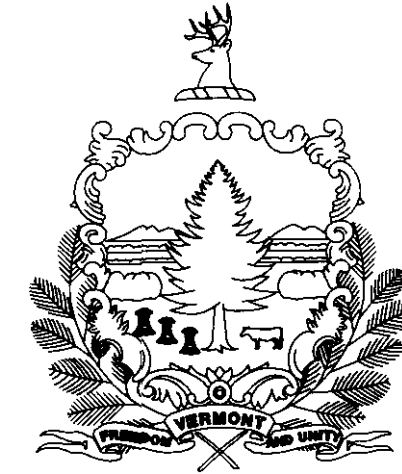


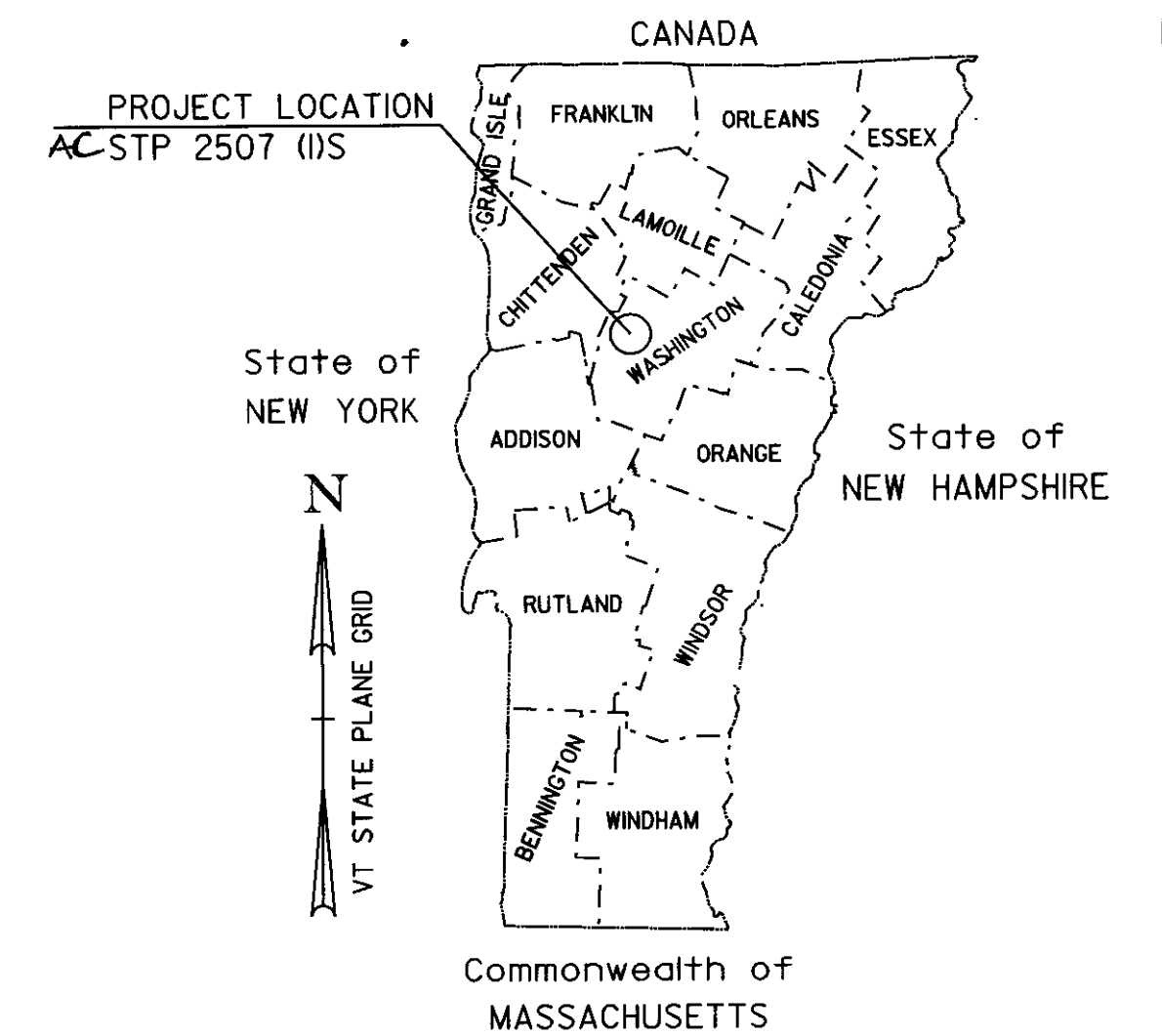
INDEX OF SHEETS
SEE SHEET 2

STATE OF VERMONT AGENCY OF TRANSPORTATION



PROPOSED IMPROVEMENT TOWNS OF MORETOWN AND DUXBURY COUNTY OF WASHINGTON VT ROUTE 100

BEGINNING IN THE TOWN OF MORETOWN AT MILE MARKER 0.472 = STA. 24+92.16 AND
EXTENDING NORTHERLY ALONG VT ROUTE 100 FOR A DISTANCE OF 36,856.36 FT (6.981 MILES)
TO AN ENDING POINT IN THE TOWN OF MORETOWN AT MILE MARKER 1.231 = STA. 64+98.35



TRAFFIC DATA

	ADT		DHV		CUM. ESALS (2007-2017)	CUM. ESALS (2007-2027)
	2007	2017	2007	2017		
BEGINNING OF PROJECT TO RIVER RD (MM 0.472 MORETOWN - MM 6.15 DUXBURY)	4300	4900	500	560	425,000	1,068,000
RIVER ROAD TO END OF PROJECT (MM 6.15 DUXBURY - MM 1.231 MORETOWN)	5600	6400	630	710	882,000	2,353,000

RECORD PLANS

CONTRACTOR: F.W. WHITCOMB CONSTRUCTION CORP. - WALPOLE, NH

RESIDENT ENGINEER: BOB SUCKERT

CONSTRUCTION BEGAN: MAY 4, 2007

CONSTRUCTION COMPLETE: NOV 14, 2007

RECORD PLANS BY: BOB SUCKERT & C. PIERCE

I HEREBY CERTIFY THAT ALL THE CONSTRUCTION REQUIRED BY THIS SET OF DRAWINGS HAS BEEN ACCOMPLISHED AS INDICATED HEREIN.

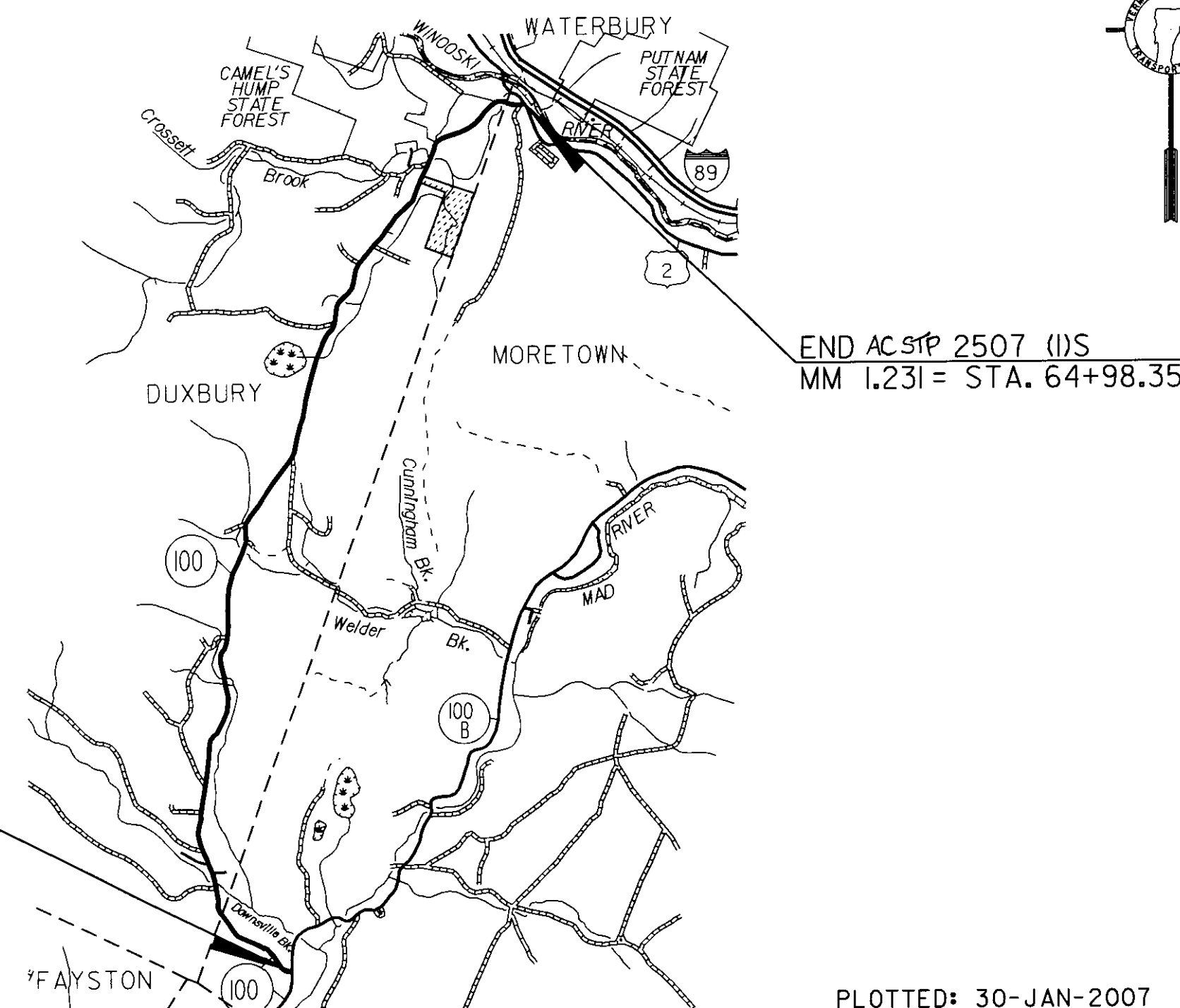
BY *[Signature]* RESIDENT ENGINEER

DATE 2-8-11

NOTE: Any further information concerning final quantities, amounts or other details relative to this project may be found at Central Files in the electronic archives.

STATION TO STATION DATA	LENGTH (FEET)	(MILES)
TOWN OF MORETOWN STA. 24+92.16 TO STA. 60+85.28 (MM 0.472 TO MM 1.153)	3,593.12	0.681
TOWN OF DUXBURY STA. 0+00.00 TO STA. 328+50.17 (MM 0.00 TO MM 6.222)	32,850.17	6.222
TOWN OF MORETOWN STA. 60+85.28 TO STA. 64+98.35 (MM 1.153 TO MM 1.231)	413.07	0.078
TOTAL ROADWAY LENGTH =	36,856.36	6.981
TOTAL PROJECT LENGTH =	36661.00	6.943

WORK TO BE PERFORMED UNDER THIS PROJECT INCLUDES COLD PLANING AND RECLAIMING SECTIONS AND RESURFACING OF EXISTING HIGHWAY WITH A COMBINATION OF LEVELING, BASE, AND WEARING COURSES, NEW PAVEMENT MARKINGS, GUARDRAIL INSTALLATION, DRAINAGE IMPROVEMENTS AND INCIDENTAL ITEMS.



BITUMINOUS CONCRETE PAVEMENT SUPERPAVE MIXTURE DESIGN CRITERIA	
DESIGN LANE / DESIGN LIFE ESAL	1,176,500
DESIGN NUMBER OF GYRATIONS	75
PERFORMANCE GRADE ASPHALT BINDER	PG 58-34

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

CONSTRUCTION IS TO BE CARRIED ON IN ACCORDANCE WITH THESE PLANS AND THE STANDARD SPECIFICATIONS FOR CONSTRUCTION DATED 2006, AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION ON JUNE 15, 2006 FOR USE ON THIS PROJECT, INCLUDING ALL SUBSEQUENT REVISIONS AND SUCH REVISED SPECIFICATIONS AND SPECIAL PROVISIONS AS ARE INCORPORATED IN THESE PLANS.

DIRECTOR OF PROGRAM DEVELOPMENT

APPROVED *[Signature]* DATE 1-31-07

PROJECT MANAGER : MARK WOOLAVER

PROJECT NAME : MORETOWN-DUXBURY-MORETOWN

PROJECT NUMBER : AC STP 2507 (1) S

SHEET 1 OF 33 SHEETS

CONVENTIONAL SYMBOLS

COUNTY LINE	
TOWN LINE	
LIMITS OF ACCESS	
POINT OF ACCESS	
FENCE LINE	
STONE WALL	
TRAVELED WAY	
GUARD RAIL	
RAILROAD	
SURVEY LINE	
CULVERT	
POWER POLE	
TELEPHONE POLE	
TREES	
CONTROL OF ACCESS	
PROPERTY LINE	
R.O.W. TAKING LINE	
SLOPE RIGHTS	
TOP OF CUT	
TOE OF SLOPE	

DuBois & King inc.

engineering planning management development

DATUM

VERTICAL N/A

HORIZONTAL N/A

BEGIN AC STP 2507 (1) S
MM 0.472 = STA. 24+92.16

PLOTTED: 30-JAN-2007

INDEX OF SHEETS

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2	INDEX OF SHEETS
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6-8	QUANTITY SHEETS
9-10	ITEM DETAIL SUMMARY SHEETS
11-12	DITCH CLEANING DETAIL SHEETS
13-24	PROJECT LAYOUT SHEETS
25-28	SUPERELEVATION BANKING DIAGRAM SHEETS
29-32	TRAFFIC SIGN SUMMARY SHEETS
33	CONSTRUCTION APPROACH SIGNING SHEET

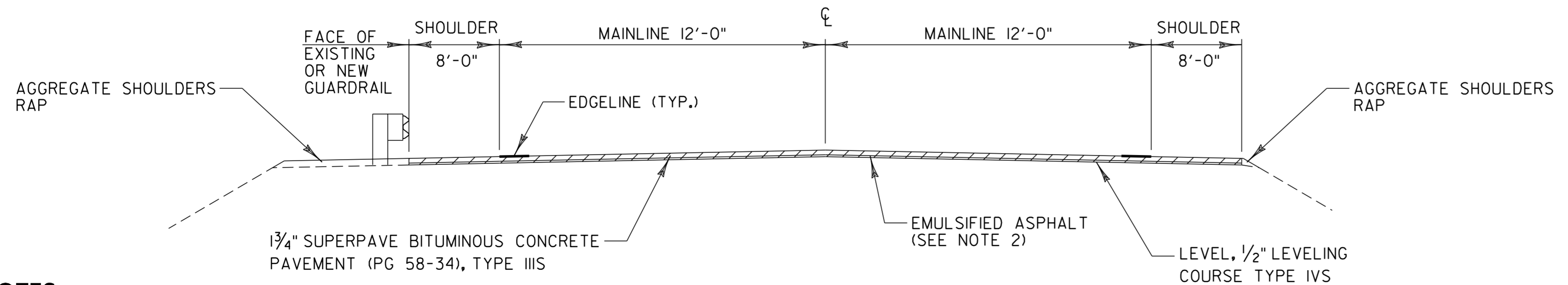
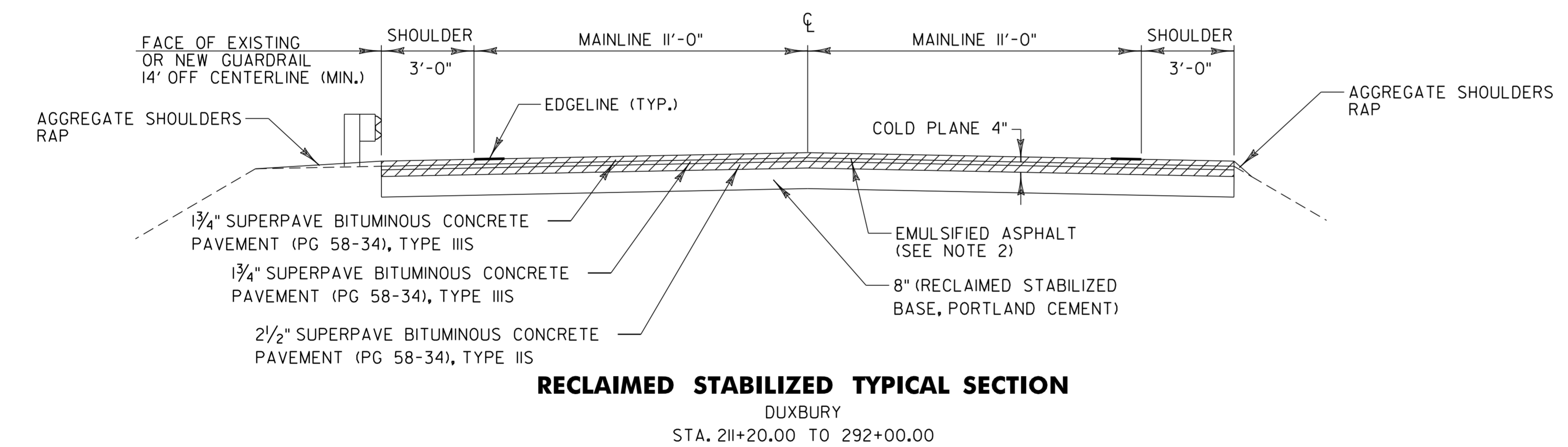
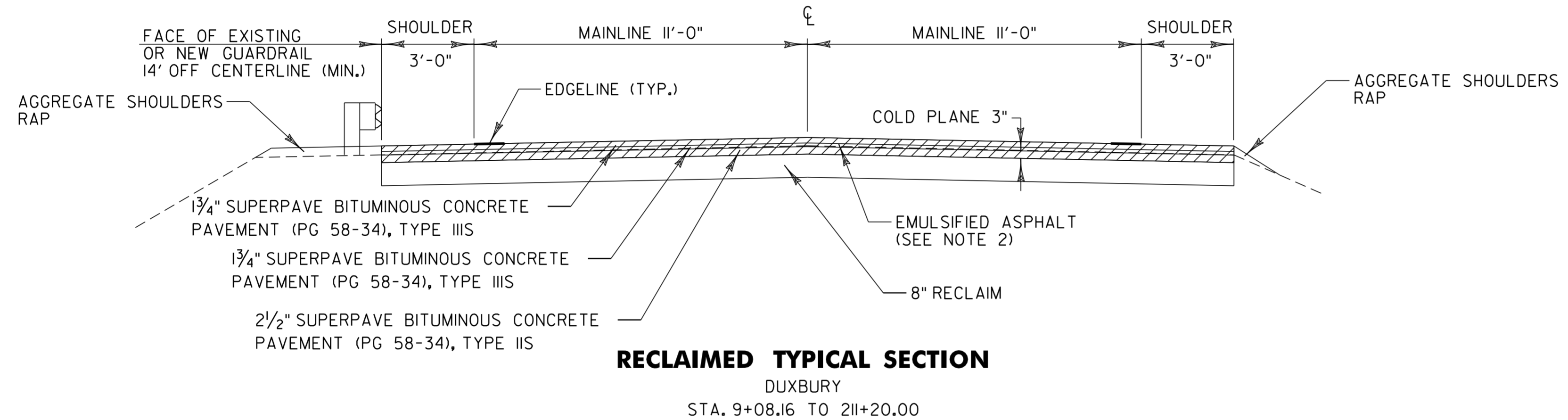
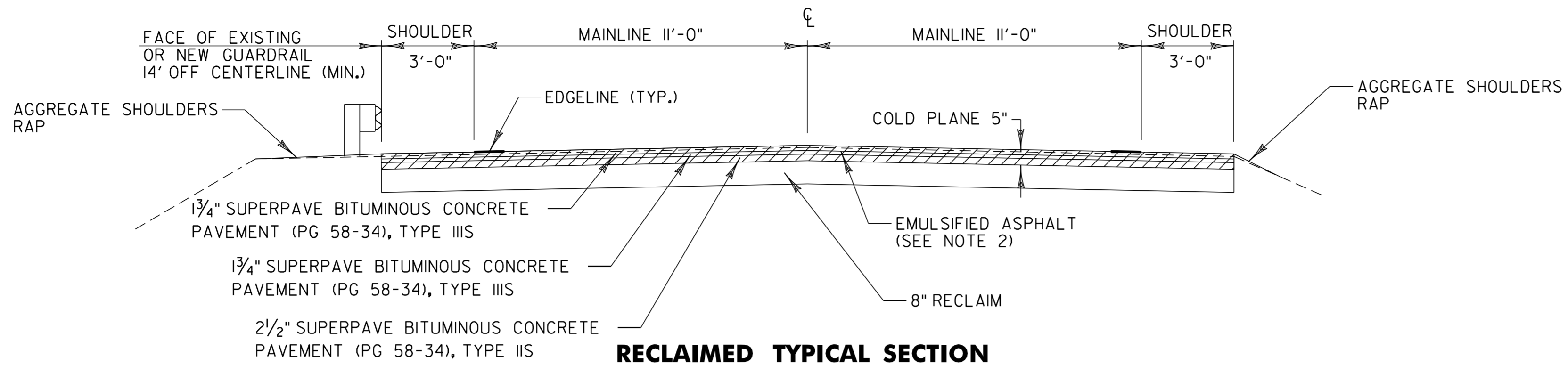
VAOT STANDARDS

B-1	BANKING TABLES	06/01/94
D-3	TREATED GUTTERS	06/01/94
D-6	REINFORCED CONCRETE DROP INLET W/ GRATE FOR USE IN DITCHES	06/01/94
D-8	REINFORCED CONCRETE DROP INLET WITH PRECAST COVER	01/03/00
	REINFORCED CONCRETE DROP INLET WITH GRATE (BOTTOM SECTION)	
D-9	REINFORCED CONCRETE DROP INLET WITH VERTICAL CURB	06/01/94
	REINFORCED CONCRETE DROP INLET THROAT ADAPTER	
D-10	TOP FOR A DROP INLET WITH BITUMINOUS CONCRETE CURB	06/01/94
	TOP FOR A DROP INLET GRANITE SLOPE EDGING	
D-15	PRECAST REINFORCED CONCRETE CATCH BASIN W/ CAST IRON GRATE	06/01/94
	PRECAST REINFORCED MAN HOLE W/ CAST IRON GRATE	
	CAST IRON GRATE WITH FRAME, TYPE D	
	CAST IRON GRATE WITH FRAME, TYPE E	
E-100	CONSTRUCTION APPROACH SIGNS	01/02/04
E-100A	SIDE ROAD CONSTRUCTION APPROACH SIGNS	01/02/04
E-101	CONSTRUCTION SIGN DETAILS	05/30/03
E-102	CONSTRUCTION SIGN DETAILS	06/30/03
E-102A	CONSTRUCTION SIGN DETAILS	05/01/04
E-103	MAINLINE TRAFFIC CONTROL DIVIDED HIGHWAY ONE LANE CLOSED	03/01/04
E-106	TRAFFIC CONTROL - MISCELLANEOUS DETAILS	03/01/04
E-107	DELINEATION, BARRICADES AND DETOURS FOR CONSTRUCTION AREAS	06/30/03
E-110	MAJOR MAINTENANCE OPERATION LANE CLOSURE	08/08/95
E-111	MINOR MAINTENANCE OPERATION	03/11/97
E-121	STANDARD SIGN PLACEMENT - CONVENTIONAL ROAD	08/08/95
E-136A	U.S. ROUTE MARKER SIGN DETAILS	08/08/95
E-136B	STATE ROUTE MARKER SIGN DETAILS	08/08/95
E-138	MILEMARKER DETAILS - STATE & TOWN HIGHWAYS	05/30/03
E-143	REGULATORY SIGN DETAILS	06/15/04
E-150	WARNING SIGN DETAILS	05/01/04
E-153	WARNING SIGN DETAILS	05/01/04
E-160	FLANGED CHANNEL STEEL SIGN POST	05/20/99
E-164	SQUARE STEEL SIGN POST	05/20/99
E-191	PAVEMENT MARKING DETAILS	02/01/99
E-192	PAVEMENT MARKING DETAILS	10/12/00
E-193	PAVEMENT MARKING DETAILS	08/18/95
G-1	STEEL BEAM GUARDRAIL WITH STEEL POSTS	01/03/00
G-1D	STEEL BEAM GUARDRAIL APPROACH END TERMINAL	01/03/00
	STEEL BEAM GUARDRAIL TRAILING END TERMINAL	
	ANCHOR FOR STEEL BEAM GUARDRAIL	
	STEEL BEAM MEDIAN BARRIER	
G-4	YIELDING MARKER POSTS	06/01/94
G-19	GENERIC PLANS FOR GUARDRAIL END TERMINALS	11/15/02

**INDEX
OF
SHEETS**

PROJECT NAME: MORETOWN-DUXBURY-MORETOWN
PROJECT NUMBER: STP 2507 (1)S

FILE NAME: p05b050.DGN	PLOT DATE: 31-OCT-2012 16:08
PROJECT LEADER: EPD	DRAWN BY: RHB
DESIGNED BY: CDL	CHECKED BY: EPD
PLOT FILE: p05b050is.i	SHEET 2 OF 33



NOTES:

1. THE WEARING COURSE SHALL BE TYPE III S SUPERPAVE BITUMINOUS CONCRETE PAVEMENT. THE LEVELING COURSE SHALL BE TYPE IVS SUPERPAVE BITUMINOUS CONCRETE PAVEMENT UNLESS OTHERWISE DIRECTED BY THE RESIDENT ENGINEER. LEVELING HAS BEEN INCLUDED TO RESHAPE THE ROADWAY PRIOR TO PAVING THE TOP COURSE ALONG THE OVERLAY/COLD PLANE TYPICAL SECTIONS. ALL ASPHALT CEMENT USED IN THE SUPERPAVE BITUMINOUS CONCRETE PAVEMENT SHALL BE PG 58-34.
2. EMULSIFIED ASPHALT SHALL BE APPLIED ON ALL EXISTING PAVEMENT SURFACES, ALL COLD PLANED SURFACES, BETWEEN ALL COURSES OF PAVEMENT, AND ALL CEMENT STABILIZED SURFACES AT A RATE OF 0.025 GAL / SY OR AS DIRECTED BY THE RESIDENT ENGINEER.
3. BITUMINOUS CONCRETE PAVEMENT TOLERANCE = +/- 1/4 INCH (TOTAL PAVEMENT THICKNESS EXCLUDING LEVELING).
4. PRIOR TO RECLAIMING, ANY EXISTING SHOULDER MATERIAL DEEMED UNSUITABLE BY THE RESIDENT ENGINEER WILL BE EXCAVATED TO A DEPTH OF RECLAIMING OR AS DIRECTED BY THE ENGINEER. EXCAVATED MATERIAL WILL BE SPREAD ON THE ADJACENT SLOPES OR REMOVED FROM THE PROJECT, AS DIRECTED BY THE ENGINEER. THIS WORK WILL BE PAID FOR USING THE APPROPRIATE RENTAL ITEMS. THE METHOD OF REMOVAL AND THE USE OF RENTAL ITEMS SHALL BE APPROVED BY THE ENGINEER PRIOR TO ANY WORK BEING DONE. MATERIAL REMOVED SHALL BE REPLACED WITH ITEM 900.680, SPECIAL PROVISION (SUBBASE, RAP). AN ADDITIONAL QUANTITY OF ITEM 900.680, SPECIAL PROVISION (SUBBASE, RAP) HAS BEEN INCLUDED TO CORRECT SUPERELEVATION AND GRADATION DEFICIENCIES WITHIN THE RECLAIMED SECTION. AN ESTIMATED THICKNESS OF 2" HAS BEEN INCLUDED FOR THE ENTIRE RECLAIMED SURFACE AREA.
5. COLD PLANING SHALL BE COMPLETED ACCORDING TO THE TYPICAL OR AS OTHERWISE NOTED ON THE PLANS. A FULL DEPTH BUTT JOINT SHALL BE CONSTRUCTED AT THE BEGINNING OF THE PROJECT, ALL SIDE ROAD APPROACHES AS DENOTED ON THE PROJECT PLANS OR AS OTHERWISE DIRECTED BY THE RESIDENT ENGINEER.
6. ALL DRIVES SHALL RECEIVE A PAVED APRON AS DIRECTED BY THE RESIDENT ENGINEER. ANY AND ALL REQUIRED EXCAVATION IN DRIVE AREAS SHALL BE AS SHOWN ON THE PLANS OR AS DIRECTED BY THE RESIDENT ENGINEER AND WILL BE PAID FOR UNDER THE APPLICABLE RENTAL ITEM(S). IF REQUIRED, A NEW DRIVEWAY SUBBASE SHALL BE CONSTRUCTED AND WILL BE PAID FOR UNDER ITEM 900.680, SPECIAL PROVISION (SUBBASE, RAP). A NEW BITUMINOUS SURFACE SHALL BE CONSTRUCTED AS DIRECTED AND WILL BE PAID FOR UNDER ITEM 490.30, "SUPERPAVE BITUMINOUS CONCRETE PAVEMENT (PG 58-34)".
7. THREE FEET OF BACKING IS REQUIRED BEHIND THE FACE OF GUARDRAIL WITH 6 FOOT POSTS. IF THIS CANNOT BE OBTAINED THEN 8 FOOT POSTS SHALL BE USED. THESE ITEMS SHALL BE PAID UNDER ITEM 621.20 STEEL BEAM GUARDRAIL, GALVANIZED AND ITEM 621.205 STEEL BEAM GUARDRAIL, GALVANIZED W/8 FEET POSTS.
8. A QUANTITY FOR ITEM 604.412, "REHABING DI, CB OR MH CLASS I" HAVE BEEN INCLUDED IN THE QUANTITIES TO BE USED AS DIRECTED BY THE RESIDENT ENGINEER. ALL D.I.'S SHALL BE RAISED OR REHABILITATED SUCH THAT THE NEW GRATE ELEVATION IS LEVEL WITH THE SURROUNDING TERRAIN.
9. ALL EDGES OF PAVEMENT SHALL BE BACKED UP FULL HEIGHT WITH COLD PLANE GRINDINGS AS DIRECTED BY THE RESIDENT ENGINEER AND WILL BE PAID FOR UNDER ITEM 402.13, "AGGREGATE SHOULDERS, RAP".
10. ESTIMATED QUANTITIES OF ITEM 608.25, "ALL PURPOSE EXCAVATOR RENTAL, TYPE I", 608.37, "TRUCK RENTAL", AND 608.40, "LOADER RENTAL" HAVE BEEN INCLUDED FOR THE PROVISION OF CONSTRUCTING GUARD RAIL END SECTIONS WITH EXCAVATED DITCHING MATERIAL. AN ESTIMATED QUANTITY OF 203.30, "EARTH BORROW" HAS BEEN INCLUDED IN THE CASE THAT THE DITCHING MATERIAL IS NOT SUITABLE TO USE IN THE GUARDRAIL END SECTIONS. 25 CY OF ITEM 203.30, "EARTH BORROW" HAS BEEN ESTIMATED FOR EACH MTS. GUARDRAIL END SECTIONS SHALL BE CAPPED WITH AN ESTIMATED 3 INCH DEPTH OF AGGREGATE SHOULDERS, RAP UNLESS OTHERWISE DIRECTED BY THE RESIDENT ENGINEER. THE QUANTITIES INCLUDED REFLECT 5 TONS OF AGGREGATE SHOULDER, RAP FOR EACH MANUFACTURED TERMINAL SECTION, FLARED.
11. ITEM 609.10, "DUST CONTROL WITH WATER" IS AN ESTIMATED QUANTITY TO BE USED AS DUST CONTROL ALONG THE RECLAIMED SECTION. ITEM 609.15, "DUST CONTROL WITH CALCIUM CHLORIDE" IS AN ESTIMATED QUANTITY TO BE USED ON SIDE ROAD APPROACHES WHICH WILL BE PAVED.
12. STABILIZING AGENT FOR THE RECLAIMED STABILIZED BASE WILL BE WATER. PAYMENT SHALL BE CONSIDERED INCIDENTAL TO ITEM 310.20, "RECLAIMED STABILIZED BASE". IN ADDITION, THE STABILIZING AGENT FOR DUXBURY STA. 21+20.00 TO STA. 292+00.00 WILL BE PORTLAND CEMENT. PAYMENT WILL BE ITEM 900.680, SPECIAL PROVISION (PORTLAND CEMENT FOR STABILIZED BASE).
13. YIELDING MARKER POSTS ARE TO BE USED TO REPLACE NON-YIELDING MARKER POSTS AT PIPE INLETS AND OUTLETS ONLY.
14. STEEL BEAM GUARDRAIL WITH STEEL POSTS SHALL BE USED ON THIS PROJECT.

**SEEDING FORMULA
RURAL AREAS**

% WT.	LBS./A.	NAME	PUR %	GERM %
37.5	22.5	CREEPING RED FESCUE	98	85
37.5	22.5	TALL FESCUE	95	90
5.0	3.0	RED TOP	95	90
15.0	9.0	BIRDSFOOT TREFLOIL	98	85
5.0	3.0	ANNUAL RYEGRASS	95	85
100.0	60.0			

GENERAL NOTES

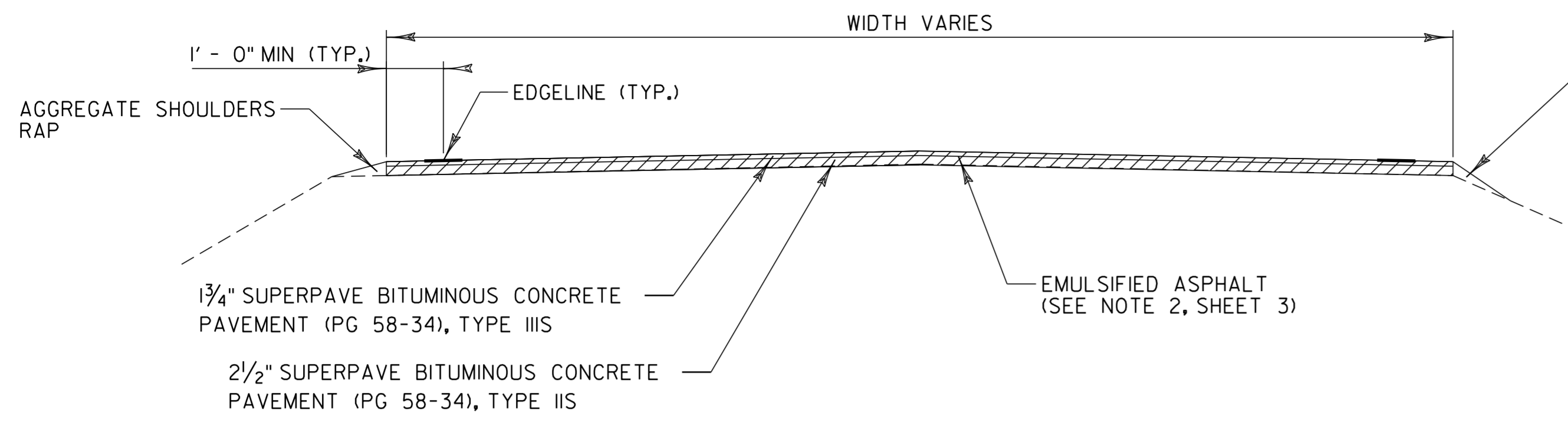
- SEED MIXTURE: SHALL NOT HAVE A WEED CONTENT EXCEEDING 0.40% BY WEIGHT AND SHALL BE FREE OF ALL NOXIOUS SEED.
- SEED: TO BE APPLIED PER SEEDING FORMULAS OR AS DIRECTED BY THE ENGINEER.
- FERTILIZER: FORMULA 10-20-10, TO BE USED WITH SEED, APPLIED AT THE RATE OF 500 LBS./ACRE. (HYDRO SEEDERS MAY USE 19-19-19 FORMULA).
- AGRICULTURAL LIMESTONE: TO BE APPLIED AT THE RATE OF 2 TONS/ACRE, OR AS DIRECTED BY THE ENGINEER.
- HAY MULCH: TO BE PLACED ON EARTH SLOPES AT THE RATE OF 2 TONS/ACRE, OR AS DIRECTED BY THE ENGINEER.
- TOPSOIL: TO BE USED WITH SEED AS INDICATED ON THE PLANS, OR AS DIRECTED BY THE ENGINEER.

TYPICAL SECTION NOTES:

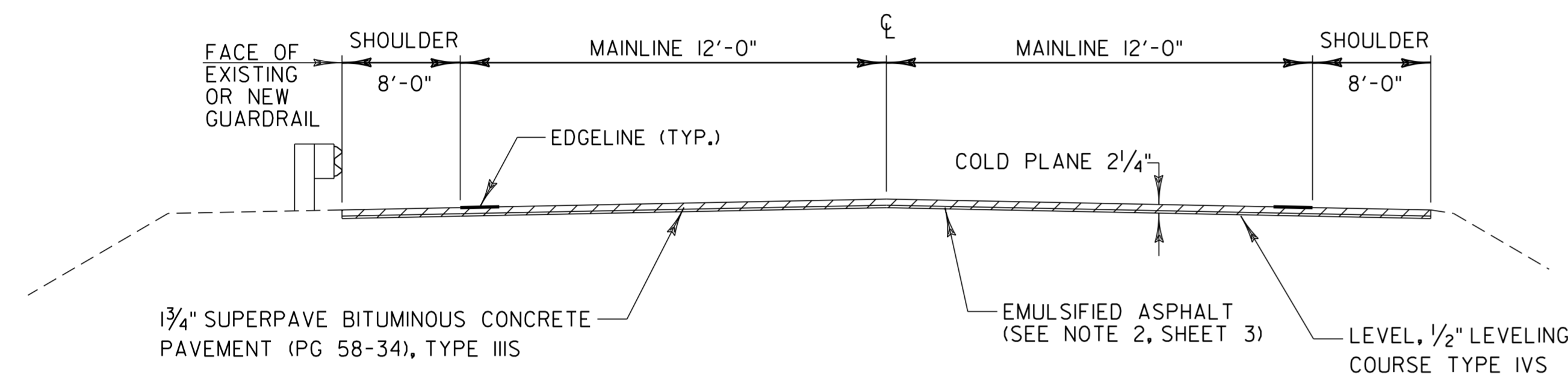
1. NO WORK IS INCLUDED BETWEEN DUXBURY STA. 7+12.80 AND 9+08.16. WORK IN THIS AREA IS BEING CONDUCTED AS A SEPARATE PROJECT RELATED TO THE BRIDGE ON VT 100.

**PROJECT
TYPICAL
SHEET 1**

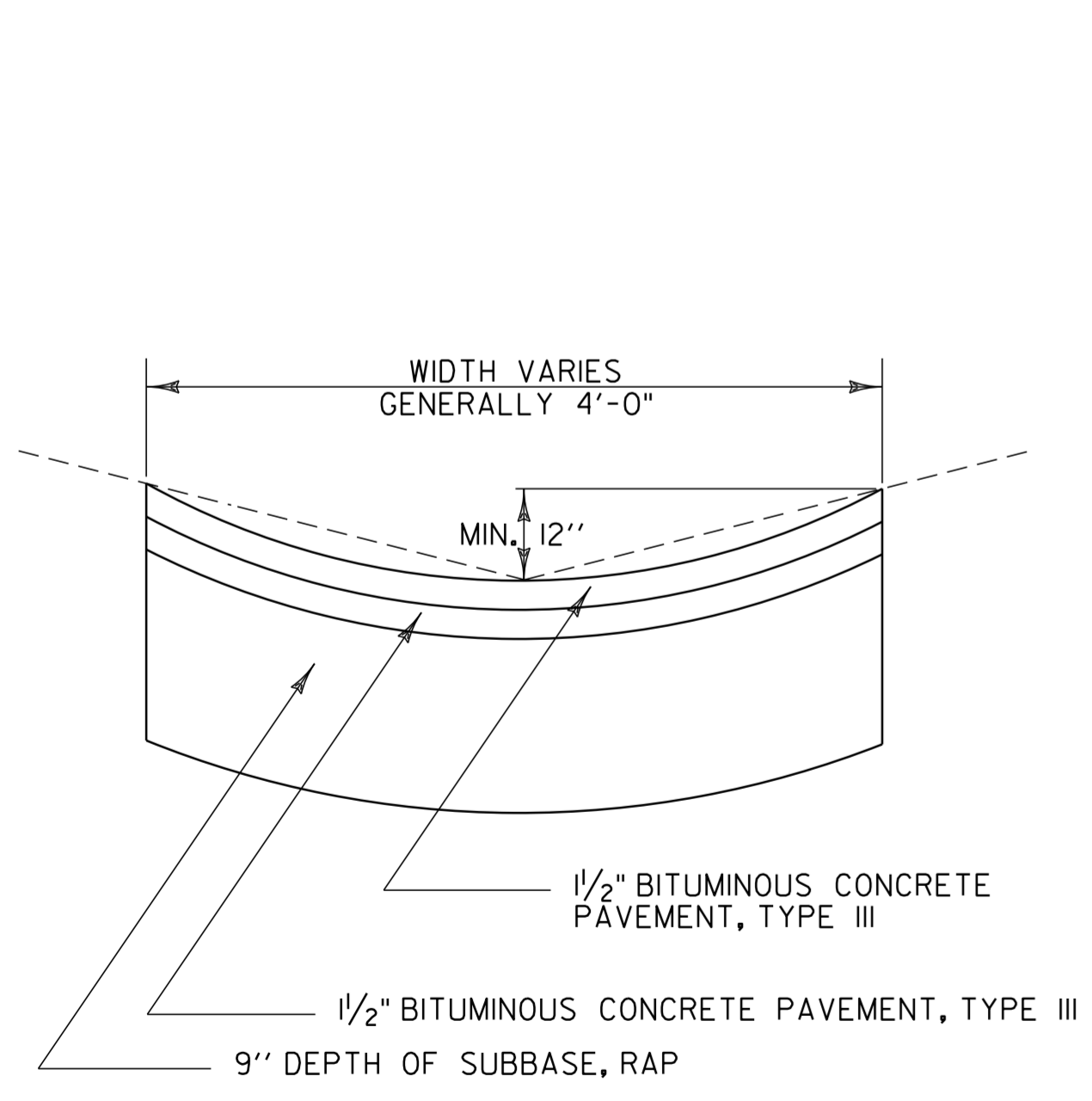
PROJECT NAME: MORETOWN-DUXBURY-MORETOWN	
PROJECT NUMBER: STP 2507 (1)S	
FILE NAME: p05b050.DGN	PLOT DATE: 31-OCT-2012 16:08
PROJECT LEADER: EPD	DRAWN BY: RHB
DESIGNED BY: CDL	CHECKED BY: EPD
PLOT FILE: p05b050+pl1	SHEET 3 OF 33



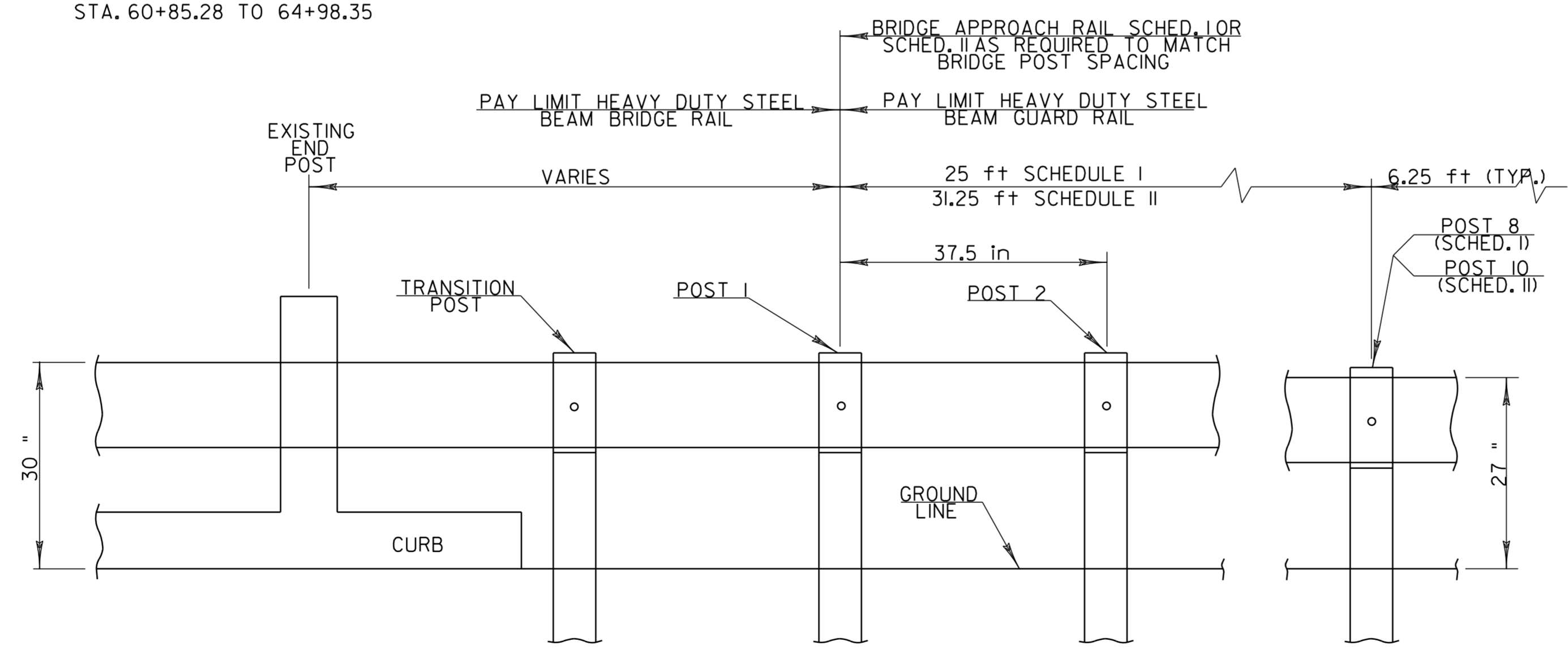
CROSSETT HILL ROAD TYPICAL SECTION
DUXBURY
STA. 218+18.00 AND 220+78.00



COLD PLANE AND OVERLAY SECTION
DUXBURY
STA. 323+00.00 TO STA. 328+50.17
MORETOWN
STA. 60+85.28 TO 64+98.35

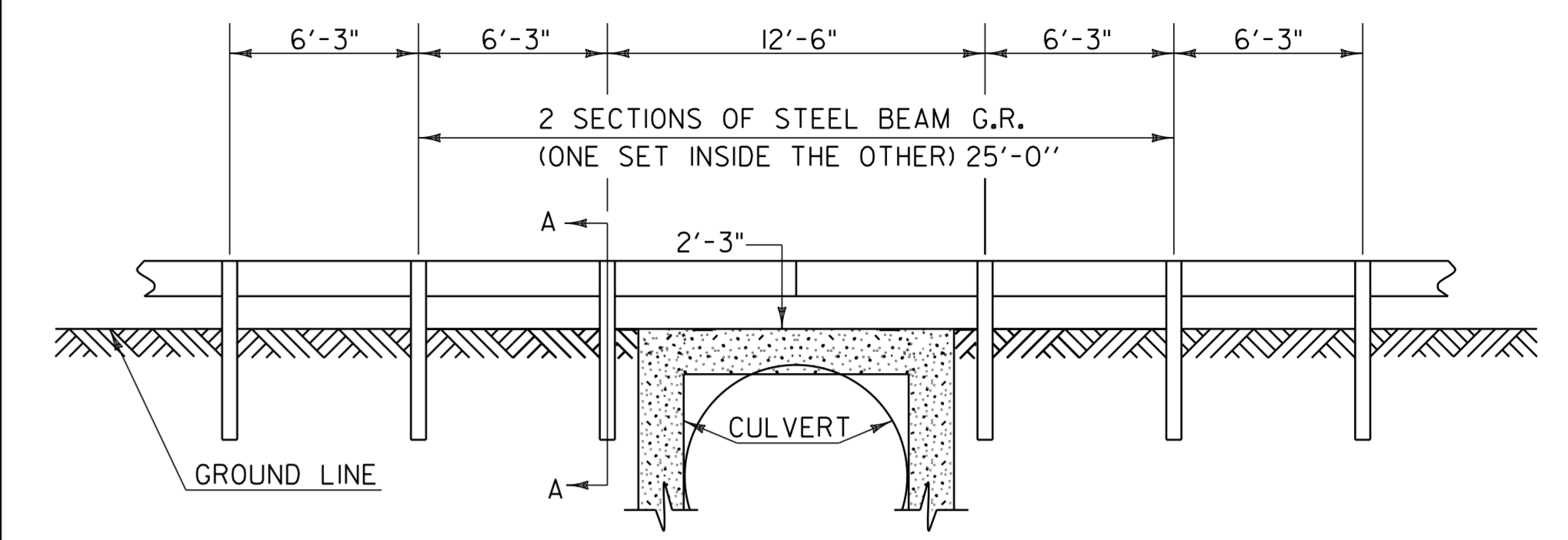
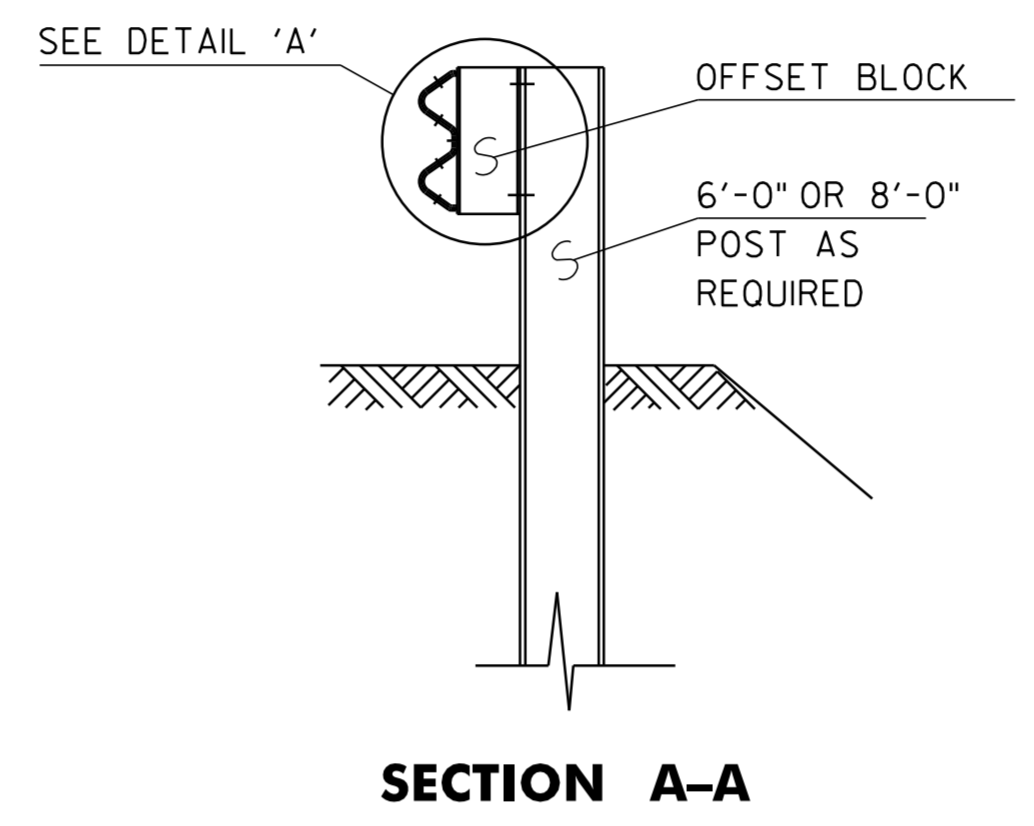
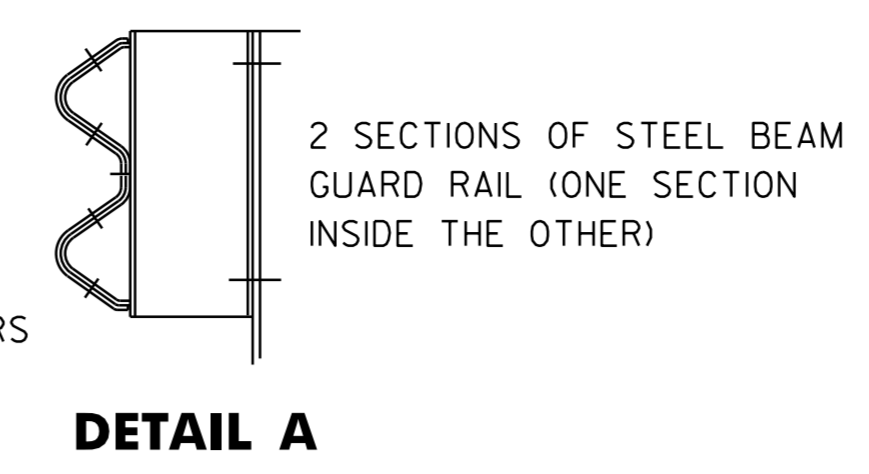


BITUMINOUS CONCRETE GUTTER
DUXBURY
STA. 208+00 LT TO STA. 210+00 LT

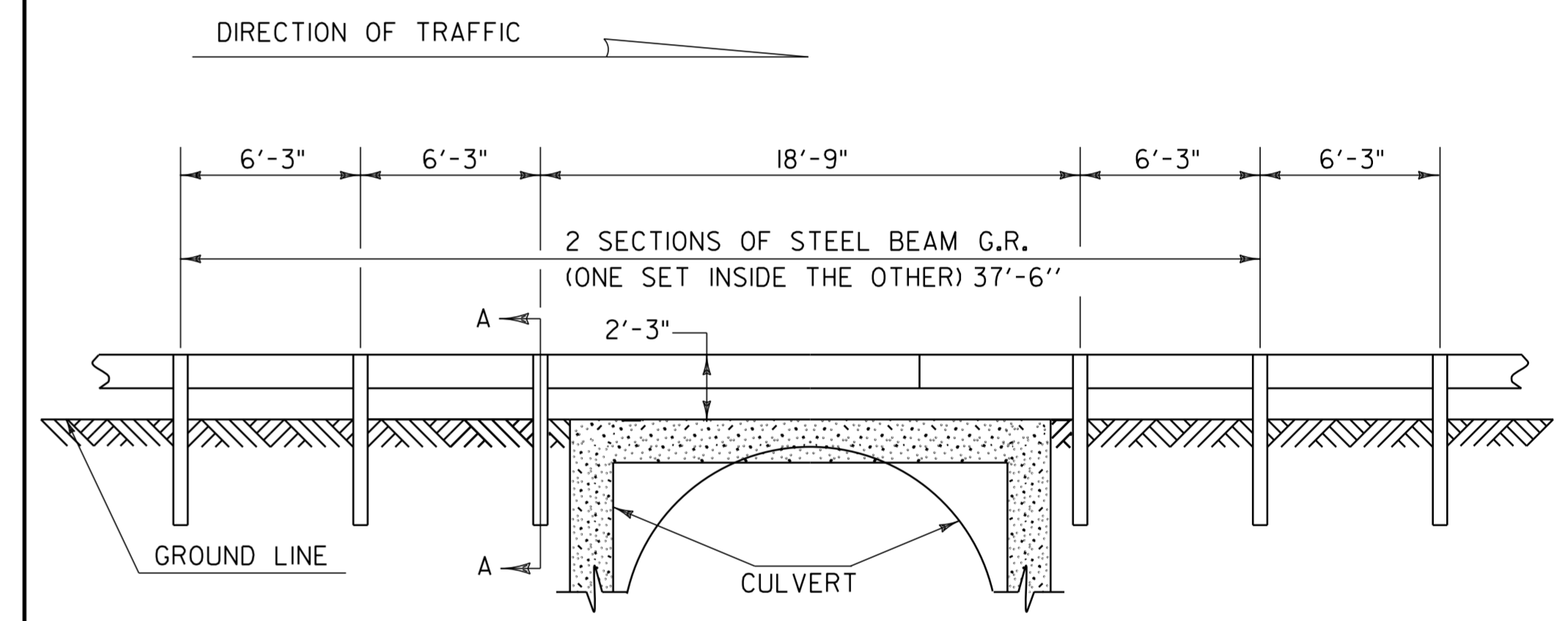


BRIDGE APPROACH RAILING

- NOTES**
- BRIDGE RAIL SHALL BE HEAVY DUTY STEEL BEAM RAIL.
 - BRIDGE APPROACH RAIL HEIGHT SHALL BE TRANSITIONED TO NORMAL ROADWAY RAIL HEIGHT IN 25 FEET.
 - APPROACH RAILING SHALL BE HEAVY DUTY STEEL BEAM FOR 25 FEET FROM THE END OF THE BRIDGE ENDS OF THE BRIDGE.
 - FOR BRIDGE RAILING, THE TRANSITION POST SHALL HAVE AN OFFSET BLOCK AND BE LOCATED AS CLOSE AS PRACTICAL TO THE MID-POINT BETWEEN THE BRIDGE END POST AND APPROACH RAIL POST 1.
 - SPLICES SHALL LAP IN DIRECTION OF TRAFFIC FLOW.



DETAIL OF STEEL BEAM GUARD RAIL AT SMALL CULVERTS
DUXBURY
STA. 84+95 AND STA. 137+16



DETAIL OF STEEL BEAM GUARD RAIL AT LARGE CULVERTS
DUXBURY STA. 293+75

BRIDGE APPROACH RAILING

WHEN A RAIL PANEL SPLICE OCCURS AT POST NO. 1 USE SCHEDULE I FOR APPROACH RAILING WHEN A RAIL PANEL SPLICE OCCURS AT BRIDGE END POST USE SCHEDULE II FOR APPROACH RAILING.

SCHEDULE I		
POST NO.	SPACING	PAYMENT FACTOR
1	3'-1 1/2"	1.4 x 12.5 ft
2	3'-1 1/2"	
3	3'-1 1/2"	
4	3'-1 1/2"	
5	3'-1 1/2"	
6	4'-2"	1.2 x 12.5 ft
7	4'-2"	
8	4'-2"	
9	6'-3" (TYP.)	1.0 (TYP.)

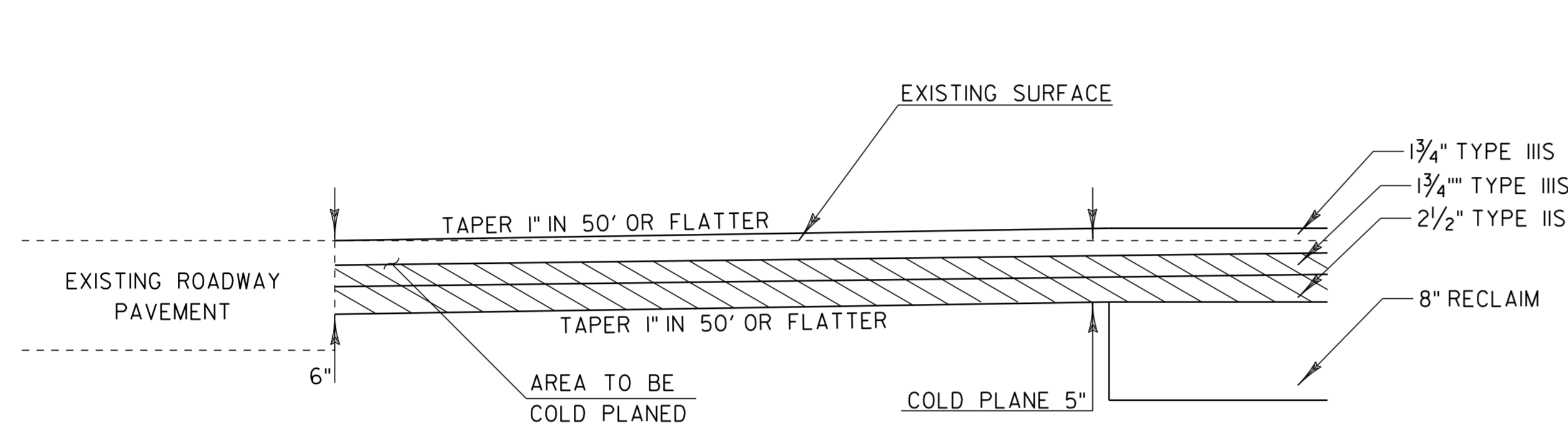
SCHEDULE II		
POST NO.	SPACING	PAYMENT FACTOR
1	3'-1 1/2"	1.4 x 18.75 ft
2	3'-1 1/2"	
3	3'-1 1/2"	
4	3'-1 1/2"	
5	3'-1 1/2"	
6	4'-2"	1.2 x 12.5 ft
7	4'-2"	
8	4'-2"	
9	4'-2"	1.0 (TYP.)
10	4'-2"	
11	6'-3" (TYP.)	1.0 (TYP.)

PROJECT TYPICAL SHEET 2

PROJECT NAME: MORETOWN-DUXBURY-MORETOWN
PROJECT NUMBER: STP 2507 (I)S
FILE NAME: p05b050.DGN
PROJECT LEADER: EPD
DESIGNED BY: CDL
PLOT FILE: p05b050+p2.i
PLOT DATE: 31-OCT-2012 16:08
DRAWN BY: RHB
CHECKED BY: EPD
SHEET 4 OF 33

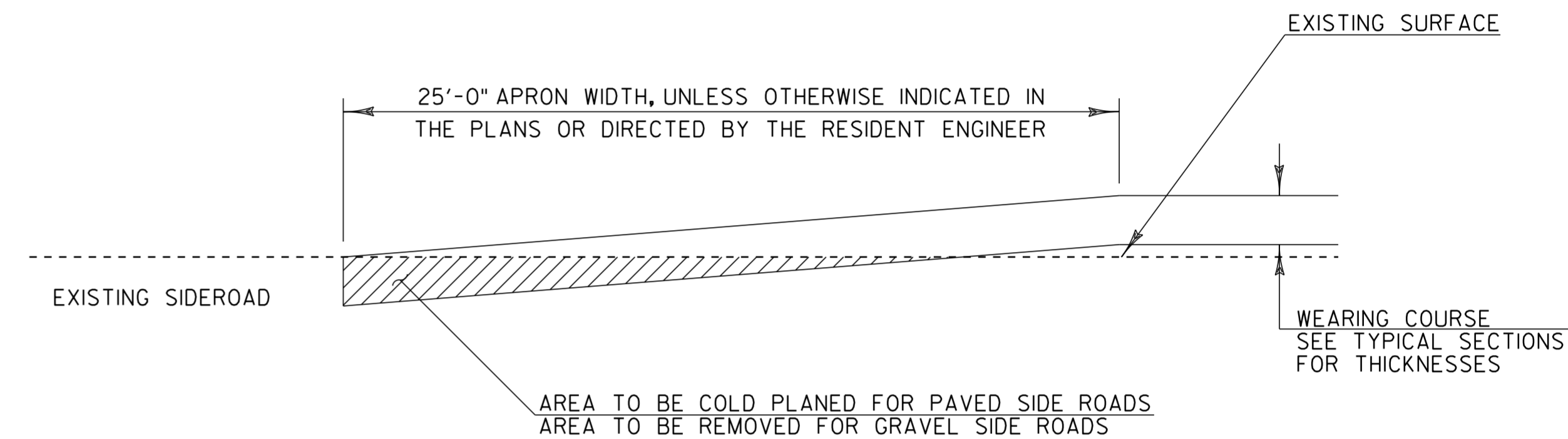
PROJECT PAVING LIMITS

TOWN AND ROUTE	BEGIN STATION	END STATION	LANE TYPICAL	WEARING DEPTH	LEVELING TON	NOTES
MORETOWN	24+92.16	60+85.28	3FT - 11FT - 11FT - 3FT	1 3/4"		COLD PLANE 5", RECLAIM 8", 2 1/2" TYPE IIS, 1 3/4" TYPE IIIS, 1 3/4" TYPE IIIS
DUXBURY	0+00.00	7+12.80	3FT - 11FT - 11FT - 3FT	1 3/4"		COLD PLANE 5", RECLAIM 8", 2 1/2" TYPE IIS, 1 3/4" TYPE IIIS, 1 3/4" TYPE IIIS
DUXBURY	9+08.16	211+20.00	3FT - 11FT - 11FT - 3FT	1 3/4"		COLD PLANE 3", RECLAIM 8", 2 1/2" TYPE IS, 1 3/4" TYPE IIIS, 1 3/4" TYPE IIIS
DUXBURY	211+20.00	292+00.00	3FT - 11FT - 11FT - 3FT	1 3/4"		COLD PLANE 4", RECLAIM 8", SPECIAL PROVISION (RECLAIMED STABILIZED BASE, PORTLAND CEMENT), MICROCRACK, 2 1/2" TYPE IS, 1 3/4" TYPE IIIS, 1 3/4" TYPE IIIS
DUXBURY	292+00.00	323+00.00	8FT - 12FT - 12FT - 8FT	1 3/4"	387.50	LEVEL, 1 3/4" TYPE IIIS
DUXBURY	323+00.00	328+50.17	8FT - 12FT - 12FT - 8FT	1 3/4"	68.77	COLD PLANE 2 1/4", LEVEL, 1 3/4" TYPE IIIS
MORETOWN	60+85.28	64+98.35	8FT - 12FT - 12FT - 8FT	1 3/4"	49.16	COLD PLANE 2 1/4", LEVEL, 1 3/4" TYPE IIIS



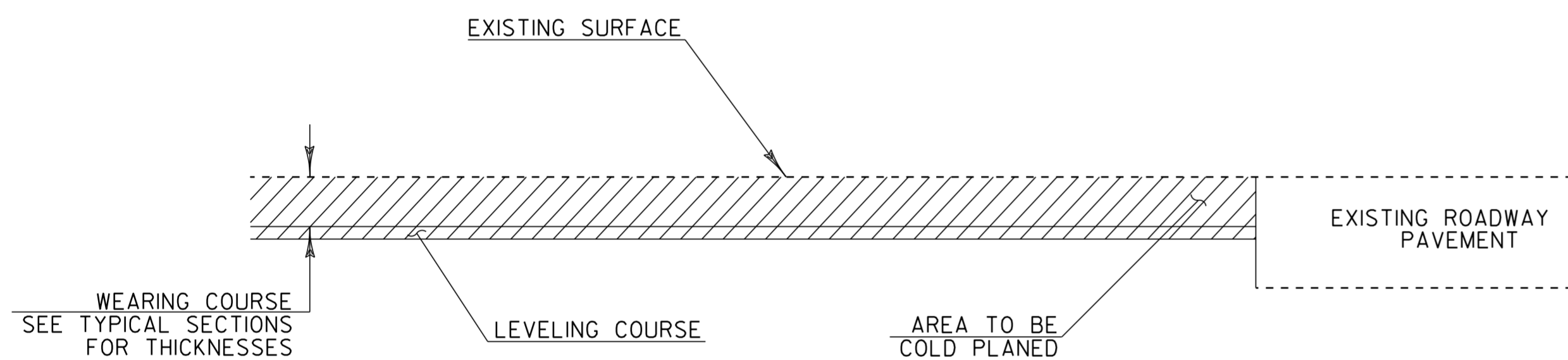
APPROACH AREA DETAIL (BEGIN PROJECT)

MORETOWN
STA. 24+92.16



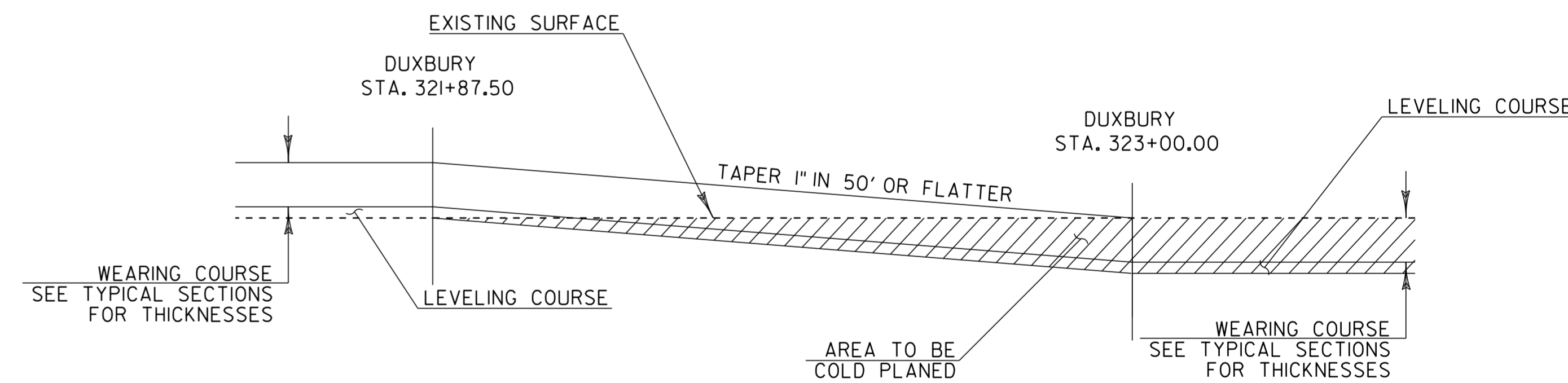
TRANSITION AREA FOR SIDE ROADS

SEE LAYOUT SHEETS FOR LOCATIONS
OF ALL SIDE ROADS



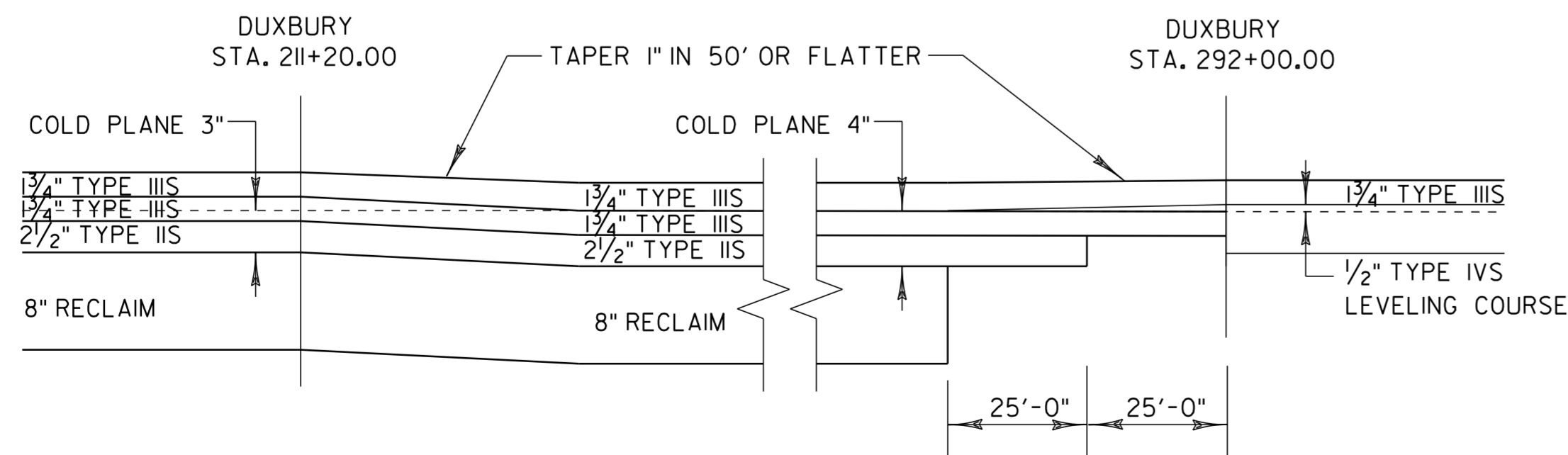
APPROACH AREA DETAIL (END PROJECT)

MORETOWN
STA. 64+98.35



TRANSITION DETAIL

DUXBURY
STA. 321+87.50 - STA. 323+00.00



TRANSITION DETAIL

DUXBURY
STA. 211+20.00 - 292+00.00

NOTE:

- TRANSITION AT SIDE ROADS SHALL HAVE A TAPER LENGTH OF 25', UNLESS SHOWN OTHERWISE ON THE PLANS. SEE PLANS FOR LOCATION OF SIDE ROADS. A BUTT JOINT WILL BE LOCATED AT THIS LOCATION.

**PROJECT
TYPICAL
SHEET 3**

PROJECT NAME: MORETOWN-DUXBURY-MORETOWN
PROJECT NUMBER: STP 2507 (1)S

FILE NAME: p05b050.DGN
PROJECT LEADER: EPD
DESIGNED BY: CDL
PLOT FILE: p05b050+tp3.i

PLOT DATE: 31-OCT-2012 16:08
DRAWN BY: RHB
CHECKED BY: EPD
SHEET 5 OF 33

STATE OF VERMONT
AGENCY OF TRANSPORTATION

ITEM DETAIL SUMMARY SHEET 1

BEGIN STATION	END STATION	POS.	201.31 THIN TRIM FOR SIGNS	203.15 COMMON EXCAV.	WASTE DITCH. MAT'L	203.30 EARTH BORROW	203.32 GRANULAR BORROW	204.20 TRENCH EXCAV. OF EARTH	204.22 TRENCH EXCAV. OF EARTH, EXP. (N.A.B.I.)	402.13 AGG. SHOULD. RAP	507.15 REIN. STEEL	525.10 REMOVAL OF EXIST. RAILING	541.25 CONC., CLASS B	601.99 RE-LAY PIPE CULVERT	604.412 REHAB. D.I. CLASS I	604.46 C. I. GRATE, TYPE B	619.17 YIELDING MARKER POSTS	621.20 STEEL BEAM G.R., GALV	621.205 STEEL BEAM G.R., GALV 8FT. POST	621.21 HD STEEL BEAM G.R. GALV.	621.50 MANUF. TERMINAL SECTION, FLARED	621.51 MANUF. TERMINAL SECTION, TANGENT	621.60 ANCHOR FOR STEEL BEAM RAIL	621.80 REMOVE & DISP. OF G.R.	676.10 DEL INE. WITH STEEL POSTS	900.640 BR. RAILING REPAIR	900.680 SUBBASE, RAP	REMARKS		
			EACH	CY	CY	CY	CY	CY	CY	TON	LB	LF	CY	LF	EACH	EACH	EACH	LF	LF	LF	EACH	EACH	EACH	LF	EACH	LF	TON			
MORROW																														
24+92.16	60+85.28	LT&RT	1	50	193					166					1		6												1322	ESTIMATE ITEMS TO BE USED AS NEEDED, OR AS DIRECTED BY THE RESIDENT ENGINEER.
60+85.28	64+98.35	LT&RT	2		2												3											40	ESTIMATE ITEMS TO BE USED AS NEEDED, OR AS DIRECTED BY THE RESIDENT ENGINEER.	
DUXBURY																														
0+00.00	328+50.17	LT&RT	5	100	2707		9	9	1	1483				4	2		127											10812	ESTIMATE ITEMS TO BE USED AS NEEDED, OR AS DIRECTED BY THE RESIDENT ENGINEER.	
0+10.00	3+35.00	RT				50				10											2			244	2				INSTALL FLARED MTS AT STA. 0+10.00 AND STA. 2+97.50.	
43+38.00	50+88.00	RT				50				5											1	1		391	2				INSTALL TANGENT MTS AT STA. 43+38.00 AND FLARED MTS AT STA. 50+50.50.	
78+67.50	88+80.00	RT				50				5											1	1		326	2				INSTALL FLARED MTS AT STA. 78+67.50 AND TANGENT MTS AT STA. 88+42.50.	
84+72.00	85+84.50	LT				25				5								75		25	1		1	23	2				INSTALL ANCHOR AT STA. 84+72.00 AND FLARED MTS AT STA. 85+47.00.	
87+46.00	102+37.50	LT				25												937.5	550			1	1	781	2				INSTALL 12' - 6" LONG 10' RADIUS WITH ANCHOR AT STA. 87+46.00 AND TANGENT MTS AT STA. 102+00.00.	
122+09.50	131+34.50	RT				25																	1	1	740	2			INSTALL TANGENT MTS AT STA. 122+09.50 AND ANCHOR AT STA. 131+34.50.	
135+28.00	138+00.00	RT				25				5								262.5		25	1		2	238	2				INSTALL ANCHORS AT STA. 135+28.00 AND STA. 135+74.00. INSTALL FLARED MTS AT STA. 137+62.50.	
136+65.00	137+90.00	LT				50				10								50		25	2			125	2				INSTALL FLARED MTS AT STA. 136+65.00 AND STA. 137+52.50.	
143+85.00	147+19.00	LT								5													3	308	2				INSTALL ANCHORS AT STA. 143+85.00 AND STA. 144+30.00. CONSTRUCT 18' - 9" LONG 15' RADIUS WITH ANCHOR AT STA. 147+10.00.	
151+26.00	162+76.00	RT				50				10								625	450			2		1068	2				INSTALL FLARED MTS AT STA. 151+26.00 AND INSTALL FLARED MTS AT STA. 162+38.50 TO MAINTAIN EXISTING TAPER.	
171+32.00	175+10.00	RT				25				5													2	347	2				INSTALL ANCHORS AT STA. 171+32.00 AND STA. 171+70.00. INSTALL FLARED MTS AT STA. 174+72.50.	
205+84.00	218+46.50	RT				50				5														1263	2				INSTALL TANGENT MTS AT STA. 205+84.00 AND INSTALL FLARED MTS AT STA. 218+09.00.	
217+55.00		LT		8							270		3		1														CONSTRUCT CONCRETE CATCH BASIN WITH CAST IRON GRATE. RAISE DITCH TO DRAIN TO NEW CATCH BASIN.	
220+37.50	222+37.50	RT				50				10														151	2				INSTALL FLARED MTS AT STA. 220+37.50 AND STA. 222+00.00.	
227+93.00	232+43.00	RT				50																		452	2				INSTALL TANGENT MTS AT STA. 227+93.00 AND STA. 232+05.50.	
	SUBTOTAL		8	158	2902	525	9	9	1	1724	270	0	3	4	3	1	136	2312.5	5775	100	14	7	10	6457	28	0	12174			

ITEM
DETAIL
SUMMARY
SHEET 1

PROJECT NAME: MORETOWN-DUXBURY-MORETOWN
PROJECT NUMBER: STP 2507 (I)S
FILE NAME: p05b050.DGN
PROJECT LEADER: EPD
DESIGNED BY: CDL
PLOT FILE: p05b050idssl.i
PLOT DATE: 31-OCT-2012 16:08
DRAWN BY: RHB
CHECKED BY: EPD
SHEET 9 OF 33

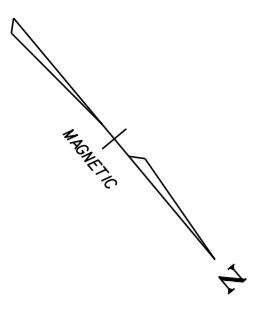
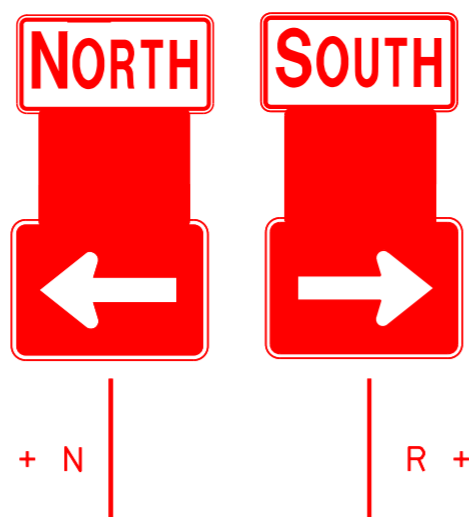
STATE OF VERMONT
AGENCY OF TRANSPORTATION

ITEM DETAIL SUMMARY SHEET 2

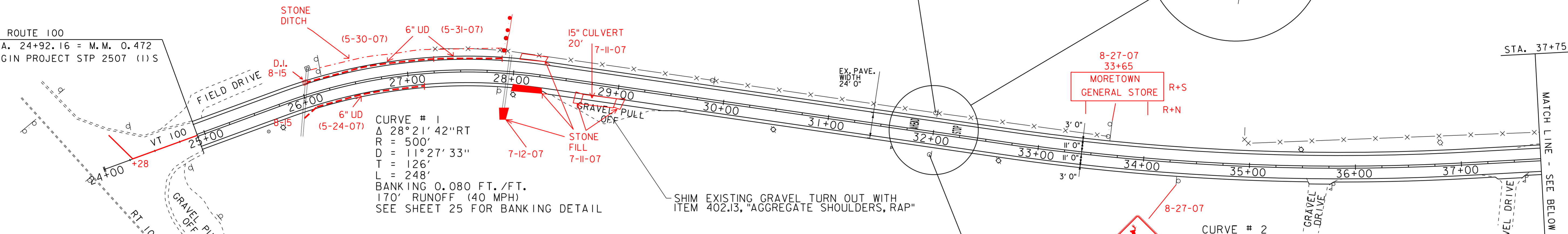
BEGIN STATION	END STATION	POS.	201.31 THIN TRIM FOR SIGNS	203.15 COMMON EXCAV.	WASTE DITCH. MAT'L	203.30 EARTH BORROW	203.32 GRANULAR BORROW	204.20 TRENCH EXCAV. OF EARTH	204.22 TRENCH EXCAV. OF EARTH, EXP. (N.A.B.I.)	402.13 AGG. SHOULD. RAP	507.15 REIN. STEEL	525.10 REMOVAL OF EXIST. RAILING	541.25 CONC., CLASS B	601.99 RE-LAY PIPE CULVERT	604.412 REHAB. D.I. CLASS I	604.46 C. I. GRATE, TYPE B	619.17 YIELDING MARKER POSTS	621.20 STEEL BEAM G.R., GALV	621.205 STEEL BEAM G.R., GALV 8FT. POST	621.21 HD STEEL BEAM G.R. GALV.	621.50 MANUF. TERMINAL SECTION, FLARED	621.51 MANUF. TERMINAL SECTION, TANGENT	621.60 ANCHOR FOR STEEL BEAM RAIL	621.80 REMOVE & DISP. OF G.R.	676.10 DEL INE. WITH STEEL POSTS	900.640 BR. RAILING REPAIR	900.680 SUBBASE, RAP	REMARKS
			EACH	CY	CY	CY	CY	CY	CY	TON	LB	LF	CY	LF	EACH	EACH	EACH	LF	LF	LF	EACH	EACH	EACH	LF	EACH	LF	TON	
228+60.00	232+10.00	LT				50				10									275		2			264	2			INSTALL FLARED MTS AT STA. 228+60.00 AND STA. 231+72.50.
233+86.00	235+61.00	RT				50													100		2			130	2			INSTALL TANGENT MTS AT STA. 233+86.00 AND STA. 235+23.50.
238+60.00		RT					0.89	0.89						4														RELAY LAST 4' OF PIPE
264+14.50	272+14.50	RT				50				10									725		2			404	2			INSTALL FLARED MTS AT STA. 264+14.50 AND STA. 271+77.00.
292+45.00	295+95.00	RT				50				10								275		25	2			349	2			INSTALL FLARED MTS AT STA. 292+45.00 AND STA. 295+57.50.
292+82.00	295+14.00	LT				25				5								200		25	1		1	232	2			INSTALL 25' -0" LONG 15' RADIUS WITH ANCHOR AT STA. 292+82.00 AND A FLARED MTS AT STA. 294+76.50.
326+81.00	61+41.12	LT				50				10		25						100		56.25	2			165	2	25		INSTALL FLARED MTS AT STA. 326+81.00 AND STA. 61+03.62.
327+06.00	61+10.00	RT				50				10		25						50		56.25	2			144	2	25		INSTALL FLARED MTS AT STA. 327+06.00 AND STA. 328+37.25.
SUBTOTAL, THIS SHEET			0	0	0	325	0.89	0.89	0	55	0	50	0	4	0	0	0	625	1100	162.5	11	2	1	1688	14	50	0	
SUBTOTAL, SHEET 9			8	158	2902	525	9	9	1	1724	270	0	3	4	3	1	136	2312.5	5775	100	14	7	10	6457	28	0	12174	
ROUNDING			-	-	-	-	0.11	0.11	-	121	-	-	-	-	-	14	62.5	100	12.5	-	-	-	355	4	-	176		
GRAND TOTAL			8	158	2902	850	10	10	1	1900	270	50	3	8	3	1	150	3000	6975	275	25	9	11	8500	46	50	12350	

**ITEM
DETAIL
SUMMARY
SHEET 2**

PROJECT NAME: MORETOWN-DUXBURY-MORETOWN
PROJECT NUMBER: STP 2507 (I)S
FILE NAME: p05b050.DGN
PROJECT LEADER: EPD
DESIGNED BY: CDL
PLOT FILE: p05b050ids2.i
PLOT DATE: 31-OCT-2012 16:08
DRAWN BY: RHB
CHECKED BY: EPD
SHEET 10 OF 33



VT ROUTE 100
 STA. 24+92.16 = M.M. 0.472
 BEGIN PROJECT STP 2507 (I) S



CURVE # 1
 Δ 28° 21' 42" RT
 R = 500'
 D = 11° 27' 33"
 T = 126'
 L = 248'
 BANKING 0.080 FT./FT.
 170' RUNOFF (40 MPH)
 SEE SHEET 25 FOR BANKING DETAIL

CURVE # 2
 Δ 11° 20' 41" LT
 R = 2200'
 D = 2° 36' 16"
 T = 219'
 L = 436'
 BANKING 0.034 FT./FT.
 125' RUNOFF (40 MPH)
 SEE SHEET 25 FOR BANKING DETAIL

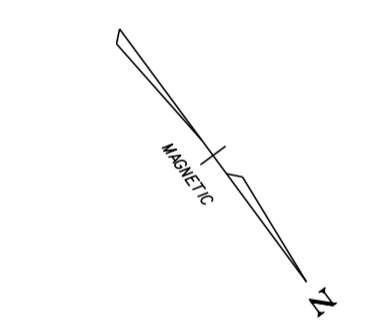
- 646.402 DURABLE 4" WHITE LINE, THERMOPLASTIC
 STA. 24+92 - STA. 37+75 (SOLID LT & RT)
- 646.412 DURABLE 4" YELLOW LINE, THERMOPLASTIC
 STA. 24+92 - STA. 37+75 (SOLID LT & RT)
- 646.602 TEMPORARY 4" WHITE LINE, PAINT
 STA. 24+92 - STA. 37+75 (SOLID LT & RT)
- 646.612 TEMPORARY 4" YELLOW LINE, PAINT
 STA. 24+92 - STA. 37+75 (SOLID LT & RT)

- 646.492 DURABLE LETTER OR SYMBOL, THERMOPLASTIC
 STA. 31+80 LT "AHEAD"
 STA. 32+20 LT "STOP"
- 646.692 TEMPORARY LETTER OR SYMBOL, PAINT
 STA. 31+80 LT "AHEAD"
 STA. 32+20 LT "STOP"

- 604.412 REHAB. DROP INLETS, CATCH BASINS, OR MANHOLES, CLASS I
 STA. 26+11 LT
- 605.10 6 INCH UNDERDRAIN PIPE
 STA. 27+38 RT - STA. 25+88 RT
- 675.50 REMOVING SIGNS
 AS SHOWN - 2

- SIGN LEGEND**
- R = REMOVE
 - S = SALVAGE
 - N = NEW
 - RET = RETAIN
 - B-B = BACK TO BACK

NOTE
 AT STA. 25+98, 8' RT AND STA. 27+38, 8' RT
 EXCAVATE TELEPHONE POLE IN PAVEMENT

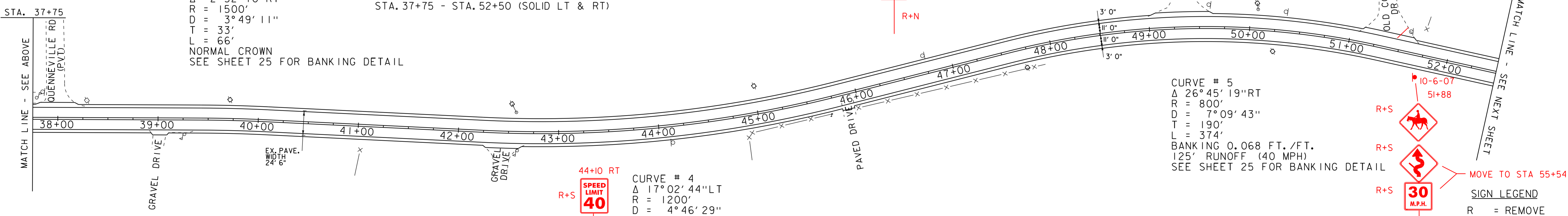


- 646.402 DURABLE 4" WHITE LINE, THERMOPLASTIC
 STA. 37+75 - STA. 52+50 (SOLID LT & RT)
- 646.412 DURABLE 4" YELLOW LINE, THERMOPLASTIC
 STA. 37+75 - STA. 52+50 (SOLID LT & RT)
- 646.602 TEMPORARY 4" WHITE LINE, PAINT
 STA. 37+75 - STA. 52+50 (SOLID LT & RT)
- 646.612 TEMPORARY 4" YELLOW LINE, PAINT
 STA. 37+75 - STA. 52+50 (SOLID LT & RT)

CURVE # 3
 Δ 2° 32' 10" RT
 R = 1500'
 D = 3° 49' 11"
 T = 33'
 L = 66'
 NORMAL CROWN
 SEE SHEET 25 FOR BANKING DETAIL

CURVE # 4
 Δ 17° 02' 44" LT
 R = 1200'
 D = 4° 46' 29"
 T = 180'
 L = 357'
 BANKING 0.054 FT./FT.
 125' RUNOFF (40 MPH)
 SEE SHEET 25 FOR BANKING DETAIL

CURVE # 5
 Δ 26° 45' 19" RT
 R = 800'
 D = 7° 09' 43"
 T = 190'
 L = 374'
 BANKING 0.068 FT./FT.
 125' RUNOFF (40 MPH)
 SEE SHEET 25 FOR BANKING DETAIL



- SIGN LEGEND**
- R = REMOVE
 - S = SALVAGE
 - N = NEW
 - RET = RETAIN
 - B-B = BACK TO BACK

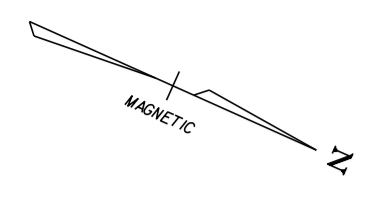
DATUM

VERTICAL	N/A
HORIZONTAL	N/A



PROJECT LAYOUT SHEET 1

PROJECT NAME: MORETOWN-DUXBURY-MORETOWN	PLOT DATE: 31-OCT-2012 16:08
PROJECT NUMBER: STP 2507 (I) S	DRAWN BY: SJB/RHB
FILE NAME: p05b050.dgn	DESIGNED BY: CDL
PROJECT LEADER: EPD	CHECKED BY: EPD
DESIGNED BY: CDL	SHEET 13 OF 33
PLOT FILE: p05b050pl01.dgn	



CURVE # 6
 Δ 8° 44' 03" RT
 R = 1000'
 D = 5° 43' 46"
 T = 76'
 L = 152'
 BANKING 0.060 FT./FT.
 130' RUNOFF (40 MPH)
 SEE SHEET 25 FOR BANKING DETAIL

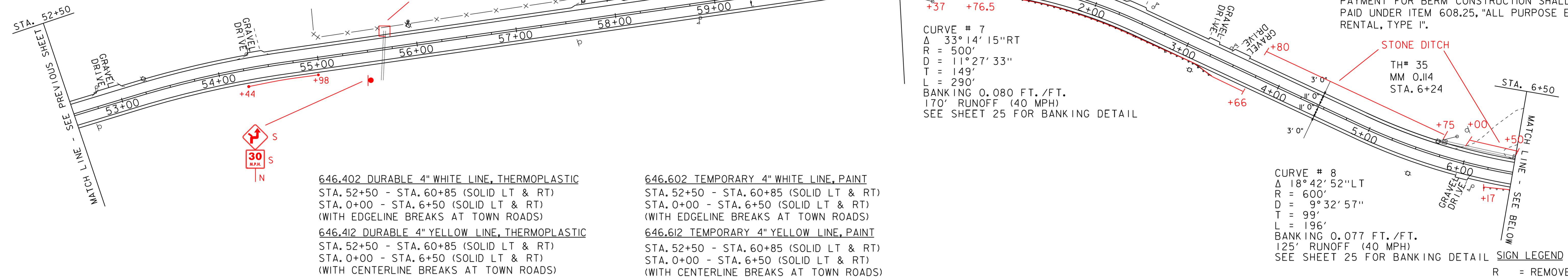
TOWN LINE
 MORETOWN STA. 60+85.28 = MM 1.153
 DUXBURY STA. 0+00.00 = MM 0.000

STA 54+44 - STA 55+98 RT
 621.205 STEEL BEAM GUARDRAIL, GALVANIZED W/8 FEET POSTS
 STA. 0+47.50 RT - STA. 2+97.50 RT
 621.50 MANUFACTURED TERMINAL SECTION, FLARED
 STA. 0+10.00 RT - STA. 0+47.50 RT
 STA. 2+97.50 RT - STA. 3+35.00 RT
 621.80 REMOVAL AND DISPOSAL OF GUARDRAIL
 STA. 0+66 RT - STA. 3+10 RT

675.50 REMOVING SIGNS
 AS SHOWN - 1
 676.10 DELINEATOR WITH STEEL POST, WHITE
 STA. 0+10.00 RT
 STA. 3+35.00 RT

621.60 ANCHOR
 M 54+58.5 lea D 0+51.5 RT
 M 55+83.5 lea D 3+51.5 RT
 M 55+83.5 lea D 6+64 RT

NOTE: CONSTRUCT EARTH BERM FROM STA. 6+00 LT TO STA. 6+40 LT USING EXCAVATED DITCH MATERIAL. PAYMENT FOR BERM CONSTRUCTION SHALL BE PAID UNDER ITEM 608.25, "ALL PURPOSE EXCAVATOR RENTAL, TYPE I".

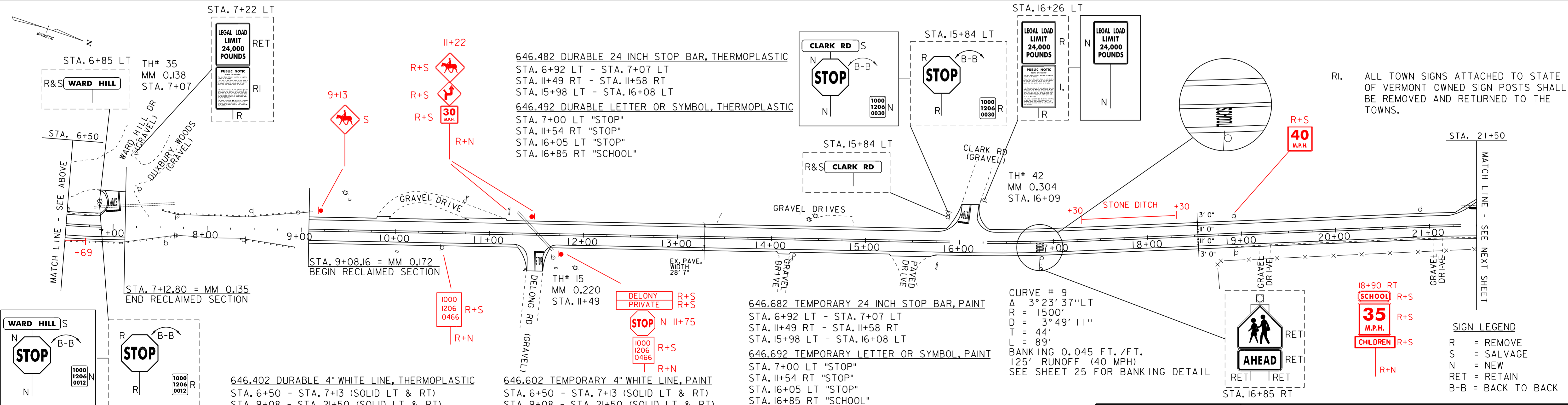
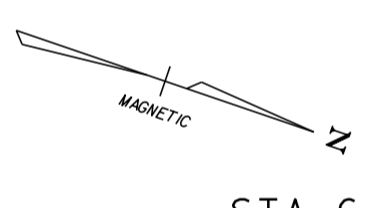


646.402 DURABLE 4" WHITE LINE, THERMOPLASTIC
 STA. 52+50 - STA. 60+85 (SOLID LT & RT)
 STA. 0+00 - STA. 6+50 (SOLID LT & RT)
 (WITH EDGELINE BREAKS AT TOWN ROADS)

646.412 DURABLE 4" YELLOW LINE, THERMOPLASTIC
 STA. 52+50 - STA. 60+85 (SOLID LT & RT)
 STA. 0+00 - STA. 6+50 (SOLID LT & RT)
 (WITH CENTERLINE BREAKS AT TOWN ROADS)

646.602 TEMPORARY 4" WHITE LINE, PAINT
 STA. 52+50 - STA. 60+85 (SOLID LT & RT)
 STA. 0+00 - STA. 6+50 (SOLID LT & RT)
 (WITH EDGELINE BREAKS AT TOWN ROADS)

646.612 TEMPORARY 4" YELLOW LINE, PAINT
 STA. 52+50 - STA. 60+85 (SOLID LT & RT)
 STA. 0+00 - STA. 6+50 (SOLID LT & RT)
 (WITH CENTERLINE BREAKS AT TOWN ROADS)



646.402 DURABLE 4" WHITE LINE, THERMOPLASTIC
 STA. 6+50 - STA. 7+13 (SOLID LT & RT)
 STA. 9+08 - STA. 21+50 (SOLID LT & RT)
 (WITH EDGELINE BREAKS AT TOWN ROADS)

646.412 DURABLE 4" YELLOW LINE, THERMOPLASTIC
 STA. 6+50 - STA. 7+13 (SOLID LT & RT)
 STA. 9+08 - STA. 21+50 (SOLID LT & RT)
 (WITH CENTERLINE BREAKS AT TOWN ROADS)

646.602 TEMPORARY 4" WHITE LINE, PAINT
 STA. 6+50 - STA. 7+13 (SOLID LT & RT)
 STA. 9+08 - STA. 21+50 (SOLID LT & RT)
 (WITH EDGELINE BREAKS AT TOWN ROADS)

646.612 TEMPORARY 4" YELLOW LINE, PAINT
 STA. 6+50 - STA. 7+13 (SOLID LT & RT)
 STA. 9+08 - STA. 21+50 (SOLID LT & RT)
 (WITH CENTERLINE BREAKS AT TOWN ROADS)

646.682 TEMPORARY 24 INCH STOP BAR, PAINT
 STA. 6+92 LT - STA. 7+07 LT
 STA. 11+49 RT - STA. 11+58 RT
 STA. 15+98 LT - STA. 16+08 LT

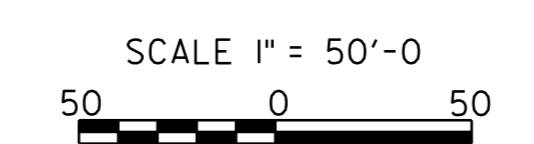
646.692 TEMPORARY LETTER OR SYMBOL, PAINT
 STA. 7+00 LT "STOP"
 STA. 11+54 RT "STOP"
 STA. 16+05 LT "STOP"
 STA. 16+85 RT "SCHOOL"

CURVE # 9
 Δ 3° 23' 37" LT
 R = 1500'
 D = 3° 49' 11"
 T = 44'
 L = 89'
 BANKING 0.045 FT./FT.
 125' RUNOFF (40 MPH)
 SEE SHEET 25 FOR BANKING DETAIL

RI. ALL TOWN SIGNS ATTACHED TO STATE OF VERMONT OWNED SIGN POSTS SHALL BE REMOVED AND RETURNED TO THE TOWNS.

SIGN LEGEND
 R = REMOVE
 S = SALVAGE
 N = NEW
 RET = RETAIN
 B-B = BACK TO BACK

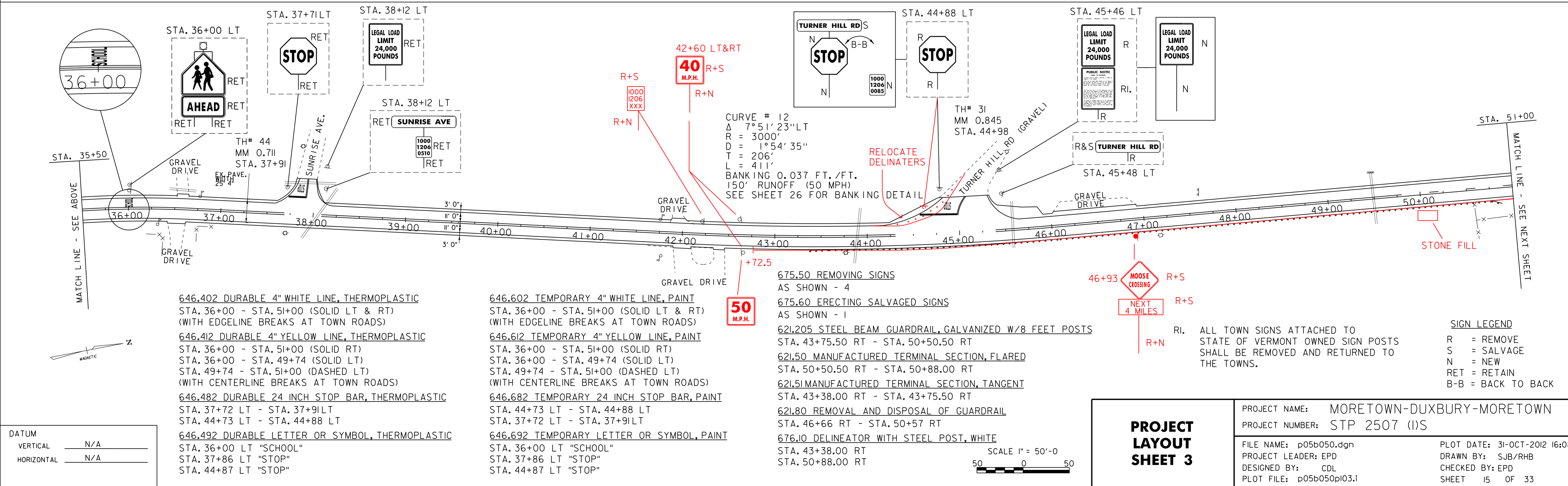
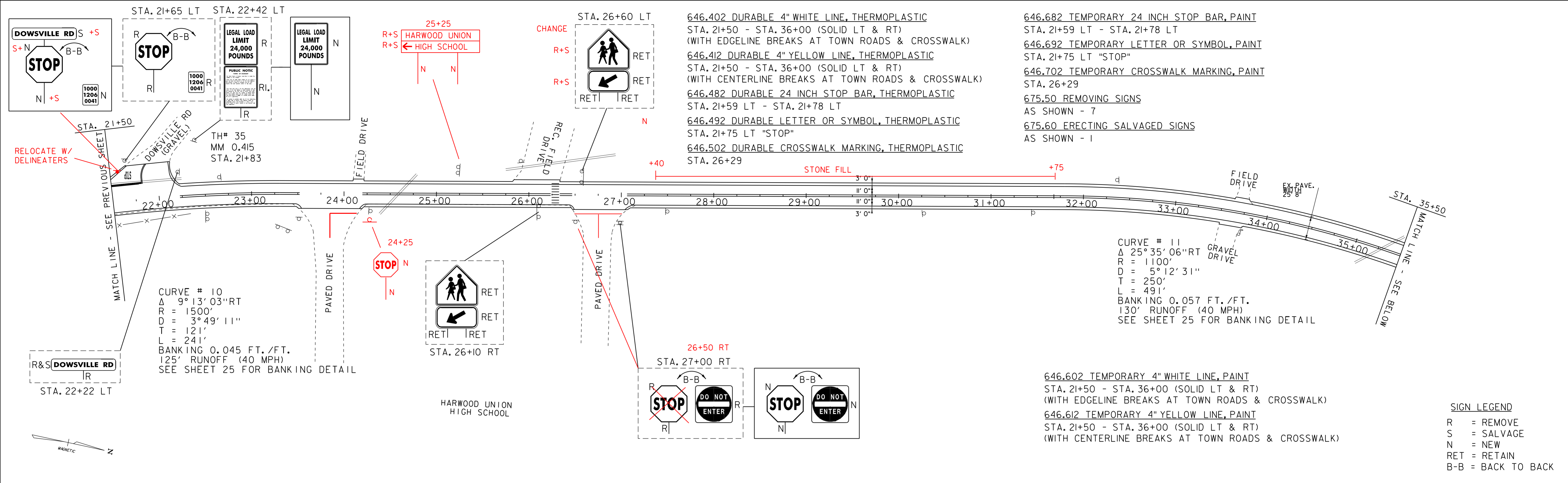
DATUM
 VERTICAL N/A
 HORIZONTAL N/A



PROJECT LAYOUT SHEET 2

PROJECT NAME: MORETOWN-DUXBURY-MORETOWN
 PROJECT NUMBER: STP 2507 (1)S
 FILE NAME: p05b050.dgn
 PROJECT LEADER: EPD
 DESIGNED BY: CDL
 PLOT FILE: p05b050p102.i

PLOT DATE: 31-OCT-2012 16:08
 DRAWN BY: SJB/RHB
 CHECKED BY: EPD
 SHEET 14 OF 33



DATUM

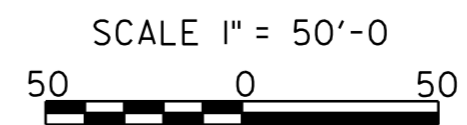
VERTICAL	N/A
HORIZONTAL	N/A

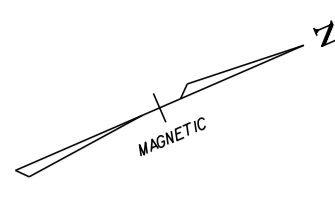
PROJECT LAYOUT SHEET 3

PROJECT NAME: MORETOWN-DUXBURY-MORETOWN
 PROJECT NUMBER: STP 2507 (I)S

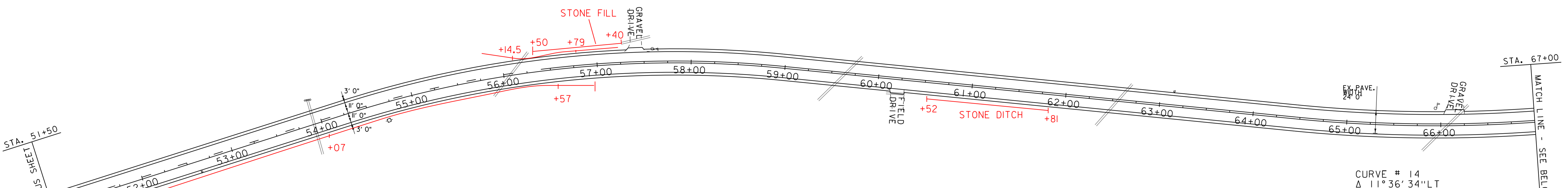
FILE NAME: p05b050.dgn
 PROJECT LEADER: EPD
 DESIGNED BY: CDL
 PLOT FILE: p05b050p103.i

PLOT DATE: 31-OCT-2012 16:08
 DRAWN BY: SJB/RHB
 CHECKED BY: EPD
 SHEET 15 OF 33





CURVE # 13
 Δ 23°20'43"RT
 R = 1150'
 D = 4°58'56"
 T = 238'
 L = 469'
 BANKING 0.071 FT./FT.
 170' RUNOFF (50 MPH)
 SEE SHEET 26 FOR BANKING DETAIL



646.402 DURABLE 4" WHITE LINE, THERMOPLASTIC
 STA. 51+50 - STA. 67+00 (SOLID LT & RT)
 646.412 DURABLE 4" YELLOW LINE, THERMOPLASTIC
 STA. 51+50 - STA. 67+00 (SOLID RT)
 STA. 51+50 - STA. 56+50 (DASHED LT)
 STA. 56+50 - STA. 67+00 (SOLID LT)
 646.602 TEMPORARY 4" WHITE LINE, PAINT
 STA. 51+50 - STA. 67+00 (SOLID LT & RT)
 646.612 TEMPORARY 4" YELLOW LINE, PAINT
 STA. 51+50 - STA. 67+00 (SOLID RT)
 STA. 51+50 - STA. 56+50 (DASHED LT)
 STA. 56+50 - STA. 67+00 (SOLID LT)

CURVE # 14
 Δ 11°36'34"LT
 R = 1500'
 D = 3°49'11"
 T = 152'
 L = 304'
 BANKING 0.062 FT./FT.
 150' RUNOFF (50 MPH)
 SEE SHEET 26 FOR BANKING DETAIL

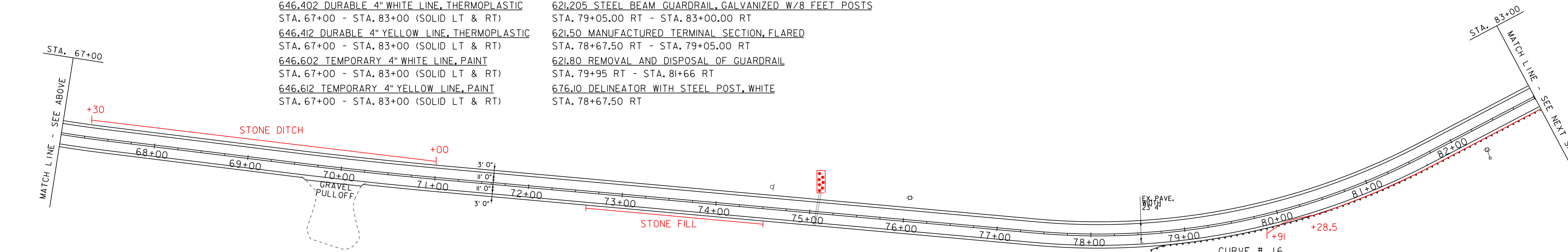
SIGN LEGEND
 R = REMOVE
 S = SALVAGE
 N = NEW
 RET = RETAIN
 B-B = BACK TO BACK

MATCH LINE - SEE PREVIOUS SHEET

MATCH LINE - SEE BELOW

646.402 DURABLE 4" WHITE LINE, THERMOPLASTIC
 STA. 67+00 - STA. 83+00 (SOLID LT & RT)
 646.412 DURABLE 4" YELLOW LINE, THERMOPLASTIC
 STA. 67+00 - STA. 83+00 (SOLID LT & RT)
 646.602 TEMPORARY 4" WHITE LINE, PAINT
 STA. 67+00 - STA. 83+00 (SOLID LT & RT)
 646.612 TEMPORARY 4" YELLOW LINE, PAINT
 STA. 67+00 - STA. 83+00 (SOLID LT & RT)

621.205 STEEL BEAM GUARDRAIL, GALVANIZED W/8 FEET POSTS
 STA. 79+05.00 RT - STA. 83+00.00 RT
 621.50 MANUFACTURED TERMINAL SECTION, FLARED
 STA. 78+67.50 RT - STA. 79+05.00 RT
 621.80 REMOVAL AND DISPOSAL OF GUARDRAIL
 STA. 79+95 RT - STA. 81+66 RT
 676.10 DELINEATOR WITH STEEL POST, WHITE
 STA. 78+67.50 RT



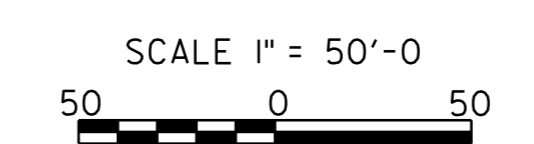
CURVE # 15
 Δ 1°55'31"LT
 R = 5000'
 D = 1°08'45"
 T = 84'
 L = 168'
 BANKING 0.025 FT./FT.
 150' RUNOFF (50 MPH)
 SEE SHEET 26 FOR BANKING DETAIL

CURVE # 16
 Δ 32°43'23"LT
 R = 750'
 D = 7°38'22"
 T = 220'
 L = 428'
 BANKING 0.08 FT./FT.
 190' RUNOFF (50 MPH)
 SEE SHEET 26 FOR BANKING DETAIL

SIGN LEGEND
 R = REMOVE
 S = SALVAGE
 N = NEW
 RET = RETAIN
 B-B = BACK TO BACK

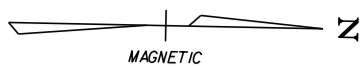


DATUM	
VERTICAL	N/A
HORIZONTAL	N/A



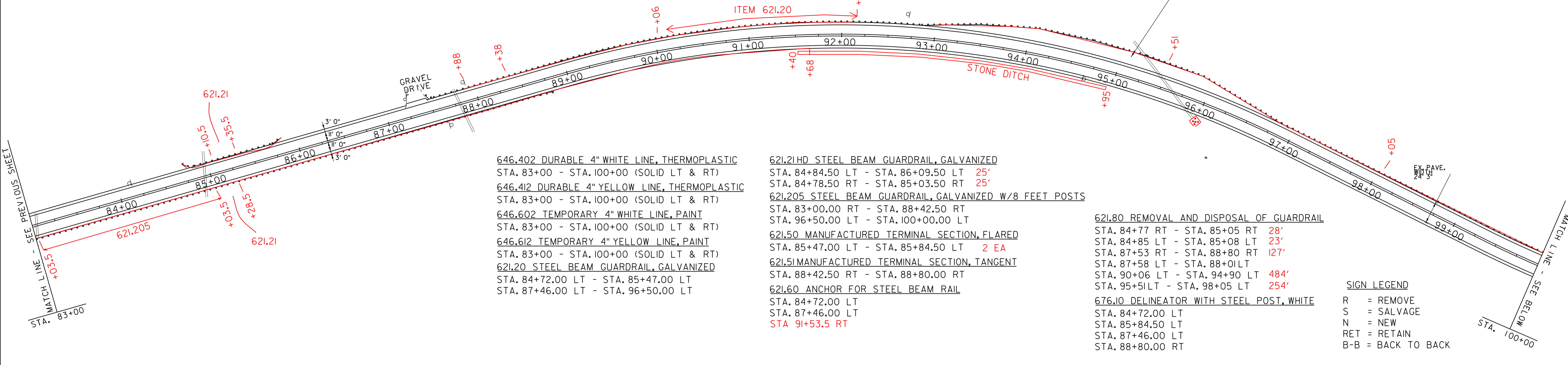
PROJECT LAYOUT SHEET 4

PROJECT NAME:	MORETOWN-DUXBURY-MORETOWN
PROJECT NUMBER:	STP 2507 (1)S
FILE NAME:	p05b050.dgn
PROJECT LEADER:	EPD
DESIGNED BY:	CDL
PLOT FILE:	p05b050pi04.i
PLOT DATE:	31-OCT-2012 16:08
DRAWN BY:	SJB/RHB
CHECKED BY:	EPD
SHEET	16 OF 33



CURVE # 17
 Δ 42° 37' 31" RT
 R = 1075'
 D = 5° 19' 47"
 T = 419'
 L = 800'
 BANKING 0.074 FT./FT.
 175' RUNOFF (50 MPH)
 SEE SHEET 26 FOR BANKING DETAIL

SHIM EXISTING GRAVEL TURN OUT WITH ITEM 402.13, "AGGREGATE SHOULDERS, RAP".

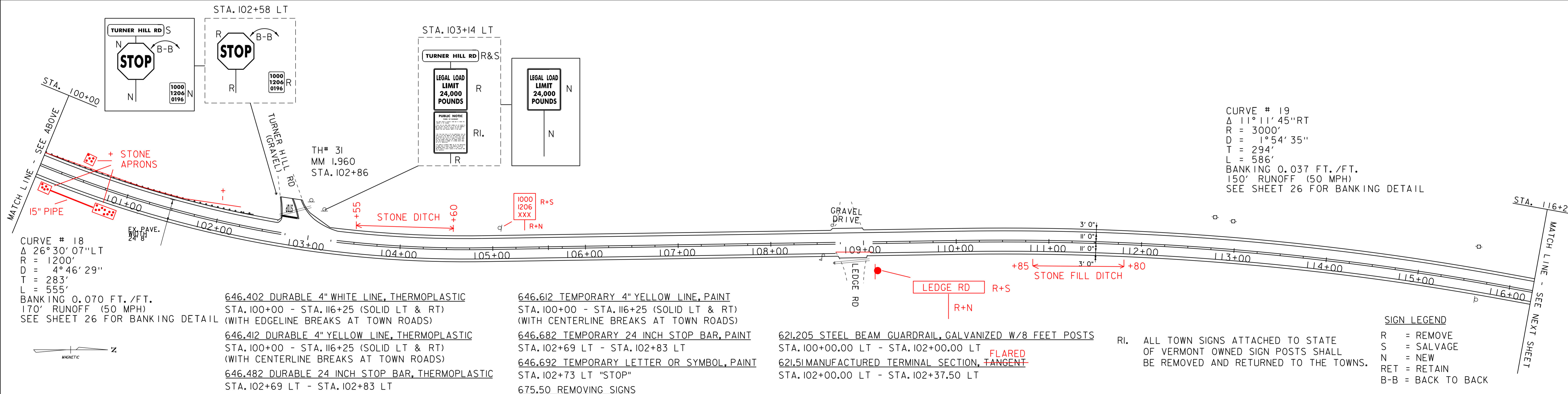


- 646.402 DURABLE 4" WHITE LINE, THERMOPLASTIC STA. 83+00 - STA. 100+00 (SOLID LT & RT)
- 646.412 DURABLE 4" YELLOW LINE, THERMOPLASTIC STA. 83+00 - STA. 100+00 (SOLID LT & RT)
- 646.602 TEMPORARY 4" WHITE LINE, PAINT STA. 83+00 - STA. 100+00 (SOLID LT & RT)
- 646.612 TEMPORARY 4" YELLOW LINE, PAINT STA. 83+00 - STA. 100+00 (SOLID LT & RT)
- 621.20 STEEL BEAM GUARDRAIL, GALVANIZED STA. 84+72.00 LT - STA. 85+47.00 LT STA. 87+46.00 LT - STA. 96+50.00 LT

- 621.21 HD STEEL BEAM GUARDRAIL, GALVANIZED STA. 84+84.50 LT - STA. 86+09.50 LT 25' STA. 84+78.50 RT - STA. 85+03.50 RT 25'
- 621.205 STEEL BEAM GUARDRAIL, GALVANIZED W/8 FEET POSTS STA. 83+00.00 RT - STA. 88+42.50 RT STA. 96+50.00 LT - STA. 100+00.00 LT
- 621.50 MANUFACTURED TERMINAL SECTION, FLARED STA. 85+47.00 LT - STA. 85+84.50 LT 2 EA
- 621.51 MANUFACTURED TERMINAL SECTION, TANGENT STA. 88+42.50 RT - STA. 88+80.00 RT
- 621.60 ANCHOR FOR STEEL BEAM RAIL STA. 84+72.00 LT STA. 87+46.00 LT STA 91+53.5 RT

- 621.80 REMOVAL AND DISPOSAL OF GUARDRAIL STA. 84+77 RT - STA. 85+05 RT 28' STA. 84+85 LT - STA. 85+08 LT 23' STA. 87+53 RT - STA. 88+80 RT 127' STA. 87+58 LT - STA. 88+01 LT STA. 90+06 LT - STA. 94+90 LT 484' STA. 95+51 LT - STA. 98+05 LT 254'
- 676.10 DELINEATOR WITH STEEL POST, WHITE STA. 84+72.00 LT STA. 85+84.50 LT STA. 87+46.00 LT STA. 88+80.00 RT

SIGN LEGEND
 R = REMOVE
 S = SALVAGE
 N = NEW
 RET = RETAIN
 B-B = BACK TO BACK



CURVE # 19
 Δ 11° 11' 45" RT
 R = 3000'
 D = 1° 54' 35"
 T = 294'
 L = 586'
 BANKING 0.037 FT./FT.
 150' RUNOFF (50 MPH)
 SEE SHEET 26 FOR BANKING DETAIL

CURVE # 18
 Δ 26° 30' 07" LT
 R = 1200'
 D = 4° 46' 29"
 T = 283'
 L = 555'
 BANKING 0.070 FT./FT.
 170' RUNOFF (50 MPH)
 SEE SHEET 26 FOR BANKING DETAIL

- 646.402 DURABLE 4" WHITE LINE, THERMOPLASTIC STA. 100+00 - STA. 116+25 (SOLID LT & RT) (WITH EDGELINE BREAKS AT TOWN ROADS)
- 646.412 DURABLE 4" YELLOW LINE, THERMOPLASTIC STA. 100+00 - STA. 116+25 (SOLID LT & RT) (WITH CENTERLINE BREAKS AT TOWN ROADS)
- 646.482 DURABLE 24 INCH STOP BAR, THERMOPLASTIC STA. 102+69 LT - STA. 102+83 LT
- 646.492 DURABLE LETTER OR SYMBOL, THERMOPLASTIC STA. 102+73 LT "STOP"
- 646.602 TEMPORARY 4" WHITE LINE, PAINT STA. 100+00 - STA. 116+25 (SOLID LT & RT) (WITH EDGELINE BREAKS AT TOWN ROADS)

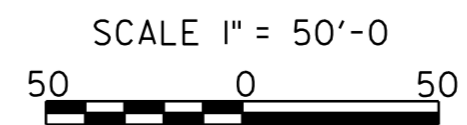
- 646.612 TEMPORARY 4" YELLOW LINE, PAINT STA. 100+00 - STA. 116+25 (SOLID LT & RT) (WITH CENTERLINE BREAKS AT TOWN ROADS)
- 646.682 TEMPORARY 24 INCH STOP BAR, PAINT STA. 102+69 LT - STA. 102+83 LT
- 646.692 TEMPORARY LETTER OR SYMBOL, PAINT STA. 102+73 LT "STOP"
- 675.50 REMOVING SIGNS AS SHOWN - 5
- 675.60 ERECTING SALVAGED SIGNS AS SHOWN - 1
- 676.10 DELINEATOR WITH STEEL POST, WHITE STA. 102+37.50 LT

- 621.205 STEEL BEAM GUARDRAIL, GALVANIZED W/8 FEET POSTS STA. 100+00.00 LT - STA. 102+00.00 LT
- 621.51 MANUFACTURED TERMINAL SECTION, FLARED STA. 102+00.00 LT - STA. 102+37.50 LT

RI. ALL TOWN SIGNS ATTACHED TO STATE OF VERMONT OWNED SIGN POSTS SHALL BE REMOVED AND RETURNED TO THE TOWNS.

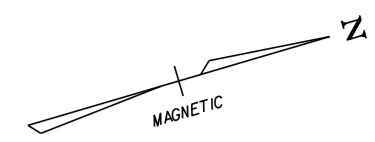
SIGN LEGEND
 R = REMOVE
 S = SALVAGE
 N = NEW
 RET = RETAIN
 B-B = BACK TO BACK

DATUM	
VERTICAL	N/A
HORIZONTAL	N/A



PROJECT LAYOUT SHEET 5

PROJECT NAME:	MORETOWN-DUXBURY-MORETOWN
PROJECT NUMBER:	STP 2507 (1)S
FILE NAME:	p05b050.dgn
PROJECT LEADER:	EPD
DESIGNED BY:	CDL
PLOT FILE:	p05b050pi05.i
PLOT DATE:	31-OCT-2012 16:08
DRAWN BY:	SJB/RHB
CHECKED BY:	EPD
SHEET	17 OF 33



646.402 DURABLE 4" WHITE LINE, THERMOPLASTIC
 STA. 116+25 - STA. 132+25 (SOLID LT & RT)
 646.412 DURABLE 4" YELLOW LINE, THERMOPLASTIC
 STA. 116+25 - STA. 132+25 (SOLID LT & RT)
 646.602 TEMPORARY 4" WHITE LINE, PAINT
 STA. 116+25 - STA. 132+25 (SOLID LT & RT)
 646.612 TEMPORARY 4" YELLOW LINE, PAINT
 STA. 116+25 - STA. 132+25 (SOLID LT & RT)

121+32 131+69.5
 621.205 STEEL BEAM GUARDRAIL, GALVANIZED W/8 FEET POSTS
 STA. 122+47.00 RT - STA. 131+34.50 RT **1,037.5 LF**
 621.51 MANUFACTURED TERMINAL SECTION, TANGENT
 STA. 122+09.50 RT - STA. 122+47.00 RT **120+82 TO 121+32**
 621.60 ANCHOR FOR STEEL BEAM RAIL
 STA. 131+34.50 RT
 621.80 REMOVAL AND DISPOSAL OF GUARDRAIL
 STA. 122+47 RT - STA. 129+87 RT **740 LF**
 676.10 DELINEATOR WITH STEEL POST, WHITE
 STA. 122+09.50 RT
 STA. 131+34.50 RT

CURVE # 20
 Δ 8°22'01" RT
 R = 3000'
 D = 1°54'35"
 T = 219'
 L = 438'
 BANKING 0.037 FT./FT.
 150' RUNOFF (50 MPH)
 SEE SHEET 26 FOR BANKING DETAIL

STONE APRONS
 INLET & OUTLET
 CROSS DRAIN

SIGN LEGEND
 R = REMOVE
 S = SALVAGE
 N = NEW
 RET = RETAIN
 B-B = BACK TO BACK

646.402 DURABLE 4" WHITE LINE, THERMOPLASTIC
 STA. 132+25 - STA. 149+00 (SOLID LT & RT)
 (WITH EDGELINE BREAKS AT TOWN ROADS)
 646.412 DURABLE 4" YELLOW LINE, THERMOPLASTIC
 STA. 132+25 - STA. 149+00 (SOLID LT & RT)
 (WITH CENTERLINE BREAKS AT TOWN ROADS)
 646.482 DURABLE 24 INCH STOP BAR, THERMOPLASTIC
 STA. 135+37 RT - STA. 135+52 RT
 STA. 143+57 LT - STA. 143+80 LT
 646.492 DURABLE LETTER OR SYMBOL, THERMOPLASTIC
 STA. 135+41 RT "STOP"
 STA. 143+67 LT "STOP"

646.612 TEMPORARY 4" YELLOW LINE, PAINT
 STA. 132+25 - STA. 149+00 (SOLID LT & RT)
 (WITH CENTERLINE BREAKS AT TOWN ROADS)
 646.682 TEMPORARY 24 INCH STOP BAR, PAINT
 STA. 135+37 RT - STA. 135+52 RT
 STA. 143+57 LT - STA. 143+80 LT
 646.692 TEMPORARY LETTER OR SYMBOL, PAINT
 STA. 135+41 RT "STOP"
 STA. 143+67 LT "STOP"

CURVE # 22
 Δ 33°37'35" RT
 R = 900'
 D = 6°21'58"
 T = 272'
 L = 528'
 BANKING 0.078 FT./FT.
 185' RUNOFF (50 MPH)
 SEE SHEET 26 FOR BANKING DETAIL

CURVE # 23
 Δ 0°26'56" RT
 R = 3000'
 D = 1°54'35"
 T = 12'
 L = 24'
 NORMAL CROWN
 SEE SHEET 27 FOR BANKING DETAIL

646.602 TEMPORARY 4" WHITE LINE, PAINT
 STA. 132+25 - STA. 149+00 (SOLID LT & RT)
 (WITH EDGELINE BREAKS AT TOWN ROADS)

CURVE # 21
 Δ 20°36'34" LT
 R = 1200'
 D = 4°46'29"
 T = 218'
 L = 432'
 BANKING 0.070 FT./FT.
 170' RUNOFF (50 MPH)
 SEE SHEET 26 FOR BANKING DETAIL

621.20 STEEL BEAM GUARDRAIL, GALVANIZED
 STA. 135+28.00 RT - STA. 137+62.50 RT **200+64.5**
 STA. 137+02.50 LT - STA. 137+52.50 LT **37.5**
 621.205 STEEL BEAM GUARDRAIL, GALVANIZED W/8 FEET POSTS
 STA. 143+85.00 LT - STA. 147+19.00 LT **275+87.5**
 621.21 HD STEEL BEAM GUARDRAIL, GALVANIZED
 STA. 137+03.50 RT - STA. 137+28.50 RT
 STA. 137+03.50 LT - STA. 137+28.50 LT **25'**
 621.50 MANUFACTURED TERMINAL SECTION, FLARED
 STA. 136+65.00 LT - STA. 137+02.50 LT
 STA. 137+62.50 RT - STA. 138+00.00 RT
 STA. 137+52.50 LT - STA. 137+90.00 LT
 621.60 ANCHOR FOR STEEL BEAM RAIL
 STA. 135+28.00 RT
 STA. 135+74.00 RT
 STA. 143+85.00 LT
 STA. 144+30.00 LT
 STA. 147+10.00 LT

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL
237.5 STA. 135+62 RT - STA. 138+00 RT
125 STA. 136+65 LT - STA. 137+90 LT
308 STA. 144+15 LT - STA. 147+23 LT
 675.50 REMOVING SIGNS
 AS SHOWN - 10
 675.60 ERECTING SALVAGED SIGNS
 AS SHOWN - 2
 676.10 DELINEATOR WITH STEEL POST, WHITE
 STA. 135+28.00 RT
 STA. 136+65.00 LT
 STA. 137+90.00 LT
 STA. 138+00.00 RT
 STA. 143+85.00 LT
 STA. 147+19.00 LT

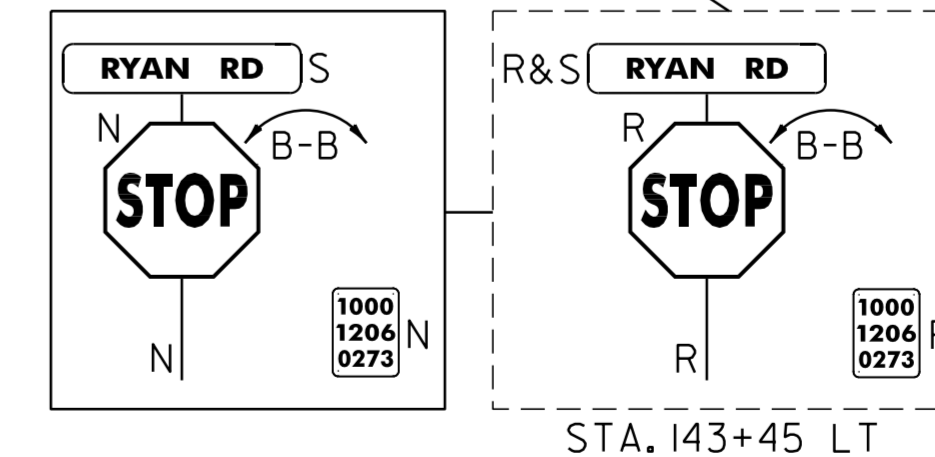
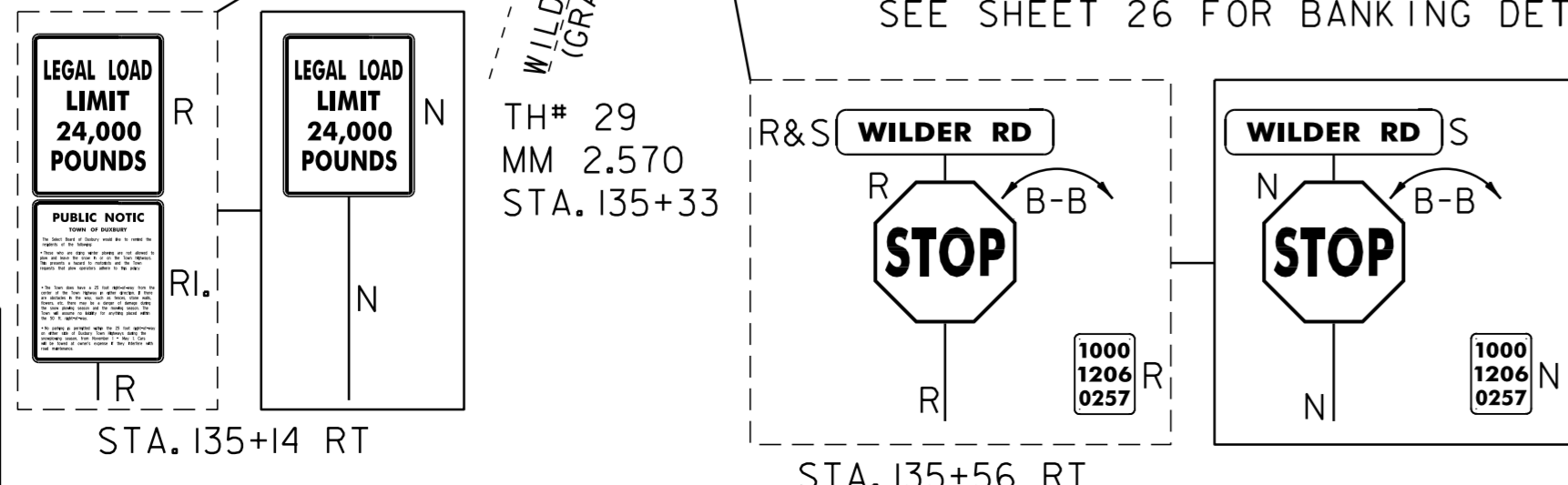
PROJECT LAYOUT SHEET 6

SCALE 1" = 50'-0"
 50 0 50

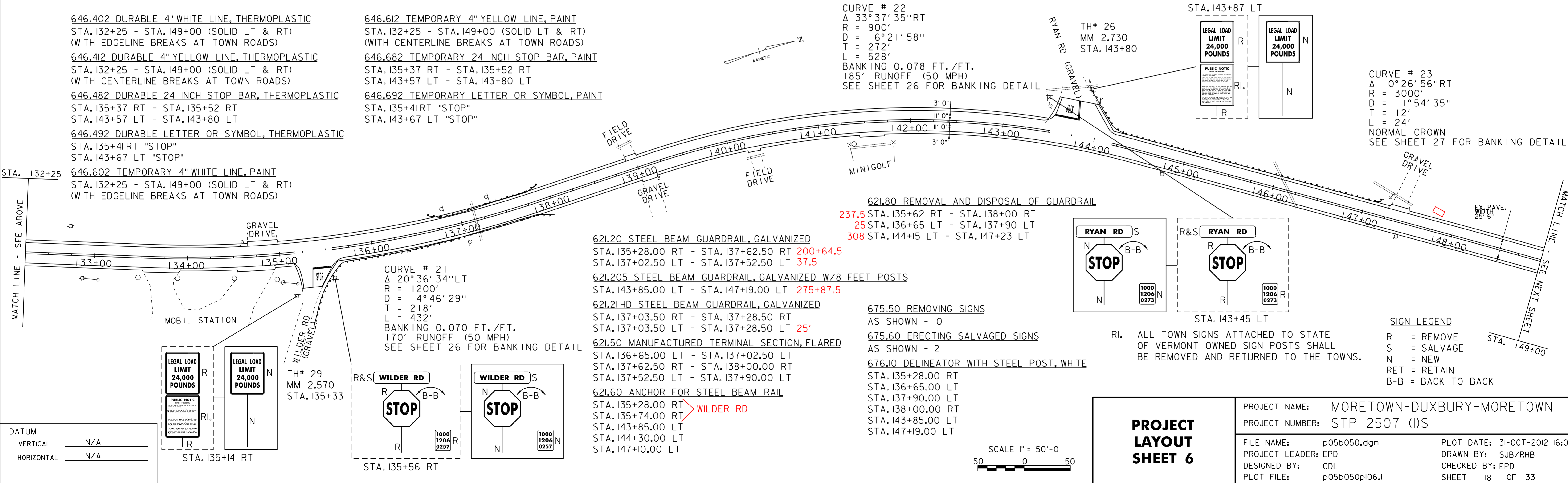
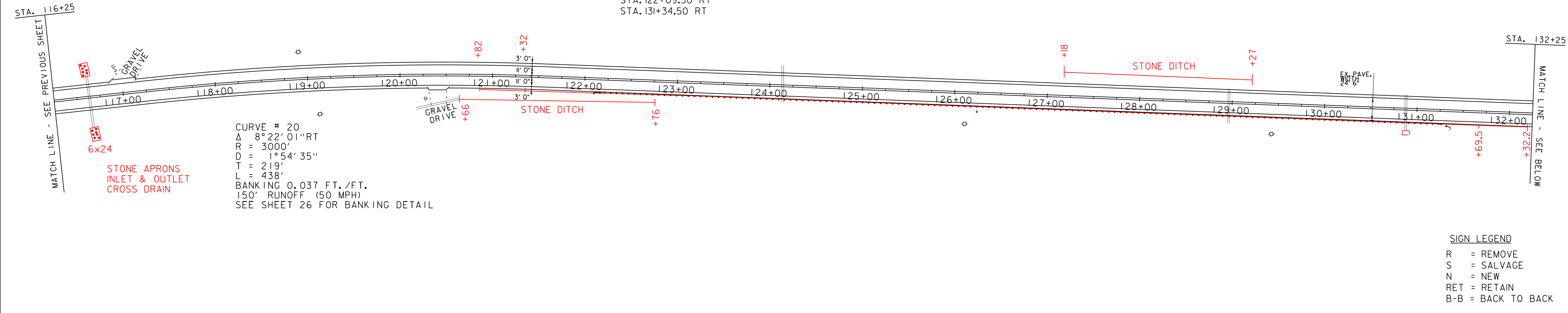
PROJECT NAME: MORETOWN-DUXBURY-MORETOWN
 PROJECT NUMBER: STP 2507 (1)S
 FILE NAME: p05b050.dgn
 PROJECT LEADER: EPD
 DESIGNED BY: CDL
 PLOT FILE: p05b050p106.i
 PLOT DATE: 31-OCT-2012 16:08
 DRAWN BY: SJB/RHB
 CHECKED BY: EPD
 SHEET 18 OF 33

SIGN LEGEND
 R = REMOVE
 S = SALVAGE
 N = NEW
 RET = RETAIN
 B-B = BACK TO BACK

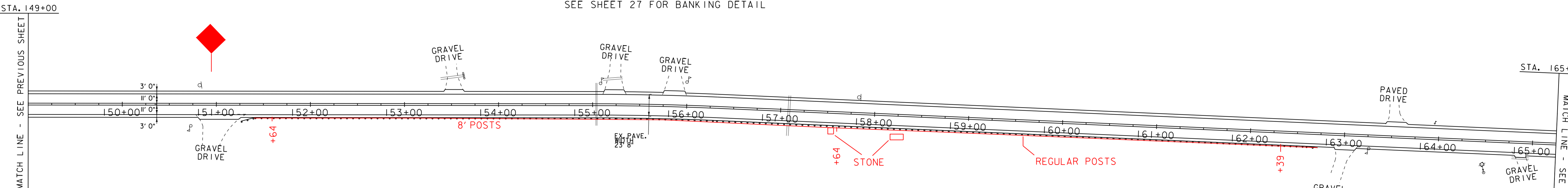
RI. ALL TOWN SIGNS ATTACHED TO STATE OF VERMONT OWNED SIGN POSTS SHALL BE REMOVED AND RETURNED TO THE TOWNS.



DATUM
 VERTICAL N/A
 HORIZONTAL N/A



CURVE # 24
 Δ 2°26'32"RT
 R = 3000'
 D = 1°54'35"
 T = 64'
 L = 128'
 BANKING 0.037 FT./FT.
 150' RUNOFF (50 MPH)
 SEE SHEET 27 FOR BANKING DETAIL

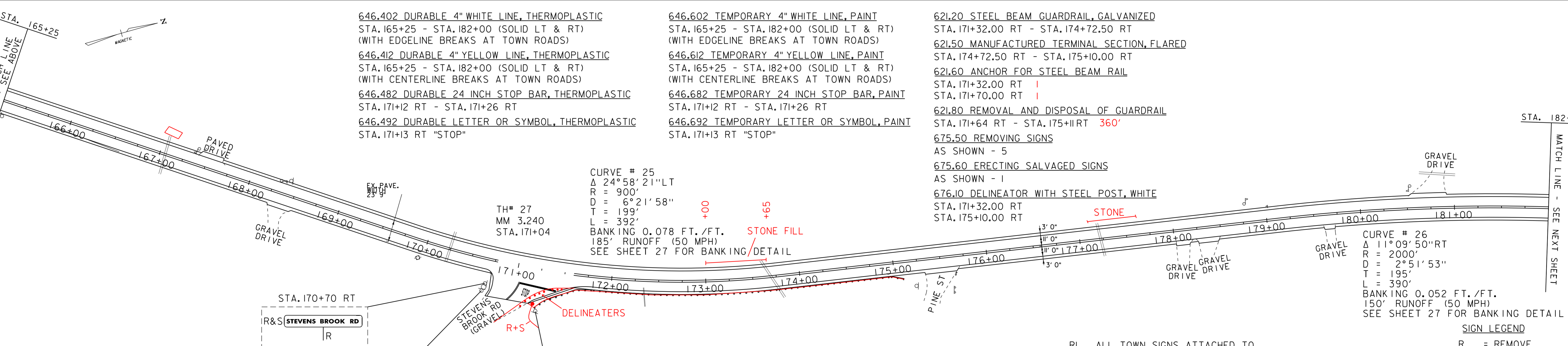


646.402 DURABLE 4" WHITE LINE, THERMOPLASTIC
 STA. 149+00 - STA. 165+25 (SOLID LT & RT)
 646.412 DURABLE 4" YELLOW LINE, THERMOPLASTIC
 STA. 149+00 - STA. 165+25 (SOLID LT & RT)
 646.602 TEMPORARY 4" WHITE LINE, PAINT
 STA. 149+00 - STA. 165+25 (SOLID LT & RT)
 646.612 TEMPORARY 4" YELLOW LINE, PAINT
 STA. 149+00 - STA. 165+25 (SOLID LT & RT)

621.20 STEEL BEAM GUARDRAIL, GALVANIZED
 STA. 156+13.50 RT - STA. 162+38.50 RT 475'
 621.205 STEEL BEAM GUARDRAIL, GALVANIZED W/8 FEET POSTS
 STA. 151+63.50 RT - STA. 156+13.50 RT 587.5'
 621.50 MANUFACTURED TERMINAL SECTION, FLARED
 STA. 151+26.00 RT - STA. 151+63.50 RT
 STA. 162+38.50 RT - STA. 162+76.00 RT

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL
 STA. 151+64 RT - STA. 155+36 RT 372'
 STA. 155+76 RT - STA. 162+72 RT 696'
 676.10 DELINEATOR WITH STEEL POST, WHITE
 STA. 151+26.00 RT
 STA. 162+76.00 RT

SIGN LEGEND
 R = REMOVE
 S = SALVAGE
 N = NEW
 RET = RETAIN
 B-B = BACK TO BACK



646.402 DURABLE 4" WHITE LINE, THERMOPLASTIC
 STA. 165+25 - STA. 182+00 (SOLID LT & RT)
 (WITH EDGELINE BREAKS AT TOWN ROADS)
 646.412 DURABLE 4" YELLOW LINE, THERMOPLASTIC
 STA. 165+25 - STA. 182+00 (SOLID LT & RT)
 (WITH CENTERLINE BREAKS AT TOWN ROADS)
 646.482 DURABLE 24 INCH STOP BAR, THERMOPLASTIC
 STA. 171+12 RT - STA. 171+26 RT
 646.492 DURABLE LETTER OR SYMBOL, THERMOPLASTIC
 STA. 171+13 RT "STOP"

646.602 TEMPORARY 4" WHITE LINE, PAINT
 STA. 165+25 - STA. 182+00 (SOLID LT & RT)
 (WITH EDGELINE BREAKS AT TOWN ROADS)
 646.612 TEMPORARY 4" YELLOW LINE, PAINT
 STA. 165+25 - STA. 182+00 (SOLID LT & RT)
 (WITH CENTERLINE BREAKS AT TOWN ROADS)
 646.682 TEMPORARY 24 INCH STOP BAR, PAINT
 STA. 171+12 RT - STA. 171+26 RT
 646.692 TEMPORARY LETTER OR SYMBOL, PAINT
 STA. 171+13 RT "STOP"

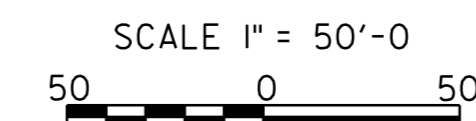
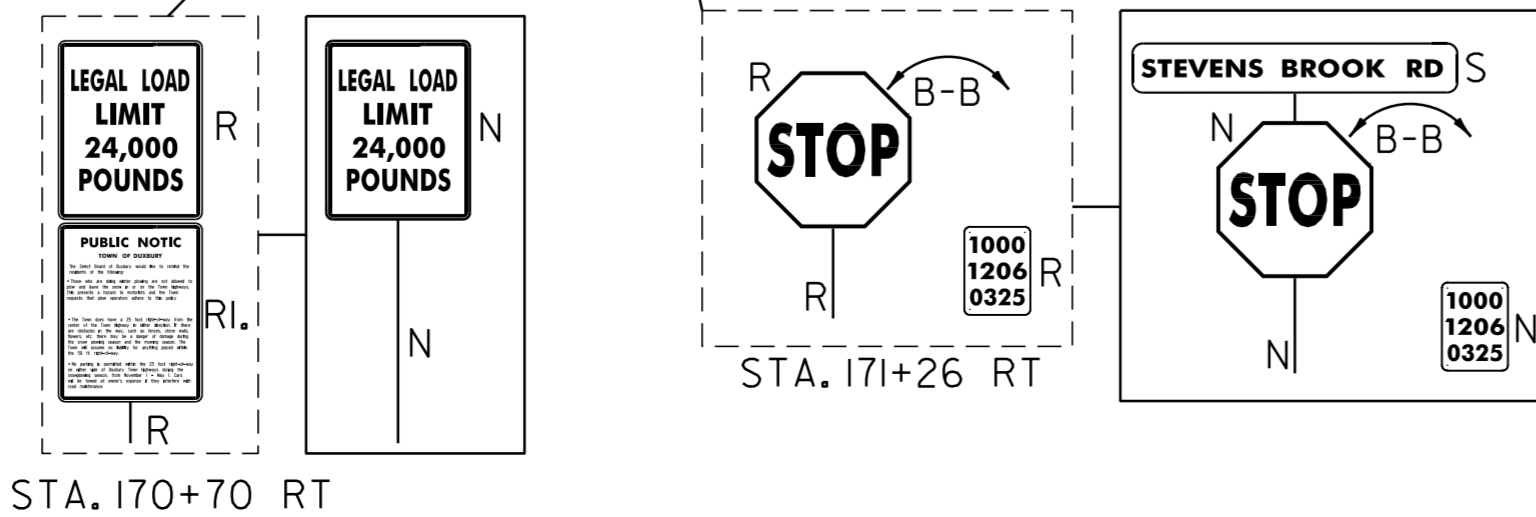
621.20 STEEL BEAM GUARDRAIL, GALVANIZED
 STA. 171+32.00 RT - STA. 174+72.50 RT
 621.50 MANUFACTURED TERMINAL SECTION, FLARED
 STA. 174+72.50 RT - STA. 175+10.00 RT
 621.60 ANCHOR FOR STEEL BEAM RAIL
 STA. 171+32.00 RT
 STA. 171+70.00 RT
 621.80 REMOVAL AND DISPOSAL OF GUARDRAIL
 STA. 171+64 RT - STA. 175+11 RT 360'
 675.50 REMOVING SIGNS
 AS SHOWN - 5
 675.60 ERECTING SALVAGED SIGNS
 AS SHOWN - 1
 676.10 DELINEATOR WITH STEEL POST, WHITE
 STA. 171+32.00 RT
 STA. 175+10.00 RT

CURVE # 25
 Δ 24°58'21"LT
 R = 900'
 D = 6°21'58"
 T = 199'
 L = 392'
 BANKING 0.078 FT./FT.
 185' RUNOFF (50 MPH)
 SEE SHEET 27 FOR BANKING DETAIL

CURVE # 26
 Δ 11°09'50"RT
 R = 2000'
 D = 2°51'53"
 T = 195'
 L = 390'
 BANKING 0.052 FT./FT.
 150' RUNOFF (50 MPH)
 SEE SHEET 27 FOR BANKING DETAIL

SIGN LEGEND
 R = REMOVE
 S = SALVAGE
 N = NEW
 RET = RETAIN
 B-B = BACK TO BACK

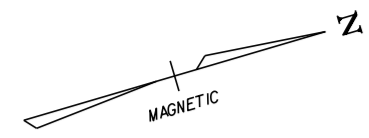
RI. ALL TOWN SIGNS ATTACHED TO STATE OF VERMONT OWNED SIGN POSTS SHALL BE REMOVED AND RETURNED TO THE TOWNS.



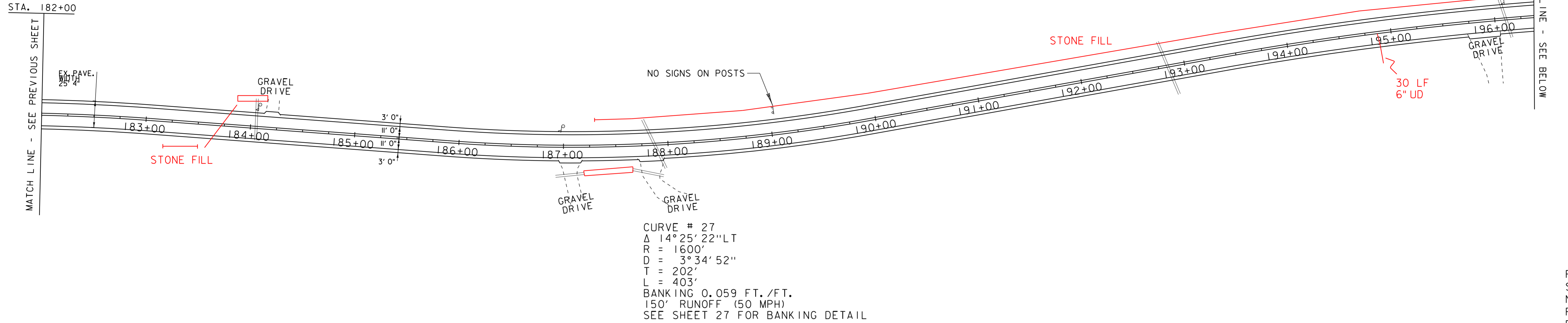
PROJECT LAYOUT SHEET 7

PROJECT NAME: MORETOWN-DUXBURY-MORETOWN
 PROJECT NUMBER: STP 2507 (1)S
 FILE NAME: p05b050.dgn
 PROJECT LEADER: EPD
 DESIGNED BY: CDL
 PLOT FILE: p05b050p107.i
 PLOT DATE: 31-OCT-2012 16:09
 DRAWN BY: SJB/RHB
 CHECKED BY: EPD
 SHEET 19 OF 33

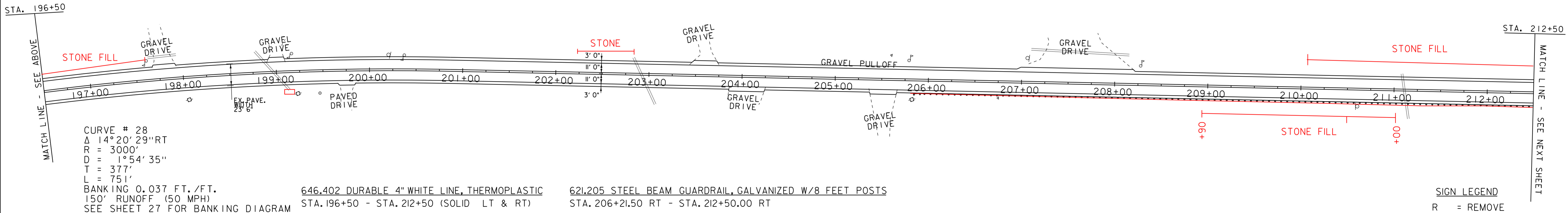
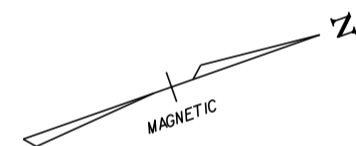
DATUM
 VERTICAL N/A
 HORIZONTAL N/A



646.402 DURABLE 4" WHITE LINE, THERMOPLASTIC
 STA. 182+00 - STA. 196+50 (SOLID LT & RT)
 646.412 DURABLE 4" YELLOW LINE, THERMOPLASTIC
 STA. 182+00 - STA. 196+50 (SOLID LT & RT)
 646.602 TEMPORARY 4" WHITE LINE, PAINT
 STA. 182+00 - STA. 196+50 (SOLID LT & RT)
 646.612 TEMPORARY 4" YELLOW LINE, PAINT
 STA. 182+00 - STA. 196+50 (SOLID LT & RT)



SIGN LEGEND
 R = REMOVE
 S = SALVAGE
 N = NEW
 RET = RETAIN
 B-B = BACK TO BACK



SIGN LEGEND
 R = REMOVE
 S = SALVAGE
 N = NEW
 RET = RETAIN
 B-B = BACK TO BACK

646.402 DURABLE 4" WHITE LINE, THERMOPLASTIC
 STA. 196+50 - STA. 212+50 (SOLID LT & RT)
 646.412 DURABLE 4" YELLOW LINE, THERMOPLASTIC
 STA. 196+50 - STA. 212+50 (SOLID LT & RT)
 646.602 TEMPORARY 4" WHITE LINE, PAINT
 STA. 196+50 - STA. 212+50 (SOLID LT & RT)
 646.612 TEMPORARY 4" YELLOW LINE, PAINT
 STA. 196+50 - STA. 212+50 (SOLID LT & RT)

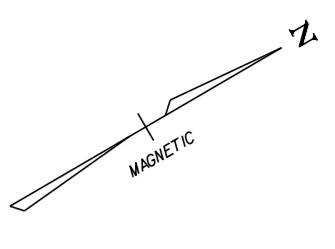
621.205 STEEL BEAM GUARDRAIL, GALVANIZED W/8 FEET POSTS
 STA. 206+21.50 RT - STA. 212+50.00 RT
 621.51 MANUFACTURED TERMINAL SECTION, TANGENT
 STA. 205+84.00 RT - STA. 206+21.50 RT
 621.80 REMOVAL AND DISPOSAL OF GUARDRAIL
 STA. 205+84 RT - STA. 212+50 RT
 676.10 DELINEATOR WITH STEEL POST, WHITE
 STA. 205+84.00 RT

DATUM
 VERTICAL N/A
 HORIZONTAL N/A

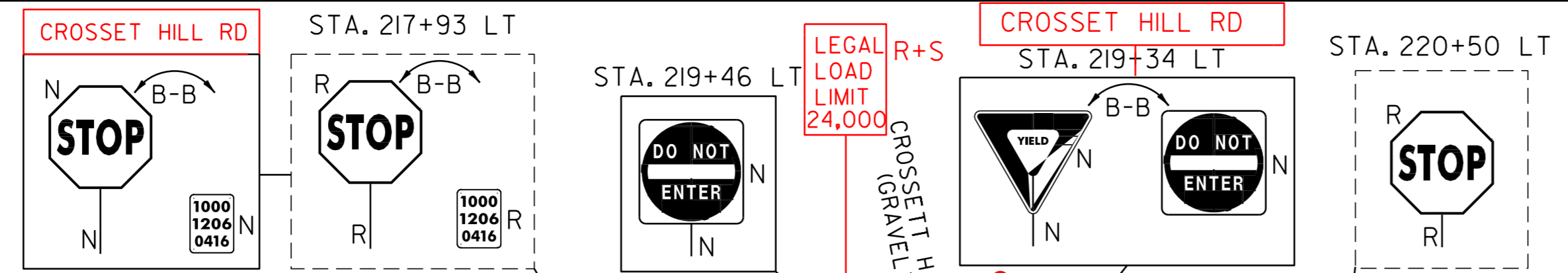
SCALE 1" = 50'-0"

PROJECT LAYOUT SHEET 8

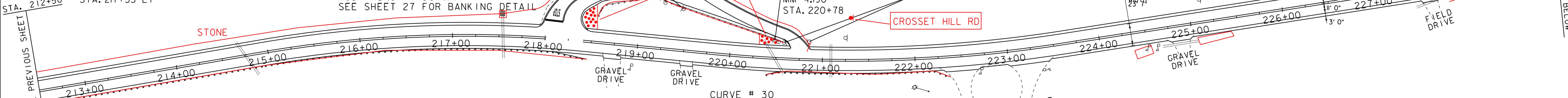
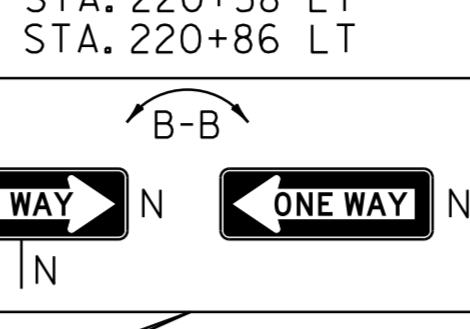
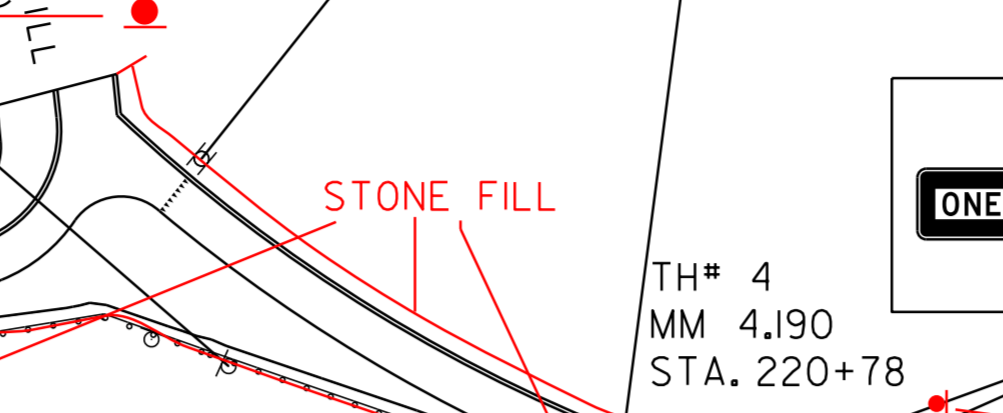
PROJECT NAME: MORETOWN-DUXBURY-MORETOWN
 PROJECT NUMBER: STP 2507 (1)S
 FILE NAME: p05b050.dgn
 PROJECT LEADER: EPD
 DESIGNED BY: CDL
 PLOT FILE: p05b050pl08.i
 PLOT DATE: 31-OCT-2012 16:09
 DRAWN BY: SJB/RHB
 CHECKED BY: EPD
 SHEET 20 OF 33



507.15 REINFORCING STEEL
 STA. 217+55 LT
 541.25 CONCRETE, CLASS B
 STA. 217+55 LT
 604.46 CAST IRON GRATE WITH FRAME, TYPE B
 STA. 217+55 LT



CURVE # 29
 Δ 15° 11' 10" RT
 R = 1300'
 D = 4° 24' 27"
 T = 173'
 L = 345'
 BANKING 0.067 FT./FT.
 165' RUNOFF (50 MPH)
 SEE SHEET 27 FOR BANKING DETAIL



646.402 DURABLE 4" WHITE LINE, THERMOPLASTIC
 STA. 212+50 - STA. 229+00 (SOLID LT & RT)
 (WITH EDGELINE BREAKS AT TOWN ROADS)
 STA. 217+94 - STA. 219+12 LT (SOLID LT & RT, CROSSETT HILL RD.)
 STA. 219+12 - STA. 220+86 LT (SOLID RT, CROSSETT HILL RD.)
 646.412 DURABLE 4" YELLOW LINE, THERMOPLASTIC
 STA. 212+50 - STA. 229+00 (SOLID LT & RT)
 (WITH CENTERLINE BREAKS AT TOWN ROADS)
 STA. 218+18 - STA. 218+97 LT (SOLID LT & RT)
 (CROSSETT HILL RD. CENTERLINE)
 STA. 219+12 - STA. 220+67 LT (SOLID LT., CROSSETT HILL RD.)

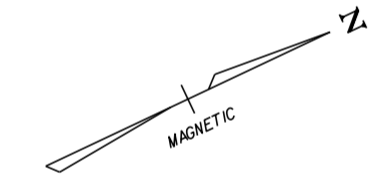
646.482 DURABLE 24 INCH STOP BAR, THERMOPLASTIC
 STA. 218+00 LT - STA. 218+19 LT
 646.492 DURABLE LETTER OR SYMBOL, THERMOPLASTIC
 STA. 218+14 LT "STOP"
 STA. 219+28 LT "YIELD TRIANGLE" (7) (CROSSETT HILL RD.)
 646.602 TEMPORARY 4" WHITE LINE, PAINT
 STA. 212+50 - STA. 229+00 (SOLID LT & RT)
 (WITH EDGELINE BREAKS AT TOWN ROADS)
 STA. 217+94 - STA. 219+12 LT (SOLID LT & RT, CROSSETT HILL RD.)
 STA. 219+12 - STA. 220+86 LT (SOLID RT, CROSSETT HILL RD.)
 646.612 TEMPORARY 4" YELLOW LINE, PAINT
 STA. 212+50 - STA. 229+00 (SOLID LT & RT)
 (WITH CENTERLINE BREAKS AT TOWN ROADS)
 STA. 218+18 - STA. 218+97 LT (SOLID LT & RT)
 (CROSSETT HILL RD. CENTERLINE)
 STA. 219+12 - STA. 220+67 LT (SOLID LT., CROSSETT HILL RD.)

CURVE # 30
 Δ 14° 20' 09" LT
 R = 1500'
 D = 3° 49' 11"
 T = 189'
 L = 375'
 BANKING 0.062 FT./FT.
 150' RUNOFF (50 MPH)
 SEE SHEET 27 FOR BANKING DETAIL

646.682 TEMPORARY 24 INCH STOP BAR, PAINT
 STA. 218+00 LT - STA. 218+19 LT
 646.692 TEMPORARY LETTER OR SYMBOL, PAINT
 STA. 218+14 LT "STOP"
 STA. 219+28 LT "YIELD TRIANGLE" (7) (CROSSETT HILL RD.)
 621.205 STEEL BEAM GUARDRAIL, GALVANIZED W/8 FEET POSTS
 STA. 212+50.00 RT - STA. 218+09.00 RT
 STA. 220+75.00 RT - STA. 222+00.00 RT
 STA. 228+30.50 RT - STA. 229+00.00 RT
 STA. 228+97.50 LT - STA. 229+00.00 LT
 621.50 MANUFACTURED TERMINAL SECTION, FLARED
 STA. 218+09.00 RT - STA. 218+46.50 RT
 STA. 220+37.50 RT - STA. 220+75.00 RT
 STA. 222+00.00 RT - STA. 222+37.50 RT
 STA. 228+60.00 LT - STA. 228+97.50 LT

621.50 MANUFACTURED TERMINAL SECTION, FLARED
 STA. 227+93.00 RT - STA. 228+30.50 RT
 621.80 REMOVAL AND DISPOSAL OF GUARDRAIL
 STA. 212+50 RT - STA. 218+47 RT
 STA. 220+50 RT - STA. 222+01 RT
 STA. 227+94 RT - STA. 229+00 RT
 675.50 REMOVING SIGNS
 AS SHOWN - 3
 676.10 DELINEATOR WITH STEEL POST, WHITE
 STA. 218+46.50 RT
 STA. 220+37.50 RT
 STA. 222+37.50 RT
 STA. 227+93.00 RT
 STA. 228+60.00 LT

SIGN LEGEND
 R = REMOVE
 S = SALVAGE
 N = NEW
 RET = RETAIN
 B-B = BACK TO BACK

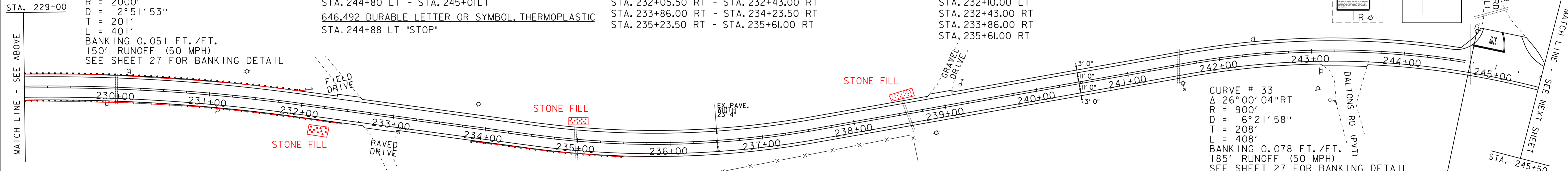


CURVE # 31
 Δ 11° 30' 03" RT
 R = 2000'
 D = 2° 51' 53"
 T = 201'
 L = 401'
 BANKING 0.051 FT./FT.
 150' RUNOFF (50 MPH)
 SEE SHEET 27 FOR BANKING DETAIL

646.402 DURABLE 4" WHITE LINE, THERMOPLASTIC
 STA. 229+00 - STA. 245+50 (SOLID LT & RT)
 (WITH EDGELINE BREAKS AT TOWN ROADS)
 646.412 DURABLE 4" YELLOW LINE, THERMOPLASTIC
 STA. 229+00 - STA. 245+50 (SOLID LT & RT)
 (WITH CENTERLINE BREAKS AT TOWN ROADS)
 646.482 DURABLE 24 INCH STOP BAR, THERMOPLASTIC
 STA. 244+80 LT - STA. 245+01 LT
 646.492 DURABLE LETTER OR SYMBOL, THERMOPLASTIC
 STA. 244+88 LT "STOP"

621.205 STEEL BEAM GUARDRAIL, GALVANIZED W/8 FEET POSTS
 STA. 229+00.00 RT - STA. 232+05.50 RT
 STA. 229+00.00 LT - STA. 231+72.50 LT
 STA. 234+23.50 RT - STA. 235+23.50 RT
 621.50 MANUFACTURED TERMINAL SECTION, FLARED
 STA. 231+72.50 LT - STA. 232+10.00 LT
 621.51 MANUFACTURED TERMINAL SECTION, TANGENT
 STA. 232+05.50 RT - STA. 232+43.00 RT
 STA. 233+86.00 RT - STA. 234+23.50 RT
 STA. 235+23.50 RT - STA. 235+61.00 RT

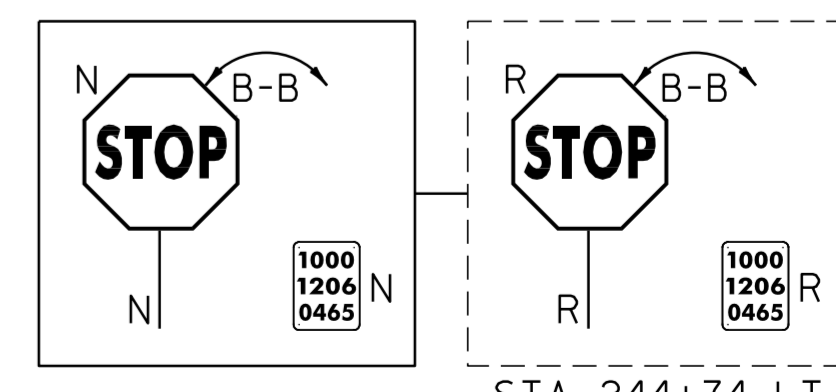
621.80 REMOVAL AND DISPOSAL OF GUARDRAIL
 STA. 229+00 RT - STA. 232+46 RT
 STA. 229+09 LT - STA. 231+73 LT
 STA. 233+93 RT - STA. 235+23 RT
 675.50 REMOVING SIGNS
 AS SHOWN - 4
 676.10 DELINEATOR WITH STEEL POST, WHITE
 STA. 232+10.00 LT
 STA. 232+43.00 RT
 STA. 233+86.00 RT
 STA. 235+61.00 RT



CURVE # 32
 Δ 17° 37' 43" LT
 R = 1000'
 D = 5° 43' 46"
 T = 155'
 L = 308'
 BANKING 0.076 FT./FT.
 175' RUNOFF (50 MPH)
 SEE SHEET 27 FOR BANKING DETAIL

646.602 TEMPORARY 4" WHITE LINE, PAINT
 STA. 229+00 - STA. 245+50 (SOLID LT & RT)
 (WITH EDGELINE BREAKS AT TOWN ROADS)
 646.612 TEMPORARY 4" YELLOW LINE, PAINT
 STA. 229+00 - STA. 245+50 (SOLID LT & RT)
 (WITH CENTERLINE BREAKS AT TOWN ROADS)
 646.682 TEMPORARY 24 INCH STOP BAR, PAINT
 STA. 244+80 LT - STA. 245+01 LT
 646.692 TEMPORARY LETTER OR SYMBOL, PAINT
 STA. 244+88 LT "STOP"

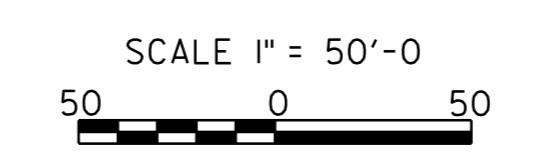
CURVE # 33
 Δ 26° 00' 04" RT
 R = 900'
 D = 6° 21' 58"
 T = 208'
 L = 408'
 BANKING 0.078 FT./FT.
 185' RUNOFF (50 MPH)
 SEE SHEET 27 FOR BANKING DETAIL



SIGN LEGEND
 R = REMOVE
 S = SALVAGE
 N = NEW
 RET = RETAIN
 B-B = BACK TO BACK

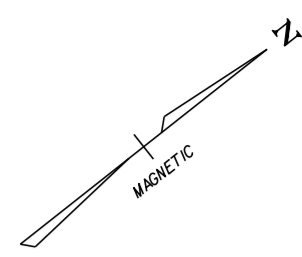
RI. ALL TOWN SIGNS ATTACHED TO STATE OF VERMONT OWNED SIGN POSTS SHALL BE REMOVED AND RETURNED TO THE TOWNS.

DATUM	
VERTICAL	N/A
HORIZONTAL	N/A



PROJECT LAYOUT SHEET 9

PROJECT NAME:	MORETOWN-DUXBURY-MORETOWN
PROJECT NUMBER:	STP 2507 (I)
FILE NAME:	p05b050.dgn
PROJECT LEADER:	EPD
DESIGNED BY:	CDL
PLOT FILE:	p05b050p109.i
PLOT DATE:	31-OCT-2012 16:09
DRAWN BY:	SJB/RHB
CHECKED BY:	EPD
SHEET	21 OF 33



646.402 DURABLE 4" WHITE LINE, THERMOPLASTIC
 STA. 245+50 - STA. 261+50 (SOLID LT & RT)
 (WITH EDGELINE BREAKS AT TOWN ROADS)

646.412 DURABLE 4" YELLOW LINE, THERMOPLASTIC
 STA. 245+50 - STA. 261+50 (SOLID LT & RT)
 (WITH CENTERLINE BREAKS AT TOWN ROADS)

646.482 DURABLE 24 INCH STOP BAR, THERMOPLASTIC
 STA. 253+66 RT - STA. 253+81RT

646.492 DURABLE LETTER OR SYMBOL, THERMOPLASTIC
 STA. 253+71RT "STOP"

646.602 TEMPORARY 4" WHITE LINE, PAINT
 STA. 245+50 - STA. 261+50 (SOLID LT & RT)
 (WITH EDGELINE BREAKS AT TOWN ROADS)

646.612 TEMPORARY 4" YELLOW LINE, PAINT
 STA. 245+50 - STA. 261+50 (SOLID LT & RT)
 (WITH CENTERLINE BREAKS AT TOWN ROADS)

646.682 TEMPORARY 24 INCH STOP BAR, PAINT
 STA. 253+66 RT - STA. 253+81RT

646.692 TEMPORARY LETTER OR SYMBOL, PAINT
 STA. 253+71RT "STOP"

675.50 REMOVING SIGNS
 AS SHOWN - 5

675.60 ERECTING SALVAGED SIGNS
 AS SHOWN - 1

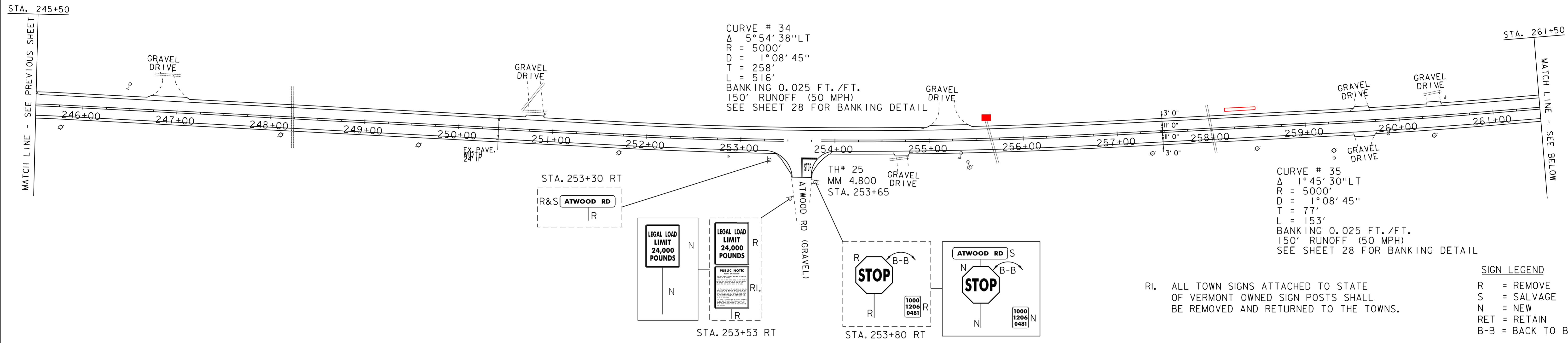
CURVE # 34
 Δ 5°54'38"LT
 R = 5000'
 D = 1°08'45"
 T = 258'
 L = 516'
 BANKING 0.025 FT./FT.
 150' RUNOFF (50 MPH)
 SEE SHEET 28 FOR BANKING DETAIL

CURVE # 35
 Δ 1°45'30"LT
 R = 5000'
 D = 1°08'45"
 T = 77'
 L = 153'
 BANKING 0.025 FT./FT.
 150' RUNOFF (50 MPH)
 SEE SHEET 28 FOR BANKING DETAIL

SIGN LEGEND

RI. ALL TOWN SIGNS ATTACHED TO STATE
 OF VERMONT OWNED SIGN POSTS SHALL
 BE REMOVED AND RETURNED TO THE TOWNS.

R = REMOVE
 S = SALVAGE
 N = NEW
 RET = RETAIN
 B-B = BACK TO BACK



646.402 DURABLE 4" WHITE LINE, THERMOPLASTIC
 STA. 261+50 - STA. 278+00 (SOLID LT & RT)

646.412 DURABLE 4" YELLOW LINE, THERMOPLASTIC
 STA. 261+50 - STA. 278+00 (SOLID LT & RT)

646.602 TEMPORARY 4" WHITE LINE, PAINT
 STA. 261+50 - STA. 278+00 (SOLID LT & RT)

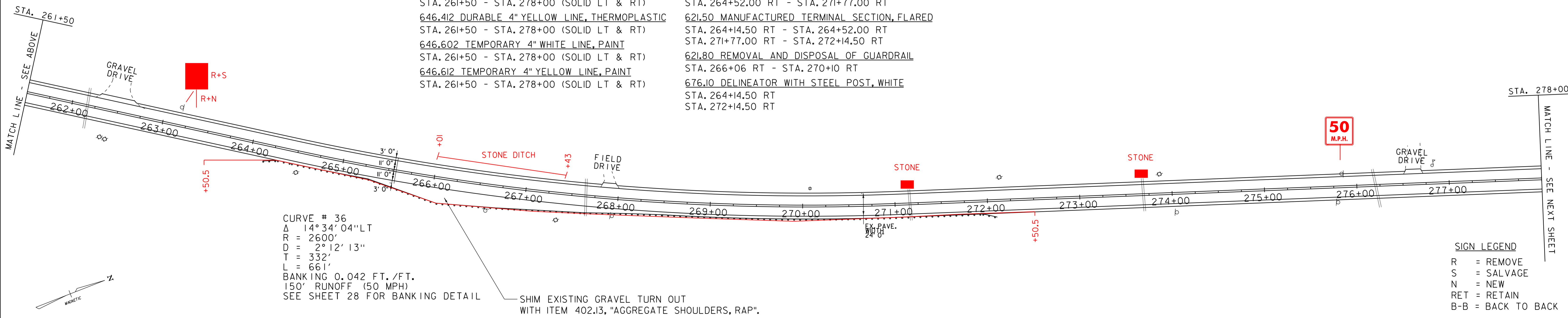
646.612 TEMPORARY 4" YELLOW LINE, PAINT
 STA. 261+50 - STA. 278+00 (SOLID LT & RT)

621.205 STEEL BEAM GUARDRAIL, GALVANIZED W/8 FEET POSTS
 STA. 264+52.00 RT - STA. 271+77.00 RT

621.50 MANUFACTURED TERMINAL SECTION, FLARED
 STA. 264+14.50 RT - STA. 264+52.00 RT
 STA. 271+77.00 RT - STA. 272+14.50 RT

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL
 STA. 266+06 RT - STA. 270+10 RT

676.10 DELINEATOR WITH STEEL POST, WHITE
 STA. 264+14.50 RT
 STA. 272+14.50 RT



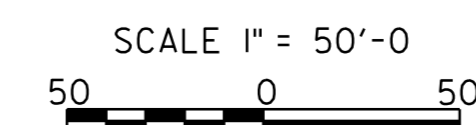
CURVE # 36
 Δ 14°34'04"LT
 R = 2600'
 D = 2°12'13"
 T = 332'
 L = 661'
 BANKING 0.042 FT./FT.
 150' RUNOFF (50 MPH)
 SEE SHEET 28 FOR BANKING DETAIL

SHIM EXISTING GRAVEL TURN OUT
 WITH ITEM 402.13, "AGGREGATE SHOULDERS, RAP".

SIGN LEGEND

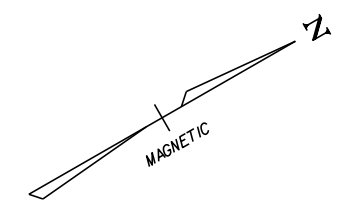
R = REMOVE
 S = SALVAGE
 N = NEW
 RET = RETAIN
 B-B = BACK TO BACK

DATUM	
VERTICAL	N/A
HORIZONTAL	N/A



PROJECT LAYOUT SHEET 10

PROJECT NAME: MORETOWN-DUXBURY-MORETOWN	
PROJECT NUMBER: STP 2507 (1)S	
FILE NAME: p05b050.dgn	PLOT DATE: 31-OCT-2012 16:09
PROJECT LEADER: EPD	DRAWN BY: SJB/RHB
DESIGNED BY: CDL	CHECKED BY: EPD
PLOT FILE: p05b050p10.i	SHEET 22 OF 33



CURVE # 37
 $\Delta = 9^{\circ}22'18''$ RT
 $R = 3500'$
 $D = 1^{\circ}38'13''$
 $T = 287'$
 $L = 572'$
 BANKING 0.023 FT./FT.
 125' RUNOFF (40 MPH)
 SEE SHEET 28 FOR BANKING DETAIL

CURVE # 38
 $\Delta = 1^{\circ}34'17''$ RT
 $R = 3500'$
 $D = 1^{\circ}38'13''$
 $T = 48'$
 $L = 96'$
 BANKING 0.023 FT./FT.
 125' RUNOFF (40 MPH)
 SEE SHEET 28 FOR BANKING DETAIL

MATCH LINE - SEE PREVIOUS SHEET

MATCH LINE - SEE BELOW

646.402 DURABLE 4" WHITE LINE, THERMOPLASTIC
 STA. 278+00 - STA. 294+00 (SOLID LT & RT)
 (WITH EDGELINE BREAKS AT TOWN ROADS)
 646.412 DURABLE 4" YELLOW LINE, THERMOPLASTIC
 STA. 278+00 - STA. 294+00 (SOLID LT & RT)
 (WITH CENTERLINE BREAKS AT TOWN ROADS)
 646.482 DURABLE 24 INCH STOP BAR, THERMOPLASTIC
 STA. 289+89 LT - STA. 290+15 LT
 646.492 DURABLE LETTER OR SYMBOL, THERMOPLASTIC
 STA. 289+65 RT "SCHOOL"
 STA. 290+00 LT "STOP"

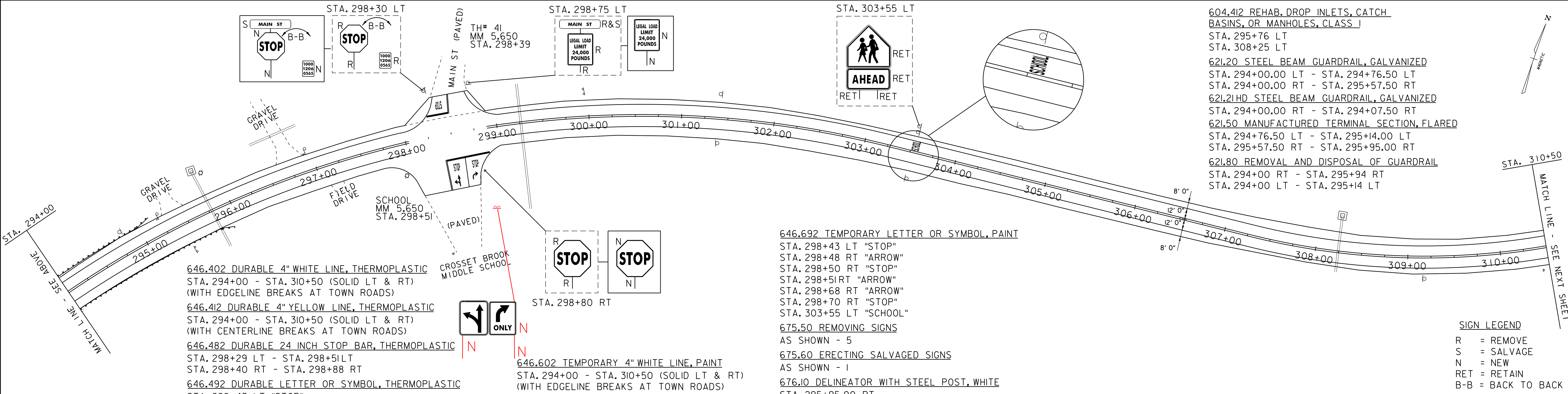
646.602 TEMPORARY 4" WHITE LINE, PAINT
 STA. 278+00 - STA. 294+00 (SOLID LT & RT)
 (WITH EDGELINE BREAKS AT TOWN ROADS)
 646.612 TEMPORARY 4" YELLOW LINE, PAINT
 STA. 278+00 - STA. 294+00 (SOLID LT & RT)
 (WITH CENTERLINE BREAKS AT TOWN ROADS)
 646.682 TEMPORARY 24 INCH STOP BAR, PAINT
 STA. 289+89 LT - STA. 290+15 LT
 646.692 TEMPORARY LETTER OR SYMBOL, PAINT
 STA. 289+65 RT "SCHOOL"
 STA. 290+00 LT "STOP"

621.20 STEEL BEAM GUARDRAIL, GALVANIZED
 STA. 292+82.00 LT - STA. 294+00.00 LT
 STA. 292+82.50 RT - STA. 294+00.00 RT
 621.21 HD STEEL BEAM GUARDRAIL, GALVANIZED
 STA. 293+38.50 LT - STA. 293+63.50 LT
 STA. 293+82.50 RT - STA. 294+00.00 RT
 621.50 MANUFACTURED TERMINAL SECTION, FLARED
 STA. 292+45.00 RT - STA. 292+82.50 RT
 621.60 ANCHOR FOR STEEL BEAM RAIL
 STA. 292+82.00 LT

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL
 STA. 292+45 RT - STA. 294+00 RT
 STA. 292+82 LT - STA. 294+00 LT
 675.50 REMOVING SIGNS
 AS SHOWN - 5
 675.60 ERECTING SALVAGED SIGNS
 AS SHOWN - 1
 676.10 DELINEATOR WITH STEEL POST, WHITE
 STA. 292+45.00 RT
 STA. 292+82.00 LT

RI. ALL TOWN SIGNS ATTACHED TO STATE
 OF VERMONT OWNED SIGN POSTS SHALL
 BE REMOVED AND RETURNED TO THE TOWNS.

SIGN LEGEND
 R = REMOVE
 S = SALVAGE
 N = NEW
 RET = RETAIN
 B-B = BACK TO BACK



646.402 DURABLE 4" WHITE LINE, THERMOPLASTIC
 STA. 294+00 - STA. 310+50 (SOLID LT & RT)
 (WITH EDGELINE BREAKS AT TOWN ROADS)
 646.412 DURABLE 4" YELLOW LINE, THERMOPLASTIC
 STA. 294+00 - STA. 310+50 (SOLID LT & RT)
 (WITH CENTERLINE BREAKS AT TOWN ROADS)
 646.482 DURABLE 24 INCH STOP BAR, THERMOPLASTIC
 STA. 298+29 LT - STA. 298+51 LT
 STA. 298+40 RT - STA. 298+88 RT
 646.492 DURABLE LETTER OR SYMBOL, THERMOPLASTIC
 STA. 298+43 LT "STOP"
 STA. 298+48 RT "ARROW"
 STA. 298+50 RT "STOP"
 STA. 298+51 RT "ARROW"
 STA. 298+68 RT "ARROW"
 STA. 298+70 RT "STOP"
 STA. 303+55 LT "SCHOOL"

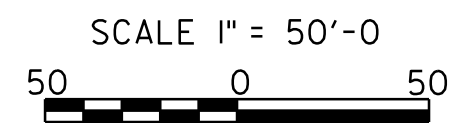
646.602 TEMPORARY 4" WHITE LINE, PAINT
 STA. 294+00 - STA. 310+50 (SOLID LT & RT)
 (WITH EDGELINE BREAKS AT TOWN ROADS)
 646.612 TEMPORARY 4" YELLOW LINE, PAINT
 STA. 294+00 - STA. 310+50 (SOLID LT & RT)
 (WITH CENTERLINE BREAKS AT TOWN ROADS)
 646.682 TEMPORARY 24 INCH STOP BAR, PAINT
 STA. 298+29 LT - STA. 298+51 LT
 STA. 298+40 RT - STA. 298+88 RT

646.692 TEMPORARY LETTER OR SYMBOL, PAINT
 STA. 298+43 LT "STOP"
 STA. 298+48 RT "ARROW"
 STA. 298+50 RT "STOP"
 STA. 298+51 RT "ARROW"
 STA. 298+68 RT "ARROW"
 STA. 298+70 RT "STOP"
 STA. 303+55 LT "SCHOOL"
 675.50 REMOVING SIGNS
 AS SHOWN - 5
 675.60 ERECTING SALVAGED SIGNS
 AS SHOWN - 1
 676.10 DELINEATOR WITH STEEL POST, WHITE
 STA. 295+95.00 RT
 STA. 295+14.00 LT

604.412 REHAB. DROP INLETS, CATCH
 BASINS, OR MANHOLES, CLASS I
 STA. 295+76 LT
 STA. 308+25 LT
 621.20 STEEL BEAM GUARDRAIL, GALVANIZED
 STA. 294+00.00 LT - STA. 294+76.50 LT
 STA. 294+00.00 RT - STA. 295+57.50 RT
 621.21 HD STEEL BEAM GUARDRAIL, GALVANIZED
 STA. 294+00.00 RT - STA. 294+07.50 RT
 621.50 MANUFACTURED TERMINAL SECTION, FLARED
 STA. 294+76.50 LT - STA. 295+14.00 LT
 STA. 295+57.50 RT - STA. 295+95.00 RT
 621.80 REMOVAL AND DISPOSAL OF GUARDRAIL
 STA. 294+00 RT - STA. 295+94 RT
 STA. 294+00 LT - STA. 295+14 LT

SIGN LEGEND
 R = REMOVE
 S = SALVAGE
 N = NEW
 RET = RETAIN
 B-B = BACK TO BACK

DATUM	
VERTICAL	N/A
HORIZONTAL	N/A

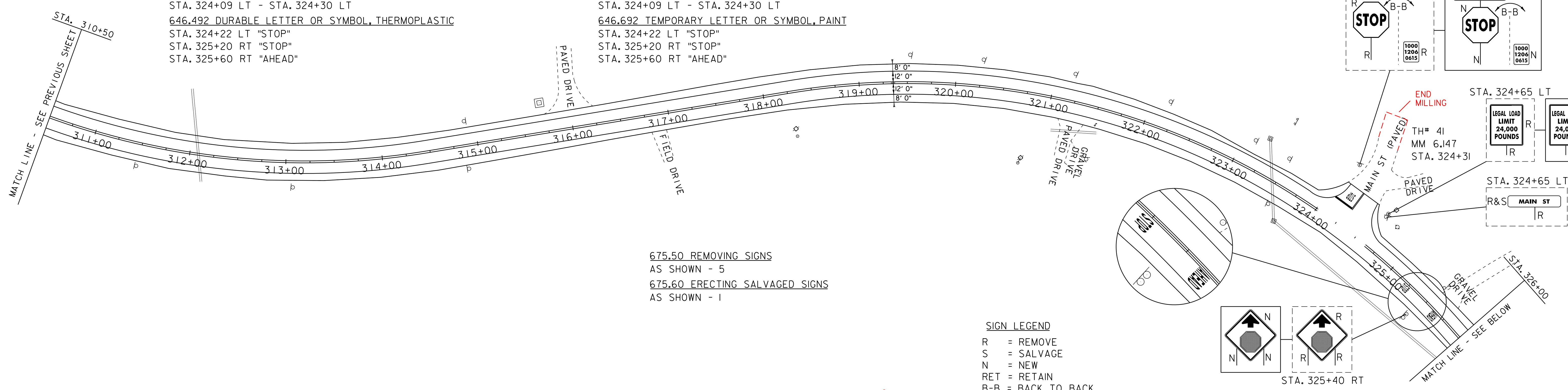
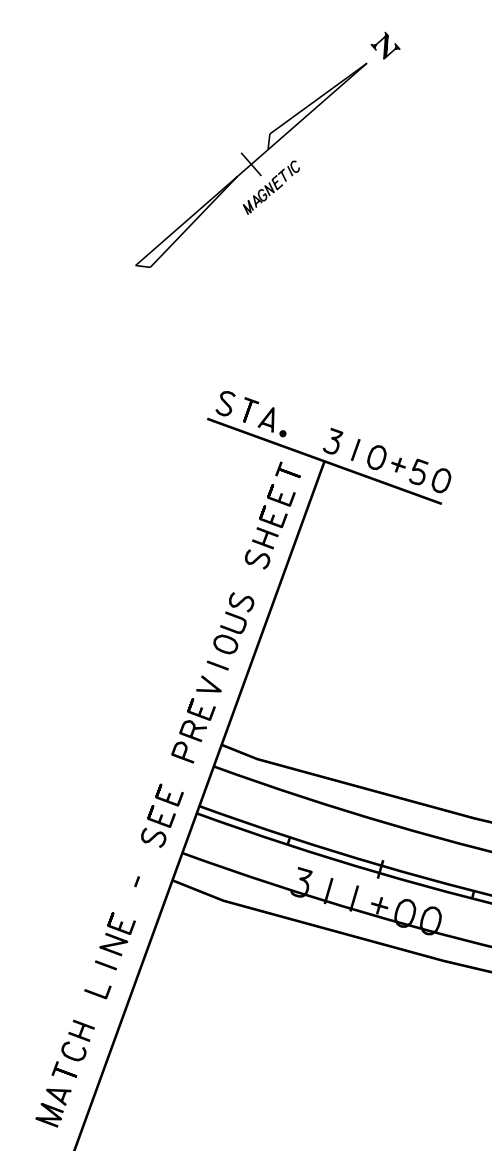


PROJECT LAYOUT SHEET 11

PROJECT NAME:	MORETOWN-DUXBURY-MORETOWN
PROJECT NUMBER:	STP 2507 (1)S
FILE NAME:	p05b050.dgn
PROJECT LEADER:	EPD
DESIGNED BY:	CDL
PLOT FILE:	p05b050p11.i
PLOT DATE:	31-OCT-2012 16:09
DRAWN BY:	SJB/RHB
CHECKED BY:	EPD
SHEET	23 OF 33

646.402 DURABLE 4" WHITE LINE, THERMOPLASTIC
 STA. 310+50 - STA. 326+00 (SOLID LT & RT)
 (WITH EDGELINE BREAKS AT TOWN ROADS)
 646.412 DURABLE 4" YELLOW LINE, THERMOPLASTIC
 STA. 310+50 - STA. 326+00 (SOLID LT & RT)
 (WITH CENTERLINE BREAKS AT TOWN ROADS)
 646.482 DURABLE 24 INCH STOP BAR, THERMOPLASTIC
 STA. 324+09 LT - STA. 324+30 LT
 646.492 DURABLE LETTER OR SYMBOL, THERMOPLASTIC
 STA. 324+22 LT "STOP"
 STA. 325+20 RT "STOP"
 STA. 325+60 RT "AHEAD"

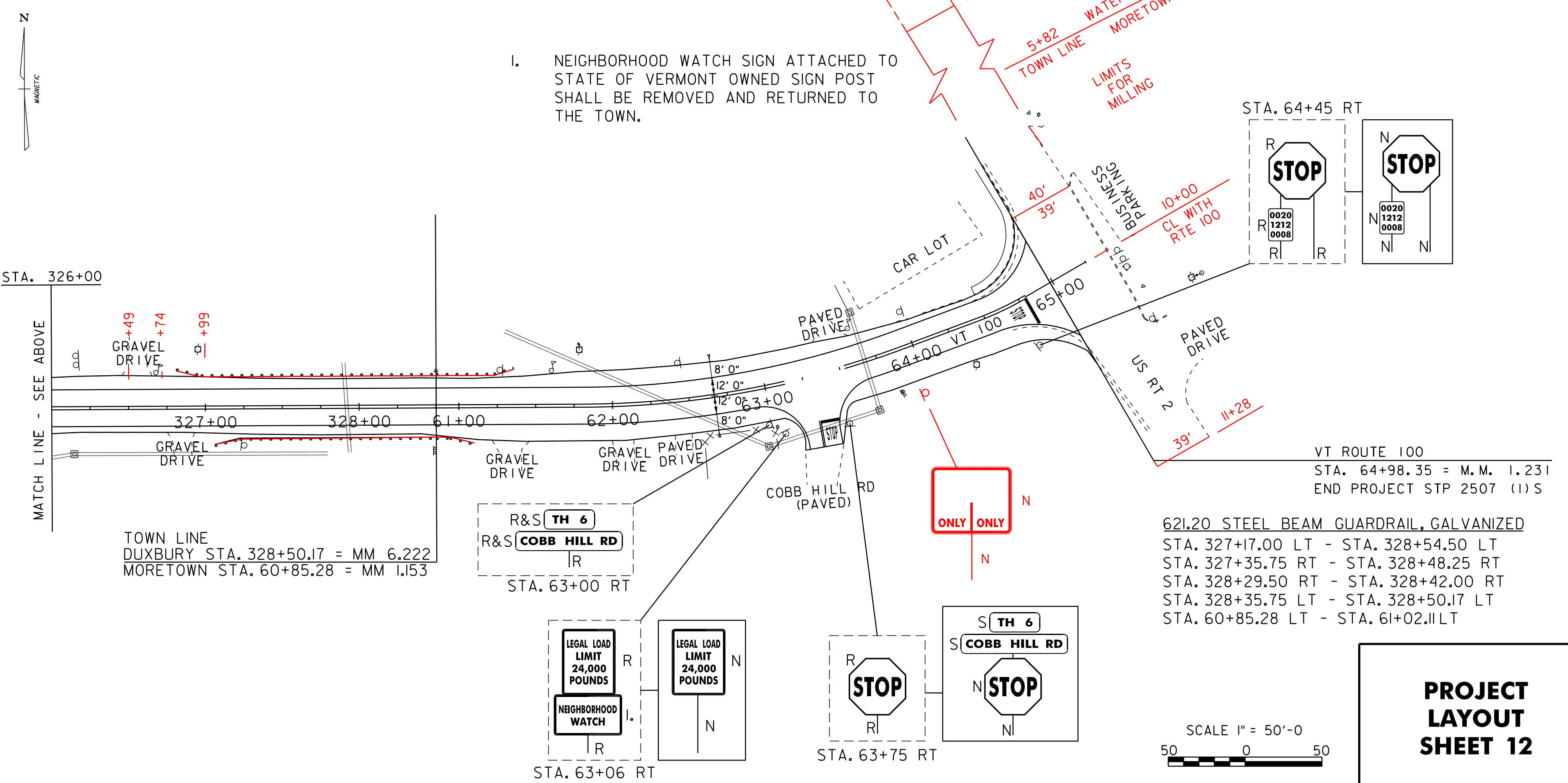
646.602 TEMPORARY 4" WHITE LINE, PAINT
 STA. 310+50 - STA. 326+00 (SOLID LT & RT)
 (WITH EDGELINE BREAKS AT TOWN ROADS)
 646.612 TEMPORARY 4" YELLOW LINE, PAINT
 STA. 310+50 - STA. 326+00 (SOLID LT & RT)
 (WITH CENTERLINE BREAKS AT TOWN ROADS)
 646.682 TEMPORARY 24 INCH STOP BAR, PAINT
 STA. 324+09 LT - STA. 324+30 LT
 646.692 TEMPORARY LETTER OR SYMBOL, PAINT
 STA. 324+22 LT "STOP"
 STA. 325+20 RT "STOP"
 STA. 325+60 RT "AHEAD"



675.50 REMOVING SIGNS
 AS SHOWN - 5
 675.60 ERECTING SALVAGED SIGNS
 AS SHOWN - 1

SIGN LEGEND
 R = REMOVE
 S = SALVAGE
 N = NEW
 RET = RETAIN
 B-B = BACK TO BACK

646.402 DURABLE 4" WHITE LINE, THERMOPLASTIC
 STA. 326+00 - STA. 328+50 (SOLID LT & RT)
 STA. 60+85 - STA. 64+98 (SOLID LT & RT)
 (WITH EDGELINE BREAKS AT TOWN ROADS)
 646.412 DURABLE 4" YELLOW LINE, THERMOPLASTIC
 STA. 326+00 - STA. 328+50 (SOLID LT & RT)
 STA. 60+85 - STA. 64+79 (SOLID LT & RT)
 (WITH CENTERLINE BREAKS AT TOWN ROADS)
 646.482 DURABLE 24 INCH STOP BAR,
 THERMOPLASTIC
 STA. 63+30 RT - STA. 63+41RT
 STA. 64+75 RT
 646.492 DURABLE LETTER OR SYMBOL,
 THERMOPLASTIC
 STA. 63+35 RT "STOP"
 STA. 64+41RT "STOP"
 646.602 TEMPORARY 4" WHITE LINE, PAINT
 STA. 326+00 - STA. 328+50 (SOLID LT & RT)
 STA. 60+85 - STA. 64+98 (SOLID LT & RT)
 (WITH EDGELINE BREAKS AT TOWN ROADS)
 646.612 TEMPORARY 4" YELLOW LINE, PAINT
 STA. 326+00 - STA. 328+50 (SOLID LT & RT)
 STA. 60+85 - STA. 64+79 (SOLID LT & RT)
 (WITH CENTERLINE BREAKS AT TOWN ROADS)
 646.692 TEMPORARY LETTER OR SYMBOL, PAINT
 STA. 63+35 RT "STOP"
 STA. 64+41RT "STOP"
 646.682 TEMPORARY 24 INCH STOP BAR, PAINT
 STA. 63+30 RT - STA. 63+41RT
 STA. 64+75 RT



621.21HD STEEL BEAM GUARDRAIL, GALVANIZED
 STA. 327+48.25 RT - STA. 327+79.50 RT (SCHEDULE II)
 STA. 327+54.50 LT - STA. 327+79.50 LT (SCHEDULE I)
 STA. 328+04.50 LT - STA. 328+35.75 LT (SCHEDULE II)
 STA. 328+04.50 RT - STA. 328+29.50 RT (SCHEDULE I)
 621.50 MANUFACTURED TERMINAL SECTION, FLARED
 STA. 326+79.50 LT - STA. 327+17.00 LT
 STA. 326+98.25 RT - STA. 327+35.75 RT
 STA. 328+42.00 RT - STA. 61+14.61RT
 STA. 61+02.11LT - STA. 61+39.61LT
 621.80 REMOVAL AND DISPOSAL OF GUARDRAIL
 STA. 326+81LT - STA. 328+50 LT
 STA. 327+06 RT - STA. 328+50 RT
 STA. 60+85 LT - STA. 61+06 LT
 STA. 60+85 RT - STA. 61+10 RT
 675.50 REMOVING SIGNS
 AS SHOWN - 7
 675.60 ERECTING SALVAGED SIGNS
 AS SHOWN - 2
 676.10 DELINEATOR WITH STEEL POST, WHITE
 STA. 326+81.00 LT
 STA. 327+06.00 RT
 STA. 61+10.00 RT
 STA. 61+41.12 LT
 900.640 SPECIAL PROVISION (BRIDGE RAILING REPAIR, TYPE I)
 STA. 327+79.50 LT - STA. 328+04.50 LT
 STA. 327+79.50 RT - STA. 328+04.50 RT

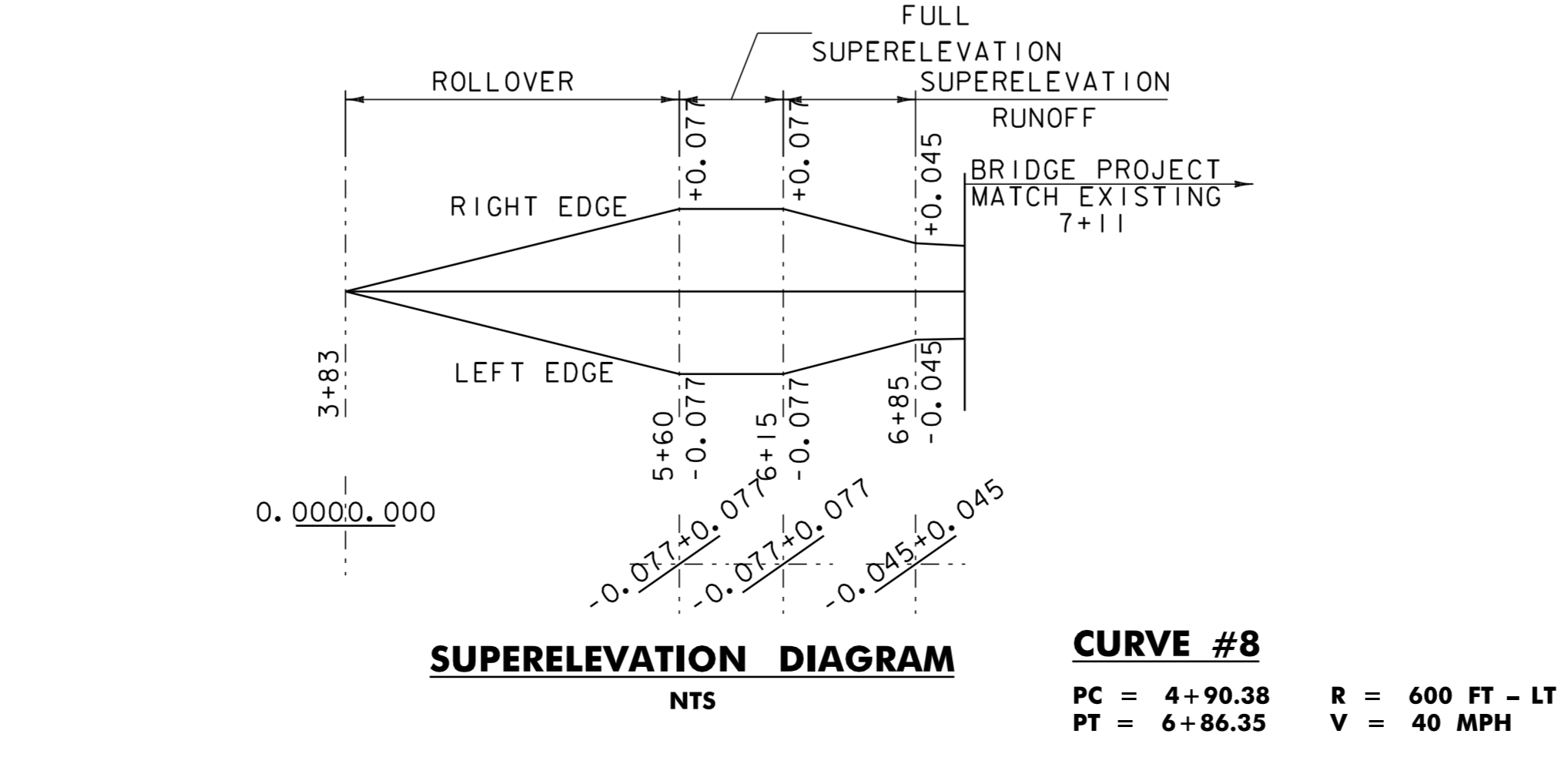
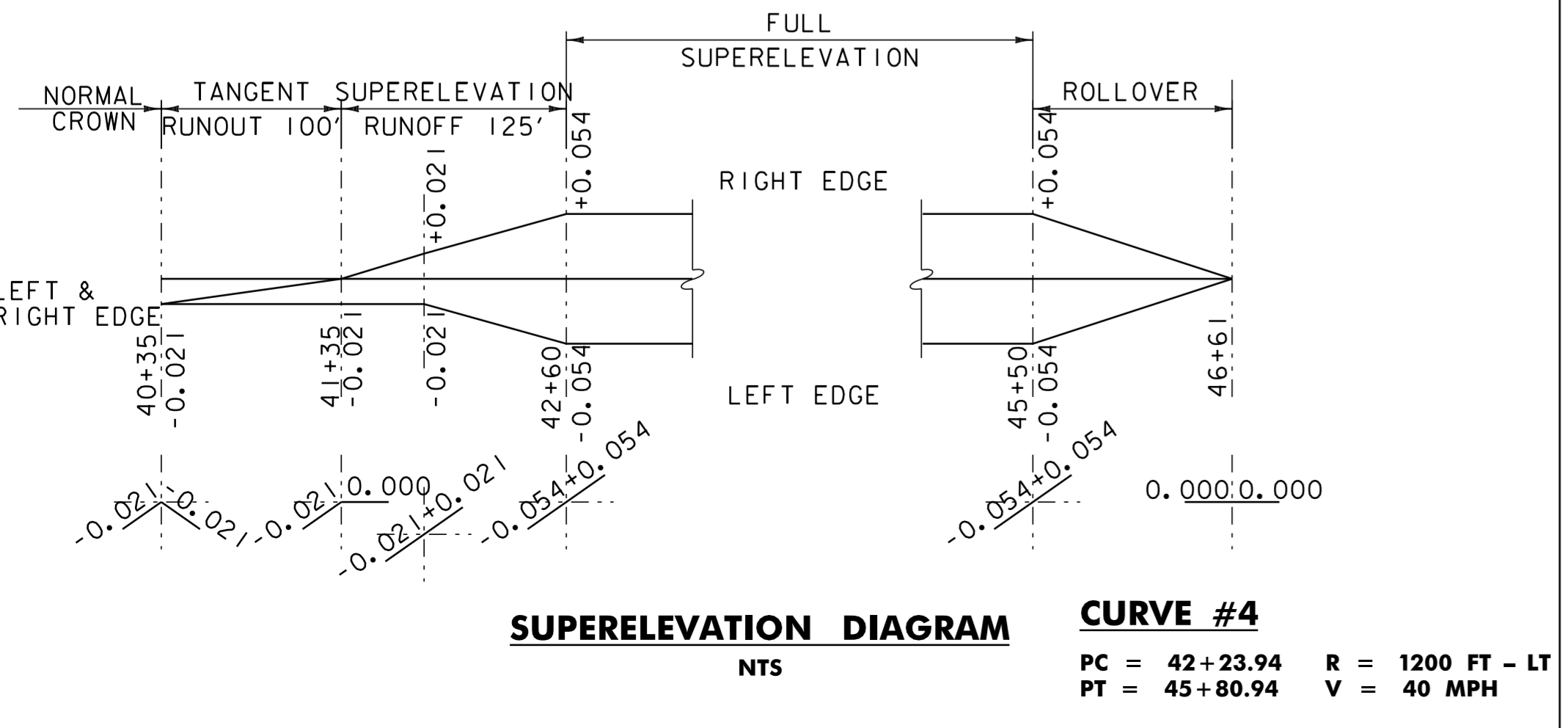
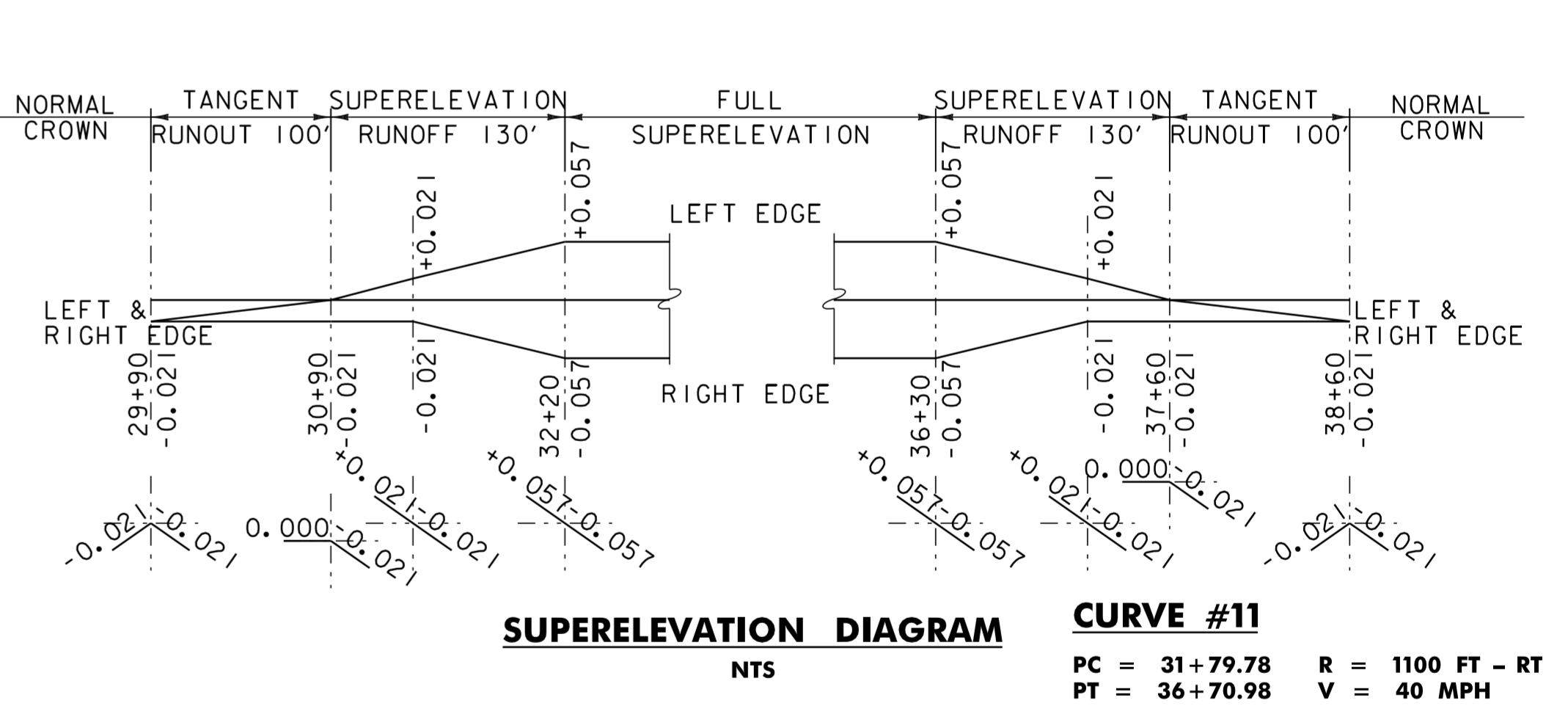
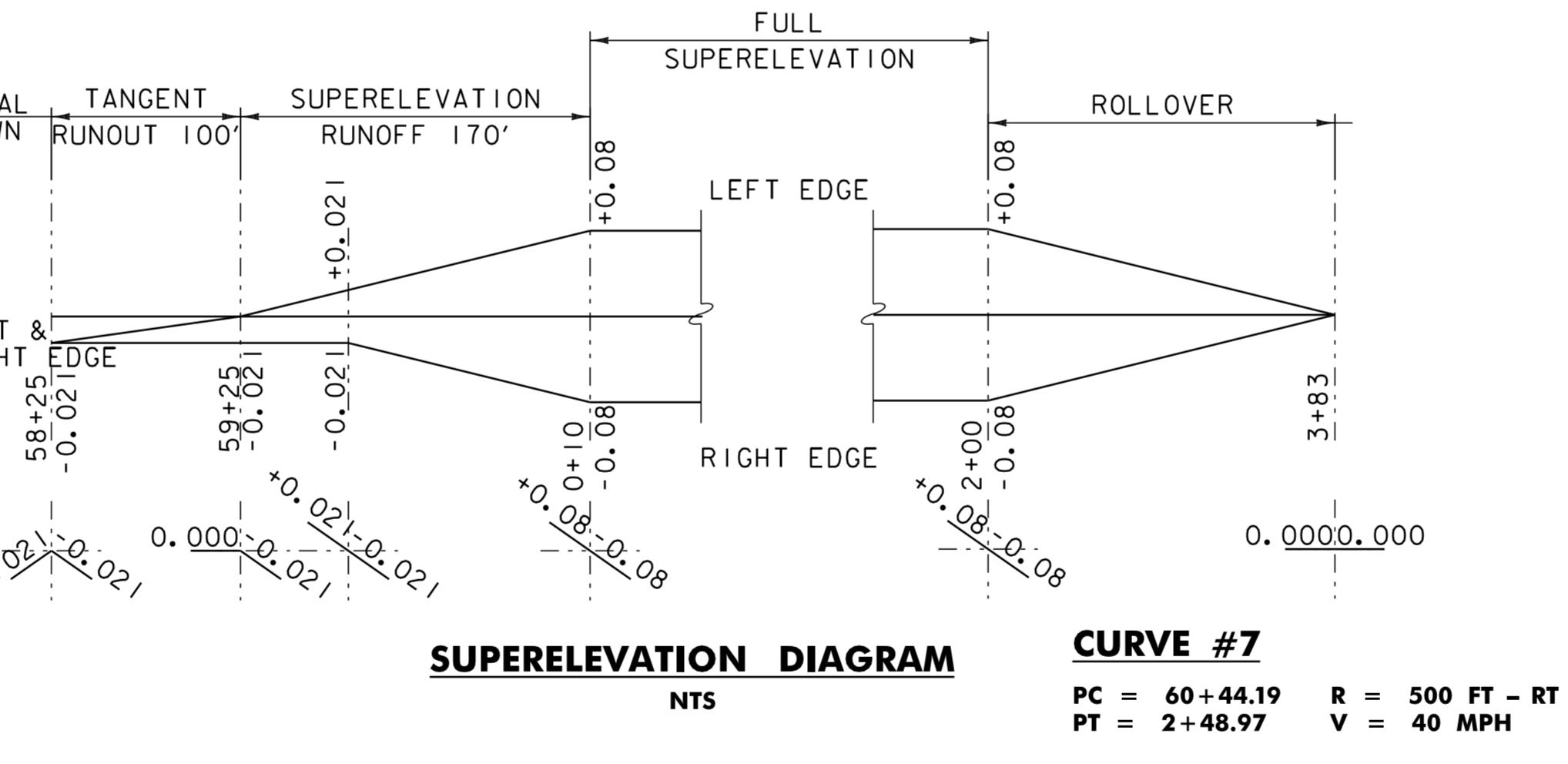
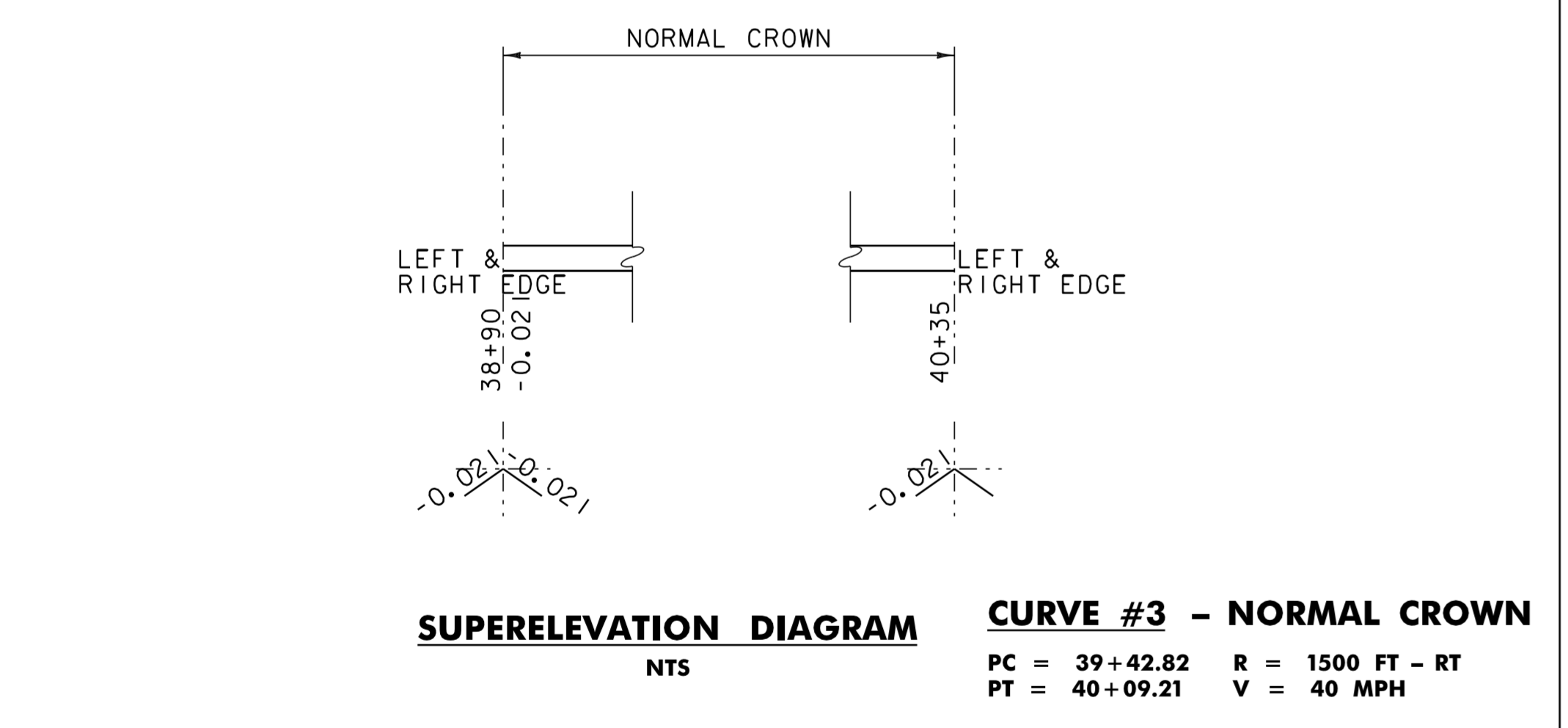
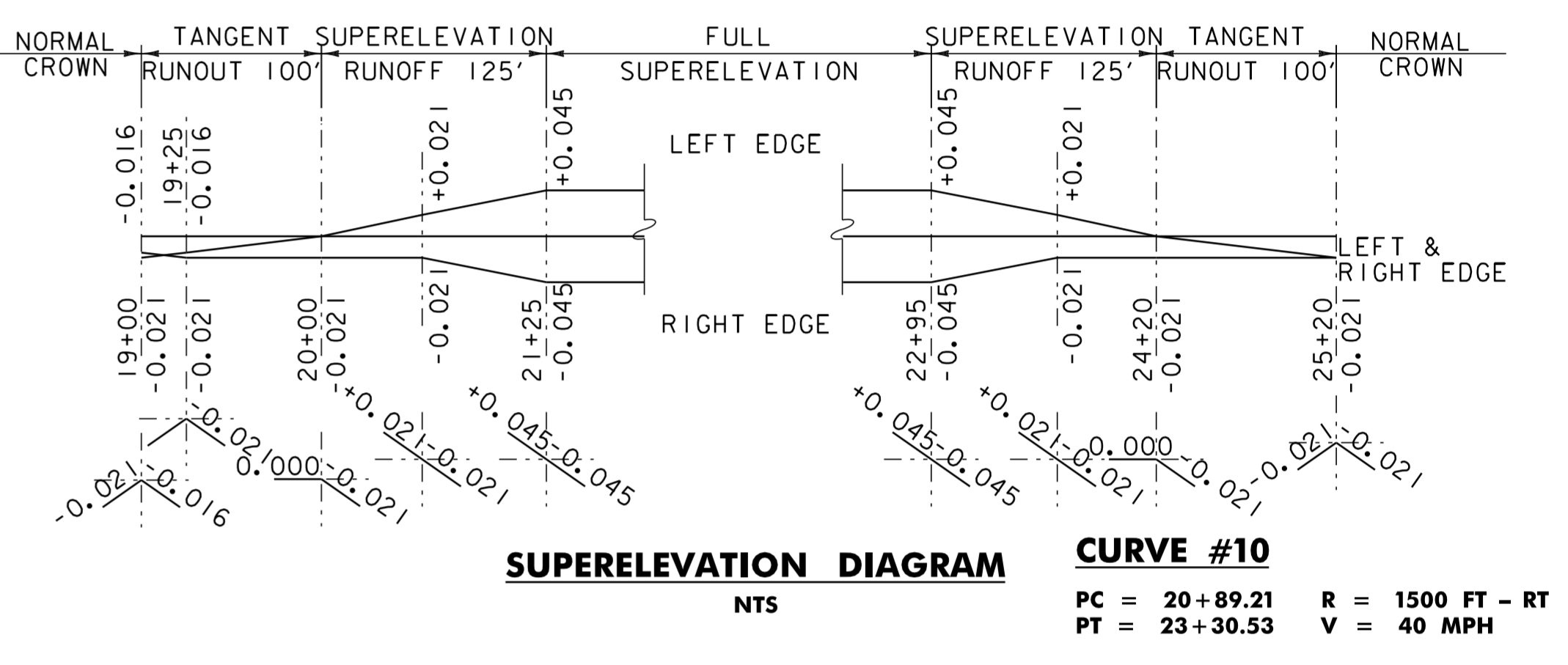
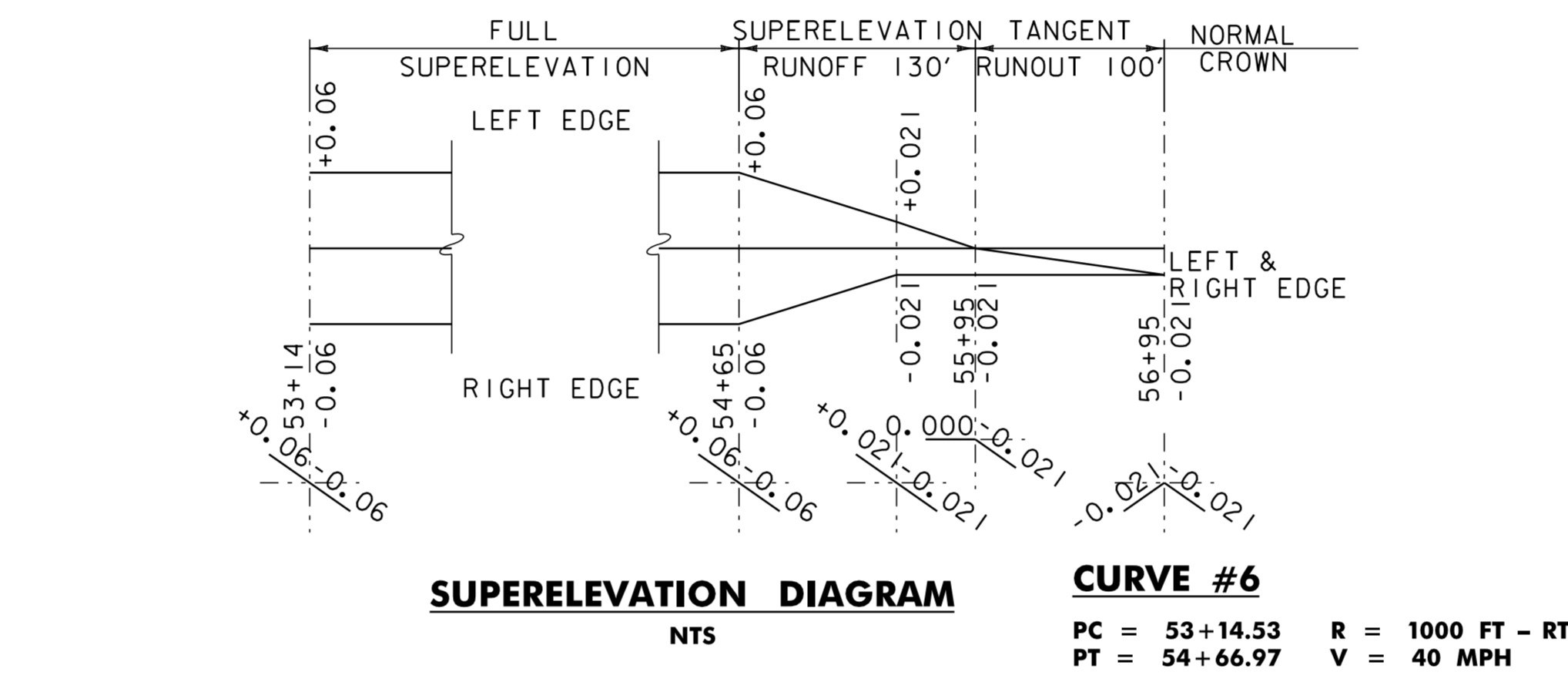
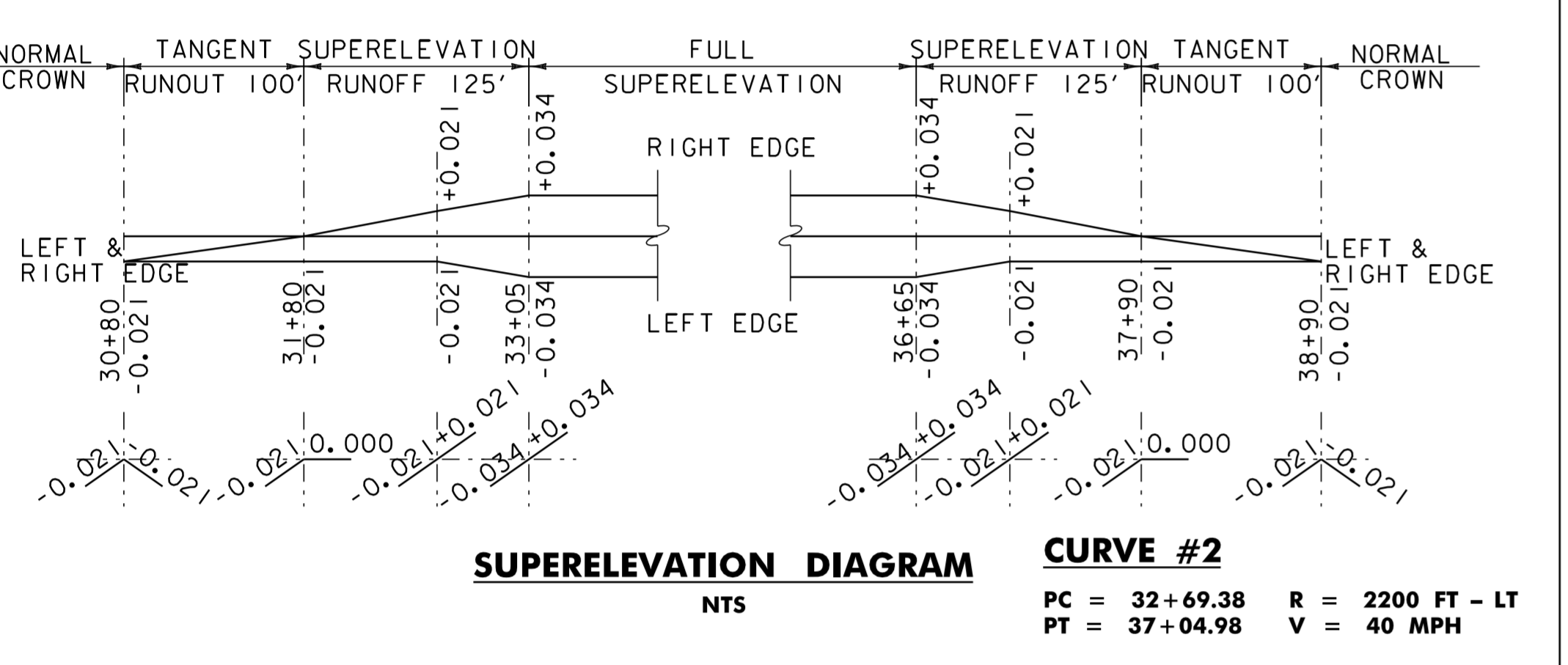
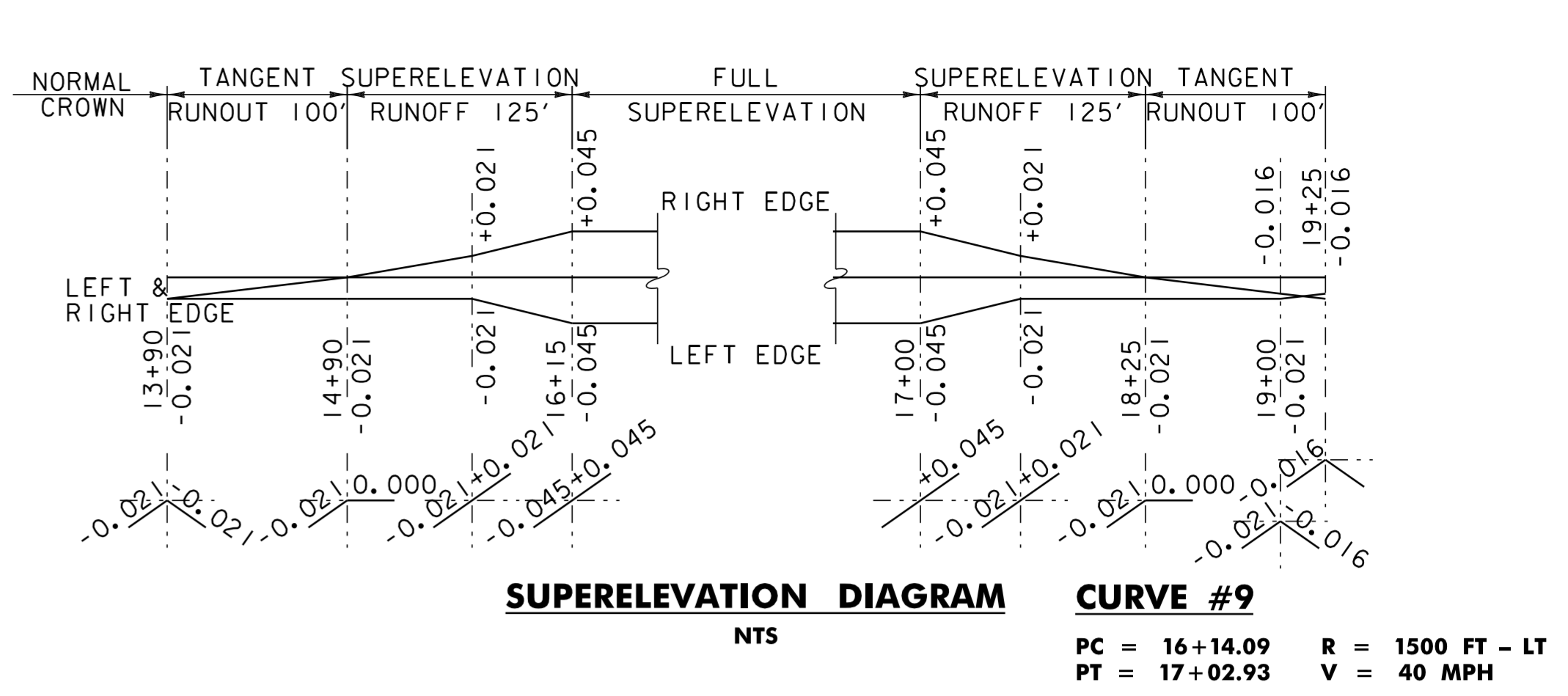
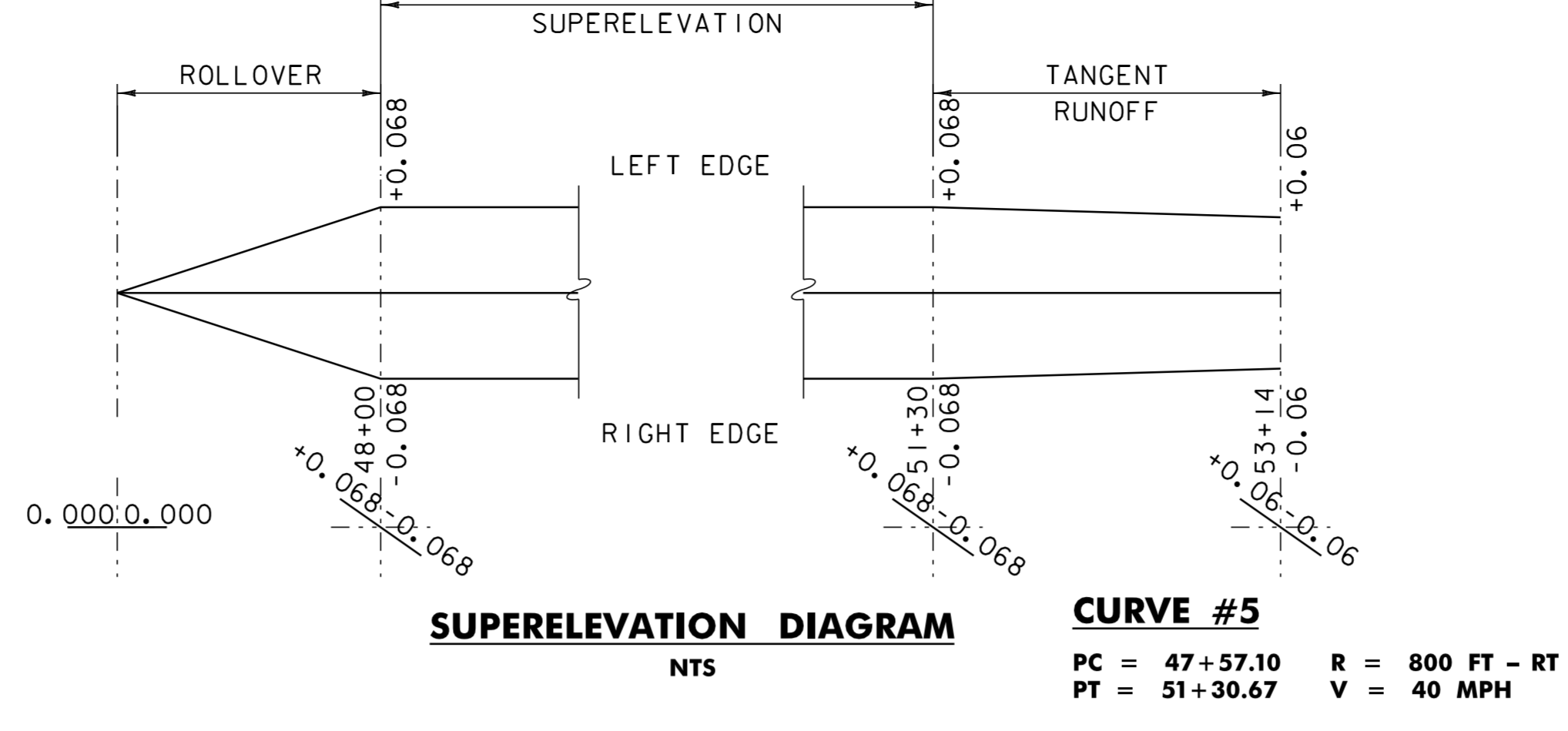
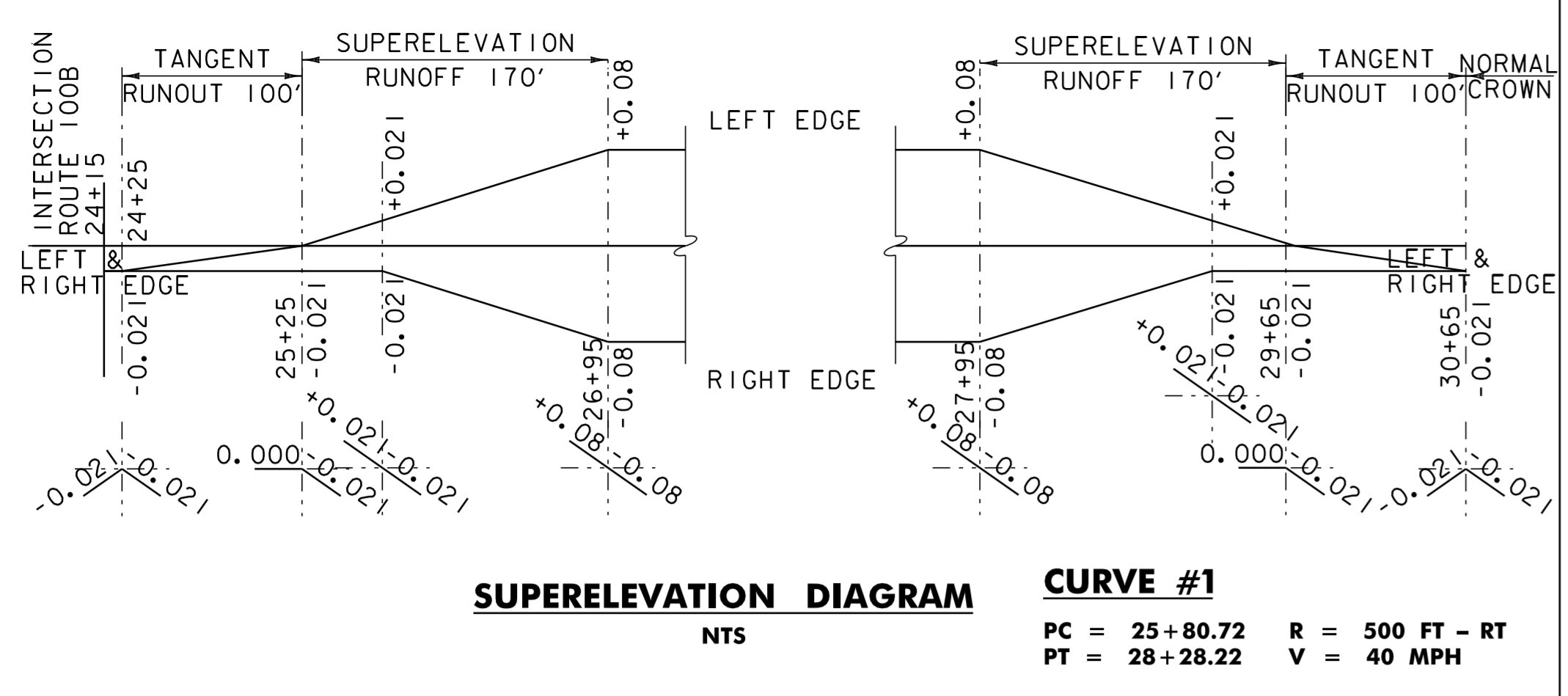
SIGN LEGEND
 R = REMOVE
 S = SALVAGE
 N = NEW
 RET = RETAIN
 B-B = BACK TO BACK

DATUM

VERTICAL	N/A
HORIZONTAL	N/A

PROJECT LAYOUT SHEET 12

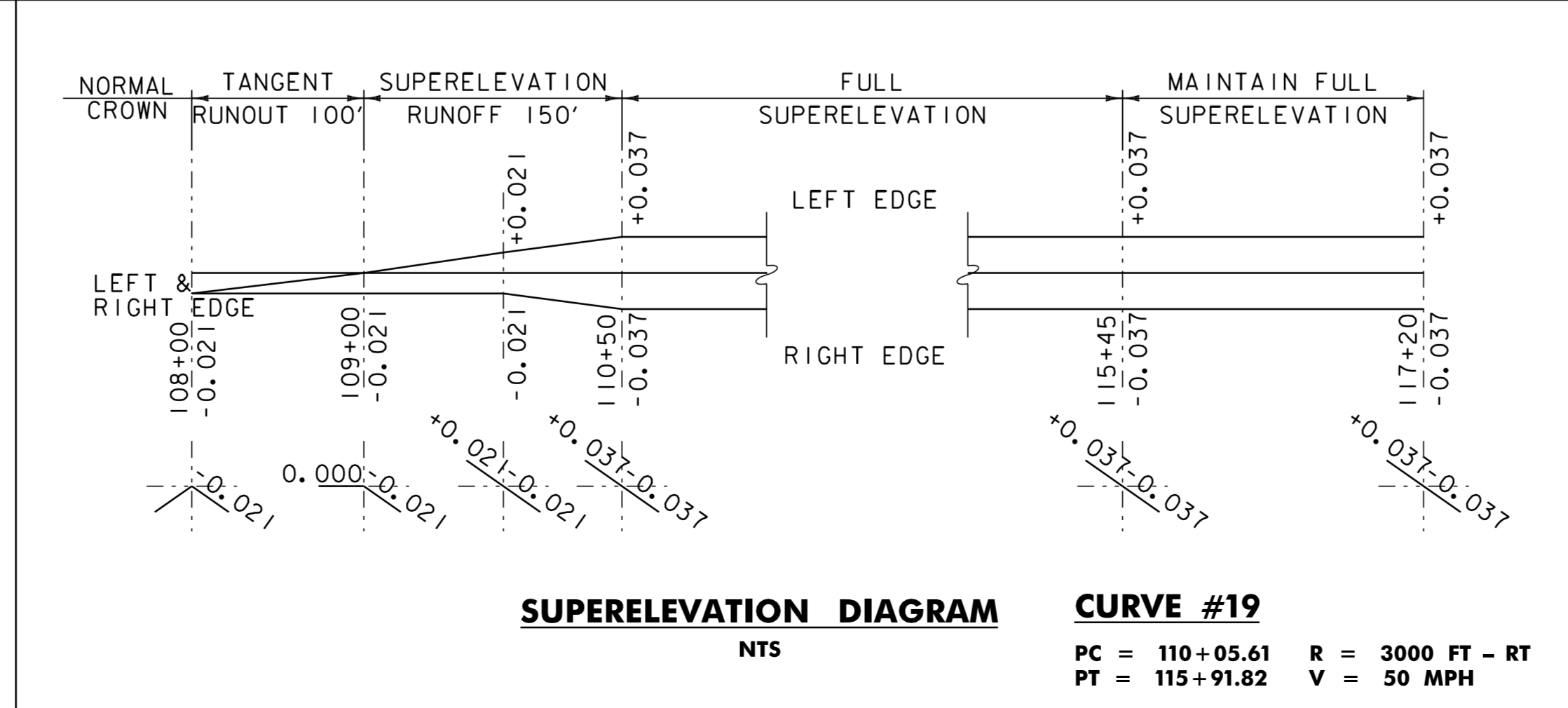
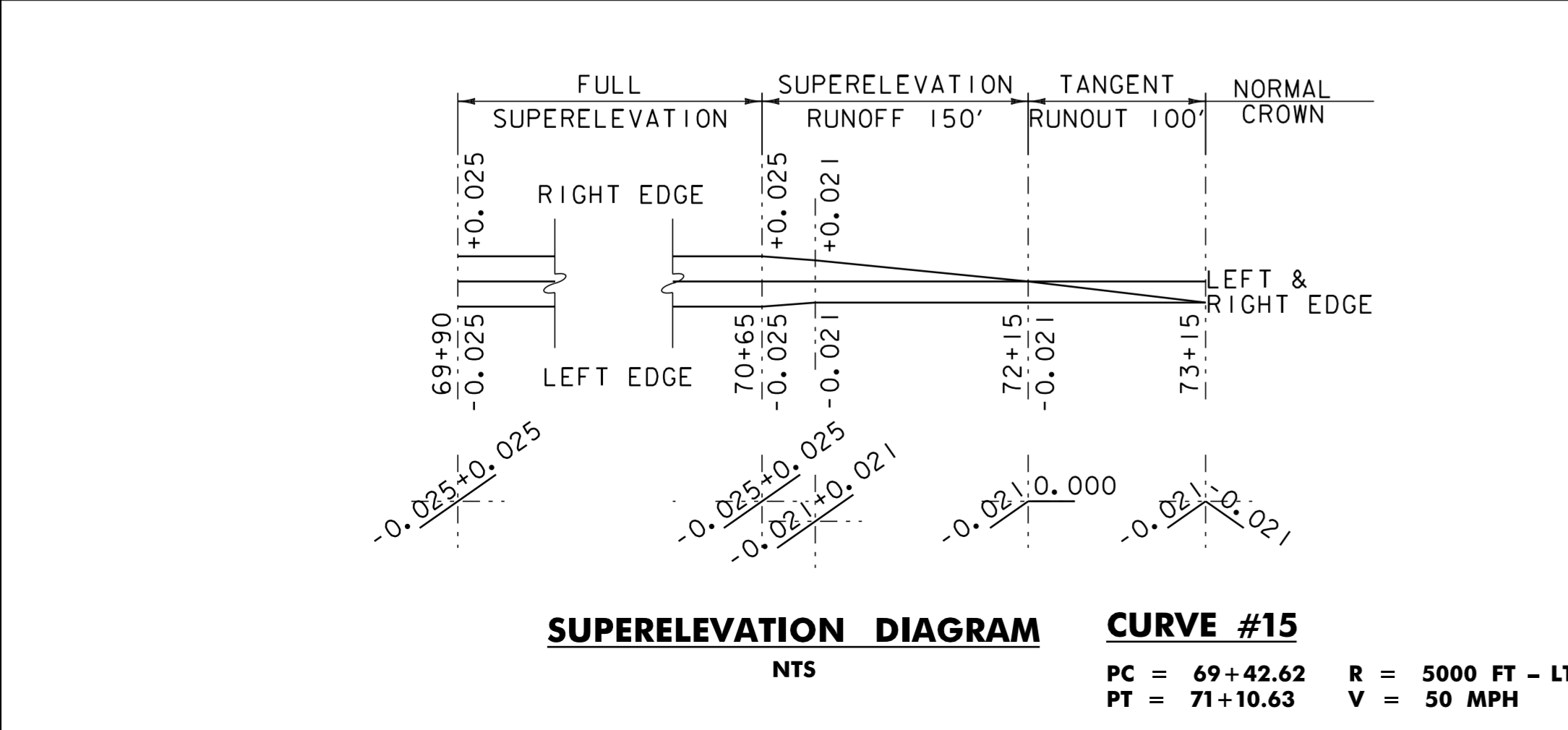
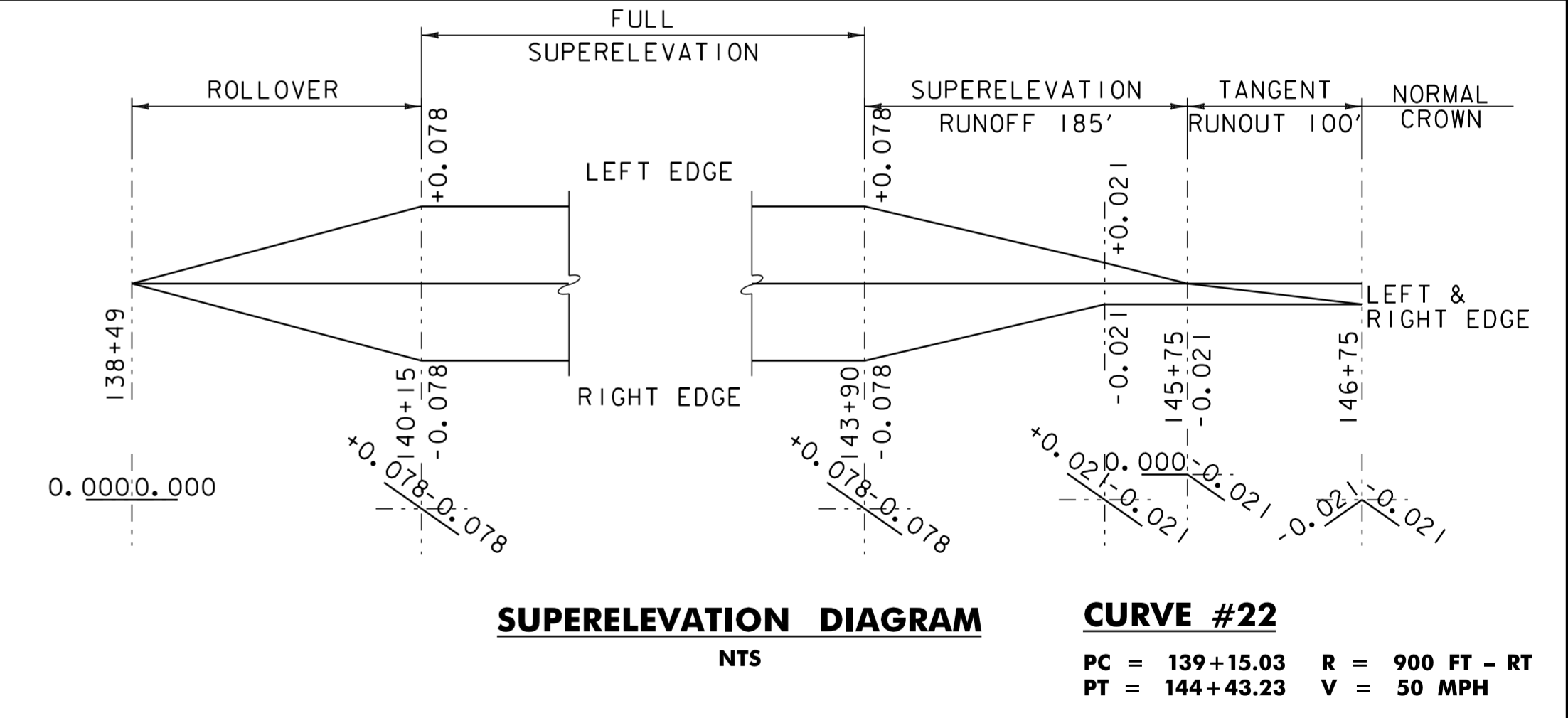
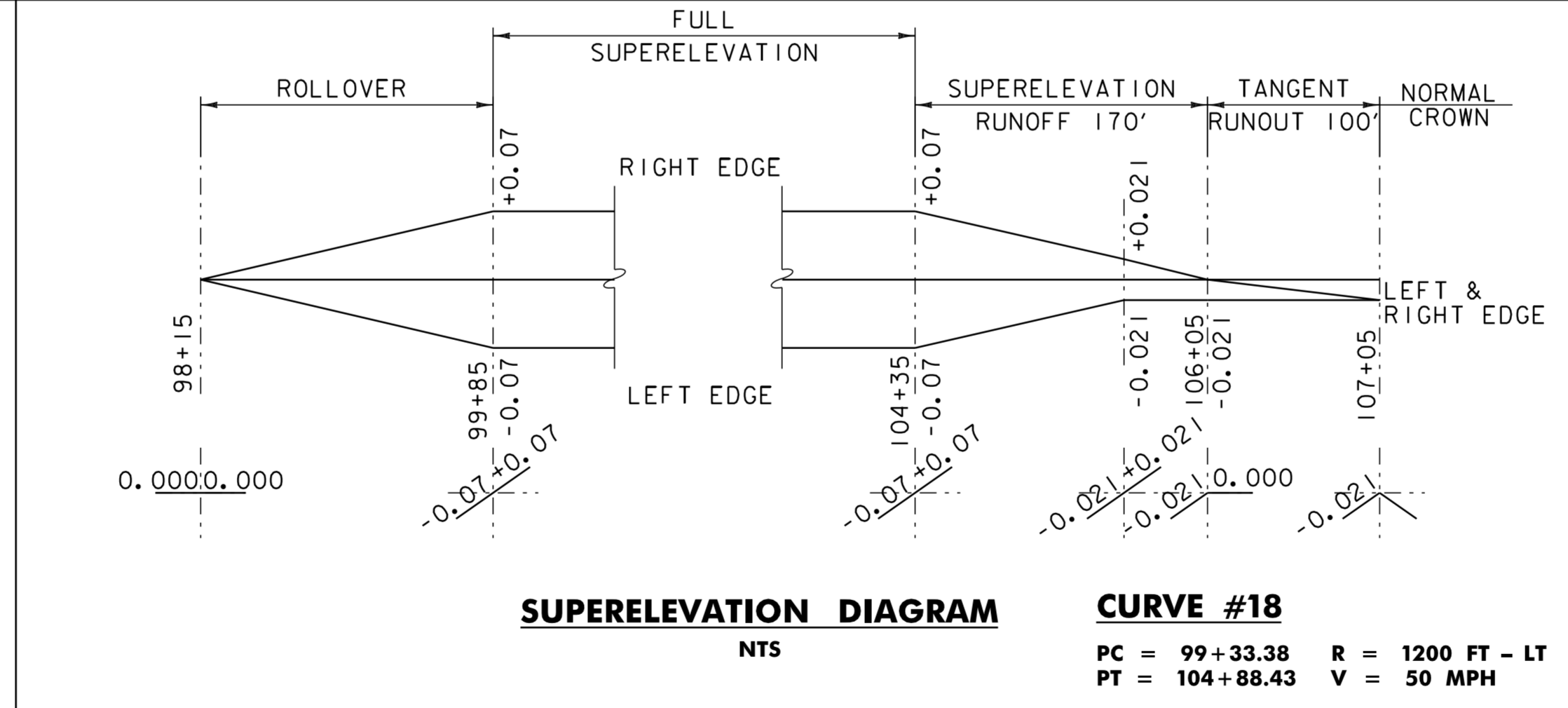
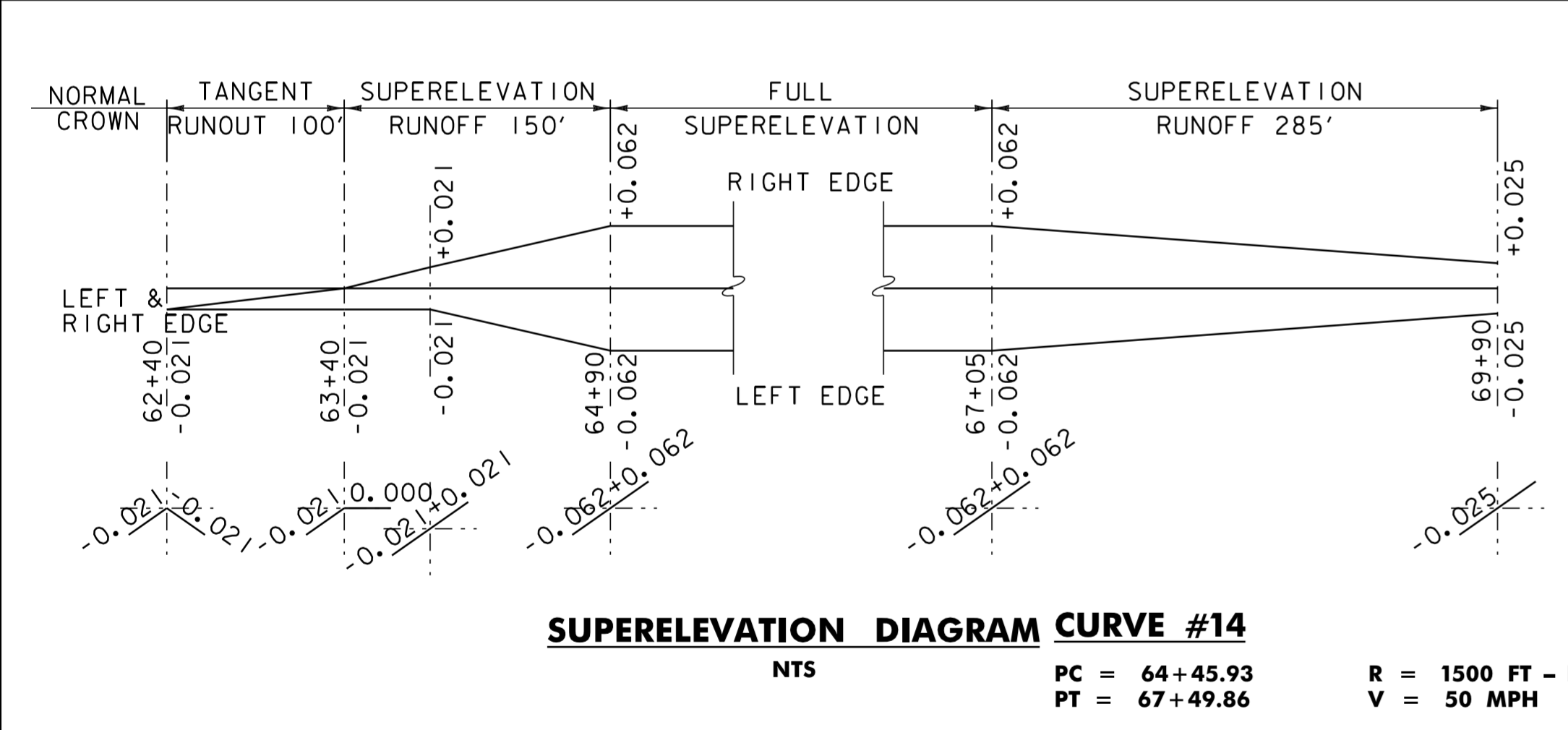
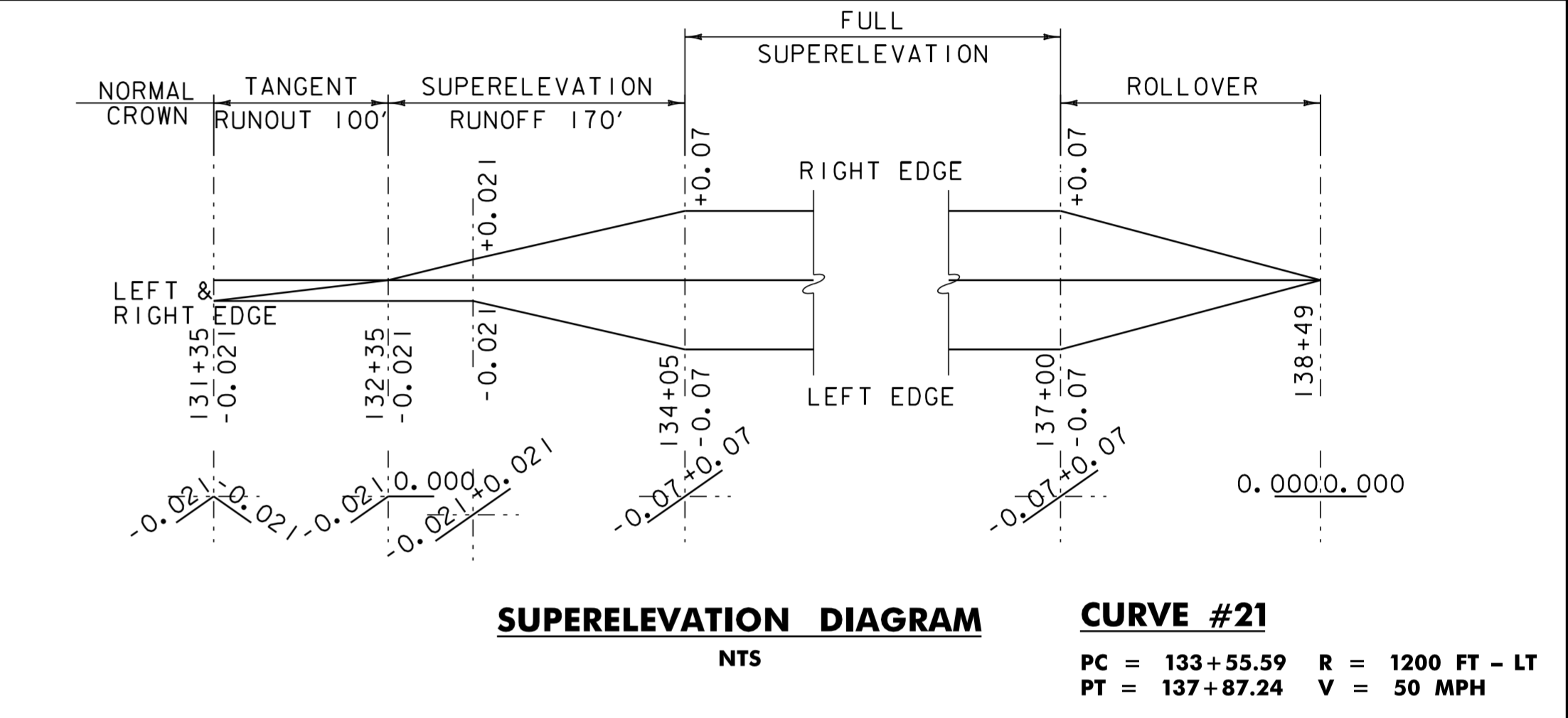
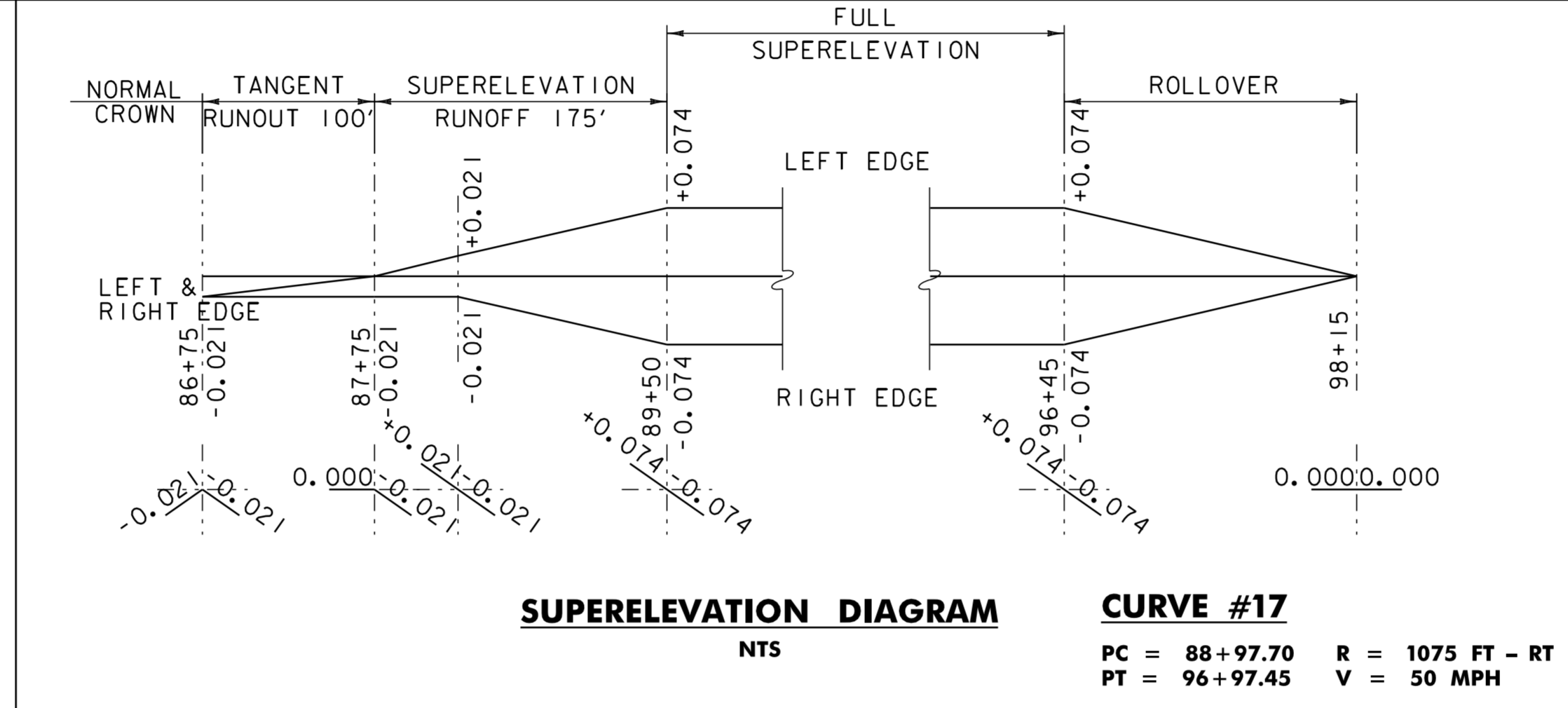
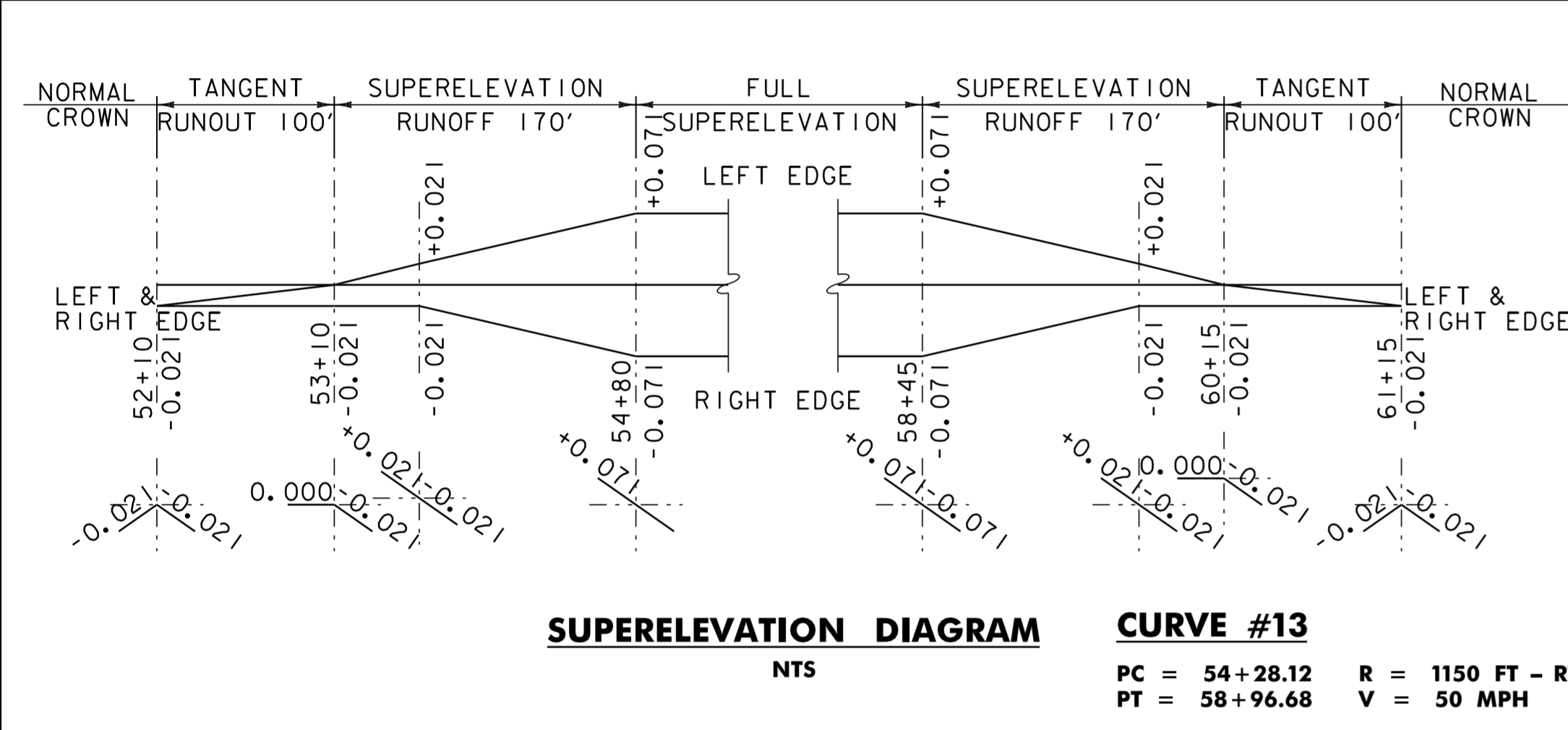
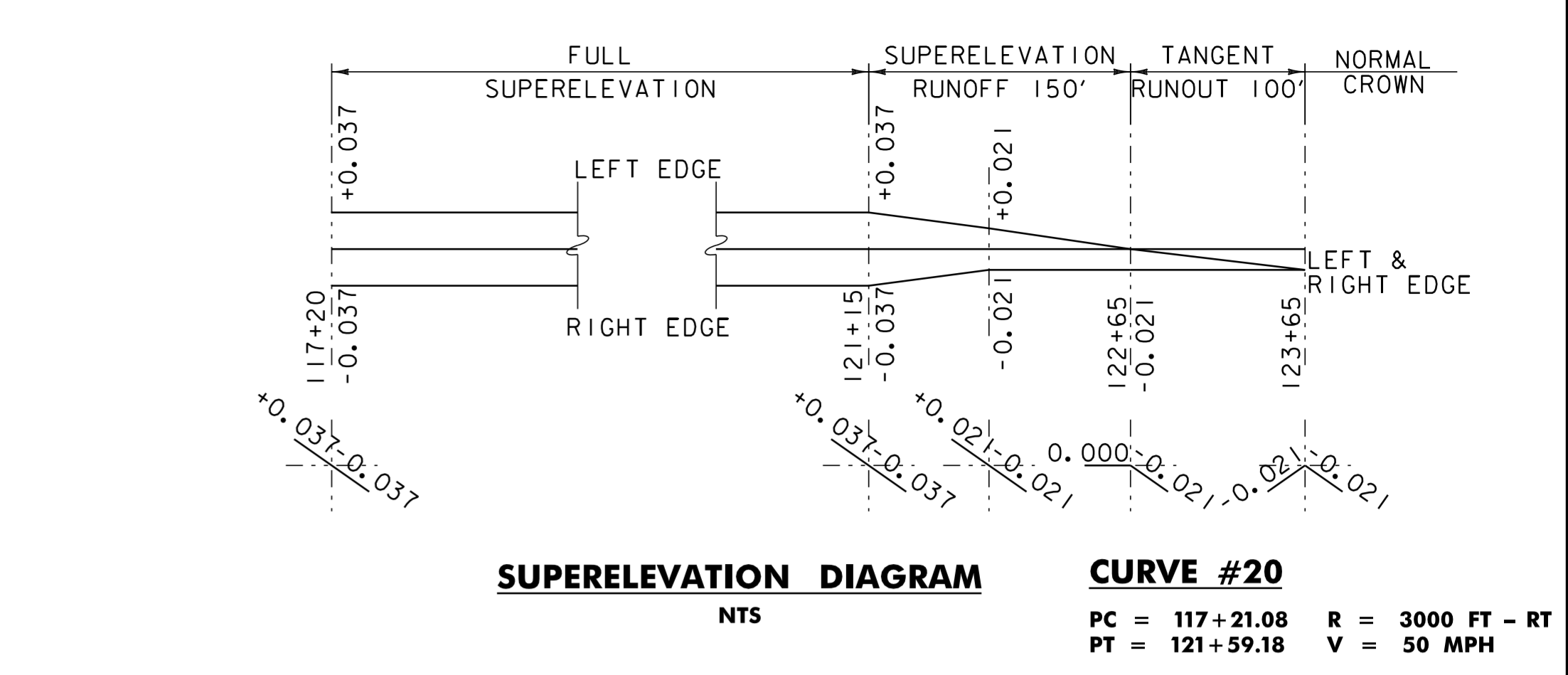
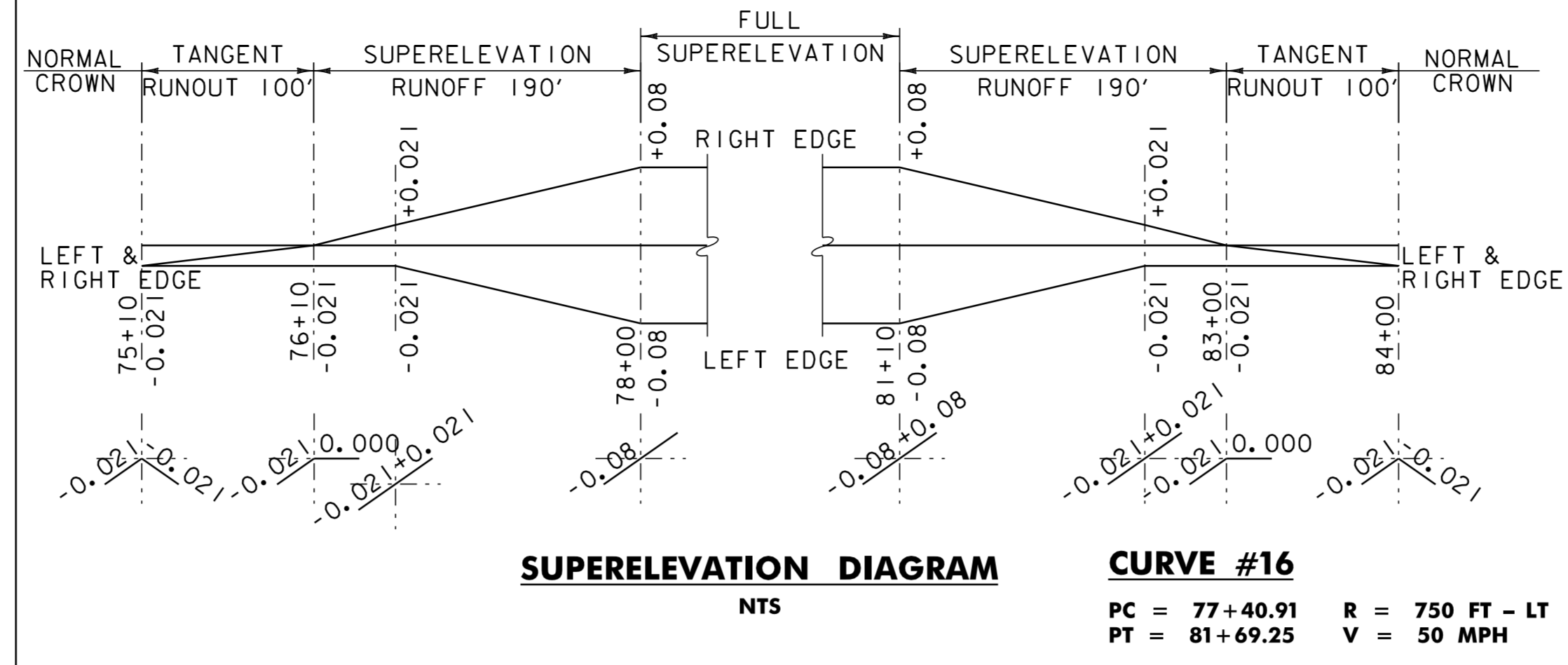
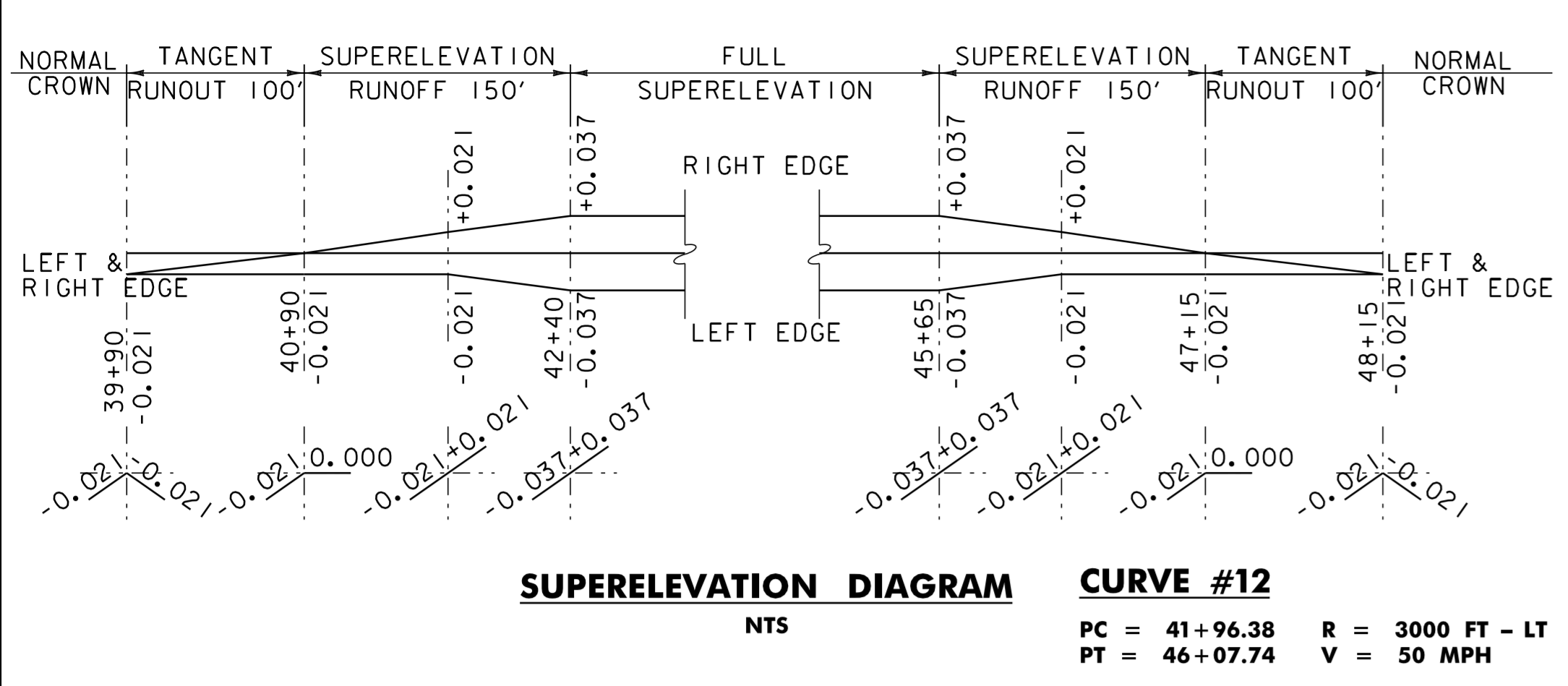
PROJECT NAME:	MORETOWN-DUXBURY-MORETOWN
PROJECT NUMBER:	STP 2507 (I)S
FILE NAME:	p05b050.dgn
PROJECT LEADER:	EPD
DESIGNED BY:	CDL
PLOT FILE:	p05b050pl12.i
PLOT DATE:	31-OCT-2012 16:09
DRAWN BY:	SJB/RHB
CHECKED BY:	EPD
SHEET	24 OF 33



Notes:
 SUPERELEVATION DIAGRAMS ARE NOT TO SCALE.
 THE CONTRACTOR IS RESPONSIBLE FOR THE ENGINEERING WORK REQUIRED TO LAYOUT AND MAINTAIN THE CROSS SLOPES IN THE REGRADING OF THE RECLAIMED AREAS.

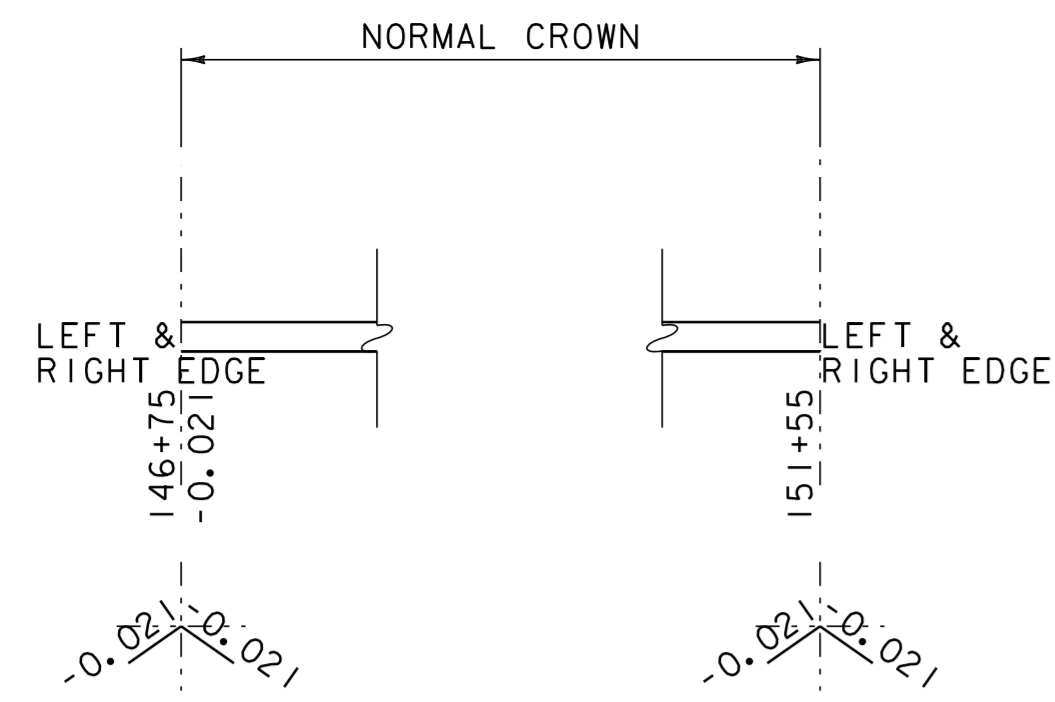
SUPERELEVATION BANKING DIAGRAM SHEET #1

PROJECT NAME: MORETOWN-DUXBURY-MORETOWN	PLOT DATE: 31-OCT-2012 16:09
PROJECT NUMBER: STP 2507 (I)S	DRAWN BY: RHB
FILE NAME: p05b050.dgn	CHECKED BY: EPD
DESIGNED BY: CDL	SHEET 25 OF 33
PLOT FILE: p05b050sbdsl.i	

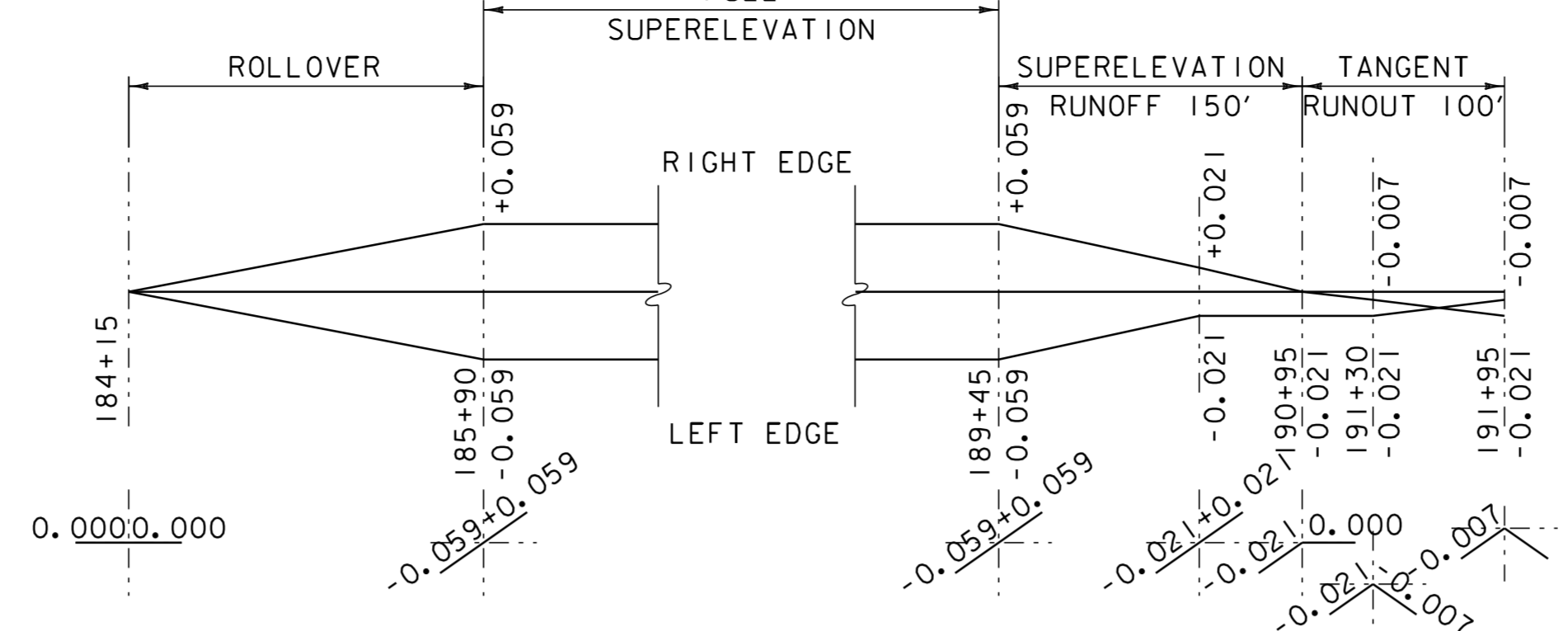


Notes:
 SUPERELEVATION DIAGRAMS ARE NOT TO SCALE.
 THE CONTRACTOR IS RESPONSIBLE FOR THE ENGINEERING WORK REQUIRED TO LAYOUT AND MAINTAIN THE CROSS SLOPES IN THE REGRADING OF THE RECLAIMED AREAS.

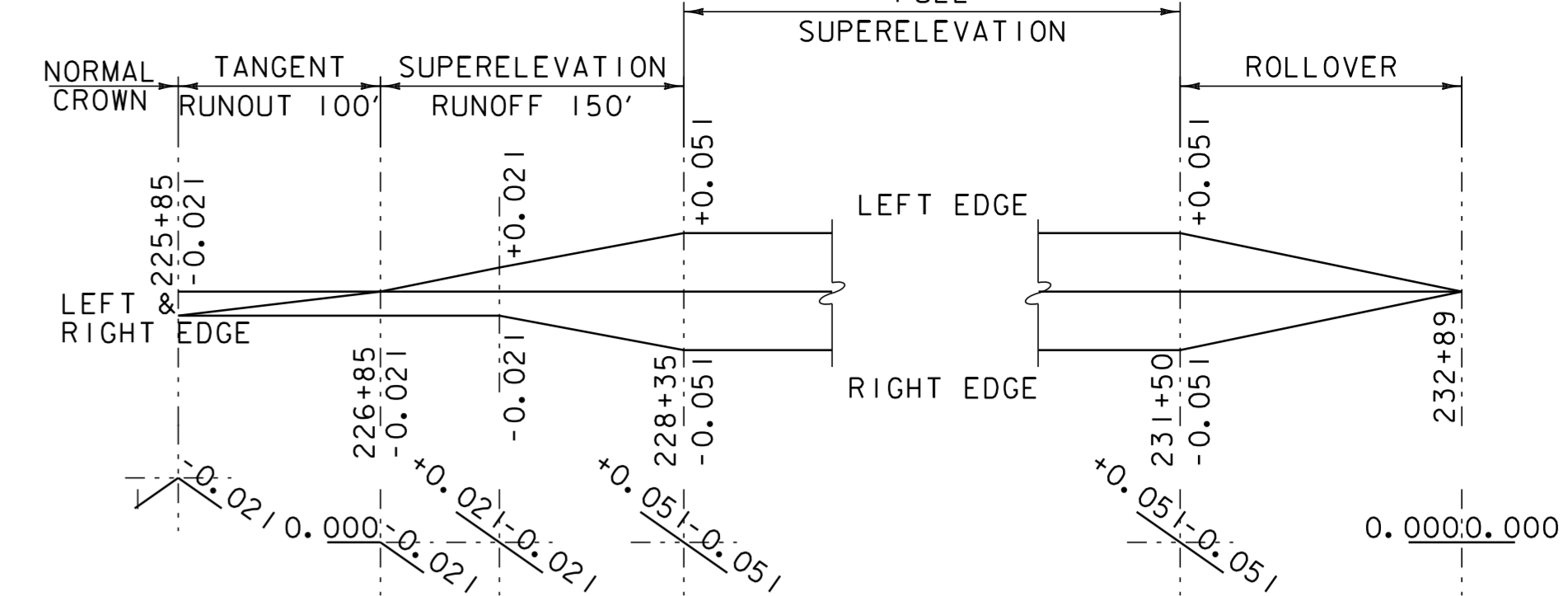
SUPERELEVATION BANKING DIAGRAM SHEET #2	PROJECT NAME: MORETOWN-DUXBURY-MORETOWN	PLOT DATE: 31-OCT-2012 16:09
	PROJECT NUMBER: STP 2507 (I)S	DRAWN BY: RHB
	FILE NAME: p05b050.dgn	DESIGNED BY: CDL
	PROJECT LEADER: EPD	CHECKED BY: EPD
	PLOT FILE: p05b050sbd2.i	SHEET 26 OF 33



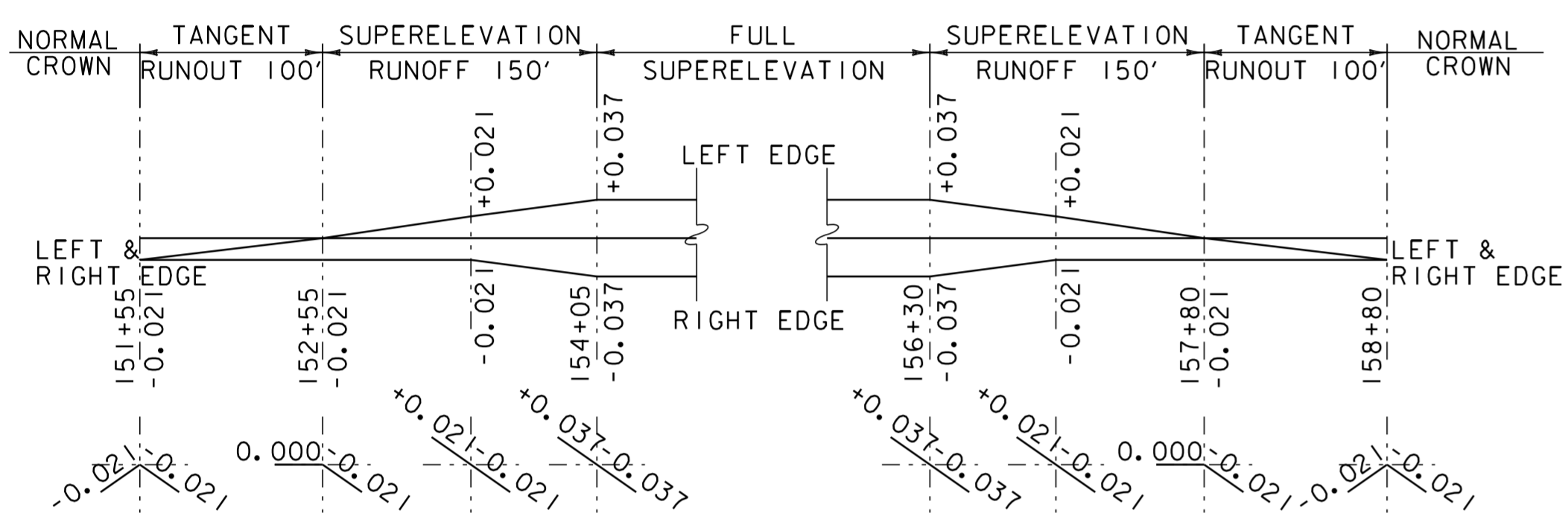
SUPERELEVATION DIAGRAM CURVE #23 - NORMAL CROWN
 NTS
 PC = 148+16.32 R = 3000 FT - RT
 PT = 148+39.83 V = 50 MPH



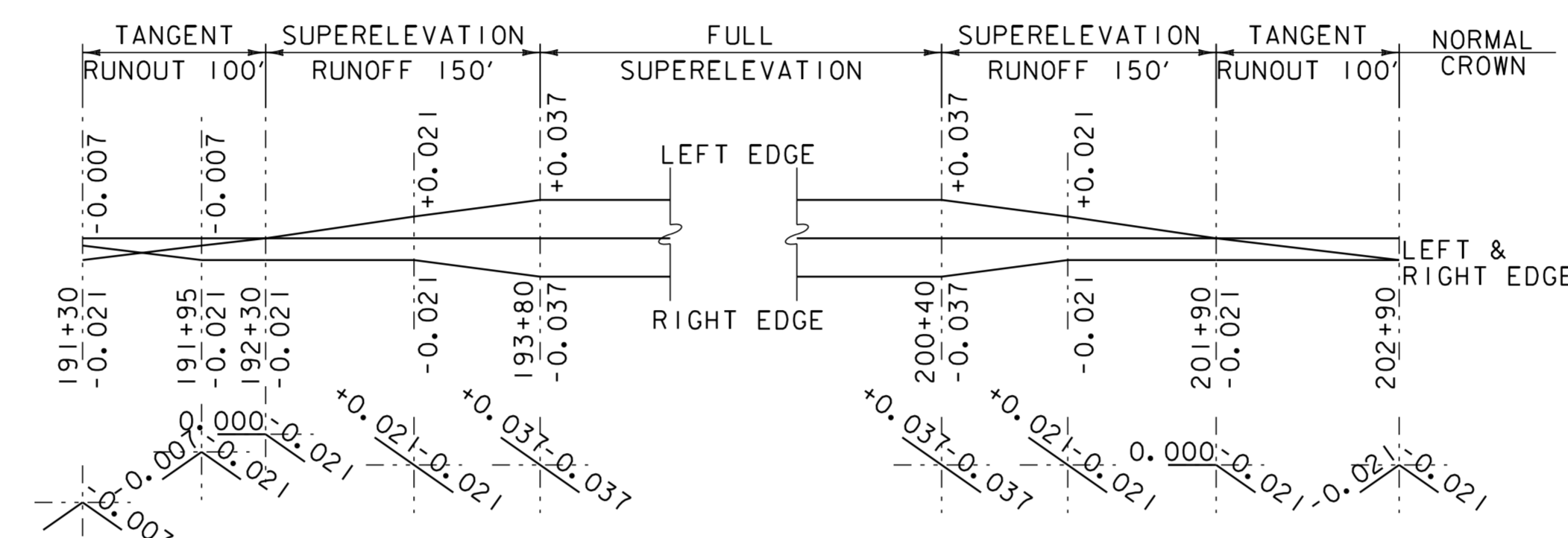
SUPERELEVATION DIAGRAM CURVE #27
 NTS
 PC = 185+88.75 R = 1600 FT - LT
 PT = 189+91.51 V = 50 MPH



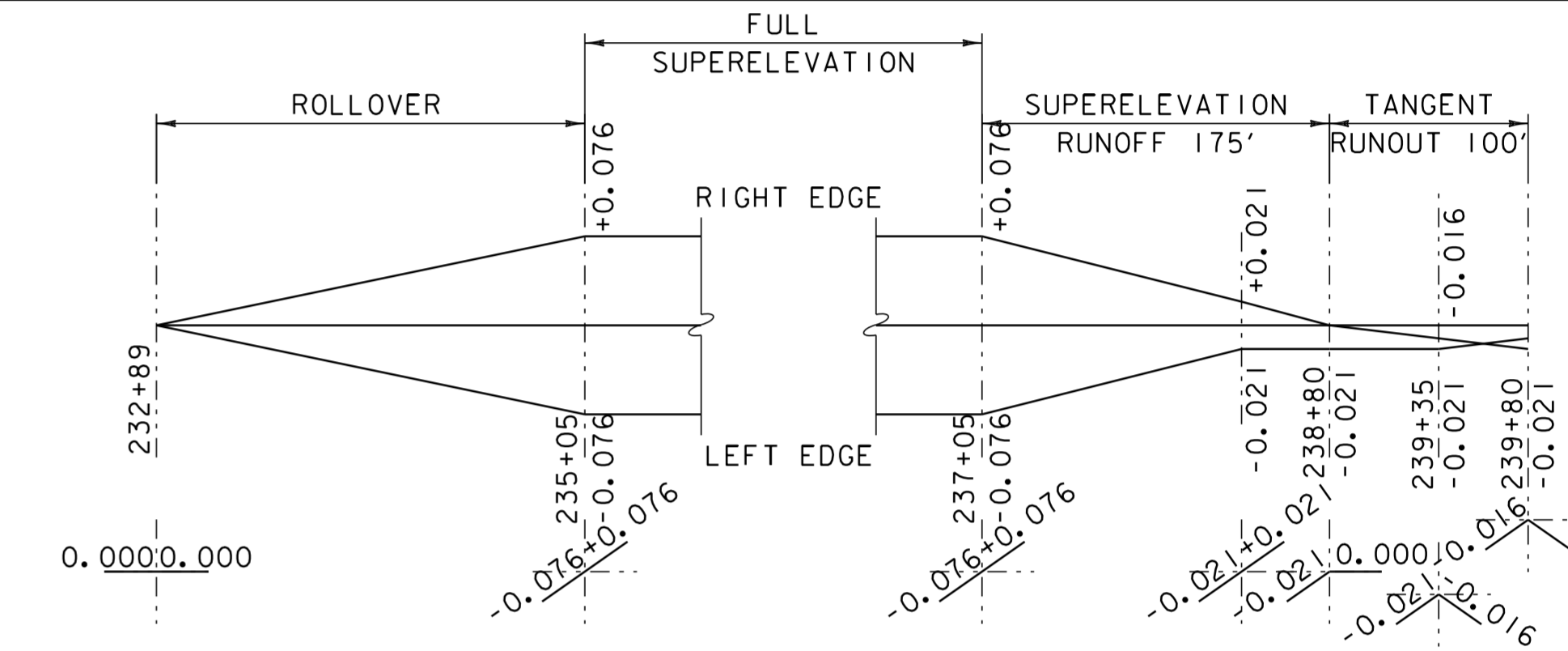
SUPERELEVATION DIAGRAM CURVE #31
 NTS
 PC = 227+91.03 R = 2000 FT - RT
 PT = 231+92.48 V = 50 MPH



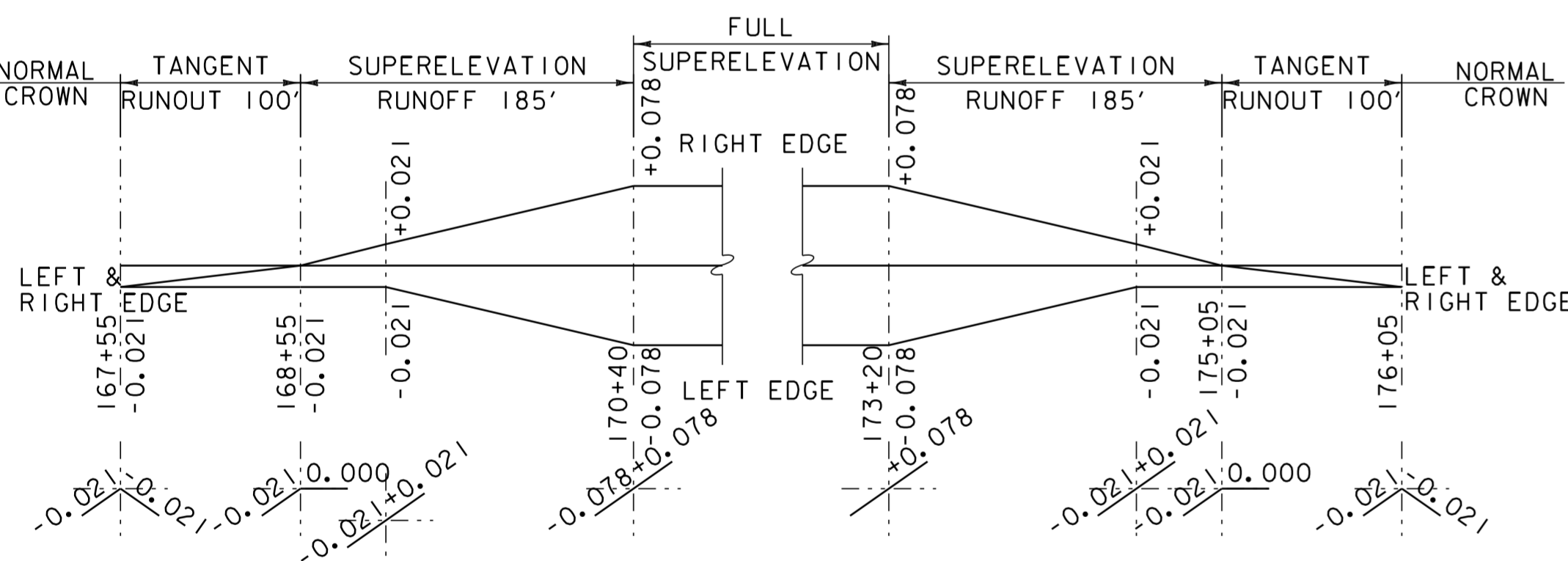
SUPERELEVATION DIAGRAM CURVE #24
 NTS
 PC = 155+04.38 R = 3000 FT - RT
 PT = 156+32.25 V = 50 MPH



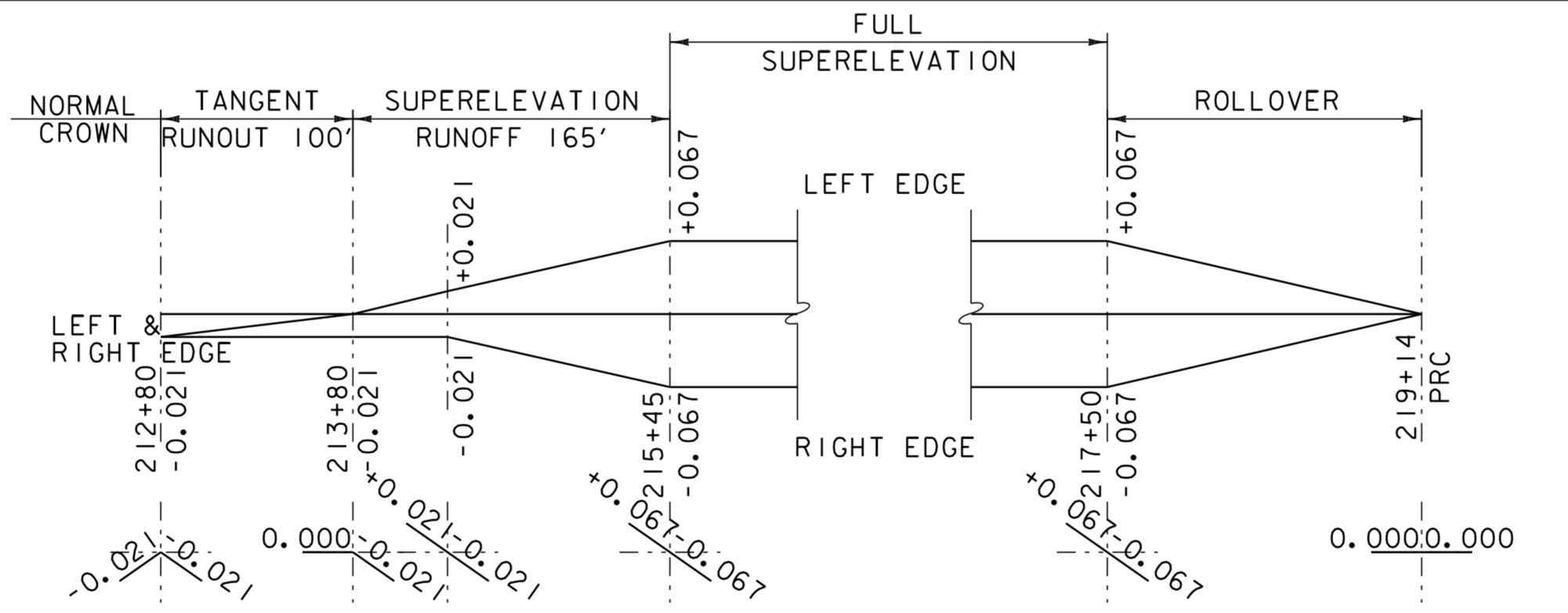
SUPERELEVATION DIAGRAM CURVE #28
 NTS
 PC = 193+35.62 R = 3000 FT - RT
 PT = 200+86.54 V = 50 MPH



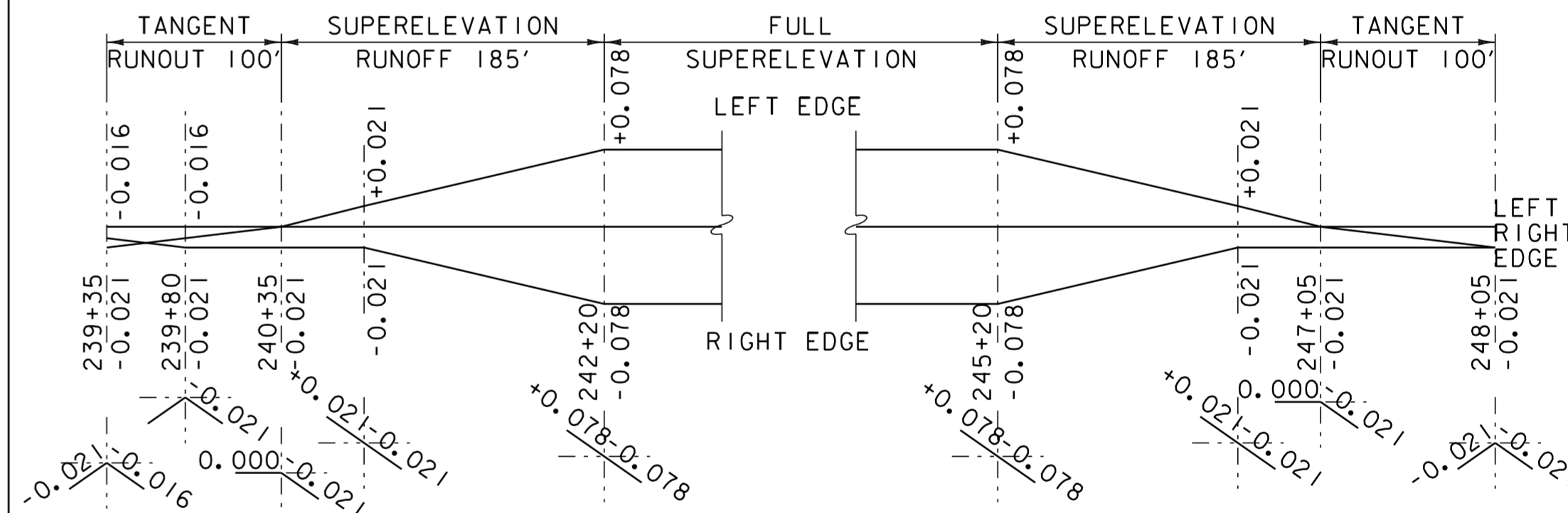
SUPERELEVATION DIAGRAM CURVE #32
 NTS
 PC = 234+49.29 R = 1000 FT - LT
 PT = 237+56.96 V = 50 MPH



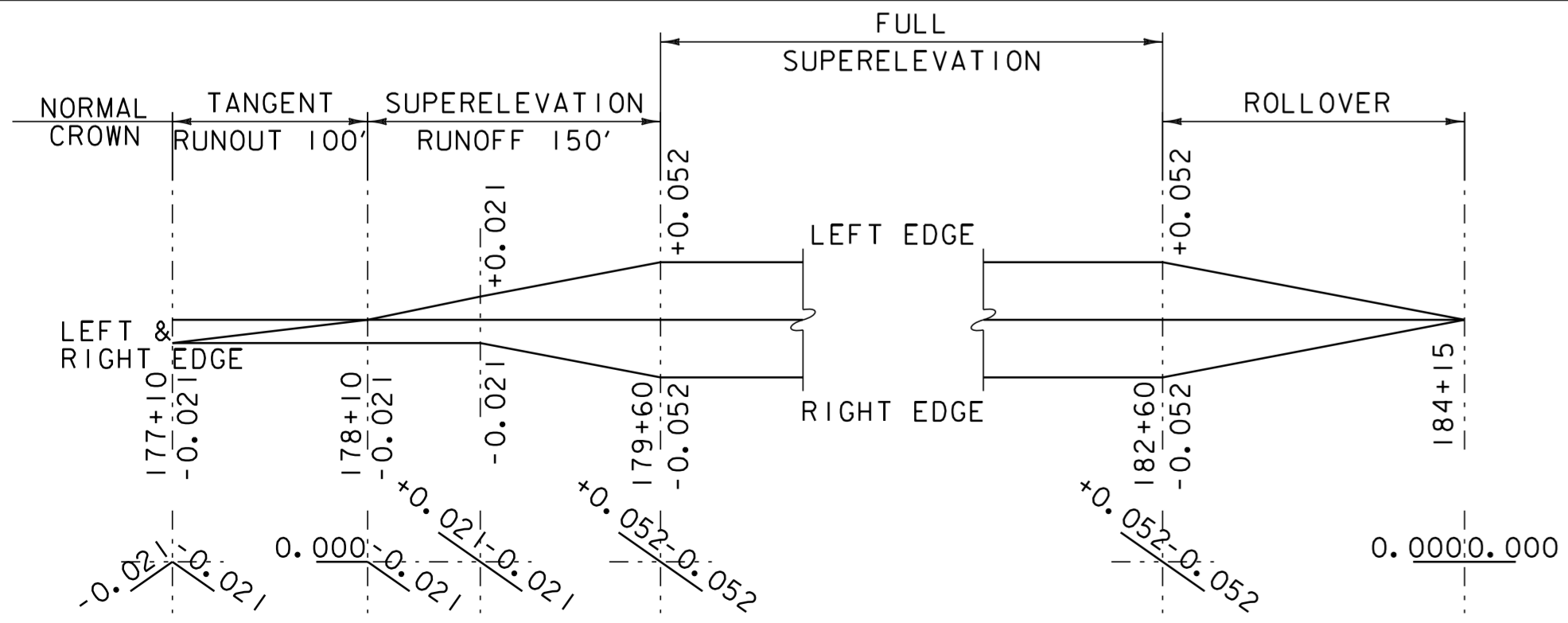
SUPERELEVATION DIAGRAM CURVE #25
 NTS
 PC = 169+84.04 R = 900 FT - LT
 PT = 173+76.30 V = 50 MPH



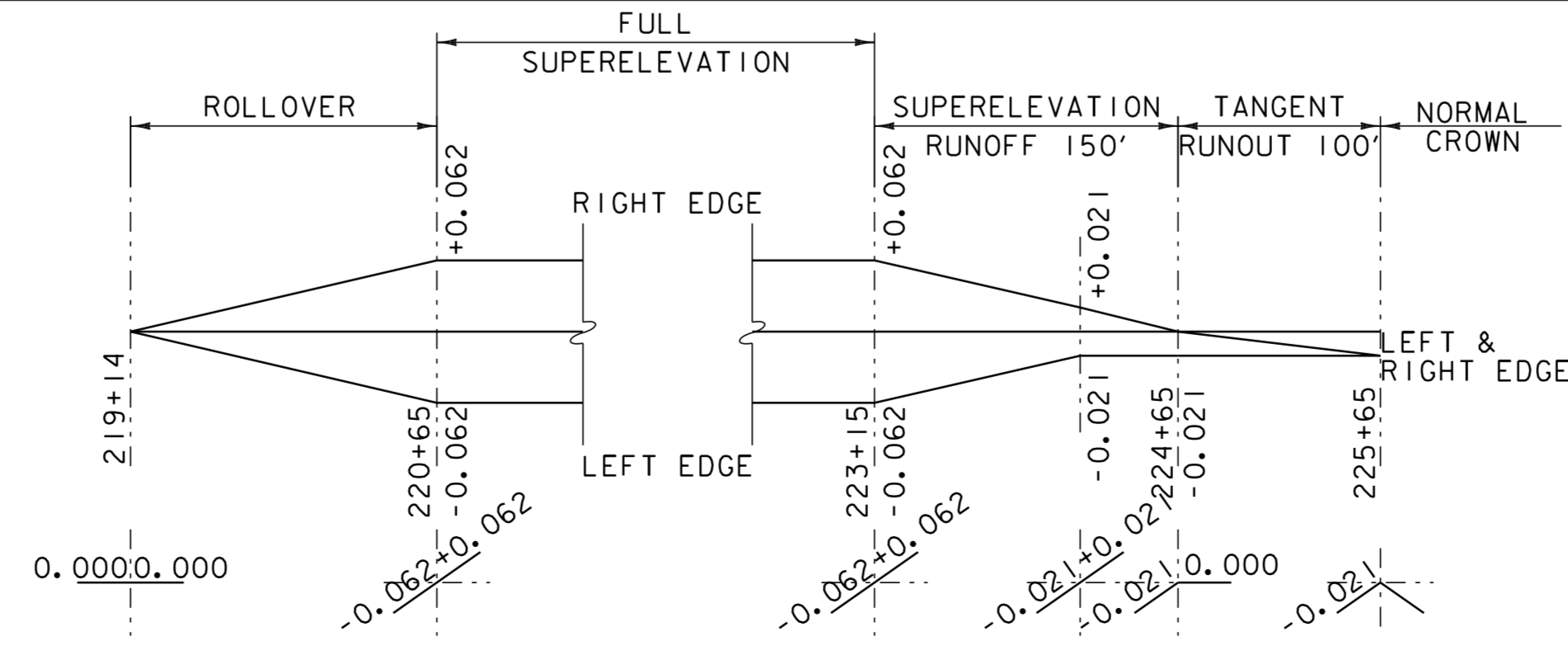
SUPERELEVATION DIAGRAM CURVE #29
 NTS
 PC = 214+94.32 R = 1300 FT - RT
 PT = 218+38.88 V = 50 MPH



SUPERELEVATION DIAGRAM CURVE #33
 NTS
 PC = 241+66.13 R = 900 FT - RT
 PT = 245+74.56 V = 50 MPH



SUPERELEVATION DIAGRAM CURVE #26
 NTS
 PC = 179+14.45 R = 2000 FT - RT
 PT = 183+04.15 V = 50 MPH



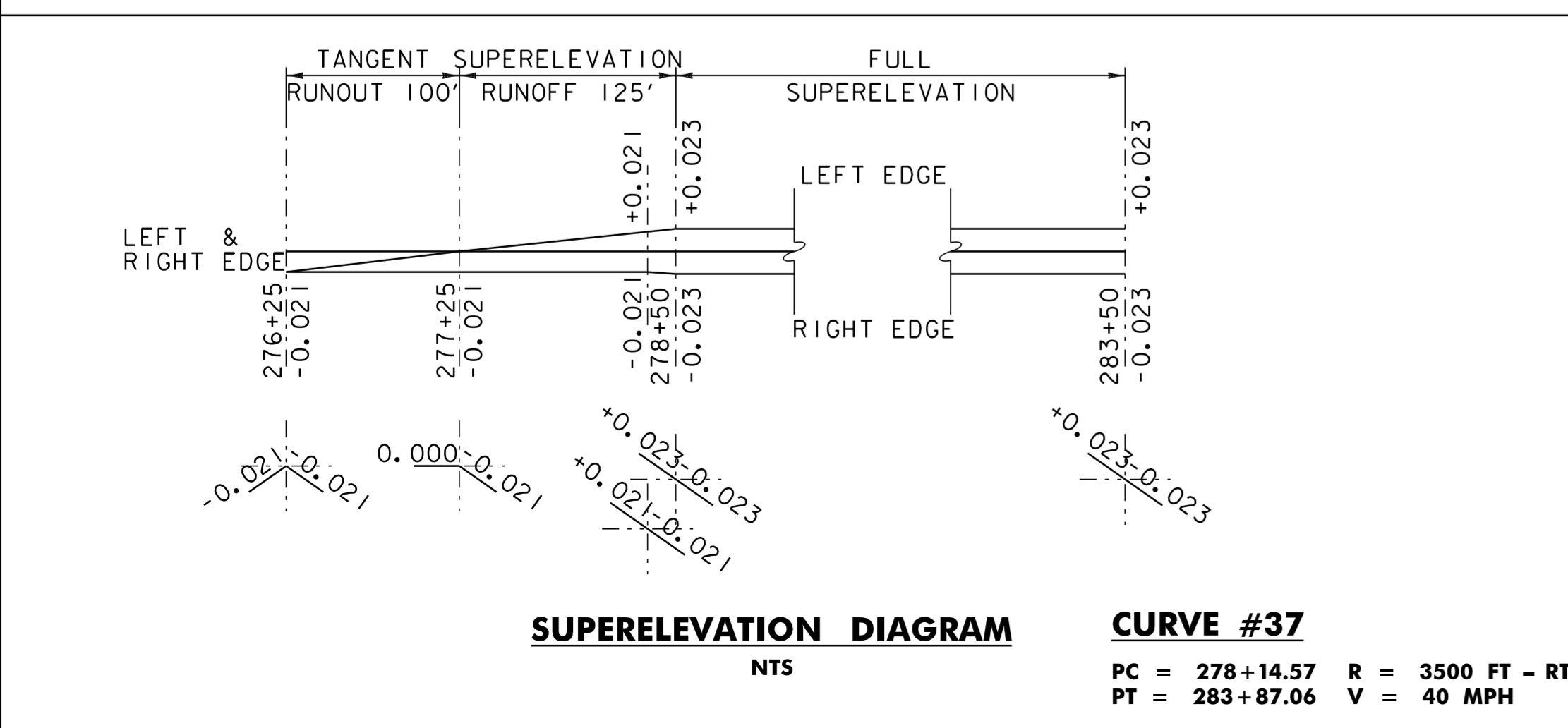
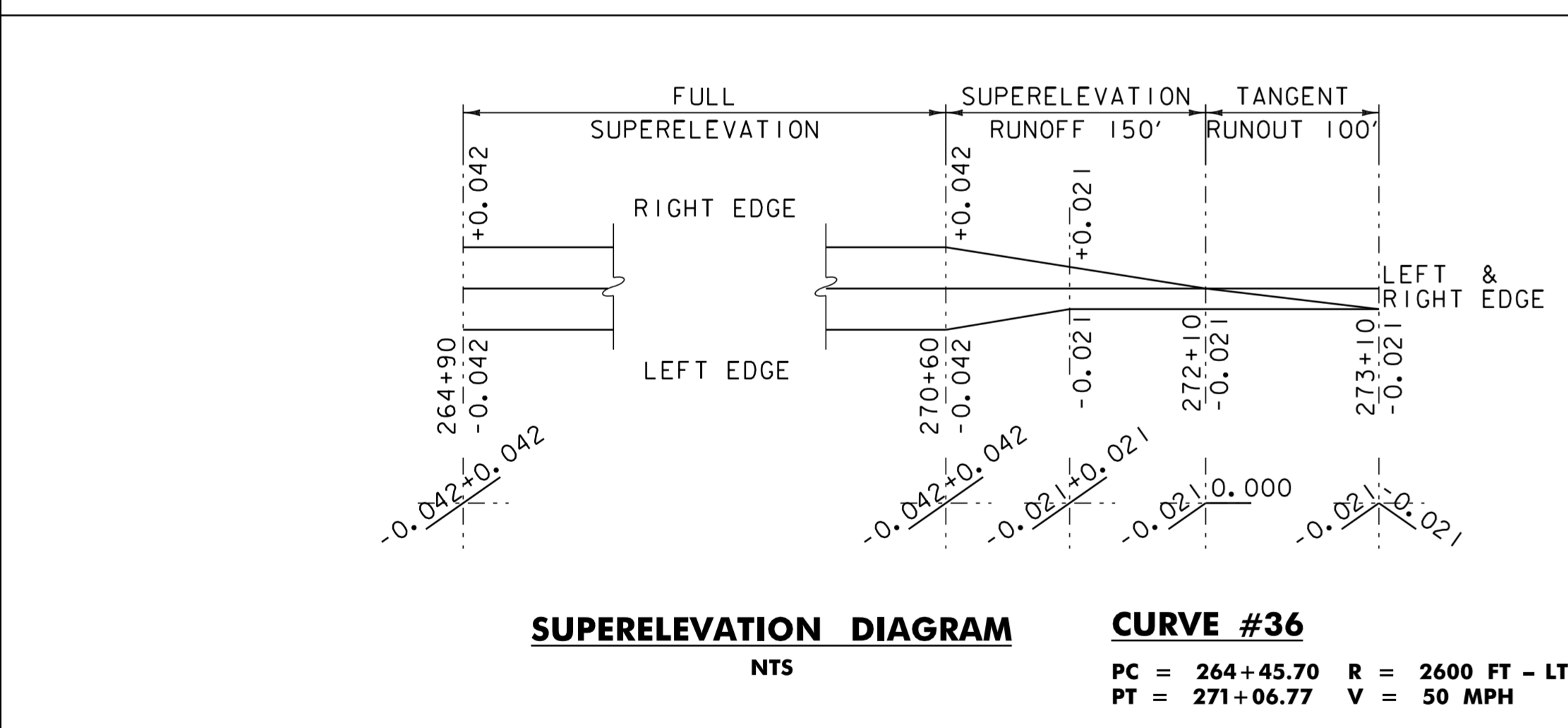
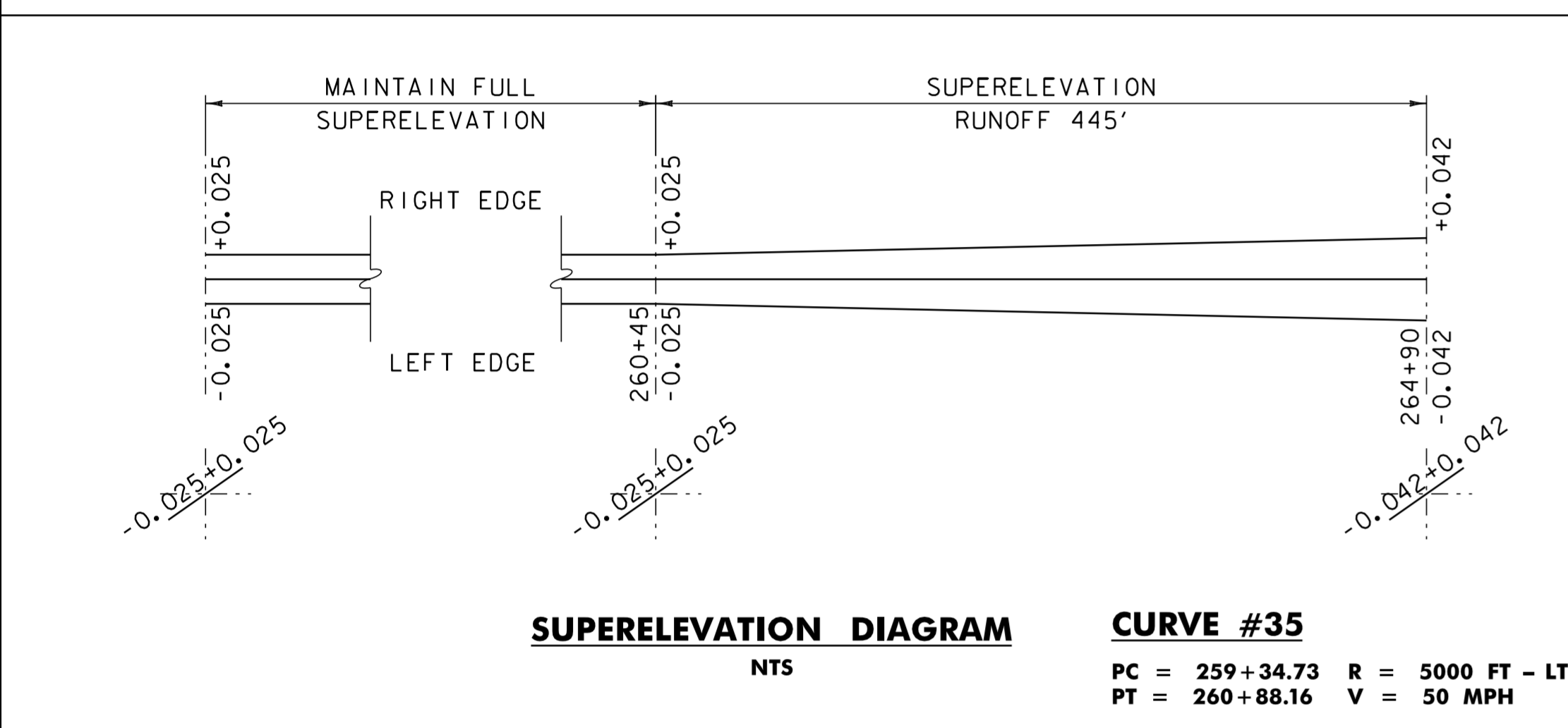
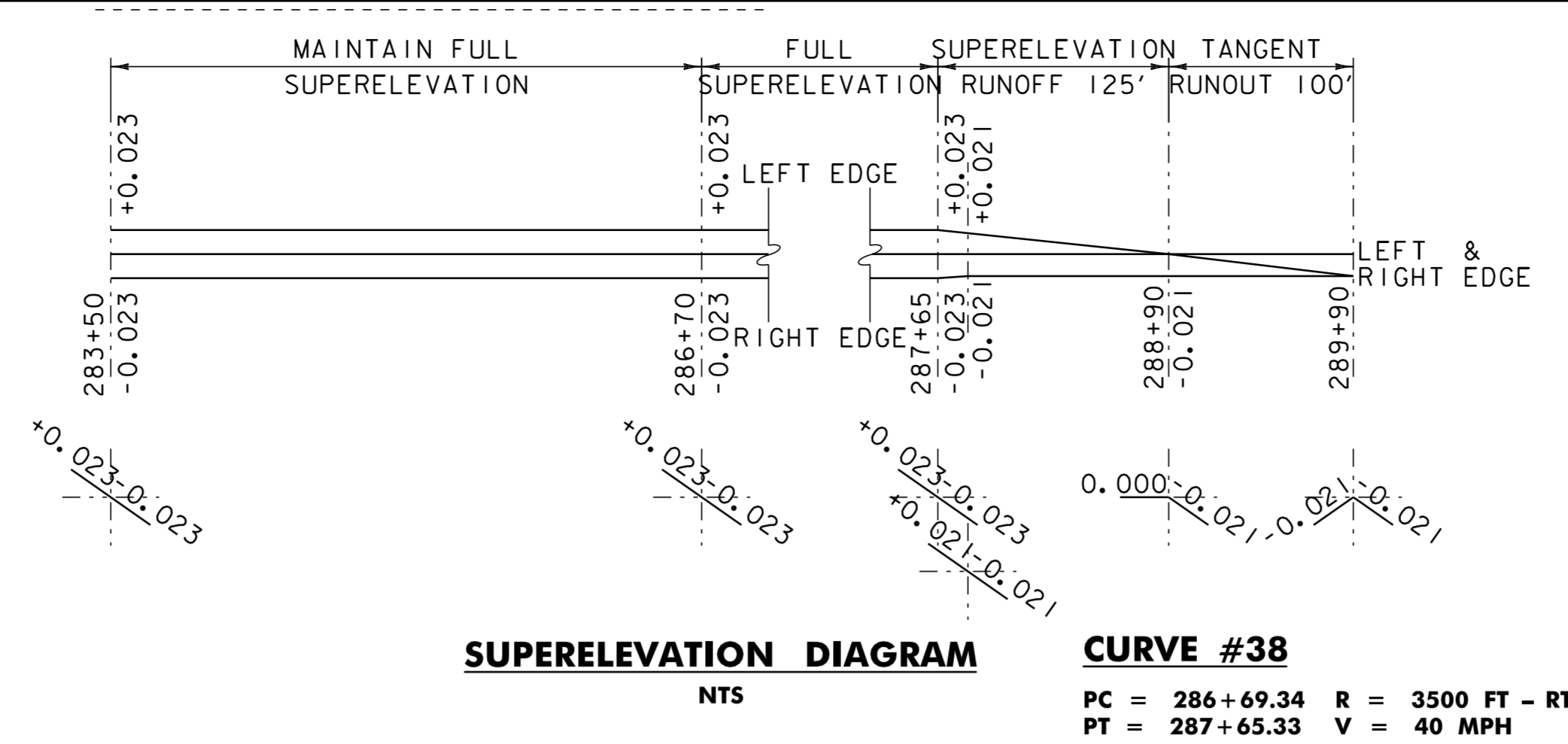
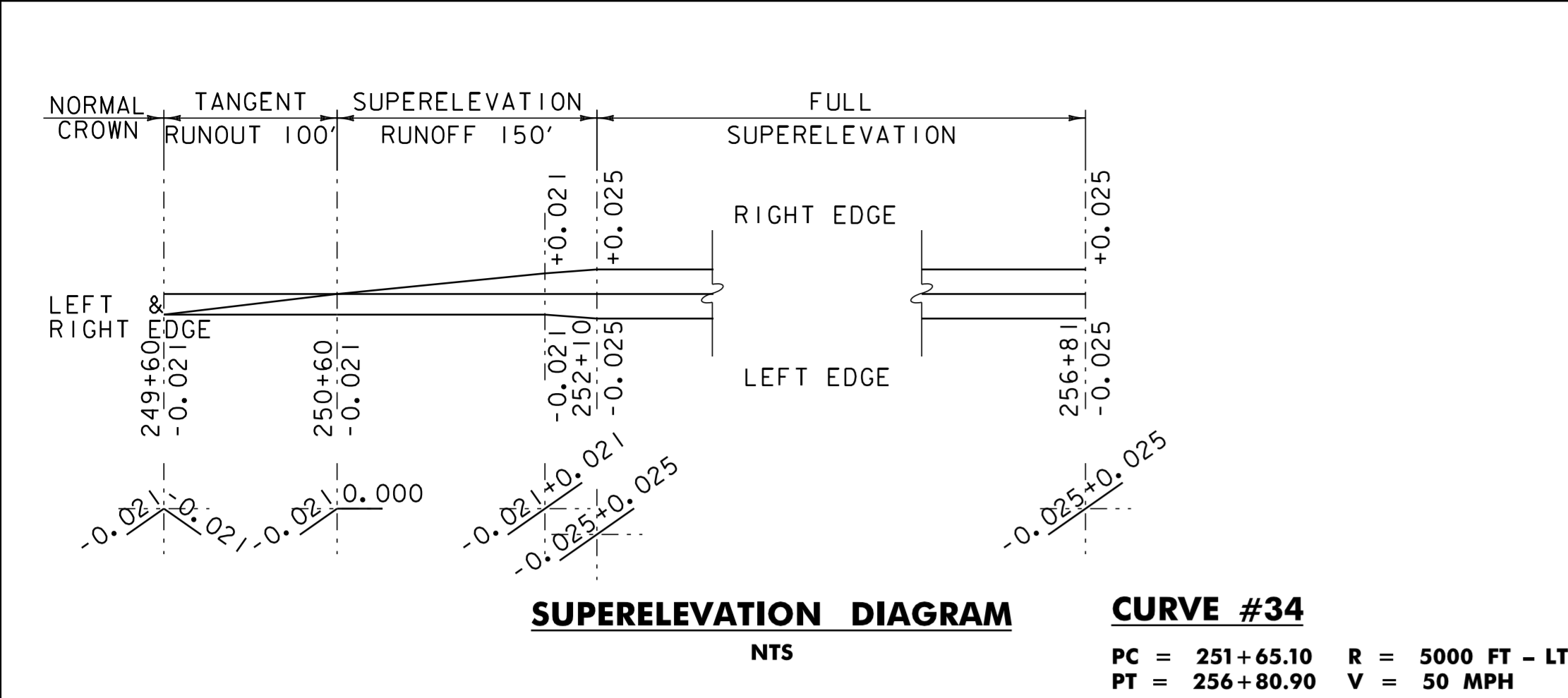
SUPERELEVATION DIAGRAM CURVE #30
 NTS
 PC = 219+85.97 R = 1500 FT - LT
 PT = 223+61.29 V = 50 MPH

Notes:

SUPERELEVATION DIAGRAMS ARE NOT TO SCALE.
 THE CONTRACTOR IS RESPONSIBLE FOR THE ENGINEERING WORK REQUIRED TO LAYOUT AND MAINTAIN THE CROSS SLOPES IN THE REGRADING OF THE RECLAIMED AREAS.

SUPERELEVATION BANKING DIAGRAM SHEET #3

PROJECT NAME:	MORETOWN-DUXBURY-MORETOWN
PROJECT NUMBER:	STP 2507 (I)S
FILE NAME:	p05b050.dgn
PROJECT LEADER:	EPD
DESIGNED BY:	CDL
PLOT FILE:	p05b050sbds3.i
PLOT DATE:	31-OCT-2012 16:09
DRAWN BY:	RHB
CHECKED BY:	EPD
SHEET	27 OF 33



Notes:

SUPERELEVATION DIAGRAMS ARE NOT TO SCALE.

THE CONTRACTOR IS RESPONSIBLE FOR THE ENGINEERING WORK REQUIRED TO LAYOUT AND MAINTAIN THE CROSS SLOPES IN THE REGRADING OF THE RECLAIMED AREAS.

SUPERELEVATION BANKING DIAGRAM SHEET #4

PROJECT NAME: MORETOWN-DUXBURY-MORETOWN	PLOT DATE: 31-OCT-2012 16:09
PROJECT NUMBER: STP 2507 (1)S	DRAWN BY: RHB
FILE NAME: p05b050.dgn	CHECKED BY: EPD
DESIGNED BY: CDL	SHEET 28 OF 33
PLOT FILE: p05b050sbds4.i	

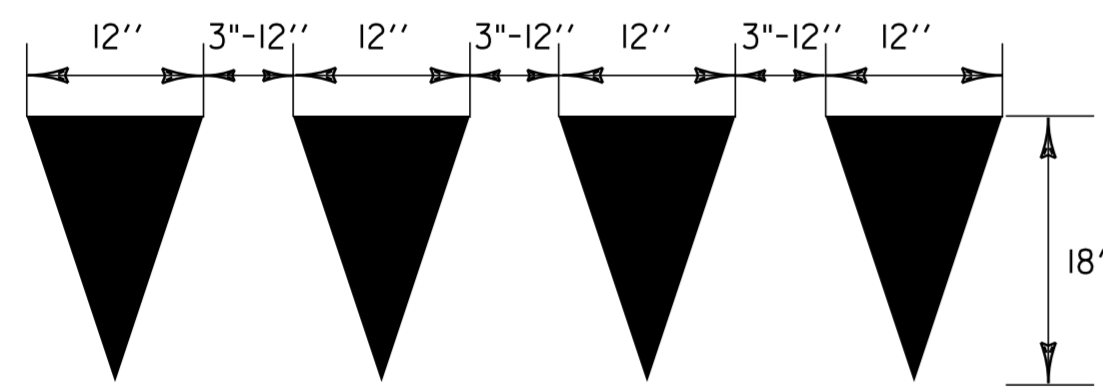
NOTES:

- THE CONTRACTOR SHALL SUBMIT A TRAFFIC CONTROL PLAN FOR APPROVAL PRIOR TO THE START OF CONSTRUCTION. THE COST OF PREPARING THIS PLAN (AND MAKING CHANGES IF NECESSARY) SHALL NOT BE PAID SEPARATELY BUT SHALL BE INCIDENTAL TO ITEM 641.10, "TRAFFIC CONTROL".
- THE CONTRACTOR SHALL INCLUDE A CONSTRUCTION SIGN APPROACH PACKAGE FOR EXPECTED LANE CLOSURES AND WORK ZONE SPEED REDUCTIONS IN COMPLIANCE WITH VTRANS STANDARD E-103, EXCEPT REFER TO PART*6 OF THE MUTCD FOR PROPER SIGN SPACING. PAYMENT FOR PROVIDING THIS PACKAGE SHALL BE INCIDENTAL TO ITEM 641.10, "TRAFFIC CONTROL".
- THE BID PRICE FOR "TRAFFIC CONTROL", ITEM 641.10, SHALL INCLUDE ALL OF THE FOLLOWING, AS NEEDED: APPROACH AND ON-PROJECT CONSTRUCTION SIGNING, PORTABLE ARROW BOARDS, BARRIERS, BARRELS, CONES, BARRICADES, TEMPORARY REGULATORY AND WARNING SIGNS, AND POSTS AS DETAILED IN VTRANS STANDARDS. ALL ADJUSTING, RELOCATING, AND REMOVING OF THESE DEVICES AS DIRECTED BY THE RESIDENT ENGINEER SHALL ALSO BE INCLUDED. THE FOLLOWING ITEMS WILL BE PAID FOR SEPARATELY:
646.602, 646.612, 646.682, AND 646.692 - TEMPORARY PAVEMENT MARKINGS
630.10 AND 630.15 - UNIFORMED TRAFFIC OFFICERS AND FLAGGERS
- PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) WILL BE PROVIDED FOR USE ALONG THIS PROJECT. THE PLACEMENT OF THESE UNITS AS WELL AS THE MESSAGE WILL BE APPROVED BY THE RESIDENT ENGINEER. THESE SIGNS WILL BE PAID FOR UNDER ITEM 641.15, "PORTABLE CHANGEABLE MESSAGE SIGN".

PCMS SHOULD NOT REPLACE ANY OF THE SIGNING DETAILED IN THE MUTCD AND SHOULD NOT BE USED IF STANDARD TRAFFIC CONTROL DEVICES ADEQUATELY PROVIDE THE INFORMATION THE MOTORISTS NEED TO TRAVEL SAFELY.

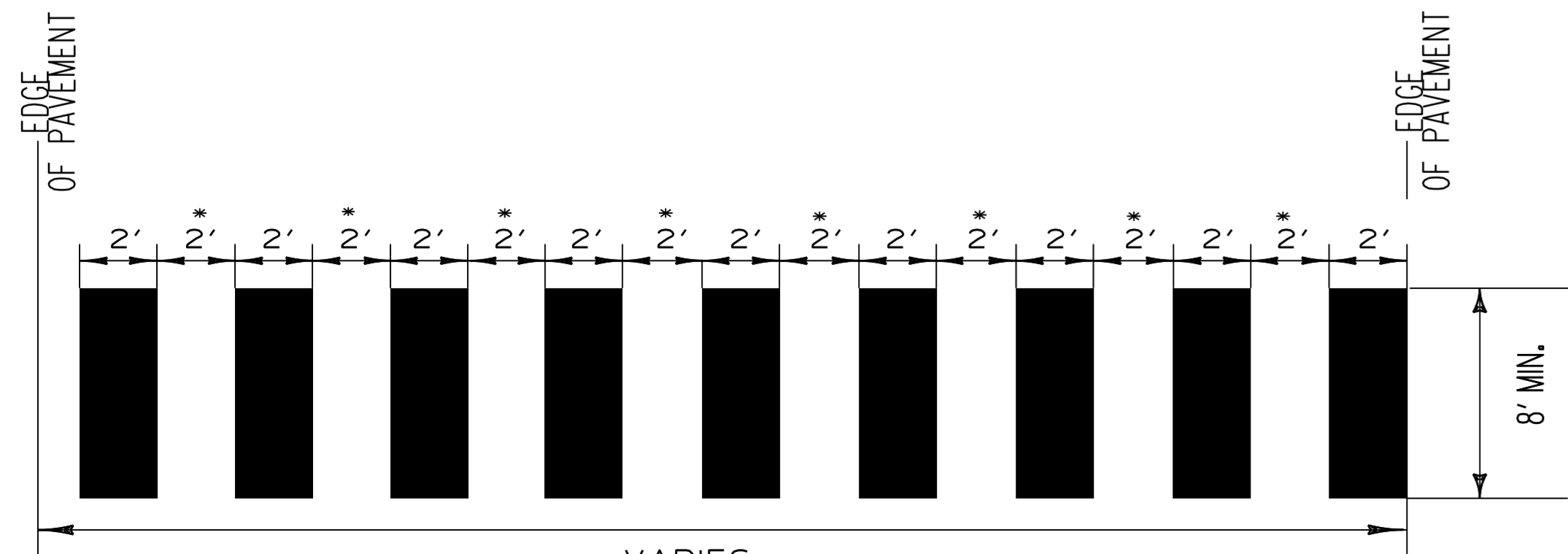
THE PCMS SHALL CONSIST OF EITHER ONE OR TWO PHASES. TYPICALLY, A PHASE SHALL CONSIST OF UP TO THREE LINES OF EIGHT CHARACTERS PER LINE. THE PCMS SHOULD BE USED AS A SUPPLEMENT AND NOT AS A SUBSTITUTE FOR CONVENTIONAL SIGNS AND PAVEMENT MARKINGS.

THE PCMS SHOULD COMMUNICATE WHAT INFORMATION MOTORISTS NEED TO KNOW. UNNECESSARY INFORMATION SHOULD BE AVOIDED. MESSAGES SHOULD BE UPDATED PERIODICALLY TO DESCRIBE THE WORK ACTIVITY OCCURRING SO THAT THE PCMS CONTINUES TO COMMAND THE ATTENTION OF MOTORISTS.
- THE MUTCD 2003 SHALL BE THE STANDARD FOR ALL TRAFFIC CONTROL DEVICES. EXISTING SIGNS, SIGNALS AND MARKINGS SHALL BE VALID UNTIL SUCH TIME AS THEY ARE REPLACED OR RECONSTRUCTED. WHEN NEW TRAFFIC CONTROL DEVICES ARE ERECTED OR PLACED OR EXISTING TRAFFIC CONTROL DEVICES ARE REPLACED OR REPAIRED THE EQUIPMENT, DESIGN, METHOD OF INSTALLATION, PLACEMENT OR REPAIR SHALL CONFORM WITH SUCH STANDARDS.
- NO CONSTRUCTION SIGNS SHALL BE INSTALLED AS TO INTERFERE OR OBSTRUCT THE VIEW OF EXISTING TRAFFIC CONTROL DEVICES, STOPPING SIGHT DISTANCE, AND CORNER SIGHT DISTANCE FROM DRIVES AND TOWN HIGHWAYS. TRAFFIC CONTROL DEVICES SHALL BE SPACED ACCORDING TO THE 2003 MUTCD AND/OR VTRANS STANDARDS.



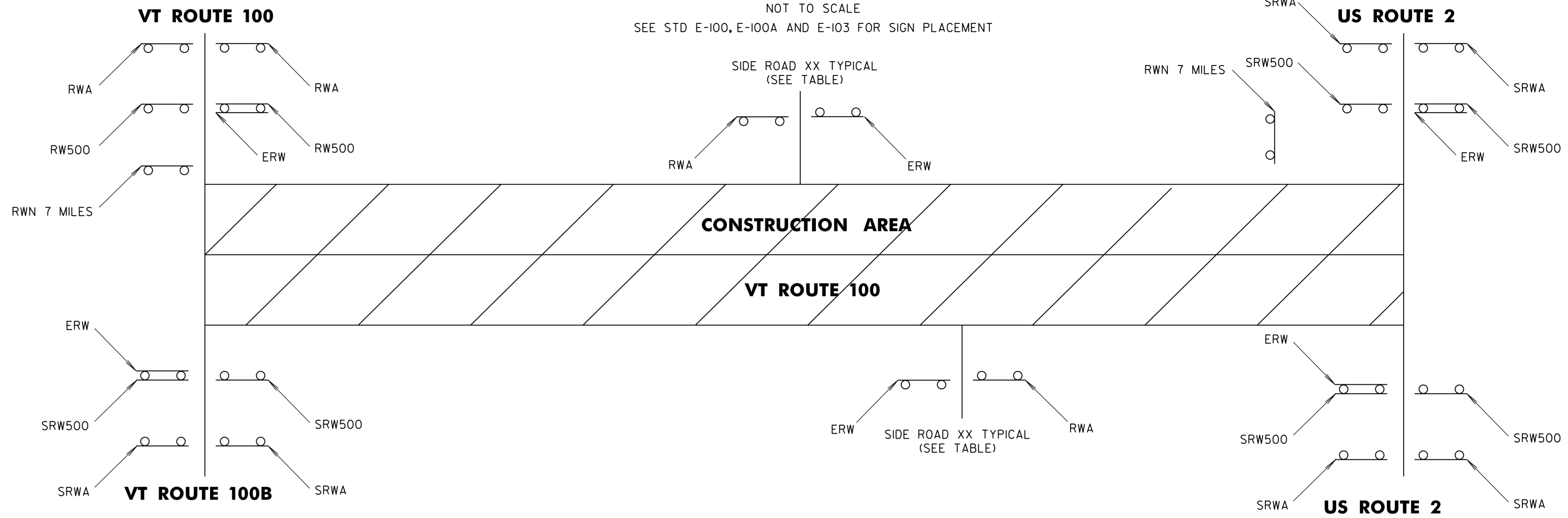
YIELD TRIANGLES DETAILS

TO BE PAID AS ONE LETTER OR SYMBOL PER TRIANGLE.



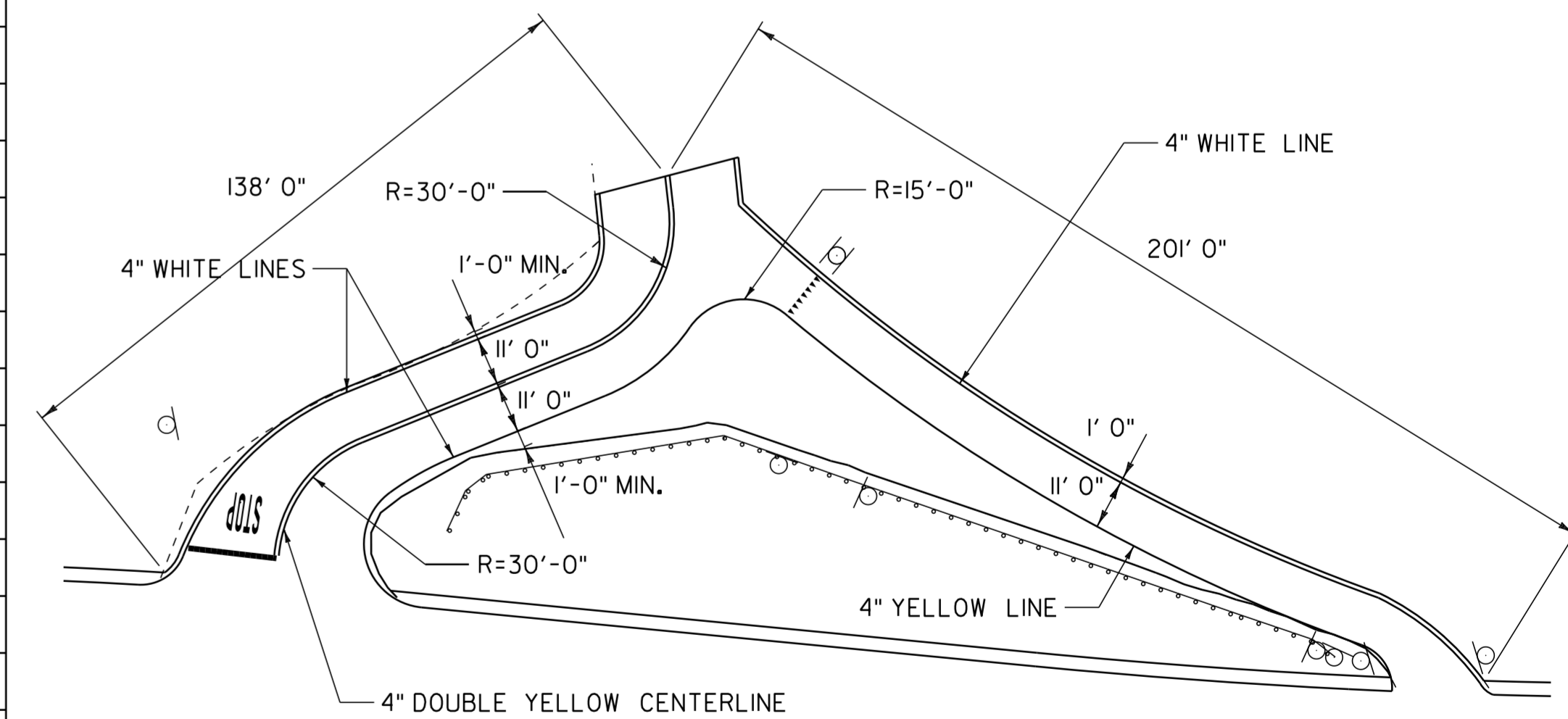
• ADJUST SPACING (12"-24") TO AVOID WHEEL PATHS

CONSTRUCTION APPROACH SIGNING
NOT TO SCALE
SEE STD E-100, E-100A AND E-103 FOR SIGN PLACEMENT



SIDE ROAD NAME	ROAD WORK AHEAD	SIDE ROAD WORK AHEAD	SIDE ROAD WORK 500 FT	END ROAD WORK	ROAD WORK 500 FT	ROAD WORK NEXT 7 MILES
MORETOWN						
BEGIN PROJECT (VT 100)	2			1	2	1
VT 100B		2	2	1		
DUXBURY						
TH #35 (WARD HILL RD)	1			1		
TH #15 (DELONG RD)	1			1		
TH #42 (CLARK RD)	1			1		
TH #35 (DOWSVILLE RD)	1			1		
TH #31 (TURNER HILL)	1			1		
TH #44 (SUNRISE AVE)	1			1		
TH #31 (TURNER HILL)	1			1		
TH #29 (WILDER RD)	1			1		
TH #26 (RYAN RD)	1			1		
TH #27 (STEVENS BROOK RD)	1			1		
TH #4 (CROSSETT HILL)	1			1		
TH #23 (GROUT RD)	1			1		
TH #25 (ATWOOD RD)	1			1		
TH #4 (CROSSETT HILL)	1			1		
TH #41 (MAIN ST)	1			1		
SCHOOL	1			1		
TH #41 (MAIN ST)	1			1		
MORETOWN						
TH #6 (COBB HILL RD)	1			1		
US 2		4	4	2		1
TOTALS	20	6	6	22	2	2

- LEGEND**
- RWA = ROAD WORK AHEAD
 - RW500 = ROAD WORK 500 FT
 - SRWA = SIDE ROAD WORK AHEAD
 - SRW500 = SIDE ROAD WORK 500 FT
 - ERW = END ROAD WORK
 - RWN = ROAD WORK NEXT 7 MILES



CROSSETT HILL ROAD
DUXBURY STA. 218+18 AND STA. 220+78

CONSTRUCTION APPROACH SIGNING SHEET

PROJECT NAME: MORETOWN-DUXBURY-MORETOWN	PLOT DATE: 31-OCT-2012 16:10
PROJECT NUMBER: STP 2507 (1)S	DRAWN BY: JDA
FILE NAME: p05b050.DGN	CHECKED BY: EPD
PROJECT LEADER: EPD	SHEET 33 OF 33
DESIGNED BY: JDA	
PLOT FILE: p05b050cas.i	