

EROSION PREVENTION & SEDIMENT CONTROL PLAN

NOTE: PDF FENCE WAS NOT INSTALLED ALONG US 2 IN FRONT OF STAGING AREA. OTHER CHANGES AS SHOWN. (2007)

EROSION PREVENTION & SEDIMENT CONTROL LEGEND

- APPROXIMATE SOIL BOUNDARY
- PROJECT DEMARCATION FENCE (PDF)
- SILT FENCE
- CRUSHED STONE BERM
- STAGING AREA
- STABILIZED CONSTRUCTION ENTRANCE
- EROSION MATTING
- RUNOFF FLOW (CONCENTRATED-SWALE)
- RUNOFF FLOW (SHEET FLOW)
- CLASS II WETLAND

GRADING PLAN AND TIME TABLE

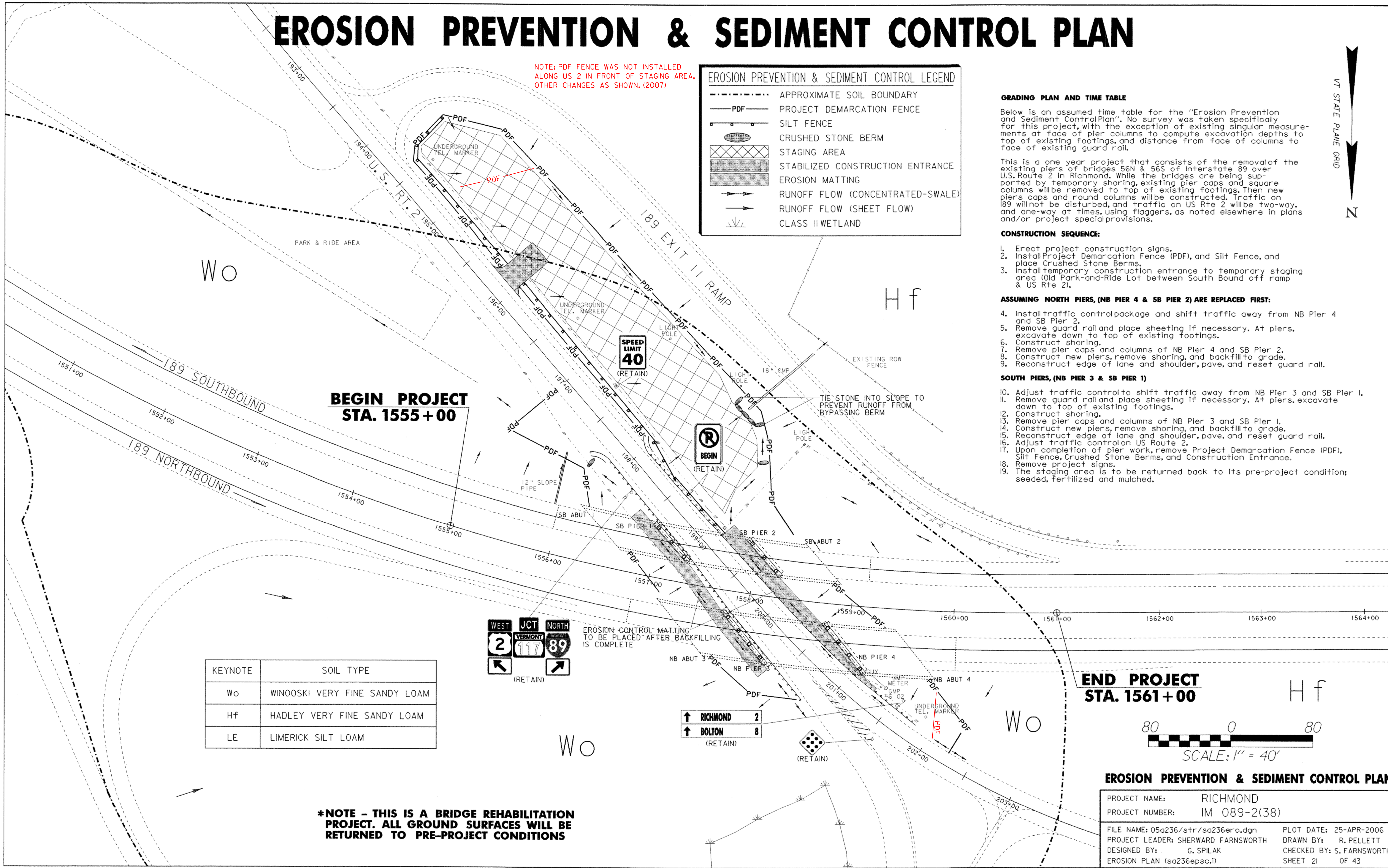
Below is an assumed time table for the "Erosion Prevention and Sediment Control Plan". No survey was taken specifically for this project, with the exception of existing singular measurements at face of pier columns to compute excavation depths to top of existing footings, and distance from face of columns to face of existing guard rail.

This is a one year project that consists of the removal of the existing piers of bridges 56N & 56S of interstate 89 over U.S. Route 2 in Richmond. While the bridges are being supported by temporary shoring, existing pier caps and square columns will be removed to top of existing footings. Then new pier caps and round columns will be constructed. Traffic on I89 will not be disturbed, and traffic on US Rte 2 will be two-way, and one-way at times, using flaggers, as noted elsewhere in plans and/or project special provisions.

CONSTRUCTION SEQUENCE:

1. Erect project construction signs.
 2. Install Project Demarcation Fence (PDF), and Silt Fence, and place Crushed Stone Berms.
 3. Install temporary construction entrance to temporary staging area (Old Park-and-Ride Lot between South Bound off ramp & US Rte 2).
- ASSUMING NORTH PIERS, (NB PIER 4 & SB PIER 2) ARE REPLACED FIRST:**
4. Install traffic control package and shift traffic away from NB Pier 4 and SB Pier 2.
 5. Remove guard rail and place sheeting if necessary. At piers, excavate down to top of existing footings.
 6. Construct shoring.
 7. Remove pier caps and columns of NB Pier 4 and SB Pier 2.
 8. Construct new piers, remove shoring, and backfill to grade.
 9. Reconstruct edge of lane and shoulder, pave, and reset guard rail.
- SOUTH PIERS, (NB PIER 3 & SB PIER 1)**
10. Adjust traffic control to shift traffic away from NB Pier 3 and SB Pier 1.
 11. Remove guard rail and place sheeting if necessary. At piers, excavate down to top of existing footings.
 12. Construct shoring.
 13. Remove pier caps and columns of NB Pier 3 and SB Pier 1.
 14. Construct new piers, remove shoring, and backfill to grade.
 15. Reconstruct edge of lane and shoulder, pave, and reset guard rail.
 16. Adjust traffic control on US Route 2.
 17. Upon completion of pier work, remove Project Demarcation Fence (PDF), Silt Fence, Crushed Stone Berms, and Construction Entrance.
 18. Remove project signs.
 19. The staging area is to be returned back to its pre-project condition; seeded, fertilized and mulched.

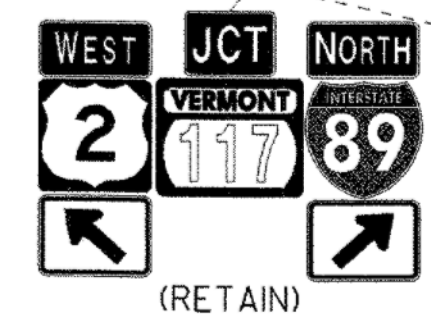
VT STATE PLANE GRID



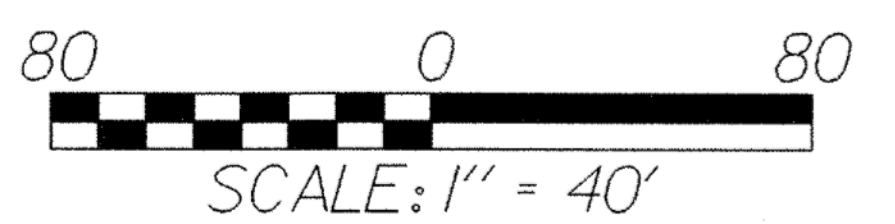
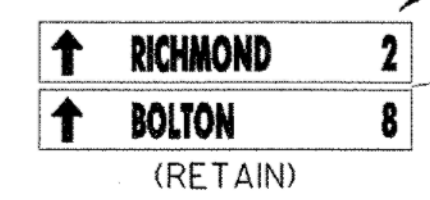
BEGIN PROJECT STA. 1555+00

END PROJECT STA. 1561+00

KEYNOTE	SOIL TYPE
Wo	WINOOSKI VERY FINE SANDY LOAM
Hf	HADLEY VERY FINE SANDY LOAM
LE	LIMERICK SILT LOAM



Wo



***NOTE - THIS IS A BRIDGE REHABILITATION PROJECT. ALL GROUND SURFACES WILL BE RETURNED TO PRE-PROJECT CONDITIONS**

EROSION PREVENTION & SEDIMENT CONTROL PLAN

PROJECT NAME:	RICHMOND
PROJECT NUMBER:	IM 089-2(38)
FILE NAME:	05a236/str/sa236ero.dgn
PROJECT LEADER:	SHERWARD FARNSWORTH
DESIGNED BY:	G. SPILAK
EROSION PLAN (sa236epsc.i)	
PLOT DATE:	25-APR-2006
DRAWN BY:	R. PELLETT
CHECKED BY:	S. FARNSWORTH
SHEET	21 OF 43