

PROPOSED GRADING PLAN AND TIME TABLE

The following is an assumed time table for the “Erosion Prevention and Sediment Control Plans” as presented in the following plan sheets.

This is a three year project where VTrans is proposing that the contractor widen the Northbound piers and construct the first crossovers (Northbound Traffic crossovers to Southbound Bridge 3S) in the first construction season. This will allow the general contractor to have the first crossovers constructed prior to diverting traffic to said crossovers in the spring of the second construction season. Near the end of the second construction season, after Bridge 3N has been reconstructed and open to traffic, Vtrans is proposing that the contractor will remove the first crossovers and construct the second set of crossovers. Again, traffic will not be allowed to use the second set of crossovers (Southbound Traffic crossovers to Northbound Bridge 3N) until the third construction season. At the end of the third full construction season, after Bridge 3S has been reconstructed and opened to traffic, Vtrans is proposing that the contractor will remove the second set of crossovers and regrade the median back to the existing shape prior to the first construction season.

First Summer:

1. Install Project Demarcation Fence (PDF), Silt Fences, Drop Inlet Protections, Crushed Stone Berms, Temporary Check Dams as needed next to Broad Brook Road, Broad Brook, toe of Northbound right slopes, Northbound right side for reconstructed ditch area, temporary sediment settling basin area, and, if the contractor utilizes a temporary work bridge, around the contractor’s temporary work bridge crossing Broad Brook.
2. Construct temporary access road and temporary work bridge.
3. Construct temporary sediment settling basin for cofferdams.
4. Close Broad Brook Road to thru traffic.
5. Place cofferdams around northbound piers, excavate piers, and construct piers then backfill inside of cofferdam to protect foundation material from freezing.
6. Open Broad Brook Road to thru traffic, with road open to two-way traffic at night, and traffic maintained during the day through the use of flaggers.
7. Install Project Demarcation Fence (PDF), Silt Fences, Drop Inlet Protections, and Temporary Check Dams as needed in median areas for first set of crossovers, and at new U-Turn at station NB 0+00.
8. Construct new U-Turn at station NB 0+00.
9. Construct first crossovers, Northbound traffic to Southbound Bridge 3S. This includes paving crossovers between stations 8+00 to 18+00 and 29+00 to 39+00.
10. Install any remaining Temporary Check Dams in median and down slope of temporary access roads. Place Erosion Matting on all slopes as per time guide lines in Item 652.30 “Maintenance of Erosion Prevention & Sediment Control Plan”. All slopes and ditches are to be stabilized for the winter.

First Full Construction Season:

1. Install traffic control package to divert Northbound main line traffic to Southbound Bridge 3S and then maintain ramp traffic from Welcome Center across bridge 3N under phased construction.
2. Install Project Demarcation Fence (PDF), Silt Fences, Drop Inlet Protections, and Temporary Check Dams as needed around Bridge 3N and any new access roads to Bridge 3N. This includes Stabilized Construction Entrances.
3. While maintaining ramp traffic on left side of Bridge 3N, remove the right side half of Bridge 3N superstructure, part of existing pier caps, and existing abutment stems. Widen northbound slopes on right side of northbound lane, grade, seed, fertilize, and place erosion matting. Construct new pier caps, drive H-piles for abutments, construct widened abutments; place new structural steel, form and pour deck, form and pour approach slabs & curbs, and install roadway approach guard rail.
4. Remove cofferdams around northbound piers.
5. Temporarily divert Broad Brook to north side, excavate south stream bank for new stone fill. Place new stone fill.
6. Temporarily divert Broad Brook to south side, excavate north stream bank for new stone fill. Place new stone fill, and return Broad Brook back to full channel width.
7. Switch ramp traffic to right side of bridge 3N, remove the left side half of Bridge 3N superstructure, part of existing pier caps, existing abutment stems, and wingwalls. Construct new pier caps, abutment stems, and left wingwalls. Place new structural steel, form and pour deck, form and pour approach slabs & curbs; install roadway approach guard rail.
8. Remove temporary concrete barrier across bridge 3N, and pave bridge 3N including approaches.
9. Place pavement markings and open Northbound Bridge 3N to northbound traffic.
10. Remove temporary concrete barrier and temporary pavement from crossover.
11. Reconstruct median crossovers (Southbound Traffic crossovers to Northbound Bridge 3N) and pave crossovers. There will be no traffic on second crossover set until second full construction season.
12. Install any remaining Drop Inlet Protections, and Temporary Check Dams as needed in median and down slope of temporary access roads. Place Erosion Matting on all slopes as per time guide lines in Item 652.30 “Maintenance of Erosion Prevention & Sediment Control Plan”. All slopes and ditches are to be stabilized for winter.

Second Full Construction Season:

1. Install traffic control package to divert Southbound traffic to Northbound Bridge 3N, and then divert Southbound Traffic across Bridge 3N.
2. Install Project Demarcation Fence (PDF), Silt Fences, Drop Inlet Protections, and Temporary Check Dams as needed around Bridge 3S.
3. Remove Bridge 3S superstructure. Sediment settling basin for southbound pier work is not anticipated.
4. Modify existing Bridge 3S abutments and wingwalls, and patch existing abutments.
5. Erect structural steel, form and pour decks, form and pour approach slabs and bridge curbs, install roadway guard rail, place membrane, and pave Bridge 3S and its approaches.
6. Place pavement markings, and open Southbound bridge to Southbound traffic.
7. Remove second set of median crossovers, and remove access roads to southbound lanes. Reshape medians and temporary access roads.
8. Place Erosion Matting on all slopes as per time guide lines in Item 652.30 “Maintenance of Erosion Prevention & Sediment Control Plan”. All slopes and ditches are to be stabilized. Only remove silt fences from established slope area.
9. The median U-Turn at Station NB 0+00 is to remain at this location.
10. After all temporary slopes have established grass cover (as per contract specifications), the remaining Silt Fences and Temporary Check Dams are to be removed. Temporary Check Dams may be leveled and blended into existing swales, slopes, and ditches providing the final shape will not cause problems with drainage, mowing of swales and/or slopes.

TEMPORARY WORK BRIDGE

An optional Temporary Work Bridge has been shown on EPSC sheets 92B & 93B. If the contractor chooses to install a Temporary Work Bridge, then this bridge must span the river with bottom of beams / girders no lower than elevation 353.50 feet, and a minimum clear span normal to stream of 63 feet. All costs associated with the Temporary Work Bridge shall be incidental to other items within the contract.

EPSC GRADING PLAN & TIME TABLE

PROJECT NAME: GUILFORD	
PROJECT NUMBER: IM 091-1(33)	
FILE NAME: s95al76GradingPlan.dgn	PLOT DATE: 20-MAY-2008
PROJECT LEADER: Farnsworth	DRAWN BY: Weeber
DESIGNED BY: Farnsworth	CHECKED BY:
lparm sal76gradeplan.l	SHEET 90A OF 114