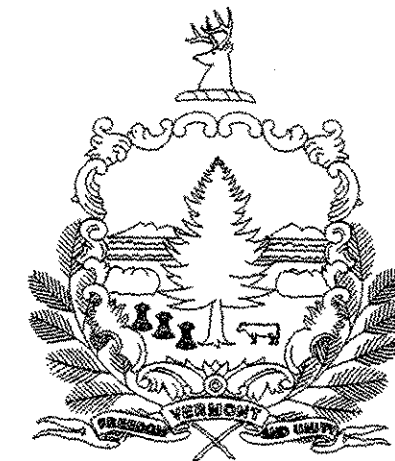
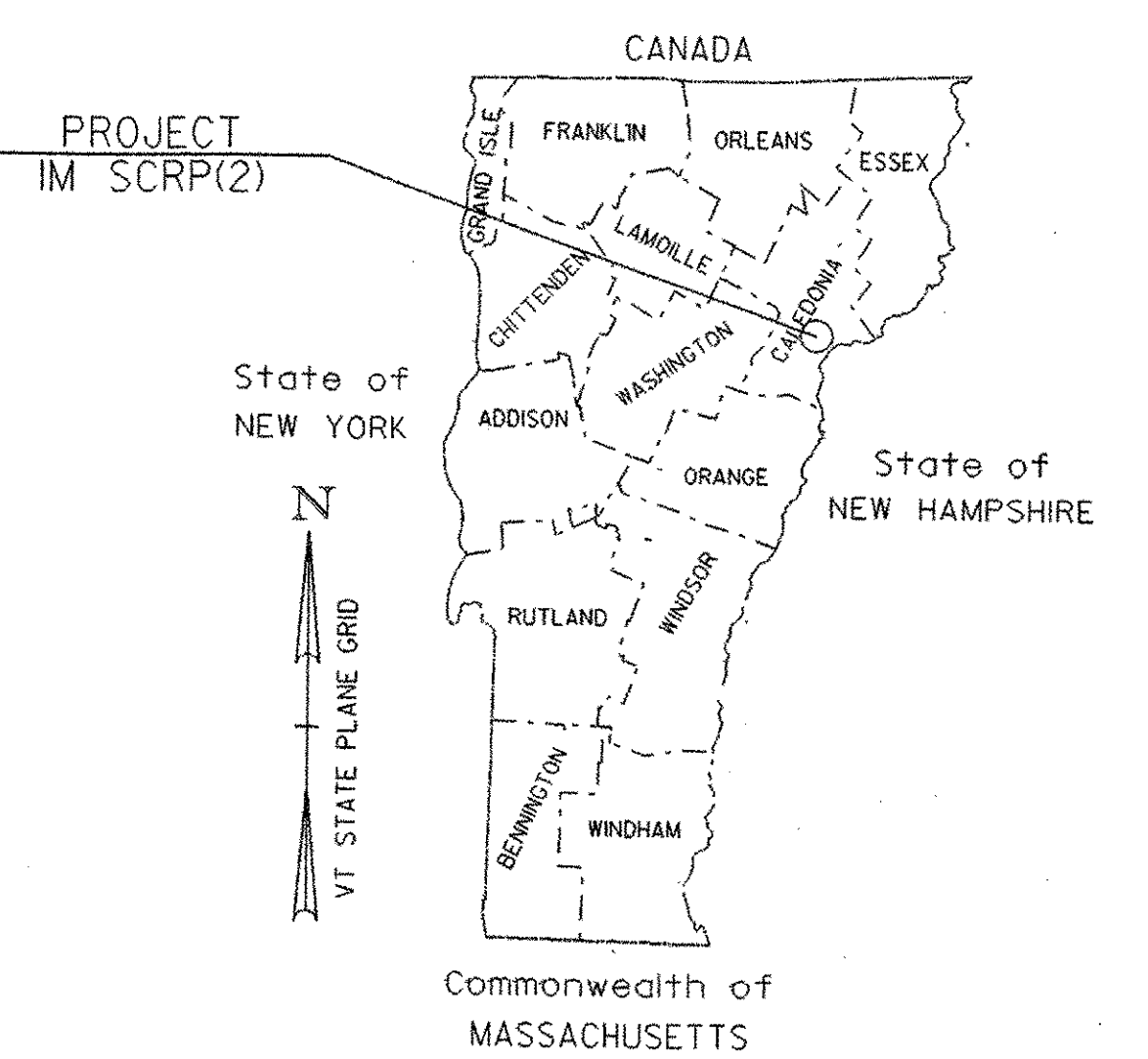
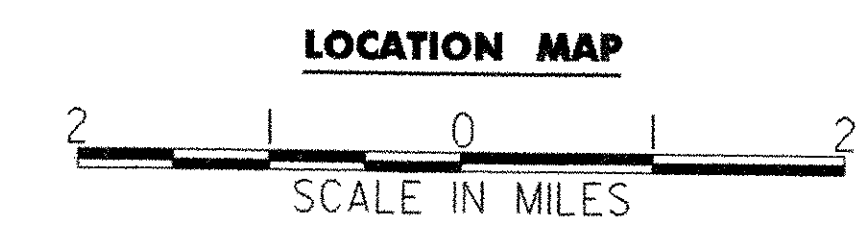
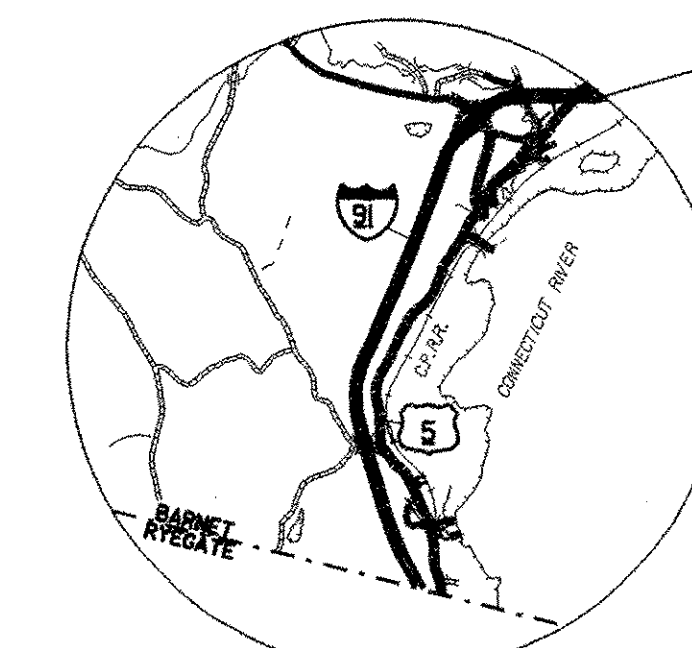


STATE OF VERMONT AGENCY OF TRANSPORTATION



PROPOSED IMPROVEMENT TOWN OF BARNET COUNTY OF CALEDONIA INTERSTATE 91



INDEX OF SHEETS

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6	MM 117.72 CULVERT LINING DETAIL
7	MM 117.72 CHANNEL SECTIONS
8	MM 117.96 LAYOUT PLAN SHEET
9	MM 117.96 CULVERT LINING DETAIL
10	MM 117.96 CHANNEL SECTIONS
11	MM 117.72 HEADWALL DETAILS
12	MM 117.96 HEADWALL DETAILS
13	REINFORCING STEEL SCHEDULE SHEET
14-15	BLANK
16	EPSC NARRATIVE
17	MM 117.72 EPSC LAYOUT PLAN SHEET
18	MM 117.96 EPSC LAYOUT PLAN SHEET
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STANDARDS

E-100	CONSTRUCTION APPROACH SIGNS	01/02/2004
E-101	CONSTRUCTION SIGN DETAILS	05/30/2003
E-102	CONSTRUCTION SIGN DETAILS	06/30/2003
E-102A	CONSTRUCTION SIGN DETAILS	05/01/2004
E-103	MAINLINE TRAFFIC CONTROL DIVIDED HIGHWAY ONE LANE CLOSED	03/01/2004
E-105	TRAFFIC CONTROL FOR CONSTRUCTION VEHICLE U-TURNS ON DIVIDED HIGHWAY	05/01/2004
E-107A	BREAKAWAY BARRICADE DETAILS	08/08/1995
E-121	STANDARD SIGN PLACEMENT CONVENTIONAL ROAD	08/08/1995
E-142	REGULATORY SIGN DETAILS	09/20/1995
G-1	STEEL BEAM GUARDRAIL (50 MPH & OVER)	01/03/2000
G-17A	MODIFIED ECCENTRIC LOADER TERMINAL (MELT)	09/27/2002
G-17B	MODIFIED ECCENTRIC LOADER TERMINAL (MELT)	09/27/2002
G-19	GENERIC GRADING PLANS FOR GUARDRAIL END TERMINALS	11/15/2002

WORK TO BE PERFORMED AT TWO ISOLATED LOCATIONS, MILE MARKERS 117.72 AND 117.96 ON INTERSTATE 91.

LENGTH OF PROJECT: 1690 FEET = 0.32 MILES

THE PROJECT SHALL CONSIST OF INSTALLATION OF CURED-IN-PLACE PIPE LINERS, INSTALLATION OF CONCRETE HEADWALLS, CHANNEL AND EMBANKMENT STABILIZATION.

RECORD PLANS	
CONTRACTOR:	J. A. McDONALD INC. - LYNDON CTR., VT
RESIDENT ENGINEER:	BRIGITTE CODLING
CONSTRUCTION BEGAN:	JUNE 2, 2008
CONSTRUCTION COMPLETE:	SEPTEMBER 5, 2008
RECORD PLANS BY:	BRIGITTE CODLING & C. PIERCE
I HEREBY CERTIFY THAT ALL THE CONSTRUCTION REQUIRED BY THIS SET OF DRAWINGS HAS BEEN ACCOMPLISHED AS INDICATED HEREIN.	
BY:	<i>Brigitte Codling</i> RESIDENT ENGINEER
DATE:	7-30-09
NOTE: Any further information concerning final quantities, amounts or other details relative to this project may be found at Central Files in the electronic archives.	

**MM 117.68 NB & SB
BEGIN PROJECT**

**MM 117.72
EXISTING 60" CGMP**

**MM 117.96
EXISTING 54" CGMP**

**MM 118.00 NB & SB
END PROJECT**

I 91 SOUTH
TO RYEGATE

I 91 NORTH
TO WATERFORD

CONVENTIONAL SYMBOLS

COUNTY LINE	
TOWN LINE	
LIMITS OF ACCESS	
POINT OF ACCESS	
FENCE LINE	
STONE WALL	
TRAVELED WAY	
GUARD RAIL	
RAILROAD	
SURVEY LINE	
CULVERT	
POWER POLE	
TELEPHONE POLE	
TREES	
CONTROL OF ACCESS	
PROPERTY LINE	
R.O.W. TAKING LINE	
SLOPE RIGHTS	
TOP OF CUT	
TOE OF SLOPE	

SURVEYED BY: R. GILMAN
SURVEYED DATE: 06/13/07

DATUM
VERTICAL NAVD88
HORIZONTAL NAD83(96)



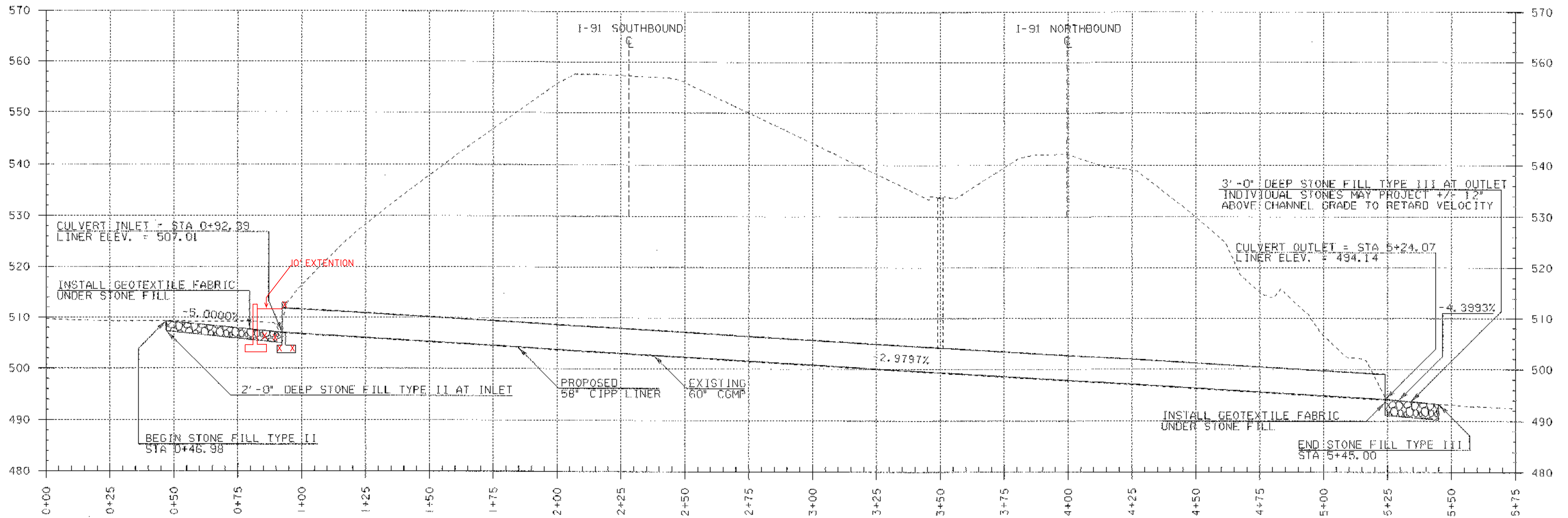
THESE PLANS ARE SUBJECT TO SUCH ENGINEERING CHANGES AS MAY BE REQUIRED BY THE FEDERAL HIGHWAY ADMINISTRATION OR THE DIRECTOR OF PROGRAM DEVELOPMENT.
CONSTRUCTION IS TO BE CARRIED ON IN ACCORDANCE WITH THESE PLANS AND THE STANDARD SPECIFICATIONS FOR CONSTRUCTION DATED 2006, AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION ON JUNE 15, 2006 FOR USE ON THIS PROJECT, INCLUDING ALL SUBSEQUENT REVISIONS AND SUCH REVISED SPECIFICATIONS AND SPECIAL PROVISIONS AS ARE INCORPORATED IN THESE PLANS.

DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATOR
APPROVED <i>Mark D. Ricketts</i> DATE 3-6-08
DIRECTOR OF PROGRAM DEVELOPMENT
APPROVED <i>Pete Jones</i> DATE 2-26-08
PROJECT MANAGER: K. UPMAL
PROJECT NAME: BARNET
PROJECT NUMBER: IM SCR(2)
SHEET 1 OF 20 SHEETS

QUANTITY SHEET 1

SUMMARY OF ESTIMATED QUANTITIES										TOTALS		DESCRIPTIONS				DETAILED SUMMARY OF QUANTITIES		
						ROADWAY	EROSION CONTROL	BRIDGE NO. 1 (MM 117.72)	BRIDGE NO. 2 (MM 117.96)	GRAND TOTAL	FINAL	UNIT	ITEMS	ITEM NUMBER	ROUND	QUANTITIES	UNIT	ITEMS
						1				1		LS	CLEARING AND GRUBBING, INCLUDING INDIVIDUAL TREES AND STUMPS	201.10				
						279				279		CY	UNCLASSIFIED CHANNEL EXCAVATION	203.27	3			
						152				152		CY	EARTH BORROW	203.30	2			
								70	50	120		CY	STRUCTURE EXCAVATION	204.25	5			
								60	40	100		CY	GRANULAR BACKFILL FOR STRUCTURES	204.30	12			
								14	14	28		CY	CONCRETE, HIGH PERFORMANCE CLASS B	501.34	2			
								2000	1970	3970		LB	REINFORCING STEEL	507.15	57			
								5	5	10		GAL	WATER REPELLENT, SILANE	514.10				
						5				5		CY	REMOVAL OF CONCRETE OR MASONRY	529.25	1			
						18				18		HR	BULLDOZER RENTAL, TYPE I	608.10				
						4				4		HR	POWER BROOM RENTAL, TYPE I	608.30				
						84				84		CY	STONE FILL, TYPE II	613.11	1			
						138				138		CY	STONE FILL, TYPE III	613.12	2			
						80				80		LF	CHAIN-LINK FENCE, 6 FEET	620.12	9			
						80				80		LF	REMOVAL OF EXISTING FENCE	620.55	9			
						80				80		HR	UNIFORMED TRAFFIC OFFICERS	630.10				
						1				1		LS	MOBILIZATION/DEMobilIZATION	635.11				
						1				1		LS	TRAFFIC CONTROL	641.10				
						2				2		EACH	PORTABLE CHANGEABLE MESSAGE SIGN	641.15				
						418				418		SY	GEOTEXTILE UNDER STONE FILL	649.31	5			
							105			105		SY	GEOTEXTILE FOR SILT FENCE	649.51	2			
						2				2		LB	SEED	651.15	1			
						10				10		LB	FERTILIZER	651.18	1			
						1				1		TON	AGRICULTURAL LIMESTONE	651.20	0.1			
						1				1		TON	HAYMULCH	651.25	0.1			
						6				6		CY	TOPSOL	651.35	1			
							1641			1641		LF	PROJECT DEMARCATION FENCE	653.55	17			
						2				2		EACH	REMOVING SIGNS	675.50				
						2				2		EACH	ERECTING SALVAGED SIGNS	675.60				
						2				2		EACH	SETTING SALVAGED POSTS	675.61				
						50				50		CY	SPECIAL PROVISION (CONTROLLED DENSITY (FLOWABLE) FILL)	900.608				
						22				22		EACH	SPECIAL PROVISION (TEST BORINGS)	900.620				
									325	325		LF	SPECIAL PROVISION (CURED-IN-PLACE PIPE LINER) (54")	900.640	20			
								453		453		LF	SPECIAL PROVISION (CURED-IN-PLACE PIPE LINER) (60")	900.640	20			
								0.6	0.4	1		LS	SPECIAL PROVISION (TEMPORARY ACCESS ROAD AND STAGING AREAS, CULVERT)	900.645				
								0.5	0.5	1		LS	SPECIAL PROVISION (TEMPORARY RELOCATION OF STREAM)	900.645				

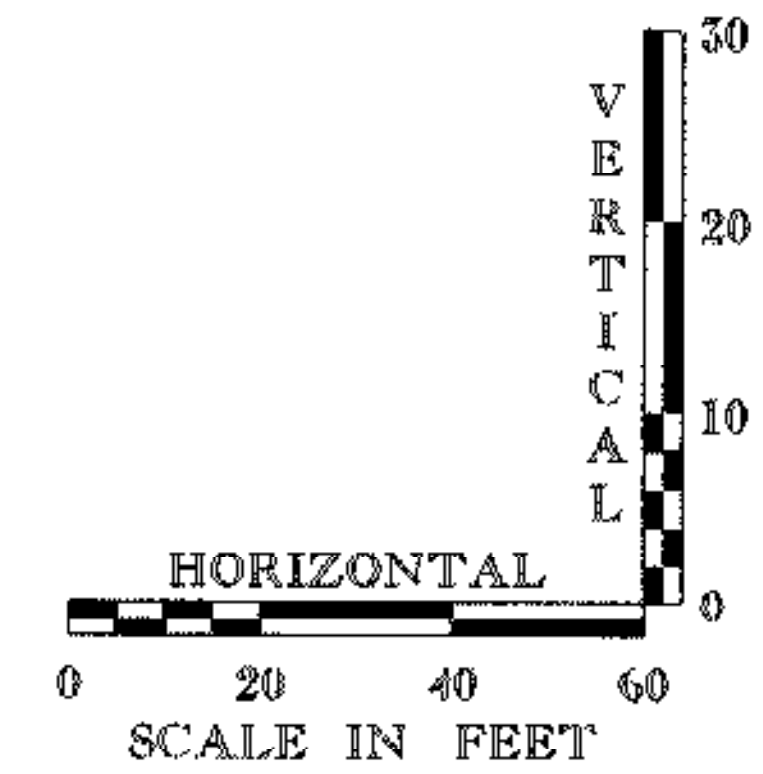
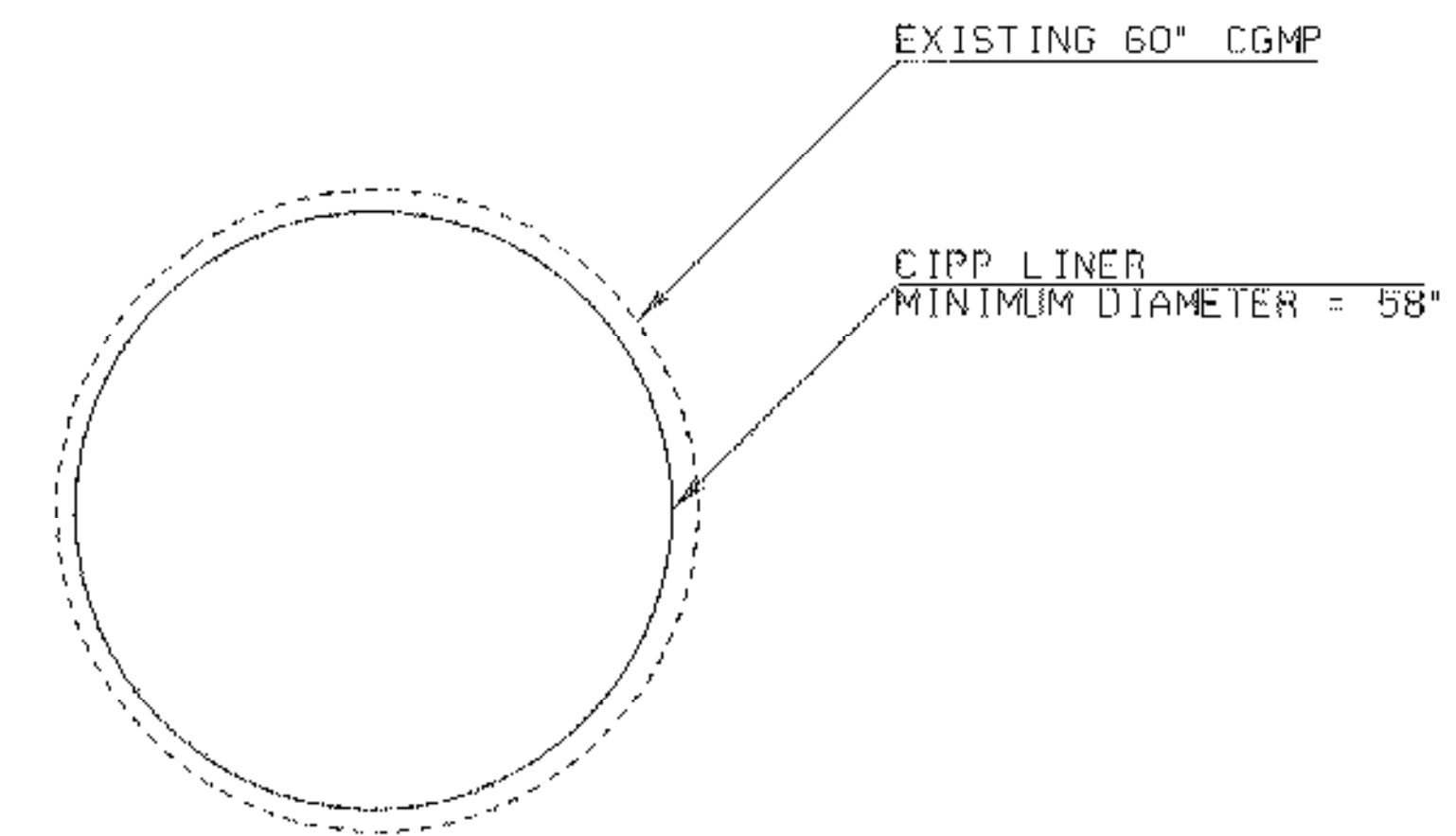
PROJECT NAME: **BARNET**
 PROJECT NUMBER: **IM SCR(2)**
 FILE NAME: d07a102fm.dgn PLOT DATE: 02/22/2008
 PROJECT MANAGER: K. UPMAL DRAWN BY: J. DEVLIN
 DESIGNED BY: J. DEVLIN CHECKED BY: K. UPMAL
 QUANTITY SHEET #1 SHEET 2 OF 20



MM 117.72
CULVERT CENTERLINE
PROFILE

PROJECT NOTES

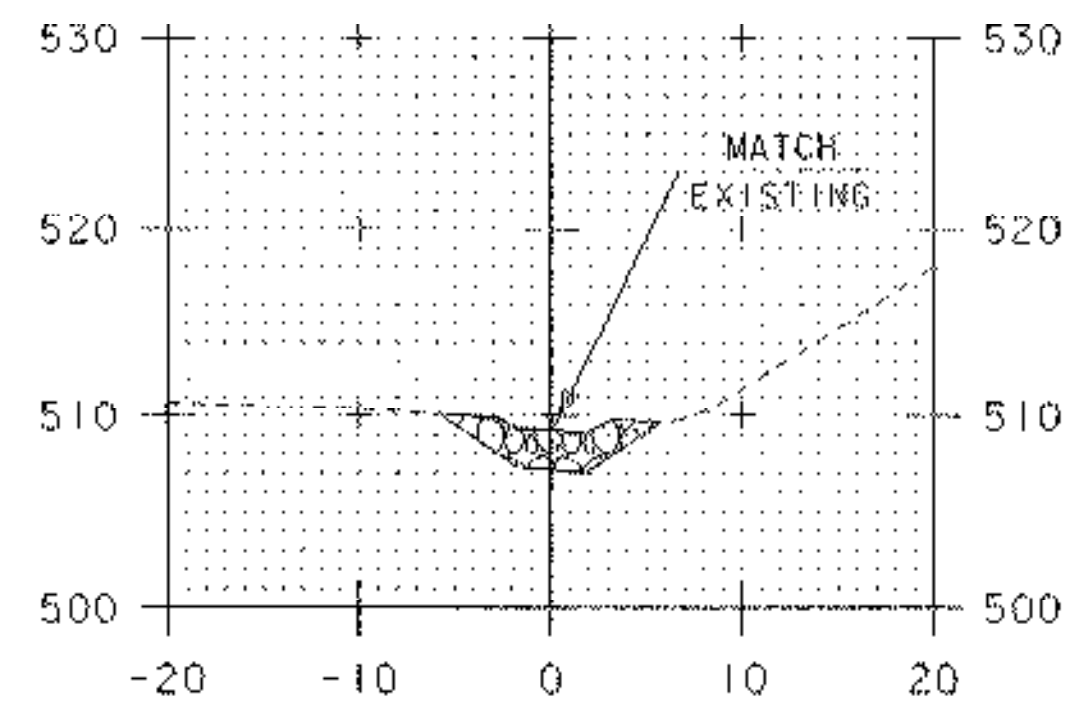
- ① THE CONTRACT ITEM 900.645 "SPECIAL PROVISION (CURED-IN-PLACE PIPE LINER) (60")" IS INTENDED TO BE USED FOR THE INSTALLATION OF A RESIN-IMPREGNATED FLEXIBLE TUBE, WHICH SHALL BE TIGHTLY FORMED TO THE ORIGINAL CONDUIT. THE RESIN IS TO BE CURED USING EITHER HOT WATER UNDER HYDROSTATIC PRESSURE OR STEAM PRESSURE WITHIN THE TUBE. THE CURED-IN-PLACE PIPE (CIPP) SHALL BE CONTINUOUS AND TIGHT FITTING.
- ② THE CONTRACTOR WILL BE RESPONSIBLE FOR PREPARATION OF THE EXISTING PIPE TO THE SATISFACTION OF THE MANUFACTURER OF THE CIPP LINER. IT IS ANTICIPATED THAT IT WILL BE NECESSARY FOR THE CONTRACTOR TO REMOVE SEDIMENT, LARGE STONES, AND/OR DERRIS FROM INSIDE THE EXISTING CULVERT PRIOR TO INSTALLING THE CIPP LINER.
- ③ ALL WORK DIRECTLY ASSOCIATED WITH THE REPAIR OF THE CULVERT SHALL BE DONE IN DRY CONDITIONS WITH NO STANDING OR FLOWING WATER PRESENT INSIDE THE CULVERT. REFER TO PROJECT SPECIAL PROVISIONS FOR ADDITIONAL REQUIREMENTS.
- ④ THE CONTRACTOR SHALL ESTABLISH TURF ON ANY AREAS DISTURBED AS A RESULT OF WORK ON THIS PROJECT ACCORDING TO THE RURAL SEEDING FORMULA ON SHEET 17 OR AS DIRECTED BY THE RESIDENT ENGINEER.



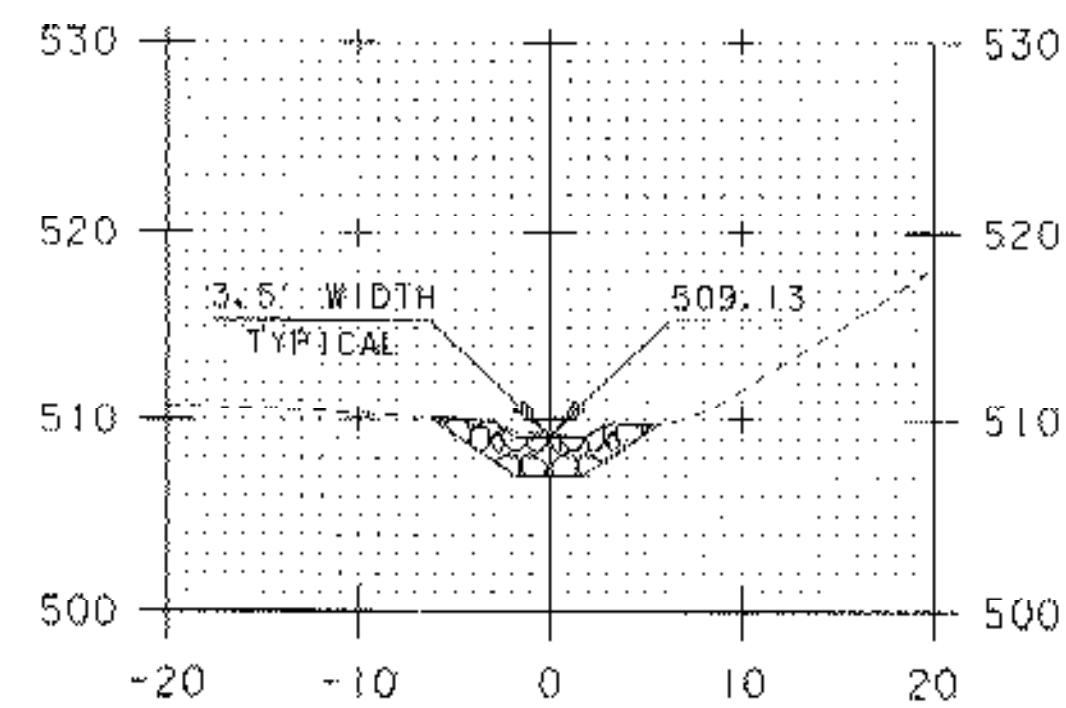
MM 117.72
CULVERT LINING DETAIL
NOT TO SCALE

DATUM	
VERTICAL	NAVD88
HORIZONTAL	NAD83(96)

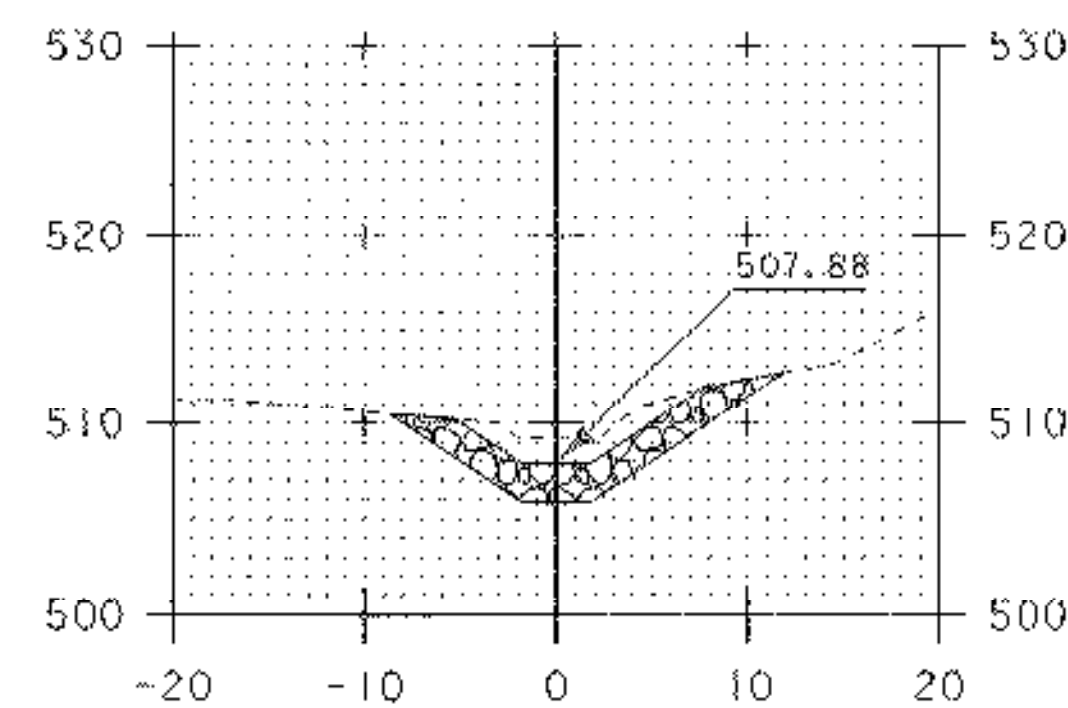
PROJECT NAME:	BARNET	FILE NAME:	d07a102wrk.dgn	PLOT DATE:	25-FEB-2008
PROJECT NUMBER:	IM SCRP(2)	PROJECT LEADER:	K. UPMAL	DRAWN BY:	J. DEVLIN
		DESIGNED BY:	J. DEVLIN	CHECKED BY:	K. UPMAL
		MM 117.72 CULVERT LINING DETAIL		SHEET 6	OF 20



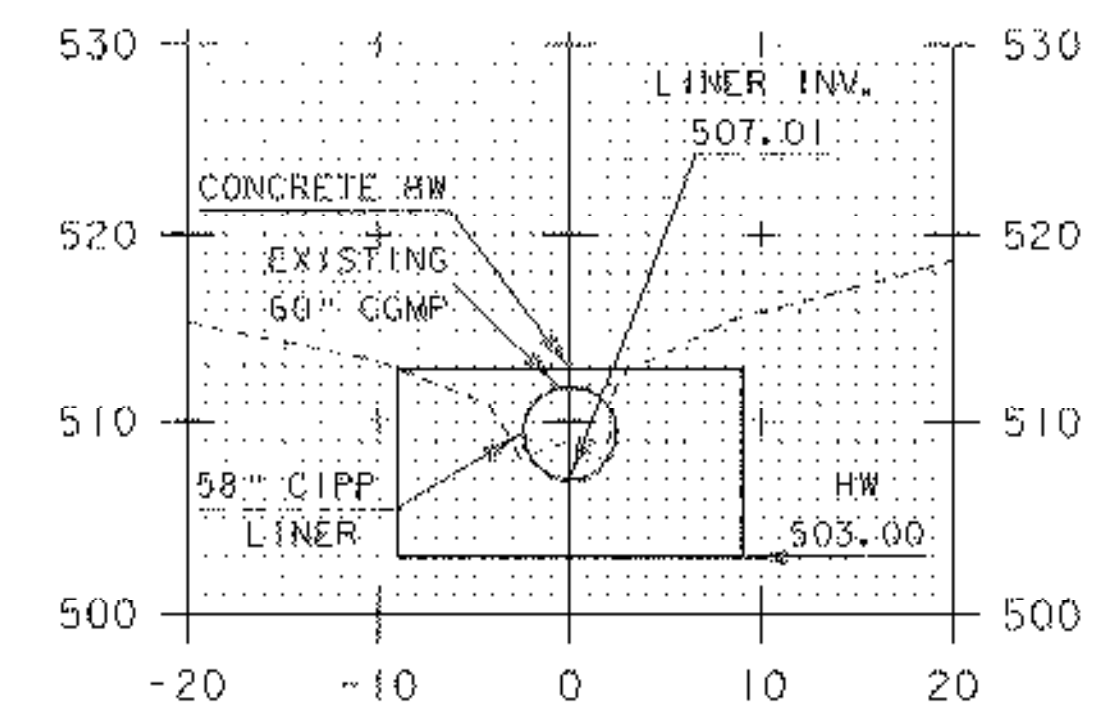
0+47
INLET



0+50
INLET

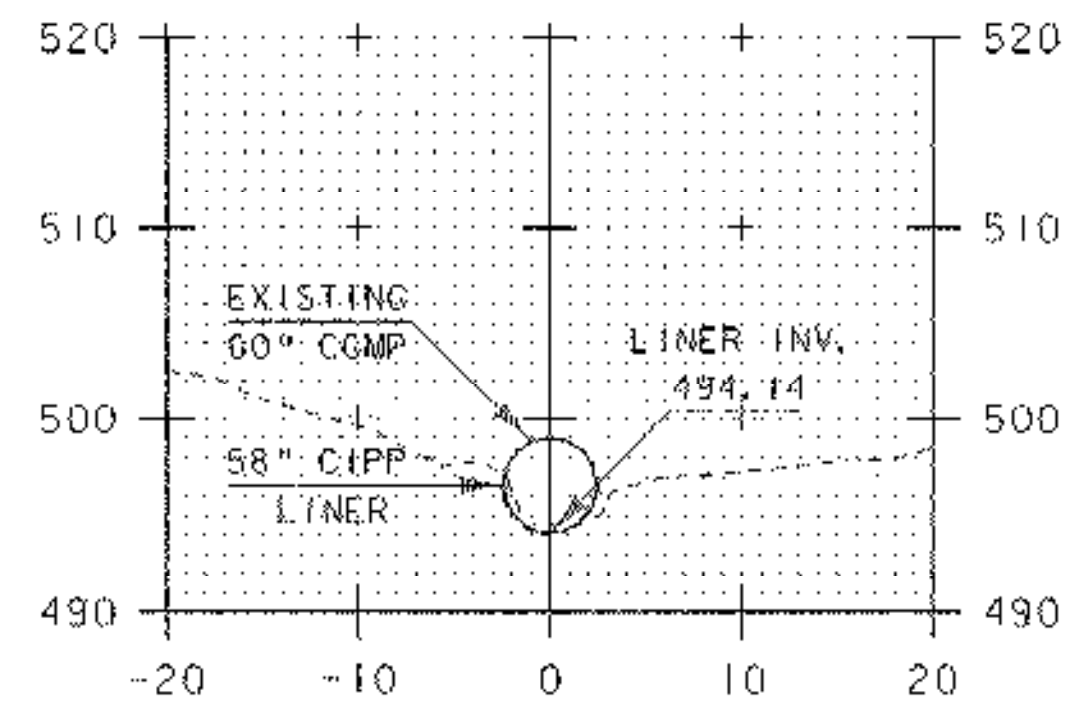


0+75
INLET

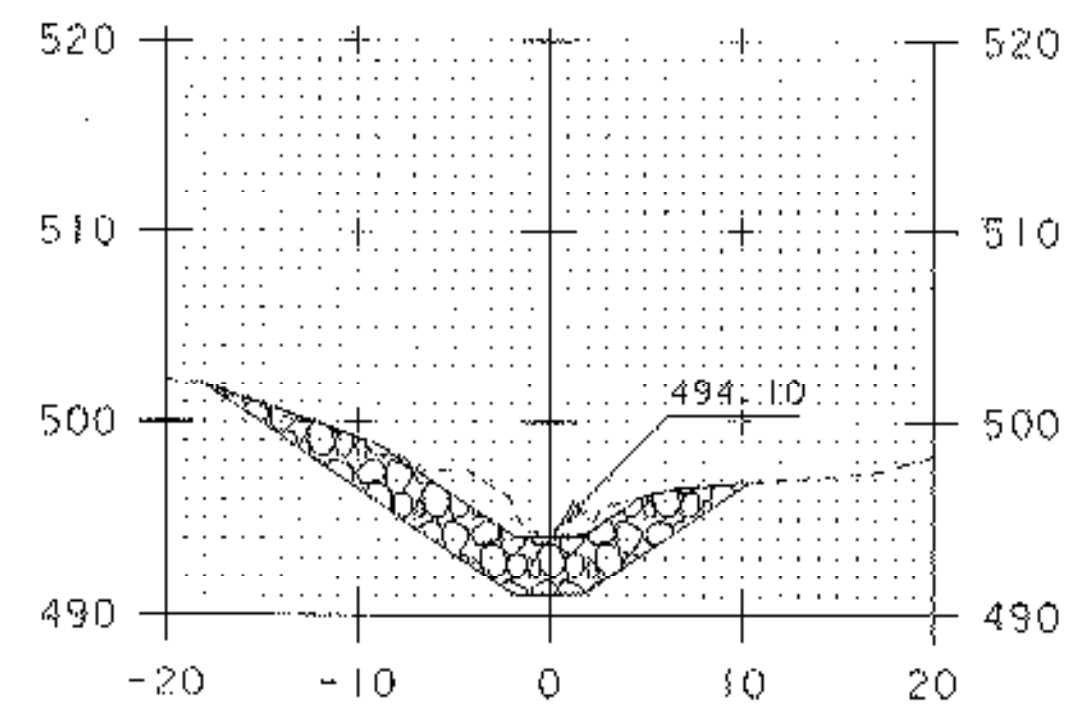


0+92
INLET

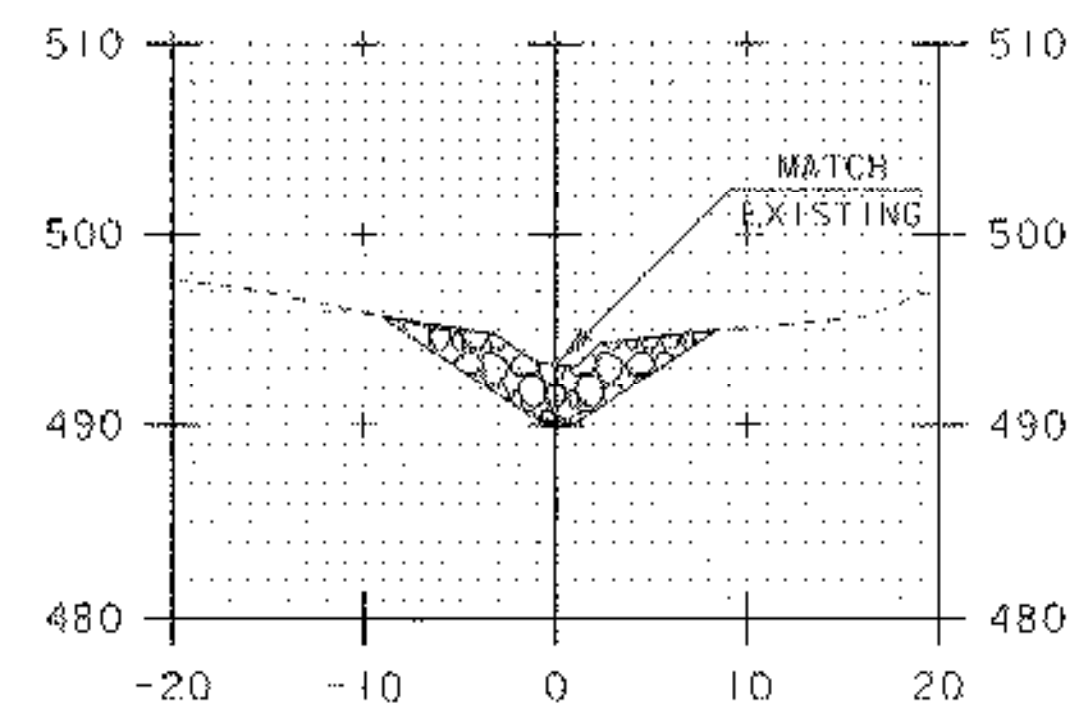
INLET OF PIPE
AND HW MOVED
TO 0+82



5+24
OUTLET

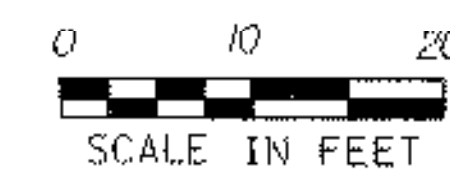


5+25
OUTLET



5+45
OUTLET

INLET - STONE FILL TYPE 11, 2 FT DEPTH AT CHANNEL BOTTOM AND SIDES, 1V:1.5H CHANNEL SIDE SLOPES
 OUTLET - STONE FILL TYPE 111, 3 FT DEPTH AT CHANNEL BOTTOM AND SIDES, 1V:1.5H CHANNEL SIDE SLOPES



PROJECT NAME: BARNET
 PROJECT NUMBER: IM SCRP(2)

FILE NAME: d07a102wrk.dgn
 PROJECT LEADER: K. UPMAL
 DESIGNED BY: J. DEVLIN
 MM 11.72 CHANNEL SECTIONS

PLOT DATE: 25-FEB-2008
 DRAWN BY: J. DEVLIN
 CHECKED BY: K. UPMAL
 SHEET 7 OF 20

① APPROXIMATE LOCATION OF "TEMPORARY RELOCATION OF STREAM" FLOW SHALL BE BYPASSED VIA PUMPING OR APPROVED ALTERNATIVE. PAYMENT WILL BE MADE UNDER CONTRACT ITEM 900.645 "SPECIAL PROVISION (TEMPORARY RELOCATION OF STREAM)"

② STONE FILL TYPE II

③ EXISTING FLUSHING BASIN TO REMAIN UNDISTURBED

④ REMOVE & RESET MM #18.00 SIGN AND POST

⑤ THE CONTRACTOR WILL BE RESPONSIBLE FOR PROVIDING TEMPORARY ACCESS TO THE CULVERT INLET. ALL RESULTING DISTURBED EARTH SHALL BE STABILIZED AND RESTORED UPON COMPLETION OF CONSTRUCTION. PAYMENT SHALL BE MADE UNDER CONTRACT ITEM 900.645 "SPECIAL PROVISION (TEMPORARY ACCESS ROAD AND STAGING AREAS, CULVERT)"

⑥ SYMBOL REPRESENTS APPROXIMATE LOCATIONS OF TEST BORINGS TO BE PERFORMED BY THE CONTRACTOR FOLLOWING INSTALLATION OF LINER. BORINGS SHALL BE USED TO LOCATE SUBSURFACE VOIDS. IF NECESSARY, CORRESPONDING HOLES SHALL BE SLEEVED TO ALLOW FOR THE PLACEMENT OF CONTROLLED DENSITY (FLOWABLE) FILL. PAYMENT WILL BE MADE UNDER CONTRACT ITEM 900.620 "SPECIAL PROVISION (TEST BORINGS)"

⑦ CIPP LINER
52" MINIMUM DIAMETER W/ 18' X 9.5' X 1.25' REINFORCED CONCRETE FULL BEVELED HEADWALL AT INLET. PAYMENT FOR CIPP LINER WILL BE MADE UNDER CONTRACT ITEM 900.640 SPECIAL PROVISION (CURED-IN-PLACE PIPE LINER) (54'")

⑧ EXISTING 54" CGMP TO REMAIN
REMOVE EXISTING CRADLE HEADWALL AT INLET

⑨ EXISTING DEPRESSIONS LOCATED IN THE INTERSTATE MEDIAN SHALL BE PROPERLY BACK FILLED USING EARTH BORROW, COMPACTED, SEEDED AND MULCHED

⑩ THE CONTRACTOR WILL BE RESPONSIBLE FOR PROVIDING TEMPORARY ACCESS TO THE EASTERN EMBANKMENT AND CULVERT OUTLET. ALL RESULTING DISTURBED EARTH SHALL BE STABILIZED AND RESTORED UPON COMPLETION OF CONSTRUCTION. PAYMENT SHALL BE MADE UNDER CONTRACT ITEM 900.645 "SPECIAL PROVISION (TEMPORARY ACCESS ROAD AND STAGING AREAS, CULVERT)"

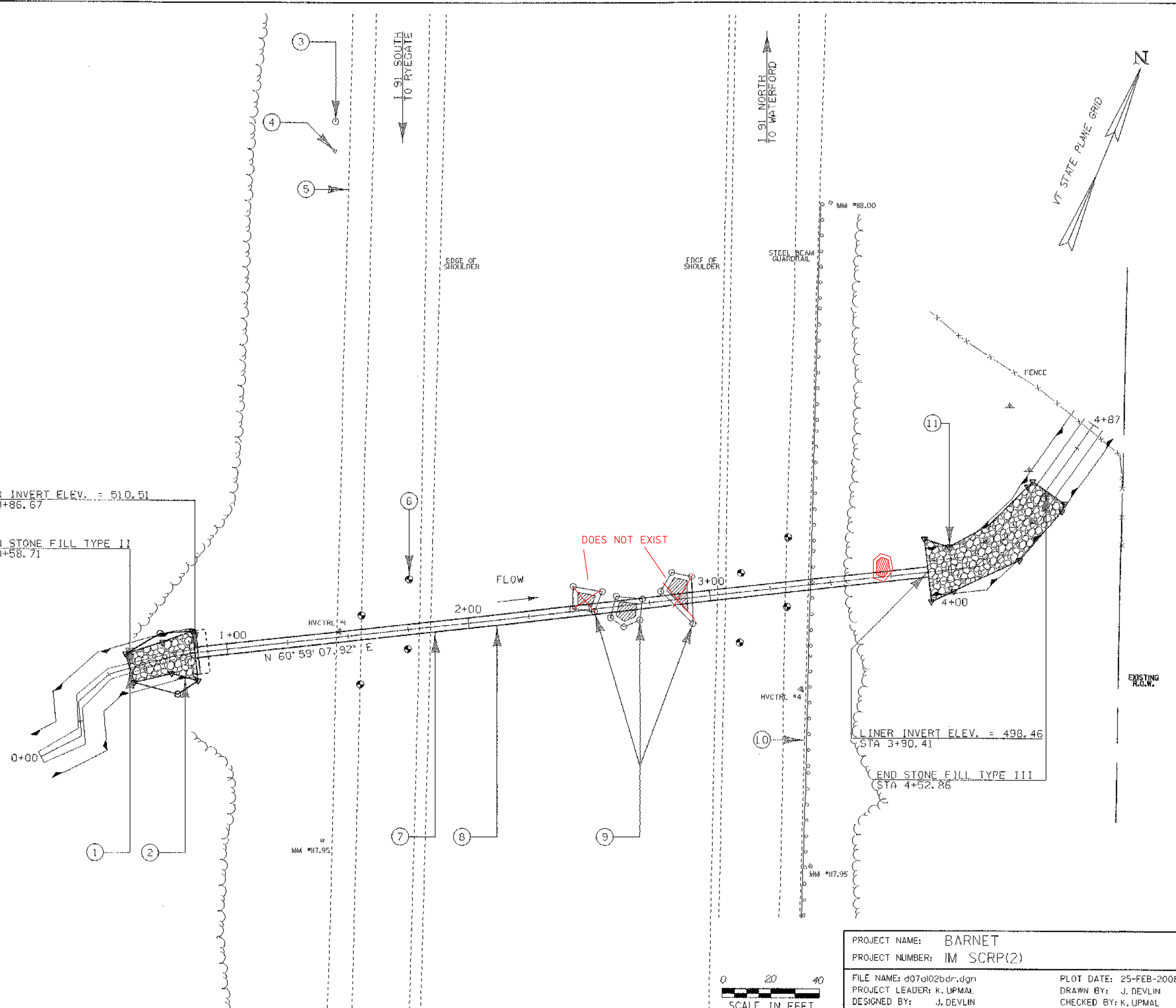
⑪ STONE FILL TYPE III

LINER INVERT ELEV. = 510.51
STA 0+86.67

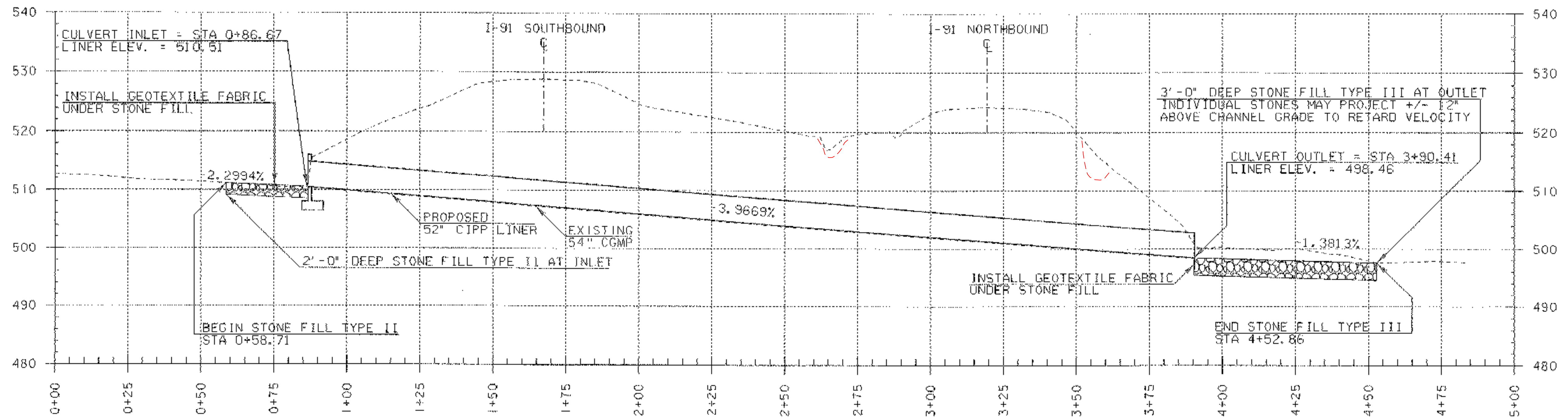
BEGIN STONE FILL TYPE II
STA 0+58.71

LINER INVERT ELEV. = 498.46
STA 3+90.41

END STONE FILL TYPE III
STA 4+52.86



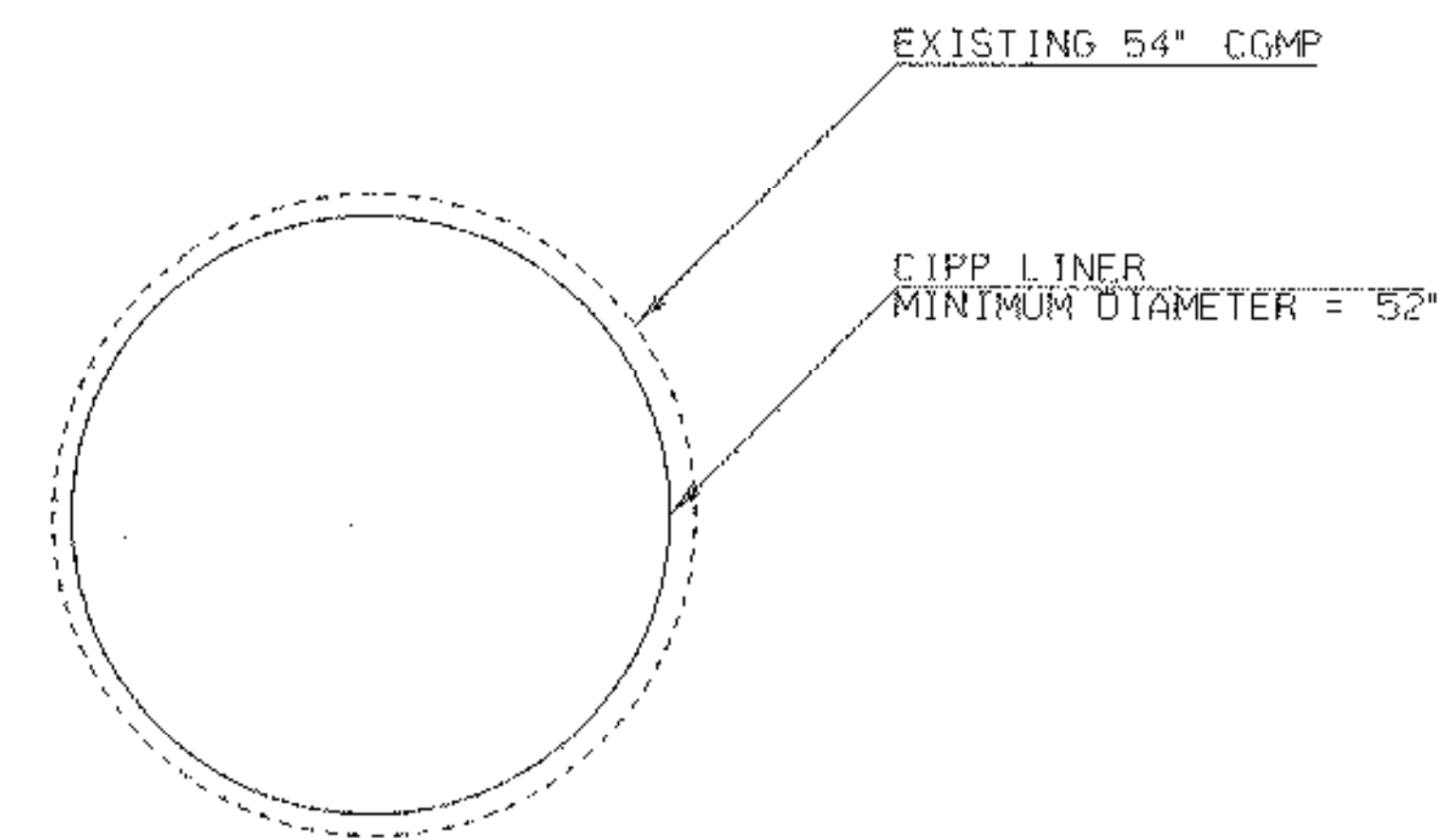
PROJECT NAME: BARNET	PLOT DATE: 25-FEB-2008
PROJECT NUMBER: IM SCRP(2)	DRAWN BY: J. DEVLIN
FILE NAME: d07a102bdr.dgn	CHECKED BY: K. UPMAL
PROJECT LEADER: K. UPMAL	SHEET 8 OF 20
DESIGNED BY: J. DEVLIN	
MM #17.96 LAYOUT PLAN SHEET	



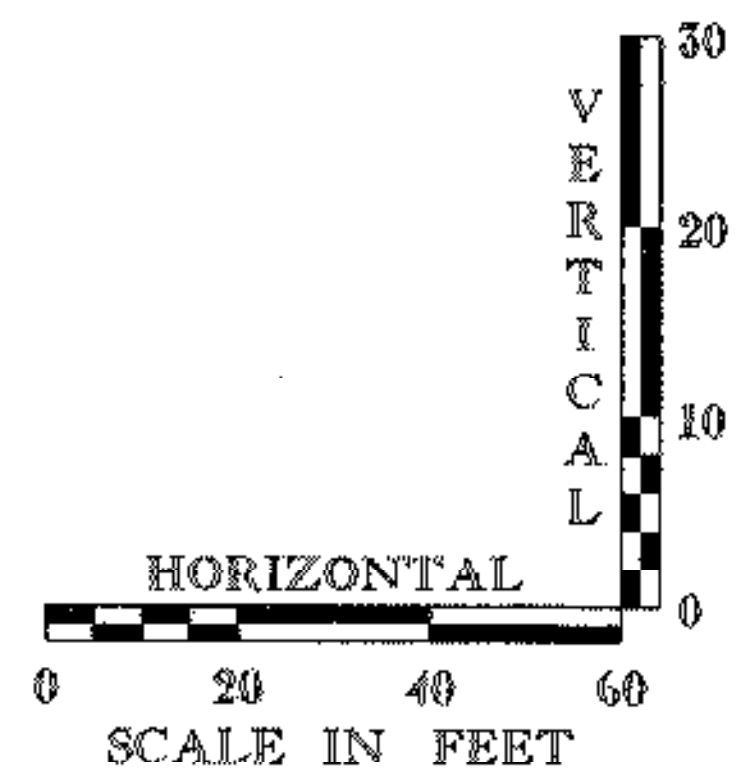
**MM 117.96
CULVERT CENTERLINE
PROFILE**

PROJECT NOTES

- ① THE CONTRACT ITEM 900.645 "SPECIAL PROVISION (CURED-IN-PLACE PIPE LINER) (54)" IS INTENDED TO BE USED FOR THE INSTALLATION OF A RESIN-IMPREGNATED FLEXIBLE TUBE, WHICH SHALL BE TIGHTLY FORMED TO THE ORIGINAL CONDUIT. THE RESIN IS TO BE CURED USING EITHER HOT WATER UNDER HYDROSTATIC PRESSURE OR STEAM PRESSURE WITHIN THE TUBE. THE CURED-IN-PLACE PIPE (CIPP) SHALL BE CONTINUOUS AND TIGHT FITTING.
- ② THE CONTRACTOR WILL BE RESPONSIBLE FOR PREPARATION OF THE EXISTING PIPE TO THE SATISFACTION OF THE MANUFACTURER OF THE CIPP LINER. IT IS ANTICIPATED THAT IT WILL BE NECESSARY FOR THE CONTRACTOR TO REMOVE SEDIMENT, LARGE STONES, AND/OR DEBRIS FROM INSIDE THE EXISTING CULVERT PRIOR TO INSTALLING THE CIPP LINER.
- ③ ALL WORK DIRECTLY ASSOCIATED WITH THE REPAIR OF THE CULVERT SHALL BE DONE IN DRY CONDITIONS WITH NO STANDING OR FLOWING WATER PRESENT INSIDE THE CULVERT. REFER TO PROJECT SPECIAL PROVISIONS FOR ADDITIONAL REQUIREMENTS.
- ④ THE CONTRACTOR SHALL ESTABLISH TURF ON ANY AREAS DISTURBED AS A RESULT OF WORK ON THIS PROJECT ACCORDING TO THE RURAL SEEDING FORMULA ON SHEET 18 OR AS DIRECTED BY THE RESIDENT ENGINEER.

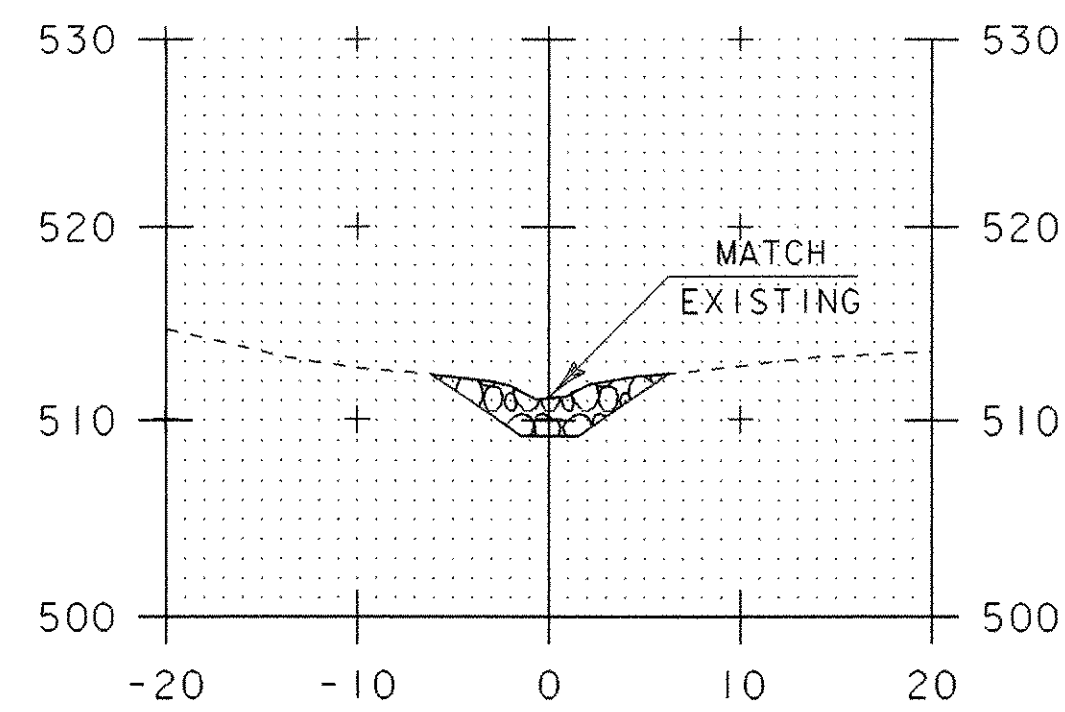


**MM 117.96
CULVERT LINING DETAIL
NOT TO SCALE**

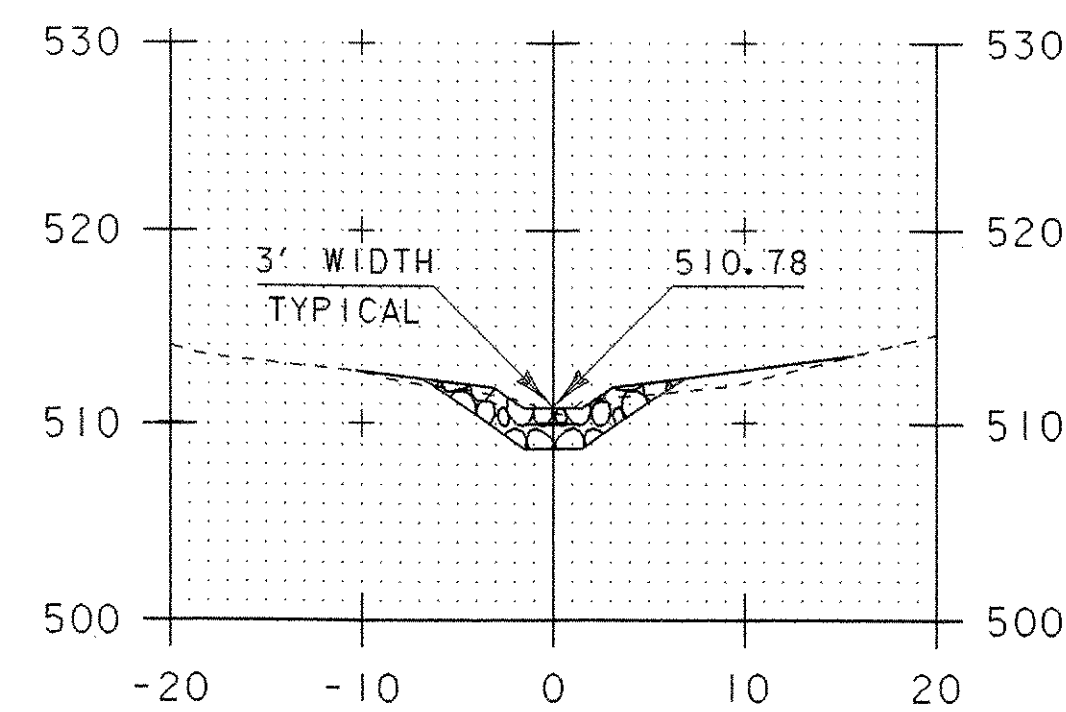


DATUM	
VERTICAL	NAVD88
HORIZONTAL	NAD83(96)

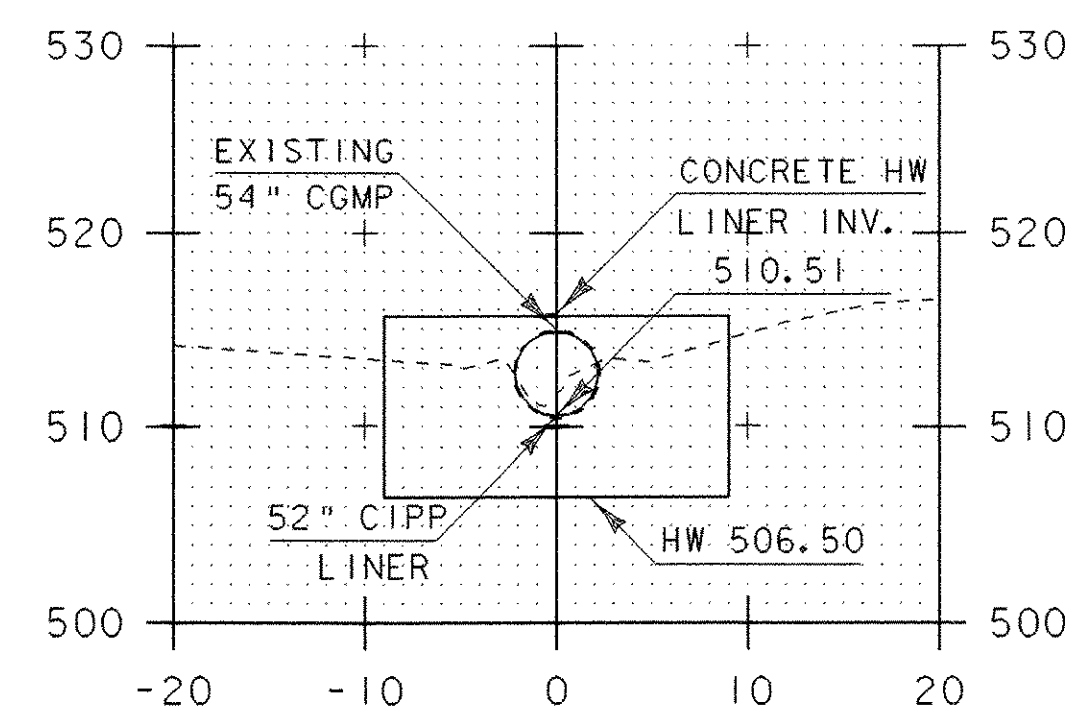
PROJECT NAME: BARNET	
PROJECT NUMBER: IM SCR(2)	
FILE NAME: d07d102wrk.dgn	PLOT DATE: 25-FEB-2008
PROJECT LEADER: K. UPMAL	DRAWN BY: J. DEVLIN
DESIGNED BY: J. DEVLIN	CHECKED BY: K. UPMAL
MM 117.96 CULVERT LINING DETAIL	SHEET 9 OF 20



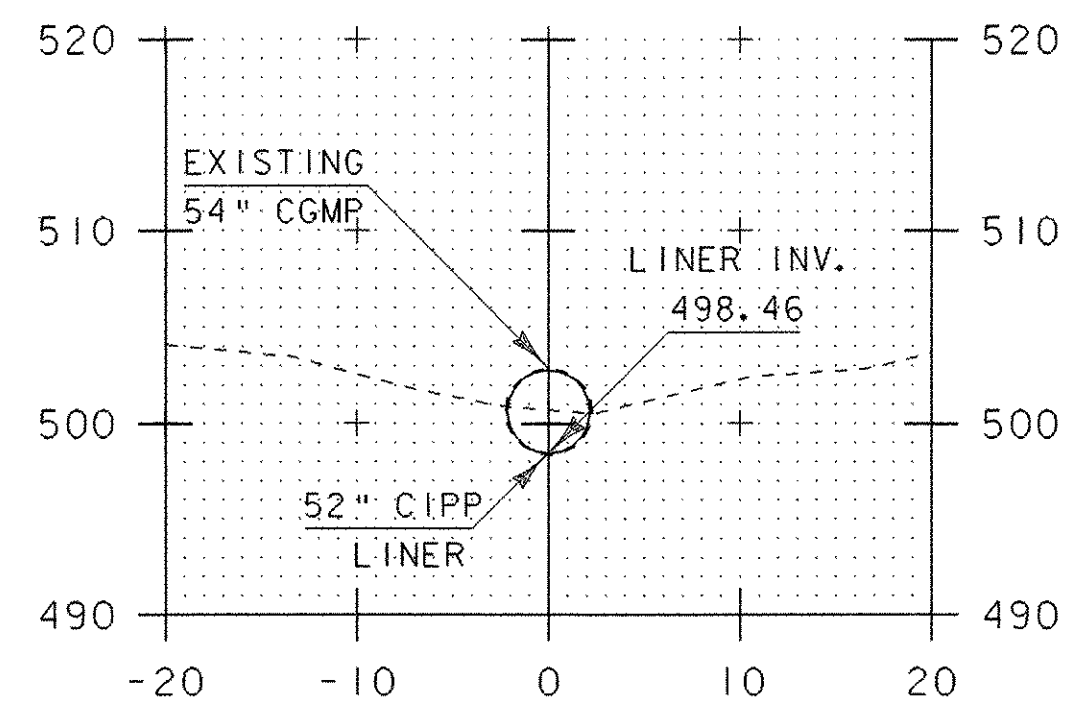
0+59
INLET



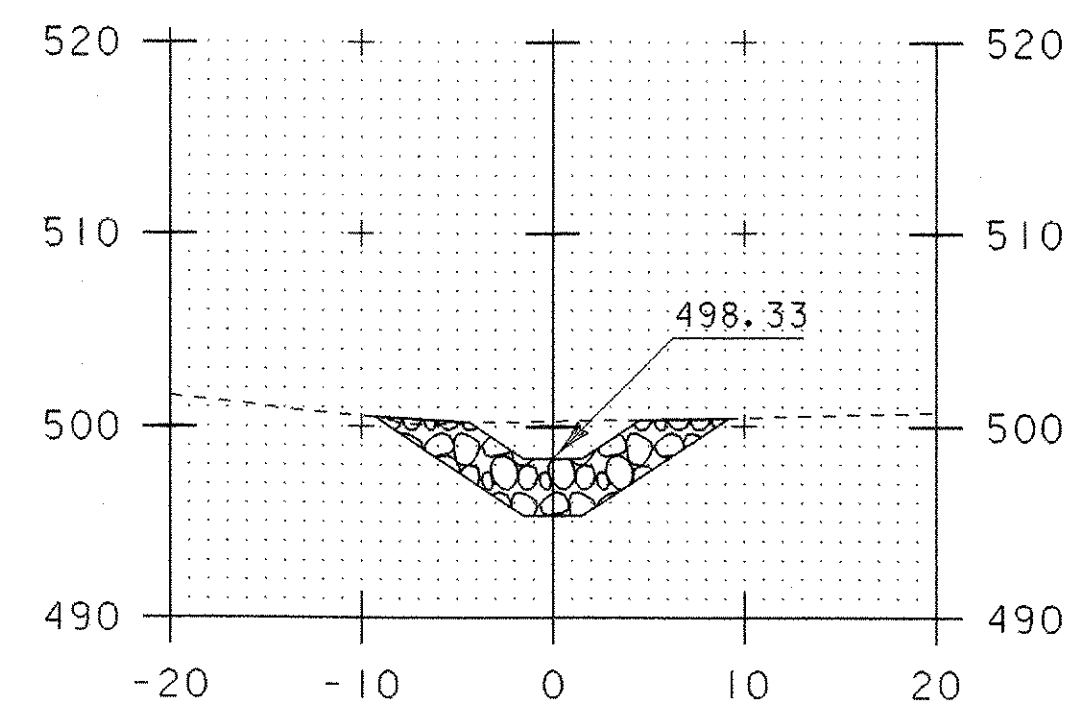
0+75
INLET



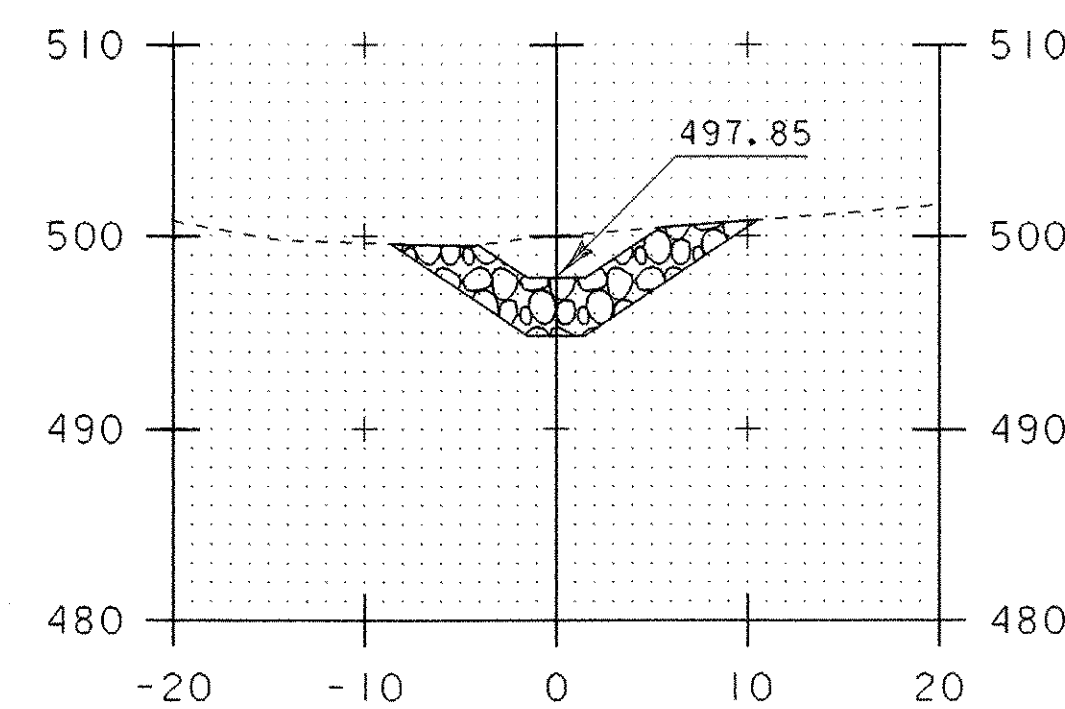
0+87
INLET



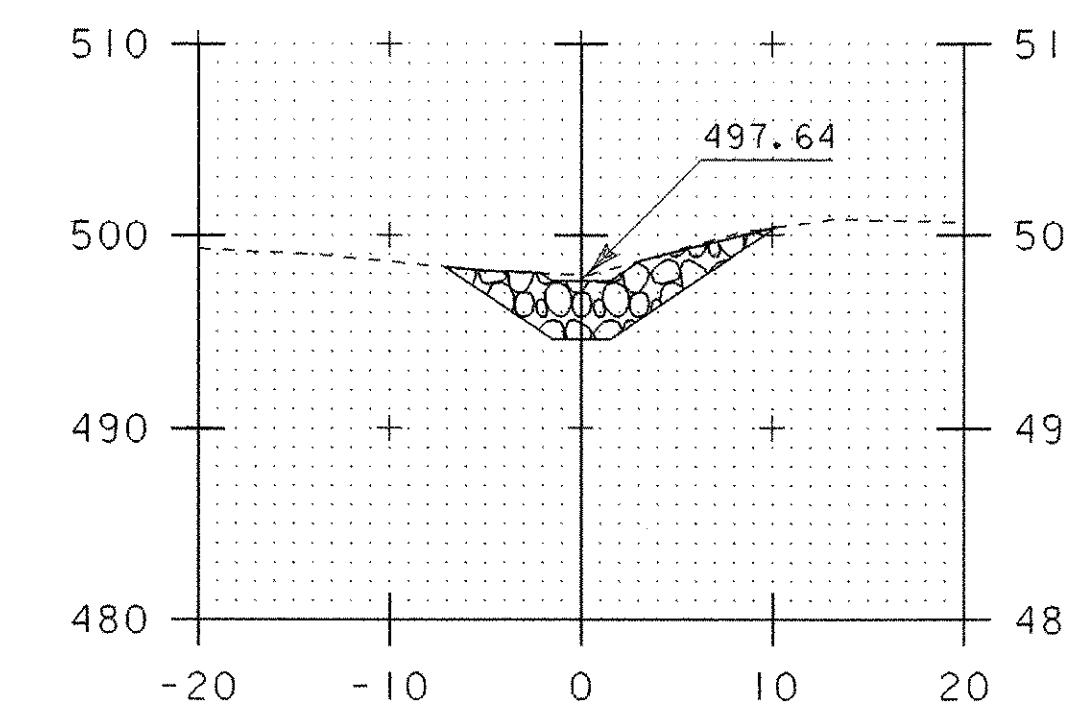
3+90
OUTLET



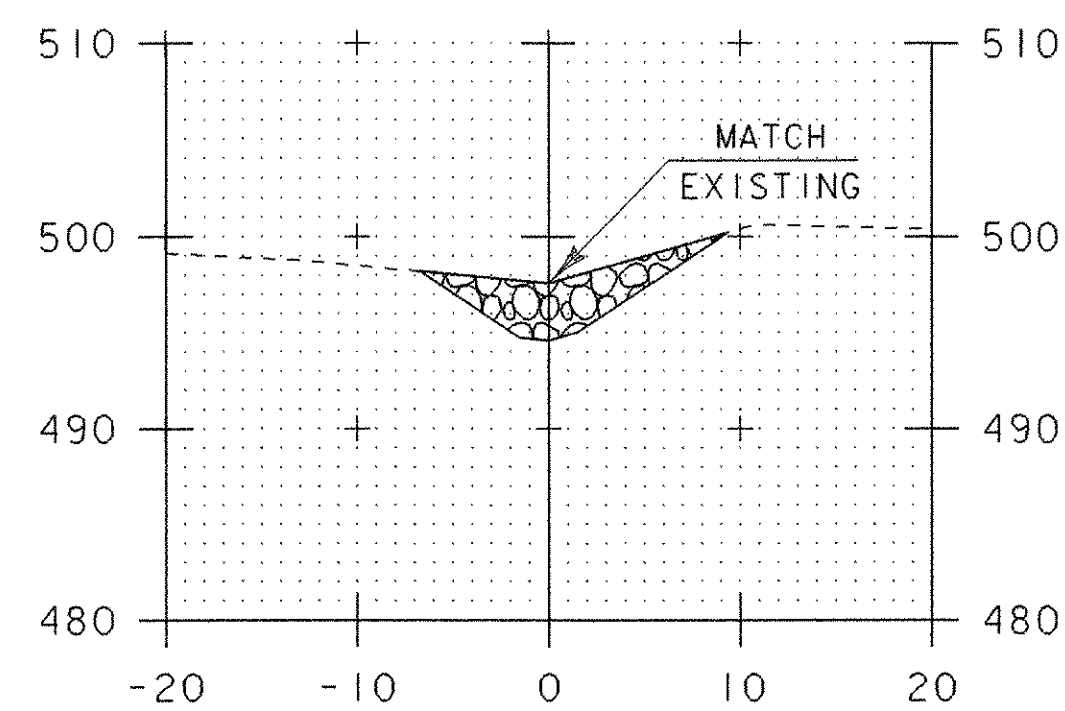
4+00
OUTLET



4+25
OUTLET

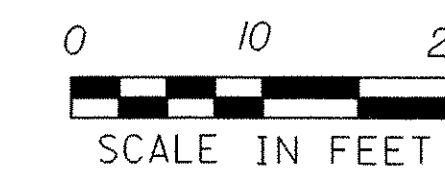


4+50
OUTLET



4+53
OUTLET

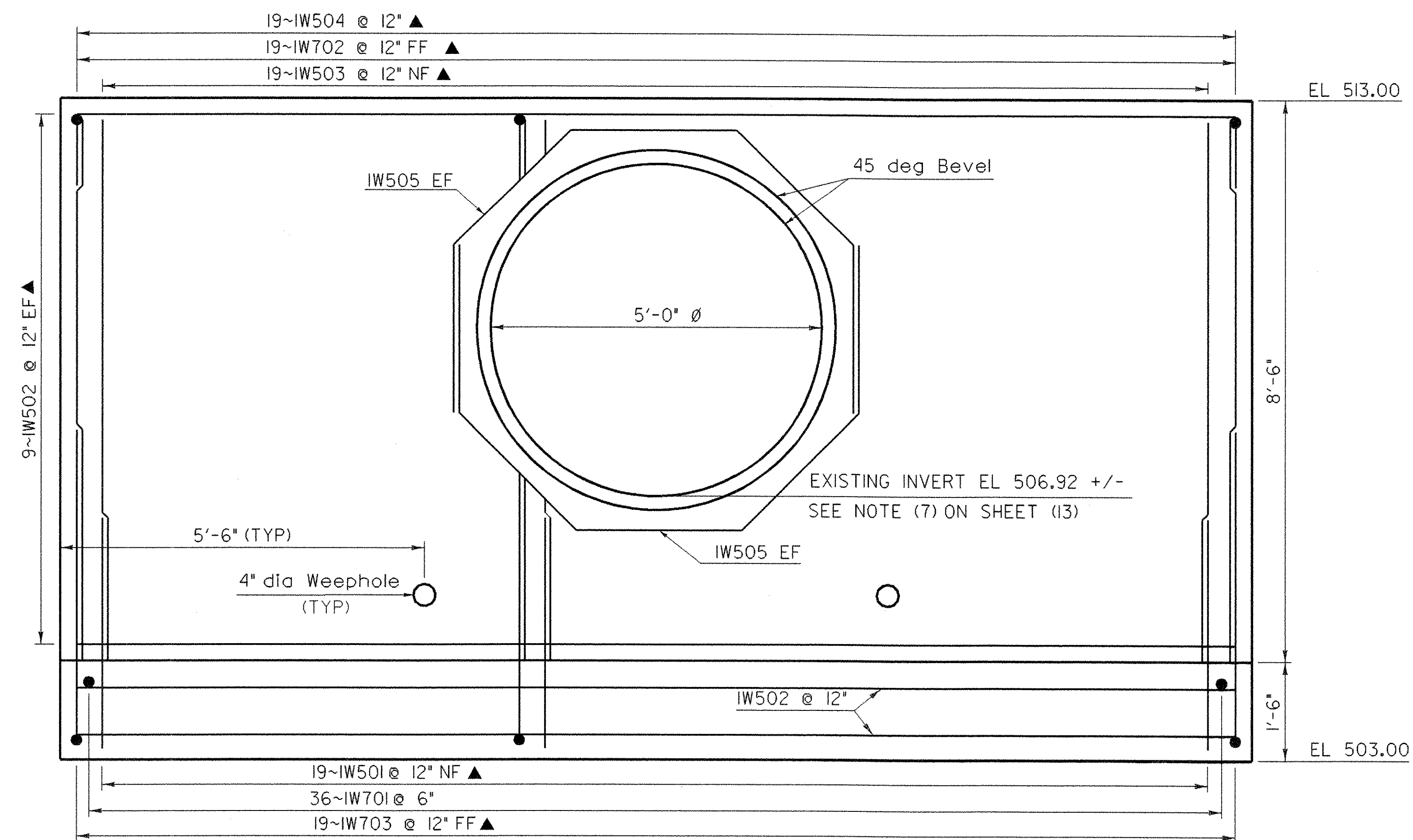
INLET - STONE FILL TYPE II, 2 FT DEPTH AT CHANNEL BOTTOM AND SIDES, IV:1.5H CHANNEL SIDE SLOPES
 OUTLET - STONE FILL TYPE III, 3 FT DEPTH AT CHANNEL BOTTOM AND SIDES, IV:1.5H CHANNEL SIDE SLOPES



PROJECT NAME: BARNET
 PROJECT NUMBER: IM SCRP(2)

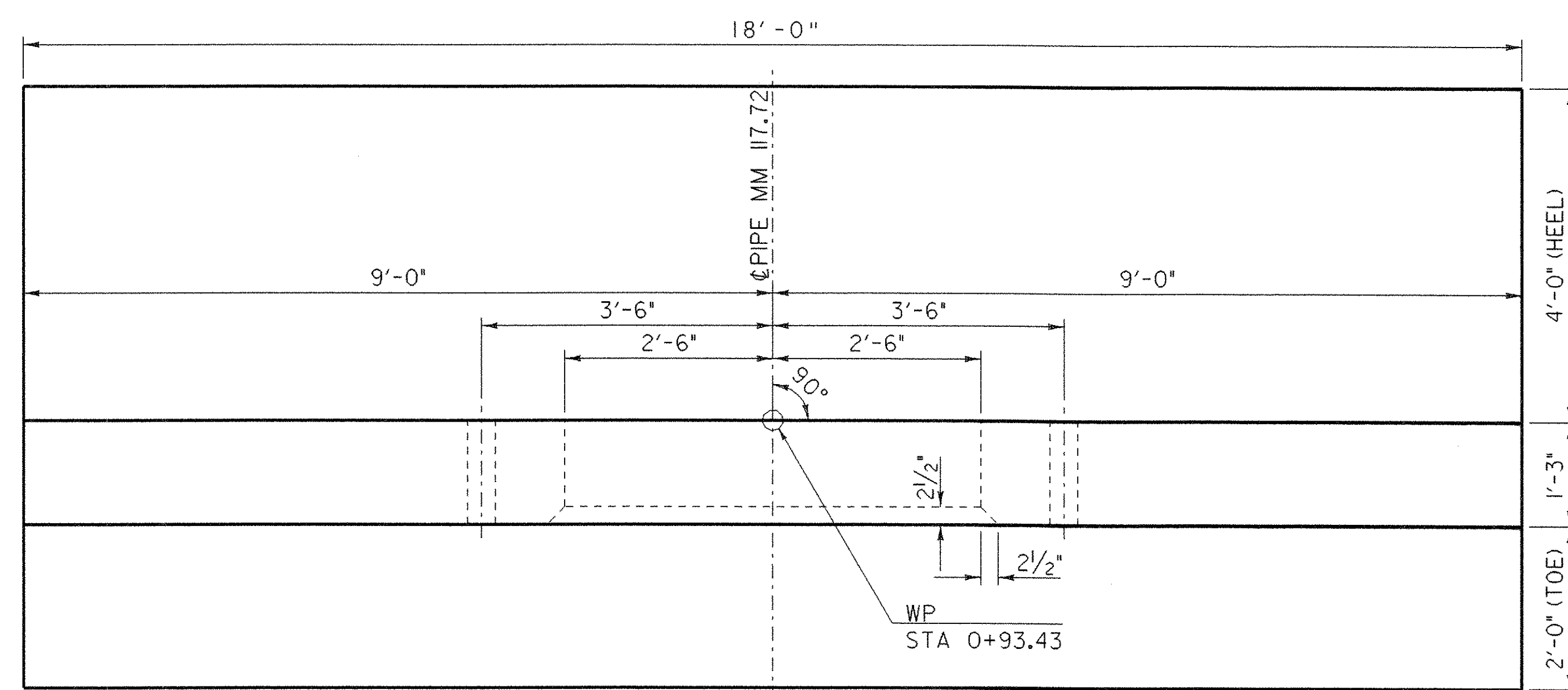
FILE NAME: d07d102wrk.dgn
 PROJECT LEADER: K. UPMAL
 DESIGNED BY: J. DEVLIN
 MM 117.96 CHANNEL SECTIONS

PLOT DATE: 25-FEB-2008
 DRAWN BY: J. DEVLIN
 CHECKED BY: K. UPMAL
 SHEET 10 OF 20



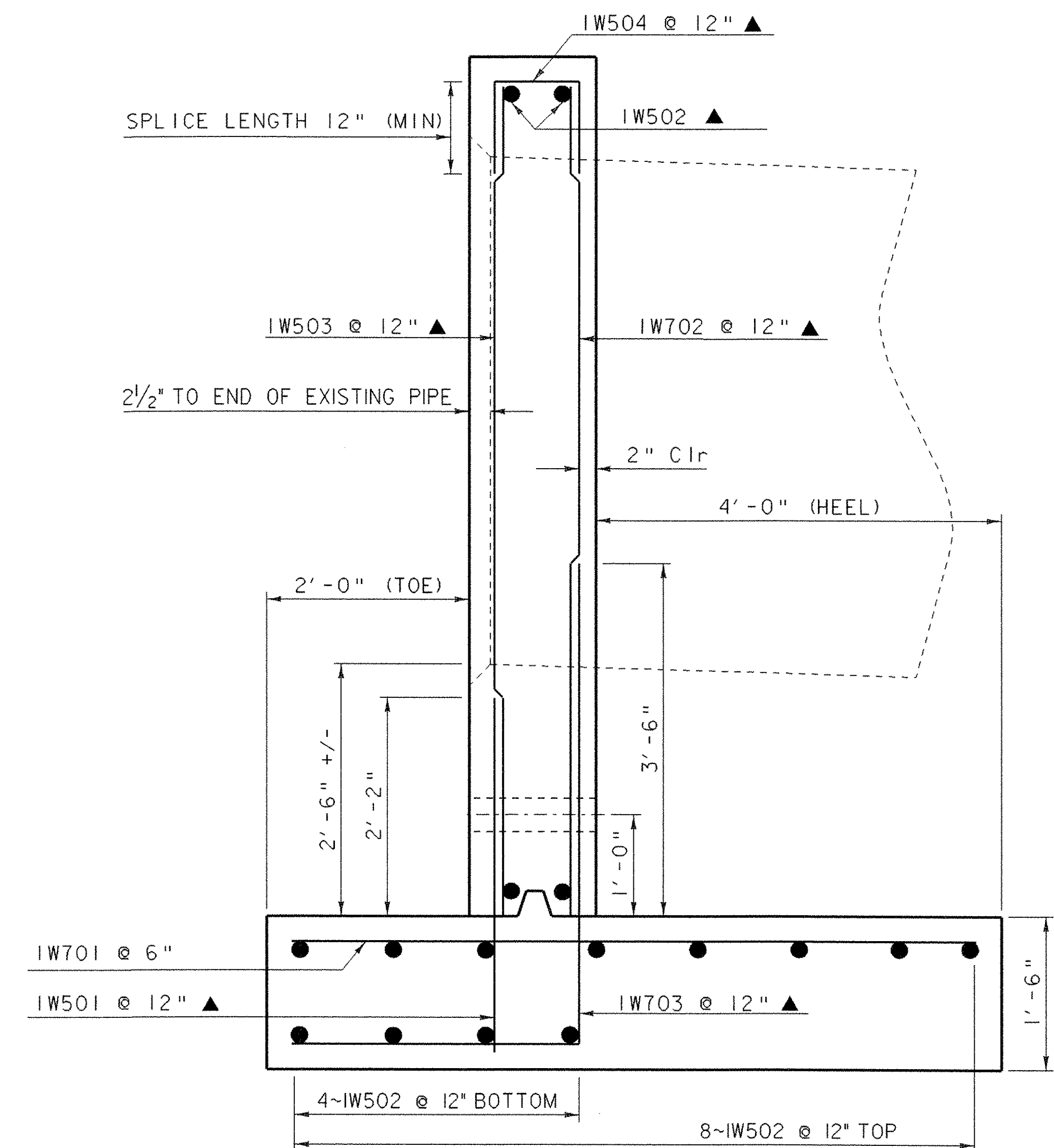
HEADWALL ELEVATION FOR MM 117.72

SCALE $\frac{3}{4}'' = 1'-0''$



HEADWALL PLAN FOR MM 117.72

SCALE $\frac{3}{4}'' = 1'-0''$



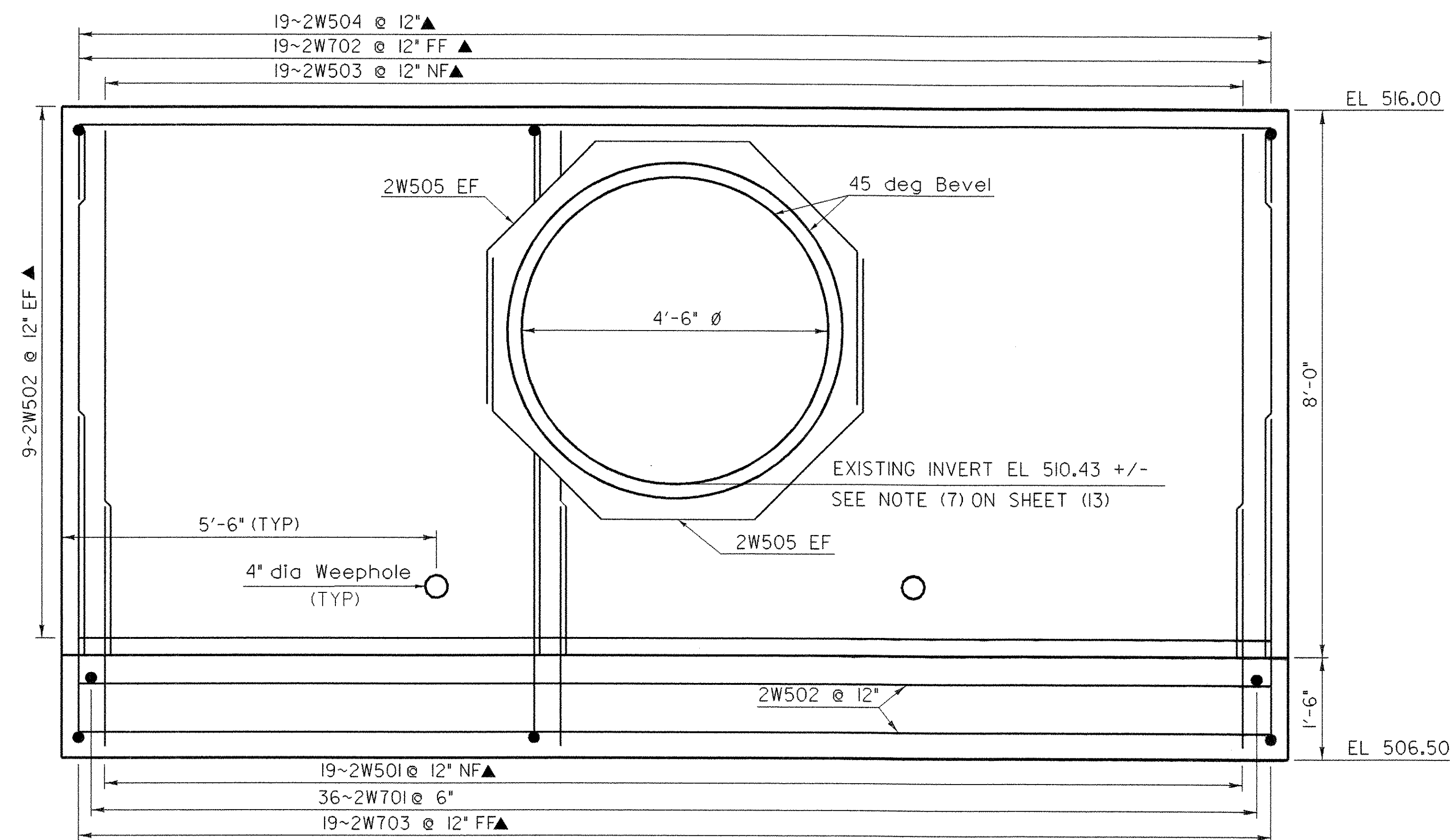
HEADWALL SECTION FOR MM 117.72

SCALE $1'' = 1'-0''$

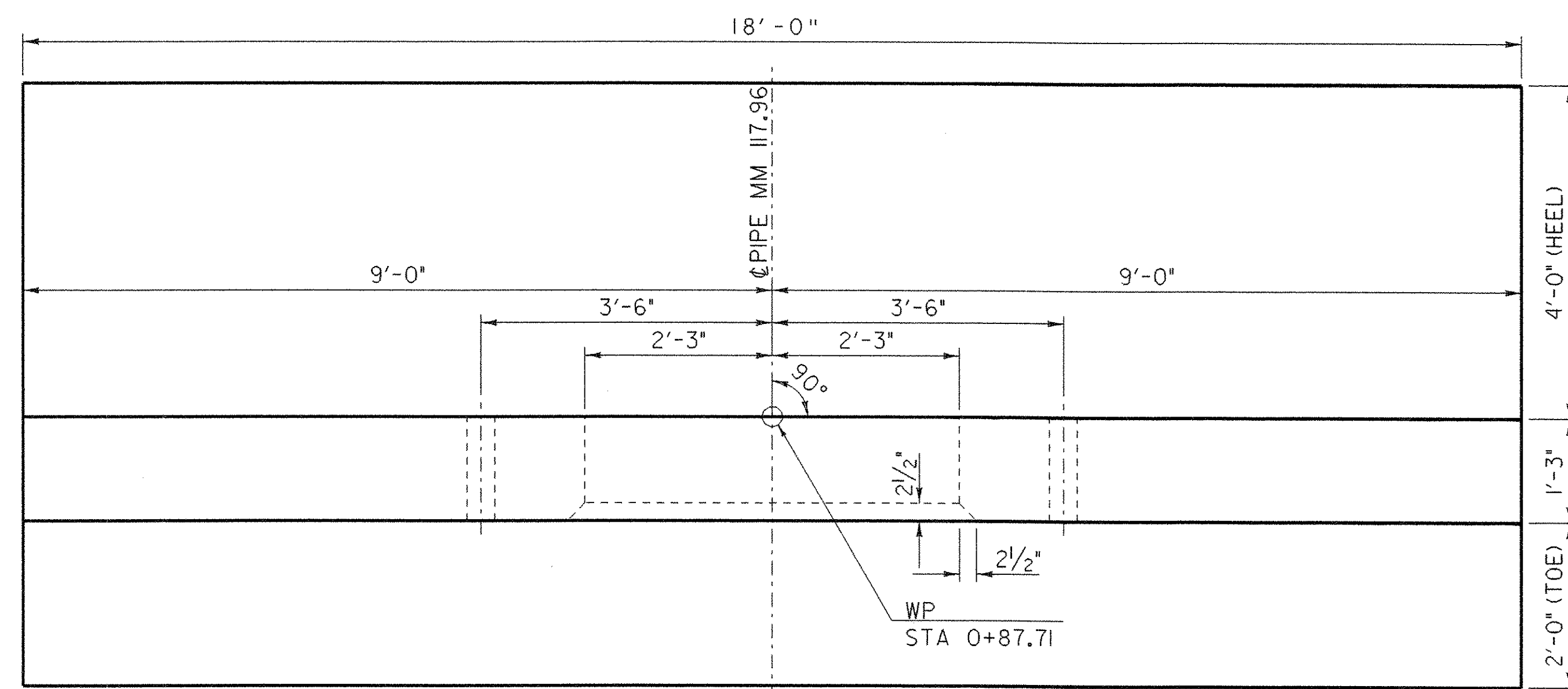
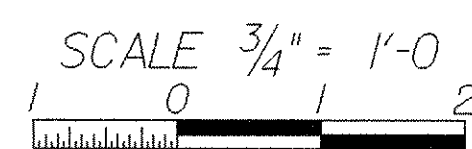
NOTE:

NF = NEAR FACE
 FF = FAR FACE
 EF = EACH FACE
 ▲ = CUT TO FIT IN FIELD
 3" CLR. UNLESS OTHERWISE SPECIFIED ON THE PLANS.

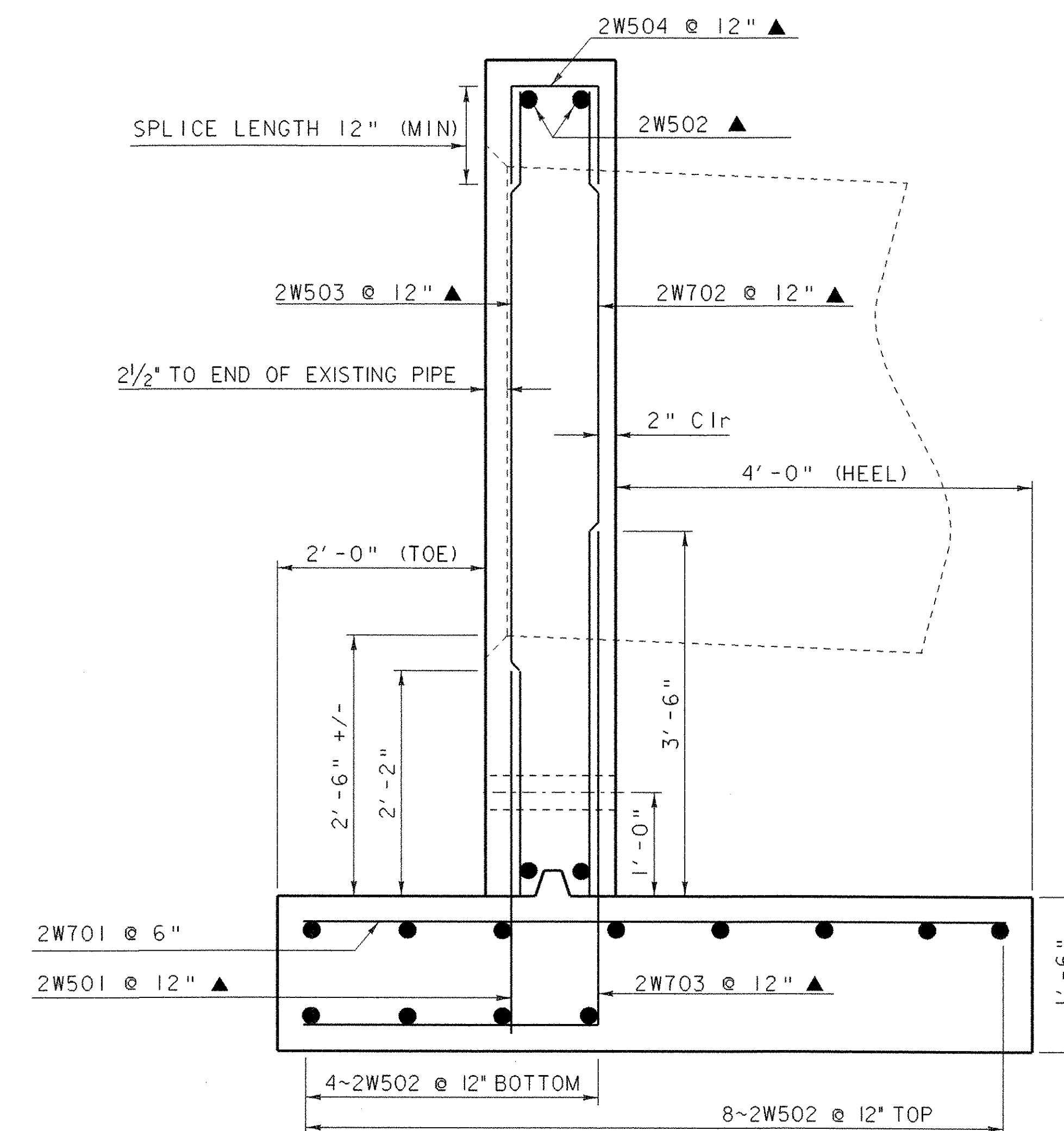
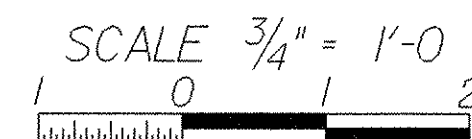
PROJECT NAME: BARNET	PLOT DATE: 25-FEB-2008
PROJECT NUMBER: IM SCR(2)	DRAWN BY: R. FOSTER
FILE NAME: d07a102headwall.dgn	CHECKED BY: W. SYMONDS
PROJECT LEADER: K. UPMAL	SHEET 11 OF 20
DESIGNED BY: R. FOSTER	
MM 117.72 HEADWALL DETAILS	



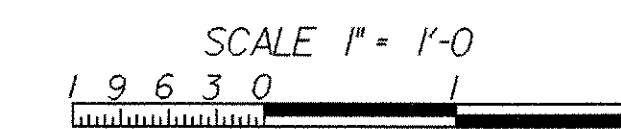
HEADWALL ELEVATION FOR MM 117.96



HEADWALL PLAN FOR MM 117.96



HEADWALL SECTION FOR MM 117.96



NOTE:

- NF = NEAR FACE
- FF = FAR FACE
- EF = EACH FACE
- ▲ = CUT TO FIT IN FIELD
- 3" CLR. UNLESS OTHERWISE SPECIFIED ON THE PLANS.

PROJECT NAME: BARNET	PLOT DATE: 25-FEB-2008
PROJECT NUMBER: IM SCRP(2)	DRAWN BY: R. FOSTER
FILE NAME: d07al02headwall2.dgn	CHECKED BY: W. SYMONDS
PROJECT LEADER: K. UPMAL	SHEET 12 OF 20
DESIGNED BY: R. FOSTER	
MM 117.96 HEADWALL DETAILS	

REINFORCING STEEL SCHEDULE AND PROJECT NOTES

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				
HEADWALL FOR CULVERT #1 (MM 117.72)																																							
▲	19	5	3'- 5"	1W501	STR																																		
▲	30	5	17'- 6"	1W502	STR																																		
▲	19	5	8'- 3"	1W503	STR																																		
▲	19	5	2'- 10"	1W504	17		1'- 0"	0'- 10"	1'- 0"																														
	4	5	12'- 6"	1W505	14	2'- 6"	2'- 6"	2'- 6"	2'- 6"	2'- 6"			1'- 9"		1'- 9"																								
	36	7	6'- 9"	1W701	STR																																		
▲	19	7	8'- 3"	1W702	STR																																		
▲	19	7	7'- 7"	1W703	17		2'- 10"	4'- 9"																															
HEADWALL FOR CULVERT #2 (MM 117.96)																																							
▲	19	5	3'- 5"	2W501	STR																																		
▲	30	5	17'- 6"	2W502	STR																																		
▲	19	5	7'- 9"	2W503	STR																																		
▲	19	5	2'- 10"	2W504	17		1'- 0"	0'- 10"	1'- 0"																														
	4	5	11'- 3"	2W505	14	2'- 3"	2'- 3"	2'- 3"	2'- 3"	2'- 3"			1'- 7"		1'- 7"																								
	36	7	6'- 9"	2W701	STR																																		
▲	19	7	7'- 9"	2W702	STR																																		
▲	19	7	7'- 7"	2W703	17		2'- 10"	4'- 9"																															

~ NOTES ~

- UNLESS OTHERWISE DESIGNATED, ALL BAR REINFORCEMENT FOR CONCRETE IN SIZES UP TO AND INCLUDING NO. 18 SHALL CONFORM TO THE REQUIREMENTS OF THE "SPECIFICATIONS FOR DEFORMED BILLET-STEEL BARS FOR CONCRETE REINFORCEMENT", AASHTO M 31 (ASTM A 615-S). ALL BARS SHALL BE GRADE 60, UNLESS OTHERWISE DESIGNATED.
- FOR TYPICAL BENDING DETAILS, RECOMMENDED PIN DIAMETER "D" OF BENDS AND HOOKS, AND OTHER STANDARD PRACTICE, SEE CURRENT CONCRETE REINFORCING STEEL INSTITUTE "MANUAL OF STANDARD PRACTICE".
- BARS WHICH REQUIRE MORE ACCURATE BENDING THAN STANDARD PRACTICES SHOULD HAVE LIMITS INDICATED.
- ALL DIMENSIONS ARE OUT TO OUT OF BAR EXCEPT "A" AND "G" ON STANDARD 180 DEGREE AND 135 DEGREE HOOKS.
- "J" DIMENSION ON 180 DEGREE HOOKS TO BE SHOWN ONLY WHERE NECESSARY TO RESTRICT HOOK SIZE. OTHERWISE, STANDARD HOOKS ARE TO BE USED.
- "H" DIMENSION ON STIRRUPS TO BE SHOWN ONLY WHEN NECESSARY TO MAINTAIN CLEARANCES.
- WHERE SLOPE DIFFERS FROM 45 DEGREES, DIMENSIONS "H" AND "K" MUST BE SHOWN.
- ▲ DENOTES BARS TO BE CUT IN FIELD.
- * DENOTES ONE EXTRA BAR ADDED FOR TESTING PURPOSES.
- △ DENOTES TWO EXTRA BARS ADDED FOR TESTING PURPOSES.
- E IN BAR MARK PREFIX DENOTES EPOXY COATED REINFORCING STEEL.

GENERAL NOTES

- ALL MATERIALS AND CONSTRUCTION SHALL CONFORM TO THE STATE OF VERMONT AGENCY OF TRANSPORTATION STANDARD SPECIFICATIONS FOR CONSTRUCTION DATED 2006, AND ITS LATEST REVISIONS, AND THE AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, DATED 2002, AND ITS LATEST REVISIONS.

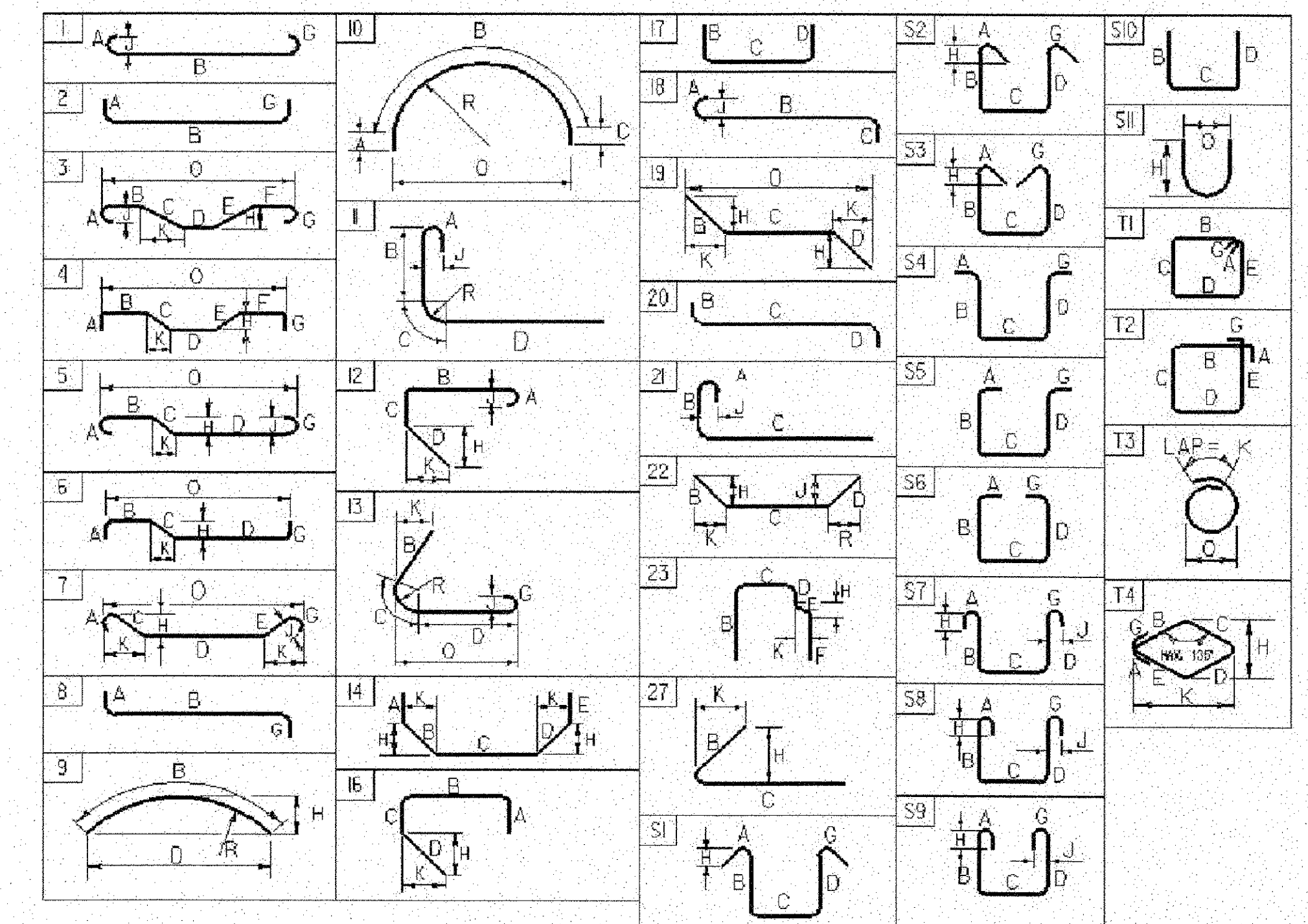
- ALL DIMENSIONS SHOWN IN THE PLANS ARE HORIZONTAL OR VERTICAL AND ARE GIVEN AT 68 DEGREES FAHRENHEIT, UNLESS NOTED OTHERWISE

HEADWALL NOTES

- REINFORCING STEEL PLACEMENT TOLERANCES SHALL BE AS FOLLOWS:

SPACING: +/- 1"
CLEARANCE: +/- 1/4"

- THE KEY IN CONCRETE CONSTRUCTION JOINTS SHALL BE MONOLITHIC AND CONTINUOUS FOR THE FULL LENGTH OF THE JOINT. UPWARD KEYS SHALL BE PLACED INTEGRALLY WITH THE CONCRETE BELOW THE JOINT.
- JOINTS AND SCORE MARKS IN CONCRETE SHALL BE CONSTRUCTED AS SHOWN IN THE PLANS OR AS DIRECTED BY THE RESIDENT ENGINEER.
- ALL EXPOSED EDGES OF CONCRETE SHALL BE CHAMFERED 1 INCH X 1 INCH.
- THE INLET SHALL BE CUT WITH AN ABRASIVE SAW TO BE VERTICAL PRIOR TO PLACING THE HEADWALL. FLAME CUTTING OF THE EXISTING PIPE WILL NOT BE PERMITTED.
 - PRIOR TO INSTALLING THE NEW CONCRETE HEADWALLS, THE OUTSIDE OF THE EXISTING CORRUGATED METAL PIPES SHALL BE CLEANED TO REMOVE ANY CONTAMINANT THAT WOULD PREVENT A GOOD BOND BETWEEN THE PIPE AND CONCRETE.
 - THE COST OF CLEANING AND CUTTING THE EXISTING PIPE WILL BE INCIDENTAL TO CONTRACT ITEM 501.34.
- THE SIZES, ELEVATION, AND SLOPES OF THE EXISTING PIPES SHALL BE VERIFIED BY THE CONTRACTOR PRIOR TO ANY WORK.
- WATER REPELLENT, SILANE SHALL BE APPLIED TO ALL EXPOSED CONCRETE SURFACES.



ASTM STANDARD REINFORCING BARS				
BAR SIZE DESIGNATION	WEIGHT POUNDS PER FOOT	NOMINAL DIMENSIONS ROUND SECTION		
		DIAMETER INCHES	AREA INCHES ²	PERIMETER INCHES
#3	0.376	0.375	0.11	1.178
#4	0.668	0.500	0.20	1.571
#5	1.043	0.625	0.31	1.963
#6	1.502	0.750	0.44	2.356
#7	2.044	0.875	0.60	2.749
#8	2.670	1.000	0.79	3.142
#9	3.400	1.128	1.00	3.544
#10	4.303	1.270	1.27	3.990
#11	5.313	1.410	1.56	4.430
#14	7.65	1.693	2.25	5.32
#18	13.60	2.257	4.00	7.09

PROJECT NAME: **BARNET**
PROJECT NUMBER: **IM SCRP(2)**
FILE NAME: d07a102steel.dgn PLOT DATE: 12/19/2007
PROJECT MANAGER: K. UPMAL DRAWN BY: R. FOSTER
DESIGNED BY: R. FOSTER CHECKED BY: W. SYMONDS
REINFORCING STEEL SCHEDULE SHEET SHEET 13 OF 20

EROSION PREVENTION AND SEDIMENT CONTROL NARRATIVE

PROJECT DESCRIPTION:

THE BARNET INTERSTATE 91 CULVERT REHABILITATION PROJECT INCLUDES WORK TO BE PERFORMED AT TWO ISOLATED LOCATIONS, MILE MARKERS 117.72 AND 117.96 ON INTERSTATE 91 IN THE TOWN OF BARNET, COUNTY OF CALEDONIA.

THE PROJECT SHALL CONSIST OF INSTALLATION OF CURED IN PLACE PIPE LINERS, INSTALLATION OF CONCRETE HEADWALLS, CHANNEL STABILIZATION, AND EMBANKMENT STABILIZATION. TOPSOIL, SEED, MULCH, OR STONE FILL SHALL BE APPLIED TO ALL DISTURBED AREAS.

THE PROJECT SHALL REHABILITATE TWO EXISTING CORRUGATED METAL GALVANIZED PIPES. THESE CULVERTS ARE CURRENTLY IN POOR CONDITION RESULTING IN EMBANKMENT AND MEDIAN SINKHOLES, AS WELL AS ROADWAY SETTLEMENT. DISTURBED EARTH ASSOCIATED WITH THIS WORK IS A RESULT OF ACCESS AND STAGING REQUIREMENTS. THE TOTAL AREA OF DISTURBANCE IS APPROXIMATELY .50 ACRES OF LAND INCLUDING BOTH ON-SITE AND CONTIGUOUS WASTE, BORROW, STAGING, AND HAUL ROADS.

SITE INVENTORY AND ANALYSIS:

BODIES OF WATER & ON-SITE/OFF-SITE DRAINAGE CHARACTERISTICS:

THE BARNET INTERSTATE 91 PROJECT IS LOCATED IN THE UPPER CONNECTICUT RIVER BASIN. THE EXISTING 60" CGMP AT MILE MARKER 117.72 AND 54" CGMP AT MILE MARKER 117.96 CONVEY SMALL UNNAMED STREAMS BENEATH BOTH INTERSTATE BARRELS, THAT ULTIMATLY DISCHARGE TO THE CONNECTICUT RIVER.

THE PROJECT IS LOCATED IN A RURAL AREA. THE WOODED HIGHER ELEVATIONS TO THE WEST PRODUCE MINIMAL OFF-SITE RUNOFF THAT REACHES THE PROJECT LIMITS. THE MAJORITY OF THIS RUNOFF IS COLLECTED IN THE UNNAMED STREAMS PRIOR TO REACHING THE SITE. THE ON-SITE RUNOFF WILL CONSIST OF RUNOFF PRODUCED BY THE EXISTING INTERSTATE PAVEMENT STRUCTURE AS WELL AS THE TEMPORARY ACCESS ROADS AND STAGING AREAS.

VEGETATION:

VEGETATION IMPACTS RESULTING FROM THIS PROJECT INCLUDE CLEARING OF VEGETATION (PRIMARILY PINE TREES) ON EMBANKMENT SIDE SLOPES BETWEEN THE EXISTING EDGES OF PAVEMENT AND TOES OF SLOPE. THERE ARE NO PROPOSED TREE REPLACEMENTS AS PART OF THIS PROJECT. ALL DISTURBED AREAS SHALL BE SEEDED AND MULCHED AS PART OF THE PROJECT.

SOIL:

THE LOCATIONS WHERE CONSTRUCTION ACTIVITIES ARE PROPOSED ARE PRIMARILY WITHIN THE INTERSTATE EMBANKMENT AND MEDIAN. THE SOILS AT THESE LOCATIONS ARE LIKELY FILL MATERIAL PLACED DURING CONSTRUCTION OF THE INTERSTATE. THE SOIL MAPS INDICATE THE PROJECT AREA IS COMPRISED OF LOAMY FINE SAND. A K-FACTOR WAS NOT OBTAINED FOR THESE AREAS.

SENSITIVE RESOURCE AREAS:

EXTREME CARE SHOULD BE EXERCISED WHILE CHANNEL WORK IS BEING PERFORMED. MAINTAINING VEGETATED BUFFERS ALONG STREAM BANKS, WETLANDS, AND OTHER SENSITIVE AREAS IS A CRUCIAL EROSION PREVENTION AND SEDIMENT CONTROL MEASURE THAT SHOULD BE ESTABLISHED WHEREVER POSSIBLE.

TEMPORARY EROSION PREVENTION & SEDIMENT CONTROL:

TEMPORARY EROSION PREVENTION MEASURES TO BE UTILIZED INCLUDE:

"PROJECT DEMARCATION FENCING," DENOTED --PDF-- ON THE PLANS, TO DELINEATE THE LIMITS THE CONTRACTOR CAN ACCESS WITH CONSTRUCTION EQUIPMENT. THIS MEASURE LIMITS THE AREA THAT CAN BE DISTURBED AND EXPOSED TO EROSION, AND IS LOCATED BEYOND THE TOE OF SLOPES (PROJECT LIMITS).

EROSION MATTING FOR SLOPES WILL BE INSTALLED TEMPORARILY ON ALL SLOPES STEEPER THAN 3H:1V TO REDUCE EROSION.

SEEDING AND MULCHING WILL BE THE PRIMARY METHOD OF SLOPE STABILIZATION ON THIS PROJECT.

NATURAL SWALES LOCATED PARALLEL TO THE PROPOSED ACCESS ROADS WILL SERVE TO DIVERT THE MAJORITY OF THE OFF-SITE RUNOFF PRIOR TO REACHING DISTURBED AREAS. THE SITE'S NATURAL DRAINAGE WAYS SHALL BE MAINTAINED AND PRESERVED TO THE EXTENT POSSIBLE.

TEMPORARY MEASURES TO CONTROL SEDIMENT TRANSPORT INCLUDE:

SILT FENCE WILL BE INSTALLED NEAR THE TOE OF SLOPES TO PREVENT SEDIMENT TRANSPORT FROM ENTERING THE CULVERTS. EACH LINE OF SILT FENCE WILL BE PLACED ALONG A CONTOUR WITH EACH END TURNED SLIGHTLY UPHILL TO CREATE A PONDING EFFECT. MULTIPLE SILT FENCE SECTIONS SHALL BE OVERLAPPED RATHER THAN ABUTTING END TO END. NO SILT FENCE SHALL BE UTILIZED IN AREAS OF CONCENTRATED FLOWS, SUCH AS CHANNELS OR DITCHES. SILT FENCE SHALL BE CHECKED REGULARLY FOR ACCUMULATION OF SEDIMENT.

THE CONTRACTOR WILL BE RESPONSIBLE FOR INSTALLING MEASURES TO CONTROL SEDIMENT TRANSPORT BASED ON THE METHOD CHOSEN FOR "TEMPORARY RELOCATION OF STREAMS." REFER TO THE PROJECT SPECIAL PROVISIONS FOR ADDITIONAL REQUIREMENTS RELATED TO THIS ITEM.

PERMANENT EROSION CONTROL MEASURES:

THE FOLLOWING PERMANENT EROSION CONTROL MEASURES WILL BE UTILIZED:

PERMANENT STABILIZATION AND FINAL LAND TREATMENT WILL CONSIST OF ESTABLISHED VEGETATION ON THE EMBANKMENTS AND THE MEDIAN. STONE FILL WILL BE USED TO STABILIZE INLET AND OUTLET CHANNELS.

GENERAL EROSION & SEDIMENT CONTROL GUIDELINES:

THE EROSION CONTROL PLANS ARE MEANT AS A GUIDELINE FOR PREVENTING EROSION AND CONTROLLING SEDIMENT TRANSPORT. THE WORK OUTLINED IN THIS NARRATIVE CONSISTS OF APPLYING MEASURES THROUGHOUT THE LIFE OF THE PROJECT TO CONTROL EROSION AND MINIMIZE THE SEDIMENT TO RECEIVING BODIES OF WATER. THE MEASURES INCLUDE STABILIZATION AND STRUCTURAL PRACTICES, STORM WATER CONTROLS AND OTHER POLLUTION PREVENTION CONTROLS.

COORDINATE THE INSTALLATION, USE, AND REMOVAL OF EROSION AND SEDIMENT CONTROL MEASURES WITH CONSTRUCTION ACTIVITIES TO ENSURE ECONOMICAL, EFFECTIVE AND CONTINUOUS EROSION AND SEDIMENT CONTROL. EMPLOY TEMPORARY STABILIZATION PRACTICES IN INCREMENTAL STAGES AS CONSTRUCTION PROCEEDS. THE CONTRACTOR WILL USE ADDITIONAL EROSION CONTROL MEASURES AS NECESSITATED BY THE SEQUENCE OF CONSTRUCTION AND AS DIRECTED BY THE RESIDENT ENGINEER.

ANY CHANGES TO EROSION CONTROL MEASURES SHALL BE NOTED ON THE PLANS AND REPORTED TO THE ENGINEER IN A TIMELY MANNER. REPAIR MEASURES SHALL BE APPLIED AS NECESSARY.

PREVENTING INITIAL SOIL EROSION IS MUCH MORE EFFECTIVE THAN TREATING ERODED SEDIMENT. THEREFORE, STABILIZE ALL DISTURBED AREAS PROMPTLY AFTER CONSTRUCTION ACTIVITY HAS TEMPORARILY OR PERMANENTLY CEASED. PERIMETER CONTROL MEASURES SHALL BE INSTALLED FOLLOWING CLEARING, BUT PRIOR TO THE START OF ANY GRUBBING OR GRADING ACTIVITY. TEMPORARY CONTROLS SHALL BE INSTALLED IN INCREMENTAL STAGES AS CONSTRUCTION PROCEEDS.

DO NOT ALLOW CONSTRUCTION EQUIPMENT TO OPERATE ON THE DOWN SLOPE SIDE OF PERIMETER CONTROL MEASURES.

PROJECT NAME: BARNET	
PROJECT NUMBER: IM SCRP(2)	
FILE NAME: d07a102erod.dgn	PLOT DATE: 25-FEB-2008
PROJECT LEADER: K. UPMAL	DRAWN BY: J. DEVLIN
DESIGNED BY: J. DEVLIN	CHECKED BY: K. UPMAL
EPSC NARRATIVE	SHEET 16 OF 20

CONSERVATION SEED MIX

RURAL AREA - SEED MIXTURE

% WT.	LBS./A.	NAME	PUR %	GERM %
37.5	22.5	CREeping RED FESCUE	98	85
37.5	22.5	TALL FESCUE	95	90
5.0	3.0	RED TOP	95	90
15.0	9.0	BIRDSFOOT TREFOIL	98	85
5.0	3.0	ANNUAL RYEGRASS	95	85
100.00	60.0			

SEED MIXTURE:
SHALL NOT HAVE A WEED CONTENT EXCEEDING 0.40% BY WEIGHT AND SHALL BE FREE OF ALL NOXIOUS WEED SEED.

SEED:
TO BE APPLIED PER SEEDING FORMULA OR AS DIRECTED BY THE RESIDENT ENGINEER

FERTILIZER:
FORMULA 10-20-10 TO BE USED WITH SEED, APPLIED AT THE RATE OF 500 LBS/ACRE (HYDROSEEDERS MAY USE 19-19-19 FORMULA)

AGRICULTURAL LIMESTONE:
TO BE APPLIED AT THE RATE OF 2 TONS/ACRE OR AS DIRECTED BY THE RESIDENT ENGINEER

HAY MULCH:
TO BE APPLIED ON EARTH SLOPES AT THE RATE OF 2 TONS/ACRE OR AS DIRECTED BY THE RESIDENT ENGINEER

TOPSOIL:
TO BE USED WITH SEED AS INDICATED ON THE PLANS OR AS DIRECTED BY THE RESIDENT ENGINEER

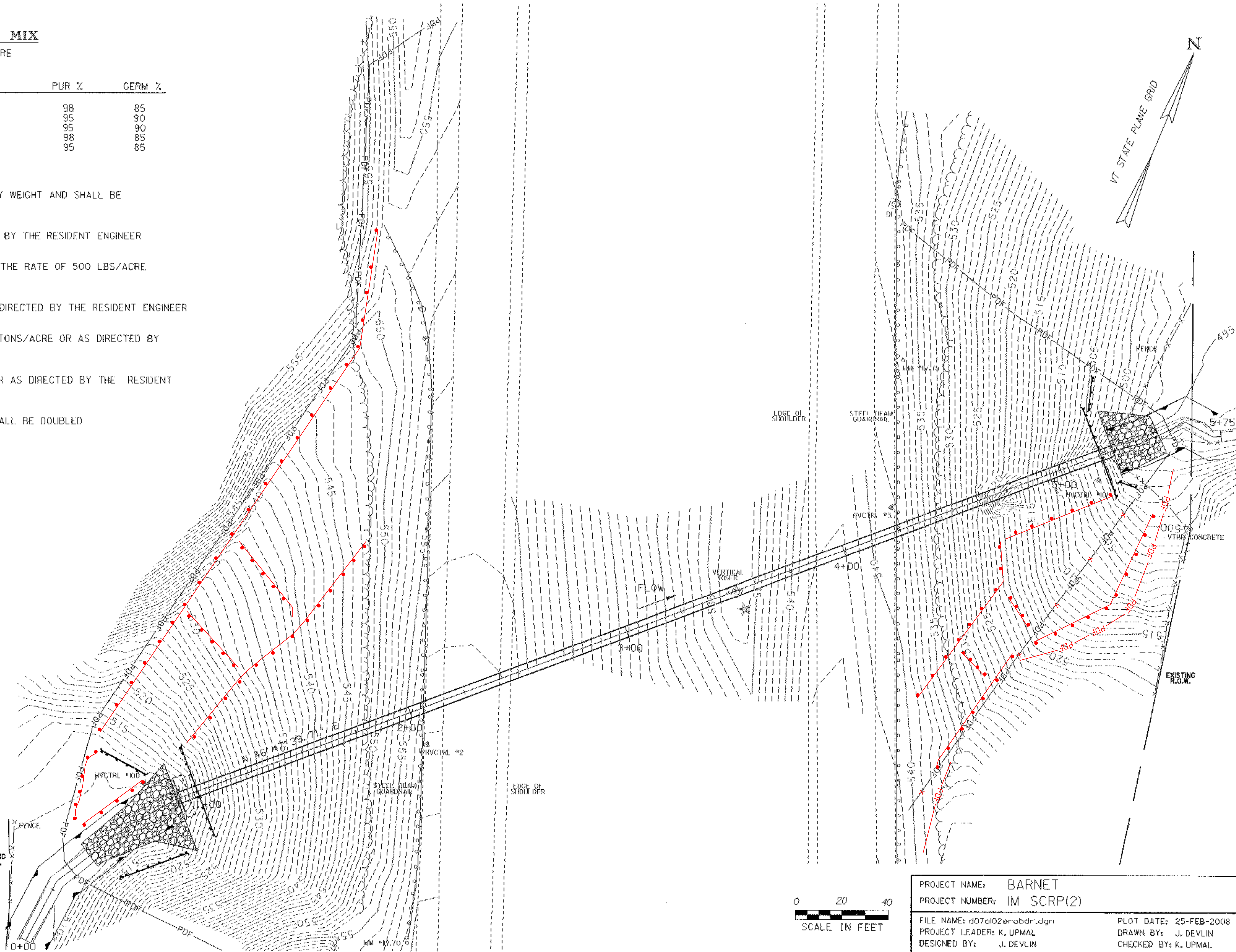
NOTE:
IF A HYDROSEEDER IS USED THE APPLICATION RATES SHALL BE DOUBLED

GENERAL NOTES:

1. 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 THEN THE SELECTED CONTRACTOR WILL BE RESPONSIBLE FOR ADDITIONAL PERMITTING WITH VNR VIA FILING OF THE APPROPRIATE NOTICE OF INTENT UNDER THE CONSTRUCTION GENERAL PERMIT PROCESS.
2. BRUSH REMOVAL SHALL BE MINIMIZED TO THAT WHICH IS NECESSARY TO INSTALL THE LINERS.
3. EARTH DISTURBANCE SHALL BE MINIMIZED BY LINING ONE CULVERT AT A TIME.
4. GRUBBING OF STUMPS IS NOT PERMITTED.
5. INSTALL, MONITOR, AND REPLACE OR REPAIR EROSION AND SEDIMENT CONTROL MEASURES DURING CONSTRUCTION.

LEGEND

- ⊕—⊕ PERMANENT SLOPE LIMITS
- PDF PROJECT DEMARCATION FENCE
- GEOTEXTILE FOR SJLT FENCE



PROJECT NAME: BARNET	PLLOT DATE: 25-FEB-2008
PROJECT NUMBER: IM SCR(2)	DRAWN BY: J. DEVLIN
FILE NAME: d07a102@robdr.dgn	CHECKED BY: K. UPMAL
PROJECT LEADER: K. UPMAL	SHEET 17 OF 20
DESIGNED BY: J. DEVLIN	
MM 87.72 EPSC LAYOUT PLAN SHEET	

CONSERVATION SEED MIX

RURAL AREA - SEED MIXTURE

% WT.	LBS./A.	NAME	PUR %	GERM %
37.5	22.5	CREeping RED FESCUE	98	85
37.5	22.5	TALL FESCUE	95	90
5.0	3.0	RED TOP	95	90
15.0	9.0	BIROSFoot TREFOIL	98	85
5.0	3.0	ANNUAL RYEGRASS	95	85
100.00	60.0			

SEED MIXTURE:
SHALL NOT HAVE A WEED CONTENT EXCEEDING 0.40% BY WEIGHT AND SHALL BE FREE OF ALL NOXIOUS WEED SEED.

SEED:
TO BE APPLIED PER SEEDING FORMULA OR AS DIRECTED BY THE RESIDENT ENGINEER

FERTILIZER:
FORMULA 10-20-10 TO BE USED WITH SEED, APPLIED AT THE RATE OF 500 LBS/ACRE (HYDROSEEDERS MAY USE 19-19-19 FORMULA)

AGRICULTURAL LIMESTONE:
TO BE APPLIED AT THE RATE OF 2 TONS/ACRE OR AS DIRECTED BY THE RESIDENT ENGINEER

HAY MULCH:
TO BE APPLIED ON EARTH SLOPES AT THE RATE OF 2 TONS/ACRE OR AS DIRECTED BY THE RESIDENT ENGINEER

TOPSOIL:
TO BE USED WITH SEED AS INDICATED ON THE PLANS OR AS DIRECTED BY THE RESIDENT ENGINEER

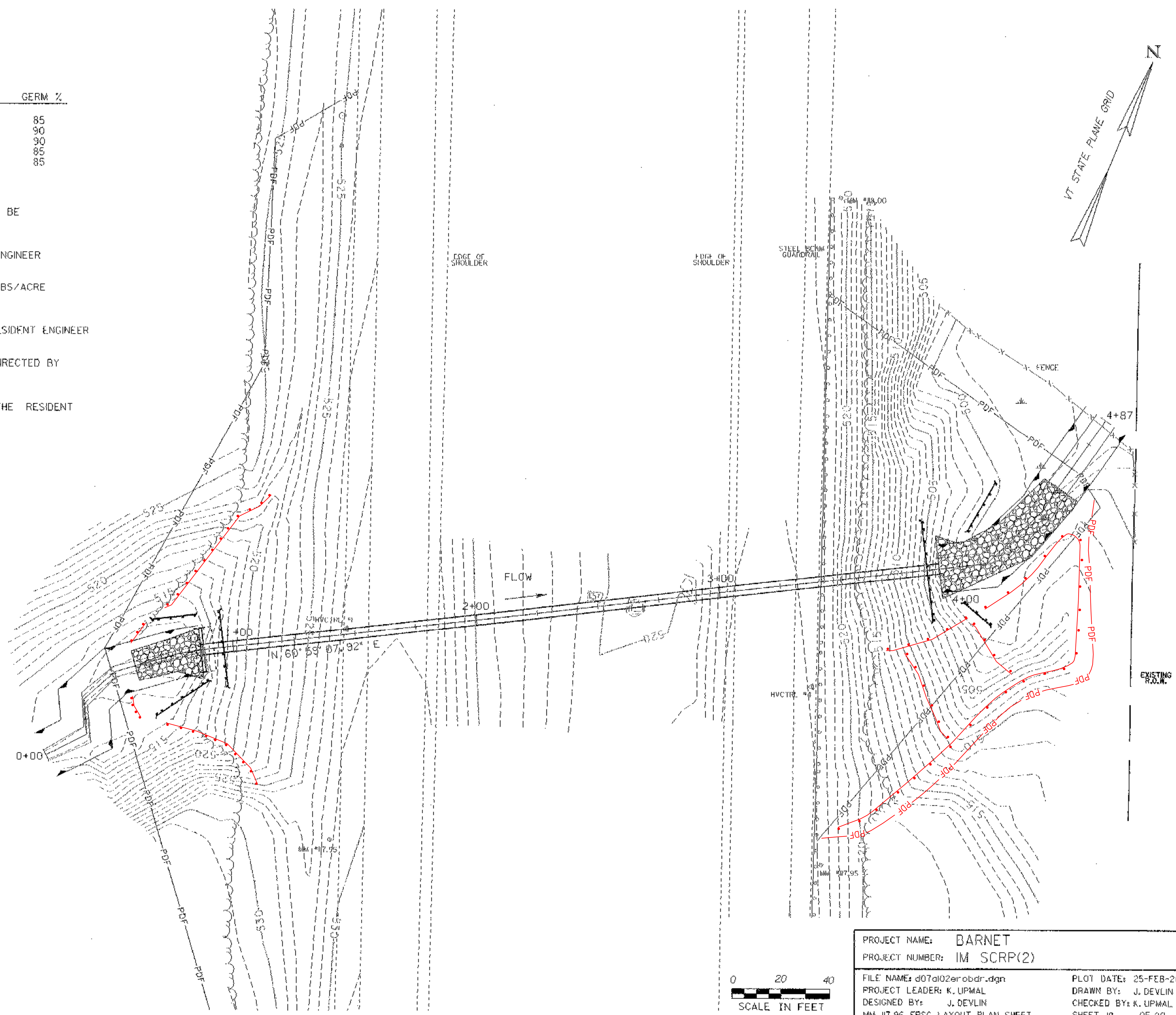
NOTE:
IF A HYDROSEEDER IS USED THE APPLICATION RATES SHALL BE DOUBLED

GENERAL NOTES:

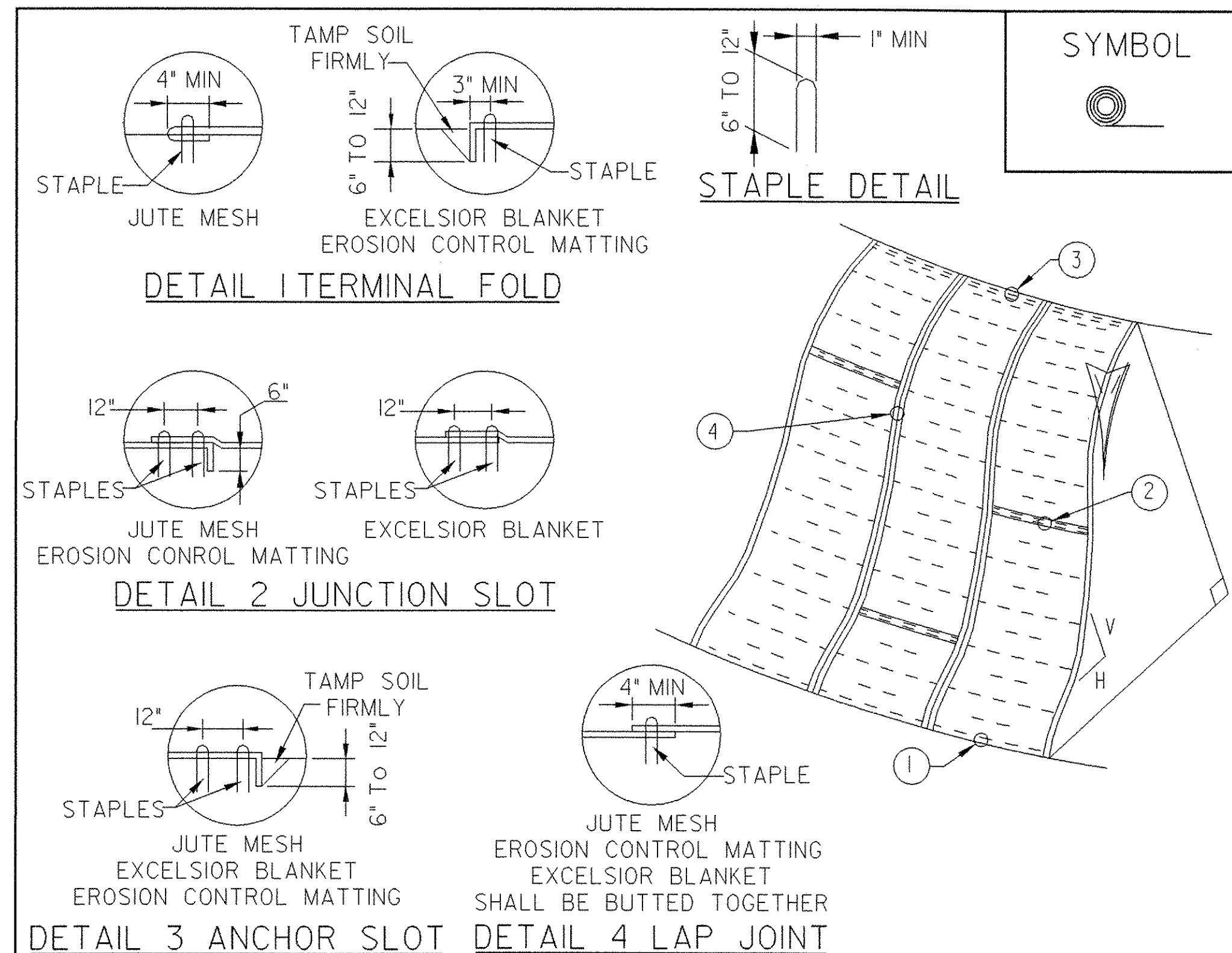
1. SHOULD CHANGES PRIOR TO OR DURING CONSTRUCTION RESULT IN ONE OR MORE ACRES OF EARTH DISTURBANCE OR SHOULD THE PROJECT BECOME PART OF A LARGER PLAN OF DEVELOPMENT THEN THE SELECTED CONTRACTOR WILL BE RESPONSIBLE FOR ADDITIONAL PERMITTING WITH VANR VIA FILING OF THE APPROPRIATE NOTICE OF INTENT UNDER THE CONSTRUCTION GENERAL PERMIT PROCESS.
2. BRUSH REMOVAL SHALL BE MINIMIZED TO THAT WHICH IS NECESSARY TO INSTALL THE LINERS.
3. EARTH DISTURBANCE SHALL BE MINIMIZED BY LINING ONE CULVERT AT A TIME.
4. GRUBBING OF STUMPS IS NOT PERMITTED.
5. INSTALL, MONITOR, AND REPLACE OR REPAIR EROSION AND SEDIMENT CONTROL MEASURES DURING CONSTRUCTION.

LEGEND

- PERMANENT SLOPE LIMITS
- PROJECT DEMARCATION FENCE
- GEOTEXTILE FOR SILT FENCE



PROJECT NAME:	BARNET	FILE NAME:	d07a102arobdr.dgn	PLOT DATE:	25-FEB-2008
PROJECT NUMBER:	IM SCR(2)	PROJECT LEADER:	K. UPMAL	DRAWN BY:	J. DEVLIN
		DESIGNED BY:	J. DEVLIN	CHECKED BY:	K. UPMAL
		MM 117.96 EPSC LAYOUT PLAN SHEET		SHEET 18	OF 20



CONSTRUCTION SPECIFICATIONS

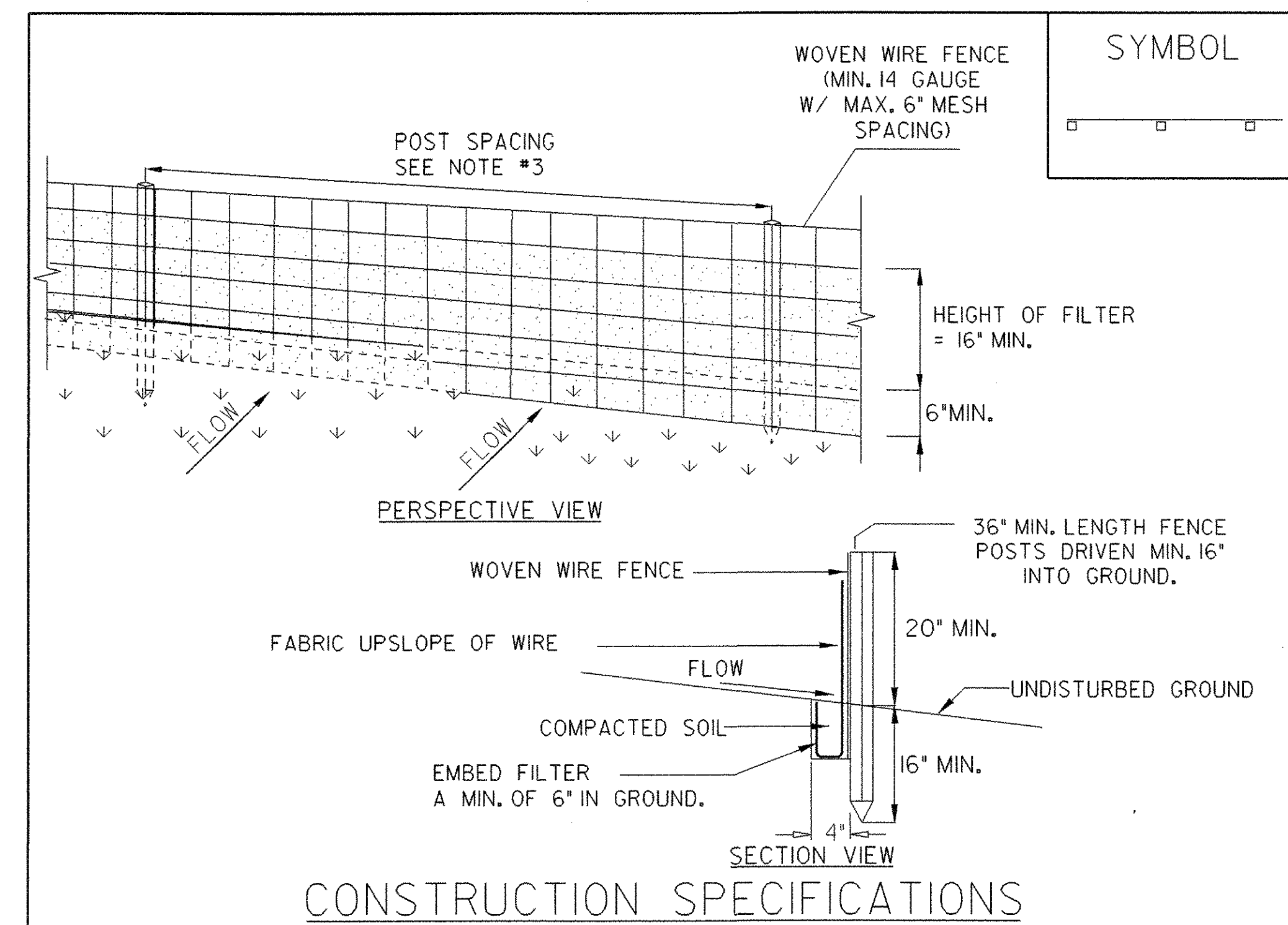
1. APPLY TO SLOPES GREATER THAN 3H:1V OR WHERE NECESSARY TO AID IN ESTABLISHING VEGETATION.
2. APPLY FERTILIZER, LIME AND SEED PRIOR TO PLACING MATTING.
3. STAPLES ARE TO BE PLACED ALTERNATELY, IN COLUMNS APPROXIMATELY 2' APART AND IN ROWS APPROXIMATELY 3' APART. APPROXIMATELY 175 STAPLES ARE REQUIRED 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: ILLINOIS USDA-NRCS ORIGINALLY DEVELOPED BY USDA-NRCS VERMONT DEPARTMENT OF ENVIRONMENTAL CONSERVATION	ROLLED EROSION CONTROL PRODUCT (RECP) SIDE SLOPE
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NOTES:
REFER TO "THE VERMONT STANDARDS & SPECIFICATIONS FOR EROSION PREVENTION & SEDIMENT CONTROL -2006-" FROM THE VT AGENCY OF NATURAL RESOURCES FOR ADDITIONAL GUIDANCE.

THIS ITEM SHALL BE PAID FOR UNDER ITEM
653.20 TEMPORARY EROSION MATTING

NEW	
APRIL 16, 2007	WHF
REVISIONS	



CONSTRUCTION SPECIFICATIONS

1. WOVEN WIRE FENCE REINFORCEMENT IS ONLY REQUIRED WITHIN 100 FT UPSLOPE OF RECEIVING WATERS.
2. WHERE REQUIRED FENCE SHALL BE WOVEN WIRE, MIN. 14 GAUGE WITH A 6" MAXIMUM MESH OPENING. 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'. FOR FILTER-CLOTH FENCE, 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 SIX INCHES AND FOLDED.
6. PREFABRICATED UNITS SHALL BE GEOFAB, ENVIROFENCE, OR APPROVED EQUIVALENT.
7. 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
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NOTES:
REFER TO "THE VERMONT STANDARDS & SPECIFICATIONS FOR EROSION PREVENTION & SEDIMENT CONTROL -2006-" FROM THE VT AGENCY OF NATURAL RESOURCES FOR ADDITIONAL GUIDANCE.

THIS ITEM SHALL BE PAID FOR UNDER ITEM
649.51 GEOTEXTILE FOR SILT FENCE (FILTER FABRIC ONLY FENCE)

PROJECT NAME: BARNET	PLOT DATE: 25-FEB-2008
PROJECT NUMBER: IM SCRP(2)	DRAWN BY: J. DEVLIN
FILE NAME: d07a102erod.dgn	CHECKED BY: K. UPMAL
PROJECT LEADER: K. UPMAL	SHEET 19 OF 20
DESIGNED BY: J. DEVLIN	
EPSC DETAILS	

TRAFFIC CONTROL GENERAL NOTES

1. NOTE THAT LARGE CONSTRUCTION VEHICLES MAY BE REQUIRED TO BACK DOWN THE ACCESS ROADS AT MILE MARKERS 117.72 AND 117.96. THESE VEHICLES LIKELY WILL NOT HAVE ADEQUATE SPACE AT THE INTERSECTION OF THE ACCESS ROADS AND THE INTERSTATE TO PERFORM NECESSARY TURNING MOVEMENTS. A TEMPORARY CLOSURE OF THE INTERSTATE TRAVEL LANE AND SHOULDER SHOULD ALLOW FOR ADEQUATE WIDTH TO ACCESS THE PROJECT SITES, BOTH IN FORWARD OR REVERSE. THE U-TURN AT APPROXIMATE MILE MARKER 117.94 SHALL BE USED TO ORIENT LARGE CONSTRUCTION VEHICLES WITHIN THE TEMPORARY LANE AND SHOULDER CLOSURE. ASSOCIATED TRAFFIC CONTROL AND SIGNAGE FOR THIS OPERATION SHALL BE INSTALLED PER THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
2. ALL TEMPORARY LANE AND/OR SHOULDER CLOSURES ASSOCIATED WITH CONTRACT ITEM 900.620 SPECIAL PROVISION (TEST BORINGS) AND MEDIAN WORK SHALL BE INSTALLED PER THE MUTCD.
3. TEMPORARY LANE AND/OR SHOULDER CLOSURES SHALL BE ALLOWED DURING WORKING HOURS. THE NORTHBOUND AND SOUTHBOUND INTERSTATE BARRELS SHALL BE RESTORED TO FULL CAPACITY AT THE CLOSE OF DAILY CONSTRUCTION ACTIVITIES.
4. TRAFFIC CONTROL WARNING SIGNS SHALL BE PROVIDED ON EACH APPROACH PER THE MUTCD. ADDITIONAL PROJECT CONSTRUCTION SIGNS SHALL BE INSTALLED AS REQUIRED BY THE RESIDENT ENGINEER PER THE MUTCD. PAYMENT FOR THESE SIGNS, THE REFLECTORIZED PLASTIC DRUMS, ETC., SHALL BE PAID UNDER CONTRACT ITEM NO. 641.10.
5. NON CRASHWORTHY FEATURES RESULTING FROM CONSTRUCTION ACTIVITIES THAT ARE LOCATED WITHIN THE CLEAR ZONE SHALL BE PROPERLY PROTECTED. ALL TEMPORARY DEVICES SHALL BE NCHRP COMPLIANT AND SHALL BE FURNISHED IN ACCORDANCE WITH SECTION 621. PAYMENT FOR TEMPORARY TRAFFIC BARRIER AND/OR ENERGY ABSORPTION ATTENUATORS WILL BE MADE UNDER CONTRACT ITEM NO. 641.10.
6. IF TEMPORARY BARRIER IS USED, BARRIER ENDS FACING ONCOMING TRAFFIC SHALL BE TAPERED BEYOND THE CLEAR ZONE, OR PROTECTED WITH AN APPROVED END TREATMENT.
7. PAYMENT FOR INSTALLING, RESETING IF NECESSARY, AND REMOVING ANY TEMPORARY TRAFFIC BARRIER SHALL BE INCIDENTAL TO CONTRACT ITEM NO. 641.10.
8. PAYMENT FOR INSTALLING AND REMOVING ANY ENERGY ABSORPTION ATTENUATORS SHALL BE INCIDENTAL TO CONTRACT ITEM NO. 641.10.
9. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL SUBMIT TO THE ROADWAY, TRAFFIC, AND SAFETY ENGINEER SITE-SPECIFIC TRAFFIC CONTROL PLANS. THE ROADWAY, TRAFFIC, AND SAFETY ENGINEER SHALL APPROVE THESE PLANS PRIOR TO THE START OF CONSTRUCTION ACTIVITIES.

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TRAFFIC CONTROL GENERAL NOTES	SHEET 20 OF 20