

STATE OF VERMONT AGENCY OF TRANSPORTATION

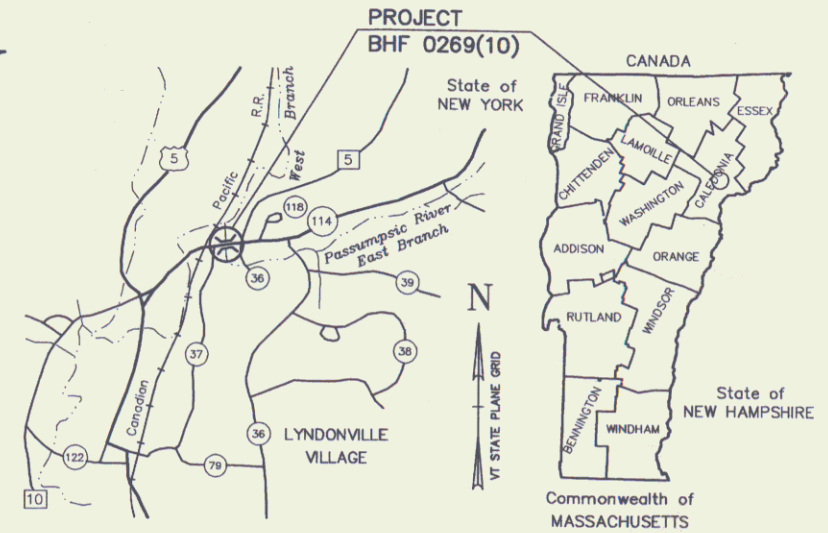


R.O.W. PLANS

PROPOSED IMPROVEMENT BRIDGE PROJECT

TOWN OF LYNDON
COUNTY OF CALEDONIA

ROUTE NO. VT 114 (MAJOR COLLECTOR), BRIDGE NO. 2



LOCATION MAP

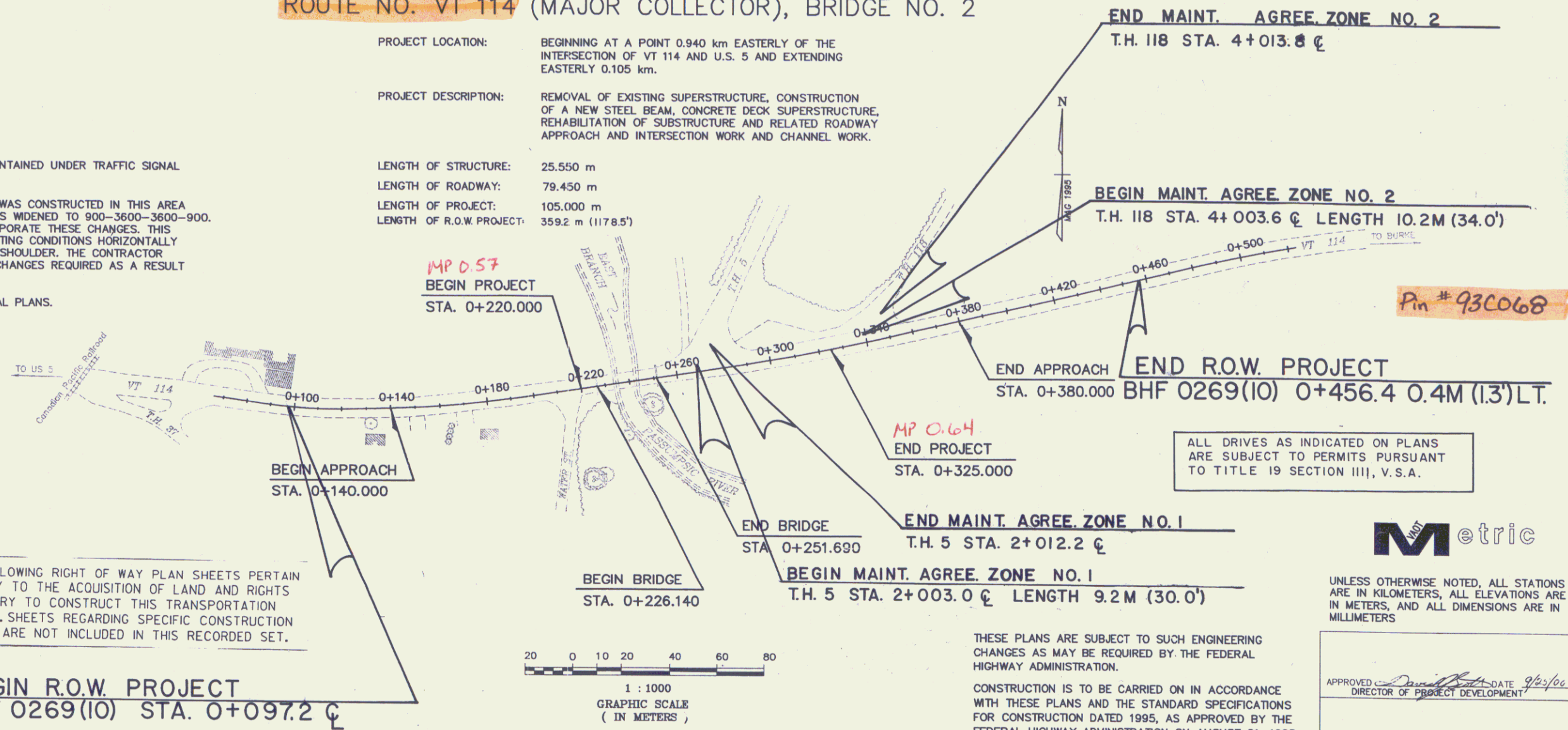
PROJECT LOCATION: BEGINNING AT A POINT 0.940 km EASTERLY OF THE INTERSECTION OF VT 114 AND U.S. 5 AND EXTENDING EASTERLY 0.105 km.

PROJECT DESCRIPTION: REMOVAL OF EXISTING SUPERSTRUCTURE, CONSTRUCTION OF A NEW STEEL BEAM, CONCRETE DECK SUPERSTRUCTURE, REHABILITATION OF SUBSTRUCTURE AND RELATED ROADWAY APPROACH AND INTERSECTION WORK AND CHANNEL WORK.

LENGTH OF STRUCTURE: 25.550 m
LENGTH OF ROADWAY: 79.450 m
LENGTH OF PROJECT: 105.000 m
LENGTH OF R.O.W. PROJECT: 359.2 m (1178.5')

GENERAL NOTES

1. ALTERNATING ONE LANE TRAFFIC SHALL BE MAINTAINED UNDER TRAFFIC SIGNAL CONTROL DURING CONSTRUCTION.
2. A ROADWAY PAVING AND GUARDRAIL PROJECT WAS CONSTRUCTED IN THIS AREA IN NOVEMBER 1997. THE ROADWAY TYPICAL WAS WIDENED TO 900-3600-3600-900. ADDITIONAL SURVEY WAS NOT TAKEN TO INCORPORATE THESE CHANGES. THIS PROJECT ACCOMMODATES THIS CHANGE IN EXISTING CONDITIONS HORIZONTALLY BY INDICATING MATCHING TO AN EXISTING 900 SHOULDER. THE CONTRACTOR SHALL VERIFY EXISTING CONDITIONS AND ANY CHANGES REQUIRED AS A RESULT SHALL BE APPROVED BY THE ENGINEER.
3. BORINGS WILL BE TAKEN AND INCLUDED IN FINAL PLANS.



CONVENTIONAL SIGNS

---	COUNTY LINE
- - -	TOWN LINE
○-○-○	LIMITS OF ACCESS
X	POINT OF ACCESS
-x-x-	FENCE LINE
○○○○○○○○	STONE WALL
- - - - -	TRAVELED WAY
- - - - -	GUARD RAIL
	RAILROAD
- - - - -	SURVEY LINE
- - - - -	CULVERT
○	UTILITY POLE
⊗	TREES
///	CONTROL OF ACCESS
---	PROPERTY LINE
SR	R.O.W.
△	SLOPE RIGHTS
△	TOP OF CUT
○	TOE OF CONST. SLOPE

THE FOLLOWING RIGHT OF WAY PLAN SHEETS PERTAIN DIRECTLY TO THE ACQUISITION OF LAND AND RIGHTS NECESSARY TO CONSTRUCT THIS TRANSPORTATION PROJECT. SHEETS REGARDING SPECIFIC CONSTRUCTION DETAILS ARE NOT INCLUDED IN THIS RECORDED SET.

BEGIN R.O.W. PROJECT
BHF 0269(10) STA. 0+097.2

DATUM
VERTICAL NAVD 88
HORIZONTAL NAD 83-92

THESE PLANS ARE SUBJECT TO SUCH ENGINEERING CHANGES AS MAY BE REQUIRED BY THE FEDERAL HIGHWAY ADMINISTRATION.

CONSTRUCTION IS TO BE CARRIED ON IN ACCORDANCE WITH THESE PLANS AND THE STANDARD SPECIFICATIONS FOR CONSTRUCTION DATED 1995, AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION ON AUGUST 21, 1995 FOR USE ON THIS PROJECT, INCLUDING ALL SUBSEQUENT REVISIONS AND SUCH REVISED SPECIFICATIONS AND SPECIAL PROVISIONS AS ARE INCORPORATED IN THESE PLANS.

Metric

UNLESS OTHERWISE NOTED, ALL STATIONS ARE IN KILOMETERS, ALL ELEVATIONS ARE IN METERS, AND ALL DIMENSIONS ARE IN MILLIMETERS

APPROVED: *[Signature]* DATE: 9/23/00
DIRECTOR OF PROJECT DEVELOPMENT

APPROVED: *[Signature]* DATE: 9/23/00
Chief of Right of Way

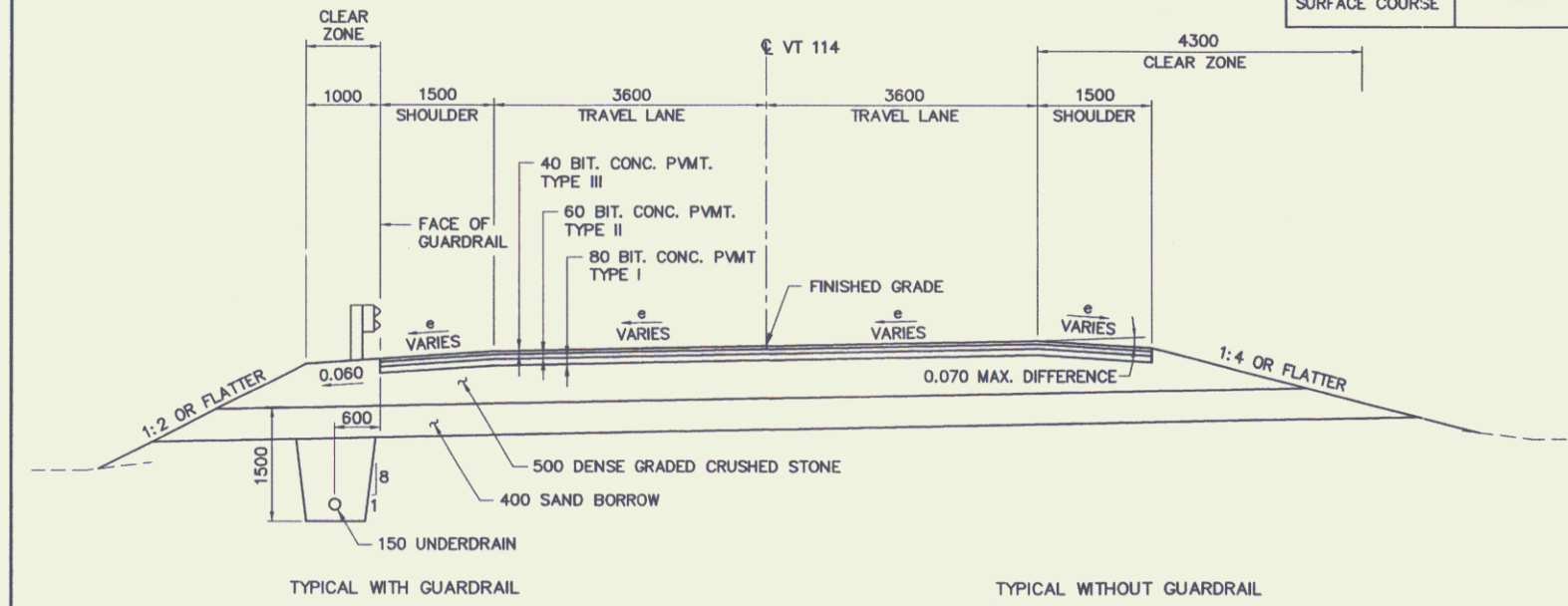
LYNDON
BHF 0269(10)
ROW SHEET 1 OF 15 SHEETS
PLOTTED 4-25-2000

VANASSE HANGEN BRUSTLIN, INC.

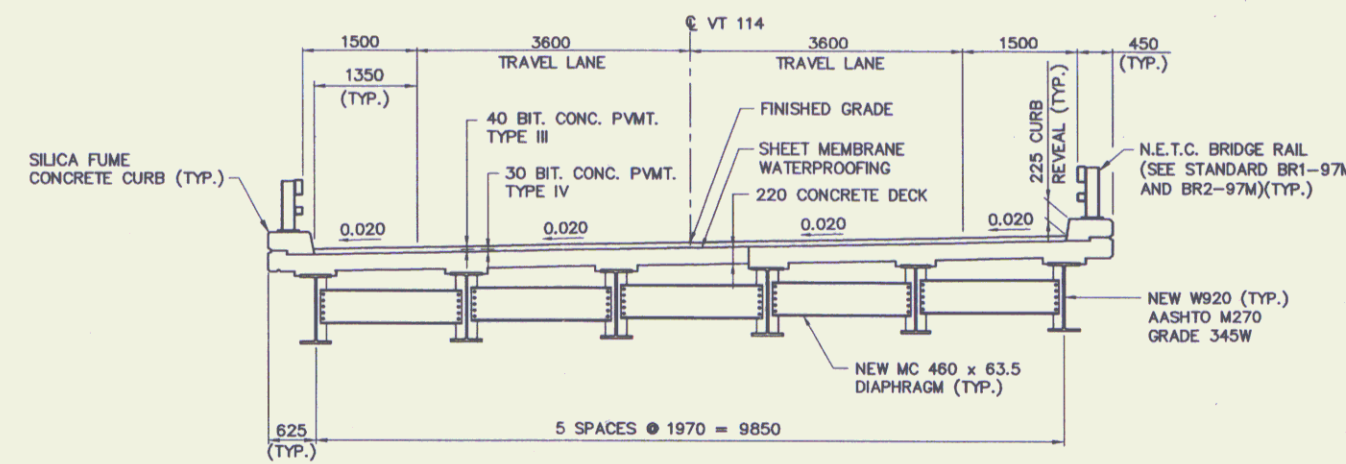
FINAL HYDRAULICS REPORT
(TO BE PROVIDED)



MATERIAL ITEM	THICKNESS TOLERANCE
PAVEMENT	±5 (TOTAL)
DENSE GRADED CRUSHED STONE	±30
SAND BORROW	±30
AGGREGATE SURFACE COURSE	±15

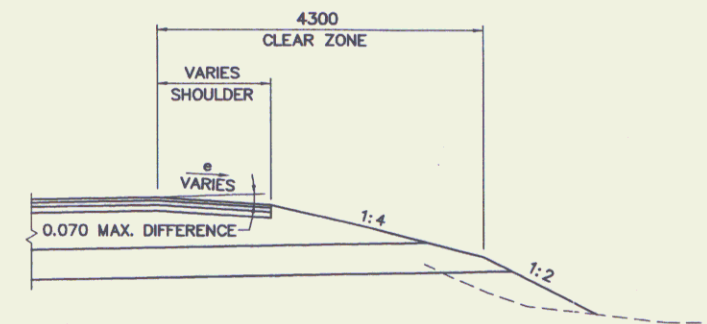


ROADWAY TYPICAL SECTION
SCALE: 1:50



BRIDGE TYPICAL SECTION
SCALE: 1:50

MATERIAL THICKNESSES	
T.H. 5, T.H. 118, WATER ST.	40 mm BIT. CONC. P.V.M.T. TYPE III 60 mm BIT CONC. P.V.M.T. TYPE II 500 mm DENSE GRADED CRUSHED STONE
T.H. 118	100 mm AGGREGATE SURFACE COURSE 500 mm DENSE GRADED CRUSHED STONE
RESIDENTIAL DRIVES	50 mm BIT. CONC. P.V.M.T. TYPE III 300 mm DENSE GRADED CRUSHED STONE
3 m FIELD DRIVE APPROACH AREA	40 mm BIT. CONC. P.V.M.T. TYPE III 60 mm BIT CONC. P.V.M.T. TYPE II 500 mm DENSE GRADED CRUSHED STONE
3 m FIELD DRIVE	75 mm AGGREGATE SURFACE COURSE 425 mm DENSE GRADED CRUSHED STONE



TYPICAL VARIABLE SIDESLOPE
SCALE: 1:50



HYDROLOGIC DATA

DRAINAGE AREA= 208 km²
 CHARACTER OF TERRAIN: HILLY, MODERATE TO WIDE FLOOD PLAIN
 CHARACTER & TYPE OF STREAM: PERENNIAL
 NATURE OF STREAMBED: SAND, SMALL COBBLES
 (SEE NOTE 1)
 Q2.33= 51 m³/s Q50= 139 m³/s
 Q10= 93 m³/s Q100= 181 m³/s
 Q25= 119 m³/s Q500= 221 m³/s
 DATE OF FLOOD OF RECORD: 1927
 WATER SURFACE ELEV.: SEE NOTE 2 ESTIMATED DISCHARGE: APPROX. Q100
 NATURAL STREAM VELOCITY @ Q50: 2.4 m/s
 IS ORDINARY RISE RAPID? YES
 ICE CONDITIONS: HEAVY DEBRIS: HEAVY
 DOES THE STREAM REACH MAXIMUM HIGHWATER ELEVATION RAPIDLY? YES
 IS STAGE AFFECTED BY UPSTREAM OR DOWNSTREAM CONDITIONS? NO
 IF YES, DESCRIBE.
 WATERSHED STORAGE: HEADWATERS: UNIFORM THROUGHOUT WATERSHED.
 IMMEDIATELY ABOVE SITE: X

EXISTING STRUCTURE

STRUCTURE TYPE: SIMPLE SPAN STEEL BEAM, CONCRETE DECK YEAR BUILT: 1938
 CLEAR SPAN (NORMAL TO STREAM): 24.4 m
 VERTICAL CLEARANCE ABOVE STREAMBED: 5.2 m
 WATERWAY OF FULL OPENING: 83 m²
 DISPOSITION OF STRUCTURE: REHABILITATE
 TYPE OF MATERIAL UNDER SUBSTRUCTURE: UNKNOWN
 WATER SURFACE ELEV. @ Q2.33= 214.7 m VELOCITY= 2.3 m/s
 Q10= 215.8 m " 2.3 m/s
 Q25= 216.3 m " 2.4 m/s
 Q50= 216.6 m " 2.4 m/s
 Q100= 217.3 m " 2.2 m/s

LONG TERM STREAM BED CHANGES: UNKNOWN (SEE NOTE 5)
 IS THE ROADWAY OVERTOPPED BELOW THE Q100? NO FREQUENCY: Q500
 RELIEF ELEVATION: DISCHARGE OVER ROAD @ Q100: NONE
 UPSTREAM STRUCTURE: TOWN: LYNDON DISTANCE: 0.46 km
 HIGHWAY NO.: TH 36 STRUCTURE NO.: 47
 STRUCTURE TYPE: SINGLE SPAN STEEL BEAM BRIDGE
 CLEAR SPAN: 15.2 m CLEAR HEIGHT: 4.6 m
 YEAR BUILT: 1973 FULL WATERWAY: 70 m²
 DOWNSTREAM STRUCTURE: TOWN: LYNDON DISTANCE: 0.21 km
 HIGHWAY NO.: RAILROAD STRUCTURE NO.: UNKNOWN
 STRUCTURE TYPE: UNKNOWN
 CLEAR SPAN: UNKNOWN CLEAR HEIGHT: UNKNOWN
 YEAR BUILT: UNKNOWN FULL WATERWAY: UNKNOWN

- DESIGN CRITERIA:
- DESIGN LIVE LOAD AASHTO MS 22.5
 - DESIGN SPAN 24.94 m BRG TO E BRG
 - ALLOWABLE LOAD FOR SPREAD FOOTINGS ON SOIL ON LEDGE ESTIMATED LENGTH
 - ALLOWABLE LOAD FOR PILING TYPE ESTIMATED LENGTH
 - STRUCTURAL STEEL AASHTO GRADE 345W
 - REINFORCING STEEL GRADE 420
 - CONCRETE CLASS A f_c: 30 MPa
CONCRETE CLASS B f_c: 25 MPa
SILICA FUME CONCRETE f_c: 35 MPa

TRAFFIC MAINTENANCE:
 1. IS TRAFFIC TO BE MAINTAINED? YES IF YES, ON EXISTING STRUCTURE YES OR ON TEMPORARY BRIDGE NO
 2. TEMPORARY BRIDGE REQUIREMENTS: ONE OR TWO WAY TRAFFIC CONTROL SIGNALS REQUIRED YES
 MINIMUM CLEAR SPAN (NORMAL TO STREAM): VERTICAL CLEARANCE ABOVE STREAMBED:
 WATERWAY OF FULL OPENING: ARE SIDEWALKS REQUIRED? IF SO, ON WHAT SIDE?
 STRUCTURE TYPE:

PROPOSED STRUCTURE

(SUPERSTRUCTURE REPLACEMENT)
 STRUCTURE TYPE: SIMPLE SPAN STEEL BEAM, CONCRETE DECK
 CLEAR SPAN (NORMAL TO STREAM): 24.4 m
 VERTICAL CLEARANCE ABOVE STREAMBED: 5.6 m
 WATERWAY OF FULL OPENING: 94 m²
 WATER SURFACE ELEV. @ Q2.33= 214.7 m VELOCITY= 2.3 m/s
 Q10= 215.8 m " 2.3 m/s
 Q25= 216.3 m " 2.4 m/s
 Q50= 216.6 m " 2.4 m/s
 Q100= 217.3 m " 2.2 m/s
 IS THE ROADWAY OVERTOPPED BELOW THE Q100? NO FREQUENCY: Q500
 RELIEF ELEVATION: DISCHARGE OVER ROAD @ Q100: NONE
 AVERAGE LOW ELEVATION OF SUPERSTRUCTURE: 217.8 m
 VERTICAL CLEARANCE @ Q50: 1.2 m
 SCOUR:
 REQUIRED CHANNEL PROTECTION: STONE FILL, TYPE II

PERMIT INFORMATION

AVERAGE DAILY FLOW: 5 cms DEPTH: 0.6 m
 ORDINARY LOW WATER: 2 cms DEPTH: 1.6 m
 ORDINARY HIGH WATER: 22 cms DEPTH: 1.6 m

TEMPORARY STRUCTURE

STRUCTURE TYPE: NOT USED
 CLEAR SPAN (NORMAL TO STREAM): N/A
 VERTICAL CLEARANCE ABOVE STREAMBED: N/A
 WATERWAY OF FULL OPENING: N/A

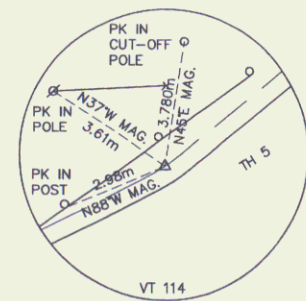
ADDITIONAL COMMENTS

- PEAK DISCHARGES FOR 10 YEAR, 50 YEAR, 100 YEAR AND 500 YEAR EVENTS WERE OBTAINED FROM THE LYNDON FIS (MAY 1988) AND THE 2.33 YEAR AND 25 YEAR EVENTS WERE APPROXIMATED USING GRAPHICAL METHODS.
- THE EXISTING 1937 PLANS INDICATE MAXIMUM HIGH WATER APPROXIMATELY 0.3 m BELOW THE EXISTING STEEL BEAMS.
- HYDRAULIC CONDITIONS FOR THE PROPOSED STRUCTURE ARE COMPARABLE TO THE EXISTING STRUCTURE.
- WATER SURFACE ELEVATIONS ARE PROVIDED AT A SECTION APPROXIMATELY 12 m UPSTREAM OF THE EXISTING/PROPOSED BRIDGE. VELOCITIES ARE PROVIDED AT THE BRIDGE.
- THE RIVER WAS RELOCATED THROUGH THE PROJECT AREA AS PART OF THE 1938 BRIDGE CONSTRUCTION. THE CHANNEL AND BANKS ARE ARMORED UPSTREAM, DOWNSTREAM AND THROUGH THE BRIDGE.

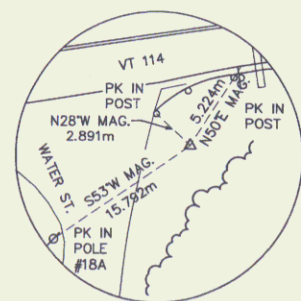
STATE OF VERMONT
AGENCY OF TRANSPORTATION

Town Of LYNDON	Bridge No. 2
Highway No. VT 114	Log Sta.
VT 114 OVER PASSUMPSIC RIVER	
PRELIMINARY INFORMATION SHEET	
Designed By S.M. GUNN	Drawn By R.F. CLARK
Checked By Date	Bridge Design Supervisor Date
PROJECT LYNDON	PROJECT NO. BHF 0269(10)
I.G.C. Info.	
ROW SHEET 2 OF 15 SHEETS	

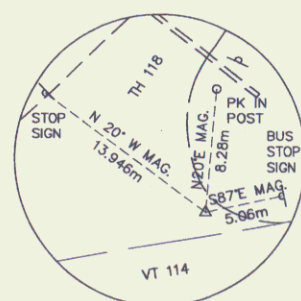
VANASSE HANGEN BRUSTLIN, INC.



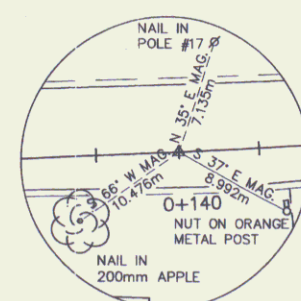
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REBAR & CAP
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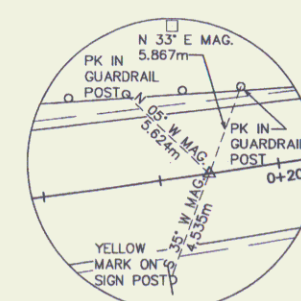
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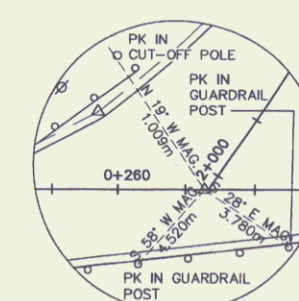
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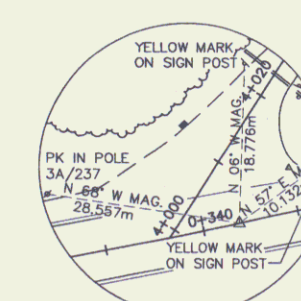
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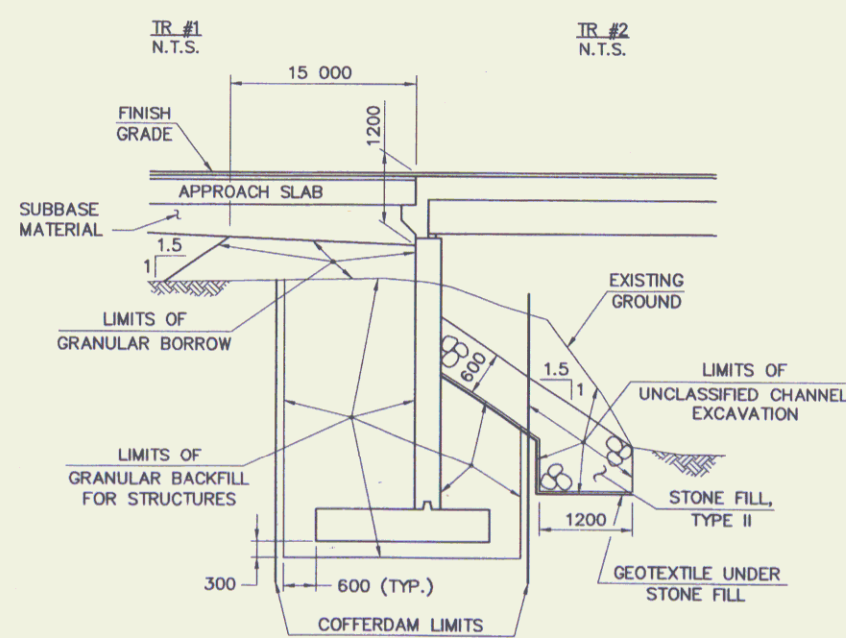
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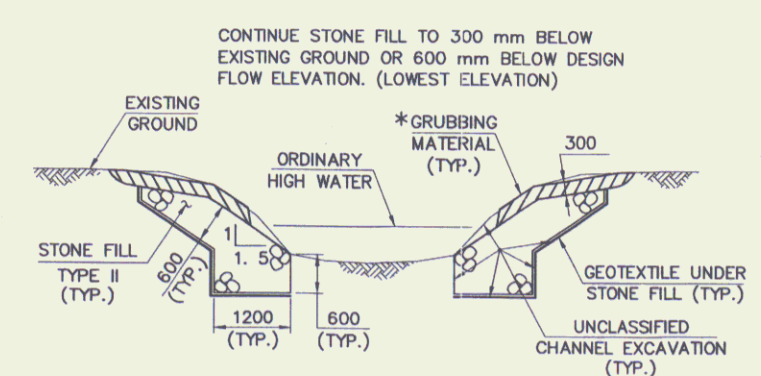
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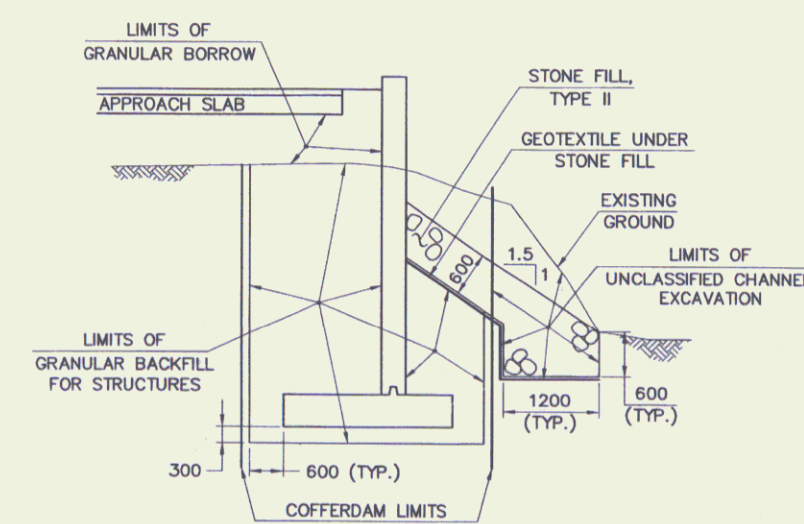


TYPICAL NEW ABUTMENT SECTION
NOT TO SCALE



TYPICAL CHANNEL SECTION
NOT TO SCALE

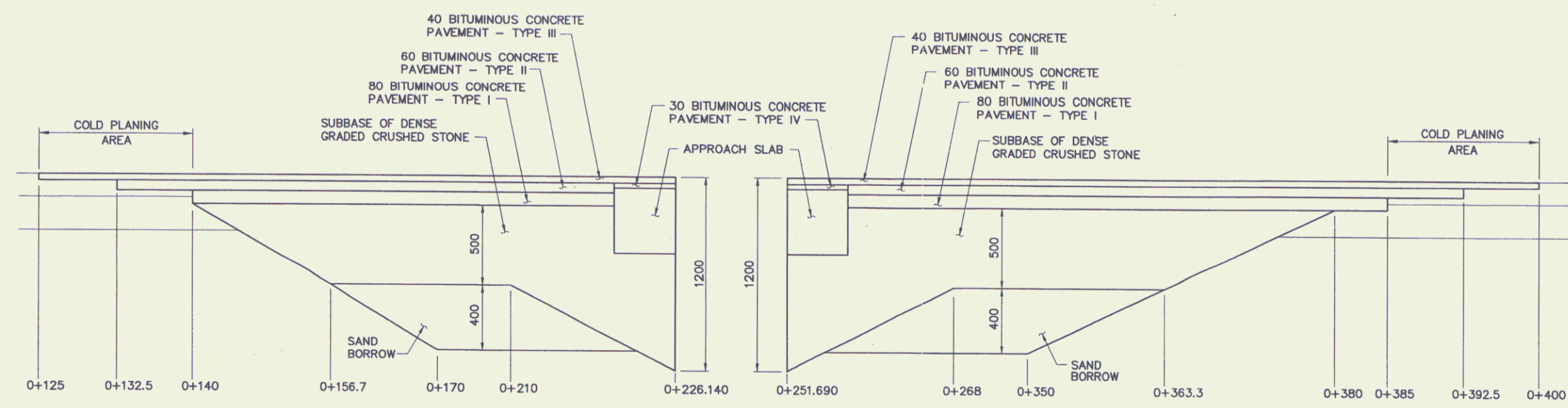
*CRUBBING MATERIAL SHALL NOT BE PLACED ON THE STONE FILL IN THE AREA UNDER THE BRIDGE. WHENEVER CHANNEL SLOPE INTERSECTS ROADWAY SUBBASE, GRUBBING MATERIAL SHALL BEGIN AT THE BOTTOM OF SUBBASE.



TYPICAL NEW WINGWALL SECTION
NOT TO SCALE

NOTES:

1. COFFERDAM LIMITS TO BE DETERMINED BY THE CONTRACTOR.
2. FOR PURPOSES OF ESTIMATING EARTHWORK QUANTITIES, THE LIMITS OF COFFERDAM HAVE BEEN ASSUMED TO BE 600 OUTSIDE THE PERIMETER OF THE FOOTING.
3. IF A COFFERDAM IS CONSTRUCTED WHICH IS MORE THAN THE INDICATED DISTANCE OUTSIDE THE FOOTING LIMITS, PAYMENT FOR ALL UNCLASSIFIED CHANNEL EXCAVATION INCLUDING THAT PORTION WHICH IS INSIDE THE COFFERDAM BUT OUTSIDE THE COFFERDAM LIMITS SHOWN WILL BE MADE AT THE CONTRACT UNIT PRICE FOR UNCLASSIFIED CHANNEL EXCAVATION.



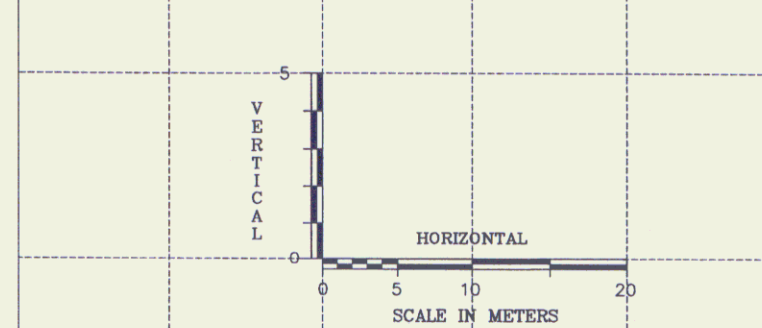
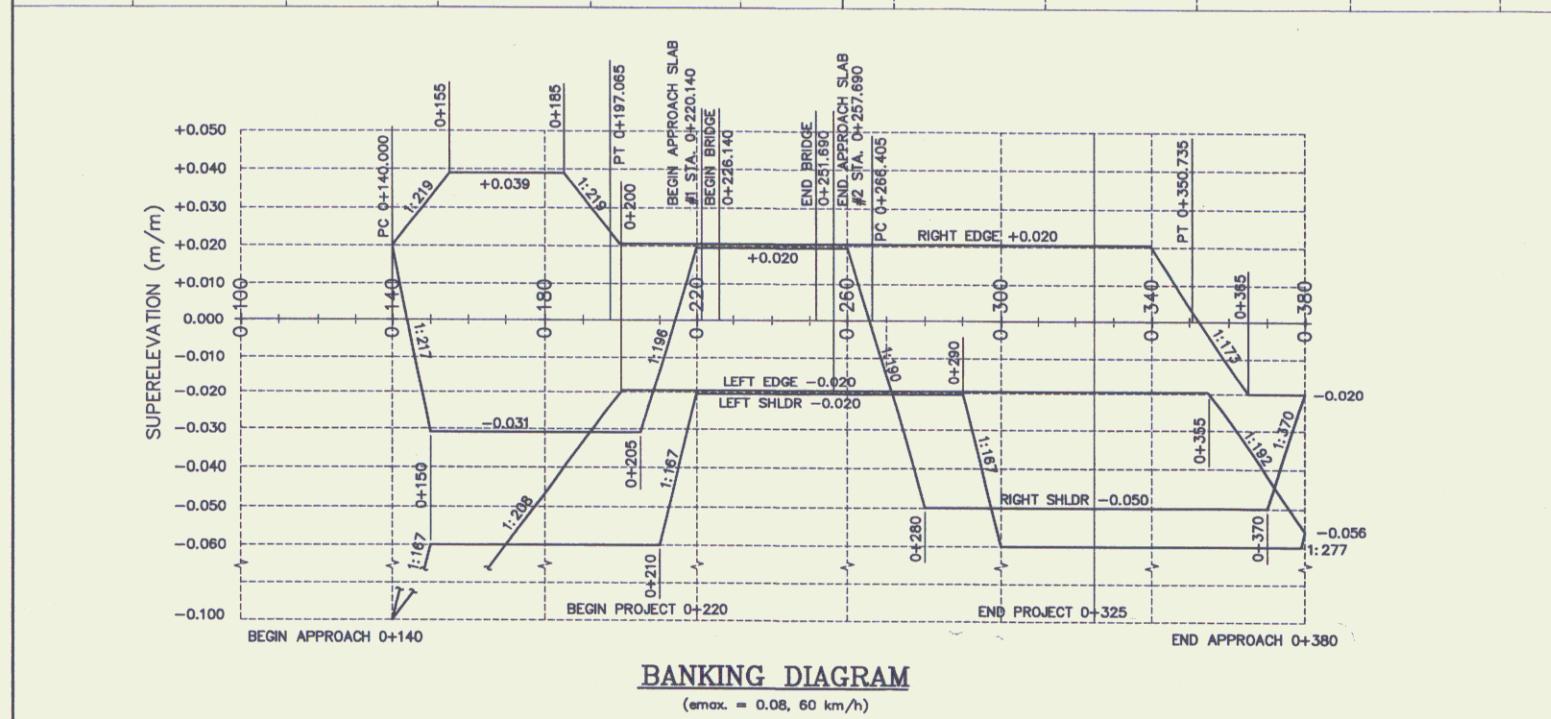
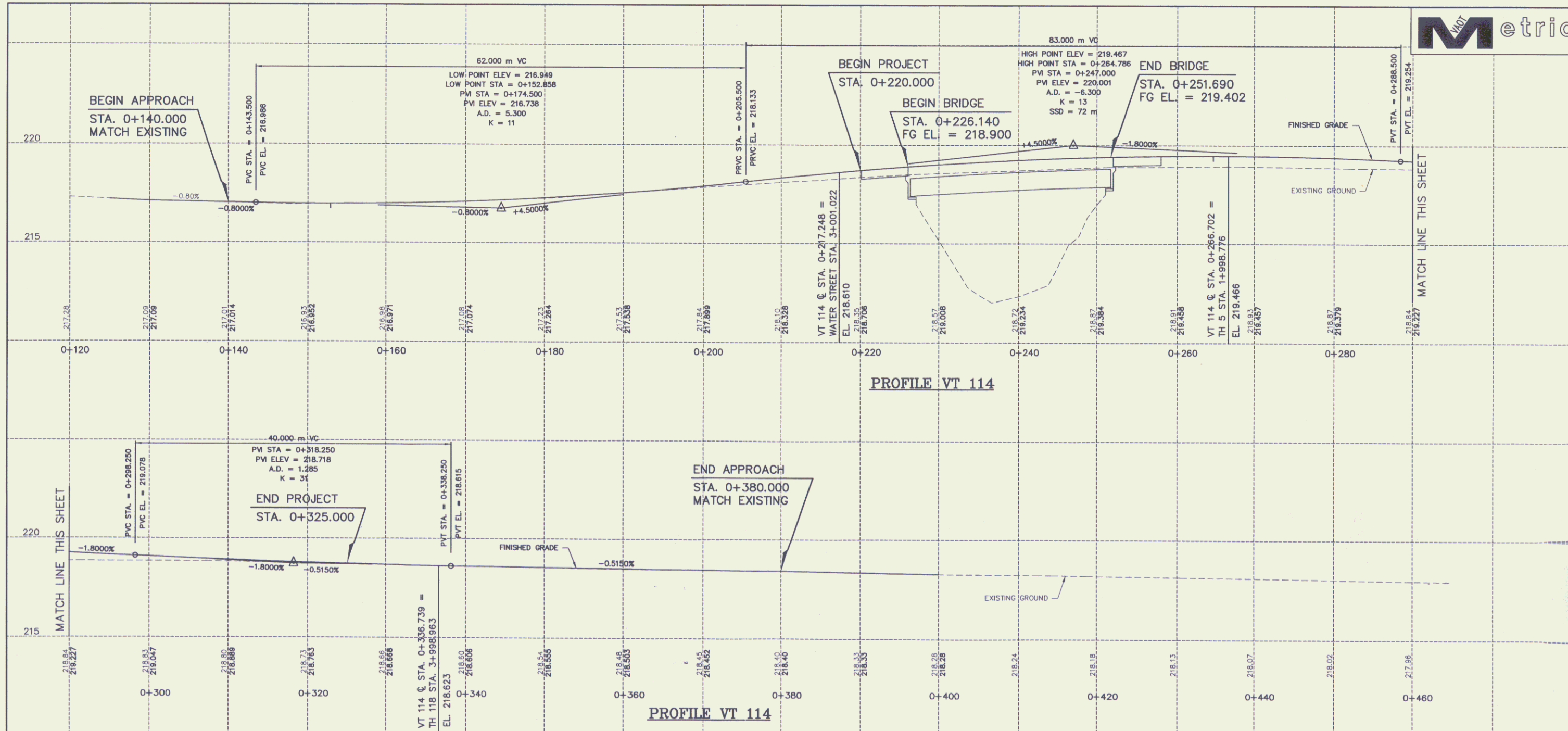
SUBBASE TRANSITION DETAIL
STATIONS ALONG C (ELEVATION IN CUT AND FILL)
NOT TO SCALE

DATUM

VERTICAL	NAVD 88
HORIZONTAL	NAD 83-92

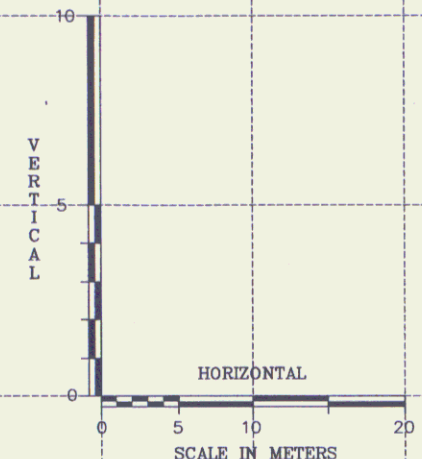
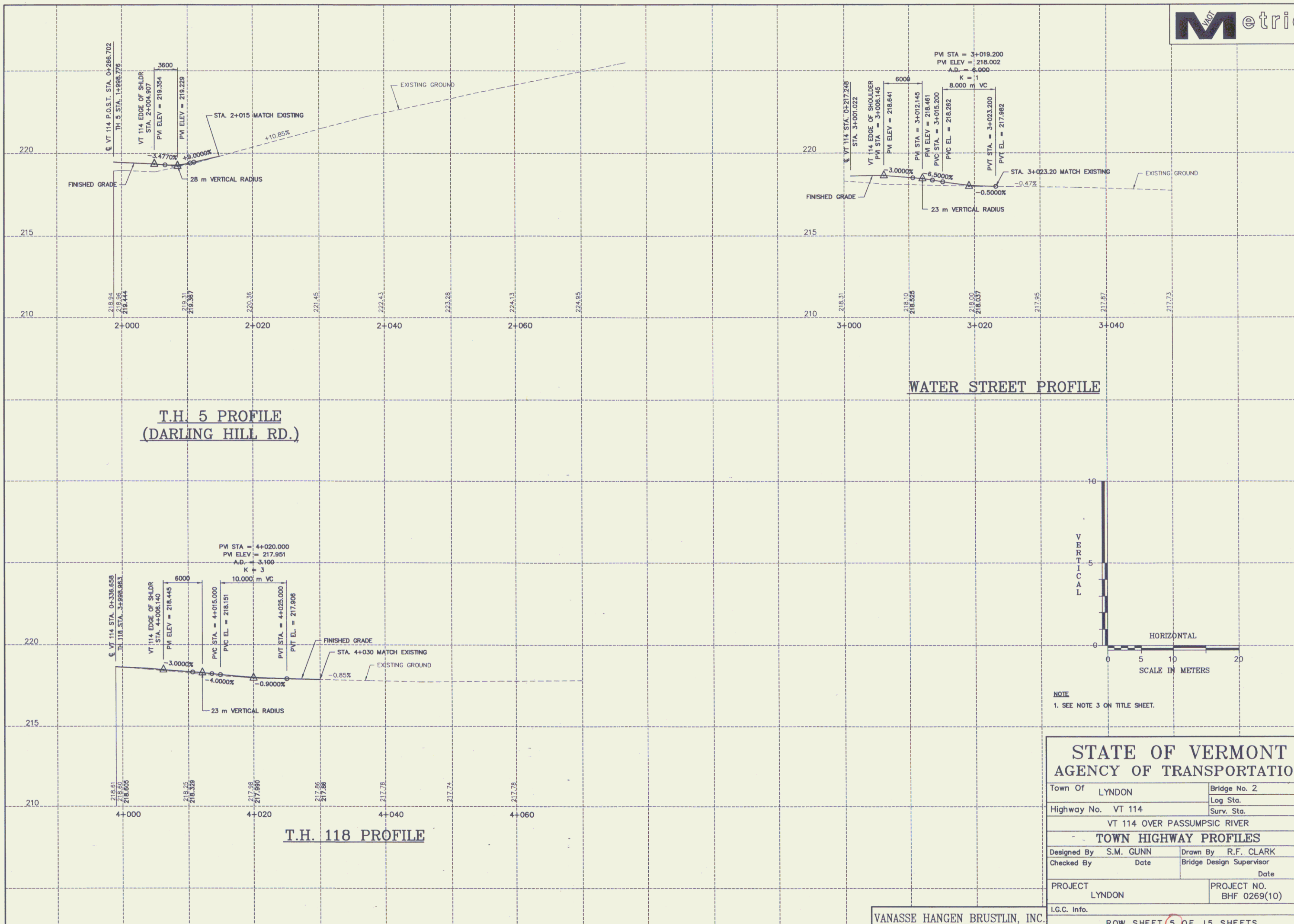
VANASSE HANGEN BRUSTLIN, INC.

STATE OF VERMONT AGENCY OF TRANSPORTATION	
Town Of LYNDON	Bridge No. 2
Highway No. VT 114	Log Sta. Surv. Sta.
VT 114 OVER PASSUMPSIC RIVER	
TIE SHEET AND TYPICAL DETAILS	
Designed By EIV/S.M. GUNN	Drawn By R.F. CLARK
Checked By	Date Bridge Design Supervisor
PROJECT LYNDON	PROJECT NO. BHF 0269(10)
I.G.C. Info.	
ROW SHEET 3 OF 15 SHEETS	



STATE OF VERMONT	
AGENCY OF TRANSPORTATION	
Town Of LYNDON	Bridge No. 2
Highway No. VT 114	Log Sta.
VT 114 OVER PASSUMPSIC RIVER	
VT 114 PROFILE AND BANKING DIAGRAM	
Designed By S.M. GUNN	Drawn By R.F. CLARK
Checked By _____	Date _____
PROJECT LYNDON	PROJECT NO. BHF 0269(10)
I.G.C. Info.	
ROW SHEET 4 OF 15 SHEETS	

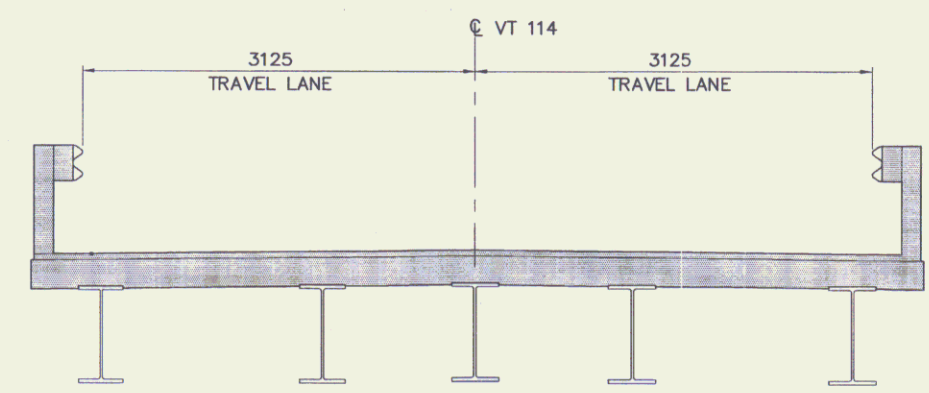
VANASSE HANGEN BRUSTLIN, INC.



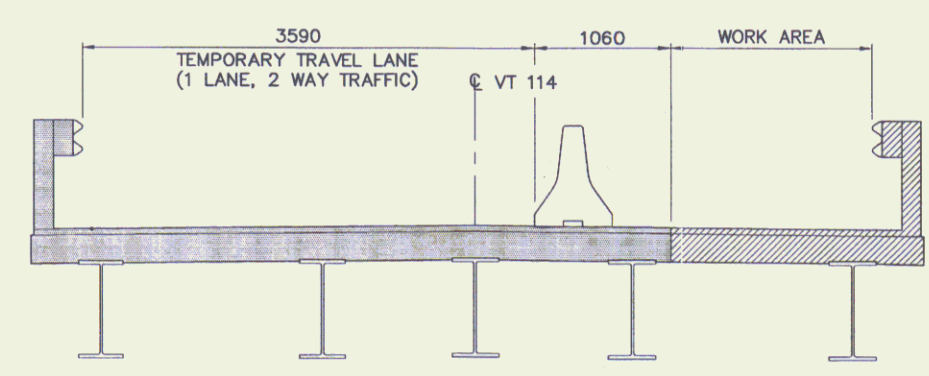
NOTE
1. SEE NOTE 3 ON TITLE SHEET.

STATE OF VERMONT AGENCY OF TRANSPORTATION	
Town Of LYNDON	Bridge No. 2
Highway No. VT 114	Log Sta.
VT 114 OVER PASSUMPSIC RIVER	
TOWN HIGHWAY PROFILES	
Designed By S.M. GUNN	Drawn By R.F. CLARK
Checked By _____	Bridge Design Supervisor
PROJECT LYNDON	PROJECT NO. BHF 0269(10)
I.G.C. Info.	

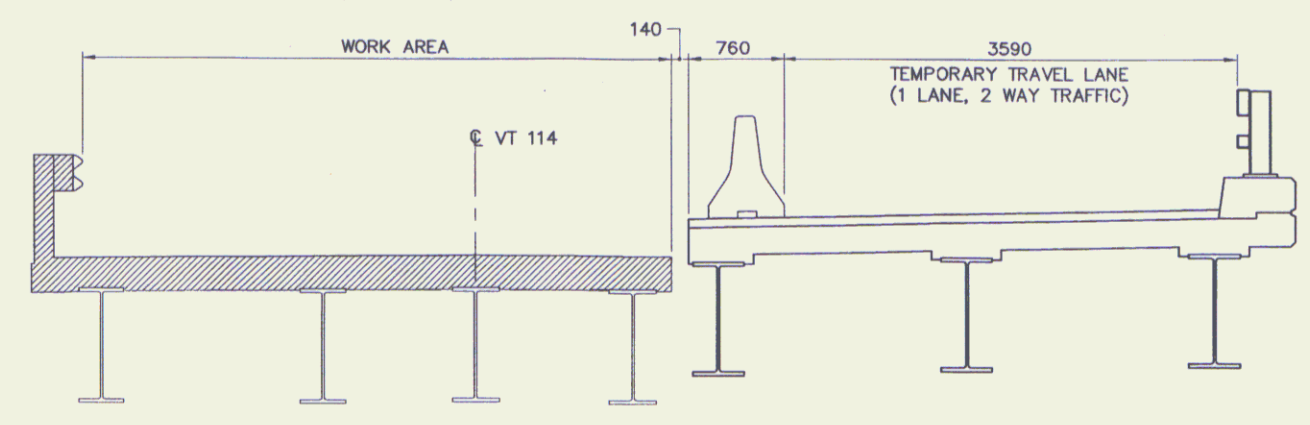
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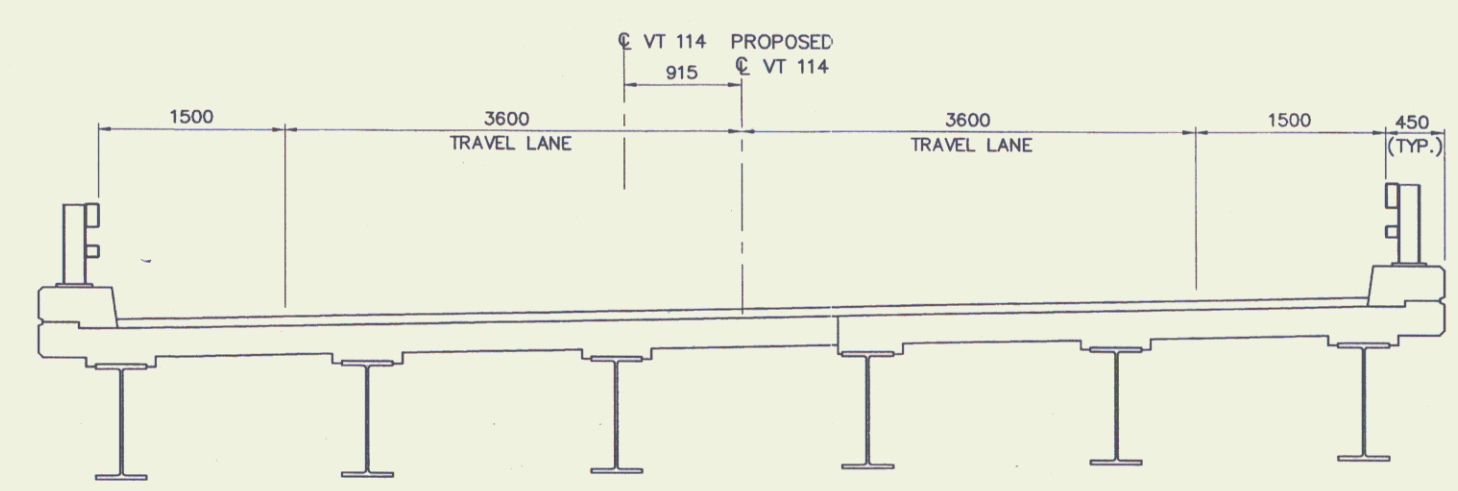
EXISTING TYPICAL SECTION



PHASE I



PHASE II



PROPOSED TYPICAL SECTION

NOT TO SCALE

LEGEND:

- EXISTING BRIDGE
- REMOVAL AREA

NOTE
1. SEE SHEET 8 FOR TRAFFIC CONTROL PLAN.

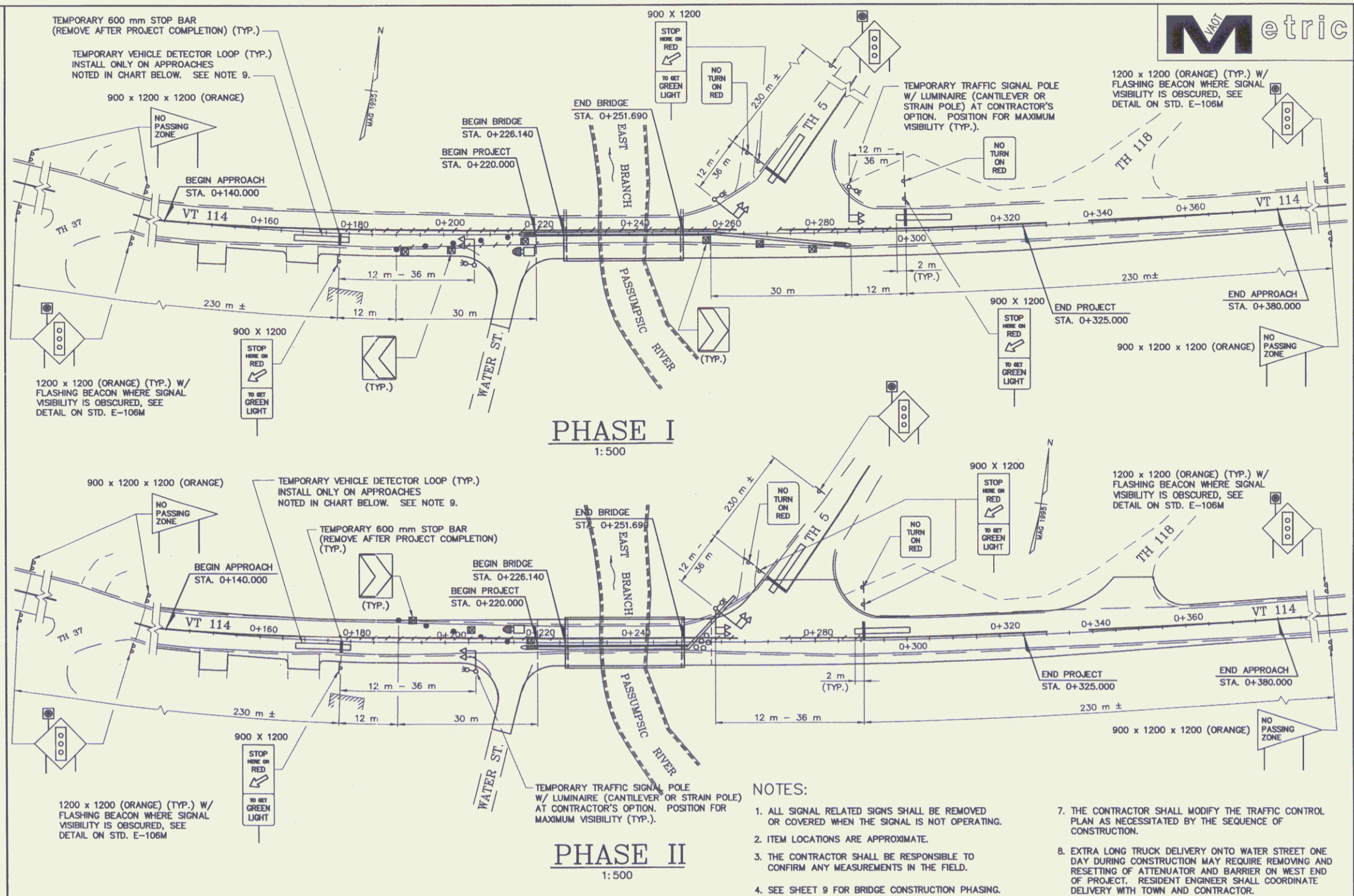
STATE OF VERMONT AGENCY OF TRANSPORTATION			
Town Of	LYNDON	Bridge No.	2
Highway No.	VT 114	Log Sta.	
		Surv. Sta.	
VT 114 OVER PASSUMPSIC RIVER			
CONSTRUCTION PHASING			
Designed By	S.M. GUNN	Drawn By	R.F. CLARK
Checked By	Date	Bridge Design Supervisor	Date
PROJECT	LYNDON	PROJECT NO.	BHF 0269(10)
I.G.C. Info.	ROW SHEET 6 OF 15 SHEETS		

VANASSE HANGEN BRUSTLIN, INC.



GENERAL TEMPORARY TRAFFIC SIGNAL NOTES

- DESIGN OF THE SIGNAL SUPPORT(S) AND ANY REQUIRED GUYING IS THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL BE APPROVED BY VAOT IN ACCORDANCE WITH STANDARD SPECIFICATIONS SECTION 105.03.
- 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 15-30km/h. THE RESIDENT ENGINEER SHALL MAKE SEVERAL TRIAL RUNS TO DETERMINE THE PROPER ALL-RED CLEARANCE INTERVAL.
- SIGNAL FACES SHALL CONSIST OF 300 mm LENSES. (RED, YELLOW, AND GREEN)
- THE BOTTOM OF THE HOUSING OF A SIGNAL FACE SUSPENDED OVER A ROADWAY SHALL NOT BE LESS THAN 5.0 m NOR MORE THAN 5.8 m 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 2.4 m NOR MORE THAN 4.6 m ABOVE THE GROUND. CAUTION SHOULD BE USED TO ENSURE 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 2.4 m 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 4.4 m FROM THE CENTER OF THE APPROACH LANE WHEN THE STOP BAR IS 12 m 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 AND SHALL BE APPROVED BY VAOT IN ACCORDANCE WITH STANDARD SPECIFICATIONS SECTION 105.03. 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 1.2 m X 12 m FOR PRESENCE DETECTION AT THE STOP BAR WITH THE NEAR PORTION LOCATED 1.5 m BEYOND THE STOP BAR.
- ON A SEMI-ACTUATED SIGNAL, PARTICULARLY WITH LONG BRIDGES, THE CONTROLLER SHOULD BE LOCATED ON THE SAME SIDE OF THE BRIDGE AS THE DETECTOR.
- INTERVAL TIMING SHOWN IN SECONDS.
- INTERCONNECT BETWEEN SIGNAL POLES BY WHATEVER MEANS POSSIBLE OR CONVENIENT TO PROVIDE FOR A SAFE INSTALLATION.
- PLACE TEMPORARY POLES BEHIND GUARDRAIL WHERE PRACTICAL.
- 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 9 m 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 12 m AND A MAXIMUM OF 36 m 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 600 mm STOP BAR ITEM.
- SEE STD. E-140M FOR "STOP HERE ON RED" SIGN DETAIL AND E-101M FOR "SIGNAL AHEAD" SYMBOL SIGN. SEE STANDARD E-121M FOR SIGN PLACEMENT. SEE STANDARD E-171AM AND E-172M FOR ADDITIONAL INFORMATION ON SIGNALS AND DETECTORS.
- A "SIGNAL AHEAD" SIGN SHALL BE PLACED AT LEAST 225 m FROM THE SIGNAL OR AT A POSITION TO BE DETERMINED BY THE ENGINEER.
- THE "NO PASSING" SIGN SHALL BE USED TO PREVENT PASSING FOR 225 m IN ADVANCE OF THE STOP BAR. THE SIGN SHALL BE PER STANDARD E-102M.
- 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-107M. ADDITIONAL PROJECT CONSTRUCTION SIGNS SHALL BE INSTALLED AS REQUIRED BY THE RESIDENT ENGINEER PER STANDARD E-100M, E-101M, E-102M & E-102AM. 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-110M FOR TRAFFIC CONTROL DETAILS. PAYMENT SUBSIDIARY TO "TRAFFIC CONTROL" OR "MAINTENANCE OF TRAFFIC FOR BRIDGE PROJECTS" AS IS APPROPRIATE.
- IN SITUATIONS WHERE EXISTING PASSING ZONES EXTEND THROUGH THE AREA BETWEEN THE STOP BAR AND THE "NO PASSING ZONE" SIGN, THEN TEMPORARY DOUBLE YELLOW LINES SHALL BE INSTALLED FROM THE STOP BAR TO THE "NO PASSING ZONE" SIGN. THESE MARKINGS SHALL BE PAID UNDER THE "TEMPORARY 100 mm YELLOW LINE" ITEM.
- 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 ROADWAY.
- PAYMENT FOR TEMPORARY BARRIER USED SHALL BE MADE UNDER THE APPROPRIATE ITEM.



SEE NOTE 10 PHASING DIAGRAM AND SPECIAL NOTES FOR EACH LOCATION

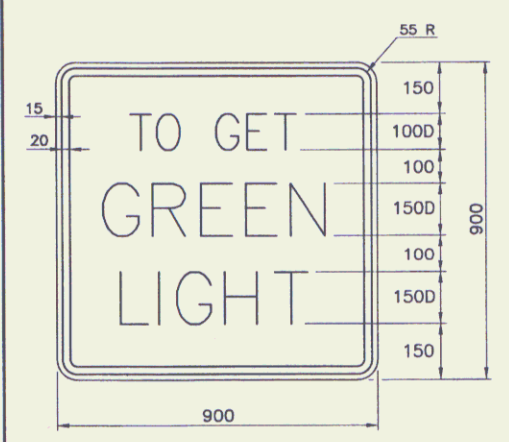
PHASE	2	6	4
MINIMUM EXTENSION			
MAXIMUM			
HEAD 2			
HEAD 6			
HEAD 4			

APPROACH 4 IS A SIDE STREET APPROACH - IF REQUIRED

SPECIAL REQUIREMENTS

APPROACH	TEMPORARY VEHICLE DETECTOR	FLASHING BEACON ON ADVANCED WARNING SIGN
2		
6		
4		

ENTER CHECK MARK IN APPROPRIATE BOX WHEN REQUIRED ON THIS PROJECT



COLORS: BLACK TEXT & BORDER
WHITE REFL. BACKGROUND
MATERIALS: PER STD. E-142M

NOTES:

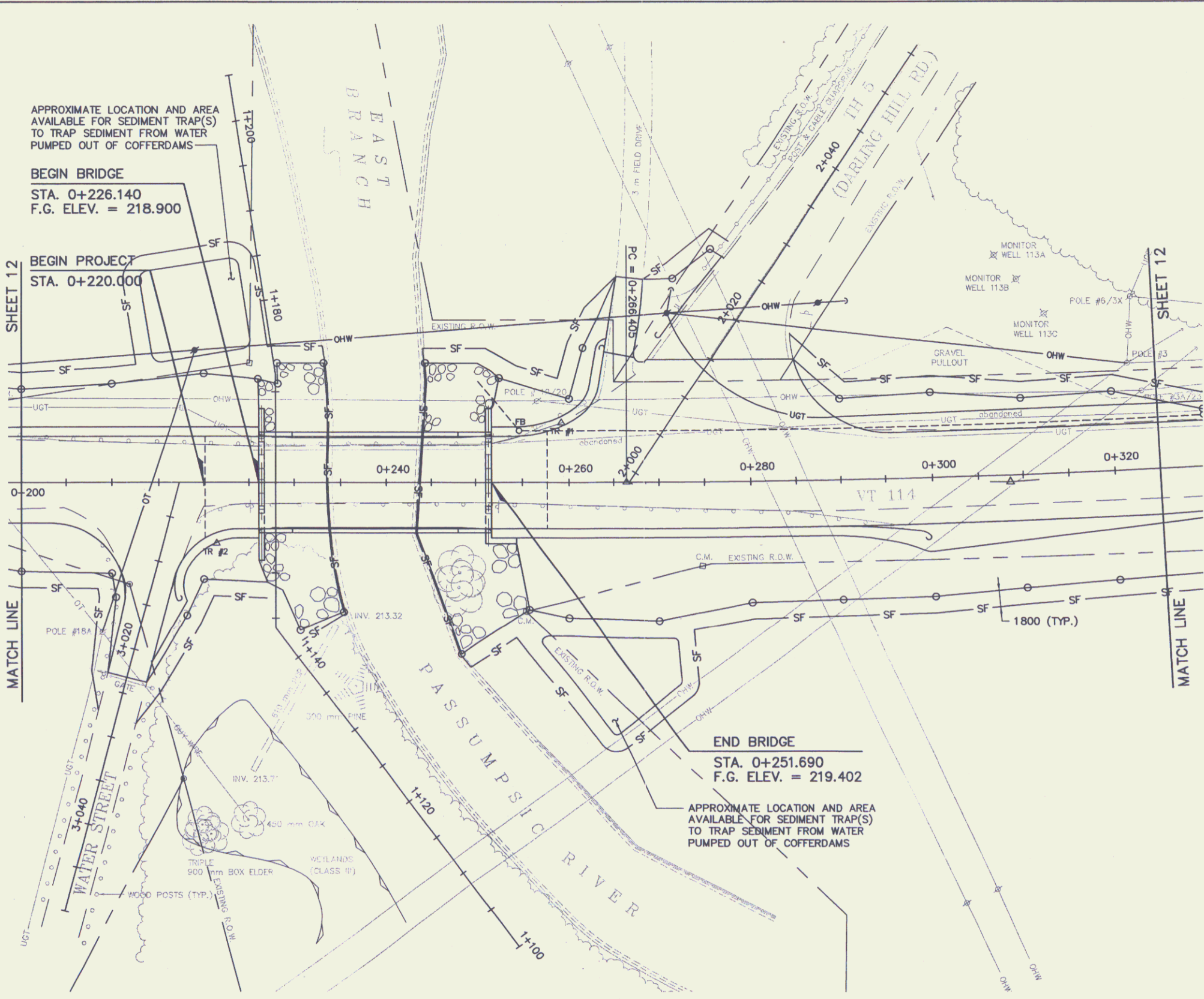
- ALL SIGNAL RELATED SIGNS SHALL BE REMOVED OR COVERED WHEN THE SIGNAL IS NOT OPERATING.
- ITEM LOCATIONS ARE APPROXIMATE.
- THE CONTRACTOR SHALL BE RESPONSIBLE TO CONFIRM ANY MEASUREMENTS IN THE FIELD.
- SEE SHEET 9 FOR BRIDGE CONSTRUCTION PHASING.
- PRELIMINARY SIGNAL PHASING TO BE COMPLETED AT FINAL DESIGN AND ADJUSTED AS NECESSARY IN THE FIELD. SEE TEMPORARY TRAFFIC SIGNAL NOTE 2.
- WATER STREET ACCESS SHALL BE PROVIDED WITH FLAGGERS.
- THE CONTRACTOR SHALL MODIFY THE TRAFFIC CONTROL PLAN AS NECESSITATED BY THE SEQUENCE OF CONSTRUCTION.
- EXTRA LONG TRUCK DELIVERY ONTO WATER STREET ONE DAY DURING CONSTRUCTION MAY REQUIRE REMOVING AND RESETTING OF ATTENUATOR AND BARRIER ON WEST END OF PROJECT. RESIDENT ENGINEER SHALL COORDINATE DELIVERY WITH TOWN AND CONTRACTOR.
- ACCESS TO WATER STREET SHALL BE CONTROLLED WITH FLAGGERS.
- TRAFFIC VOLUMES AND RESULTING TEMPORARY TRAFFIC SIGNAL PHASING TO BE UPDATED AT FINAL PLANS.

STANDARDS REQUIRED:
E-100M, E-101M, E-102M, E-102AM, E-106M, E-107M, E-107AM, E-110M, E-121M, E-140M, E-170M, E-171AM, E-171BM, E-171CM, E-172M, E-175M

- #### LEGEND
- o-o-e TRAFFIC SIGNAL POLE WITH LUMINAIRE
 - REFLECTORIZED PLASTIC DRUM (SEE STD. E-106M) DRUM SPACING (IN METERS) IS EQUAL TO DETOUR SPEED DIVIDED BY 5.33 (IN km/h)
 - TYPE III BARRICADES (SEE STD. 107AM)
 - TYPE III BARRICADES (MOD.) (SEE STD. 107AM)
 - PAVEMENT MARKING REMOVAL
 - SIGNAL HEAD AND PHASE
 - FLASHING BEACON
 - TEMPORARY CONCRETE TRAFFIC BARRIER
 - ENERGY ABSORPTION ATTENUATOR
 - TRUCK MOUNTED ATTENUATOR

STATE OF VERMONT AGENCY OF TRANSPORTATION

Town Of	LYNDON	Bridge No.	2
Highway No.	VT 114	Log Sta.	
		Surv. Sta.	
VT 114 OVER PASSUMPSIC RIVER			
TRAFFIC CONTROL PLAN			
Designed By	S.M. GUNN	Drawn By	R.F. CLARK
Checked By	Date	Bridge Design Supervisor	Date
PROJECT	LYNDON	PROJECT NO.	BHF 0269(10)
I.G.C. Info.			
ROW SHEET 7 OF 15 SHEETS			

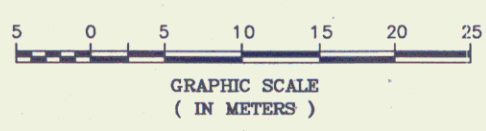


LEGEND
 — SF — SILT FENCE
 [] HAY BALE

NOTE:

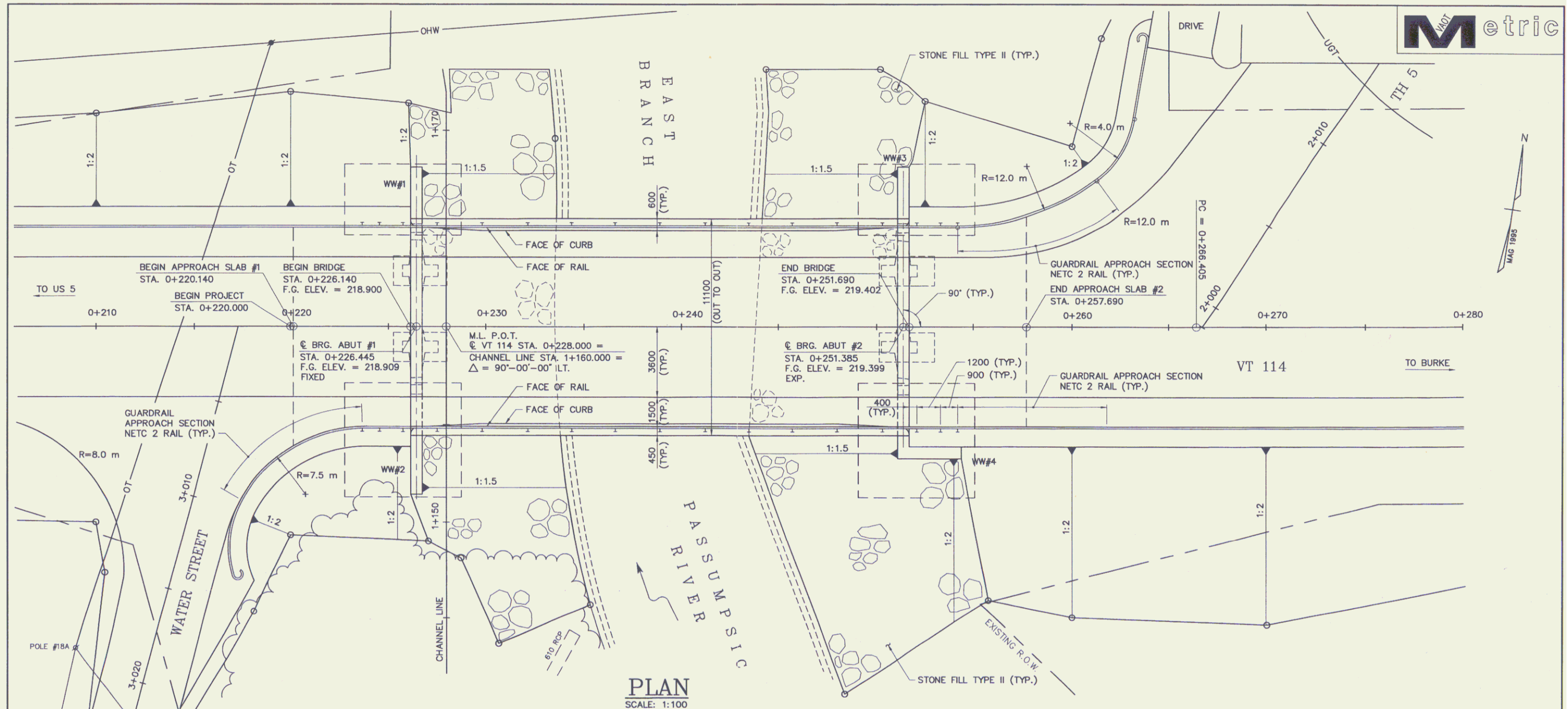
1. AN ALTERNATIVE TEMPORARY EROSION CONTROL PLAN MAY BE SUBMITTED BY THE CONTRACTOR FOR APPROVAL BY THE STREAM ALTERATION ENGINEER AND RESIDENT ENGINEER.
2. REFER TO STANDARDS T-1M AND T-2M FOR ADDITIONAL DETAILS.
3. THE CONTRACTOR SHALL USE OTHER TEMPORARY OR PERMANENT EROSION CONTROL MEASURES AS NECESSITATED BY THE SEQUENCE OF CONSTRUCTION OR AS DIRECTED BY THE RESIDENT ENGINEER. SEE SECTION 105.23.
4. 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 SEDIMENT TRAP(S) SHALL BE DESIGNED BY THE CONTRACTOR AND APPROVED BY THE RESIDENT ENGINEER IN THE AREA DENOTED ON THIS SHEET. 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.
5. AFTER COMPLETION OF THE SUBSTRUCTURE, THE SEDIMENT IN THE TRAP SHALL BE REMOVED AND PROPERLY DISPOSED, AND THE GROUND RESTORED TO ITS ORIGINAL SLOPES.

PLAN
 SCALE: 1:250

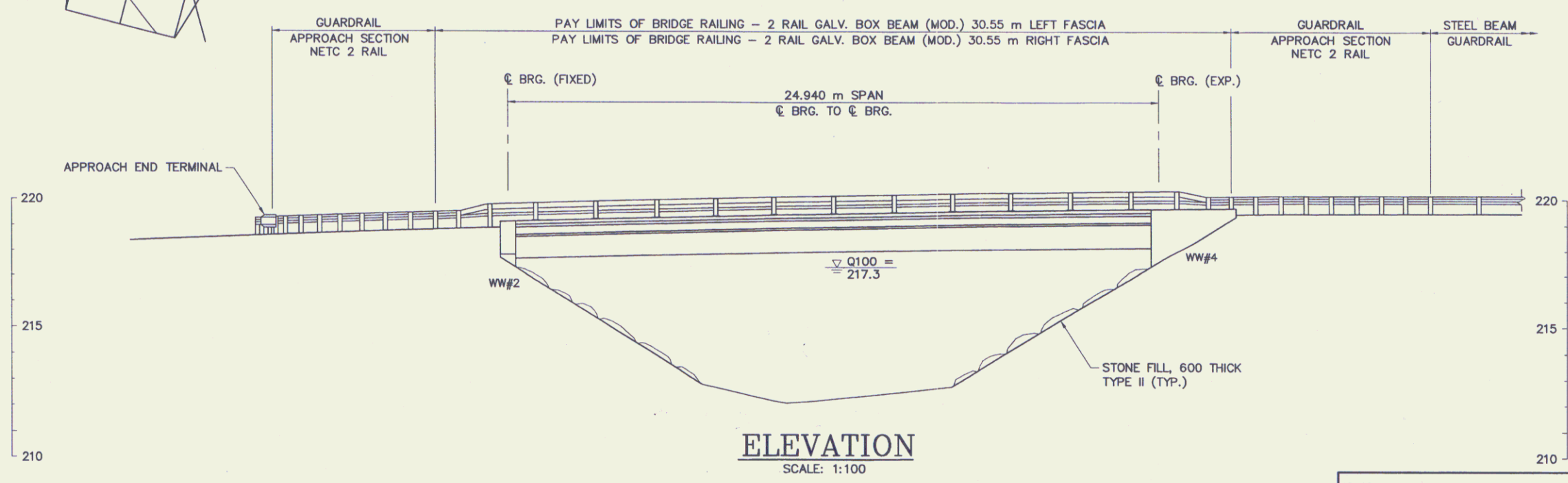


STATE OF VERMONT AGENCY OF TRANSPORTATION	
Town Of LYNDON	Bridge No. 2
Highway No. VT 114	Log Sta. Surv. Sta.
VT 114 OVER PASSUMPSIC RIVER	
EROSION CONTROL (1 OF 2)	
Designed By S.M. GUNN	Drawn By R.F. CLARK
Checked By Date	Bridge Design Supervisor Date
PROJECT LYNDON	PROJECT NO. BHF 0269(10)
I.G.C. Info.	
ROW SHEET 8 OF 15 SHEETS	

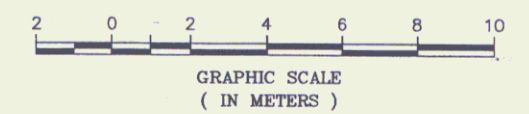
VANASSE HANGEN BRUSTLIN, INC.



PLAN
SCALE: 1:100



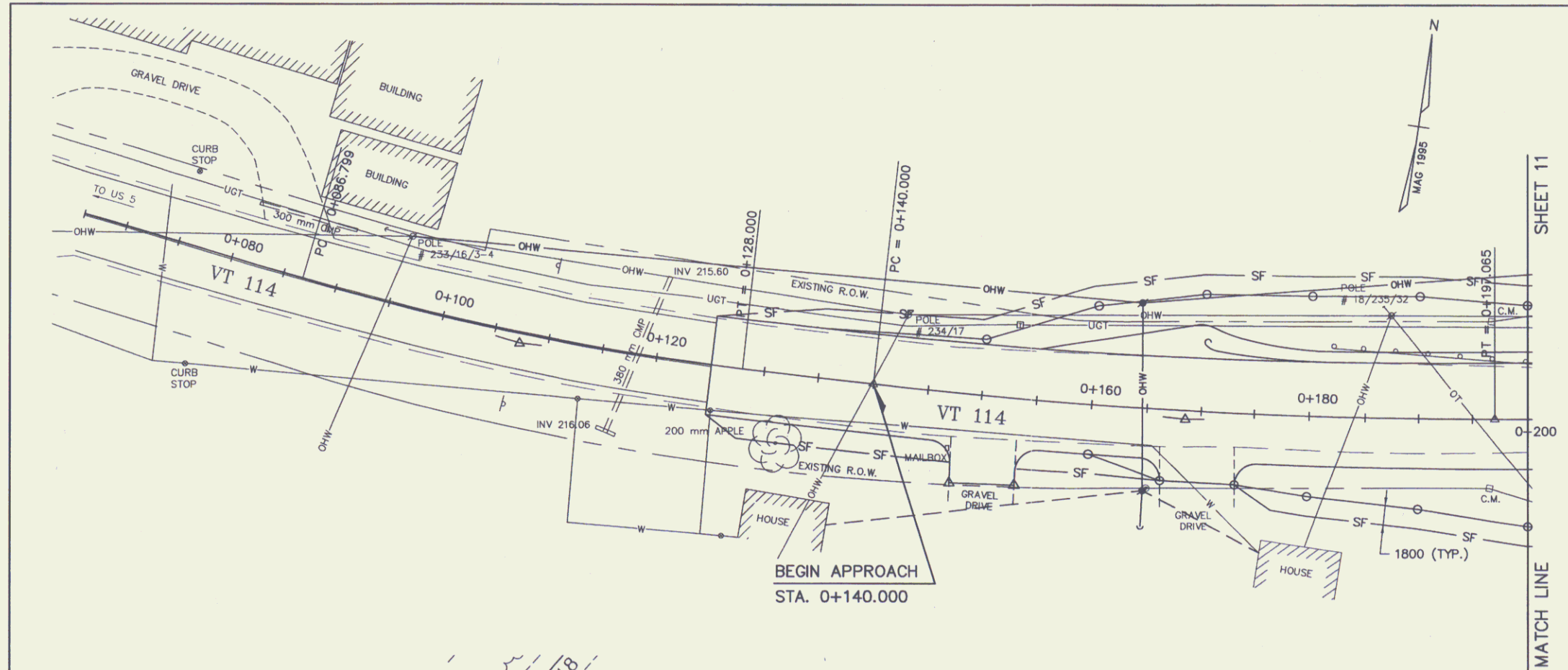
ELEVATION
SCALE: 1:100



NOTE:
1. SEE STANDARD SHEETS BR1-97M AND BR2-97M FOR BRIDGE AND APPROACH RAIL DETAILS.

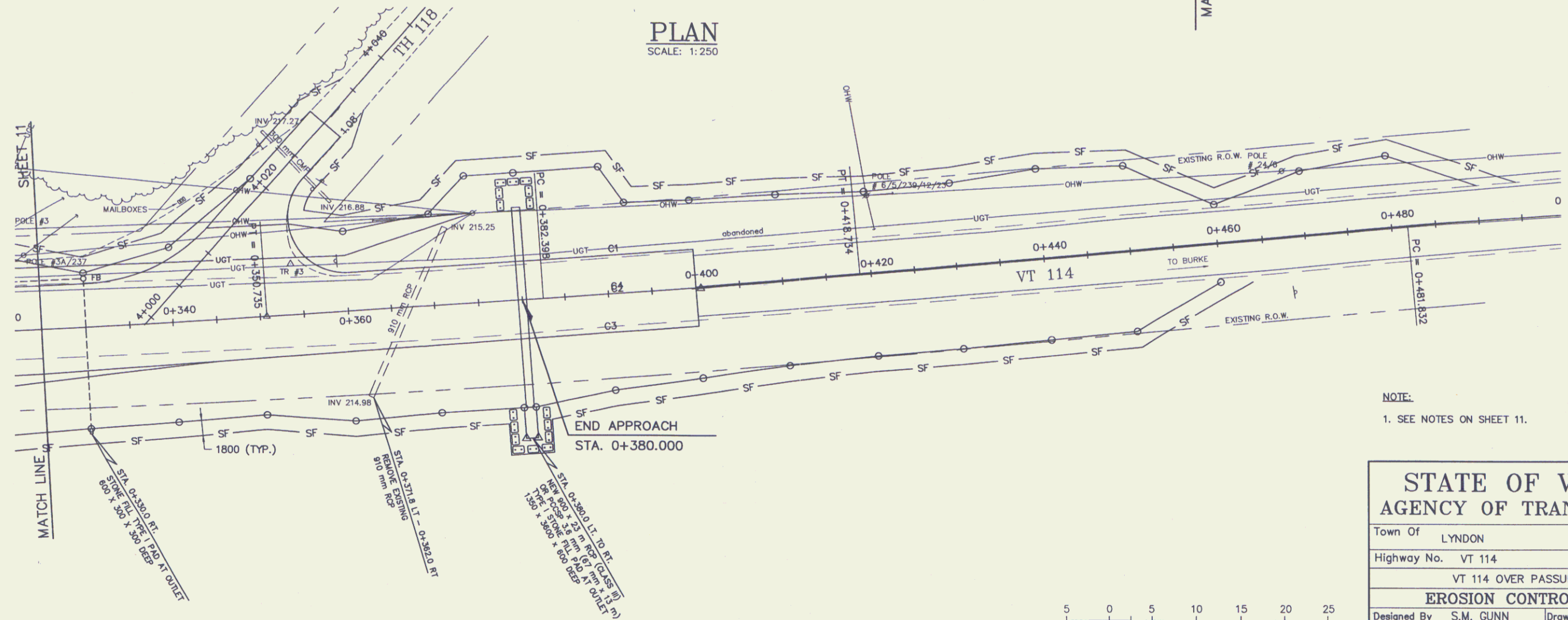
STATE OF VERMONT AGENCY OF TRANSPORTATION			
Town Of	LYNDON	Bridge No.	2
Highway No.	VT 114	Log Sta.	
		Surv. Sta.	
VT 114 OVER PASSUMPSIC RIVER			
PLAN AND ELEVATION			
Designed By	S.M. GUNN	Drawn By	R.F. CLARK
Checked By	Date	Bridge Design Supervisor	Date
PROJECT	LYNDON	PROJECT NO.	BHF 0269(10)
I.G.C. Info.			
ROW SHEET 9 OF 15 SHEETS			

VANASSE HANGEN BRUSTLIN, INC.



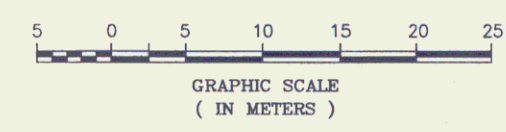
LEGEND
 — SF — SILT FENCE
 ☐ HAY BALE

PLAN
 SCALE: 1:250



NOTE:
 1. SEE NOTES ON SHEET 11.

PLAN
 SCALE: 1:250



STATE OF VERMONT AGENCY OF TRANSPORTATION			
Town Of	LYNDON	Bridge No.	2
Highway No.	VT 114	Log Sta.	
		Surv. Sta.	
VT 114 OVER PASSUMPSIC RIVER			
EROSION CONTROL (2 OF 2)			
Designed By	S.M. GUNN	Drawn By	R.F. CLARK
Checked By	Date	Bridge Design Supervisor	Date
PROJECT	LYNDON	PROJECT NO.	BHF 0269(10)
I.G.C. Info.			
ROW SHEET 10 OF 15 SHEETS			

VANASSE HANGEN BRUSTLIN, INC.



**STATE OF VERMONT
AGENCY OF TRANSPORTATION
RIGHT OF WAY PLANS
DETAIL SHEET**

TABLE OF PROJECT PROPERTY ACQUISITION

PARCEL NO.	GRANTOR	SHEET NO.	BEGINNING STATION	ENDING STATION	TAKING	REM.	RIGHTS	TITLE TAKEN	DATE	TOWN OR CITY RECORDED	BK.	PG.	REMARKS
1A	MASURE, HARRIET H.	14	0+097.2 LT.	0+103.5 LT.	5 SM±			WD	01-27-04	LYNDON	159	150-153	54 S.F. ±
1B		14,15	0+103.5 LT. 0+097.2 LT. 0+130.0 LT. 0+162.0 LT. 0+207.3 LT.	0+225.0 LT. 0+225.0 LT. 0+177.5 LT. 0+225.3 LT.	395 SM±		CLEAR & TRIM (P) 366 SM± DRIVE (T) INSTALL (T) 6 SM± CONST. (T) 163 SM±						4252 S.F. ± 3940 S.F. ± 4M GRAVEL (14.1') MM 0053 EROSION CONTROL, 65 S.F. ± INCLUDES EROSION CONTROL 1,755 S.F. ±
1C		15	0+245.2 LT. 0+243.3 LT. 0+262.0 LT. THIS 2+007.5 LT. 0+268.3 LT. THIS 2+019.3 LT. 0+245.2 LT.	0+271.0 LT. 0+272.8 LT. 0+265.2 LT. 0+267.0 LT. 0+271.0 LT.	55 SM±		CLEAR & TRIM (P) 81 SM± INSTALL (T) 3 SM± DRIVE (T) INSTALL (T) 11 SM± INSTALL & MAINT. (P)						592 S.F. ± 872 S.F. ± EROSION CONTROL, 32 S.F. ± 3.1M GRAVEL (10') EROSION CONTROL, 118 S.F. ± GUY WIRE EXCEPT & RESERVE VELCO'S ROW OVER PARCEL 1C.
1D		14,15	0+097.2 CL. 0+225.0 LT.	0+283.3 LT. 0+283.3 LT.	0.29 HA±		ALL R.T. & I.						VT. RTE. 114 & TH #5 (0.72A±) EXCEPT & RESERVE VELCO'S ROW OVER PARCEL 1D
2A	GOODWIN, JANET U. GOODWIN, LISA R.	14	0+159.0 RT. 0+150.0 RT. 0+165.0 RT.	0+165.0 RT.	1.2 SM±			WD	03-12-04	LYNDON	160	10-11	13 S.F. ± 6M GRAVEL DRIVE (20.0') MM 0054 GUY WIRE
2B		14	0+097.2 CL.	0+165.0 CL.	0.05 HA±		ALL R.T. & I.						VT. RTE. 114 (0.12A±)
3A	DUNN, LYMAN & ANNABELLE R.	14,15	0+165.0 RT. 0+165.0 RT. 0+175.5 RT. 0+184.2 RT. MS 3+024.0 LT. 0+170.0 RT. 0+217.0 RT.	0+200.6 RT. 0+200.6 RT. MS 3+027.5 RT. 0+208.2 RT. MS 3+027.9 LT. 0+208.2 RT.	32 SM±		INSTALL & MAINT. (P) INSTALL (T) 66 SM± SLOPE (T) 28 SM± INSTALL (T) 5 SM± DRIVE (T)	WD	06-26-03	LYNDON	154	6-7	344 S.F. ± GUY WIRE EROSION CONTROL, 710 S.F. ± 301 S.F. ± EROSION CONTROL, 54 S.F. ± 7M GRAVEL DRIVE (23') MM 0058 4.3M PAVED (14') MM 0058
3B		14,15	0+165.0 LT. 0+222.7 RT.	0+291.6 RT. 0+245.5 RT.	0.18 HA±		ALL R.T. & I.						VT. RTE. 114 (0.44A±) EXCEPT & RESERVE VILLAGE OF LYNDONVILLE'S ROW OVER PARCEL 3B

REVISION NO.	SHEET	DESCRIPTION OF REVISION	DATE	MADE BY	APPROVED BY
1	11	PARCEL NO. 1C MASURE. CHANGE THE TAKING TO READ 55 S.M. ± INSTEAD OF 90 S.M. ± PER C.O. 9254.	10-21-02	G. J. F.	R. P. D.
2	12	PARCEL NO. 4C VERMONT ELECTRIC POWER COMPANY, INC. CHANGE THE BEGINNING STATION FOR THE INSTALL & MAINTAIN (P) GUY WIRE TO READ THIS 2+019.3 LT. INSTEAD OF 2+119.3 LT. PER C.O. 9255.	10-21-02	G. J. F.	R. P. D.
3	13	PARCEL NO. 8B VILLAGE OF LYNDONVILLE. CHANGE THE 10B TO A 9B IN THE REMARK COLUMN THAT READS EXCEPT & RESERVE ROW OVER PARCELS *4A, 5A, 5B, 7 & 10B. PER C.O. 9256.	10-21-02	G. J. F.	R. P. D.
4	12,14	PARCEL NO. 6 SAMANTAH HOLDINGS, LLC. CHANGE OWNER TO GLENN M. LAPLANT. PER C.O. 9259.	11-04-02	M. J. R.	R. P. D.
5	13,15	PARCEL NO. 8 VILLAGE OF LYNDONVILLE. REMOVE PARCEL 8A. ADD THE TEXT 'VILLAGE OF LYNDONVILLE' TO PARCEL 8B. PER C.O. 9260.	11-04-02	M. J. R.	R. P. D.
6	11,15	PARCEL NO. 1 MASURE. ON THE DETAIL SHEET CHANGE TAKING FROM 969 S.F. TO 592 S.F. DELETE P/L TEXT IN 3 PLACES ALONG PORTION OF 1D LOCATED NORTHERLY OF A-A. EXCEPT & RESERVE VELCO'S ROW OVER PARCELS 1C FROM STA. 0+245.2 LT. ~ 0+271.0 LT. EXCEPT & RESERVE VELCO'S ROW OVER PARCEL 1D FROM STA. 0+225.0 LT. ~ 0+283.3 LT. PER C.O. 9288.	03-21-03	G. J. F.	R. P. D.
7	11	PARCEL NO. 3 DUNN. ADD TO THE DETAIL SHEET 0+222.7 RT. ~ 0+245.5 RT. 'EXCEPT & RESERVE VILLAGE OF LYNDONVILLE'S ROW OVER PARCEL 3B.' PER C.O. 9289.	03-21-03	G. J. F.	R. P. D.
8	12	PARCEL NO. 4 VERMONT ELECTRIC POWER COMPANY, INC. PARCEL 4A, CHANGE BEGINNING STATION TO 0+220.4 RT. PARCEL 4B, DELETE FROM DETAIL SHEET 0+283.3 LT. ~ 0+320.6 LT. 'EXCEPT & RESERVE ROW OVER PARCEL 5A.' ADD EXCEPT & RESERVE ROW OVER PARCEL 4A FROM STA. 0+228.0 RT. ~ 0+32.0 LT. ADD EXCEPT & RESERVE ROW OVER PARCEL 4B FROM STA. 0+309.8 LT. ~ 0+320.5 LT. PER C.O. 9290.	03-21-03	G. J. F.	R. P. D.
9	12	PARCEL NO. 5 WHEELER. ADD TO DETAIL SHEET 0+265.0 LT. ~ 0+325.0 LT. 'EXCEPT & RESERVE VELCO'S ROW OVER PARCELS 5A & 5B.' ADD TO DETAIL SHEET 0+295.6 LT. ~ 0+356.8 LT. 'EXCEPT & RESERVE VILLAGE OF LYNDONVILLE'S ROW OVER PARCELS 5A & 5B.' PER C.O. 9291.	03-21-03	G. J. F.	R. P. D.
10	12	PARCEL NO. 7 HIBSHMAN. ADD EXCEPT & RESERVE FOR VILLAGE OF LYNDONVILLE'S ROW OVER PARCEL 7 AT STA. 0+336.5 LT. ~ 0+456.4 LT. PER C.O. 9292.	03-21-03	G. J. F.	R. P. D.

ACCT: JBlanchard
IP: P:\p\dms06382\rc0668d.dgn
DATE PLOTTED 02-FEB-2006

DR. (P)- DRAINAGE RIGHT
DIT. (P)- DITCHING RIGHT
CH. (P)- CHANNEL RT.
DRIVE (T)- DRIVE RIGHT
CUL. (P)- CULVERT RIGHT
[W]- WATER SOURCES

PRESENT R.O.W.
TAKING WITHOUT ACCESS
TAKING WITHOUT ACCESS ALONG PROPERTY LINE
TAKING WITH ACCESS
PERMANENT EASEMENT
TEMPORARY EASEMENT

LEGEND

--- C&T (P) --- CLEARING & TRIMMING
... [P] ... CLEAR ZONE
--- CONST. (T) --- CONSTRUCTION EASEMENT
SR SR SLOPE RIGHTS
P PROPERTY LINE
△ TOP OF CUT
○ TOE OF SLOPE

--- UE (P) --- PERMANENT UTILITY EASEMENT

APPROVED: ROGER P. DUMAS DATE: 9-25-00
CHIEF, PLANS & TITLES

R. O. W. PLANS

LYNDON
BHF 0269(10)
R. O. W. SHEET 11 OF 15 SHEETS
SHEET 6 OF 72



**STATE OF VERMONT
AGENCY OF TRANSPORTATION
RIGHT OF WAY PLANS
DETAIL SHEET**

TABLE OF PROJECT PROPERTY ACQUISITION

PARCEL NO.	GRANTOR	SHEET NO.	BEGINNING STATION	ENDING STATION	TAKING	REM.	RIGHTS	TITLE TAKEN	DATE	TOWN OR CITY RECORDED	BK.	PG.	REMARKS	REVISION NO.	SHEET	DESCRIPTION OF REVISION	DATE	MADE BY	APPROVED BY	
4A	VERMONT ELECTRIC POWER COMPANY, INC.	14,15	0+220.4 LT. 0+255.5 RT. 0+255.5 RT. 0+330.0 RT.	0+329.0 RT. 0+330.0 RT. 0+331.5 RT.	0.31 HA±		ALL R.T. & I. SLOPE (P) 258 SM± CONST. (T) 298 SM± CUL., DIT. & DR. (P)	WD	01-27-04	LYNDON	159	150-153	VT. RTE. 114 (0.77A±) 2,777 S.F.± INCLUDES EROSION CONTROL 3,208 S.F.±	11	12	PARCEL NO. 8 VILLAGE OF LYNDONVILLE. DELETE EXCEPT & RESERVE ROW OVER PARCELS 4A, 5A, 5B, 7 & 9B FROM STA. 0+228.0 ~ 0+456.4 LT. DELETE EXCEPT & RESERVE ROW OVER PARCEL 3B AT STA. 0+222.5 RT. ~ 0+245.5 RT. PER C.O. 9293.	03-21-03	G. J. F.	R. P. D.	
4B		15	0+228.0 RT. 0+289.4 LT. 0+288.1 LT.	0+322.2 LT. 0+291.4 LT. 0+320.0 LT.			EXCEPT & RESERVE VILLAGE OF LYNDONVILLE'S ROW OVER PARCELS 4A & 4B INSTALL & MAINT. (P) CLEAR & TRIM (P) 87 SM±						936 S.F.±	12	13	PARCEL NO. 9 TOWN OF LYNDON. ADD EXCEPT & RESERVE VELCO'S ROW OVER PARCEL 9A FROM STA. 0+265.0 LT. ~ 0+283.3 LT. ADD EXCEPT & RESERVE VILLAGE OF LYNDONVILLE'S ROW OVER PARCEL 9B FROM STA. 0+336.5 LT. ~ 0+356.8 LT. PER C.O. 9294.	03-21-03	G. J. F.	R. P. D.	
4C		15	0+243.3 LT. 0+262.0 LT. TH5 2+007.5 LT. 0+268.3 LT. TH5 2+019.3 LT.	0+272.8 LT. 0+265.2 LT. TH5 2+027.0 LT.			CLEAR & TRIM (P) 81 SM± INSTALL (T) DRIVE (T) INSTALL (T) INSTALL & MAINT. (P)						872 S.F.± EROSION CONTROL 3.1M GRAVEL (10') EROSION CONTROL GUY WIRE	13	14	PARCEL NO. 7 HIBSHMAN. CHANGE THE SPELLING OF THE OWNERS LAST NAME. IT NOW APPEARS AS HIBSHAM, BUT SHOULD ACTUALLY BE HIBSHMAN. PER C.O. 9303.	05-21-03	G. J. F.	R. P. D.	
5A	WHEELER, DURWARD A. & DEANNA B.	14,15	0+283.3 LT. 0+288.1 LT. 0+289.4 LT.	0+323.3 LT. 0+324.9 LT. 0+291.4 LT.	168 SM±		CLEAR & TRIM (P) 100 SM± INSTALL & MAINT. (P)	WD	09-11-03	LYNDON	156	49-50	1808 S.F.± 1076 S.F.± GUY WIRE	14	11,14	PARCEL NO. 2 GOODWIN. CHANGE RUNNING DISTANCE FROM 0.6M (2') TO 0.4M (1.3') CHANGE AREA FOR TAKING FROM 6 SM (65 SF) TO 1.2 SM (13 S.F.) PER C.O. 9314.	08-14-03	M. J. R.	R. P. D.	
5B		14,15	0+265.0 LT. 0+265.0 LT. 0+295.6 LT.	0+356.8 LT. 0+325.0 LT. 0+356.8 LT.	0.08 HA±		ALL R.T. & I. EXCEPT & RESERVE VELCO'S ROW OVER PARCELS 5A & 5B EXCEPT & RESERVE VILLAGE OF LYNDONVILLE'S ROW OVER PARCELS 5A & 5B	WD	09-11-03	LYNDON	156	49-50	VT. RTE. 114, TH #5 & TH #118 (0.20 A±) EXCEPT & RESERVE VELCO'S ROW OVER PARCELS 5A & 5B EXCEPT & RESERVE VILLAGE OF LYNDONVILLE'S ROW OVER PARCELS 5A & 5B	15	11,14	PARCEL NO. 1 MASURE. ADD NEW 4M FIELD DRIVE AND DRIVE (T) AT STA. 0+130.0 LT. PER C.O. 9319.	09-30-03	G. J. F.	R. P. D.	
6	LAPLANT, GLENN M.	14	0+329.0 LT. 0+330.0 RT. 0+329.0 RT. 0+330.0 RT. 0+380.0 RT.	0+456.4 LT. 0+415.0 RT. 0+456.4 RT.	0.13 HA±		ALL R.T. & I. CULVERT (P) SLOPE (P) 150 SM± CONST. (T) 370 SM± CUL., DIT. & DR. (P)	WD		LYNDON	158	17-18	VT. RTE. 114 (0.32A±) 1,615 S.F.± INCLUDES EROSION CONTROL 3,983 S.F.±							
7	HIBSHMAN, JOHN G. & NANCY	14	0+336.5 LT. 0+336.5 LT. 0+356.8 LT. 0+368.0 LT. 0+380.0 LT.	0+456.4 LT. 0+456.4 LT. 0+456.4 LT. 0+395.3 LT.	0.12 HA±		ALL R.T. & I. CONST. (T) 286 SM± SLOPE (T) 87 SM± CULVERT (P)	WD	04-16-04	LYNDON	160	425-426	VT. RTE. 114 & TH #118 (0.30A±) EXCEPT & RESERVE VILLAGE OF LYNDONVILLE'S ROW OVER PARCEL 7 INCLUDES EROSION CONTROL 3,079 S.F.± 936 S.F.±							

ACCT: jblanchard
IP: P:\P\dms06382\ro066d.dgn
DATE PLOTTED 02-FEB-2006

DR. (P)- DRAINAGE RIGHT
DIT. (P)- DITCHING RIGHT
CH. (P)- CHANNEL RT.
DRIVE (T)- DRIVE RIGHT
CUL. (P)- CULVERT RIGHT
W- WATER SOURCES

PRESENT R.O.W.
TAKING WITHOUT ACCESS
TAKING WITHOUT ACCESS ALONG PROPERTY LINE
TAKING WITH ACCESS
PERMANENT EASEMENT
TEMPORARY EASEMENT

LEGEND
--- C&T (P) --- CLEARING & TRIMMING
... C&T (P) ... CLEAR ZONE
--- CONST. (T) --- CONSTRUCTION EASEMENT
SR SR SLOPE RIGHTS
P PROPERTY LINE
△ TOP OF CUT
○ TOE OF SLOPE

APPROVED: ROGER P. DUMAS DATE: 9-25-00
CHIEF, PLANS & TITLES

R. O. W. PLANS
LYNDON
BHF 0269(10)
R. O. W. SHEET 12 OF 15 SHEETS
SHEET 7 OF 72



**STATE OF VERMONT
AGENCY OF TRANSPORTATION
RIGHT OF WAY PLANS
DETAIL SHEET**

TABLE OF PROJECT PROPERTY ACQUISITION

PARCEL NO.	GRANTOR	SHEET NO.	BEGINNING STATION	ENDING STATION	TAKING	REM.	RIGHTS	TITLE TAKEN	DATE	TOWN OR CITY RECORDED	BK.	PG.	REMARKS	REVISION NO.	SHEET	DESCRIPTION OF REVISION	DATE	MADE BY	APPROVED BY	
8A	DELETED												FORMERLY THE VILLAGE OF LYNDONVILLE							
8B	VILLAGE OF LYNDONVILLE	15	0+314.3 LT.	0+324.9 LT.			CLEAR & TRIM (P) 25 SM±	OCDE	11-05-03	LYNDON	157	439-440	269 S.F. ±							
8C		15	0+206.3 RT. 0+206.7 RT. WS 3+024.0 LT. 0+217.0 RT.	WS 3+027.5 RT. 0+208.2 RT. WS 3+027.9 LT.			INSTALL (T) 25 SM± SLOPE (T) 0.4 SM± INSTALL (T) 5 SM± DRIVE (T)						EROSION CONTROL, 269 S.F. ± 4 S.F. ± EROSION CONTROL, 54 S.F. ± 4.3M PAVED (14') MM 0058 FOR ROW OVER PARCEL 3							
9A	TOWN OF LYNDON	15	0+265.0 LT. 0+265.0 LT. 0+274.2 LT. THS 2+013.7 LT.	0+283.3 LT. 0+283.3 LT.	183 SM±		ALL R. T. & I. APPROACH (T) INSTALL (T)	OCD	08-29-03	LYNDON	155	381-382	VT. RTE. 114 (1,970 S.F.) EXCEPT & RESERVE VELCO'S ROW OVER PARCEL 9A TH #5 DARLING HILL ROAD INCLUDES EROSION CONTROL GUARDRAIL							
9B		14	0+336.5 LT. 0+336.5 LT. 0+347.4 LT.	0+356.8 LT. 0+356.8 LT.	200 SM±		ALL R. T. & I. APPROACH (T)						VT. RTE. 114 (2,153 S.F.) EXCEPT & RESERVE VILLAGE OF LYNDONVILLE'S ROW OVER PARCEL 9B TH #118 COZY BEND LANE INCLUDES EROSION CONTROL							
10	LYNDONVILLE ELECTRIC DEPARTMENT												UTILITY							
11	VERIZON NEW ENGLAND, INC.												UTILITY							
12	LYNDONVILLE WATER DEPARTMENT												UTILITY							
13	VELCO												UTILITY							
14	CHARTER COMMUNICATIONS, LLC												UTILITY							
	MAINTENANCE AGREEMENT ZONE NO. 1	15	2+003.0 CL.	2+012.2 CL.									TH #5 LENGTH 9.2M (30.0')							
	MAINTENANCE AGREEMENT ZONE NO. 2	14	4+003.6 CL.	4+013.8 CL.									TH #118 LENGTH 10.2M (34.0')							

ACCT: JBlanchard
C:\P\Working\JBlanchard\dms06382\rc068d.dgn
DATE PLOTTED 02-FEB-2006

DR. (P)- DRAINAGE RIGHT
DIT. (P)- DITCHING RIGHT
CH. (P)- CHANNEL RT.
DRIVE (T)- DRIVE RIGHT
CUL. (P)- CULVERT RIGHT
[W]- WATER SOURCES

PRESENT R.O.W.
TAKING WITHOUT ACCESS
TAKING WITHOUT ACCESS ALONG PROPERTY LINE
TAKING WITH ACCESS
PERMANENT EASEMENT
TEMPORARY EASEMENT

LEGEND

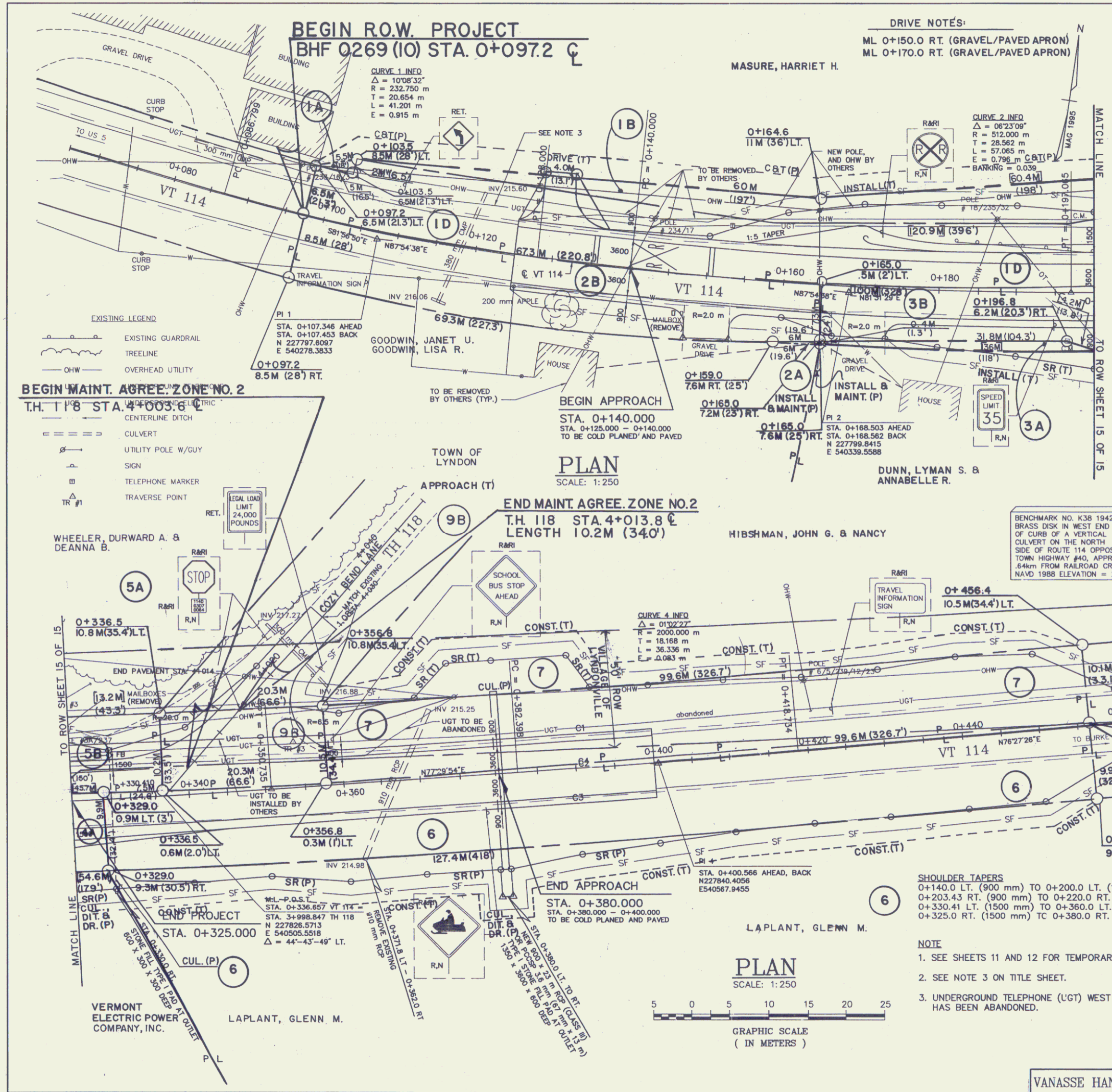
--- C&T (P) --- CLEARING & TRIMMING
... C% (P) ... CLEAR ZONE
--- CONST. (T) --- CONSTRUCTION EASEMENT
SR SR SLOPE RIGHTS
P PROPERTY LINE
L TOP OF CUT
O O TOE OF SLOPE

--- UE (P) --- PERMANENT UTILITY EASEMENT

APPROVED: ROGER P. DUMAS DATE: 8-25-00
CHIEF, PLANS & TITLES

R. O. W. PLANS

LYNDON
BHF 0269(10)
R. O. W. SHEET (13) OF 15 SHEETS
SHEET 8 OF 72



DRIVE NOTES:
 ML 0+150.0 RT. (GRAVEL/PAVED APRON)
 ML 0+170.0 RT. (GRAVEL/PAVED APRON)

- CONSTRUCTION NOTES**
- REMOVAL AND DISPOSAL OF GUARD RAIL
STA. 0+182.1 - 0+200.0 LT.
 - HEAVY DUTY STEEL BEAM GUARD RAIL
STA. 0+181.58 - 0+200.00 LT.
 - MANUFACTURED TERMINAL SECTION
STA. 0+170.43 - 0+181.58 LT.
 - ANCHOR FOR STEEL BEAM GUARDRAIL
STA. 0+216.85 RT.
 - DURABLE 100 mm WHITE LINE
STA. 0+125.0 - 0+200.0 LT. & RT.
STA. 0+325.0 - 0+335.0 LT.
STA. 0+359.0 - 0+400.0 LT.
STA. 0+325.0 - 0+400.0 RT.
 - DURABLE 100 mm YELLOW LINE (DOUBLE CENTER LINE)
STA. 0+125.0 - 0+200.0
STA. 0+325.0 - 0+339.0
STA. 0+351.0 - 0+400.0
 - YIELDING MARKER POSTS
STA. 0+380.0 LT. & RT.
 - DURABLE RAILROAD CROSSING SYMBOL
STA. 0+143.0 LT.
 - COLD PLANING BIT CONCRETE PAVEMENT
STA. 0+125.0 - 0+140.0
STA. 0+385.0 - 0+400.0
 - FLUSHING BASINS
STA. 0+330.0 LT.
 - 150 UNDERDRAIN
STA. 0+325.0 - 0+330.0 LT.
STA. 0+333.0 LT. - 0+330.0 RT. (CARRIER PIPE)
 - RELOCATE MAILBOX, SINGLE SUPPORT
STA. 0+146.0 RT.
STA. 0+410.0 LT.
 - CONSTRUCT FIELD DRIVE
STA. 0+130.0 LT.

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.

PLAN
SCALE: 1:250

END MAINT. AGREE. ZONE NO. 2
TH 118 STA. 4+013.8
LENGTH 10.2M (340')

PLAN
SCALE: 1:250
GRAPHIC SCALE (IN METERS)

- NOTE**
- SEE SHEETS 11 AND 12 FOR TEMPORARY EROSION CONTROL.
 - SEE NOTE 3 ON TITLE SHEET.
 - UNDERGROUND TELEPHONE (UGT) WEST OF POLE #12/20 HAS BEEN ABANDONED.

END R.O.W. PROJECT
BHF 0269 (10) STA. 0+456.4 0.4M (13') LT.

STATE OF VERMONT
AGENCY OF TRANSPORTATION

Town Of	LYNDON	Bridge No. 2
Highway No.	VT 114	Log Sta.
		Surv. Sta.
VT 114 OVER PASSUMPSIC RIVER		
PLAN (2 OF 2)		
Designed By	S.M. GUNN	Drawn By
Checked By	Dute	Bridge Design Supervisor
		Date
PROJECT	LYNDON	PROJECT NO.
		BHF 0269(10)
I.G.C. Info.		
R.O.W. SHEET	14 OF 15 SHEETS	9 OF 72 SHEETS

VANASSE HANGEN BRUSTLIN, INC.

