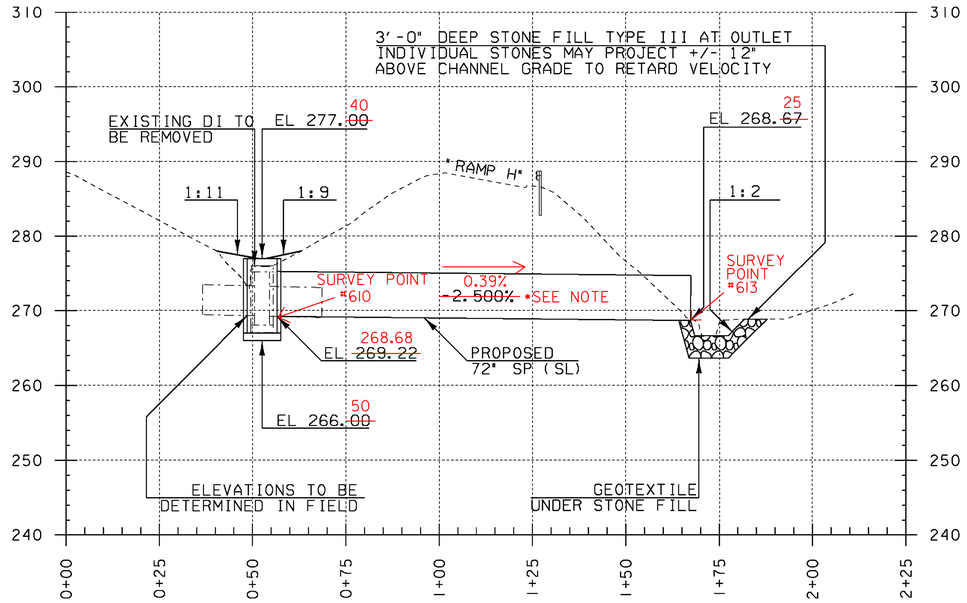


• CONTRACT PLANS SHOWED IMPROPER CLACULATIONS FOR SLOPE. FINAL SLOPE = [(268.68 - 268.25)/110.53] x 100 = 0.39%

PLANS SHOULD HAVE SHOWN 0.5% BASED ON ELEVATIONS GIVEN

MM 88.838 (NB, RAMP H) CULVERT CENTERLINE PROFILE

PROJECT NOTES

1. STEEL PIPE SHALL BE INSTALLED BY RAMMING THE OPEN ENDED STEEL CASING INTO LOCATION. THIS PRACTICE SHALL ONLY DISPLACE THE WALL THICKNESS OF THE CASING. THE SOIL WILL BE REMOVED BY WATER, AUGURING, JET-CUTTING, OR COMPRESSED AIR.

2. THE STEEL PIPE WALL THICKNESS SHALL BE DETERMINED BY THE CONTRACTOR BASED ON TRAFFIC LOADING AND ANTICIPATED RAMMING FORCES.

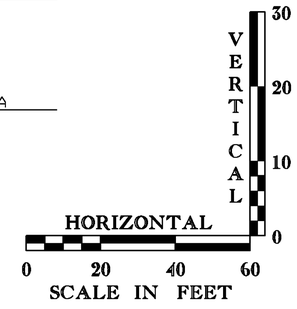
3. PIPE LENGTHS SHALL BE DETERMINED BY THE CONTRACTOR. LENGTHS SHALL BE SELECTED SO THAT STORAGE AND INSTALLATION WILL NOT AFFECT TRAFFIC IN THE NORTHBOUND AND SOUTHBOUND TRAVEL LANES.

4. STAGING FOR THE CULVERT INSTALLATION SHALL BE LOCATED ON THE OUTLET SIDE. ALL EXCAVATION SHALL BE PROPERLY SUPPORTED TO PREVENT THE MOVEMENT OF SOIL, PAVEMENT, AND UTILITIES.

5. ALL WORK DIRECTLY ASSOCIATED WITH INSTALLATION OF NEW CULVERT SHALL BE DONE IN DRY CONDITIONS WITH NO STANDING OR FLOWING WATER PRESENT INSIDE THE CULVERT. REFER TO THE PROJECT SPECIAL PROVISIONS FOR ADDITIONAL REQUIREMENTS.

6. 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 47 OR AS DIRECTED BY THE RESIDENT ENGINEER.

7. DURING THE INSTALATION OF THE NEW CULVERT, TRIBUTARY FLOW SHOULD BE MAINTAINED VIA THE USE OF A PIPE, BYPASS PUMPING, OR AN ALTERNATIVE APPROVED BY THE RESIDENT ENGINEER. THESE ITEMS ARE TO BE INCIDENTAL TO THE COST OF THE PIPE RAMMING.



PROJECT NAME: SOUTH BURLINGTON
PROJECT NUMBER: IM SCRP(3)

FILE NAME: d07a104_nul.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP/B. McADAMS
MM 88.838 PROFILE (NB, RAMP H)

PLOT DATE: 13-JAN-2010
DRAWN BY: J. DEVLIN
CHECKED BY: B. KIPP
SHEET 30 OF 69