

STATE OF VERMONT
AGENCY OF TRANSPORTATION



PROPOSED IMPROVEMENT
BRIDGE PROJECT

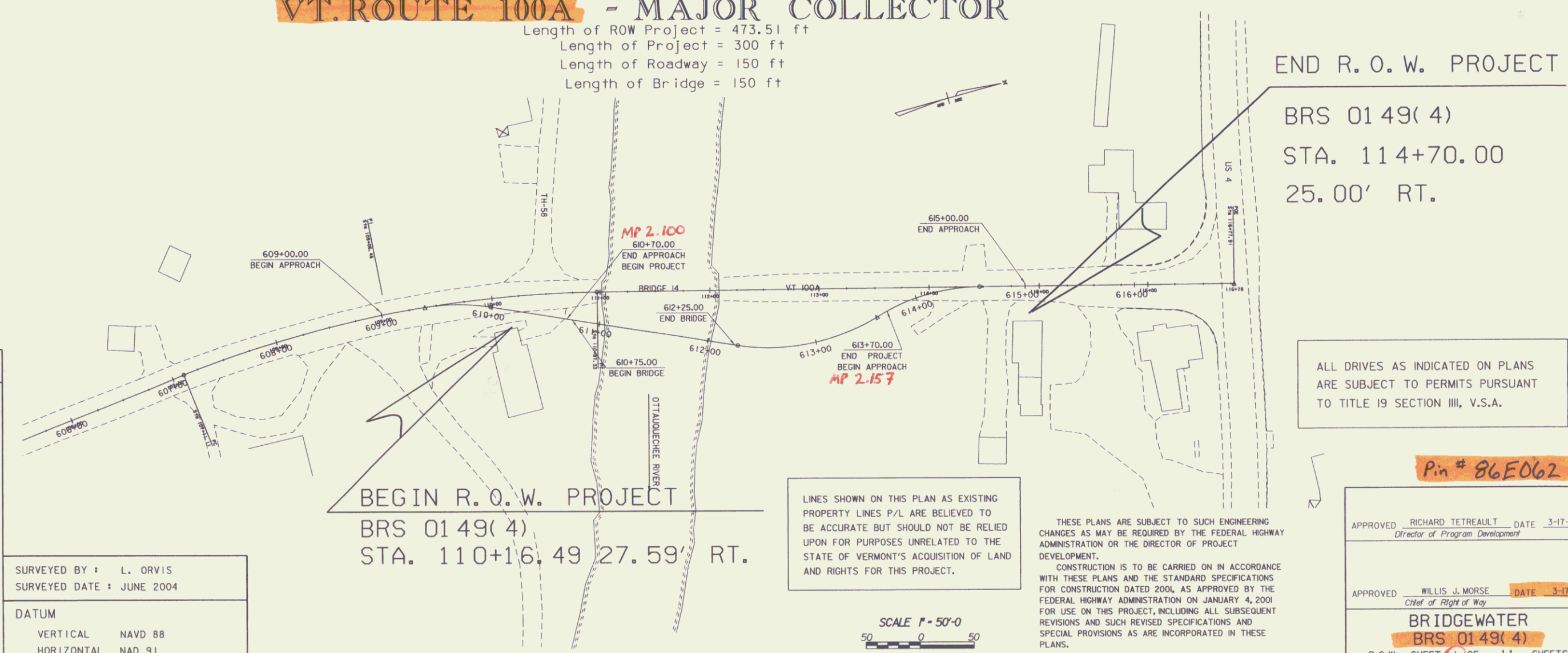
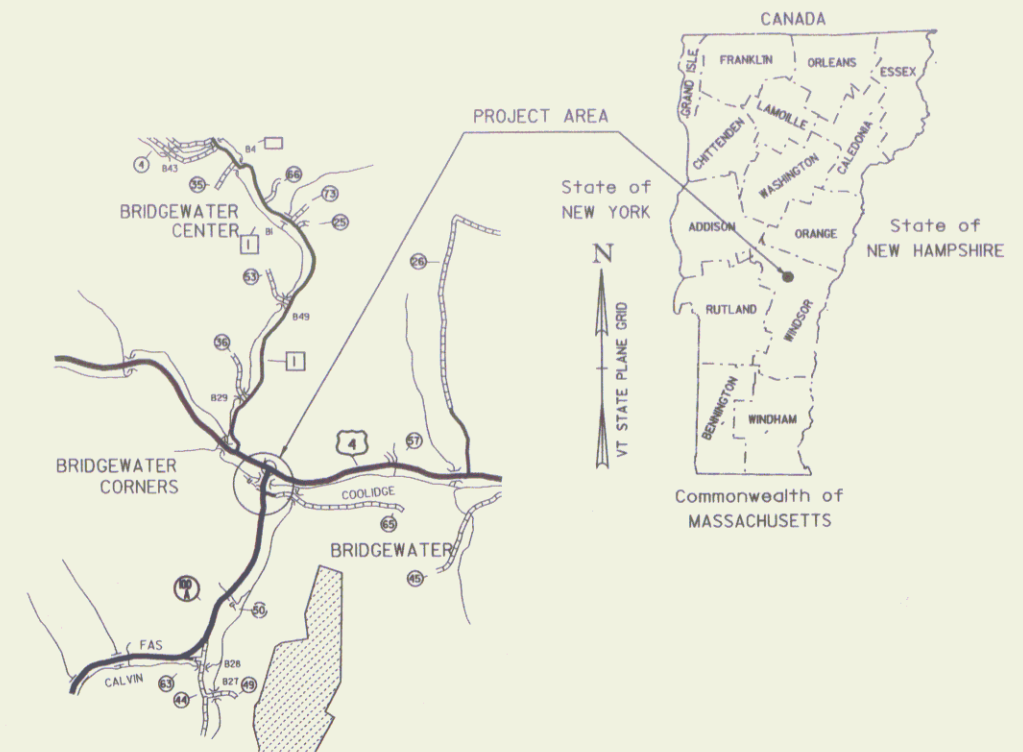
TOWN OF BRIDGEWATER

COUNTY OF WINDSOR

VT. ROUTE 100A - MAJOR COLLECTOR

Length of ROW Project = 473.51 ft
Length of Project = 300 ft
Length of Roadway = 150 ft
Length of Bridge = 150 ft

R. O. W. PLANS



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 : L. ORVIS
SURVEYED DATE : JUNE 2004

DATUM
VERTICAL NAVD 88
HORIZONTAL NAD 91

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.

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.
/P/W/86e062/ee062d11.dgn ee062d11

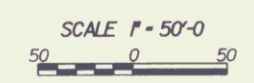
ALL DRIVES AS INDICATED ON PLANS ARE SUBJECT TO PERMITS PURSUANT TO TITLE 19 SECTION III, V.S.A.

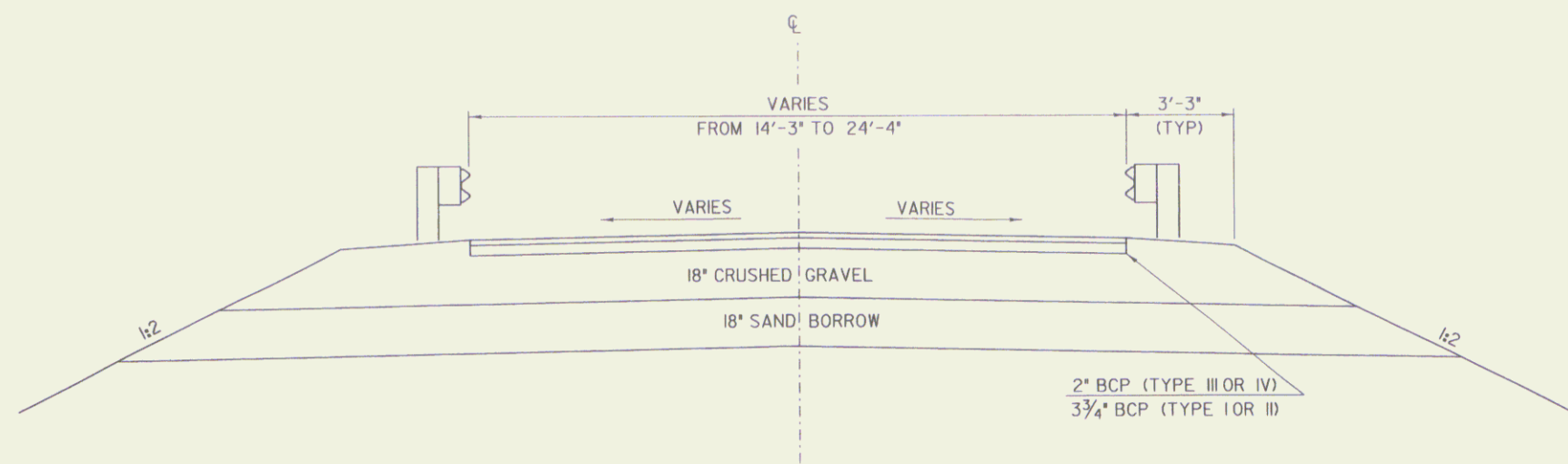
Pin # 86E062

APPROVED RICHARD TETREault DATE 3-17-05
Director of Program Development

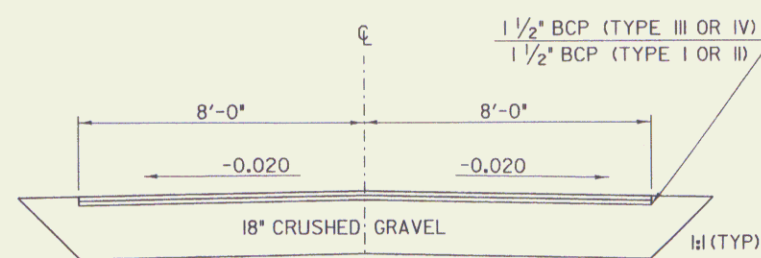
APPROVED WILLIS J. MORSE DATE 3-17-05
Chief of Right of Way

BRIDGEWATER
BRS 0149(4)
R.O.W. SHEET 1 OF 11 SHEETS



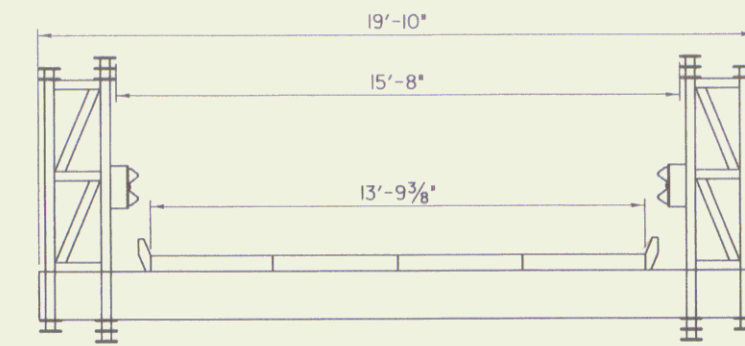


DETOUR TYPICAL

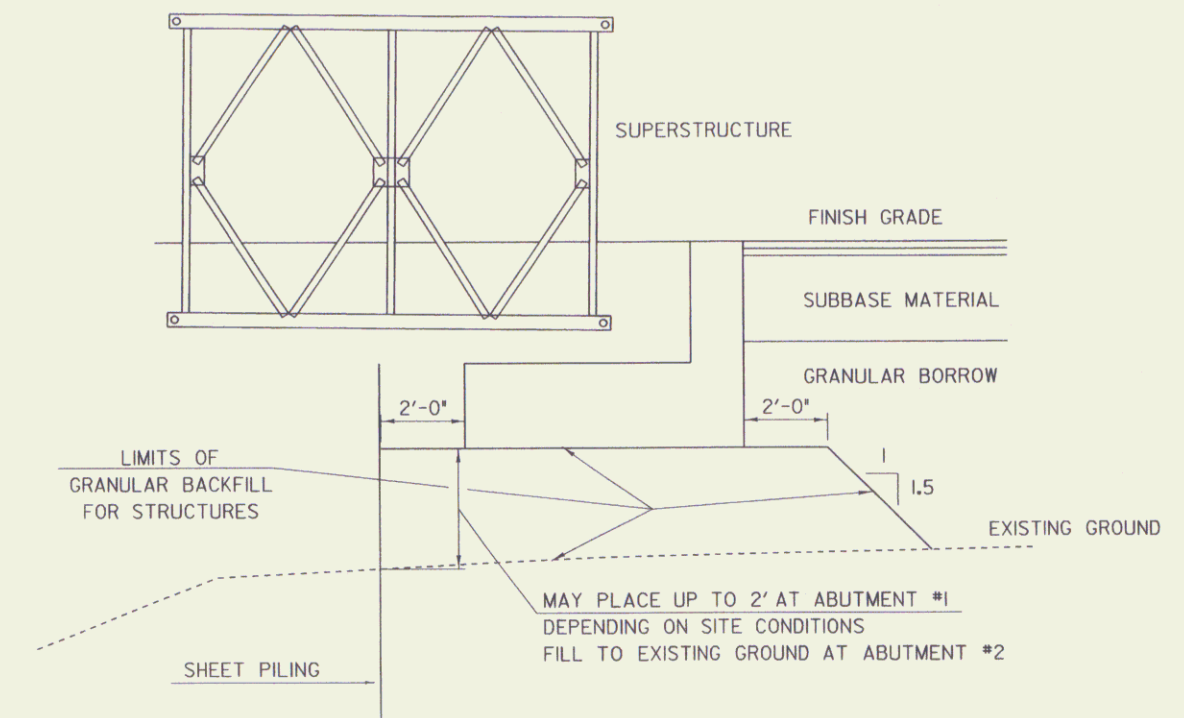


TH58 TYPICAL

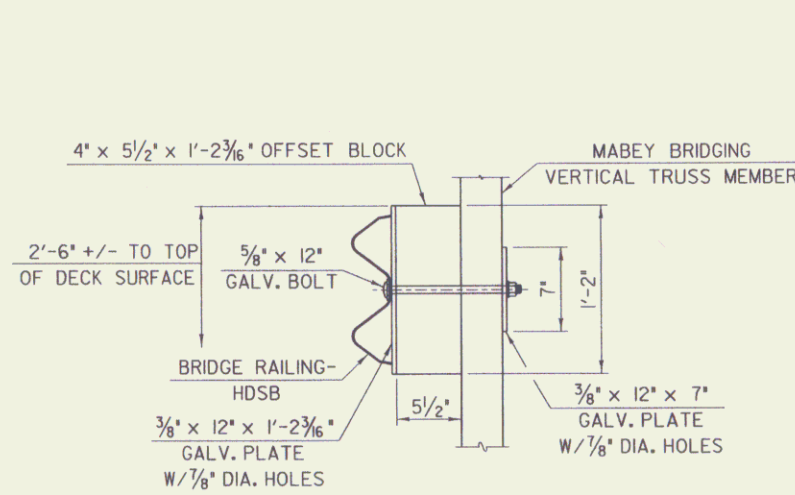
MATERIAL ITEM	TOLERANCE
PAVEMENT	± 1/4" TOTAL THICKNESS
AGGREGATE SURFACE COURSE	± 1/2"
BASE COURSE	± 1/2"
SUBBASE	± 1"
SAND BORROW	± 1"
GRANULAR BORROW	± 1"



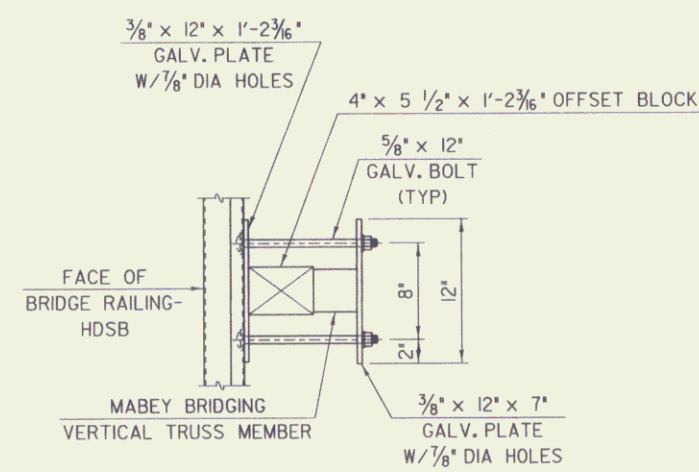
BRIDGE TYPICAL



TYPICAL ABUTMENT SECTION
(NOT TO SCALE)



ELEVATION



PLAN

RAIL ATTACHMENT DETAILS

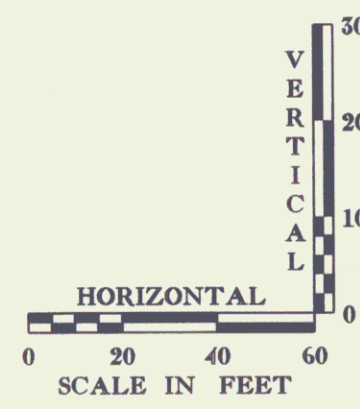
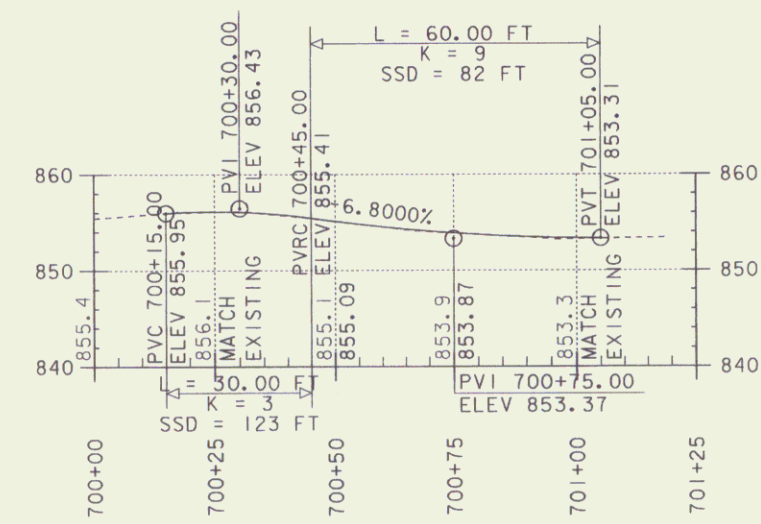
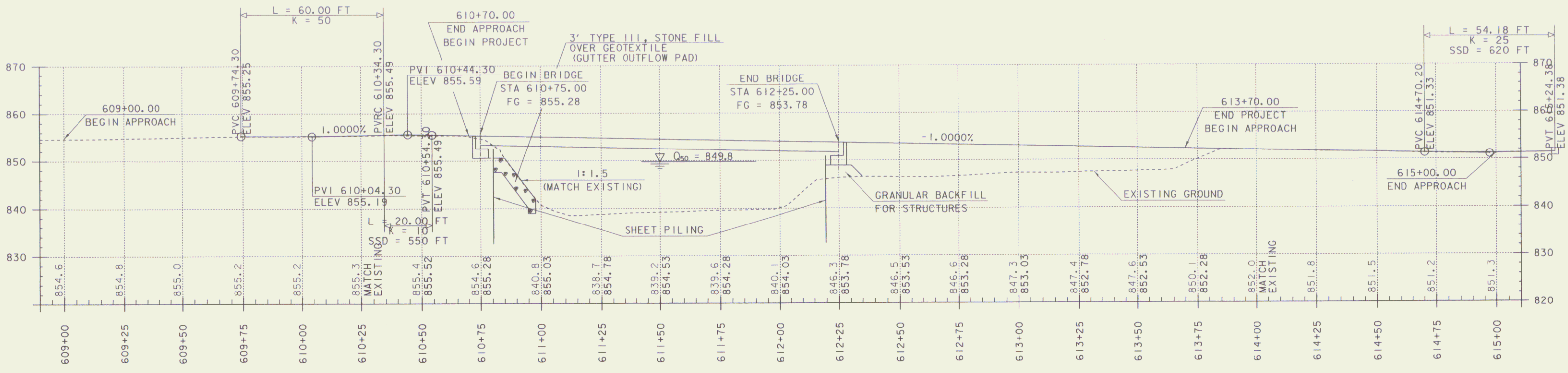
**TYPICAL SECTIONS
& RAIL DETAILS**

SCALE 3/8" = 1'-0"
1 0 1 2 3 4

PROJECT NAME: BRIDGEWATER
PROJECT NUMBER: BRS 0149(4)

FILE NAME: 86e062/se062typ.dgn
PROJECT LEADER: C.S. KELLER
DESIGNED BY: T. FILLBACH
se062typ.j

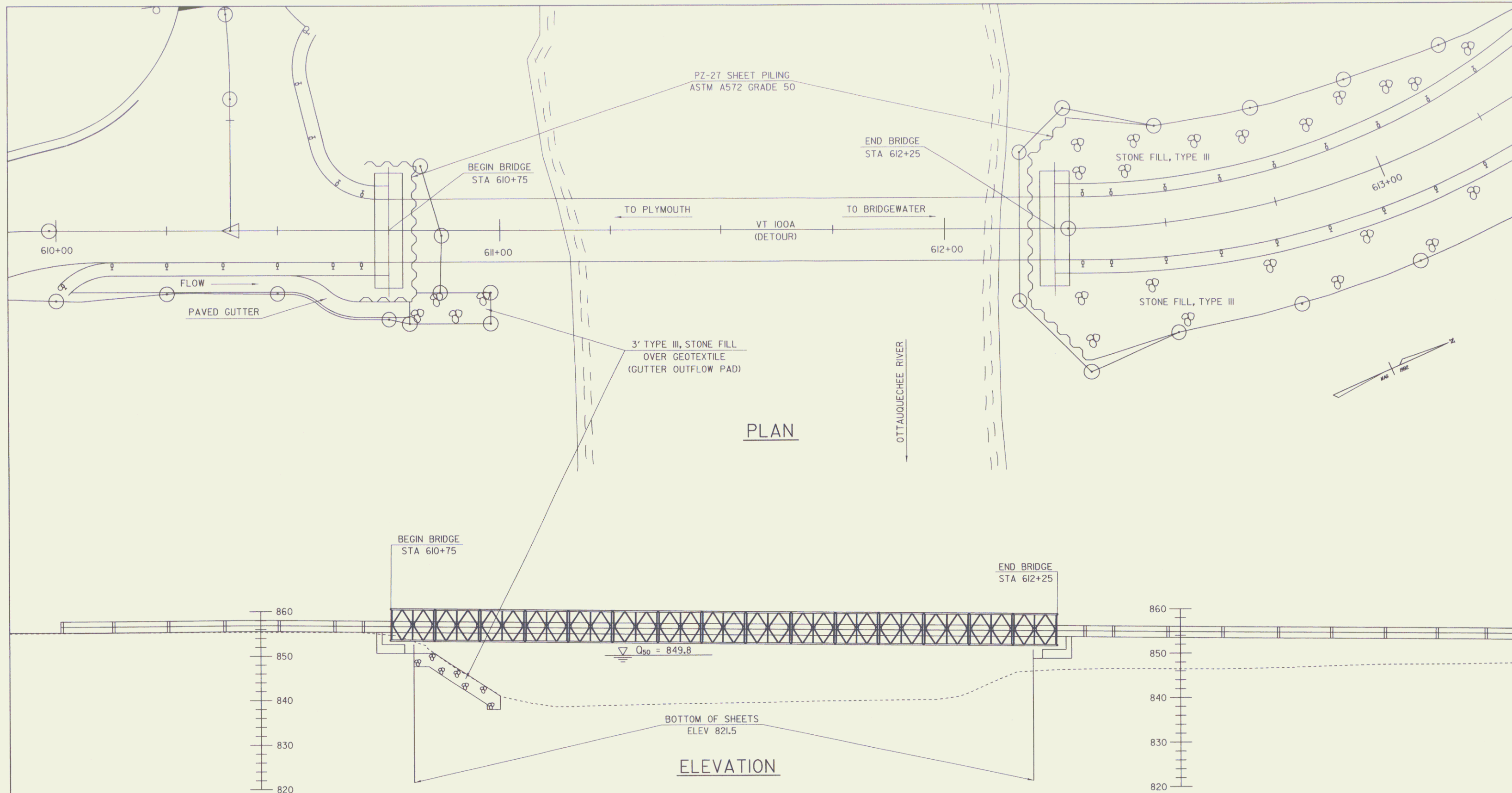
PLOT DATE: 05-OCT-2004
DRAWN BY: STR 5
CHECKED BY: T. SUMNER
R.O.W. SHEET 2 OF 11 SHEETS



PROJECT INFORMATION	
PROJECT NAME:	BRIDGEWATER
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PRELIMINARY INFORMATION SHEET

INDEX OF SHEETS	FINAL HYDRAULIC REPORT																																																																																		
<p>1. TITLE SHEET</p> <p>2. PRELIMINARY INFORMATION</p> <p>3. TYPICAL SECTIONS & RAIL DETAILS</p> <p>4. R.O.W. DETAILS</p> <p>5. PLAN SHEET</p> <p>6. PROFILE SHEET</p> <p>7. PLAN AND ELEVATION</p> <p>8. EROSION CONTROL PLAN</p> <p>9. EROSION CONTROL DETAILS</p> <p>10. ONE-WAY DETOUR WITH TEMPORARY TRAFFIC SIGNAL</p> <p>11. GENERAL NOTES</p> <p>12-14. ABUTMENT DETAILS</p> <p>15-18. TEMPORARY BRIDGE CROSS SECTIONS</p>	<p>HYDROLOGIC DATA Date: 9/13/2004</p> <p>DRAINAGE AREA: 72.37 square miles</p> <p>CHARACTER OF TERRAIN: Rolling to mountainous</p> <p>STREAM CHARACTERISTICS: Sinuous</p> <p>NATURE OF STREAMBED: Cobbles, gravel, sand and silt</p> <p>PEAK FLOW DATA</p> <table border="1" style="width:100%; border-collapse: collapse;"> <tr> <td>Q 2.33 = 3,000 cfs</td> <td>Q 50 = 10,800 cfs</td> </tr> <tr> <td>Q 10 = 6,100 cfs</td> <td>Q 100 = 13,000 cfs</td> </tr> <tr> <td>Q 25 = 8,800 cfs</td> <td>Q 500 = 20,000 cfs</td> </tr> </table> <p>DATE OF FLOOD OF RECORD: Unknown</p> <p>ESTIMATED DISCHARGE: Unknown</p> <p>WATER SURFACE ELEV.: Unknown</p> <p>NATURAL STREAM VELOCITY: @ Q50 = 10.5 fps</p> <p>ICE CONDITIONS: Moderate</p> <p>DEBRIS: Moderate</p> <p>DOES THE STREAM REACH MAXIMUM HIGHWATER ELEV. RAPIDLY? No</p> <p>IS ORDINARY RISE RAPID? No</p> <p>IS STAGE AFFECTED BY UPSTREAM OR DOWNSTREAM CONDITIONS? No</p> <p>IF YES, DESCRIBE:</p> <p>WATERSHED STORAGE: 1% HEADWATERS: UNIFORM: <input checked="" type="checkbox"/> IMMEDIATELY ABOVE SITE: _____</p> <p>EXISTING STRUCTURE INFORMATION</p> <p>STRUCTURE TYPE: Single Span Steel Truss</p> <p>YEAR BUILT: 1928</p> <p>CLEAR SPAN(NORMAL TO STREAM): 108'</p> <p>VERTICAL CLEARANCE ABOVE STREAMBED: 15'</p> <p>WATERWAY OF FULL OPENING: 1550 square ft</p> <p>DISPOSITION OF STRUCTURE: Unknown</p> <p>TYPE OF MATERIAL UNDER SUBSTRUCTURE: Refer to borings</p> <p>WATER SURFACE ELEVATIONS AT:</p> <table border="1" style="width:100%; border-collapse: collapse;"> <tr> <td>Q2.33 = 844.1'</td> <td>VELOCITY = 7.2 fps</td> </tr> <tr> <td>Q10 = 846.4'</td> <td>" 9.5 fps</td> </tr> <tr> <td>Q25 = 848.3'</td> <td>" 10.9 fps</td> </tr> <tr> <td>Q50 = 849.8'</td> <td>" 12.4 fps</td> </tr> <tr> <td>Q100 = 851.3'</td> <td>" 14.2 fps</td> </tr> </table> <p>LONG TERM STREAMBED CHANGES: Unknown</p> <p>IS THE ROADWAY OVERTOPPED BELOW Q100: No</p> <p>FREQUENCY: _____</p> <p>RELIEF ELEVATION: 821.2'</p> <p>DISCHARGE OVER ROAD @Q100: _____</p> <p>UPSTREAM STRUCTURE</p> <p>TOWN: Bridgewater DISTANCE: _____</p> <p>HIGHWAY #: VT-4 STRUCTURE #: B-45</p> <p>CLEAR SPAN: 172' CLEAR HEIGHT: 15'</p> <p>YEAR BUILT: 1962 FULL WATERWAY: 1554 s.f.</p> <p>STRUCTURE TYPE: Three Span Steel Beam</p> <p>DOWNSTREAM STRUCTURE</p> <p>TOWN: Bridgewater DISTANCE: _____</p> <p>HIGHWAY #: TH-46 STRUCTURE #: B-51</p> <p>CLEAR SPAN: 134' CLEAR HEIGHT: 18'</p> <p>YEAR BUILT: 1978 FULL WATERWAY: 1965 s.f.</p> <p>STRUCTURE TYPE: Two Span Steel Beam</p> <p>LOAD FACTOR - LOAD RATING (TONS)</p> <table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th rowspan="2">LOADING LEVELS</th> <th colspan="6">TRUCK</th> </tr> <tr> <th>H</th> <th>HS</th> <th>3S2</th> <th>6 AXLE</th> <th>3A STR.</th> <th>4A STR.</th> <th>5A SEMI</th> </tr> </thead> <tbody> <tr> <td>INVENTORY</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>POSTED</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>OPERATING</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table> <p>COMMENTS:</p> <p>TRAFFIC DATA</p> <table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th>YEAR</th> <th>ADT</th> <th>DHV</th> <th>% D</th> <th>% T</th> <th>ADTT</th> </tr> </thead> <tbody> <tr> <td>2004</td> <td>1400</td> <td>190</td> <td>58</td> <td>8</td> <td>160</td> </tr> <tr> <td>2014</td> <td>1800</td> <td>220</td> <td>58</td> <td>11</td> <td>250</td> </tr> </tbody> </table> <p>10 year ESAL for flexible pavement from 2004 to 2014 : 372,000</p> <p>20 year ESAL for flexible pavement from 2004 to 2024 : 1,000,000</p> <p>Design Speed : 25 mph</p> <p>PROPOSED STRUCTURE</p> <p>STRUCTURE TYPE: Temporary Maybe Bridge downstream of existing bridge</p> <p>CLEAR SPAN(NORMAL TO STREAM): 139.5'</p> <p>VERTICAL CLEARANCE ABOVE STREAMBED: 13.5'</p> <p>WATERWAY OF FULL OPENING: 1600 square feet</p> <p>WATER SURFACE ELEVATIONS AT:</p> <table border="1" style="width:100%; border-collapse: collapse;"> <tr> <td>Q2.33 = 844.1'</td> <td>VELOCITY = 7.3 fps</td> </tr> <tr> <td>Q10 = 846.5'</td> <td>" 9.4 fps</td> </tr> <tr> <td>Q25 = 848.4'</td> <td>" 10.7 fps</td> </tr> <tr> <td>Q50 = 849.8'</td> <td>" 12.1 fps</td> </tr> <tr> <td>Q100 = 851.3'</td> <td>" 13.5 fps</td> </tr> </table> <p>IS THE ROADWAY OVERTOPPED BELOW Q100: No</p> <p>FREQUENCY: _____</p> <p>RELIEF ELEVATION: 851.2'</p> <p>DISCHARGE OVER ROAD @Q100: _____</p> <p>AVERAGE LOW ELEVATION OF SUPERSTRUCTURE: 852.6'</p> <p>VERTICAL CLEARANCE: @ Q50 = 2.7'</p> <p>SCOUR: Not calculated for the temporary bridge. Abutments will be protected by sheet piling driven at least 6' below streambed.</p> <p>REQUIRED CHANNEL PROTECTION: Stone Fill, Type II</p> <p>PERMIT INFORMATION</p> <p>AVERAGE DAILY FLOW: 150 cfs DEPTH OR ELEVATION: _____</p> <p>ORDINARY LOW WATER: 70 cfs Depth = 1'</p> <p>ORDINARY HIGH WATER: 1300 cfs Depth = 3'</p> <p>TEMPORARY BRIDGE REQUIREMENTS</p> <p>STRUCTURE TYPE: _____</p> <p>CLEAR SPAN(NORMAL TO STREAM): _____</p> <p>VERTICAL CLEARANCE ABOVE STREAMBED: _____</p> <p>WATERWAY AREA OF FULL OPENING: _____</p> <p>ADDITIONAL INFORMATION</p> <p>The proposed structure is a temporary structure that will be in place until a new bridge is built.</p> <p>DESIGN CRITERIA</p> <ol style="list-style-type: none"> DESIGN LIVE LOAD AASHTO HS-25 DESIGN SPAN 150 feet ALLOWABLE LOAD FOR SPREAD FOOTINGS ON SOIL 3.5 ksi (Assumed) ON LEDGE ALLOWABLE LOAD FOR PILING TYPE ESTIMATED LENGTH STRUCTURAL STEEL AASHTO M270M4270 GRADE 50 REINFORCING STEEL GRADE 60 CONCRETE, HIGH PERFORMANCE CLASS A f_c: 4000 psi CONCRETE, HIGH PERFORMANCE CLASS B f_c: 3500 psi DESIGN SOIL UNIT WEIGHT 140 pcf DESIGN LOAD FOR SPREAD FOOTINGS ON SOIL 0.85 ksi <p>TRAFFIC MAINTENANCE</p> <ol style="list-style-type: none"> IS TRAFFIC TO BE MAINTAINED? Yes IF YES, ON EXISTING STRUCTURE? Yes, on Bridge 14 OR ON TEMPORARY BRIDGE? ONE OR TWO-WAY TRAVEL? Two way with flaggers TRAFFIC CONTROL SIGNALS REQUIRED? Yes ARE SIDEWALKS REQUIRED? No IF SO, ON WHAT SIDE? <p>PROJECT NAME: BRIDGEWATER</p> <p>PROJECT NUMBER: BRS 0149(4)</p> <p>FILE NAME: /86e062/s86e062.xls PLOT DATE: 9/14/2004</p> <p>PROJECT MANAGER: Craig Keller DRAWN BY: Tim Fillbach</p> <p>DESIGNED BY: Tim Fillbach CHECKED BY: Todd Sumner</p> <p>PRELIMINARY INFORMATION SHEET ROW SHEET 4 OF 11 SHEETS</p>	Q 2.33 = 3,000 cfs	Q 50 = 10,800 cfs	Q 10 = 6,100 cfs	Q 100 = 13,000 cfs	Q 25 = 8,800 cfs	Q 500 = 20,000 cfs	Q2.33 = 844.1'	VELOCITY = 7.2 fps	Q10 = 846.4'	" 9.5 fps	Q25 = 848.3'	" 10.9 fps	Q50 = 849.8'	" 12.4 fps	Q100 = 851.3'	" 14.2 fps	LOADING LEVELS	TRUCK						H	HS	3S2	6 AXLE	3A STR.	4A STR.	5A SEMI	INVENTORY								POSTED								OPERATING								YEAR	ADT	DHV	% D	% T	ADTT	2004	1400	190	58	8	160	2014	1800	220	58	11	250	Q2.33 = 844.1'	VELOCITY = 7.3 fps	Q10 = 846.5'	" 9.4 fps	Q25 = 848.4'	" 10.7 fps	Q50 = 849.8'	" 12.1 fps	Q100 = 851.3'	" 13.5 fps
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E-106	TRAFFIC CONTROL MISCELLANEOUS DETAILS	08-08-95																																																																																	
E-107	DELINEATION, BARRICADES AND DETOURS FOR CONSTRUCTION AREAS	06-30-03																																																																																	
E-107A	BREAKAWAY BARRICADE DETAILS	08-08-95																																																																																	
E-110	MAJOR MAINTENANCE OPERATION LANE CLOSURE	08-08-95																																																																																	
E-121	STANDARD SIGN PLACEMENT CONVENTIONAL ROAD	08-08-95																																																																																	
E-140	REGULATORY SIGN DETAILS	08-30-96																																																																																	
E-170	TRAFFIC CONTROL SIGNALS PEDESTAL POST MOUNTED	11-04-99																																																																																	
E-171A	TRAFFIC CONTROL SIGNALS GENERAL NOTES & DETAILS	08-09-95																																																																																	
E-171B	TRAFFIC CONTROL SIGNALS MISC. DETAILS	08-09-95																																																																																	
E-171C	TRAFFIC CONTROL SIGNALS CANTILEVER MOUNTING DETAILS	08-09-95																																																																																	
E-172	VEHICLE DETECTOR LOOP DETAILS	08-09-95																																																																																	
E-175	POWER DROP STANCHIONS	11-17-93																																																																																	
G-1	STEEL BEAM GUARDRAIL WITH STEEL POST; STEEL BEAM GUARDRAIL WITH WOOD POSTS	01-03-00																																																																																	
G-1D	STEEL BEAM GUARDRAIL APPROACH END TERMINAL; STEEL BEAM GUARDRAIL TRAILING END TERMINAL; ANCHOR FOR STEEL BEAM GUARDRAIL; STEEL BEAM MEDIAN BARRIER	01-03-00																																																																																	



PLAN & ELEVATION

PROJECT NAME:	BRIDGEWATER	PLOT DATE:	05-OCT-2004
PROJECT NUMBER:	BRS 0149(4)	DRAWN BY:	STR 5
FILE NAME:	86e062/se062pe.dgn	DESIGNED BY:	T. FILLBACH
PROJECT LEADER:	C.S. KELLER	CHECKED BY:	T. SUMNER
DESIGNED BY:	T. FILLBACH	R.O.W. SHEET	5 OF 11 SHEETS

SCALE 1" = 10'-0"

**SEEDING FORMULA
RURAL AREAS**

% 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	BIRDFOOT TREFOIL	98	85
5.0	3.0	ANNUAL RYEGRASS	95	85
100.0	60.0			

GENERAL NOTES

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

SEED: TO BE APPLIED PER SEEDING FORMULAS OR AS DIRECTED BY THE ENGINEER.

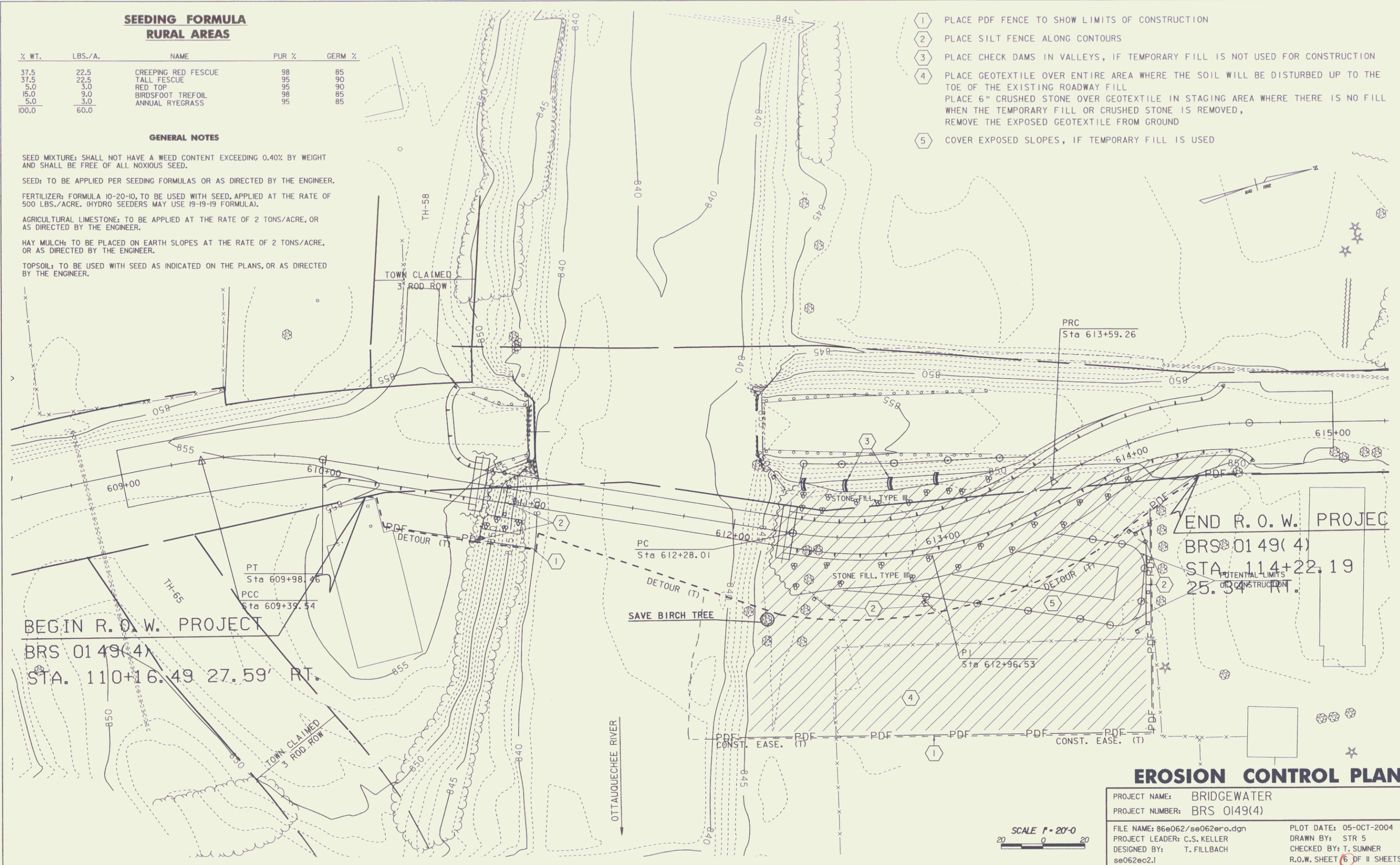
FERTILIZER: FORMULA 10-20-10, TO BE USED WITH SEED, APPLIED AT THE RATE OF 500 LBS./ACRE. (HYDRO SEEDERS MAY USE 19-19-19 FORMULA).

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

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

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

- 1 PLACE PDF FENCE TO SHOW LIMITS OF CONSTRUCTION
- 2 PLACE SILT FENCE ALONG CONTOURS
- 3 PLACE CHECK DAMS IN VALLEYS, IF TEMPORARY FILL IS NOT USED FOR CONSTRUCTION
- 4 PLACE GEOTEXTILE OVER ENTIRE AREA WHERE THE SOIL WILL BE DISTURBED UP TO THE TOE OF THE EXISTING ROADWAY FILL
PLACE 6" CRUSHED STONE OVER GEOTEXTILE IN STAGING AREA WHERE THERE IS NO FILL
WHEN THE TEMPORARY FILL OR CRUSHED STONE IS REMOVED,
REMOVE THE EXPOSED GEOTEXTILE FROM GROUND
- 5 COVER EXPOSED SLOPES, IF TEMPORARY FILL IS USED



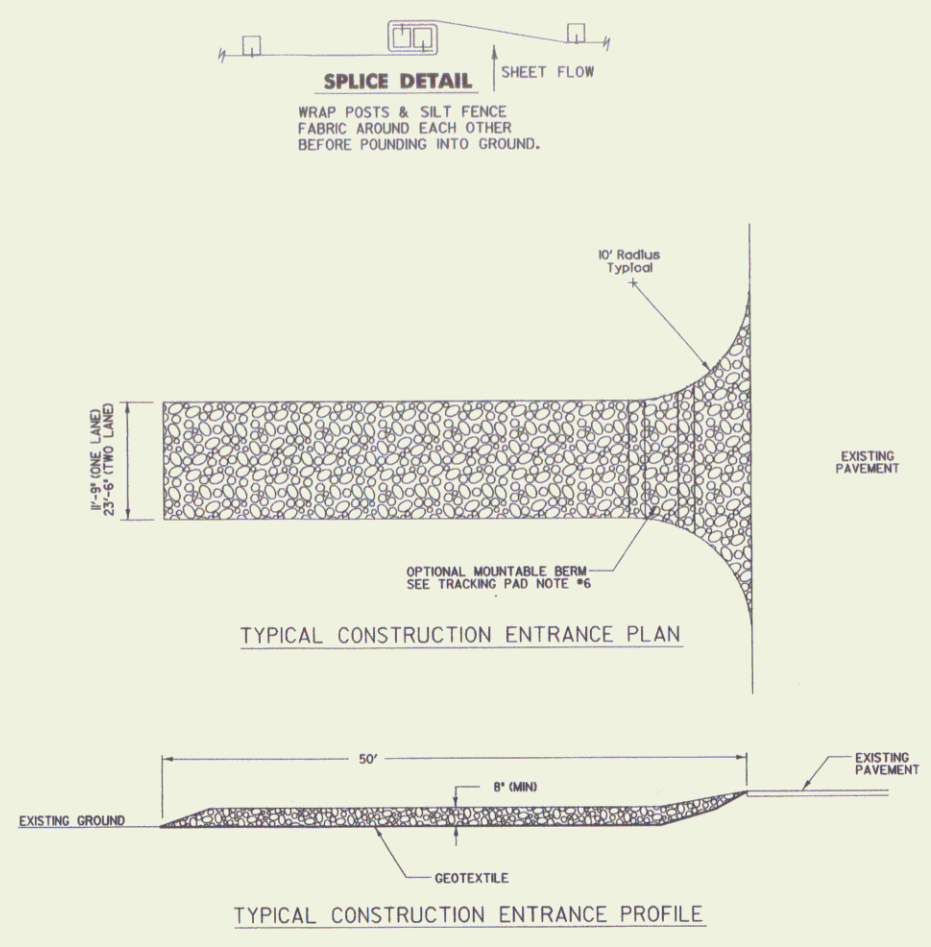
BEGIN R. O. W. PROJECT
BRS 0149(4)
STA. 110+16.49 27.59' RT.

END R. O. W. PROJECT
BRS 0149(4)
STA. 114+22.19
25.34' RT.

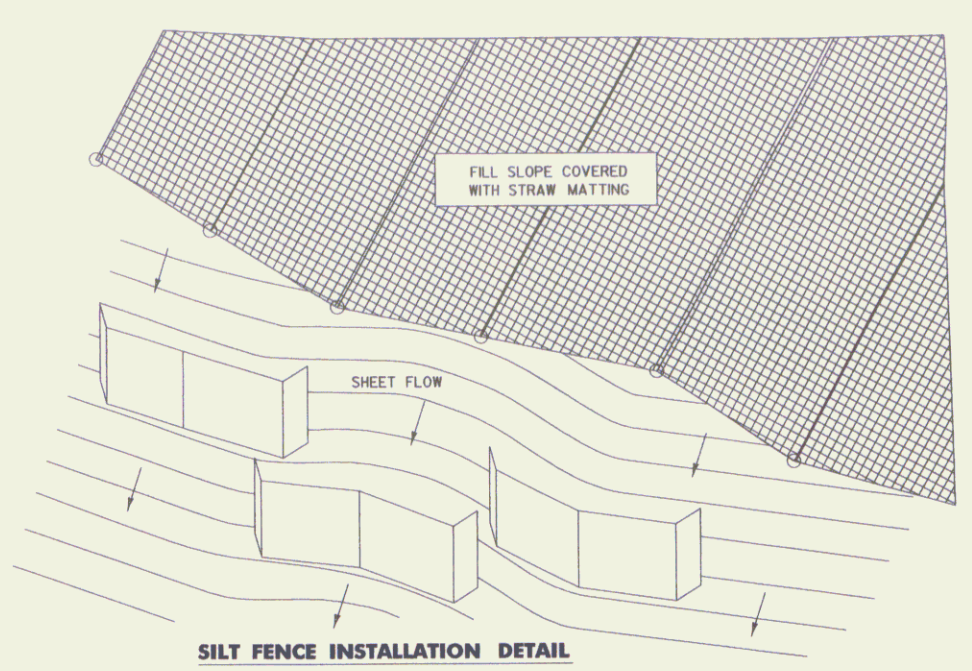
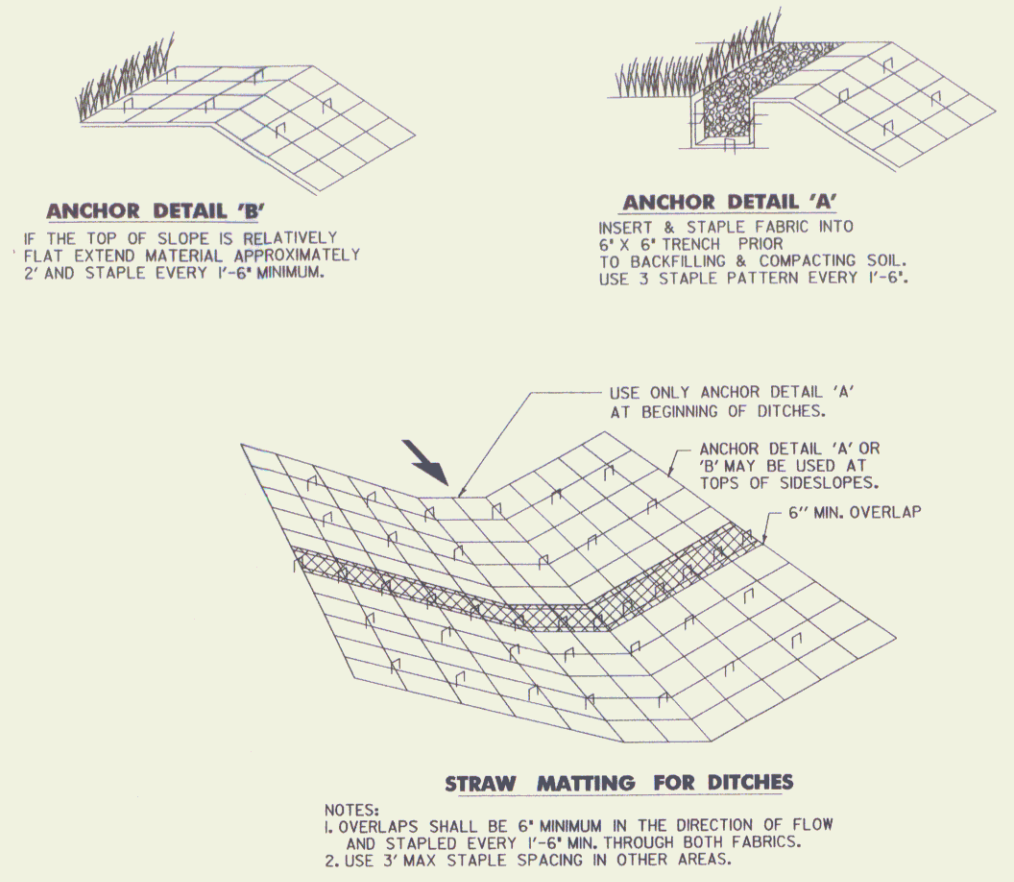
EROSION CONTROL PLAN

PROJECT NAME: BRIDGEWATER	PLOT DATE: 05-OCT-2004
PROJECT NUMBER: BRS 0149(4)	DRAWN BY: STR 5
FILE NAME: 86e062/se062ero.dgn	CHECKED BY: T. SUMNER
PROJECT LEADER: C.S. KELLER	R.O.W. SHEET 6 OF 11 SHEETS
DESIGNED BY: T. FILLBACH	

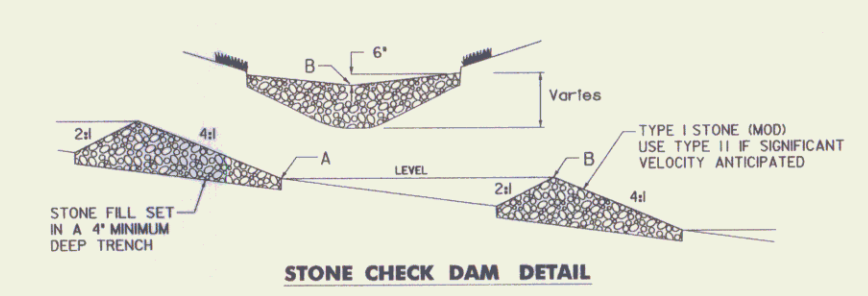
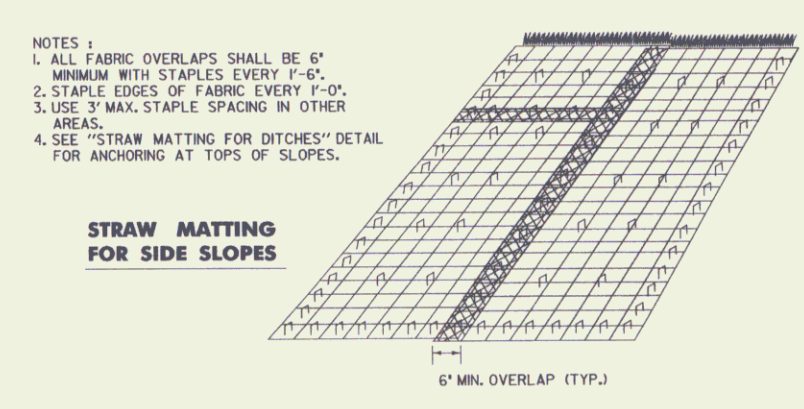
SCALE 1" = 20'-0"



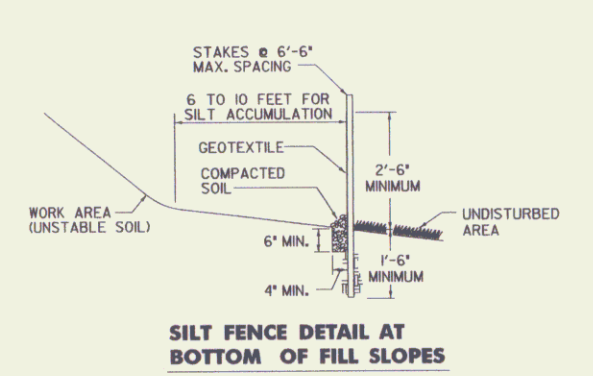
- STABILIZED CONSTRUCTION ENTRANCE NOTES**
- APPLICATION NOTES:**
 THE PURPOSE OF A STABILIZED CONSTRUCTION ENTRANCE IS TO REDUCE OR ELIMINATE THE TRACKING OF SEDIMENT ONTO PUBLIC RIGHTS OF WAY OR STREETS.
- GENERAL NOTES:**
1. STONE SIZE - USE CLEAN STONE WITH GRADATION BETWEEN 2" AND 4".
 2. LENGTH - 50' (MIN)
 3. THICKNESS - 8" (MIN)
 4. WIDTH - 10'-9" (MIN)
 5. GEOTEXTILE UNDER STONE WILL BE PLACED OVER THE ENTIRE AREA PRIOR TO PLACING OF STONE.
 6. SURFACE WATER - ALL SURFACE WATER FLOWING OR DIVERTED TOWARD CONSTRUCTION ENTRANCES SHALL BE PIPED ACROSS THE ENTRANCE AS DIRECTED BY THE ENGINEER. IF PIPING IS IMPRACTICAL, A MOUNTABLE BERM WITH 5% SLOPES WILL BE PERMITTED.
 7. PROPOSED DRAINAGE PIPES SHALL BE SIZED WITH SUFFICIENT CAPACITY TO CARRY DITCH FLOWS. ALTERNATIVE WAYS OF TRANSPORTING DITCH DRAINAGE ACROSS CONSTRUCTION ENTRANCES MAY BE PROPOSED BY THE CONTRACTOR FOR APPROVAL BY THE ENGINEER.
 8. WHEN WASHING OF VEHICLE IS NECESSARY, IT SHALL BE DONE ON AN AREA STABILIZED WITH STONE WHICH DRAINS INTO AN APPROVED SEDIMENT TRAPPING DEVICE.
 9. MEASURES SHALL BE INSPECTED EVERY SEVEN (7) CALENDAR DAYS AND WITHIN 24 HOURS OF A STORM EVENT GREAT ENOUGH TO CAUSE WATER TO LEAVE THE CONSTRUCTION SITE.
 10. MAINTENANCE - THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHTS-OF-WAY. ALL SEDIMENT SPILLED, DROPPED, WASHED, OR TRACKED ONTO PUBLIC RIGHTS-OF-WAY MUST BE REMOVED IMMEDIATELY.
 11. AT THE TIME OF REMOVAL OF THE STABILIZED CONSTRUCTION ENTRANCE THE DISTURBED AREA SHALL BE REPAIRED AND STABILIZED.
 12. PAYMENT OF THE STABILIZED CONSTRUCTION ENTRANCE SHALL BE MADE UNDER APPLICABLE ITEMS INCLUDED IN THE CONTRACT PLANS OR UNDER THE FIELD MAINTENANCE OF EROSION & SEDIMENT CONTROL PLAN ITEM.
 13. PAYMENT FOR MONITORING STABILIZED CONSTRUCTION ENTRANCES SHALL BE MADE UNDER THE MONITORING EROSION & SEDIMENT CONTROL PLAN ITEM.
 14. PAYMENT FOR MAINTAINING STABILIZED CONSTRUCTION ENTRANCES SHALL BE MADE UNDER THE FIELD MAINTENANCE OF EROSION & SEDIMENT CONTROL PLAN ITEM, UNLESS MAINTENANCE IS REQUIRED DUE TO POOR INSTALLATION PRACTICES.



- NOTES:**
1. EACH SECTION SHALL HAVE BOTH END TURNED UPSLOPE FOR 600mm OVERLAP SECTIONS ON SLOPE TO ASSURE COMPLETE COVERAGE.
 2. USE DETAILS AS SHOWN BELOW IN REGARD TO INDIVIDUAL POST & FABRIC INSTALLATION.
 3. ALL SILT FENCE INSTALLATIONS MUST BE REMOVED WHEN SOIL IS STABILIZED. SOME RESEEDING & MULCHING MAY BE REQUIRED.
 4. THE RESIDENT ENGINEER SHALL DETERMINE THE FINAL CONFIGURATION OF ALL SILT FENCE INSTALLATIONS.



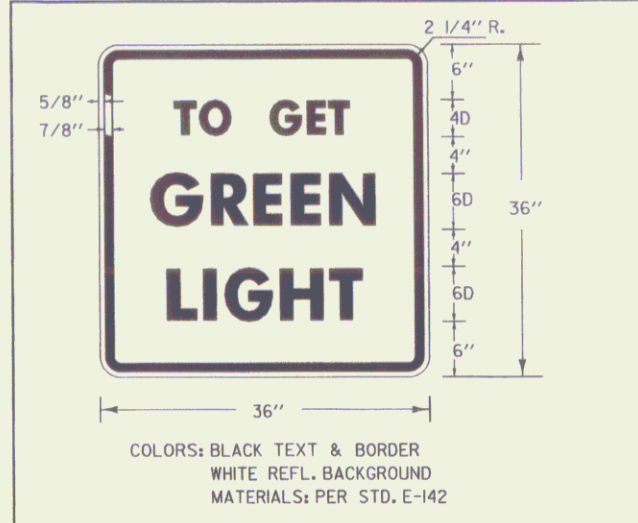
- NOTES:**
1. CHECK DAMS TO BE USED DURING ESTABLISHMENT OF GRASS LINED DRAINAGE DITCHES OR AREAS OF CONCENTRATED FLOW.
 2. LOCATE DOWNSTREAM STRUCTURE SUCH THAT POINT "B" IS APPROXIMATELY LEVEL WITH THE LOWEST GROUND ELEVATION "A" OF THE UPSTREAM STRUCTURE.



- NOTES:**
1. DO NOT USE SILT FENCE IN STREAMS, DRAINAGE DITCHES, OR AREAS OF CONCENTRATED FLOW.
 2. BACK WITH STAKED-IN-PLACE HAY BALES OR WIRE FENCE IF ADDITIONAL SUPPORT IS NEEDED.
 3. MUST BE REMOVED WHEN SOIL IS STABILIZED.

EROSION CONTROL DETAILS

PROJECT NAME:	BRIDGEWATER
PROJECT NUMBER:	BRS 0149(4)
FILE NAME:	B6e062/se062ero.dgn
PROJECT LEADER:	C.S. KELLER
DESIGNED BY:	T. FILLBACH
se062ec3.1	
PLOT DATE:	05-OCT-2004
DRAWN BY:	G. SHANGRAW
CHECKED BY:	T. SUMNER
R.O.W. SHEET	7 OF 11 SHEETS



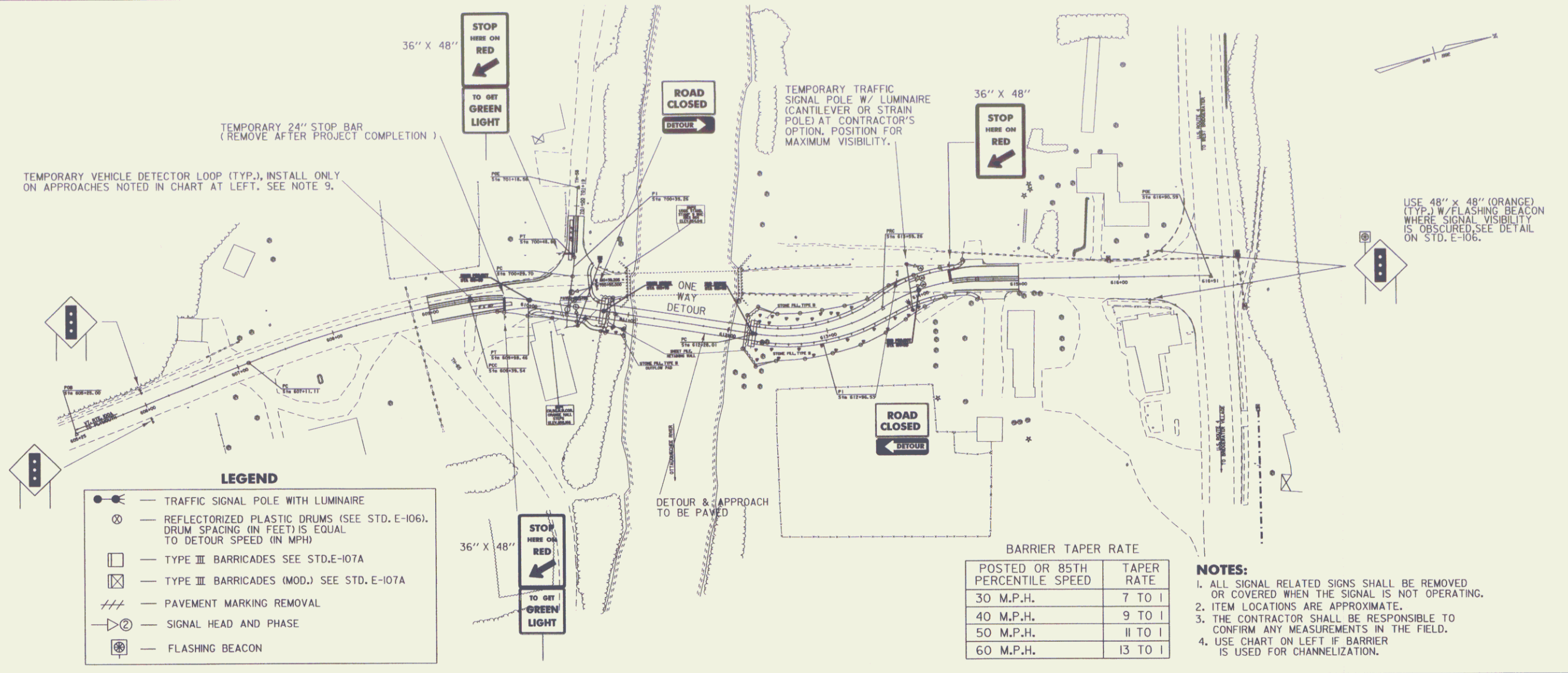
PHASING DIAGRAM AND SPECIAL NOTES FOR EACH LOCATION

PHASE	2		1		4	
MINIMUM	8	4	19	5	4	19
EXTENSION	2			2		
MAXIMUM	14			9		12
HEAD 2	R	Y	G	R	R	R
HEAD 1	R	R	R	Y	G	R
HEAD 4	R	R	R	R	R	Y

SPECIAL REQUIREMENTS

APPROACH	TEMPORARY VEHICLE DETECTOR	FLASHING BEACON ON ADVANCED WARNING SIGN
2	X	
1	X	
4		

ENTER CHECK MARK IN APPROPRIATE BOX WHEN REQUIRED ON THIS PROJECT



GENERAL TEMPORARY TRAFFIC SIGNAL NOTES

- DESIGN OF THE SIGNAL SUPPORT(S) AND ANY REQUIRED GUYING IS THE RESPONSIBILITY OF THE CONTRACTOR.
- SIGNAL TIMING/TIMING ADJUSTMENTS REQUESTED BY THE RESIDENT ENGINEER SHALL BE ACCOMPLISHED WITHIN A 48 HOUR PERIOD AND PAYMENT SHALL BE SUBSIDIARY TO THE TRAFFIC SIGNAL ITEM. THE ALL-RED CLEARANCE INTERVAL IS BASED ON AN ASSUMED SPEED OF 10-20 MPH. THE RESIDENT ENGINEER SHALL MAKE SEVERAL TRIAL RUNS TO DETERMINE THE PROPER ALL-RED CLEARANCE INTERVAL.
- SIGNAL FACES SHALL CONSIST OF 12" LENSES. (RED, YELLOW, AND GREEN)
- THE BOTTOM OF THE HOUSING OF A SIGNAL FACE SUSPENDED OVER A ROADWAY SHALL NOT BE LESS THAN 16 1/2 FEET NOR MORE THAN 19 FEET ABOVE THE PAVEMENT GRADE AT THE CENTER OF THE ROADWAY. THE BOTTOM OF A SIGNAL FACE NOT MOUNTED OVER A ROADWAY, SHALL NOT BE LESS THAN 8 FEET NOR MORE THAN 15 FEET ABOVE THE GROUND. CAUTION SHOULD BE USED TO INSURE COMPLIANCE WITH THE HEIGHT REQUIREMENTS IN THE EVENT THE NEW APPROACH GRADES DIFFER SIGNIFICANTLY FROM THE OLD ROAD GRADE.
- SIGNAL FACES FOR ANY ONE APPROACH SHALL NOT BE LESS THAN 8 FEET APART MEASURED HORIZONTALLY BETWEEN CENTER OF FACES.
- SIGNAL HEADS MAY BE HUNG ON A SPAN WIRE OR ON A CANTILEVER MAST ARM. AT LEAST ONE SIGNAL HEAD SHALL BE UNMISTAKABLY IN LINE WITH THE CENTER OF APPROACHING TRAFFIC AT ALL TIMES. THE SECOND SIGNAL HEAD MAY BE POST MOUNTED, LOCATED AT A DISTANCE NO GREATER THAN 14 1/2 FEET FROM THE CENTER OF THE APPROACH LANE WHEN THE STOP BAR IS 40 FEET FROM THE SIGNAL HEAD. CONSULT THE M.U.T.C.D. FOR ADDITIONAL INFORMATION CONCERNING SIGNAL PLACEMENT.
- SIGNAL HEAD PLACEMENT IS CRITICAL. HEADS SHALL BE ADJUSTED TO REFLECT LANE LOCATION CHANGES.
- THE SIGNAL SYSTEM SHALL CONSIST OF POLES, SIGNS AND POSTS, WARNING SIGN, LUMINAIRES, FLASHING BEACONS, AND SIGNAL EQUIPMENT TO PROVIDE FOR AN ADEQUATE DESIGN. IT ALSO INCLUDES PERMITS AND COST ASSOCIATED WITH PROVIDING ELECTRICAL POWER.
- THE CONTRACTOR SHALL PROVIDE AN ACTUATED CONTROLLER. THE APPROACHES NOTED SHALL HAVE A TEMPORARY VEHICLE DETECTOR. THE TYPE OF DETECTION SHALL BE AT THE OPTION OF THE CONTRACTOR. LOOPS ARE SHOWN FOR PLACEMENT PURPOSES ONLY. THE CONTROLLER, DETECTOR AND ALL OTHER SIGNAL EQUIPMENT SHALL MEET OR EXCEED ALL NEMA STANDARDS.
- WHEN USED, VEHICLE DETECTOR LOOPS SHALL BE 4' X 40' FOR PRESENCE DETECTION AT THE STOP BAR WITH THE NEAR PORTION LOCATED 5 FEET BEYOND THE STOP BAR.
- ON SEMI-ACTUATED SIGNAL PARTICULARLY WITH LONG BRIDGES, THE CONTROLLER SHOULD BE LOCATED ON THE SAME SIDE OF THE BRIDGE AS THE DETECTOR.
- INTERCONNECT BETWEEN SIGNAL POLES BY WHATEVER MEANS POSSIBLE OR CONVENIENT TO PROVIDE FOR A SAFE INSTALLATION.
- PLACE TEMPORARY POLES BEHIND GUARDRAIL WHERE POSSIBLE.
- POLES SUPPORTING SPAN WIRES AND/OR MAST ARMS SHALL BE ADEQUATELY BRACED OR GUYED AND SHALL NOT BE PLACED SO AS TO CREATE A HAZARD TO THE TRAVELLING PUBLIC.
- ALL TEMPORARY SIGNAL EQUIPMENT, SIGNS, ETC., SHALL BELONG TO THE CONTRACTOR AT THE END OF THE PROJECT AND THE CONTRACTOR SHALL BE RESPONSIBLE FOR ITS REMOVAL, INCLUDING ANY TEMPORARY PAVEMENT MARKINGS, UTILITY POLES, WIRES, ETC.
- A 250 WATT MER/150 WATT HPS LUMINAIRE AND MAST ARM SHALL BE PROVIDED ON A POLE ON EACH APPROACH AT A MOUNTING HEIGHT OF 30' ABOVE ROADWAY CENTERLINE. THE INTENT IS TO LIGHT UP THE AREA AROUND THE SIGNAL HEADS AND STOP BAR FOR INCREASED VISIBILITY. THE RESIDENT ENGINEER SHALL DETERMINE THE ADEQUACY OF THE LIGHTING AND DIRECT CHANGES IF THE LIGHTING IS INSUFFICIENT.
- STOP BARS SHALL BE LOCATED A MINIMUM OF 40' AND A MAXIMUM OF 120' FROM THE NEAREST SIGNAL HEAD.
- PAYMENT FOR THE VEHICLE DETECTORS SHALL BE FOR EACH UNIT INSTALLED.
- SIGNS AND POSTS AS SHOWN ON THIS SHEET AND NOTED BELOW ARE SUBSIDIARY TO THE TRAFFIC CONTROL SIGNAL ITEMS ('STOP HERE ON RED', 'SIGNAL AHEAD', 'NO PASSING ZONE', AND 'TO GET GREEN LIGHT', ETC.) THE TEMPORARY STOP BARS SHOULD BE PAID UNDER THE TEMPORARY 24" STOP BAR ITEM.
- SEE STD. E-140 FOR 'STOP HERE ON RED' SIGN DETAIL AND E-101 FOR 'SIGNAL AHEAD' SYMBOL SIGN. SEE STANDARD E-121 FOR SIGN PLACEMENT. SEE STANDARD E-171A AND E-172 FOR ADDITIONAL INFORMATION ON SIGNALS AND DETECTORS.
- A 'SIGNAL AHEAD' SIGN SHALL BE PLACED AT A POSITION TO BE DETERMINED BY THE ENGINEER.
- ALL ELECTRICAL WORK SHALL MEET THE REQUIREMENTS OF THE NATIONAL ELECTRICAL CODE AND STATE INSPECTOR.
- TWO-WAY TRAFFIC SHALL BE MAINTAINED ON THE DETOUR WHENEVER POSSIBLE. DURING TWO-WAY TRAFFIC, THE SIGNALS SHALL BE SET ON FLASHING YELLOW.
- APPROACH WIDTHS SHALL BE AS DETAILED IN SECTION 528.04(b)2 TO MINIMIZE VEHICLE DELAY.
- TRAFFIC CONTROL WARNING SIGNS SHALL BE PROVIDED ON EACH APPROACH PER STANDARD E-107. ADDITIONAL PROJECT CONSTRUCTION SIGNS SHALL BE INSTALLED AS REQUIRED BY THE RESIDENT ENGINEER PER STANDARD E-100, E-101, E-102 & E-102A. PAYMENT FOR THESE SIGNS, THE REFLECTORIZED PLASTIC DRUMS, ETC. SHALL BE PAID AS A PART OF THE 'MAINTENANCE OF TRAFFIC FOR BRIDGE PROJECTS' ITEM OR THE 'TRAFFIC CONTROL' ITEM.
- THE 'TO GET GREEN LIGHT' SIGN IS TO BE USED ONLY ON APPROACHES WITH VEHICLE DETECTORS.
- IF BRIDGE WORK REQUIRES LANE CLOSURE ON A ROADWAY UNDERNEATH THE BRIDGE, REFER TO STD. E-110 FOR TRAFFIC CONTROL DETAILS. PAYMENT SUBSIDIARY TO 'TRAFFIC CONTROL' OR 'MAINTENANCE OF TRAFFIC FOR BRIDGE PROJECTS' AS IS APPROPRIATE.
- TEMPORARY TRAFFIC BARRIER SHOULD BE SUBSTITUTED FOR THE CHANNELIZING DEVICES SHOWN WHEN ANY OF THE FOLLOWING ARE MET:
A.) THE BRIDGE DECK IS REMOVED
B.) THE BRIDGE RAIL IS REMOVED, OR
C.) IN THE JUDGEMENT OF THE RESIDENT ENGINEER TEMPORARY BARRIER IS NEEDED.
- WHEN TEMPORARY BARRIER IS USED, BARRIER ENDS FACING ONCOMING TRAFFIC SHALL BE TAPERED BEYOND THE CLEAR ZONE, OR PROTECTED WITH AN APPROVED END TREATMENT DESIGNED FOR THE 85TH PERCENTILE SPEED OR THE POSTED SPEED LIMIT OF THE ROAD WAY.
- PAYMENT FOR TEMPORARY BARRIER USED SHALL BE MADE UNDER THE APPROPRIATE ITEM.

POSTED OR 85TH PERCENTILE SPEED	TAPER RATE
30 M.P.H.	7 TO 1
40 M.P.H.	9 TO 1
50 M.P.H.	11 TO 1
60 M.P.H.	13 TO 1

- NOTES:**
- ALL SIGNAL RELATED SIGNS SHALL BE REMOVED OR COVERED WHEN THE SIGNAL IS NOT OPERATING.
 - ITEM LOCATIONS ARE APPROXIMATE.
 - THE CONTRACTOR SHALL BE RESPONSIBLE TO CONFIRM ANY MEASUREMENTS IN THE FIELD.
 - USE CHART ON LEFT IF BARRIER IS USED FOR CHANNELIZATION.

/traf/misc/onewaydt.dgn : onewaydt.j

DATE	REVISIONS	BY
5/88	LENGTHEN LOOPS, ADDED 'GREEN LIGHT' SIGN, UPDATE STD.'S	DSP
3/91	ADD PAVEMENT MARKING NOTES & PHASE DIAGRAM	DSP
9/93	REVISED NOTES	BTN
9/95	MAJOR REVISIONS	EGF

OTHER STDS. REQUIRED E-100, E-101, E-102, E-102A, E-106, E-107, E-107A, E-110, E-121, E-140 E-170, E-171A, E-171B, E-171C, E-172, E-175

ONE-WAY DETOUR WITH TEMPORARY TRAFFIC SIGNAL

BRIDGE NO. _____ R.O.W. SHEET 8 OF 11 SHEETS

PREPARED BY _____ DATE _____
 CHECKED BY _____ DATE _____
 DESIGN SUPERVISOR _____ DATE _____
 PROJ. BRIDGEWATER BRS 0149(4)

STATE OF VERMONT
AGENCY OF TRANSPORTATION

GENERAL NOTES

1. ALL MATERIALS AND CONSTRUCTION SHALL CONFORM TO THE AGENCY OF TRANSPORTATION'S STANDARD SPECIFICATIONS FOR CONSTRUCTION, DATED 2001, AND ITS LATEST REVISIONS, AND THE AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, SIXTEENTH EDITION, AND ITS LATEST REVISIONS.
2. BRIDGE IS DESIGNED FOR MS 22.5 LIVE LOAD.
3. THE DISTRICT TRANSPORTATION ADMINISTRATOR SHALL TAKE ALL PRECAUTIONS NECESSARY TO PREVENT SILTATION OR POLLUTION, ESPECIALLY THE DISCHARGE OF CONCRETE, INTO THE RIVER.
4. THE KEY IN CONCRETE CONSTRUCTION JOINTS SHALL BE MONOLITHIC AND CONTINUOUS FOR THE FULL LENGTH OF THE JOINT. ANY UPWARD KEY SHALL BE PLACED INTEGRALLY WITH THE CONCRETE BELOW THE JOINT.
5. ALL EXPOSED CONCRETE SHALL BE CHAMFERED 1" BY 1".
6. JOINTS AND SCORE MARKS IN CONCRETE SHALL BE CONSTRUCTED AS INDICATED ON THE PLANS OR AS DIRECTED BY THE DISTRICT TRANSPORTATION ADMINISTRATOR.
7. ALL REINFORCING STEEL SHALL BE DETAILED AND FABRICATED USING PROCEDURES AND TOLERANCES IN ACCORDANCE WITH APPLICABLE PUBLICATIONS OF THE CONCRETE REINFORCING STEEL INSTITUTE (CRSI).

REINFORCING PLACEMENT TOLERANCES SHALL BE:
SPACING +/- 1/4"
CLEARANCE +/- 1/4"
8. SURFACES OF BRIDGE SEATS UNDER BEARING DEVICES SHALL BE LEVEL, OTHER BRIDGE SEATS AREAS SHALL BE SLOPED 1/4" PER FOOT TOWARDS MIDSPAN. THE ENTIRE BRIDGE SEAT SURFACE SHALL BE SMOOTH STEEL TROWEL FINISHED.
9. ALL DIMENSIONS ARE HORIZONTAL OR VERTICAL AND ARE GIVEN AT 68 DEGREES F UNLESS OTHERWISE NOTED.
10. ANY CONNECTIONS THAT ARE NOT DETAILED ON THE PLANS SHALL BE DETAILED BY DISTRICT FORCES AND SUBMITTED TO THE STRUCTURES ENGINEER FOR APPROVAL.
11. NO CONCRETE IN THE ABUTMENTS SHALL BE PLACED ABOVE THE BRIDGE SEAT ELEVATIONS UNTIL THE TRUSS HAS BEEN ERECTED AND THE FINISHED GRADE OF THE DECK HAS BEEN DETERMINED.
TEMPORARY BRIDGE
12. TWO-WAY TRAFFIC WILL BE MAINTAINED ON THE EXISTING UPSTREAM STRUCTURE, ALTHOUGH DURING THE CONSTRUCTION PERIOD, ONE-WAY TRAFFIC WITH FLAGGERS MAY BE USED.
13. THE ROADWAY APPROACHES TO THE TEMPORARY BRIDGE WILL BE PAVED.
CONCRETE
14. ALL SUBSTRUCTURE CONCRETE SHALL BE CONCRETE, HIGH PERFORMANCE CLASS B UNLESS OTHERWISE NOTED.
NOTES
15. THE PURPOSE OF THIS PROJECT IS TO INSTALL A MABEY BRIDGE DOWNSTREAM FROM THE EXISTING BRIDGE. THE EXISTING BRIDGE AND ALL UTILITIES ATTACHED TO IT SHALL NOT BE REMOVED AS PART OF THIS CONTRACT AND SHALL NOT BE DISTURBED. THE DISTRICT TRANSPORTATION ADMINISTRATOR MAY REQUIRE ADDITIONAL BARRICADES, AT BOTH ENDS OF THE EXISTING BRIDGE, FOR INCREASED SAFETY.
16. A DETAIL HAS BEEN PROVIDED ON THESE PLANS FOR CONNECTING THE HEAVY DUTY STEEL BEAM GUARD RAIL TO THE TEMPORARY BRIDGE. AN ALTERNATIVE ATTACHMENT MAY PROVIDE SUBJECT TO THE APPROVAL OF THE DISTRICT TRANSPORTATION ADMINISTRATOR.
17. ALL TYPE III BARRICADES TO REMAIN IN PLACE AFTER PROJECT COMPLETION SHALL BE ANCHORED TO THE GROUND TO PREVENT REMOVAL WHILE IN USE. ANCHORAGE SHALL MEET THE APPROVAL OF THE DISTRICT TRANSPORTATION ADMINISTRATOR.

18. ACCESS TO ALL EXISTING SIDE ROADS, DRIVES, AND PARKING AREAS SHALL BE MAINTAINED AT ALL TIMES DURING CONSTRUCTION.
19. THE SHEET PILING WILL BE DRIVEN TO AN ELEVATION OF 821.5 FEET OR TO REFUSAL. ASTM A572 GRADE 50 TYPE E2-27 SHEET PILING, OR EQUIVALENT CAPACITY, WILL BE USED. NO BORINGS HAVE BEEN TAKEN AT THIS SITE, SO EXTREME VARIATIONS IN SUBSURFACE SOIL CHARACTERISTICS SHOULD BE REPORTED TO THE DISTRICT TRANSPORTATION ADMINISTRATOR.
20. BEFORE ANY SHEET PILING IS DRIVEN, THE BRIDGEWATER GRANGE AND JEAN EIGERBROD WILL BE CONTACTED SO THAT THEIR FOUNDATIONS CAN BE VIDEO TAPED. THE FOUNDATION WILL BE MONITORED DURING CONSTRUCTION FOR ANY SIGNS OF DETERIORATION DUE TO THE DRIVING OF THE SHEET PILES. THE GRANGE'S PHONE NUMBER IS 672-3790. JEAN EIGERBROD'S PHONE NUMBER IS 672-3193.
21. THREE WELLS ADJACENT TO THE CONSTRUCTION SITE ARE CURRENTLY BEING MONITORED BY THE STATE TO DETERMINE IF CONSTRUCTION ACTIVITIES ARE CAUSING ADDITIONAL CONTAMINATION. THE OWNERS ARE WILLIAM AND LISA RAISNER, THE BRIDGEWATER GRANGE AND JEAN EIGERBROD. SEE THE ROW SHEET FOR LOCATIONS.

MABEY COMPONENT LIST FOR 150' DSR1H*

QTY	TYPE	DESCRIPTION
8	MC 19	BEARING-SINGLE
30	MC 134	SWAYBRACE-EW
52	MC 200	PANEL-200-STD
8	MC 201	PANEL-200-HIGH SHEAR
30	MC 222	BRACE-VERTICAL
8	MC 236	PLATE-BEARING
30	MC 300	KERB
	MC 302	CHORD REINFORCEMENT-STD-3m
52	MC 304	CHORD REINFORCEMENT-HVY-3m
176	MC 307	PIN-PANEL
352	MC 307A	CLIP-PANEL PIN
28	MC 312	VERTICAL FRAME-457
4	MC 317	POST-END MALE 200
4	MC 318	POST-END FEMALE 200
4	MC 329	TIE BEAM-457
26	MC 358	BRACING FRAME
60	MC 360	DECK 1050 mm
256	MC 378	SCREW DECK CLAMP
256	MC 379	NUT DECK CLAMP-M20
322	MC 430	BOLT-BRACING SHORT
180	MC 431	BOLT-TRANSOM
208	MC 433	BOLT-CHORD SHORT
710	MC 436	NUT-FLANGED
16	MC 454	TRANSOM-EW-457
	MC 458	RAKER ASSY RSA
2	NLC 12016	INFILL DECK-EOB-EW

PARTIAL LIST OF QUANTITY ESTIMATES

QUANTITY	ITEM
200 CY	203.15 COMMON EXCAVATION
200 CY	203.31 SAND BORROW
325 CY	203.32 GRANULAR BORROW
75 CY	204.30 GRANULAR BACKFILL FOR STRUCTURES
325 CY	301.25 SUBBASE OF CRUSHED GRAVEL
155 T	406.25 BITUMINOUS CONCRETE PAVEMENT
35 CY	501.34 CONCRETE, HIGH PERFORMANCE CLASS B
3655 SF	505.36 TEMPORARY STEEL SHEET PILING
2435 LBS	507.15 REINFORCING STEEL
14 LF	516.10 EXPANSION JOINT
1675 CY	613.12 STONE FILL, TYPE III
573 LF	621.20 STEEL BEAM GUARDRAIL
9 LF	621.80 REMOVAL AND DISPOSAL OF GUARDRAIL
395 TON	629.54 CRUSHED STONE BEDDING
4300 SY	649.31 GEOTEXTILE UNDER STONE FILL

PROJECT NAME:	BRIDGEWATER	
PROJECT NUMBER:	BRS 0149(4)	
FILE NAME:	/PW/86e062/se062gen.xls	PLOT DATE: 9/15/2004
PROJECT LEADER:	C. KELLER	DRAWN BY: T. FILLBACH
DESIGNED BY:	T. FILLBACH	CHECKED BY: T. SUMNER
GENERAL NOTES SHEET	ROW SHEET	9 OF 11 SHEETS

RIGHT - OF - WAY DETAIL SHEET

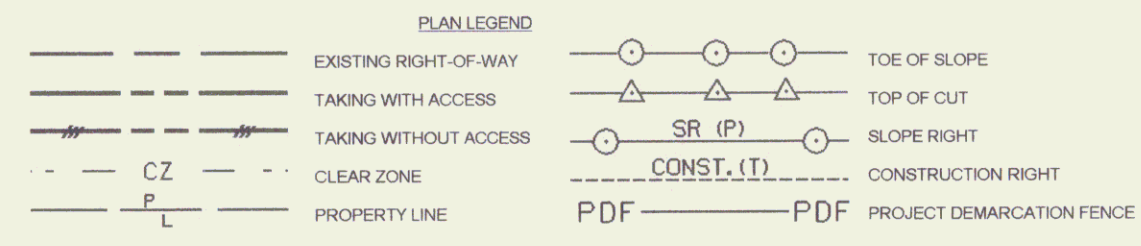
TABLE OF PROPERTY ACQUISITION

PARCEL NO.	PROPERTY OWNER	SHEET NO.	BEGINNING STATION	ENDING STATION	TAKE	REMAINDER	RIGHT			RECORDING DATA				REMARKS
					AREA±	AREA±	TYPE	(T)(P)	AREA±	TITLE	DATE	TOWN / CITY	BOOK	
1A	RAISNER, WILLIAM A. & LISA S.	11	110+70.50 RT.	114+22.19 RT.			DETOUR	(T)	0.24A					ONE WAY, 10 YEAR TERM, INCLUDES EROSION CONTROL & PDF MONITOR WELL
			115+07.72 RT.											
1B		11	111+73.11 RT.	113+98.84 RT.			CONST.	(T)	0.35A					FOR STAGING, INCLUDES REMOVAL OF FENCE, PDF & EROSION CONTROL 26' PAVED DRIVE
			614+72.76 RT.											3,230 S.F.±
1C		11	110+70.50 RT.	112+41.68 RT.	0.07A									
1D		11	110+80.50 RT.	114+90.00 RT.	0.28A		ALL R.T. & I.							VT. 100A HWY. EASE.
2	BRIDGEWATER GRANGE #284	11	110+16.49 RT.	110+80.50 RT.			DETOUR	(T)	1078 SF					ONE WAY, 10 YEAR TERM, INCLUDES PDF & EROSION CONTROL MONITOR WELL
			110+61.28 RT.											
3	DELETED													FORMERLY EIGENBROD
4	TOWN OF BRIDGEWATER	11	610+39.20 LT.				APPROACH	(T)						TH 58, INCLUDES TRAFFIC DETECTOR LOOPS
5	JOHNSON, BRIAN MICHAEL & STEPHANIE TAYLOR	11	614+55.46 LT.											20' GRAVEL DRIVE
6	CENTRAL VERMONT PUBLIC SERVICE CORPORATION													UTILITY
7	VERMONT TELEPHONE COMPANY, INC.													UTILITY
8	ADELPHIA CABLE COMMUNICATIONS													UTILITY

TABLE OF REVISIONS

REVISION NO.	SHEET NO.	DESCRIPTION	DATE
1	10,11	PARCEL NO. 3 EIGENBROD. DELETE PARCEL. PER C.O. 9415. APPROVED BY: R.P.D.	03/17/05
2	10	PARCEL NO. 1B RAISNER. CHANGE STATIONING OF DRIVE FROM 116+72.56 RT. TO 614+72.76 RT. PER C.O. 9417. MADE BY: M.R. APPROVED BY: R.P.D.	03/30/05
3	1,10,11	PARCEL NO. 1 RAISNER. ADD PARCEL 1C WHICH WILL BE 0.07A± IN FEE. ADD PARCEL 1D WHICH WILL BE 0.28A± OF HIGHWAY EASEMENT. PER C.O. 9432. MADE BY: M.R. APPROVED BY: R.P.D.	07/22/05

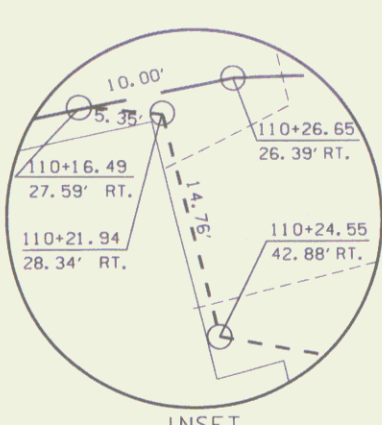
PLOT DATE 07/22/05



- (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: ROGER P. DUMAS DATE: 03-17-05
CHIEF, PLANS & TITLES

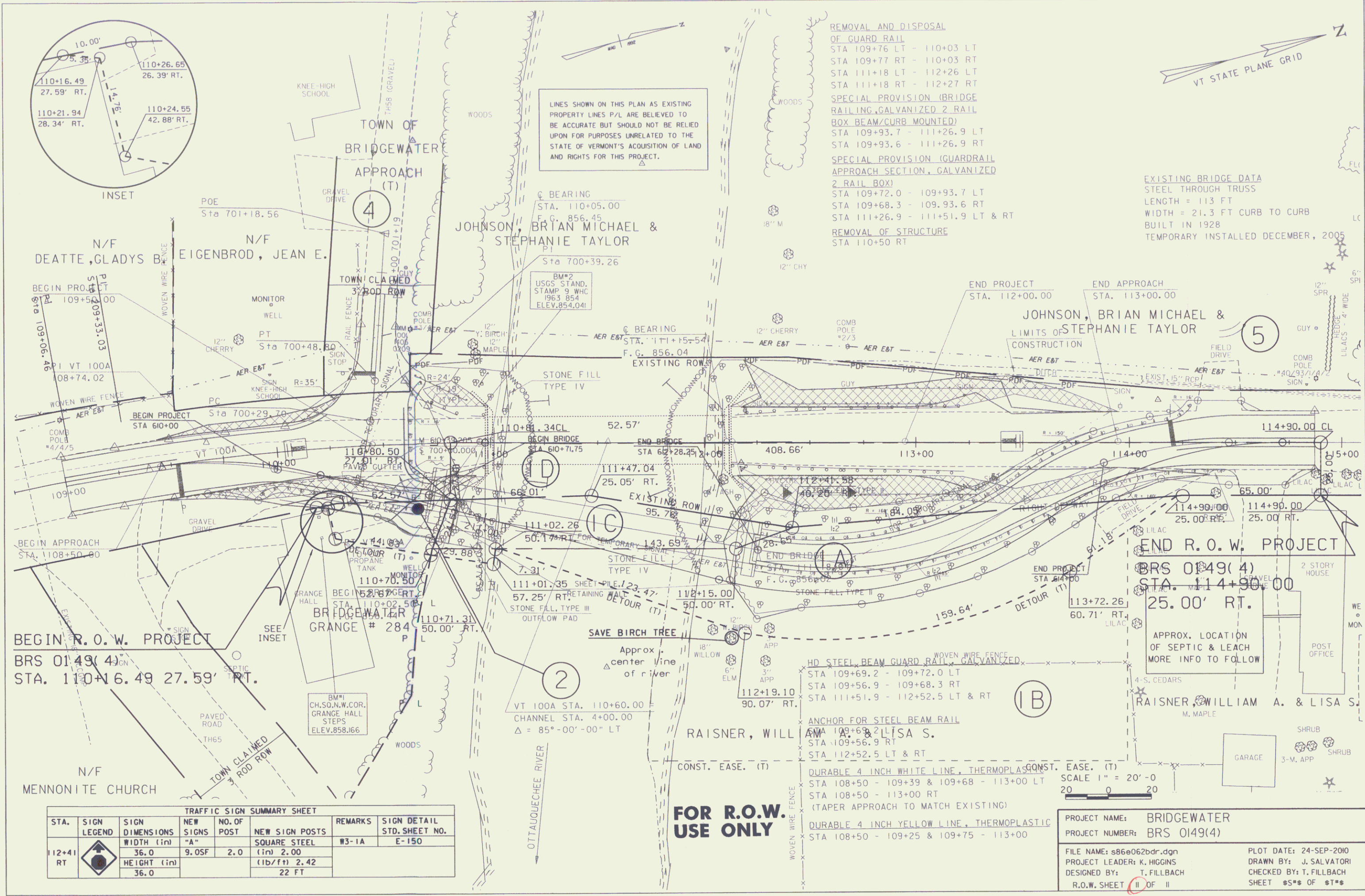
PROJECT NAME: **BRIDGEWATER**
 PROJECT NUMBER: **BRS 0149(4)**
 FILE NAME: **96E062** PLOT DATE: **Date**
 PROJECT LEADER: **KELLER** DRAWN BY: **M.R.**
 DESIGNED BY: **0** CHECKED BY: **R.F.**
 R.O.W. DETAIL SHEET #1 ROW SHEET **10** OF 11



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.

REMOVAL AND DISPOSAL OF GUARD RAIL
 STA 109+76 LT - 110+03 LT
 STA 109+77 RT - 110+03 RT
 STA 111+18 LT - 112+26 LT
 STA 111+18 RT - 112+27 RT
 SPECIAL PROVISION (BRIDGE RAILING, GALVANIZED 2 RAIL BOX BEAM/CURB MOUNTED)
 STA 109+93.7 - 111+26.9 LT
 STA 109+93.6 - 111+26.9 RT
 SPECIAL PROVISION (GUARDRAIL APPROACH SECTION, GALVANIZED 2 RAIL BOX)
 STA 109+72.0 - 109+93.7 LT
 STA 109+68.3 - 109+93.6 RT
 STA 111+26.9 - 111+51.9 LT & RT
 REMOVAL OF STRUCTURE
 STA 110+50 RT

EXISTING BRIDGE DATA
 STEEL THROUGH TRUSS
 LENGTH = 113 FT
 WIDTH = 21.3 FT CURB TO CURB
 BUILT IN 1928
 TEMPORARY INSTALLED DECEMBER, 2005



BEGIN R.O.W. PROJECT
 BRS 0149(4)
 STA. 110+16.49 27.59' RT.

END R.O.W. PROJECT
 BRS 0149(4)
 STA. 114+90.00
 25.00' RT.

FOR R.O.W. USE ONLY

TRAFFIC SIGN SUMMARY SHEET						
STA.	SIGN LEGEND	SIGN DIMENSIONS	NEW SIGNS	NO. OF POSTS	REMARKS	SIGN DETAIL STD. SHEET NO.
112+41 RT		WIDTH (in) 36.0 HEIGHT (in) 36.0	9.0SF	2.0	NEW SIGN POSTS SQUARE STEEL (in) 2.00 (lb/ft) 2.42 22 FT	W3-1A E-150

PROJECT NAME: BRIDGEWATER
 PROJECT NUMBER: BRS 0149(4)
 FILE NAME: s86e062bdr.dgn
 PROJECT LEADER: K. HIGGINS
 DESIGNED BY: T. FILLBACH
 R.O.W. SHEET 11 OF 11
 PLOT DATE: 24-SEP-2010
 DRAWN BY: J. SALVATORI
 CHECKED BY: T. FILLBACH
 SHEET 55*6 OF 51*6