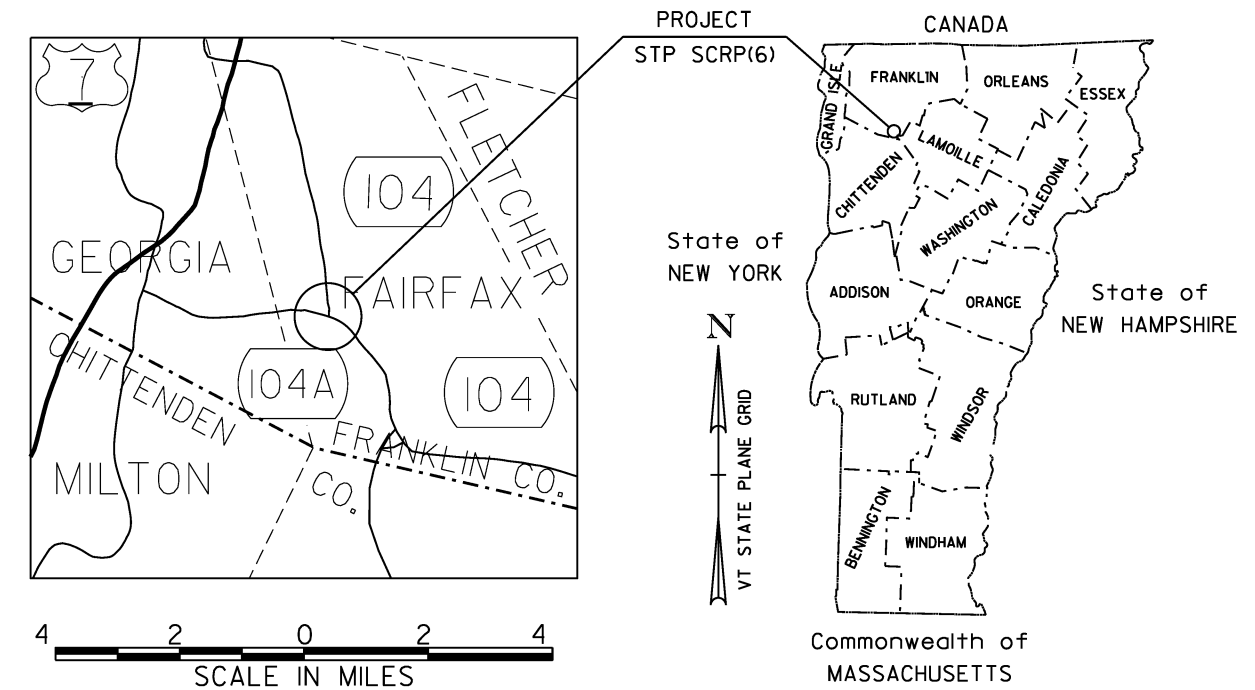


STATE OF VERMONT AGENCY OF TRANSPORTATION



R.O.W. PLANS

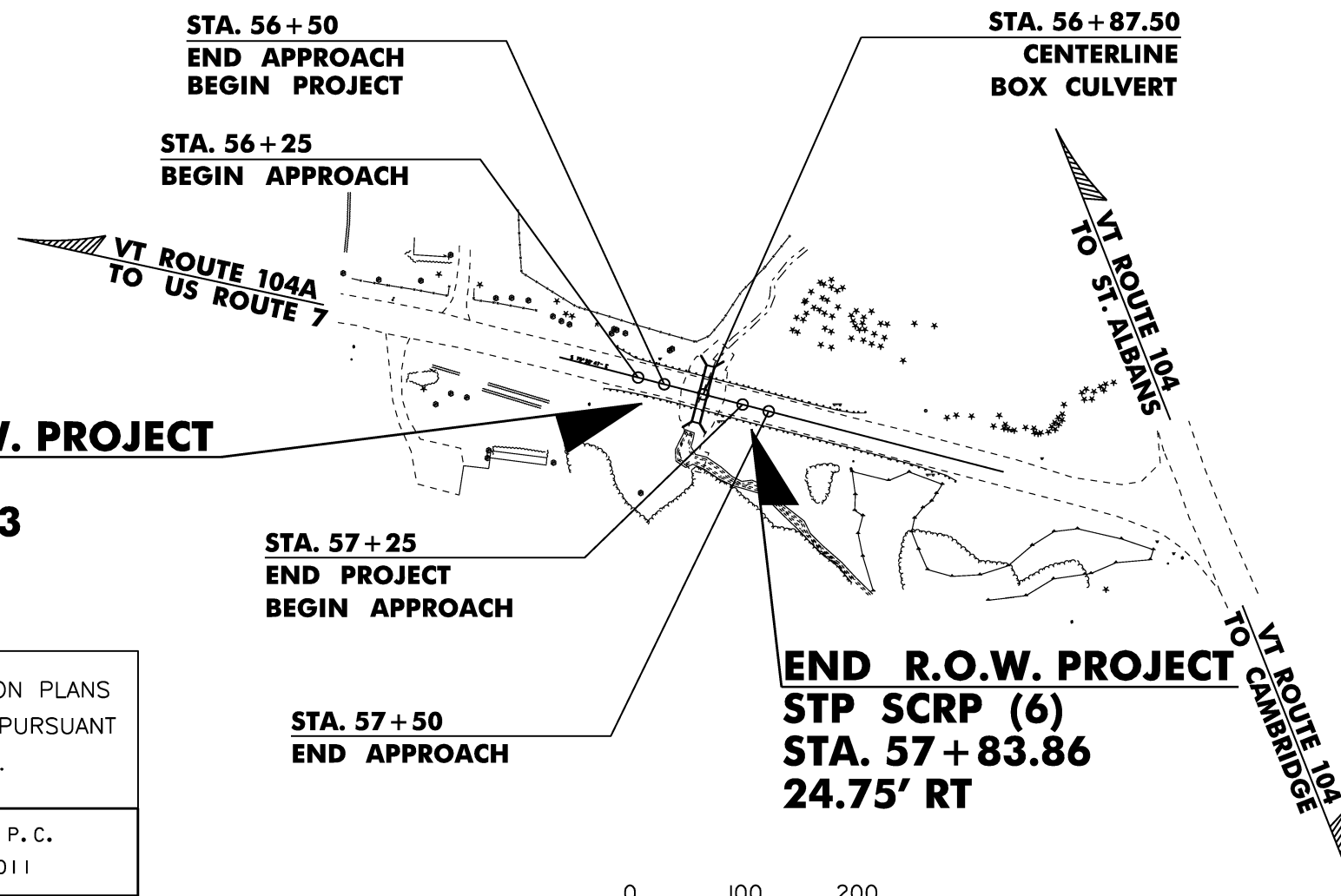
PROPOSED IMPROVEMENT TOWN OF FAIRFAX COUNTY OF FRANKLIN VT ROUTE 104A, BRIDGE #5 (MAJOR COLLECTOR)



PROJECT LOCATION:
WORK TO BE PERFORMED AT ONE ISOLATED LOCATION AT MILE MARKER 1.08 ON VT ROUTE 104A

LENGTH OF PROJECT: 75 FEET = 0.014 MILES
LENGTH OF R.O.W. PROJECT: 149.03 FEET

PROJECT INFORMATION:
THE PROJECT SHALL CONSIST OF INSTALLATION OF A PRECAST REINFORCED CONCRETE BOX, WITH CONCRETE HEADWALLS AND WING WALLS, STEEL BEAM GUARDRAIL, ASSOCIATED EARTHWORKS AND APPROACH WORK ON VT ROUTE 104A.



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	

BEGIN R.O.W. PROJECT
STP SCR(6)
STA. 56 + 34.83
24.75' RT

ALL DRIVES AS INDICATED ON PLANS
ARE SUBJECT TO PERMITS PURSUANT
TO TITLE 19 V.S.A. § 1111.

SURVEYED BY : L. ORVIS P. C.
SURVEYED DATE : 02/08/2011

DATUM
VERTICAL : NAVD 88
HORIZONTAL : NAD 83 (07)

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.

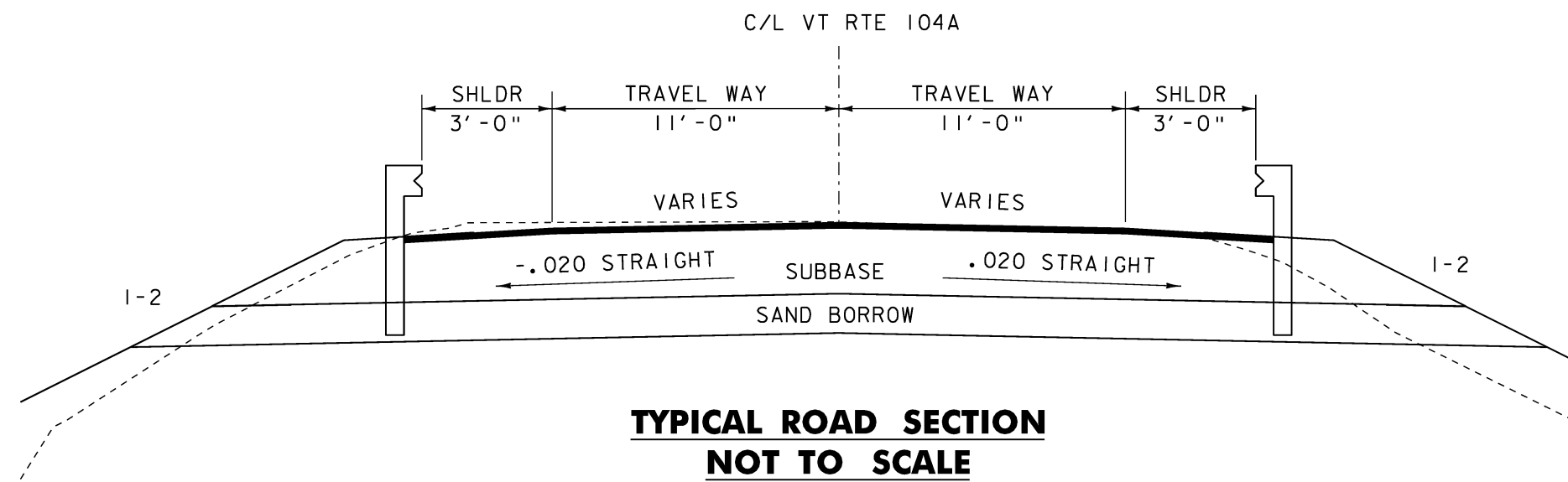
APPROVED JAMES V. BUSH DATE 06-17-11
Asst. Director of Program Development

APPROVED ROBERT M. WHITE DATE 06-17-11
Chief of Right of Way

FAIRFAX
STP SCR(6)

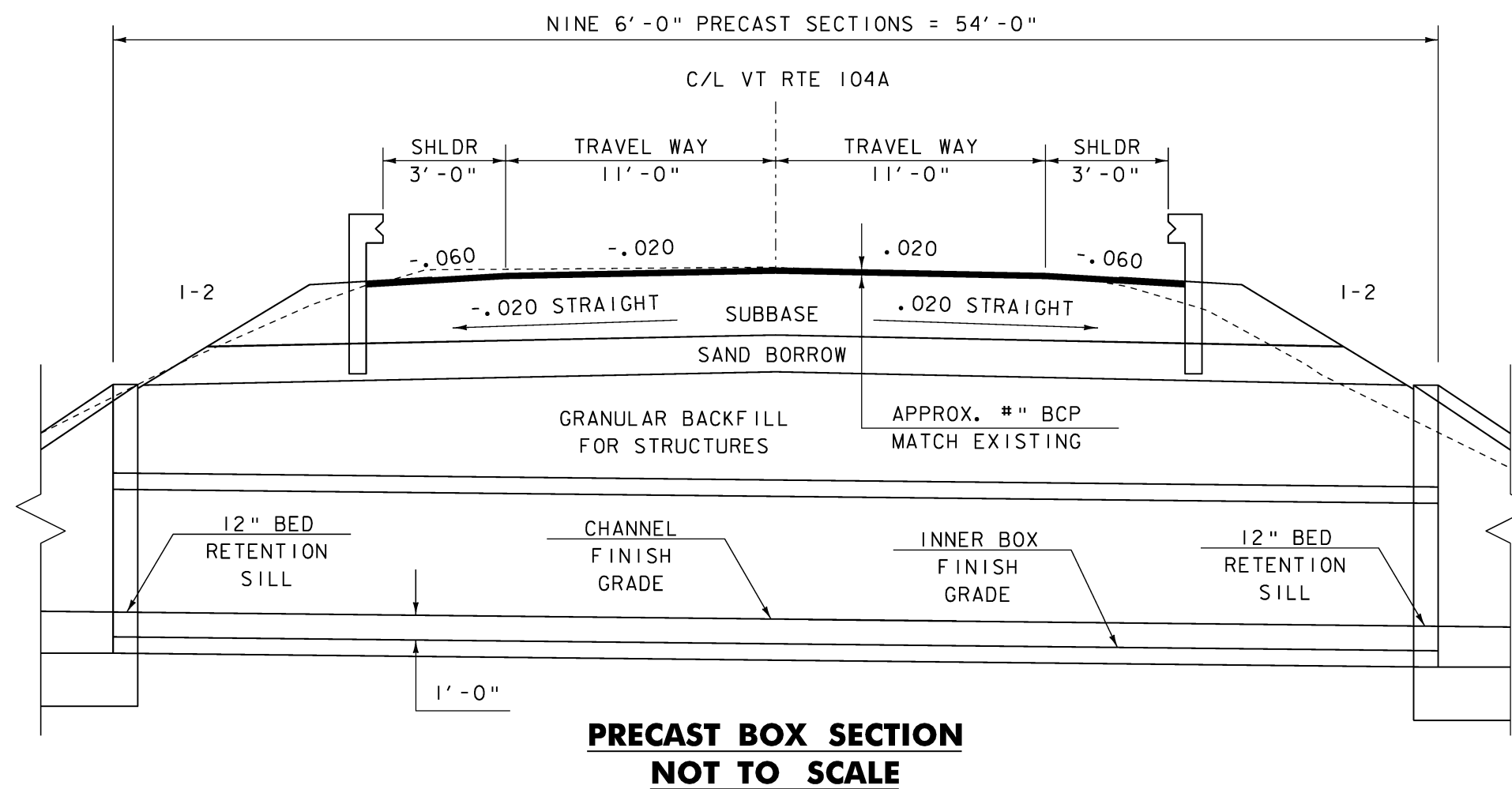
ROW SHEET 1 OF 11 SHEETS

X.xx" SUPERPAVE BITUMINOUS CONCRETE PAVEMENT (TYPE IIS)
 X.xx" SUPERPAVE BITUMINOUS CONCRETE PAVEMENT (TYPE IIS)
 X.xx" SUPERPAVE BITUMINOUS CONCRETE PAVEMENT (TYPE IIS)
 X.xx" SUBBASE OF DENSE GRADED CRUSHED STONE
 X.xx" SAND BORROW



GENERAL NOTES

- 1.) PROPERLY COMPACTED EMBANKMENT MATERIAL IN ACCORDANCE WITH THE "2006 STANDARD SPECIFICATIONS FOR CONSTRUCTION"
- 2.) COMPACTED MATERIAL WITHIN CRITICAL BACKFILL ZONE SHALL BE SPECIFIED BY THE MANUFACTURER, DEPTH OF COVER FROM TOP OF BOX TO THE PAVEMENT FINAL GRADE AT THE ROADWAY CENTERLINE EQUALS X.X FEET
- 3.) AT MINIMUM 1 FOOT OF MATERIAL SHALL BE EXCAVATED BELOW THE BOTTOM OF FOOTING
- 4.) APPROXIMATELY XX" BITIMINOUS CONCRETE PAVEMENT TO MATCH EXISTING



THICKNESS TOLERANCES		
PAVEMENT	1/4" +/-	TOTAL DEPTH
SUBBASE	1" +/-	TOTAL DEPTH
SAND	1" +/-	TOTAL DEPTH

PROJECT NAME:	FAIRFAX	PLOT DATE:	06-JUN-2011
PROJECT NUMBER:	STP SCRIP (6)	DRAWN BY:	S. PALMER
FILE NAME:	r10b196_typ.dgn	DESIGNED BY:	S. PALMER
TYPICAL SHEET		CHECKED BY:	K. UPMAL
			SHEET 2 OF 11

GPS CONTROL POINTS

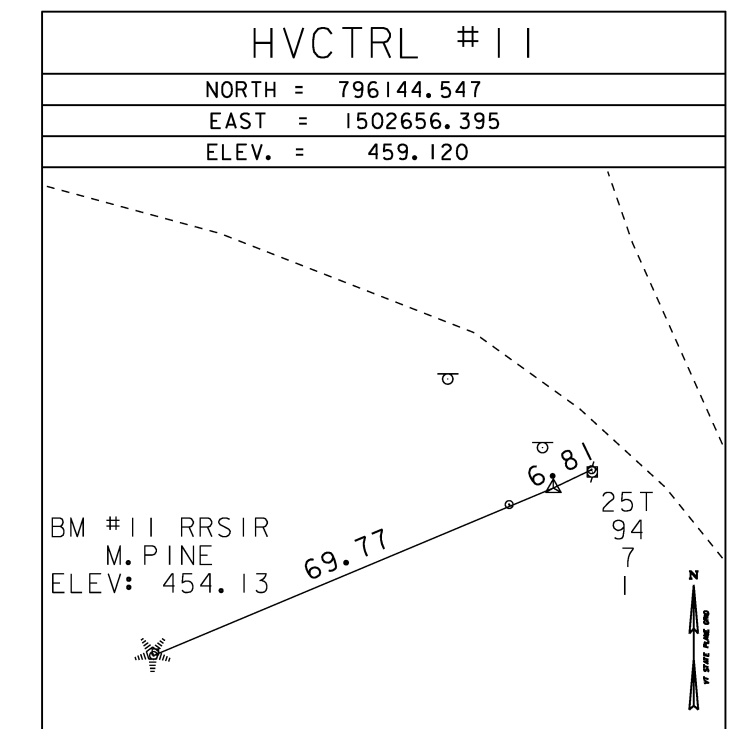
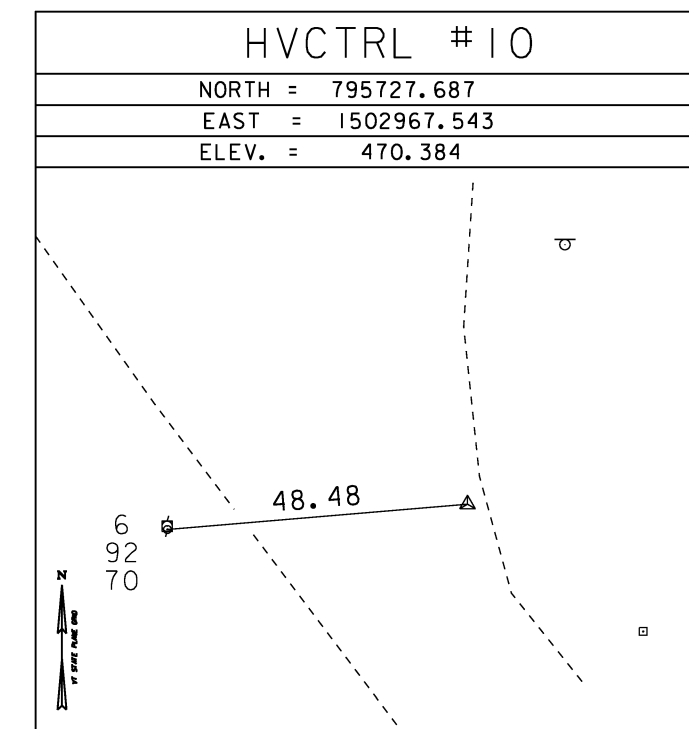
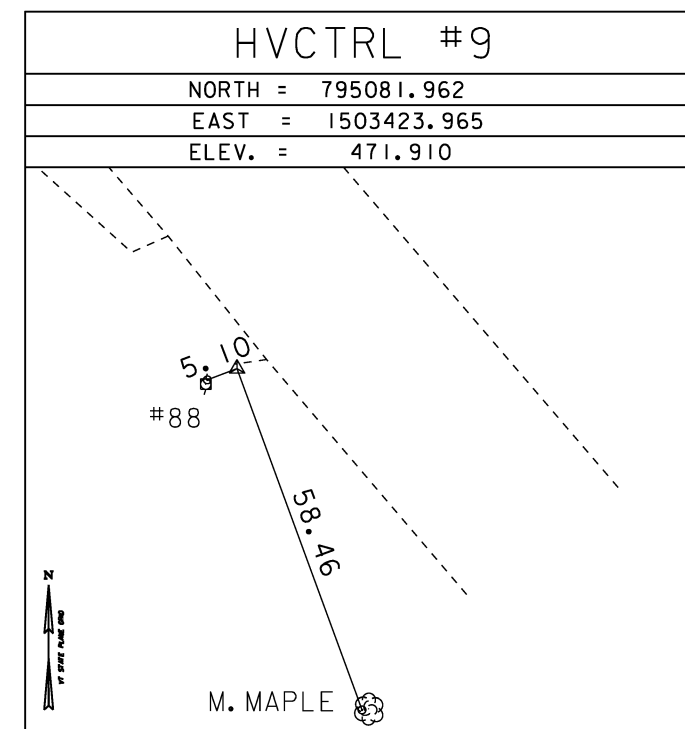
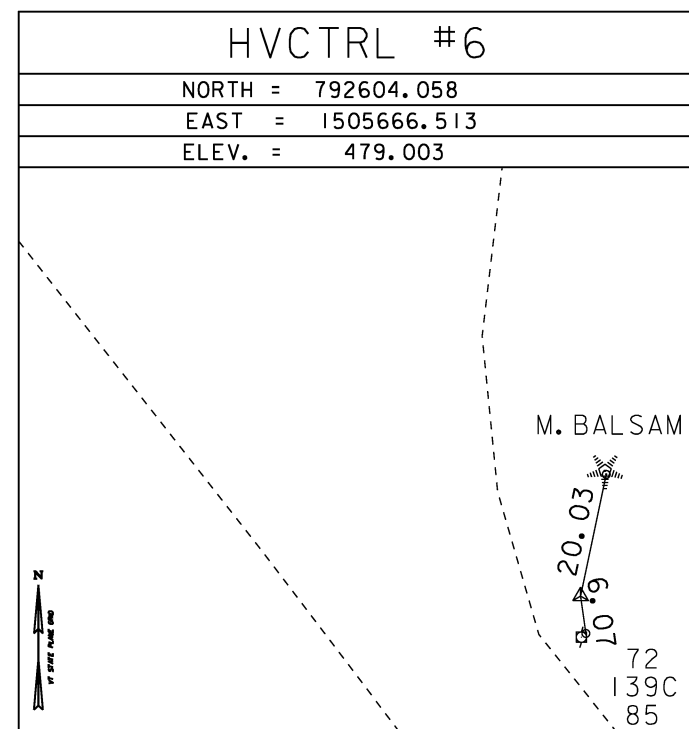
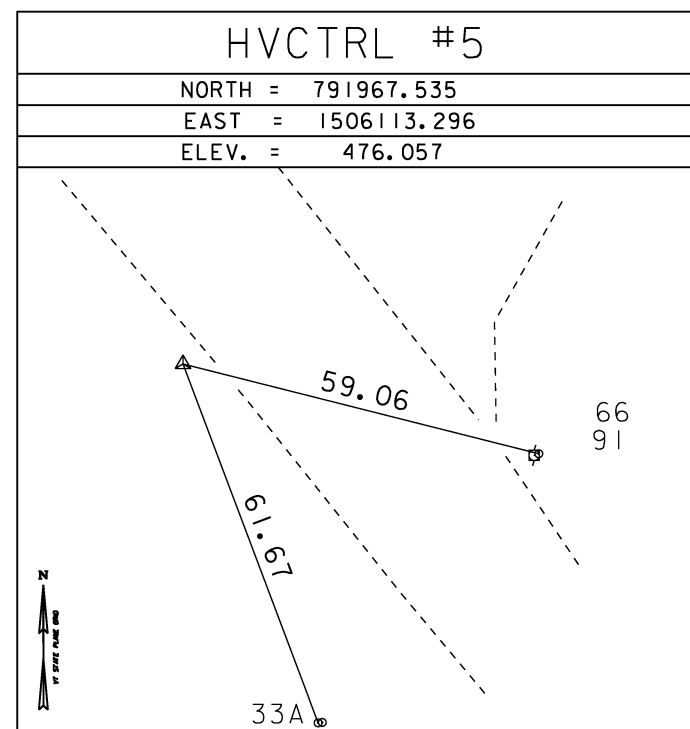
HVCTRL #1
 HILLCREST
 NORTH = 793859.291
 EAST = 1508107.459
 ELEV. = 540.627

TO REACH FROM THE INTERSECTION OF VT ROUTE 104A (HIGHBRIDGE RD) AND VT ROUTE 104 (MAIN ST). GO SOUTHEAST ALONG ROUTE 104 FOR 1.0 MI TO THE INTERSECTION OF HUNTVILLE ROAD LEFT. TURN LEFT AND GO NORTHEAST ALONG HUNTVILLE ROAD FOR 0.5 MI TO THE INTERSECTION OF HUNTVILLE ROAD LEFT AND BOISSONALT ROAD RIGHT. TURN LEFT AND GO NORTHWEST ALONG HUNTVILLE ROAD FOR 0.05 MI TO THE SITE OF THE MARK ON THE RIGHT. IT IS ABOUT 65.6 FT NORTHWEST OF THE INTERSECTION OF FERGUSON ROAD. THE MARK IS ABOUT 1.6 FT HIGHER THAN THE CENTERLINE OF HUNTVILLE ROAD, 60.4 FT NORTH OF THE CENTERLINE OF FERGUSON ROAD, 53.5 FT WEST OF AN 18" BUTTERNUT, 114.5 FT NORTH OF POLE #602/1, W/ TRANSFORMER AND METER AND 101.4 FT NORTHEAST OF THE SOUTHEAST CORNER OF THE HILLCREST FOODS INCORPORATED BUILDING.

HVCTRL #2
 HILLCREST AZ MK
 NORTH = 792293.557
 EAST = 1508349.102
 ELEV. = 480.372

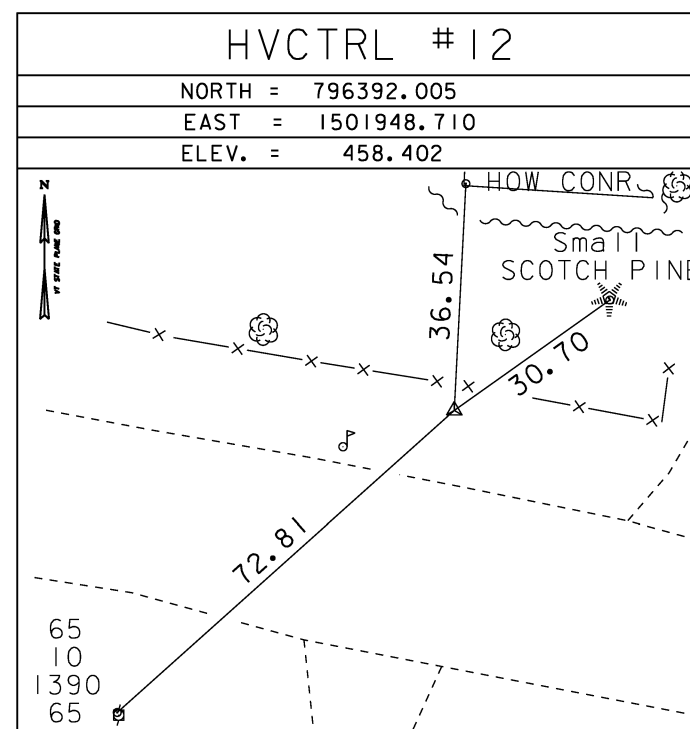
TO REACH FROM THE INTERSECTION OF VT ROUTE 104A (HIGHBRIDGE RD) AND VT ROUTE 104 (MAIN ST). GO SOUTHEAST ALONG ROUTE 104 FOR 1.0 MI TO THE INTERSECTION OF HUNTVILLE ROAD LEFT. TURN LEFT AND GO NORTHEAST ALONG HUNTVILLE ROAD FOR 0.5 MI TO THE INTERSECTION OF HUNTVILLE ROAD LEFT AND BOISSONALT ROAD RIGHT. TURN RIGHT AND GO SOUTH ALONG BOISSONALT ROAD FOR 0.3 MI TO THE SITE OF THE MARK ON THE RIGHT. THE MARK IS SET 2" BELOW GROUND IN THE TOP OF A FENO-STYLE MONUMENT. IT IS 19.0' WEST OF AND ABOUT 0.7' LOWER THAN THE CENTERLINE OF BOISSONALT ROAD, 87.6' NORTHWEST OF POLE #6, 205.7' SOUTH OF A GUY POLE, 221.1' SOUTHWEST OF POLE #602/7, 178.8' SOUTHWEST OF THE CENTERLINE OF THE GRAVEL DRIVE LEADING TO HOUSE #87, AND 0.7' NORTH OF A FIBERGLASS WITNESS POST.

TRAVERSE TIES

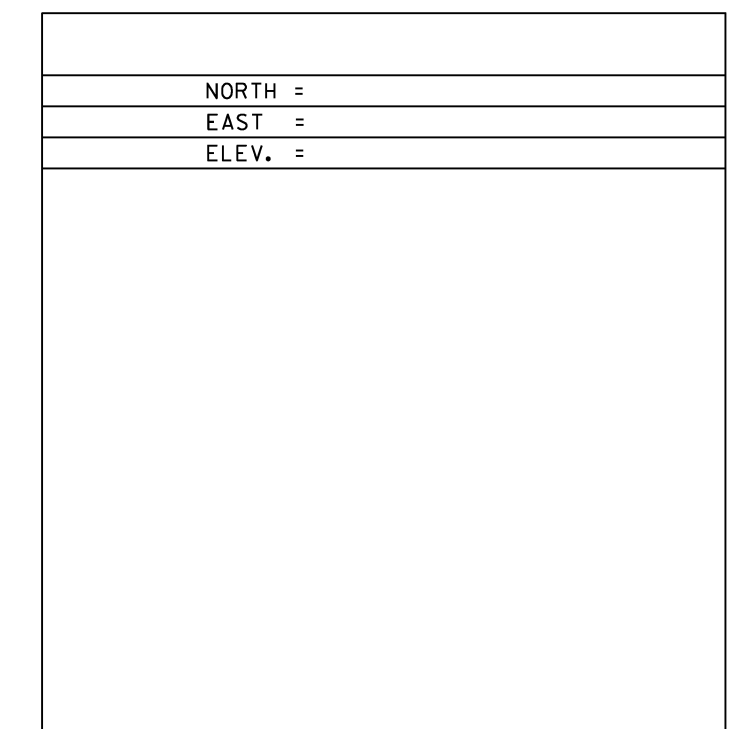
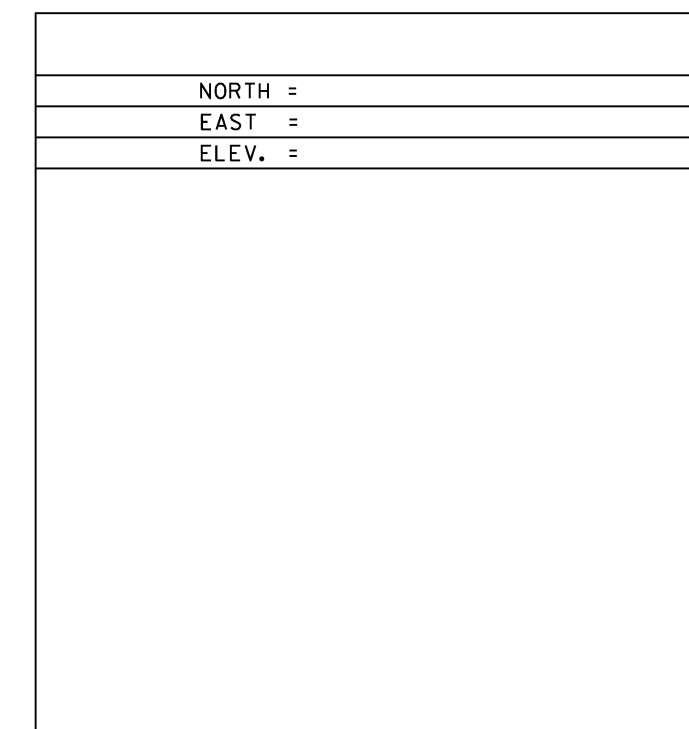
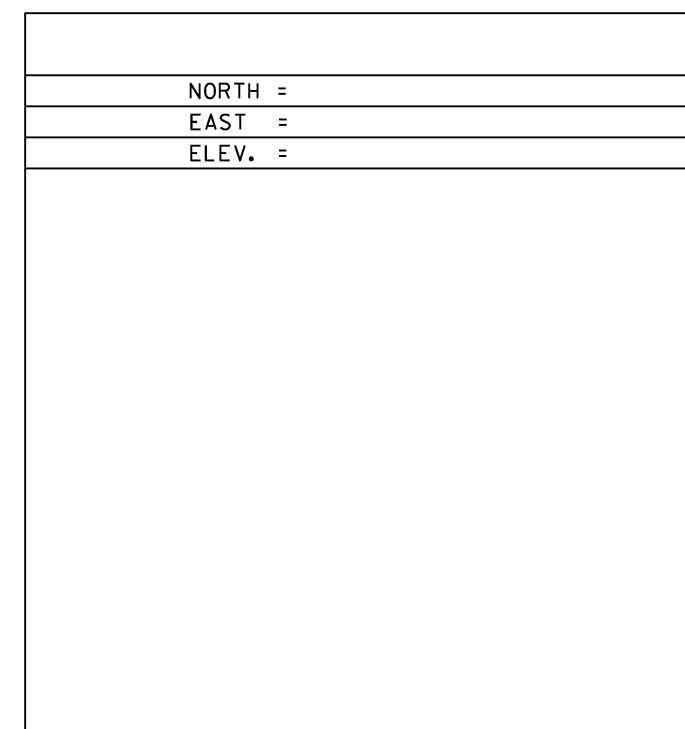


* MAIN TRAVERSE COMPLETED 2/8/2011 BY L. ORVIS P.C. & R. BOCKUS & C. CYR

TRVERSE TIES

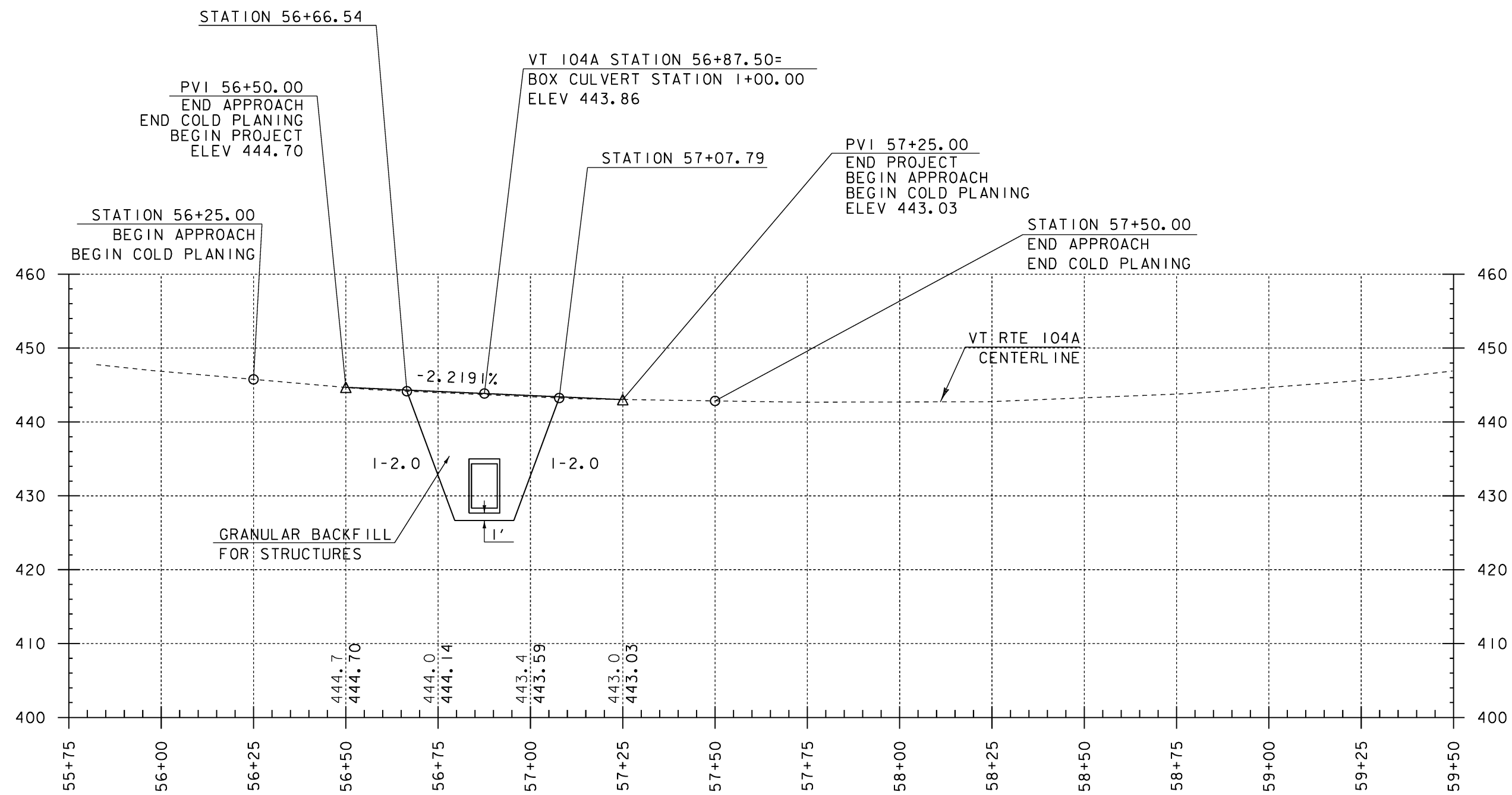


ALIGNMENT TIES

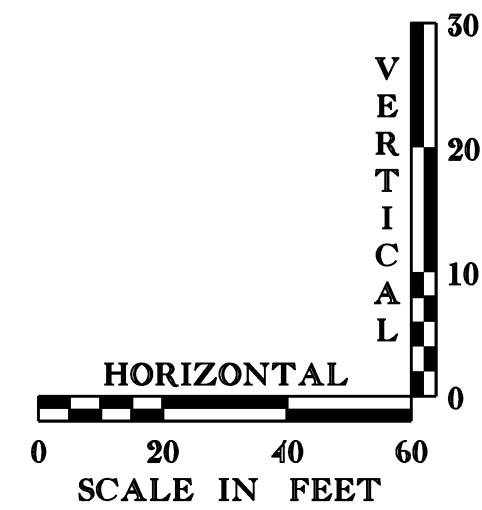


DATUM	
VERTICAL	NAVD 88
HORIZONTAL	NAD 83 (07)
ADJUSTMENT	COMPASS

PROJECT NAME: FAIRFAX	
PROJECT NUMBER: STP SCRIP (6)	
FILE NAME: r10b196_t1e.dgn	PLOT DATE: 06-JUN-2011
PROJECT LEADER: K. UPMAL	DRAWN BY: R. BULLOCK
DESIGNED BY:	CHECKED BY:
TIE SHEET	SHEET 3 OF 11



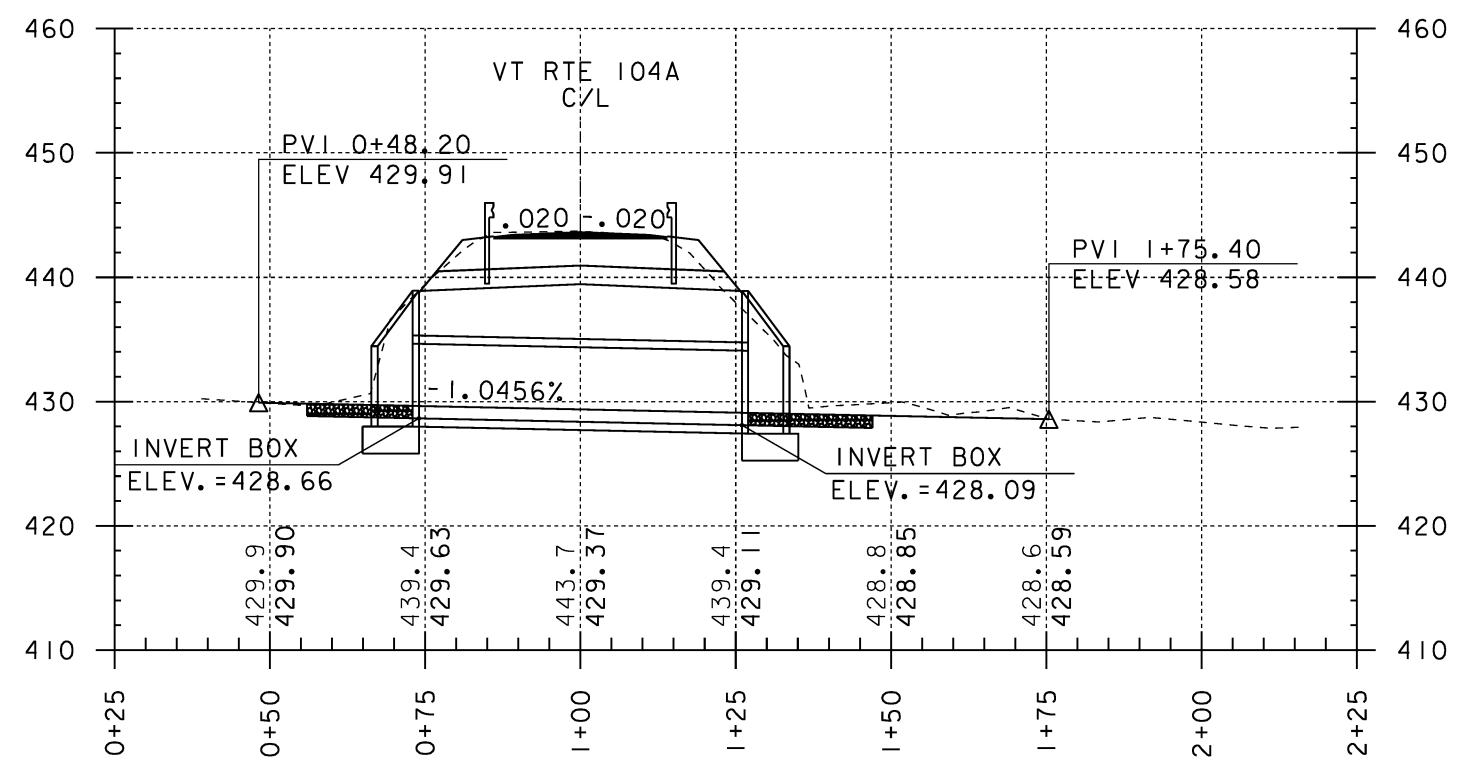
**VT 104A CENTERLINE
PROFILE**



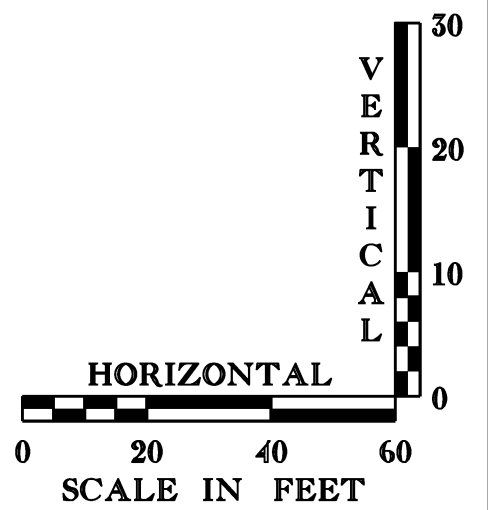
DATUM
 VERTICAL NAVD88
 HORIZONTAL NAD83(07)

THE GRADES SHOWN TO THE NEAREST TENTH ARE THE OLD GROUND ALONG THE CENTERLINE. THE GRADES SHOWN TO THE NEAREST HUNDRETH ARE THE PROPOSED FINISHED GRADE ALONG THE CENTERLINE.

PROJECT NAME: FAIRFAX	PLOT DATE: 06-JUN-2011
PROJECT NUMBER: STP SCRP (6)	DRAWN BY: S. PALMER
FILE NAME: r10b196_pro.dgn	CHECKED BY: K. UPMAL
PROJECT LEADER: K. UPMAL	SHEET 4 OF 11
DESIGNED BY: S. PALMER	
MAINLINE PROFILE SHEET	



**BOX CULVERT CENTERLINE
PROFILE**



DATUM	
VERTICAL	NAVD88
HORIZONTAL	NAD83(07)

THE GRADES SHOWN TO THE NEAREST TENTH ARE THE OLD GROUND ALONG THE CENTERLINE. THE GRADES SHOWN TO THE NEAREST HUNDRETH ARE THE PROPOSED FINISHED GRADE ALONG THE CENTERLINE.

PROJECT NAME:	FAIRFAX
PROJECT NUMBER:	STP SCRIP (6)
FILE NAME:	r10b196_pro.dgn
PROJECT LEADER:	K. UPMAL
DESIGNED BY:	S. PALMER
BOX CULVERT PROFILE SHEET	
PLOT DATE:	06-JUN-2011
DRAWN BY:	S. PALMER
CHECKED BY:	K. UPMAL
SHEET	5 OF 11

GENERAL NOTES
PRECAST REINFORCED CONCRETE BOX

GENERAL

1. ALL MATERIALS AND CONSTRUCTION SHALL CONFORM TO THE AGENCY OF TRANSPORTATION'S STANDARD SPECIFICATIONS FOR CONSTRUCTION, DATED 2006, AND ITS LATEST REVISIONS, AND THE AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, SEVENTEENTH EDITION, AND ITS LATEST REVISIONS.
2. ITEM 404.65 EMULSIFIED ASPHALT IS TO BE APPLIED AT A RATE OF .015 GAL/SY BETWEEN SUCCESSIVE COURSES OF PAVEMENT OR AS DIRECTED BY THE ENGINEER.
3. ITEM 900.625 SPECIAL PROVISION (WATER REPELLENT, SILANE) SHALL BE APPLIED TO ALL EXPOSED SURFACES OF THE WINGWALLS AND HEADWALLS. WATER REPELLENT, SILANE SHALL BE APPLIED TO THE EXPOSED INSIDE SURFACE OF THE BOX STARTING AT THE OPENING AT EACH END AND EXTENDING 3 FEET INTO THE BOX, INCLUDING THE BOTTOM SURFACE OF THE TOP OF THE BOX.
4. REINFORCING STEEL PLACEMENT TOLERANCES SHALL BE AS FOLLOWS:
 SPACING +/- 1"
 CLEARANCE +/- 1/4"
5. ALL EXPOSED EDGES OF CONCRETE SHALL BE CHAMFERED 1" X 1".
6. 12" HIGH BED RETENTION SILLS SHALL BE INSTALLED AT THE INLET AND OUTLET AND THE BOX SHALL BE BURIED SO THAT THE TOP OF THE SILLS ARE EVEN WITH THE CHANNEL

TRAFFIC CONTROL

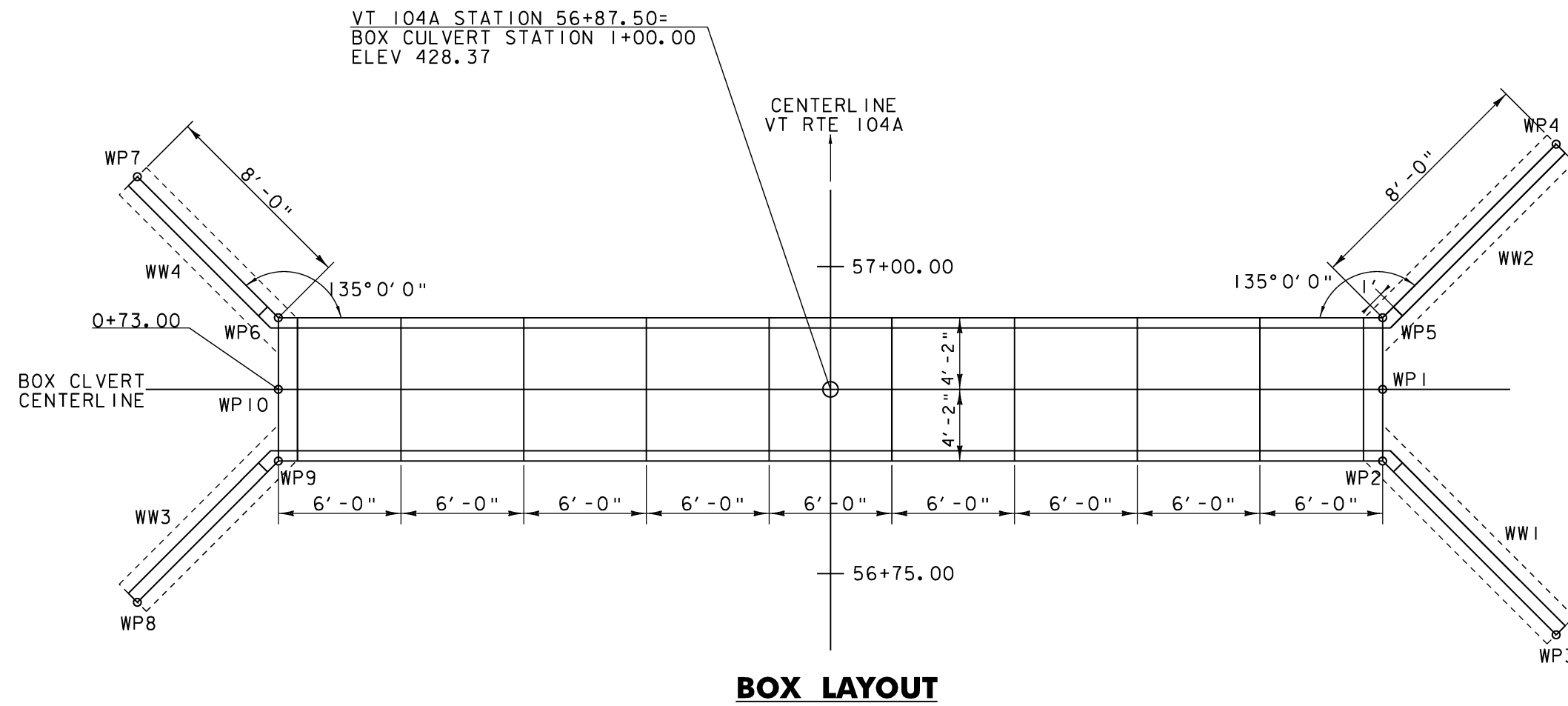
1. ACCESS TO ALL EXISTING DRIVES SHALL BE MAINTAINED AT ALL TIMES DURING ALL PHASES OF CONSTRUCTION.
2. INSTALLATION OF NECESSARY SIGNS SHALL NOT BLOCK ANY EXISTING TRAFFIC CONTROL SIGN ASSEMBLIES. THE CONTRACTOR SHALL ATTEMPT TO MAINTAIN AT LEAST 200 FEET BETWEEN SIGN ASSEMBLIES.
3. THE CONTRACTOR SHALL CONTACT DIG SAFE AT 1-888-344-7233 PRIOR TO BREAKING GROUND TO INSTALL ANY SIGN POSTS.
4. ALL SIGNS THAT ARE 36" X 36" OR LARGER SHALL BE MOUNTED ON TWO POSTS.

PRECAST CONCRETE NOTES

1. DESIGN CRITERIA:
 - A. SOIL UNIT WEIGHT = 140 PCF
 - B. DESIGN LIVE LOAD = HS-25-44
 - C. REINFORCING STEEL GRADE - 60 KSI
 - D. CONCRETE, HIGH PERFORMANCE CLASS A f_c : 4000
CONCRETE, HIGH PERFORMANCE CLASS B f_c : 3500
 - E. MAX. WINGWALL FOOTING PRESSURE = 4 KSF
 - F. FACTOR OF SAFETY FOR SLIDING \geq 2.0
 - G. FACTOR OF SAFETY FOR OVERTURNING \geq 1.5
 - H. DESIGN FILL OVER BOX: IN ADDITION TO MATCHING THE EXISTING PAVEMENT OF APPROXIMATELY X INCHES, ADDITIONAL SUBBASE MATERIAL WILL BE PLACED ABOVE THE BOX STRUCTURE OF APPROXIMATELY 7 FEET AT INLET, 8.6 FEET AT VT 104A CL AND 8 FEET AT OUTLET.
2. ALL CONCRETE SHALL BE PRECAST. PRECAST BOX STRUCTURE SHALL MEET THE REQUIREMENTS OF 2006 STANDARD SPECIFICATION FOR CONSTRUCTION SECTION 540 - PRECAST CONCRETE. ITEM 540.10 PRECAST CONCRETE STRUCTURE INCLUDES ALL BOX SEGMENTS, HEADWALLS, AND WINGWALLS. ALL CONNECTIONS SHALL BE DESIGNED BY THE FABRICATOR AND SHALL BE CONSIDERED INCIDENTAL TO ITEM 540.10. ALL CONNECTIONS MUST BE SUBMITTED TO THE PROJECT MANAGER FOR APPROVAL.
3. THE PRECAST BOX SECTIONS ARE SHOWN FOR REFERENCE ONLY. THE ACTUAL DIMENSIONS AND SHAPE WILL BE DEPENDENT ON THE FABRICATOR. ALL UNITS EXCEPT THE FIRST AND LAST WILL BE THE SAME SHAPE AND THE SAME LENGTH. THE INSIDE DIMENSIONS SHALL BE 6'-0" RISE AND 7'-0" SPAN. THE OVERALL LENGTH OF THE BOX SHALL BE 54'-0" ALONG THE DEPICTED VERTICAL ALIGNMENT.
4. THE EXTERIOR (TOP AND SIDES) OF ALL CONCRETE BOX JOINTS ALONG WITH ALL LIFTING HOLES SHALL BE FILLED WITH MORTAR TYPE IV AFTER BEING SET IN THEIR FINAL POSITION. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO ITEM 540.10.
5. A TWO (2) FOOT WIDE STRIP OF MEMBRANE WATERPROOFING SHALL BE APPLIED AT EACH BOX JOINT (TOP AND SIDES). MEMBRANE SHALL BE CENTERED ON THE JOINT AND COVER THE FULL WIDTH OF THE TOP AND FULL HEIGHT OF THE SIDES. THE SIDES SHALL BE COVERED FIRST AND THE TOP WILL FOLLOW. ANY OVERLAPPING OF MEMBRANE SHALL BE DONE IN A SHINGLE TYPE STYLE TO SHED WATER AND SHALL OVERLAP A MINIMUM OF ONE FOOT. PAYMENT FOR MEMBRANE SHALL BE UNDER ITEM 519.21 SHEET MEMBRANE WATERPROOFING, PREFORMED SHEETS.
6. THE STRUCTURE WILL BE INSTALLED AT A 1.05% GRADE.

PROJECT NAME: FAIRFAX
PROJECT NUMBER: STP SCRIP (6)

FILE NAME: r10b196_def.dgn	PLOT DATE: 06-JUN-2011
PROJECT LEADER: K. UPMAL	DRAWN BY: S. PALMER
DESIGNED BY: S. PALMER	CHECKED BY: K. UPMAL
DETAIL SHEET	SHEET 6 OF 11



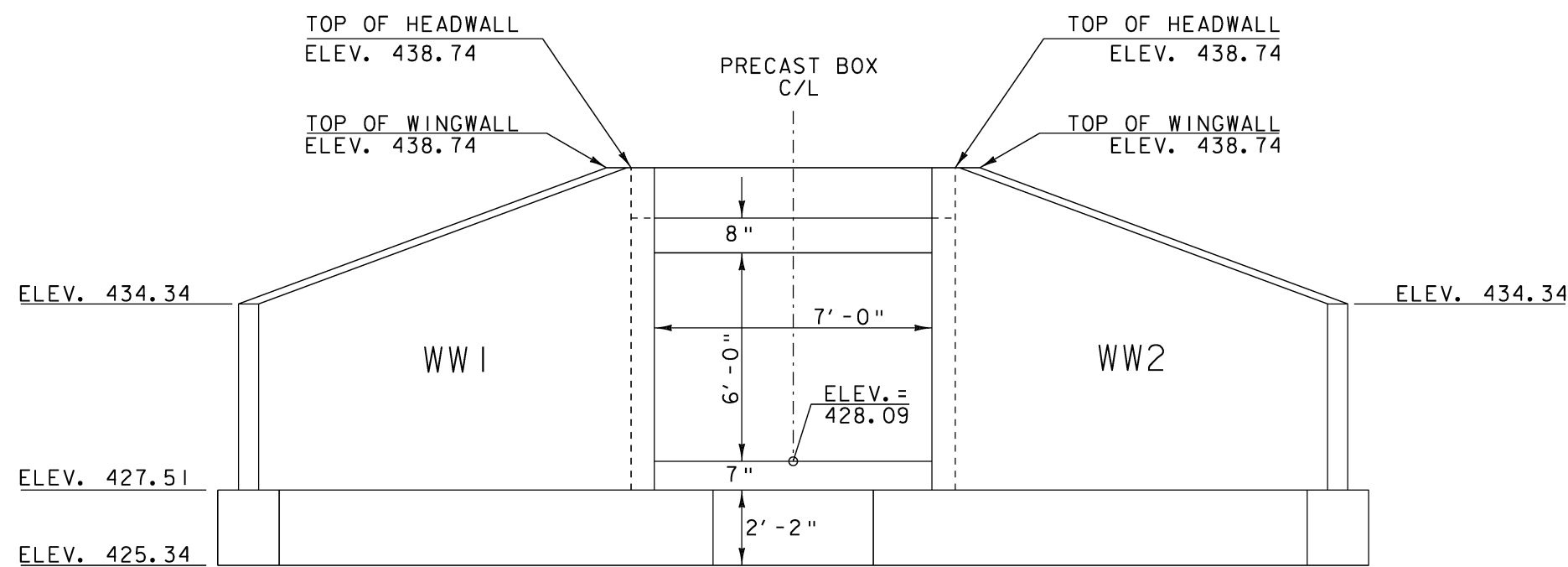
BOX LAYOUT

GENERAL NOTES

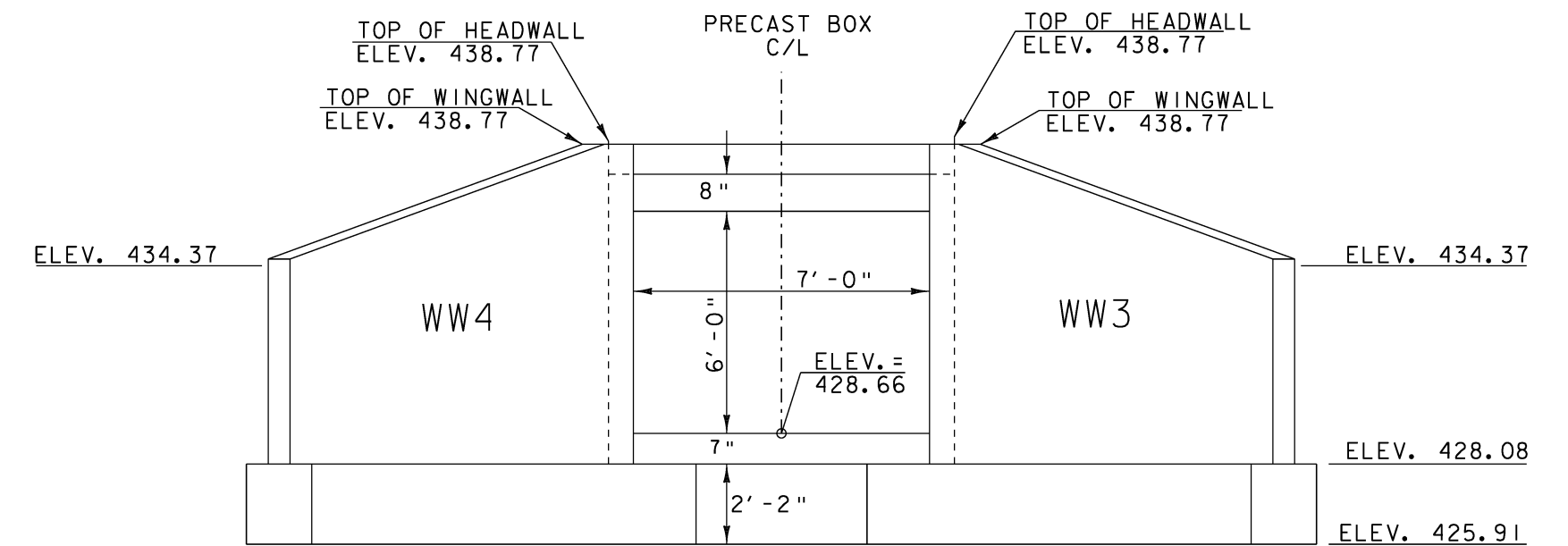
1. DIMENSIONS AND ORIENTATION OF WW1 AND WW2 ARE IDENTICAL.
2. DIMENSIONS AND ORIENTATION OF WW3 AND WW4 ARE IDENTICAL.

**WORKING POINTS
STATIONS AND OFFSETS**

WP#	STATION	OFFSET
WP1	1+27.00	N/A
WP2	1+27.00	4.20 RT
WP3	1+32.66	9.85 RT
WP4	1+32.66	9.80 LT
WP5	1+27.00	4.14 LT
WP6	0+73.00	4.14 LT
WP7	0+62.81	7.27 LT
WP8	0+69.85	10.32 RT
WP9	0+73.00	4.20 RT
WP10	0+73.00	N/A

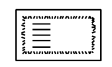

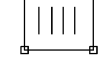



**PRECAST BOX CULVERT
OUTLET ELEVATION
NOT TO SCALE**



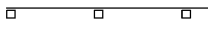
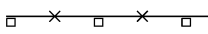




**PRECAST BOX CULVERT
INLET ELEVATION
NOT TO SCALE**

PROJECT NAME: FAIRFAX	PLOT DATE: 06-JUN-2011
PROJECT NUMBER: STP SCRIP (6)	DRAWN BY: S. PALMER
FILE NAME: r10b196_def.dgn	CHECKED BY: K. UPMAL
PROJECT LEADER: K. UPMAL	SHEET 7 OF 11
DESIGNED BY: S. PALMER	
DETAIL SHEET	

- BARRIER FENCE (LINE STYLE) 653.50 - B F - * * * * B F -
- BRUSH LAYER 653.75, DETAIL (BL)
- CHECK DAM (LINE STYLE) 653.25, DETAIL ▶ —▶ —▶ —▶
- COFFERDAM (LINE STYLE) 208.40 ~~~~~
- CURB DROP INLET PROTECTION 653.40, DETAIL 
- DUST CONTROL 609.10 & 15 (DC)
- PIPE INLET PROTECTION 653.40, DETAIL 
- EXCAVATED DROP INLET PROTECTION 653.40, DETAIL 
- FIBER ROLL (EROSION LOG) 653.60, DETAIL (FR)
- FILTER BAG 653.45, DETAIL 
- FILTER FABRIC DROP INLET PROTECTION 653.40, DETAIL 
- LIVE CUTTINGS/LIVE STAKES PLANTING 653.70, DETAIL (LS)
- LIVE FASCINE 653.65, DETAIL (LF)
- PROJECT DEMARCATION FENCE (LINE STYLE) 653.55 - PDF ——— PDF -
- ROLLED EROSION CONTROL PRODUCT (RECP) 653.20 (TEMP. EROSION MATTING) 
- SEDIMENT BASIN INCIDENTAL TO COFFERDAM 208.40 

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

STANDARD SYMBOLS

- SILT FENCE (LINE STYLE) 649.51, DETAIL 
- SILT FENCE WOVEN WIRE (LINE STYLE) 649.515, DETAIL 
- STABILIZED CONSTRUCTION ENTRANCE 653.35, DETAIL, VEHICLE TRACKING PAD 
- STONE & BLOCK DROP INLET PROTECTION 653.40, DETAIL 
- SURFACE ROUGHENING INCIDENTAL TO CONTRACT 
- TURBIDITY CURTAIN 649.61, DETAIL, FILTER CURTAIN 

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

STANDARD SYMBOLS

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

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

PROJECT NAME: FAIRFAX
PROJECT NUMBER: STP SCRIP (6)

FILE NAME: r10b196_ero.dgn	PLOT DATE: 06-JUN-2011
PROJECT LEADER: K. UPMAL	DRAWN BY: S. PALMER
DESIGNED BY: S. PALMER	CHECKED BY: -----
EPSC DETAILS	SHEET 8 OF 11

621.20 STEEL BEAM GUARDRAIL, GALVANIZED
 STA 56+06.27 TO 58+24.93 LT
 STA 56+06.27 TO 59+24.83 RT

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL
 STA 55+98.60 TO 58+38.11 LT
 STA 55+96.90 TO 59+34.98 RT

646.21 4 INCH YELLOW LINE LF
 STA 56+25.00 TO 57+50.00 LT
 STA 56+25.00 TO 57+50.00 RT

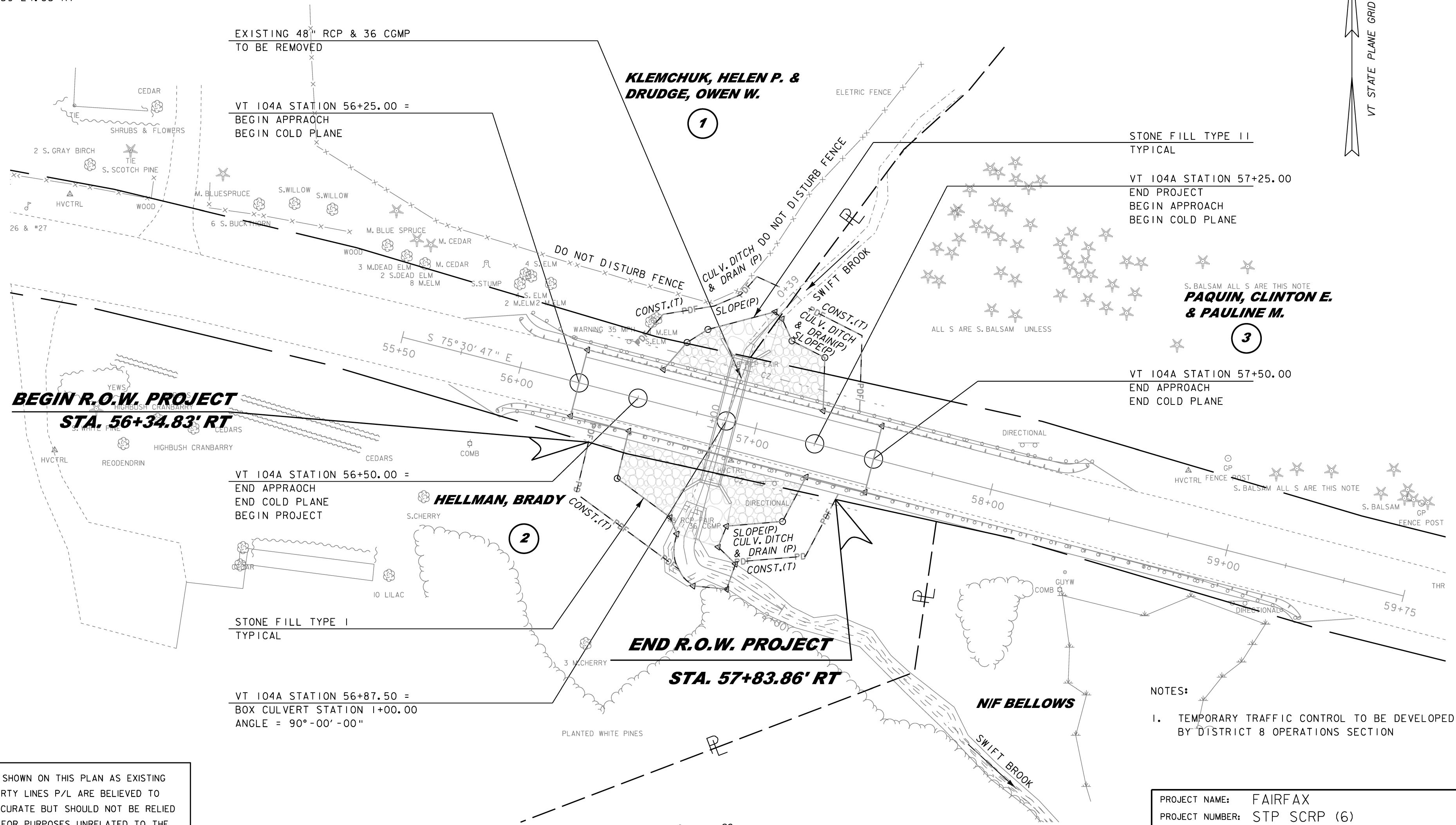
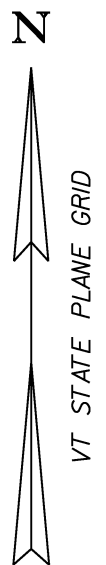
675.60 ERECTING SALVAGED SIGNS EACH
 STA 56+40.65 LT
 STA 57+10.39 RT

621.60 ANCHOR FOR STEEL BEAM RAIL EACH
 STA 56+06.27 LT
 STA 56+06.27 RT
 STA 58+24.93 LT
 STA 59+24.83 RT

646.20 4 INCH WHITE LINE LF
 STA 56+25.00 TO 57+50.00 LT
 STA 56+25.00 TO 57+50.00 RT

675.50 REMOVING SIGNS EACH
 STA 56+40.65 LT
 STA 57+10.39 RT

675.61 SETTING SALVAGED POSTS EACH
 STA 56+40.65 LT
 STA 57+10.39 RT



BEGIN R.O.W. PROJECT
STA. 56+34.83' RT

VT 104A STATION 56+50.00 =
 END APPROACH
 END COLD PLANE
 BEGIN PROJECT

STONE FILL TYPE I
 TYPICAL

VT 104A STATION 56+87.50 =
 BOX CULVERT STATION 1+00.00
 ANGLE = 90°-00'-00"

END R.O.W. PROJECT
STA. 57+83.86' RT

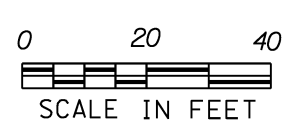
STONE FILL TYPE II
 TYPICAL

VT 104A STATION 57+25.00
 END PROJECT
 BEGIN APPROACH
 BEGIN COLD PLANE

VT 104A STATION 57+50.00
 END APPROACH
 END COLD PLANE

- NOTES:
- TEMPORARY TRAFFIC CONTROL TO BE DEVELOPED BY DISTRICT 8 OPERATIONS SECTION

LINES SHOWN ON THIS PLAN AS EXISTING PROPERTY LINES P/L ARE BELIEVED TO BE ACCURATE BUT SHOULD NOT BE RELIED UPON FOR PURPOSES UNRELATED TO THE STATE OF VERMONT'S ACQUISITION OF LAND AND RIGHTS FOR THIS PROJECT.



PROJECT NAME: FAIRFAX	PLOT DATE: 06-JUN-2011
PROJECT NUMBER: STP SCR (6)	DRAWN BY: J. BLANCHARD
FILE NAME: r10b196.lay.dgn	CHECKED BY: J. BLANCHARD
PROJECT LEADER: K. UPMAL	SHEET 11 OF 11
DESIGNED BY: S. PALMER	
R.O.W. LAYOUT	