

INDEX OF SHEETS

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TRANSVERSE POINT COORDINATES

| STATION | NORTHING | EASTING |
|---------|-----------|-----------|
| TP1 | 3048.0100 | 6096.0100 |
| TP2 | 3168.0112 | 6092.0090 |
| TP3 | 3251.4300 | 5915.9670 |
| TP4 | 3398.4410 | 5740.0190 |
| TP5 | 3631.1120 | 5611.7200 |
| TP6 | 3694.4900 | 5262.5100 |
| TP7 | 3742.2200 | 5374.8130 |
| TP8 | 3884.8000 | 5139.4730 |
| TP9 | 3904.8000 | 5188.8690 |
| TP10 | 3958.8000 | 5139.4730 |
| TP11 | 4149.8000 | 5209.4670 |
| TP12 | 4076.8000 | 5227.2200 |
| TP13 | 4767.8000 | 4817.0000 |
| TP14 | 4862.4000 | 4664.1100 |
| TP15 | 4948.4000 | 4363.0000 |
| TP16 | 5108.4000 | 4211.0000 |
| TP17 | 5227.2000 | 4149.3000 |
| TP18 | 5463.4000 | 4128.3000 |
| TP19 | 5676.3000 | 4083.0000 |
| TP20 | 5884.8000 | 3958.5000 |
| TP21 | 6148.1000 | 3865.1000 |
| TP22 | 6286.3000 | 3865.1000 |

* LOCATION VERIFIED IN FIELD
MAY 13, 1999

COORDINATES ALONG PATH CENTERLINE

| STATION | NORTHING | EASTING |
|---------|-----------|-----------|
| 0+000 | 5886.3122 | 3865.1074 |
| 0+200 | 5893.3480 | 3881.0713 |
| 0+400 | 5901.1780 | 3888.4424 |
| 0+600 | 5917.1374 | 3910.9903 |
| 0+800 | 5952.1751 | 3941.2897 |
| 1+000 | 5977.2880 | 4036.3079 |
| 1+200 | 5982.3537 | 4067.6469 |
| 1+400 | 5992.6626 | 4143.9118 |
| 1+600 | 6029.2609 | 4149.8049 |
| 1+800 | 6110.2341 | 4213.2360 |
| 1+900 | 6038.2875 | 4208.7098 |
| 1+950 | 6077.8234 | 4459.7941 |
| 2+000 | 6143.6960 | 5189.7711 |
| 2+050 | 6025.0000 | 5187.8833 |
| 2+060 | 3978.1180 | 5121.8048 |
| 2+080 | 3919.8100 | 5216.9663 |
| 2+100 | 3888.2286 | 5489.0649 |
| 2+120 | 3832.4000 | 5385.0230 |
| 2+140 | 3541.3792 | 5270.4880 |
| 2+160 | 3489.8000 | 6123.1280 |
| 2+180 | 3328.8279 | 6187.3223 |
| 2+200 | 3137.8736 | 6181.4944 |

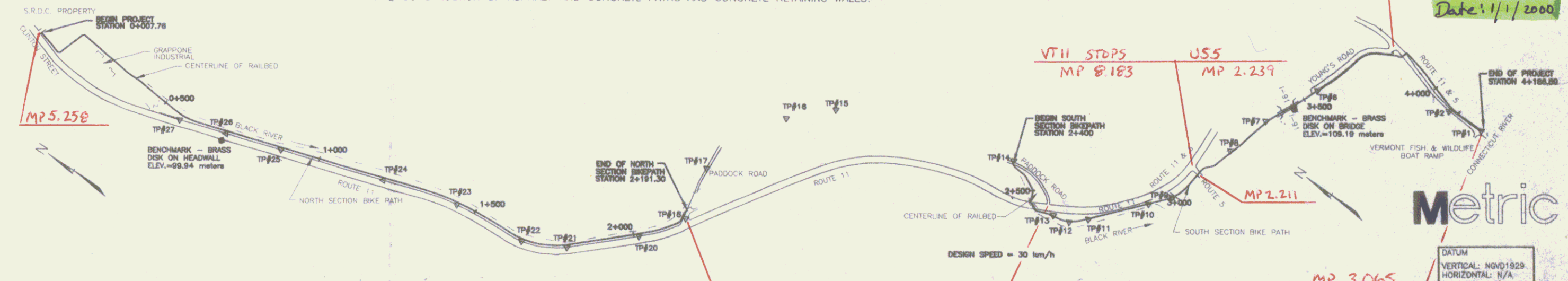
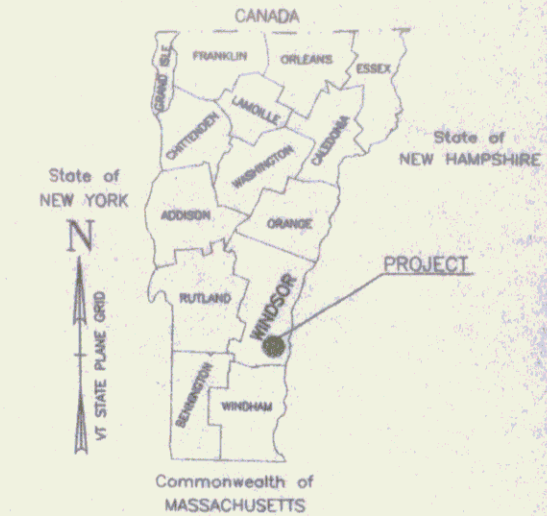
PROPOSED IMPROVEMENT TOWN OF SPRINGFIELD COUNTY OF WINDSOR SPRINGFIELD TRANSPORTATION PATH STP BIKE(23)S

NORTH SECTION - BEGINNING AT A POINT AT THE ENTRANCE TO THE S.R.D.C. PROPERTY AND EXTENDING SOUTH ALONG THE RAILBED TO THE EAST END OF THE PADDOCK ROAD BRIDGE.
LENGTH OF NORTH SECTION 2184 METERS.

SOUTH SECTION - BEGINNING ON THE EASTERLY END OF PADDOCK ROAD AT A DISTANCE OF 130 METERS FROM THE INTERSECTION WITH ROUTE 11 AND EXTENDING SOUTH ALONG THE FORMER RAILBED, THEN CROSSING BENEATH THE ROUTE 11 BRIDGE AND EXTENDING EAST ALONG THE RAILBED, CROSSING ROUTE 5, PASSING UNDER I-91, EXTENDING ALONG THE SOUTH SIDE OF YOUNG'S ROAD TO ROUTE 11, THEN EXTENDING ALONG THE EAST SIDE OF ROUTE 11 TO THE INTERSECTION WITH ROUTE 5 NORTH.
LENGTH OF SOUTH SECTION 1787 METERS.

TOTAL LENGTH OF PROJECT 3971 METERS.

WORK TO BE DONE UNDER THIS PROJECT INCLUDES CUTTING BRUSH, LANDSCAPING, FENCING, SIGNING, REGRADING OLD RAILBED, AND CONSTRUCTION OF ASPHALT AND CONCRETE PATHS AND CONCRETE RETAINING WALLS.



CONVENTIONAL SIGNS

| | | | |
|--|---------------|------------------------------|-----------|
| PROPERTY LINE | — P — P — | PERMANENT EASEMENT | — P — P — |
| SLOPE CUT LIMITS | — V — V — | TEMPORARY EASEMENT | — T — T — |
| SLOPE FILL LIMITS | — O — O — | TELEPHONE RISER | — R — R — |
| EDGE OF GRAVEL | — G — G — | GUY WIRE | — G — G — |
| OVERHEAD POWER | — OHP — OHP — | UTILITY POLE | — U — U — |
| DITCH | — D — D — | VERMONT HIGHWAY ROW MONUMENT | — V — V — |
| RIGHT OF WAY | — R — R — | WOOD POST | — W — W — |
| GUARDRAIL | — G — G — | ELECTRICAL TRANSFORMER | — T — T — |
| EDGE OF PAVEMENT | — E — E — | TELEPHONE VAULT | — V — V — |
| STONEWALL | — S — S — | | |
| RAIL ROAD CENTERLINE | — C — C — | | |
| FENCE LINE | — F — F — | | |
| RIVER EDGE | — R — R — | | |
| UNDERGROUND TELEPHONE | — UGT — UGT — | | |
| OVERHEAD TELEPHONE | — OHT — OHT — | | |
| TEMP. FENCE PROTECTING ARCHAEOLOGICAL AREA | — T — T — | | |
| NEW BLACK VINYL CHAIN LINK FENCE | — X — X — | | |

| | |
|--------------------------|---|
| TRAVERSE POINT | △ |
| BENCHMARK | ⊕ |
| CATCH BASIN | ⊕ |
| STREET LIGHT | ⊕ |
| SIGN | ⊕ |
| IRON PIPE | ⊕ |
| ELECTRICAL GROUNDING ROD | ⊕ |

FUNDING ASSISTANCE FOR THIS PROJECT IS BEING FURNISHED BY VAOT AND FHWA.

RECORD DRAWINGS



THESE PLANS ARE SUBJECT TO SUCH ENGINEERING CHANGES AS MAY BE REQUIRED BY THE FEDERAL HIGHWAY ADMINISTRATION OR THE CHIEF ENGINEER. CONSTRUCTION IS TO BE CARRIED ON IN ACCORDANCE WITH THESE PLANS AND THE STANDARD SPECIFICATIONS FOR CONSTRUCTION DATED 1995, AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION ON AUGUST 21, 1995 FOR USE ON THIS PROJECT, INCLUDING ALL SUBSEQUENT REVISIONS AND SUCH REVISED SPECIFICATIONS AND SPECIAL PROVISIONS AS ARE INCORPORATED IN THESE PLANS.

UNLESS OTHERWISE NOTED, ALL STATIONS ARE IN KILOMETERS. ALL ELEVATIONS ARE IN METERS, AND ALL DIMENSIONS ARE IN MILLIMETERS.

Dubois & King Inc.
engineering
planning
management
development

SPRINGFIELD STP BIKE(23)S
PROJECT
SPRINGFIELD TRANSPORTATION PATH
N13546F2

SHEET 1

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