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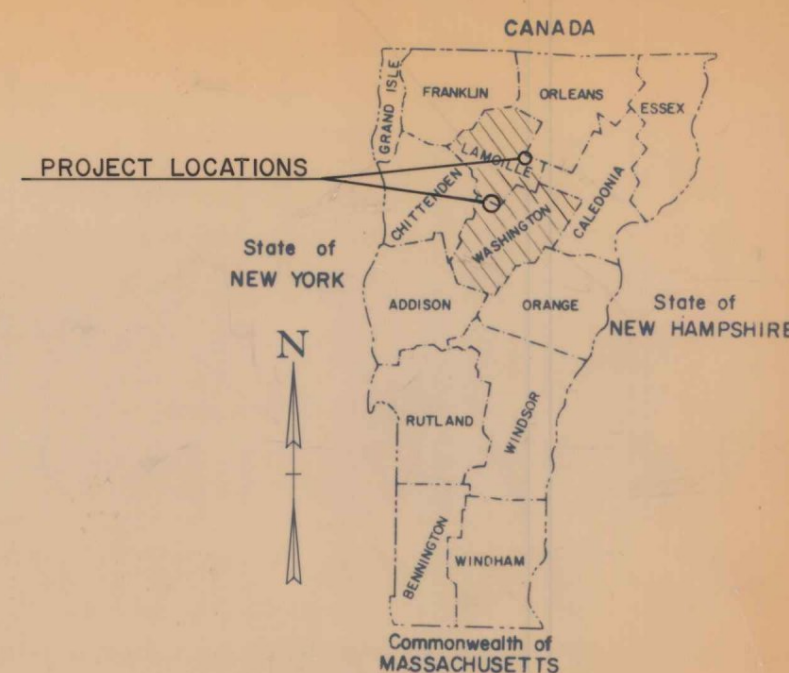
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STATE OF VERMONT  
AGENCY OF TRANSPORTATION



PROPOSED IMPROVEMENT  
TOWNS OF WATERBURY, STOWE,  
MORRISTOWN AND WOLCOTT  
COUNTIES OF WASHINGTON & LAMOILLE  
VT. RTE. 100 AND VT. RTE. 15 (F.A.P.)  
1986 PAVING PROGRAM - DISTRICT 6

WORK TO BE DONE UNDER THIS CONTRACT INCLUDES HIGHWAY RESURFACING, UPGRADING  
GUARD RAIL, DRAINAGE FEATURES, AND SIGN POSTS.



RECORD PLANS AND MATERIAL SUPPLIERS  
CONTRACTOR: PIKE INDUSTRIES R.F.D. #2 BOX 91  
TILTON, N.H.

RESIDENT ENGINEER: RAY HAYES  
CONTRACT DATED: JUNE 5, 1987  
CONSTRUCTION BEGAN: JUNE 29, 1987  
CONSTRUCTION COMPLETED: OCT. 16, 1987  
CONSTRUCTION ACCEPTED: OCT. 27, 1987  
RECORD PLANS: ROBERT E. SMITH

GRAVEL: FERLANO PIT, HYDE PARK, VT.

WALKER PIT, EDEN VT.  
AGGREGATE SHOULDERS: COTA PIT, WOLCOTT, VT.  
METAL PIPE: PENN CULVERT CO. INC., NORTH  
BELLICA, MASS.

CONC. PIPE: S.T. GRISWOLD CO. INC. WILLISTON, VT.  
BIT. CONC. PAVEMENT: PIKE INDUSTRIES, JOHNSON VT.  
C.S.P.S.: CONTECH CONSTRUCTION PRODUCTS  
SENTON ST. PALMER MASS.

TREATED TIMBER CURB, WOOD MARKER POSTS,  
STEEL BEAM GUARD RAIL, TRAFFIC SIGNS, SIGN  
POSTS: F.R. LAFAYETTE, KELLOGG RD.  
ESSEX JCT. VT.

REINFORCING STEEL: K. ROSS BLDG. SUPPLY CO. INC.  
LEBANON, N.H.  
MORRISTOWN-WOLCOTT CONC. CLASS B: A.G. ANDERSON CO. INC.  
WATERBURY, VT.

WATERBURY-STOWE  
F 029-I(12)  
VT 100  
BEGINNING ON VT 100 AT WATERBURY M.M. 0.858  
AND EXTENDING NORTHERLY 8.830 MILES TO STOWE M.M. 2.945  
LENGTH OF PROJECT=46,624 FEET=8.830 MILES.  
1986 ADT=6670

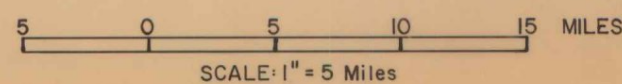
MORRISTOWN - WOLCOTT F 030-2(I6)  
PROJECT  
MORRISTOWN-WOLCOTT  
F 030-2(I6)  
VT 15  
BEGINNING ON VT 15 AT MORRISTOWN M.M. 3.095  
AND EXTENDING EASTERLY 3.988 MILES TO WOLCOTT M.M. 2.716  
LENGTH OF PROJECT =21,054 FEET=3.988 MILES.  
1986 ADT=3590



CONVENTIONAL SIGNS

COUNTY LINE	---
TOWN LINE	- - - -
LIMITS OF ACCESS	○ ○ ○ ○
POINT OF ACCESS	X
FENCE LINE	— · — · — ·
STONE WALL	— · — · — ·
TRAVELED WAY	— · — · — ·
GUARD RAIL	— · — · — ·
RAILROAD	— · — · — ·
SURVEY LINE	— · — · — ·
CULVERT	— · — · — ·
POWER POLE	— · — · — ·
TELEPHONE POLE	— · — · — ·
TREES	— · — · — ·
CONTROL OF ACCESS	— · — · — ·
PROPERTY LINE	— · — · — ·
FRONT TAKING LINE	— · — · — ·
SLOPE RIGHTS	SR
TOP OF CUT	△
TOP OF SLOPE	○

DATUM	
VERTICAL	N.A.
HORIZONTAL	N.A.



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 1986, AS APPROVED BY THE  
FEDERAL HIGHWAY ADMINISTRATION ON NOVEMBER 21, 1985  
FOR USE ON THIS PROJECT, INCLUDING ALL SUBSEQUENT  
REVISIONS AND SUCH REVISED SPECIFICATIONS AND  
SPECIAL PROVISIONS AS ARE INCORPORATED IN THESE  
PLANS.

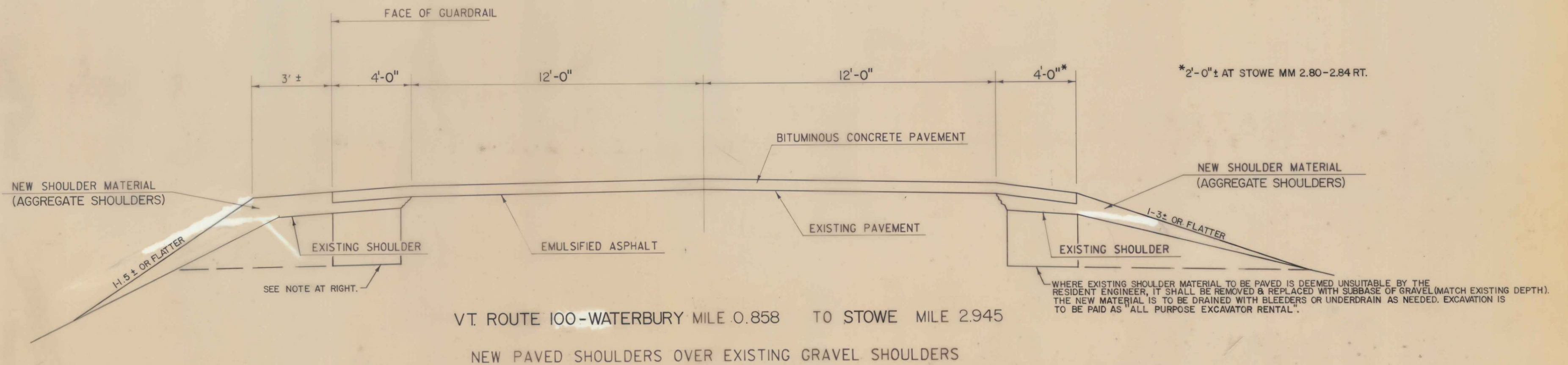
SUBMITTED BY ORDER OF THE STATE TRANSPORTATION BOARD	
APPROVED	DATE 9-22-86
CHIEF ENGINEER	
DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	
APPROVED	DATE
DIVISION ADMINISTRATOR	
PROJECT	1986 PAVING PROGRAM
	DISTRICT 6
	SHEET 1 OF 105 SHEETS

# TYPICAL SECTIONS 1986 PAVING PROGRAM

1 1/2" BITUMINOUS CONCRETE PAVEMENT (1/4"±) TYPE III  
 340 TONS, PER/MILE LEVELING COURSE, TYPE IV  
 EMULSIFIED ASPHALT, TO BE APPLIED AT THE RATE OF .015 GAL./SQ. YD.  
 OR AS DIRECTED BY THE ENGINEER.  
 AGGREGATE SHOULDERS

UNLESS OTHERWISE DETERMINED BY THE ENGINEER, TYPE IV MIX  
 WILL BE USED FOR LEVELING AND TYPE III MIX WILL BE USED  
 FOR THE WEARING COURSE.

BRIDGE 208 AT STOWE M.M. 1.52 IS TO BE PAVED W/3/4" TYPE IV.



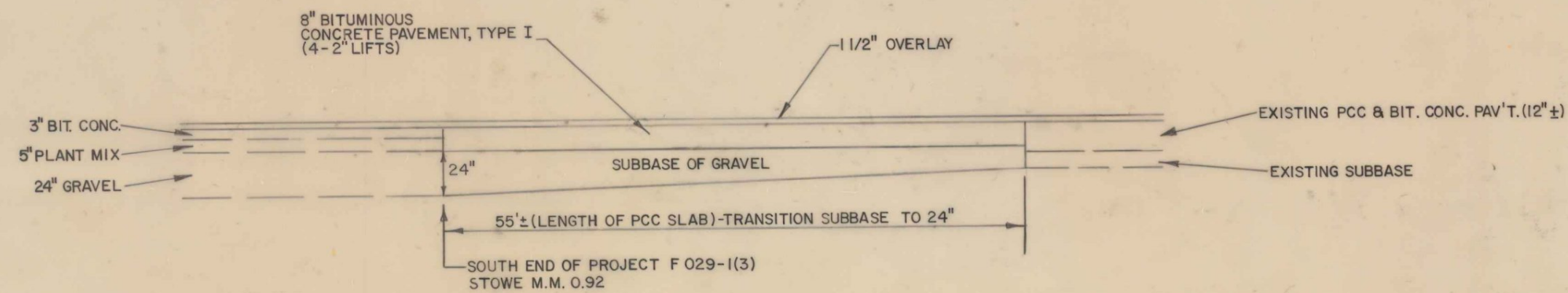
ESTIMATED QUANTITY OF SHOULDER MATERIAL  
 0.07 TON/L.F. w/o GUARD RAIL  
 SEE SHEET 12 FOR QTY. w/GUARD RAIL

NOTE: WHERE EXCAVATION IS REQUIRED TO OBTAIN FULL ROADWAY & SHOULDER  
 WIDTH, PAYMENT WILL BE MADE UNDER ITEMS  
 "ALL PURPOSE EXCAVATOR RENTAL" & "TRUCK  
 RENTAL".

ALL TOWN HIGHWAYS ARE TO BE PAVED TO THE  
 RADIUS POINT W/1 1/2" BITUMINOUS CONCRETE.

ALL CONSTRUCTION OPERATIONS MUST BE CONFINED TO  
 THE STATE'S R.O.W.

PAVEMENT REMOVAL & SUBBASE TRANSITION DETAIL AT STOWE M.M. 0.92.

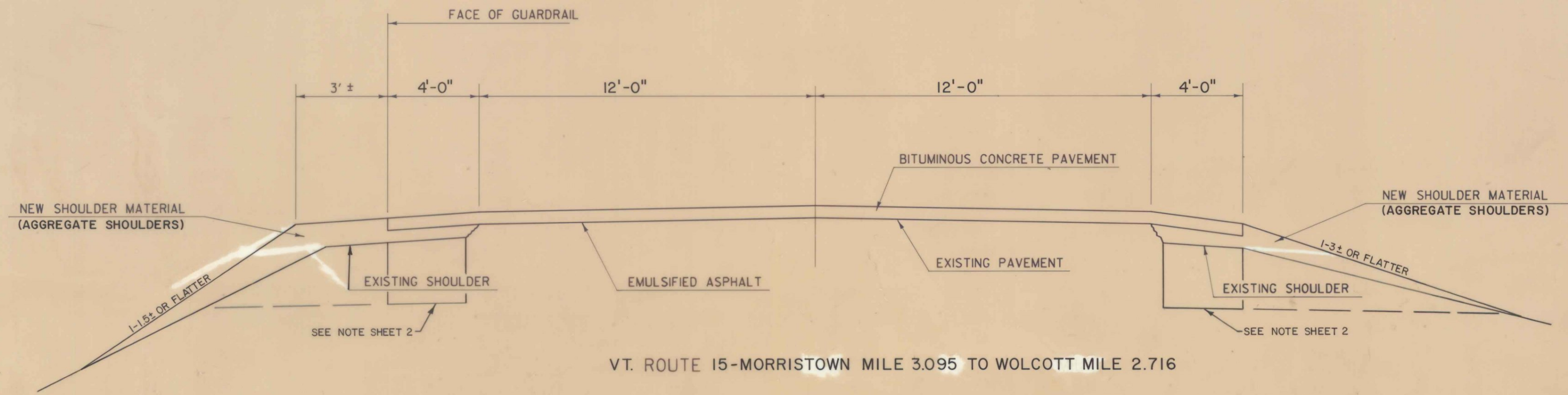


REMOVE PCC & BIT. CONC. PAV'T AND SUBBASE, TRANSITION NEW SUBBASE  
 OF GRAVEL FROM DEPTH BELOW PCC TO 24" AT M.M. 0.92. PAVE W/8"  
 BIT. CONC. PAV'T TYPE I TO EXISTING GRADE. REMOVAL OF EXISTING PAV'T.  
 TO BE PAID AS "ALL PURPOSE EXCAVATOR RENTAL".

# TYPICAL SECTIONS 1986 PAVING PROGRAM

1 1/4" BITUMINOUS CONCRETE PAVEMENT (1/4±), TYPE III  
 340 TONS, PER/MILE LEVELING COURSE, TYPE IV  
 EMULSIFIED ASPHALT, TO BE APPLIED AT THE RATE OF .015 GAL./SQ. YD.  
 OR AS DIRECTED BY THE ENGINEER.  
 AGGREGATE SHOULDERS

SEE SHEET 2 FOR PAVEMENT TYPE USAGE.  
 BRIDGE 51 AT WOLCOTT M.M. 2.31 IS TO BE PAVED W/3/4" TYPE IV.



VT. ROUTE 15-MORRISTOWN MILE 3.095 TO WOLCOTT MILE 2.716  
 NEW PAVED SHOULDERS OVER EXISTING GRAVEL SHOULDERS

ESTIMATED QUANTITY OF SHOULDER MATERIAL  
 0.07 TON/L.F. W/O GUARD RAIL  
 SEE SHEET 12 FOR QTY. W/GUARD RAIL

NOTE: ALL TOWN HIGHWAYS ARE TO BE PAVED TO THE  
 RADIUS POINT W/1/4" BITUMINOUS CONCRETE.  
 ALL CONSTRUCTION OPERATIONS MUST BE  
 CONFINED TO THE STATE'S R.O.W.

BRUNING 51428-3

# QUANTITY SHEET

STATE OF VERMONT  
AGENCY OF TRANSPORTATION

### APPROXIMATE SUMMARY OF QUANTITIES

WATERBURY ~ STOWE F029-1(12)		MORRISTOWN ~ WOLCOTT F030-2(16)		QUANTITIES GRAND TOTAL	UNIT	ITEMS	ITEM NO.	ROUNDING
NON-GOVT PART (MOBILITY FOR BENJ. JERRY)	NON-FED PART ROADWAY	TOTAL						
	1	1		1	EA	Removing Large Trees	201.16	
	1300(114est)	1300	1000(104est)	2300	CY	Earth Borrow	203.30	
	1500	1500	800	2300	CY	Trench Excavation of Earth	204.20	
	65(15est)	65	35(8est)	100	CY	Trench Excavation of Rock	204.21	
			20	20	CY	Structure Excavation	204.25	
			20	20	CY	Granular Backfill for Structures	204.30	
700	2400(est)	3100	1100(108est)	4200	CY	Subbase of Gravel	301.15	
162		162		162	Ton	Plant Mixed Base Course	303.25	
	7700	7700	4200	11,900	Ton	Aggregate Shoulders	402.12	
	200	200	90	290	CWT	Emulsified Asphalt	404.65	
53	17647	17700	6800	24,500	Ton	Bituminous Concrete Pavement	406.25	
	15(2.5est)	15	35(4est)	50	CY	Concrete Class B	501.25	
	1500(300est)	1500	5500(600est)	7000	Lb	Reinforcing Steel	507.15	
			182	182	LF	Drilling & Grouting Dowels	507.16	
			11	11	Gal	Water Repellant	514.10	
			63	63	LF	Bridge Railing - Heavy Duty Steel Beam / Fascia Mounted	525.41	
			1	1	LS	Maintenance of Traffic for Bridge Projects	527.10	
			1	1	EA	Partial Removal of Structure	529.20	
			7	7	Gal	Epoxy Bonding Compound	530.25	
	40(8est)	40		40	LF	12" CSP .064	601.0005	
	20(8est)	20		20	LF	15" CSP .064	601.0010	
	12(4est)	12		12	LF	24" CSP .064	601.0025	
			12(4est)	12	LF	18" PCCSP .064	601.0415	
			10(4est)	10	LF	30" PCCSP .079	601.0436	
			20(8est)	20	LF	36" PCCSP .079	601.0446	
	8(4est)	8		8	LF	12" RCP CI III	601.0805	
	24(8est)	24		24	LF	15" RCP CI III	601.0810	
	8(4est)	8		8	LF	18" RCP CI III	601.0815	
	36(8est)	36		36	LF	24" RCP CI III	601.0825	
	2	2	1	3	EA	15" CSPES .064	601.6010	
			2	2	EA	18" CSPES .064	601.6015	
	1	1		1	EA	24" CSPES .064	601.6025	
			2	2	EA	30" CSPES .079	601.6036	
			2	2	EA	36" CSPES .079	601.6046	

### DETAILED SUMMARY OF QUANTITIES

QUANTITIES	UNIT	ITEMS
WATERBURY ~ STOWE		
Aggregate Shoulders		
7372	Tons	Roadway Shoulders
108	Tons	Guard Rail Terminals
10	Tons	Backfilling Curb (est)
100	Tons	Est. for Drives & Appro.
50	Tons	Round
7700	Tons	Total
Bituminous Concrete Pavement		
13802	Ton	Wearing Course
3004	Ton	Leveling
781	Ton	Drives & Approaches
6	Ton	Bridge @ Stowe 1.52
53	Ton	Widening for Benj. Jerry's (Non-Govt)
54	Ton	Round
17,700	Ton	Total
Trench Excavation of Earth		
63	CY	Designed Drainage
1350	CY	Estimated Underdrain & Carrier Pipe
57	CY	Round
1500	CY	Total

### DETAILED SUMMARY OF QUANTITIES

QUANTITIES	UNIT	ITEMS
MORRISTOWN ~ WOLCOTT		
Aggregate Shoulders		
2973	Ton	Roadway Shoulders
108	Ton	Guard Rail Terminals
75	Ton	Est. for Drives & Appro.
44	Ton	Round
4200	Ton	Total
Bituminous Concrete Pavement		
5161	Ton	Wearing Course
1356	Ton	Leveling
245	Ton	Drives & Approaches
4	Ton	Bridge @ MM 0.63 (widening)
14	Ton	Bridge @ MM 2.30
20	Ton	Round
6800	Ton	Total
Trench Excavation of Earth		
10	CY	Designed Drainage
800	CY	Estimated Underdrain & Carrier Pipe
40	CY	Round
850	CY	Total

STATIONS		PAVEMENT WIDTHS	EQUATIONS	FEET	MILES	REMARKS
FROM	TO		+	-		
WATERBURY MM 0.858	STOWE MM 2.945	32'-0"				
		46622.00		46622.00	8.830	Project F 029-1(12)
MORRISTOWN MM 3.095	WOLCOTT MM 2.716	21,056.00		21,056.00	3.988	Project F 030-2(16)
TOTALS						

PROJECT NAME 1986 PAVING PROGRAM - DISTRICT 6  
PROJECT NUMBER



# 1986 PAVING PROGRAM

# ITEM DETAIL SHEET

WATERBURY										ITEM DETAIL SHEET																									
MILE MARKER	POS	REM. TREES		UNCL. EXC.	EARTH BORROW	TRENCH EARTH	TRENCH ROCK	AGGREG. SHOUL.	CSP			RCP PIPE			MES	RCPES	CONC	STEEL	GRATE TYPE	STONE I	FILL II	TIMBER CURB	ITEM 604.40	62L80	GUARDRAIL ITEMS				DEL	CAST-IN PLACE CURB	REMOVE/REPLACE MAILBOX	PLANT DECID. TREE	SUBBASE OF GRANUL.	REMARKS	
		D	L						TH	D	L	CL	62L20	62L21											62L60	62L50									
0.89	Lt				5	3	3				15	8	III	1-15	1-15							1													Remove Headwall, Extend 8'± Add ES, Flatten Sideslope, Re-shape Inlet Ditch
0.89~0.98	Rt				50																500	480	550		2								Extend New G.R. 10'± South, 60'± North, Use 16' R. Approach End Terminal, Replace Treated Timber Curb		
0.96	Lt						10												1-B	10		1												Remove & Replace DI Top w/Grate, Regrade Stone Ditch Lt, Attl. Stone Fill @ Outlet Rt.	
1.00	Lt																		2-B	2		1												Remove & Replace DI Top w/Grates (4x6' DI), Regrade Stone Ditch	
1.02~1.06	Rt																																	Excavate To Obtain Full Roadway & Shoulder Width	
1.03	Lt				2		4				18	4	III	1-18	2-18																			Remove Drive Pipe Headwalls, Extend Inlet 4'± ES, New ES @ Outlet, Regrade Sideslopes	
1.03	Rt																					1												Change Elev. of DI	
1.07	Rt																								2								Remove & Replace Mailboxes (see sheet 13)		
1.07	Rt						89				12	4	III			2.5	195		1-E	1-A		1												Convert Exist. DI to Junction Box (Remove top & grate, add new top per Std. D-9, paid for under Change El.) Construct New DI Rt (Std. D-8) Connect Pipe to Exist. DI	
1.07~1.09	Rt						5	10																		75								Remove Existing Curb & Sidewalk, Cast New Conc. Curb Type B 16' Rt.	
1.03	Rt																					1												Backfill w/ 6" Min. Aggregate Shoulders	
1.12~1.16	Lt																																	Convert Exist. DI to Junction Box (Remove top & grate, add new top per Std. D-9, paid for under "Changing Elev.")	
1.20	Lt				10	2	1									2	195		1-A															Excavate to Obtain Full Roadway & Shoulder Width	
1.21~1.35	Lt																																	Remove Headwall Lt, Construct New DI, Regrade Ditch	
1.40	Lt				50																	142												Widen for Ben & Jerry's (Non-Govt Part, See sheets 15&16)	
1.49~1.52	Rt				50																	460												Install New G.R. Over Conc. Box Lt, End New BCT @ Drive North, Remove 2 Wood G.P.	
1.70	Lt				10	3	3		24	12	24	12	III		24								10											Extend New G.R. South w/BCT, North 70'±	
2.00	Lt				50																													Remove Headwall Lt, Extend 12'± Add ES, Flatten Sideslope, Regrade Inlet Ditch	
2.00	Rt				50																													Extend New G.R. 25'± South of R.C.B., 150'± North	
2.45	Lt																																	Extend New G.R. 100'± South of R.C.B., 75'± North	
2.70	Lt																																	Remove 40" Poplar, Plant New European Mountain Ash	
3.17~3.31	Lt				50																	624												Remove & Replace Mailboxes (see sheet 14) Relocate South of Drive if possible.	
3.21	Rt																																	Extend New G.R. South w/BCT only (25'±), North ~75'±	
3.30~3.45	Rt				50																													Remove & Replace DI Top w/Grate	
3.34	Lt																																	Extend New G.R. South 37.5'± around Loomis Hill Road, North - 20'±, Use 16' R. Terminal	
3.43	Lt																																	Remove & Replace DI Top w/Grate	
3.45~3.47	Lt																																	Remove & Replace DI Top w/Grate	
3.46	Lt																																	Excavate To Obtain Full Roadway & Shoulder Width	
3.71	Rt				10	3	3				24	4	III	1-24	2-24																			Remove Conc. Curb Above DI	
3.76	Rt																																	Remove Headwall Rt, Extend 4' w/ New ES, Flatten Sideslope, Regrade Inlet Ditch	
3.83	Rt																																	Remove & Replace DI Top w/Grate	
3.84~4.04	Lt				50																													Remove & Replace DI Top w/Grate	
3.99	Rt																																	Extend New G.R. South w/BCT only (25'±), North ~100'±	
Sheet Totals					1		437	31	30	10	24	12	12	4	III	1-15	1-15	4.5	244			1													Remove & Replace DI Top w/Grate
													15	8	III	1-15	2-15																	Remove & Replace DI Top w/Grate	
													18	4	III	1-18	2-18																	Remove & Replace DI Top w/Grate	
													24	4	III	1-24	2-24																	Remove & Replace DI Top w/Grate	

# 1986 PAVING PROGRAM

# ITEM DETAIL SHEET

MILE MARKER	POS	REM. TREES SMALL LARGE	UNCL. EXC.	EARTH BORROW	TRENCH EARTH	TRENCH ROCK	ASPH. SHOUL.	CSP			RCP PIPE			MES	RCPE	CONC	STEEL	GRATE TYPE	STONE FILL		TIMBER CURB	ITEM 604.40	GUARDRAIL ITEMS				DEL	REMARKS	
								D	L	TH	D	L	CL						I	II			62L80	62L20	62L21	62L60			62L50
WATERBURY																													
4.32	RT			50	2	3										2	150	200	1-A										Remove Headwall Rt, Construct New DI, Regrade Ditch
4.42	RT																		1-B			1						Remove & Replace DI Top w/Grate	
4.45	RT				23.0			15	70	064						2	150		1-A			1						Remove & Replace DI Top w/Grate	
4.49~4.51	RT																											Excavate To Obtain Full Roadway & Shoulder Width	
4.69	RT			20	2	3										2	150	200	1-B									Construct New DI @ Inlet Rt, Regrade Ditch w/Earth Borrow	
4.76~4.78	RT																											Excavate To Obtain Full Roadway & Shoulder Width	
5.05	RT																		1-B			1						Remove & Replace DI Top w/Grate	
5.18~5.20	LT			50																		128		150		2		Extend New G.R. South 35'±, End New BCT 12.5'± North of Existing	
5.19~5.21	RT			50																		128		214.5		1	1	Extend New G.R. South 37.5'± straight plus 25' around TH 14 Rad. w/1/4 Rad Terminal, Extend 50'± plus BCT North	
5.21	LT			5		2		12	8	064																		Remove Drive Pipe Headwalls, Extend w/4' CSP @ Inlet & Outlet, Flatten Sideslopes	
5.66	LT																		1-B			1						Remove & Replace DI Top w/Grate	
5.07	LT			3	2	1		12	4	064																		Remove Drive Pipe Headwall @ Outlet, Extend w/4' CSP, Regrade Ditch & Flatten Sideslope	
5.72	RT			3	2			15	8	064			1-15"															Remove & Replace 4' of Drive Pipe w/8' New CSP @ Outlet, Flatten Sideslope, Regrade Ditch & Backslope	
5.75	LT			3	2	X		12	4	064																		Remove Drive Pipe Headwall @ Outlet, Extend w/4' CSP, Regrade Ditch & Flatten Sideslope	
5.77	RT			3		2		15	4	064			1-15"															Remove Headwall & Extend w/4' CSP & MES @ Inlet Rt, Flatten Sideslope	
6.04	RT				3											3	150		1-A			1							
6.09	RT																		1-A			1						Remove & Replace DI Top w/Grate	
6.38	RT			3	2	X					18	4	III	1-15"														Remove Headwall Rt, Extend 4'± New ES, Flatten Sideslope	
6.34-6.39	LT										15	4	III	1-15"										262.5					
6.50	LT																		1-B			1						Remove & Replace DI Top w/Grate	
6.56	LT																		1-B			1						Remove & Replace DI Top w/Grate	
6.59	LT																		1-B			1						Remove & Replace DI Top w/Grate	
6.65	LT																		1-B			1						Remove & Replace DI Top w/Grate	
END WATERBURY - BEGIN STONE																													
0.11	RT			5	8	3		24	8	064			1-24"															Remove Drive Pipe Headwall @ Inlet, Extend w/8' CSP & MES, Flatten Sideslope	
0.22	RT			5	5	3					24	8	III	1-24"														Remove Drive Pipe Headwall @ Inlet, Extend w/8'± ES, Flatten Sideslope, Regrade Ditch	
0.34~0.41	LT			50																		400		450		2		Extend New G.R. South 50'±, North w/BCT only	
0.35	RT			15	24	X										2	150	200	1-B									Remove Headwall Rt, Construct New DI, Regrade Ditch	
0.30-0.31	RT																							39.5		1			
0.35~0.37	RT																											Excavate To Obtain Full Roadway & Shoulder Width	
Sheet Totals				205	17	18		12	10	064	15	4	III	2-15"	1-15"	6	600		4-A			98	650		837.5	1	5		
								15	12	064	24	8	III	1-24"	1-24"	11	774		8-B					650					
								24	8	064																			

# 1986 PAVING PROGRAM

# ITEM DETAIL SHEET

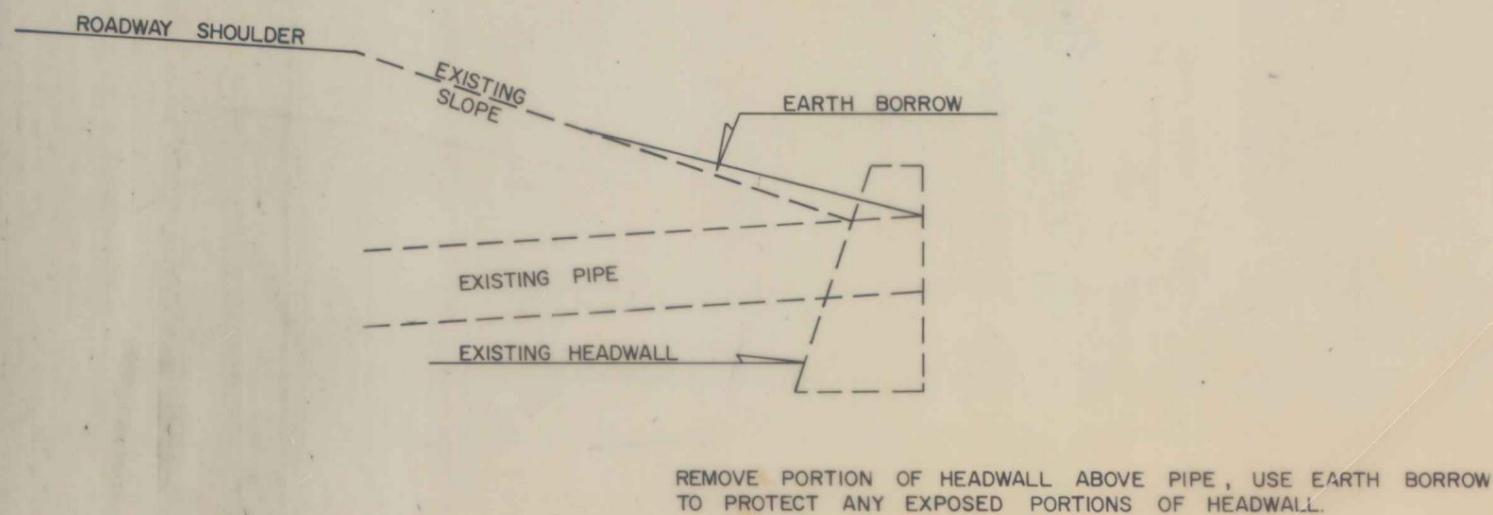
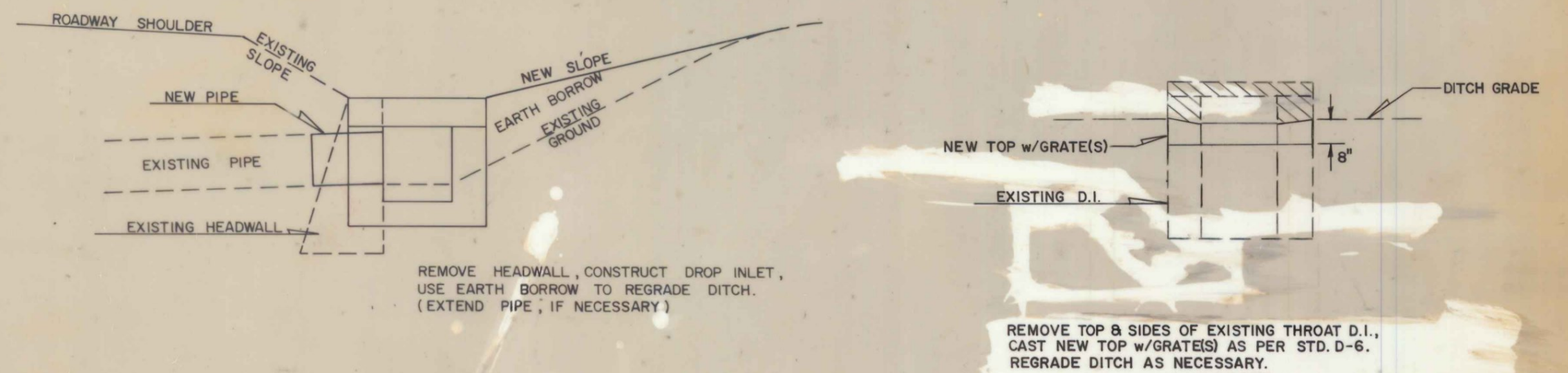
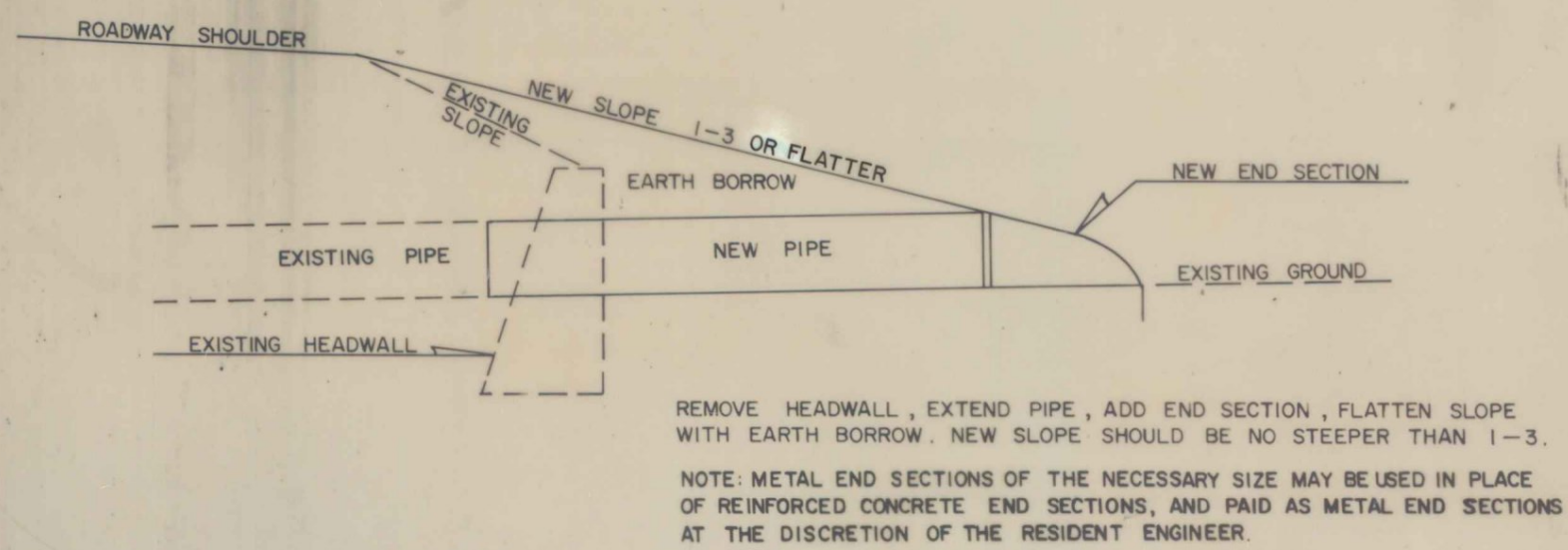
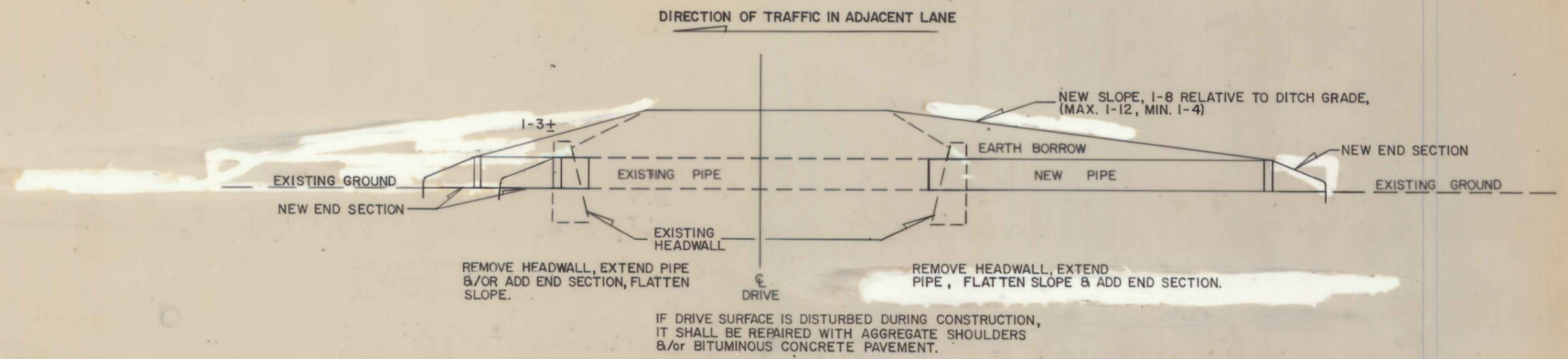
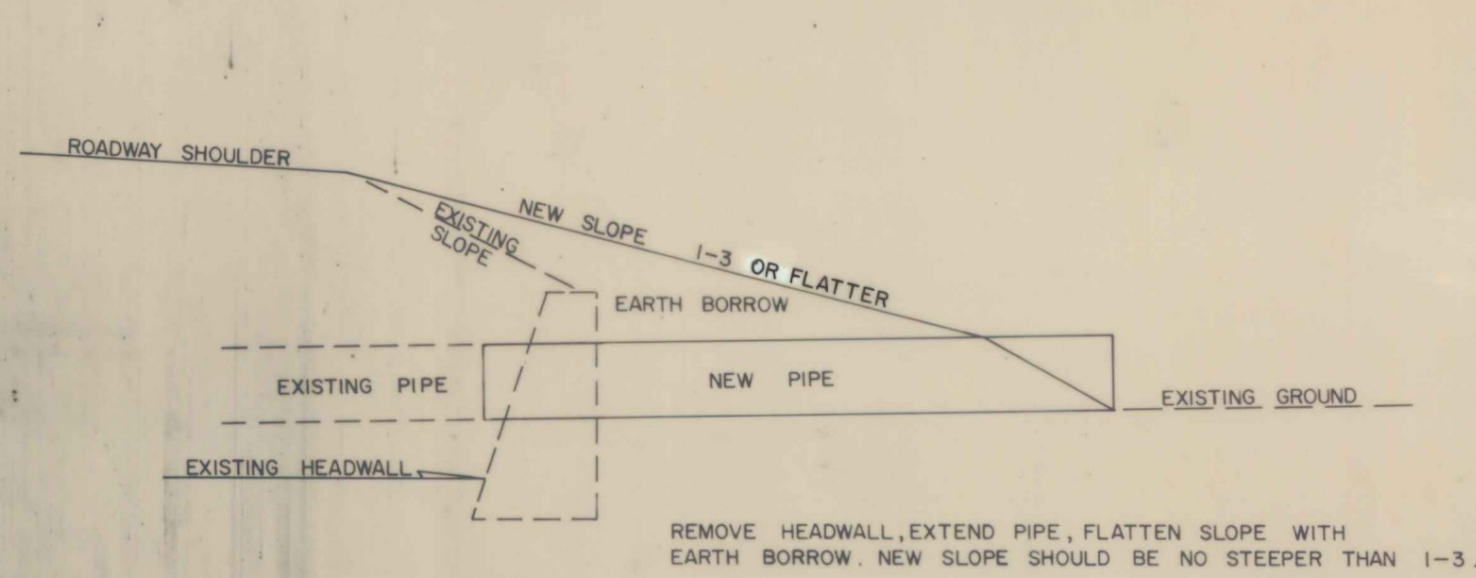
MILE MARKER		POS	REM. TREES	UNCL. EXC.	EARTH BORROW	TRENCH EARTH	TRENCH ROCK	AGGREG. SHOUL.	CSP			RCP PIPE			MES	RCPS	CONC	STEEL	GRATE TYPE	STONE FILL		TIMBER CURB	ITEM 604.40	GUARDRAIL ITEMS					DEL	REMARKS						
SMALL	LARGE								D	L	TH	D	L	CL						I	II		62L60	62L75	62L20	62L21	62L60	62L50		CAST IN PLACE CONC CURB	REMOVE EXISTING CURB	PLANT DECID. TREE	SUBBASE OF GORSEL			
0.40		RT																	1-B				1												Remove & Replace DI Top w/Grate	
0.48		RT				9	5																												Remove 36" Drive Pipe & Headwall, Regrade Ditch	
0.92		RT																																	Remove & Replace Pavement & Subbase (See Sheet 2)	
0.92~0.98		RT																						275											Remove & Reset Guard Rail to Obtain Correct Height, Reset BCT's Without Washers	
0.95~1.00		LT																						275											Same as 0.92~0.98 LT	
1.33~1.36		LT																						275	154		2								Add Offset Blocks to Bridge Posts & Parapets (see sheet 12), Reset Approach Rail 25' North & South	
1.52		RT																						275											Reset Approach Rail 25' North & South	
1.33~1.36		RT																						275												
1.60		RT			3	5	2					15	4	III																					Remove Headwall @ Inlet RT, Extend 4' @ New CS, Flatten Sideslope, Regrade Ditch	
1.60		RT			20	3	1																												Remove Headwall @ Inlet RT, Construct New DI, Regrade Ditch	
1.68~1.74		LT			50																		320		407		2								Extend New G.R. South 12.5'±, North 55'±, Use 16' Rad. Terminals	
1.83		RT			3							12	4	.004																					Remove Drive Pipe Headwall @ Inlet, Extend w/4' CSP & Flatten Sideslope	
1.86		LT			50																				915		2							Extend New G.R. 50'± South of R.C.B., 75'± North, Use 16' Rad. Terminals		
1.86		RT			50																				125		2								Extend New G.R. 75'± South (use buried end treatment - see sheet 12) Extend 50'± North w/16' Rad.	
1.97		RT			5	2						12	3	.004											125	1025	2								Remove Drive Pipe Headwalls, Extend 4' @ Inlet & Outlet, Flatten Sideslopes	
2.00~2.02		LT			50																		128		250		2								Extend New G.R. South 50'±, North 75'±, Use 16' Rad. Terminals	
2.15		RT			3							12	4	.004																					Remove Drive Pipe Headwall @ Inlet, Extend w/4' CSP, Flatten Sideslope	
2.18~2.21		LT			50																		174		275		2								Extend New G.R. South 50'±, North 50'±, Use 16' Rad. Terminals	
2.18~2.23		RT			50																		258		2415		2								Extend New G.R. South 37.5'±, North 31.5'±, Use 16' Rad. Terminals	
2.33~2.34		LT			50																		64		664		2								Extend New G.R. South 25'±, Use 16' Rad. Terminals	
2.33~2.35		RT			50																		128		2825		2								Extend New G.R. South 35'±, North 50'±, Use 16' Rad. Terminals	
2.39~2.42		LT			50																		160		250		2								Extend New G.R. South 25'±, North 65'±, Use 16' Rad. Terminals	
2.43~2.45		LT																																	Excavate To Obtain Full Roadway & Shoulder Width	
2.50~2.51		LT																																	Excavate To Obtain Full Roadway & Shoulder Width	
2.59		RT																																	Change Elev. of Sewer M.H. (To be done by others)	
2.59~2.77		RT																																	Excavate To Obtain Full Roadway & Shoulder Width	
2.60~2.62		LT																																	Excavate To Obtain Full Roadway & Shoulder Width	
2.63		RT																																	Change Elev. of Sewer M.H. (To be done by others)	
2.64		RT																																	Change Elev. of Sewer M.H. (To be done by others)	
2.64		RT																																	Change Elev. of D.I.	
2.72		RT																																	Change Elev. of Sewer M.H. (To be done by others)	
2.75		RT																																	Change Elev. of Sewer M.H. (To be done by others)	
2.75~2.76		LT																																	Excavate To Obtain Full Roadway & Shoulder Width	
2.78~2.98		LT																																		Excavate To Obtain Full Roadway & Shoulder Width
2.79		RT																																	Change Elev. of Sewer M.H. (To be done by others)	
Sheet Totals					484	14	8		12	10	24	12	4	III									2	1232	1360	20375		18	21							
Sheet 6 Totals			1		437	31	20	10	24	12		12	4	III	1-15	1-15	4.5	400					4	1232	1360	20375		4	10						75 86 1	
Sheet 7 Totals					265	17	13		12	10	10	12	4	III	2-15	1-15	6	600					98	650	8975		1	56								
Project Totals					1180	63	50	10	12	10	24	12	4	III	1-15	1-15	10.5	1000					14	5008	1260	62500		23	17						75 86 1	

# 1986 PAVING PROGRAM ITEM DETAIL SHEET

MILE MARKER	POS	REM. TREES SMALL/LARGE	UNCL. EXC.	EARTH BORROW	TRENCH EARTH	TRENCH ROCK	AGGREG. SHOUL.	PCCSP			RCP PIPE			MES	RC PES	CONC	STEEL	GRATE TYPE	STONE FILL		ITEM 604.40	GUARDRAIL ITEMS				DEL	REMARKS				
								D	L	TH	D	L	CL						I	II		62L20	62L21	62L60	62L50						
MORRISTOWN 3.29	LT							36	6	.079																				Remove Headwall, Extend Pipe 6' @ MES, Flatten Sideslope	
3.40	LT																	1-A			1								Remove & Replace DI Top w/Grate		
3.47	LT																	1-A			1								Remove & Replace DI Top w/Grate		
3.51	LT																	1-A			1								Remove & Replace DI Top w/Grate		
3.55	LT							36	6	.079																			Remove Headwall, Extend Pipe 6' @ MES, Flatten Sideslope		
3.59-3.91 3.78	RT																				1684		1825		2				Extend New G.R. 100'± West, 50'± East, Maintain Offset Around Pullout @ MM 3.75±		
3.89	LT							18	4	.064																			Remove Headwall, Extend Pipe 4' @ MES, Flatten Sideslope		
3.99	LT																												Remove Headwall, Add MES, Flatten Sideslope		
MORRISTOWN 4.24 ~ Wolcott 0.10	RT																				500		1208		2				Extend New G.R. West w/B.T. only, 50'± East, Replace Treated Timber Curb, (Install New G.R. 16' RT of E)		
0.00 0.00	LT																					50		100		2			Begin New G.R. @ Existing End West w/16' Rad. Terminal, Extend 50'± East (use buried end treatment - see sheet 12)		
0.04	LT																												Change Elev. of DI		
0.20~0.40 0.21	RT																												Extend New G.R. 100'± West @ MM 0.20, 50'± East @ 0.40, Run New G.R. Around Pullout @ MM 0.34±		
0.25	LT																												Remove & Replace DI Top w/Grate		
0.32	LT																												Remove & Replace DI Top w/Grate		
0.35	LT																												Remove & Replace DI Top w/Grate		
0.38	LT																												Remove Drive Pipe Headwall, New MES, Flatten Sideslope		
0.39	LT																												Remove & Replace DI Top w/Grate		
0.43	LT																												Remove Headwall, Add New RC PES, Regrade Ditch, Flatten Sideslope		
0.63	LT																												Add B.T. to New Heavy Duty Steel Beam G.R. West (See BR 100 Series & Std. SB-R6-82 for limits), Add 37.5' SBG.R. & B.T. to New H.D.S.B. G.R. East		
0.63	RT																												Add 50' S.B. G.R. & B.T. to New Heavy Duty S.B. G.R. West (See BR 100 Series & Std. SB-R6-82 for limits), Add 100' SBGR & B.T. to New H.D.S.B. G.R. East		
0.97	LT																												Extend New GR 100'± West of R.C.B., 150'± East (run behind pullout)		
0.97	RT																												Extend New G.R. 150'± West of R.C.B., 100'± East		
1.09-1.20 1.08	RT																												Extend New G.R. 50'± West & East		
1.11 1.35	LT																												Remove Headwall, Extend Pipe 4' @ MES, Regrade Ditch, Flatten Sideslope		
1.37~1.45 1.78	RT																												Extend New G.R. 50'± West, 75'± East		
1.78	RT																												Extend New G.R. 50'± West from R.C.B. (use buried end treat - see sheet 12), 25'± East Use 16' Rad. Term.		
1.80	LT																												Extend New G.R. 100'± West from R.C.B., 25'± East w/16' Rad. (Place Stone over R.C.B. on slope)		
Sheet Totals								633	5	21	18	8	.064								50		9		497		505		666	133	19
								36	6	.079																			Remove & Replace DI Top w/Grate		
																													1-15"		
																													1-18"		
																													2-36"		



# DRAINAGE DETAILS



NOTE: ALL AREAS WHERE DISTURBED TO BE SEEDED WITH APPROPRIATE FORMULA, COST TO BE SUBSIDIARY TO OTHER ITEMS ON THIS PROJECT.

ALL EXISTING MARKER POSTS WITH A DIAMETER GREATER THAN 5 1/2" AND WITHIN 10' OF THE EDGE OF PAVEMENT ARE TO BE REPLACED W/NEW WOOD MARKER POSTS. (REMOVAL OF EXISTING SUBSIDIARY TO THIS ITEM.)

### SEEDING FORMULA, RURAL AREAS

% WT	LBS./A	NAME	% PUR	GERM %
3.33	2	CROWN VETCH	97	75
50.00	30	CREeping RED FESCUE	98	85
8.33	5	TIMOTHY	99	88
16.67	10	PERENNIAL RYE GRASS (VAR. PENNFINE)	95	85
8.34	5	ALFALFA (VAR. SARANAC)	99	85
8.33	5	BIRDSFOOT TREFOL (VAR. EMPIRE)	98	85
5.00	3	HIGHLAND BENT GRASS	92	85
100.00	60			

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

HAY MULCH TO BE PLACED ON ALL EARTH SLOPES AT THE RATE OF TWO TONS PER ACRE.

FERTILIZER SHALL BE MIXED AS FOLLOWS:

NITROGEN	10%
PHOSPHORUS	20%
POTASH	10%

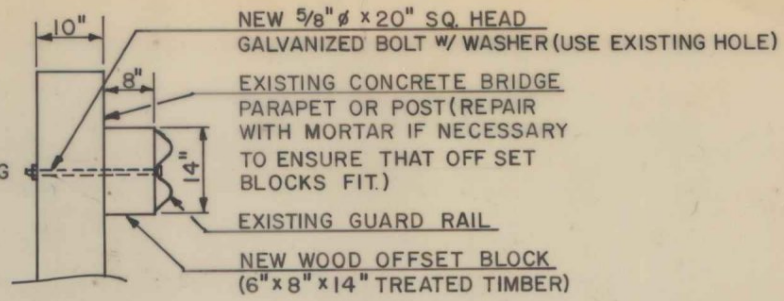
FERTILIZER SHALL BE DELIVERED IN BAGS OF NOT TO EXCEED 100 LBS. EACH AND IS TO BE APPLIED AT THE RATE OF 500 LBS. PER ACRE.

AGRICULTURAL LIMESTONE TO BE APPLIED TO ALL EARTH SLOPES AT THE RATE OF TWO TONS PER ACRE OR AS DIRECTED BY THE ENGINEER.

### SEEDING FORMULA, URBAN AREAS

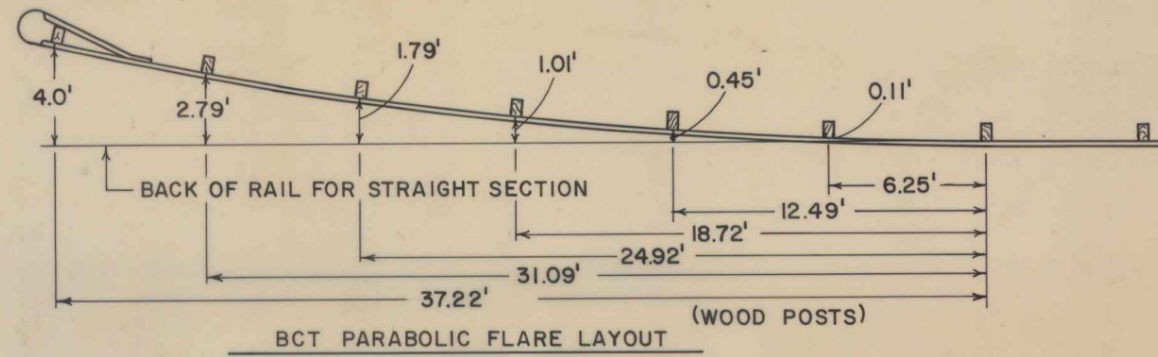
% WT	LBS./A	NAME	PUR. %	GERM %
37.50	30	CREeping RED FESCUE (VAR. PENNLAWN)	98	85
31.25	25	KENTUCKY BLUEGRASS (COMMON)	85	75
31.25	25	PERENNIAL RYE GRASS (VAR. PENNFINE)	95	90
100.00	80			

NOTE: ALL WORK AND MATERIALS NECESSARY TO OFFSET EXISTING RAIL SHALL BE PAID FOR UNDER THE ITEM "REMOVING & RESETTING GUARD RAIL."

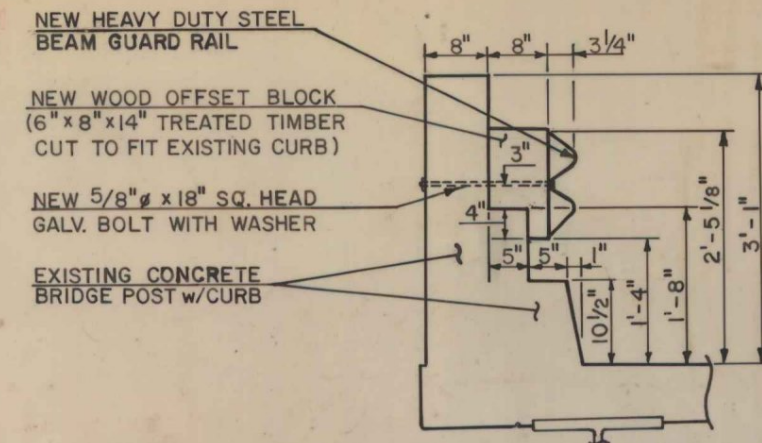


BRIDGE RAIL DETAIL AT STOWE M.M. 1.52

## GUARDRAIL DETAILS

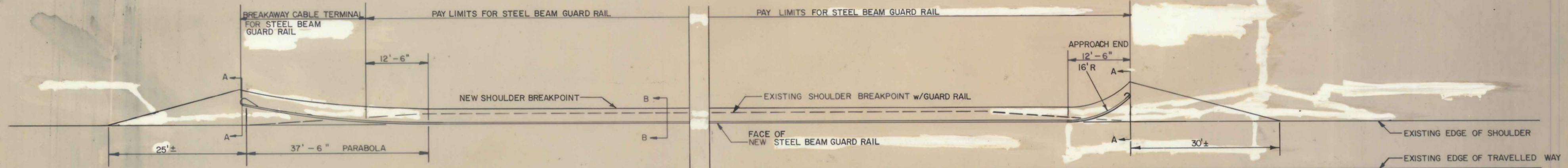


BCT PARABOLIC FLARE LAYOUT (WOOD POSTS)



BRIDGE RAIL DETAIL AT WOLCOTT M.M. 2.30

- NOTES -**
- 1- ALL WORK & MATERIALS NECESSARY TO INSTALL RAIL WILL BE PAID FOR UNDER THE ITEM "HEAVY DUTY STEEL BEAM GUARD RAIL."
  - 2- HEAVY DUTY RAIL AT THE BRIDGE APPROACHES (25'-0") IS TO BE SPACED ACCORDING TO STD. SB-R6-82, SCHEDULE II.
  - 3- IF NECESSARY, EXISTING POSTS SHALL BE REPAIRED WITH MORTAR TO ENSURE THAT OFFSET BLOCKS FIT.

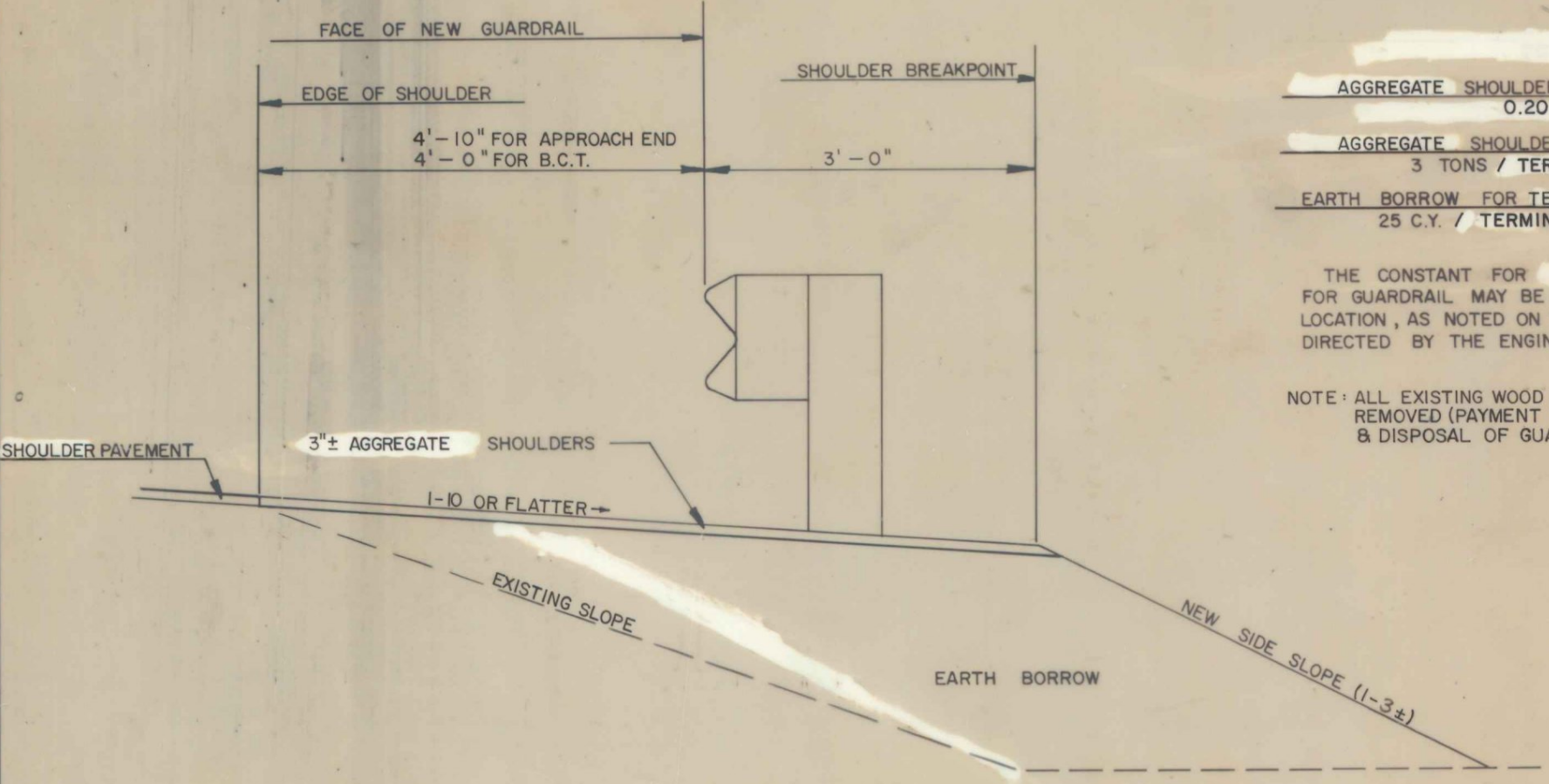


TYPICAL GUARDRAIL INSTALLATION w/B.C.T.

TYPICAL GUARDRAIL INSTALLATION w/APPROACH END

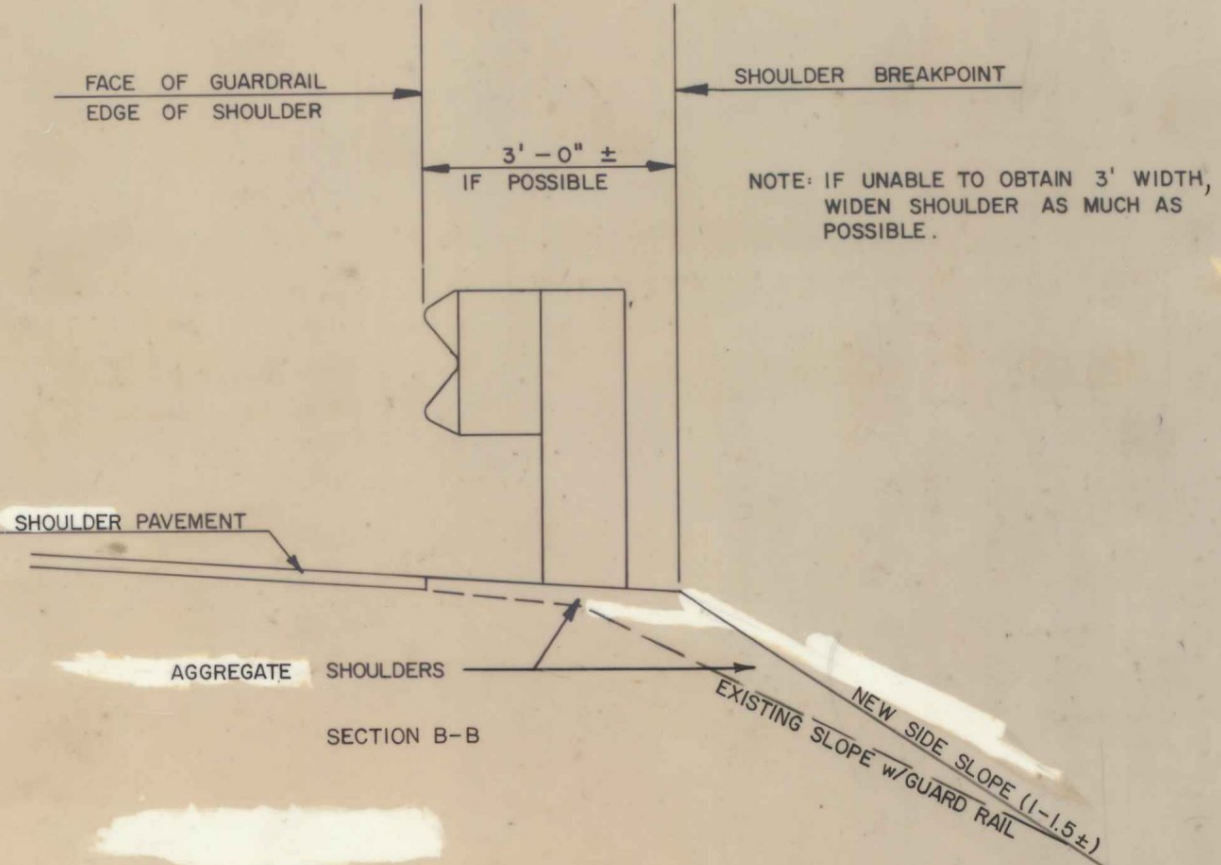
### ESTIMATING CONSTANTS

- AGGREGATE SHOULDERS FOR GUARDRAIL REPLACEMENT 0.20 TON / L.F.
  - AGGREGATE SHOULDERS FOR TERMINAL WIDENING 3 TONS / TERMINAL
  - EARTH BORROW FOR TERMINAL WIDENING 25 C.Y. / TERMINAL
- THE CONSTANT FOR AGGREGATE SHOULDERS FOR GUARDRAIL MAY BE APPLIED TO ANY SHOULDER LOCATION, AS NOTED ON THE PLANS, OR AS DIRECTED BY THE ENGINEER.
- NOTE: ALL EXISTING WOOD GUIDE POSTS ON PROJECT SHALL BE REMOVED (PAYMENT TO BE SUBSIDIARY TO ITEM "REMOVING & DISPOSAL OF GUARD RAIL").

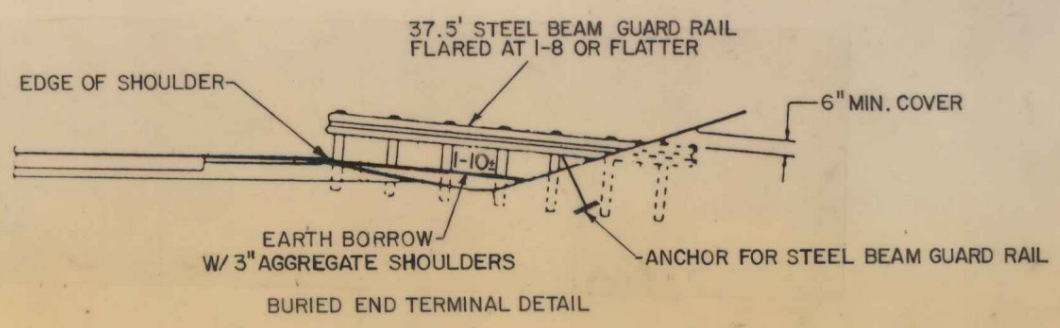


SECTION A-A TERMINAL WIDENING DETAIL

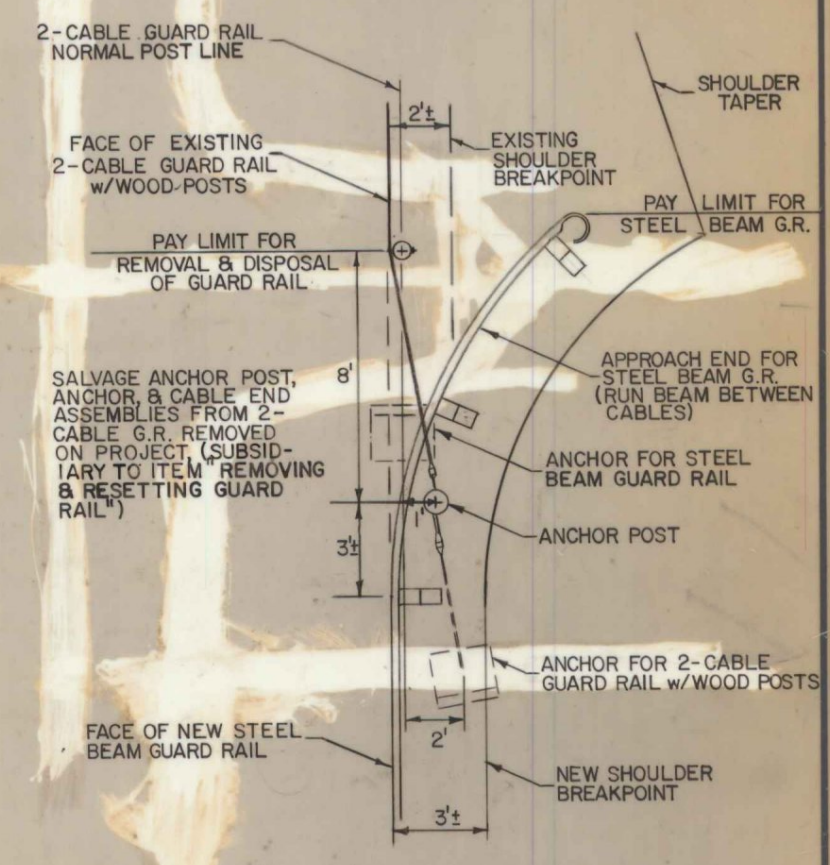
NOTE: CONTRACTOR WILL ENSURE THAT DRAINAGE WILL FLOW THROUGH GUARDRAIL TERMINAL WIDENING AREAS.



SECTION B-B



BURIED END TERMINAL DETAIL



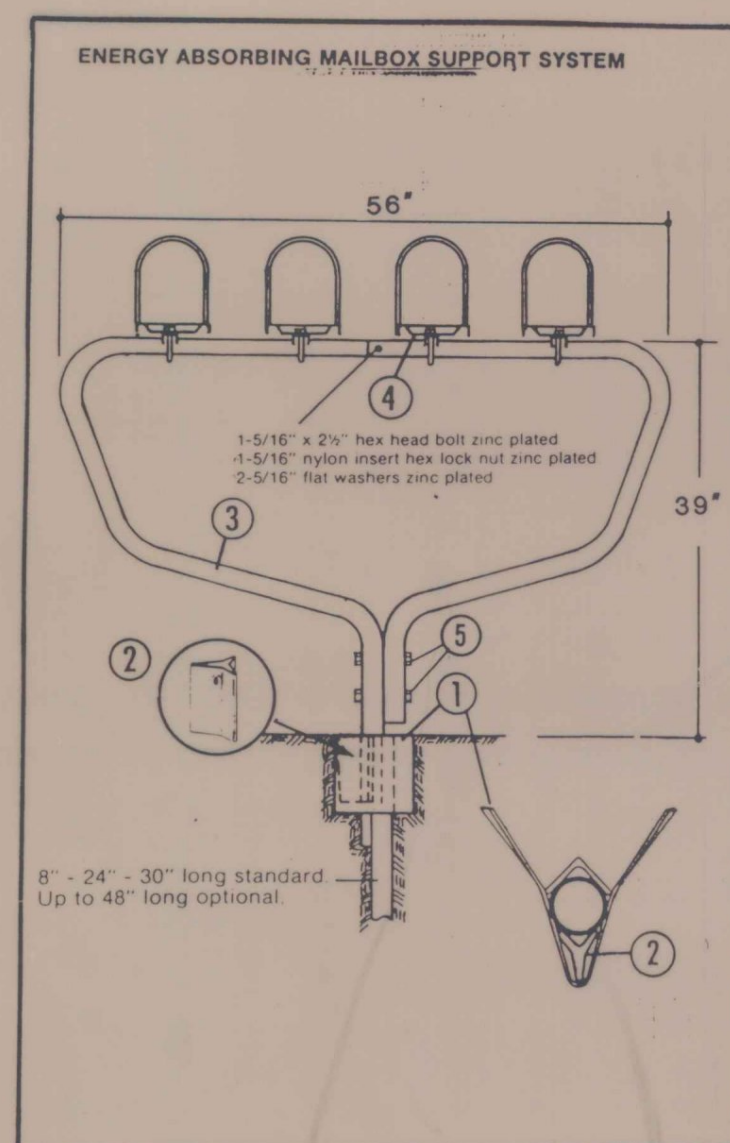
TRANSITION FROM STEEL BEAM GUARD RAIL TO 2-CABLE w/WOOD POSTS (MORRISTOWN-WOLCOTT, TH 38 AT WOLCOTT M.M. 2.02 RT)



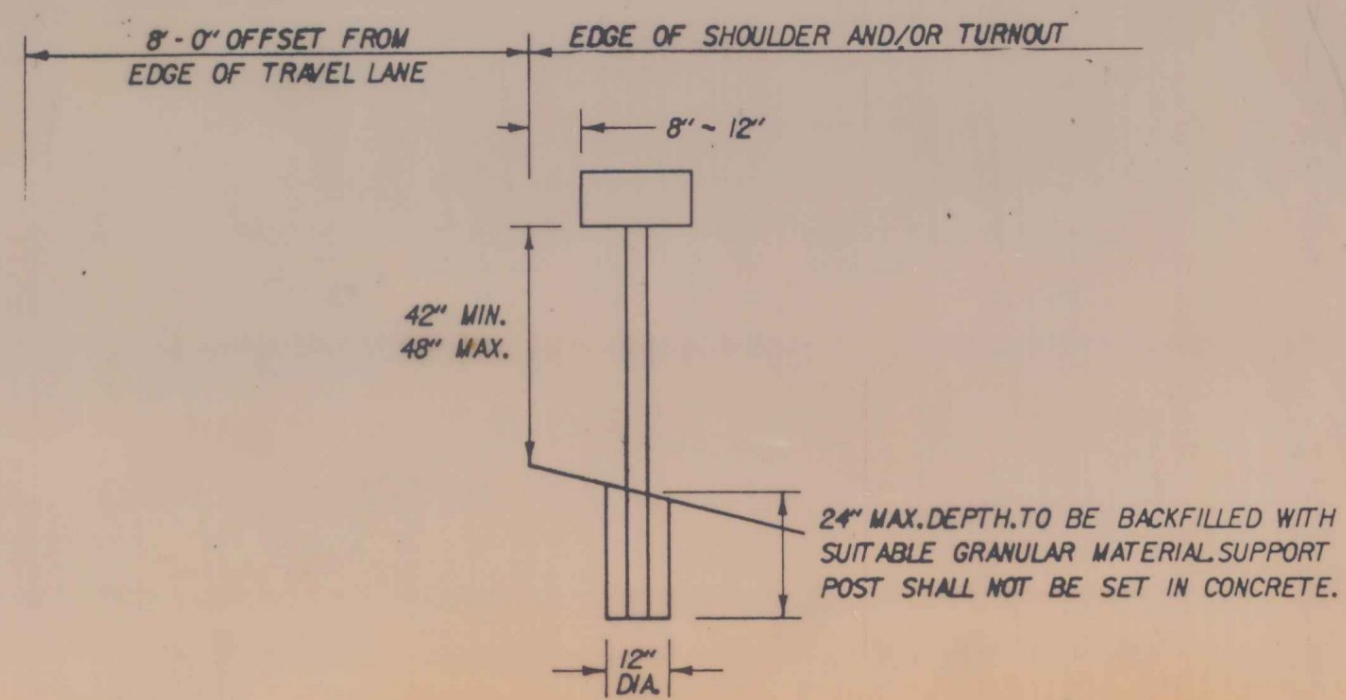
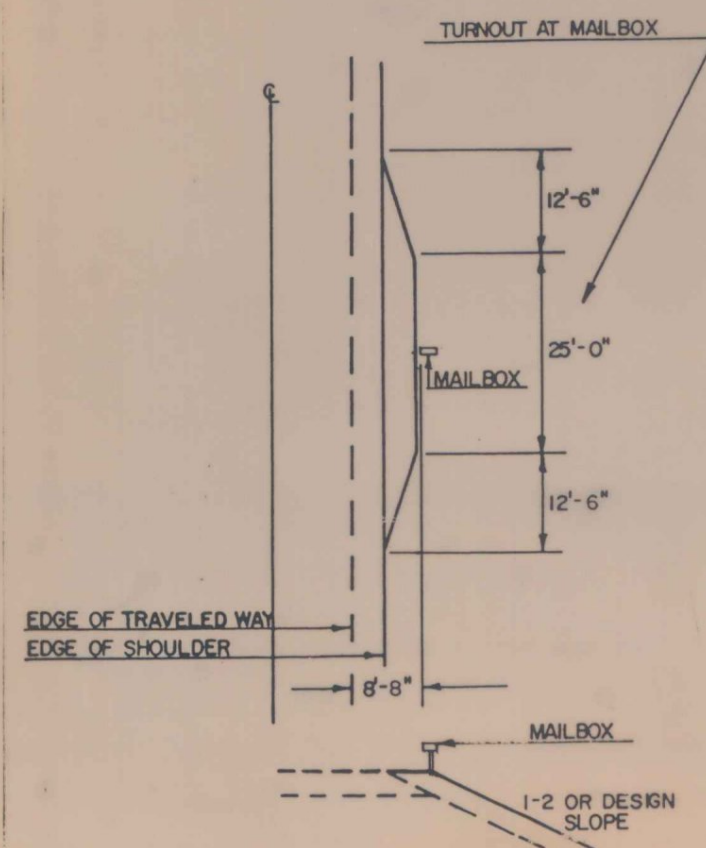
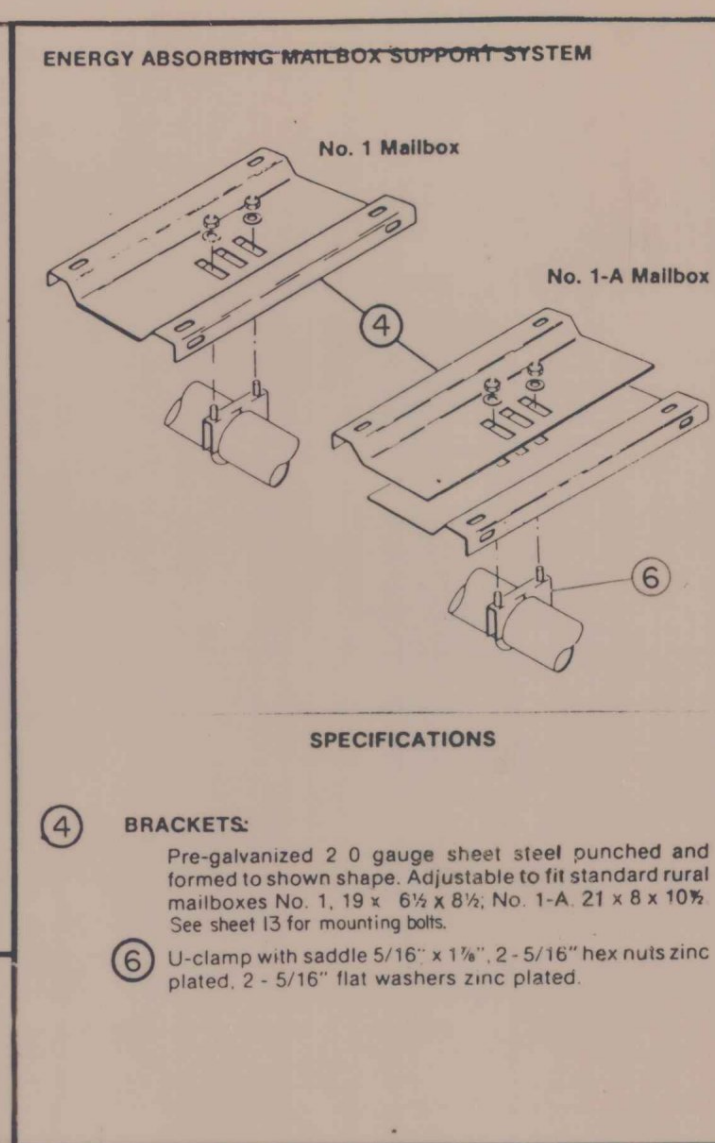
# MAILBOX SUPPORT HARDWARE

(MULTIPLE SUPPORT)  
WATERBURY M.M. 2.70 LT.

## TYPICAL INSTALLATION



- SPECIFICATIONS**
- ① **V-LOC SOCKET:**  
Stabilizer Fin is 12 gauge hot rolled carbon sheet steel, commercial quality. The fin is formed from sheet steel to the shown configuration.  
Leg Angle is 3/16" x 2" x 2" angle HR 1020 commercial quality, 1/4" th. angle available.  
Welds are four 1/4 x 1 1/2" fillets minimum.  
Finish is dip-coated with rust inhibiting primer. Fed. Spec. TTP636. Galvanizing available.
  - ② **V-LOC WEDGE:**  
The V-LOC wedge is steel tubing made to ASTM A-500, Grade B specifications, then pressed formed into wedge form.
  - ③ **TUBING:**  
The post is welded mechanical tubing produced to ASTM Grade A500, Grade B, 2" O.D. x .065 wall thickness. Galvanized, formed and punched, assembled before shipment.
  - ④ **BRACKET:**  
See Specification Sheet Rt.
  - ⑤  
2-5/16" x 4 1/2" hex head bolts zinc plated  
2-5/16" nylon insert hex lock nuts zinc plated  
4-5/16" flat washers zinc plated



### NOTES

- 1 ONLY LIGHTWEIGHT MAILBOXES MADE OF LIGHT SHEET METAL OR PLASTIC SHALL BE USED. MAILBOXES SHALL MEET REQUIREMENTS AND APPROVAL OF THE U.S. POSTAL SERVICE.
- 2 AN ALTERNATE MAILBOX SUPPORT STRUCTURE DESIGN AND CONSTRUCTION MAY BE USED AS LONG AS PROVEN CRASHWORTHY AND MEETS GUIDELINES AS SET OUT IN AASHTO'S GUIDE FOR ERECTING MAILBOXES ON HIGHWAYS. SUPPORT STRUCTURE SHALL ALSO MEET REQUIREMENTS OF THE U.S. POSTAL SERVICE.
- 3 IF THE STANDARD TURNOUT OFFSET CANNOT BE ATTAINED DUE TO RIGHT-OF-WAY CONSTRAINTS OR OTHER REASONS, THE TURNOUT SHALL BE MODIFIED AS DIRECTED BY THE ENGINEER.

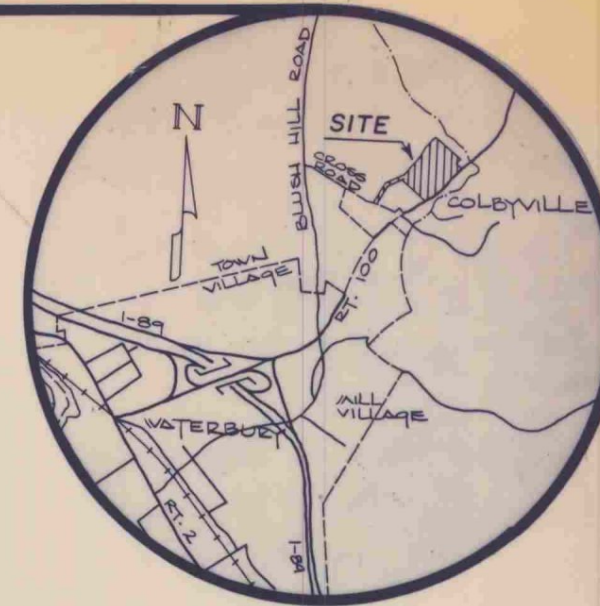
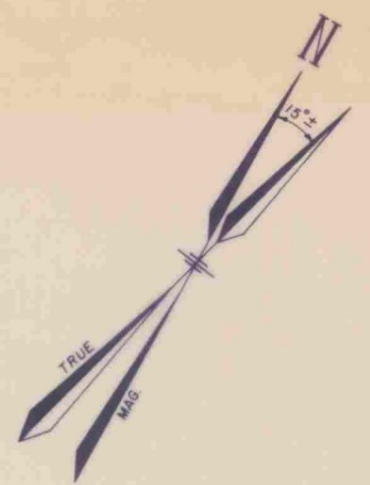
TURNOUT AT MAILBOX NOT NECESSARY IF SHOULDER WIDTH IS 8'-0" OR GREATER.

SURVEYED BY \_\_\_\_\_ DATE \_\_\_\_\_  
DRAWN BY \_\_\_\_\_ DATE \_\_\_\_\_  
TRACED BY \_\_\_\_\_ DATE \_\_\_\_\_

1986 PAVING PROGRAM  
DISTRICT 6  
PROJ. NO.  
SHEET 14 OF 103

**LEGEND**

- PERIMETER PROPERTY LINE
- - - EXISTING CONTOUR LINE
- ▭ EXISTING STRUCTURE
- ▨ PROPOSED STRUCTURE
- ⊕ POWER POLE
- ⊙ EXISTING YARD LIGHT
- - - PROPOSED CONTOUR LINE
- - - EXISTING WATER LINE
- - - PROPOSED WATER LINE & VALVE
- - - EXISTING FORCE MAIN
- 123x4 EXISTING SPOT ELEVATION
- 123x4 PROPOSED SPOT ELEVATION
- EXISTING STORM & INLET
- PROPOSED STORM & HEADWALL/INLET
- EXISTING FENCE
- EROSION CONTROL BARRIER TYPE & SEQUENCE
- FIRE SYSTEM WATER LINE & HYDRANT/POST INDICATOR VALVE
- NEW OR REPLACED PAVING
- ⊙ PROPOSED YARD LIGHT



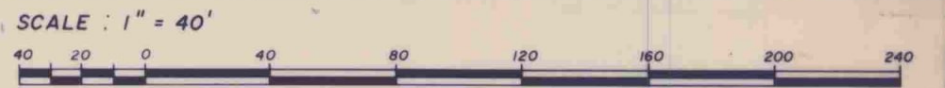
**LOCUS**

**NOTES**

1. AS-BUILT ON THIS PLAN INCLUDE THE BUILDING/STRUCTURE LOCATIONS AS OF JANUARY 1986, EXISTING PARKING LOTS, ROADS & FENCE.
2. EXISTING TOPOGRAPHY HAS BEEN CHECKED ONLY AROUND THE BUILDING AND ON THE EASTERLY SIDE OF THE BUILDING.
3. LOCATED AS-BUILT UTILITIES ARE LIMITED TO THE PROCESS WASTE TANKS. ALL OTHER UTILITIES SHOWN ARE FROM DESIGN LAYOUT OR FIELD OBSERVATIONS DURING CONSTRUCTION.
4. CONTOURS SHOWN ARE TAKEN FROM ORIGINAL BASE DRAWINGS, "ADJUSTED" TO DESIGN CONTOURS, AND REPRESENT AS-BUILT CONTOURS ONLY AS DESCRIBED IN NOTE 2 ABOVE.
5. PORTIONS OF THE WORK SHOWN HEREON AS "PROPOSED" HAVE BEEN COMPLETED AS "PHASE I", SPECIFICALLY, BUT NOT ALL-INCLUSIVELY, COMPLETED WORK CONSISTS OF: BATHWORK ON THE WESTERLY SIDE OF THE BUILDING; WESTERLY END OF UPPER PARKING LOT; "SHADED" PAVEMENT AREA; FIRE PROTECTION TANK & PUMP HOUSE; FIRE SYSTEM WATER LINES

Note: Sheets 15 & 16 are to provide details for widening VT 100 only (Non-Govt. Part)

NO.	REVISIONS	DATE
1	CHANGE SIGN; ADD SIGN	4-16-87
2	CHANGE PAPER TO LEFT TURN LANE; ADD NOTE PRINTED ISLAND DETAIL	3-25-87



**BEN & JERRYS**  
HOMEMADE INC.

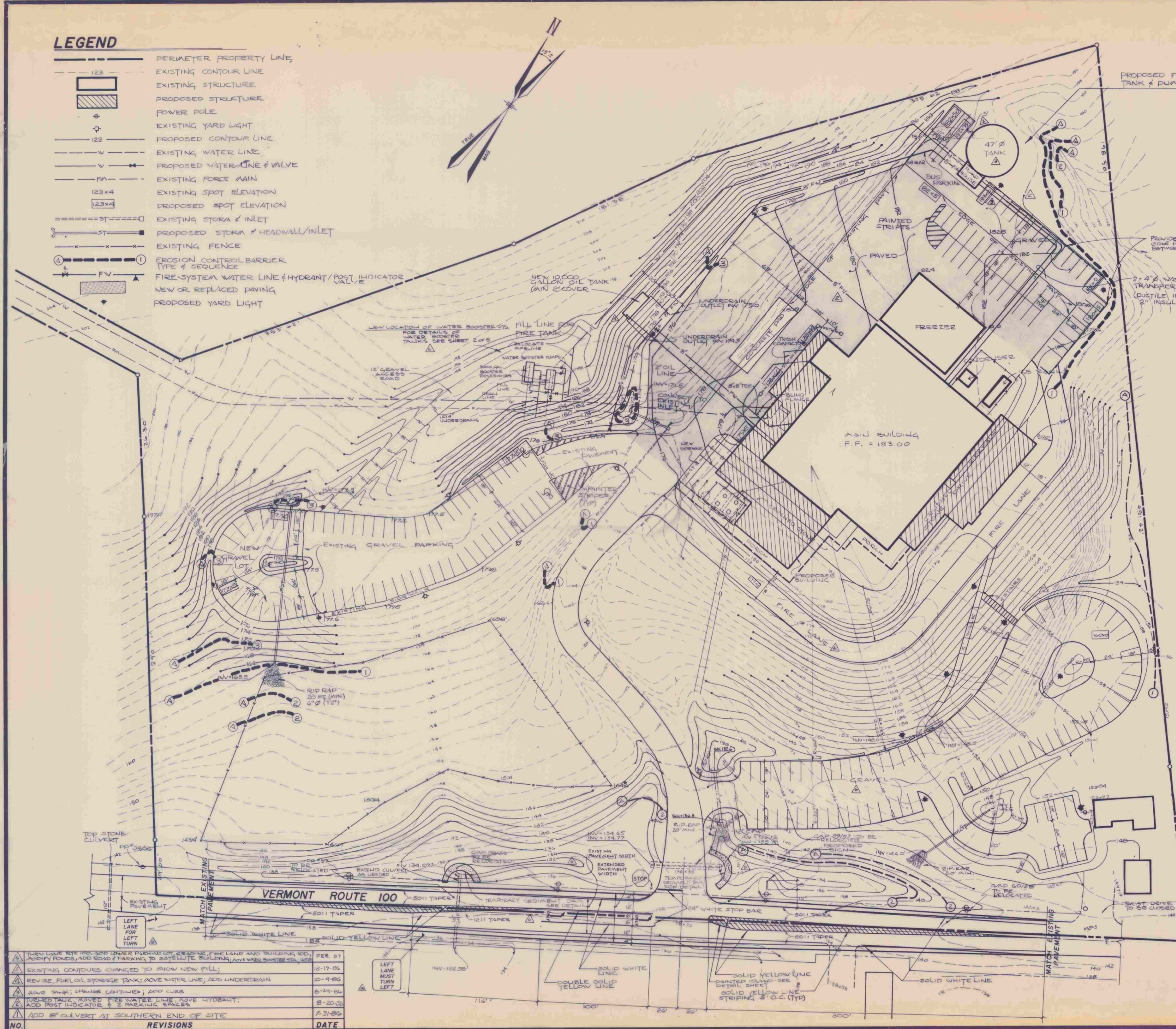
**REVISED SITE PLAN**

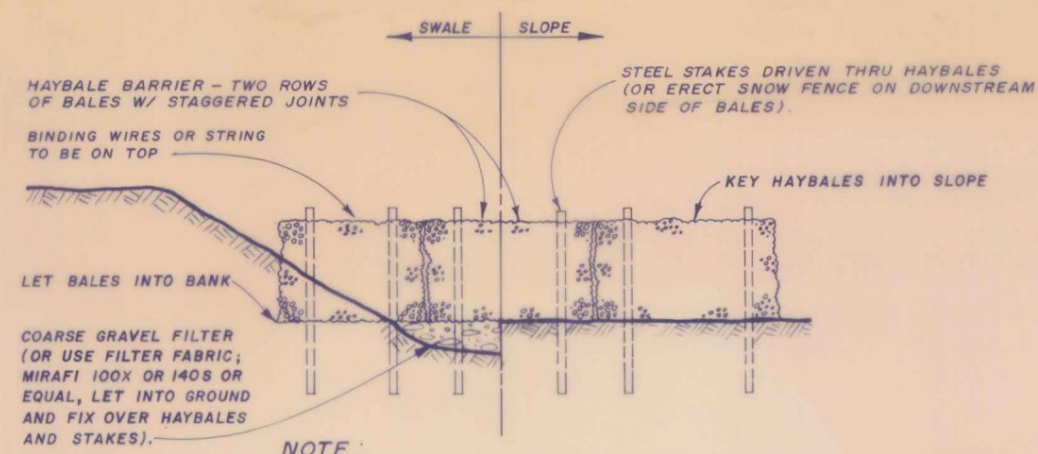
**FITZPATRICK - FLEWELLYN**  
INCORPORATED

ENGINEERING AND PLANNING SERVICES  
ESSEX JUNCTION VERMONT

PROJECT NUMBER  
86011  
DATE  
FEB 1987  
DRAWN BY  
F.L.I.  
DESIGN NO.  
D-1623  
SHEET  
15 OF 103

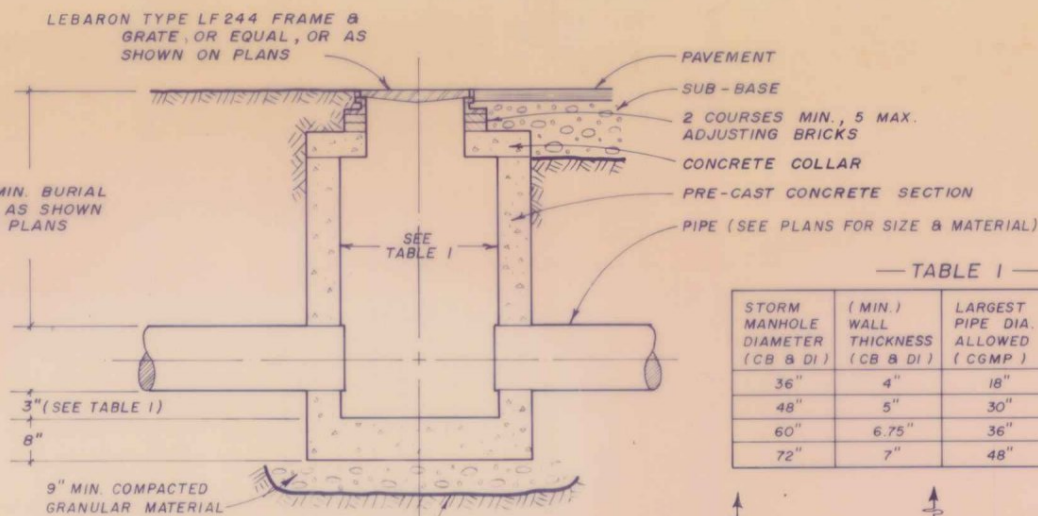
NO.	REVISIONS	DATE
1	TURN LANE SEE PROPOSED LOWER PAVEMENT, FIRE LANE AND BUILDING, ADD JOEY POND; ADD ISLAND PARKING TO SATURITE BUILDING; MOVE WATER BOOSTER STA. INV.	FEB. 87
2	EXISTING CONTOURS CHANGED TO SHOW NEW FILL	12-19-85
3	REVISE FUEL OIL STORAGE TANK; MOVE WATER LINE; ADD UNDERDRAIN	10-9-85
4	MOVE TANK; CHANGE CONTOURS; ADD CURBS	8-24-84
5	TURBID TANK; ADD FIRE WATER LINE; MOVE HYDRANT; ADD POST INDICATOR & 2 PARKING SPACES	8-20-84
6	ADD 18" CULVERT AT SOUTHERN END OF SITE	7-31-84





**TYPICAL TEMPORARY HAYBALE EROSION CONTROL BARRIER (TYPE A)**  
NTS

NOTE:  
TO BE INSTALLED AT 50' TO 75' INTERVALS  
DEPENDING ON PITCH, OR AS SHOWN ON PLANS.

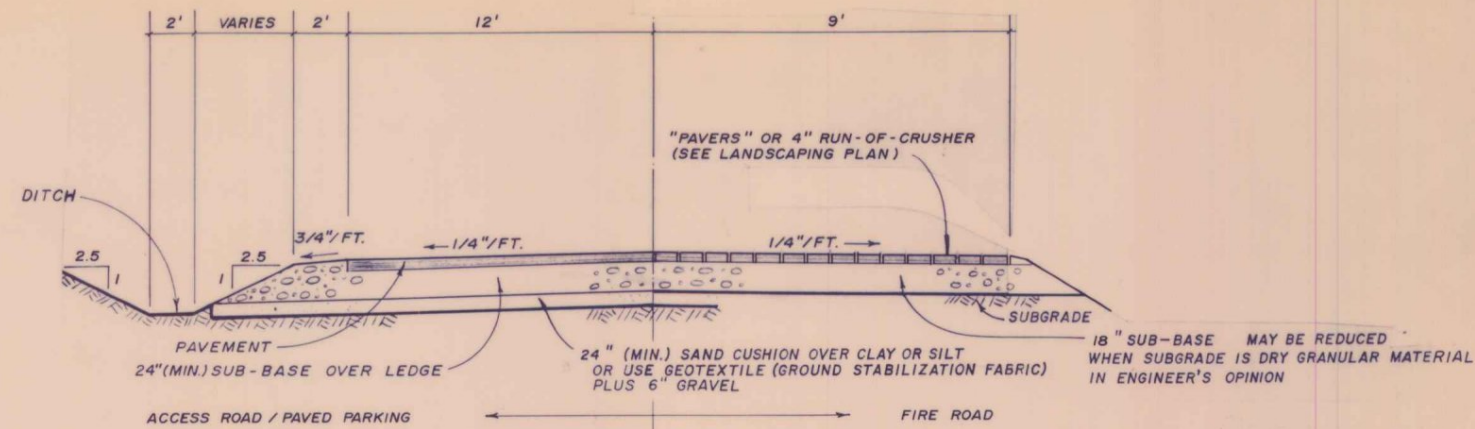
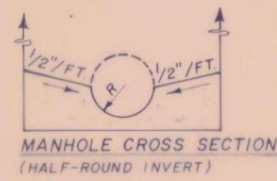


**TYPICAL DROP INLET / MANHOLE**  
NTS

NOTE:  
PROVIDE CAST IN PLACE ALUMINUM MANHOLE STEPS (NEENAH R1982 W OR EQUAL) WHEN DEPTH EXCEEDS 6'-0".

TABLE I

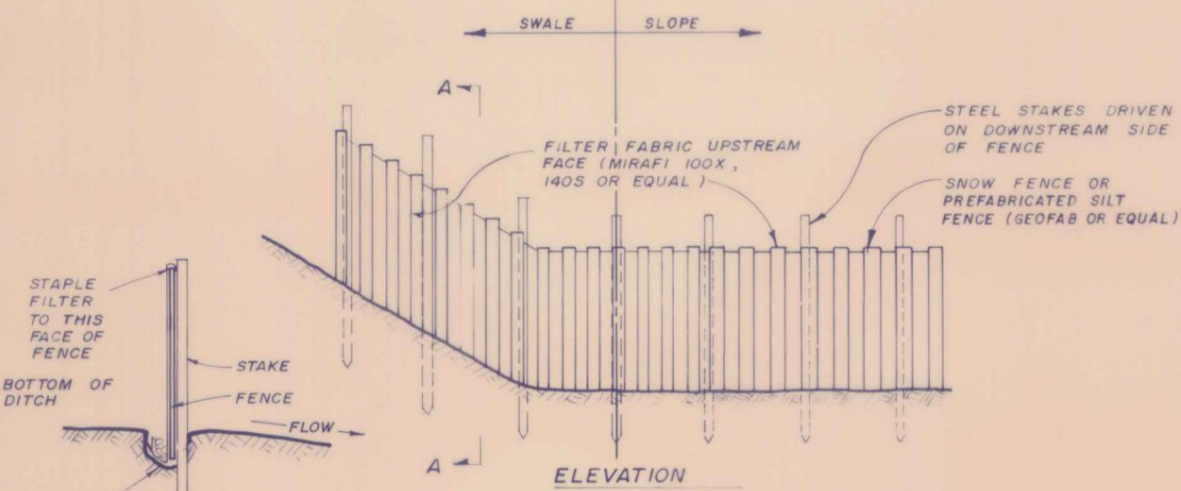
STORM MANHOLE DIAMETER (CB & DI)	(MIN) WALL THICKNESS (CB & DI)	LARGEST PIPE DIA. ALLOWED (CSMP)	PROVIDE HALF-ROUND INVERT (SEE DETAIL)
36"	4"	18"	NO
48"	5"	30"	YES
60"	6.75"	36"	YES
72"	7"	48"	YES



**ROAD NOTES**

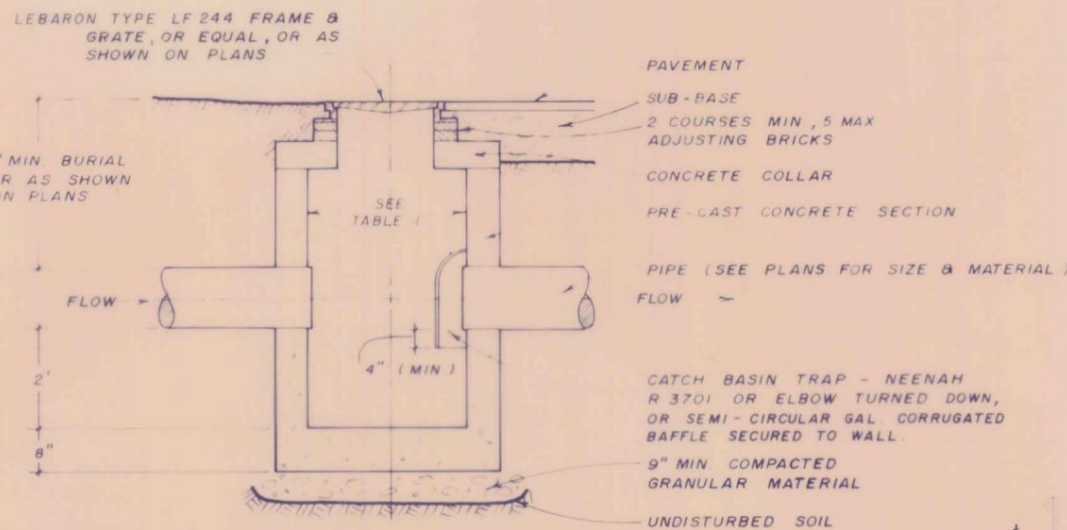
GRAVEL: ALL GRAVEL & CRUSHED GRAVEL FOR SUB-BASE USE SHALL CONFORM TO VERMONT DEPT. OF HIGHWAYS (VDHM) SPECIFICATION 704.05 - "GRAVEL FOR SUB-BASE", & 704.07 "CRUSHED GRAVEL FOR SUB-BASE".  
SUBGRADE: CONSTRUCTION SHALL CONFORM TO VDOH SPEC. 203.11 "SUBGRADE" WITH RESPECT TO MATERIAL QUALITY AND COMPACTION.  
SUB-BASE: SUB-BASE MATERIAL SHALL BE PLACED IN TWO EQUAL LAYERS, EACH COMPACTED TO AT LEAST 95% MAXIMUM DRY DENSITY (A.A.S.H.T.O. T-99-C).  
PAVEMENT: PAVEMENT SHALL CONSIST OF TWO BITUMINOUS COURSES, CONFORMING TO VDOH SPEC. 406 "BITUMINOUS CONCRETE PAVEMENT".  
1 1/2" OF TYPE II COMPOSITION (BASE COURSE) } FOR GRAVEL ROAD & PARKING SUBSTITUTE 4" RUN-OF-CRUSHER  
2 1" OF TYPE IV COMPOSITION (WEAR COURSE) }  
SAND: SAND SHALL CONFORM TO VDOH SPEC. 703.03 "SAND BORROW AND CUSHION".

**TYPICAL ROAD / FIRE ROAD / PARKING LOT CROSS SECTION**



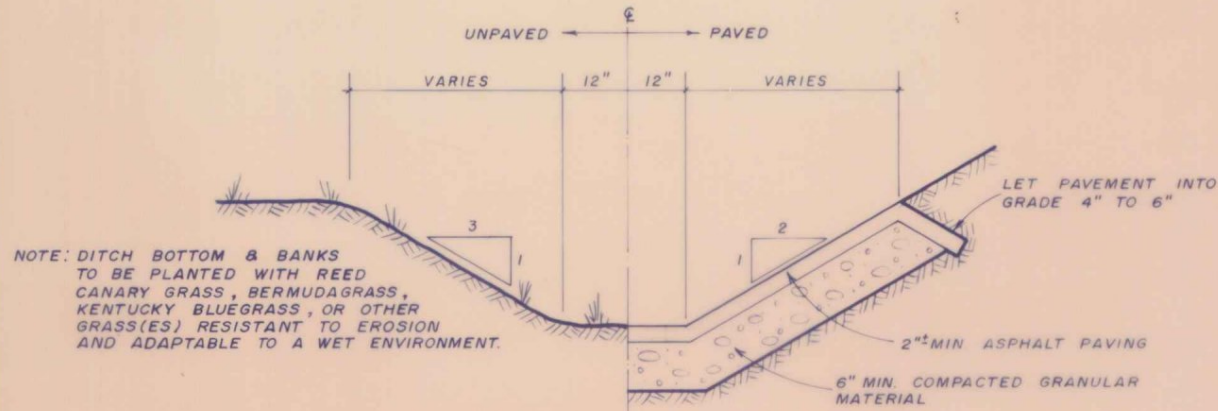
**TYPICAL TEMPORARY SNOW FENCE EROSION CONTROL BARRIER (TYPE B)**  
NTS

NOTE:  
TO BE INSTALLED AT 50' TO 75' INTERVALS  
DEPENDING ON PITCH, OR AS SHOWN ON PLANS.



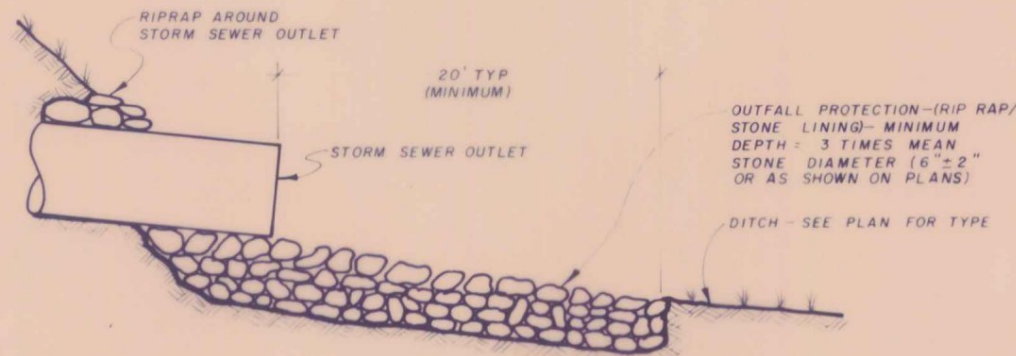
**TYPICAL CATCH BASIN / TRAP**  
NTS

NOTE:  
PROVIDE CAST IN PLACE ALUMINUM MANHOLE STEPS (NEENAH R1982 W OR EQUAL) WHEN DEPTH EXCEEDS 6'-0".



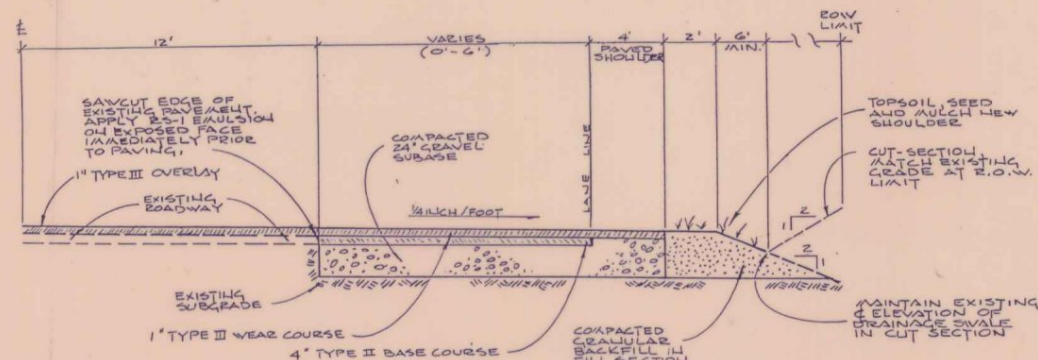
**PAVED / UNPAVED DITCH DETAIL**  
NTS

NOTE: LINED DITCHES SHALL HAVE STONES INSTEAD OF ASPHALT. STONES SHALL BE A MINIMUM OF 6" (152) IN DIAMETER, OR AS CALLED FOR ON PLANS. COMPACTED GRANULAR BEDDING SHALL BE INCREASED TO 9", OR A GEO TEXTILE SHALL BE USED.

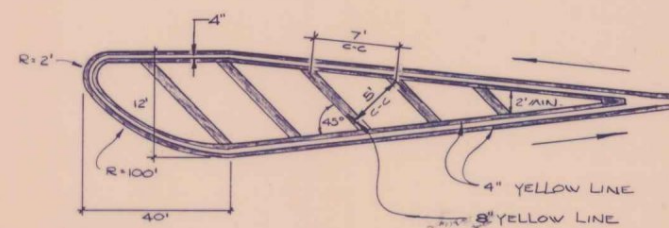


**STORM SEWER OUTLET DETAIL**  
NTS

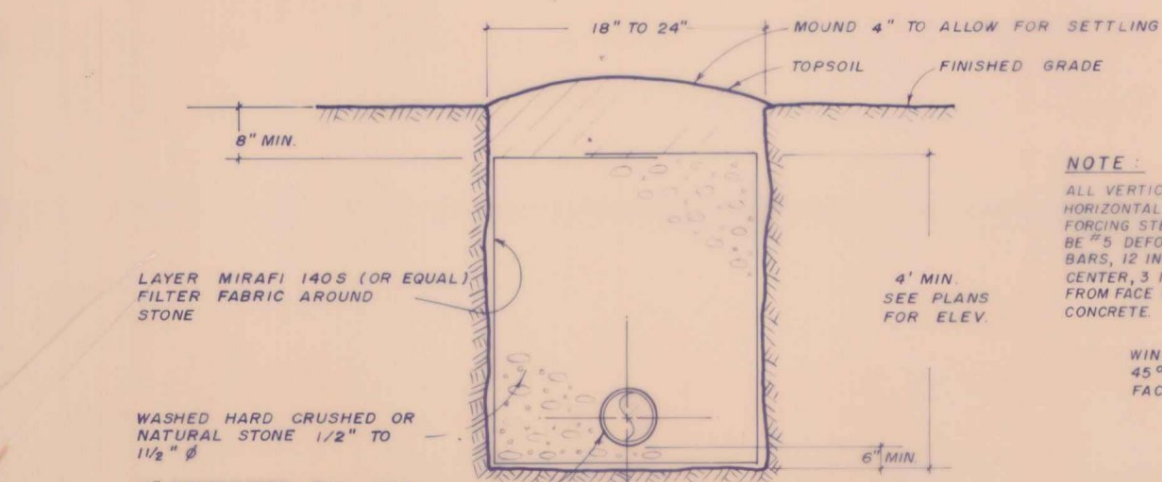
OUTFALL PROTECTION - RIP RAP / STONE LINING - MINIMUM DEPTH - 3 TIMES MEAN STONE DIAMETER (6" & 2" OR AS SHOWN ON PLANS)  
DITCH - SEE PLAN FOR TYPE



**PAVEMENT WIDENING CROSS SECTION**  
NTS

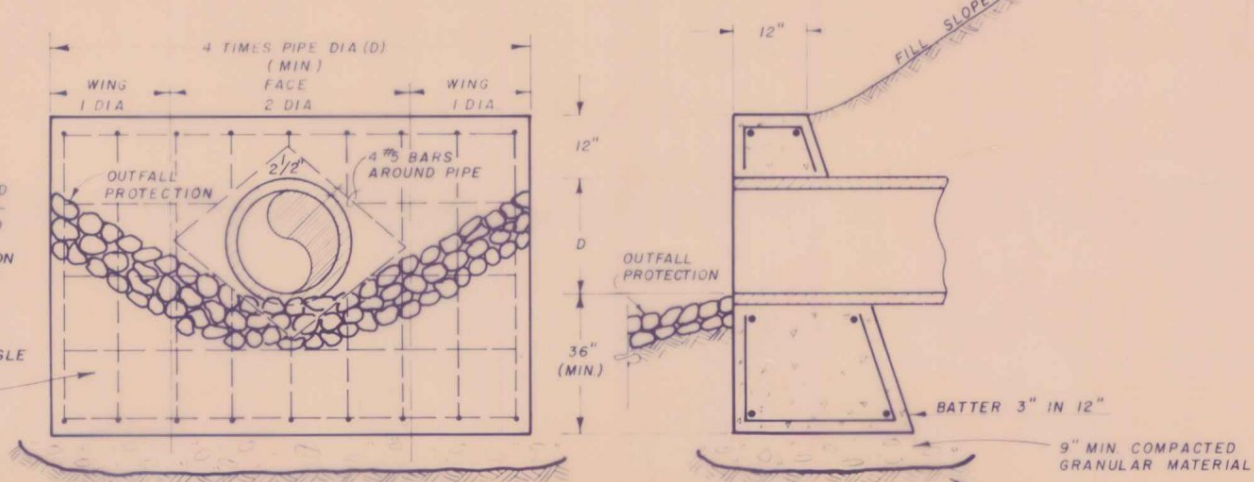


**PAINTED ISLAND DETAIL**  
NTS

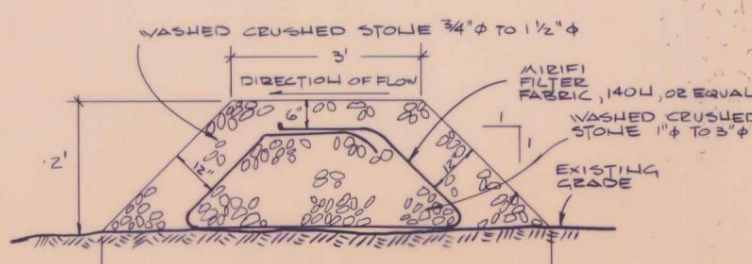


**CURTAIN DRAIN DETAIL**  
NTS

NOTE:  
ALL VERTICAL AND HORIZONTAL REINFORCING STEEL TO BE #5 DEFORMED BARS, 12 INCHES ON CENTER, 3 INCHES FROM FACE OF CONCRETE.



**REINFORCED CONCRETE STORM SEWER HEADWALL**  
NTS



**TEMPORARY SEDIMENT DAM**  
NTS

TO BE INSTALLED BEFORE EARTHWORK BEGINS, AT LOCATION SHOWN ON SITE PLAN. CLEAN AND OR REPLACE AS NECESSARY. REMOVE WHEN ALL UPSTREAM AREAS HAVE BEEN STABILIZED.  
AUG 1986  
MAY 1986  
JAN 1985  
MAY 1984  
UPDATED - MAR 1983

**EROSION CONTROL DURING CONSTRUCTION**

- Before any clearing or grubbing of the site is initiated, and during all earthwork phases, sediment traps (erosion barriers) shall be constructed and maintained at the inlet to all storm drains, swales, and ditches receiving water from the Project. See typical details for types and barriers.
- All stockpiled soil shall be enclosed with an erosion control barrier, unless an existing barrier will entrap all erosion from such a stockpile or the stockpile is completely covered with vegetation that prevents erosion.
- After every storm each sediment trap shall be inspected for failures or clogging, and any failure or clogging shall be rectified.
- Sediment traps shall also be placed in newly-constructed swales, ditches, or other waterways during the construction period. The placing of these traps shall be as shown on the plans, as a minimum. Maintenance shall be as in #3 above.
- Erosion control barriers indicated on the plans are the minimum number required. It is the responsibility of the Contractor to use additional barriers as field conditions dictate and to insure that any erosion created by this Project does not reach the State's waterways or leave the site.
- New swales and unlined ditches (and any other area subject to concentrated storm runoff) shall be fertilized and seeded with the following mixture to at least two (2) feet above the channel bottom:

Seed	Lbs/Acre
Creeping Red Fescue	20
Redtop	2
Smooth Bromegrass	20

(see standard detail for alternate plantings) and shall have mulch applied at the rate of 1.5 tons per acre.

- Where the invert of new swales or ditches exceeds 2% slope, and where slope grade exceeds 50% (1 on 2 slope), mulching or netting securely attached to the ground shall be placed over the mulch and maintained until a permanent grass cover is established. All new swales or ditches with an invert grade more than 4% shall be lined with stones (rip-rap) or paved.
- All disturbed terrain at final grade shall be seeded and mulched within seven days of completion, and by October 1st at the latest. Before applying final seedings, a four (4) inch average depth of topsoil shall be placed in all disturbed areas to be seeded. Seed mixtures shall be one of the following, as appropriate.

Embankment/Sloping Ground	Lbs/Acre
Mixture #1 a. Creeping Red Fescue	20
b. Redtop	2
c. Birdfoot Trefoil or Crownvetch	10
Mixture #2 a. Tall Fescue	10
b. Redtop	2
c. Flat Pea (Lathoo)	30
Mixture #3 a. Creeping Red Fescue	15
b. Flat Pea (Lathoo)	30

Flat/Level Ground	Lbs/Acre
Mixture #1 a. Kentucky Blue Grass	20
b. Creeping Red Fescue	20
c. Rye (Perennial), or Redtop	5
Mixture #2 a. Creeping Red Fescue	20
b. Redtop	2
c. Tall Fescue	20

All newly-seeded areas shall be mulched at a rate of two (2) tons per acre of hay, straw, or woodchips. Juice or other equal netting shall be used where wind or water may erode newly-placed seed or mulch. All netting, where used, shall be staked to the ground in compliance with the manufacturer's recommendations.  
9. All disturbed areas not at final grade, but that will not be disturbed again for a period of greater than sixty (60) days, shall be seeded with a temporary, rapid-growing cover crop, such as rye grass and millet, and shall be mulched. Netting shall also be applied, if necessary, to stabilize the mulch and seed.

**BEN & JERRY'S**  
HOMEMADE INC. VERMONT

WATERBURY VERMONT

**TYPICAL DETAILS**  
EROSION CONTROL & SITE FACILITIES

**FITZPATRICK - LEWELLYN**  
INCORPORATED

ENGINEERING AND PLANNING SERVICES  
ESSEX JUNCTION VERMONT

PROJECT NUMBER: 86011  
DATE: FEB 1987  
DRAWN BY: FLI  
DRAWING NUMBER: D-2029  
SHEET: 16 OF 108

LIST OF SHEETS

BR 101 PLAN, ELEVATION & GENERAL NOTES  
 BR 102 SLAB DETAIL SHEET  
 BR 103 ABUTMENT DETAIL SHEET  
 BR 104 BRIDGE QUANTITY SHEET & REINFORCING STEEL SCHEDULE

LIST OF STANDARDS

STD. DWG. E-3 12/13/79 R  
 STD. DWG. SB-RS-83 12/13/84 R  
 STD. DWG. SCB-D1-75 9/14/81 R

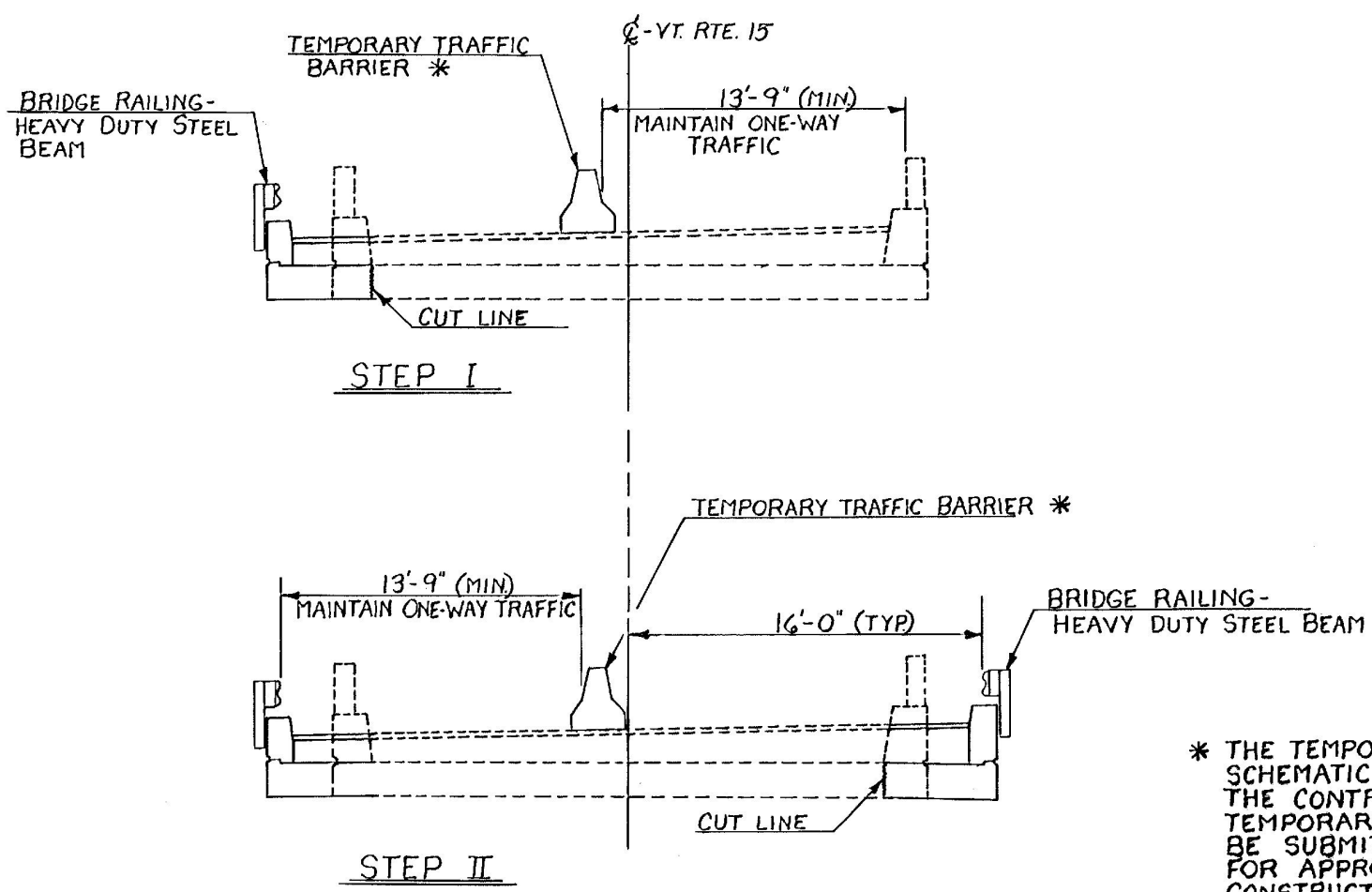
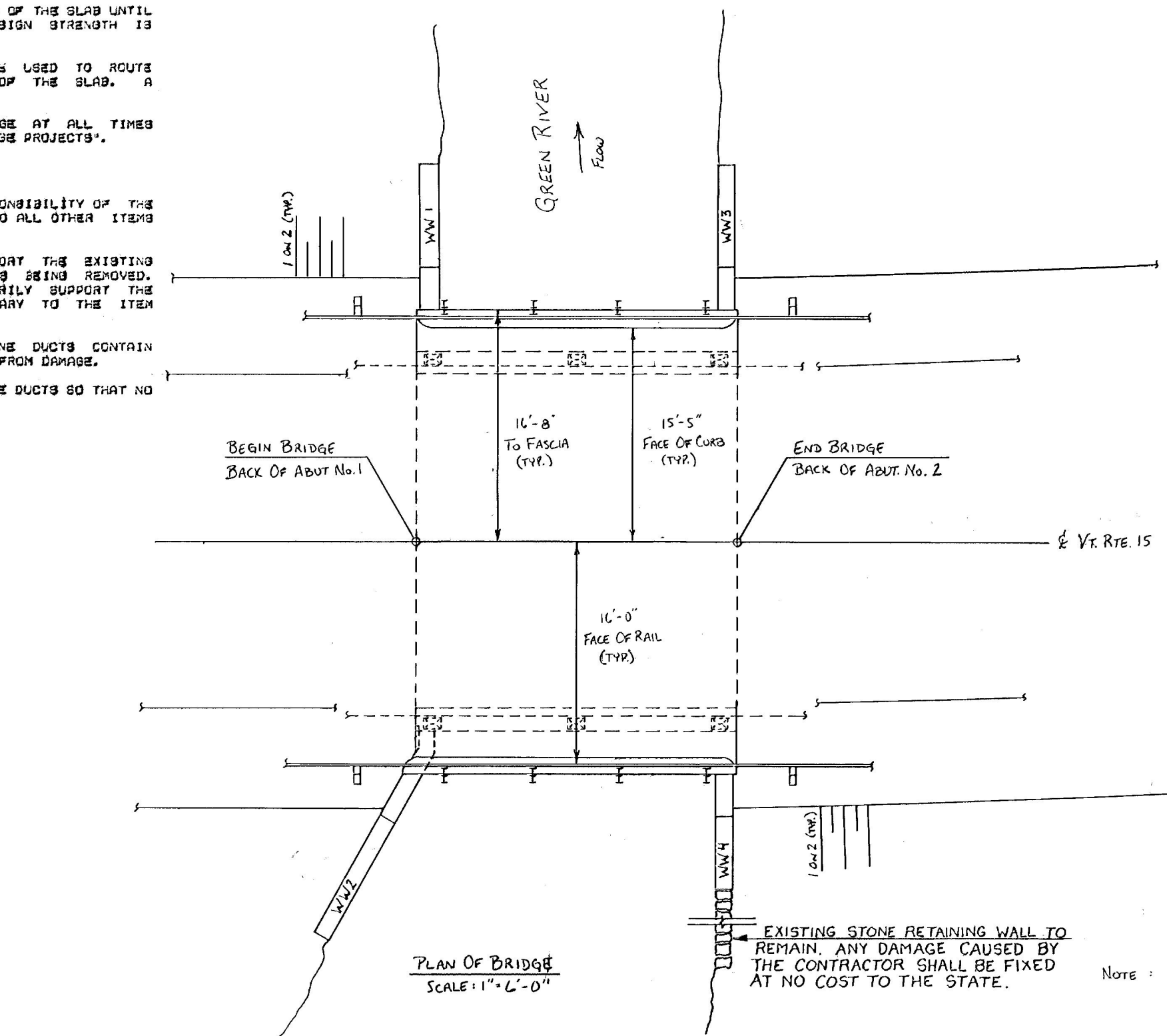
LIST OF REFERENCE SHEETS

PLAN SHEET SHEET \_\_\_\_\_ OF \_\_\_\_\_

GENERAL NOTES

- THE GENERAL NOTE PERTAINING TO SPECIFICATIONS, MATERIALS, AND CONSTRUCTION IS SHOWN ON STANDARD DRAWING SCB-D1-75. OTHER GENERAL NOTES ON THE STANDARD, NOT OTHERWISE SHOWN OR MODIFIED ON THESE PLANS, ARE NOTES 4, 5, 7, 14 AND 15.
- THE STRUCTURE IS DESIGNED FOR AN HS-20-44 LIVE LOAD WITH 1" FUTURE PAVEMENT ALLOWANCE.
- WATER REPELLENT SHALL BE APPLIED TO ALL EXPOSED CONCRETE ON BOTH SUBSTRUCTURE AND SUPERSTRUCTURE, INCLUDING EXISTING CONCRETE, EXCEPT THE BOTTOM OF THE SLAB BETWEEN DRIP BEADS.
- ALL EXISTING STRUCTURE DIMENSIONS SHALL BE FIELD CHECKED PRIOR TO COMMENCEMENT OF CONSTRUCTION.
- EXISTING ABUTMENTS SHALL BE PATCHED AS FOLLOWS:
  - CRACKS OR SPALLED AREAS IN THE REMAINING CONCRETE, WITH DEPTH OF LESS THAN 1-1/4", ARE TO BE FILLED WITH MORTAR.
  - CRACKS OR SPALLED AREAS IN THE REMAINING CONCRETE, WITH DEPTH GREATER THAN 1-1/4", ARE TO HAVE THEIR EDGES CUT SO AS TO PROVIDE A MINIMUM DEPTH OF 1-1/4". THEY WILL THEN BE COATED WITH NEAT CEMENT AND PATCHED WITH "CONCRETE, CLASS B". AN ESTIMATED 1 C.Y. OF "CONCRETE, CLASS B" HAS BEEN INCLUDED ON THE QUANTITY SHEET FOR THIS PURPOSE. THE MORTAR REFERRED TO IN NOTE 5A SHALL ALSO BE PAID FOR UNDER THE ITEM "CONCRETE, CLASS B".
- THE ABUTMENTS AND DECK SHALL BE REMOVED TO THE LIMITS SHOWN ON THESE PLANS UNDER THE ITEM "PARTIAL REMOVAL OF STRUCTURES", EXCEPT THAT THE ENGINEER SHALL DIRECT THE REMOVAL OF UNSOUND CONCRETE TO THE LIMITS HE DEEMS NECESSARY. CONCRETE SHALL BE SAW CUT FOR THE FIRST 1" OF DEPTH TO PROVIDE A NEAT CUT LINE.
- REINFORCING STEEL IN THE EXISTING STRUCTURE SHALL BE RETAINED, AS DEEMED NECESSARY BY THE RESIDENT ENGINEER, TO SPLICE ONTO THE NEW REINFORCING STEEL. THESE BARS SHALL BE CLEANED AND BENT AS REQUIRED. PAYMENT SHALL BE SUBSIDIARY TO "CONCRETE, CLASS B".

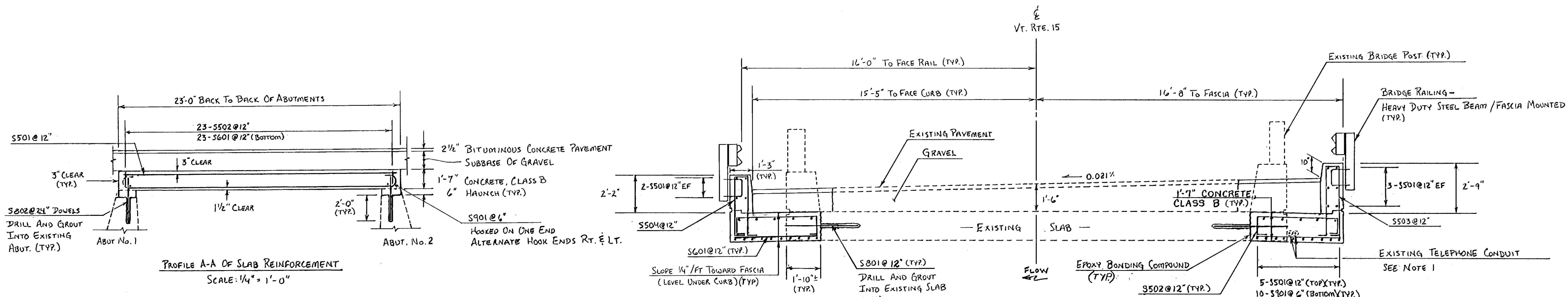
- WHEN NEW CONCRETE IS TO BE PLACED AGAINST EXISTING CONCRETE, IT SHALL BE PLACED IN ACCORDANCE WITH SECTION 530, "EPOXY COMPOUNDS". "EPOXY BONDING COMPOUND" SHALL BE USED TO COAT THE EXISTING CONCRETE SURFACES, EXCEPT AS NOTED IN NOTE 5.
- NO TRAFFIC SHALL BE ALLOWED ON THE NEW PORTION OF THE SLAB UNTIL THE CURING PERIOD IS UP AND THE 28 DAY DESIGN STRENGTH IS ATTAINED, AS EVIDENCED BY TEST CYLINDER BREAKS.
- THE ITEM "TEMPORARY TRAFFIC BARRIER" SHALL BE USED TO ROUTE TRAFFIC AWAY FROM THE NEWLY POURED PORTION OF THE SLAB. A MINIMUM WIDTH OF 13'-9" MUST BE MAINTAINED.
- ONE-WAY TRAFFIC SHALL BE MAINTAINED ON THE BRIDGE AT ALL TIMES UNDER THE ITEM "MAINTENANCE OF TRAFFIC FOR BRIDGE PROJECTS".
- ALL CONCRETE SHALL BE "CONCRETE, CLASS B".
- ALL ON-PROJECT BRIDGE SIGNS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL BE CONSIDERED SUBSIDIARY TO ALL OTHER ITEMS IN THE PROJECT.
- TEMPORARY SUPPORTS SHALL BE PROVIDED TO SUPPORT THE EXISTING TELEPHONE CONDUITS WHILE THE EXISTING BRIDGE IS BEING REMOVED. ALL MATERIAL AND LABOR NECESSARY TO TEMPORARILY SUPPORT THE EXISTING TELEPHONE CONDUIT SHALL BE SUBSIDIARY TO THE ITEM "CONCRETE, CLASS B".
- THE CONTRACTOR IS CAUTIONED THAT THE TELEPHONE DUCTS CONTAIN WORKING CABLES. THE CABLES SHALL BE PROTECTED FROM DAMAGE.
- CONCRETE IS TO BE PLACED AND VIBRATED UNDER THE DUCTS SO THAT NO VOIDS EXIST.



\* THE TEMPORARY TRAFFIC BARRIER SHOWN IS SCHEMATIC ONLY AND NOT INTENDED TO LIMIT THE CONTRACTOR TO THIS CONCEPT. FINAL TEMPORARY TRAFFIC BARRIER DETAILS MUST BE SUBMITTED TO THE STRUCTURES ENGINEER FOR APPROVAL BEFORE PROCEEDING WITH CONSTRUCTION.

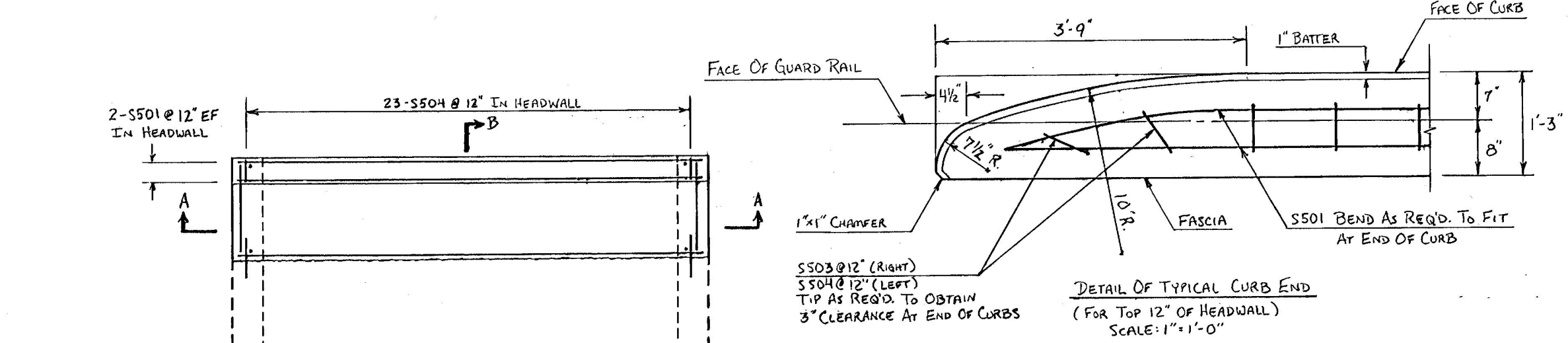
<b>STATE OF VERMONT</b>	
<b>AGENCY OF TRANSPORTATION</b>	
Town of <b>WOLCOTT</b>	Bridge No. <b>48</b>
Highway No. <b>Vt. RTE. 15</b>	Log Sta. <b>33+42</b>
	M.M. <b>0.633</b>
<b>Vt. RTE. 15 OVER GREEN RIVER</b>	
PLAN, ELEVATION & GENERAL NOTES	
Designed By <b>T.H. LACKEY</b>	Drawn By <b>T.H. LACKEY</b>
Checked By <b>C.P. WILLIAMS</b>	Date <b>6-86</b>
	Bridge Design Supervisor <b>F.W. BOIKUM</b> Date <b>6/86</b>
<b>PROJECT</b>	<b>PROJECT NO.</b>
<b>MORRISTOWN - WOLCOTT</b>	<b>F030-2(16)</b>
I.O.C. info.	
Bridge Sheet No. <b>BR101</b>	Sheet <b>19</b> of <b>103</b>

BRIDGE SHEET RELEASE

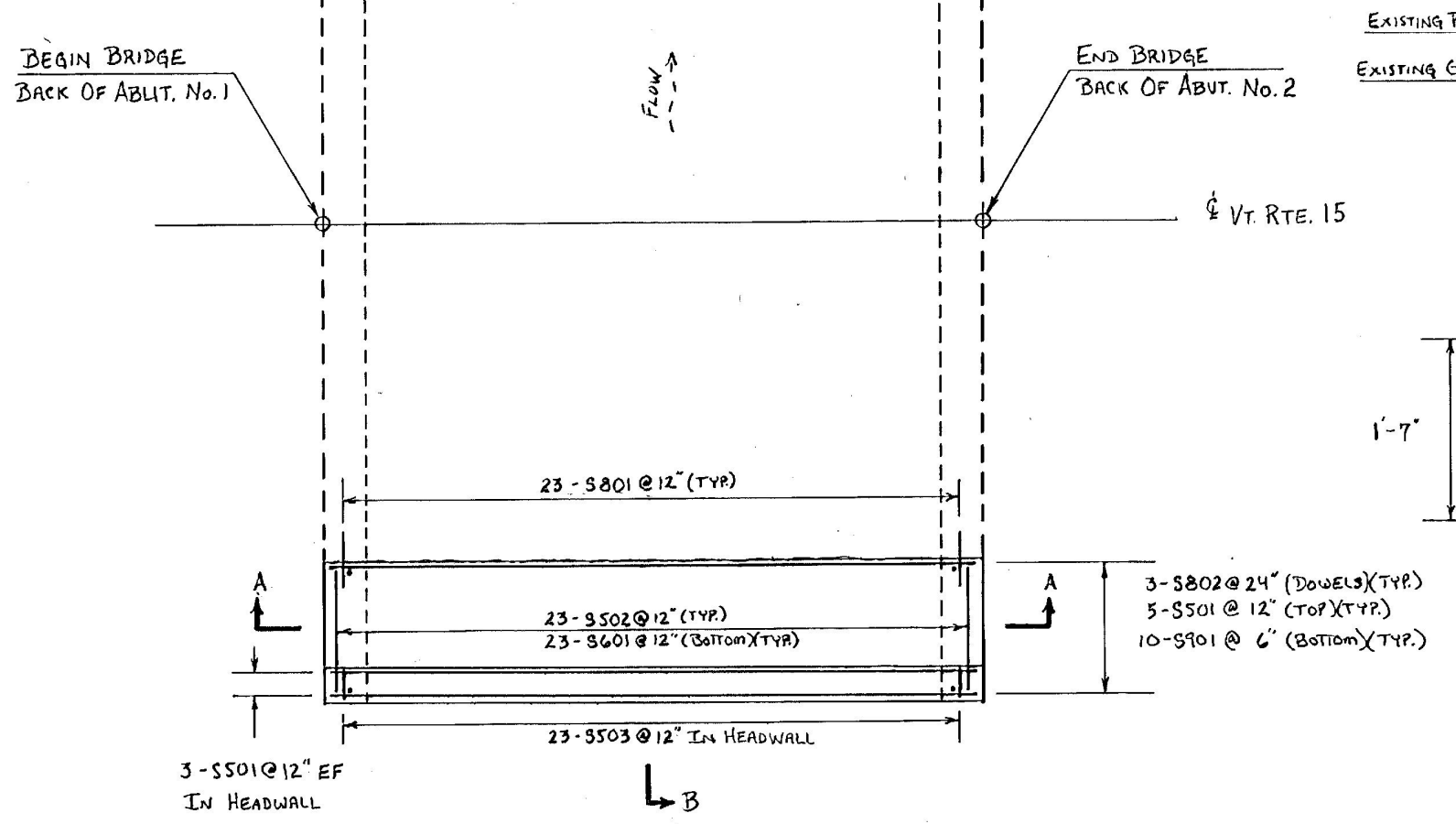


PROFILE A-A OF SLAB REINFORCEMENT  
SCALE: 1/4" = 1'-0"

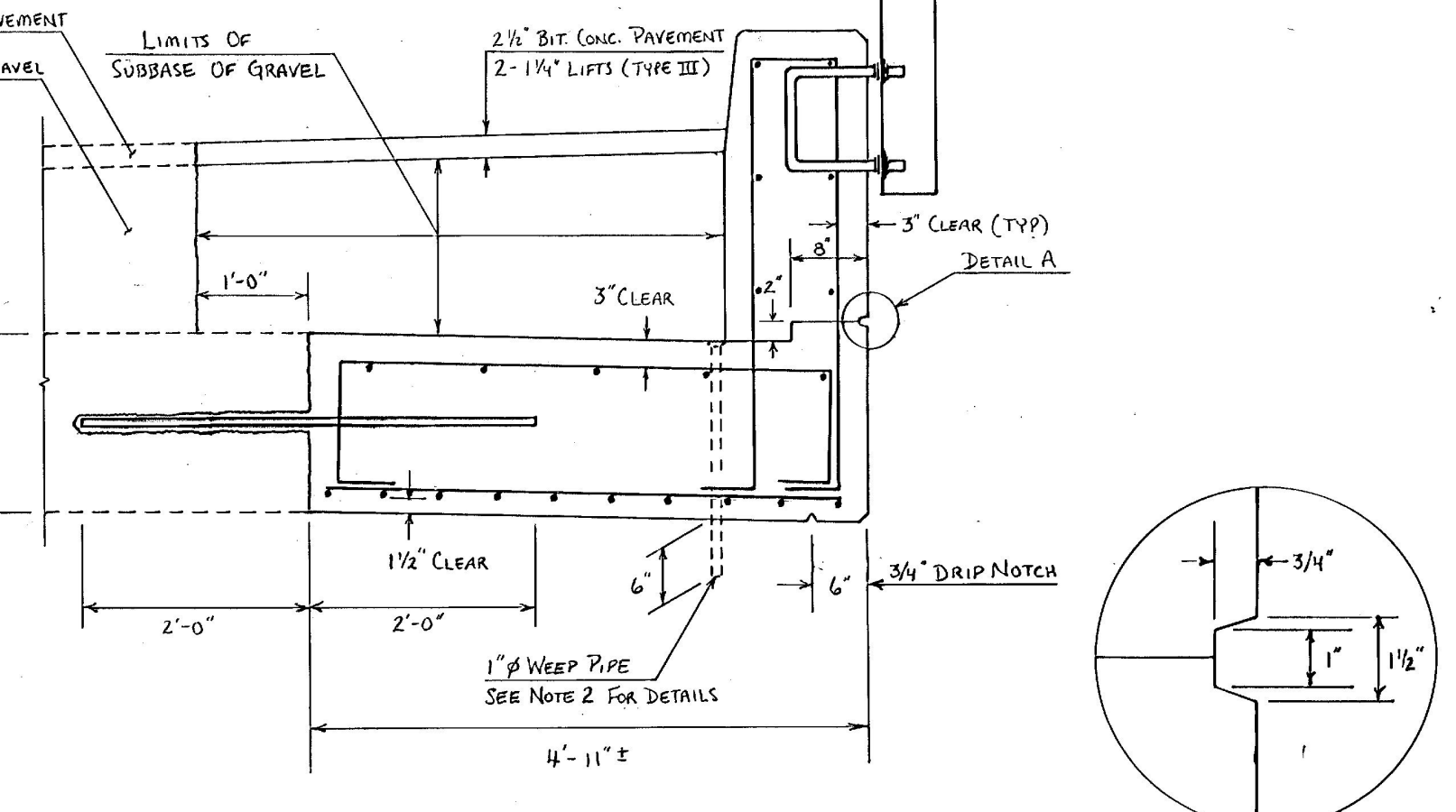
CROSS SECTION B-B OF SLAB  
SCALE: 3/8" = 1'-0"



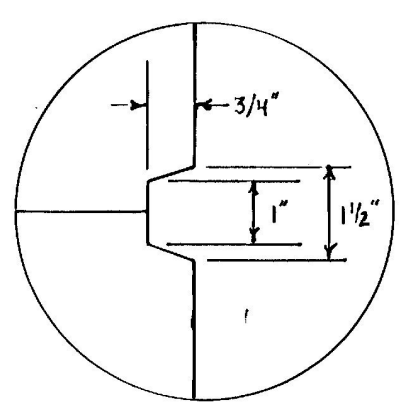
DETAIL OF TYPICAL CURB END  
(FOR TOP 12" OF HEADWALL)  
SCALE: 1" = 1'-0"



PLAN OF SLAB REINFORCEMENT  
SCALE: 1/4" = 1'-0"



DETAILS OF TYPICAL SLAB & HEADWALL  
SCALE: 1" = 1'-0"

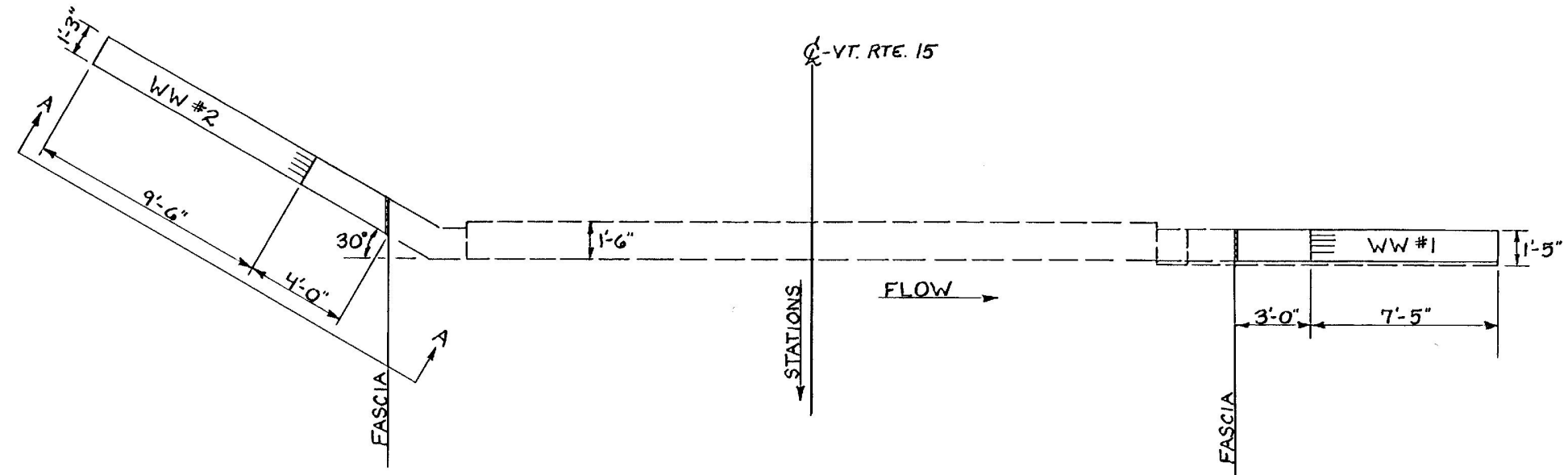


DETAIL A - TYPICAL SCORE MARK  
SCALE 1" = 2"

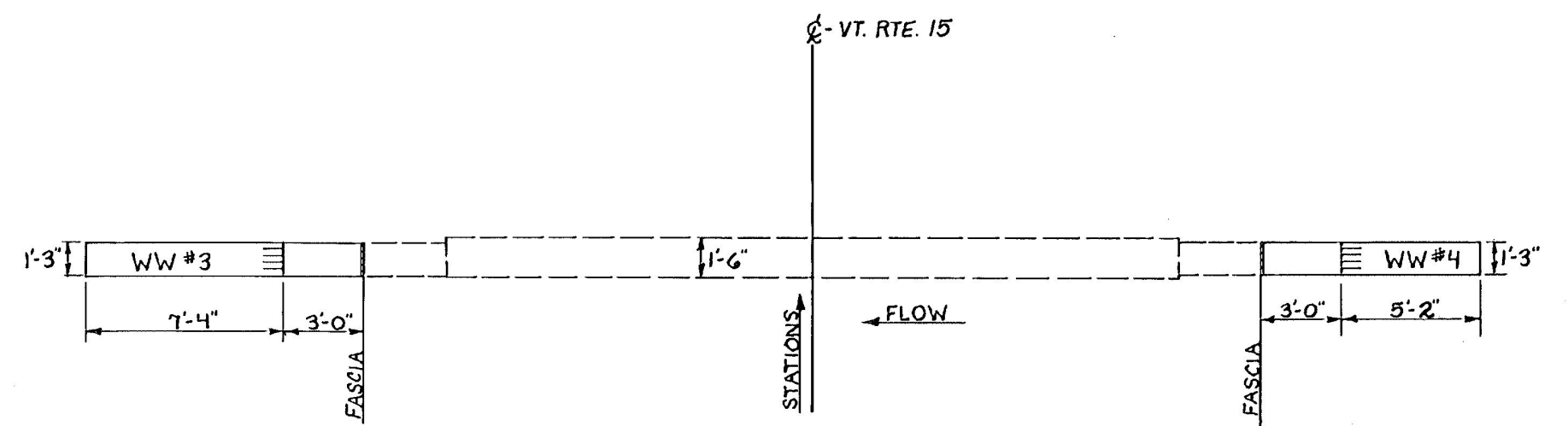
- NOTES: 1. EXISTING TELEPHONE CONDUIT TO REMAIN IN PLACE AND CAST INTO SLAB. ALL WORK AND ASSOCIATED COSTS WILL BE CONSIDERED SUBSIDIARY TO "CONCRETE, CLASS B". SEE ALSO GENERAL NOTES 14 THRU 16.
2. WEEP PIPES SHALL BE PLACED AT THE FACE OF CURBS AS SHOWN. THEY SHALL BE PLACED AT 2' FROM FACE OF ABUTMENTS AND AT MIDSPAN. RECESS THE END OF THE PIPE 1/4" BELOW TOP OF CONCRETE AND PLUG WITH STEEL WOOL. COST TO BE SUBSIDIARY TO THE ITEM "CONCRETE, CLASS B".

<b>STATE OF VERMONT AGENCY OF TRANSPORTATION</b>	
Town of <b>WOLCOTT</b>	Bridge No. <b>48</b>
Highway No. <b>VT. RTE. 15</b>	Log Sta. <b>33+42</b> M.M. <b>0.633</b>
<b>VT. RTE. 15 OVER GREEN RIVER</b>	
<b>SLAB DETAILS</b>	
Designed By <b>T.H. LACEY</b>	Drawn By <b>T.H. LACEY</b>
Checked By <b>C.P. WILLIAMS</b>	Date <b>6-86</b> Bridge Design Supervisor
<b>PROJECT</b> MORRISTOWN - WOLCOTT	<b>PROJECT NO.</b> F 030-2(16)
I.O.C. info.	
Bridge Sheet No. <b>BRI02</b>	Sheet <b>20</b> of <b>108</b>

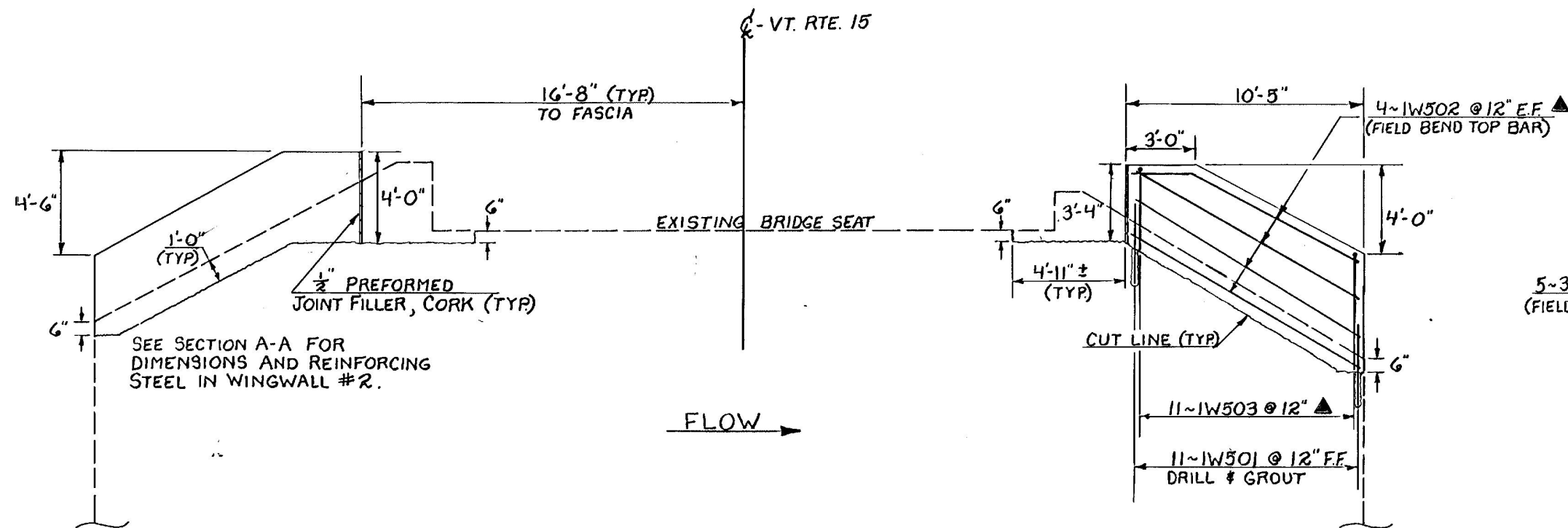
BRUNING 44-232 04442



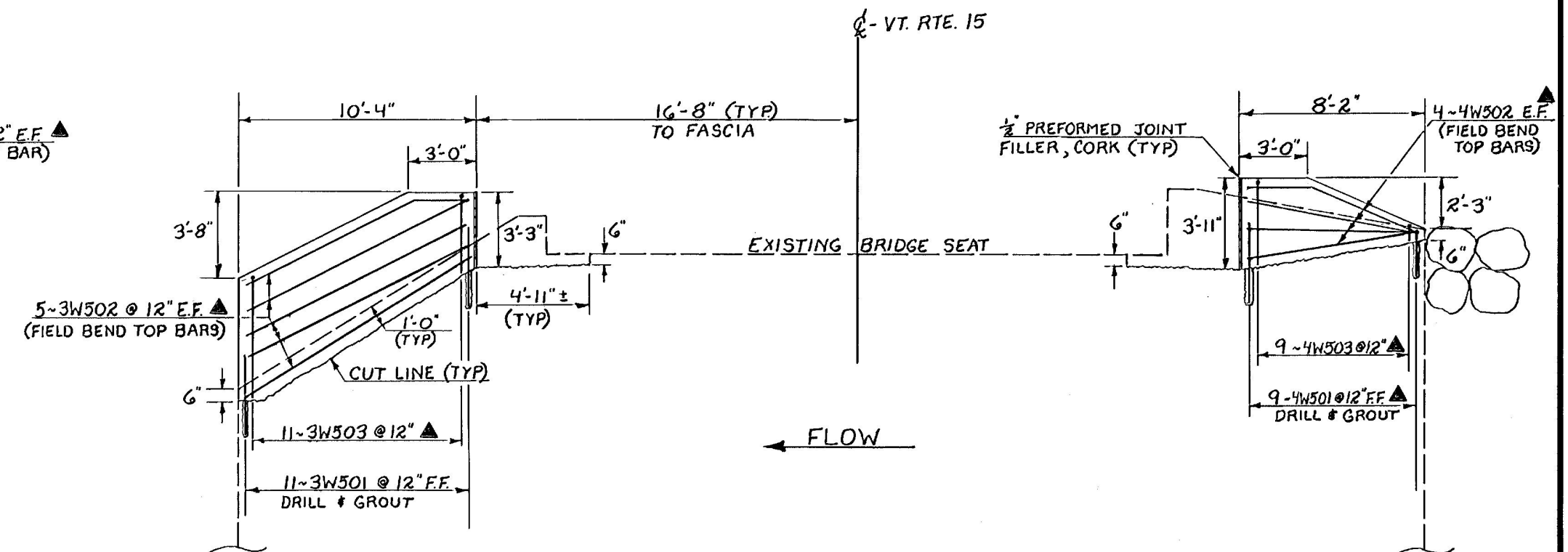
ABUTMENT #1 PLAN  
SCALE: 1/4" = 1'-0"



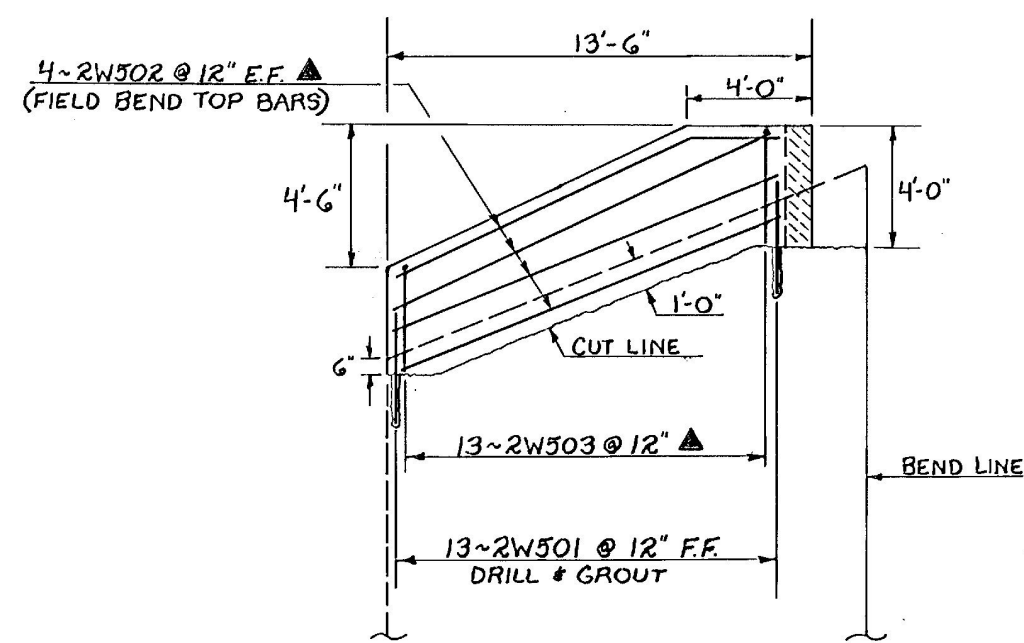
ABUTMENT #2 PLAN  
SCALE: 1/4" = 1'-0"



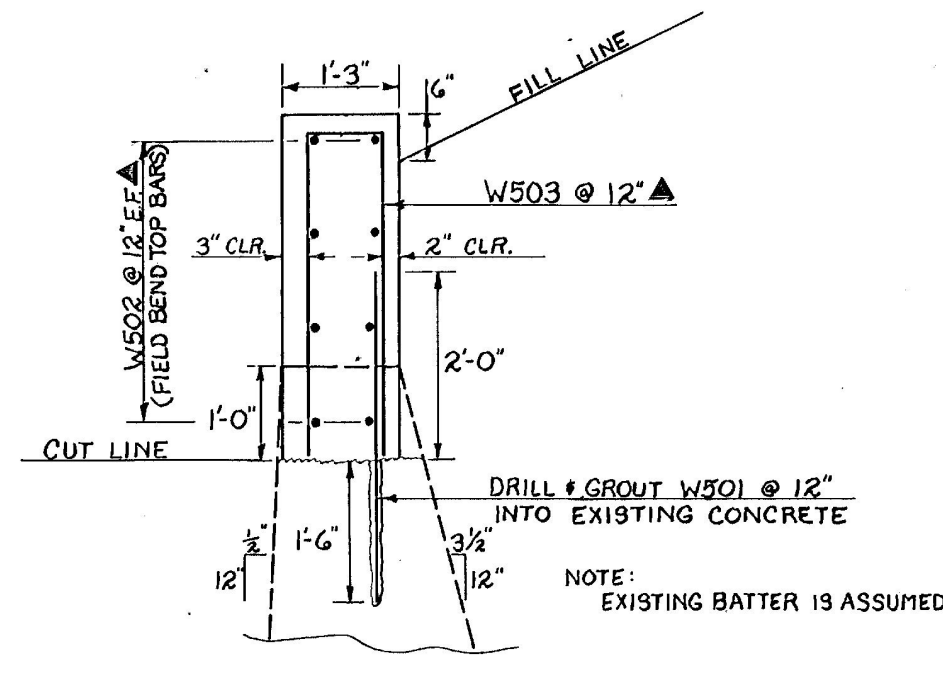
ABUTMENT #1 ELEVATION  
SCALE: 1/4" = 1'-0"



ABUTMENT #2 ELEVATION  
SCALE: 1/4" = 1'-0"



SECTION A-A  
WINGWALL #2  
SCALE: 1/4" = 1'-0"



TYPICAL WINGWALL CAP  
SCALE: 3/4" = 1'-0"

▲ DENOTES BARS TO BE CUT TO FIT IN FIELD.

**STATE OF VERMONT  
AGENCY OF TRANSPORTATION**

Town of	WOLCOTT	Bridge No.	48
Highway No.	VT. RTE. 15	Log Sta.	33+42
VT. RTE. 15 OVER GREEN RIVER		M.M. 0.633	
ABUTMENT DETAILS			
Designed By	T.H. LACKEY	Drawn By	C.P. WILLIAMS
Checked By	T.H. LACKEY	Date	6-86
PROJECT		MORRISTOWN-WOLCOTT	
PROJECT NO.		F 030-2(16)	
I.O.C. info.			
Bridge Sheet No. BR103		Sheet 21 of 102	

ITEM	NO. PIECES	SIZE	LENGTH	MARK	TYPE	A	B	C	D	E	F	G	H	J	K	R	O	ITEM	NO. PIECES	SIZE	LENGTH	MARK	TYPE	A	B	C	D	E	F	G	H	J	K	R	O	ITEM	NO. PIECES	SIZE	LENGTH	MARK	TYPE	A	B	C	D	E	F	G	H	J	K	R	O
SUPERSTRUCTURE																		WINGWALL #2																																			
2	20	5	22'-6	S501	STR													21																	41																		
3																		22	13	5	3'-6	2W501	STR												42																		
4	**48	6	4'-5	S601	STR													23	8	5	14'-0	2W502	STR	▲												43																	
5																		24																		44																	
6	**48	8	4'-0	S801	STR													25	13	5	8'-4	2W503	17	▲	3-9	0-10	3-9									45																	
7	12	8	3'-10	S802	STR													26																		46																	
8																		27																		47																	
9	*47	5	7'-7	S502	SG	0-6	1-1	4-5	1-1				0-6					28																		48																	
10	23	5	9'-4	S503	S5	0-6	3-10	0-8	3-10				0-6					29	11	5	3'-6	3W501	STR													49																	
11	23	5	8'-2	S504	S5	0-6	3-3	0-8	3-3				0-6					30	10	5	12'-0	3W502	STR	▲												50																	
12																		31																		51																	
13	*21	9	23'-9	S901	1	1-3	22-6											32	11	5	10'-10	3W503	17	▲	5-0	0-10	5-0									52																	
14																		33																		53																	
15																		34																		54																	
16																		35																		55																	
17	11	5	3'-6	1W501	STR													36	9	5	3'-6	4W501	STR	▲												56																	
18	8	5	11'-6	1W502	STR	▲												37	*9	5	8'-0	4W502	STR	▲													57																
19																		38																		58																	
20	11	5	10'-10	1W503	17	▲	5-0	0-10	5-0									39	9	5	8'-2	4W503	17	▲	3-8	0-10	3-8									59																	
																		40																		60																	

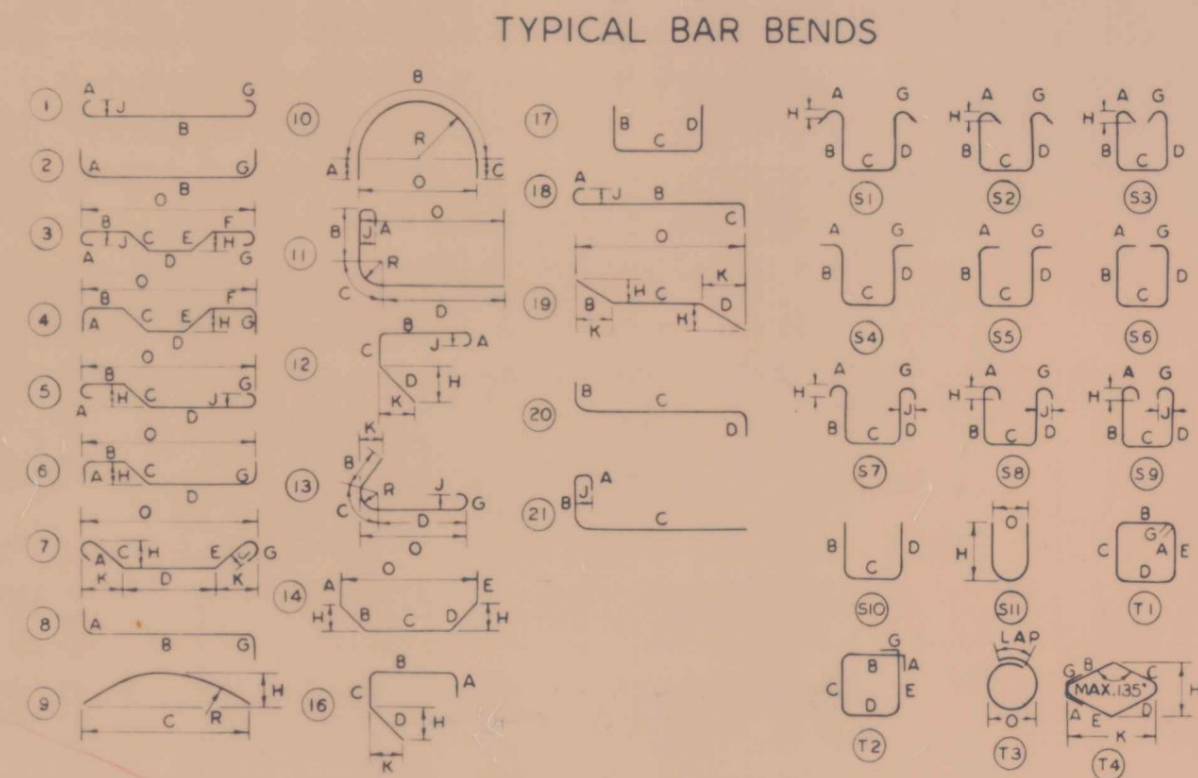
ASTM STANDARD REINFORCING BARS				
BAR SIZE DESIGNATION	WEIGHT POUNDS PER FOOT	NOMINAL DIMENSIONS ROUND SECTION		
		DIAMETER INCHES	CROSS SECTIONAL AREA SQ. INCHES	PERIMETER INCHES
#3	.376	.375	.11	1.178
#4	.668	.500	.20	1.571
#5	1.043	.625	.31	1.963
#6	1.502	.750	.44	2.356
#7	2.044	.875	.60	2.749
#8	2.670	1.000	.79	3.142
#9	3.400	1.128	1.00	3.544
#10	4.303	1.270	1.27	3.990
#11	5.313	1.410	1.56	4.430
#14	7.65	1.693	2.25	5.32
#18	13.60	2.257	4.00	7.09

## BRIDGE QUANTITY SHEET

STATE OF VERMONT  
AGENCY OF TRANSPORTATION  
STRUCTURES DIVISION

NO.	ITEM	UNIT	QUANTITY BREAKDOWN			TOTAL	FINAL
			SUPER-STRUCTURE	ABUT. #1	ABUT. #2		
204.25	STRUCTURE EXCAVATION	CY		10	10	20	
204.30	GRANULAR BACKFILL FOR STRUCTURES	CY		10	10	20	
301.15	SUBBASE OF GRAVEL	CY	20			20	
406.25	BITUMINOUS CONCRETE PAVEMENT	TON	4			4	
501.25	CONCRETE, CLASS B *	CY	20	6	5	31	
507.15	REINFORCING STEEL	LB.	3,920	540	480	4,940	
507.16	DRILLING AND GROUTING DOWELS	LF	92	48	42	182	
514.10	WATER REPELLENT	GAL.	2	5	4	11	
525.41	BRIDGE RAILING - HEAVY DUTY STEEL BEAM/FASCIA MOUNTED	LF	63			63	
527.10	MAINTENANCE OF TRAFFIC FOR BRIDGE PROJECTS	LS	1			1	
529.20	PARTIAL REMOVAL OF STRUCTURE	EA	1			1	
530.25	EPOXY BONDING COMPOUND	GAL	3	2	2	7	
621.90	TEMPORARY TRAFFIC BARRIER	LF	60			60	

\* AN ESTIMATED 1 CY OF CONCRETE, CLASS B HAS BEEN ADDED FOR PATCHING ABUTMENTS. SEE NOTE 5 FOR DETAILS.



### NOTES

- UNLESS OTHERWISE DESIGNATED, ALL BAR REINFORCEMENT FOR CONCRETE IN SIZES UP TO AND INCLUDING NO. 18 SHALL CONFORM TO THE REQUIREMENTS OF THE "SPECIFICATIONS FOR DEFORMED BILLET-STEEL BARS FOR CONCRETE REINFORCEMENT," AASHTO M 31 (ASTM A 615-S1) GRADE 60.
- FOR TYPICAL BENDING DETAILS, RECOMMENDED PIN DIAMETER "D" OF BENDS AND HOOKS AND OTHER STANDARD PRACTICE SEE CURRENT CONCRETE REINFORCING STEEL INSTITUTE "MANUAL OF STANDARD PRACTICE"
- BARs WHICH REQUIRE MORE ACCURATE BENDING THAN STANDARD PRACTICES SHOULD HAVE LIMITS INDICATED.
- ALL DIMENSIONS ARE OUT TO OUT OF BAR EXCEPT "A" AND "G" ON STANDARD 180° AND 135° HOOKS.
- "J" DIMENSION ON 180° HOOKS TO BE SHOWN ONLY WHERE NECESSARY TO RESTRICT HOOK SIZE, OTHERWISE STANDARD HOOKS ARE TO BE USED.
- "H" DIMENSION ON STIRRUPS TO BE SHOWN ONLY WHEN NECESSARY TO MAINTAIN CLEARANCES.
- WHERE SLOPE DIFFERS FROM 45° DIMENSIONS "H" AND "K" MUST BE SHOWN.

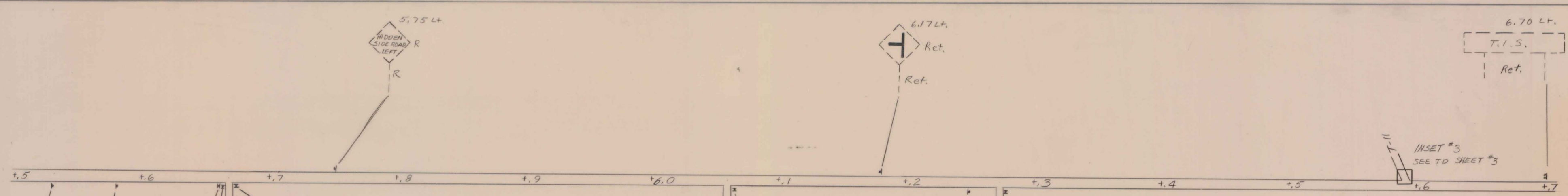
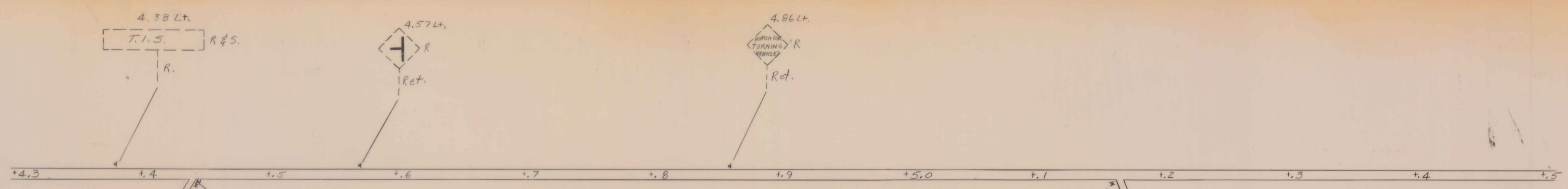
▲ DENOTES BARS TO BE CUT TO FIT IN FIELD  
\* DENOTES ONE EXTRA BAR ADDED FOR TESTING PURPOSES.  
\*\* DENOTES TWO EXTRA BARS ADDED FOR TESTING PURPOSES.

REV NO.	MADE BY	DATE	DESCRIPTION

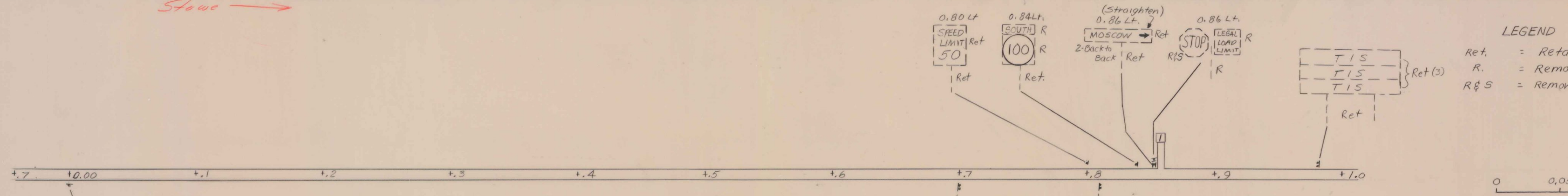
**STATE OF VERMONT  
AGENCY OF TRANSPORTATION**

TOWN OF **WOLCOTT** BRIDGE NO **48**  
 LOG STA **33+42**  
 HIGHWAY NO **VT. RTE. 15** MM **0.633**  
**BRIDGE QUANTITY SHEET 8**  
**REINFORCING STEEL SCHEDULE**  
 DESIGNED BY **T.H. LACKEY** DRAWN BY **C.P. WILLIAMS**  
 CHECKED BY **T.H. LACKEY** DATE **6-86** BRIDGE DESIGN SUPERVISOR  
 PROJECT **MORRISTOWN-WOLCOTT** PROJECT NO. **F 030-2(16)**  
 BRIDGE SHEET NO **BRI04** SHEET **22** OF **108**

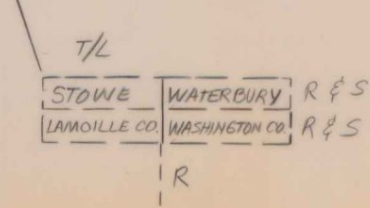
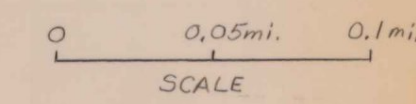
WAT



Stowe →



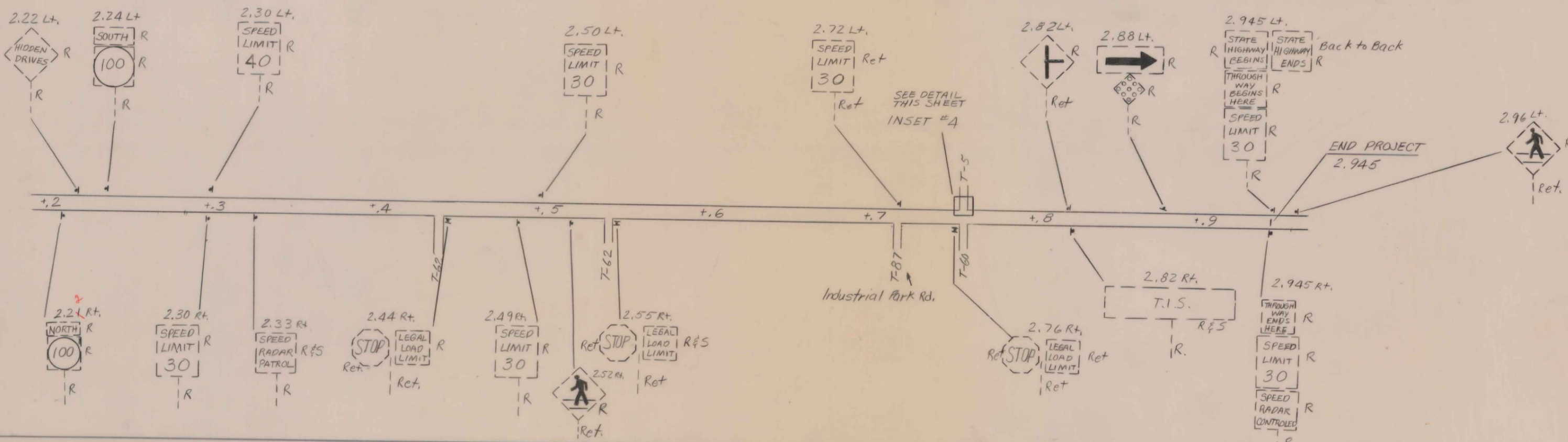
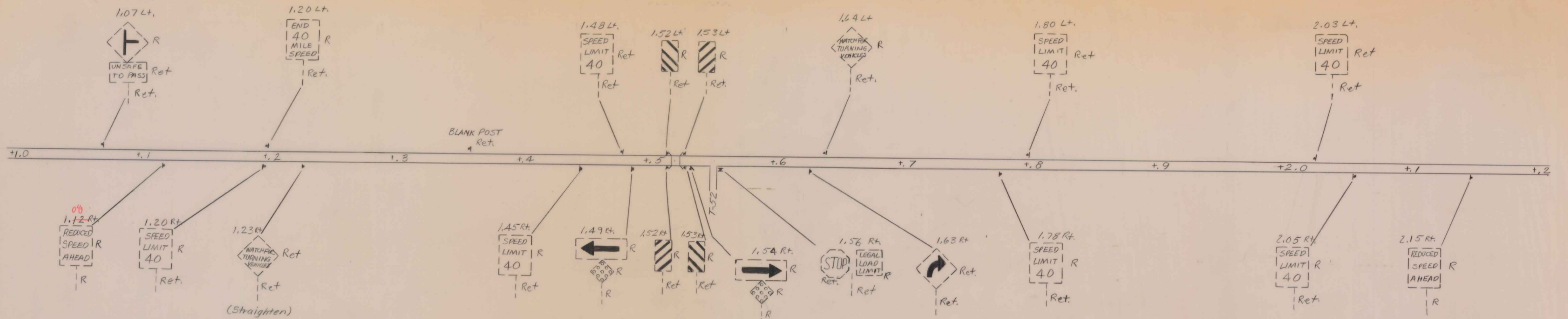
**LEGEND**  
 Ret. = Retain  
 R. = Remove  
 R&S = Remove & Salvage



Removing Signs  
27 Ea. (This Sheet)

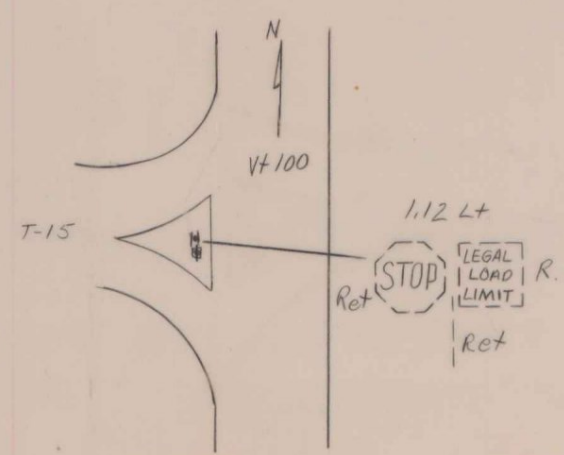
**EXISTING SIGNS**  
 PREPARED BY JB DATE 8-86  
 CHECKED BY DATE  
 WATERBURY ~ STOWE  
 PROJ F NO. 029-1(12)  
 TRAFFIC SHEET NO. 2 SHEET 24 OF 108

Stowe

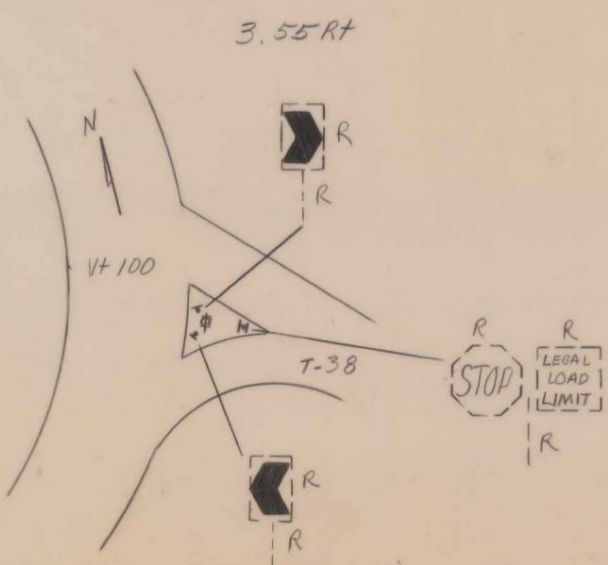


Removing Signs  
 Mainline - 43 Ea.  
 Insets - 10 Ea.

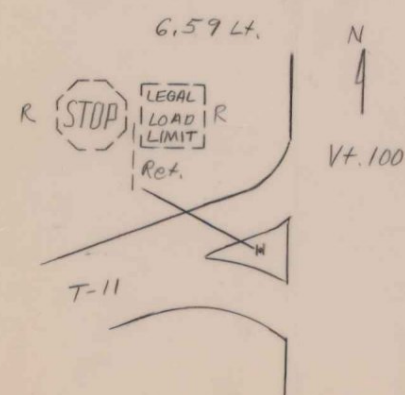
INSET #1



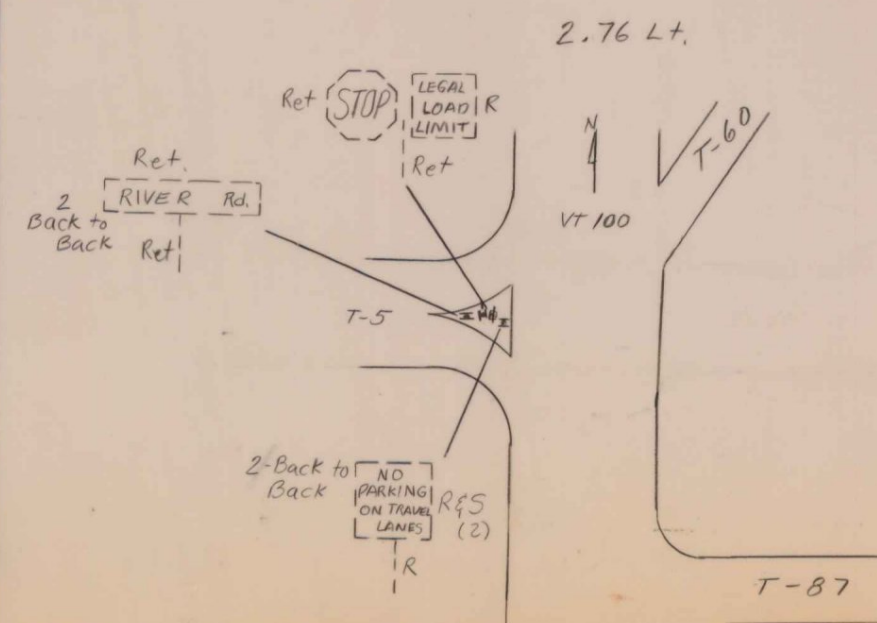
INSET #2



INSET #3

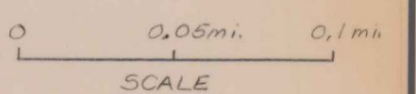


INSET #4



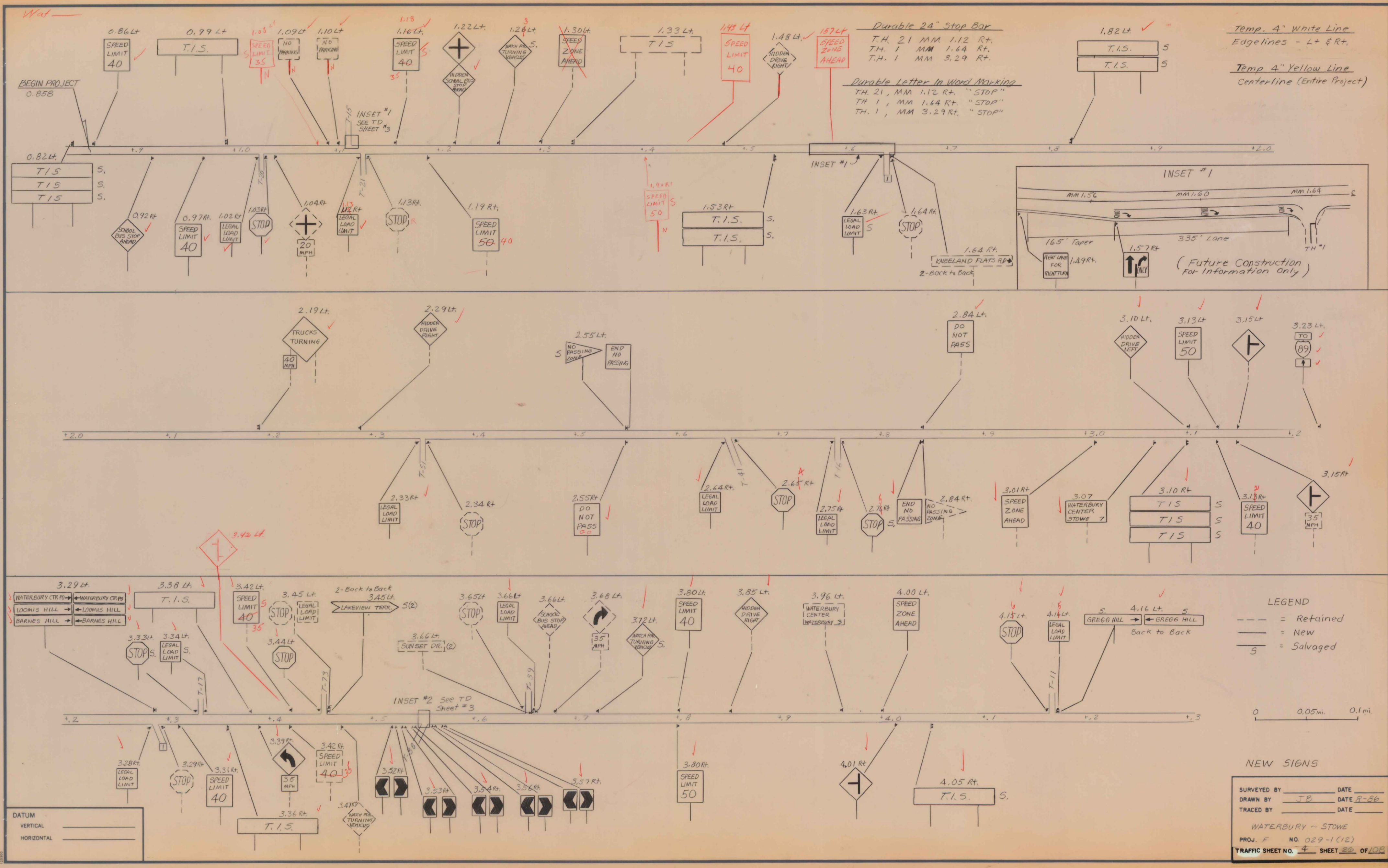
LEGEND

- Ret. = Retain
- R. = Remove
- R & S. = Remove & Salvage



EXISTING SIGNS

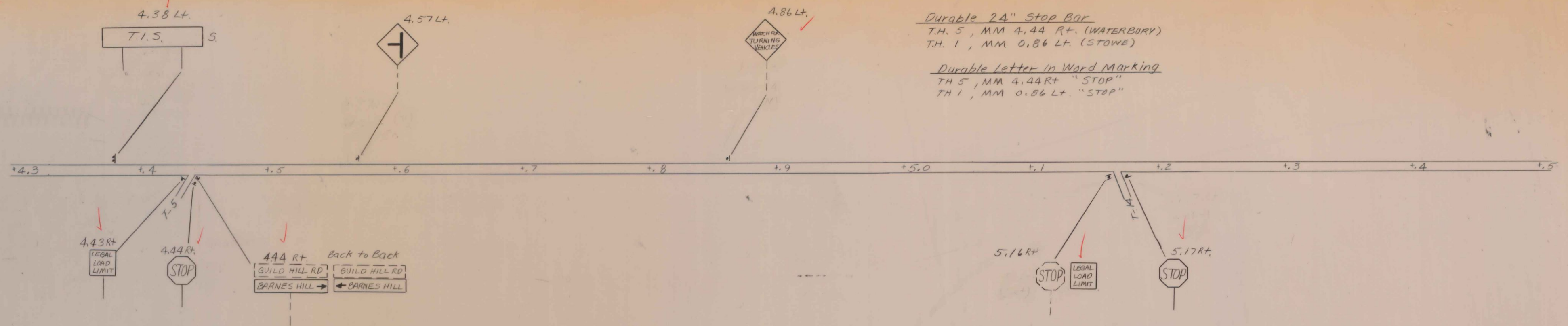
PREPARED BY JB DATE 8-86  
 CHECKED BY DATE  
 WATERBURY ~ STOWE  
 PROJ. F. NO. 029-1(12)



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

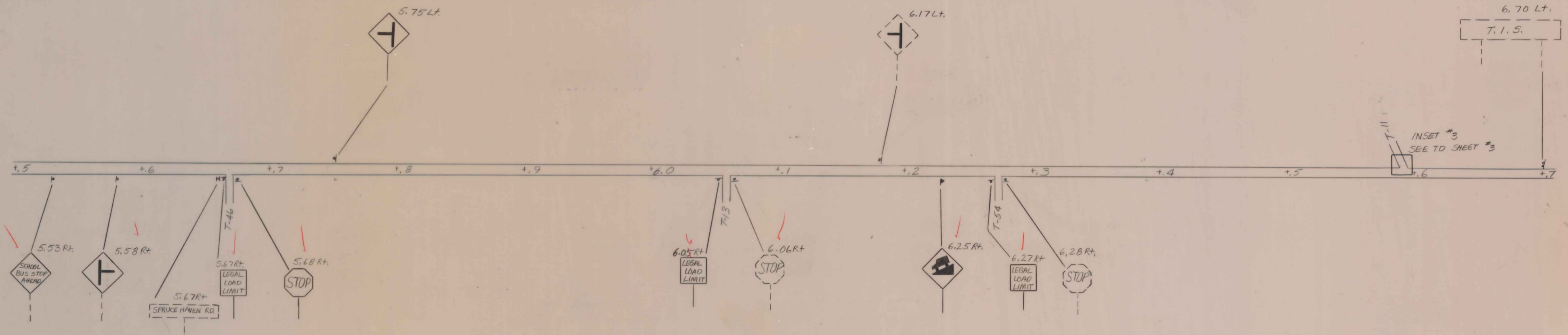
0 0.05mi. 0.1mi.

Wat



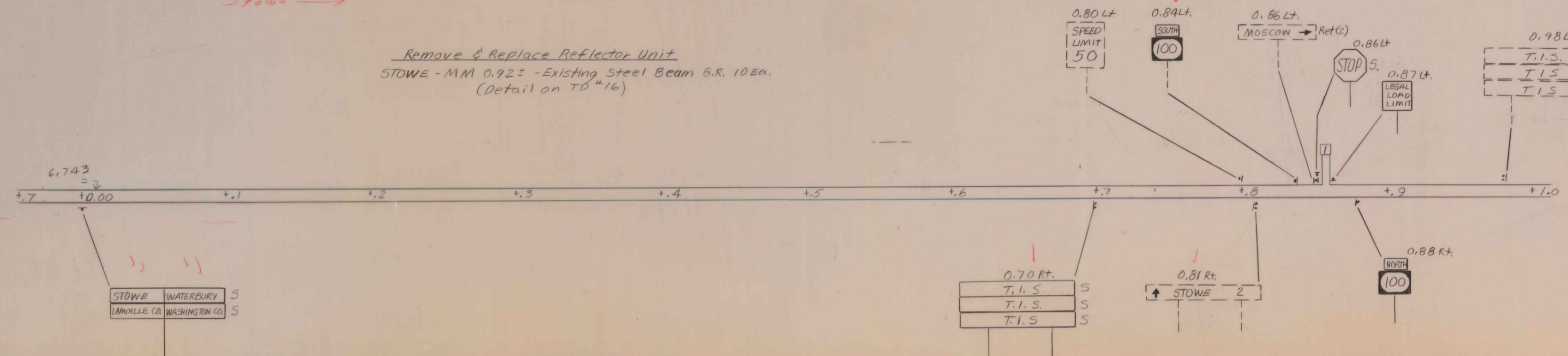
Durable 24" STOP BAR  
 T.H. 5, MM 4.44 Rt. (WATERBURY)  
 T.H. 1, MM 0.86 Lt. (STOWE)

Durable Letter in Word Marking  
 T.H. 5, MM 4.44 Rt. "STOP"  
 T.H. 1, MM 0.86 Lt. "STOP"



Stowe

Remove & Replace Reflector Unit  
 STOWE - MM 0.92 - Existing Steel Beam 6.R. 10Ea.  
 (Detail on TD #16)



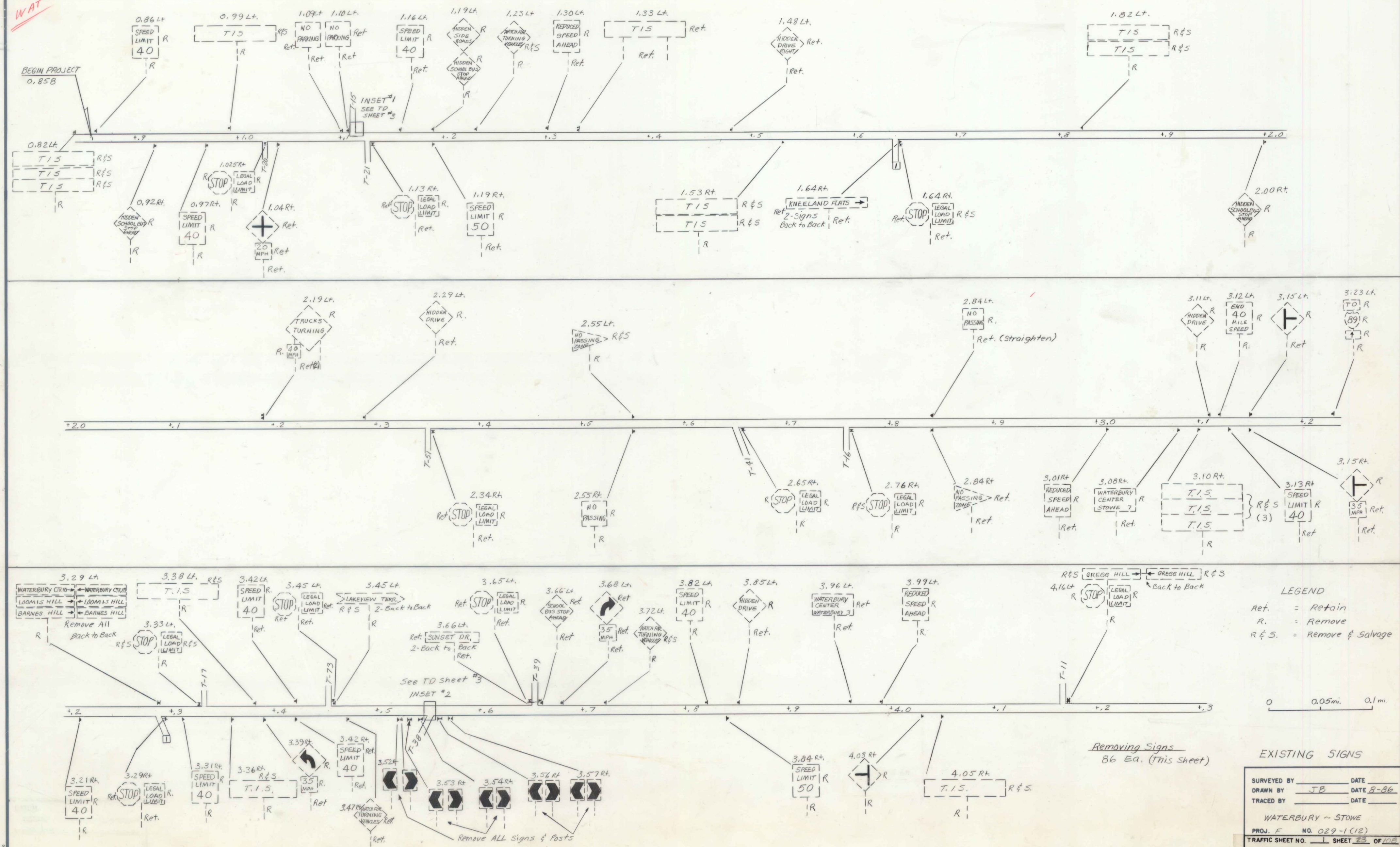
**LEGEND**  
 --- = Retained  
 — = New  
 S = Salvaged

0 0.05mi. 0.1mi.

NEW SIGNS

PREPARED BY JB DATE 8-86  
 CHECKED BY DATE  
 WATERBURY ~ STOWE  
 PROJ F NO 029-1(12)  
 TRAFFIC SHEET NO. 5 SHEET 27 OF 108

WAT



**LEGEND**

Ret. = Retain  
 R. = Remove  
 R & S. = Remove & Salvage

0 0.05mi. 0.1mi.

Removing Signs  
 86 Ea. (This Sheet)

**EXISTING SIGNS**

SURVEYED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 DRAWN BY JB DATE 8-86  
 TRACED BY \_\_\_\_\_ DATE \_\_\_\_\_

WATERBURY ~ STOWA  
 PROJ. F NO. 029-1(12)  
 TRAFFIC SHEET NO. \_\_\_\_\_ SHEET 23 OF 102



TRAFFIC SIGN SUMMARY SHEET

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS	EXISTING SIGNS TO BE SALVAGED		NEW AND SALVAGED SIGNS				EXISTING POSTS				NEW SIGN POSTS								REMARKS	FOR SIGN DETAIL SHEET				
			REMOVE (EA.)	RETAIN (X)	NEW "A" (S.F.)	NEW "B" (S.F.)	SALV. SIGN (EA.)	SALV. T.I.S. (S.F.)	RET.	DRILL	REM.	SALV.	NUMBER OF POSTS	FLANGED CHANNEL			TUBULAR ALUMINUM			W SHAPED STEEL		PLAN SHEET NUMBER	STD. SHEET NUMBER			
														2.0 LB./FT.	2.5 LB./FT.	3.0 LB./FT.	3.0" Ø	3.0" □	4.0" Ø	4.0" Ø MOD.		POST SIZE	WEIGHT	FTG. SIZE	24"	30"
0.82 Lt.	3ea. T.I.S. *SEE REMARKS		*X					*24.0				*2												*Item 680.20 MOD. - NON-FED-PARTICIPATING		
0.86 Lt.	SPEED LIMIT 40 ✓	24" x 30" ✓			5.0 ✓							1	X <sup>13</sup>												E-15B	
0.92 Rt.	SCHOOL BUS STOP AHEAD ✓	30" x 30" ✓			6.3 ✓							1	X <sup>15</sup>												TD #16	
0.97 Rt.	SPEED LIMIT 40 ✓	24" x 30" ✓			5.0 ✓							1	X <sup>17</sup>												E-15B	
0.99 Lt.	T.I.S. *SEE REMARKS		*X					*8.0				*2												*Item 680.20 MOD. NON-FED-PARTICIPATING		
1.02 Rt.	LEGAL LOAD LIMIT ✓	24" x 24" ✓			4.0 ✓							1	X <sup>11</sup>												E-15A	
1.03 Rt.	STOP ✓	24" x 24" ✓			4.0 ✓							1	X <sup>12</sup>												E-15C	
1.1 Lt.	LEGAL LOAD LIMIT ✓	24" x 24" ✓			4.0 ✓							1	X <sup>12</sup>												E-15A	
1.16 Lt.	SPEED LIMIT 40 ✓ 35	24" x 30" ✓			5.0 ✓			1 5.0				1	X <sup>18</sup>												E-15B	
1.19 Rt.	SPEED LIMIT 50 ✓	24" x 30" ✓			5.0 ✓																				E-15B	
1.43 Lt.	SPEED LIMIT 40 ✓	24 x 30			5.0 ✓																				E-15B	
1.22 Lt.	+	30" x 30" ✓ 30" x 30" ✓			6.3 ✓ 6.3 ✓							2 ✓		X <sup>14</sup>											TD #16	
1.26 Lt.	WATCH FOR TURNING TRUCKS ✓							1 ✓				1 ✓		X <sup>14</sup>											TD #16	
1.30 Lt.	SPEED ZONE AHEAD	24" x 30"			<del>5.0</del>																				E-15B	
1.53 Rt.	2ea. T.I.S. *SEE REMARKS		*X					*16.0				*2 ✓													*Item 680.20 MOD. - NON-FED-PARTICIPATING	
1.63 Rt.	LEGAL LOAD LIMIT							1				1	X <sup>14</sup>													
1.40 Rt.	SPEED LIMIT 50	24 x 30	X					1																		
1.82 Lt.	2ea. T.I.S. *SEE REMARKS		*X					*16.0				*2 ✓														
2.12 Lt.	WATCH FOR TURNING VEHICLES ✓	36" x 36" ✓ 18" x 18" ✓			9.0 ✓ 2.3 ✓																				Mount on Retained Posts if Space Between Posts is Adequate	TD #16
1.57 Lt.	SPEED ZONE AHEAD	24" x 30"						1				1	X <sup>17</sup>												E-19B	
TOTALS			X		67.2 <sup>#</sup> 62.2			25		64 <sup>#</sup> 69		X		280 190		94 85										

FINAL LENGTHS ARE TO BE DETERMINED IN THE FIELD, POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND THE DESIGN DIVISION'S 'SIGN POST DESIGN MANUAL'.

PREPARED BY JB DATE 8-86  
 CHECKED BY DATE  
 WATERBURY ~ STOWE  
 PROJ. F NO. 029-1(12)  
 TRAFFIC SHEET NO. 7 SHEET 29 OF 103

TRAFFIC SIGN SUMMARY SHEET

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS	EXISTING SIGNS TO BE SALVAGED				NEW AND SALVAGED SIGNS				EXISTING POSTS				NEW SIGN POSTS								REMARKS	FOR SIGN DETAIL SHEET	
			REMOVE (EA.)	RETAIN (X)	NEW "A" (S.F.)	NEW "B" (S.F.)	SALV. SIGN (EA.)	SALV. T.I.S.(S.F.)	RET.	DRILL	REM.	SALV.	FLANGED CHANNEL			TUBULAR ALUMINUM			W SHAPED STEEL		PLAN SHEET NUMBER	STD. SHEET NUMBER			
													2.0 LB./FT.	2.5 LB./FT.	3.0 LB./FT.	3.0" Ø	3.0" □	4.0" Ø	4.0" Ø MOD.	POST SIZE				WEIGHT	FTG. SIZE 24"
2.29 Lt.		30" x 30"			6.3																	Mount on Retained Post	TD #16		
2.33 Rt.		24" x 24"			4.0																			E-15A	
2.55 Lt.		30" x 30"		X	6.3																	Mount Back to Back	TD #15		
2.55 Rt.		24" x 30"			5.0																			E-15A	
2.64 Rt.		24" x 24"			4.0																			E-15A	
2.65 Rt.		24" x 24"			4.0																			E-15C	
2.75 Rt.		24" x 24"			4.0																			E-15A	
2.76 Rt.		24" x 24"		X																					
2.84 Lt.		24" x 30"			5.0																	Mount on Retained Post		E-15A	
2.84 Rt.		30" x 30"			6.3																	Mount on Back of "NO PASSING ZONE"	TD #15		
3.01 Rt.		24" x 30"			5.0																	Mount on Retained Post		E-15B	
3.07 Rt.		18" x 30"			3.9																			TD #15	
3.10 Lt.		30" x 30"			6.3																			TD #16	
3.10 Rt.	3			X																					* Item 680.20 MOD. NON-FED-PARTICIPATING
3.13 Lt.		24" x 30"			5.0																				E-15B
3.17 Rt.		24" x 30"			5.0																	Mount on Retained Post		E-15B	
3.15 Lt.		30" x 30"			6.3																				TD #16
3.15 Rt.		30" x 30"			6.3																				TD #16
TOTALS					84.1			2	24"																

FINAL LENGTHS ARE TO BE DETERMINED IN THE FIELD, POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND THE DESIGN DIVISION'S SIGN POST DESIGN MANUAL.

PREPARED BY JB DATE 8-86  
 CHECKED BY DATE  
 WATERBURY-STOWE  
 PROJ. F NO. 029-1(12)  
 TRAFFIC SHEET NO. 8 SHEET 30 OF 108

TRAFFIC SIGN SUMMARY SHEET

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS	EXISTING SIGNS TO BE SALVAGED		NEW AND SALVAGED SIGNS				EXISTING POSTS				NEW SIGN POSTS								REMARKS	FOR SIGN DETAIL SHEET			
			REMOVE (EA.)	RETAIN (X)	NEW "A" (S.F.)	NEW "B" (S.F.)	SALV. SIGN (EA.)	SALV. T.I.S. (S.F.)	RET.	DRILL	REM.	SALV.	NUMBER OF POSTS	FLANGED CHANNEL			TUBULAR ALUMINUM					W SHAPED STEEL		PLAN SHEET NUMBER	STD. SHEET NUMBER
														2.0 LB./FT.	2.5 LB./FT.	3.0 LB./FT.	3.0" Ø	3.0" □	4.0" Ø	4.0" Ø MOD.		POST SIZE	WEIGHT		
323 Lt.	T-10	24" x 12"			2.0							1													E-11
"	89	24" x 24"			4.0																				E-11
"	↑	21" x 15"			2.2																				E-11
328 Rt.	LEGAL LOAD LIMIT	24" x 24"			4.0							1	X												E-15A
329 Lt.	WATERBURY CTR. RD. →	54" x 7 1/2"			2.8							2	X												E-23
"	LOOMIS HILL →	54" x 7 1/2"			2.8																				E-23
"	BARNES HILL →	54" x 7 1/2"			2.8																				E-23
"	← WATERBURY CTR. RD.	54" x 7 1/2"			2.8																				E-23
"	← LOOMIS HILL	54" x 7 1/2"			2.8																				E-23
"	← BARNES HILL	54" x 7 1/2"			2.8																				E-23
331 Rt.	SPEED LIMIT 40	24" x 30"			5.0							1	X												E-15B
333 Lt.	STOP							1				1	X												
334 Lt.	LEGAL LOAD LIMIT							1				1	X												
336 Rt.	T-15																								* Item 680, 20 mod. NON-FED-PARTICIPATING
338 Lt.	T-15																								*
339 Rt.	35 MPH	30" x 30"			6.3																				Mount on Retained Post
342 Lt.	SPEED LIMIT 40	24" x 30"			5.0																				E-15B
348 Lt.	T-7	30" x 30"			6.3							1													X <sup>10</sup>
TOTALS					47.6 <sup>#</sup> 53.7			2	16.0 <sup>#</sup>			164	144 <sup>#</sup>												

Mount Back to Back

Mount on Retained Post

FINAL LENGTHS ARE TO BE DETERMINED IN THE FIELD, POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND THE DESIGN DIVISION'S "SIGN POST DESIGN MANUAL".

PREPARED BY JB DATE 8-86  
 CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 WATERBURY ~ STOWE  
 PROJ. F NO. 029-1(12)  
 TRAFFIC SHEET NO. 9 SHEET 31 OF 108



TRAFFIC SIGN SUMMARY SHEET

1986

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS	EXISTING SIGNS		NEW AND SALVAGED SIGNS				EXISTING POSTS			NEW SIGN POSTS						REMARKS	FOR SIGN DETAIL SHEET							
			TO BE SALVAGED	RETAIN	NEW "A"	NEW "B"	SALV. SIGN EA.	SALV. T.I.S. (S.F.)	RET.	DRILL	REM.	SALV.	NUMBER OF POSTS	FLANGED CHANNEL		TUBULAR ALUMINUM			W SHAPED STEEL		PLAN SHEET NUMBER	STD. SHEET NUMBER				
			(EA. X)	(X)	(S.F.)	(S.F.)								2.0 LB./FT.	2.5 LB./FT.	3.0 LB./FT.	3.0" Ø		3.0" □	4.0" Ø	4.0" Ø MOD.	POST SIZE	WEIGHT	FTG. SIZE		
4.05 RT.	T.I.S. *SEE REMARKS		X									2			X								*Item 680.20 MOD. - NON-FED-PARTICIPATING			
4.15 LT.	STOP	24" x 24"			4.0							1	X <sup>12</sup>											E-15C		
4.16 LT.	LEGAL LOAD LIMIT 24,000 POUNDS	24" x 24"			4.0							1	X <sup>12</sup>											E-15A		
4.16 LT.	GREGG HILL → ← GREGG HILL		X					1				1	X <sup>10</sup>										Mount Back to Back			
4.38 LT.	T.I.S. *SEE REMARKS		X									2			X									*Item 680.20 MOD. NON-FED-PARTICIPATING		
4.43 RT.	LEGAL LOAD LIMIT 24,000 POUNDS	24" x 24"			4.0							1	X <sup>13</sup>											E-15A		
4.44 RT.	STOP	24" x 24"			4.0							1	X <sup>13</sup>											E-15C		
4.44 RT.	BARNES HILL → ← BARNES HILL	54" x 7 1/2"			2.8																			(Mounting bracket subsidiary to other items) Mount Back to Back on Retained	E-23	
4.57 LT.	+	30" x 30"			6.3																			Post Below "GOLD HILL RD" signs. Mount on Retained Post	TD #16	
4.86 LT.	WATCH FOR TURNING VEHICLES	36" x 36"			9.0							1			X <sup>10</sup>									" " " " "	TD #16	
5.16 RT.	LEGAL LOAD LIMIT 24,000 POUNDS	24" x 24"			4.0																			" " " " "	E-15A	
5.17 RT.	STOP	24" x 24"			4.0							1	X <sup>12</sup>											(Back of "STOP" Sign)	E-15C	
5.53 RT.	SCHOOL BUS STOP AHEAD	30" x 30"			6.3																			Mount on Retained Post	TD #16	
5.58 RT.	T	30" x 30"			6.3																			" " " " "	TD #16	
5.67 RT.	LEGAL LOAD LIMIT 24,000 POUNDS	24" x 24"			4.0							1	X <sup>14</sup>												E-15A	
5.68 RT.	STOP	24" x 24"			4.0							1	X <sup>13</sup>												E-15C	
6.05 RT.	LEGAL LOAD LIMIT 24,000 POUNDS	24" x 24"			4.0							1	X <sup>12</sup>												E-15A	
6.25 RT.	TRUCK	30" x 30"			6.3							1			X <sup>10</sup>										E-19B	
6.27 RT.	LEGAL LOAD LIMIT 24,000 POUNDS	24" x 24"			4.0							1	X <sup>12</sup>												E-15A	
6.743 RT.	STONE WATERBURY LANDILLE CO. WASHINGTON CO.		X					1				1	X <sup>14</sup>		X											
TOTALS			X		79.8 <sup>#</sup>			4				278 <sup>#</sup> 264 <sup>#</sup>		40 <sup>#</sup> 37.5 <sup>#</sup>	48 <sup>#</sup> 57 <sup>#</sup>									FINAL LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND THE DESIGN DIVISION'S "SIGN POST DESIGN MANUAL".	PREPARED BY JW DATE 2-86 CHECKED BY _____ DATE _____ PROJ. F NO. 029-1(12) WATERBURY ~ STONE TRAFFIC SHEET NO. 11 SHEET 33 OF 108	

TRAFFIC SIGN SUMMARY SHEET

1986

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS	EXISTING SIGNS TO BE SALVAGED		NEW AND SALVAGED SIGNS				EXISTING POSTS				NEW SIGN POSTS							REMARKS	FOR SIGN DETAIL SHEET					
			REMOVE (EA)	RETAIN (X)	NEW 'A' (S.F.)	NEW 'B' (S.F.)	SALV. SIGN (EA)	SALV. T.S. (S.F.)	RET.	DRILL	REM.	SALV.	NUMBER OF POSTS	FLANGED CHANNEL		TUBULAR ALUMINUM			W SHAPED STEEL			PLAN SHEET NUMBER	STD. SHEET NUMBER			
														2.0 LB./FT.	3.5 LB./FT.	3.0 LB./FT.	3.0" Ø	3.0" □	4.0" Ø		4.0" Ø MOD.			POST SIZE	WEIGHT	FIG. SIZE
0.70 RT.	T.I.S. * SEE REMARKS		* X	/				* 8.0	/					* 2			* X						* Item 680.20 MOD. NON-FED-PARTICIPATING			
0.70 RT.	T.I.S. *		* X	/				* 8.0	/																	
0.84 LT.	SOUTH 100	24" x 12" 30" x 24"			2.0																		Mount on Retained Post	E-13	E-13	
0.86 LT.	STOP							1	/					1	X	14										
0.87 LT.	LEGAL LOAD LIMIT 24,000 POUNDS	24" x 24"			4.0									1	X	14									E-15A	
0.88 RT.	NORTH 100	24" x 12" 30" x 24"			2.0									1	X	14									E-13	
1.03 RT.	SPEED ZONE AHEAD	24" x 30"			5.0									1	X	14									E-15B	
1.20 RT.	SPEED LIMIT 40	24" x 30"			5.0																		Mount on Retained Post		E-15B	
1.20 LT.	SPEED LIMIT 50	24" x 30"			5.0																		" " " "		E-15B	
1.45 RT.	SPEED LIMIT 40	24" x 30"			5.0																		" " " "		E-15B	
1.49 RT.	Left Arrow	18" x 24"			3.0									1	X	14									E-19	
1.52 RT.	Right Arrow	18" x 24"			3.0									1	X	13									E-19	
1.52 RT.	Left Arrow	18" x 24"			3.0									1	X	13									E-19	
1.52 RT.	Right Arrow	18" x 24"			3.0									1	X	13									E-19	
1.52 RT.	Diagonal	12" x 36"			3.0																		" " " "		TD #16	
1.52 LT.	Diagonal	12" x 36"			3.0																		" " " "		TD #16	
1.53 RT.	Diagonal	12" x 36"			3.0																		" " " "		TD #16	
1.53 LT.	Diagonal	12" x 36"			3.0																		" " " "		TD #16	
1.54 RT.	Left Arrow	18" x 24"			3.0									1	X	14									E-19	
1.55 RT.	Right Arrow	18" x 24"			3.0									1	X	14									E-19	
1.55 RT.	LEGAL LOAD LIMIT 24,000 POUNDS	24" x 24"			4.0									1	X	14									E-15A	
1.64 LT.	WATCH FOR TRUCKS	36" x 36"			9.0																		Mount on Retained Post		TD #16	
1.78 RT.	SPEED LIMIT 40	24" x 30"			5.0																		" " " "		E-15B	
TOTALS			X		86.0			1	X	24.0	X	X	X	242												360

FINAL LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND THE DESIGN DIVISION'S 'SIGN POST DESIGN MANUAL'.

PREPARED BY JB DATE 8-16  
 CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 PROJ. F NO. 029-1(12)  
WATERBURY - STONE  
 TRAFFIC SHEET NO. 12 SHEET 34 OF 108

TRAFFIC SIGN SUMMARY SHEET

1986

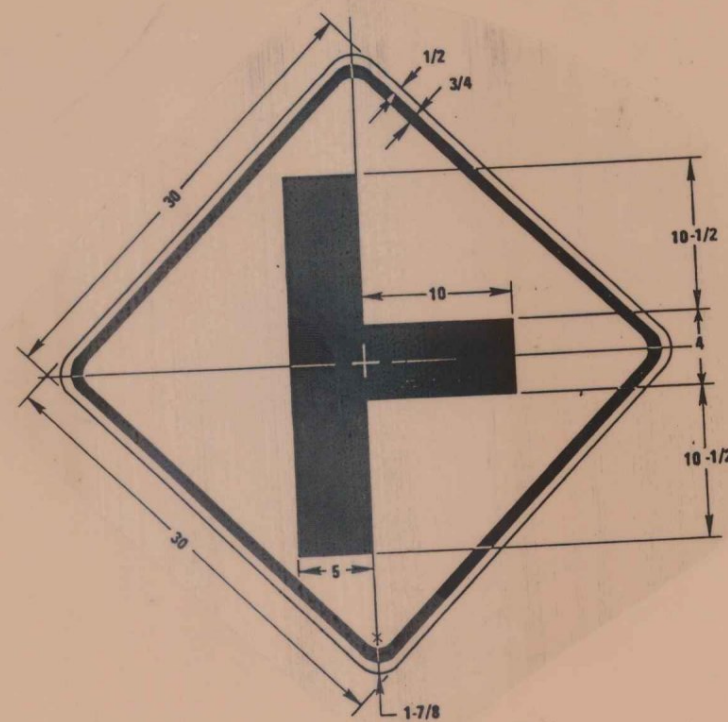
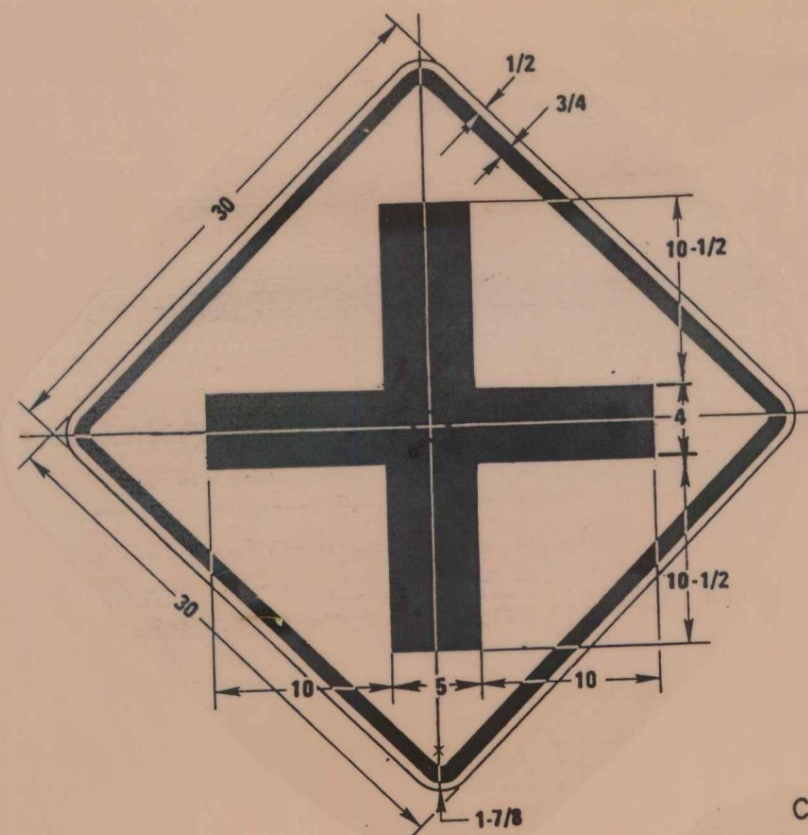
MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS	EXISTING SIGNS		NEW AND SALVAGED SIGNS				EXISTING POSTS				NEW SIGN POSTS										REMARKS	FOR SIGN DETAIL SHEET				
			TO BE SALVAGED REMOVE (EA.)	RETAIN (X)	NEW 'A' (S.F.)	NEW 'B' (S.F.)	SALV. SIGN (EA.)	SALV. T.I.S. (S.F.)	RET.	DRILL	REM.	SALV.	NUMBER OF POSTS	FLANGED CHANNEL			TUBULAR ALUMINUM				W SHAPED STEEL			PLAN SHEET NUMBER	STD. SHEET NUMBER			
			X	X										2.0 LB./FT.	2.5 LB./FT.	3.0 LB./FT.	3.0" Ø	3.0" □	4.0" Ø	4.0" Ø MOD.	POST SIZE	WEIGHT				FTG. SIZE		
2.03 RT.		24" x 30"			5.0																			Mount on Retained Post		E-15B		
2.22 LT.		30" x 30"			6.3							1	X	14												TP #16		
2.26 LT.		24" x 12" 30" x 24"			2.0 5.0							1			X	14										E-13 E-13		
2.30 RT.		24" x 30"			5.0							1	X	14												E-15B		
2.30 LT.		24" x 30"			5.0							1	X	14												E-15B		
2.34 RT.								1				1	X	14														
2.43 RT.		24" x 24"			4.0							1	X	14												E-15A		
2.49 RT.		24" x 30"			5.0							1	X	14												E-15B		
2.50 LT.		24" x 30"			5.0							1	X	14												E-15B		
2.52 RT.		30" x 30"			6.3																			Mount on Retained Post		E-19B		
2.55 RT.								1				1	X	14														
2.72 RT.		24" x 24"			4.0							1	X	14												E-15A		
2.73 RT.		24" x 24"			4.0							1	X	14												E-15C		
2.82 LT.		30" x 30"			6.3																			Mount on Retained Post		TP #16		
2.82 RT.	T.I.S. *SEE REMARKS			*X				*8.0				*2														*Item 680.20 MOD-NON-FED-PARTICIPATING		
2.87 LT±		18" x 24"			3.0							1	X	14												E-19		
2.88 LT±		18" x 24"			3.0							1	X	14												E-19		
2.89 LT±		18" x 24"			3.0							1	X	13												E-19		
2.945 RT.		24" x 24" 24" x 30"			4.0 5.0							1					X	13								E-15A E-15B		
2.945 LT.		24" x 18" 24" x 18"			3.0 3.0							1					X	15						Mount Back to Back		E-15A		
TOTALS					95.9			2		8.0				472 432													35.0 37.5	94 93

FINAL LENGTHS ARE TO BE DETERMINED IN THE FIELD, POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND THE DESIGN DIVISION'S "SIGN POST DESIGN MANUAL".

PREPARED BY JB DATE 8-86  
 CHECKED BY DATE  
 PROJ. F NO. 029-1(12)  
 WATERBURY-STOWE  
 TRAFFIC SHEET NO. 13 SHEET 35 OF 108

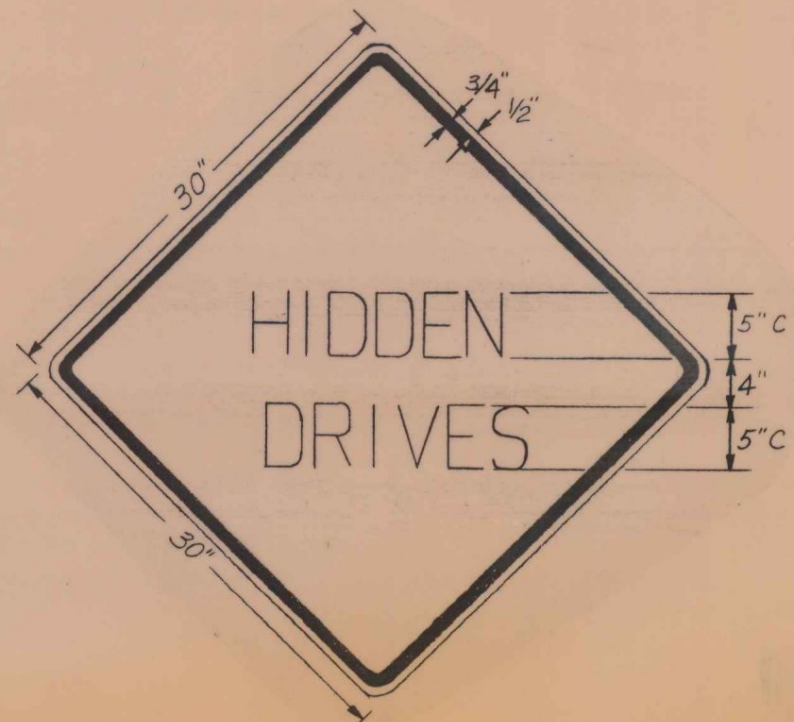
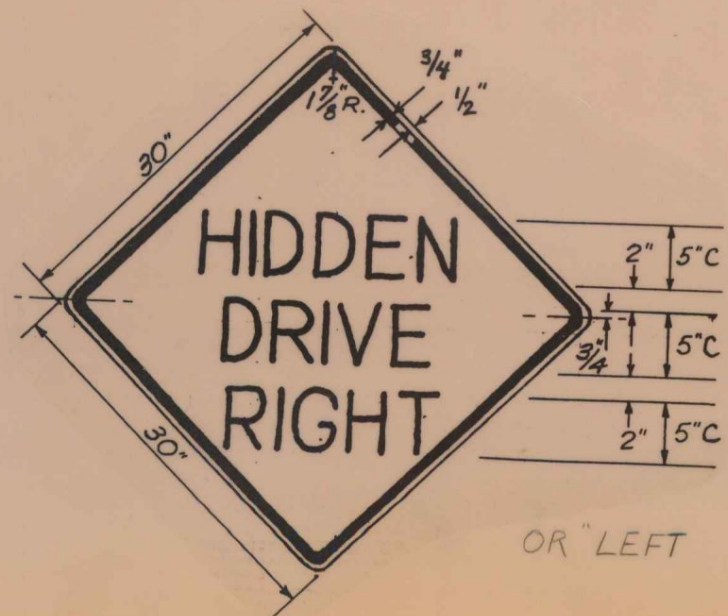
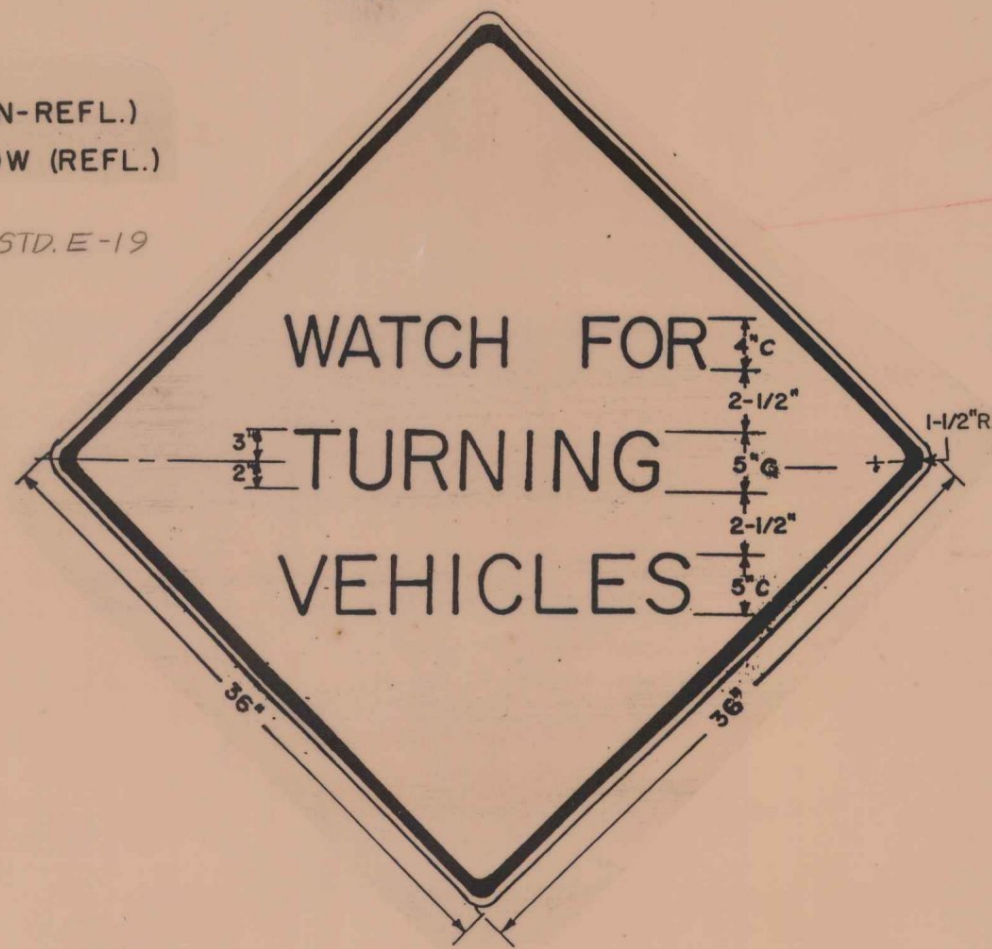
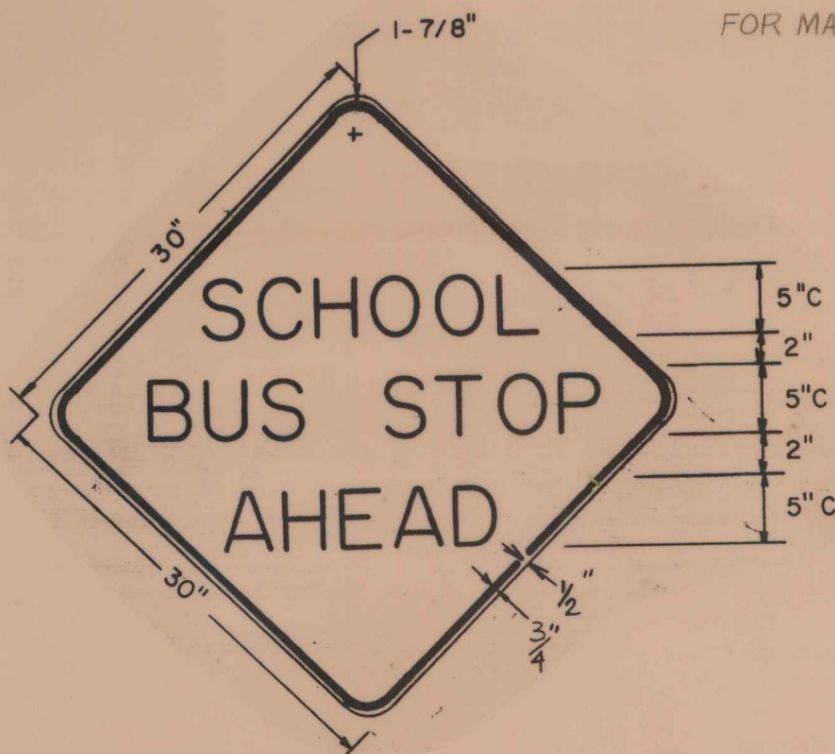




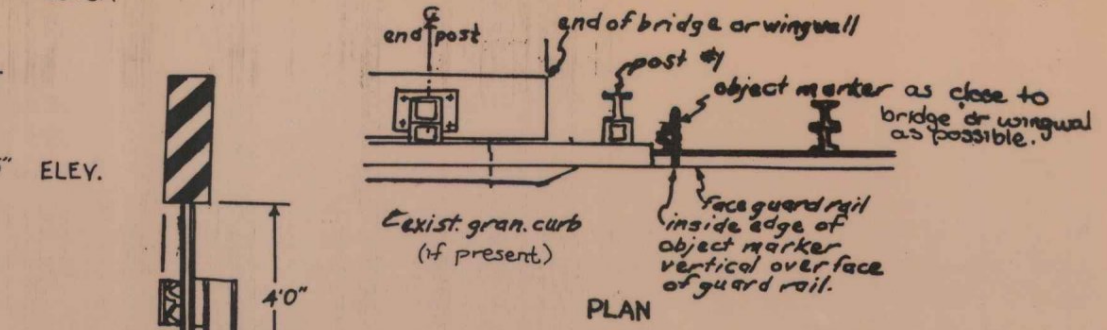
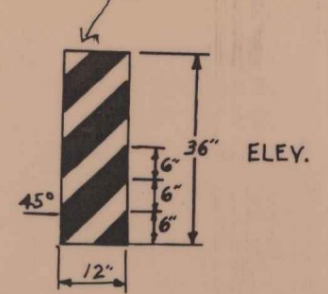


COLORS  
LEGEND - BLACK (NON-REFL.)  
BACKGROUND - YELLOW (REFL.)

FOR MATERIALS, SEE STD. E-19



Sloped Toward Traffic.  
Right hand installation  
Shown.



COLORS: THIS SIGN SHALL HAVE A REFLECTORIZED YELLOW BACKGROUND WITH BLACK PAINTED OR LETTERING FILM STRIPES.

OBJECT MARKER  
MATERIALS: THE SIGN BASE MATERIAL USED FOR THIS SIGN MAY BE EITHER 5/8" HIGH DENSITY PLYWOOD OR 0.100 FLAT SHEET ALUMINUM WITH A REFLECTORIZED SHEETING BACKGROUND.

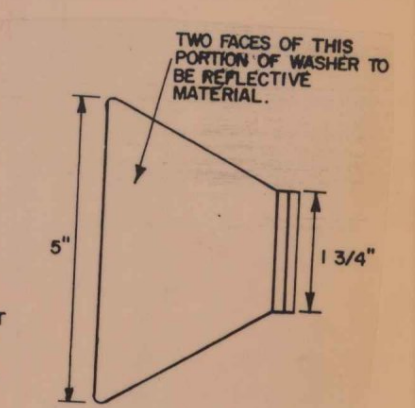
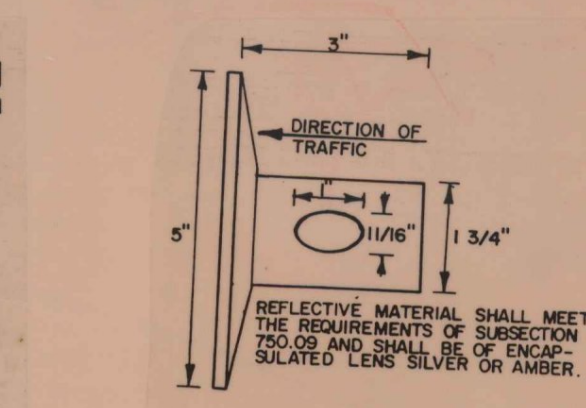
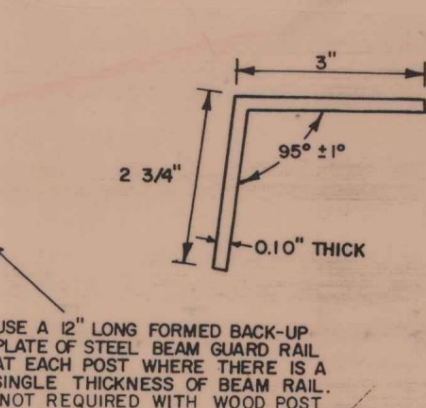
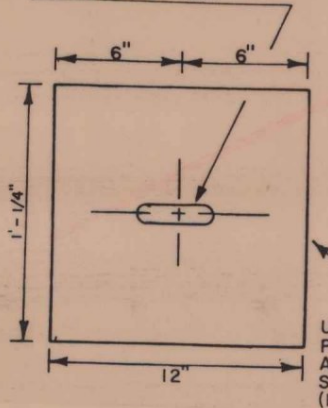
Note: Signs shall be installed on type A posts, 3 lbs. per foot. Sign may be offset from post so that the edge of sign is directly over the rdwy. hazard. This list is approximate and the Resident Engineer may delete or add signs and posts.

PLACEMENT OF OBJECT MARKERS

OBJECT MARKER NOTE: Objects not actually in the roadway may be so close to the edge of the road that they need a marker. These include underpass piers, bridge abutments, hand rails, and culvert walls. In some cases there may not be a physical object involved, but other roadside conditions such as narrow shoulder drop offs, gorges, small island or abrupt changes in the roadway may make it undesirable for a driver to leave the roadway. Object markers are intended for use at such locations. The inside edge of the marker shall be in line with the inner edge of the obstruction, if possible.

Object markers to be used only on structures where width is less than roadway shoulder width.

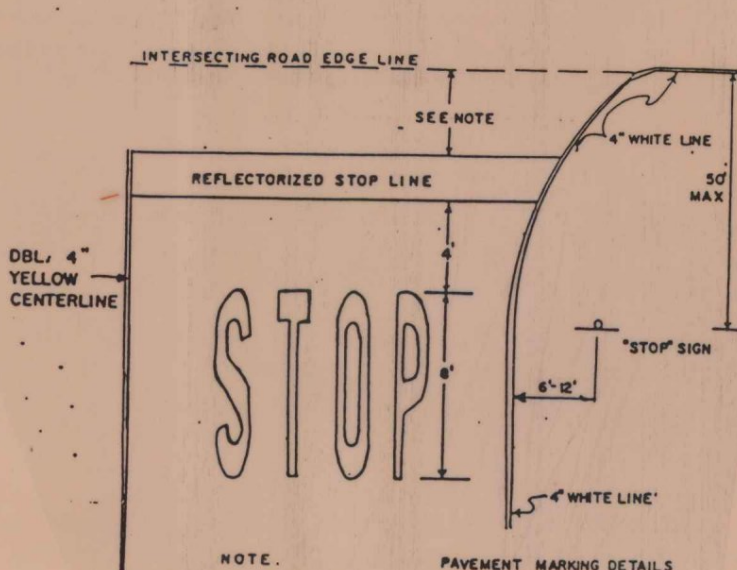
3/4" x 2 1/2" SLOT



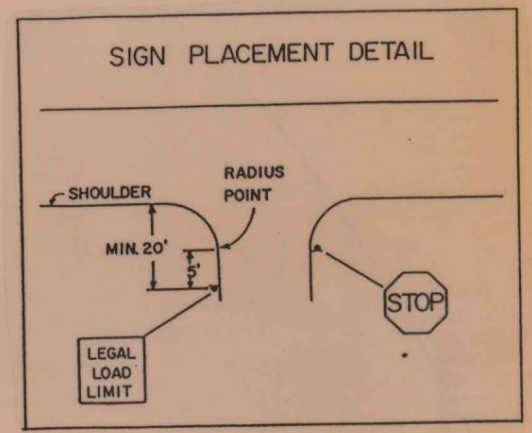
USE A 12" LONG FORMED BACK-UP PLATE OF STEEL BEAM GUARD RAIL AT EACH POST WHERE THERE IS A SINGLE THICKNESS OF BEAM RAIL. (NOT REQUIRED WITH WOOD POST SYSTEM).

THIS REFLECTORIZED ALUMINUM WASHER IS TO BE PLACED IN VALLEY OF BEAM WHEN MOUNTING BEAM ONTO EACH FIFTH POST. WASHER SHALL MEET SPECIFICATION REQUIREMENTS FOR ASTM B 209 ALLOY 5052-H32.

STOP BAR DETAILS



NOTE: THE STOP LINE SHOULD BE PLACED AT THE DESIRED STOPPING POINT, IN NO CASE MORE THAN 30 FEET OR LESS THAN 4' FROM THE NEAREST EDGE OF THE INTERSECTING ROADWAY, OR EDGE OF CROSSWALK.



PREPARED BY JB DATE 8-56  
CHECKED BY DATE  
WATERBURY-STOWE  
PROJ. NO. 029-1(12)  
TRAFFIC SHEET NO. 16 SHEET 38 OF 108

PROJECT <sup>Waterbury</sup> ROUTE 110 PROJECT # F029-1(12)  
<sup>Stowe</sup> TEMPORARY 4" YELLOW LINE

MILE	MILE	LT.	RT.	QTY. LEFT	¢ SINGLE DASH	QTY. RT.	TOTAL
<sup>Waterbury</sup> 0.858	1.29	Solid	Solid	2281		2281	4562
1.29	1.41	Dash	Solid	158		634	792
1.41	4.02	Solid	Solid	16949		16949	33898
4.02	4.74	Dash	Solid	158		634	792
4.74	5.28	Solid	Solid	2851		2851	5702
5.28	5.45	Solid	Dash	898		224	1122
5.45	5.58	Dash	Solid	172		686	858
5.58	6.65	Solid	Solid	370		370	740
<sup>Stowe</sup> 6.65	6.75	Solid	Dash	528		132	660
6.75	0.00	Solid	Dash	581		145	726
0.00	0.11	Solid	Solid	1109		1109	2218
0.11	0.32	Solid	Dash	634		158	792
0.32	0.44	Solid	Solid	950		950	1900
0.44	0.62	Solid	Dash	634		158	792
0.62	0.74	Solid	Solid	11642		11642	23284
0.74	2.945	Solid	Solid	39915		38923	78838
	3 THs @ 40' x 2 =						- 2080
							76758
	Assume 100% lost in leveling						+76758
						sub-total	153516
						round	84
							153600

TEMPORARY 4" WHITE LINE

MILE	MILE	LT.	RT.	QTY. LEFT	¢ SINGLE DASH	QTY. RT.	TOTAL
<sup>Waterbury</sup> 0.858	6.75	3110	3110				6220
<sup>Stowe</sup> 0.000	2.945	15550	15550				31100
						sub-total	93320
						round	80
						total	93400

PROJECT <sup>Morristown</sup> ROUTE 15 PROJECT # F030-2(16)  
<sup>Walcott</sup> TEMPORARY 4" YELLOW LINE

MILE	MILE	LT.	RT.	QTY. LEFT	¢ SINGLE DASH	QTY. RT.	TOTAL
<sup>Morristown</sup> 3.095	3.11	Solid	Solid	79		79	158
3.11	3.29	Solid	Dash	950		238	1188
3.29	3.62	Dash			436		436
3.62	3.76	Dash	Solid	185		739	924
3.76	3.96	Solid	Solid	1056		1056	2112
3.96	4.04	Solid	Dash	422		106	528
4.04	4.08	Dash			53		53
4.08	4.23	Dash	Solid	198		792	990
4.23	4.37	Solid	Solid	739		739	1478
<sup>Walcott</sup> 0.00	1.36	Solid	Solid	7181		7181	14362
1.36	1.48	Dash	Solid	158		634	792
1.48	1.50	Solid	Solid	106		106	212
1.50	1.60	Solid	Dash	528		132	660
1.60	1.62	Dash			26		26
1.62	1.78	Dash	Solid	211		845	1056
1.78	2.03	Solid	Solid	1320		1320	2640
2.03	2.11	Solid	Dash	422		106	528
2.11	2.15	Dash			53		53
2.15	2.25	Dash	Solid	132		528	660
2.25	2.43	Solid	Solid	950		950	1900
2.43	2.51	Solid	Dash	422		106	528
2.51	2.55	Dash			53		53
2.55	2.716	Dash	Solid	219		876	1095
				15128	621	14533	32432
	3 THs @ 40' x 2						- 240
							32192
	Assume 100% lost in leveling						+ 32192
						sub-total	64384
						round	16
						total	64400

TEMPORARY 4" WHITE LINE

MILE	MILE	LT.	RT.	QTY. LEFT	¢ SINGLE DASH	QTY. RT.	TOTAL
<sup>Morristown</sup> 3.095	4.37	6732	6732				13464
<sup>Walcott</sup> 0.000	2.716	14340	14340				28680
						sub-total	42144
						round	56
						total	42200

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

Pavement Markings

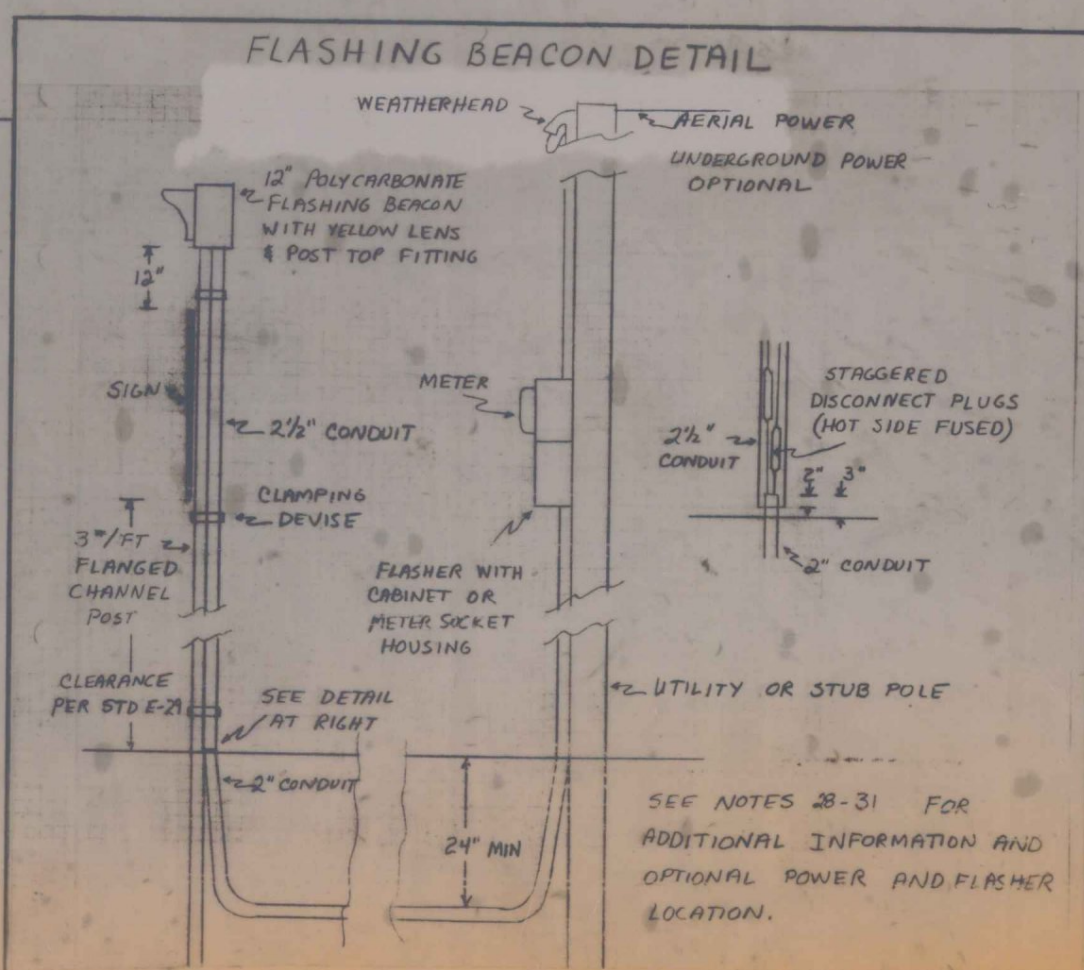
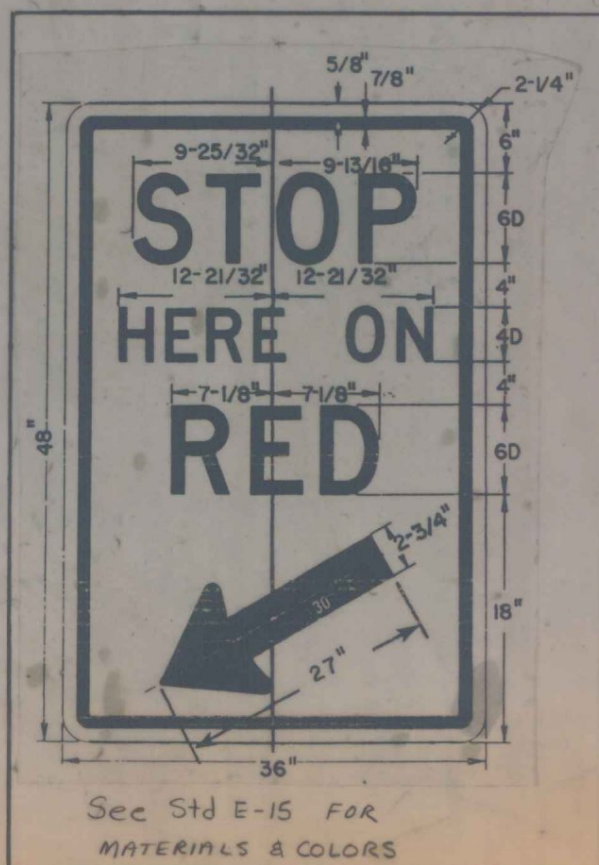
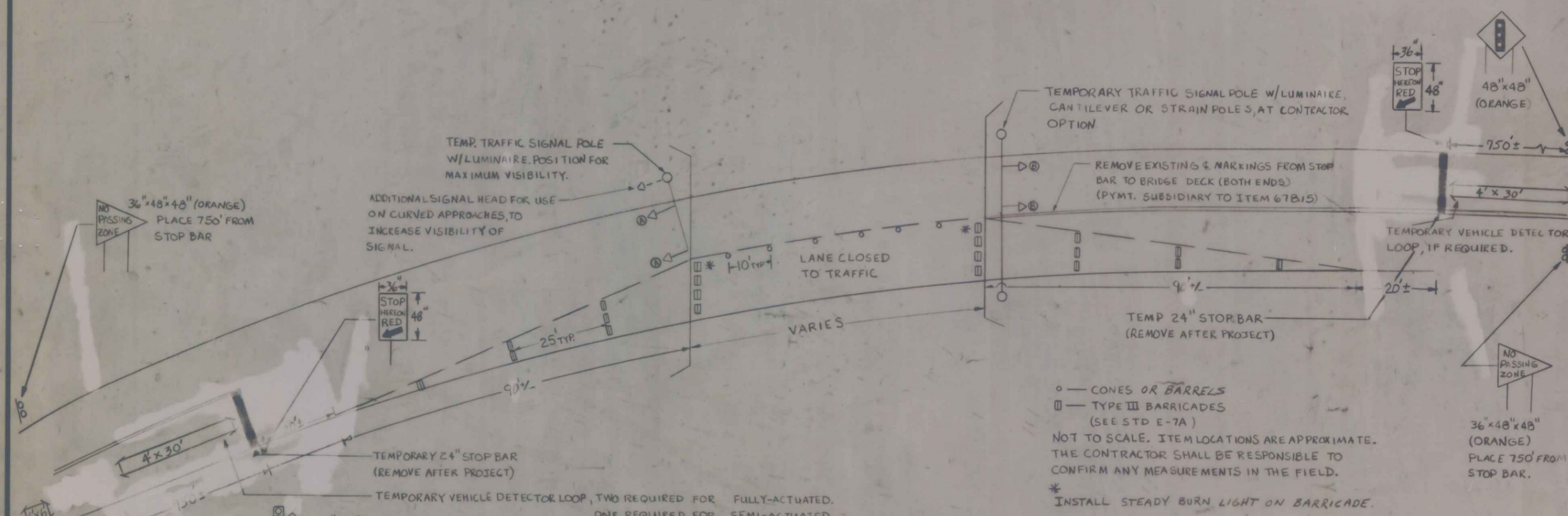
SURVEYED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 DRAWN BY \_\_\_\_\_ DATE \_\_\_\_\_  
 TRACED BY \_\_\_\_\_ DATE \_\_\_\_\_

District 6 Paving  
 PROJ. NO. \_\_\_\_\_  
 TRAFFIC SHEET 17 sheet 39 of 108

# ONE-WAY TEMPORARY TRAFFIC SIGNAL (TYPICAL)

NOTE: THIS TYPICAL IS APPLICABLE ONLY IN SITUATIONS WHERE THERE ARE NO TOWN HIGHWAYS WITHIN THE AREA BETWEEN THE STOP BARS.

SEE NOTES FOR INDIVIDUAL PHASING DIAGRAMS AND ANY SPECIAL INSTRUCTIONS AT EACH LOCATION



## TEMPORARY TRAFFIC SIGNAL NOTES

- 1A. CERTIFICATION SHALL NOT BE NECESSARY FOR TEMPORARY TRAFFIC SIGNAL EQUIPMENT.
- 1B. THE CONTRACTOR SHALL INSURE THAT THE SIGNAL INSTALLATION CONFORMS TO THE MANUAL OF TRAFFIC CONTROL DEVICES WITH THE SUPPORTING STRUCTURES AS PER AASHTO'S STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGN, LUMINAIRES AND TRAFFIC SIGNALS.
2. SIGNAL TIMING/TIMING ADJUSTMENTS REQUESTED BY THE RESIDENT ENGINEER SHALL BE ACCOMPLISHED WITHIN A 48 HOUR PERIOD AND PAYMENT SHALL BE SUBSIDIARY TO THE TRAFFIC SIGNAL ITEM. THE ALL-RED CLEARANCE INTERVAL IS BASED ON AN ASSUMED SPEED OF 35 MPH. THE RESIDENT ENGINEER SHALL MAKE SEVERAL TRIAL RUNS TO DETERMINE THE PROPER ALL-RED CLEARANCE INTERVAL.
3. SIGNAL FACES SHALL CONSIST OF 12" LENSES. (RED, YELLOW AND GREEN)
4. THE BOTTOM OF THE HOUSING OF A SIGNAL FACE SUSPENDED OVER A ROADWAY SHALL BE NOT LESS THAN 16 1/2 FEET NOR MORE THAN 19 FEET ABOVE THE PAVEMENT GRADE AT THE CENTER OF THE ROADWAY. THE BOTTOM OF A SIGNAL FACE, NOT MOUNTED OVER A ROADWAY, SHALL NOT BE LESS THAN 8 FEET NOR MORE THAN 15 FEET ABOVE THE SIDEWALK OR, IF NONE, ABOVE THE PAVEMENT GRADE AT THE CENTER OF THE HIGHWAY. CAUTION SHOULD BE USED TO INSURE COMPLIANCE WITH THE HEIGHT REQUIREMENTS IN THE EVENT THE NEW APPROACH GRADES DIFFER SIGNIFICANTLY FROM THE OLD ROAD GRADE.
5. SIGNAL FACES FOR ANY ONE APPROACH SHALL BE NOT LESS THAN 8 FEET APART, MEASURED HORIZONTALLY BETWEEN CENTER OF FACES.
6. A "SIGNAL AHEAD" SIGN SHALL BE PLACED AT LEAST 750' FROM THE SIGNAL OR AT A POSITION TO BE DETERMINED BY THE ENGINEER. ALL POST, SIGNS, AND TEMP PVT. MARKINGS SHALL BE CONSIDERED AS SUBSIDIARY TO THE TRAFFIC SIGNAL ITEM.
7. SIGNAL HEADS MAY BE HUNG ON A SPAN WIRE OR ON A CANTILEVER MAST ARM. AT LEAST ONE SIGNAL HEAD SHALL BE UNMISTAKABLY IN LINE WITH THE CENTER OF APPROACHING TRAFFIC AT ALL TIMES. THE SECOND SIGNAL HEAD MAY BE POST MOUNTED LOCATED AT A DISTANCE NO GREATER THAN 14 1/2' FROM THE CENTER OF THE APPROACH LANE WHEN THE STOP BAR IS 40' FROM THE SIGNAL HEAD. CONSULT THE MUTCD FOR ADDITIONAL INFORMATION CONCERNING SIGNAL PLACEMENT.
8. A \* LUMINAIRE AND MAST ARM SHALL BE PROVIDED ON A POLE ON EACH APPROACH AT A MOUNTING HEIGHT OF 30' ABOVE ROADWAY CENTER-LINE. THE INTENT IS TO LIGHT UP THE AREA AROUND THE SIGNAL HEADS AND STOP BAR FOR INCREASED VISIBILITY. THE RESIDENT ENGINEER SHALL DETERMINE THE ADEQUACY OF THE LIGHTING AND DIRECT CHANGES IF THE LIGHTING IS INSUFFICIENT. \* 400 WATT MER/200 WATT HPS.
9. POLES SUPPORTING SPAN WIRES AND/OR MAST ARMS SHALL BE ADEQUATELY BRACED OR GUYED AND SHALL NOT BE PLACED SO AS TO CREATE A HAZARD TO THE TRAVELING PUBLIC.
10. TEMP PVT. MARKINGS AND SIGNING AS SUBSIDIARY TO THE ITEM 676.15, TRAFFIC CONTROL SIGNALS, (STOP BARS, "STOP HERE ON RED", "SIGNAL AHEAD", "NO PASSING ZONE").
11. SIGNAL HEAD PLACEMENT SHOWN IS CRITICAL. HEADS SHALL BE ADJUSTED TO REFLECT LANE LOCATION CHANGES.
12. STOP BARS SHALL BE LOCATED A MINIMUM OF 40' AND A MAXIMUM OF 120' FROM THE NEAREST SIGNAL HEAD.
13. SEE T-1/5 SHEET FOR "STOP HERE ON RED" SIGN DETAIL, AND E-19B FOR "SIGNAL AHEAD" SYMBOL SIGN. THE "SIGNAL AHEAD" SIGN SHALL HAVE AN ORANGE BACKGROUND (REFLECTORIZED). SEE STANDARD E-29 FOR SIGN PLACEMENT. SEE STANDARD E-34 FOR ADDITIONAL INFORMATION ON SIGNALS AND DETECTORS.
14. THE SIGNAL SYSTEM SHALL CONSIST OF POLES, SIGNS AND POSTS, TEMPORARY PAVEMENT MARKINGS AND SIGNAL EQUIPMENT TO PROVIDE FOR AN ADEQUATE DESIGN. ALSO INCLUDES PERMITS AND COST ASSOCIATED WITH PROVIDING ELECTRICAL POWER.
15. THE CONTRACTOR SHALL PROVIDE AN ACTUATED CONTROLLER. THE APPROACHES NOTED SHALL HAVE A TEMPORARY VEHICLE DETECTOR. THE TYPE OF DETECTION SHALL BE INDUCTANCE. THE CONTROLLER, VEHICLE DETECTORS AND ALL OTHER SIGNAL EQUIPMENT SHALL MEET OR EXCEED ALL NEMA STANDARDS.
16. VEHICLE DETECTOR LOOPS SHALL BE 4'x30' FOR PRESENCE DETECTION AT THE STOP BAR WITH THE NEAR PORTION LOCATED 5' FEET BEHIND THE STOP BAR. A 6'x6' EXTENDED CALL DETECTOR SHALL BE PROVIDED AS NECESSARY. LOCATE 350' FROM STOP BAR, OR AS NOTED, FOR DILEMMA ZONE PROTECTION.
17. TWO-WAY TRAFFIC SHALL BE MAINTAINED ON THE DETOUR WHENEVER POSSIBLE. DURING TWO-WAY TRAFFIC, THE SIGNALS SHALL BE SET ON FLASHING.
18. APPROACH WIDTHS SHALL BE AS DETAILED IN SECTION 638.04(3) TO MINIMIZE VEHICLE DELAY. SIGNAL POLES SHALL BE PLACED SO AS TO USE AS MUCH OF THE AVAILABLE APPROACH AS POSSIBLE.
19. INTERVAL TIMING SHOWN IN SECONDS.
20. INTERCONNECT BETWEEN SIGNAL POLES BY WHATEVER MEANS POSSIBLE OR CONVENIENT.
21. ALL TEMPORARY SIGNAL EQUIPMENT, SIGNS, ETC, SHALL BELONG TO THE CONTRACTOR AT THE END OF THE PROJECT AND HE SHALL BE RESPONSIBLE FOR THEIR REMOVAL, INCLUDING ANY TEMPORARY PAVEMENT MARKINGS, UTILITY POLES, WIRES, ETC..
22. PLACE TEMPORARY POLES BEHIND GUARDRAIL WHERE POSSIBLE.
23. PAYMENT FOR TEMPORARY VEHICLE DETECTOR LOOP(S) SHALL BE LINEAL FOOT OF SANSLOT IN THE PAVEMENT UNDER ITEM 676.22 (MODIFIED).
24. THE "NO PASSING" SIGN SHALL BE USED TO PREVENT PASSING FOR 750' IN ADVANCE OF THE STOP BAR. THE SIGN SHALL BE PER STANDARD E-19B, EXCEPT THE COLOR SHALL BE A BLACK TEXT AND BORDER ON A REFLECTORIZED ORANGE BACKGROUND.
25. IF NEARBY TOWN HIGHWAYS ENTER BETWEEN THE SIGNAL HEADS AND THE STOP BAR THEY SHALL HAVE SEPARATE SIGNAL CONTROL, AND ARE DETAILED ON SEPARATE SHEETS.

26. ON SEMI-ACTUATED SIGNALS, PARTICULARLY WITH LONG BRIDGES, THE CONTROLLER SHOULD BE LOCATED ON THE SAME SIDE OF THE BRIDGE AS THE LOOP.
27. ALL ELECTRICAL WORK SHALL MEET THE REQUIREMENTS OF THE NATIONAL ELECTRICAL CODE AND THE STATE INSPECTOR. **FLASHING BEACON NOTES**
28. WIRE CONNECTIONS AT THE BASE OF THE POST SHALL BE FUSED WITH A WATER-TIGHT DISCONNECT PLUG-IN TYPE CONNECTOR WHICH WILL DISCONNECT WITHOUT DAMAGE DURING A KNOCKDOWN. EACH INSTALLATION SHALL BE GROUNDED.
29. AT THE CONTRACTORS' OPTION:
  - A) THE POWER SUPPLY MAY BE AERIAL OR UNDERGROUND.
  - B) POWER MAY BE COMBINED WITH THE TRAFFIC SIGNAL OR SEPARATE.
  - C) THE FLASHER MAY BE INSTALLED ON A STUB POLE NEAR THE SIGN, ON A UTILITY POLE (WITH UTILITY COMPANY APPROVAL) OR AT THE SAME LOCATION AS THE TRAFFIC SIGNAL CONTROLLER.
30. THE FLASHER UNIT SHALL BE ONE CIRCUIT AND INCLUDE A RADIO INTERFERENCE FILTER.
31. THE FLASHING BEACON INSTALLATION SHALL BE SUBSIDIARY TO THE TRAFFIC SIGNAL ITEM.
32. BATTERY OPERATED FLASHERS SHALL NOT BE ALLOWED

## PHASING DIAGRAMS AND SPECIAL NOTES FOR EACH LOCATION

**SIGNAL PHASING DIAGRAM**

PHASE	A		B			
INTERVAL	1	2	3	4	5	6
MINIMUM	15		15			
EXTENSION						
MAXIMUM	3	2	3	2		
HEAD A	G	Y	R	R	R	R
HEAD B	R	R	R	G	Y	R

- 1 Controller shall be 2 phase - pretimed.
- 2 All clearing on road widening shall be done to maximize signal visibility.
- 3 Flashing beacons required on both approaches.

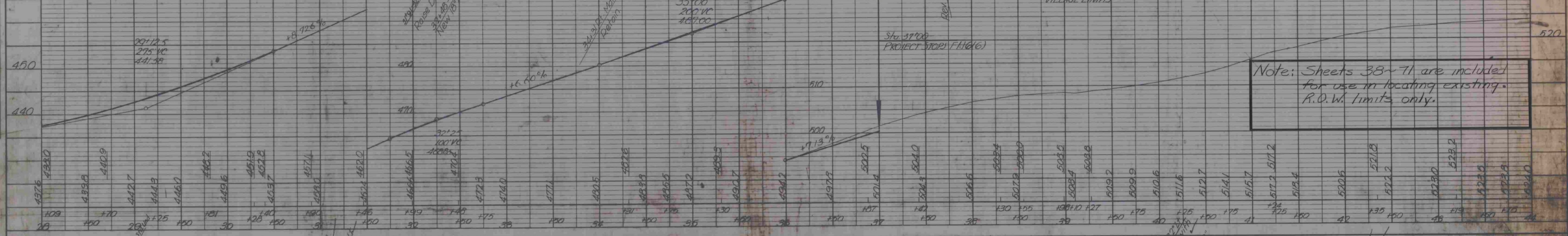
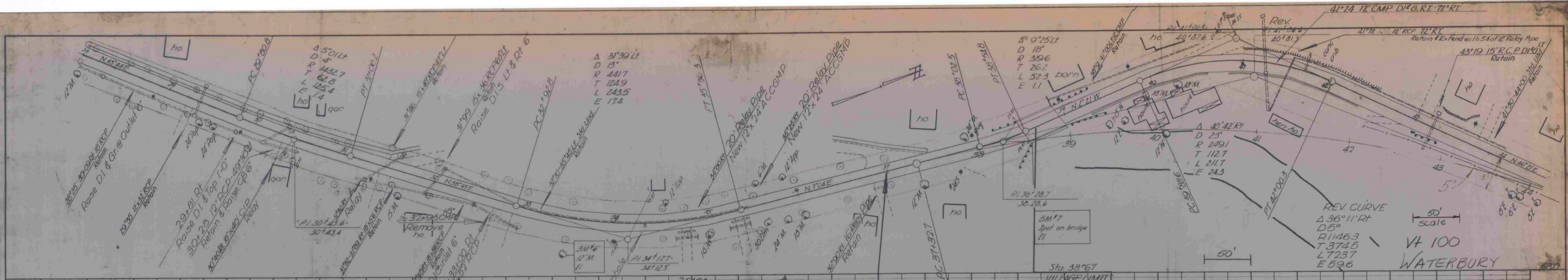
TEMPORARY TRAFFIC SIGNAL

VT 15 BRIDGE 48 OVER GREEN RIVER (WOLCOTT MM 0.93)

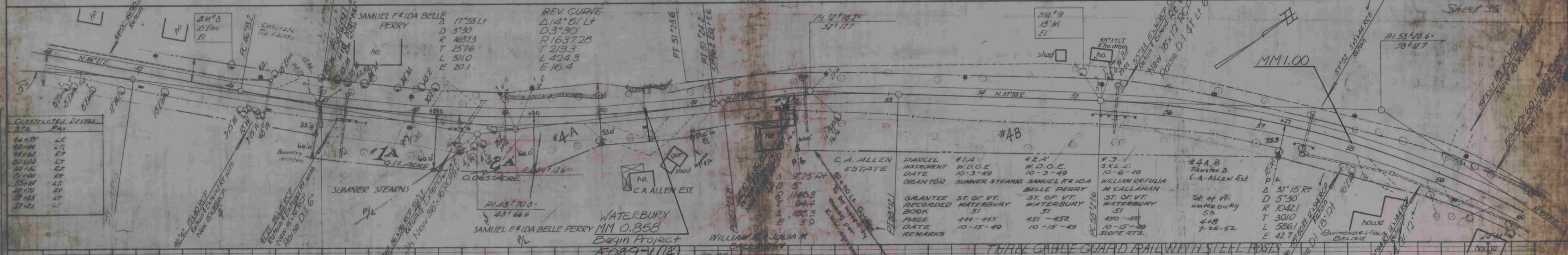
SURVEYED BY DAR DATE 12/86  
 DRAWN BY \_\_\_\_\_ DATE \_\_\_\_\_  
 TRACED BY \_\_\_\_\_ DATE \_\_\_\_\_

MORRISTOWN - WOLCOTT  
 PROJ. F NO. 030-2(16)S  
 SHEET 40 OF 108

PLAN  
 SURVEYED  
 PLOTTED  
 CHECKED  
 DATE  
 BY  
 NOTE: WORK NOT TO BE CHECKED

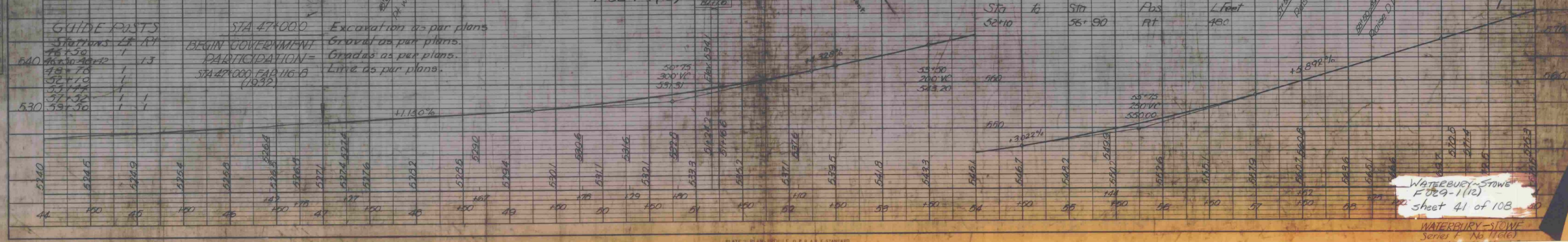


Note: Sheets 38-71 are included for use in locating existing R.O.W. limits only.



CONSTRUCTED DRIVE

44+25	LT
44+30	LT
44+35	LT
44+40	LT
44+45	LT
44+50	LT
44+55	LT
44+60	LT
44+65	LT
44+70	LT
44+75	LT
44+80	LT
44+85	LT
44+90	LT
44+95	LT
45+00	LT



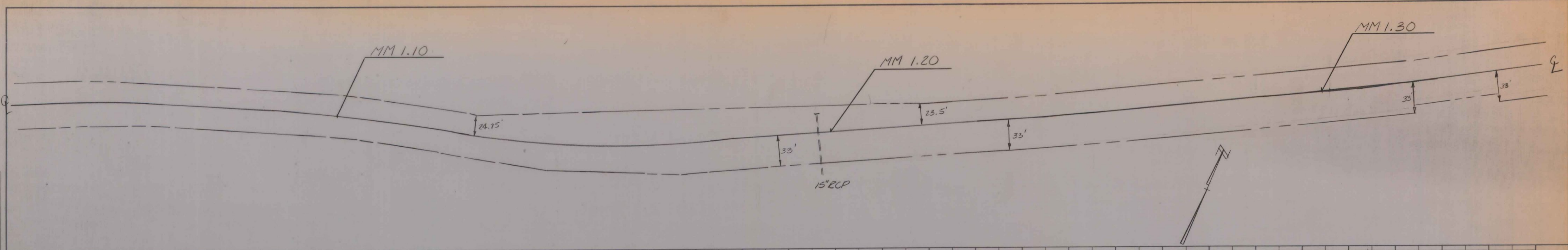
STA 47+000 Excavation as per plans  
 BEGIN GOVERNMENT PARTICIPATION  
 STA 47+000 - STA 47+116.0 (116.0)

GUIDE POSTS

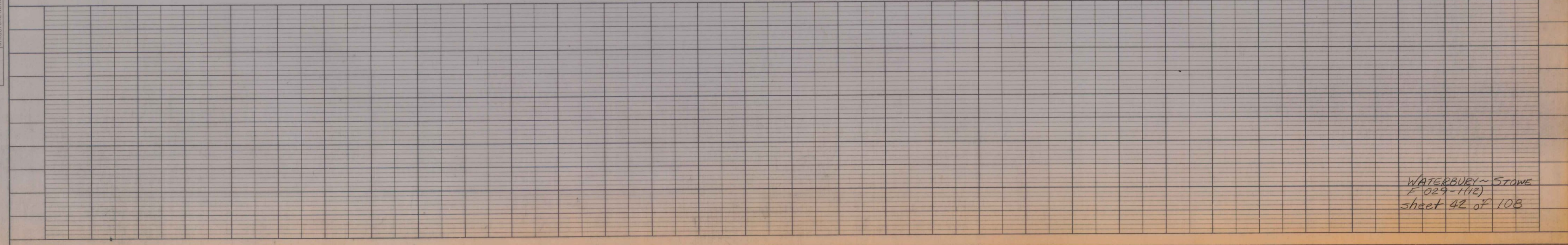
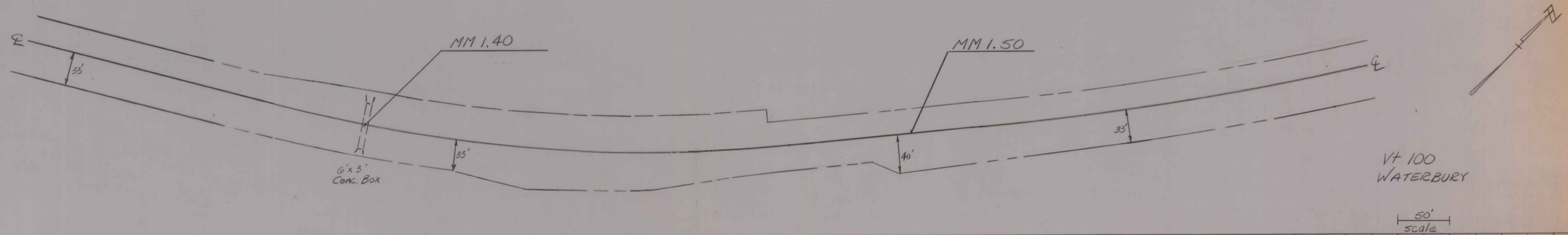
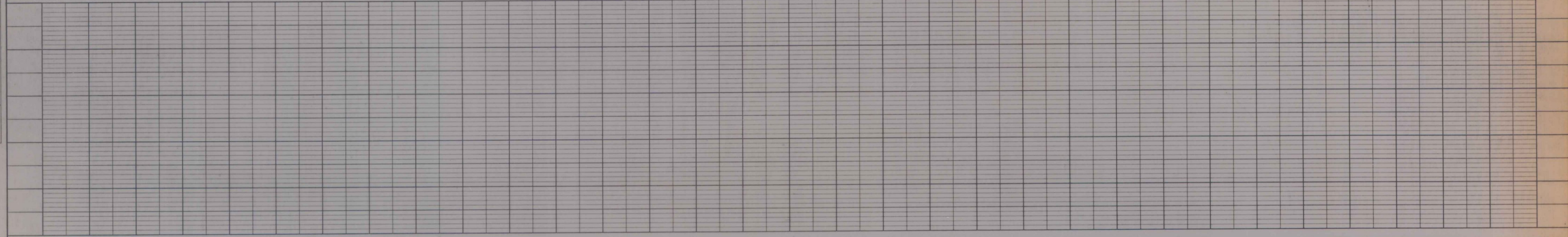
Stations	LT	RT
46+50	1	1
46+70	1	1
46+90	1	1
47+10	1	1
47+30	1	1
47+50	1	1
47+70	1	1
47+90	1	1
48+10	1	1
48+30	1	1
48+50	1	1
48+70	1	1
48+90	1	1
49+10	1	1
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56+50	1	1
56+70	1	1
56+90	1	1
57+10	1	1
57+30	1	1
57+50	1	1
57+70	1	1
57+90	1	1

Waterbury-Stowe  
 F029-1(12)  
 sheet 41 of 108  
 WATERBURY-STOWE  
 Series 1 No 1166

PLAN  
 SURVEYED \_\_\_\_\_  
 NOTE BOOK \_\_\_\_\_  
 NO. \_\_\_\_\_  
 DATE \_\_\_\_\_  
 BY \_\_\_\_\_  
 ALIGNED CHECKED \_\_\_\_\_  
 RT. OF WAY CHECKED \_\_\_\_\_



PROFILE  
 SURVEYED \_\_\_\_\_  
 NOTE BOOK \_\_\_\_\_  
 NO. \_\_\_\_\_  
 DATE \_\_\_\_\_  
 BY \_\_\_\_\_  
 PLOTTED \_\_\_\_\_  
 CHECKED \_\_\_\_\_  
 M.S. NOTED \_\_\_\_\_  
 STRUCTURE NOTATION CHECKED \_\_\_\_\_

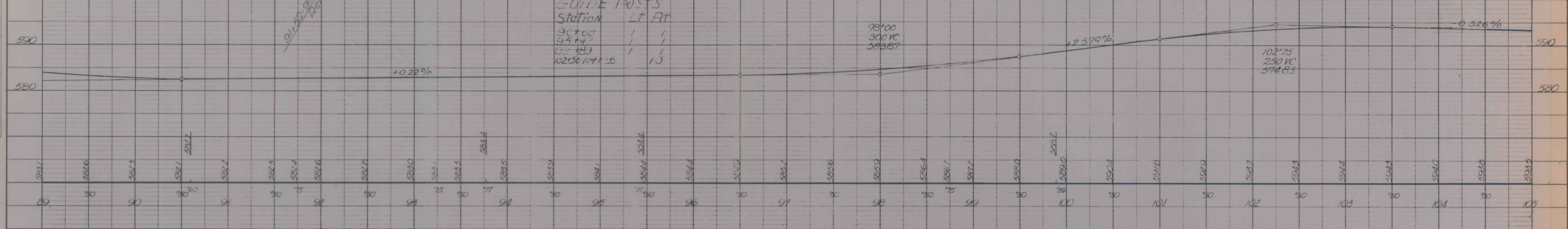
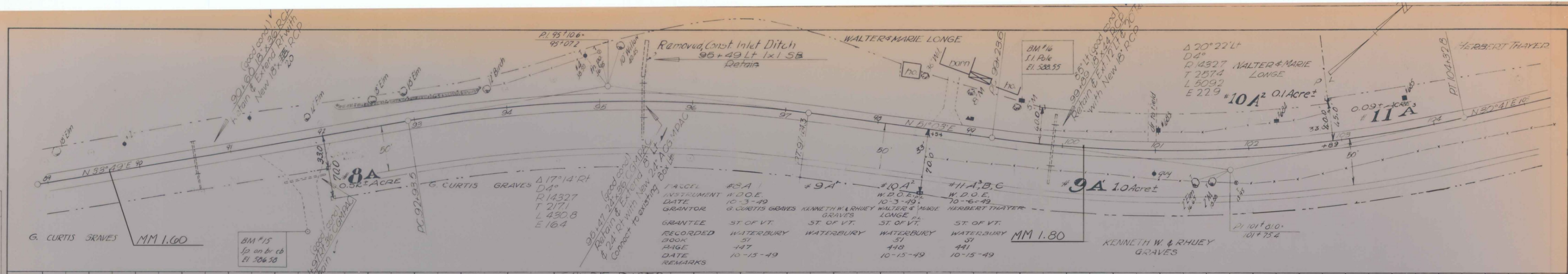


VT 100  
 WATERBURY

WATERBURY - STONE  
 F 029-1(12)  
 sheet 42 of 103

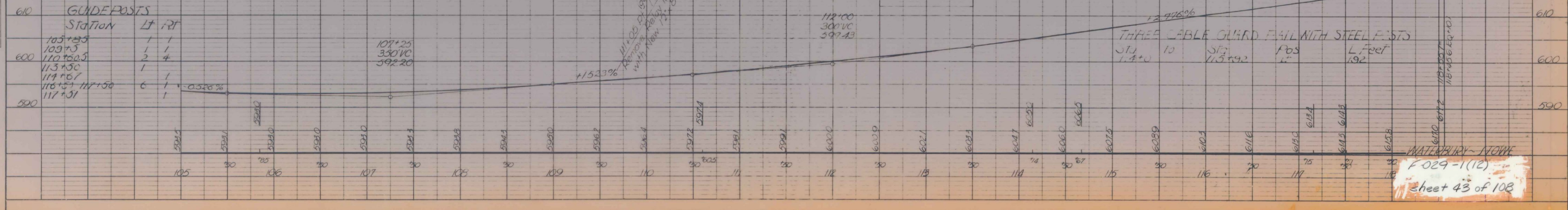
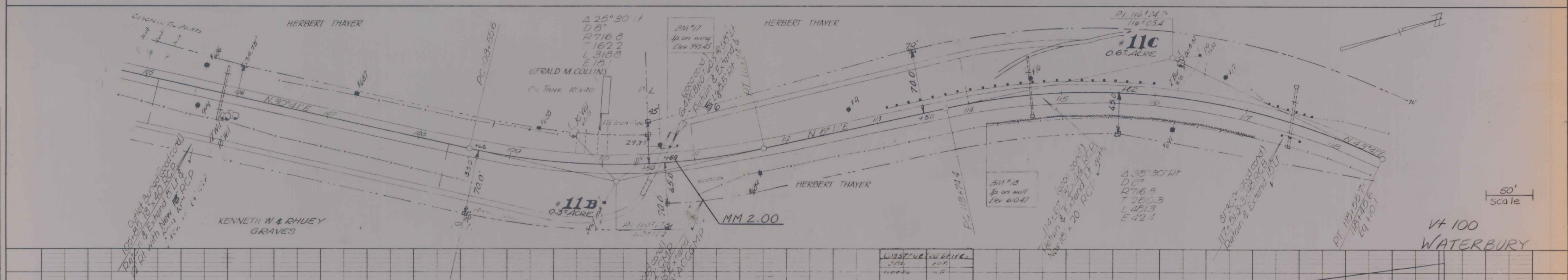
DATE: \_\_\_\_\_ BY: *Harry Savary*

PLAN  
 SUBMITTED: \_\_\_\_\_ PLOTTED: \_\_\_\_\_  
 NOTE BOOK NO. \_\_\_\_\_ CHECKED: \_\_\_\_\_  
 NO. \_\_\_\_\_



DATE: \_\_\_\_\_ BY: \_\_\_\_\_

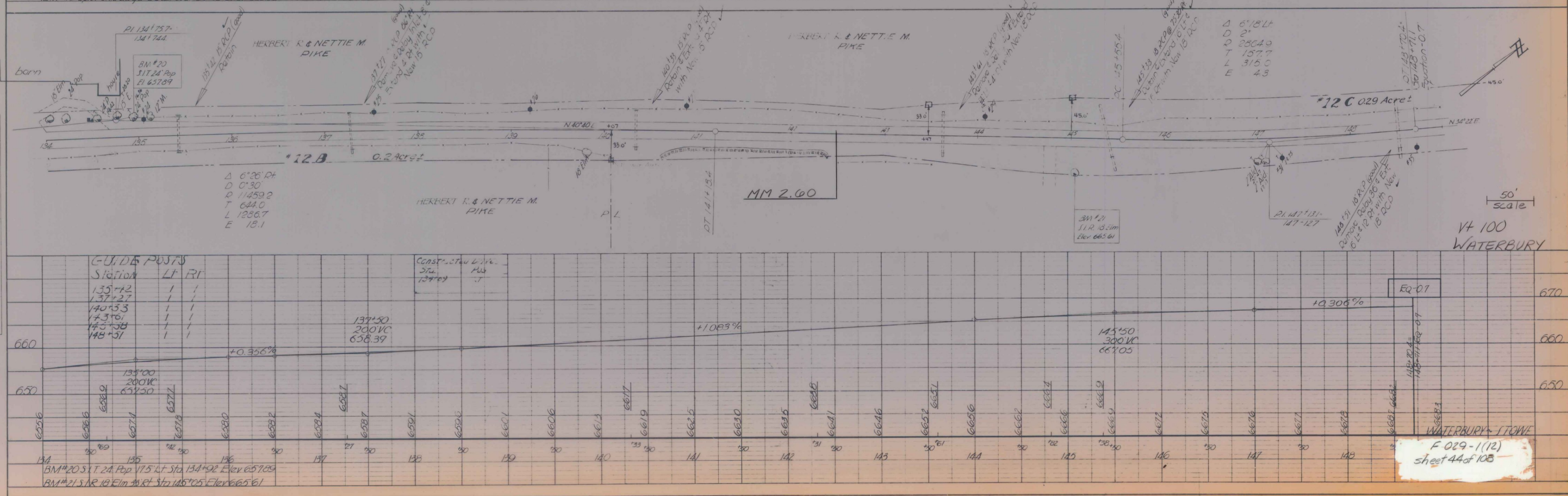
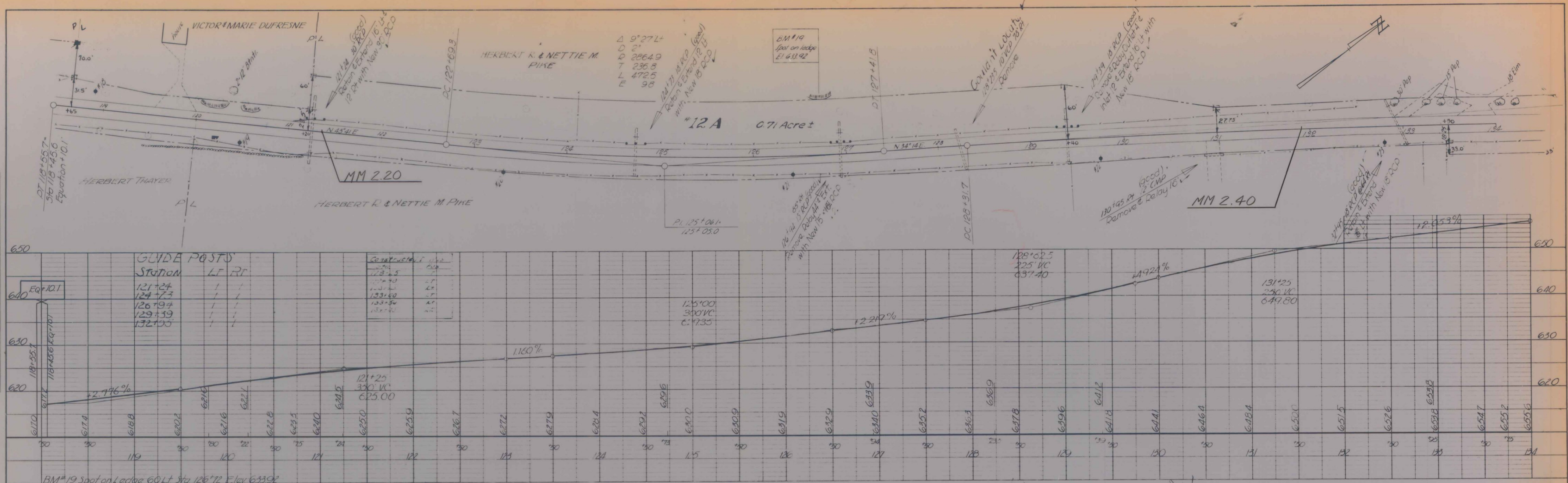
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 NOTE BOOK NO. \_\_\_\_\_ CHECKED: \_\_\_\_\_  
 NO. \_\_\_\_\_



WATERBURY - NOWE  
 F 029-1(12)  
 Sheet 43 of 108

DATE: \_\_\_\_\_  
 BY: Harvey  
 SURVEYED: \_\_\_\_\_  
 PLOTTED: \_\_\_\_\_  
 CHECKED: \_\_\_\_\_  
 NOTE BOOK: \_\_\_\_\_  
 NO. \_\_\_\_\_

DATE: \_\_\_\_\_  
 BY: \_\_\_\_\_  
 SURVEYED: \_\_\_\_\_  
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 NOTE BOOK: \_\_\_\_\_  
 NO. \_\_\_\_\_



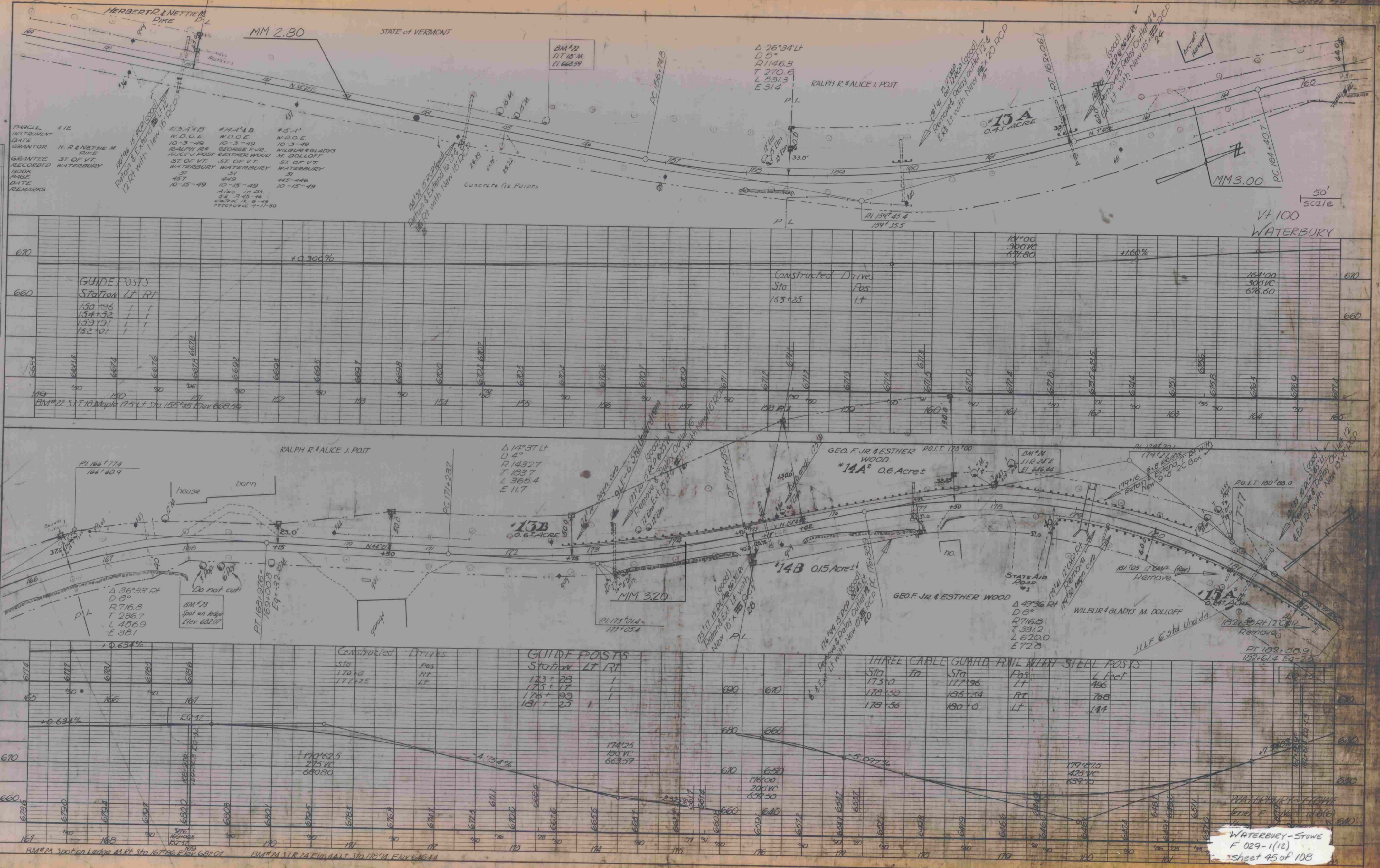
GLIDE POSTS

Station	LI	RI
121+24	/	/
124+73	/	/
126+97	/	/
129+39	/	/
132+55	/	/

GLIDE POSTS

Station	LI	RI
135+12	/	/
137+27	/	/
140+53	/	/
143+01	/	/
145+38	/	/
148+51	/	/

WATERBURY TOWNSHIP  
 F 029-1(12)  
 Sheet 44 of 108



PLAN  
 SURVEYED  
 PLOTTED  
 ALIGNED CHECKED  
 NOTE BOOK NO. 101  
 BY  
 DATE

PROFILE  
 SURVEYED  
 PLOTTED  
 CHECKED  
 NOTE BOOK NO. 101  
 BY  
 DATE

PARCEL #	ADJUTANT	DATE	GRANTOR	ST. OF VT. RECORDED	BOOK	PAGE	DATE	REMARKS
#12	H. R. & NETTIE M. DIKE	10-3-49	H. R. & NETTIE M. DIKE	ST. OF VT. RECORDED	WATERBURY	457	449	10-15-49
#13A	W.D.O.E.	10-3-49	W.D.O.E.	ST. OF VT. RECORDED	WATERBURY	449	446	10-15-49
#14	W.D.O.E.	10-3-49	W.D.O.E.	ST. OF VT. RECORDED	WATERBURY	449	446	10-15-49
#15	W.D.O.E.	10-3-49	W.D.O.E.	ST. OF VT. RECORDED	WATERBURY	449	446	10-15-49

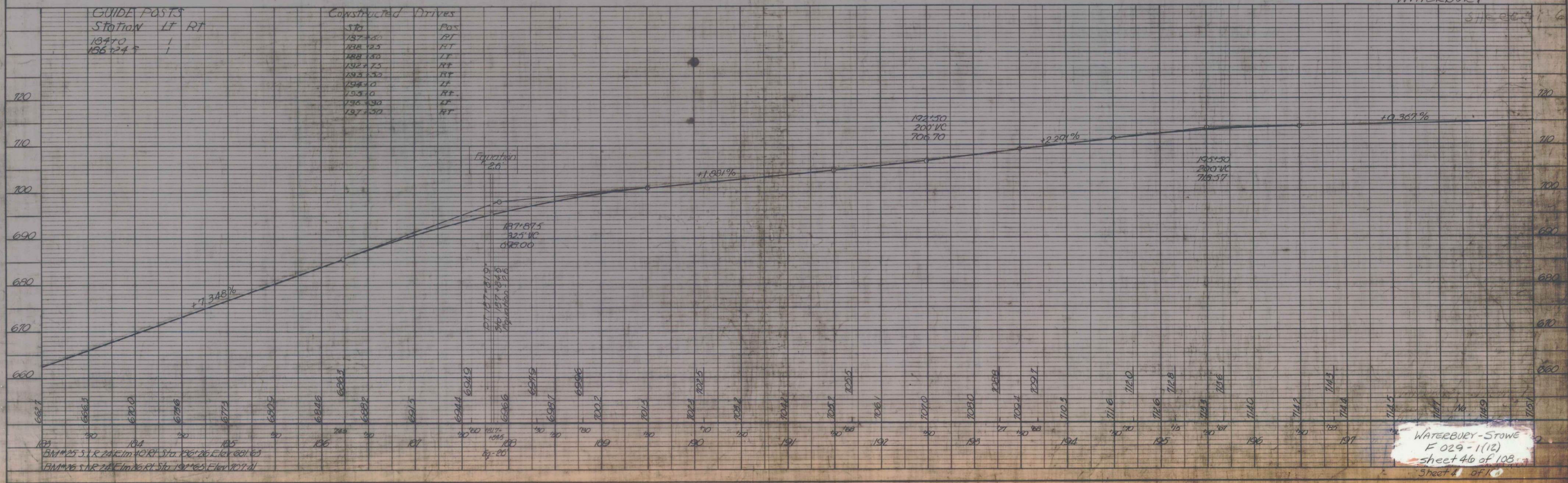
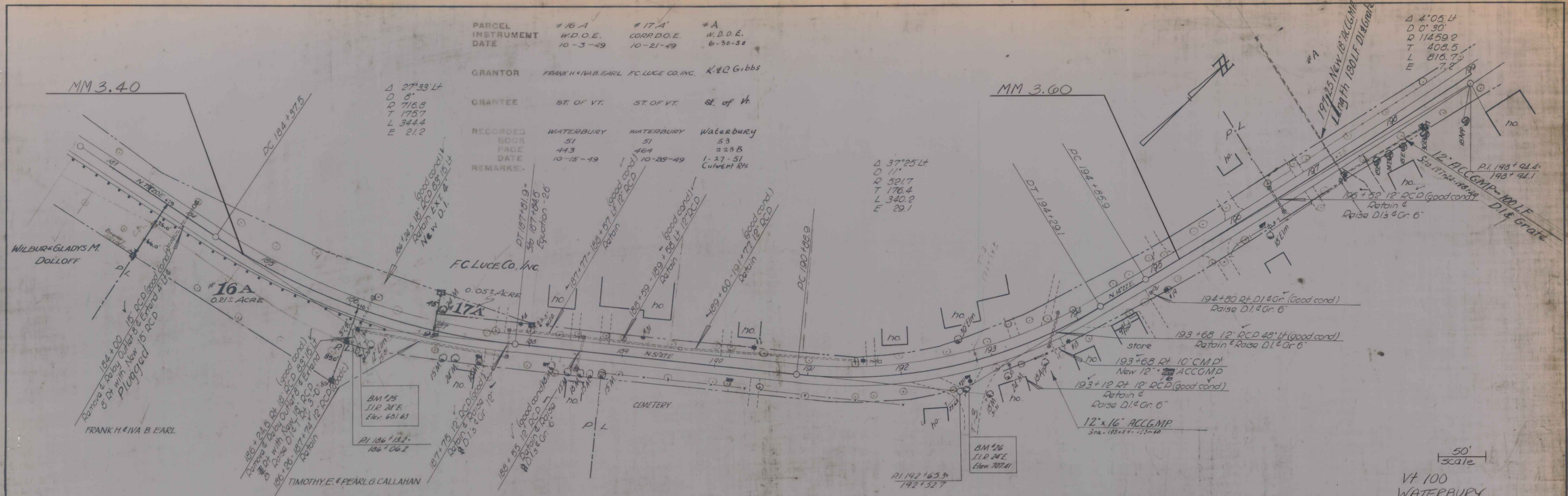
STATION	LT	RT
159	156	156
162	152	152
165	152	152
168	152	152

STATION	LT	RT
173	28	1
175	17	1
178	99	1
181	25	1

STATION	TO	STATION	POST	FEET
175	177	177	LT	495
178	180	180	RT	765
178	180	180	LT	141

WATERBURY - STOWE  
 F 029-1(12)  
 Sheet 45 of 105

PARCEL	#16A	#17A	#A
INSTRUMENT	W.D.O.E.	CORP.D.O.E.	W.D.O.E.
DATE	10-3-49	10-21-49	6-30-58
GRANTOR	FRANK H. & IVA B. EARL	FC. LUCE CO. INC.	K. & C. Gibbs
GRANTEE	ST. OF VT.	ST. OF VT.	St. of Vt.
RECORDED	WATERBURY	WATERBURY	Waterbury
BOOK	51	51	53
PAGE	443	464	223B
DATE	10-15-49	10-29-49	1-27-51
REMARKS			Convent Ris



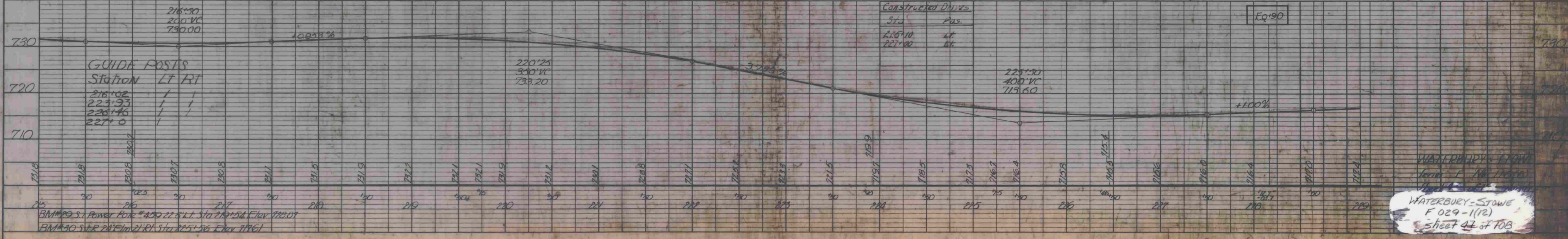
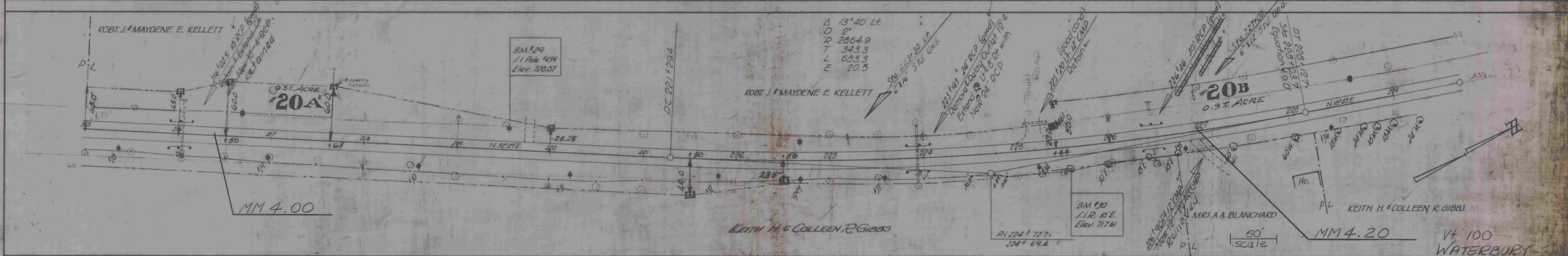
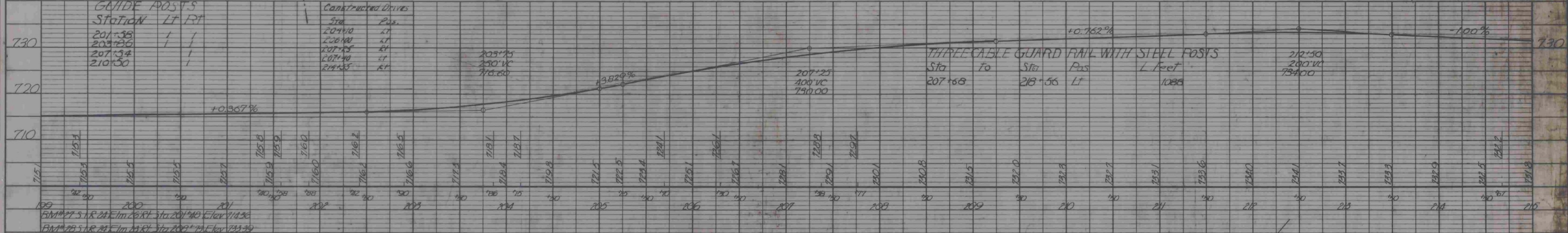
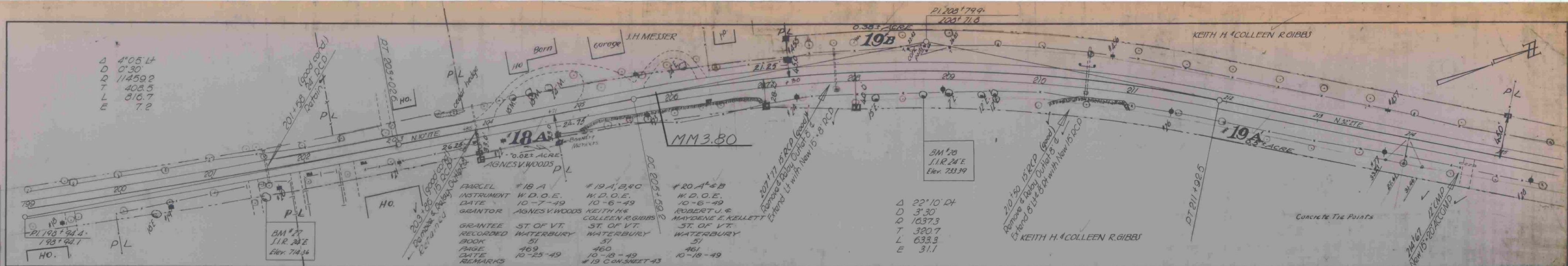
PLAN  
 SURVEYED  
 PLOTTED  
 CHECKED  
 BY  
 DATE  
 NO.

PROFILE  
 SURVEYED  
 PLOTTED  
 CHECKED  
 BY  
 DATE  
 NO.

WATERBURY-STOWE  
 F 029-1(12)  
 sheet 46 of 103  
 sheet 4 of 10

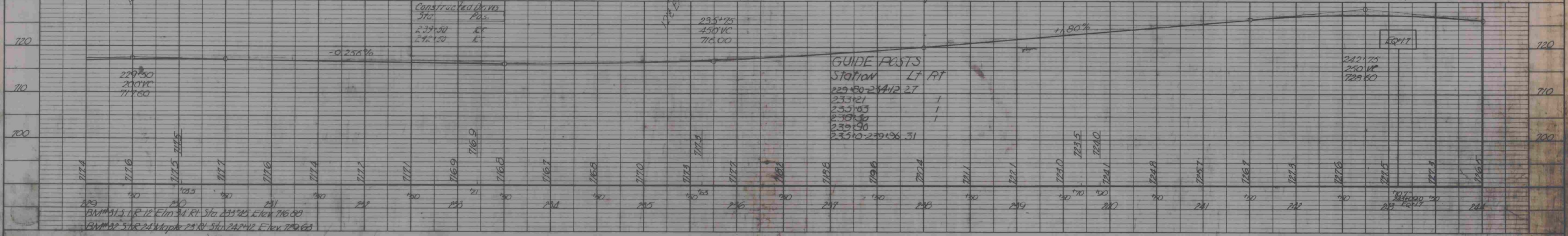
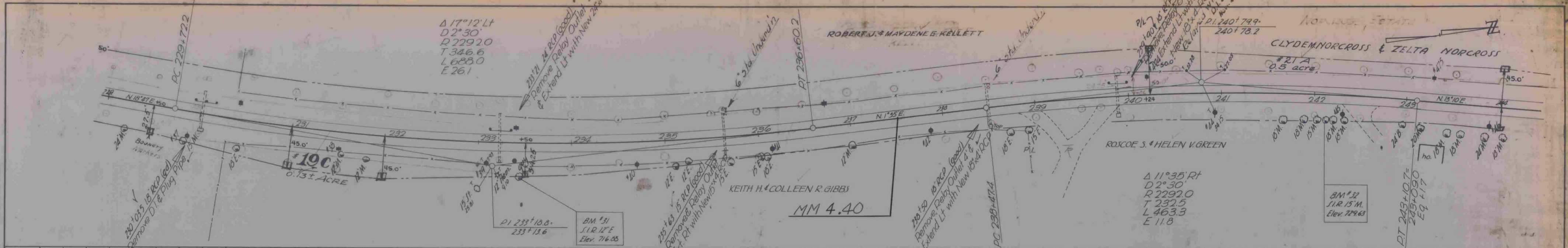
DATE: \_\_\_\_\_ BY: \_\_\_\_\_  
 SURVEYED: \_\_\_\_\_  
 PLAN: \_\_\_\_\_  
 NOTE BOOK: \_\_\_\_\_  
 NO. \_\_\_\_\_

DATE: \_\_\_\_\_ BY: \_\_\_\_\_  
 SURVEYED: \_\_\_\_\_  
 PROFILE: \_\_\_\_\_  
 NOTE BOOK: \_\_\_\_\_  
 NO. \_\_\_\_\_

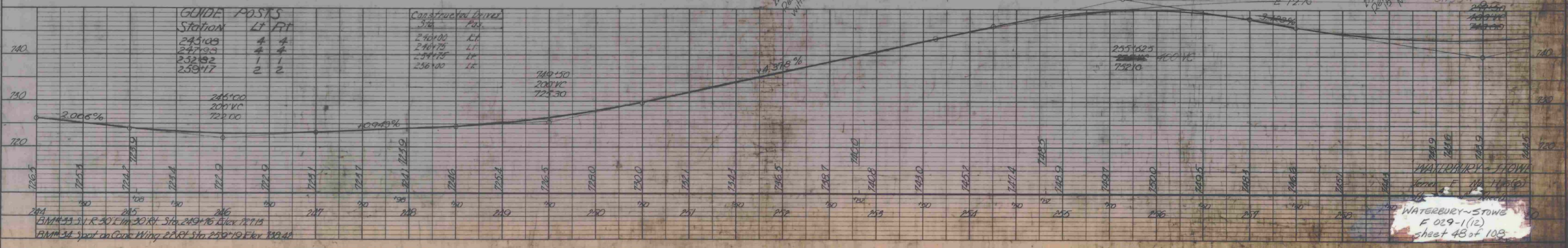
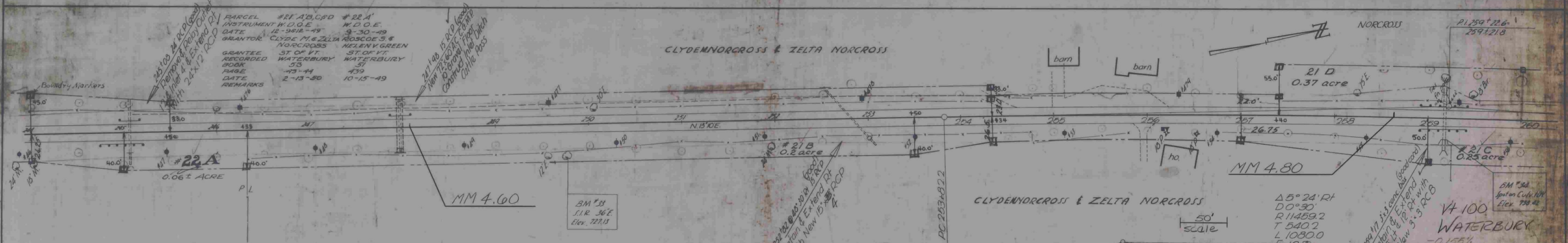


WATERBURY-STOWE  
 F 029-1(12)  
 Sheet 47 of 108

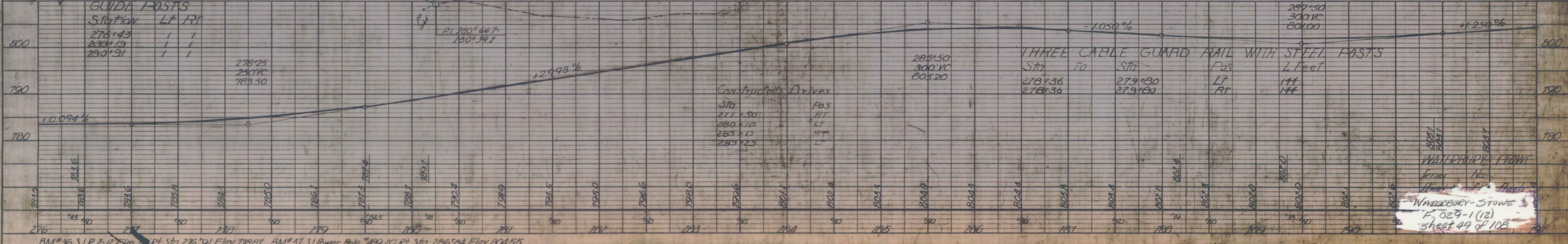
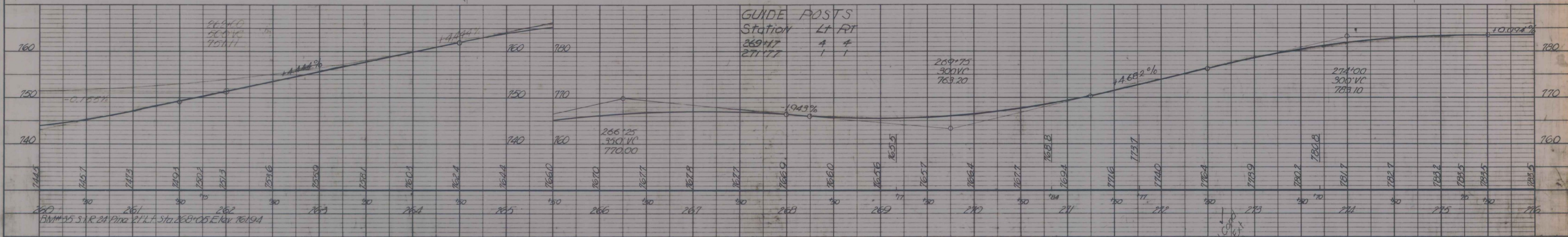
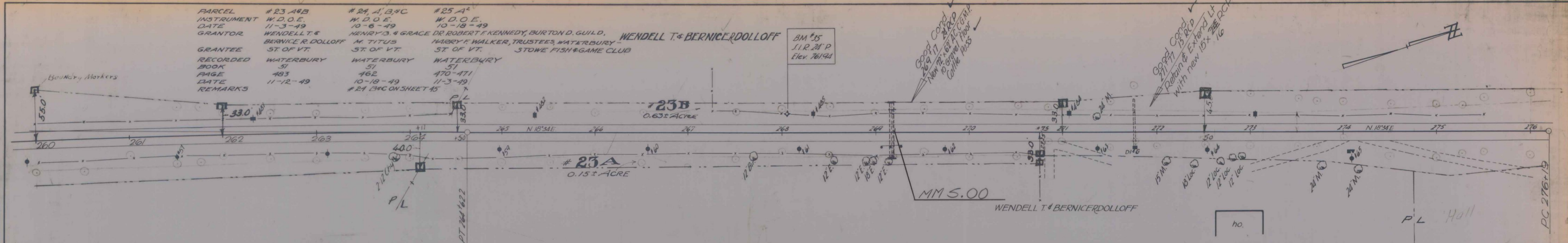
DATE: \_\_\_\_\_ BY: \_\_\_\_\_  
 SUPPORTED: \_\_\_\_\_  
 PLOTTED: \_\_\_\_\_  
 CHECKED: \_\_\_\_\_  
 NO. \_\_\_\_\_



DATE: \_\_\_\_\_ BY: \_\_\_\_\_  
 SUPPORTED: \_\_\_\_\_  
 PLOTTED: \_\_\_\_\_  
 CHECKED: \_\_\_\_\_  
 NO. \_\_\_\_\_



PARCEL	#23 A/B	#24 A, B, C	#25 A
INSTRUMENT	W.D.O.E.	W.D.O.E.	W.D.O.E.
DATE	11-3-49	10-6-49	10-18-49
GRANTOR	WENDELL T. & BERNICE R. DOLLOFF	HENRY B. & GRACE M. TITUS	DR. ROBERT F. KENNEDY, BURTON D. GUILD, HARRY F. WALKER, TRUSTEES, WATERBURY STOWE FISH & GAME CLUB
GRANTEE	WENDELL T. & BERNICE R. DOLLOFF	HENRY B. & GRACE M. TITUS	HARRY F. WALKER, TRUSTEES, WATERBURY STOWE FISH & GAME CLUB
RECORDED BOOK	WATERBURY 51	WATERBURY 51	WATERBURY 51
PAGE	183	162	170-171
DATE	11-12-49	10-18-49	11-3-49
REMARKS		#24 DMC ON SHEET 15	



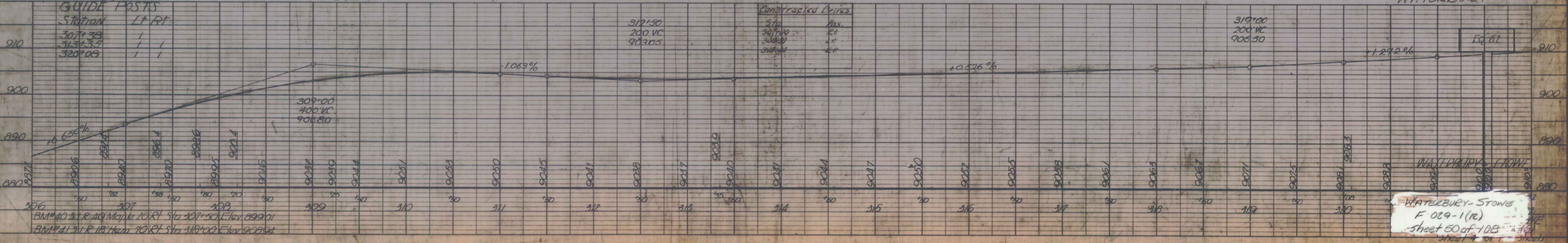
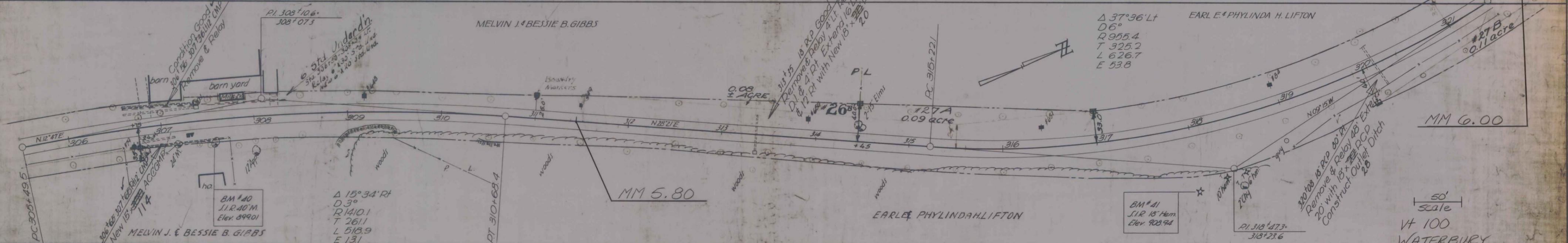
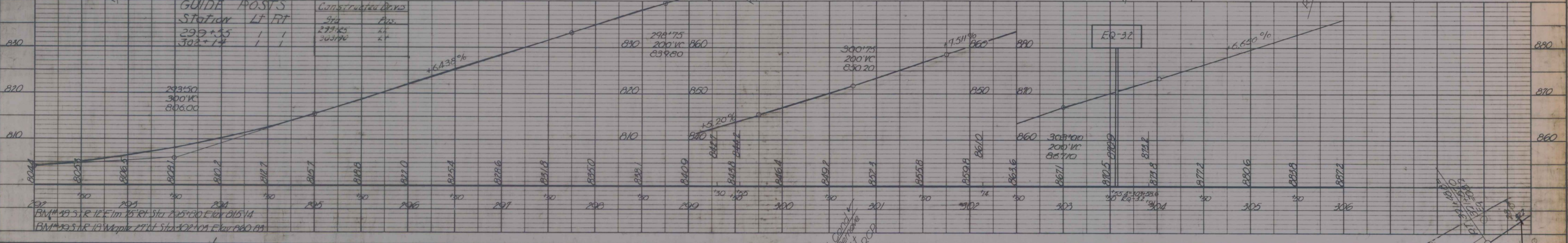
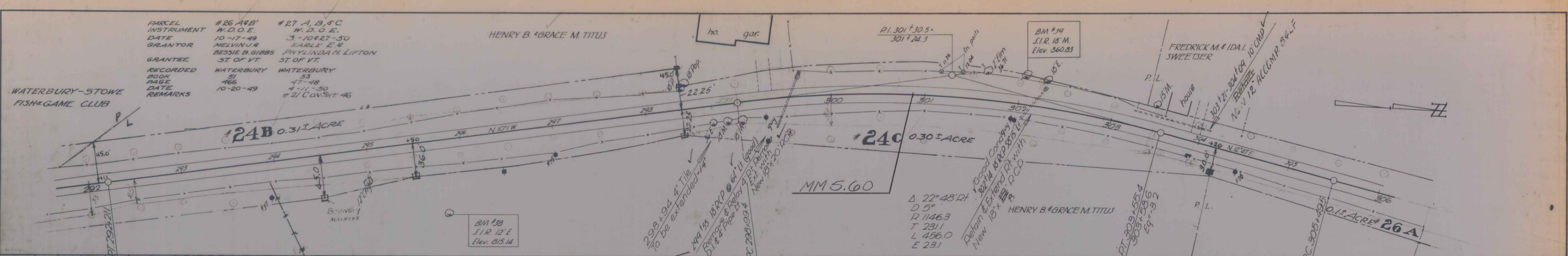
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 SURVEYED BY  
 DRAWN BY  
 CHECKED BY  
 NO. OF ANY CHECKED

PROFILE  
 SURVEYED BY  
 DRAWN BY  
 CHECKED BY  
 NO. OF ANY CHECKED

DATE BY  
 PLAN  
 DRAWING  
 CHECKED  
 NOTE BOOK ALIGNMENT CHECKED  
 NO.

DATE BY  
 PLAN  
 DRAWING  
 CHECKED  
 NOTE BOOK ALIGNMENT CHECKED  
 NO.

PARCEL #85 448' #27 A, B, C  
 INSTRUMENT #1200 E. #1200 E.  
 DATE 10-17-49 3-10-27-50  
 GRANITOR MELVIN J. BESSIE B. GIBBS EARLE E. & PHYLYNDA H. LIFTON  
 GRANTEE ST. OF VT. ST. OF VT.  
 RECORDED WATERBURY WATERBURY  
 BOOK 51 53  
 PAGE 466 47-48  
 DATE 4-11-50  
 REMARKS 10-20-49 #21 CONV. SH. 46 #21 CONV. SH. 46



WATERBURY-STOWE  
 F 029-1 (re)  
 sheet 50 of 108  
 sheet 4 of 7 sheets

PARCEL #28 A #29 A+B  
 INSTRUMENT W.D.O.E. W.D.O.E.  
 DATE 11-1-49 11-1-49  
 GRANTOR ARTHUR, RALPH, & DANIEL MARSHALL ARTHUR H. MARSHALL  
 GRANTEE ST. OF VT. ST. OF VT.  
 RECORDED WATERBURY 37 WATERBURY 37  
 BOOK 487-6 487-8  
 PAGE 11-16-49 11-16-49  
 REMARKS #29 B ON SHEET 47

EARLEPHYLINDA H LIFTON

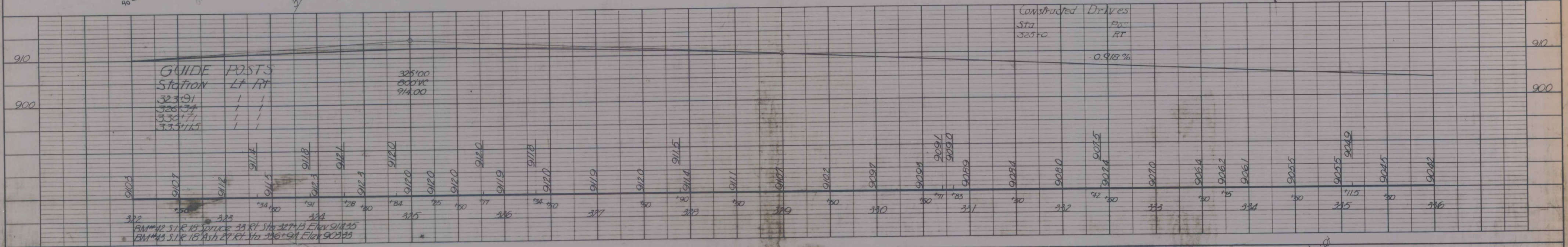
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WOODS

WOODS

ARTHUR, RALPH & DANIEL MARSHALL WOODS

ARTHUR H MARSHALL

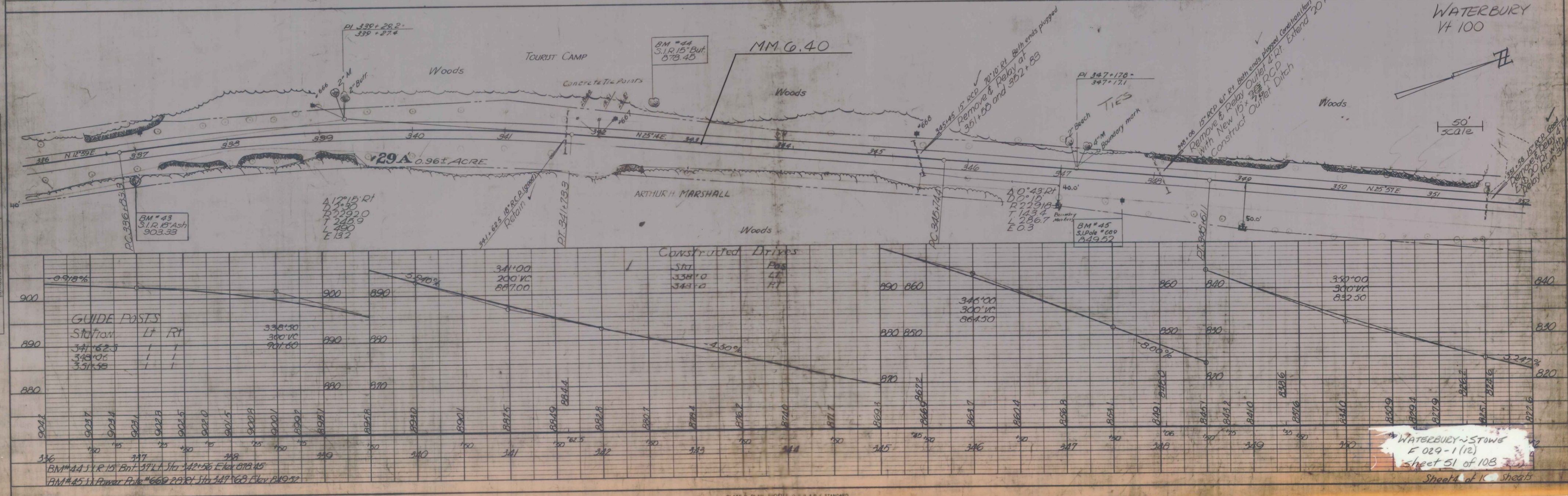


GUIDE POSTS

Station	Lt	Rt
323.91		
326.34		
332.77		
335.115		

Constructed Drives  
Sta 325+00 RT 910  
0.918%

PLAN  
 SURVEYED  
 PLOTTED  
 NOTE BOOK  
 ALIGNMENT CHECKED  
 RT. OF WAY CHECKED  
 NO.



WATERBURY VT 100

Constructed Drives  
Sta 341+00 RT 880  
-4.50%

GUIDE POSTS

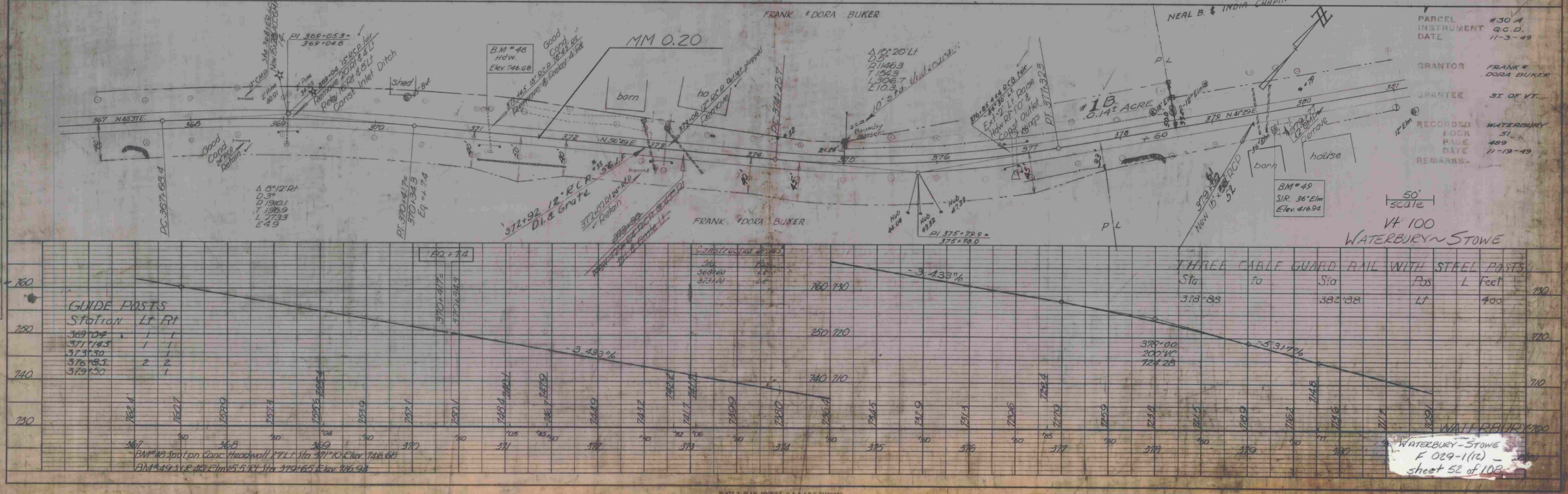
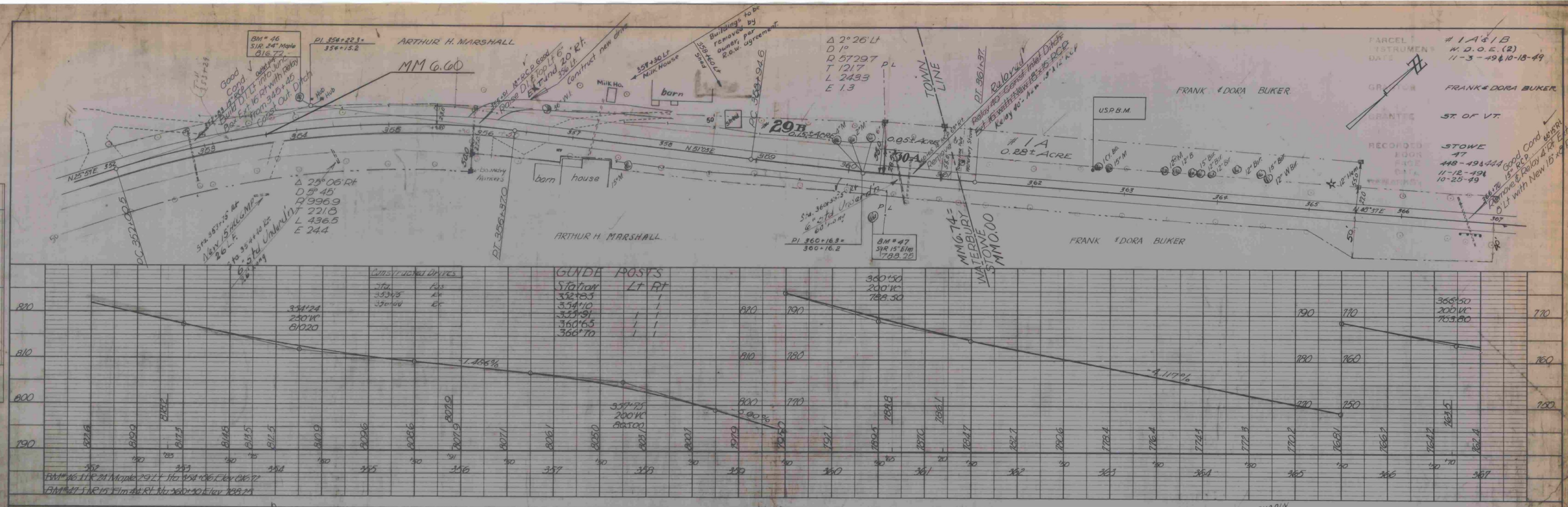
Station	Lt	Rt
336+50		
338+00		
341+62.5		
343+00		
347+50		

WATERBURY-STONE  
 5 029-1 (12)  
 sheet 51 of 108  
 Sheets of 10 sheets

PROFILE  
 SURVEYED  
 PLOTTED  
 NOTE BOOK  
 B.M. NOTED  
 STRUCTURE IDENTIFIED  
 NO.

PLAN  
 DATE: \_\_\_\_\_  
 BY: \_\_\_\_\_  
 CHECKED: \_\_\_\_\_  
 NOTE BOOK, ALIGNMENT CHECKED, RT. OF WAY CHECKED.

PROFILE  
 DATE: \_\_\_\_\_  
 BY: \_\_\_\_\_  
 CHECKED: \_\_\_\_\_  
 NOTE BOOK, GRADES CHECKED, STRUCTURE NOTATION CHECKED.



PARCEL #1A & 1B  
 INSTRUMENT #11-3-49 & 10-18-49  
 DATE  
 GRANTEE FRANK & DORA BUKER  
 GRANTEE ST. OF VT.  
 RECORDED STOWE  
 BOOK 448-491444  
 PAGE 11-12-49  
 DATE 10-25-49

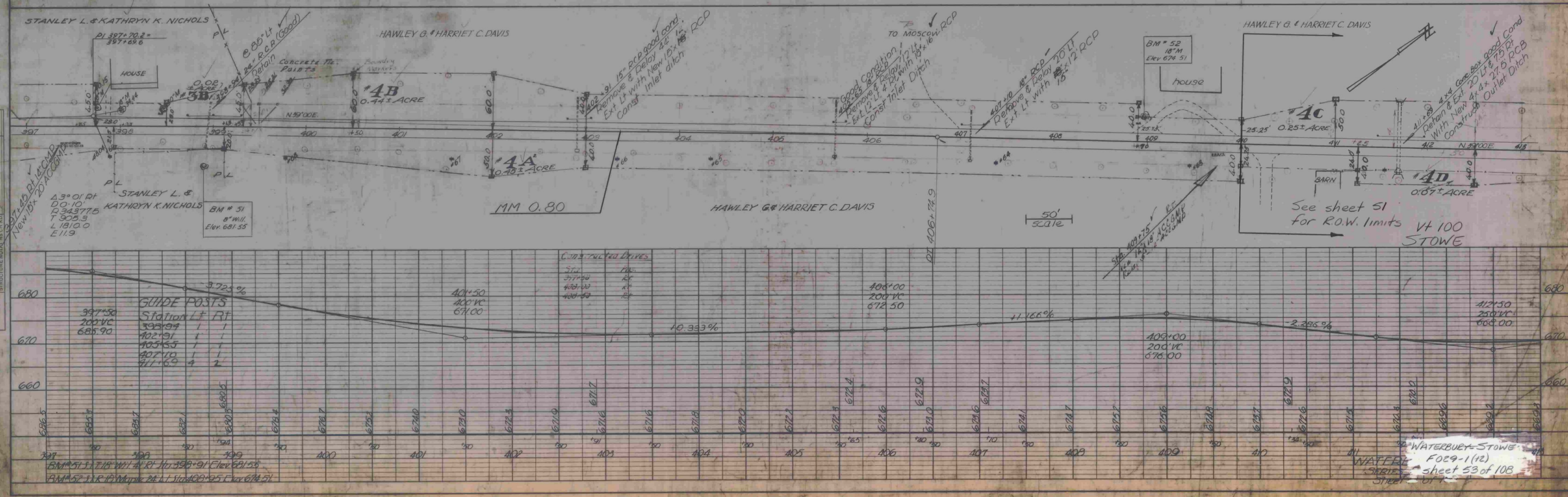
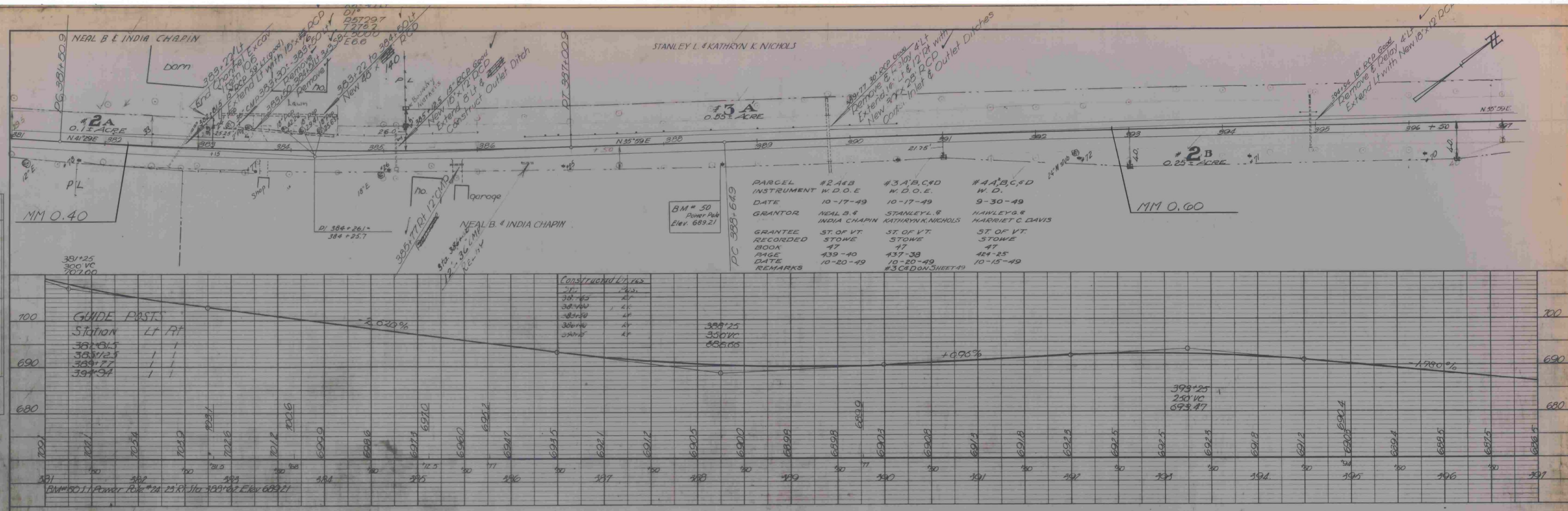
PARCEL #30A  
 INSTRUMENT #11-3-49  
 DATE  
 GRANTEE FRANK & DORA BUKER  
 GRANTEE ST. OF VT.  
 RECORDED WATERBURY  
 BOOK 51  
 PAGE 489  
 DATE 11-19-49

50' SCALE  
 VT 100  
 WATERBURY STOWE

WATERBURY STOWE  
 F 029-1(12)  
 sheet 52 of 108

DATE: \_\_\_\_\_ BY: \_\_\_\_\_  
 CHECKED: \_\_\_\_\_  
 NOTE BOOK: \_\_\_\_\_  
 PLANNING: \_\_\_\_\_  
 NO. \_\_\_\_\_

DATE: \_\_\_\_\_ BY: \_\_\_\_\_  
 CHECKED: \_\_\_\_\_  
 NOTE BOOK: \_\_\_\_\_  
 STRUCTURE: \_\_\_\_\_  
 NO. \_\_\_\_\_



DATE: \_\_\_\_\_ BY: \_\_\_\_\_  
 SUPERVISOR: \_\_\_\_\_  
 CHECKED: \_\_\_\_\_  
 PLAN NOTE BOOK No. \_\_\_\_\_

DATE: \_\_\_\_\_ BY: \_\_\_\_\_  
 SUPERVISOR: \_\_\_\_\_  
 CHECKED: \_\_\_\_\_  
 PROFILE NOTE BOOK No. \_\_\_\_\_

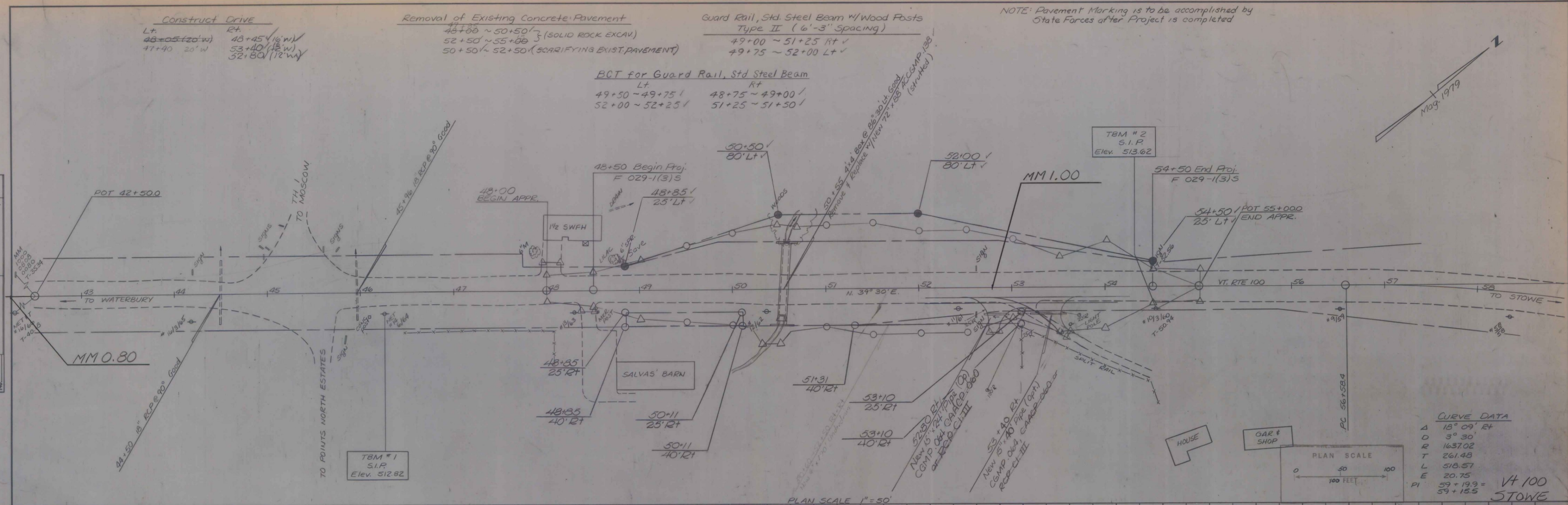
Construct Drive  
 Lt Rt  
 48+05 (20' W) 48+45 (16' W)  
 41+40 (20' W) 53+40 (18' W)  
 32+80 (12' W)

Removal of Existing Concrete Pavement  
 48+00 ~ 50+50 (SOLID ROCK EXCAV.)  
 52+50 ~ 55+00 (SCARIFYING EXIST. PAVEMENT)

Guard Rail, Std. Steel Beam w/ Wood Posts  
 Type II (6'-3" Spacing)  
 49+00 ~ 51+25 Rt ✓  
 49+75 ~ 52+00 Lt ✓

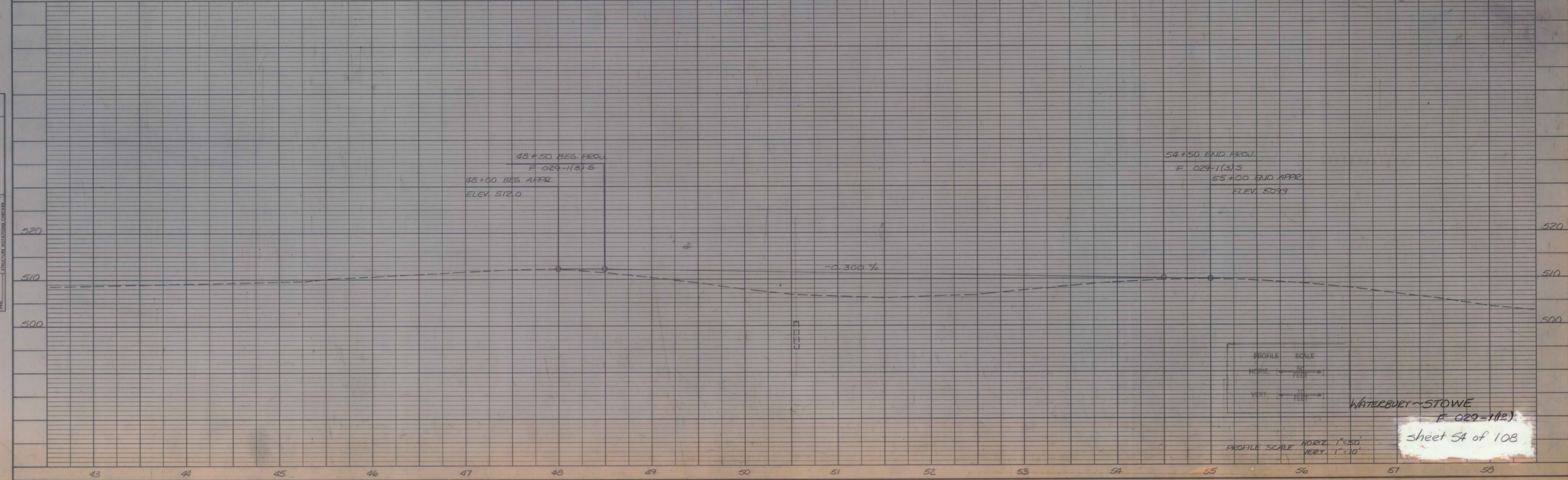
NOTE: Pavement Marking is to be accomplished by State Forces after Project is completed

BCT for Guard Rail, Std. Steel Beam  
 Lt Rt  
 49+50 ~ 49+75 48+75 ~ 49+00  
 52+00 ~ 52+25 51+25 ~ 51+50



CURVE DATA

Δ	18° 09' Rt
D	3° 30'
R	1637.02
T	261.48
L	518.57
E	20.75
PI	59+19.9 = Vt 100
	59+15.5 STOWE

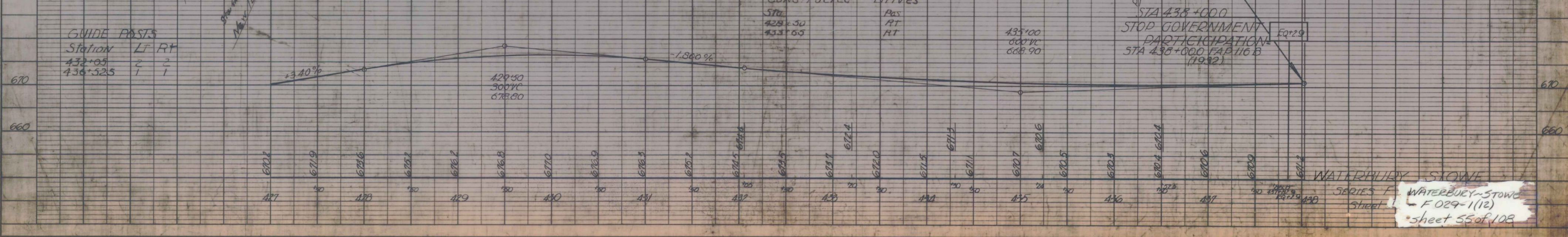
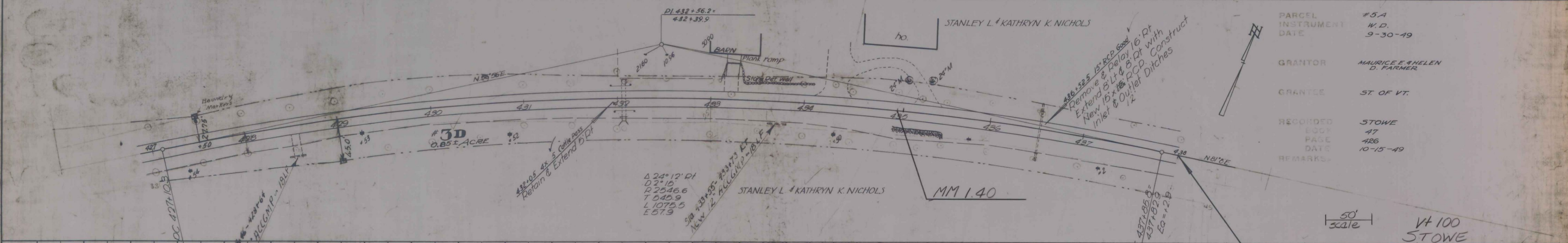
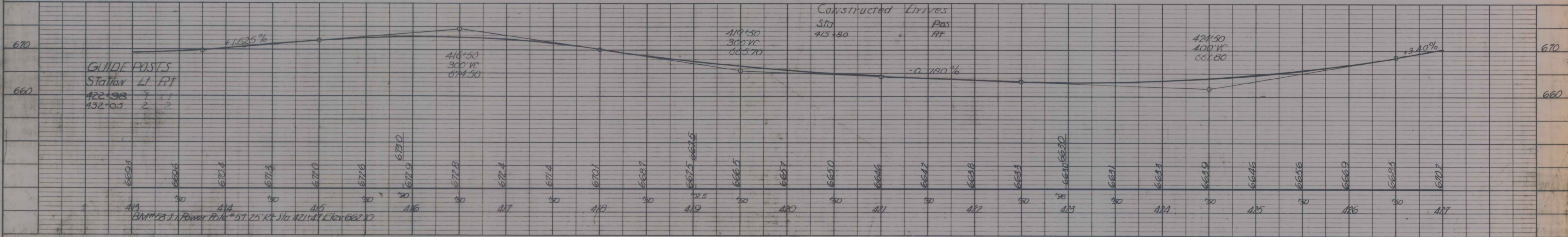
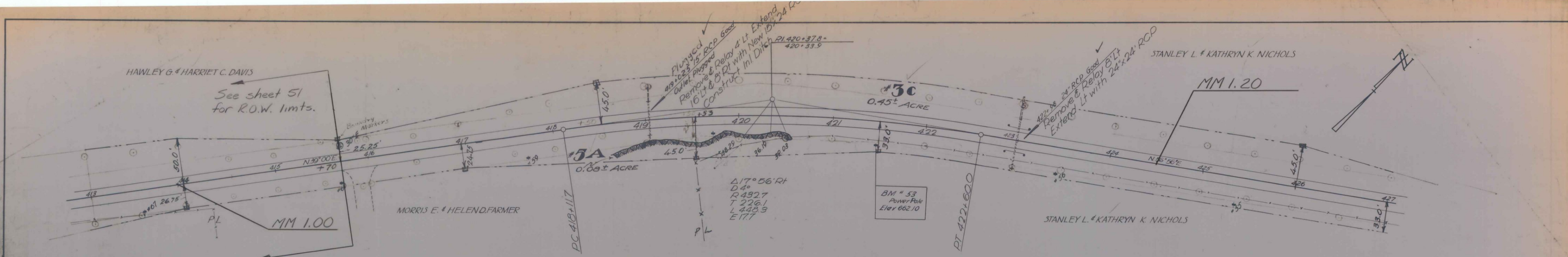


PROFILE SCALE  
 HORIZ. 1"=50  
 VERT. 1"=10

WATERBURY-STOWE  
 F-029-1(12)  
 sheet 54 of 108

DATE: \_\_\_\_\_ BY: \_\_\_\_\_  
 SURVEYED: \_\_\_\_\_  
 ALIGNED: \_\_\_\_\_  
 CHECKED: \_\_\_\_\_  
 NO. \_\_\_\_\_

DATE: \_\_\_\_\_ BY: \_\_\_\_\_  
 SURVEYED: \_\_\_\_\_  
 ALIGNED: \_\_\_\_\_  
 CHECKED: \_\_\_\_\_  
 NO. \_\_\_\_\_

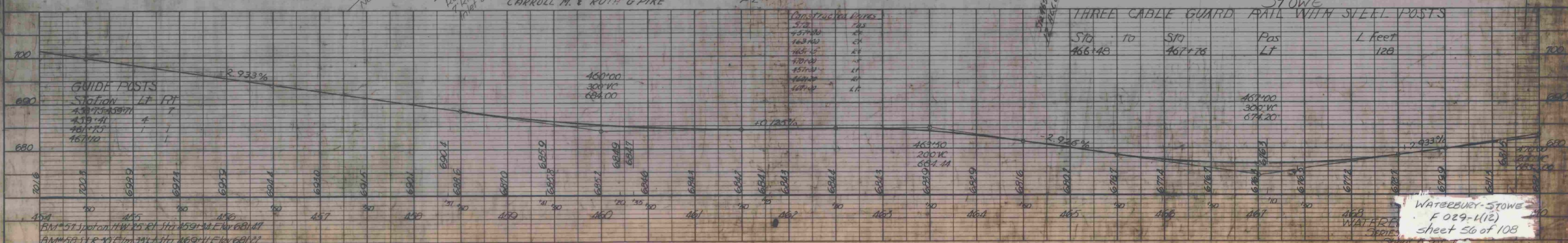
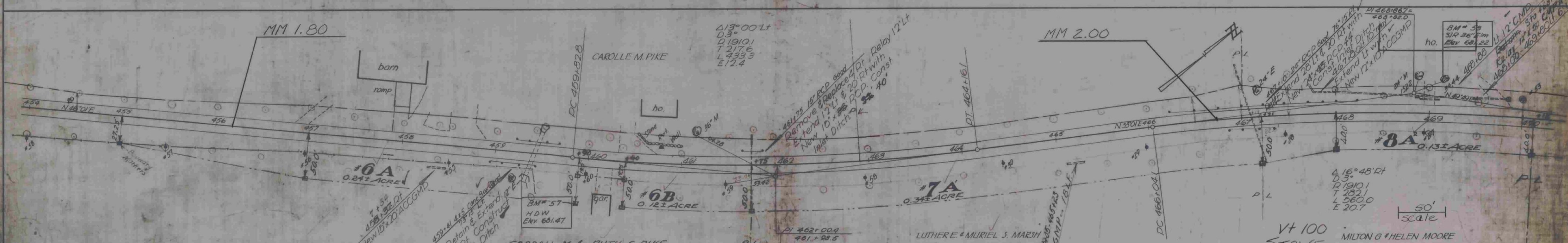
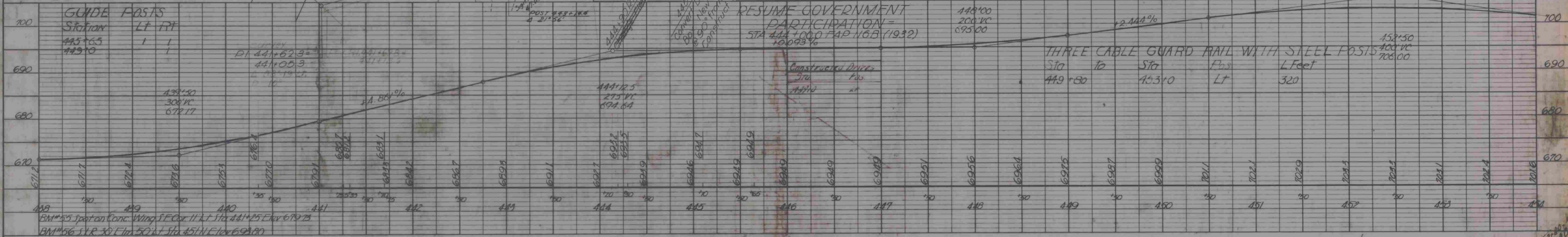
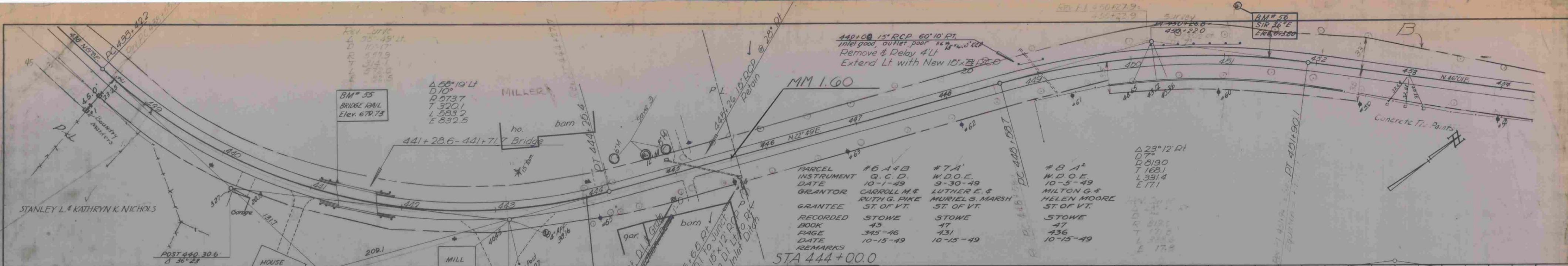


PARCEL #5A  
 INSTRUMENT W.D.  
 DATE 9-30-49  
 GRANTOR MAURICE E. & HELEN D. FARMER  
 GRANTEE ST. OF VT.  
 RECORDED STOWE  
 PAGE 47  
 DATE 10-15-49  
 REMARKS

1/50 scale  
 Vt 100  
 STOWE

WATERBURY STOWE  
 SERIES F WATERBURY-STOWE  
 Sheet F-029-1(12)  
 sheet 55 of 108

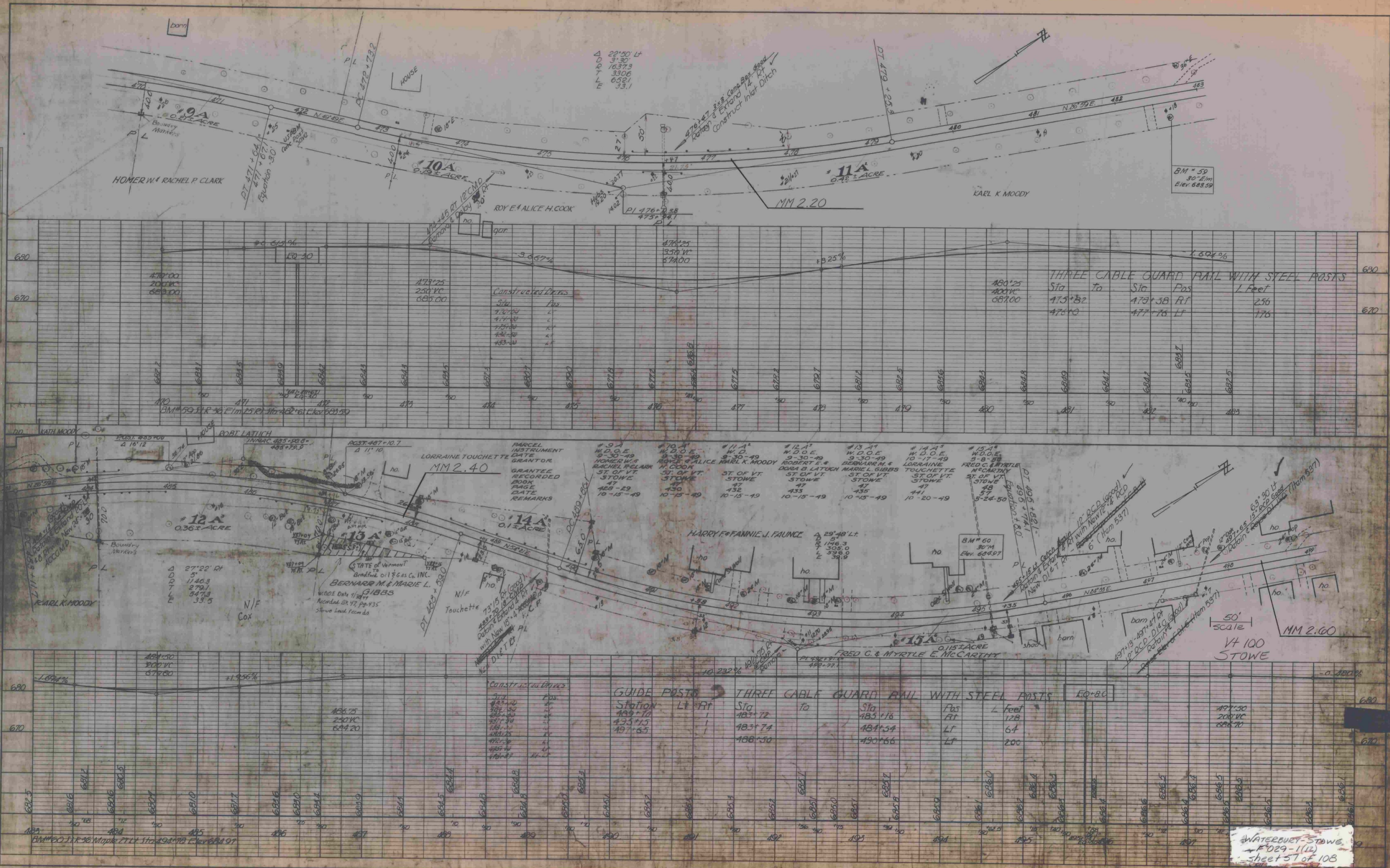
PLAN  
 SURVEYED  
 NOTE BOOK ALIGNMENT CHECKED  
 NO. OF WAY CHECKED



WATERBURY-STOWE  
 F 029-1(12)  
 sheet 56 of 108

DATE: \_\_\_\_\_ BY: \_\_\_\_\_  
 PLW  
 CHECKED: \_\_\_\_\_  
 PLOTTED: \_\_\_\_\_  
 MAP: \_\_\_\_\_  
 NO. \_\_\_\_\_

PROFILE  
 DATE: \_\_\_\_\_ BY: \_\_\_\_\_  
 NOTE BOOK: \_\_\_\_\_  
 NO. \_\_\_\_\_



Constructed Ditches

Sta	Pos
478+00	L
478+25	L
478+50	L
478+75	L
479+00	L
479+25	L
479+50	L
479+75	L
480+00	L

GUIDE POSTS

Station	LT	RT
478+75		
479+00		
479+25		
479+50		
479+75		

THREE CABLE GUARD RAIL WITH STEEL POSTS

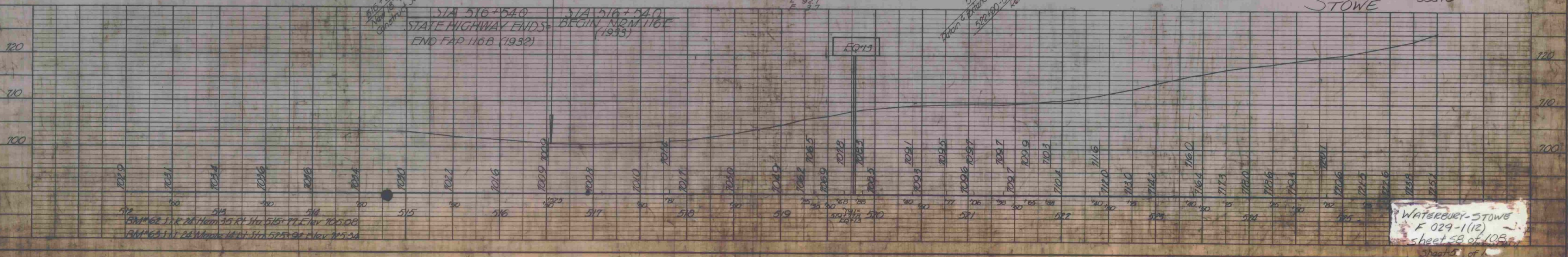
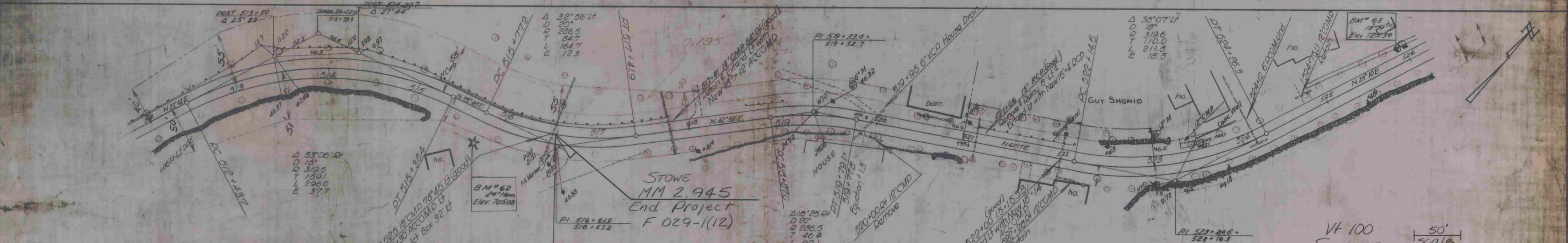
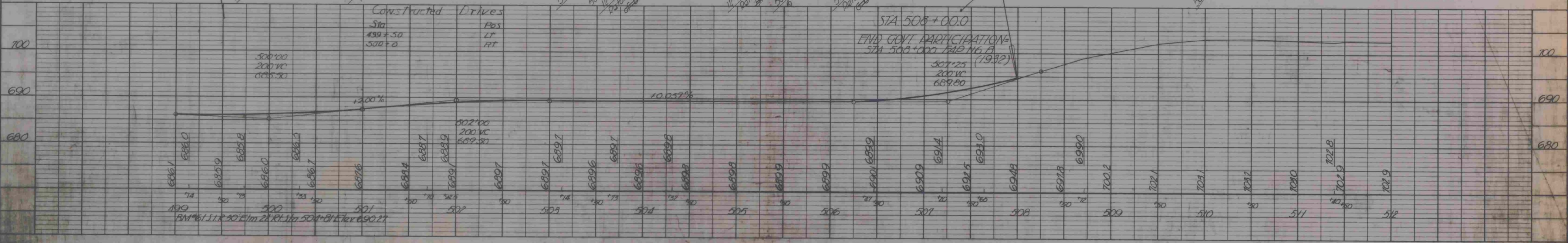
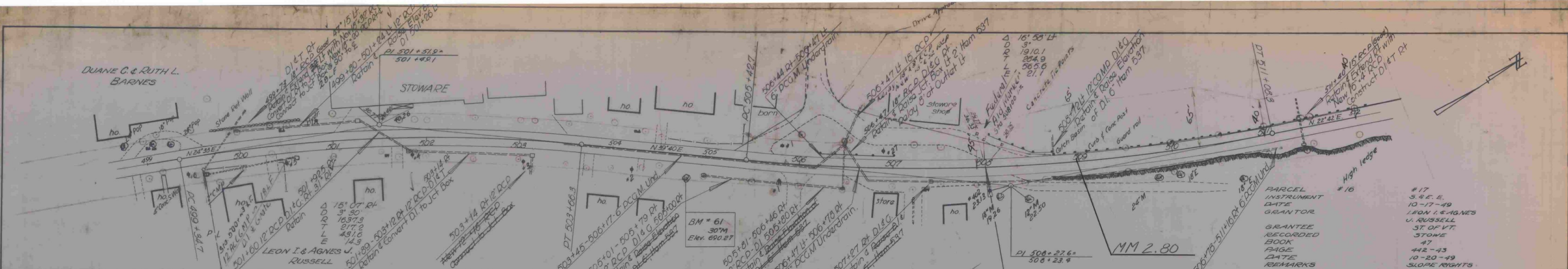
Sta	To	Pos	L Feet
478+72		RT	128
479+74		LT	64
480+50		LT	200

THREE CABLE GUARD RAIL WITH STEEL POSTS

Sta	To	Pos	L Feet
475+32		RT	250
476+10		LT	176

WATERBURY STOWE  
 F029-1(12)  
 sheet 57 of 108  
 sheet 5 of 11

PLAN  
 CHECKED  
 DATE  
 BY  
 DRAWN  
 DATE  
 BY  
 ENGINEER  
 DATE  
 BY



WATERBURY-STOWE  
 F 029-1(12)  
 sheet 58 of 108  
 sheets of 1

PARCEL INSTRUMENT DATE GRANTOR GRANTEE RECORDED MORRISTOWN REMARKS  
 A, B W.D.O.E. 1-27-41 C.J. & BERTHA GUYETTE ST OF VT BOOK 48 PAGE 286-78 DATE 1-30-41

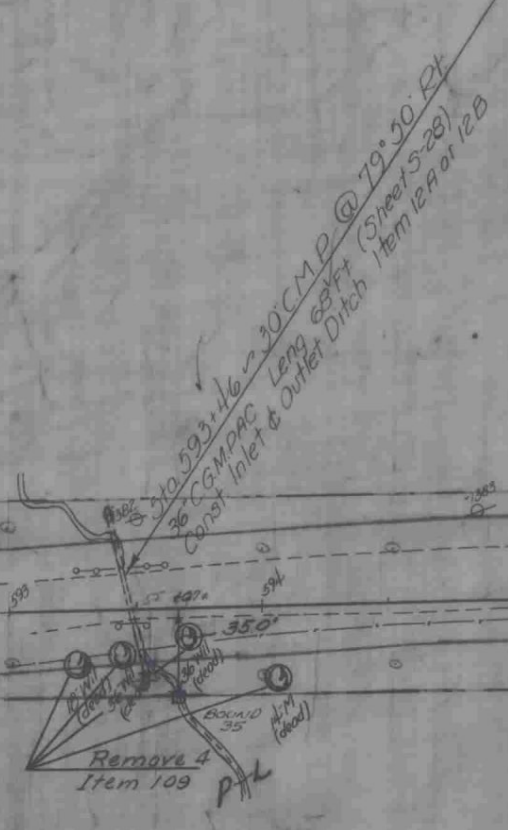
Sta 607+00 to 608+50 Lt  
 Cut slope—sand + silt  
 TO BE TOPSOILED + SEEDED

MORRISTOWN  
 MM 3.095  
 Begin Project  
 F 030-2(10)

C.J. Guyette  
 pasture

MM 3.20

PI 604+32.7  
 604+32.4

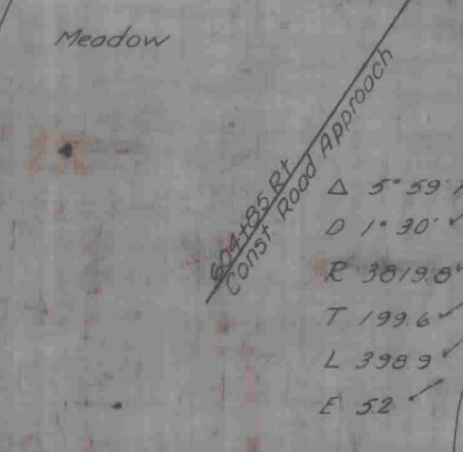


C.J. Guyette  
 pasture

595+50-598+50 Rt  
 Remove Poor Foundation Material.  
 Poor Foundation Material to be used in Flattening  
 of slopes as directed by the Engineer.

AM #34  
 Spot on Ledge  
 665.62  
 Remove  
 Item 109

604+40 Lt  
 Const Road Approach



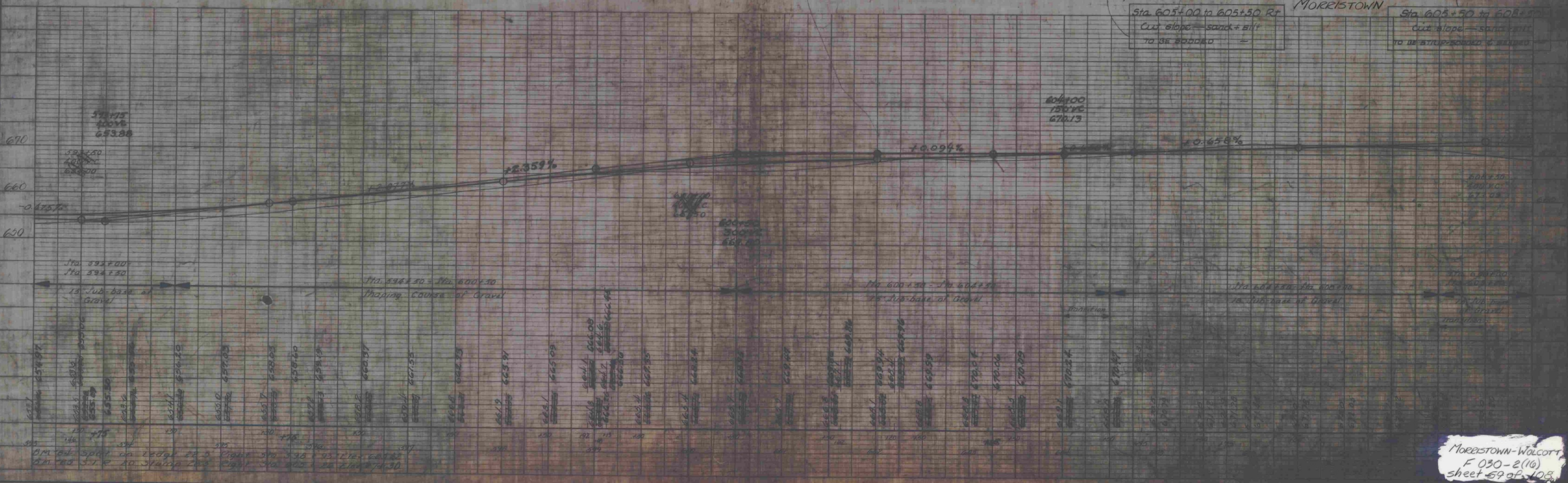
Remove 1  
 Item 10-11

C.J. Guyette

50'  
 scale  
 VT 15  
 MORRISTOWN

Sta 605+00 to 605+50 Rt  
 Cut slope—sand + silt  
 TO BE SOODED

Sta 605+50 to 608+50  
 Cut slope—sand + silt  
 TO BE TOPSOILED + SEEDED



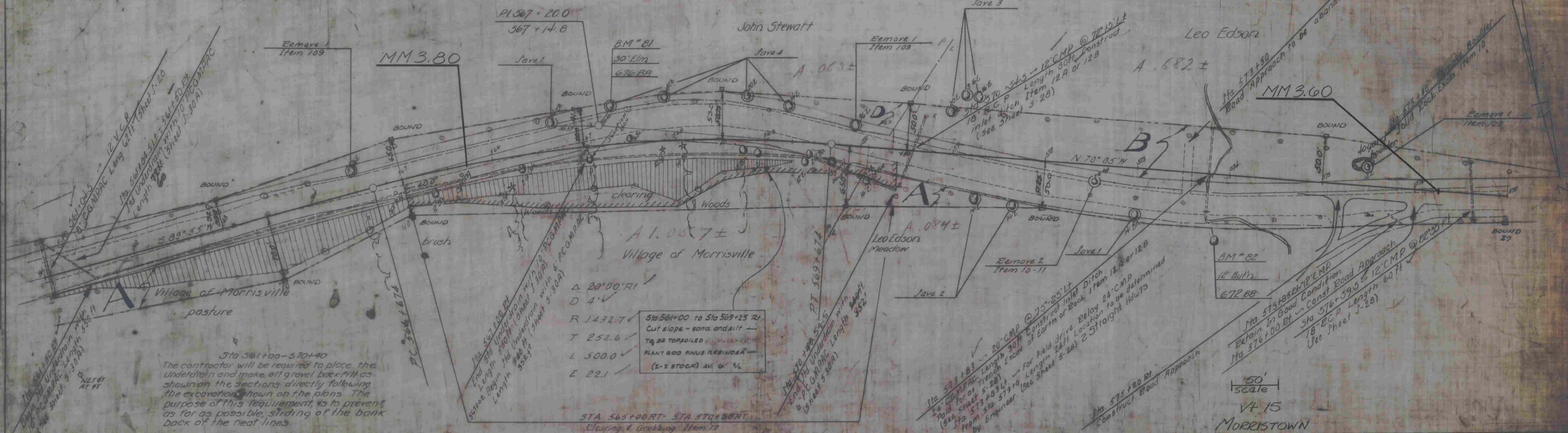
MORRISTOWN-Walcott  
 F 030-2(10)  
 sheet 59 of 103



PARCEL INSTRUMENT	DATE	GRANTOR	GRANTEE	RECORDED	REMARKS
D	W.D.O.E.	2-7-41	JOHN STEWART	ST. OF IT	PI 567+20.0
A	W.D.	11-26-40	VILLAGE OF MORRISTOWN	ST. OF IT	567+14.8
A, B	W.D.O.E.	1-27-41	LEO R. & LENA G. EDSON	ST. OF IT	284-5 1-30-41

PI 567+20.0  
567+14.8

117-4(1) 1941



Sta 561+00-570+40  
The contractor will be required to place the underdrain and make all gravel backfill as shown on the sections directly following the excavation shown on the plans. The purpose of this requirement, is to prevent as far as possible, sliding of the bank back of the neat lines.

R	1432.7
T	252.6
L	500.0
E	22.1

STA 565+00 RT STA 570+00 RT  
Clearing & Grubbing Item 13  
Note: Clearing & Grubbing  
This work to be paid for under the item of Clearing and Grubbing Item 13 and the pay item shall apply only to such locations as ordered by the Engineer. Horizontal measurements shall be used in computing areas for payment of Clearing and Grubbing Item 13.



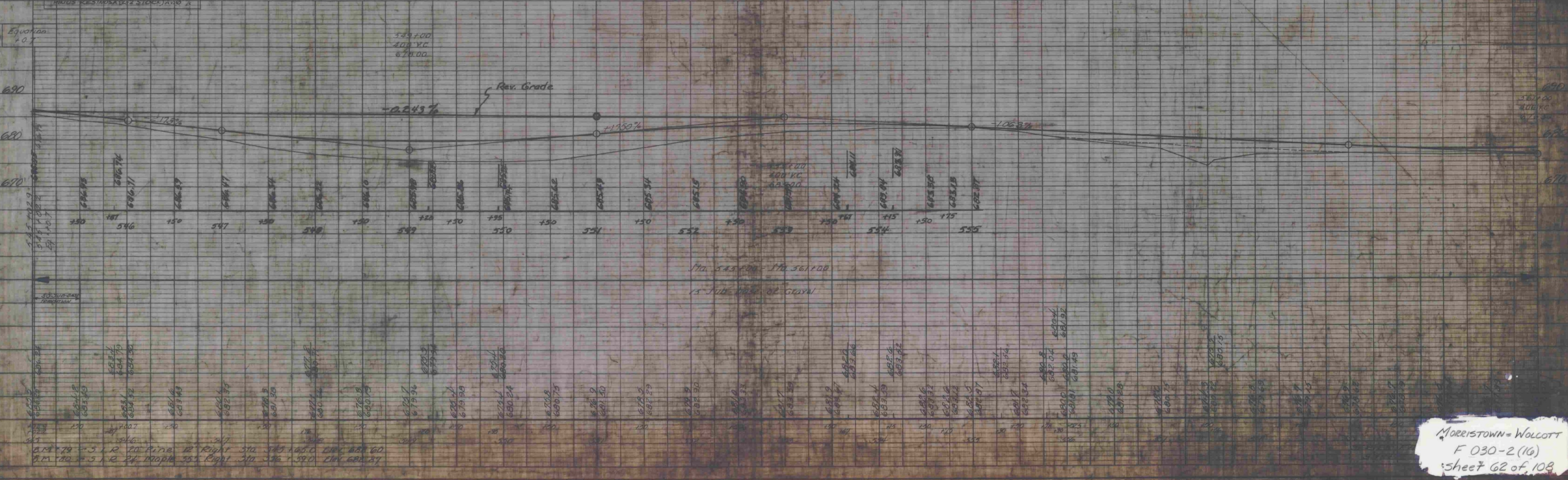
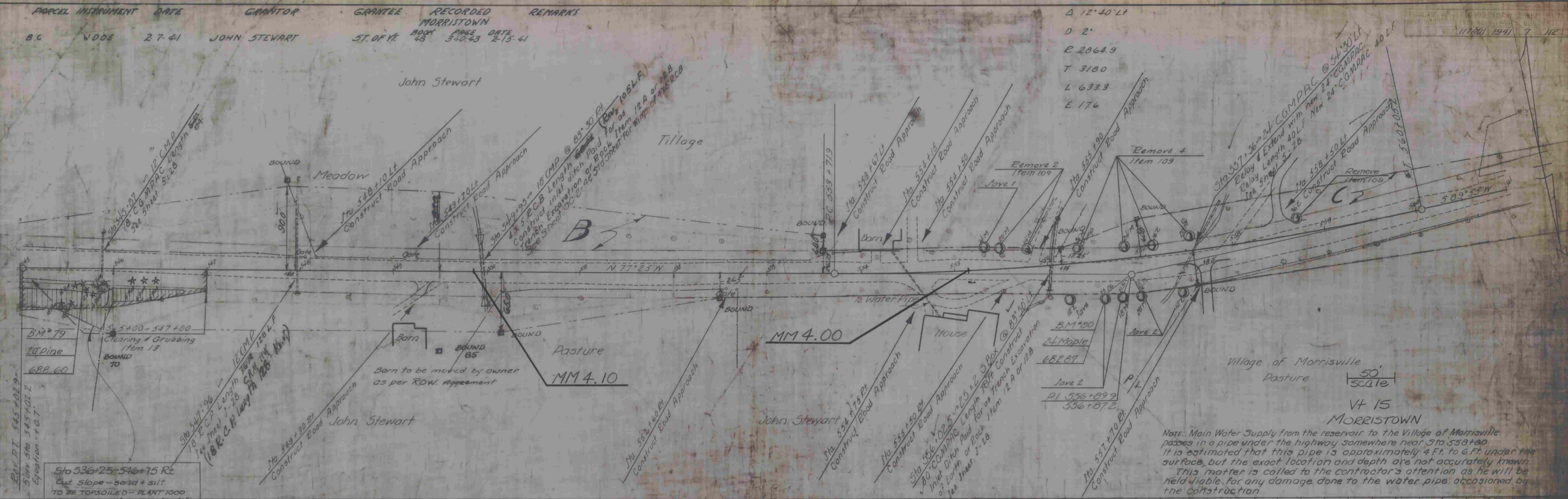
PARCEL INSTRUMENT DATE GRANTEE GRANTEE RECORDED REMARKS  
 B.C. W.D.E. 2-7-41 JOHN STEWART ST. OF VT. BOOK PAGE DATE  
 43 340 43 2-15-41

Δ 12° 40' Lt  
 D 2'  
 R 2864.9  
 T 3180  
 L 6333  
 E 176

117700 1941 7 112

PLAN  
 INVESTOR  
 PROJECT  
 SHEET NO.

FRONT  
 INVESTOR  
 PROJECT  
 SHEET NO.



Note: Main Water Supply from the reservoir to the Village of Morrisville passes in a pipe under the highway somewhere near Sta 558+00. It is estimated that this pipe is approximately 4 Ft. to 6 Ft. under the surface, but the exact location and depth are not accurately known. This matter is called to the contractor's attention as he will be held liable for any damage done to the water pipe occasioned by the construction.

MORRISTOWN - WOLCOTT  
 F 030-2 (16)  
 sheet 62 of 108

PLAN  
 1. Scale  
 2. Date  
 3. Name  
 4. Title  
 5. Location  
 6. Project  
 7. Sheet No.  
 8. Total Sheets

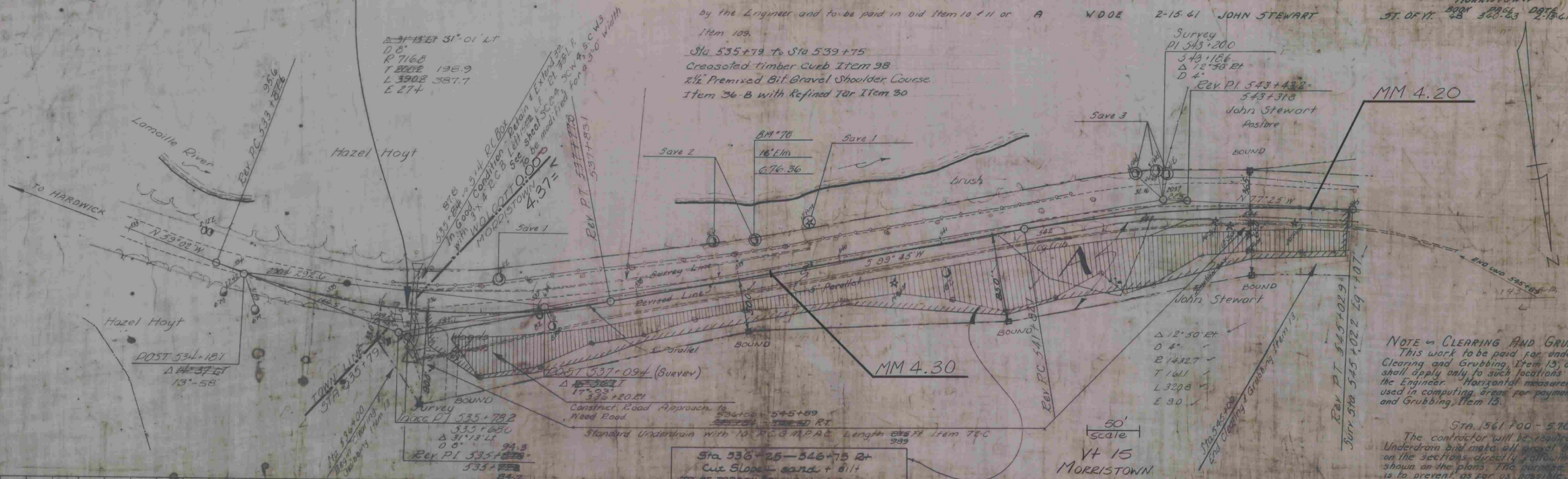
STA. 535 + 79.0 STA. 535 + 79.0  
 END F.A.P. 84A (2) BEGIN F.A.P. 117A (1)

Δ 11° 51' 01" LT  
 D 0  
 R 716.8  
 T 2002 198.9  
 L 3902 387.7  
 E 274

Sta 535+79 - Sta 544+00  
 It is the intent of the plans to save as many trees as possible on the left. Trees to be cut as directed by the Engineer and to be paid in bid item 104 or Item 109.  
 Sta 535+79 to Sta 539+75  
 Creosoted timber curb Item 98  
 2 1/2" Premixed Bit Gravel Shoulder Course  
 Item 36-B with Refined Tar Item 30

PARCEL INSTRUMENT	DATE	GRANTOR	GRANTEE	RECORDED	REMARKS
A	N D O E 2-15-61	JOHN STEWART	ST. OF VT.	BOOK PAGE DATE 48 368 63 2-15-61	

GRANTOR	GRANTEE	RECORDED	REMARKS
JOHN STEWART	ST. OF VT.	BOOK PAGE DATE 48 368 63 2-15-61	



Survey  
 PI 543+200  
 543+186  
 Δ 12° 30' ET  
 D 4'

Rev PI 543+432  
 543+318  
 John Stewart  
 Positive  
 BOUND

Δ 12° 50' ET  
 D 4'  
 T 1432.7  
 L 3208  
 E 9.0

50' scale  
 VT 15  
 MORRISTOWN

NOTE - CLEARING AND GRUBBING  
 This work to be paid for under the Item of Clearing and Grubbing, Item 13, and this pay item shall apply only to such locations as ordered by the Engineer. Horizontal measurements shall be used in computing areas for payment of Clearing and Grubbing, Item 13.

STA. 561+00 - 570+40  
 The contractor will be required to install Underdrain and make all gravel backfill on the sections directly following the work shown on the plans. The purpose of this is to prevent, as far as possible, sliding back back of the road lines.

STA. 535 + 79.0 STA. 535 + 79.0  
 END F.A.P. 84A (2) BEGIN F.A.P. 117A (1)

3.35 F.T.S.  
 800 Y.L.  
 671.00



MORRISTOWN-WOLCOTT  
 F 030-2(16) -  
 sheet 63 of 103

526+00 to 535+70  
 It is the intent of the plans to save as many trees as possible on the left trees to be cut as directed by the Engineer and to be paid for under bid item 101 and item 109

PARCEL INTEREST	DATE	GRANTOR	GRANTEE	RECORDED	REMARKS
A, B	W.D.B.E. 4-11-41	J.C. HOYT, H.K. HOYT & ETHEL TONNE	ST. O'VT	BOOK 27 PAGE 301, 2	1-3-41

Sta 532+00 to Sta 535+70  
 Crossed timber cord Item 78  
 2 1/2" Primed Bit Gravel Shoulder Course  
 Item 30 B with Refined Tar Item 30



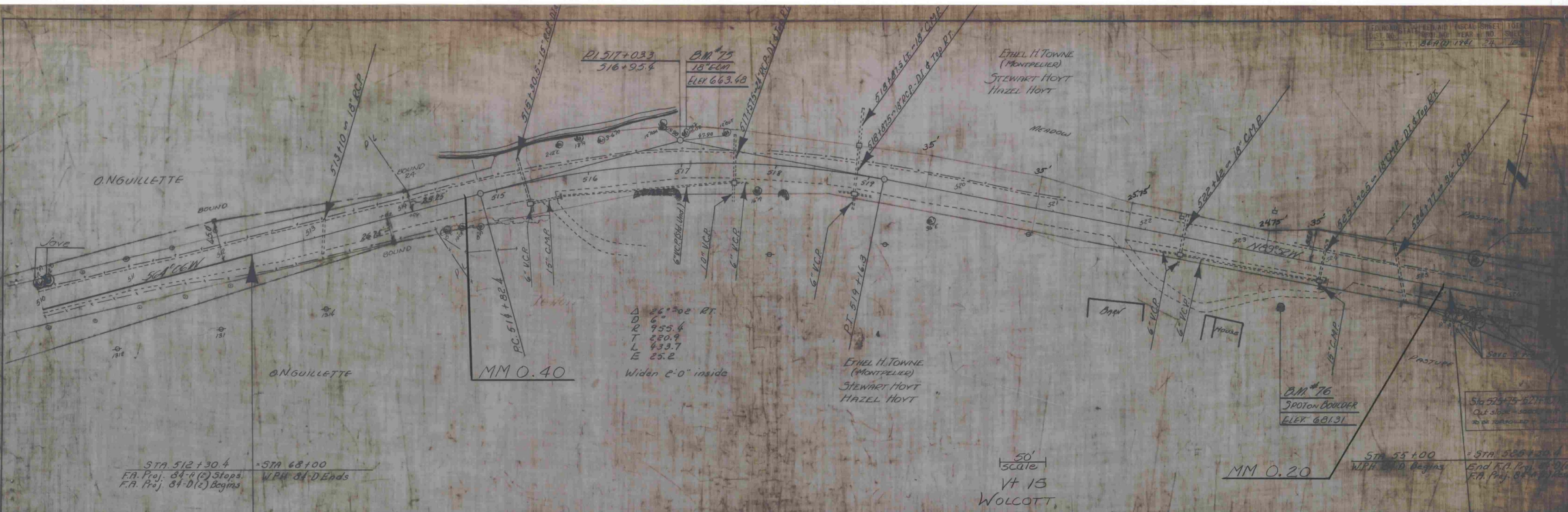
Note: Clearing  
 This work shall be paid for under bid item 101 and item 109. Horizontal measurements apply only to such locations as shown in computing areas for payment in item 109.

Sta 525+15-527+10 R/L  
 cut slope - sand + silt  
 to be topsoiled + MULCHED

Sta 527+30-533+50 R/L  
 cut slope - sand + silt  
 to be topsoiled & MULCHED

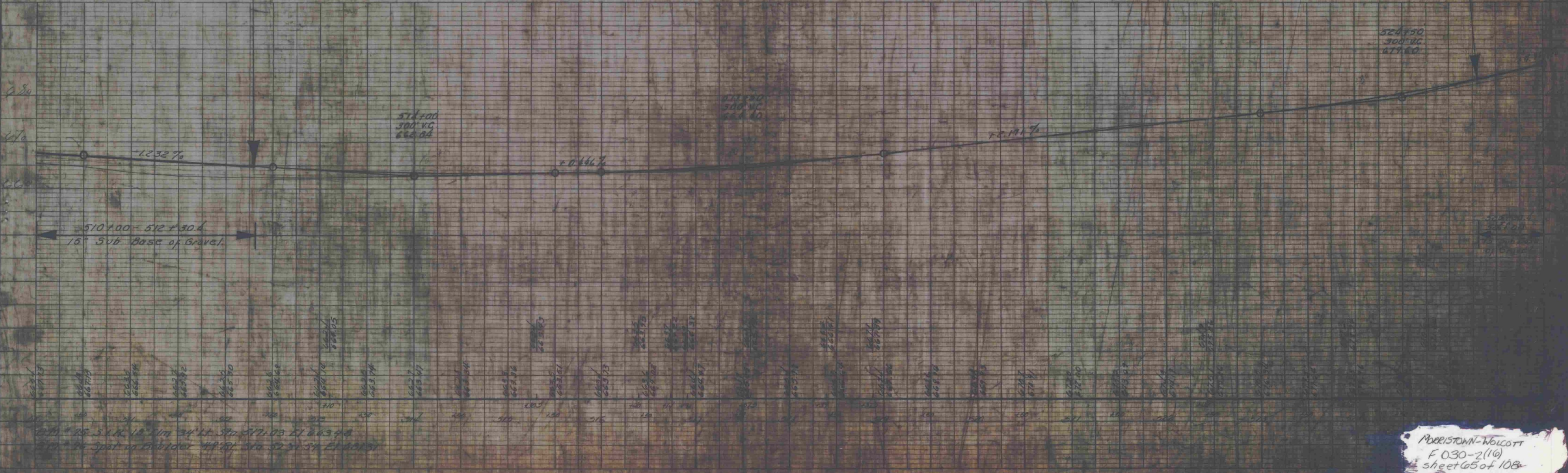
526+00 - 535+70  
 sub base of Gravel

MORRISTOWN-WOLCOTT  
 F 030-2(10)  
 sheet 64 of 108



STA 512+30.4  
 F.A. Proj. 84-D(2) Stops  
 F.A. Proj. 84-D(2) Begins

STA 68+00  
 W.P.H. 84-D Ends



PARCEL INSTRUMENT DATE GRANTOR GRANTEE RECORDED REMARK  
 A.D.C. W.D.O.E 2-27-41 O.N & LEA GUILLETTE ST OF 1/4 800X 2475E DATE 12-11

CONC. SLAB  
 20'-0" CLEAR SPAN  
 18'-0" CLEAR HEIGHT  
 20'-0" ROADWAY  
 23'-0" OVERALL  
 WATERWAY 200 SQ FT  
 SHEETS 34,35,36 OF 169

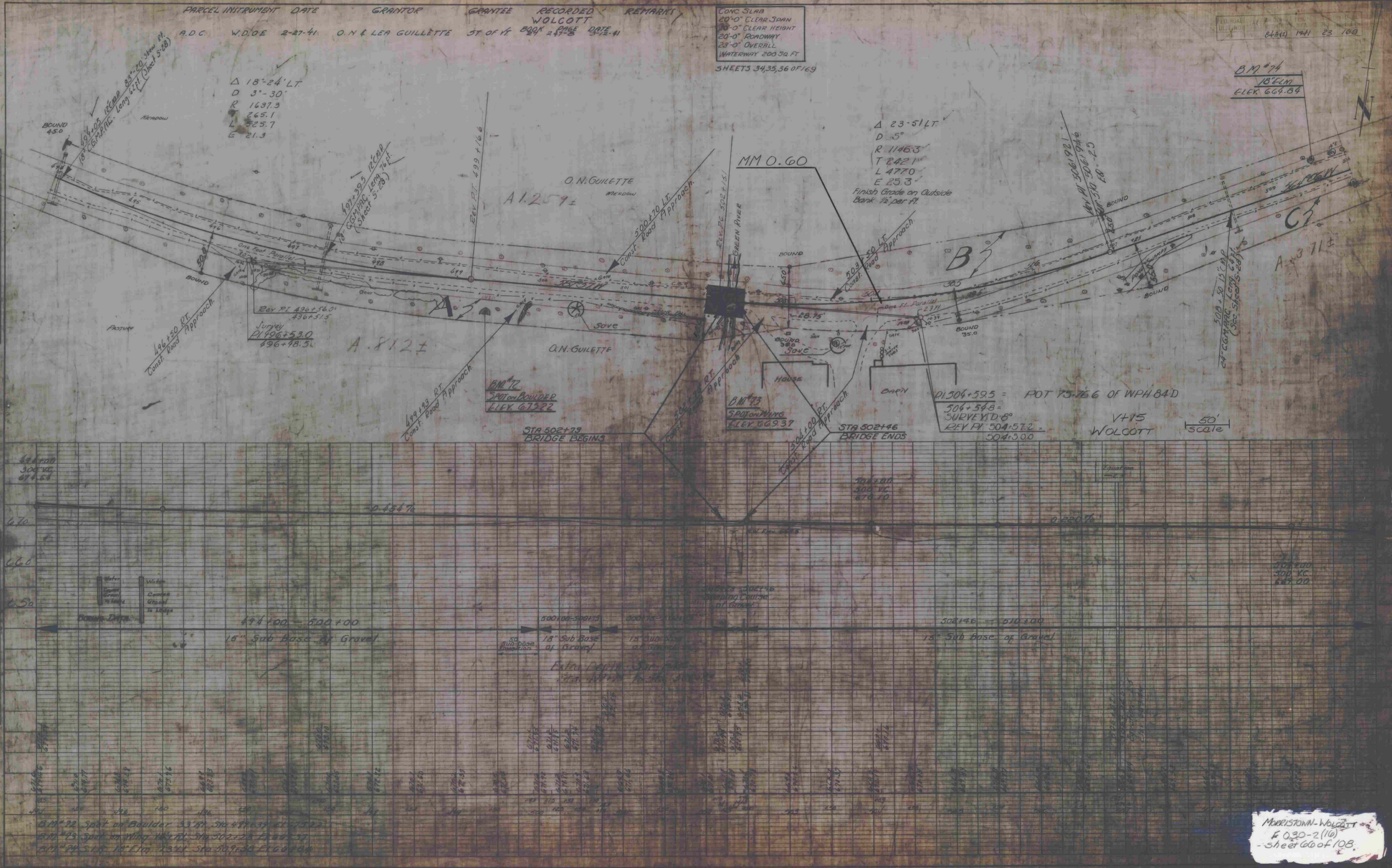
FEDERAL HIGHWAY DISTRICT NO. 1  
 84-842 1941 23 169

$\Delta$  18°-24' LT  
 D 3'-30'  
 R 1637.3  
 T 265.1  
 L 525.7  
 E 21.3

$\Delta$  23°-51' LT  
 D 5°  
 R 1146.3  
 T 242.1  
 L 477.0  
 E 25.3  
 Finish Grade on Outside Bank 1/2 per ft

BM #74  
 18' ELM  
 ELEV. 669.84

PLAN  
 DATE  
 DRAWN BY  
 CHECKED BY  
 DATE  
 SCALE



PI 504+59.5 = POT 75.766 OF WPH 84D  
 504+54.8 = SURVEY D 8°  
 REV. PI 504+57.2 = 504+50.0

VH15  
 WOLCOTT  
 50' SCALE

MORRISTOWN-WOLCOTT  
 F 030-2(10)  
 - Sheet 60 of 108

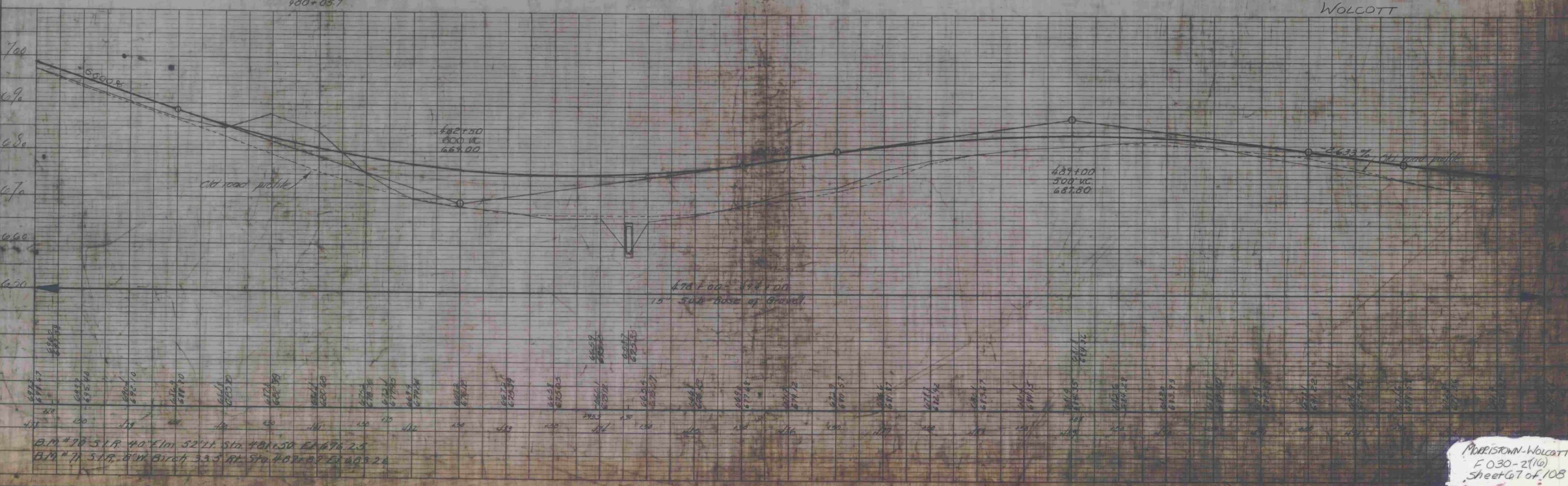
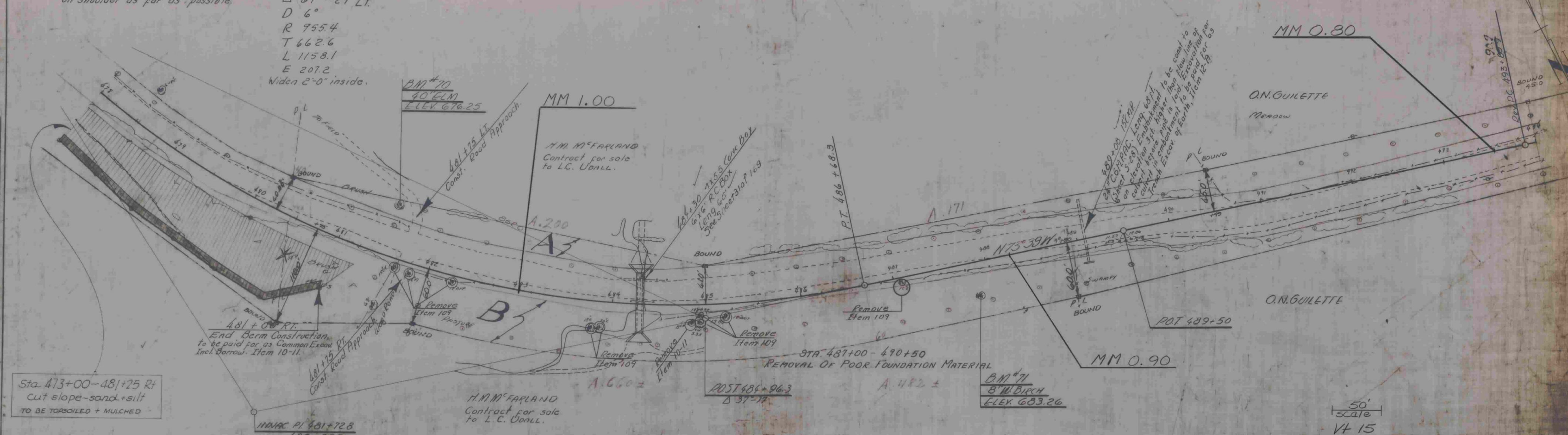
NOTE: 478+00-480+00 LT  
Cable Guard Rail to be set back  
on shoulder as far as possible.

$\Delta 69^{\circ}-29' LT$   
D 6'  
R 755.4  
T 662.6  
L 1158.1  
E 207.2  
Widen 2'-0" inside.

PARCEL INSTRUMENT	DATE	GRANTOR	GRANTEE	RECORDED	REMARKS
A.B.	W.D.O.E.	4-3-41	H.M. McFARLAND	ST. OF VT. BOOK PAGE DATE 27 318-9 4-28-41	WOLCOTT

FILE NO. 100-115  
DATE 1941 APR 22 1941

DATE 3-17-41  
BY J.P. WOLCOTT  
CHECKED BY J.P. WOLCOTT  
NO. 100-115



DATE 3-17-41  
BY J.P. WOLCOTT  
CHECKED BY J.P. WOLCOTT  
NO. 100-115

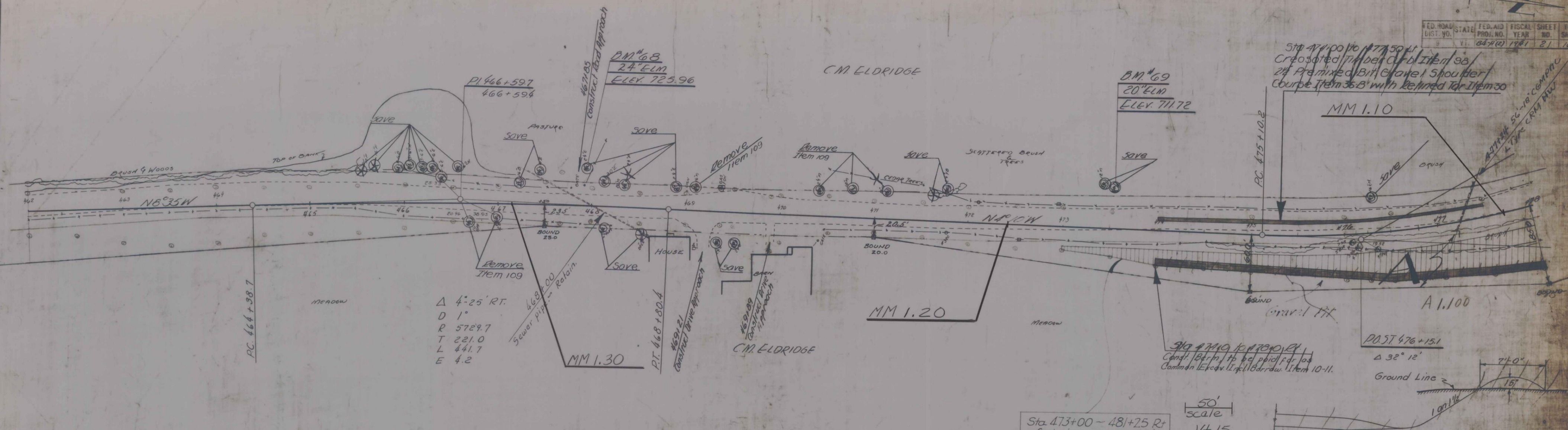
B.M. #70 51' R. 40' Elm 52' H. Sta. 481.50 Elev. 676.25  
B.M. #71 51' R. 8' W Birch 33.5' H. Sta. 481.89 Elev. 683.26

Moretown-Wolcott  
E 030-2(10)  
Sheet 67 of 108

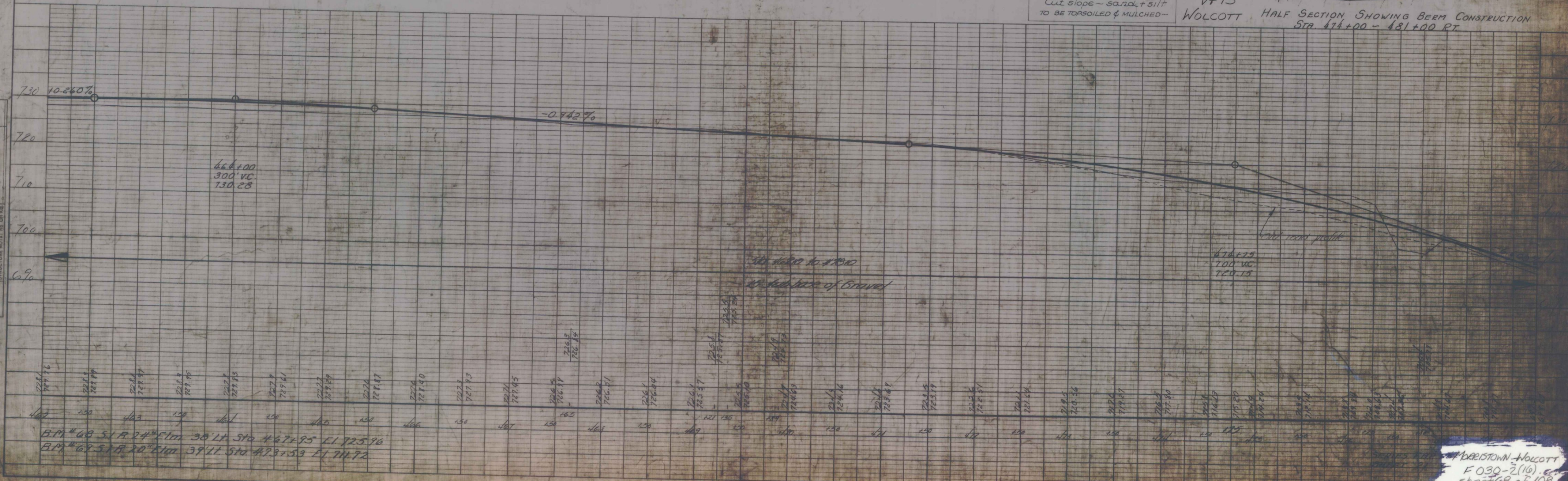
PARCEL INSTRUMENT DATE GRANTOR GRANTEE RECORDED REMARKS  
 A W.D.O.E. 2-27-41 C.M. & LINA ELDRIDGE ST OF VT 5007 PAGE DATE  
 29 206-29-10 3-12-81  
 WOLCOTT

FED. ROAD DIST. NO. STATE FED. AID PROJ. NO. FISCAL YEAR SHEET NO. TOTAL SHEETS  
 64900 1981 21 160

PLAN  
 SURVEYED BY  
 CHECKED BY  
 DATE  
 NOTE BOOK NO.  
 RT. OF WAY CHECKED  
 NO.



Sta 473+00 - 481+25 Rt  
 Cut slope - sand + silt  
 to be topsoiled & mulched -  
 50' scale  
 Vt 15  
 WOLCOTT  
 HALF SECTION SHOWING BERM CONSTRUCTION  
 STA 474+00 - 481+00 RT



PROFILE  
 SURVEYED BY  
 CHECKED BY  
 DATE  
 NOTE BOOK NO.  
 V.C.

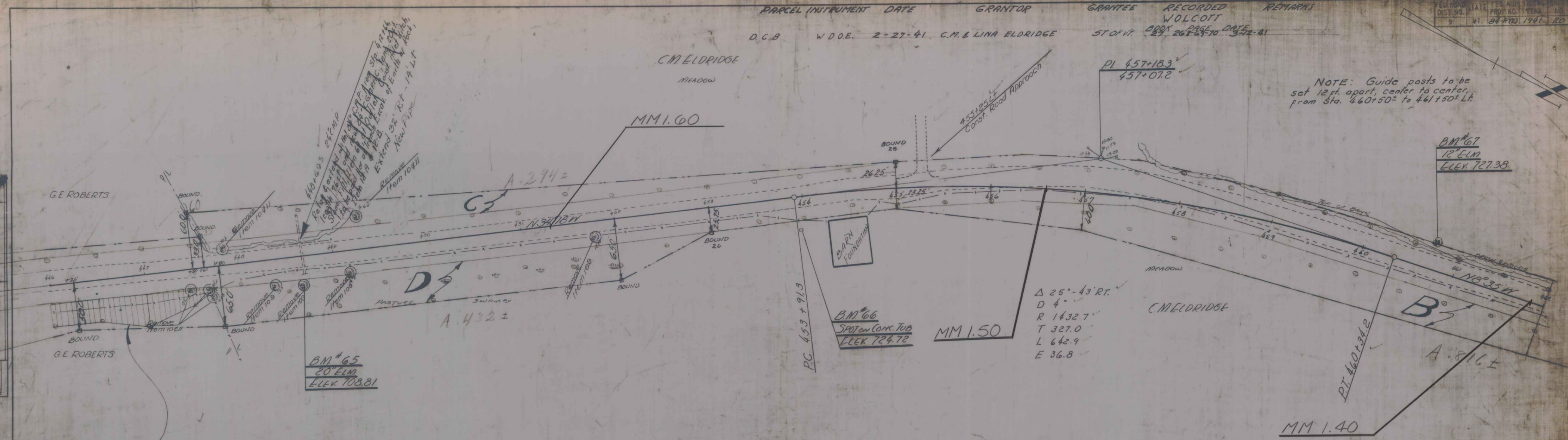
B.M. #68 S.I.R. 24" Elm 38" Lt Sta #467+95 E.I. 725.96  
 B.M. #69 S.I.R. 20" Elm 39" Lt Sta #473+53 E.I. 711.72

WOLCOTT  
 F 030-2(16)  
 sheet 68 of 108

PARCEL INSTRUMENT DATE GRANTOR GRANTEE RECORDED REMARKS  
 D.C.B. W.D.O.E. 2-27-41 C.M. & LINA ELDRIDGE STOFF WOLCOTT  
 289X 285E DATE 3-27-41

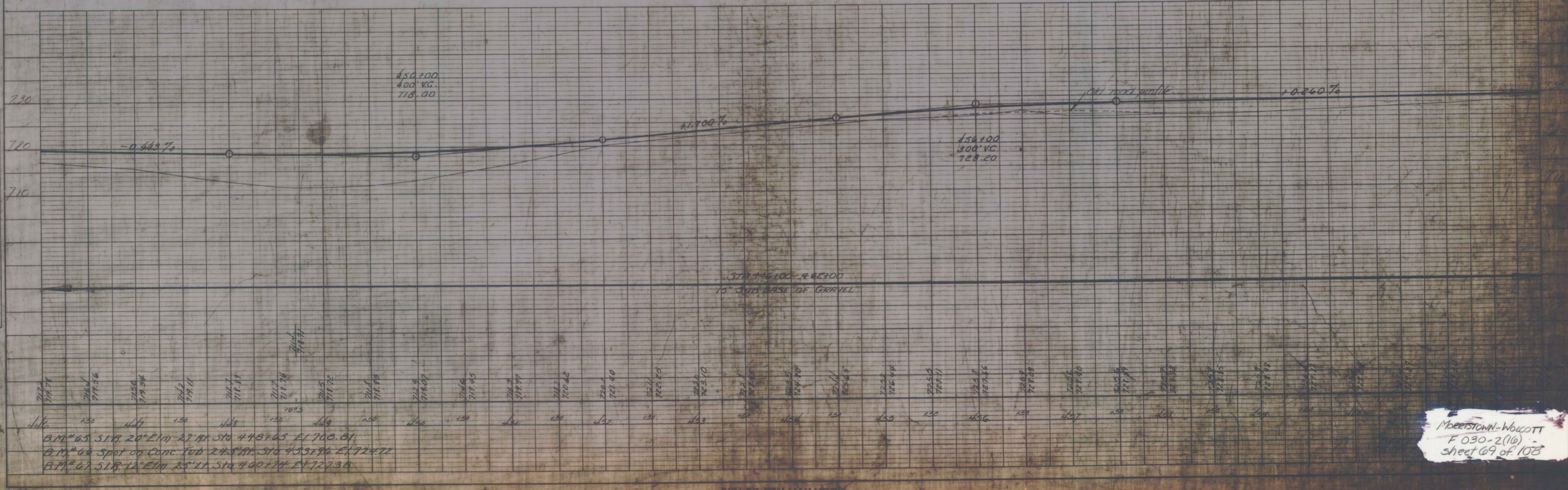
SECTION STATE PROJ. NO. YEAR NO. SHEET  
 9 VT. 88-100 1941 20 163

NOTE: Guide posts to be set 12 ft. apart, center to center, from Sta. 440+50 to 441+50 Lt.



Sta. 442+50 - Sta. 447+75 Rt  
 Cut slope - sand + silt  
 TO BE TOPSOILED & MULCHED

50' scale V 15 WOLCOTT



B.M.#65 518 20' ELM 27 FT STA 448+65 ELEV 708.81  
 B.M.#66 Spot on Conc. Tub 2#5 RT STA 453+96 ELEV 724.72  
 B.M.#67 518 12' ELM 25' LT STA 460+74 ELEV 727.38

MORRISTOWN-WOLCOTT  
 F 030-2(16)  
 sheet 69 of 103

PARCEL INSTRUMENT DATE GRANTOR GRANTEE RECORDED REMARKS  
 A.B.C W.D.O.E. 2-27-41 G.E.L.M.V. ROBERTS ST OF VT BOOK PAGE DATE  
 27 323-356 4-28-41

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	Vt.	8442	1941	19	169

Sta 420+50 - 422+25 Lt  
 cut slope - sand + silt  
 TO BE TOPSOILED & SEEDED -

BM\*63  
 36.1m  
 117.964

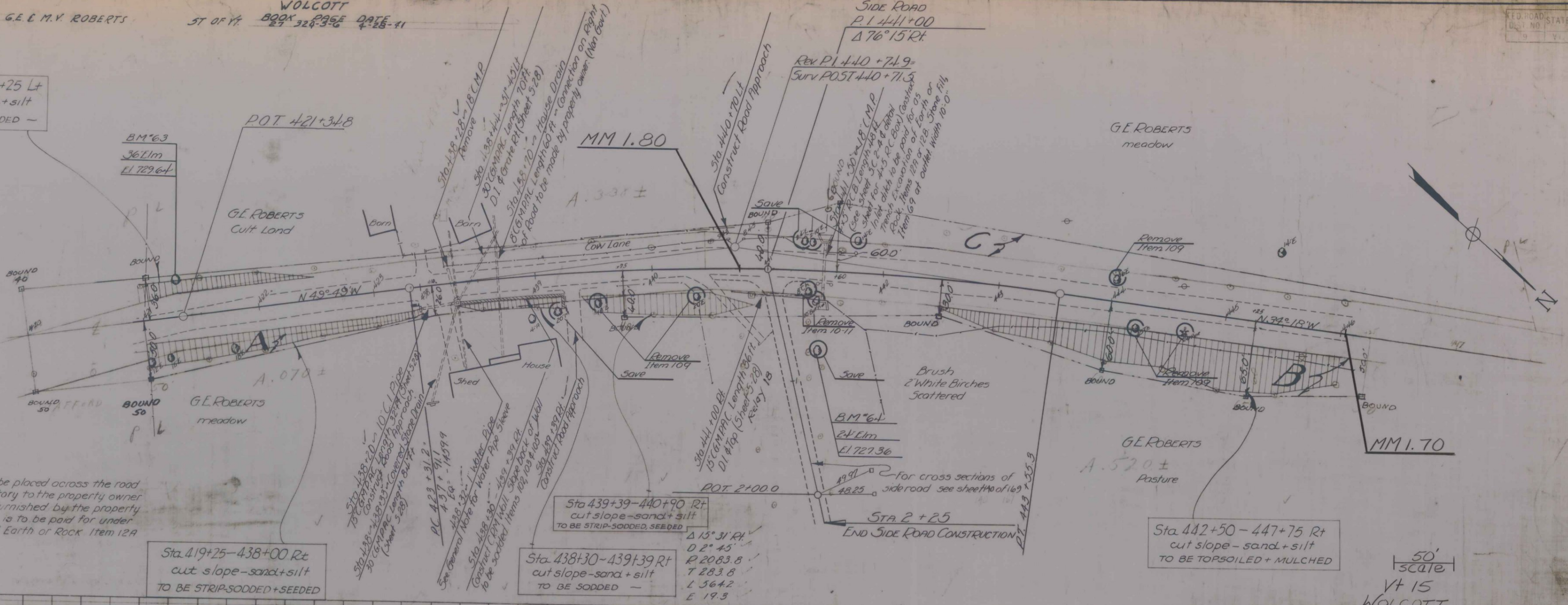
POT 421+34.8

MM 1.80

SIDE ROAD  
 P.I. 441+00  
 Δ 76° 15' Rt.

REV P.I. 440+71.9  
 SURV. POST 440+71.5

G.E. ROBERTS  
 meadow



Sta 439+32 Water Pipe Sleeve is to be placed across the road at a location and elevation satisfactory to the property owner by the Contractor; the pipe to be furnished by the property owner. The necessary excavation is to be paid for under the bid item of Trench Excavation of Earth or Rock Item 12A or 12B.

Sta 419+25 - 438+00 Rt  
 cut slope - sand + silt  
 TO BE STRIP-SODDED + SEEDED

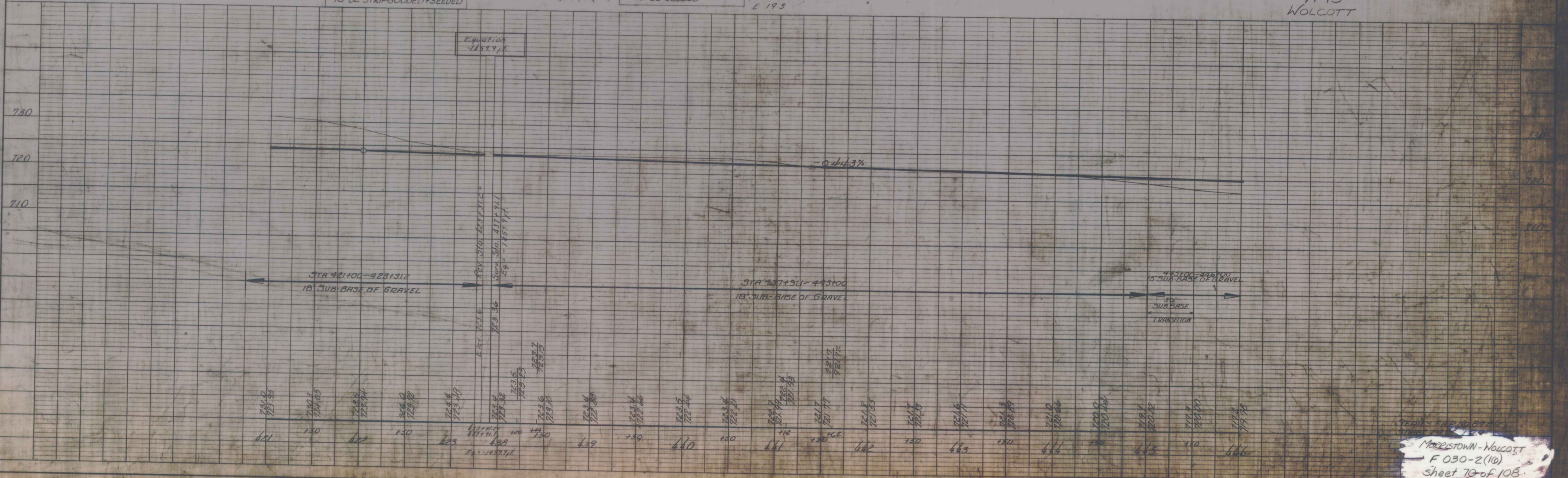
Sta 439+39 - 440+90 Rt  
 cut slope - sand + silt  
 TO BE STRIP-SODDED, SEEDED

Sta 438+30 - 439+39 Rt  
 cut slope - sand + silt  
 TO BE SODDED -

Sta 442+50 - 447+75 Rt  
 cut slope - sand + silt  
 TO BE TOPSOILED + MULCHED

50' scale  
 Vt 15  
 WOLCOTT

Equation  
 -1459.94



MORRISTOWN - WOLCOTT  
 F 030-2(10)  
 sheet 19 of 108

FOR SIDE ROAD 'M' LINE  
 SEE LAYOUT SHEET 18 OF 169  
 SEE CROSS SECTION SHEET 128-133 OF 169

Sta 420+50-422+25 LT  
 CUT slope - sand + silt  
 TO BE TOPSOILED + SEEDED

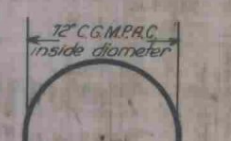
MM 1.90

MM 2.00

MM 2.10

50' scale  
 V+15  
 WOLCOTT

Sta 419+25-420+00  
 CUT slope - sand + silt  
 TO BE TOPSOILED + SEEDED



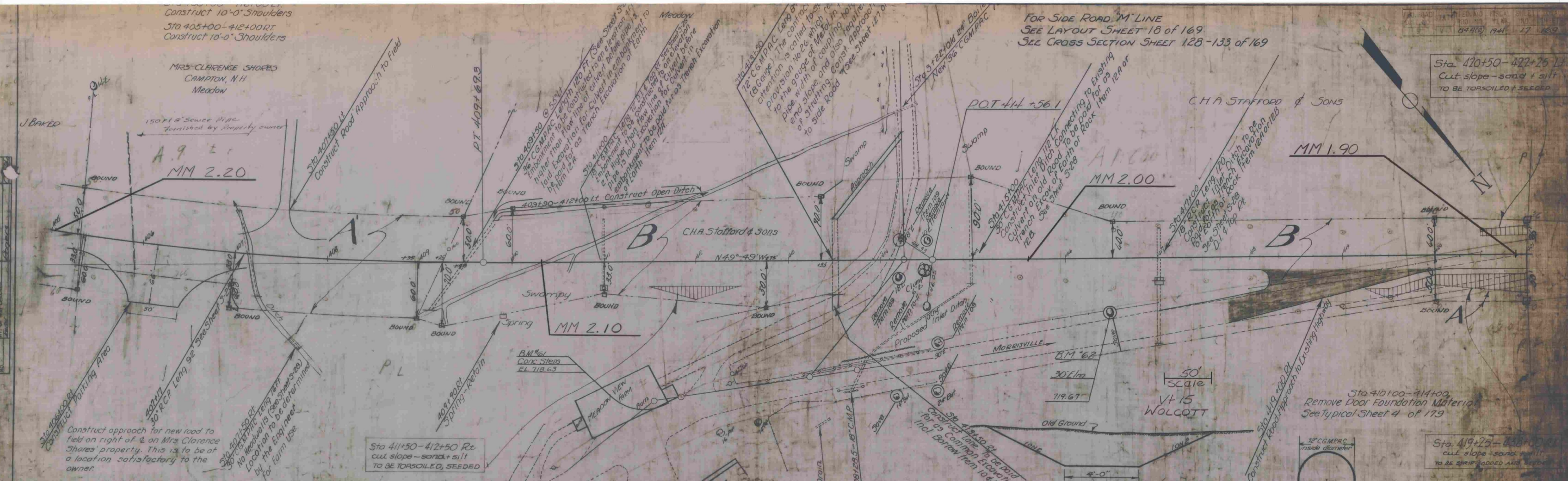
STA 408+90 LT - 412+00 LT  
 Construct Open Ditch. To be paid for as Common Excavation Incl Borrow Item 10-11

CONCRETE CURB 12" x 12" x 12"  
 PAVEMENT FOR 12" C.M.P.C.  
 STA 413+50

Prop. Approach Grades  
 Old Road Profile

STA 416+00 - 418+00  
 18" SUB-BASE OF GRAVEL

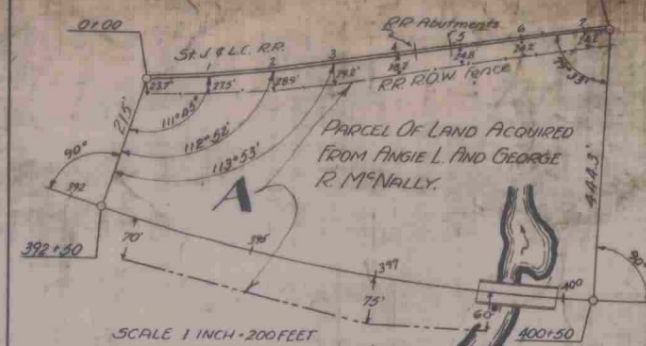
STA 405+00 - 416+00  
 15" SUB-BASE OF GRAVEL



PLAN  
 DRAWN BY  
 CHECKED BY  
 DATE  
 SCALE

PROFILE  
 DRAWN BY  
 CHECKED BY  
 DATE  
 SCALE

NOTE  
 Rock that is encountered in the channel excavation shall be removed at the unit price bid for channel excavation and shall be used as stone fill in front of the abutments, as directed by the Engineer without further compensation. Any rock from channel excavation which is not required for stone fill shall be disposed of on the project as directed by the Engineer without further compensation.



Sta 392+60-398+50 Lt  
 cut slope - sand + silt  
 PLANT 1500 PINUS RESINOSA (2-2 STOCK) AV. 6%

Sta 393+15-397+75 R  
 cut slope - sand + silt  
 PLANT 500 PINUS RESINOSA (2-2 STOCK) AV. 6%

MM 2.30

MM 2.20

STA 398+65.0 BRIDGE ENDS  
 FAP 84A(2) STOPS ROADWAY

BRIDGE STA 399+93.0  
 ENDS FAP 84A(2) RESUMES ROADWAY

STATION 401+0 - STATION 405+0 LT & RT  
 CONSTRUCT 10' SHOULDERS

	PRESENT	PROPOSED
TYPE	Pony Truss Conc. Fl.	2 SPAN W.F.B.M. Conc. Fl.
CLEAR SPAN	86.0'	2 @ 60' = 120'
CLEARANCE	7.0'	17.0'
ROADWAY	20.0'	24.0'
OVERALL LTH	95.0'	128.0'
WATERWAY	60.0'	148.0'

50' scale  
 V+15  
 WOLCOTT

Boring Data



PARCEL INSTRUMENT	DATE	GRANTOR	GRANTEE	RECORDED	REMARKS
A	W. A.	5-31-41	GEORGE I. ANGEL & MARYANN STUBB	BOOK 27 PAGE 253-5	6-13-41
A	W. D. O.	2-27-41	JOSEPH & GRACE BAKER	57 OF V. 27	2-10-41 398-41

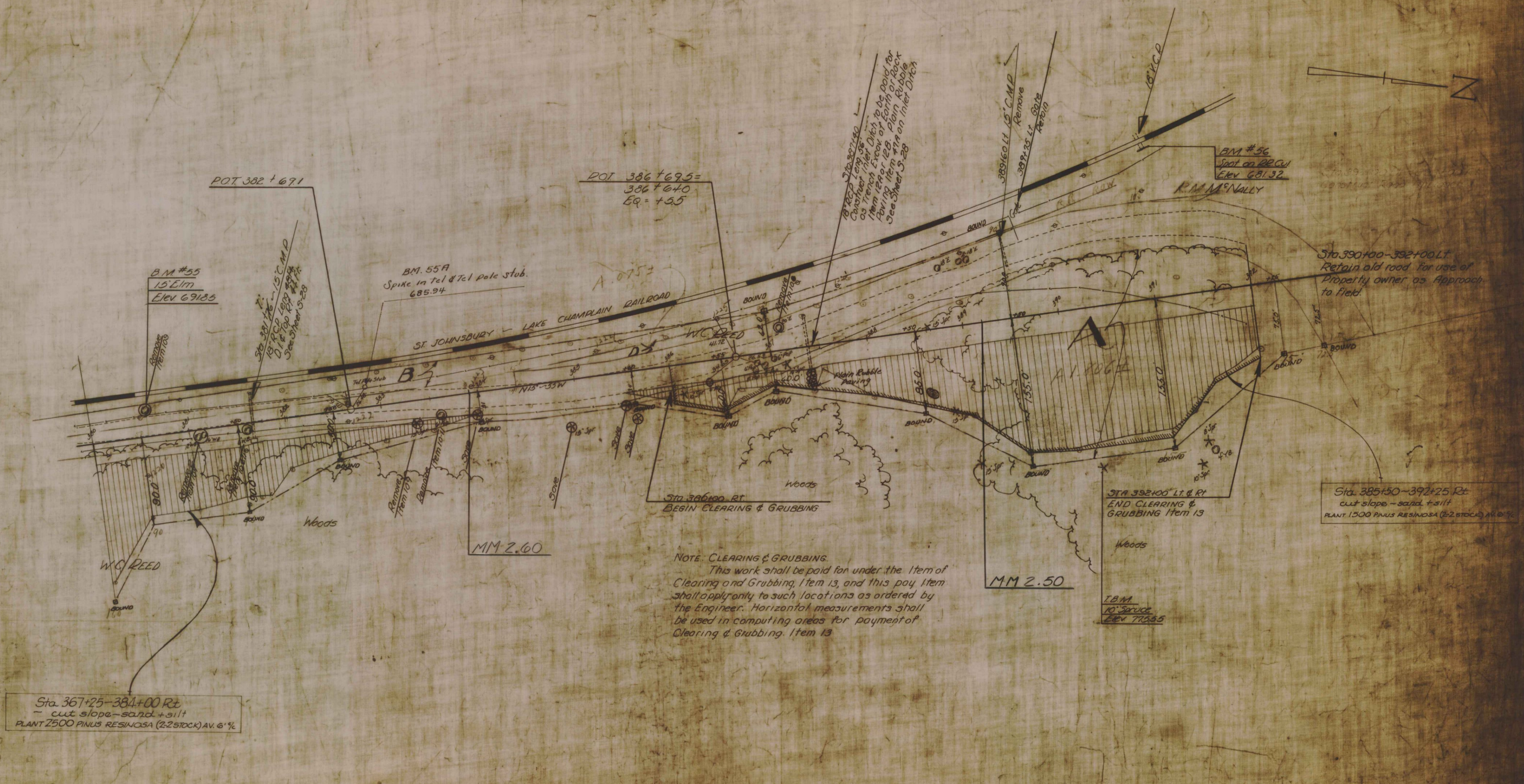
Station 392+00 - 398+65  
 15' Sub-base of Gravel

Station 399+93 - 405+00  
 15' Sub-base of Gravel

BM 59A Spike in Post 21 Elm 40 ft Sta 399+93 Elevation 685.44

PARCEL INSTRUMENT	DATE	GRANTOR	GRANTEE	RECORDED
A-D	W.D.O.E.	4-7-41	W.C.E.F.N. REED	ST OF VT BOOK PAGE DATE-41 27 341-23 4-25-41
B	COND	11-21-40	ST J.L.C.P.R.	ST OF VT 27 151-7 11-22-40

14-189  
B.M. #44 14-189



Sta. 367+25-384+00 Rt  
- cut slope - sand + silt  
PLANT 2500 PINUS RESINOSA (225 STOCK) AV. 6 1/2%

NOTE: CLEARING & GRUBBING.  
This work shall be paid for under the Item of Clearing and Grubbing, Item 13, and this pay Item shall apply only to such locations as ordered by the Engineer. Horizontal measurements shall be used in computing areas for payment of Clearing & Grubbing, Item 13.

MM 2.50

B.M.  
10' Spruce  
Elev 7355

50'  
1715  
WOLCOTT

ESTIMATED QUANTITIES

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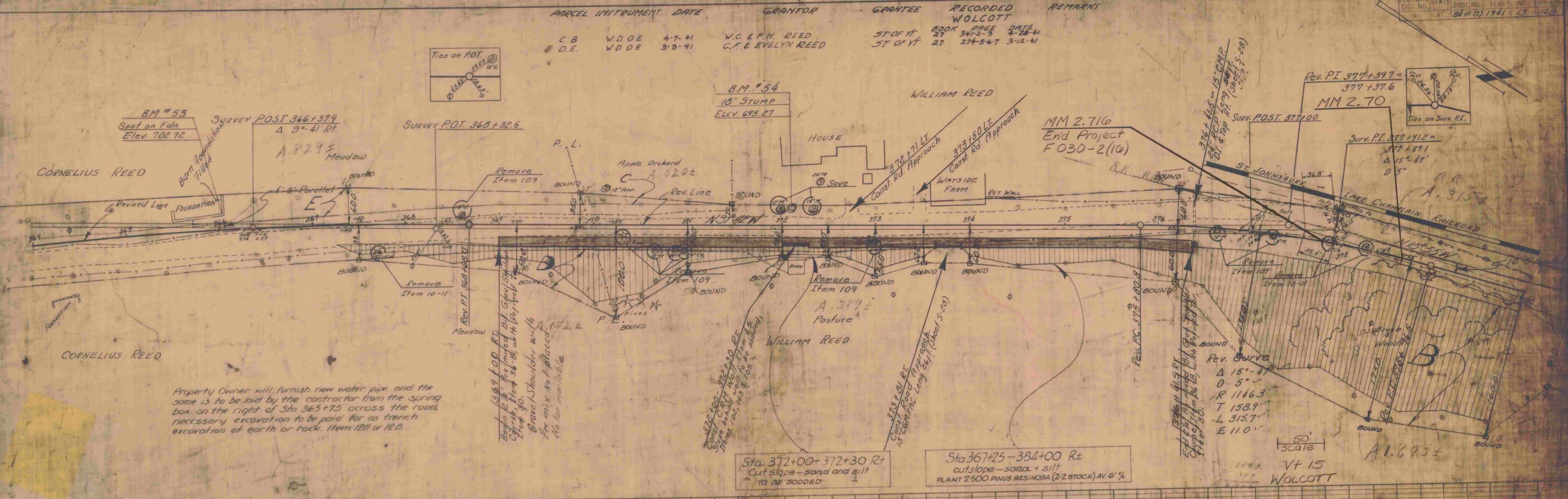
Checked by Lane-Baker  
Drawn by R.L.C.  
MORRISTOWN - WOLCOTT  
F 030-2 (10)  
sheet 73 of 108

PARCEL INSTRUMENT	DATE	GRANTOR	GRANTEE	RECORDED	REMARKS
C.B.	W.D.O.E.	4-7-41	W.C. & F.M. REED	ST OF W	BOOK PAGE DATE
D.E.	W.D.O.E.	3-2-41	C.F. & EVELYN REED	ST OF W	27 274-567 3-12-41

FED. ROAD STATE PROJ. NO. YEAR SHEET NO. SHEET 74 OF 108

PLAN  
 SURVEYED BY  
 PLANNED BY  
 CHECKED BY  
 DATE

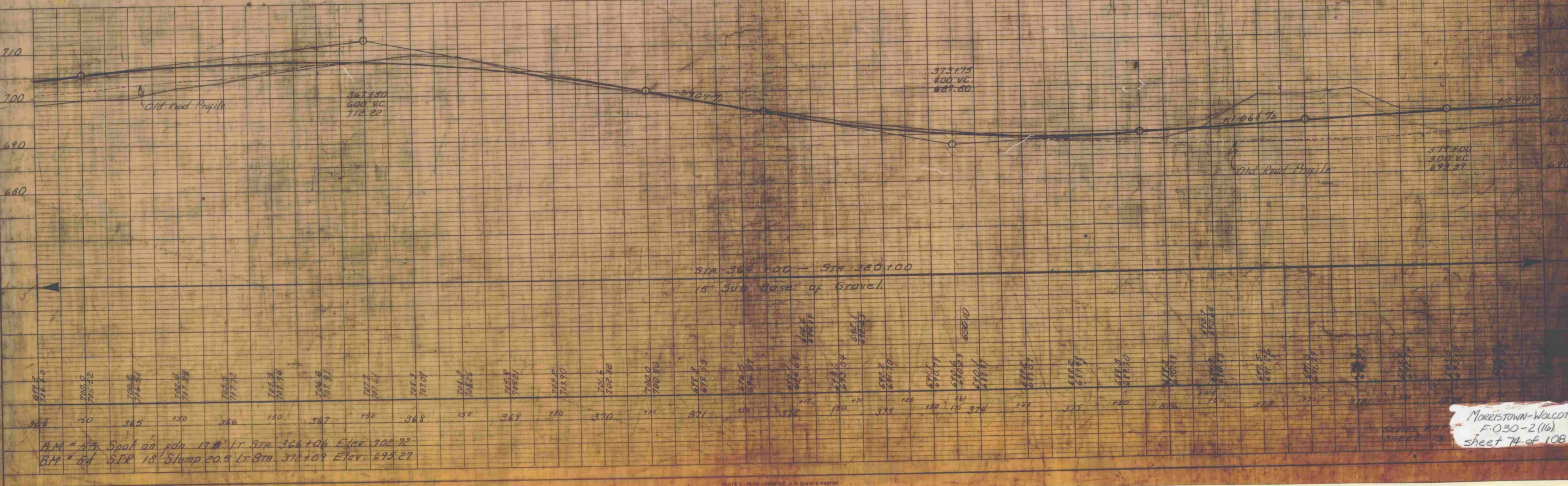
PROFILL  
 DATE  
 CHECKED BY  
 DATE



Property Owner will furnish new water pipe and the same is to be laid by the contractor from the spring box on the right of Sta 365+75 across the road, necessary excavation to be paid for as trench excavation of earth or rock, Item 12A or 12B.

Sta 372+00-372+30 Rt  
 Cut slope - sand and silt  
 to be sodded

Sta 367+25-384+00 Rt  
 cut slope - sand + silt  
 PLANT 2500 PINUS RESINOSA (2-2 STOCK) AV. 6' %

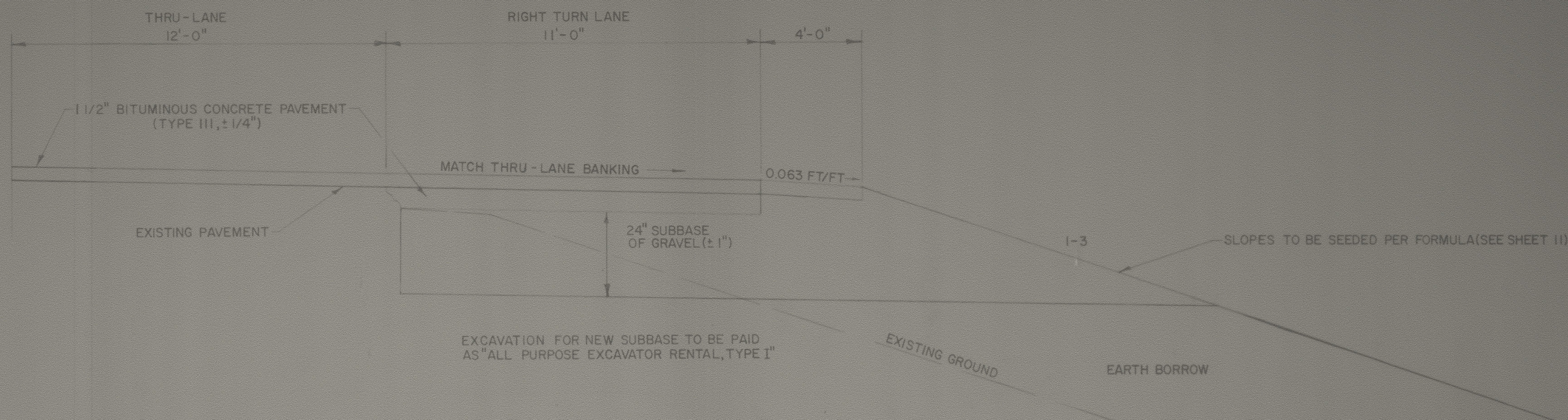


B.M. #53 Spot on fdn 17' LT STA 366+00 Elev 702.72  
 B.M. #54 18" Stump 20.5' Lt B.M. 372+09 Elev. 695.27

MORRISTOWN-WOLCOTT  
 F-030-2(16)  
 sheet 74 of 108

# RIGHT TURN LANE AT WATERBURY M.M. 1.64 RT.

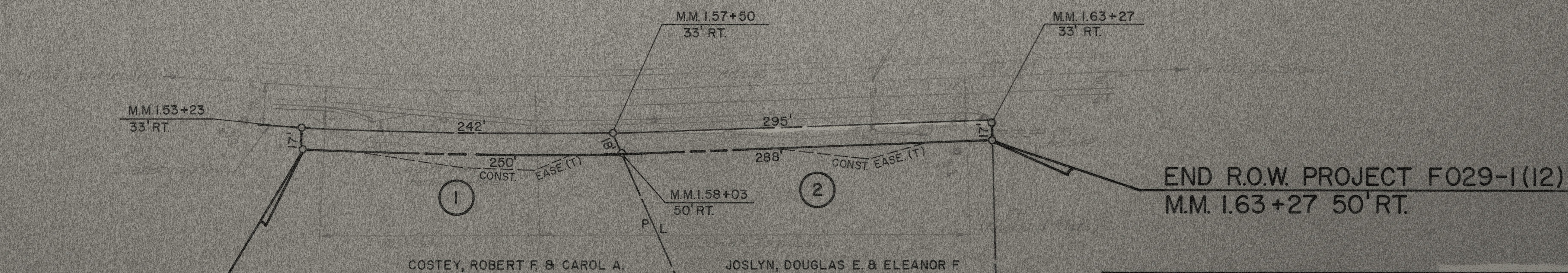
## TYPICAL SECTION



## R.O.W. PLANS

LENGTH OF R.O.W. PROJECT 538.0 FEET = 0.102 MILES

PARCEL NO.	GRANTOR	BEGIN STA.	END STA.	TAKING	REM.	RIGHTS	TITLE	DATE	TOWN OR CITY RECORDED	BK	PG	REMARKS
1	COSTEY, ROBERT F. & CAROL A.	M.M. 1.53+23 RT. M.M. 1.54+17 RT.	M.M. 1.58+03 RT. M.M. 1.57+16 RT.	0.10 A±		CONST. EASE. (T) 0.02 A±	WD		WATERBURY			1070 S.F.±
2	JOSLYN, DOUGLAS E. & ELEANOR F.	M.M. 1.57+50 RT. M.M. 1.60+23 RT.	M.M. 1.63+27 RT. M.M. 1.62+25 RT.	0.10 A±		CONST. EASE. (T) 0.01 A±	WD		WATERBURY			540 S.F.±



BEGIN R.O.W. PROJECT F029-1(12)  
M.M. 1.53+23 50' RT.

END R.O.W. PROJECT F029-1(12)  
M.M. 1.63+27 50' RT.

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

APPROVED *Arthur J. Cross* DATE 1/16/19  
DIRECTOR OF PLANNING AND PRECONSTRUCTION

APPROVED \_\_\_\_\_ DATE 1/16/19  
CHIEF, PROPERTY ADMINISTRATION

WATERBURY — STOWE  
PROJECT F029-1(12)

SHEET 1 OF 1

16 8912