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MANAGEMENT • DEVELOPMENT
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PROFESSIONAL SEAL

**NOT FOR
CONSTRUCTION
FINAL PLANS**

[illegible]

VILLAGE OF ESSEX
JUNCTION
2 LINCOLN STREET
ESSEX JUNCTION,
VERMONT 05452

VILLAGE OF ESSEX
TAP TA 16 (7)
(GRAVEL WETLAND)

SHEET TITLE	
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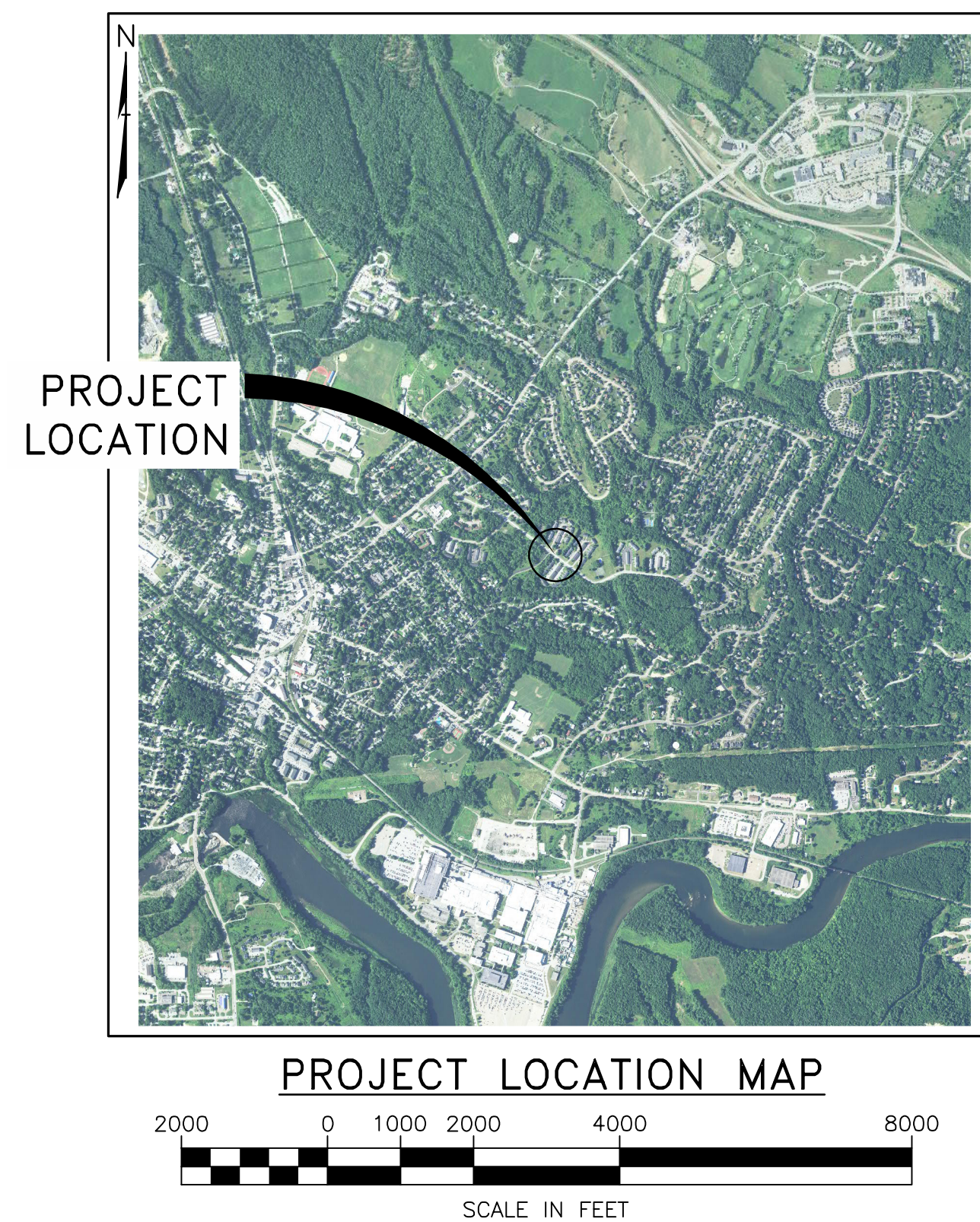
TITLE SHEET

DRAWN BY CJR	DATE MARCH 2019
CHECKED BY MPH	D&K PROJECT # 123507
PROJ. ENG. MPH	D&K ARCHIVE #

SHEET NUMBER	
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C1

SHEET 1 OF 11

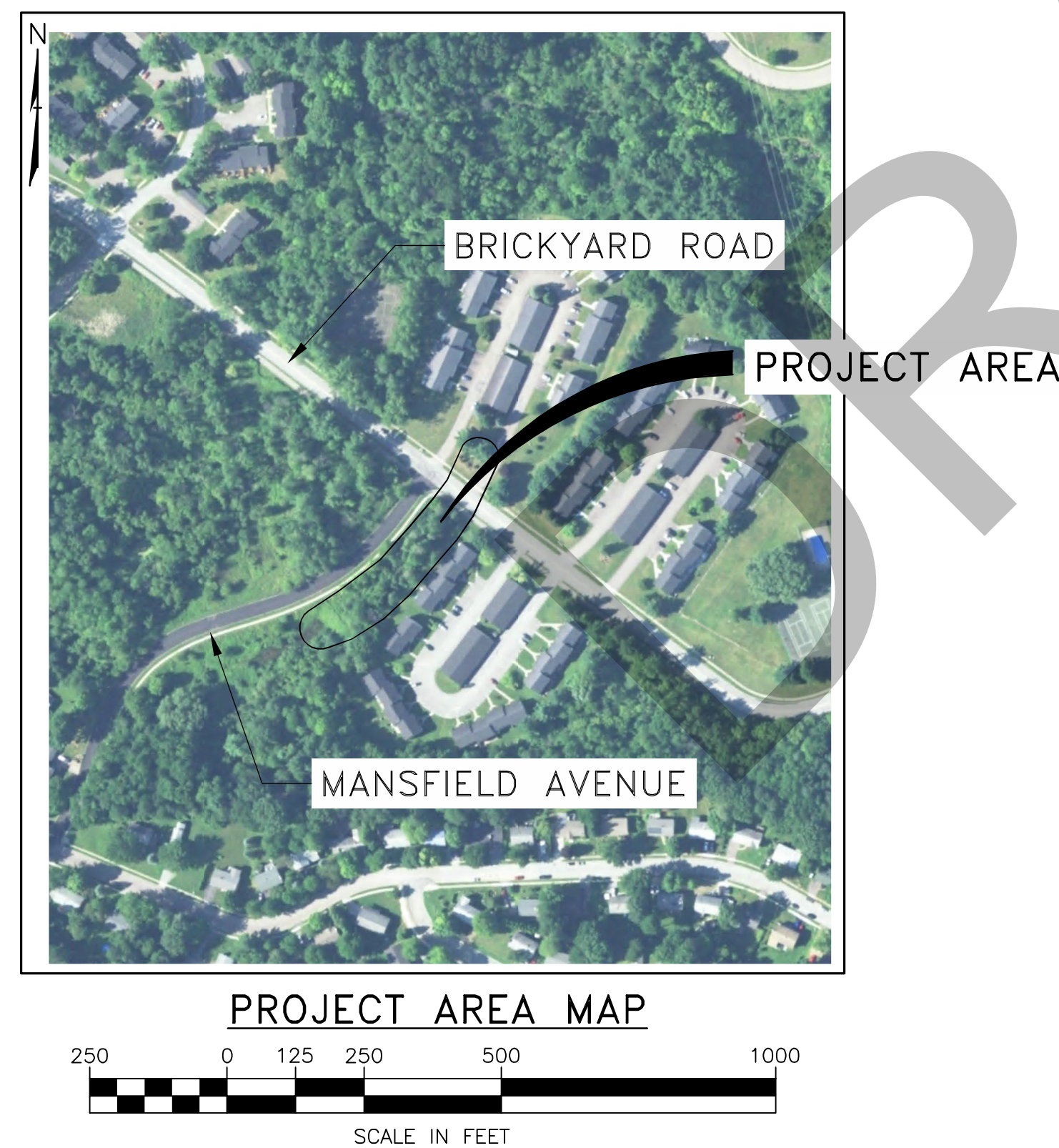


QUALITY ASSURANCE PROGRAM: LEVEL 3

SURVEYED BY: DUBOIS & KING, INC. 2017

DATUM	
VERTICAL	: NAVD 86 (GEOID 12A)
HORIZONTAL	: NAD 83 (2011) EPOCH 2010.0

CONSTRUCTION IS TO BE CARRIED ON IN ACCORDANCE WITH THESE PLANS AND THE VERMONT AGENCY OF TRANSPORTATION STANDARD SPECIFICATIONS FOR CONSTRUCTION DATED 2018, AND THE PUBLIC WORKS SPECIFICATIONS LOCATED IN APPENDIX A OF VILLAGE OF ESSEX JUNCTION LAND DEVELOPMENT CODE DATED DECEMBER 13, 2016, INCLUDING ALL SUBSEQUENT REVISIONS AND SUCH REVISED SPECIFICATIONS AND SPECIAL PROVISIONS ARE INCORPORATED IN THESE PLANS.



PROJECT LOCATION: ALONG THE EAST SIDE OF MANSFIELD AVENUE TO THE INTERSECTION OF BRICKYARD ROAD.

PROJECT DESCRIPTION: WORK TO BE PERFORMED UNDER THIS CONTRACT INCLUDES THE INSTALLATION OF A GRAVEL WETLAND IN THE EXISTING NATURAL DEPRESSION ADJACENT TO MANSFIELD DRIVE AND BRICKYARD ROAD. THE PROJECT INCLUDES THE REPLACEMENT OF A CULVERT WITH A STORM STRUCTURE WITHIN THE NATURAL DEPRESSION AND THE INSTALLATION OF A SECOND STORM STRUCTURE TO THE NORTH OF BRICKARD ROAD.

LENGTH OF PROJECT: APPROXIMATELY 475 FEET

engineering
 planning
 management
 development

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VTRANS STANDARDS

D-1	PRECAST REINFORCED CONCRETE DROP INLET DETAILS	06/01/94
E-1	TREE PLANTING	07/11/17
T-1	TRAFFIC CONTROL GENERAL NOTES	04/25/16
T-10	CONVENTIONAL ROADS CONSTRUCTION APPROACH SIGNING	08/06/12

GENERAL CONDITIONS

- ## EXISTING INFORMATION

1. TOPOGRAPHIC SURVEY INFORMATION BASED ON AUGUST 2018 SURVEY DATA BY DUBOIS & KING, INC. ELEVATION DATUM IS BASED ON RTK GPS. THE DATUM OF THIS ELEVATION IS NAVD88.
2. THE LOCATION AND EXTENT OF UNDERGROUND UTILITIES SHOWN ON THE SITE DRAWINGS ARE BASED ON AVAILABLE INFORMATION. DUBOIS & KING, INC INCLUDES INFORMATION WITHOUT WARRANTING ITS ACCURACY IN ANY WAY. THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING AND DETERMINING THE LOCATION, SIZE, AND ELEVATION OF ALL UTILITIES PRIOR TO THE START OF CONSTRUCTION. THE OWNER SHALL BE NOTIFIED IN WRITING OF ANY UTILITIES FOUND INTERFERING WITH THE PROPOSED CONSTRUCTION, AND APPROPRIATE REMEDIAL ACTION SHALL BE DETERMINED AND AGREED UPON BY OWNER OR OWNER'S REPRESENTATIVE BEFORE PROCEEDING WITH WORK.
3. THE CONTRACTORS SHALL FAMILIARIZE THEMSELVES WITH THE EXISTING CONDITIONS OF THE SITE AND SURROUNDINGS PRIOR TO THE START OF ANY CONSTRUCTION.

1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ANY NECESSARY PERMITS PRIOR TO CONSTRUCTION. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO BE FAMILIAR WITH THE APPLICABLE PROVISIONS OF EACH PERMIT AS THEY APPLY TO THE WORK AND ABIDE BY THOSE PROVISIONS DURING CONSTRUCTION.

2. THE FOLLOWING PERMITS ARE BEING SECURED FOR THIS PROJECT:
 - a. WETLAND CONDITIONAL USE DETERMINATION – VT DEC
 - b. CONSTRUCTION GENERAL PERMIT – VT DEC
 - c. WETLAND GENERAL PERMIT – USACOE
3. THE CONTRACTOR IS RESPONSIBLE FOR BEING FAMILIAR WITH THE REQUIREMENTS OF THE PERMITS FOR COMPLIANCE DURING CONSTRUCTION. THE CONTRACTOR SHALL MAINTAIN A COPY OF THE PERMITS ON SITE DURING ALL CONSTRUCTION ACTIVITIES.
4. THE CONTRACTOR IS RESPONSIBLE FOR PERFORMING ALL WORK IN STRICT ACCORDANCE WITH ALL MUNICIPAL, STATE, & FEDERAL ORDINANCES, CODES, RULES, AND LAWS HAVING JURISDICTION. THE CONTRACTOR SHALL NOT PROCEED WITH ANY WORK WHICH MANY NOT COMPLY COMPLETELY WITH ALL MUNICIPAL, STATE, & FEDERAL ORDINANCES, CODES, RULES, AND LAWS HAVING JURISDICTION. THESE INCLUDE, BUT ARE NOT LIMITED TO:
 - a. STATE OF VT ENVIRONMENTAL PROTECTION RULES, CHAPTER 1
 - b. THE AMERICAN DISABILITY ACT WITH REGARDS TO DIMENSIONS AND GRADES
 - c. VERMONT OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION
 - d. TOWN PERMITS AS REQUIRED.

- THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING AND DETERMINING ALL UTILITIES (ABOVE AND BELOW GROUND) WITHIN THE PROJECT LIMITS, AND TO TAKE THE NECESSARY PRECAUTIONS TO PROTECT UTILITIES DURING CONSTRUCTION. CONTACT DIG-SAFE AT 1-800-DIG-SAFE (WWW.DIGSAFE.COM) A MINIMUM OF 72 HOURS BEFORE GROUND DISTURBANCE. ALL DISTURBANCE OR DAMAGE TO UTILITIES BY CONTRACTOR ACTIVITIES WILL BE REPAIRED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE OWNER. ALL REPAIRS SHALL BE REVIEWED AND APPROVED BY THE ENGINEER OR MUNICIPALITY.
2. CONTRACTOR IS RESPONSIBLE TO COORDINATE ALL UTILITY RELOCATION AND INSTALLATION WITH THE APPROPRIATE UTILITY. THE APPROPRIATE UTILITY OR ITS AUTHORIZED REPRESENTATIVE WILL PERFORM ADJUSTMENTS OF ALL UTILITY STRUCTURES.
3. ALL EXISTING UTILITIES ENCOUNTERED DURING CONSTRUCTION ARE TO REMAIN IN SERVICE UNLESS OTHERWISE NOTED ON THE DEMOLITION PLAN. UTILITIES SHALL BE MAINTAINED IN ACTIVE OPERATION AT ALL TIMES. PROVIDE BYPASS PIPING AND PUMPING WHERE REQUIRED. ALL NEW UTILITY SYSTEMS SHALL BE OPERATIONAL BEFORE ANY EXISTING SYSTEMS ARE ABANDONED OR REMOVED. IF EXISTING UTILITIES ARE TAKEN OUT OF SERVICE FOR CONNECTIONS, THE TIMING SHALL BE APPROVED BY THE ENGINEER.
4. THE LOCATION, ELEVATION AND SIZE OF EXISTING UTILITIES SHOWN ON THE CONTRACT DRAWINGS ARE APPROXIMATE. THE FOLLOWING SHALL BE PERFORMED:
5. VERIFY THE LOCATION OF EXISTING UNDERGROUND UTILITIES WITHIN THE WORK PRIOR TO CONSTRUCTION.
 - a. EXERCISE EXTREME CAUTION WHEN WORKING ADJACENT TO EXISTING POWER, COMMUNICATIONS, WATER OR GAS LINES TO PREVENT DAMAGE TO THESE LINES.
 - b. IMMEDIATELY REPAIR ANY DAMAGE TO EXISTING UTILITIES IN A MANNER APPROVED BY THE ENGINEER, AT NO COST TO THE OWNER.
 - c. ENSURE THAT ALL PIPES, CATCH BASINS, MANHOLES, SWALES, ETC. WITHIN AND NEAR THE AREA OF WORK ARE KEPT FREE FROM MATERIAL THAT WOULD HAMPER THE PERFORMANCE OF THE DRAINAGE SYSTEMS. FURNISH AND INSTALL SOIL EROSION AND SEDIMENTATION CONTROL DEVICES AS SHOWN ON THE CONTRACT DRAWINGS. UPON COMPLETION OF CONSTRUCTION, REMOVE ACCUMULATED SEDIMENT AND REMOVE CONTROL DEVICES.

1. THE CONTRACTOR SHALL PARTICIPATE IN AN ON-SITE PRE-CONSTRUCTION CONFERENCE. PRIOR TO CONSTRUCTION ACTIVITY INCLUSIVE OF MOBILIZATION.
2. THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER MATERIAL SLIPS FOR ALL MATERIALS AND ITEMS USED ON THE PROJECT PURSUANT TO THE TECHNICAL SPECIFICATIONS.
3. THE ENGINEER WILL BE REQUIRED TO OBSERVE AND APPROVE CRITICAL ASPECTS OF THE CONSTRUCTION PRIOR TO EXECUTION. THESE CRITICAL ITEMS PREPARE LIST WILL BE DISCUSSED AT THE PRE-CONSTRUCTION CONFERENCE. FAILURE OF THE CONTRACTOR TO PROVIDE THE ENGINEER WITH A MINIMUM OF 48-HOUR NOTICE, MAY RESULT IN DELAYS TO THE PROJECT AT NO ADDITIONAL COST TO THE OWNER. SHOULD CRITICAL ITEMS BE CONSTRUCTED PRIOR TO APPROVAL, THE ENGINEER MAY DIRECT FOR REMOVAL AND RECONSTRUCTION.

1. AT THE COMPLETION OF WORK, THE CONTRACTOR MUST RESTORE ACCESS ROADS, TOWN HIGHWAYS AND STAGING AREAS TO PRE-CONSTRUCTION CONDITION. RESTORATION MAY INCLUDE BUT NOT LIMITED TO PLACEMENT OF PAVEMENT OR GRAVEL ON EXISTING DRIVES AND / OR APPLICATION OF TOPSOIL, GRASS SEED, FERTILIZER, AND MULCH TO AFFECTED GRASSED AREAS.

1. UTILIZE A MOBILE SWEEPER AND WATER TRUCK AS NEEDED FOR DUST CONTROL ALONG THE HAUL ROUTE AND IN AREAS MADE AVAILABLE FOR CONSTRUCTION.

2. PREVENT WATER PONDING RESULTING FROM CONSTRUCTION OPERATIONS. PROMPTLY REMOVE ANY PONDED WATER TO THE SATISFACTION OF THE ENGINEER.
3. ALL AREAS OUTSIDE THE LIMITS OF CONSTRUCTION WHICH ARE DAMAGED BY THE CONTRACTOR SHALL BE RESTORED TO THEIR ORIGINAL CONDITION TO THE SATISFACTION OF THE ENGINEER.
4. UPON COMPLETION OF THE WORK, REMOVE ALL DEBRIS, EQUIPMENT AND UNUSED MATERIALS FROM AUTHORITY PROPERTY AND RESTORE THE "AREA AVAILABLE FOR CONTRACTOR'S USE" TO ITS ORIGINAL CONDITION, AS APPROVED BY THE ENGINEER.

GRADING

1. ANY EXCESS MATERIAL TO BE DISPOSED OF OFF SITE SHALL BE REMOVED AT NO ADDITIONAL COST UNLESS OTHERWISE APPROVED IN ADVANCE BY THE ENGINEER. MATERIAL SHALL BE DISPOSED OF IN AN APPROVED LOCATION AWAY FROM WETLANDS, FLOODPLAIN, OR OTHER SENSITIVE AREAS.
2. ALL EXISTING TREE STUMPS LOCATED WITHIN 10 FEET OF THE NEW TOE OF SLOPE SHALL BE CUT FLUSH WITH THE GROUND. IF STUMPS ARE TO BE REMOVED, THE RESULTING HOLE SHALL BE BACKFILLED AND COMPACTED WITH EMBANKMENT MATERIAL, AS DIRECTED BY THE ENGINEER.
3. ALL REMOVED TOPSOIL SHALL BE SCREENED AND STOCK PILED FOR FUTURE REUSE. CONTRACTOR SHALL NOT MIX ANY WOODY VEGETATION, TREE STUMPS, ROOTS OR OTHER NON-SUITABLE MATERIAL WITH THE STOCK PILED TOPSOIL.
4. CONTRACTOR SHALL PROPERLY DISPOSE OF ALL STRIPPED WOODY VEGETATION, TREE STUMPS AND ROOTS REMOVED FROM THE EMBANKMENT. BURNING OF THIS MATERIAL SHALL ONLY BE ALLOWED WITH PRIOR WRITTEN AUTHORIZATION FROM THE LOCAL MUNICIPALITY. UNDER NO CIRCUMSTANCES SHALL MATERIAL BE BURNED OR OTHERWISE DISPOSED OF ON OR WITHIN 15 FEET OF AREAS WHERE NEW MATERIAL WILL BE PLACED.
5. COMPACTION TESTING IS REQUIRED ON BACKFILL AREAS. REFER TO APPLICABLE DETAILS.
6. PLACE 4 INCHES MINIMUM OF LOAM, TOPSOIL AND SEED ON ALL NEW EMBANKMENT MATERIAL AND DISTURBED AREAS. LOAM SHALL BE STRIPPED FROM THE EMBANKMENT IN AREAS TO BE DISTURBED, SCREENED AND REPLACED.

1. WHERE A DRAINAGE STRUCTURE IS TO BE CONSTRUCTED ON EXISTING PIPE, VERIFY THE LOCATIONS AND INVERTS OF THE EXISTING PIPE PRIOR TO CONSTRUCTION.

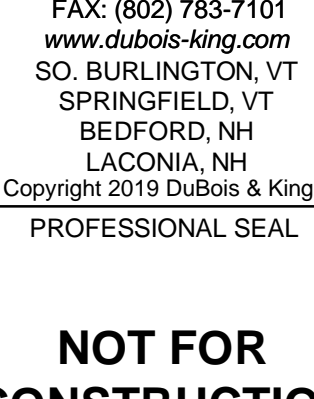
2. WHERE CONNECTIONS TO EXISTING DRAINAGE OR SANITARY STRUCTURES ARE REQUIRED, CUT NEATLY WITHOUT PERCUSSION INTO THE EXISTING STRUCTURE. THE MAXIMUM SIZE OF THE OPENING SHALL NOT EXCEED THE PIPE'S OUTER DIAMETER PLUS 3 INCHES. CONNECT THE NEW PIPE AND SEAL AROUND IT WITH CEMENT MORTAR.

CONTROL OF WATER DURING CONSTRUCTION

1. ALL WORK SHALL TAKE PLACE IN THE DRY. THE CONTRACTOR SHALL DEWATER ALL WORK AREAS PRIOR TO DISTURBANCE.
2. THE CONTRACTOR IS REQUIRED TO PREPARE A CONTROL OF WATER PLAN IN ADVANCE OF MOBILIZING TO THE SITE. THE CONTROL OF WATER PLAN WILL BE REVIEWED AND APPROVED/DISAPPROVED DURING THE PRE-CONSTRUCTION SUBMITTAL PROCESS. THE CONTRACTOR SHALL REFER AND CONFORM TO THE TECHNICAL SPECIFICATIONS SPECIFYING WORK RELATED TO DEWATERING.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTENANCE OF THE CONTROL OF WATER THROUGHOUT THE DURATION OF THE PROJECT. ANY CHANGES TO THE APPROVED CONTROL OF WATER PLAN OR CONTROL OF WATER GUIDANCE AS OUTLINED HEREIN WILL BE SUBJECT TO APPROVAL OF THE ENGINEER AND THE VTDEC PRIOR TO IMPLEMENTATION.
4. DURING CONSTRUCTION, THE DEWATERED AREA SHALL REMAIN DEWATERED BY MEANS OF PUMPING. ANY TURBID DISCHARGE SHALL BE PUMPED AND DIRECTED TO AN APPROVED UPLAND AREA. THE CONTRACTOR IS ENCOURAGED TO PUMP DIRECTLY INTO FILTER BAGS TO FURTHER PREVENT TURBID WATER FROM REACHING THE DOWNSTREAM CHANNEL.
5. THE CONTRACTOR SHALL INSPECT THE COFFERDAM, CHECK DAMS AND BYPASS DAILY AND FOLLOWING RAIN EVENTS. MAINTENANCE SHALL TAKE PLACE PRIOR TO BEGINNING ANY CONSTRUCTION ACTIVITIES SCHEDULED FOR THAT DAY.
6. THE CONTRACTOR IS RESPONSIBLE FOR ALL CONTROL OF WATER MEASURES FROM THE INITIATION OF CONSTRUCTION UNTIL THE CONTROL OF WATER MEASURES ARE REMOVED AT THE CONCLUSION OF THE PROJECT.

1. CONTRACTOR SHALL CONSTRUCT TEMPORARY AND PERMANENT EROSION AND SEDIMENTATION CONTROL FACILITIES PRIOR TO THE COMMENCEMENT OF EARTHWORK OPERATIONS. EROSION CONTROL MEASURES SHALL INCLUDE, BUT ARE NOT LIMITED TO, ITEMS IDENTIFIED WITHIN THIS PLAN SET OR WITHIN THE VERMONT DEPARTMENT OF ENVIRONMENTAL CONSERVATION (VTDEC) BEST MANAGEMENT PRACTICES (BMP'S) FOR EROSION CONTROL. SEE EROSION AND SEDIMENTATION CONTROL PLAN AND EROSION SEDIMENTATION CONTROL NOTES & DETAIL SHEET.

3. THE CONTRACTOR SHALL CONSTRUCT AND MAINTAIN EROSION AND SEDIMENTATION CONTROL DEVICES THROUGHOUT THE PROJECT SITE FOR THE DURATION OF THE CONSTRUCTION. THE CONTRACTOR SHALL (DAYL OR AS REQUIRED BASIS) INSPECT AND RECORD FINDINGS OF ALL EROSION AND SEDIMENTATION CONTROL DEVICES TO ENSURE THAT ALL ITEMS ARE IN STABLE CONDITION. IN THE EVENT THAT SAID ITEMS ARE DETERMINED TO BE IN UNSATISFACTORY CONDITION, THE CONTRACTOR SHALL RECORD THE UNSATISFACTORY ISSUE, THE DATE OF THE UNSATISFACTORY FINDING, THE APPROPRIATE CORRECTIVE MEASURE AND THE DATE THE CORRECTIVE MEASURE WAS COMPLETED.
3. ALL DISTURBED AREAS SHALL NOT BE LEFT BARE FOR MORE THAN 14 DAYS, SHALL BE STABILIZED IN A MANNER TO MITIGATE EROSION OR SEDIMENTATION FROM EXITING THE LIMIT OF WORK AND SHALL BE RESTORED IN-KIND UPON COMPLETION OF THE PROJECT. THE MAXIMUM AREA ALLOWED TO BE DISTURBED AND LEFT UNSTABILIZED IS ONE ACRE PER DRAINAGE AREA.
4. ALL SLOPES GREATER THAN 1V:3H SHALL BE PROTECTED FROM EROSION WITH EROSION CONTROL BLANKETS OR OTHER APPROPRIATE SLOPE STABILIZATION CONTROL MEASURES PRIOR TO LOAMING, SEEDING AND MULCHING WITHIN 72 HOURS OF COMPLETION. CONTRACTOR SHALL MAINTAIN EROSION CONTROL PROTECTION UNTIL VEGETATION GROWTH HAS BEEN ESTABLISHED. ALL SLOPE STABILIZATION CONTROL MEASURES SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATION AND VERMONT BEST MANAGEMENT PRACTICES.
5. ALL SWALES AND DITCHES WITH SLOPES EXCEEDING 5% SLOPE SHALL BE PROTECTED FROM EROSION WITH MATTING. ALL MATTING SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATION. ALL SWALES AND DITCHES SHALL BE PROPERLY STABILIZED PRIOR TO DIRECTING FLOW TO THEM.
6. THE CONTRACTOR SHALL NOT PLACE PERMANENT PLANTING AND SEEDING PRIOR TO MAY 1st AND AFTER SEPTEMBER 1st. TEMPORARY SEEDING SUCH AS WINTER RYE MAY BE USED OUTSIDE OF THIS PERIOD.
7. ALL WORK MUST BE DONE IN A MANNER WHICH MINIMIZES THE POTENTIAL FOR THE DISCHARGE OF SEDIMENT-LADEN WATER. CONTRACTOR IS RESPONSIBLE FOR DIVERTING, PUMPING, OR OTHERWISE CONTROLLING WATER AS NECESSARY.



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PROFESSIONAL SEAL

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FINAL PLANS**

										CKD
										BY
										DESCRIPTION
										DATE
										NO.
VILLAGE OF ESSEX JUNCTION 2 LINCOLN STREET ESSEX JUNCTION, VERMONT 05452										
VILLAGE OF ESSEX TAP TA 16 (7) (GRAVEL WETLAND)										
SHEET TITLE										
GENERAL NOTES										
DRAWN BY CJR					DATE MARCH 2019					
CHECKED BY MPH					D&K PROJECT # 123507					
PROJ. ENG. MPH					D&K ARCHIVE #					
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C2										
SHEET 2 OF 11										

QUANTITY SHEET

STATE OF VERMONT
AGENCY OF TRANSPORTATION



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[illegible]

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VILLAGE OF ESSEX
TAP TA 16 (7)
GRAVEL WETLAND)

SHEET TITLE

QUANTITY AND NOTE SHEET

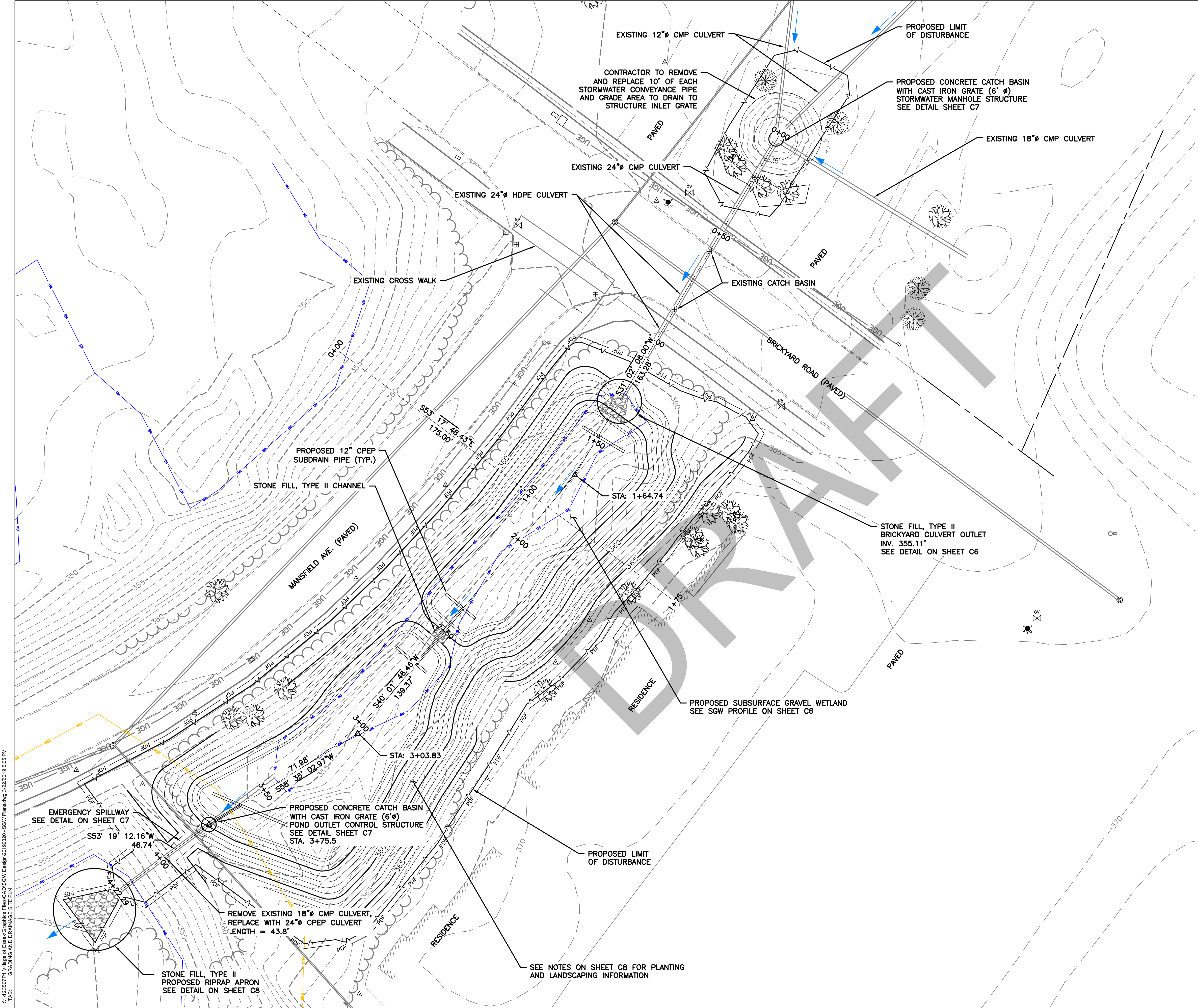
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SHEET NUMBER

C3

HEET 3 OF 11

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NOTES:

1. SEE SHEETS C4 FOR ADDITIONAL NOTES AND LEGEND INFORMATION.

LEGEND:

- 390 — PROPOSED 5-FOOT CONTOURS
— 390 — PROPOSED 1-FOOT CONTOURS
Δ SURVEY CONTROL POINT

WETLAND AREA SEED MIX				
WEIGHT (%)	BROADCAST (LBS/ACRE)	NAME	GERM (%)	PURITY (%)
		COMMON		
25-35	8.75-12.25	VIRGINIA WILD RYE	85	95
20-30	7-10.5	SWITCHGRASS	85	95
20-30	7-10.5	RED FESCUE	85	95
8-12	2.8-4.2	FOWL BLUEGRASS	85	95
1-5	0.35-1.75	BLUE VERVIAN	85	95
0.5-2	0.175-0.7	SENSITIVE FERN	85	95
0.5-2	0.175-0.7	GREEN BULRUSH	85	95
0.5-2	0.175-0.7	WOOLGRASS	85	95
0.5-2	0.175-0.7	FOX SEDGE	85	95
0.5-2	0.175-0.7	SPOTTED JOE-PYE WEED	85	95
0.5-2	0.07-0.35	BONESET	85	95
0.5-2	0.07-0.35	SOFT RUSH	85	95
0.2-1	0.07-0.35	NEW ENGLAND ASTER	85	95

GENERAL NOTES:

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

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

FERTILIZER: FORMULA 10-0-10, TO BE USED WITH SEED, APPLIED AT THE RATE OF 500 LBS./ACRE. (HYDRO SEEDERS MAY USE 19-0-19 FORMULA).

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

HAY MULCH: TO BE PLACED ON EARTH SLOPES AT THE RATE OF 2 TONS/ACRE, OR AS DIRECTED BY THE ENGINEER.

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



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GRADING AND
DRAINAGE SITE PLN

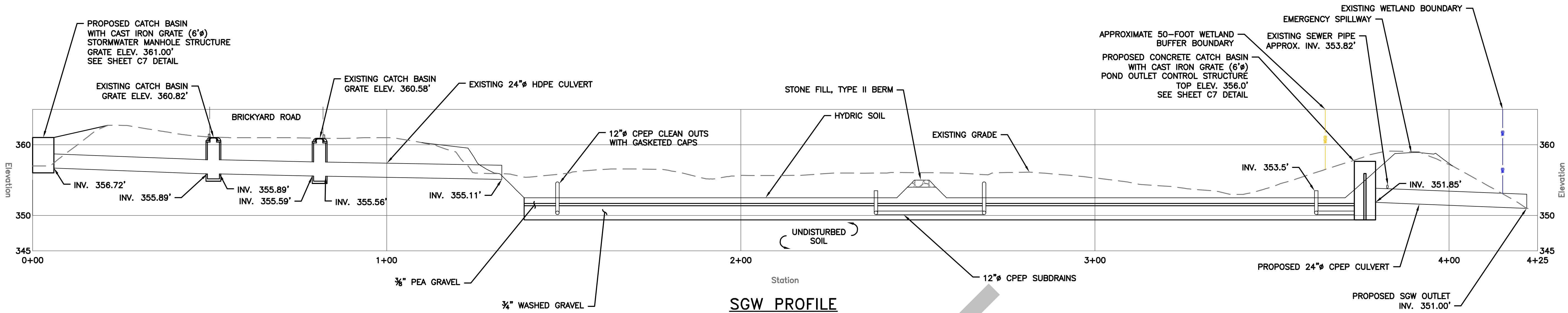
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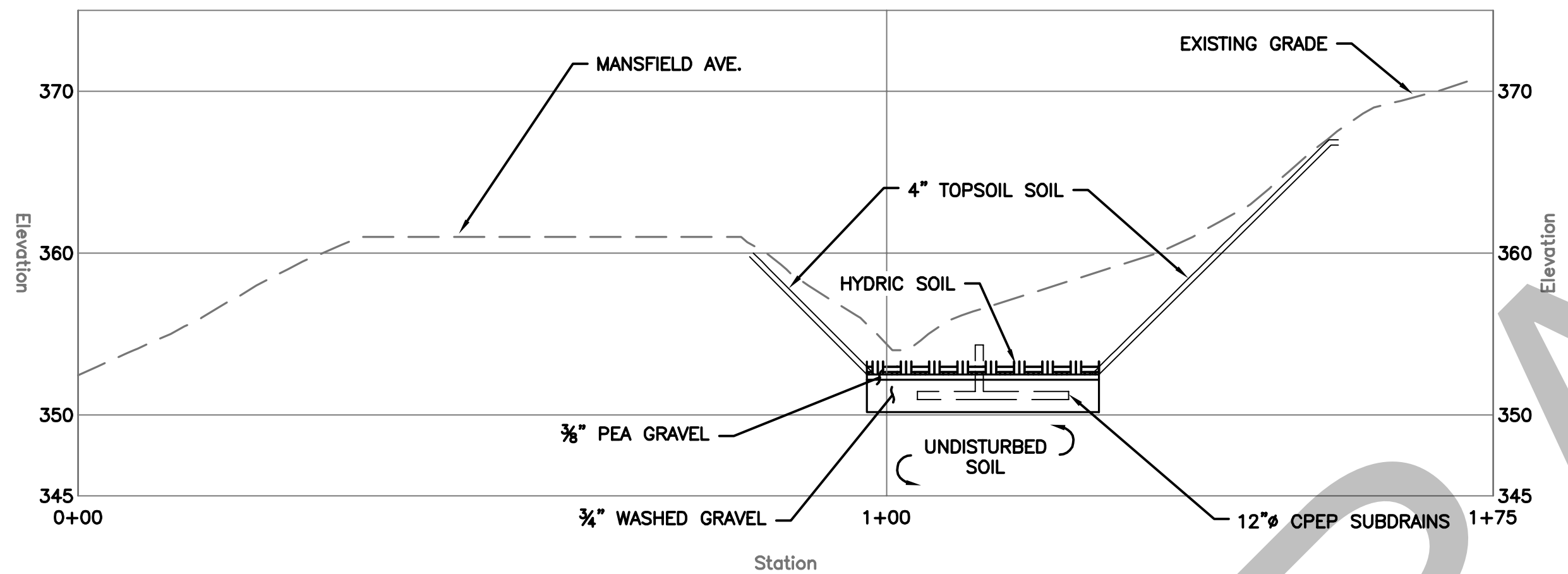
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SHEET 5 OF 11

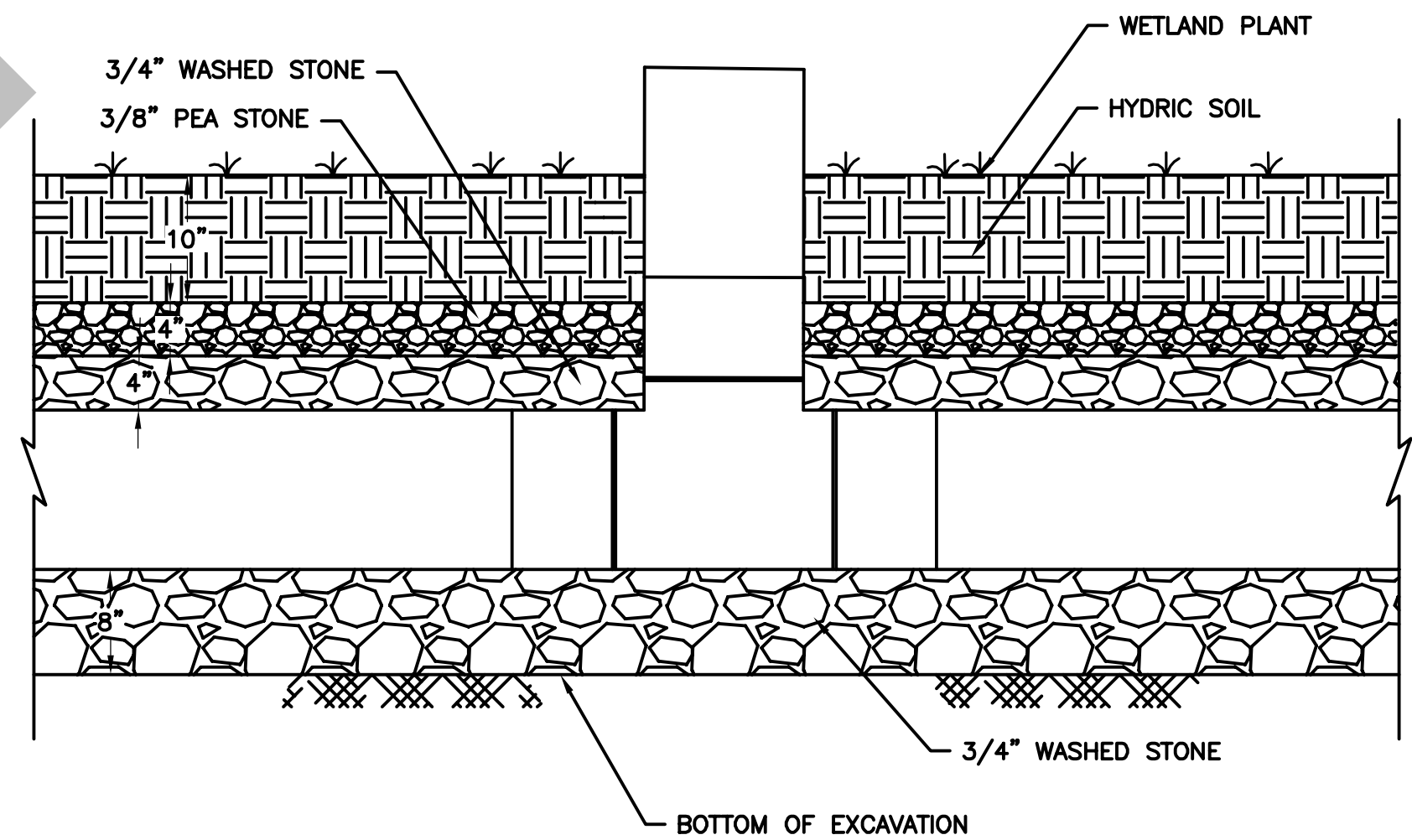
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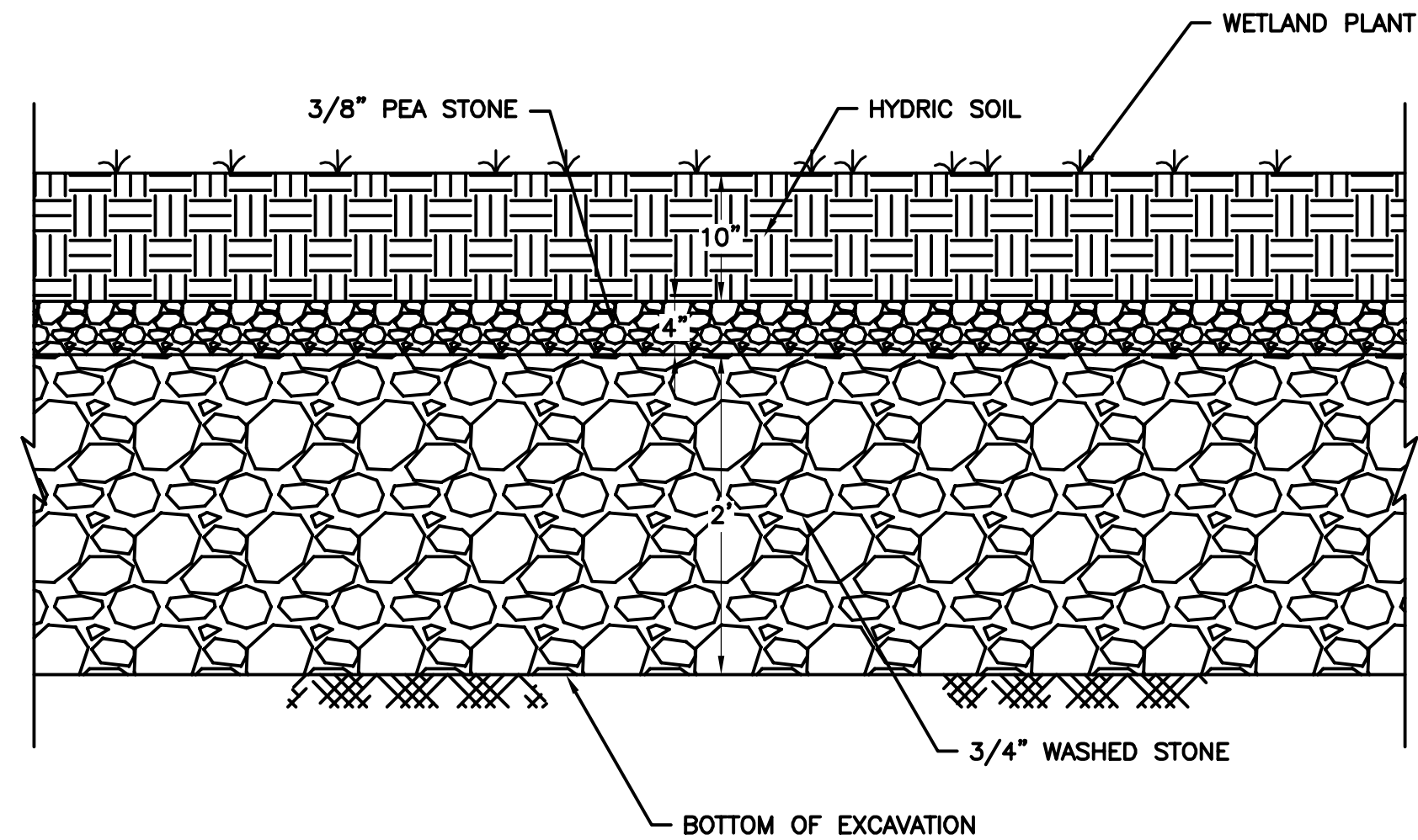
SGW PROFILE



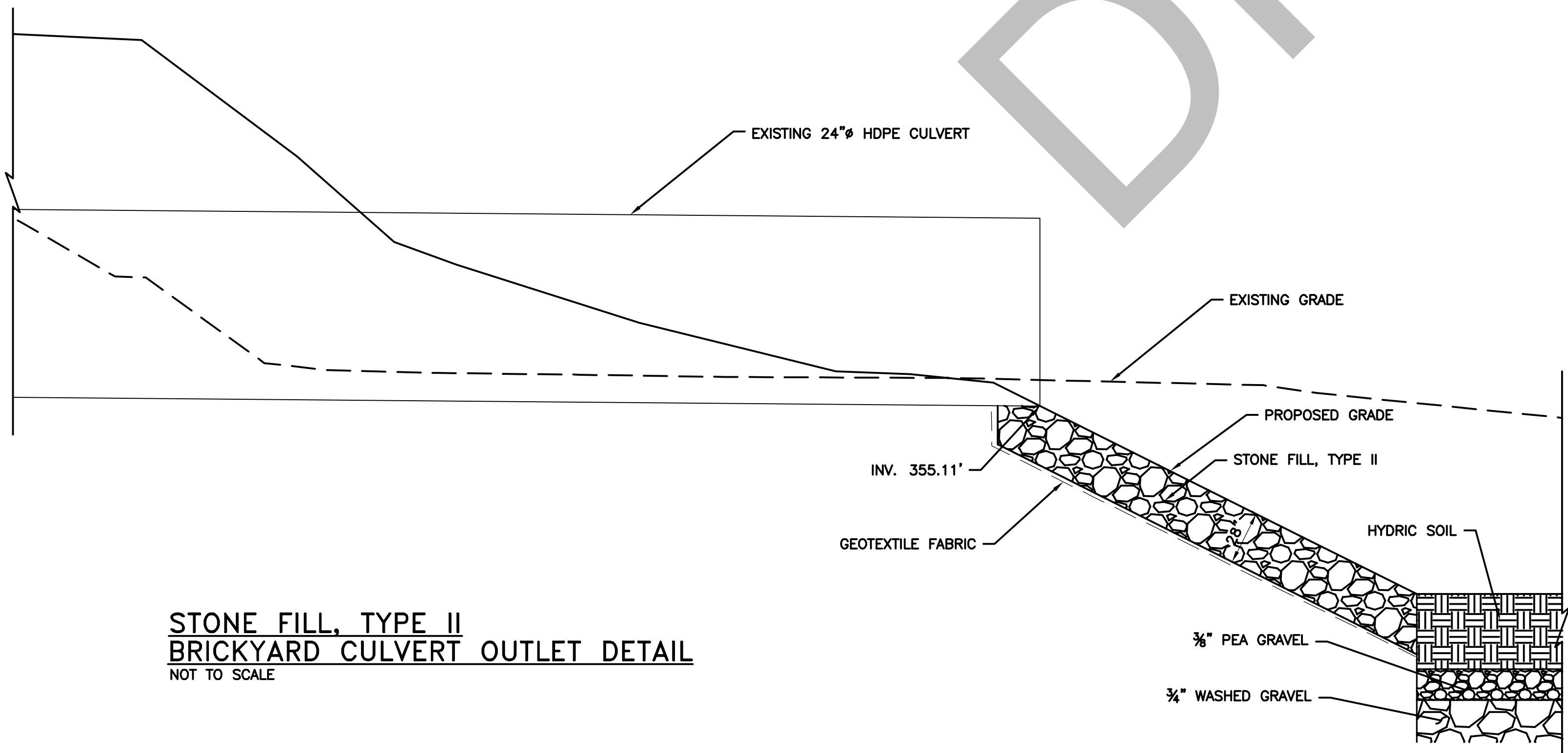
SGW CROSS-SECTION



TYPICAL SUBDRAIN DETAIL
NOT TO SCALE



SGW TYPICAL SECTION
NOT TO SCALE



STONE FILL, TYPE II
BRICKYARD CULVERT OUTLET DETAIL
NOT TO SCALE

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1. THE PURPOSE OF MATTING ON SIDE SLOPES IS TO REDUCE EROSION AND AID THE ESTABLISHMENT OF VEGETATION.
2. 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.

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. EROSION CONTROL MATTING SHALL BE 100% BIODEGRADABLE.
9. MEASURES SHALL BE INSPECTED EVERY SEVEN (7) CALENDAR DAYS MINIMUM AND WITHIN 24 HOURS OF A STORM EVENT GREAT ENOUGH TO CAUSE WATER TO LEAVE THE CONSTRUCTION SITE.
10. MATTING SHALL BE REPAIRED AND RESTAPLED AS NECESSARY TO ENSURE PROPER FUNCTION.
11. THE CONTRACTOR IS RESPONSIBLE FOR ALL COSTS ASSOCIATED WITH THE INSTALLATION, INSPECTION AND MAINTENANCE OF ALL EROSION PREVENTION AND SEDIMENT CONTROL MEASURES.

SITE CONSTRUCTION MAY CONTINUE THROUGH THE WINTER MONTHS ON THIS PROJECT. IT IS IMPERATIVE THAT ALL EROSION PREVENTION AND SEDIMENT CONTROL MEASURES BE IN PLACE AND FUNCTIONING TO ENSURE THEIR EFFECTIVENESS THROUGH THE WINTER AND SPRING SEASON. WINTER IN VERMONT CAN DIMINISH THE EFFECTIVENESS OF CONTROLS AND PREDISPOSE A SITE TO SEVERE EROSION AND SEDIMENTATION. DISTURBED AND BARE SOIL THAT IS WELL-FROZEN IS QUITE RESISTANT TO EROSION. HOWEVER, SEVERE EROSION OCCURS DURING THE MIDWINTER AND SPRING THAWS WHEN MELTING SNOW, THAWING SOILS AND RUNOFF OVER SATURATED UNSTABLE SOIL CAN PRODUCE INTENSE EROSION. FOR THESE REASONS, SOIL DISTURBANCES SHALL BE STABILIZED BY PRIOR TO THE START OF THE WINTER CONSTRUCTION SEASON (OCTOBER, 15TH). ALL EARTHWORK CONTINUING DURING THE WINTER CONSTRUCTION SEASON SHALL BE STABILIZED IN ACCORDANCE WITH THE STATE OF VERMONT EROSION PREVENTION AND SEDIMENT CONTROL REQUIREMENTS FOR WINTER CONSTRUCTION.

INSPECT EROSION PREVENTION AND SEDIMENT CONTROL MEASURES MORE FREQUENTLY IN THE WINTER AND SPRING THAN IN THE SUMMER. PAY CAREFUL ATTENTION TO WEATHER PREDICTIONS. WATCH FOR PREDICTED THAWING OR HEAVY RAINS. BE PREPARED FOR SUCH EVENTS, AND TAKE PREVENTIVE MEASURES TO AVOID THE DAMAGE THAT SUCH ACTIVITY WILL CAUSE. THE POTENTIALLY HEAVY AND INTENSE RUNOFF AND SEDIMENT PROBLEMS WILL REQUIRE CONSTANT MAINTENANCE OF CRITICAL CONTROL MEASURES MAY BE NECESSARY DURING THE WINTER AND EARLY SPRING TO PREVENT FAILURE OR OVERLOADING OF CONTROL MEASURES. BE PREPARED TO QUICKLY INSTALL A SECOND LINE OF DEFENSE IF PROBLEMS OCCUR. BE PREPARED TO DEVOTE A SUBSTANTIAL AMOUNT OF TIME, EQUIPMENT AND MANPOWER TO EROSION PREVENTION AND SEDIMENT CONTROL.

AS EARLY AS IS PRACTICAL, AT THE BEGINNING OF THE NEXT GROWING SEASON, INSTALL PERMANENT VEGETATIVE CONTROLS AS SPECIFIED IN THIS EPSC PLAN.

DEWATERING WILL BE ACCOMPLISHED BY PLACEMENT OF CRUSHED STONE FILLED SUMPS IN LOW AREAS OF THE EXCAVATION. WATER WILL BE PUMPED FROM THESE SUMPS THROUGH A SEDIMENTATION DEVICE AND DISCHARGE INTO THE SUBSURFACE STORMWATER SYSTEM. THE DETAILS OF DEWATERING, INCLUDING THE NUMBER AND LOCATION OF SUMPS; THE TYPE, NUMBER AND LOCATION OF THE SEDIMENTATION DEVICES(S) AND ASSOCIATED PUMP(S); AND THE DRAINING PROCEDURES (S) OF THE EXCAVATION ARE TO BE DETERMINED AND ENCOUNTERED DURING CONSTRUCTION, AS WELL AS THE SEASONAL WEATHER CONDITIONS. A PLAN WHICH DETAILS THE DEWATERING SYSTEM AND PROCEDURES WILL BE PROVIDED FOR REVIEW AND APPROVAL BY THE ON-SITE COORDINATOR PRIOR TO ITS IMPLEMENTATION.

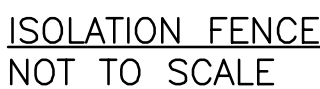
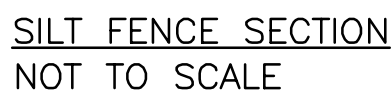
1. FILTER FABRIC SHALL HAVE AN EOS OF 40-85. BURLAP MAY BE USED FOR SHORT TERM APPLICATIONS.
2. CUT FABRIC FROM A CONTINUOUS ROLL TO ELIMINATE JOINTS. IF JOINTS ARE NEEDED THEY WILL BE OVERLAPPED TO THE NEXT STAKE.
3. STAKE MATERIALS WILL BE STANDARD 2"x4" WOOD OR EQUIVALENT. METAL WITH A MINIMUM LENGTH OF 3 FEET.
4. SPACE STAKES EVENLY AROUND THE INLET 3 FEET APART AND DRIVE A MINIMUM OF 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"x4" WOOD FRAME SHALL BE COMPLETED AROUND THE CREST OF THE FABRIC FOR OVER FLOW STABILITY.
7. MAXIMUM DRAINAGE AREA 1 ACRES



1. LOCATION TO BE DETERMINED BY CONTRACTOR AND APPROVED BY ENGINEER.
2. STONE SIZE SHALL BE 3 TO 4 INCHES.
3. LENGTH SHALL NOT BE LESS THAN 50 FEET.
4. THICKNESS SHALL NOT BE LESS THAN 8 INCHES.
5. WIDTH SHALL NOT BE LESS THAN 10' WIDER THAN THE LARGEST VEHICLE ENTERING OR EXITING THE SITE.
6. WASHING. WHEN NECESSARY, WHEELS SHALL BE CLEANED TO REMOVE SEDIMENT PRIOR TO ENTRANCE ONTO PUBLIC RIGHT-OF-WAY. WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON AN AREA STABILIZED WITH CRUSHED STONE, WHICH DRAINS INTO AN APPROVED SEDIMENT TRAP OR SEDIMENT BASIN. ALL SEDIMENT SHALL BE PREVENTED FROM ENTERING ANY STORM DRAIN, DITCH, OR WATERCOURSE THROUGH USE OF SAND BAGS, GRAVEL, BOARDS, OR OTHER APPROVED METHODS.
7. MAINTENANCE. THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHTS-OF-WAY. THIS MAY REQUIRE PERIODIC TOP DRESSING WITH ADDITIONAL STONE AS CONDITIONS DEMAND AND REPAIR AND/OR CLEANOUT OF ANY MEASURES USED TO TRAP SEDIMENT. ALL SEDIMENT SPILLED, DROPPED, WASHED ONTO PUBLIC RIGHTS-OF-WAY MUST BE REMOVED IMMEDIATELY.



SURFACE ROUGHENING
NOT TO SCALE



RIPRAP APRON DETAIL
NOT TO SCALE

RIPRAP APRON SCHEDULE		
LOCATION:	POND OUTLET	BRICKYARD CULVERT OUTLET
	DIM.	DIM.
P	2'-0"	2'-0"
L	20'-0"	11'-0"
W	22'-0"	13'-0"
D	2'-4"	2'-4"

[illegible]

VILLAGE OF ESSEX
TAP TA 16 (7)
(GRAVEL WETLAND)

SHEET TITLE

EROSION CONTROL
DETAILS

DRAWN BY EBS/CJR	DATE MARCH 2019
CHECKED BY MPH	D&K PROJECT # 123507
PROJ. ENG. MPH	D&K ARCHIVE #

SHEET NUMBER

C8

SHEET 8 OF 11

TABLE OF PROPERTY ACQUISITION

TABLE OF REVISIONS

**NOT FOR
CONSTRUCTION
FINAL PLANS**

VILLAGE OF ESSEX
JUNCTION
2 LINCOLN STREET
ESSEX JUNCTION,
VERMONT 05452

VILLAGE OF ESSEX
TAP TA 16 (7)
(GRAVEL WETLAND)

SHEET TITLE

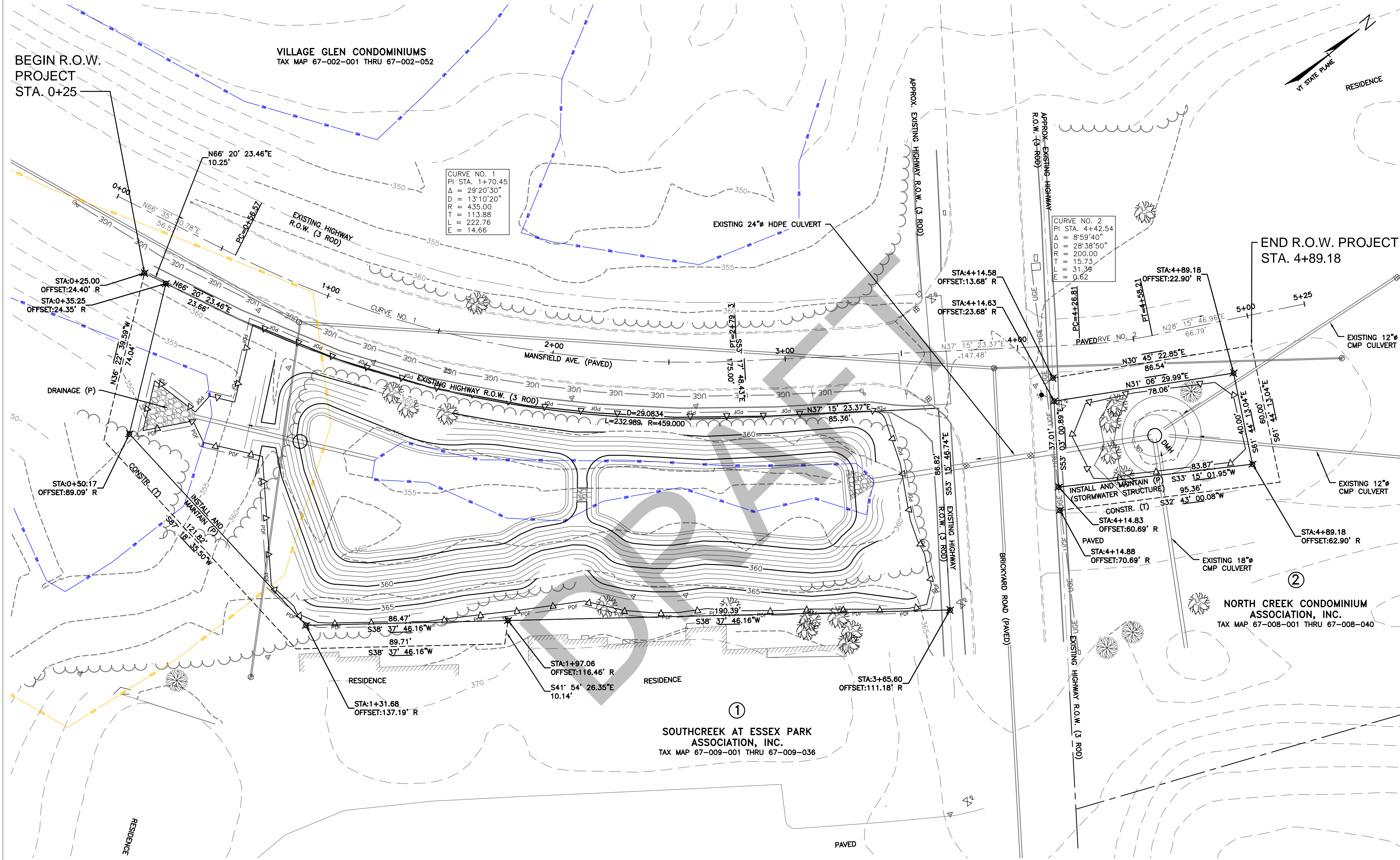
RIGHT OF WAY
DETAIL SHEET

DRAWN BY EBS	DATE MARCH 2019
CHECKED BY MPH	D&K PROJECT # 123507
PROJ. ENG. MPH	D&K ARCHIVE #

SHEET NUMBER

C9

SHEET 9 OF 11



BEGIN R.O.W.
PROJECT
STA. 0+25

VILLAGE GLEN CONDOMINIUMS
TAX MAP 67-002-001 THRU 67-002-052

CURVE NO. 1
PI STA. 1+70.45
 $\Delta = 29^\circ 20' 30''$
 $D = 13' 10' 20''$
 $R = 435.00$
 $T = 113.88$
 $L = 222.76$
 $E = 14.66$

EXISTING 24" HDPE CULVERT

CURVE NO. 2
PI STA. 4+42.54
 $\Delta = 8^\circ 59' 40''$
 $D = 28' 38' 50''$
 $R = 200.00$
 $T = 15.73$
 $L = 31.39$
 $E = 0.62$

END R.O.W. PROJECT
STA. 4+89.18

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BEDFORD, NH
LACONIA, NH

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PROFESSIONAL SEAL

NOT FOR
CONSTRUCTION
FINAL PLANS

NO.	DATE	DESCRIPTION	BY	CHKD

VILLAGE OF ESSEX
JUNCTION
2 LINCOLN STREET
ESSEX JUNCTION,
VERMONT 05452

VILLAGE OF ESSEX
TAP TA 16 (7)
(GRAVEL WETLAND)

SHEET TITLE

RIGHT OF WAY
LAYOUT SHEET

DRAWN BY EBS	DATE MARCH 2019
CHECKED BY MPH	D&K PROJECT # 123507
PROJ. ENG. MPH	D&K ARCHIVE #

SHEET NUMBER

C10

SHEET 10 OF 11

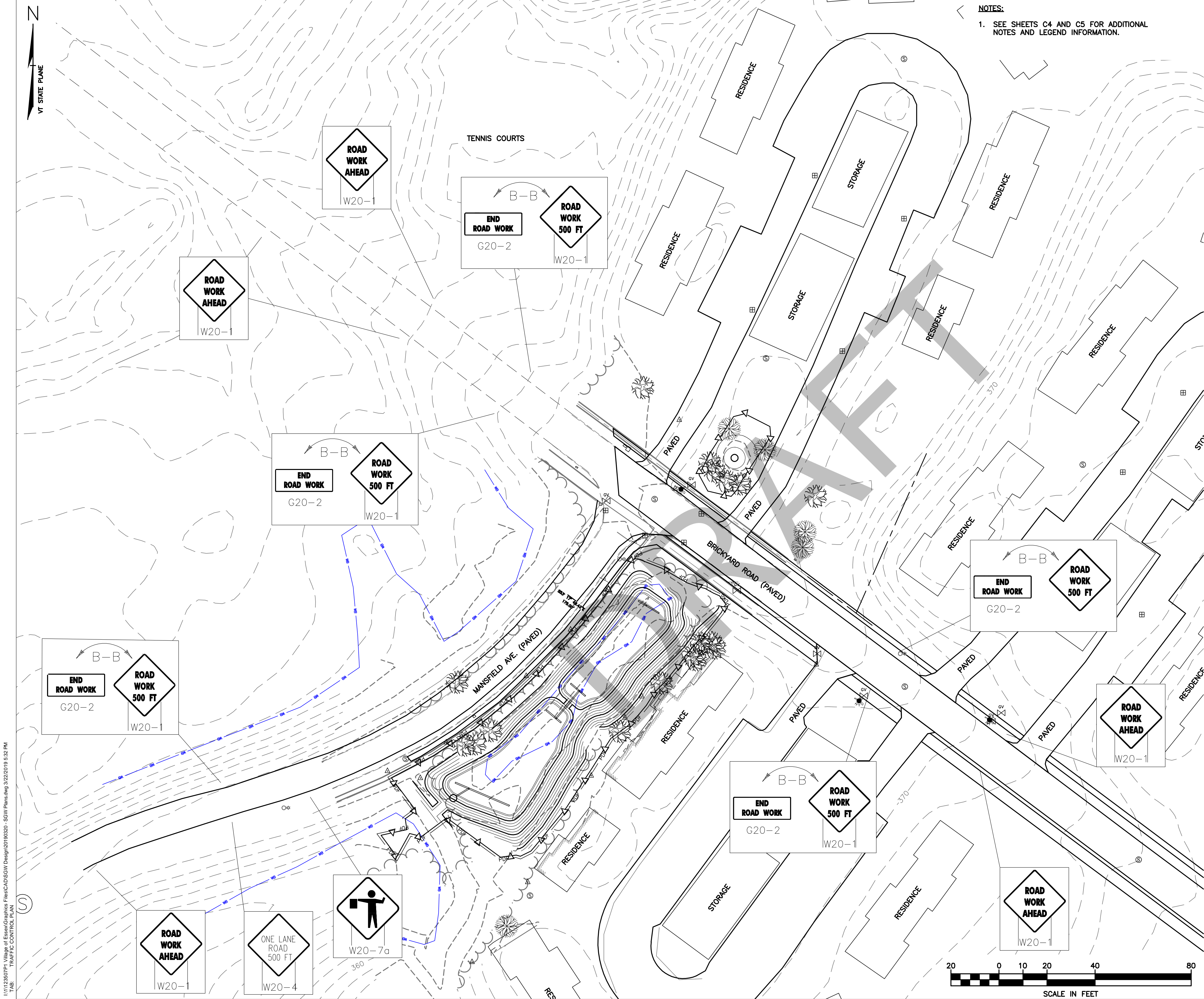
NOTE: EXISTING HIGHWAY RIGHT OF WAY (R.O.W.)
BASED ON SURVEYED CENTERLINE OF ROAD AND A 3
ROD WIDTH. THIS PLAN DOES NOT CONSIDER ANY
ROAD MIGRATION, OR OTHER FACTORS THAT MAY
AFFECT THE R.O.W. LOCATION.

DATUM	
VERTICAL	NAVD_88
HORIZONTAL	NAD_83

THIS SHEET IS FOR
R.O.W. PURPOSES ONLY



I:\11\23507P1 Village of Essex\Graphics\Files\CAD\SGW Design\2010\0320 - SGW Plans.dwg 3/22/2019 5:42 PM
TAB: RIGHT OF WAY LAYOUT SHEET



NOTES:

1. SEE SHEETS C4 AND C5 FOR ADDITIONAL NOTES AND LEGEND INFORMATION.

TRAFFIC CONTROL NOTES:

1. TRAFFIC CONTROL SIGNS SHALL BE ERECTED BEFORE THE START OF ANY WORK AND SHALL BE COVERED UNTIL WORK COMMENCES, DURING PERIODS OF INACTIVITY OR UPON COMPLETION OF WORK.
2. "FLAGGER" AND "ONE LANE ROAD AHEAD" TRAFFIC CONTROL SIGNAGE SHALL BE UTILIZED FOR ALL WORK WITHIN THE ROAD TO BE ACCESSED FROM MANSFIELD ROAD RIGHT-OF-WAY. NO ROAD CLOSURE WILL BE ALLOWED AT NIGHT.
3. UNIFORM TRAFFIC OFFICER FOR TRAFFIC CONTROL AT THE BRICKYARD ROAD INTERSECTION SHALL BE PROVIDED AT THE DIRECTION OF THE RESIDENT ENGINEER.
4. ALL TRAFFIC CONTROL SIGNAGE SHALL BE IN ACCORDANCE WITH THIS PLAN, THE 2009 EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES AND VTRANS STANDARD SHEETS (AND THEIR LATEST REVISIONS).

PEDESTRIAN TEMPORARY TRAFFIC CONTROL NOTES:

1. THE CONTRACTOR SHALL PROVIDE A TEMPORARY PEDESTRIAN TRAFFIC CONTROL PLAN FOR REVIEW AND WRITTEN APPROVAL A MINIMUM OF THREE WEEKS BEFORE SUCH PLAN IS IMPLEMENTED. THIS PLAN SHALL DETAIL THE CONSTRUCTION PHASING AND SCHEDULE AND THE SPECIFIC METHODS OF MAINTAINING SAFE PEDESTRIAN ACCESS THROUGHOUT THE CONSTRUCTION AREA. THIS PLAN SHALL PROVIDE THE LOCATION AND DETAILS OF TEMPORARY CONSTRUCTION SIGNING, MARKINGS, BARRICADES, CHANNELIZING DEVICES, TPAR'S AND METHODS TO MAINTAIN ACCESS TO ADJACENT PROPERTIES, BUSINESSES, RESIDENCES, ETC.
2. THE CONTRACTOR SHALL MAINTAIN PEDESTRIAN THROUGH MOVEMENTS FROM ONE END OF THE CONSTRUCTION AREA TO THE OTHER, ON AT LEAST ONE SIDE OF THE STREET DURING CONSTRUCTION. ANY SIDEWALK CLOSURES SHALL MEET THE REQUIREMENTS OF THE MUTCD, PART 6.
3. PEDESTRIAN ACCESS SHALL BE PROVIDED TO ALL ADJACENT PROPERTIES, BUILDINGS, RESIDENCES AND COMMERCIAL PROPERTIES AT ALL TIMES. THIS MAY INCLUDE TEMPORARY WALKWAYS SPANNING THE CONSTRUCTION AREA.
4. IF SIDEWALKS ARE CLOSED, A TEMPORARY PEDESTRIAN ACCESS ROUTE (TPAR) SHALL BE PROVIDED ON THE SAME SIDE OF THE ROAD AS THE CLOSED SIDEWALK, IF POSSIBLE. SIGNS AND BARRICADES SHALL BE USED TO PROVIDE ADVANCE NOTICE OF THE CLOSURE AND THE ROUTE OF ANY PEDESTRIAN DETOURS. THE TPAR SHALL HAVE A MINIMUM UNOBSTRUCTED WIDTH OF 4 FEET. IF THE TPAR IS LESS THAN 5 FEET IN WIDTH, A 5 FOOT PASSING SPACE SHOULD BE PROVIDED AT LEAST EVERY 200 FEET. THE SURFACE OF THE TPAR SHALL BE FIRM, STABLE AND SLIP-RESISTANT AND CONTINUOUS WITH A MINIMUM 80 INCHES OVERHEAD CLEARANCE FOR THE LENGTH OF THE TPAR. THE TPAR SHALL MAINTAIN THE SAME LEVEL OF ACCESSIBILITY AND DETECTABILITY AS THE FACILITY THAT IS BEING CLOSED. THE TPAR SHALL NOT LEAD PEDESTRIANS INTO CONFLICTS WITH VEHICLES, EQUIPMENT, OR CONSTRUCTION OPERATIONS.
5. WHEN TEMPORARY CROSSWALKS ARE UTILIZED FOR THE TPAR, TEMPORARY DETECTABLE WARNINGS SHALL BE PLACED AT EACH END OF THE TEMPORARY CROSSWALKS. THE TEMPORARY CROSSWALK SHALL BE DELINEATED WITH TEMPORARY PAVEMENT MARKINGS OR TAPE. THE MARKINGS SHALL BE PARALLEL 12-INCH-WIDE WHITE LINES PLACED 7- FEET ON CENTER. IT SHOULD BE NOTED THAT CURB PARKING SHALL BE PROHIBITED FOR AT LEAST 50 FEET IN ADVANCE OF MIDDLEBLOCK CROSSWALKS. TEMPORARY CROSSWALK SIGNS SHALL BE PROVIDED FOR THE CROSSWALK.
6. IF THERE IS WORK OCCURRING OVER AN OPEN SIDEWALK, PROTECTIVE OVERHEAD COVERING MUST BE PROVIDED AS NECESSARY TO ENSURE PROTECTION FROM FALLING OBJECTS AND DRIPPING FROM OVERHEAD STRUCTURES. COVERED WALKWAYS SHOULD BE STURDILY CONSTRUCTED AND ADEQUATELY LIGHTED FOR NIGHTTIME USE.
7. INDIVIDUAL CHANNELIZING DEVICES, TAPE, OR ROPE USED TO CONNECT INDIVIDUAL DEVICES AND OTHER DISCONTINUOUS BARRIERS AND DEVICES, PAVEMENT MARKINGS ARE NOT DETECTABLE BY PERSONS WITH VISUAL DISABILITIES. THESE MEASURES DO NOT PROVIDE ACCEPTABLE PATH GUIDANCE ON TEMPORARY OR RE-ALIGNED SIDEWALKS OR OTHER PEDESTRIAN FACILITIES. PEDESTRIAN CHANNELIZING DEVICES SHALL INCLUDE A CONTINUOUSLY DETECTABLE BOTTOM AND TOP EDGE THROUGHOUT THE LENGTH OF THE FACILITY SUCH THAT IT CAN BE FOLLOWED BY PEDESTRIANS USING LONG CANES FOR GUIDANCE.
8. CHANNELIZING DEVICES ON BOTH SIDES OF THE TPAR SHALL INCLUDE A CONTINUOUS SOLID TOP AND BOTTOM RAILS. THE TOP EDGE OF THE TOP RAIL SHALL BE BETWEEN 32 INCHES AND 38 INCHES ABOVE THE GROUND LEVEL. THE BOTTOM RAIL SHALL BE AT LEAST 6 INCHES WIDE, WITH THE BOTTOM EDGE OF THE BOTTOM RAIL SURFACE NO HIGHER THAN 2 INCHES ABOVE THE GROUND.
9. IF THE TPAR IS ADJACENT TO MOVING TRAFFIC, CONSTRUCTION OPERATIONS/EQUIPMENT, OR DROP-OFFS, THEN CRASH WORTHY CHANNELIZING DEVICES THAT MEET THE REQUIREMENTS OF THE MUTCD SHALL BE USED.
10. THE CONTRACTOR SHALL NOT STORE OR PLACE ANY CONSTRUCTION MATERIALS, EQUIPMENT OR SIGNS IN THE PEDESTRIAN PATH OF TRAVEL.
11. PROVISIONS OF THE TPAR AND ALL ITS ELEMENTS, INCLUDING BUT NOT LIMITED TO SIGNS, CHANNELIZING DEVICES, BARRICADES, TEMPORARY CURB RAMPS, TEMPORARY PAVEMENT MARKINGS AND OTHER TRAFFIC CONTROL DEVICES IS TO BE PAID FOR INCIDENTAL TO TRAFFIC CONTROL (ITEM 641.10).

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PROFESSIONAL SEAL

NOT FOR
CONSTRUCTION
FINAL PLANS

NO.	DATE	DESCRIPTION	BY	CKD

VILLAGE OF ESSEX
JUNCTION
2 LINCOLN STREET
ESSEX JUNCTION,
VERMONT 05452

VILLAGE OF ESSEX
TAP TA 16 (7)
(GRAVEL WETLAND)

SHEET TITLE

TRAFFIC CONTROL
PLAN

DRAWN BY	DATE
CJR	MARCH 2019
CHECKED BY	D&K PROJECT #
MPH	123507
PROJ. ENG.	D&K ARCHIVE #
MPH	

SHEET NUMBER

C11

SHEET 11 OF 11