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RECORD PLANS

CONTRACTOR: J. P. SICARD, INC. - BARTON, VT
 RESIDENT ENGINEER: PETER HODGSON
 CONSTRUCTION BEGAN: JULY 9, 2008
 CONSTRUCTION COMPLETE: NOVEMBER 12, 2008
 RECORD PLANS BY: PETER HODGSON & C. PIERCE
 I HEREBY CERTIFY THAT ALL THE CONSTRUCTION REQUIRED BY THIS SET OF DRAWINGS HAS BEEN ACCOMPLISHED AS INDICATED HEREIN.
 BY *Peter Hodgson* RESIDENT ENGINEER
 DATE 7/13/11
 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.

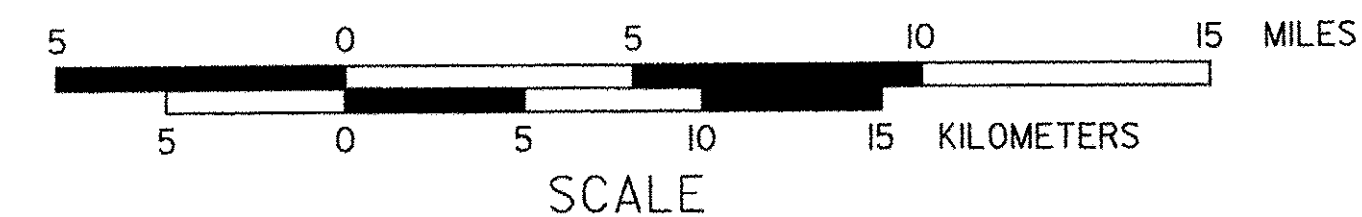
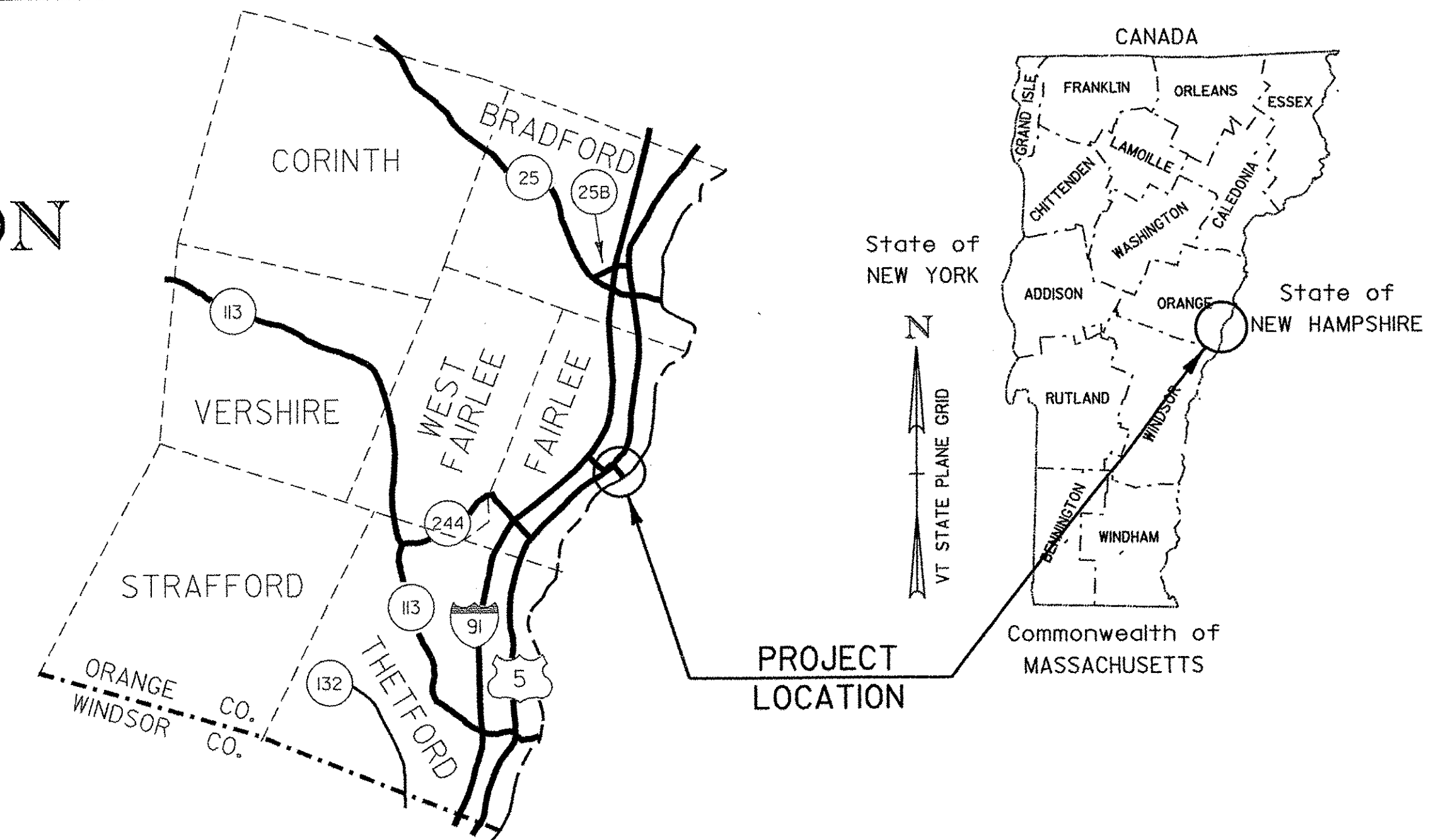
STATE OF VERMONT AGENCY OF TRANSPORTATION



PROPOSED IMPROVEMENT SIDEWALK PROJECT TOWN OF FAIRLEE ORANGE COUNTY VT. ROUTE 25A

WORK TO BE PERFORMED ON THIS PROJECT INCLUDES RECONSTRUCTION OF A NEW RAILROAD CROSSING AT DOT #053-563 Y, CONSTRUCTION OF A NEW CONCRETE SIDEWALK, AND INSTALLATION OF NEW DRAINAGE.

LENGTH OF RAILROAD BED RECONSTRUCTION = 80 FEET
 LENGTH OF SIDEWALK = 350 FEET



Standards

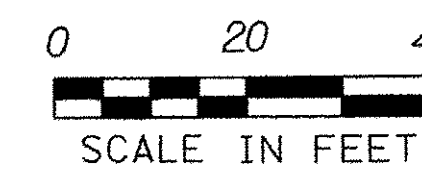
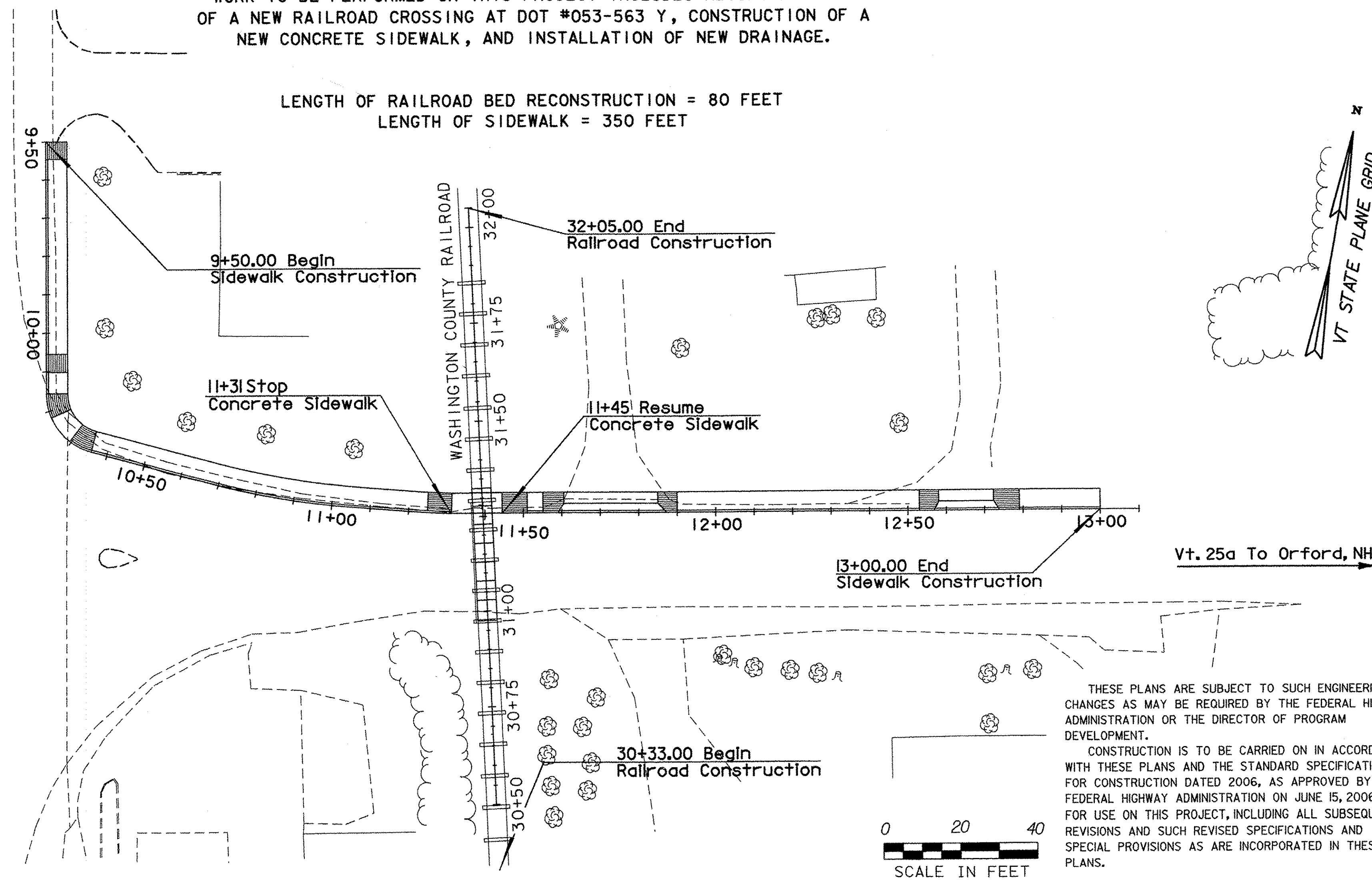
C-1	Cast-in-Place Concrete Curb	Jan. 3, 2000
C-2a	Portland Cement Conc. Sidewalk	Oct. 14, 2005
C-2b	Portland Cement Conc. Sidewalk	Oct. 14, 2005
C-3a	Sidewalk Ramps	Sept. 1, 2004
C-3b	Sidewalk Ramps	Sept. 1, 2004
D-8	Reinforced Concrete Drop Inlet	Jan. 3, 2000
D-9	Reinforced Concrete Drop Inlet Tops	June 1, 1994
D-15	Cast Iron Grate with Frame	June 1, 1994
D-30	Underdrain Construction Details	Aug. 13, 2007
E-100a	Side Road Construction Approach Signs	Jan. 2, 2004
E-110	Major Maintenance Operation Lane Closure	Sept. 8, 1995
E-111	Minor Maintenance Operation	Mar. 11, 1997
E-121	Standard Sign Placement	Aug. 8, 1995
E-123	Guide Sign Placement	Mar. 16, 2004
E-136b	State Route Marker Signs	Aug. 8, 1995
E-143	Regulatory Sign Details	June 15, 2004
E-146	Regulatory Sign Details	Sept. 20, 1995
E-153b	Warning Sign Details	May 30, 2003
E-160	Flanged Channel Sign Posts	May 20, 1999
E-190	Railroad Crossing Markings	June 30, 2003
E-191	Pavement Marking Details	Feb. 1, 1999
E-192	Pavement Marking Details	Oct. 12, 2000
E-193	Pavement Marking Details	Aug. 18, 1995

CONVENTIONAL SYMBOLS

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

SURVEYED BY : VAO
 SURVEYED DATE : SEPT. 2001

DATUM
 VERTICAL NAVD 88
 HORIZONTAL ASSUMED



TRAFFIC DATA
 VT 25A 2006 AADT 4000

FOR ADMINISTRATIVE PURPOSES, THE PPMS NUMBER FOR THIS PROJECT IS 02E060.
 FOR ARCHIVING PURPOSES, AND RETRIEVAL OF CADD DRAWINGS, THE PPMS NUMBER IS 98B118.

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

DIRECTOR OF PROGRAM DEVELOPMENT
 APPROVED *Peter Hodgson* DATE 5/7/08
 PROJECT MANAGER : JON KAPLAN
 PROJECT NAME : Fairlee
 PROJECT NUMBER : STP 040-1(2)
 SHEET 1 OF 28 SHEETS

QUANTITY SHEET 1

SUMMARY OF ESTIMATED QUANTITIES										TOTALS		DESCRIPTIONS				DETAILED SUMMARY OF QUANTITIES					
										ROADWAY	RAILROAD	FULL C.E. ITEMS	GRAND TOTAL	FINAL	UNIT	ITEMS	ITEM NUMBER	ROUND	QUANTITIES	UNIT	ITEMS
										52			52	45.53	CY	COMMON EXCAVATION	203.15				
										25			25	37.64	CY	EXCAVATION OF SURFACES AND PAVEMENTS	203.28				
										245			245	221.3	CY	TRENCH EXCAVATION OF EARTH	204.20				
										10			10	13.32	CY	GRANULAR BACKFILL FOR STRUCTURES	204.30				
										57			57	54.8	CY	SUBBASE OF CRUSHED GRAVEL, FINE GRADED	301.26				
										35			35	0	TON	BITUMINOUS CONCRETE PAVEMENT (PG 58-28)	406.25				
										40			40	8.22	SY	REMOVAL OF CONCRETE OR MASONRY	529.26				
										150			150	154	LF	18" CPEP	601.0915				
										2			2	2	EACH	PRECAST REINFORCED CONCRETE PIPE DI WITH CAST IRON GRATE	604.25				SEE DRAINAGE DETAIL SHEET FOR GRATE TYPES
										3			3	3	EACH	PRECAST REINFORCED CONCRETE CURB DI WITH CAST IRON GRATE	604.30				SEE DRAINAGE DETAIL SHEET FOR GRATE TYPES
										216			216	216	LF	6 INCH UNDERDRAIN PIPE	605.10				
										32			32	34	LF	6 INCH UNDERDRAIN CARRIER PIPE	605.20				
										4			4	0	EACH	UNDERDRAIN FLUSHING BASIN	605.95				
										80			80	0	HR	ALL PURPOSE EXCAVATOR RENTAL, TYPE I	608.25				
										80			80	0	HR	TRUCK RENTAL	608.37				
										282			282	321	LF	VERTICAL GRANITE CURB	616.21				
										8			8	8	LF	REMOVAL OF EXISTING CURB	616.41				
										4			4	4.44	TON	BITUMINOUS CONCRETE GUTTERS AND TRAFFIC ISLANDS	616.47				
										160			160	182.5	SY	PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH	618.10				
										30			30	40	SF	DETECTABLE WARNING SURFACE	618.30				
										160			160	0	HR	UNIFORMED TRAFFIC OFFICERS	630.10				
										400			400	354.5	HR	FLAGGERS	630.15				
										1			1	1	LS	FIELD OFFICE, ENGINEERS	631.10				
												1	1	1	LS	TESTING EQUIPMENT, CONCRETE	631.16				
												1	1	0	LS	TESTING EQUIPMENT, BITUMINOUS	631.17				
										1			1	0.242	LU	FIELD OFFICE TELEPHONE (N.A.B.I.)	631.25				
										1			1	1	LS	MOBILIZATION/DEMOBILIZATION	635.11				
										1			1	1	LS	TRAFFIC CONTROL	641.10				
										638			638	601.4	LF	DURABLE 4 INCH WHITE LINE	646.400				
										670			670	511	LF	DURABLE 4 INCH YELLOW LINE	646.410				
										82			82	27.5	LF	DURABLE 24 INCH STOP BAR	646.480				
										4			4	4	EACH	DURABLE LETTER OR SYMBOL	646.490				
										92			92	90	LF	DURABLE CROSSWALK MARKING	646.500				
										2			2	2	EACH	DURABLE RAILROAD CROSSING SYMBOL	646.510				
										70			70	59.5	SY	GEOTEXTILE FOR SILT FENCE	649.51				
										2			2	25	LB	SEED	651.15				
										10			10	0	LB	FERTILIZER	651.18				
										0.05			0.05	0.025	TON	AGRICULTURAL LIMESTONE	651.20				
										0.05			0.05	0.225	TON	HAY MULCH	651.25				
										20			20	19.12	CY	TOPSOIL	651.35				
										1			1	1	LS	EPSC PLAN	652.10				
										80			80	1	HR	MONITORING EPSC PLAN	652.20				
																			PROJECT NAME: Fairtee		
																			PROJECT NUMBER: STP 040-1(2)		
																			FILE NAME: 98b118quant.xls		
																			PROJECT MANAGER: J. Kaplan		
																			DESIGNED BY: G. Shangraw		
																			CHECKED BY: J. Kaplan		
																			QUANTITY SHEET #1		
																			PLOT DATE: 05/08/2008		
																			DRAWN BY: G. Shangraw		
																			SHEET 2 OF 28		

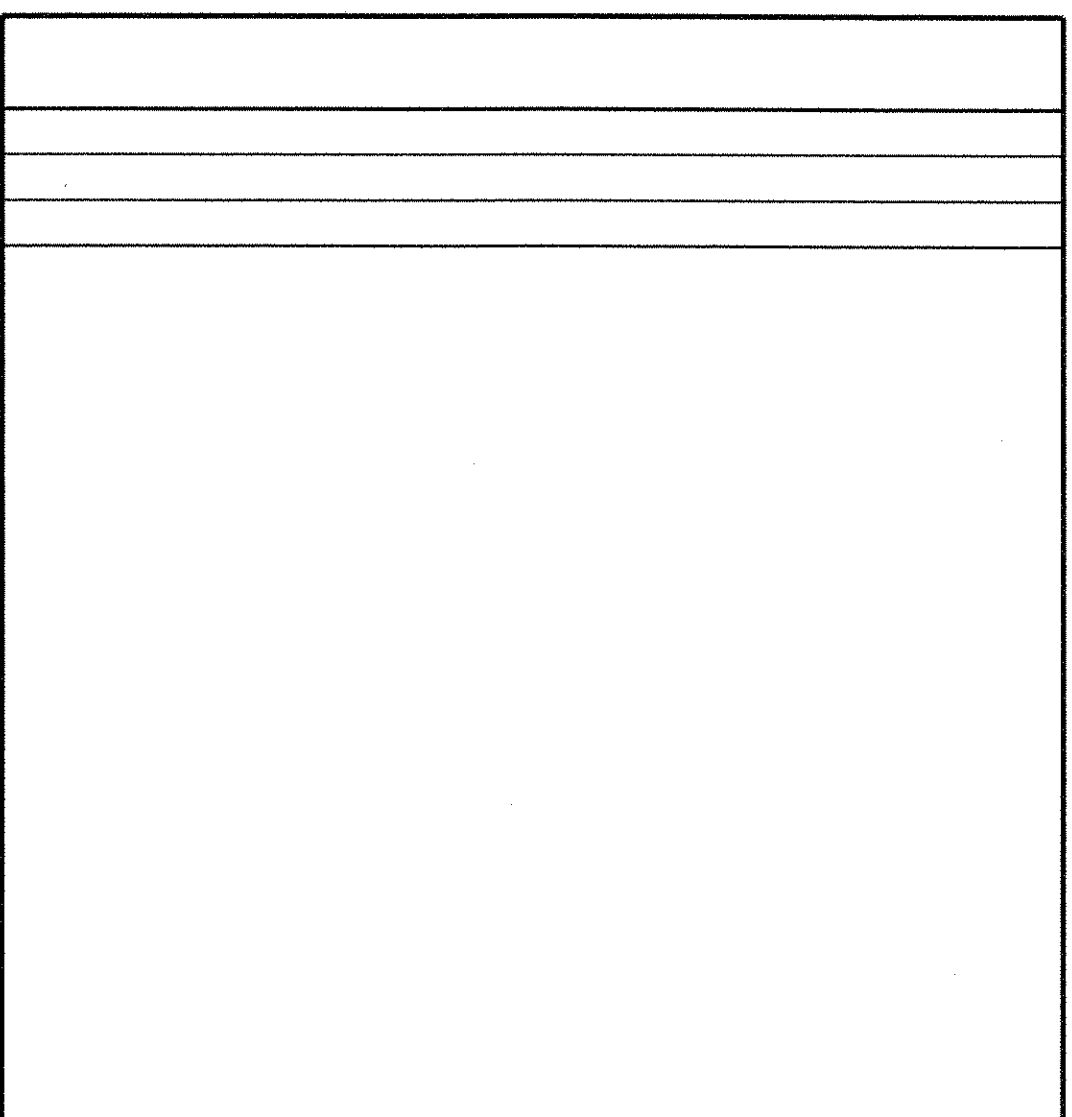
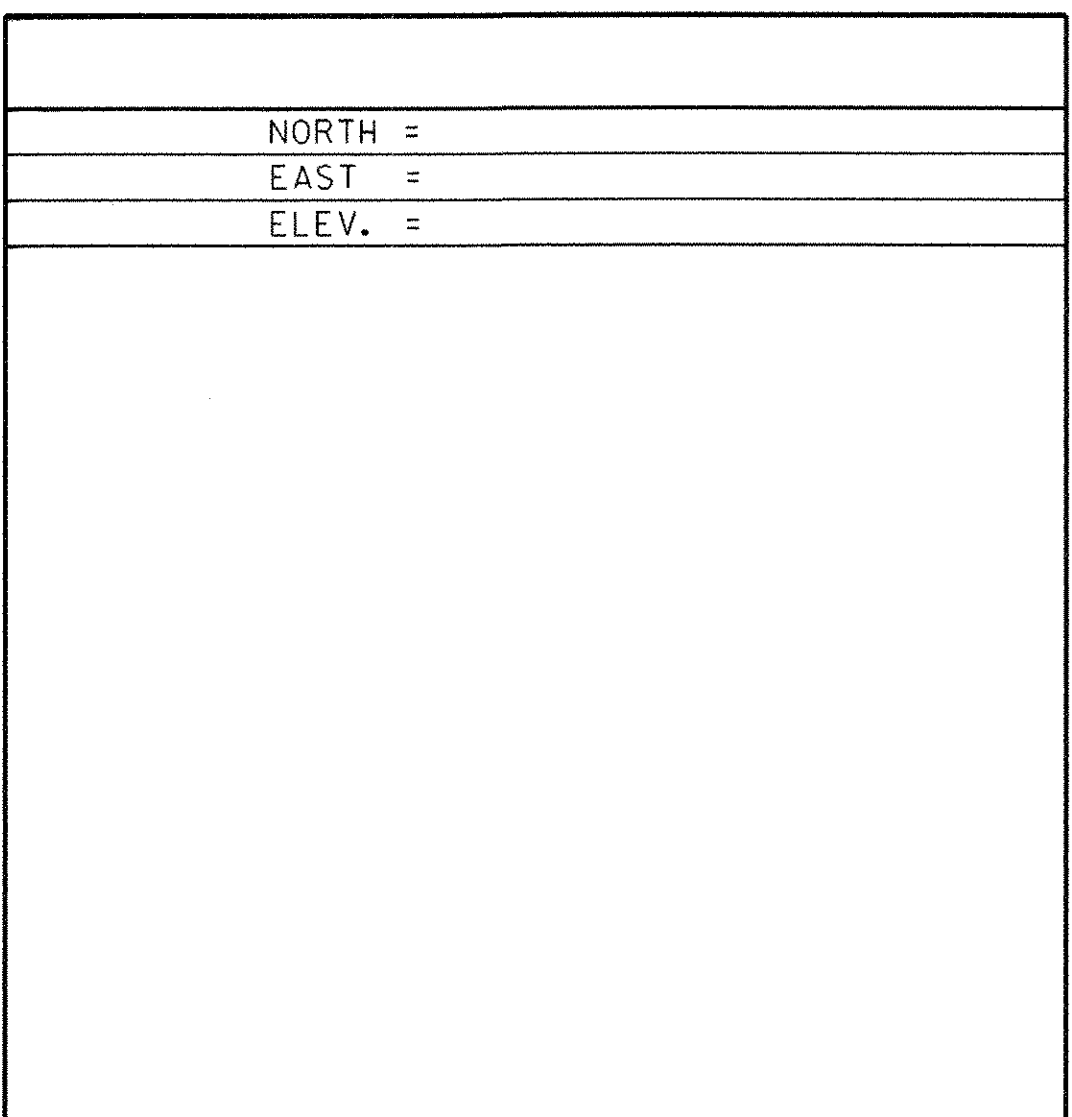
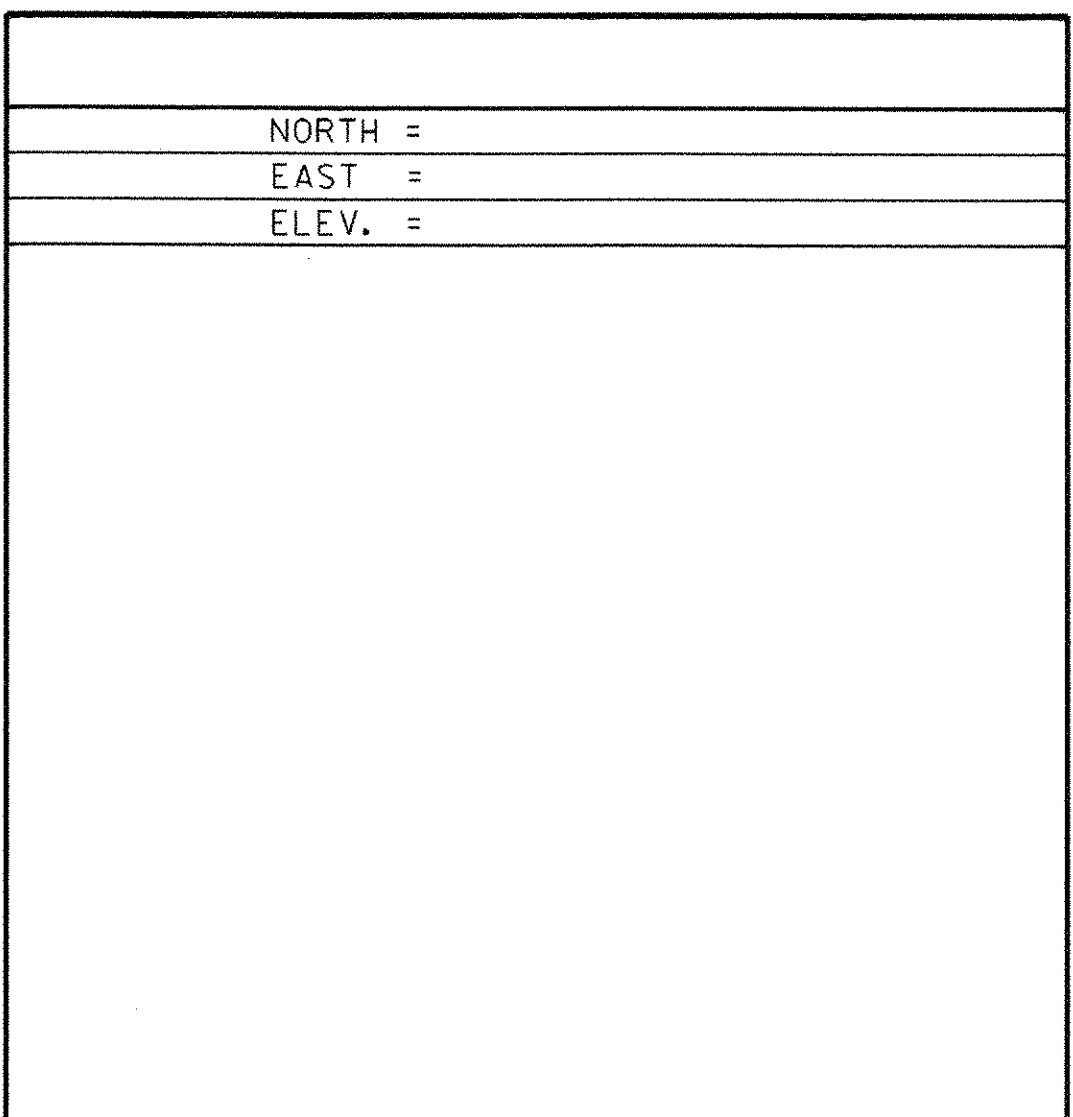
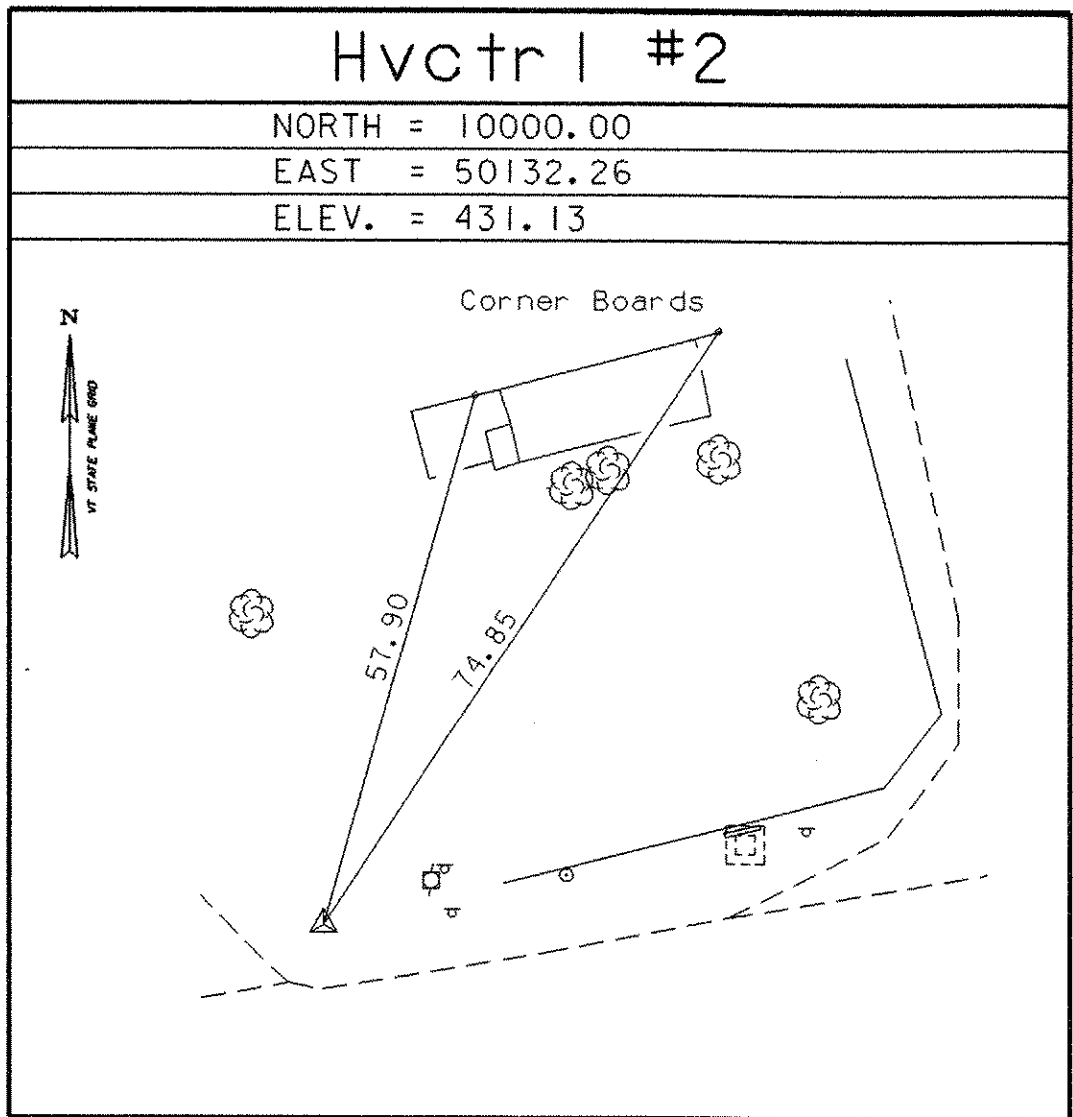
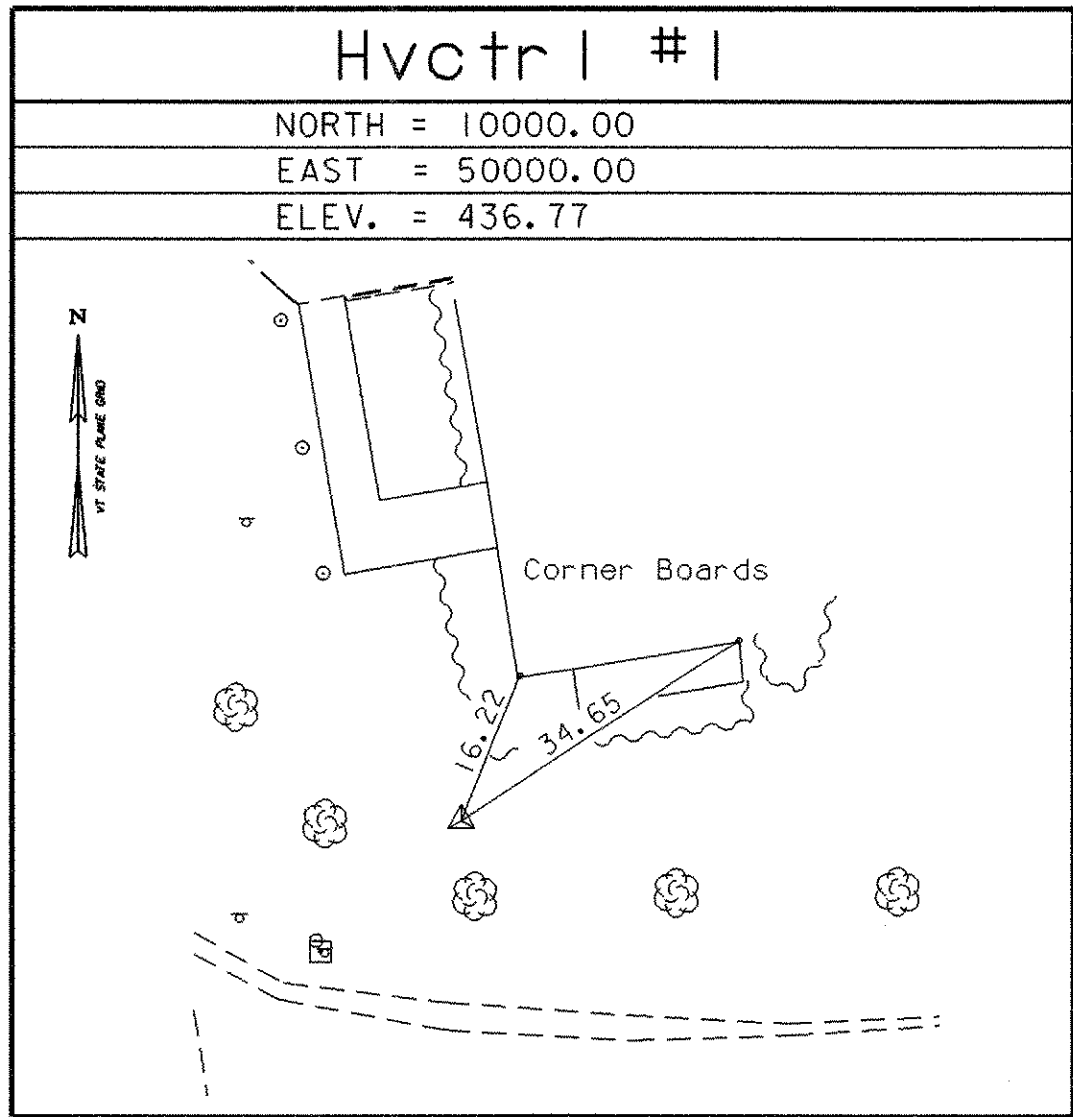
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PROJECT NAME: Fairlee	
PROJECT NUMBER: STP 040-1(2)	
FILE NAME: 98b118quant.xls	PLOT DATE: 05/16/2006
PROJECT MANAGER: J. Kaplan	DRAWN BY: G. Shangraw
DESIGNED BY: G. Shangraw	CHECKED BY: J. Kaplan
QUANTITY SHEET #2	SHEET 3 OF 28

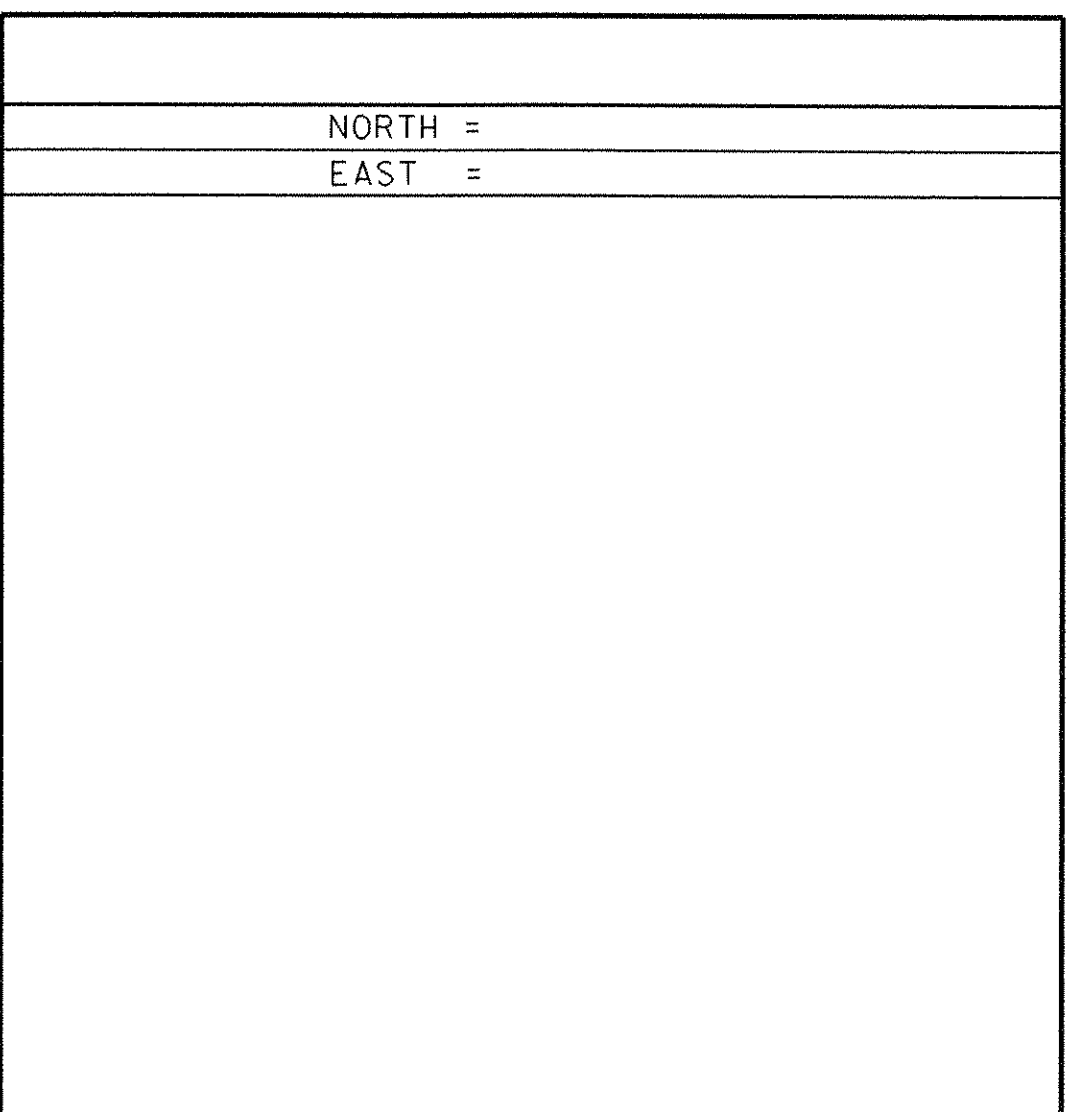
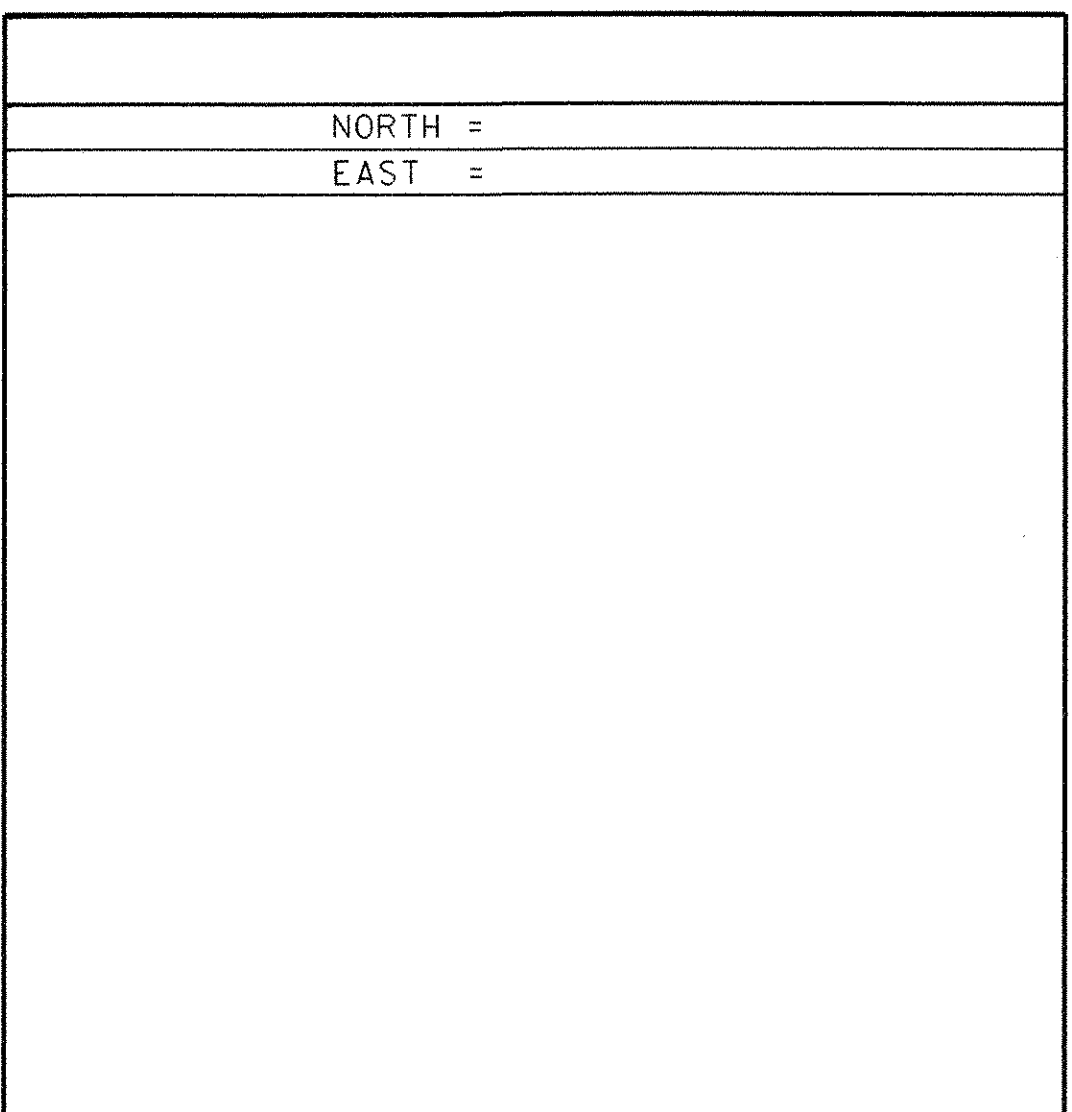
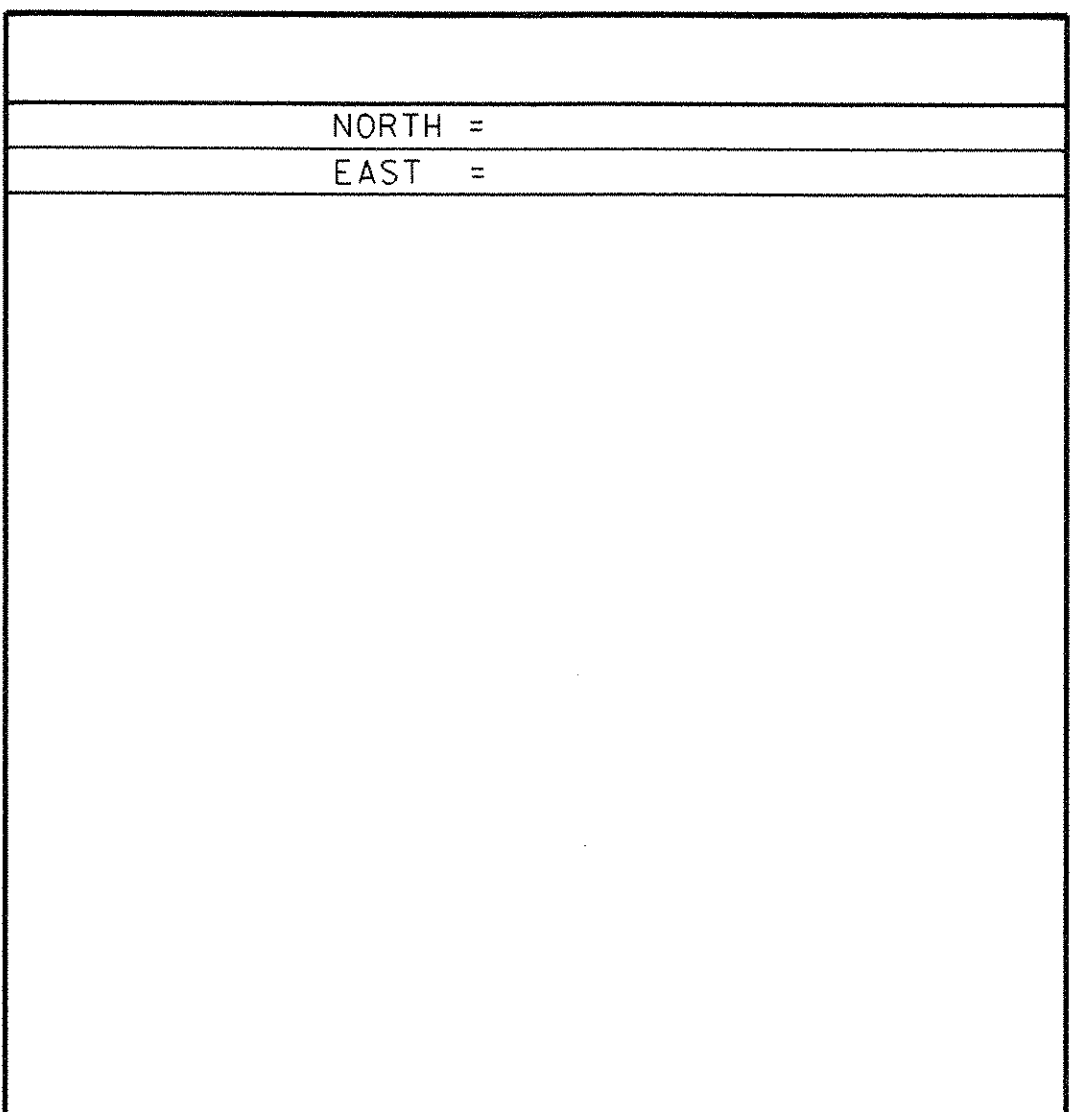
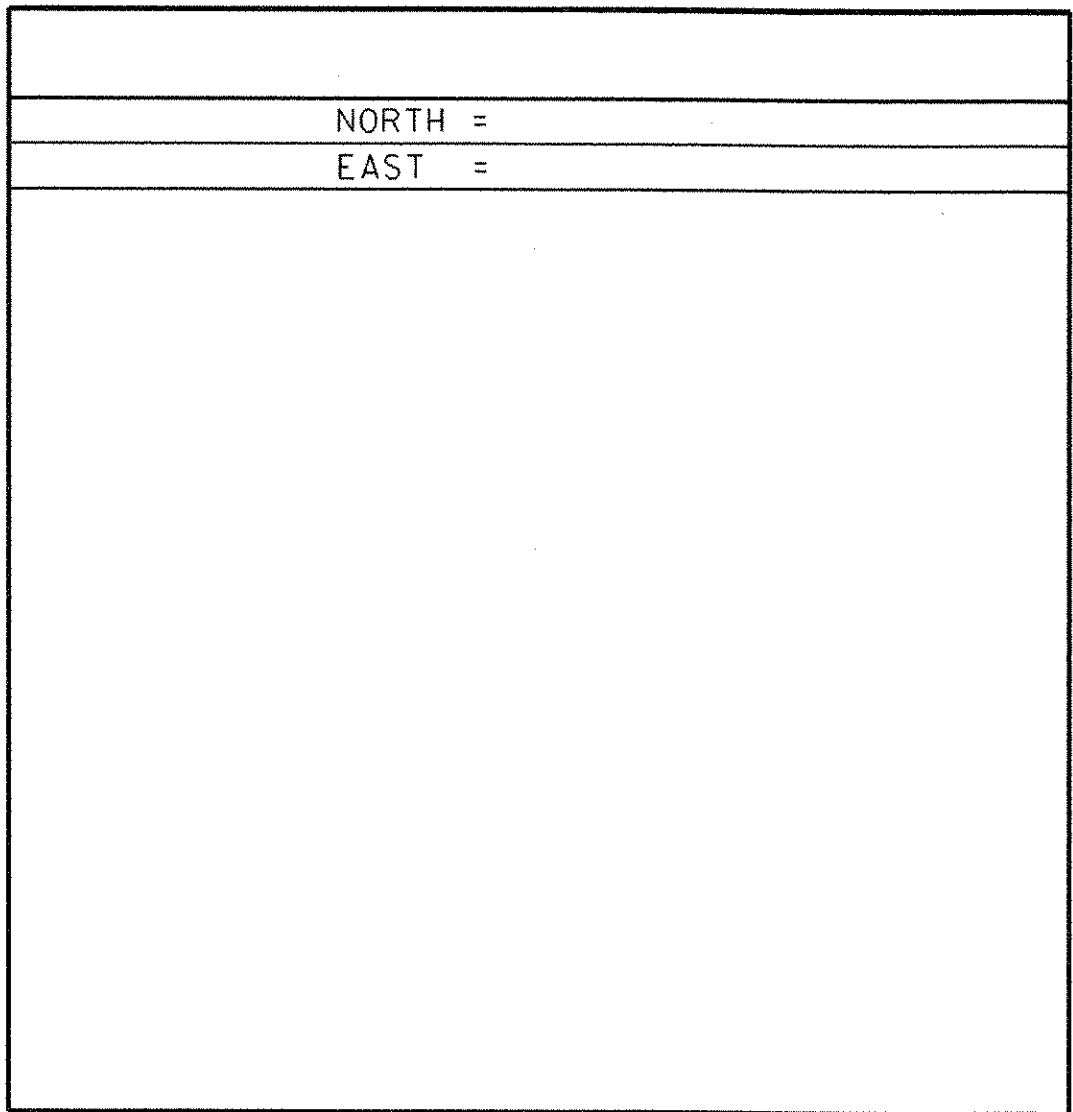
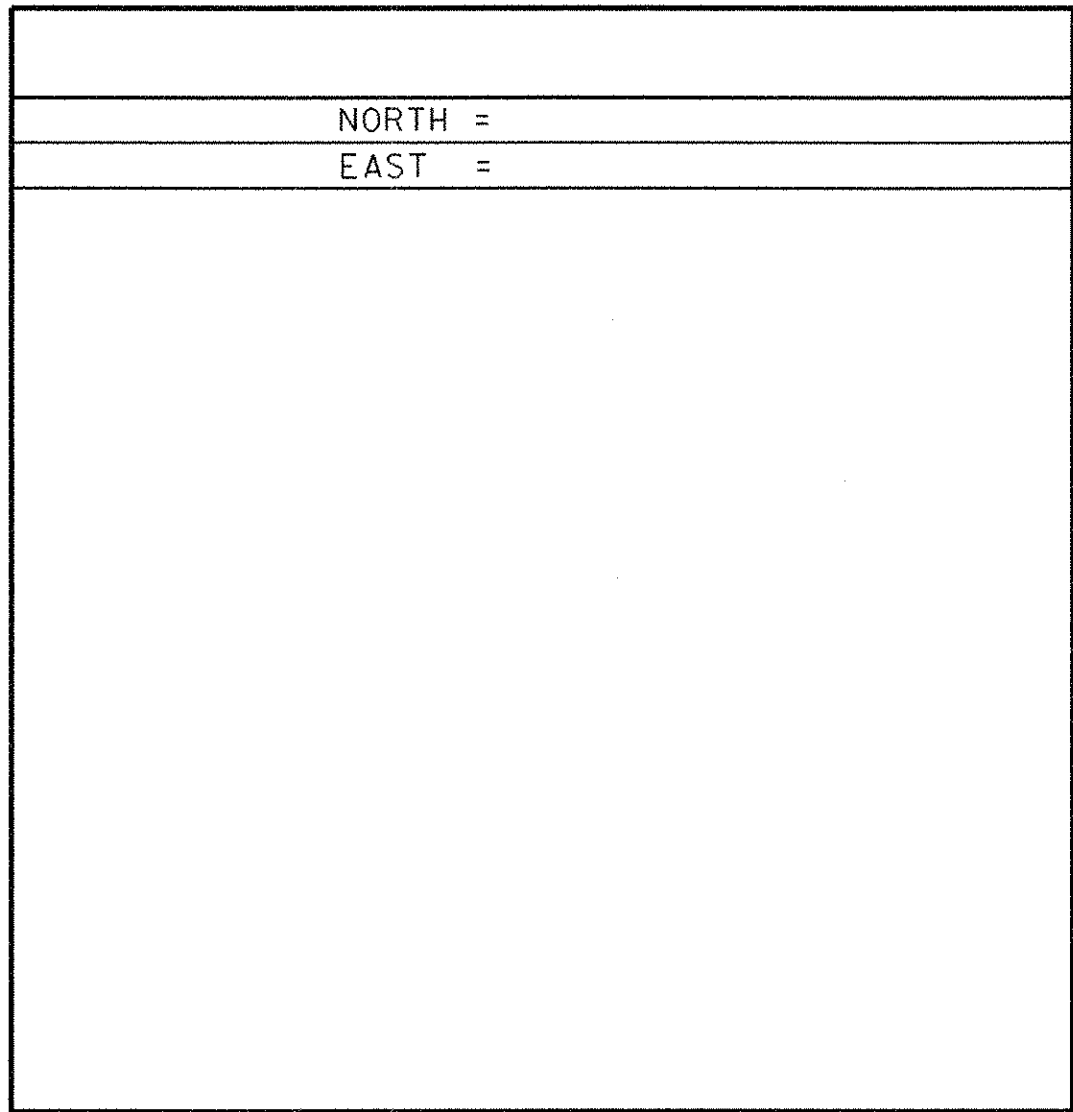
GPS CONTROL POINTS

TRAVERSE TIES

ALIGNMENT TIES



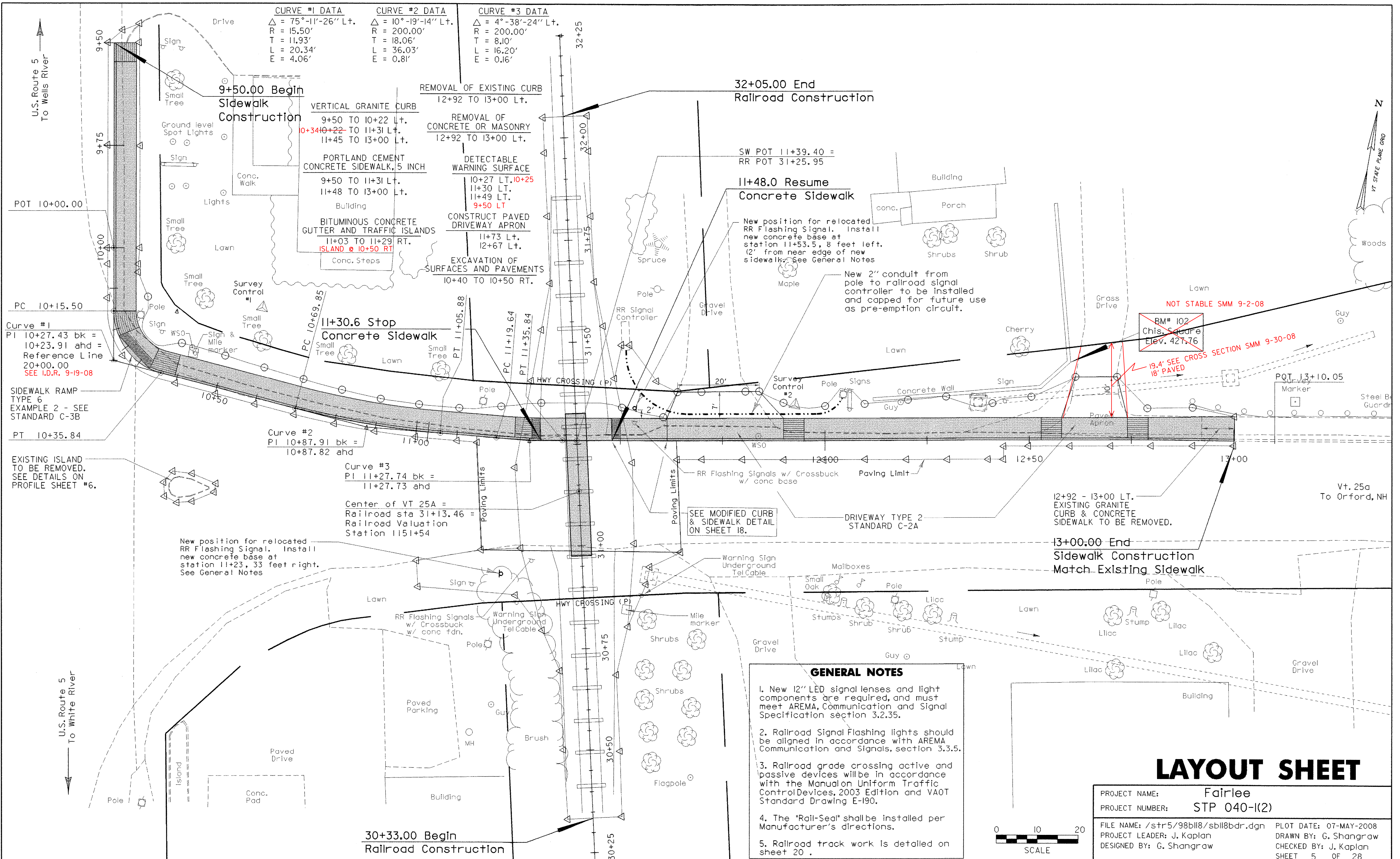
• MAIN TRAVERSE COMPLETED 9/14/01 by R. Gilman P.C. & P. Winters



TIE SHEET

DATUM	
VERTICAL	NAVD 88
HORIZONTAL	Assumed
ADJUSTMENT	none

PROJECT NAME:	FAIRLEE	
PROJECT NUMBER:	STP 040-I(2)	
FILE NAME:	98b118/survey/xb118t1.dgn	PLOT DATE: 07-MAY-2008
PROJECT LEADER:	J. KAPLAN	DRAWN BY: R. Bullock
DESIGNED BY:	G. SHANGRAW	CHECKED BY: J. KAPLAN
		SHEET 4 OF 28



CURVE #1 DATA	CURVE #2 DATA	CURVE #3 DATA
$\Delta = 75^{\circ}-11'-26''$ Lt.	$\Delta = 10^{\circ}-19'-14''$ Lt.	$\Delta = 4^{\circ}-38'-24''$ Lt.
R = 15.50'	R = 200.00'	R = 200.00'
T = 11.93'	T = 18.06'	T = 8.10'
L = 20.34'	L = 36.03'	L = 16.20'
E = 4.06'	E = 0.81'	E = 0.16'

- GENERAL NOTES**
1. New 12" LED signal lenses and light components are required, and must meet AREMA, Communication and Signal Specification section 3.2.35.
 2. Railroad Signal Flashing lights should be aligned in accordance with AREMA Communication and Signals, section 3.3.5.
 3. Railroad grade crossing active and passive devices will be in accordance with the Manual Uniform Traffic Control Devices, 2003 Edition and VAOT Standard Drawing E-190.
 4. The "Rail-Seal" shall be installed per Manufacturer's directions.
 5. Railroad track work is detailed on sheet 20.

LAYOUT SHEET

PROJECT NAME:	Fairlee
PROJECT NUMBER:	STP 040-1(2)
FILE NAME:	/str5/98b118/sbl18bdr.dgn
PROJECT LEADER:	J. Kaplan
DESIGNED BY:	G. Shangraw
PLOT DATE:	07-MAY-2008
DRAWN BY:	G. Shangraw
CHECKED BY:	J. Kaplan
SHEET	5 OF 28

Vertical Granite Curb 6" min.

5'-0" Sidewalk

2'-0" min.

2" Topsoil

2% Max.

Grade

Min. 2" Bit. Conc. Pavement

1-4

1-1

1-1

1-1

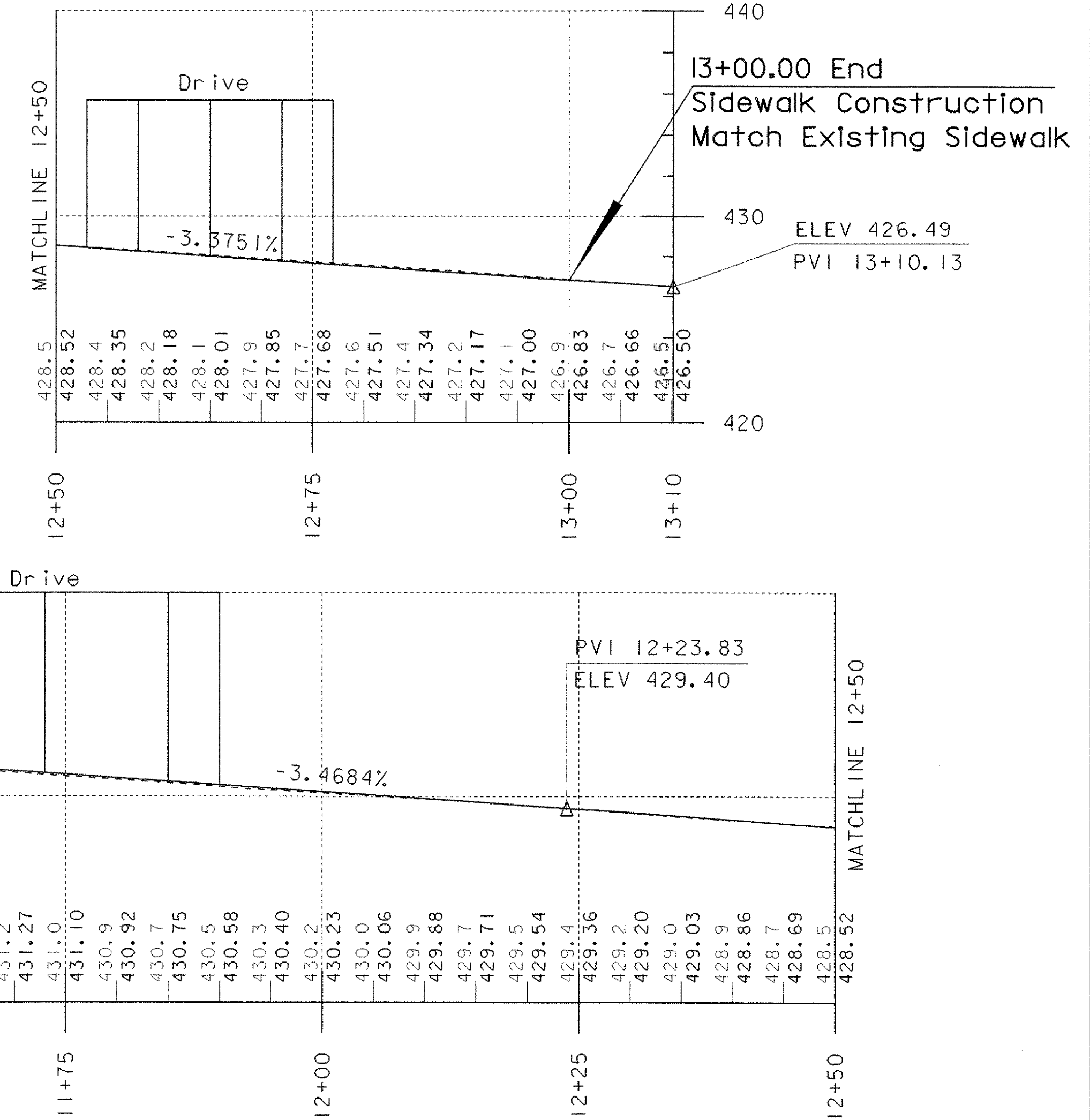
6" minimum depth subbase

Subbase depth as required

6"

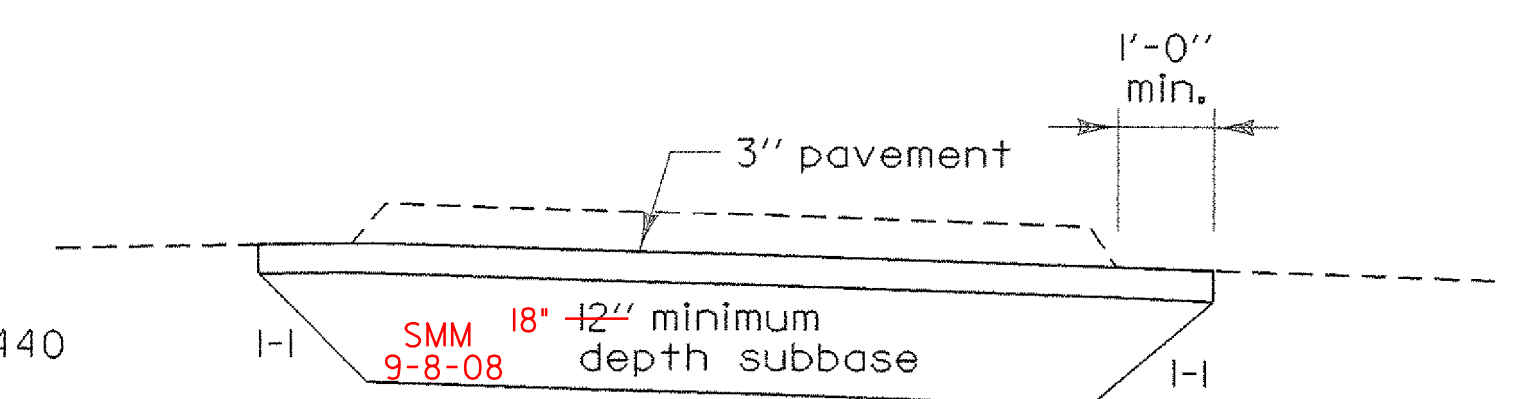
1'-5"

ITEM 204.30



NOT TO SCALE

Existing pavement to be sawcut prior to
Removal of existing island. Payment for
saw cut will be incidental to pay item 203.28.

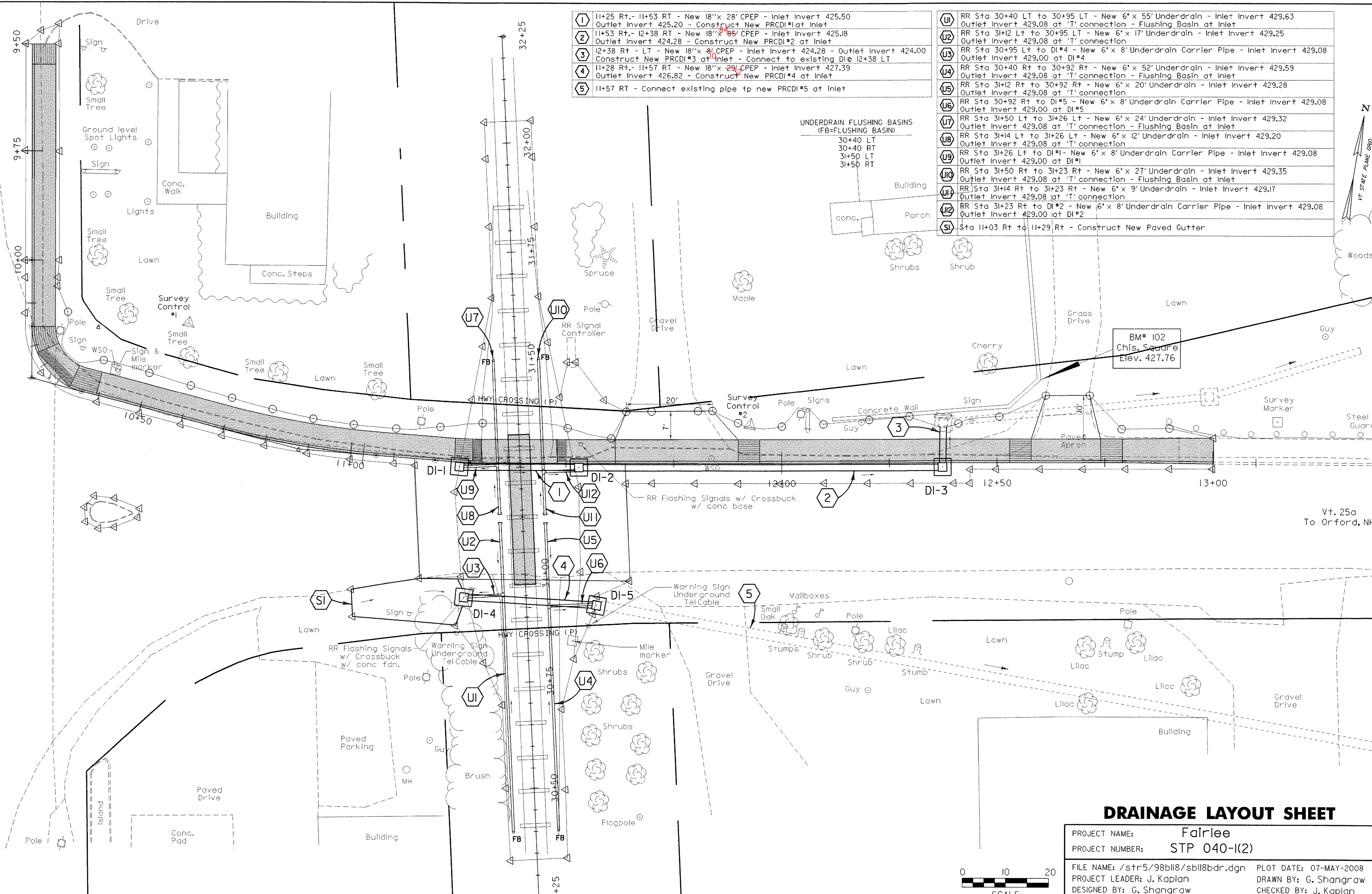


PROJECT NAME:	Fairlee
PROJECT NUMBER:	STP 040-1(2)

FILE NAME: /s/r5/98bll8/sbl8bdr.dgn	PLOT DATE: 07-MAY-2008
PROJECT LEADER: J. Kaplan	DRAWN BY: G. Shangraw
DESIGNED BY: G. Shangraw	CHECKED BY: J. Kaplan
sbl8pro.dgn	SHEET 6 OF 28

U.S. Route 5
To Wells River

U.S. Route 5
To White River



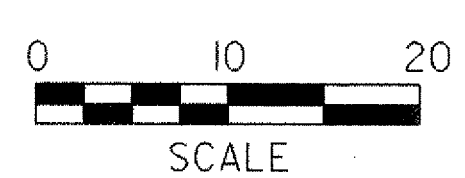
- 1 11+25 Rt. - 11+53 RT - New 18"x 28" CPEP - Inlet Invert 425.50
Outlet Invert 425.20 - Construct New PRCDI#1 at Inlet
- 2 11+53 Rt. - 12+38 RT - New 18"x 28" CPEP - Inlet Invert 425.18
Outlet Invert 424.28 - Construct New PRCDI#2 at Inlet
- 3 12+38 Rt - LT - New 18"x 28" CPEP - Inlet Invert 424.28 - Outlet Invert 424.00
Construct New PRCDI#3 at Inlet - Connect to existing DI# 12+38 LT
- 4 11+28 Rt. - 11+57 RT - New 18"x 28" CPEP - Inlet Invert 427.39
Outlet Invert 426.82 - Construct New PRCDI#4 at Inlet
- 5 11+57 RT - Connect existing pipe to new PRCDI#5 at Inlet

- U1 RR Sta 30+40 LT to 30+95 LT - New 6" x 55' Underdrain - Inlet Invert 429.63
Outlet Invert 429.08 at 'T' connection - Flushing Basin at Inlet
- U2 RR Sta 31+12 Lt to 30+95 LT - New 6" x 17' Underdrain - Inlet Invert 429.25
Outlet Invert 429.08 at 'T' connection
- U3 RR Sta 30+95 Lt to DI#4 - New 6" x 8' Underdrain Carrier Pipe - Inlet Invert 429.08
Outlet Invert 429.00 at DI#4
- U4 RR Sta 30+40 Rt to 30+92 Rt - New 6" x 52' Underdrain - Inlet Invert 429.59
Outlet Invert 429.08 at 'T' connection - Flushing Basin at Inlet
- U5 RR Sta 31+12 Rt to 30+92 Rt - New 6" x 20' Underdrain - Inlet Invert 429.28
Outlet Invert 429.08 at 'T' connection
- U6 RR Sta 30+92 Rt to DI#5 - New 6" x 8' Underdrain Carrier Pipe - Inlet Invert 429.08
Outlet Invert 429.00 at DI#5
- U7 RR Sta 31+50 Lt to 31+26 Lt - New 6" x 24' Underdrain - Inlet Invert 429.32
Outlet Invert 429.08 at 'T' connection - Flushing Basin at Inlet
- U8 RR Sta 31+14 Lt to 31+26 Lt - New 6" x 12' Underdrain - Inlet Invert 429.20
Outlet Invert 429.08 at 'T' connection
- U9 RR Sta 31+26 Lt to DI#1 - New 6" x 8' Underdrain Carrier Pipe - Inlet Invert 429.08
Outlet Invert 429.00 at DI#1
- U10 RR Sta 31+50 Rt to 31+23 Rt - New 6" x 27' Underdrain - Inlet Invert 429.35
Outlet Invert 429.08 at 'T' connection - Flushing Basin at Inlet
- U11 RR Sta 31+14 Rt to 31+23 Rt - New 6" x 9' Underdrain - Inlet Invert 429.17
Outlet Invert 429.08 at 'T' connection
- U12 RR Sta 31+23 Rt to DI#2 - New 6" x 8' Underdrain Carrier Pipe - Inlet Invert 429.08
Outlet Invert 429.00 at DI#2
- SI Sta 11+03 Rt to 11+29 Rt - Construct New Paved Gutter

UNDERDRAIN FLUSHING BASINS
(FB=FLUSHING BASIN)

- 30+40 LT
- 30+40 RT
- 31+50 LT
- 31+50 RT

BM# 102
Chis. Square
Elev. 427.76



DRAINAGE LAYOUT SHEET

PROJECT NAME: Fairlee

PROJECT NUMBER: STP 040-I(2)

FILE NAME: /str5/98b118/sb118bdr.dgn PLOT DATE: 07-MAY-2008

PROJECT LEADER: J. Kaplan DRAWN BY: G. Shangraw

DESIGNED BY: G. Shangraw CHECKED BY: J. Kaplan

SHEET 7 OF 28

DRAINAGE DETAIL SHEET

	PROJECT NAME:	Fairlee
	PROJECT NUMBER:	STP 040-1(2)
	FILE NAME:	98b118drain.xls
	PROJECT LEADER:	J. Kaplan
	DESIGNED BY:	G. Shangraw
	DRAINAGE DETAIL SHEET	
	PLOT DATE:	4/30/2008
	DRAWN BY:	G. Shangraw
	CHECKED BY:	J. Kaplan
	SHEET	8 OF 28

1.1 PROJECT DISRIPTION

THIS PROJECT IS LOCATED ON US ROUTE 5 AND VERMONT ROUTE 25A IN FAIRLEE. BEGINNING AT A POINT APPROXIMATELY 100 FEET NORTH OF THE INTERSECTION OF US ROUTE 5 AND VERMONT ROUTE 25A AND EXTENDING EASTERLY ALONG VT ROUTE 25A FOR 275 FEET. THE PURPOSE OF THE PROJECT IS TO CONSTRUCT A NEW CONCRETE SIDEWALK FROM A POINT ON US ROUTE 5, TO MEET AN EXISTING SIDEWALK ON THE RECENTLY REHABILITATED TRUSS BRIDGE WHICH CROSSES THE CONNECTICUT RIVER TO ORFORD, NH.

THIS PROJECT INCLUDES A NEW CONCRETE SIDEWALK, A NEW RAILROAD CROSSING (RAIL, TIES, BALLAST AND CROSSING SIGNALS), NEW SUBSURFACE DRAINAGE AND NEW SIGNS AND TRAFFIC MARKINGS.

IT IS ANTICIPATED THAT THIS PROJECT WILL LAST ONE CONSTRUCTION SEASON.

TOTAL DISTURBED AREA (EXCLUDING WASTE, BORROW AND STAGING AREAS): 0.17 ACRES. THE ESTIMATED AREA OF WASTE, BORROW AND STAGING AREAS IS LESS THAN 0.83 ACRES.

1.2 SITE INVENTORY

1.2.1 OFF SITE DRAINAGE CHARACTERISTICS:

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

THE CONNECTICUT RIVER IS APPROXIMATELY 100 FEET EASTERLY OF THE EASTERNMOST PORTION OF THE SITE.

1.2.3 TOPOGRAPHY, EXISTING ROADS, BUILDINGS, UTILITIES:

THE TERRAIN IS FLAT TO HILLY SURROUNDING THE PROJECT SITE. THERE ARE NUMEROUS COMMERCIAL AND RESIDENTIAL BUILDINGS WITH DRIVES ALONG US ROUTE 5.

THERE WILL BE NO UTILITY RELOCATION, BUT AN UNDERGROUND CONDUIT FOR SERVICE TO THE PROPOSED NEW RAILROAD CROSSING SIGNALS WILL BE INSTALLED DURING CONSTRUCTION OF THIS PROJECT.

1.2.4. VEGETATION

THE VEGETATION ON THE PROJECT SITE IS PRIMARILY LIMITED TO RESIDENTIAL LAWNS AND LANDSCAPED TOWN AND COMMERCIAL PROPERTY. THERE ARE SCATTERED TREES WHICH WILL NOT BE AFFECTED BY THE PROJECT. THERE ARE ALSO SOME HEDGES, SHRUBS AND GRASSY LAWNS.

1.2.5 SOILS

DUE TO THE MINIMAL IMPACT OF THE PROJECT, THE SOILS IN THE IMMEDIATE AREA OF DISTURBANCE WERE NOT INVESTIGATED. IT IS ASSUMED THAT ANY SOILS ENCOUNTERED DURING THE PROJECT CONSTRUCTION HAVE PREVIOUSLY BEEN DISTURBED, AND ARE LIKELY ENGINEERED MATERIALS TRUCKED IN FROM OFF-SITE LOCATIONS.

1.2.6 SENSITIVE RESOURCE AREAS:

NO "THREATENED & ENDANGERED SPECIES", PRIME AGRICULTURAL LAND, WETLANDS, OR CRITICAL HABITATS HAVE BEEN IDENTIFIED WITHIN THE PROJECT AREA. THE ONLY SENSITIVE AREA WITHIN THE PROJECT SITE IS THE CONNECTICUT RIVER.

1.3 RISK ELVALUATION

THIS PROJECT IS DETERMINED TO BE NON-JURISDICTIONAL (I.E. < 1.0 ACRE). THEREFORE, SHOULD CHANGES PRIOR TO OR DURING CONSTRUCTION RESULT IN ONE OR MORE ACRES OF EARTH DISTURBANCE OR SHOULD THE PROJECT BECOME PART OF A LARGER PLAN OF DEVELOPMENT, THEN THE SELECTED CONTRACTOR WILL BE RESPONSIBLE FOR ADDITIONAL PERMITTING WITH VT-ANR VIA FILING OF THE APPROPRIATE NOTICE OF INTENT UNDER THE CONSTRUCTION GERNERAL PERMIT PROCESS".

1.4 EROSION PREVENTION AND SEDIMENT CONTROL (EPSC)

1.4.1 MARK SITE BOUNDARIES

PRIOR TO ANY CONSTRUCTION ACTIVITIES, THE PROJECT DEMARCATION FENCING (PDF) SHALL BE PLACED ALONG THE PERIMETER OF THE PROJECT AS SHOWN ON THE EROSION CONTROL SITE PLAN (SHEET 10 OF 28). THE INSTALLATION OF THE PDF WILL BE PERFORMED SUCH THAT NO VEGETATION ON THE OUTSIDE OF THE FENCING IS DISTURBED.

1.4.2 LIMIT DISTURBANCE AREA

PRESERVE EXISTING VEGETATION, SHRUBS, AND TREES WHENEVER POSSIBLE.

1.4.3 STABILIZE CONSTRUCTION EXIT

1.4.4 INSTALL SILT FENCE

1.4.5 DIVERT UPLAND RUNOFF

1.4.6 SLOW DOWN CHANNELIZED RUNOFF

INLET PROTECTION SHALL BE PLACED AT LOCATIONS ILLUSTRATED ON THE EROSION CONTROL SITE PLAN (SHEET 10 OF 28) AND AS DESCRIBED ON EROSION CONTROL DETAIL SHEET (SHEET 11 OF 28).

CHECK DAMS SHALL BE INSTALLED AS SHOWN ON THE EROSION CONTROL SITE PLAN (SHEET 10 OF 28).

A CHECK DAM IS A SMALL DAM MADE OF CONCRETE, MASONRY, ROCK, METAL, WOOD, STAKED HAY BALES, SANDBAGS, OR OTHER EROSION-RESISTANT MATERIALS PLACED IN SMALL EROSION CONTROL WATERWAYS OR AROUND STORM DRAIN INLETS. THE PURPOSE OF A CHECK DAM IS TO REDUCE OR PREVENT EROSION AND SEDIMENTATION BY REDUCING VELOCITIES, BY PROMOTING DEPOSITION OF SEDIMENT, AND BY STABILIZING CHANNEL GRADES. CHECK DAMS CAN BE DAMAGED BY HEAVY RUNOFF OR HIGH WATER VELOCITIES, SO BE SURE TO INSPECT THEM OFTEN AND REPAIR OR REPLACE THEM WHEN NECESSARY.

1.4.7 CONSTRUCT PERMANENT CONTROLS

DRAINAGE INLETS AND UNDERGROUND PIPES WILL BE INSTALLED TO CONVEY THE SURFACE WATER RUNOFF FROM THE ROADWAY SURFACE AND SURROUNDING LIMITED PERMEABILITY GROUND SURFACE TOWARDS THE CONNECTICUT RIVER. THESE STRUCTURES HELP PREVENT UNDERMINED ROADWAY SURFACES AND LIMIT EROSION FROM UNCHANNELED FLOW

1.4.8 STABILIZE EXPOSED SOILS

SEEDING, MULCHING AND BIODEGRADABLE EROSION CONTROL MATTING, OR AN EQUIVALENT PRODUCT, WILL BE UTILIZED ON ALL SLOPES STEEPER THAN 3:1 THAT ARE NOT LINED WITH STONE FILL. THE PURPOSE OF EROSION MATTING IS TO HELP BIND SOIL PARTICLES TOGETHER SO THAT THEY CAN BETTER RESIST THE SHEAR STRESSES BUILT UP BY WATER FLOWING DOWN THE SLOPE. THESE SLOPES SHALL BE STABILIZED WITHIN 48 HOURS OF REACHING FINAL GRADE OR DURING INTERMITTENT PHASES OF CONSTRUCTION ACTIVITY.

HAY MULCH SHOULD BE APPLIED TO EXPOSED SOIL AT THE END OF EACH WORK DAY. THIS WILL REQUIRE CAREFUL PLANNING OF THE PHASING OF EARTH MOVING. SEED AND HAY MULCH SHOULD BE APPLIED AS SOON AS NO MORE SOIL DISTURBANCE IS EXPECTED TO OCCUR, OF IF THE AREA IS TO BE WITHOUT CONSTRUCTION ACTIVITY FOR A PERIOD OF 14 DAYS. SEED AND HAY MULCH SHOULD BE APPLIED TO TOPSOIL STOCKPILES AS WELL AS TO AREAS OF DISTURBED SOIL. ALL EXPOSED AREAS SHALL BE APPROPRIATELY STABILIZED PRIOR TO A SIGNIFICANT RAIN EVENT.

TRACKING AND MULCHING WILL BE USED TO TEMPORARILY STABILIZE SLOPES. USE TRACKING FOR SHORT TERM (TWO WEEKS) EXPOSED SLOPES. DRIVE EQUIPMENT ON THE SLOPES TO LEAVE TRACK (SMALL CHECK DAMS) THAT WILL CATCH WATER FLOW. STABILIZE SLOPES WITHIN 48 HOURS OR SOONER CONSIDERING WEATHER CONDITIONS.

1.4.9 WINTER STABLIZATION

IF THIS PROJECT EXTENDS PAST OCT. 15, THE EPSC PLAN SHALL BE RE-EVALUATED FOR THE PROPER PROCEDURES FOR WINTER CONSTRUCTION.

1.4.10 STABLIZE SOIL AT FINAL GRADE

SEEDING AND MULCHING WILL BE USED TO STABLIZE SLOPES. USE SEEDING FOR LONG TERM EXPOSED SLOPES. IT IS ANTICIPATED THAT GRASS TAKES TWO WEEKS TO ESTABLISH ITSELF. STABILIZE SLOPES WITHIN 48 HOURS OR SOONER CONSIDERING WEATHER CONDITIONS.

SEEDING AND MULCHING IS ONE OF THE MOST EFFECTIVE MEANS OF CONTROLLING EROSION. THEREFORE, ALL EXPOSED SURFACES OUTSIDE OF THE ROADWAY LIMITS, WHICH ARE NOT SPECIFIED TO BE COVERED BY STONES OR SOME OTHER SUITABLE COVER, WILL BE SEEDED AND MULCHED.

SEE EROSION CONTROL SITE PLAN (SHEET 10 OF 28) FOR LOCATIONS OF AREAS TO BE RE-VEGETATED.

1.4.11 DEWATERING ACTIVITIES

ACCUMULATED SEDIMENT IS REMOVED TO ALLOW SUFFICIENT TREATMENT

1.4.12 SITE INSPECTION

THE TEMPORARY EPSC MEASURES SHALL BE INSPECTED A MINIMUM OF ONCE A WEEK AND/OR AFTER EACH RAINFALL EVENT.

FINAL EROSION CONTROLS

REMOVE PERIMETER CONTROLS (PDF) ONLY AFTER ALL CONSTRUCTION ACTIVITIES ARE COMPLETED AND ALL SLOPES ARE STABILIZED AND WELL ESTABLISHED.

REMOVAL OF CHECK DAMS CAN OCCUR AFTER VEGETATED DITCHES HAVE ESTABLISHED GROWTH OR STONE LINED DITCHES ARE COMPLETED.

GENERAL EROSION & SEDIMENT CONTROL GUIDELINES

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

COORDINATE THE INSTALLATION, USE, AND REMOVAL OF EROSION AND SEDIMENT CONTROL MEASURES WITH CONSTRUCTION ACTIVITIES TO ENSURE ECONOMICAL, EFFECTIVE AND CONTINUOUS EROSION AND SEDIMENT CONTROL. EMPLOY TEMPORARY STABILIZATION PRACTICES IN INCREMENTAL STAGES AS CONSTRUCTION PROCEEDS. THE CONTRACTOR WILL USE ADDITIONAL EROSION CONTROL MEASURES AS NECESSITATED BY THE SEQUENCE OF CONSTRUCTION AND AS DIRECTED BY THE ENGINEER. SEE SUB-SECTION 105.23 OF THE VERMONT AOT STANDARD SPECIFICATIONS FOR CONSTRUCTION, DATED 2006.

THE CONTRACTOR WILL USE OTHER TEMPORARY OR PERMANENT EROSION CONTROL DEVICES AS NECESSITATED BY THE SEQUENCE OF CONSTRUCTION AND AS DIRECTED BY THE RESIDENT ENGINEER. SEE SECTION 105 OF THE 2006 VERMONT STANDARD SPECIFICATIONS FOR CONSTRUCTION.

THE CONTRACTOR SHALL INSTALL EROSION AND SEDIMENT CONTROL MEASURES AS SEQUENCED IN THE "SPECIFIC GUIDELINES", OR AS DIRECTED BY THE RESIDENT ENGINEER. THE TYPE, SIZE, AND LOCATION OF ANY EROSION CONTROL DEVICES SHALL NOT BE CHANGED UNLESS PRIOR APPROVAL IS OBTAINED FROM THE RESIDENT ENGINEER. ANY APPROVED CHANGES SHALL BE NOTED ON THE EROSION CONTROL PLANS AND DISCUSSED ON THE WEEKLY REPORT. THE CONTRACTOR SHALL INSPECT ALL EROSION CONTROL MEASURES DAILY AND AFTER EACH RAINFALL EVENT. THE CONTRACTOR SHALL REPAIR ALL DAMAGED EROSION CONTROL MEASURES IMMEDIATELY. ALL EROSION CONTROL MEASURES THAT TRAP SEDIMENT, SUCH AS SEDIMENT BASINS AND SILT FENCES, SHALL BE CLEANED OUT WHEN THEIR CAPACITY REACHES 50%.

ALL SEDIMENTS REMOVED FROM EROSION AND SEDIMENT CONTROL MEASURES SHALL BE DEPOSITED IN AN UPLAND PORTION OF THE PROJECT SITE OR DEPOSITED OFF SITE IN THE DESIGNATED PROJECT WASTESITE.

INSTALL ALL EROSION AND SEDIMENT CONTROL MEASURES AS SHOWN IN THE EROSION CONTROL PLAN OR AS DIRECTED BY THE ENGINEER. DO NOT MODIFY THE TYPE, SIZE OR LOCATION OF ANY CONTROL OR PRACTICE WITHOUT APPROVAL OF THE ENGINEER. ANY CHANGES SHALL BE NOTED ON THE PLANS, IN THE WEEKLY INSPECTION REPORT, AND REPORTED TO THE APPROPRIATE AUTHORITY IN A TIMELY MANNER. INSPECT ALL CONTROL MEASURES WEEKLY AND AFTER EACH RAINFALL EVENT. REPAIR OR REPLACE ANY DAMAGED MEASURES.

PREVENTING INITIAL SOIL EROSION IS MUCH MORE EFFECTIVE THAN TREATING ERODED SEDIMENT. THEREFORE, STABILIZE ALL DISTURBED AREAS PROMPTLY AFTER CONSTRUCTION ACTIVITY HAS TEMPORARILY OR PERMANENTLY CEASED. TEMPORARY VEGETATION SHALL BE ESTABLISHED IF THE AREA IS TO BE WITHOUT CONSTRUCTION ACTIVITY FOR A PERIOD OF 14 DAYS. PERIMETER CONTROL MEASURES SHALL BE INSTALLED FOLLOWING CLEARING, BUT PRIOR TO THE START OF ANY GRUBBING OR GRADING ACTIVITY. INSTALL OTHER TEMPORARY CONTROLS IN INCREMENTAL STAGES AS CONSTRUCTION PROCEEDS.

MAINTAINING VEGETATED BUFFERS ALONG STREAM BANKS, WETLANDS OR OTHER SENSITIVE AREAS IS A CRUCIAL EROSION AND SEDIMENT CONTROL MEASURE THAT SHOULD BE ESTABLISHED WHEREVER POSSIBLE.

CONTROL ONLY SEDIMENT-LADEN RUNOFF GENERATED BY THE PROJECT SITE. COLLECT AND ROUTE CLEAN OFFSITE RUNOFF AROUND OR THROUGH THE PROJECT SITE USING DIVERSION BERMS, DIVERSION CHANNELS, CULVERTS AND/OR TEMPORARY PIPES.

DO NOT ALLOW CONSTRUCTION EQUIPMENT TO OPERATE ON THE DOWN SLOPE SIDE OF PERIMETER CONTROL MEASURES.

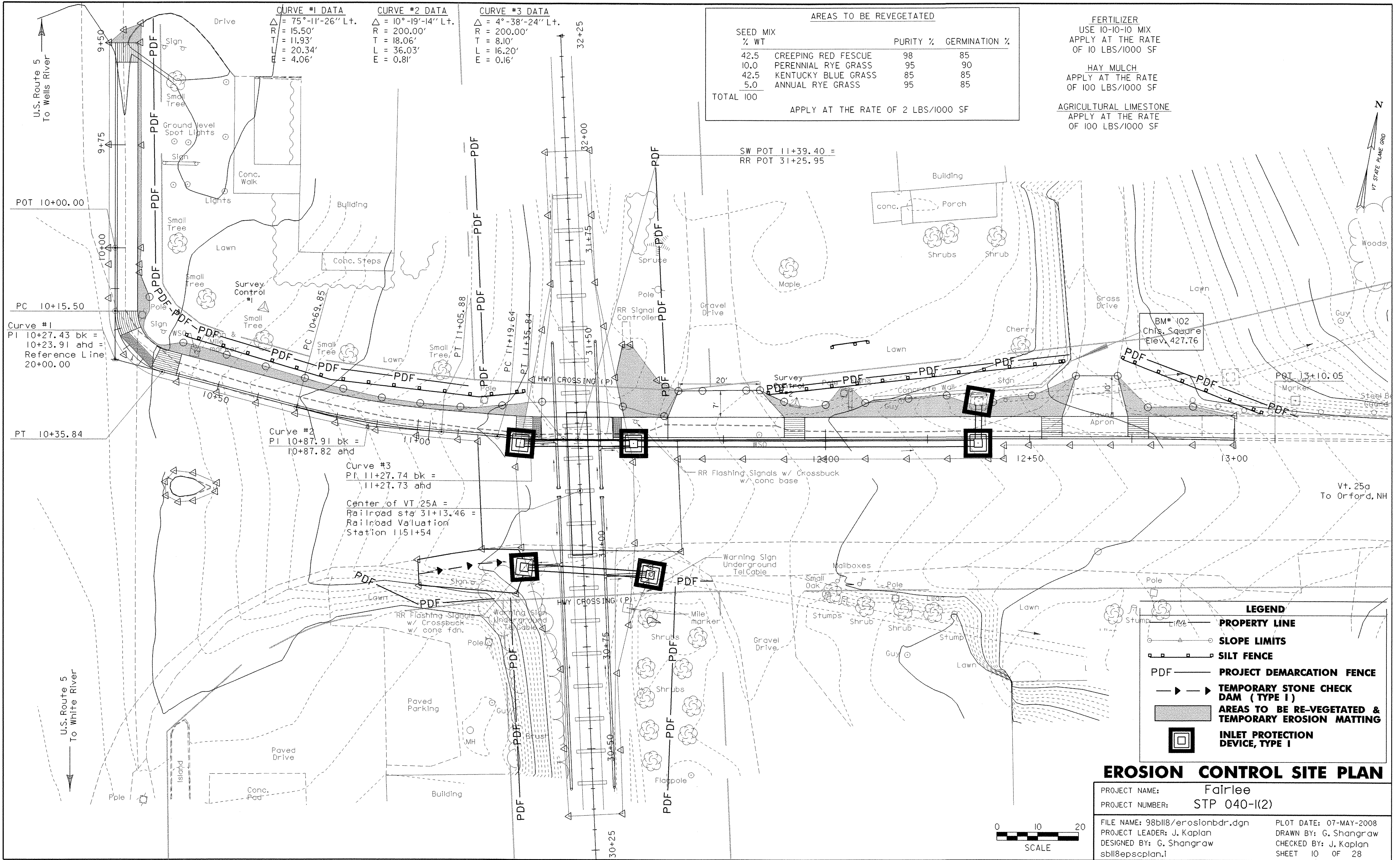
ANY MATERIAL STOCKPILES, INCLUDING BUT NOT LIMITED TO, GRUBBING MATERIAL, SAND BORROW, EARTH BORROW, GRANULAR BORROW, TOPSOIL, AND ANY EXCAVATED WASTE PILES SHALL BE MULCHED AND SHALL ALSO HAVE A DOUBLE INSTALLATION OF SILT FENCE AROUND THE BASE OF EACH STOCKPILE. REMOVAL OF THE SILT FENCES AROUND THE WASTE AREAS SHALL BE PERFORMED ONLY AFTER THE APPROVAL OF THE ON-SITE COORDINATOR.

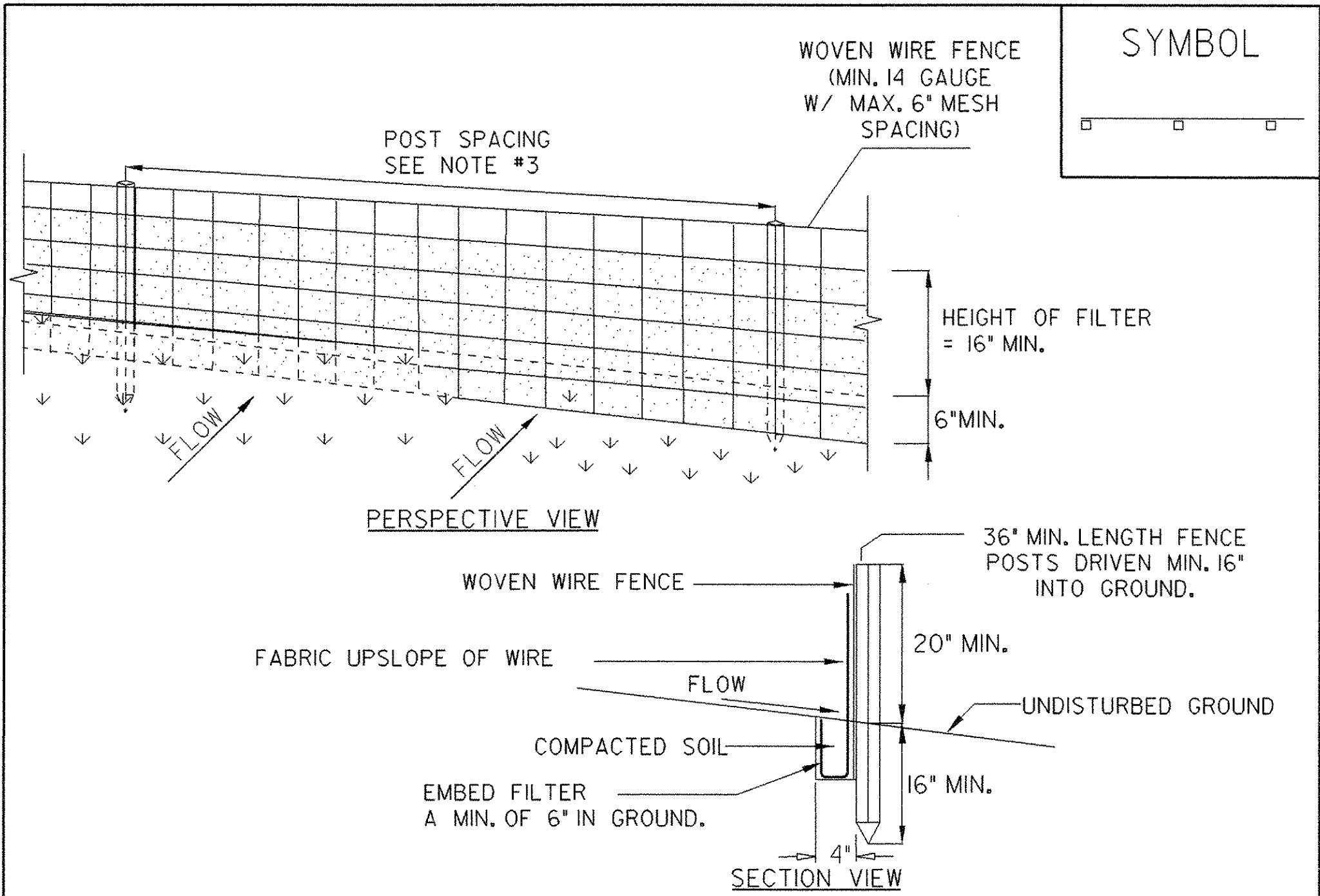
COFFERDAMS, SETTLING BASINS, FILTER BAGS, OR OTHER SEDIMENT STRUCTURES ARE NOT EXPECTED TO BE REQUIRED FOR THIS PROJECT.

THE PLAN PREPARER WILL BE AVAILABLE FOR ON-SITE CONSULTATIONS WITH THE RESIDENT ENGINEER WITHIN TWENTY-FOUR HOURS OF THE REQUEST.

EROSION CONTROL NARRATIVE

PROJECT NAME:	Fairlee
PROJECT NUMBER:	STP 040-I(2)
FILE NAME: 98b1l8\sbll8epsn.dgn	PLOT DATE: 07-MAY-2008
PROJECT LEADER: J. Kaplan	DRAWN BY: G. Shangraw
DESIGNED BY: G. Shangraw	CHECKED BY: J. Kaplan
sbll8epsn.nar.i	SHEET 9 OF 28





CONSTRUCTION SPECIFICATIONS

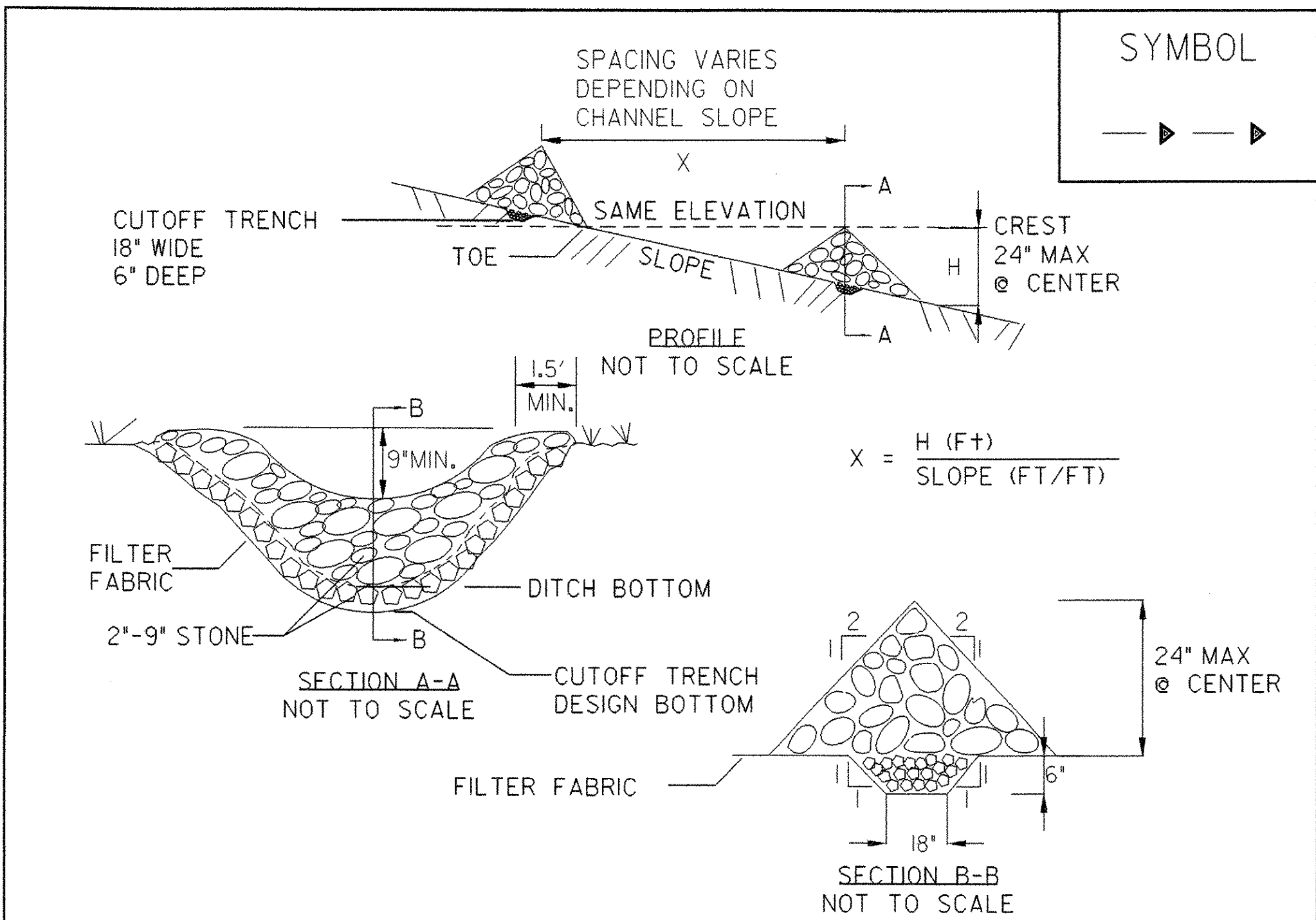
1. WOVEN WIRE FENCE REINFORCEMENT IS ONLY REQUIRED WITHIN 100 FT UPSLOPE OF RECEIVING WATERS.
2. WHERE REQUIRED FENCE SHALL BE WOVEN WIRE, MIN. 14 GAUGE WITH A 6" MAXIMUM MESH OPENING. FILTER CLOTH SHALL BE EITHER FILTER X, MIRAF100X, STABILINKA T140N OR APPROVED EQUIVALENT.
3. POST SPACING FOR WIRE-BACKED FENCE SHALL BE 10' MAXIMUM. FOR FILTER-CLOTH FENCE, WHEN ELONGATION IS >50%, POST SPACING SHALL NOT EXCEED 4'. FOR FILTER-CLOTH FENCE, WHEN ELONGATION IS <50%, POST SPACING SHALL NOT EXCEED 6'.
4. WOVEN WIRE FENCE IS TO BE FASTENED SECURELY TO FENCE POSTS WITH WIRE TIES. FILTER CLOTH IS TO BE FASTENED SECURELY TO WOVEN WIRE FENCE WITH TIES SPACED EVERY 24" AT TOP AND MID SECTION.
5. WHEN TWO SECTIONS OF FILTER CLOTH ADJOIN EACH OTHER THEY SHALL BE OVER-LAPPED BY SIX INCHES AND FOLDED.
6. PREFABRICATED UNITS SHALL BE GEOTEXTILE, ENVIROFENCE, OR APPROVED EQUIVALENT.
7. MAINTENANCE SHALL BE PERFORMED AS NEEDED AND MATERIAL REMOVED WHEN SEDIMENT REACHES HALF OF FABRIC HEIGHT.

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

SILT FENCE

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

THIS ITEM SHALL BE PAID FOR UNDER ITEM
STANDARD SPECIFICATION 649.51 GEOTEXTILE FOR SILT FENCE OR
SPECIAL PROVISION 900.675 GEOTEXTILE FOR SILT FENCE, WOVEN WIRE REINFORCED



CONSTRUCTION SPECIFICATIONS

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

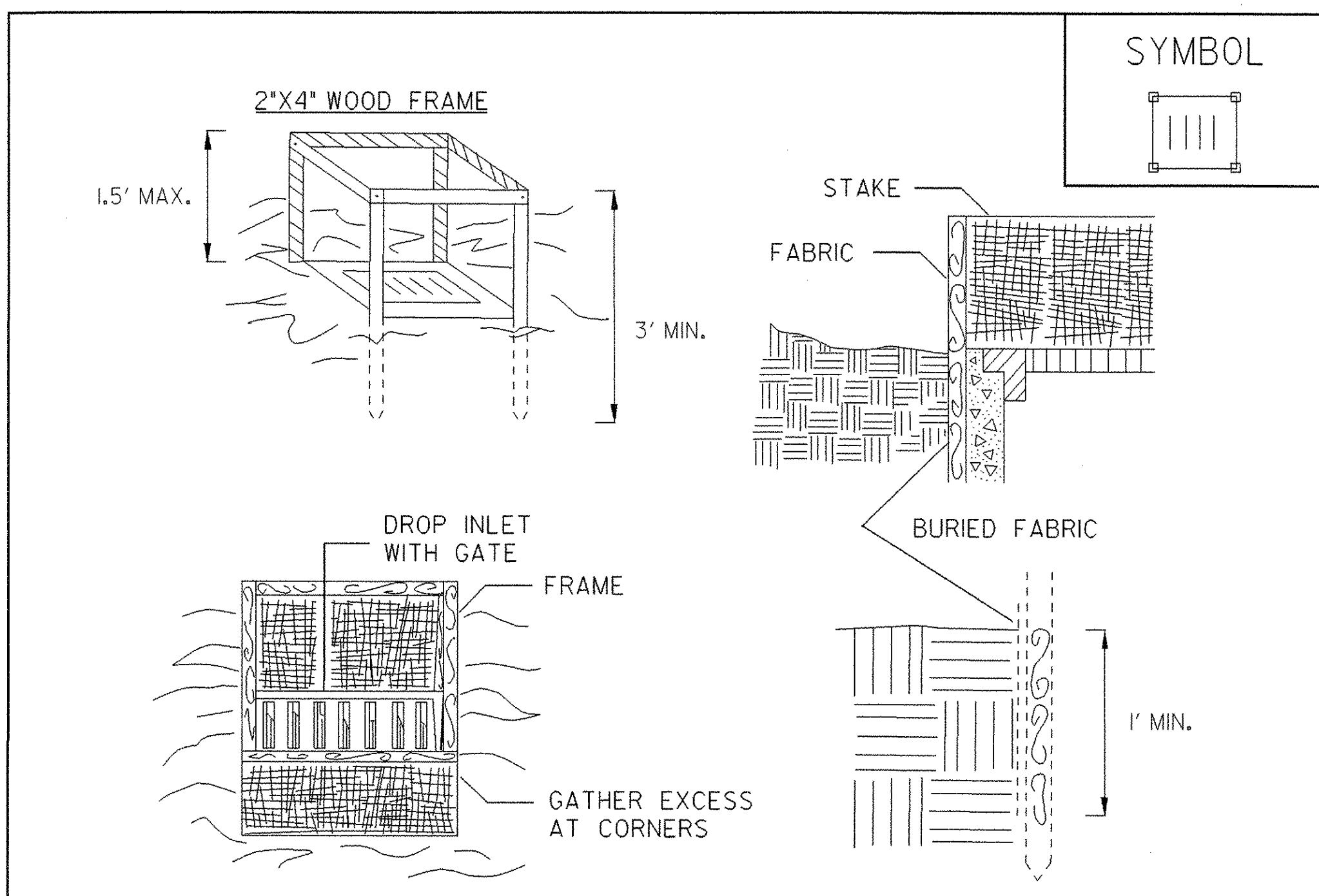
ADAPTED FROM DETAILS PROVIDED BY: NEW YORK STATE DEC
ORIGINALLY DEVELOPED BY USDA-NRCS
VERMONT DEPARTMENT OF ENVIRONMENTAL CONSERVATION

CHECK DAM

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

THIS ITEM SHALL BE PAID FOR UNDER ITEM
653.25 TEMPORARY STONE CHECK DAM, TYPE I

REVISIONS	
MARCH 8, 2007	JMF



CONSTRUCTION SPECIFICATIONS

1. FILTER FABRIC SHALL HAVE AN EOS OF 40-85. BURLAP MAY BE USED FOR SHORT TERM APPLICATIONS.
 2. CUT FABRIC FROM A CONTINUOUS ROLL TO ELIMINATE JOINTS. IF JOINTS ARE NEEDED THEY WILL BE OVERLAPPED TO THE NEXT STAKE.
 3. STAKE MATERIALS WILL BE STANDARD 2" x 4" WOOD OR EQUIVALENT METAL WITH A MINIMUM LENGTH OF 3 FEET.
 4. SPACE STAKES EVENLY AROUND INLET 3 FEET APART AND DRIVE A MINIMUM 18 INCHES DEEP. SPANS GREATER THAN 3 FEET MAY BE BRIDGED WITH THE USE OF WIRE MESH BEHIND THE FILTER FABRIC FOR SUPPORT.
 5. FABRIC SHALL BE EMBEDDED 1 FOOT MINIMUM BELOW GROUND AND BACKFILLED. IT SHALL BE SECURELY FASTENED TO THE STAKES AND FRAME.
 6. A 2" x 4" WOOD FRAME SHALL BE COMPLETED AROUND THE CREST OF THE FABRIC FOR OVER FLOW STABILITY.
- MAXIMUM DRAINAGE AREA 1 ACRE

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

FILTER FABRIC
DROP INLET
PROTECTION

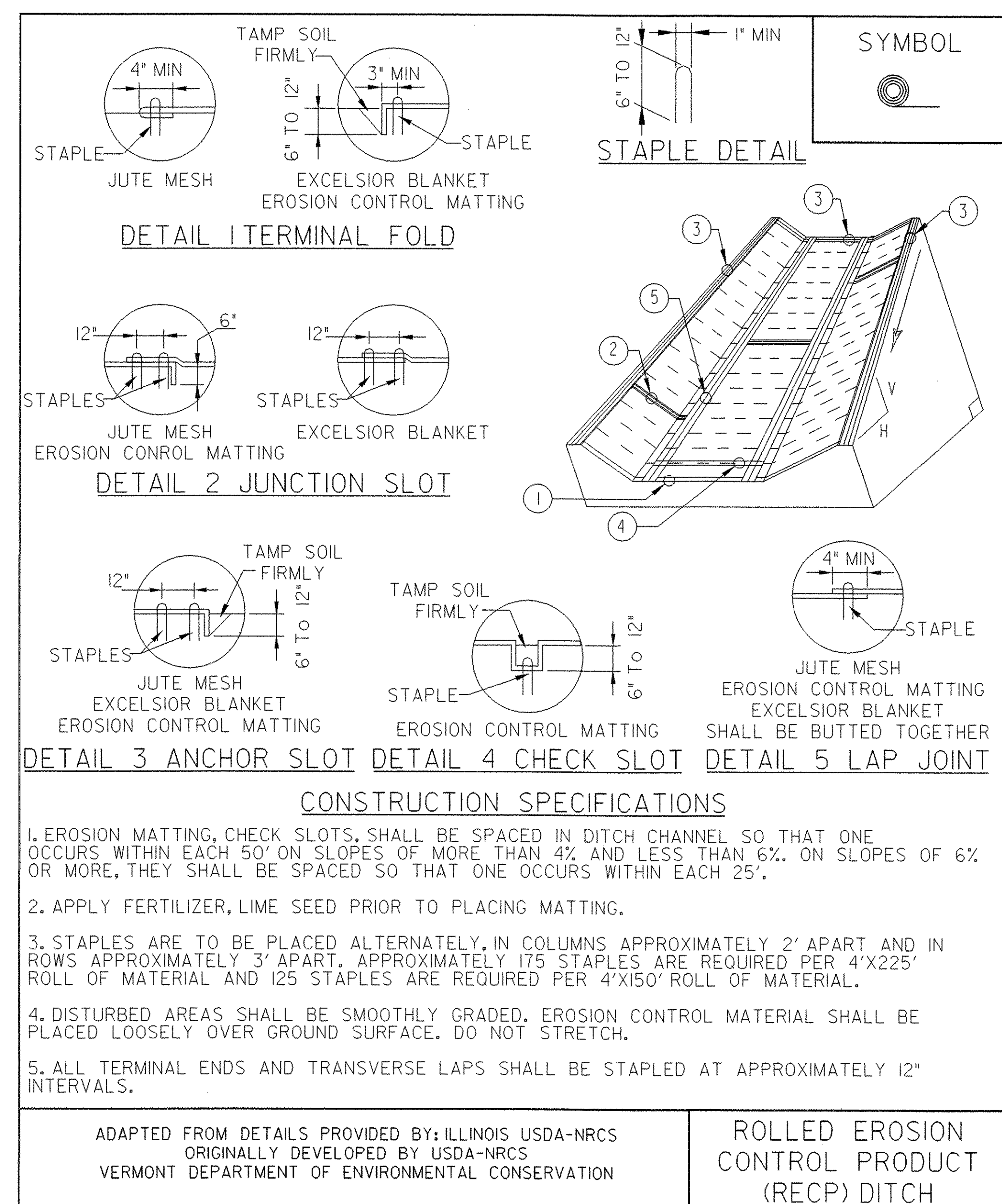
NOTES:
REFER TO "THE VERMONT STANDARDS & SPECIFICATIONS FOR EROSION PREVENTION & SEDIMENT CONTROL -2006-" FROM THE VT AGENCY OF NATURAL RESOURCES FOR ADDITIONAL GUIDANCE.

THIS ITEM SHALL BE PAID FOR UNDER ITEM
653.40 INLET PROTECTION DEVICE, TYPE I

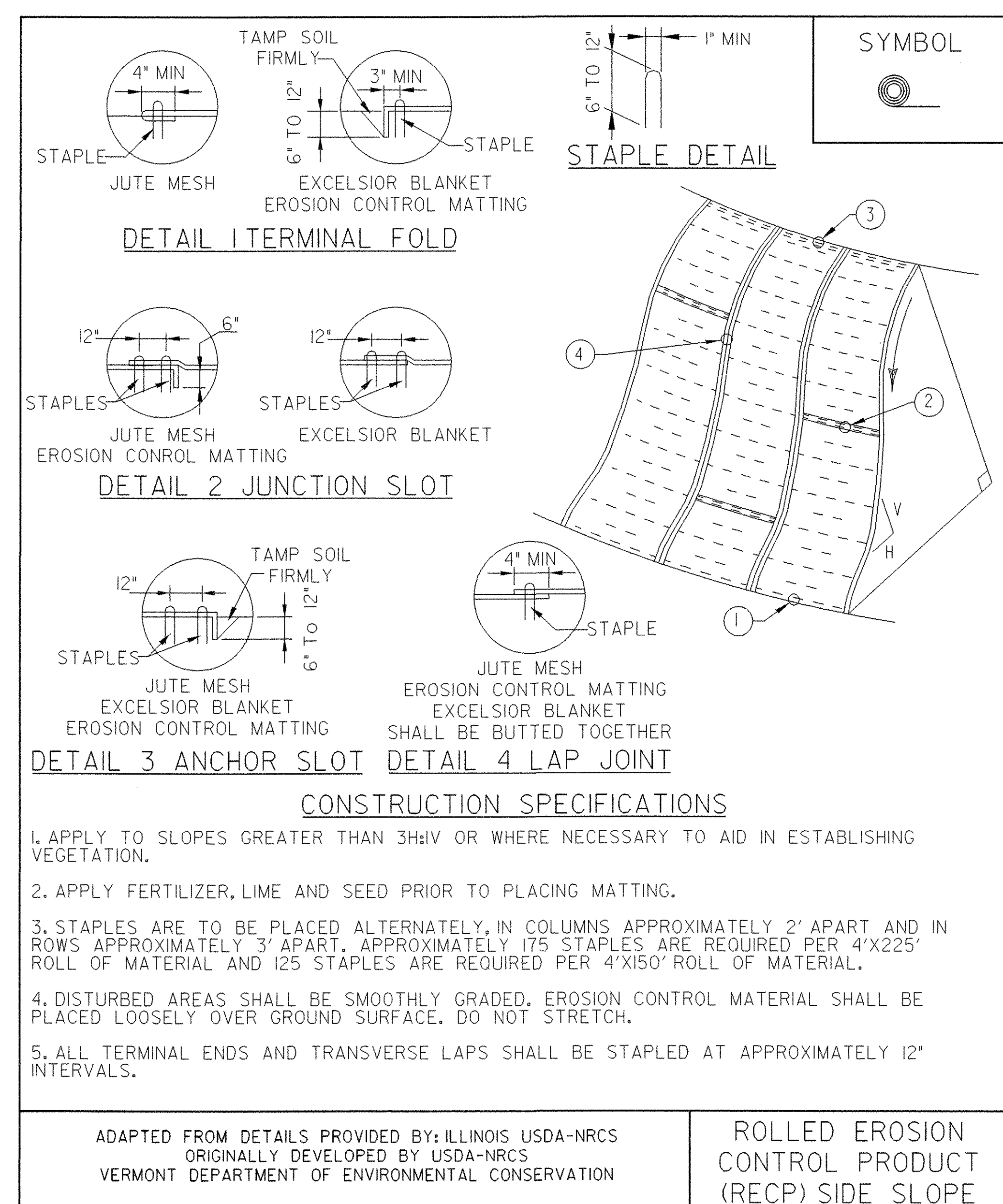
REVISIONS	
MARCH 8, 2007	JMF

EROSION CONTROL DETAILS

PROJECT NAME:	Fairlee	PLOT DATE:	07-MAY-2008
PROJECT NUMBER:	STP 040-I(2)	DRAWN BY:	G. Shangraw
FILE NAME:	98b118/erosionbdr.dgn	DESIGNED BY:	G. Shangraw
PROJECT LEADER:	J. Kaplan	CHECKED BY:	J. Kaplan
sb118epsdet.i		SHEET	11 OF 28



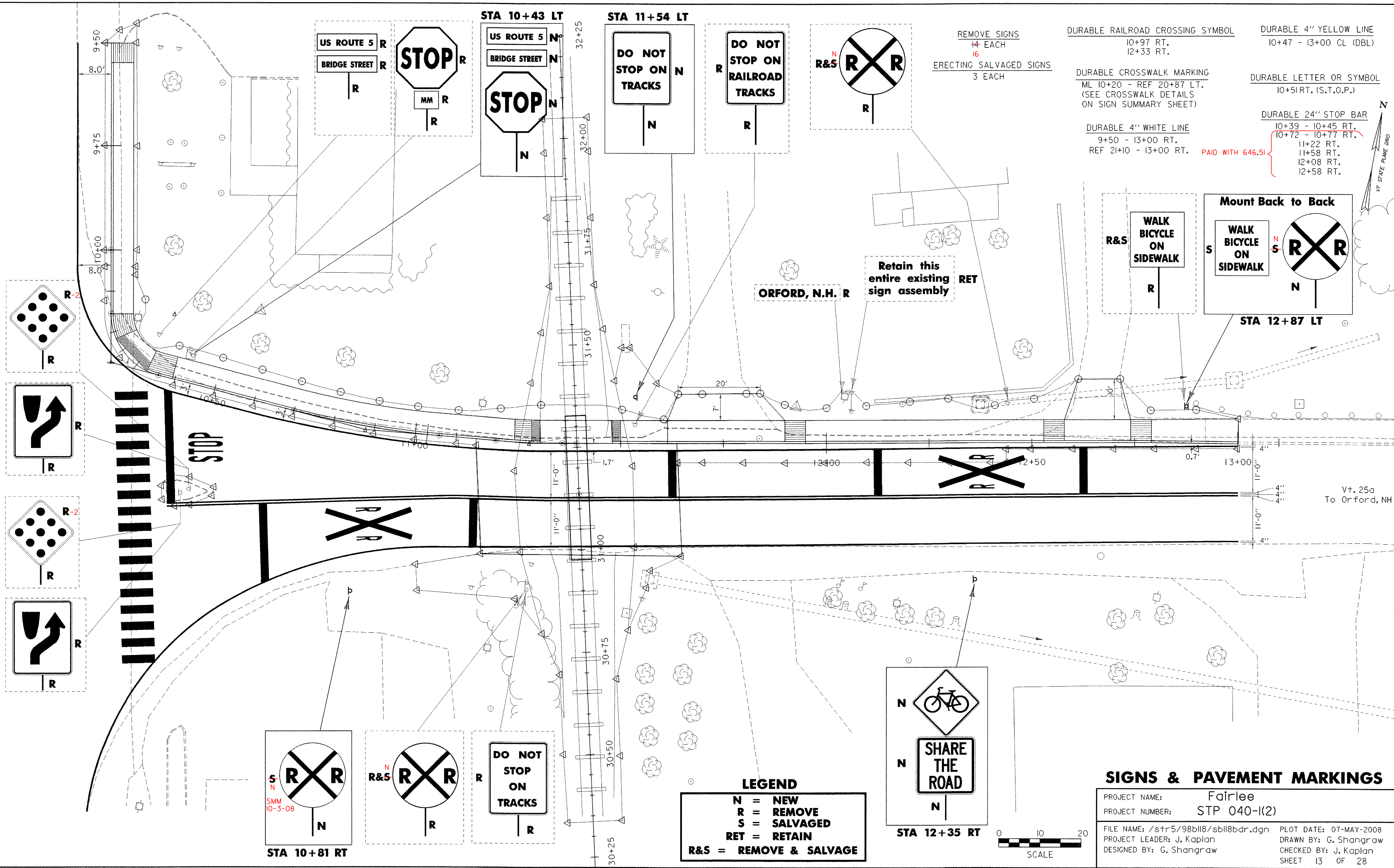
NOTES: REFER TO "THE VERMONT STANDARDS & SPECIFICATIONS FOR EROSION PREVENTION & SEDIMENT CONTROL -2006- "FROM THE VT AGENCY OF NATURAL RESOURCES FOR ADDITIONAL GUIDANCE.	REVISIONS
	MARCH 8, 2007 JMF
	APRIL 16, 2007 WHF
THIS ITEM SHALL BE PAID FOR UNDER ITEM 653.20 TEMPORARY EROSION MATTING OR 653.21 PERMANENT EROSION MATTING	



NOTES: REFER TO "THE VERMONT STANDARDS & SPECIFICATIONS FOR EROSION PREVENTION & SEDIMENT CONTROL -2006- "FROM THE VT AGENCY OF NATURAL RESOURCES FOR ADDITIONAL GUIDANCE.	NEW
	APRIL 16, 2007 WHF
	REVISIONS
THIS ITEM SHALL BE PAID FOR UNDER ITEM 653.20 TEMPORARY EROSION MATTING OR 653.21 PERMANENT EROSION MATTING	

EROSION CONTROL DETAILS

PROJECT NAME:	Fairlee
PROJECT NUMBER:	STP 040-1(2)
FILE NAME: 98b118/erosionbdr.dgn	PLOT DATE: 07-MAY-2008
PROJECT LEADER: J. Kaplan	DRAWN BY: G. Shangraw
DESIGNED BY: G. Shangraw	CHECKED BY: J. Kaplan
sb118epsdet2.i	SHEET 12 OF 28



DURABLE RAILROAD CROSSING SYMBOL
10+97 RT.
12+33 RT.

DURABLE 4" YELLOW LINE
10+47 - 13+00 CL (DBL)

DURABLE CROSSWALK MARKING
ML 10+20 - REF 20+87 LT.
(SEE CROSSWALK DETAILS
ON SIGN SUMMARY SHEET)

DURABLE 4" WHITE LINE
9+50 - 13+00 RT.
REF 21+10 - 13+00 RT.

DURABLE 24" STOP BAR
10+39 - 10+45 RT.
10+72 - 10+77 RT.
11+22 RT.
11+58 RT.
12+08 RT.
12+58 RT.

DURABLE LETTER OR SYMBOL
10+51 RT. (S.T.O.P.)

PAID WITH 646.51

LEGEND
N = NEW
R = REMOVE
S = SALVAGED
RET = RETAIN
R&S = REMOVE & SALVAGE

SIGNS & PAVEMENT MARKINGS

PROJECT NAME: Fairlee
PROJECT NUMBER: STP 040-(K2)

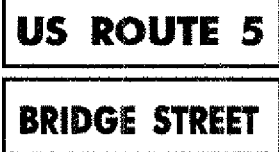
FILE NAME: /str5/98bl18/sbl18bdr.dgn
PROJECT LEADER: J. Kaplan
DESIGNED BY: G. Shangraw

PLOT DATE: 07-MAY-2008
DRAWN BY: G. Shangraw
CHECKED BY: J. Kaplan
SHEET 13 OF 28



STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS			NEW & SALVAGED SIGNS				EXIST POST		NO. OF POSTS	NEW SIGN POSTS																		REMARKS	SIGN DETAIL				
												FLANGED CHANNEL			SQUARE STEEL (in)			TUBULAR ALUMINUM Ø (in)			TUBULAR STEEL Ø (in)				W-SHAPE STEEL				DETAIL ON SHEET NUMBER		STD. SHEET NUMBER				
		E A	WIDTH (in)	HEIGHT (in)	"A"	"B"	SALV SIGN	SALV TIS	RETAIN	SALVAGE		lb/ft	1.75	2.0	2.5	ANCHOR	SLEEVE	3.0	4.0	4.0 MOD	FOUND- ATION	3.0	3.5	4.0	5.0	FTG. SIZE		WEIGHT				POST SIZE	REQUIRED SIGN HEIGHT		
																										24"	30"								
												OPTION ITEMS																							
10+43 LT	 	I	30	30	6.25						I			X																			SIGN ID 'RI-1' WITH TWO (2) 'D3-1' STREET NAME SIGNS MOUNTED ABOVE ON THE SAME POST. 'US ROUTE 5' SIGN TO BE MOUNTED PERPENDICULAR TO VT 25A. 'BRIDGE ST.' SIGN TO BE MOUNTED PARALLEL TO VT. 25A.		E-123 E-143
10+81 RT		I	---	---	7.1			X			I			X																			SIGN ID 'W10-1' SALVAGED SIGN TO BE MOUNTED ON NEW POST NEW		
11+54 LT		I	24	30	5.00						I			X																			SIGN ID 'R8-8'		E-146
12+35 RT	 	I	30	30	6.25						I			X																			SIGN IDS 'W11-1' AND 'W16-1'		E-153b
12+87 LT	 	I	---	---	7.1			X			I			X																			SIGN ID 'W10-1' AND 'WALK BICYCLE ON SIDEWALK' SIGN BOTH SALVAGED SIGNS TO BE MOUNTED BACK TO BACK ON NEW POST. (RR X-ING SIGN-NEW)		

FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND THE ROADWAY, TRAFFIC & SAFETY SECTION'S "SIGN POST DESIGN GUIDELINE."

TOTALS

SF
25.50

SF

EA.
3

SF

FT
68

FT

FT

FT

FT

FT

EA

LB

LB

LB

LB

LB

LB

LB

EA.

LB

EA.

EA.

LB

EDGE OF PAVEMENT

EDGE OF PAVEMENT

DOUBLE YELLOW

CL

Width Varies TRAVEL LANE

Width Varies TRAVEL LANE

1'-0"

8'-0" MIN.

2' TYP

2' TYP

ADJUST SPACING TO AVOID WHEEL PATHS

BLOCK PATTERN CROSSWALK DETAIL

PROJECT NAME: FAIRLEE

PROJECT NUMBER: ST 040-K(2)

FILE NAME: /str5/98b118/sb118traf.dgn

PLOT DATE: 07-MAY-2008

PROJECT LEADER: J. Kaplan

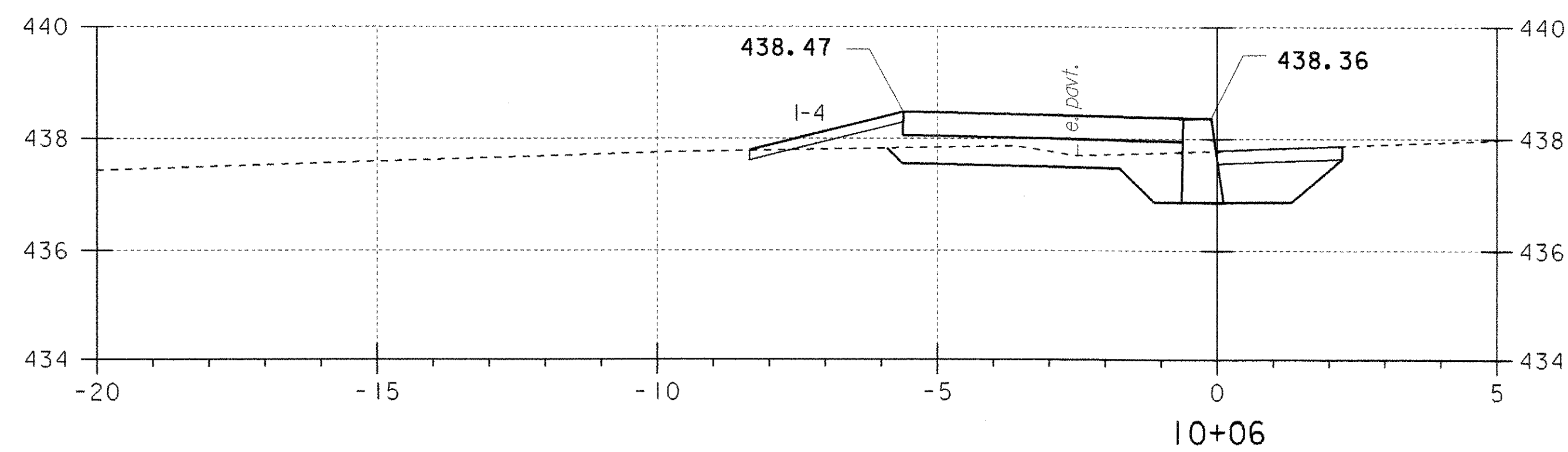
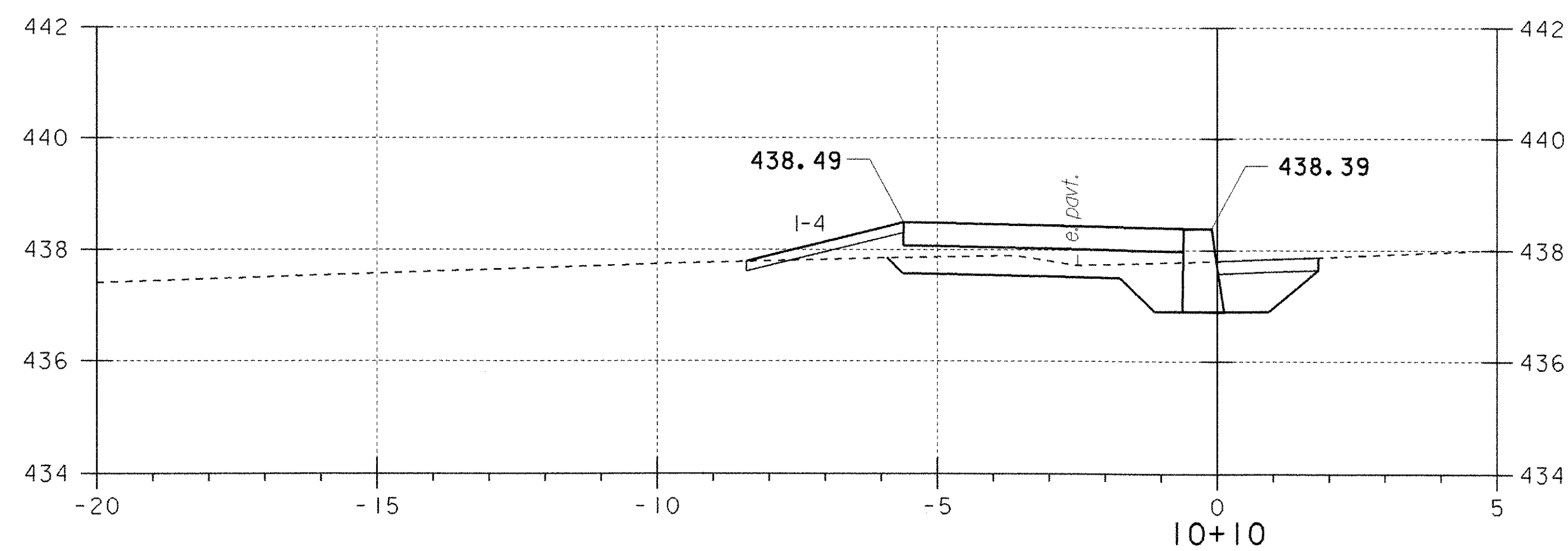
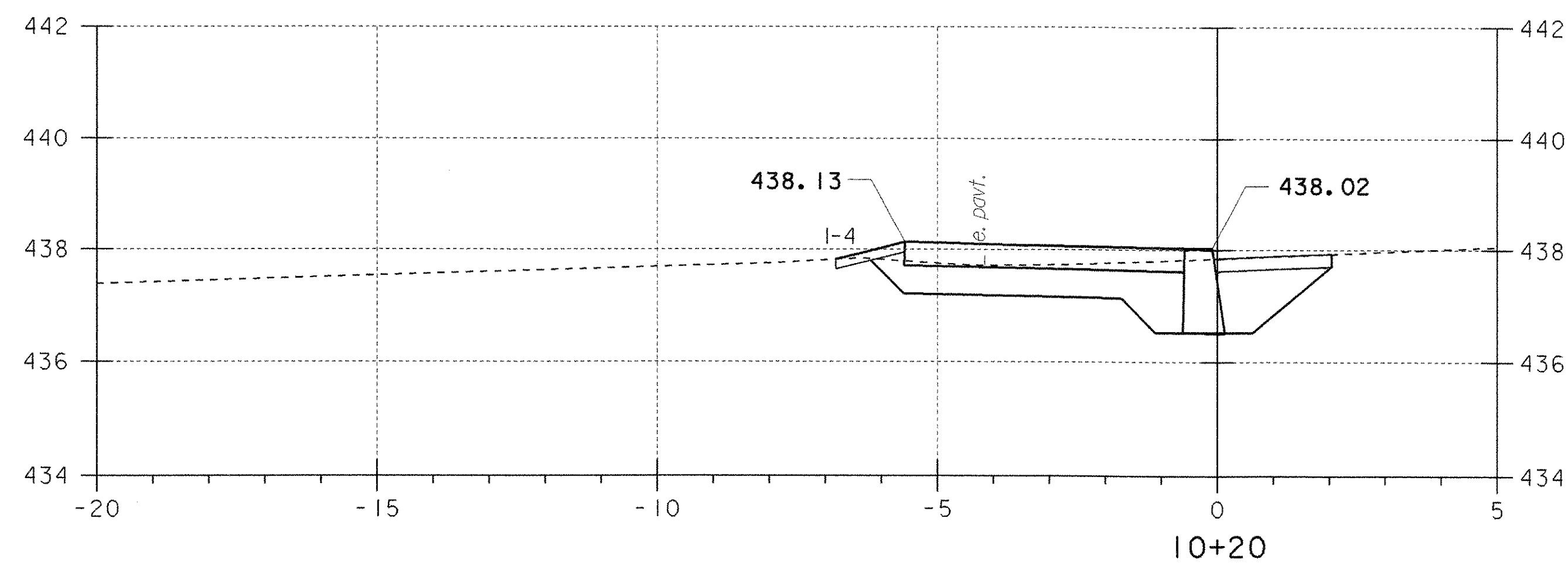
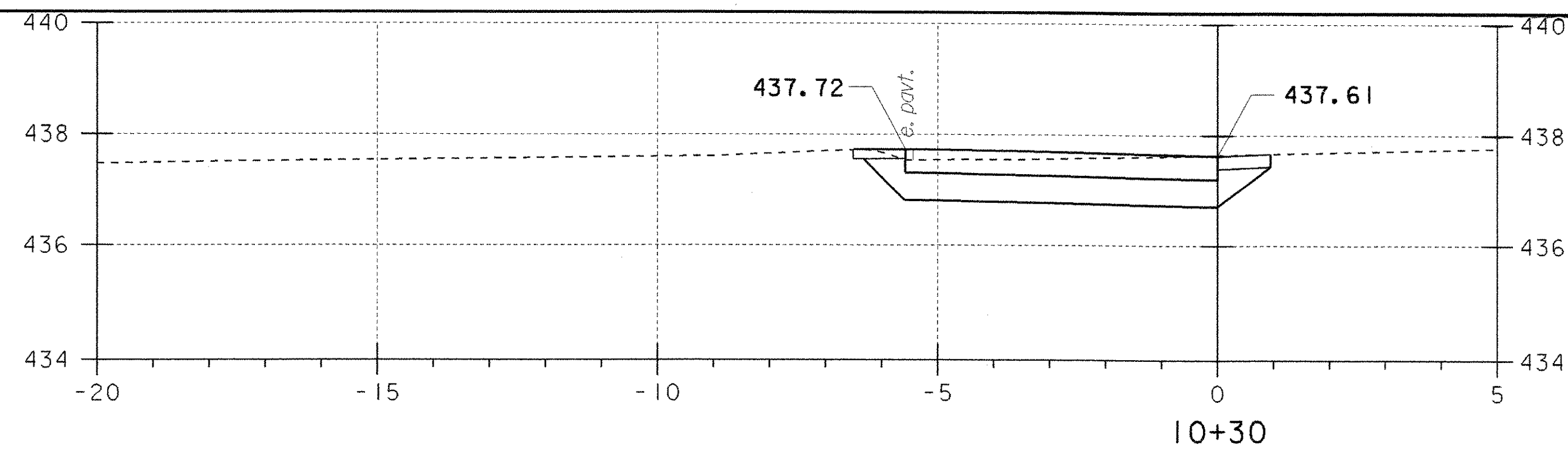
DRAWN BY: G. Shangraw

DESIGNED BY: G. Shangraw

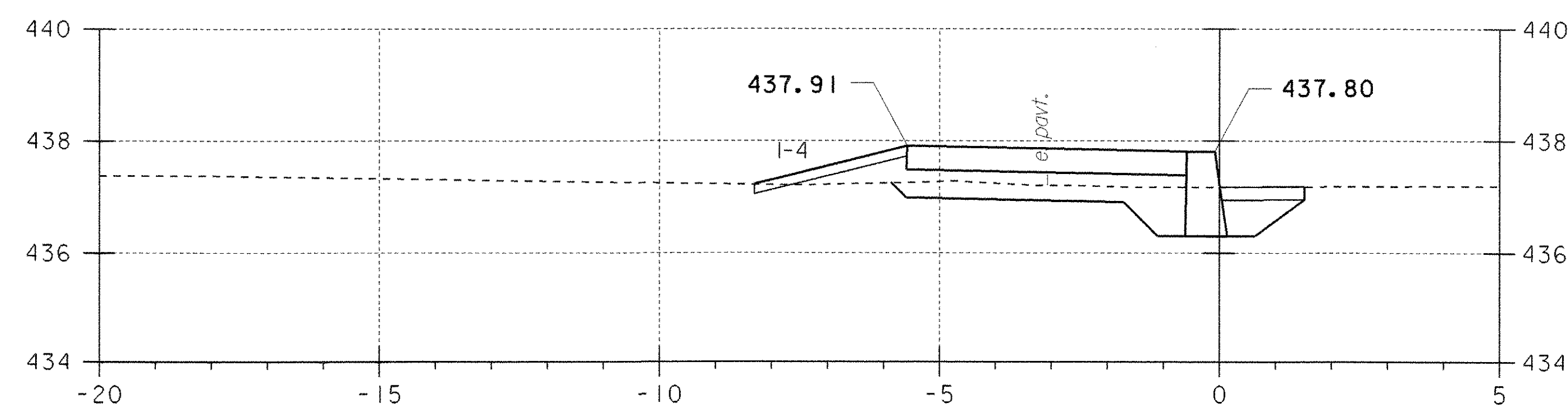
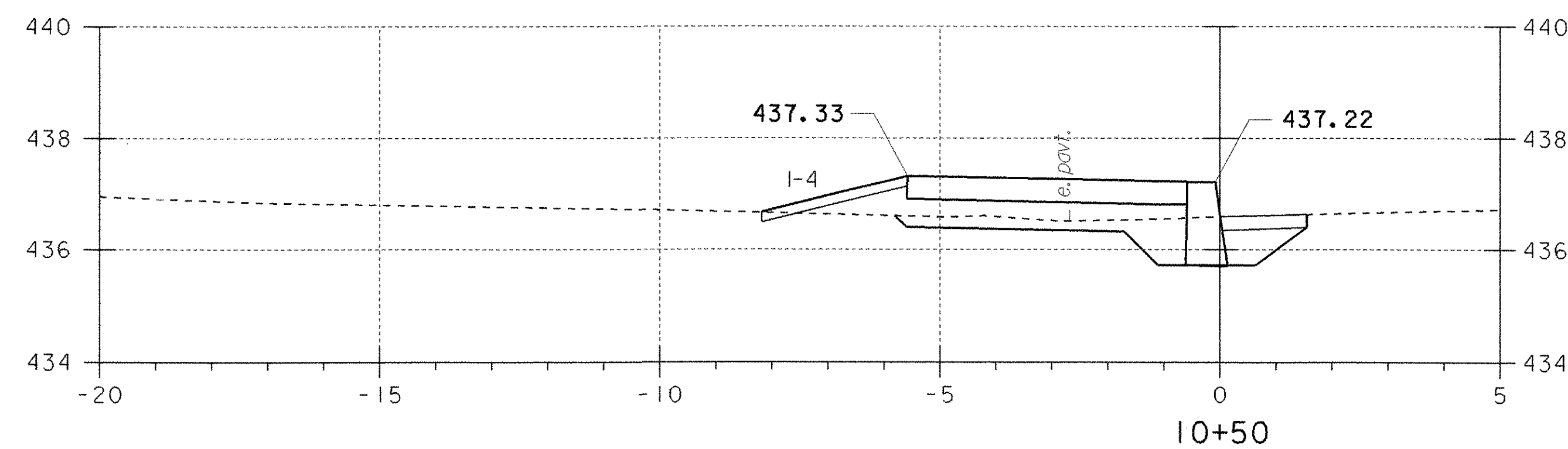
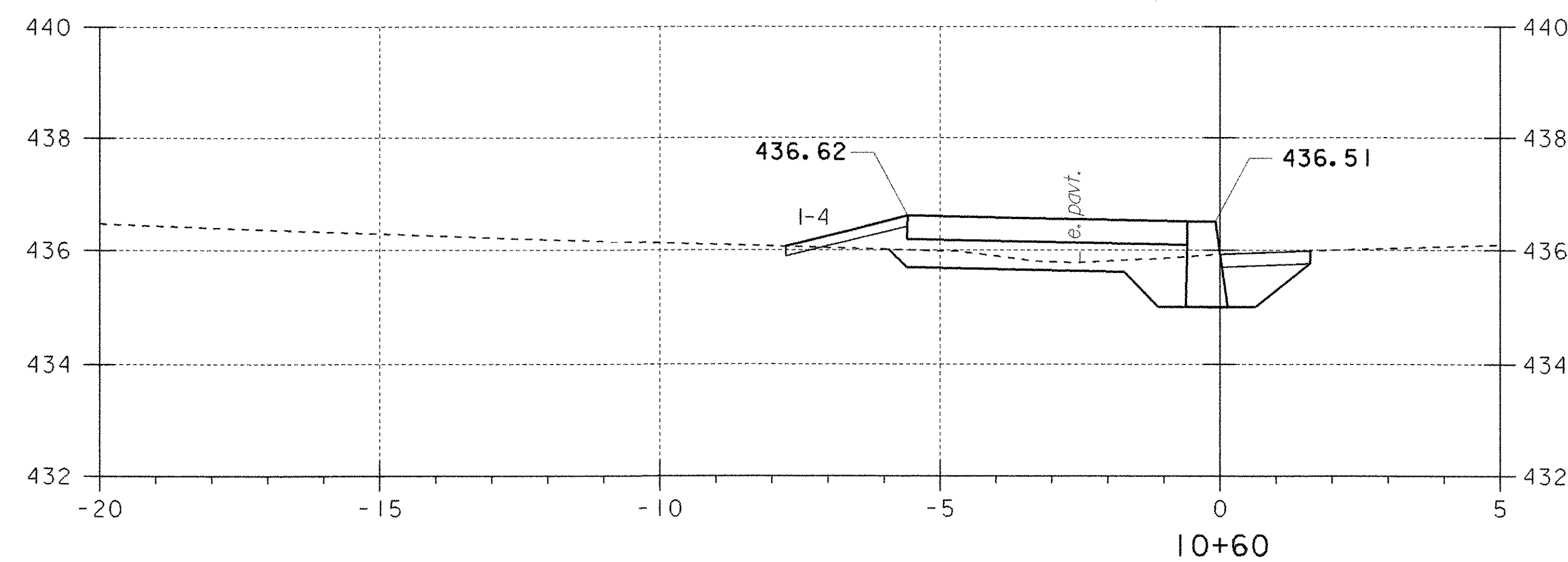
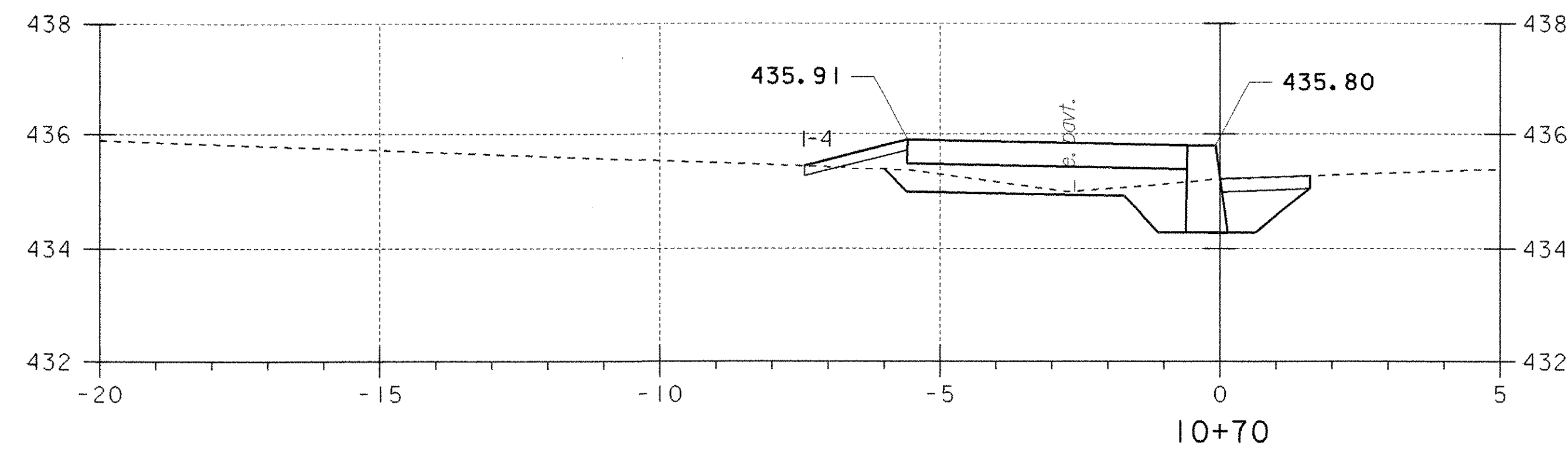
sb118sss.1

CHECKED BY: J. Kaplan

SHEET 14 OF 28



Note:
Sidewalk construction begins at station 9+50 LT
All cross sections from station 9+50 to 10+06
are similar to the section shown above (10+06)

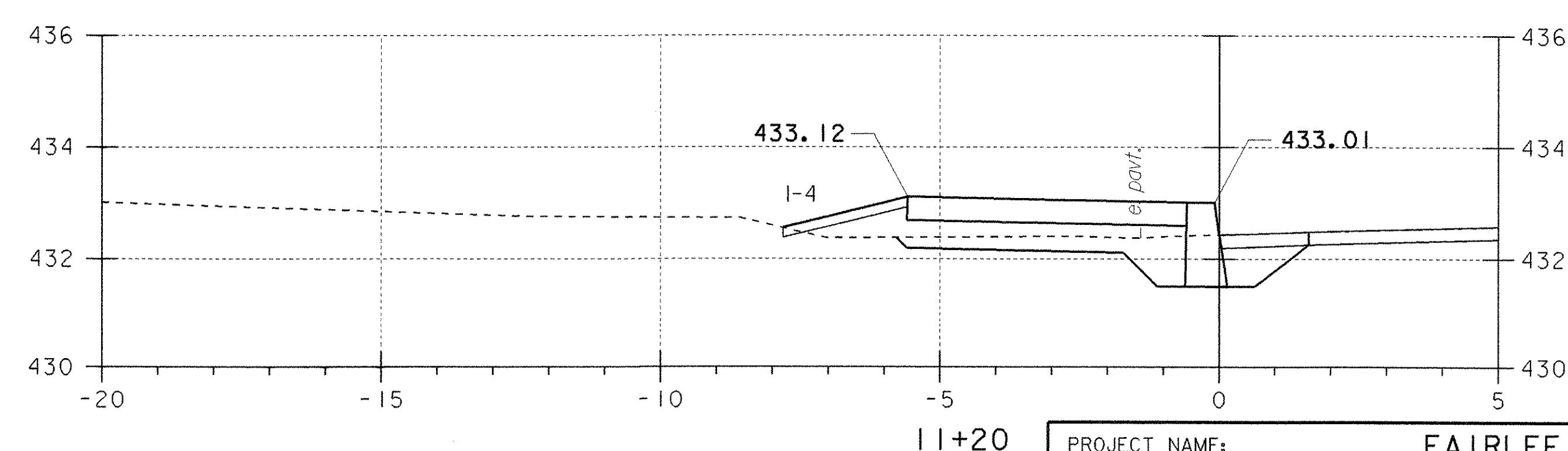
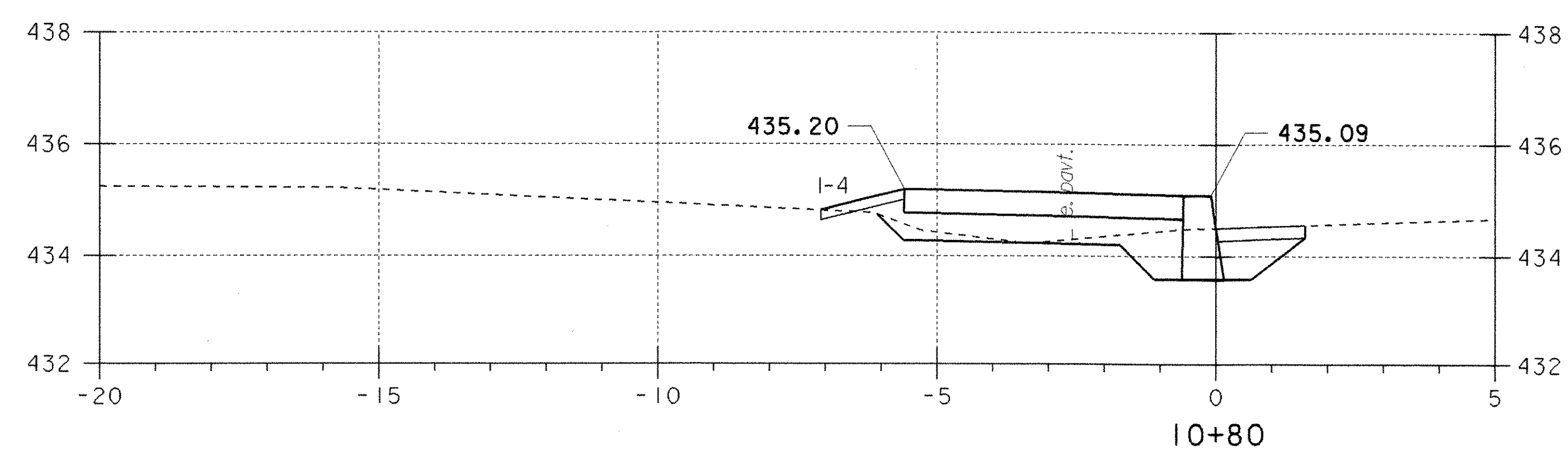
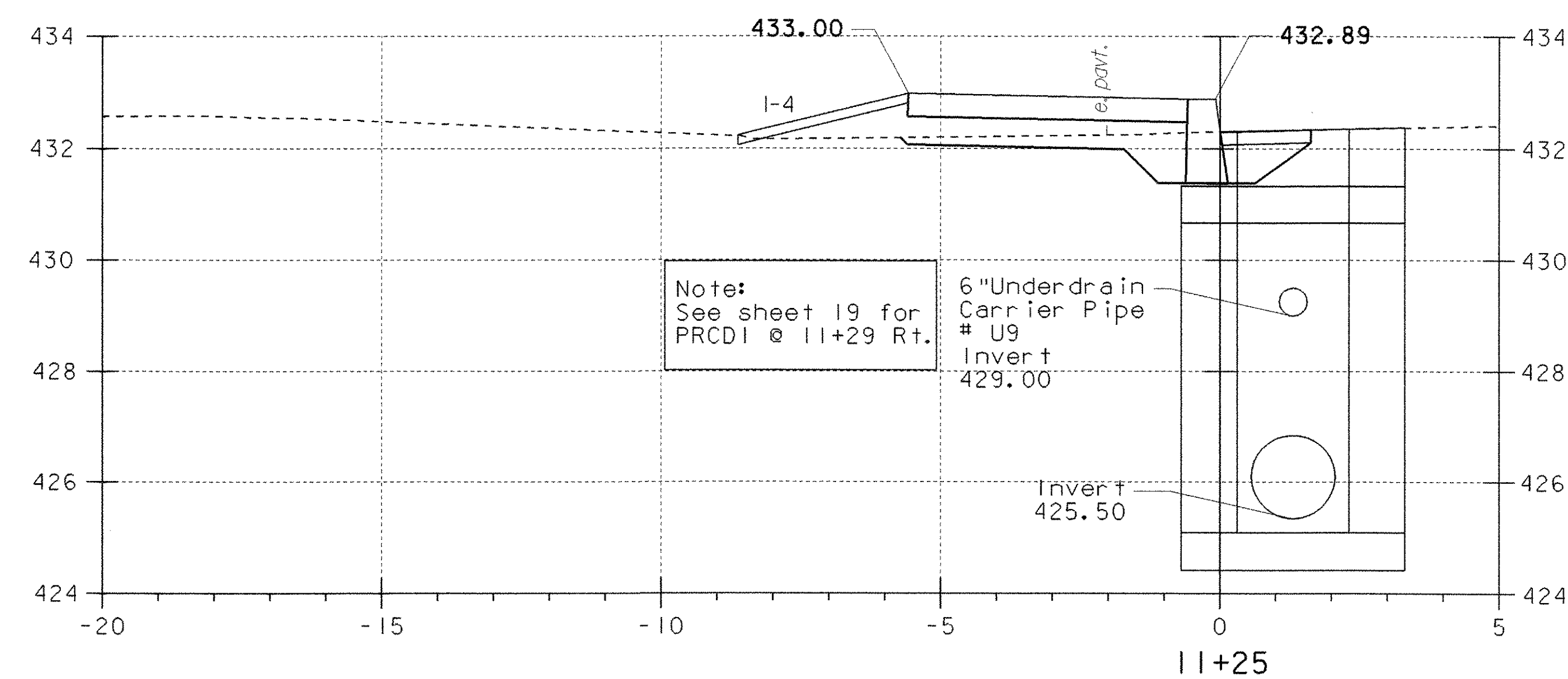
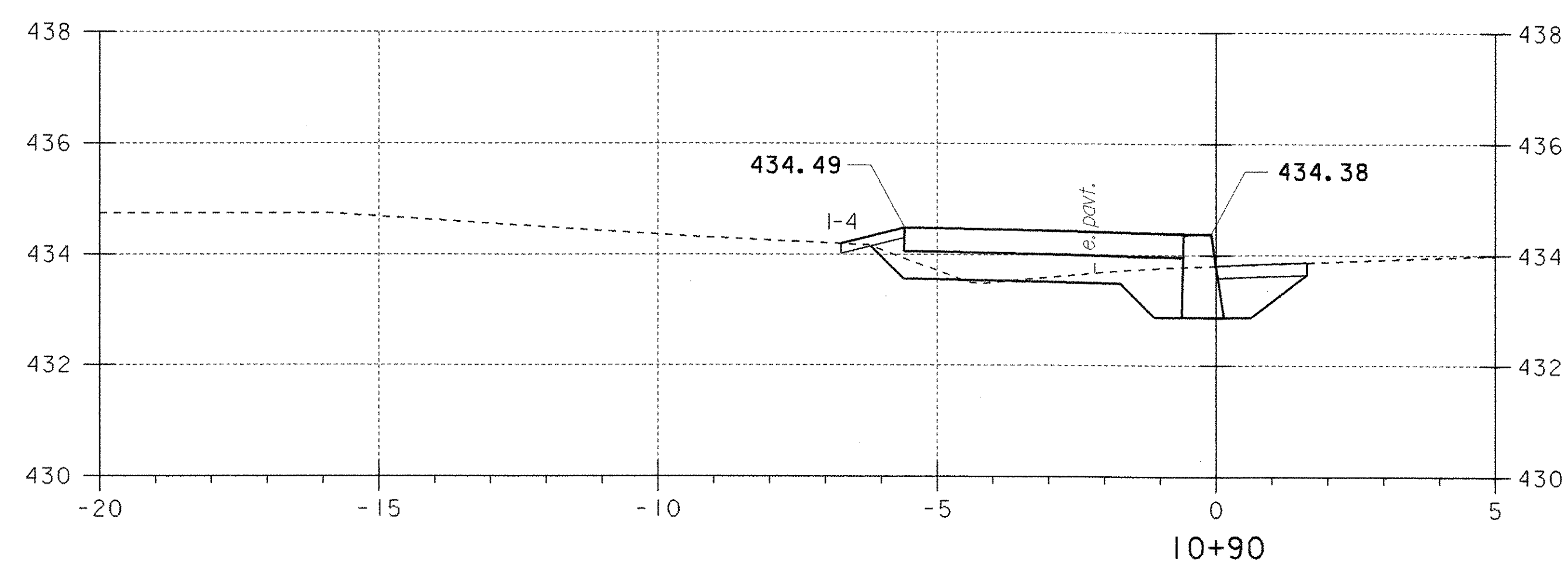
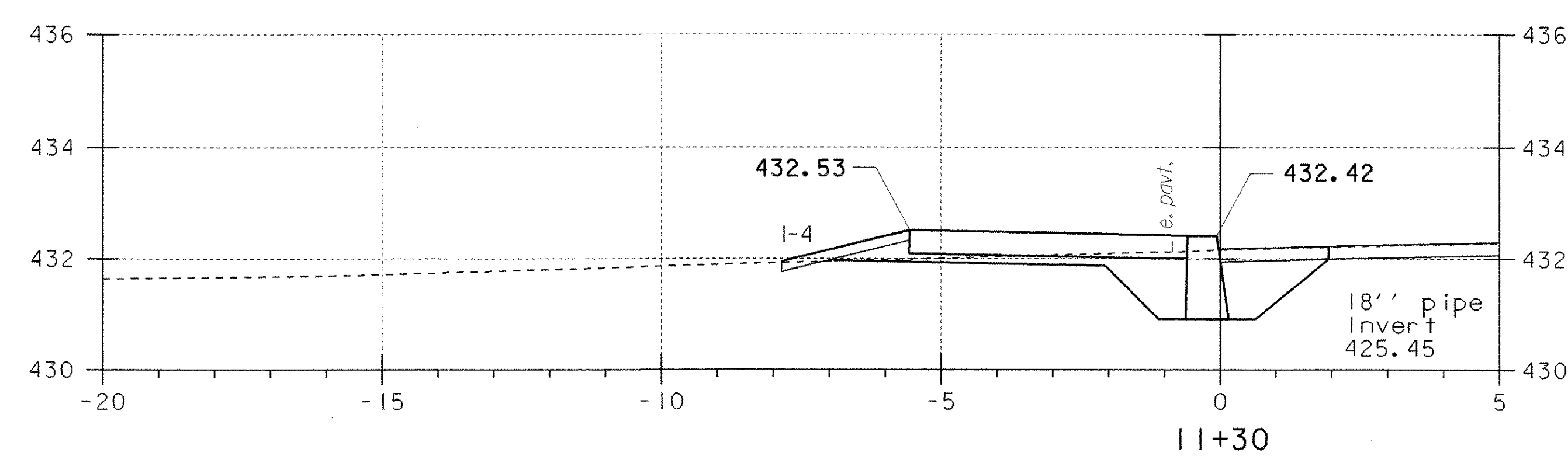
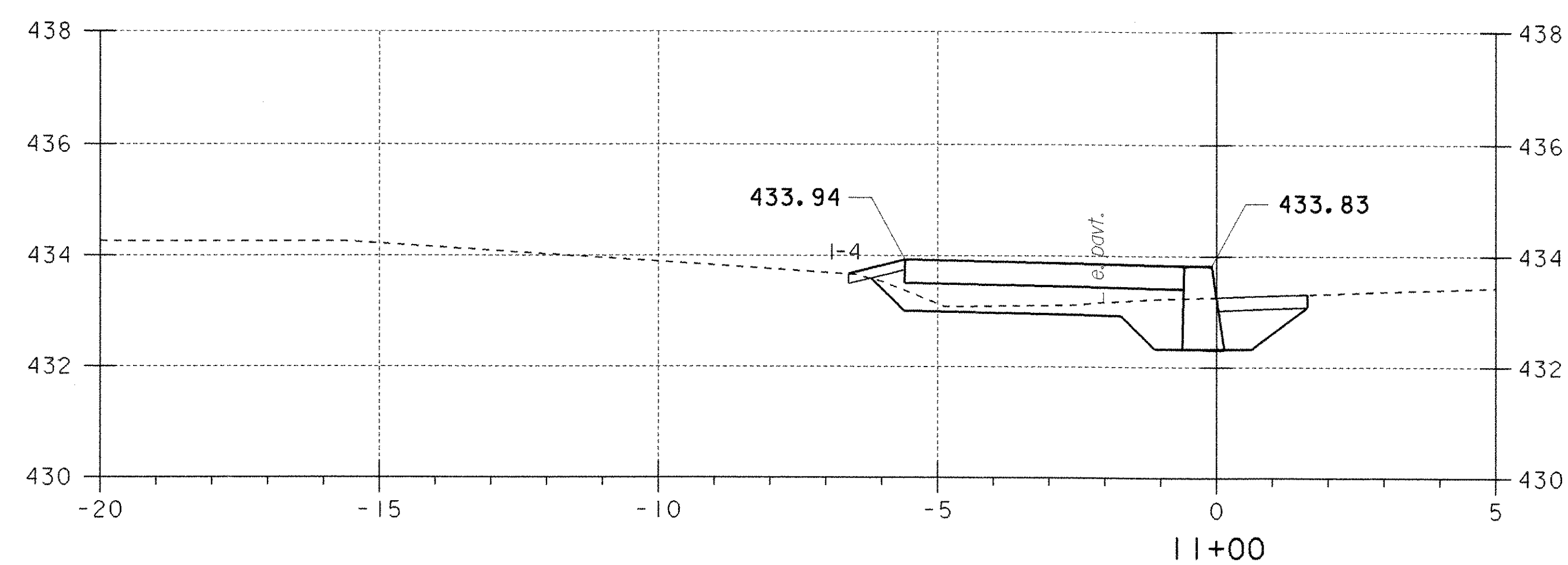
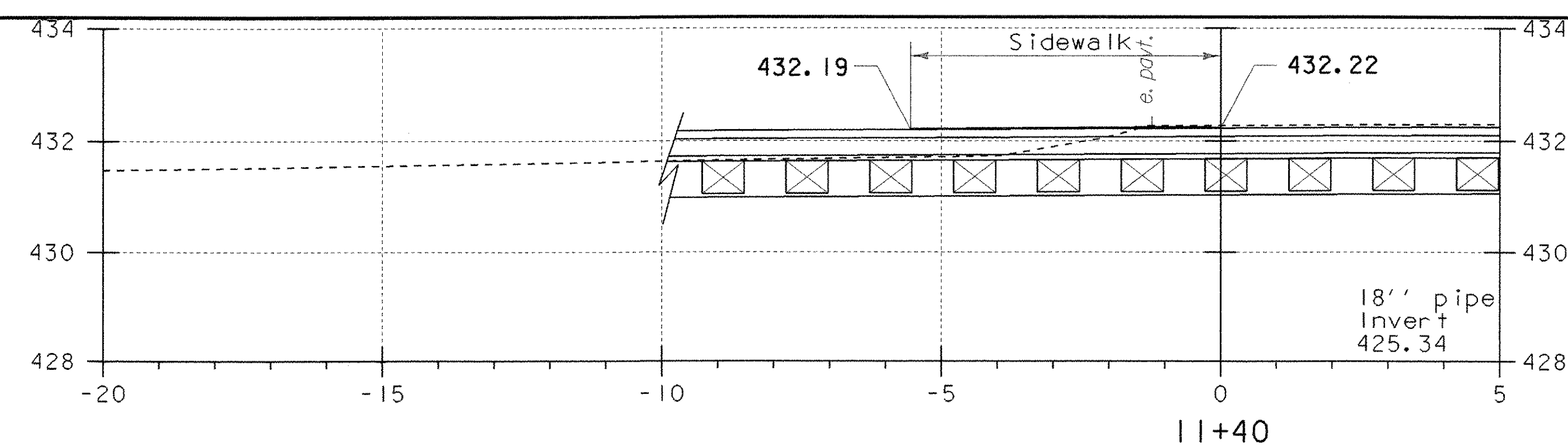
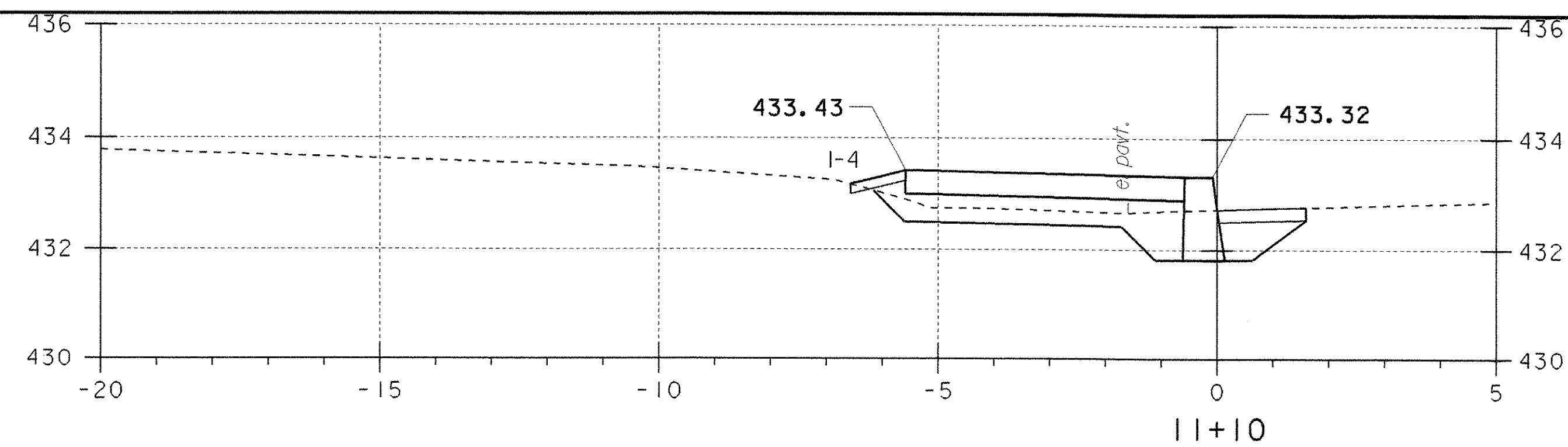


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SCALE IN FEET

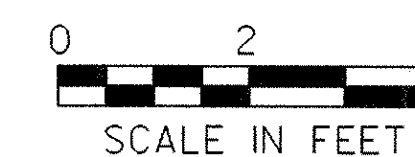
PROJECT NAME: FAIRLEE
PROJECT NUMBER: STP 040-1 (2)

FILE NAME: STPr5\98b118\sb118xs.dgn PLOT DATE: 07-MAY-2008
PROJECT LEADER: J. Kaplan DRAWN BY: G. Shangraw
DESIGNED BY: G. Shangraw CHECKED BY: J. Kaplan
Sb118XS1.i SHEET 15 OF 28

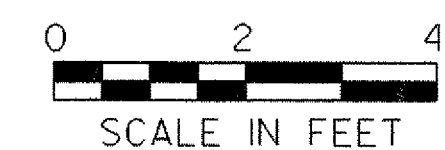
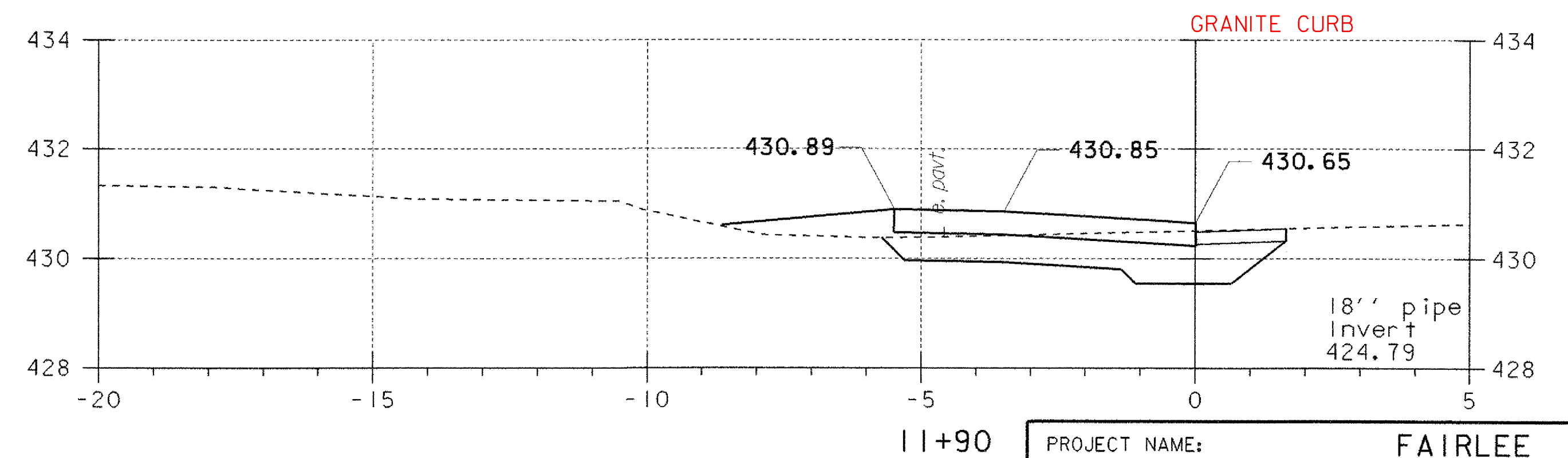
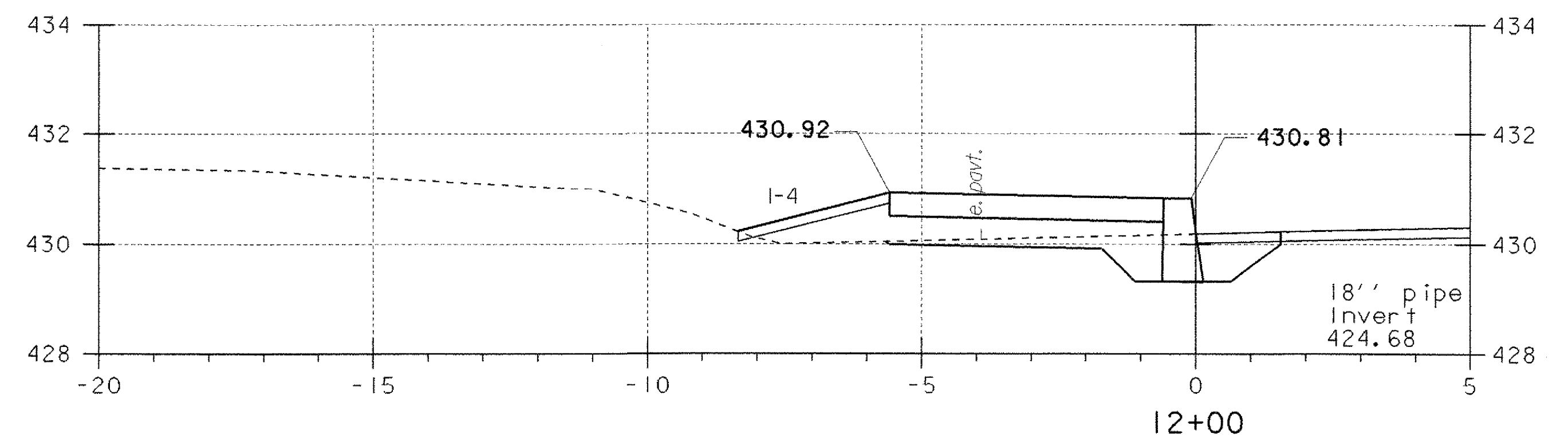
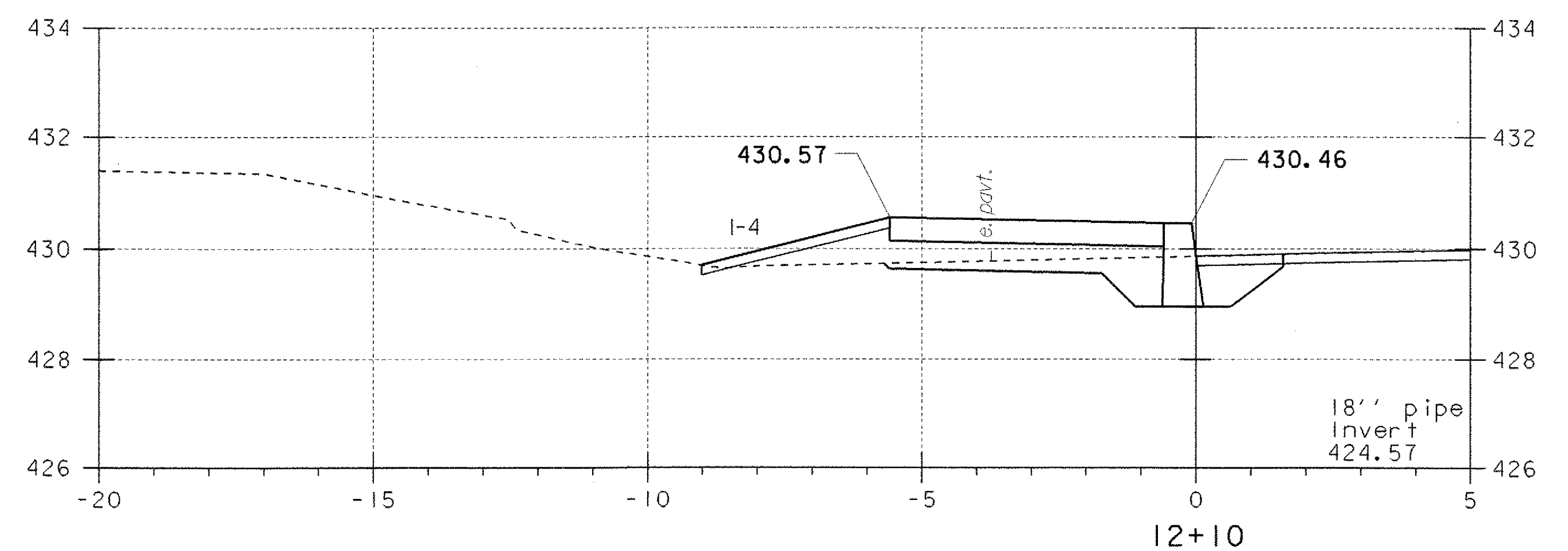
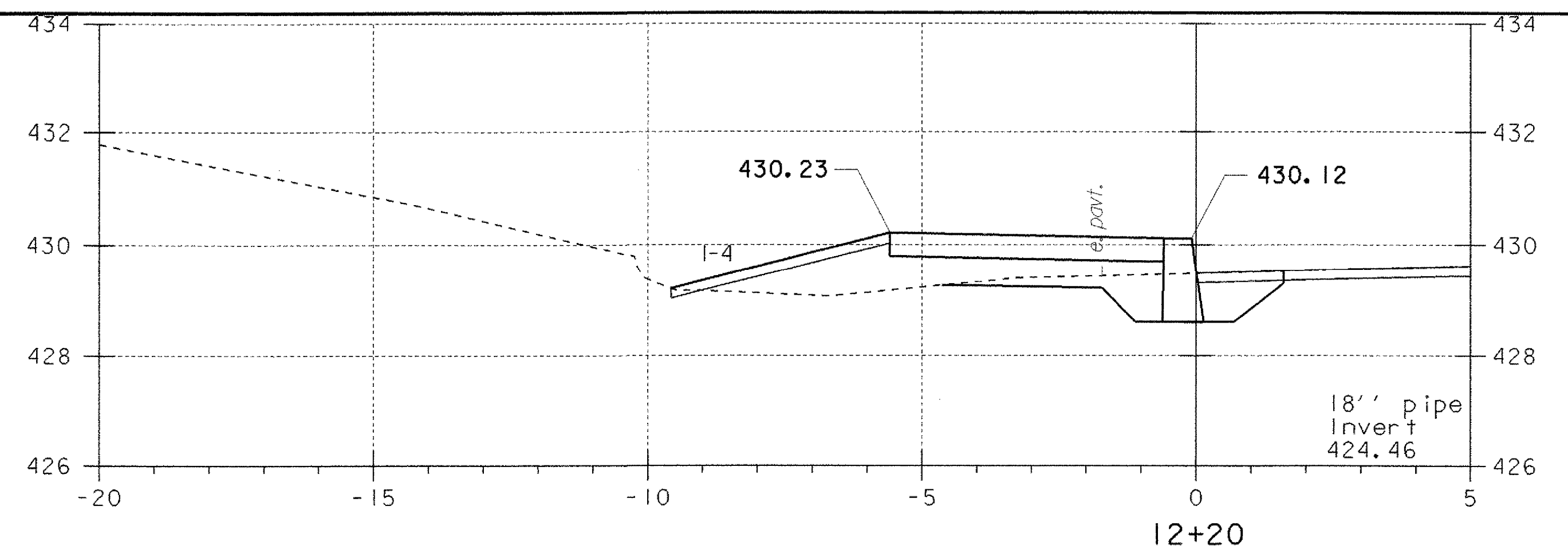
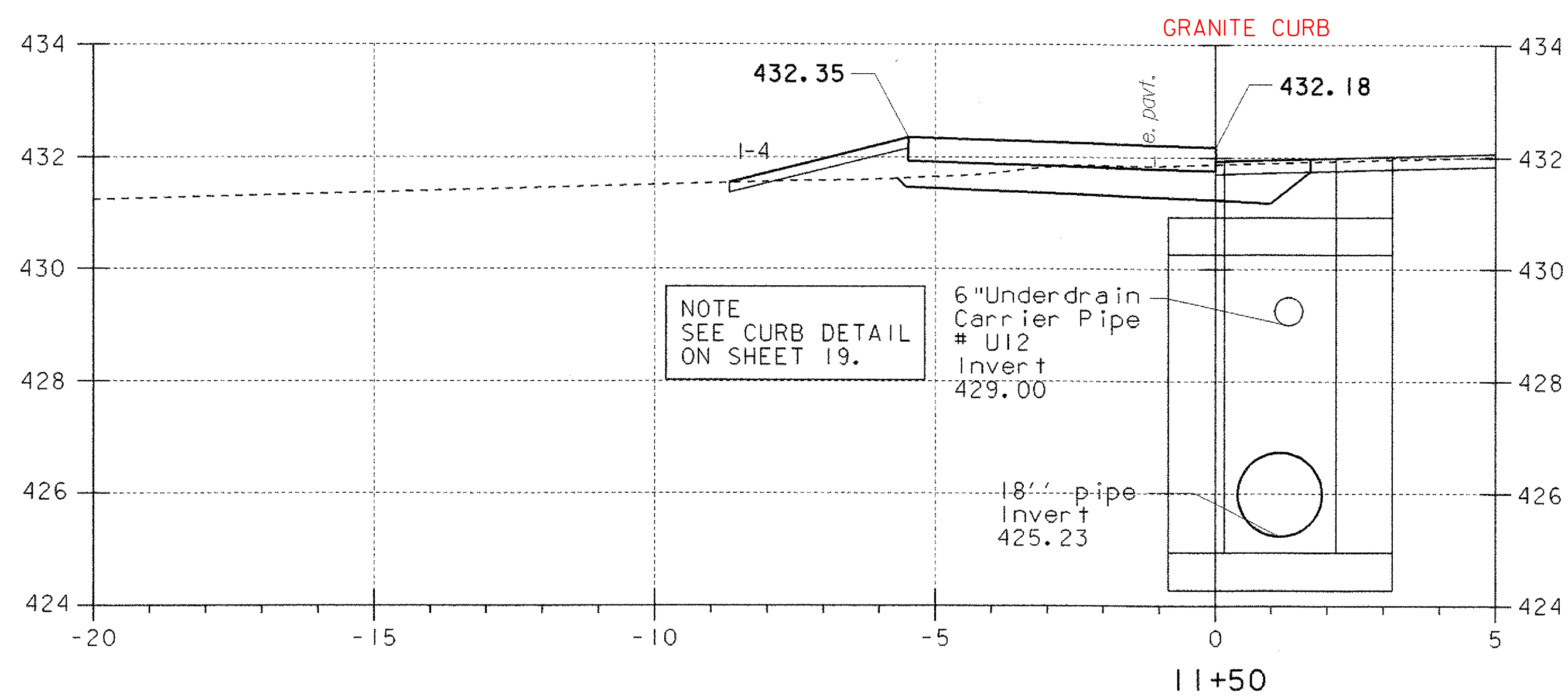
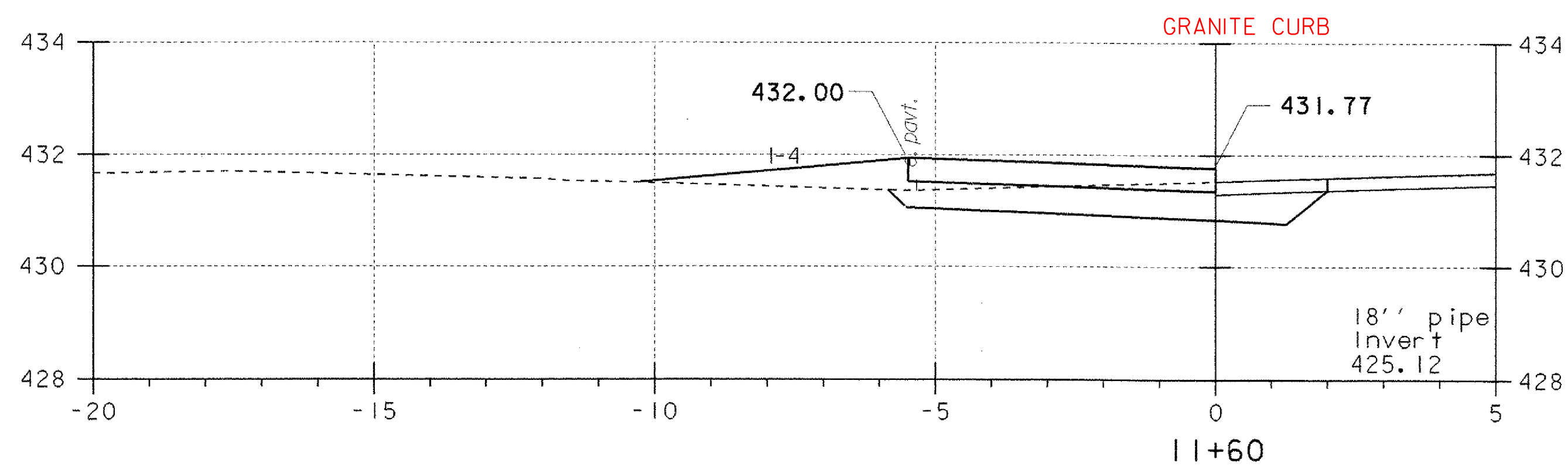
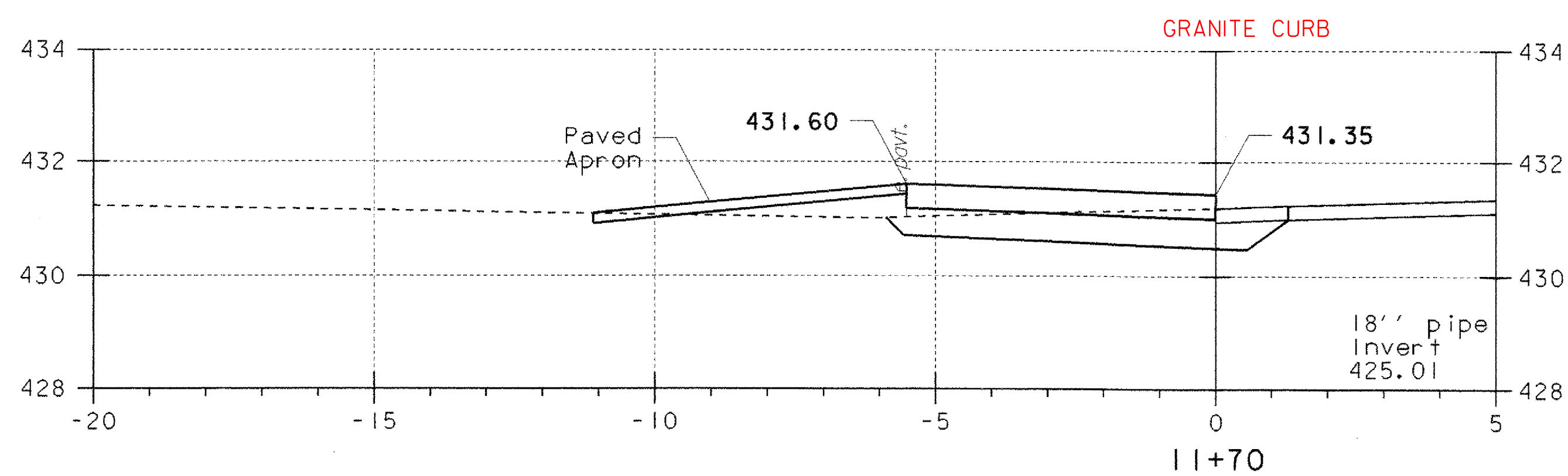
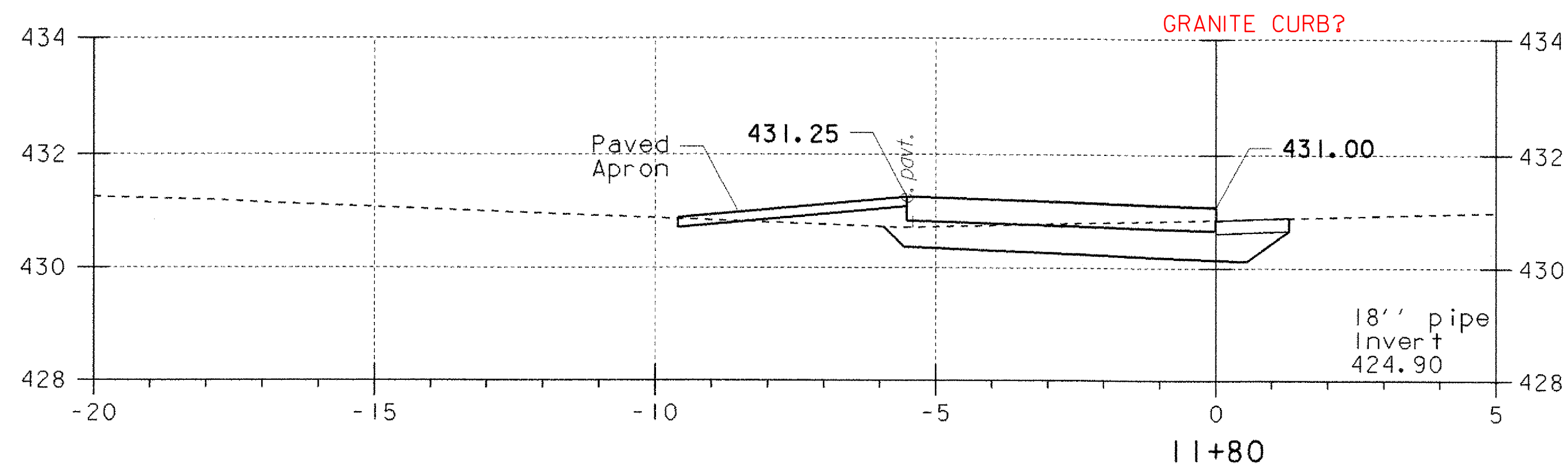
SIDEWALK CROSS SECTIONS



SIDEWALK CROSS SECTIONS

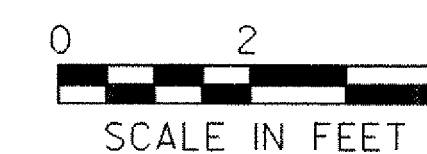
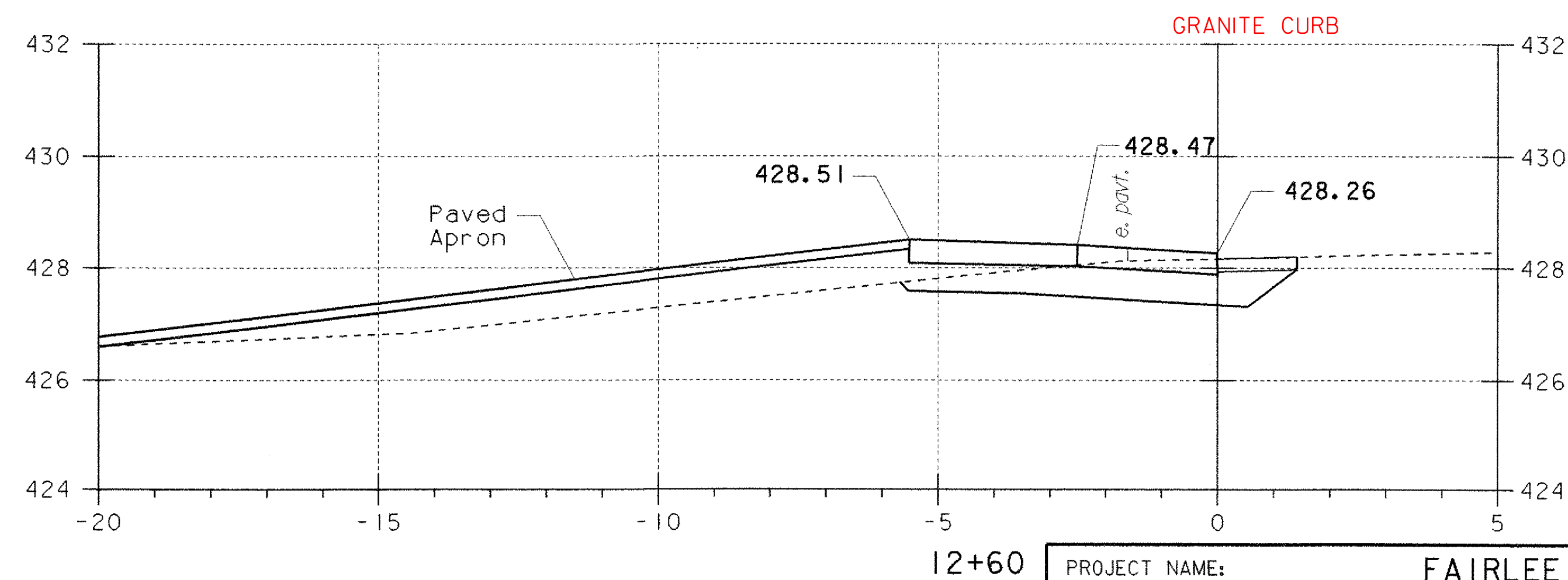
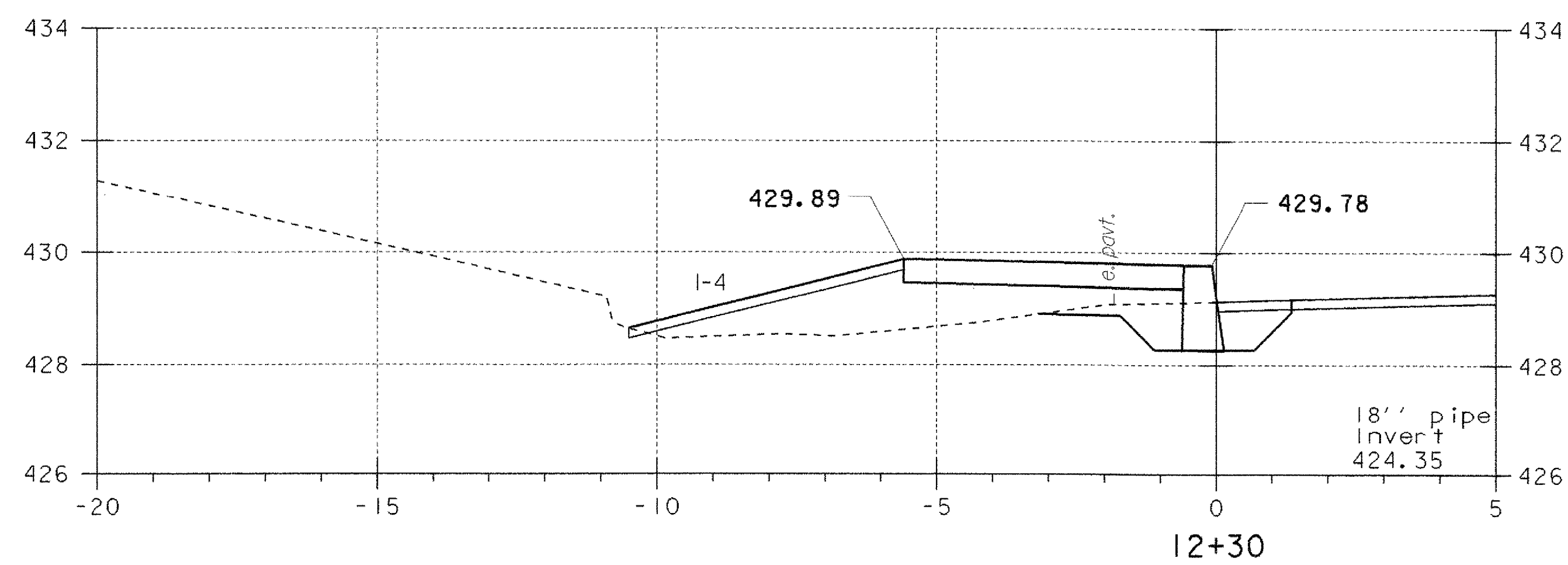
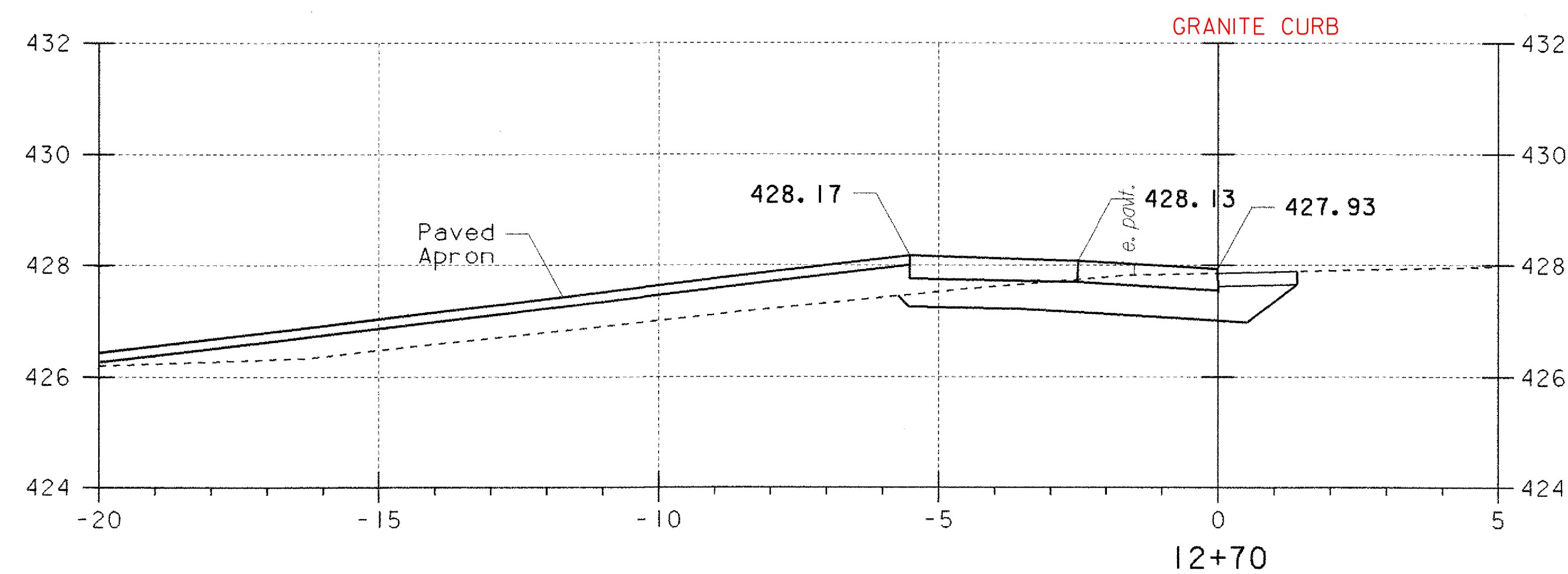
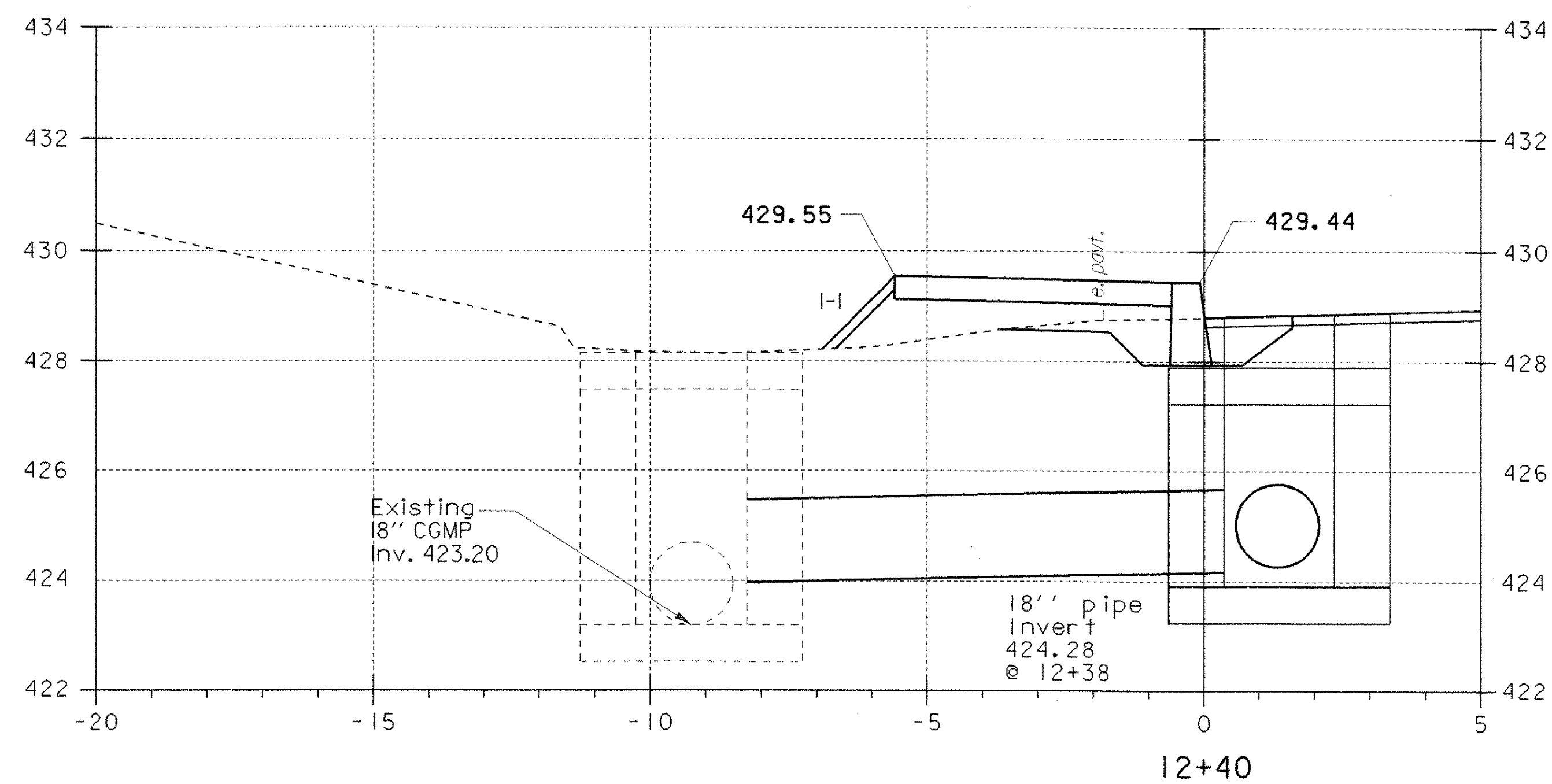
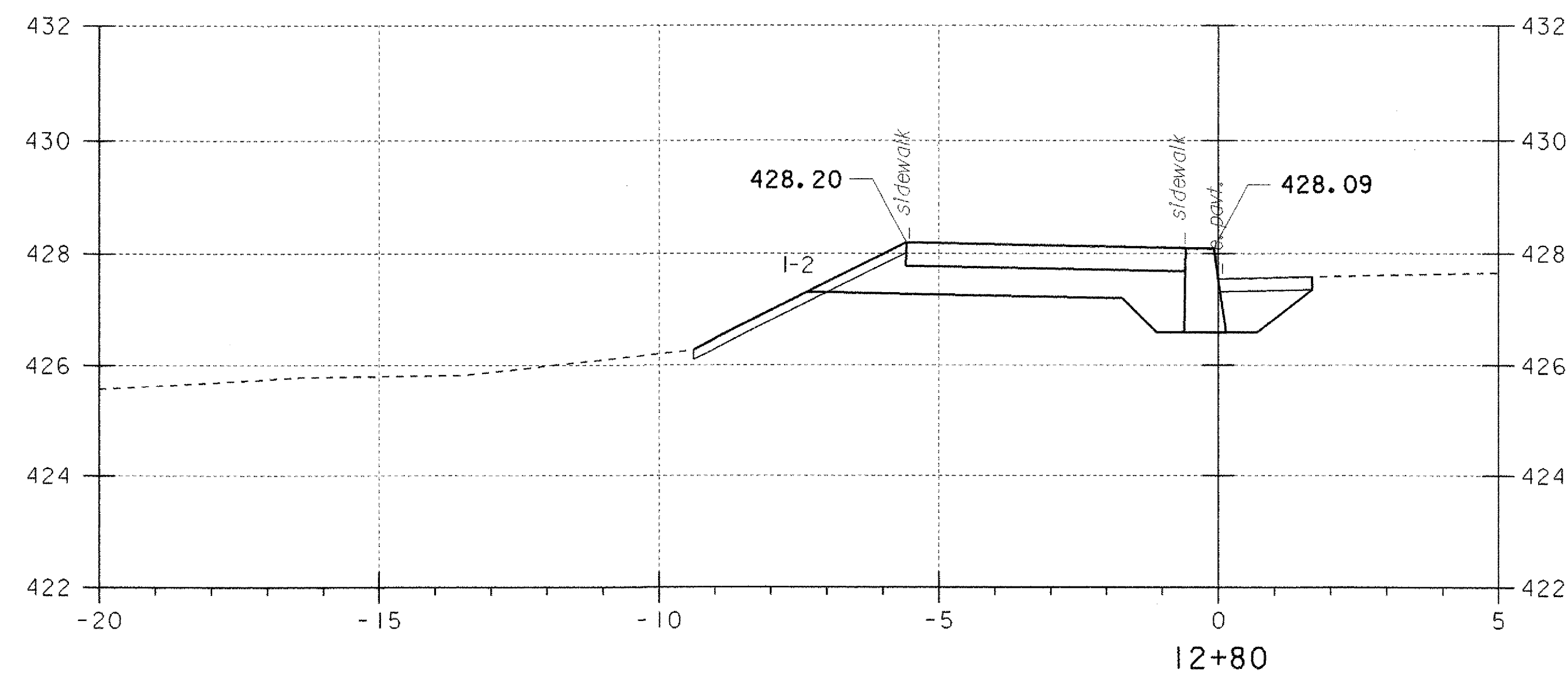
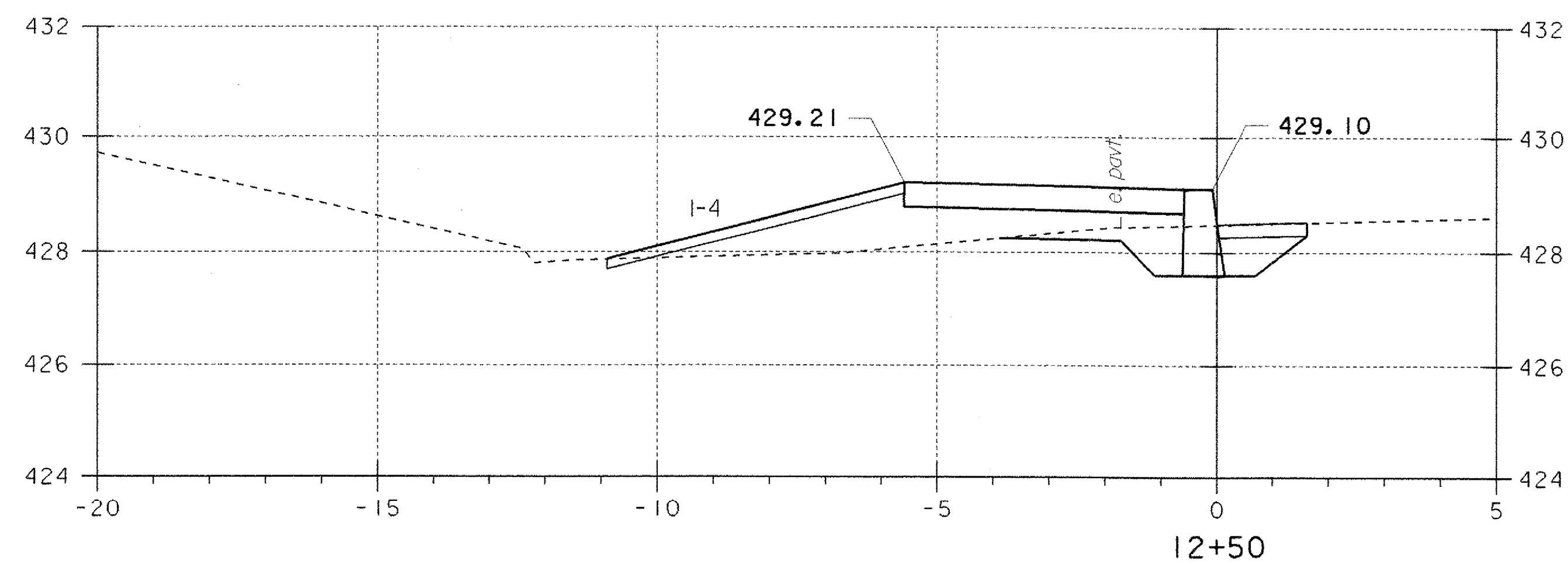


PROJECT NAME:	FAIRLEE
PROJECT NUMBER:	STP 040-1 (2)
FILE NAME:	STPr5\98b118\sb118xs.dgn
PROJECT LEADER:	J. Kaplan
DESIGNED BY:	G. Shangraw
Sb118XS2.i	
PLOT DATE:	07-MAY-2008
DRAWN BY:	G. Shangraw
CHECKED BY:	J. Kaplan
SHEET	16 OF 28



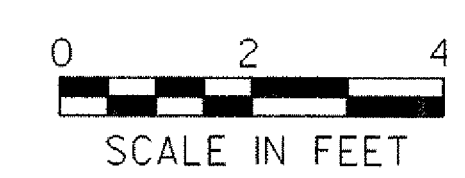
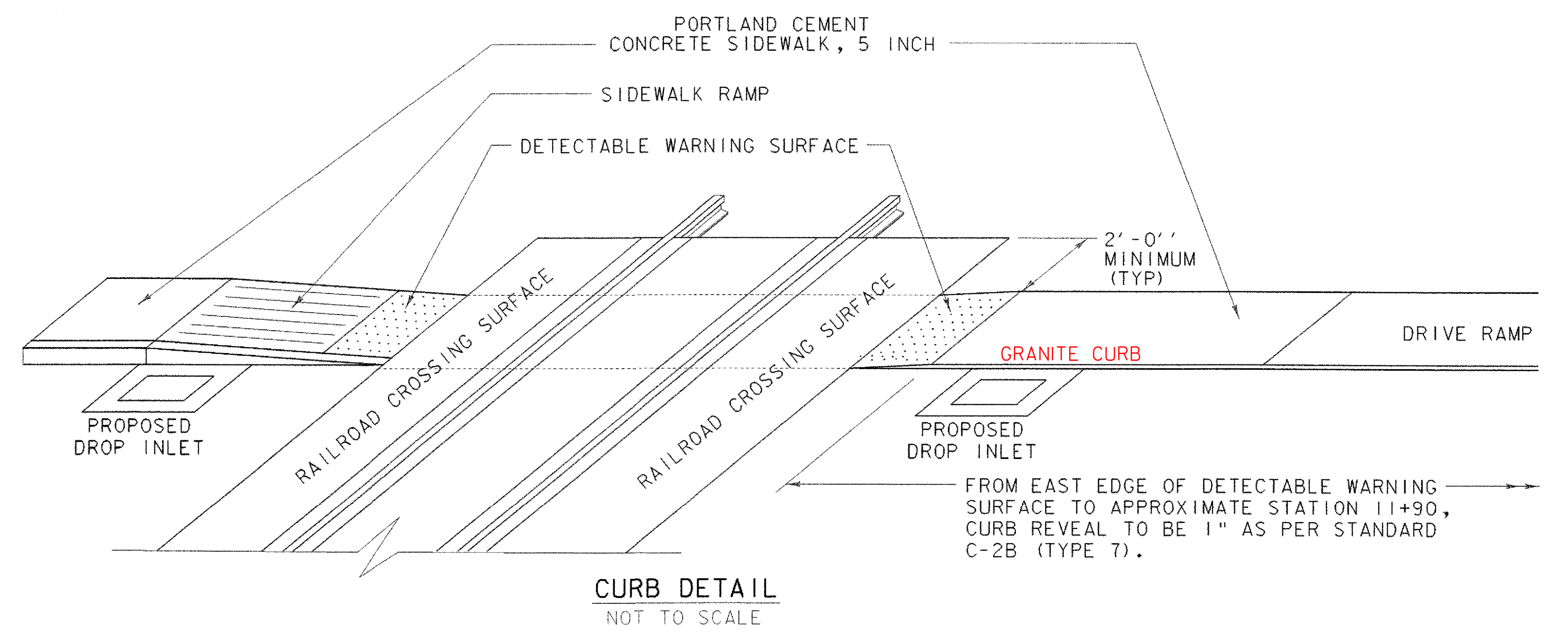
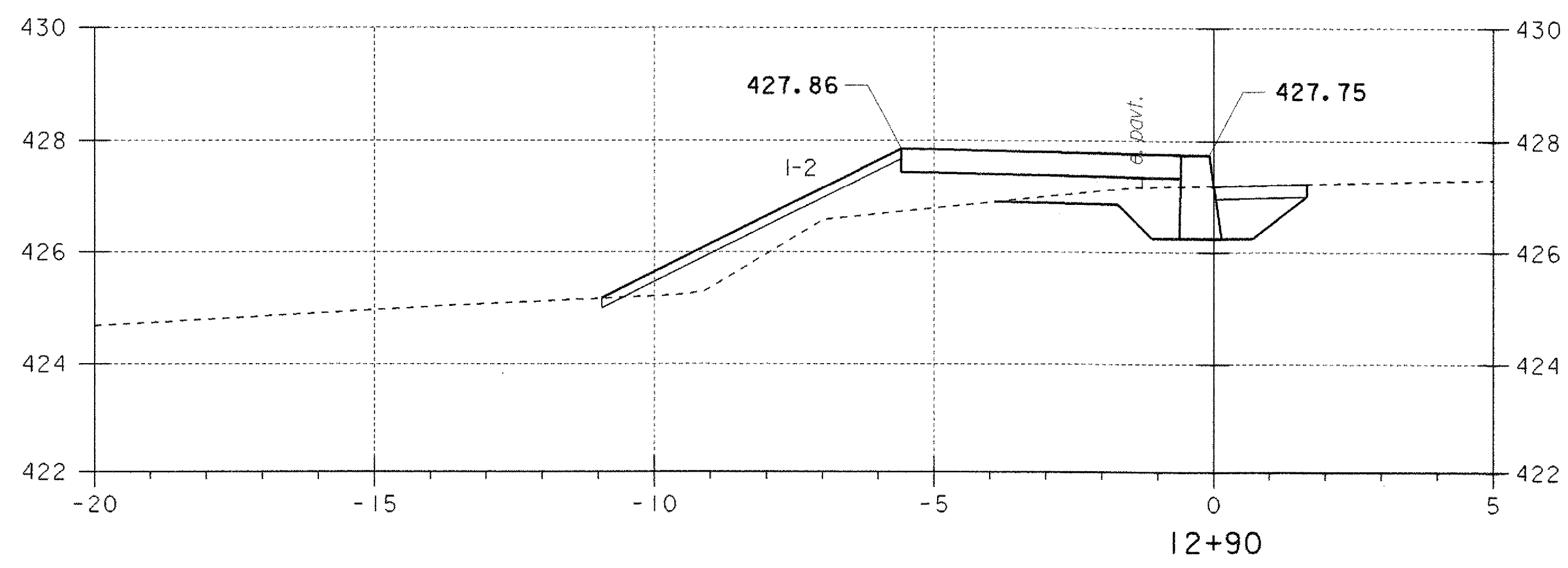
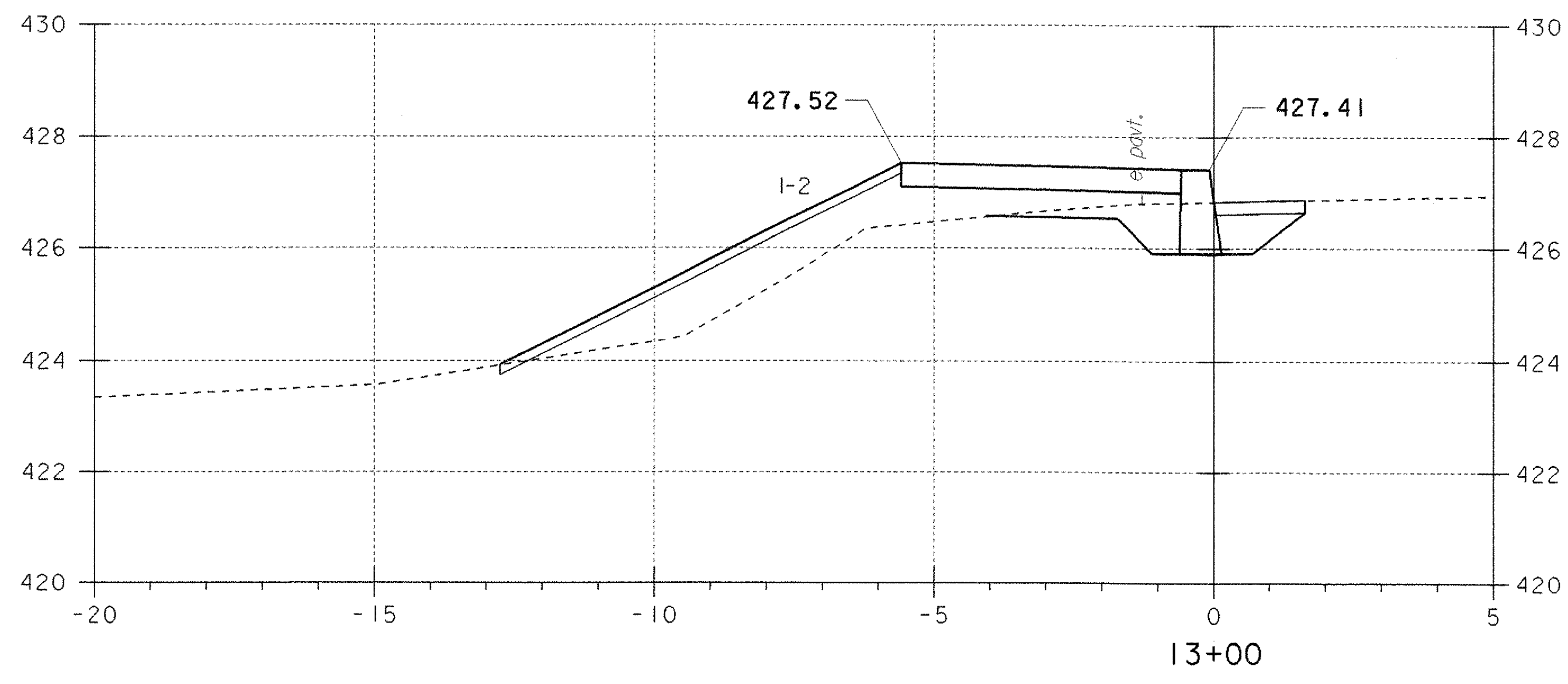
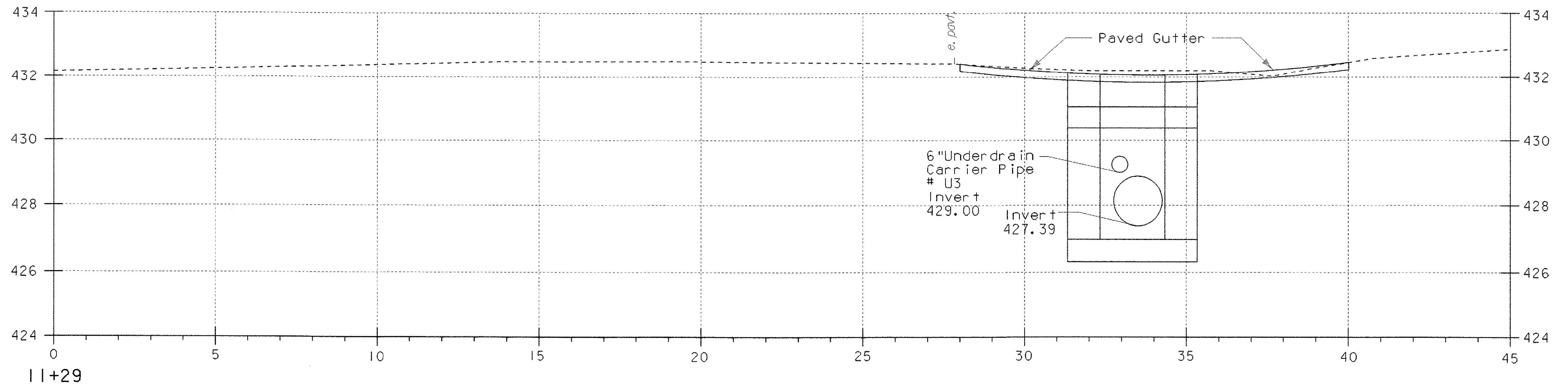
PROJECT NAME:	FAIRLEE
PROJECT NUMBER:	STP 040-1 (2)
FILE NAME: STPr5\98b118\sb118xs.dgn	PLOT DATE: 07-MAY-2008
PROJECT LEADER: J. Kaplan	DRAWN BY: G. Shangraw
DESIGNED BY: G. Shangraw	CHECKED BY: J. Kaplan
Sb118XS3.i	SHEET 17 OF 28

SIDEWALK CROSS SECTIONS



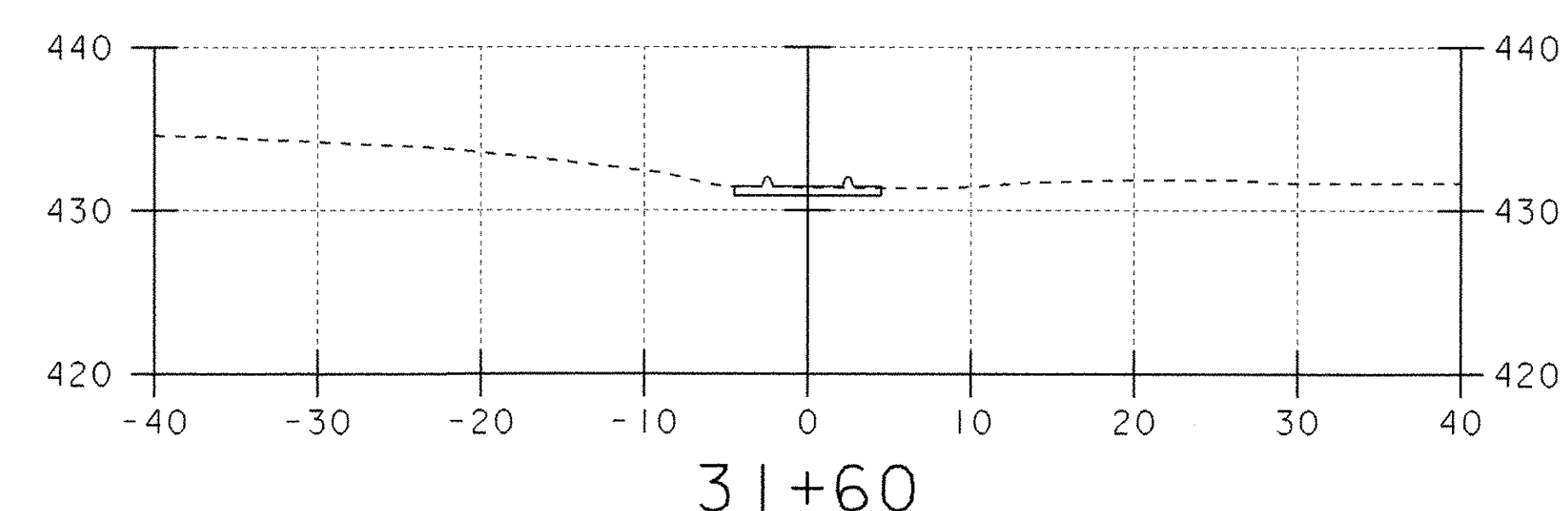
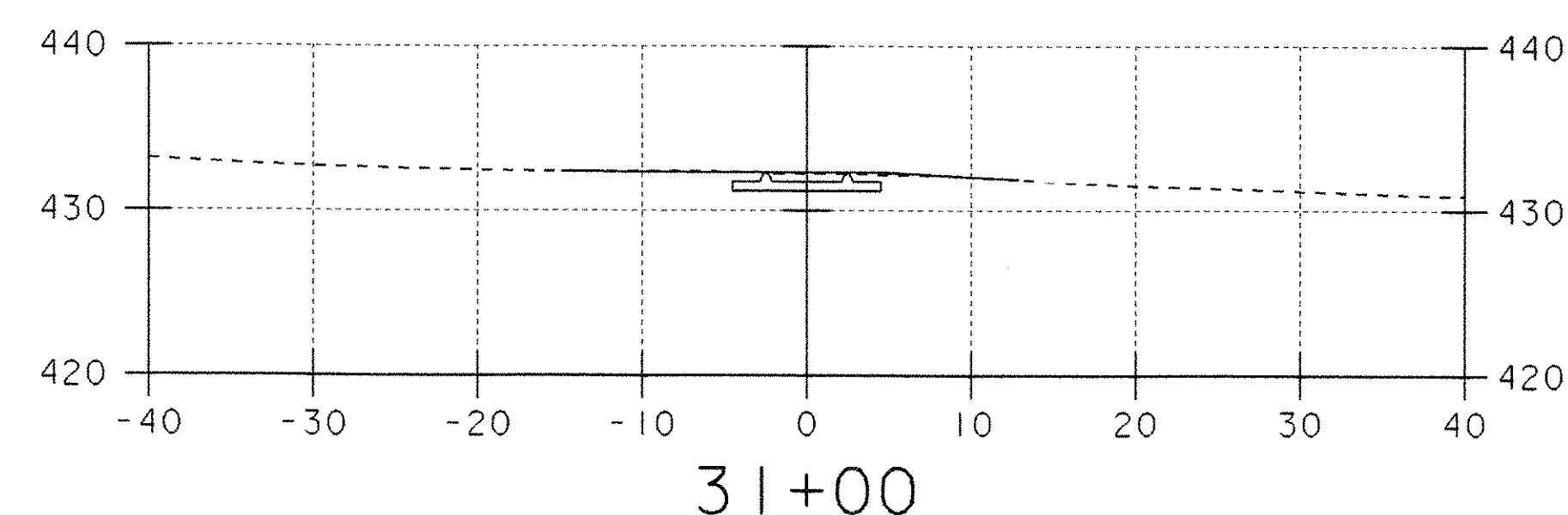
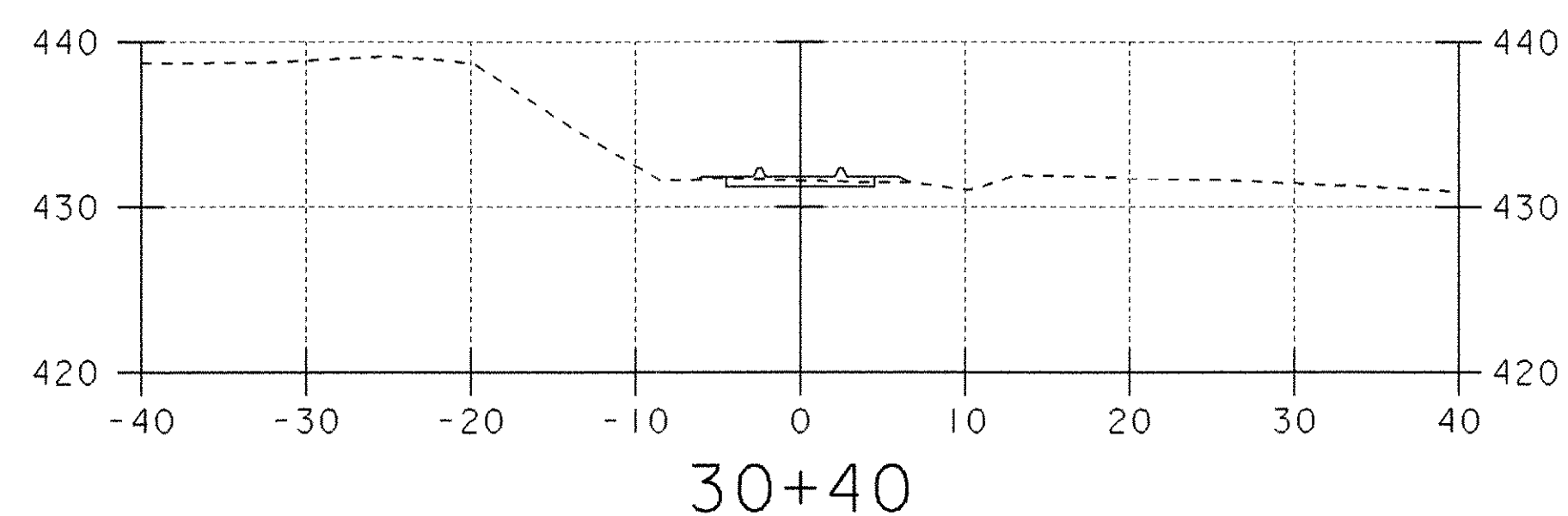
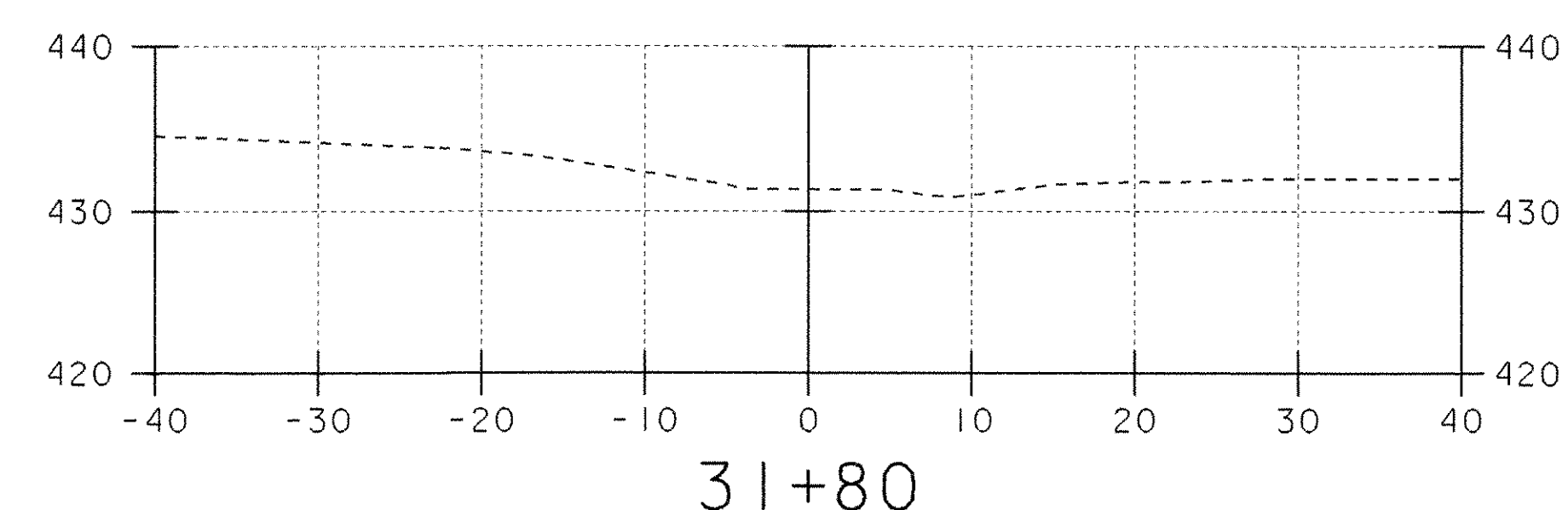
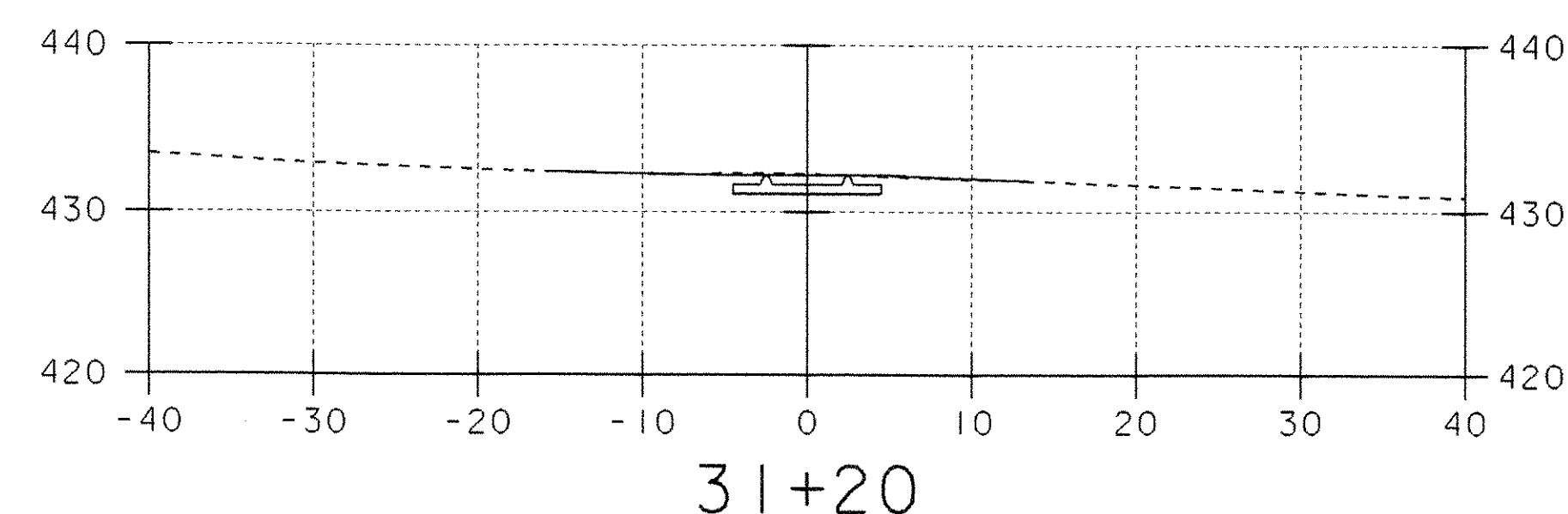
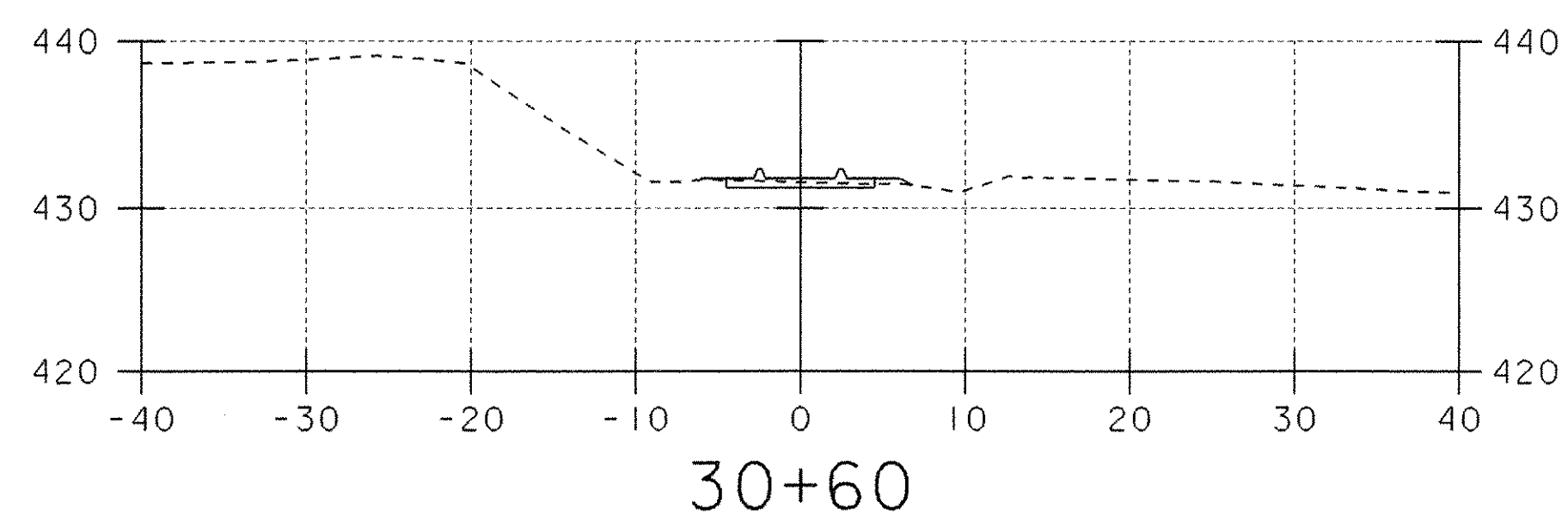
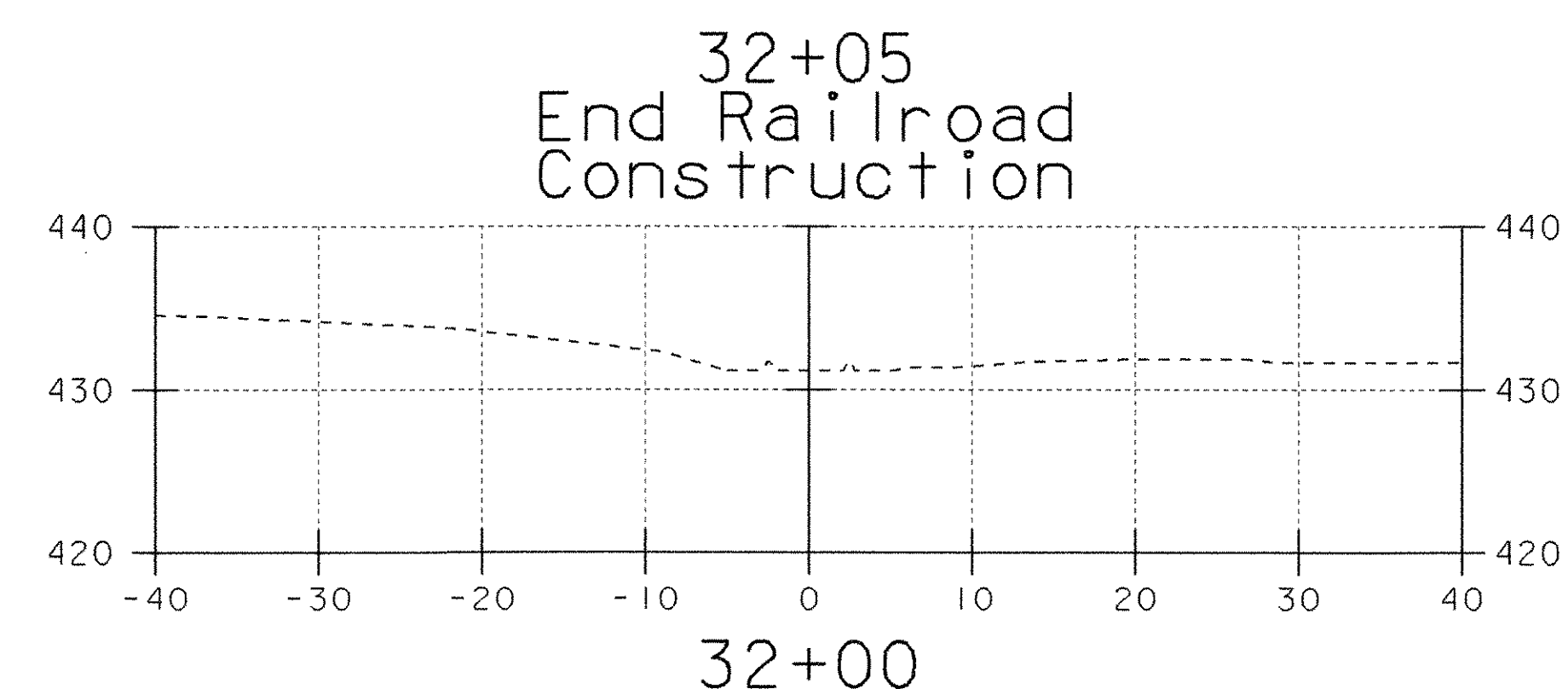
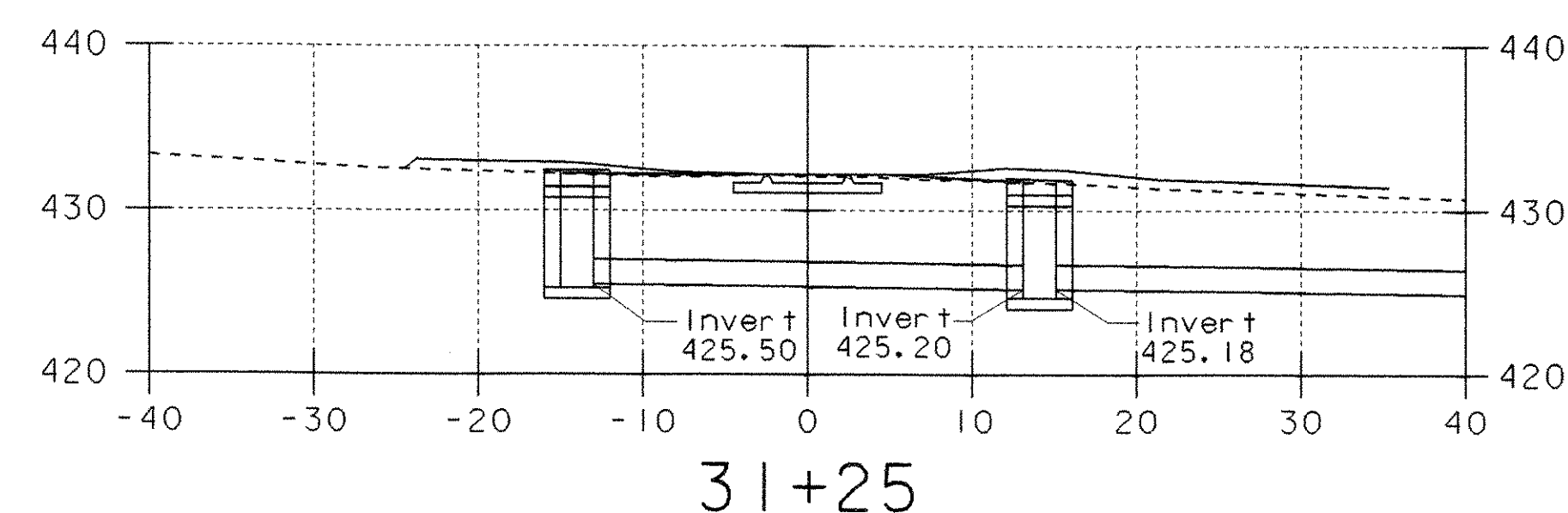
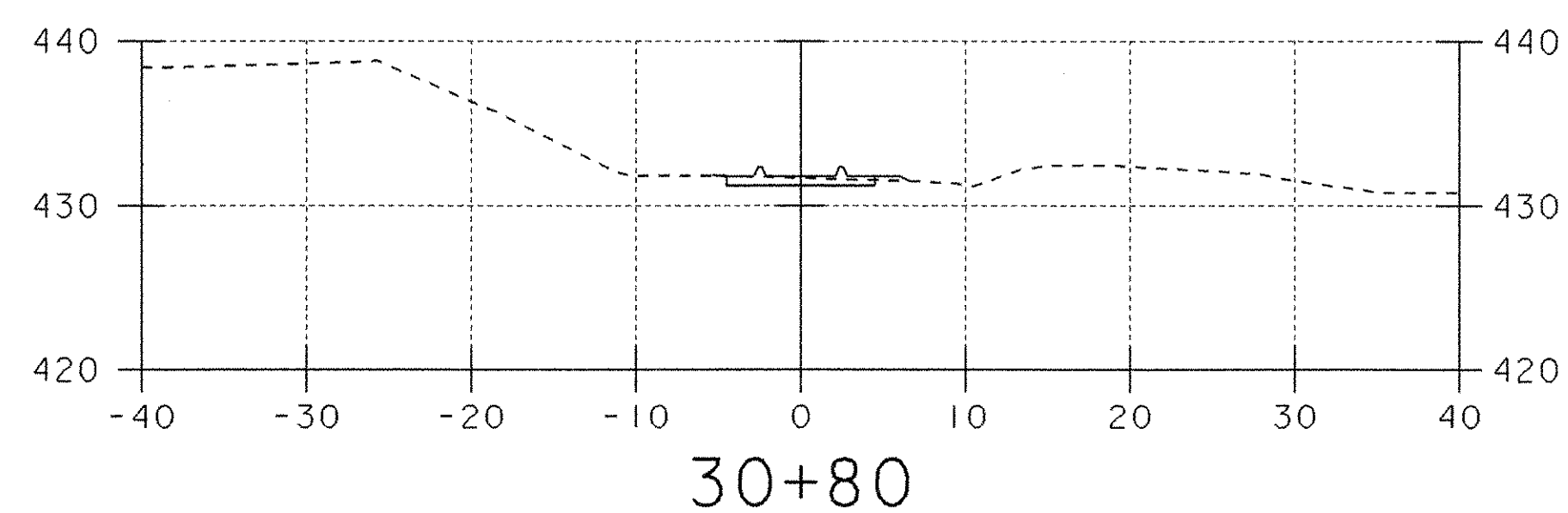
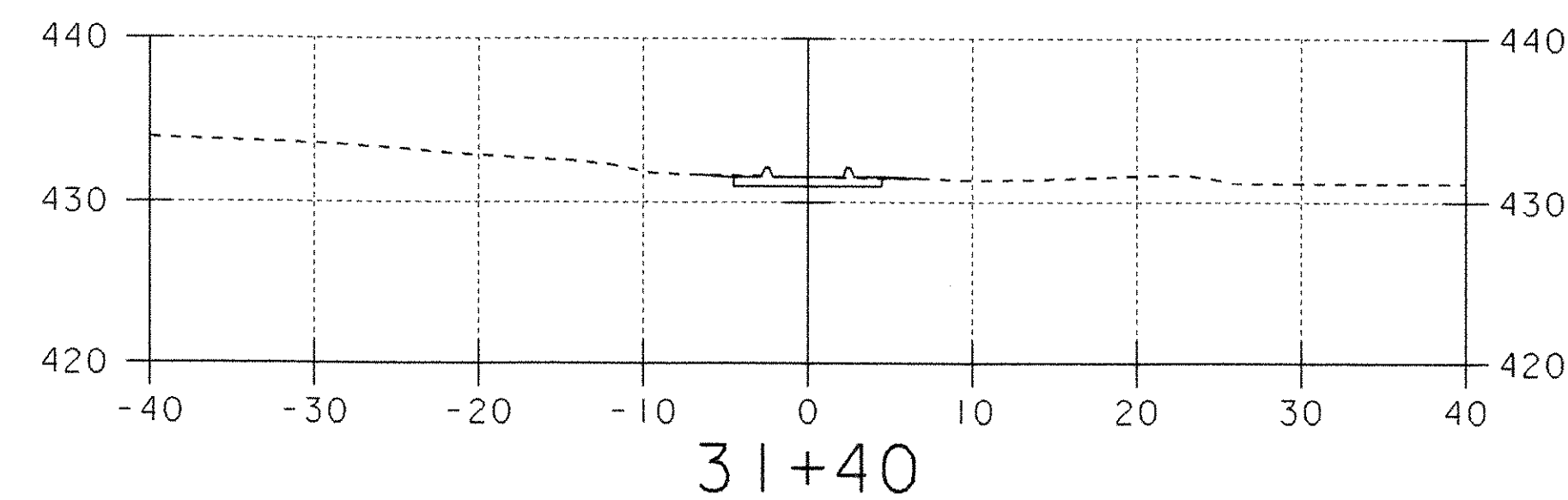
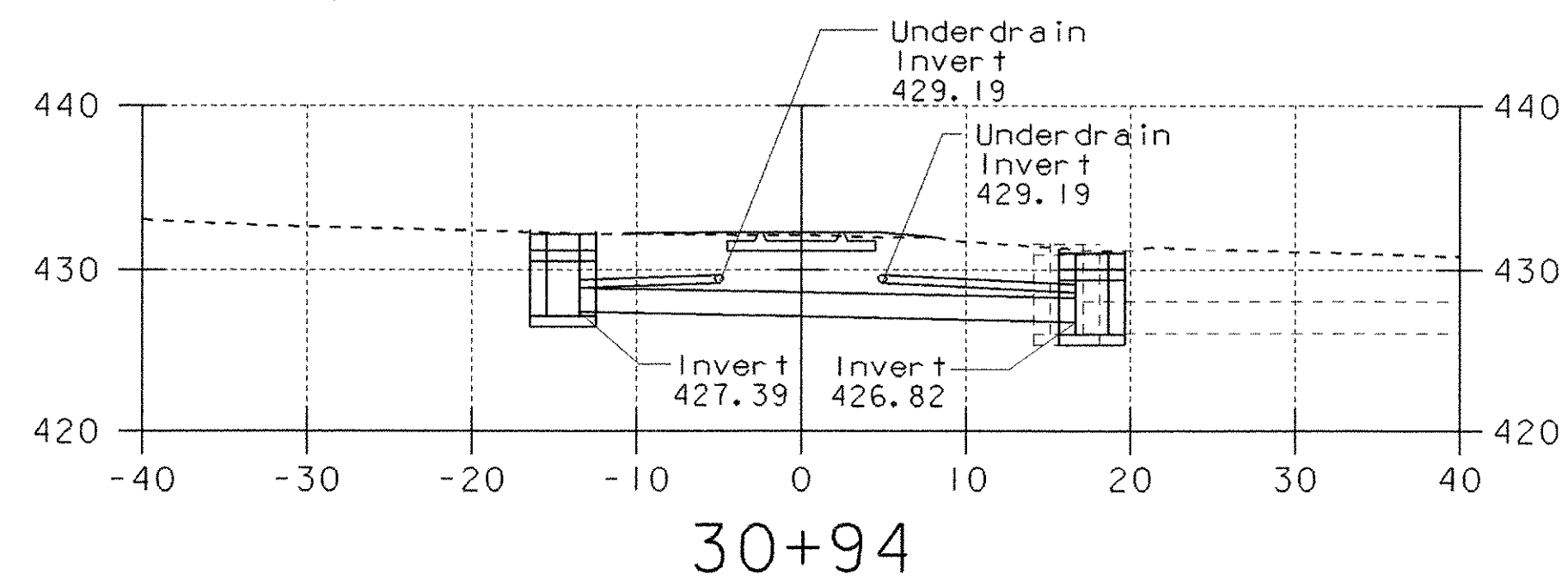
PROJECT NAME:	FAIRLEE
PROJECT NUMBER:	STP 040-1 (2)
FILE NAME: STPr5\98b118\sb118xs.dgn	PLOT DATE: 07-MAY-2008
PROJECT LEADER: J. Kaplan	DRAWN BY: G. Shangraw
DESIGNED BY: G. Shangraw	CHECKED BY: J. Kaplan
Sb118XS4.i	SHEET 18 OF 28

SIDEWALK CROSS SECTIONS



PROJECT NAME:	FAIRLEE
PROJECT NUMBER:	STP 040-1 (2)
FILE NAME: STPr5\98b118\sb118xs.dgn	PLOT DATE: 07-MAY-2008
PROJECT LEADER: J. Kaplan	DRAWN BY: G. Shangraw
DESIGNED BY: G. Shangraw	CHECKED BY: J. Kaplan
Sb118XS5.i	SHEET 19 OF 28

SIDEWALK CROSS SECTIONS

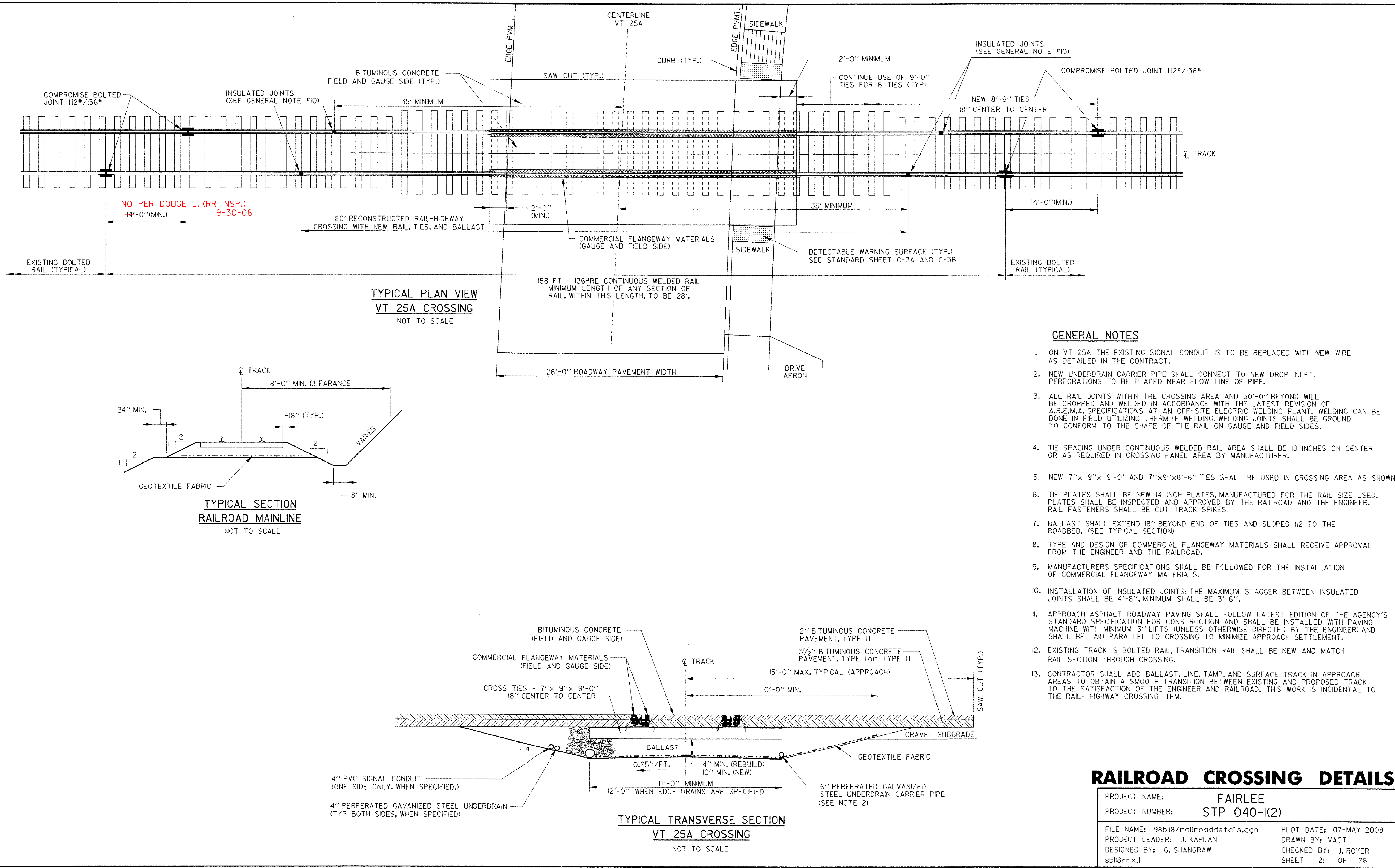


30+33
Begin Railroad
Construction

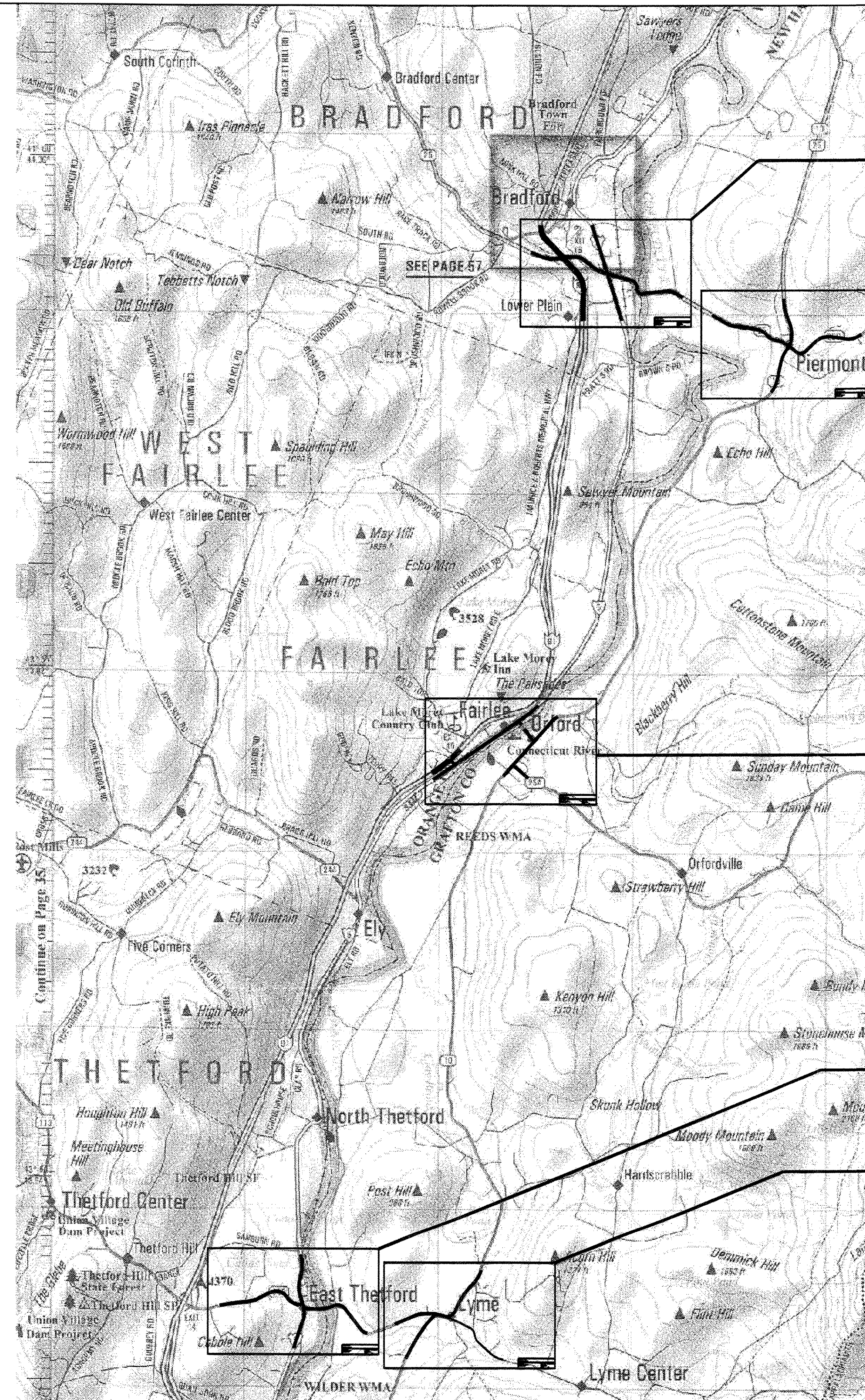


RAILROAD CROSS SECTIONS

PROJECT NAME:	Fairlee
PROJECT NUMBER:	STP 040-K(2)
FILE NAME: /str5/98b118/sb118bdr.dgn	PLOT DATE: 07-MAY-2008
PROJECT LEADER: J. Kaplan	DRAWN BY: G. Shangraw
DESIGNED BY: G. Shangraw	CHECKED BY: J. Kaplan
sb118rx1.dgn	SHEET 20 OF 28



RAILROAD CROSSING DETAILS	
PROJECT NAME:	FAIRLEE
PROJECT NUMBER:	STP 040-1(2)
FILE NAME:	98b118/railroaddetails.dgn
PROJECT LEADER:	J. KAPLAN
DESIGNED BY:	G. SHANGRAW
sbl18rxx.i	
PLOT DATE:	07-MAY-2008
DRAWN BY:	VAOT
CHECKED BY:	J. ROYER
SHEET	21 OF 28



**TRAFFIC CONTROL
SHEET #6
US ROUTE 5 &
VT. ROUTE 25**

**TRAFFIC CONTROL
SHEET #5
NH ROUTES
10, 25, & 25C**

**TRAFFIC CONTROL
SHEET #2
PROJECT AREA**

**TRAFFIC CONTROL
SHEET #3
US ROUTE 5 &
VT ROUTE 113**

**TRAFFIC CONTROL
SHEET #4
NH ROUTE 10 &
E. THETFORD RD.**

NOTES:

**INSTALLATION, MAINTENANCE
AND REMOVAL OF DETOUR SIGNS
TO BE PAID FOR UNDER PAY
ITEM 641.10 - TRAFFIC CONTROL.**

**DETOUR IS ONLY TO BE IN PLACE
WHEN RAILROAD CROSSING IS
BEING INSTALLED, AND ONLY
BETWEEN JUNE 16 AND AUGUST
15, 2008, INCLUSIVE. VT 25A TO
BE CLOSED FOR A MAXIMUM OF
5 CONSECUTIVE DAYS.**

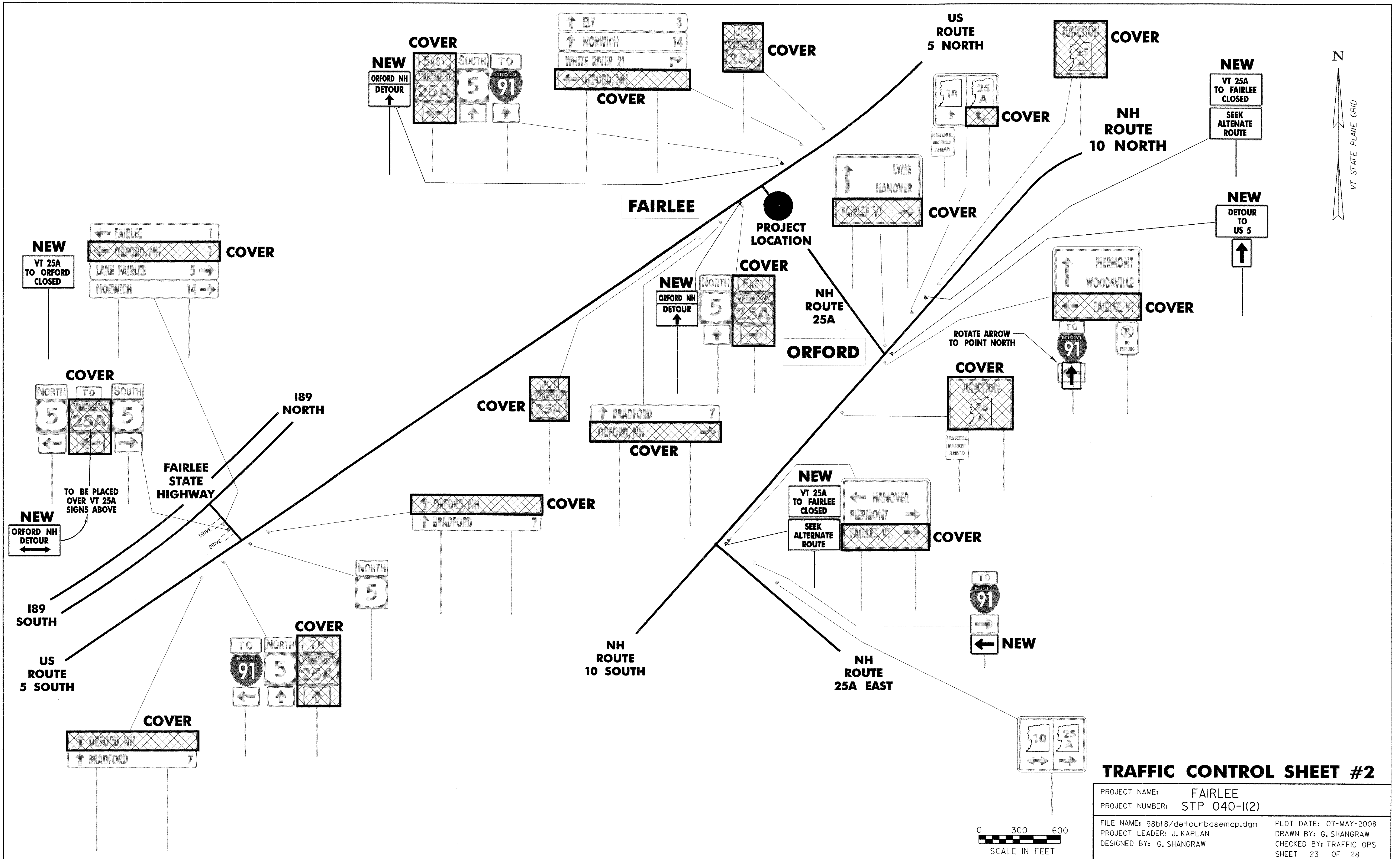
TRAFFIC CONTROL SHEET #1

PROJECT NAME: FAIRLEE
PROJECT NUMBER: STP 040-(K2)

FILE NAME: 98b118/detourbasemap.dgn
PROJECT LEADER: J. KAPLAN
DESIGNED BY: G. SHANGRAW

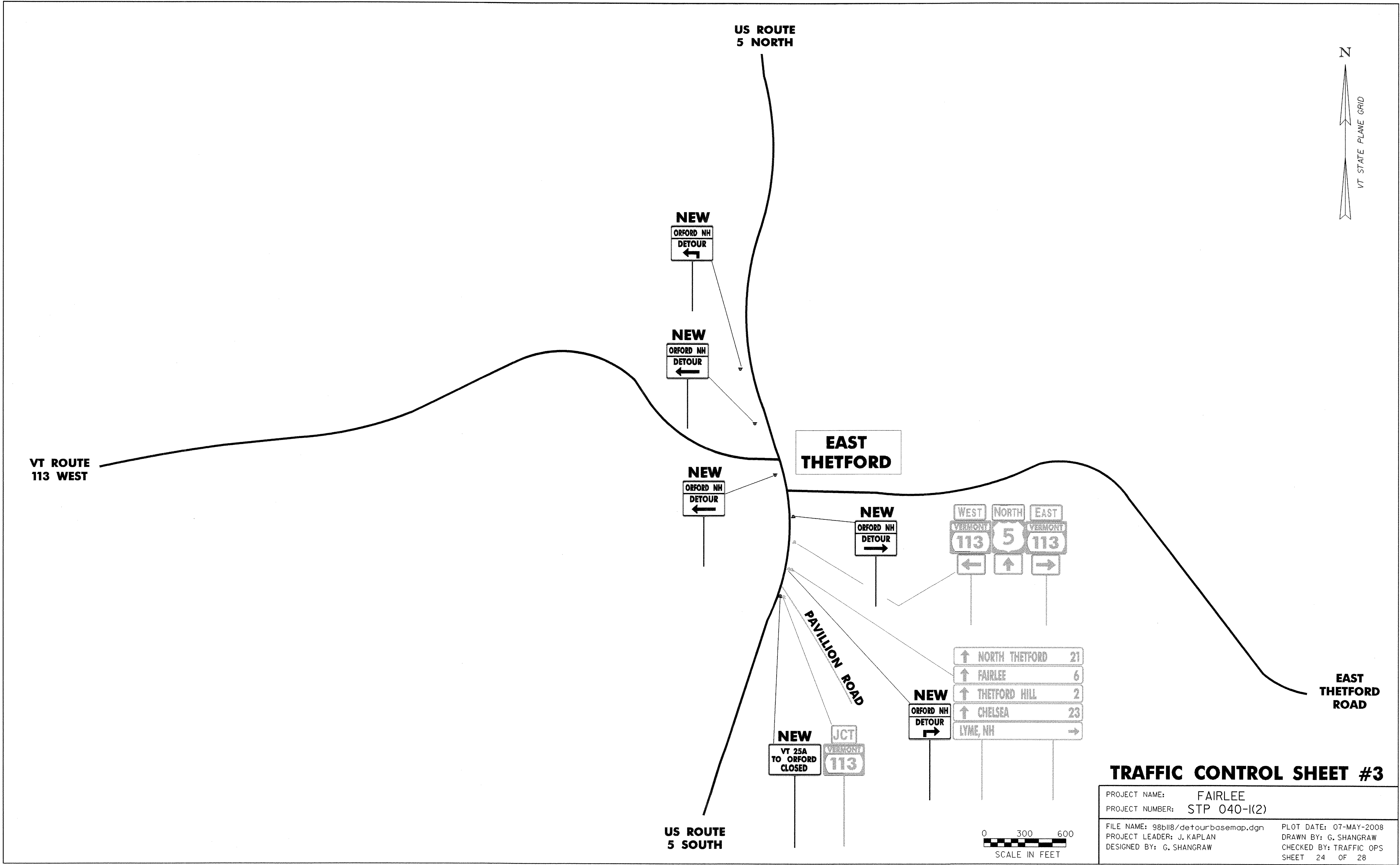
PLOT DATE: 07-MAY-2008
DRAWN BY: G. SHANGRAW
CHECKED BY: TRAFFIC OPS
SHEET 22 OF 28

0 4000 8000
SCALE IN FEET



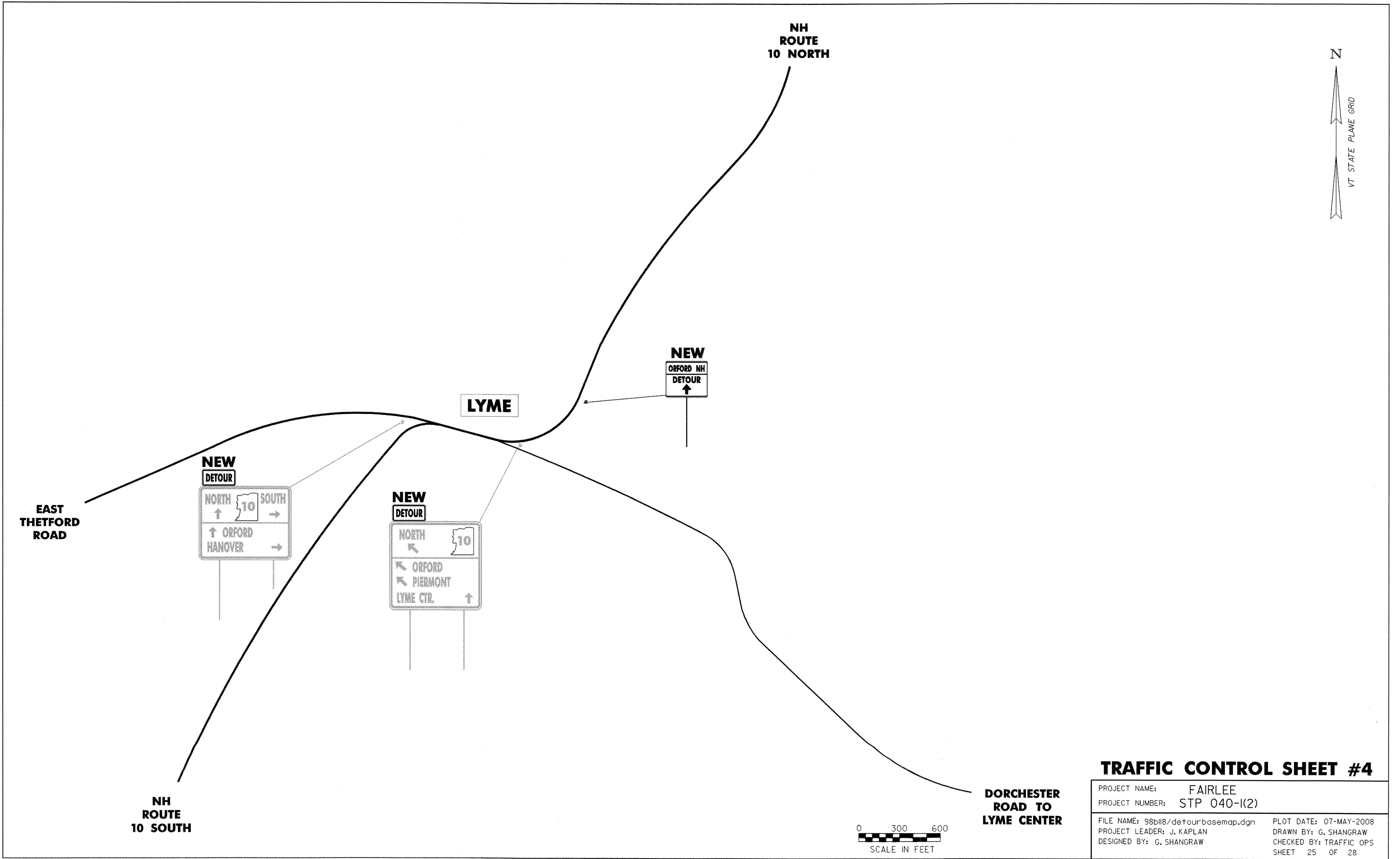
TRAFFIC CONTROL SHEET #2

PROJECT NAME:	FAIRLEE	FILE NAME:	98b118/detourbasemap.dgn	PLOT DATE:	07-MAY-2008
PROJECT NUMBER:	STP 040-(K2)	PROJECT LEADER:	J. KAPLAN	DRAWN BY:	G. SHANGRAW
		DESIGNED BY:	G. SHANGRAW	CHECKED BY:	TRAFFIC OPS
				SHEET	23 OF 28



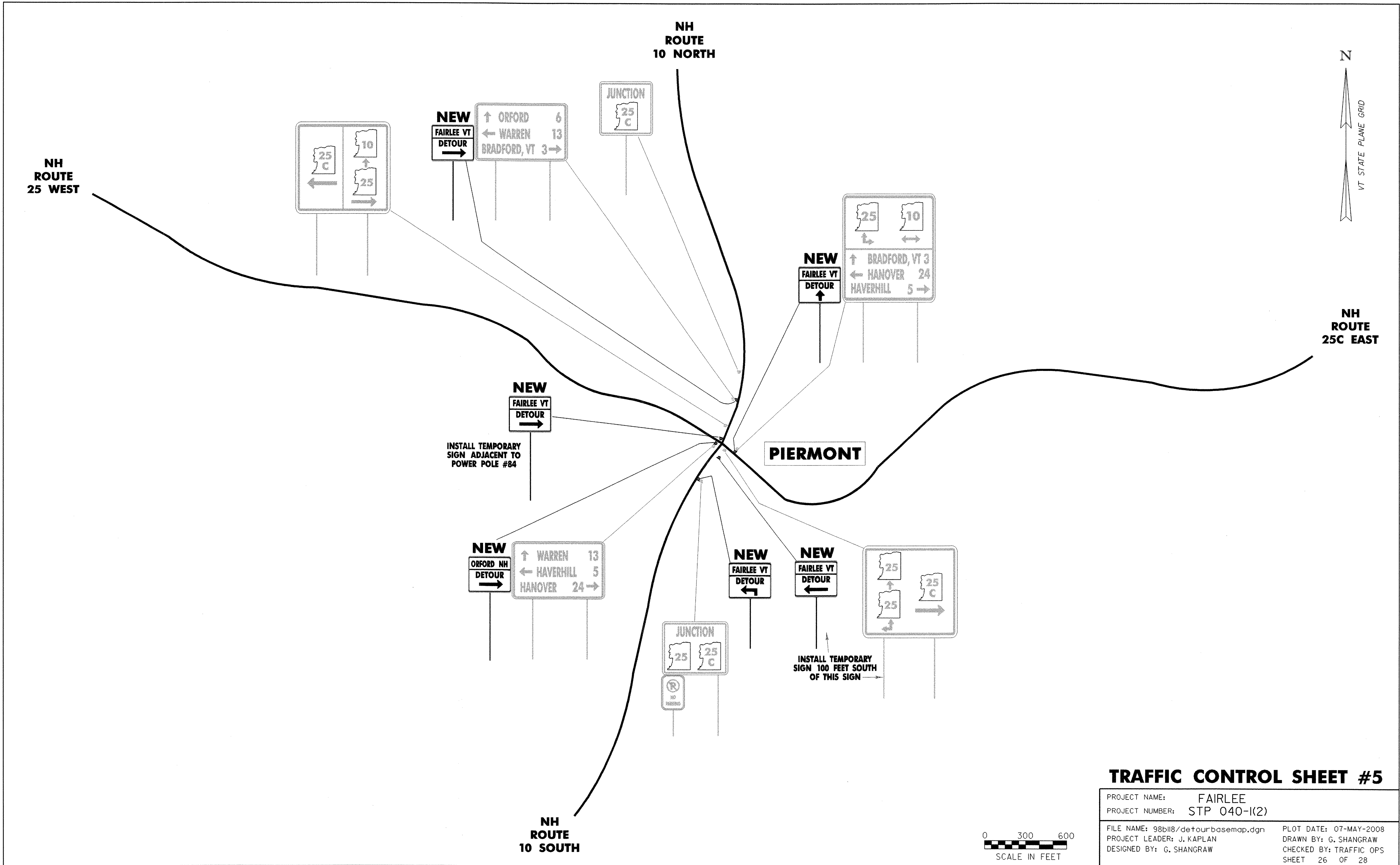
TRAFFIC CONTROL SHEET #3

PROJECT NAME: FAIRLEE	
PROJECT NUMBER: STP 040-1(2)	
FILE NAME: 98b118/detourbasemap.dgn	PLOT DATE: 07-MAY-2008
PROJECT LEADER: J. KAPLAN	DRAWN BY: G. SHANGRAW
DESIGNED BY: G. SHANGRAW	CHECKED BY: TRAFFIC OPS
SHEET 24 OF 28	



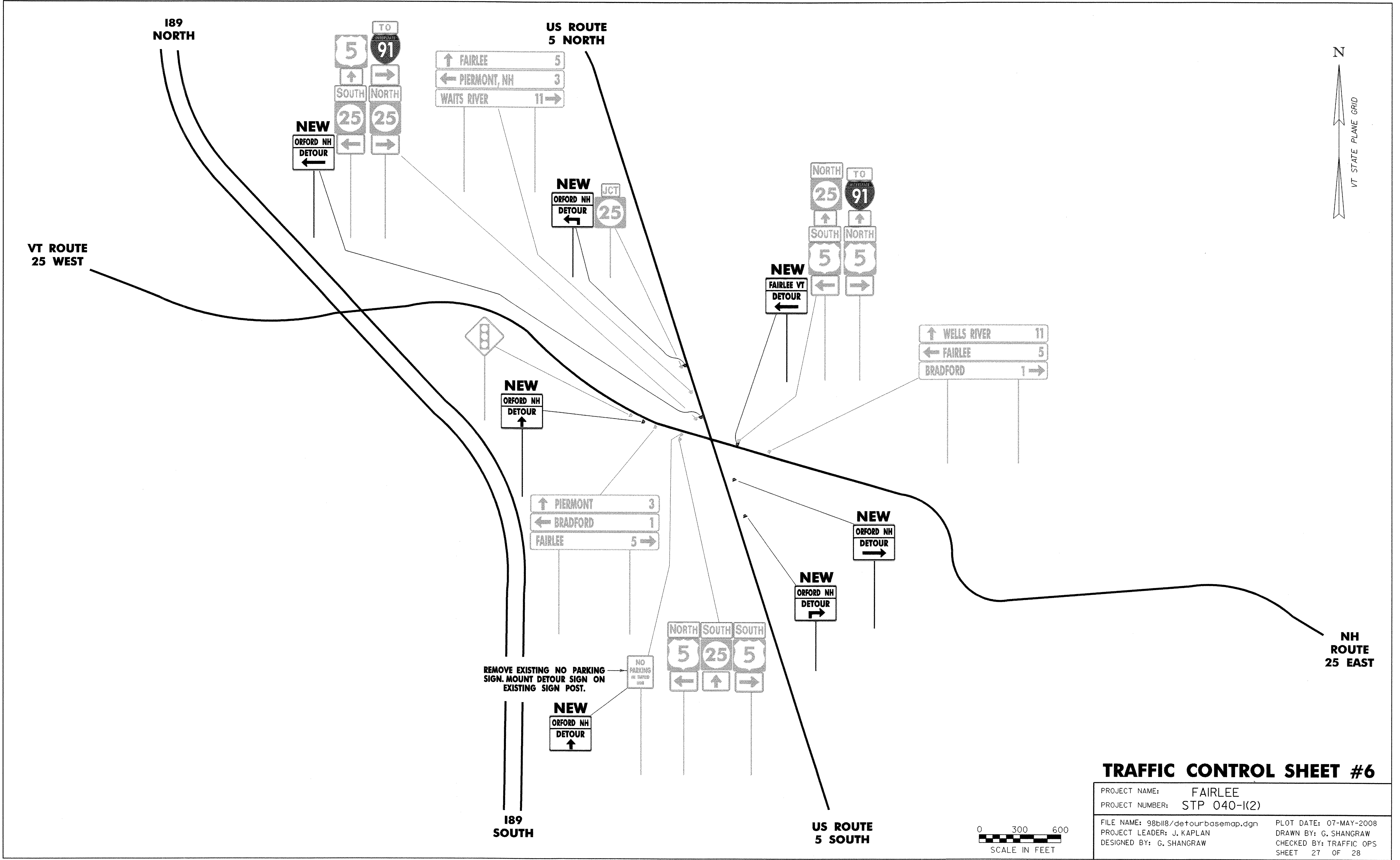
TRAFFIC CONTROL SHEET #4

PROJECT NAME: FAIRLEE	
PROJECT NUMBER: STP 040-I(2)	
FILE NAME: 98b118/detourbasemap.dgn	PLOT DATE: 07-MAY-2008
PROJECT LEADER: J. KAPLAN	DRAWN BY: G. SHANGRAW
DESIGNED BY: G. SHANGRAW	CHECKED BY: TRAFFIC OPS
SHEET 25 OF 28	



TRAFFIC CONTROL SHEET #5

PROJECT NAME: FAIRLEE	
PROJECT NUMBER: STP 040-K(2)	
FILE NAME: 98b118/detourbasemap.dgn	PLOT DATE: 07-MAY-2008
PROJECT LEADER: J. KAPLAN	DRAWN BY: G. SHANGRAW
DESIGNED BY: G. SHANGRAW	CHECKED BY: TRAFFIC OPS
SHEET 26 OF 28	



TRAFFIC CONTROL SHEET #6

PROJECT NAME: FAIRLEE	
PROJECT NUMBER: STP 040-K(2)	
FILE NAME: 98b118/detourbasemap.dgn	PLOT DATE: 07-MAY-2008
PROJECT LEADER: J. KAPLAN	DRAWN BY: G. SHANGRAW
DESIGNED BY: G. SHANGRAW	CHECKED BY: TRAFFIC OPS
SHEET 27 OF 28	

