

SAINT ALBANS

89

36

39

104

RAMP * D

RAMP * A

RAMP * B

RAMP * C

Exit 19

7

State of NEW YORK

State of NEW HAMPSHIRE

Commonwealth of MASSACHUSETTS

VT STATE PLANE GRID

PROJECT LOCATION
ST. ALBANS PARK & RIDE
CMG PARK (23)S

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BUILT AS DESIGNED

Metric

UNLESS NOTED OTHERWISE
STATIONS ARE IN KILOMETERS
ELEVATIONS ARE IN METERS
DIMENSIONS ARE IN MILLIMETERS

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATOR

APPROVED _____ DATE _____

DIRECTOR OF PROGRAM DEVELOPMENT

APPROVED Richard T. Stewart DATE 10-17-05

PROJECT MANAGER: *William E. Davis*

PROJECT NAME : ST. ALBANS PARK & RIDE
PROJECT NUMBER : CMG PARK (23) S

SHEET 1 OF 29 SHEETS

<u>STANDARDS</u>		
A-76	STANDARDS FOR TOWN AND DEVELOPMENT ROADS	03/03/03
B-5M	EMBANKMENT ON EARTH SLOPE. EMBANKMENT ON ROCK SLOPE, MUCK EXCAVATION, TYPICAL SLOPE ROUNDING	01/03/00
B-71	STANDARDS FOR RESIDENTIAL AND COMMERCIAL DRIVES	02/01/04
C-1M	VERTICAL GRANITE CURB	01/03/00
D-2M	CEMENT RUBBLE MASONRY HEADWALL & RETAINING WALL RIPRAP LIGHT TYPE STONE HEADWALLS REINFORCED CONCRETE HEADWALL UNDERDRAIN & CARRIER PIPE CONSTRUCTION DETAIL	06/13/97
D-3M	TREATED GUTTERS	06/13/97
D-4M	CORRUGATED STEEL PIPE END SECTION	06/13/97
D-6M	REINFORCED CONCRETE DROP INLET WITH GRATE FOR USE IN DITCHES	06/13/97
D-9M	REINFORCED CONCRETE DROP INLET WITH VERTICAL CURB REINFORCED CONCRETE DROP INLET THROAT ADAPTER	06/13/97
D-15M	PRECAST REINFORCED CONCRETE CATCH BASIN W/ CAST IRON GRATE PRECAST REINFORCED CONCRETE MANHOLE W/ CAST IRON COVER CAST IRON GRATE WITH FRAME, TYPE D CAST IRON GRATE WITH FRAME, TYPE E	06/13/97
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E-100	CONSTRUCTION APPROACH SIGNS	01/02/04
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E-102	CONSTRUCTION SIGN DETAILS	06/30/03
E-102A	CONSTRUCTION SIGN DETAILS	05/01/04
E-106	TRAFFIC CONTROL MISCELLANEOUS DETAILS	03/01/04
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E-107A	BREAKAWAY BARRICADE DETAILS	08/08/95
E-108	CONSTRUCTION ZONE LONGITUDINAL DROP OFFS	08/18/95
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E-123	GUIDE SIGN PLACEMENT MISC. DETAILS	03/16/04
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E-152	WARNING SIGN DETAILS	05/01/04
E-160	FLANGED CHANNEL STEEL SIGN POST	05/20/99
E-173	PULLBOXES AND JUNCTION BOXES	08/09/95
E-175	POWER DROP STANCHIONS	11/17/93
E-180A	STREET LIGHTING DETAILS	08/09/95
E-180B	STREET LIGHTING DETAILS	08/09/95
E-191	PAVEMENT MARKING DETAILS	02/01/99
E-193	PAVEMENT MARKING DETAILS	08/18/95
G-1M	STEEL BEAM GUARDRAIL WITH STEEL POSTS	01/03/00
G-1dM	STEEL BEAM GUARDRAIL APPROACH END TERMINAL	01/03/00
G-4M	PLANK RAIL/GUIDE POSTS/YIELDING MARKER POSTS	06/13/97

CONTRACTOR: WRIGHT'S EXCAVATION INC. - FRANKLIN, VT

RESIDENT ENGINEER: CARL GLEASON

CONSTRUCTION BEGAN: MARCH 17, 2006

CONSTRUCTION COMPLETE: SEPTEMBER 26, 2006

RECORD PLANS BY: RON STANCLIFF & C. PIERCE

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

BY Carl W. Gleason RESIDENT ENGINEER

DATE 4/27/07

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.

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. LINE
SLOPE RIGHTS
TOP OF CUT
TOE OF SLOPE

SURVEYED BY : DUBOIS & KING, INC.
SURVEYED DATE : OCT-31-00

DATUM

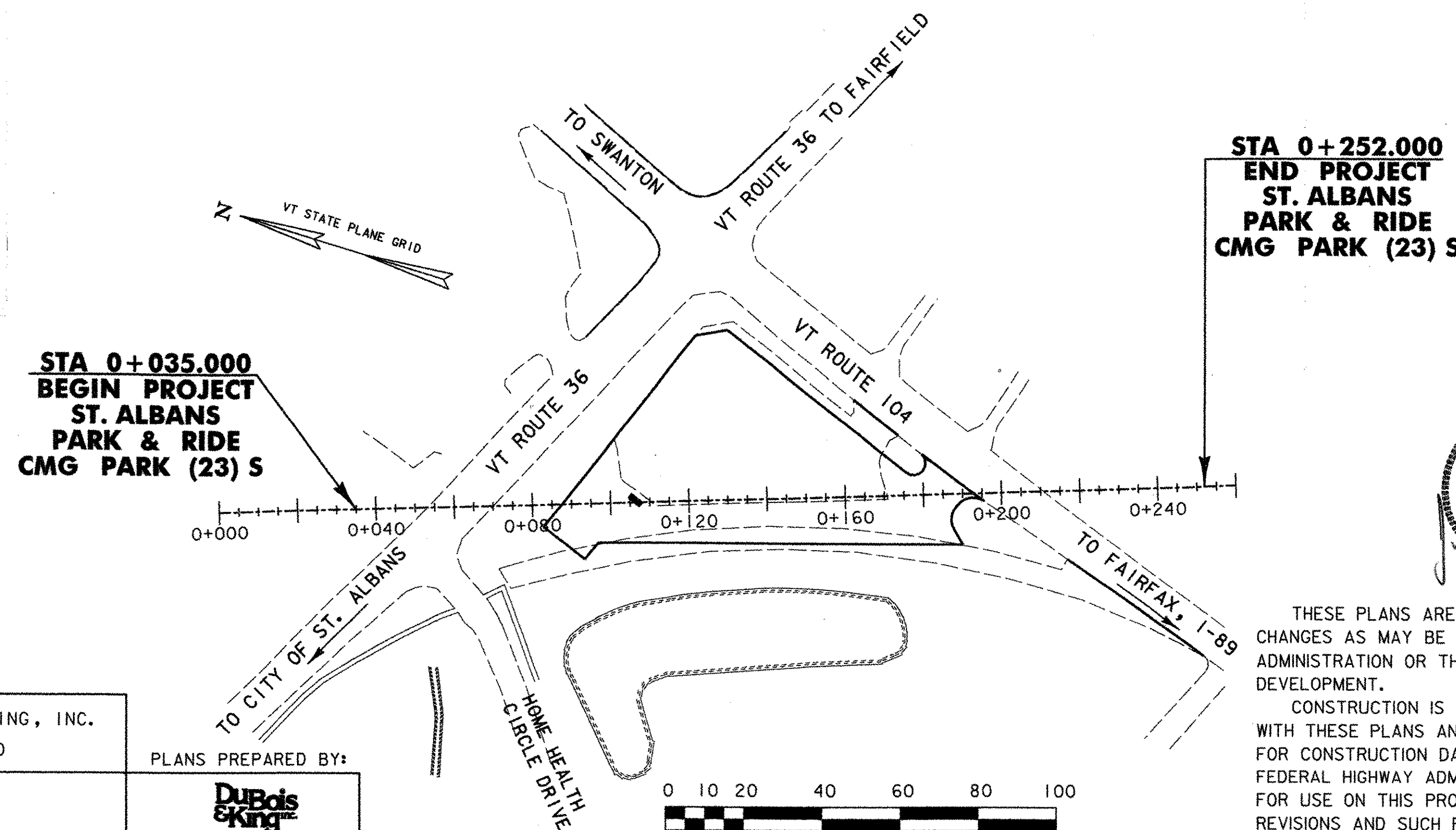
VERTICAL NAVD 88
HORIZONTAL NAD 83

PLANS PREPARED BY:

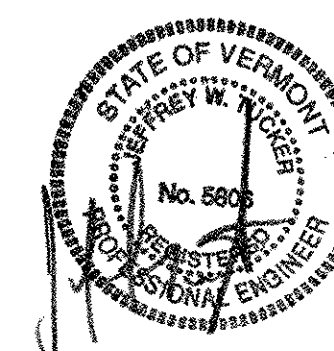
DuBois & King

strategic planning management development

PLOTTED 10/14/2005

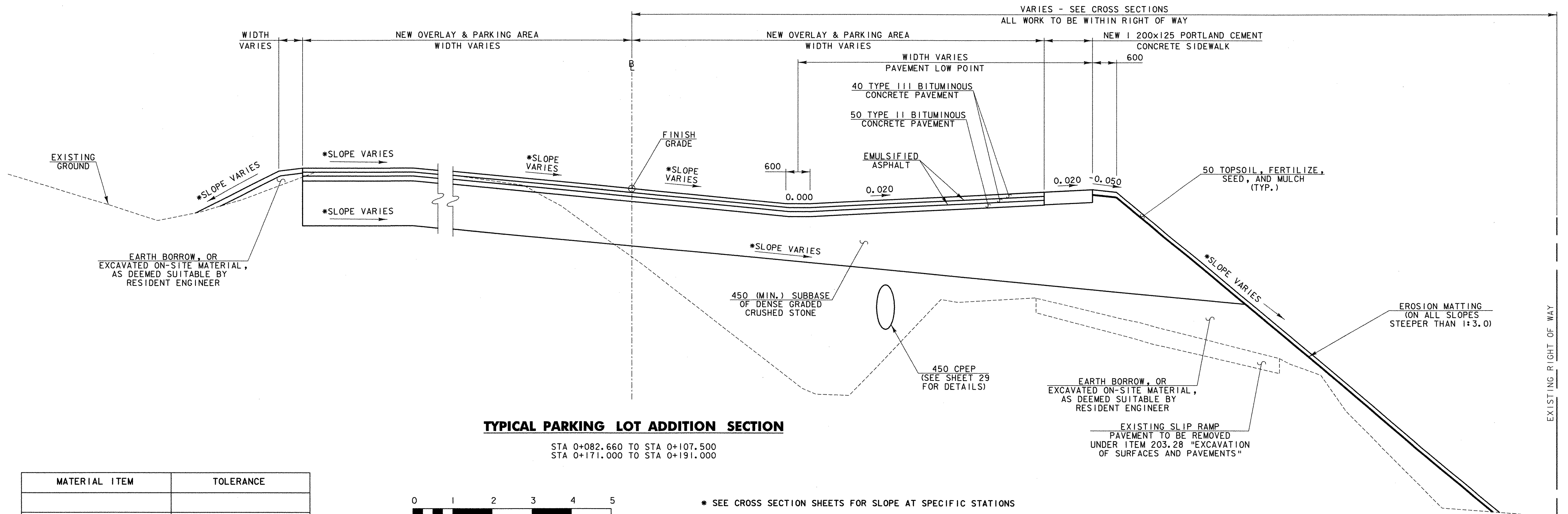
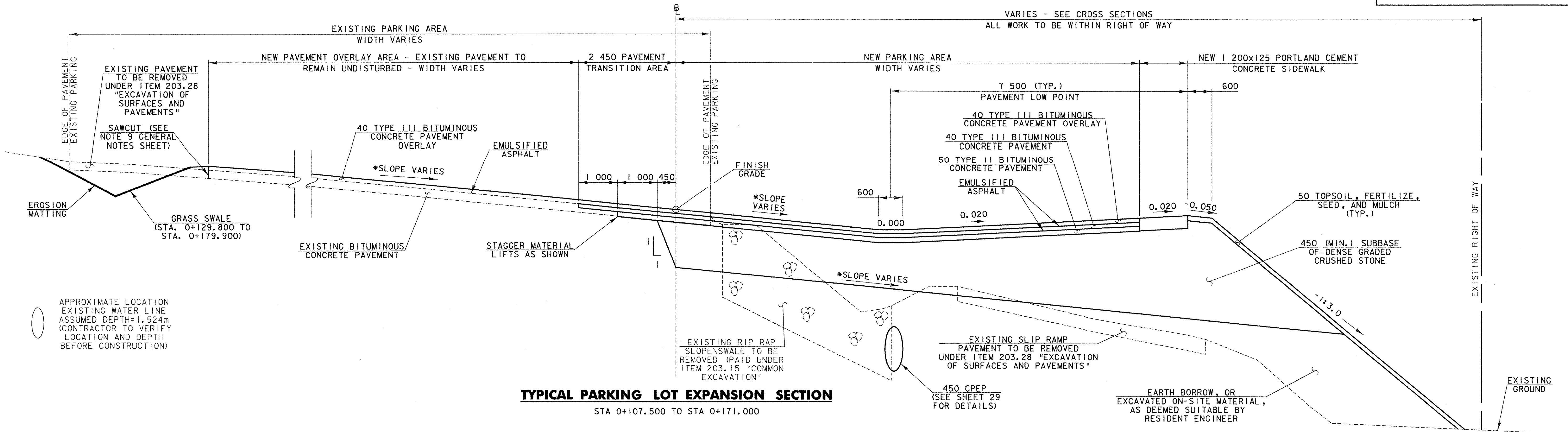


STA 0+252.000
END PROJECT
ST. ALBANS
PARK & RIDE
CMG PARK (23) S

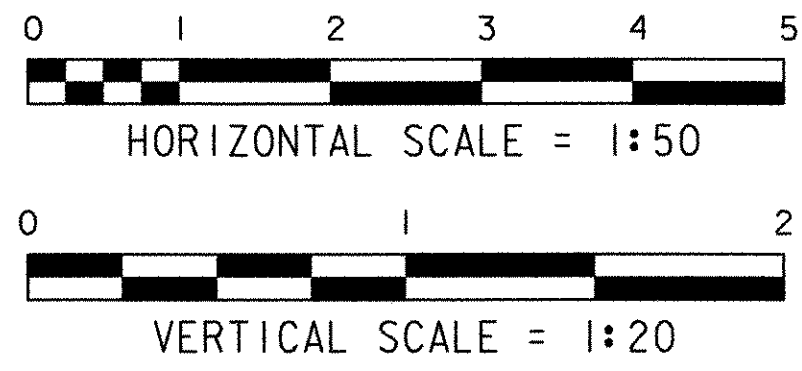


THESE PLANS ARE SUBJECT TO SUCH ENGINEERING CHANGES AS MAY BE REQUIRED BY THE FEDERAL HIGHWAY ADMINISTRATION OR THE DIRECTOR OF PROGRAM DEVELOPMENT.

CONSTRUCTION IS TO BE CARRIED ON IN ACCORDANCE WITH THESE PLANS AND THE STANDARD SPECIFICATIONS FOR CONSTRUCTION DATED 2001, AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION ON JANUARY 04, 2001 FOR USE ON THIS PROJECT, INCLUDING ALL SUBSEQUENT REVISIONS AND SUCH REVISED SPECIFICATIONS AND SPECIAL PROVISIONS AS ARE INCORPORATED IN THESE PLANS.



MATERIAL ITEM	TOLERANCE
PAVEMENT	±5 mm TOTAL THICKNESS
BASE COURSE	± 5 mm
SUBBASE	± 25 mm
EARTH BORROW	± 25 mm



* SEE CROSS SECTION SHEETS FOR SLOPE AT SPECIFIC STATIONS

PROJECT NAME: ST. ALBANS PARK & RIDE
PROJECT NUMBER: CMG PARK (23)S
FILE NAME:
PROJECT LEADER: JWT
DESIGNED BY: PGJ
TYPICAL SECTIONS
PLOT DATE: 10/14/2005
DRAWN BY: PGJ
CHECKED BY: EPD
SHEET 2 OF 29

QUANTITY SHEET

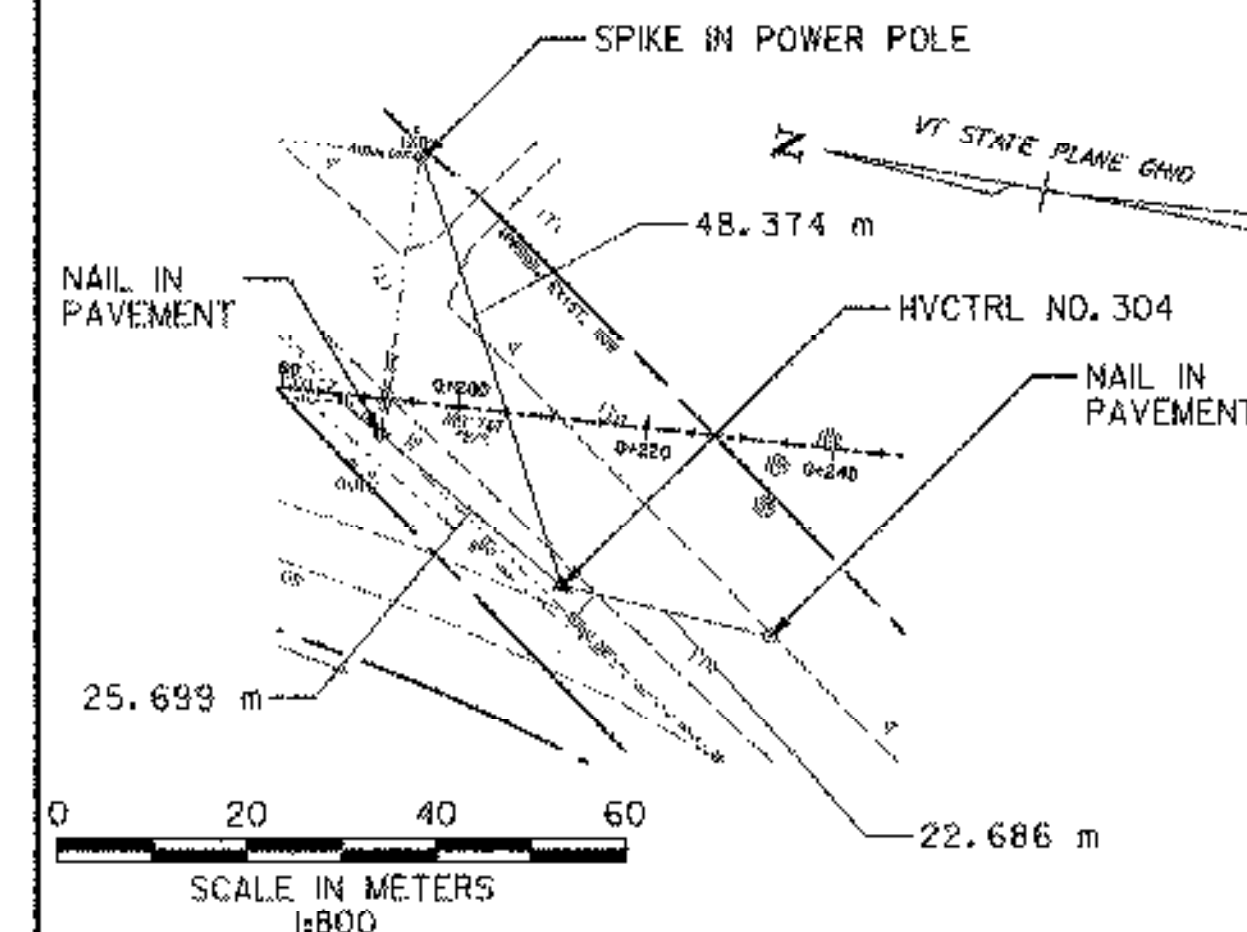


SUMMARY OF ESTIMATED QUANTITIES									SUMMARY OF ESTIMATED QUANTITIES										
	PARK & RIDE	LAND-SCAPING	EROSION CONTROL	FULL E&C	QUANTITIES GRAND TOTAL	UNIT	ITEMS	ITEM NUMBER	RND		PARK & RIDE	LAND-SCAPING	EROSION CONTROL	FULL E&C	QUANTITIES GRAND TOTAL	UNIT	ITEMS	ITEM NUMBER	RND
	3				3	EA	REMOVING MEDIUM TREES	201.15	-		8				8	M	DURABLE 600MM STOP BAR (EPOXY PAINT)	646.46	1.5
	700				700	CM	COMMON EXCAVATION	203.15	6.6		14				14	EA	DURABLE LETTER OR SYMBOL (EPOXY PAINT)	646.50	-
	170				170	CM	EXCAVATION OF SURFACES AND PAVEMENTS	203.28	5		50				50	SM	GEOTEXTILE FOR ROADBED SUBGRADE SEPARATOR	649.11	7.4
	820				820	CM	EARTH BORROW	203.30	10				30		30	SM	GEOTEXTILE UNDER STONE FILL	649.31	8.7
	70				70	CM	SAND BORROW	203.31	10				210		210	SM	GEOTEXTILE FOR SILT FENCE	649.51	6.3
	470				470	CM	TRENCH EXCAVATION OF EARTH	204.20	16		25				25	KG	SEED	651.15	5.2
	1040				1040	CM	SUBBASE OF DENSE GRADED CRUSHED STONE	301.35	4.5		170				170	KG	FERTILIZER	651.18	12
	420				420	KG	EMULSIFIED ASPHALT	404.65	9		1.5				1.5	T	AGRICULTURAL LIMESTONE	651.20	0.2
	680				680	T	BITUMINOUS CONCRETE PAVEMENT (PG 58-28)	406.25	3.9		1.5				1.5	T	HAY MULCH	651.25	0.2
	3				3	CM	CONCRETE, CLASS B	501.25	0.8			15			15	CM	CEDAR BARK MULCH	651.27	4.7
	110				110	KG	REINFORCING STEEL	507.15	7.6		250				250	CM	TOPSOIL	651.35	13
	4				4	L	WATER REPELLENT (MOD. - SILANE)	514.10	1.3				1		1	LS	EROSION PREVENTION & SEDIMENT CONTROL PLAN	652.10	-
	120				120	M	450MM CPEP	601.0915	5.5				40		40	HR	MONITORING EROSION PREVENTION & SEDIMENT CONTROL PLAN	652.20	EST
	5				5	EA	PRECAST REINFORCED CONC. CATCH BASIN WITH CAST IRON GRATE	604.20	-				1		1	LU	MAINTENANCE OF EROSION PREVENTION & SEDIMENT CONTROL PLAN (N.A.B.I.)	652.30	-
	60				60	HR	ALL PURPOSE EXCAVATOR RENTAL, TYPE I	608.25	EST				450		450	SM	EROSION MATTING	654.10	13
	8				8	HR	POWER BROOM RENTAL, TYPE II	608.31	EST			12			12	EA	EVERGREEN SHRUBS (PFITZERANIA COMPACTA - COMPACT JUNIPER) (7.6L CONTAINER)	656.25	-
	1.5				1.5	T	DUST AND ICE CONTROL W/CALCIUM CHLORIDE	609.15	-										
			15		15	CM	STONE FILL, TYPE I	613.10	2.2										
			10		10	CM	STONE FILL, TYPE I (MOD. - INLET PROTECTION)	613.10	-			14			14	EA	DECIDUOUS TREES (ACER SACCHARUM - SUGAR MAPLE) (50-64mm CAL, B&B)	656.30	-
			40		40	CM	STONE FILL, TYPE I (MOD. - CONSTRUCTION ENTRANCE)	613.10	-			24			24	EA	DECIDUOUS SHRUBS (HEMEROCALLIS "STELLA DE ORO" - DAYLILLIES) (3.8L CONTAINER)	656.35	-
	60				60	M	VERTICAL GRANITE CURB	616.21	3.2										
	115				115	SM	PORTLAND CEMENT CONCRETE SIDEWALK, 125 mm (1200 WIDTH)	618.10	3.2		1				1	LS	ROADSIDE REST FACILITY (BUILDING)	658.10	-
	50				50	SM	PORTLAND CEMENT CONCRETE SIDEWALK, 125 mm (1500 WIDTH)	618.10	8		1				1	LS	ROADSIDE REST FACILITY (BUILDING) (MOD. - SALVAGE)	658.10	-
	37.5				37.5	M	STEEL BEAM GUARD RAIL (GALVANIZED)	621.20	-		1				1	EA	REST AREA BENCH (MOD. - BIKE RACK)	658.20	-
	2				2	EA	ANCHOR FOR STEEL BEAM RAIL	621.60	-		1.64				1.64	SM	TRAFFIC SIGNS, TYPE A	675.20	-
	37.5				37.5	M	REMOVAL AND DISPOSAL OF GUARD RAIL	621.80	-		23				23	M	FLANGED CHANNEL SIGN POST	675.301	-
	40				40	HR	UNIFORMED TRAFFIC OFFICERS	630.10	EST		13				13	EA	REMOVING SIGNS	675.50	-
	250				250	HR	FLAGGERS	630.15	EST		3				3	EA	ERECTING SALVAGED SIGNS	675.60	-
				1	1	LS	FIELD OFFICE - ENGINEERS	631.10	-		320				320	M	ELECTRICAL CONDUIT (50mm)	678.21	4.5
				1	1	LS	TESTING EQUIPMENT - CONCRETE	631.16	-		370				370	M	ELECTRICAL WIRING	678.24	18
				1	1	LS	TESTING EQUIPMENT - BITUMINOUS	631.17	-		40				40	M	ELECTRICAL CONDUIT SLEEVE (2 X 150mm DIA.)	678.30	3.3
				1	1	LU	FIELD OFFICE - TELEPHONE (N.A.B.I.)	631.25	-		10				10	EA	LIGHT POLE BASE	679.21	-
	1				1	LS	MOBILIZATION / DEMOBILIZATION	635.11	-		4				4	EA	REMOVE & RESETTING LIGHT POLE (MOD.)	679.25	-
							TRAFFIC CONTROL (MOD.)	641.10	-		1				1	EA	POWER STANCHION	679.28	-
	810				810	M	DURABLE 100MM WHITE LINE (EPOXY PAINT)	646.40	15		6				6	EA	LIGHT POLE	679.45	-
	14				14	M	DURABLE 100MM YELLOW LINE (EPOXY PAINT)	646.41	1.4		7				7	EA	BRACKET ARM	679.47	-
											7				7	EA	LUMINAIRE	679.50	-

PLOT DATE: 10/14/2005
DRAWN BY: PGJ
CHECKED BY: EPD
SHEET 4 OF 29

HVCTRL NO. 304

N = 12304.151
E = 28229.801
Z = 170.006



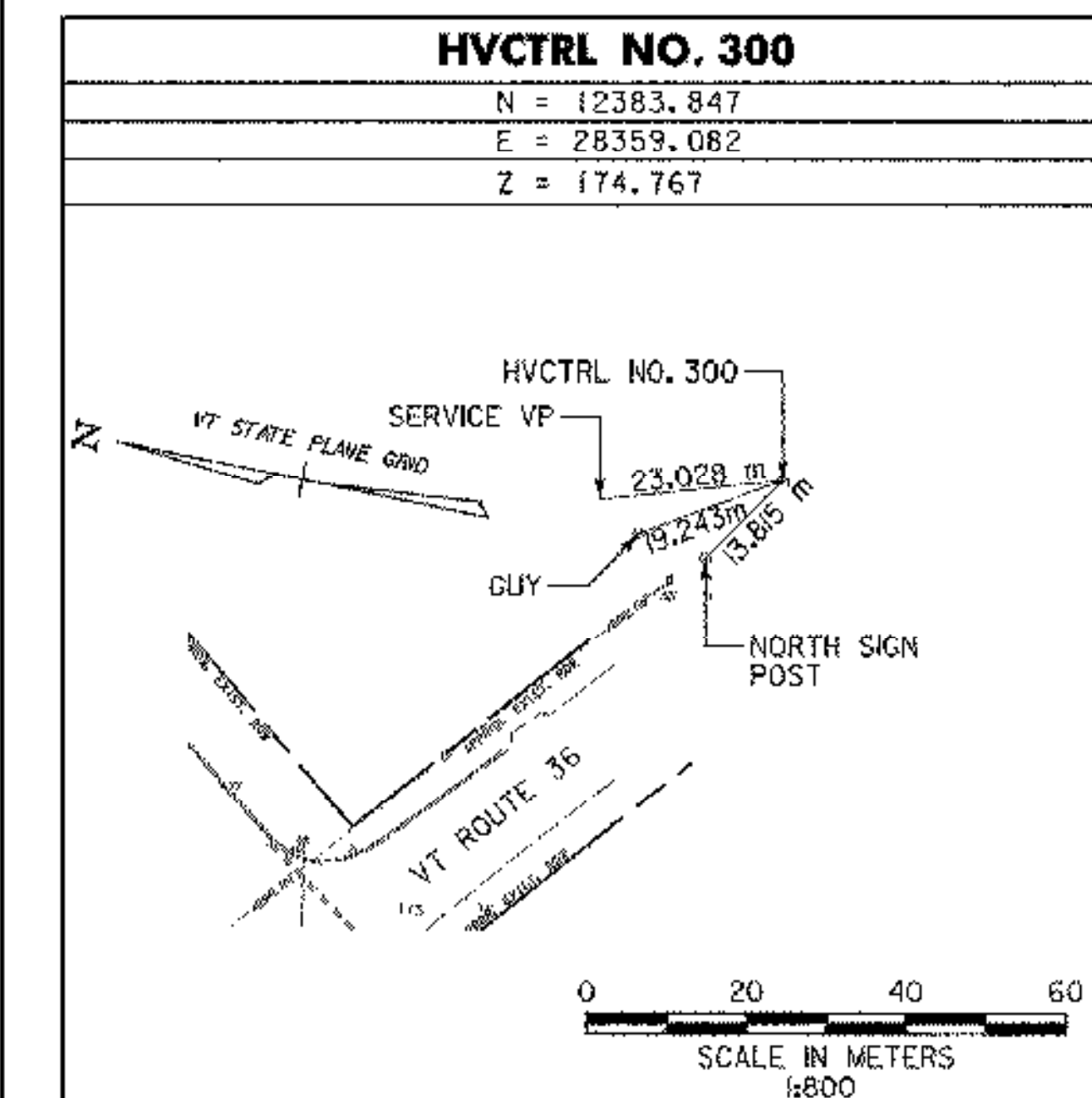
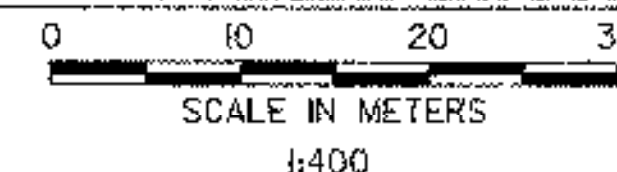
POINT COORDINATE TABLE

POINT	STA.	OFFSET	RT	LT	N	E
POINT 1	0+082.660	5.757	RT	LT	28156.1188	12404.1293
POINT 2	0+122.828	41.254	RT	LT	28195.7169	12451.6201
POINT 3	0+131.072	42.426	RT	LT	28203.9470	12452.8922
POINT 4	0+175.825	5.728	RT	LT	28249.1389	12416.7355
POINT 5	0+179.891	10.232	RT	LT	28253.1497	12421.2883
POINT 6	0+195.567	2.027	RT	LT	28268.9720	12409.2197
POINT 7	0+188.780	2.803	RT	LT	28262.1952	12408.3613
POINT 8	0+188.176	3.513	RT	LT	28261.6001	12407.6443
POINT 9	0+187.542	9.046	RT	LT	28261.0323	12402.1039
POINT 10	0+189.744	13.313	RT	LT	28263.2863	12397.8636
POINT 11	0+096.668	10.298	RT	LT	28170.1806	12399.7571
POINT 12	0+093.043	14.628	RT	LT	28166.5640	12395.4200
POINT 13	0+126.388	20.468	RT	LT	28199.5278	12430.8788
POINT 14	0+147.461	3.186	RT	LT	28220.8072	12413.8523

DATA NO GOOD

STA 0+252.000
END PROJECT
ST. ALBANS
CMG PARK (23)S

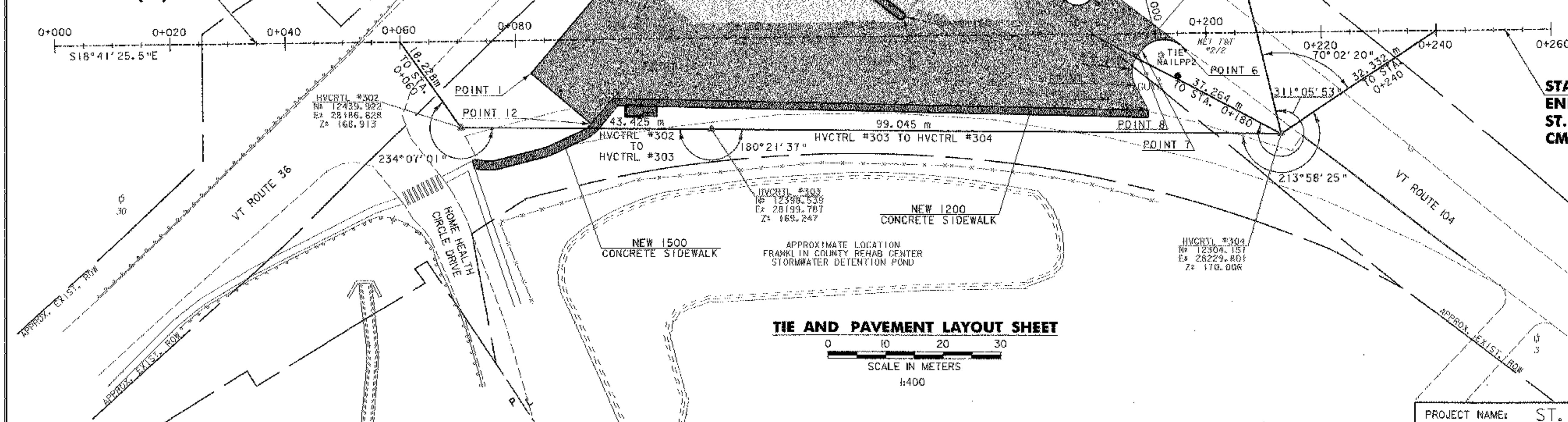
TIE AND PAVEMENT LAYOUT SHEET



HVCTRL NO. 300

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E = 28359.082
Z = 174.767

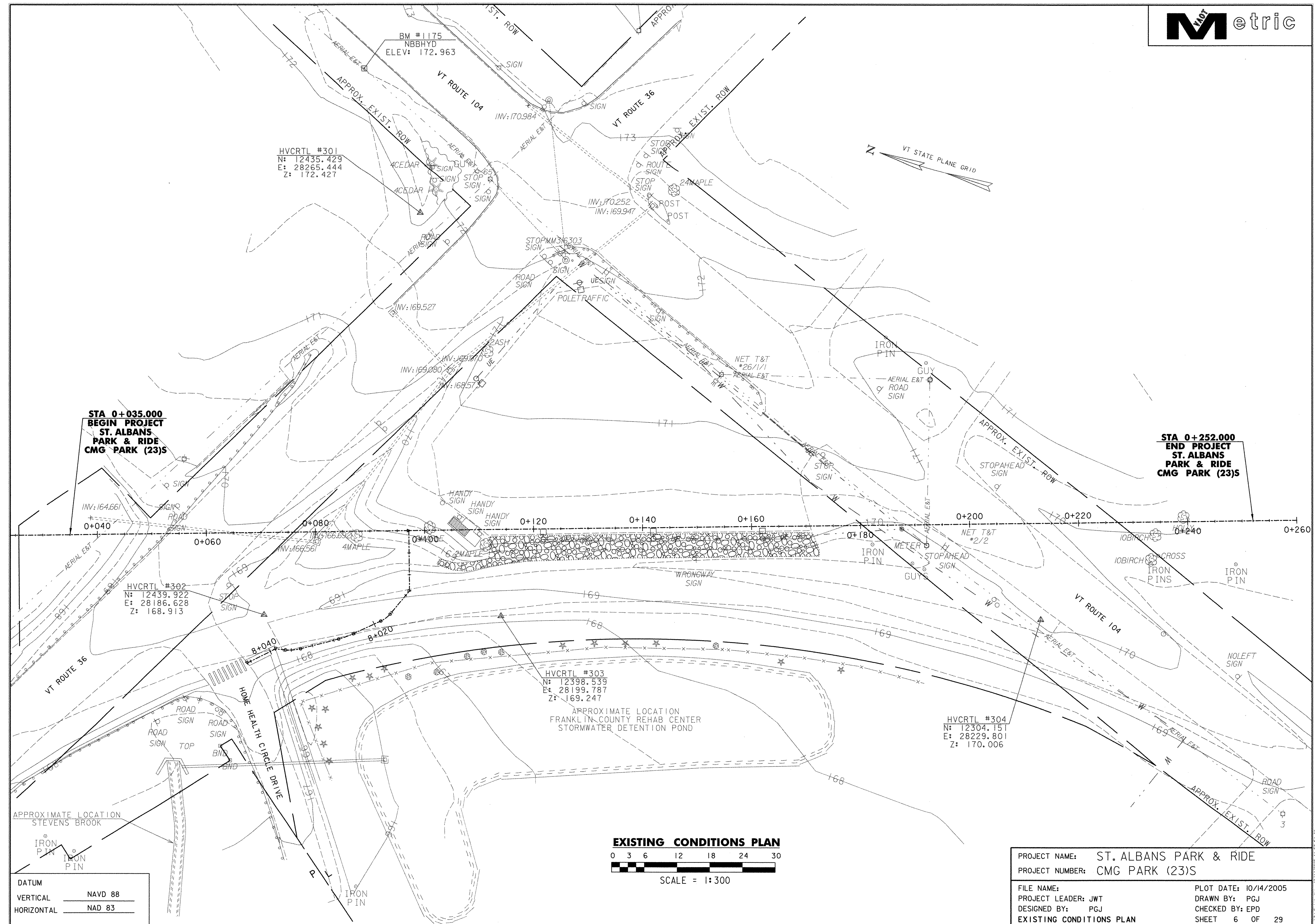
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BEGIN PROJECT
ST. ALBANS
CMG PARK (23)S

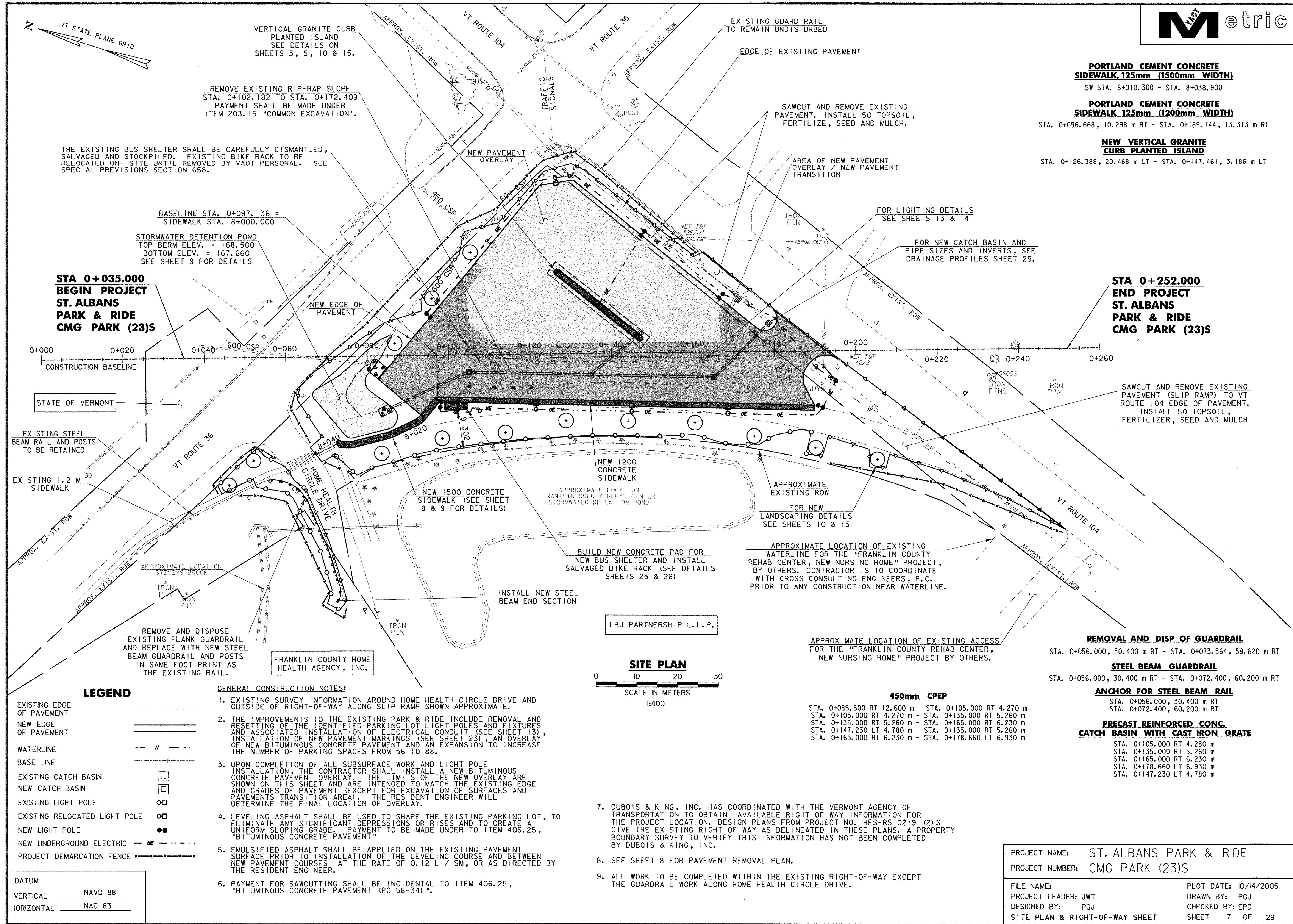


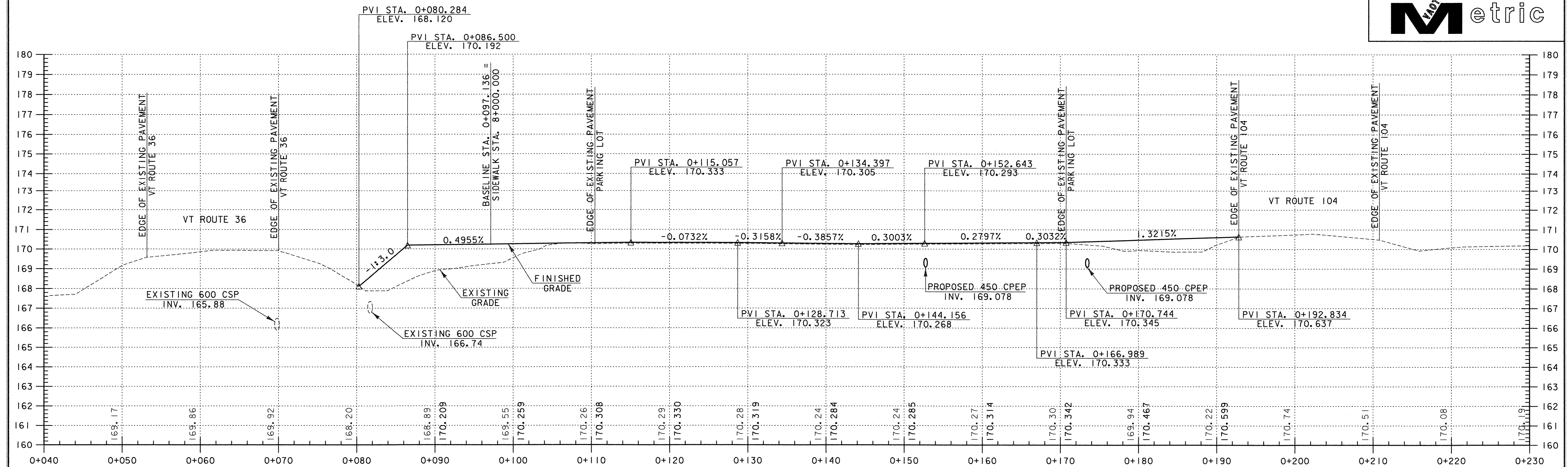
PROJECT NAME: ST. ALBANS PARK & RIDE
PROJECT NUMBER: CMG PARK (23)S

FILE NAME: PROJECT LEADER: JMT
DESIGNED BY: PGJ
TIE AND PAVEMENT LAYOUT SHEET
PLOT DATE: 10/14/2005
DRAWN BY: PGJ
CHECKED BY: EPD
SHEET 5 OF 29

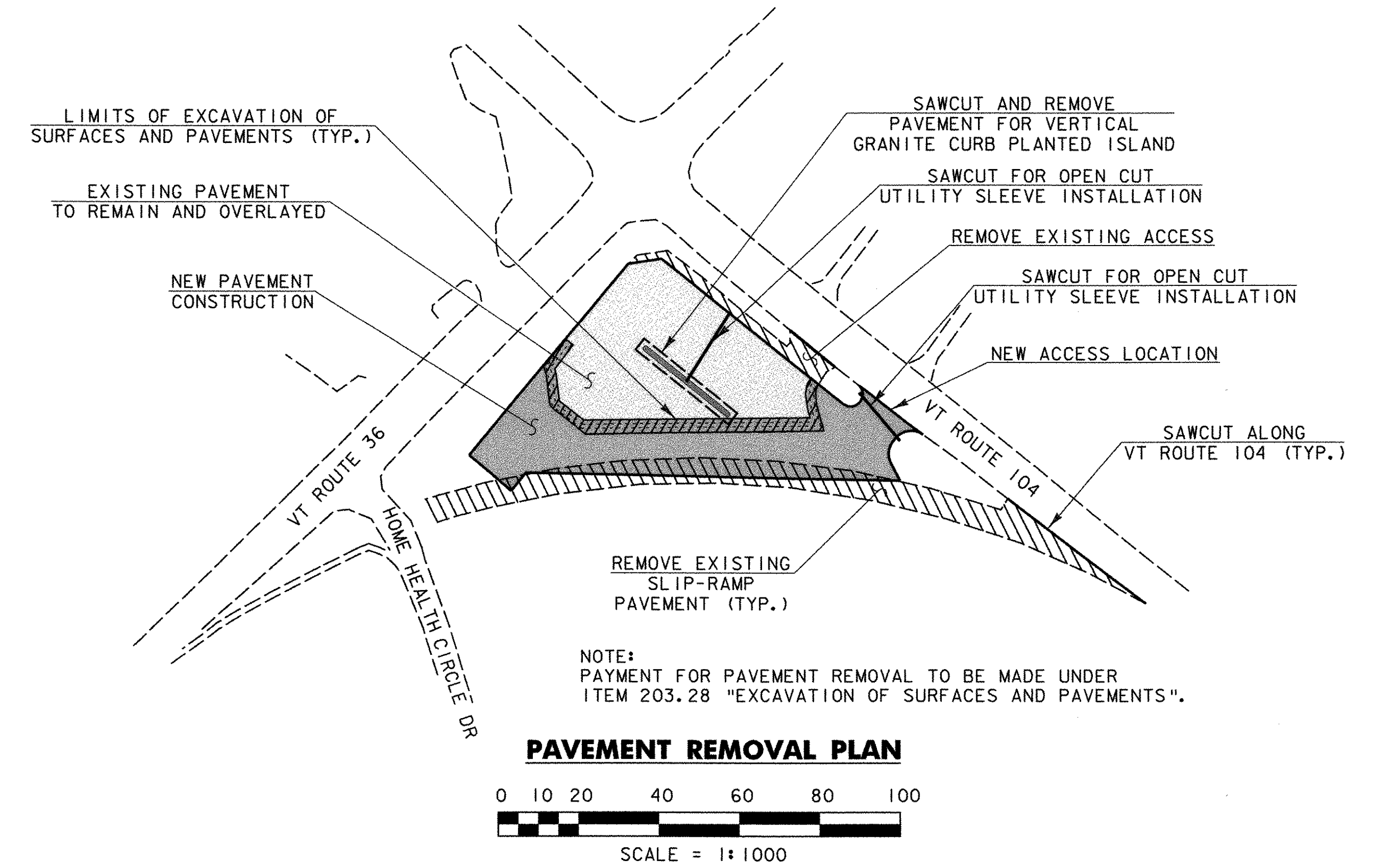
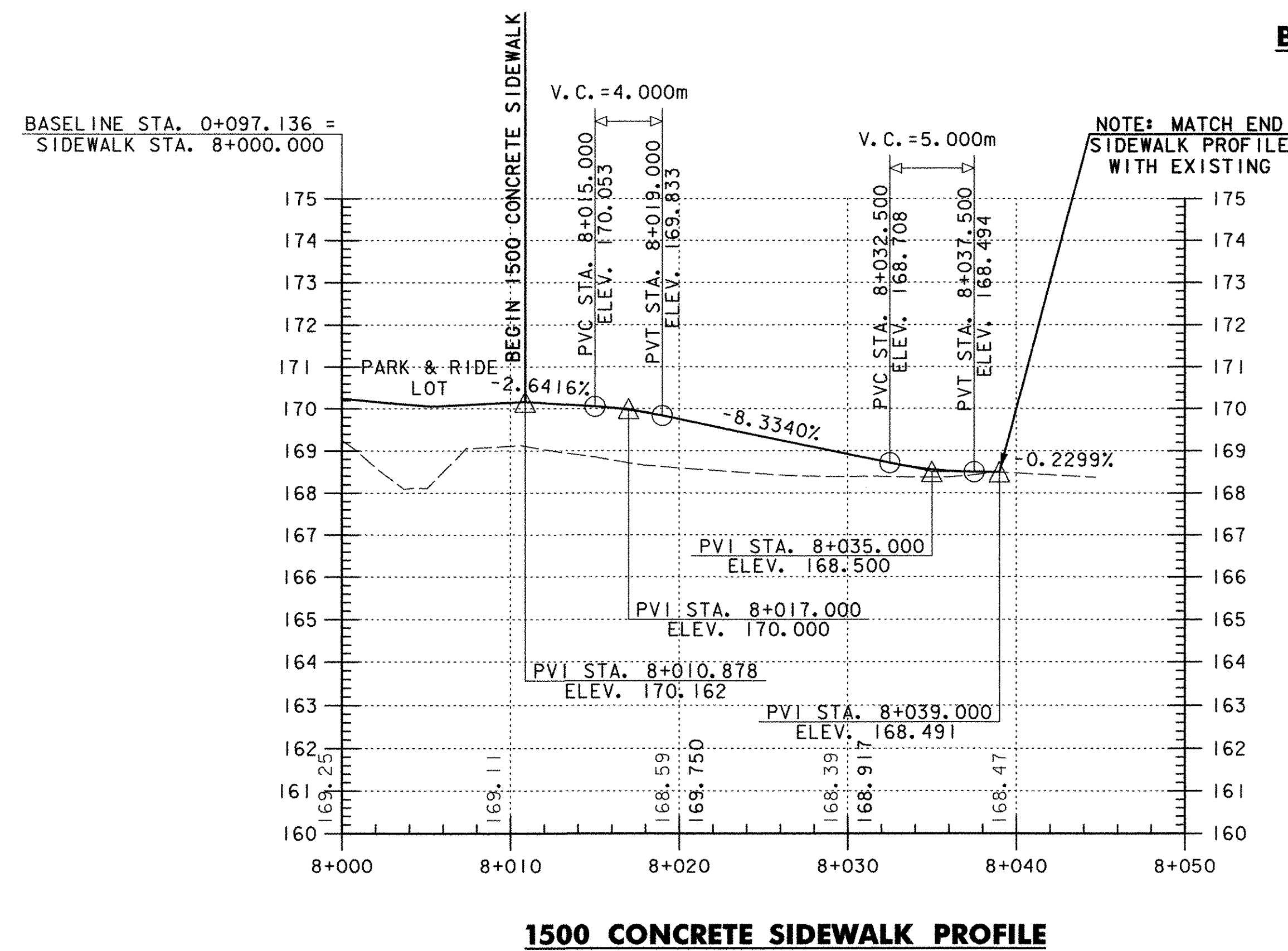
DATUM
VERTICAL NAVD 88
HORIZONTAL NAD 83





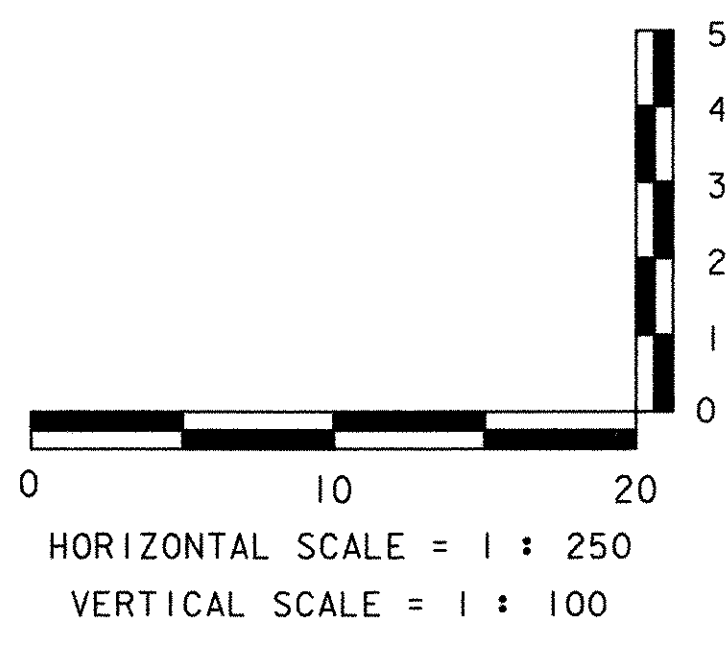


NOTE: EXISTING GRADE ELEVATIONS SHOWN TO THE TENTHS, PROPOSED GRADE ELEVATIONS SHOWN TO THE HUNDRETHS.

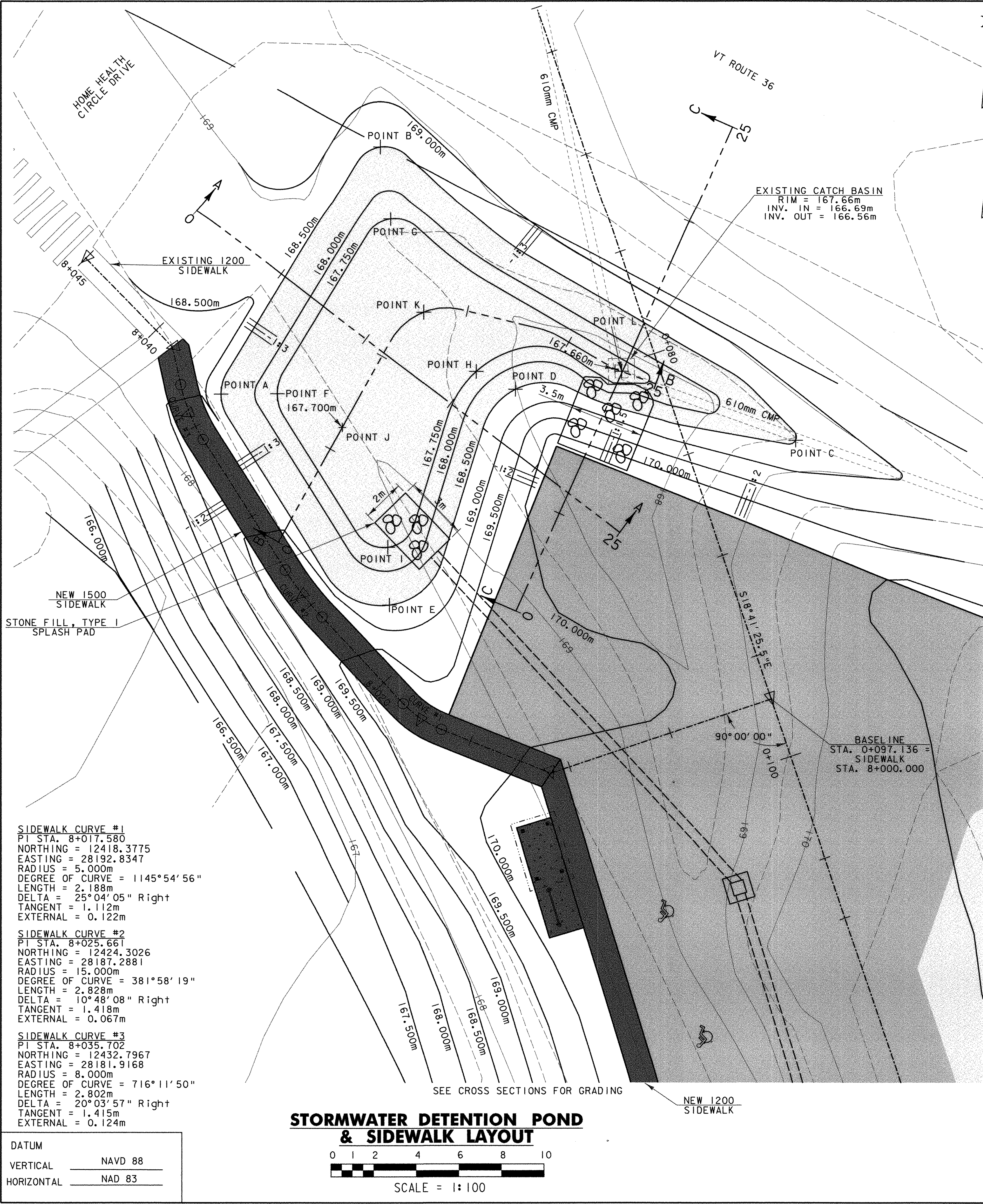


NOTE: PAYMENT FOR PAVEMENT REMOVAL TO BE MADE UNDER ITEM 203.28 "EXCAVATION OF SURFACES AND PAVEMENTS".

DATUM	
VERTICAL	NAVD 88
HORIZONTAL	NAD 83



PROJECT NAME:	ST. ALBANS PARK & RIDE
PROJECT NUMBER:	CMG PARK (23)S
FILE NAME:	
PROJECT LEADER:	JWT
DESIGNED BY:	PGJ
PROFILES & PAVEMENT REMOVAL PLAN	
PLOT DATE:	10/14/2005
DRAWN BY:	PGJ
CHECKED BY:	EPD
SHEET	8 OF 29



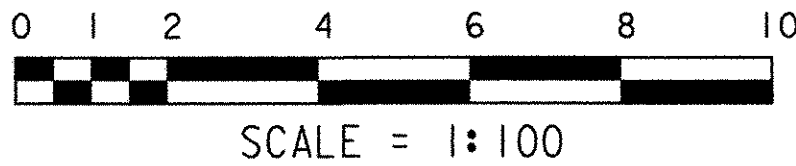
SIDEWALK CURVE #1
PI STA. 8+017.580
NORTHING = 12418.3775
EASTING = 28192.8347
RADIUS = 5.000m
DEGREE OF CURVE = 1145°54'56"
LENGTH = 2.188m
DELTA = 25°04'05" Right
TANGENT = 1.112m
EXTERNAL = 0.122m

SIDEWALK CURVE #2
PI STA. 8+025.661
NORTHING = 12424.3026
EASTING = 28187.2881
RADIUS = 15.000m
DEGREE OF CURVE = 381°58'19"
LENGTH = 2.828m
DELTA = 10°48'08" Right
TANGENT = 1.418m
EXTERNAL = 0.067m

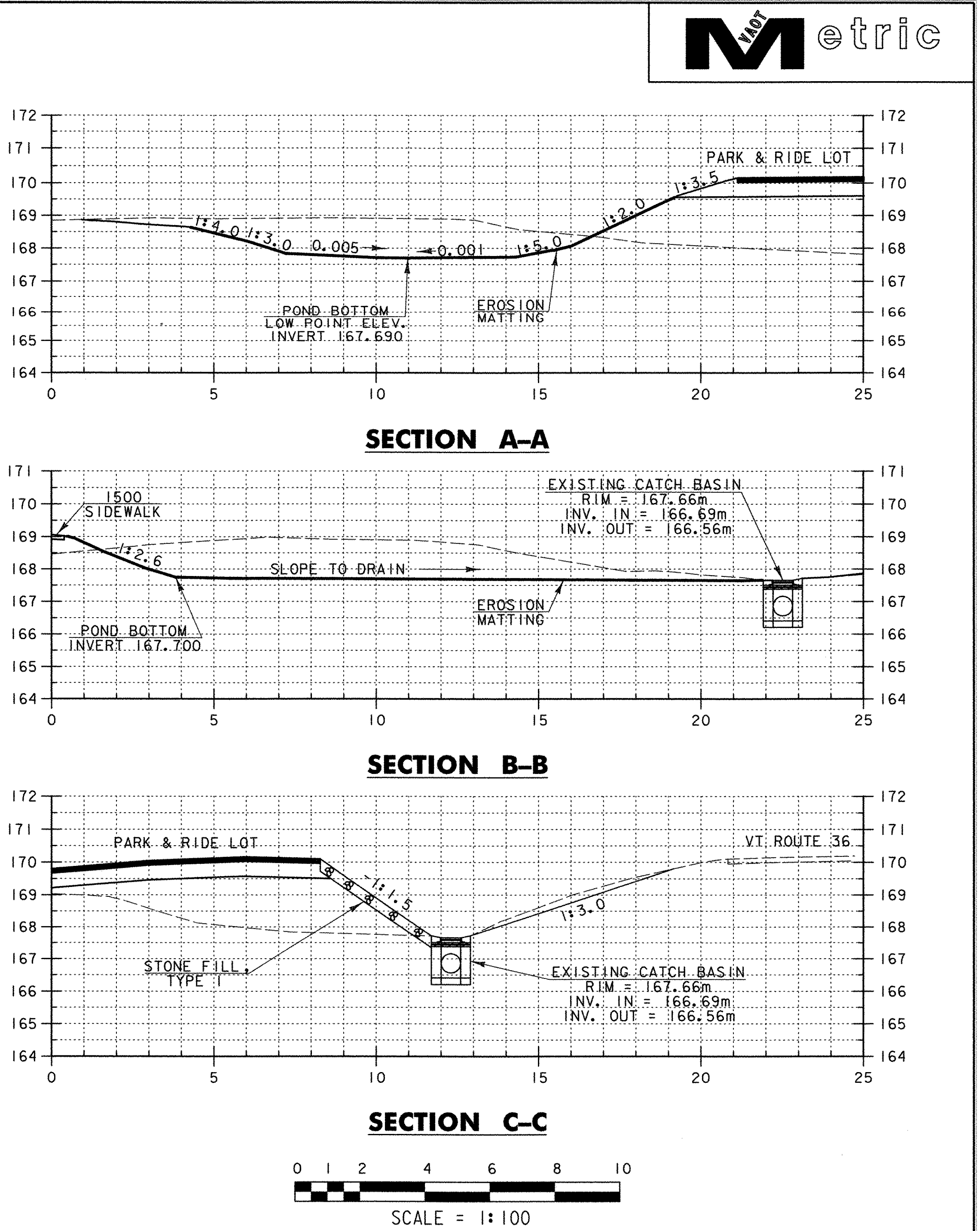
SIDEWALK CURVE #3
PI STA. 8+035.702
NORTHING = 12432.7967
EASTING = 28181.9168
RADIUS = 8.000m
DEGREE OF CURVE = 716°11'50"
LENGTH = 2.802m
DELTA = 20°03'57" Right
TANGENT = 1.415m
EXTERNAL = 0.124m

DATUM
VERTICAL NAVD 88
HORIZONTAL NAD 83

**STORMWATER DETENTION POND
& SIDEWALK LAYOUT**



SEE CROSS SECTIONS FOR GRADING

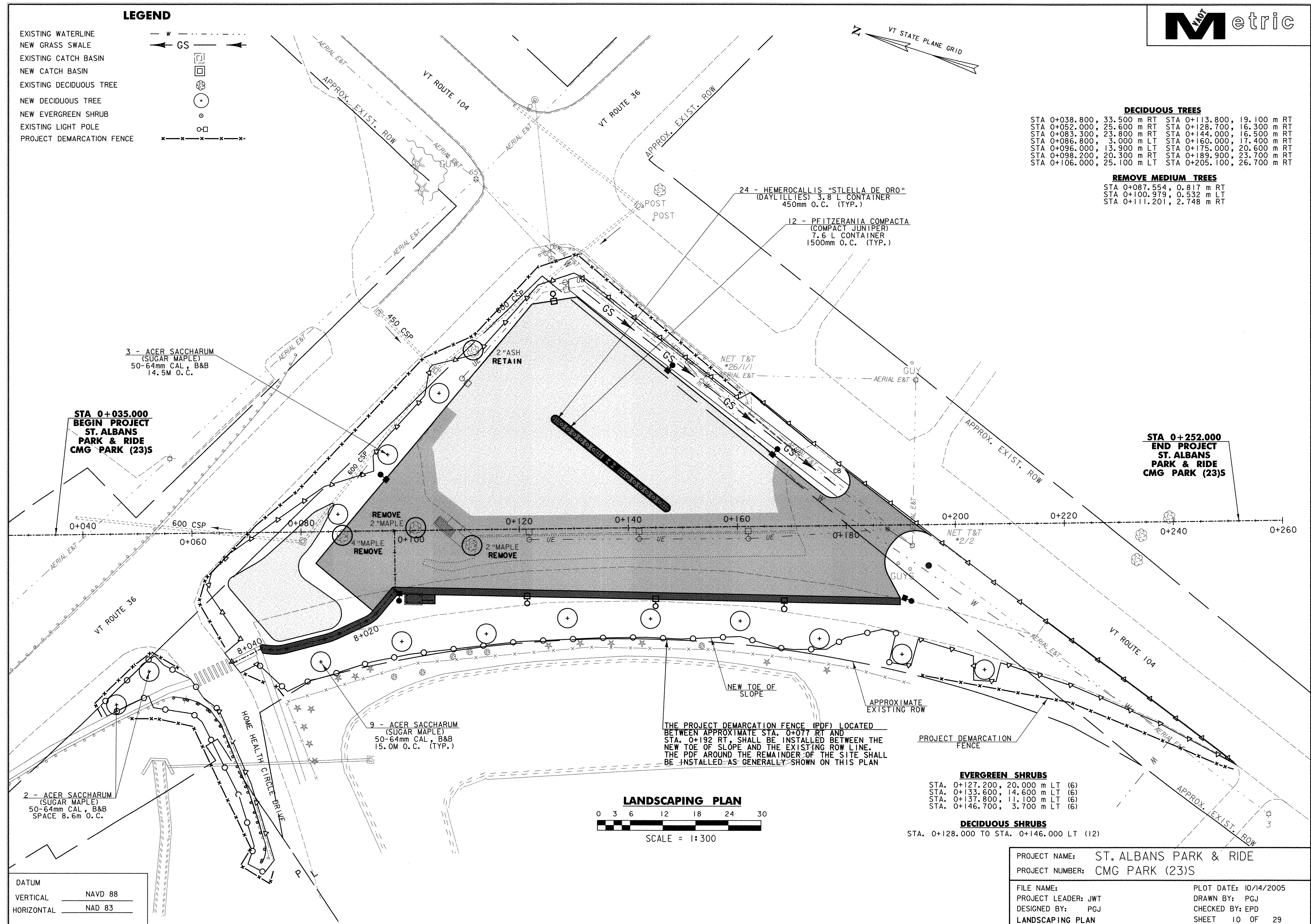


POINT COORDINATE TABLE			
POINT A	N: 28183.5103	E: 12433.7292	TOP OF SLOPE
POINT B	N: 28190.9972	E: 12445.4633	TOP OF SLOPE
POINT C	N: 28210.5035	E: 12431.5557	DITCH INVERT
POINT D	N: 28197.3414	E: 12433.9491	TOP OF SLOPE
POINT E	N: 28191.4262	E: 12423.8387	TOP OF SLOPE
POINT F	N: 28186.1580	E: 12433.7427	BOTTOM OF SLOPE
POINT G	N: 28191.4825	E: 12441.9508	BOTTOM OF SLOPE
POINT H	N: 28195.5008	E: 12434.7882	BOTTOM OF SLOPE
POINT I	N: 28191.3480	E: 12426.5510	BOTTOM OF SLOPE
POINT J	N: 28189.2100	E: 12432.1700	POND INVERT
POINT K	N: 28193.0345	E: 12437.5640	POND INVERT
POINT L	N: 28202.3270	E: 12434.7920	EXISTING CATCH BASIN

PROJECT NAME: ST. ALBANS PARK & RIDE
PROJECT NUMBER: CMG PARK (23)S

FILE NAME: STORMWATER DETENTION POND & SIDEWALK LAYOUT
PROJECT LEADER: JWT
DESIGNED BY: PGJ

PLOT DATE: 10/14/2005
DRAWN BY: PGJ
CHECKED BY: EPD
SHEET 9 OF 29



TOWN OF ST. ALBANS, VERMONT
ST. ALBANS PARK AND RIDE - CMG PARK (23) S
DESIGNER EROSION PREVENTION AND SEDIMENT CONTROL CHECKLIST



I. NARRATIVE

I.1. PROJECT DESCRIPTION

THE VERMONT AGENCY OF TRANSPORTATION (VTRANS) OWNS AN EXISTING 56-VECHICLE SPACE PARK AND RIDE FACILITY IN THE TOWN OF ST. ALBANS. THE FACILITY IS LOCATED AT THE SOUTHWESTERN CORNER OF THE VT ROUTE 36 AND VT ROUTE 104 INTERSECTION. VTRANS INTENDS TO EXPAND THIS FACILITY BY ADDING 32 ADDITIONAL PARKING SPACES FOR A TOTAL CAPACITY OF 88 SPACES. AS THE EXPANSION WILL TAKE PLACE ON THE EXISTING 2-ACRE VTRANS-OWNED PROPERTY, NEW PROPERTY ACQUISITION IS NOT REQUIRED.

THE EXPANSION WILL TAKE PLACE WITHIN THE GENERAL FOOTPRINT OF THE EXISTING FACILITY AND ADJACENT SLIP RAMP. THE SLIP RAMP WILL BE REMOVED, AND THE AREA WILL BE CONVERTED TO PARKING SPACES. THE EXISTING TOTAL PAVED SURFACE, INCLUDING THE PARKING AREA AND THE SLIP RAMP IS APPROXIMATELY 0.91-ACRES. THE TOTAL NEW PAVED SURFACE WILL BE APPROXIMATELY 0.88-ACRES. THE MAXIMUM AREA OF SOIL DISTURBANCE ASSOCIATED WITH CONSTRUCTION IS APPROXIMATELY 1.5-ACRES.

IN THE AREA OF THE EXISTING PARKING LOT, THE EXISTING PAVEMENT WILL REMAIN UNDISTURBED. IN AREAS WHERE THE PARKING LOT IS BEING EXPANDED, 40MM OF TYPE III PAVEMENT AND 50MM OF TYPE II PAVEMENT WILL BE PLACED ON TOP OF A 450MM SUBBASE OF DENSE GRADED CRUSHED STONE. AFTER THE EXPANDED AREAS HAVE BEEN CONSTRUCTED, THE ENTIRE PARKING AREA WILL RECEIVE A 40MM LAYER OF TYPE III PAVEMENT OVERLAY.

ADDITIONAL PROJECT ELEMENTS INCLUDE THE INSTALLATION OF A CONCRETE SIDEWALK ALONG THE BACKSIDE OF THE PARKING LOT, REMOVAL AND REPLACEMENT OF A SECTION OF GUARDRAIL ALONG HOME HEALTH CIRCLE DRIVE, REMOVAL AND REPLACEMENT OF THE EXISTING BUS SHELTER, INSTALLATION OF SEVERAL DECIDUOUS TREES ALONG THE PROJECT PERIMETER, AND INSTALLATION OF A LANDSCAPED ISLAND IN THE PARKING LOT.

THE PROJECT WILL ALSO INCLUDE REMOVAL AND REPLACEMENT OF LIGHT POLES AND ASSOCIATED ELECTRICAL SUPPLY LINES. IN ADDITION, THE PROJECT WILL INCLUDE THE CONSTRUCTION OF A NEW GRASS SWALE BETWEEN THE PARKING LOT AND VT ROUTE 104. THE SWALE WILL DRAIN INTO A SERIES OF FIVE NEW DROP INLETS AND CULVERTS THAT WILL CONVEY WATER TO A NEWLY CONFIGURED GRASS-LINED STORMWATER DETENTION POND THAT IS LOCATED ON THE NORTHWEST CORNER OF THE PROPERTY.

I.2. SITE INVENTORY AND ANALYSIS

THE EXISTING PROJECT AREA IS LOCATED IN A RURAL AREA THAT IS EXPERIENCING RAPID DEVELOPMENT, AND CONVERSION OF LAND USE IS FROM AGRICULTURAL TO COMMERCIAL. ALL ABUTTING PROPERTIES HAVE BEEN DEVELOPED. THE PRIMARY WATER RESOURCE IN THE AREA IS THE STEVENS BROOK. ALL OF THE OFF-SITE AND ON-SITE RUNOFF IN THIS AREA DISCHARGES TO THIS BROOK.

ON-SITE DRAINAGE CONSISTS OF SHEET FLOW OVER PAVED SURFACES AND INTO GRASS AND STONE LINED DITCHES. A PORTION OF THE ON-SITE RUNOFF DISCHARGES INTO THE EXISTING DETENTION BASIN VIA DITCH FLOW AND CULVERT FLOW. THE DETENTION BASIN OUTLETS TO STEVENS BROOK OFF-SITE. A PORTION OF RUNOFF ALSO SHEET FLOWS ONTO THE ABUTTING PROPERTY, AND THEN INTO STEVENS BROOK.

I.2.1. OFF-SITE DRAINAGE CHARACTERISTICS

THE AREA SURROUNDING THE PROJECT SITE IS RELATIVELY LEVEL; UP-GRADIENT LAND USES CONSIST OF ROADS (VT 36, VT 104 AND LOCAL ROADS), SEVERAL RESIDENCES AND COMMERCIAL BUILDINGS. THERE IS AN EXISTING STORM DRAIN SYSTEM (CATCH BASINS AND PIPES) THAT COLLECTS ROAD SURFACE AND LOCALIZED RUNOFF AND DISCHARGES IT INTO STEVENS BROOK. A PORTION OF THIS DRAINAGE SYSTEM DISCHARGES INTO AN ON-SITE DETENTION BASIN.

I.2.2. DRAINAGE, WATERWAYS, BODIES OF WATER

THERE IS AN EXISTING GRASS SWALE BETWEEN THE EDGE OF THE EXISTING LOT AND VT ROUTE 36 THAT SLOPES FROM THE INTERSECTION TO THE WEST AND INTO TO THE GRASS-LINED STORMWATER DETENTION POND. THERE IS ALSO A CATCH BASIN INLET NEAR THE BEGINNING OF THE SWALE THAT IS PART OF THE EXISTING STORM DRAIN SYSTEM. THE DETENTION POND OUTLETS INTO AN AT-GRADE CATCH BASIN, WHICH IS ALSO TIED INTO THE DRAIN SYSTEM. THE WATER FROM THE DETENTION POND AND STORM DRAIN SYSTEM WATER IS THEN CONVEYED UNDER VT ROUTE 36 AND DISCHARGED INTO STEVENS BROOK.

AN EXISTING DETENTION POND WAS RECENTLY CONSTRUCTED AS PART OF THE FRANKLIN COUNTY REHAB CENTER, ON THE ABUTTING PROPERTY TO THE WEST OF THE VTRANS PROPERTY. SOME OF THE PARK AND RIDE RUNOFF CURRENTLY DISCHARGES ONTO THIS PROPERTY AND WILL CONTINUE TO DO SO UNDER PROPOSED CONDITIONS. THIS NEW DETENTION POND IS LOCATED APPROXIMATELY 40-FEET TO THE WEST OF THE EXISTING SLIP RAMP.

I.2.3. TOPOGRAPHY, EXISTING ROADS, BUILDINGS, UTILITIES

THE EXISTING TOPOGRAPHY OF THE PROJECT AREA GENERALLY SLOPES TO THE WEST AND SOUTHWEST (TOWARDS THE SLIP RAMP). A MAJORITY OF STORMWATER RUNOFF EITHER SHEET FLOWS IN THIS DIRECTION OR DRAINS TOWARDS THE GRASS SWALE AND TO BOTH DETENTION PONDS.

THE PARK AND RIDE FACILITY IS BORDERED ON THE NORTH BY VT ROUTE 36 AND BY VT ROUTE 104 ON THE EAST. HOME HEALTH CIRCLE DRIVE, WHICH IS THE ENTRANCE DRIVE TO THE FRANKLIN COUNTY REHAB CENTER, BORDERS THE NORTHWEST CORNER OF THE PROJECT SITE AND THE REHAB CENTER'S NEWLY CONSTRUCTED DETENTION POND BORDERS THE WESTERN BOUNDARY. THERE ARE NO EXISTING BUILDINGS ON THE PROJECT SITE. THE BUS SHELTER WILL BE REMOVED AND REPLACED AS PART OF THIS PROJECT.

UTILITIES ON THE PROJECT SITE INCLUDE THE STORM DRAIN SYSTEM, BURIED ELECTRICAL SERVICE LINES THAT POWER THE PARKING LIGHTS AND AN ELECTRICAL METER. IN ADDITION, A BURIED WATER LINE IS LOCATED ALONG THE EAST SIDE OF THE PROPERTY.

I.2.4. VEGETATION

THE EXISTING SITE IS MOSTLY PAVED, AND THERE IS VERY LITTLE VEGETATION. EXISTING LANDSCAPING CONSISTS OF 6 SMALL MAPLE TREES AND SEVERAL GRASS SWALES.

NEW LANDSCAPING THAT WILL BE INSTALLED AS PART OF THIS PROJECT INCLUDES THE PLANTING OF 14 SUGAR MAPLES, 12 EVERGREEN SHRUBS AND 13 DAYLILIES. THE EDGE OF THE PARKING LOT ASPHALT ALONG VT ROUTE 104 WILL BE PULLED APPROXIMATELY 8-FEET BACK, AND A NEW GRASS LINED SWALE WILL BE CONSTRUCTED. A NEW CURBED ISLAND WILL BE CONSTRUCTED IN THE INTERIOR OF THE NEW PARKING AREA, AND WILL BE PLANTED WITH SOME OF THE ABOVE IDENTIFIED SHRUBS AND FLOWERS. ALL OTHER DISTURBED AREAS THAT ARE NOT PAVED WILL BE SEEDED AND MULCHED.

I.2.5. SOILS

MUCH OF THE LAND WITHIN THE PROJECT AREA HAS BEEN PREVIOUSLY DISTURBED AND THE MAJORITY OF EARTH DISTURBANCE REQUIRED FOR CONSTRUCTION OF THIS PROJECT FALLS BETWEEN THE EXISTING PARKING LOT AREA AND EXISTING SLIP RAMP.

THE NATIVE SOILS IN THE PROJECT AREA ARE CHARACTERIZED BY THE SCS AS BEING PRIMARILY STONY LOAMS (MESSENA AND GEORGIA), WITH GENERALLY MODERATE ERODIBILITY FACTORS.

I.2.6. SENSITIVE RESOURCE AREAS

THERE ARE NO KNOWN SENSITIVE AREAS THAT REQUIRE SPECIAL PROTECTION WITHIN THE PROJECT AREA. NO T&E SPECIES, PRIME AGRICULTURAL SOILS, WETLANDS OR OTHER CRITICAL HABITAT EXIST WITHIN THE PROJECT AREA.

I.2.7. PROXIMITY TO NATURAL OR MAN-MADE WATER FEATURES

AS PREVIOUSLY INDICATED, THERE IS AN EXISTING STORMWATER DETENTION POND ON THE PROJECT SITE THAT WILL BE RECONFIGURED, AND THERE IS A DETENTION POND THAT IS LOCATED JUST WEST OF THE PROJECT ON THE ADJOINING PROPERTY. WATER FROM THE ON-SITE DETENTION POND TRAVELS THROUGH A CATCH BASIN AND CULVERT AND IS DISCHARGED OFF-SITE BEFORE ULTIMATELY OUTLETTING INTO STEVENS BROOK. THE PRIMARY OBJECTIVE FOR THIS EROSION PROTECTION AND SEDIMENT CONTROL PLAN WILL BE TO PROTECT THE DETENTION POND OUTLET AND ULTIMATELY PREVENT THE MOBILIZATION AND TRANSPORT OF SEDIMENT INTO STEVENS BROOK.

I.3. TEMPORARY EROSION PREVENTION AND SEDIMENT CONTROL

I.3.1. DESCRIPTION OF ALL TEMPORARY STRUCTURAL EROSION PREVENTION AND SEDIMENT CONTROL MEASURES

TO REDUCE THE POTENTIAL FOR MOBILIZATION OF SEDIMENT AND TO PREVENT ITS TRANSPORT OF SEDIMENT INTO THE BROOK, SEVERAL TEMPORARY EROSION MEASURES WILL BE UTILIZED. THESE MEASURES WILL INCLUDE THE PLACEMENT OF SILT FENCE ALONG THE TOE OF SLOPE, INSTALLATION OF A STONE CONSTRUCTION ENTRANCE, USE OF TEMPORARY STONE CHECK DAMS IN THE SWALE, AND INLET PROTECTION FOR CATCH BASINS. IN ADDITION, EROSION MATTING WILL BE USED FOR THE SWALES, STORMWATER DETENTION POND, AND SLOPES GREATER THAN 3:1, AND THE LIMITS OF DISTURBANCE WILL BE DEMARCATED IN THE FIELD.

SILT FENCE WILL BE PLACED AT THE TOE OF SLOPE ALONG THE WESTERN SIDE OF THE PROPERTY TO PREVENT SEDIMENT TRANSPORT FROM STORMWATER THAT IS SHEET FLOWING DOWNGRADIENT. PRIOR TO ANY UPGRADIENT EARTHWORK, THE SILT FENCE WILL BE INSTALLED ALONG THE CONTOUR WITH THE ENDS TURNED UPWARD TO CREATE A PONDING EFFECT AND TO PREVENT WATER FROM ESCAPING AROUND THE ENDS OF THE SILT FENCE.

TEMPORARY STONE CHECK DAMS WILL BE PLACED IN THE GRASS-LINED SWALE THAT RUNS ADJACENT TO VT ROUTE 36 AND DRAINS INTO THE STORMWATER DETENTION POND. THE CHECK DAMS WILL ACT TO REDUCE FLOW VELOCITIES AND WILL BE PLACED SUCH THAT THE ELEVATION OF THE TOP OF EACH CHECK DAM CORRESPONDS WITH THE ELEVATION OF THE TOE OF THE PRECEDING UPSLOPE CHECK DAM. THE CHECK DAMS WILL BE REMOVED ONCE THE SURROUNDING AREAS HAVE BEEN STABILIZED.

THE INLETS OF BOTH EXISTING AND NEW CATCH BASINS WILL ALSO BE PROTECTED THROUGHOUT THE CONSTRUCTION PROCESS WITH EITHER SILT FENCE OR ROCK BARRIER. FOR THOSE CATCH BASINS THAT ARE OUTSIDE OF THE PAVED AREA, INCLUDING THE DETENTION POND OUTLET, THE CATCH BASIN INLETS WILL BE PROTECTED WITH A SINGLE CONTINUOUS PIECE OF SILT FENCE GEOTEXTILE MATERIAL ATTACHED TO A WOODEN FRAME THAT WILL SURROUND THE INLET AREA.

IN AREAS THAT ARE PAVED, THE CATCH BASIN INLETS WILL BE PROTECTED WITH A ROCK BARRIER THAT IS COMPRISED OF CINDER BLOCKS WRAPPED IN GEOTEXTILE FABRIC AND THEN FULLY SURROUNDED BY CRUSHED STONE. (SEE ATTACHED DETAIL SHEET FOR ILLUSTRATION OF INLET PROTECTION.) BOTH OF THESE INLET PROTECTION METHODS WILL PREVENT SEDIMENT FROM ENTERING THE DRAINAGE SYSTEM BY PONDING THE WATER AND ALLOWING THE SEDIMENT TO FALL OUT OF SUSPENSION PRIOR TO ENTERING THE DRAINAGE SYSTEM.

ADDITIONAL MEASURES TO BE IMPLEMENTED ON THE SITE WILL INCLUDE THE STAGING OF CONSTRUCTION TO MINIMIZE THE TIME THAT SOILS ARE EXPOSED TO THE ELEMENTS, ESTABLISHING A STABILIZED CONSTRUCTION ENTRANCE, USING EROSION MATTING ON ALL SLOPES THAT ARE GREATER THAN 1V:3H, AND SEEDING AND MULCHING ALL OTHER DISTURBED AREAS WITHIN 48 HOURS OF REACHING FINAL GRADE OR DURING INTERMITTENT PHASES OF CONSTRUCTION ACTIVITY. THE LIMITS OF DISTURBANCE REQUIRED FOR CONSTRUCTION WILL ALSO BE DEMARCATED IN THE FIELD WITH A COMBINATION OF SILT FENCE AND SNOW FENCE.

MEASURES SUCH AS THE SILT FENCE AND TEMPORARY STONE CHECK DAMS THAT ARE USED ON THE PROJECT SITE WILL BE CHECKED REGULARLY FOR THE ACCUMULATION OF SEDIMENT. ANY ACCUMULATED SEDIMENT WILL BE REMOVED WHEN THE LEVEL OF SEDIMENT REACHES ONE-HALF THE HEIGHT OF THE CONTROL MEASURE.

I.3.2. DESIGN CALCULATIONS FOR ALL TEMPORARY STRUCTURAL CONTROL MEASURES

AS THE TEMPORARY STRUCTURAL CONTROL MEASURES FOR THIS PROJECT ARE LIMITED TO STONE CHECK DAMS AND SILT FENCE, DESIGN CALCULATIONS HAVE NOT BEEN PERFORMED. THE STORMWATER DETENTION POND THAT IS PART OF THIS PROJECT IS A PERMANENT CONTROL MEASURE AND HAS BEEN DESIGNED BASED ON A HYDROLOGICAL ANALYSIS OF THE PROJECT SITE.

I.4. FINAL EROSION CONTROL MEASURES

I.4.1. DESCRIPTION OF PERMANENT EROSION PREVENTION AND SEDIMENT CONTROL MEASURES

FINAL EROSION PREVENTION MEASURES WILL INCLUDE STABILIZATION OF ALL SURFACES BY SEEDING AND MULCHING OR MATTING ALL DISTURBED AREAS THAT ARE NOT PAVED.

DATUM	
VERTICAL	NAVD 88
HORIZONTAL	NAD 83

PROJECT NAME: ST. ALBANS PARK & RIDE

PROJECT NUMBER: CMG PARK (23)S

FILE NAME:

PLOT DATE: 10/14/2005

PROJECT LEADER: JWT

DRAWN BY: PGJ

DESIGNED BY: PGJ

CHECKED BY: EPD

EROSION CONTROL NARRATIVE

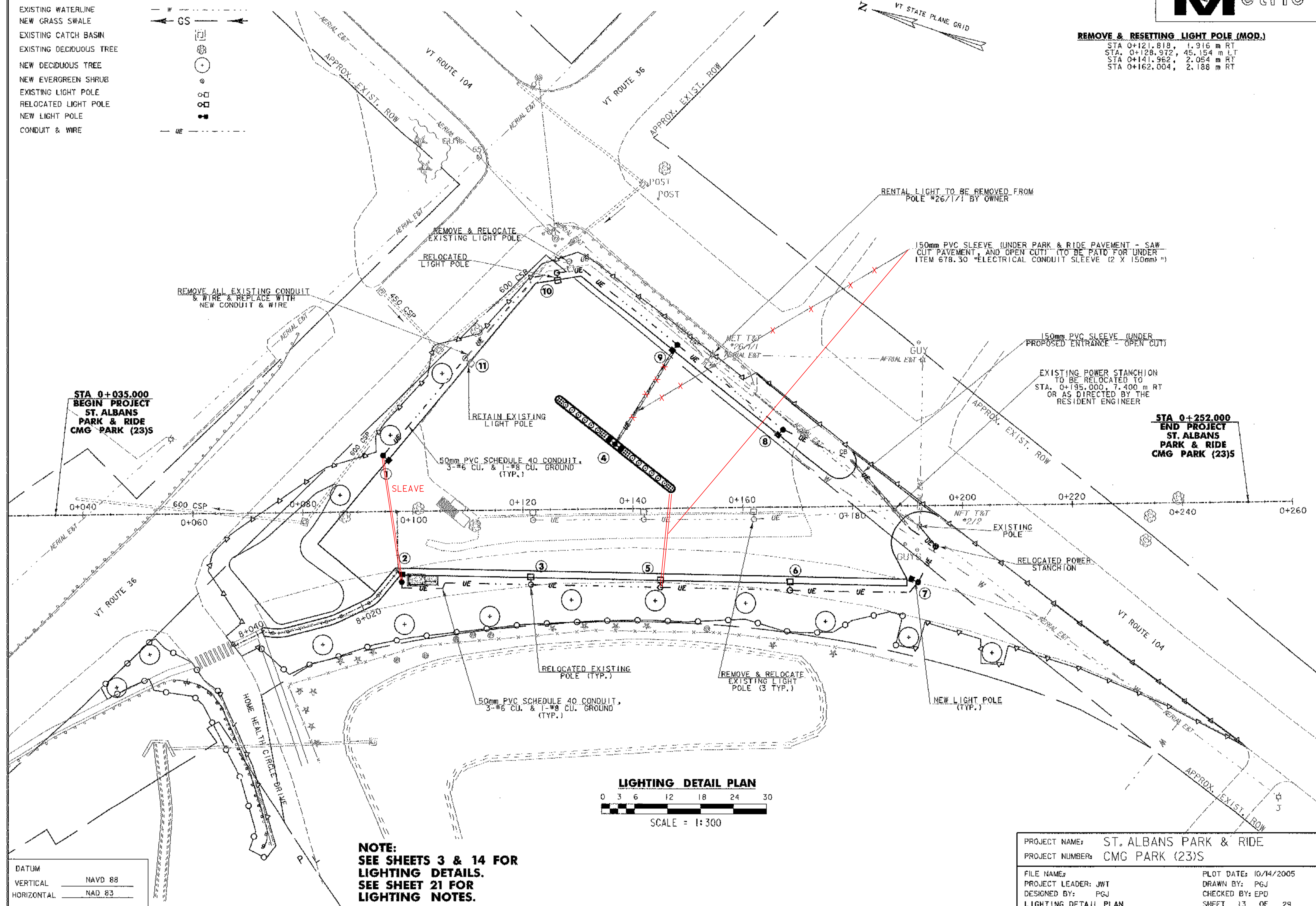
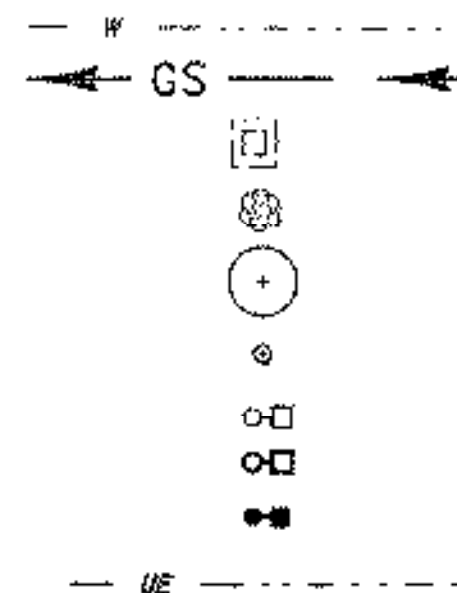
SHEET 12 OF 29

REMOVE & RESET LIGHT POLE (MOD.)

STA 0+121.818, 1.916 m RT
STA 0+128.972, 45.154 m LT
STA 0+141.962, 2.054 m RT
STA 0+162.004, 2.188 m RT

LEGEND

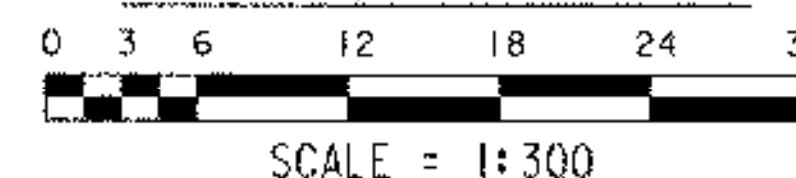
EXISTING WATERLINE
NEW GRASS SWALE
EXISTING CATCH BASIN
EXISTING DECIDUOUS TREE
NEW DECIDUOUS TREE
NEW EVERGREEN SHRUB
EXISTING LIGHT POLE
RELOCATED LIGHT POLE
NEW LIGHT POLE
CONDUIT & WIRE



**STA 0+035.000
BEGIN PROJECT
ST. ALBANS
PARK & RIDE
CMG PARK (23)S**

**STA 0+252.000
END PROJECT
ST. ALBANS
PARK & RIDE
CMG PARK (23)S**

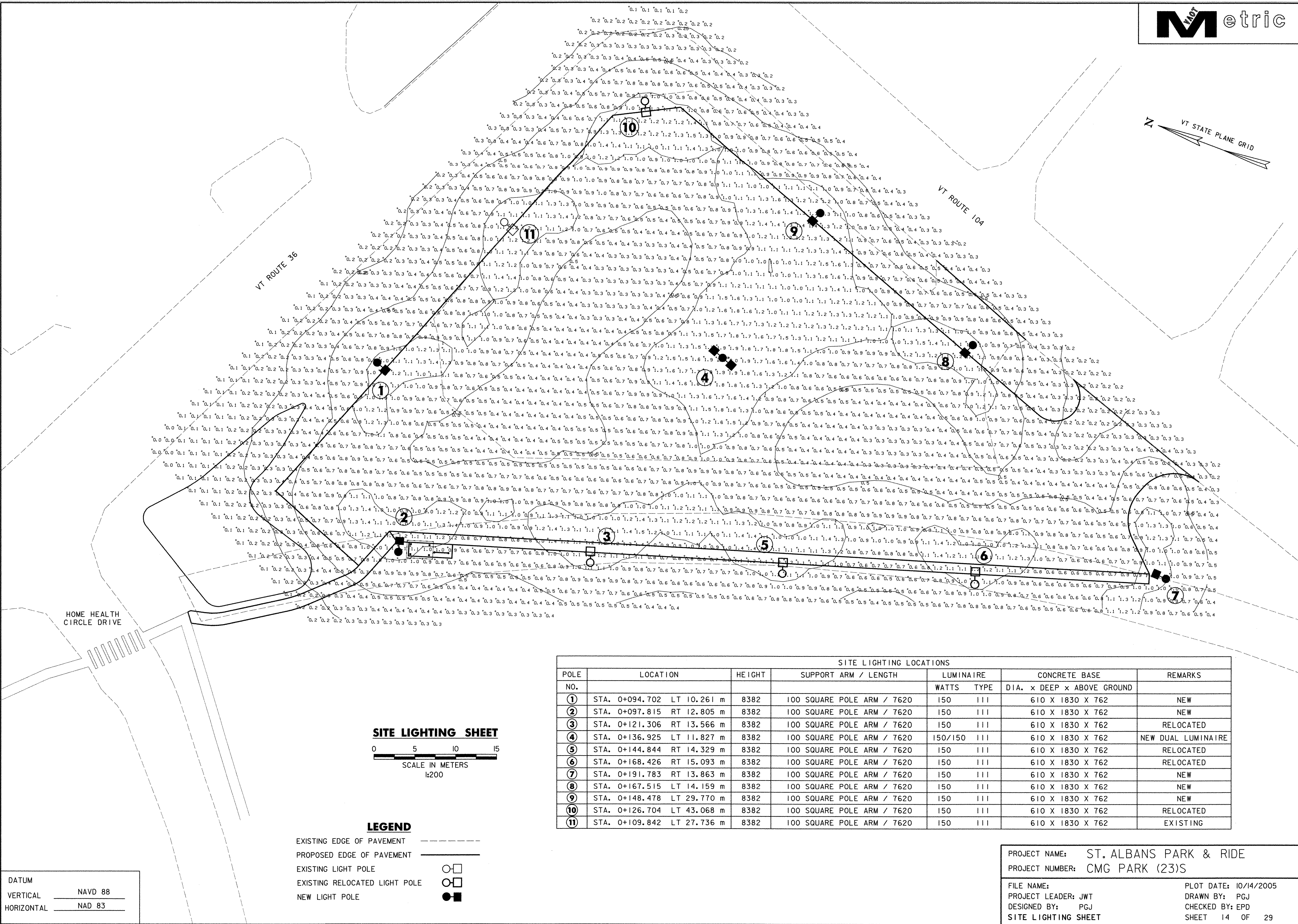
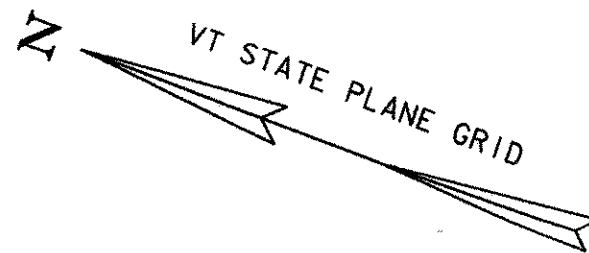
LIGHTING DETAIL PLAN

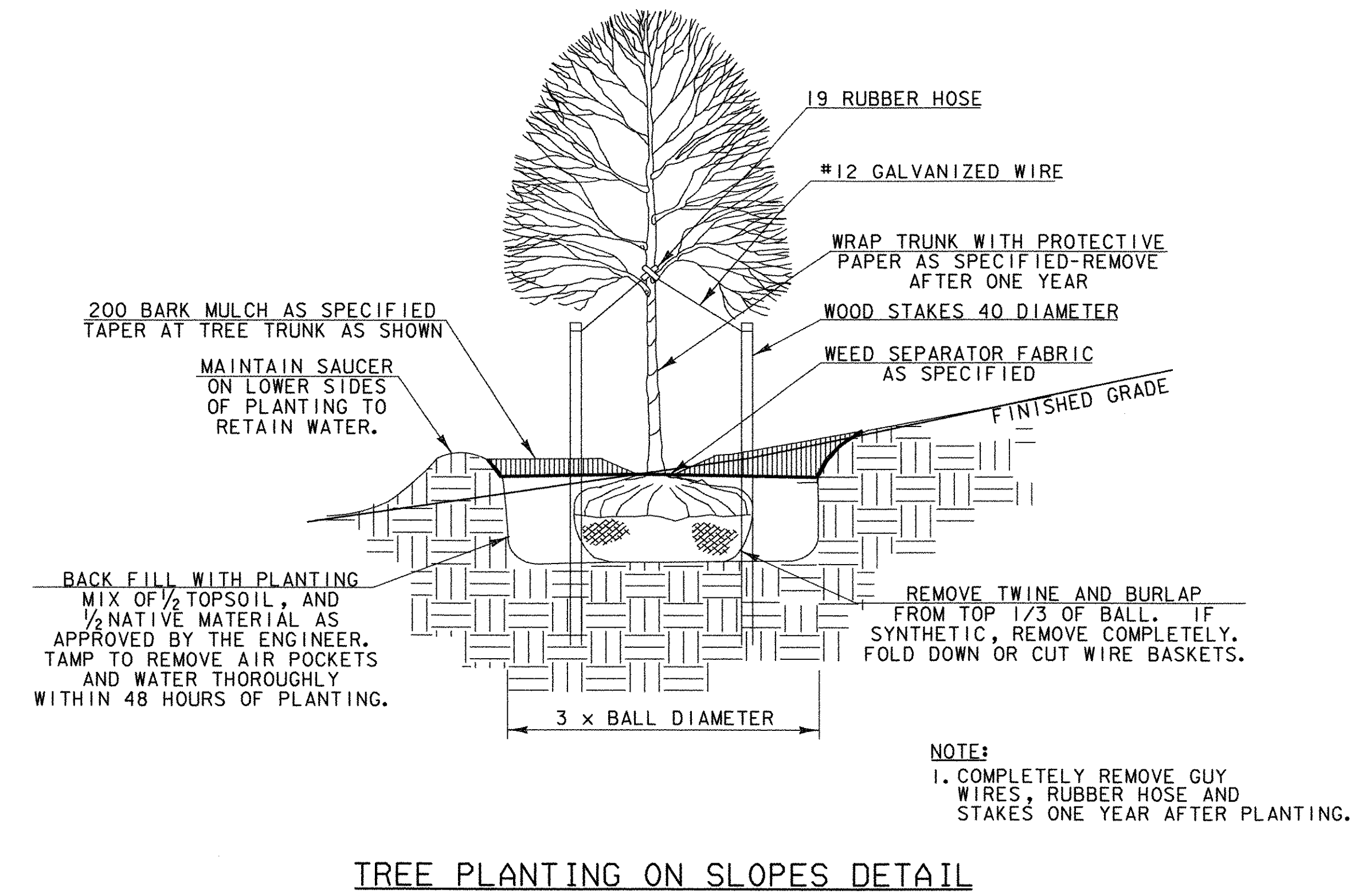
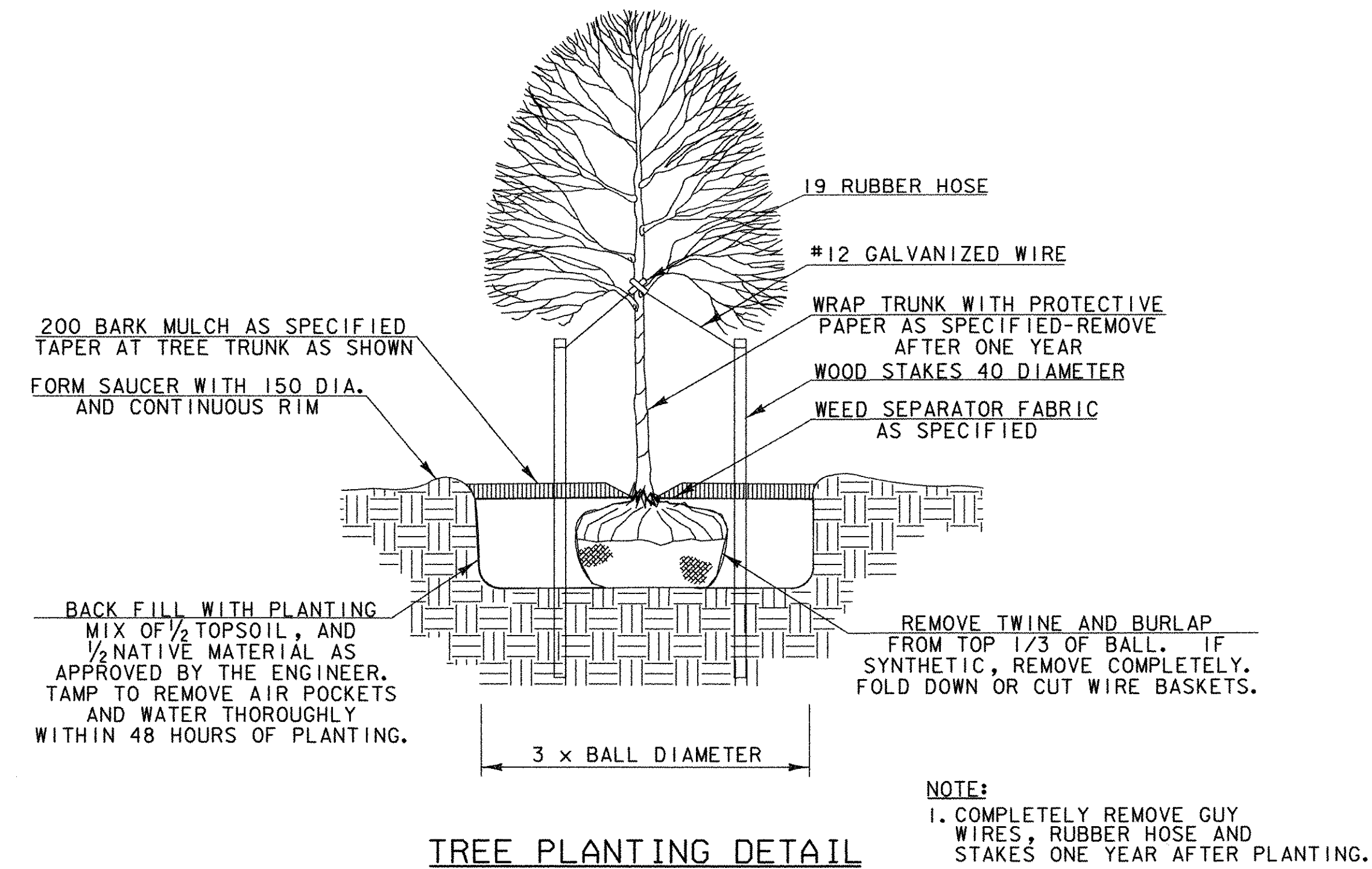


**NOTE:
SEE SHEETS 3 & 14 FOR
LIGHTING DETAILS.
SEE SHEET 21 FOR
LIGHTING NOTES.**

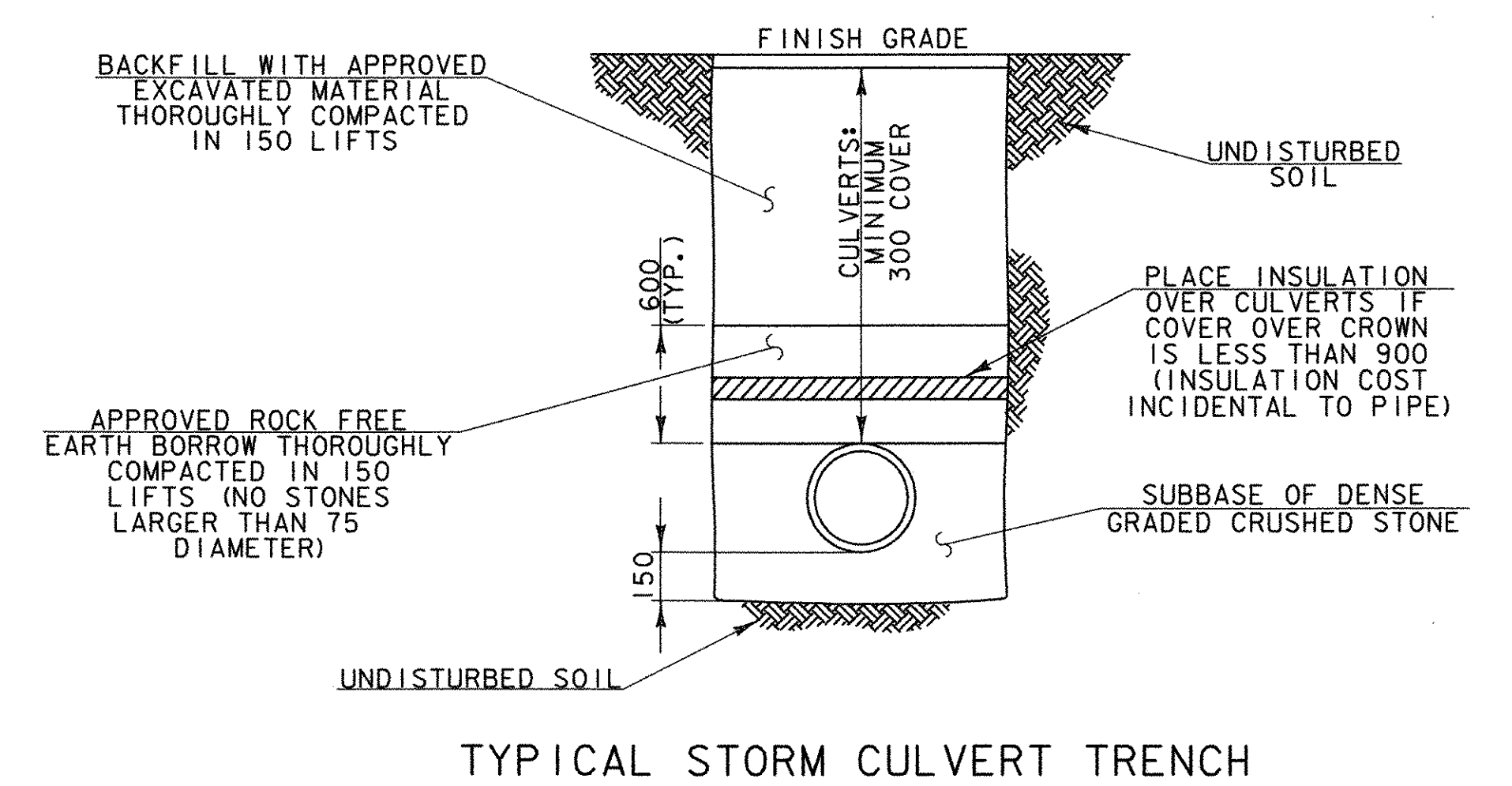
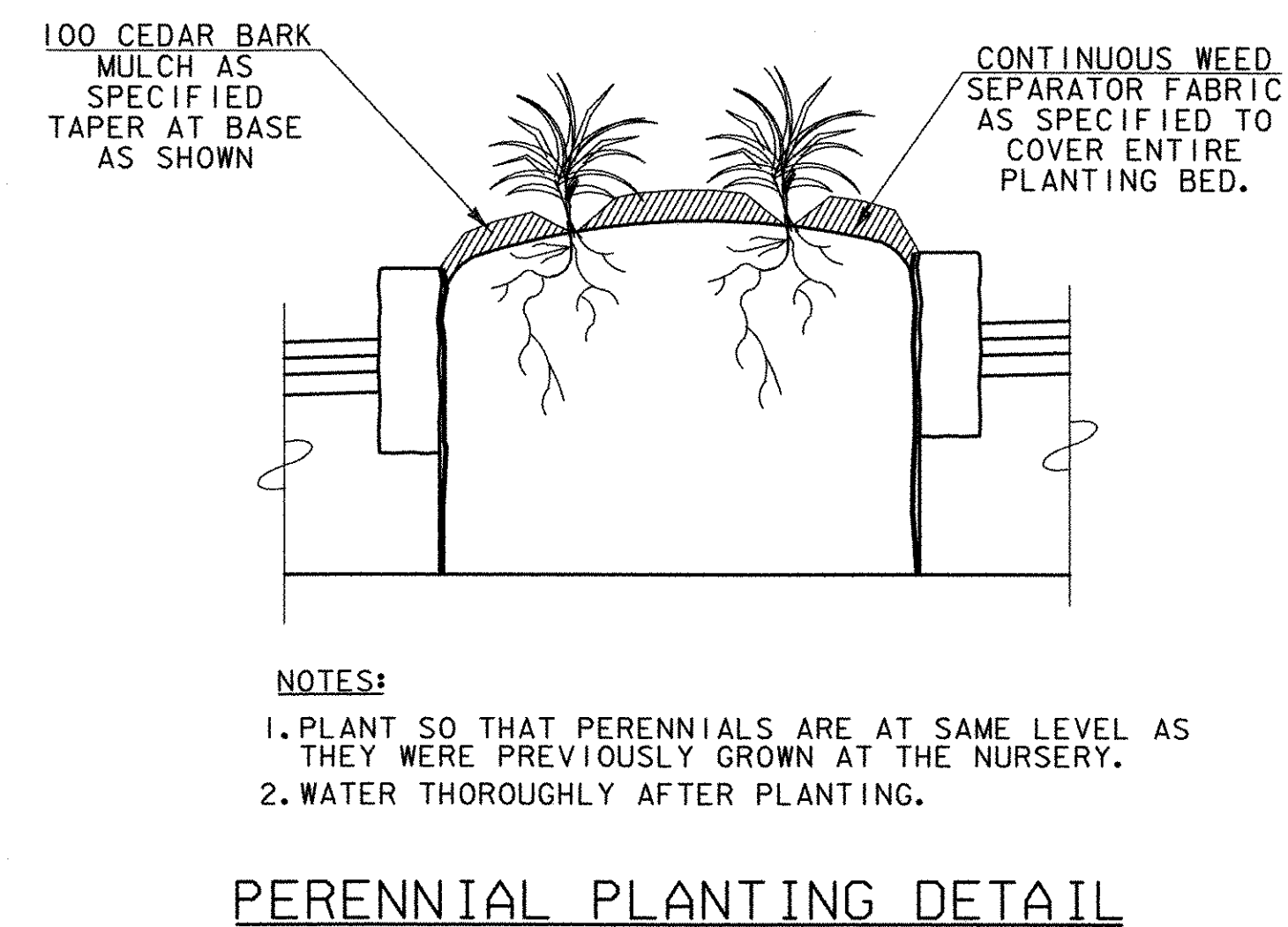
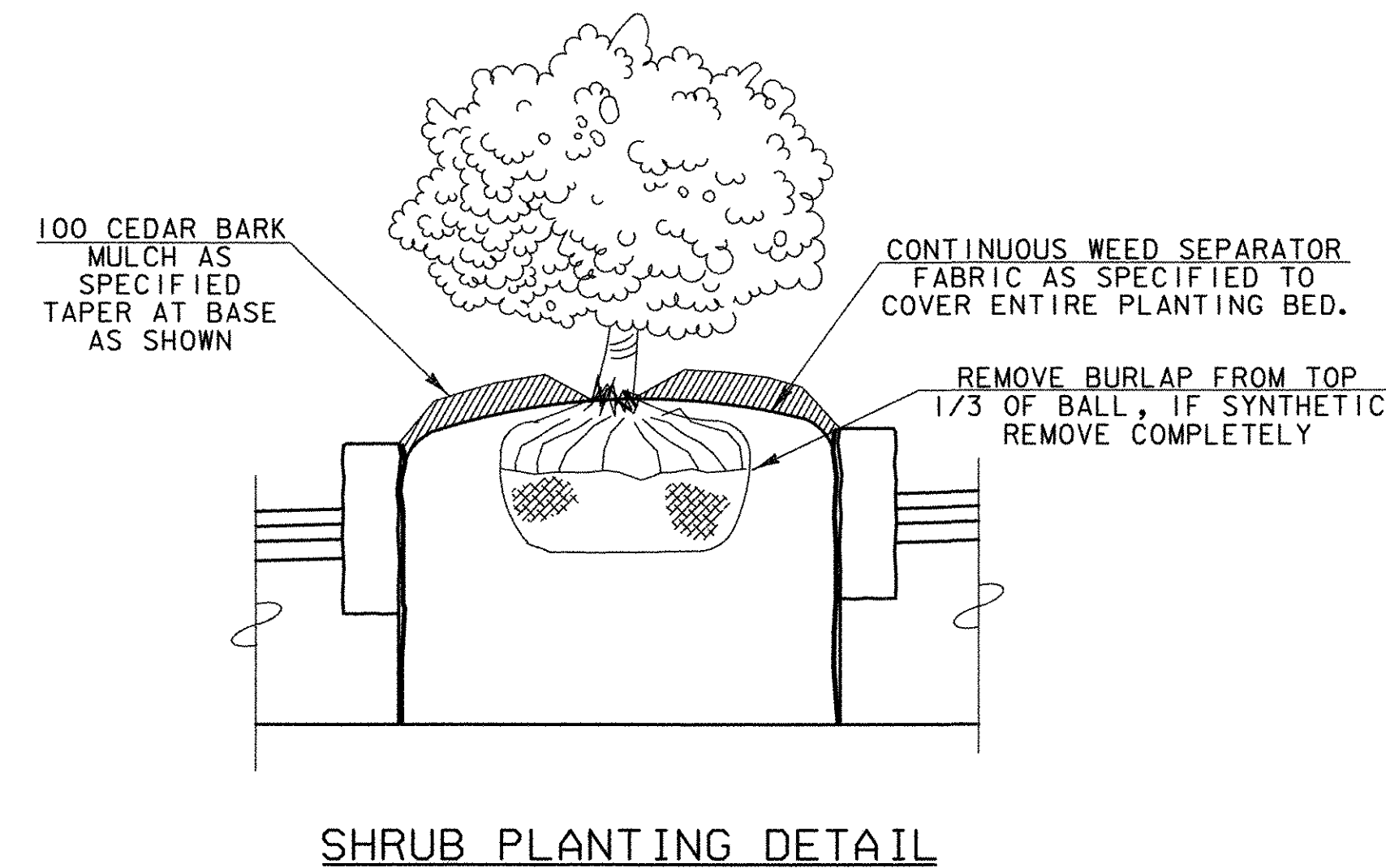
PROJECT NAME: ST. ALBANS PARK & RIDE
PROJECT NUMBER: CMG PARK (23)S
FILE NAME:
PROJECT LEADER: JWT
DESIGNED BY: PGJ
LIGHTING DETAIL PLAN
PLOT DATE: 10/14/2005
DRAWN BY: PGJ
CHECKED BY: EPD
SHEET 13 OF 29

DATUM
VERTICAL: NAVD 88
HORIZONTAL: NAD 83





NOTE: SEE SHEET 10 FOR PLANTING SCHEDULES.



NOTE: ALL DETAILS
NOT TO SCALE

PROJECT NAME:	ST. ALBANS PARK & RIDE
PROJECT NUMBER:	CMG PARK (23)S
FILE NAME:	PLOT DATE: 10/14/2005
PROJECT LEADER: JWT	DRAWN BY: PGJ
DESIGNED BY: PGJ	CHECKED BY: EPD
PLANTING & MISCELLANEOUS DETAILS	SHEET 15 OF 29

SPLICING DETAIL

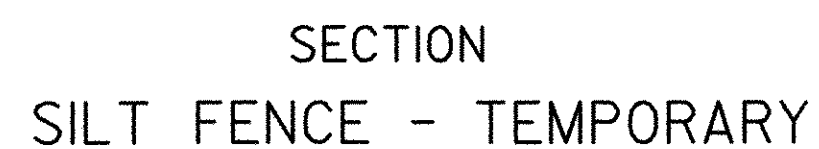
- A. THE PRIMARY PURPOSE OF SILT FENCE IS TO REDUCE RUNOFF VELOCITY AND TRAP SEDIMENT. VELOCITY IS REDUCED, WATER IS IMPOUNDED BEHIND THE MEASURE, AND SEDIMENT FALLS OUT OF SUSPENSION.
- B. SILT FENCE SHALL BE INSTALLED ON A LINE OF EQUAL ELEVATION (CONTOUR). IT MAY BE INSTALLED AT INTERMEDIATE POINTS UP SLOPES AS WELL AS AT THE BOTTOM, AS SHOWN IN THE DETAIL.
- C. SILT FENCE SHALL NOT BE USED ACROSS CONCENTRATED FLOW.

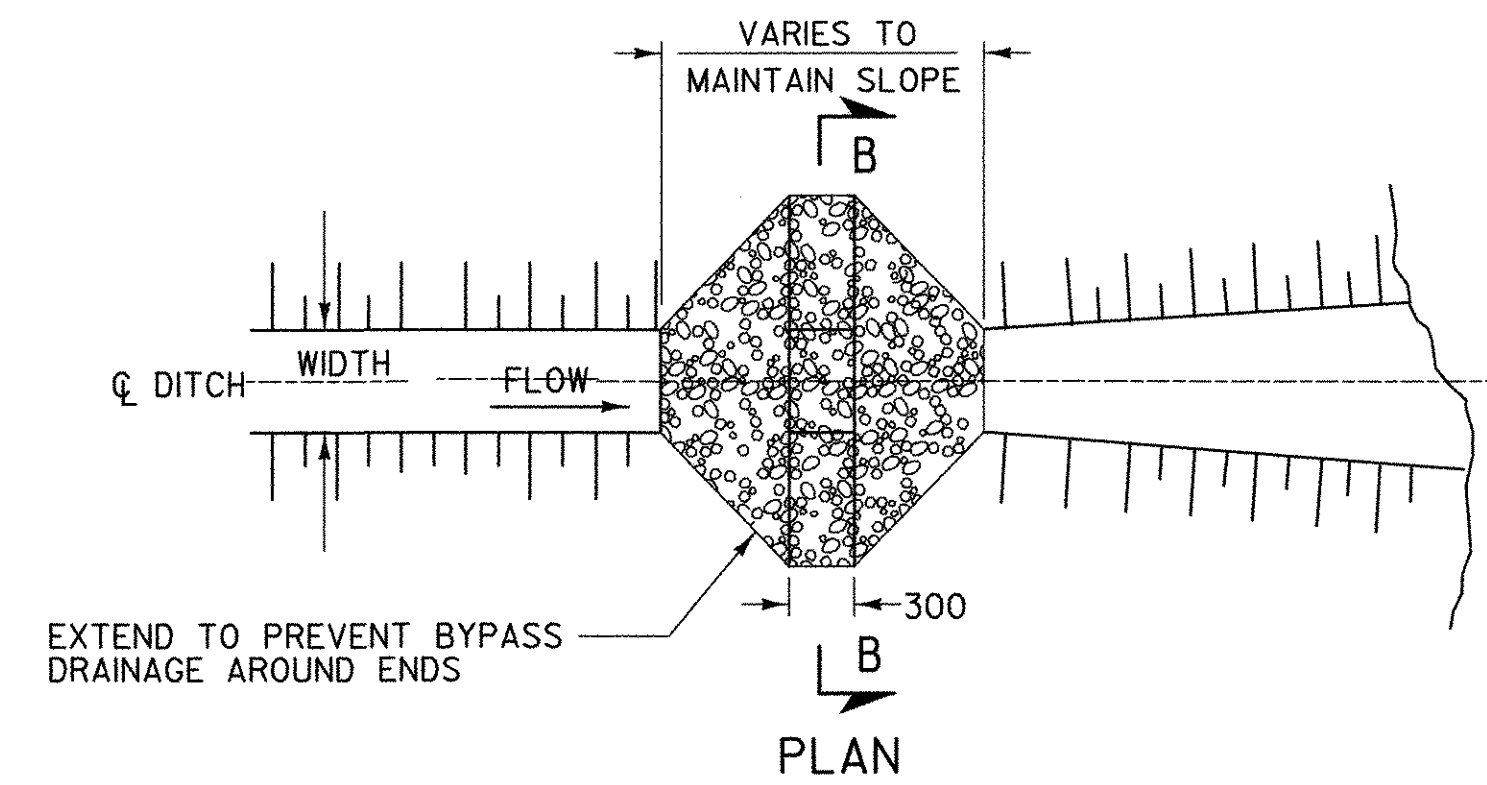
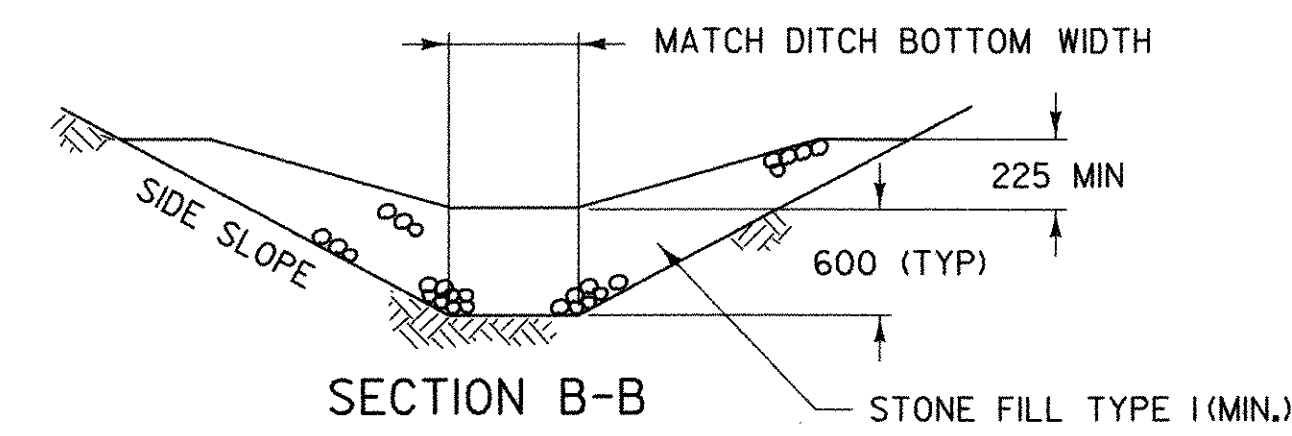
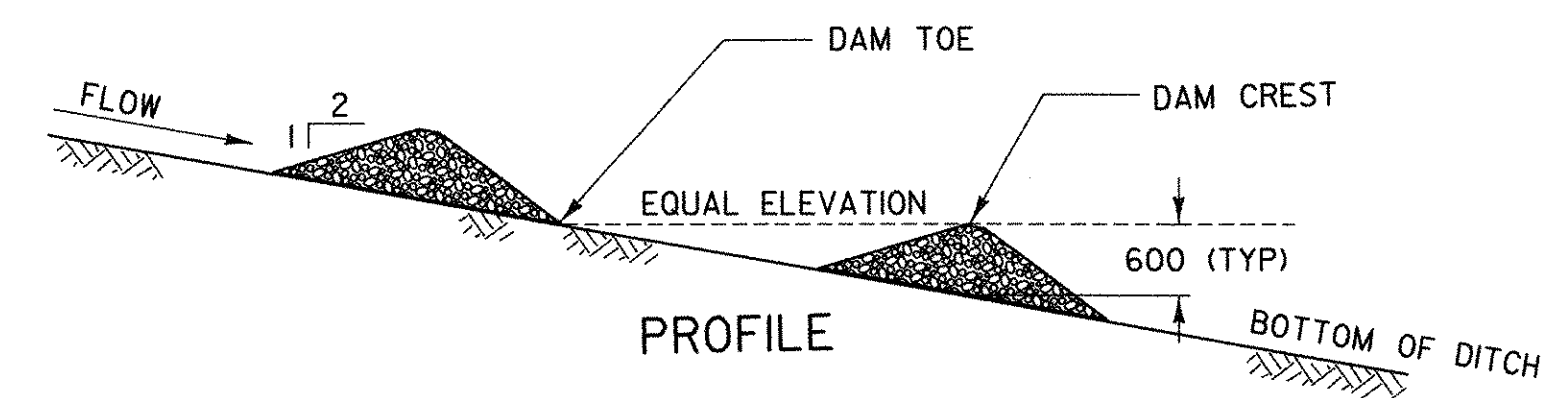
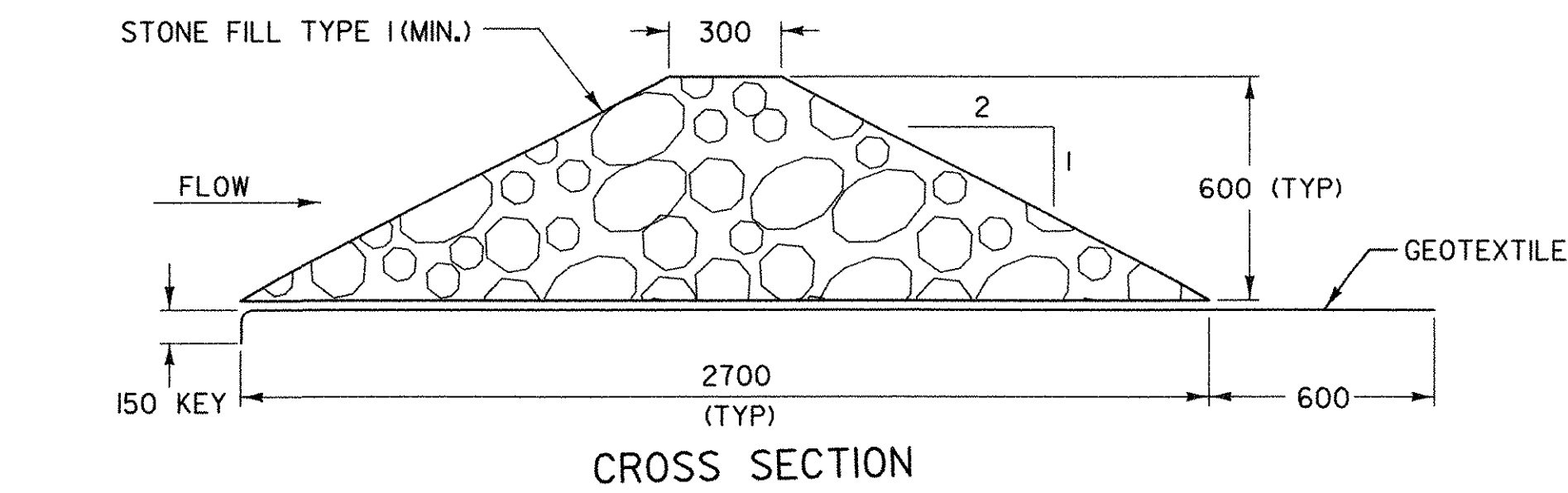
1. SILT FENCE SHALL GENERALLY BE PLACED A MINIMUM OF 1.5 m BEYOND TOE OF SLOPE, 3 m PREFERRED, TO PROVIDE ADEQUATE AREA FOR SEDIMENT STORAGE AND FACILITATE MAINTENANCE OF SEDIMENT CONTAINMENT AREA. THE SILT FENCE DETAIL SHOWN ON THIS PLAN MAY NOT APPLY BETWEEN STA. 0+077 RT AND STA. 0+192. THE SILT FENCE IN THIS AREA SHALL BE INSTALLED BETWEEN THE NEW TOE OF SLOPE AND THE EXISTING ROW LINE, AND ON THE UP GRADIENT SIDE OF THE PDF.
2. ALL ENDS SHALL BE "J" HOOKED TO TRAP SEDIMENT.
3. IN AREAS WITH TWO SLOPES, SILT FENCE SHALL BE USED TO ERECT A DAM AND TRAP SEDIMENT AT THE BASE OF THE STEEPER SLOPE.
4. THE BOTTOM EDGE OF SILT FENCE SHALL BE BURIED A MINIMUM OF 150 mm BELOW GROUND, AND KEYED IN 100 mm. THE FENCE SHALL BE INSTALLED WITH THE POSTS ON THE DOWNSTREAM SIDE OF THE FABRIC.
5. MAXIMUM DRAINAGE AREA TRIBUTARY TO 30 m OF SILT FENCE SHALL BE 0.1HA.
6. THE FOLLOWING ARE MAXIMUM SLOPE LENGTHS FOR THESE MEASURES:

7. 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.
8. 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.
9. SILT FENCE SHALL BE REMOVED WHEN THE AREA HAS BEEN STABILIZED. AT TIME OF REMOVAL OF THE SILT FENCE, THE DISTURBED AREA SHALL BE REPAIRED AND STABILIZED.
10. PAYMENT FOR INSTALLATION AND REMOVAL OF SILT FENCE SHALL BE MADE UNDER THE GEOTEXTILE FOR SILT FENCE ITEM.
11. PAYMENT FOR MONITORING SILT FENCE SHALL BE MADE UNDER THE MONITORING EROSION PREVENTION & SEDIMENT CONTROL PLAN ITEM.
12. PAYMENT FOR MAINTAINING SILT FENCE SHALL BE MADE UNDER THE FIELD MAINTENANCE OF EROSION PREVENTION & SEDIMENT CONTROL PLAN ITEM, UNLESS IN THE OPINION OF THE RESIDENT ENGINEER, MAINTENANCE IS REQUIRED DUE TO POOR INSTALLATION PRACTICES, WHEREAS IT WILL THEN BE REPAIRED AT THE CONTRACTORS SOLE EXPENSE.



SPLICING DETAIL





CHECK DAM - TEMPORARY
(STONE)

STONE CHECK DAM PLACEMENT INTERVAL	
DITCH SLOPE	PLACEMENT INTERVAL **
1 1/2 %	60 m
2 %	30 m
3 %	20 m
4 %	15 m
5 %	12 m
6 %	10 m
8 %	7.5 m
10 %	6 m

** BASED ON 0.6 m TYPICAL HEIGHT

CHECK DAMS

APPLICATION NOTES:

- THE PRIMARY PURPOSE OF A CHECK DAM IS TO REDUCE EROSION IN A CHANNEL BY REDUCING FLOW VELOCITY.
- CHECK DAMS WILL CAPTURE SEDIMENT THAT FALLS OUT OF SUSPENSION BEHIND THE CHECK DAM DUE TO DECREASED VELOCITY.
- CHECK DAMS ARE NOT INTENDED TO FILTER SEDIMENT FROM TURBID WATER.
- DETAILS SHOWN SHALL BE USED FOR TEMPORARY INSTALLATION ONLY.

GENERAL NOTES:

- GEOTEXTILE SHALL BE INSTALLED UNDER STONE FILL. IT SHALL BE KEYED IN ON THE UP HILL END AND SHALL EXTEND 0.6 m BEYOND THE STONE ON THE DOWN HILL END.
- 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.
- 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 MANUFACTURERS LITERATURE.
- 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.
- 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.
- AT TIME OF REMOVAL OF THE CHECK DAMS, THE DISTURBED AREA SHALL BE REPAIRED AND STABILIZED.
- PAYMENT FOR INSTALLATION AND REMOVAL OF CHECK DAMS SHALL BE MADE UNDER APPROPRIATE CONTRACT ITEMS.
- PAYMENT FOR MONITORING CHECK DAMS SHALL BE MADE UNDER THE MONITORING EROSION PREVENTION & SEDIMENT CONTROL PLAN ITEM.
- PAYMENT FOR MAINTAINING CHECK DAMS SHALL BE MADE UNDER THE FIELD MAINTENANCE OF EROSION PREVENTION & SEDIMENT CONTROL PLAN ITEM, UNLESS IN THE OPINION OF THE RESIDENT ENGINEER, MAINTENANCE IS REQUIRED DUE TO POOR INSTALLATION PRACTICES, WHEREAS IT WILL BE REPAIRED AT THE CONTRACTORS SOLE EXPENSE.

PROJECT NAME: ST. ALBANS PARK & RIDE
PROJECT NUMBER: CMG PARK (23)S

FILE NAME:	PLOT DATE: 10/14/2005
PROJECT LEADER: JWT	DRAWN BY: PGJ
DESIGNED BY: PGJ	CHECKED BY: EPD
CHECK DAM DETAILS	SHEET 17 OF 29

10/14/2005 11:51:05 AM

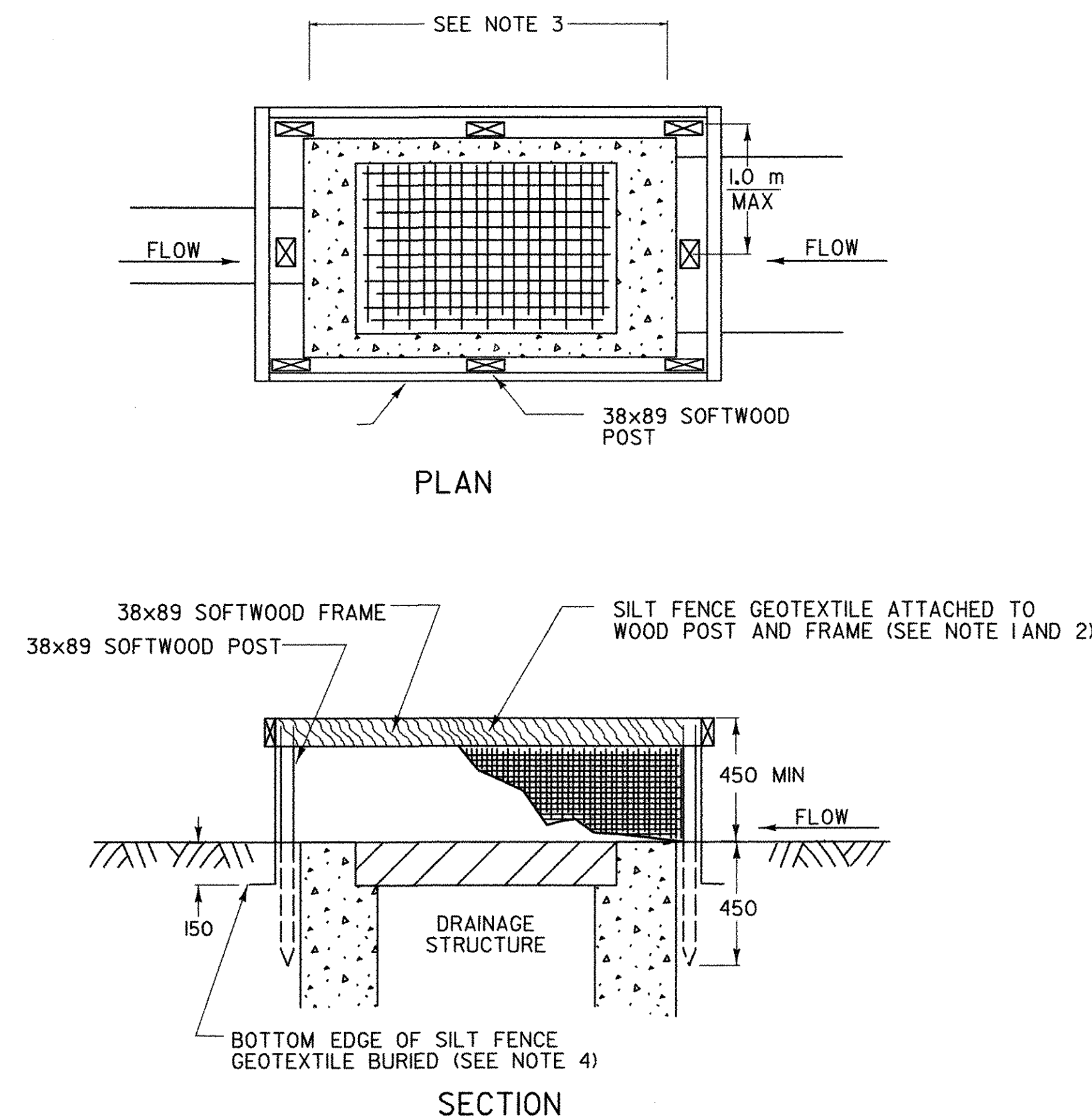
DROP INLET PROTECTION

APPLICATION NOTES:

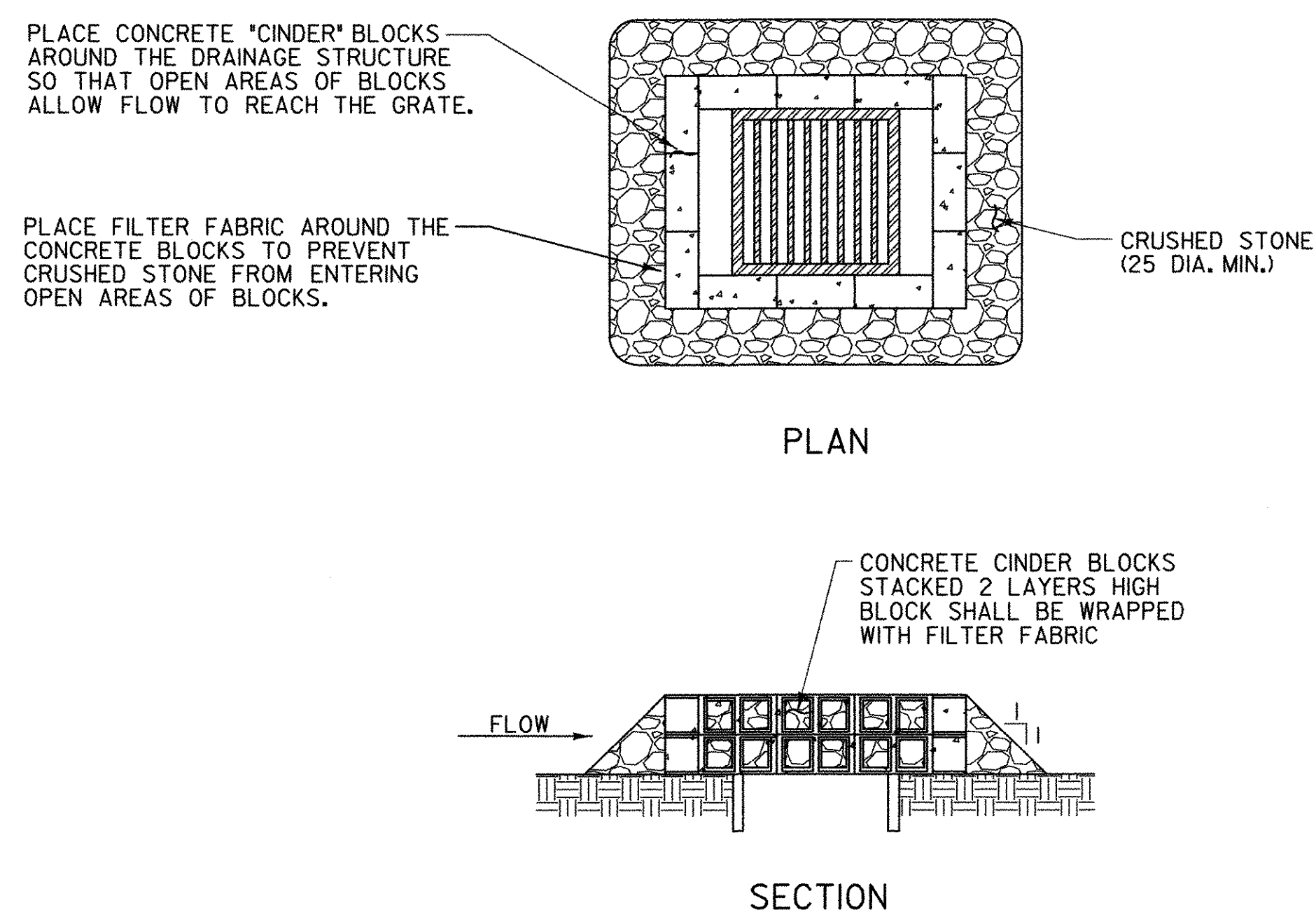
- THE PRIMARY PURPOSE OF DRAINAGE STRUCTURE INLET PROTECTION IS TO PREVENT SEDIMENT FROM ENTERING A DRAINAGE SYSTEM BY PONDING WATER WHICH ALLOWS SEDIMENT TO FALL OUT OF SUSPENSION.
- THESE EXAMPLES OF DROP INLET PROTECTION ARE NOT INTENDED FOR USE ON GRADES. ON GRADE THEY MAY CAUSE WATER TO BYPASS THE STRUCTURE, CREATING ADDITIONAL EROSION OR FLOODING.
- POSSIBLE MODIFICATIONS FOR USE ON GRADE INCLUDE ADDING A BERM DOWNSTREAM OF THE INLET TO CREATE PONDING. CHECK DAMS MAY ALSO BE USED UPSTREAM OF THE INLET TO SLOW VELOCITIES.
- PREFABRICATED DROP INLET PROTECTION SPECIFICATIONS SHALL BE PROVIDED TO THE ENGINEER FOR APPROVAL PRIOR TO USE.

GENERAL NOTES:

- THE TOP OF THE INLET PROTECTION SHALL BE SET AT THE MAXIMUM DESIRED WATER LEVEL, BASED ON FIELD LOCATION AND CONDITIONS.
- SILT FENCE GEOTEXTILE SHALL BE A SINGLE CONTINUOUS PIECE TO ELIMINATE JOINTS.
- SPACE SILT FENCE POSTS EVENLY AROUND INLET WITH A MAXIMUM SPACING OF 1.0 m. DRIVE POSTS A MINIMUM OF 450 mm INTO GROUND. WIRE MESH MAY BE REQUIRED BEHIND GEOTEXTILE TO PROVIDE SUPPORT.
- SILT FENCE GEOTEXTILE SHALL BE EMBEDDED A MINIMUM OF 150 mm AND BACKFILLED. GEOTEXTILE SHALL BE SECURELY FASTENED TO POSTS AND FRAME.
- 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.
- 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.
- PAYMENT FOR SILT FENCE DROP INLET PROTECTION SHALL BE MADE UNDER GEOTEXTILE FOR SILT FENCE. PAYMENT FOR ROCK BARRIER DROP INLET PROTECTION SHALL BE MADE UNDER ITEM 613.10 "STONE FILL, TYPE 1 (MOD. - INLET PROTECTION)".
- PAYMENT FOR MONITORING INLET PROTECTION SHALL BE MADE UNDER THE MONITORING EROSION PREVENTION & SEDIMENT CONTROL PLAN ITEM.
- PAYMENT FOR MAINTAINING INLET PROTECTION SHALL BE MADE UNDER THE FIELD MAINTENANCE OF EROSION PREVENTION & SEDIMENT CONTROL PLAN ITEM, UNLESS IN THE OPINION OF THE RESIDENT ENGINEER, MAINTENANCE IS REQUIRED DUE TO POOR INSTALLATION PRACTICES, WHEREAS IT WILL BE REPAIRED AT THE CONTRACTORS SOLE EXPENSE.

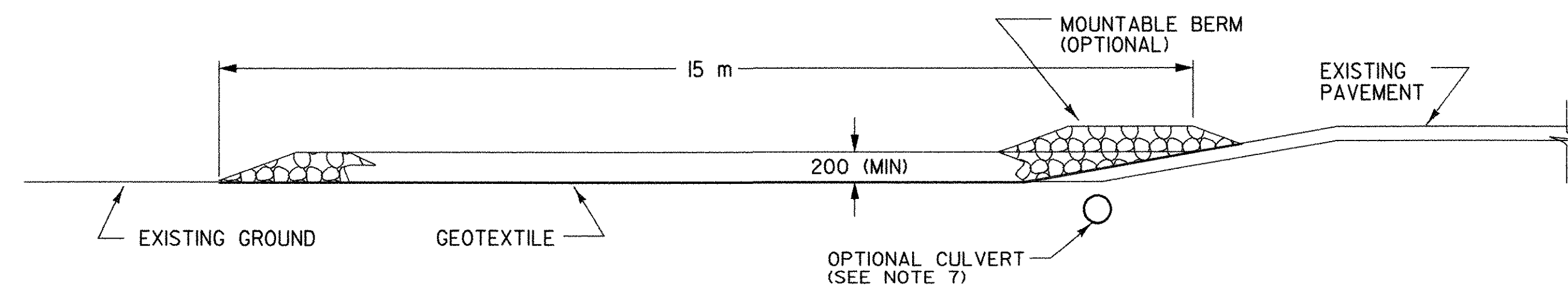


SILT FENCE DROP INLET PROTECTION

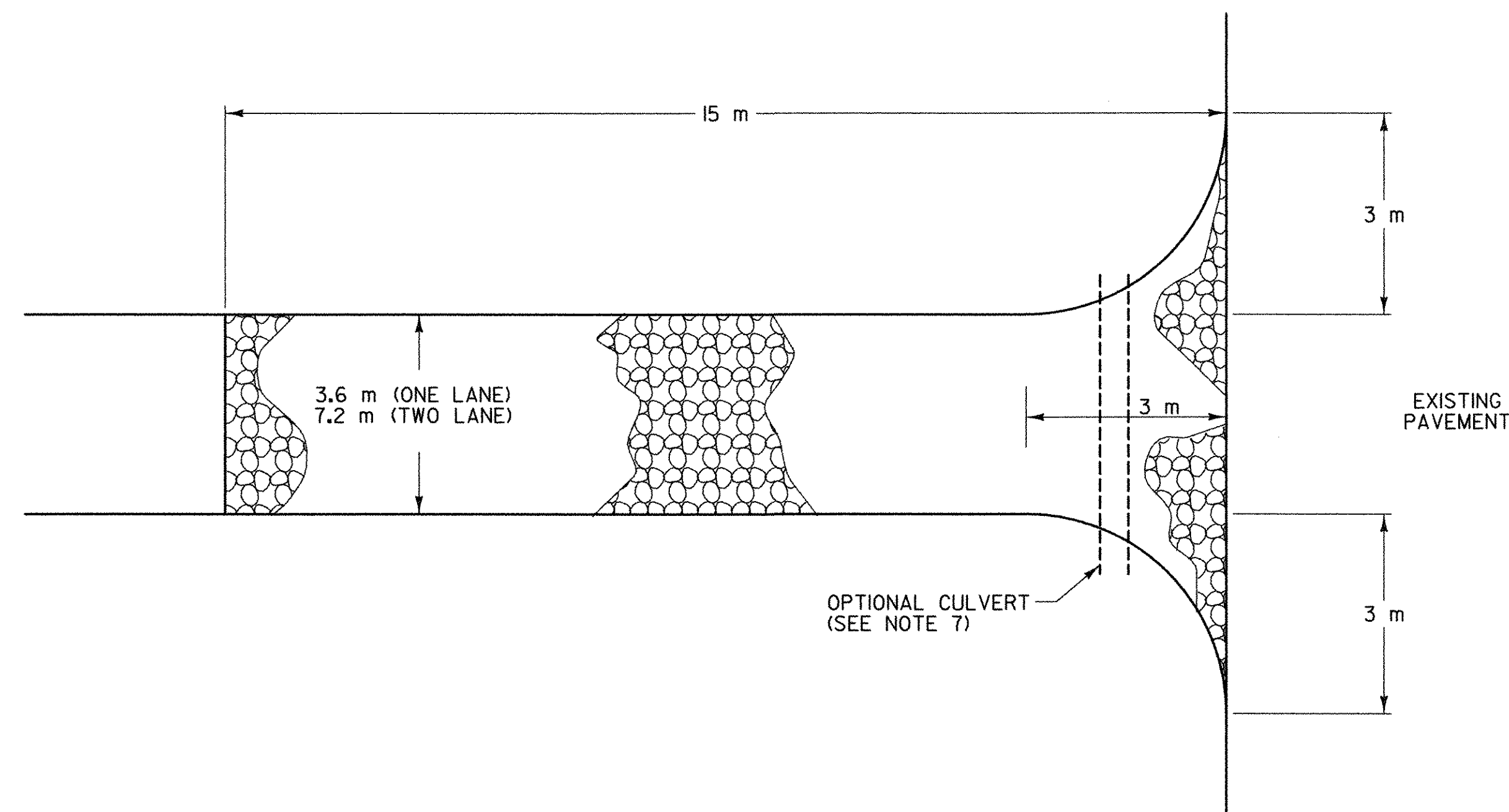


ROCK BARRIER DROP INLET PROTECTION
TEMPORARY PAVED AREAS

PROJECT NAME:	ST. ALBANS PARK & RIDE
PROJECT NUMBER:	CMG PARK (23)S
FILE NAME:	PLOT DATE: 10/14/2005
PROJECT LEADER: JWT	DRAWN BY: PGJ
DESIGNED BY: PGJ	CHECKED BY: EPD
DROP INLET PROTECTION DETAILS	SHEET 18 OF 29



TYPICAL CONSTRUCTION ENTRANCE PROFILE
(CUT AND DITCH SECTIONS)



TYPICAL CONSTRUCTION ENTRANCE PLAN
(CUT/DITCH AND FILL SECTIONS)

ANTICIPATED CONSTRUCTION ENTRANCE LOCATION:
PROPOSED PARK & RIDE ENTRANCE FROM
APPROX. STA. 0+173 TO STA. 0+195

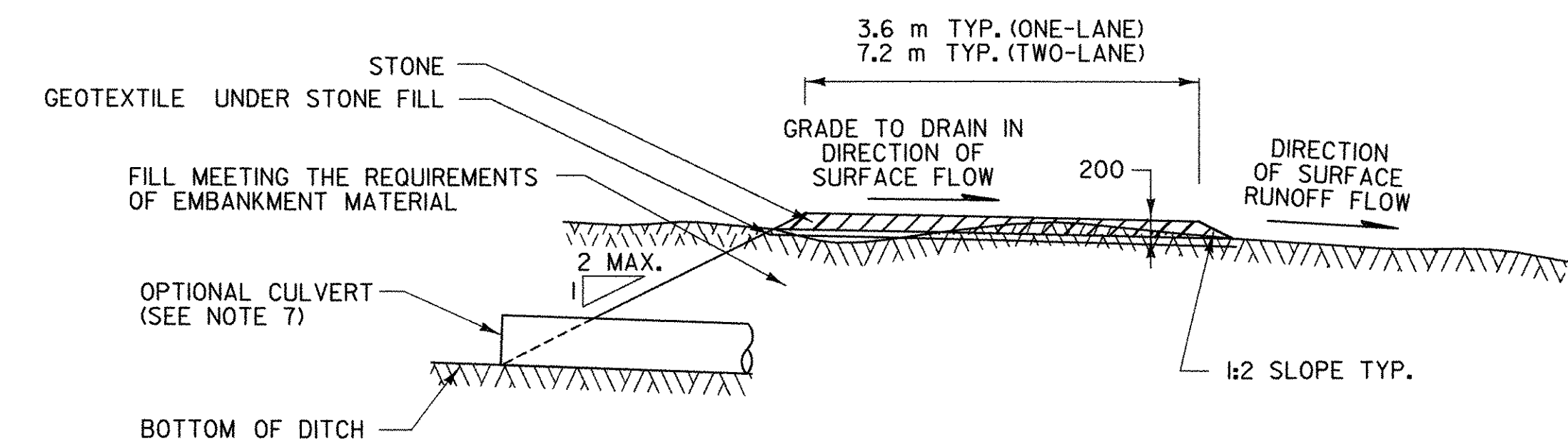
STABILIZED CONSTRUCTION ENTRANCE

APPLICATION NOTES:

A. THE PURPOSE OF A STABILIZED CONSTRUCTION ENTRANCE IS TO REDUCE OR ELIMINATE THE TRACKING OF SEDIMENT ONTO PUBLIC RIGHTS OF WAY OR STREETS.

GENERAL NOTES:

1. STONE SIZE - USE CLEAN STONE WITH GRADATION BETWEEN 50 mm AND 100 mm.
2. LENGTH - 15 m (MIN)
3. THICKNESS - 200 mm (MIN)
4. WIDTH - 3.6 m (MIN)
5. GEOTEXTILE UNDER STONE WILL BE PLACED OVER THE ENTIRE AREA PRIOR TO PLACING OF STONE.
6. SURFACE WATER - ALL SURFACE WATER FLOWING OR DIVERTED TOWARD CONSTRUCTION ENTRANCES SHALL BE PIPED ACROSS THE ENTRANCE AS DIRECTED BY THE ENGINEER. IF PIPING IS IMPRACTICAL, A MOUNTABLE BERM WITH 5:1 SLOPES WILL BE PERMITTED.
7. PROPOSED DRAINAGE PIPES SHALL BE SIZED WITH SUFFICIENT CAPACITY TO CARRY DITCH FLOWS. ALTERNATIVE WAYS OF TRANSPORTING DITCH DRAINAGE ACROSS CONSTRUCTION ENTRANCES MAY BE PROPOSED BY THE CONTRACTOR FOR APPROVAL BY THE ENGINEER.
8. WHEN WASHING OF VEHICLE IS NECESSARY, IT SHALL BE DONE ON AN AREA STABILIZED WITH STONE WHICH DRAINS INTO AN APPROVED SEDIMENT TRAPPING DEVICE.
9. 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.
10. MAINTENANCE- THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHTS-OF-WAY. ALL SEDIMENT SPILLED, DROPPED, WASHED, OR TRACKED ONTO PUBLIC RIGHTS-OF-WAY MUST BE REMOVED IMMEDIATELY.
11. AT THE TIME OF REMOVAL OF THE STABILIZED CONSTRUCTION ENTRANCE THE DISTURBED AREA SHALL BE REPAIRED AND STABILIZED.
12. PAYMENT OF THE STABILIZED CONSTRUCTION ENTRANCE SHALL BE MADE UNDER ITEM 613.10 'STONE FILL, TYPE 1 (MOD. - CONSTRUCTION ENTRANCE)'.
13. PAYMENT FOR MONITORING STABILIZED CONSTRUCTION ENTRANCES SHALL BE MADE UNDER THE MONITORING EROSION PREVENTION & SEDIMENT CONTROL PLAN ITEM.
14. PAYMENT FOR MAINTAINING STABILIZED CONSTRUCTION ENTRANCES SHALL BE MADE UNDER THE FIELD MAINTENANCE OF EROSION PREVENTION & SEDIMENT CONTROL PLAN ITEM, UNLESS IN THE OPINION OF THE RESIDENT ENGINEER, MAINTENANCE IS REQUIRED DUE TO POOR INSTALLATION PRACTICES, WHEREAS IT WILL BE REPAIRED AT THE CONTRACTORS SOLE EXPENSE.



TYPICAL CONSTRUCTION ENTRANCE SECTION

PROJECT NAME: ST. ALBANS PARK & RIDE

PROJECT NUMBER: CMG PARK (23)S

FILE NAME:

PROJECT LEADER: JWT

DESIGNED BY: PGJ

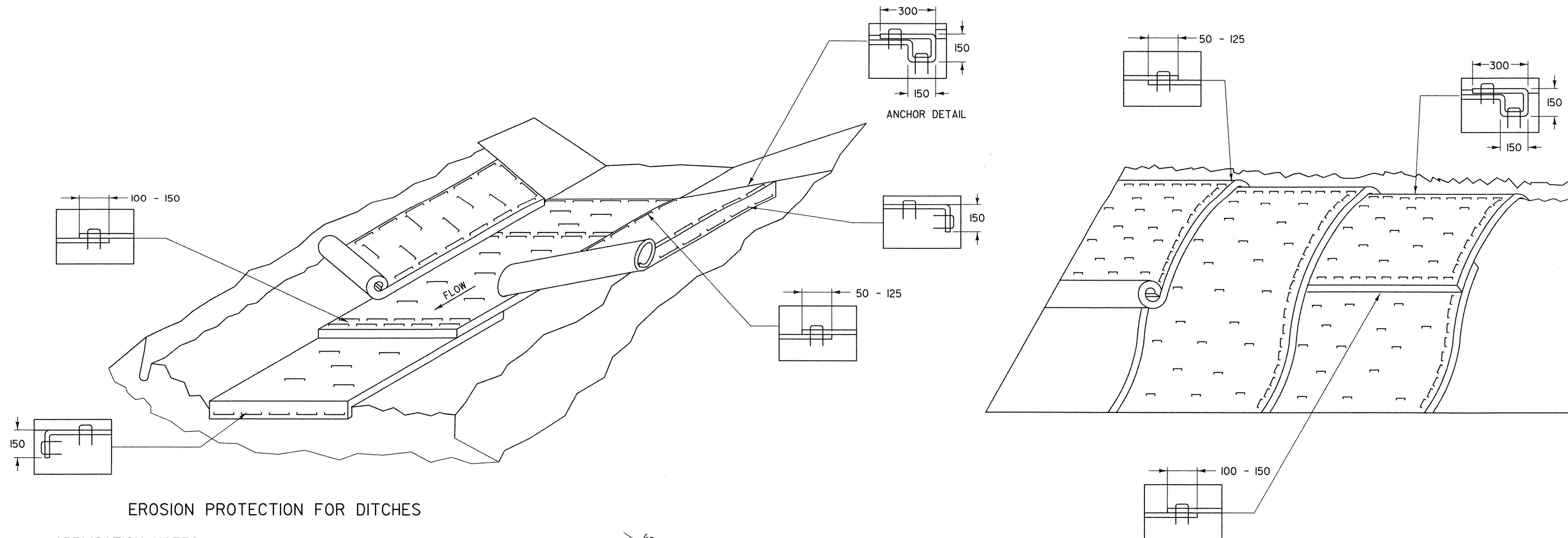
CONSTRUCTION ENTRANCE DETAILS

PLOT DATE: 10/14/2005

DRAWN BY: PGJ

CHECKED BY: EPD

SHEET 19 OF 29



EROSION PROTECTION FOR DITCHES

APPLICATION NOTES:

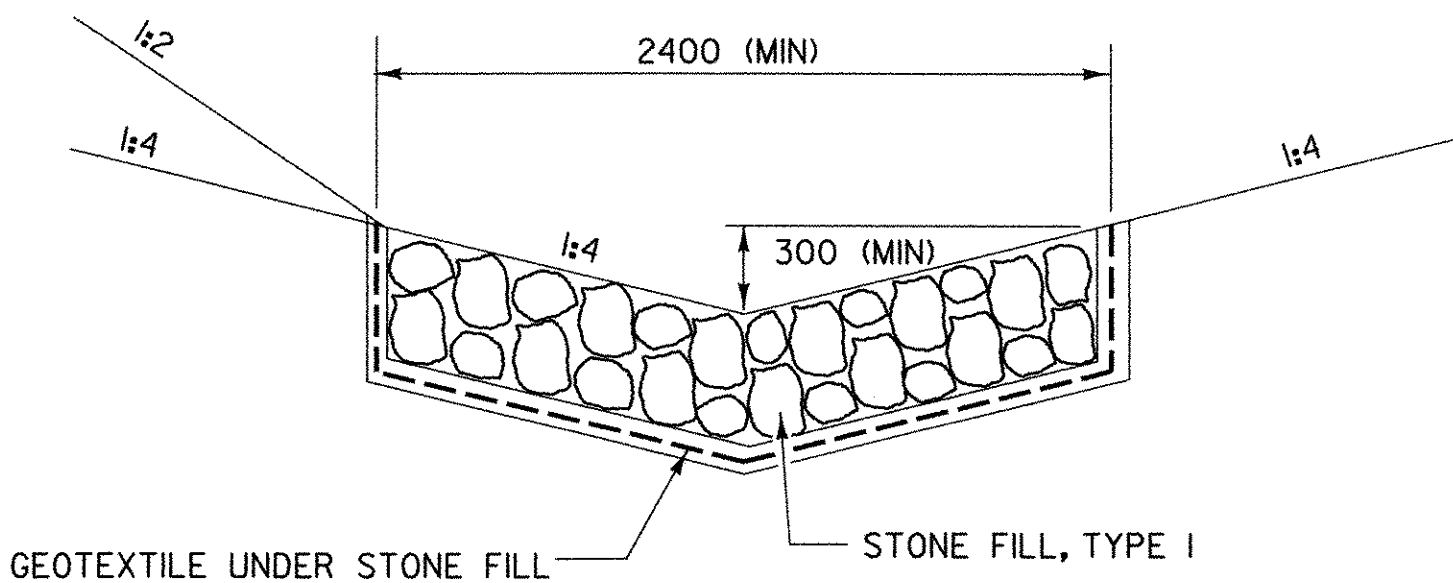
- A. THE PURPOSE OF LINING THE DITCH WITH EROSION MATTING IS TO REDUCE EROSION AND AID THE ESTABLISHMENT OF VEGETATION AT LOW VELOCITIES.
- B. THE FOLLOWING CHARTS SHALL BE USED TO DETERMINE THE APPROPRIATE EROSION CONTROL MEASURE:

DITCH AND CHANNEL PROTECTION	
SLOPE	LINING
< 1 %	GRASS
1 % TO 4 %	EROSION MATTING
4 % TO 10 %	STONE FILL, TYPE I
> 10 %	STONE FILL, TYPE II

STONE FILL THICKNESS	
STONE FILL TYPE	THICKNESS
TYPE I	300
TYPE II	600

GENERAL NOTES:

1. WATER MAY NEED TO BE DIVERTED TO ALLOW PROPER MATTING INSTALLATION.
2. GRADE AND SMOOTH CHANNEL TO PROVIDE GOOD MATTING TO SOIL SURFACE CONTACT.
3. APPLY FERTILIZER, LIME, AND SEED PRIOR TO PLACING MATTING.
4. INSTALL MATTING IN THE CENTER OF THE CHANNEL, IN THE DIRECTION OF THE WATER FLOW.
5. INSTALL MATTING ON THE SIDE SLOPES OF THE CHANNEL, OVERLAPPING THE CENTER MAT.
6. ANCHOR MATTING AS SHOWN, UTILIZING ANCHOR STAPLES. STAPLE PLACEMENT SHALL BE DETERMINED BY THE MANUFACTURER'S INSTALLATION INSTRUCTIONS.
7. 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.
8. MEASURES SHALL BE REPAIRED AND RESTAPLED AS NECESSARY TO ENSURE PROPER FUNCTION.
9. PAYMENT FOR INSTALLATION OF MATTING SHALL BE MADE UNDER THE EROSION MATTING ITEM.
10. PAYMENT FOR MONITORING EROSION CONTROL MATTING SHALL BE MADE UNDER THE MONITORING EROSION PREVENTION & SEDIMENT CONTROL PLAN ITEM.
11. PAYMENT FOR MAINTAINING EROSION CONTROL MATTING SHALL BE MADE UNDER THE FIELD MAINTENANCE OF EROSION PREVENTION & SEDIMENT CONTROL PLAN ITEM, UNLESS IN THE OPINION OF THE RESIDENT ENGINEER, MAINTENANCE IS REQUIRED DUE TO POOR INSTALLATION PRACTICES, WHEREAS IT WILL BE REPAIRED AT THE CONTRACTORS SOLE EXPENSE.



TEMPORARY STONE LINED DITCH

EROSION PREVENTION FOR SIDE SLOPES

APPLICATION NOTES:

- A. THE PURPOSE OF MATTING ON SIDE SLOPES IS TO REDUCE EROSION AND AID THE ESTABLISHMENT OF VEGETATION
- B. EROSION CONTROL MATTING SHALL BE USED FOR THE FOLLOWING REASONS:
- SIDE SLOPES > 3:1 (H:V)
 - AREAS WHERE SEED AND MULCH WILL NOT STAY IN PLACE ALONE
 - WHERE SEEDING IS OUTSIDE THE GROWING SEASON.

GENERAL NOTES:

1. GRADE AND SMOOTH THE SLOPE TO PROVIDE GOOD MATTING TO SOIL SURFACE CONTACT.
2. APPLY FERTILIZER, LIME, AND SEED PRIOR TO PLACING MATTING.
3. ANCHOR MATTING AS SHOWN, UTILIZING ANCHOR STAPLES. STAPLE PLACEMENT SHALL BE DETERMINED BY THE MANUFACTURER'S INSTALLATION INSTRUCTIONS.
4. UNROLL MATTING VERTICALLY DOWN SLOPE IN THE DIRECTION OF WATER FLOW.
5. OVERLAP UPPER MATTING OVER LOWER MATTING AS SHOWN.
6. OVERLAP ADJACENT MATTING AS SHOWN.
7. CUT EXCESS MATTING AT END OF SLOPE AND ANCHOR THE END.
8. 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.
9. MATTING SHALL BE REPAIRED AND RESTAPLED AS NECESSARY TO ENSURE PROPER FUNCTION.
10. PAYMENT FOR INSTALLATION OF MATTING SHALL BE MADE UNDER THE EROSION MATTING ITEM.
11. PAYMENT FOR MONITORING EROSION CONTROL MATTING SHALL BE MADE UNDER THE MONITORING EROSION PREVENTION & SEDIMENT CONTROL PLAN ITEM.
12. PAYMENT FOR MAINTAINING EROSION CONTROL MATTING SHALL BE MADE UNDER THE FIELD MAINTENANCE OF EROSION PREVENTION & SEDIMENT CONTROL PLAN ITEM, UNLESS IN THE OPINION OF THE RESIDENT ENGINEER, MAINTENANCE IS REQUIRED DUE TO POOR INSTALLATION PRACTICES, WHEREAS IT WILL BE REPAIRED AT THE CONTRACTORS SOLE EXPENSE.

NOTE: ALL DIMENSIONS ARE IN MILLIMETERS (mm) EXCEPT WHERE NOTED.

PROJECT NAME:	ST. ALBANS PARK & RIDE
PROJECT NUMBER:	CMG PARK (23)S
FILE NAME:	PLOT DATE: 10/14/2005
PROJECT LEADER: JWT	DRAWN BY: PGJ
DESIGNED BY: PGJ	CHECKED BY: EPD
DITCH & SIDE SLOPE PROTECTION DETAILS	SHEET 20 OF 29

GENERAL NOTES

- ALL MATERIALS AND CONSTRUCTION SHALL CONFORM TO STATE OF VERMONT AGENCY OF TRANSPORTATION'S STANDARD SPECIFICATIONS FOR HIGHWAY AND BRIDGE CONSTRUCTION, DATED 2001, AND ITS LATEST REVISIONS, AND THE AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, 17TH EDITION, DATED 2002, AND ITS LATEST REVISIONS.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL TRAFFIC CONTROL TO INCLUDE, BUT NOT LIMITED TO: FLAGGERS, SIGNING, BARRICADES AND NOTIFICATION TO LOCAL OFFICIALS OF SCHEDULED DELAYS AND/OR CLOSURES. ALL TEMPORARY TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH THE APPLICABLE VTRANS "E" SERIES STANDARD DRAWINGS AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) DATED NOV. 2003 AND ITS LATEST REVISIONS.
- ALL WORK ASSOCIATED WITH TRAFFIC CONTROL (EXCEPT FLAGGERS AND UNIFORMED TRAFFIC OFFICERS) SHALL BE INCIDENTAL TO ITEM 641.10, "TRAFFIC CONTROL (MOD.)".
- ALL DIMENSIONS ARE HORIZONTAL OR VERTICAL, AND ARE GIVEN AT 20 DEGREES CELSIUS, UNLESS NOTED OTHERWISE.
- THE CONTRACTOR SHALL REVIEW AND UNDERSTAND ALL APPLICABLE ENVIRONMENTAL PERMITS AND ENSURE THAT ALL CONSTRUCTION CONDITIONS ARE MET.
- NOT USED
- NO BACKFILL WILL BE PLACED AGAINST ANY STRUCTURAL ELEMENTS UNTIL THE RESIDENT ENGINEER HAS APPROVED THIS WORK.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIRING ANY DAMAGE TO PRIVATE OR PUBLIC PROPERTY CAUSED BY THE CONTRACTOR, AT THE SOLE COST TO THE CONTRACTOR.
- NOT USED
- NOT USED
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING AND MAINTAINING THE BASELINE THROUGHOUT THE PROJECT.
- ALL EXISTING PAVEMENT (EXCEPT PARKING LOT) SHALL BE REMOVED AND DISPOSED OF UNDER ITEM 203.28, "EXCAVATION OF SURFACES AND PAVEMENTS". ALL SAWCUTTING SHALL BE PAID FOR INCIDENTAL TO ITEM 406.25, "BITUMINOUS CONCRETE PAVEMENT".
- ALL TRENCH EXCAVATION (INCLUDING ELECTRICAL CONDUIT AND STORM DRAIN) SHALL BE PAID FOR UNDER ITEM 204.20, "TRENCH EXCAVATION OF EARTH".
- ALL EXCAVATION (OTHER THAN PAVEMENT OR TRENCH, BUT INCLUDING POND EXCAVATION) SHALL BE PAID FOR UNDER ITEM 203.15, "COMMON EXCAVATION".
- GRASS GROWING ADJACENT TO PAVEMENT, OR THROUGH CRACKS IN THE PAVEMENT, WHICH MAY HAMPER PLACEMENT OF NEW BITUMINOUS CONCRETE PAVEMENT, SHALL BE REMOVED BY THE CONTRACTOR. PAYMENT FOR THIS WORK WILL NOT BE MADE DIRECTLY, BUT WILL BE CONSIDERED INCIDENTAL TO ITEM 406.25, "BITUMINOUS CONCRETE PAVEMENT".
- EXISTING UTILITIES ARE SHOWN ON LAYOUT SHEETS BASED UPON THE BEST AVAILABLE INFORMATION. SUBSURFACE FEATURES, SUCH AS UNDERGROUND ELECTRIC, GAS, TELEPHONE LINES, WATER LINES, STORM DRAINS, ETC., ENCOUNTERED IN THE CONSTRUCTION OF THE PROJECT SHALL BE PROTECTED, SUPPORTED, OR REMOVED AND REPLACED BY THE CONTRACTOR UNLESS OTHERWISE NOTED ON THE DRAWINGS. UNLESS PAYMENT FOR SOME PORTION OF THE WORK IS SPECIFICALLY NOTED, PAYMENT FOR THIS WORK TO BE INCIDENTAL TO ITEM 635.11, "MOBILIZATION/DEMOBILIZATION". CONTACT AND WORK WITH THE UTILITY COMPANIES AND HIGHWAY DEPARTMENTS, WHEN THE WORK INVOLVES THEIR RESPECTIVE FACILITIES, PRIOR TO STARTING THE WORK AND MAINTAIN 450mm SEPARATION BETWEEN NEW DRAIN AND EXISTING UTILITIES.
- ALL UTILITY POLES ARE TO REMAIN UNDISTURBED UNLESS OTHERWISE NOTED IN THESE PLANS.
- ALL ELECTRICAL WORK PERFORMED BY THE CONTRACTOR SHALL BE DONE BY A QUALIFIED VERMONT LICENSED ELECTRICIAN AND WILL BE IN ACCORDANCE WITH THE APPLICABLE TOWN, STATE, AND NATIONAL ELECTRICAL CODES.
- THE CONTRACTOR SHALL CONTACT "DIG SAFE" (1-800-225-4977) AND ALL AFFECTED UTILITY COMPANIES PRIOR TO PERFORMING ANY EXCAVATION, IN ACCORDANCE WITH DIG SAFE'S RULES OF NOTIFICATION. THE COST OF COORDINATING WITH DIG SAFE AND THE UTILITY COMPANIES SHALL BE INCIDENTAL TO ITEM 635.11, "MOBILIZATION/DEMOBILIZATION".
- SURFACE FEATURES SUCH AS SIGNS, FENCES, MAIL BOXES, STONE WALLS, PROPERTY CORNER MARKERS, ETC., ENCOUNTERED IN THE CONSTRUCTION OF THE PROJECT SHALL BE TAKEN DOWN, STORED, AND RESET BY THE CONTRACTOR UNLESS OTHERWISE NOTED ON THE PLANS. THE COST OF REMOVING AND RESETTNG ITEMS SHALL BE INCIDENTAL TO THE CONTRACT.
- NOT USED
- THE EXISTING SIDEWALK CONNECTING VT ROUTE 36 WITH THE FRANKLIN COUNTY REHAB CENTER IS SHOWN APPROXIMATE. THE PROPOSED SIDEWALK ALIGNMENT (HORIZONTAL & VERTICAL) FROM HOME HEALTH CIRCLE DRIVE TO THE PARK & RIDE LOT IS BASED ON FIELD MEASUREMENTS AND NOT ACTUAL SURVEY DATA, AND IS SHOWN FOR INTENT. THE CONTRACTOR SHALL VERIFY ACTUAL LOCATION OF "EXISTING" SIDEWALK AND CONNECT THE PROPOSED SIDEWALK BASED ON ACTUAL FIELD CONDITIONS OR AS DIRECTED BY THE RESIDENT ENGINEER..
- NOT USED

LIGHTING NOTES

- THE CONTRACTOR SHALL PERFORM AN INSULATION TEST ON ALL CONDUCTORS EXCEPT THE GROUND CONDUCTOR (INCLUDING NEUTRAL, DISCONNECT FROM GROUND CONDUCTOR BEFORE TESTING). PERFORM A RESISTANCE TO GROUND TEST AT SPECIFIED GROUNDS. SEE VERMONT STANDARD SPECIFICATIONS 679.08. FURNISH TRAFFIC AND SAFETY SECTION, VIA THE RESIDENT ENGINEER, THE READINGS OBTAINED FROM THE ABOVE TESTS.
- AT EACH NEW OR RELOCATED LIGHT POLE LOCATION SPECIFIED, INSTALL A CONCRETE POLE BASE, STAINLESS STEEL ANCHOR BOLTS, NUTS AND WASHERS (FLAT AND LOCK), NEW STEEL OR RELOCATED ALUMINUM POLE, LUMINAIRE ARM, LUMINAIRE PHOTOCCELL, WIRING, AND WATERPROOF DISCONNECT KITS. NEW POLES, LUMINAIRE ARM AND ASSEMBLY ARE TO MATCH EXISTING.
- CONTRACTOR TO MAKE CONTACT WITH AND PERFORM WORK IN COMPLIANCE WITH CENTRAL VERMONT PUBLIC SERVICE CORPORATION.
- CONDUIT SLEEVES: MINIMUM WALL THICKNESS FOR RIGID PLASTIC PIPE SLEEVES SHALL BE 2.9% OF THE DIAMETER. ALL CONDUIT RUNS UNDER PAVEMENT SHALL BE INSTALLED IN RIGID PLASTIC PIPE SLEEVES, SCHEDULE 80. THE SLEEVES SHALL EXTEND TO WITHIN 600mm OF THE SIDE OF A CONCRETE BASE OR PULLBOX. WHERE NO CONCRETE BASE OR PULLBOX IS PRESENT, THE SLEEVE SHALL EXTEND 1200mm BEYOND THE OUTSIDE EDGE OF THE SHOULDER OR SIDEWALK.
- WIRE: ALL WIRING BETWEEN THE METER AND THE FIRST POLE AND/OR PULLBOX AND BETWEEN POLES AND/OR PULLBOXES SHALL BE COPPER AND SIZED AS SPECIFIED ON THE PLANS. ALL WIRES TO HAVE TYPE XHHW INSULATION OR EQUIVALENT.
- NOT USED
- THE LOAD ON EACH BRANCH OF A THREE WIRE CIRCUIT SHALL BE AS BALANCED AS POSSIBLE, LOAD TO NEUTRAL.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING NECESSARY ELECTRICAL PERMITS.
- NOT USED
- PROVIDE HAND RUBBED FINISH ON ALL EXPOSED SURFACES OF CONCRETE BASE.
- COMPACT BACKFILL AROUND CONCRETE BASE TO 95% MAXIMUM DENSITY STANDARD PROCTOR.
- THE EXISTING PARKING LOT LIGHTS INDICATED ON THE PLAN SHALL BE REMOVED AND RESET AS SHOWN BY THE CONTRACTOR. ALL EXISTING CONDUIT AND WIRE TO BE REMOVED AND REPLACED WITH NEW. CONDUIT LOCATION SHOWN ON PLANS IS APPROXIMATE. FINAL LOCATION TO BE DETERMINED BY THE RESIDENT ENGINEER. ALL PARK & RIDE LIGHTS TO BE CONNECTED TO THE RELOCATED POWER STANCHION. PAYMENT FOR THE REMOVAL AND RESETTNG OF THE EXISTING LIGHTS AND ALL ASSOCIATED HARDWARE WILL BE PAID FOR UNDER ITEM 679.25, "REMOVE & RESETTNG LIGHT POLE (MOD.)".
- THE EXISTING POWER STANCHION IN THE ENTRANCE DRIVE SHALL BE RELOCATED TO A LOCATION ACCEPTABLE TO THE UTILITY OWNER. ALL WORK, MATERIALS AND LABOR ASSOCIATED WITH ITS RELOCATION SHALL BE PAID UNDER ITEM 679.28, "POWER STANCHION"
- WORK TO BE PERFORMED BY THE LOCAL UTILITY COMPANY: REMOVE THE EXISTING LUMINAIRE AND BRACKET ARM ON POLE #26/1/1.
- ALL NEW AND RELOCATED LIGHT POLES SHALL BE PAINTED DARK BRONZE.

EROSION CONTROL NOTES

- THE CONTRACTOR IS RESPONSIBLE FOR THE INSTALLATION, MAINTENANCE AND MONITORING OF EROSION CONTROL DEVICES AS SPECIFIED IN THE SPECIAL PROVISIONS AND SUPPLEMENTAL SPECIFICATIONS AND AS INDICATED ON THESE PLANS.
- TEMPORARY SEDIMENT CONTROL MEASURES SHALL BE IN PLACE AND APPROVED BY THE RESIDENT ENGINEER PRIOR TO EXCAVATION OF SURFACES, BEYOND THOSE NECESSARY TO INSTALL THESE MEASURES.
- ONE OBJECTIVE OF THE EROSION PREVENTION AND SEDIMENT CONTROL PLAN IS TO MINIMIZE THE TIME THAT EXCAVATED SOILS ARE EXPOSED TO THE ELEMENTS. EXCAVATION OF THE UTILITY TRENCHES, STORMWATER DETENTION POND AND OVERALL PARKING SURFACE SHALL BE SEQUENCED TO ACHIEVE THIS OBJECTIVE. THIS SEQUENCING OF EXCAVATION WORK SHALL BE IN THE CONTRACTOR'S EROSION AND SEDIMENT CONTROL PLAN.
- NON-WOVEN SILT FENCE WITH STAKES WILL BE PAID FOR UNDER ITEM 649.51, "GEOTEXTILE FOR SILT FENCE".
- ALL DISTURBED AREAS THAT ARE NOT PAVED, MATTED OR STONE-FILLED SHALL BE TOPSOILED, SEEDED, & MULCHED.

LANDSCAPING NOTES

- PLANTINGS SHALL BE INSTALLED BY CONTRACTOR. ALL PLANTINGS, EXCEPT HEMEROCALLIS STELLA DE ORO (DAYLILIES), SHALL BE BALLED AND BURLAPPED (B&B). ALL PLANTINGS SHALL CONFORM TO SECTION 755.08 OF THE AGENCY OF TRANSPORTATION'S STANDARD SPECIFICATIONS FOR CONSTRUCTION DATED 2001.
- IF SPECIFIED PLANTINGS ARE NOT AVAILABLE AT THE TIME OF CONSTRUCTION, THE CONTRACTOR SHALL COORDINATE ALTERNATE PLANTINGS WITH THE RESIDENT ENGINEER.
- MULCHING SHALL BE PAID UNDER PAY ITEM 651.27 "CEDAR BARK MULCH".

SEEDING FORMULA
RURAL AREAS

% WT.	kg/ha	NAME	PUR %	GERM %
37.5	26.0	CREeping RED FESCUE	98	85
37.5	26.0	TALL FESCUE	95	90
5.0	4.0	RED TOP	95	90
15.0	10.0	BIRDSFOOT TREFOIL	98	85
5.0	4.0	ANNUAL RYE GRASS	95	85
100.0	70.0			

GENERAL NOTES

SEED MIXTURE: SHALL NOT HAVE A WEED CONTENT EXCEEDING 0.40% BY MASS AND SHALL BE FREE OF ALL NOXIOUS SEED.

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 560 kg/ha. (HYDRO SEEDERS MAY USE 19-19-19 FORMULA).

AGRICULTURAL LIMESTONE: TO BE APPLIED AT THE RATE OF 4500 kg/ha, OR AS DIRECTED BY THE ENGINEER.

HAY MULCH: TO BE PLACED ON EARTH SLOPES AT THE RATE OF 4500 kg/ha, OR AS DIRECTED BY THE ENGINEER.

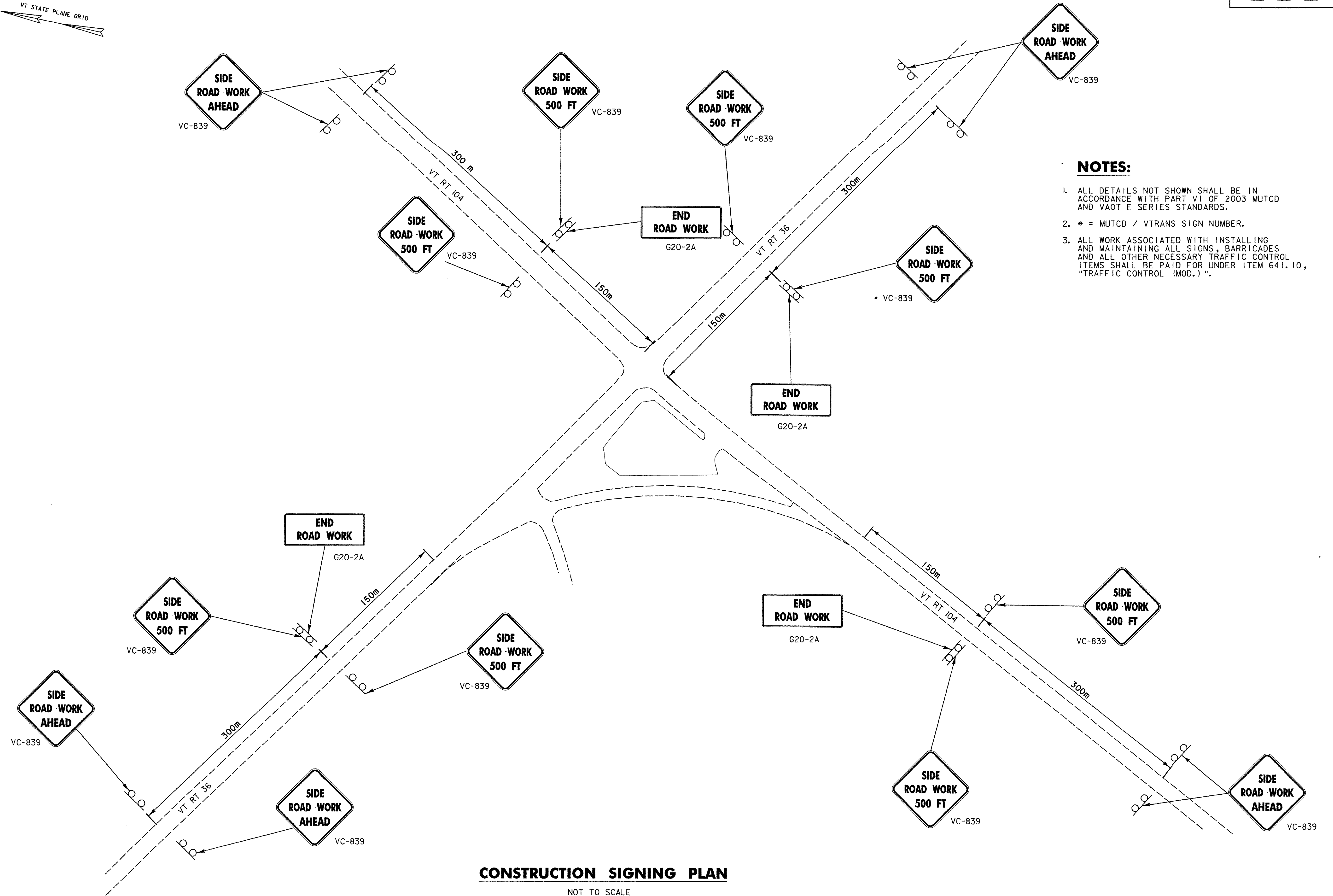
TOPSOIL: TO BE USED WITH SEED AS INDICATED ON THE PLANS, OR AS DIRECTED BY THE ENGINEER.

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-5M.

TACK COAT: EMULSIFIED ASPHALT IS TO BE APPLIED AT THE RATE OF 0.12 L/m2 BETWEEN SUCCESSIVE COURSES OF PAVEMENT AS DIRECTED BY THE ENGINEER.

PROJECT NAME:	ST. ALBANS PARK & RIDE
PROJECT NUMBER:	CMG PARK (23)S
FILE NAME:	PLOT DATE: 10/14/2005
PROJECT LEADER: JWT	DRAWN BY: PGJ
DESIGNED BY: PGJ	CHECKED BY: EPD
GENERAL NOTES	SHEET 21 OF 29



NOTES:

- 1. ALL DETAILS NOT SHOWN SHALL BE IN ACCORDANCE WITH PART VI OF 2003 MUTCD AND VAOT E SERIES STANDARDS.
- 2. * = MUTCD / VTRANS SIGN NUMBER.
- 3. ALL WORK ASSOCIATED WITH INSTALLING AND MAINTAINING ALL SIGNS, BARRICADES AND ALL OTHER NECESSARY TRAFFIC CONTROL ITEMS SHALL BE PAID FOR UNDER ITEM 641.10, "TRAFFIC CONTROL (MOD.)".

CONSTRUCTION SIGNING PLAN

NOT TO SCALE

PROJECT NAME: ST. ALBANS PARK & RIDE

PROJECT NUMBER: CMG PARK (23)S

FILE NAME:

PLOT DATE: 10/14/2005

PROJECT LEADER: JWT

DRAWN BY: PGJ

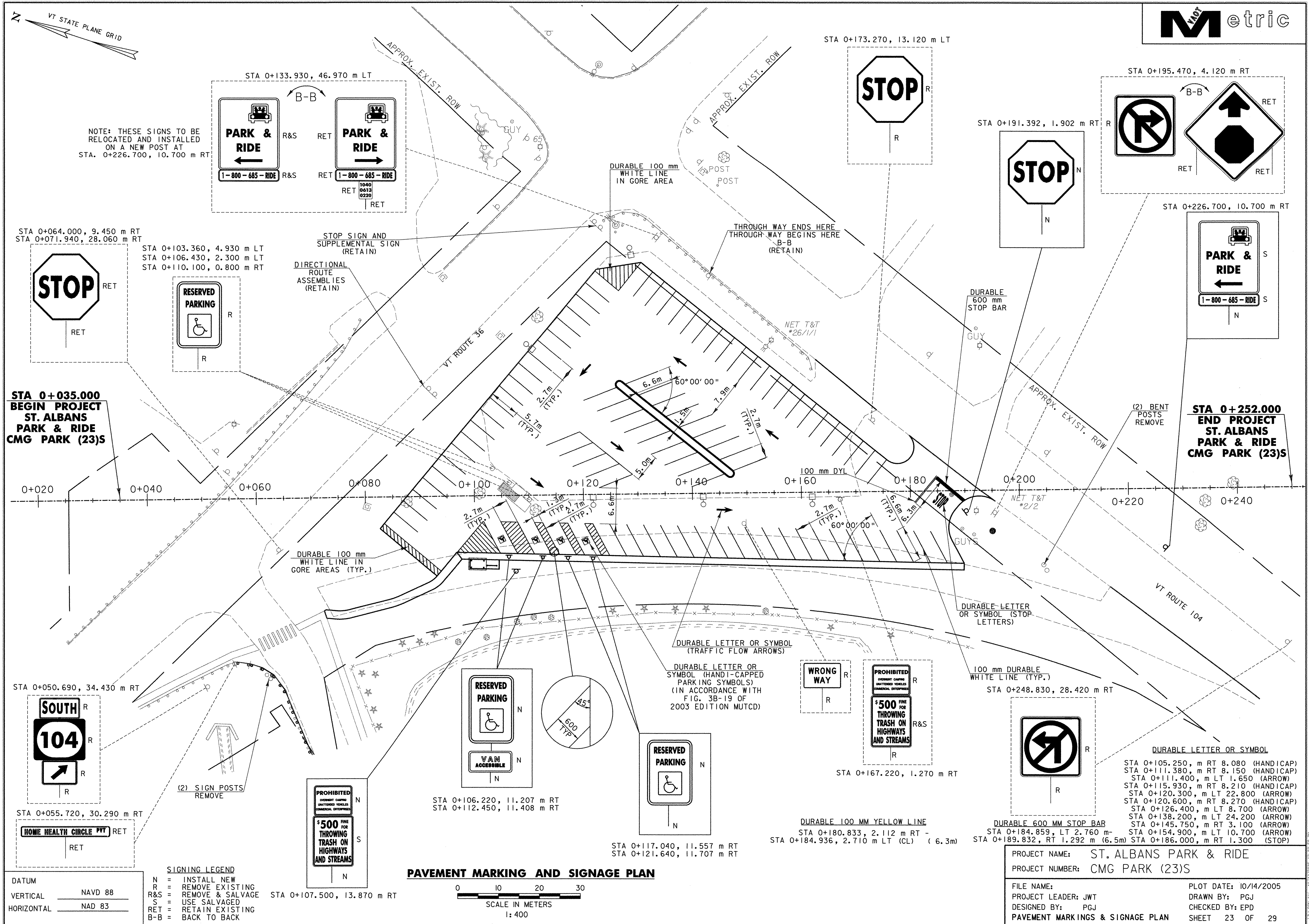
DESIGNED BY: PGJ

CHECKED BY: EPD

CONSTRUCTION SIGNING PLAN

SHEET 22 OF 29

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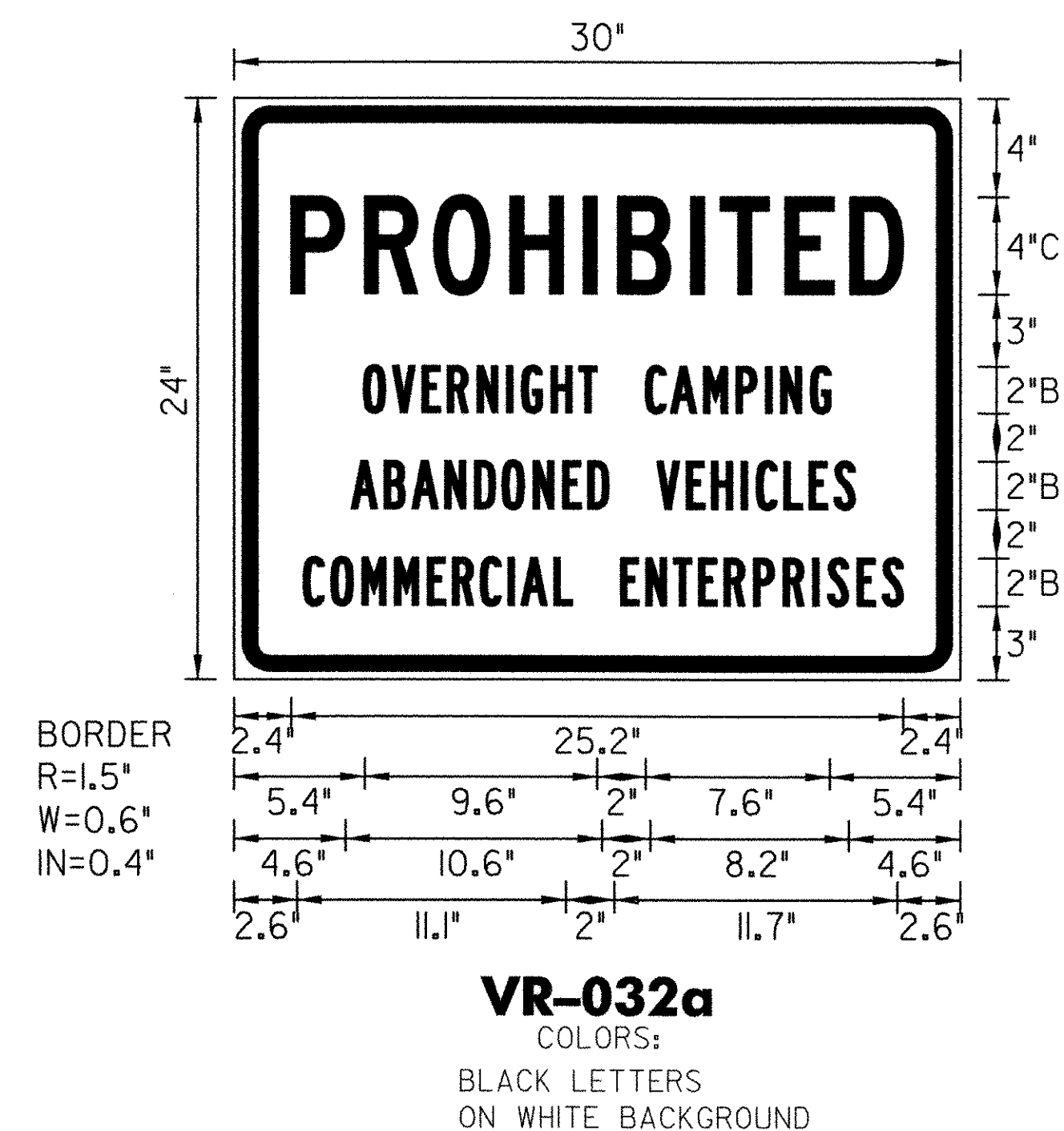
TRAFFIC SIGN SUMMARY SHEET



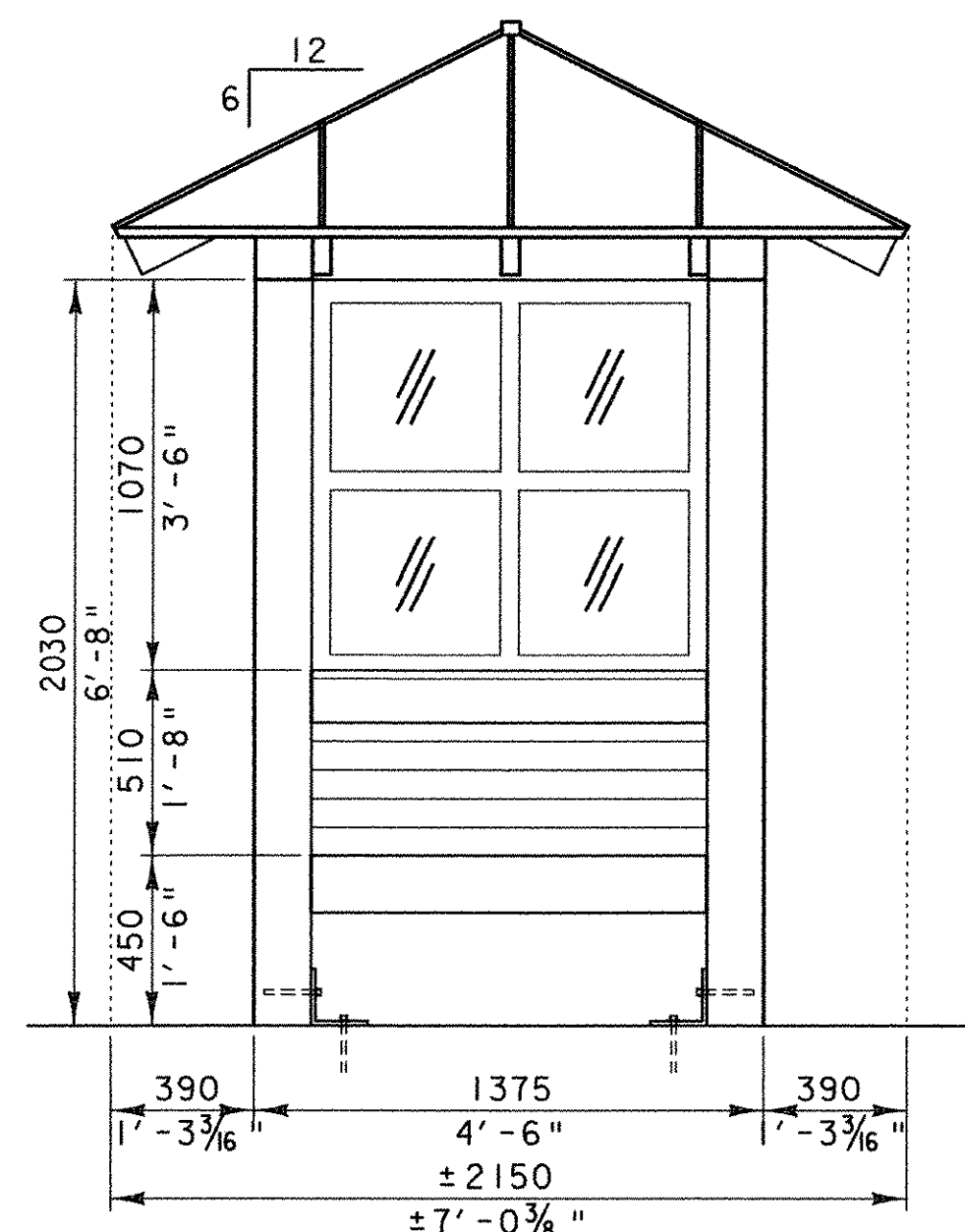
R7-8M
 COLORS:
 LEGEND AND BORDER-GREEN
 WHITE SYMBOL ON BLUE BACKGROUND
 BACKGROUND WHITE
 * REDUCE SPACING BY 50%

VR-032a
 COLORS:
 BLACK LETTERS
 ON WHITE BACKGROUND

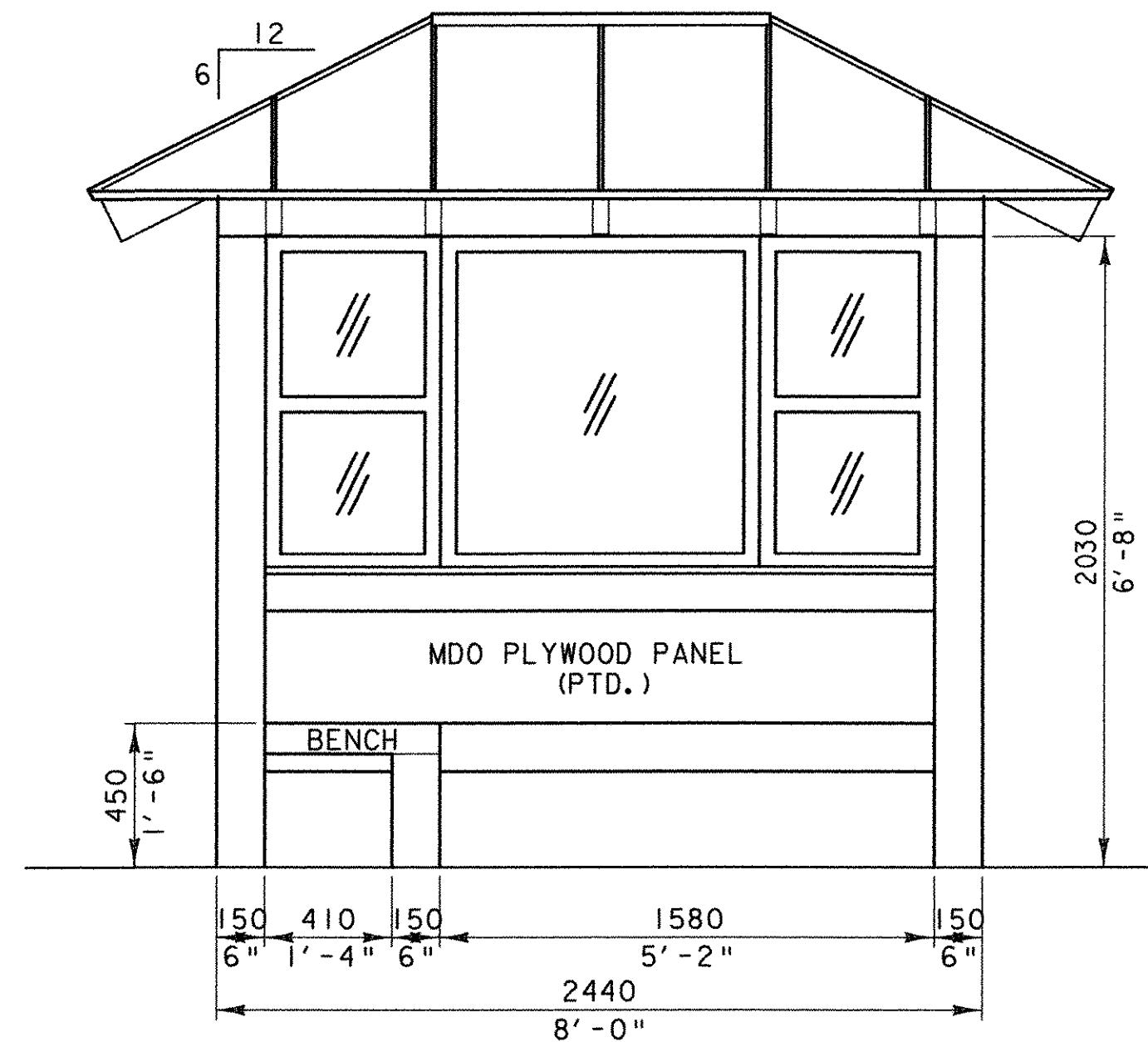
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PROJECT LEADER: JWT	DRAWN BY: PGJ
DESIGNED BY: PGJ	CHECKED BY: EPD
TRAFFIC SIGN SUMMARY SHEET	SHEET 24 OF 29



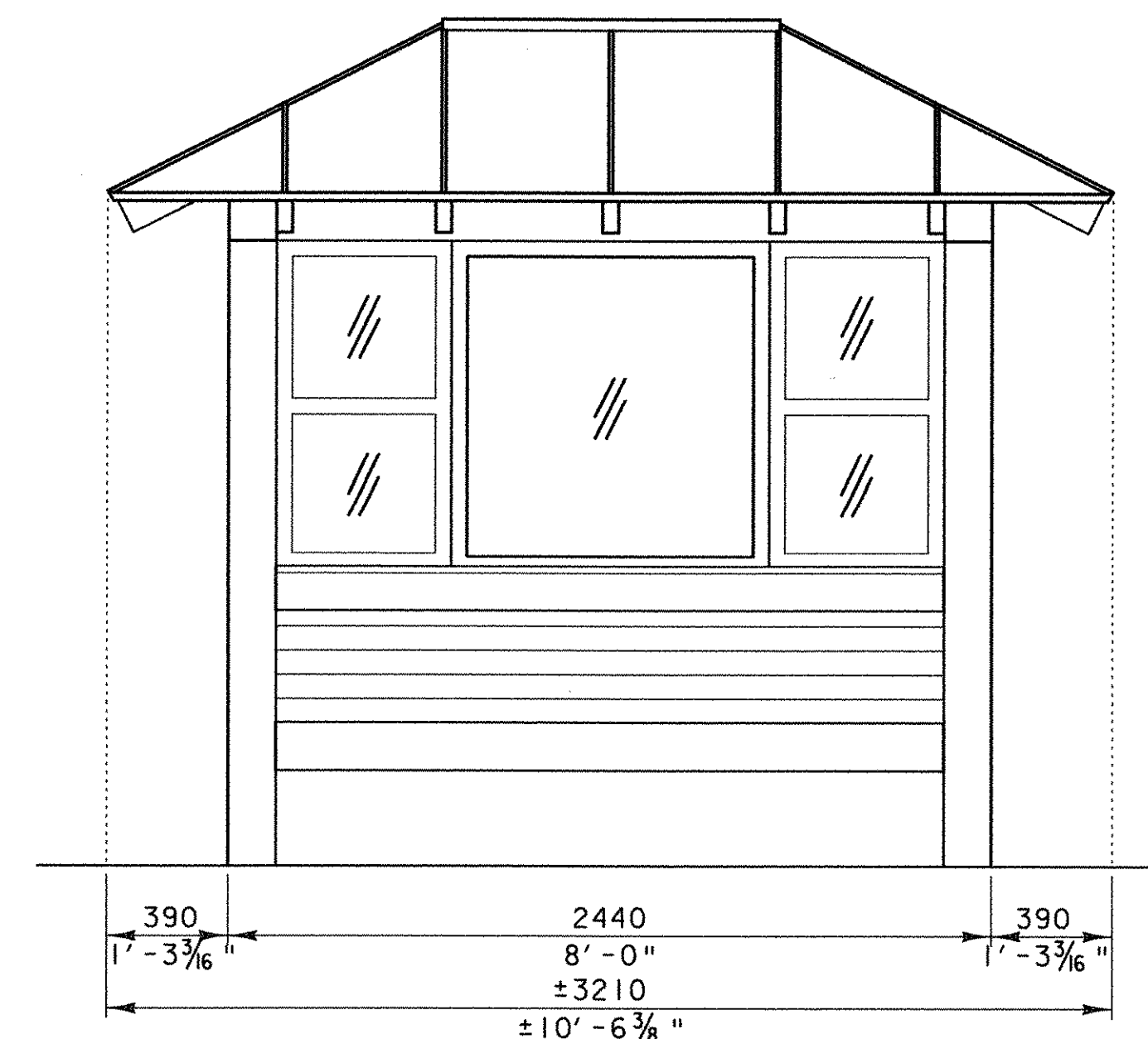
PROJECT NAME: ST. ALBANS PARK & RIDE	
PROJECT NUMBER: CMG PARK (23)S	
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TRAFFIC SIGN SUMMARY SHEET	SHEET 24 OF 29



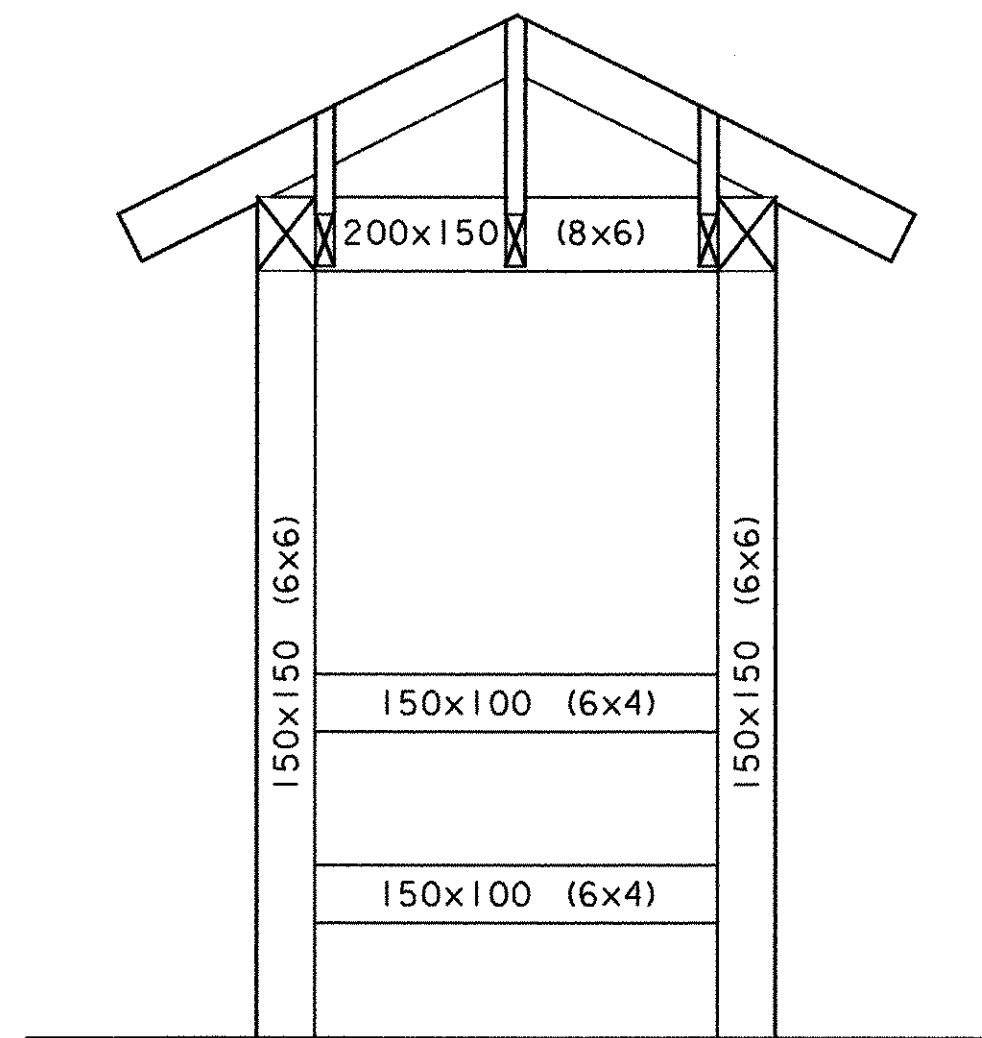
END ELEVATION (TYP.)



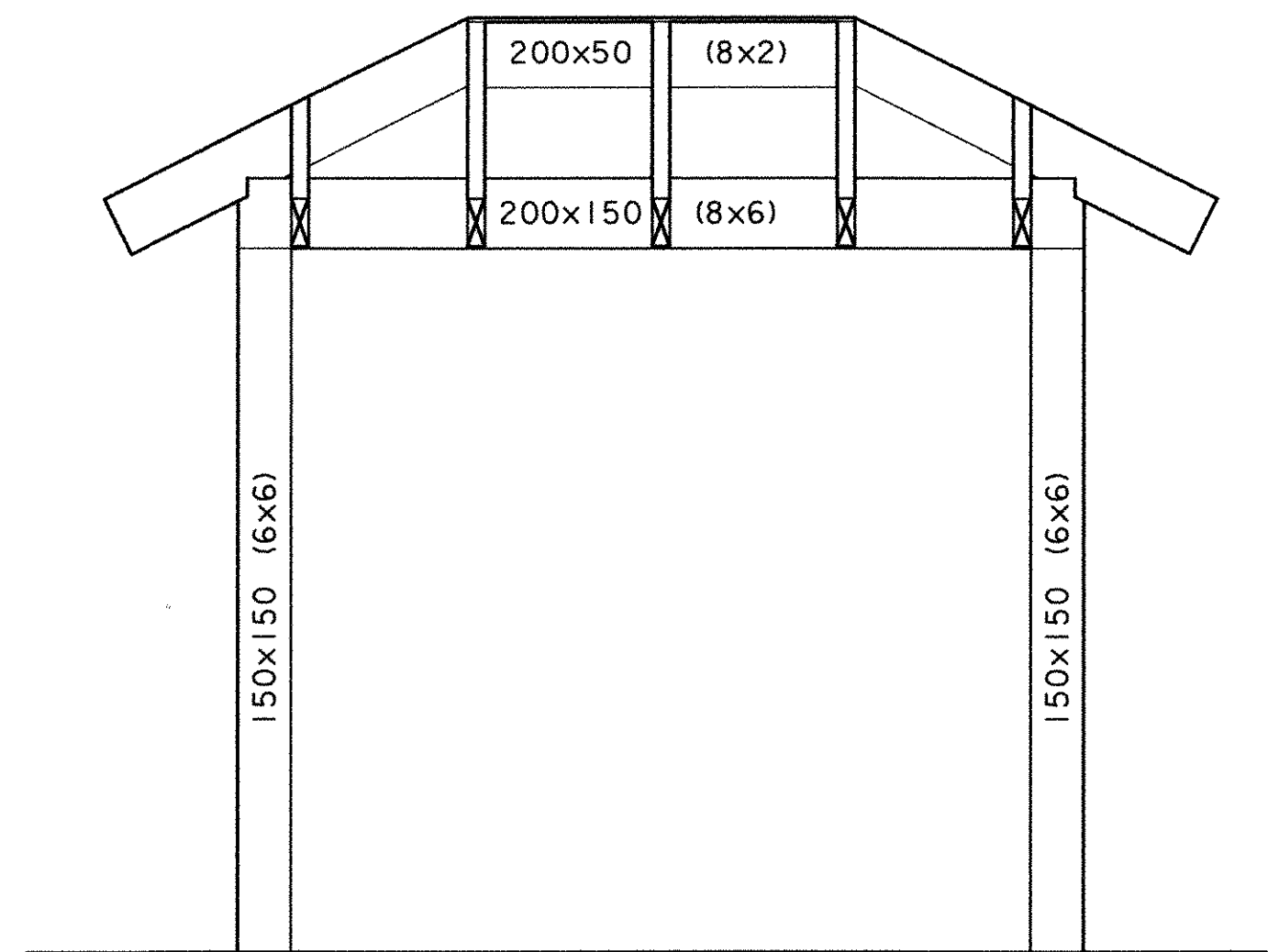
FRONT/INTERIOR ELEVATION



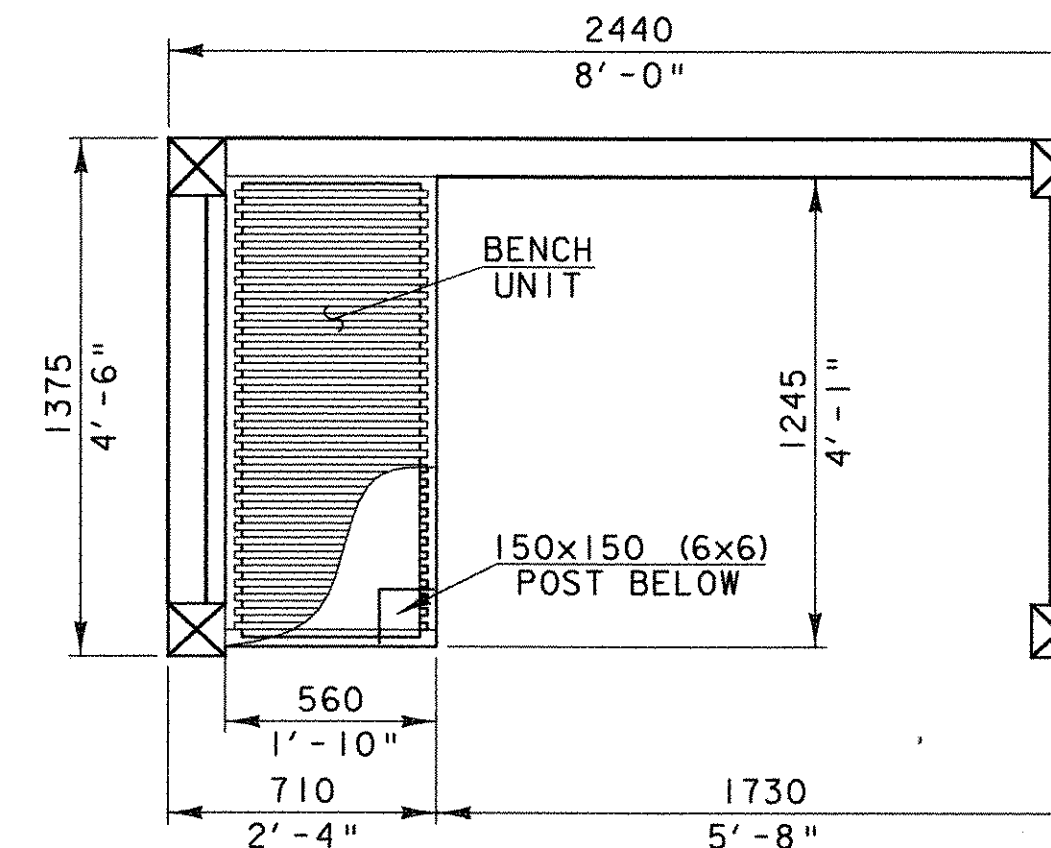
REAR ELEVATION



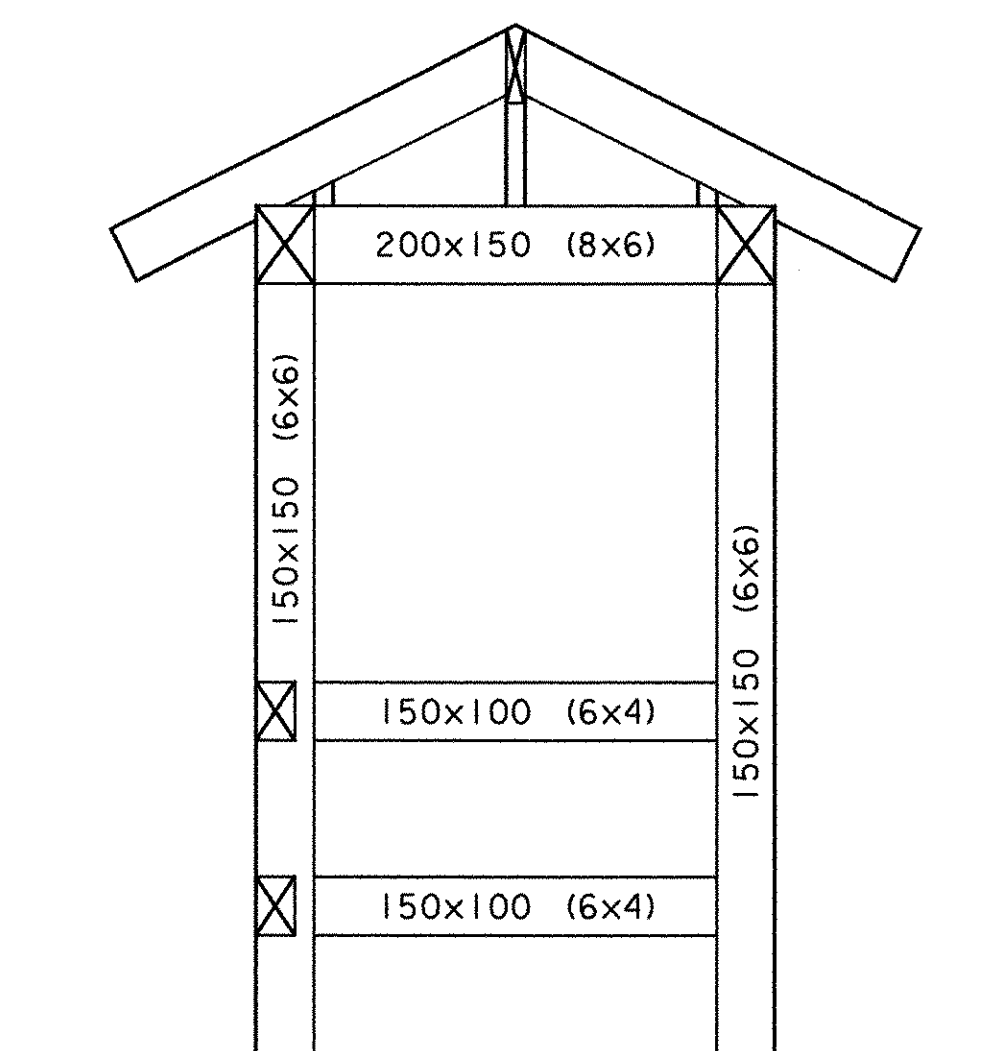
END FRAMING - ELEVATION



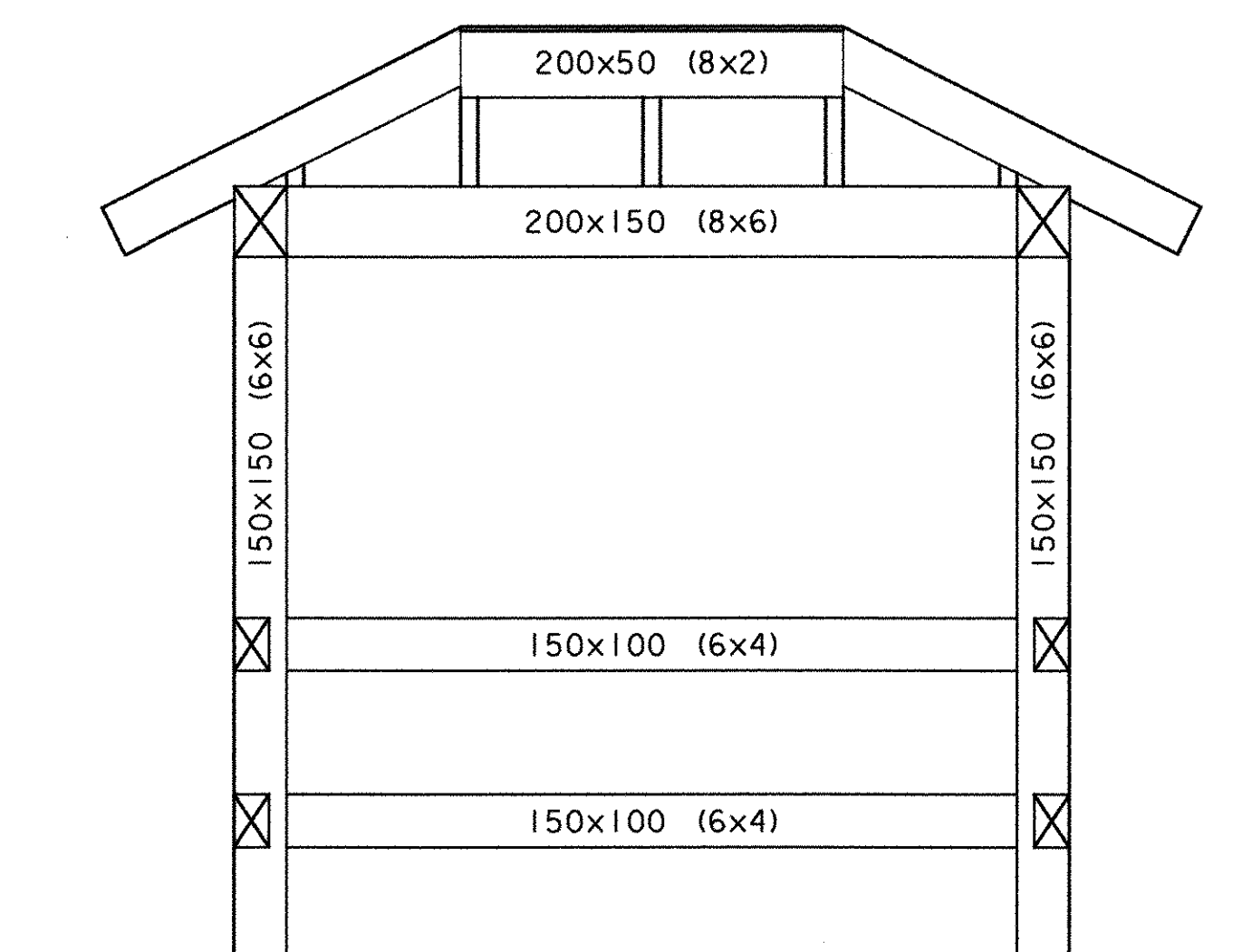
FRONT/REAR FRAMING - ELEVATION



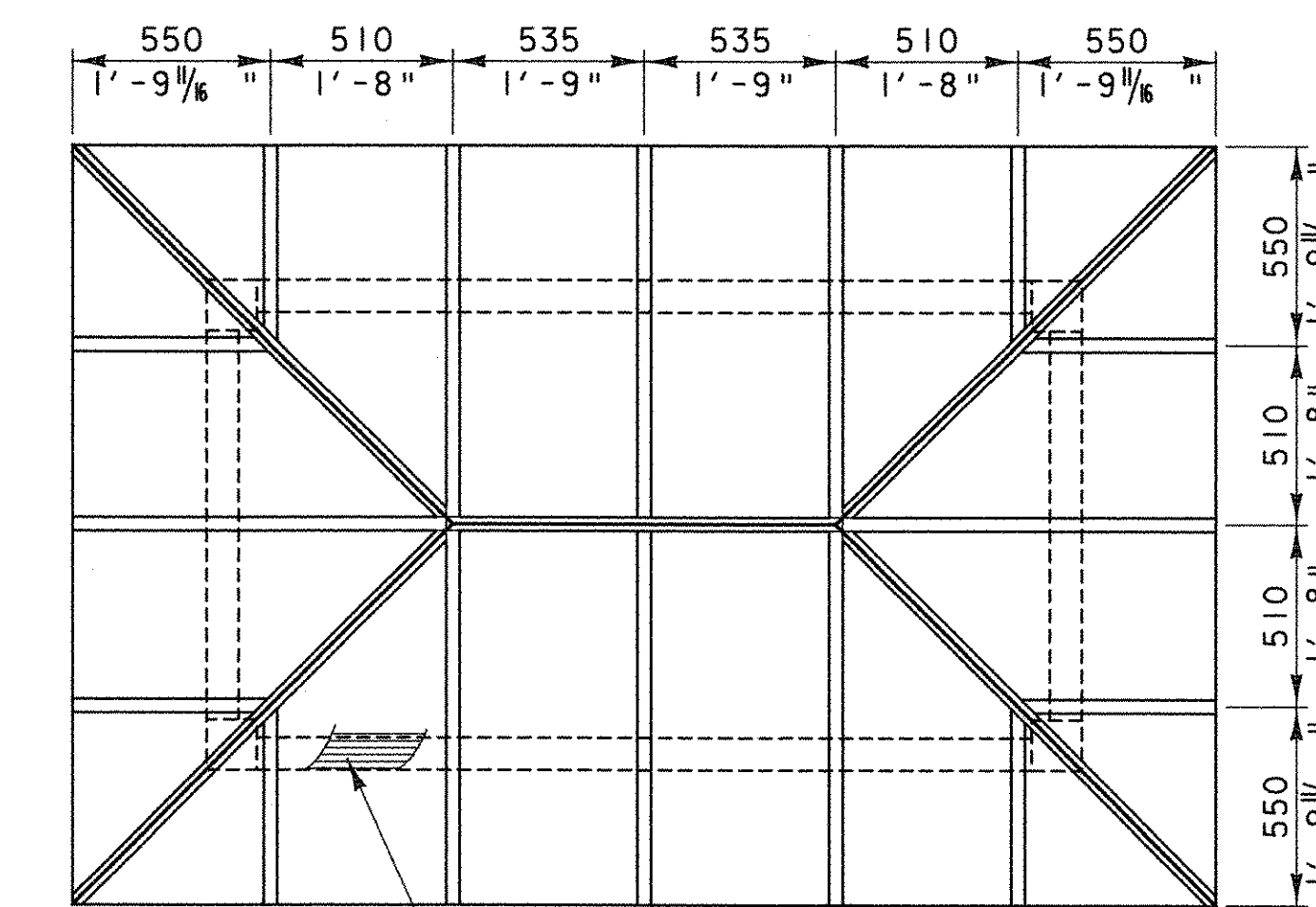
PLAN VIEW



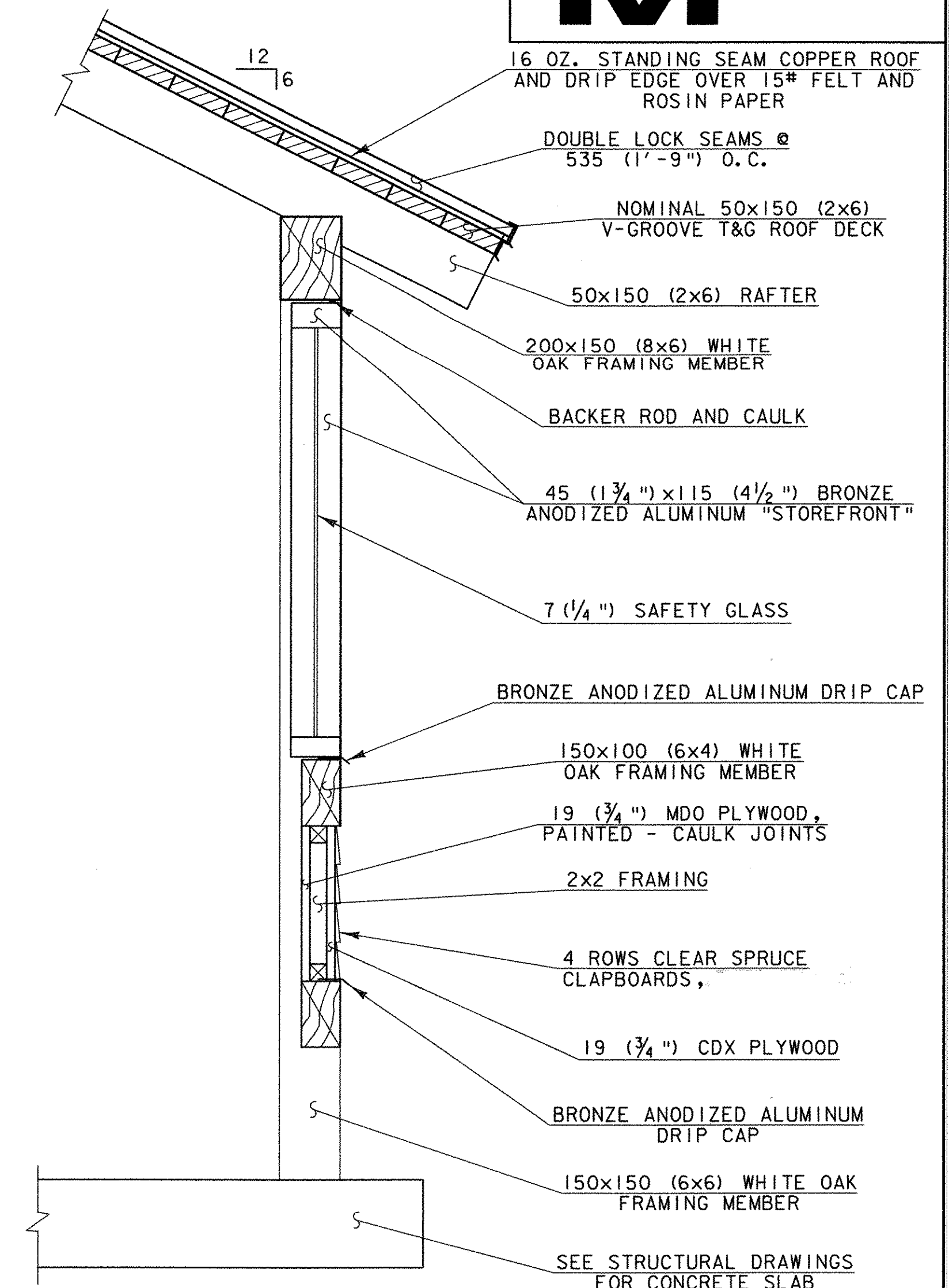
END FRAMING - SECTION



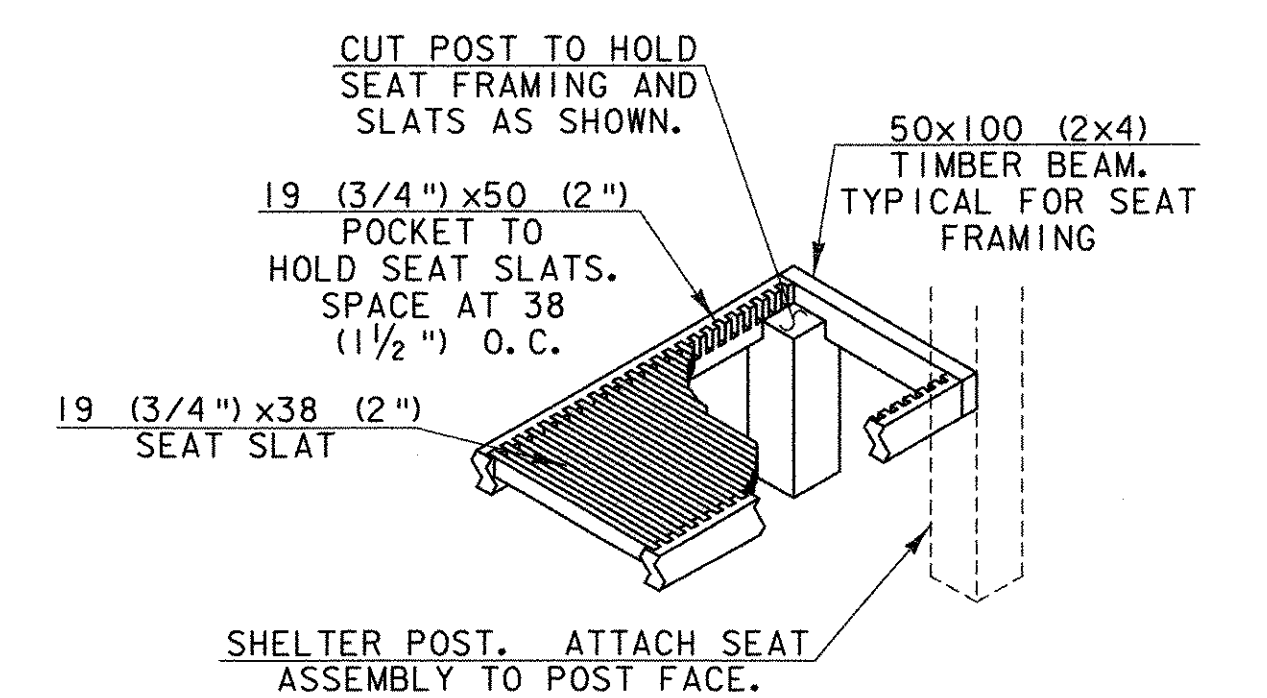
FRONT/REAR FRAMING - SECTION



ROOF FRAMING



TYPICAL WALL SECTION
NOT TO SCALE

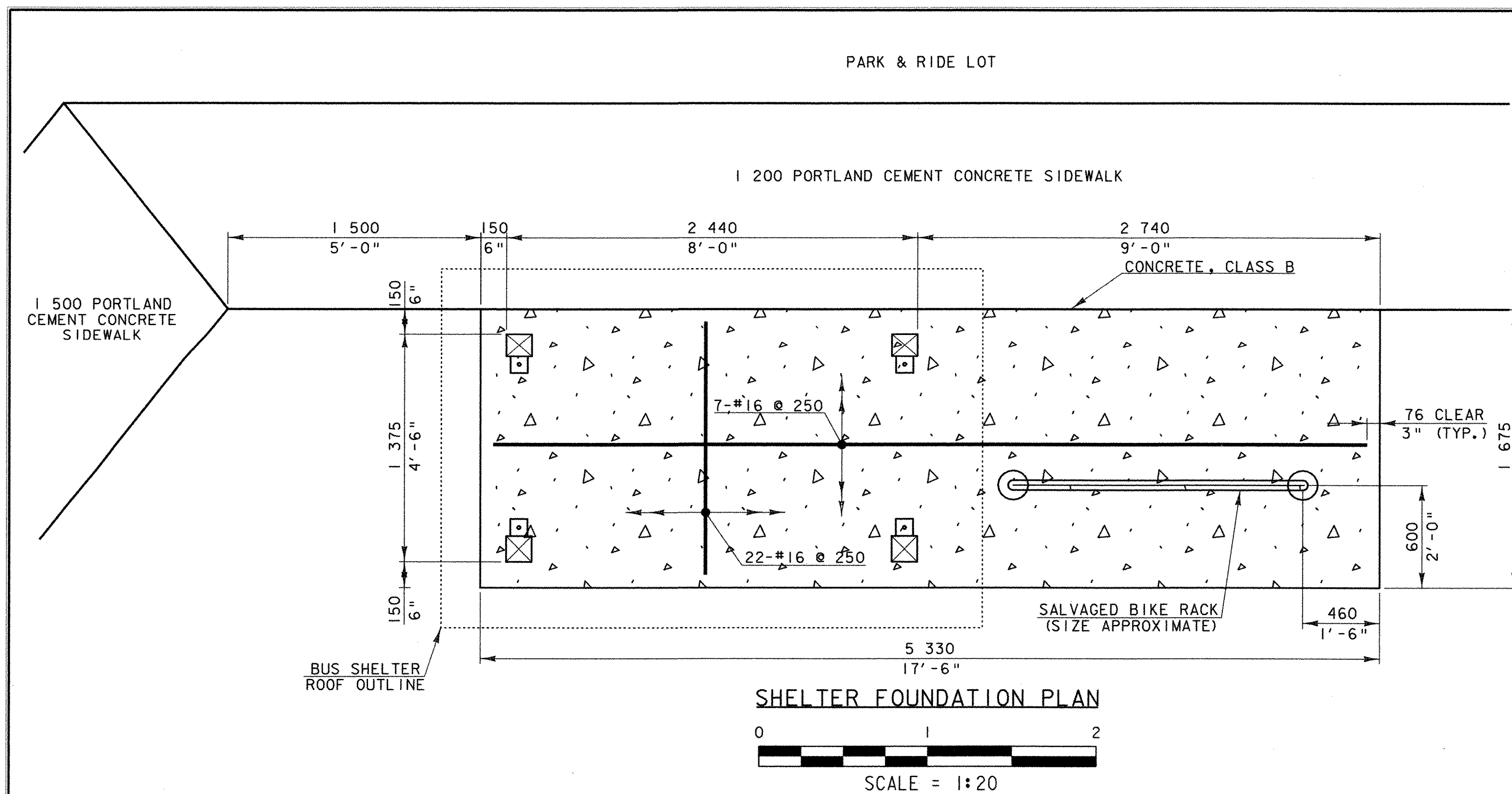


DETAIL - BENCH FRAMING
NOT TO SCALE

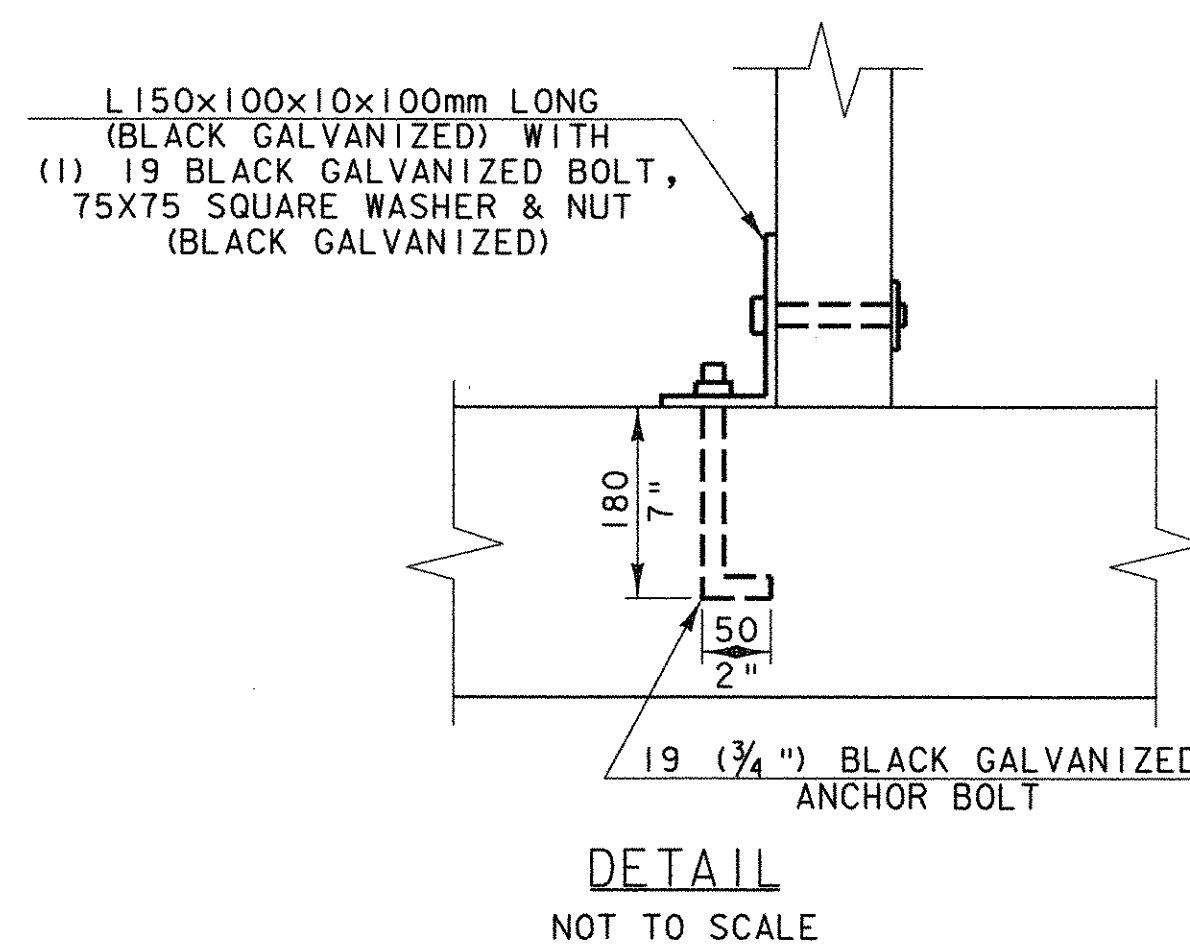
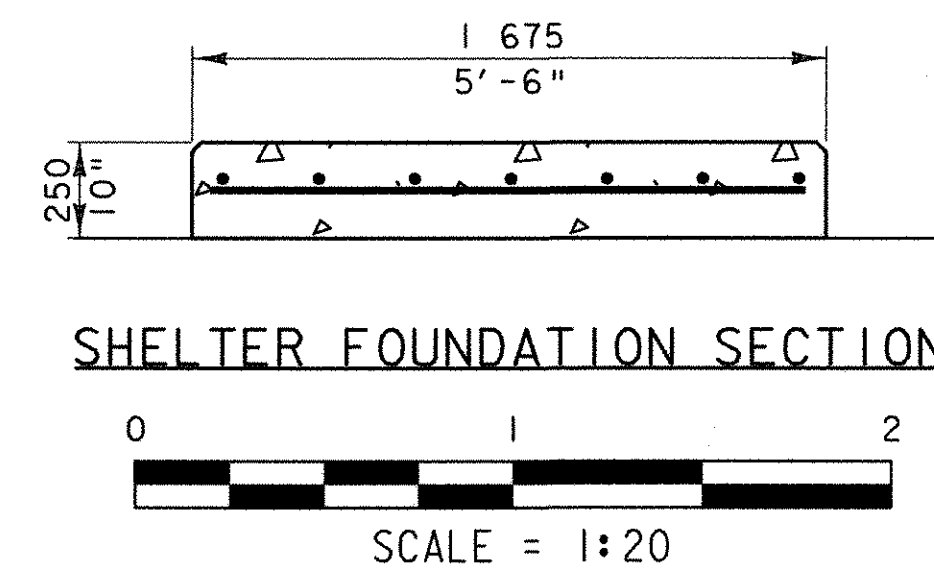
- NOTES**
1. PAYMENT OF ITEMS AND LABOR SHOWN ON THIS SHEET SHALL BE INCLUDED UNDER ITEM 658.10, "ROADSIDE REST FACILITY (BUILDING)".
 2. JACK AND COMMON RAFTERS ARE 50x150 (2x6). HIP RAFTERS ARE 50x180 (2x7). RIDGE BEAM IS 50x200 (2x8).

ALL DETAILS SCALE 1:20
UNLESS OTHERWISE NOTED

PROJECT NAME: ST. ALBANS PARK & RIDE
PROJECT NUMBER: CMG PARK (23)S
FILE NAME:
PROJECT LEADER: JWT
DESIGNED BY: PGJ
SHELTER DETAILS
PLOT DATE: 10/14/2005
DRAWN BY: PGJ
CHECKED BY: EPD
SHEET 25 OF 29

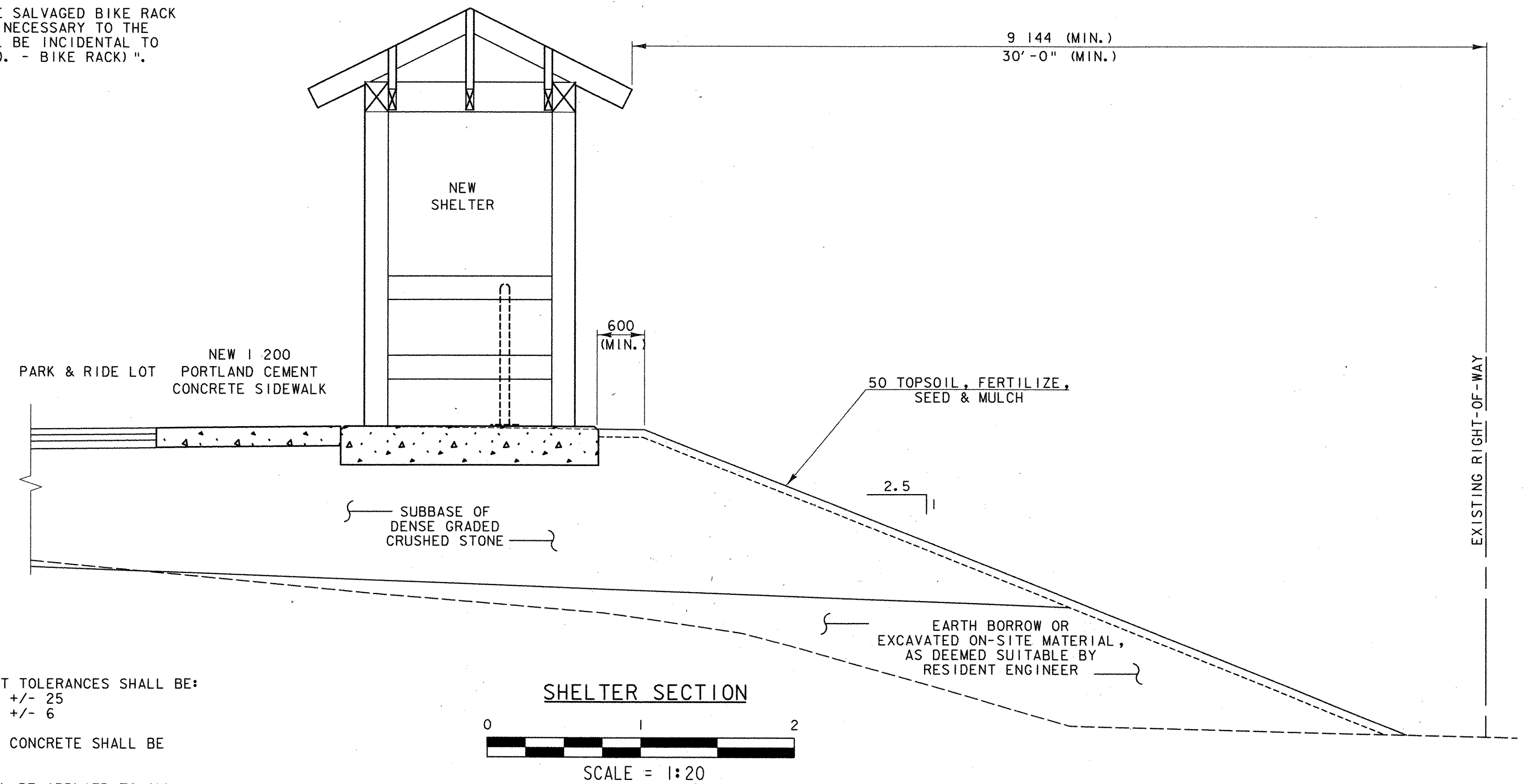
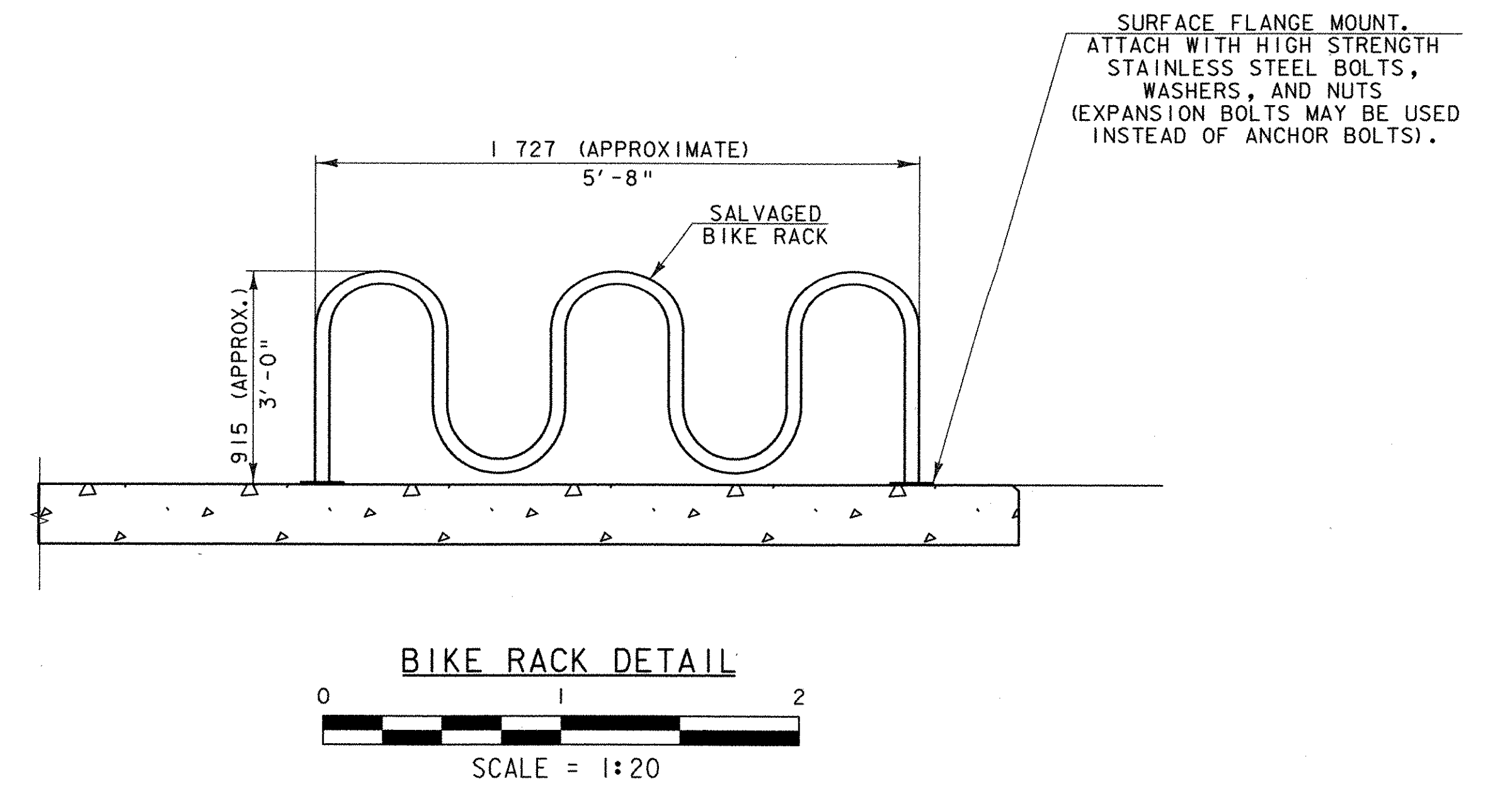


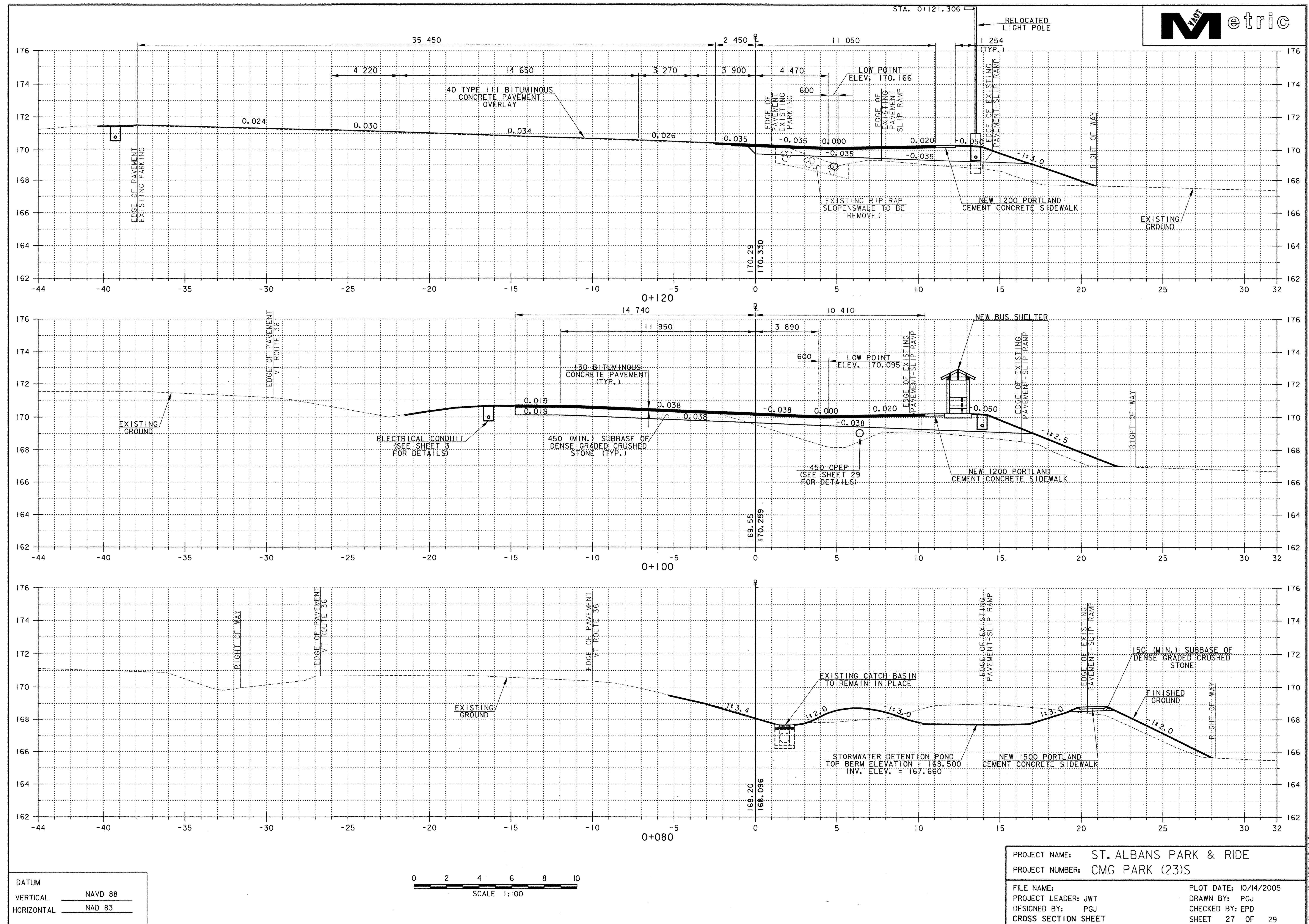
- NOTES:
- BIKE RACK REMOVAL AND REINSTALLATION OF THE BIKE RACK SHALL BE PAID FOR UNDER ITEM 658.20 "REST AREA BENCH (MOD. - BIKE RACK)".
 - CONTRACTOR TO CLEAN AND PAINT THE SALVAGED BIKE RACK (MATCH EXISTING COLOR) AS DEEMED NECESSARY TO THE RESIDENT ENGINEER. PAYMENT SHALL BE INCIDENTAL TO ITEM 658.20 "REST AREA BENCH (MOD. - BIKE RACK)".

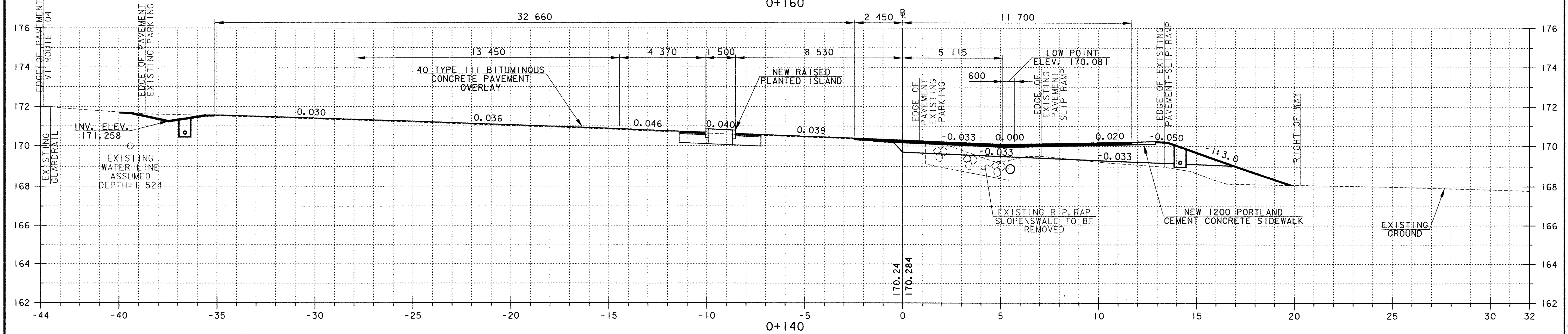
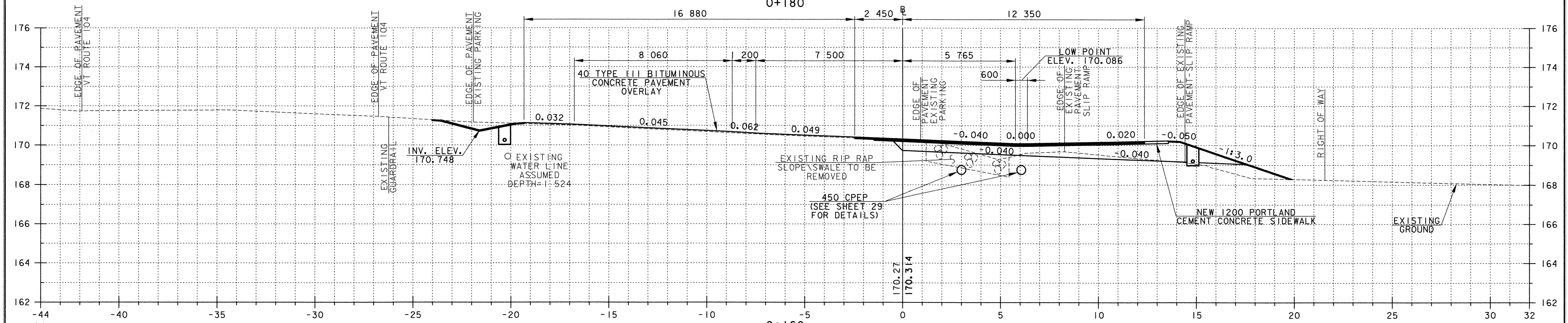
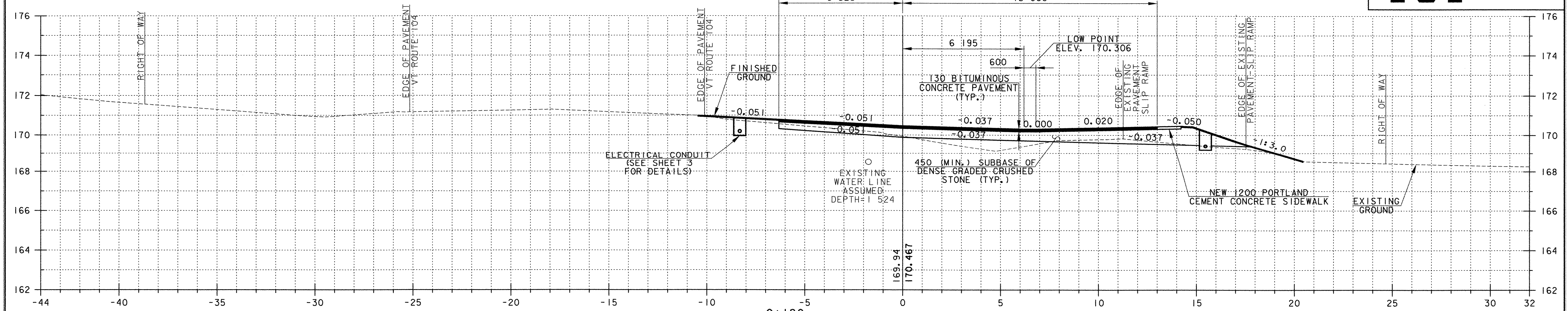


SHELTER FOUNDATION

- NOTES
- REINFORCING PLACEMENT TOLERANCES SHALL BE:
SPACING +/- 25
CLEARANCE +/- 6
 - ALL EXPOSED EDGES OF CONCRETE SHALL BE CHAMFERED 19 BY 19.
 - WATER REPELLENT SHALL BE APPLIED TO ALL EXPOSED CONCRETE.



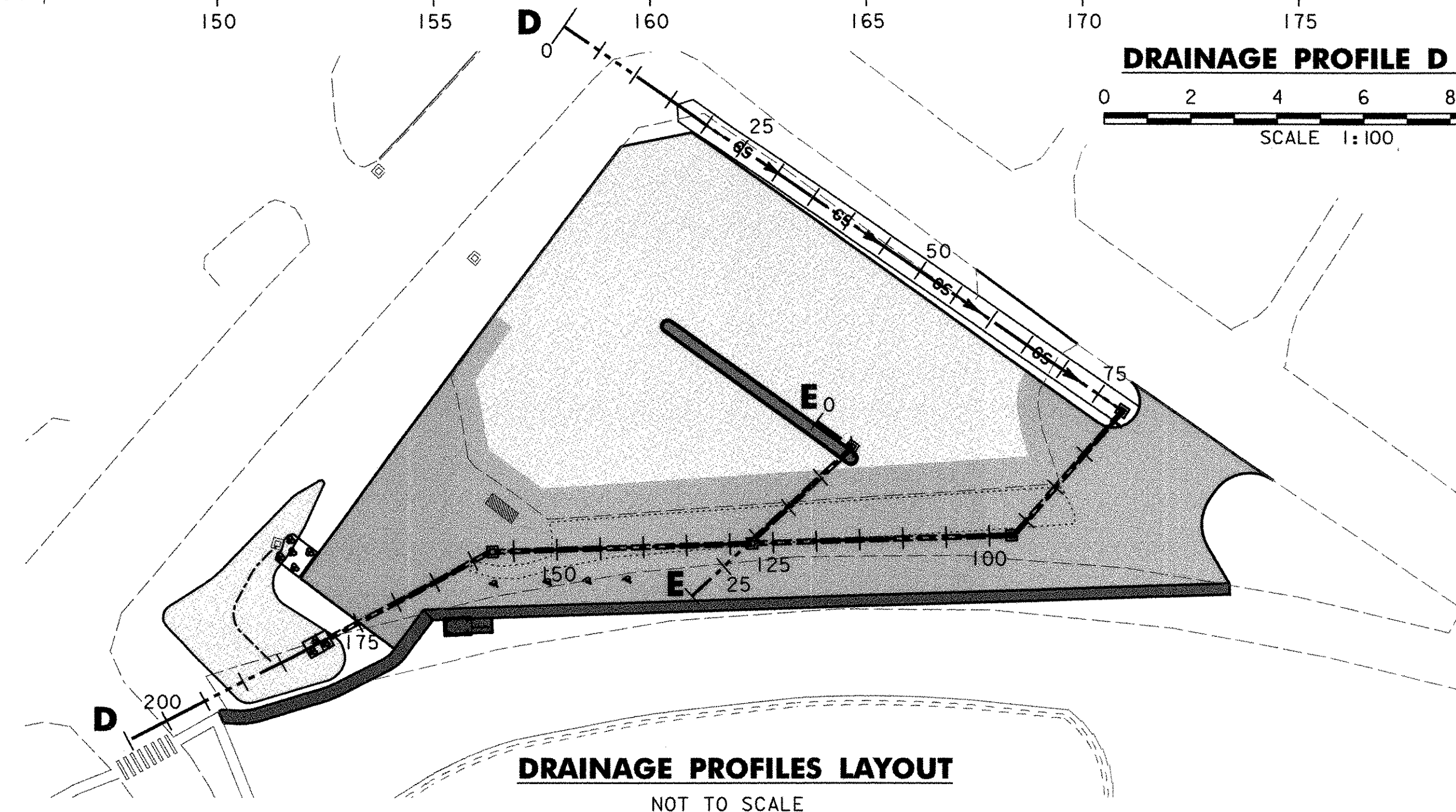
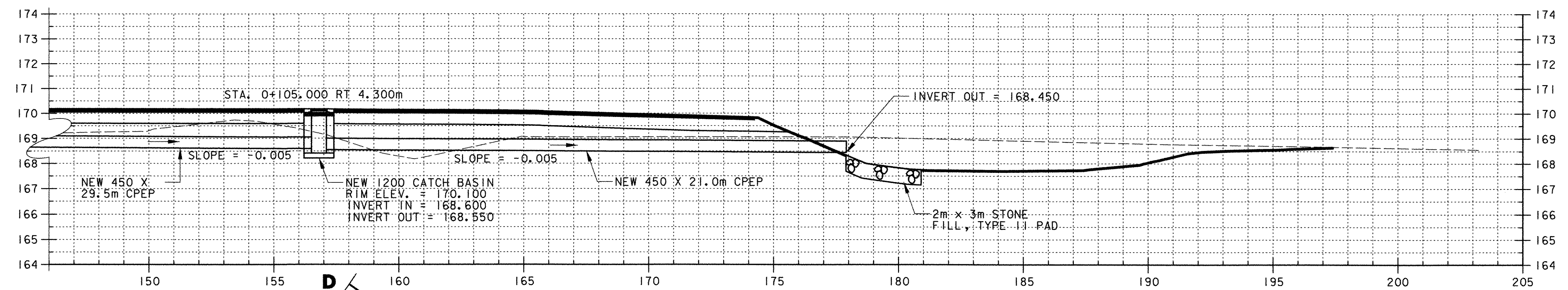
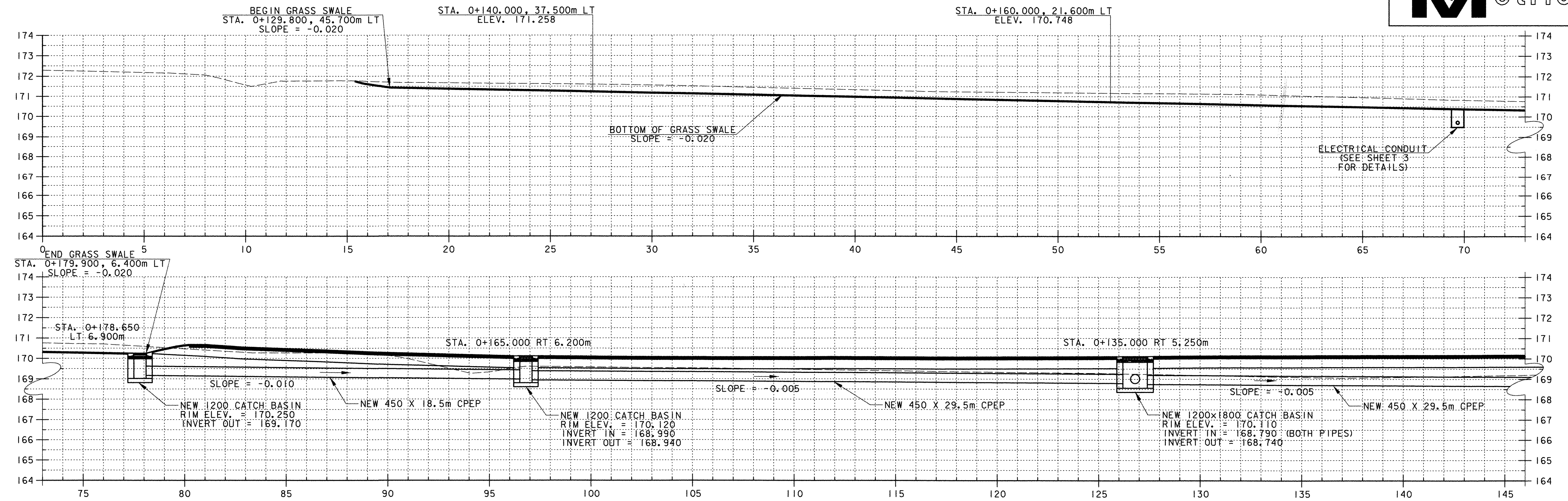




DATUM
 VERTICAL NAVD 88
 HORIZONTAL NAD 83



PROJECT NAME: ST. ALBANS PARK & RIDE
 PROJECT NUMBER: CMG PARK (23)S
 FILE NAME:
 PROJECT LEADER: JWT
 DESIGNED BY: PGJ
 CROSS SECTION SHEET
 PLOT DATE: 10/14/2005
 DRAWN BY: PGJ
 CHECKED BY: EPD
 SHEET 28 OF 29



DATUM	
VERTICAL	NAVD 88
HORIZONTAL	NAD 83

PROJECT NAME:	ST. ALBANS PARK & RIDE
PROJECT NUMBER:	CMG PARK (23)S
FILE NAME:	
PROJECT LEADER:	JWT
DESIGNED BY:	PGJ
DRAINAGE PROFILES	
PLOT DATE:	10/14/2005
DRAWN BY:	PGJ
CHECKED BY:	EPD
SHEET	29 OF 29

FINAL SURVEY
 DATE: 4/25/06
 PROJECT: ST. ALBANS PARK & RIDE
 SHEET NO. 23 OF 23
 DRAWN BY: [Signature]
 CHECKED BY: [Signature]

ORIGINAL SURVEY
 DATE: 4/25/06
 PROJECT: ST. ALBANS PARK & RIDE
 SHEET NO. 23 OF 23
 DRAWN BY: [Signature]
 CHECKED BY: [Signature]

