

REVIEWER NOTES

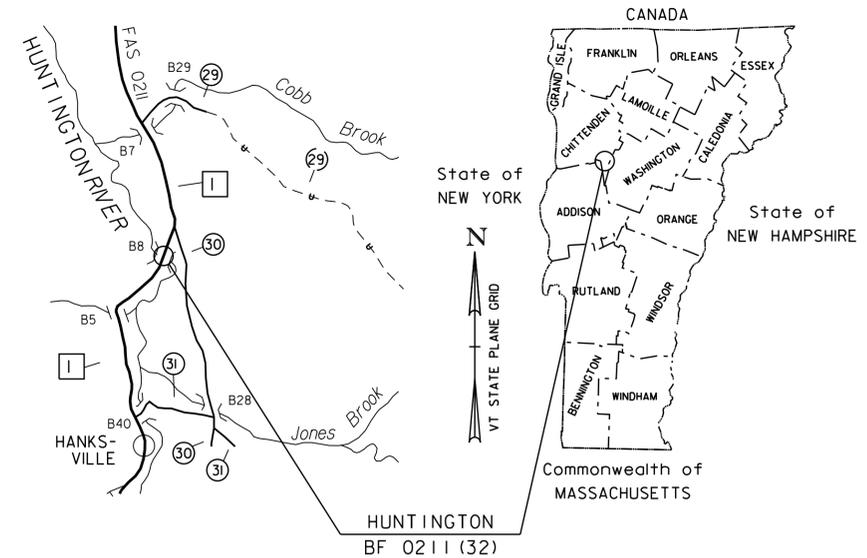
1. THIS WILL BE AN EIGHT WEEK CLOSURE. IT WILL BE THE RESPONSIBILITY OF THE TOWN OF HUNTINGTON TO DEVELOP AND INSTALL THE SIGN PACKAGE WITH STATE INPUT ON THE STATE ROUTE PORTIONS OF THE DETOUR.
2. RIGHT-OF-WAY WILL BE REQUIRED FOR THIS PROJECT.
3. AERIAL UTILITY RELOCATION IS REQUIRED FOR THIS PROJECT AND IS BEING COORDINATED WITH THE UTILITY COMPANIES. SEE THE UTILITY LAYOUT SHEET FOR DETAILS.
4. THE SUBSTRUCTURE SHALL BE A PRECAST CONCRETE PILE CAP SUPPORTED ON STEEL H-PILES FOR ABUTMENT 1 AND A PRECAST CONCRETE FOOTING AND ABUTMENT STEM WITH A CAST-IN-PLACE CONCRETE SUBFOOTING ON LEDGE FOR ABUTMENT 2. DURING FINAL DESIGN IT WILL BE DETERMINED IF THE BRIDGE WILL BE SEMI-INTEGRAL OR FIXED AT ABUTMENT 2 AND EXPANSION AT ABUTMENT 1 WITH A SEMI-INTEGRAL ABUTMENT.
5. THE SUPERSTRUCTURE WILL CONSIST OF FOUR (4) TANGENT STEEL PLATE GIRDERS WITH A BARE GROOVED CAST-IN-PLACE CURVED CONCRETE DECK. THEREFORE THE CONCRETE DECK OVERHANG WILL VARY. SEE MIN./MAX. OVERHANG ON TYPICAL BRIDGE SECTION.
6. THE TOWN WILL BE REQUIRED TO OBTAIN AN I111 PERMIT TO SIGN ANY DETOUR INVOLVING STATE ROUTES.

STATE OF VERMONT AGENCY OF TRANSPORTATION



PROPOSED IMPROVEMENT BRIDGE PROJECT

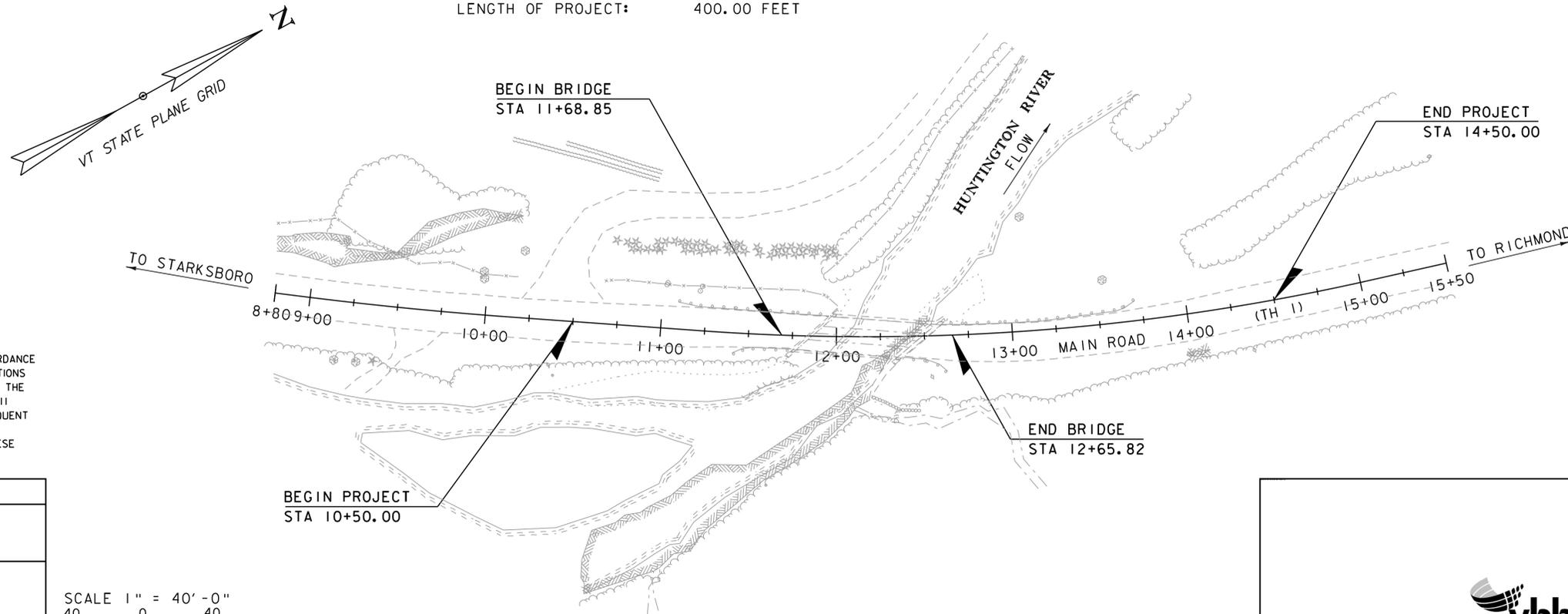
TOWN OF HUNTINGTON
COUNTY OF CHITTENDEN
TH-1, RURAL MAJOR COLLECTOR, FAS ROUTE 0211, BRIDGE NO 8



PROJECT LOCATION: LOCATED IN THE COUNTY OF CHITTENDEN, TOWN OF HUNTINGTON, ON TH 1 (FAS 0211), BRIDGE NO. 8 OVER HUNTINGTON RIVER, APPROXIMATELY 3.9 MILES NORTH OF TH 1'S JUNCTION WITH VT ROUTE 17.

PROJECT DESCRIPTION: WORK TO BE PERFORMED UNDER THIS PROJECT INCLUDES REMOVAL AND REPLACEMENT OF BRIDGE NO. 8 ON A NEW ALIGNMENT WITH ASSOCIATED ROADWAY AND CHANNEL WORK.

LENGTH OF STRUCTURE: 96.97 FEET
LENGTH OF ROADWAY: 303.03 FEET
LENGTH OF PROJECT: 400.00 FEET



CONSTRUCTION IS TO BE CARRIED ON IN ACCORDANCE WITH THESE PLANS AND THE STANDARD SPECIFICATIONS FOR CONSTRUCTION DATED 2011, AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION ON JULY 20, 2011 FOR USE ON THIS PROJECT, INCLUDING ALL SUBSEQUENT REVISIONS AND SUCH REVISED SPECIFICATIONS AND SPECIAL PROVISIONS AS ARE INCORPORATED IN THESE PLANS.

QUALITY ASSURANCE PROGRAM : LEVEL 2	
SURVEYED BY :	L. ORVIS
SURVEYED DATE :	06/17/2013
DATUM	
VERTICAL	NAVD88
HORIZONTAL	NAD 83 (2011)

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

PRELIMINARY PLANS
APRIL 2015

	DIRECTOR OF PROJECT DELIVERY
	APPROVED _____ DATE _____
	PROJECT MANAGER : ROBERT YOUNG, P. E.
	PROJECT NAME : HUNTINGTON PROJECT NUMBER : BF 0211 (32)
SHEET 1 OF 34 SHEETS	

INDEX OF SHEETS

PLAN SHEETS

1	TITLE SHEET
2	PRELIMINARY INFORMATION SHEET
3	TYPICAL BRIDGE SECTION
4	TYPICAL ROADWAY SECTIONS
5	TYPICAL EARTHWORK SECTIONS
6	CONVENTIONAL SYMBOLOLOGY LEGEND
7	TIE SHEET
8	ALIGNMENT SHEET
9	LAYOUT SHEET
10 - 11	PROFILE AND BANKING DIAGRAMS
12	TRAFFIC CONTROL SHEET
13	UTILITY LAYOUT SHEET
14	TRAFFIC SIGNS & LINE STRIPING SHEET
15	TRAFFIC SIGN SUMMARY SHEET
16	BORING INFORMATION SHEET
17 - 18	BORING LOGS
19	PLAN AND ELEVATION
20	BRIDGE RAIL LAYOUT
21 - 26	ROADWAY CROSS SECTIONS
27 - 29	CHANNEL CROSS SECTIONS
30	EPSC NARRATIVE
31	EPSC EXISTING CONDITIONS SHEET
32	EPSC CONSTRUCTION CONDITIONS SHEET
33	EPSC FINAL CONDITIONS SHEET
34	EPSC DETAILS

STANDARDS LIST

B-71	STANDARD FOR RESIDENTIAL AND COMMERCIAL DRIVES	07-08-2005
E-121	STANDARD SIGN PLACEMENT - CONVENTIONAL ROAD	08-08-1995
G-1B	BOX BEAM GUARDRAIL	06-01-1994
S-364A	BRIDGE RAILING, GALVANIZED 3 RAIL BOX BEAM	02-10-2014
S-364B	GUARDRAIL APPROACH SECTION, GALVANIZED 3 RAIL BOX BEAM	02-10-2014
S-364C	GUARDRAIL APPROACH SECTION, GALVANIZED 3 RAIL BOX BEAM	02-10-2014
S-364D	GUARDRAIL APPROACH SECTION, GALVANIZED 3 RAIL BOX BEAM	04-23-2012
T-1	TRAFFIC CONTROL GENERAL NOTES	08-06-2012
T-10	CONVENTIONAL ROADS CONSTRUCTION APPROACH SIGNING	08-06-2012
T-30	CONSTRUCTION DETAILS	08-06-2012
T-35	CONSTRUCTION ZONE LONGITUDINAL DROP-OFFS	08-06-2012
T-42	BRIDGE NUMBER PLAQUE	04-09-2014
T-44	MILEMARKER DETAILS STATE AND TOWN HIGHWAYS	04-09-2014
T-45	SQUARE TUBE SIGN POST AND ANCHOR	01-02-2013

STRUCTURES DETAIL SHEETS

SD-501.00	CONCRETE DETAILS AND NOTES	2/9/2012
SD-502.00	CONCRETE DETAILS AND NOTES	10/10/2012
SD-516.10	BRIDGE JOINT ASPHALTIC PLUG	8/29/2011
SD-601.00	STRUCTURAL STEEL DETAILS AND NOTES	6/4/2010
SD-602.00	STRUCTURAL STEEL PLATE GIRDER DETAILS AND NOTES	5/2/2011

FINAL HYDRAULIC REPORT

HYDROLOGIC DATA

Date: April 2015

DRAINAGE AREA: 18.4 sq. mi.
 CHARACTER OF TERRAIN: Mostly forested, rural
 STREAM CHARACTERISTICS: Sinuous and alluvial
 NATURE OF STREAMBED: Cobbles, gravel and sand

PEAK FLOW DATA

Q 2.33 =	850 cfs	Q 50 =	2800 cfs
Q 10 =	1700 cfs	Q 100 =	3400 cfs
Q 25 =	2300 cfs	Q 500 =	4700 cfs

DATE OF FLOOD OF RECORD: Unknown
 ESTIMATED DISCHARGE: Unknown
 WATER SURFACE ELEV.: Unknown
 NATURAL STREAM VELOCITY: @ Q50 = 11.7 fps
 ICE CONDITIONS: Moderate
 DEBRIS: Low
 DOES THE STREAM REACH MAXIMUM HIGHWATER ELEV. RAPIDLY? No
 IS ORDINARY RISE RAPID? No
 IS STAGE AFFECTED BY UPSTREAM OR DOWNSTREAM CONDITIONS? No
 IF YES, DESCRIBE:

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

EXISTING STRUCTURE INFORMATION

STRUCTURE TYPE: Single span rolled beam bridge
 YEAR BUILT: 1934
 CLEAR SPAN(NORMAL TO STREAM): 42'
 VERTICAL CLEARANCE ABOVE STREAMBED: ~15.5'
 WATERWAY OF FULL OPENING: 485 sq. ft.
 DISPOSITION OF STRUCTURE: Remove and replace
 TYPE OF MATERIAL UNDER SUBSTRUCTURE: See borings

WATER SURFACE ELEVATIONS AT:

Q2.33 =	779.5'	VELOCITY =	7.9 fps
Q10 =	782.0'	"	12.2 fps
Q25 =	783.5'	"	13.4 fps
Q50 =	784.6'	"	14.3 fps
Q100 =	785.9'	"	15.3 fps

LONG TERM STREAMBED CHANGES: None noted

IS THE ROADWAY OVERTOPPED BELOW Q100: No
 FREQUENCY: N/A
 RELIEF ELEVATION: 792.1'
 DISCHARGE OVER ROAD @Q100:

UPSTREAM STRUCTURE

TOWN: Huntington DISTANCE: 5000'
 HIGHWAY #: TH 31 STRUCTURE #: BR 40
 CLEAR SPAN: 50' CLEAR HEIGHT:
 YEAR BUILT: 1964, reconstructed 2010 FULL WATERWAY:
 STRUCTURE TYPE: Prestress void slab

DOWNSTREAM STRUCTURE

TOWN: Huntington DISTANCE: 9970'
 HIGHWAY #: TH 28 STRUCTURE #: BR 38
 CLEAR SPAN: 71' CLEAR HEIGHT:
 YEAR BUILT: 1977 FULL WATERWAY:
 STRUCTURE TYPE: Rolled beam

LRFR LOAD RATING FACTORS

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

AS BUILT "REBAR" DETAIL

LEVEL I	LEVEL II	LEVEL III
TYPE:	TYPE:	TYPE:
GRADE:	GRADE:	GRADE:

TRAFFIC DATA

YEAR	ADT	DHV	% D	% T	ADTT	20 year ESAL for flexible pavement from 2016 to 2036 : 558000
2016	1100	150	65	9.8	85	40 year ESAL for flexible pavement from 2016 to 2056 : 1253000
2036	1200	160	65	12.9	120	Design Speed : 45 mph

PROPOSED STRUCTURE

STRUCTURE TYPE: Single span steel beam
 CLEAR SPAN(NORMAL TO STREAM): 86'
 VERTICAL CLEARANCE ABOVE STREAMBED: ~16.5'
 WATERWAY OF FULL OPENING: 970 sq. ft.

WATER SURFACE ELEVATIONS AT:

Q2.33 =	779.3'	VELOCITY=	6.2 fps
Q10 =	781.1'	"	8.7 fps
Q25 =	782.1'	"	10.2 fps
Q50 =	782.9'	"	11.3 fps
Q100 =	783.8'	"	12.6 fps

IS THE ROADWAY OVERTOPPED BELOW Q100: No
 FREQUENCY: N/A
 RELIEF ELEVATION: 792.3'
 DISCHARGE OVER ROAD @Q100:

AVERAGE LOW ELEVATION OF SUPERSTRUCTURE: 789.5'
 VERTICAL CLEARANCE: @ Q50 = 6.6'

SCOUR: 6.0' - Minimum design scour depth or to ledge

REQUIRED CHANNEL PROTECTION: Stone Fill Type III

PERMIT INFORMATION

AVERAGE DAILY FLOW: 40 cfs DEPTH OR ELEVATION:
 ORDINARY LOW WATER: 20 cfs 776'
 ORDINARY HIGH WATER: 370 cfs 778'

TEMPORARY BRIDGE REQUIREMENTS

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

ADDITIONAL INFORMATION

TRAFFIC MAINTENANCE NOTES

1. MAINTAIN TRAFFIC ON AN OFF SITE DETOUR.
2. TRAFFIC SIGNALS ARE NOT NECESSARY.
3. SIDEWALKS ARE NOT NECESSARY

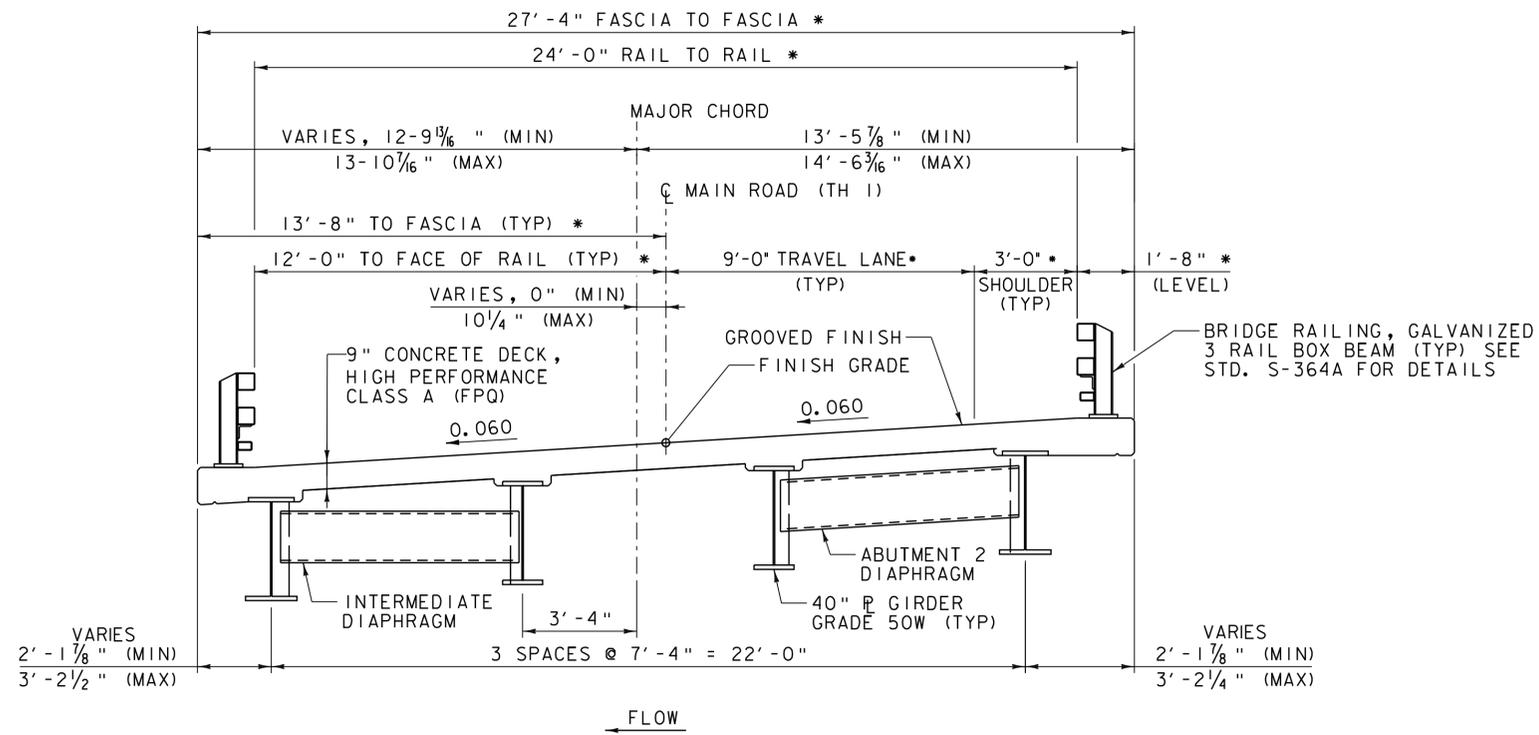
DESIGN VALUES

1. DESIGN LIVE LOAD	HL-93
2. FUTURE PAVEMENT	d _p : 3.0 INCH
3. DESIGN SPAN	L: 94.00 FT
4. MIN. MID-SPAN POS. CAMBER @ RELEASE (PRESTRESSED UNITS)	Δ: ---
5. PRESTRESSING STRAND	f _y : ---
6. PRESTRESSED CONCRETE STRENGTH	f' _c : ---
7. PRESTRESSED CONCRETE RELEASE STRENGTH	f' _{cr} : ---
8. CONCRETE, HIGH PERFORMANCE CLASS AA	f' _c : ---
9. CONCRETE, HIGH PERFORMANCE CLASS A	f' _c : 4.0 KSI
10. CONCRETE, HIGH PERFORMANCE CLASS B	f' _c : 3.5 KSI
11. CONCRETE, CLASS C	f' _c : 3.0 KSI
12. REINFORCING STEEL	f _y : 60 KSI
13. STRUCTURAL STEEL AASHTO M270 (WEATHERING)	f _y : 50 KSI
14. NOMINAL BEARING RESISTANCE OF SOIL	q _n : ---
15. SOIL BEARING RESISTANCE FACTOR (REFER TO AASHTO LRFD)	φ: ---
16. NOMINAL BEARING RESISTANCE OF ROCK	q _n : 10.0 KSF
17. ROCK BEARING RESISTANCE FACTOR (REFER TO AASHTO LRFD)	φ: ---

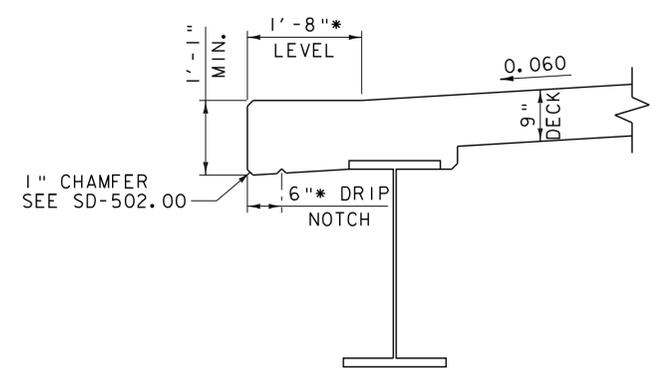
18. PILE RESISTANCE FACTOR	φ: ---
19. LATERAL PILE DEFLECTION	Δ: ---
20. BASIC WIND SPEED	V _{3s} : ---
21. MINIMUM GROUND SNOWLOAD	P _g : ---
22. SEISMIC DATA	PGA: 0 S: --- S _f : ---
23.	---
24.	---
25.	---
26.	---

PROJECT NAME: HUNTINGTON
 PROJECT NUMBER: BF 0211(32)
 FILE NAME: z13j080pi.dgn PLOT DATE: 4/14/2015
 PROJECT LEADER: S.E. BURBANK DRAWN BY: A.J. GOUDREAU
 DESIGNED BY: S.E. BURBANK CHECKED BY: E.F. LAWES
 PRELIMINARY INFORMATION SHEET 1 SHEET 2 OF 34

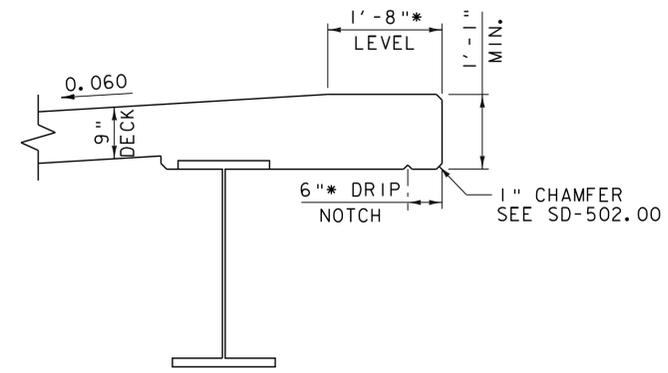




* - DIMENSIONS ARE RADIAL
TYPICAL BRIDGE SECTION
 SCALE $\frac{3}{8}'' = 1'-0''$



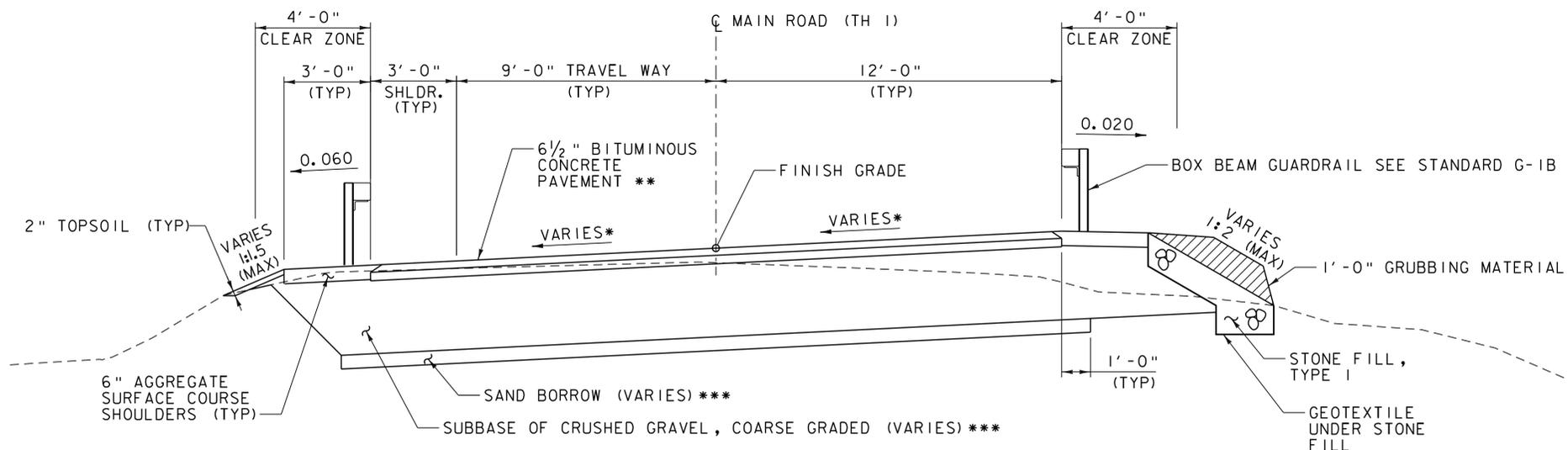
* - DIMENSIONS ARE RADIAL
BEAM 1 FASCIA & DRIP NOTCH DETAIL
 SCALE $\frac{3}{4}'' = 1'-0''$



* - DIMENSIONS ARE RADIAL
BEAM 2 FASCIA & DRIP NOTCH DETAIL
 SCALE $\frac{3}{4}'' = 1'-0''$

PROJECT NAME: HUNTINGTON	
PROJECT NUMBER: BF 0211(32)	
FILE NAME: z13j080typ.dgn	PLOT DATE: 4/20/2015
PROJECT LEADER: S.E. BURBANK	DRAWN BY: J.D. KEENER
DESIGNED BY: E.F. LAWES	CHECKED BY: S.E. BURBANK
TYPICAL BRIDGE SECTION	SHEET 3 OF 34





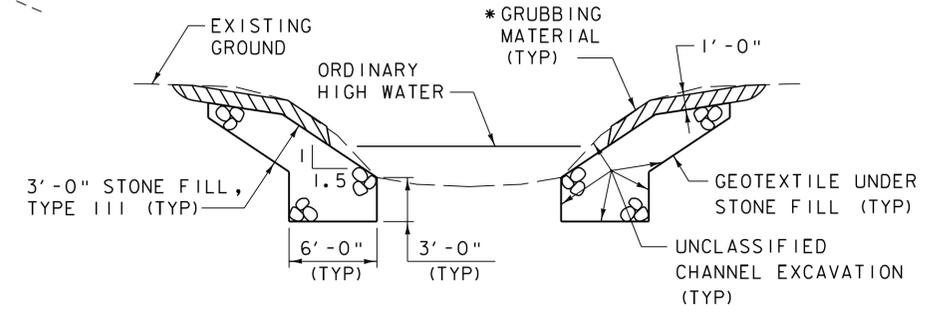
* SEE BANKING DIAGRAM ON PROFILE AND BANKING DIAGRAM SHEET
 ** (2) - 1 1/2" LIFTS OF TYPE IVS OVER
 (1) - 3 1/2" LIFT OF TYPE IIS
 *** SEE TYPICAL APPROACH SECTION

TYPICAL ROADWAY SECTION
 SCALE 3/8" = 1'-0"

MATERIAL TOLERANCES

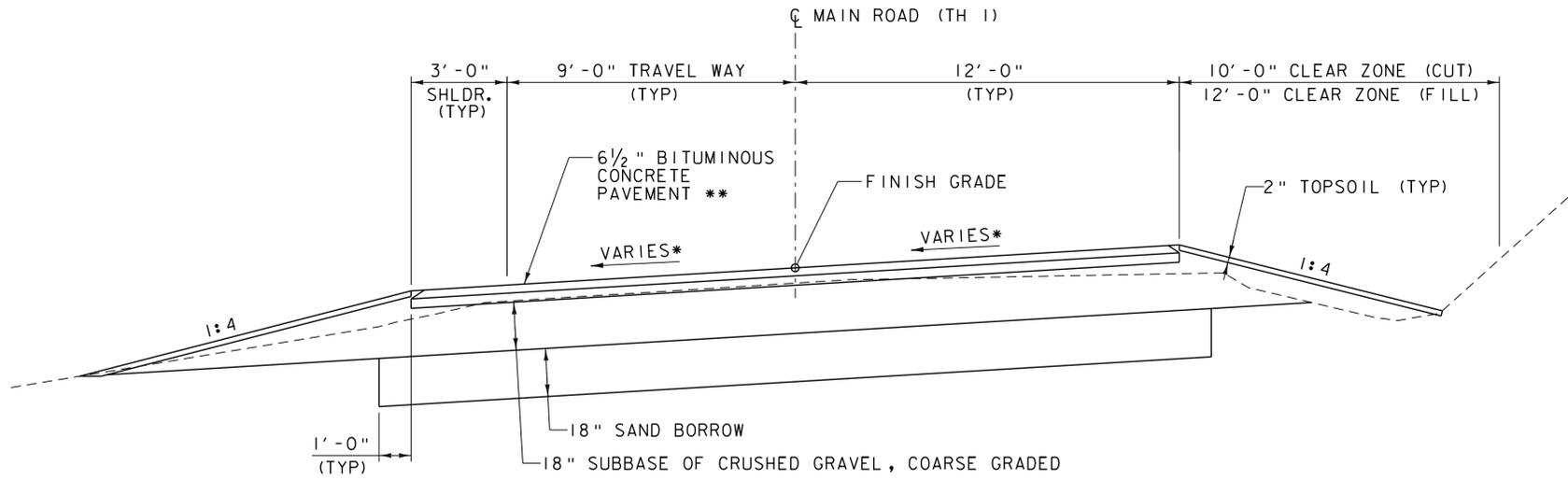
(IF USED ON PROJECT)

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



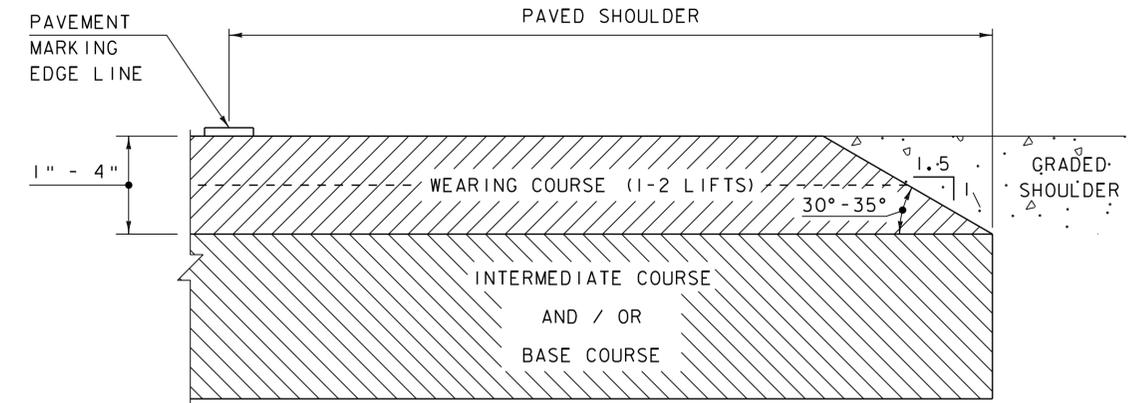
TYPICAL CHANNEL SECTION
 NOT TO SCALE

*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.



* SEE BANKING DIAGRAM ON PROFILE AND BANKING DIAGRAM SHEET
 ** (2) - 1 1/2" LIFTS OF TYPE IVS OVER
 (1) - 3 1/2" LIFT OF TYPE IIS

TYPICAL NON-GUARDRAIL SECTION
 SCALE 3/8" = 1'-0"

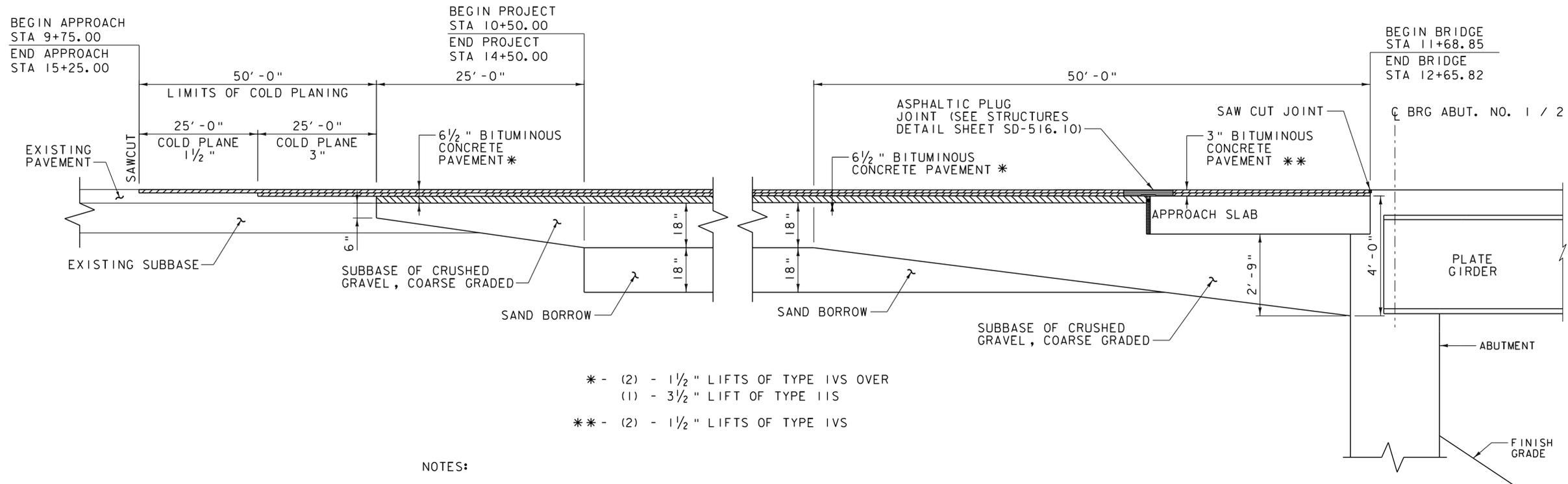


SAFETY EDGE DETAIL
 NOT TO SCALE

NOTE: LEVELING COURSE MAY INCLUDE THE "SAFETY EDGE" AT THE CONTRACTOR'S CHOICE.



PROJECT NAME:	HUNTINGTON	FILE NAME:	z13j080typ.dgn	PLOT DATE:	4/20/2015
PROJECT NUMBER:	BF 0211(32)	PROJECT LEADER:	S.E. BURBANK	DRAWN BY:	J.D. KEENER
		DESIGNED BY:	J.D. KEENER	CHECKED BY:	S.E. BURBANK
		TYPICAL ROADWAY SECTIONS		SHEET	4 OF 34

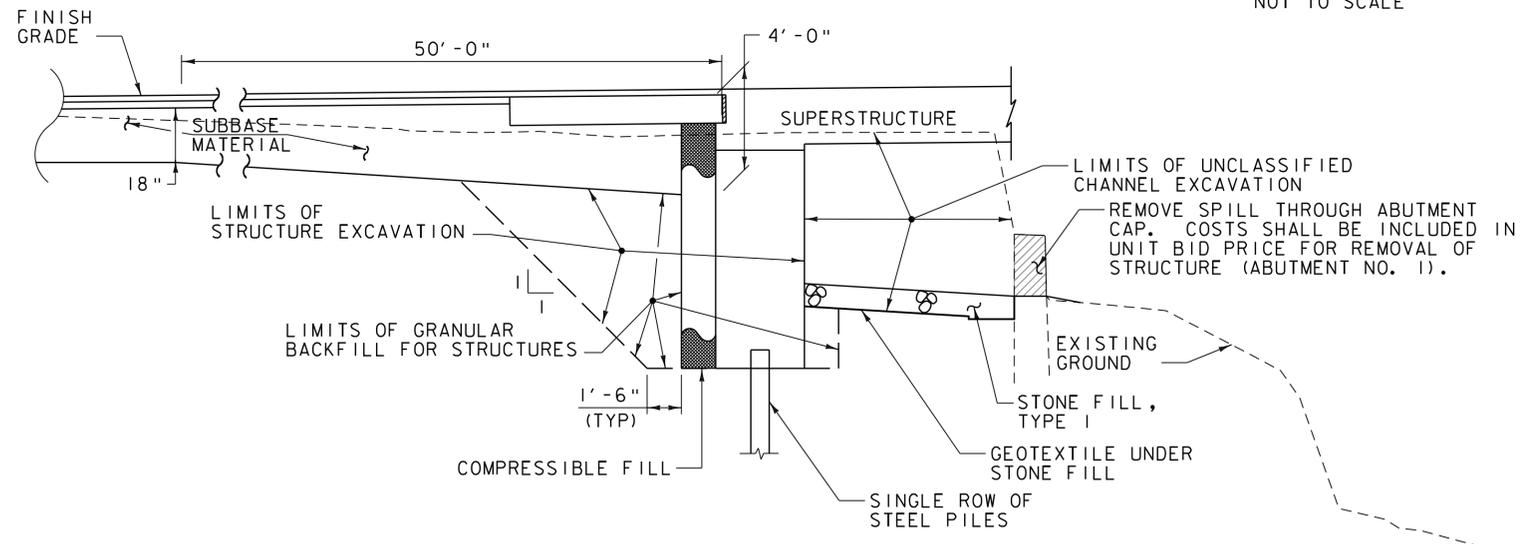


- * - (2) - 1 1/2" LIFTS OF TYPE IVS OVER
(1) - 3 1/2" LIFT OF TYPE IIS
- ** - (2) - 1 1/2" LIFTS OF TYPE IVS

NOTES:

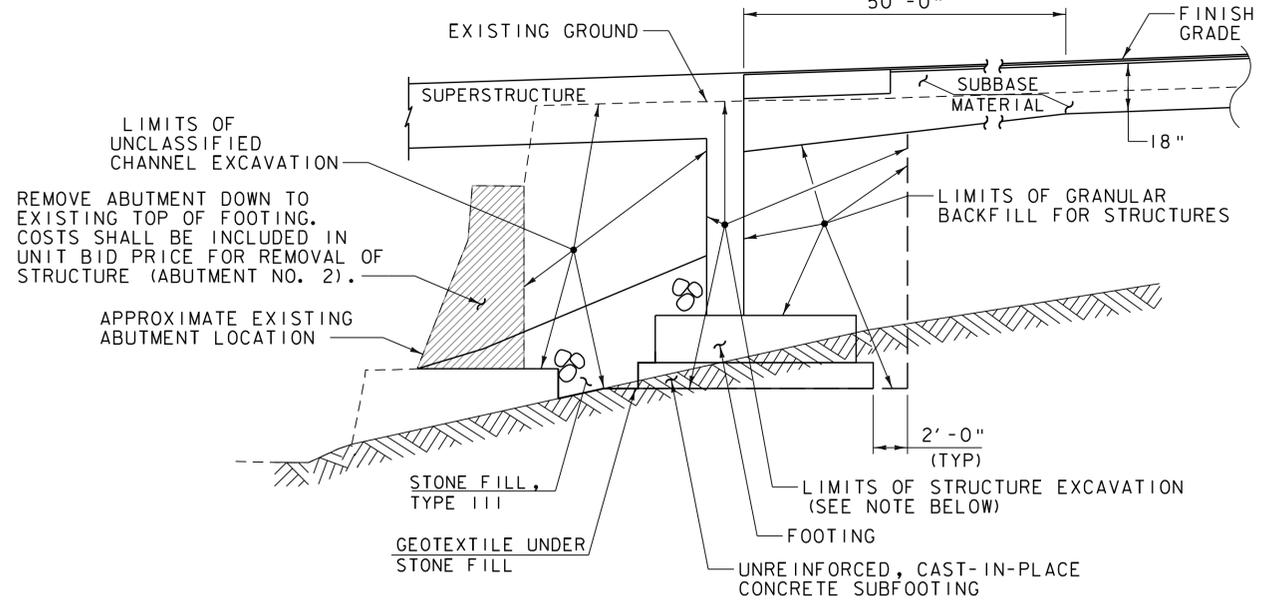
1. EMULSIFIED ASPHALT IS TO BE APPLIED AT A RATE OF 0.040 GAL/SY BETWEEN ALL LIFTS OF BITUMINOUS CONCRETE PAVEMENT AND ON THE EXISTING PAVEMENT AND THE APPROACH SLAB PRIOR TO PLACING THE FIRST LIFT, AS DIRECTED BY THE ENGINEER.
2. COMPRESSIBLE FILL TO BE USED AT ABUTMENT NO. 1 (NOT SHOWN IN THIS DETAIL).

BEGIN/END 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.

ABUTMENT 1 EARTHWORK SECTION
NOT TO SCALE



NOTE: STRUCTURE EXCAVATION INCLUDES ANY REQUIRED REMOVAL OF LEDGE

ABUTMENT 2 EARTHWORK SECTION
(NOT TO SCALE)

PROJECT NAME:	HUNTINGTON
PROJECT NUMBER:	BF 0211(32)
FILE NAME:	z13j080typ.dgn
PROJECT LEADER:	S.E. BURBANK
DESIGNED BY:	J.D. KEENER
TYPICAL EARTHWORK SECTIONS	
PLOT DATE:	4/20/2015
DRAWN BY:	J.D. KEENER
CHECKED BY:	S.E. BURBANK
SHEET	5 OF 34



GPS CONTROL POINTS

SHAKE AZ MK
 NORTH = 650571.420
 EAST = 1518446.317
 ELEV. = 710.960

SHAKE AZ MK
 TO REACH FROM THE INTERSECTION OF VT ROUTE 116 AND HINESBURG HOLLOW ROAD IN SOUTH HUNTINGTON, GO EAST ALONG HINESBURG HOLLOW ROAD FOR 5.0MI TO THE T-INTERSECTION OF MAIN ROAD (HUNTINGTON ROAD). TURN RIGHT AND GO SOUTH ALONG MAIN ROAD FOR 2.7MI TO THE SITE OF THE MARK ON THE LEFT ABOUT 40 M (131.2 FT) SOUTH OF HOUSE NO 5726.

THE MARK IS SET 20 CM (8 INCHES) BELOW GROUND SURFACE IN THE TOP OF A FENO STYLE MONUMENT.

IT IS 5.9 M (19.4 FT) EAST OF AND ABOUT 0.3 M (1.0 FT) LOWER THAN THE CENTERLINE OF MAIN ROAD, 13.3 M (43.6 FT) EAST OF AND ACROSS THE ROAD FROM POLE NO 33/119A AND 72.1 M (236.5 FT) SOUTH OF TELEPHONE JUNCTION BOX NO 1/50.

SHAKE
 NORTH = 651682.260
 EAST = 1518644.275
 ELEV. = 709.745

SHAKE
 TO REACH FROM THE INTERSECTION OF VT ROUTE 116 AND HINESBURG HOLLOW ROAD IN SOUTH HUNTINGTON, GO EAST ALONG HINESBURG HOLLOW ROAD FOR 5.0MI TO THE T-INTERSECTION OF MAIN ROAD (HUNTINGTON ROAD). TURN RIGHT AND GO SOUTH ALONG MAIN ROAD FOR 2.5MI TO THE SITE OF THE MARK ON THE RIGHT ABOUT 35 M (114.8 FT) NORTHEAST OF THE INTERSECTION OF SHAKER MOUNTAIN ROAD RIGHT.

THE MARK IS SET 20 CM (8 INCHES) BELOW GROUND SURFACE IN THE TOP OF A FENO STYLE MONUMENT.

IT IS 5.3 M (17.4 FT) NORTHWEST OF AND ABOUT 5 CM (2 INCHES) LOWER THAN THE CENTERLINE OF MAIN ROAD, 20.7 M (67.9 FT) NORTHEAST OF POLE NO 48/00, 1.4 M (4.6 FT) NORTHWEST OF THE NORTHWEST EDGE OF PAVEMENT OF MAIN ROAD AND 42.0 M (137.8 FT) NORTHEAST OF THE EAST END OF A BRIDGE CURB.

SHELDRAKE
 NORTH=644259.00
 EAST=1520182.804
 ELEV.=815.258

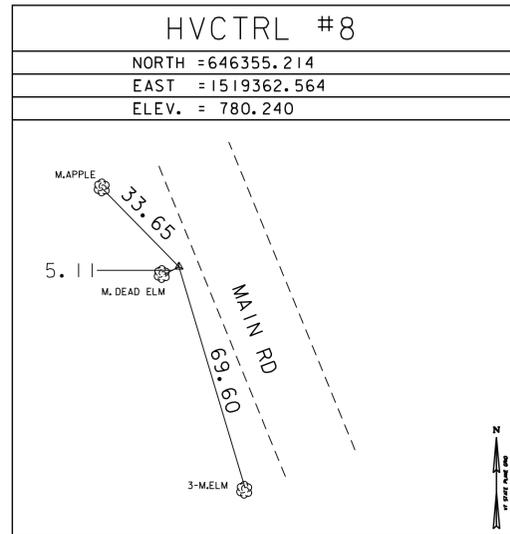
TO REACH FROM THE INTERSECTION OF US ROUTE 2 AND VT ROUTE 100 NORTH IN WATERBURY, GO WEST ALONG US ROUTE 2 FOR 9.6 MI (15.4 KM) TO THE INTERSECTION OF STAGE ROAD RIGHT AND COCHRAN PAVED ROAD LEFT, IN JONESVILLE. TURN LEFT, IMMEDIATELY CROSSING THE NEW ENGLAND CENTRAL RAILROAD AND THE COCHRAN ROAD BRIDGE OVER THE WINOOSKI RIVER AND GO SOUTH AND WEST ALONG COCHRAN ROAD FOR 0.45 MI (0.7 KM) TO THE Y-INTERSECTION OF THE ROAD TO HUNTINGTON GORGE (DUGWAY ROAD) LEFT AND COCHRAN ROAD RIGHT. BEAR LEFT AND GO SOUTHWEST ALONG DUGWAY ROAD FOR 3.2 MI (5.1 KM) TO THE INTERSECTION OF HUNTINGTON MAIN ROAD. BEAR LEFT AND GO SOUTH ALONG HUNTINGTON MAIN ROAD FOR 5.4 MI (8.7 KM) TO THE INTERSECTION OF CAMELS HUMP ROAD LEFT, IN HUNTINGTON CENTER. CONTINUE STRAIGHT AHEAD AND GO SOUTH ALONG HUNTINGTON MAIN ROAD FOR 2.2 MI (3.5 KM) TO THE SITE OF THE MARK ON THE RIGHT. IT IS JUST SOUTH OF THE SHELDRAKE ONE AND ONE-HALF STORY HOUSE AND BARN.

THE MARK IS SET FLUSH WITH THE GROUND SURFACE IN THE TOP OF A FENO STYLE MONUMENT.

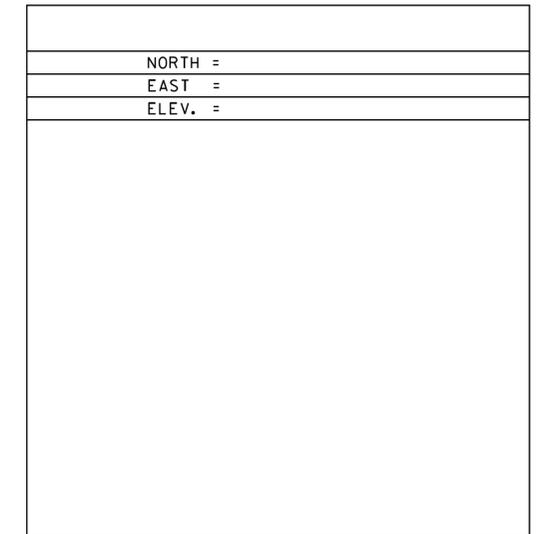
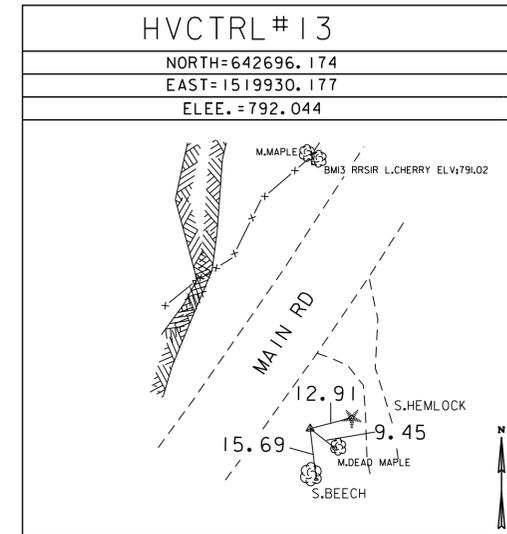
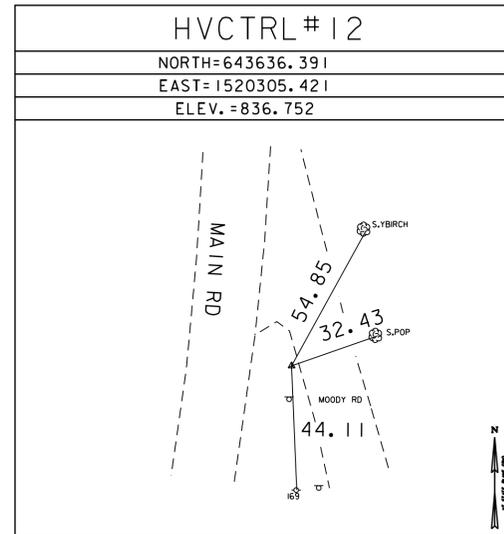
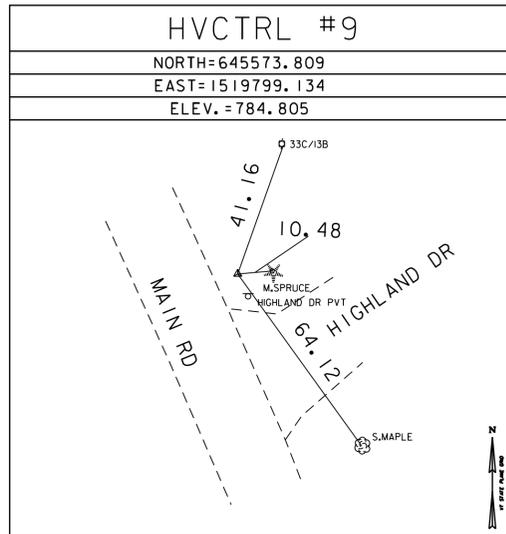
IT IS 5.7 M (18.7 FT) WEST OF AND ABOUT 0.2 M (0.7 FT) LOWER THAN THE CENTERLINE OF HUNTINGTON MAIN ROAD, 29.2 M (95.8 FT) NORTHEAST OF THE NORTHEAST CORNER OF THE HOUSE, 39.9 M (130.9 FT) NORTHWEST OF POLE NO 167, 51.4 M (168.6 FT) SOUTH-SOUTHWEST OF POLE NO CTC 5/166 AND 0.6 M (2.0 FT) EAST OF A FIBERGLASS WITNESS POST.

GPS CONTROL SET BY VTRANS GSU JUNE 6,2013

TRAVERSE TIES



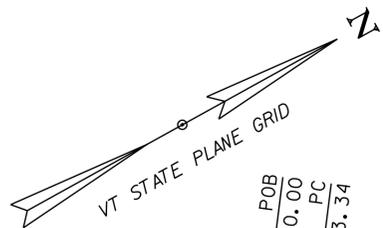
TRAVERSE COMPLETED BY L.ORVIS PC/H.MCGOWAN JUNE 17,2013



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

PROJECT NAME: HUNTINGTON	
PROJECT NUMBER: BF 0211(32)	
FILE NAME: z13j080t1.dgn	PLOT DATE: 4/20/2015
PROJECT LEADER: S.E. BURBANK	DRAWN BY: VTRANS
DESIGNED BY: VTRANS	CHECKED BY:
TIE SHEET	SHEET 7 OF 34

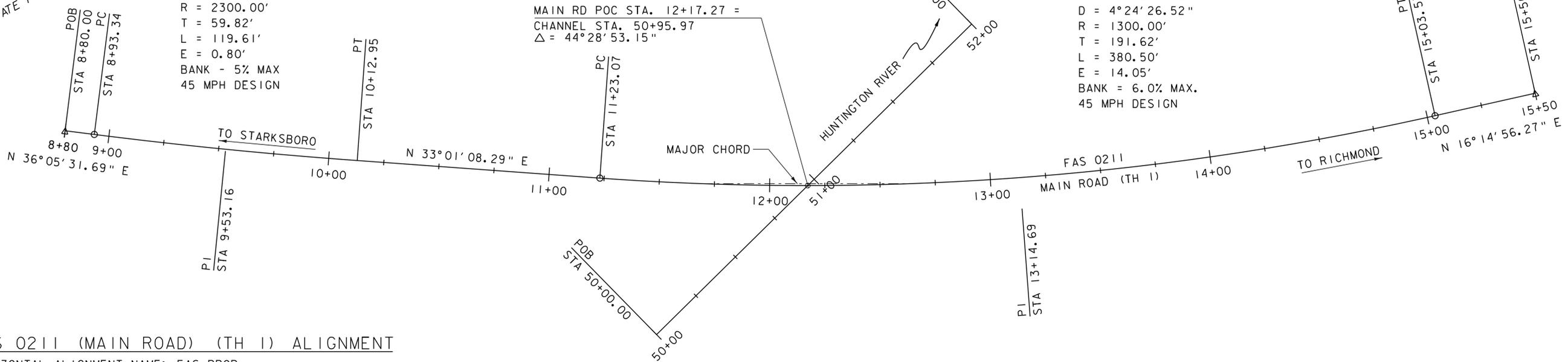




FAS 0211
 CURVE NO. 1 DATA
 $\Delta = 3^{\circ}04'23.40''$
 $D = 2^{\circ}34'09.54''$
 $R = 2300.00'$
 $T = 59.82'$
 $L = 119.61'$
 $E = 0.80'$
 BANK = 5% MAX
 45 MPH DESIGN

MAIN RD POC STA. 12+17.27 =
 CHANNEL STA. 50+95.97
 $\Delta = 44^{\circ}28'53.15''$

FAS 0211
 CURVE NO. 2 DATA
 $\Delta = 16^{\circ}46'12.02''$
 $D = 4^{\circ}24'26.52''$
 $R = 1300.00'$
 $T = 191.62'$
 $L = 380.50'$
 $E = 14.05'$
 BANK = 6.0% MAX.
 45 MPH DESIGN



FAS 0211 (MAIN ROAD) (TH 1) ALIGNMENT

HORIZONTAL ALIGNMENT NAME: FAS_PROP

ELEMENT:	STATION	NORTHING	EASTING
ELEMENT: LINEAR			
POB	8+80.00	642669.4735	1519882.4528
PC	8+93.34	642680.2502	1519890.3090
TANGENT DIRECTION:	N 36°05'31.69" E		
TANGENT LENGTH:	13.34		
ELEMENT: CIRCULAR			
PC	8+93.34	642680.2502	1519890.3090
PI	9+53.16	642728.5885	1519925.5478
PT	10+12.95	642778.7466	1519958.1444
RADIUS:	2230.00		
DELTA:	3°04'23.40" LEFT		
DEGREE OF CURVATURE (ARC):	2°34'09.54"		
LENGTH:	119.61		
TANGENT:	59.82		
CHORD:	119.60		
MIDDLE ORDINATE:	0.80		
EXTERNAL:	0.80		
ELEMENT: LINEAR			
PT	10+12.95	642778.7466	1519958.1444
PC	11+23.07	642871.0875	1520018.1548
TANGENT DIRECTION:	N 33°01'08.29" E		
TANGENT LENGTH:	110.13		
ELEMENT: CIRCULAR			
PC	11+23.07	642871.0875	1520018.1548
PI	13+14.69	643031.7586	1520122.5715
PT	15+03.57	643215.7240	1520176.1889
RADIUS:	1300.00		
DELTA:	16°46'12.02" LEFT		
DEGREE OF CURVATURE (ARC):	4°24'26.52"		
LENGTH:	380.50		
TANGENT:	191.62		
CHORD:	379.14		
MIDDLE ORDINATE:	13.90		
EXTERNAL:	14.05		
ELEMENT: LINEAR			
PT	15+03.57	643215.7240	1520176.1889
POE	15+50.00	643260.2960	1520189.1795
TANGENT DIRECTION:	N 16°14'56.27" E		
TANGENT LENGTH:	46.43		

CHANNEL ALIGNMENT

HORIZONTAL ALIGNMENT NAME: BR8CHANNEL

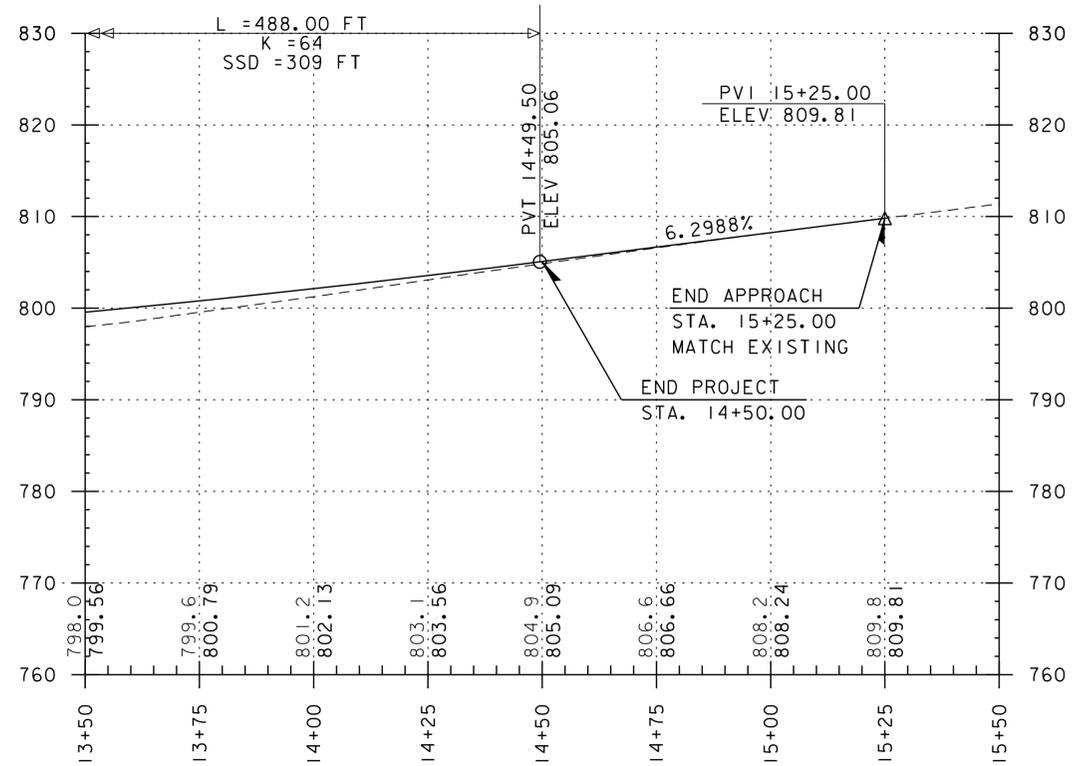
ELEMENT:	STATION	NORTHING	EASTING
ELEMENT: LINEAR			
POB	50+00.00	642859.4310	1520092.4133
POE	52+00.00	643052.0502	1520038.5815
TANGENT DIRECTION:	N 15°36'51.24" W		
TANGENT LENGTH:	200.00		

SCALE 1" = 25'-0"
 25 0 25

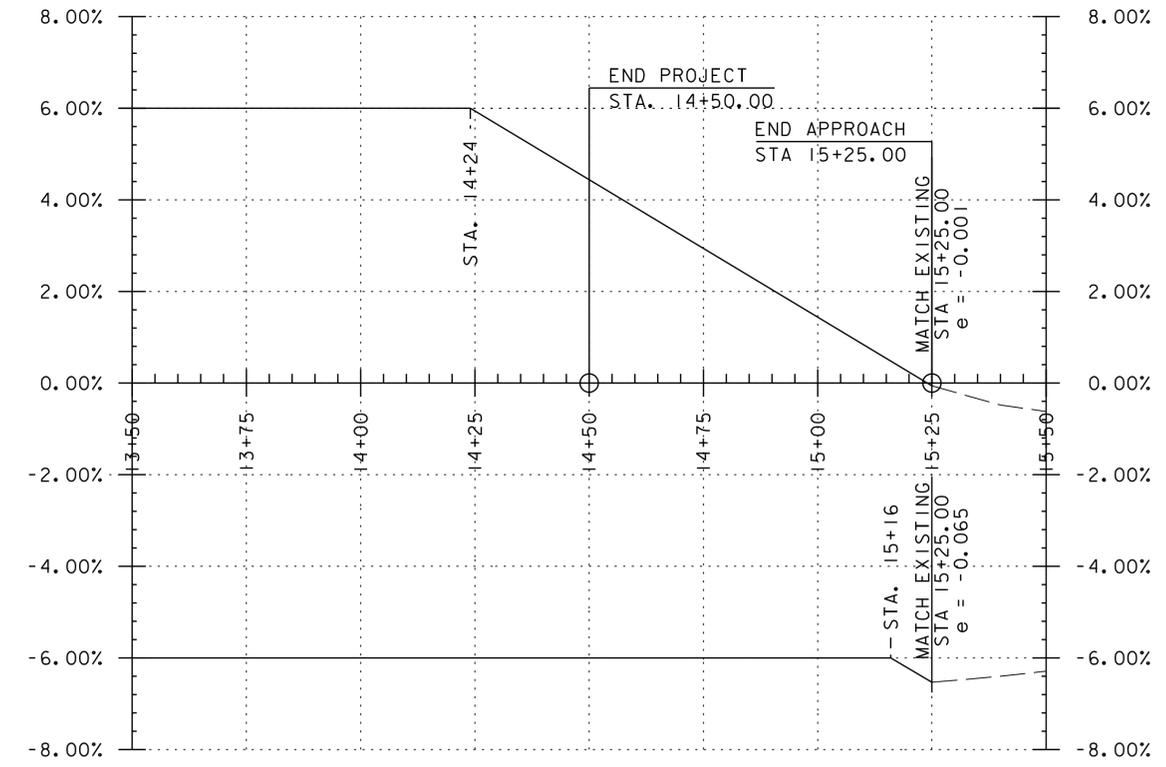


PROJECT NAME: HUNTINGTON
 PROJECT NUMBER: BF 0211(32)
 FILE NAME: z13j080align.dgn
 PROJECT LEADER: S.E. BURBANK
 DESIGNED BY: D.M. PECK
 ALIGNMENT SHEET

PLOT DATE: 4/20/2015
 DRAWN BY: E.F. LAWES
 CHECKED BY: S.E. BURBANK
 SHEET 8 OF 34



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



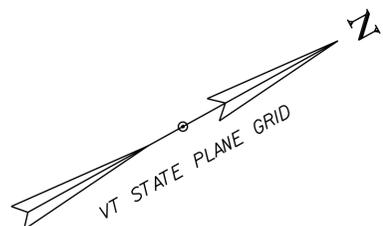
BANK TRANSITION
 SCALE HORIZONTAL: 1" = 20'
 VERTICAL: 1" = 0.02 FT/FT

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.

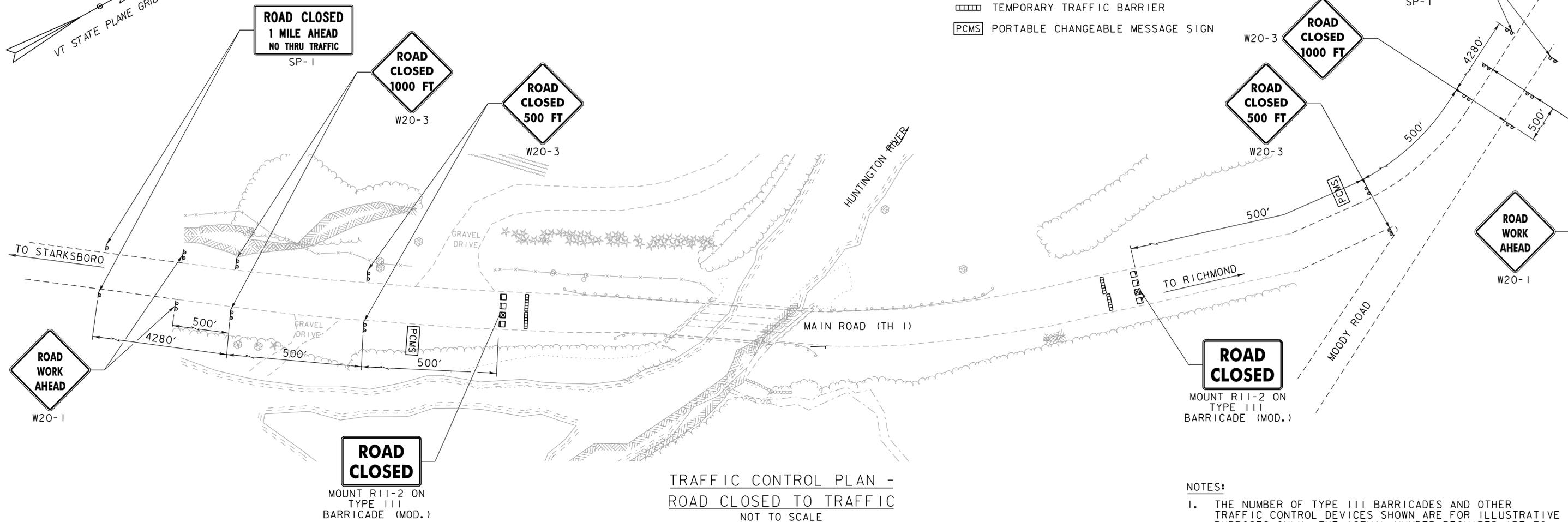
PROJECT NAME: HUNTINGTON	
PROJECT NUMBER: BF 0211(32)	
FILE NAME: z13j080pro.dgn	PLOT DATE: 4/20/2015
PROJECT LEADER: S.E. BURBANK	DRAWN BY: D.M. PECK
DESIGNED BY: D.M. PECK	CHECKED BY: E.F. LAWES
PROFILE & BANKING DIAGRAM (2 OF 2)	SHEET 11 OF 34





LEGEND

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

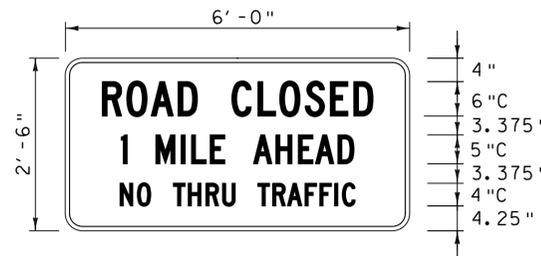


TRAFFIC CONTROL PLAN -
ROAD CLOSED TO TRAFFIC
NOT TO SCALE

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

MESSAGE 1	MESSAGE 2	
MAIN RD	MMMM DD	(DATE) **
BRIDGE	TO	
CLOSED	MMMM DD	(DATE) **

** - MONTH SHALL BE SPELLED OUT - JUNE 10 NOT 6/10



SP-1
NOT TO SCALE

NOTE:

1. COLORS FOR THE SP-2 SIGN SHALL BE BLACK TEXT AND BORDER ON RETROREFLECTIVE FLUORESCENT WHITE BACKGROUND. TWO ORANGE FLAGS (ONE EACH SIDE) SHALL BE PLACED AT THE TOP OF THE SP-2 SIGNS.

NOTES:

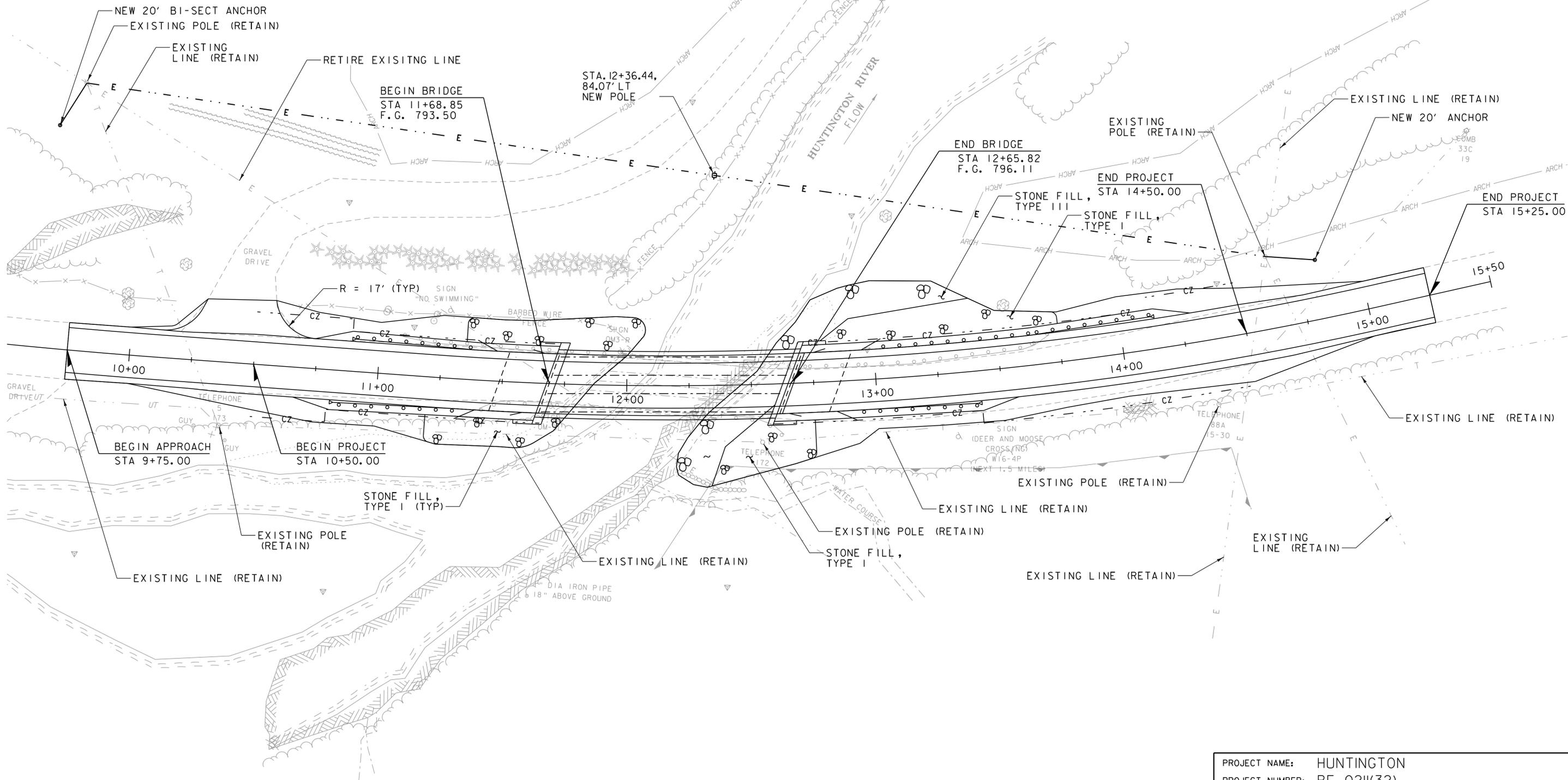
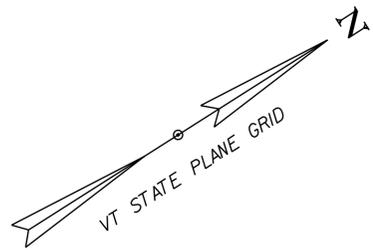
1. THE NUMBER OF TYPE III BARRICADES AND OTHER TRAFFIC CONTROL DEVICES SHOWN ARE FOR ILLUSTRATIVE PURPOSES ONLY. THE ACTUAL NUMBER REQUIRED ARE TO BE DETERMINED BASED ON INDIVIDUAL ROADWAY CLOSURE REQUIREMENTS.
2. THE PCMS SHALL DISPLAY THE MESSAGE SHOWN ONE WEEK (7 DAYS) PRIOR TO THE CLOSURE OF THE BRIDGE. THE PCMS SHALL BE REMOVED ONCE CONSTRUCTION BEGINS.
3. ALL SIGNS SHALL BE LOCATED SO THEY ARE VISIBLE AND ABLE TO BE READ BY THE TRAVELING PUBLIC. SIGNS SHALL BE INSTALLED SO AS NOT TO OBSTRUCT EXISTING SIGNS.
4. ALL SIGNS SHALL BE IN ACCORDANCE WITH THE CURRENT EDITIONS OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (MUTCD) AND THE "STANDARD HIGHWAY SIGNS AND MARKINGS" BOOK (SHSM) PUBLISHED BY THE FEDERAL HIGHWAY ADMINISTRATION (FHWA).
5. SIGNS SHALL BE ERECTED BEFORE THE START OF ANY WORK AND SHALL BE COVERED UNTIL WORK COMMENCES, AND UPON COMPLETION OF THE WORK. EACH SIGN SHALL BE ERECTED IN A NEAT AND WORKMANLIKE MANNER. SIGNS SHALL BE REMOVED UPON COMPLETION OF THE WORK AT THE DISCRETION OF THE ENGINEER.
6. 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.

IDENTIFICATION NUMBER	SIZE OF SIGN		TEXT	NUMBER OF SIGNS REQ'D	AREA (SQ FT)	TOTAL AREA (SQ FT)	REMARKS
	WIDTH (IN)	HEIGHT (IN)					
R11-2	48	30	ROAD CLOSED	2	10.00	20.00	MOUNT ON TYPE III BARRICADE (MOD.)
W20-1	48	48	ROAD WORK AHEAD	4	16.0	64.00	MOUNT ON TWO POSTS
W20-3	48	48	ROAD CLOSED 500 FT	4	16.0	64.00	MOUNT ON TWO POSTS
W20-3	48	48	ROAD CLOSED 1000 FT	4	16.0	64.00	MOUNT ON TWO POSTS
SP-1	60	30	ROAD CLOSED 1 MILE AHEAD NO THRU TRAFFIC	4	12.50	50.00	MOUNT ON TWO POSTS

PROJECT NAME: HUNTINGTON
PROJECT NUMBER: BF 0211(32)
FILE NAME: z13j080tcp.dgn
PROJECT LEADER: S.E. BURBANK
DESIGNED BY: E.F. LAWES
TRAFFIC CONTROL SHEET

PLOT DATE: 4/20/2015
DRAWN BY: E.F. LAWES
CHECKED BY: S.E. BURBANK
SHEET 12 OF 34



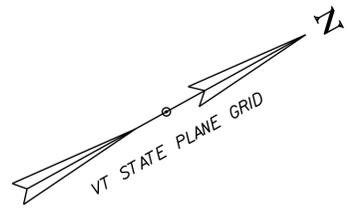


LAYOUT

SCALE 1" = 20'-0"
 20 0 20

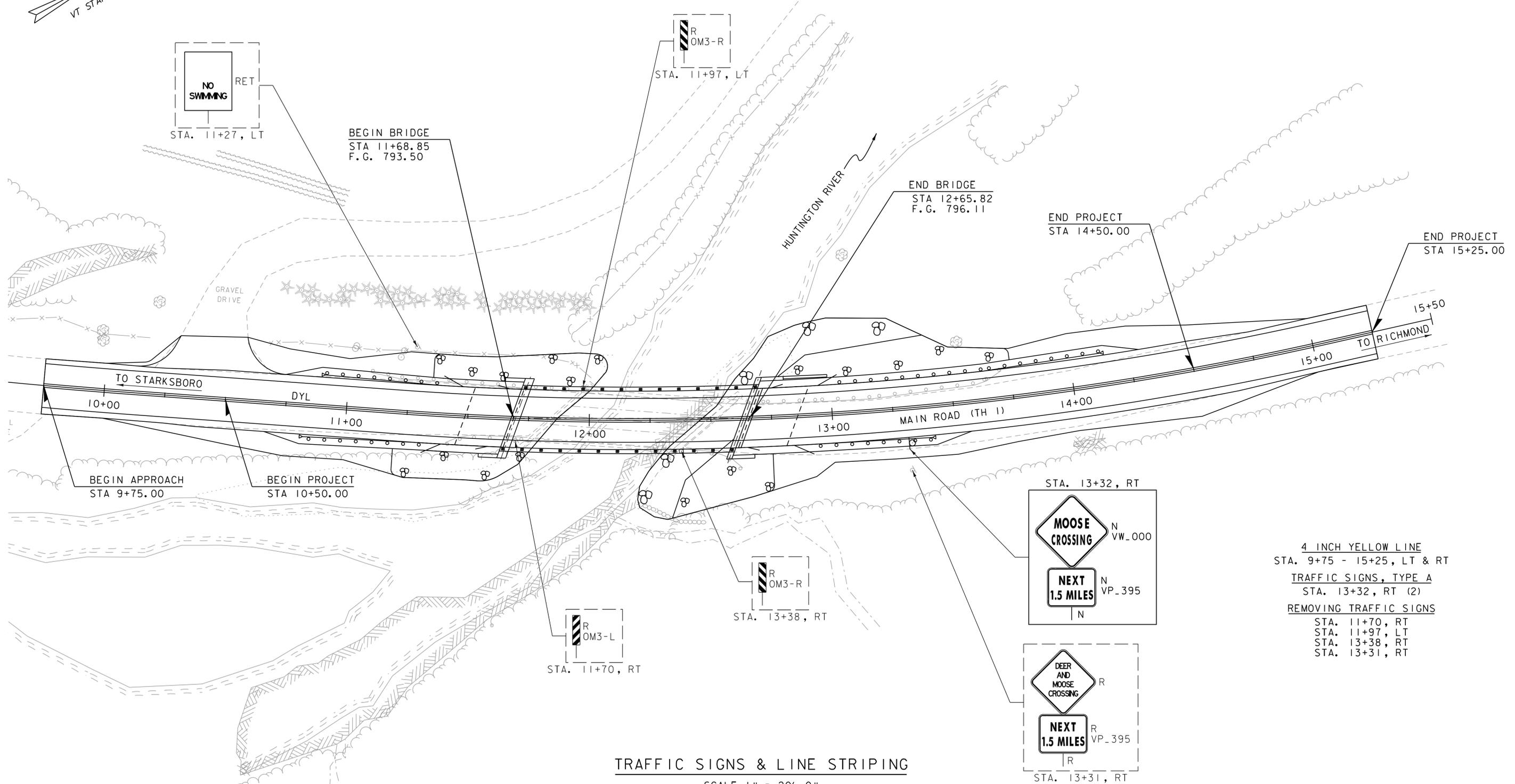


PROJECT NAME:	HUNTINGTON	PLOT DATE:	4/20/2015
PROJECT NUMBER:	BF 0211(32)	DRAWN BY:	J.D. KEENER
FILE NAME:	z13j080bdr_utility.dgn	CHECKED BY:	S.E. BURBANK
PROJECT LEADER:	S.E. BURBANK	DESIGNED BY:	L. WHEELER
UTILITY LAYOUT SHEET		SHEET	13 OF 34



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

SIGNING LEGEND
 DYL = DOUBLE YELLOW LINE



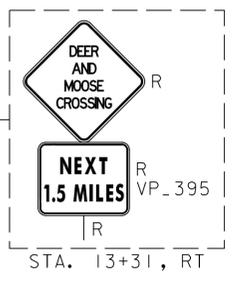
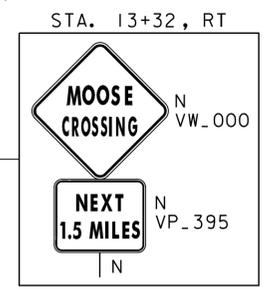
4 INCH YELLOW LINE
 STA. 9+75 - 15+25, LT & RT

TRAFFIC SIGNS, TYPE A
 STA. 13+32, RT (2)

REMOVING TRAFFIC SIGNS
 STA. 11+70, RT
 STA. 11+97, LT
 STA. 13+38, RT
 STA. 13+31, RT

TRAFFIC SIGNS & LINE STRIPING

SCALE 1" = 20'-0"
 20 0 20



PROJECT NAME:	HUNTINGTON	PLOT DATE:	4/20/2015
PROJECT NUMBER:	BF 0211(32)	DRAWN BY:	E.F. LAWES
FILE NAME:	z13j080+sl.dgn	CHECKED BY:	S.E. BURBANK
PROJECT LEADER:	S.E. BURBANK	TRAFFIC SIGNS & LINE STRIPING SHEET	SHEET 14 OF 34



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

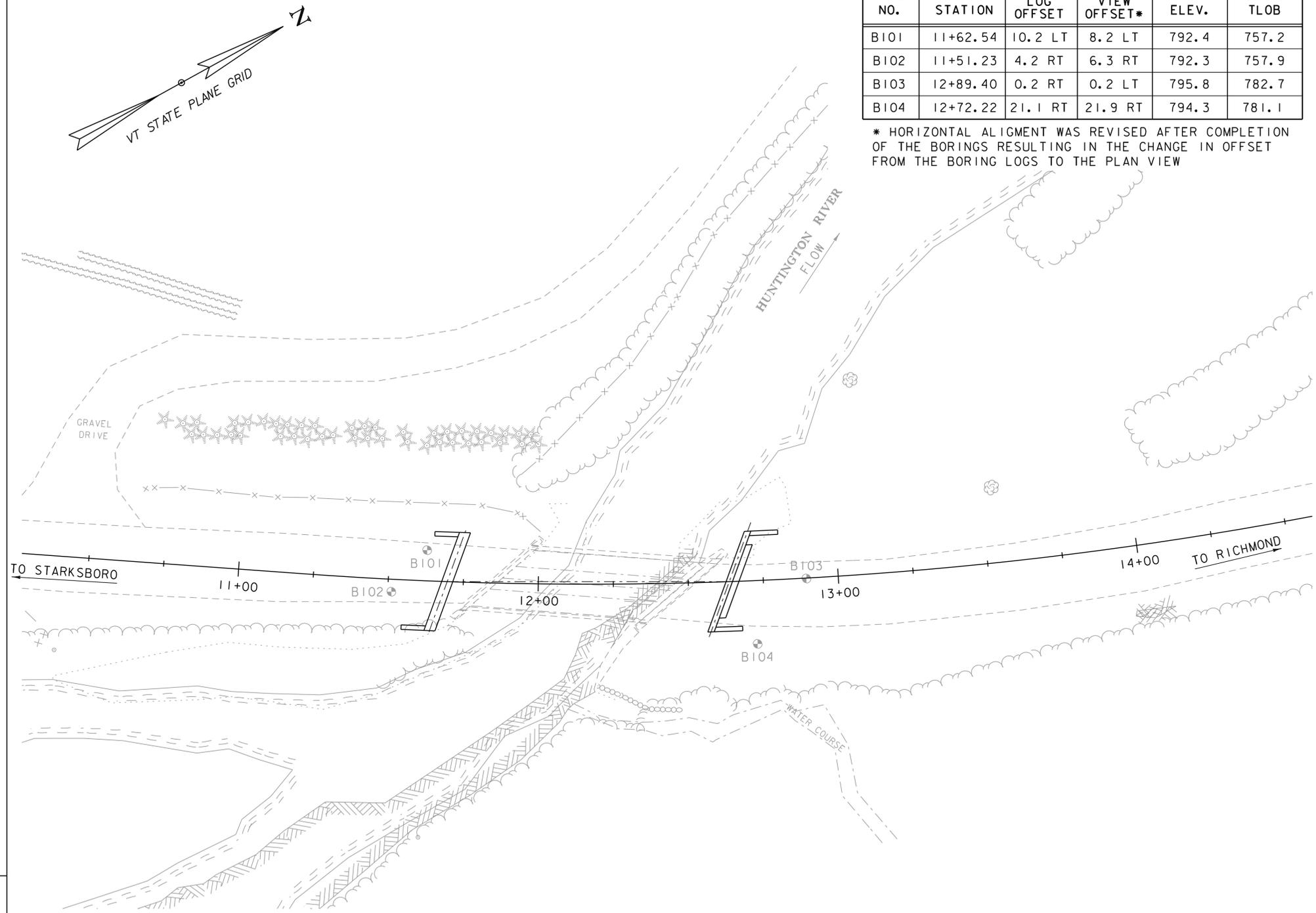
▼	Water Elevation
⊕	Standard Penetration Boring
⊗	Auger Boring
⊙	Rod Sounding
○	Sample
S	Standard Penetration Test
N	Blow Count Per Foot For: 2" O. D. Sampler 1 3/8" I. D. Sampler Hammer Weight Of 140 Lbs. Hammer Fall Of 30"
VS	Field Vane Shear Test
US	Undisturbed Soil Sample
B	Blast
DC	Diamond Core
MD	Mud Drill
WA	Wash Ahead
HSA	Hollow Stem Auger
AX	Core Size 1 1/8"
BX	Core Size 1 7/8"
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
1/2 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
gry	Gray	wh	White
gn	Green	yel	Yellow
lt	Light	mltc	Multicolored
or	Orange		

BORING CHART

HOLE NO.	SURV. STATION	BORING LOG OFFSET	PLAN VIEW OFFSET*	GROUND ELEV.	ELEV. TLOB
B101	11+62.54	10.2 LT	8.2 LT	792.4	757.2
B102	11+51.23	4.2 RT	6.3 RT	792.3	757.9
B103	12+89.40	0.2 RT	0.2 LT	795.8	782.7
B104	12+72.22	21.1 RT	21.9 RT	794.3	781.1

* HORIZONTAL ALIGNMENT WAS REVISED AFTER COMPLETION OF THE BORINGS RESULTING IN THE CHANGE IN OFFSET FROM THE BORING LOGS TO THE PLAN VIEW



DEFINITIONS (AASHTO)

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

GENERAL NOTES

- The subsurface explorations shown herein were made between September 4 and September 9, 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: HUNTINGTON

PROJECT NUMBER: BF 0211(32)

FILE NAME: z13j080bor.dgn
PROJECT LEADER: S.E. BURBANK
DESIGNED BY: VTrans
BORING INFORMATION SHEET

PLOT DATE: 4/20/2015
DRAWN BY: J.D. KEENER
CHECKED BY: S.E. BURBANK
SHEET 16 OF 34

VT Trans		STATE OF VERMONT AGENCY OF TRANSPORTATION MATERIALS & RESEARCH SECTION SUBSURFACE INFORMATION		BORING LOG		Boring No.: B-101				
				HUNTINGTON		Page No.: 1 of 1				
				BF 0211(32)		Pin No.: 13J080				
				TH-1 BR-8		Checked By: MLM				
Boring Crew: DAIGNEAULT, JUDKINS, HOOK		Casing Type: WB		Sampler Type: SS		Groundwater Observations				
Date Started: 9/08/14 Date Finished: 9/09/14		I.D.: 4 in 1.5 in		Date: 09/09/14		Depth (ft): 16.7				
VTSPG NAD83: N 642909.79 ft E 1520030.44 ft		Hammer Wt: N.A. 140 lb		Notes: AM						
Station: 11+62 Offset: -8.20		Hammer Fall: N.A. 30 in								
Ground Elevation: 792.4 ft		Hammer/Rod Type: Auto/AWJ								
		Rig: CME 45C SKID		C _p : 1.33						
Depth (ft)	Strata (1)	CLASSIFICATION OF MATERIALS (Description)	Run (Dip deg.)	Core Rec. % (ROD %)	Drill Rate (min/ft)	Blows/ft (N Value)	Moisture Content %	Gravel %	Sand %	Fines %
		Asphalt Pavement, 0.0 ft - 0.68 ft								
		A-2-4, SiSa, brn, Moist, Rec. = 1.2 ft				11-8-7-7 (15)	16.1	13.5	57.0	29.5
		A-2-4, SiSa, brn, Moist, Rec. = 1.1 ft				9-8-7-6 (15)	13.6	12.3	58.6	29.1
		A-2-4, SiSa, brn, Moist, Rec. = 1.1 ft, Cleaned out casing.				8-14-18-14 (32)	13.9	19.1	55.2	25.7
		A-1-a, SaGr, brn, Moist, Rec. = 0.9 ft, Lab Note: Lots of Broken Rock was within sample.				8-10-20-15 (30)	9.2	57.0	33.0	10.0
		A-1-a, SaGr, brn, Moist, Rec. = 0.6 ft, Lab Note: Broken Rock was within sample.				12-18-28-17 (46)	9.4	57.5	32.4	10.1
		A-1-a, Gr, red-brn, Moist, Rec. = 0.5 ft, Lab Note: Lots of Broken Rock was within sample.				10-11-10-6 (21)	8.1	72.4	19.6	8.0
		A-1-a, SaGr, brn, Moist, Rec. = 0.6 ft, Lab Note: Lots of Broken Rock was within sample.				6-5-4-4 (10)	9.4	68.2	23.9	7.9
		A-4, GrSi, brn, MTW, Rec. = 0.8 ft, Cleaned out casing.				5-4-3-3 (7)	23.3	22.6	18.1	59.3
		A-4, SaSi, brn, MTW, Rec. = 0.4 ft				2-2-3-4 (5)	29.6	1.8	21.1	77.1
		A-4, Si, brn, MTW, Rec. = 0.8 ft				3-10-11-11 (21)	27.3	3.8	10.7	85.5
		A-2-4, SiGrSa, brn, Moist, Rec. = 0.9 ft				27-25-24-29 (49)	14.0	32.9	37.0	30.1
		A-4, SaGrSi, brn, Moist, Rec. = 1.2 ft				14-29-30-R@3.5" (59)	14.8	32.6	31.0	36.4
		Field Note: Cleaned out casing.				R@2.5"	15.6	19.2	55.7	25.1
		A-2-4, SiSa, brn, Moist, Rec. = 1.1 ft								
		Field Note: Cleaned out casing.								
		Field Note: No Recovery								
		35.2 ft - 40.2 ft, Gray, Muscovite-chlorite-biotite-feldspar-quartz Metagraywacke, and schist with lenses of quartz. Hard, Unweathered, Very good rock, NXMDC, RMR = 84	1 (25)	96 (96)	4 (6)					
		40.2 ft - 45.2 ft, Gray, Muscovite-chlorite-biotite-feldspar-quartz Metagraywacke, and schist with lenses of quartz. Hard, Unweathered, Very good rock, NXMDC, RMR = 81	2 (25)	100 (86)	5 (5)					
		Hole stopped @ 45.2 ft								
		Remarks: 1. Hole collapsed at 15.7 ft. 2. Offsets were taken from the proposed centerline, not existing.								
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 _p is the hammer energy correction factor. 3. Water level readings have been made at times and under conditions stated. Fluctuations may occur due to other factors than those present at the time measurements were made.										

BOTTOM OF CAP
EL = 782.5

 ESTIMATED PILE TIP
EL = 757.2

VT Trans		STATE OF VERMONT AGENCY OF TRANSPORTATION MATERIALS & RESEARCH SECTION SUBSURFACE INFORMATION		BORING LOG		Boring No.: B-102				
				HUNTINGTON		Page No.: 1 of 1				
				BF 0211(32)		Pin No.: 13J080				
				TH-1 BR-8		Checked By: MLM				
Boring Crew: DAIGNEAULT, JUDKINS, HOOK		Casing Type: WB		Sampler Type: SS		Groundwater Observations				
Date Started: 9/05/14 Date Finished: 9/05/14		I.D.: 4 in 1.5 in		Date: 09/05/14		Depth (ft): 7.0				
VTSPG NAD83: N 642892.67 ft E 1520036.77 ft		Hammer Wt: N.A. 140 lb		Notes: After drilling.						
Station: 11+51 Offset: 6.30		Hammer Fall: N.A. 30 in								
Ground Elevation: 792.3 ft		Hammer/Rod Type: Auto/AWJ								
		Rig: CME 45C SKID		C _p : 1.33						
Depth (ft)	Strata (1)	CLASSIFICATION OF MATERIALS (Description)	Run (Dip deg.)	Core Rec. % (ROD %)	Drill Rate (min/ft)	Blows/ft (N Value)	Moisture Content %	Gravel %	Sand %	Fines %
		Asphalt Pavement, 0.0 ft - 0.98 ft								
		A-2-4, SiSa, brn, Moist, Rec. = 1.3 ft				7-6-3-4 (9)	15.4	16.1	53.4	30.5
		A-2-4, SiSa, brn, Moist, Rec. = 1.6 ft				6-5-4-3 (9)	14.4	16.6	60.0	23.4
		A-1-b, GrSa, brn, Moist, Rec. = 1.1 ft, Lab Note: Broken Rock was within sample.				1-3-4-6 (7)	15.5	42.1	43.8	14.1
		A-1-a, SaGr, brn, Moist, Rec. = 1.6 ft, Lab Note: Broken Rock was within sample.				9-15-18-31 (33)	4.7	57.8	32.6	9.6
		A-1-a, SaGr, brn-white, Moist, Rec. = 1.4 ft, Lab Note: Broken Rock was within sample.				17-20-27-19 (47)	4.3	57.6	29.5	12.9
		A-1-b, SiSaGr, brn, Moist, Rec. = 0.7 ft, Lab Note: Broken Rock was within sample.				13-17-12-9 (29)	12.9	51.1	25.9	23.0
		A-4, Si, brn, Moist, Rec. = 0.3 ft				8-8-9-9 (16)	21.6	19.5	15.5	65.0
		A-4, SaSi, brn, MTW, Rec. = 0.9 ft				4-5-4-4 (9)	19.3	16.9	40.4	42.7
		A-4, SaSi, brn, MTW, Rec. = 0.9 ft				2-3-5-5 (8)	19.4	16.9	33.3	49.8
		A-1-b, SiSaGr, red-brn, Moist, Rec. = 0.7 ft, Lab Note: Broken Rock was within sample.				11-13-17-7 (30)	13.2	43.3	36.0	20.7
		A-1-b, GrSa, brn, Moist, Rec. = 1.2 ft, Lab Note: Broken Rock was within sample.				12-14-22-25 (36)	11.1	33.7	53.9	12.4
		A-2-4, SiGrSa, brn, Moist, Rec. = 1.1 ft, Lab Note: Broken Rock was within sample.				26-27-33-R@1.0" (60)	12.9	31.9	45.8	22.3
		Field Note: No Recovery								
		34.4 ft - 39.4 ft, Gray, Muscovite-chlorite-biotite-feldspar-quartz Metagraywacke, and schist with lenses of quartz. Hard, Unweathered, Good rock, NXMDC, RMR = 72	1 (25)	72 (30)	5 (5)					
		39.4 ft - 44.4 ft, Gray, Muscovite-chlorite-biotite-feldspar-quartz Metagraywacke, and schist with lenses of quartz. Hard, Unweathered, Very good rock, NXMDC, RMR = 84	2 (25)	94 (94)	5 (5)					
		Hole stopped @ 44.4 ft								
		Remarks: 1. Offsets were taken from the proposed centerline, not existing.								
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 _p is the hammer energy correction factor. 3. Water level readings have been made at times and under conditions stated. Fluctuations may occur due to other factors than those present at the time measurements were made.										

BOTTOM OF CAP
EL = 782.5

 ESTIMATED PILE TIP
EL = 757.9

PROJECT NAME: HUNTINGTON
 PROJECT NUMBER: BF 0211(32)
 FILE NAME: z13j08borlogs.dgn
 PROJECT LEADER: S.E. BURBANK
 DESIGNED BY: VTRANS
 BORING LOGS (1 OF 2)
 PLOT DATE: 4/20/2015
 DRAWN BY: J. KEENER
 CHECKED BY: S.E. BURBANK
 SHEET 17 OF 34



VT Trans		STATE OF VERMONT AGENCY OF TRANSPORTATION MATERIALS & RESEARCH SECTION SUBSURFACE INFORMATION		BORING LOG		Boring No.: B-103				
		HUNTINGTON BF 0211(32) TH-1 BR-8		Page No.: 1 of 1		Pin No.: 13J080				
		Checked By: MLM		Date		Notes				
Boring Crew: DAIGNEAULT, JUDKINS		Casing Type: WB		Sampler Type: SS		Groundwater Observations				
Date Started: 9/04/14 Date Finished: 9/04/14		I.D.: 4 in 1.5 in		Date: 09/04/14		Depth (ft): 6.1				
VTSPG NAD83: N 643015.89 ft E 1520099.77 ft		Hammer Wt: N.A. 140 lb		Notes: After drilling.						
Station: 12+89 Offset: 0.90		Hammer Fall: N.A. 30 in								
Ground Elevation: 795.8 ft		Hammer/Rod Type: Auto/AWJ								
		Rig: CME 45C SKID		C _p : 1.33						
Depth (ft)	Strata (1)	CLASSIFICATION OF MATERIALS (Description)	Run (Dip deg.)	Core Rec. % (ROD %)	Drill Rate (min/ft)	Blow/B' (N Value)	Moisture Content %	Gravel %	Sand %	Fines %
		Asphalt Pavement, 0.0 ft - 0.77 ft								
		A-1-b, SaGr, brn, Moist, Rec. = 1.2 ft				11-10-7-5 (17)	7.5	45.8	42.2	12.0
		A-1-b, SiGrSa, brn, Moist, Rec. = 1.1 ft				4-2-3-4 (5)	15.9	35.4	43.8	20.8
		A-1-b, GrSa, brn, Moist, Rec. = 0.7 ft				3-2-3-2 (5)	11.1	45.3	46.4	8.3
		A-1-b, Sa, brn, Moist, Rec. = 0.2 ft				3-3-3-4 (6)	10.8	18.5	65.4	16.1
		A-1-b, GrSa, brn, Moist, Rec. = 0.5 ft				5-4-3-3 (7)	6.5	35.4	52.7	11.9
		A-1-b, GrSa, brn, Moist, Rec. = 0.6 ft				3-2-2-3 (4)	14.3	36.1	46.6	17.3
		A-4, SiSa, gry, Moist, Rec. = 0.1 ft				R@1.0*	12.0	15.3	48.6	36.1
		13.1 ft - 18.1 ft, Gray, Muscovite-chlorite-biotite-feldspar-quartz Metagraywacke, and schist with lenses of quartz. Hard, Unweathered, Very good rock, NXMDC, RMR = 81	1 (50)	78 (78)	5	Top of Bedrock @ 13.1 ft				
		18.1 ft - 23.1 ft, Gray, Muscovite-chlorite-biotite-feldspar-quartz Metagraywacke, and schist with lenses of quartz. Hard, Unweathered, Very good rock, NXMDC, RMR = 84	2 (50)	94 (94)	5					
		Hole stopped @ 23.1 ft								
		Remarks: 1. Hole collapsed at 8.2 ft. 2. Offsets were taken from the proposed centerline, not existing.								
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 _p 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.										

APPROXIMATE TOP OF SUB FOOTING
EL = 779.0

BORING LOG 2 HUNTINGTON BF 0211(32).GPJ VERMONT AOT.GDT 9/11/14

VT Trans		STATE OF VERMONT AGENCY OF TRANSPORTATION MATERIALS & RESEARCH SECTION SUBSURFACE INFORMATION		BORING LOG		Boring No.: B-104				
		HUNTINGTON BF 0211(32) TH-1 BR-8		Page No.: 1 of 1		Pin No.: 13J080				
		Checked By: MLM		Date		Notes				
Boring Crew: DAIGNEAULT, JUDKINS, HOOK		Casing Type: WB		Sampler Type: SS		Groundwater Observations				
Date Started: 9/09/14 Date Finished: 9/09/14		I.D.: 4 in 1.5 in		Date: 09/09/14		Depth (ft): 2.8				
VTSPG NAD83: N 642991.15 ft E 1520110.94 ft		Hammer Wt: N.A. 140 lb		Notes: After drilling.						
Station: 12+72 Offset: 21.90		Hammer Fall: N.A. 30 in								
Ground Elevation: 794.3 ft		Hammer/Rod Type: Auto/AWJ								
		Rig: CME 45C SKID		C _p : 1.33						
Depth (ft)	Strata (1)	CLASSIFICATION OF MATERIALS (Description)	Run (Dip deg.)	Core Rec. % (ROD %)	Drill Rate (min/ft)	Blow/B' (N Value)	Moisture Content %	Gravel %	Sand %	Fines %
		A-1-b, GrSa, Dk/brn, Moist, Rec. = 1.1 ft				2-3-5-6 (8)	5.4	44.6	45.9	9.5
		A-1-a, SaGr, brn-gry, Moist, Rec. = 0.8 ft, Lab Note: Lots of Broken Rock was within sample.				41-R@4.5' (R)	1.7	56.8	28.9	14.3
		A-1-a, SaGr, brn, Moist, Rec. = 0.7 ft, Lab Note: Lots of Broken Rock was within sample.				3-4-6-7 (10)	11.0	50.5	39.7	9.8
		Field Note: No Recovery, Cleaned out casing.				5-3-2-1 (5)				
		A-4, GrSiSa, brn, MTW, Rec. = 0.1 ft, Lab Note: Broken Rock was within sample.				1-1-2-2 (3)	18.2	22.8	39.6	37.6
		Field Note: No Recovery				3-3-1-1 (4)				
		A-2-4, SiSa, brn, MTW, Rec. = 1.1 ft				WH-WH-R@2.5' (R)	27.6	4.5	66.9	28.6
		13.2 ft - 18.2 ft, Gray, Muscovite-chlorite-biotite-feldspar-quartz Metagraywacke, and schist with lenses of quartz. Hard, Unweathered, Very good rock, NXMDC, RMR = 84	1 (25)	100 (100)	7	Top of Bedrock @ 13.2 ft				
		18.2 ft - 23.2 ft, Gray, Muscovite-chlorite-biotite-feldspar-quartz Metagraywacke, and schist with lenses of quartz. Hard, Unweathered, Very good rock, NXMDC, RMR = 84	2 (25)	98 (98)	6					
		Hole stopped @ 23.2 ft								
		Remarks: 1. Hole collapsed at 6.9 ft. 2. Offsets were taken from the proposed centerline, not existing.								
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 _p 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.										

APPROXIMATE TOP OF SUB FOOTING
EL = 779.0

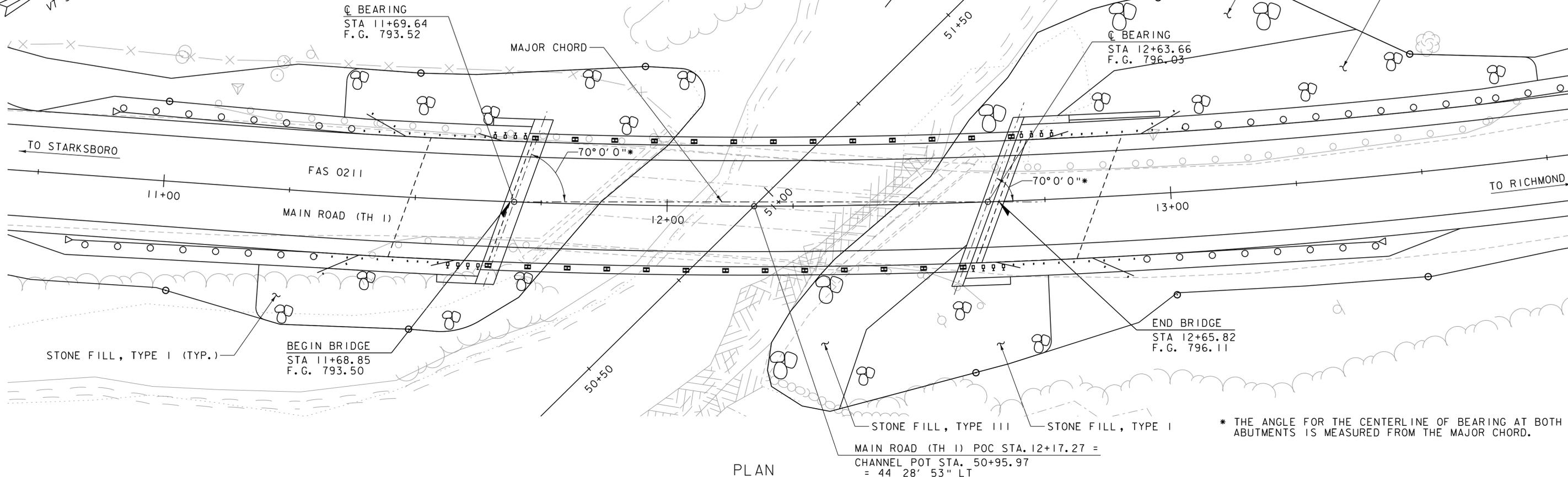
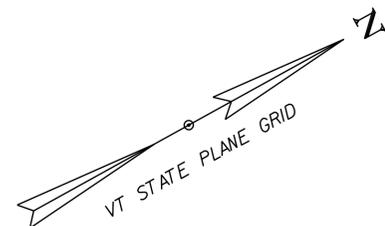
BORING LOG 2 HUNTINGTON BF 0211(32).GPJ VERMONT AOT.GDT 9/11/14

PROJECT NAME: HUNTINGTON
PROJECT NUMBER: BF 0211(32)

FILE NAME: z13j08borlogs.dgn
PROJECT LEADER: S.E. BURBANK
DESIGNED BY: VTRANS
BORING LOGS (2 OF 2)

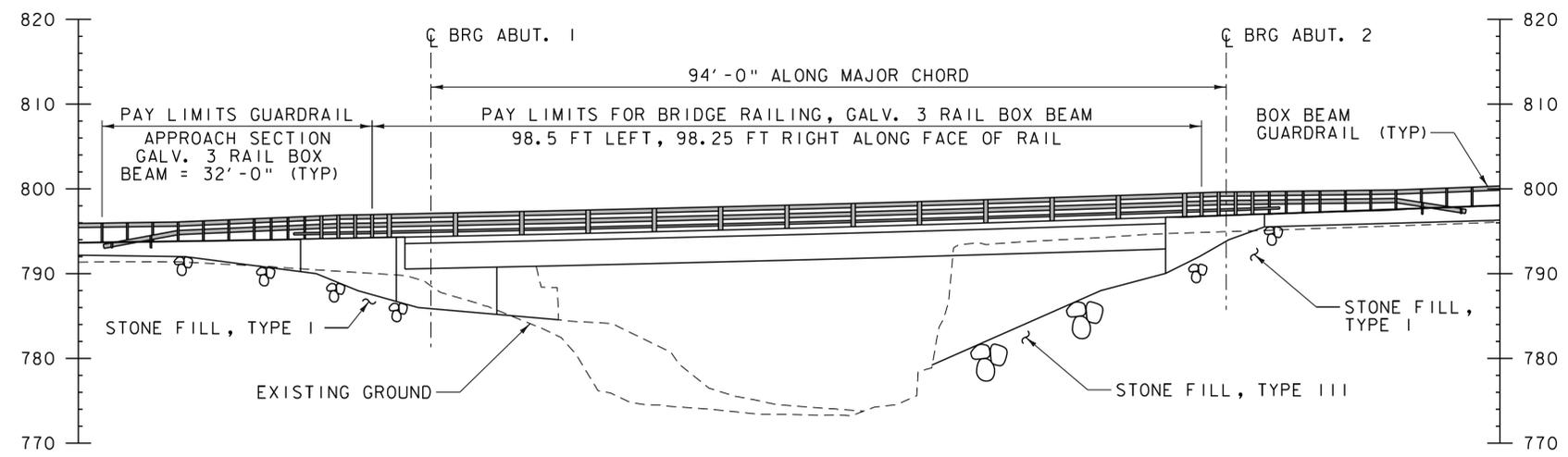
PLOT DATE: 4/20/2015
DRAWN BY: J. KEENER
CHECKED BY: S.E. BURBANK
SHEET 18 OF 34





PLAN
SCALE 1" = 10'-0"

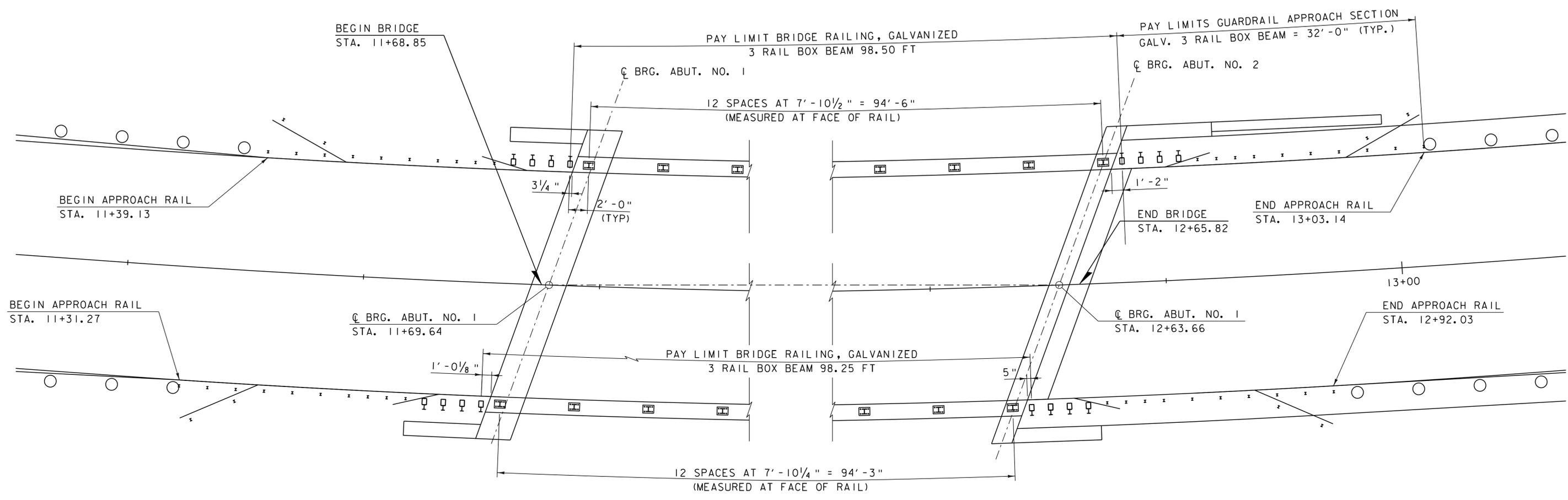
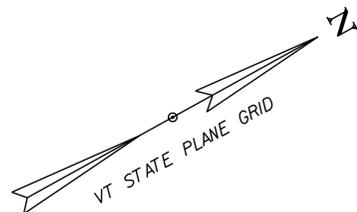
* THE ANGLE FOR THE CENTERLINE OF BEARING AT BOTH ABUTMENTS IS MEASURED FROM THE MAJOR CHORD.



ELEVATION
SCALE 1" = 10'-0"

PROJECT NAME: HUNTINGTON	
PROJECT NUMBER: BF 0211(32)	
FILE NAME: z13j080pe.dgn	PLOT DATE: 4/20/2015
PROJECT LEADER: S.E. BURBANK	DRAWN BY: E.F. LAWES
DESIGNED BY: E.F. LAWES	CHECKED BY: S.E. BURBANK
PLAN AND ELEVATION	SHEET 19 OF 34

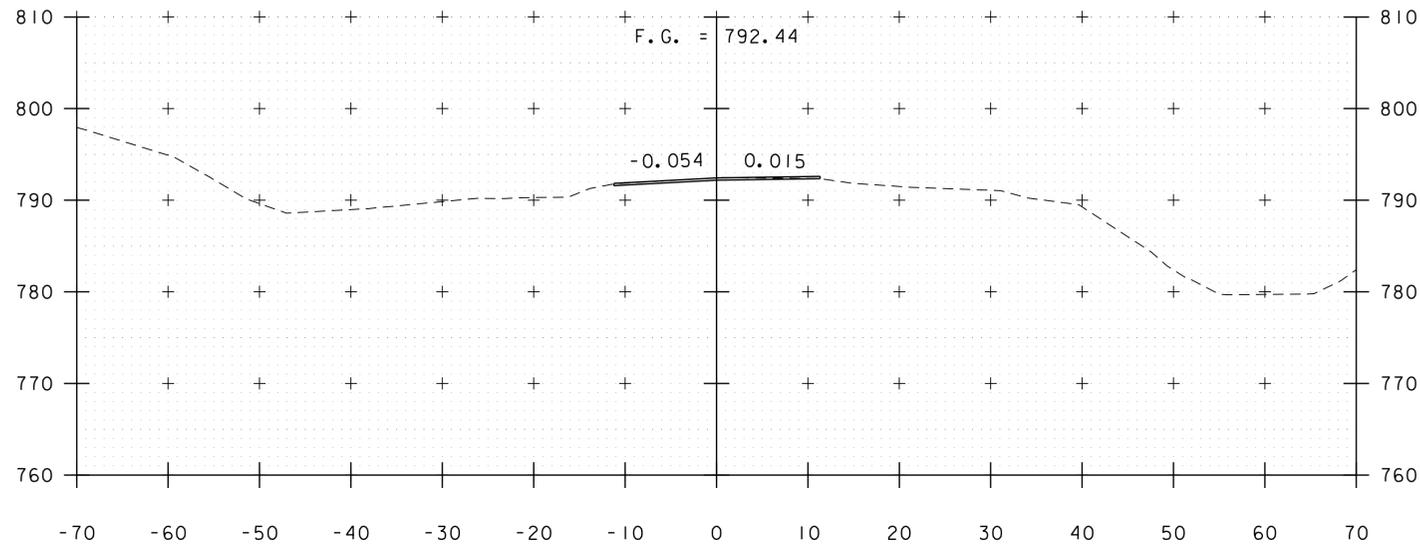




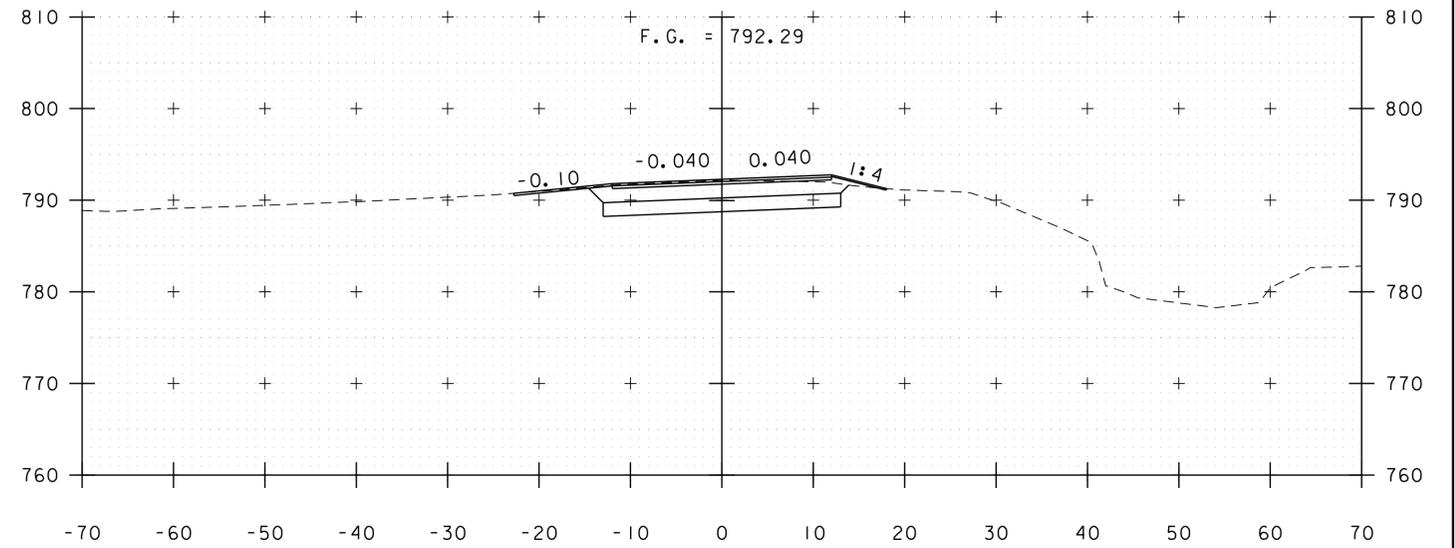
BRIDGE RAIL LAYOUT
SCALE 3/16" = 1'-0"

PROJECT NAME: HUNTINGTON	PLOT DATE: 4/20/2015
PROJECT NUMBER: BF 0211(32)	DRAWN BY: E.F. LAWES
FILE NAME: z13j080brail.dgn	CHECKED BY: S.E. BURBANK
PROJECT LEADER: S.E. BURBANK	SHEET 20 OF 34
DESIGNED BY: E.F. LAWES	
BRIDGE RAIL LAYOUT	



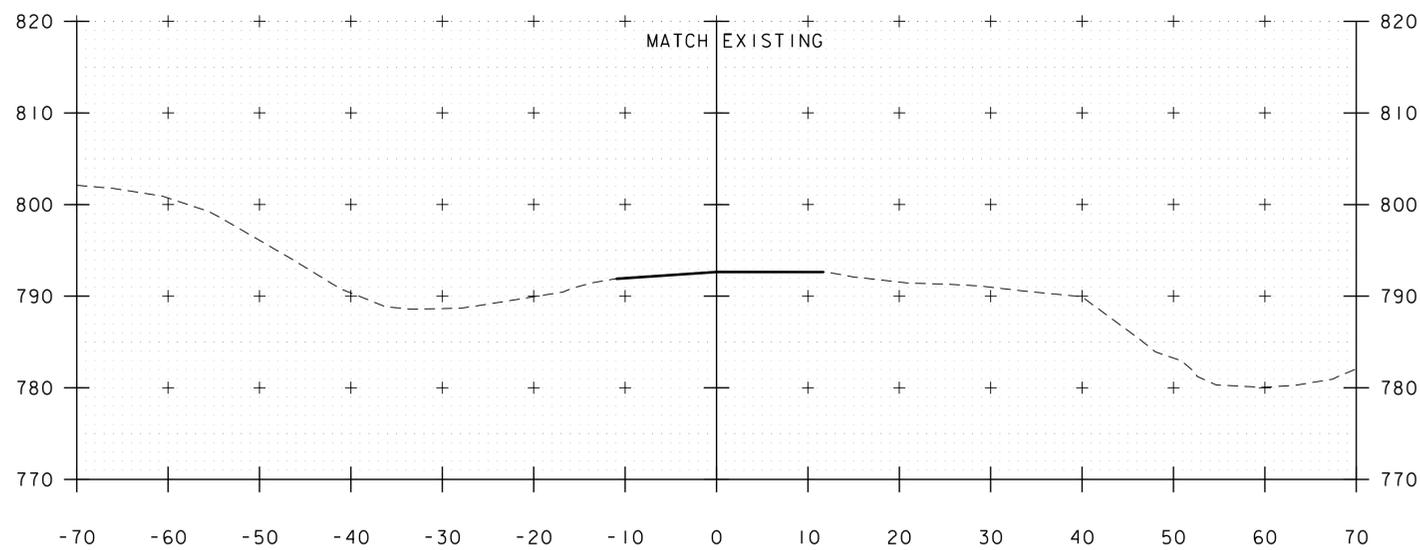


10+00



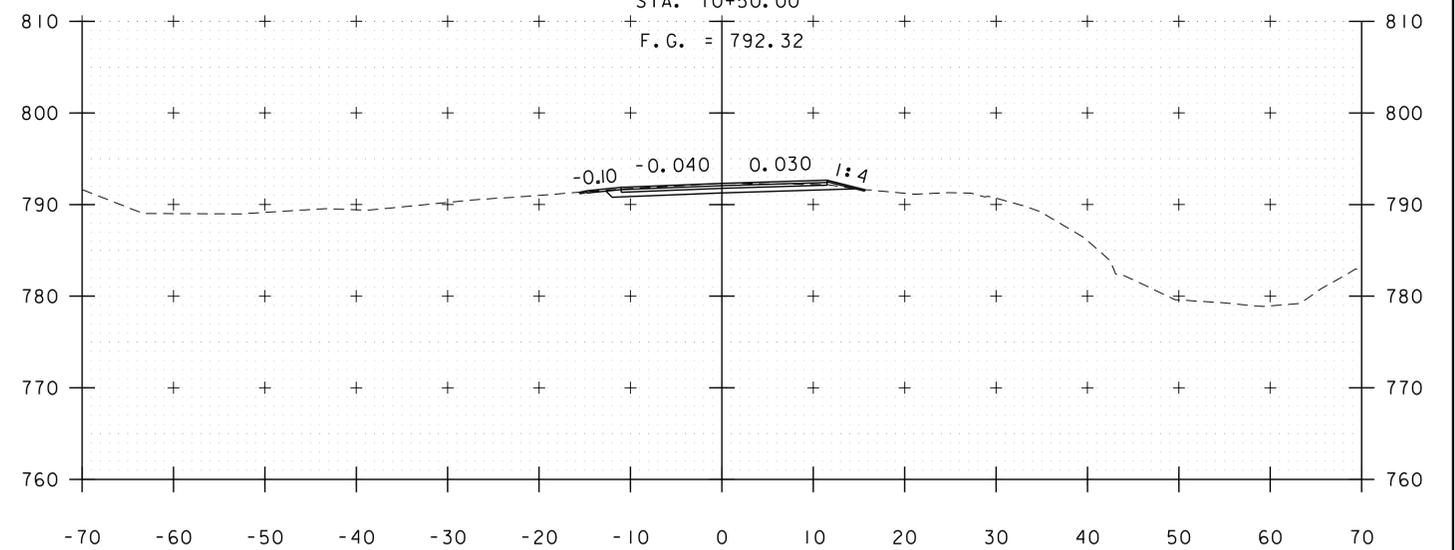
10+50

BEGIN PROJECT
STA. 10+50.00



9+75

BEGIN APPROACH
STA. 9+75.00



10+25

ROADWAY CROSS SECTIONS
SCALE 1" = 10'-0"

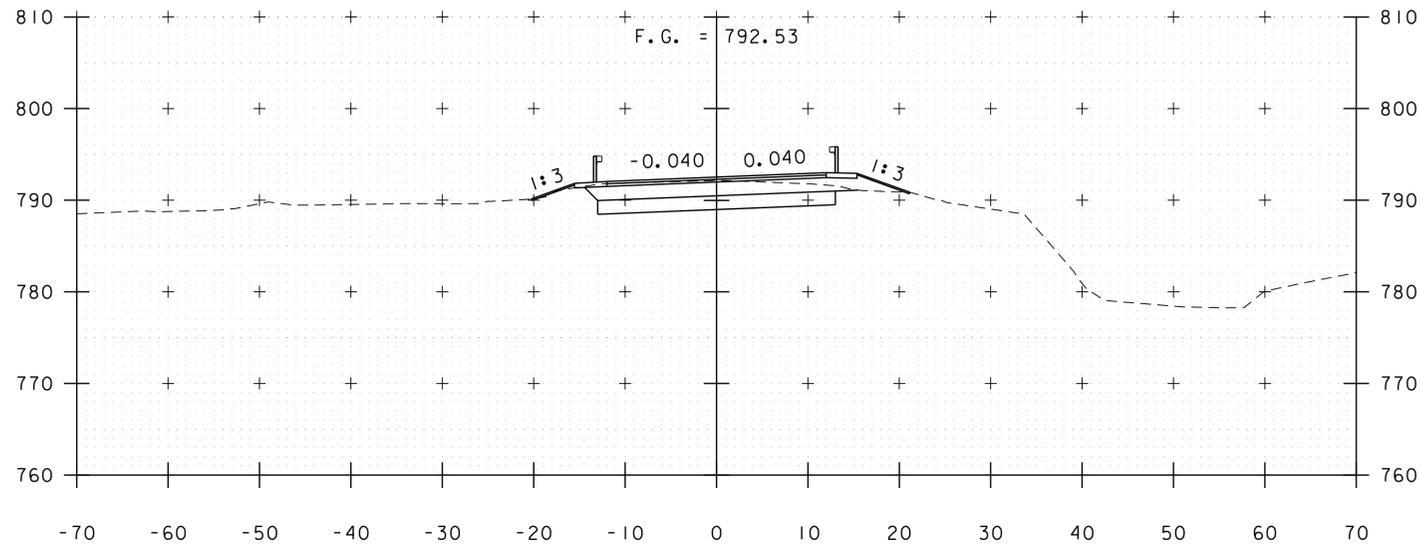
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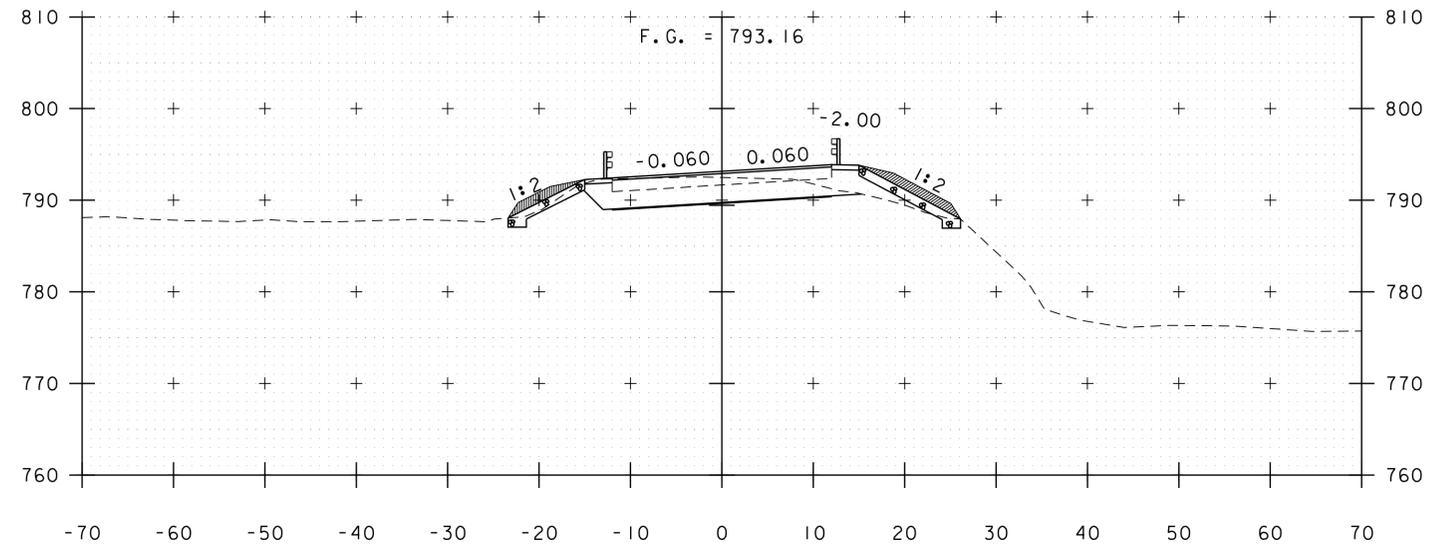
PROJECT NAME: HUNTINGTON
PROJECT NUMBER: BF 0211(32)

FILE NAME: z13j080xsl.dgn
PROJECT LEADER: S.E. BURBANK
DESIGNED BY: K.C. BARRY
ROADWAY CROSS SECTIONS (1 OF 6)

PLOT DATE: 4/20/2015
DRAWN BY: K.C. BARRY
CHECKED BY: E.F. LAWES
SHEET 21 OF 34

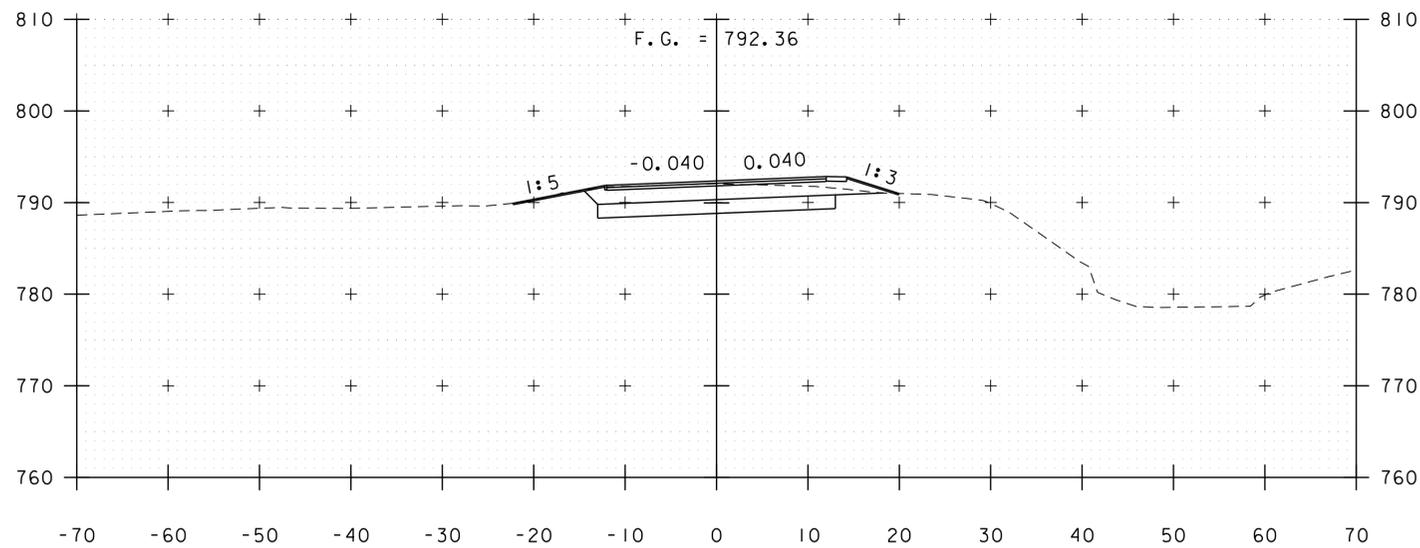


11+00

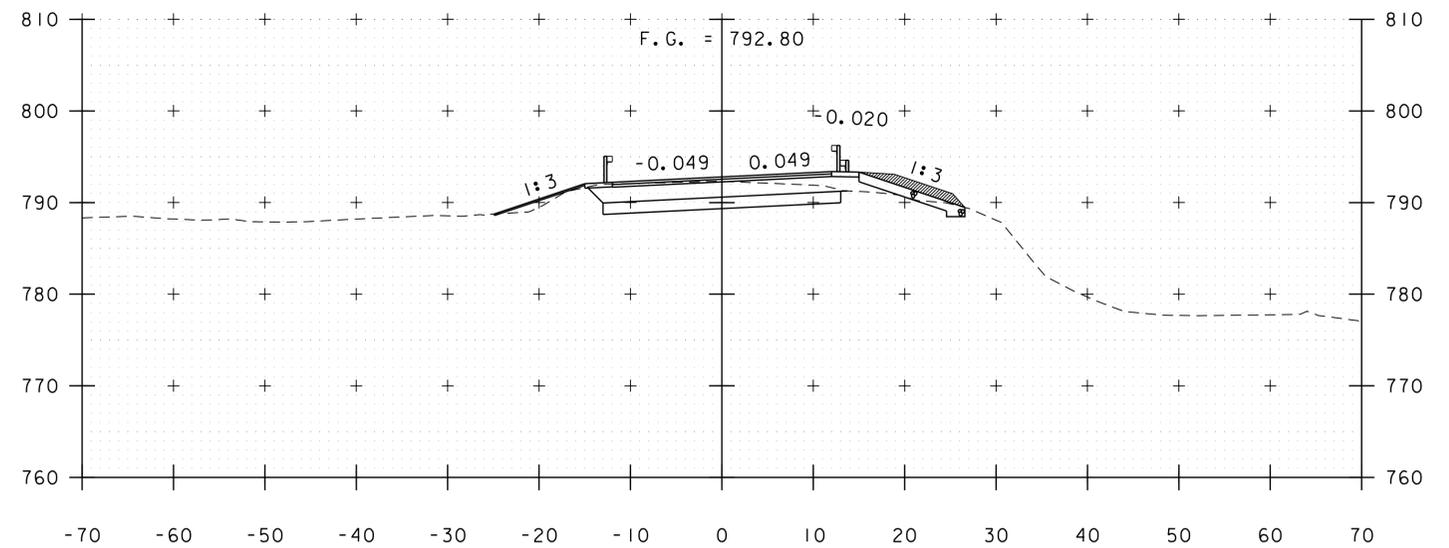


11+50

STA 11+35, LT
 BEGIN GEOTEXTILE UNDER STONE FILL
 STONE FILL, TYPE 1, & GRUBBING MATERIAL



10+75



11+25

STA 11+20, RT
 BEGIN GEOTEXTILE UNDER STONE FILL
 STONE FILL, TYPE 1, & GRUBBING MATERIAL

ROADWAY CROSS SECTIONS

SCALE 1" = 10'-0"

STA. 10+75 - 11+50



PROJECT NAME: HUNTINGTON

PROJECT NUMBER: BF 0211(32)

FILE NAME: z13j080xsl.dgn

PROJECT LEADER: S.E. BURBANK

DESIGNED BY: K.C. BARRY

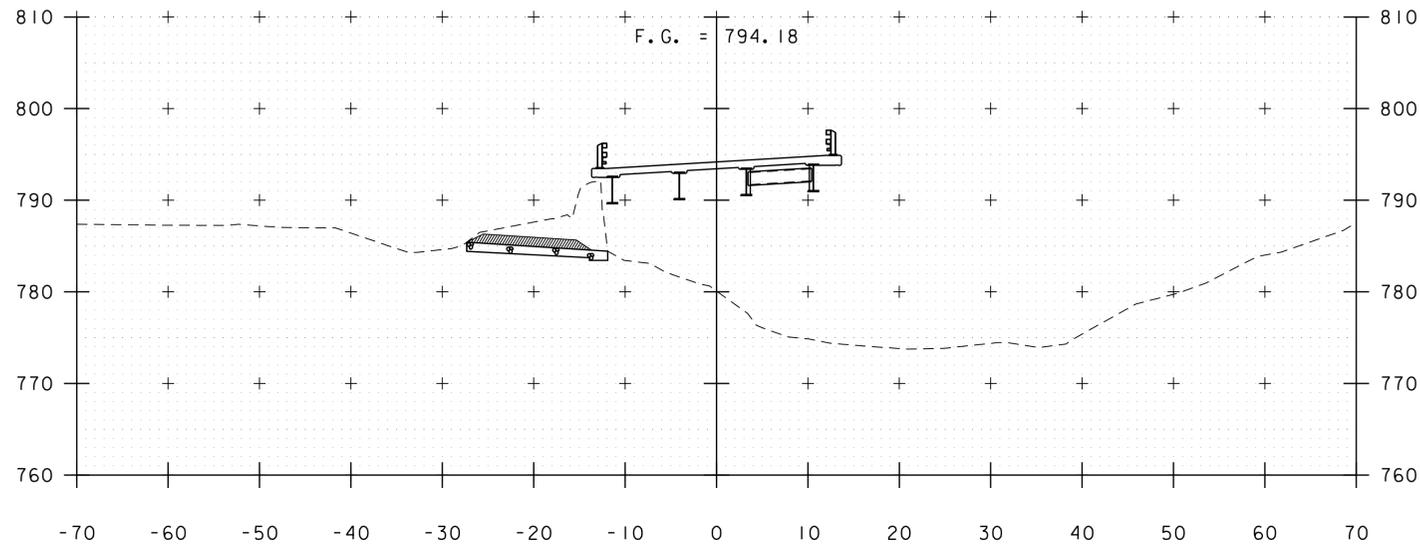
ROADWAY CROSS SECTIONS (2 OF 6)

PLOT DATE: 4/20/2015

DRAWN BY: K.C. BARRY

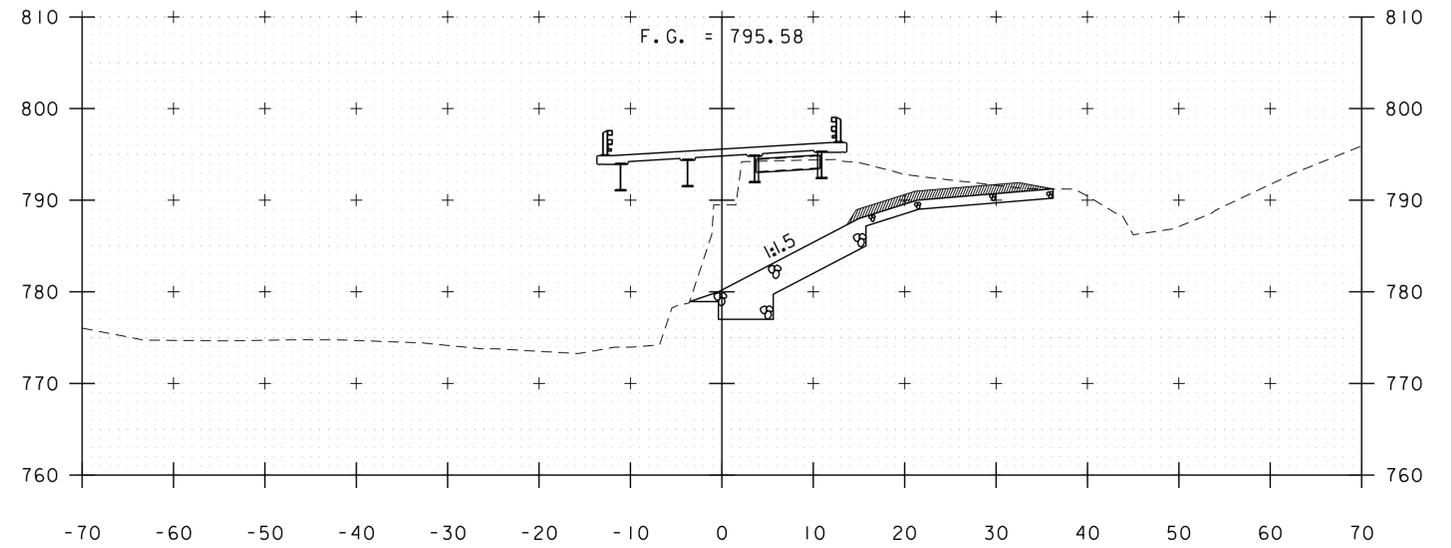
CHECKED BY: E.F. LAWES

SHEET 22 OF 34



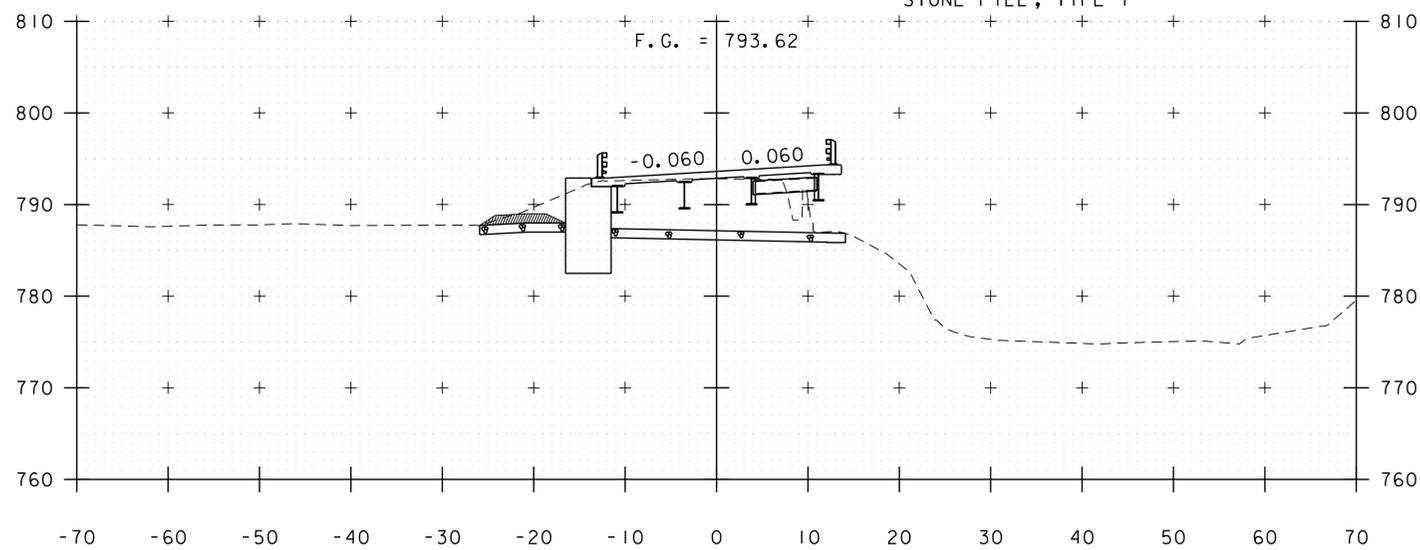
12+00

STA. 11+76, RT
 END GRUBBING MATERIAL
 STA. 11+86, RT
 END GEOTEXTILE UNDER STONE FILL
 STONE FILL, TYPE I



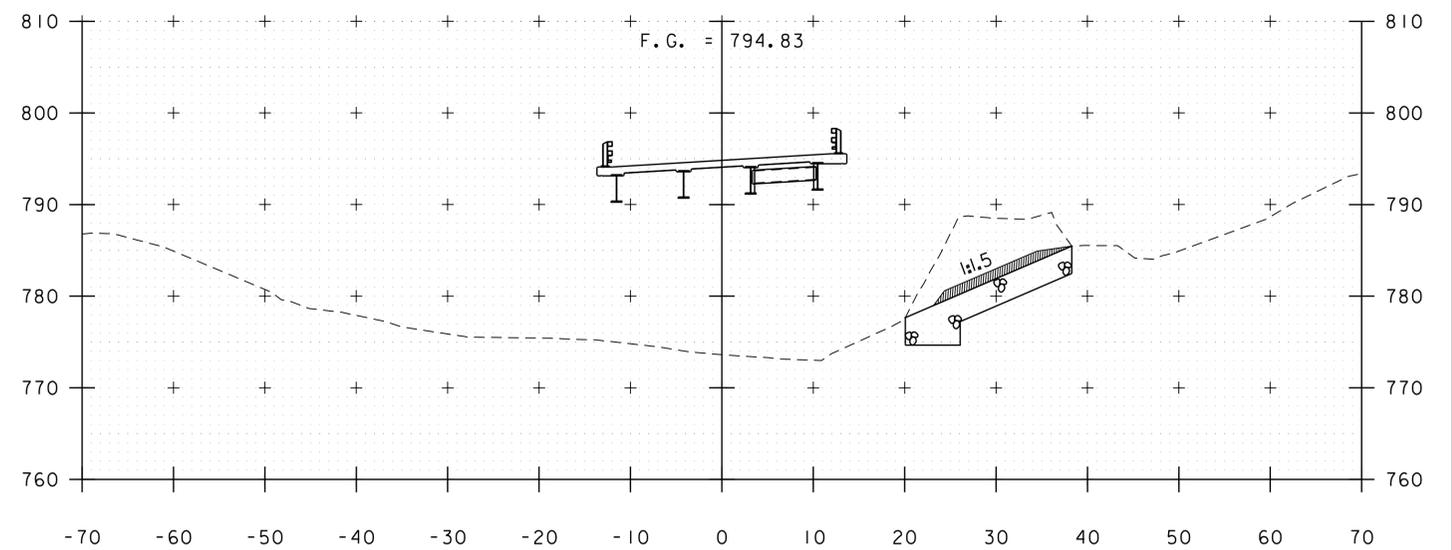
12+50

STA. 12+34, RT
 BEGIN GEOTEXTILE UNDER STONE FILL
 STONE FILL, TYPE I, & GRUBBING MATERIAL



11+75

BEGIN BRIDGE
 STA. 11+68.85



12+25

STA. 12+07, LT
 END GEOTEXTILE UNDER STONE FILL
 STONE FILL, TYPE I, & GRUBBING MATERIAL

ROADWAY CROSS SECTIONS

SCALE 1" = 10'-0"

STA. 11+75 - 12+50

PROJECT NAME: HUNTINGTON

PROJECT NUMBER: BR 0211(32)

FILE NAME: z13j080xsl.dgn

PROJECT LEADER: S.E. BURBANK

DESIGNED BY: K.C. BARRY

ROADWAY CROSS SECTIONS (3 OF 6)

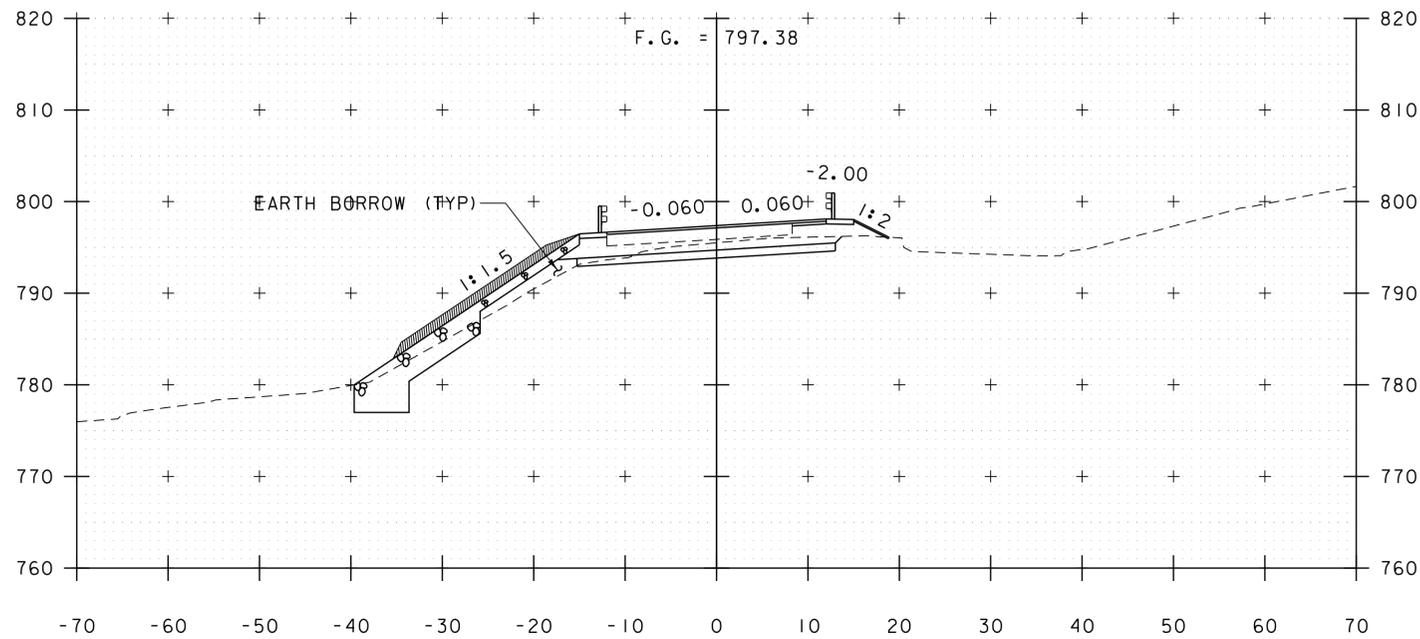
PLOT DATE: 4/20/2015

DRAWN BY: K.C. BARRY

CHECKED BY: E.F. LAWES

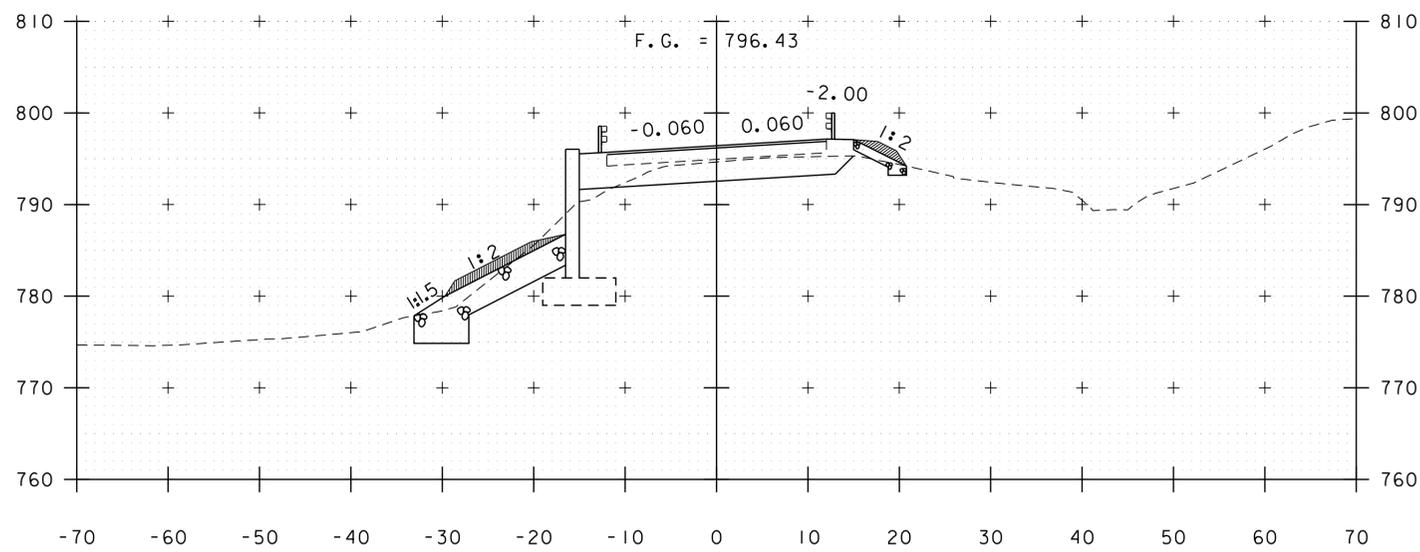
SHEET 23 OF 34





STA. 12+78, LT
 BEGIN GEOTEXTILE UNDER STONE FILL
 STONE FILL, TYPE 1, & GRUBBING MATERIAL

13+00

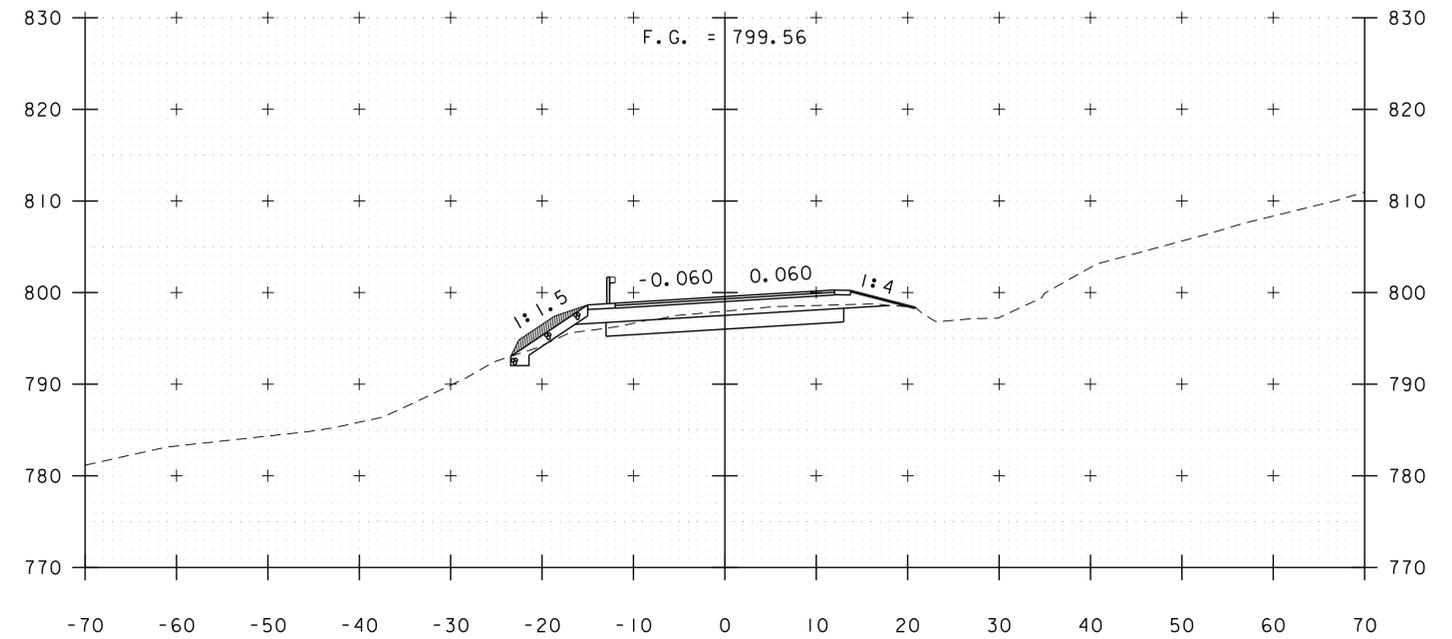


12+75
 END BRIDGE
 STA. 12+65.82

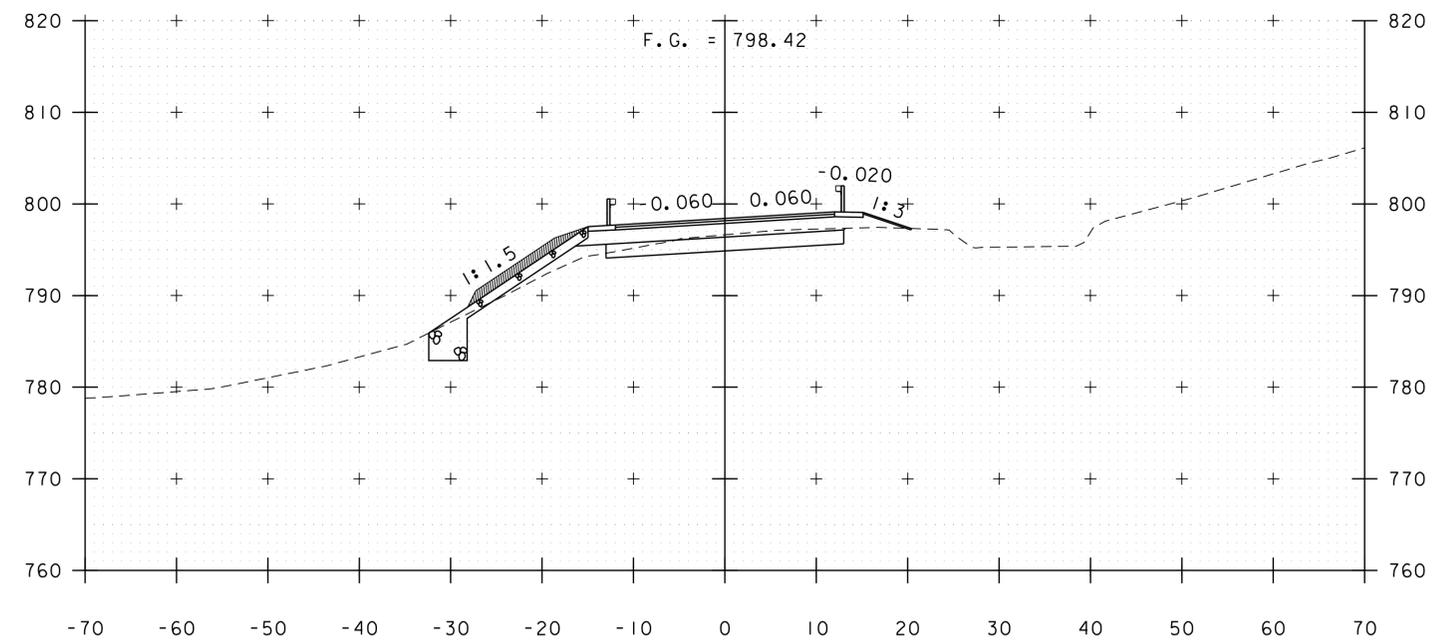
STA. 12+75, RT
 END GEOTEXTILE UNDER STONE FILL
 STONE FILL, TYPE 1, & GRUBBING MATERIAL

ROADWAY CROSS SECTIONS
 SCALE 1" = 10'-0"

STA. 12+75 - 13+50



13+50



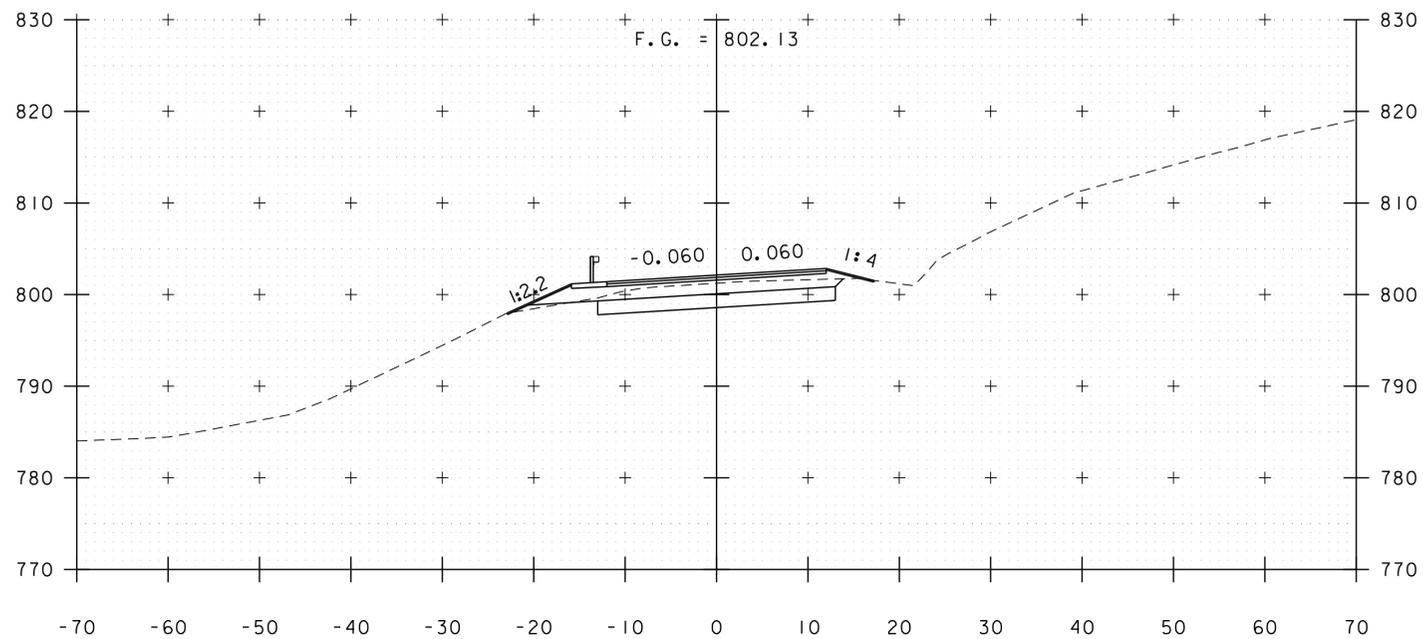
13+25

PROJECT NAME: HUNTINGTON
 PROJECT NUMBER: BF 0211(32)

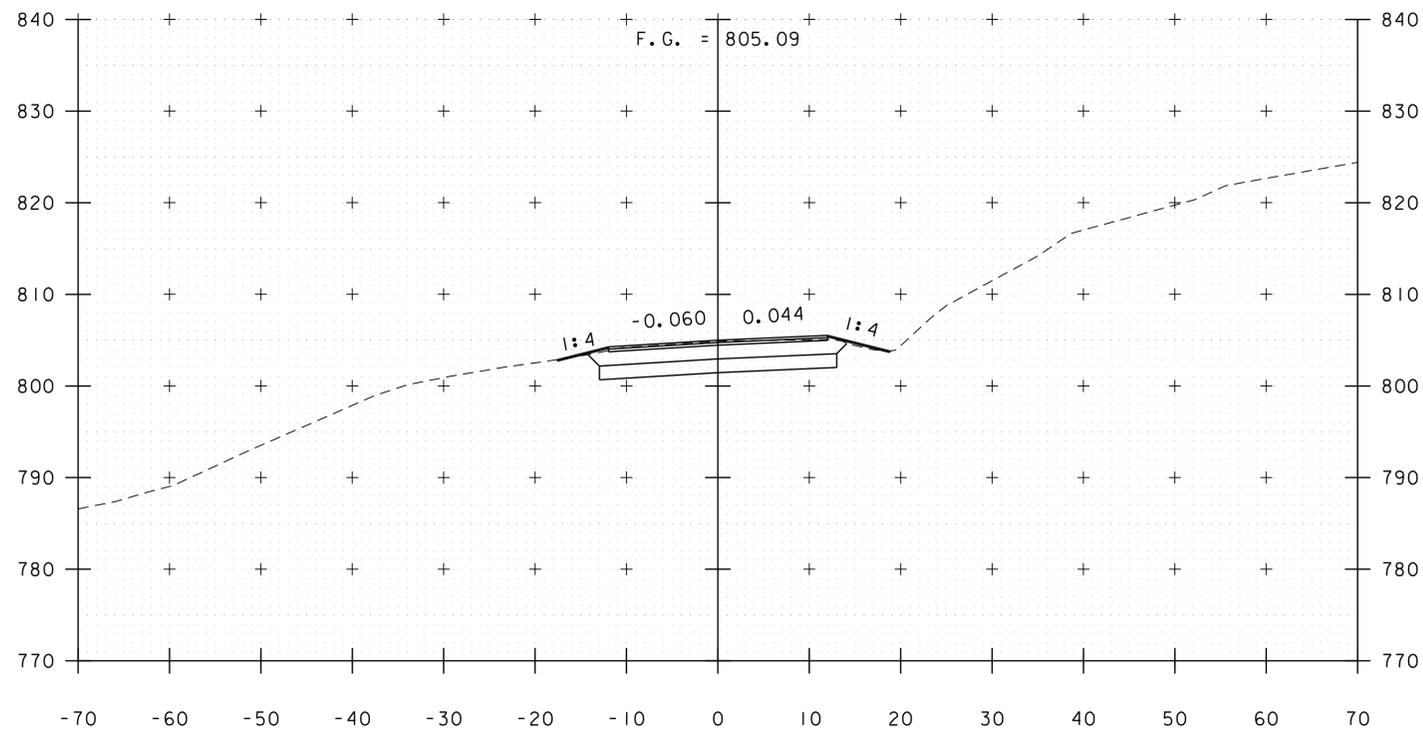
FILE NAME: z13j080xsl.dgn
 PROJECT LEADER: S.E. BURBANK
 DESIGNED BY: K.C. BARRY
 ROADWAY CROSS SECTIONS (4 OF 6)

PLOT DATE: 4/20/2015
 DRAWN BY: K.C. BARRY
 CHECKED BY: E.F. LAWES
 SHEET 24 OF 34





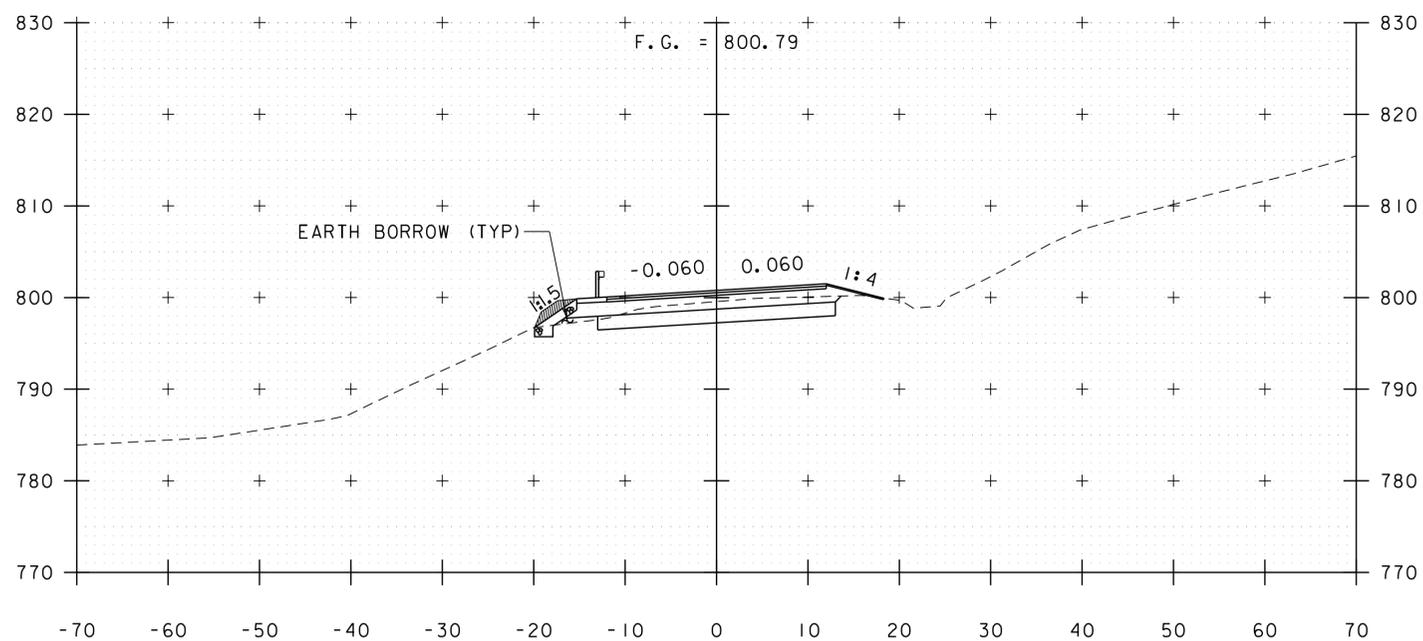
14+00



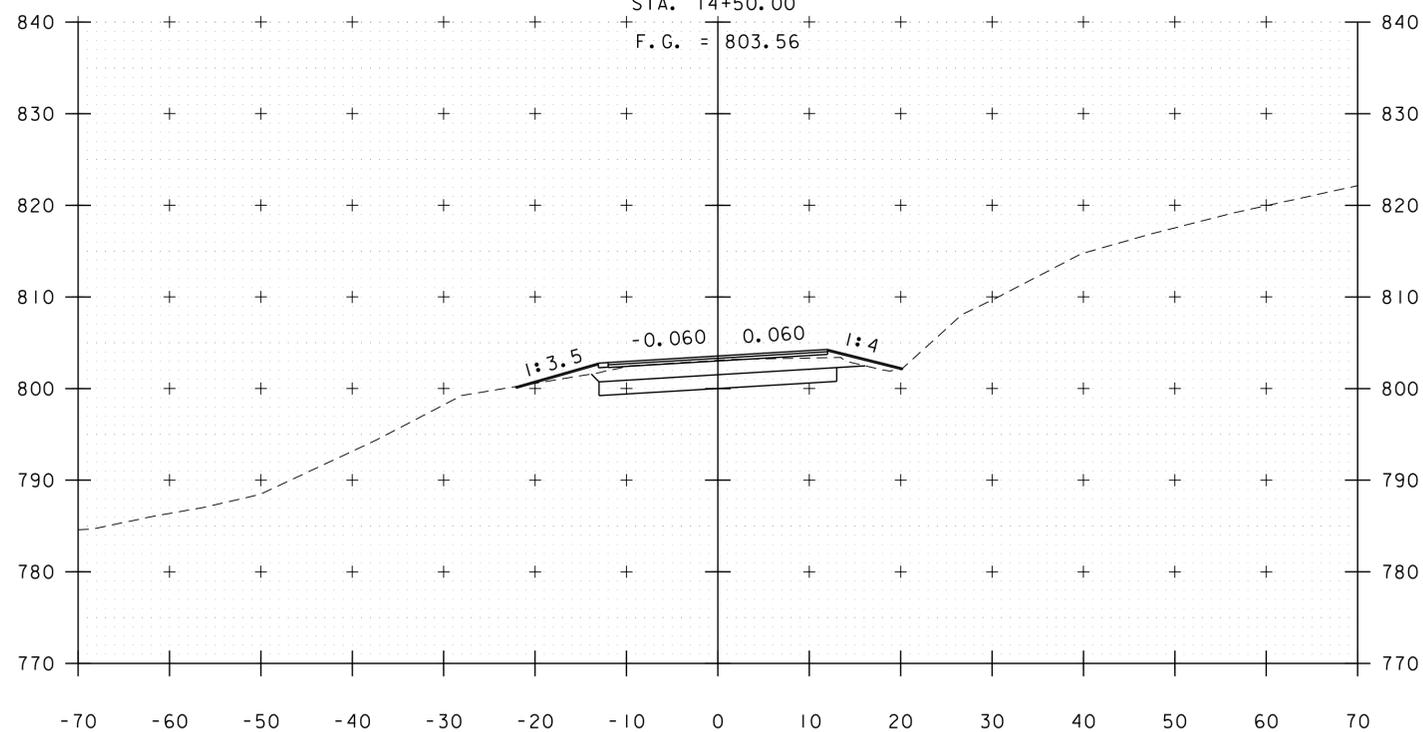
14+50

END PROJECT
STA. 14+50.00

F.G. = 803.56



13+75



14+25

STA. 13+75, LT
END GEOTEXTILE UNDER STONE FILL
STONE FILL, TYPE 1, & GRUBBING MATERIAL

ROADWAY CROSS SECTIONS

SCALE 1" = 10'-0"

STA. 13+75 - 14+50

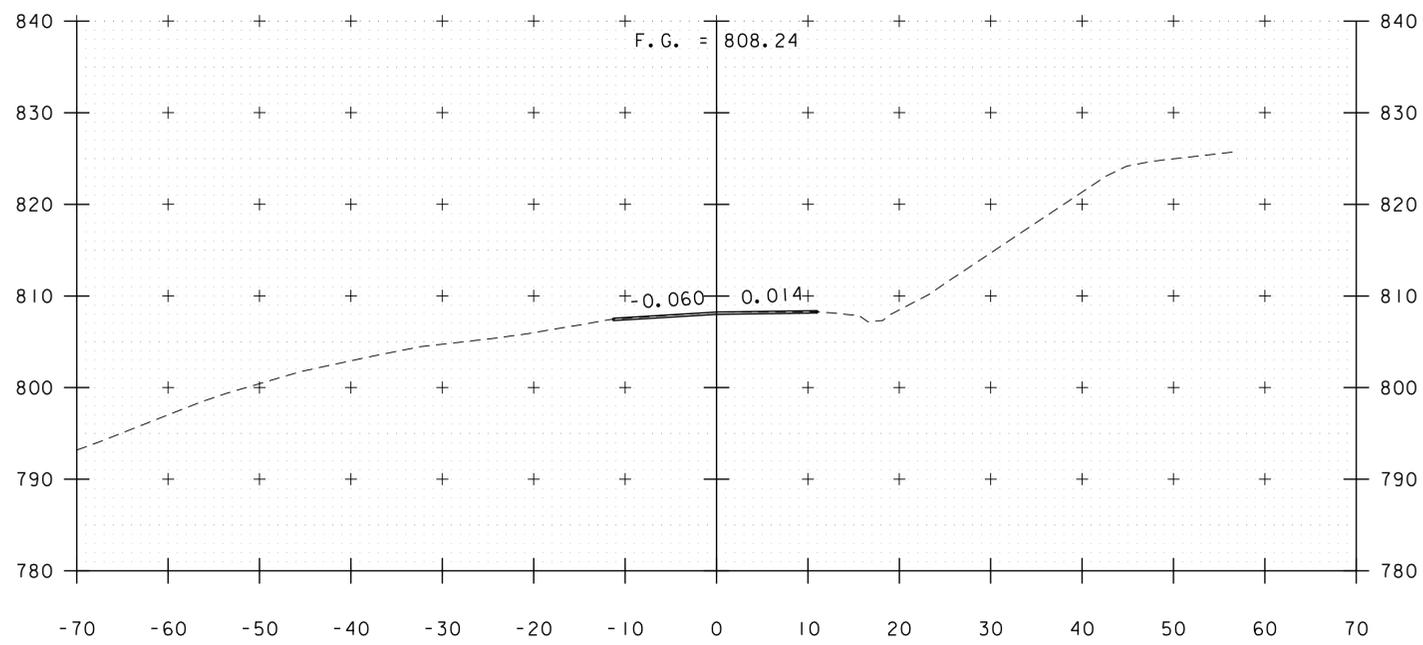


PROJECT NAME: HUNTINGTON

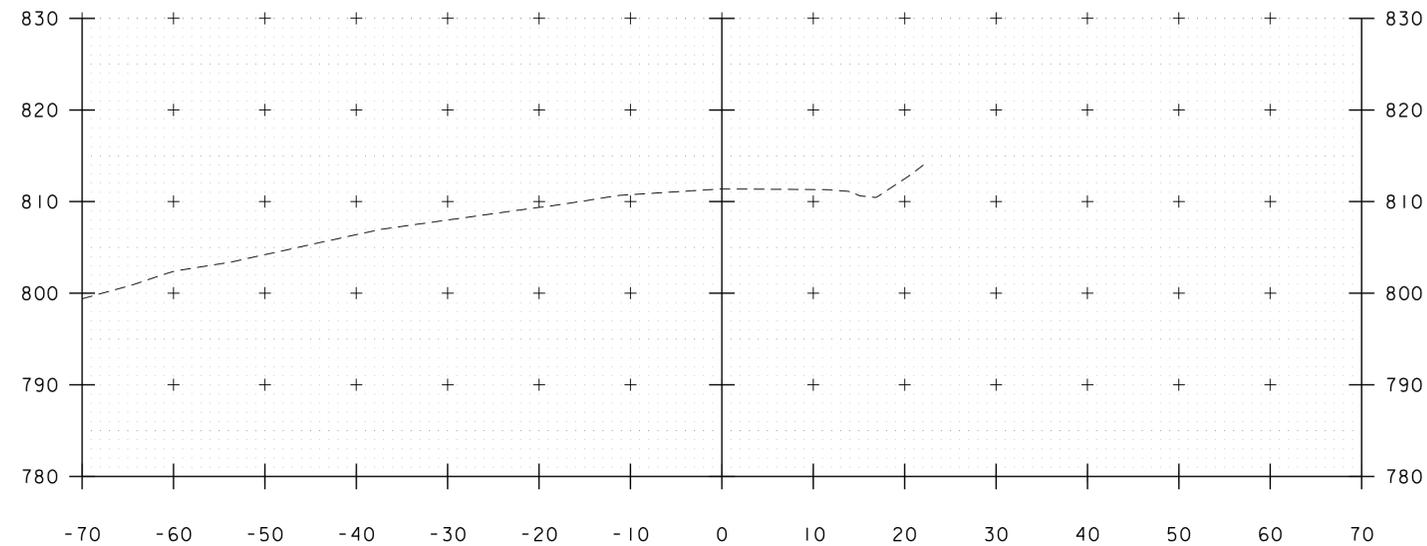
PROJECT NUMBER: BF 0211(32)

FILE NAME: z13j080xsl.dgn
PROJECT LEADER: S.E. BURBANK
DESIGNED BY: K.C. BARRY
ROADWAY CROSS SECTIONS (5 OF 6)

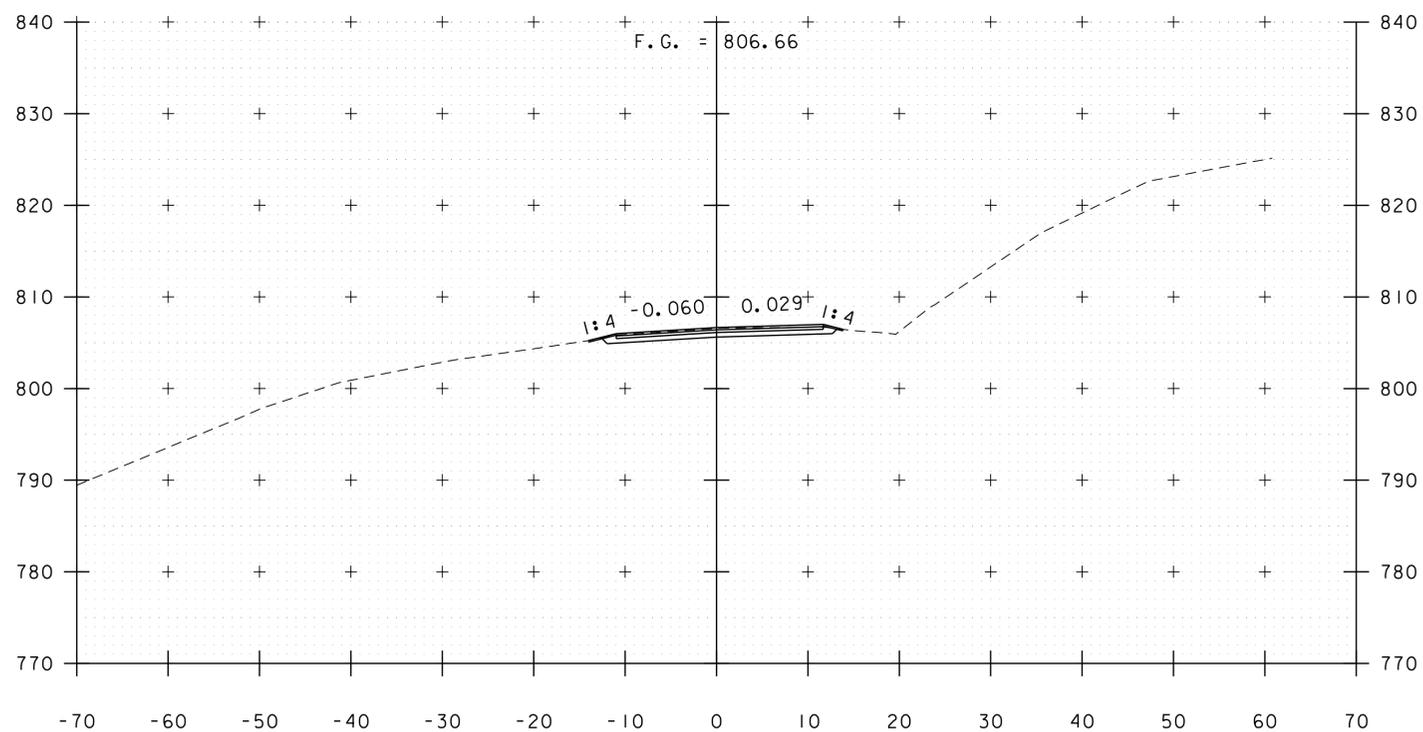
PLOT DATE: 4/20/2015
DRAWN BY: K.C. BARRY
CHECKED BY: E.F. LAWES
SHEET 25 OF 34



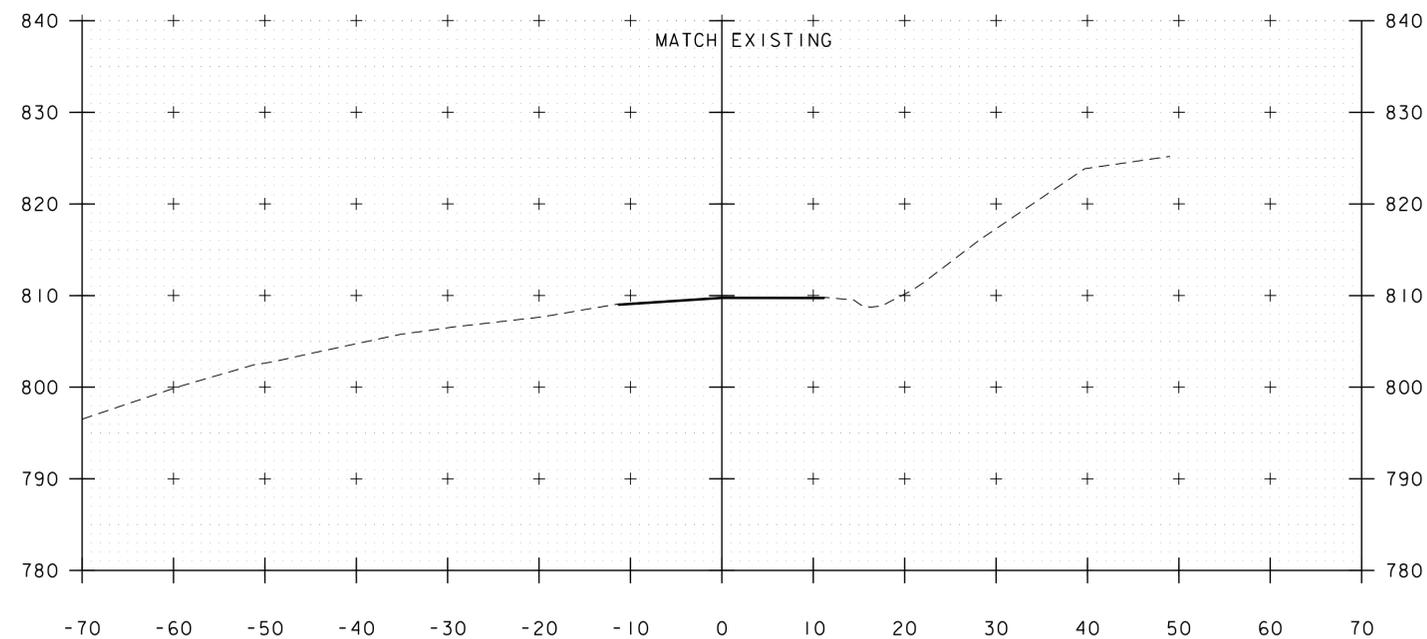
15+00



15+50



14+75



15+25
END APPROACH
STA. 15+25.00

ROADWAY CROSS SECTIONS

SCALE 1" = 10'-0"

STA. 14+75 - 15+50



PROJECT NAME: HUNTINGTON

PROJECT NUMBER: BF 0211(32)

FILE NAME: z13j080xsl.dgn

PROJECT LEADER: S.E. BURBANK

DESIGNED BY: K.C. BARRY

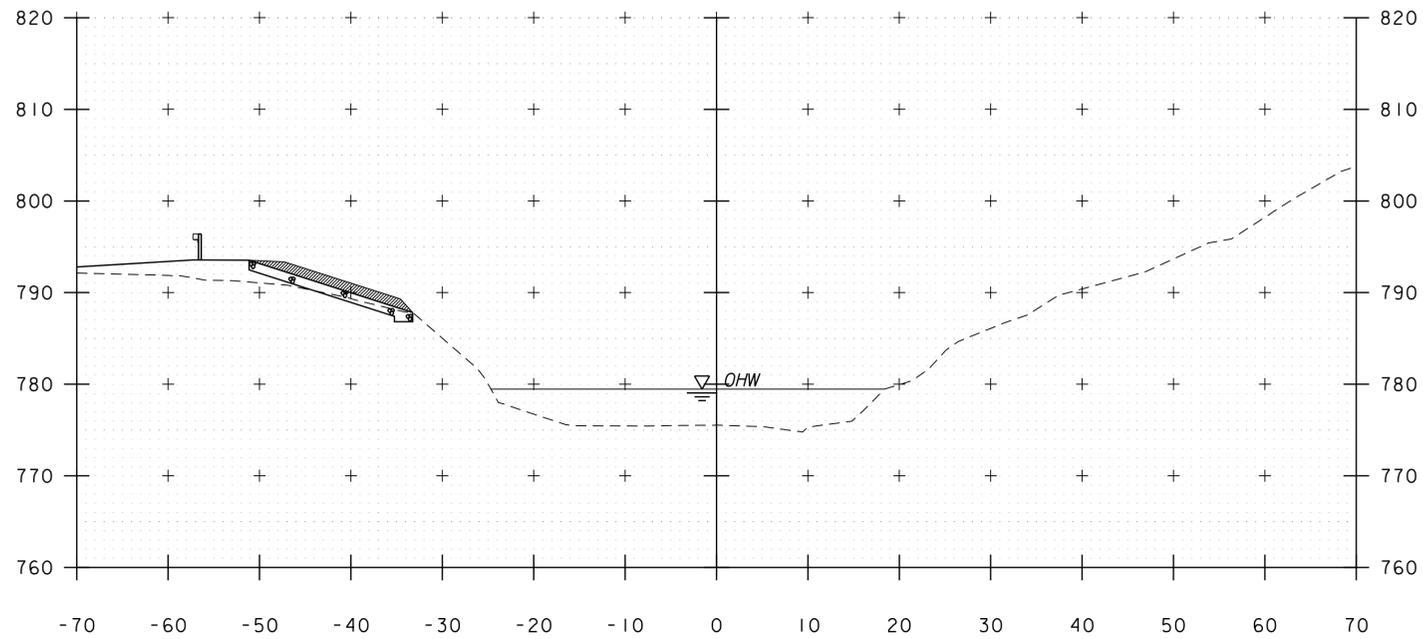
ROADWAY CROSS SECTIONS (6 OF 6)

PLOT DATE: 4/20/2015

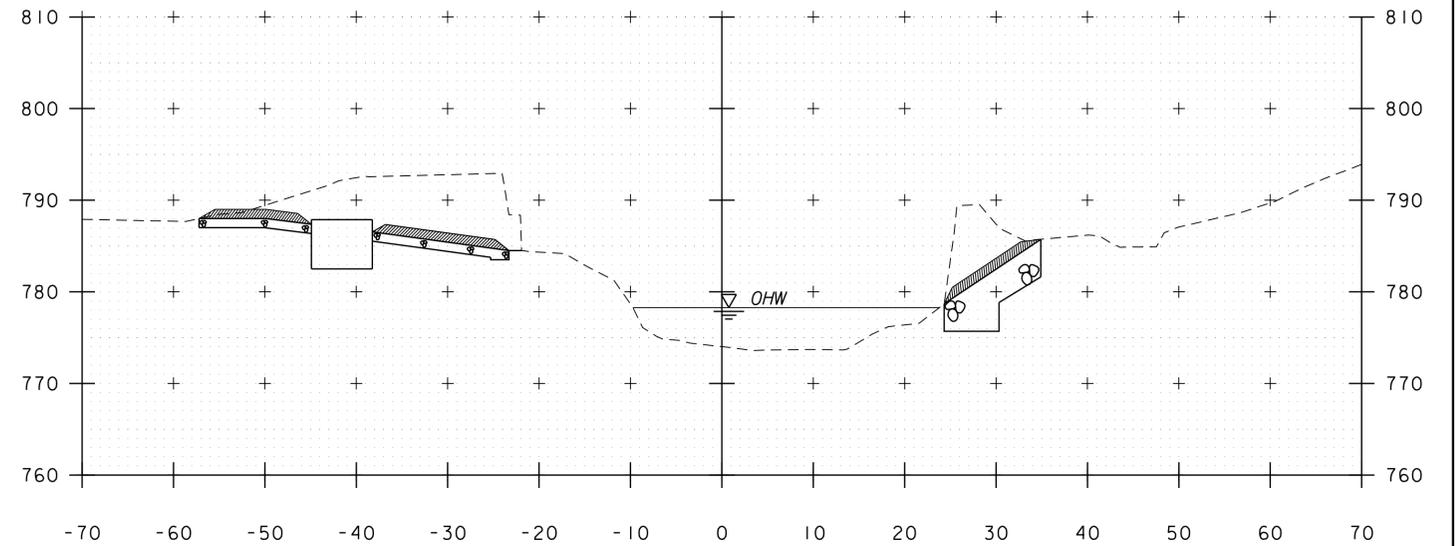
DRAWN BY: K.C. BARRY

CHECKED BY: E.F. LAWES

SHEET 26 OF 34

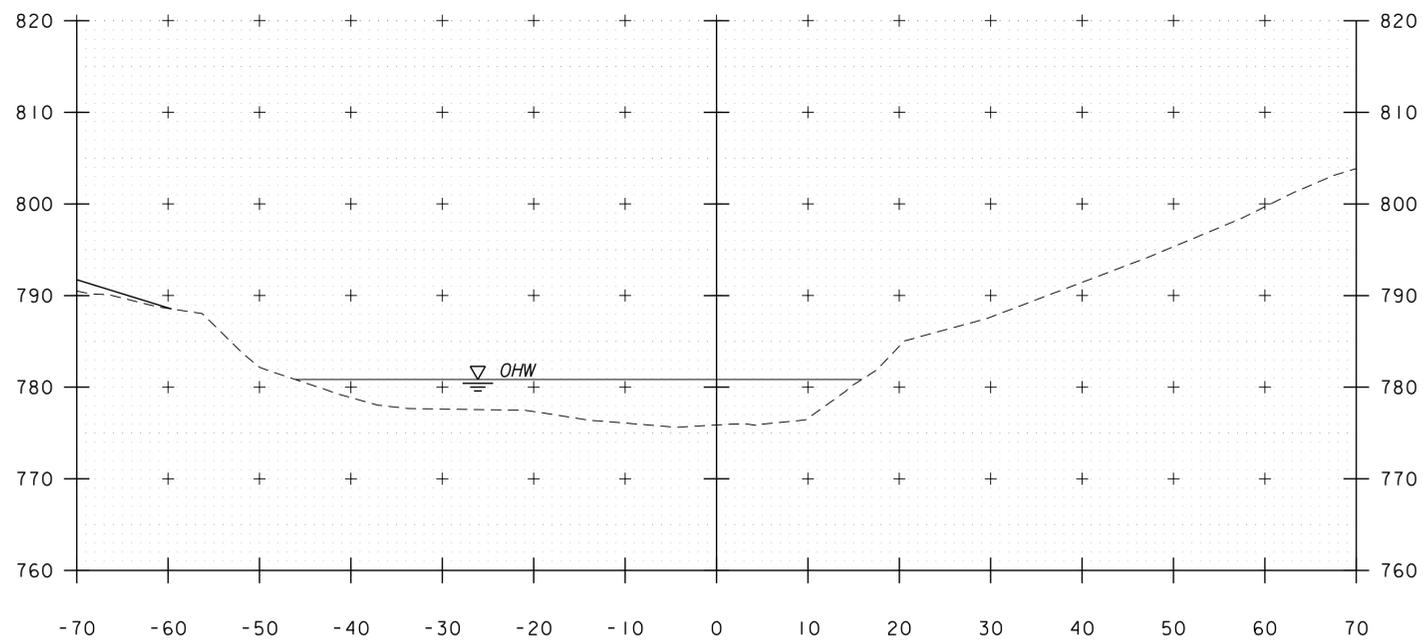


50+25

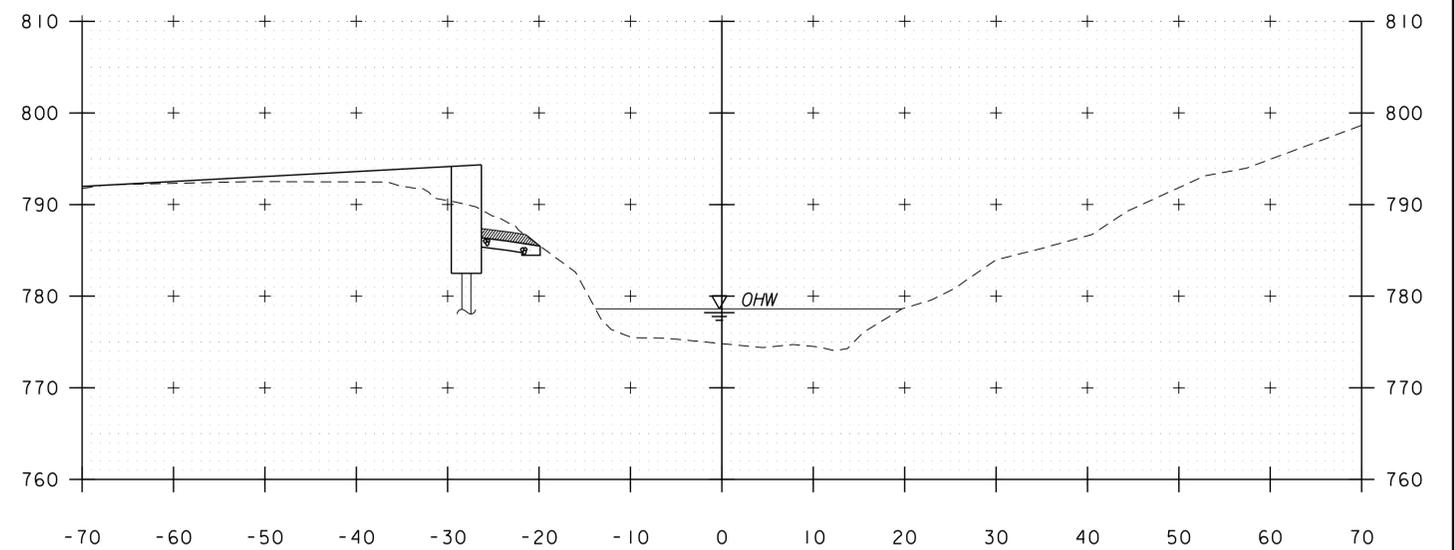


50+75

STA. 50+73, RT
 BEGIN UNCLASSIFIED CHANNEL EXCAVATION
 GEOTEXTILE UNDER STONE FILL
 STONE FILL, TYPE III, & GRUBBING MATERIAL



50+00



50+50

CHANNEL CROSS SECTIONS

SCALE 1" = 10'-0"

STA. 50+00 - 50+75



PROJECT NAME: HUNTINGTON

PROJECT NUMBER: BR 0211(32)

FILE NAME: z13j080xst.dgn

PROJECT LEADER: S.E. BURBANK

DESIGNED BY: K.C. BARRY

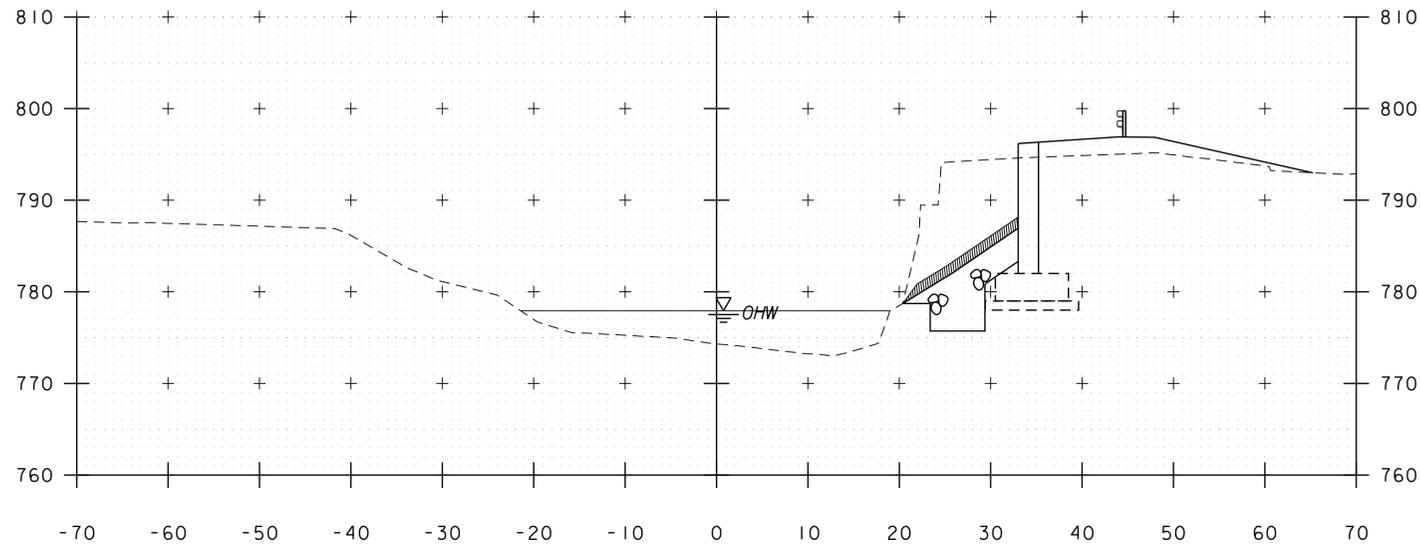
CHANNEL CROSS SECTIONS (1 OF 3)

PLOT DATE: 4/20/2015

DRAWN BY: K.C. BARRY

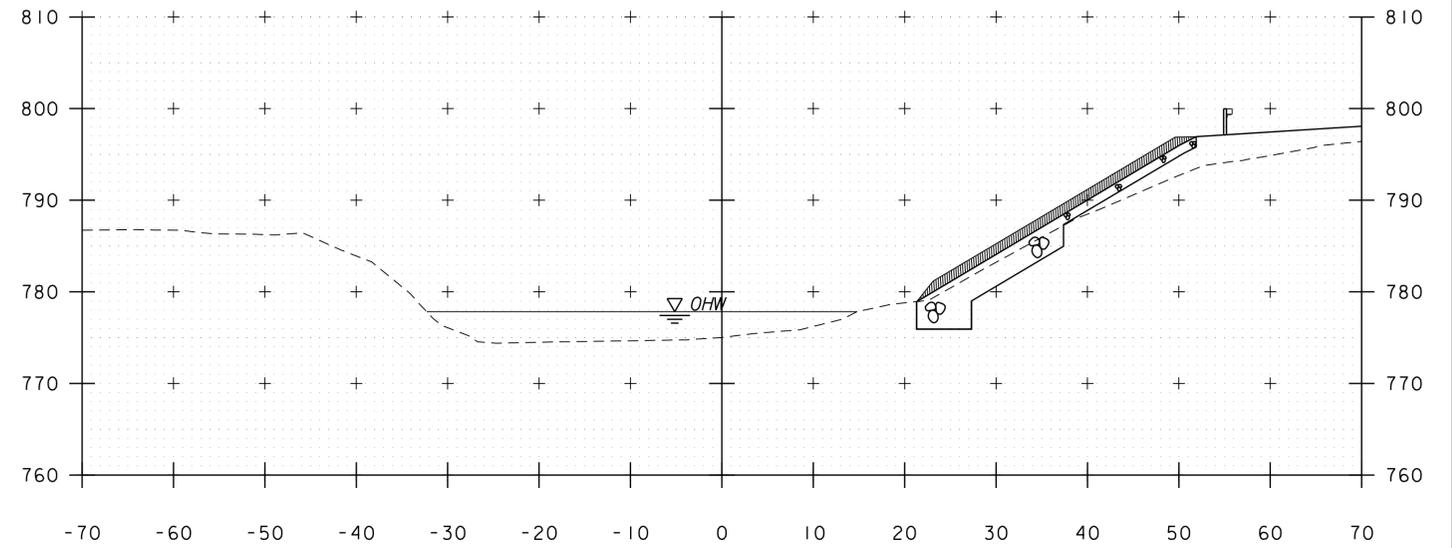
CHECKED BY: E.F. LAWES

SHEET 27 OF 34

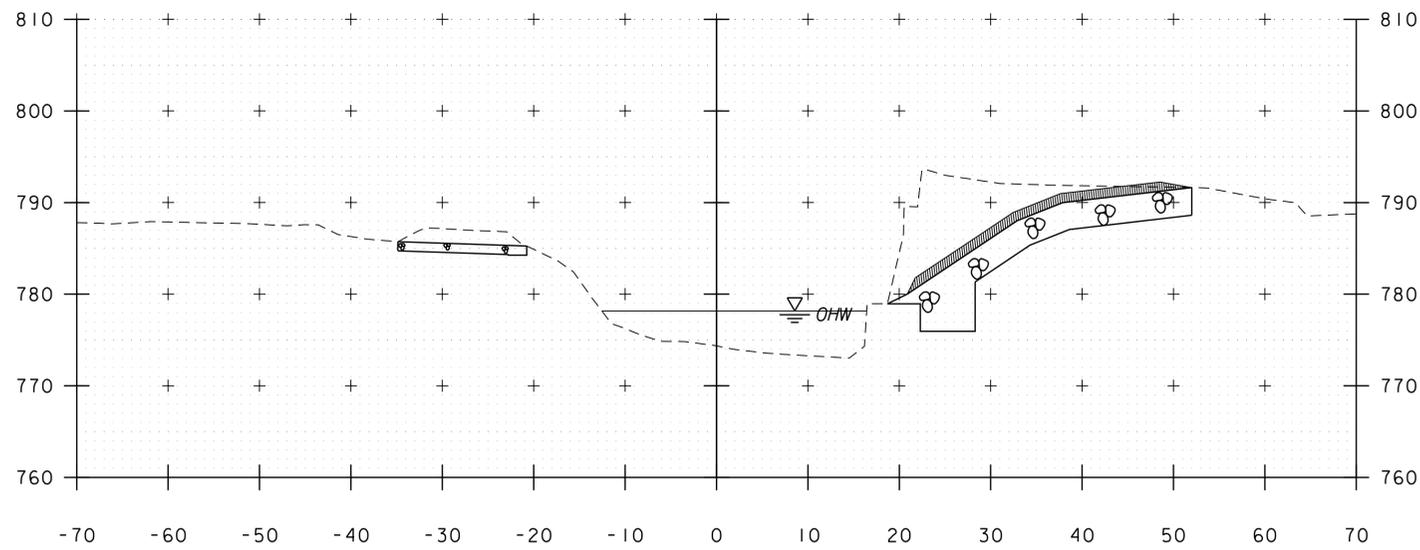


51+25

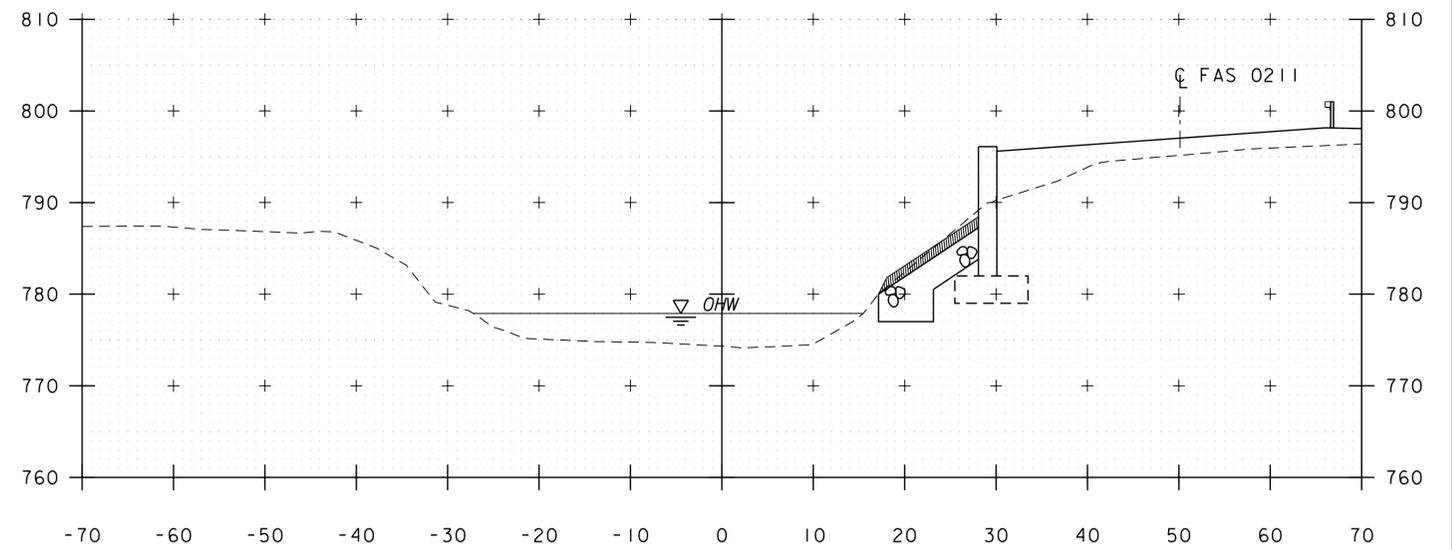
STA. 51+12, RT
END GRUBBING MATERIAL



51+75



51+00



51+50

STA. 51+35, RT
BEGIN GRUBBING MATERIAL

CHANNEL CROSS SECTIONS

SCALE 1" = 10'-0"

STA. 51+00 - 51+75



PROJECT NAME: HUNTINGTON

PROJECT NUMBER: BR 0211(32)

FILE NAME: z13j080xsl.dgn

PROJECT LEADER: S.E. BURBANK

DESIGNED BY: K.C. BARRY

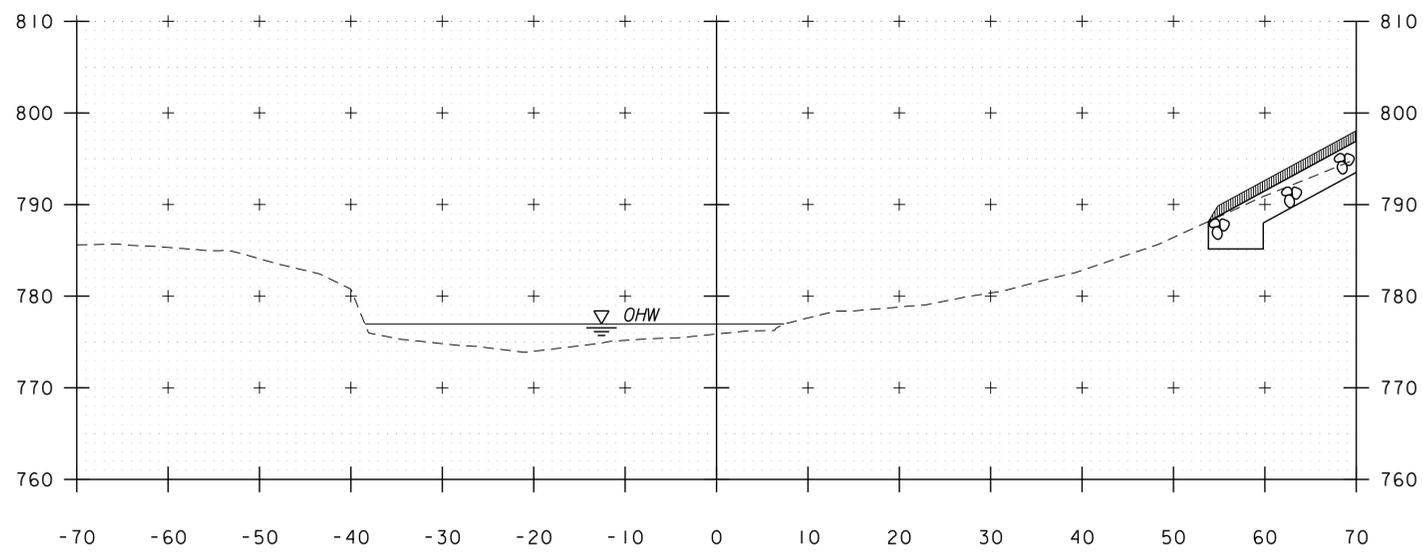
CHANNEL CROSS SECTIONS (2 OF 3)

PLOT DATE: 4/20/2015

DRAWN BY: K.C. BARRY

CHECKED BY: E.F. LAWES

SHEET 28 OF 34



52+00

STA. 52+00, RT
 END UNCLASSIFIED CHANNEL EXCAVATION
 GEOTEXTILE UNDER STONE FILL
 STONE FILL, TYPE III, & GRUBBING MATERIAL

CHANNEL CROSS SECTIONS

SCALE 1" = 10'-0"

STA. 52+00



PROJECT NAME: HUNTINGTON	
PROJECT NUMBER: BR 0211(32)	
FILE NAME: z13j080xsl.dgn	PLOT DATE: 4/20/2015
PROJECT LEADER: S.E. BURBANK	DRAWN BY: K.C. BARRY
DESIGNED BY: K.C. BARRY	CHECKED BY: E.F. LAWES
CHANNEL CROSS SECTIONS (3 OF 3)	SHEET 29 OF 34

EPSC PLAN NARRATIVE

1.1 PROJECT DESCRIPTION

THIS PROJECT INVOLVES THE REMOVAL AND REPLACEMENT OF BRIDGE NO. 8 OVER THE HUNTINGTON RIVER IN HUNTINGTON, VT. BRIDGE NO. 8 IS LOCATED ON MAIN ROAD (TH 1) APPROXIMATELY 3.9 MILES NORTH OF THE INTERSECTION OF MAIN ROAD AND VT ROUTE 17 AND CONSISTS OF A ROLLED STEEL BEAM SUPERSTRUCTURE ON CONCRETE ABUTMENTS. THE EXISTING BRIDGE NO. 8 WILL BE REMOVED ALONG WITH PARTIAL REMOVAL OF THE EXISTING ABUTMENTS AND REPLACED WITH A NEW STEEL PLATE GIRDER BRIDGE SPANNING 94 FT OVER THE HUNTINGTON RIVER ON NEW ABUTMENTS AND ON A NEW ALIGNMENT.

THE BRIDGE REPLACEMENT INCLUDES THE REMOVAL OF THE EXISTING ROLLED STEEL BEAM SUPERSTRUCTURE, PARTIAL REMOVAL OF THE SPILL THROUGH ABUTMENT 1 DOWN TO GRADE, REMOVAL OF ABUTMENT 2 DOWN TO THE TOP OF FOOTING, AND CONSTRUCTION OF A 94'-0" SINGLE SPAN BRIDGE. THE NEW BRIDGE WILL CONSIST OF STEEL PLATE GIRDERS, A CAST-IN-PLACE CONCRETE OVERLAY TO CREATE A BRIDGE WIDTH OF 27'-4", AND NEW PRECAST CONCRETE ABUTMENTS. ABUTMENT 1 WILL BE AN INTEGRAL ABUTMENT ON H-PILES AND ABUTMENT 2 WILL BE A FIXED ABUTMENT ON LEDGE. CONSTRUCTION WILL ALSO INCLUDE THE ASSOCIATED APPROACH WORK, INSTALLATION OF BRIDGE APPROACH SLABS, REALIGNMENT OF ROADWAY, AND NEW GUARDRAIL.

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 0.65 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 A TRANSITION FROM STEEPER FORESTED AREA ON THE EAST SIDE TO A GENERALLY FLAT AREA TO THE WEST WITH BOTH OPEN AGRICULTURAL FIELDS AND WOODED AREAS. THE PROJECT IS LOCATED IN A LARGELY UNDEVELOPED RURAL AREA WITH A FEW HOUSES OUTSIDE THE PROJECT AREA WITH FIELD AND FOREST BUFFERS. TOWN HIGHWAY 1 AND AN ACCESS DRIVE ARE WITHIN THE PROJECT SITE.

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

THE HUNTINGTON RIVER IS THE ONLY WATER SOURCE ON THE PROJECT SITE, ALTHOUGH AN INTERMITTENT STREAM IS LOCATED JUST TO THE EAST OF THE PROJECT. AT THE PROJECT LOCATION THE HUNTINGTON RIVER IS CHARACTERIZED AS AN INCISED CHANNEL HAVING A SANDY GRAVEL STREAMBED WITH SOME BOULDERS AND STONE FILL AROUND THE EXISTING ABUTMENTS. THE TRIBUTARY AREA AT THE BRIDGE CROSSING IS 18.4 SQUARE MILES. THERE IS A CLASS II FORESTED WETLAND LOCATED TO THE NORTHEAST WHICH THE PROJECT LIMITS EXTEND INTO.

1.2.3 VEGETATION

THE VEGETATION IN THE PROJECT AREA CONSISTS OF HARDWOOD AND SOFTWOOD TREES AND UNDERGROWTH. THE IMPACT TO VEGETATION WILL BE LIMITED TO THAT WHICH IS DIRECTLY AFFECTED BY REPLACEMENT OF THE EXISTING BRIDGE. 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 CHITTENDEN, VERMONT. SOILS ON THE SOUTHEAST OF THE PROJECT SITE ARE CABOT SILT LOAM, 3% TO 25% SLOPES, "K FACTOR" = 0.49. TO THE SOUTHWEST SOIL CONSISTS OF STETSON GRAVELLY FINE SANDY LOAM, 5% TO 12% SLOPES, "K FACTOR" = 0.15. ON THE WEST SIDE AND NORTHEAST BANK OF THE HUNTINGTON RIVER SOILS CONSIST OF HADLEY VERY FINE SANDY LOAM FREQUENTLY FLOODED, 0% TO 3% SLOPES "K-FACTOR" = 0.32. THE NORTHEAST PORTION OF THE SITE CONSIST OF PERU EXTREMELY STONY LOAM, 20% TO 60% SLOPES, "K FACTOR" = 0.28. THE SOIL IN THE IMMEDIATE VICINITY OF THE BRIDGE ARE CONSIDERED HIGHLY ERODABLE DUE TO SIGNIFICANT SLOPES.

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: YES. ARCHEOLOGICAL AREAS HAVE BEEN IDENTIFIED TO THE NORTHEAST AND NORTHWEST OF THE SITE. DUE TO THEIR VICINITY TO THE PROJECT AREAS TO THE NORTHEAST WILL BE PROTECTED BY BARRIER FENCE TO ENSURE CONSTRUCTION ACTIVITIES DO NOT IMPACT THESE AREAS.
PRIME AGRICULTURAL LAND: YES. THE BRIDGE REPLACEMENT WILL NOT LIKELY REDUCE THE AGRICULTURAL POTENTIAL OF THE LAND.
THREATENED AND ENDANGERED SPECIES: NO
WATER RESOURCE: HUNTINGTON RIVER
WETLANDS: YES. A CLASS II WETLAND FEATURE WAS LOCATED ON THE OUTSIDE OF THE PROJECT AREA EAST OF THE BRIDGE. CONSTRUCTION ACTIVITIES WILL LIKELY INFRINGE UPON THE 50 FT WETLAND BUFFER.

1.3 RISK EVALUATION

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

1.4 EROSION PREVENTION AND SEDIMENT CONTROL

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

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

1.4.1 MARK SITE BOUNDARIES

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

PROJECT DEMARCATION FENCING (PDF) SHALL BE USED TO PHYSICALLY MARK SITE BOUNDARIES. BECAUSE OF THE ARCHEOLOGICAL AREAS TO THE NORTHEAST, BARRIER FENCE SHALL BE USED ADJACENT TO THOSE AREAS.

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.

FILTER CUTRAIN WILL BE INSTALLED WHERE WORK MUST TAKE PLACE WITHIN THE LIMITS OF THE HUNTINGTON RIVER 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.

DIVERSION MEASURES ARE NOT ANTICIPATED FOR THIS PROJECT.

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.

CHECK STRUCTURES ARE NOT ANTICIPATED FOR THIS PROJECT.

1.4.7 CONSTRUCT PERMANENT CONTROLS

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

PERMANENT 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 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: HUNTINGTON

PROJECT NUMBER: BF 0211(32)

FILE NAME: z13j080epsc.narrative.dgn

PROJECT LEADER: S.E. BURBANK

DESIGNED BY: J.D. KEENER

EPSC NARRATIVE

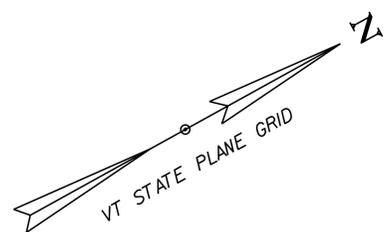
PLOT DATE: 4/20/2015

DRAWN BY: J.D. KEENER

CHECKED BY: E.F. LAWES

SHEET 30 OF 34





STETSON GRAVELLY FINE SANDY LOAM
 5% - 12% SLOPES
 LOW EROSION POTENTIAL
 K = 0.15

HADLEY VERY FINE SANDY LOAM
 FREQUENTLY FLOODED
 0% - 3% SLOPES
 LOW EROSION POTENTIAL
 K = 0.32

**KING, JOSEPH A.
 & ROSEMARY L.**

**LYMAN-CLARKE, LINDSAY M.
 AND RICH, JUSTIN W.**

**KING, JOSEPH A.
 & ROSEMARY L.**

**GUILFOY, EDWIN
 & MARGARET**

CROSS, MATTHEW L.

CABOT SILT LOAM
 3% - 25% SLOPES
 HIGH EROSION POTENTIAL
 K = 0.49

PERU EXTREMELY STONY LOAM
 20% - 60% SLOPES
 MODERATE EROSION POTENTIAL
 K = 0.28

BEGIN BRIDGE
 STA 11+68.85
 F.G. 793.50

END BRIDGE
 STA 12+65.82
 F.G. 796.11

END PROJECT
 STA 14+50.00

END PROJECT
 STA 15+25.00

TO STARKSBORO

TO RICHMOND

MAIN ROAD (TH 1)

TOWN ROW

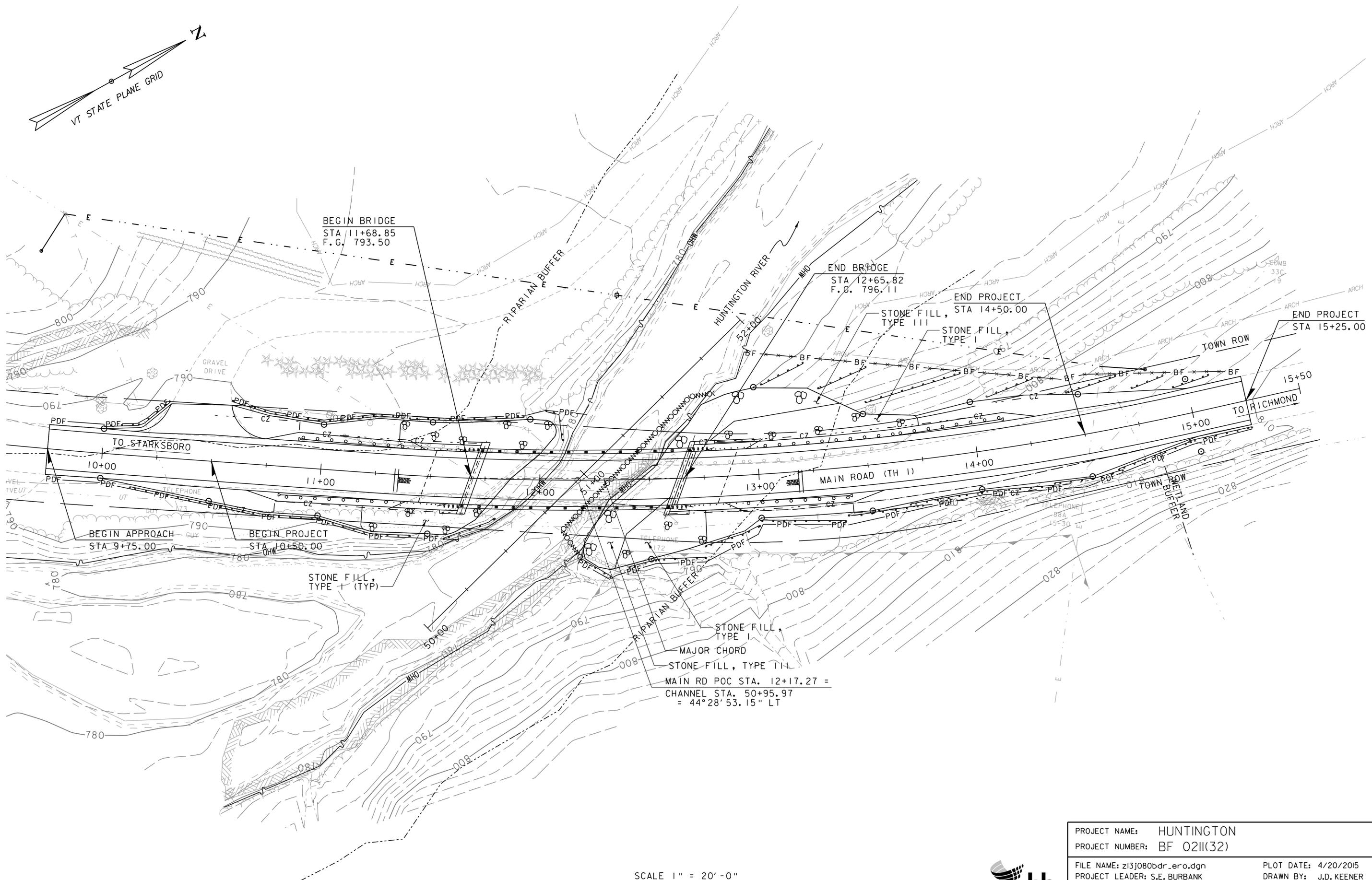
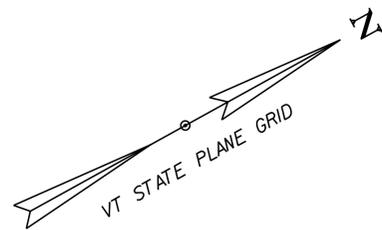
BEGIN APPROACH
 STA 9+75.00

BEGIN PROJECT
 STA 10+50.00

SCALE 1" = 20'-0"
 20 0 20



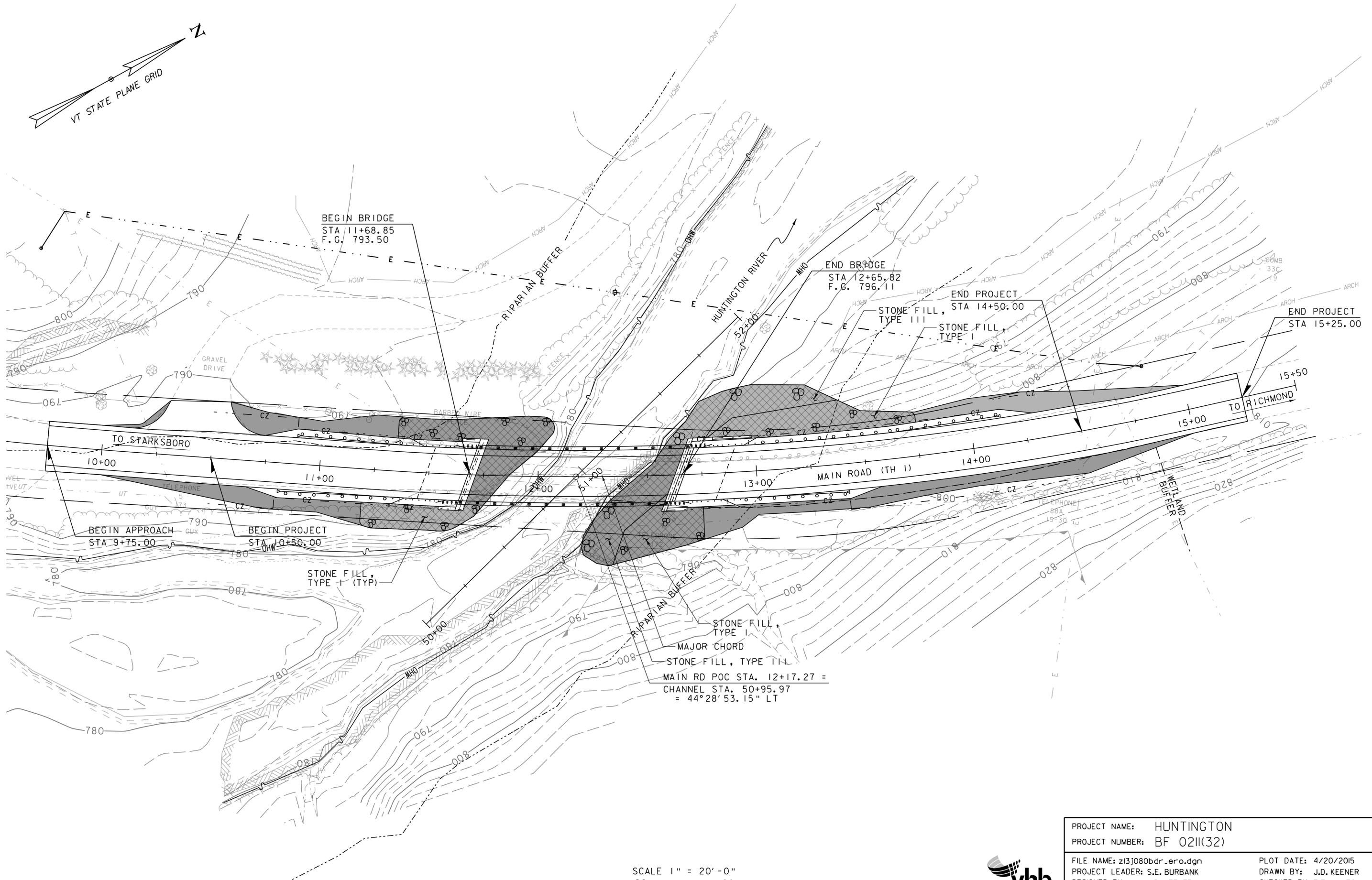
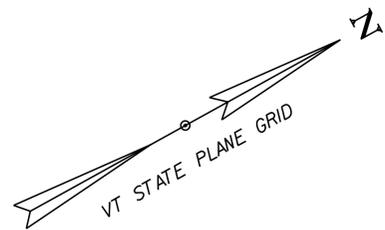
PROJECT NAME: HUNTINGTON	
PROJECT NUMBER: BF 0211(32)	
FILE NAME: z13j080bdr_ero.dgn	PLOT DATE: 4/20/2015
PROJECT LEADER: S.E. BURBANK	DRAWN BY: J.D. KEENER
DESIGNED BY: J.D. KEENER	CHECKED BY: E.F. LAWES
EPSC EXISTING SITE PLAN	SHEET 31 OF 34



SCALE 1" = 20'-0"
 20 0 20



PROJECT NAME: HUNTINGTON	
PROJECT NUMBER: BF 0211(32)	
FILE NAME: z13j080bdr_ero.dgn	PLOT DATE: 4/20/2015
PROJECT LEADER: S.E. BURBANK	DRAWN BY: J.D. KEENER
DESIGNED BY: J.D. KEENER	CHECKED BY: E.F. LAWES
EPSC CONSTRUCTION SITE PLAN	SHEET 32 OF 34



SCALE 1" = 20'-0"
0 20



PROJECT NAME:	HUNTINGTON	PLOT DATE:	4/20/2015
PROJECT NUMBER:	BF 0211(32)	DRAWN BY:	J.D. KEENER
FILE NAME:	z13j080bdr_ero.dgn	CHECKED BY:	E.F. LAWES
PROJECT LEADER:	S.E. BURBANK	EPSC FINAL SITE PLAN	SHEET 33 OF 34
DESIGNED BY:	J.D. KEENER		

VAOT RURAL AREA MIX				
	LBS/AC			
% WEIGHT	BROADCAST	HYDROSEED	NAME	GERM % PURITY %
37.5%	22.5	45	CREeping RED FESCUE	85% 98%
37.5%	22.5	45	TALL FESCUE	90% 95%
5.0%	3	6	RED TOP	90% 95%
15.0%	9	18	BIRDSFOOT TREFOIL	85% 98%
5.0%	3	6	ANNUAL RYE GRASS	85% 95%
100%	60	120		

VAOT URBAN AREA MIX				
	LBS/AC			
% WEIGHT	BROADCAST	HYDROSEED	NAME	GERM % PURITY %
42.5%	34	68	CREeping RED FESCUE	85% 98%
10.0%	8	16	PERENNIAL RYE GRASS	90% 95%
42.5%	34	68	KENTUCKY BLUE GRASS	85% 85%
5.0%	4	8	ANNUAL RYE GRASS	85% 95%
100%	80	160		

SOIL AMENDMENT GUIDANCE			
FERTILIZER		LIME	
BROADCAST	HYDROSEED	BROADCAST	HYDROSEED
10-20-10	FOLLOW	PELLETIZED	FOLLOW
500 LBS/AC	MANUFACTURER	2 TONS/AC	MANUFACTURER

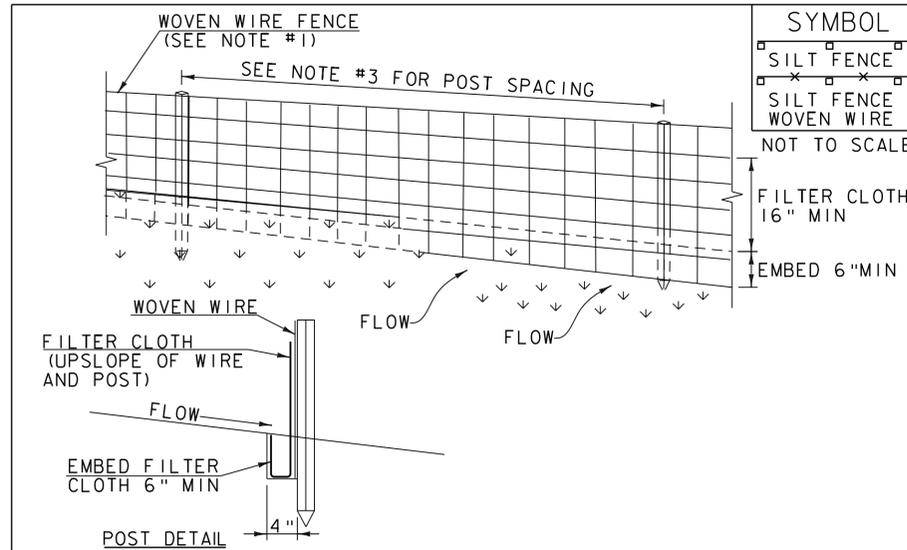
CONSTRUCTION GUIDANCE

- RURAL SEED MIX: USE AS INDICATED IN THE PLANS AND/OR FOR ALL ESTABLISHED UPLAND (NON WETLAND) AREAS DISTURBED BY THE CONTRACTOR.
- URBAN SEED MIX: USE AS INDICATED IN THE PLANS AND/OR FOR ALL ESTABLISHED LAWN AREAS DISTURBED BY THE CONTRACTOR.
- ALL SEED MIXTURES: SHALL NOT HAVE A WEED CONTENT EXCEEDING 0.40% BY WEIGHT AND SHALL BE FREE OF ALL NOXIOUS SEED.
- FERTILIZER AND LIMESTONE: SHALL FOLLOW RATES SHOWN ON PLAN OR AS DIRECTED BY THE ENGINEER
- HAY MULCH: TO BE PLACED ON EARTH SLOPES AT THE RATE OF 2 TONS/ACRE, ACHIEVE 90% GROUND COVER OR AS DIRECTED BY THE ENGINEER.
- TOPSOIL: TO BE USED WITH SEED AS INDICATED ON THE PLANS, OR AS DIRECTED BY THE ENGINEER.
- HYDROSEEDING: ALTHOUGH GUIDANCE IS GIVEN ABOVE THE SITE CONDITIONS AND THE TYPE OF HYDROSEED WILL ULTIMATELY DICTATE THE AMOUNTS AND TYPES OF SOIL AMENDMENTS TO BE APPLIED
- TURF ESTABLISHMENT: PLACING SEED, FERTILIZER, LIME AND MULCH PRIOR TO SEPTEMBER 15 AND AFTER APRIL 15 CAN BETTER ENSURE A VIGOROUS GROWTH OF GRASS.

ADAPTED FROM VTRANS TECHNICAL LANDSCAPE MANUAL FOR ROADWAYS AND TRANSPORTATION FACILITIES

TURF ESTABLISHMENT

REVISIONS	
JUNE 23, 2009	WHF
JANUARY 15, 2010	WHF
FEBRUARY 16, 2011	WHF



CONSTRUCTION SPECIFICATIONS

- WOVEN WIRE REINFORCED FENCE IS REQUIRED WITHIN 100' UPSLOPE OF RECEIVING WATERS WHEN THE PROJECT FALLS UNDER A CONSTRUCTION STORMWATER PERMIT. WOVEN WIRE SHALL BE A MIN. 14 GAUGE WITH A 6" MAX. MESH OPENING.
- FILTER CLOTH SHALL BE EITHER FILTER X, MIRAFIBROX, STABILINKA T140N OR APPROVED EQUIVALENT.
- POST SPACING FOR WIRE-BACKED FENCE SHALL BE 10' MAXIMUM. FOR FILTER-CLOTH FENCE, WHEN ELONGATION IS >50%, POST SPACING SHALL NOT EXCEED 4' AND WHEN ELONGATION IS <50%, POST SPACING SHALL NOT EXCEED 6'.
- WOVEN WIRE FENCE IS TO BE FASTENED SECURELY TO FENCE POSTS WITH WIRE TIES. FILTER CLOTH IS TO BE FASTENED SECURELY TO WOVEN WIRE FENCE WITH TIES SPACED EVERY 24" AT TOP AND MID SECTION.
- WHEN TWO SECTIONS OF FILTER CLOTH ADJOIN EACH OTHER THEY SHALL BE OVER-LAPPED BY 6" AND FOLDED.
- MAINTENANCE SHALL BE PERFORMED AS NEEDED AND MATERIAL REMOVED WHEN SEDIMENT REACHES HALF OF FABRIC HEIGHT.

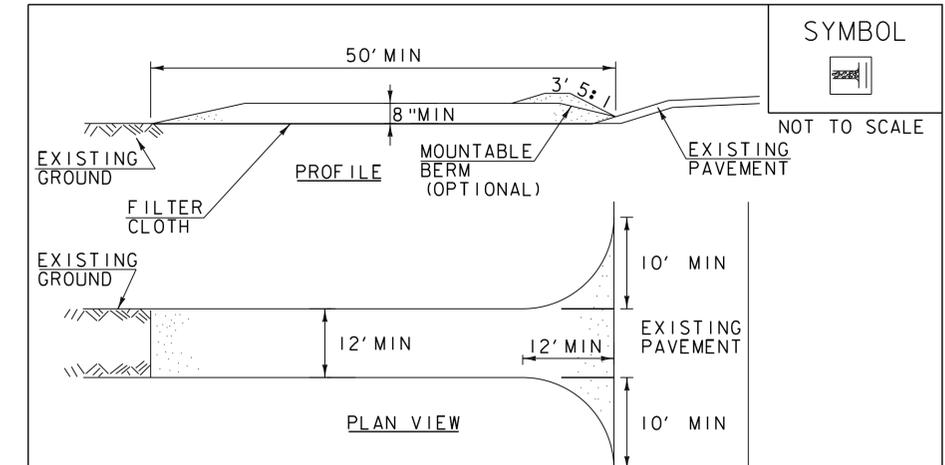
ADAPTED FROM DETAILS PROVIDED BY: NEW YORK STATE DEC
ORIGINALLY DEVELOPED BY USDA-NRCS
VERMONT DEPARTMENT OF ENVIRONMENTAL CONSERVATION

SILT FENCE

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

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

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



CONSTRUCTION SPECIFICATIONS

- STONE SIZE- USE 1-4" STONE, RECLAIMED OR RECYCLED CONCRETE EQUIVALENT.
- LENGTH- NOT LESS THAN 50' (EXCEPT ON A SINGLE RESIDENCE LOT WHERE A 30' MINIMUM LENGTH APPLIES).
- THICKNESS- NOT LESS THAN 8".
- WIDTH- 12' MINIMUM, BUT NOT LESS THAN THE FULL WIDTH AT POINTS WHERE INGRESS OR EGRESS OCCURS. 24' IF SINGLE ENTRANCE TO SITE.
- GEOTEXTILE MUST BE PLACED OVER THE ENTIRE AREA PRIOR TO PLACING STONE.
- 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.
- 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.
- WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON AN AREA STABILIZED WITH STONE AND WHICH DRAINS INTO AN APPROVED SEDIMENT TRAPPING DEVICE.
- 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: HUNTINGTON
PROJECT NUMBER: BF 0211(32)

FILE NAME: z13j080details_ero.dgn
PROJECT LEADER: S.E. BURBANK
DESIGNED BY: VTRANS
EPSC DETAILS

PLOT DATE: 4/20/2015
DRAWN BY: E.F. LAWES
CHECKED BY: S.E. BURBANK
SHEET 34 OF 34

