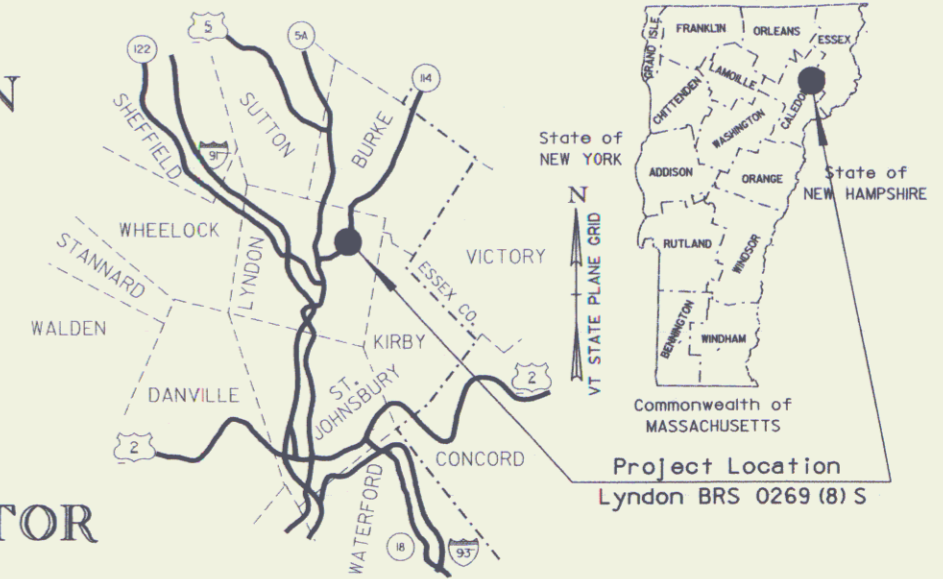


STATE OF VERMONT  
AGENCY OF TRANSPORTATION



R.O.W. PLANS

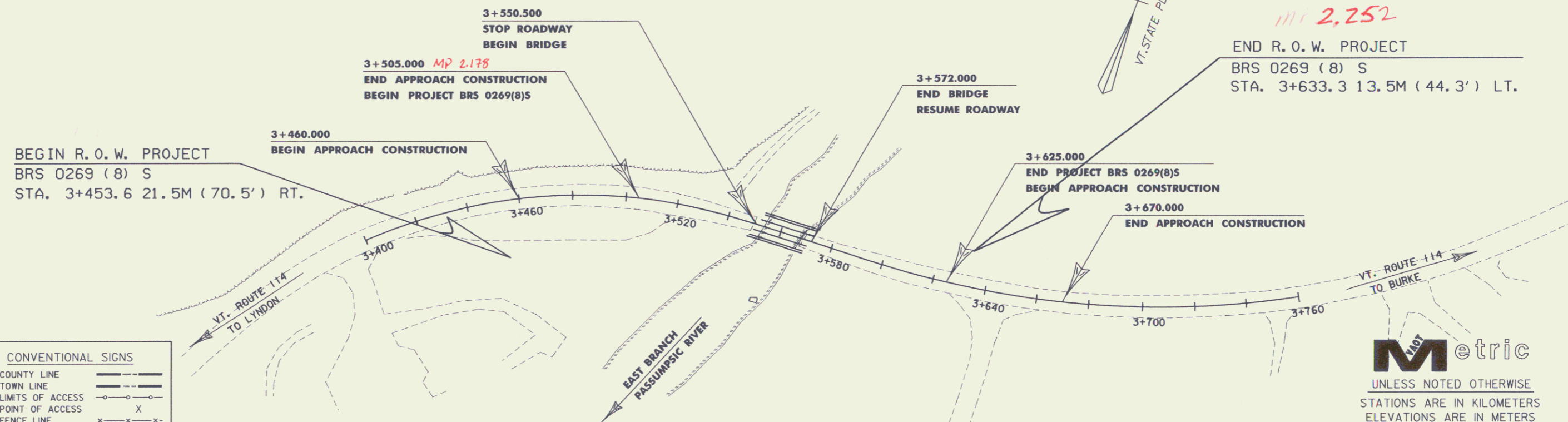
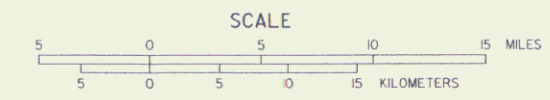
**TOWN OF LYNDON**  
**COUNTY OF CALEDONIA**  
**VT. ROUTE 114 - MAJOR COLLECTOR**



BEGINNING AT A POINT APPROXIMATELY 3.505 km NORTHEASTERLY FROM THE INTERSECTION OF US. ROUTE 5, AND EXTENDING NORTHEASTERLY 120 m.

LENGTH OF ROADWAY = 98.50 m  
LENGTH OF BRIDGE = 21.50 m

LENGTH OF PROJECT = 120.00 m  
LENGTH OF R.O.W. PROJECT = 179.7 m (589.6')  
WORK TO BE PERFORMED UNDER THIS PROJECT INCLUDES THE REPLACEMENT OF BRIDGE #8, AND NECESSARY APPROACH WORK.



CONVENTIONAL SIGNS

|                    |                 |
|--------------------|-----------------|
| COUNTY LINE        | ---             |
| TOWN LINE          | ---             |
| LIMITS OF ACCESS   | ○-○-○-○         |
| POINT OF ACCESS    | X               |
| FENCE LINE         | x-x-x-x-x       |
| STONE WALL         | o-o-o-o-o-o-o-o |
| 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       | ○-SR-△          |
| TOP OF CUT         | △               |
| TOE OF SLOPE       | ○               |

DATUM  
VERTICAL NAVD 88  
HORIZONTAL NAD 83 (92)

ALL DRIVES AS INDICATED ON PLANS ARE SUBJECT TO PERMITS PURSUANT TO TITLE 19 SECTION III, V.S.A.



THESE PLANS ARE SUBJECT TO SUCH ENGINEERING CHANGES AS MAY BE REQUIRED BY THE FEDERAL HIGHWAY ADMINISTRATION OR THE DIRECTOR OF PROJECT DEVELOPMENT.  
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.

**Metric**  
UNLESS NOTED OTHERWISE  
STATIONS ARE IN KILOMETERS  
ELEVATIONS ARE IN METERS  
DIMENSIONS ARE IN MILLIMETERS

Pin # 85E041

APPROVED [Signature] DATE 11/21/00  
Director of Project Development

APPROVED [Signature] DATE 11/29/00  
Chief, Right of Way

LYNDON  
BRS 0269 (8) S  
R.O.W. SHEET 1 OF 11 SHEETS

/s/85E041/de04bdr.dgn de04bdr.dgn

| MATERIAL ITEM          | PERMISSIBLE THICKNESS TOLERANCE |
|------------------------|---------------------------------|
| PAVEMENT (TOTAL DEPTH) | + 5 mm                          |
| SUBBASE                | ± 30 mm                         |
| SAND                   | ± 30 mm                         |

## TYPICAL SECTIONS

- 40 mm BITUMINOUS CONCRETE PAVEMENT TYPE III
- 50 mm BITUMINOUS CONCRETE PAVEMENT TYPE II
- 90 mm BITUMINOUS CONCRETE PAVEMENT TYPE I (2 LIFTS)
- 530 mm SUBBASE OF DENSE GRADED CRUSHED STONE
- 380 mm SAND BORROW

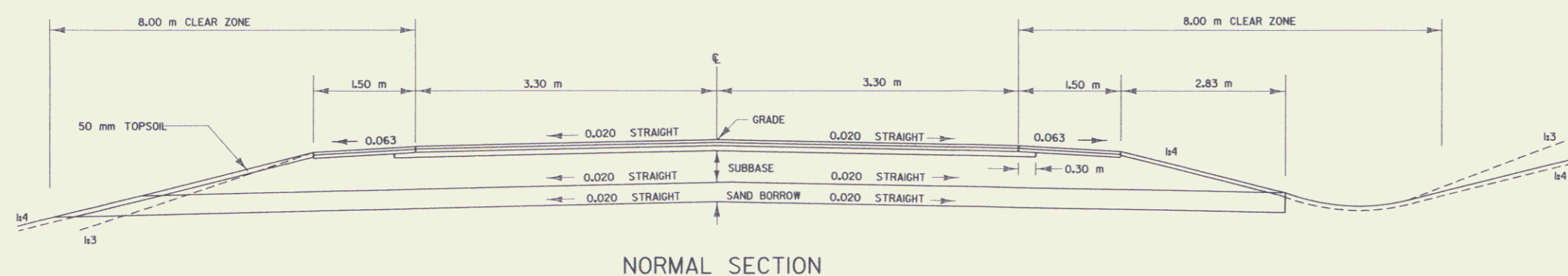
SHOULDERS: 90 mm BITUMINOUS CONCRETE PAVEMENT  
(40mm TYPE III OVER 50mm TYPE II)

### SEEDING FORMULA RURAL AREAS

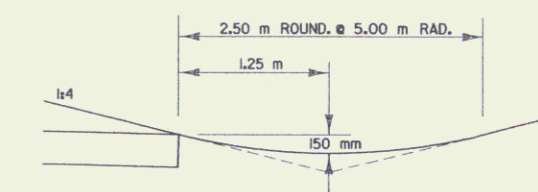
| % WT. | kg/ha | NAME                | PUR % | GERM % |
|-------|-------|---------------------|-------|--------|
| 37.5  | 26.0  | CREeping RED FESCUE | 98    | 85     |
| 37.5  | 26.0  | TALL FESCUE         | 95    | 90     |
| 5.0   | 4.0   | RED TOP             | 95    | 90     |
| 15.0  | 10.0  | BIRD'SFOOT TREFOIL  | 98    | 85     |
| 5.0   | 4.0   | ANNUAL RYE GRASS    | 95    | 85     |
| 100.0 | 70.0  |                     |       |        |

#### GENERAL NOTES

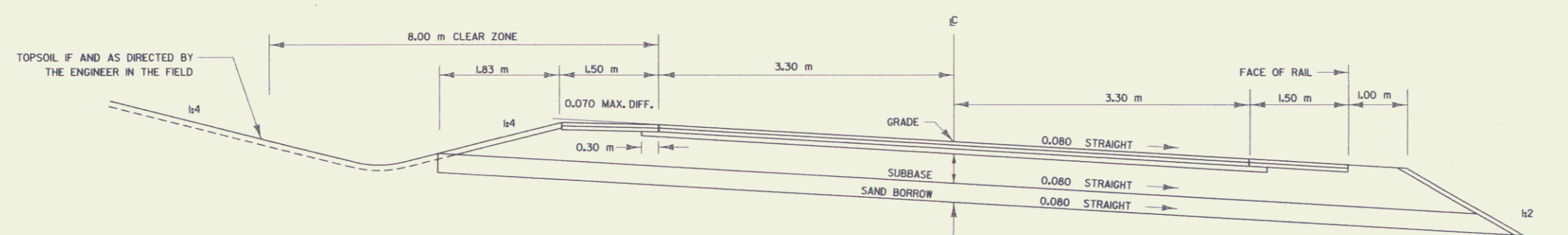
- SEED MIXTURE: SHALL NOT HAVE A WEED CONTENT EXCEEDING 0.40% BY WEIGHT AND SHALL BE FREE OF ALL NOXIOUS SEED.
- SEED: TO BE APPLIED PER SEEDING FORMULAS OR AS DIRECTED BY THE ENGINEER.
- FERTILIZER: FORMULA 10-20-10, TO BE USED WITH SEED, APPLIED AT THE RATE OF 560 kg/ha. (HYDRO SEEDERS MAY USE 19-19-19 FORMULA).
- AGRICULTURAL LIMESTONE: TO BE APPLIED AT THE RATE OF 4500 kg/ha, OR AS DIRECTED BY THE ENGINEER.
- HAY MULCH: TO BE PLACED ON EARTH SLOPES AT THE RATE OF 4500 kg/ha, OR AS DIRECTED BY THE ENGINEER.
- TOPSOIL: TO BE USED WITH SEED AS INDICATED ON THE PLANS, OR AS DIRECTED BY THE ENGINEER.
- MARKER POSTS: TO BE PLACED AS INDICATED OR AS DIRECTED BY THE ENGINEER.
- SLOPE ROUNDING: ALL CUT SLOPES TO BE ROUNDED IN ACCORDANCE WITH STANDARD SHEET B-5.
- PAY LIMITS OF SAND BORROW: WHEN USED IN CONJUNCTION WITH UNDERDRAIN - SEE STANDARD SHEET D-2.
- TACK COAT: EMULSIFIED ASPHALT IS TO BE APPLIED AT THE RATE OF 0.07 L/m<sup>2</sup> BETWEEN SUCCESSIVE COURSES OF PAVEMENT AS DIRECTED BY THE ENGINEER.



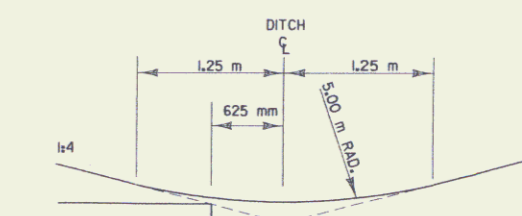
NORMAL SECTION



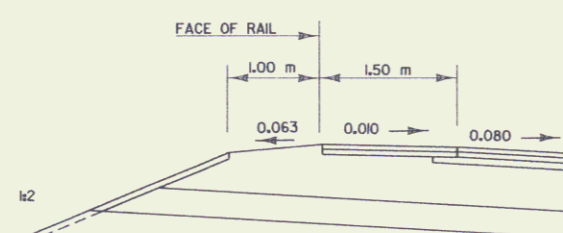
NORMAL SECTION



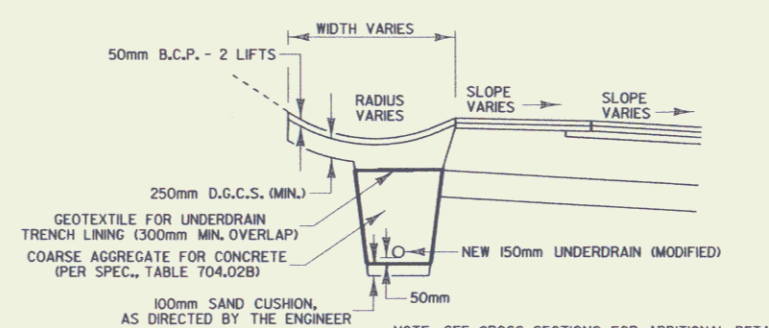
MAXIMUM BANKED SECTION 0.080



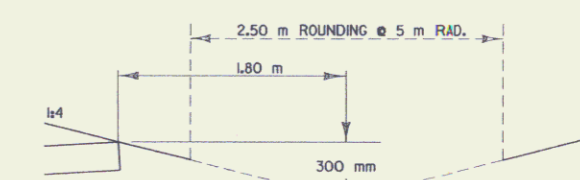
DETAILS OF DITCH AND BACKSLOPE FOR LOW SIDE OF BANK ≥ 0.042



HIGH SIDE OF MAX. BANK WITH GUARDRAIL



B.C.P. GUTTER AND UNDERDRAIN DETAIL



HIGH SIDE @ MAX. BANKING

DATUM

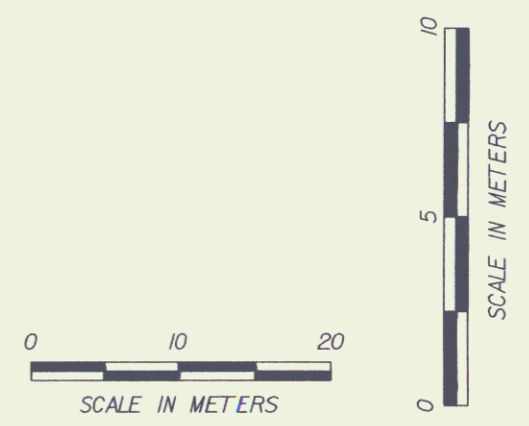
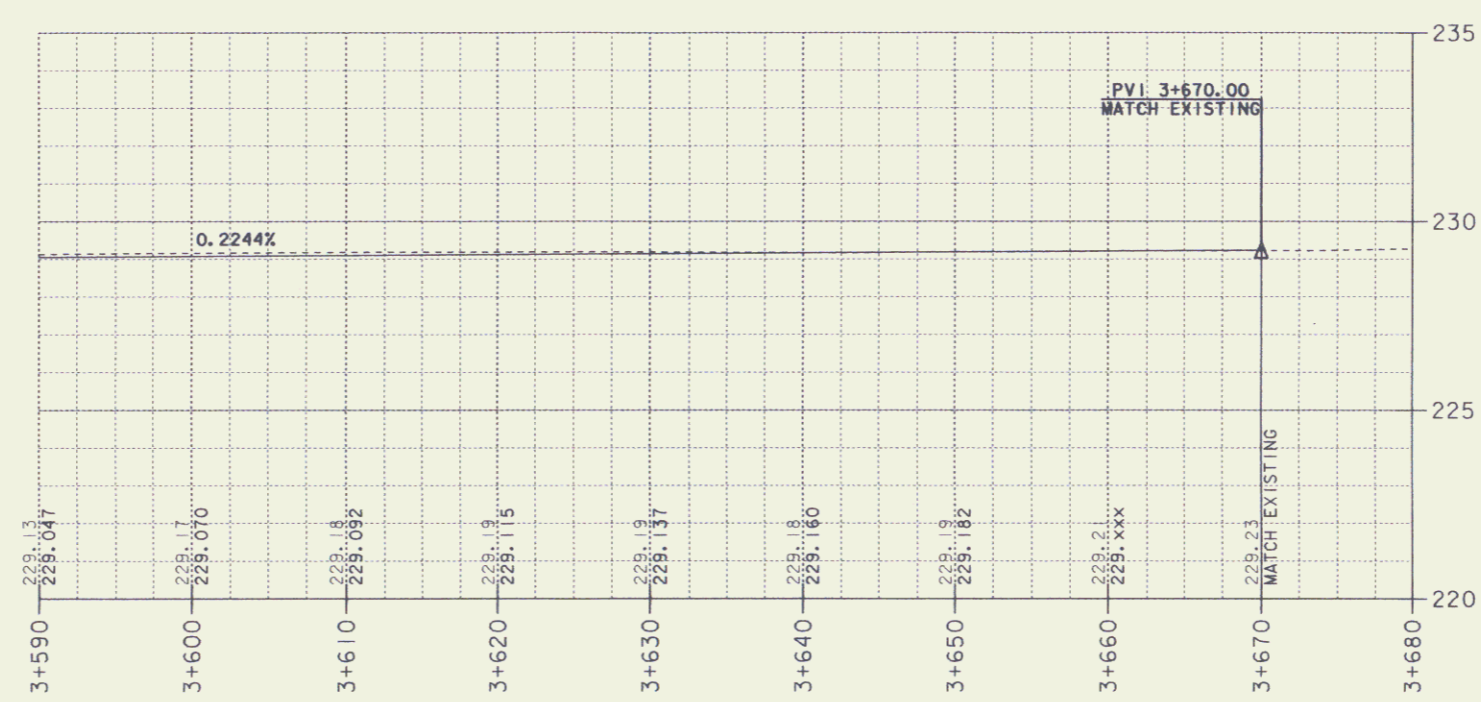
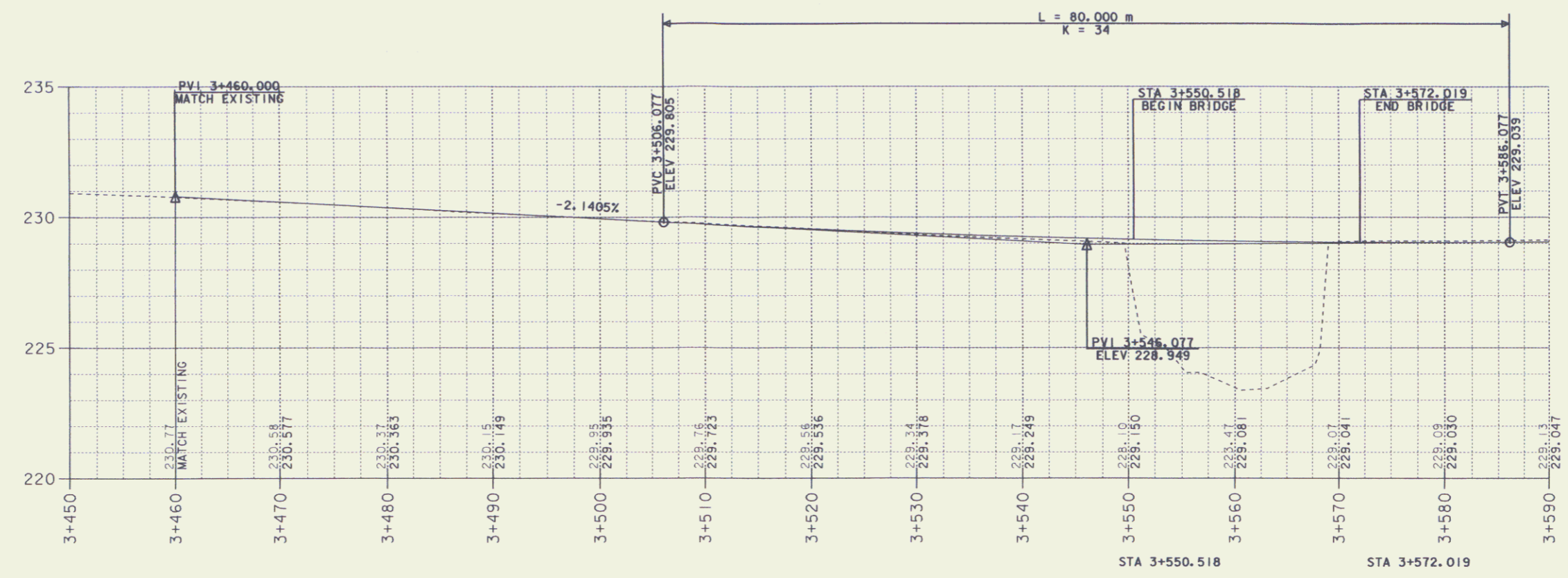
|            |             |
|------------|-------------|
| VERTICAL   | NAVD 88     |
| HORIZONTAL | NAD 83 (92) |

NOT TO SCALE

### TYPICAL SHEET

|                   |                                |              |              |
|-------------------|--------------------------------|--------------|--------------|
| PROJECT:          | LYNDON                         | PROJECT NO.: | BRS 0269(8)S |
| DESIGN FILE NAME: | s tr5/85e041/de041nu1.dgn      | PLOT DATE:   | 30-OCT-2000  |
| IPARM FILE NAME:  | de041typ.i                     | SURVEY DATE: | N/A          |
| SURVEYED BY:      | N/A                            | DRAWN BY:    | KJR          |
| SQUAD LEADER:     | C. KELLER                      |              |              |
|                   | R. O. W SHEET (2) OF 11 SHEETS |              |              |

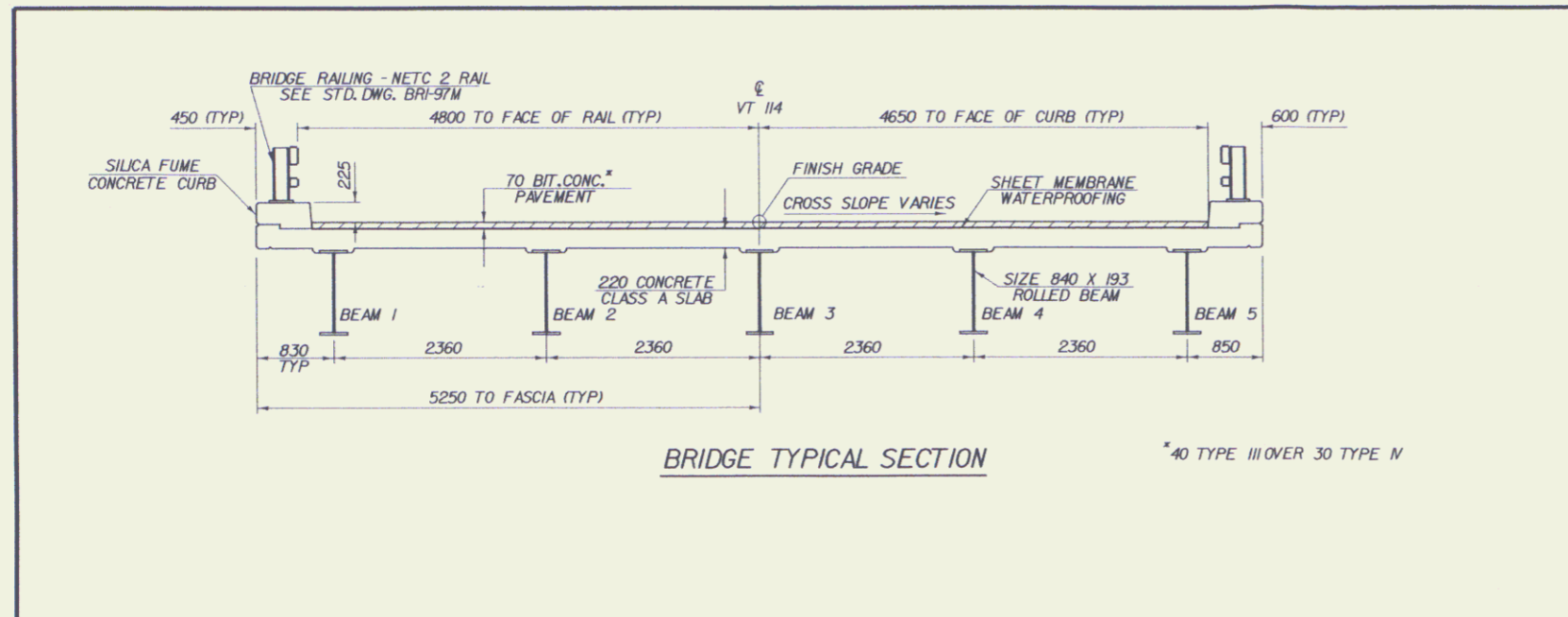
# PROFILE SHEET



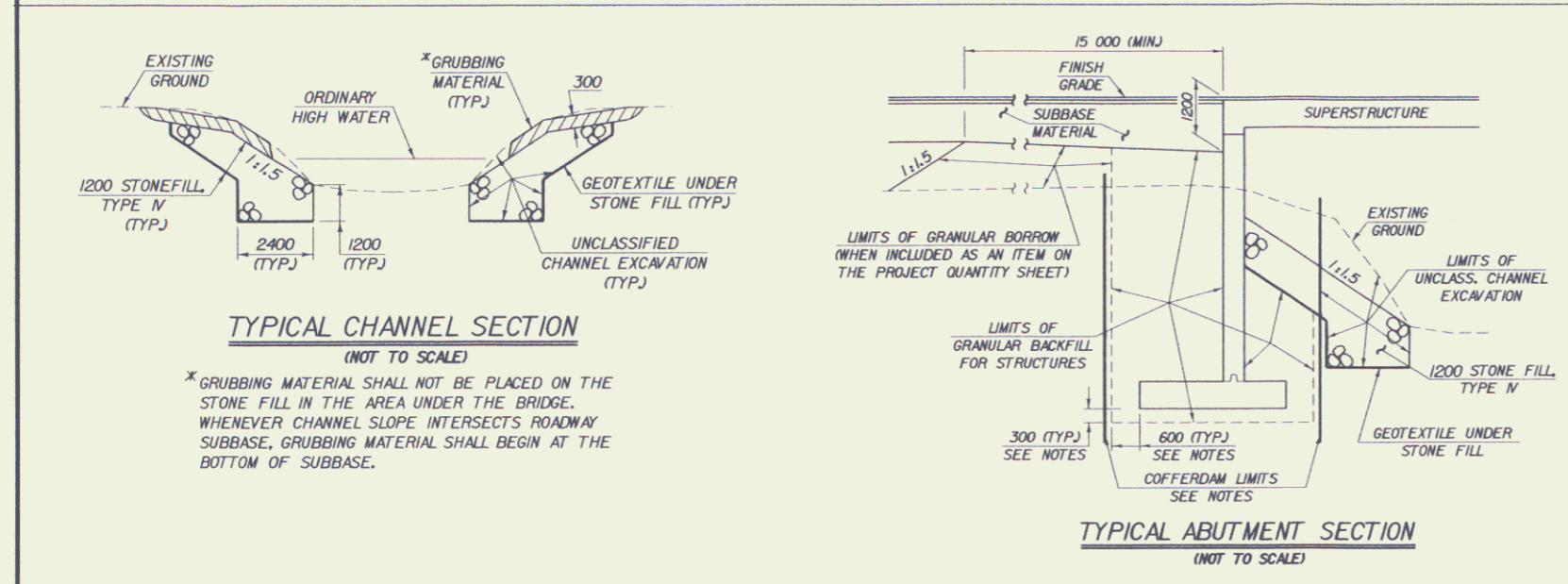
DATUM \_\_\_\_\_  
 VERTICAL \_\_\_\_\_  
 HORIZONTAL \_\_\_\_\_

|   |                              |
|---|------------------------------|
| PROJECT:<br>LYNDON                          | PROJECT NO.:<br>BRS 0269(8)S |
| DESIGN FILE NAME: /str5/85e04l/de04lnul.dgn | PLOT DATE: 30-OCT-2000       |
| IPARM FILE NAME: de04lp0LI                  | SURVEY DATE: Sept. 1993      |
| SURVEYED BY: Moreau                         | DRAWN BY: M. Fowler          |
| SQUAD LEADER: C. Keller                     |                              |
| R. O. W. SHEET 3 OF 11 SHEETS               |                              |

3



BRIDGE TYPICAL SECTION \*40 TYPE III OVER 30 TYPE IV



TYPICAL CHANNEL SECTION (NOT TO SCALE)

\*GRUBBING MATERIAL SHALL NOT BE PLACED ON THE STONE FILL IN THE AREA UNDER THE BRIDGE. WHENEVER CHANNEL SLOPE INTERSECTS ROADWAY SUBBASE, GRUBBING MATERIAL SHALL BEGIN AT THE BOTTOM OF SUBBASE.

TYPICAL ABUTMENT SECTION (NOT TO SCALE)

NOTES

- COFFERDAM LIMITS TO BE DETERMINED BY THE CONTRACTOR.
- FOR PURPOSES OF ESTIMATING EARTHWORK QUANTITIES, THE LIMITS OF COFFERDAM HAVE BEEN ASSUMED TO BE 600 OUTSIDE THE PERIMETER OF THE FOOTING.
- 300 UNDERCUT AS DETERMINED NECESSARY BY THE RESIDENT ENGINEER.
- IF A COFFERDAM IS CONSTRUCTED WHICH IS MORE THAN THE INDICATED DISTANCE OUTSIDE THE FOOTING LIMITS, PAYMENT FOR ALL UNCLASSIFIED CHANNEL EXCAVATION INCLUDING THAT PORTION WHICH IS INSIDE THE COFFERDAM BUT OUTSIDE THE COFFERDAM LIMITS SHOWN WILL BE MADE AT THE CONTRACT UNIT PRICE FOR UNCLASSIFIED CHANNEL EXCAVATION.

TRAFFIC DATA

|                                |      |      |
|--------------------------------|------|------|
|                                | 2002 | 2022 |
| ADT                            | 4070 | 5470 |
| DHV                            | N/A  | 655  |
| % D                            | N/A  | 56   |
| % T                            | N/A  | 4    |
| DESIGN SPEED 80 km/hr          |      |      |
| 20 YEAR 18 KIP ESAL 3,546,000  |      |      |
| 40 YEAR 18 KIP ESAL 12,016,000 |      |      |

FINAL HYDRAULICS REPORT



HYDROLOGIC DATA

DRAINAGE AREA: 200.0 sq. km  
 CHARACTER OF TERRAIN: Rolling hills to mountainous  
 CHARACTER & TYPE OF STREAM: Straight, alluvial, probably incised, not braided or anabranching  
 NATURE OF STREAMBED: Gravel, cobbles and boulders  
 02.33= 34 cms      050= 127 cms  
 Q10= 79 cms      Q100= 149 cms  
 Q25= 108 cms      0500= 212 cms  
 DATE OF FLOOD OF RECORD: November, 1927, per FEMA F.I.S., Town of Lyndon  
 WATER SURFACE ELEV.: Unknown      ESTIMATED DISCHARGE: Unknown  
 NATURAL STREAM VELOCITY @ Q25 = 2.0 mps  
 DOES THE STREAM REACH MAXIMUM HIGHWATER ELEVATION RAPIDLY? Yes  
 ICE CONDITIONS: Moderate      DEBRIS: Moderate  
 IS ORDINARY RISE RAPID? Yes  
 IS STAGE AFFECTED BY UPSTREAM OR DOWNSTREAM CONDITIONS? No  
 IF YES, DESCRIBE:  
 WATERSHED STORAGE: 3% HEADWATERS X UNIFORM THROUGHOUT WATERSHED IMMEDIATELY ABOVE SITE

EXISTING STRUCTURE

STRUCTURE TYPE: Single span steel beam bridge      YEAR BUILT: 1928  
 CLEAR SPAN (NORMAL TO STREAM): 16.2 m  
 VERTICAL CLEARANCE ABOVE STREAMBED: 3.8 m  
 WATERWAY OF FULL OPENING: 58 sq. m  
 DISPOSITION OF STRUCTURE: Remove and replace  
 TYPE OF MATERIAL UNDER SUBSTRUCTURE: Unknown  
 WATER SURFACE ELEV. @ Q2.33= 225.6      VELOCITY= 1.7 mps  
 Q10= 226.3      "      2.9 mps  
 Q25= 226.7      "      3.5 mps  
 Q50= 227.0      "      4.0 mps  
 Q100= 227.3      "      4.4 mps  
 LONG TERM STREAM BED CHANGES: There is a 1 m deep scour hole through the existing bridge area.  
 IS THE ROADWAY OVERTOPPED BELOW THE Q100? No      FREQUENCY: > Q100  
 RELIEF ELEVATION: 229.0      DISCHARGE OVER ROAD @ Q100: None  
 UPSTREAM STRUCTURE: TOWN: Burke      DISTANCE: 3.7 km  
 HIGHWAY NO.: I.H. 2      STRUCTURE NO.: 19  
 STRUCTURE TYPE: Single span steel beam bridge, concrete deck  
 CLEAR SPAN: 17.0 m      CLEAR HEIGHT: 4.0 m  
 YEAR BUILT: 1940      FULL WATERWAY: Not available  
 DOWNSTREAM STRUCTURE: TOWN: Lyndon      DISTANCE: 0.8 km  
 HIGHWAY NO.: I.H. 40      STRUCTURE NO.: 42  
 STRUCTURE TYPE: Single span steel beam bridge, concrete deck  
 CLEAR SPAN: 23.5 m      CLEAR HEIGHT: 3.8 m  
 YEAR BUILT: 1965      FULL WATERWAY: Not available

PROPOSED STRUCTURE

STRUCTURE TYPE: Single span steel beam bridge with concrete deck  
 CLEAR SPAN (NORMAL TO STREAM): 19.0 m  
 VERTICAL CLEARANCE ABOVE STREAMBED: 3.7 m  
 WATERWAY OF FULL OPENING: 61 sq. m  
 WATER SURFACE ELEV. @ Q2.33= 225.6      VELOCITY= 1.7 mps  
 Q10= 226.3      "      2.9 mps  
 Q25= 226.7      "      3.5 mps  
 Q50= 227.0      "      4.0 mps  
 Q100= 227.2      "      4.2 mps  
 IS THE ROADWAY OVERTOPPED BELOW THE Q100? No      FREQUENCY: > Q100  
 RELIEF ELEVATION: 229.0      DISCHARGE OVER ROAD @ Q100: None  
 AVERAGE LOW ELEVATION OF SUPERSTRUCTURE: 227.7 m  
 VERTICAL CLEARANCE @ Q100 = 0.5 m  
 SCOUR: 0.5 m of contraction scour at Q100, 1.0 m at 0500  
 REQUIRED CHANNEL PROTECTION: Stone Fills, Type IV

PERMIT INFORMATION

ORDINARY LOW WATER: 2.0 cms      ELEV.: 224.5  
 ORDINARY HIGH WATER: 14.7 cms      ELEV.: 225.0  
 CLEAR SPAN (NORMAL TO STREAM): 15 m minimum  
 VERTICAL CLEARANCE ABOVE STREAMBED: Bottom of beams elev. 227.1 minimum  
 WATERWAY OF FULL OPENING: 46 sq. m minimum

DESIGN CRITERIA:

- DESIGN LIVE LOAD AASHTO: MS 225
- DESIGN SPAN: 200 Meters
- ALLOWABLE LOAD FOR SPREAD FOOTINGS ON SOIL: ON LEDGE ESTIMATED LENGTH
- ALLOWABLE LOAD FOR PILING: TYPE
- STRUCTURAL STEEL AASHTO GRADE: M 270/M 270 M GRADE 345
- REINFORCING STEEL GRADE: 420
- CONCRETE CLASS A:  $f_c = 30 \text{ MPa}$
- CONCRETE CLASS B:  $f_c = 25 \text{ MPa}$
- SILICA-FUME CONCRETE:  $f_c = 35 \text{ MPa}$

TRAFFIC MAINTENANCE:

- IS TRAFFIC TO BE MAINTAINED? YES IF YES, ON EXISTING STRUCTURE NO OR ON TEMPORARY BRIDGE YES
- TEMPORARY BRIDGE REQUIREMENTS: ONE OR TWO WAY TWO-WAY TRAFFIC CONTROL SIGNALS REQUIRED NO

ARE SIDEWALKS REQUIRED? IF SO, ON WHAT SIDE?

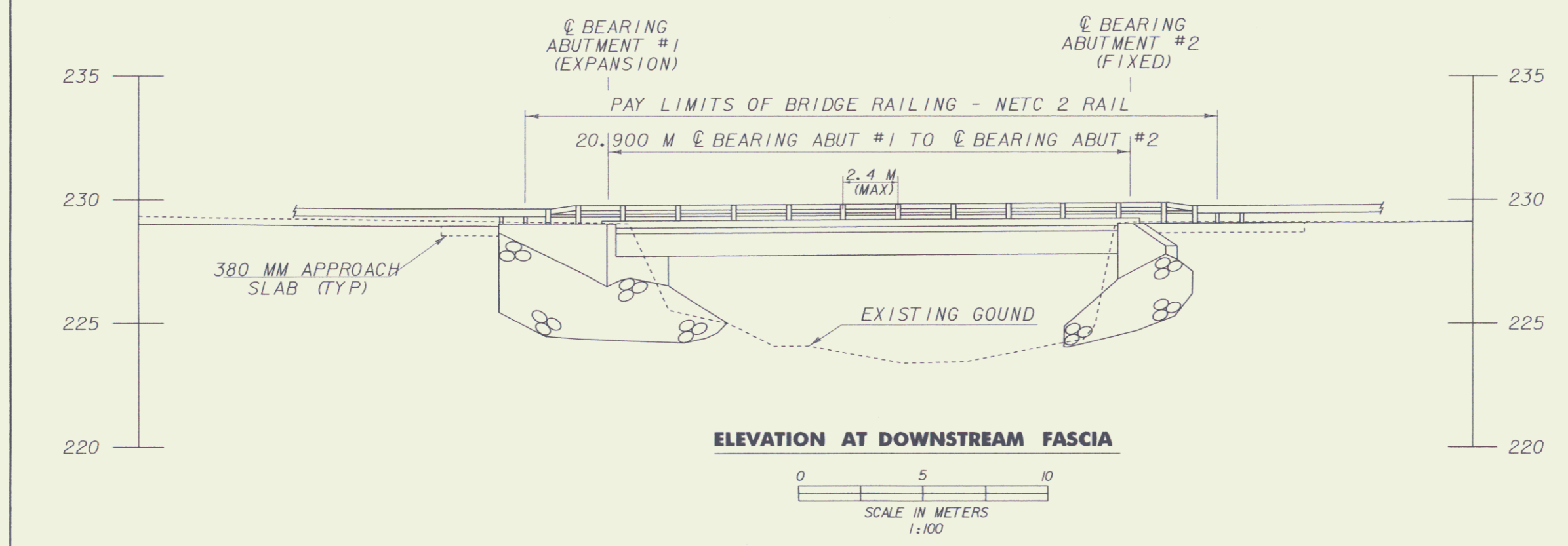
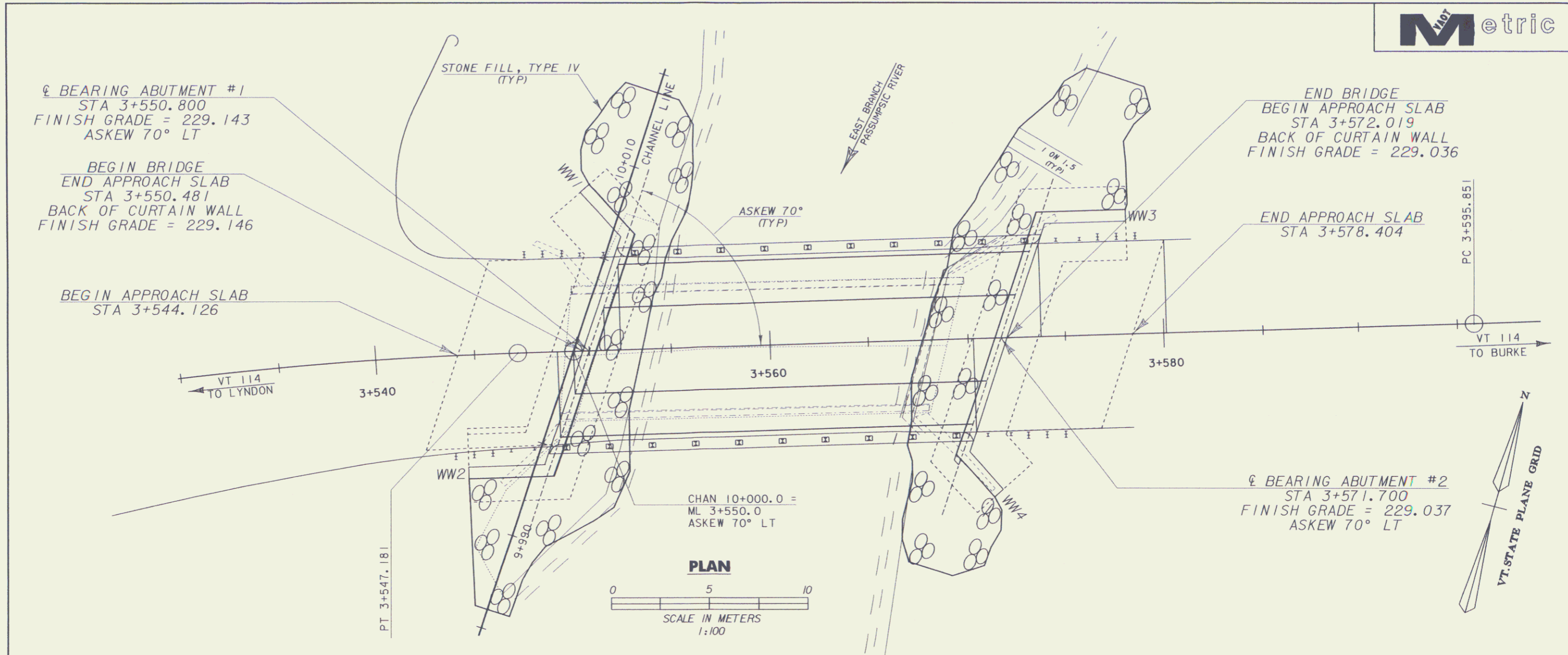
STATE OF VERMONT AGENCY OF TRANSPORTATION

Town Of LYNDON      Bridge No. 8  
 Highway No. VT 114      Log Sta.      Surv. Sta.  
 VT 114 OVER THE EAST BRANCH  
 PRELIMINARY INFORMATION  
 Designed By M.FOWLER      Drawn By M.FOWLER  
 Checked By      Date      Bridge Design Supervisor  
 C.KELLER      Date 8/98  
 PROJECT LYNDON      PROJECT NO. BRS 0269(B)S  
 I.G.C. Info. /str5/85e041/de041pl.dgn      de041plj  
 R. O. W. SHEET (4) OF 11 SHEETS

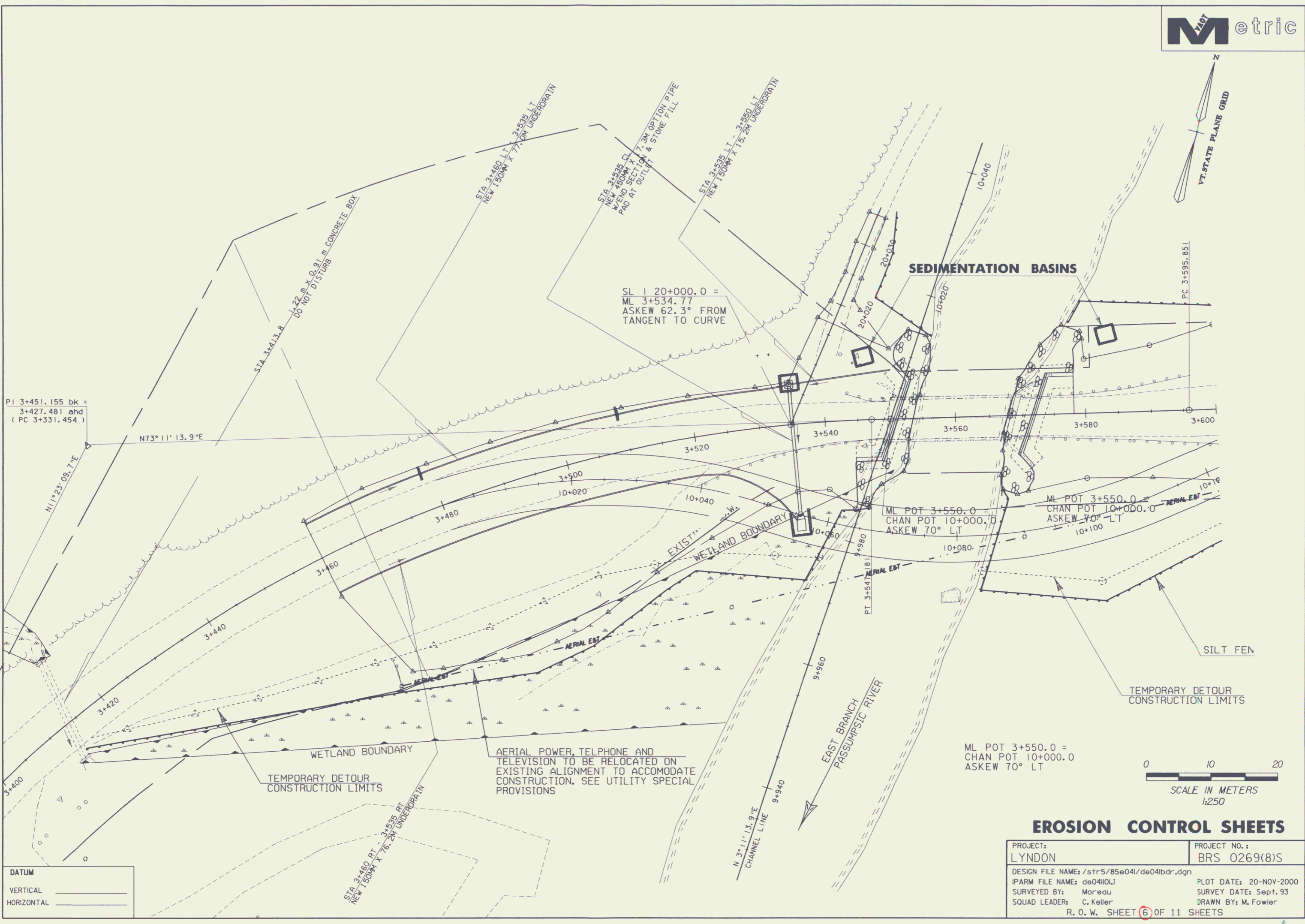
LOAD FACTOR LOAD RATING (TONS)

|   |   |    |     |        |       |          |          |          |
|---|---|----|-----|--------|-------|----------|----------|----------|
| LOADING LEVELS (LOAD FACTOR)  | M | MS | 3S2 | 6 AXLE | TRUCK | 3A. STR. | 4A. STR. | 5A. SEMI |
| INVENTORY A=2.17 B=1.00   |   |    |     |        |       |          |          |          |
| POSTED A=1.55 B=1.40  |   |    |     |        |       |          |          |          |
| OPERATING A=1.30 B=1.67   |   |    |     |        |       |          |          |          |
| STRENGTH $RF = \frac{\theta M_N - 1.3 M_{DL}}{A \times M_{LL+1}}$ SERVICEABILITY $RF = B \left[ \frac{.95 F_y S_{LL+1} - M_{DL} S_{LL+1} - M_{DL} S_{LL+1}}{1.67 M_{LL+1}} \right]$ |   |    |     |        |       |          |          |          |

/str5/85e041/de041plj



|   |  |
|---|--|
| <b>STATE OF VERMONT<br/>AGENCY OF TRANSPORTATION</b>      |  |
| Town Of <b>LYNDON</b>                                     | Bridge No. <b>8</b>                          |
| Highway No. <b>VT 114</b>                                 | Log Sta.<br>Surv. Sta.                       |
| <b>VT 114 OVER THE EAST BRANCH<br/>PLAN AND ELEVATION</b> |  |
| Designed By <b>M. FOWLER</b>                              | Drawn By <b>M. FOWLER</b>                    |
| Checked By <b>C. KELLER</b>                               | Bridge Design Supervisor<br>Date <b>7/98</b> |
| PROJECT <b>LYNDON</b>                                     | PROJECT NO.<br><b>BRS 0269 (B) S</b>         |
| L.G.C. Info. /s tr5/85e041/de041nu1.dgn de041pe.i         |  |
| R. O. W. SHEET <b>5</b> OF 11 SHEETS                      |  |



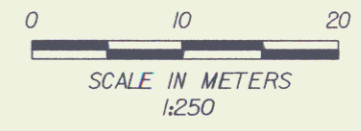
PI 3+451.155 bk =  
3+427.481 ahd  
( PC 3+331.454 )

SL 20+000.0 =  
ML 3+534.77  
ASKEW 62.3° FROM  
TANGENT TO CURVE

ML POT 3+550.0  
CHAN POT 10+000.0  
ASKEW 70° LT

ML POT 3+550.0  
CHAN POT 10+000.0  
ASKEW 70° LT

ML POT 3+550.0 =  
CHAN POT 10+000.0  
ASKEW 70° LT



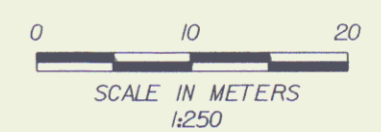
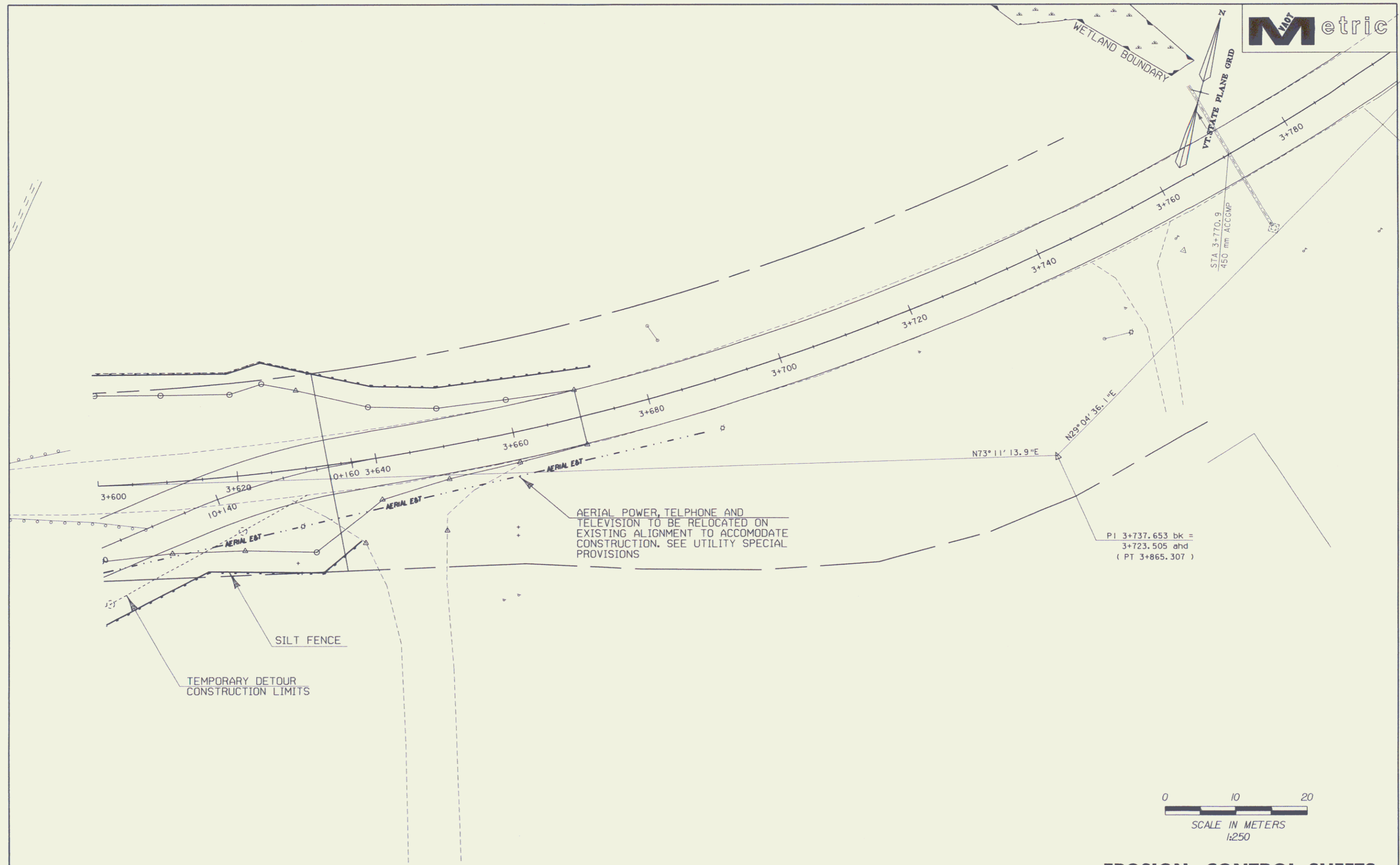
**EROSION CONTROL SHEETS**

|  |                               |
|--|-------------------------------|
| PROJECT:<br>LYNDON                           | PROJECT NO. 1<br>BRS 0269(8)S |
| DESIGN FILE NAME: s:\tr5\85e041\de041bdr.dgn | PLOT DATE: 20-NOV-2000        |
| IPARM FILE NAME: de041i01.i                  | SURVEY DATE: Sept. 93         |
| SURVEYED BY: Moreau                          | DRAWN BY: M. Fowler           |
| SQUAD LEADER: C. Keller                      |                               |
| R. O. W. SHEET (6) OF 11 SHEETS              |                               |

DATUM

|            |       |
|------------|-------|
| VERTICAL   | _____ |
| HORIZONTAL | _____ |

6



**EROSION CONTROL SHEETS**

|            |       |
|------------|-------|
| DATUM      | _____ |
| VERTICAL   | _____ |
| HORIZONTAL | _____ |

|   |                              |
|---|------------------------------|
| PROJECT:<br>LYNDON                          | PROJECT NO.:<br>BRS 0269(8)S |
| DESIGN FILE NAME: /str5/85e04l/de04tbdn.dgn | PLOT DATE: 20-NOV-2000       |
| IPARM FILE NAME: de04i0i.l                  | SURVEY DATE: Sept. 93        |
| SURVEYED BY: Moreau                         | DRAWN BY: M. Fowler          |
| SQUAD LEADER: C. Keller                     |                              |
| R. O. W. SHEET 7 OF 11 SHEETS               |                              |

7



**STATE OF VERMONT  
AGENCY OF TRANSPORTATION  
RIGHT OF WAY PLANS  
DETAIL SHEET**

**TABLE OF PROJECT PROPERTY ACQUISITION**

| PARCEL NO. | GRANTOR                    | SHEET NO. | BEGINNING STATION   | ENDING STATION   | TAKING   | REM. | RIGHTS   | TITLE TAKEN | DATE     | TOWN OR CITY RECORDED | BK. | PG.     | REMARKS  | REVISION NO. | SHEET | DESCRIPTION OF REVISION  | DATE     | MADE BY  | APPROVED BY |  |
|------------|----------------------------|-----------|---|--|----------|------|--|-------------|----------|-----------------------|-----|---------|--|--------------|-------|--|----------|----------|-------------|--|
| 1A         | GAMBLE, MARTHA D.          | 10        | 3+544.5 RT.<br>3+466.6 RT.<br>3+475.0 RT.<br>3+513.0 RT.                        | 3+550.5 RT.<br>3+518.5 RT.<br>3+530.0 RT.<br>3+545.5 RT. | 15.0 SM± |      | CONST. (T) 56.2 SM±<br>SLOPE (T) 68.7 SM±<br>DETOUR (T) 157.5 SM±                  | WD          | 12-16-03 | LYNDON                | 149 | 527-528 | 161 S.F.±<br>605 S.F.±<br>740 S.F.±<br>TWO-WAY VEHICULAR<br>1695 S.F.±<br>370 S.F.±  | 1            | 10    | PARCEL NO. 2A CALKINS ROCK PRODUCTS, INC. M.L. STA. 3+538.0 LT. CONSTRUCT DRIVE, MINIMUM WIDTH OF 3.01 METERS(10.0 FEET) AT PAVE. EDGE OF VT. RTE. 14 TO S.L. STA. 20+018.8LT., WIDTH 2.5 METERS(8.2 FEET) INSTALL 12' WIDE DOUBLE GATE AT S. L. STA. 20+018.8 LT. PER C.O. 9265 | 01-15-03 | M. J. R. | R. P. D.    |  |
|            |                            |           | 3+530.0 RT.<br>3+530.0 RT.<br>3+535.0 RT.<br>3+453.6 RT.                        | 3+545.5 RT.<br>3+535.0 RT.<br>3+545.0 RT.                |          |      | SLOPE (P) 34.4 SM±<br>CULVERT (P)<br>CUL., DIT. & DR. (P)<br>INSTALL (T) 121.5 SM± |             |          |                       |     |         |  | 2            | 10    | PARCEL NO. 2 CALKINS ROCK PRODUCTS, INC. INCREASE THE WIDTH OF THE DRIVE ENTRANCE TO 3.66M PER C.O. 9299.  | 05-16-03 | M. J. R. | R. P. D.    |  |
| 1B         |                            | 10        | 3+466.6 RT.   | 3+553.6 CL   | 0.14 HA± |      | ALL R. T. & I.   |             |          |                       |     |         |  |              |       | PAPER PRINTS TO STRUCTURES 12-15-04  |          |          |             |  |
| 2A         | CALKINS ROCK PRODUCTS INC. | 10,11     | 3+546.8 LT.<br>3+538.0 LT.<br>SL 20+018.8 LT.<br>SL 20+016.6 RT.<br>3+548.5 LT. | 3+556.6 LT.<br>SL 20+019 RT.<br>3+556.6 LT.              | 35.3 SM± |      | DRIVE (T)<br>INSTALL (T)<br>INSTALL (P)<br>INSTALL (T)                             | WD          | 06-20-03 | LYNDON                | 153 | 470-471 | 380 S.F.±<br>2.5M (8.2') GRAVEL MM 0220<br>GATE<br>GUARDRAIL<br>EROSION CONTROL  |              |       |  |          |          |             |  |
| 2B         |                            | 10,11     | 3+572.6 LT.<br>3+577.0 LT.  | 3+580.6 LT.<br>3+633.3 LT.                               | 36.4 SM± |      | CONST. (T) 138.0 SM±   |             |          |                       |     |         | 392 S.F.±<br>INCLUDES EROSION CONTROL<br>1485 S.F.±  |              |       |  |          |          |             |  |
| 2C         |                            | 10,11     | 3+467.5 CL  | 3+555.0 LT.  | 0.37 HA± |      | ALL R. T. & I.   |             |          |                       |     |         | HWY. EASE. VT. RTE. 114<br>0.91A±  |              |       |  |          |          |             |  |
| 2D         |                            | 10,11     | 3+567.9 CL  | 3+633.3 CL   | 0.08 HA± |      | ALL R. T. & I.   |             |          |                       |     |         | HWY. EASE. VT. RTE. 114<br>0.20A±  |              |       |  |          |          |             |  |
| 3          | WINTERSET INC.             | 10,11     | 3+566.5 RT.<br>3+563.0 RT.<br>3+642.5 RT.<br>3+563.0 RT.                        | 3+633.3 RT.<br>3+607.5 RT.<br>3+613.0 RT.                | 0.09 HA± |      | ALL R. T. & I.<br>DETOUR (T) 352.0 SM±<br>INSTALL (T) 151.5 SM±                    | WD          | 02-11-03 | LYNDON                | 150 | 413-414 | HWY. EASE. VT. RTE. 114<br>0.22A±<br>TWO-WAY VEHICULAR<br>3785 S.F.±<br>DRIVE 12M (39') PAVED<br>MM 0226<br>EROSION CONTROL 1631 S.F.± |              |       |  |          |          |             |  |
| 4          | ROBARTS, DELISE            | 11        | 3+642.5 RT.   |  |          |      |  |             |          |                       |     |         | DRIVE 12M (39') PAVED<br>MM 0226 ROW OVER PARCEL #3  |              |       |  |          |          |             |  |

ACCL:mr:yan  
IP:\P\p\dms02173\re04id.dgn  
DATE PLOTTED 14-DEC-2004

DR. (P)- DRAINAGE RIGHT  
DIT. (P)- DITCHING RIGHT  
CH. (P)- CHANNEL RT.  
DRIVE (T)- DRIVE RIGHT  
CUL. (P)- CULVERT RIGHT  
W- WATER SOURCE

PRESENT R.O.W.  
TAKING WITHOUT ACCESS  
TAKING WITHOUT ACCESS ALONG PROPERTY LINE  
TAKING WITH ACCESS  
PERMANENT EASEMENT  
TEMPORARY EASEMENT

LEGEND  
--- C&T (P) --- CLEARING & TRIMMING  
... C&T (P) ... CLEAR ZONE  
--- CONST. (T) --- CONSTRUCTION EASEMENT  
SR SR SLOPE RIGHTS  
P PROPERTY LINE  
L TOP OF CUT  
O TOE OF SLOPE

APPROVED: ROGER P. DUMBS DATE: 11-29-00  
CHIEF, PLANS & TITLES

R. O. W. PLANS  
LYNDON  
BRS 0269( 8) S  
SHEET 8 OF 11

8







**RAILROAD APPROACH SECTION**  
 3+571 RT ~ 3+580.5 RT  
 3+574 LT ~ 3+584.2 LT

**STEEL BEAM GUARDRAIL**  
 3+600.0 RT ~ 3+611.0 RT  
 3+600.0 LT ~ 3+615.0 LT

**MODIFIED ECCENTRIC LOADER TERMINAL (MELT)**  
 3+611.0 RT ~ 3+622.4 RT  
 3+615.0 LT ~ 3+626.3 LT

**REMOVAL AND DISPOSAL OF GUARDRAIL**  
 3+600 RT ~ 3+607 RT

**CONSTRUCT DRIVE**  
 3+642.5 RT. (112 m PAVED)

**COLD PLANING-BIT. PAVEMENT**  
 3+650 ~ 3+670

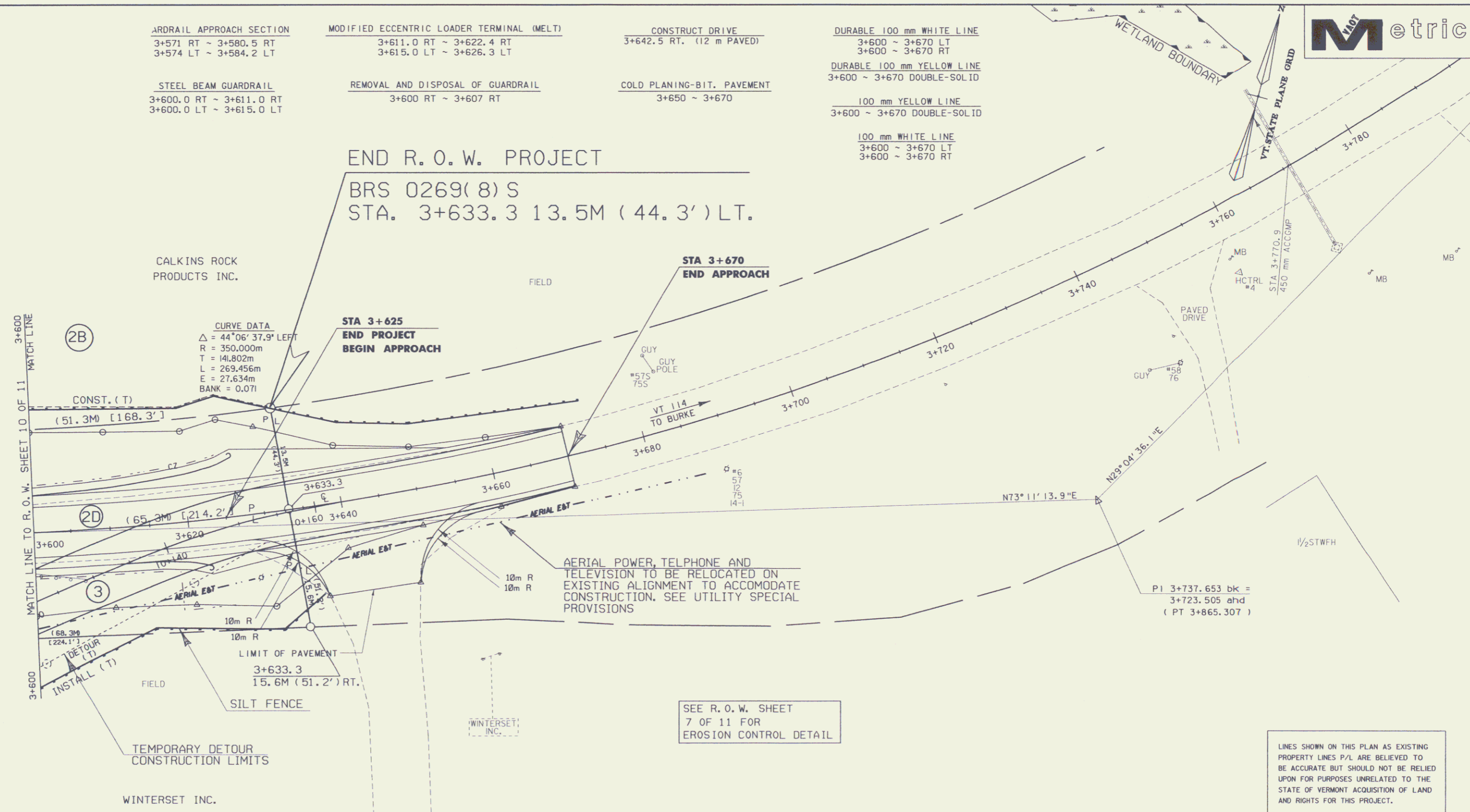
**DURABLE 100 mm WHITE LINE**  
 3+600 ~ 3+670 LT  
 3+600 ~ 3+670 RT

**DURABLE 100 mm YELLOW LINE**  
 3+600 ~ 3+670 DOUBLE-SOLID

**100 mm YELLOW LINE**  
 3+600 ~ 3+670 DOUBLE-SOLID

**100 mm WHITE LINE**  
 3+600 ~ 3+670 LT  
 3+600 ~ 3+670 RT

**END R.O.W. PROJECT**  
 BRS 0269(8) S  
 STA. 3+633.3 13.5M (44.3') LT.



MATCH LINE TO R.O.W. SHEET 10 OF 11

MATCH LINE TO R.O.W. SHEET 11 OF 11

**CURVE DATA**  
 $\Delta = 44^{\circ}06'37.9''$  LEFT  
 R = 350.000m  
 T = 141.802m  
 L = 269.456m  
 E = 27.634m  
 BANK = 0.071

**STA 3+625**  
 END PROJECT  
 BEGIN APPROACH

**STA 3+670**  
 END APPROACH

AERIAL POWER, TELEPHONE AND TELEVISION TO BE RELOCATED ON EXISTING ALIGNMENT TO ACCOMMODATE CONSTRUCTION. SEE UTILITY SPECIAL PROVISIONS

**LIMIT OF PAVEMENT**  
 3+633.3  
 15.6M (51.2') RT.

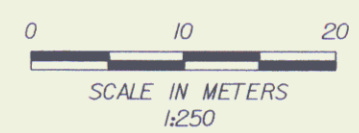
TEMPORARY DETOUR CONSTRUCTION LIMITS

SEE R.O.W. SHEET 7 OF 11 FOR EROSION CONTROL DETAIL

Lines shown on this plan as existing property lines P/L are believed to be accurate but should not be relied upon for purposes unrelated to the state of Vermont acquisition of land and rights for this project.

**HORIZONTAL CONTROL TIES (ALL DISTANCES IN METERS) N.T.S.**

| HCTRL #2       | HCTRL #3       | HCTRL #4       |
|----------------|----------------|----------------|
| N = 228839.956 | N = 228937.471 | N = 229017.084 |
| E = 542476.476 | E = 542575.973 | E = 542773.012 |
| Z = 230.031    | Z = 229.223    | Z = 229.051    |



**LAYOUT SHEET 2**

PROJECT: LYNDON PROJECT NO.: BRS 0269(8)S  
 DESIGN FILE NAME: /str5/85e041/de04lbrd.dgn PLOT DATE: 26-JUL-2002  
 IPARM FILE NAME: de04l02.i SURVEYED BY: Moreau SURVEY DATE: Sept. 93  
 SQUAD LEADER: C. Keller DRAWN BY: M. Fowler  
 R.O.W. SHEET 11 OF 11 SHEETS

**DATUM**  
 VERTICAL NAVD88  
 HORIZONTAL NAD83(92)