

STATE OF VERMONT AGENCY OF TRANSPORTATION



PROPOSED IMPROVEMENT BRIDGE PROJECT

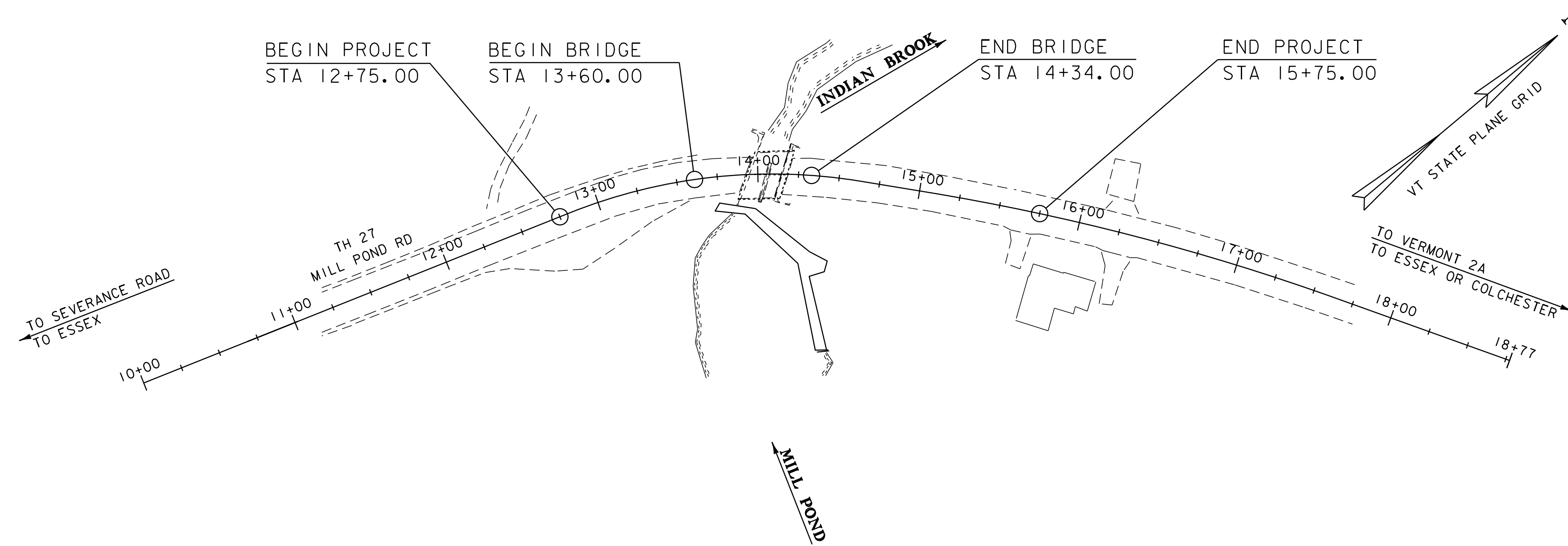
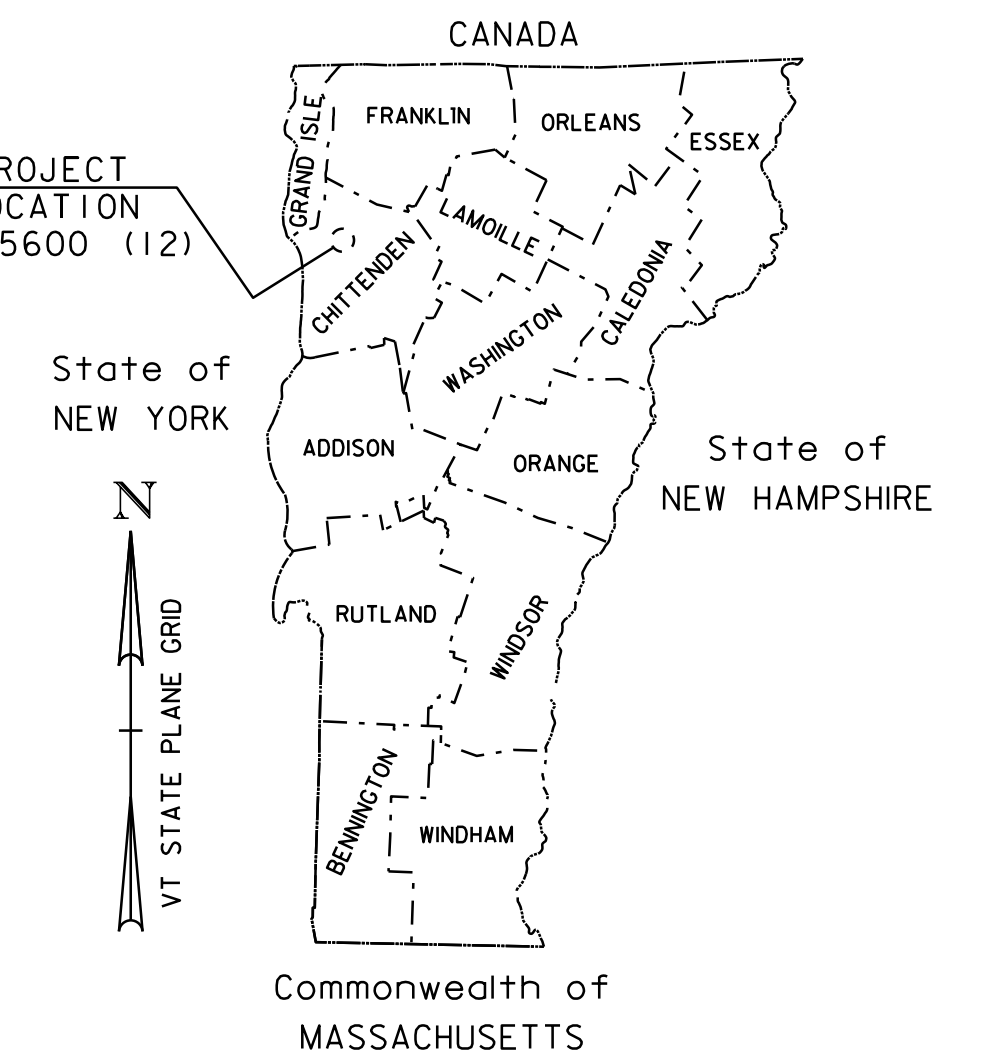
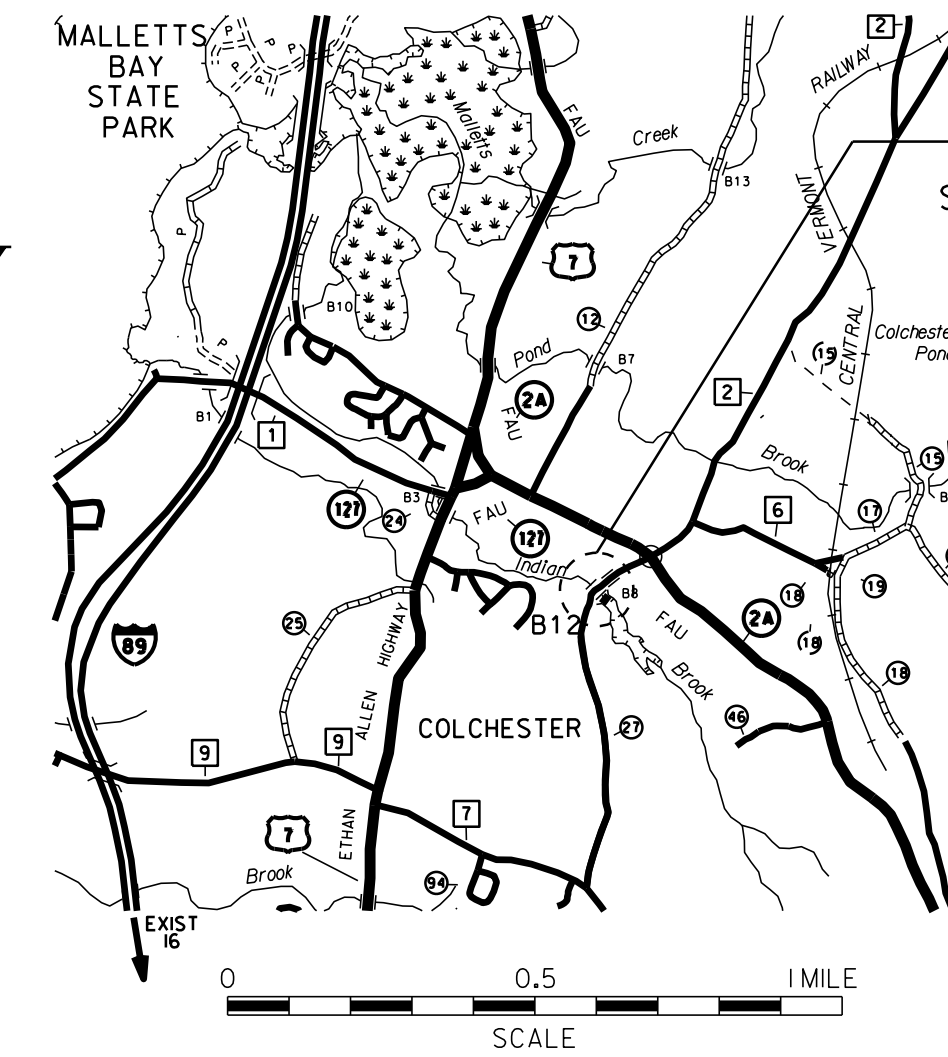
TOWN OF COLCHESTER
COUNTY OF CHITTENDEN

ROUTE NO : TH 27 (URBAN COLLECTOR) BRIDGE NO : 12

PROJECT LOCATION : PROJECT IS LOCATED AT THE TH27 CROSSING OVER THE INDIAN BROOK ON THE NORTH END OF MILL POND AND ADJACENT TO THE MILL POND DAM. THE BRIDGE IS 0.4 MILES SOUTH OF THE VERMONT 2A & TH27 INTERSECTION.

PROJECT DESCRIPTION : PROJECT IS FOR REPLACEMENT OF BRIDGE NO. 12 ON TH27 IN COLCHESTER, OVER INDIAN BROOK.

LENGTH OF STRUCTURE : 74 FEET
 LENGTH OF ROADWAY : 226 FEET
 LENGTH OF PROJECT : 300 FEET



SCALE 1" = 50'-0"
 50 0 50

THESE PLANS ARE SUBJECT TO SUCH ENGINEERING CHANGES AS MAY BE REQUIRED BY THE FEDERAL HIGHWAY ADMINISTRATION OR THE DIRECTOR OF PROGRAM DEVELOPMENT.

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.

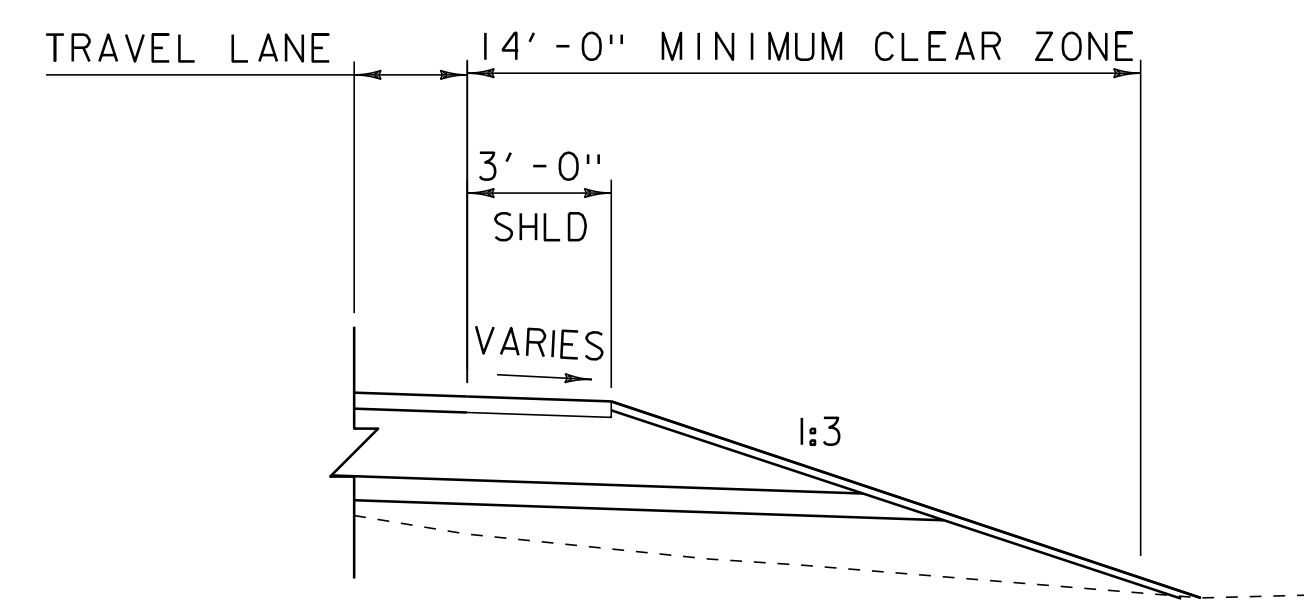
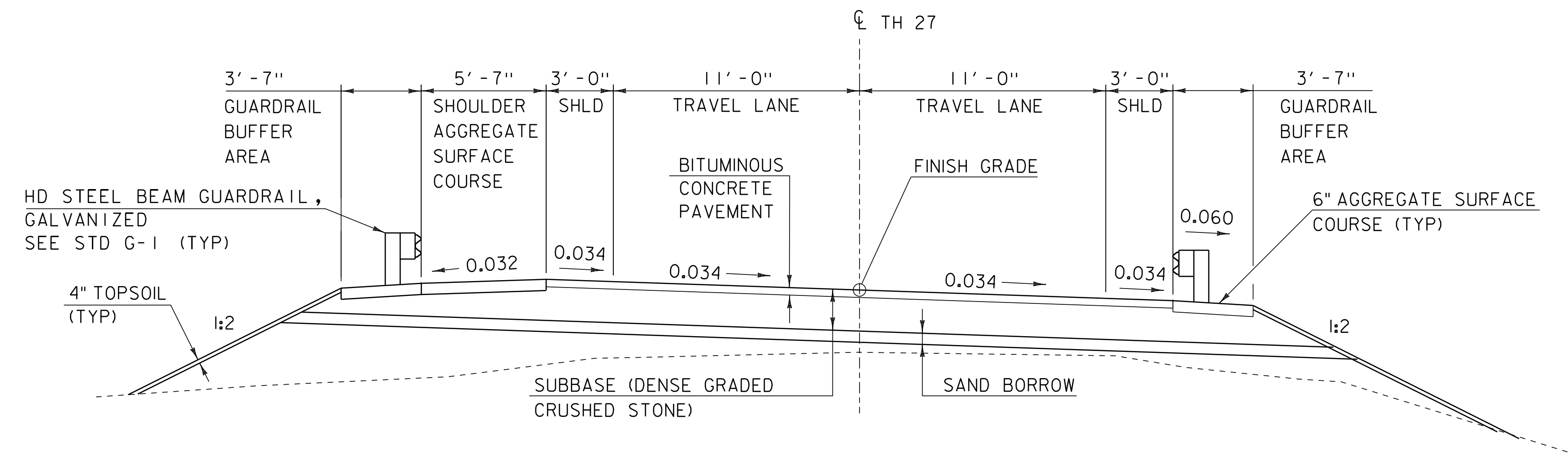
QUALITY ASSURANCE PROGRAM : LEVEL 2	
SURVEYED BY :	R. D. GILMAN
SURVEYED DATE :	07-09-1997
DATUM	
VERTICAL	NAVD 88
HORIZONTAL	NAD 83 (1992)

DIRECTOR OF PROGRAM DEVELOPMENT	
APPROVED _____	DATE _____
PROJECT MANAGER : CAROLYN CARLSON, P. E.	
PROJECT NAME :	COLCHESTER
PROJECT NUMBER :	STP 5600 (12)
SHEET 1 OF 51	SHEETS

PRELIMINARY INFORMATION SHEET (BRIDGE)

INDEX OF SHEETS						FINAL HYDRAULIC REPORT																																																																																																																						
PLAN SHEETS						STANDARDS LIST						HYDROLOGIC DATA Date: July 2011						PROPOSED STRUCTURE																																																																																																										
1	TITLE SHEET	C-10	CURBING	02-11-2008		<p>DRAINAGE AREA : 10.29 sq mi</p> <p>CHARACTER OF TERRAIN : Hilly to Mountainous</p> <p>STREAM CHARACTERISTICS : Meandering</p> <p>NATURE OF STREAMBED : Cobbles With Some Ledge Through Structure</p> <p>PEAK FLOW DATA</p> <p>Q 2.33 = 310 cfs Q 50 = 1300</p> <p>Q 10 = 775 Q 100 = 1550</p> <p>Q 25 = 1025 Q 500 = 2125</p> <p>DATE OF FLOOD OF RECORD : _____</p> <p>ESTIMATED DISCHARGE: _____</p> <p>WATER SURFACE ELEV.: _____</p> <p>NATURAL STREAM VELOCITY : @ Q50 = _____</p> <p>ICE CONDITIONS : _____</p> <p>DEBRIS: _____</p> <p>DOES THE STREAM REACH MAXIMUM HIGHWATER ELEV. RAPIDLY? _____</p> <p>IS ORDINARY RISE RAPID? _____</p> <p>IS STAGE AFFECTED BY UPSTREAM OR DOWNSTREAM CONDITIONS? _____</p> <p>IF YES, DESCRIBE: _____</p> <p>WATERSHED STORAGE: 0% HEADWATERS: _____</p> <p>UNIFORM: _____</p> <p>IMMEDIATELY ABOVE SITE: <input checked="" type="checkbox"/> X</p> <p>EXISTING STRUCTURE INFORMATION</p> <p>STRUCTURE TYPE: Two Span Concrete Slab Bridge</p> <p>YEAR BUILT: _____</p> <p>CLEAR SPAN(NORMAL TO STREAM): 19 ft</p> <p>VERTICAL CLEARANCE ABOVE STREAMBED: 11 ft</p> <p>WATERWAY OF FULL OPENING: 200 sq ft</p> <p>DISPOSITION OF STRUCTURE: Removal</p> <p>TYPE OF MATERIAL UNDER SUBSTRUCTURE: Ledge</p> <p>WATER SURFACE ELEVATIONS AT:</p> <p>Q2.33 = **See Notes** VELOCITY = _____</p> <p>Q10 = _____ " _____</p> <p>Q25 = _____ " _____</p> <p>Q50 = _____ " _____</p> <p>Q100 = _____ " _____</p> <p>LONG TERM STREAMBED CHANGES: _____</p> <p>IS THE ROADWAY OVERTOPPED BELOW Q100: _____</p> <p>FREQUENCY: _____</p> <p>RELIEF ELEVATION: _____</p> <p>DISCHARGE OVER ROAD @Q100: _____</p> <p>UPSTREAM STRUCTURE</p> <p>TOWN: Essex DISTANCE: 14,700 ft</p> <p>HIGHWAY #: TH3 STRUCTURE #: Br22</p> <p>CLEAR SPAN: 10 ft CLEAR HEIGHT: 10 ft</p> <p>YEAR BUILT: 1994 FULL WATERWAY: 64 sq ft</p> <p>STRUCTURE TYPE: CGMPP</p> <p>DOWNSTREAM STRUCTURE</p> <p>TOWN: Colchester DISTANCE: 5,000 ft</p> <p>HIGHWAY #: US7 STRUCTURE #: Br155</p> <p>CLEAR SPAN: 18 ft CLEAR HEIGHT: 20 ft</p> <p>YEAR BUILT: 1929 FULL WATERWAY: 358 sq ft</p> <p>STRUCTURE TYPE: Concrete Box</p> <p>LRFR LOAD RATING FACTORS</p> <table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th rowspan="2">LOADING LEVELS</th> <th colspan="7">TRUCK</th> </tr> <tr> <th>H-20</th> <th>HL-93</th> <th>3S2</th> <th>6 AXLE</th> <th>3A STR.</th> <th>4A STR.</th> <th>5A SEMI</th> </tr> </thead> <tbody> <tr> <td>TONNAGE</td> <td>20</td> <td>36</td> <td>36</td> <td>66</td> <td>30</td> <td>34.5</td> <td>38</td> </tr> <tr> <td>INVENTORY</td> <td>2.29</td> <td>1.25</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>POSTING</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>OPERATING</td> <td>2.97</td> <td>1.62</td> <td>2.38</td> <td>1.69</td> <td>2.25</td> <td>2.03</td> <td>2.11</td> </tr> <tr> <td>COMMENTS:</td> <td colspan="7"></td> </tr> </tbody> </table>						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	2.29	1.25						POSTING								OPERATING	2.97	1.62	2.38	1.69	2.25	2.03	2.11	COMMENTS:								<p>STRUCTURE TYPE: Single Span Curved Girder Bridge</p> <p>CLEAR SPAN(NORMAL TO STREAM): 70 ft</p> <p>VERTICAL CLEARANCE ABOVE STREAMBED: 12.5 ft</p> <p>WATERWAY OF FULL OPENING: 530 sq ft</p> <p>WATER SURFACE ELEVATIONS AT:</p> <p>Q2.33 = **See Notes** VELOCITY= _____</p> <p>Q10 = _____ " _____</p> <p>Q25 = _____ " _____</p> <p>Q50 = _____ " _____</p> <p>Q100 = _____ " _____</p> <p>IS THE ROADWAY OVERTOPPED BELOW Q100: _____</p> <p>FREQUENCY: _____</p> <p>RELIEF ELEVATION: _____</p> <p>DISCHARGE OVER ROAD @Q100: _____</p> <p>AVERAGE LOW ELEVATION OF SUPERSTRUCTURE: _____</p> <p>VERTICAL CLEARANCE: @ Q50 = _____</p> <p>SCOUR: _____</p> <p>REQUIRED CHANNEL PROTECTION: _____</p> <p>PERMIT INFORMATION</p> <p>AVERAGE DAILY FLOW: _____ DEPTH OR ELEVATION: _____</p> <p>ORDINARY LOW WATER: _____</p> <p>ORDINARY HIGH WATER: 3.5' Depth _____</p> <p>TEMPORARY BRIDGE REQUIREMENTS</p> <p>STRUCTURE TYPE: _____</p> <p>CLEAR SPAN (NORMAL TO STREAM): _____</p> <p>VERTICAL CLEARANCE ABOVE STREAMBED: _____</p> <p>WATERWAY AREA OF FULL OPENING: _____</p> <p>ADDITIONAL INFORMATION</p> <p>**No water surface elevations were calculated due to the proximity of the dam upstream. It is assumed elevations and velocities will be decreased by the proposed longer and higher single span bridge.</p> <p>TRAFFIC MAINTENANCE NOTES</p> <ol style="list-style-type: none"> 1. MAINTAIN TRAFFIC ON AN OFF SITE DETOUR. 2. TRAFFIC SIGNALS ARE NOT NECESSARY. 3. SIDEWALKS ARE NOT NECESSARY <p>DESIGN VALUES</p> <table border="1" style="width:100%; border-collapse: collapse;"> <tbody> <tr><td>1. DESIGN LIVE LOAD</td><td>HL-93</td></tr> <tr><td>2. FUTURE PAVEMENT</td><td>d_p: 3.0 INCH</td></tr> <tr><td>3. DESIGN SPAN</td><td>L: 70.00 FT</td></tr> <tr><td>4. MIN. MID-SPAN POS. CAMBER @ RELEASE (PRESTRESSED UNITS)</td><td>Δ: ---</td></tr> <tr><td>5. PRESTRESSING STRAND</td><td>f_y: ---</td></tr> <tr><td>6. PRESTRESSED CONCRETE STRENGTH</td><td>f'_c: ---</td></tr> <tr><td>7. PRESTRESSED CONCRETE RELEASE STRENGTH</td><td>f'_{cr}: ---</td></tr> <tr><td>8. CONCRETE, HIGH PERFORMANCE CLASS AA</td><td>f'_c: 4.0 KSI</td></tr> <tr><td>9. 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SD-501.00	CONCRETE DETAILS AND NOTES	5/7/2010				YEAR	ADT	DHV	% D	% T	ADTT	20 year ESAL for flexible pavement from 2015 to 2035 : 198000																																																																																																																
SD-502.00	CONCRETE DETAILS AND NOTES	5/7/2010				2015	2300	370	76	3.3	70	40 year ESAL for flexible pavement from 2015 to 2055 : 449000																																																																																																																
SD-516.10	BRIDGE JOINT ASPHALTIC PLUG	5/7/2010				2035	2500	400	46	4.1	100	Design Speed : 35 mph																																																																																																																
SD-601.00	STRUCTURAL STEEL DETAILS AND NOTES	5/7/2010										AS BUILT "REBAR" DETAIL																																																																																																																
SD-602.00	STRUCTURAL STEEL PLATE GIRDER DETAILS AND NOTES	5/7/2010										<table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th>LEVEL I</th> <th>LEVEL II</th> <th>LEVEL III</th> </tr> </thead> <tbody> <tr> <td>TYPE:</td> <td>TYPE:</td> <td>TYPE:</td> </tr> <tr> <td>GRADE:</td> <td>GRADE:</td> <td>GRADE:</td> </tr> </tbody> </table>	LEVEL I	LEVEL II	LEVEL III	TYPE:	TYPE:	TYPE:	GRADE:	GRADE:	GRADE:																																																																																																							
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1 1/2" TYPE IVS WEARING COURSE
 2 1/2" TYPE IIS BASE COURSE
 18" SUBBASE (DENSE GRADED CRUSHED STONE)
 6" SAND BORROW

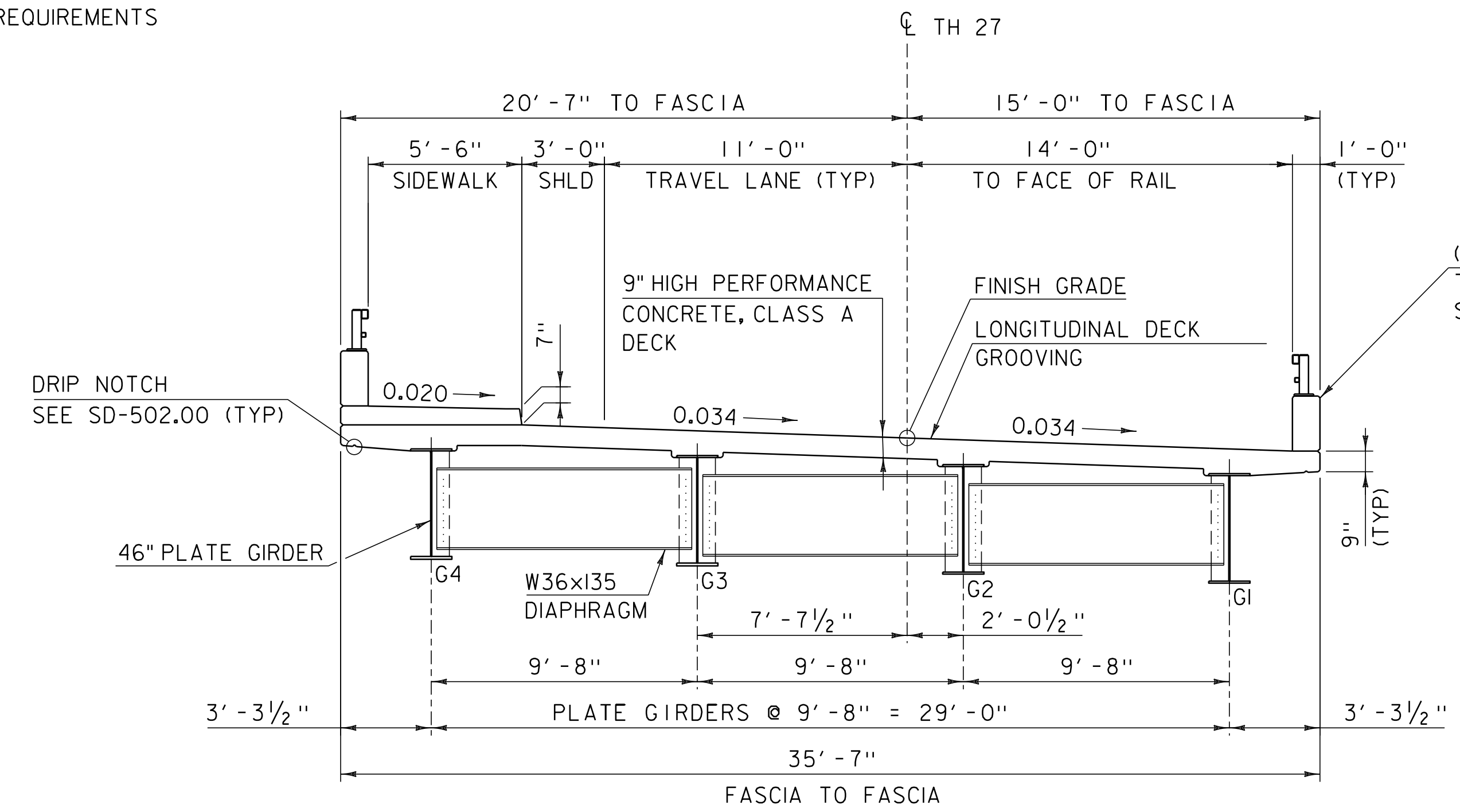


DETAIL OF TYPICAL WITHOUT GUARDRAIL
 SCALE 1/4" = 1'-0"

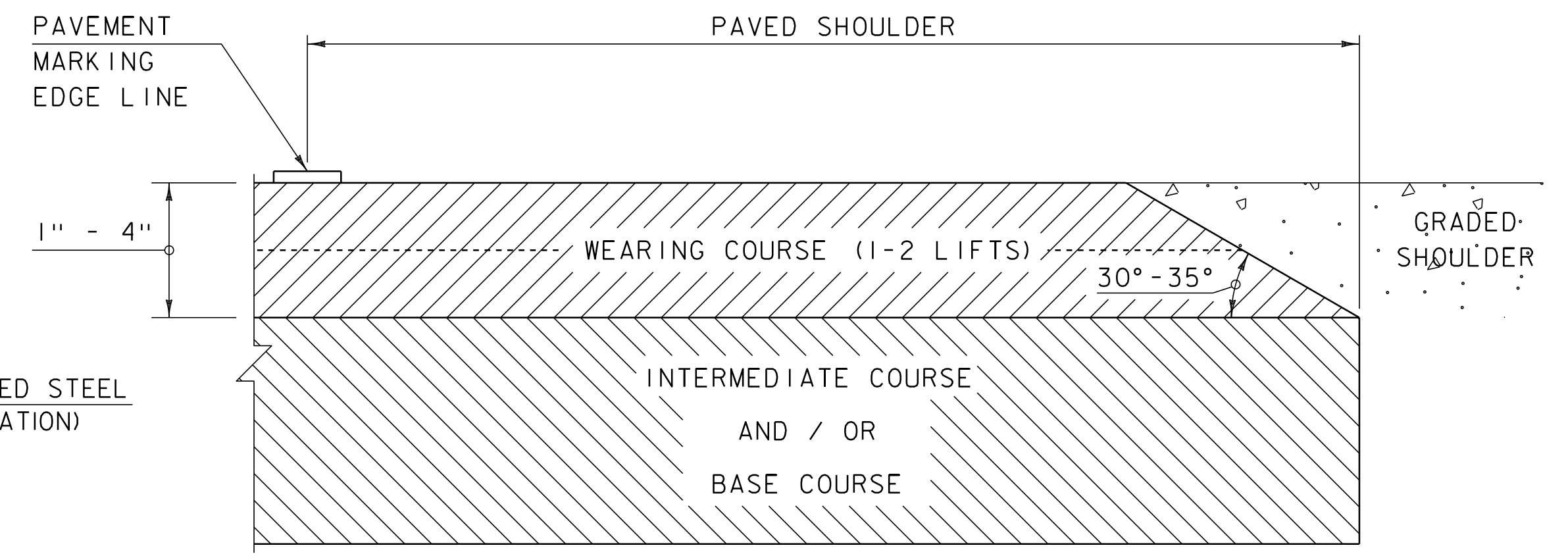
TYPICAL ROADWAY SECTION
 SCALE 1/4" = 1'-0"

MATERIAL TOLERANCES (IF USED ON PROJECT)	
SURFACE	
- PAVEMENT (TOTAL THICKNESS)	+/- 1/4"
- AGGREGATE SURFACE COURSE	+/- 1/2"
SUBBASE	
	+/- 1"
SAND BORROW	
	+/- 1"

NOTE: SEE SECTION 490 OF THE GENERAL SPECIAL PROVISIONS AND SPECIAL PROVISIONS FOR PG BINDER REQUIREMENTS



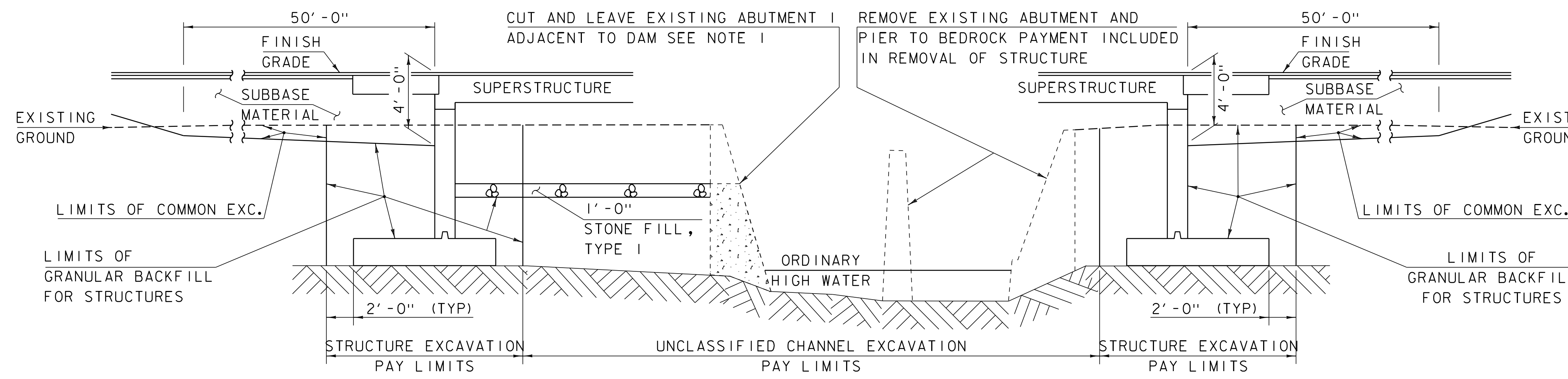
TYPICAL BRIDGE SECTION
 SCALE 1/4" = 1'-0"



SAFETY EDGE DETAIL
 NOT TO SCALE

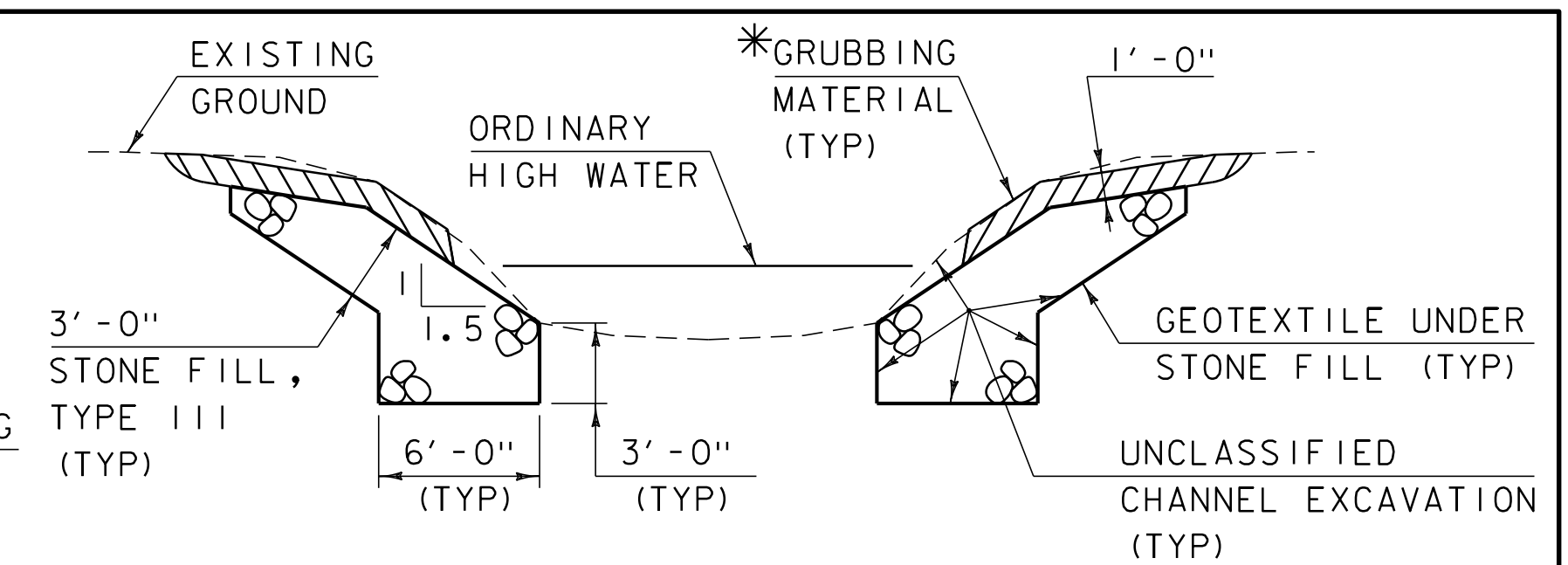
- NOTES:
1. LEVELING COURSE MAY INCLUDE THE "SAFETY EDGE" AT THE CONTRACTOR'S CHOICE.
 2. THE EDGE OF PAVEMENT SHALL BE FORMED IN SUCH A WAY THAT THE BITUMINOUS CONCRETE PAVEMENT IS EXTRUDED OR COMPRESSED TO FORM THE 30 TO 35 DEGREE ANGLE. DEVICES THAT SIMPLY STRIKE-OFF THE MIX WITHOUT PROVIDING ANY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

PROJECT NAME: COLCHESTER	PLOT DATE: 26-FEB-2014
PROJECT NUMBER: STP 5600 (I2)	DRAWN BY: G. ROKES
FILE NAME: s95j298+yp.dgn	CHECKED BY: D. PETERSON
PROJECT LEADER: C. CARLSON	SHEET 3 OF 51
DESIGNED BY: N. VANDERBERG	
TYPICAL SECTIONS I	



ABUTMENT 1 AND WINGWALL 1 SECTION
(NEAR DAM)
(NOT TO SCALE)

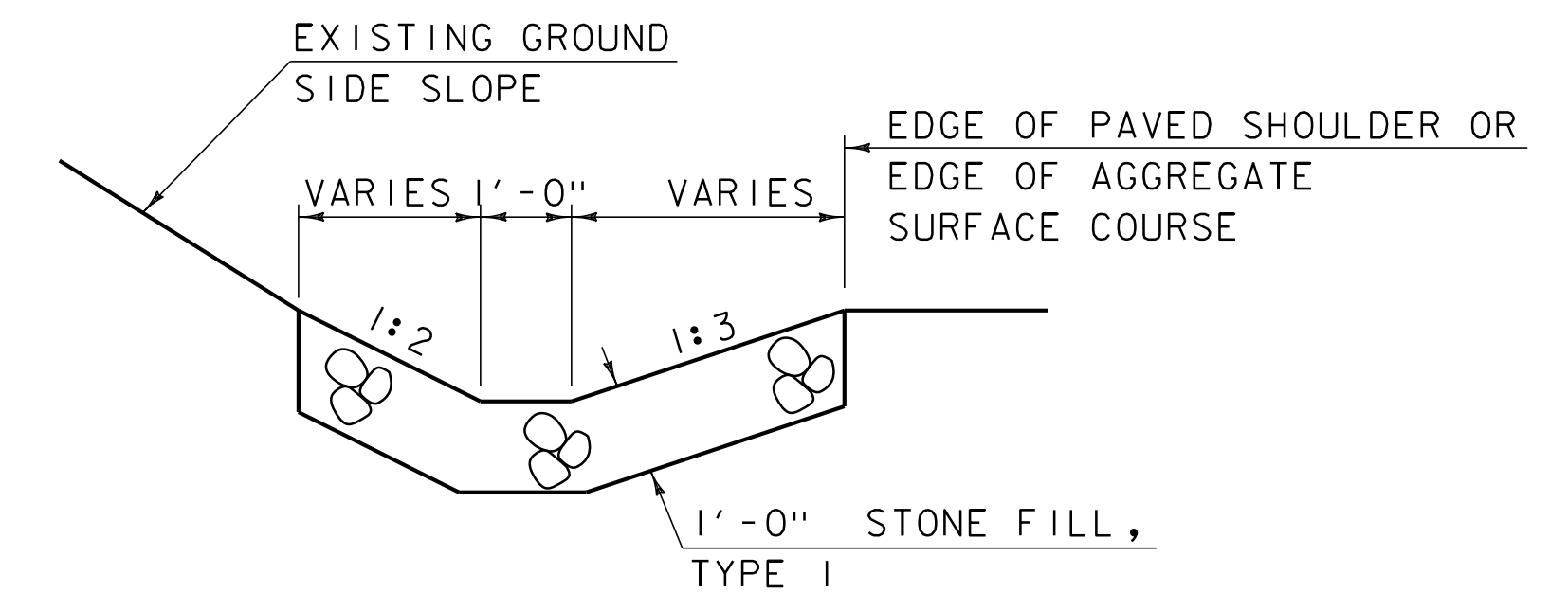
ABUTMENT 2 SECTION
(NOT TO SCALE)



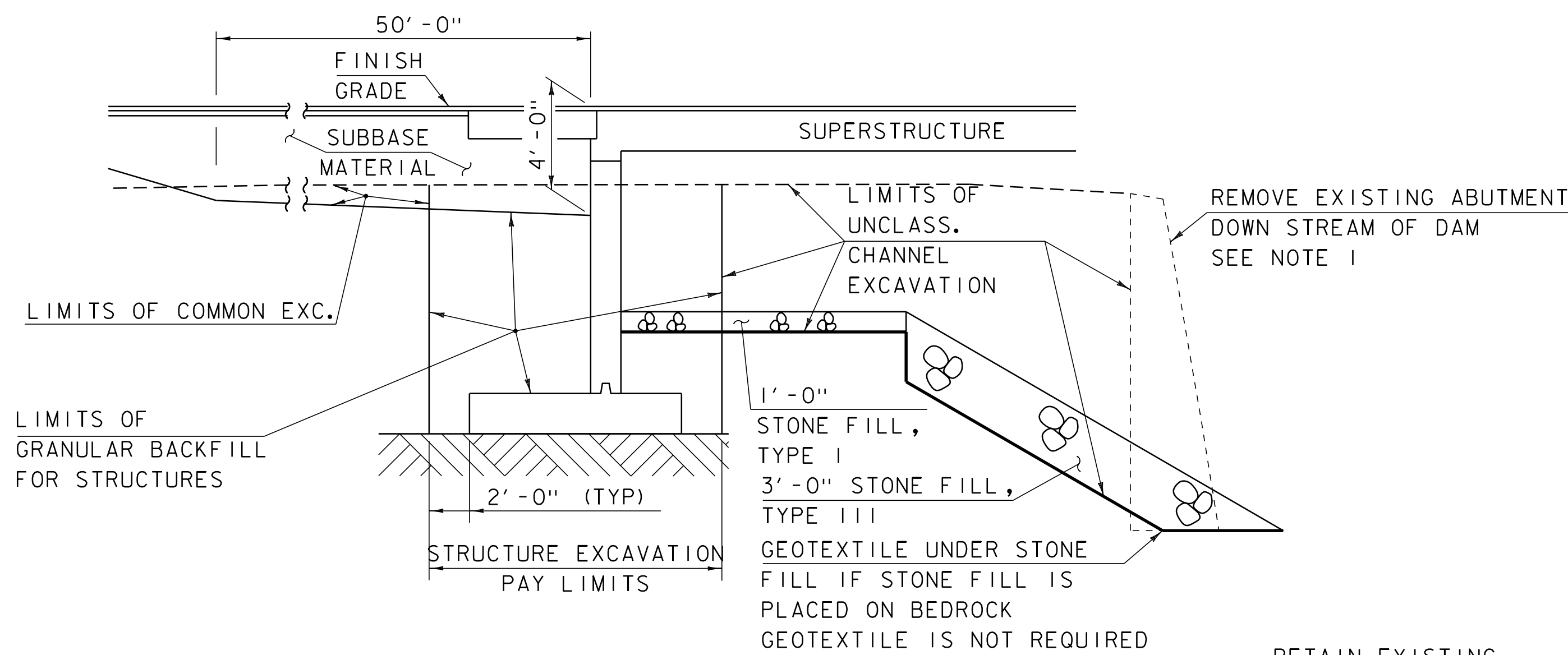
TYPICAL CHANNEL SECTION
(NOT TO SCALE)

*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.

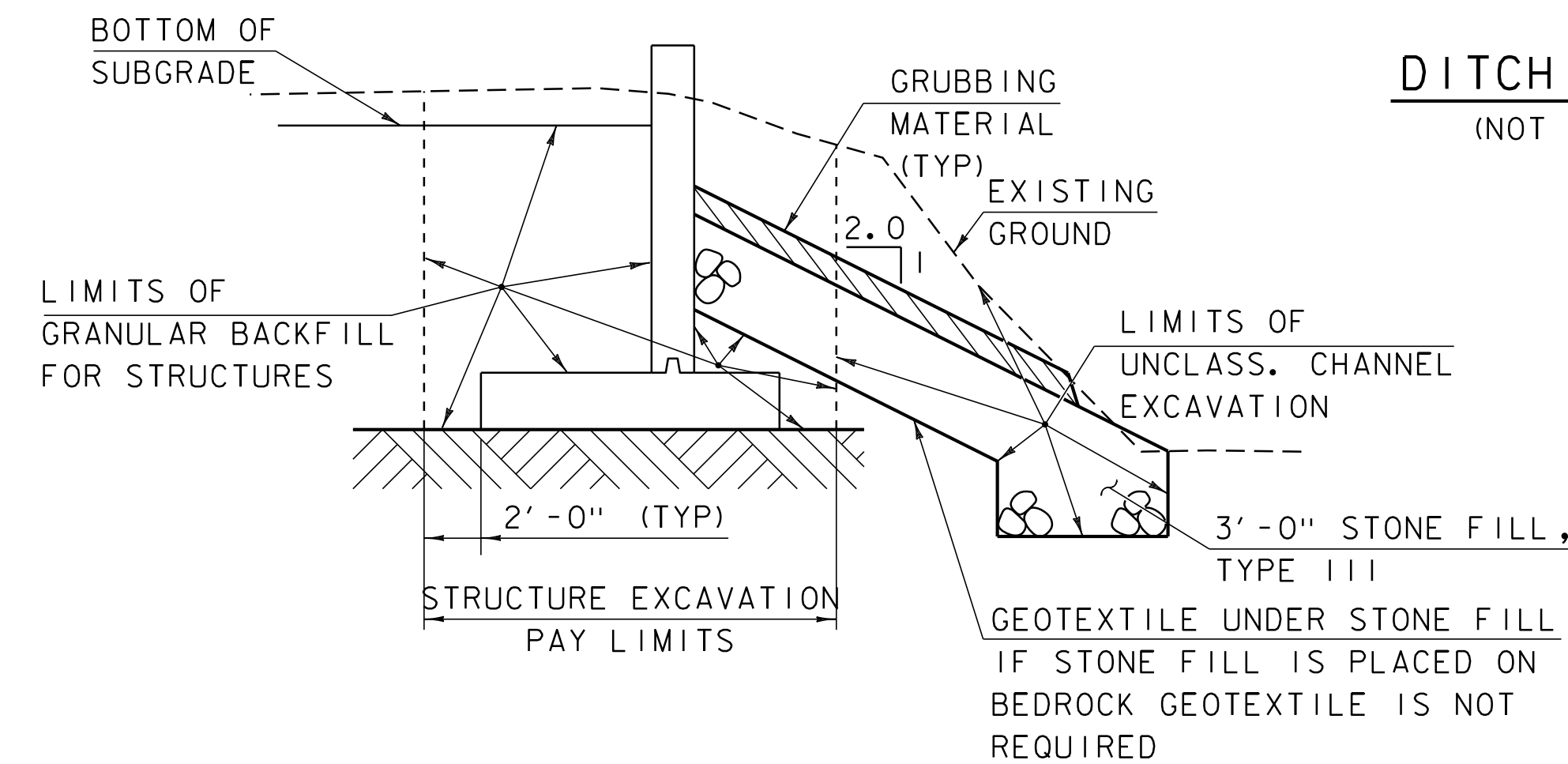
NOTE 1: SEE "FRONT VIEW OF ABUTMENT 1 STRUCTURE REMOVAL" THIS SHEET



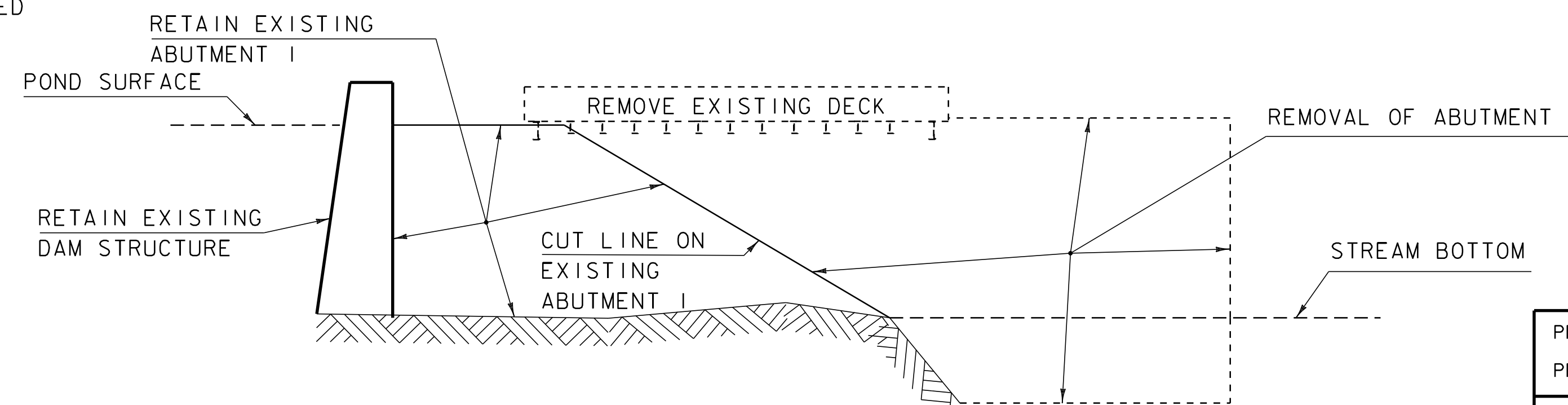
DITCH TYPICAL
(NOT TO SCALE)



ABUTMENT 1 AND WING WALL 2 SECTION
(DOWN STREAM OF DAM)
(NOT TO SCALE)



TYPICAL WINGWALL 3 & 4 SECTION
(NOT TO SCALE)



FRONT VIEW OF ABUTMENT 1 STRUCTURE REMOVAL
(NOT TO SCALE)

PROJECT NAME: COLCHESTER
PROJECT NUMBER: STP 5600 (I2)

FILE NAME: s95j298+yp.dgn
PROJECT LEADER: C. CARLSON
DESIGNED BY: N. VANDERBERG
TYPICAL SECTIONS 2

PLOT DATE: 26-FEB-2014
DRAWN BY: G. ROKES
CHECKED BY: D. PETERSON
SHEET 4 OF 51

GENERAL

- ALL MATERIALS AND CONSTRUCTION SHALL CONFORM TO THE STATE OF VERMONT AGENCY OF TRANSPORTATION STANDARD SPECIFICATIONS FOR CONSTRUCTION DATED 2011, AND ITS LATEST REVISIONS, AND THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, DATED 2010, AND ITS LATEST REVISIONS.
- DURING CONSTRUCTION, TRAFFIC SHALL BE MAINTAINED ON AN OFF SITE DETOUR. THE CONTRACTOR SHALL ERECT AND MAINTAIN ALL TEMPORARY ON-PROJECT SIGNS AND BARRICADES AS SHOWN IN THE PLANS AND AS DIRECTED BY THE RESIDENT ENGINEER. THE TOWN SHALL BE RESPONSIBLE FOR ALL OFF-PROJECT DETOUR SIGNS. PAYMENT FOR THIS WORK SHALL BE CONSIDERED INCIDENTAL TO SPECIAL PROVISION ITEM 900.645 (TRAFFIC CONTROL, ALL-INCLUSIVE).
- FULL ACCESS TO ALL SIDE ROADS AND DRIVES WITHIN THE PROJECT LIMITS SHALL BE MAINTAINED AT ALL TIMES. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO SPECIAL PROVISION ITEM 900.645 (TRAFFIC CONTROL, ALL-INCLUSIVE).
- IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO DOCUMENT THE CONDITION OF THE ADJACENT MILL POND DAM, WHICH HAS THE POTENTIAL FOR DAMAGE FROM CONSTRUCTION ACTIVITIES. THIS DOCUMENTATION SHALL BE IN THE FORM OF VIDEO OR PICTURES, WITH SUFFICIENT DESCRIPTION, AND SHALL BE SUPPLIED TO THE ENGINEER PRIOR TO ANY EXCAVATION OR REMOVAL OF EXISTING STRUCTURES. THE COST OF PREPARING THIS DOCUMENTATION WILL NOT BE PAID FOR DIRECTLY, BUT SHALL BE CONSIDERED INCIDENTAL TO ALL CONTRACT ITEMS. SEE SPECIAL PROVISIONS.
- ITEM 529.15 REMOVAL OF STRUCTURE SHALL INCLUDE THE REMOVAL AND DISPOSAL OF EXISTING BRIDGE SUPERSTRUCTURE, AND REMOVAL OF THE ABUTMENTS AND PIER AS SHOWN IN THE PLANS, WHERE THEIR REMOVAL IS OUTSIDE OF THE AREAS COVERED BY ANY OF THE EXCAVATION ITEMS.
- FOR INFORMATION REGARDING UTILITIES, SEE THE 'UTILITIES LAYOUT' SHEET AND THE SPECIAL PROVISIONS.
- ALL DIMENSIONS SHOWN IN THE PLANS ARE HORIZONTAL OR VERTICAL AND ARE GIVEN AT 68 DEGREES FAHRENHEIT, UNLESS NOTED OTHERWISE.
- ALL EXISTING SIGNS AND SIGN POSTS NOT RE-USED SHALL REMAIN THE PROPERTY OF THE TOWN. THE CONTRACTOR SHALL CONTACT THE TOWN WHEN THESE ITEMS ARE READY FOR DELIVERY FROM THE PROJECT SITE.
- THE EXISTING STRUCTURAL STEEL IS PAINTED WITH A MATERIAL THAT MAY CONTAIN LEAD. THE CONTRACTOR SHALL FOLLOW ALL APPLICABLE REGULATIONS WHEN HANDLING AND WORKING WITH THIS STEEL. THE REMOVED STRUCTURAL STEEL IS THE PROPERTY OF THE CONTRACTOR. THE CONTRACTOR SHALL INDEMNIFY AND HOLD THE STATE, ITS OFFICERS, AND EMPLOYEES HARMLESS CONCERNING THE CONTRACTOR'S USE OR DISPOSITION OF THE REMOVED EXISTING STRUCTURAL STEEL.
- "STRUCTURES DETAIL SHEETS" LISTED ON THE INDEX ARE PROVIDED AFTER THE PLAN SHEETS. DETAILS AND DIMENSIONS SHOWN IN THE PROJECT PLAN SHEETS SHALL TAKE PRECEDENCE OVER THOSE SHOWN IN THE "STRUCTURES DETAIL SHEETS"
- ELEVATION AND LOCATION OF MUNICIPAL WATER LINE SHOULD BE FIELD VERIFIED PRIOR TO ANY WORK IN ITS VICINITY. THERE WILL BE NO EXTRA COMPENSATION PAID TO THE CONTRACTOR FOR ANY INCONVENIENCE CAUSED BY WORKING AROUND AND WITH THE MUNICIPALITY AND UTILITY COMPANIES.

EARTHWORK AND RELATED ITEMS

- THE CONTRACTOR MAY SUBSTITUTE SUBBASE MATERIAL FOR THE SAND BORROW SHOWN ON THE PLANS. THE SUBBASE MATERIAL SHALL BE THE TYPE SPECIFIED IN THE CONTRACT AND SHALL BE PLACED TO MEET THE SUBBASE SPECIFICATIONS. IF SUBBASE IS PLACED IN LIEU OF SAND BORROW, A GEOTEXTILE MEETING THE REQUIREMENTS OF SECTION 649 "GEOTEXTILE FOR ROAD BED SEPARATOR" SHALL BE PLACED BETWEEN THE SUBGRADE AND THE SUBBASE MATERIAL. ALL COSTS ASSOCIATED WITH THE SUBSTITUTION INCLUDING THE GEOTEXTILE SHALL BE INCLUDED IN THE UNIT BID PRICE FOR ITEM 203.31 "SAND BORROW".
- THE HEIGHT OF FILL BEHIND ABUTMENTS WILL BE LIMITED TO THE BRIDGE SEAT ELEVATION UNTIL THE DECK HAS BEEN POURED AND THE CURING PERIOD IS UP.
- THE STONE FILL ITEMS LOCATED UNDER THE BRIDGE AS SHOWN IN THE PLANS SHALL BE PLACED BEFORE THE NEW SUPERSTRUCTURE IS SET.

STRUCTURAL STEEL

- ANY CONNECTIONS THAT ARE NOT DETAILED ON THE PLANS SHALL BE DETAILED BY THE FABRICATOR AND SUBMITTED TO THE STRUCTURES ENGINEER FOR APPROVAL.
- ANY HOLES IN THE WEBS OF THE FASCIA GIRDERS THAT ARE NOT OTHERWISE FILLED, SHALL BE FILLED WITH BUTTON HEAD BOLTS. THESE BOLTS SHALL BE TIGHTENED IN ACCORDANCE WITH SUBSECTIONS 506.19.

- ALL FIELD CONNECTIONS SHALL BE MADE WITH 7/8" DIAMETER HIGH STRENGTH BOLTS IN 15/16" DIAMETER HOLES, PER SECTION 506 UNLESS OTHERWISE NOTED.
- FLEMING BRACKETS OR SIMILAR FALSE WORK SHALL BE PLACED AT A MAXIMUM SPACING OF 4 FEET. THE BRACKETS SHALL BEAR NEAR THE BOTTOM FLANGE AND IN NO CASE SHALL THEY BEAR ABOVE THE BOTTOM QUARTER OF THE WEB.
- AFTER THE GIRDERS HAVE BEEN ERECTED, ELEVATIONS SHALL BE TAKEN ALONG THE TOP OF THE GIRDERS, AS DIRECTED BY THE RESIDENT ENGINEER, FOR USE IN DETERMINING THE REQUIRED HAUNCH DIMENSIONS.
- STRUCTURAL STEEL MEMBERS DESIGNATED "CVN" IN THE PLANS SHALL BE CHARPY V-NOTCH TESTED IN ACCORDANCE WITH SUBSECTION 714.01.
- ALL STRUCTURAL STEEL SHALL BE PAINTED. THE PAINT SYSTEM SHALL CONFORM TO THE SPECIAL PROVISIONS AND THE FINAL COLOR SHALL BE BROWN. GREASE SHALL BE APPLIED FOR A DISTANCE OF 10'-0" STARTING AT THE ABUTMENT #1 END OF THE SPAN. ALL CHANNELS AND CONNECTION PLATES LOCATED IN THIS AREA SHALL ALSO BE GREASED. THE GREASE SHALL BE BROWN. THIS WORK WILL BE PAID FOR UNDER ITEM 900.645 "SPECIAL PROVISION QC/QA CLEANING AND PAINTING STRUCTURAL COMPONENTS". ANY DAMAGE CAUSED TO THE PAINT, INCLUDING THAT CAUSED BY THE CONCRETE OPERATIONS, SHALL BE REPAIRED AND THE COST SHALL BE INCIDENTAL TO ITEM 506.55, STRUCTURAL STEEL, PLATE GIRDER.

CONCRETE

- NO TRAFFIC SHALL BE ALLOWED ON THE NEW DECK UNTIL THE CURE PERIOD IS UP AND THE 28 DAY DESIGN STRENGTH IS ATTAINED, AS EVIDENCED BY TEST CYLINDERS CURED UNDER FIELD CONDITIONS AND IN ACCORDANCE WITH SUBSECTION 501.18(B) OF THE STANDARD SPECIFICATIONS.
- SURFACES OF BRIDGE SEATS UNDER BEARING DEVICES SHALL BE LEVEL; OTHER BRIDGE SEAT AREAS SHALL BE SLOPED 4.0% TOWARDS MID-SPAN. THE ENTIRE BRIDGE SEAT SURFACE SHALL BE SMOOTHED WITH A MAGNESIUM FLOAT.
- WATER REPELLENT SILANE SHALL BE APPLIED TO ALL EXPOSED CONCRETE SURFACES EXCEPT THE UNDERSIDE OF THE DECK BETWEEN THE DRIP NOTCHES.
- NO CONCRETE IN THE ABUTMENTS OR WINGWALLS SHALL BE PLACED ABOVE THE BRIDGE SEAT ELEVATIONS UNTIL THE GIRDERS HAVE BEEN PROFILED AND THE FINISHED GRADE OF THE DECK HAS BEEN DETERMINED.
- ALL APPROACH SLAB AND SUBSTRUCTURE CONCRETE SHALL BE CONCRETE, HIGH PERFORMANCE CLASS B UNLESS OTHERWISE NOTED AND SHALL BE PAID FOR UNDER ITEM 501.34, "CONCRETE, HIGH PERFORMANCE CLASS B". THE DECK AND BRIDGE SIDEWALK CONCRETE SHALL BE CONCRETE, HIGH PERFORMANCE CLASS A AND SHALL BE PAID FOR UNDER ITEM 501.33, "CONCRETE, HIGH PERFORMANCE CLASS A". ANY CONCRETE REQUIRED FOR SUBFOOTINGS SHALL BE CONCRETE, CLASS C AND SHALL BE PAID FOR UNDER ITEM 541.30 "CONCRETE, CLASS C. THE RAIL CONCRETE WILL BE CONCRETE, HIGH PERFORMANCE CLASS A AND SHALL BE PAID FOR UNDER ITEM 525.45 (BRIDGE RAILING, GALVANIZED STEEL TUBING/CONCRETE COMBINATION BRIDGE RAILING-GALVANIZED STEEL TUBE/CONCRETE COMBINATION)
- RAIL REINFORCING STEEL, INCLUDING THOSE BARS THAT CONNECT THE RAIL TO THE DECK OR SIDEWALK, SHALL BE PAID FOR UNDER ITEM 525.45 (BRIDGE RAILING, GALVANIZED STEEL TUBING/CONCRETE COMBINATION BRIDGE RAILING-GALVANIZED STEEL TUBE/CONCRETE COMBINATION).
- RELATIVE TO GRADE, ALL DECK POURS SHALL BEGIN FROM THE LOW ELEVATION END AND PROCEED TOWARDS THE HIGH ELEVATION END.
- THE DECK IS TO BE POURED IN ONE CONTINUOUS POUR WITH A MAXIMUM DURATION OF EIGHT HOURS. IF CIRCUMSTANCES BEYOND THE CONTRACTOR'S CONTROL PREVENT THIS FROM BEING ACCOMPLISHED, A TRANSVERSE CONSTRUCTION JOINT SHALL BE USED BETWEEN ADJACENT POURS. A MINIMUM 96 HOUR DELAY BETWEEN ADJACENT POURS SHALL BE OBSERVED.
- JOINTS AND SCORE MARKS IN CONCRETE SHALL BE CONSTRUCTED AS SHOWN IN THE PLANS OR AS DIRECTED BY THE RESIDENT ENGINEER.
- THE VERTICAL KEY IN CONCRETE CONSTRUCTION JOINTS SHALL BE MONOLITHIC AND CONTINUOUS FOR THE FULL LENGTH OF THE JOINT.
- REINFORCING STEEL PLACEMENT TOLERANCES SHALL BE:
SPACING: +/- 1 INCH
CLEARANCE: +/- 1/4 INCH

SUBSTRUCTURES ON BEDROCK

- FOOTINGS OR SUBFOOTINGS FOR SUBSTRUCTURES FOUNDED ON BEDROCK SHALL BE PLACED ON CLEAN COMPETENT ROCK. ALL LOOSE ROCK AND DEBRIS SHALL BE REMOVED.
- UPON COMPLETION OF THE EXCAVATION FOR SUBSTRUCTURES FOUNDED ON BEDROCK

AND PRIOR TO PLACING FORMWORK, THE RESIDENT ENGINEER SHALL NOTIFY THE PROJECT MANAGER AND THE VTRANS SOILS AND FOUNDATION ENGINEER. THE SOILS AND FOUNDATION ENGINEER WILL DETERMINE IF THE BEDROCK IS COMPETENT TO OBTAIN THE NOMINAL BEARING RESISTANCE AS SHOWN ON THE PLANS. FIVE (5) WORKING DAYS FROM NOTIFICATION SHALL BE ALLOWED TO MAKE THE INSPECTION AND THE DETERMINATION FOR THE COMPETENCY OF THE BEDROCK.

- ONCE THE ELEVATION OF COMPETENT BEDROCK HAS BEEN DETERMINED, THE CONTRACTOR SHALL PROVIDE A BEDROCK PROFILE TO THE PROJECT MANAGER TO DETERMINE WHETHER THE DESIGN BOTTOM OF FOOTING ELEVATION SHALL BE RAISED OR LOWERED AND WHETHER A SUBFOOTING SHALL BE REQUIRED. FOOTING ELEVATIONS SHALL NOT BE ADJUSTED WITHOUT APPROVAL OF THE PROJECT MANAGER. THREE (3) WORKING DAYS FROM RECEIPT OF THE BEDROCK PROFILE SHALL BE ALLOWED TO MAKE THIS DETERMINATION. NO WORK SHALL BE DONE ON THE FOOTINGS UNTIL A REPLY IS RECEIVED.
- THE LIMITS OF SUBFOOTINGS SHALL BE 6" OUTSIDE OF THE HORIZONTAL LIMITS OF THE FOOTING. THE TOP SURFACE OF ALL SUBFOOTINGS SHALL BE INTENTIONALLY ROUGHENED TO 1/4" AMPLITUDE.
- ANY BEDROCK THAT NEEDS TO BE REMOVED SHALL BE PAID FOR WITH THE CORRESPONDING EXCAVATION ITEM INCLUDED IN THE CONTRACT.
- OVERBREAKAGE BEYOND THE AVERAGE MAXIMUM ALLOWANCE SPECIFIED IN SUBSECTIONS 204.09(B) (1) AND 208.11(C) SHALL BE AT THE CONTRACTOR'S EXPENSE.
- DOWELS SHALL BE DRILLED AND GROUTED INTO BEDROCK WHEN SHOWN ON THE PLANS OR AS ORDERED BY THE ENGINEER. THE DOWELS SHALL HAVE A 1'-6" MINIMUM EMBEDMENT IN THE BEDROCK AND SHALL EXTEND IN THE FOOTING OR SUBFOOTING A MINIMUM OF 1'-6", UNLESS NOTED OTHERWISE.

BEARING NOTES

- BEARINGS SHALL BE PAID FOR UNDER THE ITEM 531.17 "BEARINGS DEVICE ASSEMBLY, STEEL REINFORCED ELASTOMERIC PAD" AND SHALL CONFORM TO APPLICABLE SUBSECTION OF SECTION 531 AND 731.
- THE FIELD WELD CONNECTING THE BOTTOM FLANGE WITH THE BEARING DEVICE SHALL BE MADE WITH E7018 RODS. AREAS OF METALIZING DAMAGED BY WELDING AND OR HANDLING SHALL BE REPAIRED IN ACCORDANCE WITH SUBSECTION 726.09.
- ALL STEEL COMPONENTS SHALL BE METALIZED AS PER SUBSECTIONS 531.04 (b) AND 506.14.
- DESIGN CRITERIA, LOADS GIVEN AS PER BEARING:

DESIGN LOAD EFFECTS (KIP)	SERVICE LIMIT STATE	VERTICAL	DEAD	65.0
			SUPER DEAD	31.5
			LIVE LOAD	160.1
		TRANSVERSE	14.8	
ROTATION (RAD)	SERVICE LIMIT STATE	IRREVERSIBLE	TRANSVERSE	0.000
			LONGITUDINAL	0.007
		REVERSIBLE	TRANSVERSE	0.005
			LONGITUDINAL	0.006
TRANSLATIONS (in)	SERVICE LIMIT STATE	IRREVERSIBLE	TRANSVERSE	*
			LONGITUDINAL	*
		REVERSIBLE	TRANSVERSE	0.070
			LONGITUDINAL	0.819

- ALL REINFORCEMENT BETWEEN LAYERS OF ELASTOMER SHALL BE SAND BLASTED AND FREE OF COATINGS, RUST, AND MILL SCALE. THE PLATES SHALL BE FREE OF SHARP EDGES AND BURRS.
- STEEL REINFORCED ELASTOMERIC BEARINGS SHALL HAVE A MINIMUM OF 1/8" EDGE SEAL OF ELASTOMER INTEGRAL WITH THE BEARING OVER ALL INTERNAL PLATES.
- BRIDGE SEAT ELEVATIONS MAY BE REVISED TO ACCOMMODATE AN ALTERNATIVE CONFIGURATION. THE CONCRETE SURFACES UNDER THE BEARING DEVICES SHALL BE LEVEL.

PROJECT NAME: COLCHESTER
PROJECT NUMBER: STP 5600 (I2)

FILE NAME: s95J298gnotes.dgn PLOT DATE: 26-FEB-2014
PROJECT LEADER: C. CARLSON DRAWN BY: G. ROKES
DESIGNED BY: N. VANDENBERG CHECKED BY: D. PETERSON
GENERAL NOTES SHEET 5 OF 51

QUANTITY SHEET 1

SUMMARY OF ESTIMATED QUANTITIES										TOTALS		DESCRIPTIONS				DETAILED SUMMARY OF QUANTITIES			
						ROADWAY	TRAINING	EROSION CONTROL	BRIDGE	FULL C. E. ITEMS	GRAND TOTAL	FINAL	UNIT	ITEMS	ITEM NUMBER	ROUND	QUANTITIES	UNIT	ITEMS
						1					1		LS	CLEARING AND GRUBBING, INCLUDING INDIVIDUAL TREES AND STUMPS	201.10				
						495					495		CY	COMMON EXCAVATION	203.15				
						10					10		CY	SOLID ROCK EXCAVATION	203.16				
									531		531		CY	UNCLASSIFIED CHANNEL EXCAVATION	203.27				
									150		150		CY	EARTH BORROW	203.30				
						125					125		CY	SAND BORROW	203.31				
						47					47		CY	TRENCH EXCAVATION OF EARTH	204.20				
						5					5		CY	TRENCH EXCAVATION OF ROCK	204.21				
						10					10		CY	TRENCH EXCAVATION OF EARTH, EXPLORATORY (N.A.B.I.)	204.22				
									519		519		CY	STRUCTURE EXCAVATION	204.25				
						36			256		292		CY	GRANULAR BACKFILL FOR STRUCTURES	204.30				
						384					384		SY	COLD PLANING, BITUMINOUS PAVEMENT	210.10				
						760					760		CY	SUBBASE OF DENSE GRADED CRUSHED STONE	301.35				
						57					57		CY	AGGREGATE SURFACE COURSE	401.10				
						4					4		CWT	EMULSIFIED ASPHALT	404.65				
									113		113		CY	CONCRETE, HIGH PERFORMANCE CLASS A	501.33				
									235		235		CY	CONCRETE, HIGH PERFORMANCE CLASS B	501.34				
									81585		81585		LB	STRUCTURAL STEEL, PLATE GIRDER	506.55				
						380			19160		19540		LB	REINFORCING STEEL, LEVEL I	507.11				
									30900		30900		LB	REINFORCING STEEL, LEVEL II	507.12				
									54		54		LF	DRILLING AND GROUTING DOWELS	507.16				
									1		1		LS	SHEAR CONNECTORS (852 - 7/8" X 7")	508.15				
									224		224		SY	LONGITUDINAL DECK GROOVING	509.10				
									36		36		GAL	WATER REPELLENT, SILANE	514.10				
									28		28		LF	BRIDGE EXPANSION JOINT, ASPHALTIC PLUG	516.10				
									149		149		LF	BRIDGE RAILING, GALVANIZED STEEL TUBING/CONCRETE COMBINATION	525.45				
									1		1		EACH	REMOVAL OF STRUCTURE (1200 SF - EST.)	529.15				
									8		8		EACH	BEARING DEVICE ASSEMBLY, STEEL REINFORCED ELASTOMERIC PAD	531.17				
						5.5					5.5		CY	CONCRETE, CLASS B	541.25				
									47		47		CY	CONCRETE, CLASS C	541.30				
														BEGIN OPTION AA					
						48					48		LF	18" CAAP .105 (2-2/3 X 1/2)	601.0217				
						48					48		LF	18" PCCSP .079 (2-2/3 X 1/2)	601.0416				
						48					48		LF	18" CPEP	601.0915				
														END OPTION AA					
						50					50		HR	ALL PURPOSE EXCAVATOR RENTAL, TYPE I	608.25				
						1					1		MGAL	DUST CONTROL WITH WATER	609.10				
						40			35		75		CY	STONE FILL, TYPE I	613.10				
									255		255		CY	STONE FILL, TYPE III	613.12				
						50					50		LF	CAST-IN-PLACE CONCRETE CURB, TYPE B	616.28				

PROJECT NAME: COLCHESTER
PROJECT NUMBER: STP 5600 (I2)
FILE NAME: s95J298qs.dgn
PROJECT LEADER: C. CARLSON
DESIGNED BY: N. VANDENBERG
QUANTITY SHEET 1
PLOT DATE: 26-FEB-2014
DRAWN BY: G. ROKES
CHECKED BY: N. VANDENBERG
SHEET 6 OF 51

QUANTITY SHEET 2

SUMMARY OF ESTIMATED QUANTITIES										TOTALS		DESCRIPTIONS				DETAILED SUMMARY OF QUANTITIES			
						ROADWAY	TRAINING	EROSION CONTROL	BRIDGE	FULL C. E. ITEMS	GRAND TOTAL	FINAL	UNIT	ITEMS	ITEM NUMBER	ROUND	QUANTITIES	UNIT	ITEMS
						1					1		EACH	RELOCATE MAILBOX, SINGLE SUPPORT	617.10				
						2					2		TON	BITUMINOUS CONCRETE SIDEWALK	618.15				
						16					16		SF	DETECTABLE WARNING SURFACE	618.30				
						2					2		EACH	YIELDING MARKER POSTS	619.17				
						291					291		LF	HD STEEL BEAM GUARDRAIL, GALVANIZED	621.21				
						4					4		EACH	ANCHOR FOR STEEL BEAM RAIL	621.60				
						4					4		EACH	GUARDRAIL APPROACH SECTION, CONC COMB BRIDGE RAILING TL-3	621.748				
						245					245		LF	REMOVAL AND DISPOSAL OF GUARDRAIL	621.80				
						500					500		HR	FLAGGERS	630.15				
										1	1		LS	FIELD OFFICE, ENGINEERS	631.10				
										1	1		LS	TESTING EQUIPMENT, CONCRETE	631.16				
										1	1		LS	TESTING EQUIPMENT, BITUMINOUS	631.17				
										3000	3000		DL	FIELD OFFICE TELEPHONE (N.A.B.I.)	631.26				
						1					1		LS	MOBILIZATION/DEMOBILIZATION	635.11				
						1000					1000		LF	4 INCH WHITE LINE	646.20				
						1000					1000		LF	4 INCH YELLOW LINE	646.21				
								665			665		SY	GEOTEXTILE UNDER STONE FILL	649.31				
								120			120		SY	GEOTEXTILE FOR SILT FENCE	649.51				
								60			60		SY	GEOTEXTILE FOR SILT FENCE, WOVEN WIRE REINFORCED	649.515				
								20			20		LB	SEED	651.15				
								10			10		LB	SEED, WINTER RYE	651.17				
								120			120		LB	FERTILIZER	651.18				
								0.5			0.5		TON	AGRICULTURAL LIMESTONE	651.20				
								0.5			0.5		TON	HAY MULCH	651.25				
								50			50		CY	TOPSOIL	651.35				
								96			96		SY	GRUBBING MATERIAL	651.40				
								1			1		LS	EPSC PLAN	652.10				
								40			40		HR	MONITORING EPSC PLAN	652.20				
								1			1		LU	MAINTENANCE OF EPSC PLAN (N.A.B.I.)	652.30				
								10			10		CY	TEMPORARY STONE CHECK DAM, TYPE I	653.25				
								2			2		CY	VEHICLE TRACKING PAD	653.35				
								200			200		LF	BARRIER FENCE	653.50				
								400			400		LF	PROJECT DEMARCATON FENCE	653.55				
						6.91					6.91		SF	TRAFFIC SIGNS, TYPE A	675.20				
						46					46		LF	SQUARE TUBE SIGN POST AND ANCHOR	675.341				
						2					2		EACH	REMOVING SIGNS	675.50				
						4					4		EACH	DELINEATOR WITH STEEL POST	676.10				
									1		1		LS	SPECIAL PROVISION (QC/QA CLEANING AND PAINTING STRUCTURAL COMPONENTS)	900.645				
						1					1		LS	SPECIAL PROVISION (TRAFFIC CONTROL, ALL-INCLUSIVE)	900.645				
						1					1		LU	SPECIAL PROVISION (MAT DENSITY PAY ADJUSTMENT, SMALL QUANTITY)(N.A.B.I.)	900.650				

PROJECT NAME: COLCHESTER
PROJECT NUMBER: STP 5600 (I2)
FILE NAME: s95j298qs.dgn PLOT DATE: 26-FEB-2014
PROJECT LEADER: C. CARLSON DRAWN BY: G. ROKES
DESIGNED BY: N. VANDENBERG CHECKED BY: N. VANDENBERG
QUANTITY SHEET 2 SHEET 7 OF 51

BRIDGE QUANTITY SHEET 1

SUMMARY OF BRIDGE QUANTITIES										TOTALS		DESCRIPTIONS				DETAILED SUMMARY OF QUANTITIES			
					SUPERSTRUCTURE	ABUTMENT #1	ABUTMENT #2	APPROACH SLAB #1	APPROACH SLAB #2	CHANNEL	BRIDGE TOTAL		UNIT	ITEMS	ITEM NUMBER		QUANTITIES	UNIT	ITEMS
										531	531		CY	UNCLASSIFIED CHANNEL EXCAVATION	203.27				
							150				150		CY	EARTH BORROW	203.30				
						207	312				519		CY	STRUCTURE EXCAVATION	204.25				
						116	140				256		CY	GRANULAR BACKFILL FOR STRUCTURES	204.30				
					92	11	10				113		CY	CONCRETE, HIGH PERFORMANCE CLASS A	501.33				
						61	122	26	26		235		CY	CONCRETE, HIGH PERFORMANCE CLASS B	501.34				
					81585						81585		LB	STRUCTURAL STEEL, PLATE GIRDER	506.55				
						3986	9104	3000	3070		19160		LB	REINFORCING STEEL, LEVEL I	507.11				
					28192	1323	1385				30900		LB	REINFORCING STEEL, LEVEL II	507.12				
						21	33				54		LF	DRILLING AND GROUTING DOWELS	507.16				
					1						1		LS	SHEAR CONNECTORS (852 - 7/8" X 7")	508.15				
					224						224		SY	LONGITUDINAL DECK GROOVING	509.10				
					24	7	5				36		GAL	WATER REPELLENT, SILANE	514.10				
						14	14				28		LF	BRIDGE EXPANSION JOINT, ASPHALTIC PLUG	516.10				
					149						149		LF	BRIDGE RAILING, GALVANIZED STEEL TUBING/CONCRETE COMBINATION	525.45				
						1					1		EACH	REMOVAL OF STRUCTURE (1200 SF - EST.)	529.15				
						4	4				8		EACH	BEARING DEVICE ASSEMBLY, STEEL REINFORCED ELASTOMERIC PAD	531.17				
						47					47		CY	CONCRETE, CLASS C	541.30				
						35					35		CY	STONE FILL, TYPE I	613.10				
						118	137				255		CY	STONE FILL, TYPE III	613.12				
					1						1		LS	SPECIAL PROVISION (QC/QA CLEANING AND PAINTING STRUCTURAL COMPONENTS)	900.645				

PROJECT NAME:	COLCHESTER	PLOT DATE:	26-FEB-2014
PROJECT NUMBER:	STP 5600 (I2)	DRAWN BY:	G. ROKES
FILE NAME:	s95j298qs.dgn	DESIGNED BY:	N. VANDENBERG
PROJECT LEADER:	C. CARLSON	CHECKED BY:	N. VANDENBERG
BRIDGE QUANTITY SHEET 1		SHEET	8 OF 51

GENERAL INFORMATION

SYMBOLGY LEGEND NOTE

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

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

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

COMMON TOPOGRAPHIC POINT SYMBOLS

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

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

PROPOSED GEOMETRY CODES

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

UTILITY SYMBOLGY

UNDERGROUND UTILITIES

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

ABOVE GROUND UTILITIES (AERIAL)

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

PROJECT CONSTRUCTION SYMBOLGY

PROJECT DESIGN & LAYOUT SYMBOLGY

— CZ —	CLEAR ZONE
—	PLAN LAYOUT MATCHLINE

PROJECT CONSTRUCTION FEATURES

—	TOP OF CUT SLOPE
—	TOE OF FILL SLOPE
—	STONE FILL
—	BOTTOM OF DITCH
—	CULVERT PROPOSED
—	STRUCTURE SUBSURFACE
PDF	PROJECT DEMARCATION FENCE
BF	BARRIER FENCE
—	TREE PROTECTION ZONE (TPZ)
—	STRIPING LINE REMOVAL
—	SHEET PILES

CONVENTIONAL BOUNDARY SYMBOLGY

BOUNDARY LINES

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

EPSC LAYOUT PLAN SYMBOLGY

EPSC MEASURES

—	FILTER CURTAIN
—	SILT FENCE
—	SILT FENCE WOVEN WIRE
—	CHECK DAM
—	DISTURBED AREAS REQUIRING RE-VEGETATION
—	EROSION MATTING

ENVIRONMENTAL RESOURCES

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

ARCHEOLOGICAL & HISTORIC

—	ARCHEOLOGICAL BOUNDARY
—	HISTORIC DISTRICT BOUNDARY
—	HISTORIC AREA
⊞	HISTORIC STRUCTURE

CONVENTIONAL TOPOGRAPHIC SYMBOLGY

EXISTING FEATURES

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

PROJECT NAME: COLCHESTER
PROJECT NUMBER: STP 5600 (I2)

FILE NAME: s95j298legend.dgn PLOT DATE: 26-FEB-2014
PROJECT LEADER: C. CARLSON DRAWN BY: G. ROKES
DESIGNED BY: N. VANDENBERG CHECKED BY: D. PETERSON
CONVENTIONAL SYMBOLGY - LEGEND SHEET 9 OF 51

GPS CONTROL POINTS

HVCTRL #1

STANDARD DISK STAMPED
 Union Memorial School
 N = 747263.8860
 E = 1468506.5380
 ELEV. = 235.1308

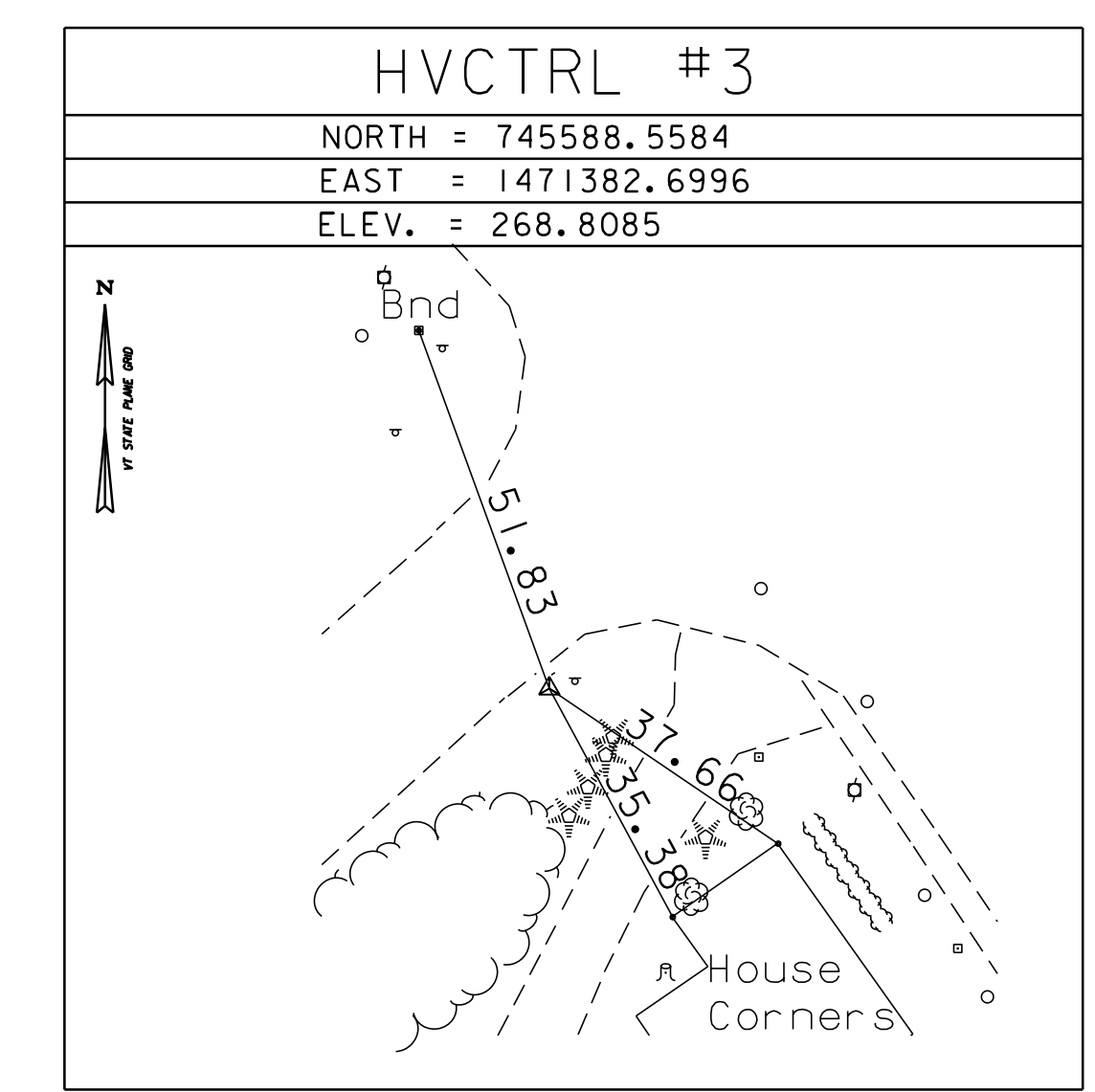
DESCRIBED BY VERMONT AGENCY OF TRANSPORTATION 1996 (CHR) GENERAL LOCATION, COLCHESTER, VT. TO REACH FROM THE INTERSECTION OF VT ROUTE 2A AND U.S. ROUTES 2+7 JUST WEST OF COLCHESTER VILLAGE GO SOUTHEAST ALONG VT ROUTE 2A FOR 0.3 MI (0.5 KM) TO THE MOST SOUTHEASTERLY DRIVE TO THE UNION MEMORIAL SCHOOL AND THE MARK ON THE LEFT, IMMEDIATELY SOUTHEAST OF THE SCHOOL, BETWEEN A SIDEWALK AND A PAVED PARKING AREA. THE MARK IS A CENTERPUNCHED 6 CM DIAMETER BLANK BRASS DISK SET IN THE TOP OF A 30 CM DIAMETER CONCRETE MONUMENT, 1.2 M (3.9 FT) DEEP, AND ABOUT 3 CM BELOW GROUND SURFACE. IT IS 5.9 M (19.4 FT) NORTHEAST OF THE NORTHEAST EDGE OF PAVEMENT OF VT ROUTE 2A, 39.6 M (129.9 FT) NORTHWEST OF THE NORTHWEST EDGE OF MIDDLE ROAD, 0.9 M (3.0 FT) NORTHEAST OF THE NORTHEAST EDGE OF A CONCRETE SIDEWALK, AND 6.7 M (22.0 FT) SOUTHEAST OF A FIBERGLASS WITNESS POST AND POLE NO. 11-01GMP.

• DESCRIPTION PROVIDED BY VERMONT AGENCY OF TRANSPORTATION GEODETIC SURVEY UNIT

HVCTRL #2

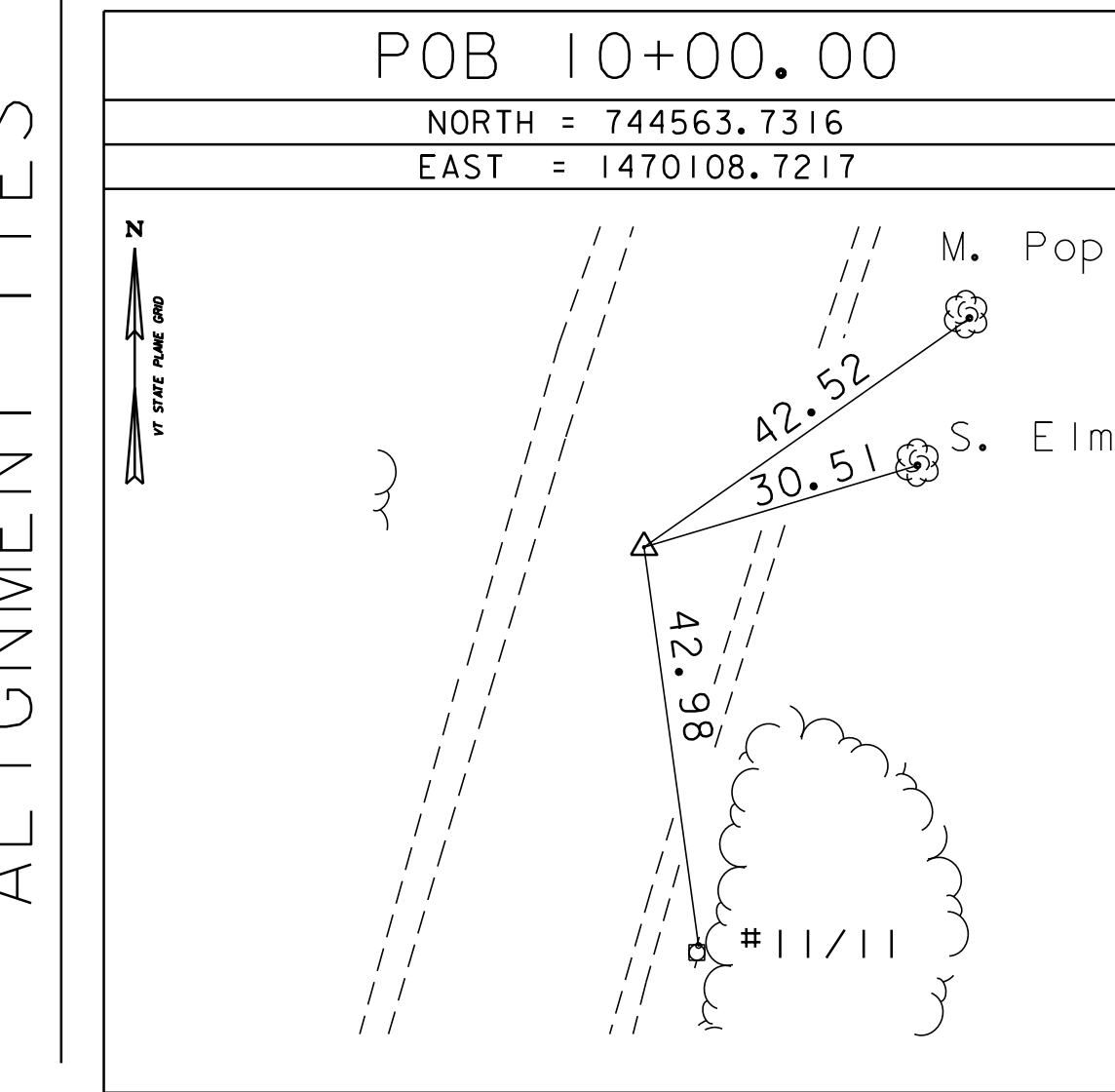
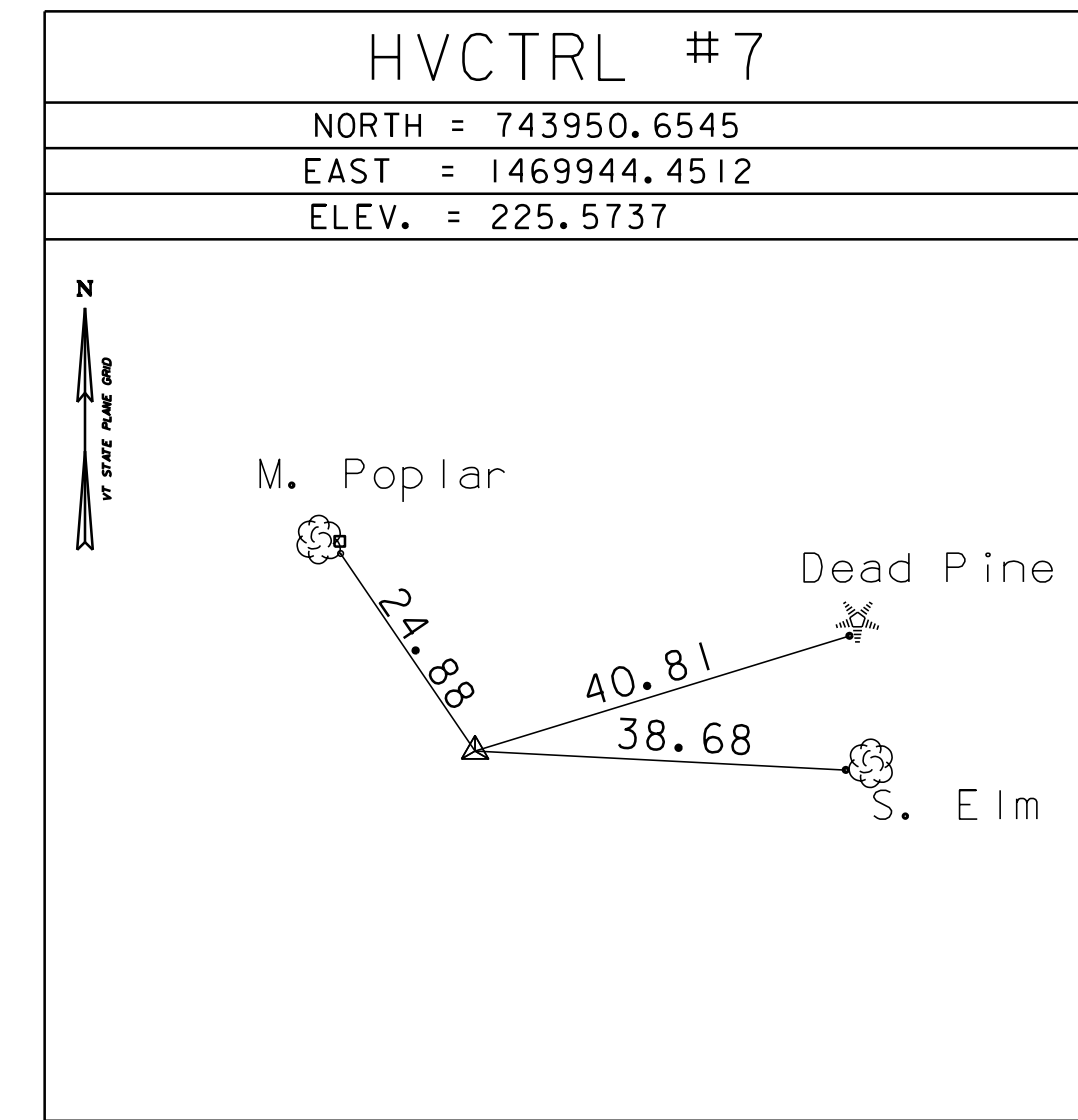
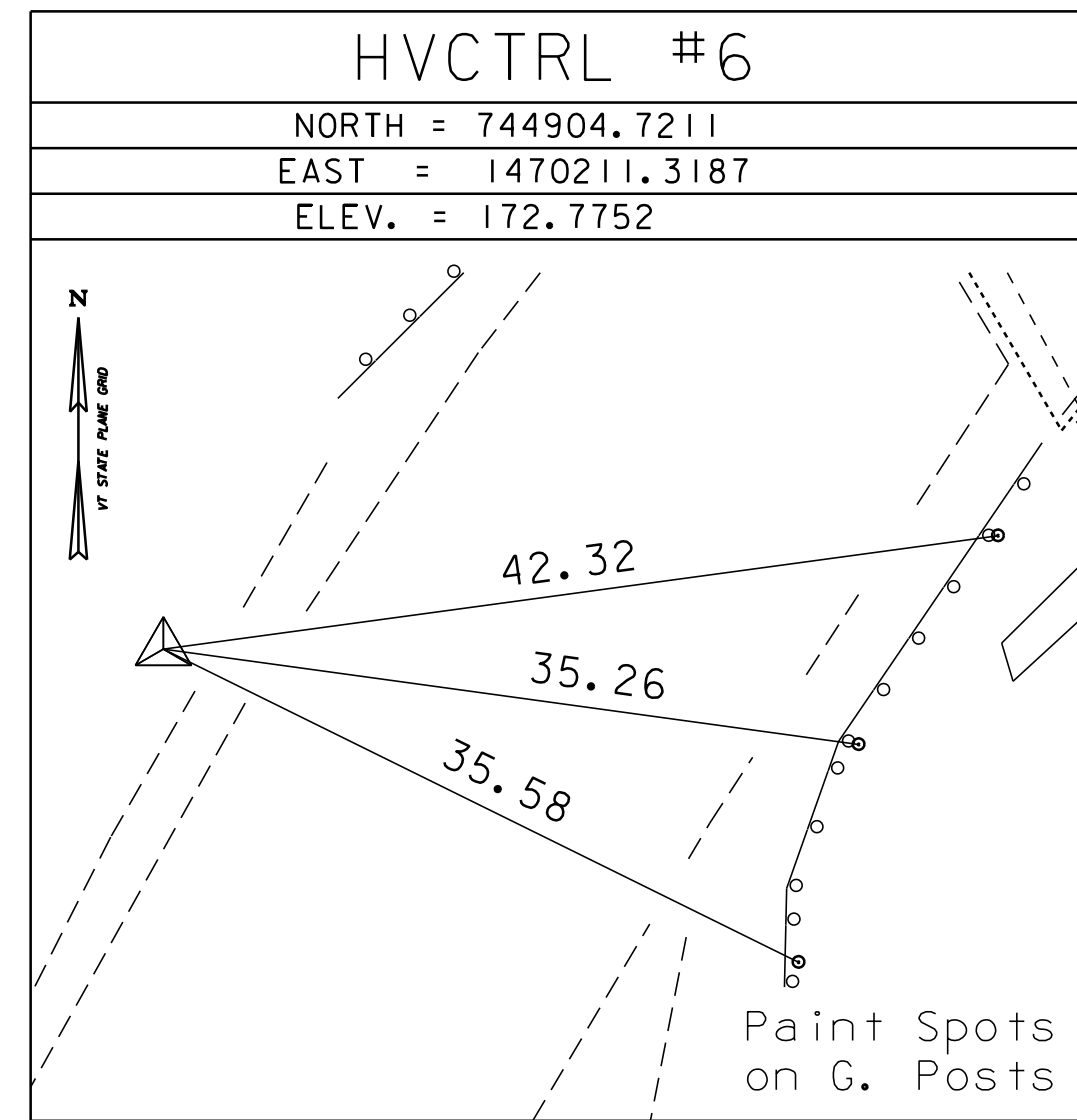
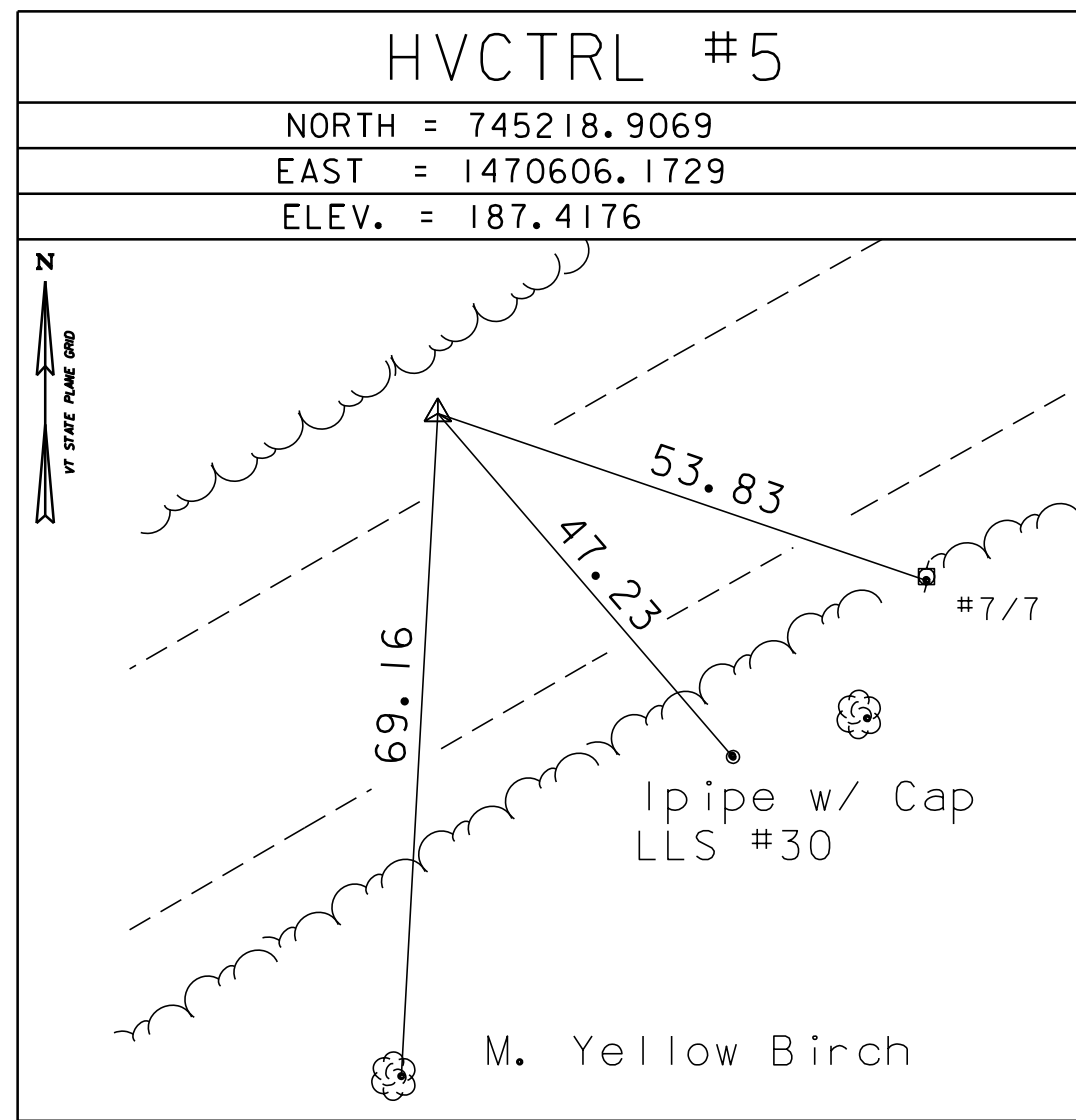
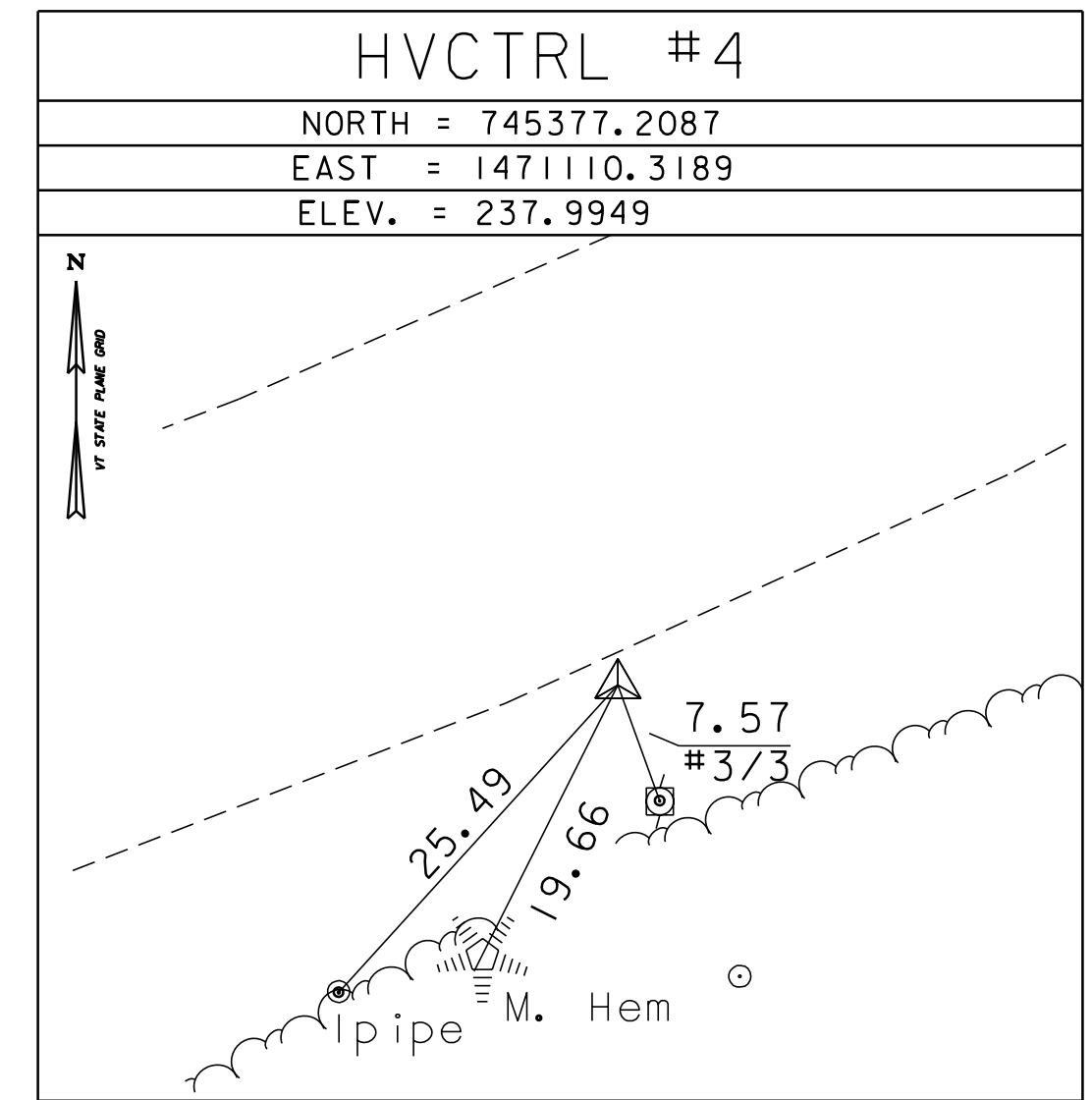
STANDARD DISK STAMPED
 Burnham Library
 N = 745757.4225
 E = 1471170.2138
 ELEV. = 271.2134

DESCRIBED BY VERMONT AGENCY OF TRANSPORTATION 1996 (CHR) GENERAL LOCATION, COLCHESTER, VT. TO REACH FROM THE INTERSECTION OF VT ROUTE 2A AND U.S. ROUTES 2+7 JUST WEST OF COLCHESTER VILLAGE GO SOUTHEAST ALONG VT ROUTE 2A FOR 0.9 MI (1.4 KM) TO THE MARK ON THE RIGHT, IMMEDIATELY NORTHWEST OF A PAVED DRIVE TO THE BURNHAM MEMORIAL LIBRARY AND COLCHESTER UNITED CHURCH. THE MARK IS A CENTERPUNCHED 6CM DIAMETER BLANK BRASS DISK SET IN THE TOP OF A 30 CM DIAMETER CONCRETE MONUMENT, 1.2 M (3.9 FT) DEEP, AND 6 CM BELOW GROUND SURFACE IN A LAWN. IT IS 7.0 M (23.0 FT) SOUTHWEST OF AND ABOUT LEVEL WITH THE CENTERLINE OF VT ROUTE 2A, 6.5 M (21.3 FT) NORTHWEST OF THE CENTERLINE OF THE PAVED DRIVE TO THE LIBRARY AND CHURCH, 1.5 M (4.9 FT) NORTHWEST OF THE NORTHWEST EDGE OF A CONCRETE SIDEWALK, 31.1 M (102.0 FT) NORTH OF THE NORTH CORNER OF THE CHURCH, AND 34.8 M (114.2 FT) EAST OF THE EAST CORNER OF THE LIBRARY.

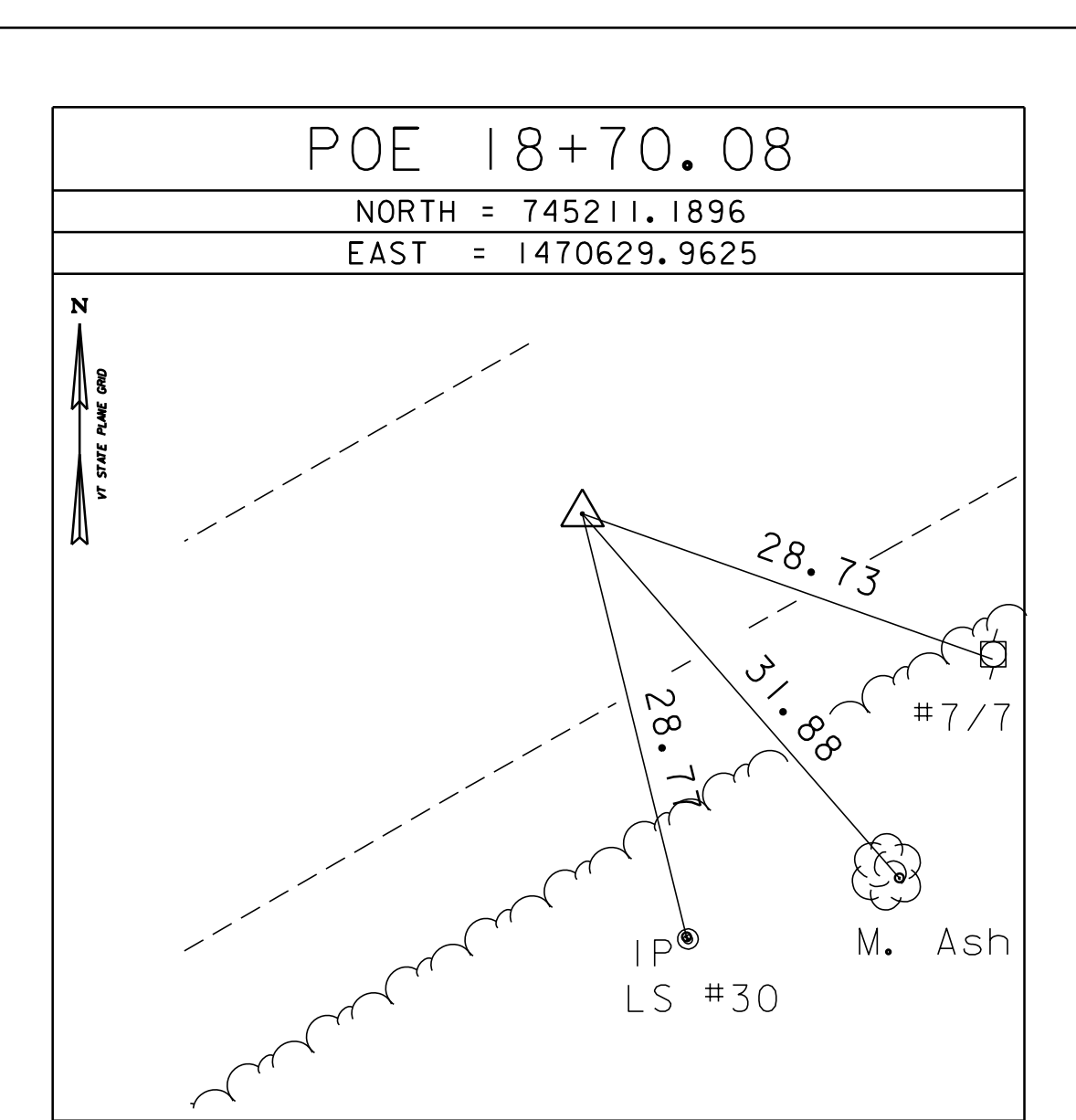
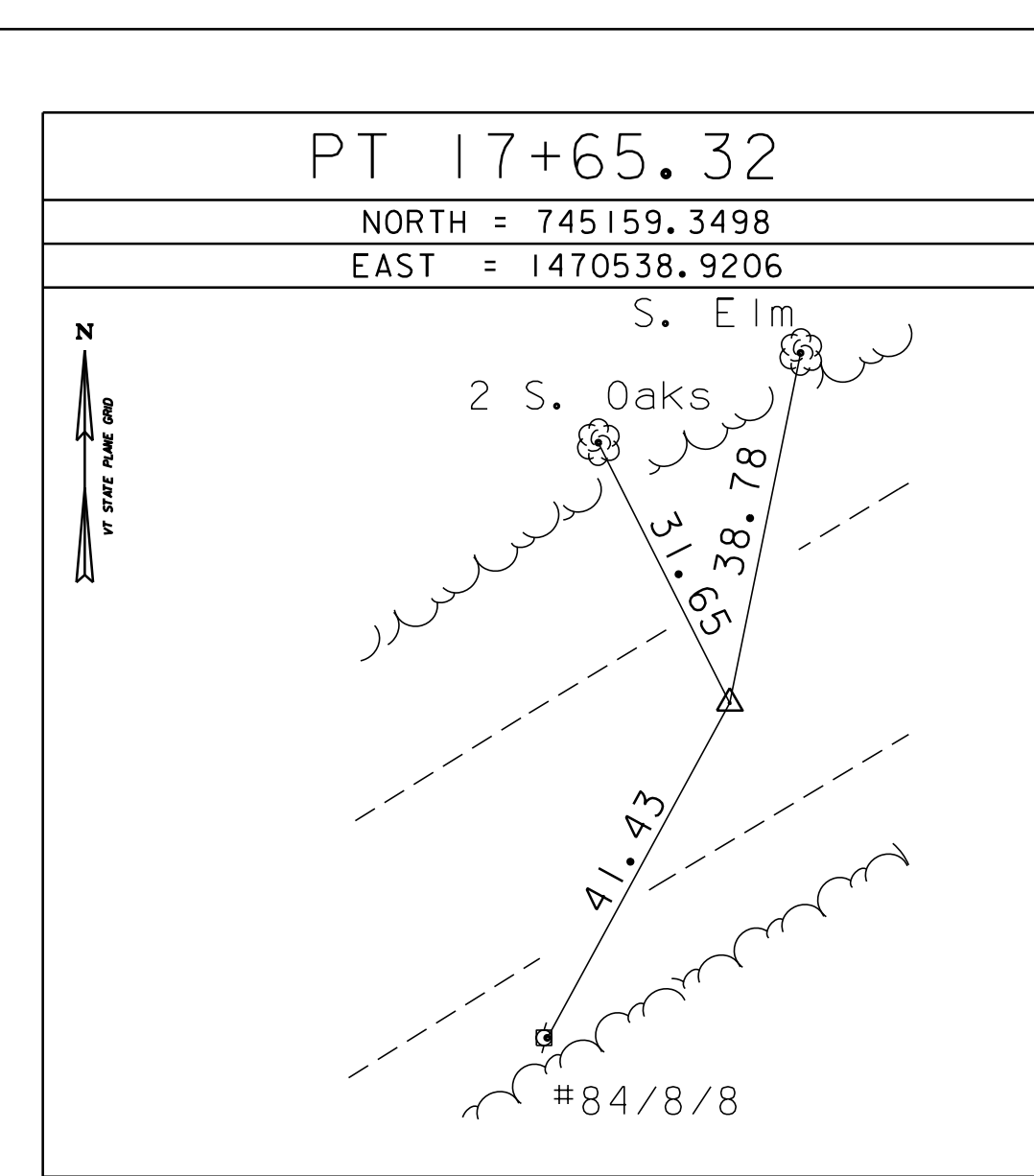
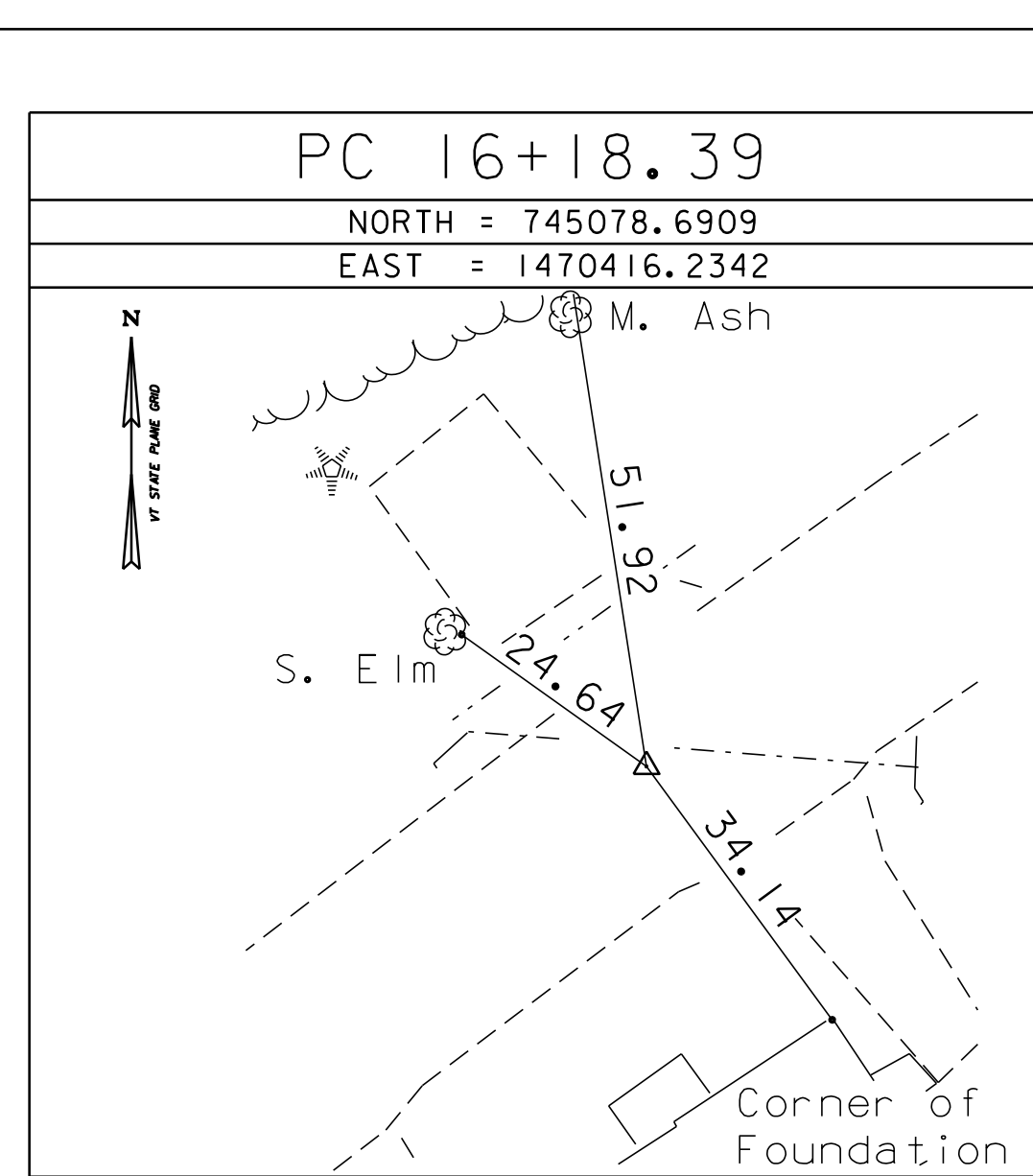
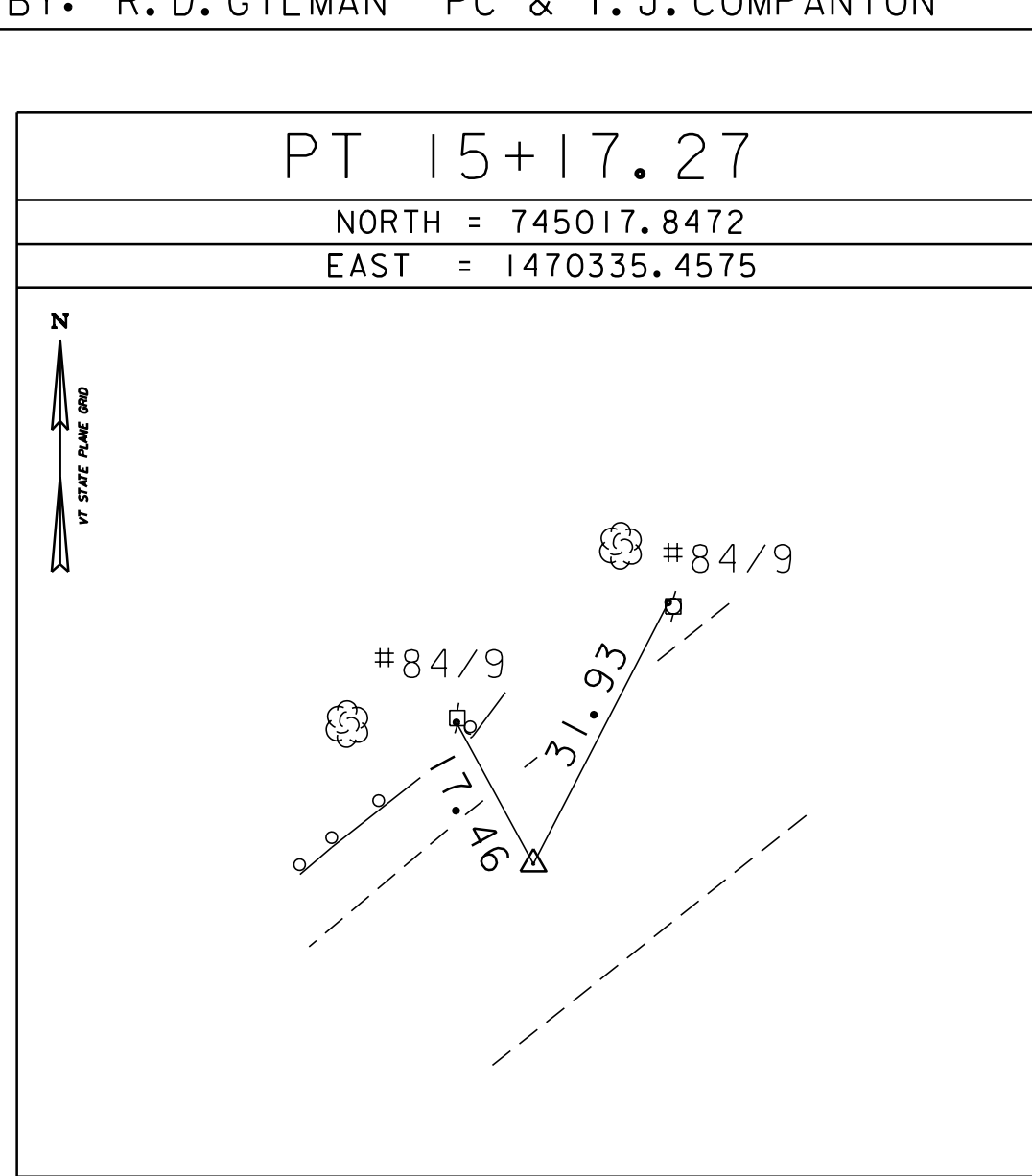
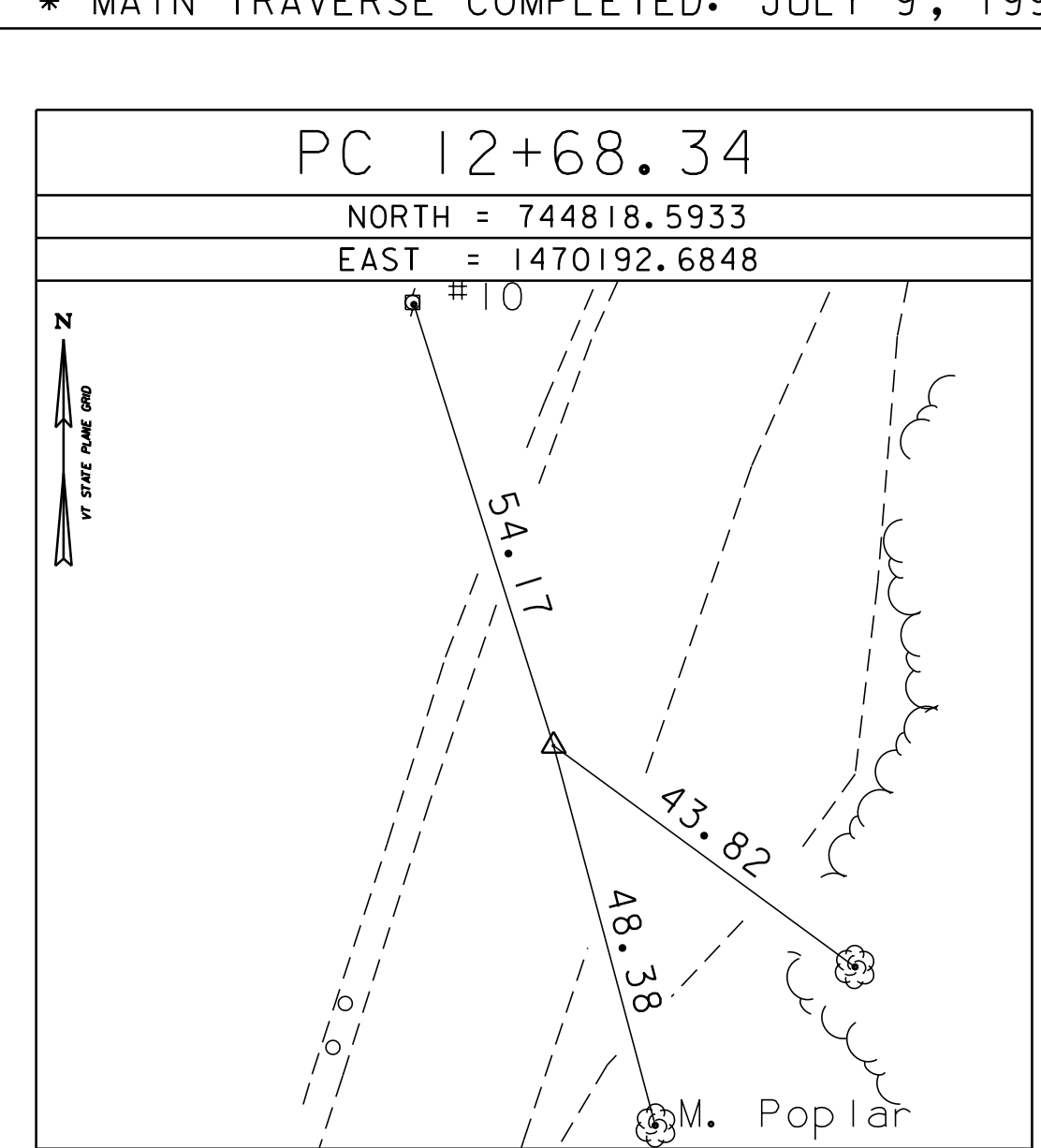


TRAVERSE TIES

TRAVERSE TIES



ALIGNMENT TIES



ALIGNMENT TIES

DATUM	
VERTICAL	NAVD 88
HORIZONTAL	NAD 83(92)
ADJUSTMENT	COMPASS

* ALIGNMENT STAKED: ON DEC. 21, 2004 BY R.GILMAN PC & P.WINTERS

PROJECT NAME:	COLCHESTER
PROJECT NUMBER:	STP 5600 (I2)
FILE NAME:	x95j298ti e.dgn
PROJECT LEADER:	M. EVANS-MONGEON
DESIGNED BY:	VTRANS
TIE SHEET	
PLOT DATE:	26-FEB-2014
DRAWN BY:	R. Bullock
CHECKED BY:	M. LONGSTREET
SHEET	10 OF 51

CONSTRUCT BITUMINOUS CONCRETE APRON
 DRIVE @ STA. 15+67.00 RT (LENGTH 8'-0")
 DRIVE @ STA. 16+21.00 LT (LENGTH 9'-6")
 DRIVE @ STA. 16+27.00 RT (LENGTH 9'-3")

COLD PLANING, BITUMINOUS PAVEMENT
 STA. 11+75.00 - 12+25.00
 STA. 16+25.00 - 16+75.00

RELOCATE MAILBOX, SINGLE SUPPORT
 STA. 15+54.00 RT TO STA. 15+75.00 RT

CAST IN PLACE CONCRETE CURB, TYPE B
 STA. 13+48.36 LT TO STA. 13+60.00 LT
 STA. 14+34.00 LT TO STA. 14+45.64 LT
 STA. 13+46.97 RT TO STA. 13+60.00 RT
 STA. 14+34.00 RT TO STA. 14+47.03 RT

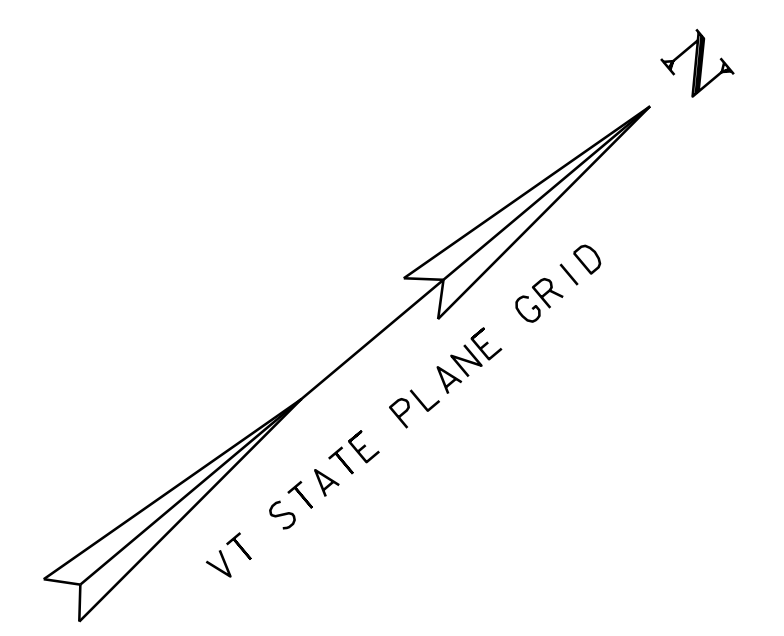
DETECTABLE WARNING SURFACE
 STA. 13+48.85 LT TO STA. 13+50.76 LT
 STA. 14+43.24 LT TO STA. 14+45.15 LT

REMOVAL AND DISPOSAL OF GUARDRAIL
 13+54.00 RT ~ 13+86.00 RT
 13+68.00 LT ~ 13+97.00 RT
 14+15.00 RT ~ 14+97.00 RT
 14+23.00 LT ~ 15+27.00 LT

BITUMINOUS CONCRETE SIDEWALK
 STA. 13+48.36 LT TO STA. 13+60.00 LT
 STA. 14+34.00 LT TO STA. 14+45.64 LT

18" DIAMETER (OPTION PIPE)
 STA. 16+05.95 LT OFFSET 14.65'
 STA. 16+42.52 RT OFFSET 16.47'

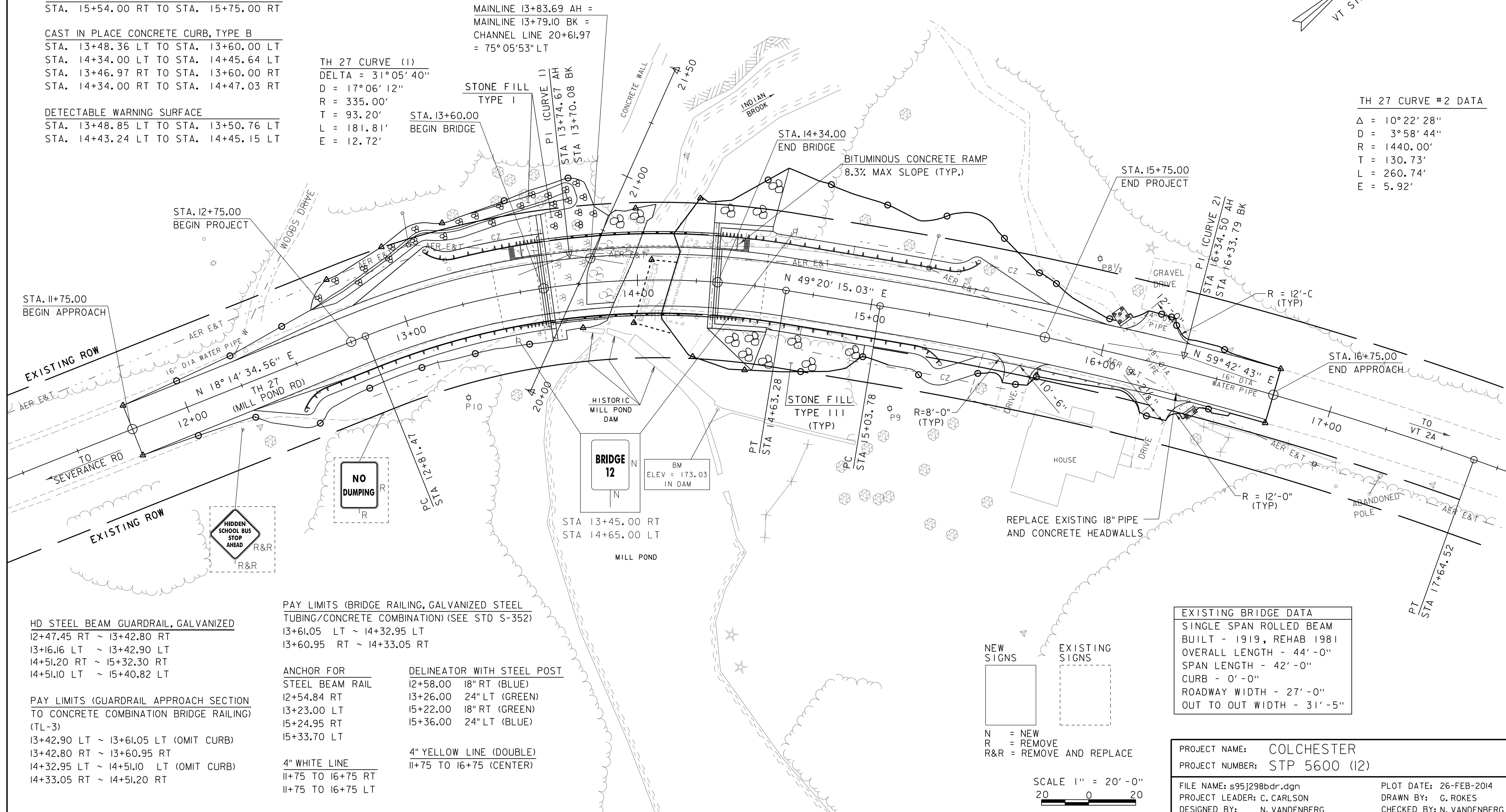
STONE FILL, TYPE I (PAD)
 STA. 16+04.52 LT 5'-0" X 5'-6"
 STA. 16+43.19 RT 2'-0" X 5'-6"



TH 27 CURVE (1)
 DELTA = 31°05'40"
 D = 17°06'12"
 R = 335.00'
 T = 93.20'
 L = 181.81'
 E = 12.72'

MAINLINE 13+83.69 AH =
 MAINLINE 13+79.10 BK =
 CHANNEL LINE 20+61.97
 = 75°05'53" LT

TH 27 CURVE #2 DATA
 Δ = 10°22'28"
 D = 3°58'44"
 R = 1440.00'
 T = 130.73'
 L = 260.74'
 E = 5.92'



HD STEEL BEAM GUARDRAIL, GALVANIZED
 12+47.45 RT ~ 13+42.80 RT
 13+16.16 LT ~ 13+42.90 LT
 14+51.20 RT ~ 15+32.30 RT
 14+51.10 LT ~ 15+40.82 LT

PAY LIMITS (GUARDRAIL APPROACH SECTION
 TO CONCRETE COMBINATION BRIDGE RAILING)
 (TL-3)
 13+42.90 LT ~ 13+61.05 LT (OMIT CURB)
 13+42.80 RT ~ 13+60.95 RT
 14+32.95 LT ~ 14+51.10 LT (OMIT CURB)
 14+33.05 RT ~ 14+51.20 RT

PAY LIMITS (BRIDGE RAILING, GALVANIZED STEEL
 TUBING/CONCRETE COMBINATION) (SEE STD S-352)
 13+61.05 LT ~ 14+32.95 LT
 13+60.95 RT ~ 14+33.05 RT

ANCHOR FOR
 STEEL BEAM RAIL
 12+54.84 RT
 13+23.00 LT
 15+24.95 RT
 15+33.70 LT

DELINEATOR WITH STEEL POST
 12+58.00 18" RT (BLUE)
 13+26.00 24" LT (GREEN)
 15+22.00 18" RT (GREEN)
 15+36.00 24" LT (BLUE)

4" YELLOW LINE (DOUBLE)
 11+75 TO 16+75 (CENTER)

4" WHITE LINE
 11+75 TO 16+75 RT
 11+75 TO 16+75 LT

EXISTING BRIDGE DATA
 SINGLE SPAN ROLLED BEAM
 BUILT - 1919, REHAB 1981
 OVERALL LENGTH - 44'-0"
 SPAN LENGTH - 42'-0"
 CURB - 0'-0"
 ROADWAY WIDTH - 27'-0"
 OUT TO OUT WIDTH - 31'-5"

NEW SIGNS
 EXISTING SIGNS

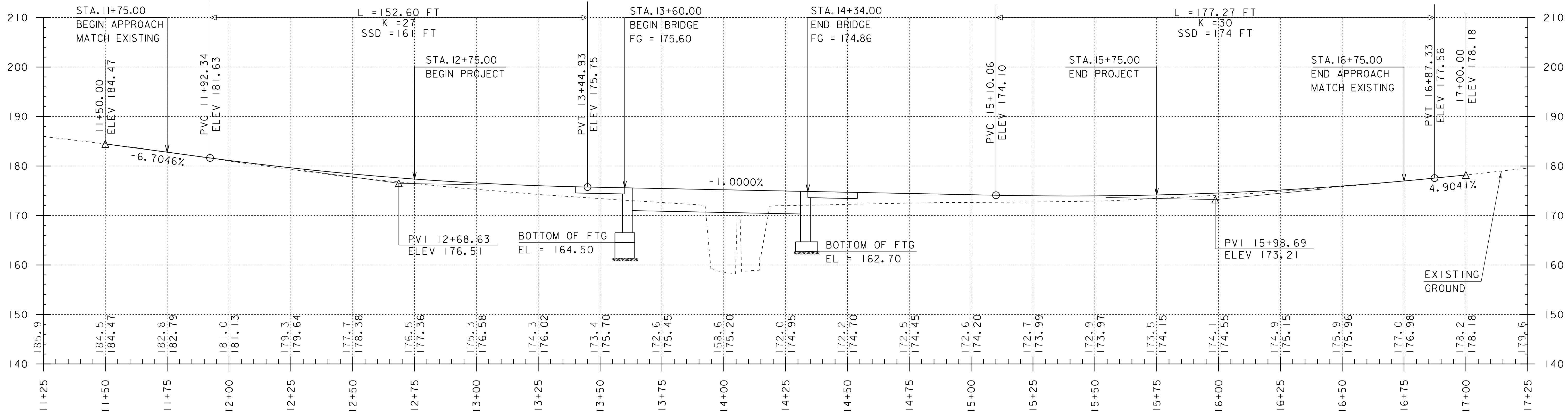
N = NEW
 R = REMOVE
 R&R = REMOVE AND REPLACE

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

PROJECT NAME: COLCHESTER
 PROJECT NUMBER: STP 5600 (12)

FILE NAME: s95j298bdr.dgn
 PROJECT LEADER: C. CARLSON
 DESIGNED BY: N. VANDENBERG
 LAYOUT

PLOT DATE: 26-FEB-2014
 DRAWN BY: G. ROKES
 CHECKED BY: N. VANDENBERG
 SHEET 11 OF 51

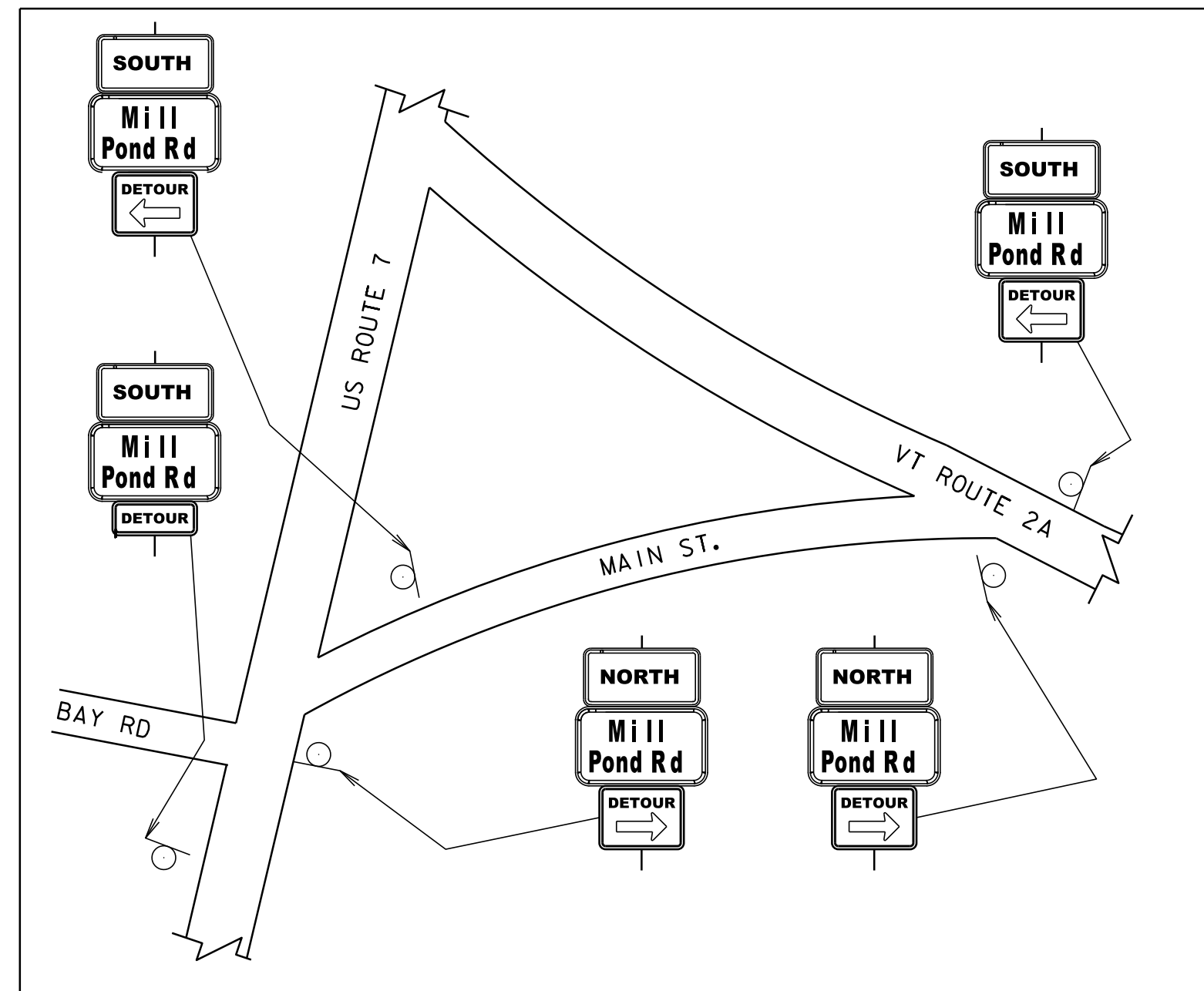


TH 27 PROFILE
 HORIZONTAL SCALE = 1" = 20'
 VERTICAL SCALE = 1" = 10'

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: COLCHESTER	
PROJECT NUMBER: STP 5600 (I2)	
FILE NAME: s95j298pro.dgn	PLOT DATE: 26-FEB-2014
PROJECT LEADER: C. CARLSON	DRAWN BY: G. ROKES
DESIGNED BY: N. VANDENBERG	CHECKED BY: N. VANDENBERG
PROFILE	SHEET 12 OF 51

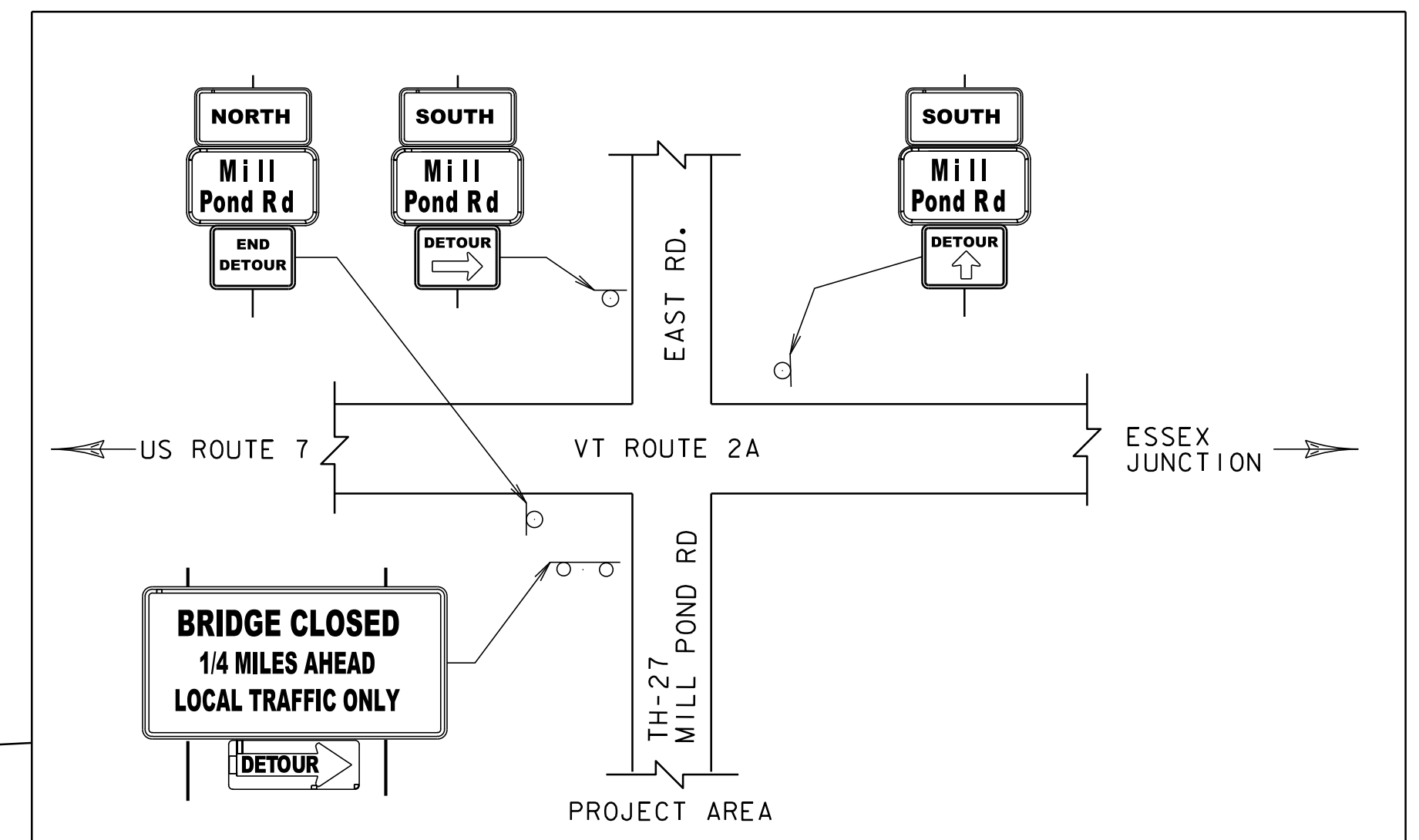


US ROUTE 7

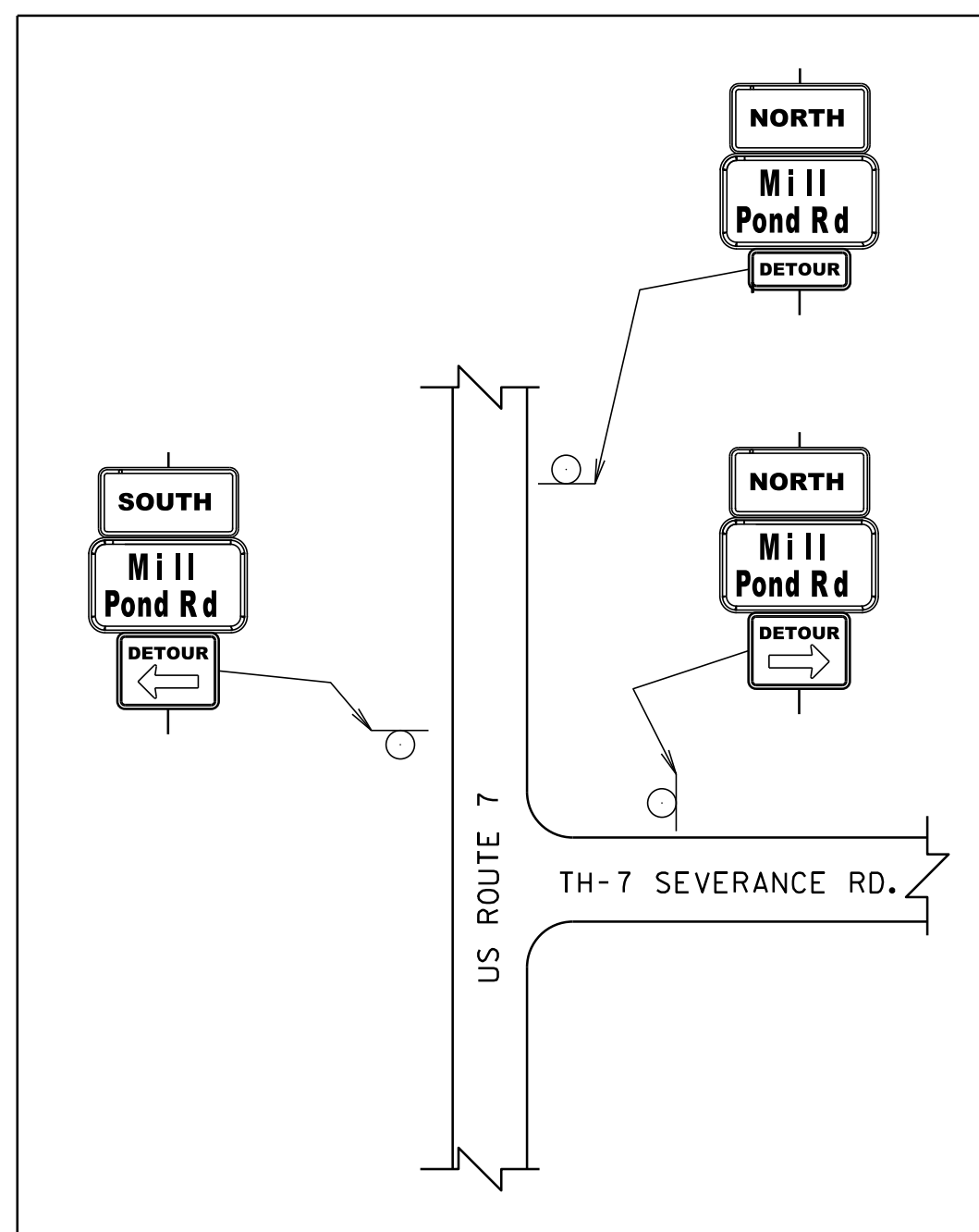
SEE PCMS NOTE

N

VT STATE PLANE GRID



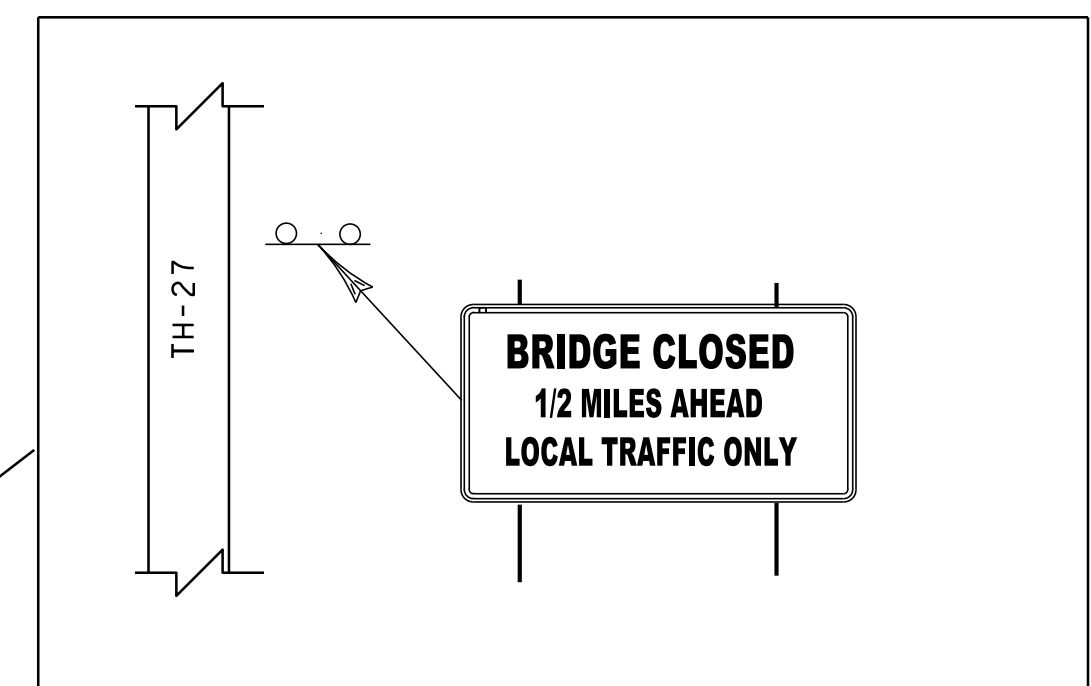
BRIDGE PROJECT AREA SEE "BRIDGE CLOSED SIGNING" SHEET



US ROUTE 7

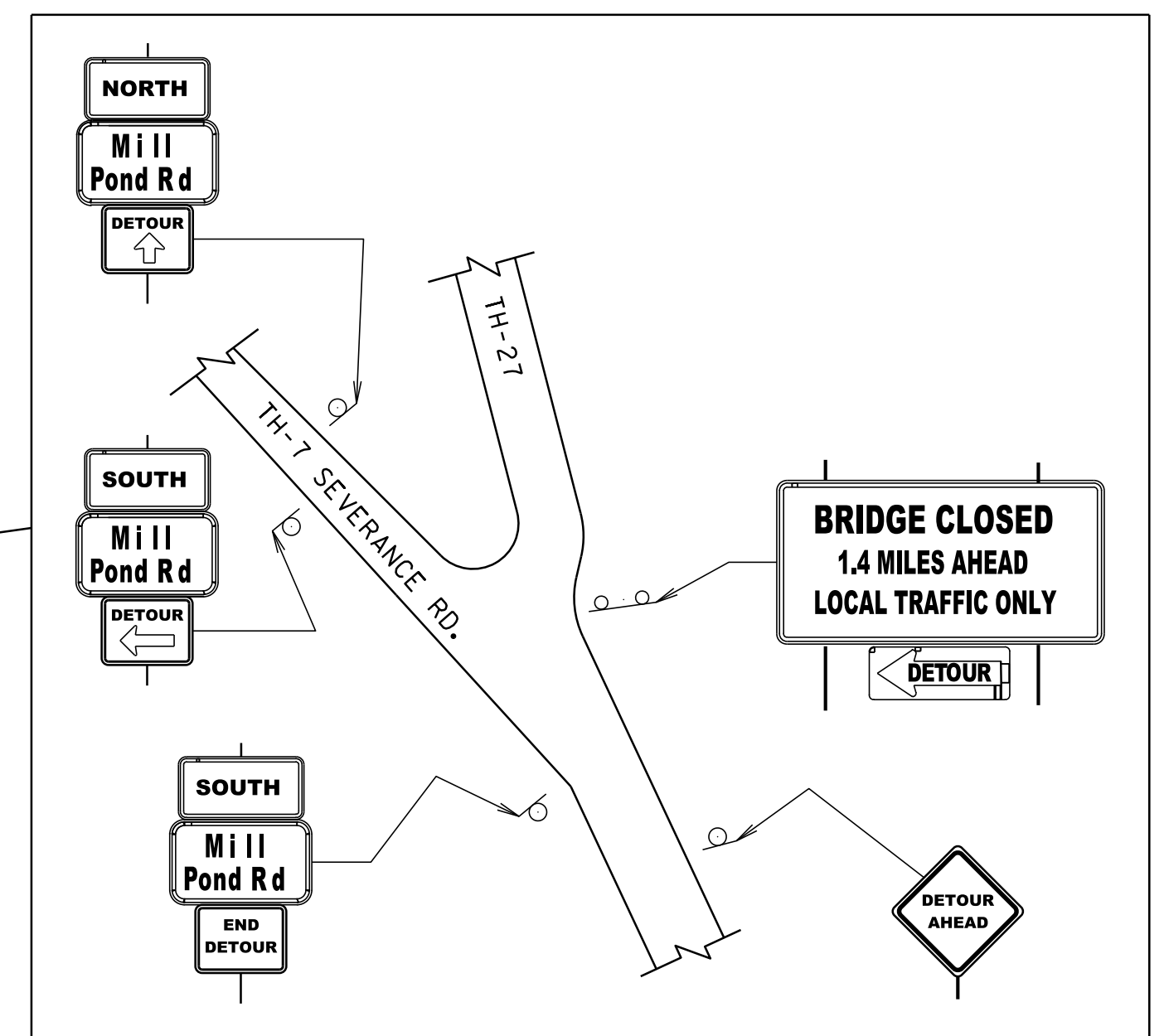
SEE PCMS NOTE

TH-27



TH-7

SEVERANCE RD.

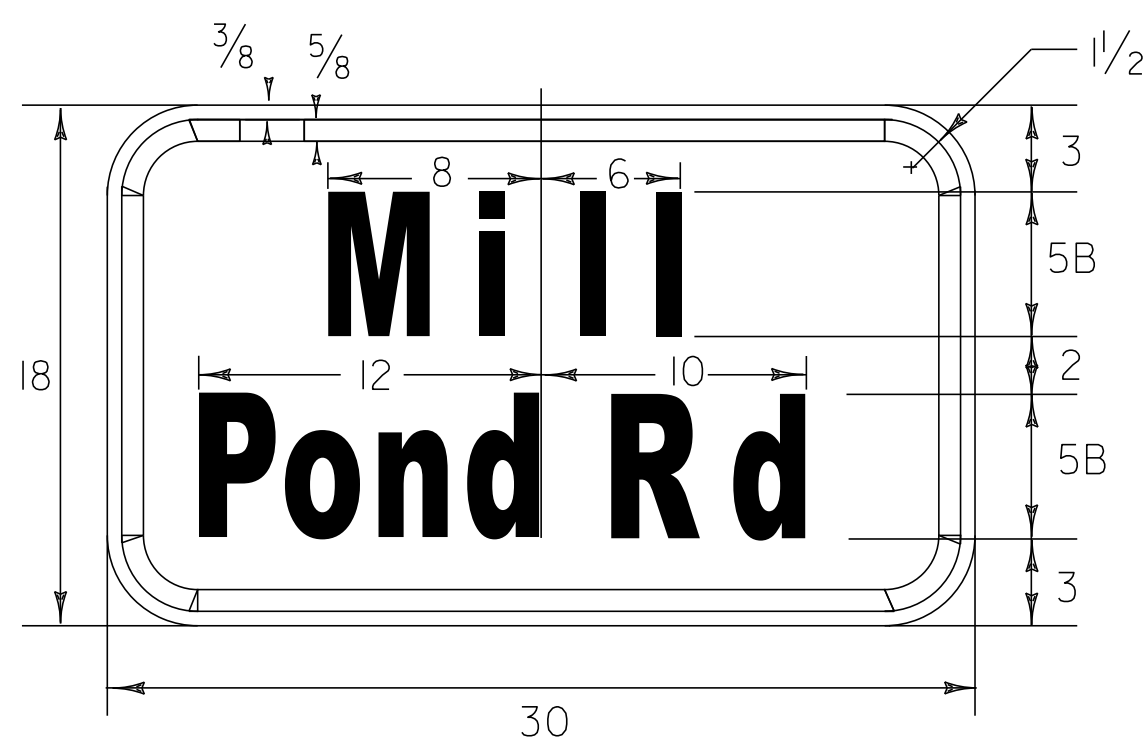


NOTE 1: THE PLACEMENT OF DETOUR SIGNS ON THIS SHEET ARE APPROXIMATE. PLACEMENT OF DETOUR SIGNS IN URBAN AREAS SHALL NOT BLOCK TURNING TRAFFIC'S SIGHT DISTANCE AND SHALL NOT EFFECT SIGHT DISTANCES OF PROPERTY OWNERS ENTERING THE HIGHWAY. IF ADDITIONAL SIGNS ARE REQUIRED TO BETTER MARK OUT THE DETOUR, THESE ADDITIONAL SIGNS WILL BE INCIDENTAL TO ITEM 641.10, TRAFFIC CONTROL.

NOTE 2: PAYMENT FOR DETOUR SIGNING WILL BE INCLUDED IN THE UNIT BID PRICE FOR ITEM 641.10, TRAFFIC CONTROL.

NOTE 3: SEE "GENERAL NOTE SHEET" (GENERAL SECTION) FOR ADDITIONAL INFORMATION ON TRAFFIC CONTROL.

PCMS NOTE: PCMS (PORTABLE CHANGEABLE MESSAGE SIGN) SHALL BE PLACED 500 FEET BEFORE EACH END OF THE PROJECT, OR AS INDICATED BY ENGINEER. PLACE SIGNS (2) WEEKS PRIOR TO THE SCHEDULED BRIDGE CLOSURE, WITH THE DATES OF THE CLOSURE DISPLAYED. UPON CLOSURE OF THE BRIDGE, THE PCMS BOARDS WILL BE REMOVED. PCMS WILL BE CONSIDERED INCIDENTAL TO ITEM 641.10, TRAFFIC CONTROL.

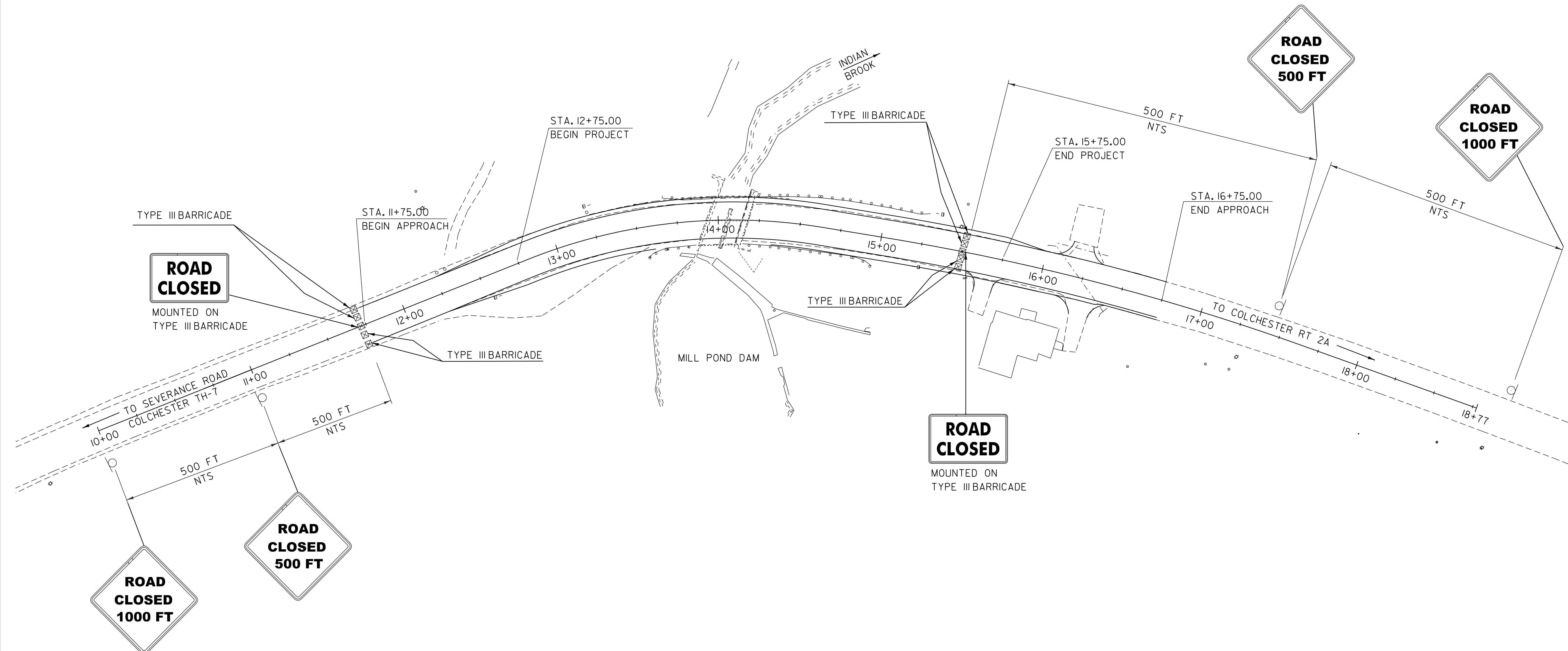
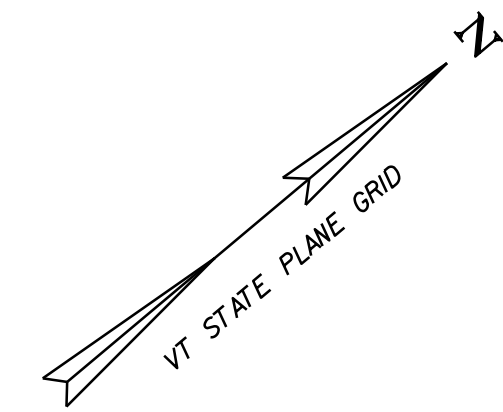


VW-544P

PROJECT NAME: COLCHESTER
PROJECT NUMBER: STP 5600 (12)

FILE NAME: s95j298det.dgn
PROJECT LEADER: C. CARLSON
DESIGNED BY: N. VANDENBERG
DETOUR LAYOUT

PLOT DATE: 26-FEB-2014
DRAWN BY: G. ROKES
CHECKED BY: N. VANDENBERG
SHEET 13 OF 51



**ROAD
CLOSED**

MOUNTED ON
TYPE III BARRICADE

**ROAD
CLOSED
1000 FT**

**ROAD
CLOSED
500 FT**

**ROAD
CLOSED**

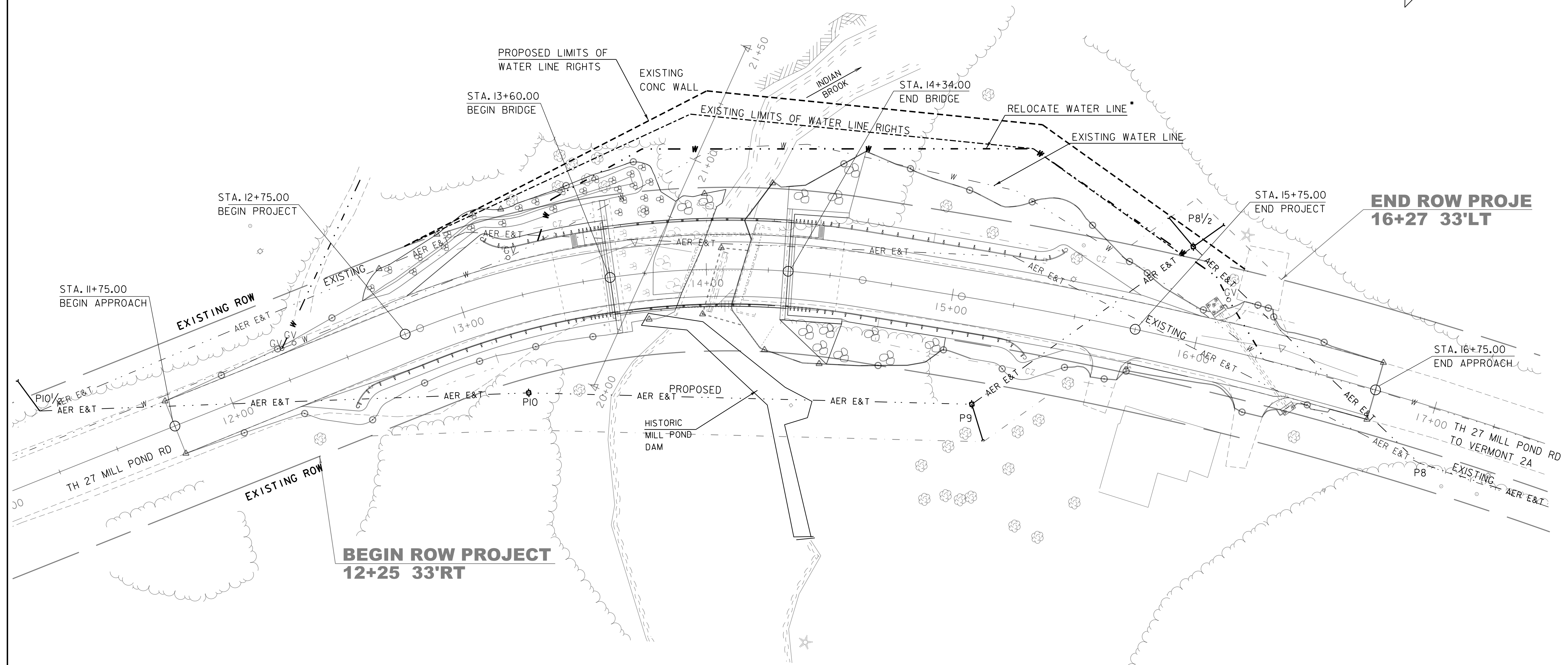
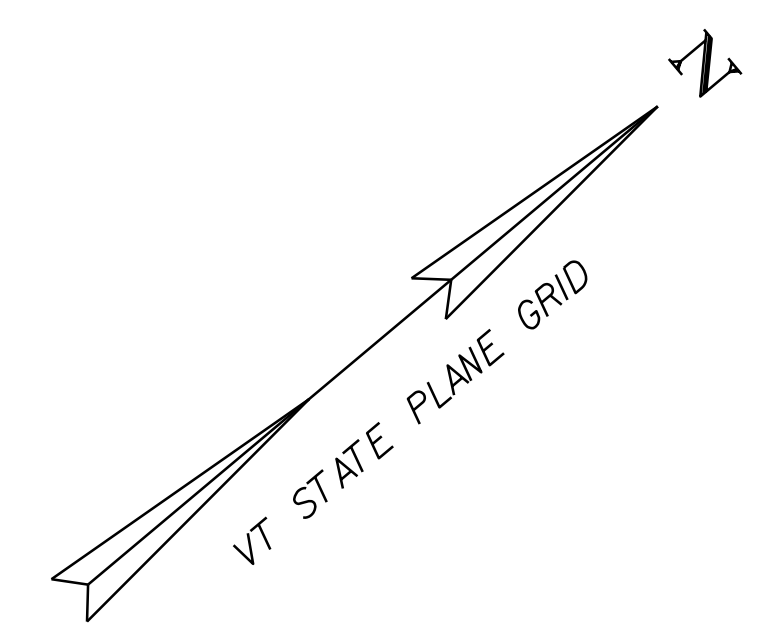
MOUNTED ON
TYPE III BARRICADE

**ROAD
CLOSED
500 FT**

**ROAD
CLOSED
1000 FT**

SCALE 1" = 30'-0"
30 0 30

PROJECT NAME: COLCHESTER	
PROJECT NUMBER: STP 5600 (I2)	
FILE NAME: s95j298det.dgn	PLOT DATE: 26-FEB-2014
PROJECT LEADER: C. CARLSON	DRAWN BY: G. ROKES
DESIGNED BY: N. VANDENBERG	CHECKED BY: D. PETERSON
BRIDGE CLOSED SIGNING	SHEET 14 OF 51



**BEGIN ROW PROJECT
12+25 33'RT**

**END ROW PROJE
16+27 33'LT**

NOTE:
 ■ WATER LINE TO BE RELOCATED BY OTHERS
 PRIOR TO CONSTRUCTION.

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

PROJECT NAME: COLCHESTER	
PROJECT NUMBER: STP 5600 (I2)	
FILE NAME: s95j298u1ibdr.dgn	PLOT DATE: 26-FEB-2014
PROJECT LEADER: C. CARLSON	DRAWN BY: G. ROKES
DESIGNED BY: N. VANDERBERG	CHECKED BY: D. PETERSON
UTILITIES LAYOUT	SHEET 15 OF 51

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

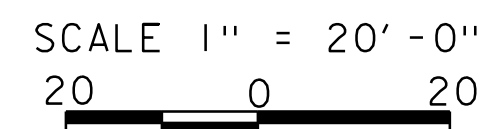
- ▼ Water Elevation
- ⊕ Standard Penetration Boring
- ⊕ Auger Boring
- ⊙ Rod Sounding
- S Sample
- N Standard Penetration Test Blow Count Per Foot For: 2" O.D. Sampler 1 3/8" I.D. Sampler Hammer Weight Of 140 Lbs. Hammer Fall Of 30"
- VS Field Vane Shear Test
- US Undisturbed Soil Sample
- B Blast
- DC Diamond Core
- MD Mud Drill
- WA Wash Ahead
- HSA Hollow Stem Auger Core Size 1 1/8" Core Size 1 5/8" 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
- Sl Silt
- Cl Clay
- HP Hardpan
- Le Ledge
- NLTD No Ledge To Depth
- CNPF Can Not Penetrate Further
- TL0B 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

- bk Black
- bl Blue
- brn Brown
- dk Dark
- gry 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).
- SILT** - 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.



GENERAL NOTES

- The subsurface explorations shown herein were made between 03-01-2002 and 03-22-2005 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: COLCHESTER
PROJECT NUMBER: STP 5600 (I2)

FILE NAME: s95j298bor.dgn
PROJECT LEADER: C. CARLSON
DESIGNED BY: N. VANDENBERG
BORING LAYOUT

PLOT DATE: 26-FEB-2014
DRAWN BY: G. ROKES
CHECKED BY: D. PETERSON
SHEET 16 OF 51



STATE OF VERMONT
AGENCY OF TRANSPORTATION
MATERIALS & RESEARCH SECTION
SUBSURFACE INFORMATION

BORING NUMBER: B-01
SHEET 1 of 1
DATE STARTED: 3/01/02
DATE COMPLETED: 3/01/02

PROJECT NAME: COLCHESTER
SITE NAME: BR-12
STATION: 13+60.89
OFFSET: 11.68

PROJECT NUMBER: TH3-9521
SITE NUMBER: TH-27
GROUND ELEVATION: 173.15 ft
GROUNDWATER DEPTH: 10.1 ft 3/01/02

BORING CREW
CREW CHIEF: TALLMAN
DRILLER: TALLMAN
LOGGER: RUSSELL

BORING RIG: LARGE SKID RIG
BORING TYPE: WASH BORE
SAMPLE TYPE: SPLIT BARREL
CHECKED BY: CAA

DEPTH (ft)	SYMBOL	CLASSIFICATION OF MATERIALS (Description)	BLOWS PER FOOT		M.C. (%)	GRAVEL (%)	SAND (%)	FINES (%)
			RUN	REC (%)	ROD (%)	Dip (deg)	Drill Rate (min/ft)	
5		A-4, SaSi, brn-gry, Moist, Rec. = 1.0 ft	6	24.3	1.1	33.9	65.0	
		Visual Class: Broken Cobbles with Wood, gry, Moist, Rec. = 0.3 ft, 6.2 ft - 8.2 ft	R					
10		Light gray, Limestone, Competent, Moderately hard, Unweathered, NXMDC, 8.5 ft - 13.5 ft, Rec. = 5.0 ft	1	100	61			Top of Bedrock @ 8.5 ft
15		Light gray, Limestone, Competent, Moderately hard, Unweathered, NXMDC, 13.5 ft - 18.5 ft, Rec. = 4.7 ft	2	94	94			
20		Hole stopped @ 18.5 ft						

ABUTMENT #1
ON BEDROCK
TOP OF FTG
ELEV. 166.50

LOC OF BORING: COLCHESTER TH3 9521.GPJ, VT.AOT.GDT, 9/2/05



STATE OF VERMONT
AGENCY OF TRANSPORTATION
MATERIALS & RESEARCH SECTION
SUBSURFACE INFORMATION

BORING NUMBER: B-02
SHEET 1 of 1
DATE STARTED: 3/20/02
DATE COMPLETED: 3/20/02

PROJECT NAME: COLCHESTER
SITE NAME: BR-12
STATION: 13+60.89
OFFSET: -14.96

PROJECT NUMBER: TH3-9521
SITE NUMBER: TH-27
GROUND ELEVATION: 173.21 ft
GROUNDWATER DEPTH:

BORING CREW
CREW CHIEF: TALLMAN
DRILLER: TALLMAN
LOGGER: MILES

BORING RIG: LARGE SKID RIG
BORING TYPE: WASH BORE
SAMPLE TYPE: SPLIT BARREL
CHECKED BY: CAA

DEPTH (ft)	SYMBOL	CLASSIFICATION OF MATERIALS (Description)	BLOWS PER FOOT		M.C. (%)	GRAVEL (%)	SAND (%)	FINES (%)
			RUN	REC (%)	ROD (%)	Dip (deg)	Drill Rate (min/ft)	
5		Visual Class: A-4, Sa Si with Wood, gry, Moist, Rec. = 1.4 ft, 4.9 ft - 6.9 ft	3	50.7				
10		A-4, SaSi, gry, Moist, Rec. = 1.1 ft	3	26.0	1.7	40.7	57.6	
15		Light gray, Limestone, Competent, Moderately hard, Unweathered, NXMDC, 12.8 ft - 17.8 ft, Rec. = 5.0 ft	1	100	95			Top of Bedrock @ 12.8 ft
20		Light gray, Limestone, Competent, Moderately hard, Unweathered, NXMDC, 17.8 ft - 22.8 ft, Rec. = 5.0 ft	2	100	87			
25		Hole stopped @ 22.8 ft						

ABUTMENT #1
ON BEDROCK
TOP OF FTG
ELEV. 166.50

LOC OF BORING: COLCHESTER TH3 9521.GPJ, VT.AOT.GDT, 9/2/05

PROJECT NAME: COLCHESTER
PROJECT NUMBER: STP 5600 (I2)

FILE NAME: s95j298bor.dgn
PROJECT LEADER: C. CARLSON
DESIGNED BY: N. VANDENBERG
BORING LOG I

PLOT DATE: 26-FEB-2014
DRAWN BY: G. ROKES
CHECKED BY: D. PETERSON
SHEET 17 OF 51



STATE OF VERMONT
AGENCY OF TRANSPORTATION
MATERIALS & RESEARCH SECTION
SUBSURFACE INFORMATION

BORING NUMBER: B-03
SHEET 1 of 1
DATE STARTED: 3/06/02
DATE COMPLETED: 3/07/02

PROJECT NAME: COLCHESTER
SITE NAME: BR-12
STATION: 13+84.46
OFFSET: 9.84

PROJECT NUMBER: TH3-9521
SITE NUMBER: TH-27
GROUND ELEVATION: 172.11 ft
GROUNDWATER DEPTH: 10.2 ft 3/07/02

BORING CREW
CREW CHIEF: TALLMAN
DRILLER: TALLMAN
LOGGER: RUSSELL

BORING RIG: LARGE SKID RIG
BORING TYPE: WASH BORE
SAMPLE TYPE: SPLIT BARREL
CHECKED BY: CAA

DEPTH (ft)	SYMBOL	CLASSIFICATION OF MATERIALS (Description)	BLOWS PER FOOT	M.C. (%)	GRAVEL (%)	SAND (%)	FINES (%)
			RUN	REC (%)	ROD (%)	Dip (deg)	Drill Rate (min/ft)
		Asphalt, 0.0 ft - 0.1 ft					
		Boulder, 1.5 ft - 2.5 ft					
5		Boulders, 3.9 ft - 5.9 ft					
		Boulder, 5.9 ft - 7.9 ft					
		Light gray, Limestone, Poor RQD, Moderately hard, Unweathered, NXMDC, 8.5 ft - 11.0 ft, Rec. = 2.2 ft	1	88	0		
10		Light gray, Limestone, Competent, Moderately hard, Unweathered, NXMDC, 11.0 ft - 16.0 ft, Rec. = 5.0 ft	2	100	100		
15		Light gray, Limestone, Competent, Moderately hard, Unweathered, NXMDC, 16.0 ft - 18.4 ft, Rec. = 2.4 ft	3	100	100		
		Hole stopped @ 18.4 ft					

LOC OF BORING: COLCHESTER TH3 9521.GPJ, VT.AOT.GDT, 9/2/05



STATE OF VERMONT
AGENCY OF TRANSPORTATION
MATERIALS & RESEARCH SECTION
SUBSURFACE INFORMATION

BORING NUMBER: B-04
SHEET 1 of 1
DATE STARTED: 3/21/02
DATE COMPLETED: 3/22/02

PROJECT NAME: COLCHESTER
SITE NAME: BR-12
STATION: 13+94.18
OFFSET: -10.83

PROJECT NUMBER: TH3-9521
SITE NUMBER: TH-27
GROUND ELEVATION: 172.02 ft
GROUNDWATER DEPTH: 9.8 ft 3/22/02

BORING CREW
CREW CHIEF: TALLMAN
DRILLER: TALLMAN
LOGGER: MILES

BORING RIG: LARGE SKID RIG
BORING TYPE: WASH BORE
SAMPLE TYPE: SPLIT BARREL
CHECKED BY: CAA

DEPTH (ft)	SYMBOL	CLASSIFICATION OF MATERIALS (Description)	BLOWS PER FOOT	M.C. (%)	GRAVEL (%)	SAND (%)	FINES (%)
			RUN	REC (%)	ROD (%)	Dip (deg)	Drill Rate (min/ft)
		Boulders, No sample, Cleaned out casing, 3.2 ft - 5.2 ft					
5		Boulders, No sample, Cleaned out casing, 6.2 ft - 8.2 ft					
		Boulders, No sample, Cleaned out casing, 9.8 ft - 11.8 ft					
10		Light gray, Limestone, Fair Competency, Moderately hard, Unweathered, NXMDC, 12.5 ft - 17.5 ft, Rec. = 5.0 ft	1	100	57		
15		Light gray, Limestone, Fair Competency, Moderately hard, Unweathered, NXMDC, 17.5 ft - 22.5 ft, Rec. = 3.0 ft	2	60	36		
20		Hole stopped @ 22.5 ft					

LOC OF BORING: COLCHESTER TH3 9521.GPJ, VT.AOT.GDT, 9/2/05

PROJECT NAME: COLCHESTER
PROJECT NUMBER: STP 5600 (I2)

FILE NAME: s95j298bor.dgn
PROJECT LEADER: C. CARLSON
DESIGNED BY: N. VANDENBERG
BORING LOG 2

PLOT DATE: 26-FEB-2014
DRAWN BY: G. ROKES
CHECKED BY: D. PETERSON
SHEET 18 OF 51



STATE OF VERMONT
AGENCY OF TRANSPORTATION
MATERIALS & RESEARCH SECTION
SUBSURFACE INFORMATION

BORING NUMBER: B-05
SHEET 1 of 1
DATE STARTED: 3/14/02
DATE COMPLETED: 3/14/02

PROJECT NAME: COLCHESTER
SITE NAME: BR-12
STATION: 14+16.35
OFFSET: 10.83

PROJECT NUMBER: TH3-9521
SITE NUMBER: TH-27
GROUND ELEVATION: 171.91 ft
GROUNDWATER DEPTH: No Water Showing 3/14/02

BORING CREW
CREW CHIEF: TALLMAN
DRILLER: TALLMAN
LOGGER: RUSSELL

BORING RIG: LARGE SKID RIG
BORING TYPE: WASH BORE
SAMPLE TYPE: SPLIT BARREL
CHECKED BY: CAA

DEPTH (ft)	SYMBOL	CLASSIFICATION OF MATERIALS (Description)	BLOWS PER FOOT		GRAVEL (%)	SAND (%)	FINES (%)
			RUN	REC (%)			
0.0 - 0.1		Asphalt, 0.0 ft - 0.1 ft					
1.5 - 9.3		Boulders with various small breaks, No sample, 1.5 ft - 9.3 ft					
9.5		Top of Bedrock @ 9.5 ft					
9.5 - 14.5		Light gray, Limestone, Competent, Moderately hard, Unweathered, NXMDC, 9.5 ft - 14.5 ft, Rec. = 5.0 ft	1	100	96		
14.5 - 19.5		Light gray, Limestone, Competent, Lost bottom of core in hole, Poor Recovery due to equipment failure, Moderately hard, Unweathered, NXMDC, 14.5 ft - 19.5 ft, Rec. = 2.3 ft	2	46	46		
19.5		Hole stopped @ 19.5 ft					

ABUTMENT #2
ON BEDROCK
TOP OF FTG
ELEV. 164.70

LOC OF BORING: COLCHESTER TH3 9521.GPJ, VT.AOT.GDT, 9/2/05



STATE OF VERMONT
AGENCY OF TRANSPORTATION
MATERIALS & RESEARCH SECTION
SUBSURFACE INFORMATION

BORING NUMBER: B-06
SHEET 1 of 1
DATE STARTED: 3/25/02
DATE COMPLETED: 3/26/02

PROJECT NAME: COLCHESTER
SITE NAME: BR-12
STATION: 14+23.15
OFFSET: -9.84

PROJECT NUMBER: TH3-9521
SITE NUMBER: TH-27
GROUND ELEVATION: 171.88 ft
GROUNDWATER DEPTH: 8.5 ft 3/26/02

BORING CREW
CREW CHIEF: TALLMAN
DRILLER: TALLMAN
LOGGER: RUSSELL

BORING RIG: LARGE SKID RIG
BORING TYPE: WASH BORE
SAMPLE TYPE: SPLIT BARREL
CHECKED BY: CAA

DEPTH (ft)	SYMBOL	CLASSIFICATION OF MATERIALS (Description)	BLOWS PER FOOT		GRAVEL (%)	SAND (%)	FINES (%)
			RUN	REC (%)			
0.0 - 0.07		Asphalt, 0.0 ft - 0.07 ft					
6.5 - 8.0		Boulder, Cleaned out casing, 6.5 ft - 8.0 ft					
9.8 - 10.8		Boulder, Cleaned out casing, 9.8 ft - 10.8 ft					
11.0		Top of Bedrock @ 11.0 ft					
11.0 - 16.0		Light gray, Limestone, Competent, Moderately hard, Unweathered, NXMDC, 11.0 ft - 16.0 ft, Rec. = 5.0 ft	1	100	100		
16.0 - 21.0		Light gray, Limestone, Competent, Lost bottom of core in hole, Poor Recovery due to equipment failure, Moderately hard, Unweathered, NXMDC, 16.0 ft - 21.0 ft, Rec. = 2.3 ft	2	46	46		
21.0		Hole stopped @ 21.0 ft					

LOC OF BORING: COLCHESTER TH3 9521.GPJ, VT.AOT.GDT, 9/2/05

PROJECT NAME: COLCHESTER
PROJECT NUMBER: STP 5600 (I2)

FILE NAME: s95j298bor.dgn
PROJECT LEADER: C. CARLSON
DESIGNED BY: N. VANDENBERG
BORING LOG 3

PLOT DATE: 26-FEB-2014
DRAWN BY: G. ROKES
CHECKED BY: D. PETERSON
SHEET 19 OF 51



STATE OF VERMONT
AGENCY OF TRANSPORTATION
MATERIALS & RESEARCH SECTION
SUBSURFACE INFORMATION

BORING NUMBER: B-07
SHEET 1 of 1
DATE STARTED: 3/07/02
DATE COMPLETED: 3/11/02

PROJECT NAME: COLCHESTER
SITE NAME: BR-12
STATION: 14+42.91
OFFSET: 13.12

PROJECT NUMBER: TH3-9521
SITE NUMBER: TH-27
GROUND ELEVATION: 172.15 ft
GROUNDWATER DEPTH: 8.0 ft 3/11/02

BORING CREW
CREW CHIEF: TALLMAN
DRILLER: TALLMAN
LOGGER: RUSSELL

BORING RIG: LARGE SKID RIG
BORING TYPE: WASH BORE
SAMPLE TYPE: SPLIT BARREL
CHECKED BY: CAA

DEPTH (ft)	SYMBOL	CLASSIFICATION OF MATERIALS (Description)	BLOWS PER FOOT		GRAVEL (%)	SAND (%)	FINES (%)
			RUN	REC (%)			
0.0 - 0.1		Asphalt, 0.0 ft - 0.1 ft					
5		A-4, SiSa, Lt/gry, Moist, Rec. = 0.8 ft	6	15.5	6.8	54.4	38.8
10		Light gray, Limestone, Competent, Moderately hard, Unweathered, NXMDC, 9.5 ft - 14.5 ft, Rec. = 4.2 ft	1	84	65		
15		Light gray, Limestone, Competent, Moderately hard, Unweathered, NXMDC, 14.5 ft - 19.5 ft, Rec. = 4.2 ft	2	84	70		
20		Hole stopped @ 19.5 ft					
25							

ABUTMENT #2
ON BEDROCK
TOP OF FTG
ELEV. 164.70

LOC OF BORING: COLCHESTER TH3 9521.GPJ, VT AOT.GDT, 9/2/05



STATE OF VERMONT
AGENCY OF TRANSPORTATION
MATERIALS & RESEARCH SECTION
SUBSURFACE INFORMATION

BORING NUMBER: B-08
SHEET 1 of 1
DATE STARTED: 3/11/02
DATE COMPLETED: 3/13/02

PROJECT NAME: COLCHESTER
SITE NAME: BR-12
STATION: 14+42.91
OFFSET: -10.37

PROJECT NUMBER: TH3-9521
SITE NUMBER: TH-27
GROUND ELEVATION: 171.8 ft
GROUNDWATER DEPTH: 8.5 ft 3/13/02

BORING CREW
CREW CHIEF: TALLMAN
DRILLER: TALLMAN
LOGGER: RUSSELL

BORING RIG: LARGE SKID RIG
BORING TYPE: WASH BORE
SAMPLE TYPE: SPLIT BARREL
CHECKED BY: CAA

DEPTH (ft)	SYMBOL	CLASSIFICATION OF MATERIALS (Description)	BLOWS PER FOOT		GRAVEL (%)	SAND (%)	FINES (%)
			RUN	REC (%)			
1.8 - 6.0		Boulders, No sample, 1.8 ft - 6.0 ft					
7.0 - 9.0		Boulder, Cleaned out casing, 7.0 ft - 9.0 ft					
10		Light gray, Limestone, Competent, Moderately hard, Unweathered, NXMDC, 9.5 ft - 14.5 ft, Rec. = 5.0 ft	1	100	96		
15		Light gray, Limestone, Competent, Moderately hard, Unweathered, NXMDC, 14.5 ft - 19.5 ft, Rec. = 4.9 ft	2	98	70		
20		Hole stopped @ 19.5 ft					
25							

ABUTMENT #2
ON BEDROCK
TOP OF FTG
ELEV. 164.70

LOC OF BORING: COLCHESTER TH3 9521.GPJ, VT AOT.GDT, 9/2/05

PROJECT NAME: COLCHESTER
PROJECT NUMBER: STP 5600 (I2)

FILE NAME: s95j298bor.dgn
PROJECT LEADER: C. CARLSON
DESIGNED BY: N. VANDENBERG
BORING LOG 4

PLOT DATE: 26-FEB-2014
DRAWN BY: G. ROKES
CHECKED BY: D. PETERSON
SHEET 20 OF 51



STATE OF VERMONT
AGENCY OF TRANSPORTATION
MATERIALS & RESEARCH SECTION
SUBSURFACE INFORMATION

BORING NUMBER: B-09
SHEET 1 of 1
DATE STARTED: 3/22/05
DATE COMPLETED: 3/22/05

PROJECT NAME: COLCHESTER
SITE NAME: BR-12
STATION: 13+71.65
OFFSET: 24.60

PROJECT NUMBER: TH3-9521
SITE NUMBER: TH-27
GROUND ELEVATION: 168.75 ft
GROUNDWATER DEPTH: 0.0 ft 3/22/05

BORING CREW
CREW CHIEF: GARROW
DRILLER: GARROW
LOGGER: PUALWAN

BORING RIG: LAG TRACK RIG
BORING TYPE: WASH BORE
SAMPLE TYPE: SPLIT BARREL
CHECKED BY: CAA

DEPTH (ft)	SYMBOL	CLASSIFICATION OF MATERIALS (Description)	BLOWS PER FOOT	M.C. (%)	GRAVEL (%)	SAND (%)	FINES (%)
			RUN	REC (%)	ROD (%)	Dip (deg)	Drill Rate (min/ft)
5		Wood with a few stone chips, brn, MTW, Rec. = 0.6 ft, 5.0 ft - 7.0 ft	43				
		Advanced casing, Possible boulders or broken rock, 7.0 ft - 8.0 ft					
		White, Marble, Competent, Hard, Unweathered, BXMDC, 8.0 ft - 13.0 ft, Rec. = 5.0 ft	1	100	92		5
10							5
							9
							9
							10
15		White to white gray, Marble, Competent, Hard, Unweathered, BXMDC, 13.0 ft - 18.0 ft, Rec. = 4.4 ft	2	88	88		3
							5
							2
							5
							5
20		Hole stopped @ 18.0 ft					
		DRILLER'S NOTES: Static Water (pond) Elevation: 168.86 ft. on 04/19/05.					

LOG OF BORING: COLCHESTER TH3_9521.GPJ_VT_A01.GDT_6/7/05



STATE OF VERMONT
AGENCY OF TRANSPORTATION
MATERIALS & RESEARCH SECTION
SUBSURFACE INFORMATION

BORING NUMBER: B-10
SHEET 1 of 1
DATE STARTED: 3/18/05
DATE COMPLETED: 3/18/05

PROJECT NAME: COLCHESTER
SITE NAME: BR-12
STATION: 13+99.68
OFFSET: 41.10

PROJECT NUMBER: TH3-9521
SITE NUMBER: TH-27
GROUND ELEVATION: 168.07 ft
GROUNDWATER DEPTH:

BORING CREW
CREW CHIEF: TALLMAN
DRILLER: TALLMAN
LOGGER: RUSSELL

BORING RIG: LAG TRACK RIG
BORING TYPE: WASH BORE
SAMPLE TYPE: SPLIT BARREL
CHECKED BY: CAA

DEPTH (ft)	SYMBOL	CLASSIFICATION OF MATERIALS (Description)	BLOWS PER FOOT	M.C. (%)	GRAVEL (%)	SAND (%)	FINES (%)
			RUN	REC (%)	ROD (%)	Dip (deg)	Drill Rate (min/ft)
5		A-4, SaSi with a small amount of wood particles, gry, Moist, Rec. = 0.3 ft	7	41.8	13.3	30.5	56.2
		White to gray, Marble, Competent, Hard, Unweathered, BXMDC, 6.0 ft - 11.0 ft, Rec. = 5.0 ft	1	100	90		6
10							5
							6
							7
							5
15		White to gray, Marble, Competent, Hard, Unweathered, BXMDC, 11.0 ft - 16.0 ft, Rec. = 5.0 ft	2	100	100		
20		Hole stopped @ 16.0 ft					
		DRILLER'S NOTES: Static Water (pond) Elevation: 168.86 ft. on 04/19/05.					

LOG OF BORING: COLCHESTER TH3_9521.GPJ_VT_A01.GDT_6/7/05

PROJECT NAME: COLCHESTER
PROJECT NUMBER: STP 5600 (I2)

FILE NAME: s95j298bor.dgn
PROJECT LEADER: C. CARLSON
DESIGNED BY: N. VANDENBERG
BORING LOG 5

PLOT DATE: 26-FEB-2014
DRAWN BY: G. ROKES
CHECKED BY: D. PETERSON
SHEET 21 OF 51

STATE OF VERMONT AGENCY OF TRANSPORTATION MATERIALS & RESEARCH SECTION SUBSURFACE INFORMATION		BORING NUMBER: B-11 SHEET 1 of 1 DATE STARTED: 3/21/05 DATE COMPLETED: 3/21/05					
PROJECT NAME: COLCHESTER SITE NAME: BR-12 STATION: 14+23.98 OFFSET: 65.21		PROJECT NUMBER: TH3-9521 SITE NUMBER: TH-27 GROUND ELEVATION: 167.4 ft GROUNDWATER DEPTH: 0.0 ft 3/21/05					
BORING CREW CREW CHIEF: GARROW DRILLER: GARROW LOGGER: PUALWAN		BORING RIG: LAG TRACK RIG BORING TYPE: WASH BORE SAMPLE TYPE: SPLIT BARREL CHECKED BY: CAA					
DEPTH (ft)	SYMBOL	CLASSIFICATION OF MATERIALS (Description)	BLOWS PER FOOT	M.C. (%)	GRAVEL (%)	SAND (%)	FINES (%)
			RUN	REC (%)	ROD (%)	Dip (deg)	Drill Rate (min/ft)
5		Visual Class: A-4, SaSi, Dk/gry, MTW, Rec. = 0.2 ft, 3.5 ft - 3.7 ft, Insufficient sample for testing. Visual Class: Weathered Concrete, gry, Moist, Rec. = 0.3 ft, 3.7 ft - 4.0 ft, Chemical tested: Ph 11.0 White to gray, Marble, Competent, Hard, Unweathered, BXMDC, 5.5 ft - 10.5 ft, Rec. = 5.0 ft	R	45.0 21.7			
							Top of Bedrock @ 5.5 ft
10		White to gray, Marble, Competent, Hard, Unweathered, BXMDC, 10.5 ft - 15.5 ft, Rec. = 5.0 ft	1	100	98		11 9 5 11 12
15		Hole stopped @ 15.5 ft	2	100	97		7 8 6 4 8
20		DRILLER'S NOTES: Static Water (pond) Elevation: 168.86 ft. on 04/19/05.					
25							

LOG OF BORING: COLCHESTER TH3_9521.GPJ, VT_A01.GDT, 6/7/05

STATE OF VERMONT AGENCY OF TRANSPORTATION MATERIALS & RESEARCH SECTION SUBSURFACE INFORMATION		BORING NUMBER: B-12 SHEET 1 of 1 DATE STARTED: 3/07/05 DATE COMPLETED: 3/15/05					
PROJECT NAME: COLCHESTER SITE NAME: BR-12 STATION: 13+47.95 OFFSET: 160.35		PROJECT NUMBER: TH3-9521 SITE NUMBER: TH-27 GROUND ELEVATION: 168.52 ft GROUNDWATER DEPTH: See Driller's Notes					
BORING CREW CREW CHIEF: GARROW DRILLER: GARROW LOGGER: PUALWAN		BORING RIG: LAG TRACK RIG BORING TYPE: WASH BORE SAMPLE TYPE: SPLIT BARREL CHECKED BY: CAA					
DEPTH (ft)	SYMBOL	CLASSIFICATION OF MATERIALS (Description)	BLOWS PER FOOT	M.C. (%)	GRAVEL (%)	SAND (%)	FINES (%)
			RUN	REC (%)	ROD (%)	Dip (deg)	Drill Rate (min/ft)
5		A-4, SaSi, gry, MTW, Rec. = 0.9 ft	2	39.8	0.0	22.9	77.1
		A-4, Si, gry, MTW, Rec. = 1.3 ft	WH	50.6	0.0	6.4	93.6
		A-4, Si with Trace of Organics (3.3%), gry, Wet, Rec. = 1.8 ft	WH	46.6	0.0	17.1	82.9
		A-4, SaSi with Trace of Organics (3.7%), gry-brn, MTW, Rec. = 1.6 ft	2	48.3	0.0	41.8	58.2
10		A-2-4, SiSa with Trace of Organics (2.9%), gry, Moist, Rec. = 1.5 ft	5	30.3	16.1	49.9	34.0
							Top of Bedrock @ 12.5 ft
15		White, Marble, Competent, Hard, Unweathered, BXMDC, 12.5 ft - 14.1 ft, Rec. = 1.2 ft	1	75	37		28 37
		White to white gray, Marble, Competent, Hard, Unweathered, BXMDC, 14.1 ft - 19.1 ft, Rec. = 4.5 ft	2	90	58		13 18 16 18 18
20		White to white gray, Marble, Competent, Hard, Unweathered, BXMDC, 19.1 ft - 23.1 ft, Rec. = 4.0 ft	3	100	96		10 5 7 9
25		Hole stopped @ 23.1 ft					
		DRILLER'S NOTES: No water elevation taken, Hole collapsed. Static Water (pond) Elevation: 168.88 ft. on 04/19/05.					

LOG OF BORING: COLCHESTER TH3_9521.GPJ, VT_A01.GDT, 6/7/05

PROJECT NAME: COLCHESTER	PLOT DATE: 26-FEB-2014
PROJECT NUMBER: STP 5600 (I2)	DRAWN BY: G. ROKES
FILE NAME: s95j298bor.dgn	CHECKED BY: D. PETERSON
PROJECT LEADER: C. CARLSON	SHEET 22 OF 51
DESIGNED BY: N. VANDENBERG	
BORING LOG 6	



STATE OF VERMONT
 AGENCY OF TRANSPORTATION
 MATERIALS & RESEARCH SECTION
 SUBSURFACE INFORMATION

BORING NUMBER: B-13
 SHEET 1 of 1
 DATE STARTED: 3/16/05
 DATE COMPLETED: 3/17/05

PROJECT NAME: COLCHESTER
 SITE NAME: BR-12
 STATION: 13+95.01
 OFFSET: 171.45

PROJECT NUMBER: TH3-9521
 SITE NUMBER: TH-27
 GROUND ELEVATION: 168.72 ft
 GROUNDWATER DEPTH: 0.0 ft 3/17/05

BORING CREW
 CREW CHIEF: GARROW
 DRILLER: GARROW
 LOGGER: PUALWAN

BORING RIG: LAG TRACK RIG
 BORING TYPE: WASH BORE
 SAMPLE TYPE: SPLIT BARREL
 CHECKED BY: CAA

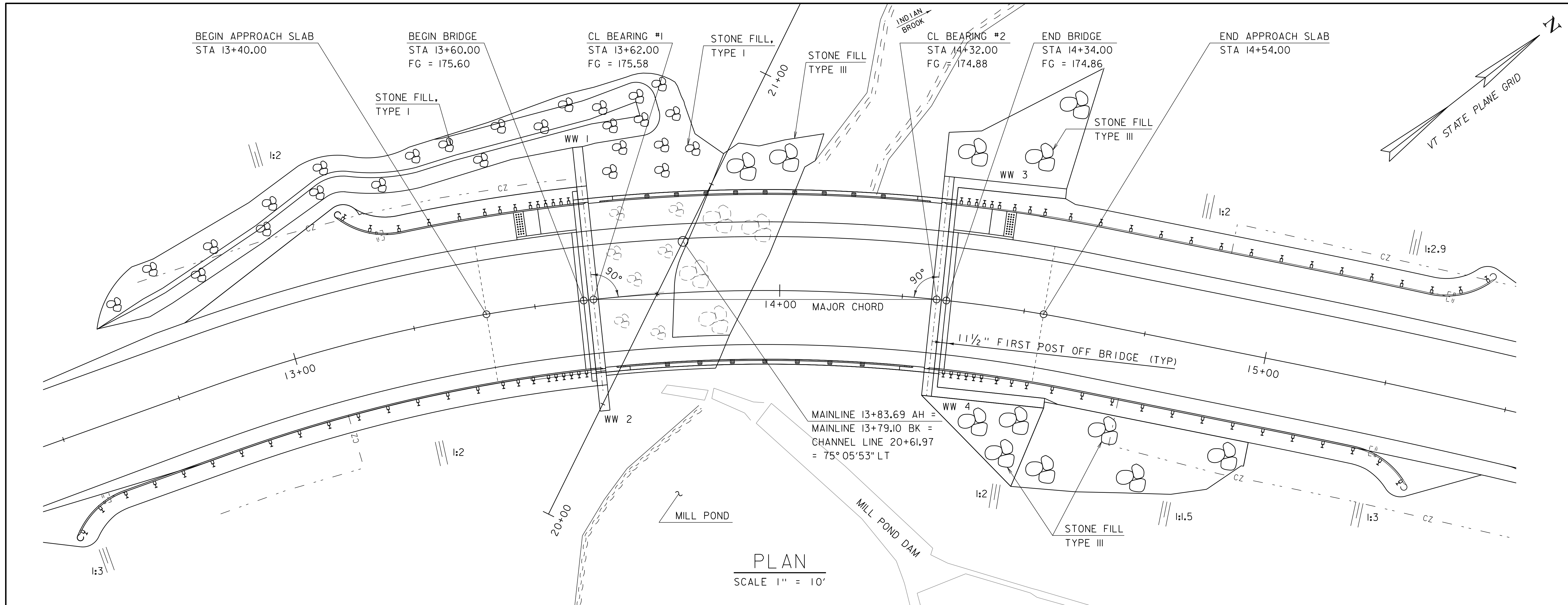
DEPTH (ft)	SYMBOL	CLASSIFICATION OF MATERIALS (Description)	BLOWS PER FOOT	M.C. (%)	GRAVEL (%)	SAND (%)	FINES (%)
			RUN	REC (%)	ROD (%)	Dip (deg)	Drill Rate (min/ft)
5		A-4, Si, gry, MTW, Rec. = 1.4 ft	WH	45.5	0.0	19.7	80.3
8.5		Top of Bedrock @ 8.5 ft					
10		White to gray, Marble, Competent, Hard, Unweathered, BXMDC, 8.5 ft - 13.5 ft, Rec. = 5.0 ft	1	100	98		5 4 5 5
15		White to gray, Marble, Competent, Hard, Unweathered, BXMDC, 13.5 ft - 18.5 ft, Rec. = 4.8 ft	2	96	95		4 5 6 5 6
18.5		Hole stopped @ 18.5 ft					
20		DRILLER'S NOTES: Static Water (pond) Elevation: 168.88 ft. on 04/19/05.					

LOG OF BORING COLCHESTER TH3 9521.GPJ VT A01.GDT 6/7/05

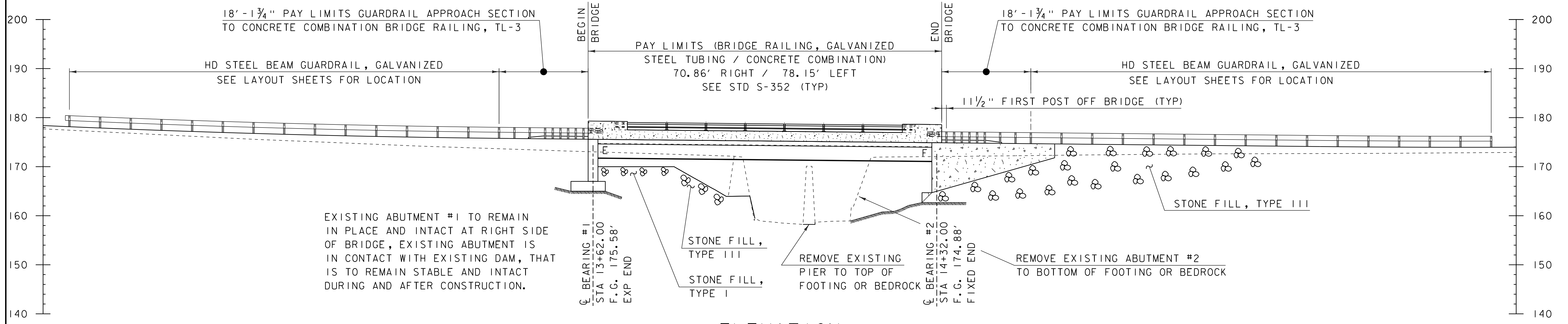
PROJECT NAME: COLCHESTER
 PROJECT NUMBER: STP 5600 (I2)

FILE NAME: s95j298bor.dgn
 PROJECT LEADER: C. CARLSON
 DESIGNED BY: N. VANDENBERG
 BORING LOG 7

PLOT DATE: 26-FEB-2014
 DRAWN BY: G. ROKES
 CHECKED BY: D. PETERSON
 SHEET 23 OF 51

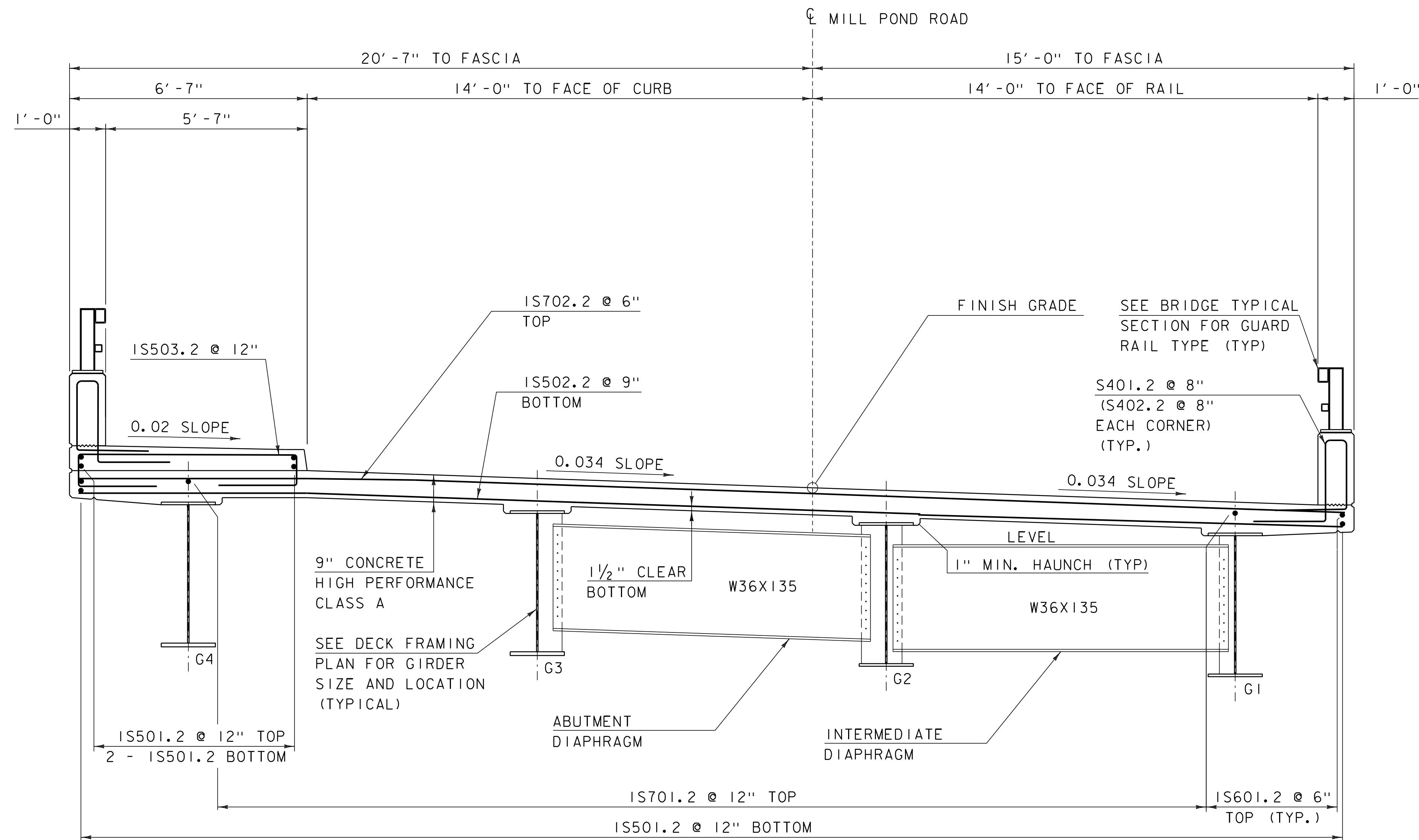


PLAN
SCALE 1" = 10'

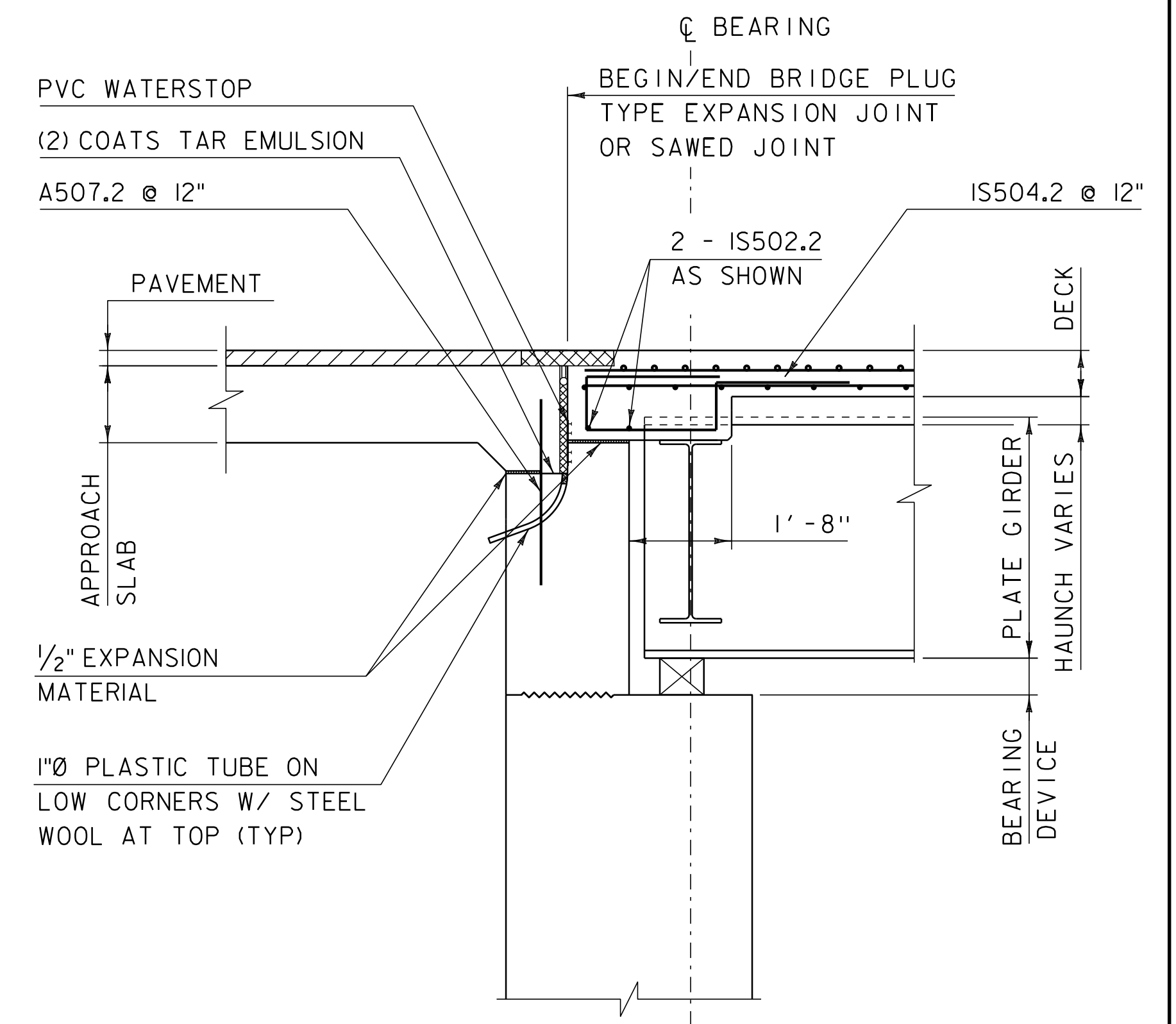


ELEVATION
SCALE 1" = 10'

PROJECT NAME:	COLCHESTER
PROJECT NUMBER:	STP 5600 (12)
FILE NAME:	s95j298pe.dgn
PROJECT LEADER:	C. CARLSON
DESIGNED BY:	N. VANDENBERG
PLAN AND ELEVATION	
PLOT DATE:	26-FEB-2014
DRAWN BY:	G. ROKES
CHECKED BY:	D. PETERSON
SHEET	24 OF 51



DECK TYPICAL
SCALE 1/2" = 1'-0"

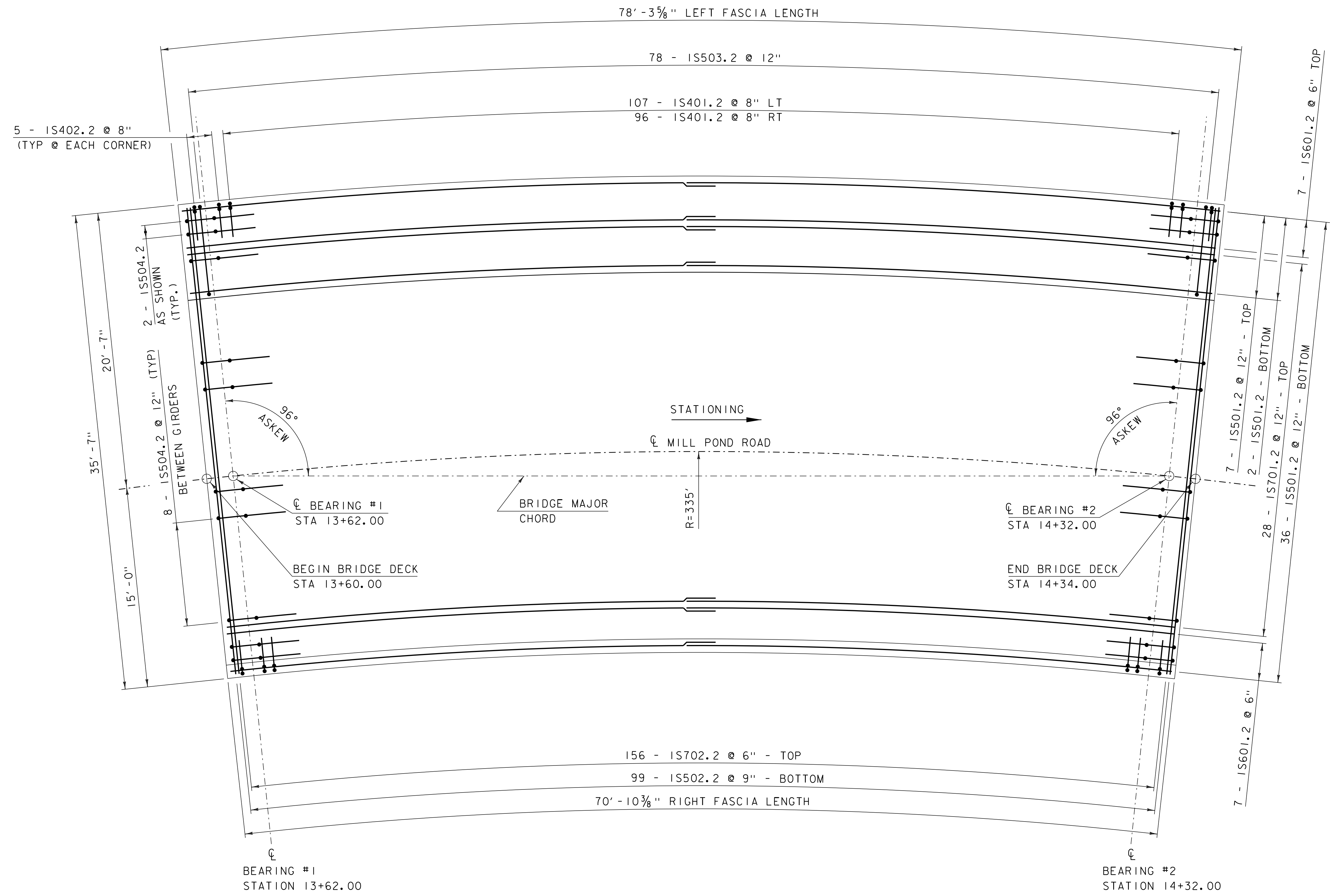


BEGIN/END BRIDGE DETAIL
SCALE 1/2" = 1'-0"

NOTE:

- NF = NEAR FACE
- FF = FAR FACE
- EF = EACH FACE
- ▲ = CUT TO FIT IN FIELD
- 3" CLEAR, UNLESS OTHERWISE SPECIFIED ON THE PLANS.
- 2'-2" BAR LAP UNLESS OTHERWISE SPECIFIED ON THE PLANS.

PROJECT NAME:	COLCHESTER	PLOT DATE:	26-FEB-2014
PROJECT NUMBER:	STP 5600 (I2)	DRAWN BY:	D. KARABEGOVIĆ
FILE NAME:	s95j298sup.dgn	CHECKED BY:	M. LONGSTREET
PROJECT LEADER:	C. CARLSON	SHEET	25 OF 51
DESIGNED BY:	N. VANDENBERG		
DECK TYPICAL			



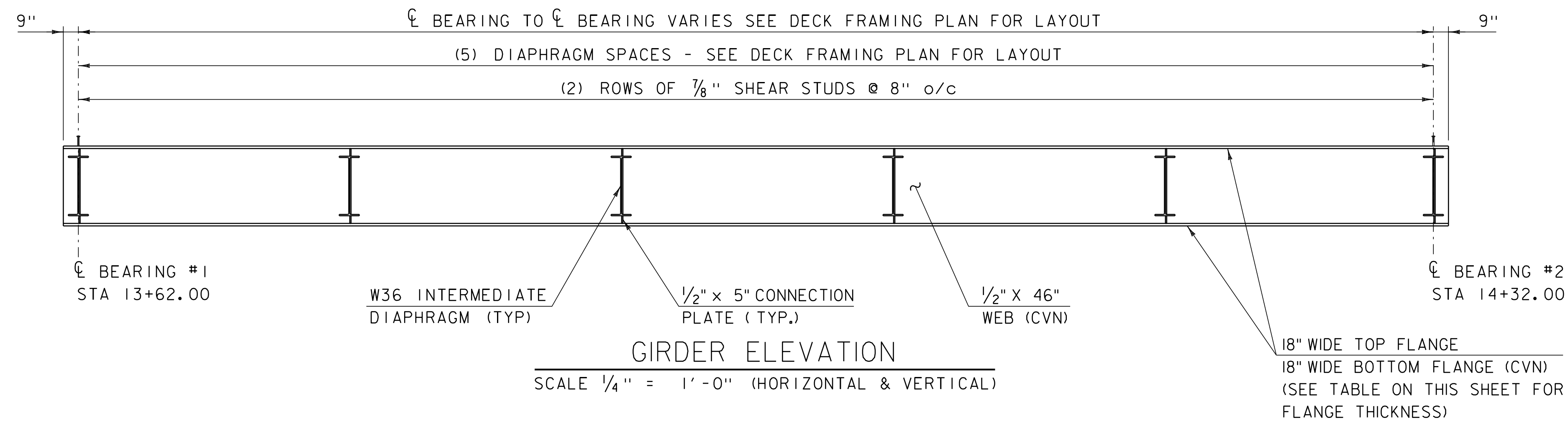
NOTE:

NF = NEAR FACE
 FF = FAR FACE
 EF = EACH FACE
 ▲ = CUT TO FIT IN FIELD
 3" CLEAR, UNLESS OTHERWISE SPECIFIED ON THE PLANS.
 2'-2" BAR LAP UNLESS OTHERWISE SPECIFIED ON THE PLANS.

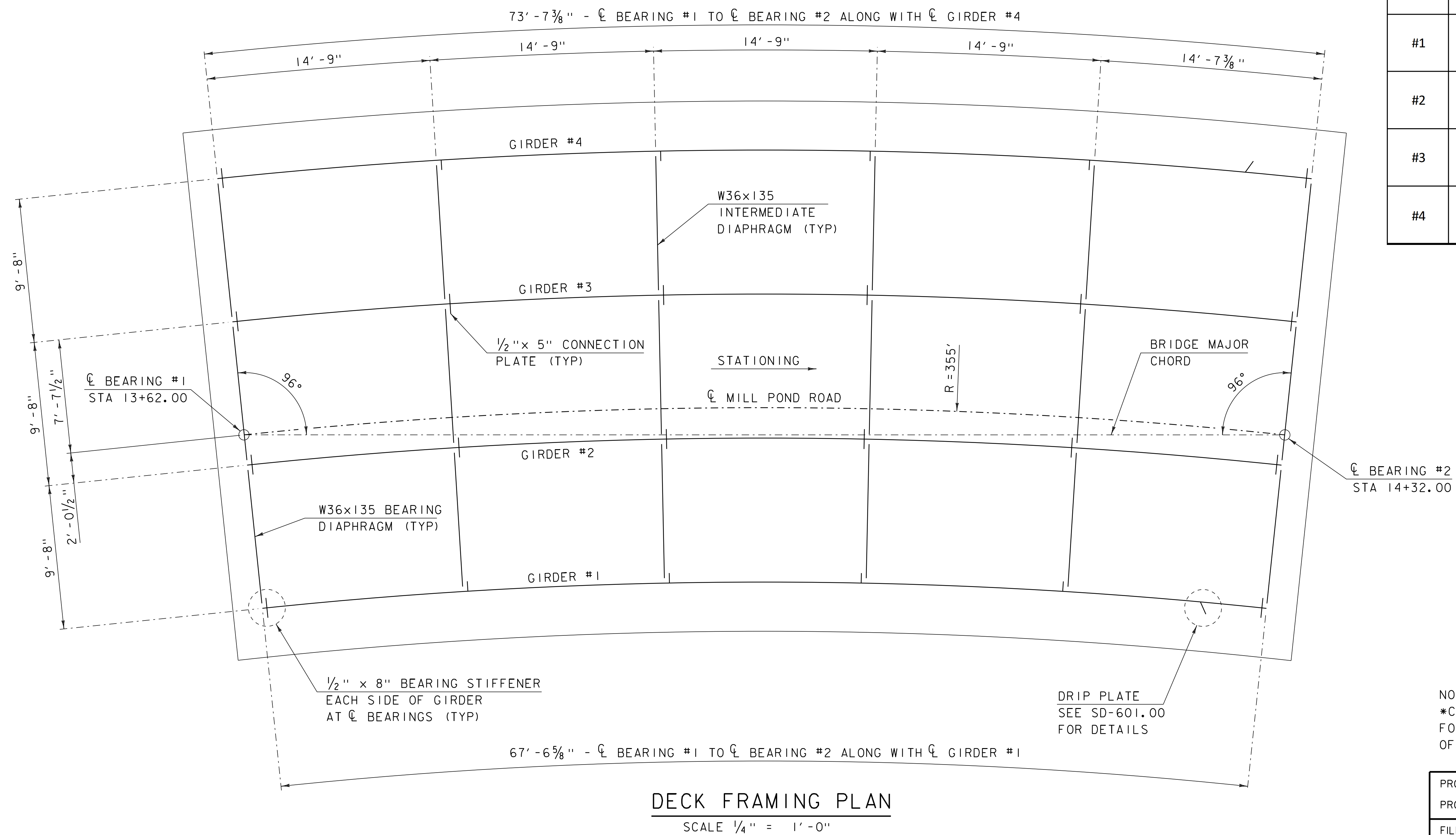
DECK REINFORCING PLAN

SCALE 1/4" = 1'-0"

PROJECT NAME: COLCHESTER	
PROJECT NUMBER: STP 5600 (I2)	
FILE NAME: s95j298sup.dgn	PLOT DATE: 26-FEB-2014
PROJECT LEADER: C. CARLSON	DRAWN BY: D. KARABEGOVIC
DESIGNED BY: N. VANDENBERG	CHECKED BY: M. LONGSTREET
DECK REINFORCING PLAN	SHEET 26 OF 51

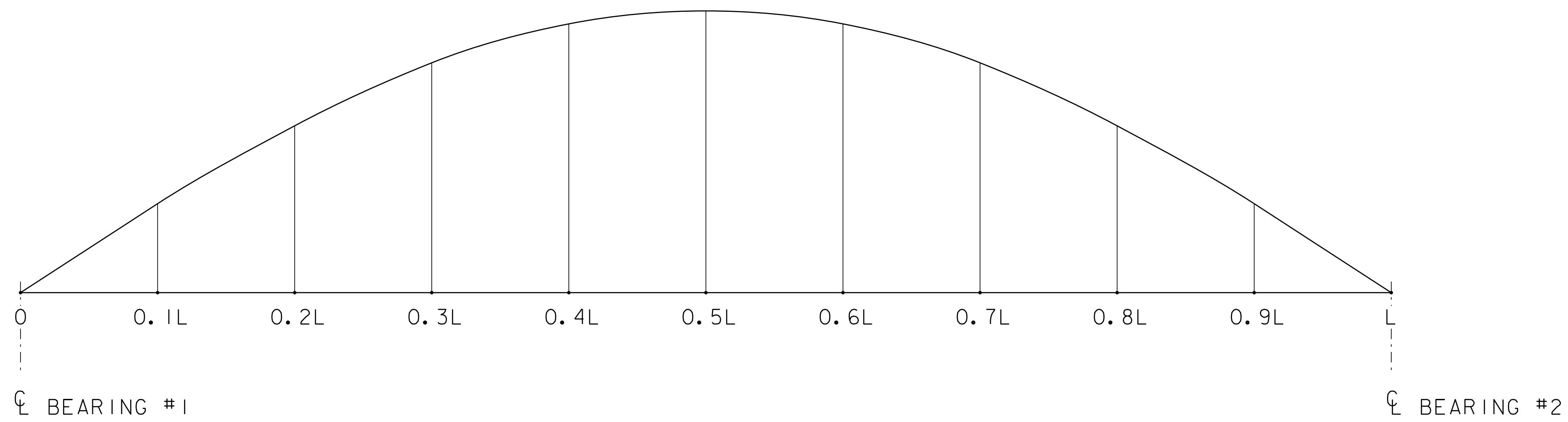


GIRDER DIMENSION TABLE				
GIRDER	RADIUS	(LENGTH)	TOP FLANGE PLATE THICKNESS	BOTTOM FLANGE PLATE THICKNESS
#1	323.284'	69'-05/8"	7/8"	7/8"
#2	332.950'	71'-13/16"	7/8"	7/8"
#3	342.617'	73'-13/16"	7/8"	1 1/4"
#4	352.284'	75'-17/16"	7/8"	1 1/4"



NOTE:
 *CVN - SHALL MEET CHARPY V-NOTCH REQUIREMENTS FOR MAIN MEMBERS AS INDICATED IN SECTION 714 OF THE STANDARD SPECIFICATION

PROJECT NAME: COLCHESTER	
PROJECT NUMBER: STP 5600 (I2)	
FILE NAME: s95j298sup.dgn	PLOT DATE: 26-FEB-2014
PROJECT LEADER: C. CARLSON	DRAWN BY: D. KARABEGOVIC
DESIGNED BY: N. VANDENBERG	CHECKED BY: M. LONGSTREET
DECK FRAMING PLAN	SHEET 27 OF 51



CAMBER DIAGRAM

NOT TO SCALE

CAMBER (INCHES)									
GIRDER	0.1L	0.2L	0.3L	0.4L	0.5L	0.6L	0.7L	0.8L	0.9L
#1	12/16	1 5/16	1 12/16	2	2 1/16	2	1 12/16	1 5/16	12/16
#2	14/16	1 8/16	2	2 4/16	2 6/16	2 4/16	2	1 8/16	14/16
#3	15/16	1 11/16	2 3/16	2 8/16	2 10/16	2 8/16	2 3/16	1 11/16	15/16
#4	1 1/16	1 14/16	2 7/16	2 13/16	2 15/16	2 13/16	2 7/16	1 14/16	1 1/16

DEAD LOAD DEFLECTION INCLUDING GIRDER SELF WEIGHT (INCHES)									
GIRDER	0.1L	0.2L	0.3L	0.4L	0.5L	0.6L	0.7L	0.8L	0.9L
#1	- 6/16	- 10/16	- 14/16	-1	-1 1/16	-1	- 14/16	- 10/16	- 6/16
#2	- 7/16	- 13/16	-1 2/16	-1 5/16	-1 6/16	-1 5/16	-1 2/16	- 13/16	- 7/16
#3	- 8/16	- 15/16	-1 5/16	-1 9/16	-1 10/16	-1 9/16	-1 5/16	- 15/16	- 8/16
#4	- 10/16	-1 2/16	-1 9/16	-1 13/16	-1 15/16	-1 13/16	-1 9/16	-1 2/16	- 10/16

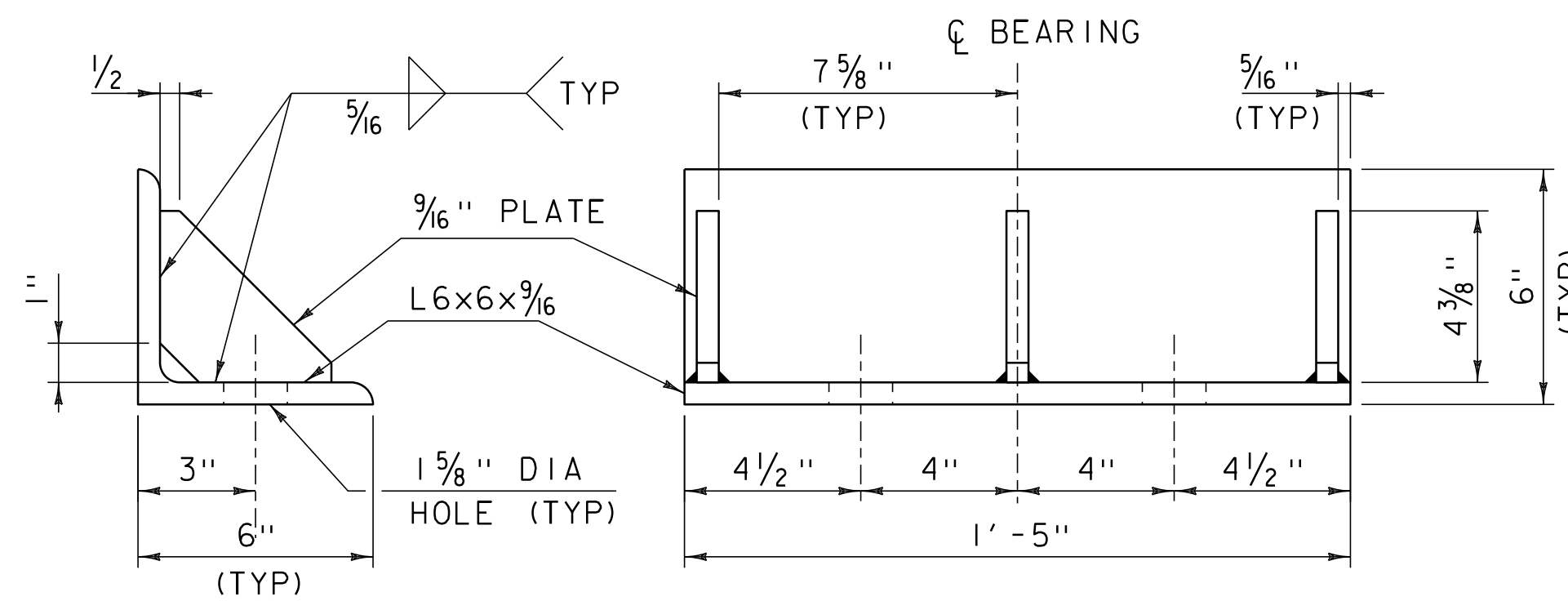
NOTES:

- DIMENSIONS SHOWN ARE ALONG THE ARC OF THE OF THE GIRDER.
- GIRDERS AND CROSSFRAMES SHALL BE WEB-PLUMB AT FULL DEAD LOAD CONDITION.
- DEFLECTION MEASUREMENTS ARE GIVEN IN INCHES TO THE NEAREST SIXTEENTH. MEASUREMENTS INCLUDE GIRDER SELF-WEIGHT.

PROJECT NAME: COLCHESTER
PROJECT NUMBER: STP 5600 (I2)

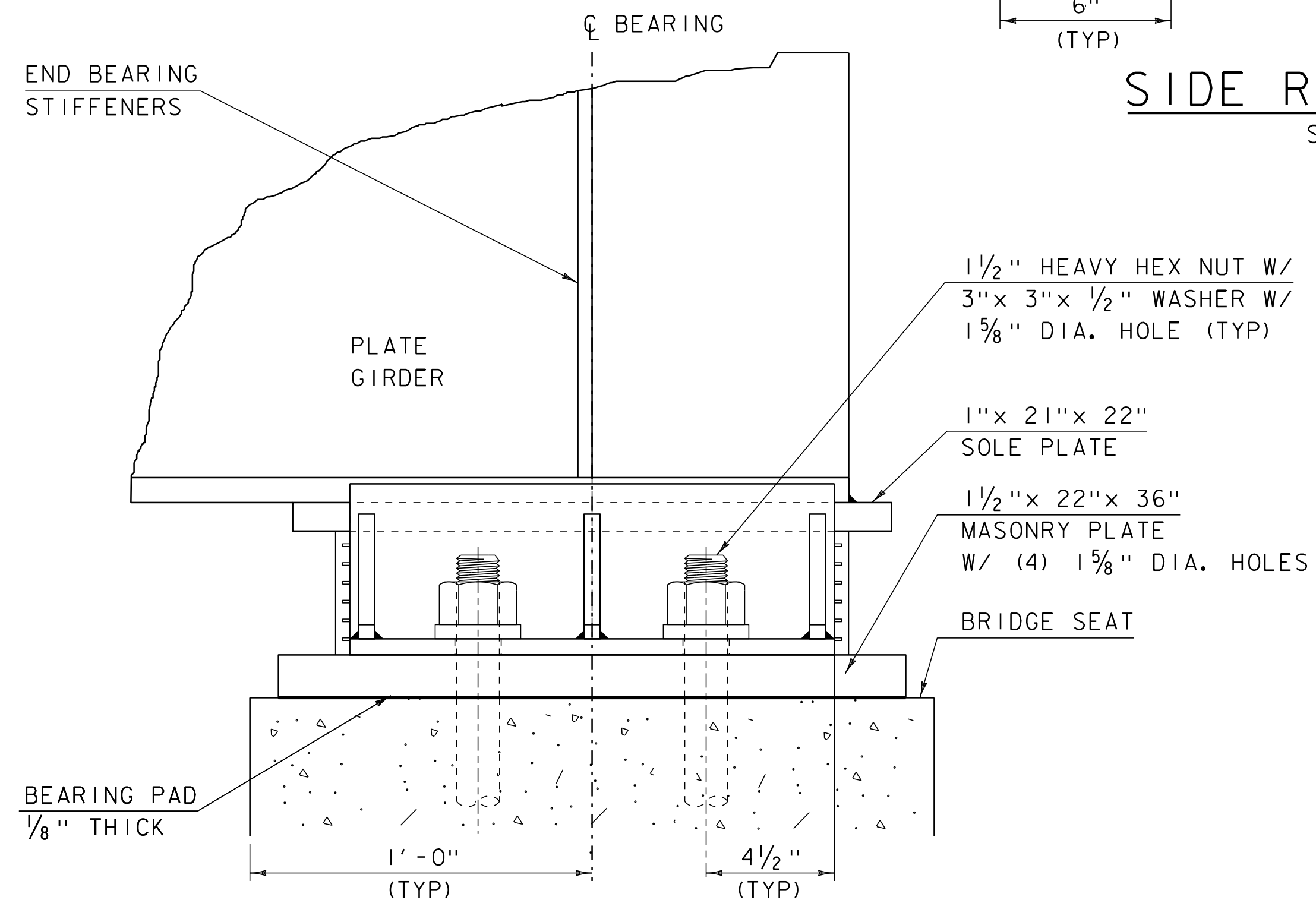
FILE NAME: s95j298sup.dgn
PROJECT LEADER: C. CARLSON
DESIGNED BY: N. VANDENBERG
CAMBER DIAGRAM

PLOT DATE: 26-FEB-2014
DRAWN BY: N. VANDENBERG
CHECKED BY: M. LONGSTREET
SHEET 28 OF 51



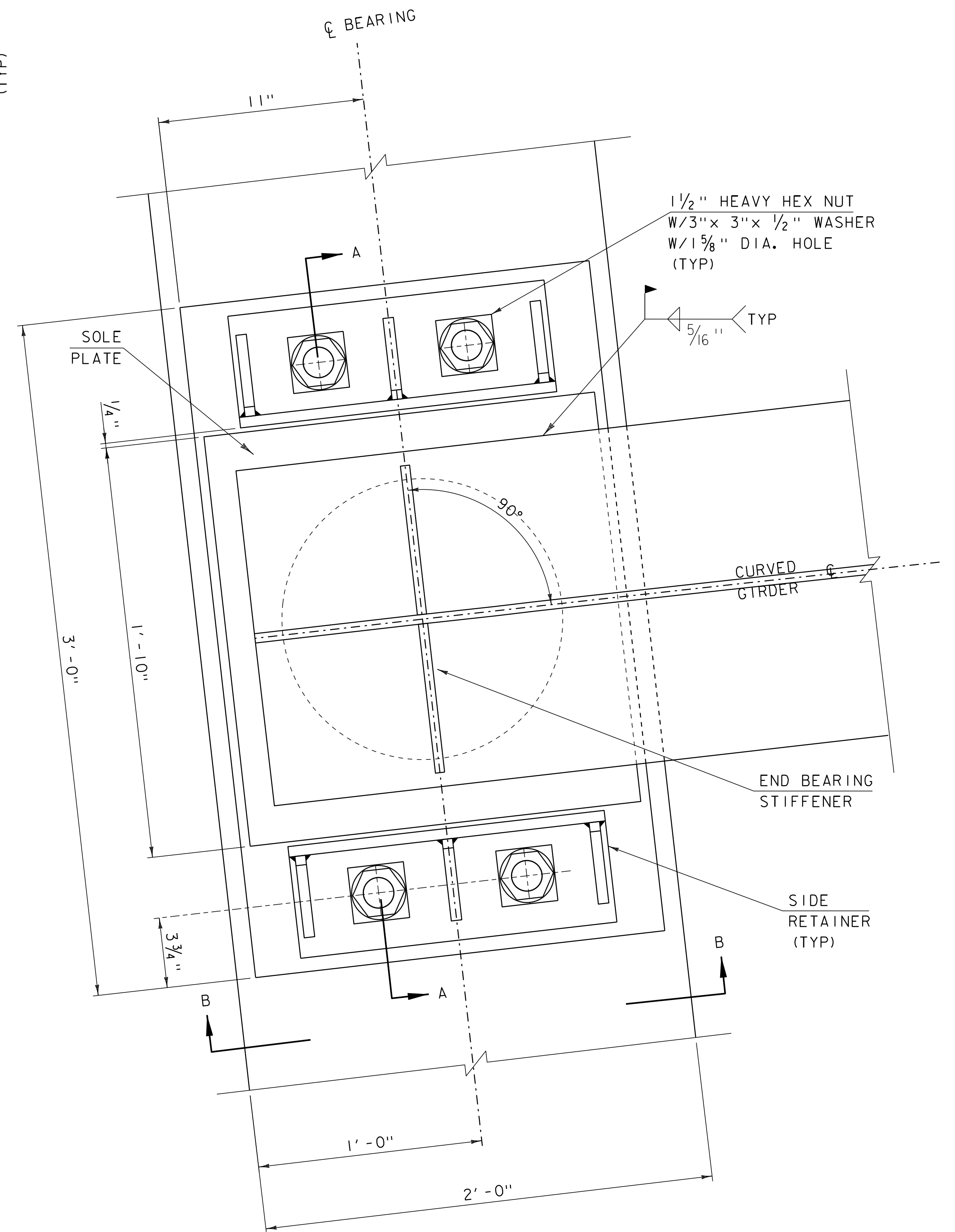
SIDE RETAINER DETAIL

SCALE 3" = 1'-0"



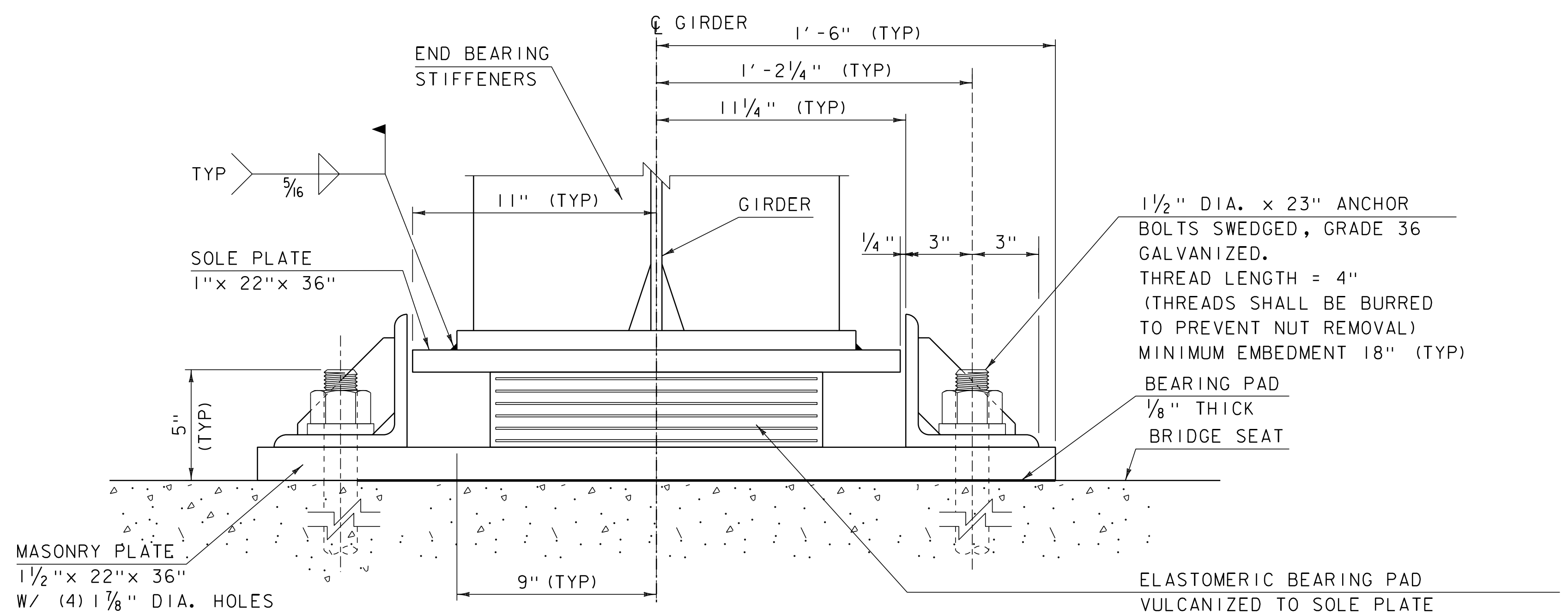
END ELEVATION, SECTION B-B

SCALE 3" = 1'-0"



PLAN VIEW

SCALE 3" = 1'-0"



END ELEVATION, SECTION A-A

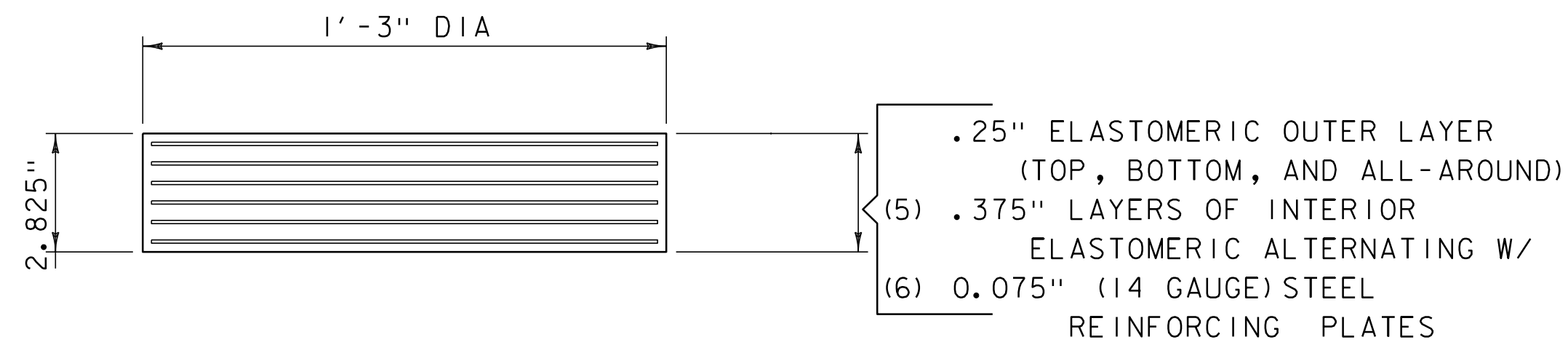
SCALE 3" = 1'-0"

PROJECT NAME: COLCHESTER
PROJECT NUMBER: STP 5600 (I2)

FILE NAME: s95J298brg.dgn
PROJECT LEADER: C. CARLSON
DESIGNED BY: N. VANDENBERG
EXPANSION BEARING DETAILS

PLOT DATE: 26-FEB-2014
DRAWN BY: D. KARABEGOVIC
CHECKED BY: M. LONGSTREET
SHEET 29 OF 51

ELASTOMERIC BEARING PAD
VULCANIZED TO SOLE PLATE
(SEE DETAIL ON FIXED BEARING SHEET)

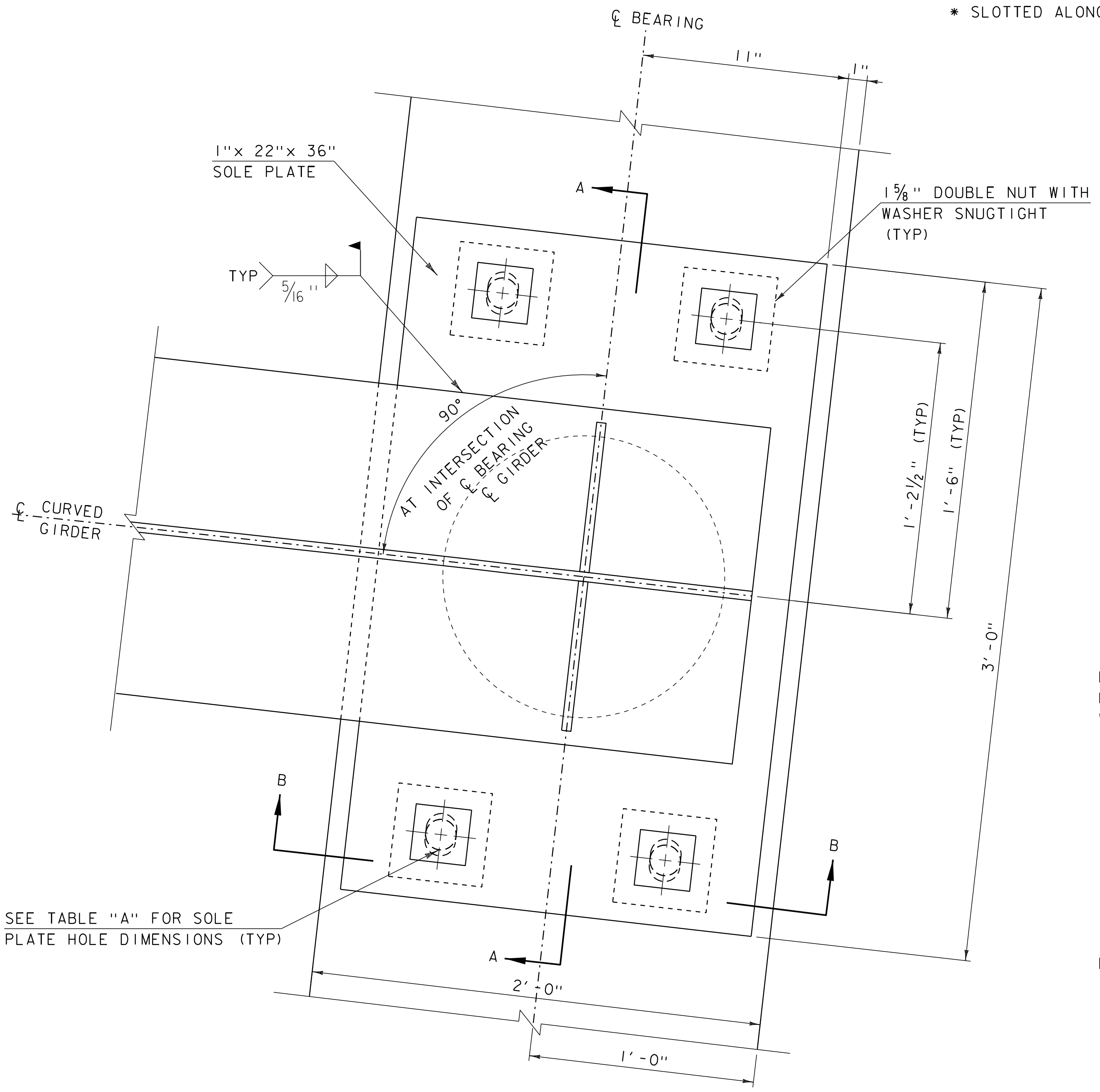


ELASTOMERIC BEARING PAD MAKE-UP

SCALE 3" = 1'-0"

TABLE A	
GIRDER	HOLE DIMENSIONS
1	2 1/8" X 2" *SLOTTED
2	2"
3	2"
4	2 1/8" X 2" *SLOTTED

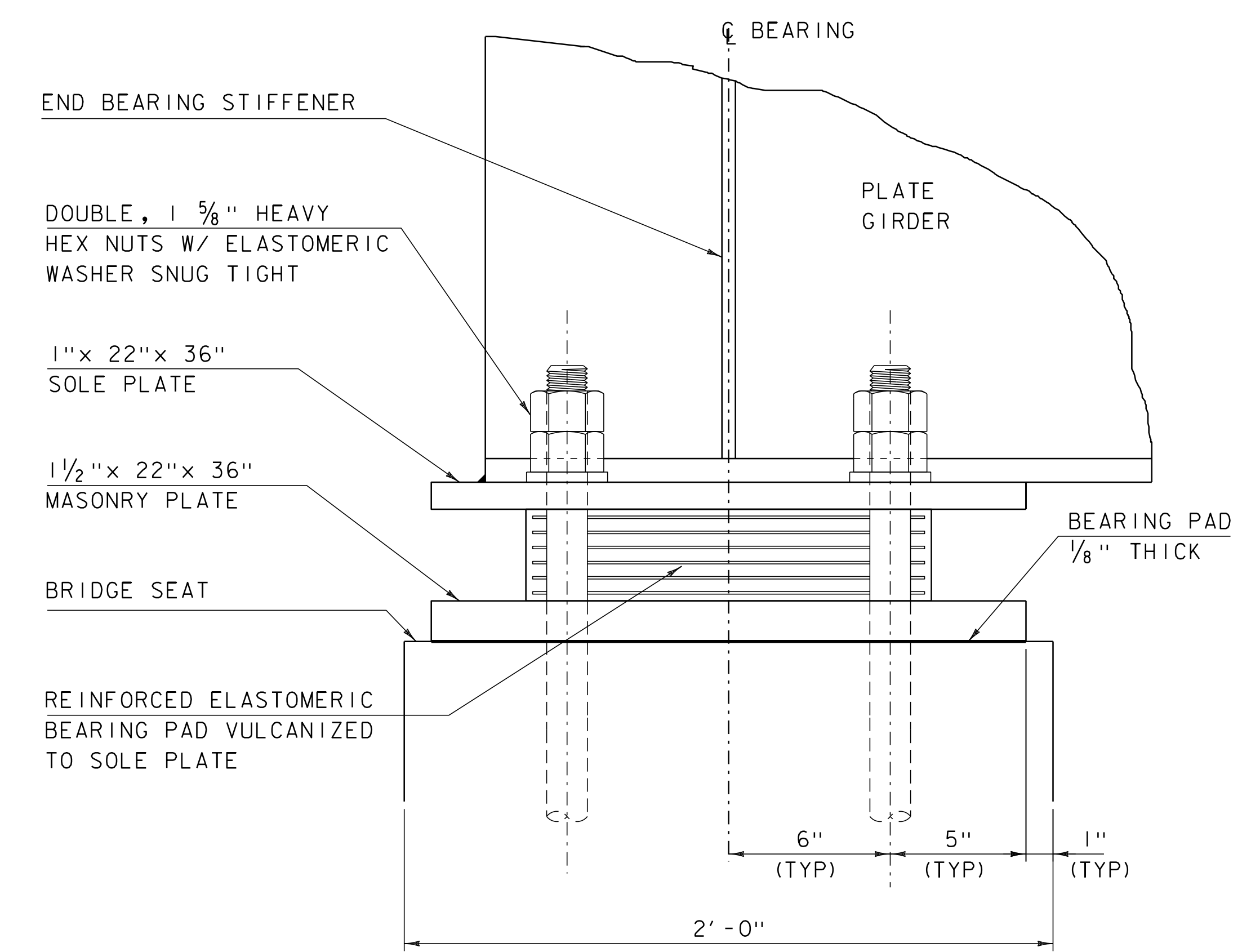
NOTE:
* SLOTTED ALONG THE CENTER LINE OF BEARING



PLAN VIEW

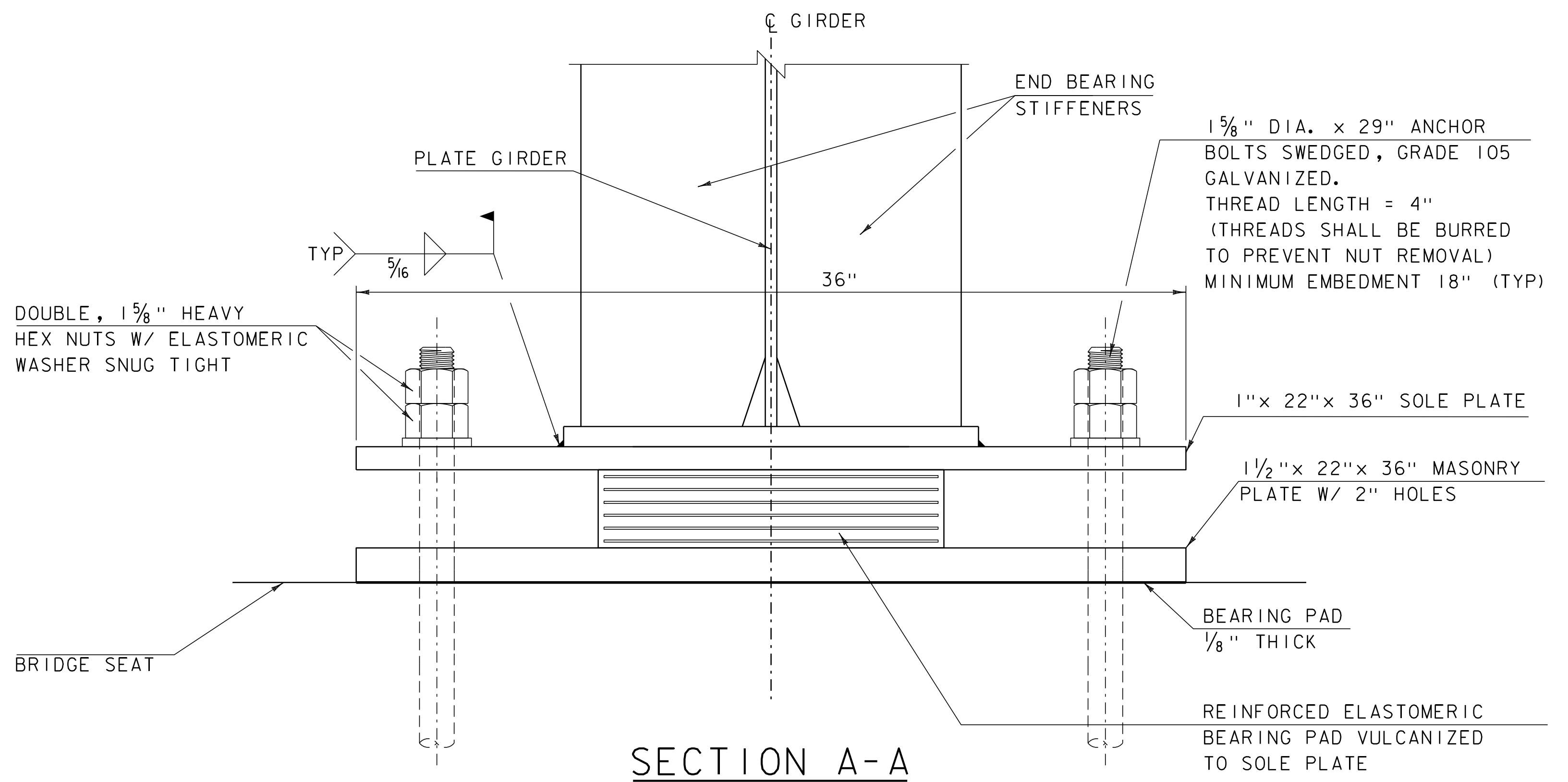
SCALE 3" = 1'-0"

SEE TABLE "A" FOR SOLE PLATE HOLE DIMENSIONS (TYP)



SECTION B-B

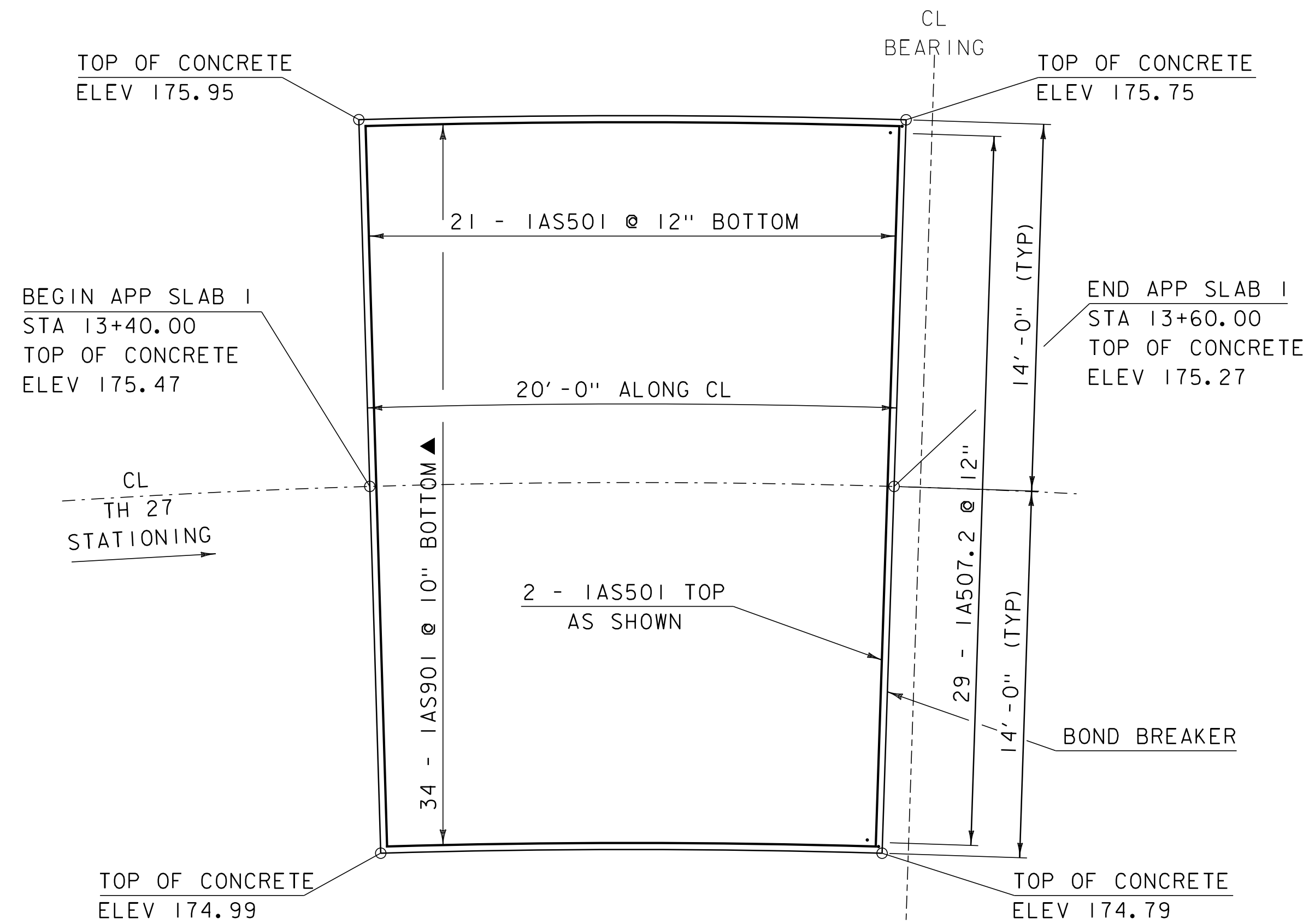
SCALE 3" = 1'-0"



SECTION A-A

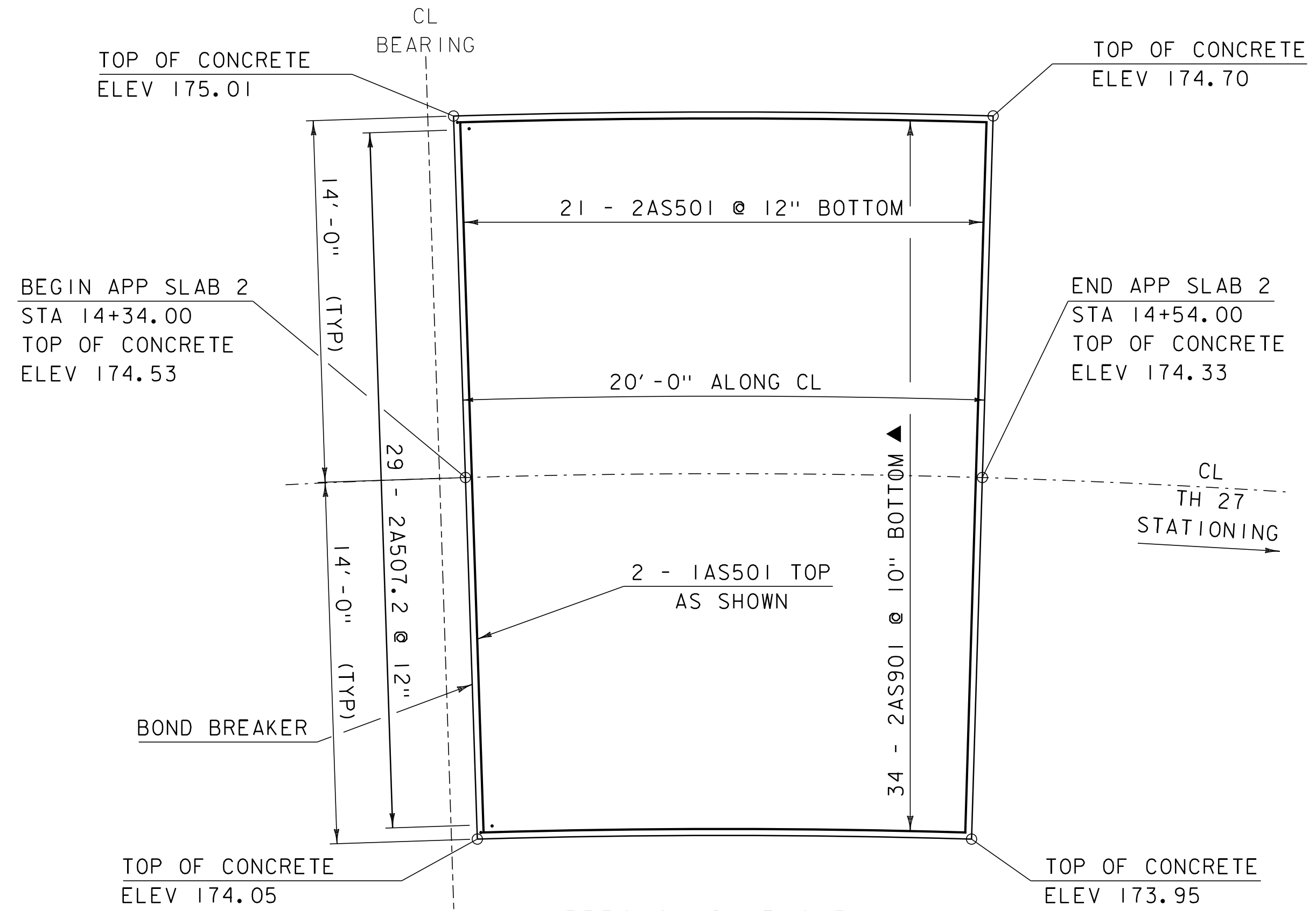
SCALE 3" = 1'-0"

PROJECT NAME: COLCHESTER	PLOT DATE: 26-FEB-2014
PROJECT NUMBER: STP 5600 (I2)	DRAWN BY: D. KARABEGOVIĆ
FILE NAME: s95J298brg.dgn	CHECKED BY: M. LONGSTREET
PROJECT LEADER: C. CARLSON	SHEET 30 OF 51
DESIGNED BY: N. VANDERBERG	
FIXED BEARING DETAILS	



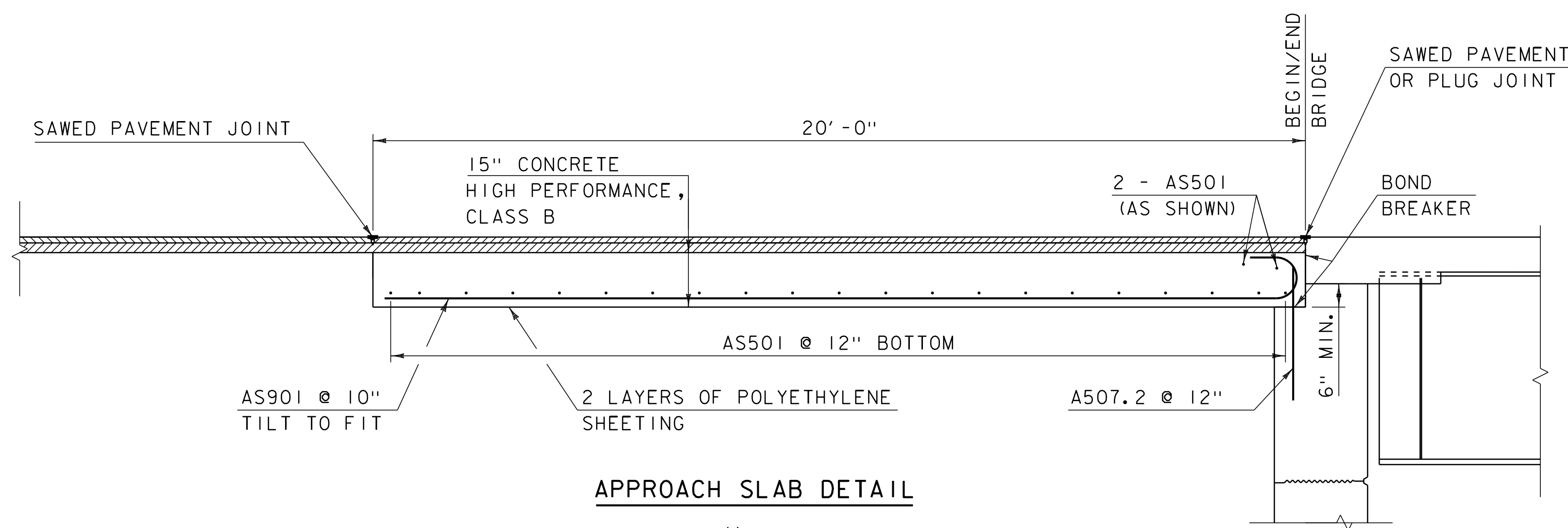
APPROACH SLAB 1 PLAN

SCALE 1/4" = 1'-0"



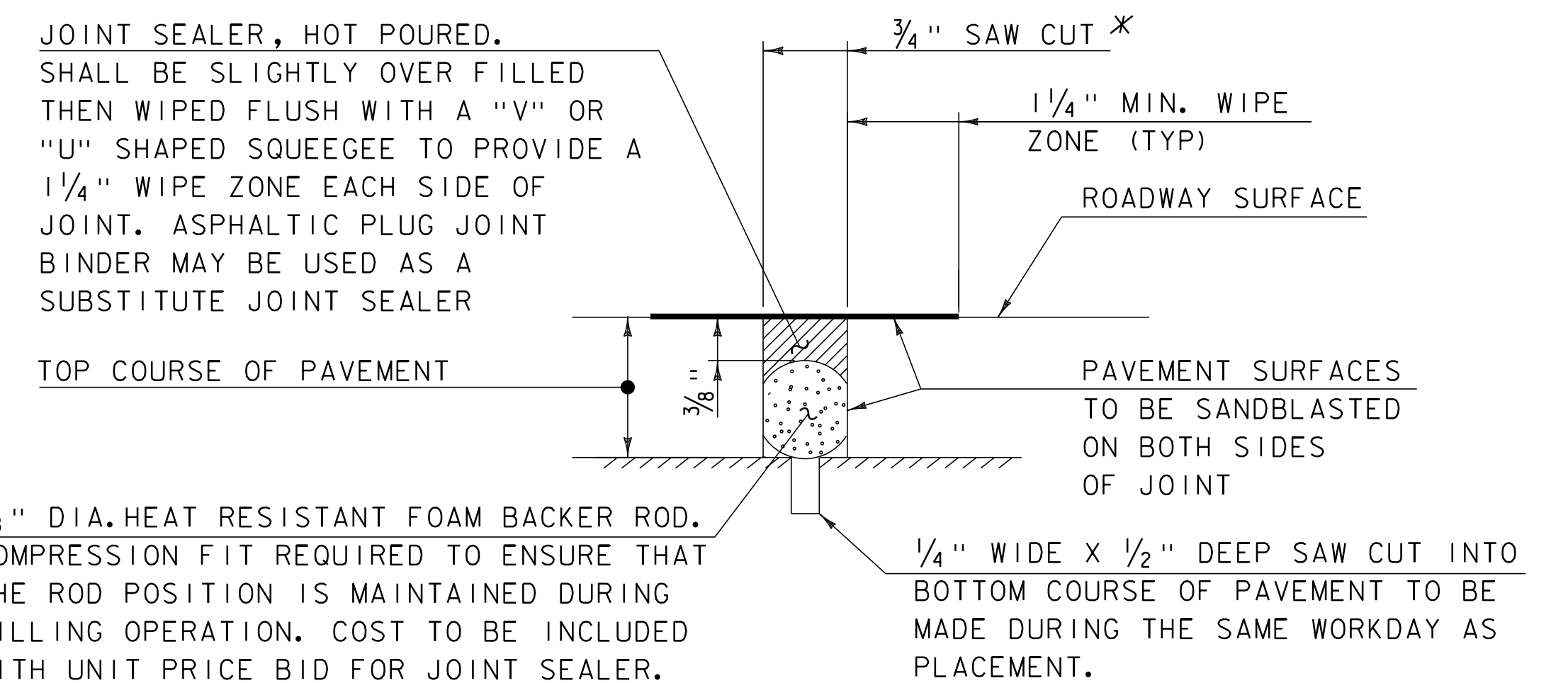
APPROACH SLAB 2 PLAN

SCALE 1/4" = 1'-0"



APPROACH SLAB DETAIL

SCALE 1/2" = 1'-0"



SAWED PAVEMENT JOINT DETAIL

(NOT TO SCALE)

NOTES:

1. COMPACT THE SUBBASE IN THE AREA UNDER THE APPROACH SLAB TO A SMOOTH SURFACE.
2. MATERIAL FOR POLYETHYLENE SHEETING SHALL MEET THE REQUIREMENTS OF SUBSECTION 725.01 (c) OF THE STANDARD SPECIFICATIONS. THE SHEETING THICKNESS SHALL BE 12 MIL. PLACE THE SHEETING ON TOP OF THE FINISHED SUBBASE FOR THE FULL LENGTH AND WIDTH OF THE APPROACH SLAB, EXCEPT IN THE BRACKET AREA AT THE ABUTMENT. LAP SHEETING AT LEAST 2'-0". PAYMENT FOR SHEETING SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 501.34 "CONCRETE, HIGH PERFORMANCE CLASS B".
3. POUR APPROACH SLAB CONCRETE IN THE EARLY MORNING BEFORE THE SUPERSTRUCTURE EXPANDS.
4. PLACE HOOKED ENDS OF BOTTOM STEEL AT ABUTMENT END OF SLAB.

NOTE:

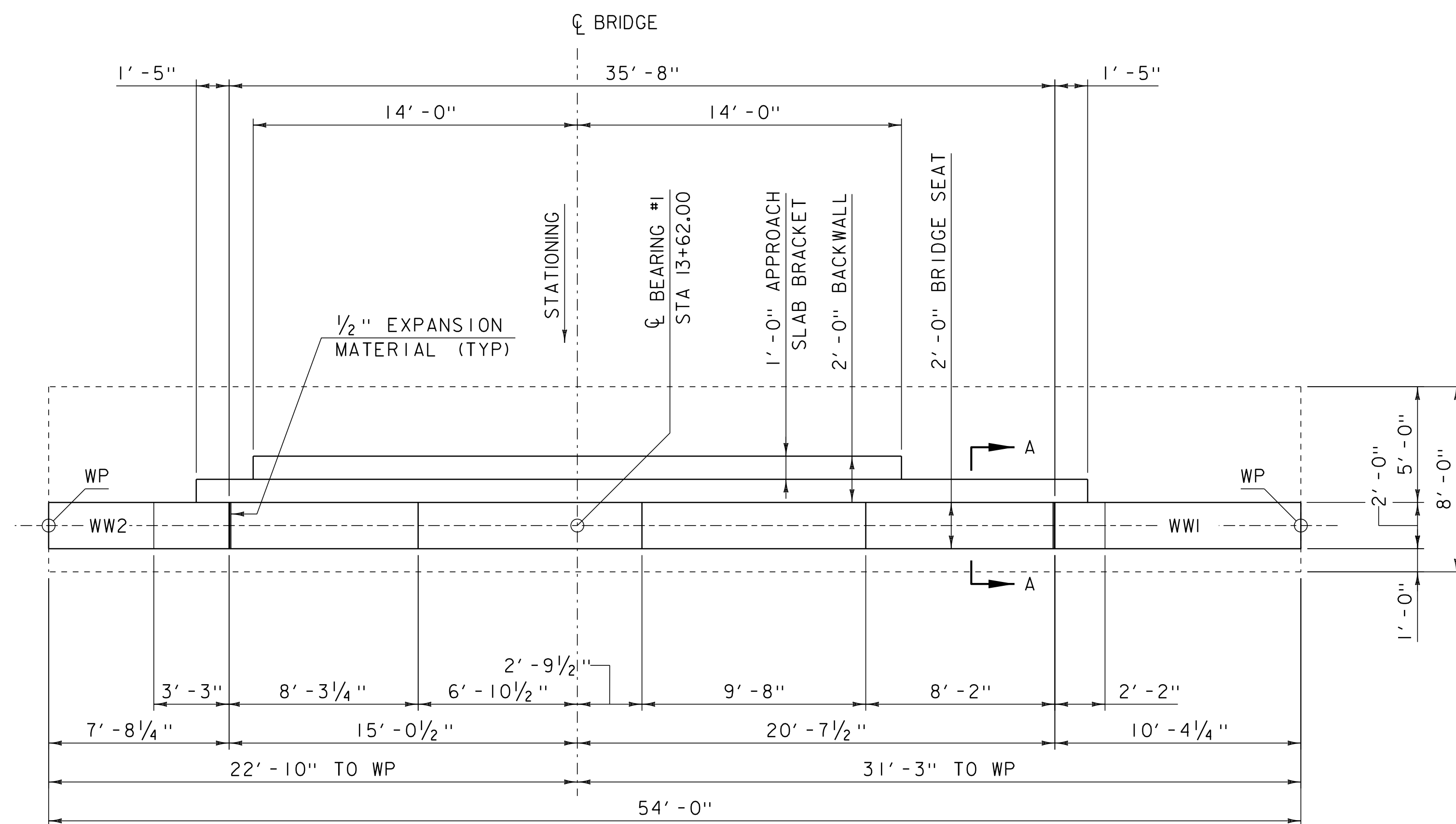
NF = NEAR FACE
 FF = FAR FACE
 EF = EACH FACE
 ▲ = CUT TO FIT IN FIELD
 3" CLEAR, UNLESS OTHERWISE SPECIFIED ON THE PLANS.
 2'-2" BAR LAP UNLESS OTHERWISE SPECIFIED ON THE PLANS.

* JOINT IS TO BE LOCATED ACCURATELY BY STRING LINING, OR OTHER MEANS, PRIOR TO PAVING, SO THAT THE SAW CUTS WILL BE MADE DIRECTLY OVER THE END OF CONCRETE DECK. JOINT SHALL BE CUT DRY IN A SINGLE PASS AND BE SEALED WITHIN 24 HOURS OR PRIOR TO EXPOSURE TO TRAFFIC. JOINT SHALL BE CLEANED PRIOR TO APPLYING THE JOINT SEALER.

PROJECT NAME: COLCHESTER
 PROJECT NUMBER: STP 5600 (I2)

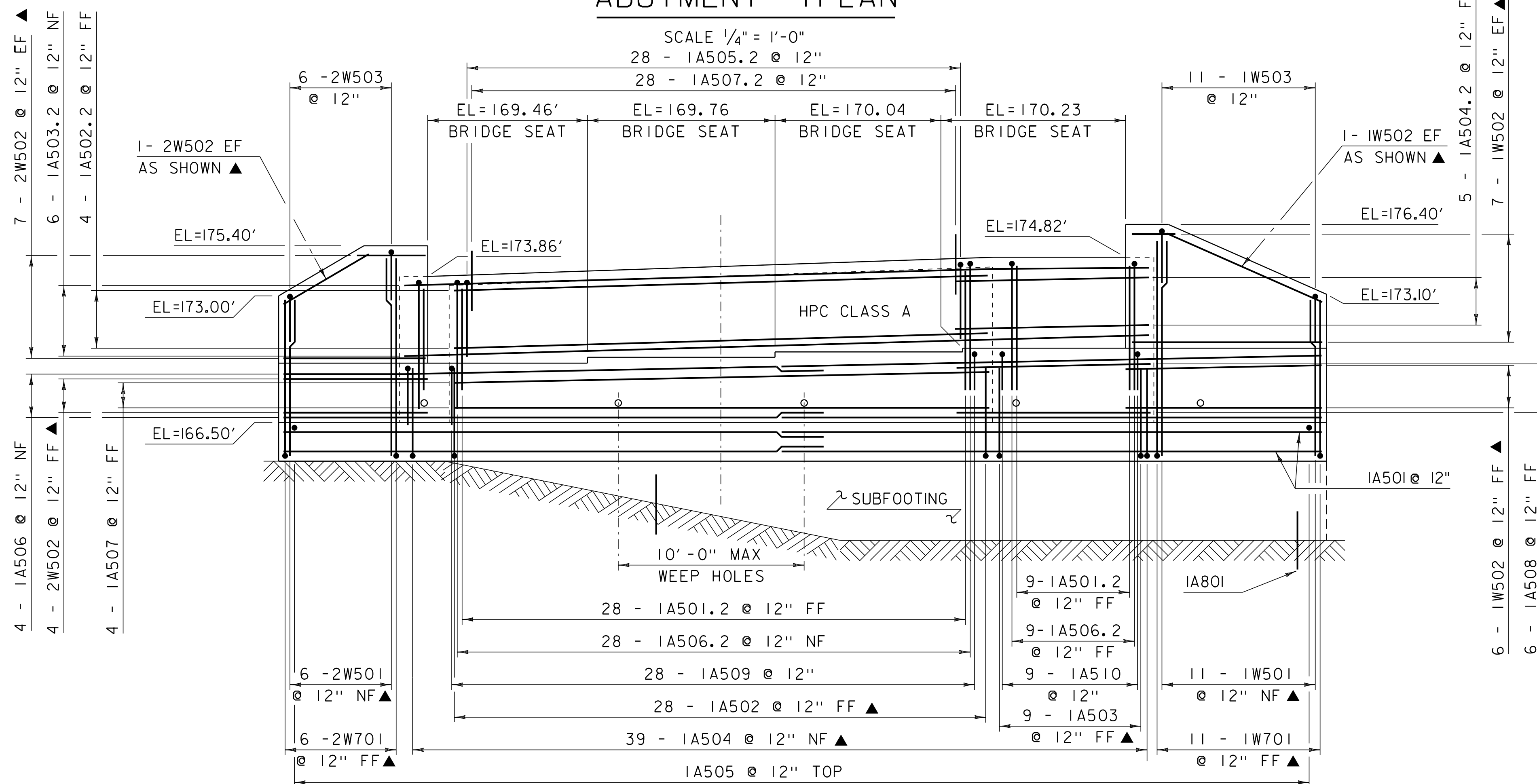
FILE NAME: s95J298sup.dgn
 PROJECT LEADER: C. CARLSON
 DESIGNED BY: N. VANDENBERG
 APPROACH SLABS

PLOT DATE: 26-FEB-2014
 DRAWN BY: D. KARABEGOVIC
 CHECKED BY: M. LONGSTREET
 SHEET 31 OF 51



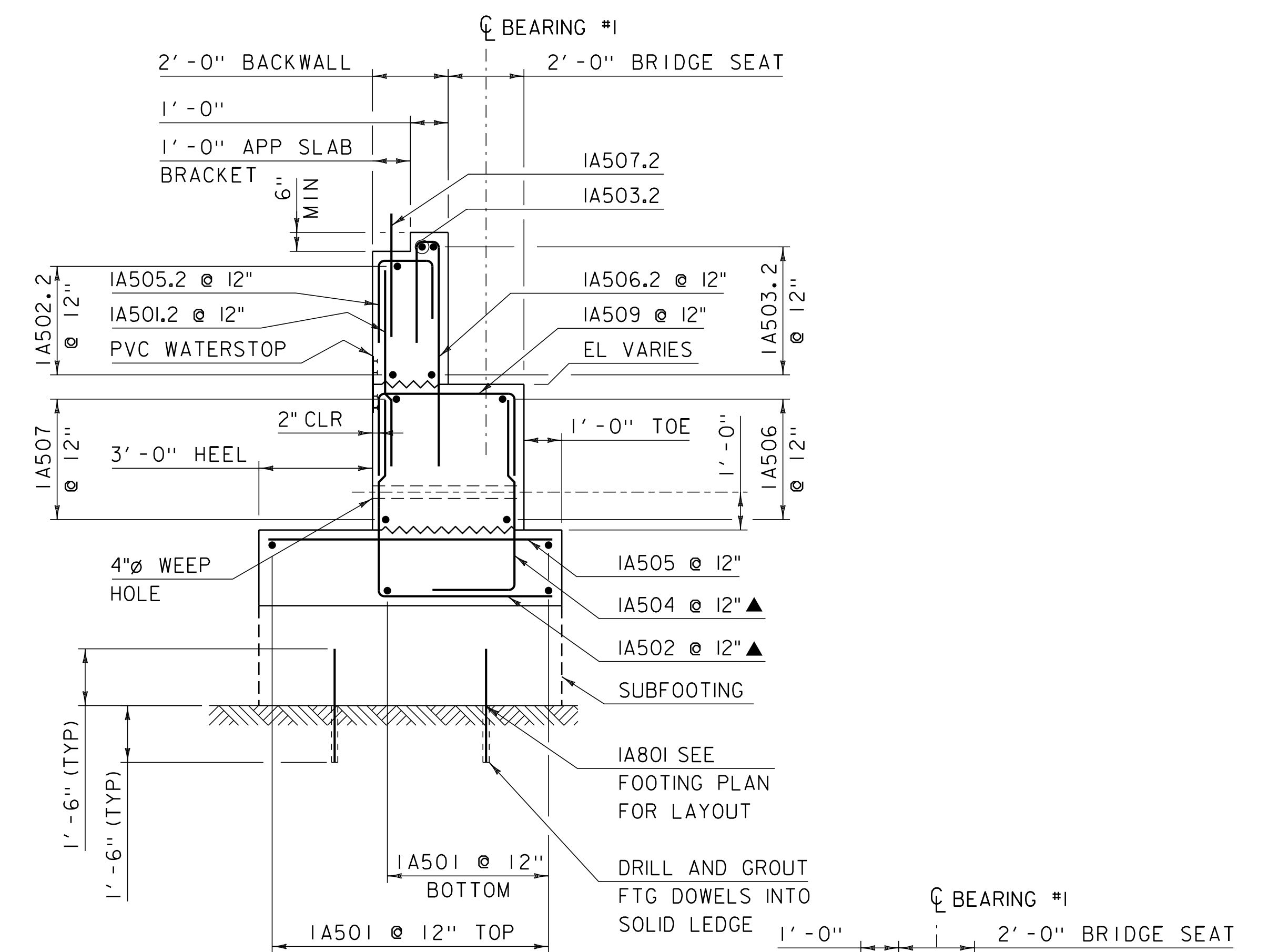
ABUTMENT #1 PLAN

SCALE 1/4" = 1'-0"



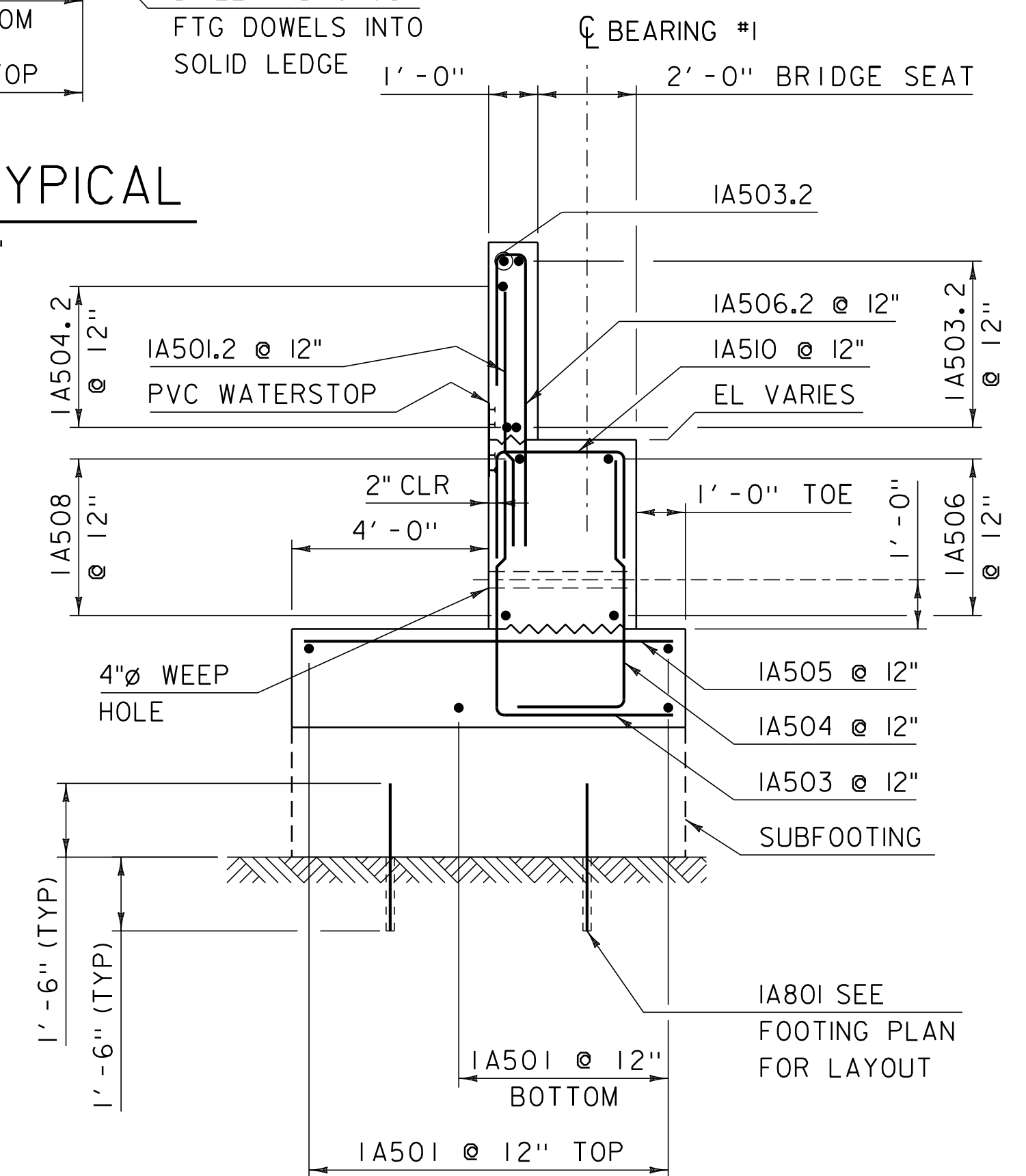
ABUTMENT #1 ELEVATION

SCALE 1/4" = 1'-0"



ABUTMENT #1 TYPICAL

SCALE 3/8" = 1'-0"



SECTION A-A

SCALE 3/8" = 1'-0"

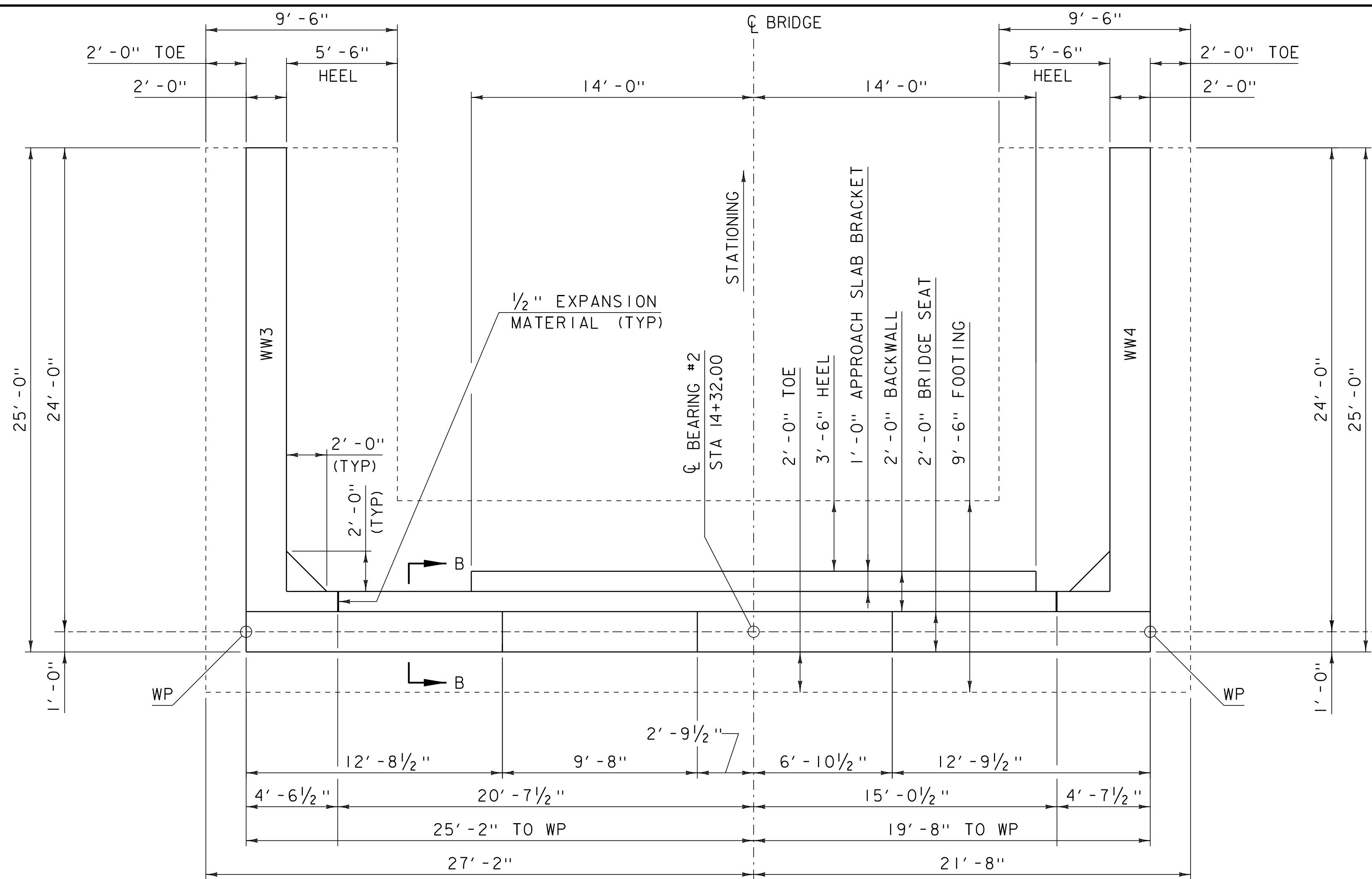
NOTE:

- NF = NEAR FACE
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- EF = EACH FACE
- ▲ = CUT TO FIT IN FIELD
- 3" CLEAR, UNLESS OTHERWISE SPECIFIED ON THE PLANS.
- 2'-2" BAR LAP UNLESS OTHERWISE SPECIFIED ON THE PLANS.

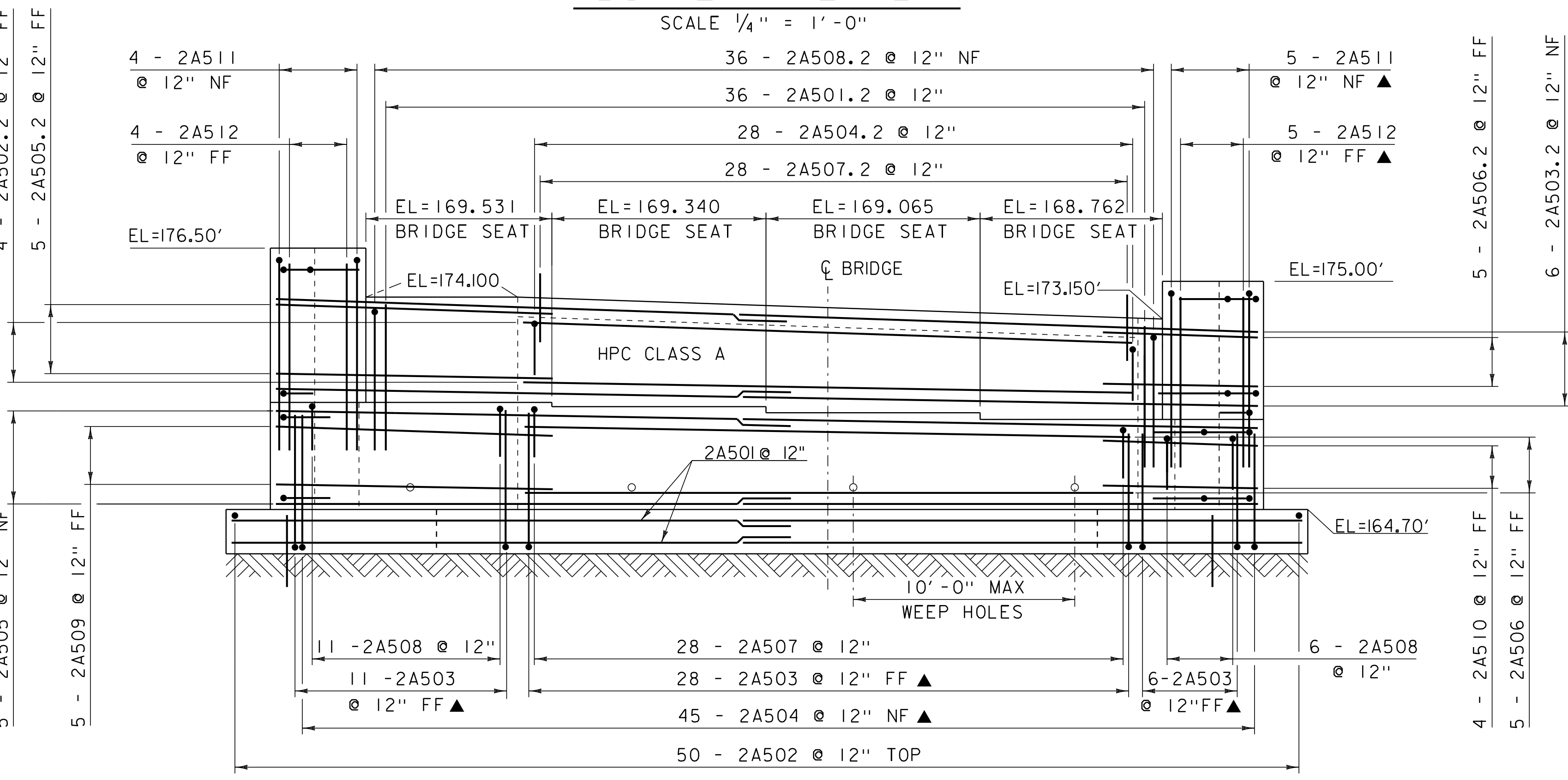
PROJECT NAME: COLCHESTER
PROJECT NUMBER: STP 5600 (I2)

FILE NAME: s95j298sub.dgn
PROJECT LEADER: C. CARLSON
DESIGNED BY: J. GRIFFIN
ABUTMENT #1 PLAN & ELEVATION

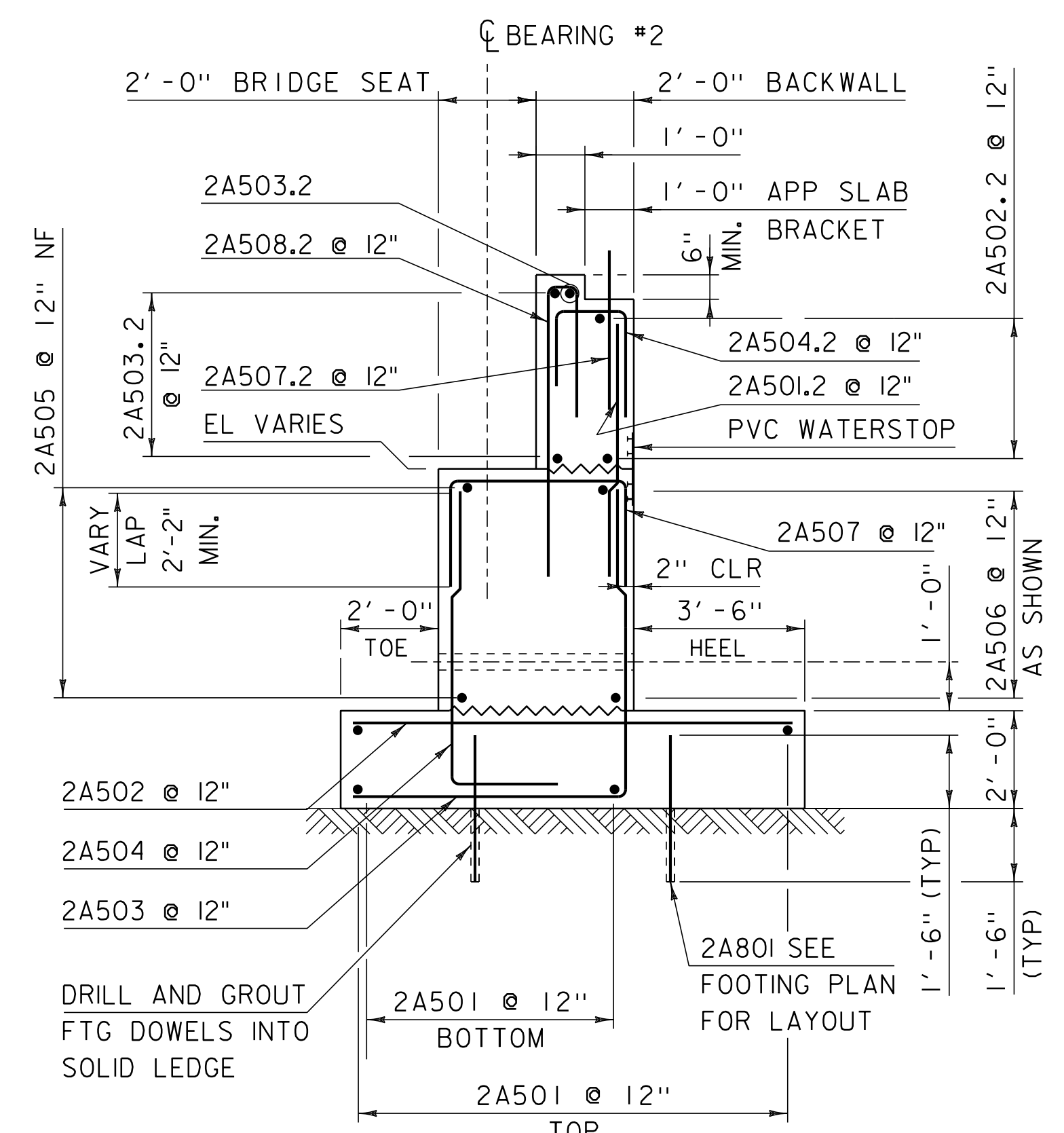
PLOT DATE: 26-FEB-2014
DRAWN BY: M. UMBERGER
CHECKED BY: N. VANDENBERG
SHEET 32 OF 51



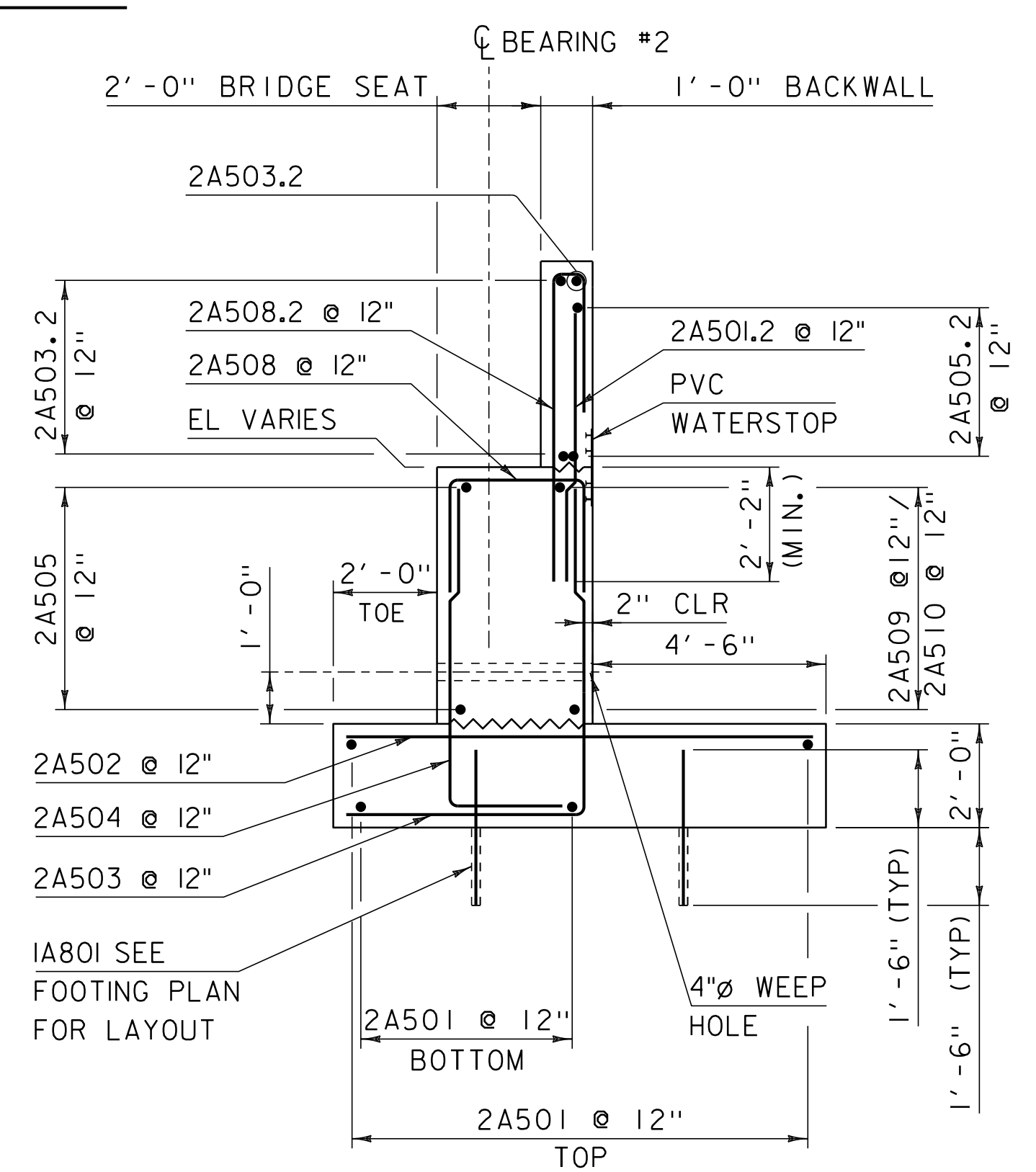
ABUTMENT #2 PLAN
SCALE 1/4" = 1'-0"



ABUTMENT #2 ELEVATION
SCALE 1/4" = 1'-0"



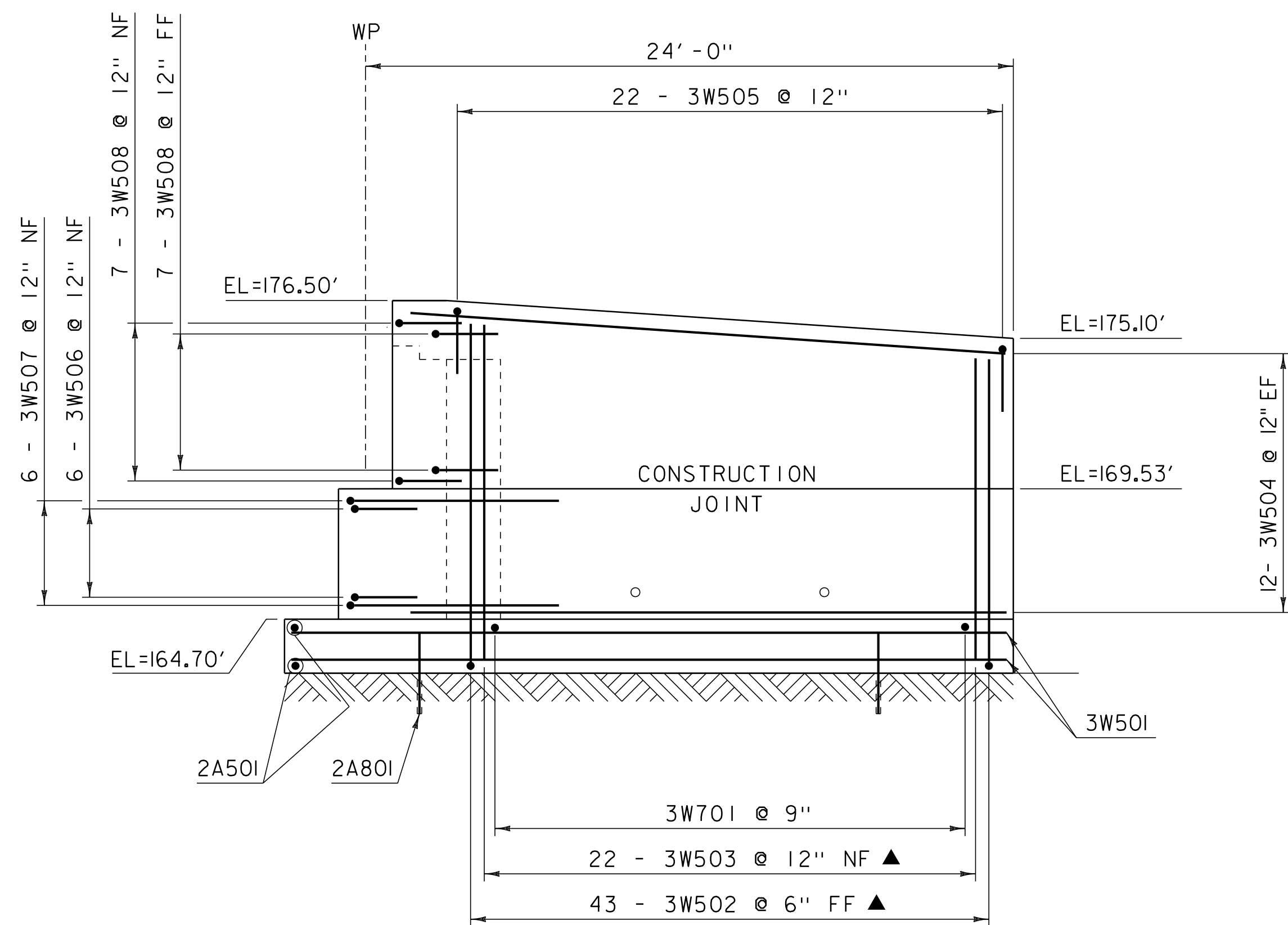
ABUTMENT #2 TYPICAL
SCALE 3/8" = 1'-0"



SECTION B-B
SCALE 3/8" = 1'-0"

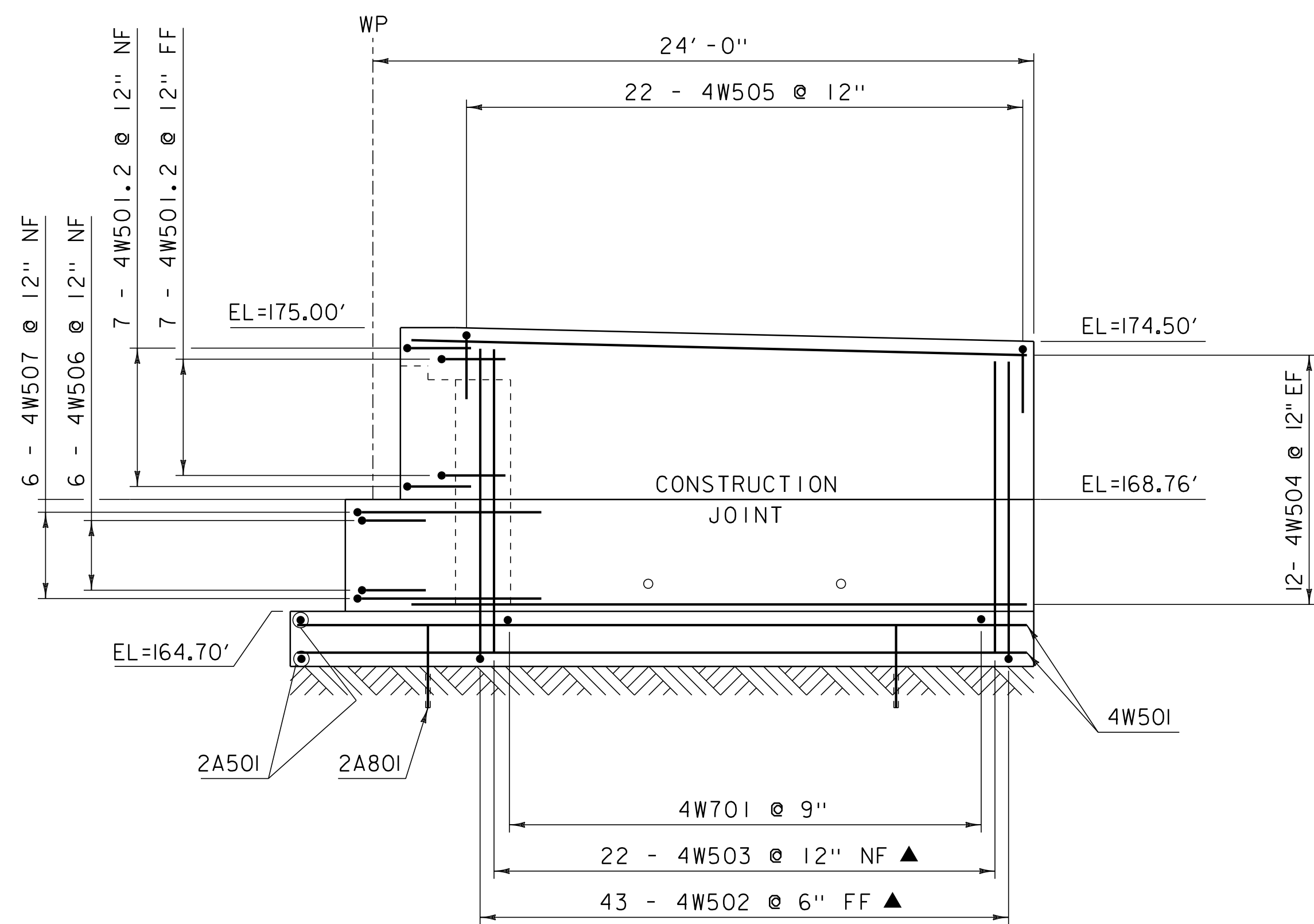
NOTE:
NF = NEAR FACE
FF = FAR FACE
EF = EACH FACE
▲ = CUT TO FIT IN FIELD
3" CLEAR, UNLESS OTHERWISE SPECIFIED ON THE PLANS.
2'-2" BAR LAP UNLESS OTHERWISE SPECIFIED ON THE PLANS.

PROJECT NAME:	COLCHESTER	PLOT DATE:	26-FEB-2014	
PROJECT NUMBER:	STP 5600 (I2)	DRAWN BY:	M. UMBERGER	
FILE NAME:	s95J298sub.dgn	DESIGNED BY:	J. GRIFFIN	
PROJECT LEADER:	C. CARLSON	ABUTMENT #2 PLAN & ELEVATION	CHECKED BY:	N. VANDENBERG
				SHEET 33 OF 51



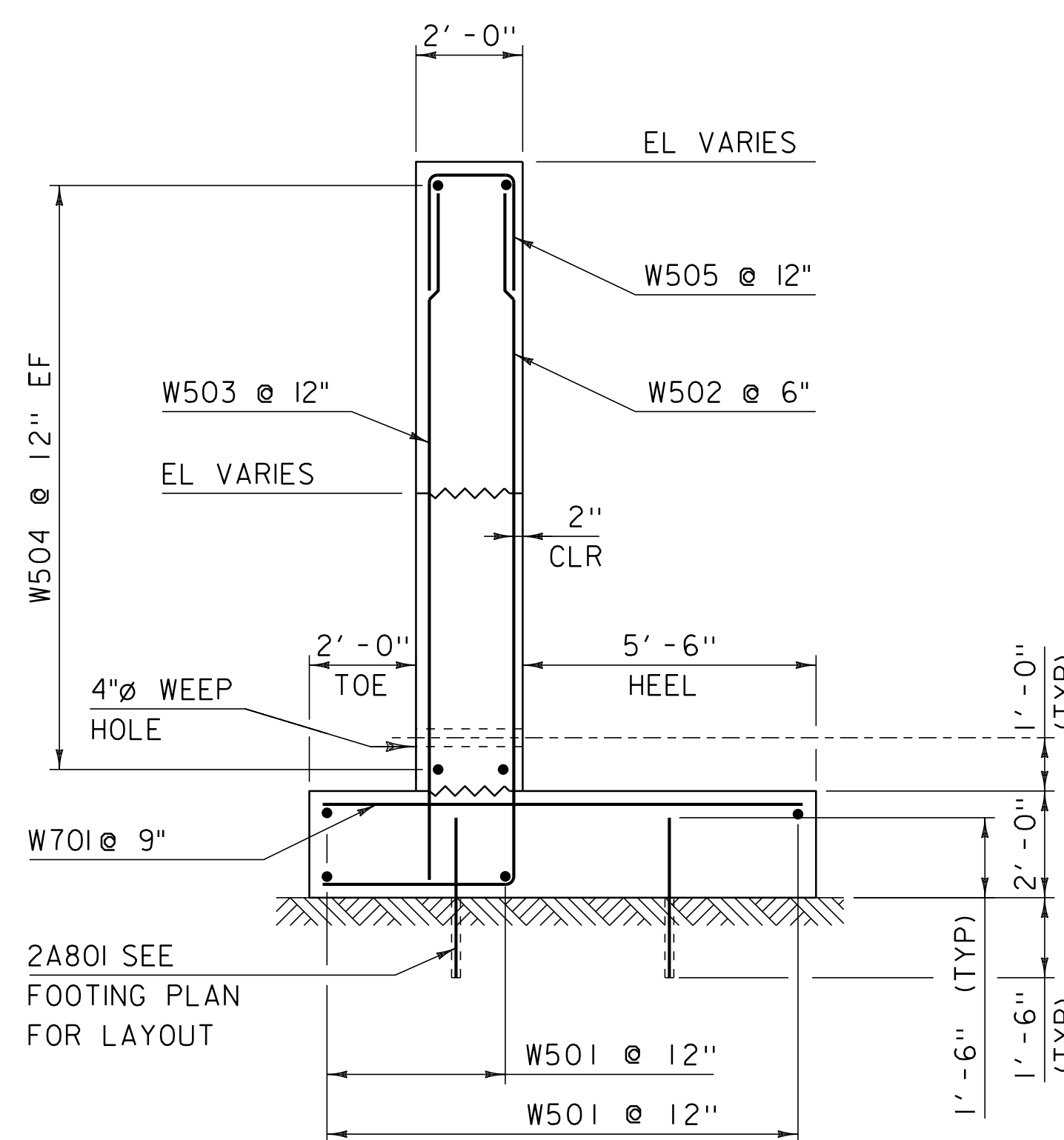
WINGWALL #3 REINFORCING ELEVATION

SCALE 1/4" = 1'-0"



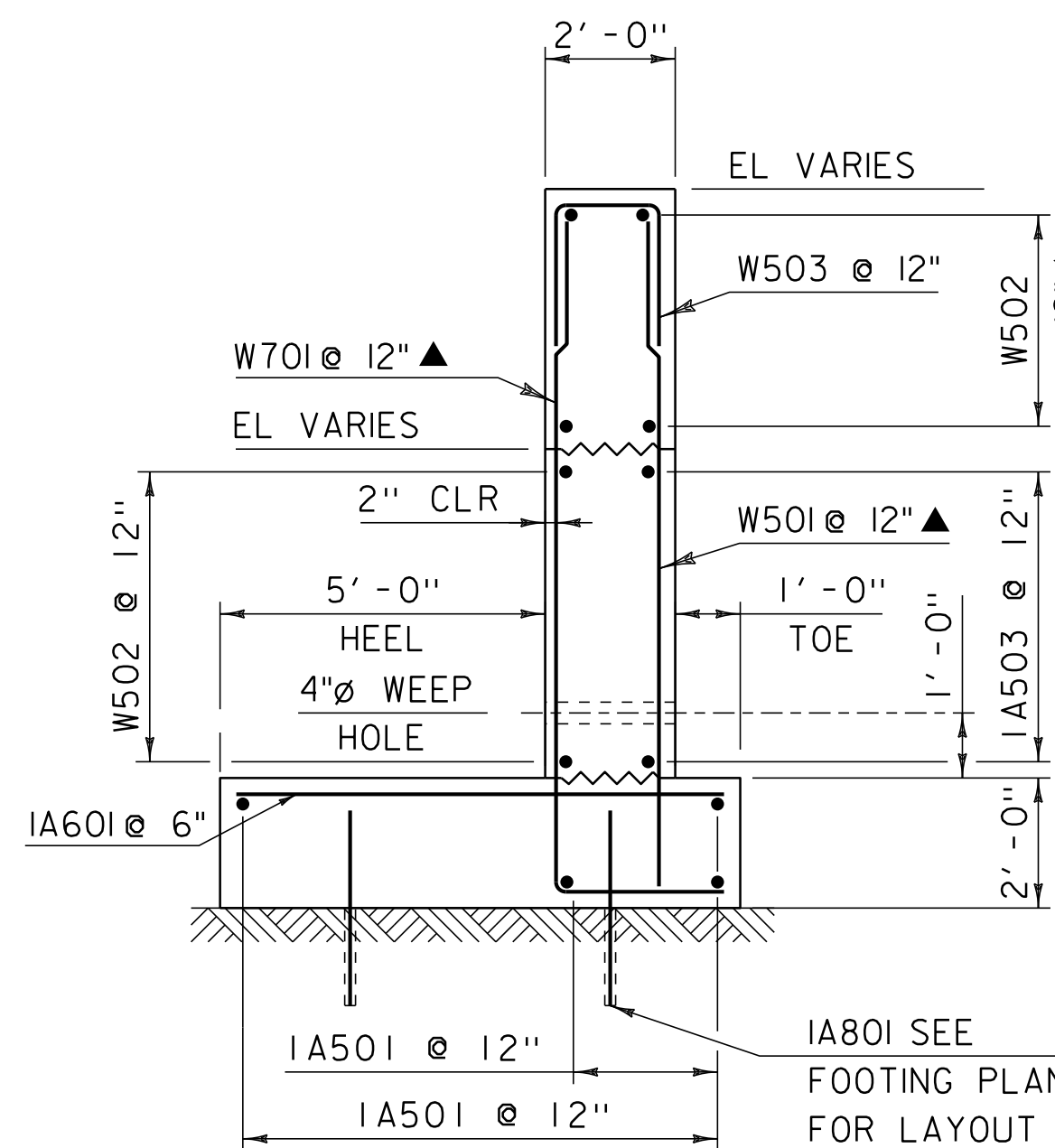
WINGWALL #4 REINFORCING ELEVATION

SCALE 1/4" = 1'-0"



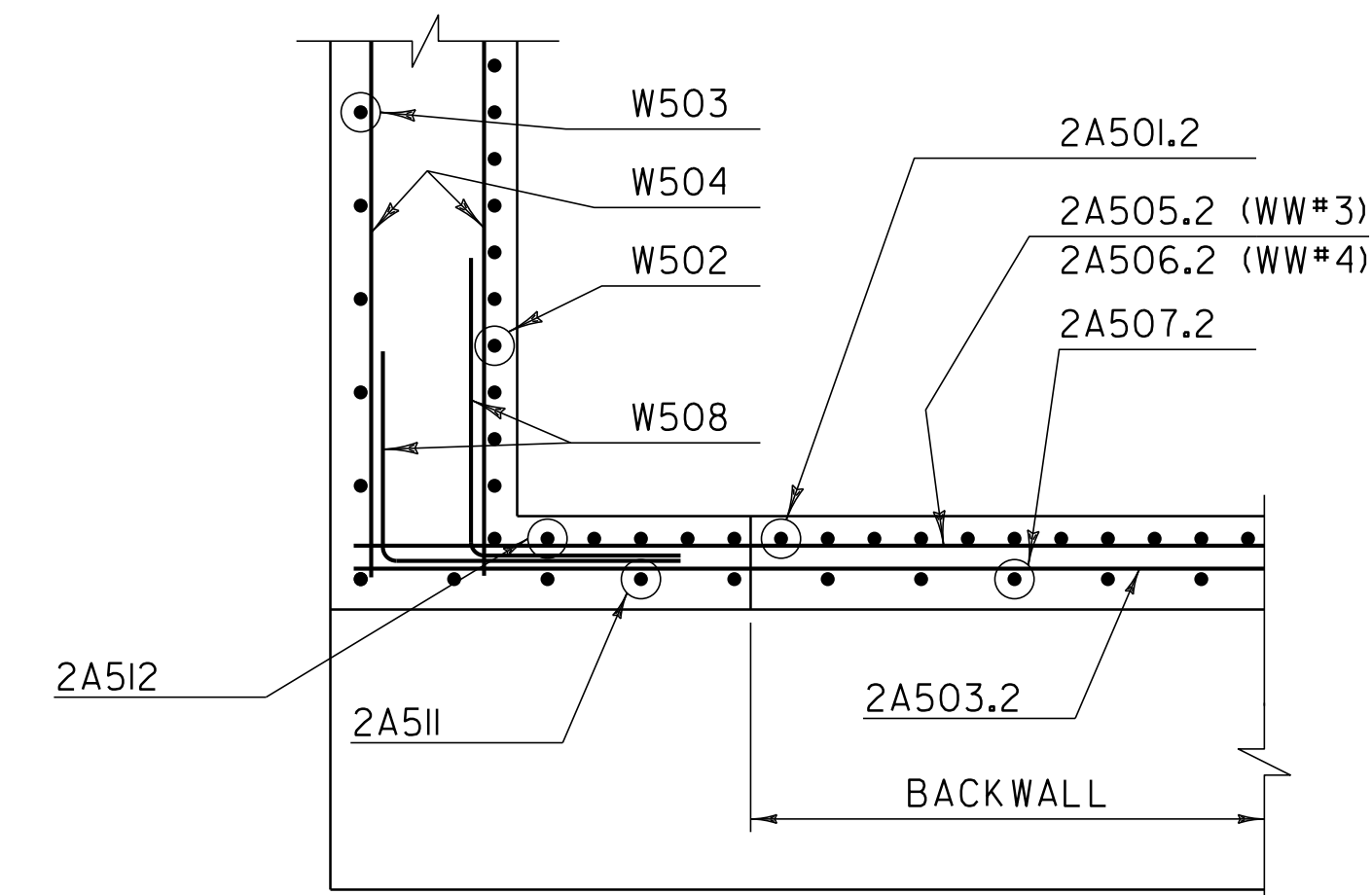
WINGWALL #3 & #4 TYPICAL

SCALE 3/8" = 1'-0"



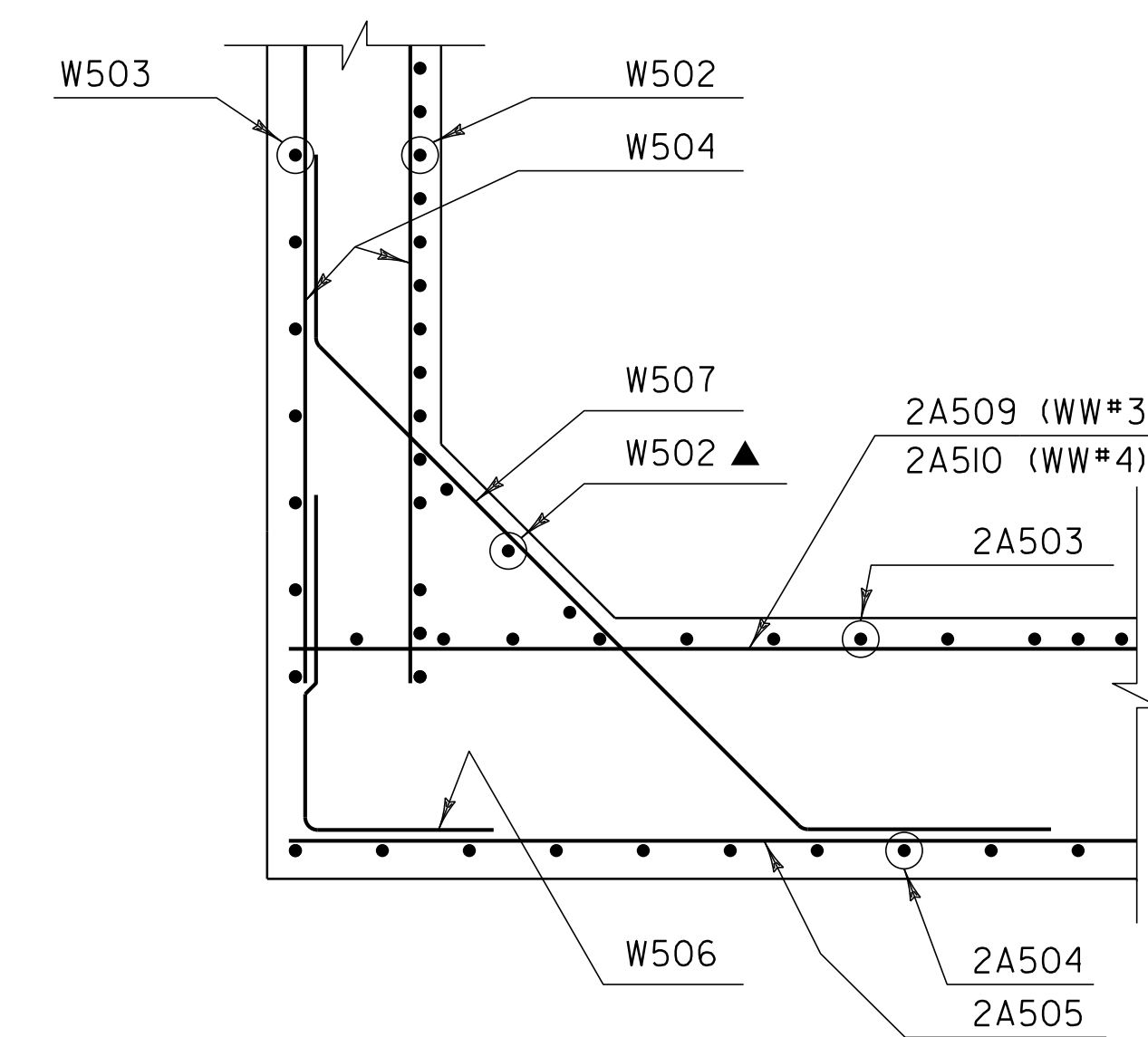
WINGWALL #1 & #2 TYPICAL

SCALE 3/8" = 1'-0"



**WINGWALL #3 & #4
CORNER DETAIL
(ABOVE BRIDGE SEAT)**

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



**WINGWALL #3, #4
CORNER DETAIL
(BELOW BRIDGE SEAT)**

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

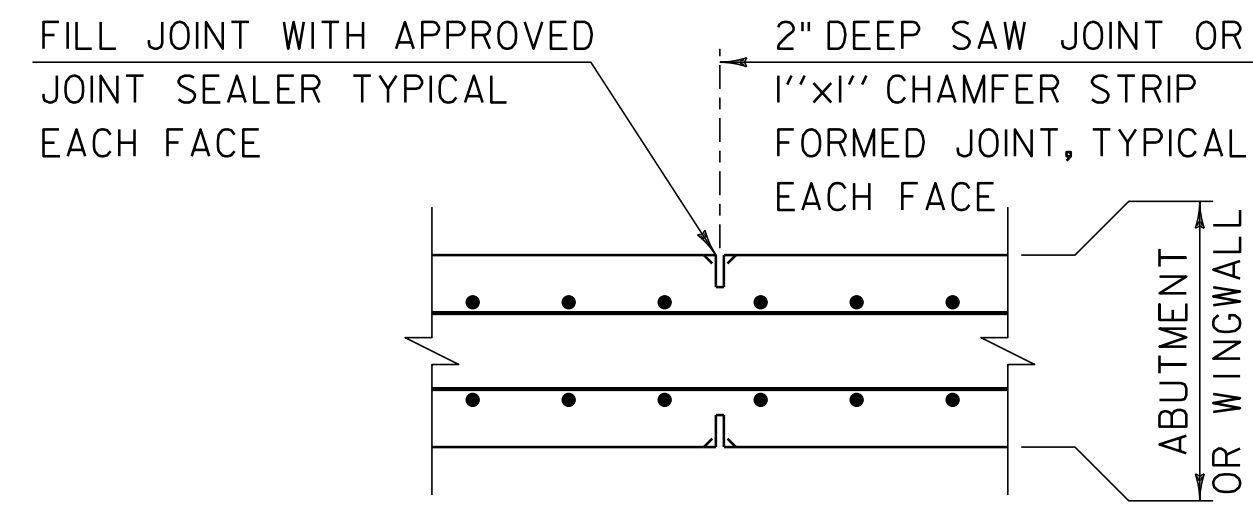
NOTE:

- NF = NEAR FACE
- FF = FAR FACE
- EF = EACH FACE
- ▲ = CUT TO FIT IN FIELD
- 3" CLEAR, UNLESS OTHERWISE SPECIFIED ON THE PLANS.
- 2'-2" BAR LAP UNLESS OTHERWISE SPECIFIED ON THE PLANS.

PROJECT NAME: COLCHESTER
PROJECT NUMBER: STP 5600 (I2)

FILE NAME: s95j298sub.dgn
PROJECT LEADER: C. CARLSON
DESIGNED BY: J. GRIFFIN
WINGWALL #3 & #4 ELEVATIONS

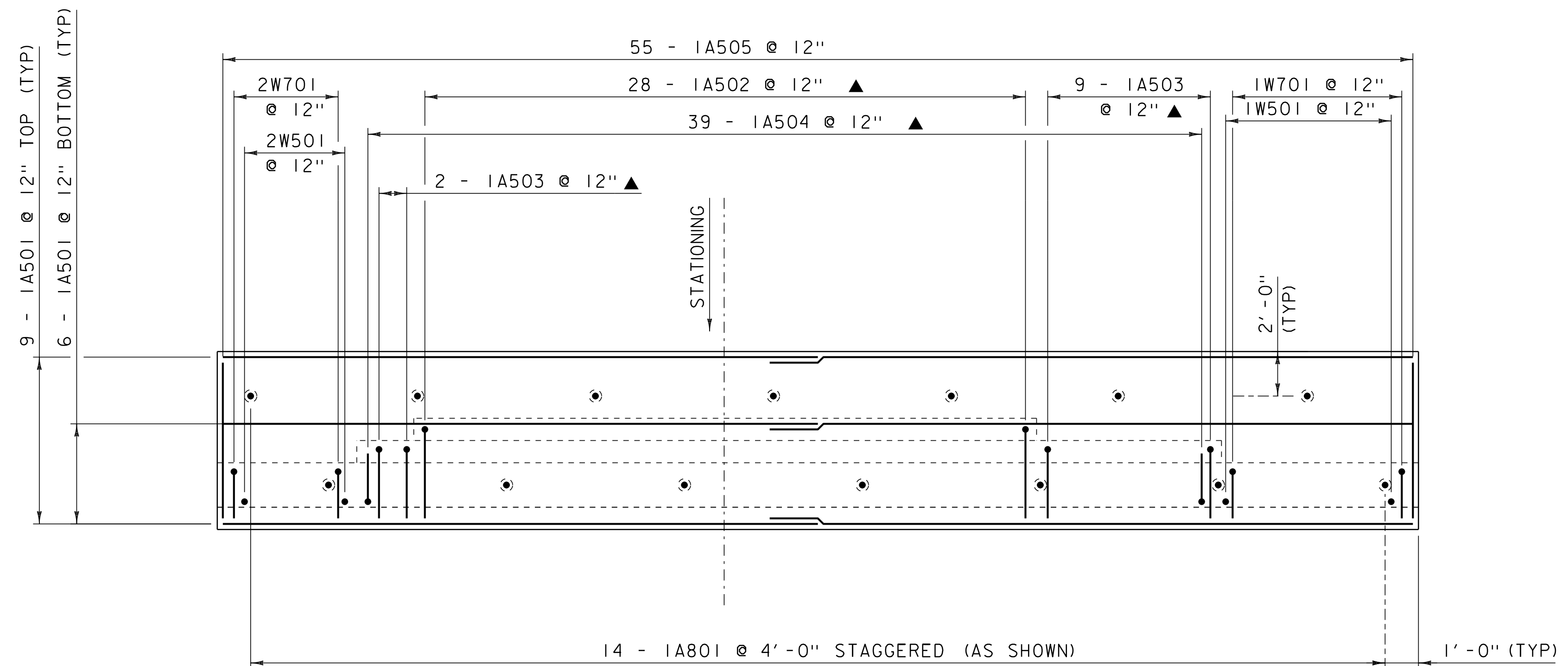
PLOT DATE: 26-FEB-2014
DRAWN BY: M. UMBERGER
CHECKED BY: N. VANDENBERG
SHEET 34 OF 51



CONTRACTION JOINT

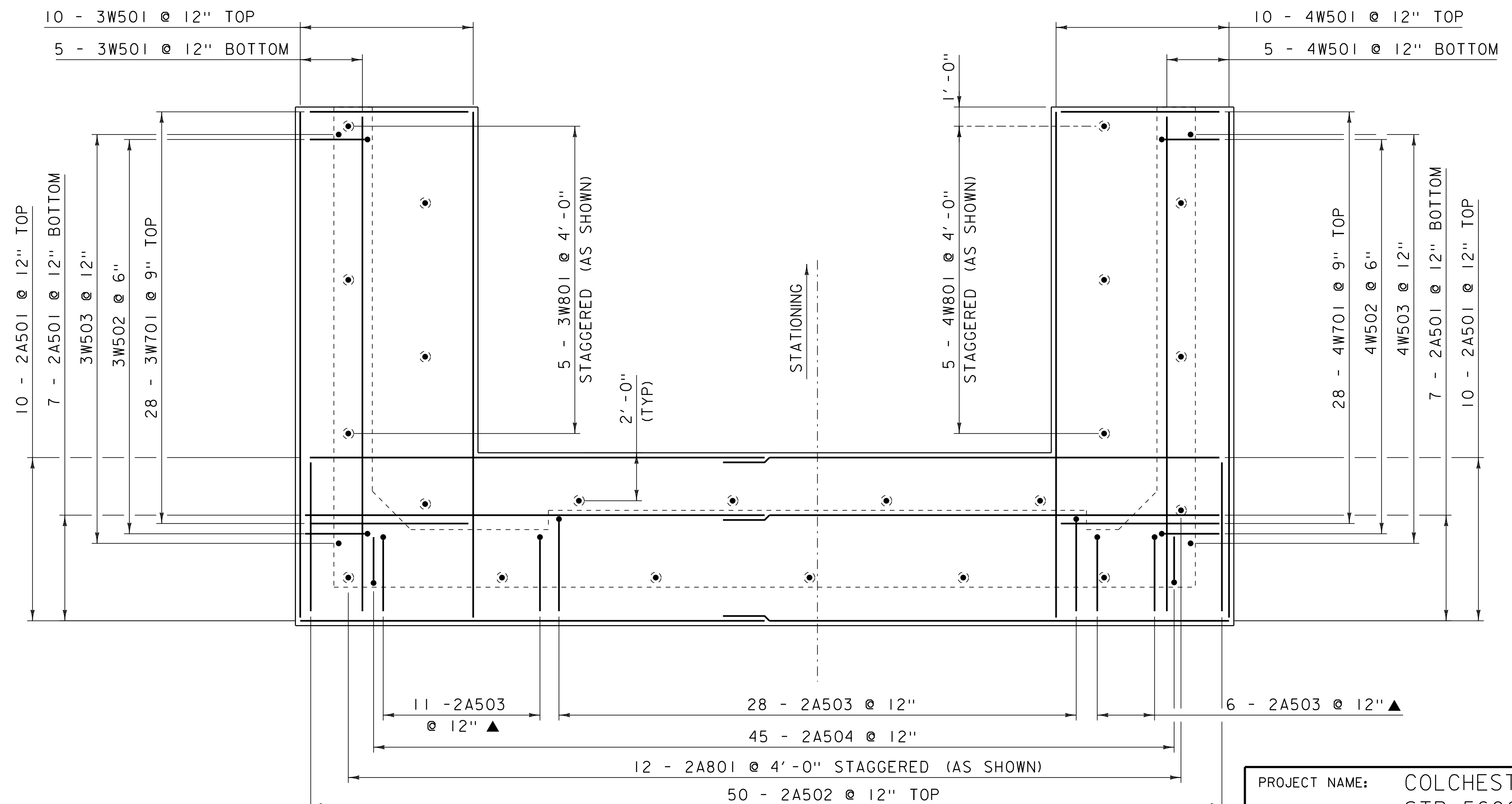
SCALE 1/2" = 1'-0"

- 1) CONTRACTION JOINTS SHALL BE PLACED AT NOT MORE THAN 30 FEET APART, MEASURED ALONG THE FACE OF THE ABUTMENT. CONTRACTION JOINTS TO BE USED ON CONTINUOUS POURS OVER 40 FEET IN LENGTH AS MEASURED ALONG THE ABUTMENT FACE.



ABUTMENT #1 FOOTING REINFORCING PLAN

SCALE 1/4" = 1'-0"



ABUTMENT #2 FOOTING REINFORCING PLAN

SCALE 1/4" = 1'-0"

NOTE:

- NF = NEAR FACE
- FF = FAR FACE
- EF = EACH FACE
- ▲ = CUT TO FIT IN FIELD
- 3" CLEAR, UNLESS OTHERWISE SPECIFIED ON THE PLANS.
- 2'-2" BAR LAP UNLESS OTHERWISE SPECIFIED ON THE PLANS.

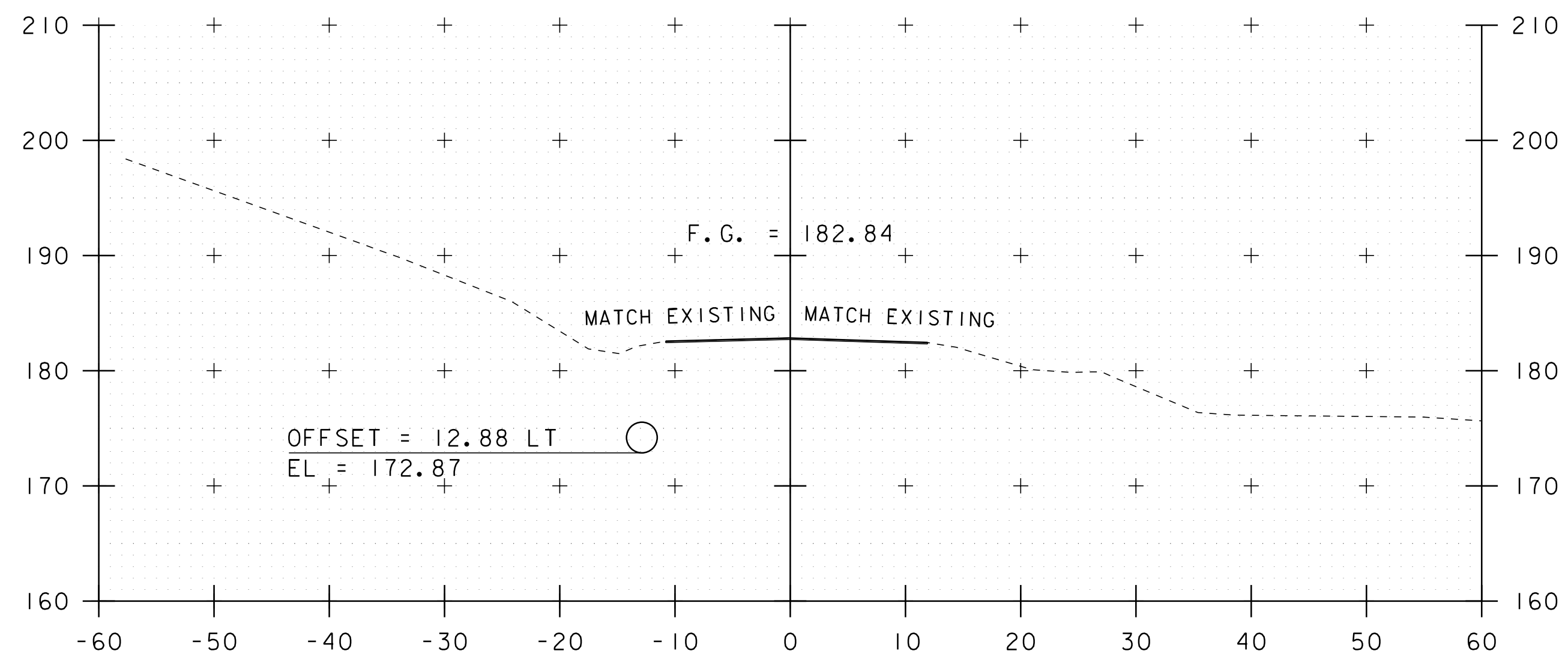
PROJECT NAME: COLCHESTER
PROJECT NUMBER: STP 5600 (12)

FILE NAME: s95j298sub.dgn
PROJECT LEADER: C. CARLSON
DESIGNED BY: J. GRIFFIN
ABUTMENT #1 & #2 FOOTING PLANS

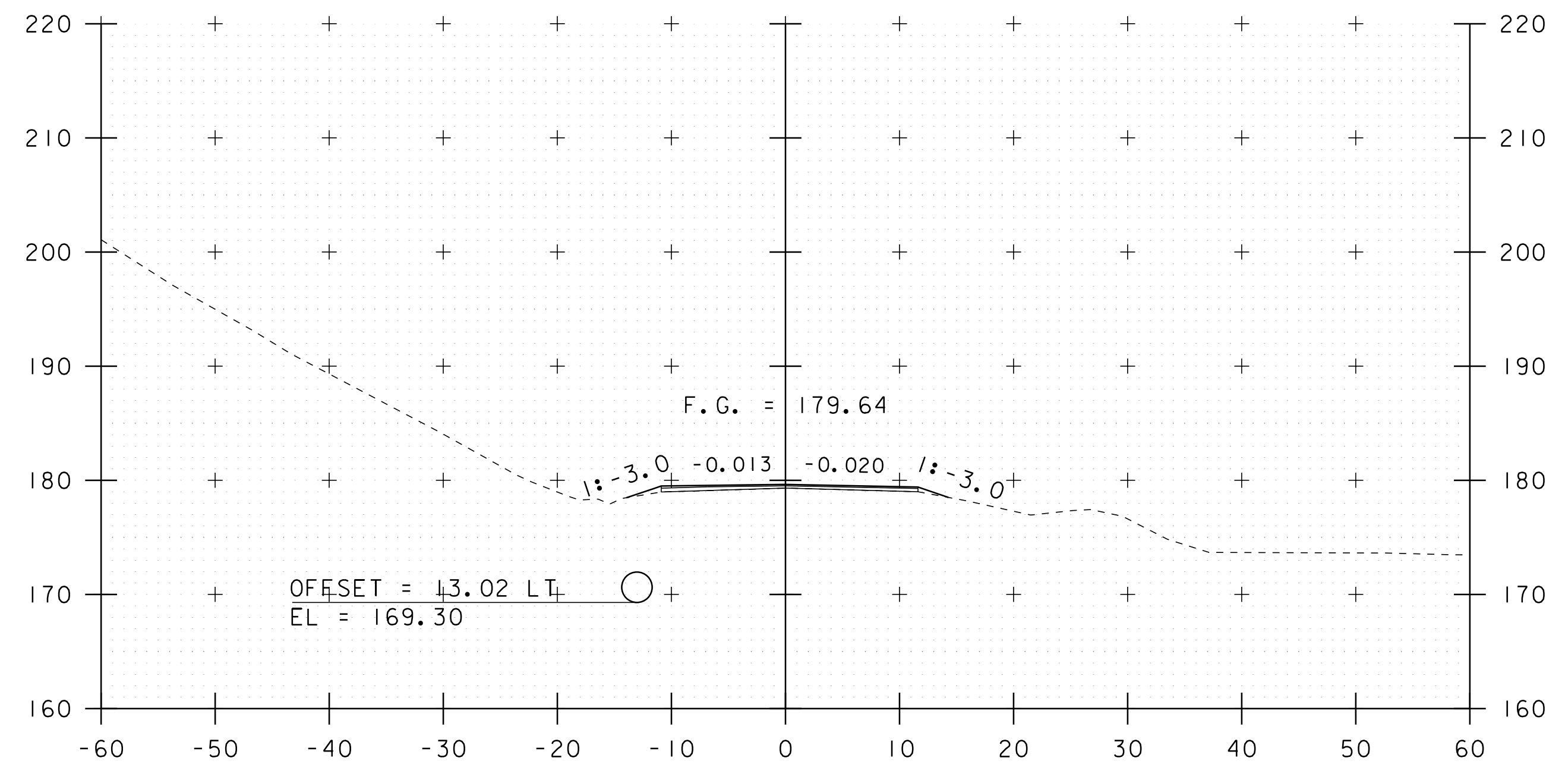
PLOT DATE: 26-FEB-2014
DRAWN BY: M. UMBERGER
CHECKED BY: N. VANDENBERG
SHEET 35 OF 51

REINFORCING STEEL SCHEDULE

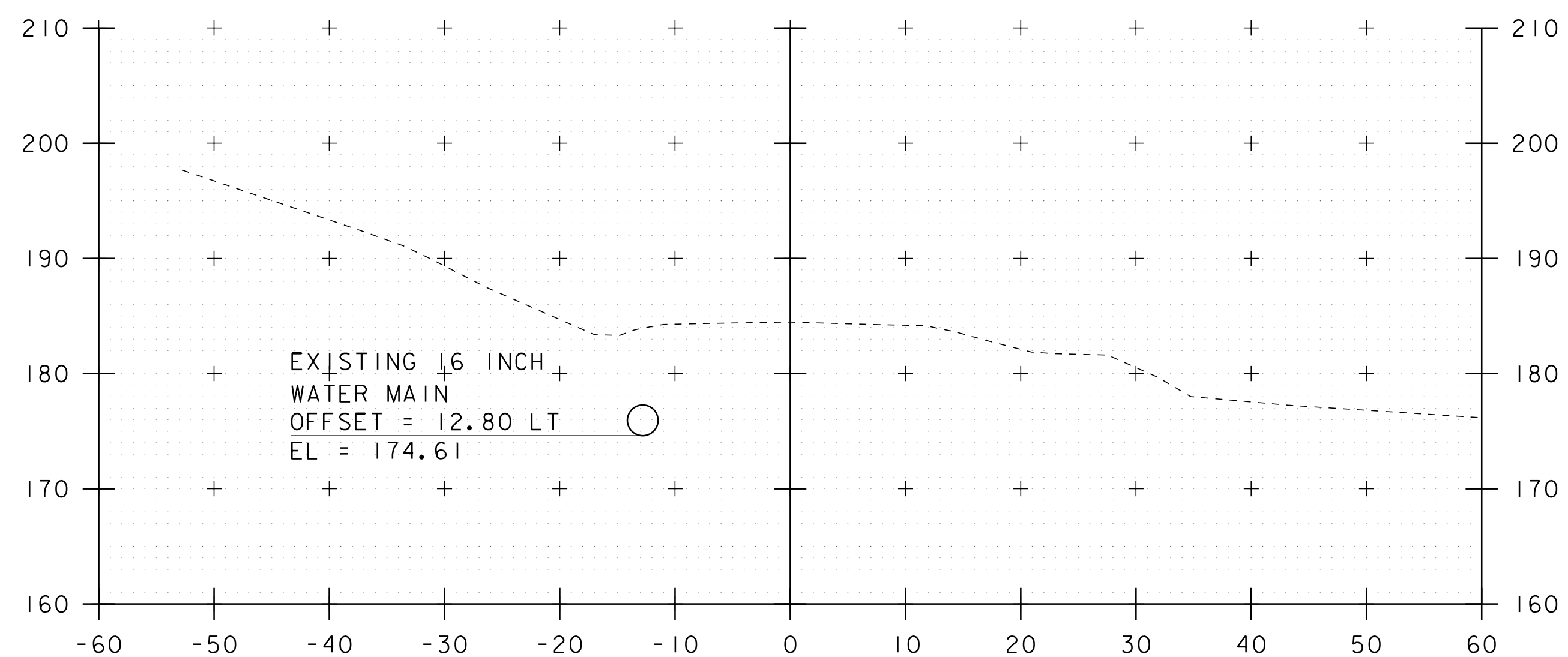
ITEM	EACH	SIZE	LENGTH	MARK	TYPE	A	B	C	D	E	F	G	H	J	K	R	O	ITEM	EACH	SIZE	LENGTH	MARK	TYPE	A	B	C	D	E	F	G	H	J	K	R	O
APPROACH SLAB #1																																			
	23	5	27'- 6"	1AS501	STR	27'- 6"																													
▲	34	9	20'- 3"	1AS901	1	1'- 3"	19'- 0"																												
APPROACH SLAB #2																		ABUTMENT #2																	
	23	5	27'- 6"	2AS501	STR	27'- 6"												* 34	5	25'- 3"	2A501	STR	25'- 3"												
* ▲	35	9	20'- 3"	2AS901	1	1'- 3"	19'- 0"											50	5	8'- 6"	2A502	STR	8'- 6"												
DECK																																			
	90	5	40'- 0"	1S501.2	STR	40'- 0"												10	5	23'- 3"	2A505	STR	23'- 3"												
	103	5	35'- 1"	1S502.2	STR	35'- 1"												5	5	27'- 6"	2A506	STR	27'- 6"												
* 29	6	40'- 0"	1S601.2	STR	40'- 0"													5	5	12'- 6"	2A509	STR	12'- 6"												
	58	7	40'- 0"	1S701.2	STR	40'- 0"												▲	9	5	8'- 10"	2A510	STR	8'- 10"											
* 157	7	35'- 1"	1S702.2	STR	35'- 1"													12	8	3'- 0"	2A801	STR	3'- 0"												
	203	4	9'- 4"	1S401.2	S5	2'- 2"	2'- 1"	0'- 7"	2'- 4"									▲	45	5	11'- 11"	2A503	2	6'- 4"	5'- 7"										
	20	4	9'- 1"	1S402.2	S5	2'- 2"	2'- 1"	0'- 4"	2'- 4"									▲	45	5	8'- 6"	2A504	2	6'- 4"	2'- 2"										
	78	5	12'- 4"	1S503.2	S6	2'- 2"	0'- 10"	6'- 4"	0'- 10"									28	5	7'- 11"	2A507	S10			2'- 2"	3'- 7"	2'- 2"								
	56	5	9'- 1"	1S504.2	S5	2'- 2"	0'- 9"	2'- 2"	0'- 6"									17	5	6'- 11"	2A508	S10			2'- 2"	2'- 7"	2'- 2"								
																		9	5	12'- 5"	2A511	S10			8'- 10"	0'- 7"	3'- 0"								



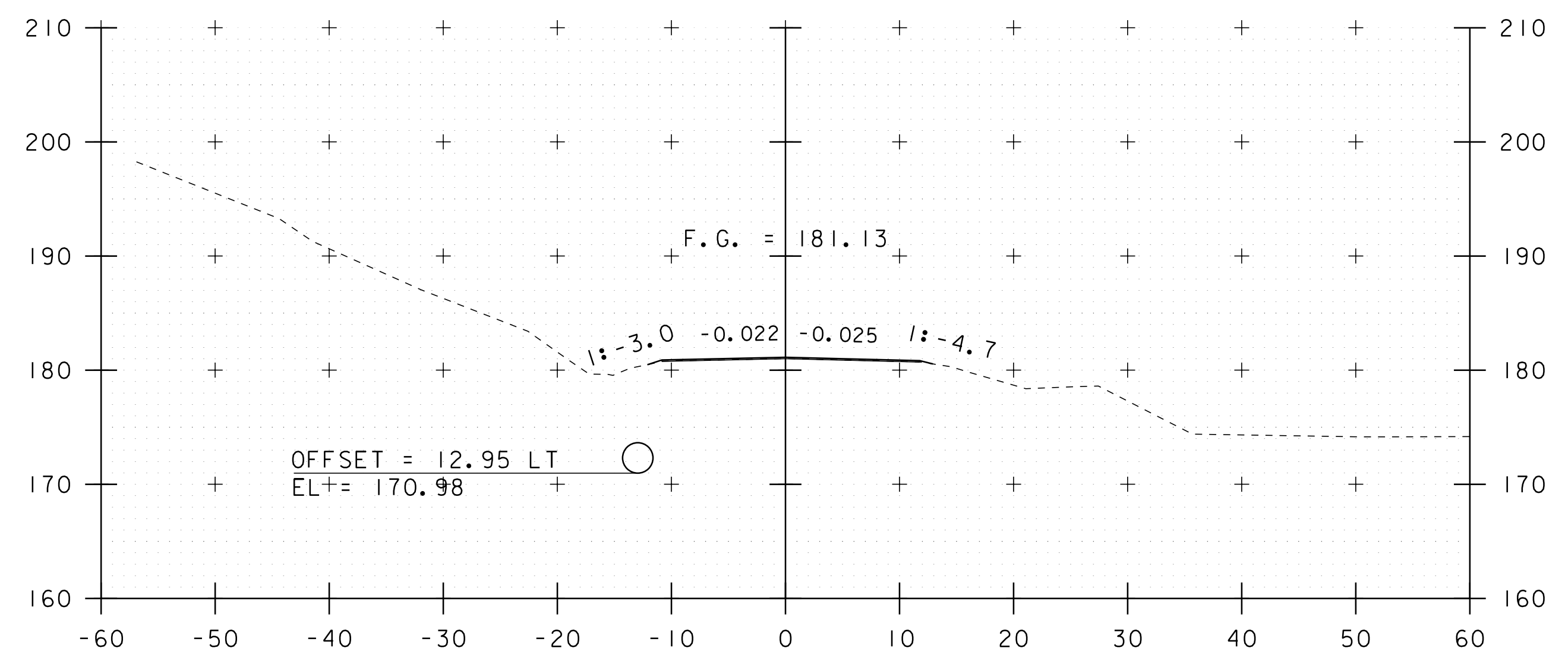
BEGIN APPROACH
11+75



12+25



11+50



12+00

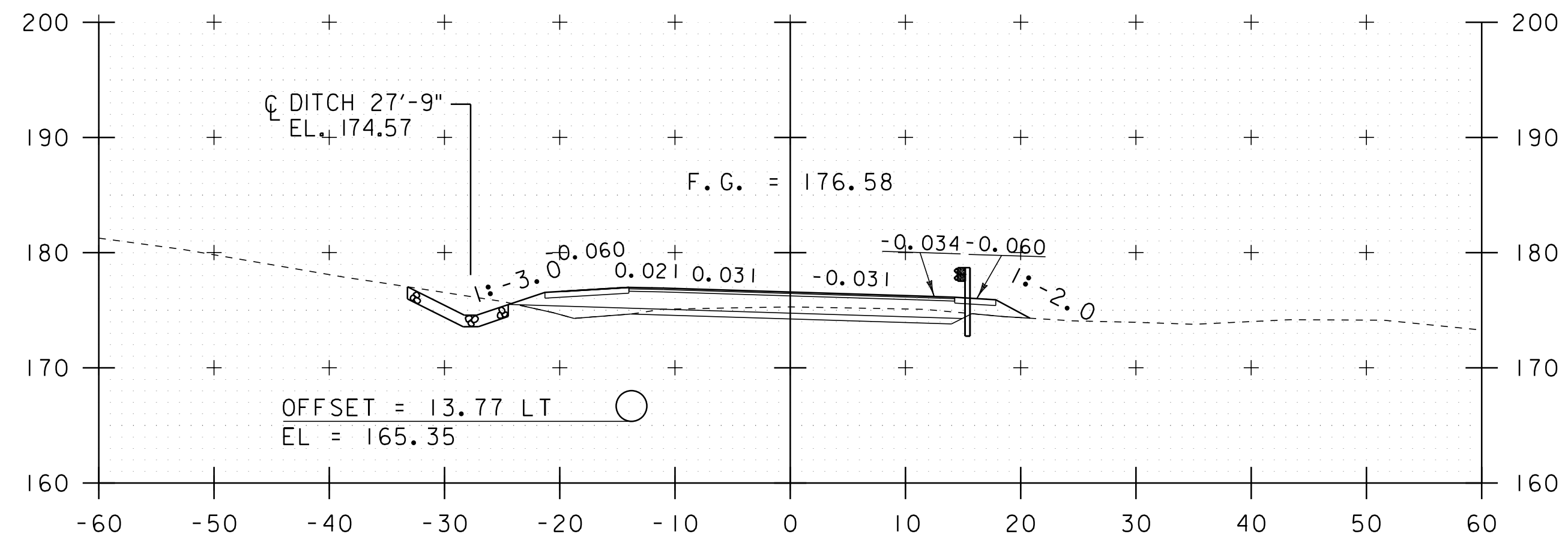
NOTE: EXISTING 16 INCH WATER MAIN SHOWN IN CROSS SECTIONS WAS DRAWN
BASED ON TOWNS 1973 DRAWINGS WITH A MIN. COVER OF 8 FEET,
ELEVATIONS AND LOCATIONS ARE APPROXIMATED.

STA. 11+50 TO STA. 12+25

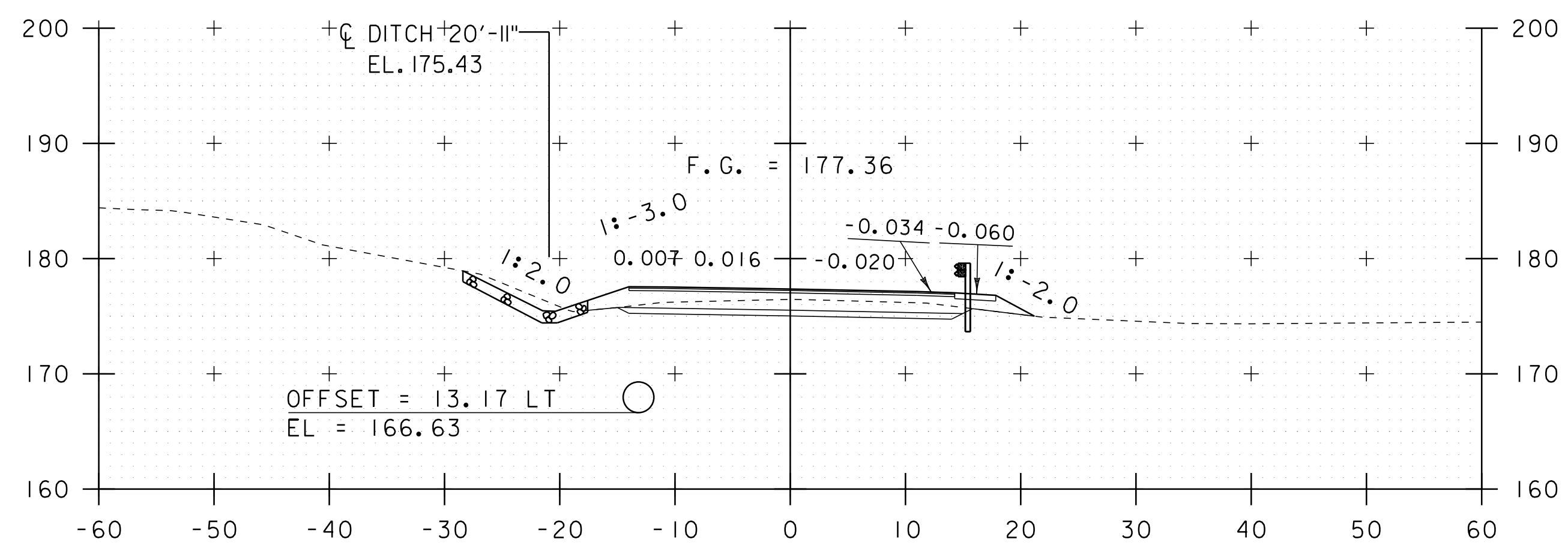
PROJECT NAME: COLCHESTER
PROJECT NUMBER: STP 5600 (12)

FILE NAME: s95j298xs.dgn
PROJECT LEADER: C. CARLSON
DESIGNED BY: N. VANDERBERG
ROADWAY CROSS SECTIONS I

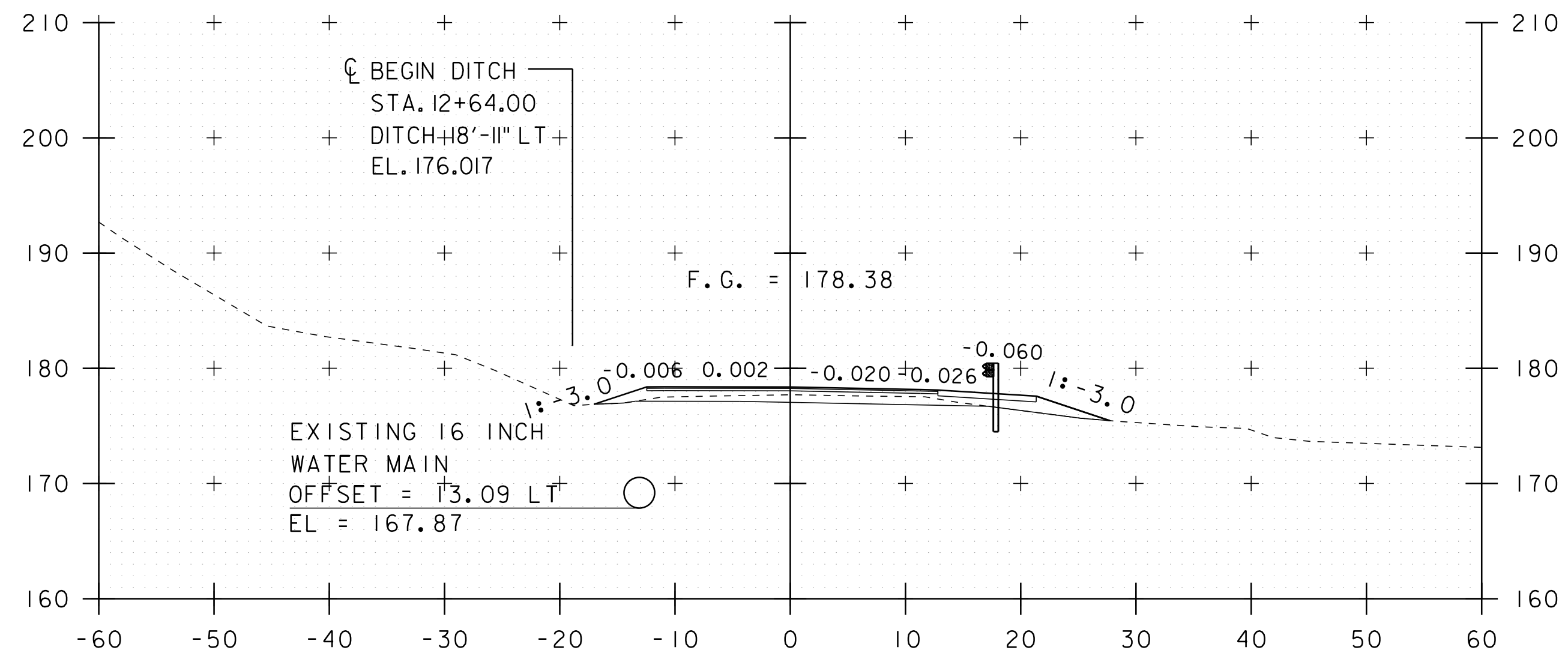
PLOT DATE: 26-FEB-2014
DRAWN BY: G. ROKES
CHECKED BY: D. PETERSON
SHEET 37 OF 51



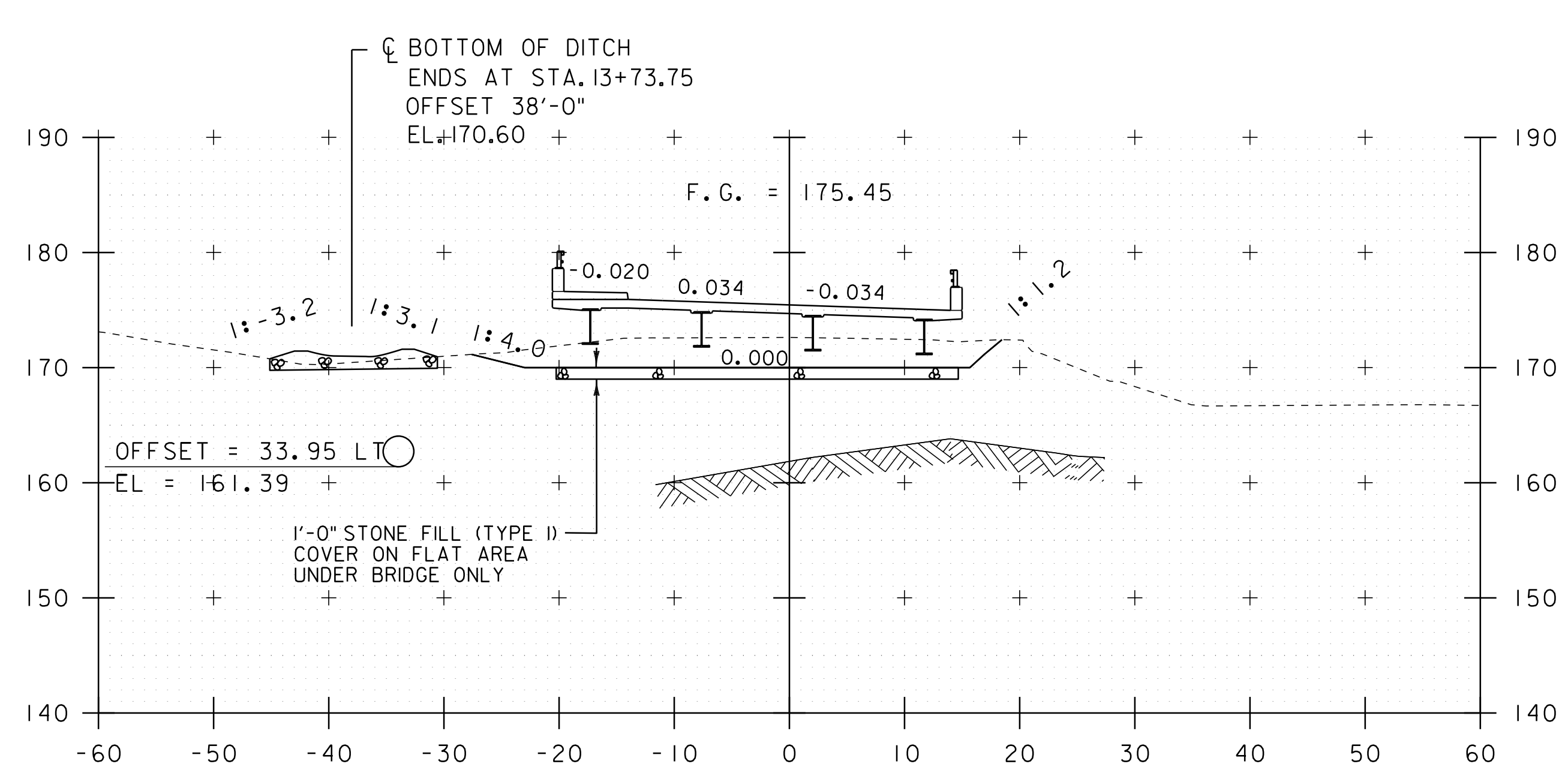
13+00



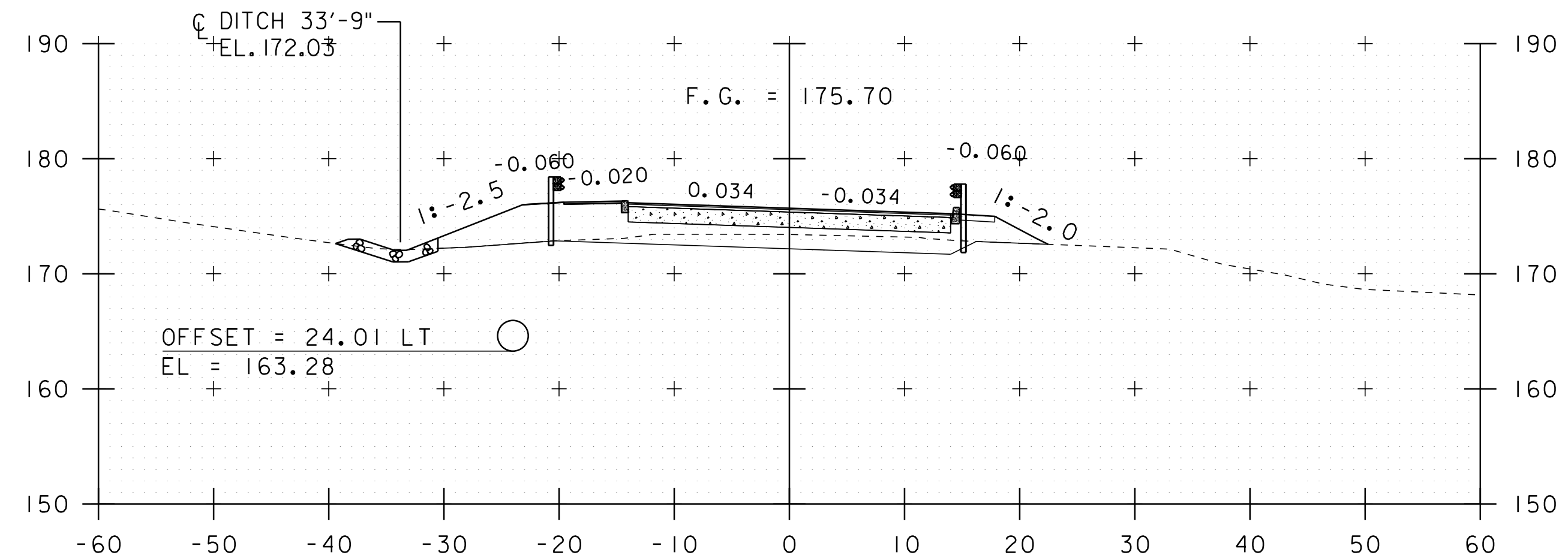
BEGIN PROJECT
12+75



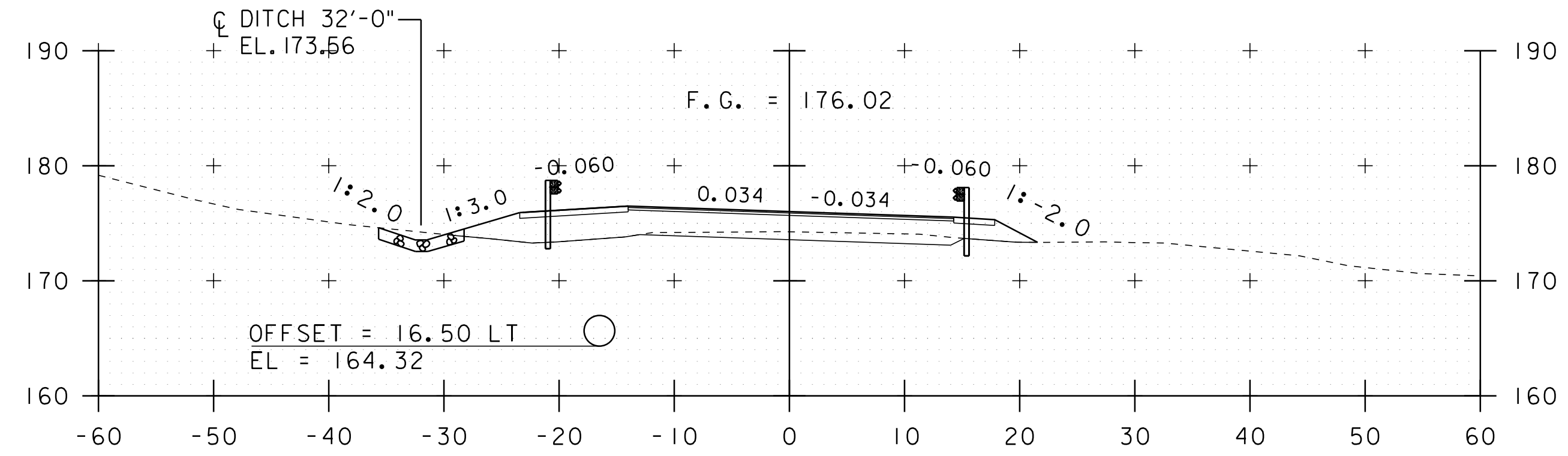
12+50



13+75



BEGIN BRIDGE STA. 13+60.00

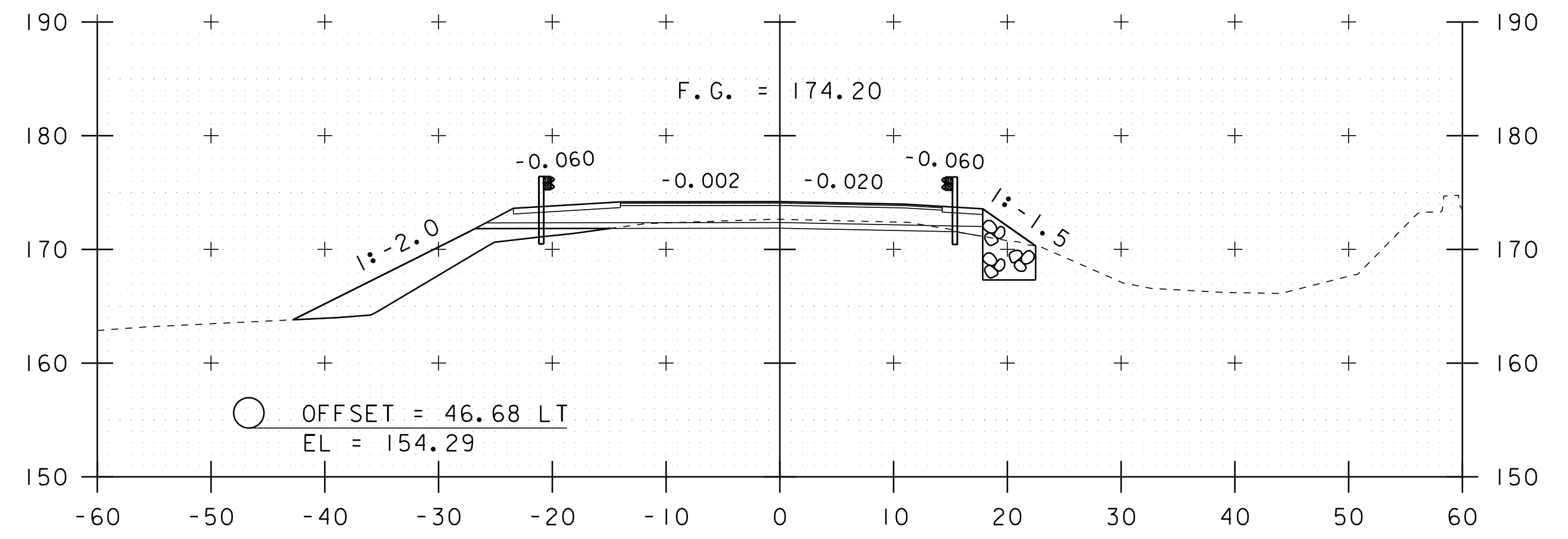


13+25

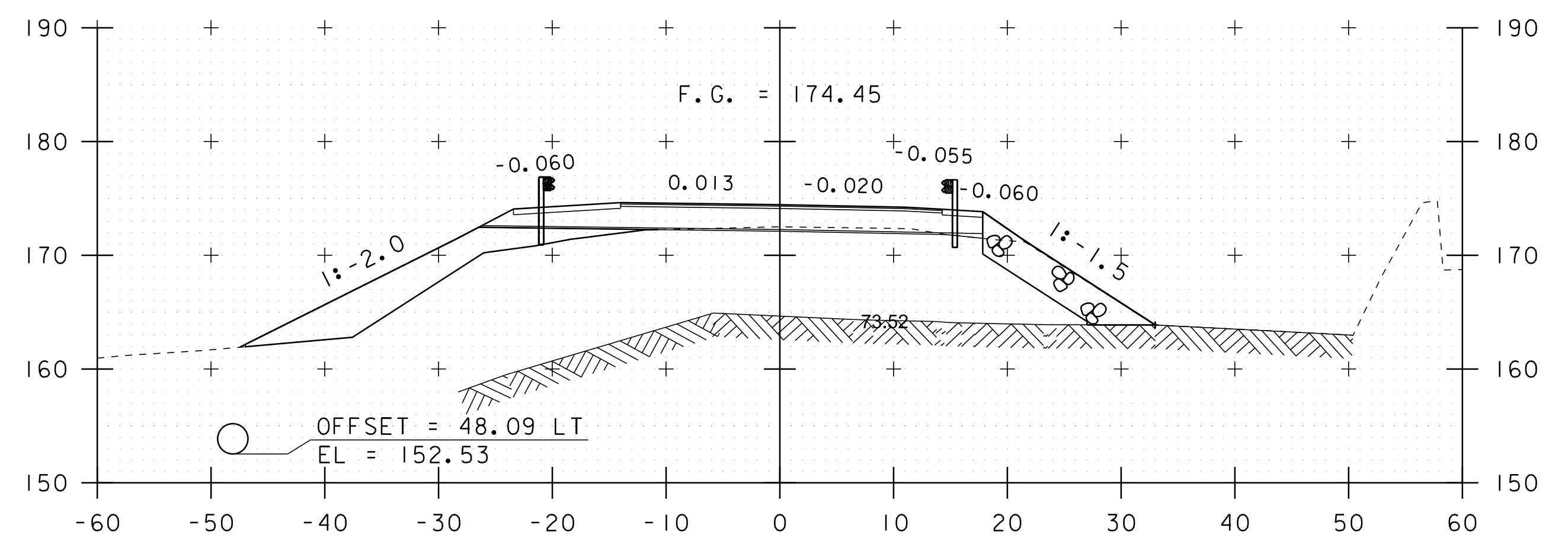
NOTE: EXISTING 16 INCH WATER MAIN SHOWN IN CROSS SECTIONS WAS DRAWN BASED ON TOWNS 1973 DRAWINGS WITH A MIN. COVER OF 8 FEET, ELEVATIONS AND LOCATIONS ARE APPROXIMATED.

STA. 12+50 TO STA. 13+75

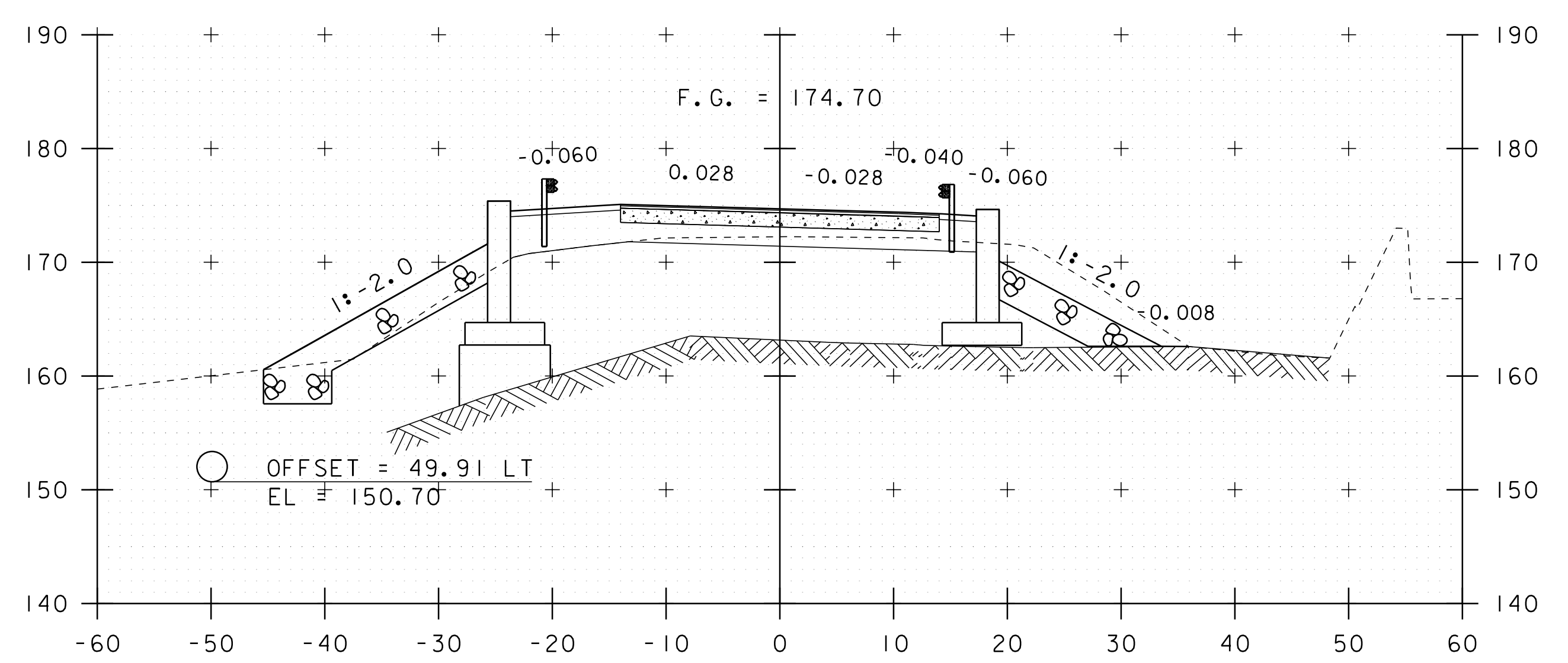
PROJECT NAME:	COLCHESTER	PLOT DATE:	26-FEB-2014
PROJECT NUMBER:	STP 5600 (12)	DRAWN BY:	G. ROKES
FILE NAME:	s95j298xs.dgn	CHECKED BY:	D. PETERSON
PROJECT LEADER:	C. CARLSON	ROADWAY CROSS SECTIONS 2	SHEET 38 OF 51
DESIGNED BY:	N. VANDERBERG		



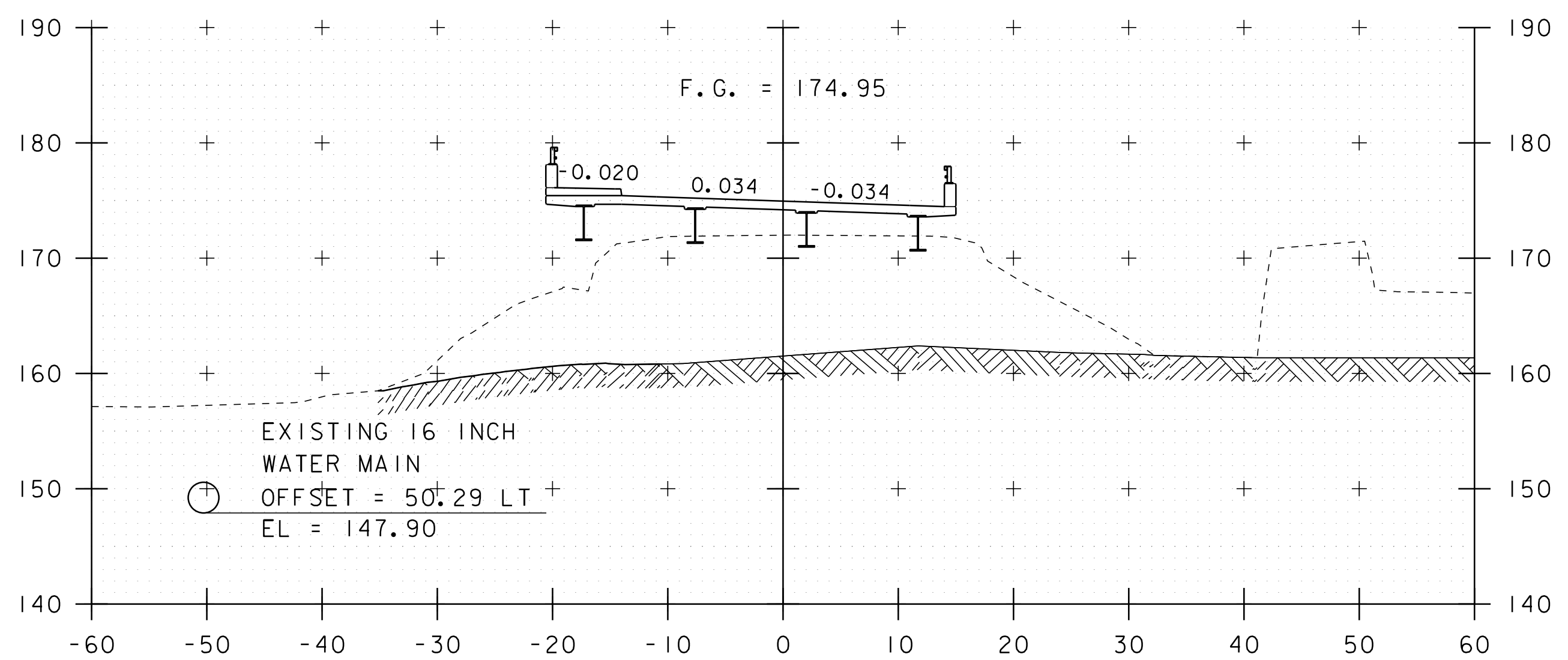
15+00



14+75

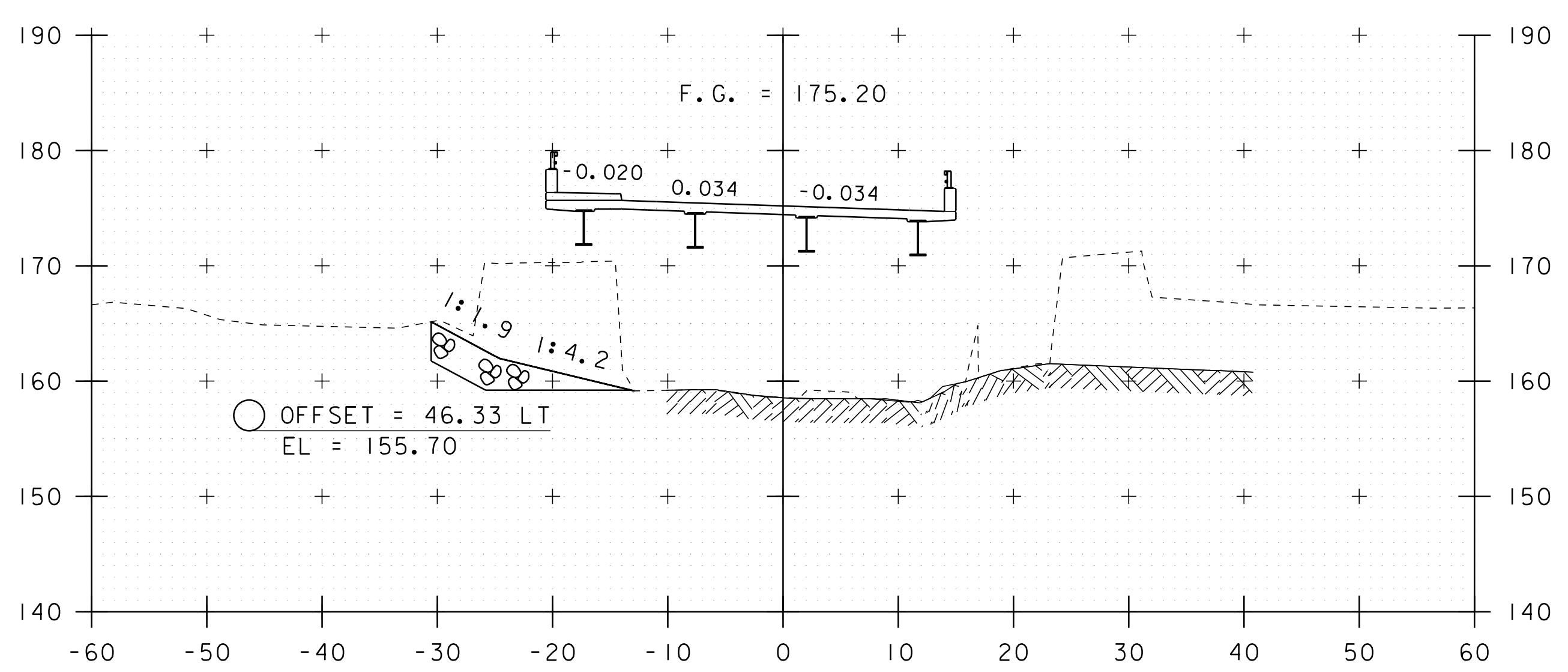


14+50



14+25

END BRIDGE STA. 14+34.00

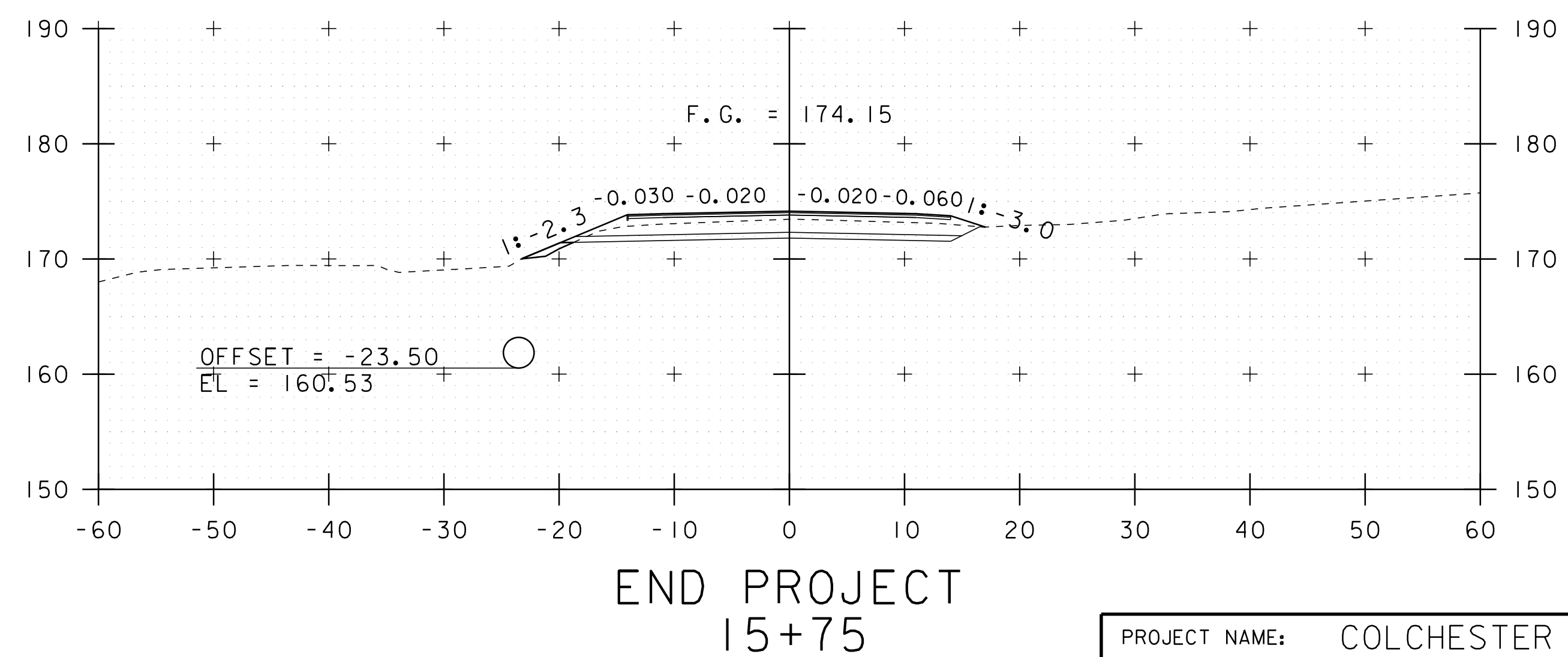
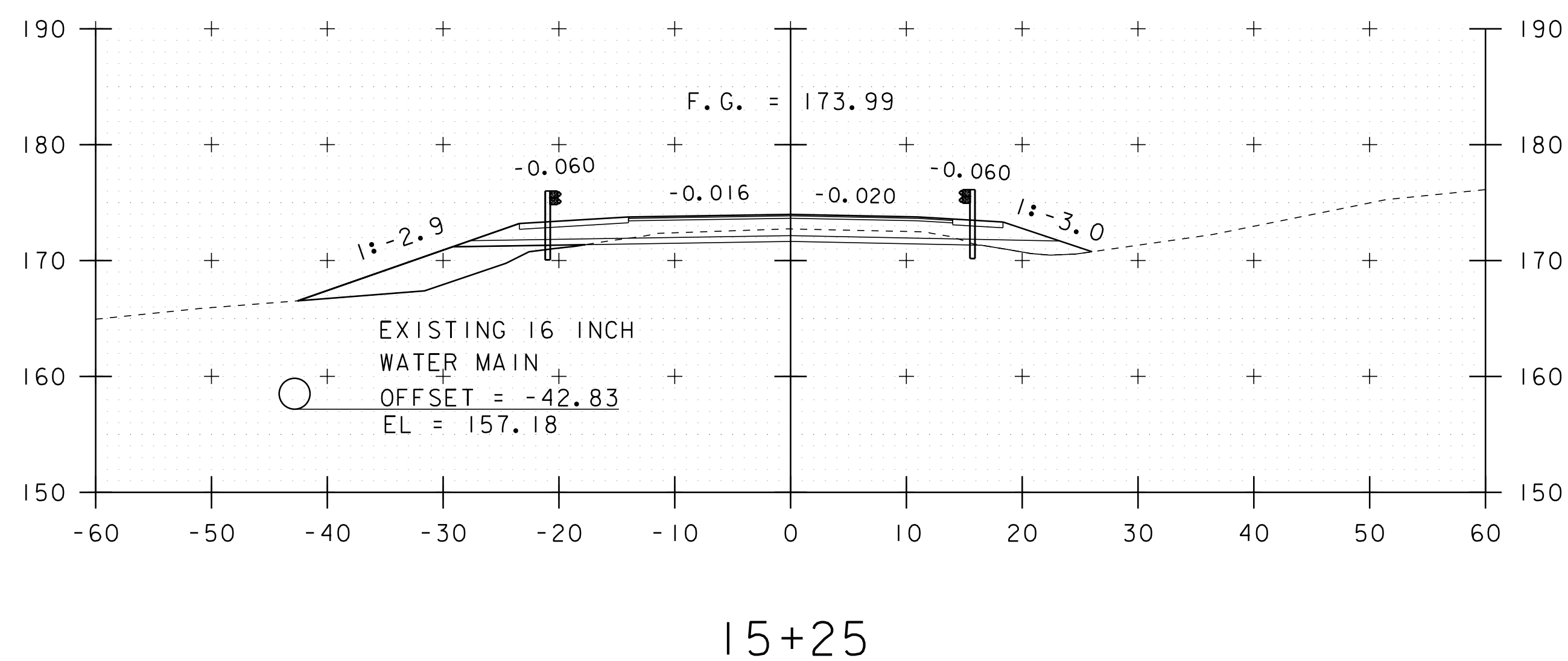
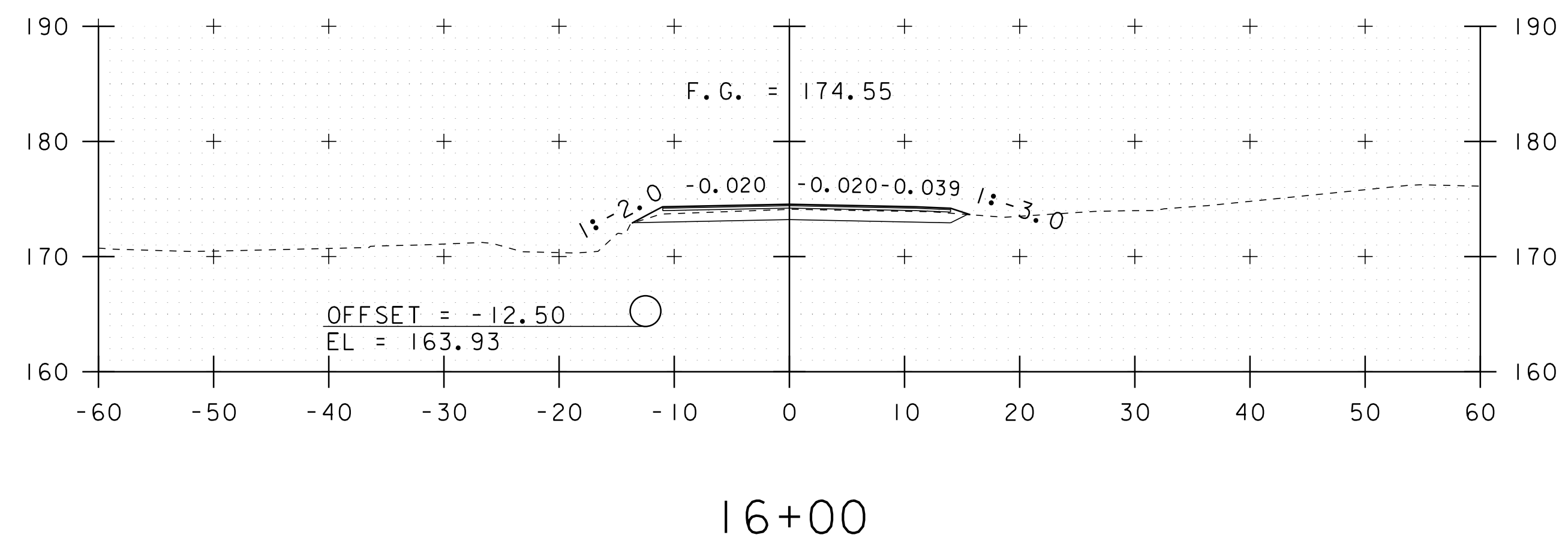
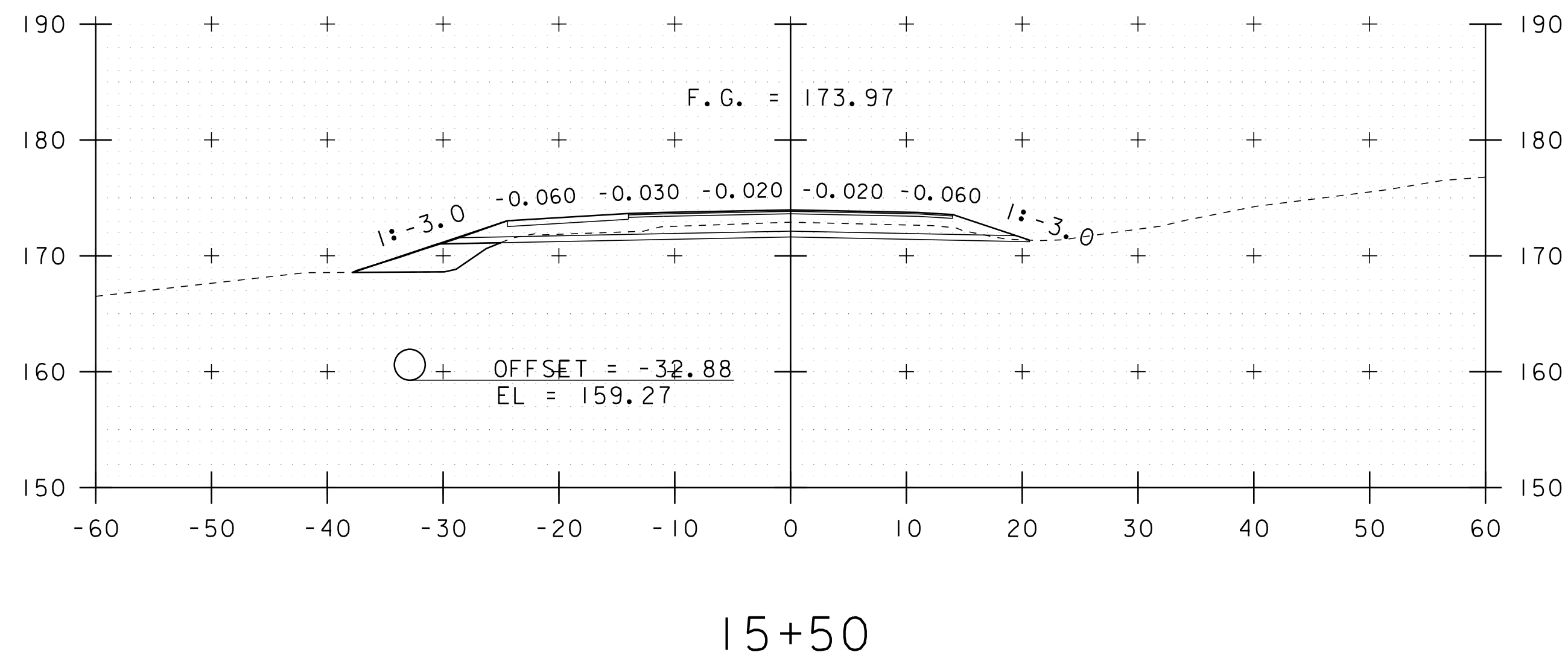
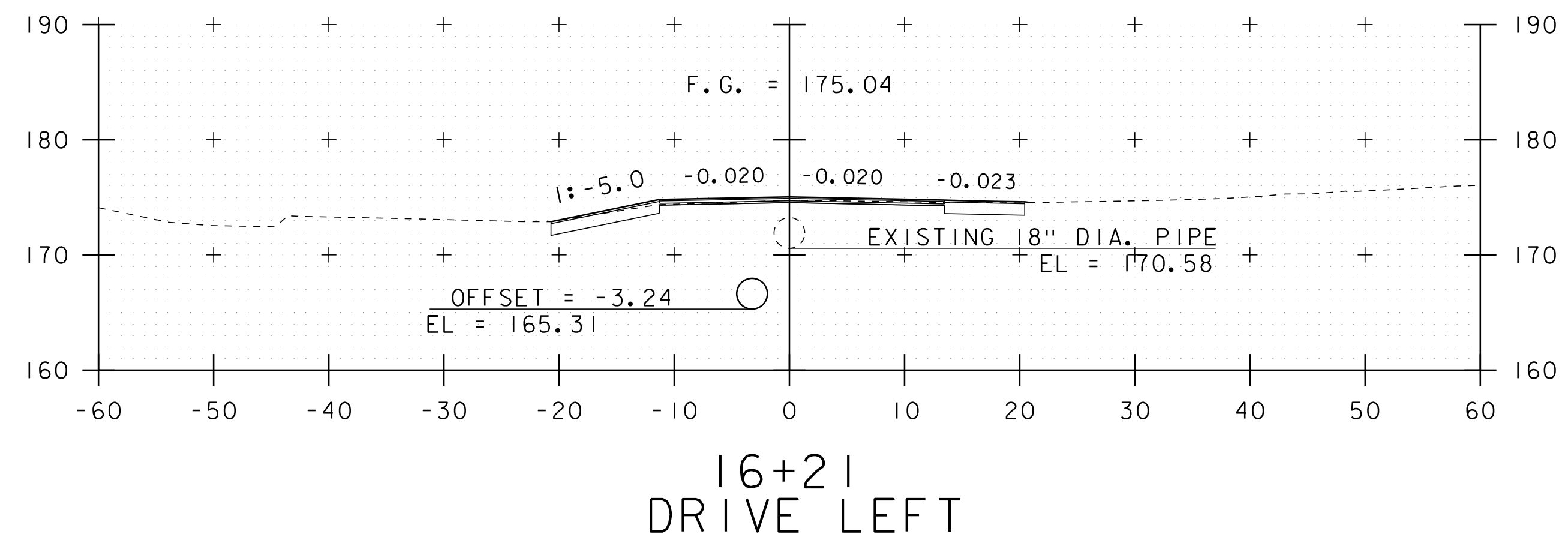
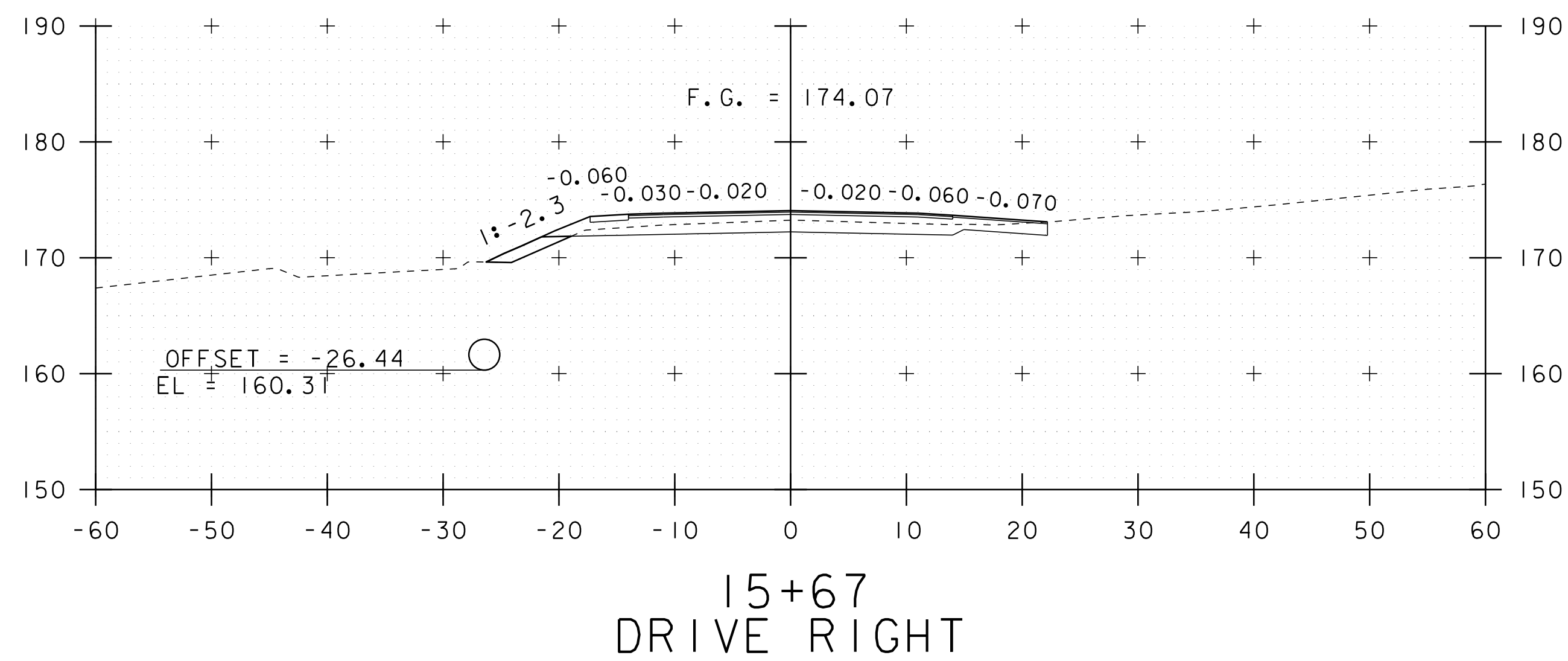


14+00

NOTE: EXISTING 16 INCH WATER MAIN SHOWN IN CROSS SECTIONS WAS DRAWN
 BASED ON TOWNS 1973 DRAWINGS WITH A MIN. COVER OF 8 FEET,
 ELEVATIONS AND LOCATIONS ARE APPROXIMATED.

STA. 14+00 TO STA. 15+00

PROJECT NAME: COLCHESTER	
PROJECT NUMBER: STP 5600 (12)	
FILE NAME: s95j298xs.dgn	PLOT DATE: 26-FEB-2014
PROJECT LEADER: C. CARLSON	DRAWN BY: G. ROKES
DESIGNED BY: N. VANDERBERG	CHECKED BY: D. PETERSON
ROADWAY CROSS SECTIONS 3	SHEET 39 OF 51



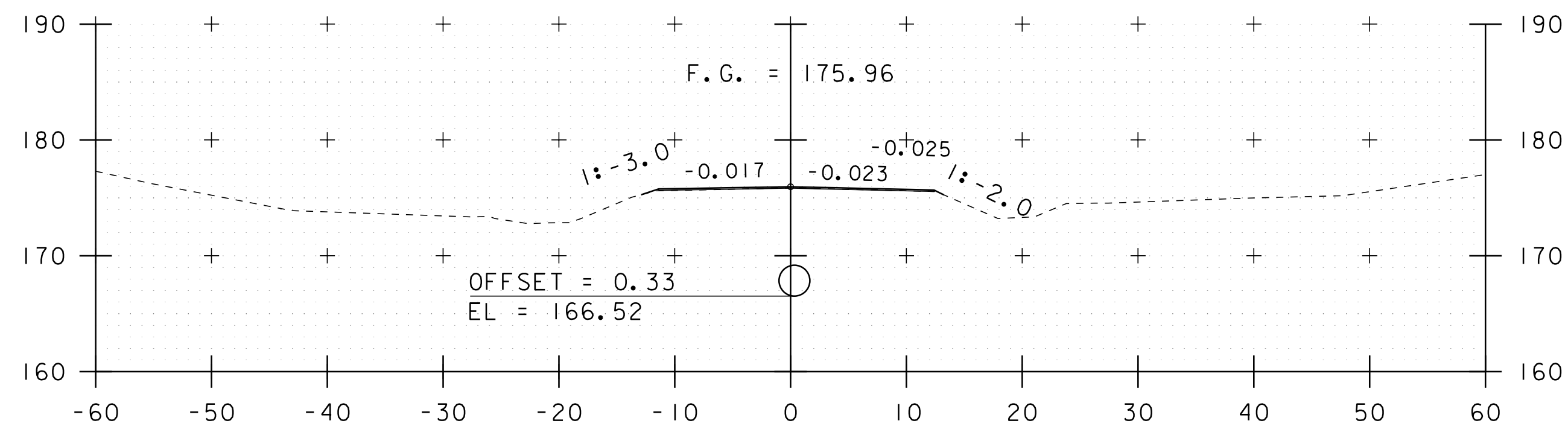
NOTE: EXISTING 16 INCH WATER MAIN SHOWN IN CROSS SECTIONS WAS DRAWN
BASED ON TOWNS 1973 DRAWINGS WITH A MIN. COVER OF 8 FEET,
ELEVATIONS AND LOCATIONS ARE APPROXIMATED.

STA. 15+25 TO STA. 16+21

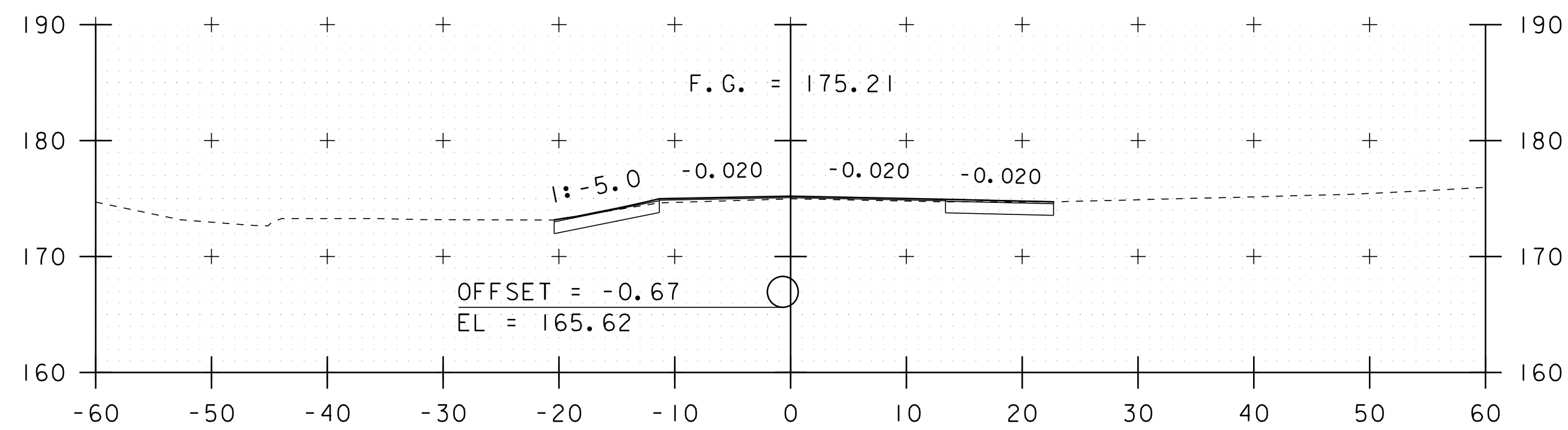
PROJECT NAME: COLCHESTER
PROJECT NUMBER: STP 5600 (12)

FILE NAME: s95j298xs.dgn
PROJECT LEADER: C. CARLSON
DESIGNED BY: N. VANDERBERG
ROADWAY CROSS SECTIONS 4

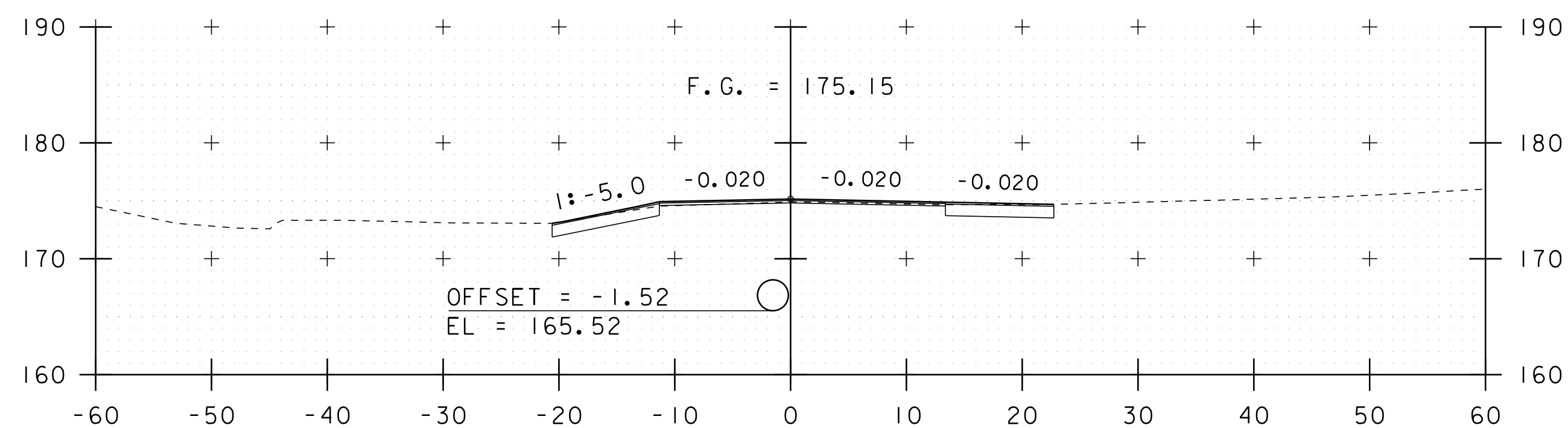
PLOT DATE: 26-FEB-2014
DRAWN BY: G. ROKES
CHECKED BY: D. PETERSON
SHEET 40 OF 51



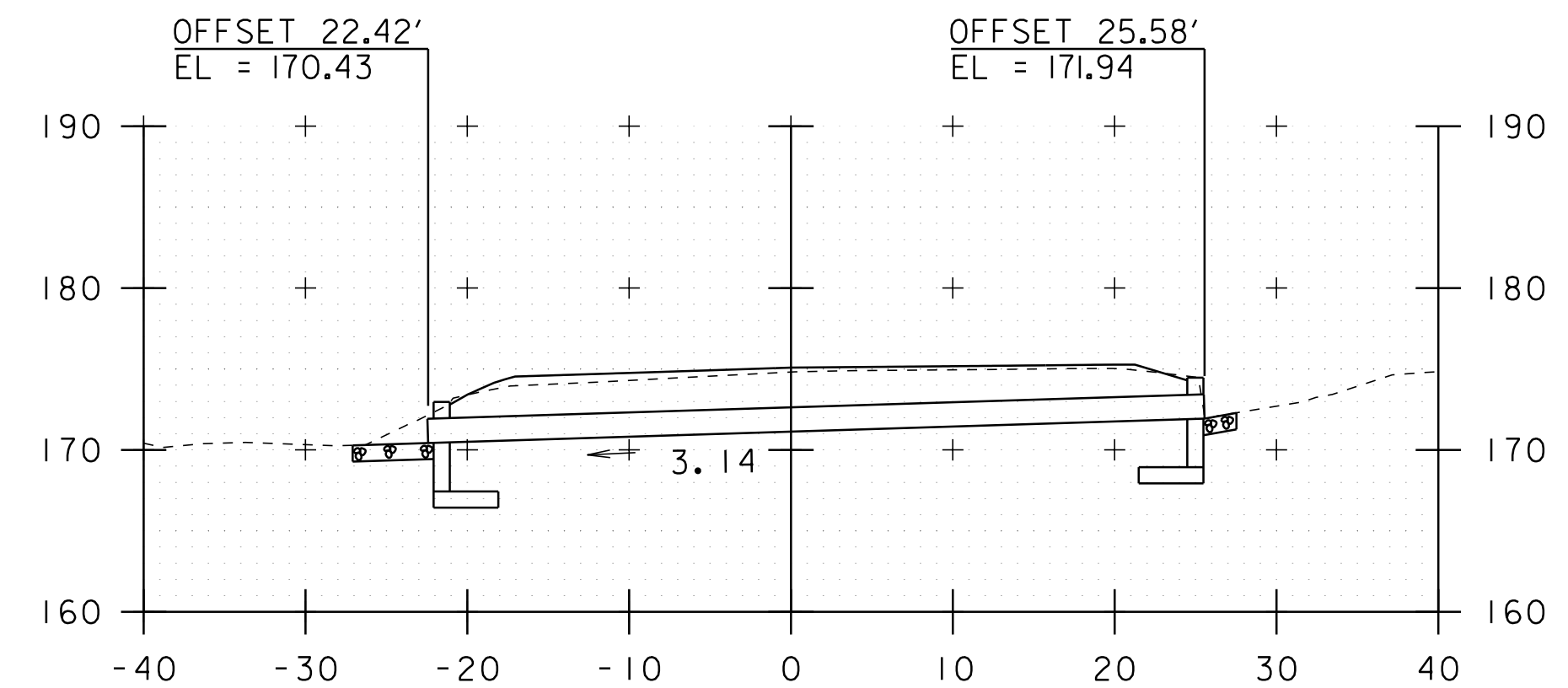
16+50



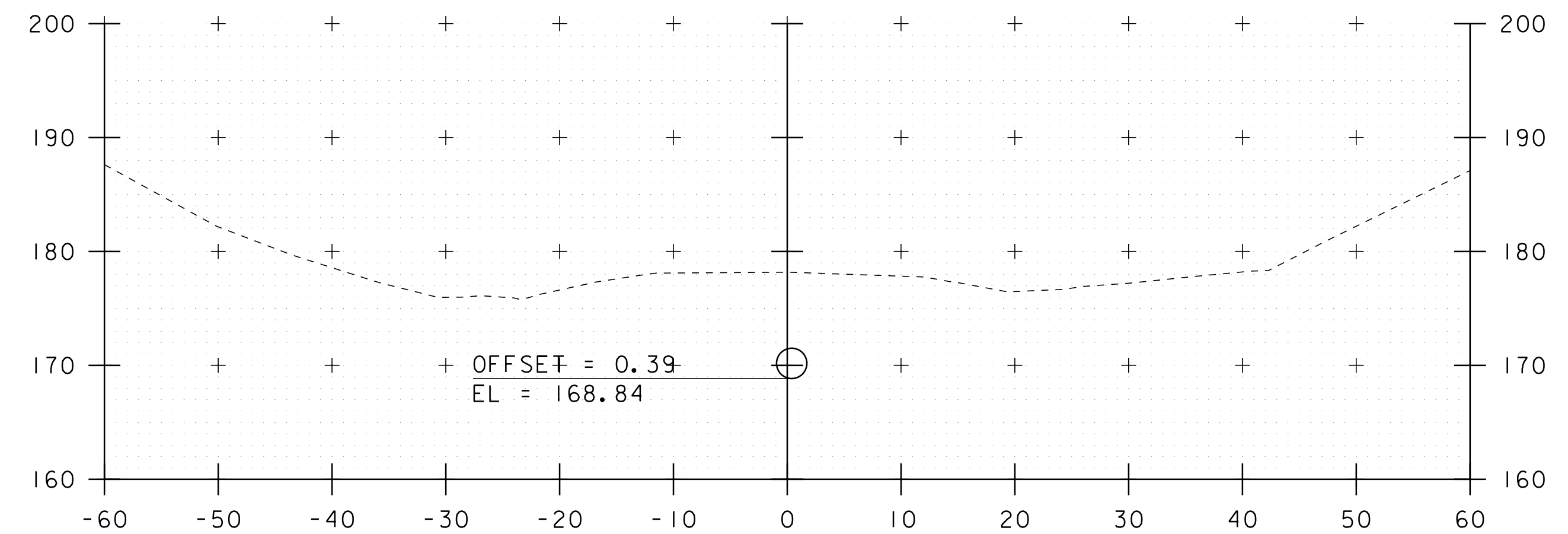
16+27
 DRIVE RIGHT



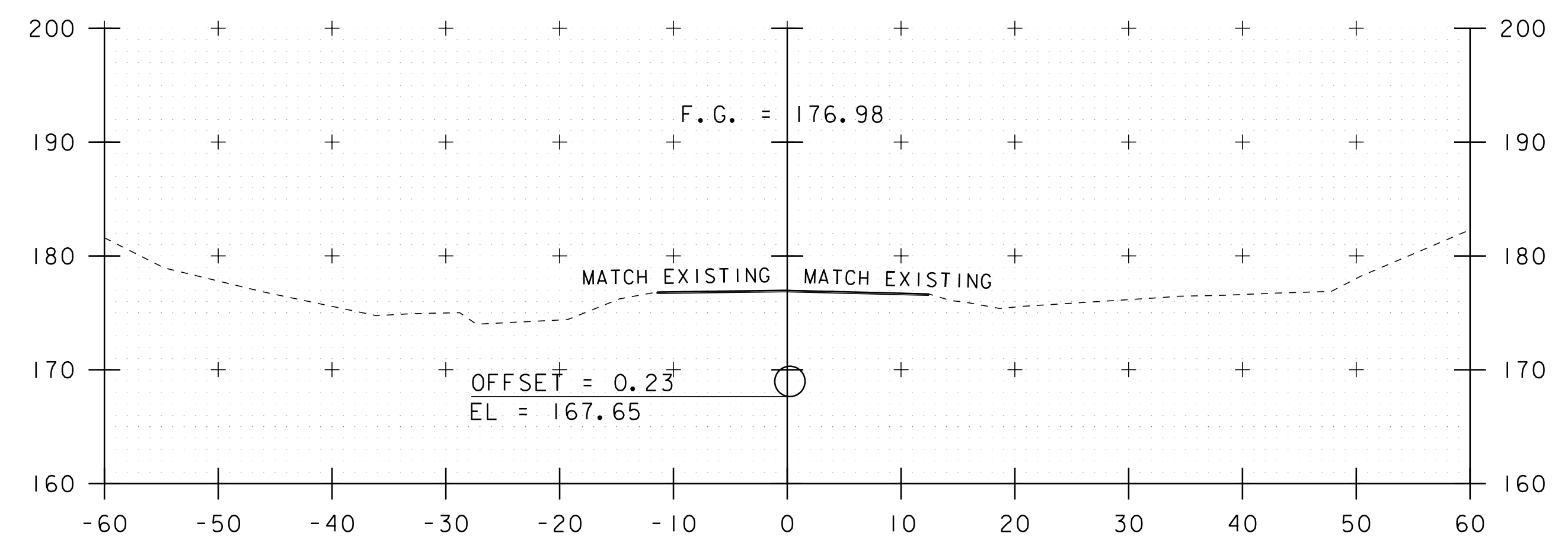
16+25



SKewed PIPE AT 16+23



17+00



END APPROACH
 16+75

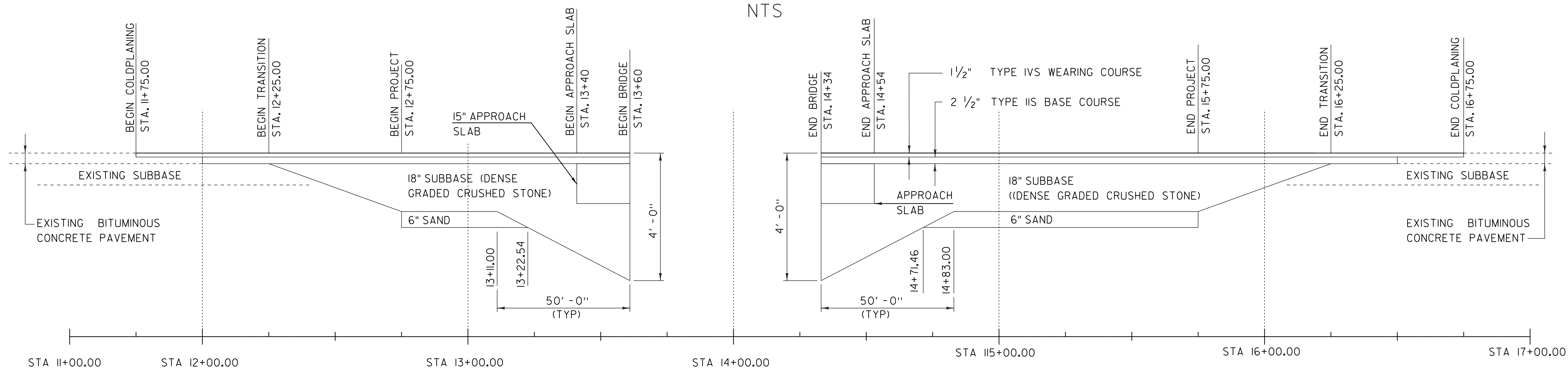
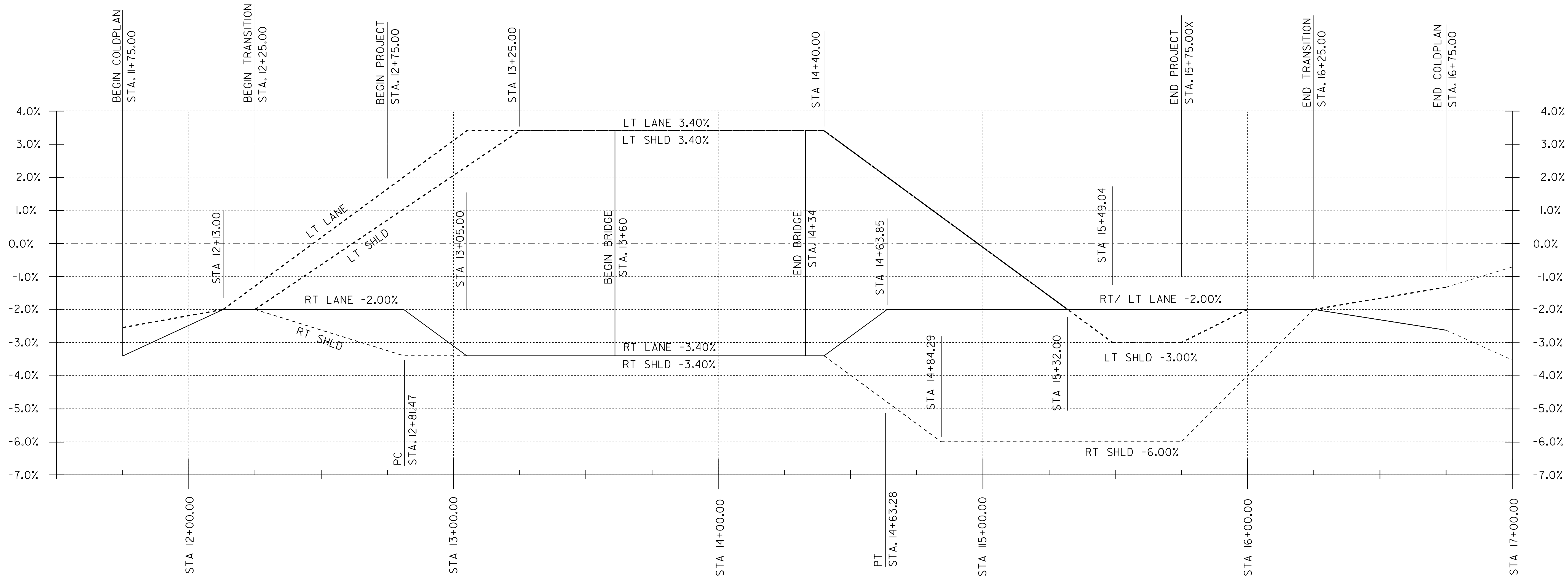
NOTE: EXISTING 16 INCH WATER MAIN SHOWN IN CROSS SECTIONS WAS DRAWN
 BASED ON TOWNS 1973 DRAWINGS WITH A MIN. COVER OF 8 FEET,
 ELEVATIONS AND LOCATIONS ARE APPROXIMATED.

STA. 16+25 TO STA. 17+00

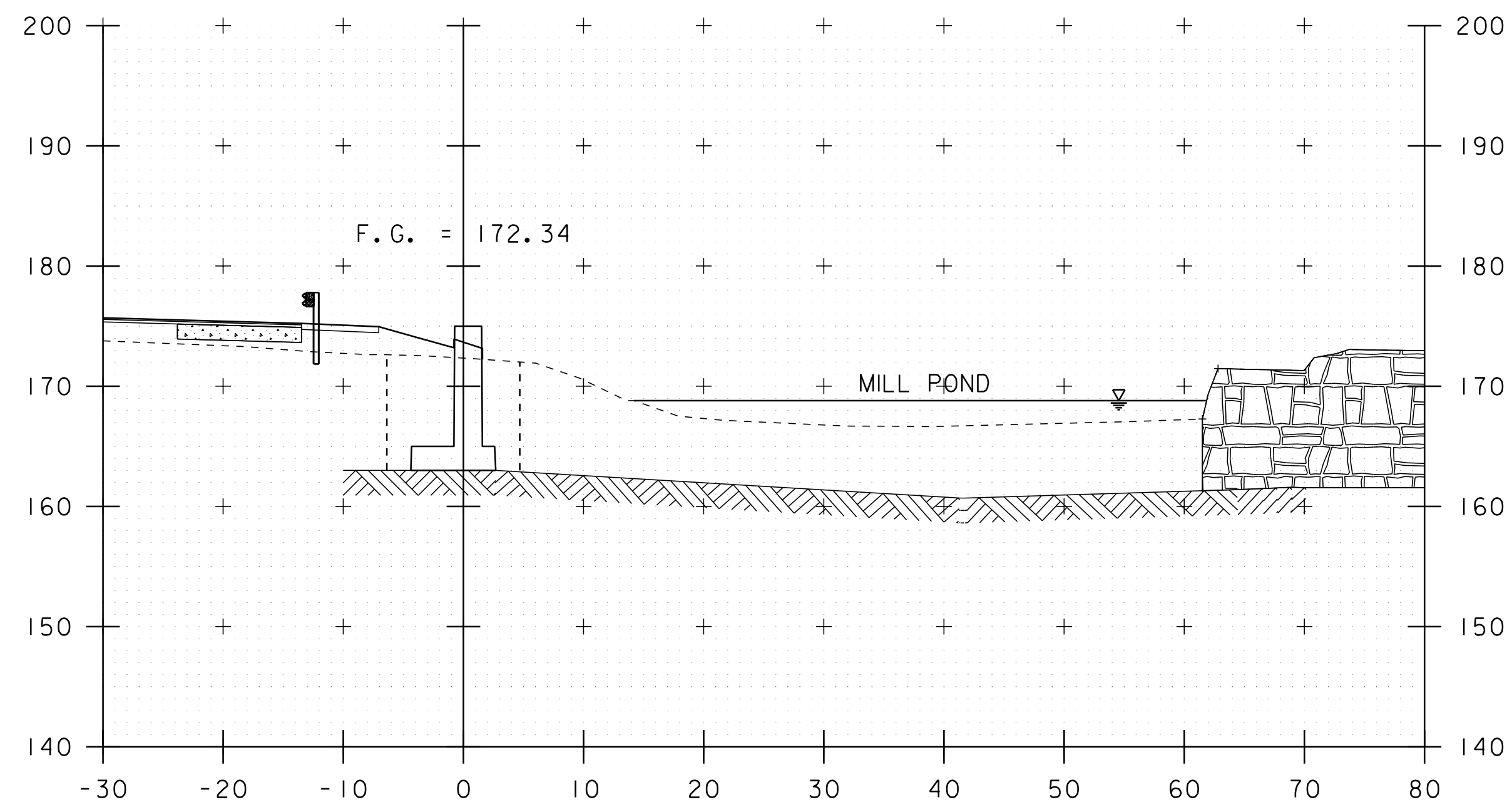
PROJECT NAME: COLCHESTER
 PROJECT NUMBER: STP 5600 (12)

FILE NAME: s95j298xs.dgn
 PROJECT LEADER: C. CARLSON
 DESIGNED BY: N. VANDERBERG
 ROADWAY CROSS SECTIONS 5

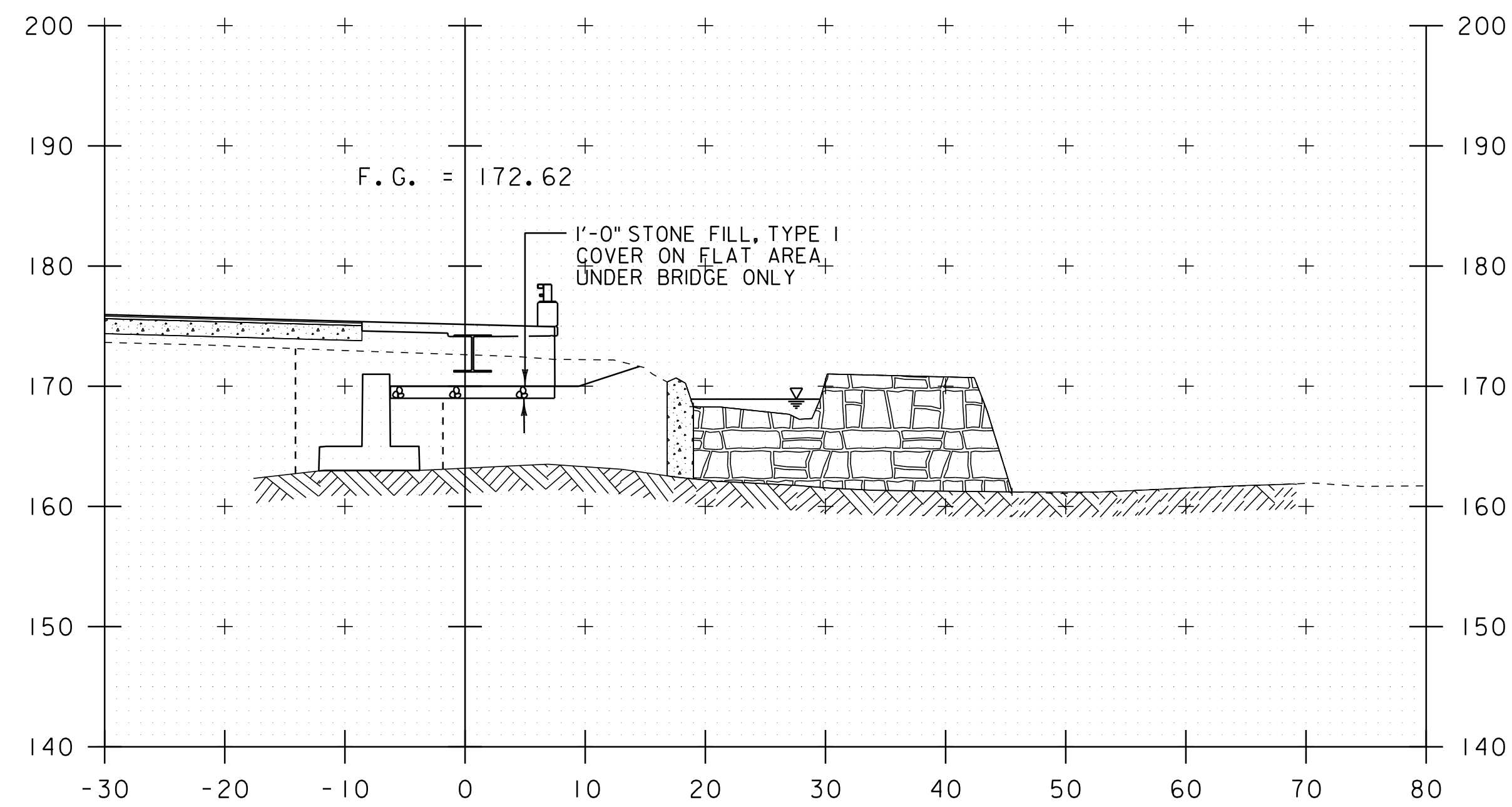
PLOT DATE: 26-FEB-2014
 DRAWN BY: G. ROKES
 CHECKED BY: D. PETERSON
 SHEET 41 OF 51



PROJECT NAME: COLCHESTER	
PROJECT NUMBER: STP 5600 (I2)	
FILE NAME: s95j298xs.dgn	PLOT DATE: 26-FEB-2014
PROJECT LEADER: C. CARLSON	DRAWN BY: G. ROKES
DESIGNED BY: N. VANDERBERG	CHECKED BY: N. VANDERBERG
MATERIAL TRANSITION AND BANKING DIAGRAM SHEET 42 OF 51	

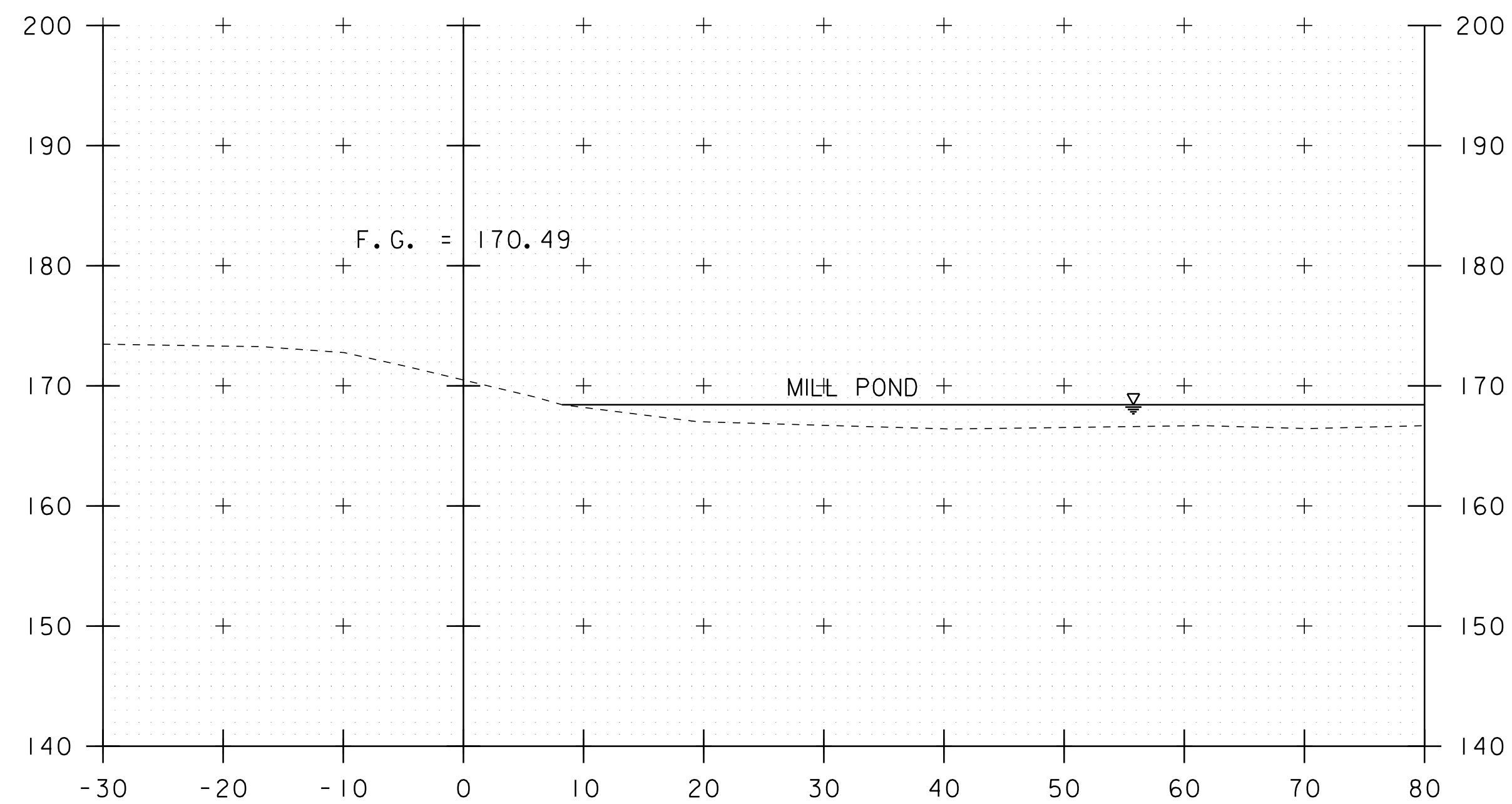


20+25

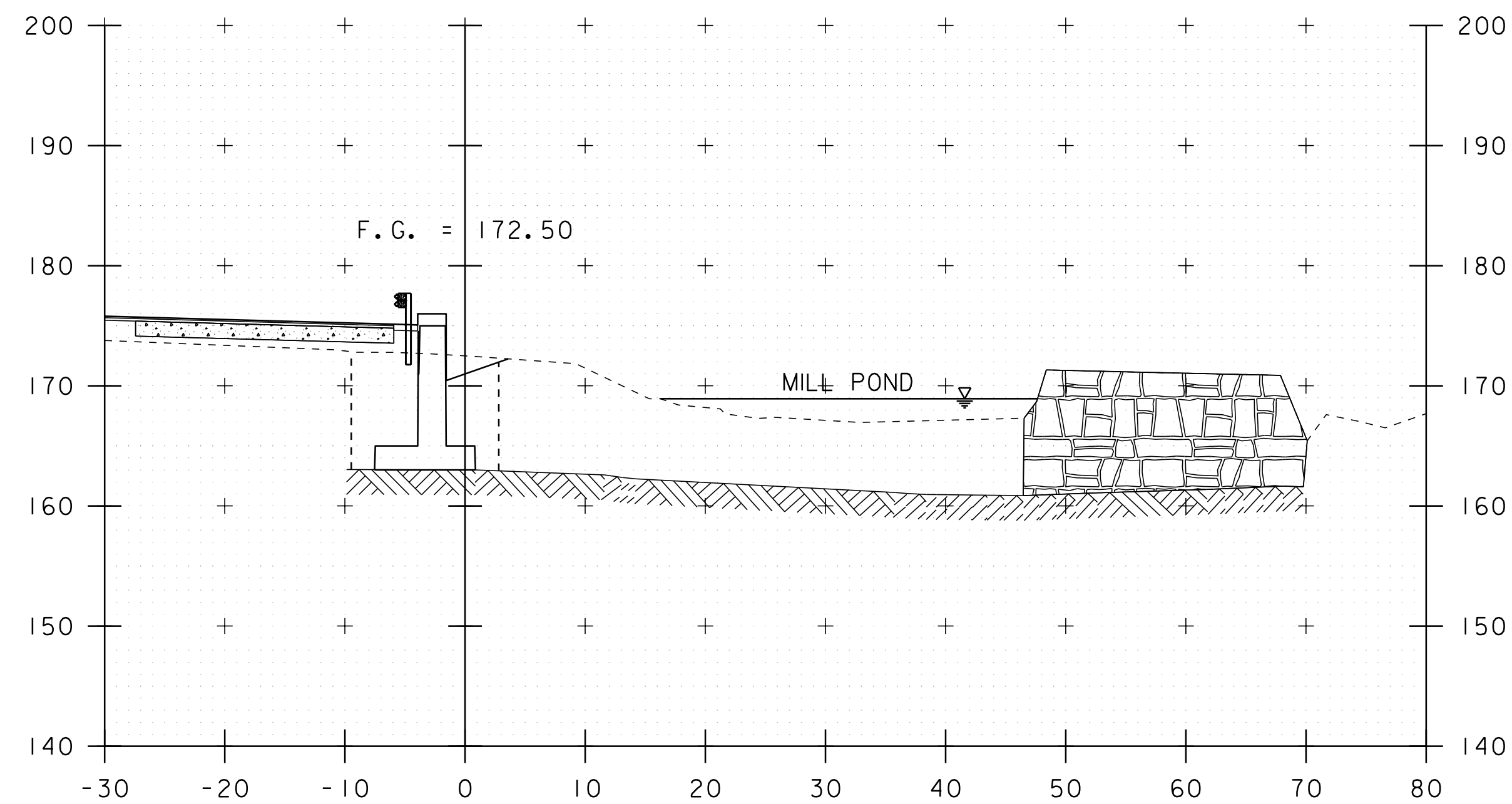


20+37

STA. 20+34.50 BEGIN ITEMS LT
UNCLASSIFIED CHANNEL EXCAVATION
STONE FILL, TYPE I
GEOTEXTILE UNDER STONE FILL



20+00



20+30

STA. 20+00 TO STA. 20+37

PROJECT NAME: COLCHESTER
PROJECT NUMBER: STP 5600 (12)

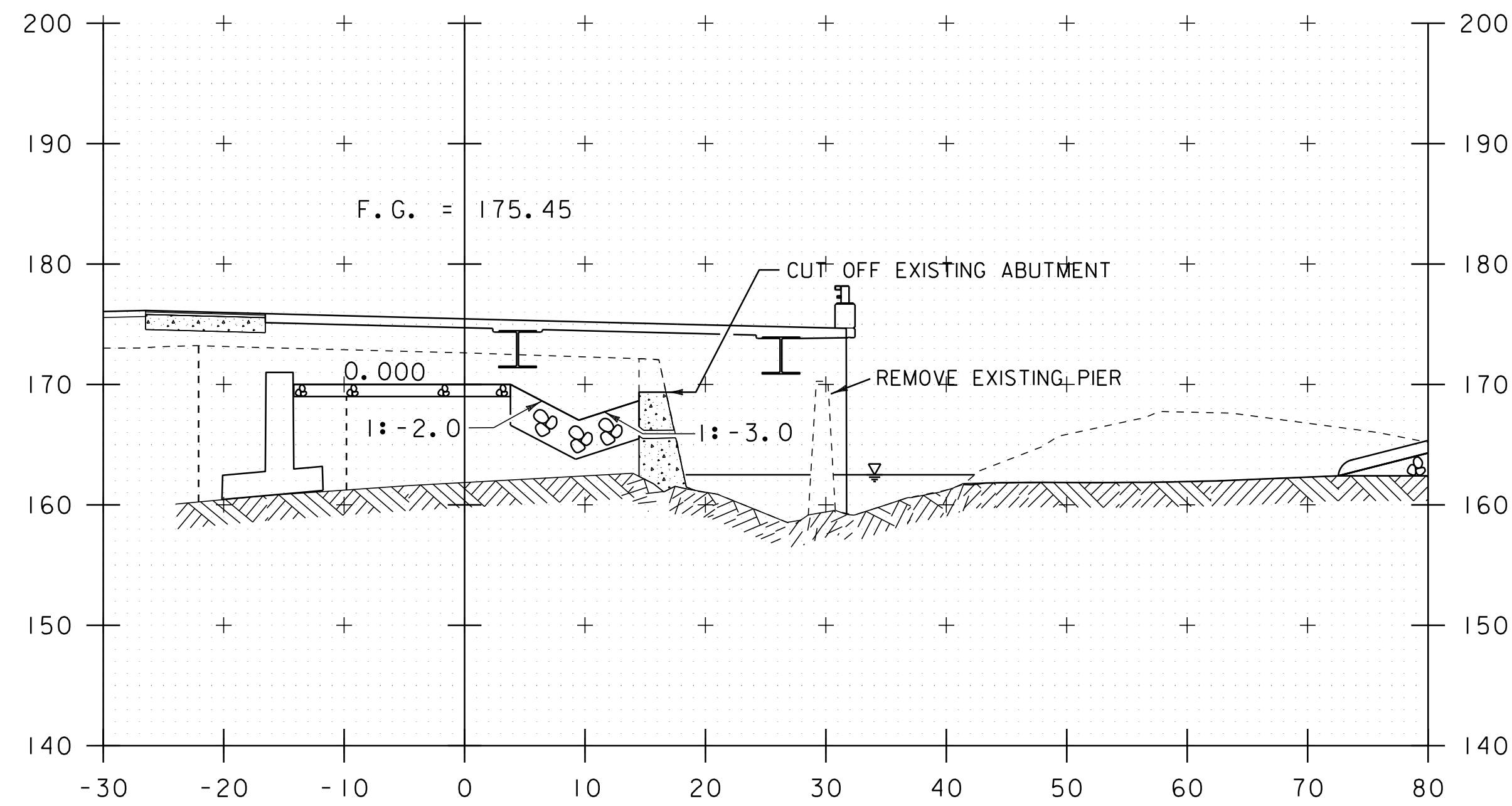
FILE NAME: s95j298xs.dgn
PROJECT LEADER: C. CARLSON
DESIGNED BY: N. VANDERBERG
CHANNEL CROSS SECTIONS 1

PLOT DATE: 26-FEB-2014
DRAWN BY: G. ROKES
CHECKED BY: D. PETERSON
SHEET 43 OF 51

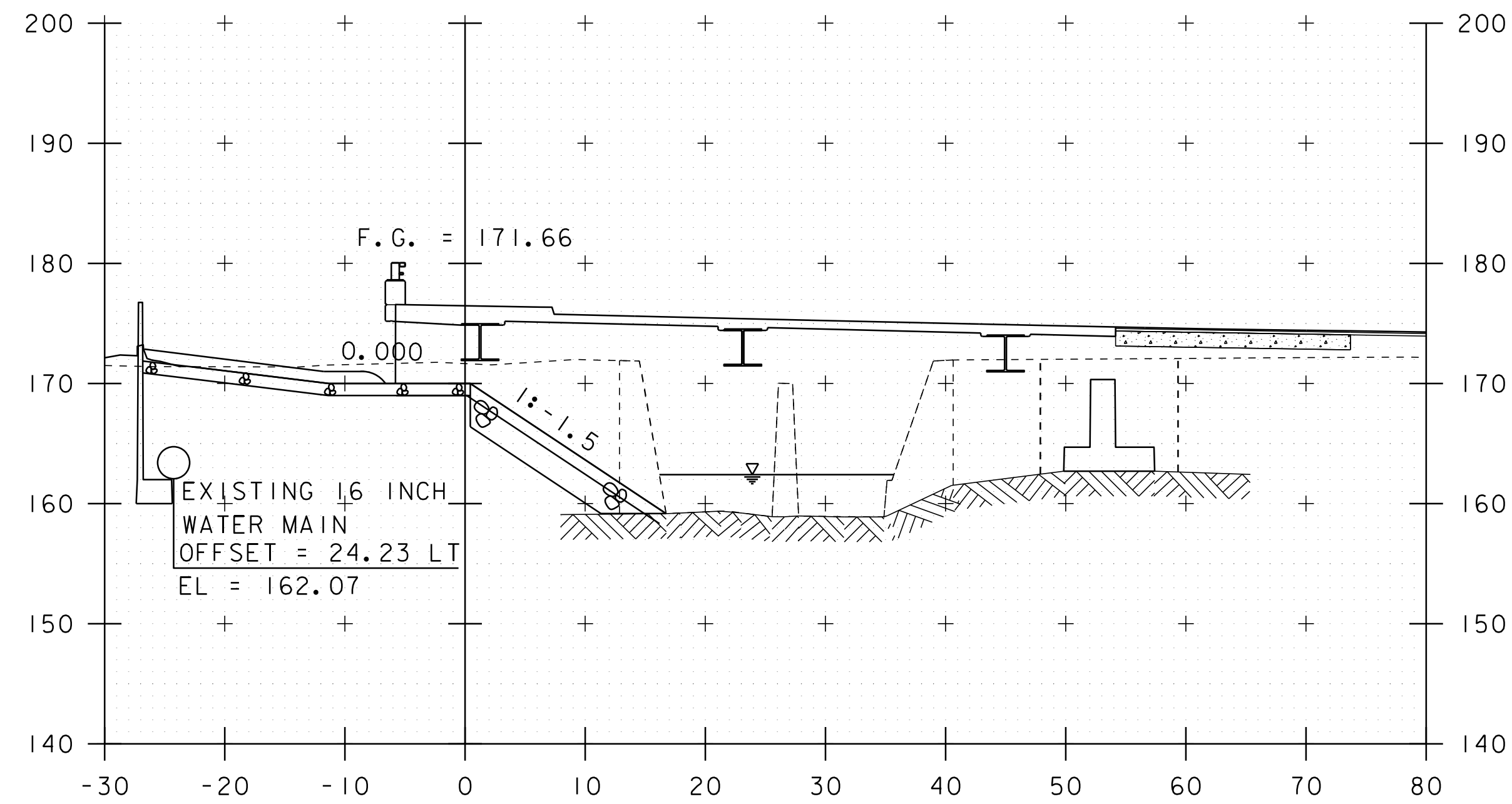
STA. 20+43.48 BEGIN ITEMS LT
 STONE FILL, TYPE III
 GEOTEXTILE UNDER STONE FILL

STA. 20+46.68 BEGIN ITEMS RT
 MATCH EXISTING GROUND AND TRANSITION
 UNCLASSIFIED CHANNEL EXCAVATION
 STONE FILL, TYPE III
 GEOTEXTILE UNDER STONE FILL
 GRUBBING MATERIAL

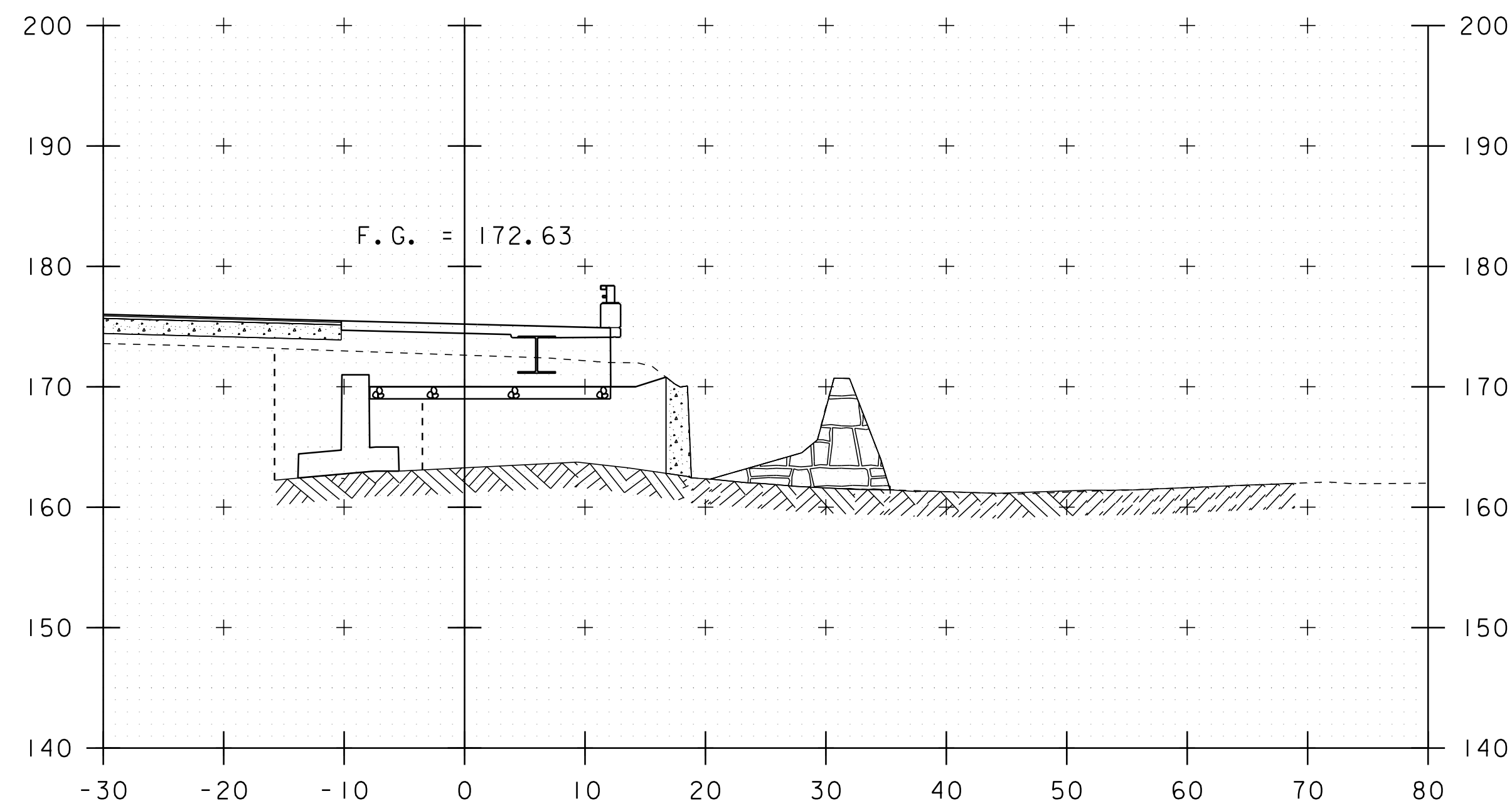
STA. 20+61.25 BEGIN ITEM LT
 GRUBBING MATERIAL



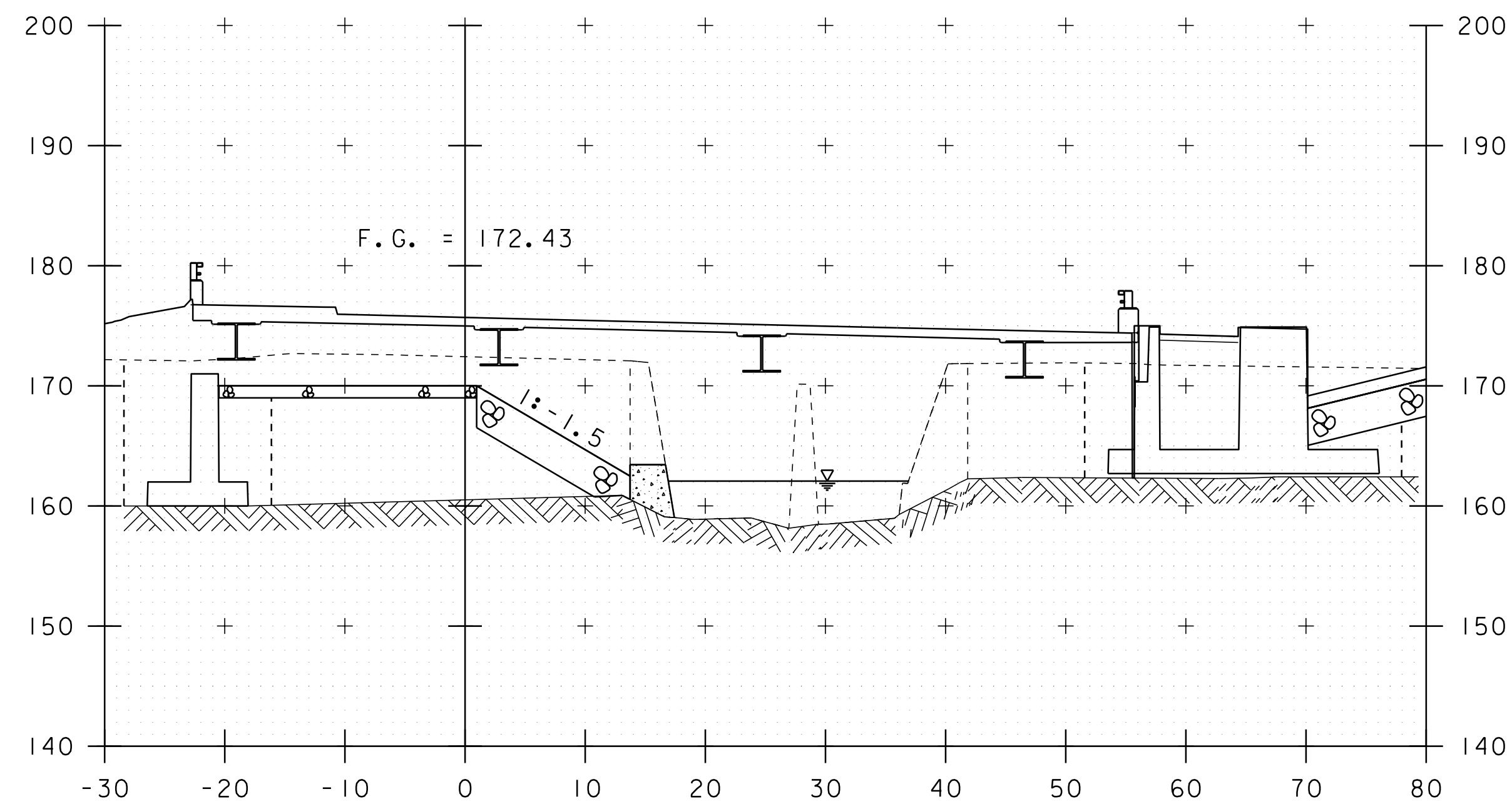
20+50



20+70



20+40



20+60

STA. 20+63.97 END ITEMS RT
 STONE FILL, TYPE III
 GEOTEXTILE UNDER STONE FILL
 GRUBBING MATERIAL

NOTE: EXISTING 16 INCH WATER MAIN SHOWN IN CROSS SECTIONS WERE DRAWN
 BASED ON TOWNS 1973 DRAWINGS WITH A MIN. COVER OF 8 FEET,
 ELEVATIONS AND LOCATIONS ARE APPROXIMATED.

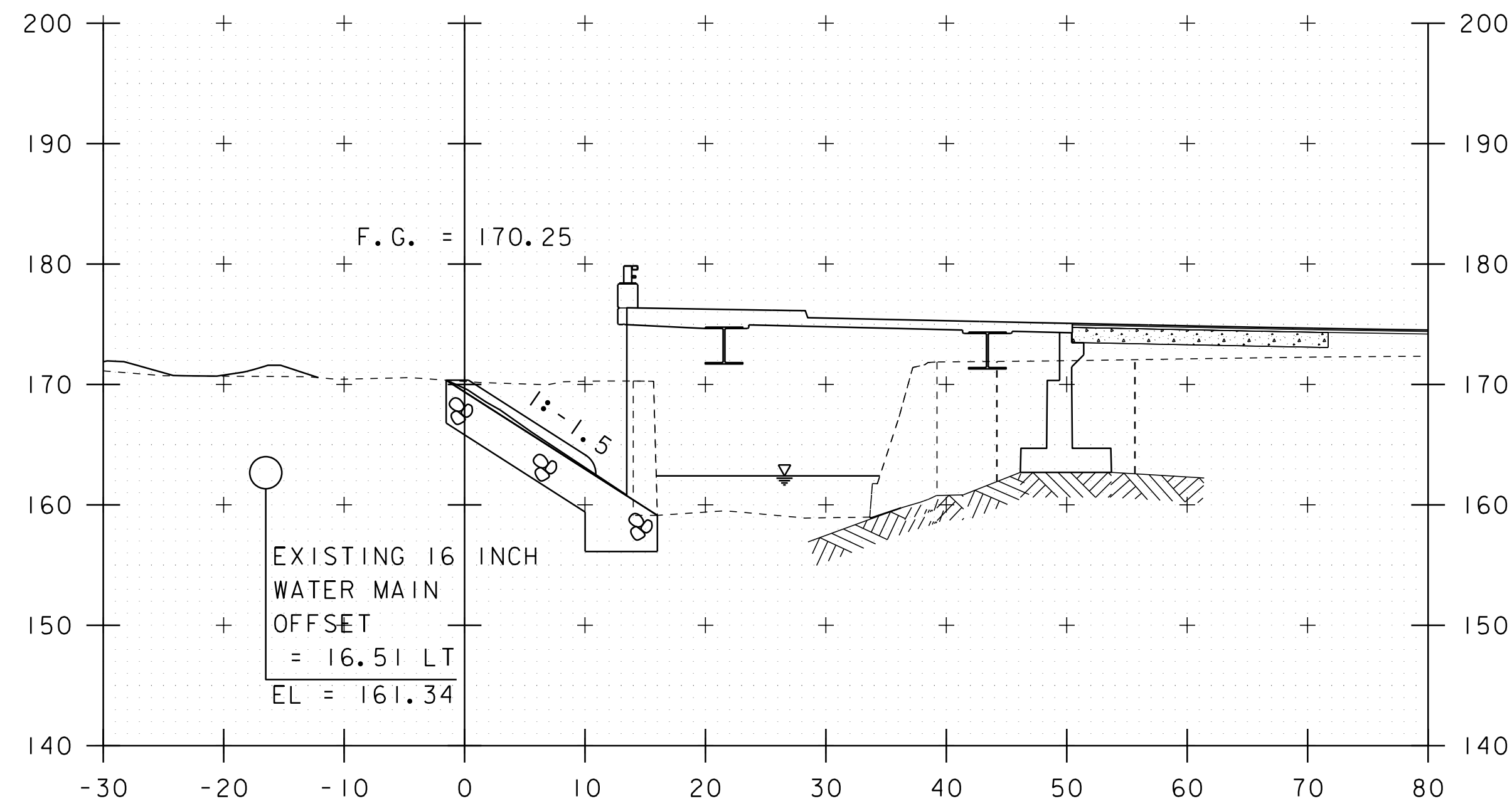
STA. 20+40 TO STA. 20+70

PROJECT NAME: COLCHESTER
 PROJECT NUMBER: STP 5600 (12)

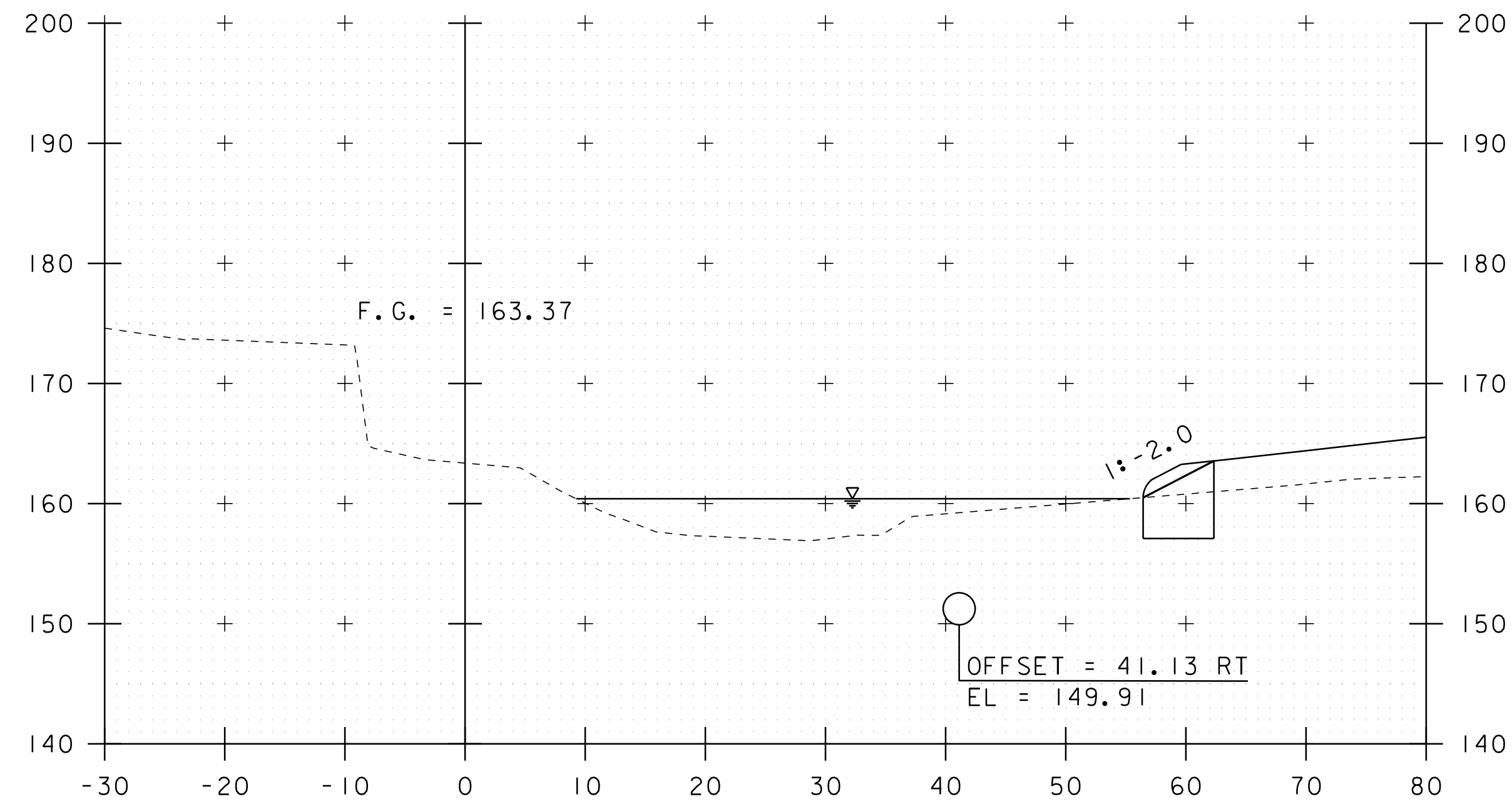
FILE NAME: s95j298xs.dgn
 PROJECT LEADER: C. CARLSON
 DESIGNED BY: N. VANDERBERG
 CHANNEL CROSS SECTIONS 2

PLOT DATE: 26-FEB-2014
 DRAWN BY: G. ROKES
 CHECKED BY: D. PETERSON
 SHEET 44 OF 51

STA. 20+94.32 END ITEMS LT
 UNCLASSIFIED CHANNEL EXCAVATION
 STONE FILL, TYPE III
 GEOTEXTILE UNDER STONE FILL
 GRUBBING MATERIAL

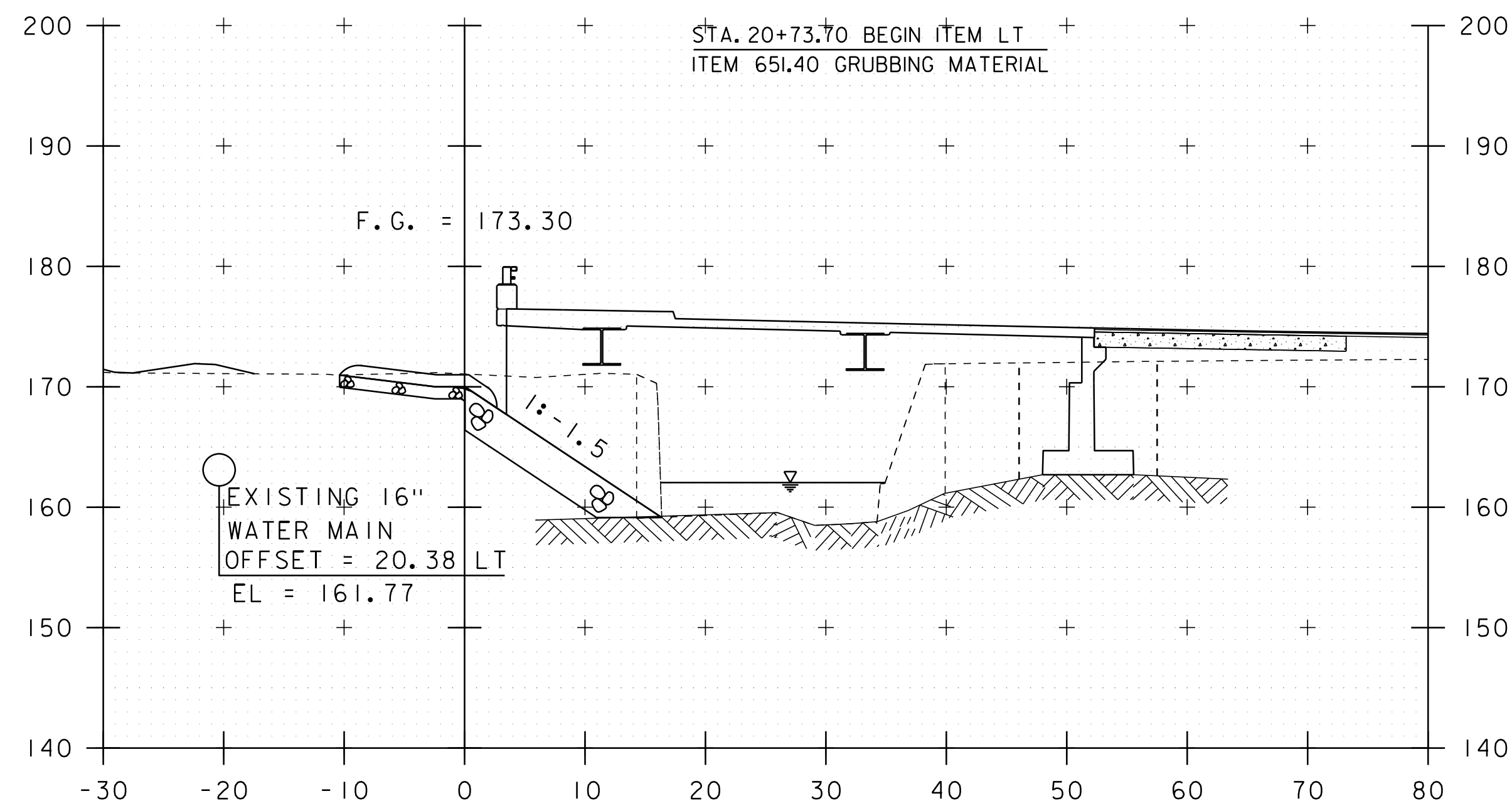


20+80

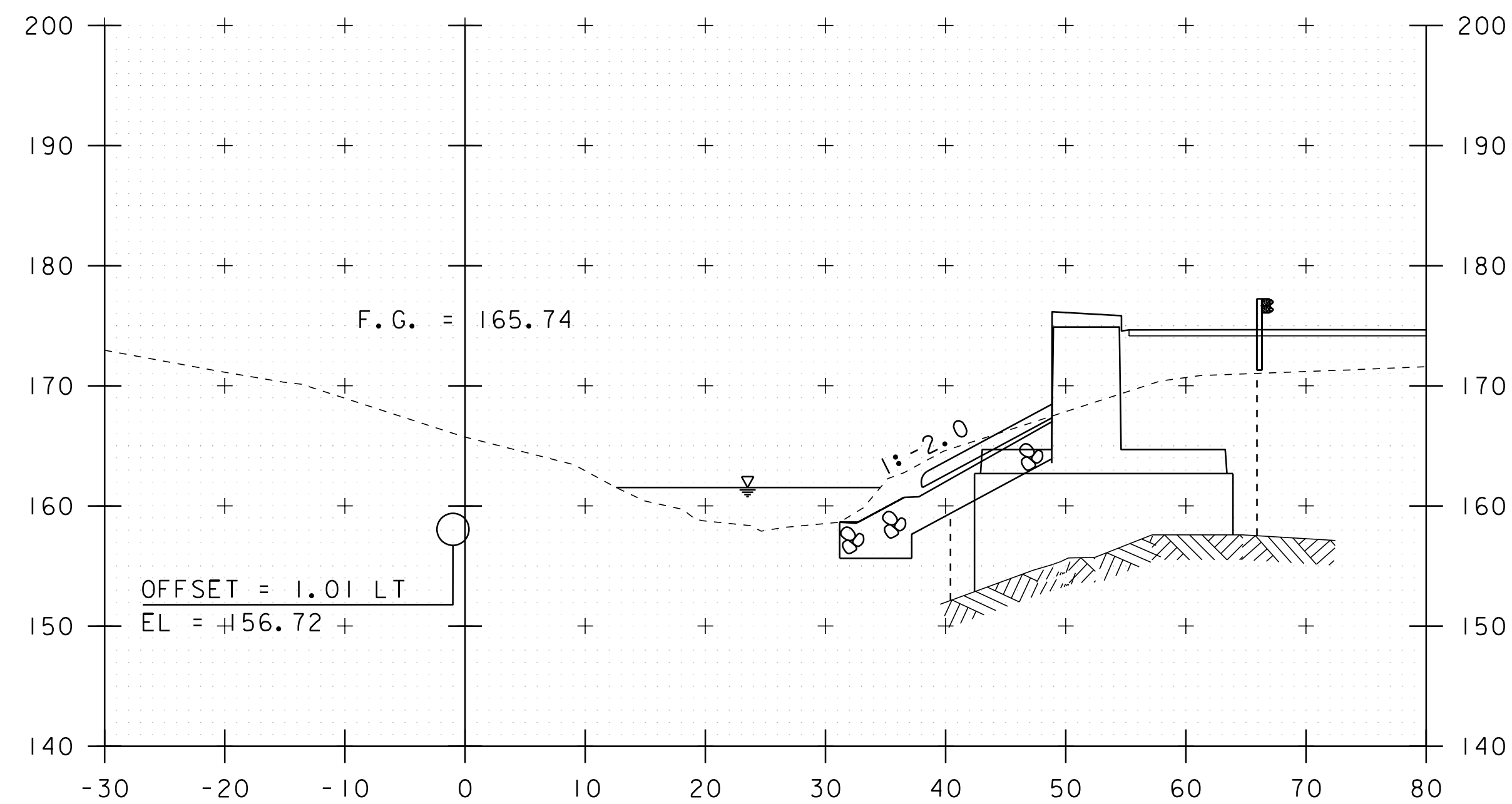


21+25

STA. 21+31.54 END ITEMS RT
 UNCLASSIFIED CHANNEL EXCAVATION
 STONE FILL, TYPE III
 GEOTEXTILE UNDER STONE FILL
 GRUBBING MATERIAL



20+75



21+00

STA. 20+81.30 BEGIN ITEMS RT
 UNCLASSIFIED CHANNEL EXCAVATION
 STONE FILL, TYPE III
 GEOTEXTILE UNDER STONE FILL
 GRUBBING MATERIAL

NOTE: EXISTING 16 INCH WATER MAIN SHOWN IN CROSS SECTIONS WERE DRAWN
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 ELEVATIONS AND LOCATIONS ARE APPROXIMATED.

STA. 20+75 TO STA. 21+25

PROJECT NAME: COLCHESTER
 PROJECT NUMBER: STP 5600 (12)

FILE NAME: s95j298xs.dgn
 PROJECT LEADER: C. CARLSON
 DESIGNED BY: N. VANDERBERG
 CHANNEL CROSS SECTIONS 3

PLOT DATE: 26-FEB-2014
 DRAWN BY: G. ROKES
 CHECKED BY: D. PETERSON
 SHEET 45 OF 51

EPSC PLAN NARRATIVE

1.1 PROJECT DESCRIPTION

THIS PROJECT INVOLVES THE REPLACEMENT OF A TWO SPAN CONCRETE BRIDGE OVER THE INDIAN BROOK. THE PROJECT IS ON TH 27 (MILL POND ROAD) A PAVED, RURAL COLLECTOR IN THE TOWN OF COLCHESTER. NO TEMPORARY BRIDGE WILL BE CONSTRUCTED, INSTEAD, A DETOUR WILL BE SIGNED TO REROUTE TRAFFIC ONTO US ROUTE 7 AND TH 7 (SEVERANCE ROAD). THE DETOUR ROUTE WOULD BE APPROXIMATELY 3.4 MILES IN LENGTH. WORK INCLUDING BOTH APPROACHES IS APPROXIMATELY 500.00 FEET. THE LIMITS OF CONSTRUCTION APPROACH BUILDINGS AND OTHER STRUCTURES. THE EXISTING ABUTMENT RESTS AGAINST A HISTORIC DAM, THE HISTORIC DAM IS SHOWN IN THE EPSC FINAL CONDITIONS SHEET.

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 0.57 ACRES.

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

1.2 SITE INVENTORY

1.2.1 TOPOGRAPHY

THE TOPOGRAPHY OF THE PROJECT SITE IS RELATIVELY FLAT. AFTER THE BRIDGE AT APPROXIMATELY STA. 16+00 THERE ARE THREE DRIVES, ONE ON THE LEFT AND TWO ON THE RIGHT. THERE IS A RESIDENCE LOCATED APPROXIMATELY 160 FEET TO THE NORTHEAST OF THE BRIDGE. THERE IS A SLIGHT HORIZONTAL CURVE OVER THE BRIDGE AND A SIGNIFICANT VERTICAL SAG CURVE OVER THE BRIDGE. THERE ARE UTILITY POLES ON THE WEST SIDE OF THE ROAD, BOTH NORTH AND SOUTH OF THE BRIDGE WITH OVERHEAD LINES PASSING DIRECTLY OVER THE BRIDGE. IMMEDIATELY ADJACENT TO THE BRIDGE IS THE MILL POND DAM.

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

THE PROPERTY SURROUNDING THE PROJECT SITE CONSISTS OF WELL ESTABLISHED VEGETATION, MODERATE TO STEEPLY SLOPING, MIXED SOFTWOOD AND HARDWOOD FOREST WITH WELL DEFINED DRAINAGE WAYS. DUE TO THE NATURE OF THE SURROUNDING TERRAIN, RUNOFF WATER ENTERING THE PROJECT SITE WILL BE PRIMARILY LIMITED TO THAT WHICH IS CONVEYED ALONG ROADWAY DITCHES, AND THAT WHICH FOLLOWS MILL POND ROAD ALONG THE GRADE AT THE END OF THE PROJECT LIMITS. THE CURRENT ROADWAY DITCHES ARE NOT WELL DEFINED AND ARE LINED WITH STONE IN SOME AREAS.

INDIAN BROOK IS LOCATED IN THE PROJECT AREA. THE ONLY OTHER WATER BODY NEAR THE PROJECT AREA IS THE MILL POND. THE INDIAN BROOK IS CLASSIFIED AS PERENNIAL, SINUOUS, NOT BRAIDED AND EQUIWIDTH CONTAINING A STREAMBED OF SOME LEDGE WITH SOME BOULDERS, COBBLES AND GRAVEL. THE CONTRIBUTING DRAINAGE AREA AT THE BRIDGE CROSSING IS 10.3 SQ. MI.

DISTURBANCE OF SOILS NEAR NATURAL OR MAN-MADE WATERWAYS CONSISTS OF THAT WHICH IS NECESSARY TO CONSTRUCT TWO NEW CONCRETE BRIDGE ABUTMENTS AND APPLICABLE ROADWAY APPROACHES AS WELL AS THE REMOVAL OF THE EXISTING CROSSING. STABILIZATION OF DISTURBANCES TO STREAM BANKS WILL BE ACCOMPLISHED WITH STONE FILL, TYPE I AND TYPE III.

1.2.3 VEGETATION

A MIX OF HARDWOOD AND SOFTWOOD TREES OF ALL SIZES EXIST ALONG TH27. THE RESIDENCE NEAR THE BRIDGE SITE HAS SMALL AREAS OF LAWN. IMPACTS TO VEGETATION WILL BE LIMITED TO THOSE WHICH ARE EFFECTED BY THE CONSTRUCTION OF THE NEW BRIDGE.

FOLLOWING REMOVAL OF THE EXISTING BRIDGE, ROADWAY APPROACHES WILL BE REBUILT AND THE SLOPES STABILIZED WITH STONE FILL AND VEGETATION REESTABLISHED WITH STANDARD SEED & 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 PROJECT SITE ARE UDORTHENTS N/A SLOPES, "K FACTOR" = N/A. THE SOIL IS CONSIDERED UNKNOWN FOR ERODIBLE, ADAMS/WINDSOR 12% TO 30% SLOPES, "K FACTOR" = 0.17. THE SOIL IS CONSIDERED LOW ERODIBLE, LIMERICK 0% TO 3% SLOPES, "K FACTOR" = 0.49. THE SOIL IS CONSIDERED HIGH ERODABILITY, AND SCANTIC 2% TO 6% SLOPES, "K FACTOR" = 0.32. THE SOIL IS CONSIDERED MODERATELY ERODIBLE.

NOTE: K-VALUES GENERALLY INDICATE THE FOLLOWING:

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

1.2.5 SENSITIVE RESOURCE AREAS

CRITICAL HABITATS: NO
HISTORICAL OR ARCHEOLOGICAL AREAS: YES
PRIME AGRICULTURAL LAND: NO
THREATENED AND ENDANGERED SPECIES: YES
WATER RESOURCE: INDIAN BROOK
WETLANDS: YES, CLASS II WETLANDS ARE LOCATED ON ALL SIDES OF THE PROJECT SLOPES.

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.

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.

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 WILL BE INSTALLED AS PROPOSED ON THE EPSC PLAN, AT A MINIMUM.

1.4.7 CONSTRUCT PERMANENT CONTROLS

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

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 ANTICIPATED. A LOCATION FOR TREATMENT HAS BEEN PROPOSED AND IS SHOWN ON THE PLANS. HOWEVER THE SPECIFIC MEANS FOR TREATMENT OF DISCHARGE SHALL BE PROVIDED BY THE CONTRACTOR.

1.4.12 INSPECT YOUR SITE

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

1.5 SEQUENCE AND STAGING

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

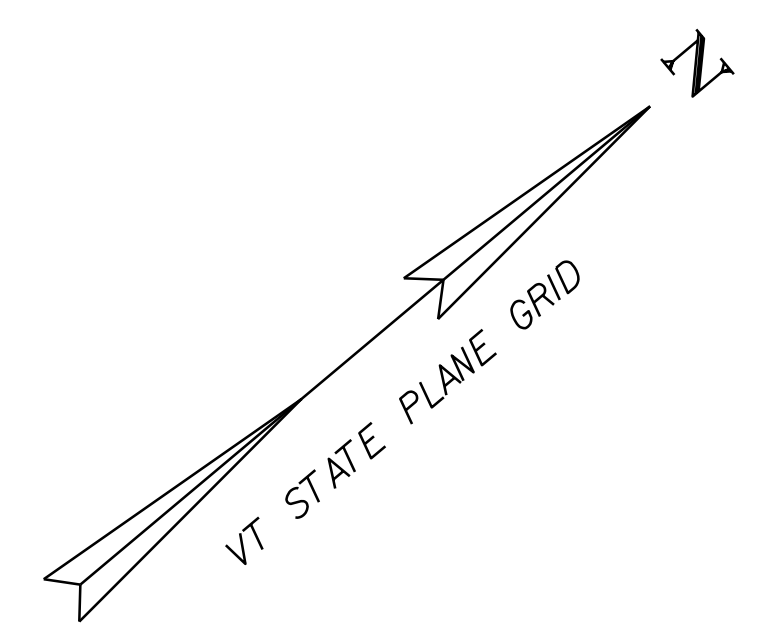
1.5.1 CONSTRUCTION SEQUENCE

1.5.2 OFF-SITE ACTIVITIES

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

1.5.3 UPDATES

PROJECT NAME:	COLCHESTER
PROJECT NUMBER:	STP 5600 (12)
FILE NAME:	s95j298eronarr.dgn
PROJECT LEADER:	C. CARLSON
DESIGNED BY:	N. VANDENBERG
EPSC NARRATIVE	
PLOT DATE:	26-FEB-2014
DRAWN BY:	G. ROKES
CHECKED BY:	N. VANDENBERG
SHEET	46 OF 51



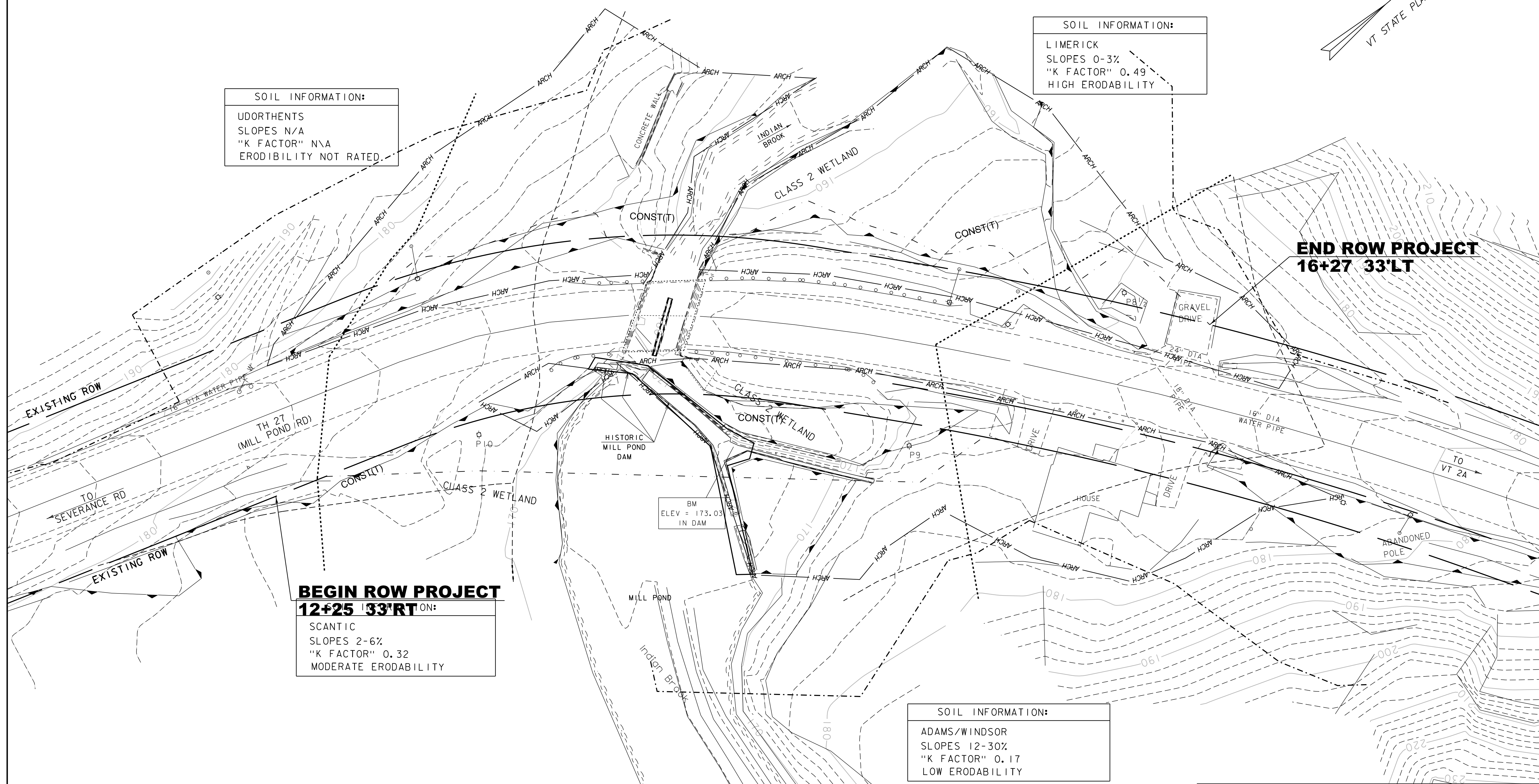
SOIL INFORMATION:
 UDORTHENTS
 SLOPES N/A
 "K FACTOR" N/A
 ERODIBILITY NOT RATED.

SOIL INFORMATION:
 LIMERICK
 SLOPES 0-3%
 "K FACTOR" 0.49
 HIGH ERODABILITY

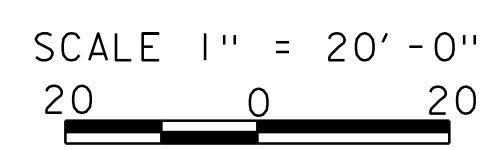
BEGIN ROW PROJECT
12+25 33'RT
SOIL INFORMATION:
 SCANTIC
 SLOPES 2-6%
 "K FACTOR" 0.32
 MODERATE ERODABILITY

SOIL INFORMATION:
 ADAMS/WINDSOR
 SLOPES 12-30%
 "K FACTOR" 0.17
 LOW ERODABILITY

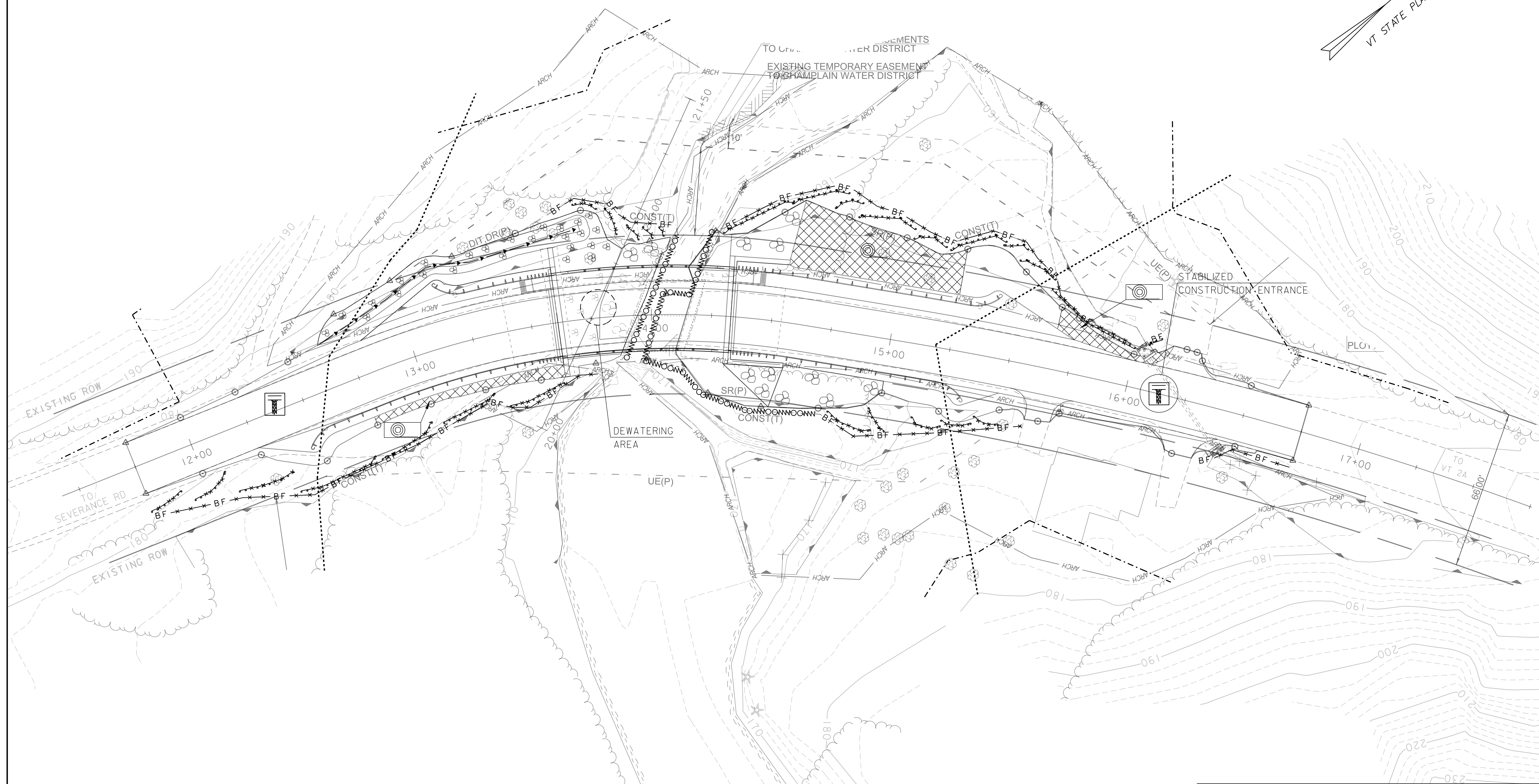
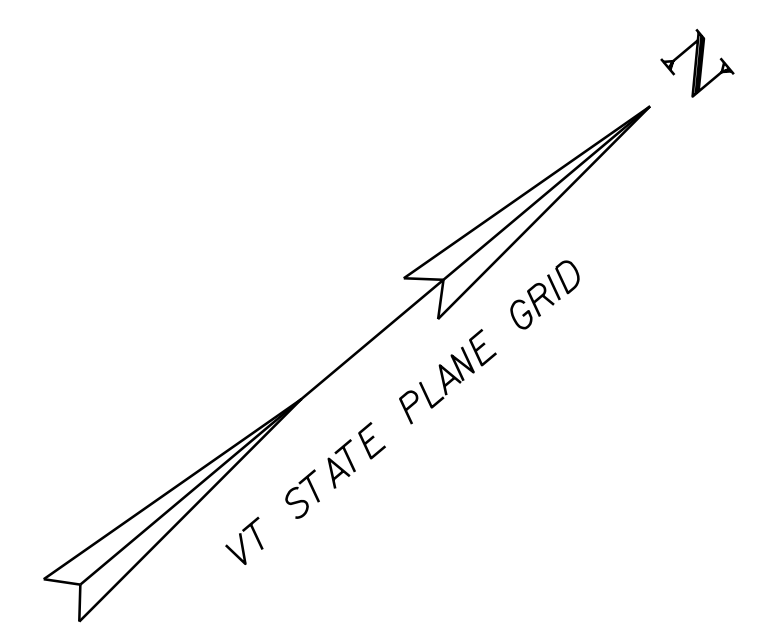
END ROW PROJECT
16+27 33'LT



BM
 ELEV = 173.03
 IN DAM

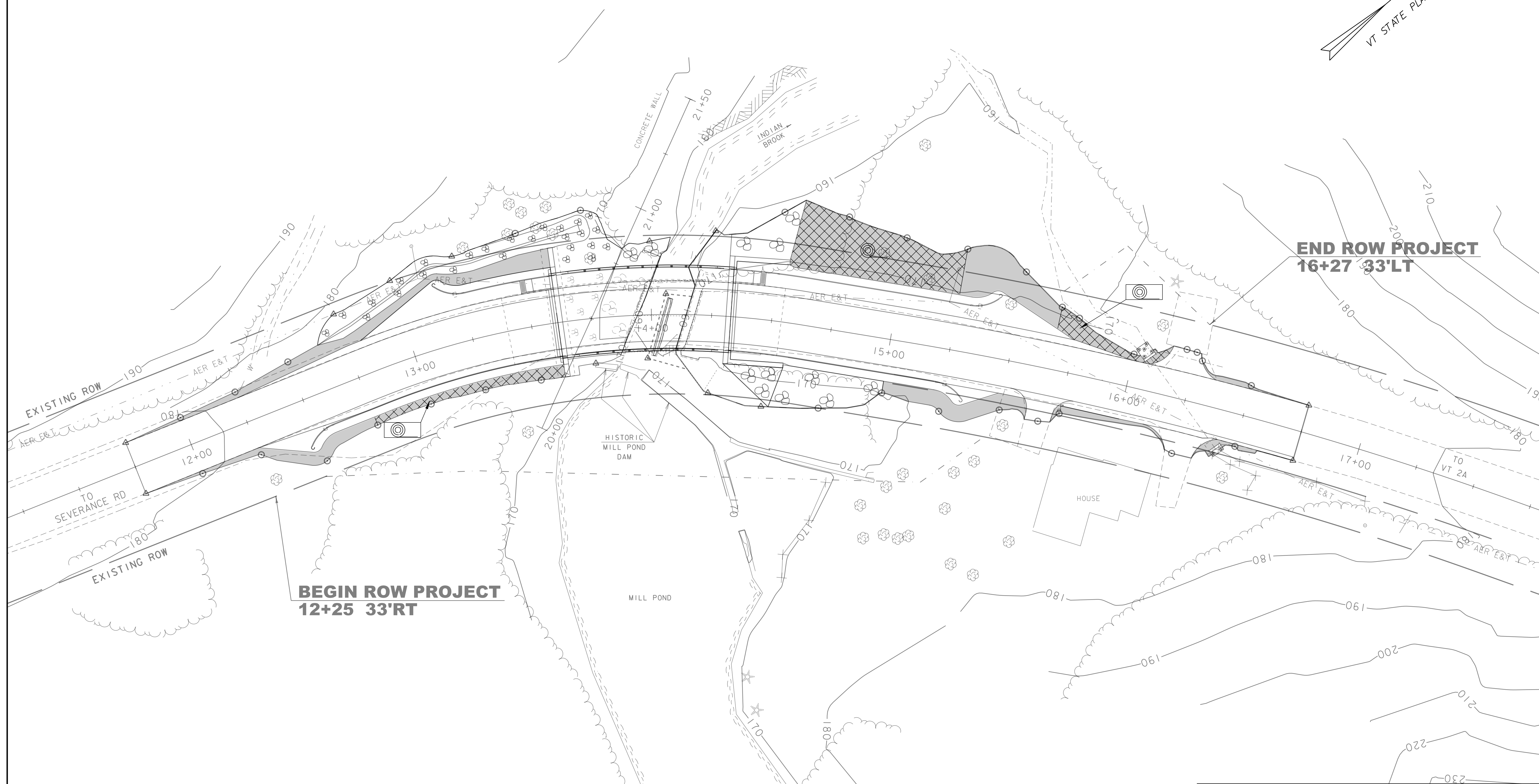
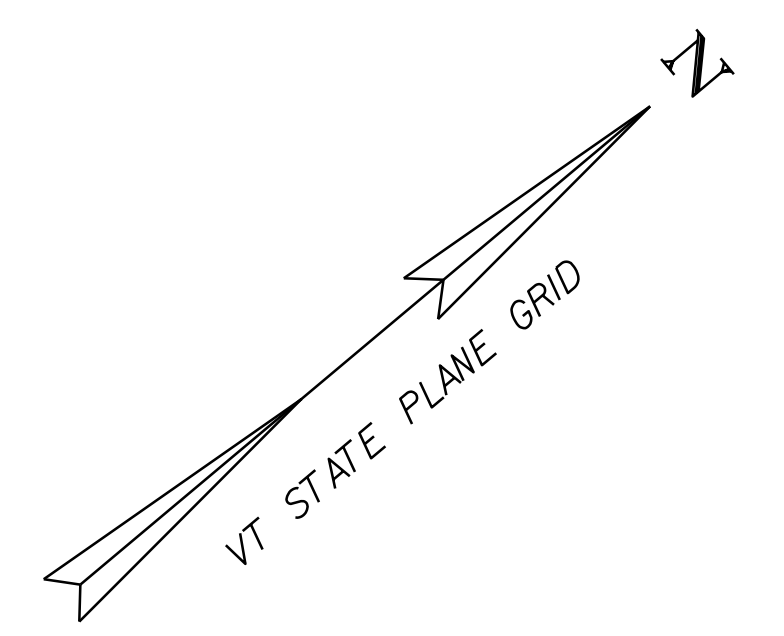


PROJECT NAME:	COLCHESTER	PLOT DATE:	26-FEB-2014
PROJECT NUMBER:	STP 5600 (I2)	DRAWN BY:	G. ROKES
FILE NAME:	s95j298eroExst.dgn	CHECKED BY:	N. VANDENBERG
PROJECT LEADER:	C. CARLSON	SHEET	47 OF 51
DESIGNED BY:	N. VANDENBERG		
EPSC EXISTING CONDITIONS			



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

PROJECT NAME:	COLCHESTER	FILE NAME:	s95j298eroConst.dgn	PLOT DATE:	26-FEB-2014
PROJECT NUMBER:	STP 5600 (I2)	PROJECT LEADER:	C. CARLSON	DRAWN BY:	G. ROKES
		DESIGNED BY:	N. VANDENBERG	CHECKED BY:	D. PETERSON
		EPSC CONSTRUCTION CONDITIONS		SHEET	48 OF 51

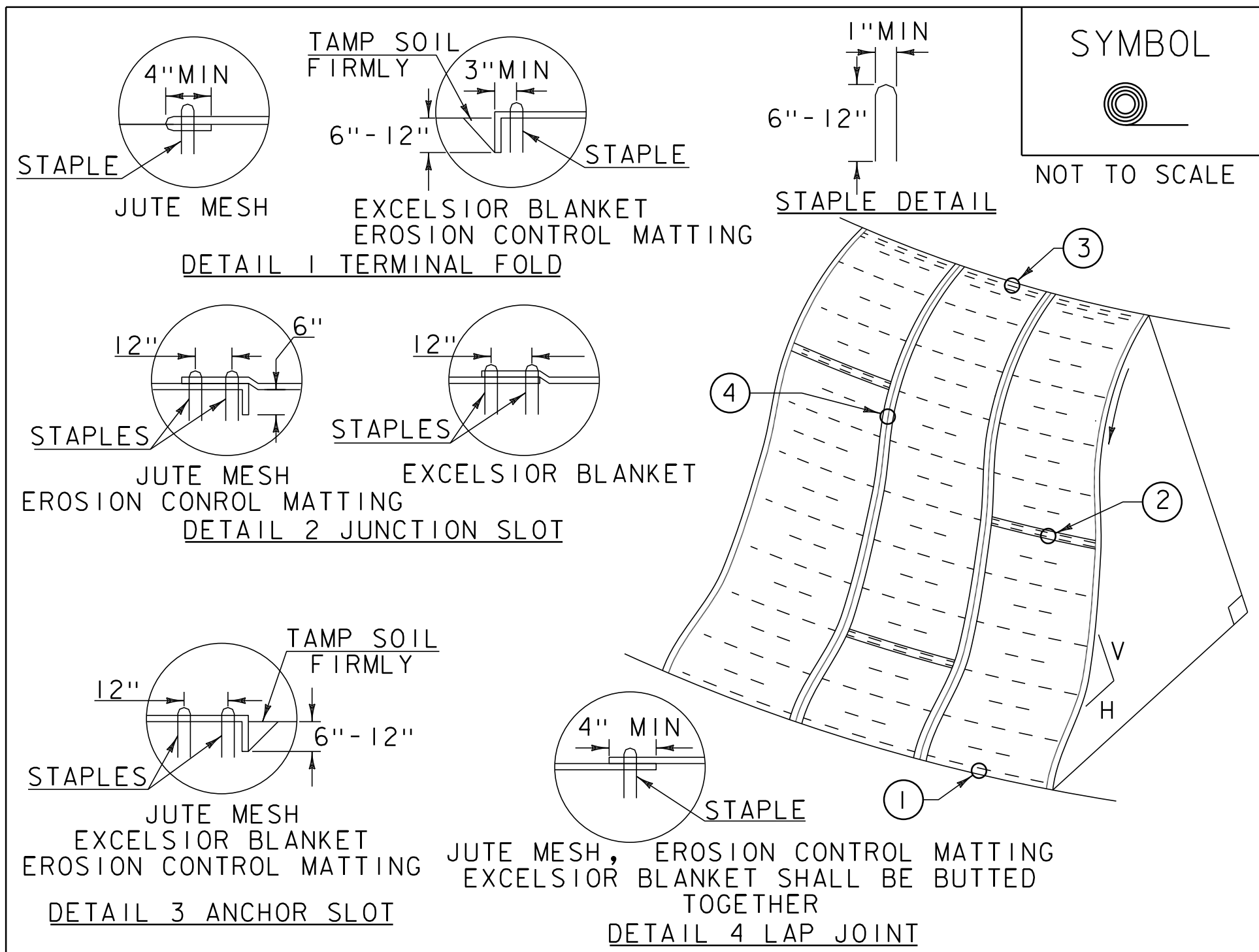


**BEGIN ROW PROJECT
12+25 33'RT**

**END ROW PROJECT
16+27 33'LT**

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

PROJECT NAME: COLCHESTER	PLOT DATE: 26-FEB-2014
PROJECT NUMBER: STP 5600 (12)	DRAWN BY: G. ROKES
FILE NAME: s95j298erofind.dgn	CHECKED BY: D. PETERSON
PROJECT LEADER: C. CARLSON	SHEET 49 OF 51
DESIGNED BY: N. VANDENBERG	
EPSC FINAL CONDITIONS	



CONSTRUCTION SPECIFICATIONS

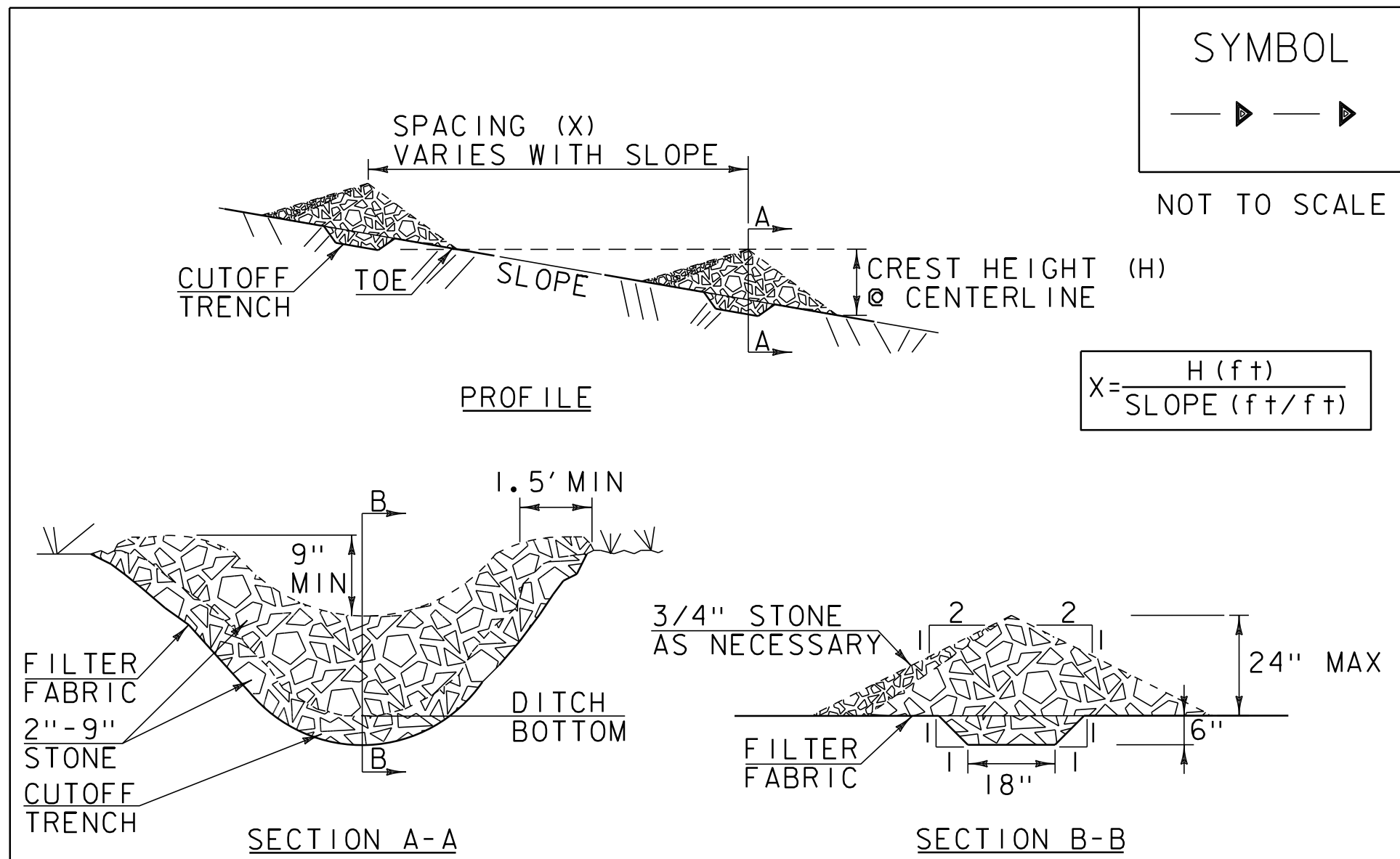
1. APPLY TO SLOPES GREATER THAN 3H:1V OR WHERE NECESSARY TO AID IN ESTABLISHING VEGETATION.
2. APPLY FERTILIZER, LIME SEED PRIOR TO PLACING MATTING.
3. STAPLES ARE TO BE PLACED ALTERNATELY, IN COLUMNS APPROXIMATELY 2' APART AND IN ROWS APPROXIMATELY 3' APART. APPROXIMATELY 175 STAPLES ARE REQUIRED PER 4'X225' ROLL OF MATERIAL AND 125 STAPLES ARE REQUIRED PER 4'X150' ROLL OF MATERIAL.
4. DISTURBED AREAS SHALL BE SMOOTHLY GRADED. EROSION CONTROL MATERIAL SHALL BE PLACED LOOSELY OVER GROUND SURFACE. DO NOT STRETCH.
5. ALL TERMINAL ENDS AND TRANSVERSE LAPS SHALL BE STAPLED AT APPROXIMATELY 12" INTERVALS.

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

ROLLED EROSION CONTROL PRODUCT (RECP) SIDE SLOPE

NOTES:
REFER TO "THE VERMONT STANDARDS & SPECIFICATIONS FOR EROSION PREVENTION & SEDIMENT CONTROL -2006-" FROM THE VT AGENCY OF NATURAL RESOURCES FOR ADDITIONAL GUIDANCE.
THIS WORK SHALL BE PERFORMED IN ACCORDANCE WITH SECTION 653 AND AS SHOWN IN THE PLANS FOR TEMPORARY EROSION MATTING (PAY ITEM 653.20) OR PERMANENT EROSION MATTING (PAY ITEM 653.21).

REVISIONS		
APRIL 16, 2007	JMF	
JANUARY 13, 2009	WHF	



CONSTRUCTION SPECIFICATIONS

1. STONE WILL BE PLACED ON A FILTER FABRIC FOUNDATION.
2. CHECK DAMS SHALL BE SPACED SO THAT THE ELEVATION OF THE CREST OF THE DOWNSTREAM DAM IS AT THE SAME ELEVATION AS THE TOE OF THE UPSTREAM DAM.
3. 3/4" FILTERING STONE MAY BE ADDED TO THE FACE OF THE CHECK DAM AS NECESSARY.
4. EXTEND THE STONE A MINIMUM OF 1.5' BEYOND THE DITCH BANKS TO PREVENT CUTTING AROUND THE DAM.
5. PROTECT CHANNEL DOWNSTREAM OF THE LOWEST CHECK DAM FROM SCOUR AND EROSION WITH STONE OR LINER AS APPROPRIATE.
6. ENSURE THAT CHANNEL APPURTENANCES SUCH AS CULVERT ENTRANCES BELOW CHECK DAMS ARE NOT SUBJECT TO DAMAGE OR BLOCKAGE FROM DISPLACED STONE.
7. MAXIMUM DRAINAGE AREA 2 ACRES.

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

CHECK DAM

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

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

REVISIONS		
MARCH 21, 2008	WHF	
JANUARY 8, 2009	WHF	

VAOT RURAL AREA MIX					
% WEIGHT	LBS/AC		NAME	GERM %	PURITY %
	BROADCAST	HYDROSEED			
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					
% WEIGHT	LBS/AC		NAME	GERM %	PURITY %
	BROADCAST	HYDROSEED			
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

1. RURAL SEED MIX: USE AS INDICATED IN THE PLANS AND/OR FOR ALL ESTABLISHED UPLAND (NON WETLAND) AREAS DISTURBED BY THE CONTRACTOR.
2. URBAN SEED MIX: USE AS INDICATED IN THE PLANS AND/OR FOR ALL ESTABLISHED LAWN 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. TOPSOIL: TO BE USED WITH SEED AS INDICATED ON THE PLANS, OR AS DIRECTED BY THE ENGINEER.
7. 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
8. 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

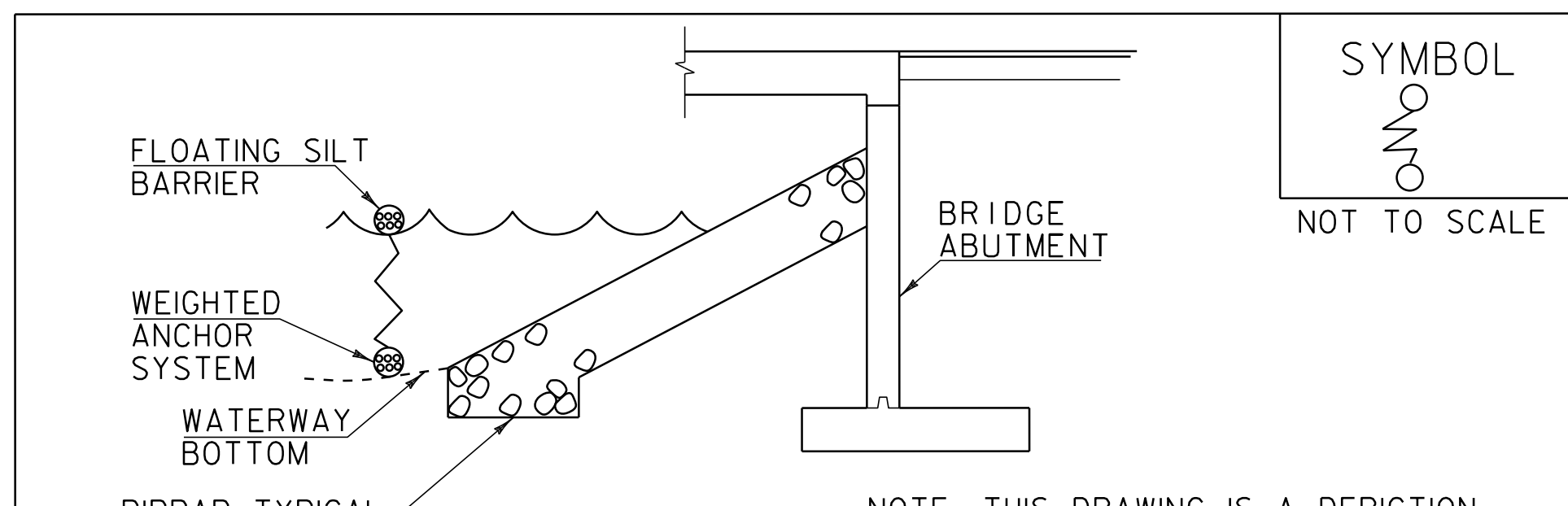
THIS WORK SHALL BE PERFORMED IN ACCORDANCE WITH SECTION 651 FOR SEED (PAY ITEM 651.15)

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

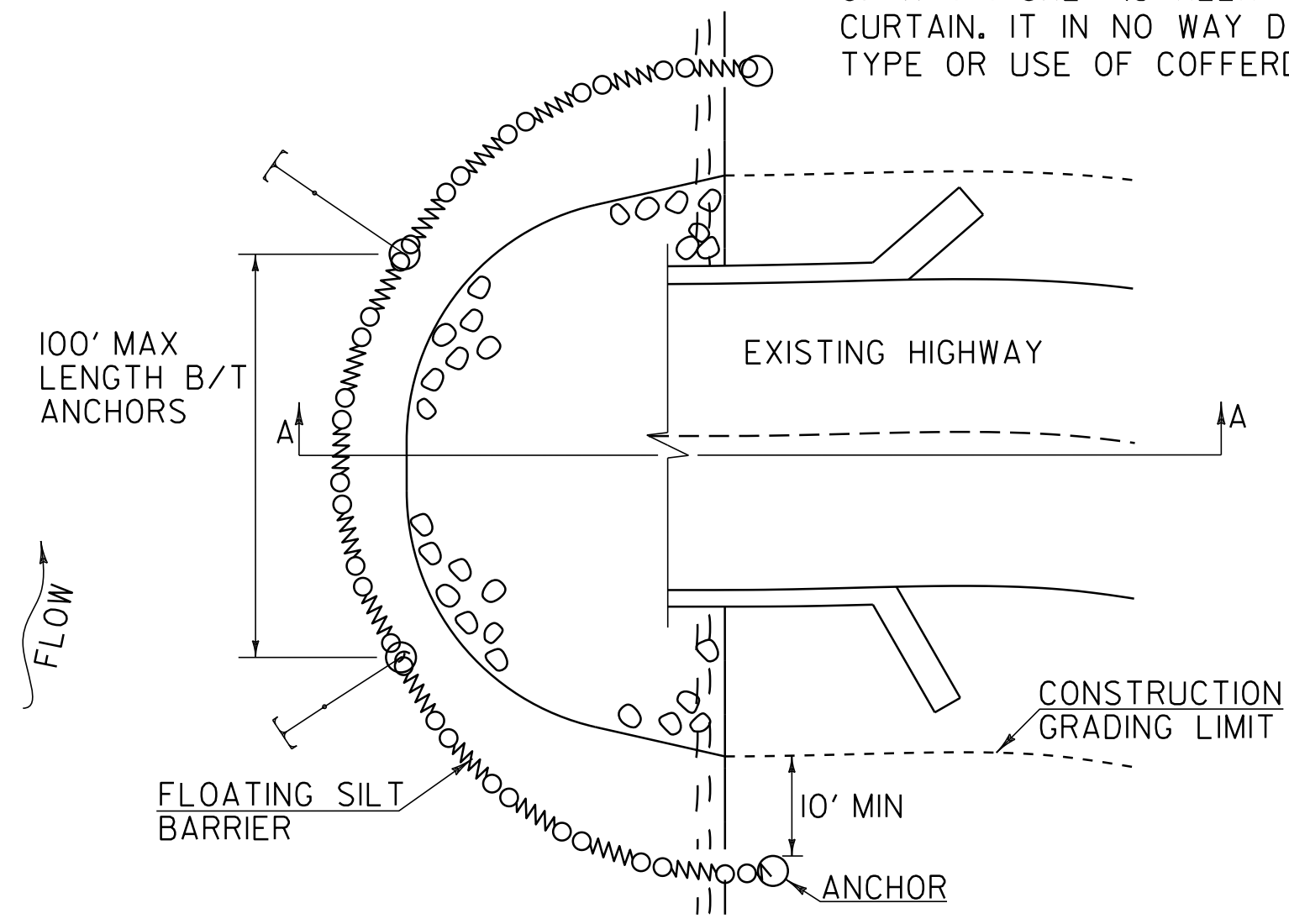
PROJECT NAME: COLCHESTER
PROJECT NUMBER: STP 5600 (I2)

FILE NAME: s95j298eroDetails.dgn
PROJECT LEADER: C. CARLSON
DESIGNED BY: N. VANDENBERG
EPSC DETAILS I

PLOT DATE: 26-FEB-2014
DRAWN BY: G. ROKES
CHECKED BY: D. PETERSON
SHEET 50 OF 51



SECTION A-A
 NOTE: THIS DRAWING IS A DEPICTION OF A TYPICAL INSTALLATION OF FILTER CURTAIN. IT IN NO WAY DEFINES THE TYPE OR USE OF COFFERDAM IF USED.



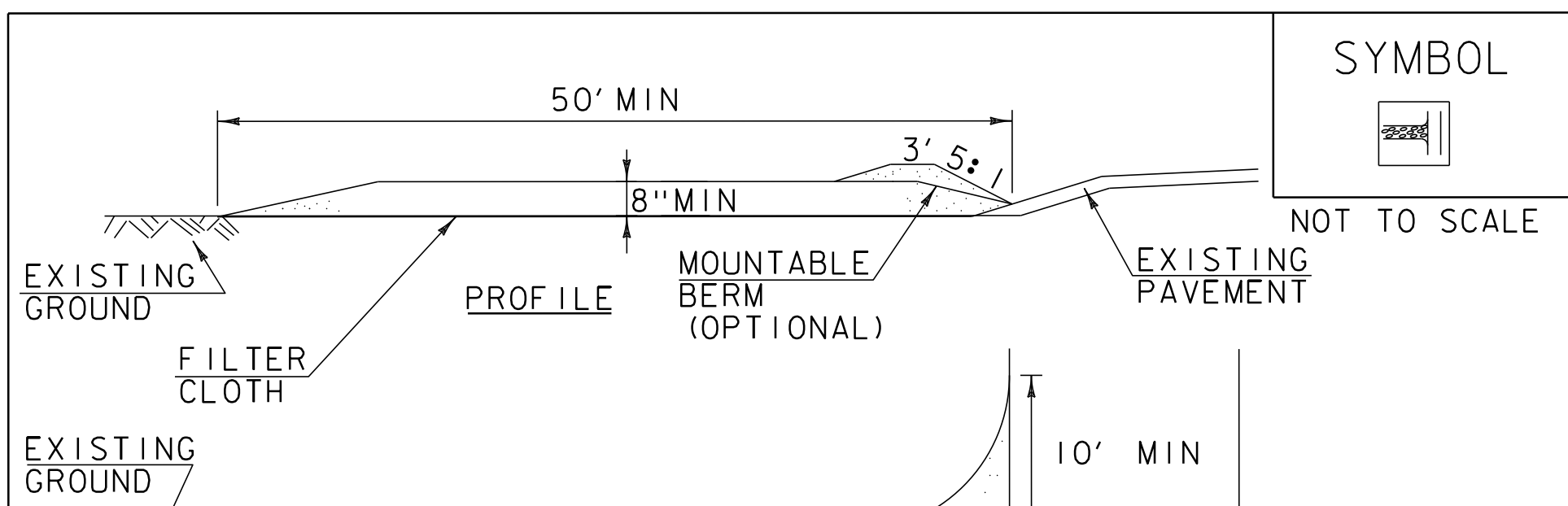
CONSTRUCTION SPECIFICATIONS

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

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

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



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.

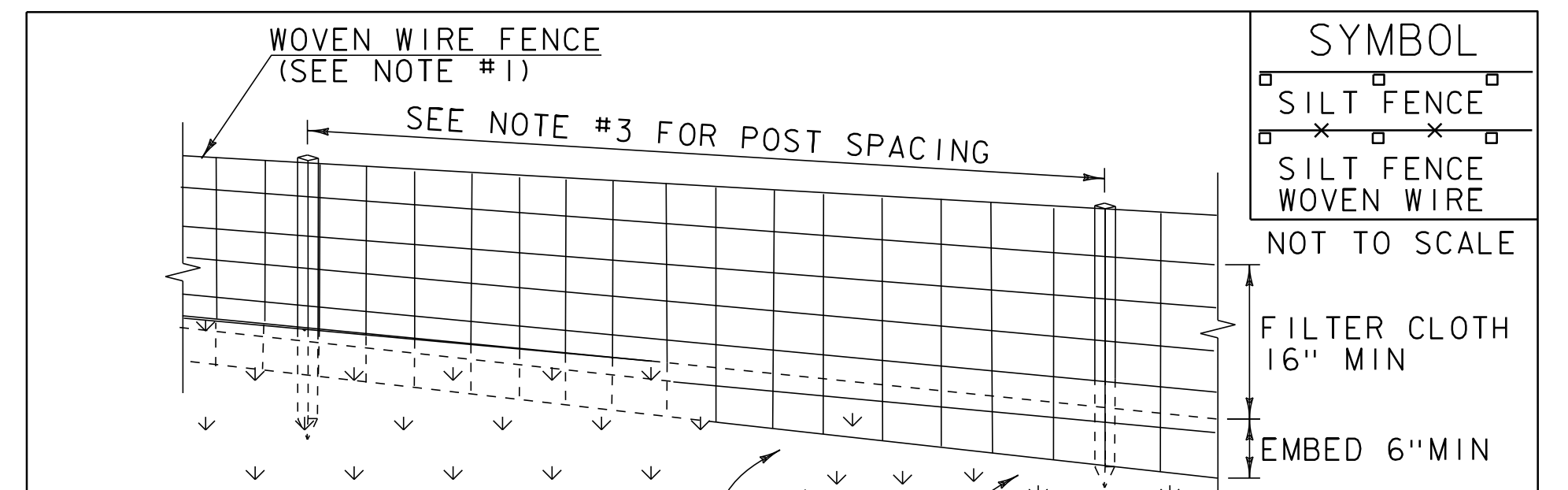
ADAPTED FROM DETAILS PROVIDED BY: NEW YORK STATE DEC
 ORIGINALLY DEVELOPED BY USDA-NRCS
 VERMONT DEPARTMENT OF ENVIRONMENTAL CONSERVATION

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



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, MIRAF1100X, 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 649.5) 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

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PROJECT NUMBER: STP 5600 (12)	DRAWN BY: G. ROKES
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PROJECT LEADER: C. CARLSON	SHEET 51 OF 51
DESIGNED BY: N. VANDENBERG	
EPSC DETAILS 2	