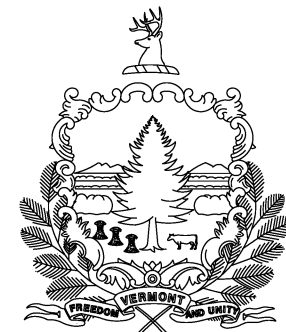


R.O.W. PLANS

INDEX OF SHEETS

1	TITLE
2	DETAIL SHEET
3-5	R.O.W. LAYOUT SHEETS
6	PRELIMINARY INFORMATION SHEET
7	TYPICAL ROADWAY SECTIONS
8	TYPICAL BRIDGE SECTION
9	TIE SHEET
10	ALIGNMENT LAYOUT SHEET
11-12	PROFILE & BANKING DIAGRAM
13	PROFILE SHEET NORTH BRANCH ROAD
14	UTILITY LAYOUT SHEET
15-17	TRAFFIC SIGNS & STRIPING
18-20	EPSC CONSTRUCTION SITE PLANS
21	PLAN & ELEVATION SHEET

STATE OF VERMONT AGENCY OF TRANSPORTATION



PROPOSED IMPROVEMENT BRIDGE PROJECT

TOWN OF MIDDLEBURY

COUNTY OF ADDISON

VT 125, BRIDGE NO. 13, MAJOR COLLECTOR

PROJECT LOCATION : LOCATED IN THE COUNTY OF ADDISON, TOWN OF MIDDLEBURY, ON VT 125; BRIDGE NO. 13 OVER MIDDLEBURY RIVER, APPROXIMATELY 1.58 MILES EAST OF THE INTERSECTION OF US 7 AND VT 125.

PROJECT DESCRIPTION : WORK TO BE PERFORMED UNDER THIS PROJECT INCLUDES REPLACEMENT OF BRIDGE NO. 13 ON A NEW ALIGNMENT, WITH ASSOCIATED ROADWAY WORK.

LENGTH OF STRUCTURE : 66.00 FEET
LENGTH OF ROADWAY : 634.00 FEET
LENGTH OF PROJECT : 700.00 FEET
LENGTH OF ROW PROJECT : 678 FEET

END MAINTENANCE AGREEMENT
TH35 50+22 CL L = 7'

BEGIN MAINTENANCE AGREEMENT
TH35 50+15 CL

BEGIN BRIDGE
STA 139+06.75

END BRIDGE
STA 139+72.75

END PROJECT
STA 143+50.00

END ROW PROJECT
142+25 27' RT

BEGIN ROW PROJECT
135+47 24.75' RT

BEGIN PROJECT
STA 136+50.00

ALL DRIVES AS INDICATED ON PLANS
ARE SUBJECT TO PERMITS PURSUANT
TO TITLE 19 V.S.A. § 1111.

SURVEYED BY : RB
SURVEYED DATE : 01/03

DATUM
VERTICAL NAVD 88
HORIZONTAL NAD 83/96

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	

SCALE 1" = 50'-0"
50 0 50

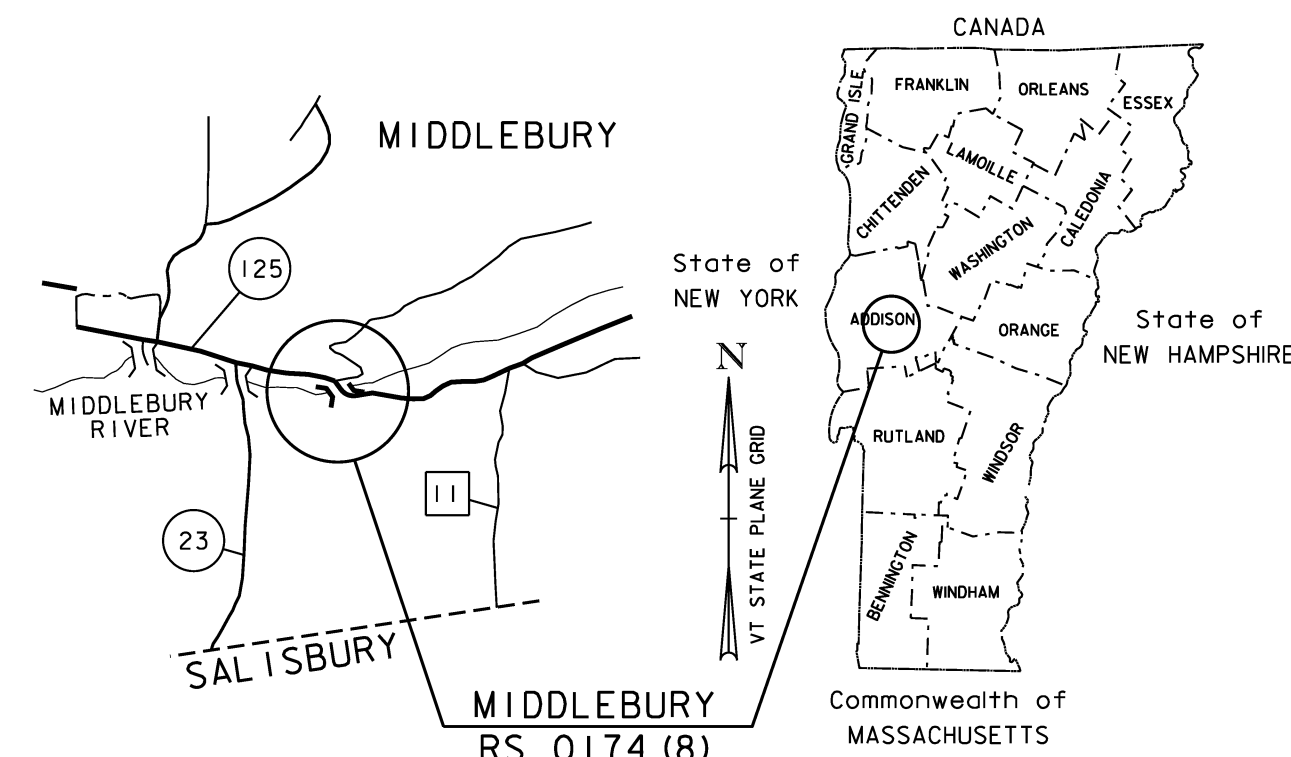
THESE PLANS ARE SUBJECT TO SUCH ENGINEERING
CHANGES AS MAY BE REQUIRED BY THE FEDERAL HIGHWAY
ADMINISTRATION OR THE DIRECTOR OF PROGRAM
DEVELOPMENT.
CONSTRUCTION IS TO BE CARRIED ON IN ACCORDANCE
WITH THESE PLANS AND THE STANDARD SPECIFICATIONS
FOR CONSTRUCTION DATED 2011, AS APPROVED BY THE
FEDERAL HIGHWAY ADMINISTRATION ON JULY 20, 2011
FOR USE ON THIS PROJECT, INCLUDING ALL SUBSEQUENT
REVISIONS AND SUCH REVISED SPECIFICATIONS AND
SPECIAL PROVISIONS AS ARE INCORPORATED IN THESE
PLANS.

APPROVED KEVIN MARSHIA DATE 11-01-2012
Acting Director of Program Development

APPROVED ROBERT M. WHITE DATE 11-01-2012
Chief of Right of Way

MIDDLEBURY
RS 0174(8)

ROW SHEET 1 OF 21 SHEETS



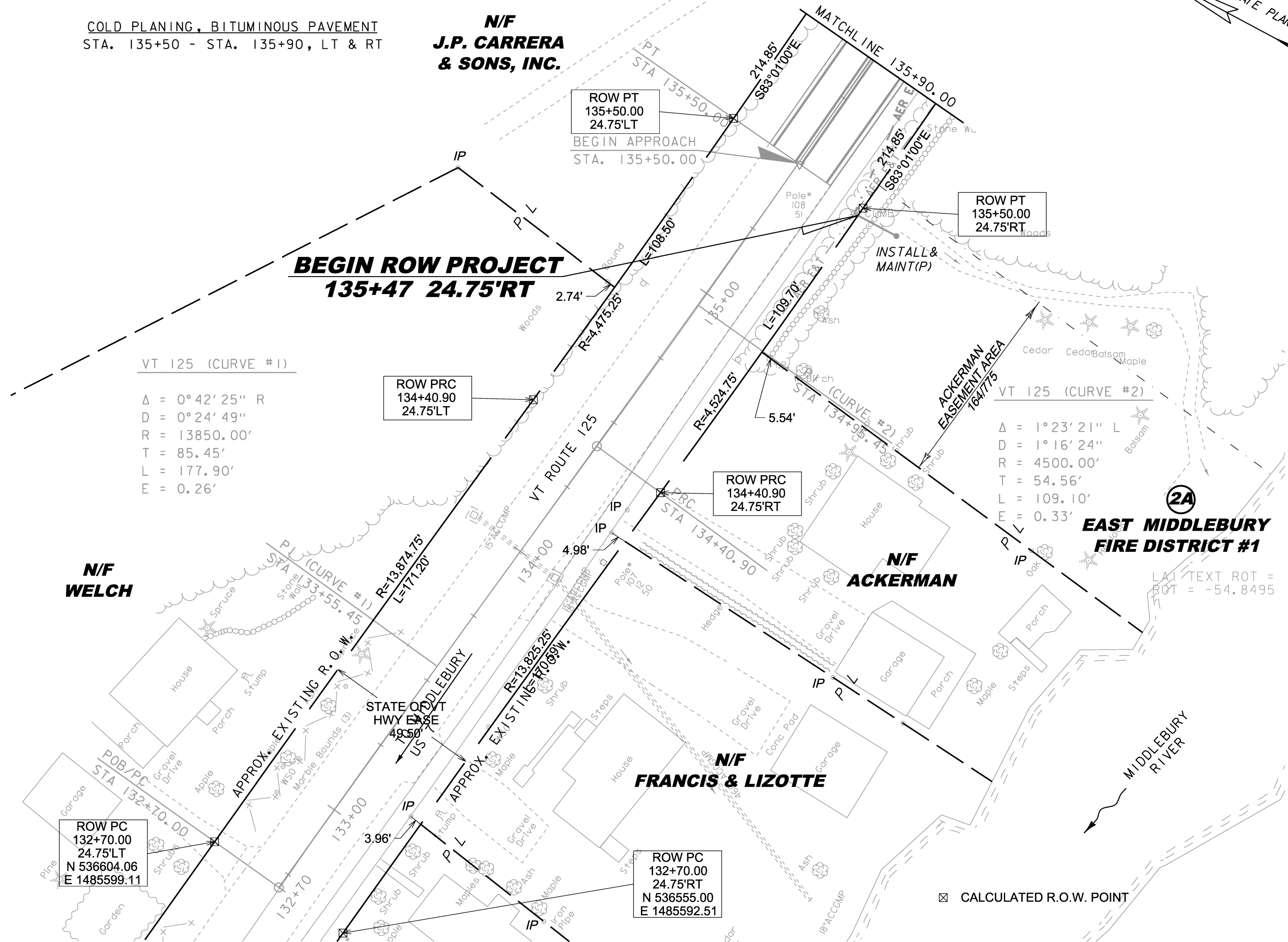
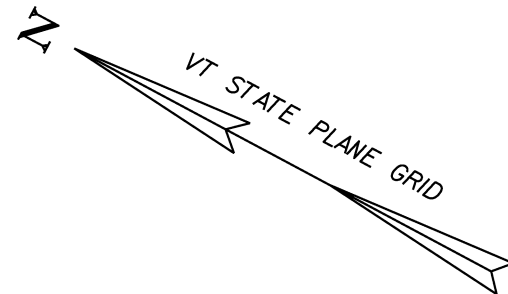
[illegible]

APPROVED: HARRY PETROVS DATE: 11-01-2012
CHIEF, PLANS & TITLES

PROJECT NAME: MIDDLEBURY	
PROJECT NUMBER: RS 0174(8)	
FILE NAME: r78f217detail.xls	PLOT DATE: 15-APR-2013
PROJECT LEADER: J. FITCH	DRAWN BY: M. TROTTIER
DESIGNED BY: D.M. PECK	CHECKED BY: E. PIERCE
R.O.W. DETAIL SHEET #1	SHEET 2 OF 21

COLD PLANING, BITUMINOUS PAVEMENT
STA. 135+50 - STA. 135+90, LT & RT

N/F
**J.P. CARRERA
& SONS, INC.**



VT 125 (CURVE #1)
 $\Delta = 0^\circ 42' 25''$ R
 $D = 0^\circ 24' 49''$
 $R = 13850.00'$
 $T = 85.45'$
 $L = 177.90'$
 $E = 0.26'$

VT 125 (CURVE #2)
 $\Delta = 1^\circ 23' 21''$ L
 $D = 1^\circ 16' 24''$
 $R = 4500.00'$
 $T = 54.56'$
 $L = 109.10'$
 $E = 0.33'$

PLAN
SCALE 1" = 20'-0"
20 0 20

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.

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

PROJECT NAME:	MIDDLEBURY
PROJECT NUMBER:	RS 0174(8)
FILE NAME:	r78f217lay1.dgn
PROJECT LEADER:	J. FITCH
DESIGNED BY:	D.M. PECK
ROW LAYOUT SHEET 1 OF 3	
PLOT DATE:	05-DEC-2012
DRAWN BY:	M. TROTTIER
CHECKED BY:	E. PIERCE
SHEET	3 OF 21

REMOVAL AND DISPOSAL OF GUARDRAIL
STA. 137+65 - STA. 139+10, RT
STA. 138+79 - STA. 139+10, LT
STA. 139+61 - STA. 140+46, RT
STA. 139+61 - STA. 140+52, LT

BOX BEAM GUARDRAIL
STA. 137+75 - STA. 138+80, RT
STA. 138+86 - STA. 138+88, 53.4' LT
STA. 140+05 - STA. 140+47, RT
STA. 140+05 - STA. 140+62, LT

COLD PLANING, BITUMINOUS PAVEMENT
STA. 135+90 - STA. 136+00, LT & RT

PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH
STA. 136+50 - STA. 139+06.75, RT
STA. 139+72.75 - STA. 140+47.55, RT

CAST-IN-PLACE CONCRETE CURB, TYPE B
STA. 136+80 - STA. 139+06.75, RT
STA. 139+72.75 - STA. 140+47.55, RT

ADJUST ELEVATION OF WATER VALVE
STA. 138+60.75, LT

SIDEWALK RAMP, TYPE I
STA. 140+48, RT

DETECTABLE WARNING SURFACE
STA. 140+47, RT

CONSTRUCT SWALE/DITCH
STA. 140+00 - STA. 140+75, RT

N/F
J.P. CARRERA & SONS, INC.
END APPROACH
BEGIN PROJECT
STA. 136+50.00

VESTRICH, ROY M. & SAUNDERS, DAWN M.

END MAINT. AGREE.
TH35 50+22 CL
L= 7'

BEGIN MAINT. AGREE.
TH35 50+15 CL

EAST MIDDLEBURY FIRE DISTRICT #1

TOWN OF MIDDLEBURY

EAST MIDDLEBURY FIRE DISTRICT #1

STATE OF VERMONT
VOL 59/ PG 540

ROCHFORD, BURKE E. & BURFOOT, JEAN

☒ CALCULATED R.O.W. POINT

PLAN
SCALE 1" = 20'-0"
20 0 20

FOR R.O.W. USE ONLY

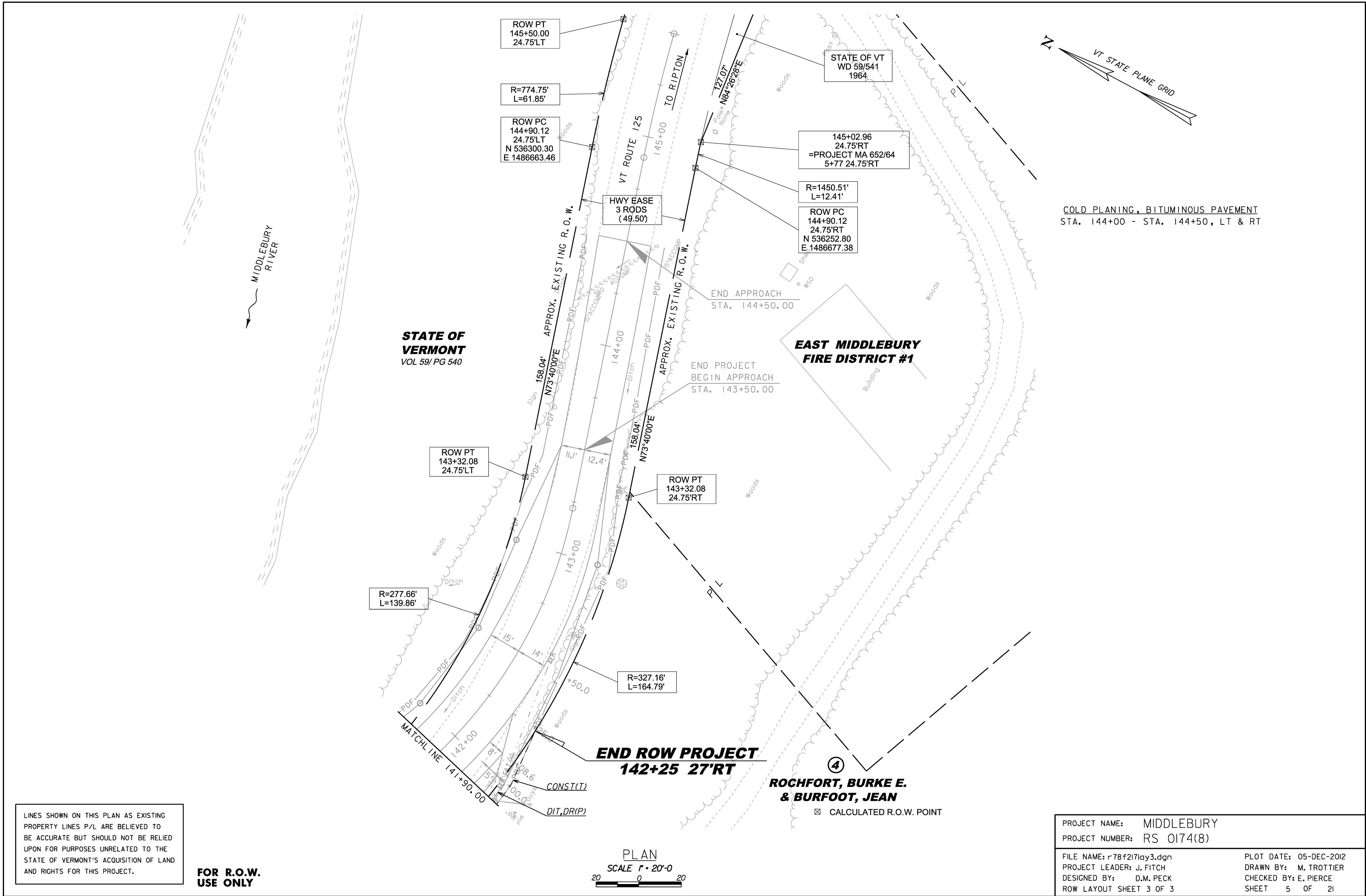
LINES SHOWN ON THIS PLAN AS EXISTING
PROPERTY LINES P/L ARE BELIEVED TO
BE ACCURATE BUT SHOULD NOT BE RELIED
UPON FOR PURPOSES UNRELATED TO THE
STATE OF VERMONT'S ACQUISITION OF LAND
AND RIGHTS FOR THIS PROJECT.

PROJECT NAME: MIDDLEBURY
PROJECT NUMBER: RS 0174(8)

FILE NAME: r78f217lay2.dgn
PROJECT LEADER: J. FITCH
DESIGNED BY: D.M. PECK
ROW LAYOUT SHEET 2 OF 3

PLOT DATE: 05-DEC-2012
DRAWN BY: M. TROTTIER
CHECKED BY: E. PIERCE
SHEET 4 OF 21

- ① STA. 138+45.0, 12.0' RT - 138+45.0, 31.0' RT
CONST. 17 LF x 18" CPEP (SL)
18" INV. @ OUTLET (31.0' RT) = 523.35
CONST. RCD1, +45.0, 12.0. RT
18" INV. OUT = 523.70
TOP OF GRATE = 528.20
- ② STA. 140+20.0, 13.0' LT - 140+10.0, 13.0' LT
CONST. 6 LF x 18" CPEP (SL)
CONST. RCD1, +20.0, 13.0. LT
18" INV. OUT = 537.06
TOP OF GRATE = 541.46
- ③ STA. 140+10.0, 13.0' LT - 140+10.0, 31.0' LT
CONST. 17 LF x 18" CPEP (SL)
18" INV. @ OUTLET (31.0' LT) = 534.26
CONST. RCD1, +10.0, 13.0. LT
18" INV. IN (2) = 536.36
18" INV. OUT = 535.11
TOP OF GRATE = 540.73
CONST. STONE PAD, TYPE I @ OUTLET



PRELIMINARY INFORMATION SHEET (BRIDGE)

FINAL HYDRAULIC REPORT

HYDROLOGIC DATA

Date: Feb. 2003

DRAINAGE AREA : 44.4 sq. mi.
CHARACTER OF TERRAIN : Hilly to mountainous
STREAM CHARACTERISTICS : Ledge gorge through the bridge
NATURE OF STREAMBED : Ledge, some boulders

PEAK FLOW DATA

Q 2.33 = 1900 cfs Q 50 = 4720 cfs
Q 10 = 3250 cfs Q 100 = 5500 cfs
Q 25 = 4100 cfs Q 500 = 7000 cfs

DATE OF FLOOD OF RECORD : November 1927
ESTIMATED DISCHARGE: Unknown
WATER SURFACE ELEV.: Unknown
NATURAL STREAM VELOCITY : @ Q50 = 15.4 fps
ICE CONDITIONS : Moderate
DEBRIS: Moderate
DOES THE STREAM REACH MAXIMUM HIGHWATER ELEV. RAPIDLY? Yes
IS ORDINARY RISE RAPID? Yes
IS STAGE AFFECTED BY UPSTREAM OR DOWNSTREAM CONDITIONS? No
IF YES, DESCRIBE:

WATERSHED STORAGE: <1% HEADWATERS:
UNIFORM: X
IMMEDIATELY ABOVE SITE:

EXISTING STRUCTURE INFORMATION

STRUCTURE TYPE: Concrete arch
YEAR BUILT: 1924
CLEAR SPAN(NORMAL TO STREAM): 42'
VERTICAL CLEARANCE ABOVE STREAMBED: 36'
WATERWAY OF FULL OPENING: approximately 980 sq.ft.
DISPOSITION OF STRUCTURE: Remove and replace
TYPE OF MATERIAL UNDER SUBSTRUCTURE: Ledge

WATER SURFACE ELEVATIONS AT:

Q2.33 = 502.6 VELOCITY = 9.5 fps
Q10 = 505.6 " 11.8 fps
Q25 = 507.2 " 14.4 fps
Q50 = 508.5 " 15.4 fps
Q100 = 509.8 " 16.1 fps

LONG TERM STREAMBED CHANGES: There is an 8 ft deep scour hole through the bridge area. No significant changes are anticipated in the future, due to ledge.

IS THE ROADWAY OVERTOPPED BELOW Q100: No
FREQUENCY: Above Q100
RELIEF ELEVATION: 530.2
DISCHARGE OVER ROAD @Q100: None

UPSTREAM STRUCTURE

TOWN: Ripton DISTANCE: 2.5 miles
HIGHWAY #: VT 152 STRUCTURE #: 14
CLEAR SPAN: 40' CLEAR HEIGHT: 12'
YEAR BUILT: 1978 FULL WATERWAY: 480 sq. ft.
STRUCTURE TYPE: Twin cell reinforced concrete box

DOWNSTREAM STRUCTURE

TOWN: Middlebury DISTANCE: 0.3 miles
HIGHWAY #: T.H. 23 STRUCTURE #: 21
CLEAR SPAN: 43' CLEAR HEIGHT: 12'
YEAR BUILT: 1927 FULL WATERWAY: 550 sq. ft.
STRUCTURE TYPE: Single span steel pony truss bridge

LRFR LOAD RATING FACTORS

LOADING LEVELS	TRUCK						
	H-20	HL-93	3S2	6 AXLE	3A. STR.	4A. STR.	5A. SEMI
TONNAGE	20	36	36	66	30	34.5	38
INVENTORY							
POSTING							
OPERATING							
COMMENTS:							

PROPOSED STRUCTURE

STRUCTURE TYPE: New concrete box

CLEAR SPAN(NORMAL TO STREAM):
VERTICAL CLEARANCE ABOVE STREAM:
WATERWAY OF FULL OPENING:

WATER SURFACE ELEVATIONS AT:

Q2.33 = 502.6
Q10 = 505.6
Q25 = 507.2
Q50 = 508.5
Q100 = 509.8

IS THE ROADWAY OVERTOPPED BELOW Q100:
FREQUENCY: Above Q100
RELIEF ELEVATION: 531.0
DISCHARGE OVER ROAD @Q100:

AVERAGE LOW ELEVATION OF SUPERSTRADE:
VERTICAL CLEARANCE: @Q50

SCOUR: The bridge completely spans the channel. No significant scour is anticipated.
REQUIRED CHANNEL PROTECTION:

PERMIT INFORMATION

AVERAGE DAILY FLOW: 92 cfs
ORDINARY LOW WATER: 42 cfs
ORDINARY HIGH WATER: 816 cfs

TEMPORARY BRIDGE

STRUCTURE TYPE: No temporary bridge
CLEAR SPAN (NORMAL TO STREAM):
VERTICAL CLEARANCE ABOVE STREAM:
WATERWAY AREA OF FULL OPENING:

ADDITIONAL INFORMATION

TRAFFIC MANAGEMENT

1. MAINTAIN TRAFFIC ON AN OFF SITE
2. TRAFFIC SIGNALS ARE NOT NEEDED
3. SIDEWALKS ARE NOT NECESSARY
4. ACCESS TO NORTH BRANCH RD SIGN

DESIGN

1. DESIGN LIVE LOAD
2. FUTURE PAVEMENT
3. DESIGN SPAN
4. MIN. MID-SPAN POS. CAMBER @ RE
5. PRESTRESSING STRAND (0.60 INCH
6. PRESTRESSED CONCRETE STRE
7. PRESTRESSED CONCRETE RELEA
8. CONCRETE, HIGH PERFORMANCE
9. CONCRETE, HIGH PERFORMANCE
10. CONCRETE, HIGH PERFORMANCE
11. CONCRETE, CLASS C
12. REINFORCING STEEL
13. STRUCTURAL STEEL AASHTO M270
14. SOIL UNIT WEIGHT
15. NOMINAL BEARING RESISTANCE OF
16. SOIL BEARING RESISTANCE FACTO
17. NOMINAL BEARING RESISTANCE OF
18. ROCK BEARING RESISTANCE FACT
19. NOMINAL AXIAL PILE RESISTANCE
20. PILE YIELD STRENGTH ASTM A572
21. PILE SIZE
22. EST. PILE LENGTH
23. PILE RESISTANCE FACTOR
24. LATERAL PILE DEFLECTION
25. BASIC WIND SPEED
26. MINIMUM GROUND SNOW LOAD
27. SEISMIC DATA

PROJECT NAME: MIDDLEBURY
PROJECT NUMBER: RS 017

FILE NAME: r78f2i7p1.dgn
PROJECT LEADER: J. FITCH
DESIGNED BY: VHB
PRELIMINARY INFORMATION SHEET

AS BUILT "REBAR" DETAILS

LEVEL I	LEVEL II	LEVEL III
TYPE:	TYPE:	TYPE:
GRADE:	GRADE:	GRADE:

TRAFFIC DATA

YEAR	ADT	DHV	% D	% T	ADTT	20 year ESAL for flexible pavement from 2014 to 2034 : 417000
2014	1900	250	55	6.6	95	40 year ESAL for flexible pavement from 2014 to 2054 : 953000
2034	2000	260	55	10	150	Design Speed : 25 mph

GENERAL NOTES

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

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

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

MARKER POSTS: TO BE PLACED AS INDICATED OR AS DIRECTED BY THE ENGINEER.

SLOPE ROUNDING: ALL CUT SLOPES TO BE ROUNDED IN ACCORDANCE WITH STANDARD SHEET B - 5.

PAY LIMITS OF SAND BORROW: WHEN USED IN CONJUNCTION WITH UNDERDRAIN - SEE STANDARD SHEET D - 2.

TACK COAT: EMULSIFIED ASPHALT IS TO BE APPLIED AT THE RATE OF 0.015 GAL/SY BETWEEN SUCCESSIVE COURSES OF NEW PAVEMENT AND ON COLD PLANED SURFACES AS DIRECTED BY THE ENGINEER.

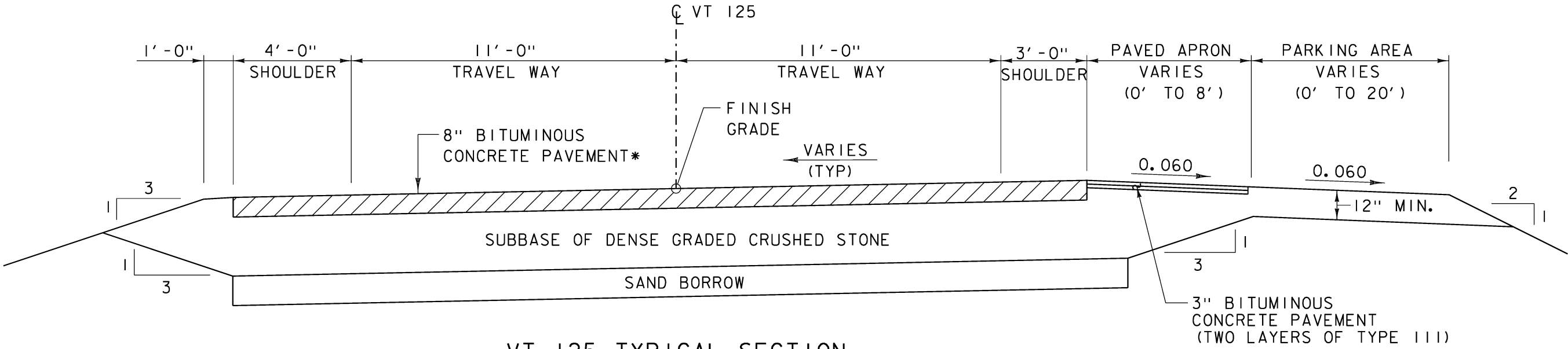
MATERIAL TOLERANCES

(IF USED ON PROJECT)

SURFACE	
- PAVEMENT (TOTAL THICKNESS)	+/- 3/4"
- AGGREGATE SURFACE COURSE	+/- 1/2"
SUBBASE	+/- 1"
SAND BORROW	+/- 1"

*1 1/2" BITUMINOUS CONCRETE PAVEMENT (TYPE III)
1 1/2" BITUMINOUS CONCRETE PAVEMENT (TYPE III)
2 1/2" BITUMINOUS CONCRETE PAVEMENT (TYPE II)
2 1/2" BITUMINOUS CONCRETE PAVEMENT (TYPE II)
2'-0" SUBBASE OF DENSE GRADED CRUSHED STONE
1'-0" SAND BORROW

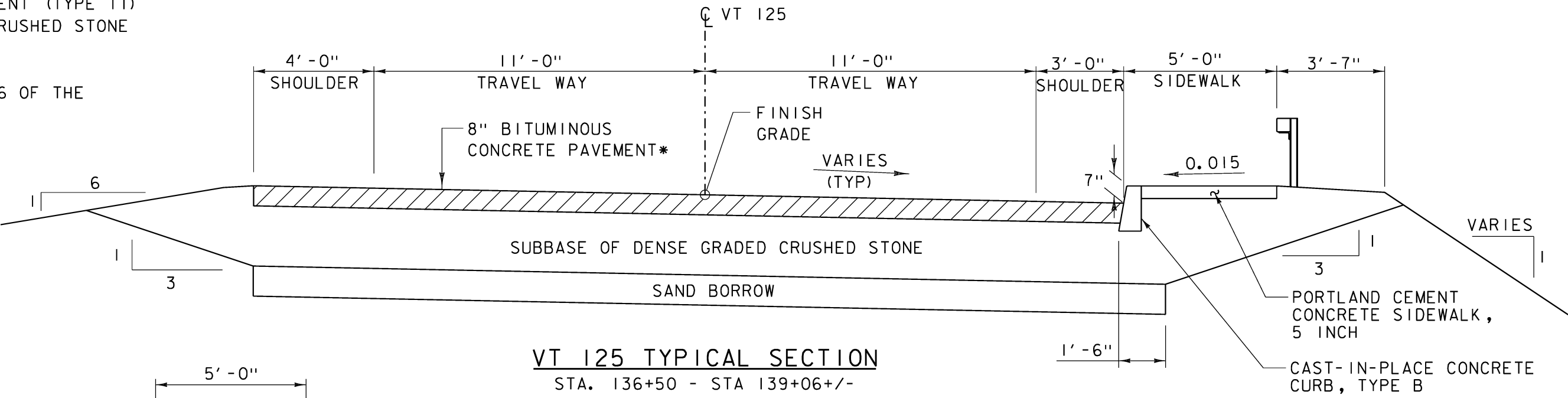
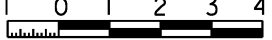
PG BINDER GRADE: SEE SECTION 406 OF THE
GENERAL SPECIAL PROVISIONS



VT 125 TYPICAL SECTION

STA. 140+06 - STA 142+25

SCALE 3/8" = 1'-0"

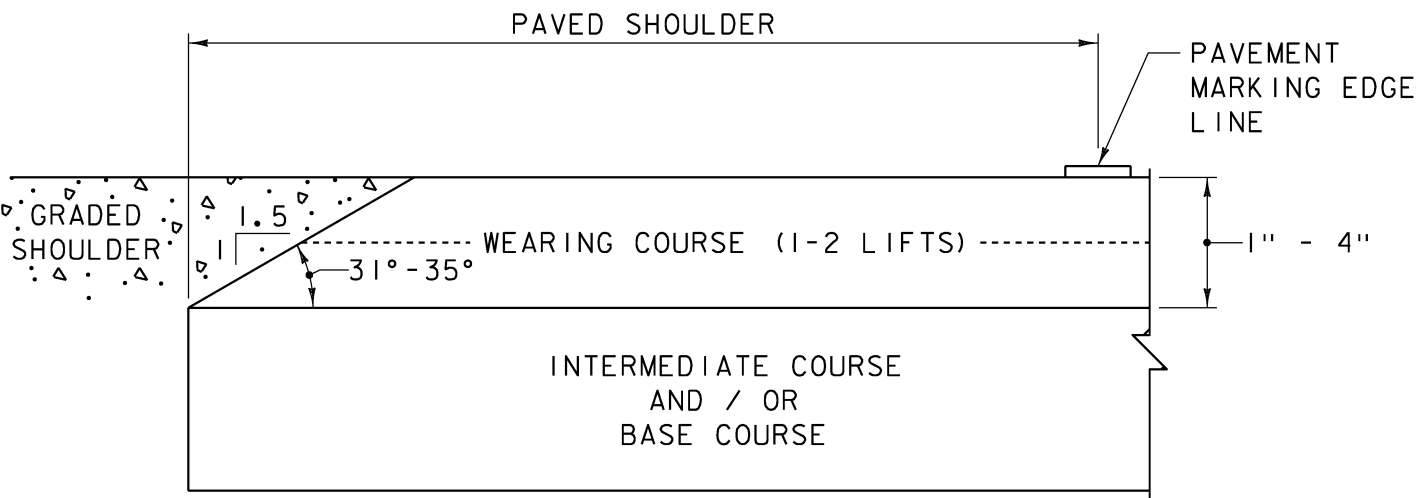
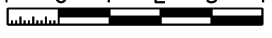


VT 125 TYPICAL SECTION

STA. 136+50 - STA 139+06 +/-

STA. 142+25 - STA 143+50

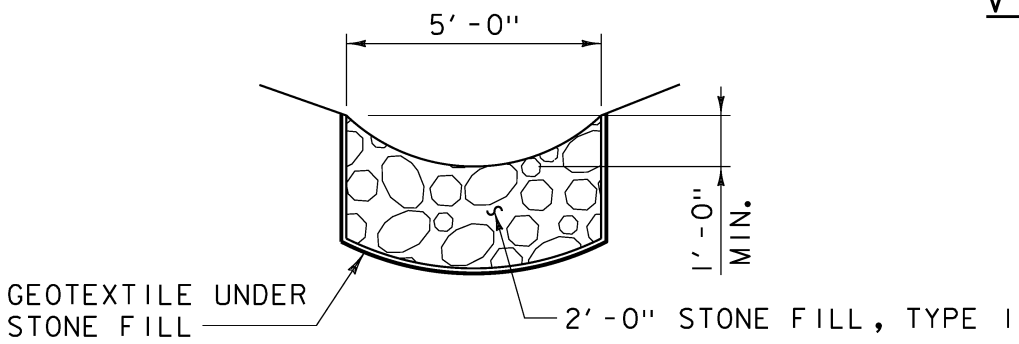
SCALE 3/8" = 1'-0"



NOTE: COST FOR FORMING AND COMPACTING SAFETY
EDGE SHALL BE INCIDENTAL TO ITEM 406.25,
"BITUMINOUS CONCRETE PAVEMENT".

SAFETY EDGE DETAIL

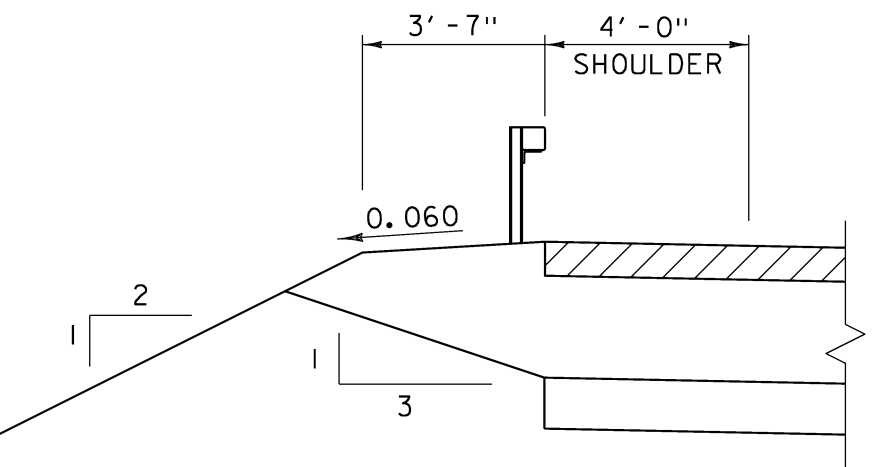
NOT TO SCALE



SWALE/DITCH DETAIL

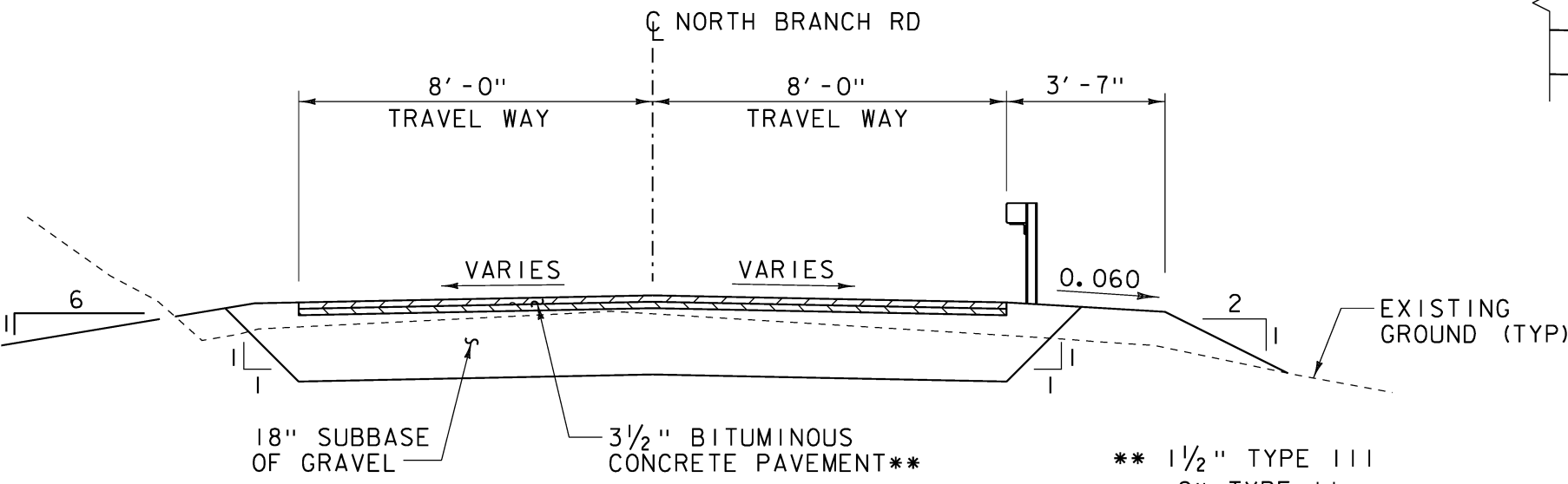
STA. 140+00 - 140+75 RT.

NOT TO SCALE



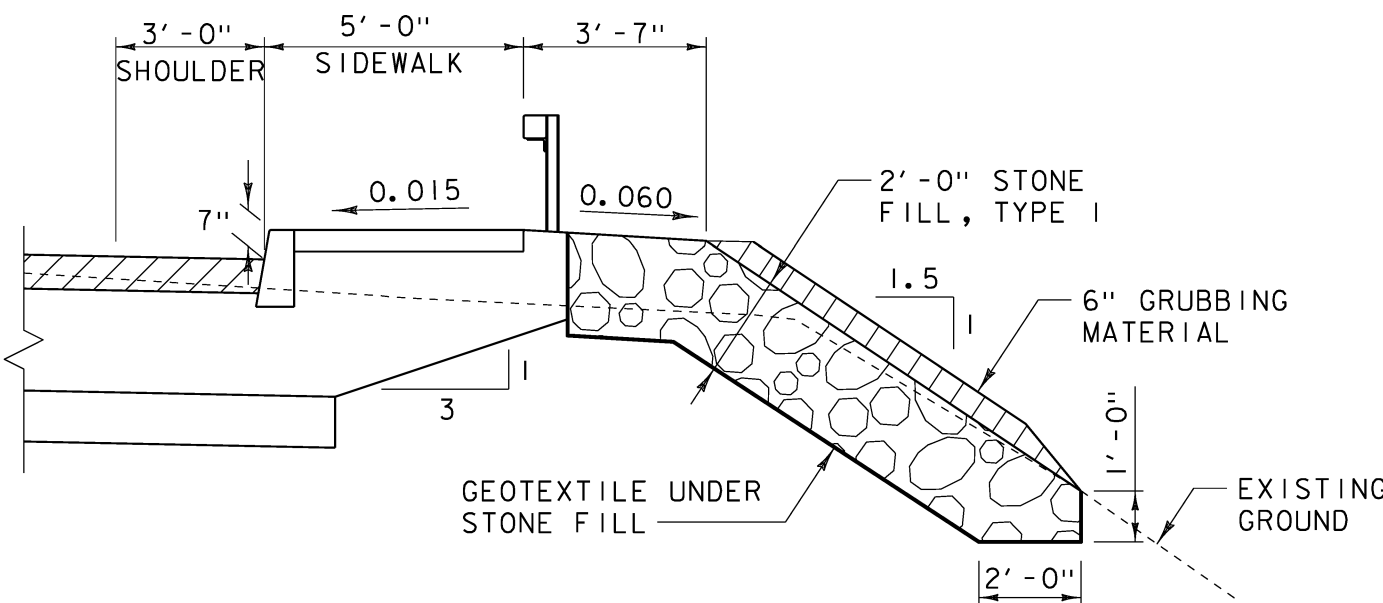
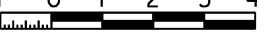
VT 125 TYPICAL GUARDRAIL SECTION

SCALE 3/8" = 1'-0"



NORTH BRANCH ROAD TYPICAL SECTION

SCALE 3/8" = 1'-0"



VT 125 TYPICAL 1:1.5 SLOPE SECTION

STA. 138+00 - 139+00

SCALE 3/8" = 1'-0"



PROJECT NAME: MIDDLEBURY

PROJECT NUMBER: RS 0174(8)

FILE NAME: r78f217+yp.dgn

PROJECT LEADER: J. FITCH

DESIGNED BY: D.M. PECK

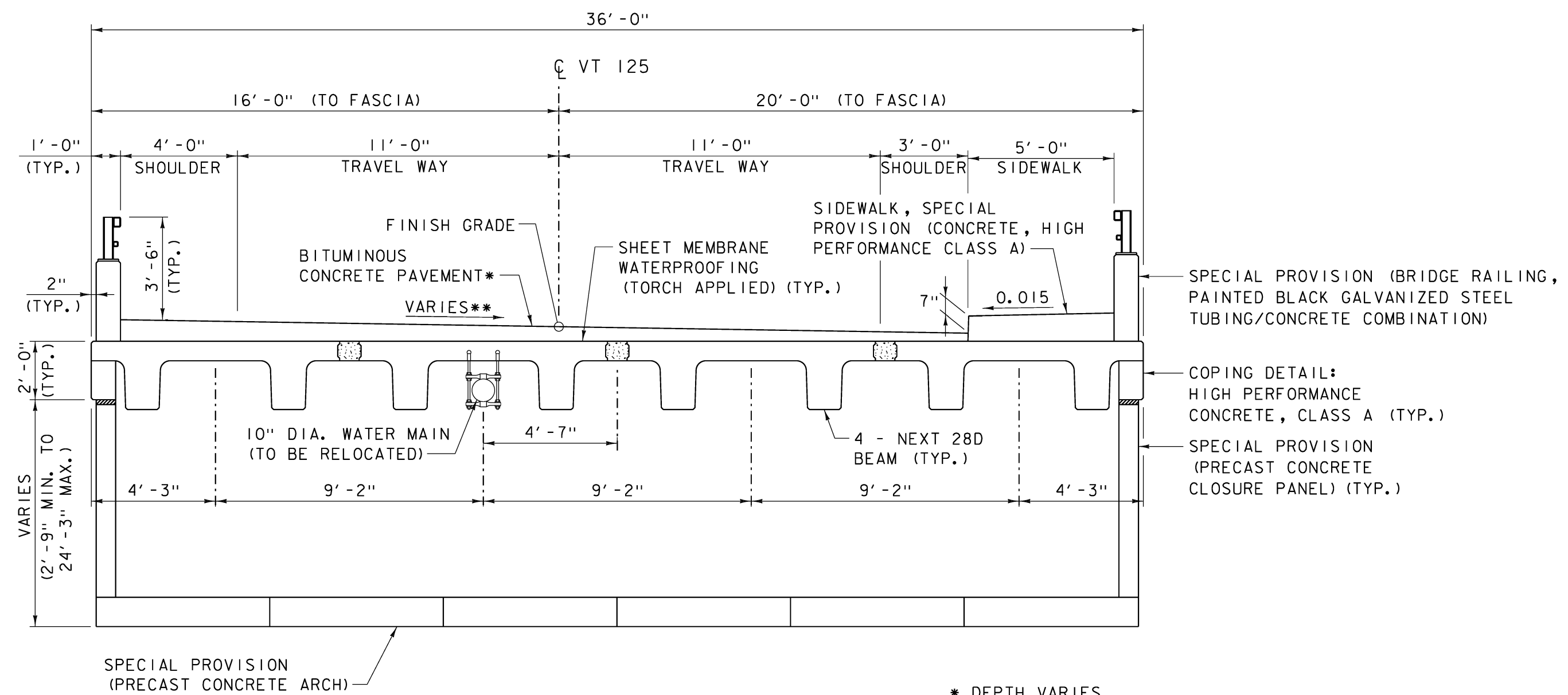
TYPICAL ROADWAY SECTIONS

PLOT DATE: 01-NOV-2012

DRAWN BY: B.J. MASSE

CHECKED BY: G.L. BAKOS

SHEET 7 OF 21



TYPICAL BRIDGE SECTION

SCALE $\frac{3}{8}" = 1'-0"$

1 0 1 2 3 4

* DEPTH VARIES
 $1\frac{1}{2}"$ TYPE IV WEARING COURSE OVER
 VARIABLE DEPTH TYPE IV BINDER COURSE ($1\frac{1}{2}"$ MIN.)

** CROSS SLOPE VARIES
 SEE BANKING DIAGRAM ON SHEET 9

PROJECT NAME: MIDDLEBURY	
PROJECT NUMBER: RS 0174(8)	
FILE NAME: r78f217+yp.dgn	PLOT DATE: 01-NOV-2012
PROJECT LEADER: J. FITCH	DRAWN BY: B.J. MASSE
DESIGNED BY: G.S. GOODRICH	CHECKED BY: G.S. GOODRICH
TYPICAL BRIDGE SECTION	SHEET 8 OF 21

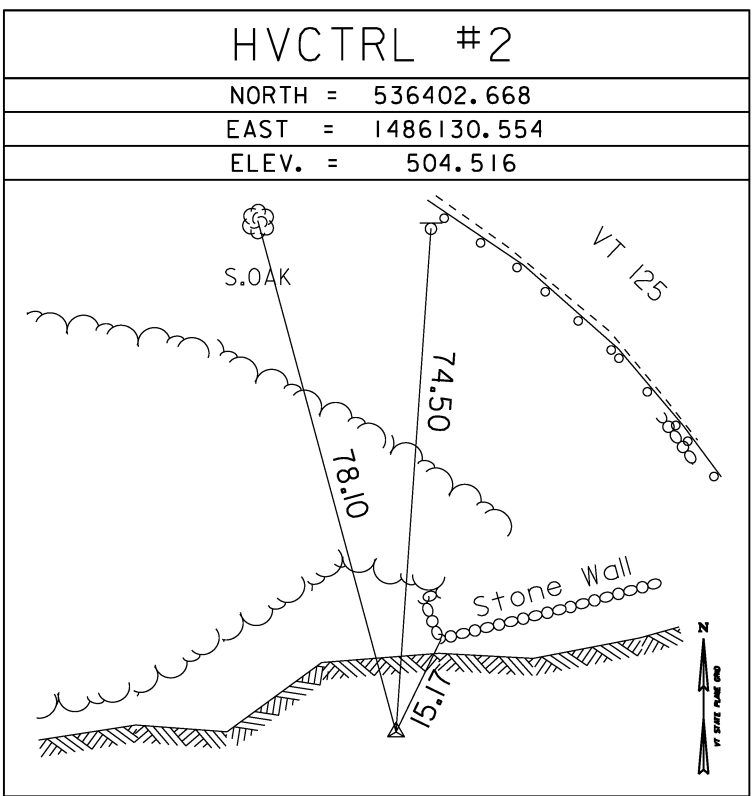
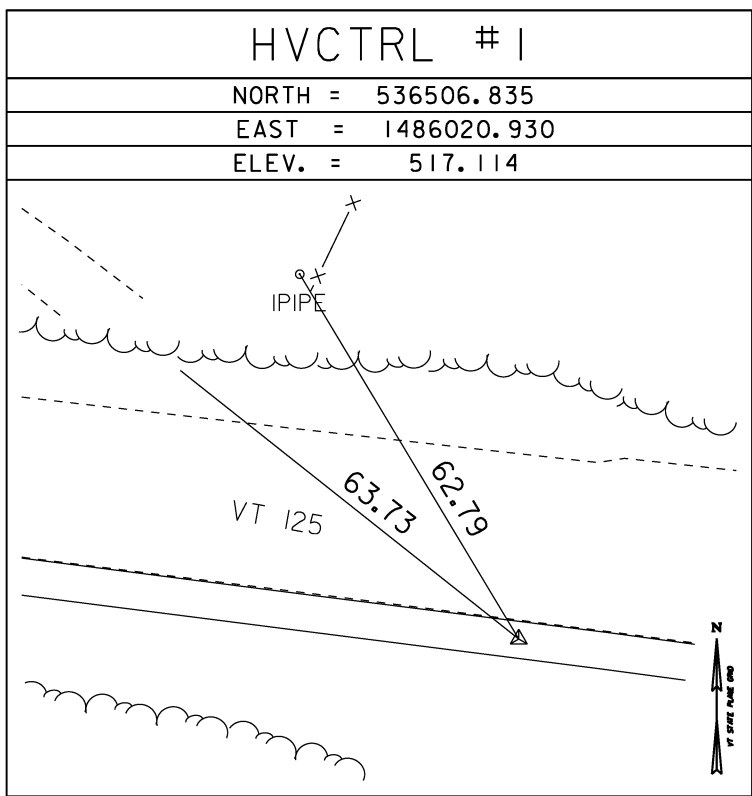
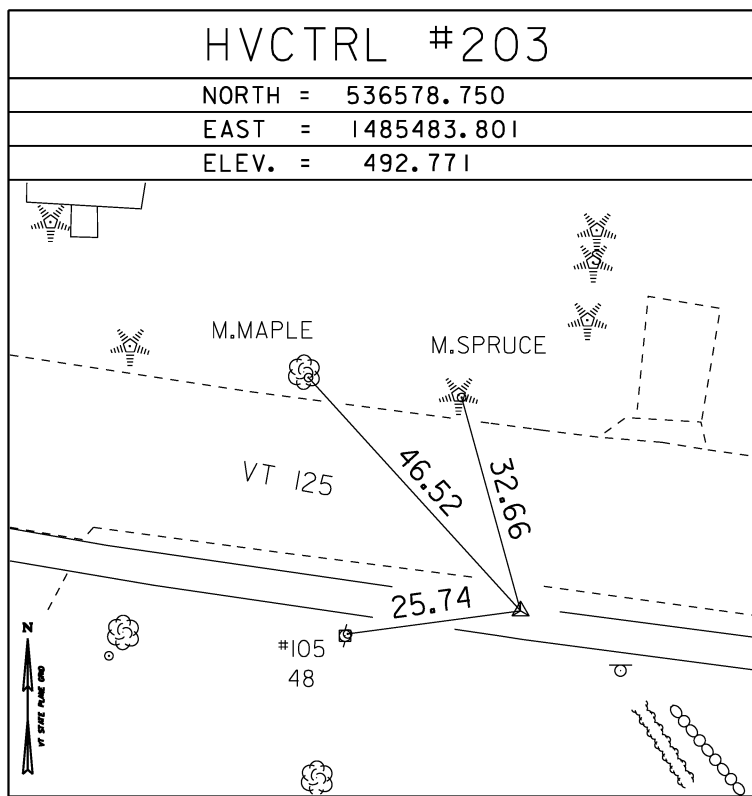
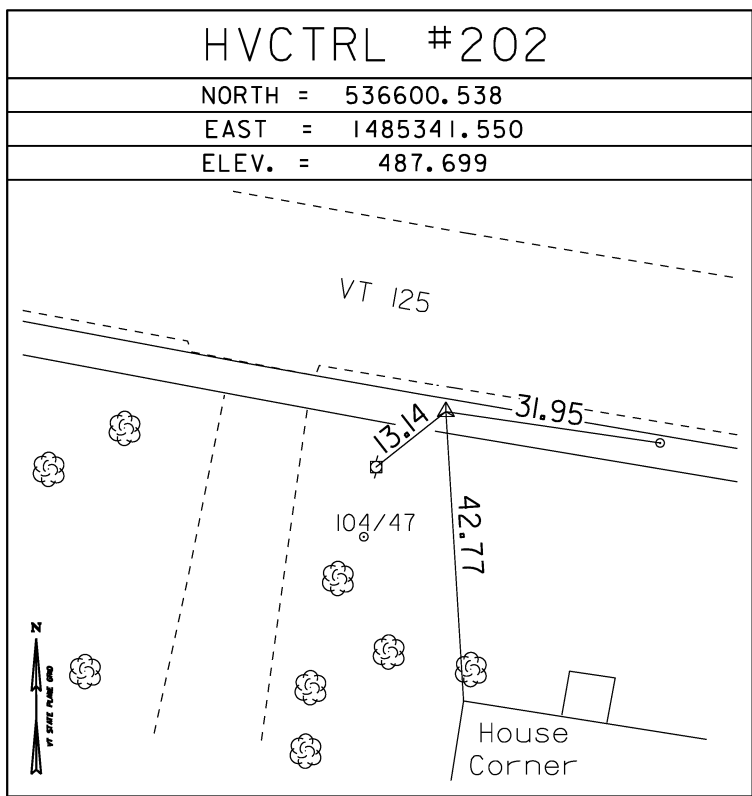
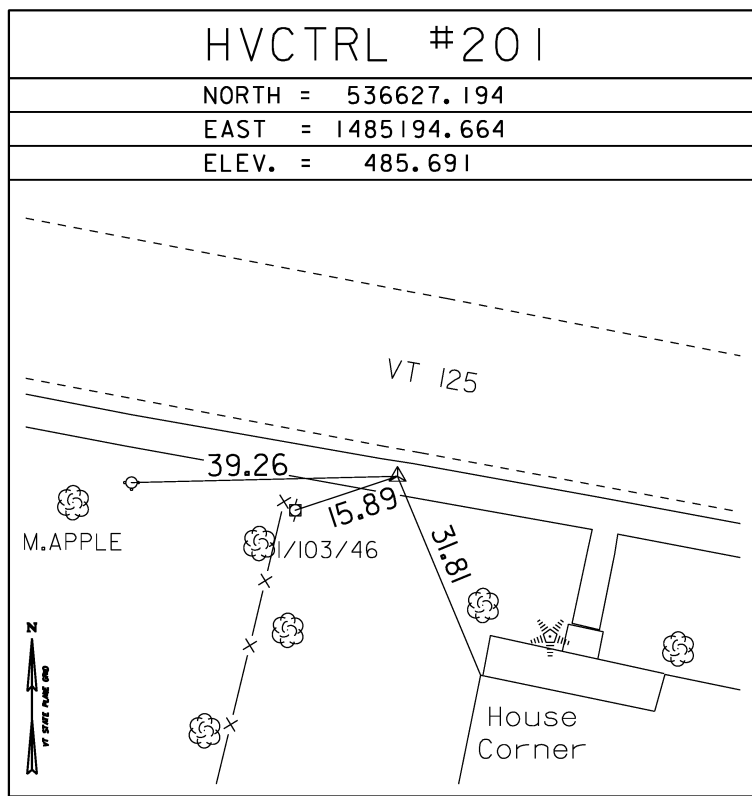
GPS CONTROL POINTS

NOT SHOWN
ON PLANS

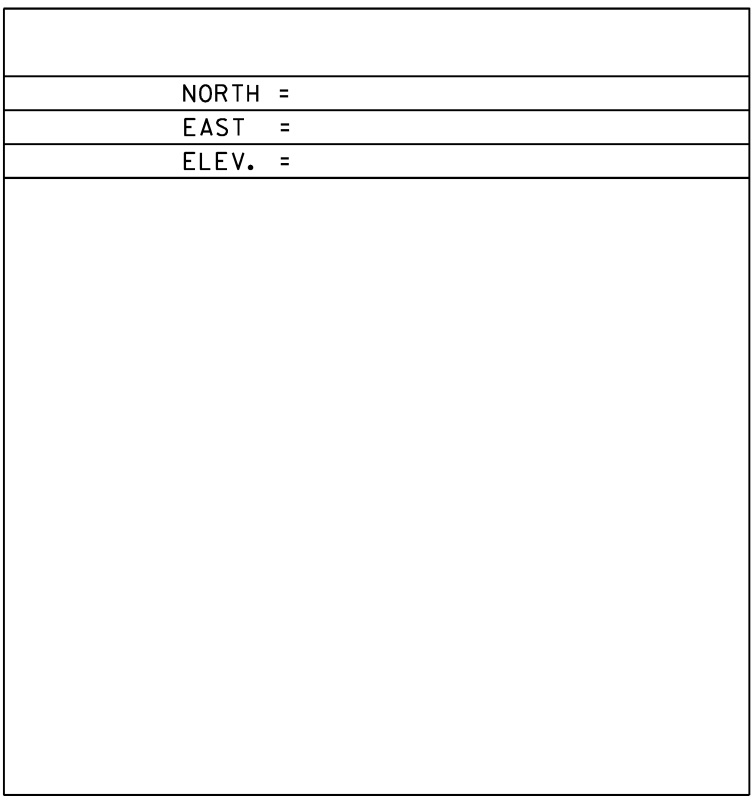
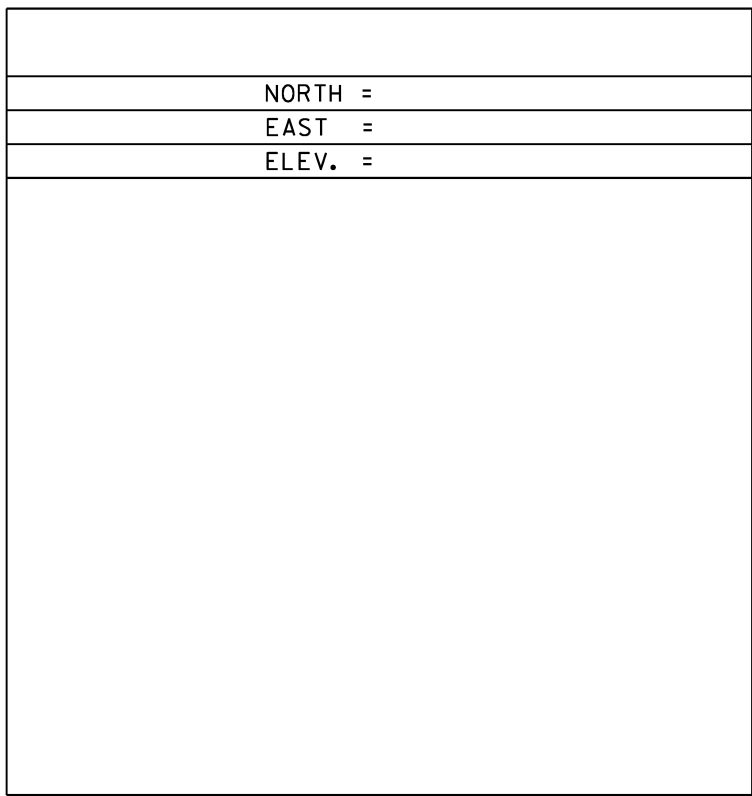
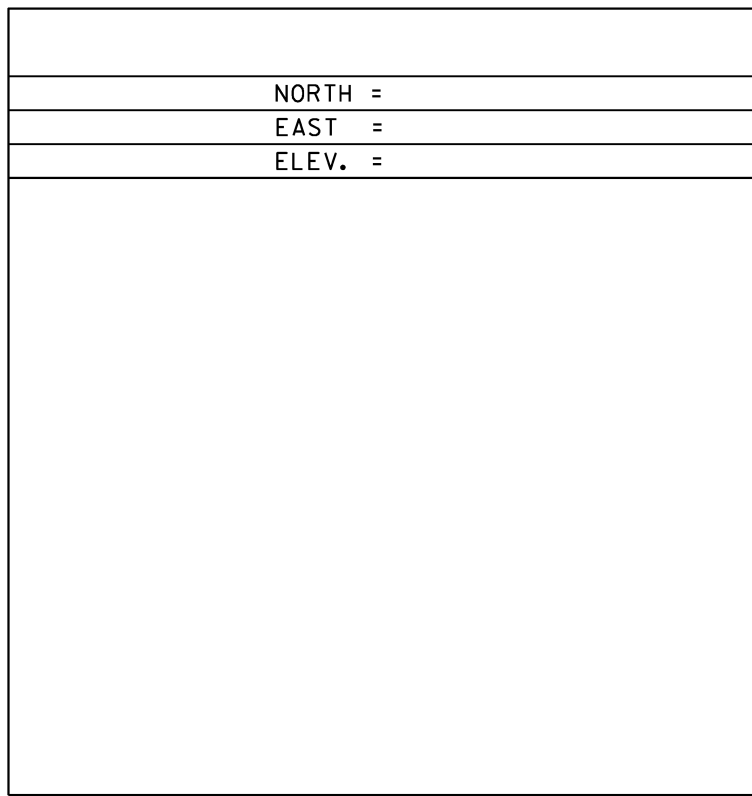
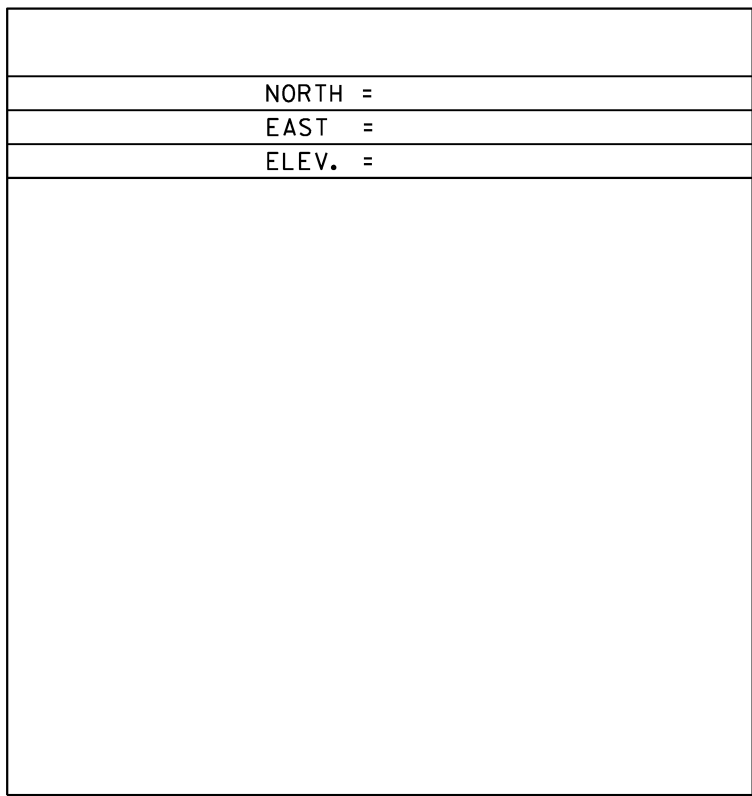
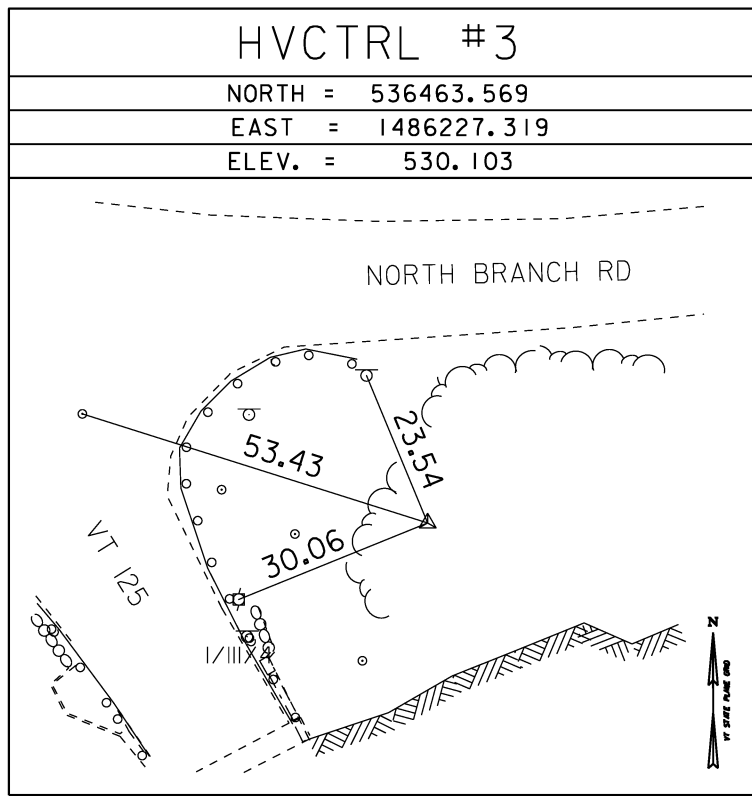
NOT SHOWN
ON PLANS

NOT SHOWN
ON PLANS

TRAVERSE TIES

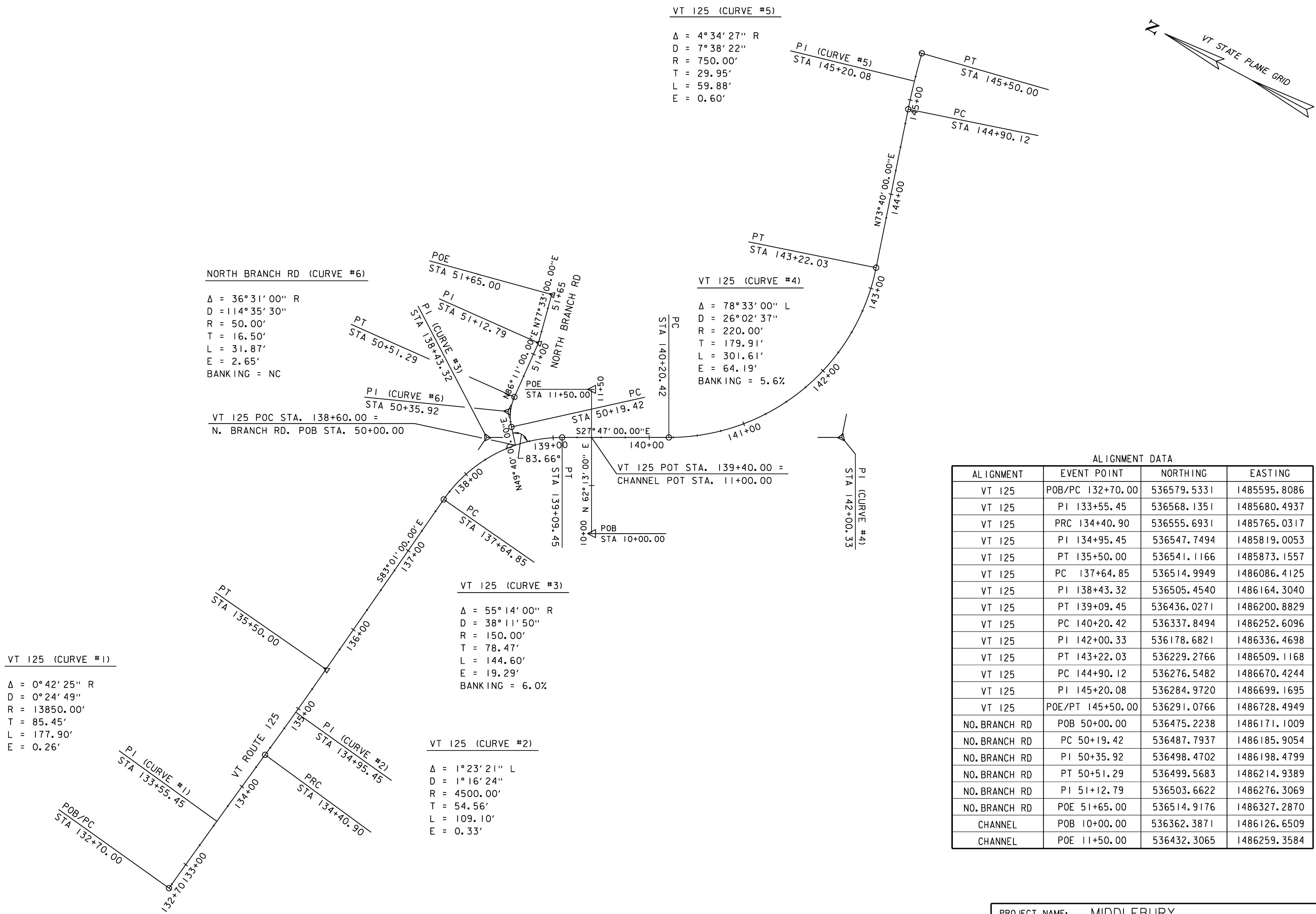


TRAVERSE TIES



DATUM	
VERTICAL	NAVD 88
HORIZONTAL	NAD 83 (92)
ADJUSTMENT	-

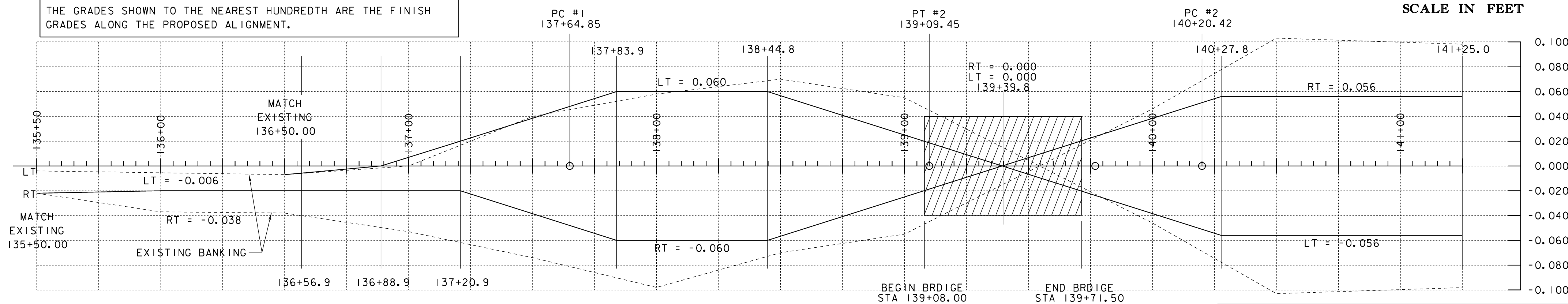
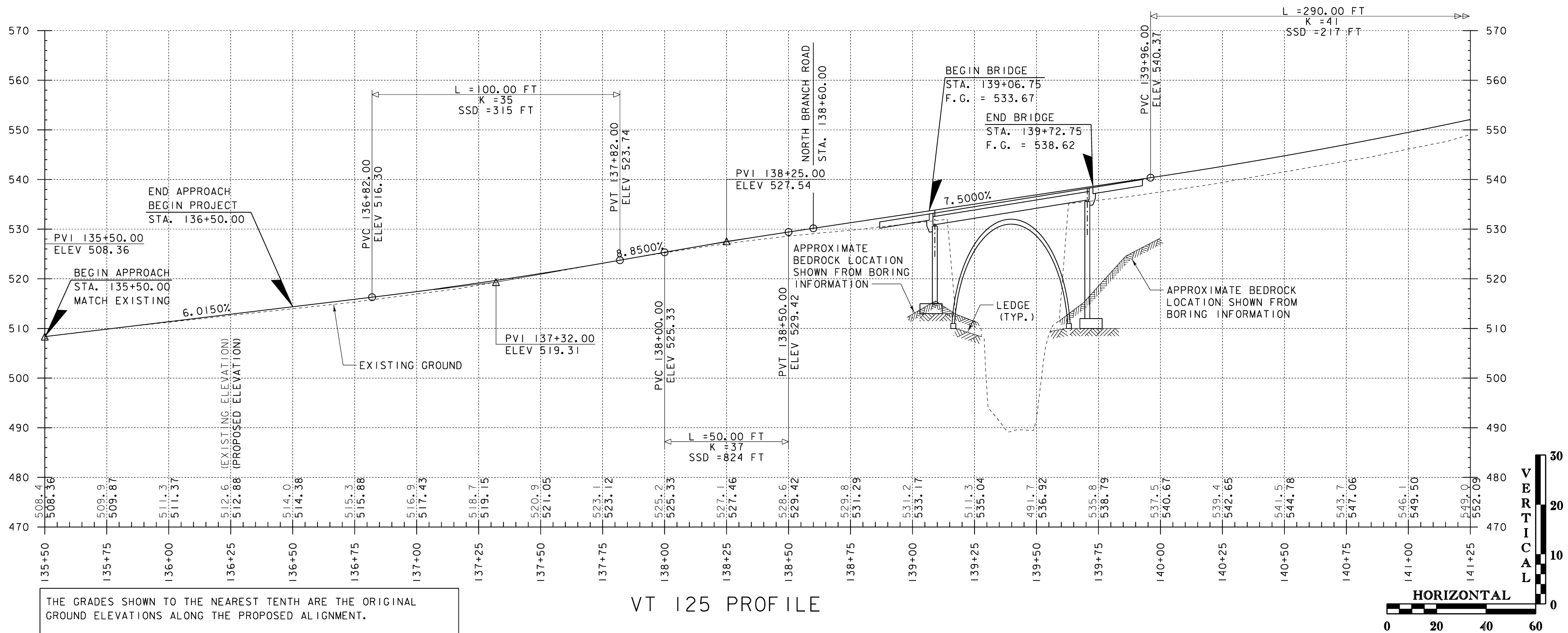
PROJECT NAME:	MIDDLEBURY
PROJECT NUMBER:	RS 0174(8)
FILE NAME:	r78f217tie.dgn
PROJECT LEADER:	J. FITCH
DESIGNED BY:	B.J. MASSE
TIE SHEET	
PLOT DATE:	01-NOV-2012
DRAWN BY:	B.J. MASSE
CHECKED BY:	G.S. GOODRICH
SHEET	9 OF 21



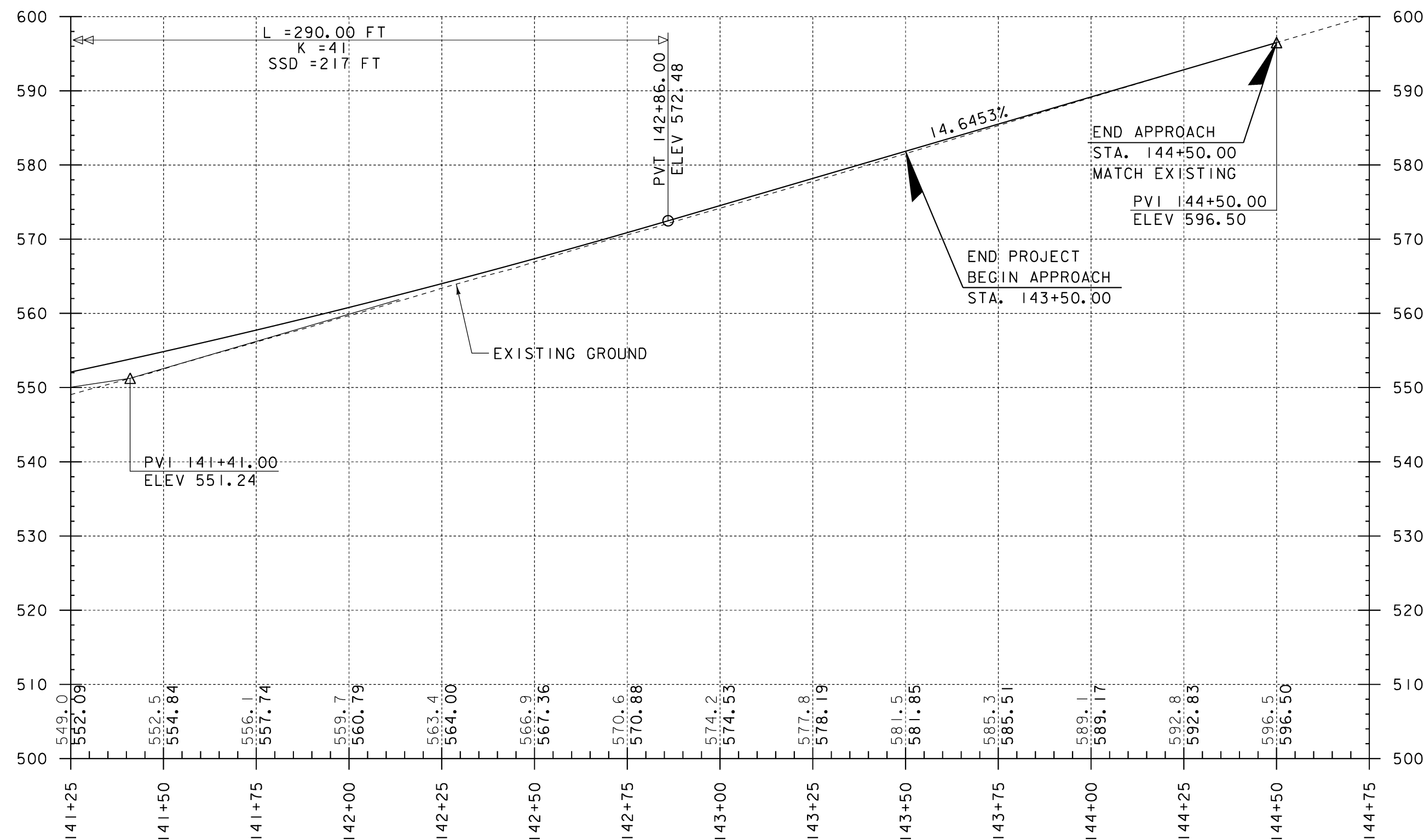
ALIGNMENT DATA			
ALIGNMENT	EVENT POINT	NORTHING	EASTING
VT 125	POB/PC 132+70.00	536579.5331	1485595.8086
VT 125	PI 133+55.45	536568.1351	1485680.4937
VT 125	PRC 134+40.90	536555.6931	1485765.0317
VT 125	PI 134+95.45	536547.7494	1485819.0053
VT 125	PT 135+50.00	536541.1166	1485873.1557
VT 125	PC 137+64.85	536514.9949	1486086.4125
VT 125	PI 138+43.32	536505.4540	1486164.3040
VT 125	PT 139+09.45	536436.0271	1486200.8829
VT 125	PC 140+20.42	536337.8494	1486252.6096
VT 125	PI 142+00.33	536178.6821	1486336.4698
VT 125	PT 143+22.03	536229.2766	1486509.1168
VT 125	PC 144+90.12	536276.5482	1486670.4244
VT 125	PI 145+20.08	536284.9720	1486699.1695
VT 125	POE/PT 145+50.00	536291.0766	1486728.4949
NO. BRANCH RD	POB 50+00.00	536475.2238	1486171.1009
NO. BRANCH RD	PC 50+19.42	536487.7937	1486185.9054
NO. BRANCH RD	PI 50+35.92	536498.4702	1486198.4799
NO. BRANCH RD	PT 50+51.29	536499.5683	1486214.9389
NO. BRANCH RD	PI 51+12.79	536503.6622	1486276.3069
NO. BRANCH RD	POE 51+65.00	536514.9176	1486327.2870
CHANNEL	POB 10+00.00	536362.3871	1486126.6509
CHANNEL	POE 11+50.00	536432.3065	1486259.3584



PROJECT NAME:	MIDDLEBURY
PROJECT NUMBER:	RS 0174(8)
FILE NAME:	r78f217a1.dgn
PROJECT LEADER:	J. FITCH
DESIGNED BY:	D.M. PECK
ALIGNMENT LAYOUT SHEET	
PLOT DATE:	01-NOV-2012
DRAWN BY:	B.J. MASSE
CHECKED BY:	G.L. BAKOS
SHEET	10 OF 21

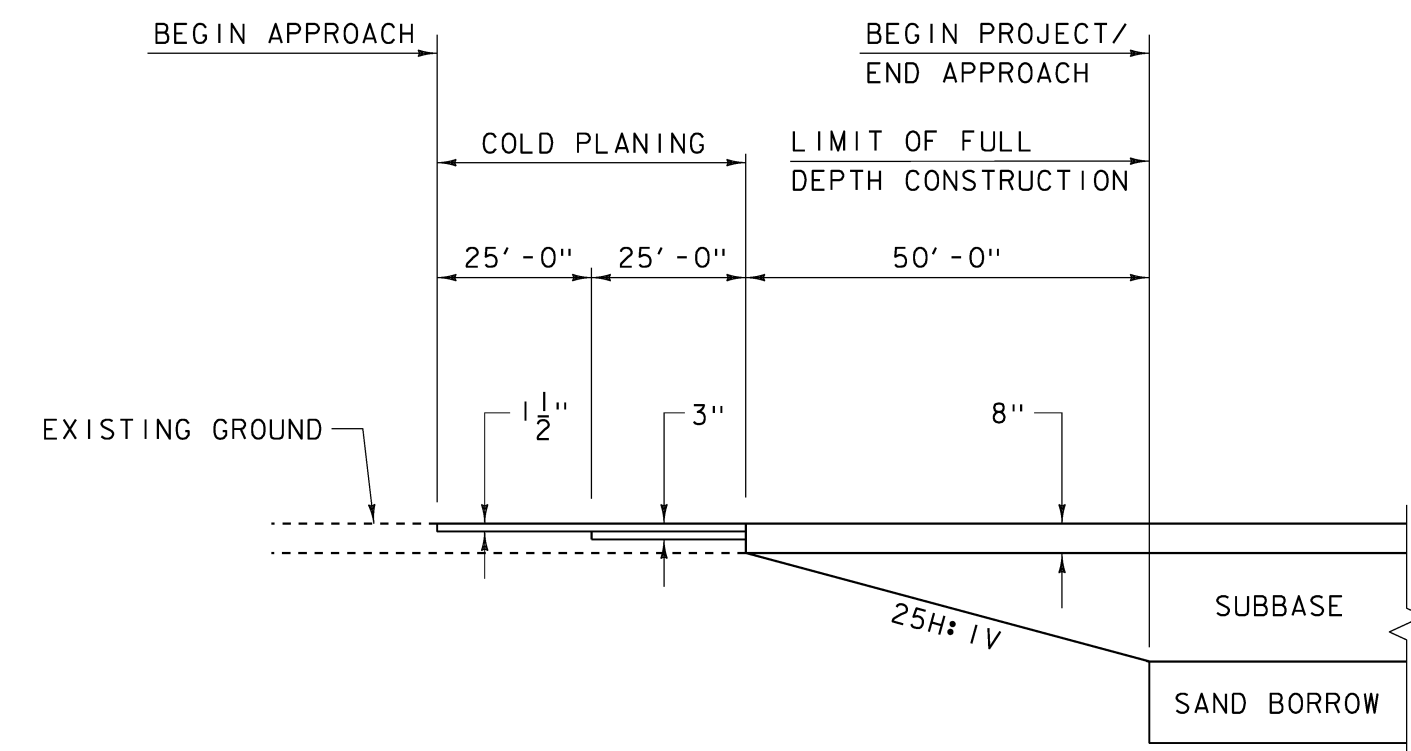
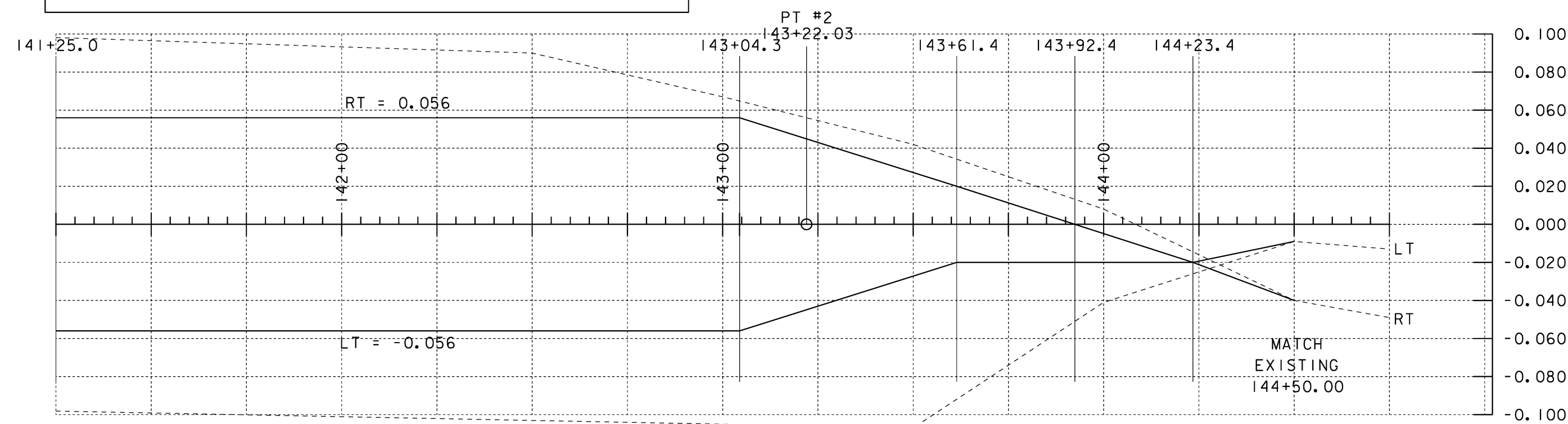


PROJECT NAME:	MIDDLEBURY
PROJECT NUMBER:	RS 0174(8)
FILE NAME:	r78f217pro.dgn
PROJECT LEADER:	J. FINCH
DESIGNED BY:	D.M. PECK
PROFILE & BANKING DIAGRAM 1 OF 2	
PLOT DATE:	01-NOV-2012
DRAWN BY:	B.J. MASSE
CHECKED BY:	G.L. BAKOS
SHEET	11 OF 21

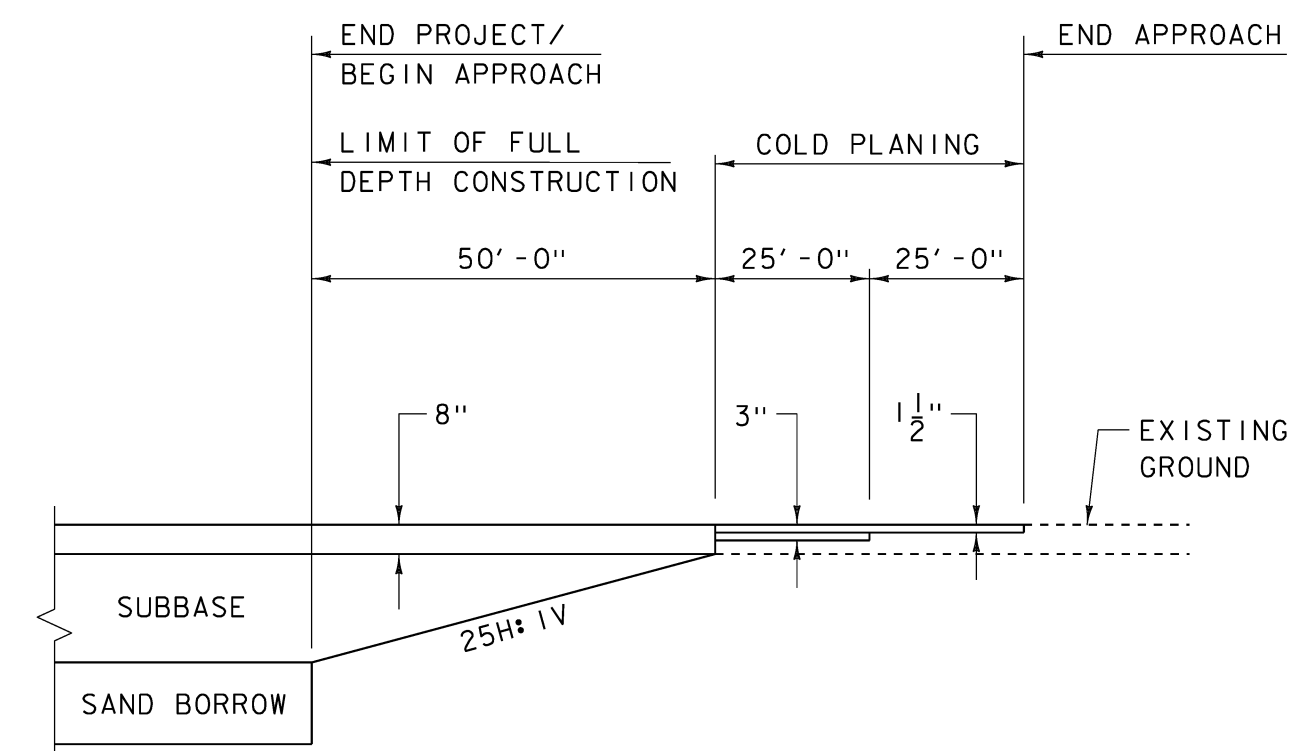


THE GRADES SHOWN TO THE NEAREST TENTH ARE THE ORIGINAL
GROUND ELEVATIONS ALONG THE PROPOSED ALIGNMENT.

THE GRADES SHOWN TO THE NEAREST HUNDREDTH ARE THE FINISH
GRADES ALONG THE PROPOSED ALIGNMENT.

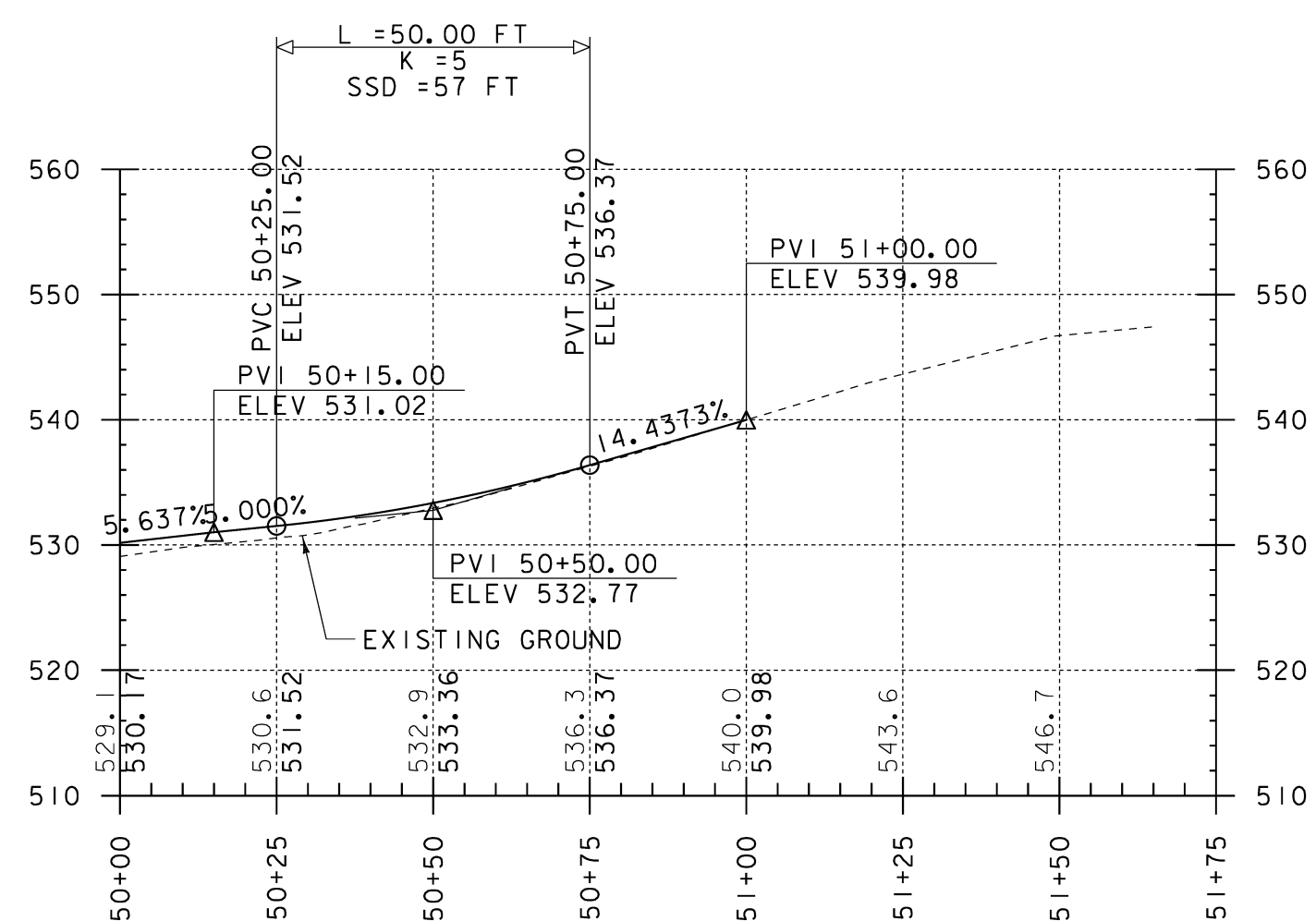


SUBBASE TAPER @ BEGIN PROJECT



SUBBASE TAPER @ END PROJECT

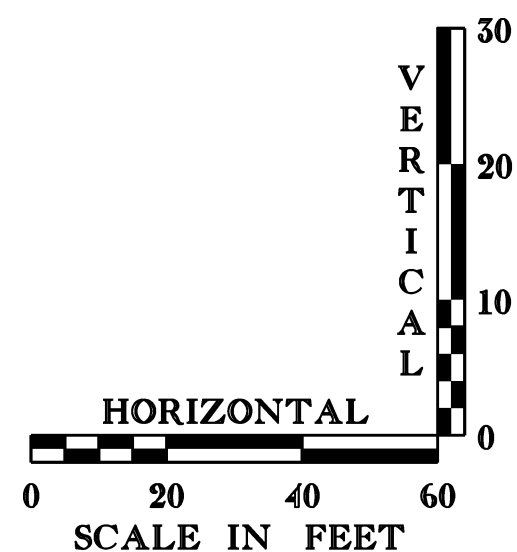
PROJECT NAME:	MIDDLEBURY	PLOT DATE:	01-NOV-2012
PROJECT NUMBER:	RS 0174(8)	DRAWN BY:	B.J. MASSE
FILE NAME:	r78f217pro.dgn	CHECKED BY:	G.L. BAKOS
PROJECT LEADER:	J. FINCH	DESIGNED BY:	D.M. PECK
PROFILE & BANKING DIAGRAM 2 OF 2		SHEET	12 OF 21



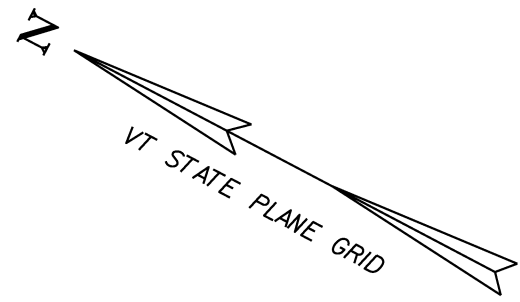
NORTH BRANCH RD PROFILE

THE GRADES SHOWN TO THE NEAREST TENTH ARE THE ORIGINAL GROUND ELEVATIONS ALONG THE PROPOSED ALIGNMENT.

THE GRADES SHOWN TO THE NEAREST HUNDREDTH ARE THE FINISH GRADES ALONG THE PROPOSED ALIGNMENT.



PROJECT NAME: MIDDLEBURY	
PROJECT NUMBER: RS 0174(8)	
FILE NAME: r78f217pro.dgn	PLOT DATE: 01-NOV-2012
PROJECT LEADER: J. FINCH	DRAWN BY: B.J. MASSE
DESIGNED BY: D.M. PECK	CHECKED BY: G.L. BAKOS
PROFILE SHEET NORTH BRANCH ROAD	SHEET 13 OF 21



STA 139+00, 41' LT
INSTALL NEW POLE
W/ 16'-0" GUY WIRE

STA 137+20, 24 LT
INSTALL NEW POLE
W/ 16'-0" GUY WIRE

STA 135+47, RT
INSTALL NEW 15'-0"
GUY WIRE

REMOVE EXISTING POLE
(BY OTHERS)

REMOVE
EXISTING POLE
(BY OTHERS)

REMOVE
EXISTING POLE
(BY OTHERS)

EXISTING
WATER LINE

CONVENTIONAL SYMBOLS

POWER POLE	
TELEPHONE POLE	
EXISTING WATER	
EXISTING OVERHEAD LINE	
EXISTING FIRE HYDRANT	
EXISTING WATER VALVE	
PROPOSED UTILITY POLE	
PROPOSED OVERHEAD LINE	

SCALE 1" = 20'-0"
20 0 20

PROJECT NAME: MIDDLEBURY
PROJECT NUMBER: RS 0174(8)

FILE NAME: r78f217u11.dgn
PROJECT LEADER: J. FINCH
DESIGNED BY: D.M. PECK
UTILITY LAYOUT SHEET

PLOT DATE: 01-NOV-2012
DRAWN BY: B.J. MASSE
CHECKED BY: G.L. BAKOS
SHEET 14 OF 21

4 INCH YELLOW LINE
STA. 135+50 - STA. 135+90 LT & RT

A diagram showing a North arrow pointing towards the top left. The arrow is labeled "VT STATE PLANE GRID".

~~LAI~~ TEXT ROT =
~~ROT~~ = -54.8495

STRIPING LEGEND

SWL = SINGLE WHITE LINE
DYL = DOUBLE YELLOW LINE

PLAN
SCALE 1" = 20'-0"

A horizontal graphic scale bar with a central white segment labeled '0' and two black segments on either side, each labeled '20' at their outer ends.

PROJECT NAME: MIDDLEBURY	
PROJECT NUMBER: RS 0174(8)	
FILE NAME: r78f217+sl.dgn	PLOT DATE: 01-NOV-2012
PROJECT LEADER: J. FITCH	DRAWN BY: J.A. ROBERT
DESIGNED BY: J.A. ROBERT	CHECKED BY: M.D. SUENNEN
TRAFFIC SIGNS & STRIPING SHEET 1 OF 3	SHEET 15 OF 21

REMOVING SIGNS

STA. 136+46, LT
STA. 138+16, LT
STA. 138+26, RT
STA. 138+41, LT (2)
STA. 138+76, LT
STA. 138+82, LT (2)
STA. 139+00, LT
STA. 139+02, RT
STA. 139+63, LT
STA. 139+86, RT
STA. 139+95, LT
STA. 140+16, RT
STA. 140+80, RT (2)
STA. 141+45, RT (2)

TRAFFIC SIGN, TYPE A

STA. 138+16, LT
STA. 138+26, RT
STA. 138+52, LT (2)
STA. 138+82, LT (2)
STA. 138+83, LT
STA. 139+00, LT
STA. 139+02, RT
STA. 139+75, LT
STA. 139+86, RT
STA. 139+95, LT
STA. 140+16, RT
STA. 140+80, RT (2)
STA. 141+45, RT (2)

4 INCH WHITE LINE

STA. 135+90 - STA. 138+40, LT
STA. 138+90 - STA. 141+90, LT
STA. 135+90 - STA. 141+90, RT

4 INCH YELLOW LINE

STA. 135+90 - STA. 138+40, LT & RT
STA. 138+90 - STA. 141+90, LT & RT
STA. 50+23 - STA. 50+73, LT & RT

24 INCH STOP BAR

STA. 50+23

STRIPING LEGEND

SWL = SINGLE WHITE LINE
DYL = DOUBLE YELLOW LINE

SIGNING LEGEND

N = NEW
R = REMOVE
RET = RETAIN

EAST MIDDLEBURY
RET

END APPROACH
BEGIN PROJECT
STA. 136+50.00

MATCHLINE 135+90.00

NORTH BRANCH RD
STOP
R

North Branch Rd
RI-1
STOP
N
STA. 138+52, LT

←
R R

←
N N
STA. 138+16, LT

SPEED LIMIT 35
LEGAL LOAD LIMIT 20,000 POUNDS

LEGAL LOAD LIMIT 20,000 POUNDS
SPEED LIMIT 35
N VR-017
N R2-1 (35)
STA. 138+82, LT

→
R R

→
N N
STA. 138+83, LT

OM3-L
N
STA. 139+00, LT

OM3-R
N
STA. 139+75, LT

VD-701
BRIDGE 13
VT 125
N
STA. 139+95, LT

BRIDGE 13
VT 125
R

VD-701
BRIDGE 13
VT 125
N
STA. 138+26, RT

BRIDGE 13
VT 125
R

OM3-L
N
STA. 139+02, RT

OM3-L
N
STA. 139+86, RT

OM3-L
N
STA. 139+86, RT

WI-8 FRONT
N
STA. 140+16, RT

FRONT
R

FRONT BACK
R R

WI-8 FRONT WI-8 BACK
N N
STA. 140+80 RT
STA. 141+45, RT

PLAN
SCALE 1" = 20'-0"
20 0 20

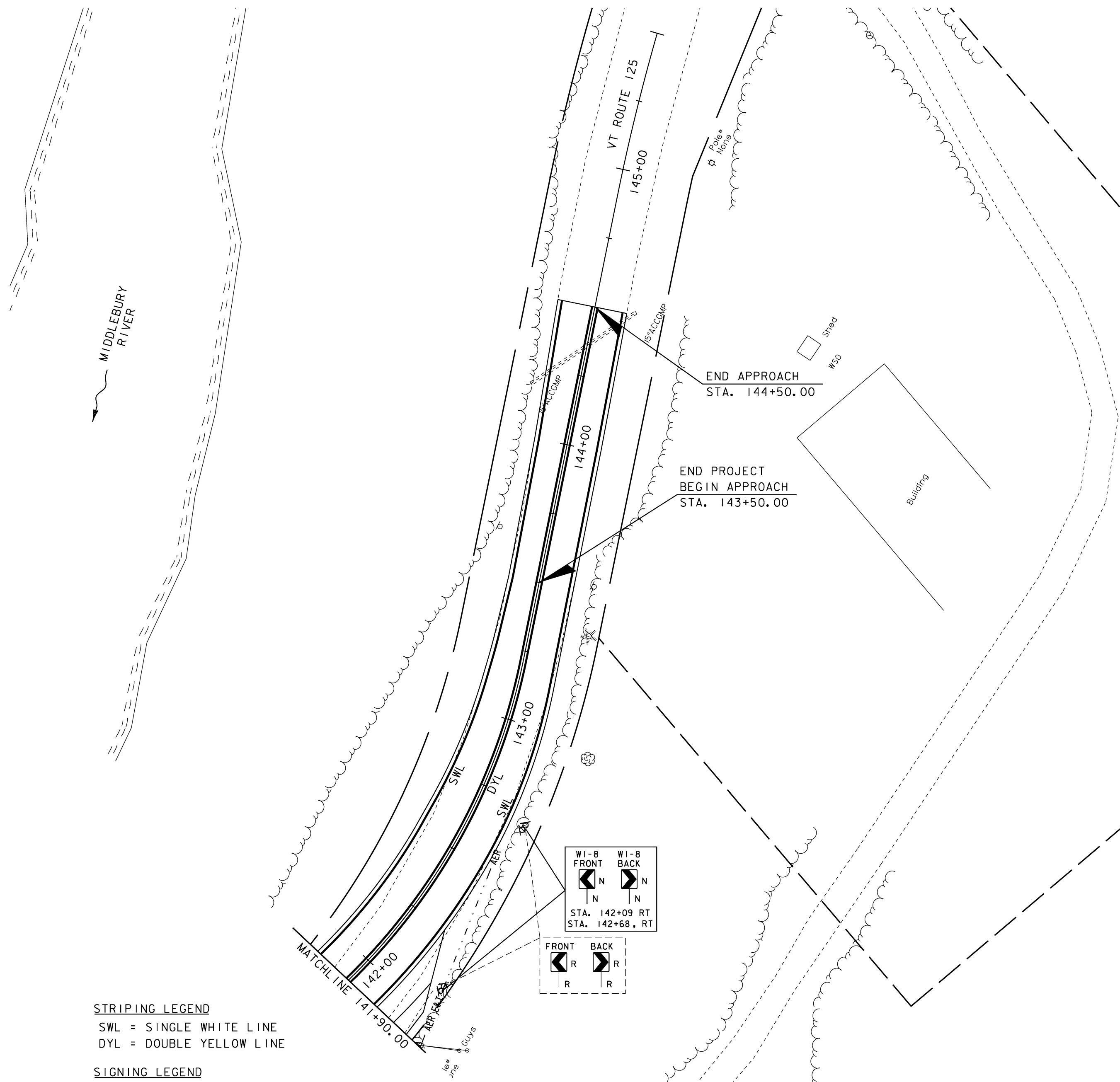
PROJECT NAME: MIDDLEBURY
PROJECT NUMBER: RS 0174(8)

FILE NAME: r78f217ts2.dgn
PROJECT LEADER: J. FITCH
DESIGNED BY: J.A. ROBERT

PLOT DATE: 01-NOV-2012
DRAWN BY: J.A. ROBERT
CHECKED BY: M.D. SUENNEN

TRAFFIC SIGNS & STRIPING SHEET 2 OF 3

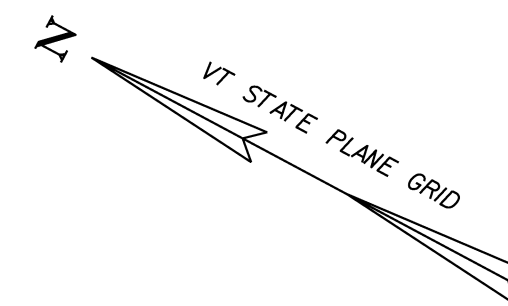
SHEET 16 OF 21



STRIPING LEGEND
SWL = SINGLE WHITE LINE
DYL = DOUBLE YELLOW LINE

SIGNING LEGEND
N = NEW
R = REMOVE

PLAN
SCALE 1" = 20'-0"
20 0 20



REMOVING SIGNS
STA. 142+09, RT (2)
STA. 142+68, RT (2)

TRAFFIC SIGN, TYPE A
STA. 142+09, RT (2)
STA. 142+68, RT (2)

4 INCH WHITE LINE
STA. 141+90 - STA. 144+50 LT & RT

4 INCH YELLOW LINE
STA. 141+90 - STA. 144+50 LT & RT

PROJECT NAME: MIDDLEBURY
PROJECT NUMBER: RS 0174(8)

FILE NAME: r78f217ts3.dgn
PROJECT LEADER: J. FITCH
DESIGNED BY: J.A. ROBERT
TRAFFIC SIGNS & STRIPING SHEET 3 OF 3

PLOT DATE: 01-NOV-2012
DRAWN BY: J.A. ROBERT
CHECKED BY: M.D. SUENNEN
SHEET 17 OF 21

SOIL CLASSIFICATION

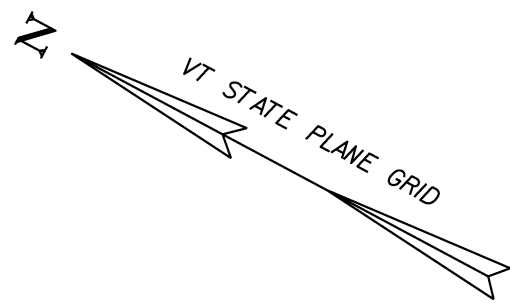
BERKSHIRE AND MARLOW
EXTREMELY STONY LOAM (Bsc)
3% TO 20% SLOPES
"K FACTOR" = 0.20
CLASSIFIED LOW EROSION POTENTIAL

STETSON GRAVELLY FINE SANDY LOAM (StA)
0% TO 5% SLOPES
"K FACTOR" = 0.10
CLASSIFIED LOW EROSION POTENTIAL

LEGEND

- WOVEN WIRE REINFORCED SILT FENCE
- LIMITS OF SOIL DISTURBANCE
- PDF PROJECT DEMARCATION FENCE
- RIPIARIAN BUFFER ZONE
- APPROXIMATE SOIL BOUNDARY
- ARCH HISTORICAL AND ARCHEOLOGICAL AREA

PLAN
SCALE 1" = 20'-0"



NOTES:

- THESE PLANS SHOW A CONCEPTUAL EROSION CONTROL PLAN, THE CONTRACTOR MUST SUBMIT A TEMPORARY EPSC PLAN FOR APPROVAL.
- TEMPORARY EPSC PLAN MEASURES ARE CONCEPTUALLY SHOWN. THE CONTRACTOR MAY RELOCATE TEMPORARY MEASURES TO IMPROVE EROSION CONTROL WITH APPROVAL OF THE RESIDENT ENGINEER. SILT FENCE SHALL NOT BE INSTALLED ACROSS CONTOURS.
- THE CONTRACTOR SHALL USE OTHER TEMPORARY EROSION CONTROL MEASURES AS NECESSITATED BY THE SEQUENCE OF CONSTRUCTION OR AS DIRECTED BY THE RESIDENT ENGINEER.
- REFER TO TEMPORARY EROSION CONTROL DETAIL SHEETS FOR ADDITIONAL DETAILS.
- WHERE LEDGE IS EXPOSED, GRAVEL BAGS MAY BE USED INSTEAD OF FILTER CURTAIN. PAYMENT FOR THIS ITEM SHALL BE INCIDENTAL TO ITEM 649.61 "GEOTEXTILE FOR FILTER CURTAIN".

PROJECT NAME: MIDDLEBURY
PROJECT NUMBER: RS 0174(8)

FILE NAME: r78f217erol.dgn
PROJECT LEADER: J. FITCH
DESIGNED BY: B.J. MASSE
EPSC CONSTRUCTION SITE PLAN 1 OF 3

PLOT DATE: 01-NOV-2012
DRAWN BY: B.J. MASSE
CHECKED BY: K. REINHART
SHEET 18 OF 21

LEGEND

WOVEN WIRE REINFORCED SILT FENCE

LIMITS OF SOIL DISTURBANCE

EROSION MATTING

PDF PROJECT DEMARCATION FENCE

RIPARIAN BUFFER ZONE

STABILIZED CONSTRUCTION ENTRANCE

APPROXIMATE SOIL BOUNDARY

ARCH HISTORICAL AND ARCHEOLOGICAL AREA

SOIL CLASSIFICATION

BERKSHIRE AND MARLOW
EXTREMELY STONY LOAM (Bsc)
3% TO 20% SLOPES
"K FACTOR" = 0.20
CLASSIFIED LOW EROSION POTENTIAL

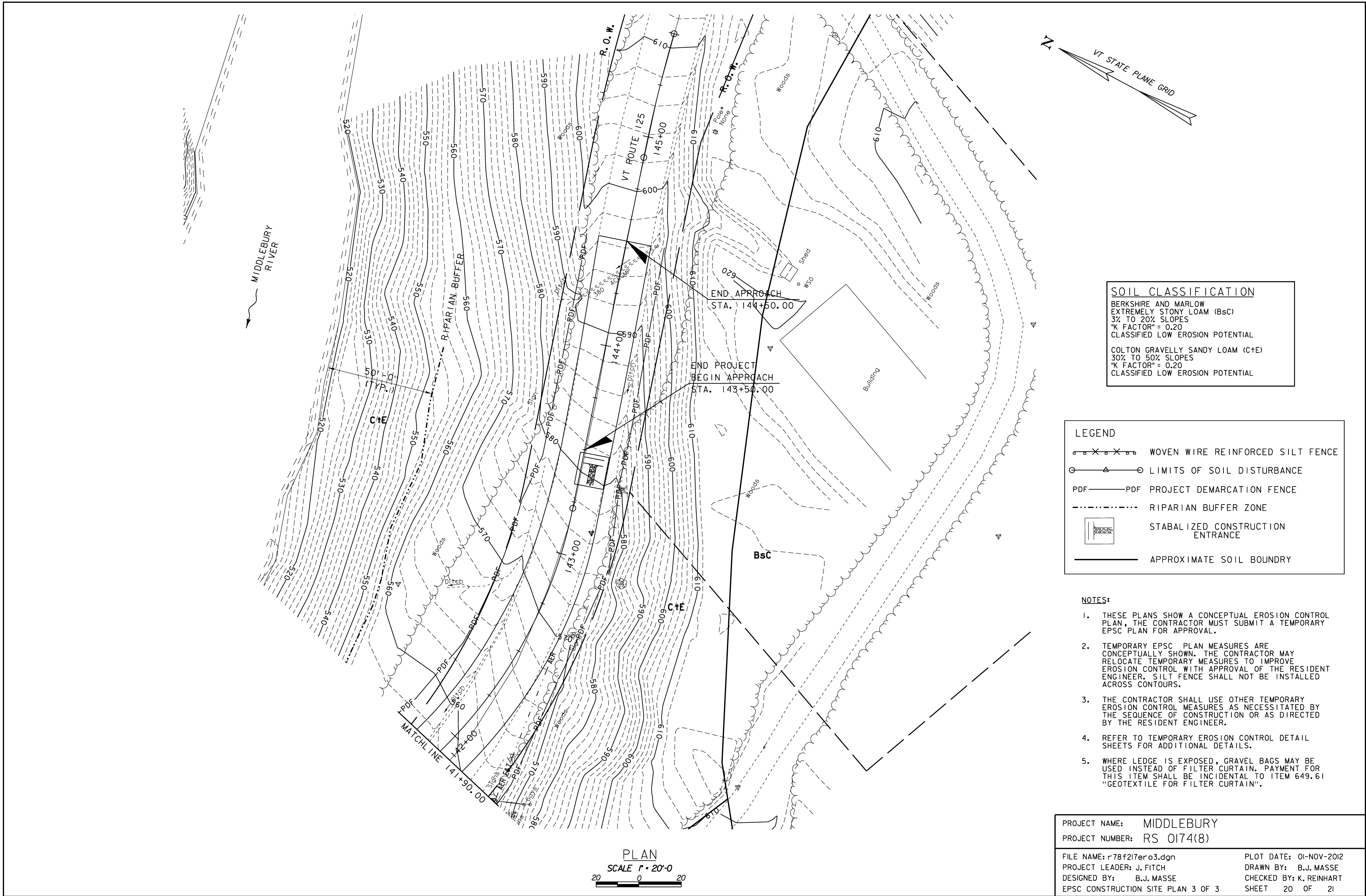
COLTON GRAVELLY SANDY LOAM (CtA)
0% TO 5% SLOPES
"K FACTOR" = 0.20
CLASSIFIED LOW EROSION POTENTIAL

COLTON GRAVELLY SANDY LOAM (CtE)
30% TO 50% SLOPES
"K FACTOR" = 0.20
CLASSIFIED LOW EROSION POTENTIAL

STETSON GRAVELLY FINE SANDY LOAM (StA)
0% TO 5% SLOPES
"K FACTOR" = 0.10
CLASSIFIED LOW EROSION POTENTIAL

- NOTES:**
- THESE PLANS SHOW A CONCEPTUAL EROSION CONTROL PLAN. THE CONTRACTOR MUST SUBMIT A TEMPORARY EPSC PLAN FOR APPROVAL.
 - TEMPORARY EPSC PLAN MEASURES ARE CONCEPTUALLY SHOWN. THE CONTRACTOR MAY RELOCATE TEMPORARY MEASURES TO IMPROVE EROSION CONTROL WITH APPROVAL OF THE RESIDENT ENGINEER. SILT FENCE SHALL NOT BE INSTALLED ACROSS CONTOURS.
 - THE CONTRACTOR SHALL USE OTHER TEMPORARY EROSION CONTROL MEASURES AS NECESSITATED BY THE SEQUENCE OF CONSTRUCTION OR AS DIRECTED BY THE RESIDENT ENGINEER.
 - REFER TO TEMPORARY EROSION CONTROL DETAIL SHEETS FOR ADDITIONAL DETAILS.
 - WHERE LEDGE IS EXPOSED, GRAVEL BAGS MAY BE USED INSTEAD OF FILTER CURTAIN. PAYMENT FOR THIS ITEM SHALL BE INCIDENTAL TO ITEM 649.61 "GEOTEXTILE FOR FILTER CURTAIN".

PROJECT NAME:	MIDDLEBURY
PROJECT NUMBER:	RS 0174(8)
FILE NAME:	r78f217ero2.dgn
PROJECT LEADER:	J. FITCH
DESIGNED BY:	B.J. MASSE
EPSC CONSTRUCTION SITE PLAN 2 OF 3	
PLOT DATE:	01-NOV-2012
DRAWN BY:	B.J. MASSE
CHECKED BY:	K. REINHART
SHEET	19 OF 21



SOIL CLASSIFICATION

BERKSHIRE AND MARLOW
EXTREMELY STONY LOAM (Bsc)
3% TO 20% SLOPES
"K FACTOR" = 0.20
CLASSIFIED LOW EROSION POTENTIAL

COLTON GRAVELLY SANDY LOAM (C+E)
30% TO 50% SLOPES
"K FACTOR" = 0.20
CLASSIFIED LOW EROSION POTENTIAL

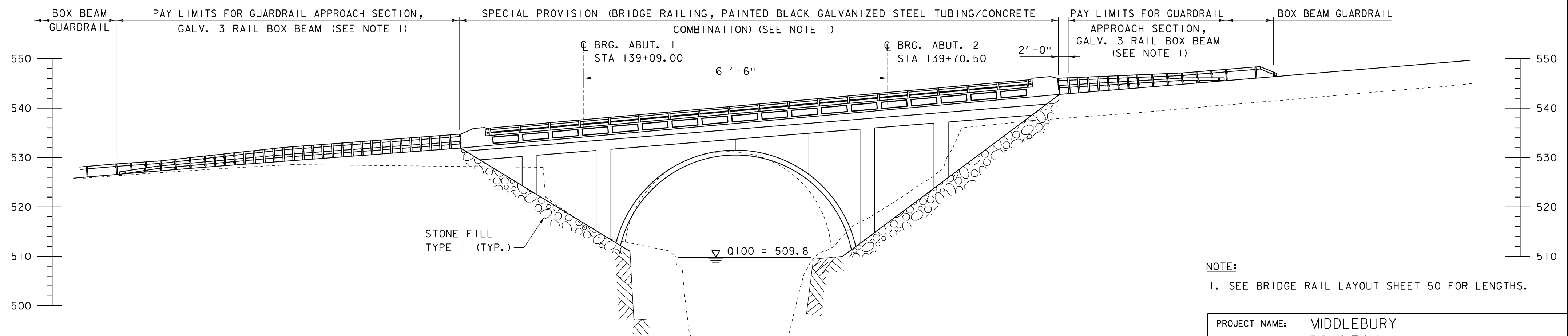
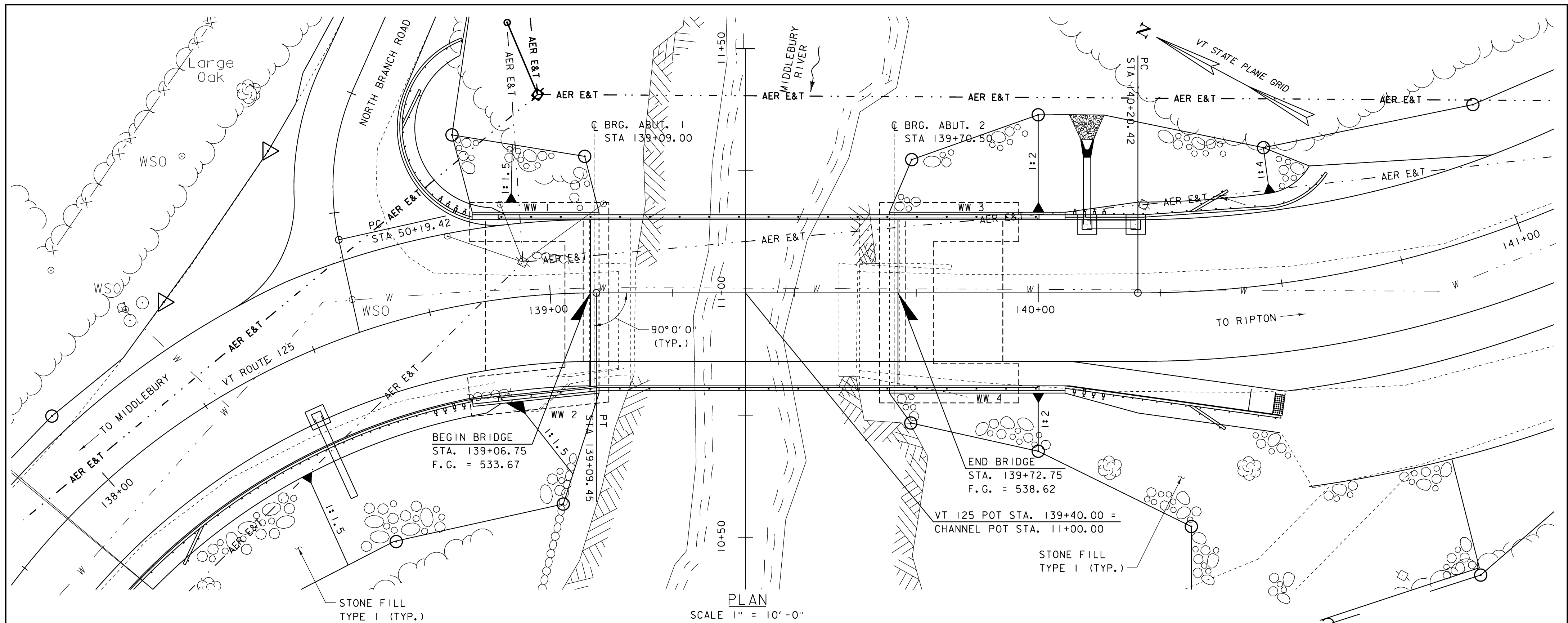
LEGEND

- WOVEN WIRE REINFORCED SILT FENCE
- LIMITS OF SOIL DISTURBANCE
- PDF — PDF PROJECT DEMARCATION FENCE
- RIPARIAN BUFFER ZONE
- STABILIZED CONSTRUCTION ENTRANCE
- APPROXIMATE SOIL BOUNDARY

- NOTES:**
- THESE PLANS SHOW A CONCEPTUAL EROSION CONTROL PLAN, THE CONTRACTOR MUST SUBMIT A TEMPORARY EPSC PLAN FOR APPROVAL.
 - TEMPORARY EPSC PLAN MEASURES ARE CONCEPTUALLY SHOWN. THE CONTRACTOR MAY RELOCATE TEMPORARY MEASURES TO IMPROVE EROSION CONTROL WITH APPROVAL OF THE RESIDENT ENGINEER. SILT FENCE SHALL NOT BE INSTALLED ACROSS CONTOURS.
 - THE CONTRACTOR SHALL USE OTHER TEMPORARY EROSION CONTROL MEASURES AS NECESSITATED BY THE SEQUENCE OF CONSTRUCTION OR AS DIRECTED BY THE RESIDENT ENGINEER.
 - REFER TO TEMPORARY EROSION CONTROL DETAIL SHEETS FOR ADDITIONAL DETAILS.
 - WHERE LEDGE IS EXPOSED, GRAVEL BAGS MAY BE USED INSTEAD OF FILTER CURTAIN. PAYMENT FOR THIS ITEM SHALL BE INCIDENTAL TO ITEM 649.61 "GEOTEXTILE FOR FILTER CURTAIN".

PROJECT NAME: MIDDLEBURY	
PROJECT NUMBER: RS 0174(8)	
FILE NAME: r78f217ero3.dgn	PLOT DATE: 01-NOV-2012
PROJECT LEADER: J. FITCH	DRAWN BY: B.J. MASSE
DESIGNED BY: B.J. MASSE	CHECKED BY: K. REINHART
EPSC CONSTRUCTION SITE PLAN 3 OF 3	SHEET 20 OF 21

PLAN
SCALE 1" = 20'-0"
20 0 20



NOTE:
 1. SEE BRIDGE RAIL LAYOUT SHEET 50 FOR LENGTHS.

PROJECT NAME: MIDDLEBURY	PLOT DATE: 01-NOV-2012
PROJECT NUMBER: RS 0174(8)	DRAWN BY: B.J. MASSE
FILE NAME: r78f217pe.dgn	CHECKED BY: G.S. GOODRICH
PROJECT LEADER: J. FITCH	SHEET 21 OF 21
DESIGNED BY: G.S. GOODRICH	
PLAN & ELEVATION	