

# STATE OF VERMONT AGENCY OF TRANSPORTATION

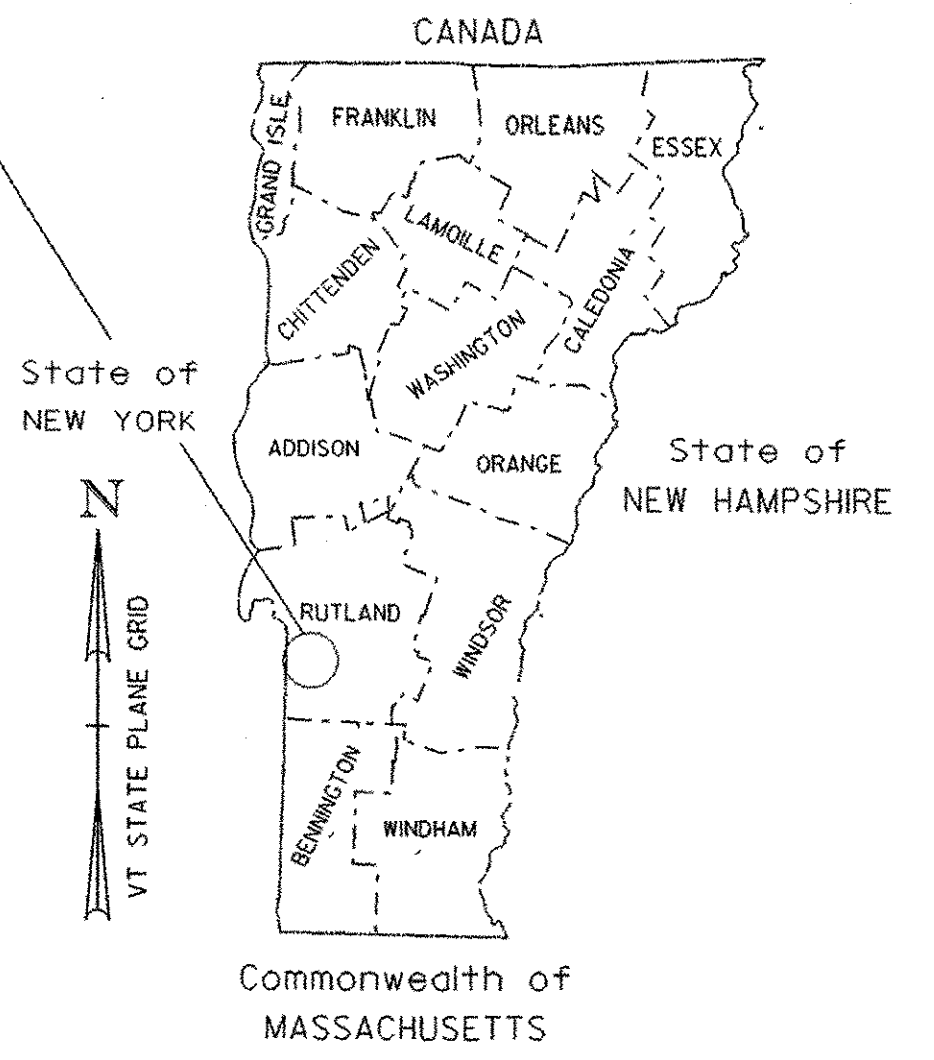
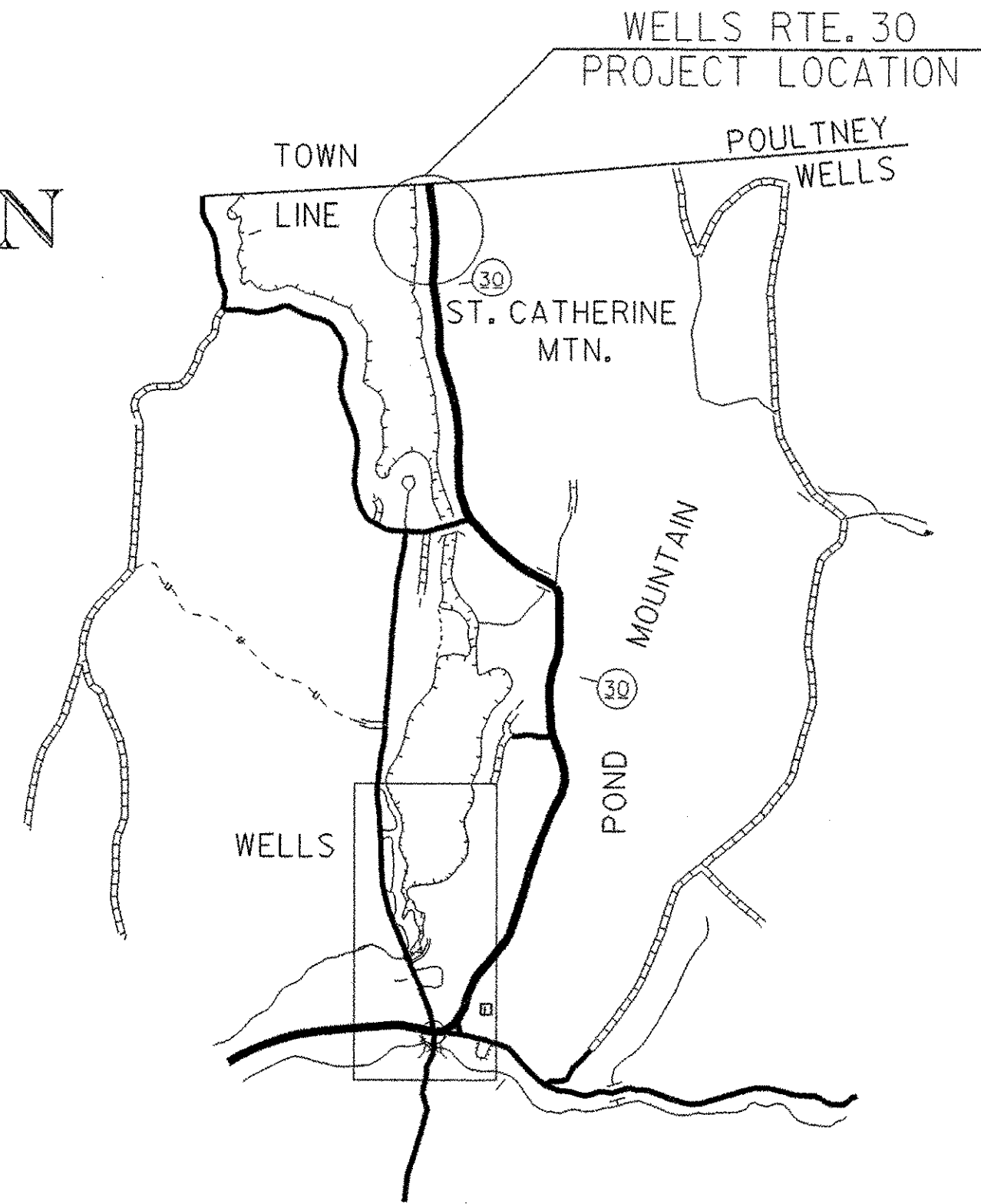


## PROPOSED IMPROVEMENT TOWN OF WELLS COUNTY OF RUTLAND VT ROUTE 30

BEGINNING AT A POINT, IN THE TOWN OF WELLS, ON VT. RTE. 30,  
APPROXIMATELY 4.68 MILES NORTH OF THE PAWLET/WELLS TOWN LINE  
AND EXTENDING NORTHERLY APPROXIMATELY 0.23 MILES

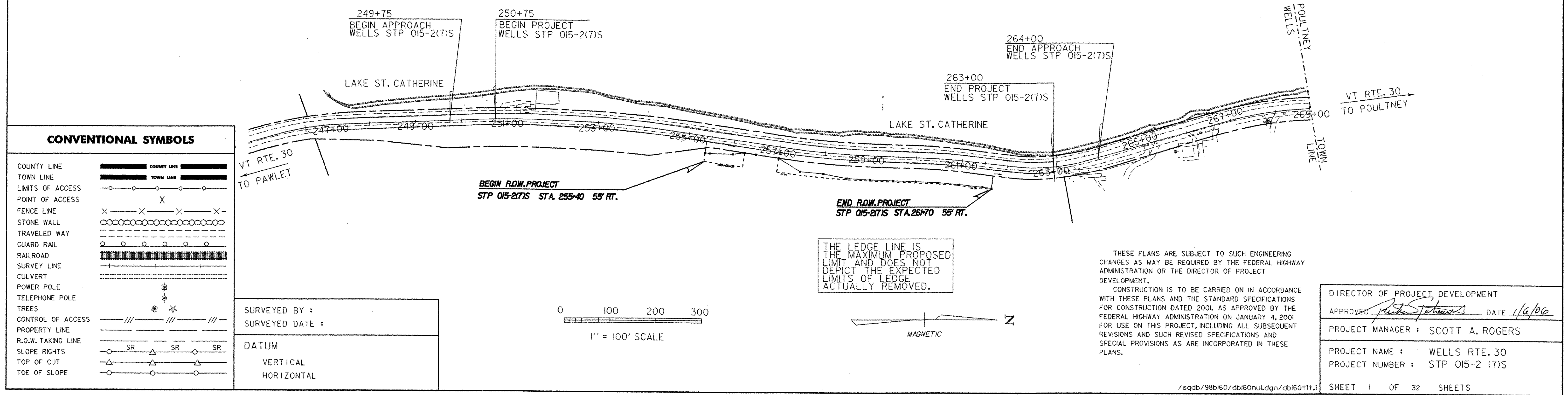
LENGTH OF ROADWAY      1225 FEET = 0.23 MILES  
LENGTH OF PROJECT      1225 FEET = 0.23 MILES

WORK TO BE PERFORMED UNDER PROJECT INCLUDES SCALING  
AND REMOVAL OF LEDGE AND CLEARING & GRUBBING.



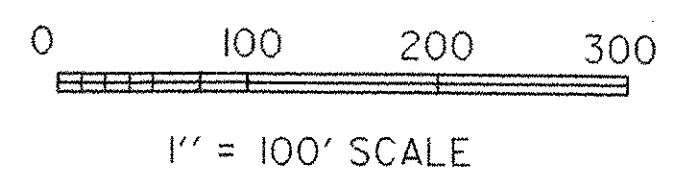
RECORD PLANS	
CONTRACTOR:	PIKE INDUSTRIES, INC. - BERLIN, VT
RESIDENT ENGINEER:	TIM POCKETTE
CONSTRUCTION BEGAN:	APRIL 5, 2006
CONSTRUCTION COMPLETE:	JUNE 12, 2006
RECORD PLANS BY:	TIM POCKETTE & J. GILMORE
I HEREBY CERTIFY THAT ALL THE CONSTRUCTION REQUIRED BY THIS SET OF DRAWINGS HAS BEEN ACCOMPLISHED AS INDICATED HEREIN.	
BY:	<i>Tim Pockette</i> RESIDENT ENGINEER
DATE:	March 14, 2007
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.	

TRAFFIC DATA	
2003 ADT	= 2100
2003 DHV	= 400
2003 ADTT	= 60
2003 %T	= 3
2003 %D	= 55
2023 ADT	= 2800
2023 DHV	= 490
2023 ADTT	= 80
2023 %T	= 2
2023 %D	= 55
20 YEAR FLEXIBLE ESAL'S	= 360,000
40 YEAR FLEXIBLE ESAL'S	= 894,000
V	= 50 MPH

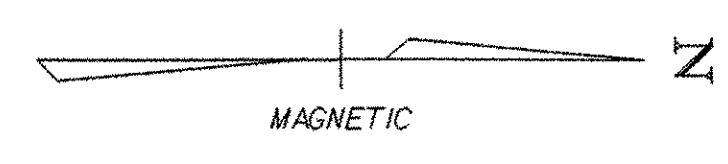


CONVENTIONAL SYMBOLS	
COUNTY LINE	
TOWN LINE	
LIMITS OF ACCESS	
POINT OF ACCESS	
FENCE LINE	
STONE WALL	
TRAVELED WAY	
GUARD RAIL	
RAILROAD	
SURVEY LINE	
CULVERT	
POWER POLE	
TELEPHONE POLE	
TREES	
CONTROL OF ACCESS	
PROPERTY LINE	
R.O.W. TAKING LINE	
SLOPE RIGHTS	
TOP OF CUT	
TOE OF SLOPE	

SURVEYED BY :  
SURVEYED DATE :  
DATUM  
VERTICAL  
HORIZONTAL



THE LEDGE LINE IS THE MAXIMUM PROPOSED LIMIT AND DOES NOT DEPICT THE EXPECTED LIMITS OF LEDGE ACTUALLY REMOVED.



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 2001, AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION ON JANUARY 4, 2001 FOR USE ON THIS PROJECT, INCLUDING ALL SUBSEQUENT REVISIONS AND SUCH REVISED SPECIFICATIONS AND SPECIAL PROVISIONS AS ARE INCORPORATED IN THESE PLANS.

DIRECTOR OF PROJECT DEVELOPMENT	
APPROVED:	<i>Scott A. Rogers</i> DATE 1/6/06
PROJECT MANAGER : SCOTT A. ROGERS	
PROJECT NAME :	WELLS RTE. 30
PROJECT NUMBER :	STP 015-2 (7)S
SHEET 1 OF 32 SHEETS	



# INDEX OF SHEETS

1	TITLE SHEET
2	INDEX SHEET
3-4	QUANTITY SHEET
4A-4B	RIGHT OF WAY SHEET
5-8	LAYOUT SHEETS
9-10	PROFILE SHEETS
11	EROSION NARRATIVE
12	EROSION CONTROL DETAIL
13-14	EROSION CONTROL LAYOUT SHEETS
15	ONEWAY TEMPORARY TRAFFIC DETOUR SHEET
16	TIE SHEET
17-32	CROSS SECTIONS

# STANDARDS

E-100	CONSTRUCTION APPROACH SIGNS	1/2/04	TRAFFIC
E-101	CONSTRUCTION SIGN DETAILS	5/30/03	TRAFFIC
E-102	CONSTRUCTION SIGN DETAILS	6/30/03	TRAFFIC
E-102A	CONSTRUCTION SIGN DETAILS	5/1/04	TRAFFIC
E-106	TRAFFIC CONTROL - MISCELLANEOUS DETAILS	3/1/04	TRAFFIC
E-107	DELINEATION, BARRICADES AND DETOURS FOR	6/30/03	TRAFFIC
E-107A	BREAKAWAY BARRICADE DETAILS	8/8/95	TRAFFIC
E-108	CONSTRUCTION ZONE LONGITUDINAL DROP OFFS	8/18/95	TRAFFIC
E-110	MAJOR MAINTENANCE OPERATION LANE CLOSURE	8/8/95	TRAFFIC
E-121	STANDARD SIGN PLACEMENT - CONVENTIONAL ROAD	8/8/95	TRAFFIC
E-140	REGULATORY SIGN DETAILS	8/30/96	TRAFFIC
E-170	TRAFFIC CONTROL SIGNALS PEDESTAL POST MOUNTED	11/04/99	TRAFFIC
E-171A	TRAFFIC CONTROL SIGNALS GENERAL NOTES & DETAILS	8/9/95	TRAFFIC
E-171B	TRAFFIC CONTROL SIGNALS MISC. DETAILS	8/9/95	TRAFFIC
E-171C	TRAFFIC CONTROL SIGNALS CANTILEVER MOUNTING DETAILS	8/9/95	TRAFFIC
E-172	VEHICLE DETECTOR LOOP DETAILS	8/9/95	TRAFFIC
E-175	POWER DROP STANCHIONS	11/17/93	TRAFFIC
G-18	PRECAST CONCRETE TEMPORARY TRAFFIC BARRIER	6/1/94	DESIGN
G-19	GENERIC GRADING PLANS FOR GUARDRAIL END TERMINALS	11/15/02	DESIGN

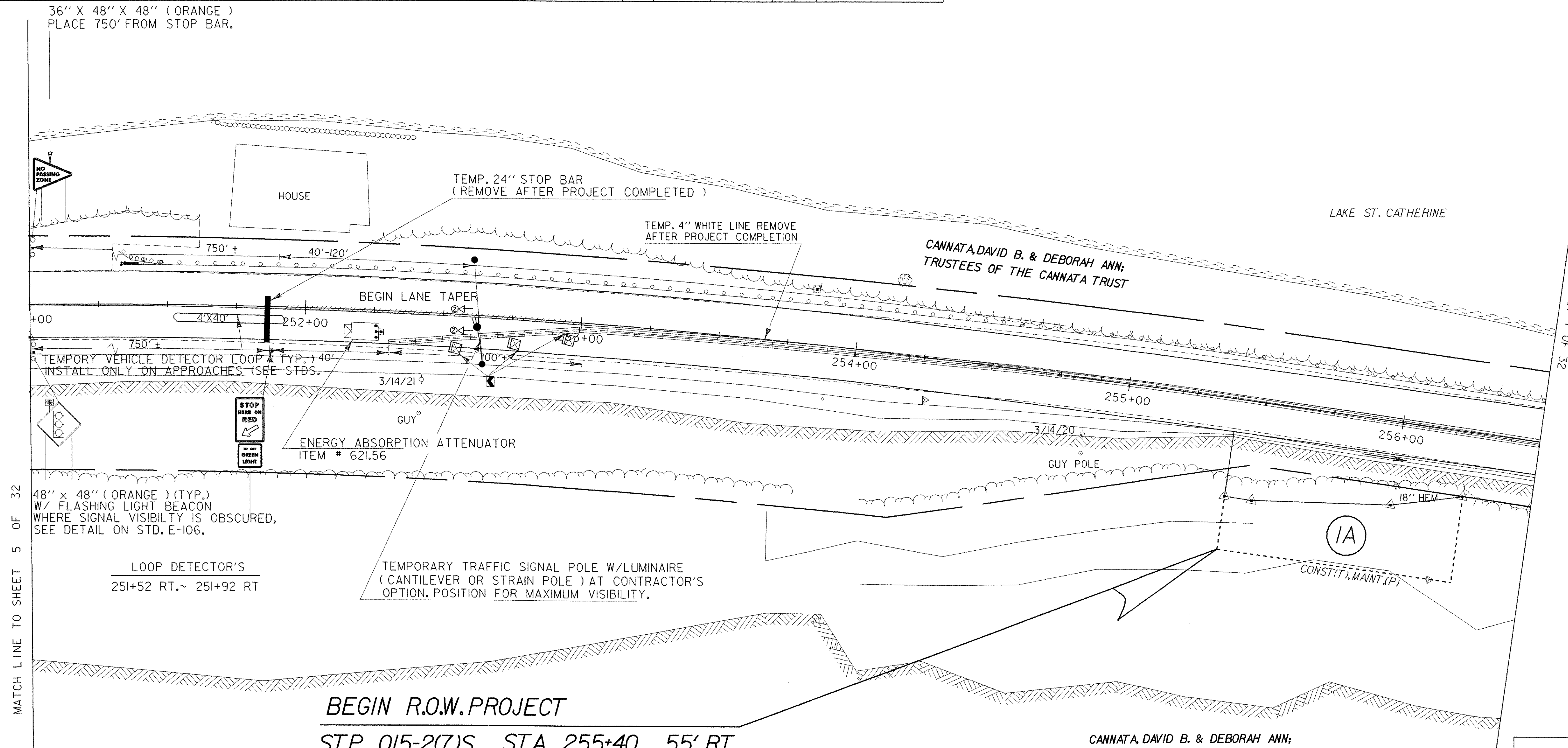
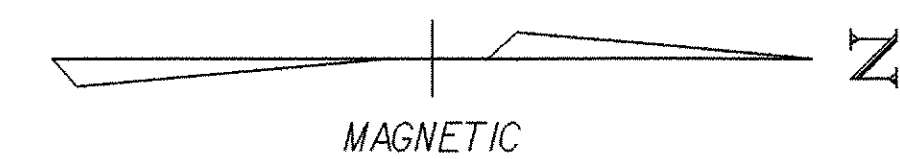
<b>DATUM</b>	
VERTICAL	_____
HORIZONTAL	_____

PROJECT NAME:	WELLS VT RTE 30
PROJECT NUMBER:	STP 015-2 (7) S
FILE NAME: /sqdb/98bi60/dbi60frm.dgn	PLOT DATE: 01-FEB-2006
PROJECT LEADER: B. DELASANTA	DRAWN BY:
DESIGNED BY: A. JONES	CHECKED BY:
INDEX OF SHEETS	SHEET 2 OF 32





PARCEL NO.	GRANTOR	SHEET NO.	BEGINNING STATION	ENDING STATION	TAKING	REM.	RIGHTS	TITLE TAKEN	DATE	TOWN OR CITY RECORDED	BK.	PG.	REMARKS
1A	CANNATA, DAVID B. & DEBORAH ANN; TRUSTEES OF THE CANNATA TRUST	4	255+40 RT.	256+25 RT.			CONST. (T) 2550 S.F. ±			WELLS			BOTH RIGHTS FOR PARCEL 1A ADDRESS THE SAME AREA AS DEFINED IN TRUSTEES DEED TO THE STATE OF VERMONT
			255+40 RT.	256+25 RT.			MAINTENANCE (P) 2550 S.F. ±						
1B		5	257+00 RT.	261+70 RT.			SLOPE (P) 0.33A±						14,410 S.F. ±



MATCH LINE TO SHEET 5 OF 32

MATCH LINE TO SHEET 7 OF 32

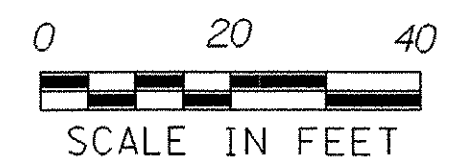
**BEGIN R.O.W. PROJECT**  
**STP 015-2(7)S STA. 255+40 55' RT.**

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

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

**LEGEND**

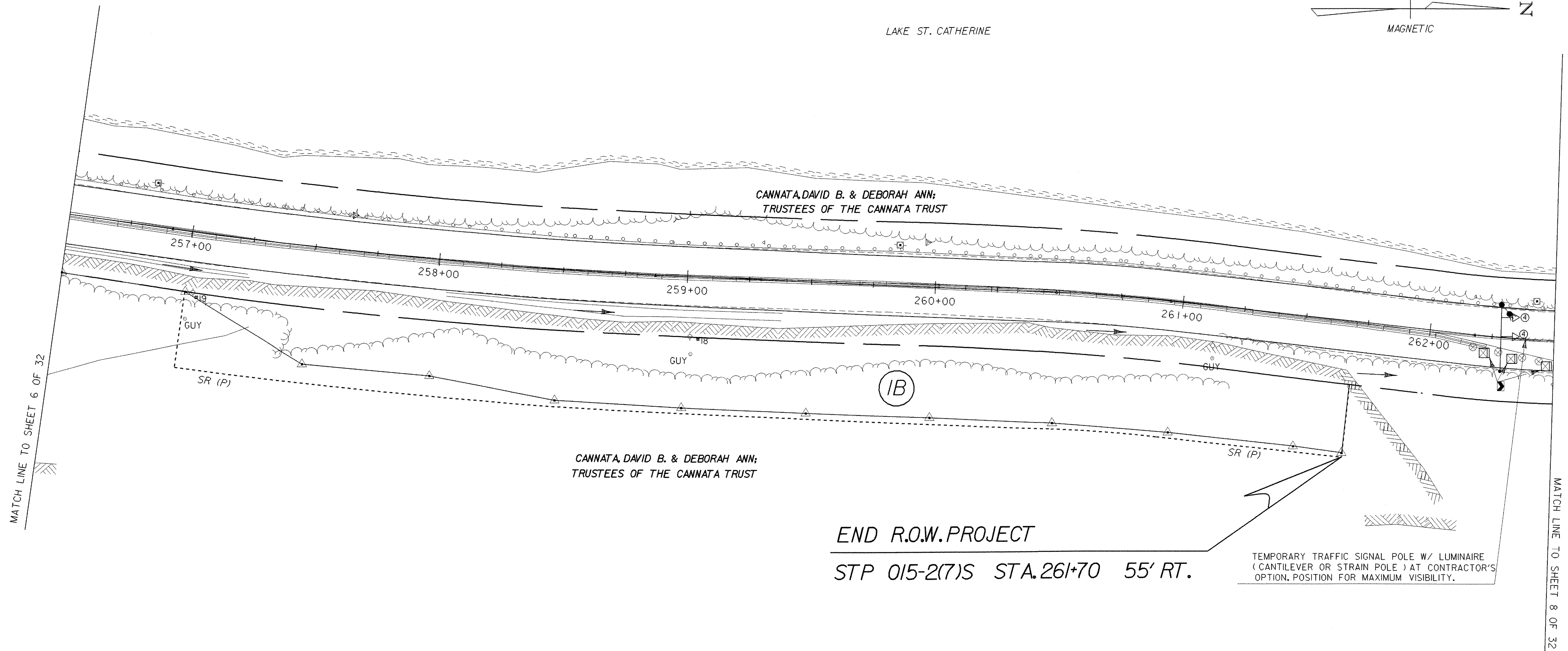
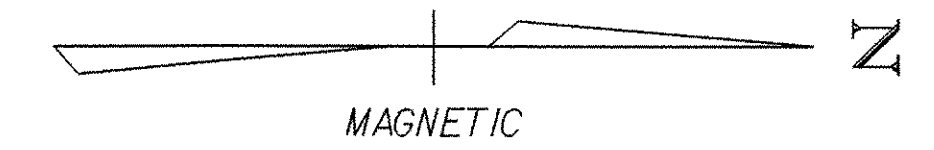
	TRAFFIC SIGNAL POLE WITH LUMINAIRE
	REFLECTORIZED PLASTIC DRUMS (SEE STD. E-106). DRUM SPACING (IN FEET) IS EQUAL TO DETOUR SPEED (IN MPH)
	TYPE III BARRICADES SEE STD. E-107A
	TYPE III BARRICADES (MOD.) SEE STD. E-107A
	PAVEMENT MARKING REMOVAL
	SIGNAL HEAD AND PHASE
	FLASHING BEACON



**DATUM**  
 VERTICAL NAVD 88  
 HORIZONTAL NAD 83 (96)

PROJECT: <b>WELLS VT RTE 30</b>	PROJECT NO.: <b>STP 015-2(7)S</b>
DESIGN FILE NAME: /sqdb/98b160/db160bdr.dgn	PLOT DATE: 01-FEB-2006
IPARM FILE NAME: db160102.1	SURVEY DATE:
SURVEYED BY:	DRAWN BY:
SQUAD LEADER:	
R. O. W. SHEET 4 OF 5 SHEETS	4A OF 32 SHEETS

LAKE ST. CATHERINE



END R.O.W. PROJECT  
STP 015-2(7)S STA. 261+70 55' RT.

TEMPORARY TRAFFIC SIGNAL POLE W/ LUMINAIRE (CANTILEVER OR STRAIN POLE) AT CONTRACTOR'S OPTION. POSITION FOR MAXIMUM VISIBILITY.

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

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

**LEGEND**

- — TRAFFIC SIGNAL POLE WITH LUMINAIRE
- ⊗ — REFLECTORIZED PLASTIC DRUMS (SEE STD. E-106). DRUM SPACING (IN FEET) IS EQUAL TO DETOUR SPEED (IN MPH)
- — TYPE III BARRICADES SEE STD. E-107A
- ⊠ — TYPE III BARRICADES (MOD.) SEE STD. E-107A
- /// — PAVEMENT MARKING REMOVAL
- ▷② — SIGNAL HEAD AND PHASE
- ⊕ — FLASHING BEACON

**DATUM**  
VERTICAL NAVD 88  
HORIZONTAL NAD 83 (96)



PROJECT: WELLS VT RTE 30	PROJECT NO.: STP 015-2(7)S
DESIGN FILE NAME: /sqdb/98b160/db160bdr.dgn	PLOT DATE: 01-FEB-2006
IPARM FILE NAME: db160103.i	SURVEY DATE:
SURVEYED BY:	DRAWN BY: A.JONES
SQUAD LEADER: DELLA SANTA	R. O. W. SHEET 5 OF 5 SHEETS
	4B OF 32 SHEETS

**GENERAL NOTES:**

1. THE ~~1050~~<sup>1008</sup> FT OF TEMPORARY TRAFFIC BARRIER SHALL BE NEW AS PER STANDARD G-18 AND SHALL BECOME THE PROPERTY OF THE STATE OF VERMONT. WHEN THE BARRIER IS NO LONGER REQUIRED FOR THE PROJECT, THE CONTRACTOR SHALL DELIVER THE TEMPORARY TRAFFIC BARRIER TO THE CASLETON DISTRICT 3 STATE GARAGE (SEE SPECIAL PROVISIONS). **DELIVERED**
2. NO BLASTING SHALL BE ALLOWED FOR ANY REASON. THE CONTRACTOR SHALL REMOVE ALL LEDGE BY MECHANICAL MEANS ONLY.
3. THE CROSS SECTIONS ARE AN APPROXIMATE DEPICTION OF ACTUAL FIELD CONDITIONS. THE FINISH FACE WILL BE ACHIEVED AS DIRECTED BY THE ENGINEER. ALL ROCK EXCAVATION, INCLUDING SCALING, CLEANING, REMOVAL AND OTHER WORK NECESSARY TO ACHIEVE A CLEAN, APPROVED FINAL FACE, SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER HOUR UNDER THE APPROPRIATE RENTAL ITEM.
4. THE MANUFACTURED TERMINAL END SECTIONS, SHOWN AT APPROXIMATELY STATIONS 250+79 LT AND 251+33 LT, SHALL BE LOCATED AS DIRECTED BY THE ENGINEER.
5. SEE EROSION CONTROL NARRATIVE FOR ADDITIONAL REQUIREMENTS AND RESTRICTIONS.

REMOVAL AND DISPOSAL OF GUARDRAIL  
STA. 250+79 LT. - STA. 250+91 LT. (25' T)

MANUFACTURED TERMINAL SECTION (TANGENT)  
STA. 250+79 LT. ±

COLD PLANING- BITUMINOUS PAVEMENT  
STA. 250+75 - STA. 251+00

DURABLE 4" WHITE LINE  
STA. 250+75 RT - STA. 251+00 RT  
STA. 250+75 LT - STA. 251+00 LT

DURABLE 4" YELLOW LINE  
STA. 250+75 CL - STA. 251+00 CL



249+75 C  
BEGIN APPROACH  
WELLS STP 015-2 (7) S

LAKE ST. CATHERINE

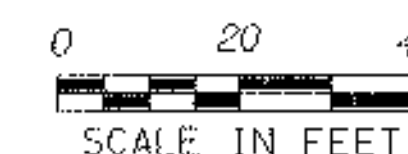


MATCH LINE TO SHEET 6 OF 32

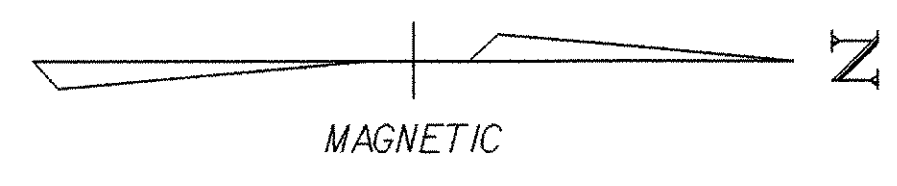
**LEGEND**

- — TRAFFIC SIGNAL POLE WITH LUMINAIRE
- ⊙ — REFLECTORIZED PLASTIC DRUMS (SEE STD. E-106), DRUM SPACING (IN FEET) IS EQUAL TO DETOUR SPEED (IN MPH)
- — TYPE III BARRICADES SEE STD. E-107A
- ⊠ — TYPE III BARRICADES (MOD.) SEE STD. E-107A
- /// — PAVEMENT MARKING REMOVAL
- ⊙ — SIGNAL HEAD AND PHASE
- ⊕ — FLASHING BEACON

**DATUM**  
VERTICAL NAVD 88  
HORIZONTAL NAD 83 (96)



PROJECT: <b>WELLS VT RTE 30</b>	PROJECT NO.: <b>STP 015-2(7)S</b>
DESIGN FILE NAME: /sqdb/98b60/db160bdr.dgn	PLOT DATE: 01-FCB-2006
IPARM FILE NAME: db160k01 db160+fil	SURVEY DATE:
SURVEYED BY:	DRAWN BY: SQUAD B
SQUAD LEADER: DELLA SANTA	SHEET: 5 OF 32
LAYOUT SHEET 1	



MANUFACTURED TERMINAL SECTION (TANGENT)  
STA. 251+33 LT.

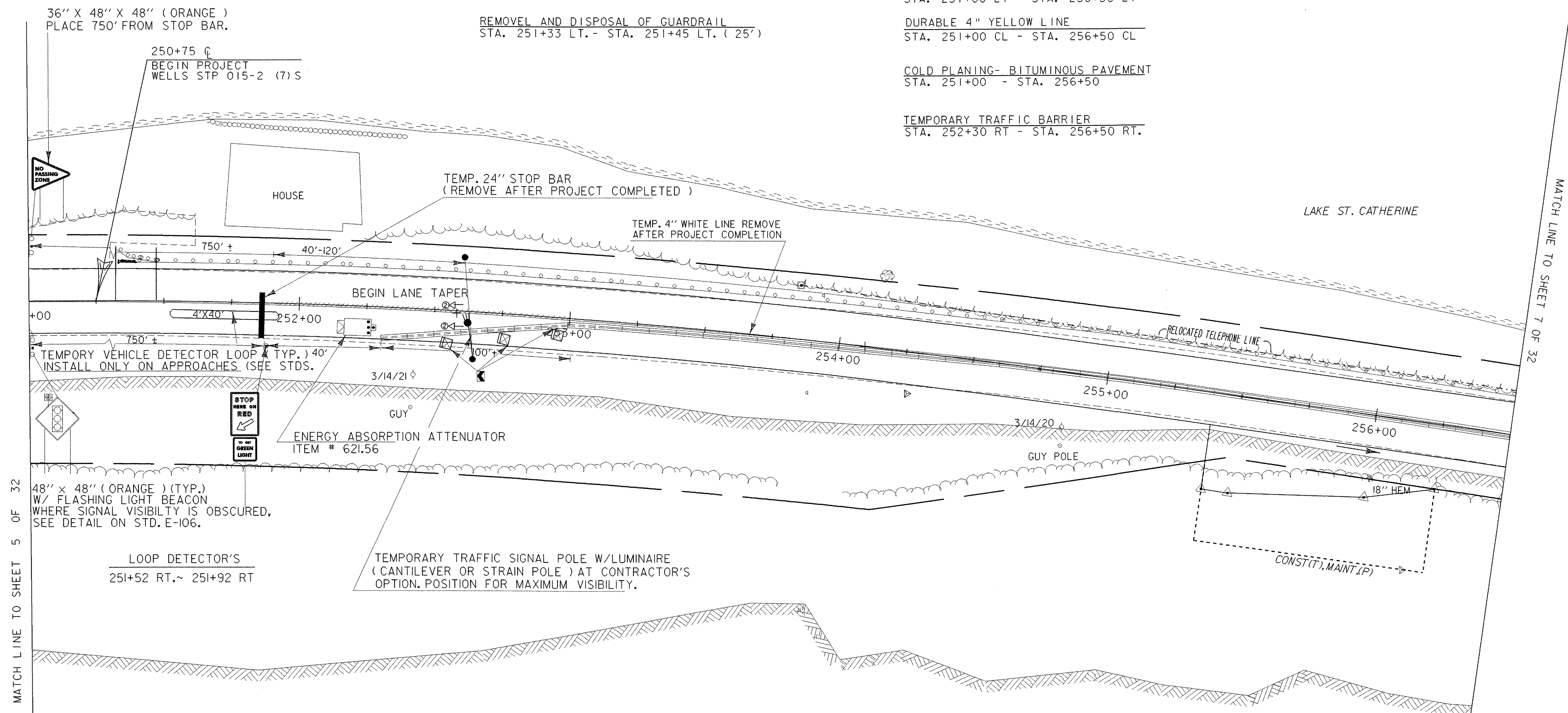
REMOVE AND DISPOSAL OF GUARDRAIL  
STA. 251+33 LT. - STA. 251+45 LT. ( 25' )

DURABLE 4" WHITE LINE  
STA. 251+00 RT - STA. 256+50 RT  
STA. 251+00 LT - STA. 256+50 LT

DURABLE 4" YELLOW LINE  
STA. 251+00 CL - STA. 256+50 CL

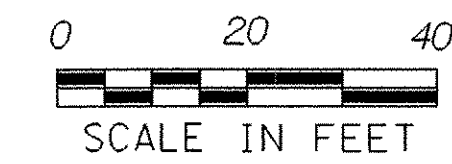
COLD PLANING- BITUMINOUS PAVEMENT  
STA. 251+00 - STA. 256+50

TEMPORARY TRAFFIC BARRIER  
STA. 252+30 RT - STA. 256+50 RT.



**LEGEND**

- — TRAFFIC SIGNAL POLE WITH LUMINAIRE
- ⊗ — REFLECTORIZED PLASTIC DRUMS ( SEE STD. E-106 ),  
DRUM SPACING ( IN FEET ) IS EQUAL  
TO DETOUR SPEED ( IN MPH )
- — TYPE III BARRICADES SEE STD. E-107A
- ▣ — TYPE III BARRICADES ( MOD. ) SEE STD. E-107A
- /// — PAVEMENT MARKING REMOVAL
- ⊗ — SIGNAL HEAD AND PHASE
- ⊕ — FLASHING BEACON



DATUM  
VERTICAL NAVD 88  
HORIZONTAL NAD 83 (96)

PROJECT: <b>WELLS VT RTE 30</b>	PROJECT NO. : <b>STP 015-2(7)S</b>
DESIGN FILE NAME: /sqdb/98b160/db160bdr.dgn	PLOT DATE: 01-FEB-2006
IPARM FILE NAME: db160102.1	SURVEYED BY:
SQUAD LEADER: DELLA SANTA	DRAWN BY: SQUAD B
LAYOUT SHEET 2	SHEET: 6 OF 32

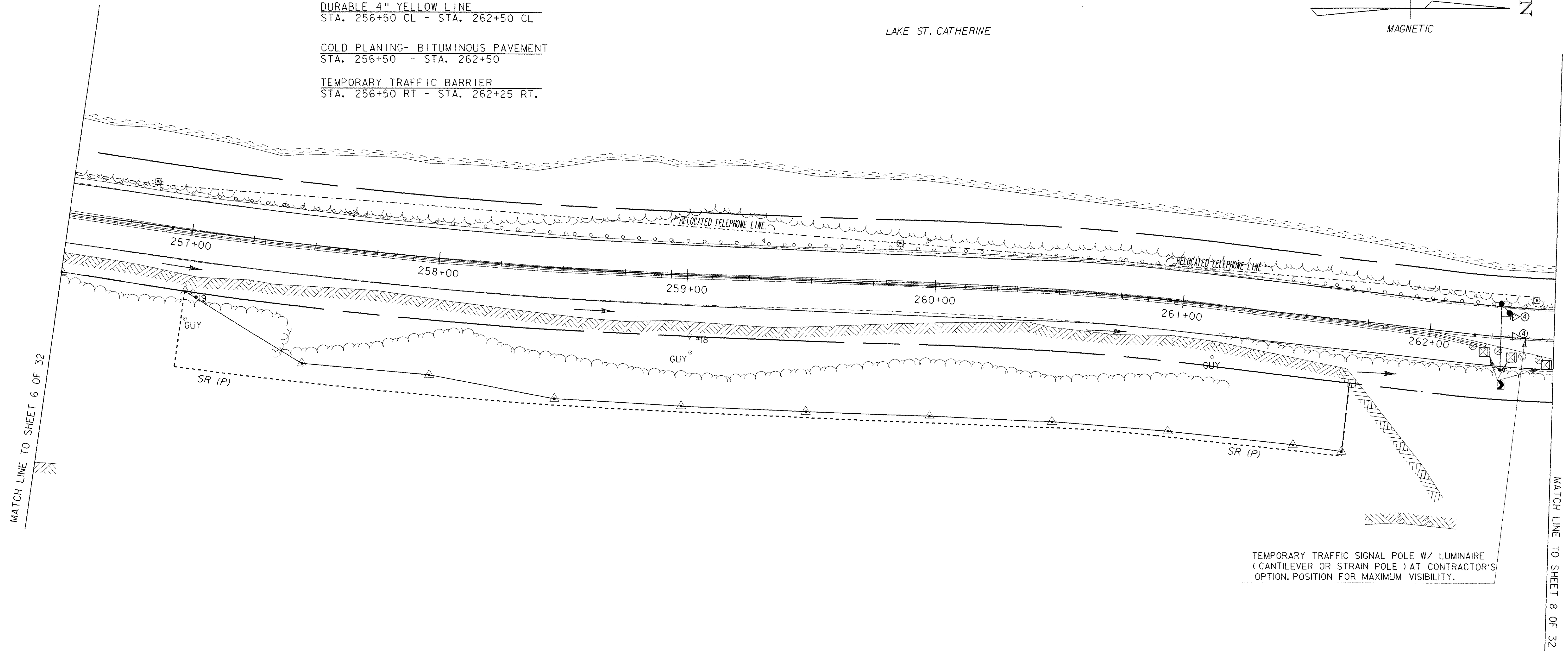
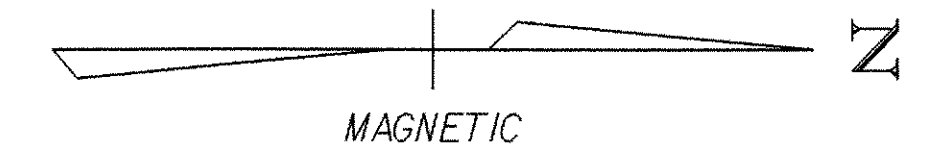
DURABLE 4" WHITE LINE  
 STA. 256+50 RT - STA. 262+50 RT  
 STA. 256+50 LT - STA. 262+50 LT

DURABLE 4" YELLOW LINE  
 STA. 256+50 CL - STA. 262+50 CL

COLD PLANING- BITUMINOUS PAVEMENT  
 STA. 256+50 - STA. 262+50

TEMPORARY TRAFFIC BARRIER  
 STA. 256+50 RT - STA. 262+25 RT.

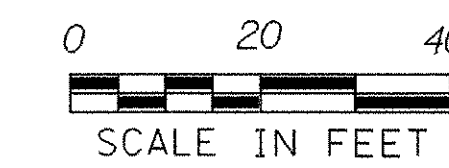
LAKE ST. CATHERINE



TEMPORARY TRAFFIC SIGNAL POLE W/ LUMINAIRE  
 (CANTILEVER OR STRAIN POLE) AT CONTRACTOR'S  
 OPTION. POSITION FOR MAXIMUM VISIBILITY.

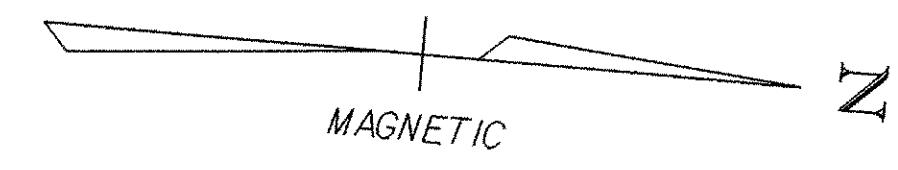
**LEGEND**

- — TRAFFIC SIGNAL POLE WITH LUMINAIRE
- ⊗ — REFLECTORIZED PLASTIC DRUMS (SEE STD. E-106).  
DRUM SPACING (IN FEET) IS EQUAL  
TO DETOUR SPEED (IN MPH)
- — TYPE III BARRICADES SEE STD. E-107A
- ⊠ — TYPE III BARRICADES (MOD.) SEE STD. E-107A
- /// — PAVEMENT MARKING REMOVAL
- ▷⊗ — SIGNAL HEAD AND PHASE
- ⊕ — FLASHING BEACON



**DATUM**  
 VERTICAL NAVD 88  
 HORIZONTAL NAD 83 (96)

PROJECT: WELLS VT RTE 30	PROJECT NO.: STP 015-2(7)S
DESIGN FILE NAME: /sqdb/98b160/db160bdr.dgn	PLOT DATE: 01-FEB-2006
IPARM FILE NAME: db160103.i	SURVEY DATE:
SURVEYED BY:	DRAWN BY: A.JONES
SQUAD LEADER: DELLA SANTA	SHEET: 7 OF 32
LAYOUT SHEET 3	



TEMP. 24" STOP BAR  
(REMOVE AFTER PROJECT COMPLETED)

STA. 263+00  
END PROJECT  
WELLS STP 015-2 (7) S

STA. 264+00  
END APPROACH  
WELLS STP 015-2 (7) S

36" x 48"



48" x 48" (ORANGE) (TYP.)  
W/ FLASHING LIGHT BEACON WHERE  
SIGNAL VISIBILITY IS OBSCURED,  
SEE DETAIL ON STD. E-106.

EXISTING 15' CGMP  
RETAIN

EXISTING 15' CGMP  
RETAIN

EXISTING 15' CGMP  
RETAIN

EXISTING 15' CGMP  
RETAIN

268+00

268+75

267+00

266+00

265+00

264+00

263+00

GUY  
COMB  
13

STONE POST  
BND

3-14/14/711/139

708  
PIPE

3-24/15



36" X 48" X 48" (ORANGE)  
PLACE 750' FROM STOP BAR.

#16  
ENERGY ABSORPTION ATTENUATOR  
ITEM # 621.56

LOOP DETECTOR'S  
263+07 LT.~ 263+47 LT.

MATCH LINE TO SHEET 7 OF 32

DURABLE 4" WHITE LINE  
STA. 262+50 RT - STA. 263+00 RT  
STA. 262+50 LT - STA. 263+00 LT

DURABLE 4" YELLOW LINE  
STA. 262+50 CL - STA. 263+00 CL

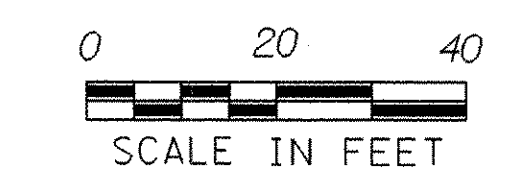
COLD PLANING- BITUMINOUS PAVEMENT  
STA. 262+50 - STA. 263+00

TEMPORARY TRAFFIC BARRIER  
STA. 262+50 RT - STA. 263+50 RT.

**LEGEND**

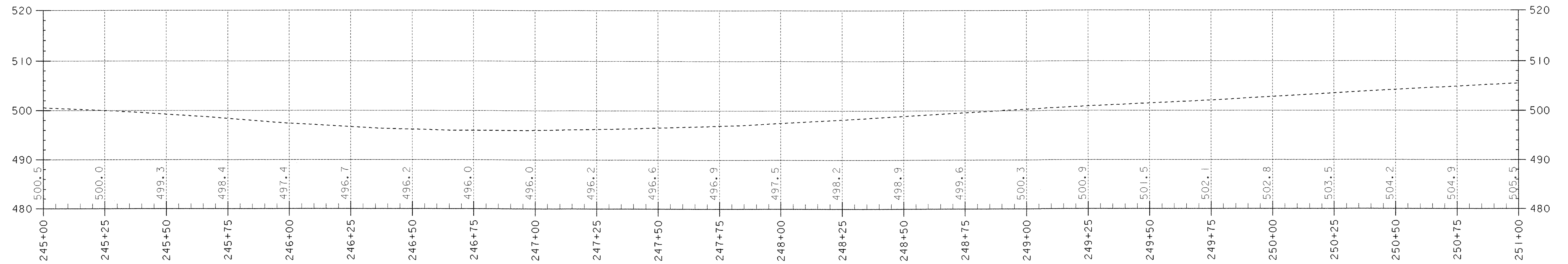
- — TRAFFIC SIGNAL POLE WITH LUMINAIRE
- ⊗ — REFLECTORIZED PLASTIC DRUMS (SEE STD. E-106).  
DRUM SPACING (IN FEET) IS EQUAL  
TO DETOUR SPEED (IN MPH)
- — TYPE III BARRICADES SEE STD.E-107A
- ⊠ — TYPE III BARRICADES (MOD.) SEE STD. E-107A
- /// — PAVEMENT MARKING REMOVAL
- ▷⊗ — SIGNAL HEAD AND PHASE
- ⊗ — FLASHING BEACON

DATUM  
VERTICAL NAVD 88  
HORIZONTAL NAD 83 (96)

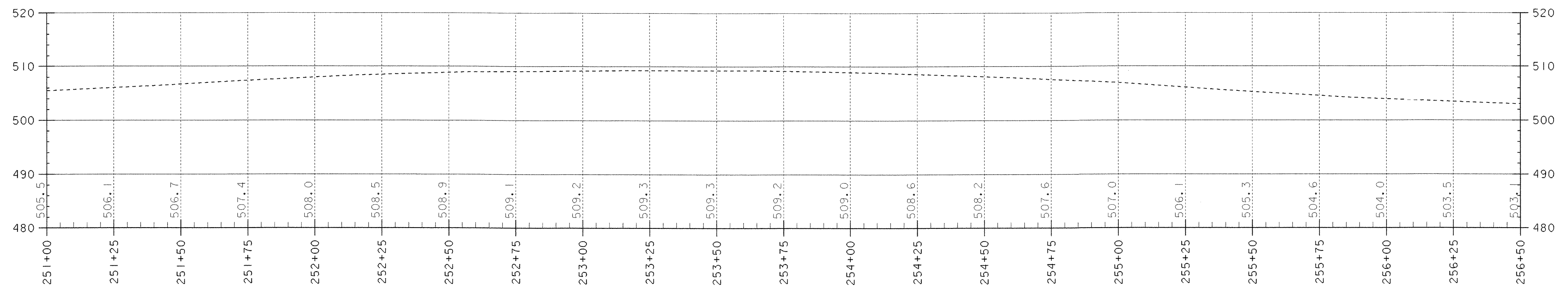


PROJECT: WELLS VT RTE 30	PROJECT NO.: STP 015-2(7)S
DESIGN FILE NAME: /sqdb/98bl60/dbl60bdr.dgn	PLOT DATE: 01-FEB-2006
IPARM FILE NAME: db160104.i	SURVEY DATE:
SURVEYED BY:	DRAWN BY: A.JONES
SQUAD LEADER: DELLA SANTA	SHEET: 8 OF 32
LAYOUT SHEET 4	

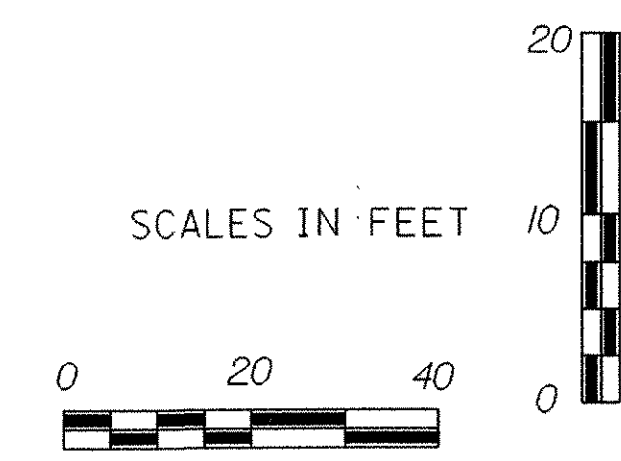
# Profile



# Profile

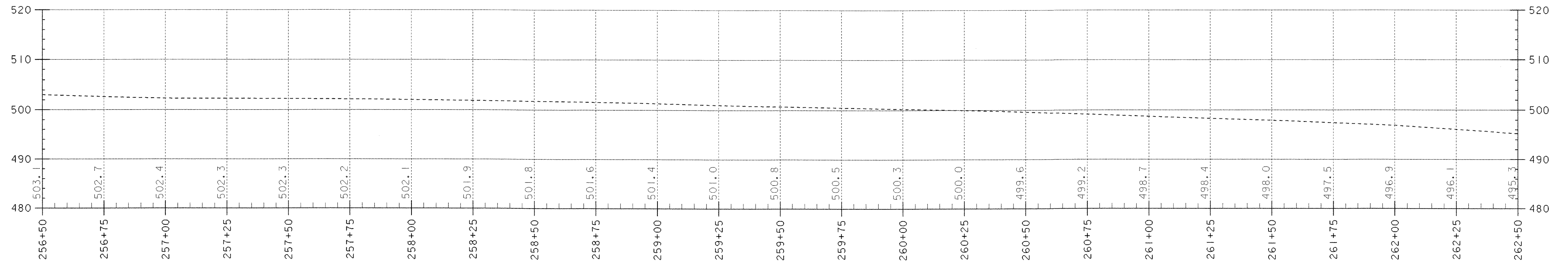


DATUM  
 VERTICAL NAVD 88  
 HORIZONTAL NAD 83 (96)

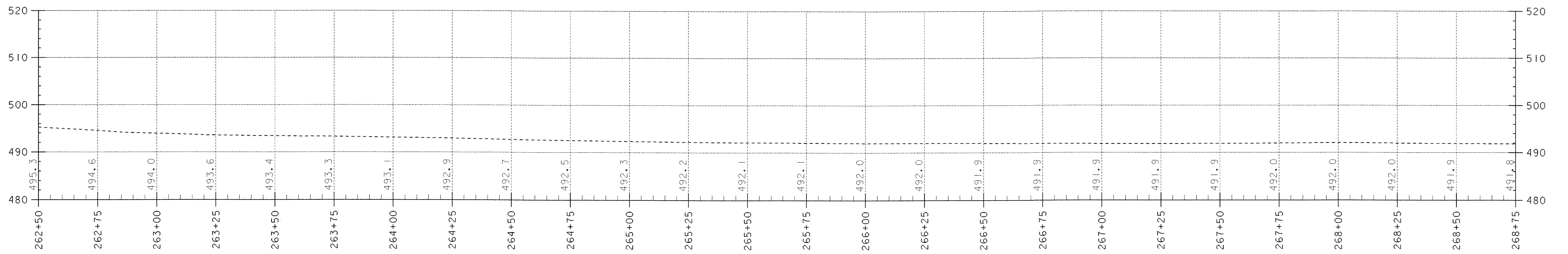


PROJECT: WELLS VT RTE. 30	PROJECT NO.: STP 015-2(7)S
DESIGN FILE NAME: /sqdb/98b160/dbi60wrk.dgn	PLOT DATE: 01-FEB-2006
IPARM FILE NAME: DBI60POL1	SURVEY DATE:
SURVEYED BY:	DRAWN BY: SODB
SQUAD LEADER: DELLA SANTA	SHEET: 9 OF 32
PROFILE SHEET 1	

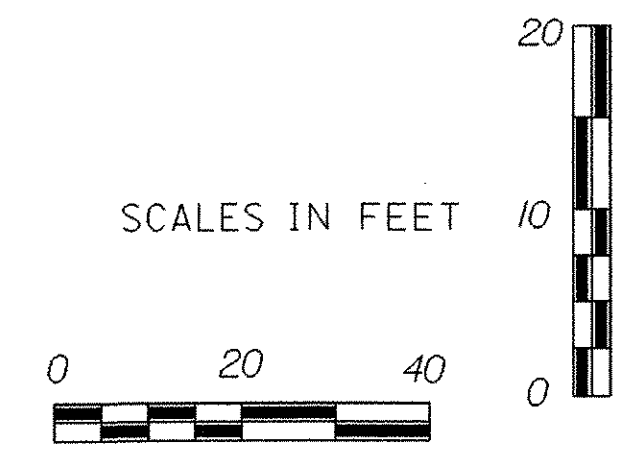
# Profile



# Profile



DATUM  
 VERTICAL NAVD 88  
 HORIZONTAL NAD 83 (96)



PROJECT: WELLS VT RTE. 30	PROJECT NO.: STP 015-2(7)S
DESIGN FILE NAME: /sqdb/98b160/db160wrk.dgn	PLOT DATE: 01-FEB-2006
IPARM FILE NAME: DB160P02.1	SURVEY DATE:
SURVEYED BY:	DRAWN BY: SODB
SQUAD LEADER: DELLA SANTA	SHEET: 10 OF 32
PROFILE SHEET 2	

**PROJECT DESCRIPTION:**

THE WELLS VT ROUTE 30 PROJECT INCLUDES THE REMOVAL OF LEDGE A MINIMUM OF 25 FEET FROM THE CENTERLINE OF THE ROADWAY, CLEARING AND GRUBBING, COLD PLANING, RESURFACING, AND NEW PAVEMENT MARKINGS.

THIS PROJECT IS LOCATED ON VT ROUTE 30 IN WELLS APPROXIMATELY 4.68 MILES NORTH OF THE PAWLET/WELLS TOWN LINE, EXTENDING NORTHERLY APPROXIMATELY 0.32 MILES.

TO COMPLETE THE REQUIRED WORK, THE NORTHBOUND LANE OF TRAFFIC WILL BE CLOSED. LEDGE, MOSTLY PHYLLITE AND SLATE FROM SELECT AREAS ALONG THE ROCKFACE WILL BE SCALED/RIPPED OFF MECHANICALLY. THIS ROCK REMOVAL WILL RESULT IN A REDUCED SLOPE ANGLE OF THE LEDGE DURING THE EXCAVATION OF THE ROCK FACE. THE CATCHMENT DITCH, LOCATED AT THE BASE OF THE LEDGE IMMEDIATELY ADJACENT TO ROUTE 30, WILL BE ENLARGED. SOME TREES AT THE TOP OF THE LEDGE WILL BE REMOVED AS WELL.

AREA OF DISTURBANCE IS APPROXIMATELY 0.5 ACRES.

**SITE INVENTORY AND ANALYSIS:**

**DRAINAGE CHARACTERISTICS & PROXIMITY TO NATURAL OR MANMADE WATER FEATURES:**

WATER GENERALLY RUNS UNCONTROLLED OVER THE ROCKFACE INTO A CATCHMENT DITCH WHICH FLOWS SOUTH TOWARD PAWLETT. LAKE ST. CATHERINE BORDERS VT ROUTE 30 TO THE WEST ALONG THIS PROJECT. VT ROUTE 30 IS PRIMARILY BANKED AT A TYPICAL 2%. FROM APPROXIMATELY STA. 255+30.75 - STA. 262+25.00 THE ROAD BANKS TOWARD LAKE ST. CATHERINE, BUT ALL WATER LEAVING THE LEDGE WILL FLOW DIRECTLY INTO THE CATCHMENT DITCH.

**TOPOGRAPHY:**

THE PROJECT AREA CONSISTS OF A STEEP ROCKFACE TO THE EAST OF VT ROUTE 30. THE SLOPE ABOVE THE ROCK FACE IS APPROXIMATELY A 1:1 SLOPE. VT ROUTE 30 GENERALLY FOLLOWS THE DITCH LINE SLOPE, ABOUT 2.5% AT ITS MAXIMUM.

**VEGETATION:**

THERE ARE TREES AND BRUSH GROWING ALONG THE ROCKFACE AND AT THE TOP OF THE ROCKFACE. THE TREES AND BRUSH GROWING AT THE TOP OF THE ROCKFACE HAVE THE ROOT SYSTEMS HANGING OVER THE EDGE, AND IN SOME INSTANCES THE TREES HANG OVER THE EDGE. AT THE TOP OF THE SLOPE IN THE DITCH THERE IS GRASS.

**SOIL:**

THE SOIL ON THE PROJECT SITE IS PRIMARILY COMPRISED OF PHYLLITE AND SLATE. THIS ROCK IS VERY WEATHERED AND CRACKED. LARGE PORTIONS OF THE ROCKFACE HAVE FALLEN INTO THE EXISTING CATCHMENT DITCH, OR THE ROADWAY. ON THE TOP OF THE ROCK, THERE IS TOPSOIL. THE ROCKFACE VARIES FROM TWENTY TO SIXTY FEET IN HEIGHT, AND EXTENDS FOR APPROXIMATELY ONE THOUSAND, FIVE HUNDRED FEET.

**SENSITIVE RESOURCE AREAS:**

NO "THREATENED & ENDANGERED SPECIES" HAVE BEEN IDENTIFIED WITHIN THE PROJECT LIMITS AND THERE WILL BE NO ADVERSE EFFECT TO HISTORIC OR ARCHAEOLOGICAL FEATURES. THERE IS ONE WETLAND IN THE VICINTY OF THE PROJECT SITE, LAKE ST. CATHERINE, HOWEVER, THERE WILL BE NO DISTURBANCE IN THIS AREA.

**EROSION PREVENTION AND SEDIMENT CONTROL PLAN:**

**TEMPORARY AND PERMANENT EROSION CONTROL:**

THIS PROJECT RESTRICTS EARTH DISTURBANCE AS SHOWN ON PLANS AND SECTIONS. DUE TO THE NATURE OF THE ROCKFACE, THERE WILL BE A LIMITED NEED FOR SEDIMENT CONTROL ON THIS PROJECT. THIS PROJECT HAS A LOW ERODABILITY POTENTIAL AS THE PORTION OF THE PROJECT EXPOSED TO STORM EVENTS IS PRIMARILY LEDGE. THE MAXIMUM GRADE PRESENT ON THIS DITCHLINE IS APPROXIMATELY 2.5%. THE ROADWAY IS ALSO ELEVATED SUCH THAT THERE IS LITTLE OR NO OFFSITE RUN-ON ANTICIPATED ON THE DISTURBED AREA DURING CONSTRUCTION. FLOW WILL BE LIMITED ONLY TO THAT WHICH ACCUMULATES WITHIN THE CATCHMENT DITCH DURING STORM EVENTS. IN LOCATIONS WHERE THERE IS NO CATCHMENT DITCH PRESENT, THE ROAD IS PRIMARILY BANKED TO THE EAST, PREVENTING RUN-OFF FROM CROSSING VT ROUTE 30 AND ENTERING LAKE ST. CATHERINE. HOWEVER, IN SOME LOCATIONS THE ROAD IS BANKED TOWARD LAKE ST. CATHERINE WHICH CREATES A POTENTIAL FOR OFFSITE RUN-ON TO ENTER THIS BODY OF WATER. BECAUSE OF THIS POTENTIAL, A ROW OF SEDIMENT LOG OR APPROVED EQUAL WILL BE PLACED AT THE BASE OF THE CONCRETE ROADWAY BARRIER TO PREVENT SEEPAGE AS DIRECTED BY ENGINEER. PAYMENT FOR INSTALLATION, MAINTANENCE, AND REMOVAL OF SEDIMENT LOG OR APPROVED EQUAL SHALL BE PAID FOR UNDER ITEM 620.00 MISCELLANEOUS FENCE (MOD.-SEDIMENT LOG). THIS WILL ADEQUATELY STOP ANY POTENTIAL RUN-OFF FROM THIS PROJECT, AND PREVENT IT FROM ENTERING LAKE ST. CATHERINE. THE INSTALLATION OF A CHECK DAM IN THE CATCHMENT DITCH AT STATION 262+00 BELOW THE DISTURBED AREA OF THE PROJECT WILL PREVENT SEDIMENT FROM LEAVING THE PROJECT. THE MAJORITY OF MATERIAL REMOVED FROM ROCKFACE WILL LIKELY BE NON-EROSIVE, LARGE PARTICLES. IF SCALED MATERIAL IS POTENTIALLY EROSION THEN IT SHALL BE REMOVED FROM CATCHMENT DITCH, WHERE CONCENTRATED FLOWS CAN OCCUR. EROSION JUTE MATTING WILL BE PLACED WITHIN THE CATCHMENT DITCH AT THE SOUTHERN LIMITS OF THE PROJECT, DUE TO A 2.5% SLOPE. THIS WILL ADEQUATELY PREVENT EROSION OF THE CATCHMENT DITCH.

**STAGING, STOCKPILE, STORAGE, AND WASTE AREAS:**

VERMONT AGENCY OF TRANSPORTATION HAS BEEN NOTIFIED THAT THE ADJACENT PROPERTY OWNER HAS REQUESTED A PARTIAL AMOUNT OF THE EXCESS MATERIAL. IT SHOULD BE NOTED, HOWEVER, THAT ALL WASTE STAGING, STOCKPILE, AND STORAGE AREAS MUST BE REVIEWED AND APPROVED BY THE STATE BEFORE DELIVERY OF ANY MATERIAL (SEE SPECIAL PROVISIONS).

A POTENTIAL STAGING AREA HAS BEEN IDENTIFIED APPROXIMATELY 1.5 MILES NORTH OF THE PROJECT LIMITS, AT THE LAKE ST. CATHERINE STATE PARK.

STAGING, STOCKPILE, STORAGE, AND WASTE AREAS SHALL BE DELINIATED WITH SNOW FENCE AND SHALL BE STABILIZED TO MINIMIZE EROSION. ERODIBLE MATERIAL STOCKPILED AT THESE SITES WILL BE ISOLATED WITH SILT FENCE. SOIL STOCKPILES WILL ALSO BE MULCHED IF THEY WILL BE UNDISTURBED FOR MORE THAN 48 HOURS, OR SEEDED AND

MULCHED IF THEY WILL REMAIN UNDISTURBED FOR MORE THAN 30 DAYS. CONTRACTOR SHALL PROVIDE SPECIFIC EROSION PREVENTION AND SEDIMENT CONTROL PLANS FOR THESE AREAS.

PIKE'S EPSC PLAN  
SUBMITTED 03-31-06  
APPROVED 04-07-06

SUBSTANTIAL GROWTH AT  
SITE AND WASTE AREA.  
07-07-06

PROJECT: WELLS VT RTE 30	PROJECT NO.: STP 015-2 (7) S
DESIGN FILE NAME: /980160/DESIGN/erosionNotes.dgn	PLOT DATE: 01-FEB-2006
IPARM FILE NAME: db160erionotes.i	DRAWN BY: T. GUAZZONI
DESIGNED BY: J. L. SCHULTZ	CHECKED BY:
SQUAD LEADER: DELLASANTA	SHEET: 11 OF 32
EROSION NARRATIVE	

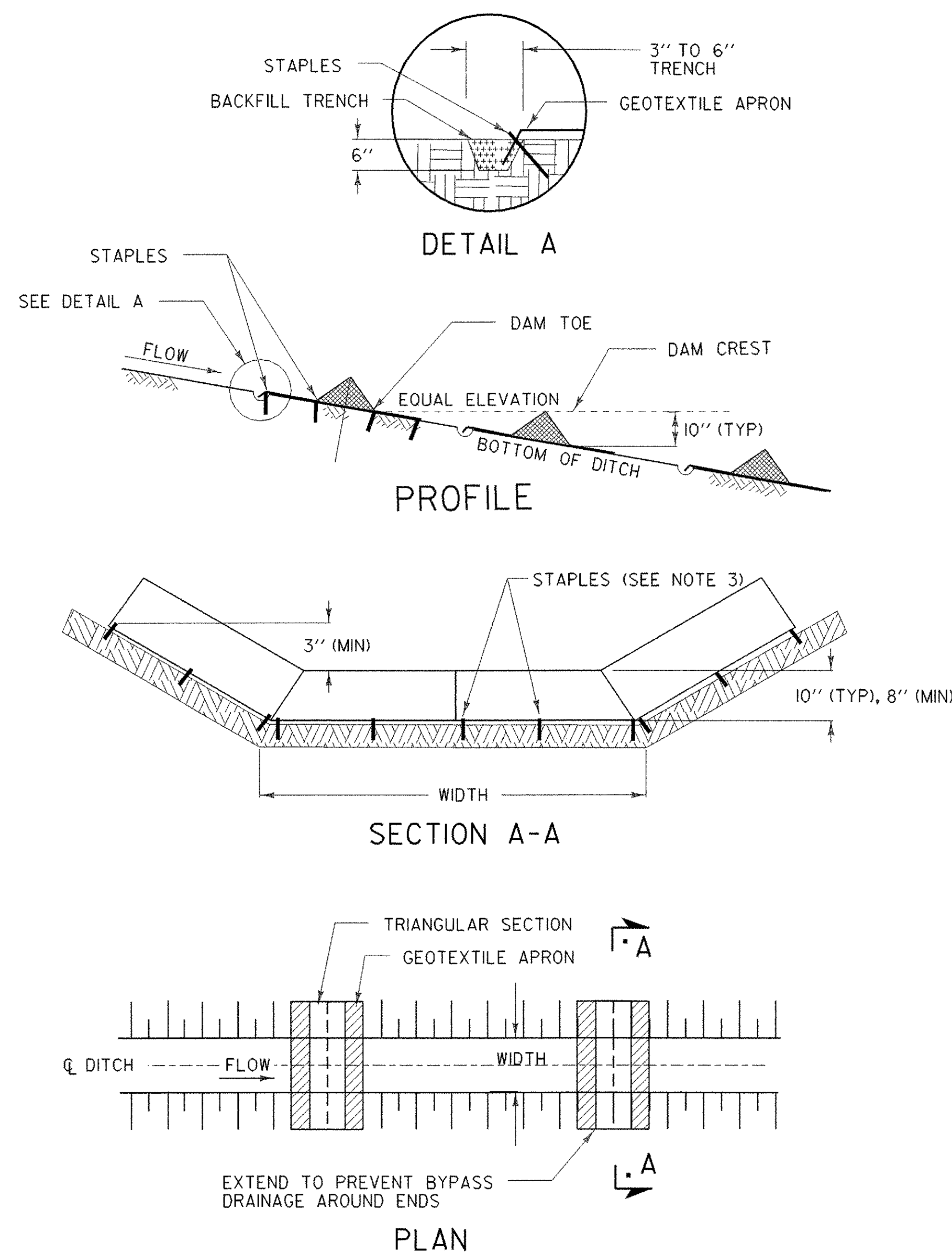
## CHECK DAMS

### APPLICATION NOTES:

- A. THE PRIMARY PURPOSE OF A CHECK DAM IS TO REDUCE EROSION IN A CHANNEL BY REDUCING FLOW VELOCITY.
- B. CHECK DAMS WILL CAPTURE SEDIMENT THAT FALLS OUT OF SUSPENSION BEHIND THE CHECK DAM DUE TO DECREASED VELOCITY.
- C. CHECK DAMS ARE NOT INTENDED TO FILTER SEDIMENT FROM TURBID WATER.
- D. DETAILS SHOWN SHALL BE USED FOR TEMPORARY INSTALLATION ONLY.
- E. PREFABRICATED DAMS ARE NOT TO BE USED ON SLOPES GREATER THAN 5% OR PER MANUFACTURER'S SPECIFICATIONS.
- F. PREFABRICATED DAM SPECIFICATIONS SHALL BE PROVIDED TO THE ENGINEER FOR APPROVAL PRIOR TO USE.

### GENERAL NOTES:

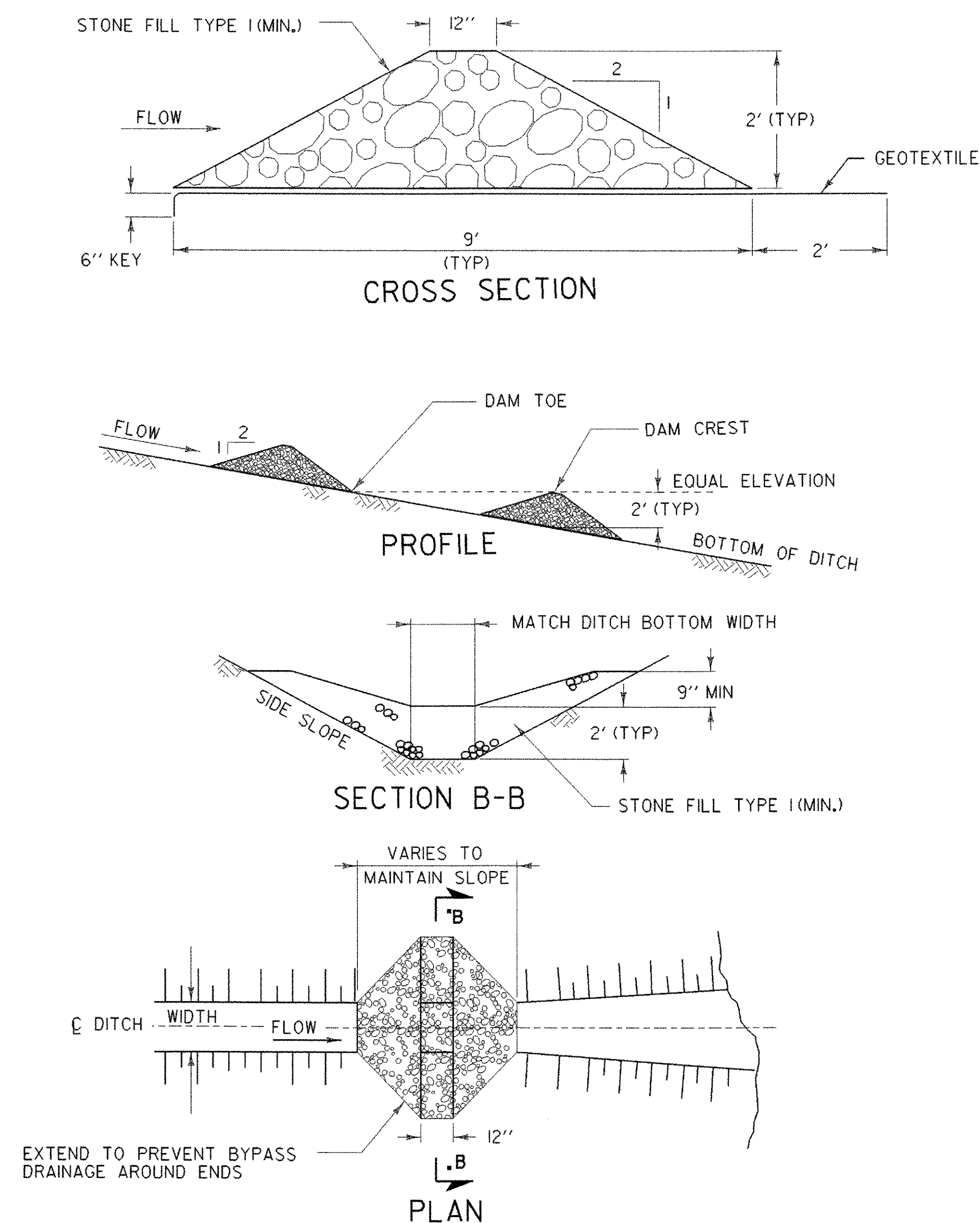
1. GEOTEXTILE SHALL BE INSTALLED UNDER STONE FILL. IT SHALL BE KEYED IN ON THE UP HILL END AND SHALL EXTEND 2 FEET BEYOND THE STONE ON THE DOWN HILL END.
2. CORE MATERIAL FOR THE STONE CHECK DAM SHALL MEET THE GRADATION REQUIREMENTS OF STONE FILL TYPE I (MIN.). STONE SIZE SHOULD BE INCREASED WITH INCREASED SLOPE AND VELOCITY.
3. THE UPHILL END OF THE APRON FOR THE PREFABRICATED CHECK DAM SHALL BE STAPLED AND BURIED AS SHOWN IN DETAIL "A" OR AS RECOMMENDED BY THE MANUFACTURER'S LITERATURE.
4. 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.
5. MEASURES SHALL BE CLEANED AND REPAIRED AS NEEDED. SEDIMENT SHALL BE REMOVED WHEN ACCUMULATION REACHES ONE-HALF OF THE MEASURE HEIGHT. SEDIMENT SHALL BE DISPOSED OF AS UNSUITABLE MATERIAL.
6. AT TIME OF REMOVAL OF THE CHECK DAMS, THE DISTURBED AREA SHALL BE REPAIRED AND STABILIZED.
7. PAYMENT FOR INSTALLATION AND REMOVAL OF CHECK DAMS SHALL BE MADE UNDER APPLICABLE ITEMS INCLUDED IN THE CONTRACT PLANS OR UNDER THE FIELD MAINTENANCE OF EROSION & SEDIMENT CONTROL PLAN ITEM.
8. PAYMENT FOR MONITORING CHECK DAMS SHALL BE MADE UNDER THE MONITORING EROSION & SEDIMENT CONTROL PLAN ITEM.
9. PAYMENT FOR MAINTAINING CHECK DAMS SHALL BE MADE UNDER THE FIELD MAINTENANCE OF EROSION & SEDIMENT CONTROL PLAN ITEM, UNLESS MAINTENANCE IS REQUIRED DUE TO POOR INSTALLATION PRACTICES.



**CHECK DAM - TEMPORARY  
(PREFABRICATED)**

PREFABRICATED CHECK DAM PLACEMENT INTERVAL	
DITCH SLOPE	PLACEMENT INTERVAL **
1 %	50 FT
2 %	40 FT
3 %	25 FT
4 %	20 FT
5 %	15 FT

\*\* BASED ON 10" TYPICAL HEIGHT



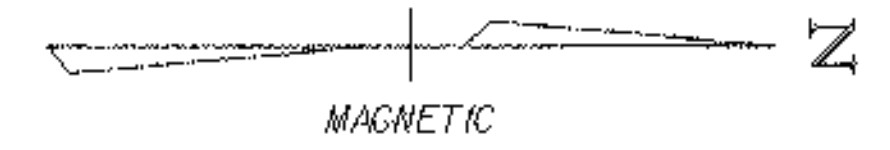
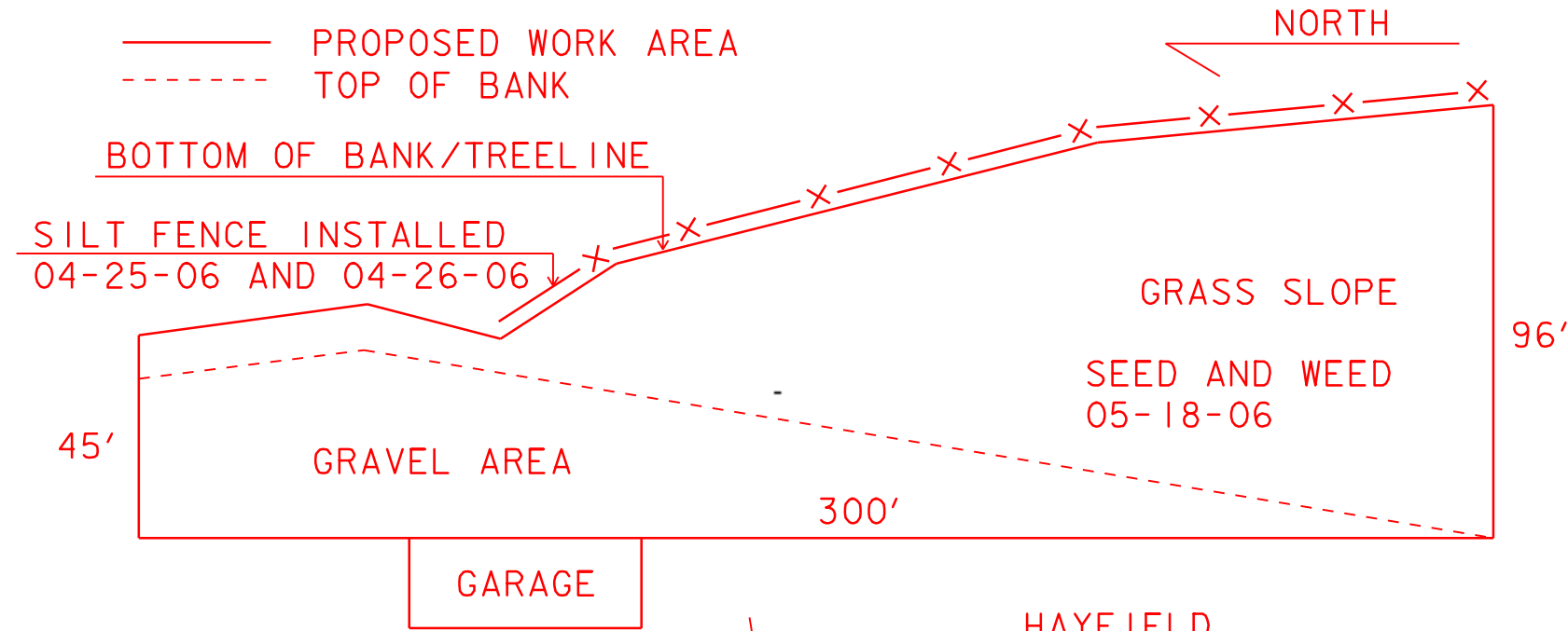
**CHECK DAM - TEMPORARY  
(STONE)**

STONE CHECK DAM PLACEMENT INTERVAL	
DITCH SLOPE	PLACEMENT INTERVAL **
1 %	200 FT
2 %	100 FT
3 %	65 FT
4 %	50 FT
5 %	40 FT
6 %	30 FT
8 %	25 FT
10 %	20 FT

\*\* BASED ON 2' TYPICAL HEIGHT

PROJECT: WELLS VT RTE 30	PROJECT NO.: STP 015-2(7)S
DESIGN FILE NAME: /sqdb/98bl60/dbl60ero.dgn	PLOT DATE: 01-FEB-2006
IPARM FILE NAME: dbl60i03erode.tli	SURVEY DATE:
SURVEYED BY:	DRAWN BY: T. GUAZZONI
SQUAD LEADER: DELLA SANTA	SHEET: 12 OF 32
EROSION CONTROL DETAIL	

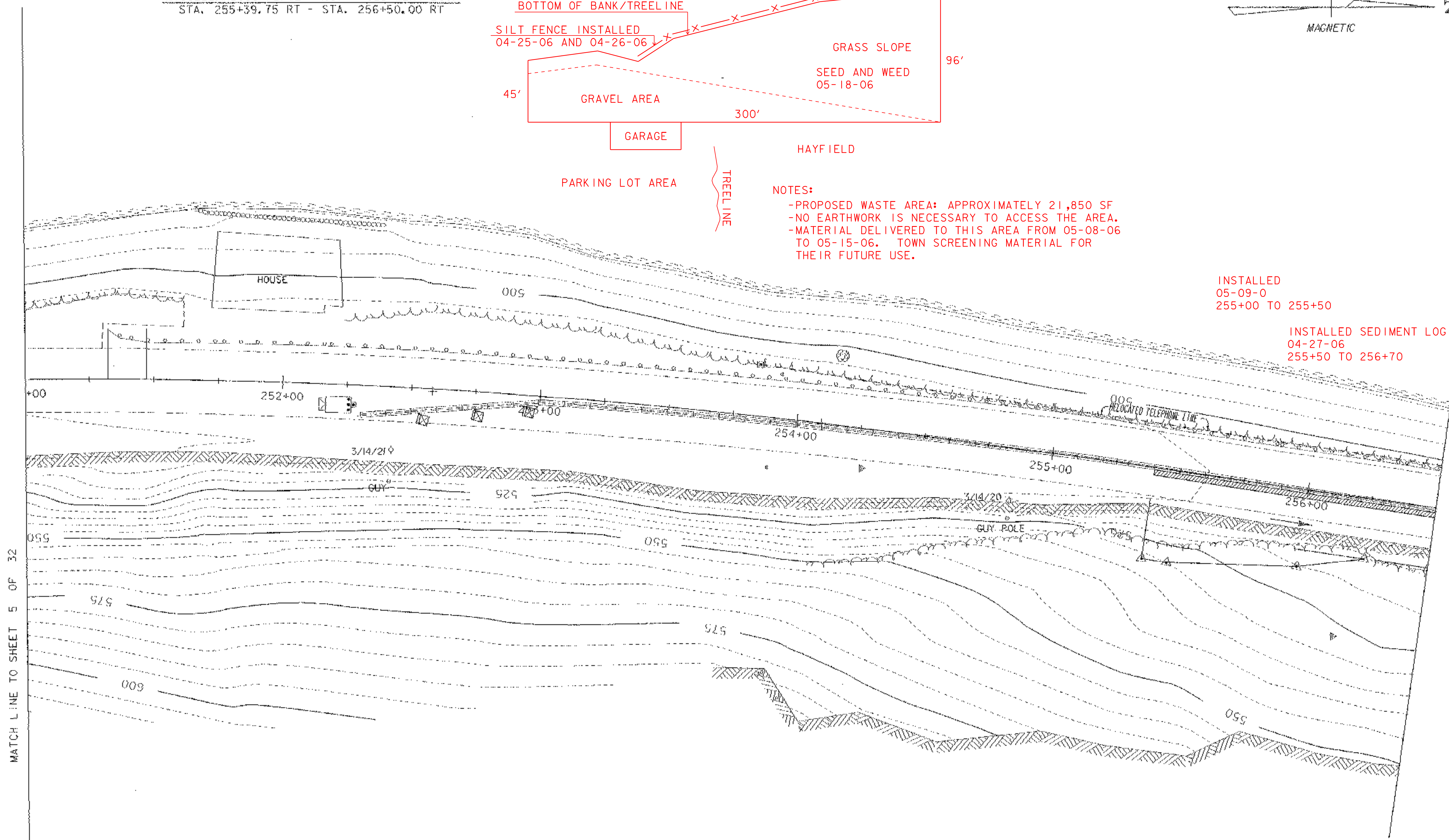
MISCELLANEOUS FENCE (MOD. - SEDIMENT LOG)  
 STA. 255+39.75 RT - STA. 256+50.00 RT



NOTES:  
 -PROPOSED WASTE AREA: APPROXIMATELY 21,850 SF  
 -NO EARTHWORK IS NECESSARY TO ACCESS THE AREA.  
 -MATERIAL DELIVERED TO THIS AREA FROM 05-08-06 TO 05-15-06. TOWN SCREENING MATERIAL FOR THEIR FUTURE USE.

INSTALLED  
 05-09-0  
 255+00 TO 255+50

INSTALLED SEDIMENT LOG  
 04-27-06  
 255+50 TO 256+70



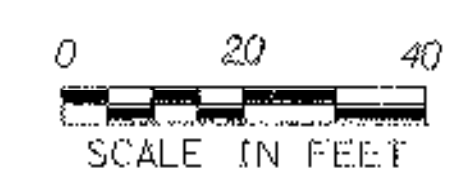
MATCH LINE TO SHEET 5 OF 32

MATCH LINE TO SHEET 14 OF 32

LEGEND	
	SEDIMENT LOG
	EROSION MATTING - DITCH
	STONE CHECK DAM

EROSION CONTROL NOTES:

1. SEDIMENT LOGS WILL BE USED WHEN NECESSARY ALONG THE BARRIER TO INHIBIT SEDIMENT TRANSPORT ACROSS THE ROAD.



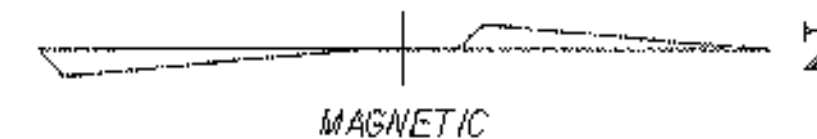
DATUM  
 VERTICAL NAVD 88  
 HORIZONTAL NAD 83 (96)

EROSION PREVENTION AND SEDIMENT CONTROL PLAN SHEET 1	
PROJECT: WELLS VT RTE 30	PROJECT NO.: STP 015-2(7)S
DESIGN FILE NAME: /sqdb/98b60/db60erobdr.dgn	PLOT DATE: 01-FEB-2006
IPARM FILE NAME: db60x02ero.1	SURVEY DATE:
SURVEYED BY:	DRAWN BY: T. GUAZZONI
SQUAD LEADER: DELLA SANTA	SHEET: 13 OF 32

MISCELLANEOUS FENCE (MOD. - SEDIMENT LOG)  
STA. 256+50.00 RT - STA. 262+25.00 RT

STONE FILL TYPE I (MOD.) (STONE CHECK DAM)  
STA. 262+00.00 RT

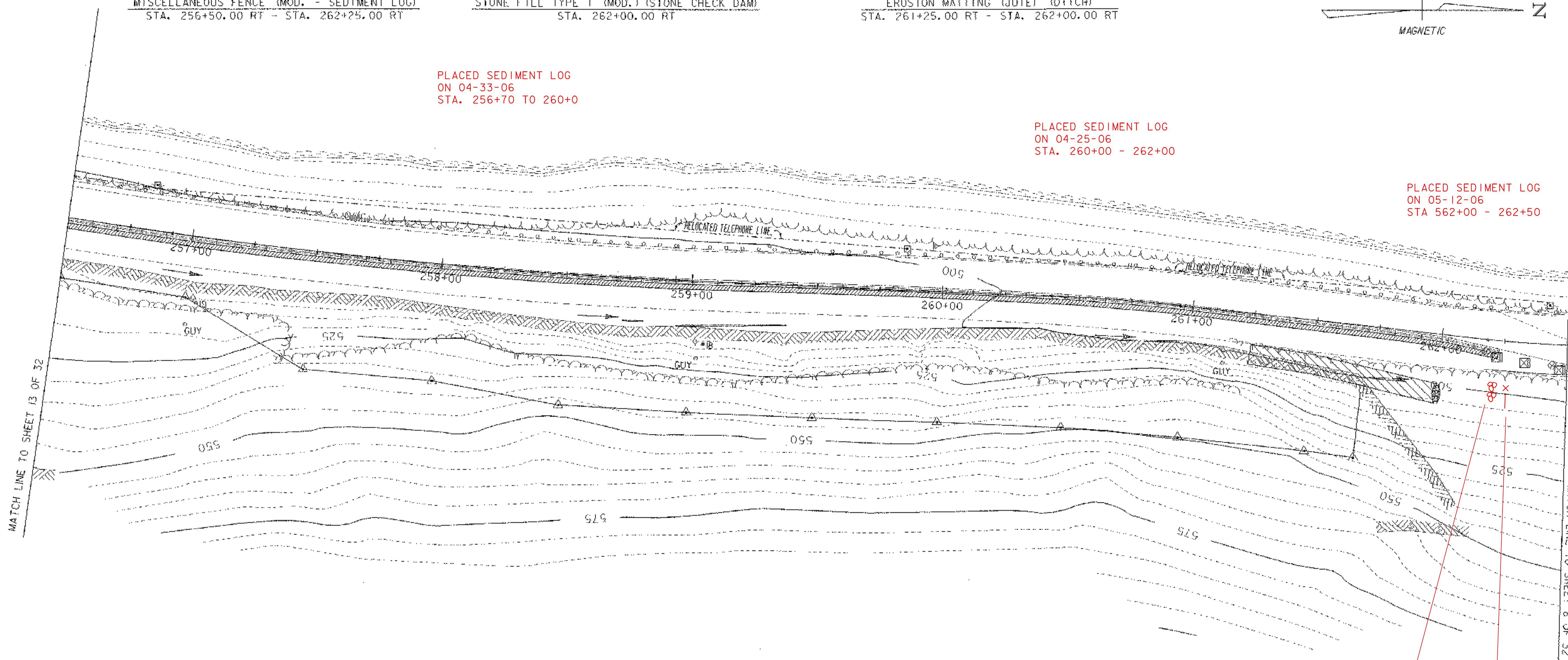
EROSION MATTING (JUTE) (DITCH)  
STA. 261+25.00 RT - STA. 262+00.00 RT



PLACED SEDIMENT LOG  
ON 04-33-06  
STA. 256+70 TO 260+0

PLACED SEDIMENT LOG  
ON 04-25-06  
STA. 260+00 - 262+00

PLACED SEDIMENT LOG  
ON 05-12-06  
STA 262+00 - 262+50



STA. 263+00  
PLACED 04-21-06

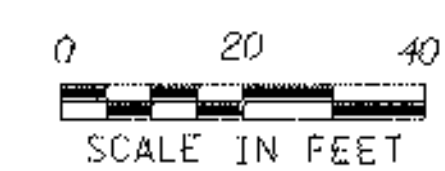
SILT FENCE  
STA. 263+14  
PLACED 04-21-06

DATUM  
VERTICAL NAVD 88  
HORIZONTAL NAD 83 (96)

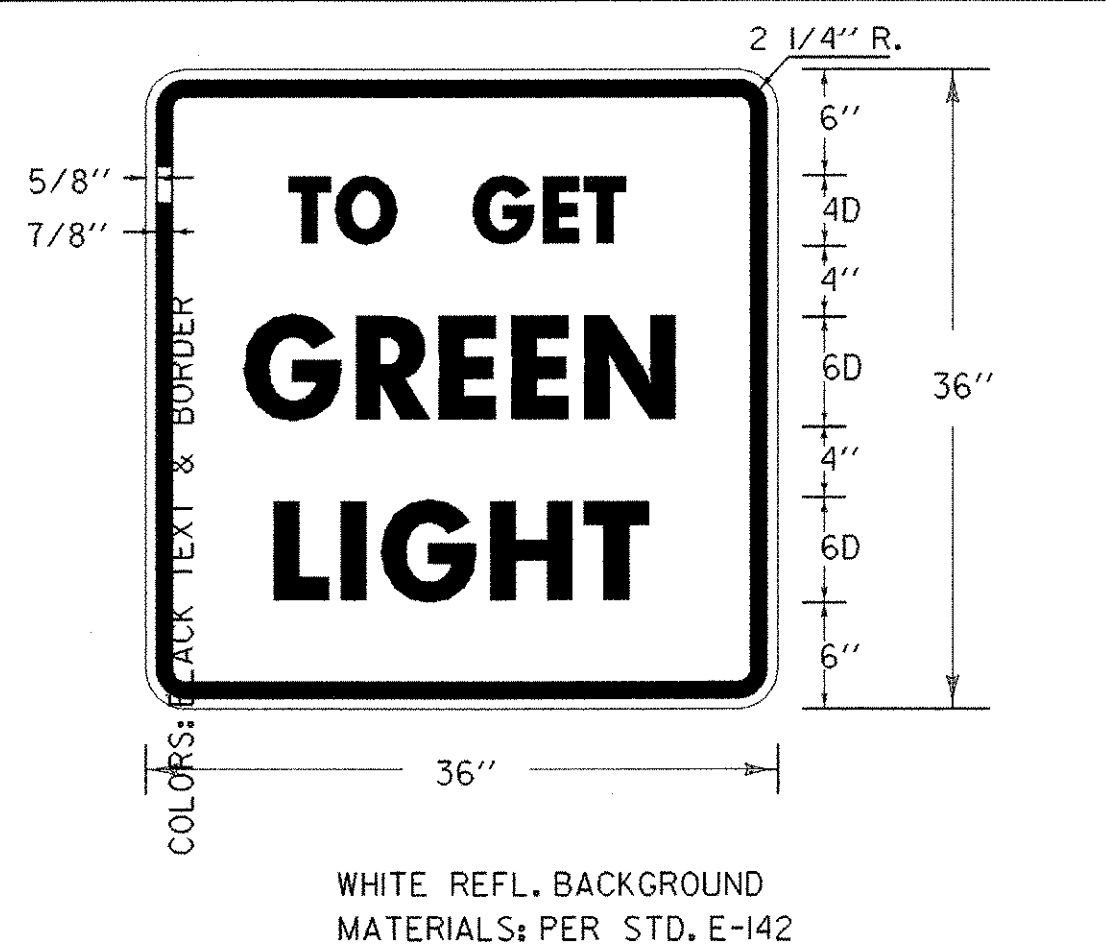
LEGEND	
	SEDIMENT LOG
	EROSION MATTING - DITCH
	STONE CHECK DAM

EROSION CONTROL NOTES:

- SEDIMENT LOGS WILL BE USED WHEN NECESSARY ALONG THE BARRIER TO INHIBIT SEDIMENT TRANSPORT ACROSS THE ROAD.



EROSION PREVENTION AND SEDIMENT CONTROL PLAN SHEET 2	
PROJECT: WELLS VT RTE. 30	PROJECT NO.: STP 015-2(7)S
DESIGN FILE NAME: /sqdb/98b160/db160erobdr.dgn	PLOT DATE: 01-FEB-2006
IPARM FILE NAME: db160i3ero.f	SURVEY DATE:
SURVEYED BY:	DRAWN BY: T. GUAZZONI
SQUAD LEADER: DELLA SANTA	SHEET: 14 OF 32



**PHASING DIAGRAM AND SPECIAL NOTES FOR EACH LOCATION**

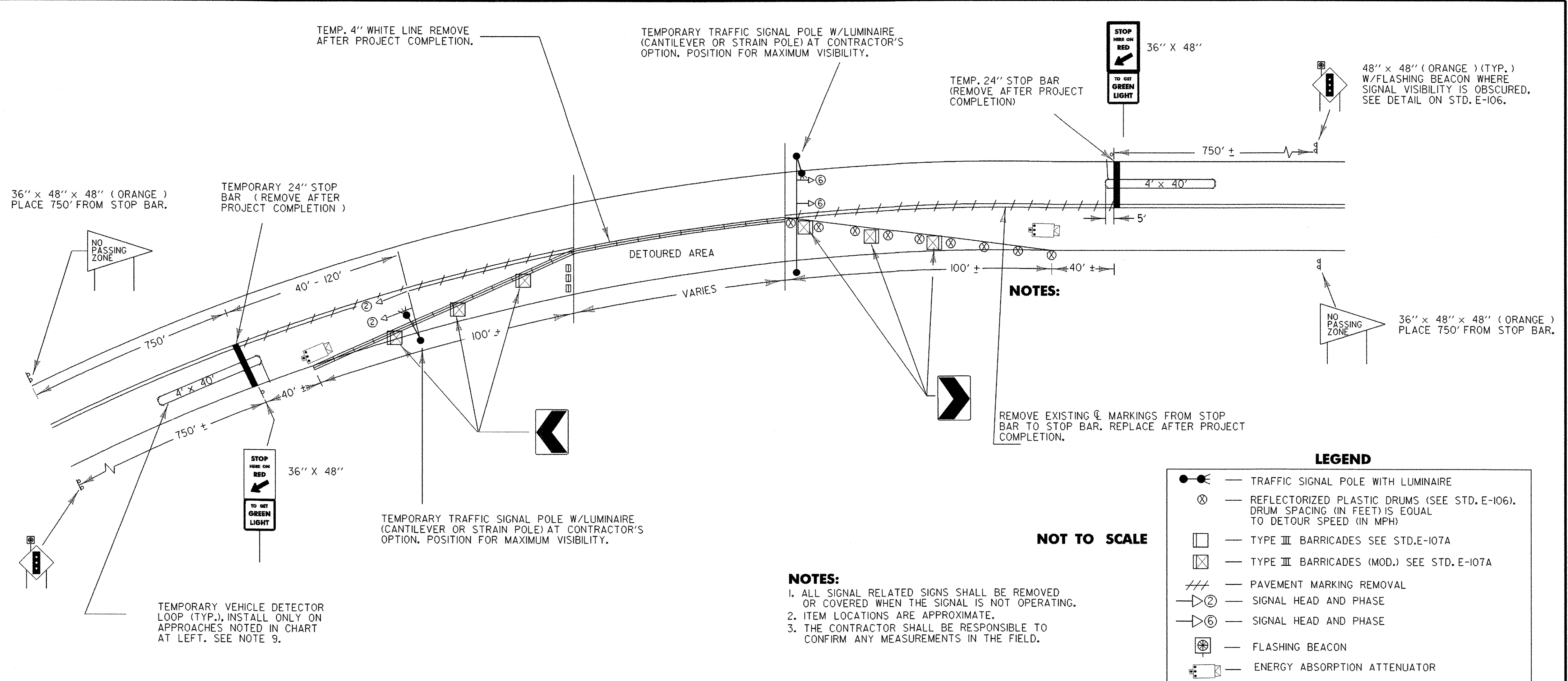
PHASE	2	6	4
MINIMUM	12	4	32
EXTENSION	2		2
MAXIMUM	16		16
HEAD 2	G	Y	R
HEAD 6			R
HEAD 4	R	R	R

APPROACH 4 IS A SIDE STREET APPROACH - IF REQUIRED

**SPECIAL REQUIREMENTS**

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

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.
- 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 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 LEAST 750' FROM THE SIGNAL OR AT A POSITION TO BE DETERMINED BY THE ENGINEER.
- THE ''NO PASSING'' SIGN SHALL BE USED TO PREVENT PASSING FOR 750' IN ADVANCE OF THE STOP BAR. THE SIGN SHALL BE PER STANDARD E-102.
- ALL ELECTRICAL WORK SHALL MEET THE REQUIREMENTS OF THE NATIONAL ELECTRICAL CODE AND STATE INSPECTOR.
- 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.
- 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 4' YELLOW LINE'' ITEM.
- TEMPORARY TRAFFIC BARRIER SHOULD BE SUBSTITUTED FOR THE CHANNELIZING DEVICES SHOWN WHEN ANY OF THE FOLLOWING ARE MET:
  - THE BRIDGE DECK IS REMOVED
  - THE BRIDGE RAIL IS REMOVED, OR
  - 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.

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 ROADWAY WITH TEMPORARY TRAFFIC SIGNAL**

PREPARED BY A. JONES DATE 12/13/00  
 CHECKED BY B. DELASANTA DATE 12/13/00  
 PROJECT MANAGER G. DUBRAY DATE 12/13/00  
 PROJ. **WELLS VT RTE. 30 STP 015-2(7)S**

SHEET 15 OF 32 SHEETS

GPS CONTROL POINTS

HVCTRL # 1

STANDARD DISK STAMPED

Davies

N = 352164.991  
E = 1452010.692  
ELEV. = 498.10

TO REACH FROM THE INTERSECTION OF VT 30 AND VT. ROUTE 1 IN POULTNEY GO EAST AND THEN SOUTH ALONG VT 30 FOR 4.0 MI (6.4 KM) TO THE INTERSECTION OF CONES POINT ROAD RIGHT. TURN RIGHT AND GO WEST AND SOUTH ALONG CONES POINT ROAD FOR 0.7 MI (1.1 KM) TO THE END OF THE ROAD AND THE MARK ON THE LEFT. IT IS 43.3 M (142.1 FT) SOUTHEAST OF AND ABOUT 1 M (3.3 FT) LOWER THAN THE CENTERLINE OF CONES POINT ROAD, 29.5 M (96.8 FT) NORTH OF THE NORTHEAST CORNER OF THE 1/2 STORY DAVIES HOUSE, 14.9 M (48.9 FT) NORTH OF A 0.2 M (0.7 FT) X 0.2 M (0.7 FT) X 0.8 M (2.6 FT) HIGH STONE POST WHICH IS ON THE POULTNEY / WELLS TOWN LINE, 40.0 M (131.2 FT) SOUTHEAST OF POLE NO. 7115, 17.2 M (56.4 FT) SOUTHWEST OF THE SOUTHWEST CORNER OF A ONE STORY HOUSE, AND 37.0 M (121.4 FT) EAST OF A FIBERGLASS WITNESS POST.

- DESCRIPTION PROVIDED BY VERMONT AGENCY OF TRANSPORTATION GEODETIC SURVEY UNIT
- TO ALLOW THE STATE PLANE COORDINATES TO FIT THE AGENCY DESIGN PLANE, SUBTRACT 300,000 FROM THE NORTHING AND SUBTRACT 1,400,000 FROM THE EASTING

HVCTRL # 2

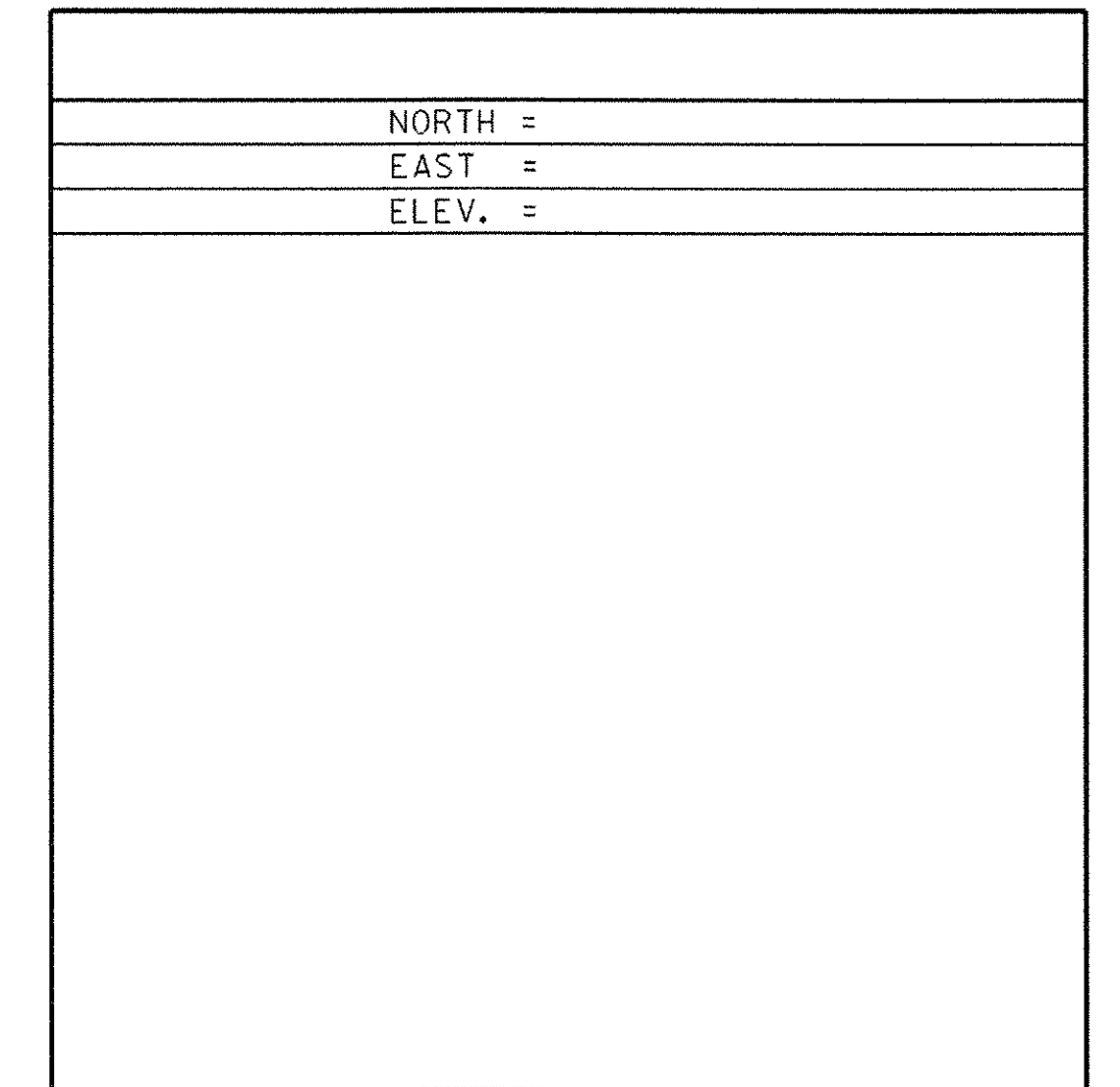
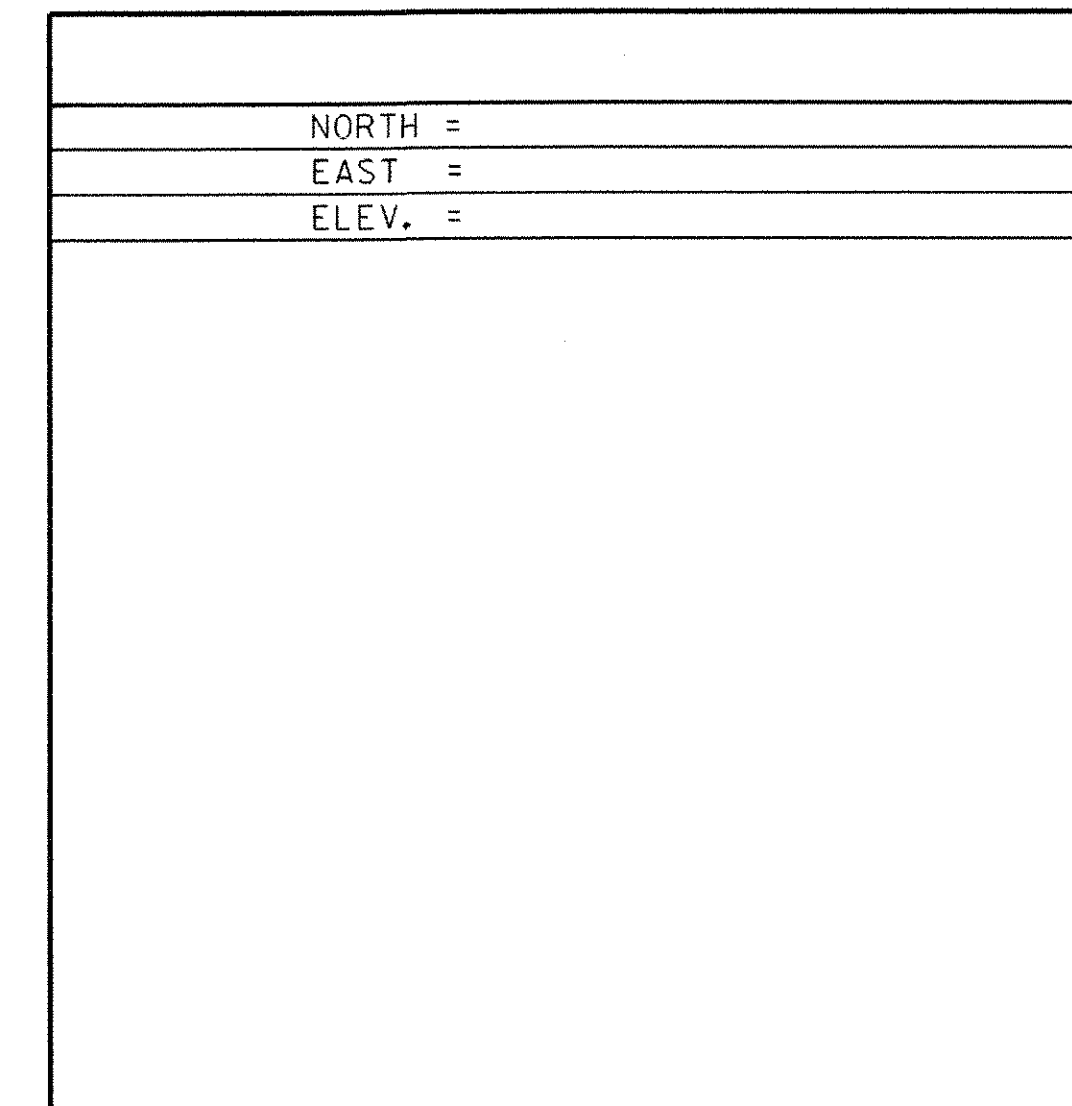
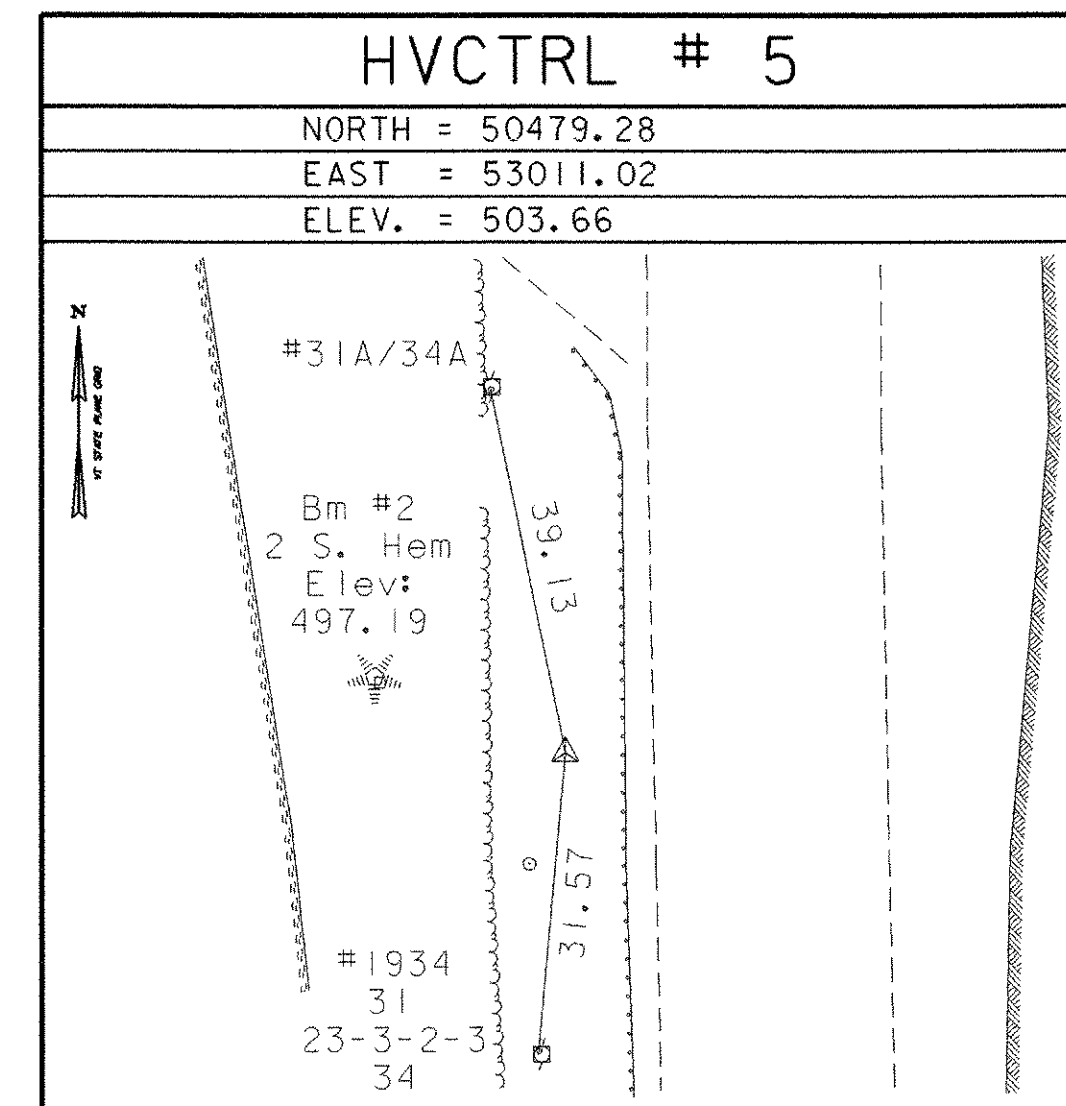
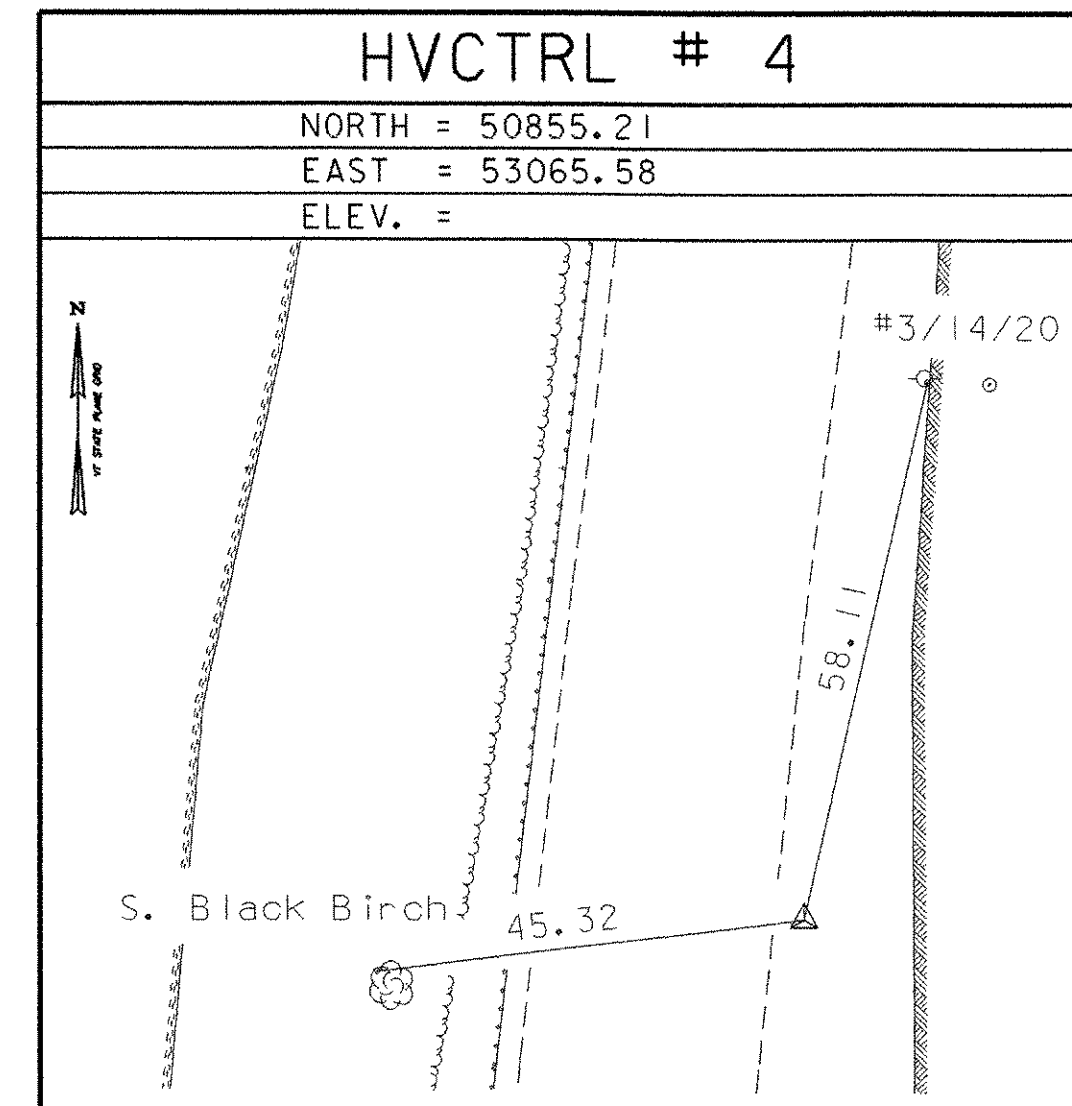
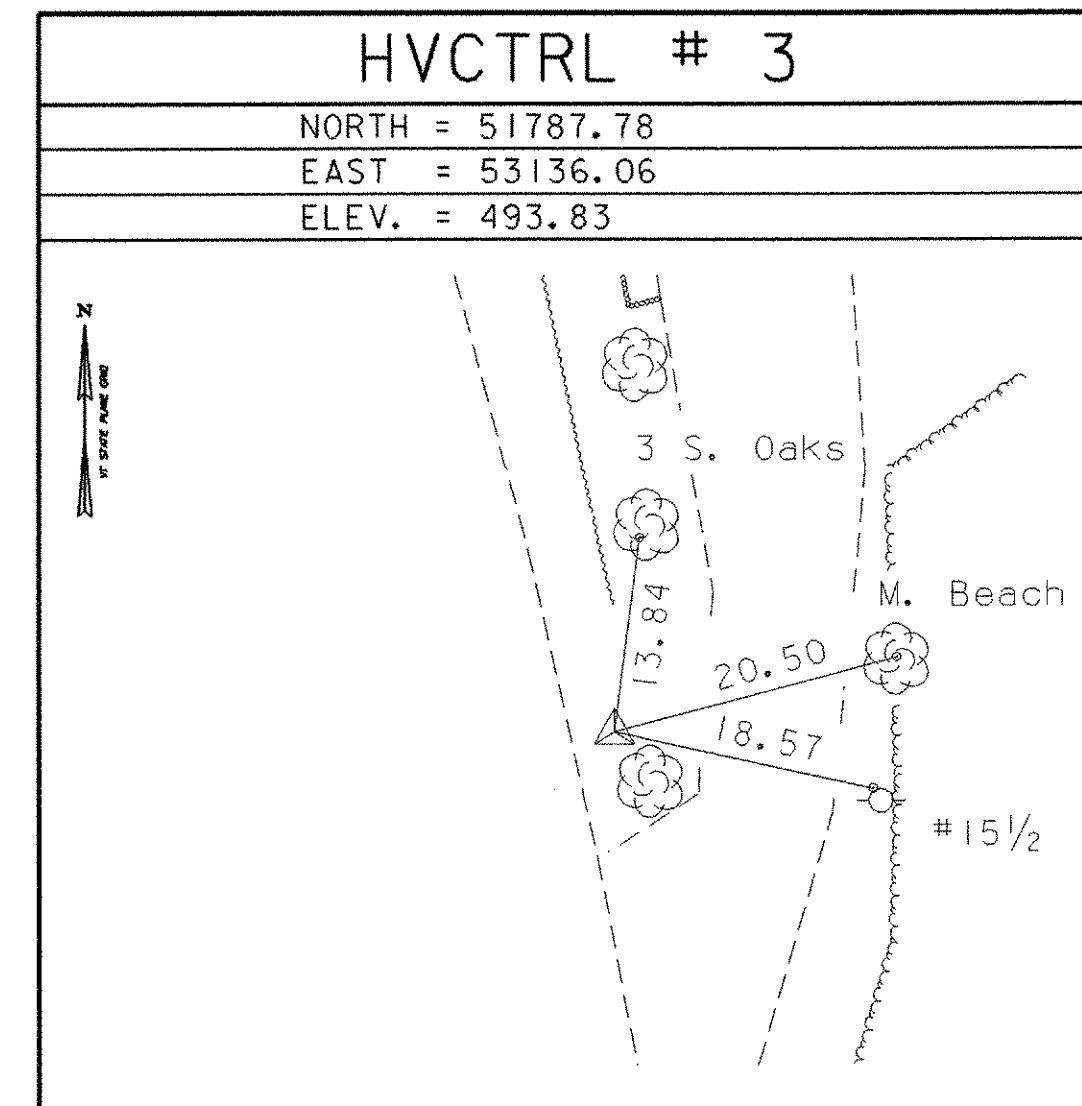
STANDARD DISK STAMPED

Davies Az Mk

N = 35192.808  
E = 1453081.920  
ELEV. = 500.23

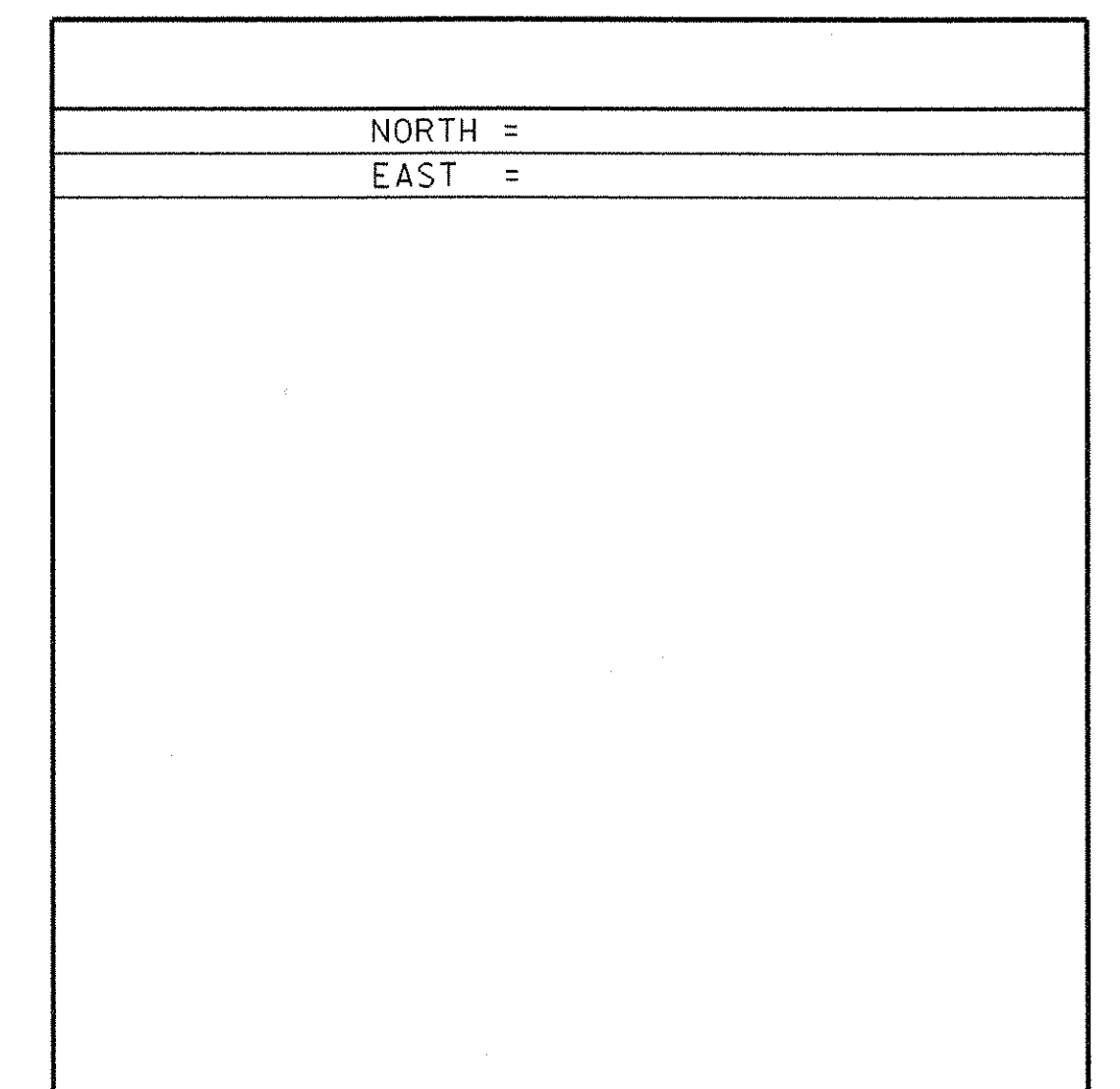
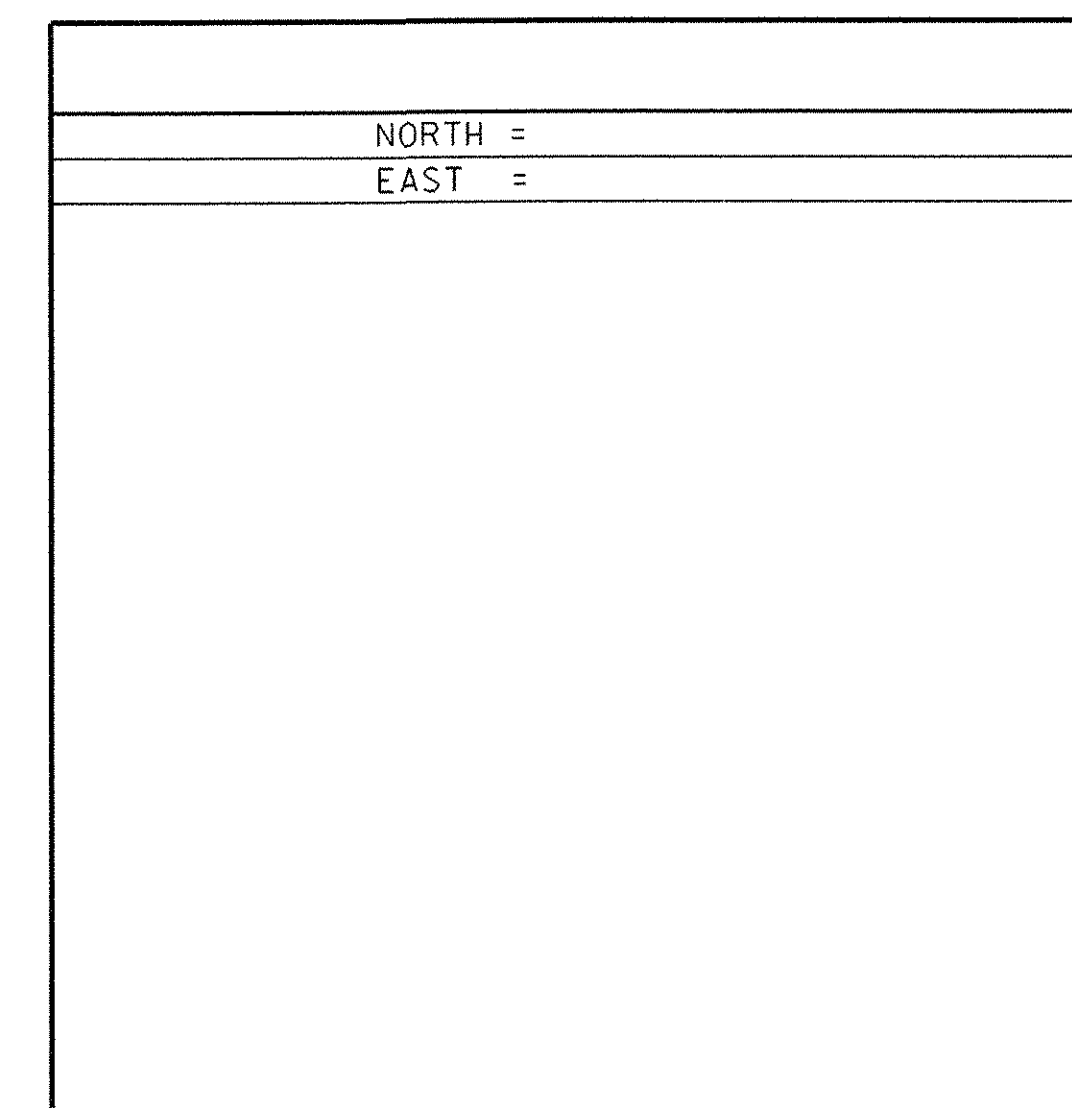
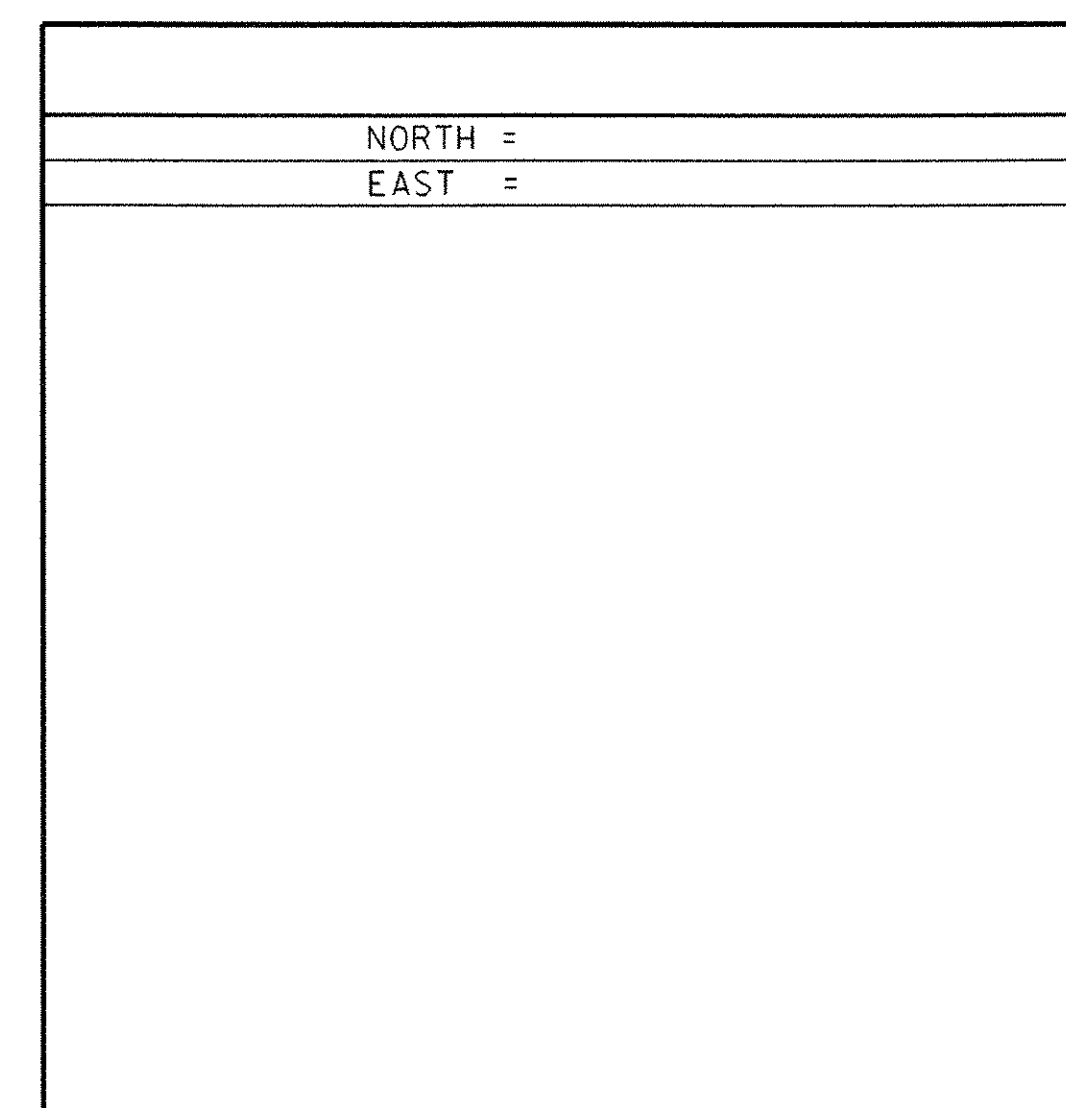
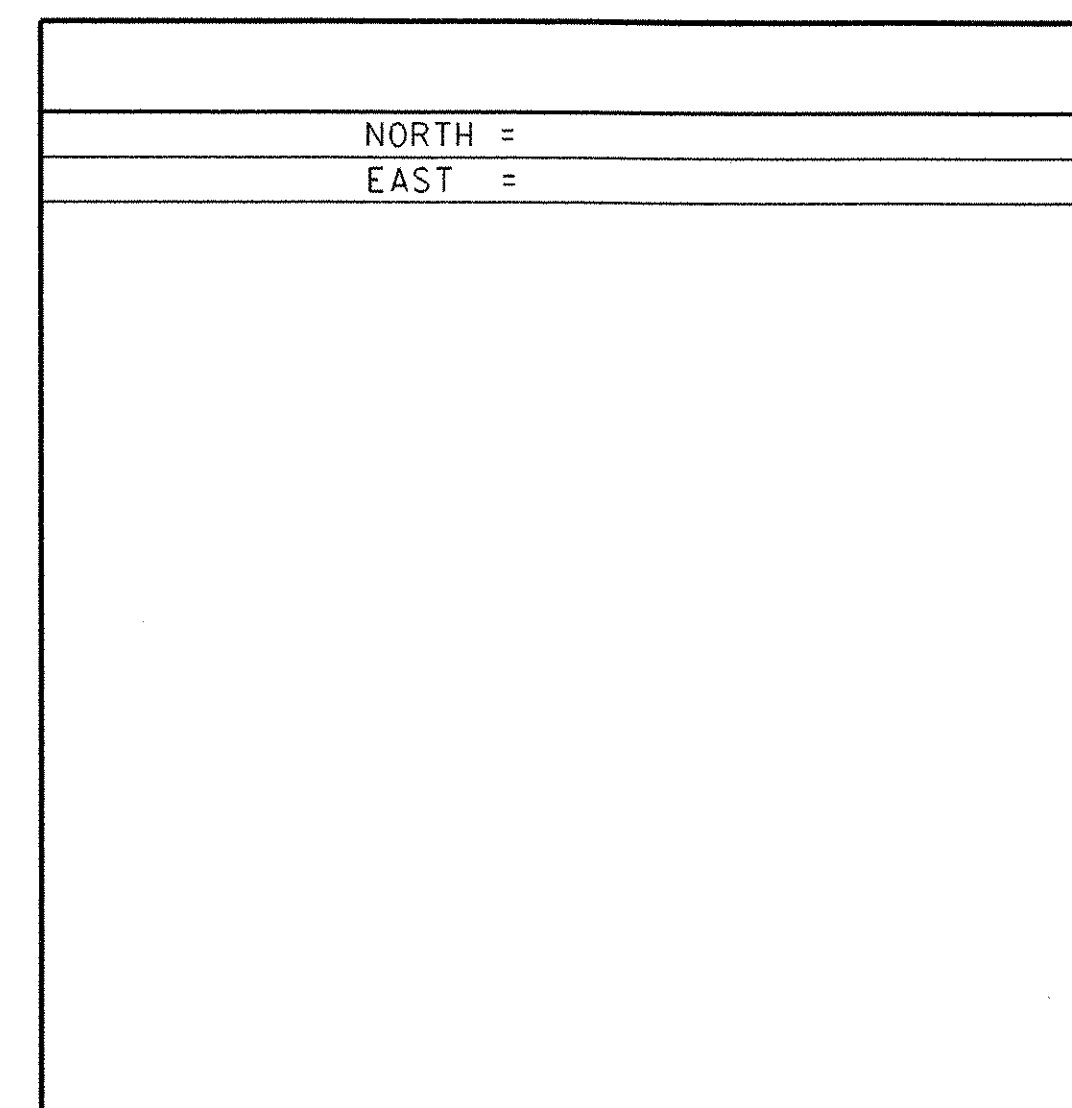
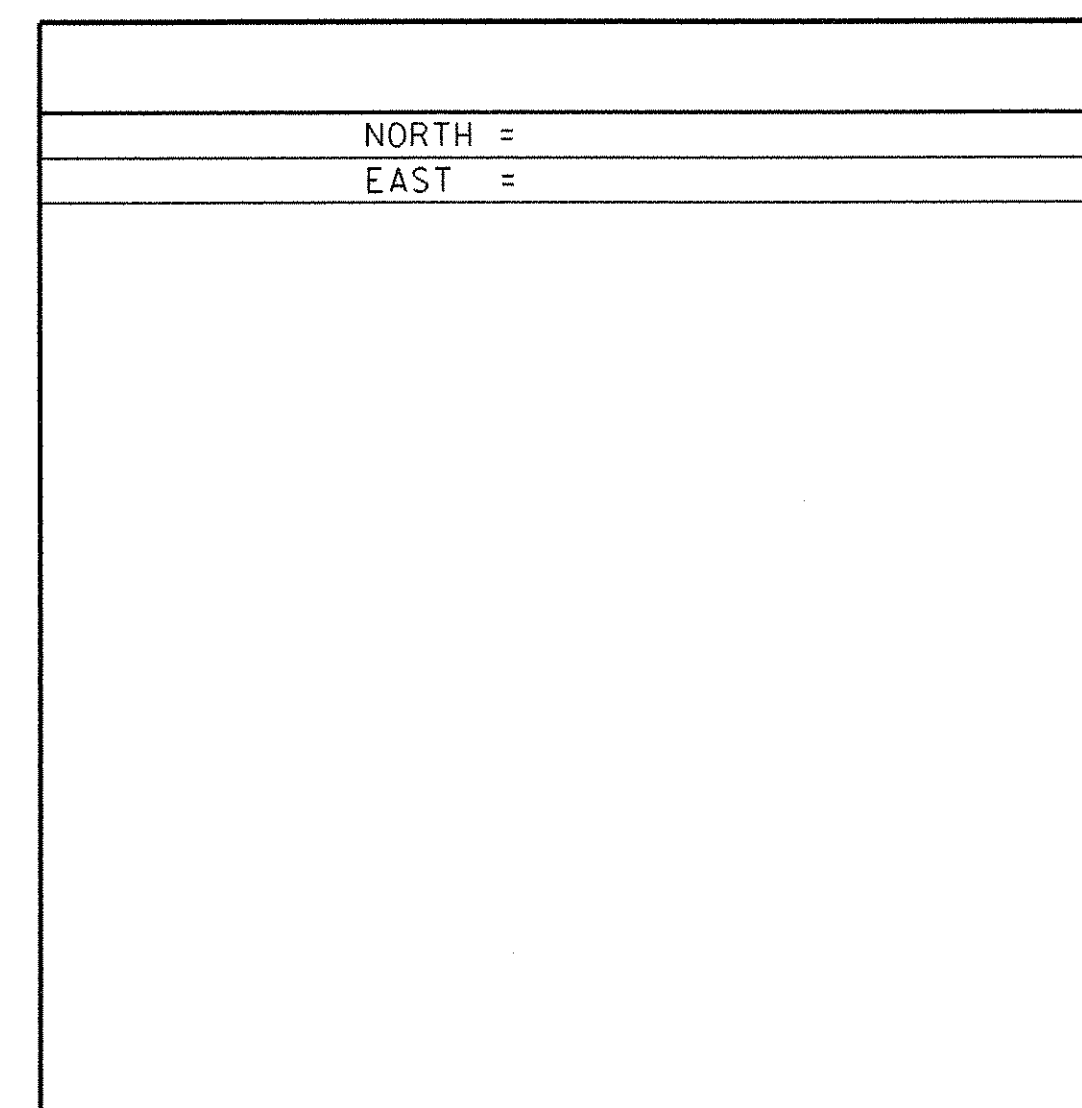
TO REACH FROM THE INTERSECTION OF VT 30 AND VT 31 IN POULTNEY GO SOUTH ALONG VT 30 FOR 4.0 MI (6.4 KM) TO THE INTERSECTION OF CONES POINT ROAD RIGHT. CONTINUE STRAIGHT ALONG VT ROUTE 30 SOUTH FOR 0.7 MI (1.1 KM) TO THE MARK ON THE RIGHT. IT IS 4.3 M (14.1 FT) WEST OF AND ABOUT 0.3 M (1.0 FT) LOWER THAN THE CENTERLINE OF ROUTE 30, 0.3 M (1.0 FT) WEST OF THE WEST FACE OF A STEEL BEAM GUARD RAIL, 23.0 M (75.5 FT) NORTHWEST OF POLE NO. 19, 43.9 M (144.0 FT) SOUTHWEST OF POLE NO. 18, AND 0.4 M (1.3 FT) SOUTH OF A FIBERGLASS WITNESS POST.

TRAVERSE TIES



• MAIN TRAVERSE COMPLETED 07/06/98 by L. Orvis & G. Wilson

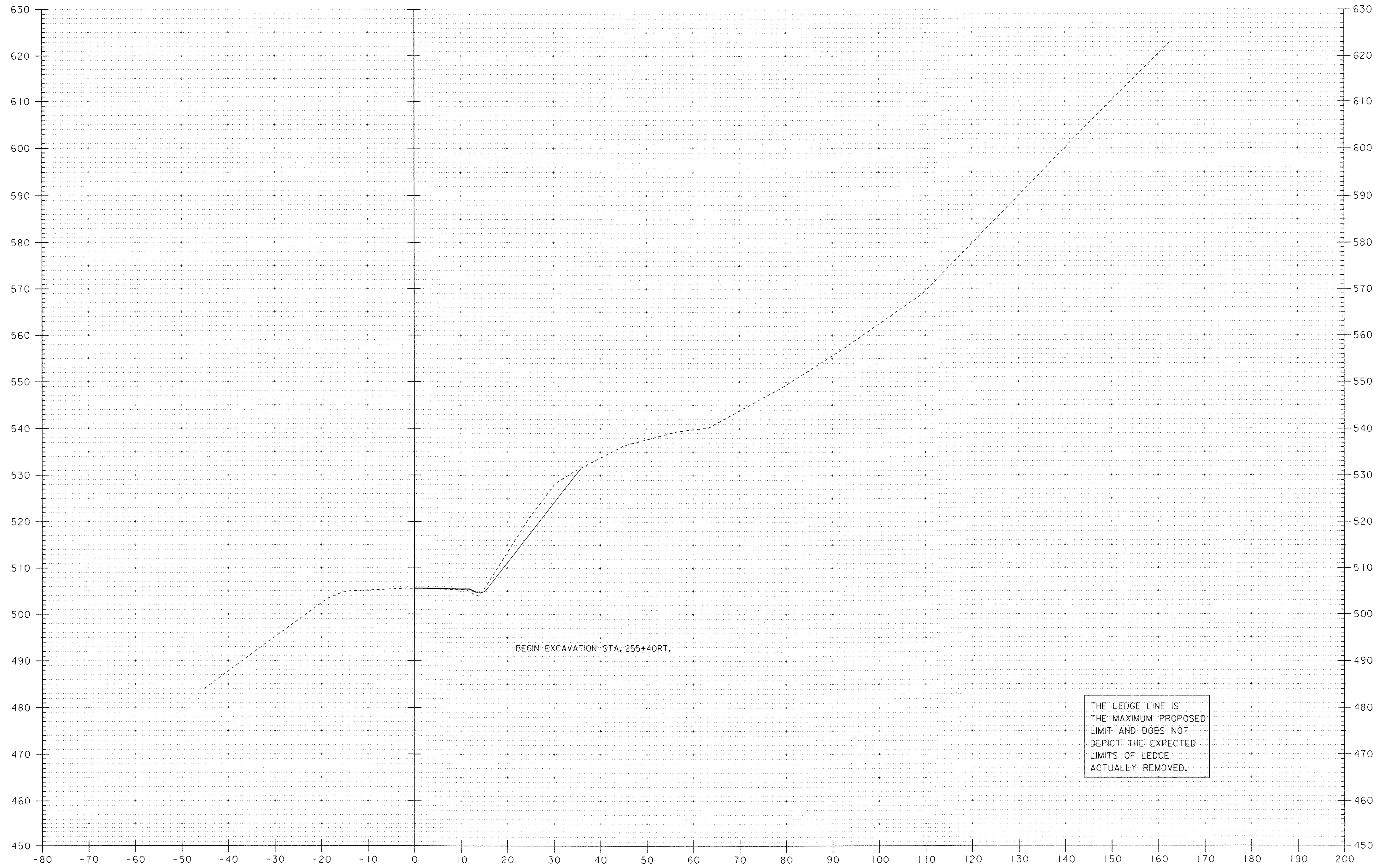
ALIGNMENT TIES



• ALIGNMENT STAKED

DATUM	
VERTICAL	NAVD 88
HORIZONTAL	NAD 83 (96)
ADJUSTMENT	Least Sq.

PROJECT NAME:	Wells	PLOT DATE:	01-FEB-2006
PROJECT NUMBER:	STP 015-2 (7)S	DRAWN BY:	R. Bullock
FILE NAME:	96b160/survey/xbl60t1.dgn	CHECKED BY:	
DESIGNED BY:		TIE SHEET	SHEET 16 OF 32

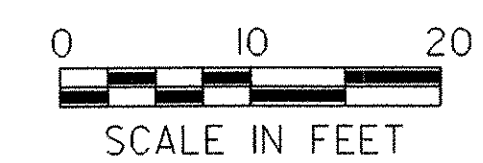


BEGIN EXCAVATION STA. 255+40RT.

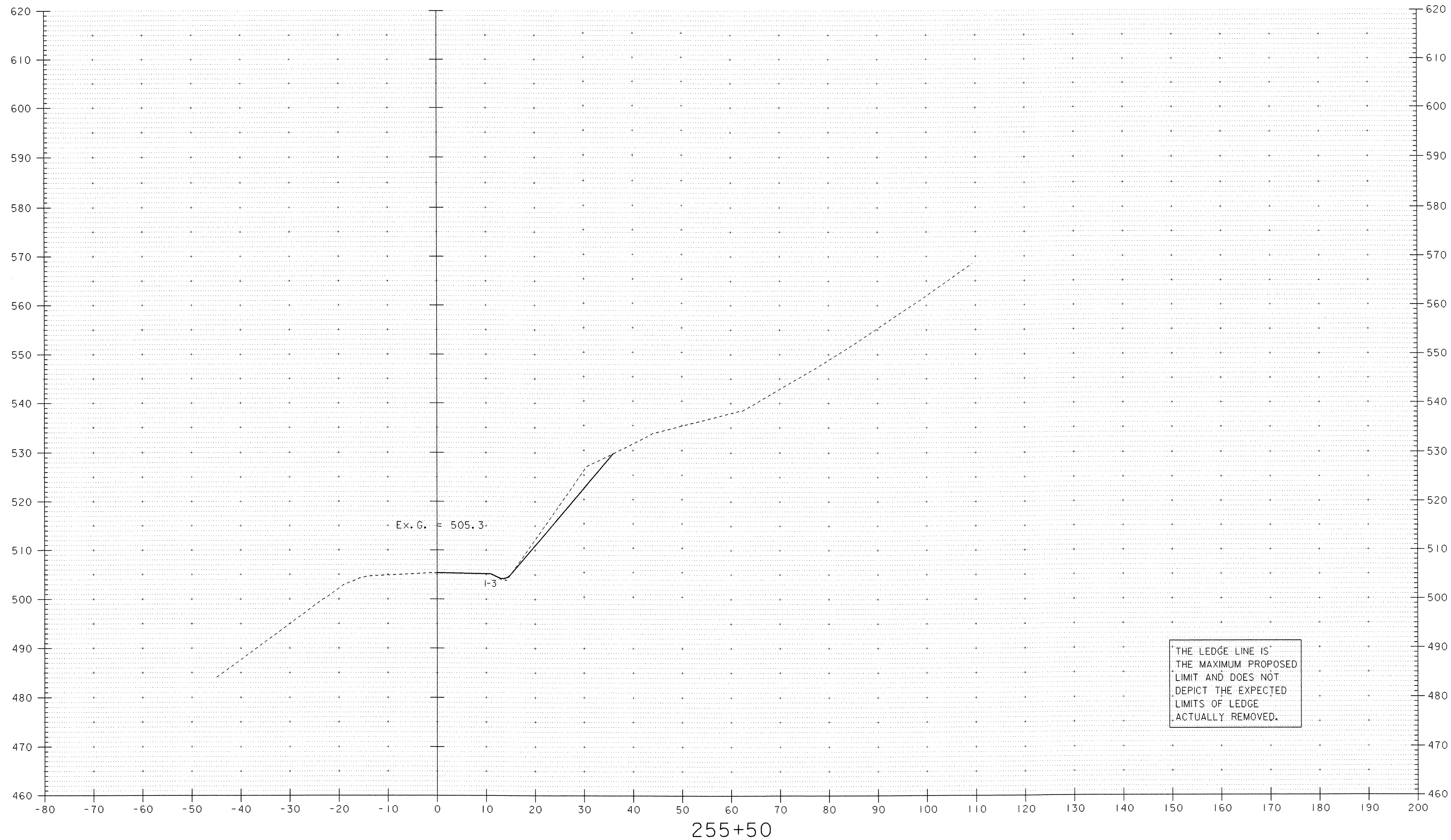
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THE LEDGE LINE IS THE MAXIMUM PROPOSED LIMIT AND DOES NOT DEPICT THE EXPECTED LIMITS OF LEDGE ACTUALLY REMOVED.

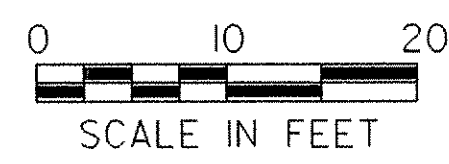
DATUM  
 VERTICAL \_\_\_\_\_  
 HORIZONTAL \_\_\_\_\_



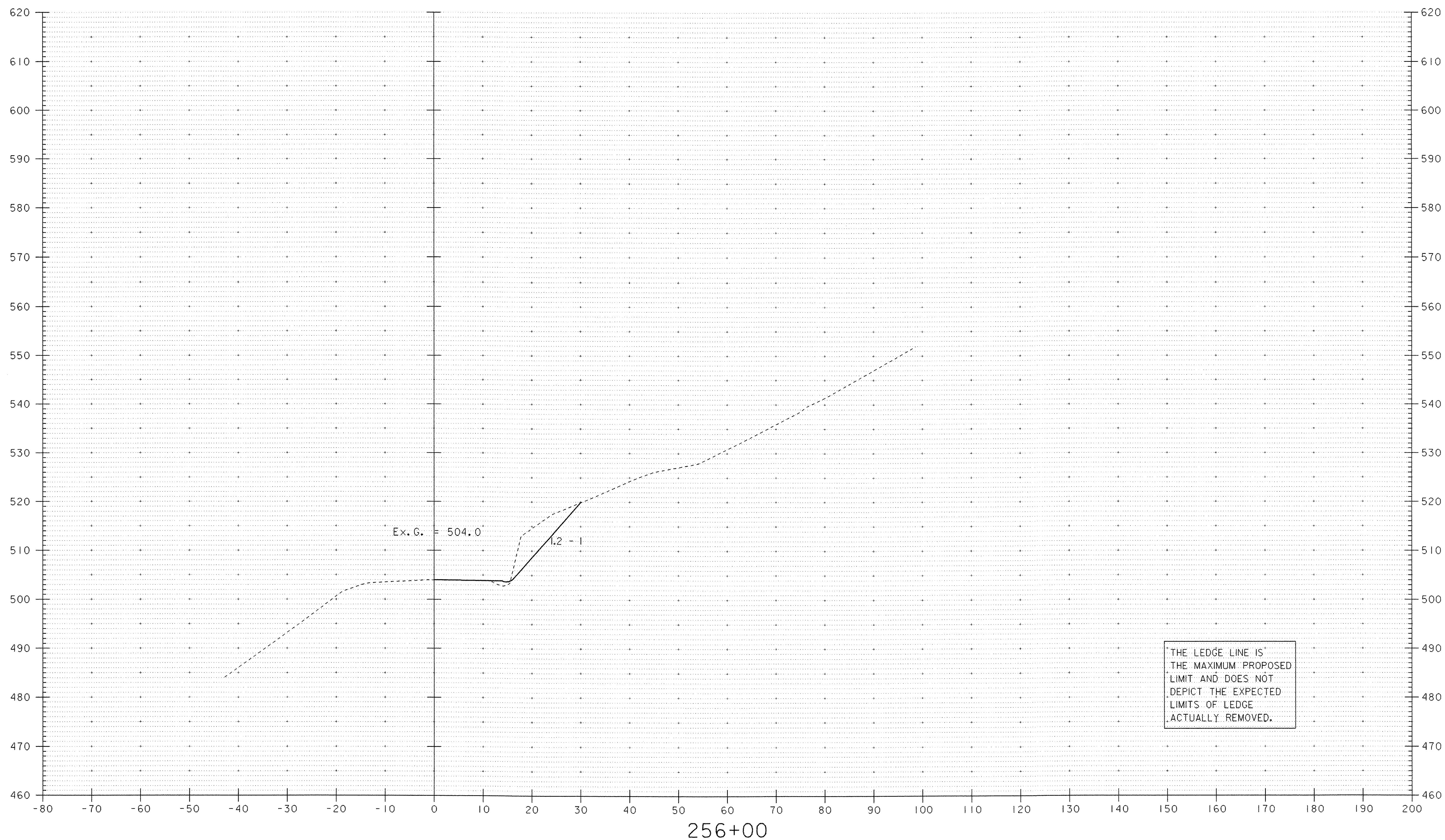
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IPARM FILE NAME: dbl60xsl	SURVEY DATE:
SURVEYED BY:	DRAWN BY: A. JONES
SQUAD LEADER: DELLA SANTA	SHEET: 17 OF 32
CROSS SECTION SHEET I	



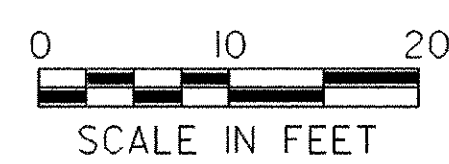
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 HORIZONTAL NAD 83 (96)



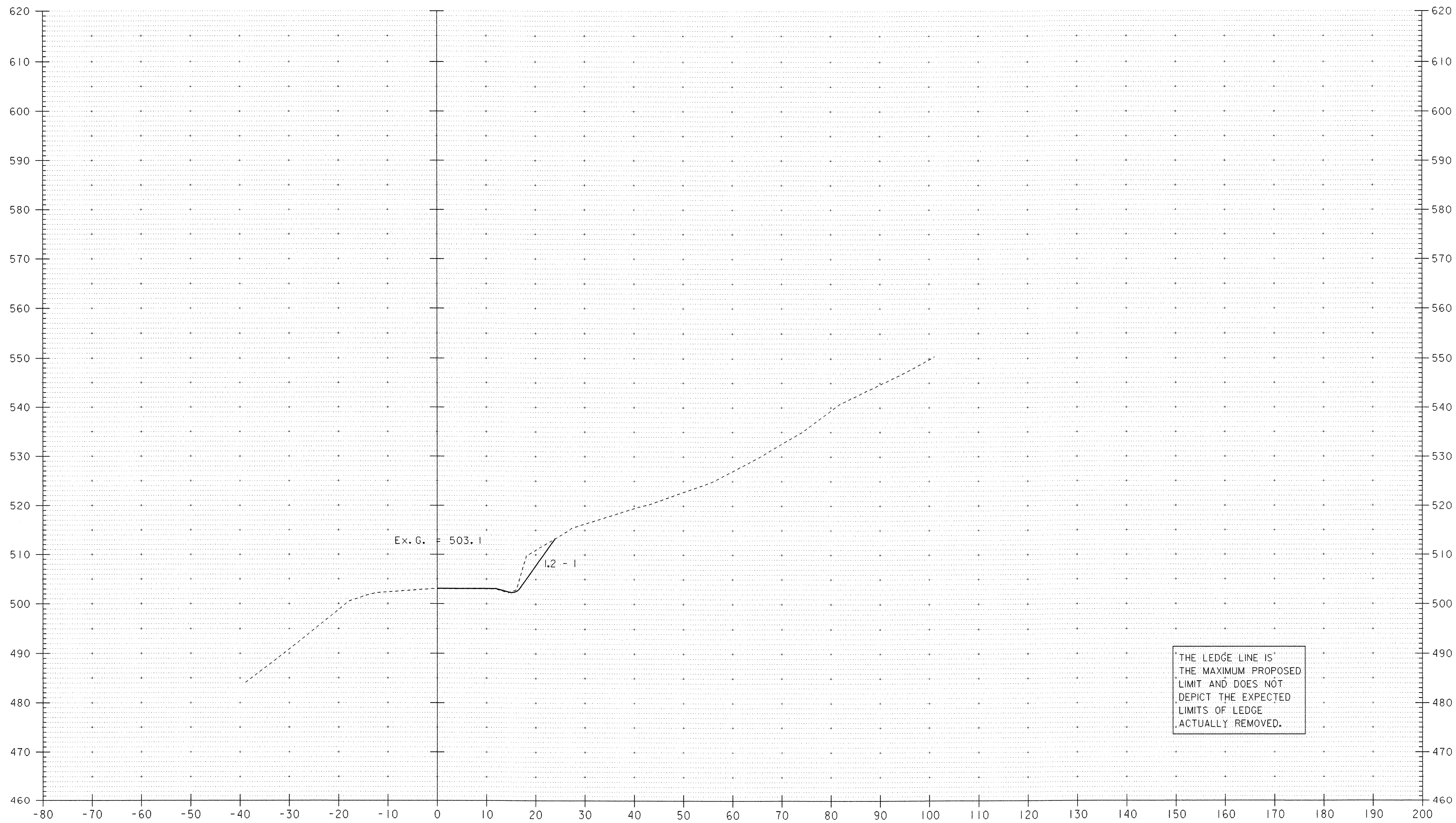
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DESIGN FILE NAME: /sqdb/98bi60/dbi60wrk.dgn	PLOT DATE: 01-FEB-2006
IPARM FILE NAME: dbi60xs2.i	SURVEY DATE:
SURVEYED BY:	DRAWN BY: A.JONES
SQUAD LEADER: DELLA SANTA	SHEET: 18 OF 32
CROSS SECTION SHEET 2	



DATUM  
 VERTICAL NAVD 88  
 HORIZONTAL NAD 83 (96)

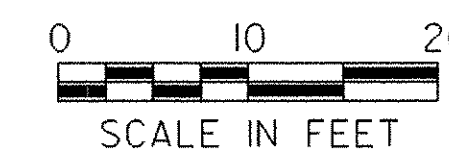


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IPARM FILE NAME: db160xs3.1	SURVEY DATE:
SURVEYED BY:	DRAWN BY: A. JONES
SQUAD LEADER: DELLA SANTA	SHEET: 19 OF 32
CROSS SECTION SHEET 3	



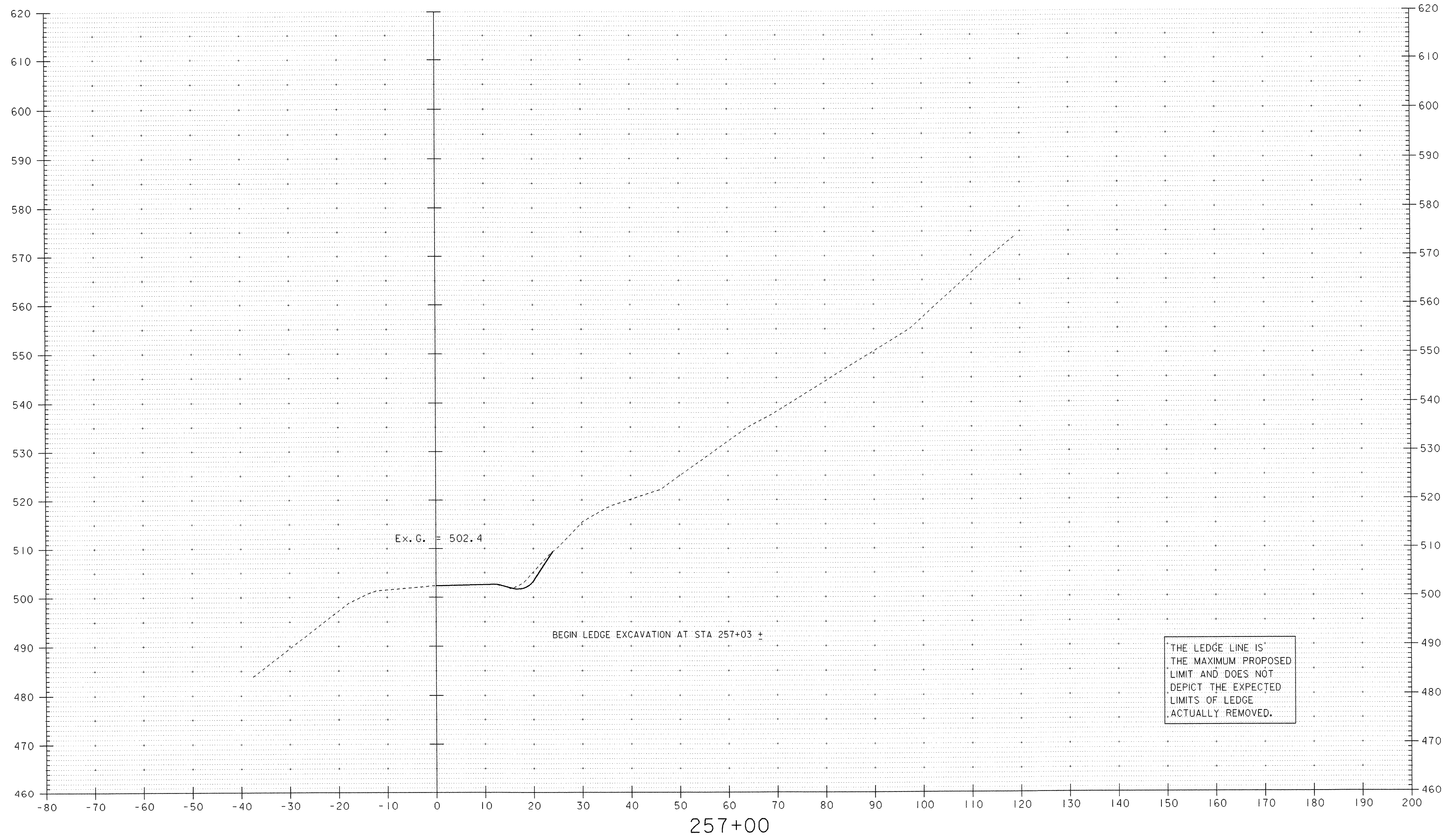
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**DATUM**  
 VERTICAL NAVD 88  
 HORIZONTAL NAD 83 (96)

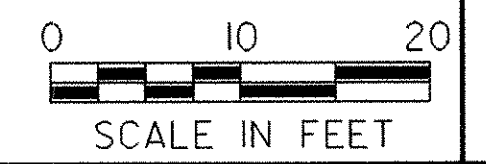


THE LEDGE LINE IS  
 THE MAXIMUM PROPOSED  
 LIMIT AND DOES NOT  
 DEPICT THE EXPECTED  
 LIMITS OF LEDGE  
 ACTUALLY REMOVED.

PROJECT: <b>WELLS VT RTE. 30</b>	PROJECT NO.: <b>STP 015-2(7)S</b>
DESIGN FILE NAME: /sqdb/98b160/db160wrk.dgn	PLOT DATE: 01-FEB-2006
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SQUAD LEADER: DELLA SANTA	SHEET: 20 OF 32
<b>CROSS SECTION SHEET 4</b>	

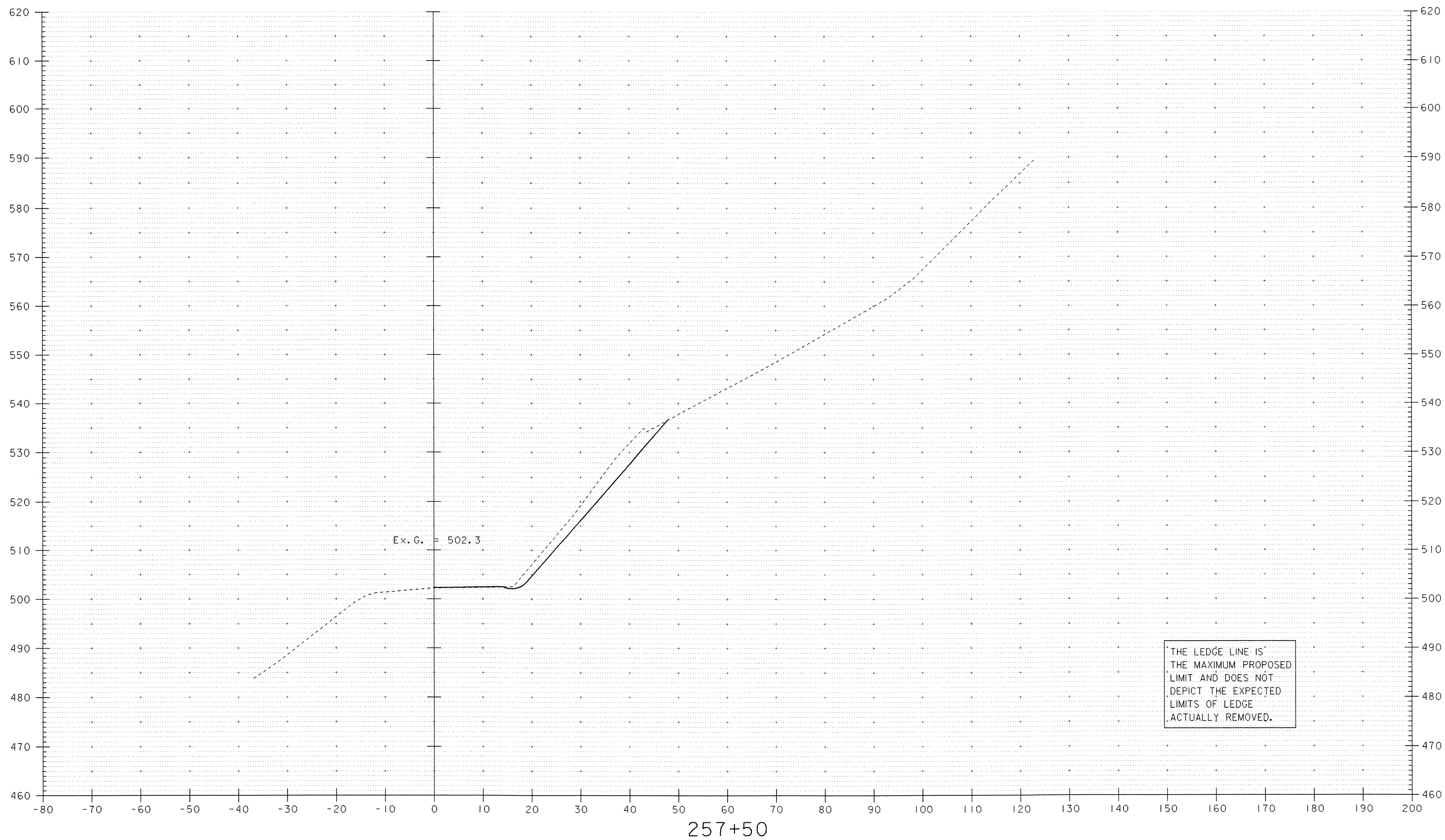


**DATUM**  
 VERTICAL NAVD 88  
 HORIZONTAL NAD 83 (96)

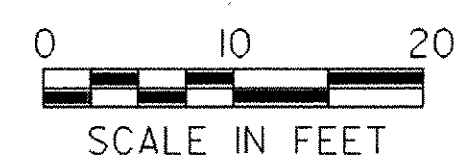


PROJECT: <b>WELLS VT RTE. 30</b>	PROJECT NO.: <b>STP 015-2(7)S</b>
DESIGN FILE NAME: /sqdb/98b160/db160wrk.dgn	PLOT DATE: 01-FEB-2006
IPARM FILE NAME: db160xs5.1	SURVEY DATE:
SURVEYED BY:	DRAWN BY: A.JONES
SQUAD LEADER: DELLA SANTA	SHEET: 21 OF 32
CROSS SECTION SHEET 5	

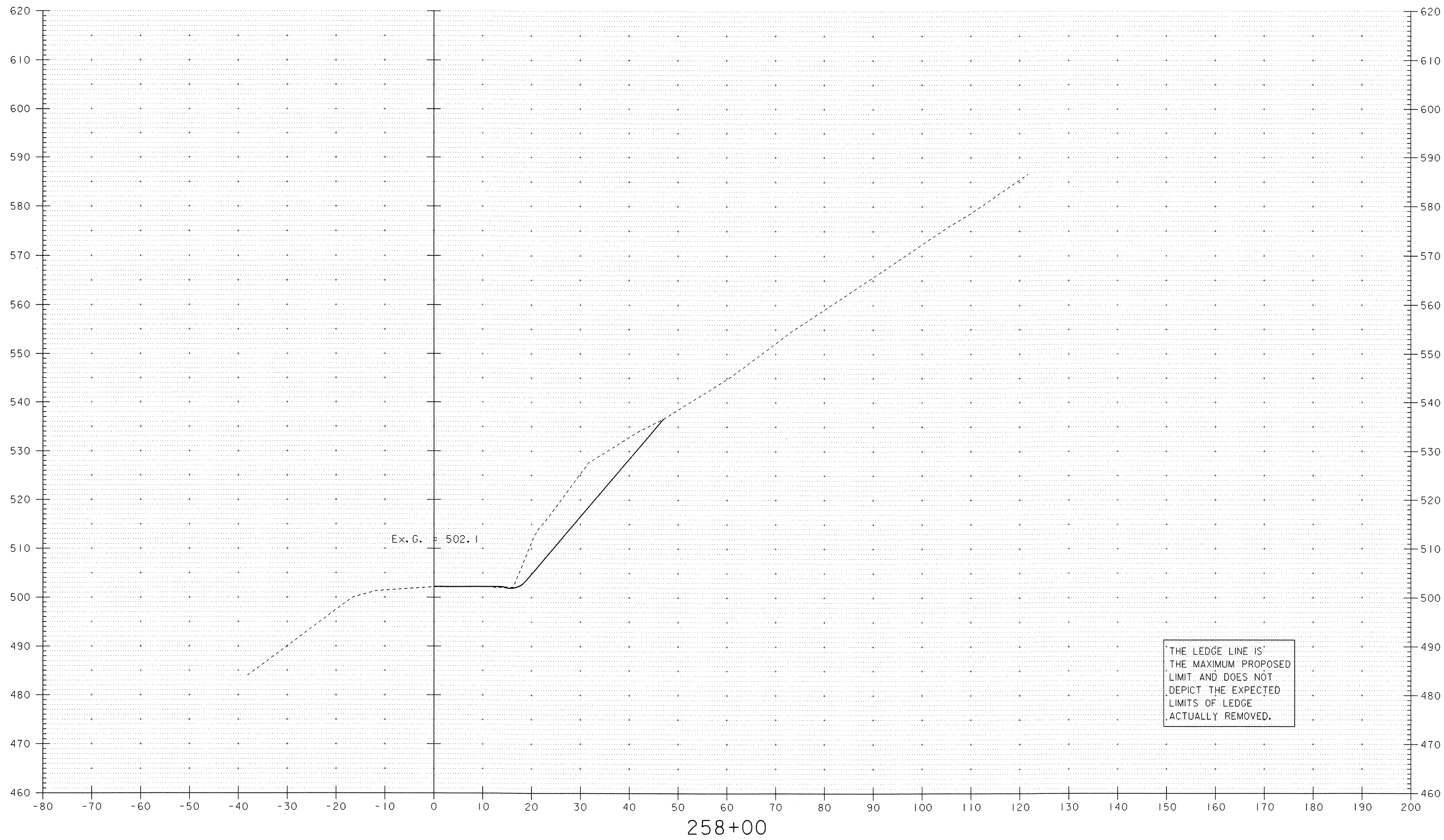
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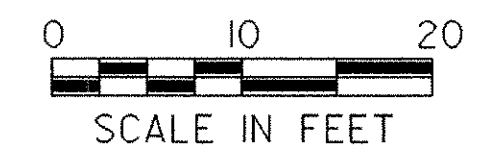
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 HORIZONTAL NAD 83 (96)



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IPARM FILE NAME: dbl60xs6.l	SURVEY DATE:
SURVEYED BY:	DRAWN BY: A. JONES
SQUAD LEADER: DELLA SANTA	SHEET: 22 OF 32
CROSS SECTION SHEET 6	

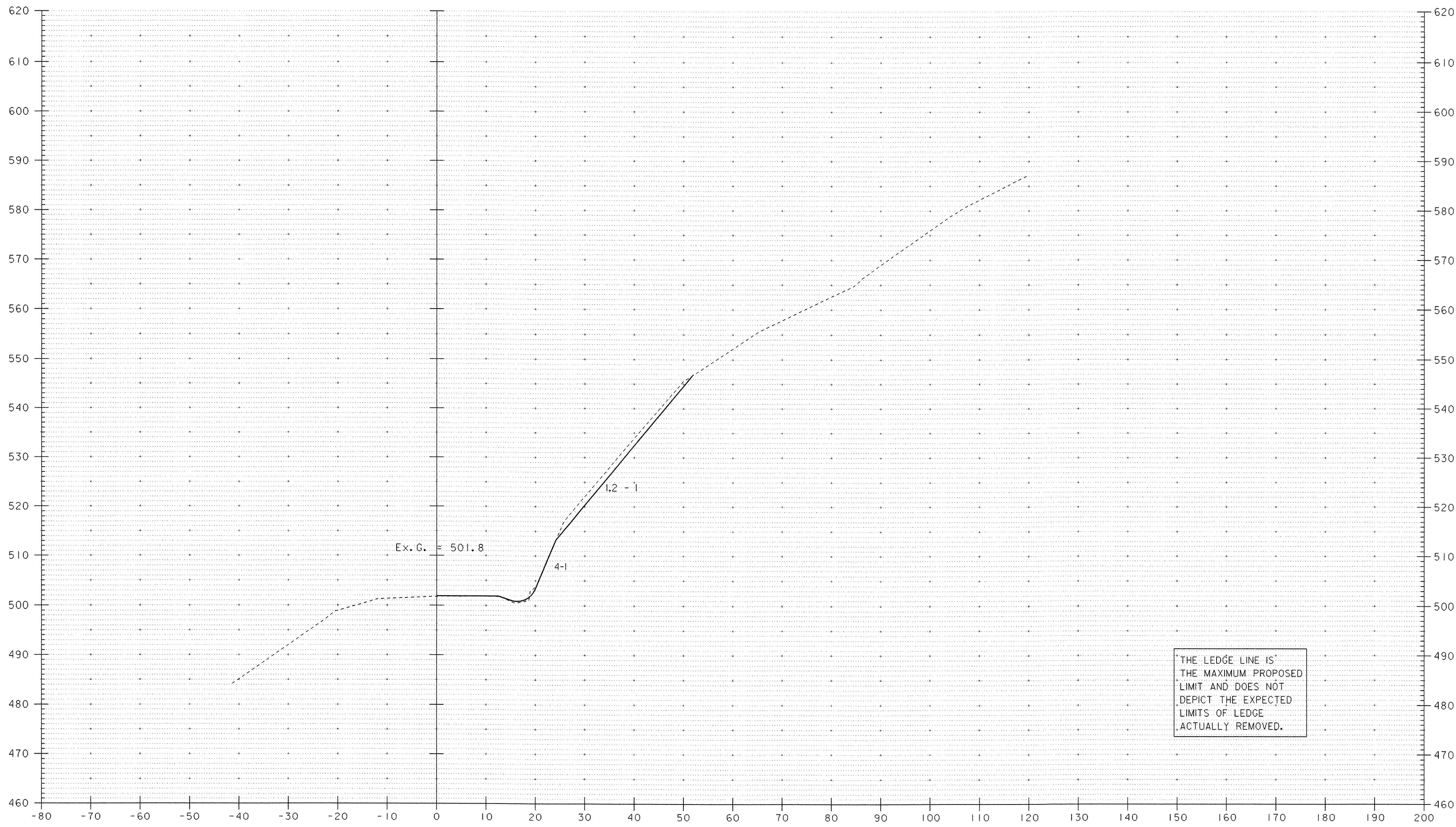


DATUM  
 VERTICAL NAVD 88  
 HORIZONTAL NAD 83 (96)



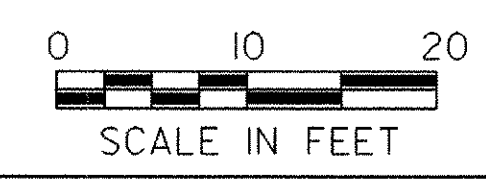
THE LEDGE LINE IS  
 THE MAXIMUM PROPOSED  
 LIMIT AND DOES NOT  
 DEPICT THE EXPECTED  
 LIMITS OF LEDGE  
 ACTUALLY REMOVED.

PROJECT: <b>WELLS VT RTE. 30</b>	PROJECT NO.: <b>STP 015-2(7)S</b>
DESIGN FILE NAME: /sqdb/98bl60/dbl60wrk.dgn	PLOT DATE: 01-FEB-2006
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SURVEYED BY:	DRAWN BY: A. JONES
SQUAD LEADER: DELLA SANTA	SHEET: 23 OF 32
CROSS SECTION SHEET 7	



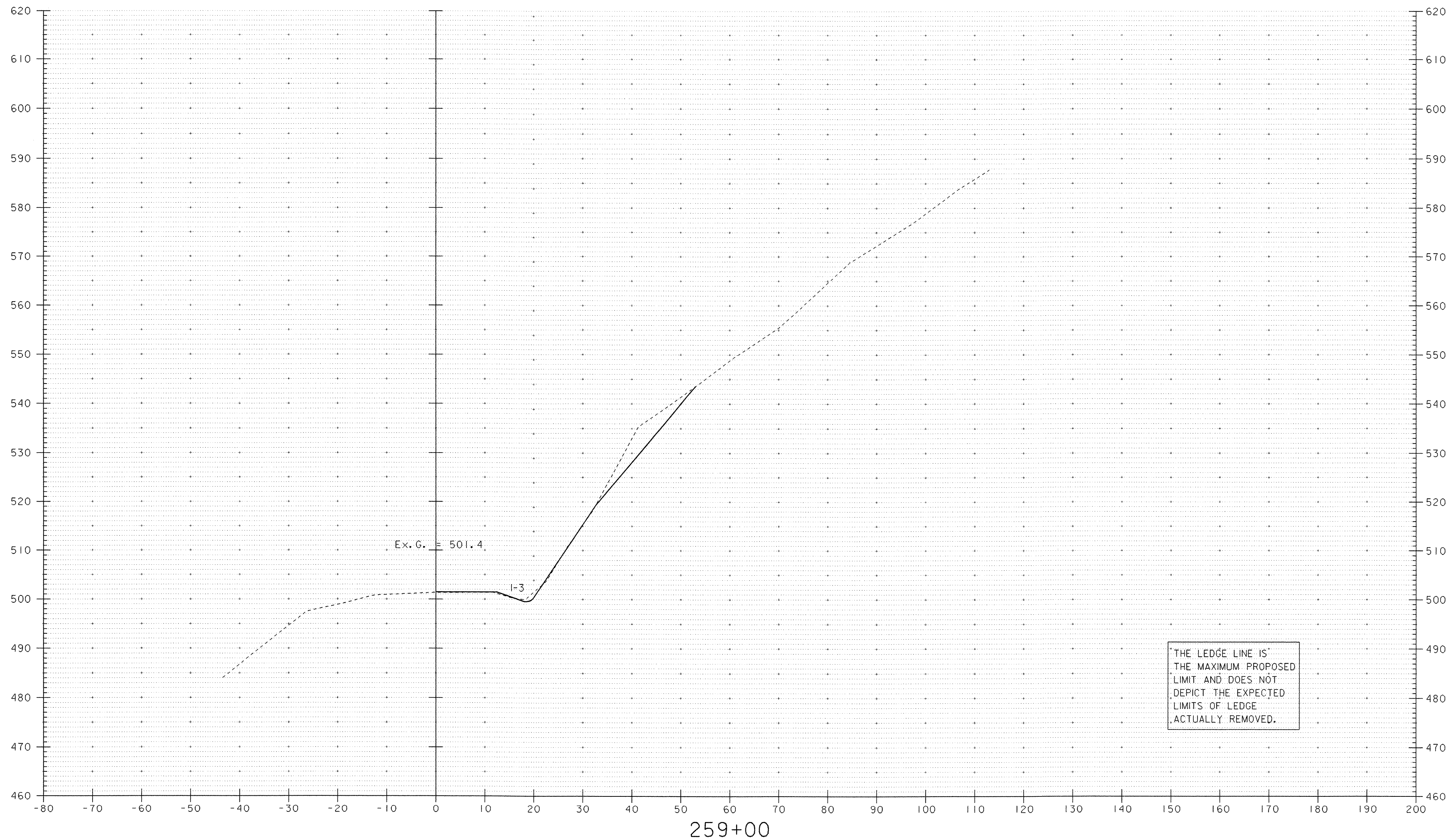
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DATUM  
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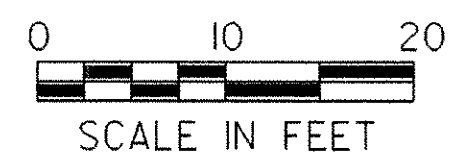


THE LEDGE LINE IS  
 THE MAXIMUM PROPOSED  
 LIMIT AND DOES NOT  
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 LIMITS OF LEDGE  
 ACTUALLY REMOVED.

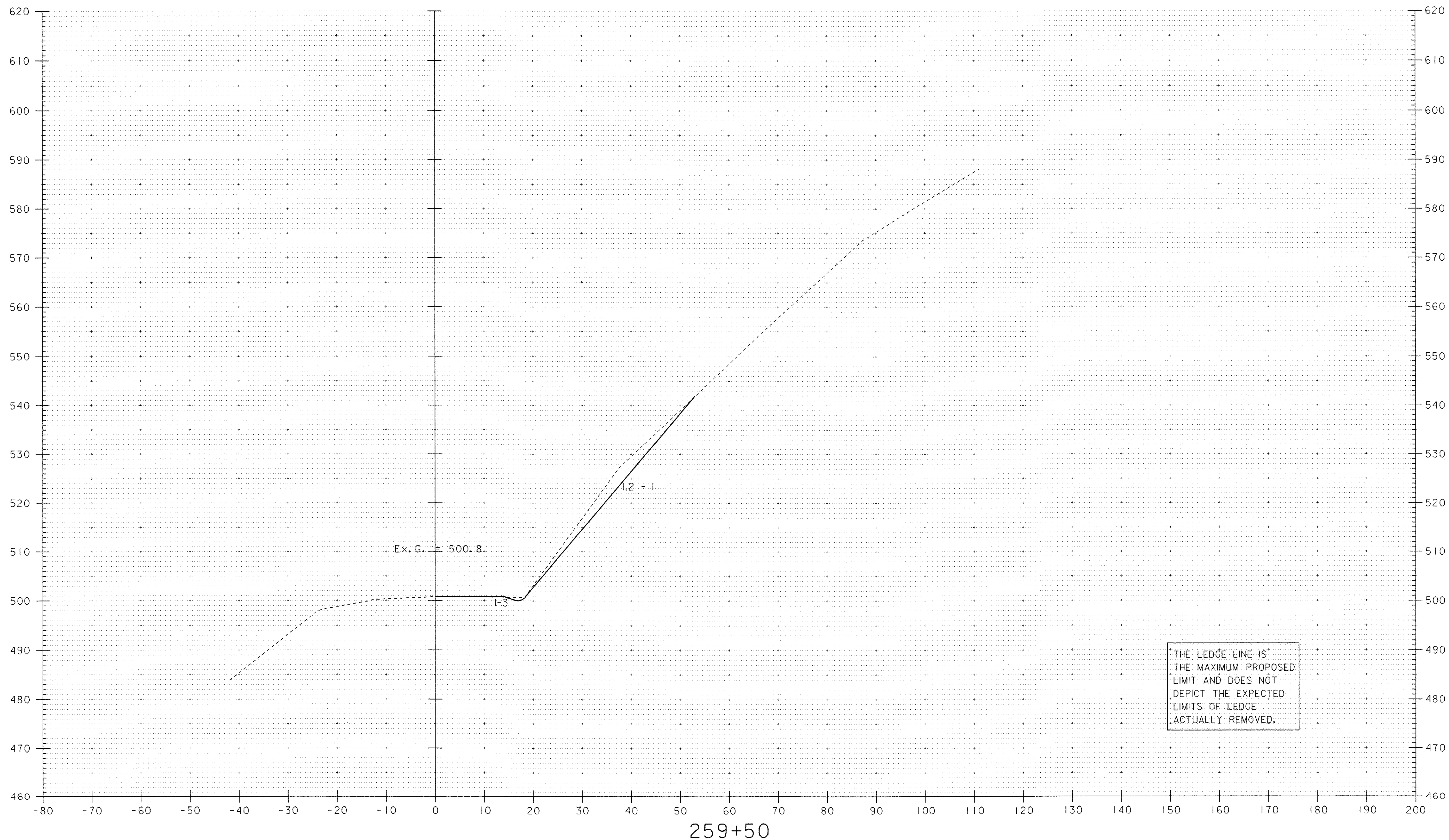
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IPARM FILE NAME: dbl60xs8.i	SURVEY DATE:
SURVEYED BY:	DRAWN BY: A.JONES
SQUAD LEADER: DELLA SANTA	SHEET: 24 OF 32
<b>CROSS SECTION SHEET 8</b>	



DATUM  
 VERTICAL NAVD 88  
 HORIZONTAL NAD 83 (96)

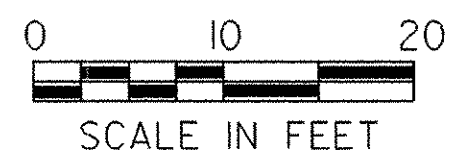


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SQUAD LEADER: DELLA SANTA	DRAWN BY: A.JONES
CROSS SECTION SHEET 9	SHEET: 25 OF 32

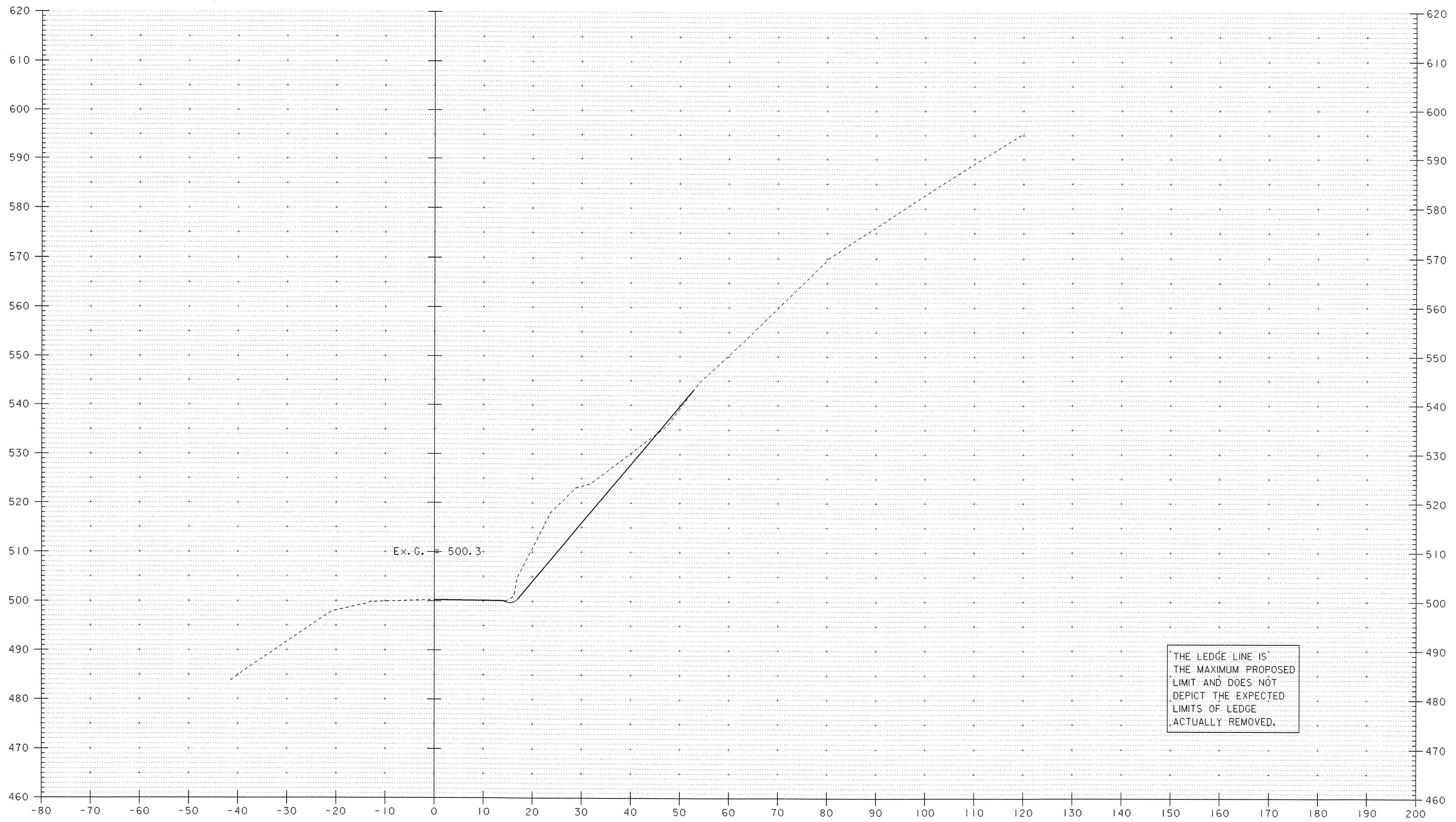


259+50

<b>DATUM</b>	
VERTICAL	NAVD 88
HORIZONTAL	NAD 83 (96)



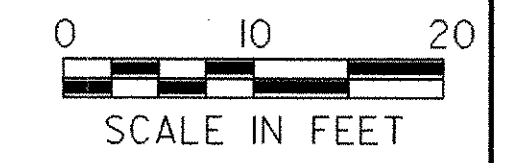
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SURVEYED BY:	DRAWN BY: A. JONES
SQUAD LEADER: DELLA SANTA	SHEET: 26 OF 32
<b>CROSS SECTION SHEET 10</b>	



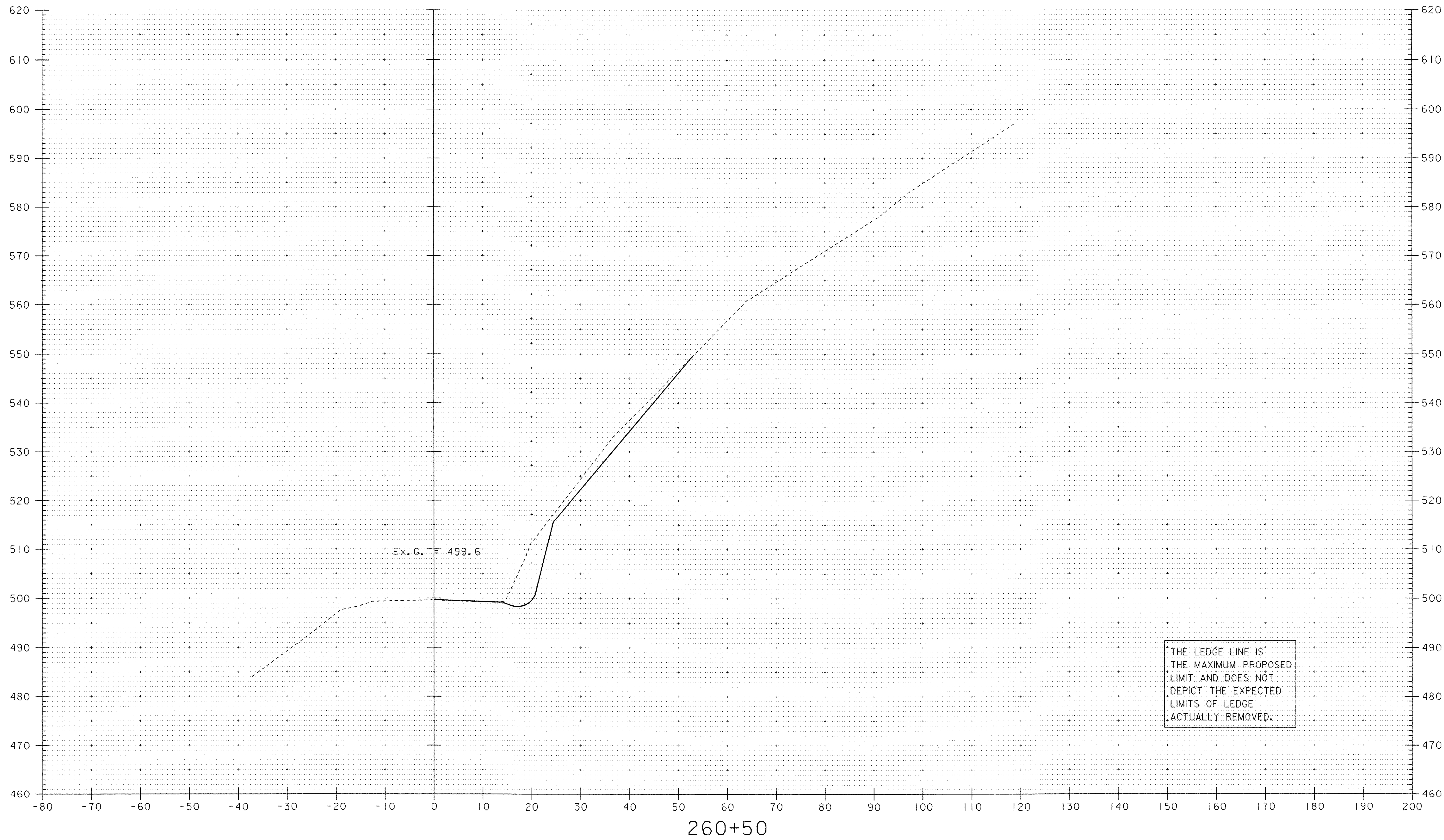
260+00

THE LEDGE LINE IS  
THE MAXIMUM PROPOSED  
LIMIT AND DOES NOT  
DEPICT THE EXPECTED  
LIMITS OF LEDGE  
ACTUALLY REMOVED.

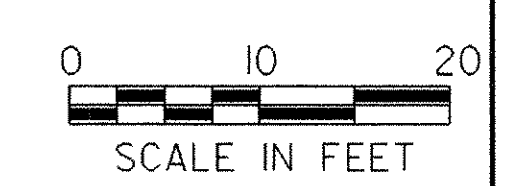
DATUM  
VERTICAL NAVD 88  
HORIZONTAL NAD 83 (96)



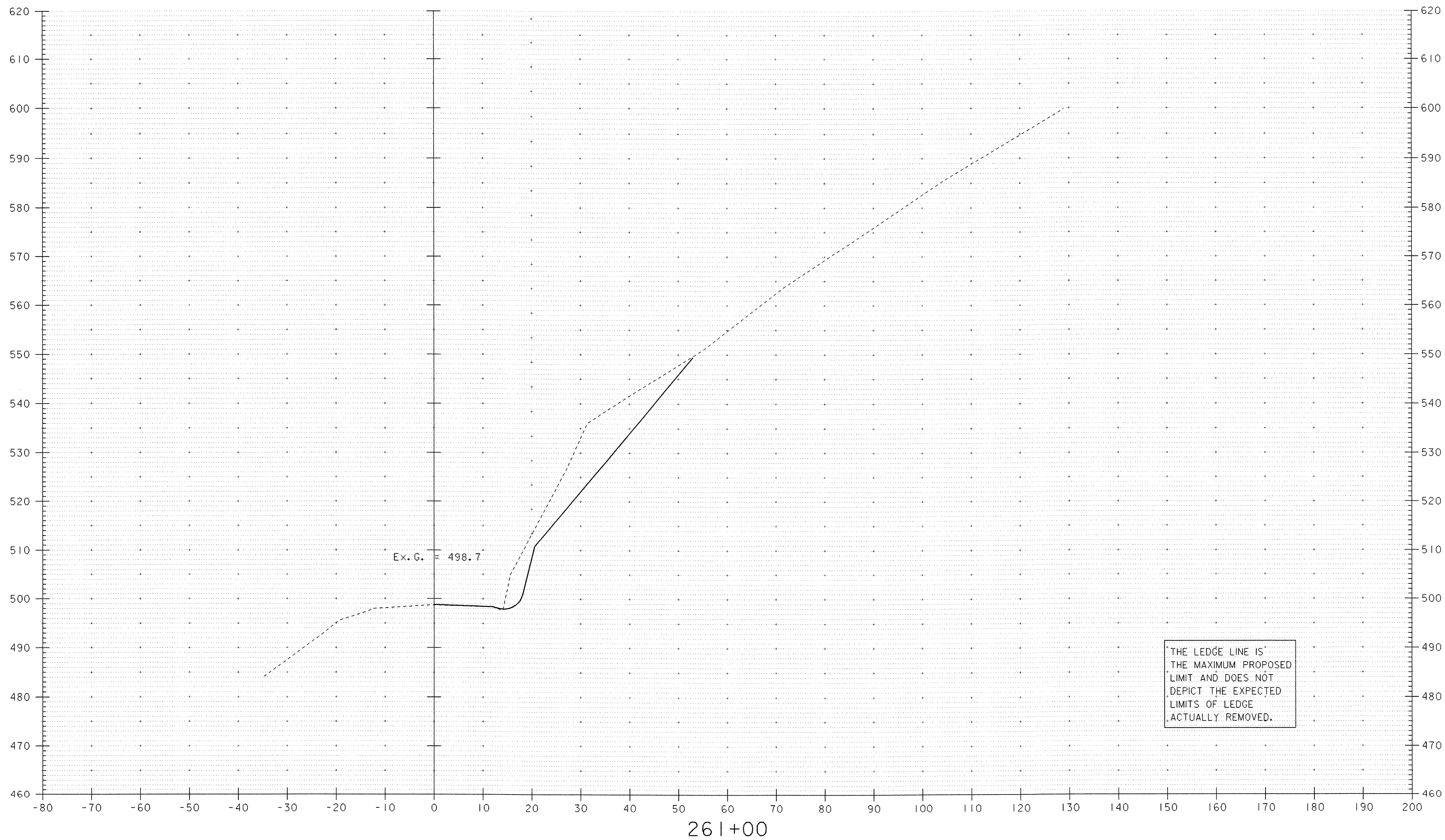
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IPARM FILE NAME: db160xsl.i	SURVEY DATE:
SURVEYED BY:	SQUAD LEADER: DELLA SANTA
CROSS SECTION SHEET II	DRAWN BY: A. JONES
	SHEET: 27 OF 32



DATUM  
 VERTICAL NAVD 88  
 HORIZONTAL NAD 83 (96)

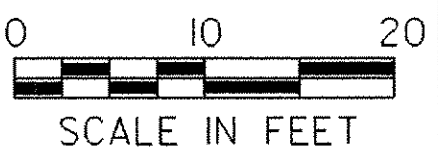


PROJECT: <b>WELLS VT RTE. 30</b>	PROJECT NO.: <b>STP- 015-2(7)S</b>
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IPARM FILE NAME: dbi60xsl2.i	SURVEYED BY:
SQUAD LEADER: DELLA SANTA	DRAWN BY: A.JONES
CROSS SECTION SHEET 12	SHEET: 28 OF 32

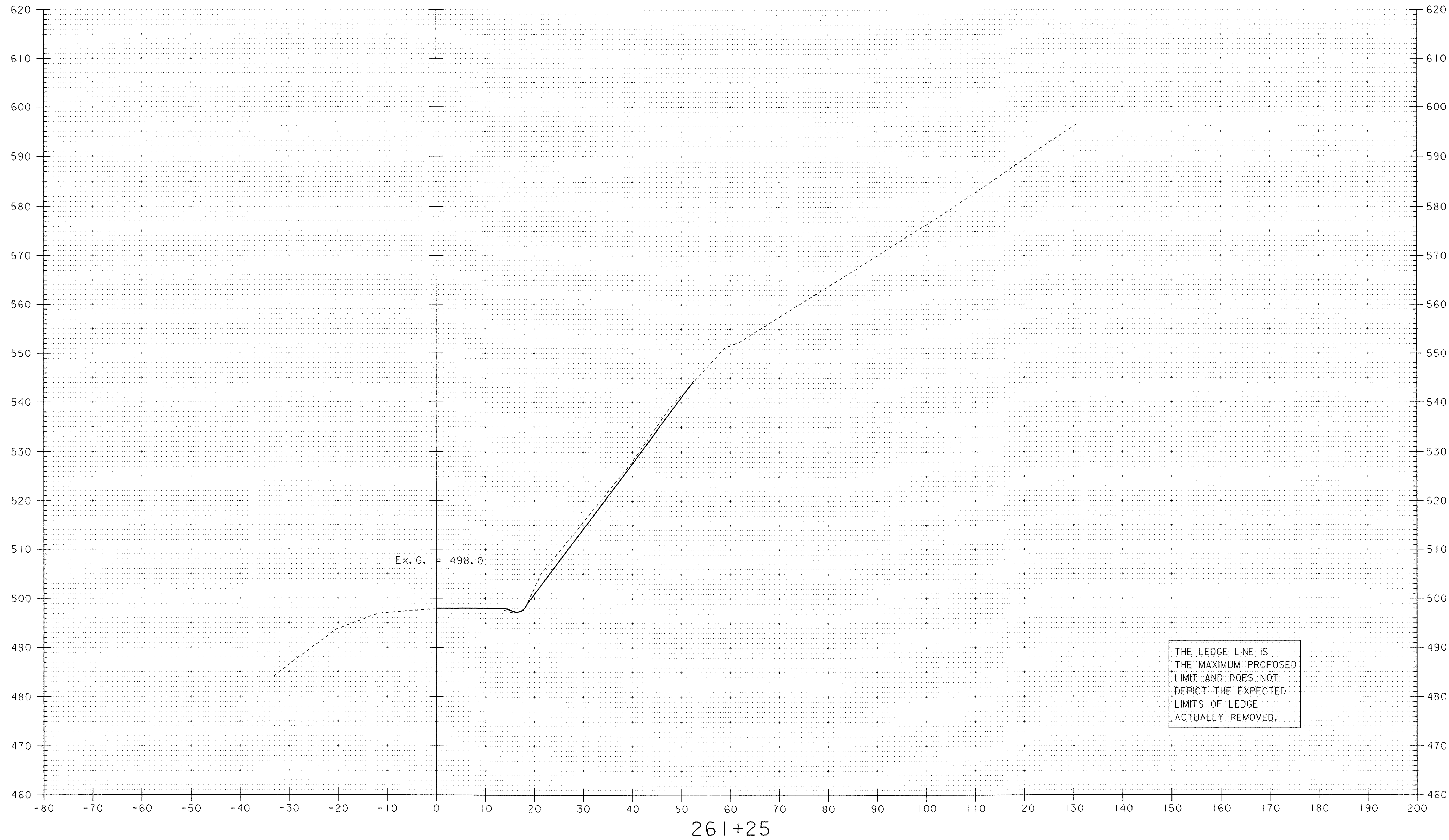


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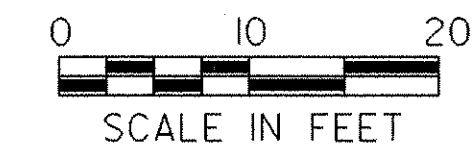
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HORIZONTAL	NAD 83 (96)



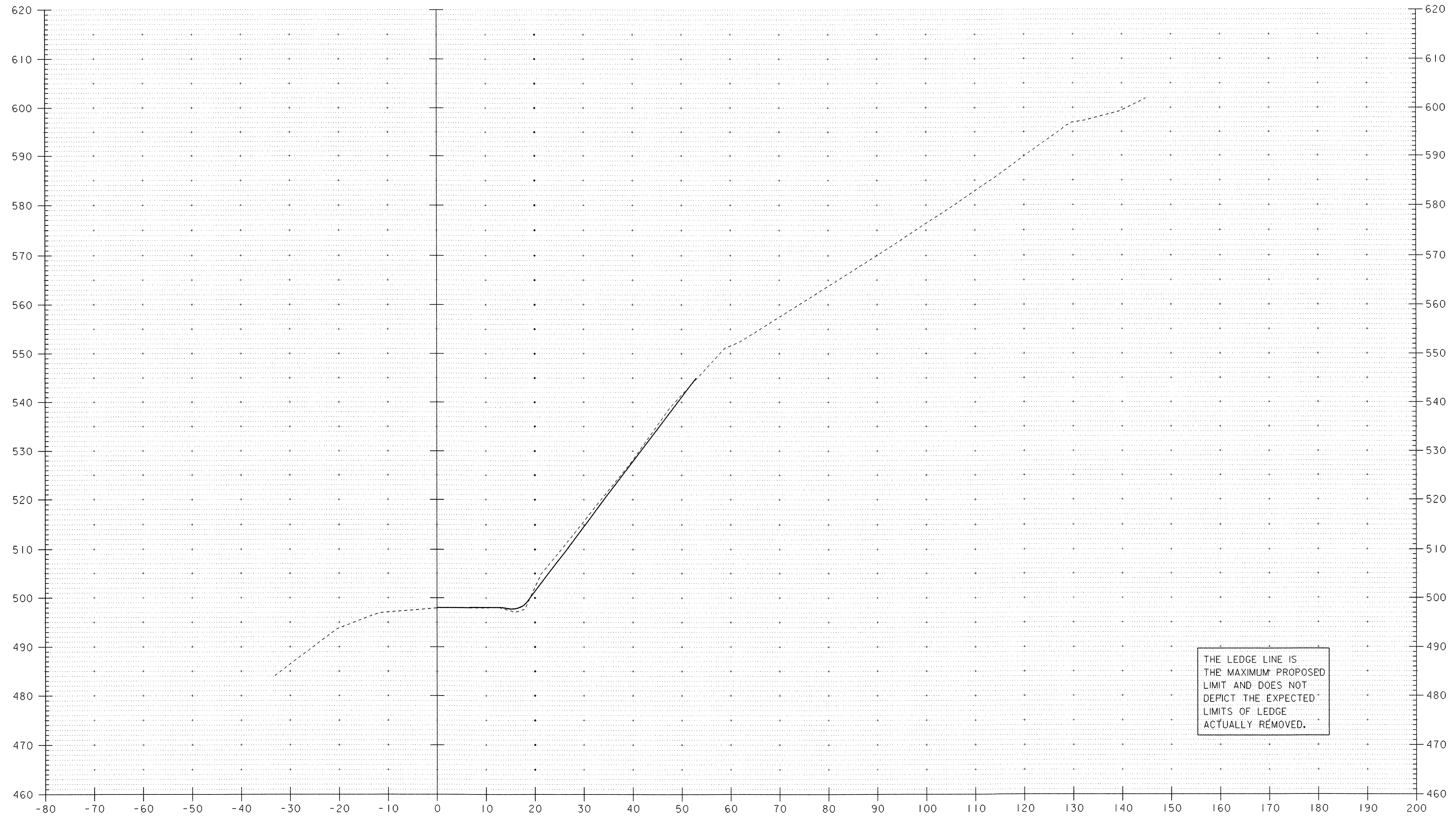
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IPARM FILE NAME: db160xsl3.1	SURVEY DATE:
SURVEYED BY:	DRAWN BY: A.JONES
SQUAD LEADER: DELLA SANTA	SHEET: 29 OF 32
CROSS SECTION SHEET 13	



DATUM  
 VERTICAL \_\_\_\_\_  
 HORIZONTAL \_\_\_\_\_

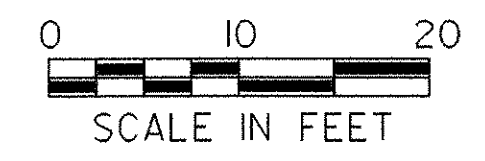


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IPARM FILE NAME: dbl60xsl4.i	SURVEY DATE:
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SQUAD LEADER: DELLA SANTA	SHEET: 30 OF 32
CROSS SECTION SHEET 14	



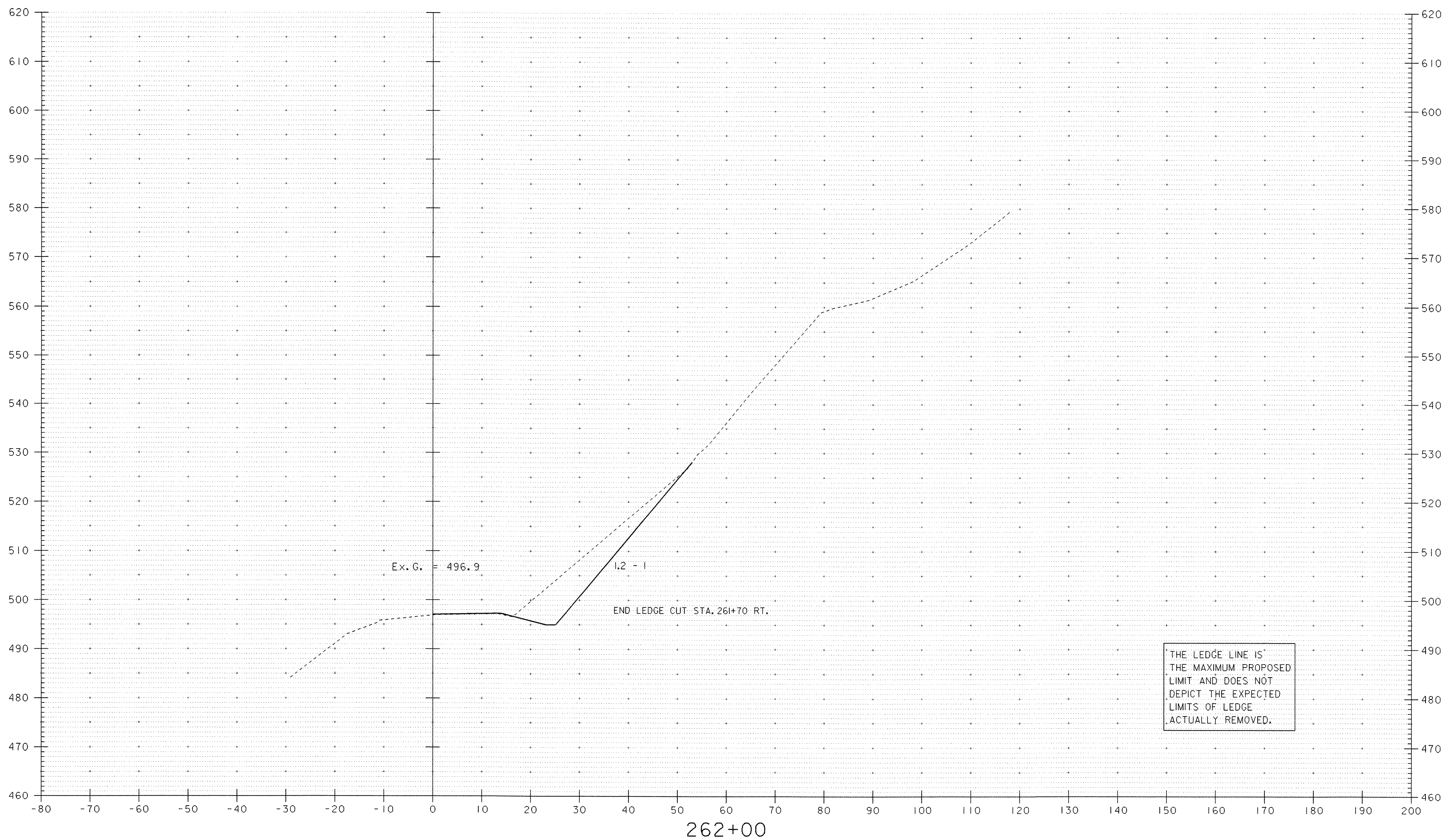
THE LEDGE LINE IS THE MAXIMUM PROPOSED LIMIT AND DOES NOT DEPICT THE EXPECTED LIMITS OF LEDGE ACTUALLY REMOVED.

261+50

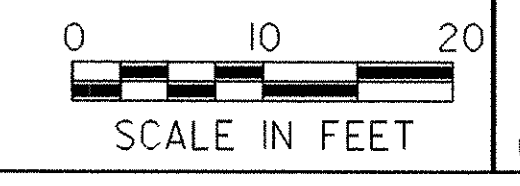


DATUM  
VERTICAL \_\_\_\_\_  
HORIZONTAL \_\_\_\_\_

PROJECT: WELLS VT RTE. 30	PROJECT NO.: STP 015-2(7)S
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IPARM FILE NAME: dbl60xsl5.1	SURVEY DATE:
SURVEYED BY:	DRAWN BY: A.JONES
SQUAD LEADER: DELLA SANTA	SHEET: 31 OF 32
CROSS SECTION SHEET 15	



**DATUM**  
 VERTICAL NAVD 88  
 HORIZONTAL NAD 83 (96)



PROJECT: <b>WELLS VT RTE. 30</b>	PROJECT NO.: <b>STP 015-2(7)S</b>
DESIGN FILE NAME: /sqdb/98b160/db160wrk.dgn	PLOT DATE: 01-FEB-2006
IPARM FILE NAME: db160sx16.i	SURVEYED BY:
SQUAD LEADER: DELLA SANTA	DRAWN BY: A. JONES
CROSS SECTION SHEET 16	SHEET: 32 OF 32