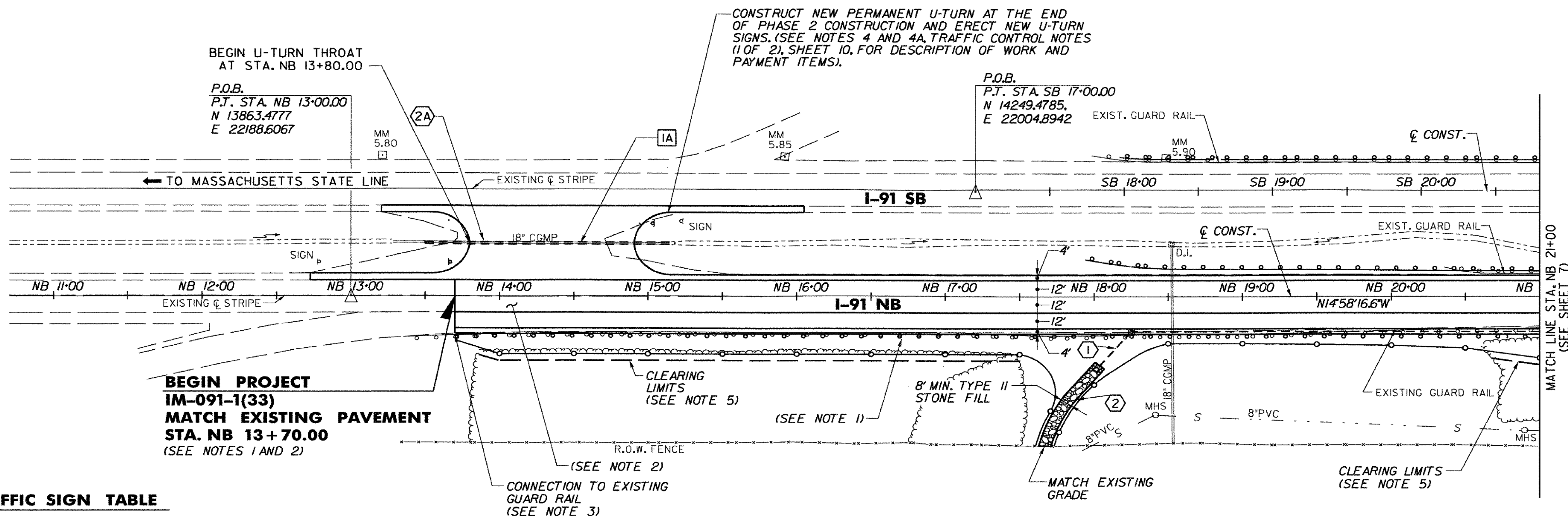


ITEM 646.214 6" WHITE LINE
STA. NB 15+00 TO STA. NB 21+00, DASHED, 12' RT.
STA. NB 12+70 TO STA. NB 21+00, SOLID, 24' RT.
STA. NB 12+70 TO STA. NB 21+00, DASHED, 6' CONST.
ITEM 646.215 6" YELLOW LINE
STA. NB 11+73 TO STA. NB 21+00, SOLID, 12' LT.
STA. SB 12+90 TO STA. SB 15+00 SOLID, 12' RT.
ITEM 646.24 12" WHITE LINE
STA. NB 12+00 TO STA. NB 15+00, SOLID, 12' RT.

17+50
ITEM 616.35 TREATED TIMBER CURB
STA. NB 13+70 TO STA. NB 21+00, RT.
~~STA. NB 20+75 TO STA. NB 21+00, LT.~~
ITEM 621.21 HEAVY DUTY STEEL BEAM GUARD RAIL, GALVANIZED
STA. SB 17+96.94 TO STA. SB 20+80, 22' LT.
STA. NB 18+31.69 TO STA. NB 21+00, 16' LT.
STA. NB 13+69.19 TO STA. NB 21+00, 28' RT.
ITEM 621.50 MANUFACTURED TERMINAL SECTION, FLARED
STA. NB 17+94.19 TO STA. NB 18+31.69, 20' LT. TO 16' LT.
ITEM 621.60 ANCHOR FOR STEEL BEAM RAIL
STA. SB 18+09.44, 22' LT.
ITEM 621.80 REMOVAL AND DISPOSAL OF GUARD RAIL
STA. NB 13+70 TO STA. NB 21+00, 28' RT.
STA. NB 20+36 TO STA. NB 21+00, 16' LT.



- NOTES:**
1. THERE IS MINIMAL AMOUNT OF FILL ON THE NB RIGHT SHOULDER FROM STA. NB 13+70 TO STA. NB 19+00. THE CONTRACTOR SHALL PLACE ALL PAVEMENT MATERIALS TO THE BOTTOM OF SAND BORROW LAYER. THE EXISTING SLOPE CAN BE SHALLOWER THAN 1:5 HORIZONTAL ON 1 VERTICAL. SEE ROADWAY TYPICAL SECTIONS, SHEET 5, FOR DETAILS.
 2. TRANSITION PAVEMENT CROSS SLOPES FROM NEW TYPICAL SECTION CROSS SLOPES TO EXISTING FROM STA. NB 13+70 TO STA. NB 14+30. FOR FULL DEPTH APPROACH TRANSITION DETAIL, SEE ROADWAY TYPICAL SECTION DETAILS SHEET 5A.
 3. ATTACH NEW HEAVY DUTY STEEL BEAM GUARD RAIL TO EXISTING STEEL BEAM GUARD RAIL. COST OF CONNECTING TO EXISTING GUARD RAIL SHALL BE INCLUDED IN THE BID PRICE FOR ITEM 621.21, 'HEAVY DUTY STEEL BEAM GUARD RAIL, GALVANIZED.'
 4. EXISTING MILE MARKERS SHALL BE REMOVED AND SALVAGED. THE COST OF THIS WORK SHALL BE PAID UNDER ITEM 675.50, 'REMOVING SIGNS', AND ITEM 675.60, 'ERECTING SALVAGED SIGNS.'
 5. CLEARING LIMITS ARE SHOWN ONLY IN LOCATIONS HAVING TREES. ALL CLEARING LIMITS SHALL BE 5' FROM THE TOE OF SLOPE, OR AS DIRECTED BY THE RESIDENT ENGINEER.
 6. WHERE THE SLOPE OF THE DRAINAGE PIPE IS GREATER THAN 1:10, THE USE OF A CPEP CORRUGATED PIPE ELBOW WILL BE NECESSARY. A 2' LONG SECTION OF PIPE SHALL BE PLACED THROUGH THE DRAINAGE STRUCTURE WALL, TO WHICH THE CORRUGATED ELBOW SHALL BE ATTACHED. PAYMENT FOR CPEP PIPE ELBOW SHALL BE UNDER ITEM 601.5814, '18" CPEP ELBOW'. SEE STANDARD SHEET D-4 FOR CONCEPTUAL LAYOUT.
 7. TEMPORARY EROSION AND SEDIMENT CONTROL SHALL BE INSTALLED AND MAINTAINED THROUGHOUT THE DURATION OF THE PROJECT, FOLLOWING THE GUIDELINES INDICATED ON SHEETS 90 THROUGH 95C AND DETAIL SHEETS 96 THROUGH 98.
 8. A 1:10 SLOPE (MAX.) IS REQUIRED AROUND THE MANUFACTURED TERMINAL END SECTION UNITS. THIS SLOPE SHALL BE PLACED AS DIRECTED BY THE RESIDENT ENGINEER, AND PAID FOR UNDER ITEM 402.11, 'AGGREGATE SHOULDERS, TRUCK MEASUREMENT'. ALL GRADING REQUIRED FOR TURF ESTABLISHMENT SHALL BE INCIDENTAL TO ITEM 621.50, MANUFACTURED TERMINAL SECTION, FLARED.
 9. A NEW PERMANENT U-TURN SHALL BE INSTALLED AT STA. NB 0+00 PRIOR TO PHASE 1 CONSTRUCTION. FOR A DESCRIPTION OF WORK AND PAYMENT ITEMS, SEE NOTES 4 AND 4A, TRAFFIC CONTROL NOTES (1 OF 2), SHEET 10, AND PHASE 1 TRAFFIC CONTROL PLANS (2 OF 6), SHEET 13.

TRAFFIC SIGN TABLE

STATION	SIGN	POSTS	POST TYPE	REMARKS	STD. SHEET
NB 12+79 LT.		1	FLANGED CHANNEL 3 LB/FT	SALVAGE SIGN TO NEW U-TURN STA. NB 0+00 (SEE NOTE 9)	N/A
NB 15+22 LT.		1	FLANGED CHANNEL 3 LB/FT	SALVAGE SIGN TO NEW U-TURN STA. NB 0+00 (SEE NOTE 9)	N/A
NB 13+76 LT.		1	FLANGED CHANNEL 3 LB/FT	20' LT.	E-143
NB 15+03 LT.		1	FLANGED CHANNEL 3 LB/FT	58' LT.	E-143
NB 22+25, RT.		1	FLANGED CHANNEL 3 LB/FT		E-134
SB 25+46, LT.		1	FLANGED CHANNEL 3 LB/FT		E-134
NB 22+67, RT.		1	FLANGED CHANNEL 3 LB/FT		E-107
NB 22+67, LT.		1	FLANGED CHANNEL 3 LB/FT		E-107
SB 25+09, RT.		1	FLANGED CHANNEL 3 LB/FT		E-107

STATION	SIGN	POSTS	POST TYPE	REMARKS	STD. SHEET
SB 25+09, LT.		1	FLANGED CHANNEL 3 LB/FT		E-107
NB 21+50, RT.		1	FLANGED CHANNEL 3 LB/FT		E-151

EXISTING DRAINAGE

STRUCTURE	CONST. STATION TO STATION	DESCRIPTION
1A	STA. NB 13+28, 40' LT. TO STA. NB 15+06, 40' LT.	REMOVE EXISTING PIPE. THIS WORK SHALL BE PAID UNDER ITEM 641.10.

LEFT EXISTING PIPE

NEW DRAINAGE

STRUCTURE	CONST. STATION TO STATION	DESCRIPTION
1	STA. NB 18+25, 26' RT. TO STA. NB 18+02.5, 53' RT.	INSTALL NEW CONCRETE CATCH BASIN WITH TYPE A FRAME AND GRATE, RIM 406.44, INV. IN 402.94, INV. 400.89 OUT 402.30 AND NEW 18" X 35" CPEP, CORRUGATED INTERIOR, WITH END SECTION. INV @ OUTLET 400.24
2	STA. NB 18+06.92, 54' RT. TO STA. NB 17+67.5, 112' RT.	PLACE 69 LF TYPE II STONE LINED DITCH AT 2.80% GRADE. BEGINNING OF DITCH, INV 400.93, OUTLET OF DITCH 399.00.

LEFT EXISTING PIPE 1A
ADDED PIPE AND END SECTIONS TO DAYLIGHT AT GRADE (1-8 SLOPES)

50 0 50
SCALE IN FEET

TVGA ENGINEERING, SURVEYING, P.C.

STATE OF VERMONT
AGENCY OF TRANSPORTATION

Town Of	GUILFORD	Bridge No.	3N&S
Highway No.	1-91	Log Sta.	
		Surv. Sta.	
1-91 OVER BROAD BROOK & BROAD BROOK ROAD			
ROADWAY PLAN (1 OF 2)			
Designed By	T.C. GAWENUS	Drawn By	R.A. BOTZENHART
Checked By	P.W. SZUSTAK	Bridge Design Supervisor	J.P. HALSTEAD
	Date 01/03	Date	01/03
PROJECT	GUILFORD	PROJECT NO.	IM 091-1(33)
TVGA CAD Drawing No.	PL-1dgn	Date	06/06/08
Bridge Sheet No.		Sheet	6 of 14