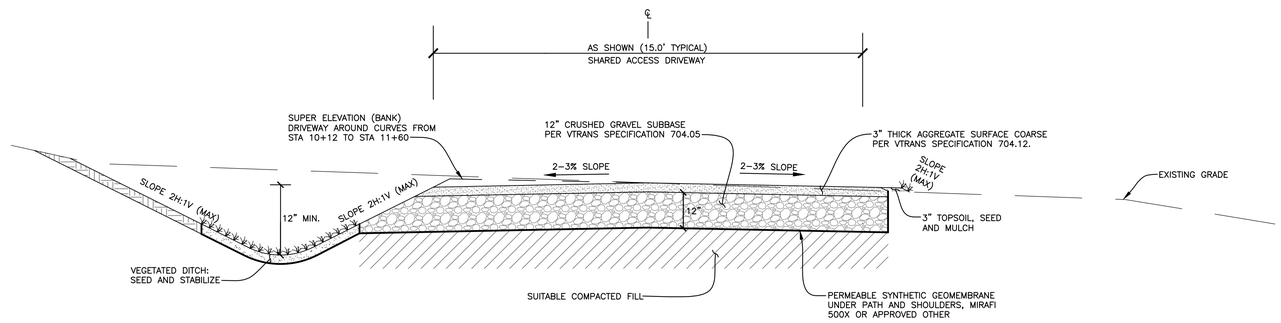
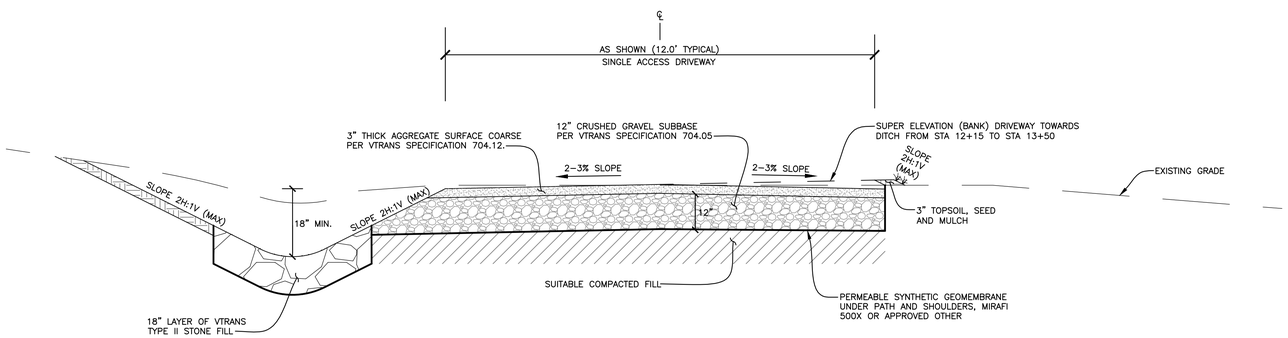
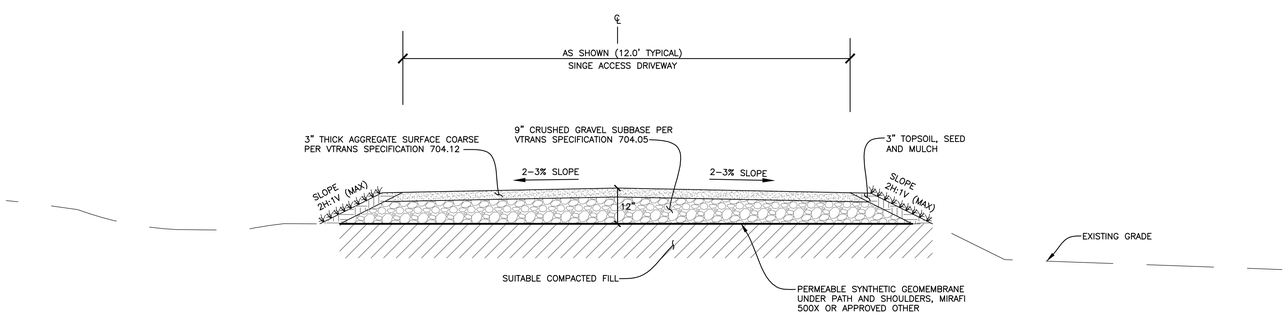


1 / SP.2 DRIVEWAY DESIGN PROFILE, STA 10+12 - STA 11+85
N.T.S.



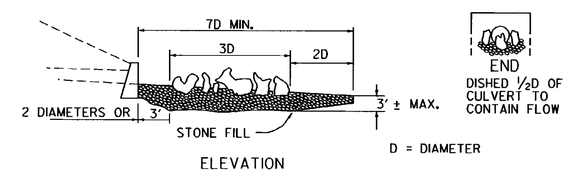
2 / SP.2 DRIVEWAY DESIGN PROFILE, STA 11+85 - STA 12+24
N.T.S.

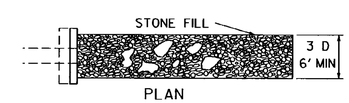


3 / SP.2 DRIVEWAY DESIGN PROFILE, STA 13+50 - STA 16+53
N.T.S.

GENERAL NOTES

1. THE METHODS AND MATERIALS OF CONSTRUCTION SHALL CONFORM TO THE LATEST STANDARDS OF THE TOWN OF RICHMOND PUBLIC IMPROVEMENTS STANDARDS & SPECIFICATIONS, AND THE VERMONT AGENCY OF TRANSPORTATION (VTRANS) TECHNICAL STANDARDS WHERE SPECIFIED. ALL WORK SHALL BE IN CONFORMANCE WITH ALL PERMITS AND APPROVALS ISSUED FOR THE PROJECT. IN CASE OF CONFLICT, THE MORE STRINGENT SPECIFICATION SHALL APPLY AS DIRECTED BY THE ENGINEER. ALL WORK SHALL BE DONE IN A WORKMANLIKE MANNER AND COMPLETED IN THE TIME SPECIFIED BY OWNER.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL WORK AND MATERIALS SHOWN AND REQUIRED TO MAKE THE JOB COMPLETE. THESE DRAWINGS DO NOT SHOW EVERY FITTING OR APPURTENANCE. MATERIALS SHALL BE AS SPECIFIED ON THE DRAWINGS. MANUFACTURER'S PRODUCT SPECIFICATIONS SHALL BE SUBMITTED FOR ALL MATERIALS TO THE ENGINEER FOR APPROVAL PRIOR TO INSTALLATION.
3. THE LOCATION AND SIZE OF EXISTING UNDERGROUND UTILITIES IS NOT WARRANTED TO BE EXACT OR COMPLETE. THE CONTRACTOR SHALL FIELD LOCATE ALL UTILITIES AND SHALL CONTACT THE AFFECTED UTILITY COMPANY, THE ENGINEER AND THE OWNER PRIOR TO MAKING ANY HOOK UPS. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR ALL EXISTING UTILITIES AND THEIR UNINTERRUPTED SERVICES. ALL OFF-SITE BACKFILL, SHEETING AND SHORING, DEWATERING, CLEARING AND GRUBBING, EROSION CONTROL, DUST CONTROL, TRAFFIC CONTROL, GRADING, AND ALL INCIDENTALS SHALL BE INCLUDED AS PART OF THE REQUIRED WORK.
4. REPAIR OF ALL DISTURBED AREAS, GRADING, SEEDING, MULCHING, REPAIR OF ROADS AND CURBS, PAVING, AND OTHER INCIDENTALS ARE INCLUDED AS PART OF THE REQUIRED WORK. ALL DISTURBED AREAS SHALL BE LOAMED AND MULCHED UNTIL PERMANENT GROUND COVER IS ESTABLISHED.
5. THE CONTRACTOR SHALL VERIFY ALL HORIZONTAL CONTROL AND TEMPORARY BENCH MARKS BEFORE USE.
6. CONTRACTOR SHALL CALL NEW ENGLAND DIG SAFE PRIOR TO ANY EXCAVATION.
7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL CONSTRUCTION LAYOUT.
8. TEMPORARY SILT FENCE SHALL BE ERECTED PRIOR TO ANY CLEARING OR CONSTRUCTION. FENCING MAY BE ERECTED IN PHASES; BUT IN NO CASE SHALL CONSTRUCTION OR CLEARING PROCEED BEFORE FENCING. SPECIAL AREAS MAY BE DESIGNATED BY THE OWNER FOR PRESERVATION OF EXISTING TREES. THESE AREAS SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO INSURE NO DAMAGE IS DONE TO DESIGNATED TREES.
9. THE CONTRACTOR SHALL DEVELOP AND SUBMIT AN EROSION CONTROL PLAN TO THE ENGINEER FOR APPROVAL. THE EROSION CONTROL PLAN SHALL BE DEVELOPED IN ACCORDANCE WITH THE VERMONT LOW RISK SITE HANDBOOK. ALL EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO COMMENCING CONSTRUCTION.
10. REFER TO DESIGN PLANS BY WILLIS DESIGN ASSOCIATES FOR WATER SUPPLY AND WASTEWATER DISPOSAL SYSTEM DESIGN.
11. THIS PLAN IS NOT INTENDED TO BE A BOUNDARY SURVEY AND SHALL NOT BE MISCONSTRUED AS ONE.
12. SPECIAL FLOOD HAZARD AREA: REFERENCE SECTION 6.8.16.S ("DEVELOPMENT STANDARDS" FOR FLOOD HAZARD OVERLAY DISTRICT) OF THE RICHMOND ZONING REGULATIONS EFFECTIVE FEBRUARY 28, 2017. NO NET FILL WILL BE ALLOWED IN THE SFHA ZONE A DELINEATED IN DETAIL 1/SP.1. THE DRIVEWAY HAS BEEN DESIGNED IN THIS AREA WITH A NET CUT OF 20 CUBIC YARDS.
13. THE WETLAND DELINEATION WAS COMPLETED BY OTHERS. WETLAND AND WETLAND BUFFER IMPACTS MAY REQUIRE A VTDEC WETLAND PERMIT AND/OR ARMY CORPS OF ENGINEERS NOTIFICATION.
14. WETLAND / WETLAND BUFFER ZONE: THE PROPOSED DRIVEWAY TO REMAIN WITHIN THE EXTENT OF THE EXISTING IMPERVIOUS ROADBED THROUGH THE WETLAND AND WETLAND BUFFER AREA.





FOR USE ONLY AT LOCATIONS OF VERY HIGH DISCHARGE AND ERODABLE SOIL CONDITIONS.

IRREGULAR COBBLES APPROXIMATING THE MAXIMUM SIZE FOR TYPE OF SPECIFIED STONE FILL TO BE PLACED IN GENERAL PATTERN AS SHOWN. NO STONE TO BE CLOSER THAN 2D TO OUTLET OF PIPE. STONES SHOULD NOT BE PLACED TO DAM FLOW, BUT TO INDUCE TURBULENCE AND REDUCE VELOCITY. PLAN MAY BE ADAPTED TO FIELD CONDITIONS PREVAILING AT OUTLET. WHERE FLOW IS TO ULTIMATELY FOLLOW TOE OF SLOPE, DESIGN MAY BE SHORTENED OR WIDENED TO ACT AS A STILLING BASIN, AND DIRECT FLOW INTO DITCH.

STONES FORMING BREAK SHOULD PROJECT ABOVE AND BELOW SURFACE OF STONE FILL APPROXIMATELY ¾ THE DIAMETER OF THE PIPE.

STONE FILL TYPE TO BE SPECIFIED ON PLANS.

ENERGY DISSIPATOR FOR CULVERTS

4 / SP.2 VTRANS STANDARD D-16, OUTFALL ENERGY DISSIPATOR
N.T.S.

DETAILS

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STATE OF VERMONT
STEVEN J. C. MCCAFFREY
No. 74333
Civil
LICENSED PROFESSIONAL ENGINEER
5-5-21

DOWD DRIVEWAY ACCESS DESIGN
2540 HINESBURG ROAD
RICHMOND, VERMONT

DRAWN	TB
CHECKED	SJD
DATE	5/5/21
SCALE	AS NOTED
JOB NO.	807190235
SHEET	SP.2