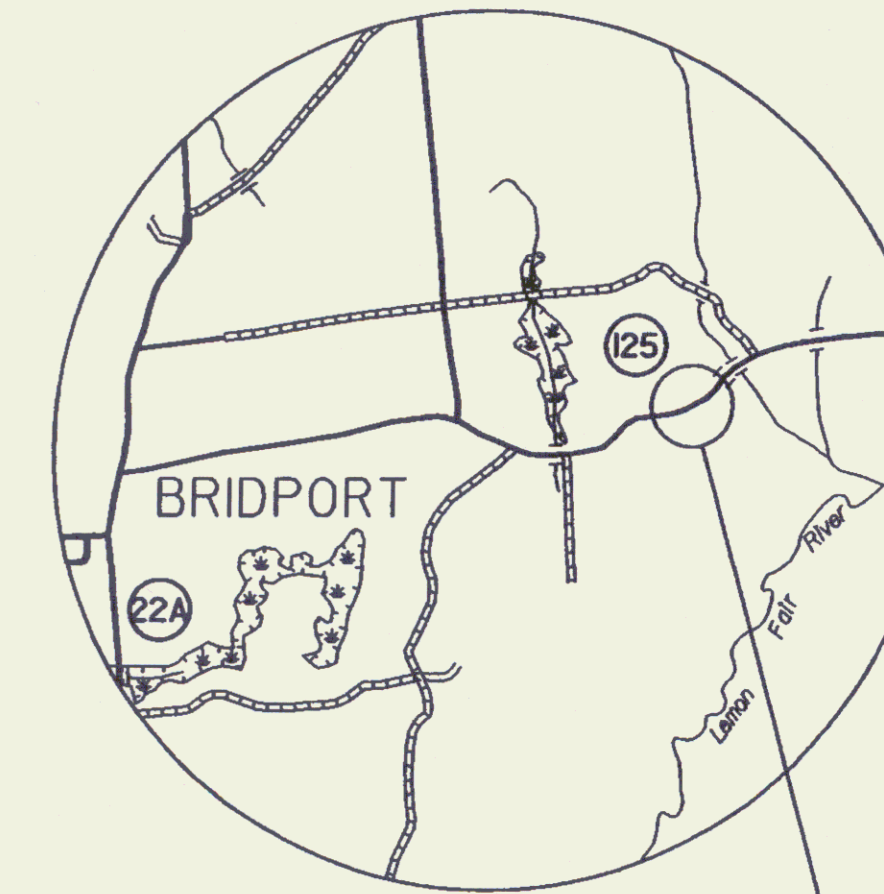


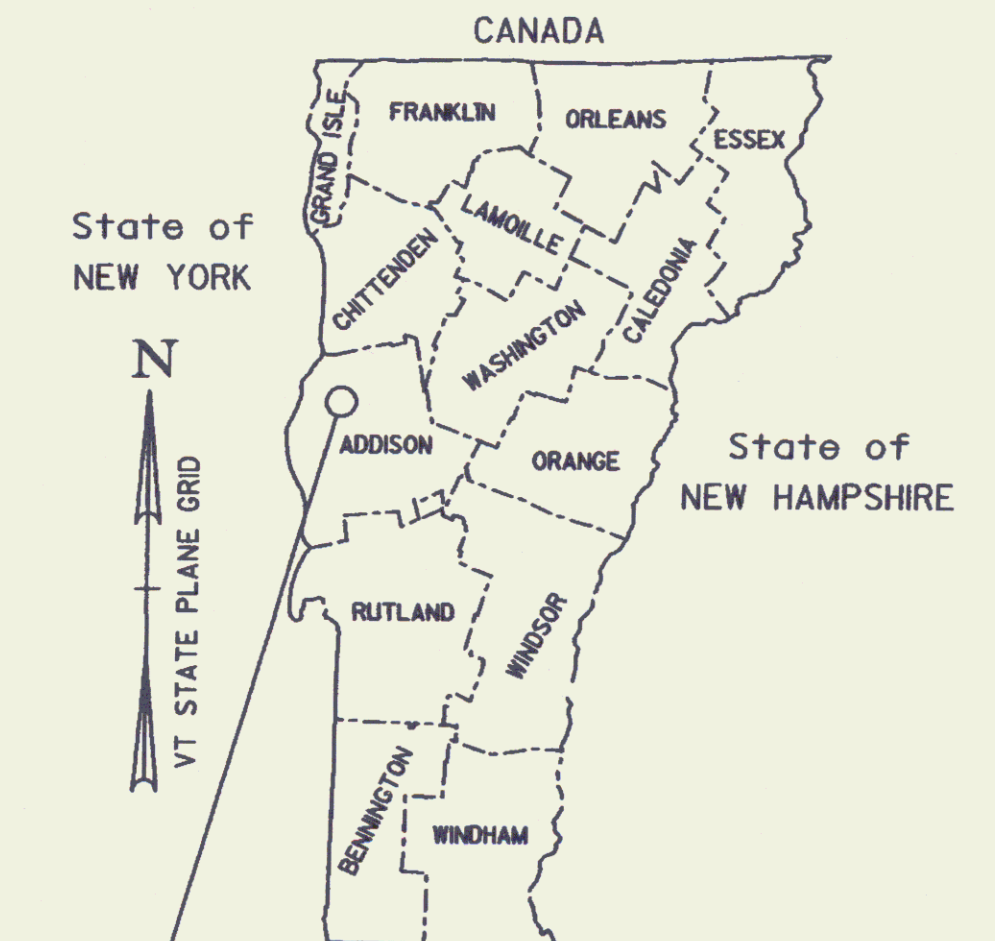
INDEX OF SHEETS
SEE SHEET 2

VAOT STANDARD SHEETS
SEE SHEET 2

STATE OF VERMONT AGENCY OF TRANSPORTATION



LOCATION MAP
NOT TO SCALE



PROJECT
BRIDPORT STP CULV (21)
Commonwealth of MASSACHUSETTS

PROPOSED IMPROVEMENT CULVERT REHABILITATION PROJECT TOWN OF BRIDPORT COUNTY OF ADDISON VERMONT ROUTE 125 (MAJOR COLLECTOR)

RECORD PLANS

CONTRACTOR: CHAMPLAIN CONSTRUCTION CO. - MIDDLEBURY, VT

RESIDENT ENGINEER: JOE KNIPES

CONSTRUCTION BEGAN: JULY 28, 2011

CONSTRUCTION COMPLETE: NOVEMBER 16, 2011

RECORD PLANS BY: JOE KNIPES & JENNA HYDE

I HEREBY CERTIFY THAT ALL THE CONSTRUCTION REQUIRED BY THIS SET OF DRAWINGS HAS BEEN ACCOMPLISHED AS INDICATED HEREIN.

BY: *[Signature]* RESIDENT ENGINEER

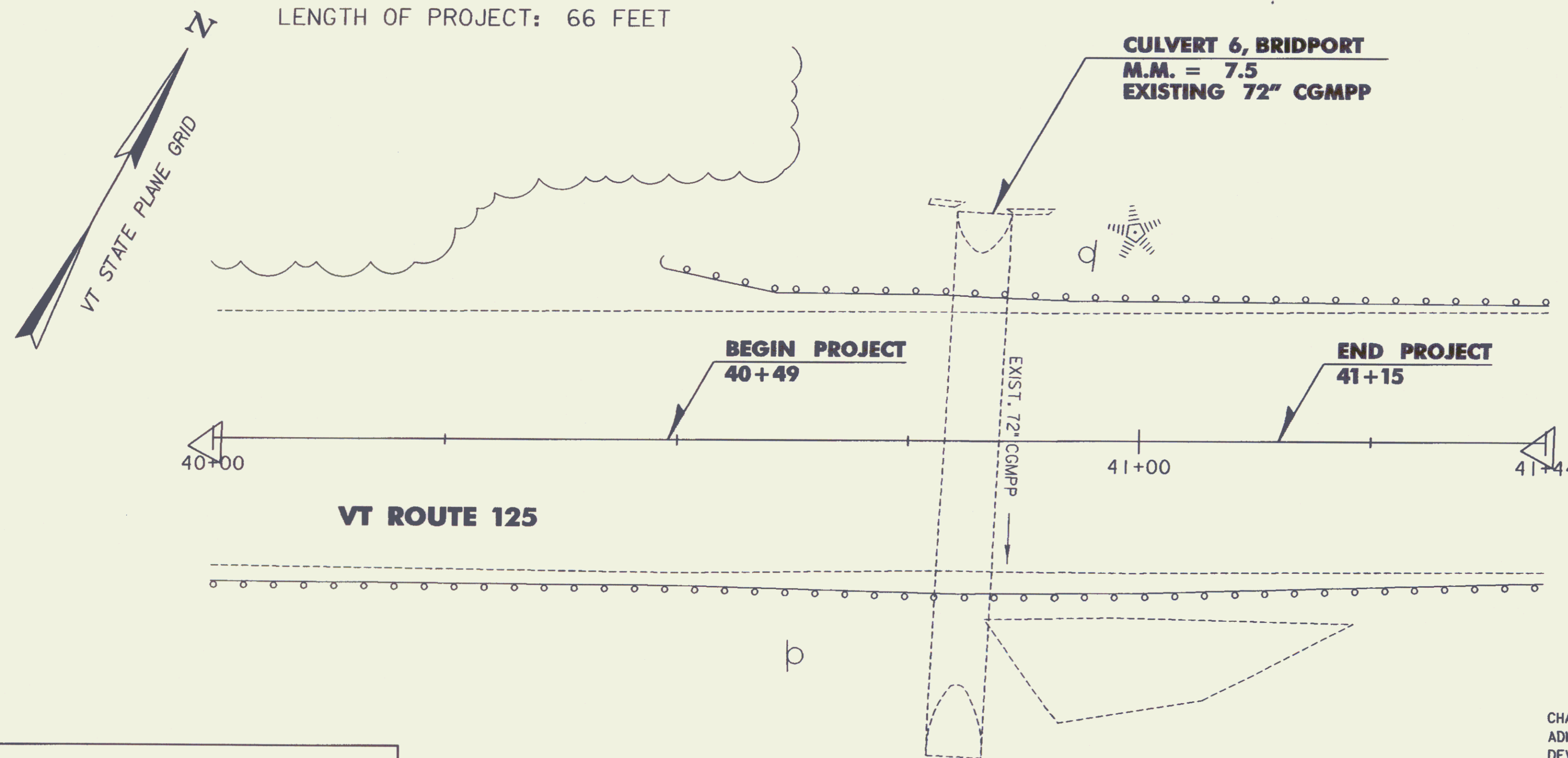
DATE: 5-20-13

NOTE: Any further information concerning final quantities, amounts or other details relative to this project may be found at Central Files in the electronic archives.

PROJECT LOCATION: WORK TO BE PERFORMED ON VERMONT ROUTE 125, 2.2 MILES EAST OF THE JUNCTION WITH VERMONT ROUTE 22A.

PROJECT DESCRIPTION: THIS PROJECT INCLUDES THE PARTIAL REMOVAL AND FILLING OF APPROXIMATELY 56 FEET OF 72" DIA. CULVERT, AND RELATED ROADWAY AND GUARDRAIL RECONSTRUCTION.

LENGTH OF PROJECT: 66 FEET



QUALITY ASSURANCE PROGRAM: LEVEL 2

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 : VHB
SURVEYED DATE : DECEMBER 2008

DATUM
VERTICAL ASSUMED
HORIZONTAL ASSUMED



THESE PLANS ARE SUBJECT TO SUCH ENGINEERING CHANGES AS MAY BE REQUIRED BY THE FEDERAL HIGHWAY ADMINISTRATION OR THE DIRECTOR OF PROGRAM DEVELOPMENT.

CONSTRUCTION IS TO BE CARRIED ON IN ACCORDANCE WITH THESE PLANS AND THE STANDARD SPECIFICATIONS FOR CONSTRUCTION DATED 2006, AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION ON JUNE 15, 2006 FOR USE ON THIS PROJECT, INCLUDING ALL SUBSEQUENT REVISIONS AND SUCH REVISED SPECIFICATIONS AND SPECIAL PROVISIONS AS ARE INCORPORATED IN THESE PLANS.

DIRECTOR OF PROGRAM DEVELOPMENT
APPROVED: *[Signature]* DATE 11-3-10

PROJECT MANAGER : MARK SARGENT

PROJECT NAME : BRIDPORT
PROJECT NUMBER : STP CULV (21)

SHEET 1 OF 14 SHEETS

INDEX OF SHEETS

1	TITLE SHEET
2	INDEX OF SHEETS & PROJECT NOTES
3	TYPICAL SECTIONS
4-5	QUANTITY SHEETS
6	SITE PLAN
7	EPSC NARRATIVE
8	EPSC EXISTING CONDITIONS SITE PLAN
9	EPSC CONSTRUCTION SITE PLAN
10	EPSC FINAL CONDITIONS SITE PLAN
11-12	EPSC DETAIL SHEETS
13	TRAFFIC CONTROL PLAN
14	CROSS SECTIONS

VAOT STANDARD SHEETS

B-5	SLOPE GRADING, EMBANKMENTS, MUCK	06-01-1994
E-100	CONSTRUCTION APPROACH SIGNS	01-02-2004
E-101	CONSTRUCTION SIGN DETAILS	05-30-2003
E-102	CONSTRUCTION SIGN DETAILS	06-30-2003
E-102A	CONSTRUCTION SIGN DETAILS	05-01-2004
E-106	TRAFFIC CONTROL - MISCELLANEOUS DETAILS	03-01-2004
E-107	DELINEATION, BARRICADES AND DETOURS FOR CONSTRUCTION AREAS	06-30-2003
E-107A	BREAKAWAY BARRICADE DETAILS	06-08-2009
E-110	MAJOR MAINTENANCE OPERATION LANE CLOSURE	08-08-1995
E-111	MINOR MAINTENANCE OPERATIONS	03-11-1997
E-121	STANDARD SIGN PLACEMENT CONVENTIONAL ROAD	08-08-1995

PROJECT NOTES

1. ALL MATERIALS AND CONSTRUCTION SHALL CONFORM TO STATE OF VERMONT AGENCY OF TRANSPORTATION'S STANDARD SPECIFICATIONS FOR CONSTRUCTION, DATED 2006, AND ITS LATEST REVISIONS, AND THE AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, 17TH EDITION, DATED 2002, AND ITS LATEST REVISIONS.
2. ALL WORK AND ANY ASSOCIATED ACTIVITY ON THIS PROJECT SHALL BE PERFORMED WITHIN THE EXISTING RIGHT-OF-WAY LIMITS SHOWN ON THE PLANS.
3. ALL DIMENSIONS ARE HORIZONTAL OR VERTICAL, AND ARE GIVEN AT 68 DEGREES FAHRENHEIT, UNLESS NOTED OTHERWISE.
4. PRIOR TO BEGINNING ROADWAY EXCAVATION WORK, THE CONTRACTOR SHALL PARTIALLY FILL THE EXISTING CULVERT WITH ITEM 900.608 SPECIAL PROVISION (CONTROLLED DENSITY (FLOWABLE) FILL) TO THE LIMITS SHOWN ON THE PLANS. THE CONTRACTOR SHALL FILL ANY VOIDS UNDER THE CULVERT WITH CONCRETE, CLASS D FROM WITHIN THE CULVERT BEFORE PLACING FLOWABLE FILL.
5. THE FOLLOWING SHALL BE PAID FOR UNDER ITEM 529.20, "PARTIAL REMOVAL OF STRUCTURE": REMOVAL AND DISPOSAL OF EXISTING METAL CULVERT SECTIONS AND STONE HEADWALL, AS DETAILED ON THE PLANS.
6. EXISTING UNDERGROUND UTILITY FACILITIES ARE LOCATED WITHIN THE PROJECT AREA. THE CONTRACTOR SHALL TAKE WHATEVER MEANS NECESSARY TO PROTECT THESE FACILITIES FROM DAMAGE DURING CONSTRUCTION AND SHALL COORDINATE WITH THE UTILITY COMPANIES, AS NEEDED. THE CONTRACTOR SHALL ADJUST THE LOCATIONS OF GUARDRAIL POSTS, IF NECESSARY, TO AVOID CONFLICTS WITH UNDERGROUND UTILITIES. NO ADDITIONAL COMPENSATION WILL BE PAID TO THE CONTRACTOR FOR ANY INCONVENIENCE OR COST CAUSED BY WORKING AROUND THESE FACILITIES OR COORDINATION WITH THE UTILITY COMPANIES. THE CONTRACTOR SHALL CONTACT "DIG SAFE" PRIOR TO THE START OF EXCAVATION WORK.

PROJECT NAME: BRIDPORT
PROJECT NUMBER: STP CULV(21)

FILE NAME: ...\\02-index and standards.dgn
PROJECT LEADER: G. BOGUE
DESIGNED BY: M. CHENETTE
INDEX OF SHEETS & PROJECT NOTES

PLOT DATE: 10/7/2010
DRAWN BY: E. ALLING
CHECKED BY: G. BOGUE
SHEET 2 OF 14



QUANTITY SHEET 1

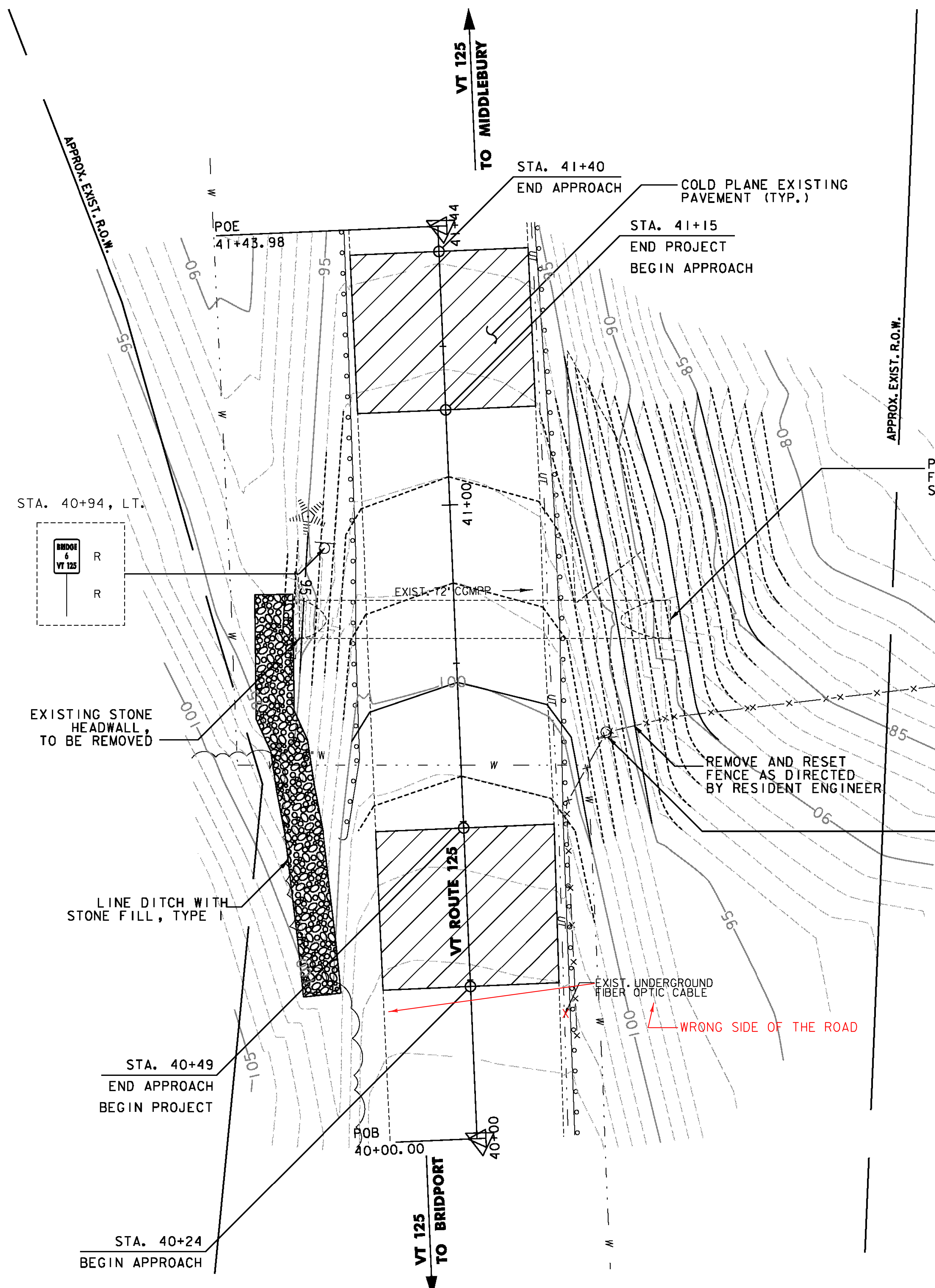
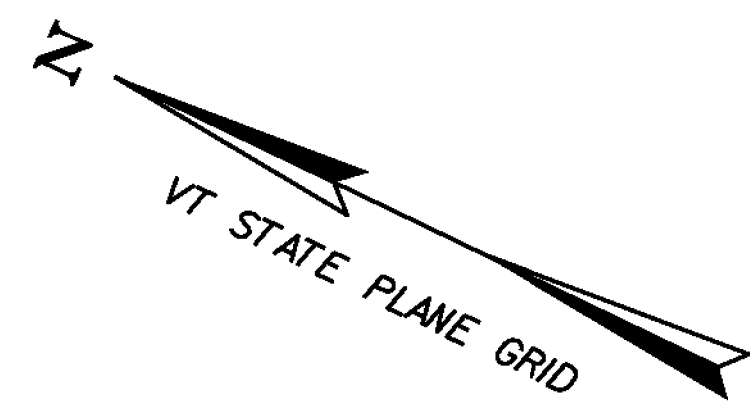
SUMMARY OF ESTIMATED QUANTITIES										TOTALS		DESCRIPTIONS				DETAILED SUMMARY OF QUANTITIES			
								ROADWAY	EROSION CONTROL	FULL C.E. ITEMS	GRAND TOTAL	FINAL	UNIT	ITEMS	ITEM NUMBER	ROUND	QUANTITIES	UNIT	ITEMS
								1			1		LS	CLEARING AND GRUBBING, INCLUDING INDIVIDUAL TREES AND STUMPS	201.10				
								220			220		CY	COMMON EXCAVATION	203.15				
								150			150		CY	GRANULAR BORROW	203.32				
								1			1		CY	TRENCH EXCAVATION OF EARTH, EXPLORATORY (N.A.B.I.)	204.22				
								156			156		SY	COLD PLANING, BITUMINOUS PAVEMENT	210.10				
								100			100		CY	SUBBASE OF CRUSHED GRAVEL, FINE GRADED	301.26				
								1			1		CWT	EMULSIFIED ASPHALT	404.65				
								1			1		LU	PRICE ADJUSTMENT, ASPHALT CEMENT (N.A.B.I.)	406.50				
								1			1		EACH	PARTIAL REMOVAL OF STRUCTURE	529.20				
								3			3		CY	CONCRETE, CLASS D	541.31				
								15			15		CY	STONE FILL, TYPE I	613.10				
								50			50		LF	REMOVING AND RESETTING FENCE	620.50				
								150			150		LF	REMOVE AND RESET GUARDRAIL	621.75				
								5			5		EACH	REPLACE GUARDRAIL POST ASSEMBLY	621.76				
								3			3		EACH	REPLACE GUARDRAIL BEAM UNIT	621.77				
								40			40		HR	UNIFORMED TRAFFIC OFFICERS	630.10				
								300			300		HR	FLAGGERS	630.15				
										1	1		LS	TESTING EQUIPMENT, CONCRETE	631.16				
										1	1		LS	TESTING EQUIPMENT, BITUMINOUS	631.17				
								1			1		LS	MOBILIZATION/DEMobilIZATION	635.11				
								1			1		LS	TRAFFIC CONTROL	641.10				
								2			2		EACH	PORTABLE CHANGEABLE MESSAGE SIGN	641.15				
								232			232		LF	4 INCH WHITE LINE	646.20				
								232			232		LF	4 INCH YELLOW LINE	646.21				
									60		60		SY	GEOTEXTILE UNDER STONE FILL	649.31				
									40		40		SY	GEOTEXTILE FOR SILT FENCE, WOVEN WIRE REINFORCED	649.515				
									4		4		LB	SEED	651.15				
									35		35		LB	FERTILIZER	651.18				
									1		1		TON	AGRICULTURAL LIMESTONE	651.20				
									1		1		TON	HAY MULCH	651.25				
									28		28		CY	TOPSOIL	651.35				
									330		330		SY	TEMPORARY EROSION MATTING	653.20				
									5		5		CY	TEMPORARY STONE CHECK DAM, TYPE I	653.25				
									285		285		LF	BARRIER FENCE	653.50				
									4		4		EACH	REMOVING SIGNS	675.50				
									2		2		EACH	ERECTING SALVAGED SIGNS	675.60				
									1		1		EACH	SETTING SALVAGED POSTS	675.61				
									33		33		CY	SPECIAL PROVISION (CONTROLLED DENSITY (FLOWABLE) FILL)	900.608				
									1		1		LU	SPECIAL PROVISION (MAT DENSITY PAY ADJUSTMENT, SMALL QUANTITY)(N.A.B.I.)	900.650				
									1		1		LU	SPECIAL PROVISION (MIXTURE PAY ADJUSTMENT)(N.A.B.I.)	900.650				

PROJECT NAME: BRIDPORT
PROJECT NUMBER: STP CULV(2I)

FILE NAME: ...06-quantity sheet1.dgn
PROJECT LEADER: G. BOGUE
DESIGNED BY: M. CHENETTE
QUANTITY SHEET 1

PLOT DATE: 11/5/2010
DRAWN BY: M. CHENETTE
CHECKED BY: E. ALLING
SHEET 4 OF 14

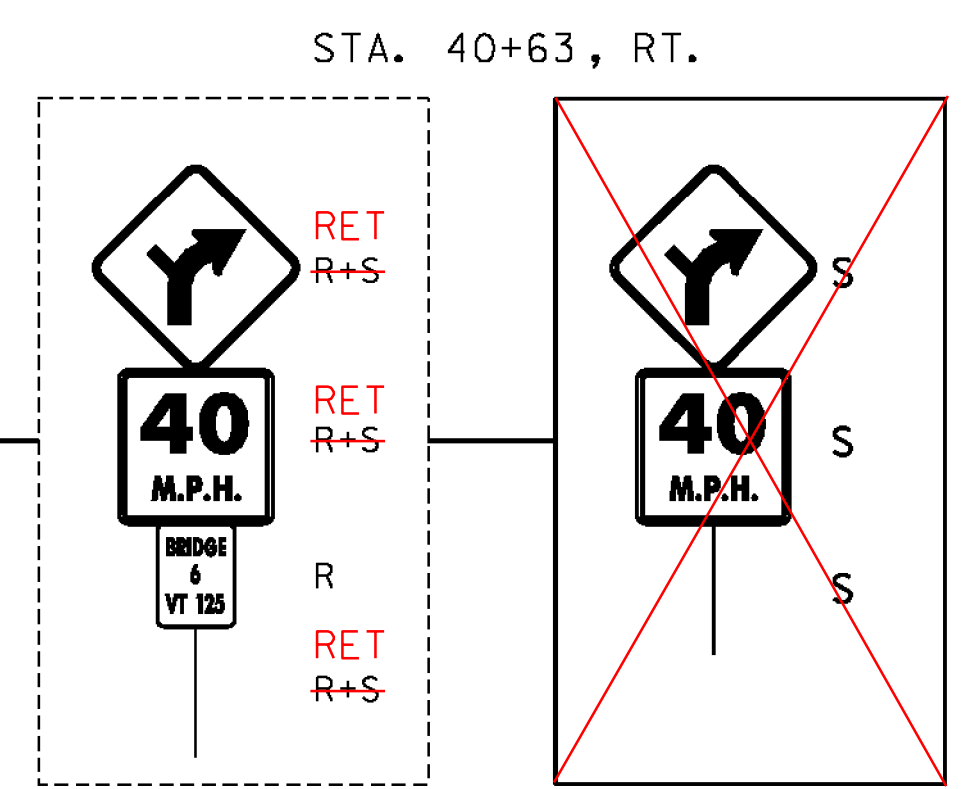




- ~~REMOVING AND RESETTING FENCE~~
~~STA. 40+35 TO 40+66 RT~~
- ~~REMOVE AND RESET GUARDRAIL~~
STA. 40+52 TO 41+52 RT
STA. 40+48 TO 40+98 LT
85 41+10
- ~~STONE FILL, TYPE I~~
STA. 40+25 TO 40+90 LT
- ~~REPLACE GUARDRAIL POST ASSEMBLY~~
5 EA. (ESTIMATED)
- ~~REPLACE GUARDRAIL BEAM UNIT~~
3 EA. (ESTIMATED)
- MTS, TANGENT
40+48 - 40+85

- ~~REMOVING SIGNS~~
STA. 40+63, RT - 3 SIGNS
STA. 40+94, LT
- ~~ERECTING SALVAGED SIGNS~~
STA. 40+63, RT - 2 SIGNS
- ~~SETTING SALVAGED POSTS~~
STA. 40+63, RT
4 INCH WHITE LINE
STA. 40+24 TO 41+40, LT. & RT.
4 INCH YELLOW LINE
STA. 40+24 TO 41+40, LT. & RT.

PARTIALLY REMOVE AND FILL EXISTING CULVERT, SEE DETAILS ON SHEET 3



SIGN LEGEND	
N	= NEW
R	= REMOVE
RET	= RETAIN
S	= SALVAGE SIGN
----	= EXISTING
—	= PROPOSED

NOTE:
APPROXIMATE R.O.W. SHOWN USING RECORD CONSTRUCTION PLANS



PROJECT NAME:	BRIDPORT	PLOT DATE:	10/7/2010
PROJECT NUMBER:	STP CULV(2I)	DRAWN BY:	E. ALLING
FILE NAME:	...07-general plans.dgn	CHECKED BY:	G. BOGUE
PROJECT LEADER:	G. BOGUE	DESIGNED BY:	M. CHENETTE
DESIGNED BY:	M. CHENETTE	SHEET	6 OF 14
SITE PLAN			

EROSION CONTROL NARRATIVE

1.1 PROJECT DESCRIPTION

THE BRIDPORT VERMONT ROUTE 125 CULVERT REMOVAL PROJECT INCLUDES WORK TO BE PERFORMED AT MILE MARKER 7.48 ON VERMONT ROUTE 125 IN THE TOWN OF BRIDPORT, COUNTY OF ADDISON.

THE PROJECT SHALL CONSIST OF THE FILLING AND PARTIAL REMOVAL OF APPROXIMATELY 56 FEET OF A 72" DIAMETER CORRUGATED METAL PLATE PIPE LOCATED UNDER VERMONT ROUTE 125 AND RELATED ROADWAY AND GUARDRAIL RECONSTRUCTION.

THE PROJECT SHALL FILL AND PARTIALLY REMOVE A CORRUGATED METAL PLATE PIPE THAT WAS ONCE USED AS A CATTLE PASS THAT IS NOW IN POOR CONDITION. DISTURBED EARTH ASSOCIATED WITH THIS WORK IS A RESULT OF EXCAVATION. THE TOTAL AREA OF DISTURBANCE IS 0.14 ACRES, INCLUDING BOTH ON-SITE AND CONTIGUOUS WASTE, BORROW AND STAGING.

1.2 SITE INVENTORY AND ANALYSIS

1.2.1 BODIES OF WATER AND ON-SITE/OFFSITE DRAINAGE CHARACTERISTICS

THE PROPERTY SURROUNDING THE PROJECT SITE IS GENTLY ROLLING AND PREDOMINANTLY FARM LAND. THE CULVERT WAS ORIGINALLY INSTALLED FOR USE AS A CATTLE PASS. THERE IS A VEGETATED HILLSIDE UPSTREAM OF THE CULVERT. DUE TO THE NATURE OF THE SURROUNDING TERRAIN THE PROJECT SITE COULD RECEIVE VERY MINIMAL RUNOFF.

1.2.2 DRAINAGE, WATERWAYS, BODIES OF WATER, AND PROXIMITY TO NATURAL OR MAN-MADE WATER FEATURES

SEEING AS THIS CULVERT IS A CATTLE PASS, THE ONLY WATER SOURCE LOCATED ON THE PROJECT SITE IS A ROADSIDE DITCH LEADING TO CULVERT #7, LOCATED TO THE EAST OF THE PROJECT SITE ON VERMONT ROUTE 125. THE TRIBUTARY AREA AT THE CULVERT CATTLE PASS IS 0.017 SQUARE MILES.

1.2.3 TOPOGRAPHY, EXISTING ROADS, BUILDINGS, UTILITIES

THE TOPOGRAPHY OF THE AREA IS GENTLY ROLLING AND PREDOMINANTLY FARM LAND. VERMONT ROUTE 125 IS WITHIN THE PROJECT SITE. THERE IS A FARM WITH MULTIPLE BUILDINGS LOCATED TO THE WEST OF THE PROJECT SITE. THERE ARE UNDERGROUND UTILITIES THAT ARE TO BE MAINTAINED THROUGHOUT CONSTRUCTION.

1.2.4 VEGETATION

THE VEGETATION IN THE PROJECT AREA CONSISTS OF LONG GRASS WITH SMALL SCATTERED TREES. FORESTED AREAS ARE LOCATED OUTSIDE THE PROJECT LIMITS AND THEREFORE SHOULD NOT BE AFFECTED BY THE PROJECT. THE IMPACT WILL BE LIMITED TO THAT WHICH IS RELATED TO THE EXCAVATION OF THE EXISTING CATTLE PASS. UPON COMPLETION, DISTURBED VEGETATION WILL BE REESTABLISHED WITH STANDARD SEED AND MULCH PRACTICES.

1.2.5 SOILS

SOIL DATA CAME FROM THE U.S. DEPARTMENT OF AGRICULTURE NATIONAL RESOURCES CONSERVATION SERVICE FOR THE COUNTY OF ADDISON, VERMONT.

THE SOIL ON THE PROJECT SITE IS VERGENNES CLAY WITH 25 TO 50 PERCENT SLOPES. K VALUE = 0.49. THIS SOIL TYPE IS GENERALLY FOUND IN TERRACES. THE SOIL IS CONSIDERED HIGHLY ERODIBLE DUE TO THE HIGH K VALUE.

1.2.6 SENSITIVE RESOURCE AREAS

CRITICAL HABITATS: NO
HISTORICAL OR ARCHEOLOGICAL AREAS: NO
PRIME AGRICULTURAL LAND: NO
THREATENED AND ENDANGERED SPECIES: NO
WATER RESOURCE: NONE, CATTLE PASS
WETLANDS: CLASS 3 WETLANDS ARE PRESENT AT THE CULVERT INLET AND OUTLET.

1.3 RISK EVALUATION

THIS PROJECT DOES NOT FALL UNDER THE JURISDICTION OF CONSTRUCTION GENERAL PERMIT 3-9020 BASED ON THE PROJECT IMPACT AREA. SHOULD CHANGES PRIOR TO OR DURING CONSTRUCTION RESULT IN ONE OR MORE ACRES OF EARTH DISTURBANCE OR SHOULD THE PROJECT BECOME PART OF A LARGER PLAN OF DEVELOPMENT, THEN THE SELECTED CONTRACTOR WILL BE RESPONSIBLE FOR ADDITIONAL PERMITTING WITH VANR VIA FILING OF THE APPROPRIATE NOTICE OF INTENT UNDER THE CONSTRUCTION GENERAL PERMIT PROCESS.

1.4 EROSION PREVENTION AND SEDIMENT CONTROL

THE EROSION CONTROL PLANS ARE MEANT AS A GUIDELINE FOR PREVENTING EROSION AND CONTROLLING SEDIMENT TRANSPORT. THE WORK OUTLINED IN THIS NARRATIVE CONSISTS OF APPLYING MEASURES THROUGHOUT THE LIFE OF THE PROJECT MINIMIZING SEDIMENT TRANSPORT TO THE RECEIVING WATERS. THE MEASURES INCLUDE STABILIZATION AND STRUCTURAL PRACTICES, STORM WATER CONTROLS AND OTHER POLLUTION PREVENTION CONTROLS.

PREVENTING INITIAL SOIL EROSION IS MUCH MORE EFFECTIVE THAN TREATING ERODED SEDIMENT. 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.

ALL MEASURES SHALL BE REGULARLY MAINTAINED AND SHALL BE CHECKED FOR SEDIMENT BUILD-UP. SEDIMENT SHALL BE DISPOSED AT AN APPROVED SITE WHERE IT WILL NOT BE SUBJECT TO EROSION.

(REFER TO THE "LOW RISK SITE HANDBOOK FOR EROSION PREVENTION AND SEDIMENT CONTROL" AND APPROPRIATE DETAIL SHEETS FOR EACH PRACTICE REQUIRED ON THE PROJECT TO INCLUDE BUT NOT LIMITED TO THE FOLLOWING.)

1.4.1 MARK SITE BOUNDARIES

BARRIER FENCE, DENOTED -BF- ON THE PLANS, IS 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.

1.4.2 LIMIT DISTURBANCE AREA

EMPLOY TEMPORARY STABILIZATION PRACTICES IN INCREMENTAL STAGES (PHASING) AS CONSTRUCTION PROCEEDS. ADDITIONAL MEASURES MAY BE NEEDED DUE TO THE PHASING OF THE PROJECT AND AS DIRECTED BY THE ENGINEER.

1.4.3 STABILIZE CONSTRUCTION EXIT

STABILIZED CONSTRUCTION ENTRANCE SHALL BE UTILIZED AS NECESSARY.

1.4.4 INSTALL SILT FENCE

SILT FENCE SHALL BE INSTALLED PRIOR TO ANY UP SLOPE WORK AS SHOWN ON THE PLANS OR AS NECESSARY.

1.4.5 DIVERT UPLAND RUNOFF

NOT APPLICABLE.

1.4.6 SLOW DOWN CHANNELIZED RUNOFF

CHECK DAMS SHALL BE UTILIZED AS NECESSARY.

1.4.7 CONSTRUCT PERMANENT CONTROLS

TYPE I STONE FOR DITCH PROTECTION
SEED AND MULCH

1.4.8 STABILIZE EXPOSED SOILS

SEED AND MULCH
EROSION MATTING

TRACKING OF ALL EXPOSED SLOPES, COMBINED WITH TEMPORARY MULCHING, WILL BE UTILIZED ON A REGULAR BASIS. SLOPES SHALL BE STABILIZED WITHIN 48 HOURS OF FORECASTED RAIN.
SEEDING, MULCHING AND BIODEGRADABLE EROSION CONTROL MATTING OR AN EQUIVALENT SHALL BE USED TO STABILIZE ALL SLOPES STEEPER THAN 1:3. THESE SLOPES SHALL BE STABILIZED WITHIN 48 HOURS OF REACHING INTERMITTENT PHASES OF CONSTRUCTION.

1.4.9 WINTER STABILIZATION

VARIOUS MEASURES SPECIFIC TO WINTER, OCTOBER 15TH THROUGH APRIL 15TH (SEE LOW RISK HANDBOOK).

1.4.10 STABILIZE SOIL AT FINAL GRADE SEED AND MULCH EROSION MATTING

SEEDING, MULCHING AND BIODEGRADABLE EROSION CONTROL MATTING OR AN EQUIVALENT SHALL BE USED TO STABILIZE ALL SLOPES STEEPER THAN 1:3. THESE SLOPES SHALL BE STABILIZED WITHIN 48 HOURS OF REACHING FINAL GRADE.

1.4.11 DE-WATERING ACTIVITIES

SEDIMENT BASINS FOR DEWATERING OF TRENCH OR OTHER DEEP EXCAVATIONS SHALL BE USED AS NECESSARY AND FEASIBLE.

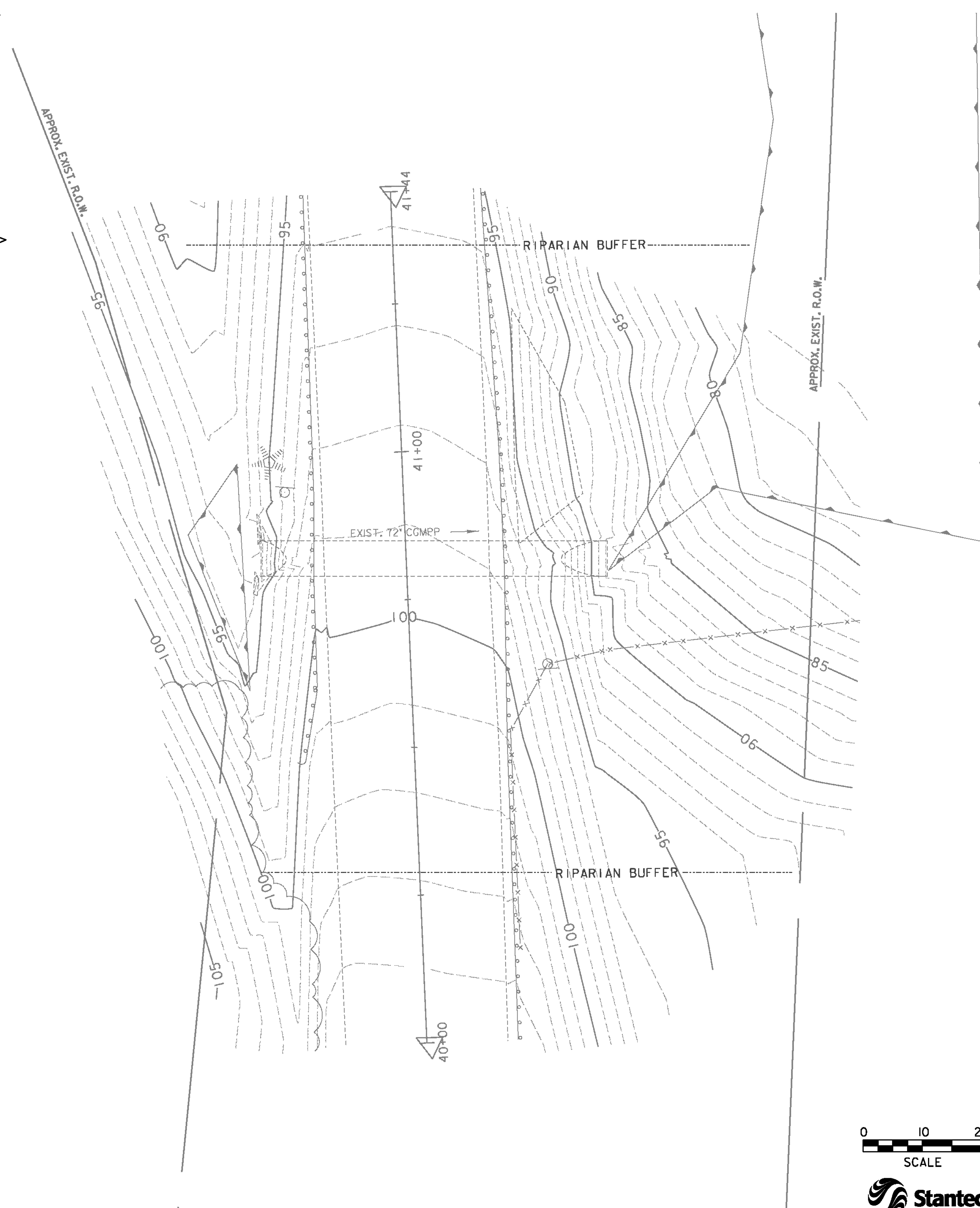
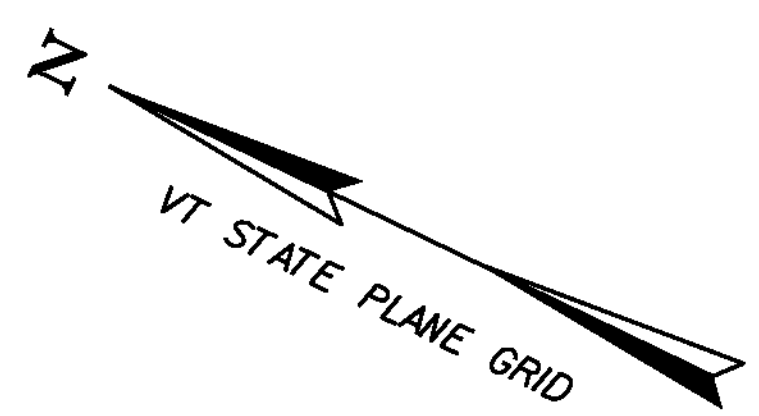
1.4.12 INSPECT YOUR SITE

INSPECT SITE BASED ON PERMIT AUTHORIZATION OR SPECIAL PROVISION REQUIREMENTS.



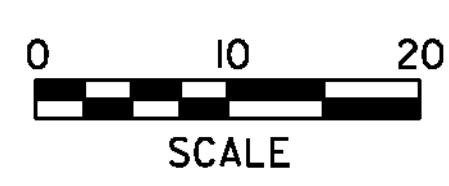
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PROJECT NUMBER: STP CULV(2I)

FILE NAME: ...\\13-erosion control\narrative.dgn PLOT DATE: 10/7/2010
PROJECT LEADER: G. BOGUE DRAWN BY: E. ALLING
DESIGNED BY: M. CHENETTE CHECKED BY: G. BOGUE
EPSC NARRATIVE SHEET 7 OF 14



SOIL CLASSIFICATION
 VERGENNES CLAY
 25-50% SLOPES
 K FACTOR .49
 CLASSIFIED HIGHLY ERODIBLE

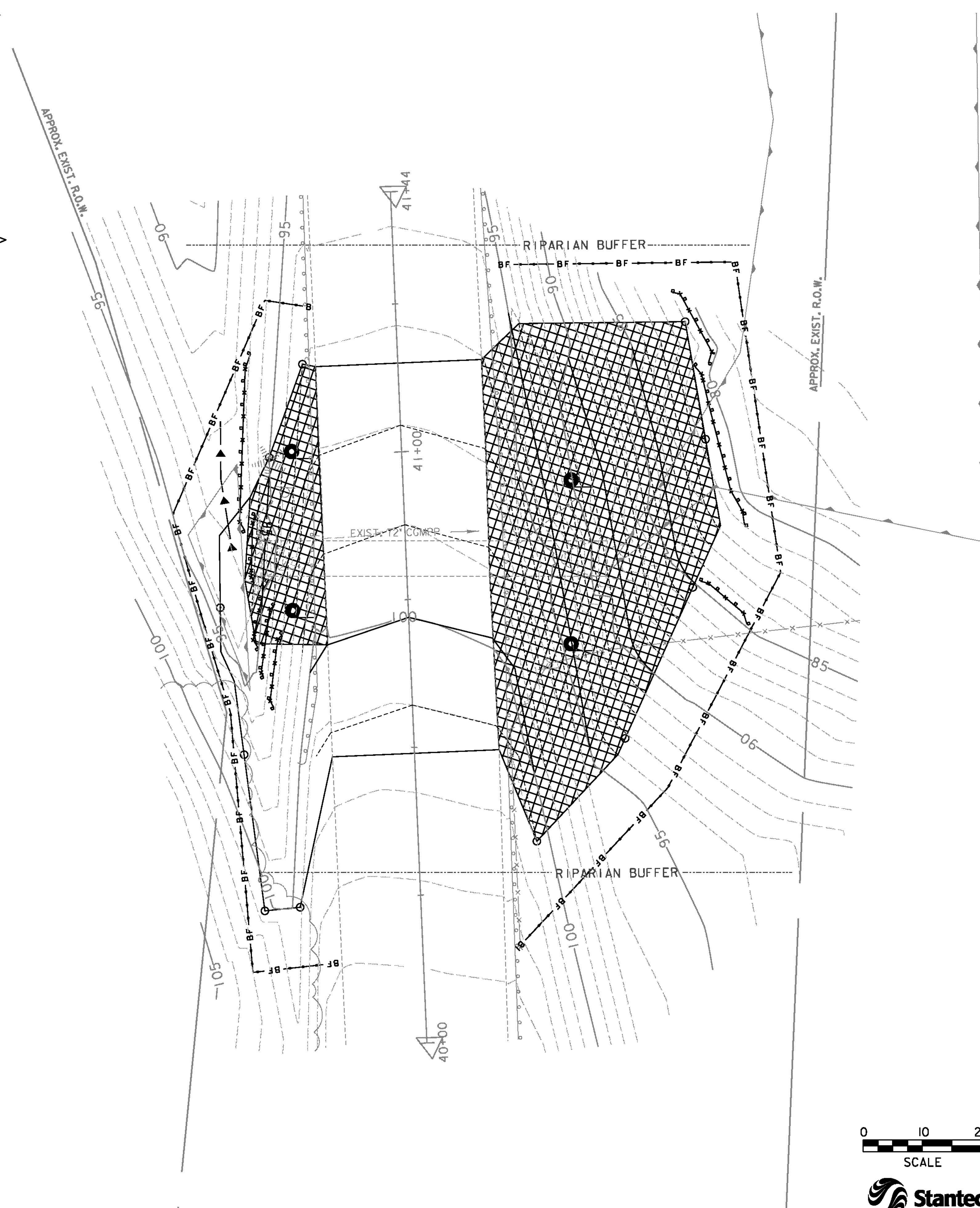
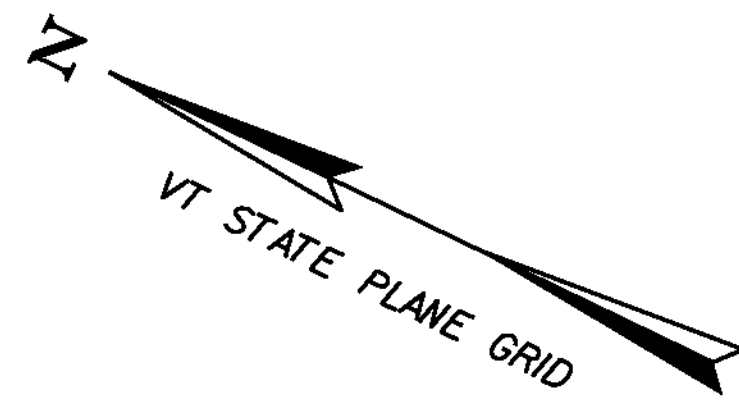
LEGEND
 - - - - - RIPARIAN BUFFER ZONE
 [Hatched Pattern] CLASS III WETLAND LIMITS



EPSC EXISTING CONDITIONS SITE PLAN

PROJECT NAME: BRIDPORT
 PROJECT NUMBER: STP CULV(2)

FILE NAME: ...14-erosion control sheets.dgn PLOT DATE: 10/7/2010
 PROJECT LEADER: G. BOGUE DRAWN BY: E. ALLING
 DESIGNED BY: M. CHENETTE CHECKED BY: M. CHENETTE
EPSC EXISTING CONDITIONS SITE PLAN SHEET 8 OF 14



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 OR ON SITE COORDINATOR.
4. REFER TO TEMPORARY EROSION CONTROL DETAILS FOR ADDITIONAL DETAILS.

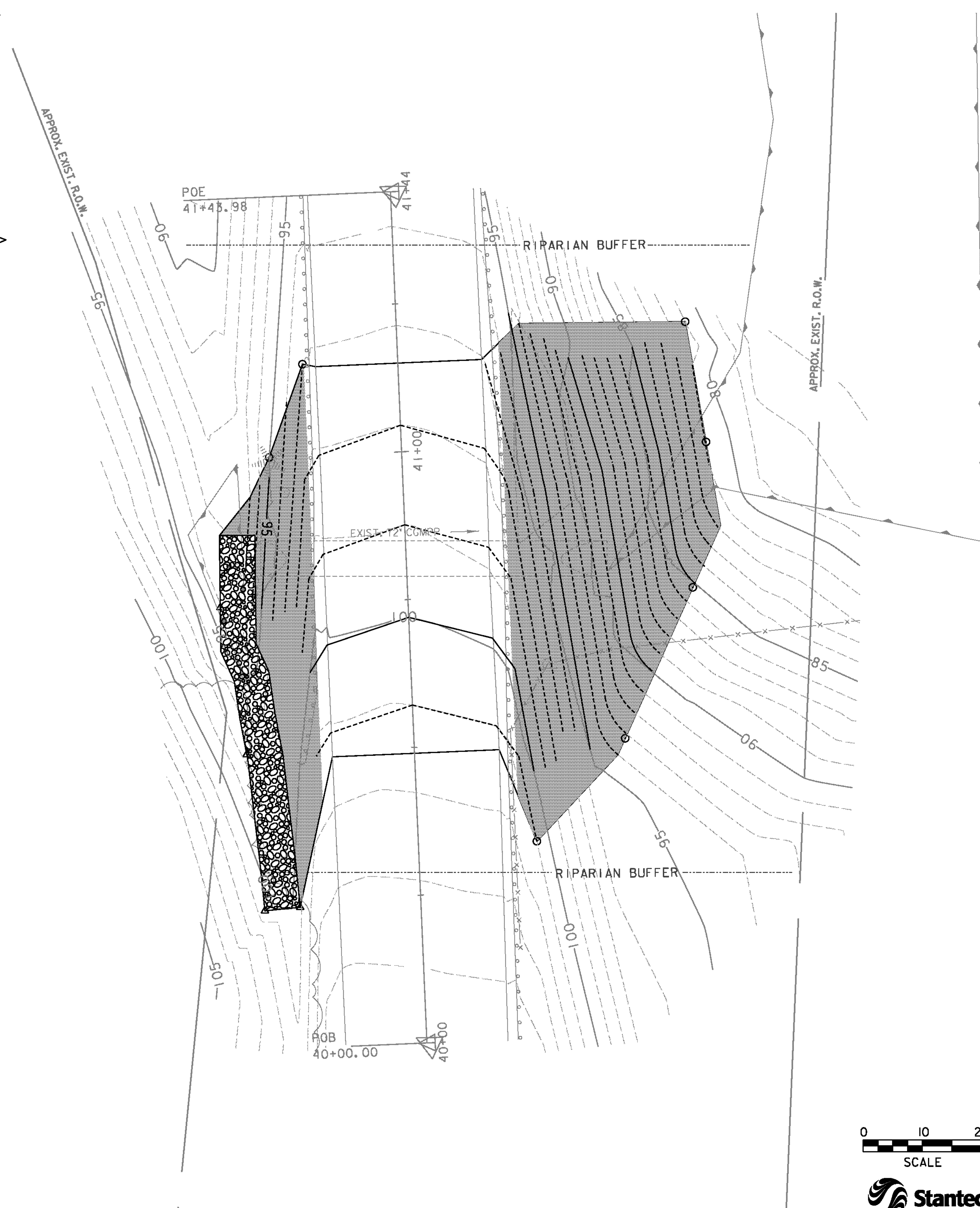
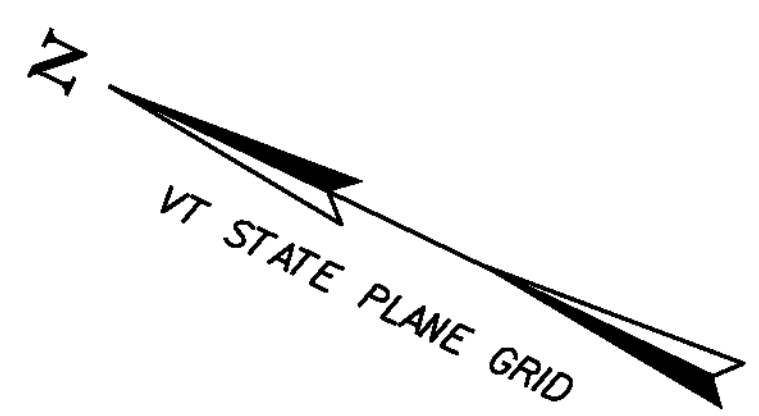
LEGEND

- SILT FENCE, WOVEN WIRE REINFORCED
- LIMITS OF SOIL DISTURBANCE
- EROSION MATTING
- BARRIER FENCE
- RIPARIAN BUFFER ZONE
- TEMPORARY STONE CHECK DAM

EPSC CONSTRUCTION SITE PLAN



PROJECT NAME:	BRIDPORT	PLOT DATE:	10/7/2010
PROJECT NUMBER:	STP CULV(2)	DRAWN BY:	E. ALLING
FILE NAME:	...\\14-erosion controlsheets.dgn	DESIGNED BY:	M. CHENETTE
PROJECT LEADER:	G. BOGUE	CHECKED BY:	G. BOGUE
EPSC CONSTRUCTION SITE PLAN		SHEET 9 OF 14	

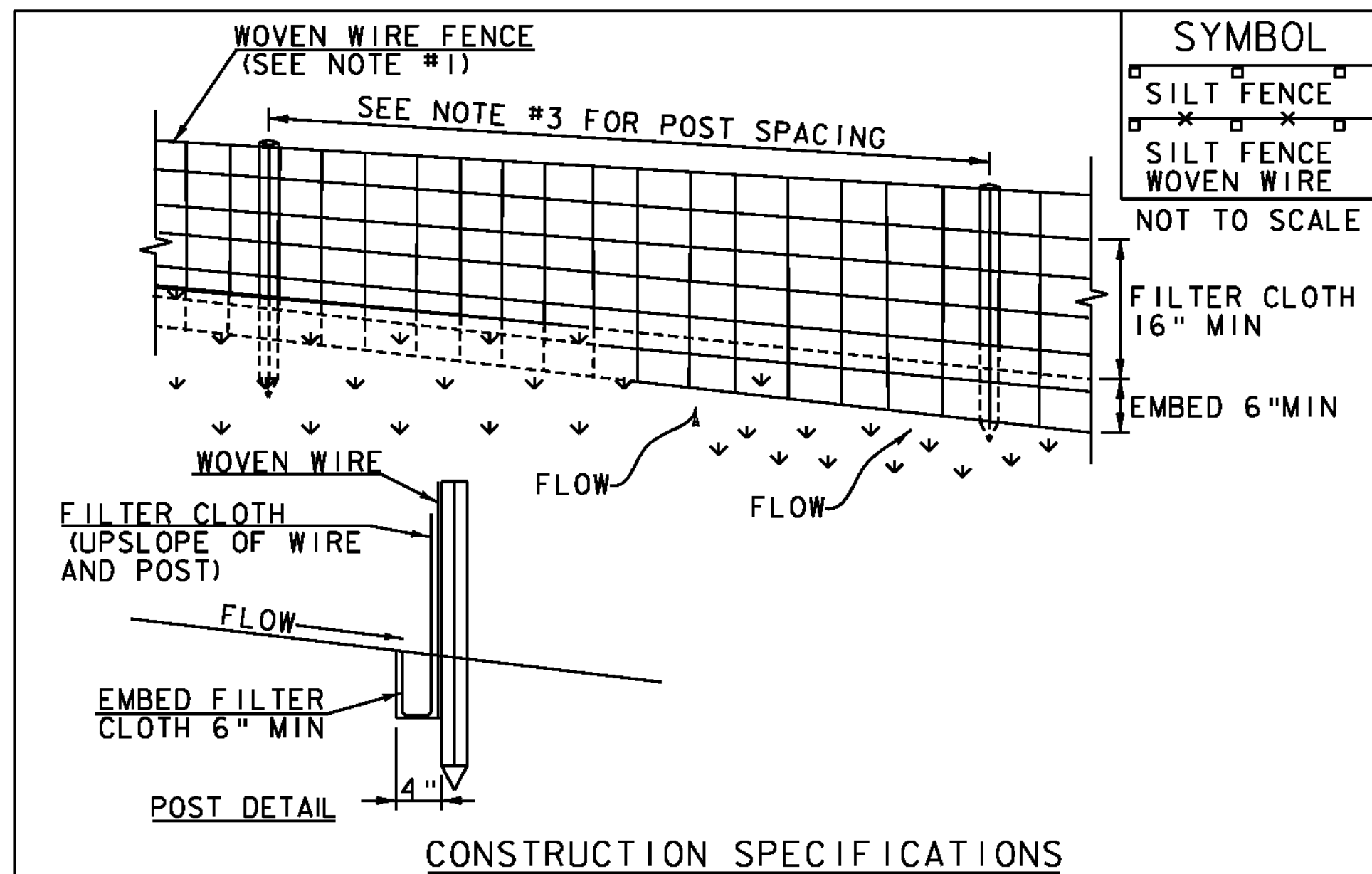


LEGEND	
	LIMITS OF SOIL DISTURBANCE
	DISTURBED AREAS REQUIRING RE-VEGETATION
	1'-0" STONE FILL, TYPE I
	RIPARIAN BUFFER ZONE

EPSC FINAL CONDITIONS SITE PLAN



PROJECT NAME:	BRIDPORT	PLOT DATE:	10/7/2010
PROJECT NUMBER:	STP CULV(2)	DRAWN BY:	E. ALLING
FILE NAME:	...\\14-erosion control\sheets.dgn	CHECKED BY:	G. BOGUE
PROJECT LEADER:	G. BOGUE	DESIGNED BY:	M. CHENETTE
EPSC FINAL CONDITIONS SITE PLAN		SHEET 10 OF 14	



- CONSTRUCTION SPECIFICATIONS**
- WOVEN WIRE REINFORCED FENCE IS REQUIRED WITHIN 100' UPSLOPE OF RECEIVING WATERS WHEN THE PROJECT FALLS UNDER A CONSTRUCTION STORMWATER PERMIT. WOVEN WIRE SHALL BE A MIN. 14 GAUGE WITH A 6" MAX. MESH OPENING.
 - FILTER CLOTH SHALL BE EITHER FILTER X, MIRAF1100X, STABILINKA T140N OR APPROVED EQUIVALENT.
 - POST SPACING FOR WIRE-BACKED FENCE SHALL BE 10' MAXIMUM. FOR FILTER-CLOTH FENCE, WHEN ELONGATION IS >50%, POST SPACING SHALL NOT EXCEED 4' AND WHEN ELONGATION IS <50%, POST SPACING SHALL NOT EXCEED 6'.
 - WOVEN WIRE FENCE IS TO BE FASTENED SECURELY TO FENCE POSTS WITH WIRE TIES. FILTER CLOTH IS TO BE FASTENED SECURELY TO WOVEN WIRE FENCE WITH TIES SPACED EVERY 24" AT TOP AND MID SECTION.
 - WHEN TWO SECTIONS OF FILTER CLOTH ADJOIN EACH OTHER THEY SHALL BE OVER-LAPPED BY 6" AND FOLDED.
 - MAINTENANCE SHALL BE PERFORMED AS NEEDED AND MATERIAL REMOVED WHEN SEDIMENT REACHES HALF OF FABRIC HEIGHT.

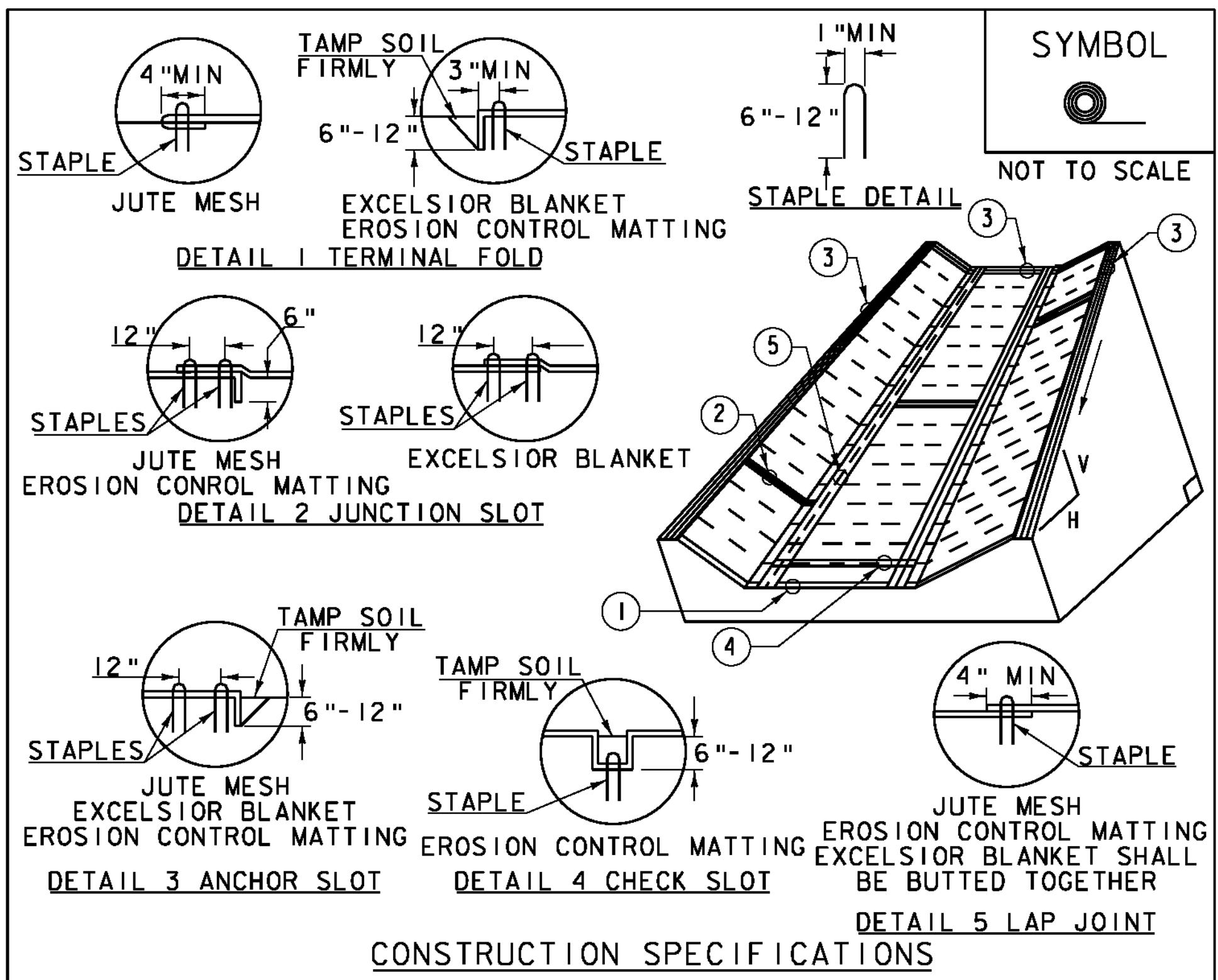
ADAPTED FROM DETAILS PROVIDED BY: NEW YORK STATE DEC
ORIGINALLY DEVELOPED BY USDA-NRCS
VERMONT DEPARTMENT OF ENVIRONMENTAL CONSERVATION

SILT FENCE

NOTES:
REFER TO *THE VERMONT STANDARDS & SPECIFICATIONS FOR EROSION PREVENTION & SEDIMENT CONTROL -2006- *FROM THE VT AGENCY OF NATURAL RESOURCES FOR ADDITIONAL GUIDANCE.

THIS WORK SHALL BE PERFORMED IN ACCORDANCE WITH SECTION 649 AND AS SHOWN IN THE PLANS FOR GEOTEXTILE FOR SILT FENCE, WOVEN WIRE REINFORCED (PAY ITEM 649.515).

REVISIONS	
MARCH 21, 2008	WHF
DECEMBER 11, 2008	WHF
JANUARY 13, 2009	WHF



- CONSTRUCTION SPECIFICATIONS**
- EROSION MATTING, CHECK SLOTS, SHALL BE SPACED IN DITCH CHANNEL SO THAT ONE OCCURS WITHIN EACH 50' ON SLOPES OF MORE THAN 4% AND LESS THAN 6%. ON SLOPES OF 6% OR MORE, THEY SHALL BE SPACED SO THAT ONE OCCURS WITHIN EACH 25'.
 - APPLY FERTILIZER, LIME SEED PRIOR TO PLACING MATTING.
 - STAPLES ARE TO BE PLACED ALTERNATELY, IN COLUMNS APPROXIMATELY 2' APART AND IN ROWS APPROXIMATELY 3' APART. APPROXIMATELY 175 STAPLES ARE REQUIRED PER 4' X 225' ROLL OF MATERIAL AND 125 STAPLES ARE REQUIRED PER 4' X 150' ROLL OF MATERIAL.
 - DISTURBED AREAS SHALL BE SMOOTHLY GRADED. EROSION CONTROL MATERIAL SHALL BE PLACED LOOSELY OVER GROUND SURFACE. DO NOT STRETCH.
 - ALL TERMINAL ENDS AND TRANSVERSE LAPS SHALL BE STAPLED AT APPROXIMATELY 12" INTERVALS.

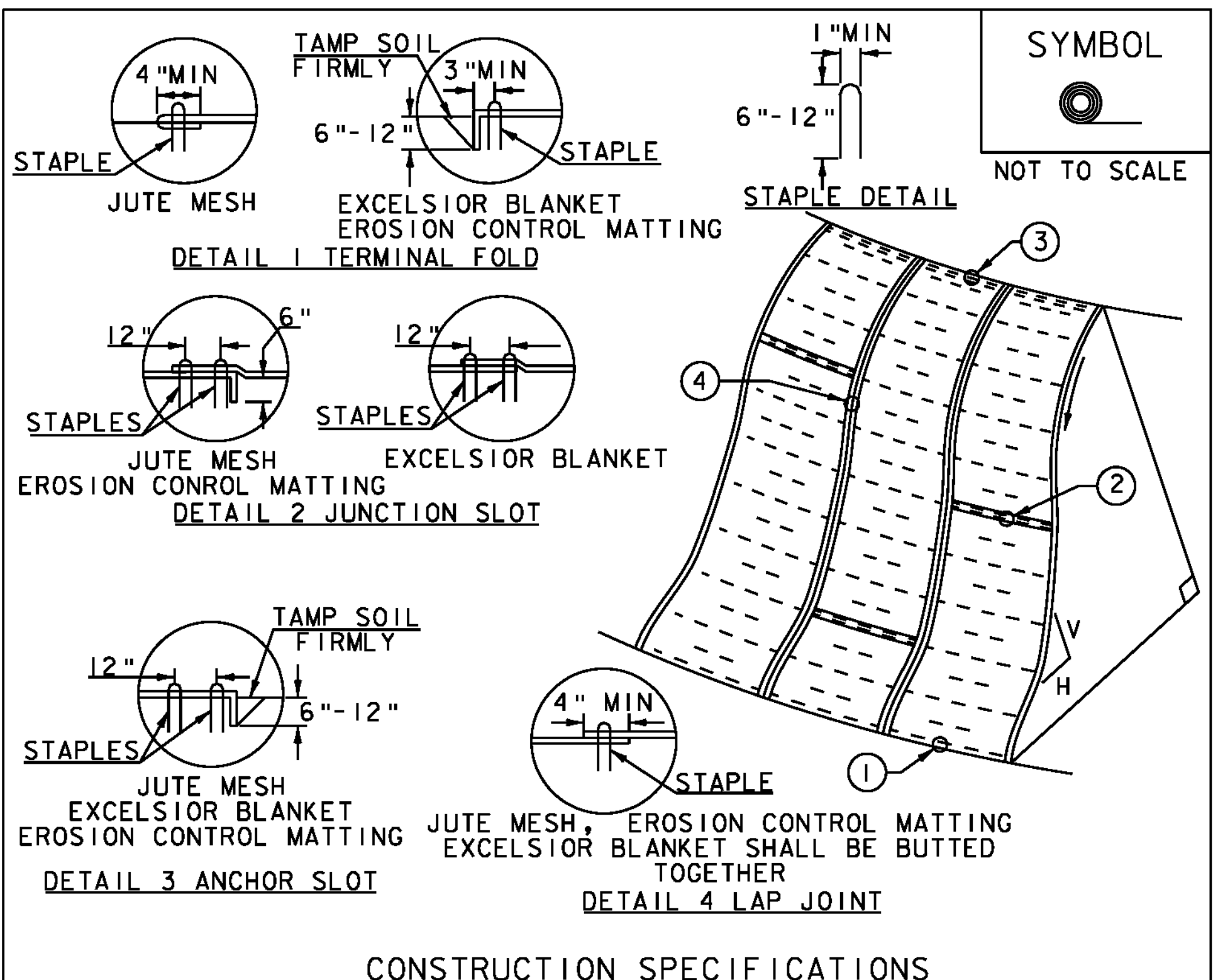
ADAPTED FROM DETAILS PROVIDED BY: NEW YORK STATE DEC
ORIGINALLY DEVELOPED BY USDA-NRCS
VERMONT DEPARTMENT OF ENVIRONMENTAL CONSERVATION

ROLLED EROSION CONTROL PRODUCT (RECP) DITCH

NOTES:
REFER TO *THE VERMONT STANDARDS & SPECIFICATIONS FOR EROSION PREVENTION & SEDIMENT CONTROL -2006- *FROM THE VT AGENCY OF NATURAL RESOURCES FOR ADDITIONAL GUIDANCE.

THIS WORK SHALL BE PERFORMED IN ACCORDANCE WITH SECTION 653 AND AS SHOWN IN THE PLANS FOR TEMPORARY EROSION MATTING (PAY ITEM 653.20)

REVISIONS	
MARCH 8, 2007	JMF
APRIL 16, 2007	WHF
JANUARY 13, 2009	WHF



- CONSTRUCTION SPECIFICATIONS**
- APPLY TO SLOPES GREATER THAN 3H:1V OR WHERE NECESSARY TO AID IN ESTABLISHING VEGETATION.
 - APPLY FERTILIZER, LIME SEED PRIOR TO PLACING MATTING.
 - STAPLES ARE TO BE PLACED ALTERNATELY, IN COLUMNS APPROXIMATELY 2' APART AND IN ROWS APPROXIMATELY 3' APART. APPROXIMATELY 175 STAPLES ARE REQUIRED PER 4' X 225' ROLL OF MATERIAL AND 125 STAPLES ARE REQUIRED PER 4' X 150' ROLL OF MATERIAL.
 - DISTURBED AREAS SHALL BE SMOOTHLY GRADED. EROSION CONTROL MATERIAL SHALL BE PLACED LOOSELY OVER GROUND SURFACE. DO NOT STRETCH.
 - ALL TERMINAL ENDS AND TRANSVERSE LAPS SHALL BE STAPLED AT APPROXIMATELY 12" INTERVALS.

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

ROLLED EROSION CONTROL PRODUCT (RECP) SIDE SLOPE

NOTES:
REFER TO *THE VERMONT STANDARDS & SPECIFICATIONS FOR EROSION PREVENTION & SEDIMENT CONTROL -2006- *FROM THE VT AGENCY OF NATURAL RESOURCES FOR ADDITIONAL GUIDANCE.

THIS WORK SHALL BE PERFORMED IN ACCORDANCE WITH SECTION 653 AND AS SHOWN IN THE PLANS FOR TEMPORARY EROSION MATTING (PAY ITEM 653.20)

REVISIONS	
APRIL 16, 2007	JMF
JANUARY 13, 2009	WHF



EPSC DETAIL SHEET

PROJECT NAME:	BRIDPORT
PROJECT NUMBER:	STP CULV(21)
FILE NAME:	...\\15-erosion control details.dgn
PROJECT LEADER:	G. BOGUE
DESIGNED BY:	M. CHENETTE
EPSC DETAIL SHEET 1	
PLOT DATE:	10/7/2010
DRAWN VTRANS	LLING
CHECKED BY:	G. GOYETTE
SHEET	11 OF 14

PROFILE

SECTION A-A SECTION B-B

SYMBOL

—▶—▶—▶

NOT TO SCALE

$$X = \frac{H (ft)}{\text{SLOPE} (ft/ft)}$$

CONSTRUCTION SPECIFICATIONS

1. STONE WILL BE PLACED ON A FILTER FABRIC FOUNDATION.
2. CHECK DAMS SHALL BE SPACED SO THAT THE ELEVATION OF THE CREST OF THE DOWNSTREAM DAM IS AT THE SAME ELEVATION AS THE TOE OF THE UPSTREAM DAM.
3. 3/4" FILTERING STONE MAY BE ADDED TO THE FACE OF THE CHECK DAM AS NECESSARY.
4. EXTEND THE STONE A MINIMUM OF 1.5' BEYOND THE DITCH BANKS TO PREVENT CUTTING AROUND THE DAM.
5. PROTECT CHANNEL DOWNSTREAM OF THE LOWEST CHECK DAM FROM SCOUR AND EROSION WITH STONE OR LINER AS APPROPRIATE.
6. ENSURE THAT CHANNEL APPURTENANCES SUCH AS CULVERT ENTRANCES BELOW CHECK DAMS ARE NOT SUBJECT TO DAMAGE OR BLOCKAGE FROM DISPLACED STONE.
7. MAXIMUM DRAINAGE AREA 2 ACRES.

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

CHECK DAM

NOTES:
REFER TO "THE VERMONT STANDARDS & SPECIFICATIONS FOR EROSION PREVENTION & SEDIMENT CONTROL -2006-" FROM THE VT AGENCY OF NATURAL RESOURCES FOR ADDITIONAL GUIDANCE.

THIS WORK SHALL BE PERFORMED IN ACCORDANCE WITH SECTION 653 FOR TEMPORARY STONE CHECK DAM, TYPE I (PAY ITEM 653.25)

REVISIONS	
MARCH 21, 2008	WHF
JANUARY 8, 2009	WHF

VAOT RURAL AREA MIX					
	LBS/AC				
% WEIGHT	BROADCAST	HYDROSEED	NAME	GERM %	PURITY %
37.5%	22.5	45	CREeping RED FESCUE	85%	98%
37.5%	22.5	45	TALL FESCUE	90%	95%
5.0%	3	6	RED TOP	90%	95%
15.0%	9	18	BIRDSFOOT TREFOIL	85%	98%
5.0%	3	6	ANNUAL RYE GRASS	85%	95%
100%	60	120			

VAOT URBAN AREA MIX					
	LBS/AC				
% WEIGHT	BROADCAST	HYDROSEED	NAME	GERM %	PURITY %
42.5%	34	68	CREeping RED FESCUE	85%	98%
10.0%	8	16	PERENNIAL RYE GRASS	90%	95%
42.5%	34	68	KENTUCKY BLUE GRASS	85%	85%
5.0%	4	8	ANNUAL RYE GRASS	85%	95%
100%	80	160			

GENERAL GUIDANCE			
FERTILIZER		LIME	
BROADCAST	HYDROSEED	BROADCAST	HYDROSEED
10-20-10	19-19-19	PELLETIZED	LIQUID
500 LBS/AC		2 TONS/AC	4.4 GAL/AC

CONSTRUCTION GUIDANCE

1. RURAL SEED MIX: USE AS INDICATED IN THE PLANS AND/OR FOR ALL ESTABLISHED UPLAND (NON WETLAND) AREAS DISTURBED BY THE CONTRACTOR.
2. URBAN SEED MIX: USE AS INDICATED IN THE PLANS AND/OR FOR ALL ESTABLISHED LAWN AREAS DISTURBED BY THE CONTRACTOR.
3. ALL SEED MIXTURES: SHALL NOT HAVE A WEED CONTENT EXCEEDING 0.40% BY WEIGHT AND SHALL BE FREE OF ALL NOXIOUS SEED.
4. FERTILIZER AND LIMESTONE: SHALL FOLLOW RATES SHOWN ON PLAN OR AS DIRECTED BY THE ENGINEER
5. HAY MULCH: TO BE PLACED ON EARTH SLOPES AT THE RATE OF 2 TONS/ACRE, ACHIEVE 90% GROUND COVER OR AS DIRECTED BY THE ENGINEER.
6. TOPSOIL: TO BE USED WITH SEED AS INDICATED ON THE PLANS, OR AS DIRECTED BY THE ENGINEER.
7. HYDROSEEDING: ALTHOUGH GUIDANCE IS GIVEN ABOVE THE SITE CONDITIONS AND THE TYPE OF HYDROSEED WILL ULTIMATELY DICTATE THE AMOUNTS AND TYPES OF SOIL AMENDMENTS TO BE APPLIED
8. TURF ESTABLISHMENT: PLACING SEED, FERTILIZER, LIME AND MULCH PRIOR TO SEPTEMBER 15 AND AFTER APRIL 15 CAN BETTER ENSURE A VIGOROUS GROWTH OF GRASS.

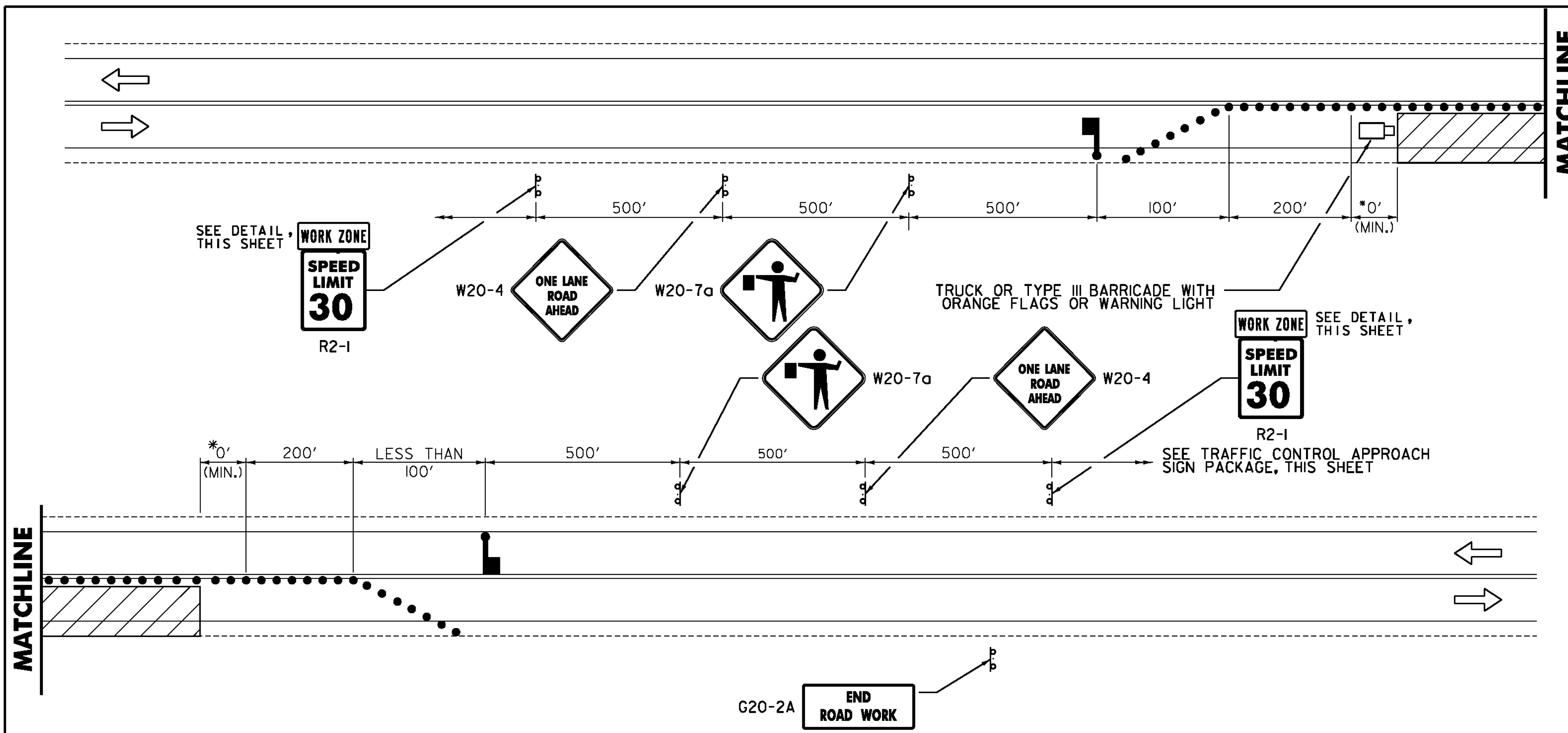
ADAPTED FROM VTRANS TECHNICAL LANDSCAPE MANUAL FOR ROADWAYS AND TRANSPORTATION FACILITIES

TURF ESTABLISHMENT

NOTES:

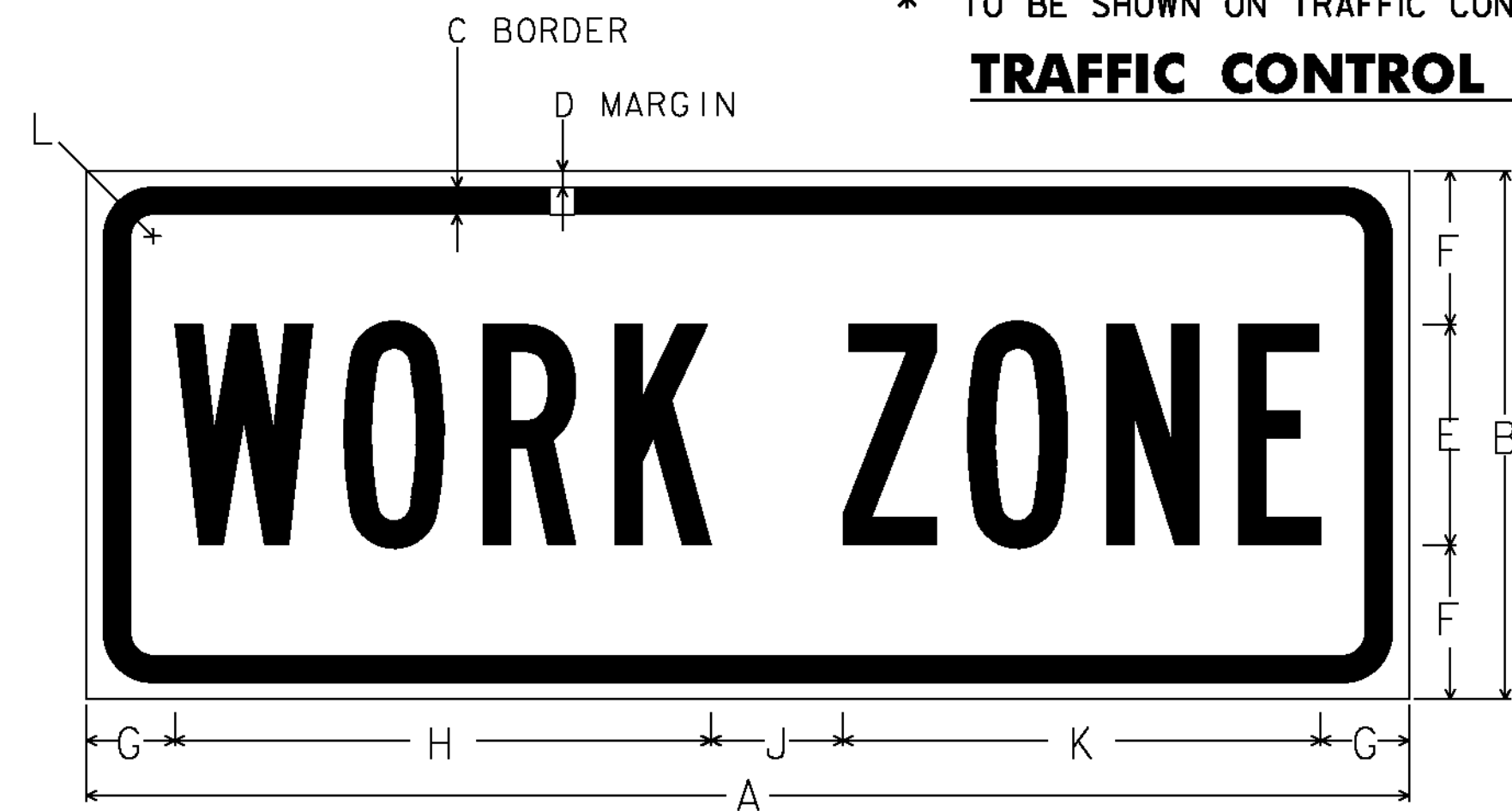
REVISIONS	
JUNE 23, 2009	WHF
JANUARY 15, 2010	WHF





* - ACTUAL DIMENSION TO BE DETERMINED BY INDIVIDUAL SITE CONDITIONS AND TO BE SHOWN ON TRAFFIC CONTROL PLANS SUBMITTED BY THE CONTRACTOR.

TRAFFIC CONTROL PLAN FOR DAYTIME WORK
NOT TO SCALE

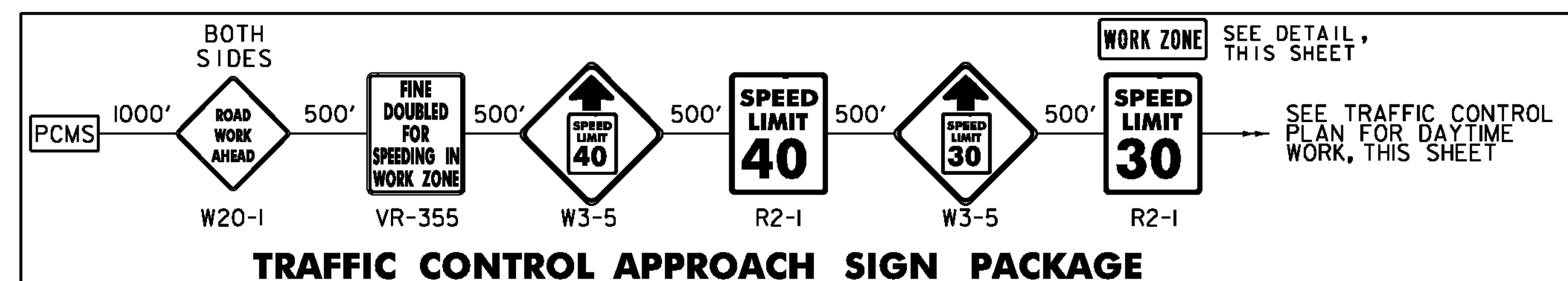


	DIMENSIONS (INCHES)										
	A	B	C	D	E	F	G	H	J	K	L
MIN.	24	8	0.375	0.375	4B	2	2	9.5	2	8.5	1.5
SPEC.	30	12	0.375	0.625	5B	3.5	2	12.2	3	8.5	1.5
EXPWY.	36	12	0.50	0.75	6B	3	2.5	14.8	3	8.5	1.875
FWY.	48	18	0.625	0.875	8B	4	3.5	19.1	4	8.5	2.25

NOTE: THE SIGN IS TO HAVE A BLACK LEGEND ON AN ORANGE RETROREFLECTIVE BACKGROUND THAT IS ASTM TYPE 7, 8 OR 9. THE TEXT IS TO BE "B-TYPE".

WORK ZONE SIGN DETAIL
NOT TO SCALE

- LEGEND**
- FLOW OF TRAFFIC
 - RETROREFLECTIVE PLASTIC DRUM
 - WORK AREA
 - FLAGGER
 - PORTABLE CHANGEABLE MESSAGE SIGN (SEE NOTE 13)



- TRAFFIC CONTROL APPROACH SIGN PACKAGE**
- APPROACH SIGN NOTES:**
- REFER TO STANDARD E-100 FOR CONSTRUCTION APPROACH SIGNS CRITERIA.
 - ALL SIGNS ARE TO BE LOCATED ON THE RIGHT SIDE OF THE ROAD APPROACHING THE CONSTRUCTION AREA UNLESS OTHERWISE NOTED.

TRAFFIC CONTROL NOTES:

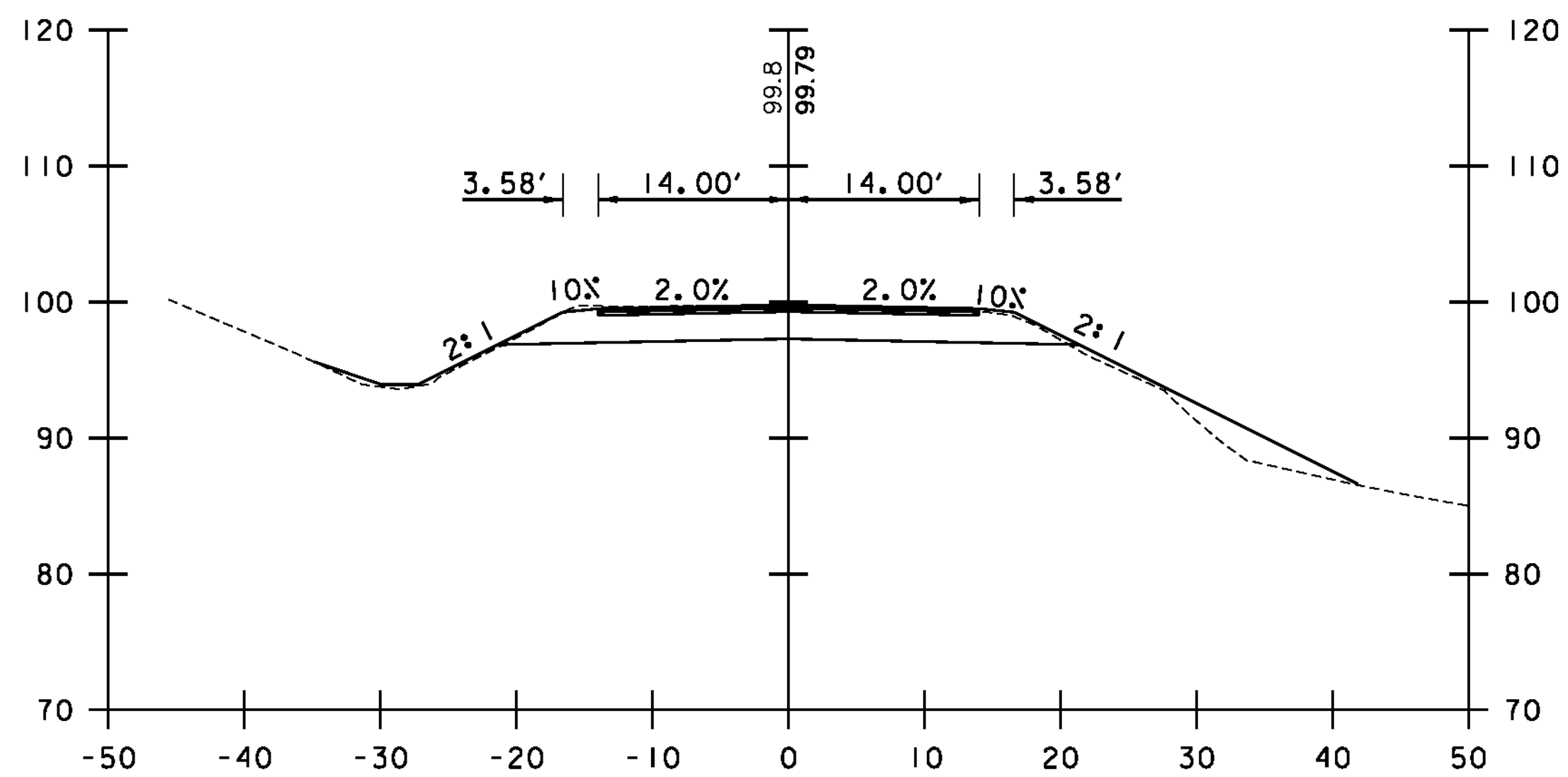
- THE CONTRACTOR SHALL REDUCE TRAFFIC TO ONE LANE DURING WORKING HOURS IN ACCORDANCE WITH AN APPROVED TRAFFIC CONTROL PLAN. ALL EQUIPMENT SHALL BE MOVED TO A LOCATION OFF PAVED SHOULDERS DURING NON-WORK PERIODS, AND PROTECTED BY BARRELS OR CONES. NORMAL TRAFFIC LANES SHALL BE RESTORED DURING NON-WORK PERIODS AND TEMPORARY TRAFFIC SIGNS REMOVED OR COVERED.
- THE EXISTING SPEED LIMIT IS 50 MPH ON VT 125. THE SPEED LIMIT WILL BE REDUCED TO 30 MPH IN THE WORK ZONE PER THE "TRAFFIC CONTROL APPROACH SIGN PACKAGE ON THIS SHEET. ANY EXISTING SPEED LIMIT SIGNS WITHIN THE SPEED REDUCTION AREA SHALL BE COMPLETELY COVERED.
- THE TRAFFIC CONTROL PLAN SHOWN IS A SCHEMATIC ONLY AND SHOULD BE USED AS A REFERENCE. THE CONTRACTOR SHALL SUBMIT A SITE SPECIFIC TRAFFIC CONTROL PLAN TO VTRANS FOR APPROVAL. PAYMENT FOR PREPARING AND SUBMITTING THE TRAFFIC CONTROL PLAN, THE MAKING OF ANY NECESSARY REVISIONS TO THE PLAN, WILL BE INCLUDED IN THE UNIT PRICE BID FOR CONTRACT ITEM 641.10. THE CONTRACTOR SHALL ALLOW TWO WEEKS FOR APPROVAL OF THE TRAFFIC CONTROL PLAN. NO WORK SHALL COMMENCE UNTIL THE CONTRACTOR HAS AN APPROVED TRAFFIC CONTROL PLAN.
- ALL SIGNS SHALL BE IN ACCORDANCE WITH THE CURRENT EDITIONS OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (MUTCD) AND THE "STANDARD HIGHWAY SIGNS" BOOK (SHS) PUBLISHED BY THE FEDERAL HIGHWAY ADMINISTRATION (FHWA). ALL SIGNS SHALL BE SIZED FOR CONVENTIONAL ROAD AS DESIGNATED IN THE MUTCD OR AS DIRECTED BY THE RESIDENT ENGINEER.
- SIGNS SHALL BE ERECTED BEFORE THE START OF ANY WORK AND SHALL BE COVERED UNTIL WORK COMMENCES, DURING PERIODS OF INACTIVITY OR UPON COMPLETION OF THE WORK. EACH SIGN SHALL BE ERECTED IN A NEAT AND WORKMANLIKE MANNER. SIGNS SHALL BE REMOVED UPON COMPLETION OF THE WORK AT THE DISCRETION OF THE ENGINEER.
- FIXED SIGNS SHALL BE SET SECURELY IN THE GROUND. THE BOTTOM OF A SIGN SHALL BE AT LEAST SEVEN FEET ABOVE THE EDGE OF PAVEMENT. THE NEAREST EDGE OF A SIGN SHALL BE AT LEAST SIX FEET OUTSIDE THE SHOULDER POINT OR FOUR FEET OUTSIDE GUARDRAIL.
- PORTABLE SIGNS SHALL BE PLACED ON THE EDGE OF ROADWAY AND A ONE FOOT MINIMUM ABOVE TRAVELED WAY. ALL VEGETATION THAT INTERFERES WITH VISIBILITY OF THE SIGNS SHALL BE REMOVED. WHEN PLACED BEHIND GUARDRAIL, THE BOTTOM OF THE SIGN FACE SHALL BE ABOVE THE TOP OF THE GUARDRAIL.
- WHERE SIGN INSTALLATIONS ARE NOT PROTECTED BY GUARDRAIL OR OTHER APPROVED TRAFFIC BARRIERS, ALL SIGN STANDS AND POST INSTALLATIONS SHALL BE "NATIONAL COOPERATIVE HIGHWAY RESEARCH PROGRAM" (NCHRP) REPORT 350 COMPLIANT. NO SIGN POSTS SHALL EXTEND OVER THE TOP OF THE SIGN INSTALLED ON SAID POST(S). WHEN ANCHORS ARE INSTALLED STUB SHALL NOT BE GREATER THAN FOUR INCHES ABOVE EXISTING GROUND.
- THE NUMBER OF CHANNELIZING DEVICES, TYPE THREE BARRICADES AND OTHER TRAFFIC CONTROL DEVICES SHOWN ARE FOR ILLUSTRATIVE PURPOSES ONLY. THE ACTUAL NUMBERS REQUIRED ARE TO BE DETERMINED BASED ON INDIVIDUAL DETOUR CONDITIONS (TAPERS, SPEED LIMITS, LENGTH OF DETOUR, CURVE, ETC.). WARNING LIGHTS SHALL NOT BE USED ON CHANNELIZING DEVICES.
- THE PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) SHALL BE USED AT THE DISCRETION OF THE ENGINEER. THE PCMS SHALL BE USED IN ACCORDANCE WITH SECTION 6F.55 OF THE MUTCD.
- TRAVEL LANES SHALL BE 11 FEET WIDE, MINIMUM.
- UNLESS COVERED UNDER INDIVIDUAL PAY ITEMS OR NOTED OTHERWISE, ALL COSTS FOR WORK SHOWN ON THIS SHEET FOR TEMPORARY TRAFFIC CONTROL DEVICES INCLUDING TRAFFIC BARRIERS, RETROREFLECTIVE DRUMS, SIGNS, AND SIGN POSTS WILL BE CONSIDERED TO BE INCLUDED IN THE CONTRACT LUMP SUM PRICE FOR TRAFFIC CONTROL, ITEM 641.10.
- TEMPORARY TRAFFIC CONTROL DETAILS PROVIDED IN THE PLANS ARE INTENDED FOR DAYTIME USE ONLY. ANY COSTS ASSOCIATED WITH PROVIDING AN OVERNIGHT TRAFFIC CONTROL PACKAGE, IF PROPOSED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER, WILL BE INCLUDED IN THE UNIT PRICE BID FOR CONTRACT ITEM 641.10.

TRAFFIC DATA:

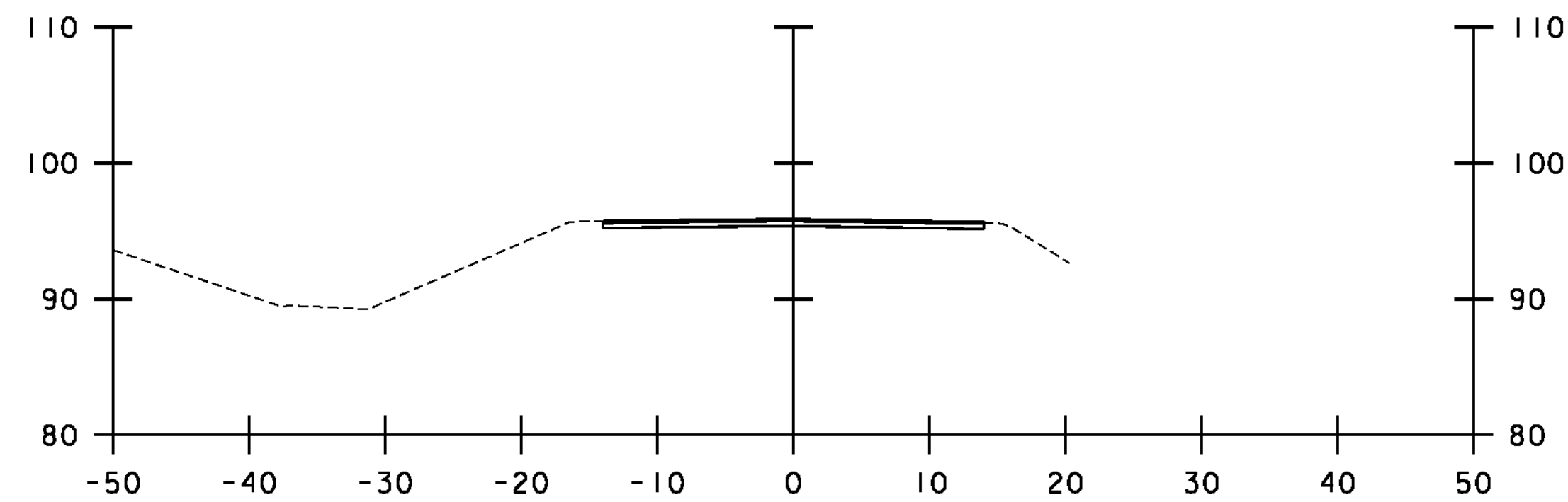
2008 AADT: 2000

PROJECT NAME:	BRIDPORT
PROJECT NUMBER:	STP CULV(21)
FILE NAME:	...30-traffic controlsheets.dgn
PROJECT LEADER:	G. BOGUE
DESIGNED BY:	M. CHENETTE
TRAFFIC CONTROL PLAN	
PLOT DATE:	10/7/2010
DRAWN BY:	E. ALLING
CHECKED BY:	G. BOGUE
SHEET	13 OF 14

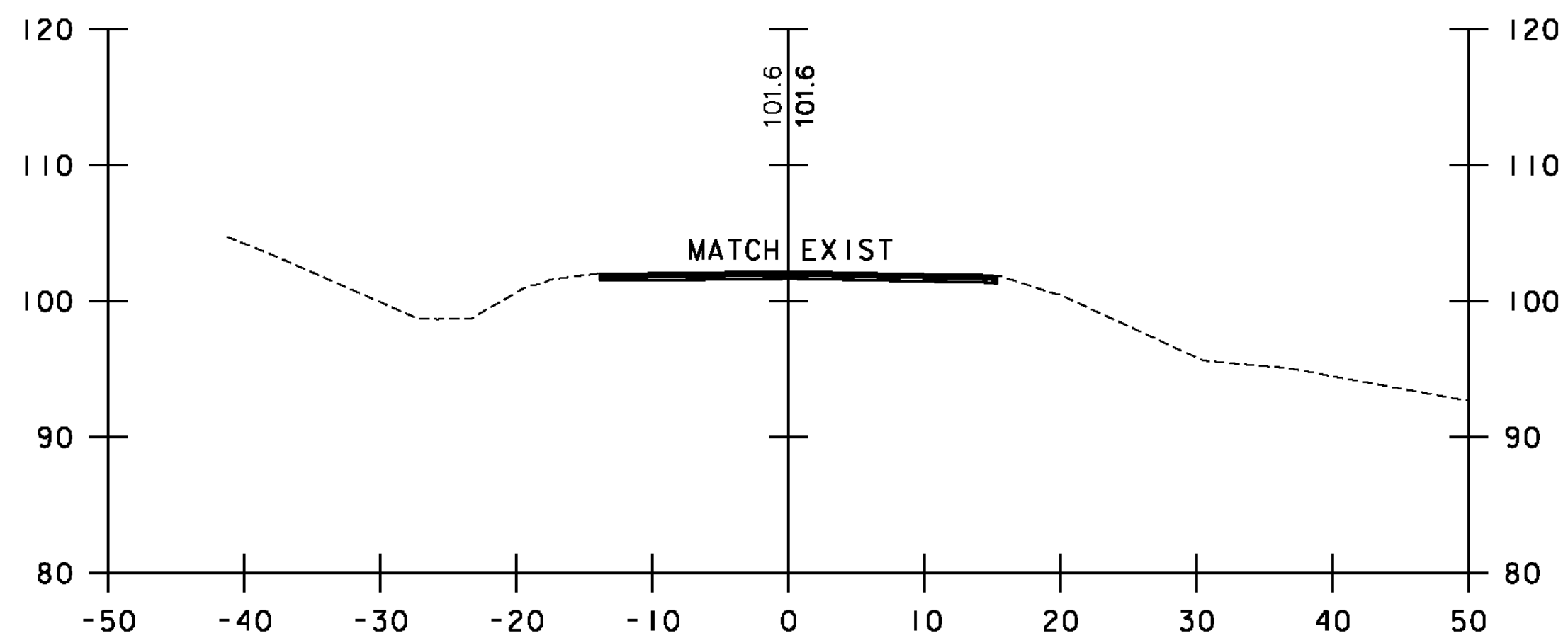




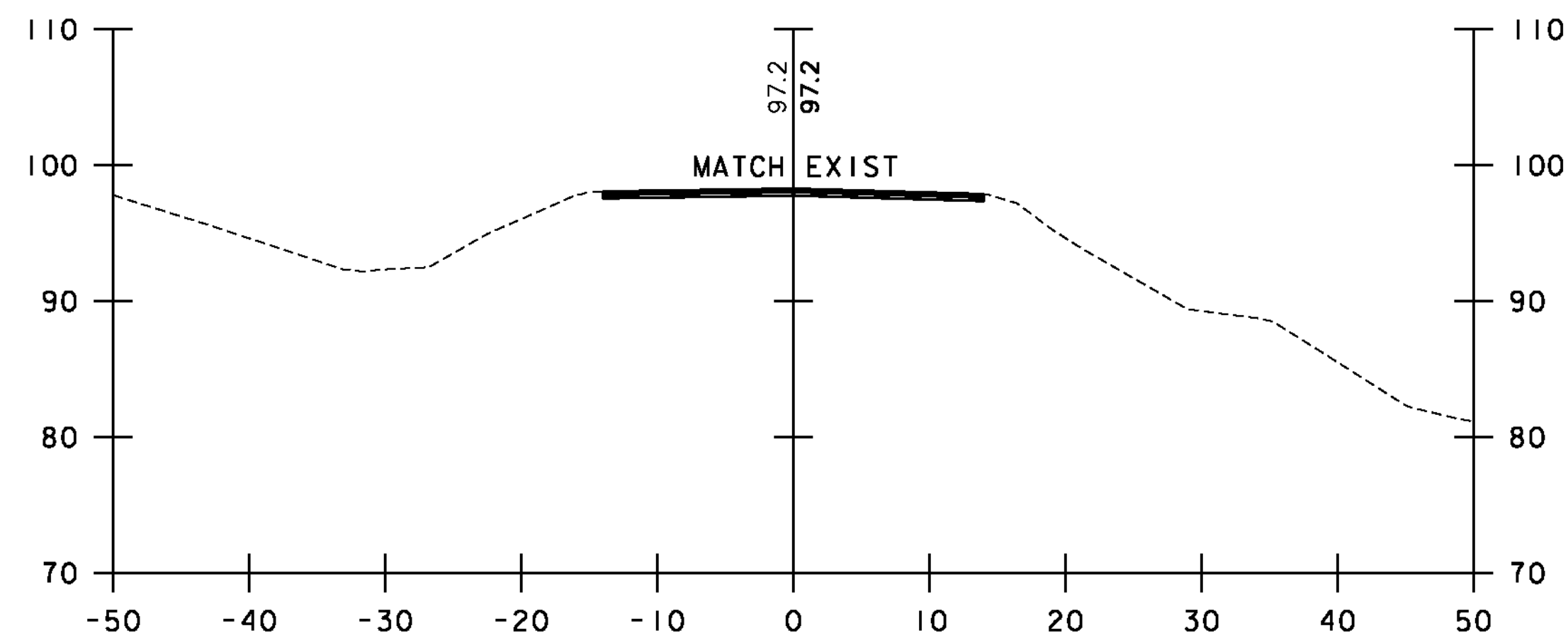
40+75



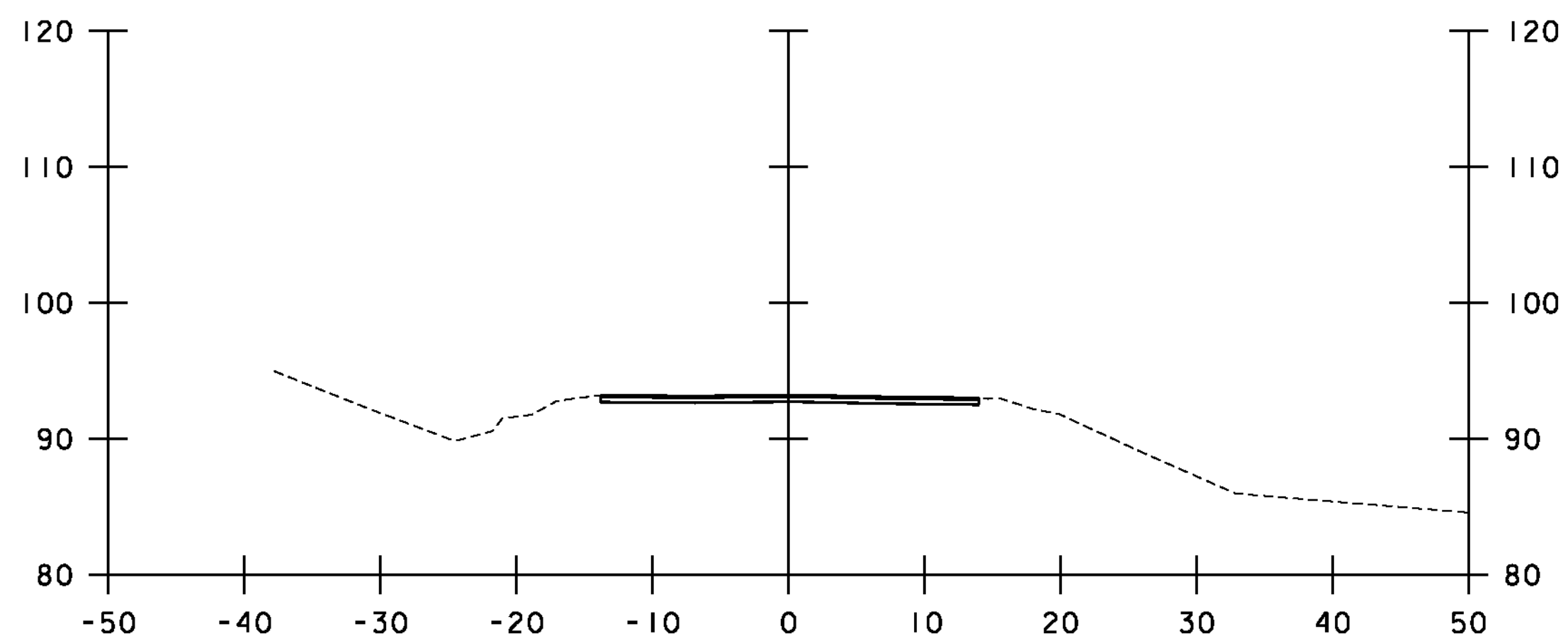
41+40
END APPROACH



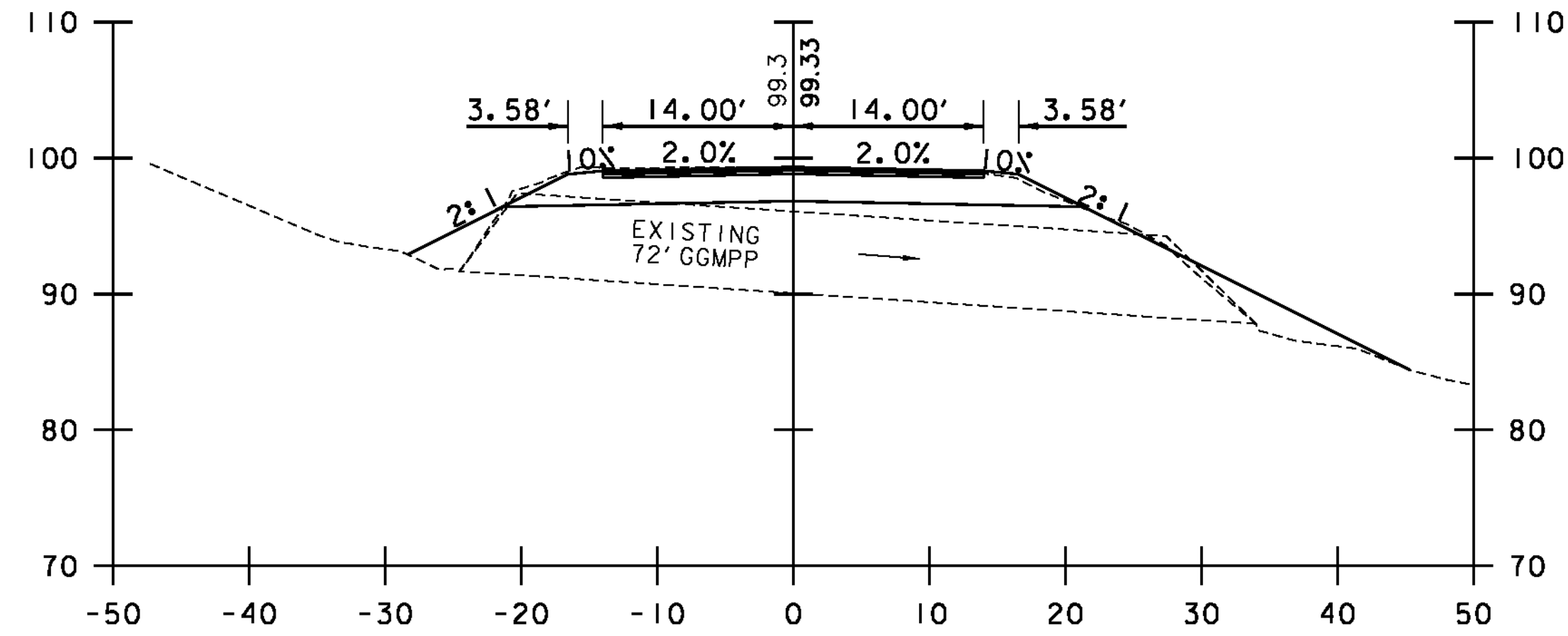
40+49
END APPROACH
BEGIN PROJECT



41+15
END PROJECT
BEGIN APPROACH



40+24
BEGIN APPROACH



40+82

NOTE: SEE SHEET 3 FOR WORK REQUIRED IN APPROACH AREAS.

PROJECT NAME: BRIDPORT
PROJECT NUMBER: STP CULV(2)

FILE NAME: ...32-cross sections.dgn
PROJECT LEADER: G. BOGUE
DESIGNED BY: M. CHENETTE
CROSS SECTIONS

PLOT DATE: 11/1/2010
DRAWN BY: E. ALLING
CHECKED BY: G. BOGUE
SHEET 14 OF 14



SCALE IN FEET STA. 40+24 TO STA. 41+40

