

SHEET NO.	DESCRIPTION
1	COVER SHEET
2	TYPICAL SECTIONS SHEET
3	TYPICAL SECTIONS & MISC. DETAILS SHEET
4	DETAIL SHEET
5	DETAIL SHEET
6	DETAIL SHEET
6A-6R	DETAIL SHEET
7	RIGHT OF WAY PLAN SHEET
8	RIGHT OF WAY PLAN SHEET
9	RIGHT OF WAY PLAN SHEET
10	RIGHT OF WAY PLAN SHEET
11	RIGHT OF WAY PLAN SHEET
12	RIGHT OF WAY PLAN SHEET
13-18	PROFILE SHEETS

STATE OF VERMONT
AGENCY OF TRANSPORTATION

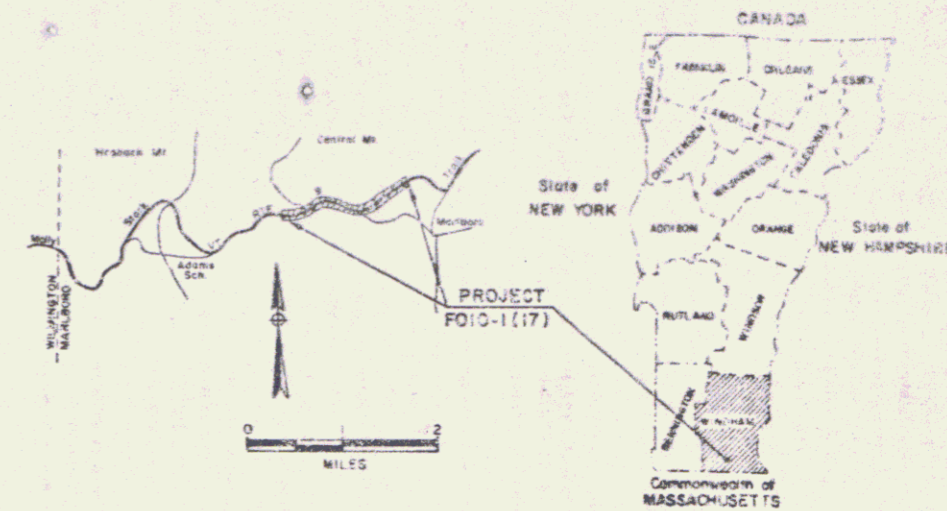


PROPOSED IMPROVEMENT
TOWN OF MARLBORO
COUNTY OF WINDHAM
VERMONT ROUTE 9 (F.A.P.)

BEGINNING AT A POINT ON VERMONT ROUTE 9 APPROXIMATELY 3.45 MILES EAST OF THE WILMINGTON-MARLBORO TOWN LINE AND EXTENDING IN AN EASTERLY DIRECTION APPROXIMATELY 1.397 MILES.

LENGTH OF ROADWAY 7378.18 FEET 1.397 MILES
LENGTH OF PROJECT 7378.18 FEET 1.397 MILES
LENGTH OF ROW PROJECT 7378.18 FEET 1.397 MILES

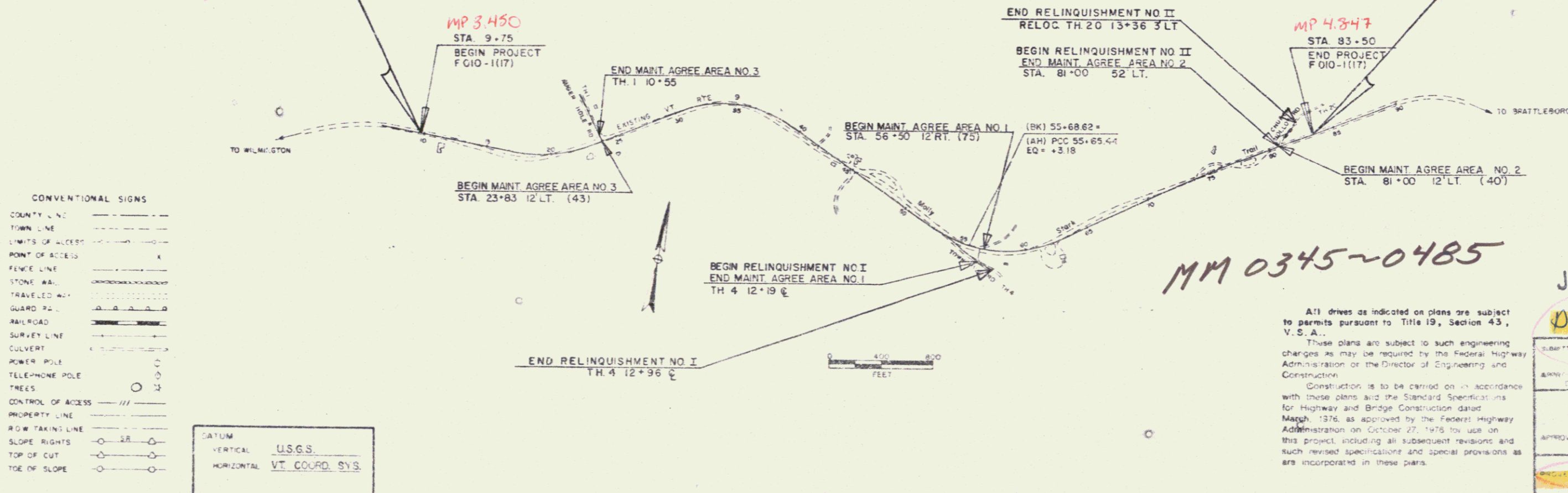
WORK TO BE PERFORMED UNDER THIS PROJECT INCLUDES RECONSTRUCTION AND WIDENING THE ROADWAY & CONSTRUCTING TRUCK CLIMBING LANES, INCLUDING GRADING, DRAINAGE, SUBBASE AND PAVEMENT FOR A VERMONT STATE HIGHWAY.



BEGIN R.O.W. PROJECT
F 010-1(17) STA. 9+75 @

END R.O.W. PROJECT
F 010-1(17) STA. 83+50 @

R.O.W. PLANS



CONVENTIONAL SIGNS

COUNTY LINE	---
TOWN LINE	---
LIMITS OF ACCESS	---
POINT OF ACCESS	X
FENCE LINE	---
STONE WALL	---
TRAVELED AID	---
RAILROAD	---
SURVEY LINE	---
CULVERT	---
POWER POLE	○
TELEPHONE POLE	○
TREES	○
CONTROL OF ACCESS	---
PROPERTY LINE	---
ROW TAKING LINE	---
SLOPE RIGHTS	○
TOP OF CUT	○
TOE OF SLOPE	○

DATUM
VERTICAL U.S.G.S.
HORIZONTAL VT. COORD. SYS.

All drives as indicated on plans are subject to permits pursuant to Title 19, Section 43, V.S.A.
These plans are subject to such engineering charges as may be required by the Federal Highway Administration or the Director of Engineering and Construction.
Construction is to be carried on in accordance with these plans and the Standard Specifications for Highway and Bridge Construction dated March, 1976, as approved by the Federal Highway Administration on October 27, 1975 for use on this project, including all subsequent revisions and such revised specifications and special provisions as are incorporated in these plans.

MM 0345-0485

JUN 05 1986

Din# 78D077

APPROVED BY: [Signature] 8-16-84
DIRECTOR OF ENGINEERING AND CONSTRUCTION

STATE OF VERMONT
AGENCY OF TRANSPORTATION
APPROVED BY: [Signature]
CHIEF OF PROPERTY ADMINISTRATION

ROUTE 9 MARLBORO
F. NO. 010-1(17)
SHEET 1 OF 18

EROSION MATTING
 10+50 - 10+85 RT
 13+50 - 17+00 LT (MEET EXIST 3' DITCH)
 16+00 - 20+00 RT

GUARD RAIL STD. STL. BEAM
 W/MO. POSTS, TYPE II
 16+40 - 17+15 LT

DRILLING & BLASTING OF
 SOLID ROCK SUBGRADE
 14+00 - 15+50

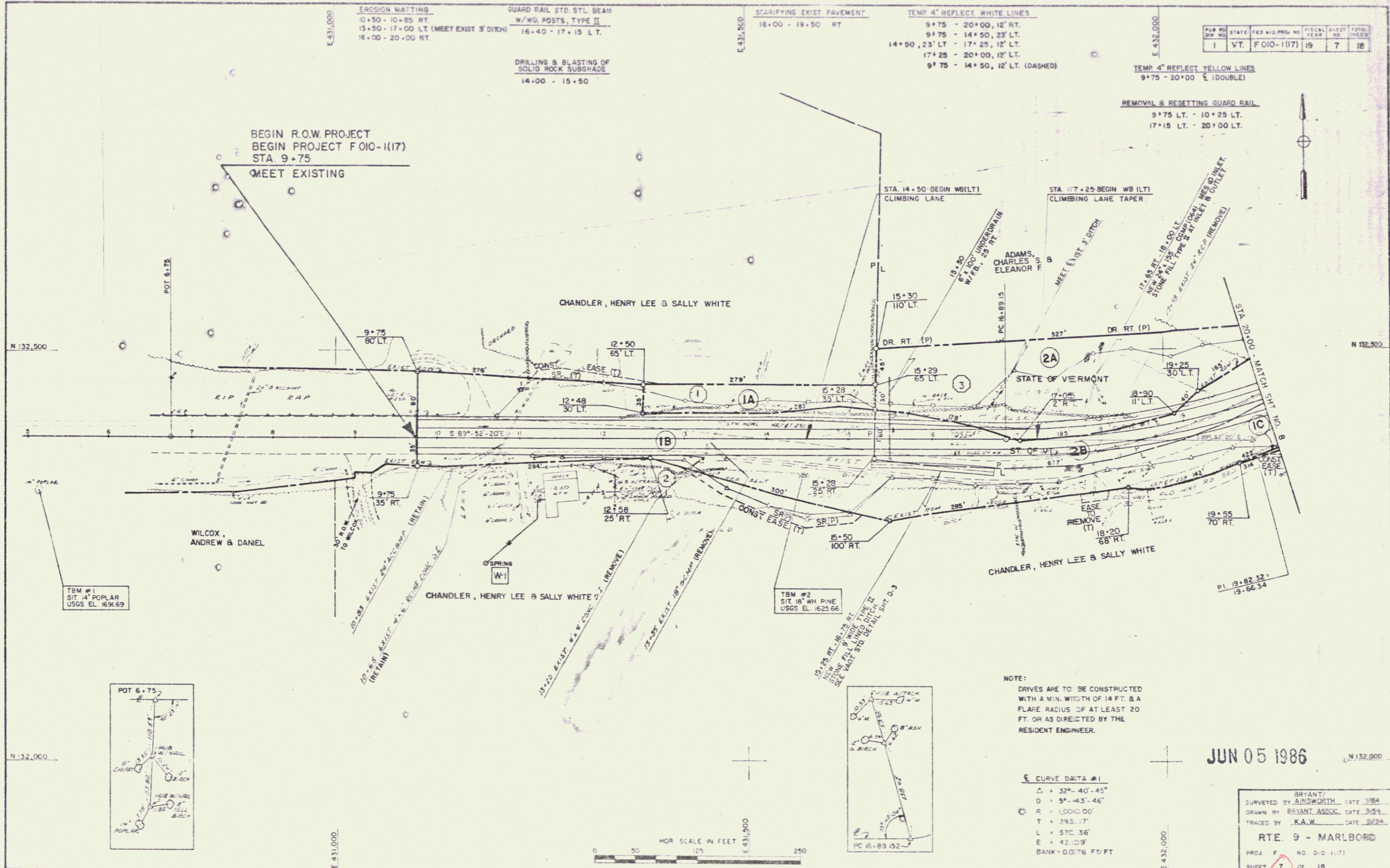
SCARIFYING EXIST PAVEMENT
 18+00 - 19+50 RT

TEMP 4" REFLECT WHITE LINES
 9+75 - 20+00, 12' RT.
 9+75 - 14+50, 23' LT.
 14+50, 23' LT - 17+25, 12' LT.
 17+25 - 20+00, 12' LT.
 9+75 - 14+50, 12' LT. (DASHED)

TEMP 4" REFLECT YELLOW LINES
 9+75 - 20+00 E (DOUBLE)

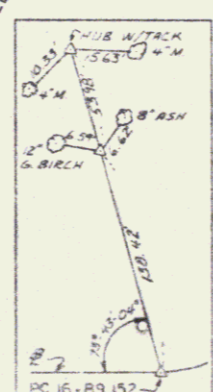
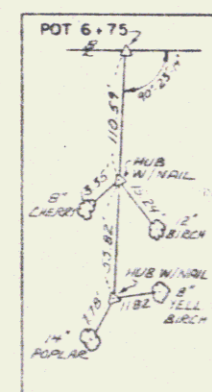
REMOVAL & RESETTING GUARD RAIL
 9+75 LT. - 10+25 LT.
 17+15 LT. - 20+00 LT.

PROJ. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	VT.	FOIO-117	19	7	18



TBM #1
 SIT 14" POPLAR
 USGS EL. 1691.69

TBM #2
 SIT 18" W. PINE
 USGS EL. 1625.66

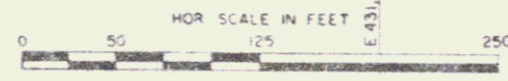


NOTE:
 DRIVES ARE TO BE CONSTRUCTED WITH A MIN. WIDTH OF 14 FT. & A FLARE RADIUS OF AT LEAST 20 FT. OR AS DIRECTED BY THE RESIDENT ENGINEER.

Curve Data #1
 $\Delta = 32^\circ - 40' - 45''$
 $D = 5^\circ - 43' - 46''$
 $R = 1,000.00'$
 $T = 293.17'$
 $L = 370.36'$
 $E = 42.09'$
 $BANK = 0.0176 \text{ FT/FT}$

JUN 05 1986

SURVEYED BY BRYANT/AINSWORTH DATE 3/84
 DRAWN BY BRYANT ASSOC. DATE 3/84
 TRACED BY K.A.W. DATE 3/84
RTE. 9 - MARLBORO
 PROJ. NO. FOIO-117
 SHEET 7 OF 18



NOTES:
 1. AUGER HOLE RD. (T.H. I) APPROACH
 1.00 FT. RIGHT OF & PARALLEL TO
 SURVEY E.

EROSION MATTING
 20+00 - 21+00 RT
 32+00 - 32+37 RT
 TR. I, 10+25 - TR. I, 11+50

DURABLE 24" STOP BAR
 23+62 - 23+81, 24' LT.

DRILLING & BLASTING OF
 SOLID ROCK SUBGRADE
 22+50 - 28+00
 29+50 - 31+00

GUARD RAIL STD. STL BEAM
 W/WOOD POSTS, TYPE II

26+60 - 31+30 LT

REMOVAL & DISPOSAL OF
 EXIST. GUARD RAIL
 23+00 - 23+40 LT.

CONSTRUCT DRIVE
 RT. 21+30 (20' W.)
 RT. 26+00
 RT. 23+70 (12' W.)

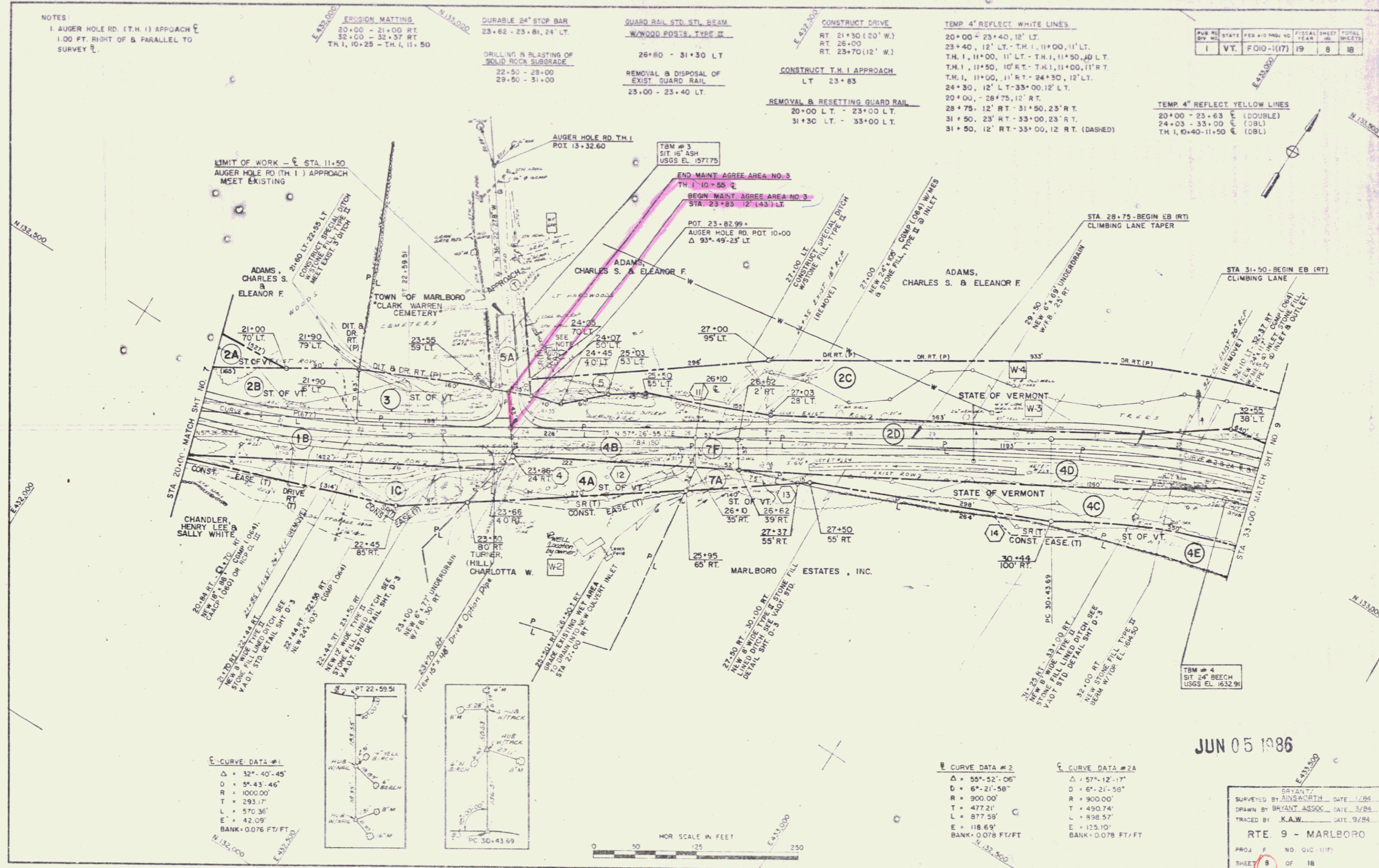
CONSTRUCT T.H. I APPROACH
 LT. 23+83

REMOVAL & RESETTING GUARD RAIL
 20+00 LT. - 23+00 LT.
 31+30 LT. - 33+00 LT.

TEMP. 4" REFLECT WHITE LINES
 20+00 - 23+40, 12' LT.
 23+40, 12' LT. - TH. I, 11+00, 11' LT.
 TH. I, 11+00, 11' LT. - TH. I, 11+50, 10' LT.
 TH. I, 11+50, 10' LT. - TH. I, 11+00, 11' RT.
 TH. I, 11+00, 11' RT. - 24+30, 12' LT.
 24+30, 12' LT. - 33+00, 12' LT.
 20+00 - 26+75, 12' RT.
 28+75, 12' RT. - 31+50, 23' RT.
 31+50, 23' RT. - 33+00, 23' RT.
 31+50, 12' RT. - 33+00, 12' RT. (DASHED)

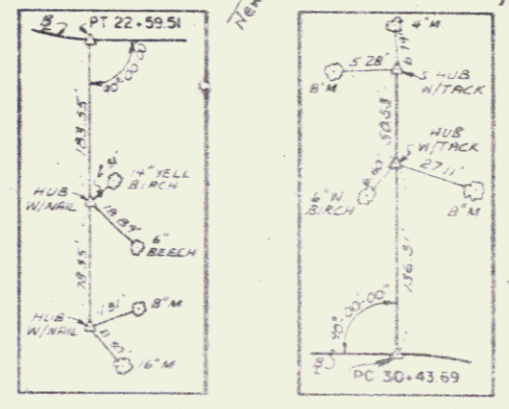
TEMP. 4" REFLECT YELLOW LINES
 20+00 - 23+63 E (DOUBLE)
 24+03 - 33+00 E (DBL)
 TH. I, 10+40 - 11+50 E (DBL)

PUB. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	VT.	FOIO-1(17)	19	8	18



CURVE DATA #1

Δ	32°-40'-45"
D	5°-43'-46"
R	1000.00'
T	293.17'
L	570.36'
E	42.09'
BANK	0.076 FT/FT

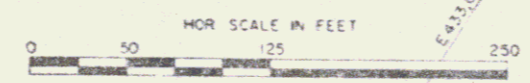


CURVE DATA #2

Δ	55°-52'-06"
D	6°-21'-58"
R	900.00'
T	477.21'
L	877.58'
E	116.69'
BANK	0.078 FT/FT

CURVE DATA #2A

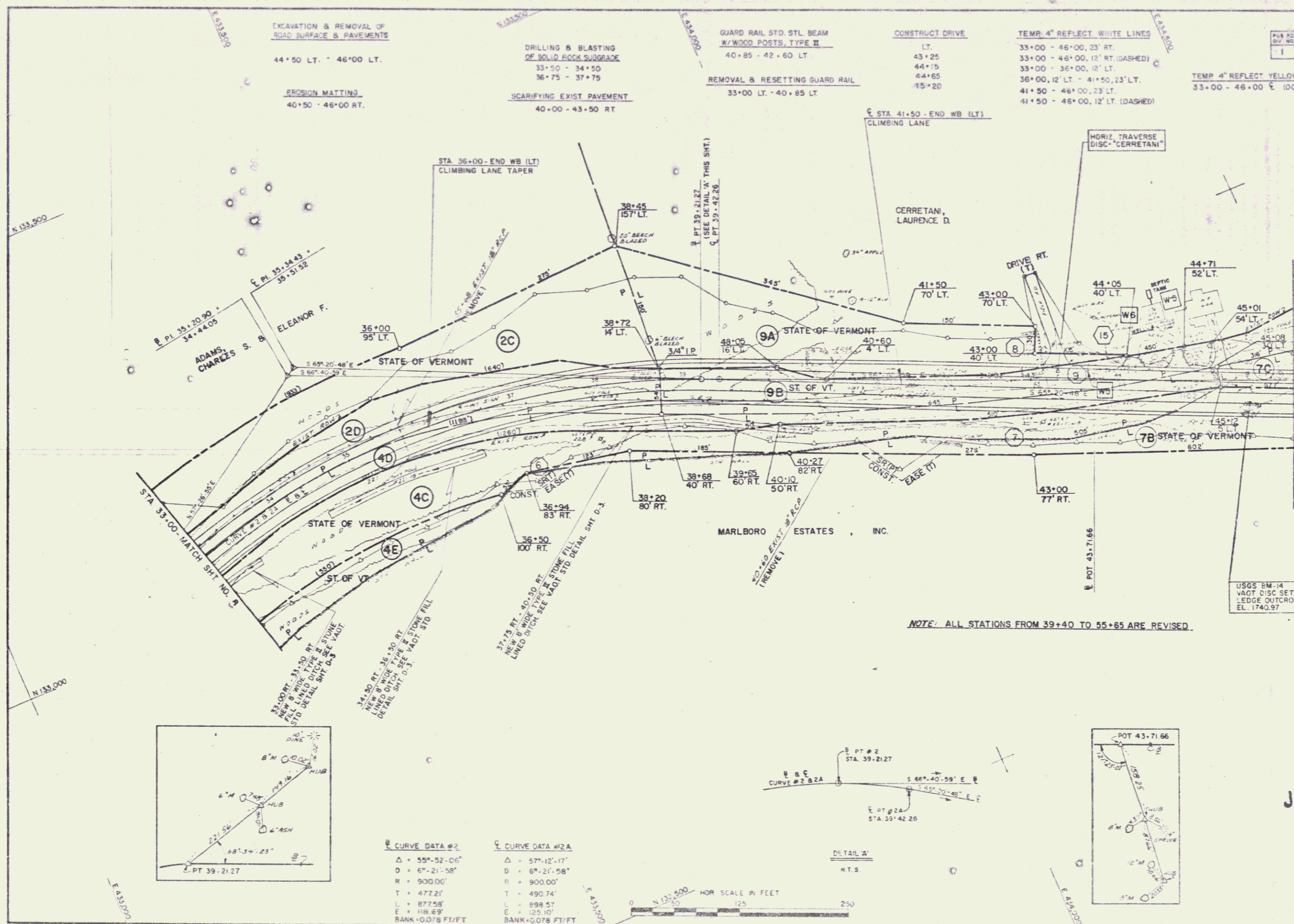
Δ	57°-12'-17"
D	6°-21'-58"
R	900.00'
T	490.74'
L	898.57'
E	125.10'
BANK	0.078 FT/FT



JUN 05 1986

BRYANT
 SURVEYED BY ADASARCHI DATE 1/2/86
 DRAWN BY BRYANT ASSOC. DATE 3/2/86
 TRACED BY K.A.W. DATE 9/2/86
RTE. 9 - MARLBORO
 PROJ. NO. 101-117
 SHEET 8 OF 18

3



PROJ. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	VT.	FO10-1(17)	19	9	18

EXCAVATION & REMOVAL OF ROAD SURFACE & PAVEMENTS
44+50 LT. - 46+00 LT.

DRILLING & BLASTING OF SOLID ROCK SUBGRADE
33+50 - 34+50
36+75 - 37+75

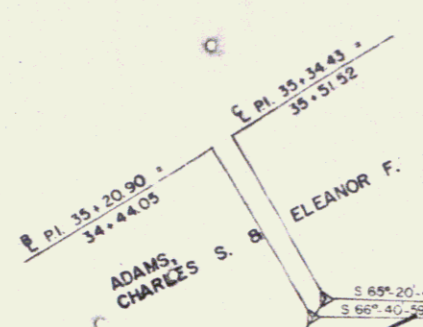
GUARD RAIL STD. STL. BEAM W/ WOOD POSTS, TYPE II
40+85 - 42+60 LT.

REMOVAL & RESETTING GUARD RAIL
33+00 LT. - 40+85 LT.

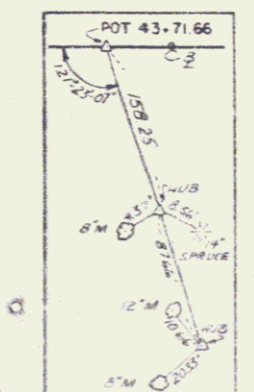
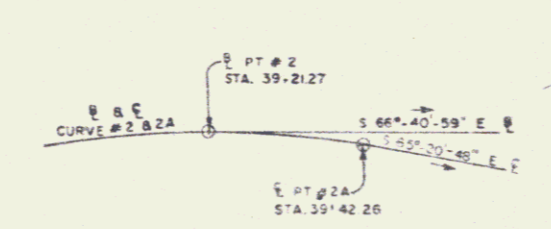
CONSTRUCT DRIVE
LT.
43+25
44+15
44+65
45+20

TEMP. 4" REFLECT WHITE LINES
33+00 - 46+00, 23' RT.
33+00 - 46+00, 12' RT. (DASHED)
33+00 - 36+00, 12' LT.
36+00, 12' LT. - 41+50, 23' LT.
41+50 - 46+00, 23' LT.
41+50 - 46+00, 12' LT. (DASHED)

TEMP. 4" REFLECT YELLOW LINES
33+00 - 46+00 E (DOUBLE)



Curve #2	Curve #12A
Δ = 59°-52'-06"	Δ = 57°-12'-17"
D = 6°-21'-58"	D = 6°-21'-58"
R = 900.00'	R = 900.00'
T = 477.21'	T = 490.74'
L = 877.58'	L = 898.57'
E = 118.69'	E = 125.10'
BANK = 0.078 FT/FT	BANK = 0.078 FT/FT



NOTE: ALL STATIONS FROM 39+40 TO 55+65 ARE REVISED.

JUN 05 1986

SURVEYED BY BRYANT ASSOC. DATE 1/84
 DRAWN BY BRYANT ASSOC. DATE 3/86
 TRACED BY K.A.W. DATE 5/88
RTE. 9 - MARLBORO
 PROJ. NO. 1010 (17)
 SHEET 9 OF 18

NOTES:
 1. Δ RADIUS MAY BE ADJUSTED BY RESIDENT ENGINEER TO MEET FIELD CONDITIONS AND TO MATCH EXISTING ALIGNMENT.

EROSION MATTING
 46+00 - 48+00 LT
 48+65 - 51+50 LT
 54+30 - 55+75 LT

TREATED TIMBER CURB
 50+50 - 55+50 LT

SCARIFYING EXIST PAVEMENT
 52+50 LT - 57+00 RT

TEMP 4" REFLECT WHITE LINES

46+00 - 57+00, 23' LT
 57+00, 23' LT - 59+00, 15' LT
 46+00 - 57+00, 12' LT (DASHED)
 46+00 - 58+00, 23' RT
 56+00, 23' RT - T.H. 4, 11+75, 11' RT
 T.H. 4, 11+75, 11' RT - T.H. 4, 13+25, 11' RT
 T.H. 4, 13+25, 11' RT - T.H. 4, 13+75, 10' RT
 T.H. 4, 13+75, 10' RT - T.H. 4, 13+25, 11' LT
 T.H. 4, 13+25, 11' LT - T.H. 4, 11+75, 11' LT
 T.H. 4, 11+75, 11' LT - 57+00, 19' RT
 57+00, 19' RT - 58+75, 12' RT
 58+75, 12' RT - 59+00, 12' RT
 46+00, 12' RT - 56+00, 12' RT (DASHED)

TEMP 4" REFLECT YELLOW LINES

46+00 - 56+30 Δ (DOUBLE)
 56+70 - 59+00 Δ (DBL)
 T.H. 4, 11+50 - 13+75 Δ (DBL)
 DURABLE 24" STOP BAR
 56+50 - 56+69, 3' RT
 EXCAVATION & REMOVAL OF ROAD SURFACE & PAVEMENTS
 46+00 LT - 52+50 LT
 T.H. 4, 11+50 RT - 12+50 RT
 DRILLING AND BLASTING OF SOLID ROCK SUBGRADE
 46+25 - 48+00
 57+75 - 59+00

GUARD RAIL STD. STL. BEAM

W/WOOD POSTS, TYPE II
 47+75 - 56+75 LT
 49+25 - 56+00 RT
 56+00 - T.H. 4, 12+00 RT
 T.H. 4, 12+00 LT - 58+25 RT

REMOVAL & DISPOSAL OF EXIST. GUARD RAIL

51+30 LT - 55+00 RT (ON OLD ALIGNMENT)
 T.H. 4, 11+50 - 12+25 RT

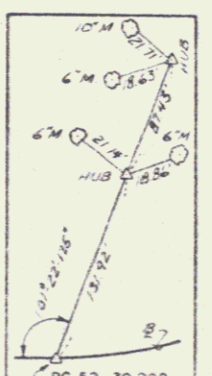
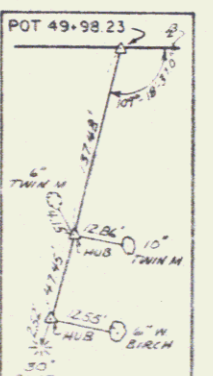
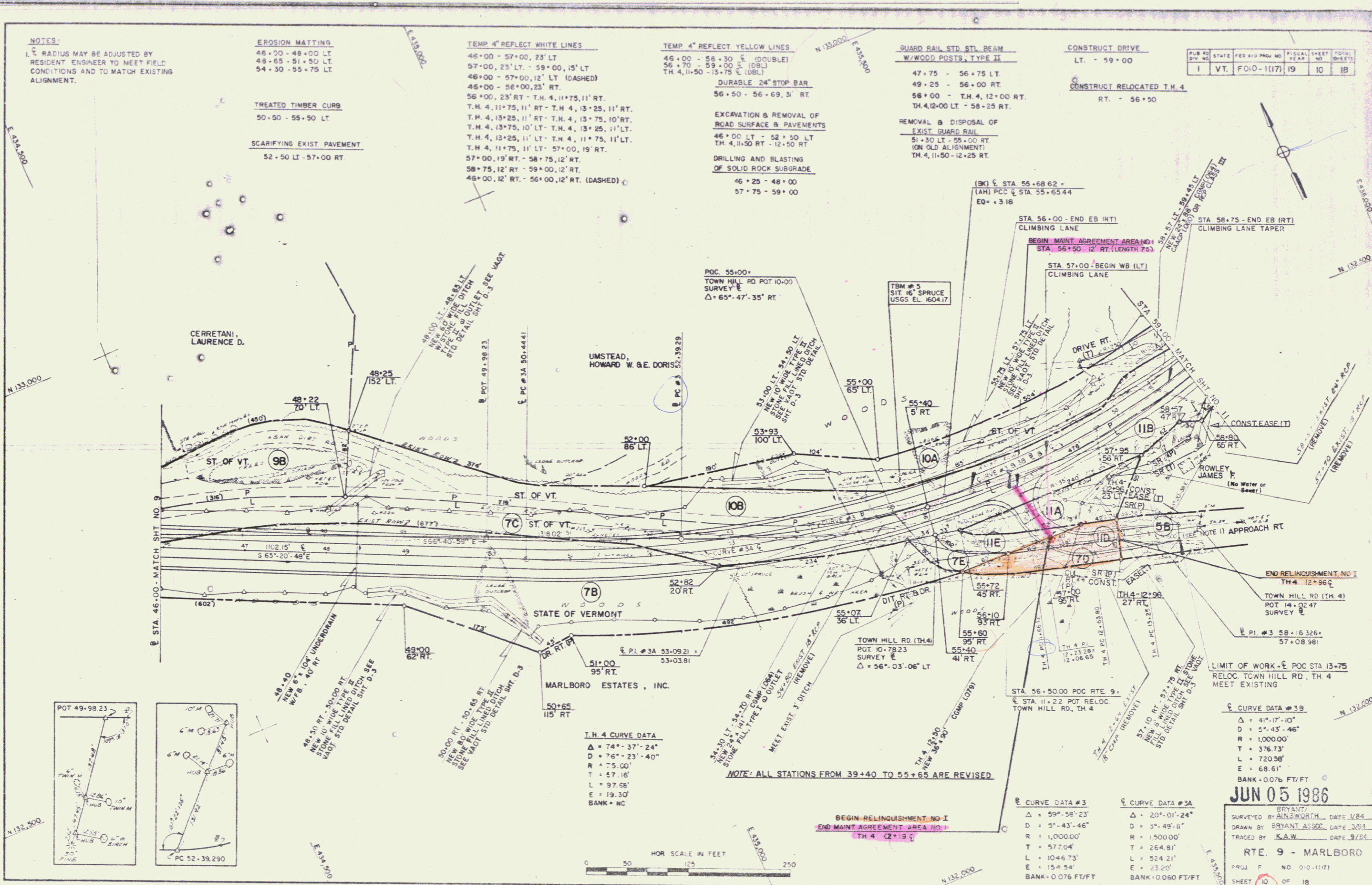
CONSTRUCT DRIVE

LT. - 59+00

CONSTRUCT RELOCATED T.H. 4

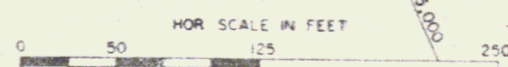
RT. - 56+50

PUB. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	VT.	FO10-1(17)	19	10	18



T.H. 4 CURVE DATA
 $\Delta = 74^\circ - 37' - 24''$
 $D = 76^\circ - 23' - 40''$
 $R = 75.00'$
 $T = 57.16'$
 $L = 97.06'$
 $E = 19.30'$
 BANK + NC

NOTE: ALL STATIONS FROM 39+40 TO 55+65 ARE REVISED



Curve Data #3
 $\Delta = 59^\circ - 58' - 23''$
 $D = 5^\circ - 43' - 46''$
 $R = 1,000.00'$
 $T = 577.04'$
 $L = 1046.73'$
 $E = 154.54'$
 BANK + 0.076 FT/FT

Curve Data #3A
 $\Delta = 20^\circ - 01' - 24''$
 $D = 3^\circ - 49' - 11''$
 $R = 1,500.00'$
 $T = 264.81'$
 $L = 524.21'$
 $E = 23.20'$
 BANK + 0.060 FT/FT

Curve Data #3B
 $\Delta = 41^\circ - 17' - 10''$
 $D = 5^\circ - 45' - 46''$
 $R = 1,000.00'$
 $T = 376.73'$
 $L = 720.58'$
 $E = 68.61'$
 BANK - 0.076 FT/FT

JUN 05 1986
 SURVEYED BY BRYANT DATE 1/84
 DRAWN BY BRYANT AS300 DATE 3/81
 TRACED BY K.A.W. DATE 9/81
ROUTE 9 - MARLBORO
 PROJ. NO. 010-1172
 SHEET 10 OF 18

GUARD RAIL STD. STL. BEAM
W/ WOOD POST, TYPE II
63+00 - 68+75 RT

REMOVAL & DISPOSAL OF
EXIST. GUARD RAIL
62+65 RT - 68+70 LT
(ON OLD ALIGNMENT)

TEMP 4" REFLECT. WHITE LINES
59+00, 15' LT. - 59+75, 12' LT.
59+75 - 72+00, 12' LT.
59+00 - 72+00, 12' RT.

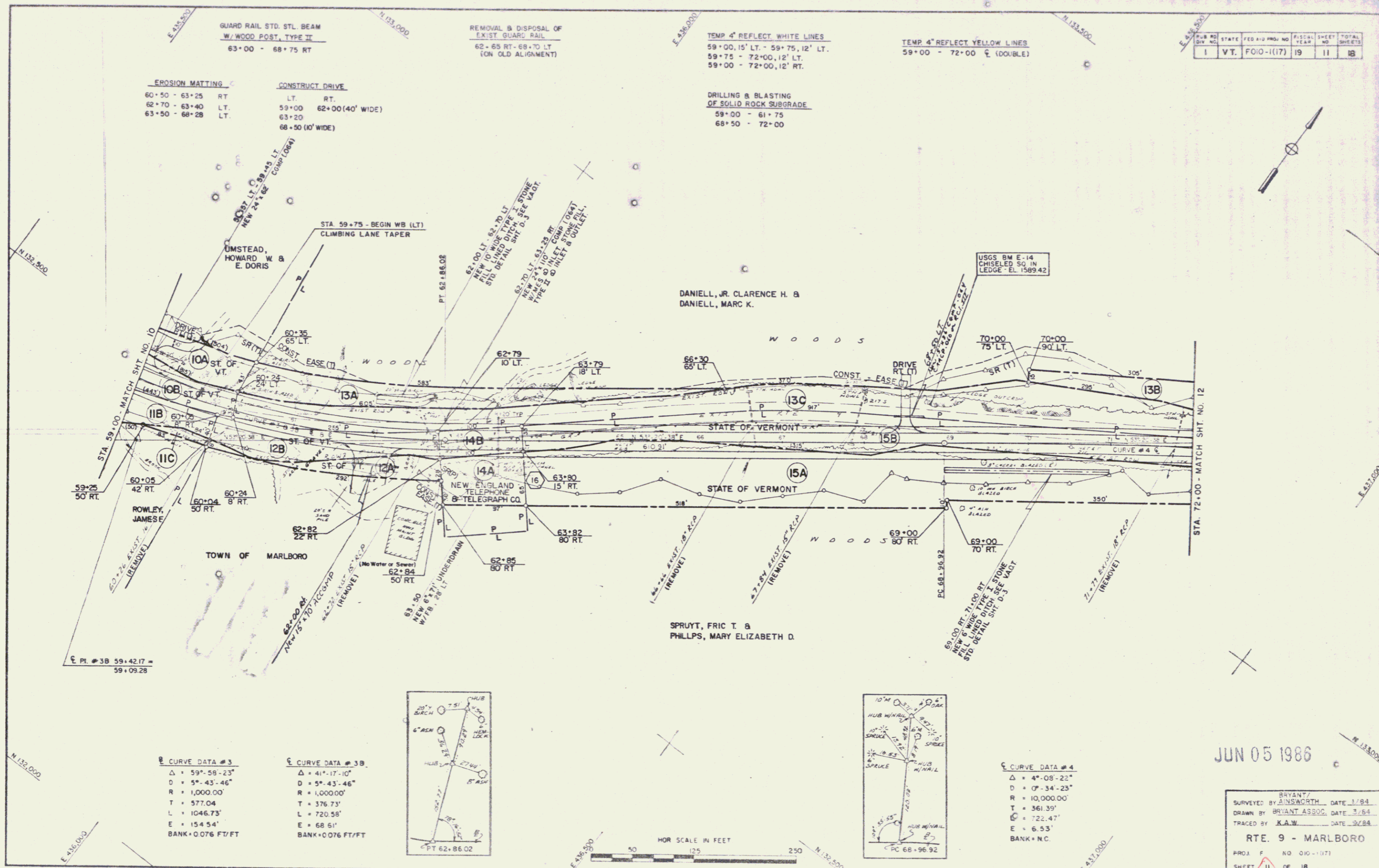
TEMP 4" REFLECT. YELLOW LINES
59+00 - 72+00 (DOUBLE)

EROSION MATTING C
60+50 - 63+25 RT
62+70 - 63+40 LT.
63+50 - 68+28 LT.

CONSTRUCT DRIVE
LT. RT.
59+00 62+00 (40' WIDE)
63+20
66+50 (10' WIDE)

DRILLING & BLASTING
OF SOLID ROCK SUBGRADE
59+00 - 61+75
68+50 - 72+00

STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
VT.	FOIO-1(17)	19	11	18



CURVE DATA #3
 $\Delta = 59^{\circ} 58' 23''$
 $D = 5^{\circ} 43' 46''$
 $R = 1,000.00'$
 $T = 577.04'$
 $L = 1046.73'$
 $E = 154.54'$
 $BANK = 0.076 FT/FT$

CURVE DATA #3B
 $\Delta = 41^{\circ} 17' 10''$
 $D = 5^{\circ} 43' 46''$
 $R = 1,000.00'$
 $T = 376.73'$
 $L = 720.58'$
 $E = 68.51'$
 $BANK = 0.076 FT/FT$

CURVE DATA #4
 $\Delta = 4^{\circ} 08' 22''$
 $D = 0^{\circ} 34' 23''$
 $R = 10,000.00'$
 $T = 361.39'$
 $L = 722.47'$
 $E = 6.53'$
 $BANK = N.C.$

JUN 05 1986

BRYANT
 SURVEYED BY BRYANT ASSOC. DATE 1/84
 DRAWN BY BRYANT ASSOC. DATE 3/84
 TRACED BY K.A.W. DATE 9/88
 RTE. 9 - MARLBORO
 PROJ. F. NO. 010-1(17)
 SHEET 11 OF 18

TEMP 4" REFLECT WHITE LINES
 72+00 - 80+45, 12' LT
 80+55, 12' LT - TH 20, 10+45, 11' LT
 TH 20, 10+45, 11' LT - TH 20, 12+50, 11' LT

TH 20, 12+50, 11' RT - TH 20, 10+45, 11' RT
 TH 20, 10+45, 11' RT - 81+45, 12' LT
 81+45 - 85+50, 12' LT
 72+00 - 85+50, 12' RT

TEMP 4" REFLECT YELLOW LINES
 72+00 - 80+80 (DBL)
 81+20 - 85+50 (DBL)
 TH 20, 10+45 - 12+50 (DBL)

CONSTRUCT RELOCATED TH 20
 LT 81+00

EROSION MATTING
 82+75 - 85+50 LT

SCARIFYING EXIST PAVEMENT
 76+50 - 81+00

CONSTRUCT DRIVE
 LT 72+75
 LT 76+00

DRILLING & BLASTING OF
 SOLID ROCK SUBGRADE
 72+00 - 75+00
 82+00 - 83+25

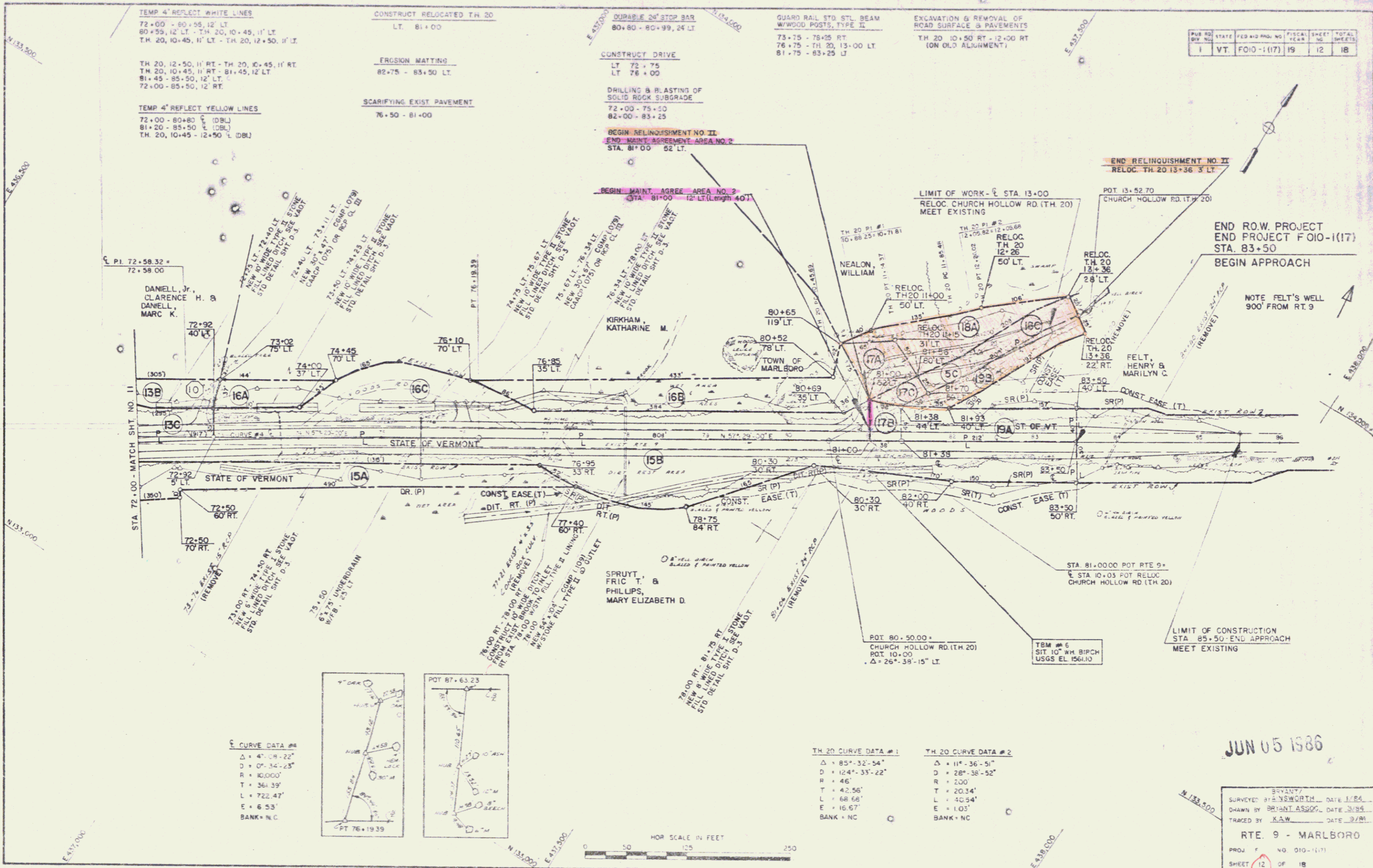
BEGIN RELINQUISHMENT NO II
 END MAINT AGREEMENT AREA NO 2
 STA. 81+00 - 82 LT.

BEGIN MAINT. AGREEMENT AREA NO. 2
 STA. 81+00 (2' LT Length 40')

GUARD RAIL STD. STL. BEAM
 W/WOOD POSTS, TYPE II
 73+75 - 75+25 RT
 76+75 - TH 20, 13+00 LT
 81+75 - 83+25 LT

EXCAVATION & REMOVAL OF
 ROAD SURFACE & PAVEMENTS
 TH 20, 10+50 RT - 12+00 RT
 (ON OLD ALIGNMENT)

PROJ. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	VT	FOIO-1(17)	19	12	18



PI. 72+58.32 =
 72+58.00
 DANIELL, JR.
 CLARENCE H. &
 DANIELL,
 MARC K.

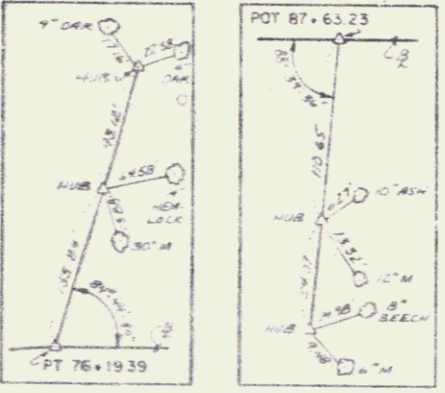
KIRKHAM,
 KATHARINE M.

SPRUYT,
 FRIG. T. &
 PHILLIPS,
 MARY ELIZABETH D.

FELT,
 HENRY &
 MARILYN C.

CURVE DATA #1

Δ	47° 08' 22"
D	0° 34' 25"
R	10,000'
T	361.39'
L	722.47'
E	6.53'
BANK	N/C

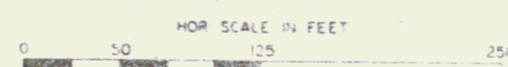


TH 20 CURVE DATA #1

Δ	85° 32' 54"
D	124° 33' 22"
R	46'
T	42.56'
L	68.68'
E	16.67'
BANK	N/C

TH 20 CURVE DATA #2

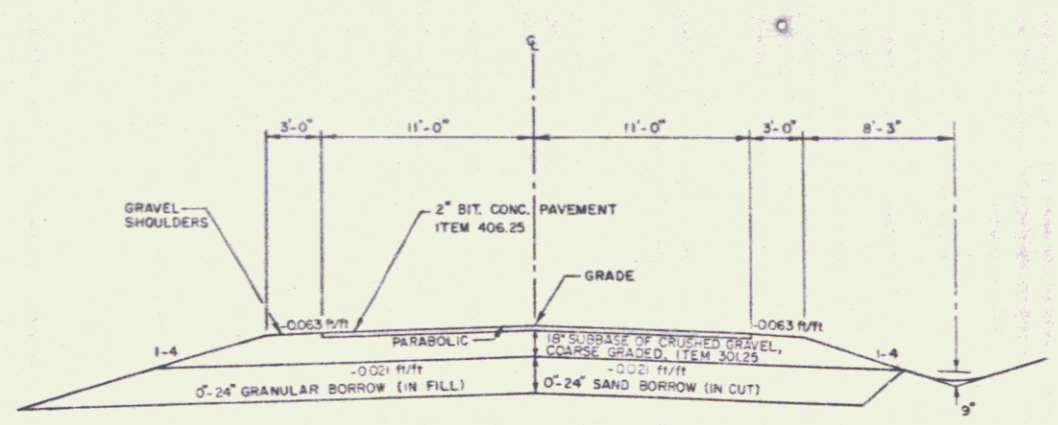
Δ	11° 36' 51"
D	28° 38' 52"
R	200'
T	20.34'
L	40.94'
E	1.03'
BANK	N/C



JUN 05 1986

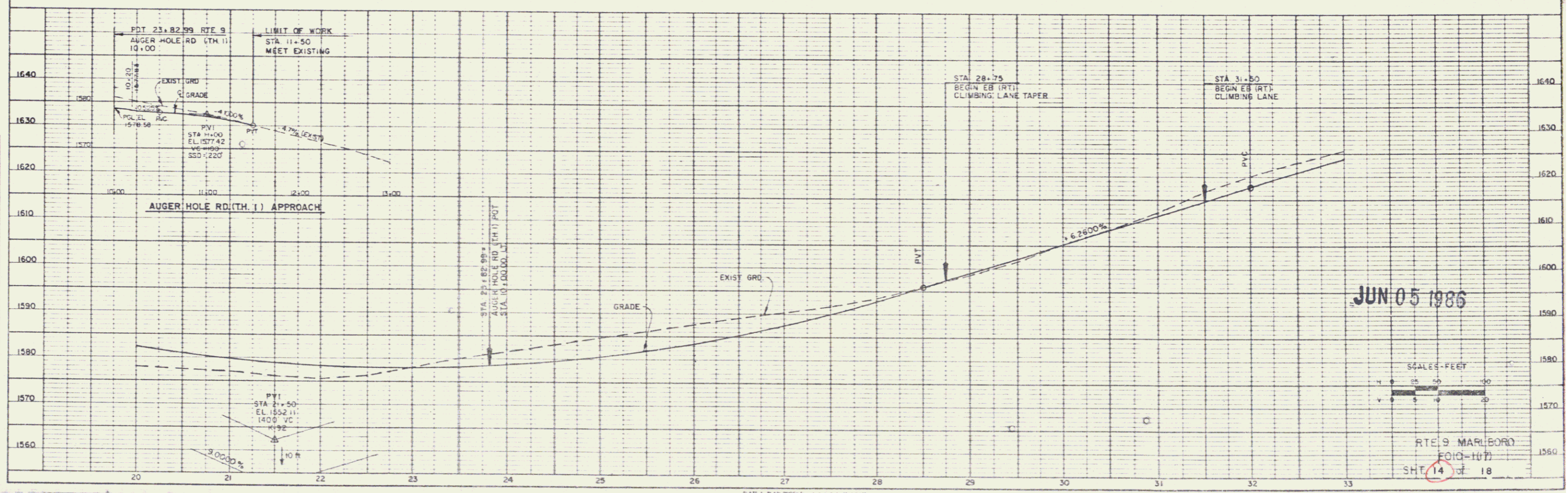
BRUNY
 SURVEYED BY BRUNY DATE 1/84
 DRAWN BY BRUNY ASSOC. DATE 3/85
 TRACED BY K.A.W. DATE 3/81
RTE. 9 - MARLBORO
 PROJ. NO. FOIO-1(17)
 SHEET 12 OF 18

DATE	
BY	
CHECKED	
DESIGNED	
IN CHARGE	
PROJECT NO.	
PROJECT NAME	
PROJECT LOCATION	
PROJECT SHEET NO.	
PROJECT SHEET TOTAL	
PROJECT SHEET DATE	
PROJECT SHEET SCALE	
PROJECT SHEET UNIT	
PROJECT SHEET DIMENSION	
PROJECT SHEET AREA	
PROJECT SHEET PERIMETER	
PROJECT SHEET WEIGHT	
PROJECT SHEET VOLUME	
PROJECT SHEET SURFACE AREA	
PROJECT SHEET PERCENTAGE	
PROJECT SHEET RATIO	
PROJECT SHEET FRACTION	
PROJECT SHEET DECIMAL	
PROJECT SHEET PERCENT	
PROJECT SHEET PERMILLE	
PROJECT SHEET MICRO	
PROJECT SHEET MILLI	
PROJECT SHEET CENTI	
PROJECT SHEET DECI	
PROJECT SHEET UNIT	
PROJECT SHEET DIMENSION	
PROJECT SHEET AREA	
PROJECT SHEET PERIMETER	
PROJECT SHEET WEIGHT	
PROJECT SHEET VOLUME	
PROJECT SHEET SURFACE AREA	
PROJECT SHEET PERCENTAGE	
PROJECT SHEET RATIO	
PROJECT SHEET FRACTION	
PROJECT SHEET DECIMAL	
PROJECT SHEET PERCENT	
PROJECT SHEET PERMILLE	
PROJECT SHEET MICRO	
PROJECT SHEET MILLI	
PROJECT SHEET CENTI	
PROJECT SHEET DECI	
PROJECT SHEET UNIT	



TYPICAL SECTION
 AUGER HOLE RD - TH. 1
 TOWN HILL RD. - TH. 4
 CHURCH HOLLOW RD. - TH. 20
 NO SCALE

DATE	
BY	
CHECKED	
DESIGNED	
IN CHARGE	
PROJECT NO.	
PROJECT NAME	
PROJECT LOCATION	
PROJECT SHEET NO.	
PROJECT SHEET TOTAL	
PROJECT SHEET DATE	
PROJECT SHEET SCALE	
PROJECT SHEET UNIT	
PROJECT SHEET DIMENSION	
PROJECT SHEET AREA	
PROJECT SHEET PERIMETER	
PROJECT SHEET WEIGHT	
PROJECT SHEET VOLUME	
PROJECT SHEET SURFACE AREA	
PROJECT SHEET PERCENTAGE	
PROJECT SHEET RATIO	
PROJECT SHEET FRACTION	
PROJECT SHEET DECIMAL	
PROJECT SHEET PERCENT	
PROJECT SHEET PERMILLE	
PROJECT SHEET MICRO	
PROJECT SHEET MILLI	
PROJECT SHEET CENTI	
PROJECT SHEET DECI	
PROJECT SHEET UNIT	



JUN 05 1986

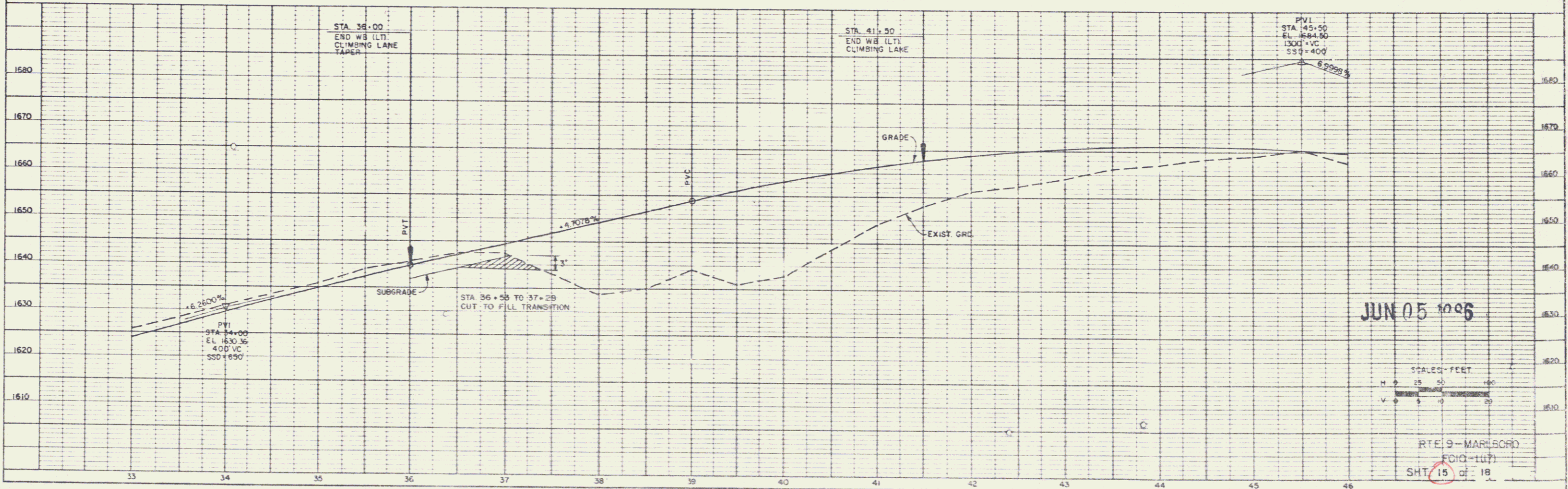


RTE 9 MARLBORO
 F010-1177
 SHEET 14 OF 18

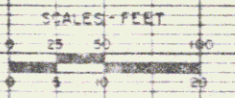
PLAN
 DATE: _____
 DRAWN BY: _____
 CHECKED BY: _____
 PROJECT NO.: _____
 SHEET NO.: _____



PROFILE
 DATE: _____
 DRAWN BY: _____
 CHECKED BY: _____
 PROJECT NO.: _____
 SHEET NO.: _____



JUN 05 2006

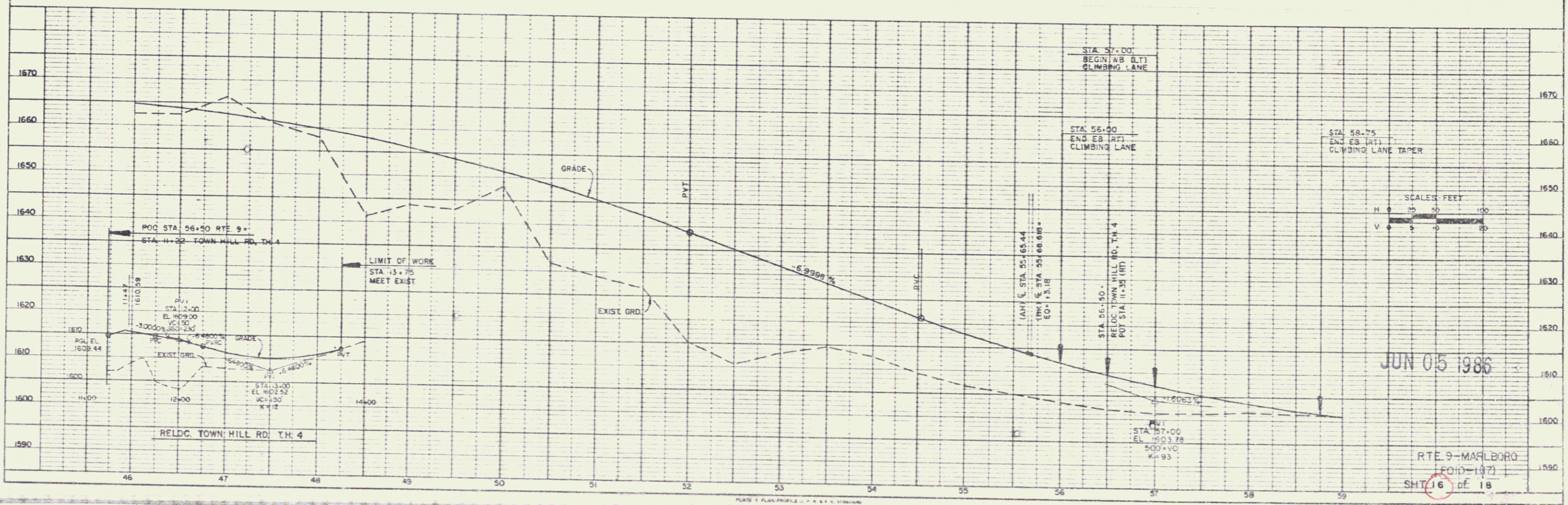


RTE. 9 - MARLBORO
 FIG. 147
 SHT. 15 of 18

9

PLAN
 ROUTE BOOK
 SHEET NO. 16

PROFILE
 ROUTE BOOK
 SHEET NO. 16



10

PLAN
 NOTE BOOK

PROFILE
 STA. 59.75
 STA. 72.00

