

STATE OF VERMONT  
AGENCY OF TRANSPORTATION

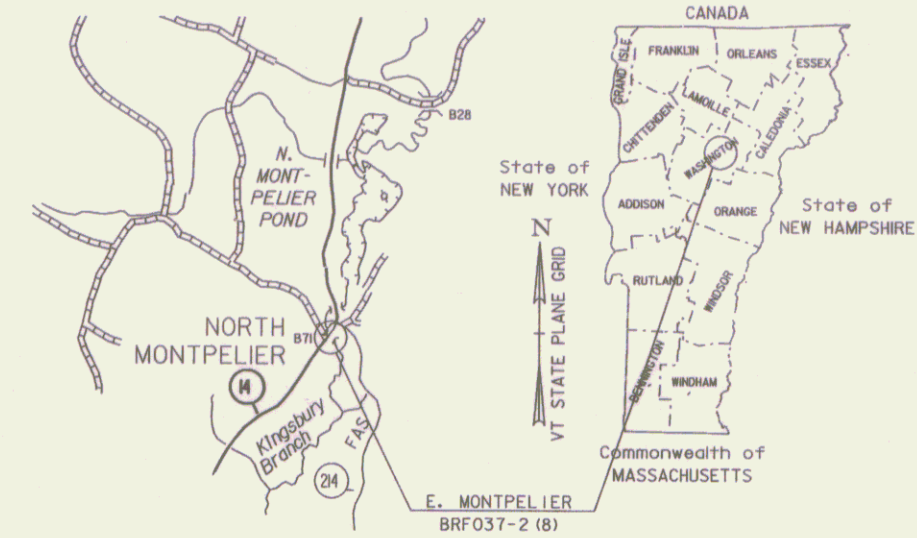


R. O. W. PLANS

PROPOSED IMPROVEMENT  
BRIDGE PROJECT

TOWN OF EAST-MONTPELIER

COUNTY OF WASHINGTON

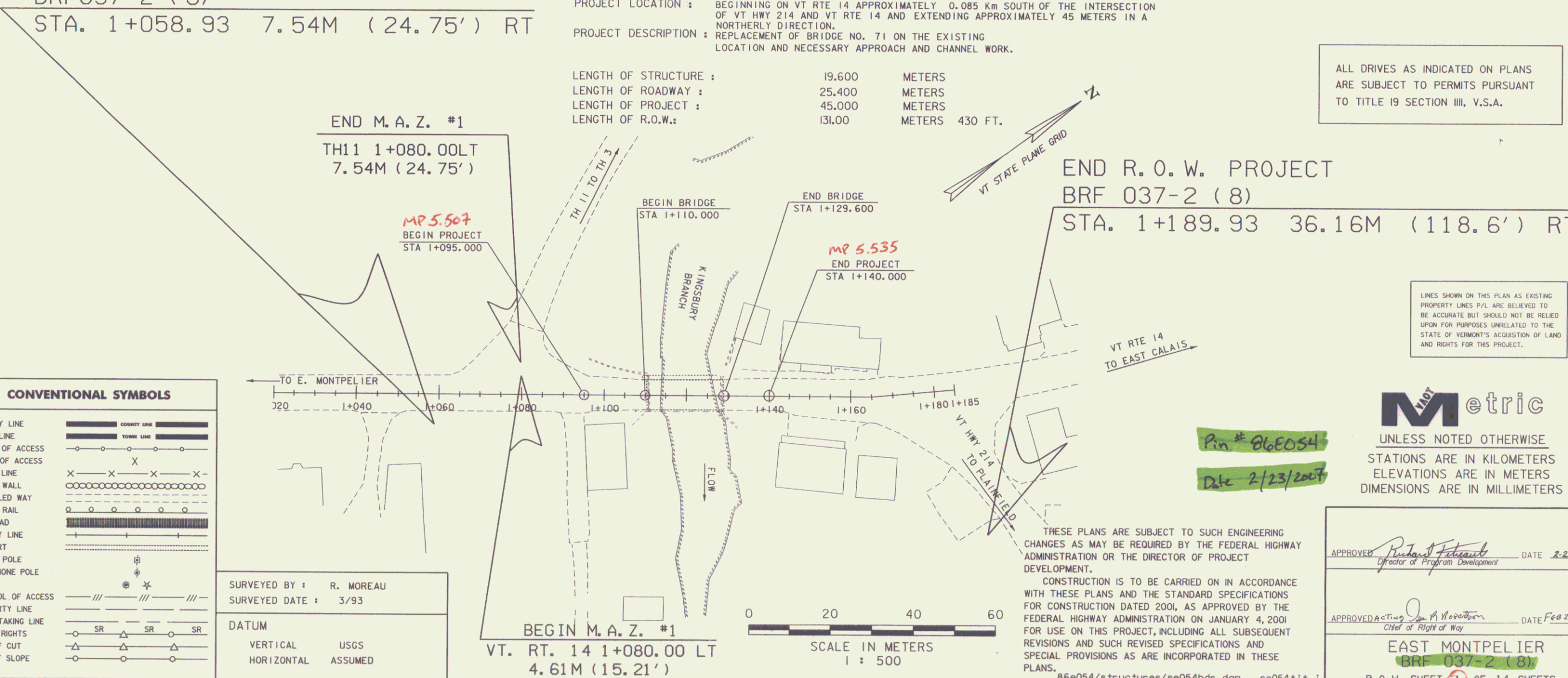


BEGIN R. O. W. PROJECT  
BRF037-2 ( 8 )  
STA. 1+058.93 7.54M ( 24.75' ) RT

ROUTE NO : VT RTE 14, MINOR ARTERIAL BRIDGE NO : 71  
PROJECT LOCATION : BEGINNING ON VT RTE 14 APPROXIMATELY 0.085 Km SOUTH OF THE INTERSECTION OF VT HWY 214 AND VT RTE 14 AND EXTENDING APPROXIMATELY 45 METERS IN A NORTHERLY DIRECTION.  
PROJECT DESCRIPTION : REPLACEMENT OF BRIDGE NO. 71 ON THE EXISTING LOCATION AND NECESSARY APPROACH AND CHANNEL WORK.

LENGTH OF STRUCTURE : 19.600 METERS  
LENGTH OF ROADWAY : 25.400 METERS  
LENGTH OF PROJECT : 45.000 METERS  
LENGTH OF R.O.W.: 131.00 METERS 430 FT.

ALL DRIVES AS INDICATED ON PLANS ARE SUBJECT TO PERMITS PURSUANT TO TITLE 19 SECTION III, V.S.A.



**CONVENTIONAL SYMBOLS**

COUNTY LINE	— — — — —
TOWN LINE	— — — — —
LIMITS OF ACCESS	— — — — —
POINT OF ACCESS	X
FENCE LINE	X — X — X — X — X
STONE WALL	— — — — —
TRAVELED WAY	— — — — —
RAILROAD	— — — — —
SURVEY LINE	— — — — —
CULVERT	— — — — —
POWER POLE	⊕
TELEPHONE POLE	⊕
TREES	⊗
CONTROL OF ACCESS	///
PROPERTY LINE	— — — — —
R.O.W. TAKING LINE	— — — — —
SLOPE RIGHTS	SR
TOP OF CUT	△
TOE OF SLOPE	○

SURVEYED BY : R. MOREAU  
SURVEYED DATE : 3/93  
DATUM  
VERTICAL USGS  
HORIZONTAL ASSUMED

BEGIN M. A. Z. #1  
VT. RT. 14 1+080.00 LT  
4.61M ( 15.21' )  
SCALE IN METERS  
1 : 500

THESE PLANS ARE SUBJECT TO SUCH ENGINEERING CHANGES AS MAY BE REQUIRED BY THE FEDERAL HIGHWAY ADMINISTRATION OR THE DIRECTOR OF PROJECT DEVELOPMENT.  
CONSTRUCTION IS TO BE CARRIED ON IN ACCORDANCE WITH THESE PLANS AND THE STANDARD SPECIFICATIONS FOR CONSTRUCTION DATED 2004, AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION ON JANUARY 4, 2004 FOR USE ON THIS PROJECT, INCLUDING ALL SUBSEQUENT REVISIONS AND SUCH REVISED SPECIFICATIONS AND SPECIAL PROVISIONS AS ARE INCORPORATED IN THESE PLANS.  
86e054/structures/se054bdr.dgn se054t1t.1

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.

Pin # 86E054  
Date 2/23/2007

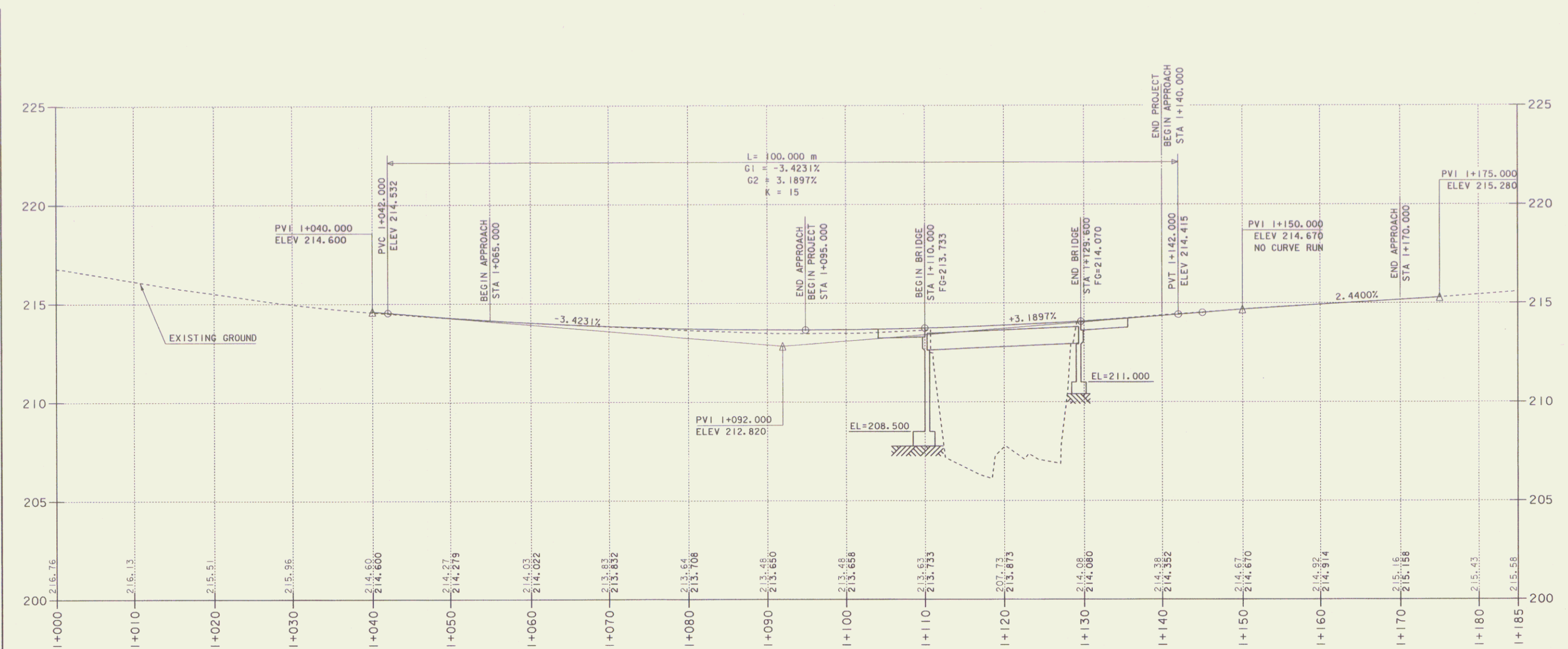
**Metric**  
UNLESS NOTED OTHERWISE STATIONS ARE IN KILOMETERS ELEVATIONS ARE IN METERS DIMENSIONS ARE IN MILLIMETERS

APPROVED: *[Signature]* DATE 2-2-07  
Director of Program Development

APPROVED: *[Signature]* DATE Feb 2, 2007  
Chief of Right of Way

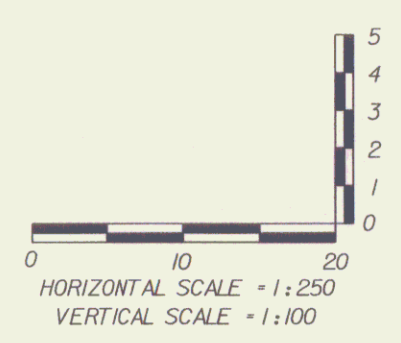
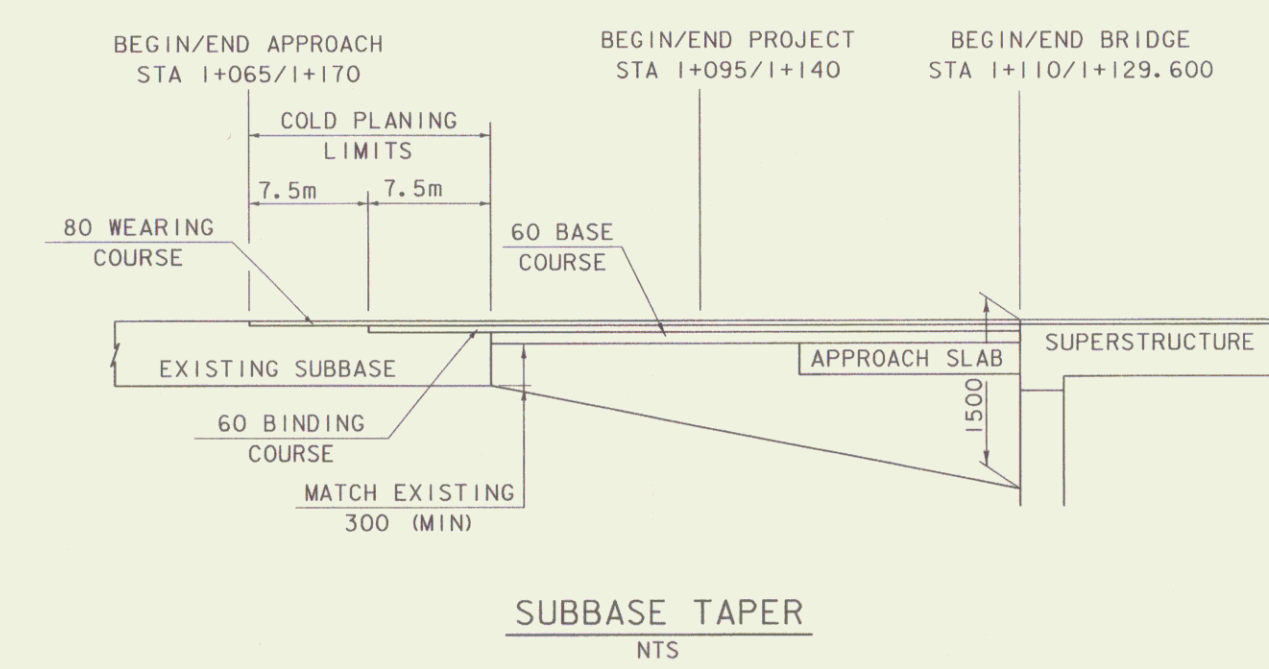
EAST MONTPELIER  
BRF 037-2 ( 8 )  
R. O. W. SHEET 1 OF 14 SHEETS





PROFILE VT RT 14

NOTE: GRADES SHOWN TO THE NEAREST HUNDREDTH REPRESENT EXISTING GROUND ELEVATION ALONG THE REVISED CENTERLINE .  
 GRADES SHOWN TO THE NEAREST THOUSANDTH REPRESENT FINISH GRADE ALONG THE REVISED CENTERLINE.

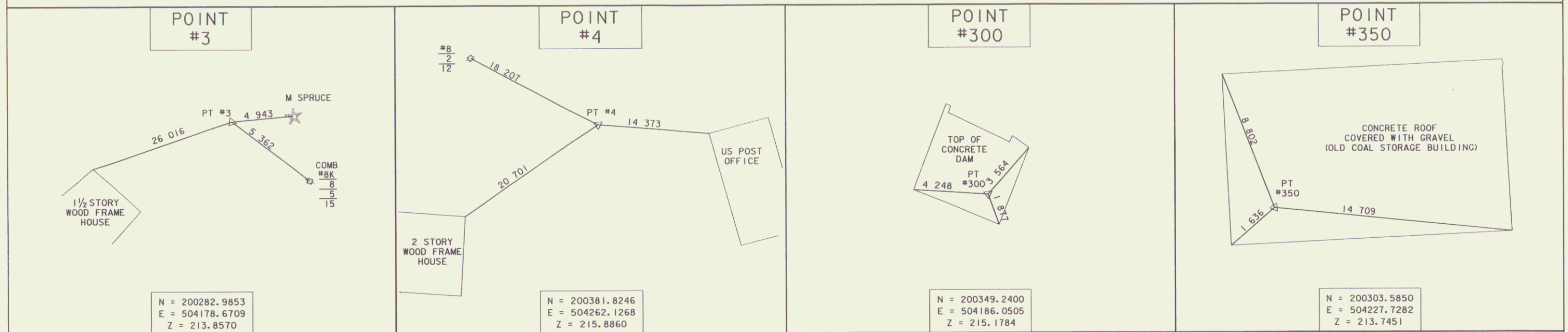


PROJECT: EAST MONTPELIER	PROJECT NO. 1: BRF 037-2(8)
DESIGN FILE NAME: M:\Projects\86e054\RightOfWay\re054pro.dgn	PLOT DATE: 14-AUG-2006
IPARM FILE NAME: se054pro.i	SURVEY DATE: 3/93
SURVEYED BY: R. MOREAU	DRAWN BY: K.M. HIGGINS
SQUAD LEADER: C. P. WILLIAMS	ROW SHEET 3 OF 14
PROFILE VT RT 14	

GEODETIC CONTROL INFORMATION



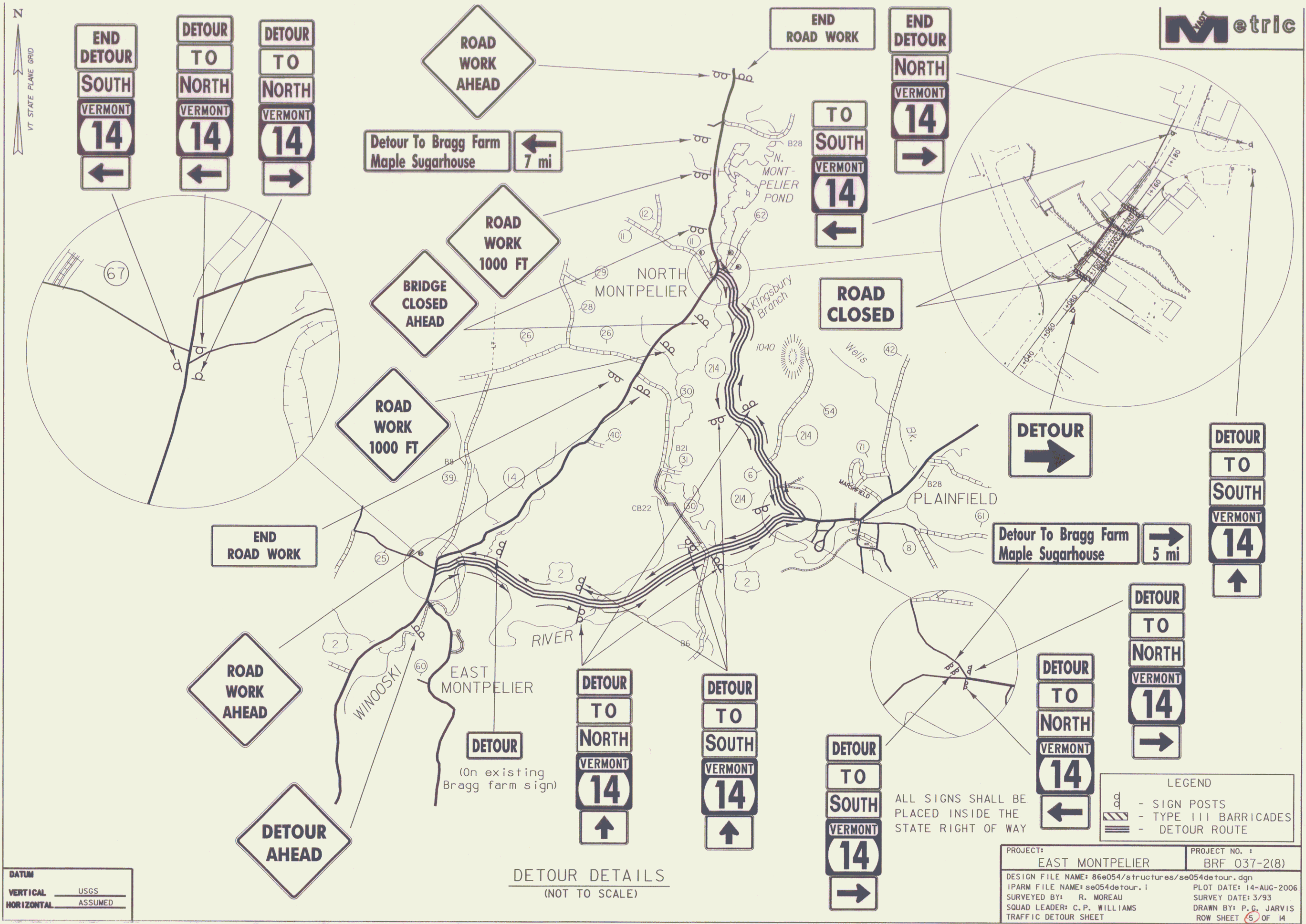
TRAVERSE TIE INFORMATION



NEW ALIGNMENT TIE INFORMATION

DATUM	
VERTICAL	USGS
HORIZONTAL	ASSUMED

ALL TIES ARE SHOWN NOT TO SCALE	
PROJECT: EAST MONTEPELIER	PROJECT NO.: BRF 037-2 (8)
DESIGN FILE NAME: /str4/86e054/se054tie.dgn	PLOT DATE: 14-AUG-2006
IPARM FILE NAME: ee054tie.i	SURVEY DATE: 3/93
SURVEYED BY: R. MOREAU	DRAWN BY: P.G. JARVIS
SQUAD LEADER: C.P. WILLIAMS	ROW SHEET: 4 OF 14
TIE SHEET	



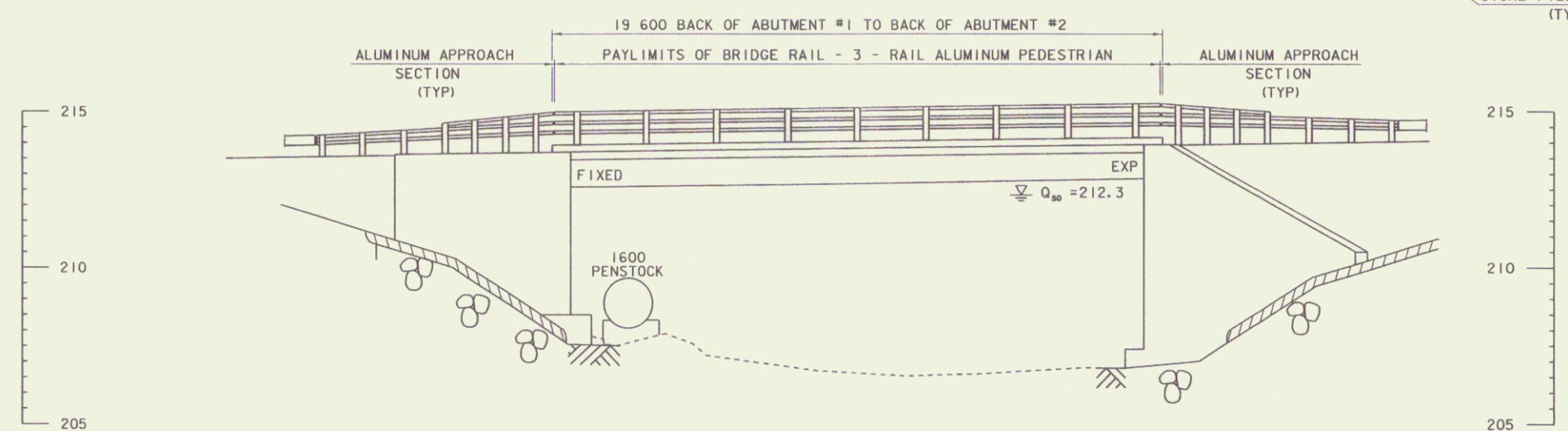
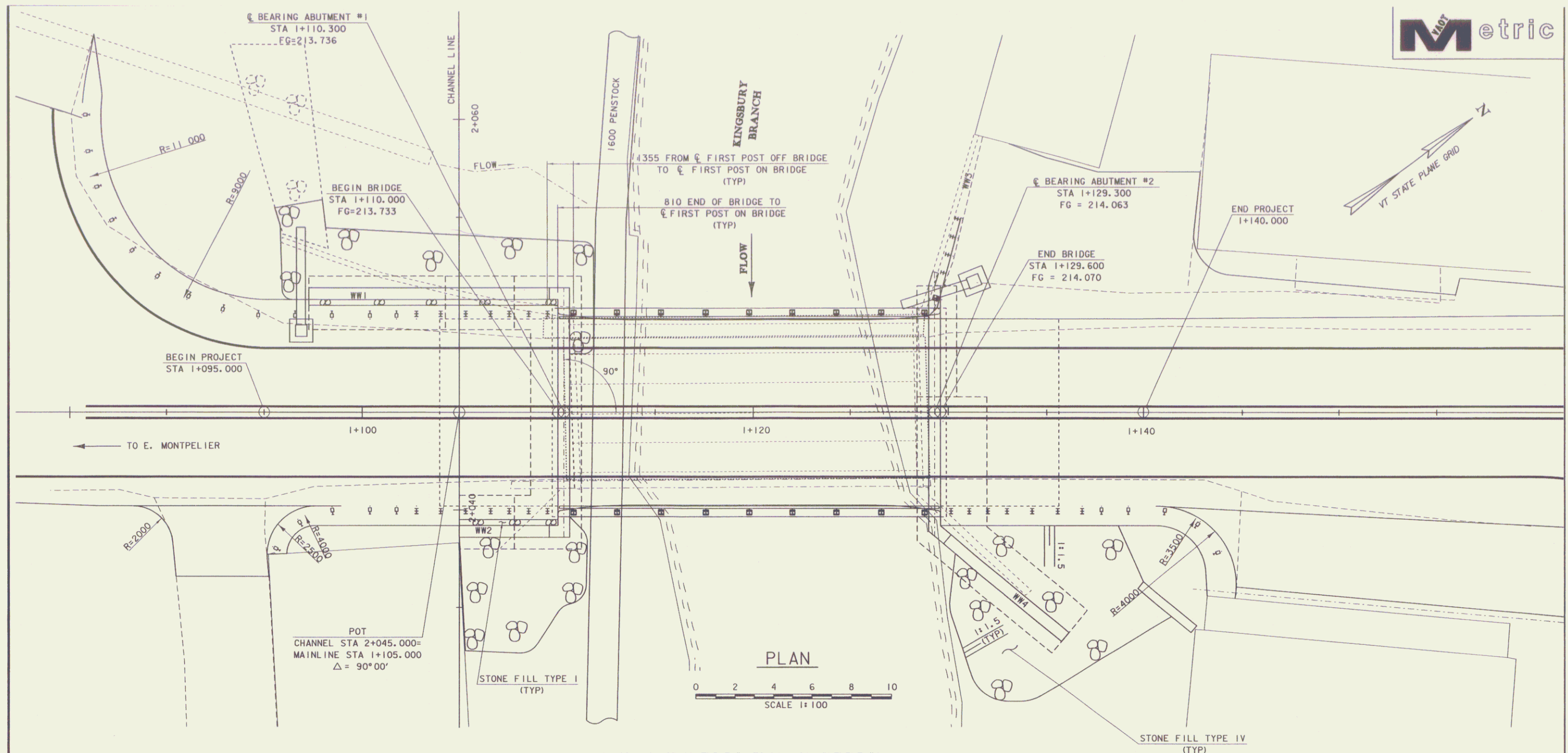
DATUM  
 VERTICAL USCS  
 HORIZONTAL ASSUMED

DETOUR DETAILS  
 (NOT TO SCALE)

ALL SIGNS SHALL BE  
 PLACED INSIDE THE  
 STATE RIGHT OF WAY

LEGEND  
 - SIGN POSTS  
 - TYPE III BARRICADES  
 - DETOUR ROUTE

PROJECT: EAST MONTPELIER	PROJECT NO. : BRF 037-2(8)
DESIGN FILE NAME: 86e054/structures/se054detour.dgn	PLOT DATE: 14-AUG-2006
IPARM FILE NAME: se054detour.i	SURVEY DATE: 3/93
SURVEYED BY: R. MOREAU	DRAWN BY: P.G. JARVIS
SQUAD LEADER: C.P. WILLIAMS	ROW SHEET 6 OF 14
TRAFFIC DETOUR SHEET	

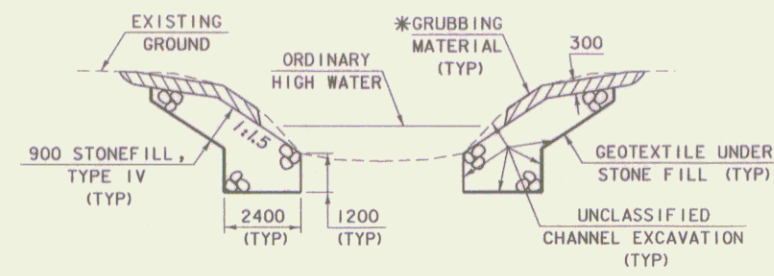


NOTE:  
POST SPACING MODIFIED AT WINGWALL 3 ONLY

DATUM  
VERTICAL USGS  
HORIZONTAL ASSUMED

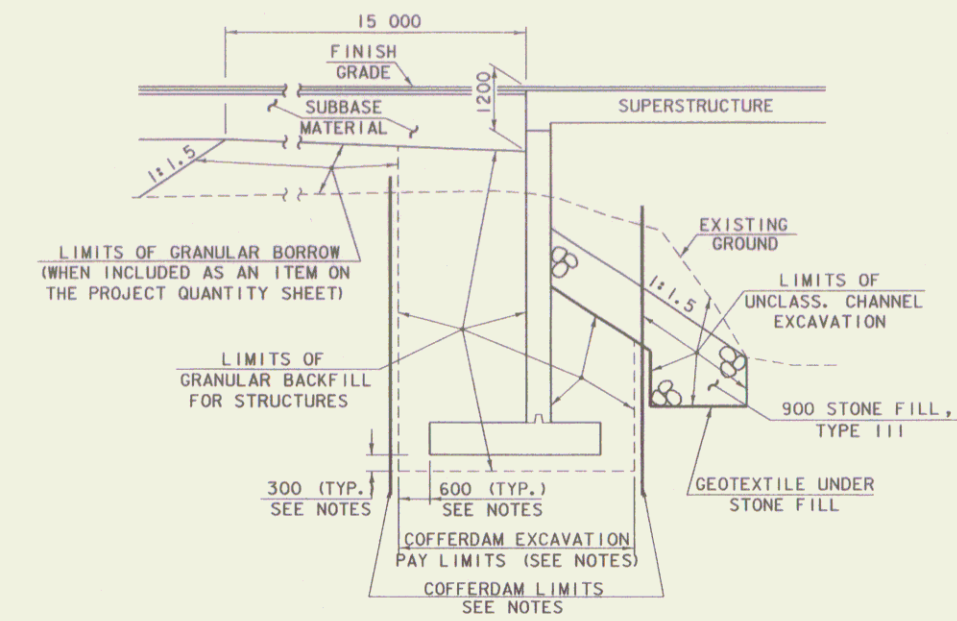
ELEVATION @ DOWNSTREAM FASCIA  
SCALE 1" = 100'

PROJECT: <b>EAST MONTPELIER</b>	PROJECT NO.: <b>BRF 037-2(8)</b>
DESIGN FILE NAME: 86e054/structures/se054pe.dgn	PLOT DATE: 14-AUG-2006
IPARM FILE NAME: se054pe.i	SURVEY DATE: 3/93
SURVEYED BY: R. MOREAU	DRAWN BY: K.M. HIGGINS
SQUAD LEADER: C. P. WILLIAMS	ROW SHEET (6) OF 14
PLAN AND ELEVATION	



**TYPICAL CHANNEL SECTION**  
(NOT TO SCALE)

\* GRUBBING MATERIAL SHALL NOT BE PLACED ON THE STONE FILL IN THE AREA UNDER THE BRIDGE. WHENEVER CHANNEL SLOPE INTERSECTS ROADWAY SUBBASE, GRUBBING MATERIAL SHALL BEGIN AT THE BOTTOM OF SUBBASE.

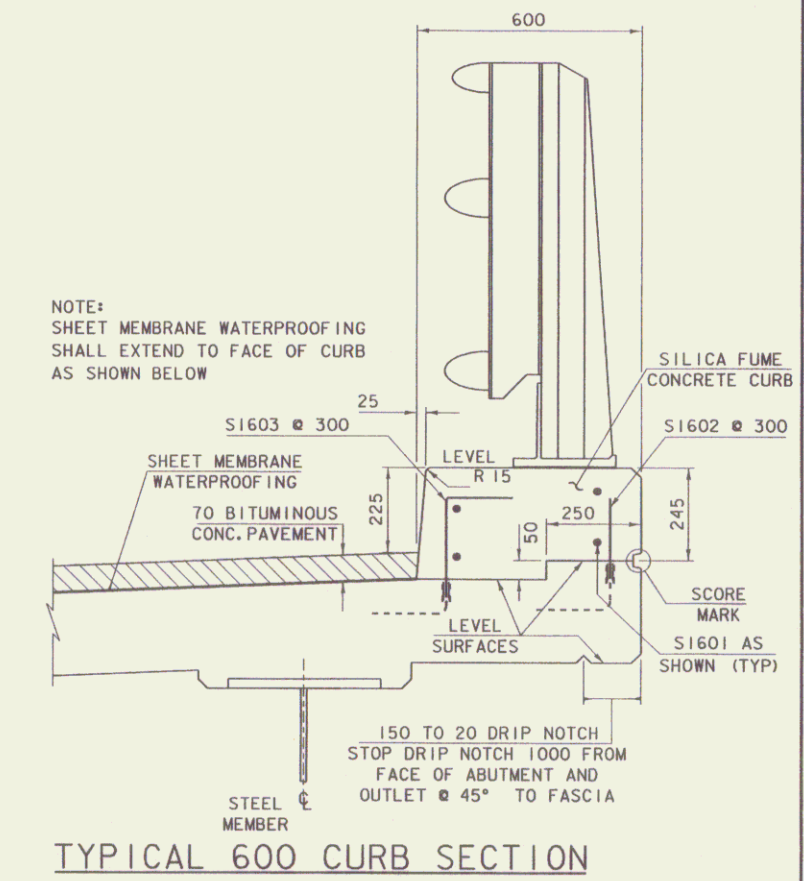
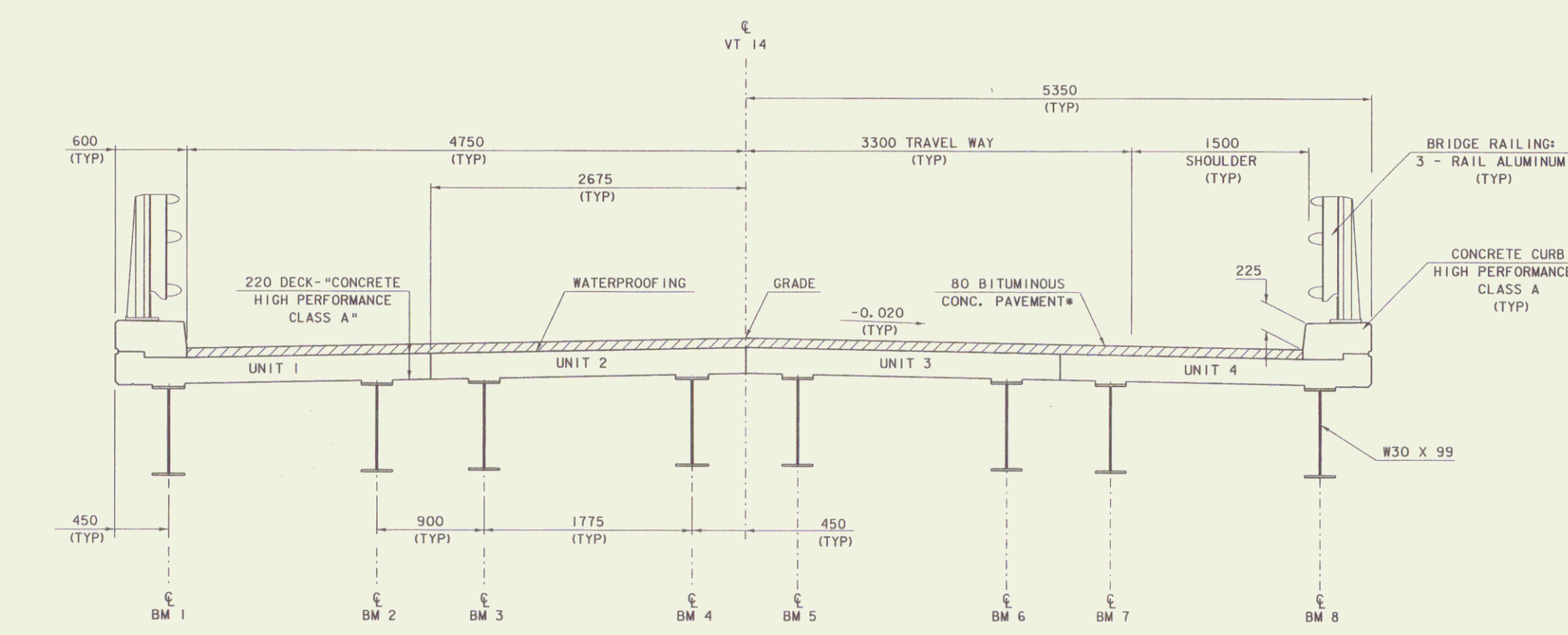
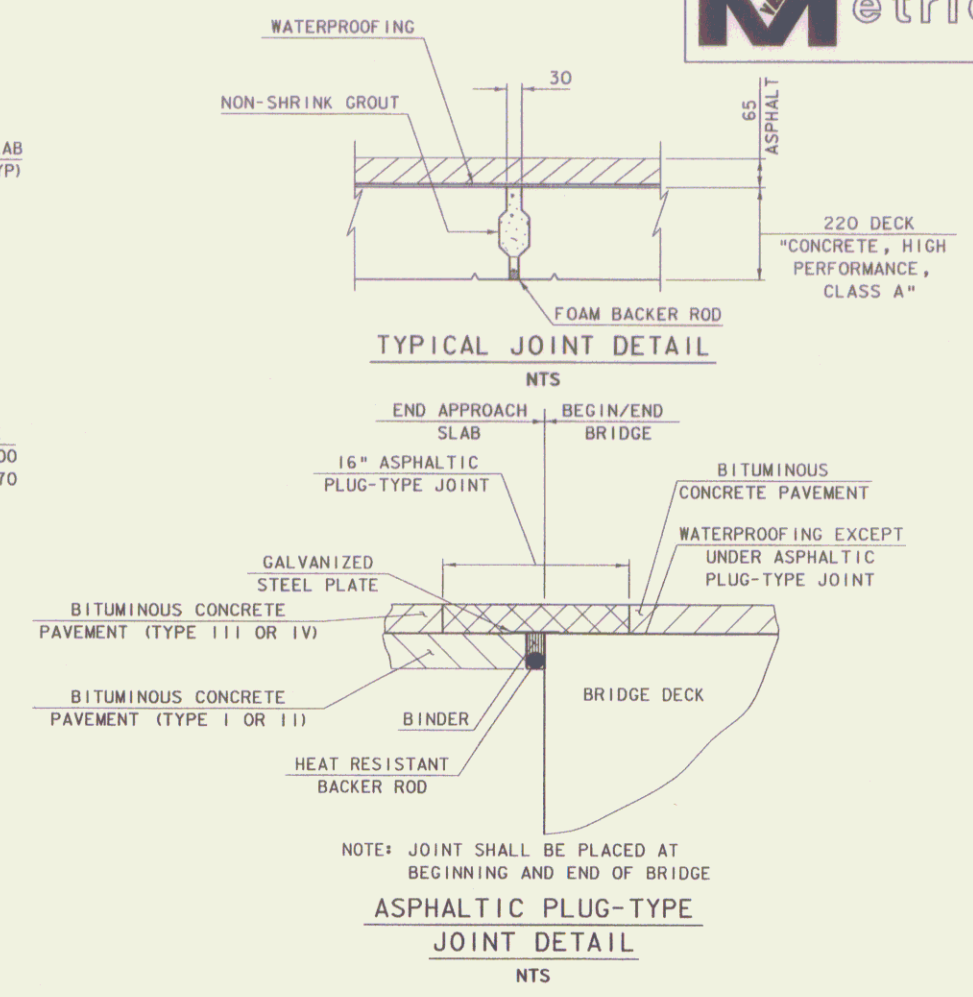


**TYPICAL ABUTMENT SECTION**  
(NOT TO SCALE)

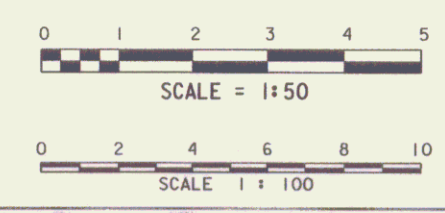
**NOTES**

1. COFFERDAM LIMITS TO BE DETERMINED BY THE CONTRACTOR.
2. THE PAY LIMITS OF "COFFERDAM EXCAVATION, EARTH" AND "COFFERDAM EXCAVATION, ROCK" SHALL BE 600 OUTSIDE THE PERIMETER OF THE FOOTING, UP TO EXISTING GROUND OR BOTTOM OF SUBBASE, WHICHEVER IS LOWER.
3. 300 UNDERCUT AS DETERMINED NECESSARY BY THE RESIDENT ENGINEER.
4. IF A COFFERDAM IS CONSTRUCTED WHICH IS LARGER THAN THE INDICATED COFFERDAM EXCAVATION PAY LIMITS, PAYMENT FOR ALL UNCLASSIFIED CHANNEL EXCAVATION, INCLUDING THAT PORTION WHICH IS INSIDE THE COFFERDAM BUT OUTSIDE THE COFFERDAM EXCAVATION PAY LIMITS, WILL BE MADE AT THE CONTRACT UNIT PRICE FOR UNCLASSIFIED CHANNEL EXCAVATION.

PROJECT:	PROJECT NO.:
EAST MONTEPELIER	BRF 037-2 (8)
DESIGN FILE NAME: s8e054/structures/s8e054notes.dgn	PLOT DATE: 14-AUG-2006
IPARM FILE NAME: s8e054excsect.i	DRAWN BY: E.L. RUSTAY
DESIGNED BY: E.L. RUSTAY	CHECKED BY: K.M. HIGGINS
SQUAD LEADER: C.P. WILLIAMS	ROW SHEET 7 OF 14
TYPICAL EXCAVATION SECTION	



\* 40 mm Type III or IV over  
40 mm Type III or IV



PROJECT: <b>EAST MONTPELIER</b>	PROJECT NO. 1: <b>BRF 037-2 (8)</b>
DESIGN FILE NAME: 86e054\structures\se054sup	PLOT DATE: 14-AUG-2006
IPARM FILE NAME: se054deck. i	DRAWN BY: D. D. BEARD
DESIGNED BY: E. L. RUSTAY	CHECKED BY: K. M. HIGGINS
SQUAD LEADER: C. P. WILLIAMS	ROW SHEET <b>8</b> OF 14
DECK STRUCTURAL DETAILS	

## EROSION PREVENTION AND SEDIMENT CONTROL NARRATIVE

### PROJECT DESCRIPTION

The project is located in East Montpelier on VT Rt. 14 over the Kingsbury Branch. The project includes the replacement of Bridge #71, the abutments and some minor approach work. The horizontal alignment is on the existing centerline of Rt. 14 and the vertical alignment is nearly the same as existing conditions. The project site is located in a historical area and there are archeologically sensitive sites located in and around the construction site. There is a 1600mm diameter penstock near the Southern abutment that cannot be disturbed. There is an old coal storage building at the Southeast end of the bridge with a natural covered roof (grass) that cannot be driven on. The bridge will be closed to traffic during construction and all traffic will be detoured around the site as shown on the plans.

It is anticipated that this project will last one construction season.

Area of disturbance is approximately 0.208 ha (0.501 acres).

### SITE INVENTORY AND ANALYSIS

#### OFF SITE DRAINAGE CHARACTERISTICS

The property surrounding the project site consists of well established vegetation, buildings and moderate to steeply sloping ground. There are also trees on site as well as clearly defined drainage ways. Due to the nature of the surrounding terrain, runoff water entering the project site will be primarily limited to what is conveyed along roadway ditches and a box culvert located between stations 1+070 and 1+105 LT.

#### DRAINAGE, WATERWAYS, BODIES OF WATER:

Kingsbury Branch is located in the project area. There are no other water bodies or wetlands within the project area. The Kingsbury Branch is classified as rolling to mountainous, perennial, and straight at site but sinuous upstream and downstream containing a streambed of mostly ledge. The contributing drainage area at the bridge crossing is 131.1 sq. km. There is also a dam located upstream from the bridge.

#### TOPOGRAPHY, EXISTING ROADS, BUILDINGS, UTILITIES:

The topography of the project site is hilly with grass and buildings near the site. There are two buildings at the North end of the bridge and an old coal storage building at the South end of the bridge. There is an underground water line at the North end of the bridge and a drop inlet with a pipe outlet through the existing wingwall. There are also overhead utilities at the site that will be relocated as shown on the plans.

#### VEGETATION:

There are a few trees on site ranging from saplings to one large tree. There are two residences near the bridge site; each has a small parking area and one has a small grassy area. Impact to vegetation will be limited to the disturbance caused by construction of new abutments. Most if not all of the trees will be removed. The slopes are stabilized with stone fill and vegetation. The slope on the Northeast side of the bridge is approaching 1:1 and is unstable. The new wingwall will be longer and the slope will be 1:1.5 and stabilized with stone.

#### SOILS:

According to a soil survey completed by the United States Department of Agricultural Soil Conservation there is only one type of soil at this location. The soil is classified as Lamoine Silty Loam, with a K-value equal to 0.32, slopes of 3-8% and part of hydrologic group D. Due to the steep slopes found on site the soil has the potential of becoming highly erodible.

Generally, K-values indicate the following: 0.00 – 0.23 = low erodibility; 0.24 – 0.36 = moderate erodibility; 0.37 and higher = higher erodibility

#### SENSITIVE RESOURCE AREAS:

No 'Threatened & Endangered Species' have been identified within the project limits. There are some old foundations located within the project site that are archeologically important. Kingsbury Branch is the only identified resource and there are no other wetlands in the project area.

#### PROXIMITY TO NATURAL OR MAN-MADE FEATURES:

Disturbance of soils near natural or man-made waterways consists of the work necessary to construct two new concrete bridge abutments and applicable roadway approaches as well as the removal of the existing crossing. Stabilization of disturbances to stream banks will be accomplished with Stone Fill Type IV, under laid with geo-textile fabric.

### TEMPORARY EROSION PREVENTION & SEDIMENT CONTROL

#### TEMPORARY EROSION PREVENTION MEASURES TO BE UTILIZED INCLUDE:

"Project Demarcation Fencing," denoted -PDF- on the plans, will be used to delineate the limits the contractor can access with construction equipment. This measure limits the area that can be disturbed and exposed to erosion.

Limits of riparian buffer typically exist 50' from the edge of the river bank. However, there is a residential area within this buffer limit. As such, construction shall stay inside the construction limits and minimize impacts to the buffer zone.

Seeding, mulching, and biodegradable erosion control matting or an equivalent product will be utilized on all slopes greater than 1:3 that are not lined with stone fill. Geo-textile fabric is also required under all stone fill. These slopes shall be stabilized within 48 hours of reaching final grade or during intermittent phases of construction activity. Seeding and mulching shall also be applied immediately to all lawns disturbed beyond the work area delineated on these plans.

Tracking of all exposed slopes (including slopes required for the pedestrian detour), combined with temporary mulching, will also be utilized on a regular basis. Any slopes to be exposed for several days prior to final grading shall be tracked and mulched. The forecast of rainfall events shall also trigger protection of exposed slopes. If rainfall is predicted the Contractor must stabilize the site accordingly prior to the forecasted event.

If needed, temporary stone check dams will be placed in ditches, temporary or permanent, to reduce flow velocities and thus reduce the potential for erosion. Check dams will be installed per EPSC – 2M Detail Sheet. The check dams may be removed once the stone lining of the ditch is complete and the surrounding area stabilized.

#### TEMPORARY MEASURES TO CONTROL SEDIMENT TRANSPORT INCLUDE:

Silt fence will be installed per EPSC – 1M Detail Sheet. Silt fence shall be installed prior to any upslope earthwork.

Sand bags filled with clean, small diameter stone, or an equivalent barrier, will be utilized around the drop inlet to create a temporary ponding area for particles to settle out as water drains through the barrier. Inlet protection shall be installed as soon as there is the possibility of water flowing to the structure. The height of the barrier shall be limited such that the ponding area does not present a hazard to the traveling public. Alternative inlet control measures shall be approved by the Engineer prior to implementation.

Measures such as temporary stone check dams, silt fence, and sand bags shall be checked regularly for accumulation of sediment. Sediment build-up shall be removed when the level of sediment reaches one-half the height of the control measure. Sediments shall be disposed of in an area where they will not be subject to further erosion. Following completion of the substructure, the sediment in the traps shall be removed and the ground restored to its original slopes or graded as shown on the construction drawings.

Stabilized construction entrances to the project site, staging areas, as well as to waste and borrow areas shall be established. The minimum size of a stabilized construction entrance is 12'X50' (3700'X15,000). All surface water flowing to or diverted toward a construction entrance shall be piped under the stone. Pipes shall be appropriately sized for the contributing area, however, no pipe smaller than 6" (150) diameter shall be used. See EPSC – 4M Detail Sheet for materials and construction method to be utilized when constructing a stabilized entrance.

Temporary sediment settling basins may or may not be utilized on this project. If a sediment settling basin is to be used for dewatering a cofferdam, it should be sized based upon the following criteria: (See Sediment Settling Basin Sizing Criteria.)

Special consideration must be given to the first pump-down of the cofferdams. This will contain the greatest volume of water with a high sediment load. The contractor may provide additional sediment traps within the Right – Of – Way if required or control the rate of draw-down. Additional sediment traps must be approved by the resident engineer.

### PERMANENT EROSION CONTROL MEASURES

#### SEVERAL PERMANENT EROSION CONTROL MEASURES WILL BE UTILIZED:

Stone lining of the stream banks with Stone Fill, Type IV as specified by VTrans Hydraulics personnel. This stone will protect the stream bank from erosion during design storm events. Stone Fill, Type I will be utilized at the culvert outlet at station 1+027 LT to dissipate water velocities and reduce erosion potential. Grass or other suitable ground cover will be established outside of the roadway limits where stone lining has not been specified. The area disturbed for construction of the pedestrian detour shall be returned to its original condition including seeding and mulching.

### GENERAL EROSION & SEDIMENT CONTROL GUIDELINES

The Erosion Control Plans are meant as a guideline for preventing erosion and controlling sediment transportation. The work outlined in this narrative consists of applying measures throughout the life of the project to control erosion and minimize the sediment into receiving waters. The measures include stabilization and structural practices, storm water controls and other pollution prevention controls. This document serves as a guide for the Contractor to make an Erosion Prevention and Sediment Control Plan which shall be submitted to the Construction Environmental Engineer for approval.

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 engineer. See section 105.23 of the Vermont AOT Standard Specifications for Construction, dated 2006.

Install all erosion and sediment control measures as shown in the Erosion Control Plan or as directed by the engineer. Do not modify the type, size or location of any control or practice without approval of the engineer. All changes shall be approved by the Construction Environmental Engineer, and also be noted on the plans, in the weekly inspection report, and reported to the appropriate authority in a timely manner. Inspect all control measures weekly and after each rainfall event. Repair measures shall be taken as needed.

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. Also, attempt to time all grading to minimize soil exposure. Temporary vegetation shall be established as noted in the plans and approved by the Construction Environmental Engineer. Perimeter control measures shall be installed following clearing, but prior to the start of any grading or grading activity, install other temporary controls in incremental stages as construction proceeds. These perimeter controls shall be maintained until the site is permanently stabilized to the satisfaction of the Engineer and on-site coordinator.

Maintaining vegetated buffers along stream banks, wetlands or other sensitive areas is a crucial erosion and sediment control measure that should be established wherever possible.

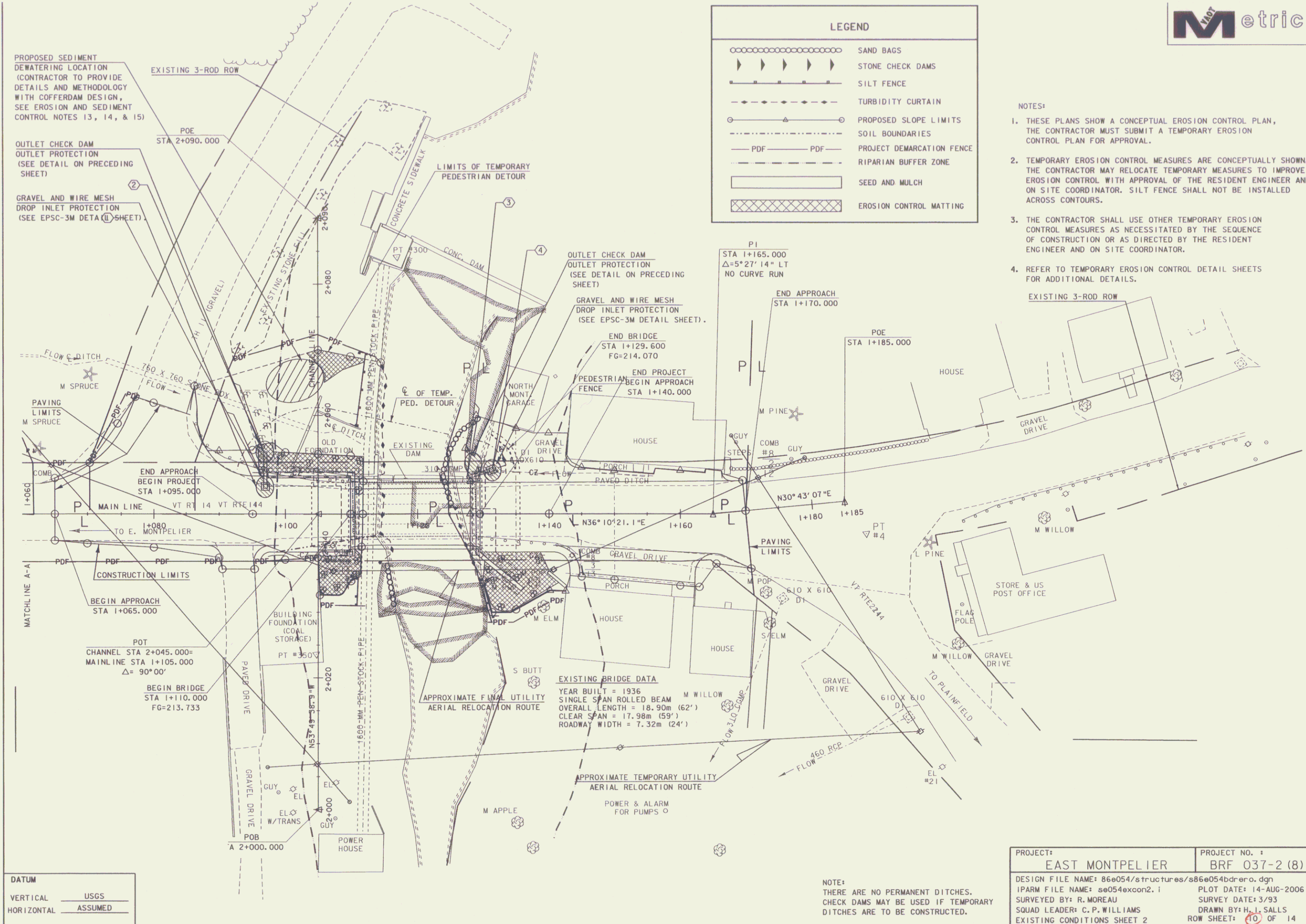
Control only sediment-laden runoff generated by the project site. Collect and route clean offsite runoff around or through the project site using diversion berms, diversion channels, culverts and/or temporary pipes.

Do not allow construction equipment to operate on the down slope side of perimeter control measures.

### SEDIMENT SETTLING BASIN SIZING CRITERIA

PUMP FLOW RATE	REQUIRED SURFACE AREA	LENGTH = 2:1					
		L (ft)	L (m)	W (ft)	W (m)		
Q (gpm)	Q (m <sup>3</sup> /s)	Q (ft <sup>2</sup> /s)	Q (m <sup>2</sup> /s)	L (ft)	L (m)	W (ft)	W (m)
50	0.0032	595	55	35.0	17.0	10.6	5.3
100	0.0063	1200	111	49.0	24.5	15.0	7.5
150	0.0095	1776	165	59.6	29.8	18.2	9.1
200	0.0126	2368	220	68.8	34.4	21.0	10.5
250	0.0158	2970	276	77.0	38.5	23.4	11.7
300	0.0189	3560	330	84.4	42.2	25.8	12.9
350	0.0221	4155	386	91.2	45.6	27.8	13.9

PROJECT:	PROJECT NO.:
EAST MONTPELIER	BRF 037-2 (8)
DESIGN FILE NAME: 86e054/structures/se054ecnotes.dgn	
IPARM FILE NAME: se054ecnar.l	PLOT DATE: 14-AUG-2006
SURVEYED BY: R. MOREAU	SURVEY DATE: 3/93
SQUAD LEADER: C. P. WILLIAMS	DRAWN BY: E.L. RUSTAY
EROSION CONTROL NARRATIVE	ROW SHEET 9 OF 14



**LEGEND**

	SAND BAGS
	STONE CHECK DAMS
	SILT FENCE
	TURBIDITY CURTAIN
	PROPOSED SLOPE LIMITS
	SOIL BOUNDARIES
	PROJECT DEMARCATION FENCE
	RIPARIAN BUFFER ZONE
	SEED AND MULCH
	EROSION CONTROL MATTING

- NOTES:**
1. THESE PLANS SHOW A CONCEPTUAL EROSION CONTROL PLAN, THE CONTRACTOR MUST SUBMIT A TEMPORARY EROSION CONTROL PLAN FOR APPROVAL.
  2. TEMPORARY EROSION CONTROL MEASURES ARE CONCEPTUALLY SHOWN. THE CONTRACTOR MAY RELOCATE TEMPORARY MEASURES TO IMPROVE EROSION CONTROL WITH APPROVAL OF THE RESIDENT ENGINEER AND ON SITE COORDINATOR. SILT FENCE SHALL NOT BE INSTALLED ACROSS CONTOURS.
  3. THE CONTRACTOR SHALL USE OTHER TEMPORARY EROSION CONTROL MEASURES AS NECESSITATED BY THE SEQUENCE OF CONSTRUCTION OR AS DIRECTED BY THE RESIDENT ENGINEER AND ON SITE COORDINATOR.
  4. REFER TO TEMPORARY EROSION CONTROL DETAIL SHEETS FOR ADDITIONAL DETAILS.

**DATUM**

VERTICAL	USGS
HORIZONTAL	ASSUMED

**EXISTING BRIDGE DATA**  
 YEAR BUILT = 1936  
 SINGLE SPAN ROLLED BEAM  
 OVERALL LENGTH = 18.90m (62')  
 CLEAR SPAN = 17.98m (59')  
 ROADWAY WIDTH = 7.32m (24')

**NOTE:**  
 THERE ARE NO PERMANENT DITCHES.  
 CHECK DAMS MAY BE USED IF TEMPORARY  
 DITCHES ARE TO BE CONSTRUCTED.

PROJECT:	EAST MONTPELIER	PROJECT NO.:	BRF 037-2 (8)
DESIGN FILE NAME:	86e054/structures/e86e054bdrero.dgn	PLOT DATE:	14-AUG-2006
IPARM FILE NAME:	se054econ2.1	SURVEY DATE:	3/93
SURVEYED BY:	R. MOREAU	DRAWN BY:	H. J. SALLS
SQUAD LEADER:	C. P. WILLIAMS	EXISTING CONDITIONS SHEET 2	ROW SHEET: 10 OF 14

# RIGHT - OF - WAY DETAIL SHEET

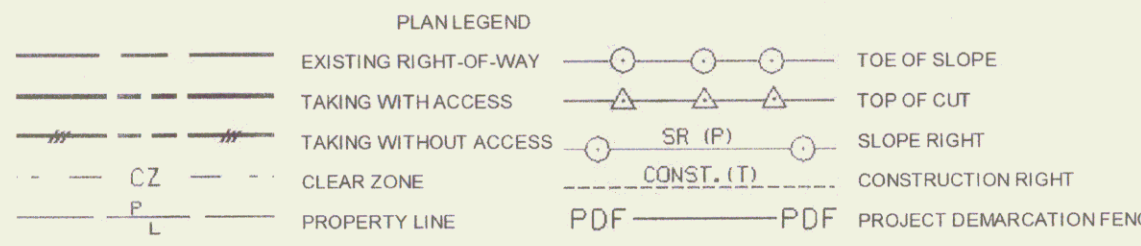


TABLE OF PROPERTY ACQUISITION

PARCEL NO.	PROPERTY OWNER	SHEET NO.	BEGINNING STATION	ENDING STATION	TAKE AREA ±	REMAINDER AREA ±	RIGHT			RECORDING DATA				REMARKS				
							TYPE	(T)/P	AREA ±	TITLE	DATE	TOWN / CITY	BOOK		PAGE			
1A	PORTER, WILLIAM K. & STUWE, THOMAS J.	13, 14	1+077.13 RT	1+129.82 RT			UTILITY EASEMENT	(T)		WD	11/5/2008	E. MONTPELIER	104	119-122	TEMPORARY RELOCATION & GUYS			
			1+092.00 RT				DRIVE	(T)								5M(16') PAVED MM 0550		
			1+095.40 RT	1+129.14 RT			UTILITY EASEMENT	(P)	127.00 SM								RELOCATED POWER ROUTE 1.3675F±	
			1+105.09 RT	1+111.66 RT			CHANNEL	(P)	76.36 SM								822 SF± INC. PDF & EROSION CONTROL	
			1+105.37 RT	1+115.85 RT			CONST.	(T)	19.00 SM						205 SF± INC. PDF & EROSION CONTROL			
1B		14	1+087.52 LT	1+093.13 LT			INSTALL & MAINT.	(P)								GUARDRAIL		
			1+087.49 LT	1+111.73 LT			SLOPE	(P)	43.00 SM								463 SF±	
			1+091.09 LT	1+126.76 LT			DETOUR	(T)	0.05 HA								.12 ACRE + PED. DETOUR INC. E.C.	
			1+092.09 LT	1+113.70 LT			INSTALL	(T)									PDF & EROSION CONTROL	
			1+096.85 LT				CUL. DIT. DRAIN	(P)										
1C		13, 14	1+059.64 LT			INSTALL	(T)									GUYS		
1D		14	1+058.93 RT	1+128.55 RT	986.00 SM		ALL R.T. & I.									24 ACRE HWY EASE VT RT 14 & TH 11 EXCEPT & RESERVE PENSTOCK & APPURTENANCES @ 1+112.95LT - 1+112.49 RT FOUNDATION @ 1+095.21-1+104.88RT		
2	ROGERS, DAVID E.	14	1+124.76 CL	1+170.18 RT	324.00 SM		INSTALL & MAINT.	(P)	84.67 SM	WDOE		E. MONTPELIER				3488 SF±		
			1+128.55 RT	1+142.67 RT			CONST.	(T)	19.45 SM								911 SF± WINGWALL FOOTING GRANITE WALL & SLOPE	
			1+129.02 RT	1+142.70 RT			UTILITY EASEMENT	(P)	58.00 SM								210 SF± INC. EROSION CONTROL & PDF	
			1+129.14 RT	1+147.15 RT			INSTALL & MAINT.	(P)									624 SF±	
			1+144.08 RT				DRIVE	(T)									GUARDRAIL	
			1+150.00 RT	1+189.93 RT			UTILITY EASEMENT	(T)									17M(56') PAVED MM 0554 TEMP. RELOCATION	
3	MASCITTI, MKEJLJON & MASCITTI, PAUL A. - LIFE ESTATE	14	1+124.76 LT	1+171.28 LT	367.38 SM		DETOUR	(T)	52.55 SM	WDOE		E. MONTPELIER				3955 SF±		
			1+124.76 LT	1+134.52 LT			SLOPE	(P)	20.38 SM								PEDESTRIAN DETOUR 566 SF± INC EC	
			1+127.25 LT	1+131.74 LT			INSTALL & MAINT.	(P)									219 SF±	
			1+129.06 LT	1+131.74 LT			INSTALL	(T)										CONCRETE RETAINING WALL
			1+131.37 LT	1+134.41 LT			DRIVE	(T)										PEDESTRIAN FENCE
			1+135.00 LT				ALL R.T. & I.											12M(38') PAVED MM0555
			1+135.00 CL				ALL R.T. & I.											SEWER LINE
			1+150.00 CL				INSTALL	(P)										WATER LINE
			1+135.00 LT	1+135.00 RT														SEWER LINE AGREEMENT
			1+150.00 LT	1+150.00 RT														WATER LINE AGREEMENT
			1+168.80 LT													GUYS		
			1+148.00 LT	1+168.00 LT												EXCEPT AND RESERVE HOUSE PORCH & STEPS		

TABLE OF REVISIONS

REVISION NO.	SHEET NO.	DESCRIPTION	DATE
1	11, 14	PARCEL NO. 3. CHANGE PROPERTY OWNER NAME FROM MASCITTI, PAUL A. TO MASCITTI, MKEJLJON & MASCITTI, PAUL A. - LIFE ESTATE PER C.O. # 9498 APPROVED BY: HP COMPLETED BY: JAB	9/7/2007
2	11, 14	PARCEL NO. 2 ROGERS. REMOVE ALL R.T. & I. FROM RTE. 14 HWY. EASE. CHANGE 911 S.F. OF FEE TAKING TO A RIGHT TO INSTALL & MAINTAIN (P). INCLUDES WINGWALL, FOOTINGS, SLOPES AND GRANITE WALL. PARCEL 2B DELETED. PARCEL 2A IS NOW PARCEL 2. PER C.O. #9519 APPROVED BY: HP COMPLETED BY: FM	4/4/2008
3	11, 14	PARCEL NO. 3 MASCITTI. REMOVE ALL R.T. & I. FROM RTE. 14 HWY. EASE. PARCEL 3B DELETED. PARCEL 3A IS NOW PARCEL 3. PER C.O. #9520 APPROVED BY: HP COMPLETED BY: FM	4/4/2008
4	12, 13, 14	PARCEL NO. 8 ROGERS. CREATE NEW PARCEL. THIS WILL CONSIST OF PARTS OF PARCEL 1C & PARCEL 1D. PORTER & STUWE SOLD TO ROGERS AFTER STUWE & PORTER HAD BEEN PAID FOR THE RIGHT AND INTERSET IN THIS PROPERTY PER C.O. 9558 APPROVED BY: HP COMPLETED BY: MR	2/11/2009
		ELECTRONIC IPARMS TO STRUCTURES	3/5/2010
		ELECTRONIC IPARMS TO STRUCTURES	3/18/2010



- EC - EROSION CONTROL
- (P) - PERMANENT
- (T) - TEMPORARY
- DR - DRAINAGE RIGHT
- DIT - DITCHING RIGHT
- CH - CHANNEL RIGHT
- DRIVE - DRIVE RIGHT
- CUL - CULVERT RIGHT
- C&T - CLEARING & TRIMMING RIGHT
- SR - SLOPE RIGHT
- UE - UTILITY EASEMENT

APPROVED: FRANK J. MALNATI JR. DATE: 02-02-07  
ACTING CHIEF, PLANS & TITLES

PROJECT NAME: EAST MONTPELIER  
PROJECT NUMBER: BRF 037-2 (8)

FILE NAME: 086e054 PLOT DATE:  
PROJECT LEADER: C.P. WILLIAMS DRAWN BY: JB  
DESIGNED BY: K.M. HIGGINS CHECKED BY: FM  
R.O.W. SHEET 11 OF 14 SHEET 42 OF 63

PLOT DATE 3/18/2010

Handwritten notes: 110, 115, 125



ROGERS,  
DAVID E.

VT STATE PLANE GRID

8

N/F  
HARMAN

P L

P08  
STA 1+000.000

EXISTING 3-ROD ROW

N30°10'21" E  
1+000

1+020

1+040

1+058.93 CL.

1+058.93

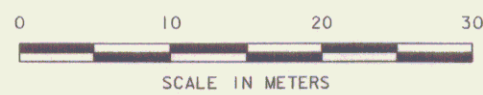
N/F  
ROGERS

N/F  
DAVIS

**FOR R.O.W.  
USE ONLY**

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.

LAYOUT MATCH LINE A-A  
SCALE 1"=250'



DATUM	
VERTICAL	USGS
HORIZONTAL	ASSUMED

PROJECT: EAST MONTEPELIER	PROJECT NO.: BRF 037-2 (8)
DESIGN FILE NAME: r054z.z.dgn	PLOT DATE: 18-MAR-2010
IPARM FILE NAME: s0541a1.i	SURVEY DATE: 3/93
SURVEYED BY: R. MOREAU	DRAWN BY: L. J. STONE
SQUAD LEADER: C. P. WILLIAMS	SHEET: 40 OF 63
ROW SHEET 13 OF 14	

