STATE OF VERMONT

AGENCY OF TRANSPORTATION

RECORD PLANS

CONTRACTOR: PIKE INDUSTRIES, INC. – BERLIN, VT.

RESIDENT ENGINEER: CHRIS BARKER

CONSTRUCTION BEGAN: JUNE 30, 2014

CONSTRUCTION COMPLETE: JULY 31, 2015

RECORD PLANS BY: CHRIS BARKER & KEVIN KING

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

BY _____ RESIDENT ENGINEER

DATE 09/03/16

NOTE: Any further information concerning final quantities, amounts or other details relative to this project may be found by contacting Vtrans Records Management.

PROPOSED IMPROVEMENT

TOWNS OF STOCKBRIDGE & BETHEL

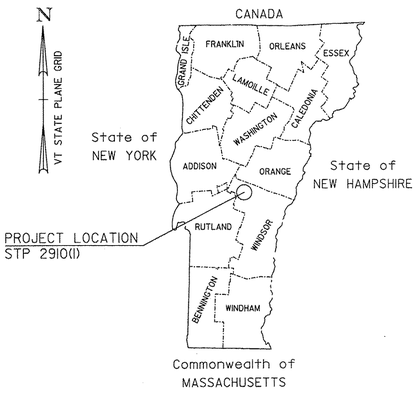
COUNTY OF WINDSOR

VT. ROUTE 107 (MINOR ARTERIAL)

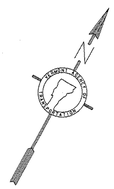
BEGINNING AT A POINT IN THE TOWN OF STOCKBRIDGE ON VT. ROUTE 107 AT MILE MARKER 0.000 = STA 0+00.00 AND EXTENDING EASTERLY FOR A DISTANCE OF APPROXIMATELY 16,620.00 FEET (3.148 MILES) AND STOPPING AT MILE MARKER 3.148 = STA 166+20.00, THEN RESUMING AT MILE MARKER 3.395 = STA 179+26.00 AND CONTINUING TO A POINT IN THE TOWN OF BETHEL AT MILE MARKER 3.225 = STA B 170+28.00.

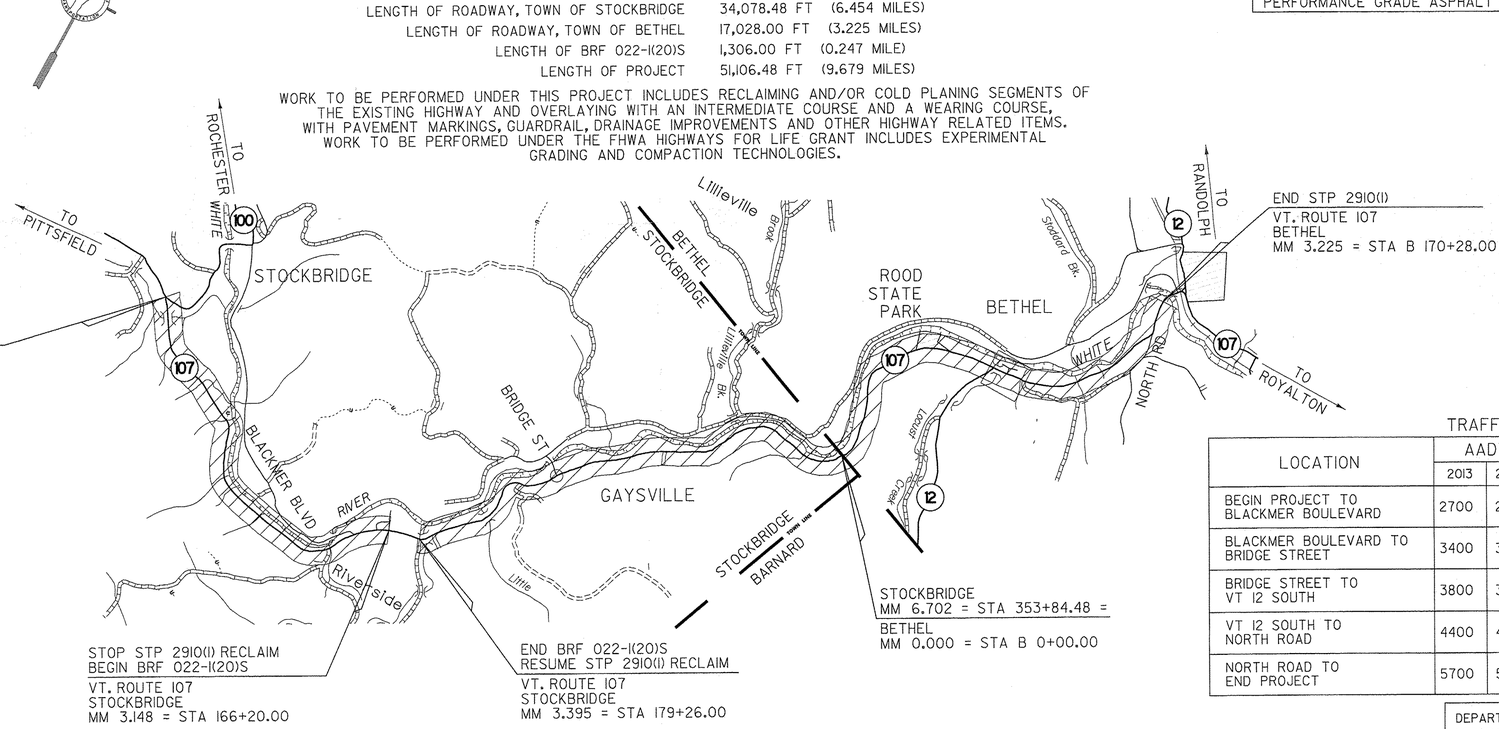
LENGTH OF ROADWAY, TOWN OF STOCKBRIDGE	34,078.48 FT	(6.454 MILES)
LENGTH OF ROADWAY, TOWN OF BETHEL	17,028.00 FT	(3.225 MILES)
LENGTH OF BRF 022-1(20)S	1,306.00 FT	(0.247 MILE)
LENGTH OF PROJECT	51,106.48 FT	(9.679 MILES)

WORK TO BE PERFORMED UNDER THIS PROJECT INCLUDES RECLAIMING AND/OR COLD PLANING SEGMENTS OF THE EXISTING HIGHWAY AND OVERLAYING WITH AN INTERMEDIATE COURSE AND A WEARING COURSE, WITH PAVEMENT MARKINGS, GUARDRAIL, DRAINAGE IMPROVEMENTS AND OTHER HIGHWAY RELATED ITEMS. WORK TO BE PERFORMED UNDER THE FHWA HIGHWAYS FOR LIFE GRANT INCLUDES EXPERIMENTAL GRADING AND COMPACTION TECHNOLOGIES.



BITUMINOUS CONCRETE SUPERPAVE MIXTURE DESIGN CRITERIA	
DESIGN LANE/DESIGN LIFE ESAL	1,900,500
DESIGN NUMBER OF GYRATIONS	65
PERFORMANCE GRADE ASPHALT BINDER	SEE SUBSECTION 490.03(b)





TRAFFIC DATA

LOCATION	AADT		DHV		ESALs	ESALs
	2013	2023	2013	2023	2013~2023	2013~2033
BEGIN PROJECT TO BLACKMER BOULEVARD	2700	2800	320	330	1,067,000	2,401,000
BLACKMER BOULEVARD TO BRIDGE STREET	3400	3500	400	410	1,121,000	2,522,000
BRIDGE STREET TO VT 12 SOUTH	3800	3900	440	450	1,146,000	2,581,000
VT 12 SOUTH TO NORTH ROAD	4400	4500	510	520	1,448,000	3,287,000
NORTH ROAD TO END PROJECT	5700	5900	650	670	1,673,000	3,801,000

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 2011, AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION ON JULY 20, 2011 FOR USE ON THIS PROJECT, INCLUDING ALL SUBSEQUENT REVISIONS AND SUCH REVISED SPECIFICATIONS AND SPECIAL PROVISIONS AS ARE INCORPORATED IN THESE PLANS.

QUALITY ASSURANCE PROGRAM : LEVEL I	
SURVEYED BY : VERMONT SURVEY AND ENGINEERING, INC	
SURVEYED DATE : FEBRUARY 2011	
DATUM	
VERTICAL :	NAVD 88 (GEOID03)
HORIZONTAL :	NAD 83 (2007)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATOR

APPROVED _____ DATE _____

DIRECTOR OF PROGRAM DEVELOPMENT

APPROVED _____ DATE 3-18-14

PROJECT MANAGER : MIKE FOWLER, P.E.

PROJECT NAME : STOCKBRIDGE - BETHEL

PROJECT NUMBER : STP 2910(I)

SHEET 1 OF 397 SHEETS

PLANS PREPARED BY

STATE OF VERMONT RODNEY A. BASCOM No. 6581 CIVIL LICENSED PROFESSIONAL ENGINEER

CHA

Rodney A. Bascom

FILE NAME = W:\Projects\MNY\K2\32426\CADD_MSTN\s10bs214_cov.dgn
DATE/TIME = 3/17/2014
USER = 4916

CONVENTIONAL SYMBOLS

COMMON TOPOGRAPHIC POINT SYMBOLS

POINT	CODE	DESCRIPTION
	APL	BOUND APPARENT LOCATION
	BM	BENCH MARK
	BND	BOUND
	CB	CATCH BASIN
	COMB	COMBINATION POLE
	DITHR	DROP INLET THROATED DNC
	EL	ELECTRIC POWER POLE
	FPOLE	FLAGPOLE
	GASFIL	GAS FILLER
	GP	GUIDE POST
	GSO	GAS SHUT OFF
	GUY	GUY POLE
	GUYW	GUY WIRE
	GV	GATE VALUE
	H	TREE HARDWOOD
	HCTRL	CONTROL HORIZONTAL
	HVCTRL	CONTROL HORIZ. & VERTICAL
	HYD	HYDRANT
	IP	IRON PIN
	IPIPE	IRON PIPE
	LI	LIGHT - STREET OR YARD
	MB	MAILBOX
	MH	MANHOLE (MH)
	MM	MILE MARKER
	PM	PARKING METER
	PMK	PROJECT MARKER
	POST	POST STONE/WOOD
	RRSIG	RAILROAD SIGNAL
	RRSL	RAILROAD SWITCH LEVER
	S	TREE SOFTWOOD
	SAT	SATELLITE DISH
	SHRUB	SHRUB
	SIGN	SIGN
	STUMP	STUMP
	TEL	TELEPHONE POLE
	TIE	TIE
	TSIGN	SIGN W/DOUBLE POST
	VCTRL	CONTROL VERTICAL
	WELL	WELL
	WSO	WATER SHUT OFF

THESE ARE COMMON VAOT SURVEY POINT SYMBOLS FOR EXISTING FEATURES, ALSO USED FOR PROPOSED FEATURES WITH HEAVIER LINEWEIGHT, IN COMBINATION WITH PROPOSED ANNOTATION.

PROPOSED GEOMETRY CODES

CODE	DESCRIPTION
PC	POINT OF CURVATURE
PI	POINT OF INTERSECTION
CC	CENTER OF CURVE
PT	POINT OF TANGENCY
PCC	POINT OF COMPOUND CURVE
PRC	POINT OF REVERSE CURVE
POB	POINT OF BEGINNING
POE	POINT OF ENDING
STA	STATION PREFIX
AH	AHEAD STATION SUFFIX
BK	BACK STATION SUFFIX
D	CURVE DEGREE OF (100FT)
R	CURVE RADUIS OF
T	CURVE TANGENT LENGTH
L	CURVE LENGTH OF
E	CURVE EXTERNAL DISTANCE

UTILITY SYMBOLOGY

UNDERGROUND UTILITIES

- UT — TELEPHONE
- UE — ELECTRIC
- UC — CABLE (TV)
- UEC — ELECTRIC+CABLE
- UET — ELECTRIC+TELEPHONE
- UCT — CABLE+TELEPHONE
- UECT — ELECTRIC+CABLE+TELEP.
- G — GAS LINE
- W — WATER LINE
- S — SANITARY SEWER (SEPTIC)

ABOVE GROUND UTILITIES (AERIAL)

- T — TELEPHONE
- E — ELECTRIC
- C — CABLE (TV)
- EC — ELECTRIC+CABLE
- ET — ELECTRIC+TELEPHONE
- AER E&T — ELECTRIC+TELEPHONE
- CT — CABLE+TELEPHONE
- ECT — ELECTRIC+CABLE+TELEP.
- UTILITY POLE GUY WIRE

PROJECT CONSTRUCTION SYMBOLOGY

PROJECT DESIGN & LAYOUT SYMBOLOGY

- CZ — CLEAR ZONE
- PLAN LAYOUT MATCHLINE

PROJECT CONSTRUCTION FEATURES

- TOP OF CUT SLOPE
- TOE OF FILL SLOPE
- STONE FILL
- BOTTOM OF DITCH ℄
- CULVERT PROPOSED
- STRUCTURE SUBSURFACE
- PDF — PDF — PROJECT DEMARCATION FENCE
- BF — BF — BARRIER FENCE
- TREE PROTECTION ZONE (TPZ)
- STRIPING LINE REMOVAL
- SHEET PILES

CONVENTIONAL BOUNDARY SYMBOLOGY

BOUNDARY LINES

- TOWN LINE — TOWN BOUNDARY LINE
- COUNTY LINE — COUNTY BOUNDARY LINE
- STATE LINE — STATE BOUNDARY LINE
- PROPOSED STATE R.O.W. (LIMITED ACCESS)
- PROPOSED STATE R.O.W.
- STATE ROW (LIMITED ACCESS)
- STATE ROW
- TOWN ROW
- PERMANENT EASEMENT LINE (P)
- TEMPORARY EASEMENT LINE (T)
- SURVEY LINE
- P/L — PROPERTY LINE (P/L)
- SR SR SR — SLOPE RIGHTS
- 6F — 6F — 6F PROPERTY BOUNDARY
- 4F — 4F — 4F PROPERTY BOUNDARY
- HAZ — HAZ — HAZARDOUS WASTE

EPSC LAYOUT PLAN SYMBOLOGY

EPSC MEASURES

- FILTER CURTAIN
- SILT FENCE
- SILT FENCE WOVEN WIRE
- CHECK DAM
- DISTURBED AREAS REQUIRING RE-VEGETATION
- EROSION MATTING

ENVIRONMENTAL RESOURCES

- WETLAND BOUNDARY
- RIPARIAN BUFFER ZONE
- WETLAND BUFFER ZONE
- SOIL TYPE BOUNDARY
- T&E — THREATENED & ENDANGERED SPECIES
- HAZ — HAZ — HAZARDOUS WASTE AREA
- AG — AGRICULTURAL LAND
- HABITAT — FISH & WILDLIFE HABITAT
- FLOOD PLAIN — FLOOD PLAIN
- OHW — ORDINARY HIGH WATER (OHW)
- STORM WATER
- USDA FOREST SERVICE LANDS
- WILDLIFE HABITAT SUIT/CONN

ARCHEOLOGICAL & HISTORIC

- ARCH — ARCHEOLOGICAL BOUNDARY
- HISTORIC DIST — HISTORIC DISTRICT BOUNDARY
- HISTORIC — HISTORIC AREA
- H — HISTORIC STRUCTURE

CONVENTIONAL TOPOGRAPHIC SYMBOLOGY

EXISTING FEATURES

- ROAD EDGE PAVEMENT
- ROAD EDGE GRAVEL
- DRIVEWAY EDGE
- DITCH
- FOUNDATION
- FENCE (EXISTING)
- FENCE WOOD POST
- FENCE STEEL POST
- GARDEN
- ROAD GUARDRAIL
- RAILROAD TRACKS
- CULVERT (EXISTING)
- STONE WALL
- WALL
- WOOD LINE
- BRUSH LINE
- HEDGE
- BODY OF WATER EDGE
- LEDGE EXPOSED

R.O.W. ABBREVIATIONS (CODES) & SYMBOLS

POINT	CODE	DESCRIPTION
	CH	CHANNEL EASEMENT
	CONST	CONSTRUCTION EASEMENT
	CUL	CULVERT EASEMENT
	D&C	DISCONNECT & CONNECT
	DIT	DITCH EASEMENT
	DR	DRAINAGE EASEMENT
	DRIVE	DRIVEWAY EASEMENT
	EC	EROSION CONTROL
	I&M	INSTALL & MAINTAIN EASEMENT
	LAND	LANDSCAPE EASEMENT
	R&RES	REMOVE & RESET
	R&REP	REMOVE & REPLACE
	SR	SLOPE RIGHT
	UE	UTILITY EASEMENT
	(P)	PERMANENT EASEMENT
	(T)	TEMPORARY EASEMENT
■	BNDNS	BOUND SET
⊡	BNDNS	BOUND TO BE SET
●	IPNS	IRON PIN SET
◎	IPNS	IRON PIN TO BE SET
⊠	CALC	EXISTING ROW POINT
○	PROW	PROPOSED ROW POINT
[LENGTH]		LENGTH CARRIED ON NEXT SHEET

SYMBOLOGY LEGEND NOTE

THE SYMBOLOGY ON THIS SHEET IS INTENDED TO COVER STANDARD CONVENTIONAL SYMBOLOGY. THE SYMBOLOGY IS USED FOR EXISTING & PROPOSED FEATURES WITH HEAVIER LINEWEIGHT, IN COMBINATION WITH PROJECT ANNOTATION, AS NOTED ON PROJECT PLAN SHEETS. THIS LEGEND SHEET COVERS THE BASICS. SYMBOLOGY ON PLANS MAY VARY, PLAN ANNOTATIONS AND NOTES SHOULD BE USED TO CLARIFY AS NEEDED.

CONVENTIONAL SYMBOLS LEGEND SHEET

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_csl.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10B214csl.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 2 OF 397

FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_csl.dgn
DATE/TIME = 3/17/2014
USER = PHB

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	BRIDGE JOINT ASPHALTIC PLUG (STRUCTURES DETAIL SD-516.10)

VTRANS STANDARDS

A-76	03-03-03
B-12	06-01-94
B-71	07-08-05
C-10	02-11-08
D-3	06-01-94
D-6	06-01-94
D-8	01-03-00
D-10	06-01-94
D-11	06-01-94
D-15	06-01-94
D-16	06-01-94
D-33	03-12-07
E-121	08-08-95
E-123	03-16-04
E-127	08-08-95
E-128A	08-08-95
E-136B	08-08-95
E-138	05-30-03
E-141	09-20-95
E-144	03-29-99
E-154	05-01-04
E-163	05-20-99
E-173	08-09-95
E-175	06-08-09
E-180A	08-09-95
E-180B	08-09-95
E-191	02-01-99
E-193	08-18-95
G-1	01-03-00
G-1D	01-03-00
J-3	08-07-95
T-1	08-06-12
T-10	08-06-12
T-17	08-06-12
T-24	08-06-12
T-28	08-06-12
T-29	08-06-12
T-30	08-06-12
T-35	08-06-12
T-36	08-06-12
T-45	01-02-13

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DATE/TIME = 3/17/2014
USER = 4916

INDEX OF SHEETS

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(I)

FILE NAME: z10b214_ind.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214ind.I

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 3 OF 397

GPS/NGS CONTROL POINTS

CLEVELAND AZ MK

PID AE3602
N = 478386.12
E = 1603593.68
ORTHO HEIGHT = 553.12

GENERAL LOCATION, BETHEL, VT. 1.1 MILES (1.8 KM) SOUTHWEST OF BETHEL VILLAGE. OWNERSHIP STATE OF VERMONT. TO REACH FROM THE JUNCTION OF VT ROUTE 107 AND VT ROUTE 12, SOUTH OF BETHEL, PROCEED EASTERLY ALONG VT 107 AND VT 12 FOR APPROX 0.6 M (2.0 FT) TO THE MARK ON THE LEFT. STATION MARK IS A STATE OF VERMONT SURVEY MARK SET IN THE TOP OF A 12 INCH DIAMETER CONCRETE POST SET FLUSH WITH GROUND. IT IS 26 FT (7.9M) NORTHWEST OF THE CENTERLINE OF THE ROAD, 88.5 FT (27.0 M) SOUTHWEST OF COMBINATION POLE 49/4/41, 143 FT (43.6 M) WEST OF 18 INCH CGMP WITH 7FT MARBLE HEADWALL.

CLEVELAND

PID AE3603
N = 477610.12
E = 1601930.81
ORTHO HEIGHT = 579.66

GENERAL LOCATION BETHEL, 1.4 MILES (2.3 KM) SW OF BETHEL VILLAGE. TO REACH FROM THE JUNCTION OF VT 107 AND VT 12 SOUTH OF BETHEL, PROCEED EASTERLY ALONG VT 107 AND VT 12 FOR APPROX 0.3 M (1.0 FT) TO THE MARK ON THE LEFT. THE MARK IS DIRECTLY OPPOSITE CLEVELAND BROOK ROAD, 25.5 FT (7.8 M) NORTH FROM THE CENTERLINE OF VT 107 AND VT 12. OWNERSHIP STATE OF VERMONT. STATION MARK IS A STATE OF VERMONT SURVEY MARK SET IN THE TOP OF A 12 INCH DIAMETER CONCRETE POST SET FLUSH WITH GROUND. IT IS 25.5 FT (7.8 M) NORTH OF CENTERLINE VT 107 AND VT 12, 4.5 FT (1.4 M) NORTH OF 3 CABLE GUARD RAIL, 45 FT (13.7 M) SOUTHEAST FROM COMBINATION POLE 4/49/57, 15 FT (4.6 M) SOUTH OF THE NORTH END OF A 4 FT (1.2 M) X 5 FT (1.5 M) CONCRETE BOX, 72 FT (21.9 M) NORTH OF THE SOUTH END OF A 4 FT (1.2 M) X 5 FT (1.5 M) CONCRETE BOX.

GODDARD AZ MK

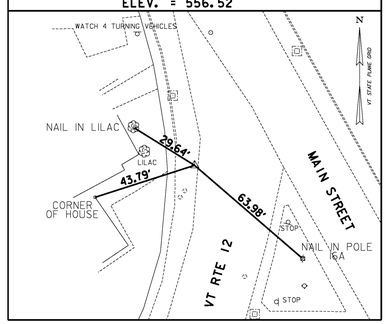
PID VT0415
N = 460921.60
E = 1583216.83
ORTHO HEIGHT = 740.46

GENERAL LOCATION BETHEL, 1.4 MILES (2.3 KM) SW OF BETHEL VILLAGE. TO REACH FROM THE JUNCTION OF VT 107 AND VT 12 SOUTH OF BETHEL, PROCEED EASTERLY ALONG VT 107 AND VT 12 FOR APPROX 0.3 M (1.0 FT) TO THE MARK ON THE LEFT. THE MARK IS DIRECTLY OPPOSITE CLEVELAND BROOK ROAD, 25.5 FT (7.8 M) NORTH FROM THE CENTERLINE OF VT 107 AND VT 12. OWNERSHIP STATE OF VERMONT. STATION MARK IS A STATE OF VERMONT SURVEY MARK SET IN THE TOP OF A 12 INCH DIAMETER CONCRETE POST SET FLUSH WITH GROUND. IT IS 25.5 FT (7.8 M) NORTH OF CENTERLINE VT 107 AND VT 12, 4.5 FT (1.4 M) NORTH OF 3 CABLE GUARD RAIL, 45 FT (13.7 M) SOUTHEAST FROM COMBINATION POLE 4/49/57, 15 FT (4.6 M) SOUTH OF THE NORTH END OF A 4 FT (1.2 M) X 5 FT (1.5 M) CONCRETE BOX, 72 FT (21.9 M) NORTH OF THE SOUTH END OF A 4 FT (1.2 M) X 5 FT (1.5 M) CONCRETE BOX.

TRAVERSE TIES

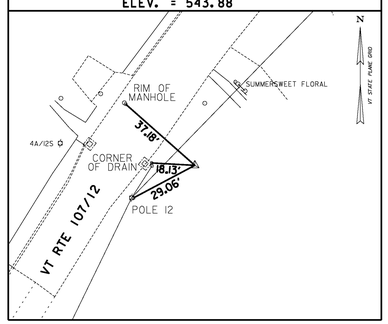
HVCTRL #2 5/8"REBAR SET FLUSH

NORTH = 484196.77
EAST = 1605888.46
ELEV. = 556.52



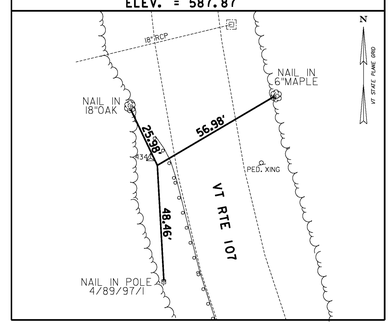
HVCTRL #3 BRASS DISK IN CONCRETE

NORTH = 483904.70
EAST = 1605739.25
ELEV. = 543.88



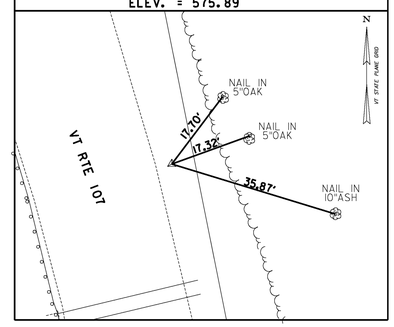
HVCTRL #39 5/8"REBAR SET FLUSH

NORTH = 475035.93
EAST = 1596798.51
ELEV. = 587.87



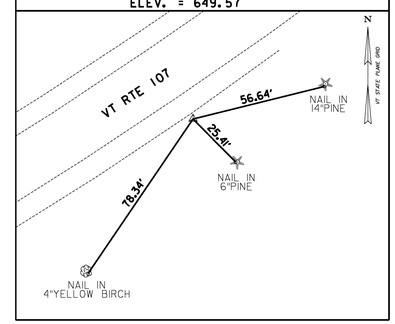
HVCTRL #40 5/8"REBAR SET FLUSH

NORTH = 473803.96
EAST = 1597364.34
ELEV. = 575.89



HVCTRL #53 5/8"REBAR SET FLUSH

NORTH = 467361.21
EAST = 1589633.72
ELEV. = 649.57



• MAIN TRAVERSE COMPLETED: FEBRUARY 2011 BY M.HUDSON, T.COMSTOCK

ALIGNMENT TIES

NORTH =	NORTH =	NORTH =	NORTH =	NORTH =
EAST =	EAST =	EAST =	EAST =	EAST =

DATUM
VERTICAL NAVD 88(GEOID03) FT
HORIZONTAL NAD 83(2007) sFT
ADJUSTMENT LSQ

VERMONT SURVEY AND ENGINEERING

TIE SHEET #1

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_bit_01.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214bit01.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 4 OF 397

FILE NAME = V:\Projects\ANY\X2\22426\CADD_MSTN\z10b214_bit_01.dgn
DATE/TIME = 3/17/2014
USER = 4916

GPS/NGS CONTROL POINTS

GODDARD

PID VT0414
N = 459522.77
E = 1582079.04
ORTHO HEIGHT = 789.35

GENERAL LOCATION, STOCKBRIDGE, VT. OWNERSHIP, EDITH GODDARD, 2678 VT RTE 107, STOCKBRIDGE, VT. 05772. TO REACH FROM THE INTERSECTION OF VT ROUTES 100 AND 107 GO EAST ALONG VT ROUTE 107 FOR 2.7 MI (4.3 KM) TO THE INTERSECTION OF BLACKMER BOULEVARD LEFT AND A GRAVEL DRIVE RIGHT. TURN RIGHT AND GO SOUTHEAST ALONG THE GRAVEL DRIVE FOR ABOUT 75 M (246.1 FT) TO THE SITE OF THE MARK ON THE RIGHT IN THE FRONT LAWN OF THE GODDARD RESIDENCE. THE MARK IS SET FLUSH WITH GROUND SURFACE IN THE TOP OF A ROCK OUTCROP OF WHICH 0.2 M (0.7 FT) IS EXPOSED. IT IS 30.2 M (99.1 FT) WEST SOUTHWEST OF AND ABOUT 3.5 M (11.5 FT) HIGHER THAN THE CENTERLINE OF THE GRAVEL DRIVE, 19.4 M (63.6 FT) NORTHWEST OF THE NORTH CORNER OF THE HOUSE, 28.2 M (92.5 FT) NORTH OF THE WEST CORNER OF THE ADDITION ON THE HOUSE, 8.2 M (26.9 FT) SOUTHWEST OF A FLAG POLE, AND 25.2 M (82.7 FT) NORTHEAST OF POLE NO IC/79-1.

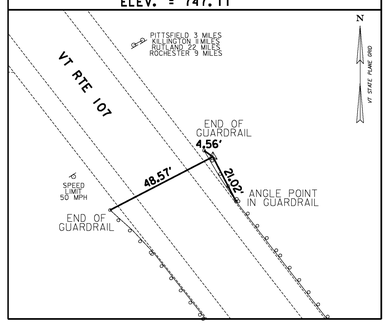
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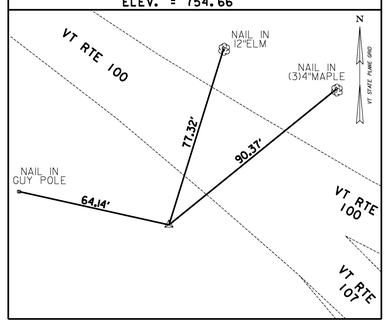
GENERAL LOCATION, STOCKBRIDGE, 7.5 MI (12.1 KM) SOUTHWEST OF BETHEL, 16 MI (25.7 KM) NORTHEAST OF RUTLAND. OWNERSHIP, ANNABELLE'S RESTAURANT, ED MCMANUS. TO REACH, FROM THE INTERSECTION OF VERMONT ROUTES 100 AND 107 IN STOCKBRIDGE, PROCEED EAST ON ROUTE 100 FOR 600 FT (182.9 M) TO THE STATION ON THE RIGHT IN AN OPEN FIELD. THE DISK IS SET IN THE TOP OF A CONCRETE SEPTIC TANK THAT IS FLUSH WITH THE GROUND. THE MARK IS LOCATED 215 FT (65.5 M) EAST NORTHEAST OF THE CENTERLINE OF ROUTE 107, 152 FT (46.3 M) SOUTH SOUTHWEST OF THE CENTERLINE OF ROUTE 100, 77 FT (23.5 M) WEST NORTHWEST OF A WHITE BOARD FENCE, 2.0 FT (0.6 M) EAST OF A FIBERGLASS WITNESS POST, AND 1.5 FT (0.5 M) NORTH OF THE CENTER OF A 2 FT (0.6 M) MANHOLE COVER.

TRAVERSE TIES

HVCTRL #87 5/8"REBAR SET FLUSH
NORTH = 464191.24
EAST = 1571375.93
ELEV. = 747.11



HVCTRL #88 5/8"REBAR SET FLUSH
NORTH = 464650.38
EAST = 1570918.63
ELEV. = 754.66



NORTH =
EAST =

NORTH =
EAST =

NORTH =
EAST =

NORTH =
EAST =

• MAIN TRAVERSE COMPLETED: FEBRUARY 2011 BY M.HUDSON, T.COMSTOCK

ALIGNMENT TIES

NORTH =
EAST =

NORTH =
EAST =

NORTH =
EAST =

NORTH =
EAST =

NORTH =
EAST =

DATUM
VERTICAL NAVD 88(GE01D03) FT
HORIZONTAL NAD 83(2007) sFT
ADJUSTMENT LSQ

VERMONT SURVEY AND ENGINEERING

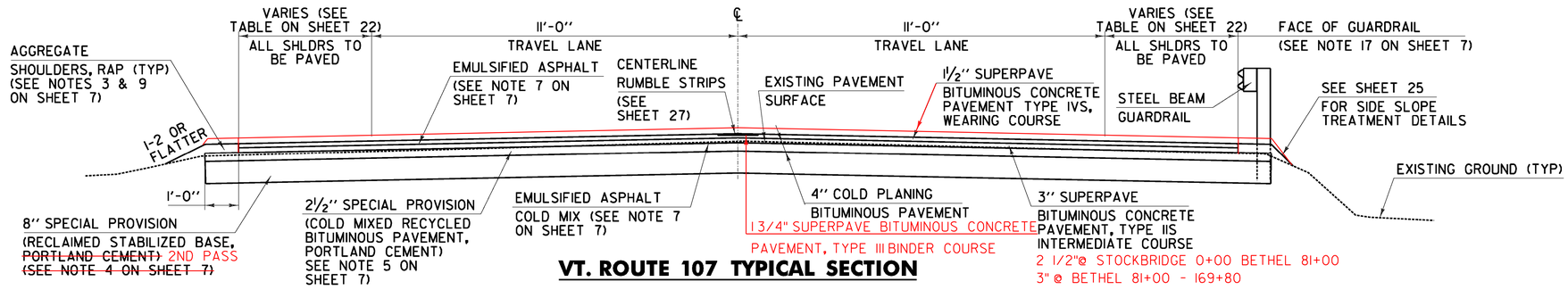
TIE SHEET #2

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)

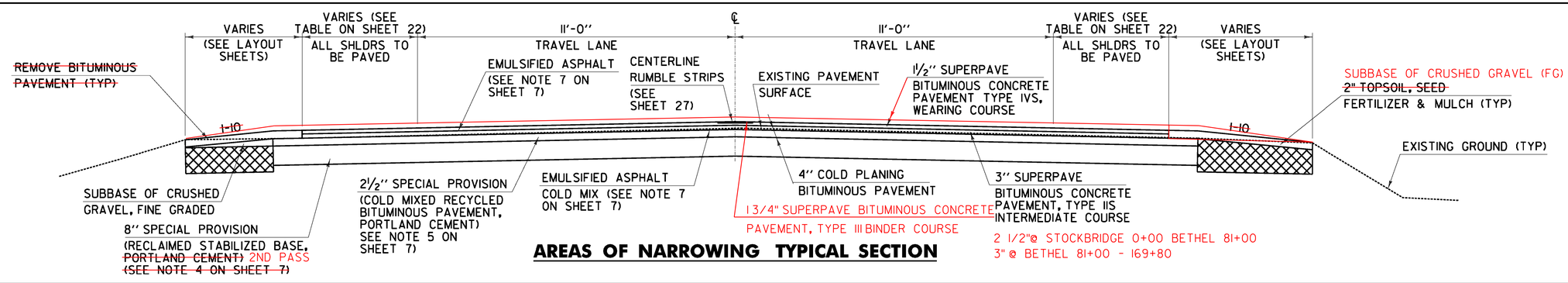
FILE NAME: z10b214_bit_02.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214bit02.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 5 OF 397

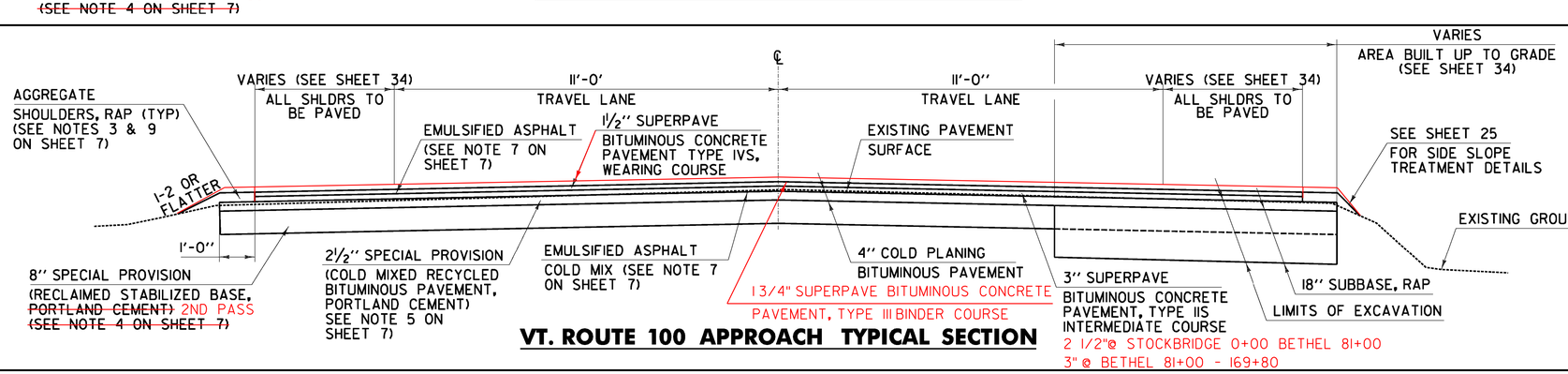
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DATE/TIME = 3/17/2014
USER = 4916



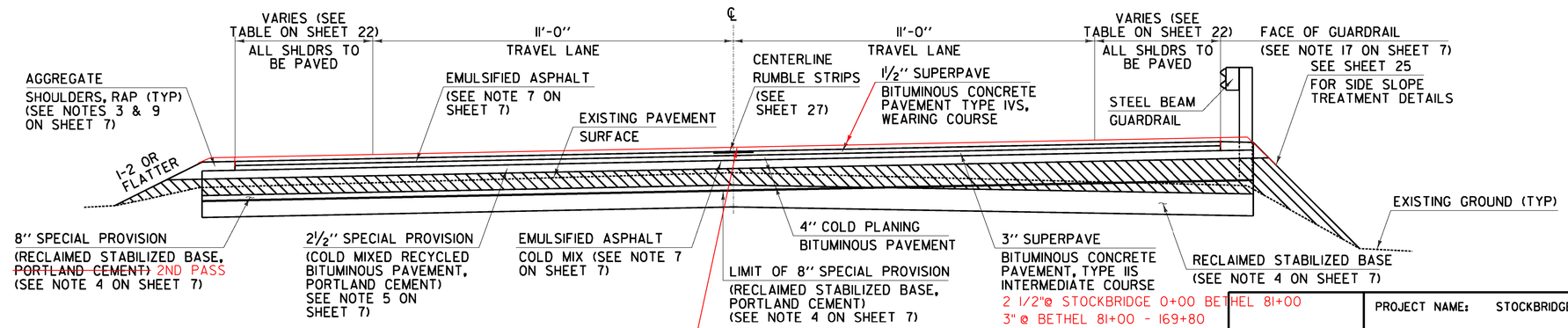
VT. ROUTE 107 TYPICAL SECTION



AREAS OF NARROWING TYPICAL SECTION



VT. ROUTE 100 APPROACH TYPICAL SECTION



VT. ROUTE 107 IN SUPERELEVATION CORRECTION AREAS TYPICAL SECTION

ITEM 301.28 SUBBASE OF CRUSHED GRAVEL, FINE GRADED USED TO CORRECT SUPERELEVATION OR TO BUILD ROAD TO PROPOSED GRADE.

PROJECT TYPICAL SHEET #1

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_typ_01.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214typ1.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 6 OF 397

FILE NAME = W:\Projects\VAVK2\22426\CADD_MSTN\z10b214_typ_01.dgn
DATE/TIME = 3/17/2014
USER = 4916

NOTES

1. APPROXIMATE WETLAND AND OTHER RESOURCE LOCATIONS HAVE BEEN IDENTIFIED. SEE PROJECT LAYOUT SHEETS FOR LOCATIONS. THE PROJECT SHALL BE CONSTRUCTED AS DESIGNED AND WITHIN THE LIMITS ESTABLISHED BY THE CROSS SECTIONS. IF IT IS DEEMED NECESSARY BY THE CONTRACTOR TO WORK BEYOND THOSE LIMITS, IT WILL BE THE RESPONSIBILITY OF THE CONTRACTOR TO ACQUIRE ANY NECESSARY STATE AND FEDERAL PERMITS.

2. COLD PLANING SHALL BE COMPLETED ACCORDING TO THE TYPICAL OR AS OTHERWISE NOTED ON THE PLANS.

3. PRIOR TO RECLAIMING, ANY EXISTING SHOULDER MATERIAL DEEMED UNSUITABLE BY THE ENGINEER SHALL BE EXCAVATED TO THE 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 ITEM(S). THE METHOD OF REMOVAL AND THE USE OF RENTAL ITEM(S) SHALL BE APPROVED BY THE ENGINEER PRIOR TO ANY WORK BEING DONE. MATERIAL REMOVED SHALL BE REPLACED WITH ITEM 301.28 SUBBASE OF CRUSHED GRAVEL, FINE GRADED. AN ADDITIONAL QUANTITY OF 301.28 SUBBASE OF CRUSHED GRAVEL, FINE GRADED HAS BEEN INCLUDED TO CORRECT SUPERELEVATION AND GRADATION DEFICIENCIES WITHIN THE RECLAIMED SECTION.

4. DURING THE FIRST RECLAIM PASS, WATER SHALL BE USED AS A STABILIZING AGENT AND FOR COMPACTION FOR THE RECLAIMED STABILIZED BASE AS DIRECTED BY THE ENGINEER. PAYMENT SHALL BE CONSIDERED INCIDENTAL TO ITEM 310.20 RECLAIMED STABILIZED BASE. THE FIRST RECLAIM PASS SHALL BE PERFORMED OVER THE FULL WIDTH OF THE EXISTING ROADWAY. THIS WORK SHALL BE PAID UNDER ITEM 310.20 "RECLAIMED STABILIZED BASE". THE SECOND PASS SHALL BE PERFORMED FULL WIDTH PER THE TYPICAL SECTION. THIS WORK SHALL BE PAID UNDER ITEM 900.675 SPECIAL PROVISION (RECLAIMED STABILIZED BASE, ~~PORTLAND CEMENT~~ (SECOND PASS)).

5. FOR THE PURPOSES OF QUANTITY CALCULATION, THE FOLLOWING ASSUMPTIONS HAVE BEEN MADE: ITEM 900.675 SPECIAL PROVISION (COLD MIXED RECYCLED BITUMINOUS PAVEMENT, PORTLAND CEMENT) WILL REQUIRE 3% BY WEIGHT OF ITEM 900.683 SPECIAL PROVISION (EMULSIFIED ASPHALT, COLD MIX WITH CEMENT); ~~ITEM 900.680 SPECIAL PROVISION (PORTLAND CEMENT FOR BASE STABILIZATION) WAS ESTIMATED AT 4% BY WEIGHT OF ITEM 900.675 SPECIAL PROVISION (RECLAIMED STABILIZED BASE~~, PORTLAND CEMENT); ITEM 900.680 SPECIAL PROVISION (PORTLAND CEMENT FOR COLD MIXED RECYCLING) WAS ESTIMATED AT 1% BY WEIGHT OF ITEM 900.675 SPECIAL PROVISION (COLD MIXED RECYCLED BITUMINOUS PAVEMENT, PORTLAND CEMENT); AND ITEM 900.683 SPECIAL PROVISION (FOG SEAL SURFACE TREATMENT) WAS ESTIMATED AT AN APPLICATION RATE OF 0.15 GAL/SY.

6. SUPERPAVE BITUMINOUS CONCRETE PAVEMENT TOLERANCE = +/-1/4" (TOTAL PAVEMENT THICKNESS), COLD MIXED RECYCLED BITUMINOUS PAVEMENT TOLERANCE = +/-1/4" (TOTAL BASE COURSE THICKNESS). SUBBASE OF CRUSHED GRAVEL, FINE GRADED TOLERANCE = +/- 1" (TOTAL SUBBASE THICKNESS).

7. EMULSIFIED ASPHALT TYPE CRS-1H OR RS-1H SHALL BE APPLIED AS A TACK COAT ON ALL EXISTING OR COLD PLANED PAVEMENT SURFACES AT THE RATE OF 0.08 GAL/SY, 0.060 GAL/SY ON ALL COLD MIX PAVEMENT SURFACES, AND BETWEEN ALL COURSES OF BITUMINOUS CONCRETE PAVEMENT AT THE RATE OF 0.040 GAL/SY. PAYMENT WILL BE UNDER ITEM 900.683, "SPECIAL PROVISION (EMULSIFIED ASPHALT) (RS-1H OR CRS-1H)".

8. THE WEARING COURSE SHALL BE TYPE 1VS SUPERPAVE BITUMINOUS CONCRETE PAVEMENT, THE INTERMEDIATE COURSE SHALL BE TYPE 1IS SUPERPAVE BITUMINOUS CONCRETE PAVEMENT, AND THE BASE COURSE SHALL BE SPECIAL PROVISION (COLD MIXED RECYCLED BITUMINOUS PAVEMENT, PORTLAND CEMENT). ALL ASPHALT CEMENT USED IN THE SUPERPAVE BITUMINOUS CONCRETE PAVEMENT SHALL BE AS SPECIFIED IN SUBSECTION 490.03(b).

9. ALL EDGES OF PAVEMENT SHALL BE BACKED UP TO FULL HEIGHT WITH AGGREGATE SHOULDER MATERIAL AS DIRECTED BY THE ENGINEER AND WILL BE PAID FOR UNDER ITEM 402.13 AGGREGATE SHOULDERS, RAP.

10. ALL PAVED AND GRAVEL DRIVES SHALL RECEIVE A PAVED APRON OF 4' AND ALL FIELD ACCESSES SHALL RECEIVE A 2' PAVED APRON UNLESS OTHERWISE SHOWN ON PLANS OR AS DIRECTED BY THE ENGINEER. ANY AND ALL REQUIRED EXCAVATION IN DRIVE AREAS SHALL BE AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER. THE NEW BITUMINOUS SURFACE SHALL BE CONSTRUCTED AS DIRECTED AND WILL BE PAID FOR UNDER ITEM 900.675, "SPECIAL PROVISION (HAND-PLACED BITUMINOUS CONCRETE MATERIAL, DRIVES)".

11. ITEM 613.10 STONE FILL, TYPE I; ITEM 651.40 GRUBBING MATERIAL (6"); ITEM 653.20 TEMPORARY EROSION MATTING; AND ITEM 608.25 ALL PURPOSE EXCAVATOR RENTAL, TYPE I HAVE BEEN INCLUDED FOR AREAS WITH PROPOSED SIDE SLOPES STEEPER THAN 1:1.5 AND TO PROVIDE FOR REPAIR OF EXISTING STONE LINED DRAINAGE OUTLETS OR WASHOUTS LOCATED ALONG THE ROADWAY SIDE SLOPES AS DIRECTED BY THE ENGINEER. AN ESTIMATED QUANTITY OF ITEM 649.31 GEOTEXTILE UNDER STONE FILL HAS BEEN INCLUDED TO BE USED AS DIRECTED BY THE ENGINEER.

12. ESTIMATED QUANTITIES OF ITEM 649.51 GEOTEXTILE FOR SILT FENCE AND ITEM 653.60 EROSION LOG SHALL BE USED AT LOCATIONS DETERMINED BY THE ENGINEER. FOR ESTIMATING PURPOSES, IT WAS ASSUMED THAT THESE ITEMS WOULD BE PLACED APPROXIMATELY ALONG THE TOE-OF-SLOPE AT ALL STONE FILL INSTALLATIONS WITH SILT FENCE TO BE USED WHERE EXCAVATION IS IN CLOSE PROXIMITY TO ACTIVE WATER COURSES. EROSION LOGS TO BE INSTALLED PER MANUFACTURER'S RECOMMENDATIONS.

13. ITEM 651.40 GRUBBING MATERIAL (2") AND ITEM 653.20 TEMPORARY EROSION MATTING HAVE BEEN INCLUDED FOR AREAS WITH PROPOSED SIDE SLOPES STEEPER THAN 1:2 BUT FLATTER THAN 1:1.5 AS DIRECTED BY THE ENGINEER.

14. PIPE INLET AND OUTLET AREAS OF DITCH CLEANING THROUGHOUT THE PROJECT SHALL BE PERFORMED AT LOCATIONS SPECIFIED ON THE PLANS OR AS DIRECTED BY THE ENGINEER. PAYMENT SHALL BE MADE UNDER THE APPROPRIATE RENTAL ITEM(S).

15. DAMAGE TO ANY DROP INLETS, CROSS-CULVERTS, OR OTHER DRAINAGE FEATURES SHALL BE REPAIRED OR REPLACED AS DIRECTED BY THE ENGINEER AT NO ADDITIONAL COST TO THE STATE.

16. AN ESTIMATED QUANTITY OF ITEM 619.17 YIELDING MARKER POSTS HAS BEEN INCLUDED TO DELINEATE PIPE INLETS, PIPE OUTLETS AND DROP INLETS LOCATED OUTSIDE OF THE PAVEMENT SURFACE OR AS DIRECTED BY THE ENGINEER.

17. THE PROPOSED GUARDRAIL SHALL BE INSTALLED IN A LOCATION THAT MAXIMIZES THE DISTANCE FROM THE CENTER OF THE ROAD TO THE FACE OF THE GUARDRAIL. 3'-7" OF BACKING IS REQUIRED BEHIND THE FACE OF GUARDRAIL WITH 6'-0" POSTS. IF THIS CANNOT BE OBTAINED, 8'-0" POSTS SHALL BE USED.

18. ESTIMATED QUANTITIES OF ITEMS 608.25, "ALL PURPOSE EXCAVATOR RENTAL, TYPE I", 608.37, "TRUCK RENTAL", AND 608.40, "LOADER RENTAL, TYPE I" HAVE BEEN INCLUDED FOR THE PROVISION OF CONSTRUCTING GUARDRAIL END SECTIONS WITH EXCAVATED DITCHING MATERIAL AND THE REMOVAL OF BUILT UP EXCESS SHOULDER MATERIAL. AN ESTIMATED QUANTITY OF ITEM 203.30, "EARTH BORROW" HAS BEEN INCLUDED FOR USE WITH THE GUARDRAIL END SECTIONS. 25 CY OF ITEM 203.30, "EARTH BORROW" HAS BEEN ESTIMATED FOR EACH NEW END SECTION. GUARDRAIL END SECTIONS SHALL BE CAPPED WITH AN ESTIMATED 3 INCH DEPTH OF ITEM 651.35, "TOPSOIL" UNLESS OTHERWISE DIRECTED BY THE ENGINEER. THE QUANTITIES INCLUDED REFLECT 5 CY OF ITEM 651.35, "TOPSOIL" FOR EACH NEW GUARDRAIL END SECTION. ITEM 653.20, "TEMPORARY EROSION MATTING" SHALL BE PLACED ON SLOPES GREATER THAN 1:6 CREATED BY THE GUARDRAIL END SECTIONS. THE QUANTITIES INCLUDED REFLECT 25 SY OF ITEM 653.20, "TEMPORARY EROSION MATTING" FOR EACH NEW GUARDRAIL END SECTION. PRIOR TO THE PLACEMENT OF TEMPORARY EROSION MATTING, THE AREA SHALL BE TOPSOILED AND SEEDED USING ITEM 651.35, "TOPSOIL", ITEM 651.15, "SEED", ITEM 651.18 "FERTILIZER", AND ITEM 651.20 "AGRICULTURAL LIMESTONE".

19. WHEN FINISHED GRADE HAS BEEN MET, THE CONTRACTOR IS RESPONSIBLE FOR ENSURING THAT ALL SIGNS BEING RETAINED ARE IN CONFORMANCE WITH VTRANS STANDARD E-121 AS DIRECTED BY THE ENGINEER.

NOTES (CONT'D)

20. THE QUANTITY FOR ITEM 900.680 SPECIAL PROVISION (MATERIAL TRANSER VEHICLE, COLD MIXED RECYCLED BITUMINOUS PAVEMENT) WAS DETERMINED USING A UNIT WEIGHT FACTOR OF 2.0 TONS/CY.

21. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT. ROUTE 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY. PAYMENT WILL BE CONSIDERED INCIDENTAL TO THE CONTRACT ITEMS.

22. ITEM 201.10 CLEARING AND GRUBBING HAS BEEN INCLUDED TO REMOVE ANY VEGETATION, PARTIAL AND FULL TREE REMOVAL, THINNING AND TRIMMING FOR SIGNS, AND ANY ASSOCIATED GRUBBING WITHIN THE ASSUMED 3 ROD RIGHT OF WAY OR GREATER IF NECESSARY WHEN RIGHT OF WAY HAS BEEN CONFIRMED BEYOND THE ASSUMED 3 RODS. THE ENGINEER MAY EXCLUDE REMOVAL IN SOME AREAS WHERE DEEMED NECESSARY AND APPROPRIATE OR NECESSITATED BY PERMIT REQUIREMENTS PER THE CONSTRUCTION ENVIRONMENTAL ENGINEER. THINNING AND TRIMMING SHALL BE PERFORMED IN ACCORDANCE WITH SECTION 201.

23. ALL EQUIPMENT, REQUIREMENTS, AND PROVISIONS OF CONTRACT ITEMS 900.620 SPECIAL PROVISION (GNSS CONSTRUCTION INSPECTION EQUIPMENT), 900.645 SPECIAL PROVISION (GPS MACHINE CONTROL GRADING), 900.645 SPECIAL PROVISION (INTELLIGENT COMPACTION FOR SUBBASE/RSB), 900.645 SPECIAL PROVISION (INTELLIGENT COMPACTION FOR BITUMINOUS CONCRETE), AND 900.645 SPECIAL PROVISION (THERMAL PROFILING EQUIPMENT FOR BITUMINOUS MATERIAL) SHALL BE AVAILABLE AND BE UTILIZED BY THE CONTRACTOR FOR THE ENTIRE DURATION OF THE CONTRACT.

SEEDING FORMULA

RATE: DOUBLE IF HYDROSEEDING

% WT.	LBS./A.	NAME	PUR %	GERM %
38	32	CREEPING RED FESCUE	98	90
29	24	SPARTAN HARD FESCUE	95	85
15	12	AZAY SHEEP'S FESCUE	95	87
15	12	ANNUAL RYE GRASS	95	90
3	--	INERTS	--	--
100.0	80.0			

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.

RECOMMENDED ORDER OF OPERATIONS FOR RECLAIMED STABILIZED BASE WITH PORTLAND CEMENT PAVEMENT REHABILITATION

STEP	DESCRIPTION	PAYMENT ITEM(S)
1	INSTALL DRAINAGE PIPES, DRAINAGE STRUCTURES, AND UNDERDRAIN	ITEM 604.18 PRECAST REINFORCED CONCRETE DROP INLET WITH CAST IRON GRATE, ITEM 605.10 6 INCH UNDERDRAIN PIPE.
2	COLD PLANE EXISTING BITUMINOUS CONCRETE PAVEMENT 4"	ITEM 210.10 COLD PLANING, BITUMINOUS PAVEMENT
3	REPAIR EXISTING SHOULDERS AND COMPLETE UNDERCUTS AS DIRECTED BY THE ENGINEER	ITEM 203.15 COMMON EXCAVATION ITEM 301.28 SUBBASE OF CRUSHED GRAVEL, FINE GRADED ITEM 301.35 SUBBASE OF DENSE GRADED CRUSHED STONE ITEM 649.11 GEOTEXTILE FOR ROADBED SEPARATOR
4	RECLAIM EXISTING ROADBED 8" FROM TOP OF SLOPE TO TOP OF SLOPE USING WATER FOR STABILIZATION AND COMPACTION	ITEM 310.20 RECLAIMED STABILIZED BASE (SEE NOTE 4)
5	CORRECT SUPERELEVATION DEFICIENCIES	ITEM 301.28 SUBBASE OF CRUSHED GRAVEL, FINE GRADED (SEE NOTE 3)
6	RECLAIM AREAS OF SUPERELEVATION CORRECTION 8" AS DIRECTED BY THE ENGINEER.	INCIDENTAL TO ITEM 310.20 RECLAIMED STABILIZED BASE SECOND PASS
7	PLACE PORTLAND CEMENT ON ROADBED SURFACE AND RECLAIM ROADBED 8", CURE, MICROCRACK, AND APPLY FOG SEAL SURFACE TREATMENT RECLAIM SECOND PASS	ITEM 900.675 SPECIAL PROVISION (RECLAIMED STABILIZED BASE, ~~PORTLAND CEMENT), ITEM 900.680 SPECIAL PROVISION (PORTLAND CEMENT FOR BASE STABILIZATION), AND ITEM 900.683 SPECIAL PROVISION (FOG SEAL SURFACE TREATMENT)~~
8	PLACE 2½" COLD MIXED RECYCLED ASPHALT SURFACE WITH PORTLAND CEMENT AND USE EMULSIFIED ASPHALT AS A LIQUID BINDER	ITEM 900.675 SPECIAL PROVISION (COLD MIXED RECYCLED BITUMINOUS PAVEMENT, PORTLAND CEMENT), ITEM 900.680 SPECIAL PROVISION (PORTLAND CEMENT FOR COLD MIXED RECYCLING) AND ITEM 900.683 SPECIAL PROVISION (EMULSIFIED ASPHALT, COLD MIX WITH CEMENT)
9	PLACE ~~3"~~ 2 1/2"- 3" TYPE 1IS INTERMEDIATE COURSE	ITEM 490.30 SUPERPAVE BITUMINOUS CONCRETE PAVEMENT
10	PLACE 1½" TYPE 1VS WEARING COURSE	ITEM 490.30 SUPERPAVE BITUMINOUS CONCRETE PAVEMENT

PLACE 1 3/4" TYPE III BINDER COURSE

NOTE:

1. THIS LIST OF PROCEDURES FOR REHABILITATING THE EXISTING ROADBED IS PRESENTED FOR INFORMATIONAL PURPOSES ONLY AND SHALL NOT BE CONSIDERED ALL INCLUSIVE. THE CONTRACTOR SHALL PREPARE THEIR OWN SCHEDULE OF OPERATIONS TO COMPLETE THE PROPOSED WORK IN ACCORDANCE WITH THE PROJECT SPECIFICATIONS WHILE UTILIZING THE APPROPRIATE PAY ITEMS AS SHOWN IN THE PLANS AS DIRECTED BY THE ENGINEER.

PROJECT TYPICAL SHEET #2

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(I)

FILE NAME: z10b214_typ_02.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
PLOT DATE: 18-APR-2014
DRAWN BY: W.G.P.
CHECKED BY: D.E.G.
SHEET 7 OF 397

QUANTITY SHEET 1

STATE OF VERMONT
AGENCY OF TRANSPORTATION

SUMMARY OF ESTIMATED QUANTITIES

FULL C.E. ITEMS	BRIDGE	TRAINING	ROADWAY	TOTALS GRAND TOTAL	TOTALS FINAL	UNIT	DESCRIPTIONS ITEMS	ITEM NUMBER	ROUND
			1	1		LS	CLEARING AND GRUBBING, INCLUDING INDIVIDUAL TREES AND STUMPS	201.10	-
			18,000	18,000		CY	COMMON EXCAVATION	203.15	333.6
			650	650		CY	SOLID ROCK EXCAVATION	203.16	45.9
			400	400		CY	UNCLASSIFIED EXCAVATION	203.17	30.6
			75	75		CY	EXCAVATION OF SURFACES AND PAVEMENTS	203.28	3.0
			1800	1800		CY	EARTH BORROW	203.30	173.6
			20	20		CY	SAND BORROW	203.31	EST.
			110	110		CY	GRANULAR BORROW	203.32	10.0
			2650	2650		CY	TRENCH EXCAVATION OF EARTH	204.20	37.2
			800	800		CY	TRENCH EXCAVATION OF ROCK	204.21	15.0
			1	1		CY	TRENCH EXCAVATION OF EARTH, EXPLORATORY (N.A.B.I.)	204.22	EST.
			74	74		CY	GRANULAR BACKFILL FOR STRUCTURES	204.30	-
			182,500	182,500		SY	COLD PLANING, BITUMINOUS PAVEMENT	210.10	317.0
			47,750	47,750		LF	MILLED RUMBLE STRIPS	213.10	331.0
			46,000	46,000		TON	SUBBASE OF CRUSHED GRAVEL, FINE GRADED	301.28	679.9
			11,500	11,500		CY	SUBBASE OF DENSE GRADED CRUSHED STONE	301.35	143.0
			530	530		TON	SUBBASE, RAP	301.40	6.2
			186,500	186,500		SY	RECLAIMED STABILIZED BASE	310.20	376.0
			6000	6000		TON	AGGREGATE SHOULDERS, RAP	402.13	82.8
			1	1		LU	PRICE ADJUSTMENT, ASPHALT CEMENT (N.A.B.I.)	406.50	-
			44,500	44,500		TON	SUPERPAVE BITUMINOUS CONCRETE PAVEMENT	490.30	258.0
			1	1		LU	AIR VOIDS PAY ADJUSTMENT (N.A.B.I.)	490.31	-
			1	1		LU	MAT DENSITY PAY ADJUSTMENT (N.A.B.I.)	490.32	-
			1	1		LU	SURFACE TOLERANCE PAY ADJUSTMENT (N.A.B.I.)	490.33	-
			1	1		LU	LONGITUDINAL JOINT COMPACTION PAY ADJUSTMENT (N.A.B.I.)	490.34	-
			800	800		LB	REINFORCING STEEL, LEVEL I	507.11	-
	275			275		LF	BRIDGE EXPANSION JOINT, ASPHALTIC PLUG	516.10	21.0

DETAILED SUMMARY OF QUANTITIES

QUANTITIES	UNIT	ITEMS
		EARTH BORROW
1250	CY	GUARDRAIL END SECTIONS
164.3	CY	LEDGE CUT
1.15		MULTIPLIER
173.6	CY	ROUNDING
1800	CY	TOTAL
		TRENCH EXCAVATION OF EARTH
69.2	CY	ELECTRICAL CONDUIT INSTALLATION
2306.6	CY	UNDERDRAIN INSTALLATION
237	CY	DRAINAGE
37.2	CY	ROUNDING
2650	CY	TOTAL
		COLD PLANING, BITUMINOUS PAVEMENT
179,808	SY	MAINLINE
833	SY	SIDE ROADS
1542	SY	VT ROUTE 100
317	SY	ROUNDING
182,500	SY	TOTAL
		SUBBASE OF CRUSHED GRAVEL, FINE GRADED
32,123.6	TON	SUPERELEVATION CORRECTION
630.2	TON	VT ROUTE 100 / PARK AND RIDE
2996.8	TON	UNDERDRAIN INSTALLATION
1935	TON	SIDE SLOPE TREATMENT
7571.3	TON	UNDERCUT
63.2	TON	LEDGE CUT
679.9	TON	ROUNDING
46,000	TON	TOTAL
		SUBBASE, RAP
327.8	TON	VT 100 AREA BUILT TO GRADE
196	TON	EXISTING ISLAND VT 107/VT 100
6.2	TON	ROUNDING
530	TON	TOTAL
		RECLAIMED STABILIZED BASE
179,808	SY	MAINLINE
4297	SY	SIDE ROADS
2019	SY	VT ROUTE 100
376	SY	ROUNDING
186,500	SY	TOTAL

QUANTITY SHEET #1

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_quan_01.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214quan1.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 8 OF 397

FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_quan_01.dgn
DATE/TIME = 3/17/2014
USER = 4916

QUANTITY SHEET 2

STATE OF VERMONT
AGENCY OF TRANSPORTATION

SUMMARY OF ESTIMATED QUANTITIES				TOTALS		DESCRIPTIONS				DETAILED SUMMARY OF QUANTITIES		
FULL C.E. ITEMS	BRIDGE	TRAINING	ROADWAY	GRAND TOTAL	FINAL	UNIT	ITEMS	ITEM NUMBER	ROUND	QUANTITIES	UNIT	ITEMS
	80			80		LF	REMOVAL OF EXISTING BRIDGE RAILING	525.10	5.0	SUPERPAVE BITUMINOUS CONCRETE PAVEMENT		
	80			80		LF	BRIDGE RAILING REPAIR, TYPE I	525.50	5.0	14,367	TON	WEARING COURSE (TYPE IVS)
										28,216	TON	INTERMEDIATE COURSE (TYPE IIS)
			6	6		CY	CONCRETE CLASS B	541.25	0.37	427	TON	SIDE ROADS - WEARING (TYPE IVS)
										716	TON	SIDE ROADS - INTERMEDIATE (TYPE IIS)
	70			70		CF	RAPID SETTING CONCRETE REPAIR MATERIAL WITH COARSE AGGREGATE	580.20	6.5	150	TON	VT ROUTE 100 - WEARING (TYPE IVS)
										301	TON	VT ROUTE 100 - INTERMEDIATE (TYPE IIS)
			2	2		LF	15" CSP .064 (2-2/3 X 1/2)	601.0010	-	65	TON	PULLOUTS AND PARKING (TYPE IVS)
										258	TON	ROUNDING
			34	34		LF	18" CSP .064 (2-2/3 X 1/2)	601.0015	-	44,500	TON	TOTAL
			4	4		LF	24" CSP .064 (2-2/3 X 1/2)	601.0025	-	STONE FILL, TYPE I		
			4	4		LF	30" CSP .079 (2-2/3 X 1/2)	601.0036	-	1392	CY	DITCH CLEANING
										1120.2	CY	SIDE SLOPE TREATMENTS
			4	4		LF	15" RCP CLASS III	601.0810	-	87.8	CY	ROUNDING
										2600	CY	TOTAL
			18	18		LF	18" RCP CLASS III	601.0815	-			
			45	45		LF	36" RCP CLASS III	601.0845	-			
			22	22		LF	18" CPEP(SL)	601.2615	-			
			2	2		LF	24" CPEP(SL)	601.2620	-			
			1	1		EACH	36" RCPES CLASS III	601.6845	-			
			16	16		EACH	PRECAST REINFORCED CONCRETE DROP INLET WITH CAST IRON GRATE	604.18	-			
			15	15		EACH	REHAB. DROP INLETS, CATCH BASINS, OR MANHOLES, CLASS I	604.412	-			
			2	2		EACH	REHAB. DROP INLETS, CATCH BASINS, OR MANHOLES, CLASS II	604.415	-			
			2	2		EACH	REHAB. DROP INLETS, CATCH BASINS, OR MANHOLES, CLASS III	604.418	-			
			3	3		EACH	CAST IRON GRATE WITH FRAME, TYPE D	604.47	-			
			10,000	10,000		LF	6 INCH UNDERDRAIN PIPE	605.10	170.0			
			75	75		HR	POWER GRADER RENTAL	608.15	EST.			
			1600	1600		HR	ALL PURPOSE EXCAVATOR RENTAL, TYPE I	608.25	EST.			
			60	60		HR	POWER BROOM RENTAL, TYPE I	608.30	EST.			
			60	60		HR	POWER BROOM RENTAL, TYPE II	608.31	EST.			
			2200	2200		HR	TRUCK RENTAL	608.37	EST.			
			50	50		HR	LOADER RENTAL, TYPE I	608.40	EST.			
			2600	2600		CY	STONE FILL, TYPE I	613.10	87.8			

QUANTITY SHEET #2

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(11)

FILE NAME: z10b214_quan_02.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214quan2.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 9 OF 397

FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_quan_02.dgn
DATE/TIME = 3/17/2014
USER = 4916

QUANTITY SHEET 3

STATE OF VERMONT
AGENCY OF TRANSPORTATION

SUMMARY OF ESTIMATED QUANTITIES				TOTALS		DESCRIPTIONS			
FULL C.E. ITEMS	BRIDGE	TRAINING	ROADWAY	GRAND TOTAL	FINAL	UNIT	ITEMS	ITEM NUMBER	ROUND
			110	110		CY	STONE FILL, TYPE II	613.11	10.2
			300	300		LF	GRANITE SLOPE EDGING	616.20	5.0
			125	125		LF	VERTICAL GRANITE CURB	616.21	16.0
			1700	1700		LF	BITUMINOUS CONCRETE CURB, TYPE A	616.305	77.0
			10	10		EACH	RELOCATE MAILBOX, SINGLE SUPPORT	617.10	-
			350	350		EACH	YIELDING MARKER POSTS	619.17	13.0
			5,500	5,500		LF	STEEL BEAM GUARDRAIL, GALVANIZED	621.20	217.5
			9,800	9,800		LF	STEEL BEAM GUARDRAIL, GALVANIZED W/8 FEET POSTS	621.205	262.5
			150	150		LF	HD STEEL BEAM GUARDRAIL, GALVANIZED	621.21	20.0
			25	25		LF	HD STEEL BEAM GUARDRAIL, GALVANIZED/NESTED	621.216	-
			75	75		LF	HD STEEL BEAM GUARDRAIL, GALVANIZED/NESTED W/8 FEET POSTS	621.217	-
			50	50		EACH	ANCHOR FOR STEEL BEAM RAIL	621.60	-
			7	7		EACH	GUARDRAIL APPROACH SECTION, GALVANIZED TYPE I	621.70	-
			1	1		EACH	GUARDRAIL APPROACH SECTION, GALVANIZED TYPE II	621.71	-
			13,050	13,050		LF	REMOVE AND RESET GUARDRAIL	621.75	44.0
			18,500	18,500		LF	REMOVAL AND DISPOSAL OF GUARDRAIL	621.80	82.5
			1950	1950		HR	UNIFORMED TRAFFIC OFFICERS	630.10	EST.
			14,600	14,600		HR	FLAGGERS	630.15	EST.
1				1		LS	FIELD OFFICE, ENGINEERS	631.10	EST.
1				1		LS	TESTING EQUIPMENT, CONCRETE	631.16	-
1				1		LS	TESTING EQUIPMENT, BITUMINOUS	631.17	-
3000				3000		DL	FIELD OFFICE TELEPHONE (N.A.B.I.)	631.26	-
		1040		1040		HR	EMPLOYEE TRAINEESHIP	634.10	-
			1	1		LS	MOBILIZATION/DEMOBILIZATION	635.11	-
			1	1		LS	TRAFFIC CONTROL	641.10	-
			4	4		EACH	PORTABLE CHANGEABLE MESSAGE SIGN	641.15	-

DETAILED SUMMARY OF QUANTITIES		
QUANTITIES	UNIT	ITEMS

FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_quan_03.dgn
DATE/TIME = 3/17/2014
USER = 4916

QUANTITY SHEET #3

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_quan_03.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214quan3.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 10 OF 397

QUANTITY SHEET 4

STATE OF VERMONT
AGENCY OF TRANSPORTATION

SUMMARY OF ESTIMATED QUANTITIES					TOTALS		DESCRIPTIONS			
FULL C.E. ITEMS	BRIDGE	TRAINING	ROADWAY	GRAND TOTAL	FINAL	UNIT	ITEMS	ITEM NUMBER	ROUND
							BEGIN OPTION AA		
			104,500	104,500		LF	DURABLE 4 INCH WHITE LINE, THERMOPLASTIC	646.402	557.0
			104,500	104,500		LF	DURABLE 4 INCH WHITE LINE, POLYUREA	646.404	557.0
							END OPTION AA		
			95,250	95,250		LF	DURABLE 4 INCH YELLOW LINE, POLYUREA	646.414	440.0
							BEGIN OPTION BB		
			225	225		LF	DURABLE 8 INCH WHITE LINE, THERMOPLASTIC	646.442	18.0
			225	225		LF	DURABLE 8 INCH WHITE LINE, POLYUREA	646.444	18.0
							END OPTION BB		
							BEGIN OPTION CC		
			275	275		LF	DURABLE 24 INCH STOP BAR, THERMOPLASTIC	646.482	25.0
			275	275		LF	DURABLE 24 INCH STOP BAR, POLYUREA	646.484	25.0
							END OPTION CC		
							BEGIN OPTION DD		
			56	56		EACH	DURABLE LETTER OR SYMBOL, THERMOPLASTIC	646.492	-
			56	56		EACH	DURABLE LETTER OR SYMBOL, POLYUREA	646.494	-
							END OPTION DD		
			208,250	208,250		LF	TEMPORARY 4 INCH WHITE LINE, PAINT	646.602	364.0
			190,000	190,000		LF	TEMPORARY 4 INCH YELLOW LINE, PAINT	646.612	380.0
			425	425		LF	TEMPORARY 8 INCH WHITE LINE, PAINT	646.642	12.0
			525	525		LF	TEMPORARY 24 INCH STOP BAR, PAINT	646.682	25.0
			92	92		EACH	TEMPORARY LETTER OR SYMBOL, PAINT	646.692	-
			10,000	10,000		EACH	LINE STRIPING TARGETS	646.76	34.0
			150	150		SF	REMOVAL OF EXISTING PAVEMENT MARKINGS	646.85	6.9
			23,000	23,000		SY	GEOTEXTILE FOR ROADBED SEPARATOR	649.11	286.0
			6000	6000		SY	GEOTEXTILE UNDER STONE FILL	649.31	76.2
			700	700		SY	GEOTEXTILE FOR SILT FENCE	649.51	62.0

DETAILED SUMMARY OF QUANTITIES		
QUANTITIES	UNIT	ITEMS

QUANTITY SHEET #4

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(11)

FILE NAME: z10b214_quan_04.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214quan4.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 11 OF 397

FILE NAME = V:\Projects\ANY\X2\22428\CADD_MSTN\z10b214_quan_04.dgn
DATE/TIME = 3/17/2014
USER = 4916

QUANTITY SHEET 5

STATE OF VERMONT
AGENCY OF TRANSPORTATION

SUMMARY OF ESTIMATED QUANTITIES

FULL C.E. ITEMS	BRIDGE	TRAINING	ROADWAY	GRAND TOTAL	FINAL	UNIT	ITEMS	ITEM NUMBER	ROUND
			425	425		LB	SEED	651.15	21.5
			7050	7050		LB	FERTILIZER	651.18	EST.
			30	30		TON	AGRICULTURAL LIMESTONE	651.20	EST.
			30	30		TON	HAY MULCH	651.25	EST.
			1250	1250		CY	TOPSOIL	651.35	80.0
			2600	2600		SY	GRUBBING MATERIAL (6")	651.40	159.8
			7600	7600		SY	GRUBBING MATERIAL (2")	651.40	59.0
			9000	9000		SY	TEMPORARY EROSION MATTING	653.20	150.4
			5000	5000		LF	EROSION LOG	653.60	650.0
			787	787		SF	TRAFFIC SIGNS, TYPE A	675.20	0.71
			1575	1575		LB	TUBULAR STEEL SIGN POST	675.33	26.0
			2350	2350		LF	SQUARE TUBE SIGN POST AND ANCHOR	675.341	54.0
			18	18		EACH	FOUNDATION FOR TUBULAR STEEL POST	675.43	-
			190	190		EACH	REMOVING SIGNS	675.50	-
			11	11		EACH	ERECTING SALVAGED SIGNS	675.60	-
			61	61		EACH	DELINEATOR WITH STEEL POST	676.10	-
			23	23		EACH	REMOVAL OF EXISTING DELINEATOR	676.12	-
			415	415		LF	WIRED CONDUIT (2") (PVC)	678.23	EST.
			3	3		EACH	PULL BOX, STANDARD	678.25	-
			3	3		EACH	LIGHT POLE BASE	679.21	-
			3	3		EACH	BREAKAWAY FEATURE FOR LIGHT POLE	679.23	-
			3	3		EACH	LIGHT POLE	679.45	-
			3	3		EACH	BRACKET ARM	679.47	-
			3	3		EACH	POWER DROP STANCHION, STREET LIGHTING	679.55	-
			1	1		LU	PRICE ADJUSTMENT, FUEL (N.A.B.I.)	690.50	-
			31	31		EACH	SPECIAL PROVISION (CORING CONCRETE)	900.620	-

DETAILED SUMMARY OF QUANTITIES

QUANTITIES	UNIT	ITEMS
		SEED
45.0	LB	DITCH CLEANING
93.4	LB	SIDE SLOPE TREATMENTS
260	LB	AREAS OF NARROWING
5.1	LB	LEDGE CUT
21.5	LB	ROUNDING
425	LB	TOTAL
		TOPSOIL
874.2	CY	SIDE SLOPE TREATMENTS
10.2	CY	ELECTRICAL CONDUIT INSTALLATION
250	CY	GUARDRAIL END SECTIONS
35.6	CY	LEDGE CUT
80	CY	ROUNDING
1250	CY	TOTAL
		TEMPORARY EROSION MATTING
2683	SY	DITCH CLEANING
4916.6	SY	SIDE SLOPE TREATMENTS
1250	SY	GUARDRAIL END SECTIONS
150.4	SY	ROUNDING
9000	SY	TOTAL

QUANTITY SHEET #5

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_quan_05.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214quan5.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 12 OF 397

FILE NAME = V:\Projects\ANY\K2\22428\CADD_MSTN\z10b214_quan_05.dgn
DATE/TIME = 3/17/2014
USER = 4916

QUANTITY SHEET 6

STATE OF VERMONT
AGENCY OF TRANSPORTATION

SUMMARY OF ESTIMATED QUANTITIES				TOTALS		DESCRIPTIONS			
FULL C.E. ITEMS	BRIDGE	TRAINING	ROADWAY	GRAND TOTAL	FINAL	UNIT	ITEMS	ITEM NUMBER	ROUND
			8	8		EACH	SPECIAL PROVISION (CPM SCHEDULE)	900.620	-
			1	1		EACH	SPECIAL PROVISION (GNSS CONSTRUCTION INSPECTION EQUIPMENT)	900.620	-
			3	3		EACH	SPECIAL PROVISION (LUMINAIRE, LED)	900.620	-
			14,252.5	14,252.5		LF	SPECIAL PROVISION (BARRIER FOR TEMPORARY TRAFFIC PROTECTION)	900.640	EST.
			1	1		LS	SPECIAL PROVISION (GPS MACHINE CONTROL GRADING)	900.645	-
			1	1		LS	SPECIAL PROVISION (INTELLIGENT COMPACTION FOR BITUMINOUS CONCRETE)	900.645	-
			1	1		LS	SPECIAL PROVISION (INTELLIGENT COMPACTION FOR SUBBASE/RSB)	900.645	-
			1	1		LS	SPECIAL PROVISION (THERMAL PROFILING EQUIPMENT FOR BITUMINOUS MATERIAL)	900.645	-
			180,500	180,500		SY	SPECIAL PROVISION (COLD MIXED RECYCLED BITUMINOUS PAVEMENT, PORTLAND CEMENT)	900.675	306.0
			2000	2000		SY	SPECIAL PROVISION (HAND-PLACED BITUMINOUS CONCRETE MATERIAL, DRIVES)	900.675	21.0
			179,500	179,500		SY	SPECIAL PROVISION (RECLAIMED STABILIZED BASE, PORTLAND CEMENT)	900.675	324.0
			27,075	27,075		TON	SPECIAL PROVISION (AGGREGATE TO MEET COLD MIXED GRADATION)	900.680	EST.
			44,500	44,500		TON	SPECIAL PROVISION (MATERIAL TRANSFER VEHICLE)	900.680	258.0
			25,500	25,500		TON	SPECIAL PROVISION (MATERIAL TRANSFER VEHICLE, COLD MIX)	900.680	473.0
			3350	3350		TON	SPECIAL PROVISION (PORTLAND CEMENT FOR BASE STABILIZATION)	900.680	165.0
			300	300		TON	SPECIAL PROVISION (PORTLAND CEMENT FOR COLD MIXED RECYCLING)	900.680	50.0
			15,200	15,200		CWT	SPECIAL PROVISION (EMULSIFIED ASPHALT, COLD MIX WITH CEMENT)	900.683	184.0
			1500	1500		CWT	SPECIAL PROVISION (EMULSIFIED ASPHALT) (RS-1H OR CRS-1H)	900.683	17.0
			2350	2350		CWT	SPECIAL PROVISION (FOG SEAL SURFACE TREATMENT)	900.683	96.0

DETAILED SUMMARY OF QUANTITIES		
QUANTITIES	UNIT	ITEMS
		SPECIAL PROVISION (COLD MIXED RECYCLED BITUMINOUS PAVEMENT, PORTLAND CEMENT)
178,881	SY	MAINLINE
1313	SY	VT ROUTE 100
306	SY	ROUNDING
180,500	SY	TOTAL
		SPECIAL PROVISION (MATERIAL TRANSFER VEHICLE)
14,367	TON	WEARING COURSE (TYPE IVS)
28,216	TON	INTERMEDIATE COURSE (TYPE IIS)
427	TON	SIDE ROADS - WEARING (TYPE IVS)
716	TON	SIDE ROADS - INTERMEDIATE (TYPE IIS)
150	TON	VT ROUTE 100 - WEARING (TYPE IVS)
301	TON	VT ROUTE 100 - INTERMEDIATE (TYPE IIS)
65	TON	PULLOUTS AND PARKING (TYPE IVS)
258	TON	ROUNDING
44,500	TON	TOTAL
		SPECIAL PROVISION (MATERIAL TRANSFER VEHICLE, COLD MIX)
25,027	TON	COLD MIXED RECYCLED BITUMINOUS PAVEMENT
473	TON	ROUNDING
25,500	TON	TOTAL

QUANTITY SHEET #6

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_quan_06.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214quan6.i

PLOT DATE: 3/26/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 13 OF 397

FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_quan_06.dgn
DATE/TIME = 3/26/2014
USER = smay

ITEM DETAIL SUMMARY SHEET #1

LOCATION			GUARDRAIL										CURB			MISCELLANEOUS											REMARKS
			621.20	621.205	621.21	621.216	621.217	621.60	621.70	621.71	621.75	621.80	616.20	616.21	616.305	301.28	604.412	604.415	604.418 (40 CHANGE)	613.10	649.51	651.15	651.40	653.20	653.60	676.10	
BEGIN STATION	END STATION	POS.	S.B. GR, GALV.	S.B. GR, GALV. W/ 8 FT POSTS	HD S.B. GR, GALV.	HD S.B. GR, GALV., NESTED	HD S.B. GR, GALV./ NESTED W/ 8 FT POSTS	ANCR. FOR S.B. RAIL	GR APP. SECTION, GALV. TYPE I	GR APP. SECTION, GALV. TYPE II	REMOVE & RESET GR	REMOVAL & DISP. OF GR	GRAN. SLOPE EDGING	VERT GRAN CURB	BITUM. CONC. CURB, TYPE A	SUB. OF C.G., F.G.	REHAB. DI'S CB'S OR MH'S ELEV OF DI			STONE FILL, TYPE I	GEOTEX FOR SILT FENCE	SEED	GRUB. MAT. (6")	TEMP. EROSION MATTING	EROSION LOG	DEL W/ ST. POST	
			LF	LF	LF	LF	LF	EA	EA	EA	LF	LF	LF	LF	LF	TON	EA	EA	EA	CY	SY	LB	SY	SY	LF	EA	
STOCKBRIDGE:																											
																	8		25								
0+00.0	353+84.48	LT/RT															~~6~~	~~1~~	~~1~~		460.0				2600.0		SHALL BE PERFORMED AS DIRECTED BY THE ENGINEER.
0+00.0	2+64.0	LT											295.0	109.0													
												250.0															
7+07.0	9+62.0	RT	102.0					1	1			~~255.0~~												25.0		1	SEE VTRANS STANDARD SHEET G-ID. PROVIDE ANCHOR AT STA 8+16.5.
																											STA 8+16.5. BEGIN APPROACH SECTION, TYPE I AT STA 9+12.0 AND
																											CONNECT TO EXISTING BRIDGE RAIL AT STA 9+62.0. SEE SHEET 392
																											AND 393 FOR GUARDRAIL APPROACH SECTION DETAILS.
																											SEE SHEET 395 FOR BR I DETAILS.
												287.5															
7+12.0	10+15.0	LT	52.0					1	1			~~303.0~~												25.0		1	SEE VTRANS STANDARD SHEET G-ID. PROVIDE ANCHOR AT
																											STA 9+19.5. BEGIN APPROACH SECTION, TYPE I AT STA 9+65.0 AND
																											CONNECT TO EXISTING BRIDGE RAIL AT STA 10+15.0. SEE SHEET 392
																											AND 393 FOR GUARDRAIL APPROACH SECTION DETAILS.
																											SEE SHEET 395 FOR BR I DETAILS.
												262.5															
11+72.0	14+38.0	RT	52.0					1	1			~~266.0~~												25.0		1	CONNECT APPROACH SECTION, TYPE I TO EXISTING BRIDGE RAIL
																											AT STA 11+72.0 AND END AT STA 12+22.0. SEE SHEET 392
																											AND 393 FOR GUARDRAIL APPROACH SECTION DETAILS.
																											SEE SHEET 395 FOR BR I DETAILS.
																											SEE VTRANS STANDARD SHEET G-ID. PROVIDE ANCHOR AT STA 12+67.5.
												100.0															
12+32.0	13+15.0	LT	52.0					1	1			~~101.0~~												25.0		1	CONNECT APPROACH SECTION, TYPE I TO EXISTING
																											BRIDGE RAIL AT STA 12+32.0 AND END AT STA 12+82.0.
																											SEE SHEET 392 AND 393 FOR GUARDRAIL APPROACH SECTION DETAILS.
																											SEE SHEET 395 FOR BR I DETAILS.
																											SEE VTRANS STANDARD SHEET G-ID. PROVIDE ANCHOR AT STA 13+15.0.
14+19.0	20+69.0			654.0								687.5			260.0												
~~13+25.0~~	~~20+52.0~~	LT		~~404.0~~				2			212.5	~~469.5~~			257.0					~~37.5~~	79.2			50.0		2	SEE VTRANS STANDARD SHEET G-ID.
17+84.0	20+00.0	RT	216.5					2																			PROVIDE ANCHORS AT STA 14+42.0 AND STA 20+45.5.
																											SEE SHEET 26 FOR CURB REMOVAL AND STONE FILL BACKING DETAILS.
20+50.0	21+50.0	RT														1.6						0.4		24.2			SEE SHEET 25 FOR SIDE SLOPE TREATMENT DETAILS.
26+50.0	27+50.0	RT														1.6						0.7		38.3			SEE SHEET 25 FOR SIDE SLOPE TREATMENT DETAILS.
29+04.0	36+08.0			709.0																							
~~29+00.0~~	~~36+00.0~~	RT		~~679.0~~				2								3.6				~~111.5~~	448.94	5.6	264.2	331.1		2	SEE VTRANS STANDARD SHEET G-ID.
																											PROVIDE ANCHORS AT STA 29+06.5 AND STA 35+72.5.
																											SEE SHEET 25 FOR SIDE SLOPE TREATMENT DETAILS.
37+50.0	38+50.0	RT														2.8						0.4		25.3			SEE SHEET 25 FOR SIDE SLOPE TREATMENT DETAILS.
41+50.0	42+00.0	LT														4.4						0.2		14.2			SEE SHEET 25 FOR SIDE SLOPE TREATMENT DETAILS.
46+06.0	53+94.0			779.0								775.0								17.70	(TYPE II)						
~~45+98.0~~	~~53+89.5~~	LT	12.5	~~791.5~~				2				~~777.0~~			8.0					~~4.1~~		1.6	10.3	93.9		2	SEE VTRANS STANDARD SHEET G-ID.
																											PROVIDE ANCHORS AT STA 46+04.5 AND STA 53+83.0.
																				528.14							SEE SHEET 25 FOR SIDE SLOPE TREATMENT DETAILS.
THIS SHEET SUBTOTALS:			258.0	1874.5	-	-	-	10	4	-	212.5	2171.5	295.0	109.0	257.0	22.0	6	1	1	~~153.1~~	460.0	8.9	274.5	677.0	2600.0	10	
								12												17.78	TYPE II						

FILE NAME = V:\Projects\VAVK2\22426\CADD\.MSTN\z10b214_ids_01.dgn
DATE/TIME = 3/17/2014
USER = 4916

ITEM DETAIL SUMMARY SHEET #1

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_ids_01.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214ids1.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 14 OF 397

ITEM DETAIL SUMMARY SHEET #2

LOCATION			GUARDRAIL										CURB			MISCELLANEOUS											REMARKS
			621.20	621.205	621.21	621.216	621.217	621.60	621.70	621.71	621.75	621.80	616.20	616.21	616.305	301.28	604.412	604.415	604.418	613.10	649.51	651.15	651.40	653.20	653.60	676.10	
BEGIN STATION	END STATION	POS.	S.B. GR, GALV.	S.B. GR, GALV. W/ 8 FT POSTS	HD S.B. GR, GALV.	HD S.B. GR, GALV., NESTED	HD S.B. GR, GALV./ NESTED W/ 8 FT POSTS	ANCR. FOR S.B. RAIL	GR APP. SECTION, GALV. TYPE I	GR APP. SECTION, GALV. TYPE II	REMOVE & RESET GR	REMOVAL & DISP. OF GR	GRAN. SLOPE EDGING	VERT GRAN CURB	BITUM. CONC. CURB, TYPE A	SUB. OF C.G., F.G.	REHAB. DI'S CB'S OR MH'S			STONE FILL, TYPE I	GEOTEX FOR SILT FENCE	SEED	GRUB. MAT. (6")	TEMP. EROSION MATTING	EROSION LOG	DEL W/ ST. POST	
			LF	LF	LF	LF	LF	EA	EA	EA	LF	LF	LF	LF	LF	TON	EA	EA	EA	CY	SY	LB	SY	SY	LF	EA	
STOCKBRIDGE:																											
51+00.0	52+50.0	RT														7.4						0.7		38.3			SEE SHEET 25 FOR SIDE SLOPE TREATMENT DETAILS.
												225.0															
55+56.0	57+75.0	LT										~~226.0~~															
58+58.0	60+37.0			25.0																							
~~58+00.0~~	~~60+25.0~~	RT	129.0	~~141.5~~			25.0	2								1.2						1.1		65.3		2	SEE VTRANS STANDARD SHEET G-ID.
																											PROVIDE ANCHORS AT STA 58+65.0 AND STA 60+18.5.
																											SEE SHEET 391 FOR NESTED GUARDRAIL SYSTEM DETAILS.
																											SEE SHEET 25 FOR SIDE SLOPE TREATMENT DETAILS.
			189.5									300.0															
59+45.0	62+38.0	LT	~~154.0~~			25.0		2				~~293.0~~								~~7.3~~		1.5	16.1	91.1		2	SEE VTRANS STANDARD SHEET G-ID.
																											PROVIDE ANCHORS AT STA 59+57.0 AND STA 61+23.0.
																											SEE SHEET 391 FOR NESTED GUARDRAIL SYSTEM DETAILS.
																											SEE SHEET 25 FOR SIDE SLOPE TREATMENT DETAILS.
61+50.0	62+00.0	RT														0.8						0.2		11.9			SEE SHEET 25 FOR SIDE SLOPE TREATMENT DETAILS.
71+73.0	136+95.0		1516.5	1347.0							3600.0	2650.0															
~~69+00.0~~	~~136+92.5~~	LT	~~1222.0~~	~~980.0~~				+ 2			~~4264.5~~	~~2193.5~~				23.6				~~20.1~~	238.32	10.9	266.3	639.2		2	SEE VTRANS STANDARD SHEET G-ID.
																											PROVIDE ANCHOR AT STA 136+86.0.
																											SEE SHEET 25 FOR SIDE SLOPE TREATMENT DETAILS.
																											SEE SHEET 25 FOR REDUCED POST SPACING AT UTILITY POLE DETAILS.
																											SEE SHEET 26 FOR CURB REMOVAL AND STONE FILL BACKING DETAILS.
											100.0																
83+00.0	84+74.0	RT	79					2			~~174.0~~	75.0														2	
	90+08.0							2			125.0																
88+07.0	~~90+06.0~~	RT	79								~~199.0~~	75.0														2	
97+00.0	98+00.0	RT																		~~8.3~~		0.3	20.0	20.0			SEE SHEET 25 FOR SIDE SLOPE TREATMENT DETAILS.
105+00.0	110+00.0	RT														7.0				~~7.0~~		2.0	18.1	120.2			SEE SHEET 25 FOR SIDE SLOPE TREATMENT DETAILS.
								2																			
111+50.0	119+50.0	RT																		~~39.6~~		1.9	111.3	111.3			SEE SHEET 25 FOR SIDE SLOPE TREATMENT DETAILS.
122+50.0	129+50.0	RT														37.6						2.9		171.6			SEE SHEET 25 FOR SIDE SLOPE TREATMENT DETAILS.
138+50.0	139+50.0	RT																		~~4.1~~		0.2	12.5	12.5			SEE SHEET 25 FOR SIDE SLOPE TREATMENT DETAILS.
	148+40.0			650.0								750.0															
141+15.0	~~148+41.5~~	LT	102.0	~~739.5~~				1				~~734.0~~				1.4				~~9.7~~		1.7	24.7	101.4		1	SEE VTRANS STANDARD SHEET G-ID.
																											PROVIDE ANCHOR AT STA 148+35.0.
																											SEE SHEET 25 FOR SIDE SLOPE TREATMENT DETAILS.
	167+46.0										387.5																
163+22.0	~~166+20.0~~	LT	39.5					1			~~298.0~~									~~37.7~~		1.6	96.1	96.1		1	SEE SHEET 25 FOR SIDE SLOPE TREATMENT DETAILS.
178+69.0											187.5																
~~179+26.0~~	180+70.0	LT	14.5					1			~~144.0~~	12.5														1	SEE SHEET 25 FOR SIDE SLOPE TREATMENT DETAILS.
185+79.0	189+59.0																										
~~185+73.0~~	~~189+52.0~~	LT		379.0				2																50.0		2	SEE VTRANS STANDARD SHEET G-ID.
																											PROVIDE ANCHORS AT STA 185+79.5 AND STA 189+45.5.
THIS SHEET SUBTOTALS:			1376.0	2240.0	-	25.0	25.0	8	-	-	5079.5	3446.5	-	-	-	79.0	-	-	-	~~314.8~~ 238.32	-	25.0	565.1	1528.9	-	15	

ITEM DETAIL SUMMARY SHEET #2

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_1ds_02.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b2141ds2.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 15 OF 397

FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_ids_02.dgn
DATE/TIME = 3/17/2014
USER = 4916

ITEM DETAIL SUMMARY SHEET #3

LOCATION			GUARDRAIL										CURB			MISCELLANEOUS											REMARKS
			621.20	621.205	621.21	621.216	621.217	621.60	621.70	621.71	621.75	621.80	616.20	616.21	616.305	301.28	604.412	604.415	604.418	613.10	649.51	651.15	651.40	653.20	653.60	676.10	
BEGIN STATION	END STATION	POS.	S.B. GR, GALV.	S.B. GR, GALV. W/ 8 FT POSTS	HD S.B. GR, GALV.	HD S.B. GR, GALV., NESTED	HD S.B. GR, GALV./ NESTED W/ 8 FT POSTS	ANCR. FOR S.B. RAIL	GR APP. SECTION, GALV. TYPE I	GR APP. SECTION, GALV. TYPE II	REMOVE & RESET GR	REMOVAL & DISP. OF GR	GRAN. SLOPE EDGING	VERT GRAN CURB	BITUM. CONC. CURB, TYPE A	SUB. OF C.G., F.G.	REHAB. DI'S CB'S OR MH'S			STONE FILL, TYPE I	GEOTEX FOR SILT FENCE	SEED	GRUB. MAT. (6")	TEMP. EROSION MATTING	EROSION LOG	DEL W/ ST. POST	
			LF	LF	LF	LF	LF	EA	EA	EA	LF	LF	LF	LF	LF	TON	EA	EA	EA	CY	SY	LB	SY	SY	LF	EA	
STOCKBRIDGE:																											
	199+11.0		66.5		73.95							125.0															
197+56.5	~~199+23.0~~	RT	~~79.0~~		~~65.0~~			2				~~119.5~~												50.0		2	SEE VTRANS STANDARD SHEET G-ID.
																											PROVIDE ANCHORS AT STA 197+63.0 AND STA 199+16.5.
																											CONNECT NEW HD STEEL BEAM GUARDRAIL TO BRIDGE RAIL
																											AT STA 198+21.0 AND END AT STA 198+58.5.
																											SEE SHEET 396 FOR BR 10 DETAILS.
			129.0		73.75							187.5															
197+86.0	200+17.0	LT	~~141.5~~		~~65.0~~			2				~~191.5~~												50.0		2	SEE VTRANS STANDARD SHEET G-ID.
																											PROVIDE ANCHORS AT STA 197+94.5 AND STA 200+10.5.
																											CONNECT NEW HD STEEL BEAM GUARDRAIL TO BRIDGE RAIL
																											AT STA 198+40.0 AND END AT STA 198+77.5.
																											SEE SHEET 396 FOR BR 10 DETAILS.
				1364.0							300.0	1437.5			845.0					332.51							
~~202+29.0~~	219+45.5	LT	189.5	~~1379.0~~				2			~~337.5~~	~~1362.5~~			~~992.0~~	1.4				~~40.7~~		10.3	370.6	603.1		2	SEE VTRANS STANDARD SHEET G-ID.
205+88.0	206+28.0	RT																		192.54	(TYPE II)						PROVIDE ANCHORS AT STA 202+35.5 AND STA 219+39.0.
																											SEE SHEET 25 FOR SIDE SLOPE TREATMENT DETAILS.
	232+55.0		1152.0								137.5	1150.0			380.0					256.09							
219+83.0	~~232+60.0~~	LT	~~977.0~~					~~+ 2~~			~~300.0~~	~~964.0~~			~~374.0~~					~~142.5~~		1.7	54.9	101.3		1	SEE VTRANS STANDARD SHEET G-ID.
																											PROVIDE ANCHOR AT STA 219+89.5.
																											CONNECT NEW STEEL BEAM GUARDRAIL TO
																											EXISTING RAIL AT STA 232+60.0 ON BRIDGE STREET.
																											SEE SHEET 25 FOR SIDE SLOPE TREATMENT DETAILS.
																											SEE SHEET 26 FOR CURB REMOVAL AND STONE FILL BACKING DETAILS.
232+84.0	246+95.0		1339.5								125.0	1662.5															
~~232+89.0~~	~~250+13.0~~	LT	~~839.5~~					~~+ 2~~			~~525.0~~	~~1199.0~~										0.6		37.8		1	CONNECT NEW STEEL BEAM GUARDRAIL TO EXISTING RAIL
																											AT STA 232+89.0 ON BRIDGE STREET.
																											SEE VTRANS STANDARD SHEET G-ID.
																											PROVIDE ANCHOR AT STA 246+47.0.
																											SEE SHEET 25 FOR SIDE SLOPE TREATMENT DETAILS.
			654.0									850.0															
259+37.0	267+87.0	LT	~~454.0~~					2			~~200.0~~	~~650.0~~												50.0		2	SEE VTRANS STANDARD SHEET G-ID.
																											PROVIDE ANCHORS AT STA 260+06.5 AND STA 266+47.5.
																				27.16							
277+50.0	280+50.0	RT														3.4				~~11.0~~		1.4	26.4	81.7			SEE SHEET 25 FOR SIDE SLOPE TREATMENT DETAILS.
278+25.0	278+50.0	LT		511.5							2225.0	475.0								3.47							
~~286+79.0~~	~~313+91.5~~	LT	39.5	~~282.5~~				2			~~2450.0~~	~~262.5~~														2	SEE VTRANS STANDARD SHEET G-ID.
286+68.0	313+87.0																										SEE SHEET 25 FOR REDUCED POST SPACING AT UTILITY POLE DETAILS.
292+00.0	293+50.0	RT														2.8						0.4		25.0			SEE SHEET 25 FOR SIDE SLOPE TREATMENT DETAILS.
300+50.0	303+50.0	RT														7.4				3.75		1.8		106.4			SEE SHEET 25 FOR SIDE SLOPE TREATMENT DETAILS.
307+00.0	307+50.0	RT																		~~1.9~~		0.1	5.6	5.6			SEE SHEET 25 FOR SIDE SLOPE TREATMENT DETAILS.
316+00.0	319+00.0	LT																		~~24.8~~		1.0	60.3	60.3			SEE SHEET 25 FOR SIDE SLOPE TREATMENT DETAILS.
321+00.0	322+00.0	RT														3.0						0.5		31.7			SEE SHEET 25 FOR SIDE SLOPE TREATMENT DETAILS.
																				622.98							
THIS SHEET SUBTOTALS:			2491.0	1661.5	130.0	-	-	10	-	-	3812.5	4749.0	-	-	1366.0	18.0	-	-	-	~~220.9~~	-	17.8	517.8	1202.9	-	12	
								14												192.54 (TYPE II)							

ITEM DETAIL SUMMARY SHEET #3

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(11)

FILE NAME: z10b214_1ds_03.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b2141ds3.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 16 OF 397

FILE NAME = V:\Projects\VAVTX\22426\CADD_MSTN\z10b214_1ds_03.dgn
DATE/TIME = 3/17/2014
USER = 4916

ITEM DETAIL SUMMARY SHEET #4

LOCATION			GUARDRAIL										CURB			MISCELLANEOUS										REMARKS
			621.20	621.205	621.21	621.216	621.217	621.60	621.70	621.71	621.75	621.80	616.20	616.21	616.305	301.28	604.412	604.415	604.418 (40)	613.10	649.51	651.15	651.40	653.20	653.60	676.10	
BEGIN STATION	END STATION	POS.	S.B. GR, GALV.	S.B. GR, GALV. W/ 8 FT POSTS	HD S.B. GR, GALV.	HD S.B. GR, GALV., NESTED	HD S.B. GR, GALV./ NESTED W/ 8 FT POSTS	ANCR. FOR S.B. RAIL	GR APP. SECTION, GALV. TYPE I	GR APP. SECTION, GALV. TYPE II	REMOVE & RESET GR	REMOVAL & DISP. OF GR	GRAN. SLOPE EDGING	VERT GRAN CURB	BITUM. CONC. CURB, TYPE A	SUB. OF C.G., F.G.	REHAB. DI'S CB'S OR MH'S		CHANGE ELEV OF DI	STONE FILL, TYPE I	GEOTEX FOR SILT FENCE	SEED	GRUB. MAT. (6")	TEMP. EROSION MATTING	EROSION LOG	DEL W/ ST. POST	
			LF	LF	LF	LF	LF	EA	EA	EA	LF	LF	LF	LF	LF	TON	EA	EA	EA	CY	SY	LB	SY	SY	LF	EA	
STOCKBRIDGE:																											
321+50.0	327+50.0	LT														17.4				~~33.4~~		3.8	80.9	220.9			SEE SHEET 25 FOR SIDE SLOPE TREATMENT DETAILS.
323+50.0	324+50.0	RT														1.2						1.1		66.6			SEE SHEET 25 FOR SIDE SLOPE TREATMENT DETAILS.
329+00.0	330+50.0	LT														4.8						0.6		38.0			SEE SHEET 25 FOR SIDE SLOPE TREATMENT DETAILS.
329+50.0	330+00.0	RT																		10.03 ~~6.4~~		0.2	14.4	14.4			SEE SHEET 25 FOR SIDE SLOPE TREATMENT DETAILS.
337+34.0	337+34.0			156.0								125.0															
~~336+81.5~~	~~338+35.5~~	RT		~~129.0~~			~~25.0~~	2				~~84.0~~												50.0		2	SEE VTRANS STANDARD SHEET G-ID.
																											PROVIDE ANCHORS AT STA 336+88.0 AND STA 338+29.0.
																											SEE SHEET 391 FOR NESTED GUARDRAIL SYSTEM DETAILS.
337+34.0				325.0							949.5	737.5															
~~337+31.5~~	353+84.48	LT	193.5	~~431.0~~			~~25.0~~	3			~~1095.98~~	~~542.0~~				11.6						3.8		221.1		3	SEE VTRANS STANDARD SHEET G-ID.
																											PROVIDE ANCHORS AT STA 337+38.0, STA 339+04.0, AND
																											STA 340+05.5. STEEL BEAM GUARDRAIL CONTINUES INTO BETHEL.
																											SEE SHEET 25 FOR SIDE SLOPE TREATMENT DETAILS.
																											SEE SHEET 391 FOR NESTED GUARDRAIL SYSTEM DETAILS.
BETHEL:																											
																	11		6								
B 0+00.0	B 170+28.0	LT/RT									1050.0						~~9~~	~~1~~	~~1~~		~~178.0~~				~~1750.0~~		SHALL BE PERFORMED AS DIRECTED BY THE ENGINEER.
B 0+00.0	B 11+13.0	LT	64.5					1			~~1113.0~~									~~14.3~~		0.9	34.7	50.2		1	STEEL BEAM GUARDRAIL IS A CONTINUATION FROM STOCKBRIDGE.
17+46.0	18+71.0	RT		125.0				2																			SEE SHEET 25 FOR SIDE SLOPE TREATMENT DETAILS.
17+43.0	36+94.0			506.0							1350.0	350.0															
B ~~16+98.0~~	B ~~37+02.0~~	LT	114.5	~~616.5~~				2			~~1387.5~~	~~342.5~~				3.6				~~77.8~~	92.06	6.8	185.5	399.7		2	SEE VTRANS STANDARD SHEET G-ID.
18+10.0	18+34.0	RT																		16.49							PROVIDE ANCHORS AT STA B 17+04.5 AND STA B 36+95.5.
18+18.0	18+28.0	LT																		5.48							SEE SHEET 25 FOR SIDE SLOPE TREATMENT DETAILS.
B ~~22+50.0~~	B 29+50.0	RT																		~~45.0~~		2.0	119.4	119.4			SEE SHEET 25 FOR SIDE SLOPE TREATMENT DETAILS.
41+60.0	42+03.0	RT		1427.0								1637.5								5.57							
B 41+89.0	B 58+17.0	LT	127.0	~~1479.0~~				2				~~1628.0~~				6.0				~~191.3~~	734.12	11.2	495.6	659.1		2	SEE VTRANS STANDARD SHEET G-ID.
44+00.0	44+35.0	RT																		15.55							PROVIDE ANCHORS AT STA B 42+29.5 AND STA B 56+95.5.
																											SEE SHEET 25 FOR SIDE SLOPE TREATMENT DETAILS.
B 46+00.0	B 46+50.0	RT																		4.74		0.4		25.6			SEE SHEET 25 FOR SIDE SLOPE TREATMENT DETAILS.
												612.5															
B 61+56.0	B 67+60.0	LT										~~604.0~~															
												862.5															
B 74+93.0	B 83+53.0	LT										~~860.0~~								3.11							
THIS SHEET SUBTOTALS:			-	2655.5	-	-	50.0	9	-	-	3596.48	4060.5	-	-	-	44.6	9	1	1	~~368.2~~ 887.15	178.0	30.8	930.5	1865.0	1750.0	10	
								12																			

ITEM DETAIL SUMMARY SHEET #4	PROJECT NAME: STOCKBRIDGE-BETHEL PROJECT NUMBER: STP 2910(1)
	FILE NAME: z10b214_1ds_04.dgn PROJECT LEADER: D.E.G. DESIGNED BY: L.M.B. IPARM FILE: z10b2141ds4.i PLOT DATE: 3/17/2014 DRAWN BY: W.G.P. CHECKED BY: J.P.S. SHEET 17 OF 397

FILE NAME = V:\Projects\ANYWK2\22426\CADD_MSTN\z10b214_ids_04.dgn
DATE/TIME = 3/17/2014
USER = 4916

ITEM DETAIL SUMMARY SHEET #5

LOCATION			GUARDRAIL										CURB			MISCELLANEOUS											REMARKS
BEGIN STATION	END STATION	POS.	621.20 S.B. GR, GALV.	621.205 S.B. GR, GALV. W/ 8 FT POSTS	621.21 HD S.B. GR, GALV.	621.216 HD S.B. GR, GALV., NESTED	621.217 HD S.B. GR, GALV./ NESTED W/ 8 FT POSTS	621.60 ANCR. FOR S.B. RAIL	621.70 GR APP. SECTION, GALV. TYPE I	621.71 GR APP. SECTION, GALV. TYPE II	621.75 REMOVE & RESET GR	621.80 REMOVAL & DISP. OF GR	616.20 GRAN. SLOPE EDGING	616.21 VERT GRAN CURB	616.305 BITUM. CONC. CURB, TYPE A	301.28 SUB. OF C.G., F.G.	604.412 REHAB. DI'S CB'S OR MH'S	604.415 REHAB. DI'S CB'S OR MH'S	604.418 REHAB. DI'S CB'S OR MH'S	613.10 STONE FILL, TYPE I	649.51 GEOTEX FOR SILT FENCE	651.15 SEED	651.40 GRUB. MAT. (6")	653.20 TEMP. EROSION MATTING	653.60 EROSION LOG	676.10 DEL W/ ST. POST	
			LF	LF	LF	LF	LF	EA	EA	EA	LF	LF	LF	LF	LF	TON	EA	EA	EA	CY	SY	LB	SY	SY	LF	EA	
BETHEL:																											
86+25.0	87+02.0											62.5															
B ~~86+33.0~~	B ~~87+10.0~~	RT	27.0					1	1			~~70.0~~												25.0		1	SEE VTRANS STANDARD SHEET G-ID.
																											PROVIDE ANCHOR AT STA B 86+39.5.
																											BEGIN APPROACH SECTION, TYPE I AT STA B 86+60.0 AND
																											CONNECT TO EXISTING BRIDGE RAIL AT STA B 87+10.0.
																											SEE SHEET 392 AND 393 FOR GUARDRAIL APPROACH SECTION DETAILS.
																											SEE SHEET 397 FOR BR 12 DETAILS.
86+45.0	87+10.0		14.5																								
B ~~86+36.5~~	B ~~87+18.0~~	LT	~~27.0~~					1	1			~~81.5~~												25.0		1	SEE VTRANS STANDARD SHEET G-ID.
												62.5															PROVIDE ANCHOR AT STA B 86+47.5.
																											BEGIN APPROACH SECTION, TYPE I AT STA B 86+68.0 AND
																											CONNECT TO EXISTING BRIDGE RAIL AT STA B 87+18.0.
																											SEE SHEET 392 AND 393 FOR GUARDRAIL APPROACH SECTION DETAILS.
																											SEE SHEET 397 FOR BR 12 DETAILS.
88+81.0	89+08.0		21.0									25.0															
B ~~88+73.0~~	B ~~89+12.5~~	RT	~~27.0~~					1		1		~~29.5~~												25.0		1	CONNECT APPROACH SECTION, TYPE II TO EXISTING BRIDGE RAIL
																											AT STA B 88+73.0 AND END AT STA B 88+85.5.
																											SEE SHEET 392 AND 393 FOR GUARDRAIL APPROACH SECTION DETAILS.
																											SEE SHEET 397 FOR BR 12 DETAILS.
																											SEE VTRANS STANDARD SHEET G-ID.
																											PROVIDE ANCHOR AT STA B 89+06.0.
88+88.0			21.0																								
B ~~88+80.0~~	B 89+36.0	LT	~~14.5~~					1	1			~~63.0~~												25.0		1	CONNECT APPROACH SECTION, TYPE I TO EXISTING BRIDGE RAIL
												50.0															AT STA B 88+80.0 AND END AT STA B 89+30.0.
																											SEE SHEET 392 AND 393 FOR GUARDRAIL APPROACH SECTION DETAILS.
																											SEE SHEET 397 FOR BR 12 DETAILS.
																											SEE VTRANS STANDARD SHEET G-ID.
																											PROVIDE ANCHOR AT STA B 89+36.0.
												2200.0															
B 93+94.0	B 115+81.0	LT	754.0					2				~~2187.0~~												50.0		2	SEE VTRANS STANDARD SHEET G-ID.
																											PROVIDE ANCHORS AT STA B 99+29.5 AND STA B 106+70.5.
												125.0															
B 117+08.0	B 118+87.0	RT	179.0					2				~~124.0~~												50.0		2	SEE VTRANS STANDARD SHEET G-ID.
																											PROVIDE ANCHORS AT STA B 117+14.5 AND STA B 118+80.5.
117+50.0	118+75.0											125.0															
B ~~117+44.0~~	B ~~118+73.0~~	LT	129.0					2				~~124.0~~												50.0		2	SEE VTRANS STANDARD SHEET G-ID.
																											PROVIDE ANCHORS AT STA B 117+50.5 AND STA B 118+66.5.
				739.5							212.5	1412.5															
B 119+85.0	B 136+01.0	LT	14.5	~~652.0~~				~~1~~ 2			~~305.0~~	~~1311.0~~										1.2		69.2		2	SEE VTRANS STANDARD SHEET G-ID.
																											PROVIDE ANCHOR AT STA B 126+50.5.
																											SEE SHEET 25 FOR SIDE SLOPE TREATMENT DETAILS.
																											SEE SHEET 25 FOR REDUCED POST SPACING AT UTILITY POLE DETAILS.
B 131+00.0	B 141+00.0	RT														16.6				23.85 (TYPE II)		3.9		231.9			SEE SHEET 25 FOR SIDE SLOPE TREATMENT DETAILS.
133+12.0	133+61.0	LT		554.0																36.11							
B 138+48.0	B ~~143+50.0~~	LT		~~454.0~~				2								5.6						3.1		181.9		2	SEE VTRANS STANDARD SHEET G-ID.
137+90.0	143+42.0																										PROVIDE ANCHORS AT STA B 138+54.5 AND STA B 142+95.5.
																											SEE SHEET 25 FOR SIDE SLOPE TREATMENT DETAILS.
THIS SHEET SUBTOTALS:			1157.5	1106.0	-	-	-	13	3	1	305.0	3990.0	-	-	-	22.2	-	-	-	-	-	8.2	-	733.0	-	14	

FILE NAME = V:\Projects\ANY\K2\22428\CADD_MSTN\z10b214_1ds_05.dgn
DATE/TIME = 3/17/2014
USER = 4916

ITEM DETAIL SUMMARY SHEET #5

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_1ds_05.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b2141ds5.1

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 18 OF 397

ITEM DETAIL SUMMARY SHEET #6

LOCATION			GUARDRAIL										CURB			MISCELLANEOUS											REMARKS
			621.20	621.205	621.21	621.216	621.217	621.60	621.70	621.71	621.75	621.80	616.20	616.21	616.305	301.28	604.412	604.415	604.418	613.10	649.51	651.15	651.40	653.20	653.60	676.10	
BEGIN STATION	END STATION	POS.	S.B. GR, GALV.	S.B. GR, GALV. W/ 8 FT POSTS	HD S.B. GR, GALV.	HD S.B. GR, GALV., NESTED	HD S.B. GR, GALV./ NESTED W/ 8 FT POSTS	ANCR. FOR S.B. RAIL	GR APP. SECTION, GALV. TYPE I	GR APP. SECTION, GALV. TYPE II	REMOVE & RESET GR	REMOVAL & DISP. OF GR	GRAN. SLOPE EDGING	VERT GRAN CURB	BITUM. CONC. CURB, TYPE A	SUB. OF C.G., F.G.	REHAB. DI'S CB'S OR MH'S			STONE FILL, TYPE I	GEOTEX FOR SILT FENCE	SEED	GRUB. MAT. (6")	TEMP. EROSION MATTING	EROSION LOG	DEL W/ ST. POST	
			LF	LF	LF	LF	LF	EA	EA	EA	LF	LF	LF	LF	LF	TON	EA	EA	EA	CY	SY	LB	SY	SY	LF	EA	
BETHEL:																											
B 144+50.0	B 145+00.0	RT														0.8						0.1		7.5			SEE SHEET 25 FOR SIDE SLOPE TREATMENT DETAILS.
B 148+50.0	B 154+50.0	LT														3.2				~~63.2~~ 146.48		2.6	152.3	152.3			SEE SHEET 25 FOR SIDE SLOPE TREATMENT DETAILS.
THIS SHEET SUBTOTALS:			-	-	-	-	-	-	-	-	-	-	-	-	-	4.0	-	-	-	~~63.2~~ 146.48 528.14	-	2.7	152.3	159.8	-	-	
SHEET 14 SUBTOTALS:			258.0	1874.5	-	-	-	10	4	-	212.5	2171.5	295.0	109.0	257.0	22.0	6	1	1	~~153.1~~ 17.78 (TYPE II)	460.0	8.9	274.5	677.0	2600.0	10	
SHEET 15 SUBTOTALS:			1376.0	2240.0	-	25.0	25.0	8	-	-	5079.5	3446.5	-	-	-	79.0	-	-	-	~~314.8~~ 622.98	-	25.0	565.1	1528.9	-	15	
SHEET 16 SUBTOTALS:			2491.0	1661.5	130.0	-	-	10	-	-	3812.5	4749.0	-	-	1366.0	18.0	-	-	-	~~220.9~~ 192.51 (TYPE II)	-	17.8	517.8	1202.9	-	12	
SHEET 17 SUBTOTALS:			-	2655.5	-	-	50.0	9	-	-	3596.48	4060.5	-	-	-	44.6	9	1	1	~~368.2~~ 887.15	178.0	30.8	930.5	1865.0	1750.0	10	
SHEET 18 SUBTOTALS:			1157.5	1106.0	-	-	-	13	3	1	305.0	3990.0	-	-	-	22.2	-	-	-	38.11 23.85 (TYPE II)	-	8.2	-	733.0	-	14	
SUBTOTALS:			5282.5	9537.5	130.0	25.0	75.0	50	7	1	13006.0	18417.5	295.0	109.0	1623.0	189.8	15	2	2	~~1120.2~~ 2461.18	638.0	93.4	2440.2	6166.6	4350.0	61	
ROUNDING:			217.5	262.5	20.0	-	-	-	-	-	44.0	82.5	5.0	16.0	77.0	-	-	-	-	- 2461.18	62.0	-	159.8	-	650.0	-	
TOTALS:			5,500.0	9,800.0	150.0	25.0	75.0	50	7	1	13,050.0	18,500.0	300.0	125.0	1,700.0	189.8	15	2	2	~~1,120.2~~ 234.17 (TYPE II)	700.0	93.4	2,600.0	6,166.6	5,000.0	61	

ITEM DETAIL SUMMARY SHEET #6

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_1ds_06.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b2141ds6.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 19 OF 397

FILE NAME = W:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_1ds_06.dgn
DATE/TIME = 3/17/2014
USER = 4916

ITEM DETAIL & DRAINAGE SUMMARY SHEET DD-1

STATE OF VERMONT
AGENCY OF TRANSPORTATION

DRAINAGE STRUCTURES

STA.	STA.	POSITION	ASKEW	TYPE IN/OUT	DITCH IN	DITCH OUT	PIPE ARCH S IN	PIPE ARCH R IN	PIPE ARCH L FT	PIPE D IN	PIPE L FT	ALLOWABLE OPTIONS PCCSP TH	CAAP TH	RCP CL	CSP TH	CPEP SL	PCCSP PI TH	PIPE ELBOW NO-DEG	ES	CB	PRCC DI	DEPTH DI FT	CONC CL B CY	REIN STEEL LBS	DI GRATE TYPE	CHAN ELEV	CRM CY	TR EXCAV EARTH CY	TR EXCAV ROCK CY	UNC EXC CY	UNC CHAN EXC CY	STRUC EXCAV CY	GRAN BKF STRUC CY	GRAN BORR CY	GEO UNDER DRAIN SY	STONE FILL CY	STONE FILL TYPE	MRKR POSTS LT	MRKR POSTS RT	6" UNDER DRAIN LF	6" CARR. PIPE LF	REMARKS
VT ROUTE 107																																											
STOCKBRIDGE:																																											
																																											REHAB DI, CLASS I
17+13.1		LT		DI/DI						~~15~~	~~2~~				~~0.064~~					~~I~~	~~6.0~~			~~D~~			~~22~~					~~I~~	~~12~~									~~REMOVE DI AND INSTALL NEW 4'X4' PRCC DI W/GRATE PER~~
																																											~~VTRANS STANDARDS D-8, D-10, & D-15. TOP OF FRAME~~
																																											~~ELEVATION 766.80. EXTEND EXISTING 15" CSP. PIPE INVERT~~
																																											~~IN ELEVATION 760.53.~~
44+32.0		℄			X	X				18	50					X											37.5					34.2										INSTALLED NEW 18" CPEP CROSS PIPE
49+79.5		~~RT~~ ℄		DI/ES	X					18	~~4~~ 60			~~III~~		X					I	4.0			A			~~II~~ 53.4				40.8	~~1~~	~~1~~								REMOVE DI AND INSTALL NEW ~~4'X4'~~ PRCC DI W/GRATE PER 4'-0"
																																											VTRANS STANDARDS D-6 & D-II. TOP OF FRAME ELEVATION
																																											780.02. ~~EXTEND EXISTING 18" RCP. PIPE INVERT IN ELEVATION~~
																																											~~776.95.~~ UNDERDRAIN INVERT ELEVATION 778.37. NEW 18" CROSS PIPE
69+17.0		℄			X	X				24	60					X											56.6					48.6										INSTALLED NEW 24" CPEP CROSS PIPE
115+17.8		RT		DI/ES	X					18	~~24~~ ~~2~~ 6				X	~~X~~					I	5.0			A			~~16~~ 3.3				15.4	~~1~~	~~3~~								REMOVE DI AND INSTALL NEW ~~4'X4'~~ PRCC DI W/GRATE PER 4'-0"
																																											VTRANS STANDARDS D-6 & D-II. TOP OF FRAME ELEVATION
																																											705.06. EXTEND EXISTING ~~24" CPEP.~~ 18" CPEP
																																											UNDERDRAIN INVERT ELEVATION 702.64.
186+97.0		℄								18	49					X											6.6																INSTALLED NEW 18" CPEP CROSS PIPE
145+10.1		RT		DI/ES	X					18	~~15~~ ~~4~~ 7.5			III							I	3.5			A			~~II~~	7.3			9.4	~~2~~	~~4~~								REMOVE DI AND INSTALL NEW ~~4'X4'~~ PRCC DI W/GRATE PER 4'-0"
																																											VTRANS STANDARDS D-6 & D-II. TOP OF FRAME ELEVATION
																																											750.42. EXTEND EXISTING 15" RCP. PIPE INVERT IN
																																											ELEVATION 747.97.
219+36.0		RT		DI/ES						15	7			III							I				B			13.9	5.5				6.2										NEW 4'-0" PLDI WITH 15" X 7' RCP EXTENSION
224+75.2		LT		DI/ES						~~18~~	~~6~~					X					I	4.5			D			20					5	10								~~REMOVE DI AND INSTALL NEW 4'X4' PRCC DI W/ GRATE PER~~
																																											~~VTRANS STANDARDS D-8, D-10, & D-15. TOP OF FRAME~~
																																											~~ELEVATION 721.33. EXTEND EXISTING 18" CPEP. PIPE INVERT~~
																																											~~IN ELEVATION 716.45.~~ REHAB DI
306+84.6		RT		DI/ES	X					18	~~4~~ 5.33					X					I	3.5			A			8.7 ~~6~~	9.8 ~~5~~				7.2 ~~3~~	~~3~~								4'-0" INSTALL NEW ~~4'X4'~~ PRCC DI W/ GRATE PER VTRANS STANDARDS
																																											D-6 & D-II. TOP OF FRAME ELEVATION 603.33.
																																											EXTEND EXISTING 18" CPEP. PIPE INVERT IN ELEVATION 600.60.
312+26.6		RT		DI/ES	X					18	~~4~~ 5					X					I	6.5			A			2.9 ~~21~~	13.9				8.8 ~~3~~	~~9~~								4'-0" REMOVE DI AND INSTALL NEW ~~4'X4'~~ PRCC DI W/GRATE PER
																																											VTRANS STANDARDS D-6 & D-II. TOP OF FRAME ELEVATION
																																											605.24. EXTEND EXISTING 18" CPEP. PIPE INVERT IN
																																											ELEVATION 599.61.
314+23.1		~~RT~~ ℄		DI/ES	X					18	~~4~~ 45				~~0.064~~	X				I	3.5			A			49.2 ~~8~~	7.5 ~~2~~				~~1~~ 21.5	~~2~~								4'-0" INSTALL NEW ~~4'X4'~~ PRCC DI W/GRATE PER VTRANS STANDARDS
																																											D-6 & D-II. TOP OF FRAME ELEVATION 604.84.
																																											~~EXTEND EXISTING 18" CSP. PIPE INVERT IN ELEVATION 602.11.~~
~~314+23.1~~		~~LT~~		~~ES/ES~~		~~X~~				~~18~~	~~6~~				~~0.064~~														~~2~~														INSTALL NEW 18" X 45' CPEP CROSS PIPE ~~EXTEND EXISTING 18" CSP.~~
324+50.1		RT		ES/ES	X	X				18	~~6~~ 10				~~0.064~~												7.5	1.4															EXTEND EXISTING 18" CSP. REMOVED EXISTING HEADWALL
329+72.8		RT		ES/ES	X					18	4					X																											EXTEND EXISTING 18" CPEP.
334+18.2		RT		ES/ES	X					18	~~4~~ 5					X											20.6	2.1															EXTEND EXISTING 18" CPEP. REMOVED EXISTING HEADWALL
342+20.5		RT		DI/ES	X					18	~~4~~ 62				~~0.064~~	X				I	3.5			A			~~10~~ 43.2	~~2~~ 7.9				~~3~~ 24.4	~~1~~								4'-0" INSTALL NEW ~~4'X4'~~ PRCC DI W/GRATE PER VTRANS STANDARDS
																																											D-6 & D-II. TOP OF FRAME ELEVATION 587.75.
																																											~~EXTEND EXISTING 18" CSP.~~ PIPE INVERT IN ELEVATION 585.03.
THIS SHEET SUBTOTALS:										15				4	2					9	40.0						125	11				20	47								
										18				4	20	22																										
										24						2																										

ITEM DETAIL AND DRAINAGE SUMMARY SHEET #1

PROJECT NAME: STOCKBRIDGE-BETHEL — INSTALL NEW 18" CPEP CROSS PIPE
PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_1dds_01.dgn — PLOT DATE: 3/17/2014
PROJECT LEADER: D.E.G. — DRAWN BY: W.G.P.
DESIGNED BY: L.M.B. — CHECKED BY: J.P.S.
IPARM FILE: z10b2141ddsl.i — SHEET 20 OF 397

FILE NAME = W:\Projects\ANY\K2\22428\CADD_MSTN\z10b214_1dds_01.dgn
DATE/TIME = 3/17/2014
USER = 4916

ITEM DETAIL & DRAINAGE SUMMARY SHEET DD-2

STATE OF VERMONT
AGENCY OF TRANSPORTATION

DRAINAGE STRUCTURES

STA.	STA.	POSITION	ASKEW	TYPE IN/OUT	DITCH IN	DITCH OUT	PIPE ARCH S IN	PIPE ARCH R IN	PIPE ARCH L FT	PIPE D IN	PIPE L FT	ALLOWABLE OPTIONS PCCSP TH	CAAP TH	RCP CL	CSP TH	CPEP SL	PCCSP PI TH	PIPE ELBOW NO-DEG	ES EA	CB	PRCC DI	DEPTH DI FT	PRECAST HEADWALL CONC CL B CY	REIN STEEL LBS	DI GRATE TYPE	CHAN ELEV	CRM CY	TR EXCAV EARTH CY	TR EXCAV ROCK CY	SOLID ROCK UNC EXC CY	UNC CHAN EXC CY	STRUC EXCAV CY	GRAN BKF STRUC CY	GRAN BORR CY	GEO UNDER DRAIN SY	STONE FILL CY	STONE FILL TYPE	MRKR POSTS LT	MRKR POSTS RT	6" UNDER DRAIN LF	6" CARR. PIPE LF	REMARKS
VT ROUTE 107																							IEA																			
BETHEL:											48												1									72									PRECAST
B 18+24.6		LT/RT		ES/HW	X	X				36	~~45~~			III					1				~~5.63~~	~~800~~						82.6		~~40~~								INSTALL NEW 36" RCP WITH HEADWALL PER VTRANS STANDARD
																																									D-33. PIPE INLET INVERT IN ELEVATION 569.55 AND OUTLET
																																									INVERT IN ELEVATION 567.85. REMOVE CONCRETE BOX
		℄									54				III						I							99.1					29.7								4'-0"
B 24+40.1		~~RT~~		DI/ES	X					18	~~4~~				~~0.064~~	X		I			I	4.5			A			~~14~~					~~1~~	~~3~~							REMOVE DI AND INSTALL NEW ~~4'X4'~~ PRCC DI W/GRATE PER
																																									VTRANS STANDARDS D-6 & D-11. TOP OF FRAME ELEVATION
																																									576.20. ~~EXTEND EXISTING 18" CSP.~~ PIPE INVERT IN
																																									ELEVATION 572.68. NEW 18" CPEP CROSS PIPE
		RT								18	25																	9.2					2.3								4'-0"
B 36+45.5		~~RT~~ ℄		DI/ES	X					18	~~4~~	56'			~~0.064~~	X					I	4.5			A	109.3		~~19~~	3.2			29.7	~~2~~	~~8~~						REMOVE DI AND INSTALL NEW ~~4'X4'~~ PRCC DI W/GRATE PER
																																									VTRANS STANDARDS D-6 & D-11. TOP OF FRAME ELEVATION
																																									597.71. ~~EXTEND EXISTING 18" CSP.~~ PIPE INVERT IN
																																									ELEVATION 594.09. NEW 18" CPEP CROSS PIPE
																																									4'-0"
B 42+21.7		RT		DI/ES	X					18	~~6~~	3.5'		III							I	3.5			A			~~7~~	5				~~3~~	5						INSTALL NEW ~~4'X4'~~ PRCC DI W/GRATE PER VTRANS STANDARDS
										18	20					X																								D-6 & D-11. TOP OF FRAME ELEVATION 593.08.
																																									EXTEND EXISTING 18" RCP. PIPE INVERT IN ELEVATION 590.37.
																																									PLACE 18" X 20' CPEP IN DITCH LINE
B 44+15.3		RT		ES/ES	X					18	~~4~~	52'			~~0.064~~	X												50.1					18.3								EXTEND EXISTING 18" CSP. NEW 18" CPEP CROSS PIPE
B 131+61.7		RT		DI/ES	X					18	~~4~~	6.5'		~~III~~	0.069	X					I	5.5			A			~~22~~ 15.4	3.3			10.6	~~3~~	~~10~~						REMOVE DI AND INSTALL NEW 4'X4' PRCC DI W/GRATE PER
																																									VTRANS STANDARDS D-6 & D-11. TOP OF FRAME ELEVATION
																																									582.08. EXTEND EXISTING 18" ~~RCP.~~ CSP PIPE INVERT IN ELEVATION
																																									577.61. UNDERDRAIN INVERT ELEVATION 579.78. REMOVE EXISTING DI
																																									4'-0"
B 133+20.6		RT		DI/ES	X					18	~~2~~	2.5'			0.064						I	4.0			A			~~10~~ 9.2	2.6				1	~~1~~						REMOVE DI AND INSTALL NEW ~~4'X4'~~ PRCC DI W/GRATE PER
																																									VTRANS STANDARDS D-6 & D-11. TOP OF FRAME ELEVATION
																																									582.19. EXTEND EXISTING 18" CSP. PIPE INVERT IN ELEVATION
																																									578.87. UNDERDRAIN INVERT ELEVATION 580.21. REMOVE EXISTING DI
																																									4'-0"
B 136+89.2		RT		DI/ES	X					18	~~4~~	5'		III							I	4.0			A			~~13~~ 14.1	2.7				~~1~~ 11.9	~~2~~						REMOVE DI AND INSTALL NEW ~~4'X4'~~ PRCC DI W/GRATE PER
																																									VTRANS STANDARDS D-6 & D-11. TOP OF FRAME ELEVATION
																																									575.16. EXTEND EXISTING 18" RCP. PIPE INVERT IN ELEVATION
																																									571.82. UNDERDRAIN INVERT ELEVATION 573.00. REMOVE EXISTING DI
																																									5'-0"
B 142+25.0		RT		DI/ES	X					30	~~4~~	7'			0.079						I	5.5			B			~~27~~ 21.4	5.8				~~3~~ 1.7	~~11~~						REMOVE DI AND INSTALL NEW ~~4'X6'~~ PRCC DI W/TWO GRATES
																																									PER VTRANS STANDARDS D-6 & D-16. TOP OF FRAME ELEVATION
																																									557.74. EXTEND EXISTING 30" CSP. PIPE INVERT IN
																																									ELEVATION 552.75. REMOVE EXISTING DI
B 146+24.0		RT		ES/ES	X					24	~~4~~	8'		III	~~0.064~~													5.75	2.00				4.0								EXTEND EXISTING 24" CSP. REMOVE EXISTING HEADWALL
THIS SHEET SUBTOTALS:										18				14	14						7	31.5						112	5				54	40						
										24					4																										
										30					4																										
										36				45				1					5.63	800																
SHEET 20 SUBTOTALS:										15				4	2						9	40.0						125	11				20	47						
										18				4	20	22																								
										24						2																								
ROUNDING:														-	-	-					-	-	0.37	-				-	-				-	-						
TOTALS:										15				4	2				1		16	71.5	6.00	800				237	16				74	87						
										18				18	34	22																								
										24					4	2																								
										30					4																										
										36				45																										

ITEM DETAIL AND DRAINAGE SUMMARY SHEET #2

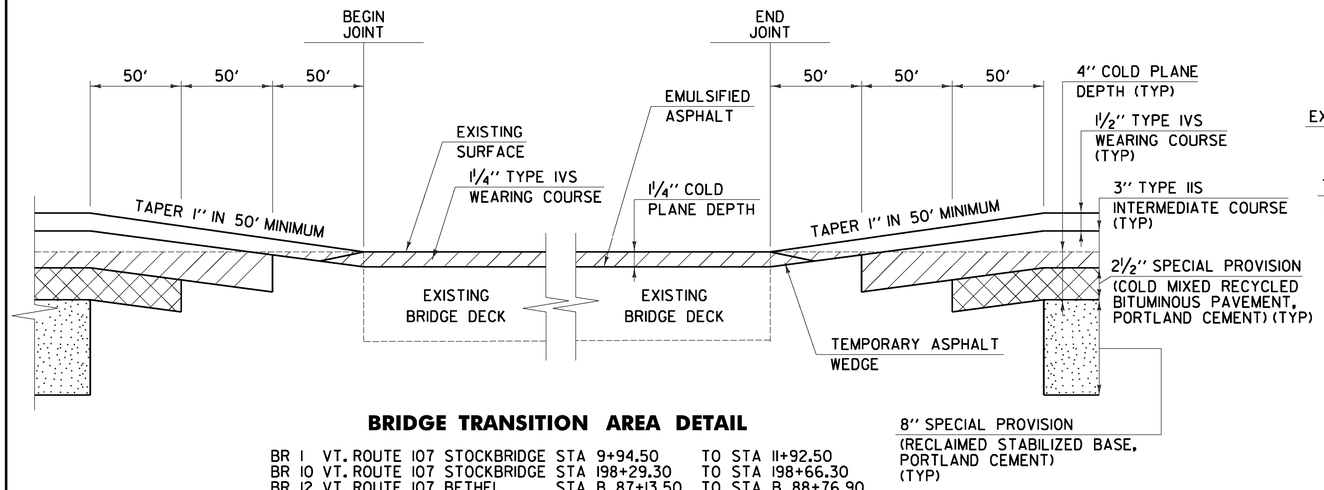
PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_1dds_02.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214_1dds2.i

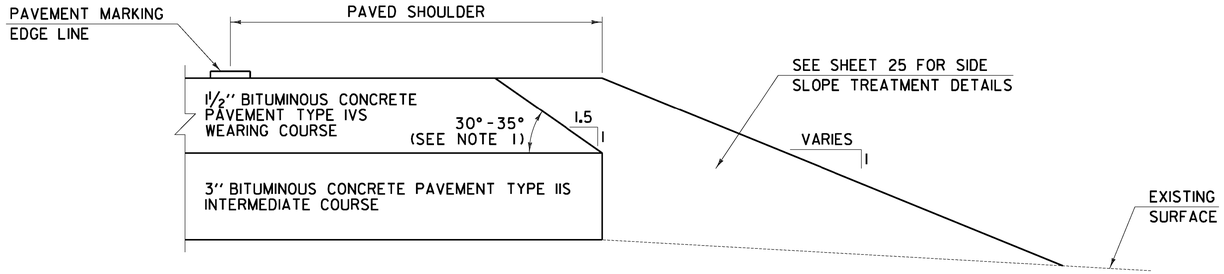
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 21 OF 397

FILE NAME = V:\P-projects\VANY\K21\22426\CADD_MSTN\z10b214_1dds_02.dgn
DATE/TIME = 3/17/2014
USER = 4916



BRIDGE TRANSITION AREA DETAIL

BR 1	VT. ROUTE 107 STOCKBRIDGE	STA 9+94.50	TO STA 11+92.50
BR 10	VT. ROUTE 107 STOCKBRIDGE	STA 198+29.30	TO STA 198+66.30
BR 12	VT. ROUTE 107 BETHEL	STA B 87+13.50	TO STA B 88+76.90

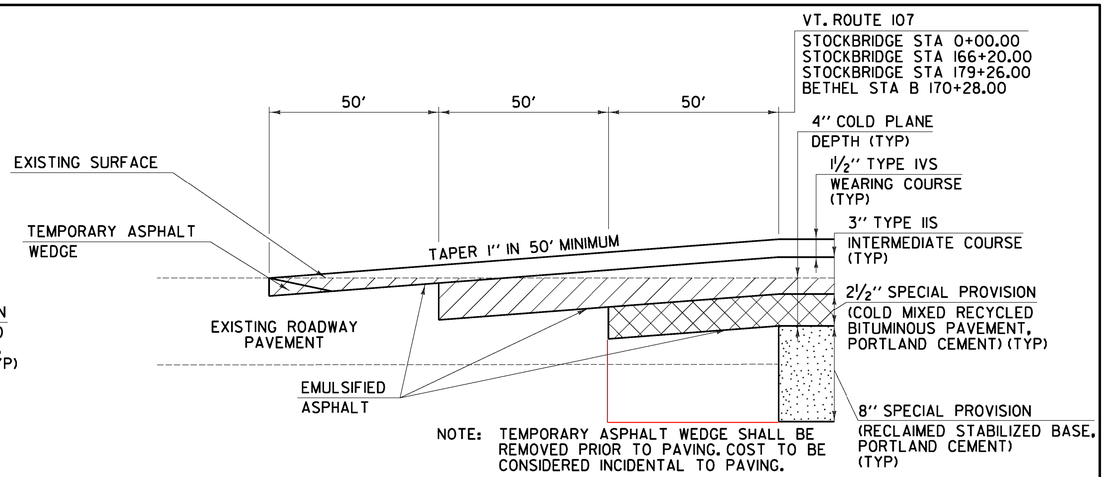


SAFETY EDGE DETAIL

VT. ROUTE 107	STOCKBRIDGE	STA 0+00.00	TO STA 166+20.00
VT. ROUTE 107	STOCKBRIDGE	STA 179+26.00	TO STA 353+84.48
VT. ROUTE 107	BETHEL	STA B 0+00.00	TO STA B 170+28.00

NOTE:

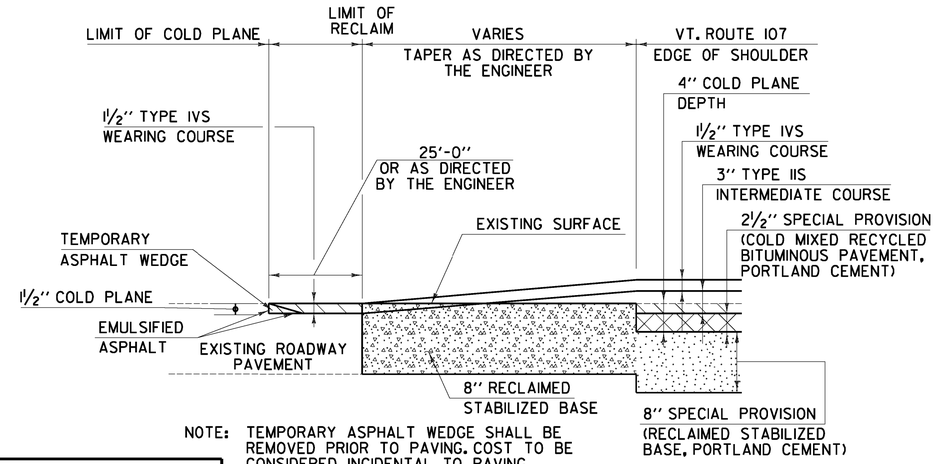
1. THE EDGE OF PAVEMENT SHALL BE FORMED IN SUCH A WAY THAT THE BITUMINOUS CONCRETE PAVEMENT IS EXTRUDED OR COMPRESSED TO FORM THE 30 TO 35 DEGREE ANGLE. DEVICES THAT SIMPLY STRIKE - OFF THE MIX WITHOUT PROVIDING ANY COMPACTIVE EFFORT WILL NOT BE ALLOWED.



NOTE: TEMPORARY ASPHALT WEDGE SHALL BE REMOVED PRIOR TO PAVING. COST TO BE CONSIDERED INCIDENTAL TO PAVING.

RECLAIMED APPROACH AREA DETAIL

VT. ROUTE 107	STOCKBRIDGE	STA 0+00.00	- BEGIN PROJECT
VT. ROUTE 107	STOCKBRIDGE	STA 166+20.00	- STOP RECLAIM
VT. ROUTE 107	STOCKBRIDGE	STA 179+26.00	- RESUME RECLAIM
VT. ROUTE 107	BETHEL	STA B 170+28.00	- END PROJECT



NOTE: TEMPORARY ASPHALT WEDGE SHALL BE REMOVED PRIOR TO PAVING. COST TO BE CONSIDERED INCIDENTAL TO PAVING.

RECLAIMED SIDE ROAD AREA DETAIL

STOCKBRIDGE:	TH-18	STA 134+74.56	RT
	TH-1	STA 142+56.00	LT
	TH-61	STA 155+49.60	LT
	TH-62	STA 157+08.00	LT
	TH-15	STA 218+38.08	RT
	TH-2	STA 232+68.96	LT
BETHEL:	SFH	STA B 70+69.92	LT
	VT-12	STA B 82+63.20	RT
	TH-77	STA B 89+39.04	LT
	TH-51	STA B 95+30.40	RT
	TH-4	STA B 156+71.04	RT
	TH-4	STA B 158+18.88	RT
	TH-49	STA B 162+20.16	RT
	TH-69	STA B 170+06.88	LT

PROJECT PAVING LIMITS

TOWN & ROUTE	BEGIN STATION	END STATION	LANE TYPICAL	WEARING DEPTH	LEVELING TON	NOTES
STOCKBRIDGE:						
VT. ROUTE 107	0+00.00	1+50.00	VARIES SEE PLAN	1½"	-	COLD PLANE 4", RECLAIM 8", PLACE 2½" COLD MIX, PAVE WITH 3" TYPE IIS & PAVE WITH 1½" TYPE IVS
VT. ROUTE 107	1+50.00	8+94.50	4'-11'-11'-4'	1½"	-	COLD PLANE 4", RECLAIM 8", PLACE 2½" COLD MIX, PAVE WITH 3" TYPE IIS & PAVE WITH 1½" TYPE IVS
VT. ROUTE 107	8+94.50	9+94.50	VARIES SEE PLAN	1½"	-	COLD PLANE 4", RECLAIM 8", PLACE 2½" COLD MIX, PAVE WITH 3" TYPE IIS & PAVE WITH 1½" TYPE IVS
VT. ROUTE 107	9+94.50	11+92.50	8'-11'-11'-8'	1¼"	-	BR 1 COLD PLANE 1¼" & PAVE WITH 1¼" TYPE IVS
VT. ROUTE 107	11+92.50	12+89.00	VARIES SEE PLAN	1½"	-	COLD PLANE 4", RECLAIM 8", PLACE 2½" COLD MIX, PAVE WITH 3" TYPE IIS & PAVE WITH 1½" TYPE IVS
VT. ROUTE 107	12+89.00	166+20.00	4'-11'-11'-4'	1½"	-	COLD PLANE 4", RECLAIM 8", PLACE 2½" COLD MIX, PAVE WITH 3" TYPE IIS & PAVE WITH 1½" TYPE IVS
VT. ROUTE 107	166+20.00	179+26.00	-	-	-	NO PAVING WORK
VT. ROUTE 107	179+26.00	180+00.00	VARIES SEE PLAN	1½"	-	COLD PLANE 4", RECLAIM 8", PLACE 2½" COLD MIX, PAVE WITH 3" TYPE IIS & PAVE WITH 1½" TYPE IVS
VT. ROUTE 107	180+00.00	197+29.30	4'-11'-11'-4'	1½"	-	COLD PLANE 4", RECLAIM 8", PLACE 2½" COLD MIX, PAVE WITH 3" TYPE IIS & PAVE WITH 1½" TYPE IVS
VT. ROUTE 107	197+29.30	198+29.30	VARIES SEE PLAN	1½"	-	COLD PLANE 4", RECLAIM 8", PLACE 2½" COLD MIX, PAVE WITH 3" TYPE IIS & PAVE WITH 1½" TYPE IVS
VT. ROUTE 107	198+29.30	198+66.30	7'-11'-11'-7'	1¼"	-	BR 10 COLD PLANE 1¼" & PAVE WITH 1¼" TYPE IVS
VT. ROUTE 107	198+66.30	199+66.30	VARIES SEE PLAN	1½"	-	COLD PLANE 4", RECLAIM 8", PLACE 2½" COLD MIX, PAVE WITH 3" TYPE IIS & PAVE WITH 1½" TYPE IVS
VT. ROUTE 107	199+66.30	353+84.48	4'-11'-11'-4'	1½"	-	COLD PLANE 4", RECLAIM 8", PLACE 2½" COLD MIX, PAVE WITH 3" TYPE IIS & PAVE WITH 1½" TYPE IVS
BETHEL:						
VT. ROUTE 107	B 0+00.00	B 86+09.00	4'-11'-11'-4'	1½"	-	COLD PLANE 4", RECLAIM 8", PLACE 2½" COLD MIX, PAVE WITH 3" TYPE IIS & PAVE WITH 1½" TYPE IVS
VT. ROUTE 107	B 86+09.00	B 87+13.50	VARIES SEE PLAN	1½"	-	COLD PLANE 4", RECLAIM 8", PLACE 2½" COLD MIX, PAVE WITH 3" TYPE IIS & PAVE WITH 1½" TYPE IVS
VT. ROUTE 107	B 87+13.50	B 88+76.90	4'-11'-11'-5'	1¼"	-	BR 12 COLD PLANE 1¼" & PAVE WITH 1¼" TYPE IVS
VT. ROUTE 107	B 88+76.90	B 89+81.00	VARIES SEE PLAN	1½"	-	COLD PLANE 4", RECLAIM 8", PLACE 2½" COLD MIX, PAVE WITH 3" TYPE IIS & PAVE WITH 1½" TYPE IVS
VT. ROUTE 107	B 89+81.00	B 158+25.00	4'-11'-11'-4'	1½"	-	COLD PLANE 4", RECLAIM 8", PLACE 2½" COLD MIX, PAVE WITH 3" TYPE IIS & PAVE WITH 1½" TYPE IVS
VT. ROUTE 107	B 158+25.00	B 159+00.00	VARIES SEE PLAN	1½"	-	COLD PLANE 4", RECLAIM 8", PLACE 2½" COLD MIX, PAVE WITH 3" TYPE IIS & PAVE WITH 1½" TYPE IVS
VT. ROUTE 107	B 159+00.00	B 170+28.00	3'-11'-11'-3'	1½"	-	COLD PLANE 4", RECLAIM 8", PLACE 2½" COLD MIX, PAVE WITH 3" TYPE IIS & PAVE WITH 1½" TYPE IVS

PAVING DETAILS SHEET

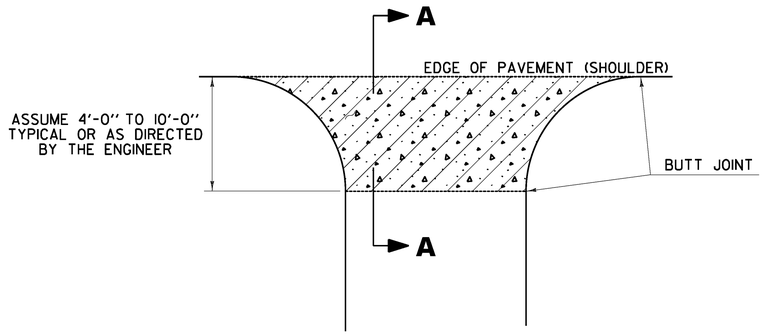
PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

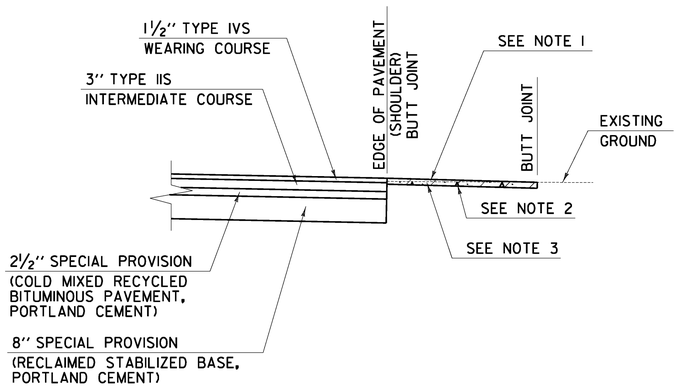
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PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214pd.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 22 OF 397

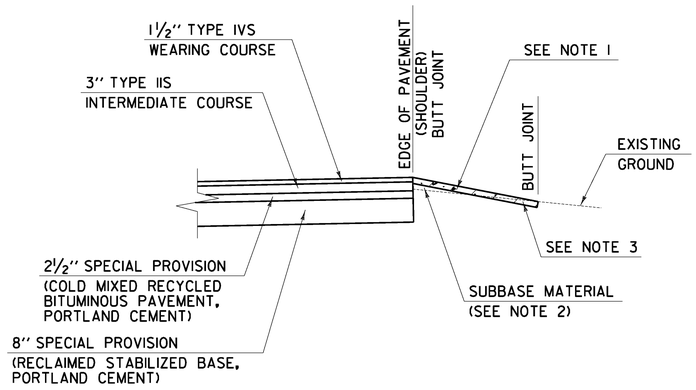
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USER = 4916



PLAN



SECTION A–A
CUT SECTION

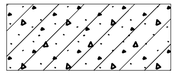


SECTION A–A
FILL SECTION

NOTES:

1. PAVING LIFT NOT TO EXCEED 2".
2. THE COST OF PLACING SUBBASE MATERIAL, SAW CUTTING, EMULSIFIED ASPHALT, CLEANING EXISTING PAVED SURFACES, INCLUDING POWER EQUIPMENT, AND FOR FILLING JOINTS, CRACKS AND HOLES WILL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 900.675 SPECIAL PROVISION (HAND-PLACED BITUMINOUS CONCRETE MATERIAL, DRIVES).
3. EXCAVATION OR COLD PLANING NEEDED TO ACHIEVE PROPER DRIVE SLOPES WILL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 900.675 SPECIAL PROVISION (HAND-PLACED BITUMINOUS CONCRETE MATERIAL, DRIVES).

LEGEND



ITEM 900.675 SPECIAL PROVISION (HAND-PLACED BITUMINOUS CONCRETE MATERIAL, DRIVES)

DRIVEWAY HANDWORK DETAILS SHEET

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_dhd.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214dhd.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 23 OF 397

FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_dhd.dgn
DATE/TIME = 3/17/2014
USER = 4416

STP 2910(1) STOCKBRIDGE

STATION	POSITION	QUANTITY (SY)	TYPE OF HANDWORK
STOCKBRIDGE:			
6+09	RT	29	GRAVEL DRIVE
13+13	LT	13	FIELD ACCESS
14+57	RT	10	FIELD ACCESS
22+76	LT	15	GRAVEL DRIVE
28+54	RT	44	GRAVEL DRIVE
35+78	LT	7	FIELD ACCESS
40+08	LT	8	GRAVEL DRIVE
40+94	LT	10	GRAVEL DRIVE
42+33	RT	2	FIELD ACCESS
55+62	LT	26	GRAVEL DRIVE
59+24	LT	17	GRAVEL DRIVE
60+68	RT	8	FIELD ACCESS
64+16	LT	6	FIELD ACCESS
70+35	RT	17	FIELD ACCESS
81+70	RT	16	GRAVEL DRIVE
134+68	RT	12	GRAVEL DRIVE
140+24	RT	16	ASPHALT DRIVE
142+25	RT	7	GRAVEL DRIVE
144+10	RT	12	GRAVEL DRIVE
150+15	LT	68	ASPHALT DRIVE
151+30	RT	15	GRAVEL DRIVE
151+64	RT	5	GRAVEL DRIVE
152+57	RT	9	GRAVEL DRIVE
152+82	LT	10	GRAVEL DRIVE
154+48	LT	11	ASPHALT DRIVE
160+59	LT	51	GRAVEL DRIVE
161+89	LT	21	GRAVEL DRIVE
162+93	LT	17	GRAVEL DRIVE
163+97	RT	3	FIELD ACCESS
183+19	RT	15	GRAVEL DRIVE
185+39	RT	7	GRAVEL DRIVE
189+69	RT	56	ASPHALT DRIVE
190+97	RT	7	GRAVEL DRIVE
191+43	LT	20	ASPHALT DRIVE
195+08	RT	9	FIELD ACCESS
195+59	LT	13	GRAVEL DRIVE
197+44	RT	4	FIELD ACCESS
197+60	LT	36	ASPHALT DRIVE
199+35	RT	9	FIELD ACCESS
200+24	LT	14	GRAVEL DRIVE
200+94	RT	6	FIELD ACCESS
219+75	LT	27	GRAVEL DRIVE
227+09	RT	23	GRAVEL DRIVE
228+92	RT	9	GRAVEL DRIVE
233+03	RT	3	FIELD ACCESS
235+60	RT	13	GRAVEL DRIVE
236+60	RT	6	GRAVEL DRIVE
237+31	RT	7	GRAVEL DRIVE
237+71	RT	10	GRAVEL DRIVE
239+35	RT	7	GRAVEL DRIVE
241+50	RT	7	GRAVEL DRIVE
242+25	RT	19	GRAVEL DRIVE
243+39	RT	12	GRAVEL DRIVE
244+00	RT	9	GRAVEL DRIVE
246+63	RT	11	GRAVEL DRIVE
247+47	RT	3	FIELD ACCESS
SUBTOTAL:		847	

STP 2910(1) STOCKBRIDGE

STATION	POSITION	QUANTITY (SY)	TYPE OF HANDWORK
STOCKBRIDGE:			
252+35	RT	12	GRAVEL DRIVE
274+11	LT	5	FIELD ACCESS
278+53	RT	25	GRAVEL DRIVE
280+05	LT	11	GRAVEL DRIVE
280+77	LT	11	GRAVEL DRIVE
281+72	LT	17	GRAVEL DRIVE
281+94	RT	26	GRAVEL DRIVE
282+48	RT	10	SWEET LANE (PVT)
283+20	LT	22	GRAVEL DRIVE
283+92	RT	17	GRAVEL DRIVE
291+55	RT	10	GRAVEL DRIVE
292+95	RT	16	GRAVEL DRIVE
295+94	RT	11	GRAVEL DRIVE
297+83	RT	14	GRAVEL DRIVE
317+46	LT	11	GRAVEL DRIVE
319+47	LT	9	GRAVEL DRIVE
320+05	LT	12	GRAVEL DRIVE
320+64	RT	21	GRAVEL DRIVE
325+78	RT	60	ARNOLD MOUNTAIN RD (PVT)
327+69	RT	44	GRAVEL DRIVE
328+52	LT	12	ASPHALT DRIVE
332+97	LT	12	GRAVEL DRIVE
333+70	RT	11	GRAVEL DRIVE
338+51	RT	16	GRAVEL DRIVE
343+38	RT	20	GRAVEL DRIVE
SUBTOTAL:		435	

STP 2910(1) BETHEL

STATION	POSITION	QUANTITY (SY)	TYPE OF HANDWORK
BETHEL:			
B 19+49	RT	14	GRAVEL DRIVE
B 38+48	LT	114	ASPHALT PARKING
B 39+33	RT	32	GRAVEL PARKING
B 41+36	LT	4	FIELD ACCESS
B 42+68	RT	14	GRAVEL DRIVE
B 56+44	RT	33	GRAVEL DRIVE
B 74+00	RT	21	GRAVEL DRIVE
B 80+80	RT	42	GRAVEL DRIVE
B 83+74	RT	28	GRAVEL DRIVE
B 84+45	LT	40	ASPHALT DRIVE
B 84+53	RT	18	GRAVEL DRIVE
B 85+57	RT	20	GRAVEL DRIVE
B 85+98	LT	34	ASPHALT DRIVE
B 89+43	RT	23	GRAVEL DRIVE
B 91+73	RT	4	FIELD ACCESS
B 95+47	RT	12	GRAVEL DRIVE
B 118+89	LT	7	FIELD ACCESS
B 144+50	LT	12	ASPHALT DRIVE
B 144+87	LT	13	ASPHALT DRIVE
B 145+89	LT	22	GRAVEL DRIVE
B 149+55	RT	10	GRAVEL DRIVE
B 152+08	RT	9	GRAVEL DRIVE
B 157+28	RT	8	ASPHALT DRIVE
B 157+70	RT	16	ASPHALT DRIVE
B 159+74	RT	8	ASPHALT DRIVE
B 161+49	RT	8	ASPHALT DRIVE
B 162+09	RT	6	ASPHALT DRIVE
B 162+80	LT	4	FIELD ACCESS
B 163+38	RT	8	GRAVEL DRIVE
B 164+06	RT	11	GRAVEL DRIVE
B 164+87	RT	12	GRAVEL DRIVE
B 165+63	RT	11	GRAVEL DRIVE
B 166+02	RT	7	GRAVEL DRIVE
B 166+53	LT	10	GRAVEL DRIVE
B 166+54	RT	6	GRAVEL DRIVE
B 167+63	RT	9	GRAVEL DRIVE
B 167+98	RT	9	GRAVEL DRIVE
B 168+52	LT	17	ASPHALT DRIVE
B 168+91	LT	12	GRAVEL DRIVE
B 169+96	RT	9	GRAVEL DRIVE
SUBTOTAL:		697	

SUMMARY BY TOWN	
TOWN	QUANTITY (SY)
STOCKBRIDGE	1282
BETHEL	697
SUBTOTAL:	1979
ROUNDING:	21
TOTAL:	2000

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DATE/TIME = 3/17/2014
USER = 4916

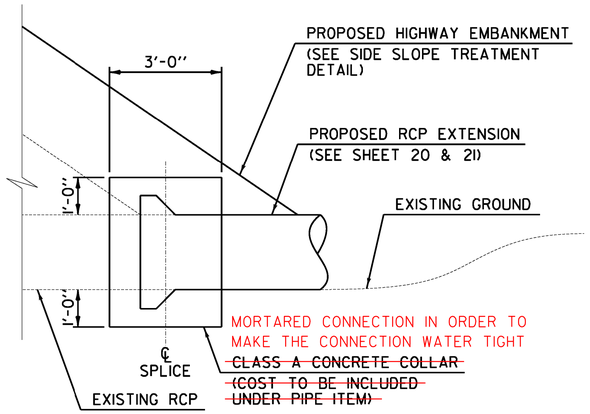
DRIVEWAY HANDWORK TABLES SHEET

PROJECT NAME: STOCKBRIDGE-BETHEL

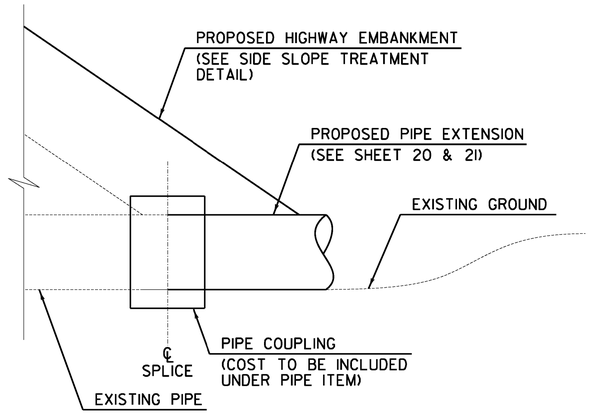
PROJECT NUMBER: STP 2910(1)

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PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214dht.i

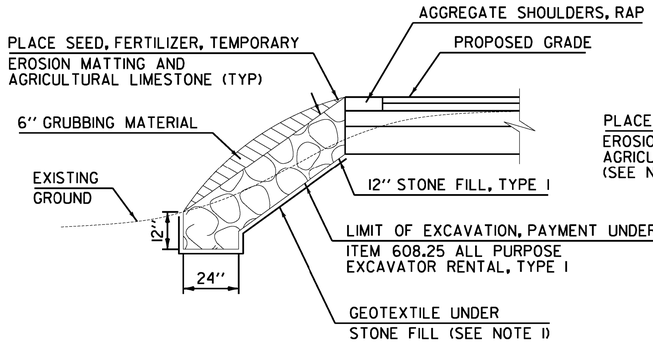
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 24 OF 397



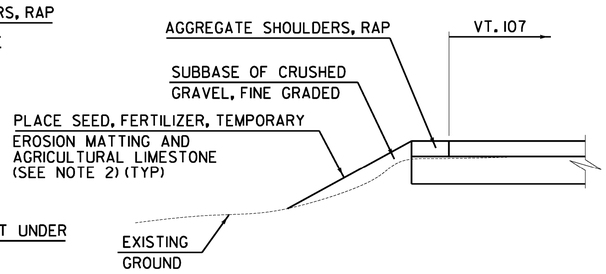
PIPE EXTENSION DETAIL FOR REINFORCED CONCRETE PIPES



PIPE EXTENSION DETAIL FOR METAL OR PLASTIC PIPES



SLOPES STEEPER THAN 1:1.5



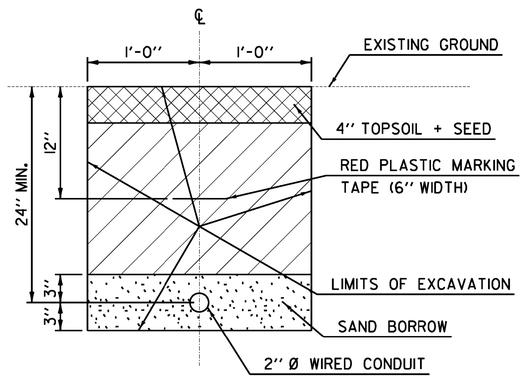
SLOPES 1:1.5 AND FLATTER BUT STEEPER THAN 1:2

SIDE SLOPE TREATMENT DETAIL

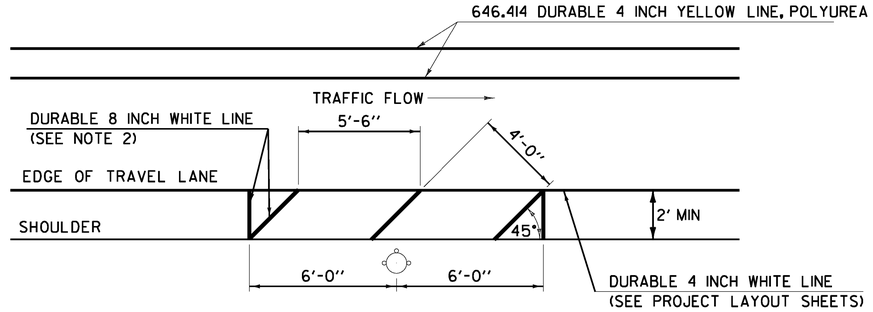
NOTES:

1. THE CONTRACTOR SHALL PLACE ITEM 649.31 GEOTEXTILE UNDER STONE FILL AS DIRECTED BY THE ENGINEER.

2. IF, DUE TO GROWING SEASON TIME CONSTRAINTS, IT IS DEEMED NECESSARY BY THE CONSTRUCTION ENVIRONMENTAL ENGINEER THAT A MORE RAPID VEGETATION ESTABLISHMENT IS REQUIRED, 2" OF GRUBBING MATERIAL SHALL BE PLACED ON THE SLOPE PRIOR TO PLACEMENT OF SEED, FERTILIZER, TEMPORARY EROSION MATTING, AND AGRICULTURAL LIMESTONE. PLACEMENT OF THE GRUBBING MATERIAL WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD OF ITEM 651.40 GRUBBING MATERIAL (2").



WIRED CONDUIT TRENCH SECTION



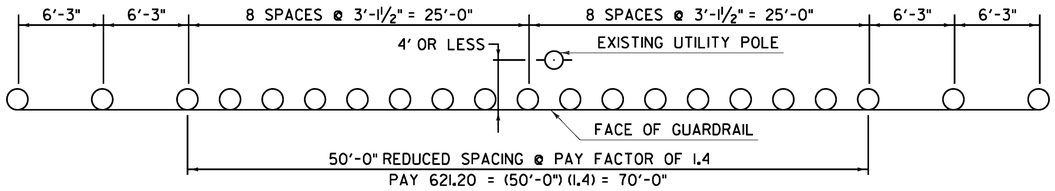
FIRE HYDRANT PAVEMENT MARKING DETAIL

VT. ROUTE 107 BETHEL: STA B 160+94.2, RT
VT. ROUTE 107 BETHEL: STA B 167+38.8, RT

NOTES:

1. THE CONTRACTOR SHALL ADJUST THE PLACEMENT OF THE EDGE HYDRANT PAVEMENT MARKINGS TO MEET THE EXISTING SITE CONSTRAINTS AS DIRECTED BY THE ENGINEER.

2. THE PER FOOT COST OF INSTALLED FIRE HYDRANT PAVEMENT MARKINGS SHALL BE PAID AS ITEM 646.442 DURABLE 8 INCH WHITE LINE, THERMOPLASTIC, OR ITEM 646.444 DURABLE 8 INCH WHITE LINE, POLYUREA.



REDUCED STEEL BEAM GUARDRAIL POST SPACING AT UTILITY POLE DETAIL

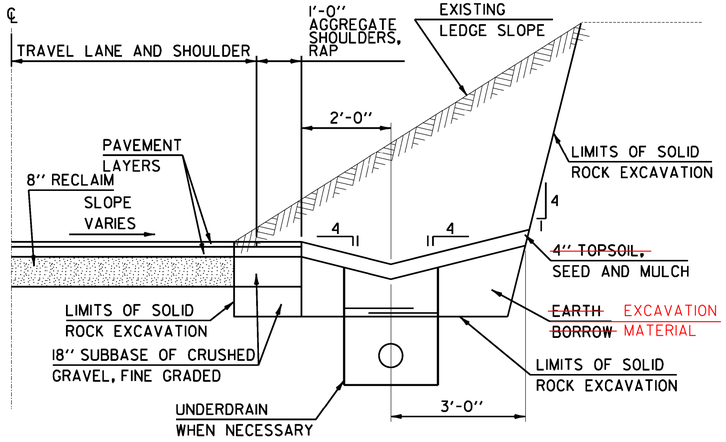
VT. ROUTE 107 STOCKBRIDGE: STA 136+03.0, LT
VT. ROUTE 107 STOCKBRIDGE: STA 308+26.0, LT
VT. ROUTE 107 BETHEL: STA B 133+46.0, LT

MISCELLANEOUS DETAILS SHEET #1

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)

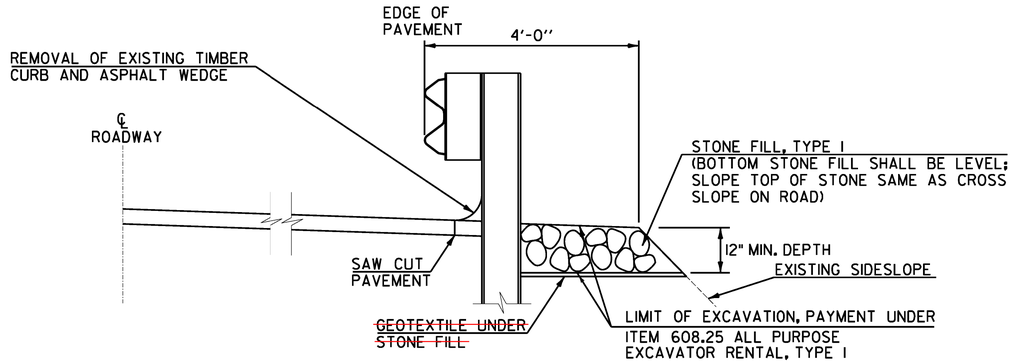
FILE NAME: z10b214_mdt_01.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214mdt1.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 25 OF 397

FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_mdt_01.dgn
DATE/TIME = 3/17/2014
USER = 4916

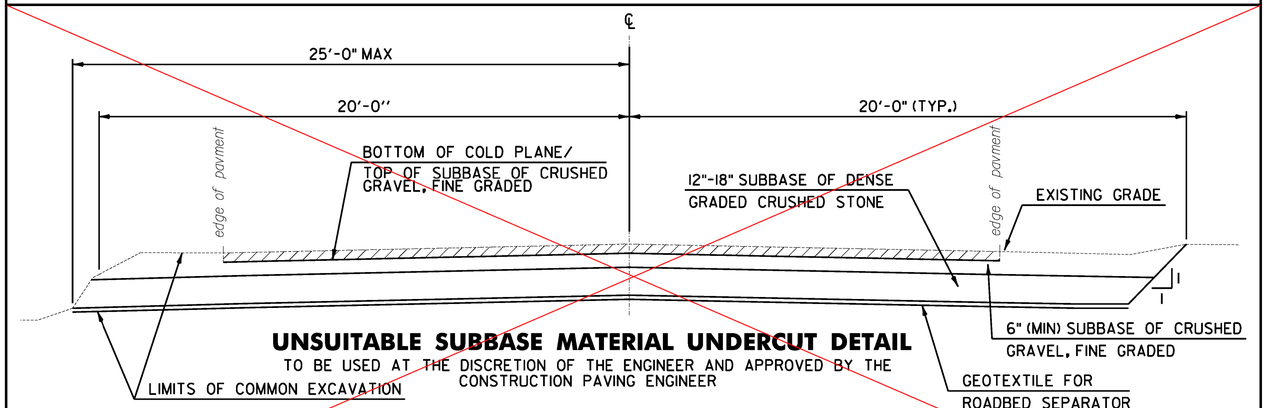


LEDGE CUT DETAIL

VT. ROUTE 107 STOCKBRIDGE: STA 308+00.0 - STA 313+50.0, RT



CURB REMOVAL AND STONE FILL BACKING DETAIL



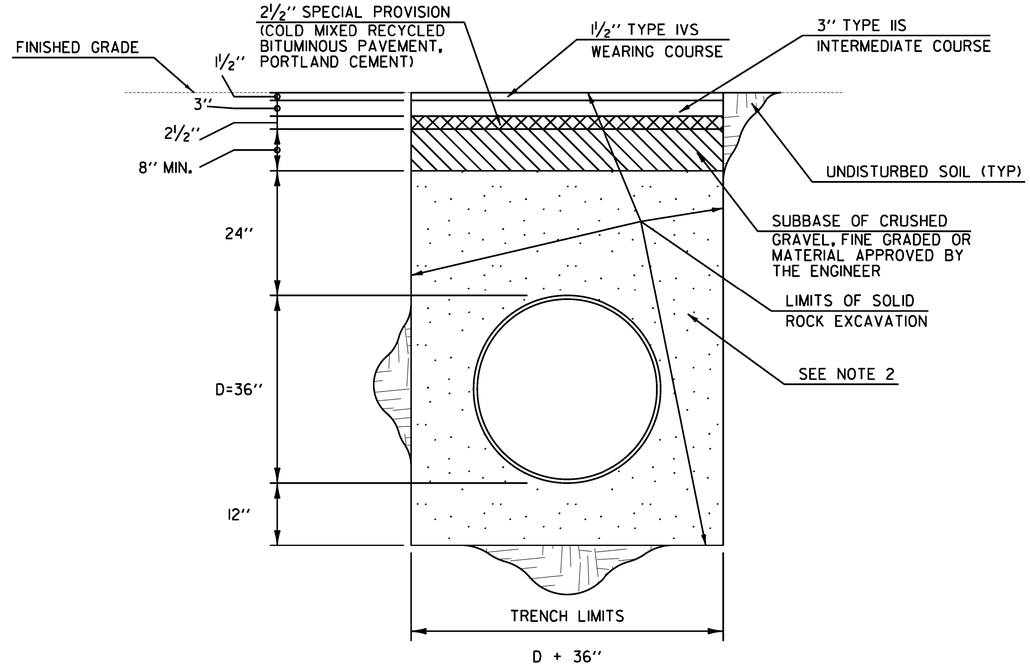
UNSUITABLE SUBBASE MATERIAL UNDERCUT DETAIL

TO BE USED AT THE DISCRETION OF THE ENGINEER AND APPROVED BY THE CONSTRUCTION PAVING ENGINEER

NOTES:

1. UNDERCUT CANDIDATE AREAS ENCOUNTERED DURING CONSTRUCTION SHALL BE REVIEWED AND APPROVED BY THE VTRANS CONSTRUCTION PAVING ENGINEER PRIOR TO TREATMENT.
2. ALL DEPTHS TO BE APPROVED BY ENGINEER PRIOR TO WORK BEING PERFORMED
3. ALL UNDERCUTS SHALL BE FULL WIDTH AS DIRECTED BY THE ENGINEER.

SCHEDULE OF QUANTITIES					
LOCATION	HEADWALL		PIPE SIZE	CONCRETE (CY)	REINFORCEMENT (LB)
	HEIGHT	LENGTH			
B 18+24.60	8'-0"	12'-0"	36"	5.63	800

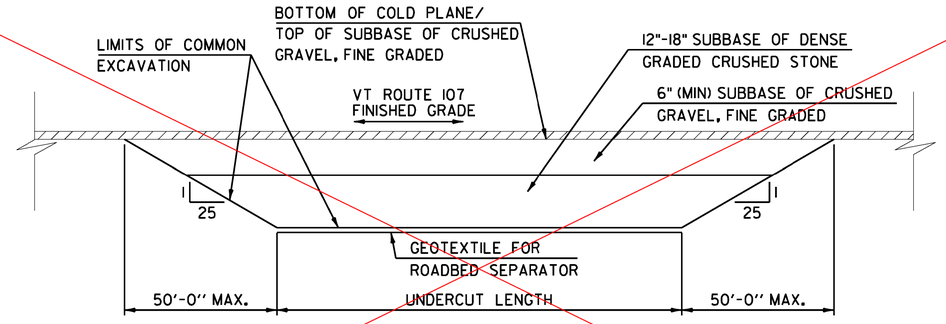


TYPICAL RCP TRENCH DETAIL

VT. ROUTE 107 BETHEL: STA B 18+24.6, LT & RT

NOTES:

1. THE CONTRACTOR SHALL KEEP THE TRENCH ENTIRELY FREE OF WATER AT ALL TIMES UNTIL ALL WORK IS FINISHED & READY FOR BACKFILLING.
2. GRANULAR BACKFILL FOR STRUCTURES OR MATERIAL APPROVED BY THE ENGINEER COMPACTED IN 6" LIFTS.



UNSUITABLE SUBBASE MATERIAL DEPTH TRANSITION DETAIL

TO BE USED IN AREAS OF UNDERCUT

MISCELLANEOUS DETAILS SHEET #2

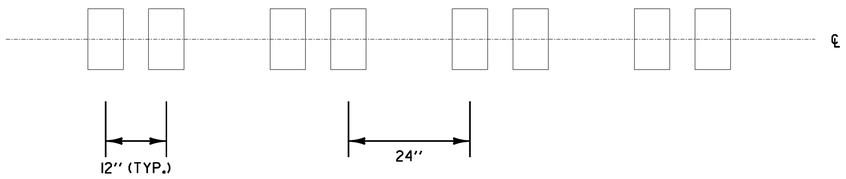
PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

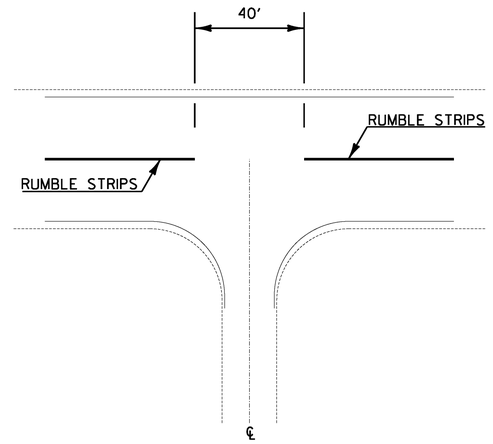
FILE NAME: z10b214_mdt_02.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214mdt2.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 26 OF 397

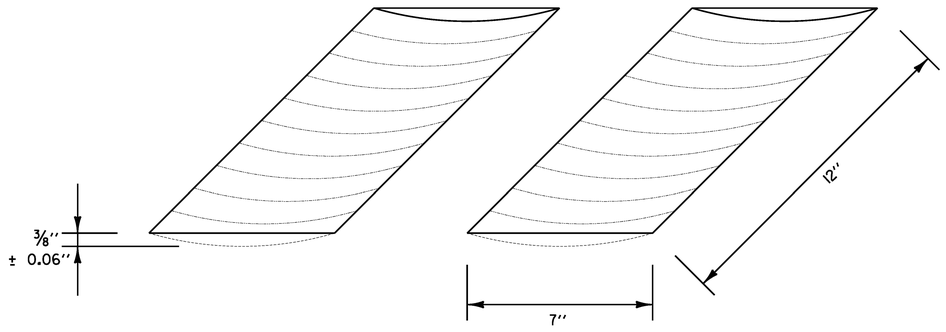
FILE NAME = V:\Projects\ANYWK2\22426\CADD_MSTN\z10b214_mdt_02.dgn
DATE/TIME = 3/17/2014
USER = 4916



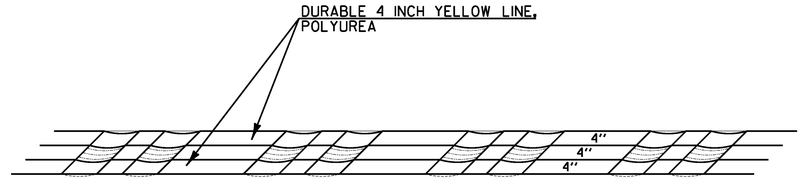
RUMBLE STRIP LAYOUT



INTERSECTION DETAIL



RUMBLE STRIP DETAIL



PAVEMENT MARKINGS DETAIL

NOTES:

1. CENTERLINE RUMBLE STRIPS NOT TO EXTEND BEYOND CENTERLINE WHEN CENTERLINE IS A DOUBLE YELLOW LINE, WITH OR WITHOUT A PASSING ZONE.
2. CENTERLINE RUMBLE STRIP TO BE PLACED ALONG CENTERLINE OF ROADWAY.
3. CENTERLINE RUMBLE STRIP TO STOP 20 FEET PRIOR TO THE CENTERLINE OF AN INTERSECTION.

CENTERLINE RUMBLE STRIP DETAIL SHEET

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_crmbl_01.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214crmbl01.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 27 OF 397

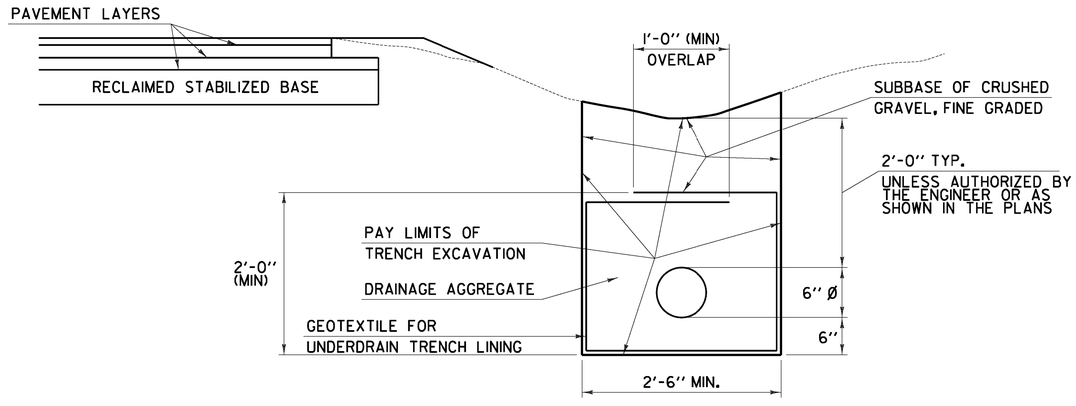
FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_crmbl_01.dgn
DATE/TIME = 3/17/2014
USER = 4916

UNDERDRAIN TABLE

SITE	LOCATION STA	LOCATION STA	POS	605.10 6 INCH UD PIPE LF	204.20 TRENCH EXC. OF EARTH CY	204.21 TRENCH EXC. OF ROCK CY	301.28 SUBBASE OF CRUSHED GRAVEL, FINE GRADED TON	619.17 YIELDING MARKER POSTS EA	900.620 SPECIAL PROVISION (CORING CONCRETE) EA	REMARKS
STOCKBRIDGE:										
	0+00.0	353+84.5	LT/RT					199		INLETS AND OUTLETS OF CULVERTS
		19+13.0		199						
1	17+13.3	~~18+75.0~~	RT	~~162~~	38.0	12.7	36.2	1	1	UNDERDRAIN OUTLET INVERT = 764.00
	19+91.0	22+27.0		236						
2	~~21+00.0~~	22+00.0	LT	~~100~~	23.5	7.8	18.2	1	-	UNDERDRAIN OUTLET INVERT = 792.31
	19+87.0	27+55.0		768						
3	~~23+00.0~~	~~27+50.0~~	RT	~~450~~	105.6	35.2	114.2	1	-	UNDERDRAIN OUTLET INVERT = 805.65
	42+43.0			189						
4	~~42+50.0~~	44+32.3	RT	~~182~~	42.8	14.3	48.4	1	1	UNDERDRAIN OUTLET INVERT = 786.59
				265						
5	44+75.0	~~47+41.5~~	RT	~~267~~	62.6	20.9	77.2	1	1	UNDERDRAIN OUTLET INVERT = 782.21
				232						
6	47+50.0	~~49+79.5~~	RT	~~230~~	53.9	18.0	65.8	1	-	UNDERDRAIN OUTLET INVERT = 778.37
	51+00.0	53+00.0		200						
7	~~51+25.0~~	~~53+09.8~~	RT	~~185~~	43.4	14.5	48.4	1	1	UNDERDRAIN OUTLET INVERT = 769.03
	53+50.0			187						
8	~~53+25.0~~	55+37.5	RT	~~213~~	49.9	16.6	64.6	3	1	UNDERDRAIN OUTLET INVERT = 761.00
				262						
9	85+24.9	~~87+00.0~~	RT	~~175~~	41.1	13.7	69.4	1	1	UNDERDRAIN OUTLET INVERT = 706.00
	90+15.0	91+23.0		108						
10	~~89+50.0~~	~~91+25.7~~	RT	~~176~~	41.2	13.7	89.0	1	1	UNDERDRAIN OUTLET INVERT = 706.50
				175						
11	91+25.7	93+00.0	RT	~~174~~	40.9	13.6	79.2	1	1	UNDERDRAIN OUTLET INVERT = 706.48
12	93+50.0	97+20.2	RT	370	86.9	29.0	134.4	1	1	UNDERDRAIN OUTLET INVERT = 704.45
				223						
13	98+00.0	100+23.5	RT	~~224~~	52.5	17.5	90.4	1	1	UNDERDRAIN OUTLET INVERT = 704.04
	100+27.0	102+09.0								
14	~~100+23.5~~	~~102+00.0~~	RT	177	41.4	13.8	59.6	1	1	UNDERDRAIN OUTLET INVERT = 703.07
		108+18.0		218						
15	105+00.0	~~108+19.5~~	RT	~~320~~	75.0	25.0	113.6	1	1	UNDERDRAIN OUTLET INVERT = 701.20
	108+22.0			301						
16	~~108+19.5~~	111+22.6	RT	~~303~~	71.1	23.7	80.6	1	2	UNDERDRAIN OUTLET INVERT = 701.46
										UNDERDRAIN OUTLET INVERT = 700.88
	111+25.0			175						
17	~~111+22.6~~	113+00.0	RT	~~177~~	41.6	13.9	53.6	1	1	UNDERDRAIN OUTLET INVERT = 702.42
18	115+17.8	117+66.7	RT	249	58.4	19.5	86.0	1	1	UNDERDRAIN OUTLET INVERT = 702.64
										UNDERDRAIN OUTLET INVERT = 702.72
	117+70.0	121+47.0		377						
19	~~118+00.0~~	~~121+48.8~~	RT	~~349~~	81.9	27.3	168.0	1	1	UNDERDRAIN OUTLET INVERT = 701.41
	121+50.0	125+50.0		400						
20	~~121+48.8~~	~~124+50.0~~	RT	~~301~~	70.7	23.6	87.6	1	1	UNDERDRAIN OUTLET INVERT = 703.00
21B	125+95.0	126+15.0	RT	70						
21A	126+15.2	128+00.0	RT	185	43.4	14.5	59.2	1	1	UNDERDRAIN OUTLET INVERT = 703.97
	140+50.0	142+46.0		196						
22	~~140+00.0~~	~~142+49.9~~	RT	~~250~~	58.7	19.6	83.2	1	1	UNDERDRAIN OUTLET INVERT = 746.20
	179+19.0	180+65.0		166						
23	~~179+26.0~~	~~180+89.0~~	RT	~~163~~	38.3	12.8	55.2	1	1	UNDERDRAIN OUTLET INVERT = 682.02
24A	180+40.0	181+50.0	RT	60						
24	181+~~00.0~~62	185+06.4	RT	~~406~~344	95.4	31.8	101.6	1	1	UNDERDRAIN OUTLET INVERT = 677.19
25A	203+25.0	206+28.0	RT	303						
25	206+~~37.8~~40	211+00.0	RT	~~462~~460	108.5	36.2	140.6	1	1	UNDERDRAIN OUTLET INVERT = 691.32
	214+38.0			262						
26	~~214+40.0~~	217+00.0	RT	~~260~~	61.0	20.3	61.2	1	-	UNDERDRAIN OUTLET INVERT = 754.32
	293+23.0	295+03.0		180						
27	~~293+21.0~~	~~295+05.6~~	RT	~~185~~	43.3	14.4	48.8	1	2	UNDERDRAIN OUTLET INVERT = 597.23
28A	295+06.0	295+85.0	RT	77						UNDERDRAIN OUTLET INVERT = 598.26
	296+19.0	297+53.0		139						
28B	~~295+05.6~~	~~297+55.4~~	RT	~~250~~	58.6	19.5	59.0	1	2	UNDERDRAIN OUTLET INVERT = 598.26
28C	297+55.0		RT	10						UNDERDRAIN OUTLET INVERT = 598.50
	300+90.0	302+77.0		187						
29	~~301+00.0~~	~~302+75.0~~	RT	~~175~~	41.1	13.7	15.2	1	-	UNDERDRAIN OUTLET INVERT = 597.77
STOCKBRIDGE SUBTOTAL:				7,120.0	1,670.7	557.1	2,208.4	230	27	

UNDERDRAIN TABLE

SITE	LOCATION STA	LOCATION STA	POS	605.10 6 INCH UD PIPE LF	204.20 TRENCH EXC. OF EARTH CY	204.21 TRENCH EXC. OF ROCK CY	301.28 SUBBASE OF CRUSHED GRAVEL, FINE GRADED TON	619.17 YIELDING MARKER POSTS EA	900.620 SPECIAL PROVISION (CORING CONCRETE) EA	REMARKS
BETHEL:										
	B 0+00.0	B 170+28.0	LT/RT					99		INLETS AND OUTLETS OF CULVERTS
	20+54.0	22+63.0		209						
30	B ~~20+50.0~~	B ~~22+64.9~~	RT	~~215~~	50.4	16.8	73.2	1	1	UNDERDRAIN OUTLET INVERT = 573.97
~~31~~	B ~~23+00.0~~	B ~~24+78.0~~	~~RT~~	~~178~~	~~41.8~~	~~13.9~~	~~63.8~~	~~1~~	~~1~~	~~UNDERDRAIN OUTLET INVERT = 572.97~~
~~32~~	B ~~27+40.1~~	B ~~32+00.0~~	~~RT~~	~~460~~	~~107.9~~	~~36.0~~	~~137.0~~	~~1~~	~~-~~	~~UNDERDRAIN OUTLET INVERT = 573.42~~
~~33~~	B ~~32+53.5~~	B ~~36+00.0~~	~~RT~~	~~347~~	~~81.3~~	~~27.1~~	~~91.0~~	~~1~~	~~1~~	~~UNDERDRAIN OUTLET INVERT = 586.15~~
	46+32.0	52+90.0		658						
34	B ~~46+30.2~~	B ~~52+50.0~~	RT	~~620~~	145.5	48.5	167.2	1	1	UNDERDRAIN OUTLET INVERT = 589.90
	131+58.0	133+17.0								
35	B ~~131+61.7~~	B ~~133+20.6~~	RT	159	37.3	12.4	45.0	1	-	UNDERDRAIN OUTLET INVERT = 579.78
										UNDERDRAIN OUTLET INVERT = 580.21
36	B 133+50.0	B 136+89.2	RT	339	79.6	26.5	104.6	1	-	UNDERDRAIN OUTLET INVERT = 573.00
		140+90.0		390						
37	B 137+00.0	B ~~140+92.0~~	RT	~~392~~	92.0	30.7	106.6	1	-	UNDERDRAIN OUTLET INVERT = 560.87
BETHEL SUBTOTAL:				2,710.0	635.9	211.9	788.4	107	4	
PROJECT SUBTOTAL:				9,830.0	2,306.6	769.0	2,996.8	337	31	
ROUNDING:				170.0	-	-	-	13	-	
PROJECT TOTALS:				10,000.0	2,306.6	769.0	2,996.8	350	31	
31A	B 23+00.0	B 24+76.0	RT	176	41.8	13.9	63.8	1	1	UNDERDRAIN OUTLET INVERT = 572.97
31B	24+79.0	26+30.0	RT	151						
32A	B 27+40.1	B 20+12.0	RT	171	107.9	36.0	137.0	1	-	UNDERDRAIN OUTLET INVERT = 573.42
32B	29+67.0	32+00.0	RT	238						
33	B 32+49.0	B 32+55.0	RT	346	81.3	27.1	91.0	1	1	UNDERDRAIN OUTLET INVERT = 586.15



UNDERDRAIN DETAIL

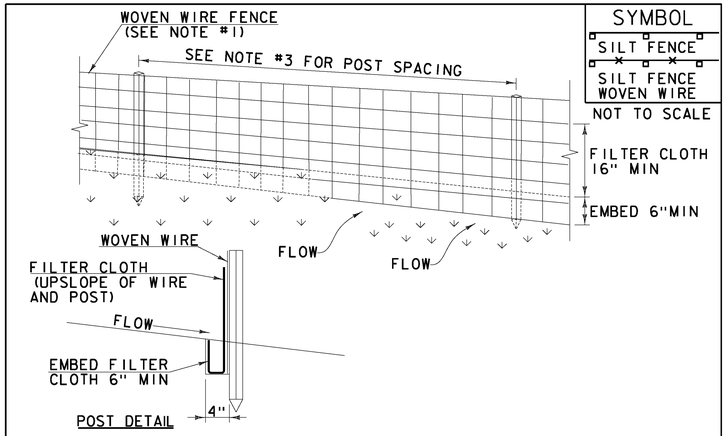
UNDERDRAIN NOTES

1. GEOTEXTILE FOR UNDERDRAIN TRENCH LINING SHALL NOT BE PLACED AROUND UNDERDRAIN WHEN COVER ABOVE PIPE IS LESS THAN 1 FOOT.
2. DRAINAGE AGGREGATE SHALL MEET THE REQUIREMENTS OF SUBSECTION 704.16.
3. GEOTEXTILE FOR UNDERDRAIN TRENCH LINING AND DRAINAGE AGGREGATE ARE INCLUDED IN THE UNIT PRICE BID FOR PAY ITEM 605.10 6 INCH UNDERDRAIN PIPE.

UNDERDRAIN DETAIL SHEET

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(11)
FILE NAME: z10b214_udr_01.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214udr01.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 28 OF 397

FILE NAME = W:\Projects\VANY\K2\22426\CADD\.MSTN\z10b214_udr_01.dgn
DATE/TIME = 3/17/2014
USER = 4916



SYMBOL

SILT FENCE

SILT FENCE WOVEN WIRE

NOT TO SCALE

CONSTRUCTION SPECIFICATIONS

1. WOVEN WIRE REINFORCED FENCE IS REQUIRED WITHIN 100' UPSLOPE OF RECEIVING WATERS WHEN THE PROJECT FALLS UNDER A CONSTRUCTION STORMWATER PERMIT. WOVEN WIRE SHALL BE A MIN. 14 GAUGE WITH A 6" MAX. MESH OPENING.
2. FILTER CLOTH SHALL BE EITHER FILTER X, MIRAFI100X, STABILINKA T140N OR APPROVED EQUIVALENT.
3. POST SPACING FOR WIRE-BACKED FENCE SHALL BE 10' MAXIMUM. FOR FILTER-CLOTH FENCE, WHEN ELONGATION IS >50%, POST SPACING SHALL NOT EXCEED 4' AND WHEN ELONGATION IS <50%, POST SPACING SHALL NOT EXCEED 6'.
4. WOVEN WIRE FENCE IS TO BE FASTENED SECURELY TO FENCE POSTS WITH WIRE TIES. FILTER CLOTH IS TO BE FASTENED SECURELY TO WOVEN WIRE FENCE WITH TIES SPACED EVERY 24" AT TOP AND MID SECTION.
5. WHEN TWO SECTIONS OF FILTER CLOTH ADJOIN EACH OTHER THEY SHALL BE OVER-LAPPED BY 6" AND FOLDED.
6. MAINTENANCE SHALL BE PERFORMED AS NEEDED AND MATERIAL REMOVED WHEN SEDIMENT REACHES HALF OF FABRIC HEIGHT.

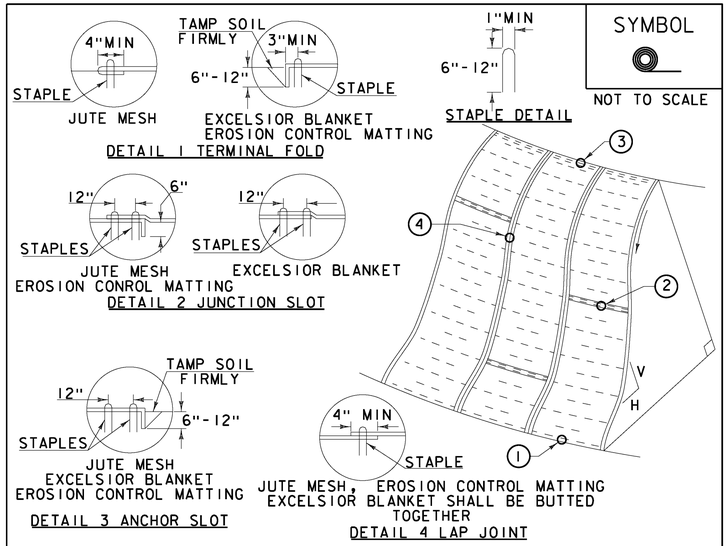
ADAPTED FROM DETAILS PROVIDED BY: NEW YORK STATE DEC
ORIGINALLY DEVELOPED BY USDA-NRCS
VERMONT DEPARTMENT OF ENVIRONMENTAL CONSERVATION

SILT FENCE

NOTES:
REFER TO "THE VERMONT STANDARDS & SPECIFICATIONS FOR EROSION PREVENTION & SEDIMENT CONTROL -2006- "FROM THE VT AGENCY OF NATURAL RESOURCES FOR ADDITIONAL GUIDANCE.

THIS WORK SHALL BE PERFORMED IN ACCORDANCE WITH SECTION 649 AND AS SHOWN IN THE PLANS FOR GEOTEXTILE FOR SILT FENCE (PAY ITEM 649.51) ~~OR GEOTEXTILE FOR SILT FENCE, WOVEN WIRE REINFORCED (PAY ITEM 649.515).~~

REVISIONS	
MARCH 21, 2008	WHF
DECEMBER 11, 2008	WHF
JANUARY 13, 2009	WHF



SYMBOL

NOT TO SCALE

CONSTRUCTION SPECIFICATIONS

1. APPLY TO SLOPES GREATER THAN 3H: 1V OR WHERE NECESSARY TO AID IN ESTABLISHING VEGETATION.
2. APPLY FERTILIZER, LIME SEED PRIOR TO PLACING MATTING.
3. STAPLES ARE TO BE PLACED ALTERNATELY, IN COLUMNS APPROXIMATELY 2' APART AND IN ROWS APPROXIMATELY 3' APART. APPROXIMATELY 175 STAPLES ARE REQUIRED PER 4'X225' ROLL OF MATERIAL AND 125 STAPLES ARE REQUIRED PER 4'X150' ROLL OF MATERIAL.
4. DISTURBED AREAS SHALL BE SMOOTHLY GRADED. EROSION CONTROL MATERIAL SHALL BE PLACED LOOSELY OVER GROUND SURFACE. DO NOT STRETCH.
5. ALL TERMINAL ENDS AND TRANSVERSE LAPS SHALL BE STAPLED AT APPROXIMATELY 12" INTERVALS.

ADAPTED FROM DETAILS PROVIDED BY: NEW YORK STATE DEC
ORIGINALLY DEVELOPED BY USDA-NRCS
VERMONT DEPARTMENT OF ENVIRONMENTAL CONSERVATION

ROLLED EROSION CONTROL PRODUCT (RECP) SIDE SLOPE

NOTES:
REFER TO "THE VERMONT STANDARDS & SPECIFICATIONS FOR EROSION PREVENTION & SEDIMENT CONTROL -2006- "FROM THE VT AGENCY OF NATURAL RESOURCES FOR ADDITIONAL GUIDANCE.
THIS WORK SHALL BE PERFORMED IN ACCORDANCE WITH SECTION 653 AND AS SHOWN IN THE PLANS FOR TEMPORARY EROSION MATTING (PAY ITEM 653.20)

REVISIONS	
APRIL 16, 2007	JMF
JANUARY 13, 2009	WHF

EROSION CONTROL DETAILS SHEET

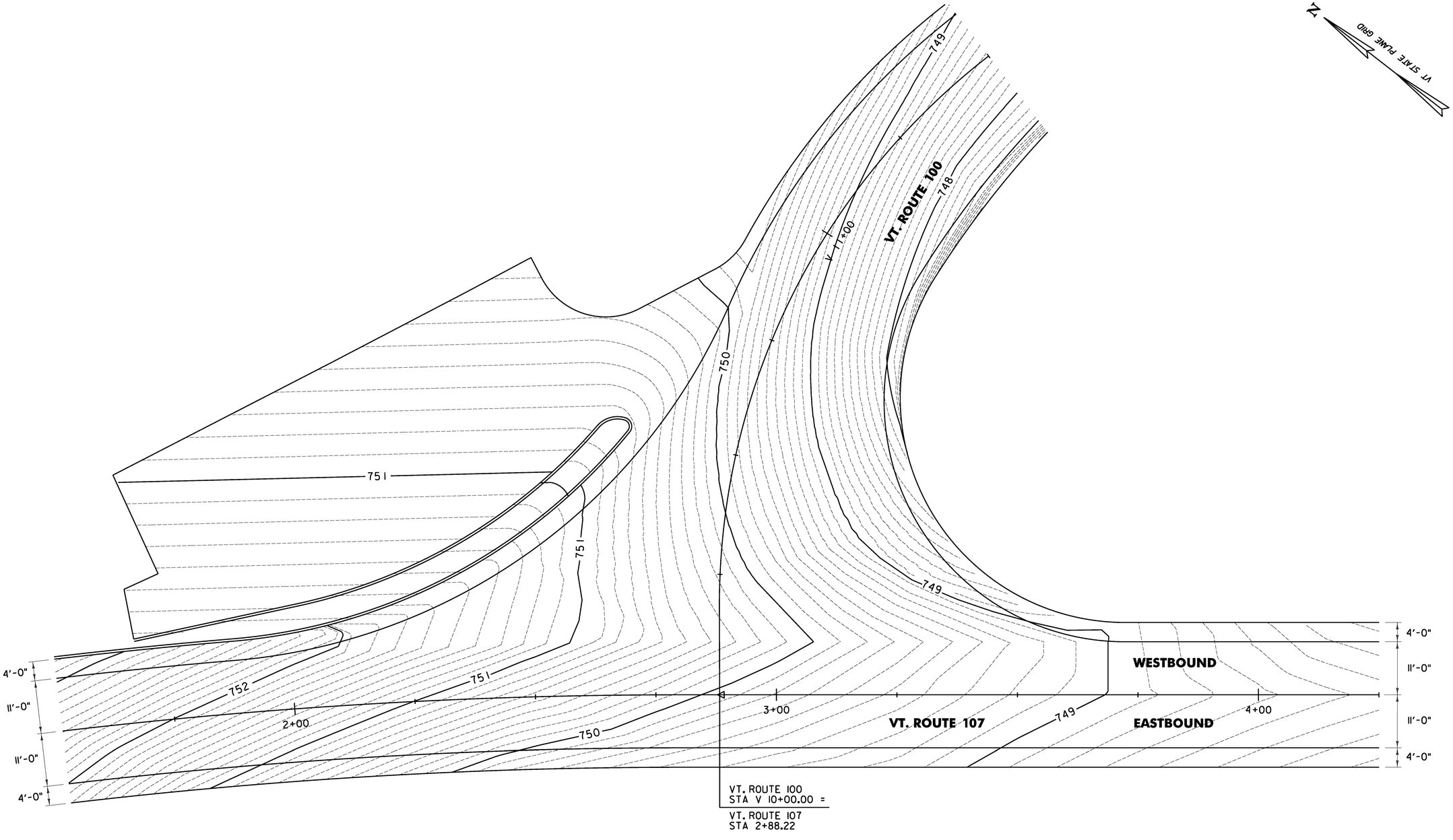
PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_ecd_01.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214ecd01.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 29 OF 397

FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_ecd_01.dgn
DATE/TIME = 3/17/2014
USER = 4916

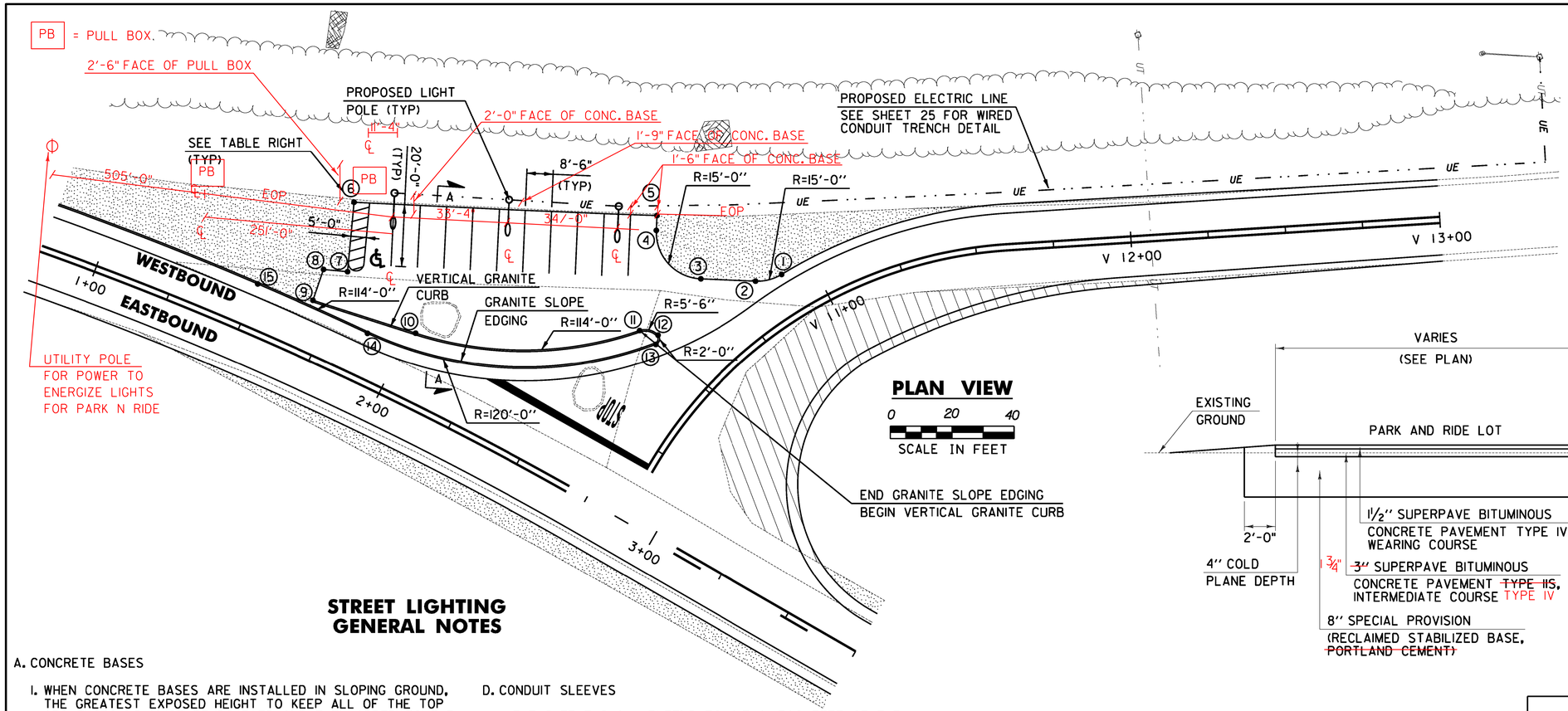


VT. ROUTE 100 /VT. ROUTE 107 INTERSECTION GRADING

0 10 20
SCALE IN FEET

VT. ROUTE 100/ VT. ROUTE 107 GRADING PLAN	PROJECT NAME: STOCKBRIDGE-BETHEL
	PROJECT NUMBER: STP 2910(I)
	FILE NAME: z10b214_grad_pln.dgn — PLOT DATE: 3/17/2014
	PROJECT LEADER: D.E.G. — DRAWN BY: W.G.P.
	DESIGNED BY: L.M.B. — CHECKED BY: J.P.S.
	IPARM FILE: z10b214gradpln.i — SHEET 30 OF 397

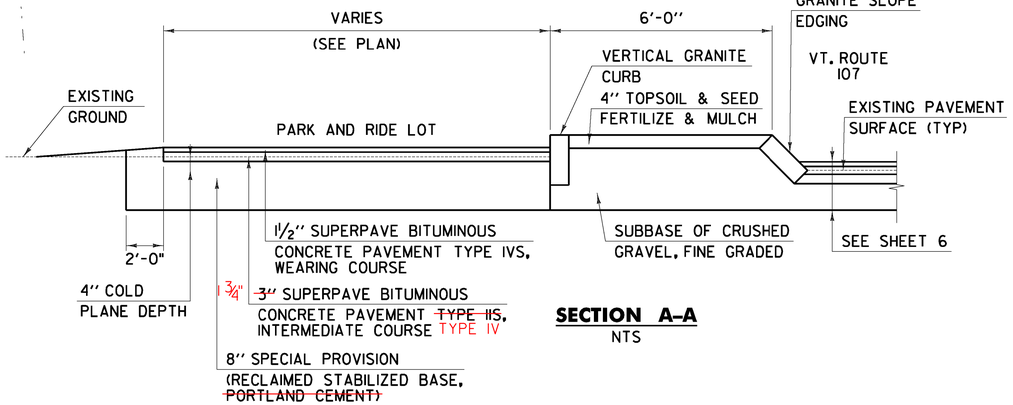
FILE NAME = V:\Projects\VAN\VK2\22426\CADD_MSTN\z10b214_grad_pln.dgn
DATE/TIME = 3/17/2014
USER = 4916



PLAN VIEW

0 20 40

SCALE IN FEET



SECTION A–A

NTS

STREET LIGHTING GENERAL NOTES

A. CONCRETE BASES

1. WHEN CONCRETE BASES ARE INSTALLED IN SLOPING GROUND, THE GREATEST EXPOSED HEIGHT TO KEEP ALL OF THE TOP ABOVE GROUND MUST BE DOUBLED AND THEN ADDED TO THE MINIMUM DEPTH FOR THE TOTAL BASE DEPTH.
2. CARE SHOULD BE TAKEN WHERE CONCRETE BASES, DRAINAGE STRUCTURES OR UTILITIES ARE CLOSE TOGETHER.
3. THE OFFSET FOR CONCRETE BASES (FACE OF CURB OR EDGE OF PAVEMENT TO CENTER OF CONCRETE BASE) SHALL BE A MINIMUM OF 2'-6" OR AS OTHERWISE NOTED ON THE PLANS.

B. POLES, ANCHOR BASES, AND ARMS

1. ALL NEW STREET LIGHT POLES, POLE BASES, AND LUMINAIRE ARMS SHALL BE ALUMINUM, PAINTED FLAT BLACK.
2. ALL STREET LIGHT POLES SHALL HAVE A FRANGIBLE OR BREAKAWAY DEVICE (TRANSFORMER BASE, UNLESS NOTED ON THE PLANS).
3. UTILIZE APPROVED DUAL-RATED PARALLEL TAP CONNECTOR WITH INSULATING COVER TO TAPS AT POLE BASES.

C. LUMINAIRES

1. LUMINAIRES SHALL BE L.E.D. TYPE ONLY.
2. POLE-MOUNTED LUMINAIRES SHALL BE ONE OF THE FOLLOWING ONLY:
   - BETA LEDWAY IP SERIES
   - HOLOPHANE LEDgends SERIES
   - LRL LED SAT-96M SERIES
3. ALL LUMINAIRES SHALL BE THE SAME; A MIX OF FIXTURES WILL NOT BE ALLOWED. NO LUMINAIRE SUBSTITUTIONS OTHER THAN THOSE ON THE PREVIOUS LIST SHALL BE ALLOWED.
4. ALL LUMINAIRES SHALL BE EQUIPPED WITH BIRD SPIKES ON TOP.
5. ALL LUMINAIRE HOUSINGS SHALL BE PAINTED FLAT BLACK.

D. CONDUIT SLEEVES

1. THE SLEEVE SHALL EXTEND TO WITHIN TWO FEET OF THE SIDE OF A CONCRETE BASE OR PULLBOX. WHERE NO CONCRETE BASE OR PULLBOX IS PRESENT, THE SLEEVE SHALL EXTEND FOUR FEET BEYOND THE OUTSIDE EDGE OF SHOULDER OR FACE OF CURB. BACKFILLING AROUND A SLEEVE SHALL BE IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS. THE SLEEVE SHALL BE SCHEDULE 80.

E. WIRE

1. ALL WIRING BETWEEN THE METER AND/OR THE POWER SOURCE AND THE FIRST POLE AND/OR PULLBOX AND BETWEEN POLES AND/OR PULLBOXES SHALL BE COPPER AND SIZED AS SPECIFIED ON THE PLANS. ALL WIRE SHALL HAVE TYPE XHHW INSULATION OR EQUIVALENT.
2. CIRCUIT CONDUCTORS SHALL BE CLEARLY IDENTIFIED BY CORROSION RESISTANT TAGS INDICATING CIRCUIT NUMBER AND PANEL SOURCES AT EVERY POLE BASE AND HANDHOLE.

F. GROUNDING

1. ALL CONDUIT MUST INCLUDE A GROUNDING CONDUCTOR. RIGID PVC CONDUIT SHALL BE PROPERLY CONNECTED AT THE JOINTS SO AS TO BE WATERTIGHT AND MAINTAIN ELECTRICAL CONTINUITY AND HAVE GROUNDING BUSHINGS SO AS TO ACT AS A GROUNDING CONDUCTOR.
2. THE GROUNDING CONDUCTOR SHALL BE CONTINUOUS.
3. ALUMINUM WIRE SHALL NOT BE USED FOR GROUND WIRE.

G. PULLBOXES, HANDHOLES, AND JUNCTION BOXES

1. POLYMER CONCRETE AND REINFORCED FIBERGLASS U.L. LISTED PULLBOXES AND HANDHOLES SHALL BE INSTALLED WITH HEAVY DUTY COVERS.
2. ALL CONNECTIONS IN HANDHOLES SHALL BE MADE WITH INSULATED WATERPROOF MECHANICAL SCREW-TYPE CONNECTORS SUITABLE FOR DIRECT BURIAL. NO BARE OR COMPRESSION TYPE CONNECTORS MAY BE USED.

H. GENERAL

1. THE LOAD ON EACH BRANCH OF A THREE WIRE CIRCUIT SHALL BE AS BALANCED AS POSSIBLE. LOAD TO NEUTRAL.
2. THE LAST CONCRETE POLE BASE AT THE END OF EACH CIRCUIT AND SOME PULLBOXES SHALL HAVE A CONDUIT SWEEP WITH CAP INSTALLED FOR FUTURE USE.
3. THE CONTRACTOR SHALL ACQUIRE ALL NECESSARY PERMITS AND MAKE ALL NECESSARY ARRANGEMENTS WITH THE UTILITY COMPANY TO PROVIDE A PERMANENT POWER SUPPLY TO THE STREET LIGHTING SYSTEM. IF APPLICABLE, THE ROUTING OF POWER TO THE SYSTEM SHALL BE SUCH THAT THE AGENCY OF TRANSPORTATION HAS FULL RESPONSIBILITY FROM THE TRANSFORMER THROUGH THE LIGHTING SYSTEM. NO INTERVENING OWNERSHIP OR RESPONSIBILITY SHALL BE ALLOWED.
4. ALL CONNECTING HARDWARE (NUTS, BOLTS, ETC.) SHALL BE STAINLESS STEEL.
5. MATERIALS AND EQUIPMENT SHALL BE LISTED BY UNDERWRITERS' LABORATORIES AND SHALL BE INSTALLED IN ACCORDANCE WITH SUCH LISTINGS.
6. ALL MATERIALS AND INSTALLATION SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE NATIONAL ELECTRICAL CODE, AND ALL CODES, REGULATIONS AND REQUIREMENTS OF ALL MUNICIPAL, STATE, FEDERAL, AND OTHER PUBLIC OR PRIVATE AUTHORITIES WHICH HAVE JURISDICTION. IN EACH CASE, CODES ARE MINIMUM REQUIREMENTS.

J. ILLUMINATION REQUIREMENTS

1. LIGHTING LEVELS AS MEASURED AT THE TRAVELED SURFACE SHALL HAVE AN AVERAGE MAINTAINED ILLUMINANCE OF 1.0 FOOT-CANDLES WITH A 3:1 TO 4:1 UNIFORMITY RATIO.

PARK & RIDE/CURBED ISLAND LAYOUT TABLE

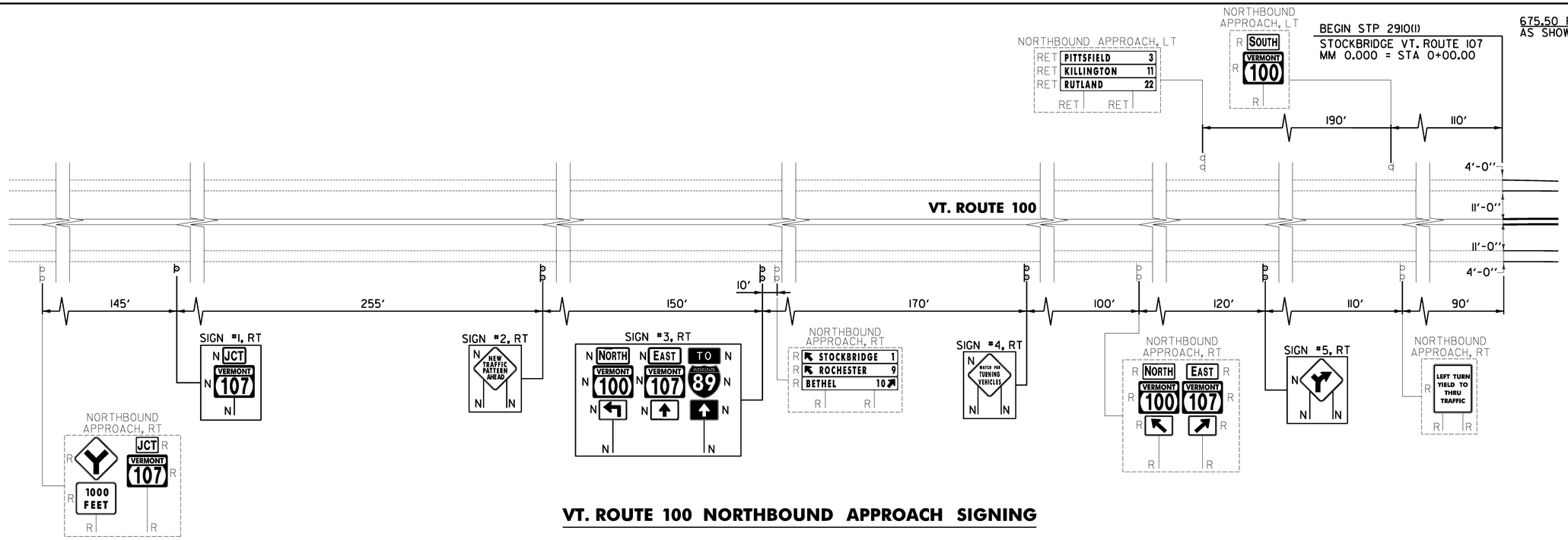
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1	464568.258	1571172.334
2	464569.422	1571163.705
3	464576.819	1571147.515
4	464596.696	1571140.105
5	464601.062	1571142.100
6	464641.848	1571053.241
7	464621.897	1571042.855
8	464625.491	1571035.950
9	464617.559	1571029.035
10	464595.256	1571055.668
11	464568.810	1571122.931
12	464565.211	1571127.885
13	464562.687	1571126.108
14	464601.044	1571041.301
15	464629.189	1571014.460

PARK AND RIDE LAYOUT AND DETAIL SHEET

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_par_lay.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214parlay.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 31 OF 397

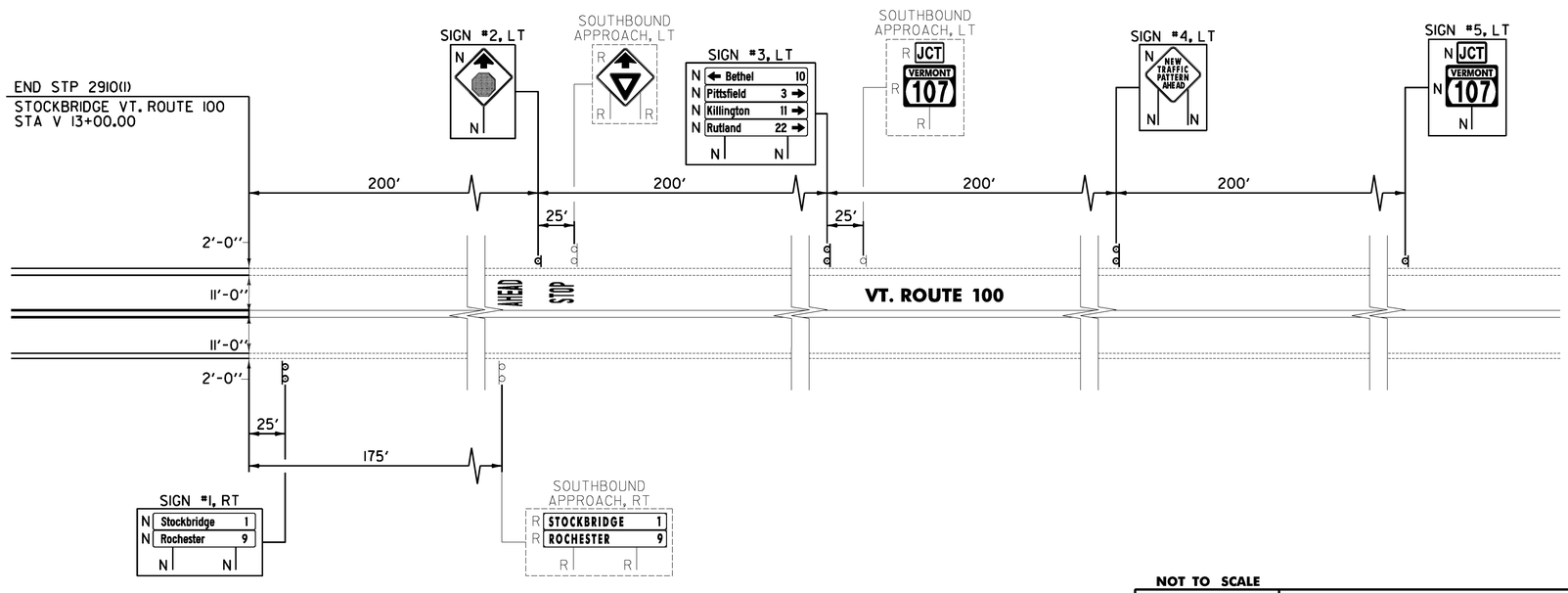
FILE NAME = V:\Projects\VAVTVK21\22426\CADD_MSTN\z10b214_par_lay.dgn
DATE/TIME = 3/17/2014
USER = 4916

675.50 REMOVING SIGNS
AS SHOWN - 16



VT. ROUTE 100 NORTHBOUND APPROACH SIGNING

675.50 REMOVING SIGNS
AS SHOWN - 5



VT. ROUTE 100 SOUTHBOUND APPROACH SIGNING

646.85 REMOVAL OF EXISTING PAVEMENT MARKINGS
STOCKBRIDGE:
VT. ROUTE 100 SOUTHBOUND APPROACH LT (69.4 SF)
VT. ROUTE 100 SOUTHBOUND APPROACH LT (73.6 SF)

646.492 DURABLE LETTER OR SYMBOL, THERMOPLASTIC OR
646.494 DURABLE LETTER OR SYMBOL, POLYUREA
STOCKBRIDGE:
VT. ROUTE 100 SOUTHBOUND APPROACH LT, "S,T,O,P" (4 EA)
VT. ROUTE 100 SOUTHBOUND APPROACH LT, "A,H,E,A,D" (5 EA)

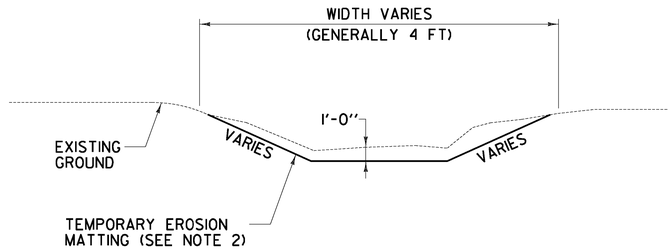
NOT TO SCALE

APPROACH SIGNING DETAIL SHEET

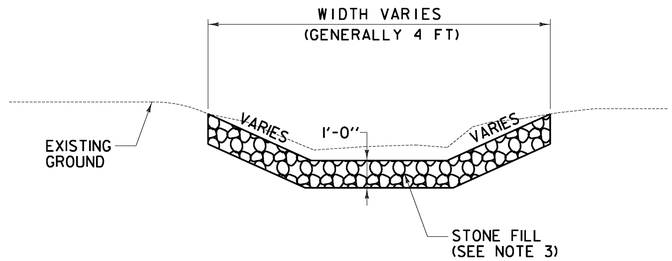
PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(I)
FILE NAME: z10b214_apd.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214apd.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 32 OF 397

FILE NAME = V:\Projects\MYVK2\22426\CADD_MSTN\z10b214_apd.dgn
DATE/TIME = 3/17/2014
USER = 4916

LOCATION				FEET OF DITCHING			MISC. ITEMS 613.10	651.15	653.20	REMARKS
SITE	STATION	STATION	POS.	PERCENT GRADE 0-2.5	2.5-10	>10	STONE FILL, TYPE I	SEED	TEMP. EROS. MATT.	
VT. ROUTE 107							CY	LB	SY	
STOCKBRIDGE:										
~~1~~	~~19+75~~	~~22+42~~	~~LT~~		~~267~~		~~40~~			
~~2~~	~~19+85~~	~~21+97~~	~~RT~~		~~212~~		~~32~~			
3	68+64	89+39	RT	2075				16	923	
4	89+39	116+16	RT	2677			397			
~~5~~	~~134+11~~	~~139+92~~	~~RT~~		~~581~~		~~86~~			
~~6~~	~~199+58~~	~~232+32~~	~~RT~~		~~3274~~		~~485~~			
	17+16	18+80	RT				70.23			
1	19+67	22+95	LT		267		79.83			
2	19+85	22+00	RT		212		64.5			
5	133+50	134+38					39.43			
6	203+88	232+32	RT		3274		32.08			
BETHEL:										
7	B 0+00	B 10+56	RT	1056				8	469	
	29+00	31+07					118.19			
8	B ~~13+20~~	B ~~36+96~~	RT		2376		~~352~~			
9	B 44+88	B 73+92	RT	2904				21	1291	
	133+95	130+87	RT				76.96			
	138+27	140+87	RT				78.61			
	145+90	146+87	RT				32.72			
ROUNDING:				38	40		-	-	-	
							583.55			
TOTALS:				8750	6750		~~1392~~	45	2683	



DITCH DETAIL



STONE DITCH DETAIL

NOTES:

1. PIPE INLET AND OUTLET AREAS AND DITCH CLEANING THROUGHOUT THE PROJECT SHALL BE PERFORMED AT LOCATIONS IDENTIFIED ON THIS SHEET AND AS DIRECTED BY THE ENGINEER. PAYMENT WILL BE UNDER THE APPLICABLE EQUIPMENT RENTAL ITEM(S).
2. ESTIMATED QUANTITIES OF TEMPORARY EROSION MATTING AND SEED HAVE BEEN INCLUDED AS NEEDED OR AS DIRECTED BY THE ENGINEER.
3. ESTIMATED QUANTITIES OF STONE FILL TYPE I AND STONE FILL TYPE II HAVE BEEN INCLUDED AS NEEDED. STONE FILL TYPE I SHALL BE USED IN ALL DITCHES WITH A GRADE BETWEEN 2.5 AND 10 PERCENT AND STONE FILL TYPE II SHALL BE USED IN ALL DITCHES WITH A GRADE OVER 10 PERCENT OR AS DIRECTED BY THE ENGINEER.

DITCH CLEANING DETAIL SHEET

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(11)

FILE NAME: z10b214_dcd.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214dcd.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 33 OF 397

FILE NAME = W:\Projects\VAHY\K21.22426\CADD\.MSTN\z10b214_dcd.dgn
DATE/TIME = 3/17/2014
USER = 4916

646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR
646.404 DURABLE 4 INCH WHITE LINE, POLYUREA
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 0+00.00 - STA 5+50.00 LT & RT
STA 1+73.51 - STA 1+78.09 LT, NO PARKING HATCHING
STA 1+78.09 - STA 2+52.46 PARKING STALLS LT
STA V 10+19.00 - STA V 13+00.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED

STOCKBRIDGE:	LT	C	RT
STA 0+00.00 - STA 2+68.25	S	-	S
STA 2+68.25 - STA 5+50.00	S	-	D
STA V 10+19.00 - STA V 13+00.00	S	-	S

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 3+50.0 - STA 5+50.0 C/L (200.0 LF)

646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 0+00.00 - STA 5+50.00 LT & RT
STA V 10+19.00 - STA V 13+00.00 LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED

STOCKBRIDGE:	LT	C	RT
STA 0+00.00 - STA 2+68.25	S	-	S
STA 2+68.25 - STA 5+50.00	S	-	D
STA V 10+19.00 - STA V 13+00.00	S	-	S

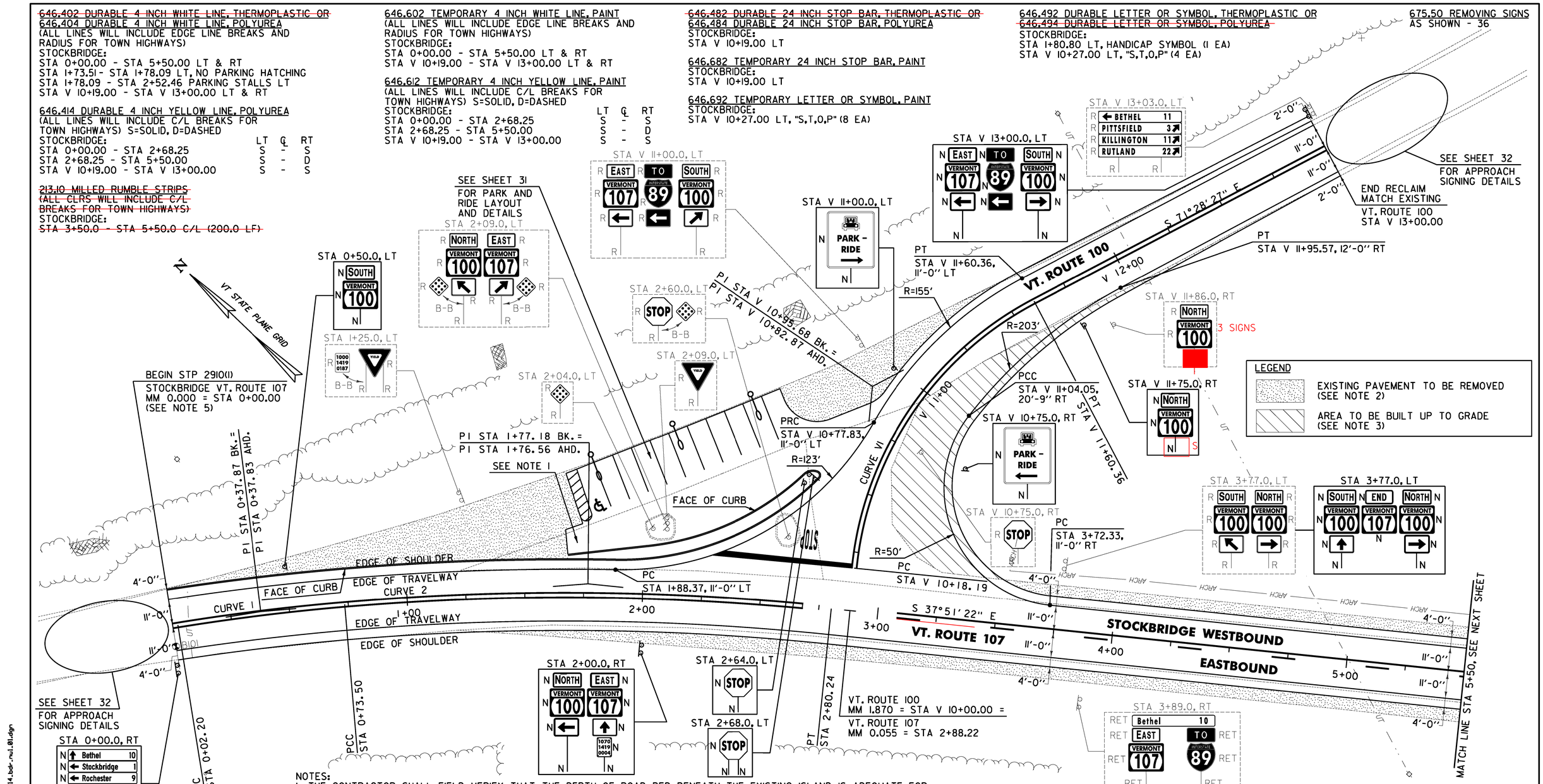
646.482 DURABLE 24 INCH STOP BAR, THERMOPLASTIC OR
646.484 DURABLE 24 INCH STOP BAR, POLYUREA
STOCKBRIDGE:
STA V 10+19.00 LT

646.682 TEMPORARY 24 INCH STOP BAR, PAINT
STOCKBRIDGE:
STA V 10+19.00 LT

646.692 TEMPORARY LETTER OR SYMBOL, PAINT
STOCKBRIDGE:
STA V 10+27.00 LT, "S,T,O,P" (8 EA)

646.492 DURABLE LETTER OR SYMBOL, THERMOPLASTIC OR
646.494 DURABLE LETTER OR SYMBOL, POLYUREA
STOCKBRIDGE:
STA 1+80.80 LT, HANDICAP SYMBOL (1 EA)
STA V 10+27.00 LT, "S,T,O,P" (4 EA)

675.50 REMOVING SIGNS
AS SHOWN - 36



CURVE V1
△ = 56° 34' 08"
D = 39° 47' 19"
R = 144.00'
T = 77.49'
L = 142.17'
E = 19.52'
e = 0.060 FT/FT

CURVE 1
△ = 4° 18' 01"
D = 6° 01' 52"
R = 950.00'
T = 35.67'
L = 71.30'
E = 0.67'
e = 0.020 FT/FT

CURVE 2
△ = 10° 46' 07"
D = 5° 12' 31"
R = 1100.00'
T = 103.68'
L = 206.74'
E = 4.87'
e = 0.058 FT/FT

NOTES:
1. THE CONTRACTOR SHALL FIELD VERIFY THAT THE DEPTH OF ROAD BED BENEATH THE EXISTING ISLAND IS ADEQUATE FOR RECLAIMING PRIOR TO ANY WORK BEING PERFORMED ON VT ROUTE 100. IF THE MATERIAL IS INADEQUATE, THE CONTRACTOR SHALL EXCAVATE 18" UNDER ITEM 203.17 UNCLASSIFIED EXCAVATION. THE CONTRACTOR SHALL REPLACE THE EXCAVATED MATERIAL WITH 8" OF ITEM 301.40 SUBBASE, RAP AND 10" OF ITEM 301.28 SUBBASE OF CRUSHED GRAVEL, FINE GRADED AS DIRECTED BY THE ENGINEER.
2. THE CONTRACTOR SHALL COLD PLANE THE TOP 4" OF EXISTING ROAD SURFACE, AND RECLAIM THE NEXT 8" OF THE EXISTING ROAD SURFACE AT FULL WIDTH. THE CONTRACTOR SHALL THEN PLACE 2" OF ITEM 301.28 SUBBASE OF CRUSHED GRAVEL, FINE GRADED AND 2" OF ITEM 651.35 TOPSOIL AND ITEM 651.15 SEED AS DIRECTED BY THE ENGINEER.
3. THE CONTRACTOR SHALL EXCAVATE THE EXISTING GROUND UNDER ITEM 203.17 UNCLASSIFIED EXCAVATION AND REPLACE THE EXCAVATED MATERIAL WITH 18" OF ITEM 301.40 SUBBASE, RAP TO BUILD UP TO PROPOSED GRADE AS DIRECTED BY THE ENGINEER.
4. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.
5. SEE SHEET 22 FOR RECLAIMED APPROACH AREA DETAILS.

SOIL BORING DATA			
BORING #	DEPTH (FT.)	PCC	COMMENTS
BIOI	5.0	NO	

0 20 40
SCALE IN FEET

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

616.20 GRANITE SLOPE EDGING
STOCKBRIDGE:
STA 0+00.0 - STA 2+64.0 LT (295.0 LF)

616.21 VERTICAL GRANITE CURB
STOCKBRIDGE:
STA 1+68.0 - STA 2+64.0 LT (109.0 LF)

PROJECT LAYOUT SHEET #1

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(I)
FILE NAME: z10b214_bdr_nul_01.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214101.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 34 OF 397

FILE NAME = N:\Projects\VAN\VK2\22426\CADD_MSTN\z10b214_bdr_nul_01.dgn
DATE/TIME = 3/17/2014
USER = 4916

~~646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR~~
646.404 DURABLE 4 INCH WHITE LINE, POLYUREA
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 5+50.00 - STA 11+50.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE:

	LT	℄	RT
STA 5+50.00 - STA 11+50.00	S	-	D

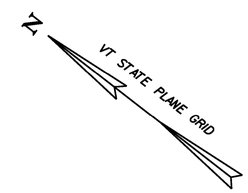
646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 5+50.00 - STA 11+50.00 LT & RT

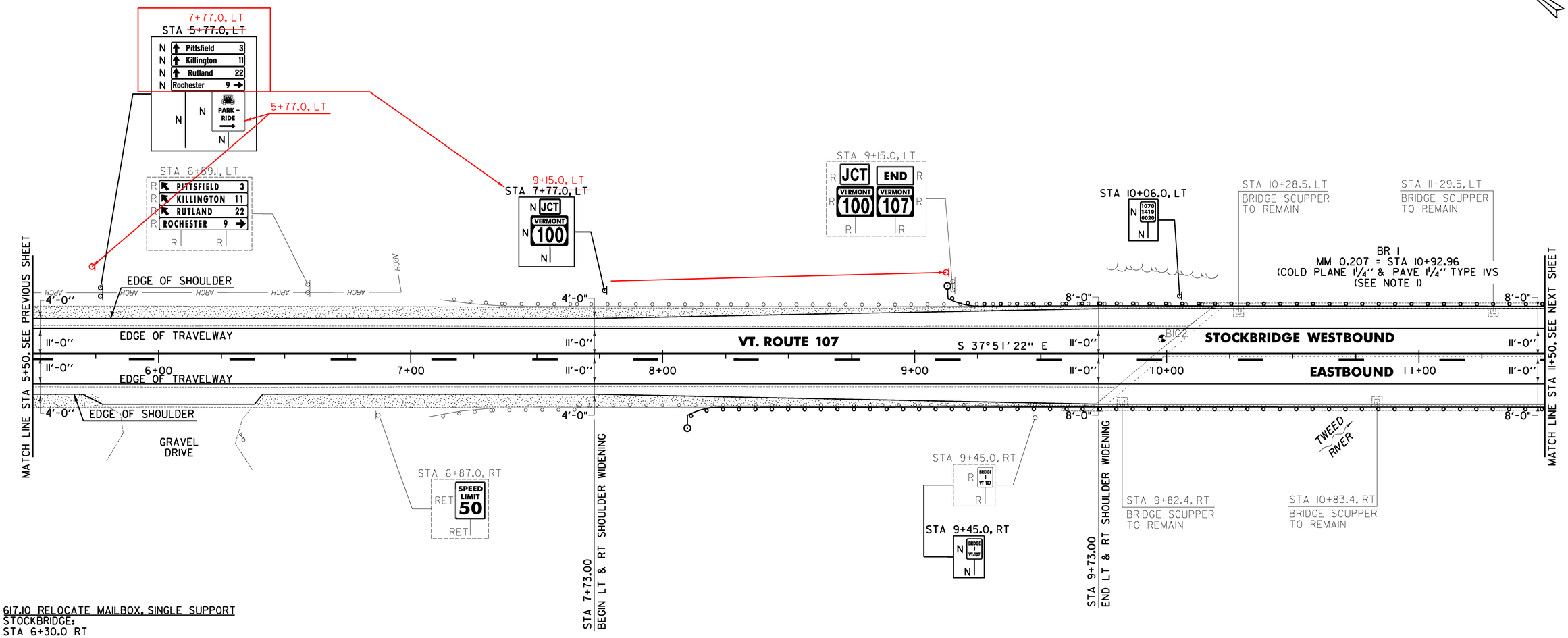
646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE:

	LT	℄	RT
STA 5+50.00 - STA 11+50.00	S	-	D

~~213.10 MILLED RUMBLE STRIPS~~
~~(ALL CLRS WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS)~~
~~STOCKBRIDGE:~~
~~STA 5+50.0 - STA 11+50.0 C/L (600.0 LF)~~

675.50 REMOVING SIGNS
AS SHOWN - 9





617.10 RELOCATE MAILBOX, SINGLE SUPPORT
STOCKBRIDGE:
STA 6+30.0 RT

621.20 STEEL BEAM GUARDRAIL, GALVANIZED
STOCKBRIDGE:
~~STA 8+10.0 - STA 9+12.0 RT (102.0 LF)~~ STA 8+05.0 - 9+07.0 RT (102.0 LF)
STA 9+13.0 - STA 9+65.0 LT (52.0 LF)

621.60 ANCHOR FOR STEEL BEAM RAIL
STOCKBRIDGE:
STA 8+16.5 RT
STA 9+19.5 LT

621.70 GUARDRAIL APPROACH SECTION, GALVANIZED TYPE I
STOCKBRIDGE:
~~STA 9+12.0 - STA 9+62.0 RT~~ STA 9+07.0 - 9+57.0 RT
STA 9+65.0 - STA 10+15.0 LT

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL
STOCKBRIDGE:
STA 7+07.0 - STA 9+62.0 RT (255.0 LF)
STA 7+12.0 - STA 10+15.0 LT (303.0 LF)

676.10 DELINEATOR WITH STEEL POST
STOCKBRIDGE:
STA 8+10.0 RT
STA 9+13.0 LT

SOIL BORING DATA			
BORING #	DEPTH (FT.)	PCC	COMMENTS
B102	5.0	NO	

NOTES:

1. SEE SHEET 395 FOR BR 1 DETAILS.
2. THE CONTRACTOR SHALL COLD PLANE THE TOP 4" OF EXISTING ROAD SURFACE, AND RECLAIM THE NEXT 8" OF THE EXISTING ROAD SURFACE AT FULL WIDTH. THE CONTRACTOR SHALL THEN PLACE 2" OF ITEM 651.35 TOPSOIL AND ITEM 651.15 SEED AS DIRECTED BY THE ENGINEER.
3. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.

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

0 20 40
SCALE IN FEET

LEGEND
EXISTING PAVEMENT TO BE REMOVED (SEE NOTE 2)

PROJECT LAYOUT SHEET #2

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_bdr_nul_02.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214102.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 35 OF 397

FILE NAME = W:\Projects\VAWV\K2\22426\CADD_MSTN\z10b214_bdr_nul_02.dgn
DATE/TIME = 3/17/2014
USER = 4916

LEGEND

ITEM 613.10 STONE FILL, TYPE I

EXISTING PAVEMENT TO BE REMOVED (SEE NOTE 2)

~~646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR~~
646.404 DURABLE 4 INCH WHITE LINE, POLYUREA
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 11+50.00 - STA 17+50.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED

STOCKBRIDGE:	LT	℄	RT
STA 11+50.00 - STA 11+61.60	S	-	D
STA 11+61.60 - STA 12+40.80	S	-	S
STA 12+40.80 - STA 17+50.00	D	-	S

646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 11+50.00 - STA 17+50.00 LT & RT

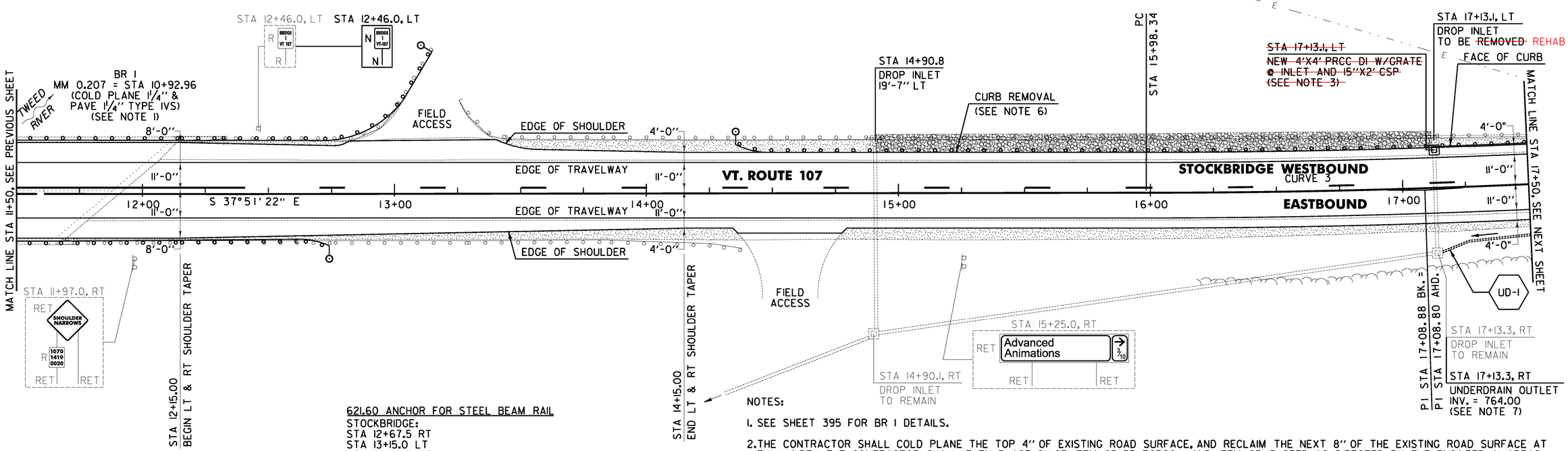
646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED

STOCKBRIDGE:	LT	℄	RT
STA 11+50.00 - STA 11+61.60	S	-	D
STA 11+61.60 - STA 12+40.80	S	-	S
STA 12+40.80 - STA 17+50.00	D	-	S

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA ~~11+50.0~~ 12+36.0 - STA 17+50.0 C/L (600.0 LF)

675.50 REMOVING SIGNS
AS SHOWN - 2

N
VT STATE PLANE GRID



604.412, 604.415, 604.418 REHAB, DROP INLETS CATCH BASINS, OR MANHOLES CLASS I, II, OR III (SEE NOTE 5)
STOCKBRIDGE:
STA 14+90.8 LT 17+13.1 LT

~~604.47 CAST IRON GRATE WITH FRAME, TYPE D~~
~~STOCKBRIDGE:~~
~~STA 14+90.8 LT~~

613.10 STONE FILL, TYPE I
STOCKBRIDGE: ~~79.2~~
STA ~~14+91.0~~ - STA 17+12.0 LT (~~37.5~~ CY) 17+16.0 - 17+50.0 RT
15+50.0

616.305 BITUMINOUS CONCRETE CURB, TYPE A
STOCKBRIDGE: ~~41.0~~
STA ~~17+12.0~~ - STA 17+50.0 LT (~~38.0~~ LF)
17+09.0

621.20 STEEL BEAM GUARDRAIL, GALVANIZED
STOCKBRIDGE: STA 12+26.0 - 12+78.0 RT (52.0 LF)
STA ~~12+22.0 - STA 12+74.0 RT (52.0 LF)~~
STA 12+82.0 - STA 13+15.0 LT (52.0 LF)

621.205 STEEL BEAM GUARDRAIL, GALVANIZED W/8 FEET POSTS
STOCKBRIDGE: STA 14+19.0 - 17+50.0 LT (289.5 LF)
STA ~~14+35.5 - STA 17+25.0 LT (289.5 LF)~~

621.60 ANCHOR FOR STEEL BEAM RAIL
STOCKBRIDGE:
STA 12+67.5 RT
STA 13+15.0 LT
STA 14+42.0 LT

621.70 GUARDRAIL APPROACH SECTION, GALVANIZED TYPE I
STOCKBRIDGE: STA 11+76.0 - 12+26.0 RT
~~STA 11+72.0 - STA 12+22.0 RT~~
STA 12+32.0 - STA 12+82.0 LT

~~621.75 REMOVE AND RESET GUARDRAIL~~
~~STOCKBRIDGE:~~
~~STA 17+25.0 - STA 17+50.0 LT (25.0 LF)~~

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL
STOCKBRIDGE:
STA 11+72.0 - STA 14+38.0 RT (266.0 LF)
STA 12+32.0 - STA 13+15.0 LT (101.0 LF)
STA 13+25.0 - STA ~~17+25.0~~ 17+50.0 LT (400.0 LF)
~~649.31 GEOTEXTILE UNDER STONE FILL~~
~~STOCKBRIDGE:~~
~~STA 14+91.0 - STA 17+12.0 LT (142.2 SY)~~

676.10 DELINEATOR WITH STEEL POST
STOCKBRIDGE:
STA 12+74.0 RT
STA 13+15.0 LT
STA 14+35.5 LT

NOTES:

1. SEE SHEET 395 FOR BR 1 DETAILS.
2. THE CONTRACTOR SHALL COLD PLANE THE TOP 4" OF EXISTING ROAD SURFACE, AND RECLAIM THE NEXT 8" OF THE EXISTING ROAD SURFACE AT FULL WIDTH. THE CONTRACTOR SHALL THEN PLACE 2" OF ITEM 651.35 TOPSOIL AND ITEM 651.15 SEED AS DIRECTED BY THE ENGINEER IN AREAS WHERE EXISTING PAVEMENT WILL BE REMOVED PERMANENTLY.
3. THE CONTRACTOR SHALL FIELD VERIFY THE INVERT OF EXISTING PIPE PRIOR TO ORDERING PROPOSED DRAINAGE STRUCTURE.
4. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.
5. THE CONTRACTOR SHALL REHABILITATE THE EXISTING DROP INLETS, CATCH BASINS OR MANHOLES TO A DEPTH AS DIRECTED BY THE ENGINEER. ALL REHABILITATION WORK WILL BE PAID FOR UNDER THE APPLICABLE REHABILITATION ITEM AS DIRECTED BY THE ENGINEER. ALL EXISTING UTILITIES MARKED "TO REMAIN" SHALL NOT BE ALTERED OR REHABILITATED UNLESS DIRECTED OTHERWISE BY THE ENGINEER.
6. SEE SHEET 26 FOR CURB REMOVAL AND STONE FILL BACKING DETAILS.
7. SEE SHEET 28 FOR UNDERDRAIN DETAILS.

0 20 40
SCALE IN FEET

CURVE 3
△ = 3°43'27"
D = 1°41'07"
R = 3400.00'
T = 110.54'
L = 221.00'
E = 1.80'
e = 0.034 FT/FT

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

PROJECT LAYOUT SHEET #3

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_bdr_nul_03.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214103.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 36 OF 397

FILE NAME = \\vtrans-pw1\ANY\K2\22426\CADD_MSTN\z10b214_bdr_nul_03.dgn
DATE/TIME = 3/17/2014
USER = 4916

LEGEND

EXISTING PAVEMENT TO BE REMOVED (SEE NOTE 2)

~~646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR~~
646.404 DURABLE 4 INCH WHITE LINE, POLYUREA
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 17+50.00 - STA 23+50.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED

STOCKBRIDGE:	LT	℄	RT
STA 17+50.00 - STA 19+53.60	D	-	S
STA 19+53.60 - STA 23+50.00	S	-	S

646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 17+50.00 - STA 23+50.00 LT & RT

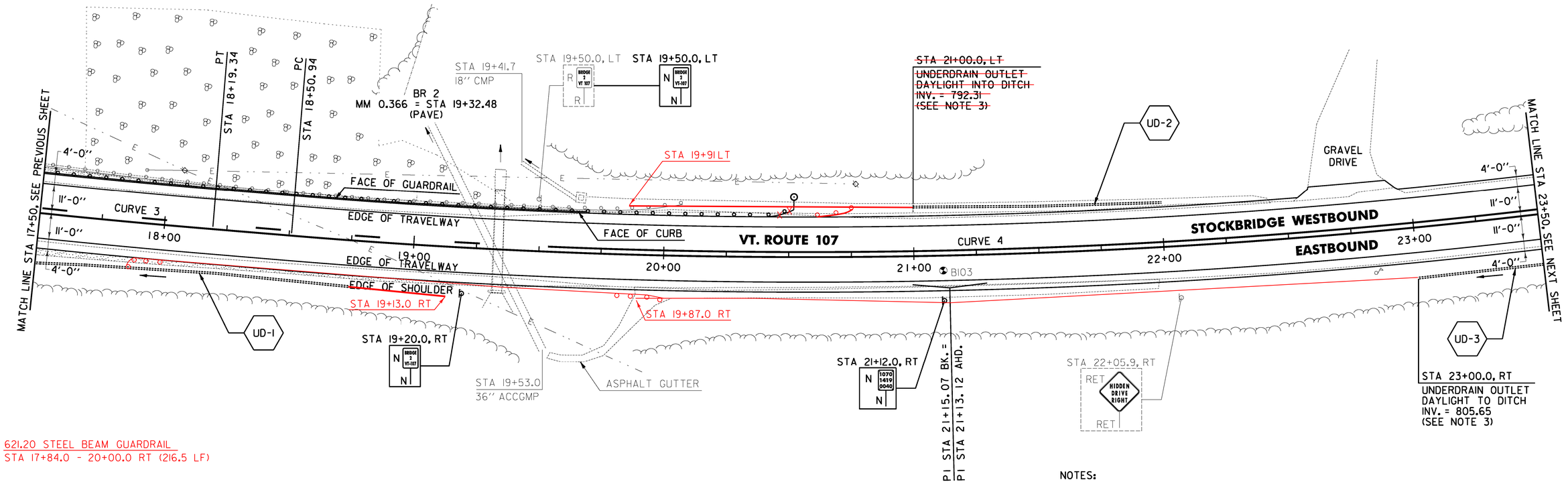
646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED

STOCKBRIDGE:	LT	℄	RT
STA 17+50.00 - STA 19+53.60	D	-	S
STA 19+53.60 - STA 23+50.00	S	-	S

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 17+50.0 - STA 23+50.0 C/L (600.0 LF)

675.50 REMOVING SIGNS
AS SHOWN - 1

N
VT STATE PLANE GRID



621.20 STEEL BEAM GUARDRAIL
STA 17+84.0 - 20+00.0 RT (216.5 LF)

STONE FILL, TYPE I
STA 17+50.0 - 18+80.0 RT
STA 19+67.0 - 20+10.0 LT
STA 19+85.0 - 22+45.0 RT
STA 20+15.0 - 22+45.0 LT

616.305 BITUMINOUS CONCRETE CURB, TYPE A
STOCKBRIDGE:
STA 17+50.0 - STA 19+69.0 LT (219.0 LF)

621.205 STEEL BEAM GUARDRAIL, GALVANIZED W/8 FEET POSTS
STOCKBRIDGE:
~~STA 19+37.5 - STA 20+52.0 LT (114.5 LF)~~
STA 17+50.0 - 20+69.0 LT (114.5 LF)

621.60 ANCHOR FOR STEEL BEAM RAIL
STOCKBRIDGE:
~~STA 20+45.5 LT~~ STA 20+57.0 LT STA 17+90.0 RT
STA 19+93.0 RT

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL
STOCKBRIDGE:
STA 19+37.5 - STA 20+07.0 LT (69.5 LF)

~~621.75 REMOVE AND RESET GUARDRAIL~~
~~STOCKBRIDGE:~~
~~STA 17+50.0 - STA 19+37.5 LT (187.5 LF)~~

~~653.20 TEMPORARY EROSION MATTING~~
~~STOCKBRIDGE:~~
~~STA 20+50.0 - STA 21+50.0 RT (24.2 SY)~~

676.10 DELINEATOR WITH STEEL POST
STOCKBRIDGE: STA 17+84.0 (2)
STA ~~20+52.0~~ LT STA 20+00.0
20+69.0

SOIL BORING DATA			
BORING #	DEPTH (FT.)	PCC	COMMENTS
B103	5.0	NO	

NOTES:

1. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.
2. THE CONTRACTOR SHALL COLD PLANE THE TOP 4" OF EXISTING ROAD SURFACE, AND RECLAIM THE NEXT 8" OF THE EXISTING ROAD SURFACE AT FULL WIDTH. THE CONTRACTOR SHALL THEN PLACE 2" OF ITEM 651.35 TOPSOIL AND ITEM 651.15 SEED AS DIRECTED BY THE ENGINEER.
3. SEE SHEET 28 FOR UNDERDRAIN DETAILS.

0 20 40
SCALE IN FEET

CURVE 3
△ = 3°43'27"
D = 1°41'07"
R = 3400.00'
T = 110.54'
L = 221.00'
E = 1.80'
e = 0.034 FT/FT

CURVE 4
△ = 12°03'44"
D = 2°17'31"
R = 2500.00'
T = 264.13'
L = 526.31'
E = 13.91'
e = 0.044 FT/FT

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

PROJECT LAYOUT SHEET #4

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_bdr_nul_04.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214104.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 37 OF 397

FILE NAME = V:\Projects\VAN\K2\22426\CADD_MSTN\z10b214_bdr_nul_04.dgn
DATE/TIME = 3/17/2014
USER = 4916

~~646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR~~
646.404 DURABLE 4 INCH WHITE LINE, POLYUREA
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 23+50.00 - STA 29+50.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE:

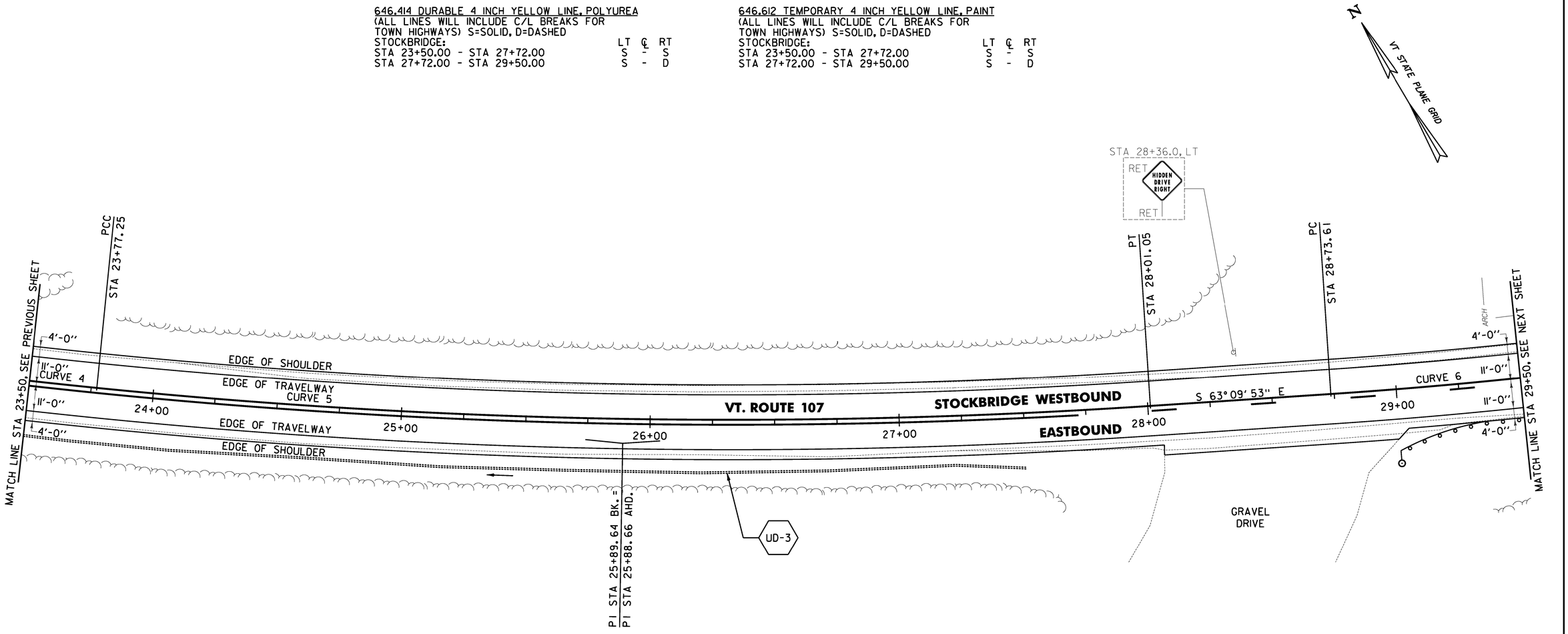
	LT	℄	RT
STA 23+50.00 - STA 27+72.00	S	-	S
STA 27+72.00 - STA 29+50.00	S	-	D

646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 23+50.00 - STA 29+50.00 LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE:

	LT	℄	RT
STA 23+50.00 - STA 27+72.00	S	-	S
STA 27+72.00 - STA 29+50.00	S	-	D

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 23+50.0 - STA 29+50.0 C/L (600.0 LF)



621.205 STEEL BEAM GUARDRAIL, GALVANIZED W/8 FEET POSTS
STOCKBRIDGE:
STA ~~29+00.0~~ 29+04.0 - STA 29+50.0 RT (50.0 LF)

621.60 ANCHOR FOR STEEL BEAM RAIL
STOCKBRIDGE:
STA 29+06.5 RT

~~653.20 TEMPORARY EROSION MATTING~~
~~STOCKBRIDGE:~~
~~STA 26+50.0 - STA 27+50.0 RT (38.3 SY)~~

676.10 DELINEATOR WITH STEEL POST
STOCKBRIDGE:
STA 29+00.0 RT

CURVE 4	CURVE 5	CURVE 6
△ = 12°03'44"	△ = 9°31'20"	△ = 8°21'13"
D = 2°17'31"	D = 2°14'49"	D = 2°51'53"
R = 2500.00'	R = 2550.00'	R = 2000.00'
T = 264.13'	T = 212.39'	T = 146.06'
L = 526.31'	L = 423.80'	L = 291.60'
E = 13.91'	E = 8.83'	E = 5.33'
e = 0.044 FT/FT	e = 0.044 FT/FT	e = 0.052 FT/FT

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

NOTE:

1. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.

0 20 40
SCALE IN FEET

PROJECT LAYOUT SHEET #5

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_bdr_nul_05.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214105.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 38 OF 397

FILE NAME = H:\Projects\VAN\K2\22426\CADD\.MSTN\z10b214_bdr_nul_05.dgn
DATE/TIME = 3/17/2014
USER = 4916

LEGEND

ITEM 613.10 STONE FILL, TYPE I

~~646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR~~
646.404 DURABLE 4 INCH WHITE LINE, POLYUREA
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 29+50.00 - STA 35+50.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED

STOCKBRIDGE:	LT	℄	RT
STA 29+50.00 - STA 34+63.68	S	-	D
STA 34+63.68 - STA 34+84.80	S	-	S
STA 34+84.80 - STA 35+50.00	D	-	S

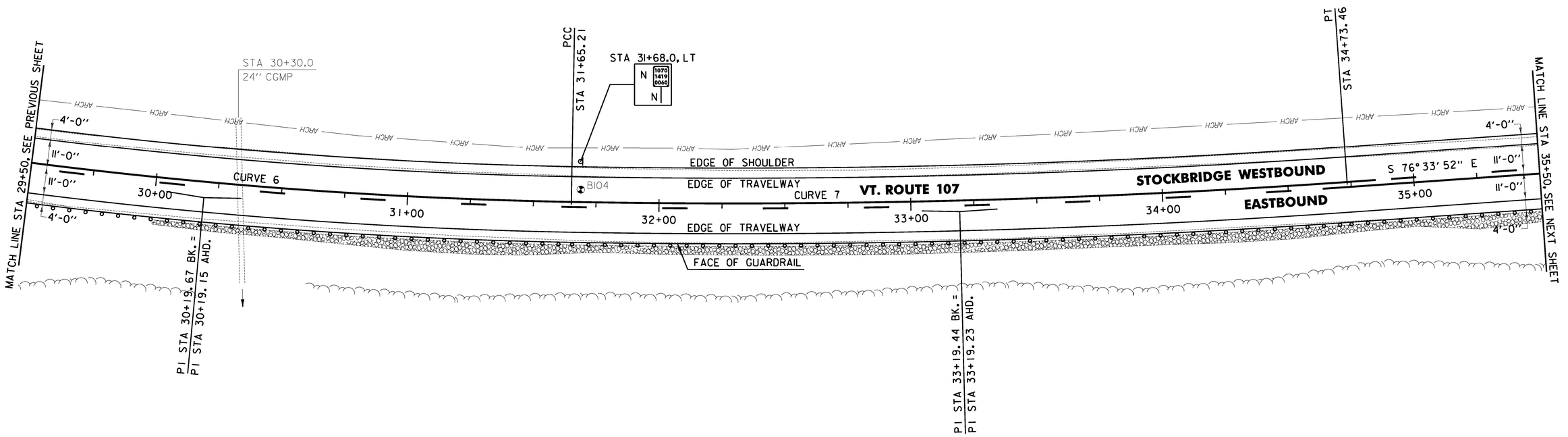
646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 29+50.00 - STA 35+50.00 LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED

STOCKBRIDGE:	LT	℄	RT
STA 29+50.00 - STA 34+63.68	S	-	D
STA 34+63.68 - STA 34+84.80	S	-	S
STA 34+84.80 - STA 35+50.00	D	-	S

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 29+50.0 - STA 35+50.0 C/L (600.0 LF)

N
VT. STATE PLANE GRID



SOIL BORING DATA			
BORING #	DEPTH (FT.)	PCC	COMMENTS
B104	5.0	NO	TURNS GRAY AT 4.5'

NOTE:

1. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.

0 20 40
SCALE IN FEET

613.10 STONE FILL, TYPE I
STOCKBRIDGE:
STA ~~30+00.0~~ 29+75.0 - STA ~~35+50.0~~ 35+40.0 RT (~~111.5~~ 448.9 CY)

621.205 STEEL BEAM GUARDRAIL, GALVANIZED W/8 FEET POSTS
STOCKBRIDGE:
STA 29+50.0 - STA 35+50.0 RT (600.0 LF)

651.40 GRUBBING MATERIAL (6")
STOCKBRIDGE:
STA ~~30+00.0~~ 29+75.0 - STA ~~35+50.0~~ 35+40.0 RT (264.2 SY)

~~653.20 TEMPORARY EROSION MATTING~~
~~STOCKBRIDGE:~~
~~STA 30+00.0 - STA 35+50.0 RT (264.2 SY)~~

CURVE 6		CURVE 7	
△	8°21' 13"	△	5°02' 46"
D	2°51' 53"	D	1°38' 13"
R	2000.00'	R	3500.00'
T	146.06'	T	154.23'
L	291.60'	L	308.25'
E	5.33'	E	3.40'
e	0.052 FT/FT	e	0.034 FT/FT

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

PROJECT LAYOUT SHEET #6

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(11)
FILE NAME: z10b214_bdr_nul_06.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214106.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 39 OF 397

FILE NAME = W:\Projects\VANTK21\22426\CADD_MSTN\z10b214_bdr_nul_06.dgn
DATE/TIME = 3/17/2014
USER = 4916

646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR
646.404 DURABLE 4 INCH WHITE LINE, POLYUREA
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 35+50.00 - STA 41+50.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE:
STA 35+50.00 - STA 41+50.00 — LT ℄ RT: D - S

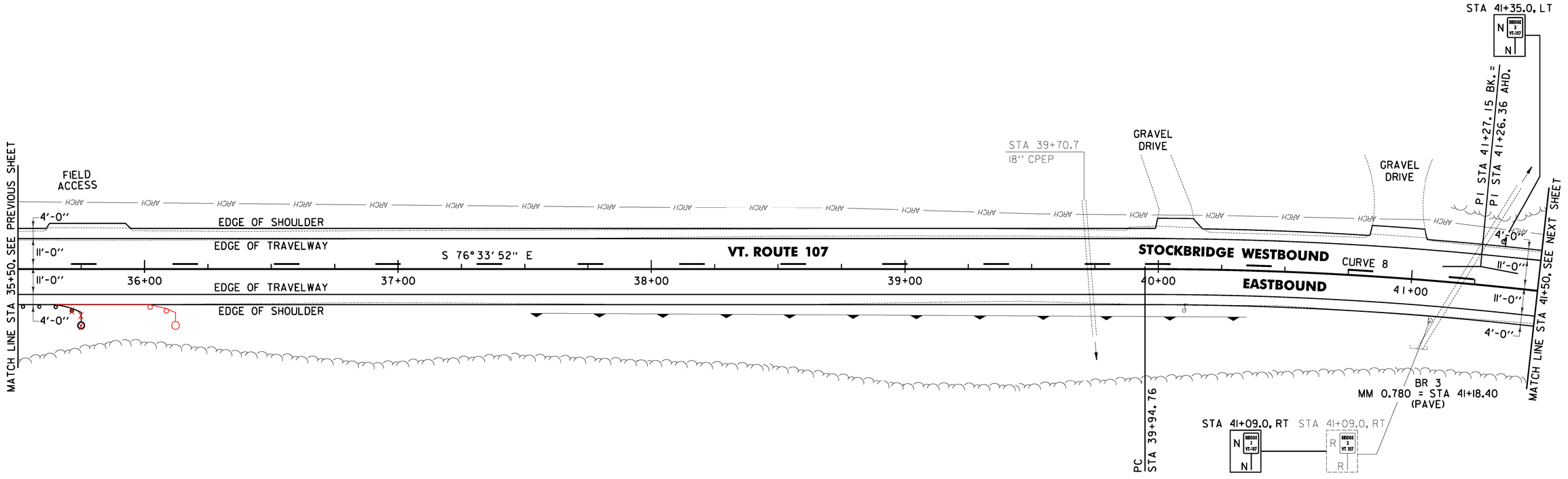
646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 35+50.00 - STA 41+50.00 LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE:
STA 35+50.00 - STA 41+50.00 — LT ℄ RT: D - S

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 35+50.0 - STA ~~41+50.0~~ 38+99.0 C/L (600.0 LF)

675.50 REMOVING SIGNS
AS SHOWN - 1

N
VT STATE PLANE GRID



NOTE:

1. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.

0 20 40
SCALE IN FEET

621.205 STEEL BEAM GUARDRAIL, GALVANIZED W/8 FEET POSTS
STOCKBRIDGE: ~~36+08.0~~
STA 35+50.0 - STA ~~35+79.0~~ RT (29.0 LF)

621.60 ANCHOR FOR STEEL BEAM RAIL
STOCKBRIDGE:
STA ~~35+72.5~~ RT
36+00.0

653.20 TEMPORARY EROSION MATTING
STOCKBRIDGE:
STA 35+50.0 - STA 36+00.0 RT (16.9 SY)
STA 37+50.0 - STA 38+50.0 RT (25.3 SY)

676.10 DELINEATOR WITH STEEL POST
STOCKBRIDGE:
STA 35+79.0 RT

CURVE 8
△ = 10° 48' 14"
D = 4° 05' 33"
R = 1400.00'
T = 132.39'
L = 263.99'
E = 6.25'
e = 0.064 FT/FT

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

PROJECT LAYOUT SHEET #7

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_bdr_nul_07.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214107.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 40 OF 397

FILE NAME = V:\Projects\VAVTVK2\22426\CADD\.MSTN\z10b214_bdr_nul_07.dgn
DATE/TIME = 3/17/2014
USER = 4916

LEGEND

ITEM 613.10 STONE FILL, TYPE I

~~646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR~~
646.404 DURABLE 4 INCH WHITE LINE, POLYUREA
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 41+50.00 - STA 47+50.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED

STOCKBRIDGE:	LT	℄	RT
STA 41+50.00 - STA 41+97.60	D	-	S
STA 41+97.60 - STA 47+50.00	S	-	S

646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 41+50.00 - STA 47+50.00 LT & RT

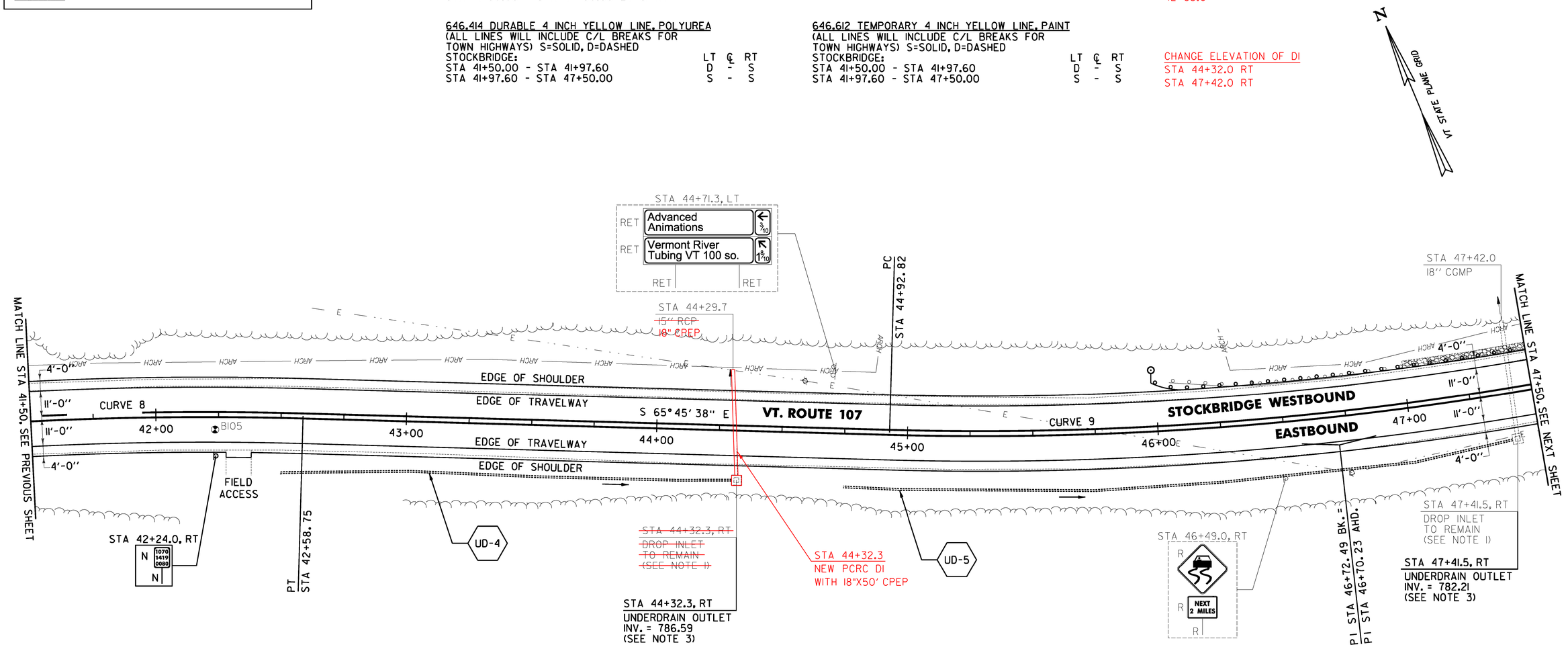
646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED

STOCKBRIDGE:	LT	℄	RT
STA 41+50.00 - STA 41+97.60	D	-	S
STA 41+97.60 - STA 47+50.00	S	-	S

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA ~~41+50.0~~ - STA 47+50.0 C/L (600.0 LF)
42+83.0

CHANGE ELEVATION OF DI
STA 44+32.0 RT
STA 47+42.0 RT

675.50 REMOVING SIGNS
AS SHOWN - 2



SOIL BORING DATA			
BORING #	DEPTH (FT.)	PCC	COMMENTS
BIO5	5.0	NO	SOIL BECOMES SOFT AT 3.0'

NOTES:

1. THE CONTRACTOR SHALL ADJUST THE PROPOSED SIDE SLOPE TO AVOID FILLING IN THE EXISTING DROP INLET AS DIRECTED BY THE ENGINEER.
2. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.
3. SEE SHEET 28 FOR UNDERDRAIN DETAILS.

0 20 40
SCALE IN FEET

~~613.10 STONE FILL, TYPE I~~
~~STOCKBRIDGE:~~
~~STA 47+00.0 - STA 47+50.0 LT (4.1 CY)~~

621.205 STEEL BEAM GUARDRAIL, GALVANIZED W/8 FEET POSTS
STOCKBRIDGE:
STA ~~45+98.0~~ - STA 47+50.0 LT (152.0 LF)
46+06.0

621.60 ANCHOR FOR STEEL BEAM RAIL
STOCKBRIDGE:
STA 46+04.5 LT

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL
STOCKBRIDGE:
STA 46+05.0 - STA 47+50.0 LT (145.0 LF)

~~651.40 GRUBBING MATERIAL (6")~~
~~STOCKBRIDGE:~~
~~STA 47+00.0 - STA 47+50.0 LT (10.3 SY)~~

~~653.20 TEMPORARY EROSION MATTING~~
~~STOCKBRIDGE:~~
~~STA 41+50.0 - STA 42+00.0 LT (14.2 SY)~~
~~STA 47+00.0 - STA 47+50.0 LT (10.3 SY)~~

676.10 DELINEATOR WITH STEEL POST
STOCKBRIDGE:
STA 45+98.0 LT

CURVE 8	
△	10° 48' 14"
D	4° 05' 33"
R	1400.00'
T	132.39'
L	263.99'
E	6.25'
e	0.064 FT/FT

CURVE 9	
△	15° 44' 15"
D	4° 24' 27"
R	1300.00'
T	179.67'
L	357.07'
E	12.36'
e	0.068 FT/FT

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

PROJECT LAYOUT SHEET #8

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_bdr_nul_08.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214108.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 41 OF 397

FILE NAME = W:\Projects\VAN\V21\22426\CADD_MSTN\z10b214_bdr_nul_08.dgn
DATE/TIME = 3/17/2014
USER = 4916

646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR
646.404 DURABLE 4 INCH WHITE LINE, POLYUREA
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 47+50.00 - STA 53+50.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE:
STA 47+50.00 - STA 53+50.00 — LT S, ℄ -, RT S

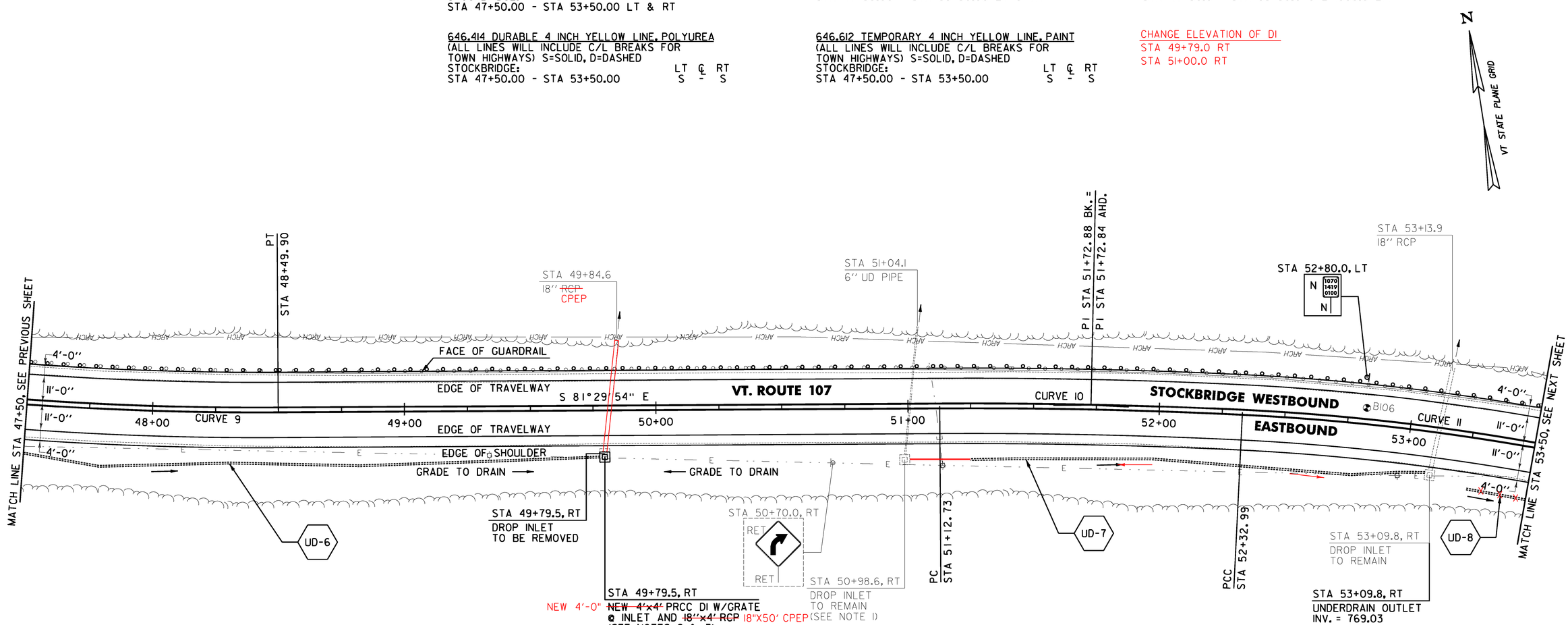
646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 47+50.00 - STA 53+50.00 LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE:
STA 47+50.00 - STA 53+50.00 — LT S, ℄ -, RT S

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 47+50.0 - STA 53+50.0 C/L (600.0 LF)

CHANGE ELEVATION OF DI
STA 49+79.0 RT
STA 51+00.0 RT

N
VT STATE PLANE GRID



STA 49+79.5, RT
NEW 4'-0" ~~NEW 4'x4'~~ PRCC DI W/GRATE @ INLET AND ~~18"x4' RCP~~ 18"X50' CPEP (SEE NOTE 1)
~~(SEE NOTES 2 & 3)~~
UNDERDRAIN OUTLET
INV. = 778.37
(SEE NOTE 5)

STA 53+09.8, RT
UNDERDRAIN OUTLET
INV. = 769.03
(SEE NOTE 5)

SOIL BORING DATA			
BORING #	DEPTH (FT.)	PCC	COMMENTS
B106	2.6	NO	REFUSAL AT 2.6'

NOTES:

1. THE CONTRACTOR SHALL ADJUST THE PROPOSED SIDE SLOPE TO AVOID FILLING IN THE EXISTING DROP INLET AS DIRECTED BY THE ENGINEER.
2. THE CONTRACTOR SHALL FIELD VERIFY THE INVERT OF EXISTING PIPE PRIOR TO ORDERING PROPOSED DRAINAGE STRUCTURE.
3. THE CONTRACTOR SHALL ADJUST THE PROPOSED SIDE SLOPE IN ORDER TO PLACE DROP INLET IN PROPOSED LOCATION AS DIRECTED BY THE ENGINEER.
4. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.
5. SEE SHEET 28 FOR UNDERDRAIN DETAILS.

0 20 40
SCALE IN FEET

313.10 STONE FILL, TYPE II
STA 49+72.0 - 49.85.0 LT
(PIPE OUTLET)

621.205 STEEL BEAM GUARDRAIL, GALVANIZED W/8 FEET POSTS
STOCKBRIDGE:
STA 47+50.0 - STA 53+50.0 LT (600.0 LF)

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL
STOCKBRIDGE:
STA 47+50.0 - STA 53+50.0 LT (600.0 LF)

~~653.20 TEMPORARY EROSION MATTING~~
~~STOCKBRIDGE:~~
~~STA 47+50.0 - STA 48+00.0 LT (8.3 SY)~~
~~STA 49+50.0 - STA 50+00.0 LT (7.2 SY)~~
~~STA 51+00.0 - STA 52+50.0 RT (38.3 SY)~~
~~STA 52+50.0 - STA 53+00.0 LT (18.1 SY)~~

CURVE 9
△ = 15°44'15"
D = 4°24'27"
R = 1300.00'
T = 179.67'
L = 357.07'
E = 12.36'
e = 0.068 FT/FT

CURVE 11
△ = 28°26'21"
D = 6°11'39"
R = 925.00'
T = 234.40'
L = 459.13'
E = 29.24'
e = 0.078 FT/FT

CURVE 10
△ = 3°07'55"
D = 2°36'16"
R = 2200.00'
T = 60.15'
L = 120.26'
E = 0.82'
e = 0.048 FT/FT

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

PROJECT LAYOUT SHEET #9

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(I)
FILE NAME: z10b214_bdr_nul_09.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214109.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 42 OF 397

FILE NAME = W:\P-posts\ANY\K2\22426\CADD_MSTN\z10b214_bdr_nul_09.dgn
DATE/TIME = 3/17/2014
USER = 4916

646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR
646.404 DURABLE 4 INCH WHITE LINE, POLYUREA
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 53+50.00 - STA 59+50.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED

STOCKBRIDGE:	LT	℄	RT
STA 53+50.00 - STA 59+50.00	S	-	S

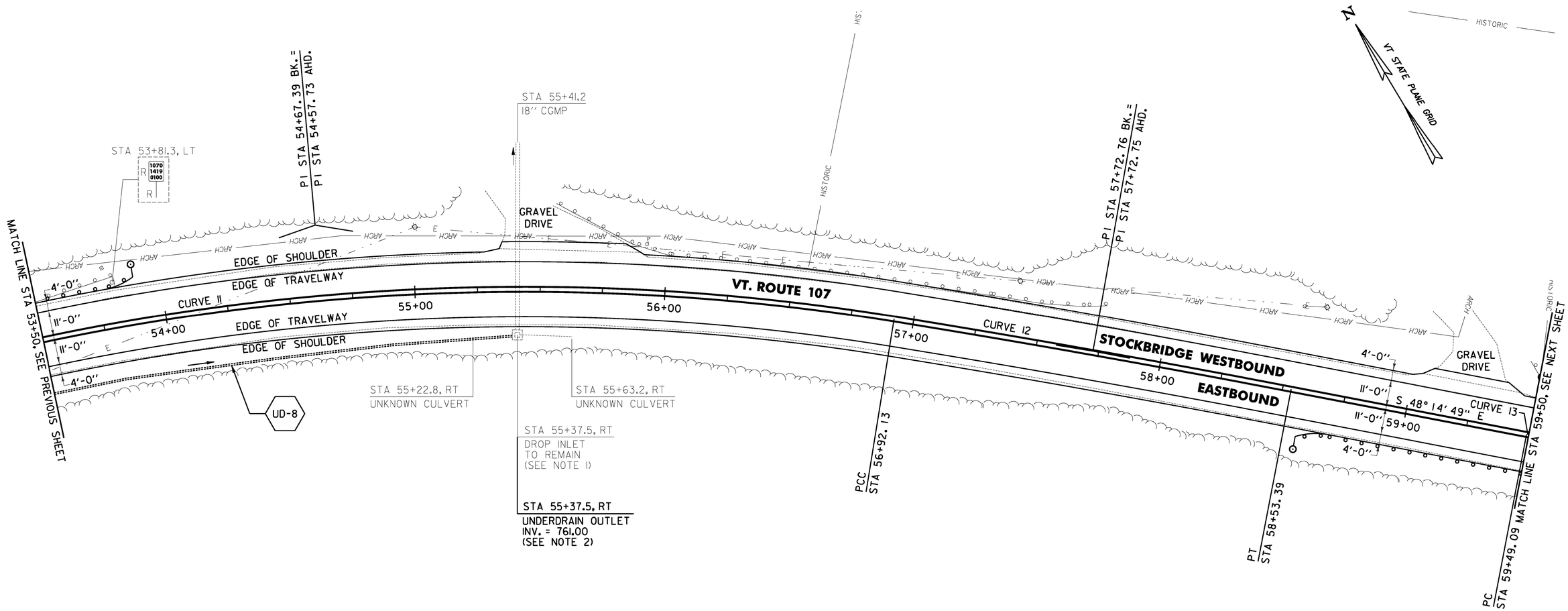
646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 53+50.00 - STA 59+50.00 LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED

STOCKBRIDGE:	LT	℄	RT
STA 53+50.00 - STA 59+50.00	S	-	S

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 53+50.0 - STA 59+50.0 C/L (600.0 LF)

675.50 REMOVING SIGNS
AS SHOWN - 1



NOTES:

1. THE CONTRACTOR SHALL ADJUST THE PROPOSED SIDE SLOPE TO AVOID FILLING IN THE EXISTING DROP INLET AS DIRECTED BY THE ENGINEER.
2. SEE SHEET 28 FOR UNDERDRAIN DETAILS.
3. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.

0 20 40
SCALE IN FEET

621.205 STEEL BEAM GUARDRAIL, GALVANIZED W/8 FEET POSTS
STOCKBRIDGE: ~~53+89.5~~ 53+94.0
STA 53+50.0 - STA ~~53+89.5~~ LT (39.5 LF)
STA 58+58.5 - STA 59+50.0 RT (91.5 LF) 621.20

621.60 ANCHOR FOR STEEL BEAM RAIL
STOCKBRIDGE:
STA 53+83.0 LT
STA 58+65.0 RT

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL
STOCKBRIDGE:
STA 53+50.0 - STA 53+82.0 LT (32.0 LF)
STA 55+56.0 - STA 57+75.0 LT (226.0 LF)
STA 59+45.0 - STA 59+50.0 LT (5.0 LF)

~~653.20 TEMPORARY EROSION MATTING~~
~~STOCKBRIDGE:~~
~~STA 58+00.0 - STA 58+50.0 RT (15.3 SY)~~

676.10 DELINEATOR WITH STEEL POST
STOCKBRIDGE:
STA 53+89.5 LT
STA 58+58.5 RT

CURVE 11
△ = 28° 26' 21"
D = 6° 11' 39"
R = 925.00'
T = 234.40'
L = 459.13'
E = 29.24'
e = 0.078 FT/FT

CURVE 12
△ = 1° 40' 48"
D = 1° 02' 30"
R = 5500.00'
T = 80.64'
L = 161.26'
E = 29.24'
e = 0.022 FT/FT

CURVE 13
△ = 2° 32' 58"
D = 1° 47' 26"
R = 3200.00'
T = 71.20'
L = 142.38'
E = 0.79'
e = 0.036 FT/FT

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

PROJECT LAYOUT SHEET #10

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(11)
FILE NAME: z10b214_bdr_nul_10.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b2141110.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 43 OF 397

FILE NAME = W:\Projects\VAN\V21224261\CADD_MSTN\z10b214_bdr_nul_10.dgn
DATE/TIME = 3/17/2014
USER = 4916

LEGEND

ITEM 613.10 STONE FILL, TYPE I

~~646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR~~
646.404 DURABLE 4 INCH WHITE LINE, POLYUREA
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 59+50.00 - STA 65+50.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED

STOCKBRIDGE:	LT	℄	RT
STA 59+50.00 - STA 65+50.00	S	-	S

646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 59+50.00 - STA 65+50.00 LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED

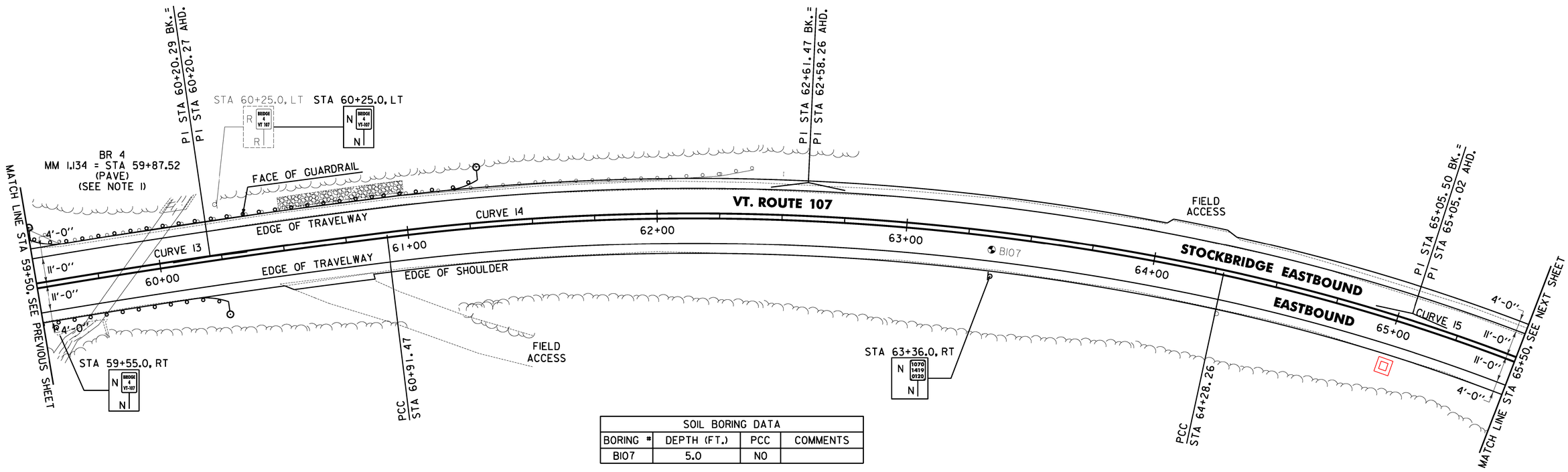
STOCKBRIDGE:	LT	℄	RT
STA 59+50.00 - STA 65+50.00	S	-	S

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 59+50.0 - STA 65+50.0 C/L (600.0 LF)

604.40 CHANGE ELEVATION OF DI
STA 65+00.0, RT

675.50 REMOVING SIGNS
AS SHOWN - 1

N
VT STATE PLANE GRID



SOIL BORING DATA			
BORING #	DEPTH (FT.)	PCC	COMMENTS
B107	5.0	NO	

~~613.10 STONE FILL, TYPE I~~
~~STOCKBRIDGE:~~
~~STA 60+50.0 - STA 61+00.0 LT (7.3 CY)~~

~~621.216 HD STEEL BEAM GUARDRAIL, GALVANIZED/NESTED~~
~~STOCKBRIDGE:~~
~~STA 59+90.0 - STA 60+15.0 LT (25.0 LF)~~

621.217 HD STEEL BEAM GUARDRAIL, GALVANIZED/NESTED W/8 FEET POSTS
STOCKBRIDGE:
STA 59+60.5 - STA 59+85.5 RT (25.0 LF)

621.20 STEEL BEAM GUARDRAIL, GALVANIZED
STOCKBRIDGE: STA 59+45.0 - 61+33.0 LT
~~STA 59+50.5 - STA 59+90.0 LT (39.5 LF)~~
~~STA 60+15.0 - STA 61+29.5 LT (114.5 LF)~~
STA 59+50.0 - 59+60.5 RT STA 60+10.5 - 60+37 RT

621.205 STEEL BEAM GUARDRAIL, GALVANIZED W/8 FEET POSTS
STOCKBRIDGE:
~~STA 59+50.0 - STA 59+60.5 RT (10.5 LF)~~
STA 59+85.5 - STA ~~60+25.0~~ RT (~~39.5~~ LF)
60+10.5 25.0

621.60 ANCHOR FOR STEEL BEAM RAIL
STOCKBRIDGE:
STA 59+57.0 LT
STA 60+18.5 RT
STA 61+23.0 LT

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL
STOCKBRIDGE:
STA 59+50.0 - STA 62+38.0 LT (288.0 LF)

~~651.40 GRUBBING MATERIAL (6")~~
~~STOCKBRIDGE:~~
~~STA 60+50.0 - STA 61+00.0 LT (16.1 SY)~~

~~653.20 TEMPORARY EROSION MATTING~~
~~STOCKBRIDGE:~~
~~STA 60+00.0 - STA 61+50.0 LT (41.1 SY)~~
~~STA 61+50.0 - STA 62+00.0 RT (11.9 SY)~~

676.10 DELINEATOR WITH STEEL POST
STOCKBRIDGE:
STA 59+50.5 LT
STA 60+25.0 RT
STA 61+29.5 LT

CURVE 13
△ = 2°32'58"
D = 1°47'26"
R = 3200.00'
T = 71.20'
L = 142.38'
E = 0.79'
e = 0.036 FT/FT

CURVE 14
△ = 19°17'47"
D = 5°43'46"
R = 1000.00'
T = 170.00'
L = 336.78'
E = 14.35'
e = 0.076 FT/FT

CURVE 15
△ = 11°01'50"
D = 7°09'43"
R = 800.00'
T = 77.25'
L = 154.02'
E = 3.72'
e = 0.080 FT/FT

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

NOTES:

1. SEE SHEET 391 FOR NESTED GUARDRAIL SYSTEM DETAIL.
2. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.

0 20 40
SCALE IN FEET

PROJECT LAYOUT SHEET #11

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_bdr_nul_11.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214111.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 44 OF 397

FILE NAME = V:\Projects\VAN\W2\22426\CADD_MSTN\z10b214_bdr_nul_11.dgn
DATE/TIME = 3/17/2014
USER = 4916

~~646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR~~
646.404 DURABLE 4 INCH WHITE LINE, POLYUREA
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 65+50.00 - STA 71+50.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED

STOCKBRIDGE:	LT	℄	RT
STA 65+50.00 - STA 71+50.00	S	-	S

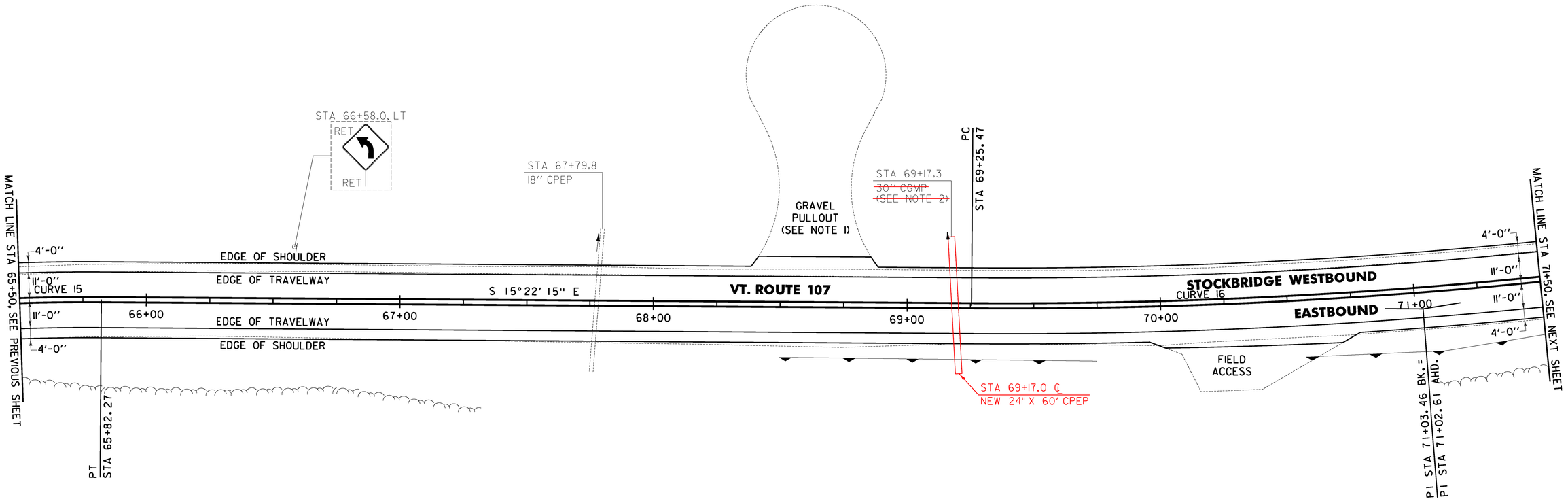
646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 65+50.00 - STA 71+50.00 LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED

STOCKBRIDGE:	LT	℄	RT
STA 65+50.00 - STA 71+50.00	S	-	S

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 65+50.0 - STA 71+50.0 C/L (600.0 LF)

N
VT STATE PLANE GRID



NOTES:

1. PROVIDE A 4 FT WIDE, 1½" TYPE IVS APRON FOR THE EXISTING GRAVEL PULLOUT. ANY REQUIRED EXCAVATION SHALL BE PERFORMED AS DIRECTED BY THE ENGINEER AND PAID FOR UNDER ITEM 608.25 ALL PURPOSE EXCAVATOR RENTAL, TYPE I.
2. THE CONTRACTOR SHALL ADJUST THE PROPOSED SIDE SLOPE TO AVOID FILLING IN THE EXISTING PIPE OUTLET AS DIRECTED BY THE ENGINEER.
3. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.

0 20 40
SCALE IN FEET

~~653.20 TEMPORARY EROSION MATTING~~
~~STOCKBRIDGE:~~
~~STA 69+00.0 - STA 71+50.0 LT (105.5 SY)~~

CURVE 15		CURVE 16	
△ =	11°01' 50"	△ =	9°41' 22"
D =	7°09' 43"	D =	2°43' 42"
R =	800.00'	R =	2100.00'
T =	77.25'	T =	177.99'
L =	154.02'	L =	355.13'
E =	3.72'	E =	7.53'
e =	0.080 FT/FT	e =	0.050 FT/FT

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

PROJECT LAYOUT SHEET #12

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_bdr_nul_12.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214112.1
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 45 OF 397

FILE NAME = H:\Projects\VAHY\K2\22426\CADD_MSTN\z10b214_bdr_nul_12.dgn
DATE/TIME = 3/17/2014
USER = 4916

LEGEND

ITEM 613.10 STONE FILL, TYPE I

EXISTING PAVEMENT TO BE REMOVED (SEE NOTE 3)

~~646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR~~
646.404 DURABLE 4 INCH WHITE LINE, POLYUREA
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 71+50.00 - STA 77+50.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE:

	LT	℄	RT
STA 71+50.00 - STA 77+50.00	S	-	S

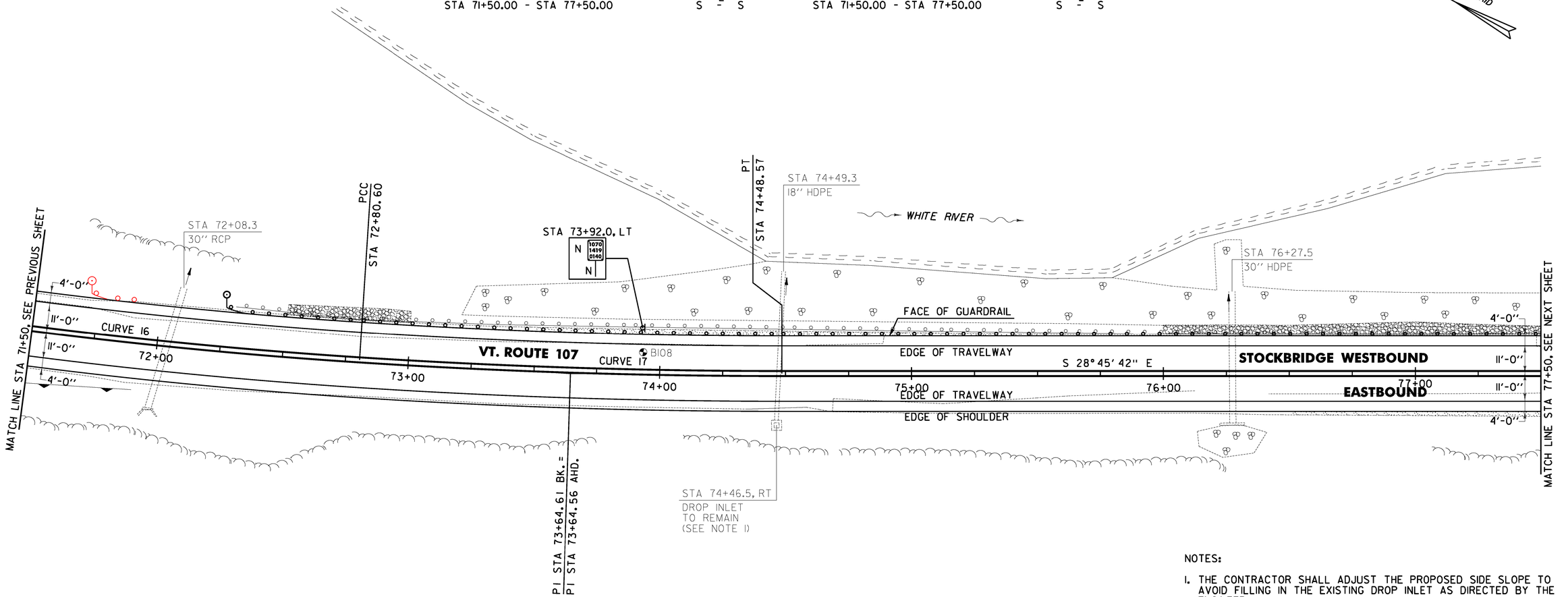
646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 71+50.00 - STA 77+50.00 LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE:

	LT	℄	RT
STA 71+50.00 - STA 77+50.00	S	-	S

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 71+50.0 - STA 77+50.0 C/L (600.0 LF)

N
VT STATE PLANE GRID



621.20 STEEL BEAM GUARDRAIL
STA 71+73.0 - 72+85.0 RT

621.60 ANCHOR FOR STEEL BEAM RAIL
STA 71+80.0 LT

SOIL BORING DATA			
BORING #	DEPTH (FT.)	PCC	COMMENTS
B108	5.0	NO	

NOTES:

1. THE CONTRACTOR SHALL ADJUST THE PROPOSED SIDE SLOPE TO AVOID FILLING IN THE EXISTING DROP INLET AS DIRECTED BY THE ENGINEER.
2. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.
3. THE CONTRACTOR SHALL COLD PLANE THE TOP 4" OF EXISTING ROAD SURFACE, AND RECLAIM THE NEXT 8" OF THE EXISTING ROAD SURFACE AT FULL WIDTH. THE CONTRACTOR SHALL THEN PLACE 2" OF ITEM 651.35 TOPSOIL AND ITEM 651.15 SEED AS DIRECTED BY THE ENGINEER.

621.75 REMOVE AND RESET GUARDRAIL
STOCKBRIDGE:
STA ~~72+26.0~~ - STA 77+50.0 LT (524.0 LF)
72+85.0

~~613.10 STONE FILL, TYPE I~~
~~STOCKBRIDGE:~~
~~STA 72+50.0 - STA 73+00.0 LT (6.6 CY)~~
~~STA 76+00.0 - STA 77+50.0 LT (10.6 CY)~~

~~651.40 GRUBBING MATERIAL (6")~~
~~STOCKBRIDGE:~~
~~STA 72+50.0 - STA 73+00.0 LT (14.4 SY)~~
~~STA 76+00.0 - STA 77+50.0 LT (25.8 SY)~~

~~653.20 TEMPORARY EROSION MATTING~~
~~STOCKBRIDGE:~~
~~STA 71+50.0 - STA 73+50.0 LT (51.4 SY)~~
~~STA 75+50.0 - STA 77+50.0 LT (32.8 SY)~~

676.10 DELINEATOR WITH STEEL POST
STOCKBRIDGE:
STA 72+26.0 LT

676.12 REMOVAL OF EXISTING DELINEATOR
STOCKBRIDGE:
STA 72+81.0 - STA 77+50.0 RT (2 EA)

CURVE 16
△ = 9°41'22"
D = 2°43'42"
R = 2100.00'
T = 177.99'
L = 355.13'
E = 7.53'
e = 0.050 FT/FT

CURVE 17
△ = 3°42'05"
D = 2°12'13"
R = 2600.00'
T = 84.01'
L = 167.97'
E = 1.36'
e = 0.042 FT/FT

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

0 20 40
SCALE IN FEET

PROJECT LAYOUT SHEET #13

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_bdr_nul_13.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214113.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 46 OF 397

FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_bdr_nul_13.dgn
DATE/TIME = 3/17/2014
USER = 4916

LEGEND

ITEM 613.10 STONE FILL, TYPE I

EXISTING PAVEMENT TO BE REMOVED (SEE NOTE 2)

~~646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR~~
646.404 DURABLE 4 INCH WHITE LINE, POLYUREA
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 77+50.00 - STA 83+50.00 LT & RT

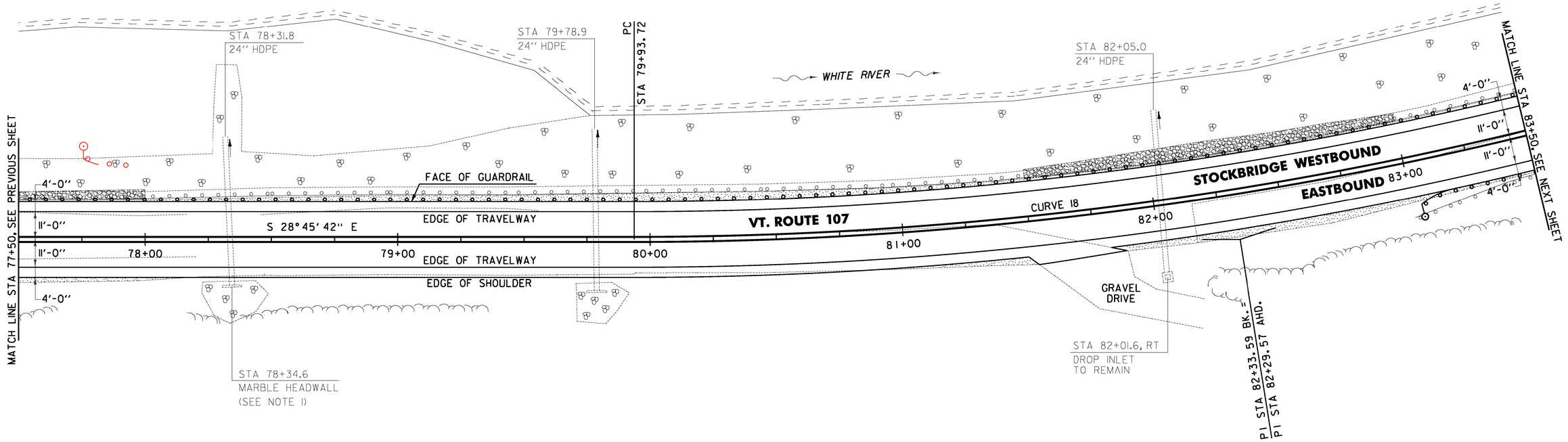
646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE: LT ℄ RT
STA 77+50.00 - STA 83+50.00 S - S

646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 77+50.00 - STA 83+50.00 LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE: LT ℄ RT
STA 77+50.00 - STA 83+50.00 S - S

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 77+50.0 - STA 83+50.0 C/L (600.0 LF)

N
VT STATE PLANE GRID



~~613.10 STONE FILL, TYPE I~~
~~STOCKBRIDGE:~~
~~STA 77+50.0 - STA 78+00.0 LT (2.2 CY)~~
~~STA 81+50.0 - STA 83+00.0 LT (19.4 CY)~~

621.75 REMOVE AND RESET GUARDRAIL
STOCKBRIDGE:
STA 77+50.0 - STA 83+50.0 LT (600.0 LF)
STA ~~83+00.0~~ - STA 83+50.0 RT (50.0 LF)
83+40.0

651.40 GRUBBING MATERIAL (6")
STOCKBRIDGE:
~~STA 77+50.0 - STA 78+00.0 LT (6.1 SY)~~
~~STA 81+50.0 - STA 83+00.0 LT (45.3 SY)~~

~~653.20 TEMPORARY EROSION MATTING~~
~~STOCKBRIDGE:~~
~~STA 77+50.0 - STA 78+00.0 LT (6.1 SY)~~
~~STA 81+50.0 - STA 83+00.0 LT (45.3 SY)~~

676.10 DELINEATOR WITH STEEL POST
STOCKBRIDGE:
STA 83+00.0 RT

676.12 REMOVAL OF EXISTING DELINEATOR
STOCKBRIDGE:
STA 77+50.0 - STA 83+50.0 RT (3 EA)

621.20 STEEL BEAM GUARDRAIL
STA 83+00.0 - 83+40.0 RT

CURVE 18
△ = 18° 10' 16"
D = 3° 49' 11"
R = 1500.00'
T = 239.87'
L = 475.72'
E = 19.06'
e = 0.062 FT/FT

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

NOTES:

1. THE CONTRACTOR SHALL ADJUST THE PROPOSED SIDE SLOPE TO AVOID FILLING IN THE EXISTING PIPE INLET AS DIRECTED BY THE ENGINEER.
2. THE CONTRACTOR SHALL COLD PLANE THE TOP 4" OF EXISTING ROAD SURFACE, AND RECLAIM THE NEXT 8" OF THE EXISTING ROAD SURFACE AT FULL WIDTH. THE CONTRACTOR SHALL THEN PLACE 2" OF ITEM 651.35 TOPSOIL AND ITEM 651.15 SEED AS DIRECTED BY THE ENGINEER.
3. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.

0 20 40
SCALE IN FEET

PROJECT LAYOUT SHEET #14

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_bdr_nul_14.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214114.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 47 OF 397

FILE NAME = W:\Projects\MHYK2\22426\CADD_MSTN\z10b214_bdr_nul_14.dgn
DATE/TIME = 3/17/2014
USER = 4916

LEGEND

EXISTING PAVEMENT TO BE REMOVED (SEE NOTE 2)

ITEM 613.10 STONE FILL, TYPE I

~~646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR~~
646.404 DURABLE 4 INCH WHITE LINE, POLYUREA
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 83+50.00 - STA 89+50.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED

STOCKBRIDGE:	LT	℄	RT
STA 83+50.00 - STA 89+50.00	S	-	S

646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 83+50.00 - STA 89+50.00 LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED

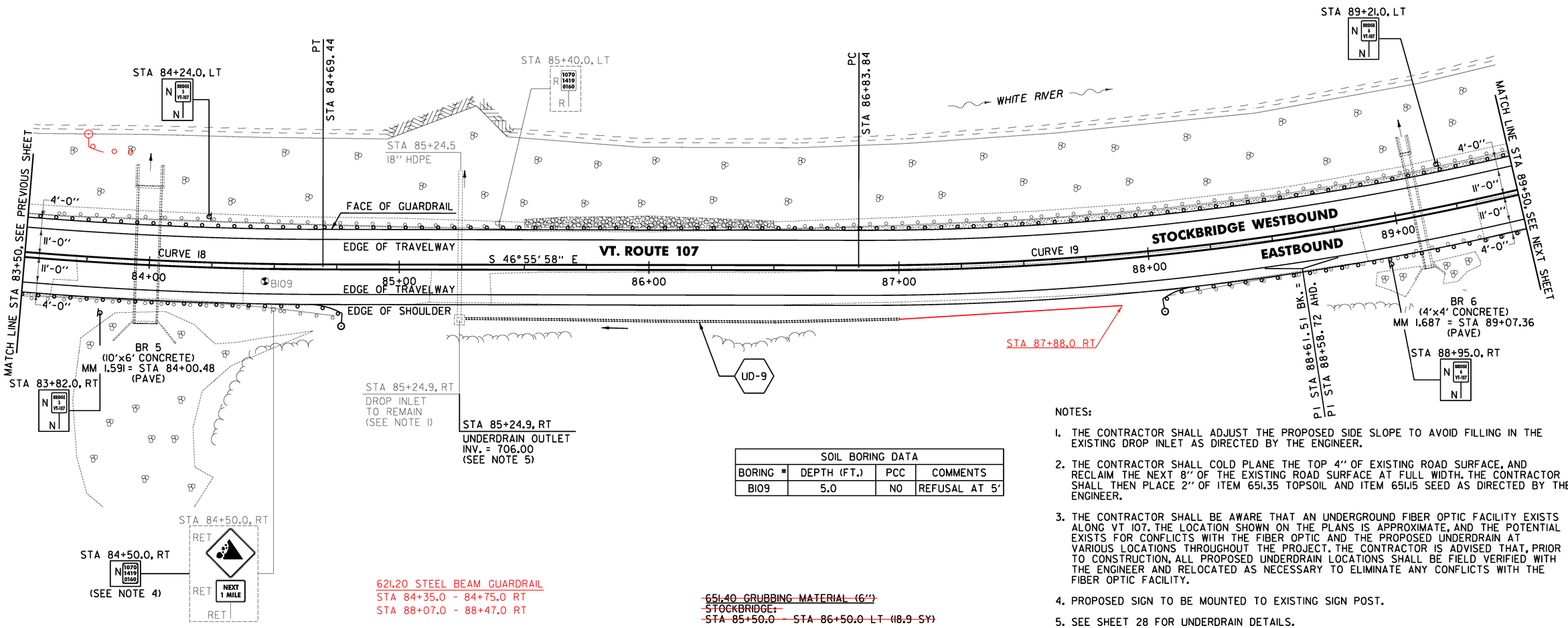
STOCKBRIDGE:	LT	℄	RT
STA 83+50.00 - STA 89+50.00	S	-	S

604.40 CHANGE ELEVATION OF DI
STA 85+24.9 RT

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 83+50.0 - STA 89+50.0 C/L (600.0 LF)

675.50 REMOVING SIGNS
AS SHOWN - 1

N
VT STATE PLANE GRID



SOIL BORING DATA			
BORING #	DEPTH (FT.)	PCC	COMMENTS
BI09	5.0	NO	REFUSAL AT 5'

NOTES:

1. THE CONTRACTOR SHALL ADJUST THE PROPOSED SIDE SLOPE TO AVOID FILLING IN THE EXISTING DROP INLET AS DIRECTED BY THE ENGINEER.
2. THE CONTRACTOR SHALL COLD PLANE THE TOP 4" OF EXISTING ROAD SURFACE, AND RECLAIM THE NEXT 8" OF THE EXISTING ROAD SURFACE AT FULL WIDTH. THE CONTRACTOR SHALL THEN PLACE 2" OF ITEM 651.35 TOPSOIL AND ITEM 651.15 SEED AS DIRECTED BY THE ENGINEER.
3. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.
4. PROPOSED SIGN TO BE MOUNTED TO EXISTING SIGN POST.
5. SEE SHEET 28 FOR UNDERDRAIN DETAILS.

0 20 40
SCALE IN FEET

621.20 STEEL BEAM GUARDRAIL
STA 84+35.0 - 84+75.0 RT
STA 88+07.0 - 88+47.0 RT

~~613.10 STONE FILL, TYPE I~~
~~STOCKBRIDGE:~~
~~STA 85+50.0 - STA 86+50.0 LT (8.7 CY)~~

621.75 REMOVE AND RESET GUARDRAIL
STOCKBRIDGE:
STA 83+50.0 - STA 89+50.0 LT (600.0 LF)
STA 83+50.0 - STA ~~84+74.0~~ RT (124.0 LF) 84+35.0
STA ~~88+07.0~~ - STA 89+50.0 RT (143.0 LF) 88+47.0

~~651.40 GRUBBING MATERIAL (6")~~
~~STOCKBRIDGE:~~
~~STA 85+50.0 - STA 86+50.0 LT (18.9 SY)~~

~~653.20 TEMPORARY EROSION MATTING~~
~~STOCKBRIDGE:~~
~~STA 85+50.0 - STA 86+50.0 LT (18.9 SY)~~

676.10 DELINEATOR WITH STEEL POST
STOCKBRIDGE:
STA 84+74.0 RT
STA 88+07.0 RT

676.12 REMOVAL OF EXISTING DELINEATOR
STOCKBRIDGE:
STA 83+50.0 - STA 89+50.0 RT (11 EA)

CURVE 18		CURVE 19	
△	= 18° 10' 16"	△	= 17° 33' 54"
D	= 3° 49' 11"	D	= 4° 58' 56"
R	= 1500.00'	R	= 1150.00'
T	= 239.87'	T	= 177.67'
L	= 475.72'	L	= 352.55'
E	= 19.06'	E	= 13.64'
e	= 0.062 FT/FT	e	= 0.072 FT/FT

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

PROJECT LAYOUT SHEET #15

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_bdr_nul_15.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214115.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 48 OF 397

FILE NAME = N:\Projects\VAHY\K21\22426\CADD_MSTN\z10b214_bdr_nul_15.dgn
DATE/TIME = 3/17/2014
USER = 4916

LEGEND

ITEM 613.10 STONE FILL, TYPE I

EXISTING PAVEMENT TO BE REMOVED (SEE NOTE 2)

~~646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR~~
646.404 DURABLE 4 INCH WHITE LINE, POLYUREA
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 89+50.00 - STA 95+50.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED

STOCKBRIDGE:	LT	℄	RT
STA 89+50.00 - STA 95+50.00	S	-	S

646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 89+50.00 - STA 95+50.00 LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED

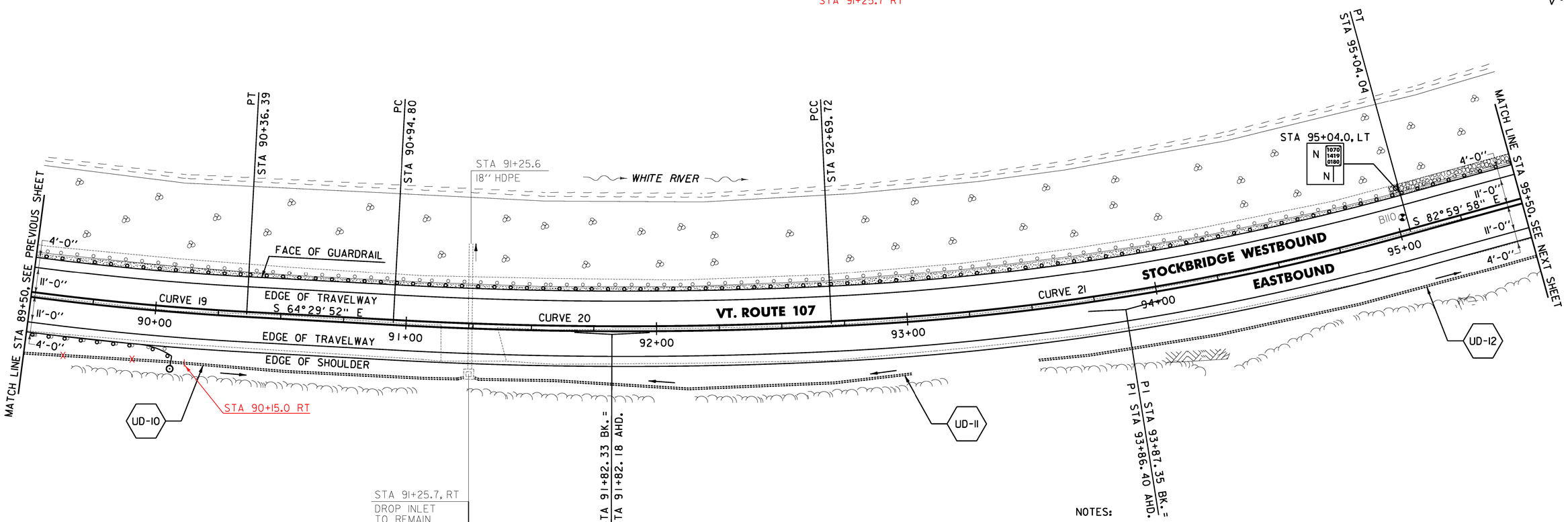
STOCKBRIDGE:	LT	℄	RT
STA 89+50.00 - STA 95+50.00	S	-	S

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 89+50.0 - STA 95+50.0 C/L (600.0 LF)

604.40 CHANGE ELEVATION OF DI
STA 91+25.7 RT

N

VT STATE PLANE GRID



STA 91+25.7, RT
DROP INLET TO REMAIN (SEE NOTE 1)

STA 91+25.7, RT	STA 91+25.7, RT
UNDERDRAIN OUTLET INV. = 706.50 (SEE NOTE 4)	UNDERDRAIN OUTLET INV. = 706.48 (SEE NOTE 4)

SOIL BORING DATA			
BORING #	DEPTH (FT.)	PCC	COMMENTS
B110	5.0	NO	

621.20 STEEL BEAM GUARDRAIL
STA 89+71.0 - 90+11.0 RT

613.10 STONE FILL, TYPE I
STOCKBRIDGE:
STA 95+00.0 - STA 95+50.0 LT (2.3 CY)

621.75 REMOVE AND RESET GUARDRAIL
STOCKBRIDGE:
STA 89+50.0 - STA 95+50.0 LT (600.0 LF)
STA 89+50.0 - STA ~~90+06.0~~ 89+71.0 RT (56.0 LF)

~~651.40 GRUBBING MATERIAL (6")~~
~~STOCKBRIDGE:~~
~~STA 95+00.0 - STA 95+50.0 LT (6.7 SY)~~

~~653.20 TEMPORARY EROSION MATTING~~
~~STOCKBRIDGE:~~
~~STA 91+00.0 - STA 92+00.0 LT (11.4 SY)~~
~~STA 95+00.0 - STA 95+50.0 LT (6.7 SY)~~

676.10 DELINEATOR WITH STEEL POST
STOCKBRIDGE:
STA 90+06.0 RT

676.12 REMOVAL OF EXISTING DELINEATOR
STOCKBRIDGE:
STA 89+50.0 - STA 95+50.0 RT (1EA)

CURVE 19
△ = 17° 33' 54"
D = 4° 58' 56"
R = 1150.00'
T = 177.67'
L = 352.55'
E = 13.64'
e = 0.072 FT/FT

CURVE 20
△ = 5° 54' 28"
D = 3° 22' 13"
R = 1700.00'
T = 87.72'
L = 175.28'
E = 2.26'
e = 0.058 FT/FT

CURVE 21
△ = 12° 36' 24"
D = 5° 22' 48"
R = 1065.00'
T = 117.64'
L = 234.33'
E = 6.48'
e = 0.076 FT/FT

NOTES:

1. THE CONTRACTOR SHALL ADJUST THE PROPOSED SIDE SLOPE TO AVOID FILLING IN THE EXISTING DROP INLET AS DIRECTED BY THE ENGINEER.
2. THE CONTRACTOR SHALL COLD PLANE THE TOP 4" OF EXISTING ROAD SURFACE, AND RECLAIM THE NEXT 8" OF THE EXISTING ROAD SURFACE AT FULL WIDTH. THE CONTRACTOR SHALL THEN PLACE 2" OF ITEM 651.35 TOPSOIL AND ITEM 651.15 SEED AS DIRECTED BY THE ENGINEER.
3. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.
4. SEE SHEET 28 FOR UNDERDRAIN DETAILS.

0 20 40
SCALE IN FEET

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

PROJECT LAYOUT SHEET #16

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(I)
FILE NAME: z10b214_bdr_nul_16.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214116.I
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 49 OF 397

FILE NAME = H:\Projects\VAN\K2\22426\CADD\.MSTN\z10b214_bdr_nul_16.dgn
DATE/TIME = 3/17/2014
USER = 4916

LEGEND

ITEM 613.10 STONE FILL, TYPE I

EXISTING PAVEMENT TO BE REMOVED (SEE NOTE 3)

~~646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR~~
646.404 DURABLE 4 INCH WHITE LINE, POLYUREA
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 95+50.00 - STA 101+50.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED

STOCKBRIDGE:	LT	℄	RT
STA 95+50.00 - STA 101+50.00	S	-	S

646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 95+50.00 - STA 101+50.00 LT & RT

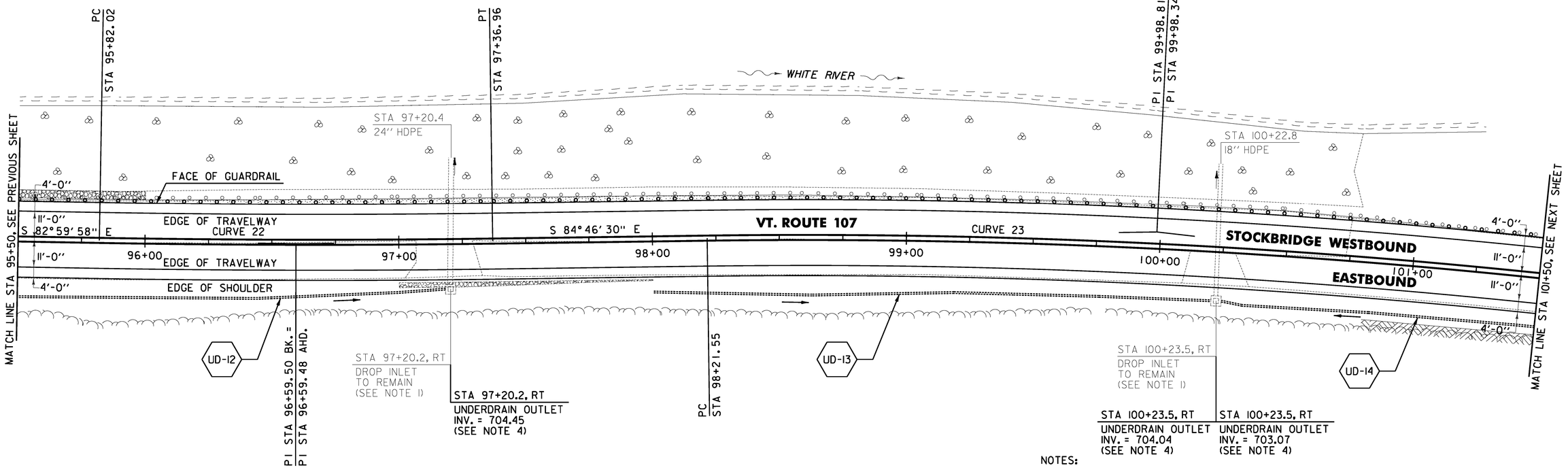
646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED

STOCKBRIDGE:	LT	℄	RT
STA 95+50.00 - STA 101+50.00	S	-	S

604.40 CHANGE ELEVATION OF DI
STA 97+20.2 RT

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 95+50.0 - STA 101+50.0 C/L (600.0 LF)

N
VT STATE PLANE GRID



NOTES:

1. THE CONTRACTOR SHALL ADJUST THE PROPOSED SIDE SLOPE TO AVOID FILLING IN THE EXISTING DROP INLET AS DIRECTED BY THE ENGINEER.
2. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.
3. THE CONTRACTOR SHALL COLD PLANE THE TOP 4" OF EXISTING ROAD SURFACE, AND RECLAIM THE NEXT 8" OF THE EXISTING ROAD SURFACE AT FULL WIDTH. THE CONTRACTOR SHALL THEN PLACE 2" OF ITEM 651.35 TOPSOIL AND ITEM 651.15 SEED AS DIRECTED BY THE ENGINEER.
4. SEE SHEET 28 FOR UNDERDRAIN DETAILS.

0 20 40
SCALE IN FEET

~~613.10 STONE FILL, TYPE I~~
~~STOCKBRIDGE:~~
~~STA 95+50.0 - STA 96+00.0 LT (2.6 CY)~~
~~STA 97+00.0 - STA 98+00.0 RT (8.3 CY)~~

621.75 REMOVE AND RESET GUARDRAIL
STOCKBRIDGE:
STA 95+50.0 - STA 101+50.0 LT (600.0 LF)

~~651.40 GRUBBING MATERIAL (6")~~
~~STOCKBRIDGE:~~
~~STA 95+50.0 - STA 96+00.0 LT (7.2 SY)~~
~~STA 97+00.0 - STA 98+00.0 RT (20.0 SY)~~

~~653.20 TEMPORARY EROSION MATTING~~
~~STOCKBRIDGE:~~
~~STA 95+50.0 - STA 96+00.0 LT (7.2 SY)~~
~~STA 97+00.0 - STA 98+00.0 RT (20.0 SY)~~
~~STA 99+00.0 - STA 100+50.0 LT (51.1 SY)~~

676.12 REMOVAL OF EXISTING DELINEATOR
STOCKBRIDGE:
STA 95+50.0 - STA 101+50.0 RT (1EA)

CURVE 22	
△	1°46' 32"
D	1°08' 45"
R	5000.00'
T	77.48'
L	154.94'
E	0.60'
e	0.024 FT/FT

CURVE 23	
△	7°14' 41"
D	2°02' 47"
R	2800.00'
T	177.26'
L	354.05'
E	5.61'
e	0.040 FT/FT

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

PROJECT LAYOUT SHEET #17

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_bdr_nul_17.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214117.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 50 OF 397

FILE NAME = V:\Projects\VAVTVK21\22426\CADD\...MSTN\z10b214_bdr_nul_17.dgn
DATE/TIME = 3/17/2014
USER = 4916

LEGEND

ITEM 613.10 STONE FILL, TYPE I

~~646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR~~
646.404 DURABLE 4 INCH WHITE LINE, POLYUREA
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 101+50.00 - STA 107+50.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE:
STA 101+50.00 - STA 107+50.00 — LT S, ℄ S, RT S

646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 101+50.00 - STA 107+50.00 LT & RT

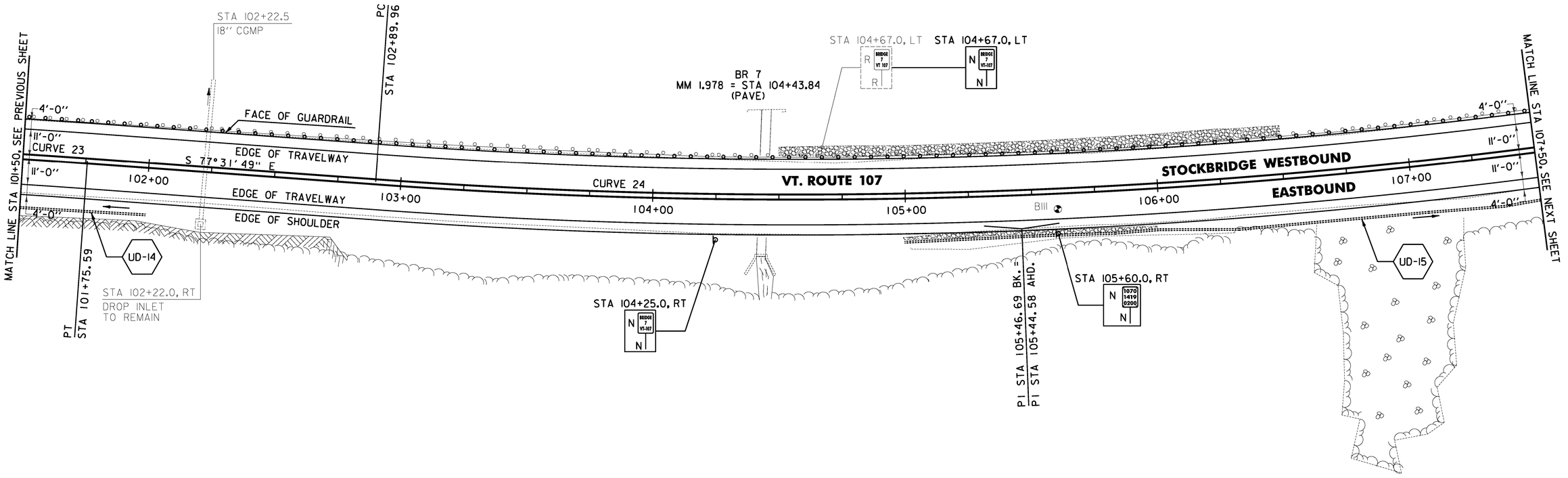
646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE:
STA 101+50.00 - STA 107+50.00 — LT S, ℄ S, RT S

604.40 CHANGE ELEVATION OF DI
STA 102+22.0 RT

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 101+50.0 - STA 107+50.0 C/L (600.0 LF)

675.50 REMOVING SIGNS
AS SHOWN - 1

N
VT STATE PLANE GRID



SOIL BORING DATA			
BORING #	DEPTH (FT.)	PCC	COMMENTS
B111	2.1	NO	REFUSAL AT 2.1'

NOTE:

1. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.

0 20 40
SCALE IN FEET

~~613.10 STONE FILL, TYPE I~~
~~STOCKBRIDGE:~~
~~STA 104+50.0 - STA 106+50.0 LT (22.8 CY)~~
~~STA 105+00.0 - STA 106+00.0 RT (7.0 CY)~~

621.75 REMOVE AND RESET GUARDRAIL
STOCKBRIDGE:
STA 101+50.0 - STA 107+50.0 LT (600.0 LF)

~~651.40 GRUBBING MATERIAL (6")~~
~~STOCKBRIDGE:~~
~~STA 104+50.0 - STA 106+50.0 LT (52.2 SY)~~
~~STA 105+00.0 - STA 106+00.0 RT (18.1 SY)~~

~~653.20 TEMPORARY EROSION MATTING~~
~~STOCKBRIDGE:~~
~~STA 104+00.0 - STA 106+50.0 LT (62.8 SY)~~
~~STA 105+00.0 - STA 107+50.0 RT (37.2 SY)~~

676.12 REMOVAL OF EXISTING DELINEATOR
STOCKBRIDGE:
STA 101+50.0 - STA 104+25.0 RT (1 EA)

CURVE 23
△ = 7° 14' 41"
D = 2° 02' 47"
R = 2800.00'
T = 177.26'
L = 354.05'
E = 5.61'
e = 0.040 FT/FT

CURVE 24
△ = 12° 44' 17"
D = 2° 29' 28"
R = 2300.00'
T = 256.72'
L = 511.33'
E = 14.28'
e = 0.046 FT/FT

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

PROJECT LAYOUT SHEET #18

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_bdr_nul_18.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214118.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 51 OF 397

FILE NAME = W:\Projects\MMY\K2\22426\CADD_MSTN\z10b214_bdr_nul_18.dgn
DATE/TIME = 3/17/2014
USER = 4916

LEGEND

ITEM 613.10 STONE FILL, TYPE I

EXISTING PAVEMENT TO BE REMOVED (SEE NOTE 1)

~~646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR~~
646.404 DURABLE 4 INCH WHITE LINE, POLYUREA
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 107+50.00 - STA 113+50.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE: LT ℄ RT
STA 107+50.00 - STA 113+50.00 S - S

646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 107+50.00 - STA 113+50.00 LT & RT

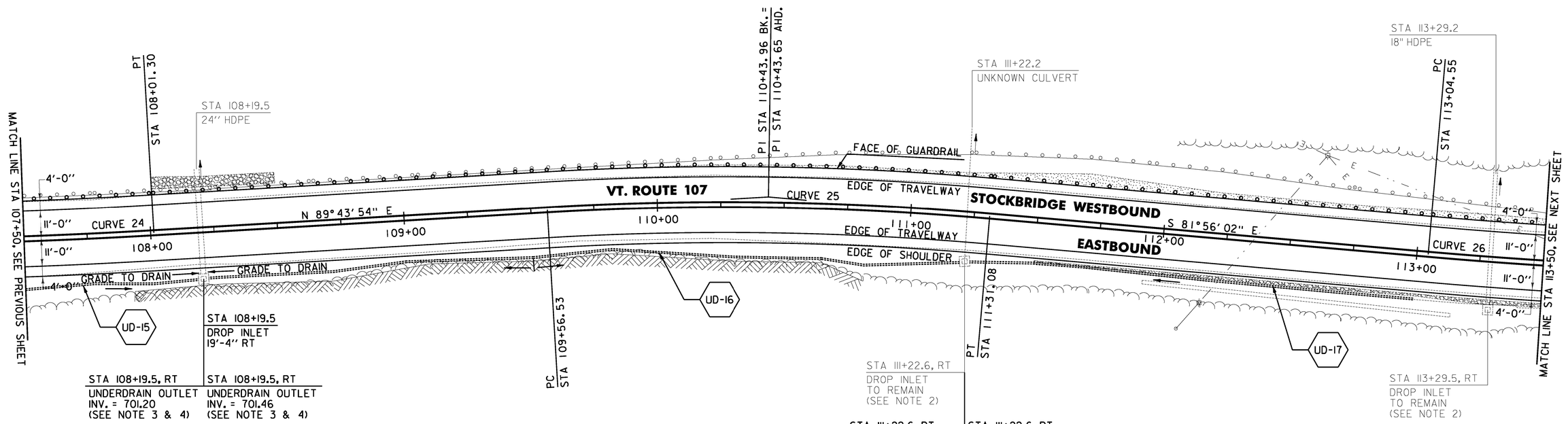
646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE: LT ℄ RT
STA 107+50.00 - STA 113+50.00 S - S

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 107+50.0 - STA 113+50.0 C/L (600.0 LF)

604.40 CHANGE ELEVATION OF DI
STA 108+19.5 RT
STA 111+22.6 RT
STA 113+29.5 RT

N

VT STATE PLANE GRID



604.412, 604.415, 604.418 REHAB. DROP INLETS, CATCH BASINS, OR MANHOLES CLASS I, II, OR III (SEE NOTE 5)
STOCKBRIDGE:
STA 108+19.5 RT

~~613.10 STONE FILL, TYPE I~~
~~STOCKBRIDGE:~~
~~STA 108+00.0 - STA 108+50.0 LT (5.5 CY)~~
~~STA 111+50.0 - STA 113+50.0 RT (11.0 CY)~~

621.20 STEEL BEAM GUARDRAIL, GALVANIZED
STOCKBRIDGE:
STA ~~108+28.0~~ 108+00.0 - STA 113+50.0 LT (522.0 LF)

621.75 REMOVE AND RESET GUARDRAIL
STOCKBRIDGE:
STA 107+50.0 - STA ~~108+28.0~~ 108+00.0 LT (78.0 LF)

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL
STOCKBRIDGE:
STA ~~108+28.0~~ 109+50.0 - STA 113+50.0 LT (522.0 LF)

~~651.40 GRUBBING MATERIAL (6")~~
~~STOCKBRIDGE:~~
~~STA 108+00.0 - STA 108+50.0 LT (12.5 SY)~~
~~STA 111+50.0 - STA 113+50.0 RT (31.2 SY)~~

~~653.20 TEMPORARY EROSION MATTING~~
~~STOCKBRIDGE:~~
~~STA 107+50.0 - STA 110+00.0 RT (83.0 SY)~~
~~STA 107+50.0 - STA 108+50.0 LT (28.9 SY)~~
~~STA 111+50.0 - STA 113+50.0 RT (31.2 SY)~~

NOTES:

1. THE CONTRACTOR SHALL COLD PLANE THE TOP 4" OF EXISTING ROAD SURFACE, AND RECLAIM THE NEXT 8" OF THE EXISTING ROAD SURFACE AT FULL WIDTH. THE CONTRACTOR SHALL THEN PLACE 2" OF ITEM 651.35 TOPSOIL AND ITEM 651.15 SEED AS DIRECTED BY THE ENGINEER.
2. THE CONTRACTOR SHALL ADJUST THE PROPOSED SIDE SLOPE TO AVOID FILLING IN THE EXISTING DROP INLET AS DIRECTED BY THE ENGINEER.
3. THE CONTRACTOR SHALL FIELD VERIFY THE INVERT OF THE EXISTING DROP INLET PRIOR TO INSTALLING UNDERDRAIN.
4. SEE SHEET 28 FOR UNDERDRAIN DETAILS.
5. THE CONTRACTOR SHALL REHABILITATE THE EXISTING DROP INLETS, CATCH BASINS OR MANHOLES TO A DEPTH AS DIRECTED BY THE ENGINEER. ALL REHABILITATION WORK WILL BE PAID FOR UNDER THE APPLICABLE REHABILITATION ITEM AS DIRECTED BY THE ENGINEER. ALL EXISTING UTILITIES MARKED "TO REMAIN" SHALL NOT BE ALTERED OR REHABILITATED UNLESS DIRECTED OTHERWISE BY THE ENGINEER.
6. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.

CURVE 24	CURVE 25	CURVE 26
△ = 12° 44' 17"	△ = 8° 20' 03"	△ = 7° 58' 19"
D = 2° 29' 28"	D = 4° 46' 29"	D = 2° 51' 53"
R = 2300.00'	R = 1200.00'	R = 2000.00'
T = 256.72'	T = 87.43'	T = 139.36'
L = 511.33'	L = 174.55'	L = 278.27'
E = 14.28'	E = 3.18'	E = 4.85'
e = 0.046 FT/FT	e = 0.070 FT/FT	e = 0.052 FT/FT

0 20 40
SCALE IN FEET

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

PROJECT LAYOUT SHEET #19

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(I)

FILE NAME: z10b214_bdr_nul_19.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214119.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 52 OF 397

FILE NAME = W:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_bdr_nul_19.dgn
DATE/TIME = 3/17/2014
USER = 4916

LEGEND

ITEM 613.10 STONE FILL, TYPE I

EXISTING PAVEMENT TO BE REMOVED (SEE NOTE 2)

~~646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR~~
646.404 DURABLE 4 INCH WHITE LINE, POLYUREA
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 113+50.00 - STA 119+50.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE: LT ℄ RT
STA 113+50.00 - STA 119+50.00 S - S

646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 113+50.00 - STA 119+50.00 LT & RT

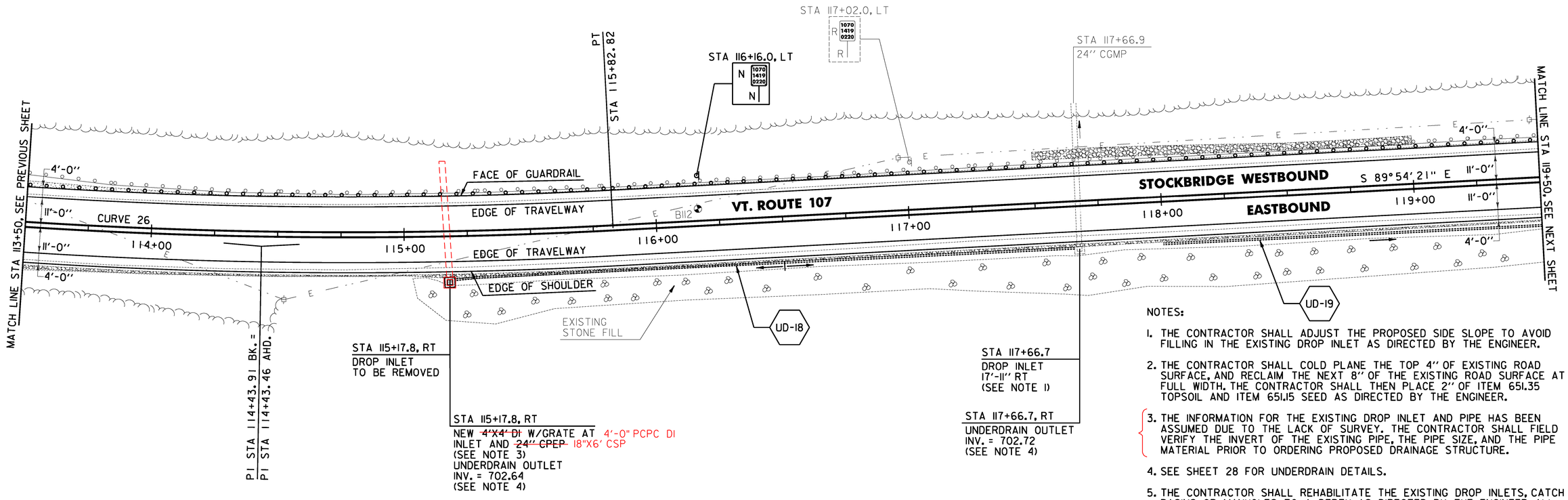
646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE: LT ℄ RT
STA 113+50.00 - STA 119+50.00 S - S

604.40 CHANGE ELEVATION OF DI
STA 108+19.5 RT
STA 111+22.6 RT
STA 113+29.5 RT

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 113+50.0 - STA 119+50.0 C/L (600.0 LF)

675.50 REMOVING SIGNS
AS SHOWN - 1

N
VT STATE PLANE GRID



NOTES:

1. THE CONTRACTOR SHALL ADJUST THE PROPOSED SIDE SLOPE TO AVOID FILLING IN THE EXISTING DROP INLET AS DIRECTED BY THE ENGINEER.
2. THE CONTRACTOR SHALL COLD PLANE THE TOP 4" OF EXISTING ROAD SURFACE, AND RECLAIM THE NEXT 8" OF THE EXISTING ROAD SURFACE AT FULL WIDTH. THE CONTRACTOR SHALL THEN PLACE 2" OF ITEM 651.35 TOPSOIL AND ITEM 651.15 SEED AS DIRECTED BY THE ENGINEER.
3. THE INFORMATION FOR THE EXISTING DROP INLET AND PIPE HAS BEEN ASSUMED DUE TO THE LACK OF SURVEY. THE CONTRACTOR SHALL FIELD VERIFY THE INVERT OF THE EXISTING PIPE, THE PIPE SIZE, AND THE PIPE MATERIAL PRIOR TO ORDERING PROPOSED DRAINAGE STRUCTURE.
4. SEE SHEET 28 FOR UNDERDRAIN DETAILS.
5. THE CONTRACTOR SHALL REHABILITATE THE EXISTING DROP INLETS, CATCH BASINS OR MANHOLES TO A DEPTH AS DIRECTED BY THE ENGINEER. ALL REHABILITATION WORK WILL BE PAID FOR UNDER THE APPLICABLE REHABILITATION ITEM AS DIRECTED BY THE ENGINEER. ALL EXISTING UTILITIES MARKED "TO REMAIN" SHALL NOT BE ALTERED OR REHABILITATED UNLESS DIRECTED OTHERWISE BY THE ENGINEER.
6. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.

0 20 40
SCALE IN FEET

SOIL BORING DATA			
BORING #	DEPTH (FT.)	PCC	COMMENTS
B112	5.0	NO	

604.412, 604.415, 604.418 REHAB. DROP INLETS, CATCH BASINS, OR MANHOLES CLASS I, II, OR III (SEE NOTE 5)
STOCKBRIDGE:
STA 117+66.7

~~613.10 STONE FILL, TYPE I~~
~~STOCKBRIDGE:~~
~~STA 113+50.0 - STA 119+50.0 RT (28.6 CY)~~
~~STA 117+50.0 - STA 119+00.0 LT (19.2 CY)~~

621.20 STEEL BEAM GUARDRAIL, GALVANIZED
STOCKBRIDGE:
STA 113+50.0 - STA 119+50.0 LT (600.0 LF)

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL
STOCKBRIDGE:
STA 113+50.0 - STA 119+50.0 LT (600.0 LF)

~~651.40 GRUBBING MATERIAL (6")~~
~~STOCKBRIDGE:~~
~~STA 113+50.0 - STA 119+50.0 RT (80.1 SY)~~
~~STA 117+50.0 - STA 119+00.0 LT (45.8 SY)~~

~~653.20 TEMPORARY EROSION MATTING~~
~~STOCKBRIDGE:~~
~~STA 113+50.0 - STA 119+50.0 RT (80.1 SY)~~
~~STA 116+50.0 - STA 119+00.0 LT (85.0 SY)~~

CURVE 26
△ = 7°58' 19"
D = 2°51' 53"
R = 2000.00'
T = 139.36'
L = 278.27'
E = 4.85'
e = 0.052 FT/FT

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

PROJECT LAYOUT SHEET #20

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_bdr_nul_20.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214120.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 53 OF 397

FILE NAME = V:\Projects\VAN\K21.22426\C4DD_MSTN\z10b214_bdr_nul_20.dgn
DATE/TIME = 3/17/2014
USER = 4916

LEGEND

ITEM 613.10 STONE FILL, TYPE I

EXISTING PAVEMENT TO BE REMOVED (SEE NOTE 3)

~~646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR~~
646.404 DURABLE 4 INCH WHITE LINE, POLYUREA
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 125+50.00 - STA 131+50.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED

STOCKBRIDGE:	LT	℄	RT
STA 125+50.00 - STA 131+50.00	S	-	S

646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 125+50.00 - STA 131+50.00 LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED

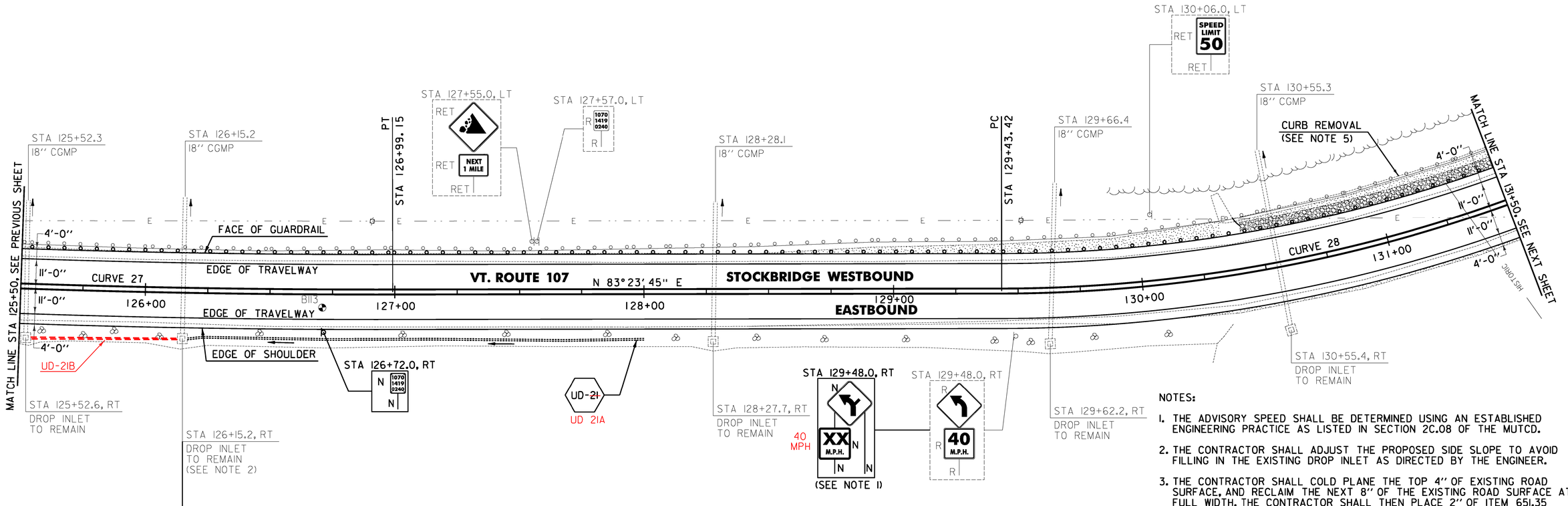
STOCKBRIDGE:	LT	℄	RT
STA 125+50.00 - STA 131+50.00	S	-	S

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 125+50.0 - STA 131+50.0 C/L (600.0 LF)

675.50 REMOVING SIGNS
AS SHOWN - 3

N

VT STATE PLANE GRID



NOTES:

1. THE ADVISORY SPEED SHALL BE DETERMINED USING AN ESTABLISHED ENGINEERING PRACTICE AS LISTED IN SECTION 2C.08 OF THE MUTCD.
2. THE CONTRACTOR SHALL ADJUST THE PROPOSED SIDE SLOPE TO AVOID FILLING IN THE EXISTING DROP INLET AS DIRECTED BY THE ENGINEER.
3. THE CONTRACTOR SHALL COLD PLANE THE TOP 4" OF EXISTING ROAD SURFACE, AND RECLAIM THE NEXT 8" OF THE EXISTING ROAD SURFACE AT FULL WIDTH. THE CONTRACTOR SHALL THEN PLACE 2" OF ITEM 651.35 TOPSOIL AND ITEM 651.15 SEED AS DIRECTED BY THE ENGINEER.
4. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.
5. SEE SHEET 26 FOR CURB REMOVAL AND STONE FILL BACKING DETAIL.
6. SEE SHEET 28 FOR UNDERDRAIN DETAILS.

SOIL BORING DATA			
BORING #	DEPTH (FT.)	PCC	COMMENTS
B113	5.0	NO	

0 20 40
SCALE IN FEET

613.10 STONE FILL, TYPE I
STOCKBRIDGE:
STA ~~130+41.0~~ 130+25.0 - STA 131+50.0 LT (13.9 CY)

621.205 STEEL BEAM GUARDRAIL, GALVANIZED W/8 FEET POSTS
STOCKBRIDGE:
STA 125+50.0 - STA 131+50.0 LT (600.0 LF)

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL
STOCKBRIDGE:
STA 125+50.0 - STA 131+50.0 LT (600.0 LF)

649.31 GEOTEXTILE UNDER STONE FILL
STOCKBRIDGE:
STA 130+41.0 - STA 131+50.0 LT (49.8 SY)

653.20 TEMPORARY EROSION MATTING
STOCKBRIDGE:
STA 125+50.0 - STA 129+50.0 RT (110.6 SY)
STA 125+50.0 - STA 127+00.0 LT (52.8 SY)

CURVE 27
△ = 6° 41' 54"
D = 1° 21' 51"
R = 4200.00'
T = 245.78'
L = 491.01'
E = 7.19'
e = 0.028 FT/FT

CURVE 28
△ = 63° 42' 45"
D = 9° 32' 57"
R = 600.00'
T = 372.83'
L = 667.20'
E = 106.40'
e = 0.060 FT/FT

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

PROJECT LAYOUT SHEET #22

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(I)
FILE NAME: z10b214_bdr_nul_22.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214122.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 55 OF 397

FILE NAME = \\vlp-pgsta\ANY\K2\22426\CADD_MSTN\z10b214_bdr_nul_22.dgn
DATE/TIME = 3/17/2014
USER = 4916

LEGEND

ITEM 613.10 STONE FILL, TYPE I

EXISTING PAVEMENT TO BE REMOVED (SEE NOTE 3)

~~646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR~~
646.404 DURABLE 4 INCH WHITE LINE, POLYUREA
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 125+50.00 - STA 131+50.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED

STOCKBRIDGE:	LT	℄	RT
STA 125+50.00 - STA 131+50.00	S	-	S

646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 125+50.00 - STA 131+50.00 LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED

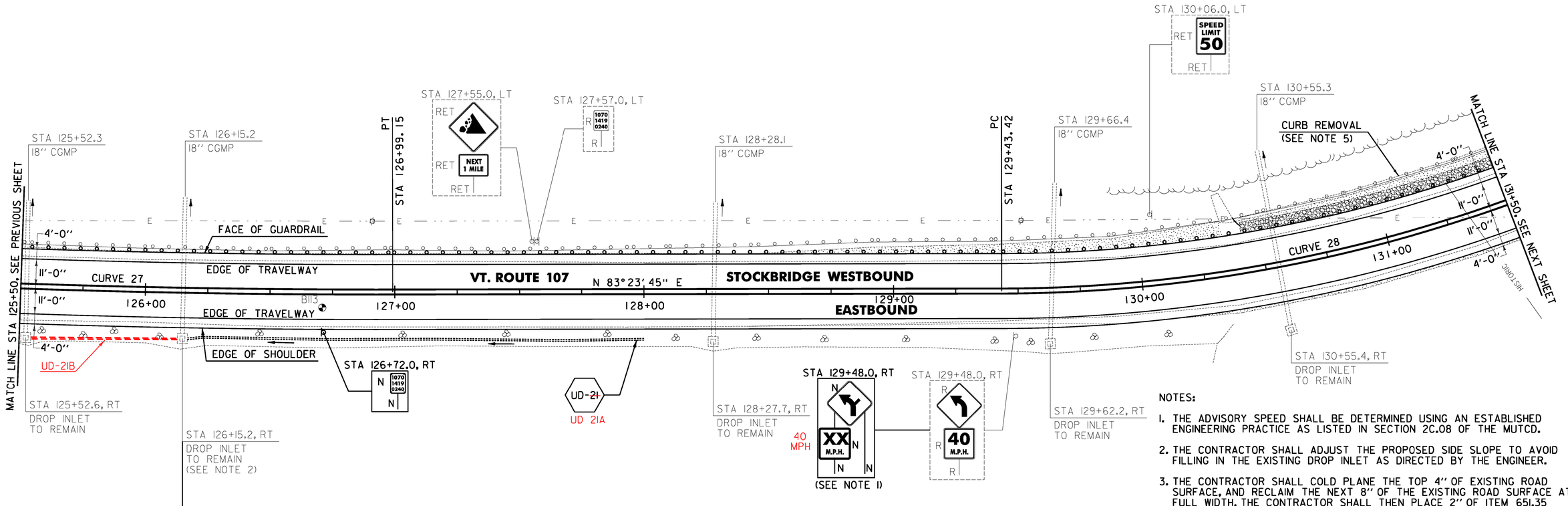
STOCKBRIDGE:	LT	℄	RT
STA 125+50.00 - STA 131+50.00	S	-	S

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 125+50.0 - STA 131+50.0 C/L (600.0 LF)

675.50 REMOVING SIGNS
AS SHOWN - 3

N

VT STATE PLANE GRID



NOTES:

1. THE ADVISORY SPEED SHALL BE DETERMINED USING AN ESTABLISHED ENGINEERING PRACTICE AS LISTED IN SECTION 2C.08 OF THE MUTCD.
2. THE CONTRACTOR SHALL ADJUST THE PROPOSED SIDE SLOPE TO AVOID FILLING IN THE EXISTING DROP INLET AS DIRECTED BY THE ENGINEER.
3. THE CONTRACTOR SHALL COLD PLANE THE TOP 4" OF EXISTING ROAD SURFACE, AND RECLAIM THE NEXT 8" OF THE EXISTING ROAD SURFACE AT FULL WIDTH. THE CONTRACTOR SHALL THEN PLACE 2" OF ITEM 651.35 TOPSOIL AND ITEM 651.15 SEED AS DIRECTED BY THE ENGINEER.
4. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.
5. SEE SHEET 26 FOR CURB REMOVAL AND STONE FILL BACKING DETAIL.
6. SEE SHEET 28 FOR UNDERDRAIN DETAILS.

SOIL BORING DATA			
BORING #	DEPTH (FT.)	PCC	COMMENTS
B113	5.0	NO	

0 20 40
SCALE IN FEET

613.10 STONE FILL, TYPE I
STOCKBRIDGE:
STA ~~130+41.0~~ 130+25.0 - STA 131+50.0 LT (13.9 CY)

621.205 STEEL BEAM GUARDRAIL, GALVANIZED W/8 FEET POSTS
STOCKBRIDGE:
STA 125+50.0 - STA 131+50.0 LT (600.0 LF)

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL
STOCKBRIDGE:
STA 125+50.0 - STA 131+50.0 LT (600.0 LF)

649.31 GEOTEXTILE UNDER STONE FILL
STOCKBRIDGE:
STA 130+41.0 - STA 131+50.0 LT (49.8 SY)

653.20 TEMPORARY EROSION MATTING
STOCKBRIDGE:
STA 125+50.0 - STA 129+50.0 RT (110.6 SY)
STA 125+50.0 - STA 127+00.0 LT (52.8 SY)

CURVE 27
△ = 6° 41' 54"
D = 1° 21' 51"
R = 4200.00'
T = 245.78'
L = 491.01'
E = 7.19'
e = 0.028 FT/FT

CURVE 28
△ = 63° 42' 45"
D = 9° 32' 57"
R = 600.00'
T = 372.83'
L = 667.20'
E = 106.40'
e = 0.060 FT/FT

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

PROJECT LAYOUT SHEET #22

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(I)
FILE NAME: z10b214_bdr_nul_22.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214122.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 55 OF 397

FILE NAME = \\vlp-pgsta\ANY\K2\22426\CADD_MSTN\z10b214_bdr_nul_22.dgn
DATE/TIME = 3/17/2014
USER = 4916

LEGEND

ITEM 613.10 STONE FILL, TYPE I

EXISTING PAVEMENT TO BE REMOVED (SEE NOTE 3)

~~646.482 DURABLE 24 INCH STOP BAR, THERMOPLASTIC OR~~
~~646.484 DURABLE 24 INCH STOP BAR, POLYUREA~~
STOCKBRIDGE:
STA 134+74.56 RT, TH-18

~~646.492 DURABLE LETTER OR SYMBOL, THERMOPLASTIC OR~~
~~646.494 DURABLE LETTER OR SYMBOL, POLYUREA~~
STOCKBRIDGE:
STA 134+74.56 RT, TH-18, "S,T,O,P" (4 EA)

646.682 TEMPORARY 24 INCH STOP BAR, PAINT
STOCKBRIDGE:
STA 134+74.56 RT, TH-18

646.692 TEMPORARY LETTER OR SYMBOL, PAINT
STOCKBRIDGE:
STA 134+74.56 RT, TH-18, "S,T,O,P" (8 EA)

~~646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR~~
~~646.404 DURABLE 4 INCH WHITE LINE, POLYUREA~~
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 131+50.00 - STA 137+50.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE:

	LT	℄	RT
STA 131+50.00 - STA 137+50.00	S	-	S

STA 134+74.56 DOUBLE SOLID RT, TH-18

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 131+50.0 - STA ~~137+50.0~~ 133+31.0 C/L (600.0 LF)

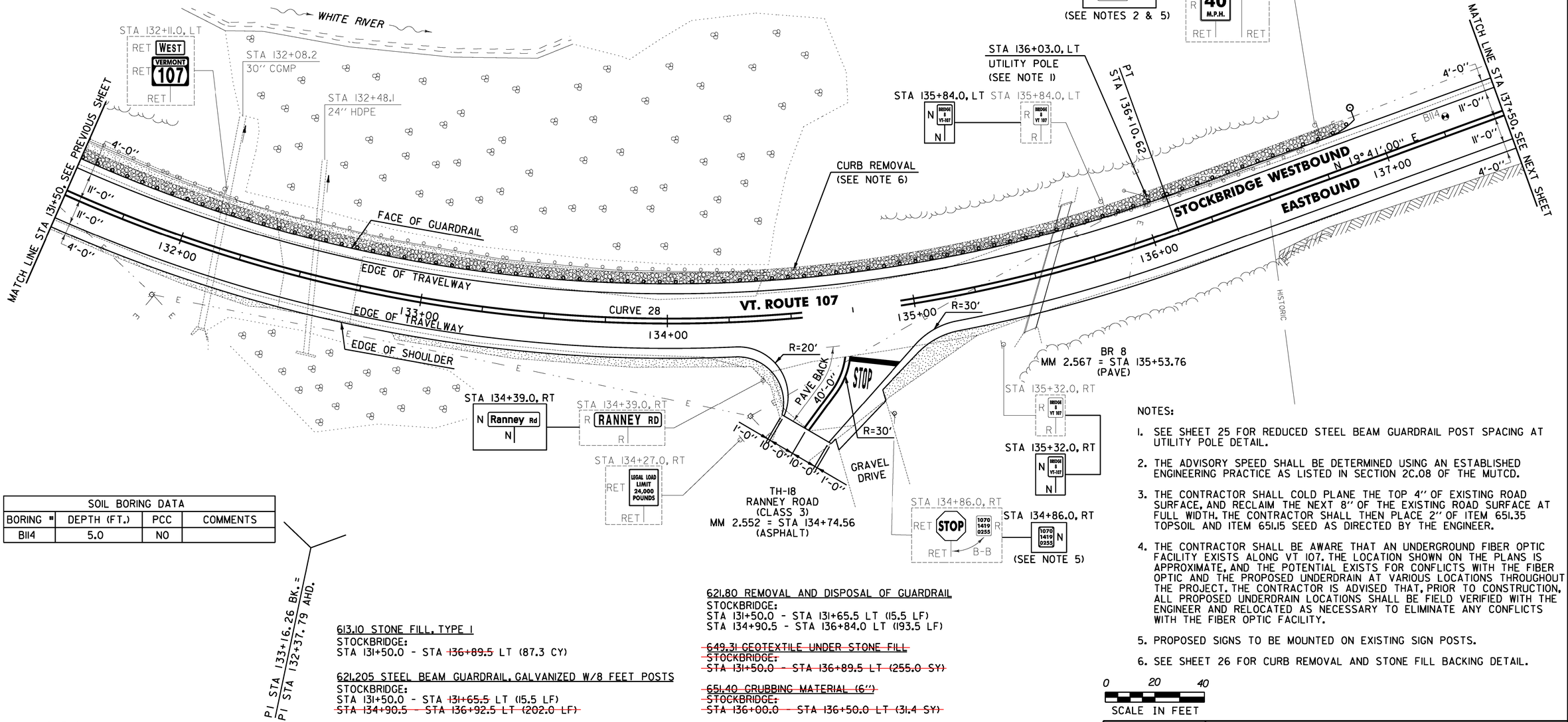
646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 131+50.00 - STA 137+50.00 LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE:

	LT	℄	RT
STA 131+50.00 - STA 137+50.00	S	-	S

STA 134+74.56 DOUBLE SOLID RT, TH-18

675.50 REMOVING SIGNS
AS SHOWN - 5



SOIL BORING DATA			
BORING #	DEPTH (FT.)	PCC	COMMENTS
B114	5.0	NO	

P.I STA 133+16.26 BK. =
P.I STA 132+37.79 AHD.

CURVE 28
△ = 63° 42' 45"
D = 9° 32' 57"
R = 600.00'
T = 372.83'
L = 667.20'
E = 106.40'
e = 0.060 FT/FT

613.10 STONE FILL, TYPE I
STOCKBRIDGE:
STA 131+50.0 - STA ~~136+89.5~~ LT (87.3 CY)

621.205 STEEL BEAM GUARDRAIL, GALVANIZED W/8 FEET POSTS
STOCKBRIDGE:
STA 131+50.0 - STA ~~131+65.5~~ LT (15.5 LF)
~~STA 134+90.5 - STA 136+92.5 LT (202.0 LF)~~

621.60 ANCHOR FOR STEEL BEAM RAIL
STOCKBRIDGE:
STA 136+86.0 LT

~~621.75 REMOVE AND RESET GUARDRAIL~~
~~STOCKBRIDGE:~~
~~STA 131+65.5 - STA 134+90.5 LT (325.0 LF)~~

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL
STOCKBRIDGE:
STA 131+50.0 - STA 131+65.5 LT (15.5 LF)
STA 134+90.5 - STA 136+84.0 LT (193.5 LF)

~~649.31 GEOTEXTILE UNDER STONE FILL~~
~~STOCKBRIDGE:~~
~~STA 131+50.0 - STA 136+89.5 LT (255.0 SY)~~

~~651.40 GRUBBING MATERIAL (6")~~
~~STOCKBRIDGE:~~
~~STA 136+00.0 - STA 136+50.0 LT (31.4 SY)~~

~~653.20 TEMPORARY EROSION MATTING~~
~~STOCKBRIDGE:~~
~~STA 135+50.0 - STA 136+50.0 LT (48.3 SY)~~

676.10 DELINEATOR WITH STEEL POST
STOCKBRIDGE:
STA 136+92.5 LT

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

NOTES:

1. SEE SHEET 25 FOR REDUCED STEEL BEAM GUARDRAIL POST SPACING AT UTILITY POLE DETAIL.
2. THE ADVISORY SPEED SHALL BE DETERMINED USING AN ESTABLISHED ENGINEERING PRACTICE AS LISTED IN SECTION 2C.08 OF THE MUTCD.
3. THE CONTRACTOR SHALL COLD PLANE THE TOP 4" OF EXISTING ROAD SURFACE, AND RECLAIM THE NEXT 8" OF THE EXISTING ROAD SURFACE AT FULL WIDTH. THE CONTRACTOR SHALL THEN PLACE 2" OF ITEM 651.35 TOPSOIL AND ITEM 651.15 SEED AS DIRECTED BY THE ENGINEER.
4. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.
5. PROPOSED SIGNS TO BE MOUNTED ON EXISTING SIGN POSTS.
6. SEE SHEET 26 FOR CURB REMOVAL AND STONE FILL BACKING DETAIL.

0 20 40
SCALE IN FEET

PROJECT LAYOUT SHEET #23

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(I)

FILE NAME: z10b214_bdr_nul_23.dgn	PLOT DATE: 3/17/2014
PROJECT LEADER: D.E.G.	DRAWN BY: W.G.P.
DESIGNED BY: L.M.B.	CHECKED BY: J.P.S.
IPARM FILE: z10b214123.i	SHEET 56 OF 397

FILE NAME = W:\Projects\MYK2\22426\CADD_MSTN\z10b214_bdr_nul_23.dgn
DATE/TIME = 3/17/2014
USER = 4916

~~646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR~~
646.404 DURABLE 4 INCH WHITE LINE, POLYUREA
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 137+50.00 - STA 143+50.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE:

	LT	℄	RT
STA 137+50.00 - STA 143+50.00	S	-	S
STA 142+56.00 DOUBLE SOLID LT, TH-1			

646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 137+50.00 - STA 143+50.00 LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE:

	LT	℄	RT
STA 137+50.00 - STA 143+50.00	S	-	S
STA 142+56.00 DOUBLE SOLID LT, TH-1			

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 137+50.0 - STA 141+36.0 C/L (386.0 LF)

646.492 DURABLE LETTER OR SYMBOL, THERMOPLASTIC OR
~~646.494 DURABLE LETTER OR SYMBOL, POLYUREA~~
STOCKBRIDGE:
STA 141+00.00 RT, "S,C,H,0,0,L" (6 EA)
STA 142+56.00 LT, TH-1, "S,T,0,P" (4 EA)

~~646.482 DURABLE 24 INCH STOP BAR, THERMOPLASTIC OR~~
646.484 DURABLE 24 INCH STOP BAR, POLYUREA
STOCKBRIDGE:
STA 142+56.00 LT, TH-1

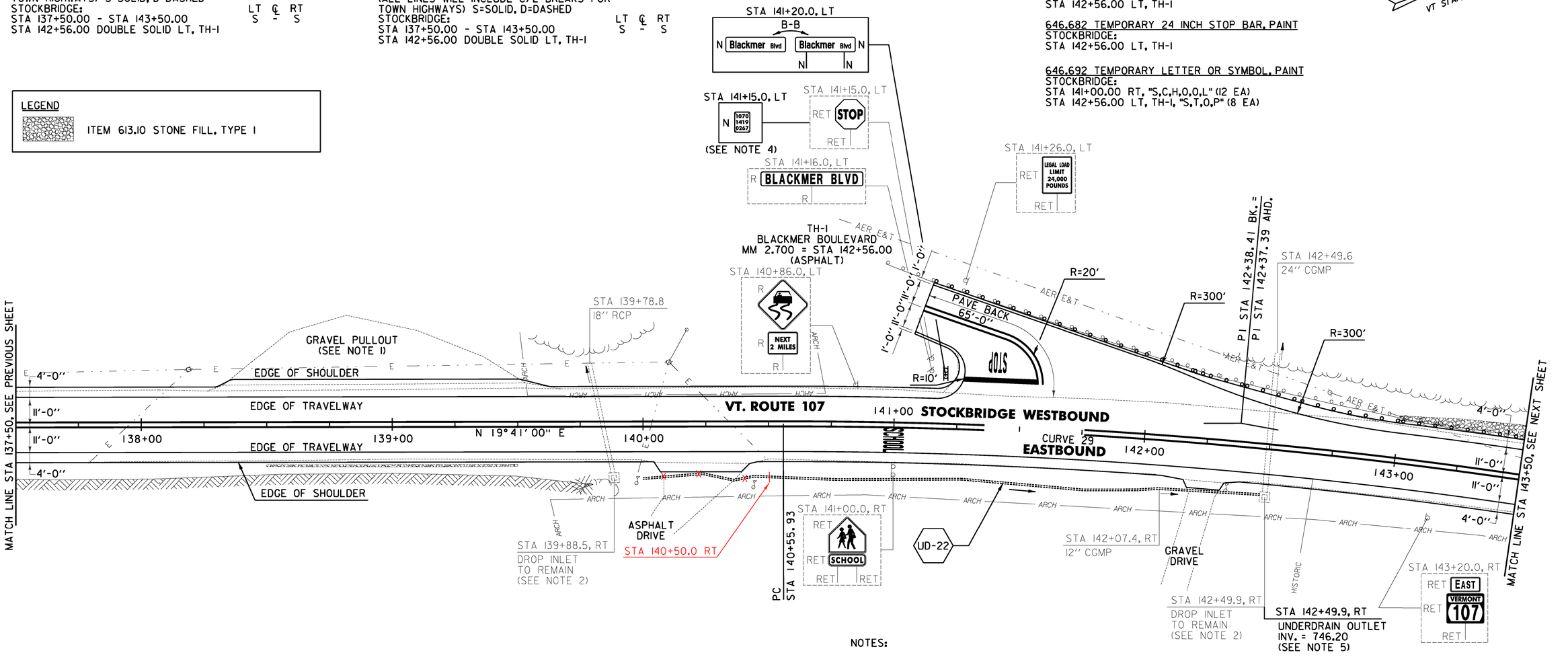
646.682 TEMPORARY 24 INCH STOP BAR, PAINT
STOCKBRIDGE:
STA 142+56.00 LT, TH-1

646.692 TEMPORARY LETTER OR SYMBOL, PAINT
STOCKBRIDGE:
STA 141+00.00 RT, "S,C,H,0,0,L" (12 EA)
STA 142+56.00 LT, TH-1, "S,T,0,P" (8 EA)

675.50 REMOVING SIGNS
AS SHOWN - 3

N
VT STATE PLANE GRID

LEGEND
ITEM 613.10 STONE FILL, TYPE I



NOTES:

1. PROVIDE A 4 FT WIDE, 1½" TYPE IVS APRON FOR THE EXISTING GRAVEL PULLOUT. ANY REQUIRED EXCAVATION SHALL BE PERFORMED AS DIRECTED BY THE ENGINEER AND PAID FOR UNDER ITEM 608.25 ALL PURPOSE EXCAVATOR RENTAL, TYPE I.
2. THE CONTRACTOR SHALL ADJUST THE PROPOSED SIDE SLOPE TO AVOID FILLING IN THE EXISTING DROP INLET AS DIRECTED BY THE ENGINEER.
3. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.
4. PROPOSED SIGN TO BE MOUNTED ON EXISTING SIGN POST.
5. SEE SHEET 28 FOR UNDERDRAIN DETAILS.

0 20 40
SCALE IN FEET

~~613.10 STONE FILL, TYPE I~~
~~STOCKBRIDGE:~~
~~STA 138+50.0 - STA 139+50.0 RT (4.1 CY)~~
~~STA 143+00.0 - STA 143+50.0 LT (9.7 CY)~~

621.205 STEEL BEAM GUARDRAIL, GALVANIZED W/8 FEET POSTS
STOCKBRIDGE:
STA 141+15.0 - STA 143+50.0 LT (248.0 LF)

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL
STOCKBRIDGE:
STA 141+15.0 - STA 143+50.0 LT (248.0 LF)

~~651.40 GRUBBING MATERIAL (6")~~
~~STOCKBRIDGE:~~
~~STA 138+50.0 - STA 139+50.0 RT (12.5 SY)~~
~~STA 143+00.0 - STA 143+50.0 LT (24.7 SY)~~

~~653.20 TEMPORARY EROSION MATTING~~
~~STOCKBRIDGE:~~
~~STA 138+50.0 - STA 139+50.0 RT (12.5 SY)~~
~~STA 143+00.0 - STA 143+50.0 LT (24.7 SY)~~

CURVE 29
△ = 10°25'34"
D = 2°51'53"
R = 2000.00'
T = 182.48'
L = 363.94'
E = 8.31'
e = 0.044 FT/FT

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

PROJECT LAYOUT SHEET #24

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_bdr_nul_24.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214124.1
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 57 OF 397

FILE NAME = W:\Projects\VAN\K2\22426\C4DD_MSTN\z10b214_bdr_nul_24.dgn
DATE/TIME = 3/17/2014
USER = 4916

~~646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR~~
646.404 DURABLE 4 INCH WHITE LINE, POLYUREA
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 143+50.00 - STA 149+75.00 LT & RT

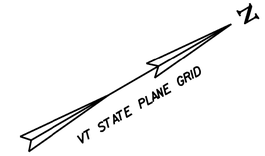
646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE: LT ℄ RT
STA 143+50.00 - STA 149+75.00 S - S

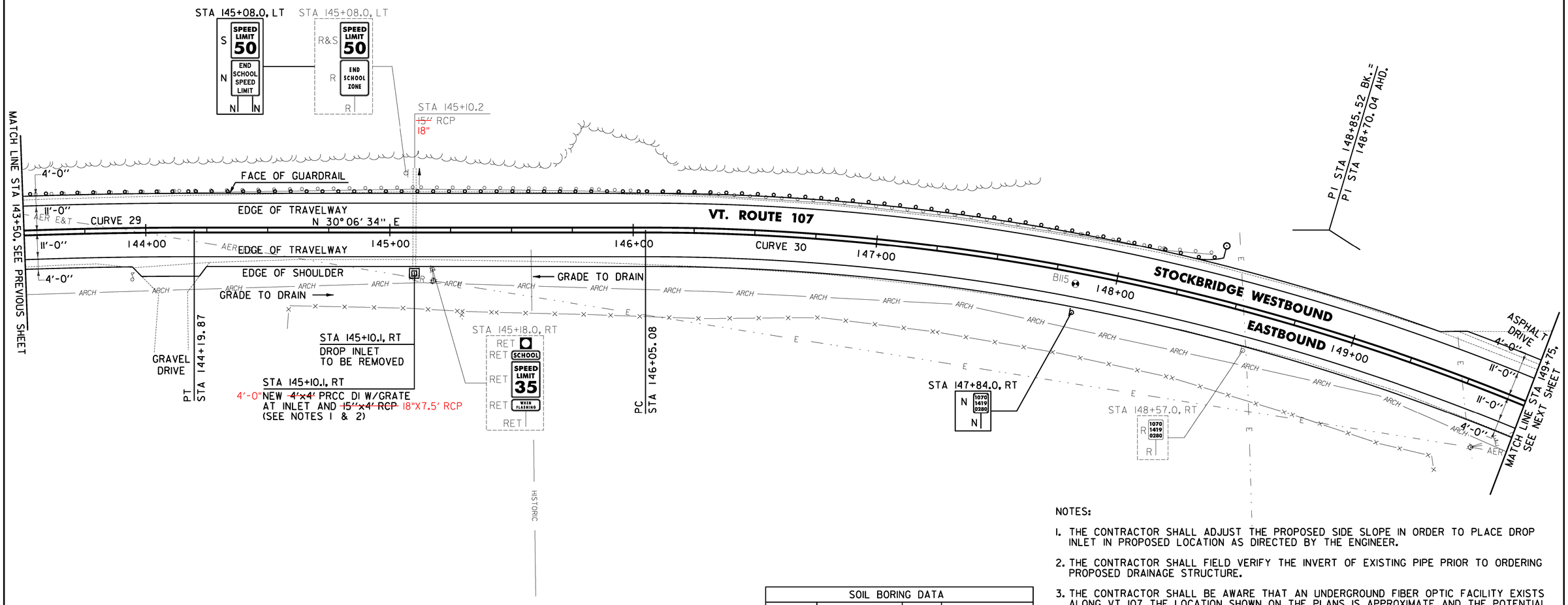
646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 143+50.00 - STA 149+75.00 LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE: LT ℄ RT
STA 143+50.00 - STA 149+75.00 S - S

675.50 REMOVING SIGNS
AS SHOWN - 3

675.60 ERECTING SALVAGED SIGNS
AS SHOWN - 1





NOTES:

1. THE CONTRACTOR SHALL ADJUST THE PROPOSED SIDE SLOPE IN ORDER TO PLACE DROP INLET IN PROPOSED LOCATION AS DIRECTED BY THE ENGINEER.
2. THE CONTRACTOR SHALL FIELD VERIFY THE INVERT OF EXISTING PIPE PRIOR TO ORDERING PROPOSED DRAINAGE STRUCTURE.
3. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.

SOIL BORING DATA			
BORING #	DEPTH (FT.)	PCC	COMMENTS
B115	5.0	NO	

621.20 STEEL BEAM GUARDRAIL
STA 147+40.0 - 148+91.5 LT

621.205 STEEL BEAM GUARDRAIL, GALVANIZED W/8 FEET POSTS
STOCKBRIDGE:
STA 143+50.0 - STA ~~148+41.5~~ 147+40.0 LT (491.5 LF)

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL
STOCKBRIDGE:
STA 143+50.0 - STA 148+36.0 LT (486.0 LF)

621.60 ANCHOR FOR STEEL BEAM RAIL
STOCKBRIDGE:
STA 148+35.0 LT

~~653.20 TEMPORARY EROSION MATTING~~
~~STOCKBRIDGE:~~
~~STA 143+50.0 - STA 144+00.0 LT (25.0 SY)~~
~~STA 146+50.0 - STA 147+00.0 LT (26.7 SY)~~

676.10 DELINEATOR WITH STEEL POST
STOCKBRIDGE:
STA 148+41.5 LT

CURVE 29	
△	= 10° 25' 34"
D	= 2° 51' 53"
R	= 2000.00'
T	= 182.48'
L	= 363.94'
E	= 8.31'
e	= 0.044 FT/FT

CURVE 30	
△	= 32° 53' 37"
D	= 6° 01' 52"
R	= 950.00'
T	= 280.44'
L	= 545.40'
E	= 40.53'
e	= 0.078 FT/FT

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

0 20 40
SCALE IN FEET

PROJECT LAYOUT SHEET #25

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_bdr_nul_25.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214125.1
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 58 OF 397

FILE NAME = H:\Projects\VAN\K2\22426\CADD\.MSTN\z10b214_bdr_nul_25.dgn
DATE/TIME = 3/17/2014
USER = 4916

646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR
646.404 DURABLE 4 INCH WHITE LINE, POLYUREA
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 149+75.00 - STA 156+00.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE: LT ℄ RT
STA 149+75.00 - STA 156+00.00 S - S
STA 155+49.60 DOUBLE SOLID LT, TH-61

646.482 DURABLE 24 INCH STOP BAR, THERMOPLASTIC OR
646.484 DURABLE 24 INCH STOP BAR, POLYUREA
STOCKBRIDGE:
STA 155+49.60 LT, TH-61

646.492 DURABLE LETTER OR SYMBOL, THERMOPLASTIC OR
646.494 DURABLE LETTER OR SYMBOL, POLYUREA
STOCKBRIDGE:
STA 155+49.60 LT, TH-61, "S,T,0,P" (4 EA)

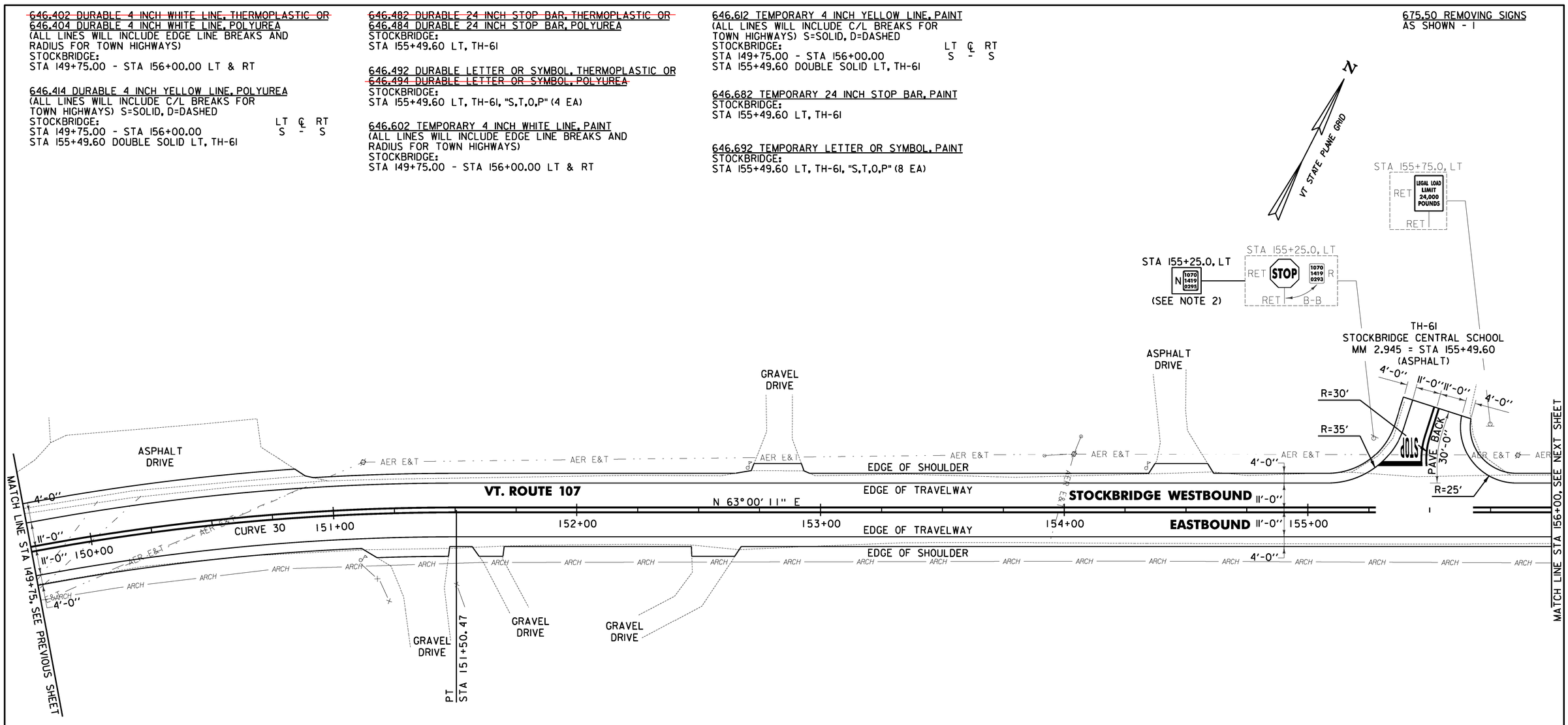
646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 149+75.00 - STA 156+00.00 LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE: LT ℄ RT
STA 149+75.00 - STA 156+00.00 S - S
STA 155+49.60 DOUBLE SOLID LT, TH-61

646.682 TEMPORARY 24 INCH STOP BAR, PAINT
STOCKBRIDGE:
STA 155+49.60 LT, TH-61

646.692 TEMPORARY LETTER OR SYMBOL, PAINT
STOCKBRIDGE:
STA 155+49.60 LT, TH-61, "S,T,0,P" (8 EA)

675.50 REMOVING SIGNS
AS SHOWN - 1



NOTES:

1. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.

2. PROPOSED SIGN TO BE MOUNTED ON EXISTING SIGN POST.

0 20 40
SCALE IN FEET

CURVE 30
△ = 32°53' 37"
D = 6°01' 52"
R = 950.00'
T = 280.44'
L = 545.40'
E = 40.53'
e = 0.078 FT/FT

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

PROJECT LAYOUT SHEET #26

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_bdr_nul_26.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214126.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 59 OF 397

FILE NAME = W:\Projects\MMY\K2\22426\CADD_MSTN\z10b214_bdr_nul_26.dgn
DATE/TIME = 3/17/2014
USER = 4916

646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR
646.404 DURABLE 4 INCH WHITE LINE, POLYUREA
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 156+00.00 - STA 161+50.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE:

	LT	℄	RT
STA 156+00.00 - STA 161+50.00	S	-	S
STA 157+08.00 DOUBLE SOLID LT, TH-62			

646.482 DURABLE 24 INCH STOP BAR, THERMOPLASTIC OR
646.484 DURABLE 24 INCH STOP BAR, POLYUREA
STOCKBRIDGE:
STA 157+08.00 LT, TH-62

646.492 DURABLE LETTER OR SYMBOL, THERMOPLASTIC OR
646.494 DURABLE LETTER OR SYMBOL, POLYUREA
STOCKBRIDGE:
STA 157+08.00 LT, TH-62, "S,T,O,P" (4 EA)

646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 156+00.00 - STA 161+50.00 LT & RT

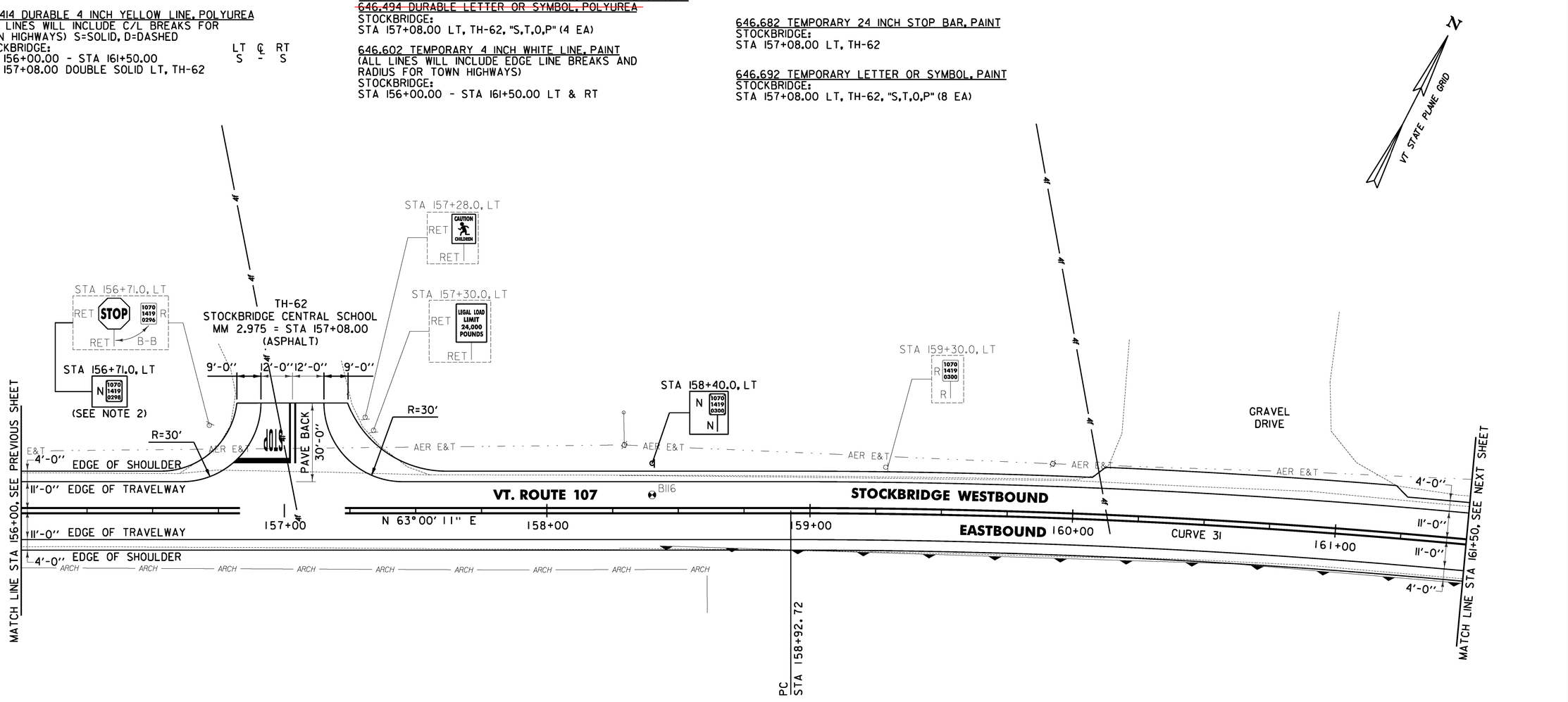
646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE:

	LT	℄	RT
STA 156+00.00 - STA 161+50.00	S	-	S
STA 157+08.00 DOUBLE SOLID LT, TH-62			

646.682 TEMPORARY 24 INCH STOP BAR, PAINT
STOCKBRIDGE:
STA 157+08.00 LT, TH-62

646.692 TEMPORARY LETTER OR SYMBOL, PAINT
STOCKBRIDGE:
STA 157+08.00 LT, TH-62, "S,T,O,P" (8 EA)

675.50 REMOVING SIGNS
AS SHOWN - 2



SOIL BORING DATA			
BORING #	DEPTH (FT.)	PCC	COMMENTS
B116	5.0	NO	

NOTES:

1. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.
2. PROPOSED SIGN TO BE MOUNTED ON EXISTING SIGN POST.

0 20 40
SCALE IN FEET

CURVE 31
△ = 15°03' 35"
D = 2°03' 24"
R = 2786.00'
T = 368.26'
L = 732.28'
E = 24.23'
e = 0.040 FT/FT

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

PROJECT LAYOUT SHEET #27

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_bdr_nul_27.dgn	PLOT DATE: 3/17/2014
PROJECT LEADER: D.E.G.	DRAWN BY: W.G.P.
DESIGNED BY: L.M.B.	CHECKED BY: J.P.S.
IPARM FILE: z10b214127.i	SHEET 60 OF 397

FILE NAME = V:\Projects\ANYK2\22426\CADD_MSTN\z10b214_bdr_nul_27.dgn
DATE/TIME = 3/17/2014
USER = 4916

LEGEND

NO RECLAIM TO BE PERFORMED IN THIS AREA

ITEM 613.10 STONE FILL, TYPE I

~~646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR~~
646.404 DURABLE 4 INCH WHITE LINE, POLYUREA
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 161+50.00 - STA 166+20.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE:

	LT	℄	RT
STA 161+50.00 - STA 167+50.00	S	-	S

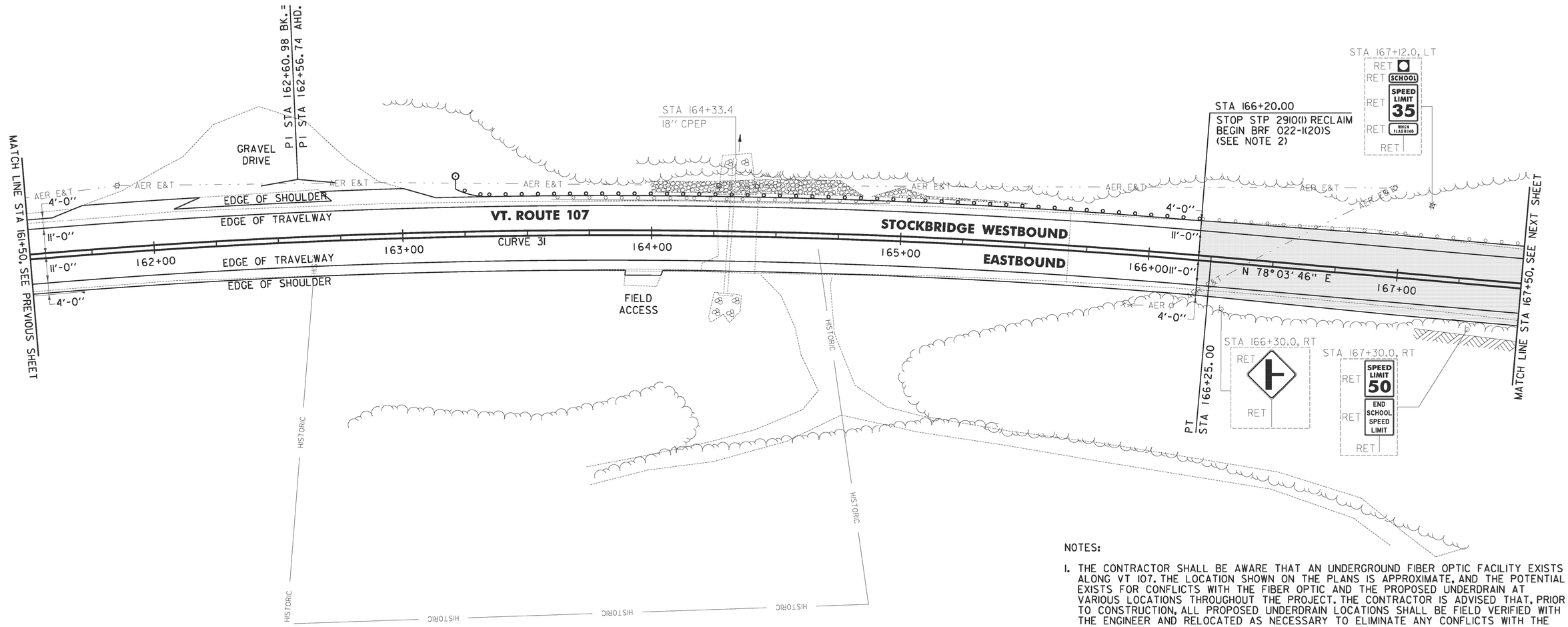
646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 161+50.00 - STA 166+20.00 LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE:

	LT	℄	RT
STA 161+50.00 - STA 166+20.00	S	-	S

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA ~~163+25.0~~ 160+60.0 - STA 167+50.0 C/L (425.0 LF)

N
VT STATE PLANE GRID



NOTES:

1. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.
2. SEE SHEET 22 FOR RECLAIMED APPROACH AREA DETAILS.

0 20 40
SCALE IN FEET

~~613.10 STONE FILL, TYPE I~~
~~STOCKBRIDGE:~~
~~STA 164+00.0 - STA 165+50.0 LT (37.7 CY)~~

621.75 REMOVE AND RESET GUARDRAIL
STOCKBRIDGE:
STA ~~163+22.0~~ 163+61.0 - STA ~~166+20.0~~ 167+46.0 LT (298.0 LF)

~~651.40 GRUBBING MATERIAL (6")~~
~~STOCKBRIDGE:~~
~~STA 164+00.0 - STA 165+50.0 LT (96.1 SY)~~

653.20 TEMPORARY EROSION MATTING
STOCKBRIDGE:
STA 164+00.0 - STA 165+50.0 LT (96.1 SY)

621.20 STEEL BEAM GUARDRAIL
STA 163+22.0 - 163+61.0 LT

621.60 ANCHOR FOR STEEL BEAM GUARDRAIL
STA 163.30 RT

676.10 DELINEATOR WITH STEEL POST
STOCKBRIDGE:
STA 163+22.0 LT

CURVE 31
△ = 15° 03' 35"
D = 2° 03' 24"
R = 2786.00'
T = 368.26'
L = 732.28'
E = 24.23'
e = 0.040 FT/FT

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

PROJECT LAYOUT SHEET #28

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_bdr_nul_28.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214128.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 61 OF 397

FILE NAME = \\AP-projects\ANY\K2\22426\CADD\..MSTN\z10b214_bdr_nul_28.dgn
DATE/TIME = 3/17/2014
USER = 4916

LEGEND

NO RECLAIM TO BE PERFORMED IN THIS AREA

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED

STOCKBRIDGE:	LT	℄	RT
STA 167+50.00 - STA 173+50.00	S	-	S

646.404 DURABLE 4 INCH WHITE LINE, POLYUREA
(ALL LINES WILL INCLUDE EDGE LINES BREAKS AND RADIUS FOR TOWN HIGHWAYS)
STA 167+50.0 - 173+50.0

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 167+50.0 - STA 173+50.0 C/L (600.0 LF)

675.50 REMOVING SIGNS
AS SHOWN - 1

N

VT STATE PLANE GRID

MATCH LINE STA 167+50, SEE PREVIOUS SHEET

FACE OF GUARDRAIL

EDGE OF TRAVELWAY

N 78°03'46" E

EDGE OF TRAVELWAY

EDGE OF SHOULDER

168+00

169+00

170+00

171+00

172+00

173+00

CURVE 32

VT. ROUTE 107

STOCKBRIDGE WESTBOUND

EASTBOUND

PC STA 169+42.51

STA 169+40.0, LT
RET
RET SCHOOL
RET RET

STONY BROOK

MATCH LINE STA 173+50, SEE NEXT SHEET

STA 170+65.0, RT
RET STONY BROOK RD RET

STA 170+95.0, RT
RET LEGAL LOAD LIMIT 24,000 POUNDS RET

STA 171+45.0, RT
RET STOP 1070 1419 0325 RET
RET B-B

STA 172+00.0, RT
R BRIDGE # VT 107 R

STA 172+00.0, RT
N BRIDGE # VT-107 N

PI STA 172+39.06 BK. =
PI STA 172+15.07 AHD.

TH-36
STONY BROOK ROAD
(CLASS 3)
MM 3.242 = STA 171+17.76
(ASPHALT)

NOTE:

1. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.

0 20 40
SCALE IN FEET

CURVE 32
△ = 39°45'19"
D = 6°59'08"
R = 820.21'
T = 296.55'
L = 569.11'
E = 51.96'

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

PROJECT LAYOUT SHEET #29

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_bdr_nul_29.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214129.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 62 OF 397

FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_bdr_nul_29.dgn
DATE/TIME = 3/17/2014
USER = 4916

LEGEND

NO RECLAIM TO BE PERFORMED IN THIS AREA

~~646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR~~
646.404 DURABLE 4 INCH WHITE LINE, POLYUREA
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA ~~179+26.00~~ - STA 179+50.00 LT & RT
173+50.00

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE:

	LT	℄	RT
STA 173+50.00 - STA 179+50.00	S	-	S

646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 179+26.00 - STA 179+50.00 LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE:

	LT	℄	RT
STA 179+26.00 - STA 179+50.00	S	-	S

ITEM 604.40 CHANGE ELEVATION OF DI
STA 179+14.0 RT

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 173+50.0 - STA ~~179+50.0~~ C/L (600.0 LF)
176+27.0
STA 178.0 - STA 179+50.0 C/L

675.50 REMOVING SIGNS
AS SHOWN - 1

N

VT STATE PLANE GRID

STA 173+60.0, LT
BRIDGE 9 VT-107
N
N
STA 173+60.0, LT
BRIDGE 9 VT 107
R
R

WHITE RIVER

MATCH LINE STA 173+50, SEE PREVIOUS SHEET

FACE OF GUARDRAIL
EDGE OF TRAVELWAY
EDGE OF TRAVELWAY
EDGE OF SHOULDER

CURVE 32
174+00
175+00
176+00
177+00
178+00
179+00

VT. ROUTE 107
N 38° 18' 28" E
STOCKBRIDGE WESTBOUND
EASTBOUND

PT
STA 175+11.62

STA 178+34.0, LT
RET
RET

PI STA 178+49.06 BK. =
PI STA 178+48.82 AHD.

CURVE 33

AER E&T

STA 179+26.00
RESUME STP 2910(1) RECLAIM
END BRF 022-1(20)S
(SEE NOTE 2)

11'-0"
11'-0"
5'-0" AER
5'-0"
STA 179+19.25
UD-23

MATCH LINE STA 179+50, SEE NEXT SHEET

PC
STA 177+63.00

PT
STA 179+34.87

STA 179+26.00
BEGIN LT & RT
SHOULDER TAPER

NOTES:

1. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.
2. SEE SHEET 22 FOR RECLAIMED APPROACH AREA DETAILS.

0 20 40
SCALE IN FEET

621.75 REMOVE AND RESET GUARDRAIL
STOCKBRIDGE:
STA ~~179+26.0~~ 178+69.0 - STA 179+50.0 LT (24.0 LF)

CURVE 32
△ = 39° 45' 19"
D = 6° 59' 08"
R = 820.21'
T = 296.55'
L = 569.11'
E = 51.96'

CURVE 33
△ = 7° 30' 13"
D = 4° 21' 57"
R = 1312.33'
T = 86.06'
L = 171.87'
E = 2.82'

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

PROJECT LAYOUT SHEET #30

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_bdr_nul_30.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214130.1
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 63 OF 397

FILE NAME = W:\Projects\VANTK2\22426\CADD_MSTN\z10b214_bdr_nul_30.dgn
DATE/TIME = 3/17/2014
USER = 4916

646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR
646.404 DURABLE 4 INCH WHITE LINE, POLYUREA
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 179+50.00 - STA 185+50.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED

STOCKBRIDGE:	LT	℄	RT
STA 179+50.00 - STA 185+50.00	S	-	S

646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 179+50.00 - STA 185+50.00 LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED

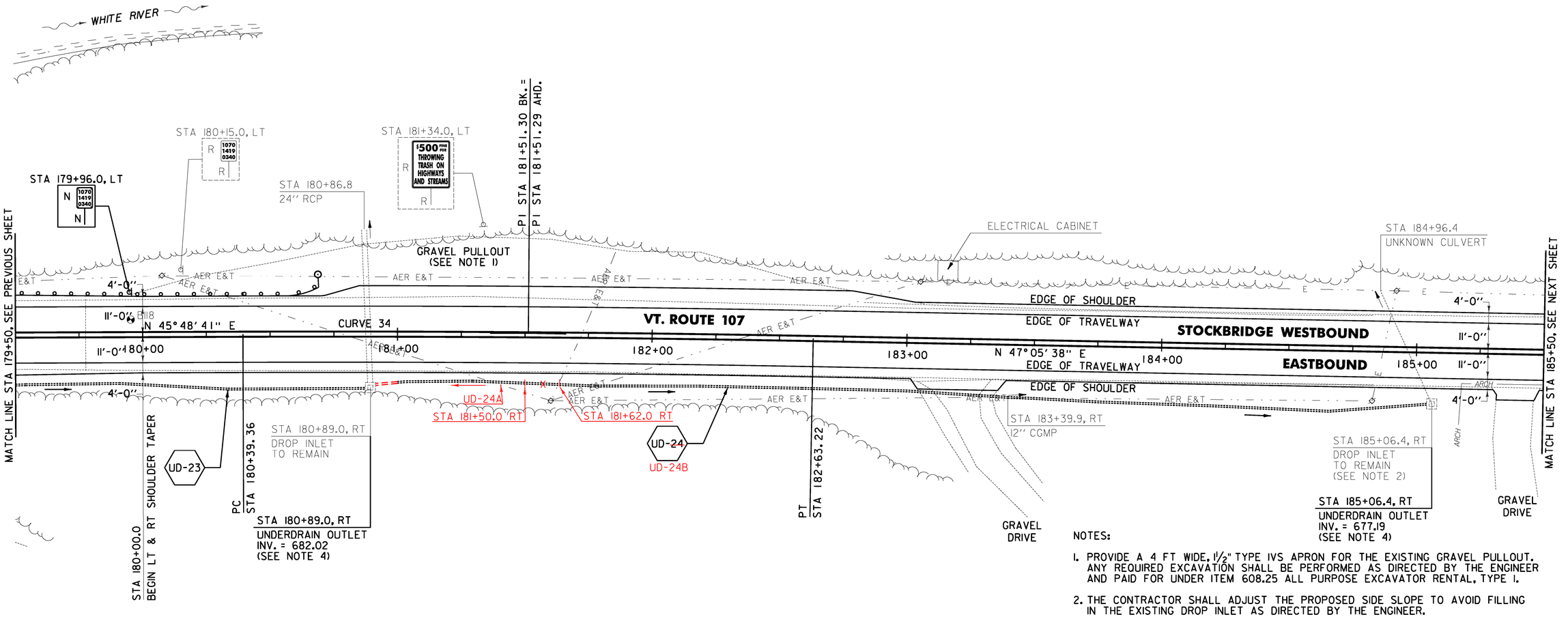
STOCKBRIDGE:	LT	℄	RT
STA 179+50.00 - STA 185+50.00	S	-	S

ITEM 604.40 CHANGE ELEVATION OF DI
STA 180+89.0 RT

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 179+50.0 - STA ~~185+50.0~~ 189+15.0 C/L (600.0 LF)

675.50 REMOVING SIGNS
AS SHOWN - 2

VT STATE PLANE GRID



NOTES:

1. PROVIDE A 4 FT WIDE, 1½" TYPE IVS APRON FOR THE EXISTING GRAVEL PULLOUT. ANY REQUIRED EXCAVATION SHALL BE PERFORMED AS DIRECTED BY THE ENGINEER AND PAID FOR UNDER ITEM 608.25 ALL PURPOSE EXCAVATOR RENTAL, TYPE I.
2. THE CONTRACTOR SHALL ADJUST THE PROPOSED SIDE SLOPE TO AVOID FILLING IN THE EXISTING DROP INLET AS DIRECTED BY THE ENGINEER.
3. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.
4. SEE SHEET 28 FOR UNDERDRAIN DETAILS.

0 20 40
SCALE IN FEET

SOIL BORING DATA			
BORING #	DEPTH (FT.)	PCC	COMMENTS
B118	2.5	NO	REFUSAL AT 2.5'

621.20 STEEL BEAM GUARDRAIL
STA 180+57.5 - 180+70.0 LT

621620 ANCHOR FOR STEEL BEAM GUARDRAIL
STA 180+62.0 LT

621.75 REMOVE AND RESET GUARDRAIL
STOCKBRIDGE: 180+67.5
STA 179+50.0 - STA ~~180+70.0~~ LT (120.0 LF)

676.10 DELINEATOR WITH STEEL POST
STOCKBRIDGE:
STA 180+70.0 LT

CURVE 34
△ = 1° 16' 57"
D = 0° 34' 23"
R = 10000.00'
T = 111.93'
L = 223.86'
E = 0.63'
e = 0.020 FT/FT

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

PROJECT LAYOUT SHEET #31

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_bdr_nul_31.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214131.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 64 OF 397

FILE NAME = V:\Projects\VAN\VK2\22426\CADD_MSTN\z10b214_bdr_nul_31.dgn
DATE/TIME = 3/17/2014
USER = 4916

~~646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR~~
646.404 DURABLE 4 INCH WHITE LINE, POLYUREA
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 185+50.00 - STA 191+50.00 LT & RT

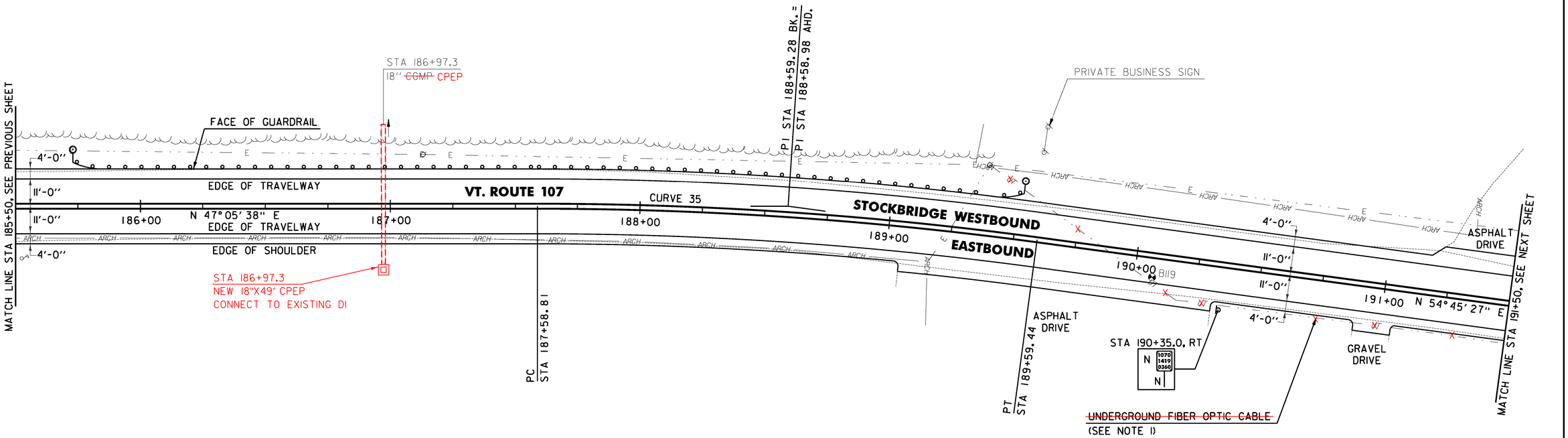
646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE:
STA 185+50.00 - STA 191+50.00 — LT: S, ℄: -, RT: S

646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 185+50.00 - STA 191+50.00 LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE:
STA 185+50.00 - STA 191+50.00 — LT: S, ℄: -, RT: S

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 185+50.0 - STA ~~191+50.0~~ 189+93.0 C/L (600.0 LF)

VT STATE PLANE GRID



621.205 STEEL BEAM GUARDRAIL, GALVANIZED W/8 FEET POSTS
STOCKBRIDGE:
STA ~~185+73.0~~ 185+79.0 - STA ~~189+52.0~~ 189+54.0 LT (379.0 LF)

621.60 ANCHOR FOR STEEL BEAM RAIL
STOCKBRIDGE:
STA 185+79.5 LT
STA 189+45.5 LT

676.10 DELINEATOR WITH STEEL POST
STOCKBRIDGE:
STA 185+73.0 LT
STA 189+52.0 LT

CURVE 35
△ = 7° 39' 49"
D = 3° 49' 11"
R = 1500.00'
T = 100.47'
L = 200.63'
E = 3.36'
e = 0.062 FT/FT

SOIL BORING DATA			
BORING #	DEPTH (FT.)	PCC	COMMENTS
B119	5.0	NO	TURNS LIGHT BROWN AT 2.1'

NOTE:

1. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.

0 20 40
SCALE IN FEET

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

PROJECT LAYOUT SHEET #32

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_bdr_nul_32.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214132.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 65 OF 397

FILE NAME = W:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_bdr_nul_32.dgn
DATE/TIME = 3/17/2014
USER = 4916

LEGEND

EXISTING PAVEMENT TO BE REMOVED (SEE NOTE 1)

~~646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR~~
646.404 DURABLE 4 INCH WHITE LINE, POLYUREA
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 191+50.00 - STA 197+50.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE:

	LT	℄	RT
STA 191+50.00 - STA 197+50.00	S	-	S

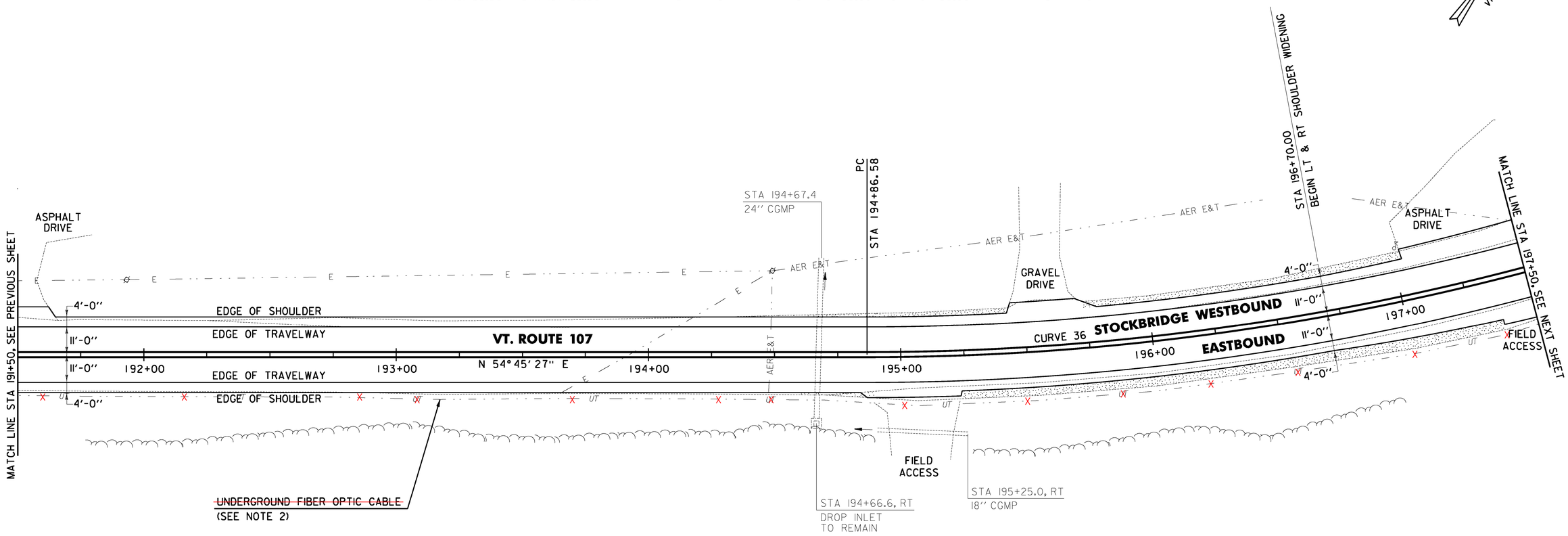
646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 191+50.00 - STA 197+50.00 LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE:

	LT	℄	RT
STA 191+50.00 - STA 197+50.00	S	-	S

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 191+50.0 - STA ~~197+50.0~~ 196+62.0 C/L (600.0 LF)

VT STATE PLANE GRID



NOTES:

1. THE CONTRACTOR SHALL COLD PLANE THE TOP 4" OF EXISTING ROAD SURFACE, AND RECLAIM THE NEXT 8" OF THE EXISTING ROAD SURFACE AT FULL WIDTH. THE CONTRACTOR SHALL THEN PLACE 2" OF ITEM 651.35 TOPSOIL AND ITEM 651.15 SEED AS DIRECTED BY THE ENGINEER.

2. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.

0 20 40
SCALE IN FEET

CURVE 36
△ = 42° 57' 12"
D = 5° 35' 23"
R = 1025.00'
T = 403.28'
L = 768.42'
E = 76.48'
e = 0.076 FT/FT

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

PROJECT LAYOUT SHEET #33

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(I)

FILE NAME: z10b214_bdr_nul_33.dgn	PLOT DATE: 3/17/2014
PROJECT LEADER: D.E.G.	DRAWN BY: W.G.P.
DESIGNED BY: L.M.B.	CHECKED BY: J.P.S.
IPARM FILE: z10b214133.i	SHEET 66 OF 397

FILE NAME = W:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_bdr_nul_33.dgn
DATE/TIME = 3/17/2014
USER = 4918

LEGEND

EXISTING PAVEMENT TO BE REMOVED (SEE NOTE 3)

~~646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR~~
646.404 DURABLE 4 INCH WHITE LINE, POLYUREA
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 197+50.00 - STA 203+50.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED

STOCKBRIDGE:	LT	℄	RT
STA 197+50.00 - STA 198+00.00	S	-	S
STA 198+00.00 - STA 203+50.00	S	-	~~D~~ S

646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 197+50.00 - STA 203+50.00 LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED

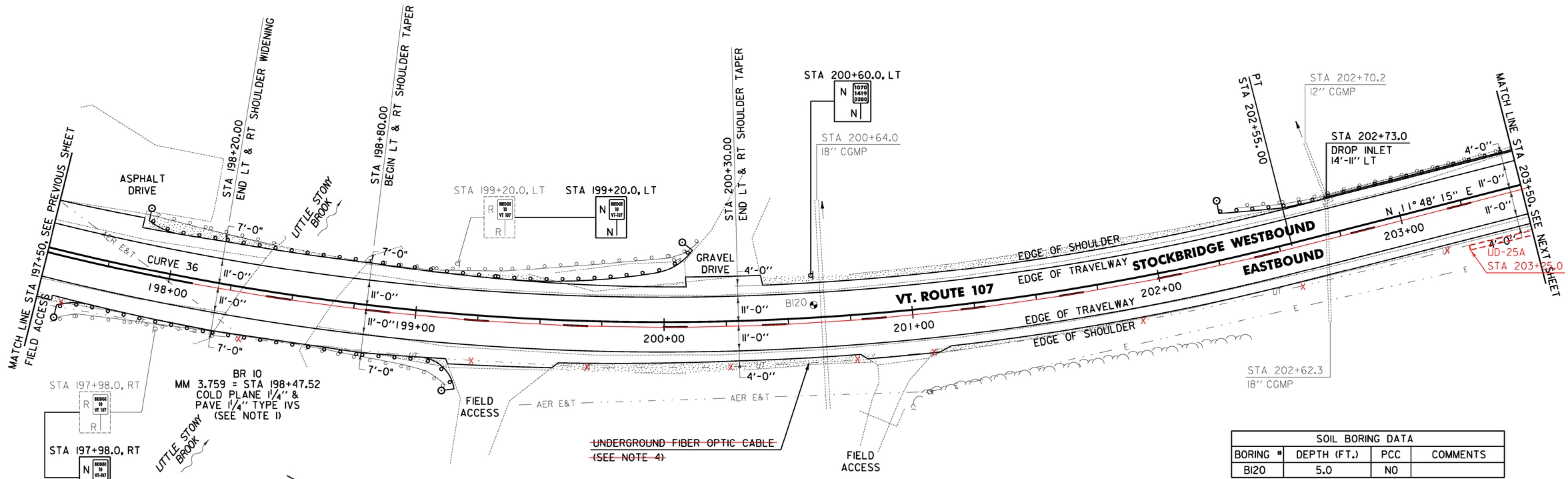
STOCKBRIDGE:	LT	℄	RT
STA 197+50.00 - STA 198+00.00	S	-	S
STA 198+00.00 - STA 203+50.00	S	-	D

ITEM 604.40 CHANGE ELEVATION OF DI
STA 202+73.0 LT (TEMPORARY FOR CONSTRUCTION)

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA ~~197+50.0~~ - STA 203+50.0 C/L (600.0 LF)
199+25.0

675.50 REMOVING SIGNS
AS SHOWN - 2

VT STATE PLANE GRID



SOIL BORING DATA			
BORING #	DEPTH (FT.)	PCC	COMMENTS
B120	5.0	NO	

NOTES:

1. SEE SHEET 396 FOR BR 10 DETAILS.
2. THE CONTRACTOR SHALL REHABILITATE THE EXISTING DROP INLETS, CATCH BASINS OR MANHOLES TO A DEPTH AS DIRECTED BY THE ENGINEER. ALL REHABILITATION WORK WILL BE PAID FOR UNDER THE APPLICABLE REHABILITATION ITEM AS DIRECTED BY THE ENGINEER. ALL EXISTING UTILITIES MARKED "TO REMAIN" SHALL NOT BE ALTERED OR REHABILITATED UNLESS DIRECTED OTHERWISE BY THE ENGINEER.
3. THE CONTRACTOR SHALL COLD PLANE THE TOP 4" OF EXISTING ROAD SURFACE, AND RECLAIM THE NEXT 8" OF THE EXISTING ROAD SURFACE AT FULL WIDTH. THE CONTRACTOR SHALL THEN PLACE 2" OF ITEM 651.35 TOPSOIL AND ITEM 651.15 SEED AS DIRECTED BY THE ENGINEER.
4. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.

0 20 40
SCALE IN FEET

CURVE 36
△ = 42°57'12"
D = 5°35'23"
R = 1025.00'
T = 403.28'
L = 768.42'
E = 76.48'
e = 0.076 FT/FT
SEE SHEET 164 FOR SUPERELEVATION TRANSITION FOR BRIDGE 10

525.10 REMOVAL OF EXISTING RAILING
STOCKBRIDGE:
STA 198+21.0 - STA 198+58.5 RT (37.5 LF)
STA 198+40.0 - STA 198+77.5 LT (37.5 LF)

525.50 BRIDGE RAILING REPAIR, TYPE I
STOCKBRIDGE:
STA 198+21.0 - STA ~~198+58.5~~ RT ~~(37.5 LF)~~ (43.75 LF)
STA ~~198+40.0~~ - STA ~~198+77.5~~ LT ~~(37.5 LF)~~ (43.75 LF)
198+36.0 198+82.0

604.412, 604.415, 604.418 REHAB, DROP INLETS, CATCH BASINS, OR MANHOLES CLASS I, II, OR III (SEE NOTE 2)
STOCKBRIDGE:
STA 202+73.0 LT

616.305 BITUMINOUS CONCRETE CURB, TYPE A
STOCKBRIDGE:
STA ~~202+72.0~~ - STA 203+50.0 LT ~~(78.0~~ LF)

617.10 RELOCATE MAILBOX, SINGLE SUPPORT
STOCKBRIDGE:
STA 200+04.0 LT

621.20 STEEL BEAM GUARDRAIL, GALVANIZED
STOCKBRIDGE: STA 202+23.0 - STA 202+37.0 LT
STA 197+56.5 - STA 197+96.0 RT (39.5 LF)
197+86.0 STA ~~197+88.0~~ - STA ~~198+15.0~~ LT (27.0 LF) 198+13.0
198+96.0 STA ~~198+83.5~~ - STA 199+23.0 RT ~~(39.5 LF)~~ (27 LF)
STA ~~199+02.5~~ - STA ~~200+17.0~~ LT (~~114.5~~ LF)
199+14.0 200+16.0

621.205 STEEL BEAM GUARDRAIL W/8 FEET POSTS
STOCKBRIDGE:
STA ~~202+29.0~~ - STA 203+50.0 LT (121.0 LF)
202+37.0

621.21 HD STEEL BEAM GUARDRAIL, GALVANIZED
STOCKBRIDGE:
STA 197+96.0 - STA 198+21.0 RT (32.5 LF)
STA ~~198+15.0~~ - STA ~~198+40.0~~ LT (32.5 LF) STA 198+13.0 - STA 198+38.0 LT
STA ~~198+58.5~~ - STA ~~198+83.5~~ RT ~~(32.5 LF)~~ (41.25 LF) STA 198+65.0 - STA 198+96.0 RT
STA ~~198+77.5~~ - STA ~~199+02.5~~ LT ~~(32.5 LF)~~ (41.25 LF)
198+82.0 199+14.0

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL
STOCKBRIDGE: 62.5
STA 197+58.0 - STA 198+21.0 RT ~~(63.0~~ LF)
STA 197+86.0 - STA 198+40.0 LT ~~(54.0 LF)~~(50.0 LF)
STA 198+58.5 - STA 199+15.0 RT ~~(56.5 LF)~~(62.5 LF)
STA 198+77.5 - STA 200+15.0 LT (137.5 LF)
STA 202+37.0 - STA 203+50.0 LT (113.0 LF)

621.60 ANCHOR FOR STEEL BEAM RAIL
STOCKBRIDGE:
STA 197+63.0 RT
STA 197+94.5 LT
STA 199+16.5 RT
STA 200+10.5 LT
STA 202+35.5 LT

676.10 DELINEATOR WITH STEEL POST
STOCKBRIDGE:
STA 197+56.5 RT
STA 197+88.0 LT
STA 199+23.0 RT
STA 200+17.0 LT
STA 202+29.0 LT

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

PROJECT LAYOUT SHEET #34

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(11)
FILE NAME: z10b214_bdr_nul_34.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214134.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 67 OF 397

FILE NAME = W:\Projects\VAN\K21.22426\CADD_MSTN\z10b214.bdr_nul_34.dgn
DATE/TIME = 3/17/2014
USER = 4916

LEGEND

ITEM 613.10 STONE FILL, TYPE I

~~646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR~~
646.404 DURABLE 4 INCH WHITE LINE, POLYUREA
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 203+50.00 - STA 209+50.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED

STOCKBRIDGE:	LT	℄	RT
STA 203+50.00 - STA 204+86.40	S	-	~~D~~ S
STA 204+86.40 - STA 209+50.00	~~S~~ D	-	S

646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 203+50.00 - STA 209+50.00 LT & RT

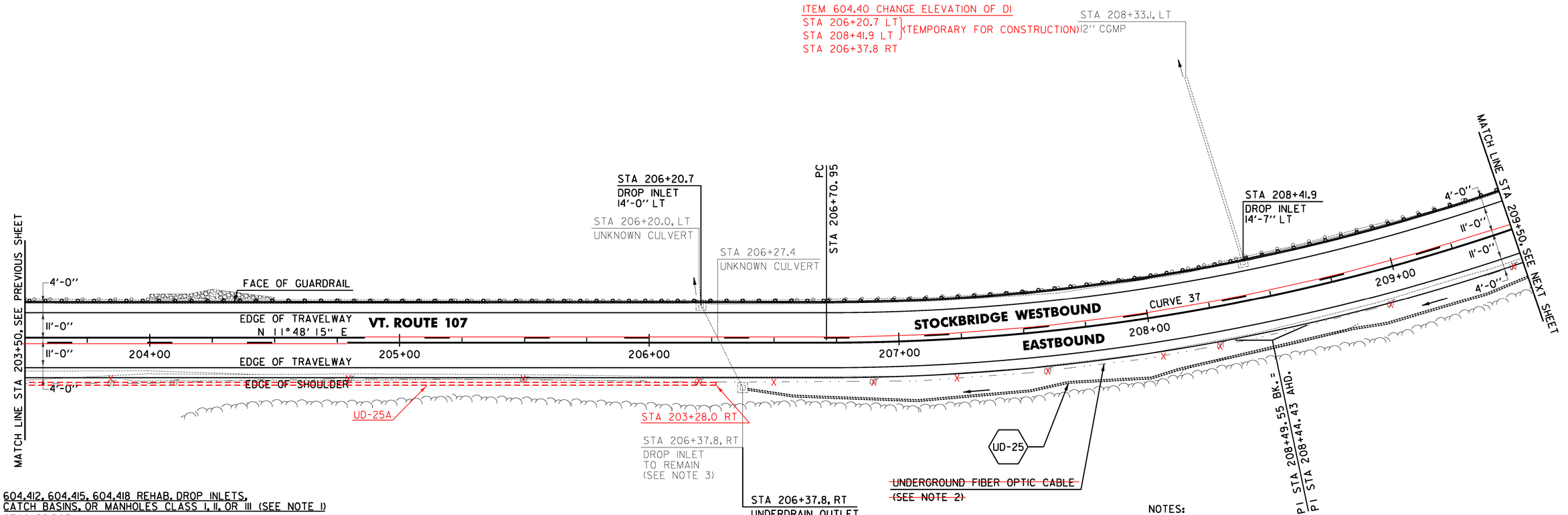
646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED

STOCKBRIDGE:	LT	℄	RT
STA 203+50.00 - STA 204+86.40	S	-	D
STA 204+86.40 - STA 209+50.00	D	-	S

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 203+50.0 - STA 209+50.0 C/L (600.0 LF)

ITEM 604.40 CHANGE ELEVATION OF DI
STA 206+20.7 LT
STA 208+41.9 LT } (TEMPORARY FOR CONSTRUCTION)
STA 206+37.8 RT

VT STATE PLANE GRID



604.412, 604.415, 604.418 REHAB. DROP INLETS, CATCH BASINS, OR MANHOLES CLASS I, II, OR III (SEE NOTE 1)
STOCKBRIDGE:
STA 206+20.7 LT
STA 208+41.9 LT

613.10 STONE FILL, TYPE I
STOCKBRIDGE:
STA 204+00.0 - STA 204+50.0 LT (5.6 CY)
STA 203+88.0 - STA 206+36.0 RT

616.305 BITUMINOUS CONCRETE CURB, TYPE A
STOCKBRIDGE:
STA 203+50.0 - STA 209+50.0 LT (600.0 LF)

621.205 STEEL BEAM GUARDRAIL, GALVANIZED W/8 FEET POSTS
STOCKBRIDGE:
STA 203+50.0 - STA ~~209+43.5~~ 209+50.0 LT (593.5 LF)

~~621.75 REMOVE AND RESET GUARDRAIL~~
~~STOCKBRIDGE:~~
~~STA 209+43.5 - STA 209+50.0 LT (6.5 LF)~~

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL
STOCKBRIDGE:
STA 203+50.0 - STA 209+43.5 LT (593.5 LF)

~~651.40 GRUBBING MATERIAL (6")~~
~~STOCKBRIDGE:~~
~~STA 204+00.0 - STA 204+50.0 LT (11.9 SY)~~

~~653.20 TEMPORARY EROSION MATTING~~
~~STOCKBRIDGE:~~
~~STA 203+50.0 - STA 207+50.0 LT (117.8 SY)~~

613.11 STONE FILL, TYPE II
STA 203+88.0 - STA 206+28.0 RT

CURVE 37
Δ = 23°43'56"
D = 6°44'26"
R = 850.00'
T = 178.60'
L = 352.08'
E = 18.56'
e = 0.080 FT/FT

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

NOTES:

1. THE CONTRACTOR SHALL REHABILITATE THE EXISTING DROP INLETS, CATCH BASINS OR MANHOLES TO A DEPTH AS DIRECTED BY THE ENGINEER. ALL REHABILITATION WORK WILL BE PAID FOR UNDER THE APPLICABLE REHABILITATION ITEM AS DIRECTED BY THE ENGINEER. ALL EXISTING UTILITIES MARKED "TO REMAIN" SHALL NOT BE ALTERED OR REHABILITATED UNLESS DIRECTED OTHERWISE BY THE ENGINEER.
2. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.
3. THE CONTRACTOR SHALL ADJUST THE PROPOSED SIDE SLOPE TO AVOID FILLING IN THE EXISTING DROP INLET AS DIRECTED BY THE ENGINEER.
4. SEE SHEET 28 FOR UNDERDRAIN DETAILS.

0 20 40
SCALE IN FEET

PROJECT LAYOUT SHEET #35

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(11)

FILE NAME: z10b214_bdr_nul_35.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214l35.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 68 OF 397

FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_bdr_nul_35.dgn
DATE/TIME = 3/17/2014
USER = 4916

LEGEND

ITEM 613.10 STONE FILL, TYPE I

ITEM 613.11 STONE FILL, TYPE II

646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR
646.404 DURABLE 4 INCH WHITE LINE, POLYUREA
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 209+50.00 - STA 215+50.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED

STOCKBRIDGE:	LT	C	RT
STA 209+50.00 - STA 212+52.00	~~S~~ D	-	S
STA 212+52.00 - STA 215+50.00	S	-	S

646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 209+50.00 - STA 215+50.00 LT & RT

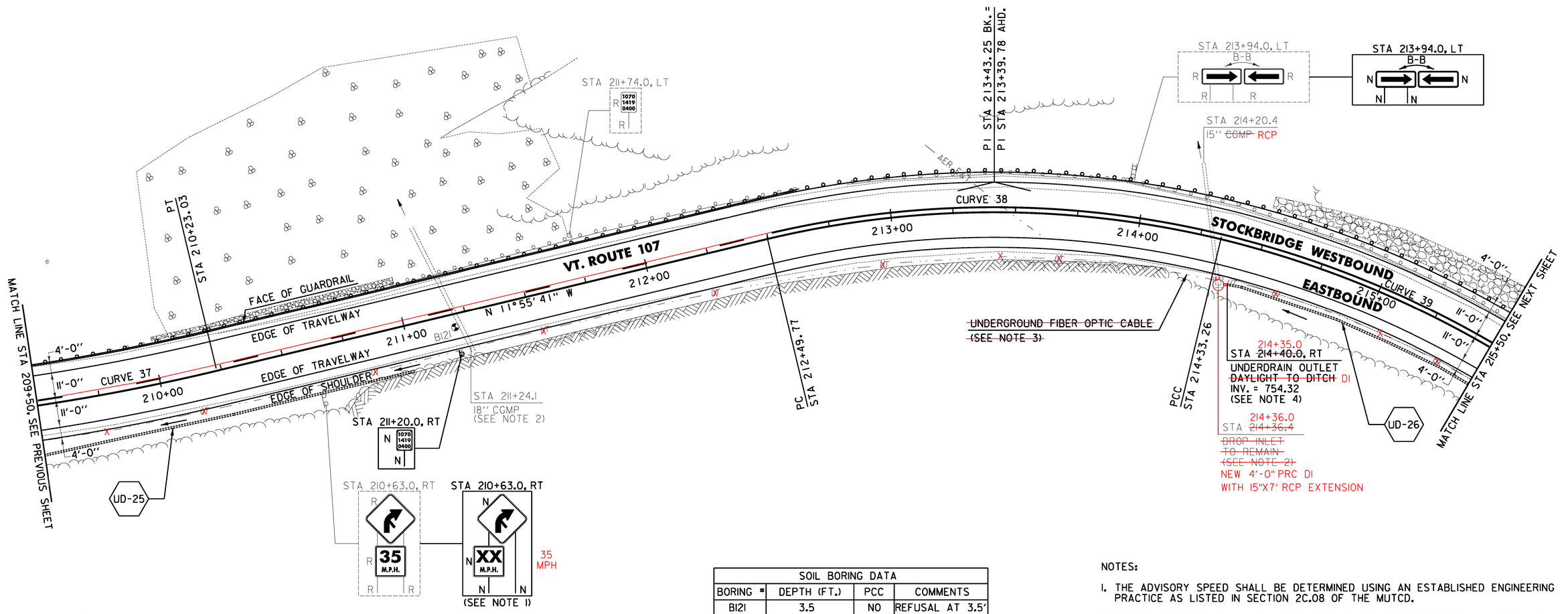
646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED

STOCKBRIDGE:	LT	C	RT
STA 209+50.00 - STA 212+52.00	D	-	S
STA 212+52.00 - STA 215+50.00	S	-	S

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 209+50.0 - STA 215+50.0 C/L (600.0 LF)

675.50 REMOVING SIGNS
AS SHOWN - 5

N
VT STATE PLANE GRID



SOIL BORING DATA			
BORING #	DEPTH (FT.)	PCC	COMMENTS
B121	3.5	NO	REFUSAL AT 3.5'

613.10 STONE FILL, TYPE I
STOCKBRIDGE: STA 209+75.0 - STA 211+20.0 LT (76.67 CY)
STA ~~210+00.0 - STA 211+00.0 LT (15.4 CY)~~
STA 214+38.0 - STA 215+35.0 LT (88.55 CY)

613.11 STONE FILL, TYPE II
STOCKBRIDGE:
STA ~~214+50.0~~ - STA ~~215+50.0~~ LT (49.4 CY)
214+38.0 215+35.0

616.305 BITUMINOUS CONCRETE CURB, TYPE A
STOCKBRIDGE:
STA 209+50.0 - STA ~~212+64.0~~ LT ~~(314.0 LF)~~
211+20.0 (170.0 LF)

621.205 STEEL BEAM GUARDRAIL, GALVANIZED W/8 FEET POSTS
STOCKBRIDGE: STA 212+71.0 - STA 214+21.0 LT (269.0 LF)
STA ~~212+81.0 - STA 215+50.0 LT (269.0 LF)~~
STA 209+50.0 - STA 209+71.0 LT

621.75 REMOVE AND RESET GUARDRAIL
STOCKBRIDGE:
STA ~~209+50.0~~ - STA ~~212+81.0~~ LT (331.0 LF)
209+71.0 212+71.0

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL
STOCKBRIDGE:
STA 212+81.0 - STA 215+50.0 LT (269.0 LF)

604.912 REHAB OF DI, CLASS I
STA 211+24.1 RT

621.20 STEEL BEAM GUARDRAIL
STA 214+21.0 - STA 215+50.0 RT

651.40 GRUBBING MATERIAL (6")
STOCKBRIDGE: STA 209+75.0 - STA 211+20.0 LT (34.5 SY)
~~STA 210+00.0 - STA 211+00.0 LT (34.5 SY)~~
STA ~~214+50.0~~ - STA ~~215+50.0~~ LT (133.9 SY)
214+38.0 215+35.0
~~653.20 TEMPORARY EROSION MATTING~~
~~STOCKBRIDGE:~~
~~STA 210+00.0 - STA 211+50.0 LT (53.1 SY)~~
~~STA 214+50.0 - STA 215+50.0 LT (133.9 SY)~~

CURVE 37
△ = 23°43'56"
D = 6°44'26"
R = 850.00'
T = 178.60'
L = 352.08'
E = 18.56'
e = 0.080 FT/FT

CURVE 38
△ = 26°57'26"
D = 14°41'28"
R = 390.00'
T = 93.48'
L = 183.49'
E = 11.05'
e = 0.080 FT/FT

CURVE 39
△ = 40°40'39"
D = 14°19'26"
R = 400.00'
T = 148.27'
L = 283.98'
E = 26.60'
e = 0.080 FT/FT

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

NOTES:

1. THE ADVISORY SPEED SHALL BE DETERMINED USING AN ESTABLISHED ENGINEERING PRACTICE AS LISTED IN SECTION 2C.08 OF THE MUTCD.
2. THE CONTRACTOR SHALL ADJUST THE PROPOSED SIDE SLOPE TO AVOID FILLING IN THE EXISTING CROSS CULVERT/DROP INLET AS DIRECTED BY THE ENGINEER.
3. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.
4. SEE SHEET 28 FOR UNDERDRAIN DETAILS.

0 20 40
SCALE IN FEET

PROJECT LAYOUT SHEET #36

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(I)

FILE NAME: z10b214_bdr_nul_36.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214136.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 69 OF 397

FILE NAME = W:\Projects\MRY\K21\22426\CADD_MSTN\z10b214_bdr_nul_36.dgn
DATE/TIME = 3/17/2014
USER = 4916

LEGEND

- ITEM 613.10 STONE FILL, TYPE I
- ITEM 613.11 STONE FILL, TYPE II
- EXISTING PAVEMENT TO BE REMOVED (SEE NOTE 3)

~~646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR~~
646.404 DURABLE 4 INCH WHITE LINE, POLYUREA
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 215+50.00 - STA 221+50.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED

STOCKBRIDGE:	LT	℄	RT
STA 215+50.00 - STA 221+50.00	S	-	S

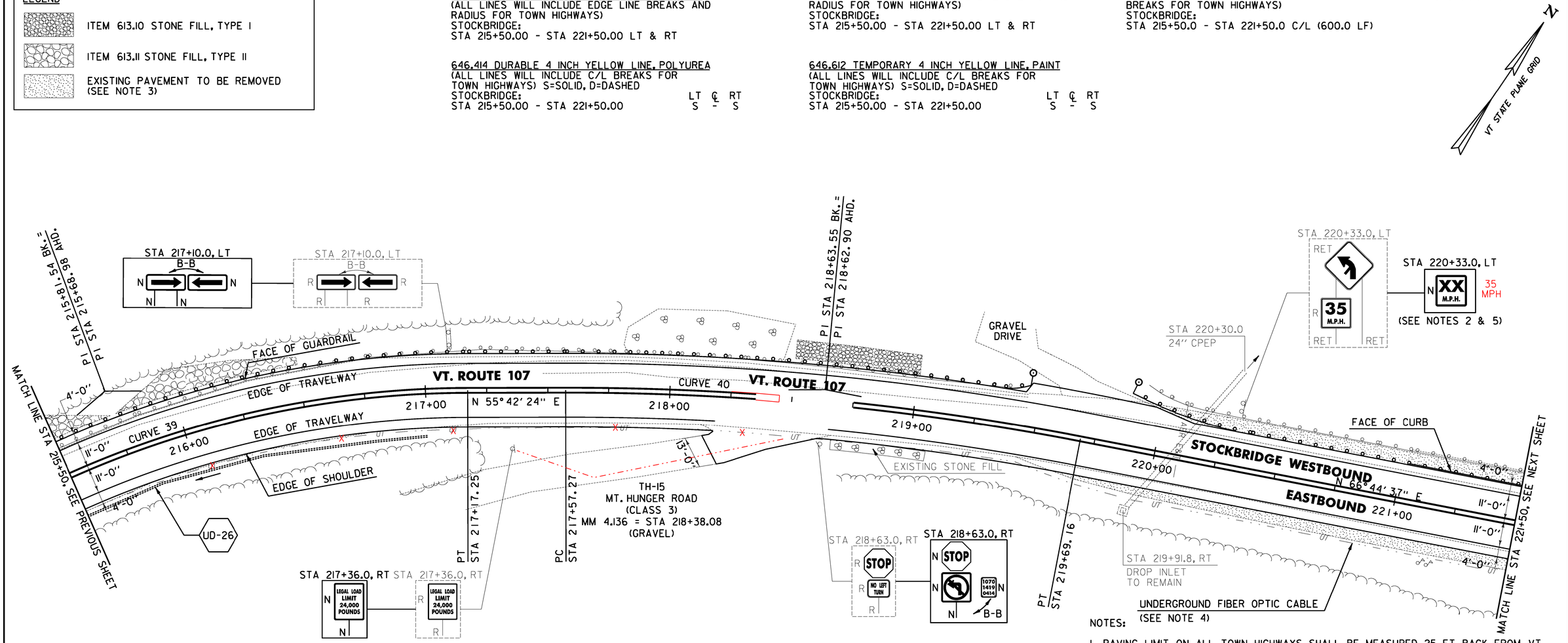
646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 215+50.00 - STA 221+50.00 LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED

STOCKBRIDGE:	LT	℄	RT
STA 215+50.00 - STA 221+50.00	S	-	S

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 215+50.0 - STA 221+50.0 C/L (600.0 LF)

675.50 REMOVING SIGNS
AS SHOWN - 6



NOTES:

1. PAVING LIMIT ON ALL TOWN HIGHWAYS SHALL BE MEASURED 25 FT BACK FROM VT. ROUTE 107 EDGE OF SHOULDER UNLESS DENOTED OTHERWISE ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
2. THE ADVISORY SPEED SHALL BE DETERMINED USING AN ESTABLISHED ENGINEERING PRACTICE AS LISTED IN SECTION 2C.08 OF THE MUTCD.
3. THE CONTRACTOR SHALL COLD PLANE THE TOP 4" OF EXISTING ROAD SURFACE, AND RECLAIM THE NEXT 8" OF THE EXISTING ROAD SURFACE AT FULL WIDTH. THE CONTRACTOR SHALL THEN PLACE 2" OF ITEM 651.35 TOPSOIL AND ITEM 651.15 SEED AS DIRECTED BY THE ENGINEER.
4. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.
5. PROPOSED SIGN TO BE MOUNTED ON EXISTING SIGN POST.

0 20 40
SCALE IN FEET

613.10 STONE FILL, TYPE I
STOCKBRIDGE: STA 217+37.0 - STA 217+87.0 LT
~~STA 218+50.0 - STA 219+00.0 LT (19.7 CY)~~
STA 218+34.0 - STA 219+25.0 LT

~~613.11 STONE FILL, TYPE II~~
STOCKBRIDGE:
STA ~~215+50.0~~ - STA ~~216+50.0~~ LT (50.4 CY)
215+64.0 216+30.0

616.305 BITUMINOUS CONCRETE CURB, TYPE A
STOCKBRIDGE:
STA ~~221+03.0~~ - STA 221+50.0 LT ~~(47.0 LF)~~
221+00.0 (50.0 LF)

617.10 RELOCATE MAILBOX, SINGLE SUPPORT
STOCKBRIDGE:
STA 221+15.0 RT
STA 221+20.0 RT

621.20 STEEL BEAM GUARDRAIL, GALVANIZED
STOCKBRIDGE:
STA 219+83.0 - STA 221+50.0 LT (167.0 LF)
STA 215+50.0 - STA 215+96.0 LT

621.205 STEEL BEAM GUARDRAIL, GALVANIZED W/8 FEET POSTS
STOCKBRIDGE:
STA ~~215+50.0~~ - STA 219+45.5 LT (395.5 LF)
215+96.0

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL
STOCKBRIDGE:
STA 215+50.0 - STA 219+37.0 LT (387.0 LF)
STA 219+91.0 - STA 221+50.0 LT (159.0 LF)

621.60 ANCHOR FOR STEEL BEAM RAIL
STOCKBRIDGE:
STA 219+39.0 LT
STA ~~219+89.5~~ LT
219+88.0

651.40 GRUBBING MATERIAL (6")
STOCKBRIDGE: STA 217+37.0 - STA 217+87.0 LT
215+69.0 STA ~~215+50.0~~ - STA ~~216+50.0~~ LT (137.2 SY) 216+38.0
218+39.0 STA ~~218+50.0~~ - STA ~~219+00.0~~ LT (53.1 SY) 219+25.0

~~653.20 TEMPORARY EROSION MATTING~~
~~STOCKBRIDGE:~~
~~STA 215+50.0 - STA 216+50.0 LT (137.2 SY)~~
~~STA 217+50.0 - STA 219+00.0 LT (111.1 SY)~~

676.10 DELINEATOR WITH STEEL POST
STOCKBRIDGE:
STA 219+45.5 LT
STA 219+83.0 LT

CURVE 39
△ = 40° 40' 39"
D = 14° 19' 26"
R = 400.00'
T = 148.27'
L = 283.98'
E = 26.60'
e = 0.080 FT/FT

CURVE 40
△ = 11° 02' 12"
D = 5° 12' 31"
R = 1100.00'
T = 106.27'
L = 211.89'
E = 5.12'
e = 0.074 FT/FT

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

PROJECT LAYOUT SHEET #37

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_bdr_nul_37.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214137.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 70 OF 397

FILE NAME = \\vtp-pgs1a\ANY\K2\22426\CADD\..MSTN\z10b214_bdr_nul_37.dgn
DATE/TIME = 3/17/2014
USER = 4916

LEGEND

ITEM 613.10 STONE FILL, TYPE I

EXISTING PAVEMENT TO BE REMOVED (SEE NOTE 1)

~~646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR~~
646.404 DURABLE 4 INCH WHITE LINE, POLYUREA
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 221+50.00 - STA 227+50.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE: LT ℄ RT
STA 221+50.00 - STA 227+50.00 S - S

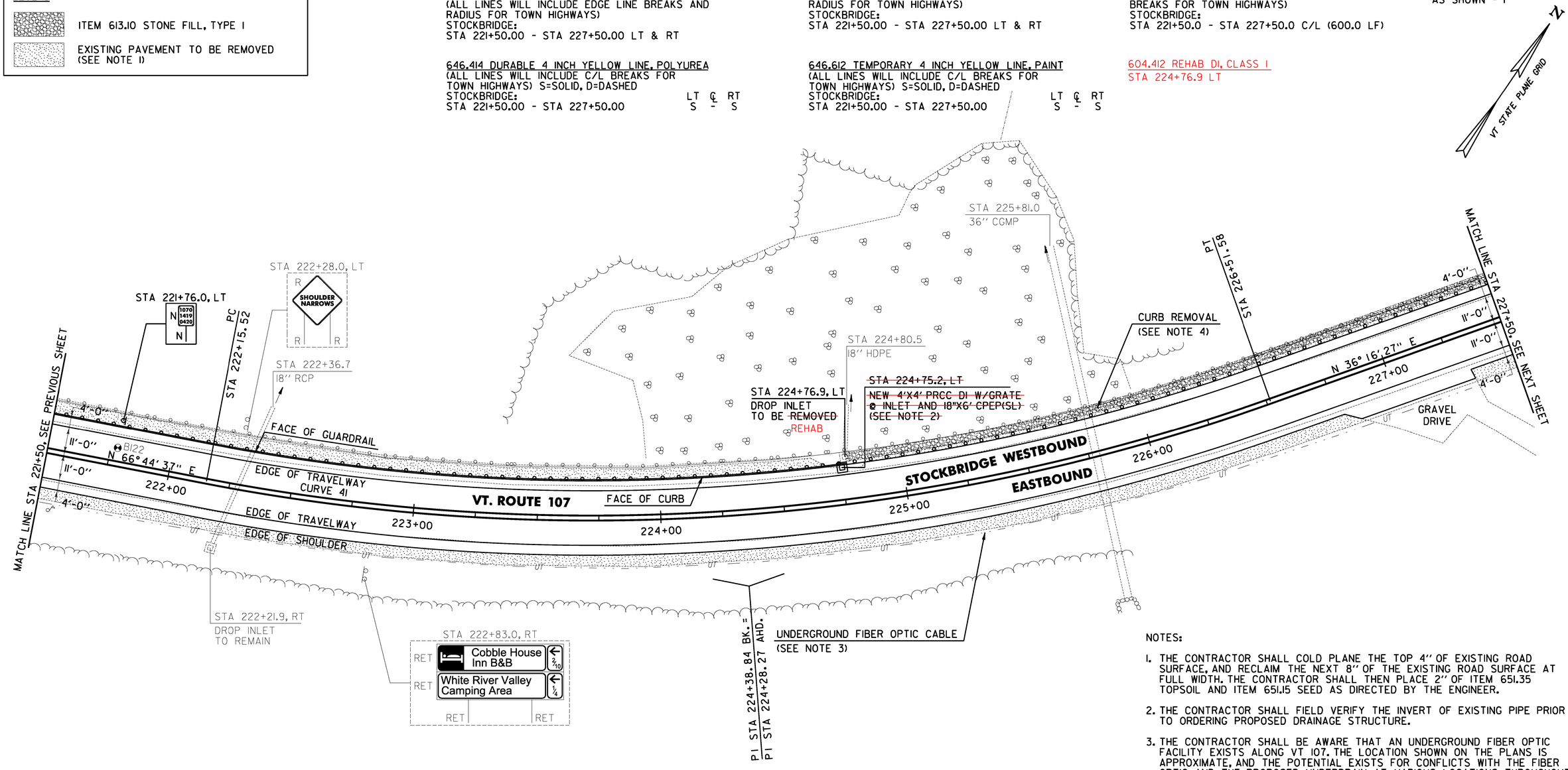
646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 221+50.00 - STA 227+50.00 LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE: LT ℄ RT
STA 221+50.00 - STA 227+50.00 S - S

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 221+50.0 - STA 227+50.0 C/L (600.0 LF)

604.412 REHAB DI, CLASS I
STA 224+76.9 LT

675.50 REMOVING SIGNS
AS SHOWN - 1



NOTES:

1. THE CONTRACTOR SHALL COLD PLANE THE TOP 4" OF EXISTING ROAD SURFACE, AND RECLAIM THE NEXT 8" OF THE EXISTING ROAD SURFACE AT FULL WIDTH. THE CONTRACTOR SHALL THEN PLACE 2" OF ITEM 651.35 TOPSOIL AND ITEM 651.15 SEED AS DIRECTED BY THE ENGINEER.
2. THE CONTRACTOR SHALL FIELD VERIFY THE INVERT OF EXISTING PIPE PRIOR TO ORDERING PROPOSED DRAINAGE STRUCTURE.
3. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.
4. SEE SHEET 26 FOR CURB REMOVAL AND STONE FILL BACKING DETIALS.

613.10 STONE FILL, TYPE I
STOCKBRIDGE:
STA ~~224+77.0~~ - STA 227+50.0 LT (49.9 CY)
224+82.0

616.305 BITUMINOUS CONCRETE CURB, TYPE A
STOCKBRIDGE:
STA 221+50.0 - STA ~~224+77.0~~ LT (~~327.0~~ LF)
224+80.0 330.0

617.10 RELOCATE MAILBOX, SINGLE SUPPORT
STOCKBRIDGE:
STA 221+60.0 RT

621.20 STEEL BEAM GUARDRAIL, GALVANIZED
STOCKBRIDGE: 224+50.0 300.0
STA 221+50.0 - STA ~~223+47.5~~ LT (~~197.5~~ LF)
STA ~~226+47.5~~ - STA 227+50.0 LT (~~102.5~~ LF)
225+87.0 163.0

621.75 REMOVE AND RESET GUARDRAIL
STOCKBRIDGE:
~~STA 223+47.5 - STA 226+47.5 LT (300.0 LF)~~
STA 224+50.0 - STA 225+87.0 LT (137.5 LF)

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL
STOCKBRIDGE:
STA 221+50.0 - STA 223+47.5 LT (197.5 LF)
STA 226+47.5 - STA 227+50.0 LT (102.5 LF)

~~649.31 GEOTEXTILE UNDER STONE FILL~~
~~STOCKBRIDGE:~~
~~STA 224+77.0 - STA 227+50.0 LT (171.4 SY)~~

~~653.20 TEMPORARY EROSION MATTING~~
~~STOCKBRIDGE:~~
~~STA 227+00.0 - STA 227+50.0 LT (12.5 SY)~~

SOIL BORING DATA			
BORING #	DEPTH (FT.)	PCC	COMMENTS
B122	4.7	NO	REFUSAL AT 4.7'

CURVE 41
△ = 30° 28' 10"
D = 6° 59' 14"
R = 820.00'
T = 223.32'
L = 436.07'
E = 29.87'
e = 0.080 FT/FT

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

0 20 40
SCALE IN FEET

PROJECT LAYOUT SHEET #38

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_bdr_nul_38.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214138.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 71 OF 397

FILE NAME = W:\Projects\ANYWK2\22426\CADD_MSTN\z10b214_bdr_nul_38.dgn
DATE/TIME = 3/17/2014
USER = 4916

~~646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR~~
646.404 DURABLE 4 INCH WHITE LINE, POLYUREA
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 227+50.00 - STA 233+50.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE:
STA 227+50.00 - STA 233+50.00 LT ℄ RT
STA 232+68.96 DOUBLE SOLID S - S LT, TH-2

~~646.482 DURABLE 24 INCH STOP BAR, THERMOPLASTIC OR~~
646.484 DURABLE 24 INCH STOP BAR, POLYUREA
STOCKBRIDGE:
STA 232+68.96 LT, TH-2

646.492 DURABLE LETTER OR SYMBOL, THERMOPLASTIC OR
~~646.494 DURABLE LETTER OR SYMBOL, POLYUREA~~
STOCKBRIDGE:
STA 232+68.96 LT, TH-2, "S,T,O,P" (4 EA)

646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 227+50.00 - STA 233+50.00 LT & RT

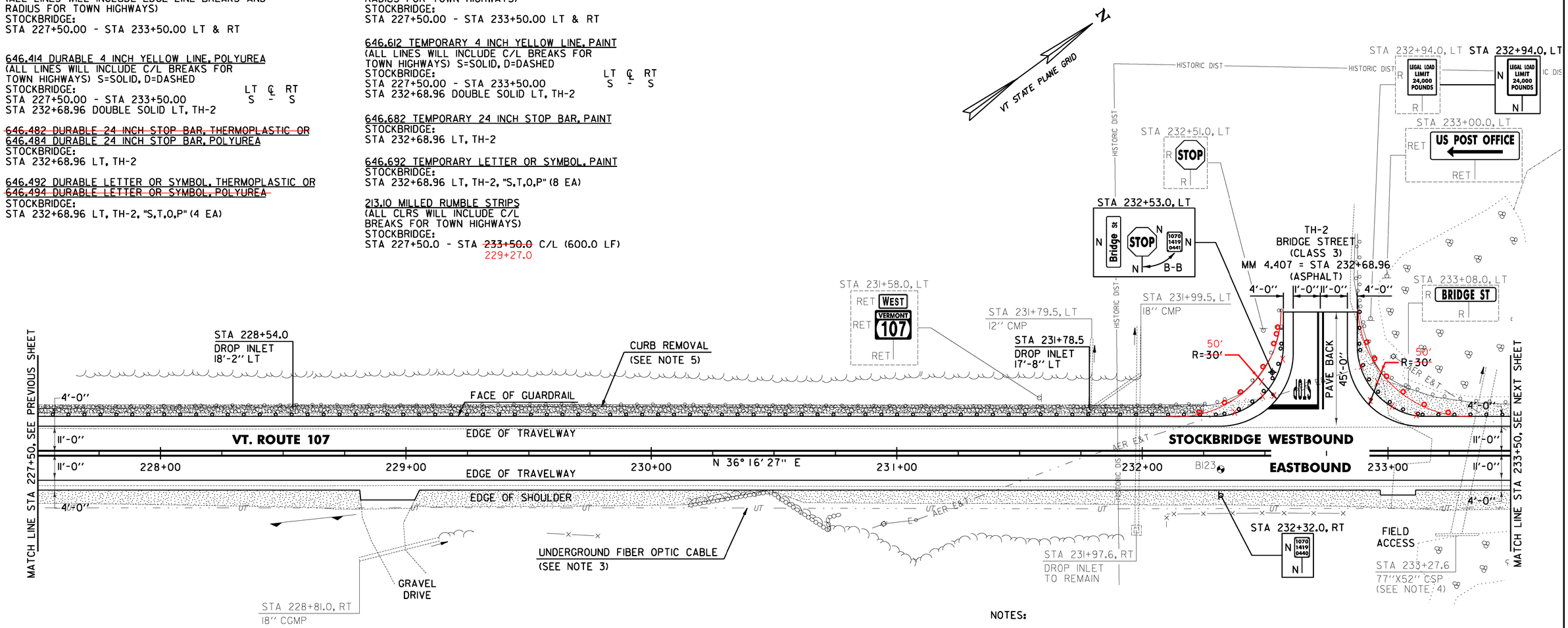
646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE:
STA 227+50.00 - STA 233+50.00 LT ℄ RT
STA 232+68.96 DOUBLE SOLID S - S LT, TH-2

646.682 TEMPORARY 24 INCH STOP BAR, PAINT
STOCKBRIDGE:
STA 232+68.96 LT, TH-2

646.692 TEMPORARY LETTER OR SYMBOL, PAINT
STOCKBRIDGE:
STA 232+68.96 LT, TH-2, "S,T,O,P" (8 EA)

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 227+50.0 - STA ~~233+50.0~~ 229+27.0 C/L (600.0 LF)

675.50 REMOVING SIGNS
AS SHOWN - 3



604.40 CHANGE ELEVATION OF DI
STA 228+54.0 LT

621.60 ANCHOR FOR STEEL BEAM GUARDRAIL
STA 232+25.0 LT
STA 233+25.0 LT

604.412, 604.415, 604.418 REHAB. DROP INLETS CATCH BASINS, OR MANHOLES CLASS I, II, OR III (SEE NOTE 1)
STOCKBRIDGE:
~~STA 228+54.0 LT~~
STA 231+78.5 LT

~~604.47 CAST IRON GRATE WITH FRAME, TYPE D~~
~~STOCKBRIDGE:~~
~~STA 228+54.0 LT~~
~~STA 231+78.5 LT~~

613.10 STONE FILL, TYPE I
STOCKBRIDGE:
STA 227+50.0 - STA ~~232+25.0~~ 231+63.0 LT (92.6 CY)

621.20 STEEL BEAM GUARDRAIL, GALVANIZED
STOCKBRIDGE: 232+54.0
STA ~~227+50.0~~ - STA ~~232+60.0~~ LT (510.0 LF)
~~STA 232+84.0 - STA 233+50.0 LT~~

~~621.75 REMOVE AND RESET GUARDRAIL~~
~~STOCKBRIDGE:~~
~~STA 232+89.0 - STA 233+50.0 LT (61.0 LF)~~

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL
STOCKBRIDGE:
STA 227+50.0 - STA 232+55.0 LT (505.0 LF)

649.31 GEOTEXTILE UNDER STONE FILL
~~STOCKBRIDGE:~~
~~STA 227+50.0 - STA 232+25.0 LT (305.4 SY)~~

~~651.40 GRUBBING MATERIAL (6")~~
~~STOCKBRIDGE:~~
~~STA 227+50.0 - STA 230+00.0 LT (54.9 SY)~~

~~653.20 TEMPORARY EROSION MATTING~~
~~STOCKBRIDGE:~~
~~STA 227+50.0 - STA 230+50.0 LT (63.8 SY)~~

SOIL BORING DATA			
BORING #	DEPTH (FT.)	PCC	COMMENTS
BI23	5.0	NO	

LEGEND
ITEM 613.10 STONE FILL, TYPE I
EXISTING PAVEMENT TO BE REMOVED (SEE NOTE 2)

NOTES:

1. THE CONTRACTOR SHALL REHABILITATE THE EXISTING DROP INLETS, CATCH BASINS OR MANHOLES TO A DEPTH AS DIRECTED BY THE ENGINEER. ALL REHABILITATION WORK WILL BE PAID FOR UNDER THE APPLICABLE REHABILITATION ITEM AS DIRECTED BY THE ENGINEER. ALL EXISTING UTILITIES MARKED "TO REMAIN" SHALL NOT BE ALTERED OR REHABILITATED UNLESS DIRECTED OTHERWISE BY THE ENGINEER.
2. THE CONTRACTOR SHALL COLD PLANE THE TOP 4" OF EXISTING ROAD SURFACE, AND RECLAIM THE NEXT 8" OF THE EXISTING ROAD SURFACE AT FULL WIDTH. THE CONTRACTOR SHALL THEN PLACE 2" OF ITEM 651.35 TOPSOIL AND ITEM 651.15 SEED AS DIRECTED BY THE ENGINEER.
3. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.
4. EXISTING CULVERT TO BE REPLACED UNDER STP ER IRNO(107) 218.
5. SEE SHEET 26 FOR CURB REMOVAL AND STONE FILL BACKING DETAILS.

0 20 40
SCALE IN FEET

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

PROJECT LAYOUT SHEET #39

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_bdr_nul_39.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214139.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 72 OF 397

FILE NAME = V:\Projects\VAPYK2\22426\CADD_MSTN\z10b214_bdr_nul_39.dgn
DATE/TIME = 3/17/2014
USER = 4916

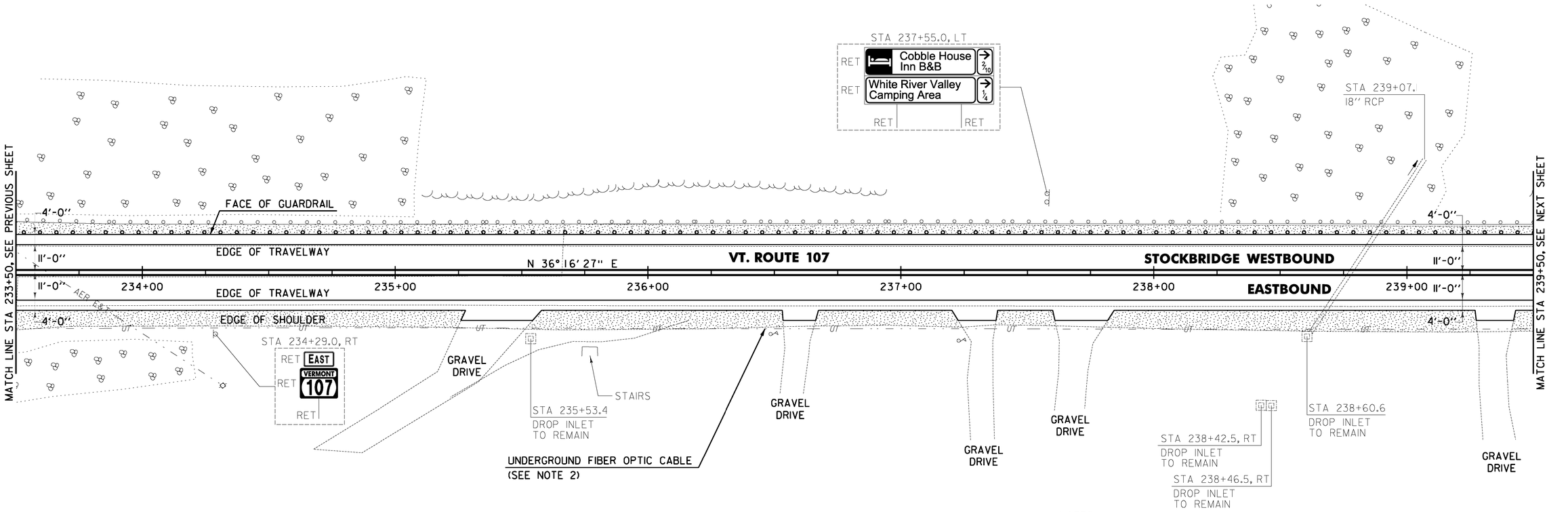
646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR
646.404 DURABLE 4 INCH WHITE LINE, POLYUREA
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 233+50.00 - STA 239+50.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE: LT ℄ RT
STA 233+50.00 - STA 239+50.00 S - S

646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 233+50.00 - STA 239+50.00 LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE: LT ℄ RT
STA 233+50.00 - STA 239+50.00 S - S

~~213.10 MILLED RUMBLE STRIPS~~
~~(ALL CLRS WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS)~~
~~STOCKBRIDGE:~~
~~STA 233+50.0 - STA 239+50.0 C/L (600.0 LF)~~



NOTES:

1. THE CONTRACTOR SHALL COLD PLANE THE TOP 4" OF EXISTING ROAD SURFACE, AND RECLAIM THE NEXT 8" OF THE EXISTING ROAD SURFACE AT FULL WIDTH. THE CONTRACTOR SHALL THEN PLACE 2" OF ITEM 651.35 TOPSOIL AND ITEM 651.15 SEED AS DIRECTED BY THE ENGINEER.

2. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.

617.10 RELOCATE MAILBOX, SINGLE SUPPORT
STOCKBRIDGE:
STA 236+50.0 RT
STA 237+25.0 RT

621.20 STEEL BEAM GUARDRAIL, GALVANIZED
STOCKBRIDGE: STA 233+50.0 - STA 233+70.0 LT
STA ~~236+14.0~~ - STA ~~237+64.0~~ LT (150.0 LF)
239+95.0 239+50.0

621.75 REMOVE AND RESET GUARDRAIL
STOCKBRIDGE:
~~STA 233+50.0 - STA 236+14.0 LT (264.0 LF)~~
~~STA 237+64.0 - STA 239+50.0 LT (186.0 LF)~~

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL
STOCKBRIDGE: STA 233+50.0 - STA 233+70.0 LT
STA ~~236+14.0~~ - STA ~~237+64.0~~ LT (150.0 LF)
234+95.0 239+50.0

LEGEND
EXISTING PAVEMENT TO BE REMOVED (SEE NOTE 1)

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

0 20 40
SCALE IN FEET

PROJECT LAYOUT SHEET #40

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_bdr_nul_40.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214140.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 73 OF 397

FILE NAME = H:\Projects\VAN\VK2\22426\CADD_MSTN\z10b214_bdr_nul_40.dgn
DATE/TIME = 3/17/2014
USER = 4916

LEGEND

EXISTING PAVEMENT TO BE REMOVED (SEE NOTE 1)

~~646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR~~
646.404 DURABLE 4 INCH WHITE LINE, POLYUREA
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 239+50.00 - STA 245+50.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE:

	LT	℄	RT
STA 239+50.00 - STA 245+50.00	S	-	S

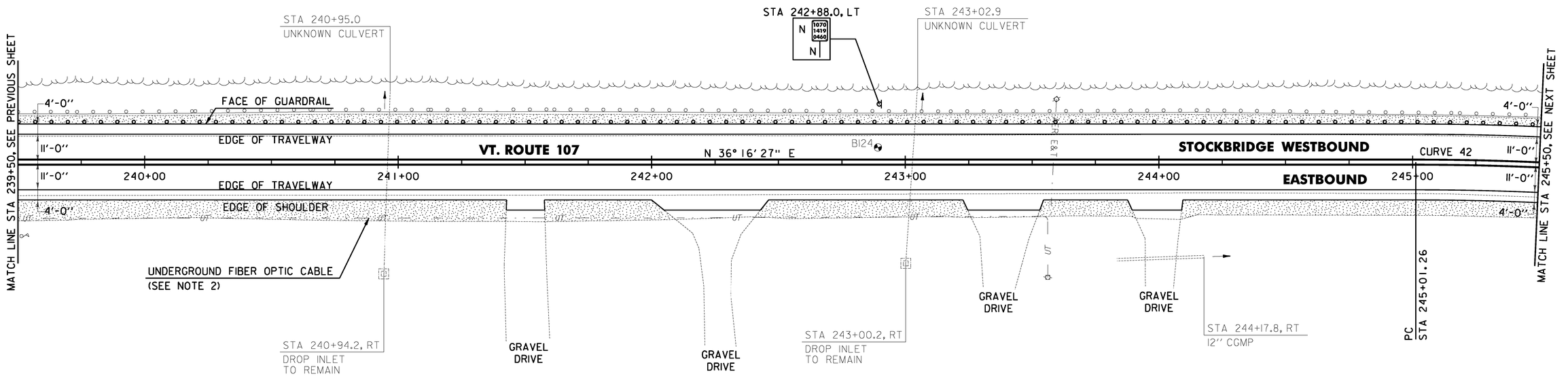
646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 239+50.00 - STA 245+50.00 LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE:

	LT	℄	RT
STA 239+50.00 - STA 245+50.00	S	-	S

~~213.10 MILLED RUMBLE STRIPS~~
~~(ALL CLRS WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS)~~
~~STOCKBRIDGE:~~
~~STA 239+50.0 - STA 245+50.0 C/L (600.0 LF)~~

N
VT STATE PLANE GRID



617.10 RELOCATE MAILBOX, SINGLE SUPPORT
STOCKBRIDGE:
STA 239+55.0 RT

621.20 STEEL BEAM GUARDRAIL, GALVANIZED
STOCKBRIDGE:
STA ~~239+64.0~~ 239+50.0 - STA 245+50.0 LT ~~(586.0 LF)~~ (600.0 LF)

~~621.75 REMOVE AND RESET GUARDRAIL~~
~~STOCKBRIDGE:~~
~~STA 239+50.0 - STA 239+64.0 LT (14.0 LF)~~

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL
STOCKBRIDGE:
STA ~~239+64.0~~ 239+50.0 - STA 245+50.0 LT ~~(586.0 LF)~~ (600.0 LF)

~~653.20 TEMPORARY EROSION MATTING~~
~~STOCKBRIDGE:~~
~~STA 242+50.0 - STA 243+00.0 LT (12.8 SY)~~

CURVE 42
△ = 31°37'58"
D = 5°12'31"
R = 1100.00'
T = 311.61'
L = 607.31'
E = 43.28'
e = 0.074 FT/FT

SOIL BORING DATA			
BORING #	DEPTH (FT.)	PCC	COMMENTS
B124	5.0	NO	DIFFICULT DRILLING

NOTES:

1. THE CONTRACTOR SHALL COLD PLANE THE TOP 4" OF EXISTING ROAD SURFACE, AND RECLAIM THE NEXT 8" OF THE EXISTING ROAD SURFACE AT FULL WIDTH. THE CONTRACTOR SHALL THEN PLACE 2" OF ITEM 651.35 TOPSOIL AND ITEM 651.15 SEED AS DIRECTED BY THE ENGINEER.
2. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.

0 20 40
SCALE IN FEET

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

PROJECT LAYOUT SHEET #41

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_bdr_nul_41.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214141.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 74 OF 397

FILE NAME = V:\Projects\ANY\K2\22428\CADD_MSTN\z10b214_bdr_nul_41.dgn
DATE/TIME = 3/17/2014
USER = 4916

LEGEND

EXISTING PAVEMENT TO BE REMOVED (SEE NOTE 1)

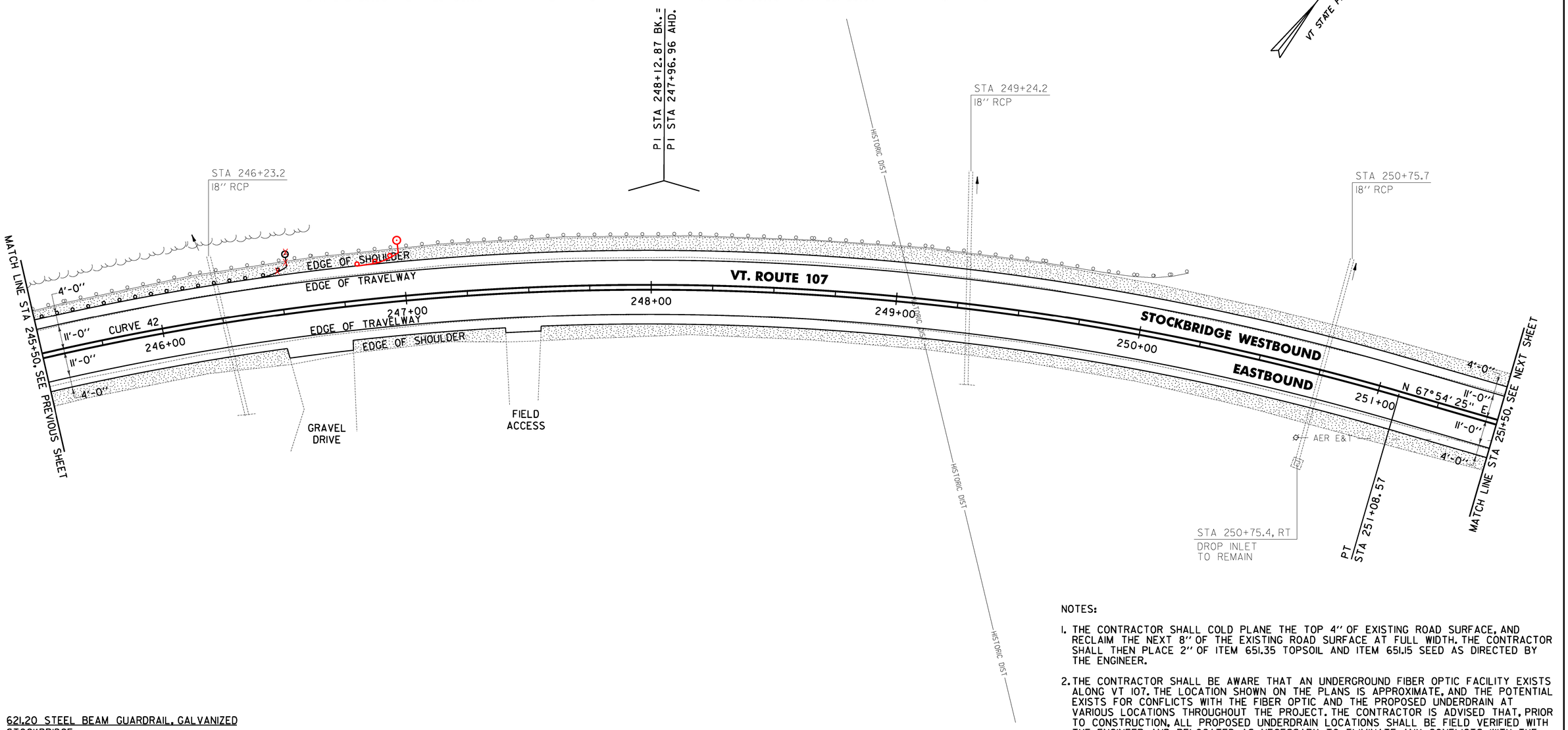
~~646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR~~
646.404 DURABLE 4 INCH WHITE LINE, POLYUREA
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 245+50.00 - STA 251+50.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE: LT ℄ RT
STA 245+50.00 - STA 251+50.00 S - S

646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 245+50.00 - STA 251+50.00 LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE: LT ℄ RT
STA 245+50.00 - STA 251+50.00 S - S

~~213.10 MILLED RUMBLE STRIPS~~
~~(ALL CLRS WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS)~~
~~STOCKBRIDGE:~~
~~STA 245+50.0 - STA 251+50.0 C/L (600.0 LF)~~



621.20 STEEL BEAM GUARDRAIL, GALVANIZED
STOCKBRIDGE:
STA 245+50.0 - STA ~~246+53.5~~ LT ~~(103.5 LF)~~
246+95.0 (145.0 LF)

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL
STOCKBRIDGE:
STA 245+50.0 - STA ~~250+13.0~~ LT (463.0 LF)
250+25.0

621.60 ANCHOR FOR STEEL BEAM RAIL
STOCKBRIDGE:
STA ~~246+47.0~~ LT
246+89.0

676.10 DELINEATOR WITH STEEL POST
STOCKBRIDGE:
STA 246+53.5 LT

CURVE 42
△ = 31°37'58"
D = 5°12'31"
R = 1100.00'
T = 311.61'
L = 607.31'
E = 43.28'
e = 0.074 FT/FT

NOTES:

1. THE CONTRACTOR SHALL COLD PLANE THE TOP 4" OF EXISTING ROAD SURFACE, AND RECLAIM THE NEXT 8" OF THE EXISTING ROAD SURFACE AT FULL WIDTH. THE CONTRACTOR SHALL THEN PLACE 2" OF ITEM 651.35 TOPSOIL AND ITEM 651.15 SEED AS DIRECTED BY THE ENGINEER.
2. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.

0 20 40
SCALE IN FEET

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

PROJECT LAYOUT SHEET #42

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(11)
FILE NAME: z10b214_bdr_nul_42.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214142.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 75 OF 397

FILE NAME = V:\Projects\VAN\K21.22426\CADD\.MSTN\z10b214_bdr_nul_42.dgn
DATE/TIME = 3/17/2014
USER = 4916

LEGEND

EXISTING PAVEMENT TO BE REMOVED (SEE NOTE 1)

646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR
646.404 DURABLE 4 INCH WHITE LINE, POLYUREA
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 251+50.00 - STA 257+50.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED

STOCKBRIDGE:	LT	℄	RT
STA 251+50.00 - STA 257+50.00	S	-	S

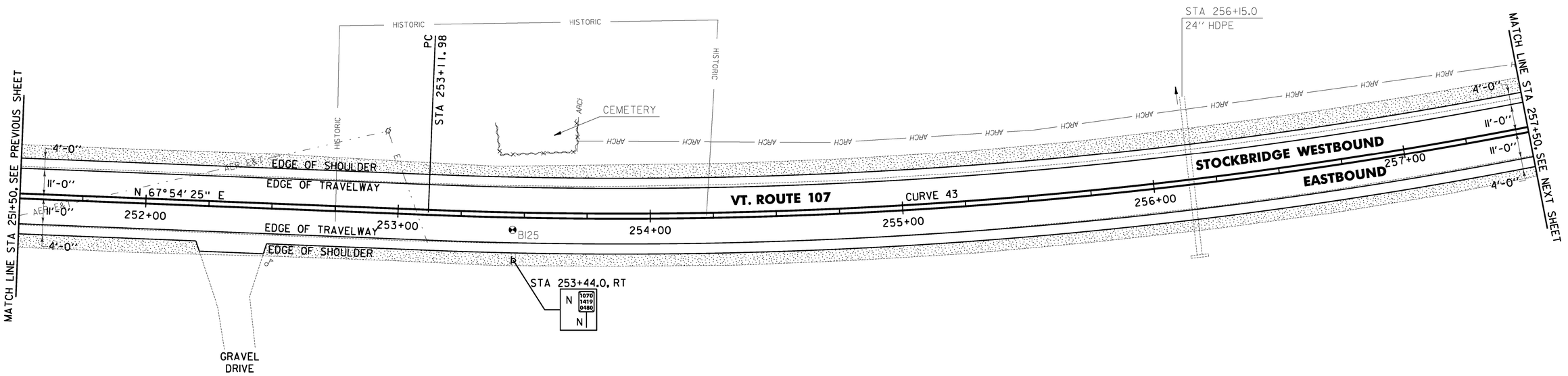
646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 251+50.00 - STA 257+50.00 LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED

STOCKBRIDGE:	LT	℄	RT
STA 251+50.00 - STA 257+50.00	S	-	S

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA ~~251+50.0~~ 254+86.0 - STA 257+50.0 C/L (600.0 LF)

N
VT STATE PLANE GRID



SOIL BORING DATA			
BORING #	DEPTH (FT.)	PCC	COMMENTS
BI25	5.0	NO	DIFFICULT DRILLING

NOTES:

1. THE CONTRACTOR SHALL COLD PLANE THE TOP 4" OF EXISTING ROAD SURFACE, AND RECLAIM THE NEXT 8" OF THE EXISTING ROAD SURFACE AT FULL WIDTH. THE CONTRACTOR SHALL THEN PLACE 2" OF TOPSOIL AND SEED BETWEEN THE EXISTING EDGE OF SHOULDER AND THE PROPOSED EDGE OF SHOULDER AS DIRECTED BY THE ENGINEER.
2. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.

0 20 40
SCALE IN FEET

CURVE 43
△ = 29°53'22"
D = 3°00'56"
R = 1900.00'
T = 507.14'
L = 991.17'
E = 66.52'
e = 0.054 FT/FT

617.10 RELOCATE MAILBOX, SINGLE SUPPORT
STOCKBRIDGE:
STA 252+50.0 RT

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

PROJECT LAYOUT SHEET #43

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_bdr_nul_43.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214143.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 76 OF 397

FILE NAME = V:\Projects\VAN\VK2\22426\CADD\.MSTN\z10b214_bdr_nul_43.dgn
DATE/TIME = 3/17/2014
USER = 4916

LEGEND

EXISTING PAVEMENT TO BE REMOVED (SEE NOTE 1)

~~646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR~~
646.404 DURABLE 4 INCH WHITE LINE, POLYUREA
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 257+50.00 - STA 263+50.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE:

	LT	℄	RT
STA 257+50.00 - STA 263+50.00	S	-	S

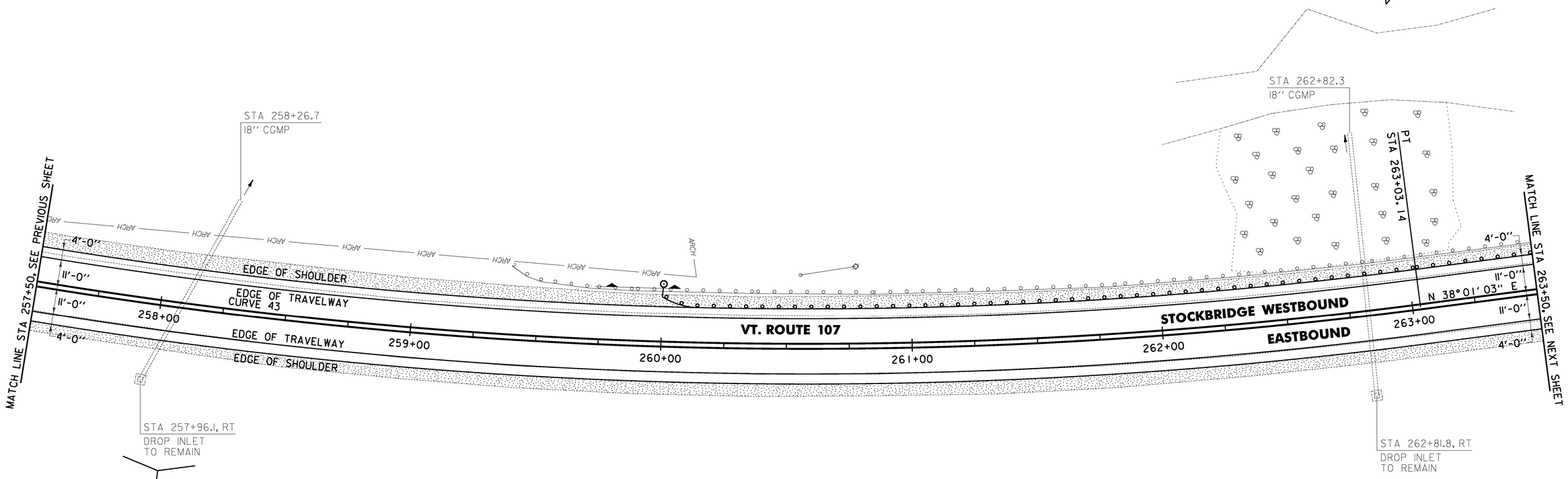
646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 257+50.00 - STA 263+50.00 LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE:

	LT	℄	RT
STA 257+50.00 - STA 263+50.00	S	-	S

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 257+50.0 - STA 263+50.0 C/L (600.0 LF)

N
VT STATE PLANE GRID



621.20 STEEL BEAM GUARDRAIL, GALVANIZED
STOCKBRIDGE: 263+50.0 (350.0 LF)
STA 260+00.0 - STA ~~261+89.5~~ LT (~~189.5 LF~~)

~~621.60 ANCHOR FOR STEEL BEAM RAIL~~
~~STOCKBRIDGE:~~
~~STA 260+06.5~~ LT

621.75 REMOVE AND RESET GUARDRAIL
STOCKBRIDGE:
STA 261+89.5 - STA 263+50.0 LT (160.5 LF)

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL
STOCKBRIDGE: 263+50.0
STA 259+37.0 - STA ~~261+89.5~~ LT (252.5 LF)

676.10 DELINEATOR WITH STEEL POST
STOCKBRIDGE:
STA 260+00.0 LT

CURVE 43

△	=	29°53'22"
D	=	3°00'56"
R	=	1900.00'
T	=	507.14'
L	=	991.17'
E	=	66.52'
e	=	0.054 FT/FT

NOTES:

1. THE CONTRACTOR SHALL COLD PLANE THE TOP 4'' OF EXISTING ROAD SURFACE, AND RECLAIM THE NEXT 8'' OF THE EXISTING ROAD SURFACE AT FULL WIDTH. THE CONTRACTOR SHALL THEN PLACE 2'' OF ITEM 651.35 TOPSOIL AND ITEM 651.15 SEED AS DIRECTED BY THE ENGINEER.
2. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.

0 20 40
SCALE IN FEET

SIGN LEGEND

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

PROJECT LAYOUT SHEET #44

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_bdr_nul_44.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214144.1
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 77 OF 397

FILE NAME = H:\Projects\VAN\K21.22426\CADD\.MSTN\z10b214_bdr_nul_44.dgn
DATE/TIME = 3/17/2014
USER = 4916

LEGEND

EXISTING PAVEMENT TO BE REMOVED (SEE NOTE 1)

~~646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR~~
646.404 DURABLE 4 INCH WHITE LINE, POLYUREA
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 263+50.00 - STA 269+50.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE:

	LT	℄	RT
STA 263+50.00 - STA 269+50.00	S	-	S

646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 263+50.00 - STA 269+50.00 LT & RT

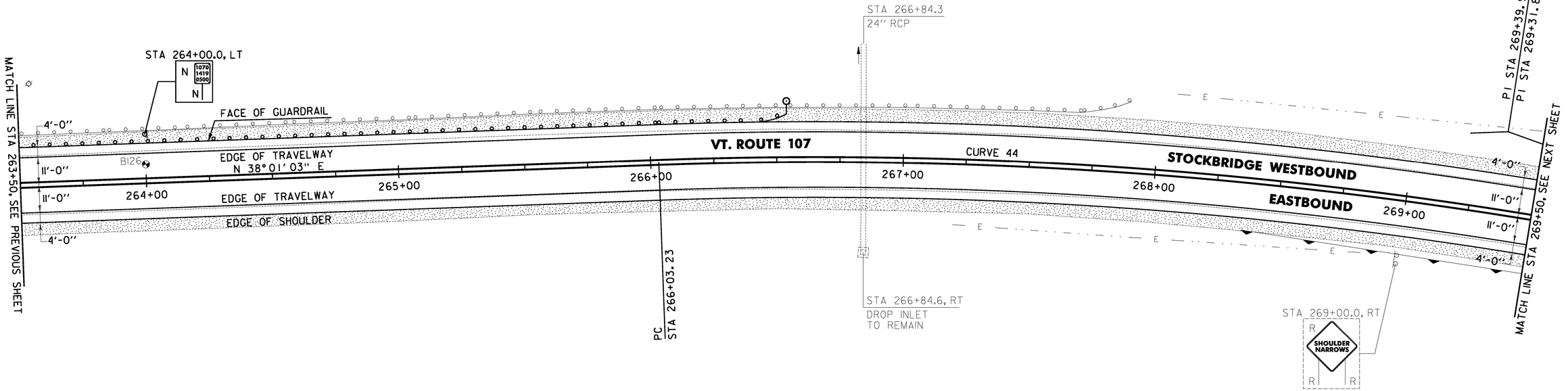
646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE:

	LT	℄	RT
STA 263+50.00 - STA 269+50.00	S	-	S

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 263+50.0 - STA 269+50.0 C/L (600.0 LF)

675.50 REMOVING SIGNS
AS SHOWN - 1

N
VT STATE PLANE GRID



621.20 STEEL BEAM GUARDRAIL, GALVANIZED
STOCKBRIDGE:
STA ~~263+89.5~~ 263+50.0 - STA 266+54.0 LT (~~264.5 LF~~) (304.0 LF)

621.60 ANCHOR FOR STEEL BEAM RAIL
STOCKBRIDGE:
STA ~~266+47.5 LT~~ 266+46.0 LT

~~621.75 REMOVE AND RESET GUARDRAIL~~
~~STOCKBRIDGE:~~
~~STA 263+50.0~~ - STA 263+89.5 LT (39.5 LF)

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL
STOCKBRIDGE:
STA ~~263+89.5~~ 263+50.0 - STA 267+87.0 LT (397.5 LF)

676.10 DELINEATOR WITH STEEL POST
STOCKBRIDGE:
STA 266+54.0 LT

CURVE 44
△ = 21°47'04"
D = 3°16'27"
R = 1750.00'
T = 336.75'
L = 665.37'
E = 32.11'
e = 0.056 FT/FT

SOIL BORING DATA			
BORING #	DEPTH (FT.)	PCC	COMMENTS
BI26	5.0	NO	

NOTES:

1. THE CONTRACTOR SHALL COLD PLANE THE TOP 4" OF EXISTING ROAD SURFACE, AND RECLAIM THE NEXT 8" OF THE EXISTING ROAD SURFACE AT FULL WIDTH. THE CONTRACTOR SHALL THEN PLACE 2" OF ITEM 651.35 TOPSOIL AND ITEM 651.15 SEED AS DIRECTED BY THE ENGINEER.
2. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.

0 20 40
SCALE IN FEET

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

PROJECT LAYOUT SHEET #45

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_bdr_nul_45.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214145.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 78 OF 397

FILE NAME = W:\Projects\AMYX\22426\C40D_MSTN\z10b214_bdr_nul_45.dgn
DATE/TIME = 3/17/2014
USER = 4918

LEGEND

EXISTING PAVEMENT TO BE REMOVED (SEE NOTE 1)

~~646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR~~
646.404 DURABLE 4 INCH WHITE LINE, POLYUREA
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 269+50.00 - STA 275+50.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED

STOCKBRIDGE:	LT	℄	RT
STA 269+50.00 - STA 275+08.80	S	-	S
STA 275+08.80 - STA 275+50.00	S	-	D

646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 269+50.00 - STA 275+50.00 LT & RT

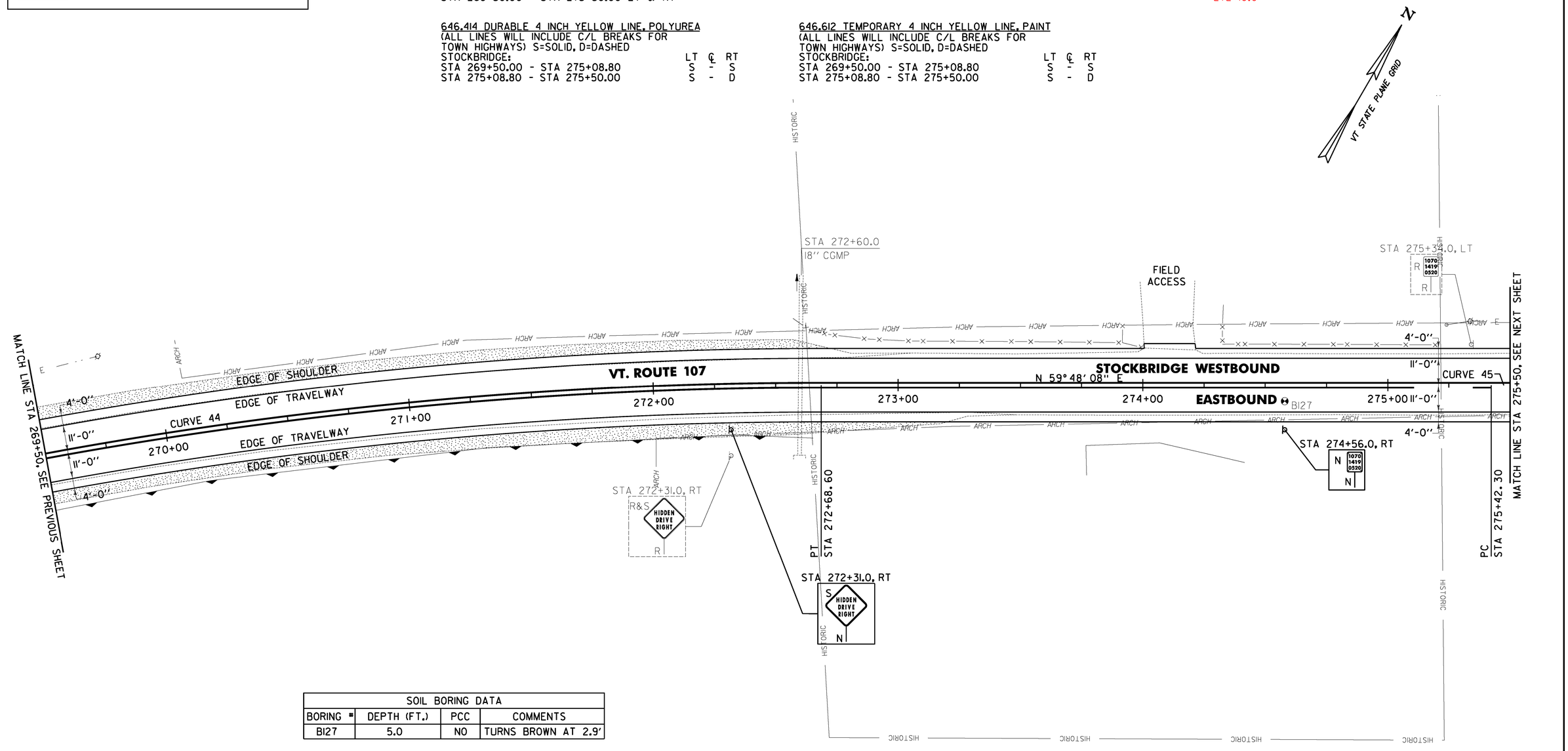
646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED

STOCKBRIDGE:	LT	℄	RT
STA 269+50.00 - STA 275+08.80	S	-	S
STA 275+08.80 - STA 275+50.00	S	-	D

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 269+50.0 - STA ~~275+50.0~~ 272+10.0 C/L (600.0 LF)

675.50 REMOVING SIGNS
AS SHOWN - 2

675.60 ERECTING SALVAGED SIGNS
AS SHOWN - 1



SOIL BORING DATA			
BORING #	DEPTH (FT.)	PCC	COMMENTS
B127	5.0	NO	TURNS BROWN AT 2.9'

CURVE 44		CURVE 45	
△	= 21° 47' 04"	△	= 2° 02' 09"
D	= 3° 16' 27"	D	= 0° 26' 27"
R	= 1750.00'	R	= 13000.00'
T	= 336.75'	T	= 230.97'
L	= 665.37'	L	= 461.89'
E	= 32.11'	E	= 2.05'
e	= 0.056 FT/FT	e	= 0.020 FT/FT

NOTES:

1. THE CONTRACTOR SHALL COLD PLANE THE TOP 4" OF EXISTING ROAD SURFACE, AND RECLAIM THE NEXT 8" OF THE EXISTING ROAD SURFACE AT FULL WIDTH. THE CONTRACTOR SHALL THEN PLACE 2" OF ITEM 651.35 TOPSOIL AND ITEM 651.15 SEED AS DIRECTED BY THE ENGINEER.

2. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.

SIGN LEGEND

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

0 20 40
SCALE IN FEET

PROJECT LAYOUT SHEET #46

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_bdr_nul_46.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214146.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 79 OF 397

FILE NAME = W:\Projects\VAPV\K2\22426\CADD\.MSTN\z10b214_bdr_nul_46.dgn
DATE/TIME = 3/17/2014
USER = 4916

LEGEND

ITEM 613.10 STONE FILL, TYPE I

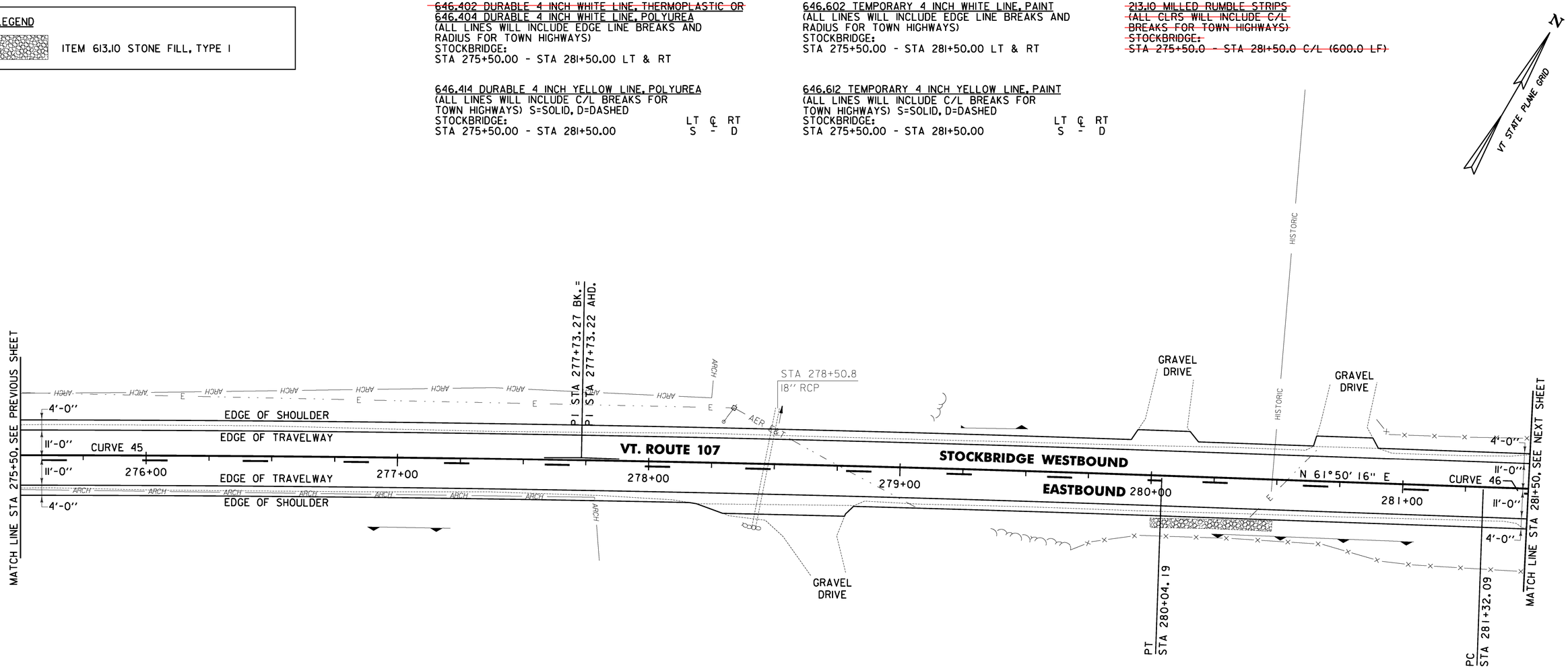
~~646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR~~
646.404 DURABLE 4 INCH WHITE LINE, POLYUREA
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 275+50.00 - STA 281+50.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE: LT ℄ RT
STA 275+50.00 - STA 281+50.00 S - D

646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 275+50.00 - STA 281+50.00 LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE: LT ℄ RT
STA 275+50.00 - STA 281+50.00 S - D

~~213.10 MILLED RUMBLE STRIPS~~
~~(ALL CLRS WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS)~~
~~STOCKBRIDGE:~~
~~STA 275+50.0 - STA 281+50.0 C/L (600.0 LF)~~



NOTE:

1. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.

0 20 40
SCALE IN FEET

613.10 STONE FILL, TYPE I
STOCKBRIDGE: STA 278+25.0 - STA 278+50.0 LT (RPE)
STA ~~280+00.0~~ - STA ~~280+50.0~~ RT (11.0 CY)
279+56.0 280+25.0

651.40 GRUBBING MATERIAL (6")
STOCKBRIDGE:
STA ~~280+00.0~~ - STA ~~280+50.0~~ RT (26.4 SY)
279+56.0 280+25.0

653.20 TEMPORARY EROSION MATTING
STOCKBRIDGE:
STA 277+50.0 - STA 278+25.0 RT (23.9 SY)
STA 278+82.0 - STA 280+50.0 RT (57.8 SY)

CURVE 45		CURVE 46	
△	2°02'09"	△	3°07'11"
D	0°26'27"	D	0°42'58"
R	13000.00'	R	8000.00'
T	230.97'	T	217.85'
L	461.89'	L	435.60'
E	2.05'	E	2.97'
e	0.020 FT/FT	e	0.020 FT/FT

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

PROJECT LAYOUT SHEET #47

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(11)
FILE NAME: z10b214_bdr_nul_47.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214147.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 80 OF 397

FILE NAME = W:\Projects\VANTK2\22426\CADD\.MSTN\z10b214_bdr_nul_47.dgn
DATE/TIME = 3/17/2014
USER = 4916

646.402 ~~DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR~~
646.404 DURABLE 4 INCH WHITE LINE, POLYUREA
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 281+50.00 - STA 287+50.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED

STOCKBRIDGE:	LT	℄	RT
STA 281+50.00 - STA 282+48.00	S	-	D
STA 282+48.00 - STA 285+12.00	-	D	-
STA 285+12.00 - STA 287+50.00	D	-	S

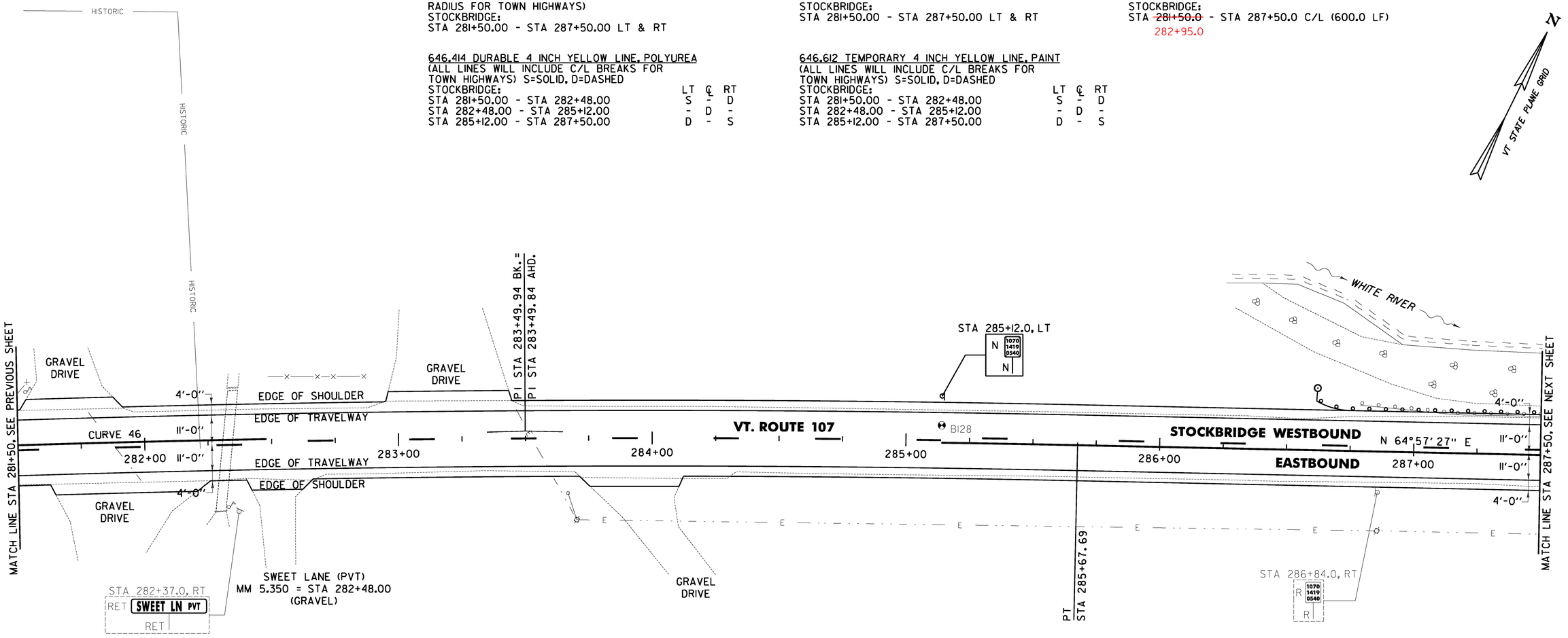
646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 281+50.00 - STA 287+50.00 LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED

STOCKBRIDGE:	LT	℄	RT
STA 281+50.00 - STA 282+48.00	S	-	D
STA 282+48.00 - STA 285+12.00	-	D	-
STA 285+12.00 - STA 287+50.00	D	-	S

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA ~~281+50.0~~ 282+95.0 - STA 287+50.0 C/L (600.0 LF)

675.50 REMOVING SIGNS
AS SHOWN - 1



621.20 STEEL BEAM GUARDRAIL
STA 286+68.0 - STA 287+08.0

621.60 ANCHOR FOR STEEL BEAM GUARDRAIL
STA 286+76.0 LT

621.75 REMOVE AND RESET GUARDRAIL
STOCKBRIDGE:
STA ~~286+79.0~~ 289+08.0 - STA 287+50.0 LT (71.0 LF)

676.10 DELINEATOR WITH STEEL POST
STOCKBRIDGE:
STA 286+79.0 LT

676.12 REMOVAL OF EXISTING DELINEATOR
STOCKBRIDGE:
STA 286+50.0 - STA 287+50.0 RT (1EA)

CURVE 46

△	= 3°07' 11"
D	= 0°42' 58"
R	= 8000.00'
T	= 217.85'
L	= 435.60'
E	= 2.97'
e	= 0.020 FT/FT

SOIL BORING DATA

BORING #	DEPTH (FT.)	PCC	COMMENTS
B128	5.0	NO	

SIGN LEGEND

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

NOTE:

1. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.

0 20 40
SCALE IN FEET

PROJECT LAYOUT SHEET #48

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_bdr_nul_48.dgn	PLOT DATE: 3/17/2014
PROJECT LEADER: D.E.G.	DRAWN BY: W.G.P.
DESIGNED BY: L.M.B.	CHECKED BY: J.P.S.
IPARM FILE: z10b214148.i	SHEET 81 OF 397

FILE NAME = W:\Projects\MYK\22426\CADD\.MSTN\z10b214_bdr_nul_48.dgn
DATE/TIME = 3/17/2014
USER = 4916

646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR
646.404 DURABLE 4 INCH WHITE LINE, POLYUREA
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 287+50.00 - STA 293+50.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED

STOCKBRIDGE:	LT	℄	RT
STA 287+50.00 - STA 292+51.20	D	-	S
STA 292+51.20 - STA 293+50.00	S	-	S

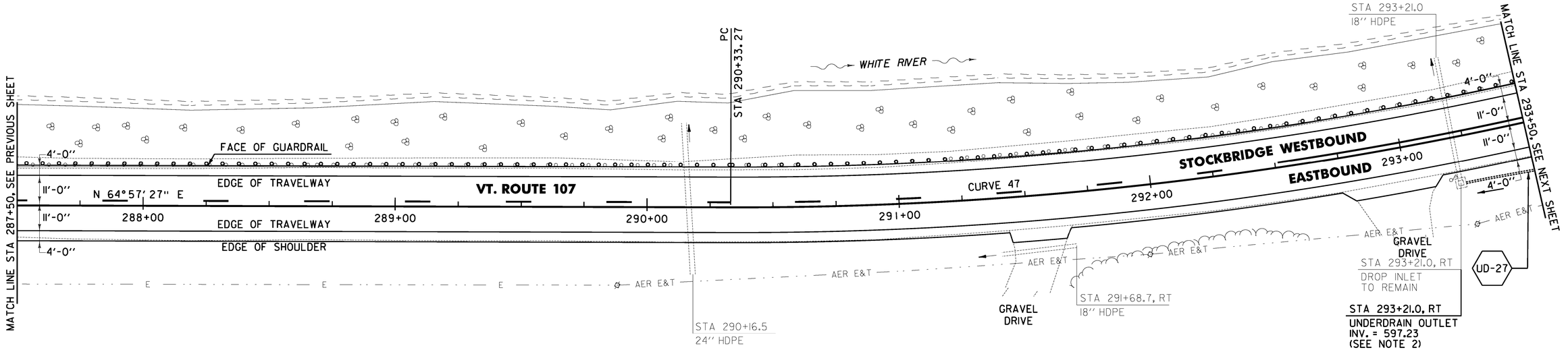
646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 287+50.00 - STA 293+50.00 LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED

STOCKBRIDGE:	LT	℄	RT
STA 287+50.00 - STA 292+51.20	D	-	S
STA 292+51.20 - STA 293+50.00	S	-	S

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 287+50.0 - STA 293+50.0 C/L (600.0 LF)

N
VT STATE PLANE GRID



NOTES:

1. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.
2. SEE SHEET 28 FOR UNDERDRAIN DETAILS.

0 20 40
SCALE IN FEET

621.75 REMOVE AND RESET GUARDRAIL
STOCKBRIDGE:
STA 287+50.0 - STA 293+50.0 LT (600.0 LF)

~~653.20 TEMPORARY EROSION MATTING~~
~~STOCKBRIDGE:~~
~~STA 292+00.0 - STA 292+75.0 RT (20.0 SY)~~
~~STA 293+15.0 - STA 293+50.0 RT (5.0 SY)~~

676.12 REMOVAL OF EXISTING DELINEATOR
STOCKBRIDGE:
STA 287+50.0 - STA 292+75.0 RT (6 EA)

CURVE 47
△ = 44° 34' 56"
D = 3° 57' 54"
R = 1445.00'
T = 592.38'
L = 1124.36'
E = 116.71'
e = 0.064 FT/FT

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

PROJECT LAYOUT SHEET #49

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(I)

FILE NAME: z10b214_bdr_nul_49.dgn	PLOT DATE: 3/17/2014
PROJECT LEADER: D.E.G.	DRAWN BY: W.G.P.
DESIGNED BY: L.M.B.	CHECKED BY: J.P.S.
IPARM FILE: z10b214149.i	SHEET 82 OF 397

FILE NAME = W:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_bdr_nul_49.dgn
DATE/TIME = 3/17/2014
USER = 4916

646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR
646.404 DURABLE 4 INCH WHITE LINE, POLYUREA
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 293+50.00 - STA 299+50.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE:

	LT	℄	RT
STA 293+50.00 - STA 299+50.00	S	-	S

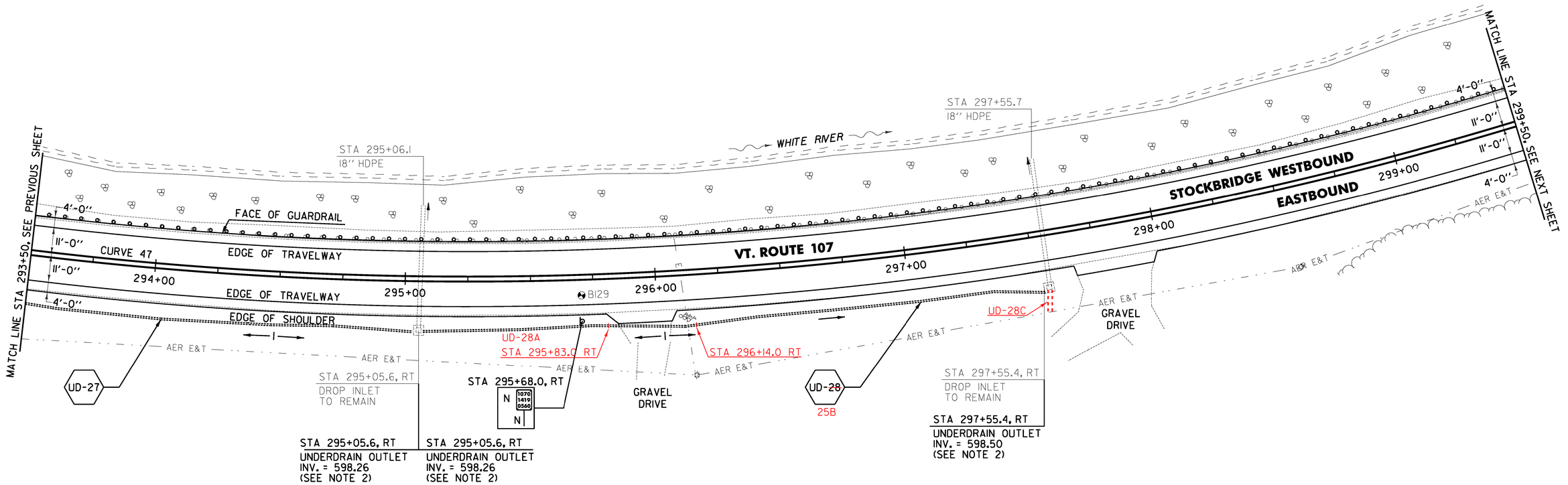
646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 293+50.00 - STA 299+50.00 LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE:

	LT	℄	RT
STA 293+50.00 - STA 299+50.00	S	-	S

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 293+50.0 - STA ~~299+50.0~~ 295+86.0 C/L (600.0 LF)
STA 299+10.0 - STA 299+50.0 C/L (40.0 LF)

N
VT STATE PLANE GRID



SOIL BORING DATA			
BORING #	DEPTH (FT.)	PCC	COMMENTS
B129	5.0	NO	

NOTES:

1. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.
2. SEE SHEET 28 FOR UNDERDRAIN DETAILS.

0 20 40
SCALE IN FEET

621.75 REMOVE AND RESET GUARDRAIL
STOCKBRIDGE:
STA 293+50.0 - STA 299+50.0 LT (600.0 LF)

CURVE 47
△ = 44°34'56"
D = 3°57'54"
R = 1445.00'
T = 592.38'
L = 1124.36'
E = 116.71'
e = 0.064 FT/FT

P.I. STA 296+25.64 BK. =
P.I. STA 295+65.25 AHD.

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

PROJECT LAYOUT SHEET #50

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_bdr_nul_50.dgn	PLOT DATE: 3/17/2014
PROJECT LEADER: D.E.G.	DRAWN BY: W.G.P.
DESIGNED BY: L.M.B.	CHECKED BY: J.P.S.
IPARM FILE: z10b214150.i	SHEET 83 OF 397

FILE NAME = V:\Projects\ANY\K21\22426\CADD_MSTN\z10b214_bdr_nul_50.dgn
DATE/TIME = 3/17/2014
USER = 4916

646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR
646.404 DURABLE 4 INCH WHITE LINE, POLYUREA
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 299+50.00 - STA 305+50.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE:

	LT	℄	RT
STA 299+50.00 - STA 305+50.00	S	-	S

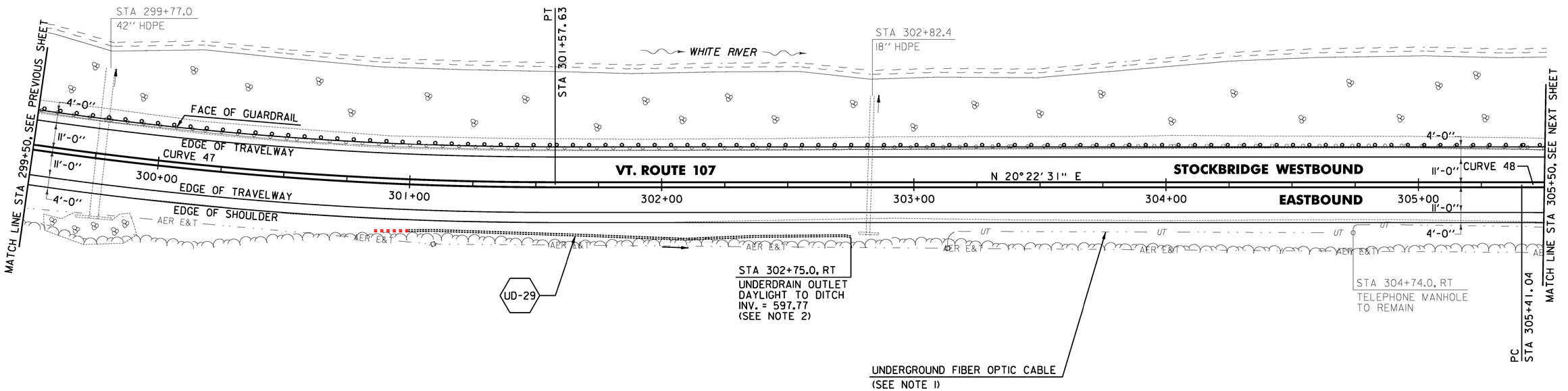
646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 299+50.00 - STA 305+50.00 LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE:

	LT	℄	RT
STA 299+50.00 - STA 305+50.00	S	-	S

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 299+50.0 - STA 305+50.0 C/L (600.0 LF)

N
VT STATE PLANE GRID



NOTES:

1. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.
2. SEE SHEET 28 FOR UNDERDRAIN DETAILS.

0 20 40
SCALE IN FEET

313.10 STONE FILL, TYPE I
STA 302+75.0 - STA 303+05.0 RT (RPE OUTLET)

621.75 REMOVE AND RESET GUARDRAIL
STOCKBRIDGE:
STA 299+50.0 - STA 305+50.0 LT (600.0 LF)

~~653.20 TEMPORARY EROSION MATTING~~
~~STOCKBRIDGE:~~
~~STA 300+50.0 - STA 303+50.0 RT (106.4 SY)~~

CURVE 47		CURVE 48	
△	= 44°34'56"	△	= 21°05'32"
D	= 3°57'54"	D	= 6°32'53"
R	= 1445.00'	R	= 875.00'
T	= 592.38'	T	= 162.90'
L	= 1124.36'	L	= 322.11'
E	= 116.71'	E	= 15.03'
e	= 0.064 FT/FT	e	= 0.080 FT/FT

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

PROJECT LAYOUT SHEET #51

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(I)
FILE NAME: z10b214_bdr_nul_51.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214151.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 84 OF 397

FILE NAME = W:\AP-projects\ANY\K2\22426\CADD_MSTN\z10b214_bdr_nul_51.dgn
DATE/TIME = 3/17/2014
USER = 4916

LEGEND

ITEM 613.10 STONE FILL, TYPE I

~~646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR~~
646.404 DURABLE 4 INCH WHITE LINE, POLYUREA
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 305+50.00 - STA 311+50.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED

STOCKBRIDGE:	LT	℄	RT
STA 305+50.00 - STA 311+50.00	S	-	S

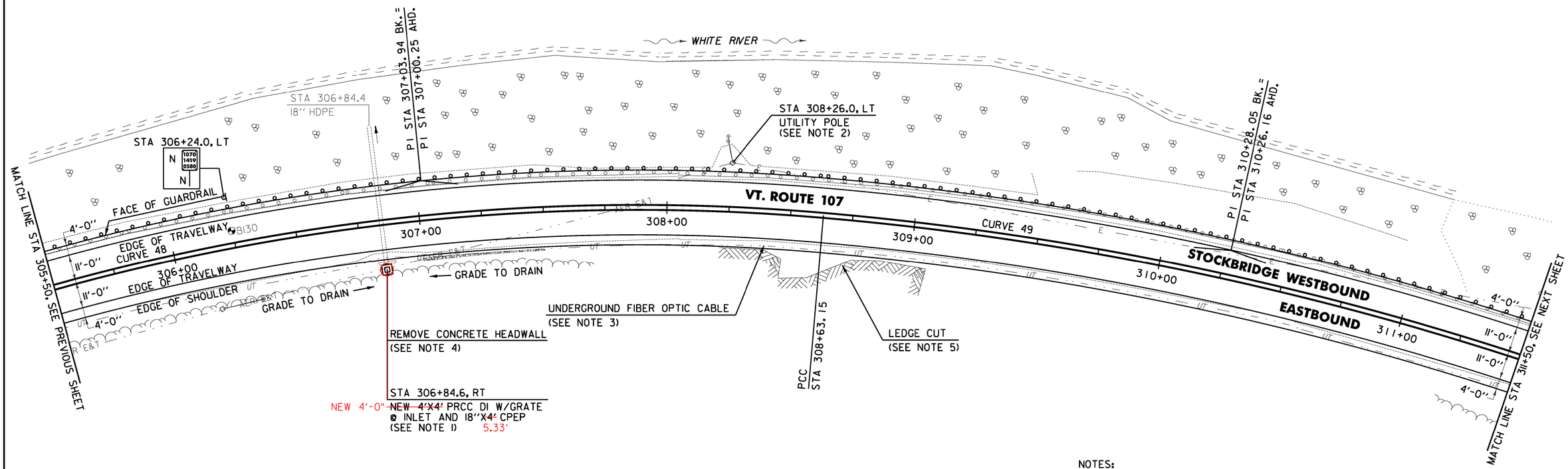
646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 305+50.00 - STA 311+50.00 LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED

STOCKBRIDGE:	LT	℄	RT
STA 305+50.00 - STA 311+50.00	S	-	S

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 305+50.0 - STA 311+50.0 C/L (600.0 LF)

VT STATE PLANE GRID



~~613.10 STONE FILL, TYPE I~~
~~STOCKBRIDGE:~~
~~STA 307+00.0 - STA 307+50.0 RT (1.9 CY)~~

621.205 STEEL BEAM GUARDRAIL, GALVANIZED W/8 FEET POSTS
STOCKBRIDGE:
STA ~~308+04.0~~ - STA ~~310+66.5~~ LT (282.5 LF)
307+38.0 311+50.0
621.75 REMOVE AND RESET GUARDRAIL
STOCKBRIDGE: 307+38.0
STA 305+50.0 - STA ~~308+04.0~~ LT (254.0 LF)
~~STA 310+66.5 - STA 311+50.0 LT (83.5 LF)~~

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL
STOCKBRIDGE:
STA ~~308+04.0~~ - STA ~~310+66.5~~ LT (262.5 LF)
307+38.0 311+50.0
~~651.40 GRUBBING MATERIAL (6")~~
~~STOCKBRIDGE:~~
~~STA 307+00.0 - STA 307+50.0 RT (5.6 SY)~~

~~653.20 TEMPORARY EROSION MATTING~~
~~STOCKBRIDGE:~~
~~STA 307+00.0 - STA 307+50.0 RT (5.6 SY)~~

SOIL BORING DATA			
BORING #	DEPTH (FT.)	PCC	COMMENTS
B130	5.0	NO	

NOTES:

1. THE CONTRACTOR SHALL ADJUST THE PROPOSED SIDE SLOPE IN ORDER TO PLACE DROP INLET IN PROPOSED LOCATION AS DIRECTED BY THE ENGINEER.
2. SEE SHEET 25 FOR REDUCED STEEL BEAM GUARDRAIL POST SPACING AT UTILITY POLE DETAIL.
3. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.
4. THE CONTRACTOR SHALL REMOVE THE EXISTING CONCRETE HEADWALL UNDER ITEM 204.21 TRENCH EXCAVATION OF ROCK PRIOR TO THE INSTALLATION OF THE PROPOSED DRAINAGE STRUCTURE AS DIRECTED BY THE ENGINEER.
5. SEE SHEET 26 FOR LEDGE CUT DETAILS.

CURVE 48		CURVE 49	
△	= 21°05'32"	△	= 15°01'47"
D	= 6°32'53"	D	= 4°35'01"
R	= 875.00'	R	= 1250.00'
T	= 162.90'	T	= 164.89'
L	= 322.11'	L	= 327.89'
E	= 15.03'	E	= 10.83'
e	= 0.080 FT/FT	e	= 0.070 FT/FT

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

0 20 40
SCALE IN FEET

PROJECT LAYOUT SHEET #52

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(11)

FILE NAME: z10b214_bdr_nul_52.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214152.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 85 OF 397

FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_bdr_nul_52.dgn
DATE/TIME = 3/17/2014
USER = 4916

LEGEND

ITEM 613.10 STONE FILL, TYPE I

~~646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR~~
646.404 DURABLE 4 INCH WHITE LINE, POLYUREA
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 311+50.00 - STA 317+50.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED

STOCKBRIDGE:	LT	C/L	RT
STA 311+50.00 - STA 313+10.40	S	-	S
STA 313+10.40 - STA 317+50.00	S	-	D

646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 311+50.00 - STA 317+50.00 LT & RT

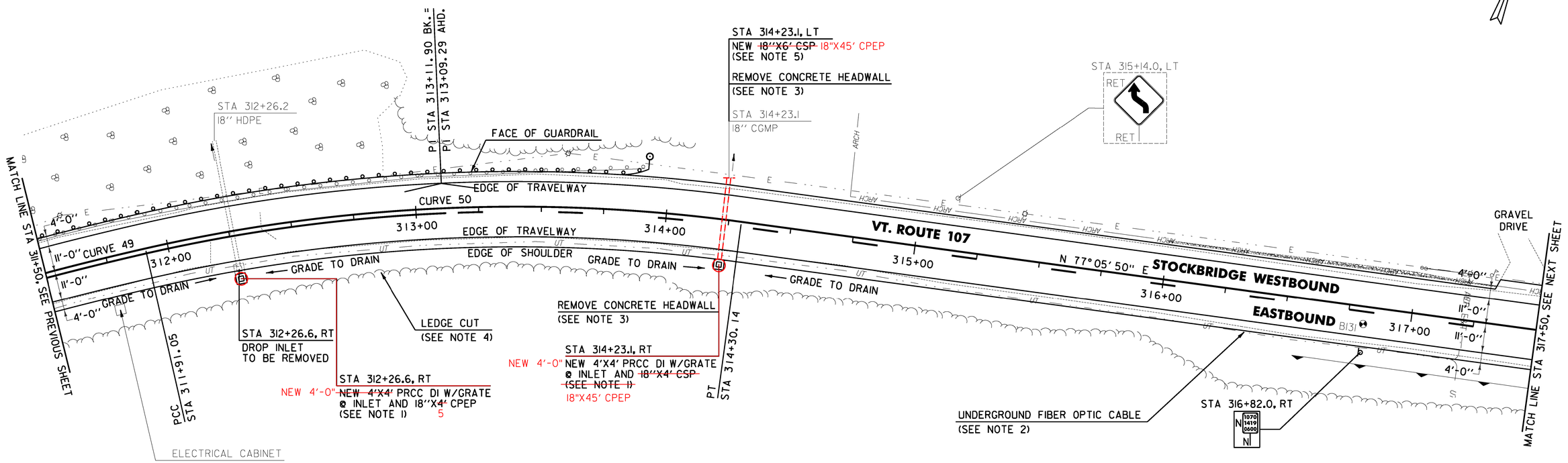
646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED

STOCKBRIDGE:	LT	C/L	RT
STA 311+50.00 - STA 313+10.40	S	-	S
STA 313+10.40 - STA 317+50.00	S	-	D

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 311+50.0 - STA ~~317+50.0~~ 314+75.0 C/L (600.0 LF)

N

VT STATE PLANE GRID



~~613.10 STONE FILL, TYPE I~~
~~STOCKBRIDGE:~~
~~STA 316+00.0 - STA 317+32.0 LT (8.3 CY)~~

621.75 REMOVE AND RESET GUARDRAIL
STOCKBRIDGE:
STA ~~311+50.0~~ 311+75.0 - STA ~~313+91.5~~ 313+75.0 LT (241.5 LF)
~~651.40 GRUBBING MATERIAL (6")~~
~~STOCKBRIDGE:~~
~~STA 316+00.0 - STA 317+32.0 LT (22.5 SY)~~

~~653.20 TEMPORARY EROSION MATTING~~
~~STOCKBRIDGE:~~
~~STA 316+00.0 - STA 317+32.0 LT (22.5 SY)~~

676.10 DELINEATOR WITH STEEL POST
STOCKBRIDGE:
STA 313+91.5 LT

621.205 STEEL BEAM GUARDRAIL WITH 8' POSTS
STA 311+50.0 - STA 311+75.0 LT
STA 313+75.0 - STA 313+87.0 LT

621.20 ANCHOR FOR STEEL BEAM GUARDRAIL
STA 313+80.0 LT

CURVE 49
△ = 15°01'47"
D = 4°35'01"
R = 1250.00'
T = 164.89'
L = 327.89'
E = 10.83'
e = 0.070 FT/FT

CURVE 50
△ = 20°36'00"
D = 8°36'57"
R = 665.00'
T = 120.85'
L = 239.09'
E = 10.89'
e = 0.080 FT/FT

SOIL BORING DATA

BORING #	DEPTH (FT.)	PCC	COMMENTS
B131	1.7	NO	REFUSAL AT 1.7'

NOTES:

1. THE CONTRACTOR SHALL ADJUST THE PROPOSED SIDE SLOPE IN ORDER TO PLACE DROP INLET IN PROPOSED LOCATION AS DIRECTED BY THE ENGINEER.
2. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.
3. THE CONTRACTOR SHALL REMOVE THE EXISTING CONCRETE HEADWALL UNDER ITEM 204.21 TRENCH EXCAVATION OF ROCK PRIOR TO THE INSTALLATION OF THE PROPOSED DRAINAGE STRUCTURE AS DIRECTED BY THE ENGINEER.
4. SEE SHEET 26 FOR LEDGE CUT DETAILS.
5. SEE SHEET 25 FOR PIPE EXTENSION DETAIL FOR METAL PIPES.

0 20 40
SCALE IN FEET

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

PROJECT LAYOUT SHEET #53

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(11)
FILE NAME: z10b214_bdr_nul_53.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214153.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 86 OF 397

FILE NAME = W:\Projects\VAPrgcts\K\2\22426\CADD\MSTN\z10b214_bdr_nul_53.dgn
DATE/TIME = 3/17/2014
USER = 4916

LEGEND

ITEM 613.10 STONE FILL, TYPE I

646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR
646.404 DURABLE 4 INCH WHITE LINE, POLYUREA
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 317+50.00 - STA 323+50.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED

STOCKBRIDGE:	LT	℄	RT
STA 317+50.00 - STA 320+23.20	S	-	D
STA 320+23.20 - STA 321+28.80	-	D	-
STA 321+28.80 - STA 323+50.00	D	-	S

646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 317+50.00 - STA 323+50.00 LT & RT

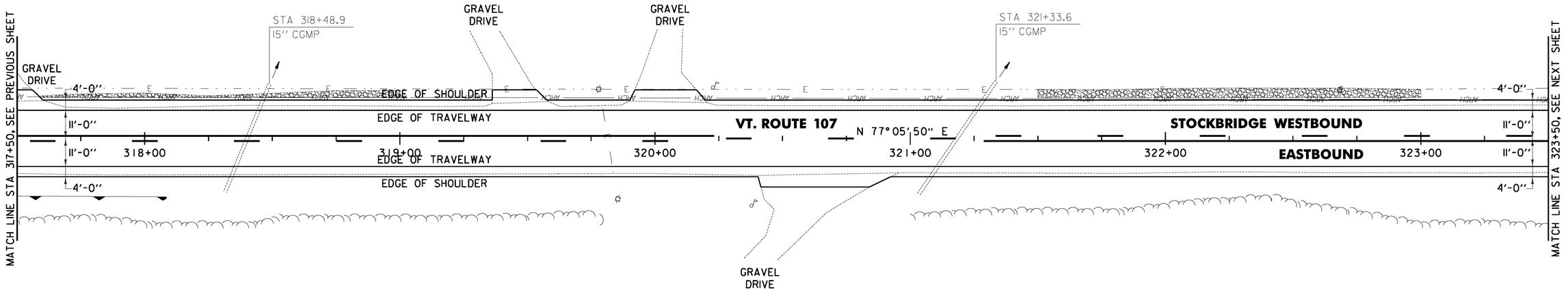
646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED

STOCKBRIDGE:	LT	℄	RT
STA 317+50.00 - STA 320+23.20	S	-	D
STA 320+23.20 - STA 321+28.80	-	D	-
STA 321+28.80 - STA 323+50.00	D	-	S

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA ~~317+50.0~~ 320+69.0 - STA 323+50.0 C/L (600.0 LF)

N

VT STATE PLANE GRID



~~613.10 STONE FILL, TYPE I~~
~~STOCKBRIDGE:~~
~~STA 317+60.0 - STA 319+00.0 LT (16.5 CY)~~
~~STA 321+50.0 - STA 323+00.0 LT (33.4 CY)~~

~~651.40 GRUBBING MATERIAL (6")~~
~~STOCKBRIDGE:~~
~~STA 317+60.0 - STA 319+00.0 LT (37.8 SY)~~
~~STA 321+50.0 - STA 323+00.0 LT (80.9 SY)~~

~~653.20 TEMPORARY EROSION MATTING~~
~~STOCKBRIDGE:~~
~~STA 317+60.0 - STA 319+00.0 LT (37.8 SY)~~
~~STA 321+00.0 - STA 322+00.0 RT (31.7 SY)~~
~~STA 321+50.0 - STA 323+00.0 LT (80.9 SY)~~

NOTE:

1. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.

0 20 40
SCALE IN FEET

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

PROJECT LAYOUT SHEET #54

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_bdr_nul_54.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214154.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 87 OF 397

FILE NAME = W:\Projects\VAPV\K2\22426\CADD\.MSTN\z10b214_bdr_nul_54.dgn
DATE/TIME = 3/17/2014
USER = 4916

646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR
646.404 DURABLE 4 INCH WHITE LINE, POLYUREA
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 323+50.00 - STA 329+50.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE:

	LT	℄	RT
STA 323+50.00 - STA 328+68.00	D	-	S
STA 328+68.00 - STA 329+50.00	S	-	S

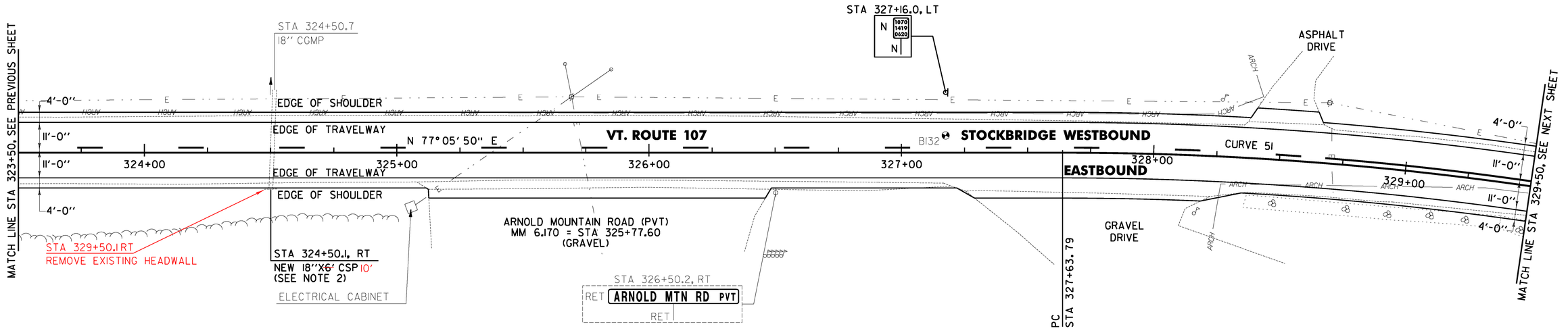
646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 323+50.00 - STA 329+50.00 LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE:

	LT	℄	RT
STA 323+50.00 - STA 328+68.00	D	-	S
STA 328+68.00 - STA 329+50.00	S	-	S

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 323+50.0 - STA ~~329+50.0~~ 328+00.0 C/L (600.0 LF)

N
VT STATE PLANE GRID



SOIL BORING DATA			
BORING #	DEPTH (FT.)	PCC	COMMENTS
B132	5.0	NO	

NOTES:

1. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.
2. SEE SHEET 25 FOR PIPE EXTENSION DETAIL FOR METAL PIPES.

0 20 40
SCALE IN FEET

~~653.20 TEMPORARY EROSION MATTING~~
~~STOCKBRIDGE:~~
~~STA 323+50.0 - STA 324+50.0 RT (66.6 SY)~~
~~STA 324+00.0 - STA 327+50.0 LT (140.0 SY)~~
~~STA 329+00.0 - STA 329+50.0 LT (17.2 SY)~~

CURVE 51
△ = 27°19'27"
D = 4°24'27"
R = 1300.00'
T = 315.99'
L = 619.96'
E = 37.85'
e = 0.068 FT/FT

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

PROJECT LAYOUT SHEET #55

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_bdr_nul_55.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214155.1
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 88 OF 397

FILE NAME = V:\Projects\VAVTVK2\22426\CADD_MSTN\z10b214_bdr_nul_55.dgn
DATE/TIME = 3/17/2014
USER = 4916

LEGEND

ITEM 613.10 STONE FILL, TYPE I

~~646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR~~
646.404 DURABLE 4 INCH WHITE LINE, POLYUREA
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 329+50.00 - STA 335+50.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE:

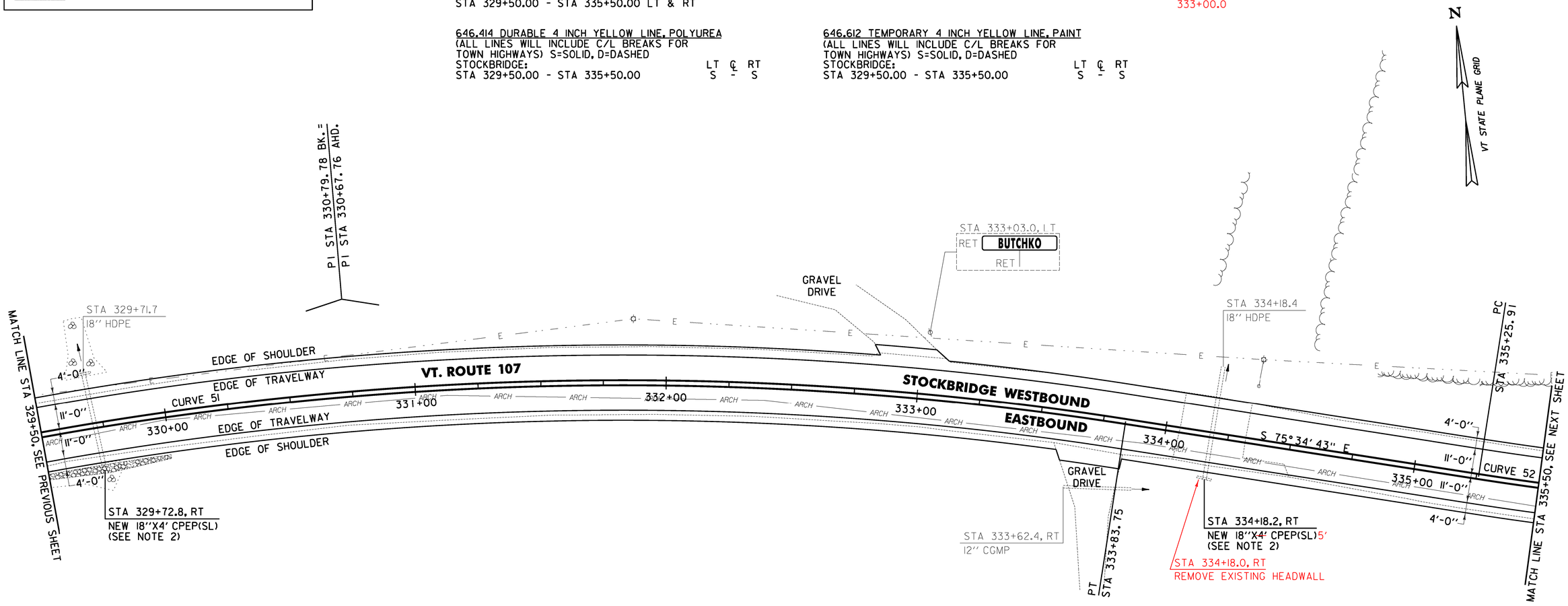
	LT	℄	RT
STA 329+50.00 - STA 335+50.00	S	-	S

646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 329+50.00 - STA 335+50.00 LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE:

	LT	℄	RT
STA 329+50.00 - STA 335+50.00	S	-	S

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA ~~329+50.0~~ 333+00.0 - STA 335+50.0 C/L (600.0 LF)



NOTES:

1. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.
2. SEE SHEET 25 FOR PIPE EXTENSION DETAIL FOR PLASTIC PIPES.

0 20 40
SCALE IN FEET

613.10 STONE FILL, TYPE I
STOCKBRIDGE:
STA ~~329+50.0~~ 329+65.0 - STA ~~330+00.0~~ 329+81.0 RT (6.4 CY)

~~651.40 GRUBBING MATERIAL (6")~~
~~STOCKBRIDGE:~~
~~STA 329+50.0~~ - STA 330+00.0 RT (14.4 SY)

~~653.20 TEMPORARY EROSION MATTING~~
~~STOCKBRIDGE:~~
~~STA 329+50.0~~ - STA 330+00.0 RT (14.4 SY)
~~STA 329+50.0~~ - STA 330+50.0 LT (20.8 SY)

CURVE 51
△ = 27° 19' 27"
D = 4° 24' 27"
R = 1300.00'
T = 315.99'
L = 619.96'
E = 37.85'
e = 0.068 FT/FT

CURVE 52
△ = 20° 09' 51"
D = 4° 46' 29"
R = 1200.00'
T = 213.37'
L = 422.32'
E = 18.82'
e = 0.070 FT/FT

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

PROJECT LAYOUT SHEET #56

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(I)
FILE NAME: z10b214_bdr_nul_56.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214156.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 89 OF 397

FILE NAME = \\AP-gesta\AMY\K2\22426\CADD_MSTN\z10b214_bdr_nul_56.dgn
DATE/TIME = 3/17/2014
USER = 4918

646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR
646.404 DURABLE 4 INCH WHITE LINE, POLYUREA
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 335+50.00 - STA 341+50.00 LT & RT

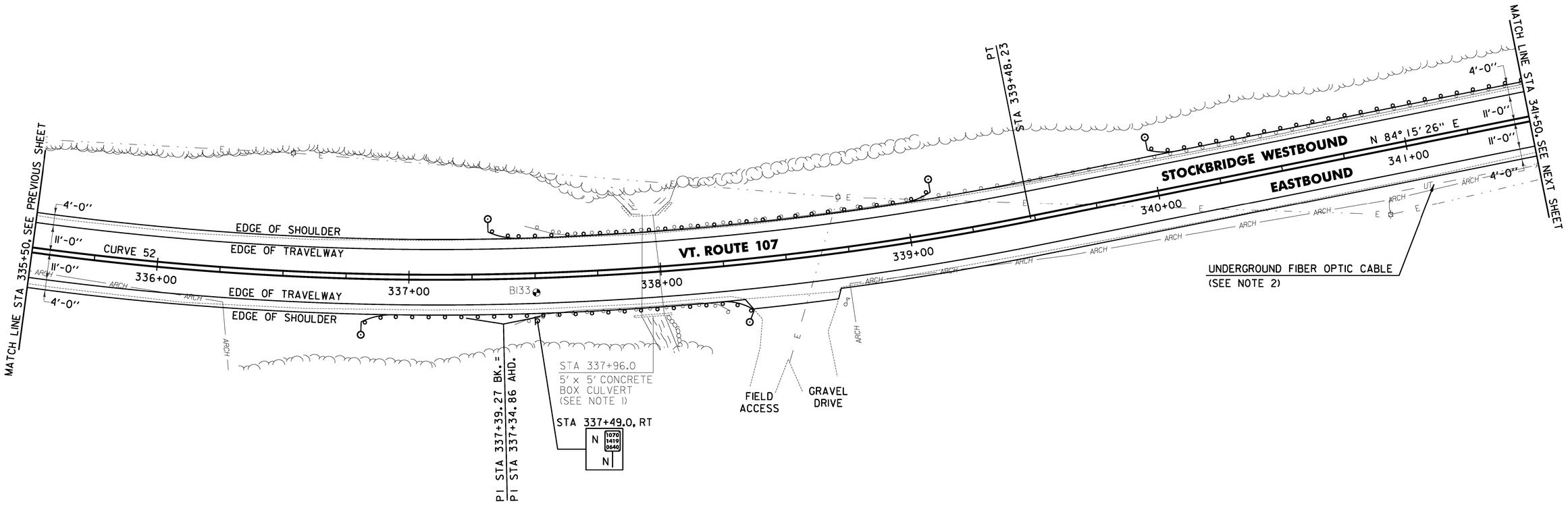
646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE:
STA 335+50.00 - STA 341+50.00 — LT S, ℄ -, RT S

646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 335+50.00 - STA 341+50.00 LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE:
STA 335+50.00 - STA 341+50.00 — LT S, ℄ -, RT S

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 335+50.0 - STA ~~341+50.0~~ 340+75.0 C/L (600.0 LF)

N
VT STATE PLANE GRID



621.217 HD STEEL BEAM GUARDRAIL, GALVANIZED/NESTED W/8 FEET POSTS
STOCKBRIDGE:
~~STA 337+83.5 - STA 338+08.5 LT (25.0 LF)~~
~~STA 337+83.5 - STA 338+08.5 RT (25.0 LF)~~

621.205 STEEL BEAM GUARDRAIL, GALVANIZED W/8 FEET POSTS
STOCKBRIDGE:
~~STA 336+81.5 - STA 337+83.5 RT (102.0 LF)~~
~~STA 337+31.5 - STA 337+83.5 LT (39.5 LF)~~
~~STA 338+08.5 - STA 338+35.5 RT (27.0 LF)~~
~~STA 338+08.5 - STA 339+10.5 LT (102.0 LF)~~
STA ~~339+99.0~~ 340+10.0 - STA 341+50.0 LT (151.0 LF)

621.60 ANCHOR FOR STEEL BEAM RAIL
STOCKBRIDGE:
STA 336+88.0 RT
STA 337+38.0 LT
STA 338+29.0 RT
STA 339+04.0 LT
STA 340+05.5 LT

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL
STOCKBRIDGE:
STA 337+42.0 - STA 338+26.0 RT (84.0 LF)
STA 337+46.5 - STA 341+50.0 LT (403.5 LF)

621.20 STEEL BEAM GUARDRAIL
STA 336+78.0 - STA 338+30.0 RT
STA 337+34.0 - STA 339+12.0 LT
STA 339+98.0 - STA 340+10.0 LT

~~653.20 TEMPORARY EROSION MATTING~~
~~STOCKBRIDGE:~~
~~STA 340+50.0 - STA 341+50.0 LT (53.3 SY)~~

676.10 DELINEATOR WITH STEEL POST
STOCKBRIDGE:
STA 336+81.5 RT
STA 337+31.5 LT
STA 338+35.5 RT
STA 339+10.5 LT
STA 339+99.0 LT

SOIL BORING DATA			
BORING #	DEPTH (FT.)	PCC	COMMENTS
B133	1.5	NO	REFUSAL AT 1.5'

CURVE 52
△ = 20° 09' 51"
D = 4° 46' 29"
R = 1200.00'
T = 213.37'
L = 422.32'
E = 18.82'
e = 0.070 FT/FT

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

NOTES:

1. SEE SHEET 391 FOR NESTED GUARDRAIL SYSTEM DETAIL.

2. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.

0 20 40
SCALE IN FEET

PROJECT LAYOUT SHEET #57

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_bdr_nul_57.dgn — PLOT DATE: 3/17/2014
PROJECT LEADER: D.E.G. — DRAWN BY: W.G.P.
DESIGNED BY: L.M.B. — CHECKED BY: J.P.S.
IPARM FILE: z10b214157.i — SHEET 90 OF 397

FILE NAME = V:\Projects\ANYWK2\22426\CADD_MSTN\z10b214_bdr_nul_57.dgn
DATE/TIME = 3/17/2014
USER = 4916

646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR
646.404 DURABLE 4 INCH WHITE LINE, POLYUREA
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 341+50.00 - STA 347+50.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED

STOCKBRIDGE:	LT	℄	RT
STA 341+50.00 - STA 347+50.00	S	-	S

646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 341+50.00 - STA 347+50.00 LT & RT

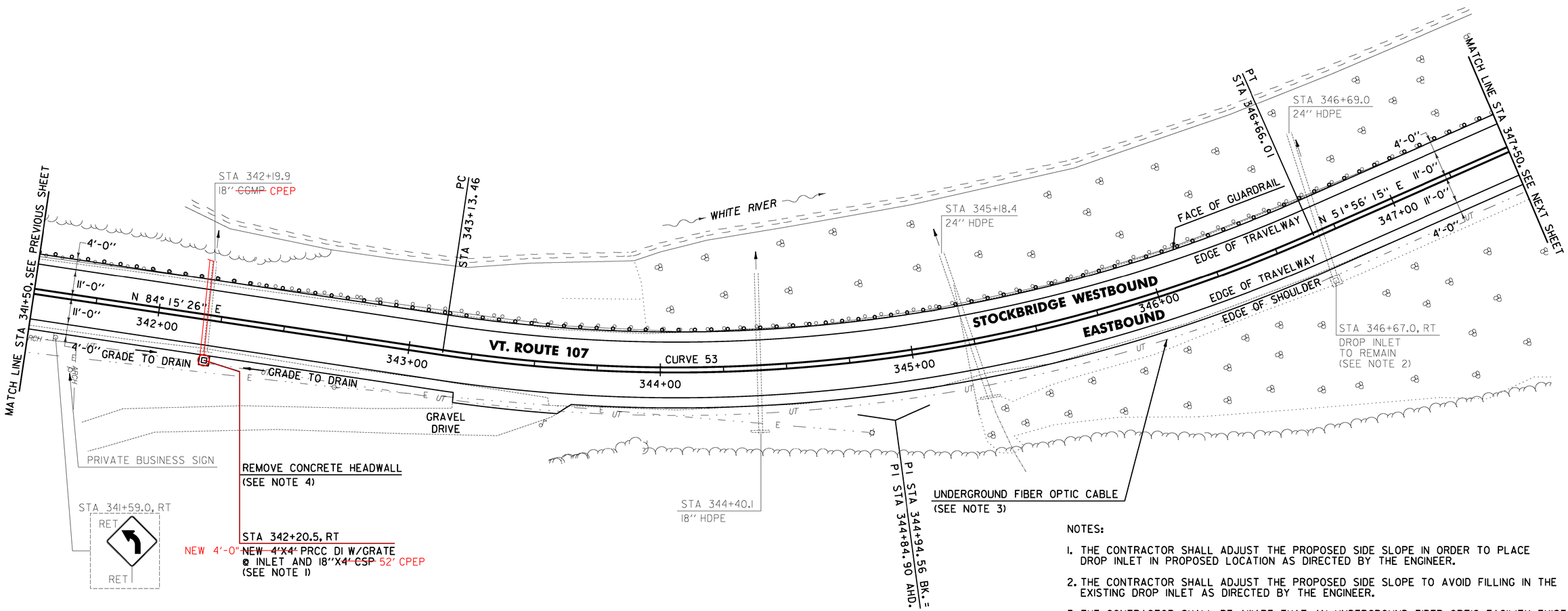
646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED

STOCKBRIDGE:	LT	℄	RT
STA 341+50.00 - STA 347+50.00	S	-	S

604.40 CHANGE ELEVATION OF DI
STA 346+67.0 RT

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA ~~341+50.0~~ 343+47.0 - STA 347+50.0 C/L (600.0 LF)

N
VT STATE PLANE GRID



NOTES:

1. THE CONTRACTOR SHALL ADJUST THE PROPOSED SIDE SLOPE IN ORDER TO PLACE DROP INLET IN PROPOSED LOCATION AS DIRECTED BY THE ENGINEER.
2. THE CONTRACTOR SHALL ADJUST THE PROPOSED SIDE SLOPE TO AVOID FILLING IN THE EXISTING DROP INLET AS DIRECTED BY THE ENGINEER.
3. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.
4. THE CONTRACTOR SHALL REMOVE THE EXISTING CONCRETE HEADWALL UNDER ITEM 204.21 TRENCH EXCAVATION OF ROCK PRIOR TO THE INSTALLATION OF THE PROPOSED DRAINAGE STRUCTURE AS DIRECTED BY THE ENGINEER.

0 20 40
SCALE IN FEET

621.205 STEEL BEAM GUARDRAIL, GALVANIZED W/8 FEET POSTS
STOCKBRIDGE: 349+12.0
STA 341+50.0 - STA ~~342+88.5~~ LT (138.5 LF)

621.75 REMOVE AND RESET GUARDRAIL
STOCKBRIDGE:
STA ~~342+88.5~~ - STA 347+50.0 LT (461.5 LF)
344+12.0

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL
STOCKBRIDGE: 344+12.0
STA 341+50.0 - STA ~~342+88.5~~ LT (138.5 LF)

~~653.20 TEMPORARY EROSION MATTING~~
~~STOCKBRIDGE:~~
~~STA 341+50.0 - STA 343+50.0 LT (92.8 SY)~~

CURVE 53
△ = 32° 19' 11"
D = 9° 10' 02"
R = 625.00'
T = 181.10'
L = 352.55'
E = 25.71'
e = 0.080 FT/FT

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

PROJECT LAYOUT SHEET #58

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_bdr_nul_58.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214158.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 91 OF 397

FILE NAME = W:\Projects\MNY\K21.22426\CADD_MSTN\z10b214_bdr_nul_58.dgn
DATE/TIME = 3/17/2014
USER = 4916

646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR
646.404 DURABLE 4 INCH WHITE LINE, POLYUREA
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 347+50.00 - STA 353+50.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE:

	LT	℄	RT
STA 347+50.00 - STA 353+50.00	S	-	S

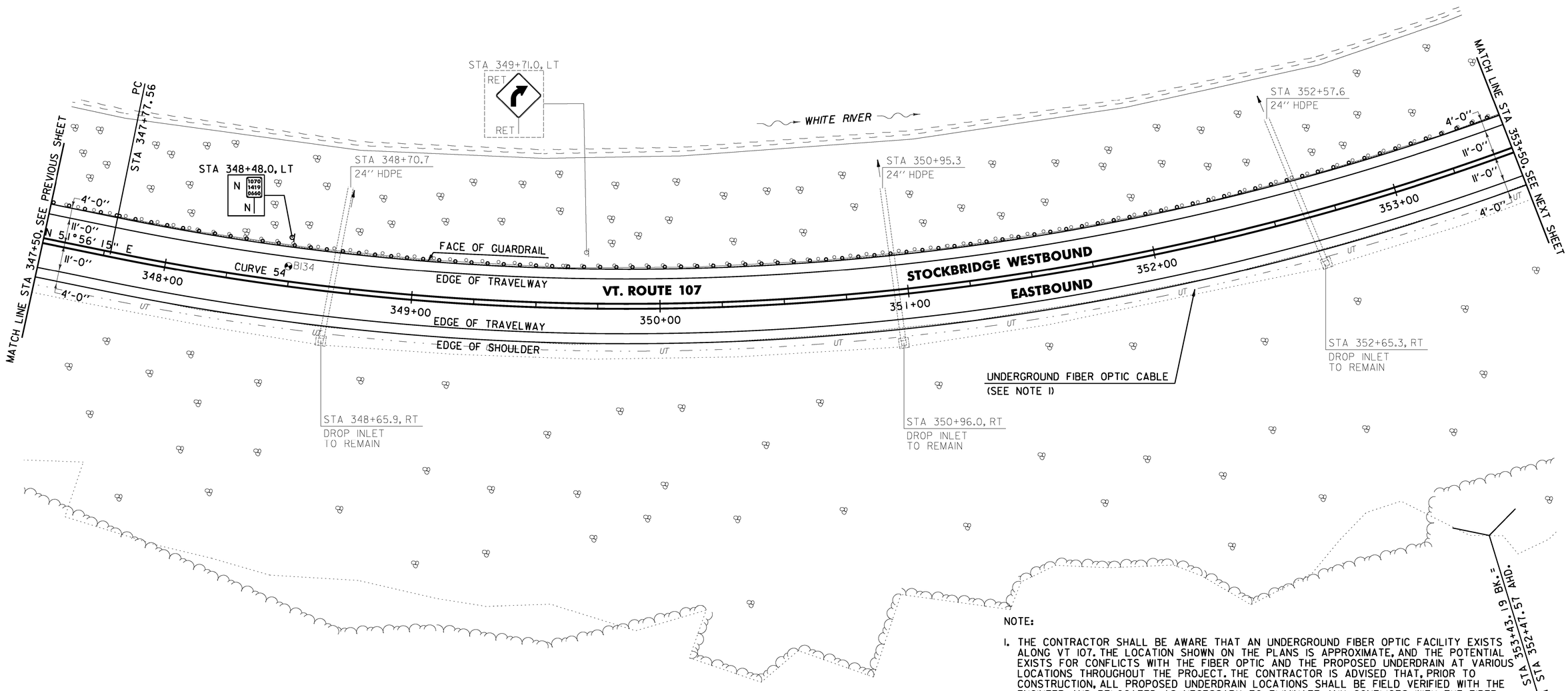
646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 347+50.00 - STA 353+50.00 LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE:

	LT	℄	RT
STA 347+50.00 - STA 353+50.00	S	-	S

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 347+50.0 - STA 353+50.0 C/L (600.0 LF)

N
VT STATE PLANE GRID



NOTE:

1. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.

0 20 40
SCALE IN FEET

SOIL BORING DATA			
BORING #	DEPTH (FT.)	PCC	COMMENTS
BI34	5.0	NO	

CURVE 54
△ = 57°04'54"
D = 5°30'33"
R = 1040.00'
T = 565.63'
L = 1036.12'
E = 143.87'
e = 0.076 FT/FT

621.75 REMOVE AND RESET GUARDRAIL
STOCKBRIDGE:
STA 347+50.0 - STA 353+50.0 LT (600.0 LF)

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

PROJECT LAYOUT SHEET #59

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_bdr_nul_59.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214159.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 92 OF 397

FILE NAME = W:\AP-projects\ANY\K2\22426\CADD_MSTN\z10b214_bdr_nul_59.dgn
DATE/TIME = 3/17/2014
USER = 4916

~~646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR~~
646.404 DURABLE 4 INCH WHITE LINE, POLYUREA
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 353+50.00 - STA 353+84.48 LT & RT
BETHEL:
STA B 0+00.00 - STA B 5+50.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED

	LT	℄	RT
STOCKBRIDGE:			
STA 353+50.00 - STA 353+84.48	S	-	S
BETHEL:		3+00.00	
STA B 0+00.00 - STA B ~~2+64.00~~	S	-	S
STA B ~~2+64.00~~ - STA B 5+50.00	S	-	D

646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 353+50.00 - STA 353+84.48 LT & RT
BETHEL:
STA B 0+00.00 - STA B 5+50.00 LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED

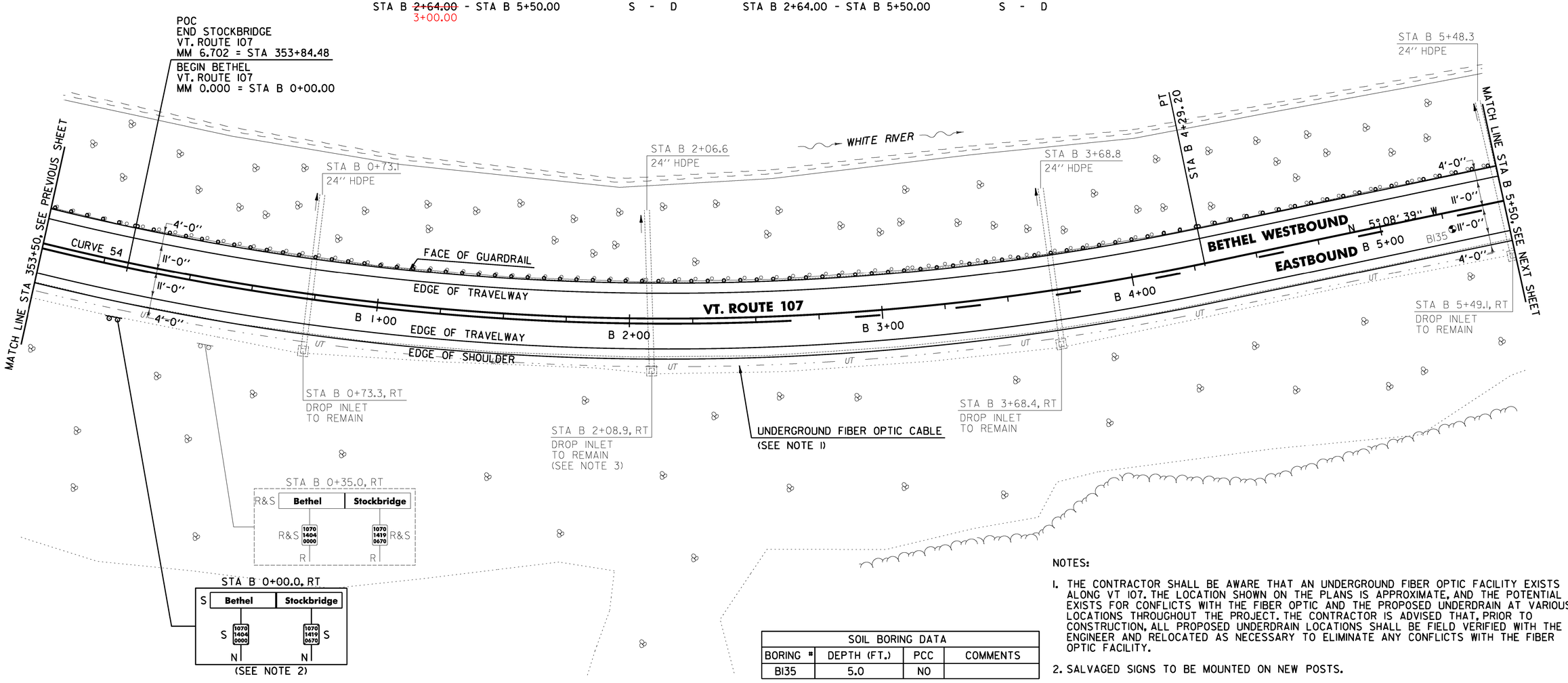
	LT	℄	RT
STOCKBRIDGE:			
STA 353+50.00 - STA 353+84.48	S	-	S
BETHEL:			
STA B 0+00.00 - STA B 2+64.00	S	-	S
STA B 2+64.00 - STA B 5+50.00	S	-	D

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 353+50.00 - STA 353+84.48 C/L (34.48 LF)
BETHEL:
STA B 0+00.0 - STA B 5+50.0 C/L (550.0 LF)

675.50 REMOVING SIGNS
AS SHOWN - 3

675.60 ERECTING SALVAGED SIGNS
AS SHOWN - 3

VT STATE PLANE GRID



SOIL BORING DATA			
BORING #	DEPTH (FT.)	PCC	COMMENTS
BI35	5.0	NO	

NOTES:

1. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.
2. SALVAGED SIGNS TO BE MOUNTED ON NEW POSTS.
3. THE CONTRACTOR SHALL ADJUST THE PROPOSED SIDE SLOPE TO AVOID FILLING IN THE EXISTING DROP INLET AS DIRECTED BY THE ENGINEER.

0 20 40
SCALE IN FEET

CURVE 54
△ = 57° 04' 54"
D = 5° 30' 33"
R = 1040.00'
T = 565.63'
L = 1036.12'
E = 143.87'
e = 0.076 FT/FT

621.75 REMOVE AND RESET GUARDRAIL
STOCKBRIDGE:
STA 353+50.0 - STA 353+84.48 LT (34.48 LF)
BETHEL:
STA B 0+00.0 - STA B 5+50.0 LT (550.0 LF)

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

PROJECT LAYOUT SHEET #60

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(I)
FILE NAME: z10b214_bdr_nul_60.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214160.I
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 93 OF 397

FILE NAME = W:\Projects\ANY\K2\22426\CADD\.MSTN\z10b214_bdr_nul_60.dgn
DATE/TIME = 3/17/2014
USER = 4916

LEGEND

ITEM 613.10 STONE FILL, TYPE I

~~646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR~~
646.404 DURABLE 4 INCH WHITE LINE, POLYUREA
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
BETHEL:
STA B 5+50.00 - STA B 11+50.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED

BETHEL:	LT	℄	RT
STA B 5+50.00 - STA B 10+03.20	S	-	D
STA B 10+03.20 - STA B 10+82.40	S	-	S
STA B 10+82.40 - STA B 11+50.00	D	-	S

646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
BETHEL:
STA B 5+50.00 - STA B 11+50.00 LT & RT

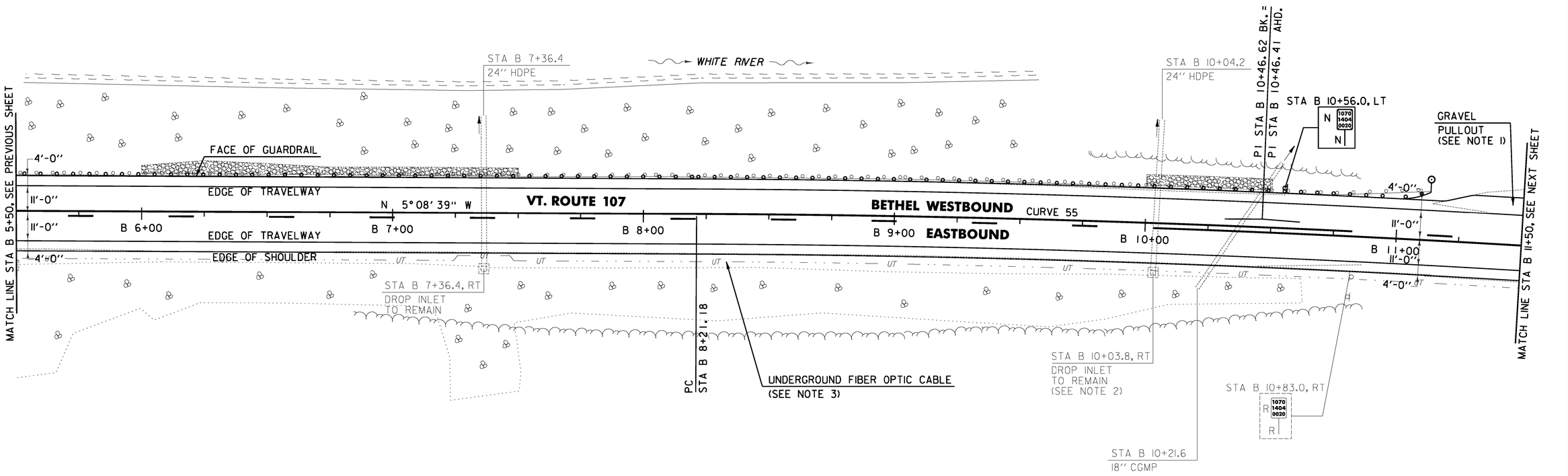
646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED

BETHEL:	LT	℄	RT
STA B 5+50.00 - STA B 10+03.20	S	-	D
STA B 10+03.20 - STA B 10+82.40	S	-	S
STA B 10+82.40 - STA B 11+50.00	D	-	S

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS)
BETHEL:
STA B 5+50.0 - STA B 11+50.0 C/L (600.0 LF)

675.50 REMOVING SIGNS
AS SHOWN - 1

VT STATE PLANE GRID N



NOTES:

1. PROVIDE A 4 FT WIDE, 1½" TYPE IVS APRON FOR THE EXISTING ASPHALT PULLOUT. ANY REQUIRED EXCAVATION SHALL BE PERFORMED AS DIRECTED BY THE ENGINEER AND PAID FOR UNDER ITEM 608.25 ALL PURPOSE EXCAVATOR RENTAL, TYPE I.
2. THE CONTRACTOR SHALL ADJUST THE PROPOSED SIDE SLOPE TO AVOID FILLING IN THE EXISTING DROP INLET AS DIRECTED BY THE ENGINEER.
3. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.

0 20 40
SCALE IN FEET

621.20 STEEL BEAM GUARDRAIL
STA B 11+03.0 LT

621.60 ANCHOR FOR STEEL BEAM GUARDRAIL
STA B 11+03.0 LT

~~613.10 STONE FILL, TYPE I~~
~~BETHEL:~~
~~STA B 6+00.0 - STA B 7+50.0 LT (7.9 CY)~~
~~STA B 10+00.0 - STA B 10+50.0 LT (6.4 CY)~~

621.75 REMOVE AND RESET GUARDRAIL
BETHEL: 10+50.0
STA B 5+50.0 - STA B ~~11+13.0~~ LT (563.0 LF)

~~651.40 GRUBBING MATERIAL (6")~~
~~BETHEL:~~
~~STA B 6+00.0 - STA B 7+50.0 LT (20.3 SY)~~
~~STA B 10+00.0 - STA B 10+50.0 LT (14.4 SY)~~

~~653.20 TEMPORARY EROSION MATTING~~
~~BETHEL:~~
~~STA B 5+50.0 - STA B 8+00.0 LT (35.8 SY)~~
~~STA B 10+00.0 - STA B 10+50.0 LT (14.4 SY)~~

676.10 DELINEATOR WITH STEEL POST
BETHEL:
STA B 11+13.0 LT

CURVE 55
△ = 4° 18' 13"
D = 0° 57' 18"
R = 6000.00'
T = 225.44'
L = 450.67'
E = 4.23'
e = 0.020 FT/FT

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

PROJECT LAYOUT SHEET #61

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_bdr_nul_61.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214161.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 94 OF 397

FILE NAME = V:\Projects\ANY\K21\22426\CADD_MSTN\z10b214_bdr_nul_61.dgn
DATE/TIME = 3/17/2014
USER = 4916

646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR
646.404 DURABLE 4 INCH WHITE LINE, POLYUREA
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
BETHEL:
STA B 11+50.00 - STA B 17+50.00 LT & RT

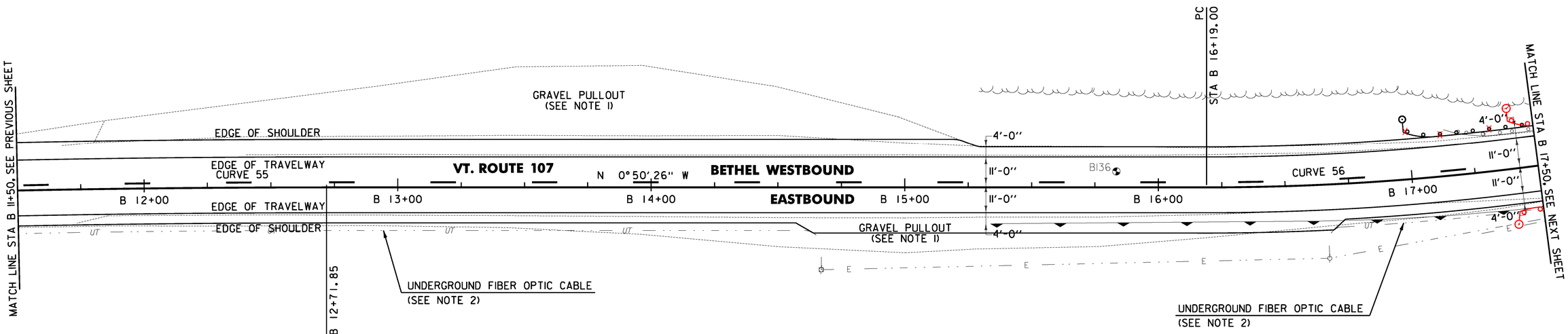
646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
BETHEL:
STA B 11+50.00 - STA B 17+50.00 — LT: D, ℄: -, RT: S

646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
BETHEL:
STA B 11+50.00 - STA B 17+50.00 LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
BETHEL:
STA B 11+50.00 - STA B 17+50.00 — LT: D, ℄: -, RT: S

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS)
BETHEL:
STA B 11+50.0 - STA B 17+50.0 C/L (600.0 LF)

N
VT STATE PLANE GRID



621.205 STEEL BEAM GUARDRAIL, GALVANIZED W/8 FEET POSTS
BETHEL: I7+43.0
STA B ~~16+98.0~~ - STA B 17+50.0 LT (52.0 LF)
STA 17+46.0 - STA 17+50.0 RT

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL
BETHEL:
STA B 17+15.0 - STA B 17+50.0 LT (35.0 LF)

621.60 ANCHOR FOR STEEL BEAM RAIL
BETHEL:
STA B 17+04.5 LT

676.10 DELINEATOR WITH STEEL POST
BETHEL:
STA B 16+98.0 LT

SOIL BORING DATA			
BORING #	DEPTH (FT.)	PCC	COMMENTS
BI36	5.0	NO	

CURVE 55
△ = 4° 18' 13"
D = 0° 57' 18"
R = 6000.00'
T = 225.44'
L = 450.67'
E = 4.23'
e = 0.020 FT/FT

CURVE 56
△ = 21° 19' 32"
D = 5° 43' 46"
R = 1000.00'
T = 188.28'
L = 372.20'
E = 17.57'
e = 0.076 FT/FT

NOTES:

1. PROVIDE A 4 FT WIDE, 1½" TYPE IVS APRON FOR THE EXISTING GRAVEL PULLOUT. ANY REQUIRED EXCAVATION SHALL BE PERFORMED AS DIRECTED BY THE ENGINEER AND PAID FOR UNDER ITEM 608.25 ALL PURPOSE EXCAVATOR RENTAL, TYPE I.
2. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.

0 20 40
SCALE IN FEET

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

PROJECT LAYOUT SHEET #62

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_bdr_nul_62.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214162.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 95 OF 397

FILE NAME = W:\Projects\VAHYW21\22426\CADD_MSTN\z10b214_bdr_nul_62.dgn
DATE/TIME = 3/17/2014
USER = 4916

LEGEND

ITEM 613.10 STONE FILL, TYPE I

~~646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR~~
646.404 DURABLE 4 INCH WHITE LINE, POLYUREA
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
BETHEL:
STA B 17+50.00 - STA B 23+50.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED

BETHEL:	LT	℄	RT
STA B 17+50.00 - STA B 17+95.20	D	-	S
STA B 17+95.20 - STA B 23+50.00	S	-	S

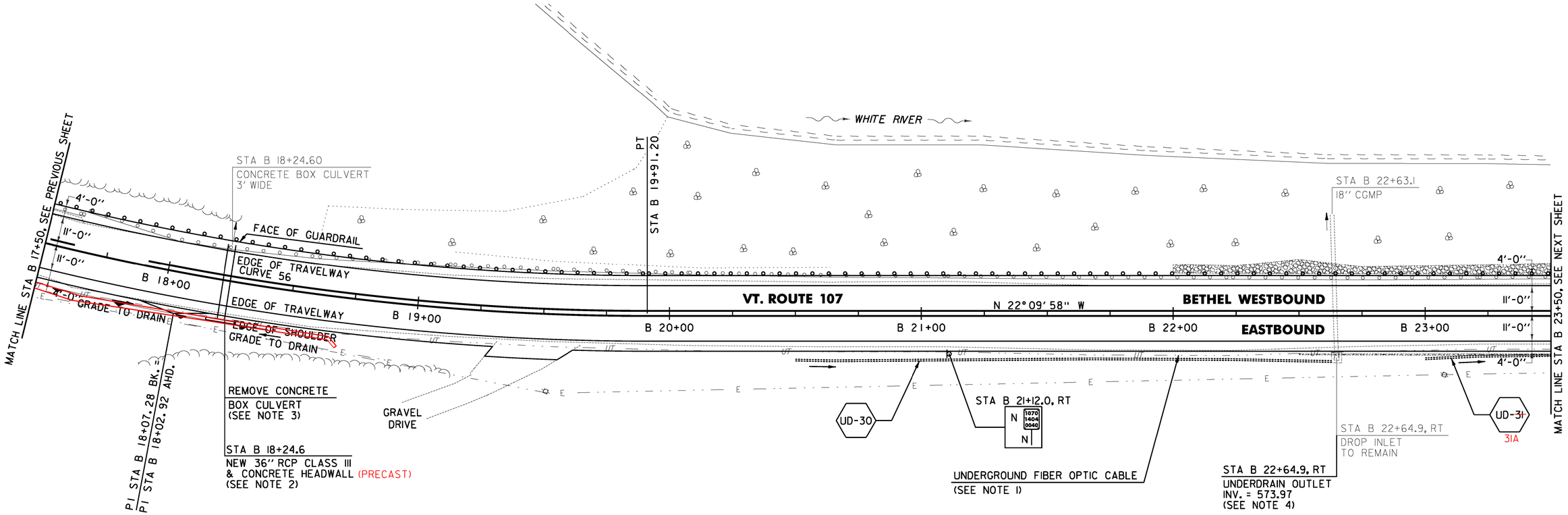
646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
BETHEL:
STA B 17+50.00 - STA B 23+50.00 LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED

BETHEL:	LT	℄	RT
STA B 17+50.00 - STA B 17+95.20	D	-	S
STA B 17+95.20 - STA B 23+50.00	S	-	S

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS)
BETHEL:
STA B 17+50.0 - STA B 23+50.0 C/L (600.0 LF)

VT STATE PLANE GRID N



NOTES:

1. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.
2. SEE SHEET 26 FOR TYPICAL RCP TRENCH DETAILS.
3. THE CONTRACTOR SHALL PERFORM ALL EXCAVATION REQUIRED TO REMOVE THE EXISTING BOX CULVERT AND INSTALL PROPOSED HEADWALL AND PIPE UNDER ITEM 203.16 SOLID ROCK EXCAVATION AS DIRECTED BY THE ENGINEER.
4. SEE SHEET 28 FOR UNDERDRAIN DETAILS.

0 20 40
SCALE IN FEET

613.10 STONE FILL, TYPE I
BETHEL: STA 18+10.0 - STA 18+34.0 RT
~~STA B 22+00.0 - STA B 23+50.0 LT (32.4 CY)~~
~~STA B 22+50.0 - STA B 23+50.0 RT (2.6 CY)~~
STA 18+18.0 - STA 18+28.0 LT

621.205 STEEL BEAM GUARDRAIL, GALVANIZED W/8 FEET POSTS
BETHEL: 17+68.0
STA B 17+50.0 - STA B ~~17+62.5 LT~~ (12.5 LF)
STA 17+50.0 - STA 18+71.0 LT

621.75 REMOVE AND RESET GUARDRAIL
BETHEL: 17+68.0
STA B ~~17+62.5~~ - STA B 23+50.0 LT (587.5 LF)

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL
BETHEL:
STA B 17+50.0 - STA B 17+62.5 LT (12.5 LF)

621.60 ANCHOR FOR STEEL BEAM GUARDRAIL
STA B 17+56.0 RT
STA B 18+67.0 RT

~~651.40 GRUBBING MATERIAL (6")~~
~~BETHEL:~~
~~STA B 22+00.0 - STA B 23+50.0 LT (79.7 SY)~~
~~STA B 22+50.0 - STA B 23+50.0 RT (9.1 SY)~~

~~653.20 TEMPORARY EROSION MATTING~~
~~BETHEL:~~
~~STA B 21+00.0 - STA B 23+50.0 LT (129.4 SY)~~
~~STA B 22+50.0 - STA B 23+50.0 RT (9.1 SY)~~

CURVE 56
△ = 21° 19' 32"
D = 5° 43' 46"
R = 1000.00'
T = 188.28'
L = 372.20'
E = 17.57'
e = 0.076 FT/FT

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

PROJECT LAYOUT SHEET #63

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_bdr_nul_63.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214163.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 96 OF 397

FILE NAME = V:\Projects\ANY\K2\22426\CADD\.MSTN\z10b214_bdr_nul_63.dgn
DATE/TIME = 3/17/2014
USER = 4916

LEGEND

ITEM 613.10 STONE FILL, TYPE I

~~646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR~~
646.404 DURABLE 4 INCH WHITE LINE, POLYUREA
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
BETHEL:
STA B 23+50.00 - STA B 29+50.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
BETHEL:
STA B 23+50.00 - STA B 29+50.00 — LT S, ℄ S, RT S

604.40 CHANGE ELEVATION OF DI
STA 24+78.0 RT
STA 27+40.0 RT

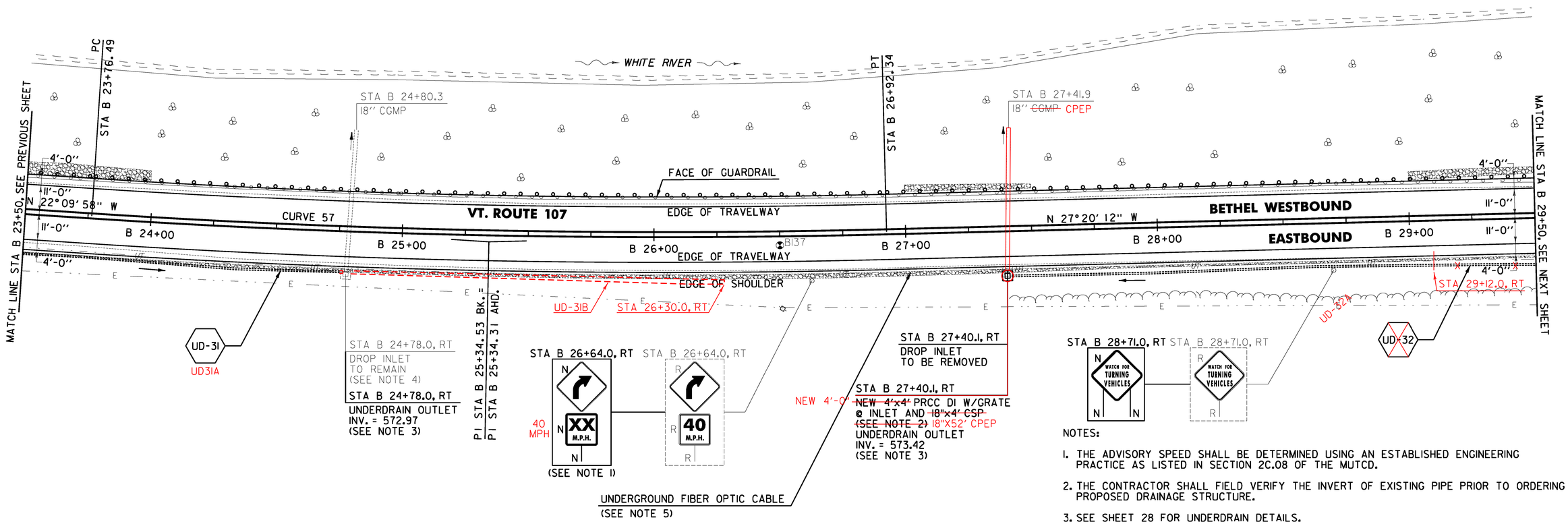
646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
BETHEL:
STA B 23+50.00 - STA B 29+50.00 LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
BETHEL:
STA B 23+50.00 - STA B 29+50.00 — LT S, ℄ S, RT S

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS)
BETHEL:
STA B 23+50.0 - STA B 29+50.0 C/L (600.0 LF)

675.50 REMOVING SIGNS
AS SHOWN - 3

VT STATE PLANE GRID



NOTES:

1. THE ADVISORY SPEED SHALL BE DETERMINED USING AN ESTABLISHED ENGINEERING PRACTICE AS LISTED IN SECTION 2C.08 OF THE MUTCD.
2. THE CONTRACTOR SHALL FIELD VERIFY THE INVERT OF EXISTING PIPE PRIOR TO ORDERING PROPOSED DRAINAGE STRUCTURE.
3. SEE SHEET 28 FOR UNDERDRAIN DETAILS.
4. THE CONTRACTOR SHALL ADJUST THE PROPOSED SIDE SLOPE TO AVOID FILLING IN THE EXISTING DROP INLET AS DIRECTED BY THE ENGINEER.
5. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.

0 20 40
SCALE IN FEET

SOIL BORING DATA			
BORING #	DEPTH (FT.)	PCC	COMMENTS
B137	5.0	NO	

613.10 STONE FILL, TYPE I
BETHEL: STA 29+00.0 - STA 29+50.0 RT
~~STA B 23+50.0 - STA B 24+00.0 LT (10.7 CY)~~
~~STA B 23+50.0 - STA B 29+50.0 RT (42.4 CY)~~
~~STA B 27+00.0 - STA B 27+50.0 LT (5.6 CY)~~
STA B ~~29+00.0~~ 27+31.0 - STA B 29+50.0 LT (9.2 CY)

621.75 REMOVE AND RESET GUARDRAIL
BETHEL:
STA B 23+50.0 - STA B 29+50.0 LT (600.0 LF)

651.40 GRUBBING MATERIAL (6")
BETHEL:
~~STA B 23+50.0 - STA B 24+00.0 LT (25.8 SY)~~
~~STA B 23+50.0 - STA B 29+50.0 RT (110.3 SY)~~
~~STA B 27+00.0 - STA B 27+50.0 LT (13.1SY)~~
STA B ~~29+00.0~~ 27+31.0 - STA B 29+50.0 LT (20.8 SY)

~~653.20 TEMPORARY EROSION MATTING~~
BETHEL:
~~STA B 23+50.0 - STA B 25+00.0 LT (89.2 SY)~~
~~STA B 23+50.0 - STA B 29+50.0 RT (110.3 SY)~~
~~STA B 26+50.0 - STA B 27+50.0 LT (26.4 SY)~~
~~STA B 28+50.0 - STA B 29+50.0 LT (39.4 SY)~~

CURVE 57
△ = 5° 10' 14"
D = 1° 38' 13"
R = 3500.00'
T = 158.03'
L = 315.85'
E = 3.57'
e = 0.034 FT/FT

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

PROJECT LAYOUT SHEET #64

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_bdr_nul_64.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214164.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 97 OF 397

FILE NAME = V:\Projects\VAPYK2\22426\CADD_MSTN\z10b214_bdr_nul_64.dgn
DATE/TIME = 3/17/2014
USER = 4916

LEGEND

ITEM 613.10 STONE FILL, TYPE I

~~646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR~~
646.404 DURABLE 4 INCH WHITE LINE, POLYUREA
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
BETHEL:
STA B 29+50.00 - STA B 35+50.00 LT & RT

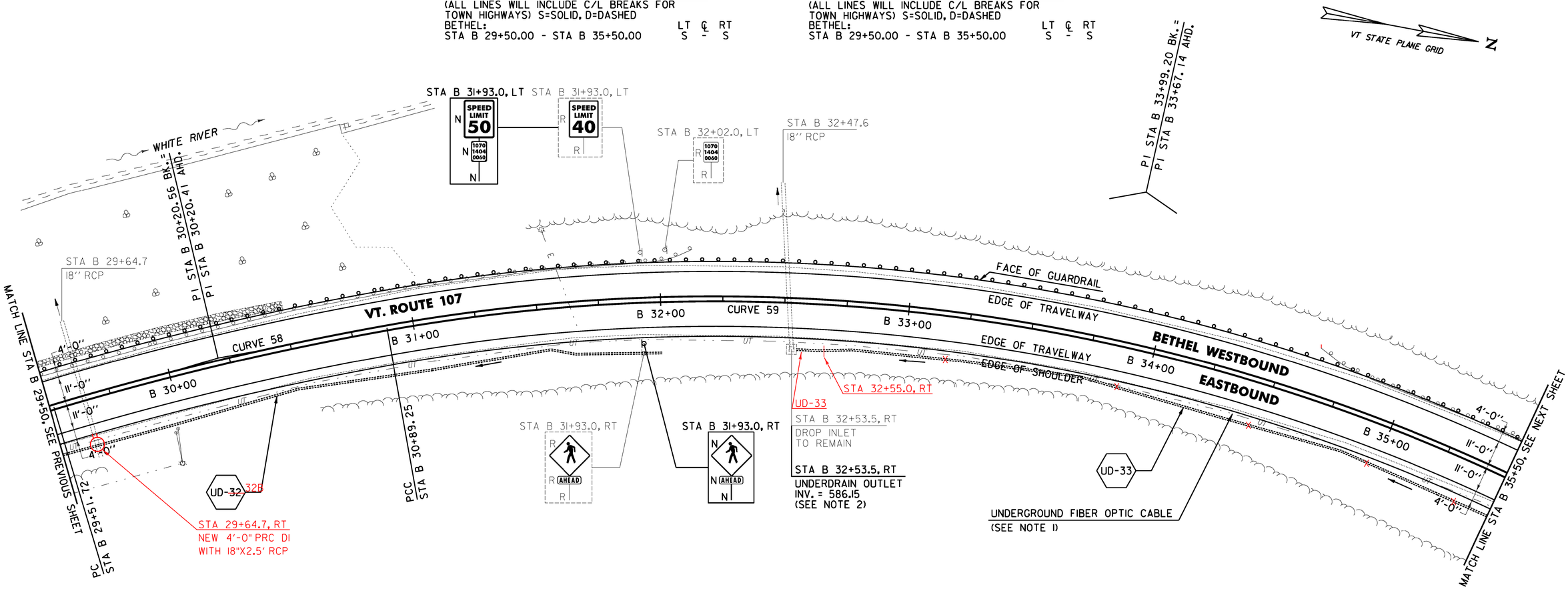
646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
BETHEL:
STA B 29+50.00 - STA B 35+50.00 — LT S, C -, RT S

646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
BETHEL:
STA B 29+50.00 - STA B 35+50.00 LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
BETHEL:
STA B 29+50.00 - STA B 35+50.00 — LT S, C -, RT S

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS)
BETHEL:
STA B 29+50.0 - STA B 35+50.0 C/L (600.0 LF)

675.50 REMOVING SIGNS
AS SHOWN - 4



613.10 STONE FILL, TYPE I
BETHEL:
STA B 29+50.0 - STA B ~~30+50.0~~ 29+60.0 LT (19.9 CY)
STA 29+50.0 - STA 31+07.0 RT

621.205 STEEL BEAM GUARDRAIL, GALVANIZED W/8 FEET POSTS
BETHEL: ~~32+18.0~~ 31+06.0
STA B ~~31+50.0~~ - STA B 35+50.0 LT (400.0 LF)

621.75 REMOVE AND RESET GUARDRAIL
BETHEL:
STA B 29+50.0 - STA B ~~31+50.0~~ 31+06.0 LT (200.0 CY)

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL
BETHEL: ~~31+06.0~~ 32+18.0
STA B ~~31+50.0~~ - STA B 32+14.0 LT (64.0 LF)
STA B 34+64.0 - STA B 35+50.0 LT (86.0 LF)

621.20 STEEL BEAM GUARDRAIL
STA 31+06.0 - STA 32+18.0 LT

651.40 GRUBBING MATERIAL (6")
BETHEL:
STA B 29+50.0 - STA B ~~30+50.0~~ 29+60.0 LT (46.1 SY)

~~653.20 TEMPORARY EROSION MATTING~~
~~BETHEL:~~
~~STA B 29+50.0 - STA B 31+00.0 LT (65.3 SY)~~

CURVE 58		CURVE 59	
Δ	6°33'60"	Δ	44°54'30"
D	4°46'29"	D	7°38'22"
R	1200.00'	R	750.00'
T	68.84'	T	309.96'
L	137.53'	L	587.85'
E	1.97'	E	61.53'
e	0.070 FT/FT	e	0.080 FT/FT

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

NOTES:

1. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.
2. SEE SHEET 28 FOR UNDERDRAIN DETAILS.

0 20 40
SCALE IN FEET

PROJECT LAYOUT SHEET #65

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(I)

FILE NAME: z10b214_bdr_nul_65.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214165.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 98 OF 397

FILE NAME = \\vlp-pgsta\AHY\k2\22426\CADD_MSTN\z10b214_bdr_nul_65.dgn
DATE/TIME = 3/17/2014
USER = 4916

646.402 ~~DURABLE~~ 4 INCH WHITE LINE, ~~THERMOPLASTIC OR~~
646.404 DURABLE 4 INCH WHITE LINE, POLYUREA
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
BETHEL:
STA B 35+50.00 - STA B 41+50.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
BETHEL:

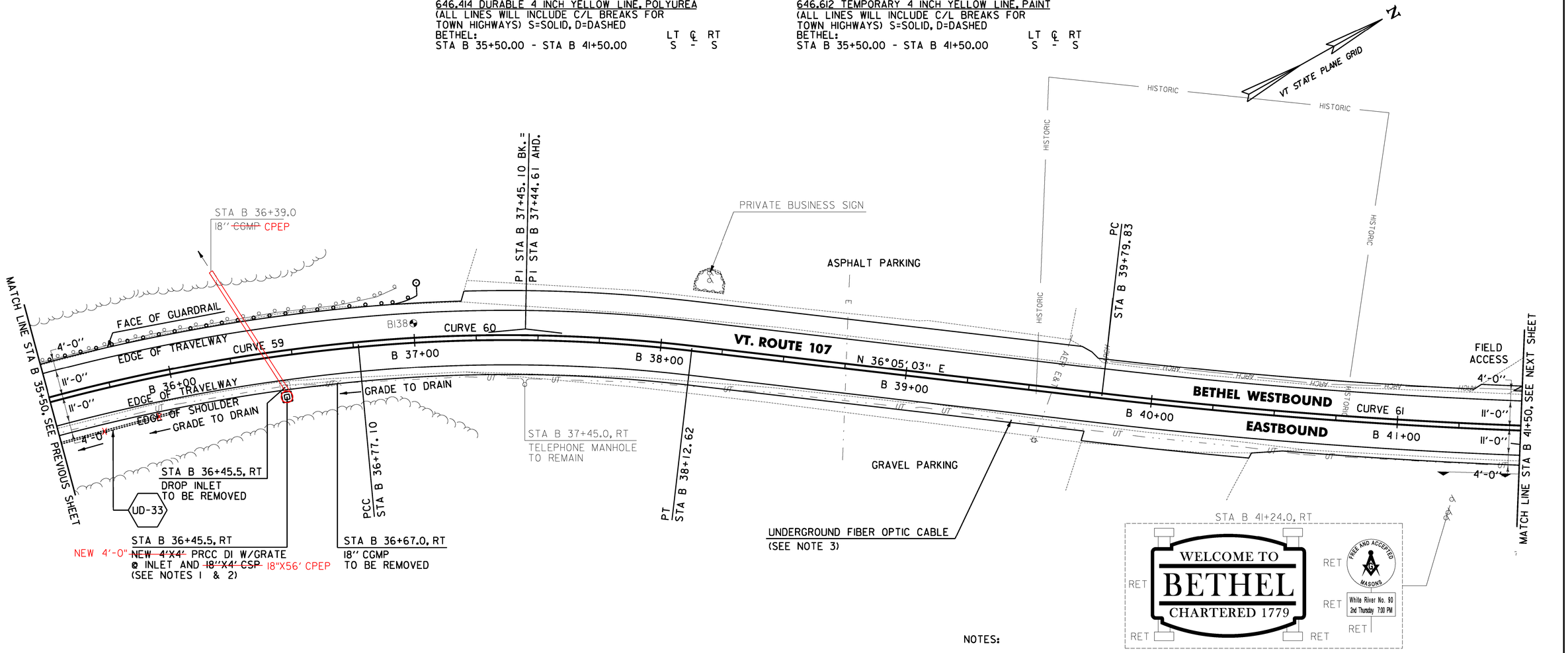
	LT	C	RT
STA B 35+50.00 - STA B 41+50.00	S	-	S

646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
BETHEL:
STA B 35+50.00 - STA B 41+50.00 LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
BETHEL:

	LT	C	RT
STA B 35+50.00 - STA B 41+50.00	S	-	S

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS)
BETHEL:
STA B 35+50.0 - STA B ~~37+00.0~~ 36+97.0 C/L (150.0 LF)
~~STA B 40+75.0 - STA B 41+50.0 C/L (75.0 LF)~~



621.205 STEEL BEAM GUARDRAIL, GALVANIZED W/8 FEET POSTS
BETHEL:
STA B 35+50.0 - STA B ~~37+02.0~~ 36+94.0 LT (152.0 LF)

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL
BETHEL:
STA B 35+50.0 - STA B 36+95.0 LT (145.0 LF)

621.60 ANCHOR FOR STEEL BEAM RAIL
BETHEL: 36+84.0
STA B ~~36+95.5~~ LT

676.10 DELINEATOR WITH STEEL POST
BETHEL:
STA B 37+02.0 LT

SOIL BORING DATA

BORING #	DEPTH (FT.)	PCC	COMMENTS
B138	5.0	NO	DIFFICULT DRILLING

CURVE 59	CURVE 60	CURVE 61
Δ = 44°54'30"	Δ = 11°56'45"	Δ = 9°26'42"
D = 7°38'22"	D = 8°48'53"	D = 2°36'16"
R = 750.00'	R = 650.00'	R = 2200.00'
T = 309.96'	T = 68.01'	T = 181.74'
L = 587.85'	L = 135.52'	L = 362.67'
E = 61.53'	E = 3.55'	E = 7.49'
e = 0.080 FT/FT	e = 0.080 FT/FT	e = 0.048 FT/FT

NOTES:

1. THE CONTRACTOR SHALL ADJUST PROPOSED SIDE SLOPE IN ORDER TO PLACE DROP INLET IN PROPOSED LOCATION AS DIRECTED BY THE ENGINEER.
2. THE CONTRACTOR SHALL FIELD VERIFY THE INVERT OF EXISTING PIPE PRIOR TO ORDERING PROPOSED DRAINAGE STRUCTURE.
3. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIALEXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.

0 20 40
SCALE IN FEET

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

PROJECT LAYOUT SHEET #66

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(I)
FILE NAME: z10b214_bdr_nul_66.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214166.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 99 OF 397

FILE NAME = \\VLP-pgsql\ANY\X2\22426\CADD\.MSTN\z10b214_bdr_nul_66.dgn
DATE/TIME = 3/17/2014
USER = 4916

LEGEND

ITEM 613.10 STONE FILL, TYPE I

~~646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR~~
646.404 DURABLE 4 INCH WHITE LINE, POLYUREA
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
BETHEL:
STA B 41+50.00 - STA B 47+50.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
BETHEL:
STA B 41+50.00 - STA B 47+50.00 — LT S, ℄ S, RT S

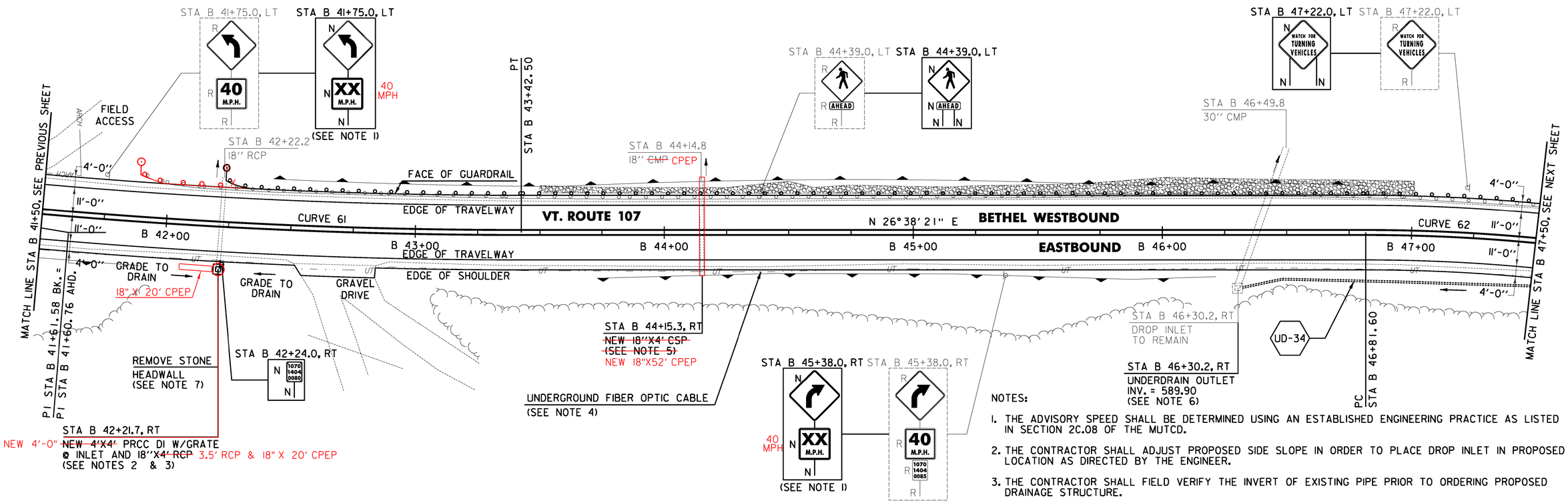
646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
BETHEL:
STA B 41+50.00 - STA B 47+50.00 LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
BETHEL:
STA B 41+50.00 - STA B 47+50.00 — LT S, ℄ S, RT S

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS)
BETHEL: ~~41+57.0~~
STA B ~~41+50.0~~ - STA B 47+50.0 C/L (600.0 LF)

675.50 REMOVING SIGNS
AS SHOWN - 8

VT STATE PLANE GRID



613.10 STONE FILL, TYPE I
BETHEL: ~~42+81.0~~
STA B ~~43+50.0~~ - STA B 47+00.0 LT (74.1 CY)
- STA 41+60.0 - STA 42+03.0 RT
- STA 41+75.0 - STA 42+48.0 LT
- STA 44+00.0 - STA 44+35.0 RT
- STA 46+28.0 - STA 46+59.0 RT

621.205 STEEL BEAM GUARDRAIL, GALVANIZED W/8 FEET POSTS
BETHEL: 41+89.0
STA B ~~42+23.0~~ - STA B 47+50.0 LT (527.0 LF)

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL
BETHEL:
STA B 41+89.0 - STA B 47+50.0 LT (561.0 LF)

621.60 ANCHOR FOR STEEL BEAM RAIL
BETHEL: 41+97.0
STA B ~~42+29.5~~ LT

676.10 DELINEATOR WITH STEEL POST
BETHEL:
STA B 42+23.0 LT

651.40 GRUBBING MATERIAL (6")
BETHEL: ~~42+81.0~~
STA B ~~43+50.0~~ - STA B 47+00.0 LT (181.7 SY)

~~653.20 TEMPORARY EROSION MATTING~~
~~BETHEL:~~
~~STA B 43+00.0 - STA B 47+50.0 LT (230.3 SY)~~
~~STA B 46+00.0 - STA B 46+50.0 RT (25.6 SY)~~

CURVE 61	
△	9° 26' 42"
D	2° 36' 16"
R	2200.00'
T	181.74'
L	362.67'
E	7.49'
e	0.048 FT/FT

CURVE 62	
△	34° 55' 25"
D	7° 54' 10"
R	725.00'
T	228.06'
L	441.91'
E	35.02'
e	0.080 FT/FT

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

NOTES:

1. THE ADVISORY SPEED SHALL BE DETERMINED USING AN ESTABLISHED ENGINEERING PRACTICE AS LISTED IN SECTION 2C.08 OF THE MUTCD.
2. THE CONTRACTOR SHALL ADJUST PROPOSED SIDE SLOPE IN ORDER TO PLACE DROP INLET IN PROPOSED LOCATION AS DIRECTED BY THE ENGINEER.
3. THE CONTRACTOR SHALL FIELD VERIFY THE INVERT OF EXISTING PIPE PRIOR TO ORDERING PROPOSED DRAINAGE STRUCTURE.
4. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.
5. SEE SHEET 25 FOR PIPE EXTENSION DETAIL FOR METAL PIPES.
6. SEE SHEET 28 FOR UNDERDRAIN DETAILS.
7. THE CONTRACTOR SHALL REMOVE THE EXISTING STONE HEADWALL UNDER ITEM 204.21 TRENCH EXCAVATION OF ROCK PRIOR TO THE INSTALLATION OF THE PROPOSED DRAINAGE STRUCTURE AS DIRECTED BY THE ENGINEER.

0 20 40
SCALE IN FEET

PROJECT LAYOUT SHEET #67

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_bdr_nul_67.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214167.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 100 OF 397

FILE NAME = H:\Projects\MNY\K21\22426\CADD_MSTN\z10b214.bdr_nul_67.dgn
DATE/TIME = 3/17/2014
USER = 4916

LEGEND

ITEM 613.10 STONE FILL, TYPE I

646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR
646.404 DURABLE 4 INCH WHITE LINE, POLYUREA
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
BETHEL:
STA B 47+50.00 - STA B 53+50.00 LT & RT

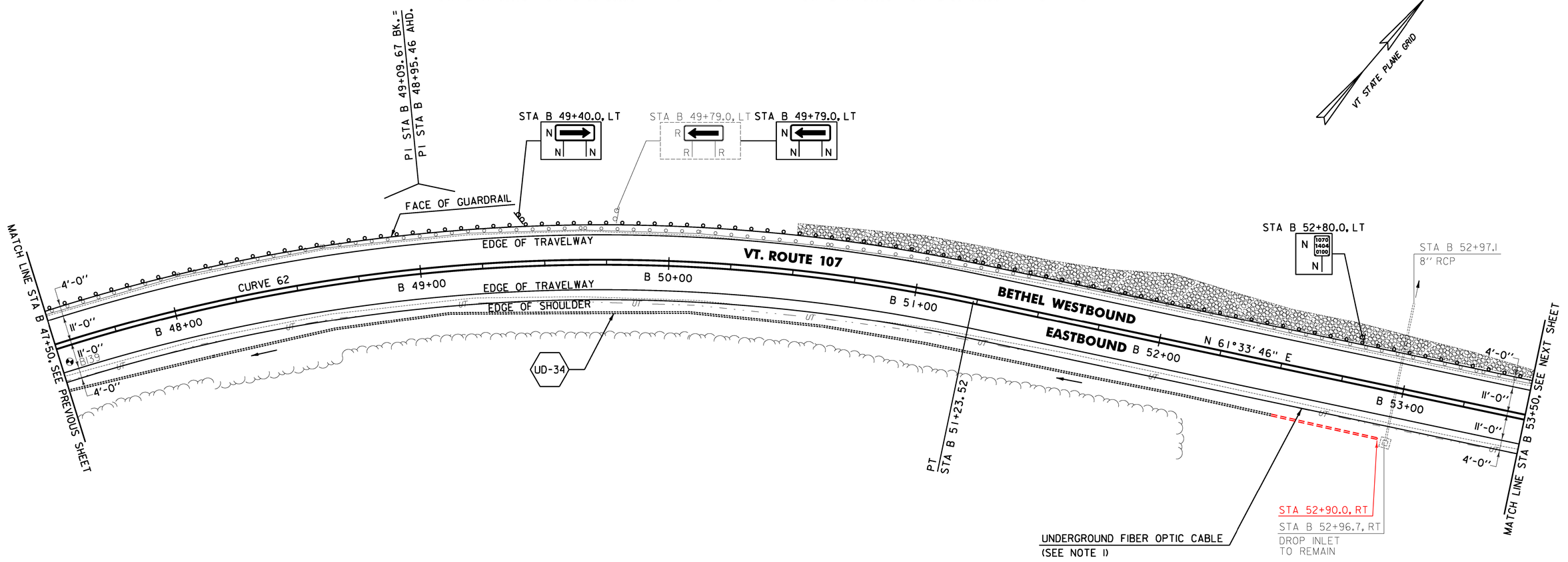
646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
BETHEL:
STA B 47+50.00 - STA B 53+50.00 — LT S, C/L -, RT S

646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
BETHEL:
STA B 47+50.00 - STA B 53+50.00 LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
BETHEL:
STA B 47+50.00 - STA B 53+50.00 — LT S, C/L -, RT S

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS)
BETHEL:
STA B 47+50.0 - STA B 53+50.0 C/L (600.0 LF)

675.50 REMOVING SIGNS
AS SHOWN - 1



604.40 CHANGE ELEVATION OF DI
STA 52+96.7 RT

613.10 STONE FILL, TYPE I
BETHEL: ~~50+97.0~~
STA B ~~50+50.0~~ - STA B 53+50.0 LT (111.1 CY)

621.205 STEEL BEAM GUARDRAIL, GALVANIZED W/8 FEET POSTS
BETHEL:
STA B 47+50.0 - STA B 53+50.0 LT (600.0 LF)

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL
BETHEL:
STA B 47+50.0 - STA B 53+50.0 LT (600.0 LF)

651.40 GRUBBING MATERIAL (6")
BETHEL: ~~50+97.0~~
STA B ~~50+50.0~~ - STA B 53+50.0 LT (299.2 SY)

~~653.20 TEMPORARY EROSION MATTING~~
~~BETHEL:~~
~~STA B 47+50.0 - STA B 49+00.0 LT (43.0 SY)~~
~~STA B 50+00.0 - STA B 53+50.0 LT (321.1 SY)~~

CURVE 62
△ = 34°55' 25"
D = 7°54' 10"
R = 725.00'
T = 228.06'
L = 441.91'
E = 35.02'
e = 0.080 FT/FT

SOIL BORING DATA			
BORING #	DEPTH (FT.)	PCC	COMMENTS
BI39	5.0	NO	BECOMES SOFT, WET AT 3'

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

NOTE:

1. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.

0 20 40
SCALE IN FEET

PROJECT LAYOUT SHEET #68

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_bdr_nul_68.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214168.1

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 101 OF 397

FILE NAME = W:\Projects\VAPV\K2\22426\CADD\MSTN\z10b214_bdr_nul_68.dgn
DATE/TIME = 3/17/2014
USER = 4916

LEGEND

ITEM 613.10 STONE FILL, TYPE I

EXISTING PAVEMENT TO BE REMOVED (SEE NOTE 2)

~~646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR~~
646.404 DURABLE 4 INCH WHITE LINE, POLYUREA
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
BETHEL:
STA B 53+50.00 - STA B 59+50.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
BETHEL:

	LT	℄	RT
STA B 53+50.00 - STA B 59+50.00	S	-	S

646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
BETHEL:
STA B 53+50.00 - STA B 59+50.00 LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
BETHEL:

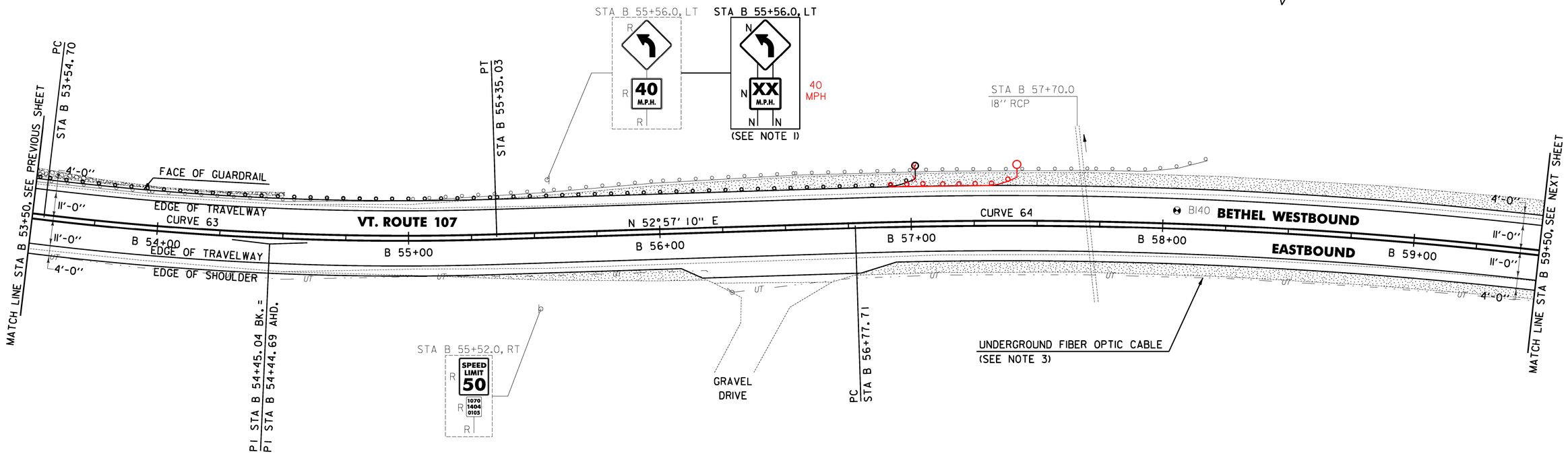
	LT	℄	RT
STA B 53+50.00 - STA B 59+50.00	S	-	S

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS)
BETHEL:
STA B 53+50.0 - STA B 59+50.0 C/L (600.0 LF)

675.50 REMOVING SIGNS
AS SHOWN - 4

N

VT STATE PLANE GRID



NOTES:

1. THE ADVISORY SPEED SHALL BE DETERMINED USING AN ESTABLISHED ENGINEERING PRACTICE AS LISTED IN SECTION 2C.08 OF THE MUTCD.
2. THE CONTRACTOR SHALL COLD PLANE THE TOP 4" OF EXISTING ROAD SURFACE, AND RECLAIM THE NEXT 8" OF THE EXISTING ROAD SURFACE AT FULL WIDTH. THE CONTRACTOR SHALL THEN PLACE 2" OF TOPSOIL AND SEED BETWEEN THE EXISTING EDGE OF SHOULDER AND THE PROPOSED EDGE OF SHOULDER AS DIRECTED BY THE ENGINEER.
3. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.

0 20 40
SCALE IN FEET

613.10 STONE FILL, TYPE I
BETHEL:
STA B 53+50.0 - STA B ~~54+50.0~~ 54+57.0 LT (6.1 CY)

621.205 STEEL BEAM GUARDRAIL, GALVANIZED W/8 FEET POSTS
BETHEL:
STA B 53+50.0 - STA B ~~57+02.0~~ 54+41.0 LT (352.0 LF)

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL
BETHEL:
STA B 53+50.0 - STA B 58+17.0 LT (467.0 LF)

621.60 ANCHOR FOR STEEL BEAM RAIL
BETHEL:
STA B 56+95.5 LT

651.40 GRUBBING MATERIAL (6")
BETHEL:
STA B 53+50.0 - STA B ~~54+50.0~~ 54+57.0 LT (14.7 SY)

~~653.20 TEMPORARY EROSION MATTING~~
~~BETHEL:~~
~~STA B 53+50.0 - STA B 54+50.0 LT (14.7 SY)~~

676.10 DELINEATOR WITH STEEL POST
BETHEL:
STA B 57+02.0 LT

SOIL BORING DATA

BORING #	DEPTH (FT.)	PCC	COMMENTS
B140	5.0	NO	

CURVE 63
△ = 8° 36' 37"
D = 4° 46' 29"
R = 1200.00'
T = 90.34'
L = 180.33'
E = 3.40'
e = 0.070 FT/FT

CURVE 64
△ = 32° 37' 43"
D = 3° 00' 56"
R = 1900.00'
T = 556.11'
L = 1082.01'
E = 79.71'
e = 0.054 FT/FT

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

PROJECT LAYOUT SHEET #69

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_bdr_nul_69.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214169.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 102 OF 397

FILE NAME = \\vtp-pw1\ANY\x2\22426\CADD_MSTN\z10b214_bdr_nul_69.dgn
DATE/TIME = 3/17/2014
USER = 4916

LEGEND

EXISTING PAVEMENT TO BE REMOVED (SEE NOTE 1)

~~646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR~~
646.404 DURABLE 4 INCH WHITE LINE, POLYUREA
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
BETHEL:
STA B 59+50.00 - STA B 65+50.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
BETHEL:
STA B 59+50.00 - STA B 65+50.00 — LT S, ℄ -, RT S

646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
BETHEL:
STA B 59+50.00 - STA B 65+50.00 LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
BETHEL:
STA B 59+50.00 - STA B 65+50.00 — LT S, ℄ -, RT S

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS)
BETHEL:
STA B 59+50.0 - STA B 65+50.0 C/L (600.0 LF)

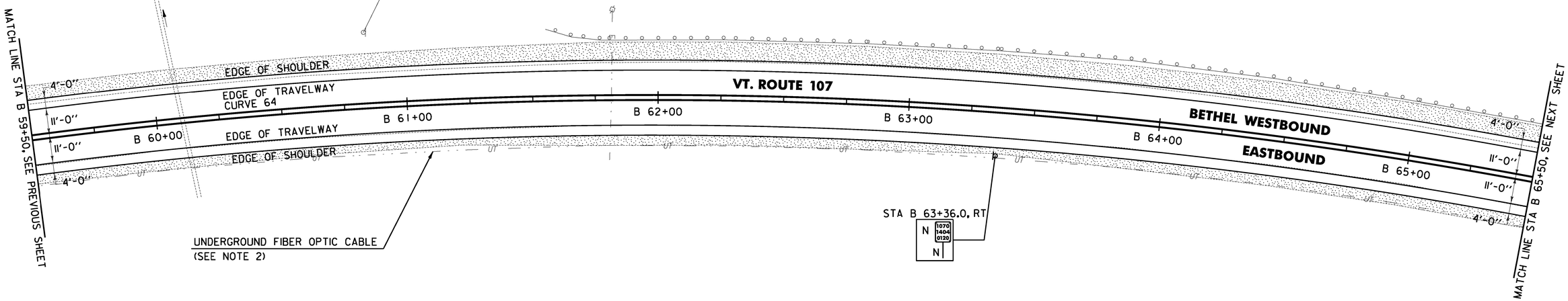
675.50 REMOVING SIGNS
AS SHOWN - 1

PI STA B 62+33.82 BK. =
PI STA B 62+03.61 AHD.

N
VT STATE PLANE GRID

STA B 60+84.0, LT
R
SHOULDER NARROWS
R

STA B 60+10.4
18" RCP



UNDERGROUND FIBER OPTIC CABLE
(SEE NOTE 2)

STA B 63+36.0, RT
N
1070
1404
0120
N

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL
BETHEL:
STA B 61+56.0 - STA B 65+50.0 LT (394.0 LF)

CURVE 64
△ = 32°37'43"
D = 3°00'56"
R = 1900.00'
T = 556.11'
L = 1082.01'
E = 79.71'
e = 0.054 FT/FT

NOTES:

1. THE CONTRACTOR SHALL COLD PLANE THE TOP 4" OF EXISTING ROAD SURFACE, AND RECLAIM THE NEXT 8" OF THE EXISTING ROAD SURFACE AT FULL WIDTH. THE CONTRACTOR SHALL THEN PLACE 2" OF ITEM 651.35 TOPSOIL AND ITEM 651.15 SEED AS DIRECTED BY THE ENGINEER.

2. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.

0 20 40
SCALE IN FEET

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

PROJECT LAYOUT SHEET #70

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_bdr_nul_70.dgn	PLOT DATE: 3/17/2014
PROJECT LEADER: D.E.G.	DRAWN BY: W.G.P.
DESIGNED BY: L.M.B.	CHECKED BY: J.P.S.
IPARM FILE: z10b214170.i	SHEET 103 OF 397

FILE NAME = W:\P-projects\ANY\K2\22426\CADD_MSTN\z10b214_bdr_nul_70.dgn
DATE/TIME = 3/17/2014
USER = 4916

646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR
646.404 DURABLE 4 INCH WHITE LINE, POLYUREA
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
BETHEL:
STA B 65+50.00 - STA B 71+50.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED

BETHEL:	LT	℄	RT
STA B 65+50.00 - STA B 71+50.00	S	-	S
STA B 70+69.02 DOUBLE SOLID LT			

646.482 DURABLE 24 INCH STOP BAR, THERMOPLASTIC OR
646.484 DURABLE 24 INCH STOP BAR, POLYUREA
BETHEL:
STA B 70+69.92 LT

646.492 DURABLE LETTER OR SYMBOL, THERMOPLASTIC OR
646.494 DURABLE LETTER OR SYMBOL, POLYUREA
BETHEL:
STA B 70+69.92 LT "S,T,O,P" (4 EA)

646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
BETHEL:
STA B 65+50.00 - STA B 71+50.00 LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED

BETHEL:	LT	℄	RT
STA B 65+50.00 - STA B 71+50.00	S	-	S
STA B 70+69.02 DOUBLE SOLID LT			

646.682 TEMPORARY 24 INCH STOP BAR, PAINT
BETHEL:
STA B 70+69.92 LT

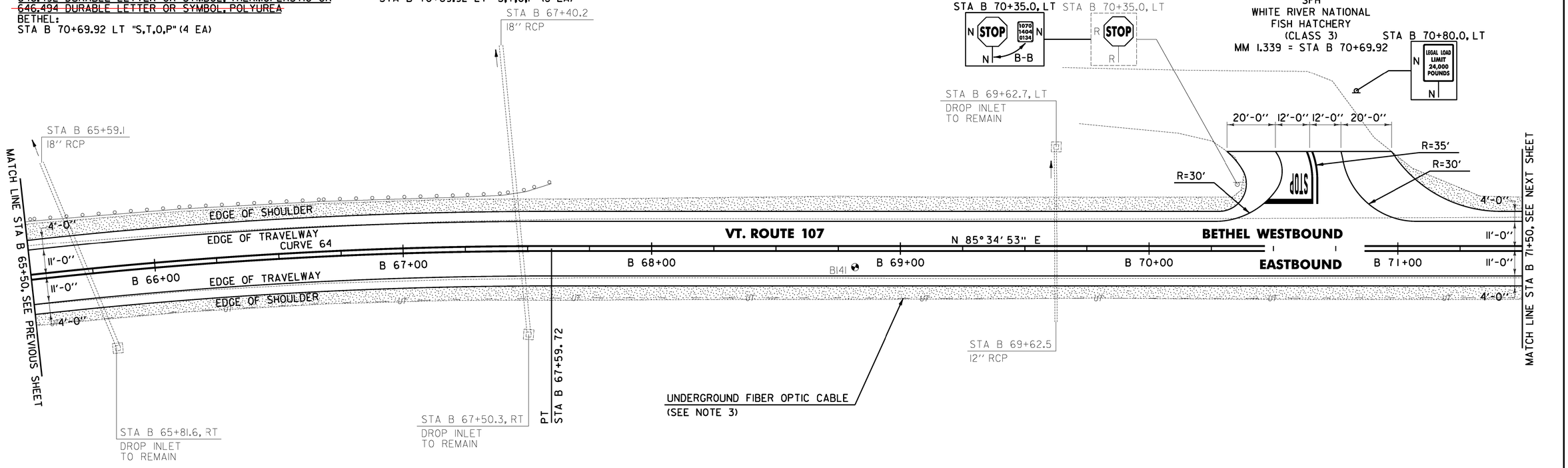
646.692 TEMPORARY LETTER OR SYMBOL, PAINT
BETHEL:
STA B 70+69.92 LT "S,T,O,P" (8 EA)

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS)
BETHEL: 70+37.0
STA B 65+50.0 - STA B ~~71+50.0~~ C/L (600.0 LF)
STA 71+22.0 - STA 71+50.0C/L

675.50 REMOVING SIGNS
AS SHOWN - 1

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL
BETHEL:
STA B 65+50.0 - STA B 67+60.0 LT (210.0 LF)

CURVE 64
Δ = 32°37'43"
D = 3°00'56"
R = 1900.00'
T = 556.11'
L = 1082.01'
E = 79.71'
e = 0.054 FT/FT



SOIL BORING DATA			
BORING #	DEPTH (FT.)	PCC	COMMENTS
B141	5.0	NO	REFUSAL AT 5'

LEGEND
EXISTING PAVEMENT TO BE REMOVED (SEE NOTE 2)

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

NOTES:

1. PAVING LIMIT ON ALL TOWN HIGHWAYS SHALL BE MEASURED 25 FT BACK FROM VT. ROUTE 107 EDGE OF SHOULDER UNLESS DENOTED OTHERWISE ON THE PLANS. OR AS DIRECTED BY THE ENGINEER.
2. THE CONTRACTOR SHALL COLD PLANE THE TOP 4" OF EXISTING ROAD SURFACE, AND RECLAIM THE NEXT 8" OF THE EXISTING ROAD SURFACE AT FULL WIDTH. THE CONTRACTOR SHALL THEN PLACE 2" OF ITEM 651.35 TOPSOIL AND ITEM 651.15 SEED AS DIRECTED BY THE ENGINEER.
3. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.

0 20 40
SCALE IN FEET

PROJECT LAYOUT SHEET #71

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(I)

FILE NAME: z10b214_bdr_nul_71.dgn	PLOT DATE: 3/17/2014
PROJECT LEADER: D.E.G.	DRAWN BY: W.G.P.
DESIGNED BY: L.M.B.	CHECKED BY: J.P.S.
IPARM FILE: z10b214171.i	SHEET 104 OF 397

FILE NAME = W:\Projects\MMY\K21\22426\CADD_MSTN\z10b214_bdr_nul_71.dgn
DATE/TIME = 3/17/2014
USER = 4916

LEGEND

EXISTING PAVEMENT TO BE REMOVED (SEE NOTE 1)

~~646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR~~
646.404 DURABLE 4 INCH WHITE LINE, POLYUREA
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
BETHEL:
STA B 71+50.00 - STA B 77+50.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
BETHEL:

	LT	℄	RT
STA B 71+50.00 - STA B 77+50.00	S	-	S

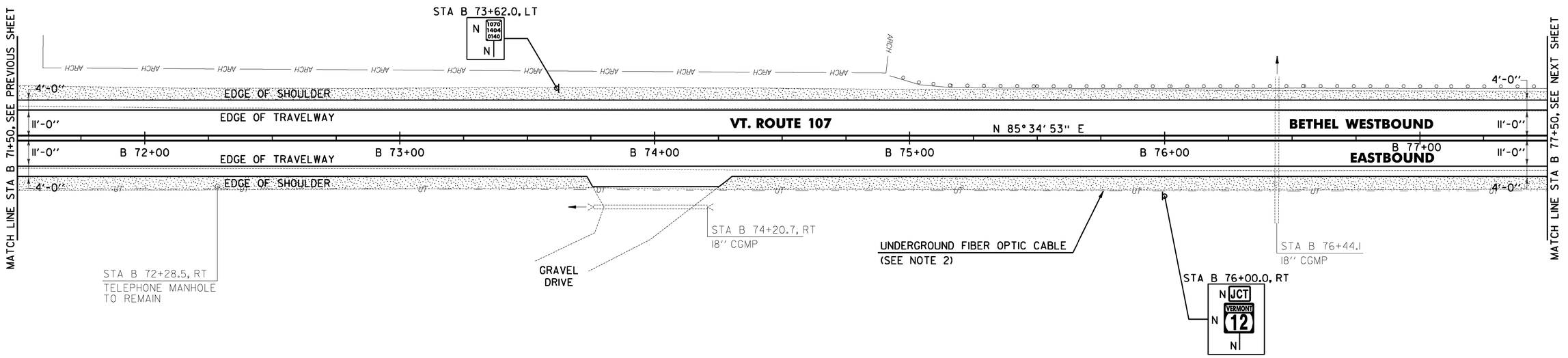
646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
BETHEL:
STA B 71+50.00 - STA B 77+50.00 LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
BETHEL:

	LT	℄	RT
STA B 71+50.00 - STA B 77+50.00	S	-	S

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS)
BETHEL:
STA B 71+50.0 - STA B 77+50.0 C/L (600.0 LF)

N
VT STATE PLANE GRID



NOTES:

1. THE CONTRACTOR SHALL COLD PLANE THE TOP 4" OF EXISTING ROAD SURFACE, AND RECLAIM THE NEXT 8" OF THE EXISTING ROAD SURFACE AT FULL WIDTH. THE CONTRACTOR SHALL THEN PLACE 2" OF ITEM 651.35 TOPSOIL AND ITEM 651.15 SEED AS DIRECTED BY THE ENGINEER.
2. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.

0 20 40
SCALE IN FEET

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL
BETHEL:
STA B 74+93.0 - STA B 77+50.0 LT (257.0 LF)

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

PROJECT LAYOUT SHEET #72

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(I)

FILE NAME: z10b214_bdr_nul_72.dgn	PLOT DATE: 3/17/2014
PROJECT LEADER: D.E.G.	DRAWN BY: W.G.P.
DESIGNED BY: L.M.B.	CHECKED BY: J.P.S.
IPARM FILE: z10b214172.i	SHEET 105 OF 397

FILE NAME = W:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_bdr_nul_72.dgn
DATE/TIME = 3/17/2014
USER = 4918

LEGEND

EXISTING PAVEMENT TO BE REMOVED (SEE NOTE 1)

~~646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR~~
646.404 DURABLE 4 INCH WHITE LINE, POLYUREA
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
BETHEL:
STA B 77+50.00 - STA B 83+50.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
BETHEL:

	LT	℄	RT
STA B 77+50.00 - STA B 83+50.00	S	-	S

STA B 82+63.20 DOUBLE SOLID RT, VT-12

~~646.482 DURABLE 24 INCH STOP BAR, THERMOPLASTIC OR~~
646.484 DURABLE 24 INCH STOP BAR, POLYUREA
BETHEL:
STA B 82+63.20 RT

646.492 DURABLE LETTER OR SYMBOL, THERMOPLASTIC OR
~~646.494 DURABLE LETTER OR SYMBOL, POLYUREA~~
BETHEL:
STA B 82+63.20 RT "S,T,O,P" (4 EA)

646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
BETHEL:
STA B 77+50.00 - STA B 83+50.00 LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
BETHEL:

	LT	℄	RT
STA B 77+50.00 - STA B 83+50.00	S	-	S

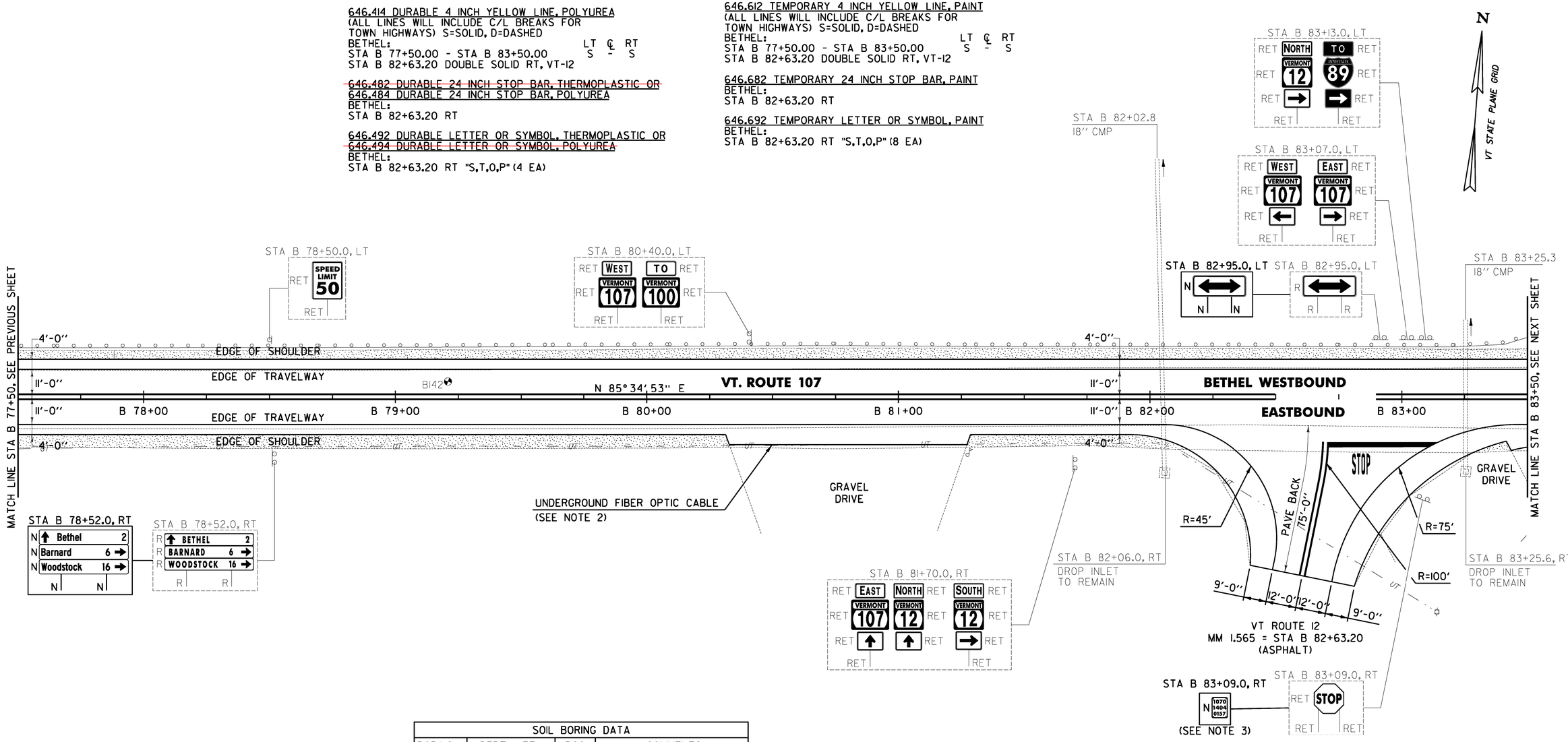
STA B 82+63.20 DOUBLE SOLID RT, VT-12

646.682 TEMPORARY 24 INCH STOP BAR, PAINT
BETHEL:
STA B 82+63.20 RT

646.692 TEMPORARY LETTER OR SYMBOL, PAINT
BETHEL:
STA B 82+63.20 RT "S,T,O,P" (8 EA)

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS)
BETHEL:
STA B 77+50.0 - STA B ~~83+50.0~~ 82+30.0 C/L (600.0 LF)

675.50 REMOVING SIGNS
AS SHOWN - 4



SOIL BORING DATA			
BORING #	DEPTH (FT.)	PCC	COMMENTS
B142	1.7	NO	REFUSAL AT 1.7'

613.10 STONE FILL, TYPE I
STA 83+00.0 - STA 83+04.0 LT

676.12 REMOVAL OF EXISTING DELINEATOR
BETHEL:
STA B 77+92.0 - STA B 79+32.0 RT (7 EA)

617.10 RELOCATE MAILBOX, SINGLE SUPPORT
BETHEL:
STA B 81+25.0 RT

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL
BETHEL:
STA B 77+50.0 - STA B 83+50.0 LT (600.0 LF)

NOTES:

1. THE CONTRACTOR SHALL COLD PLANE THE TOP 4" OF EXISTING ROAD SURFACE, AND RECLAIM THE NEXT 8" OF THE EXISTING ROAD SURFACE AT FULL WIDTH. THE CONTRACTOR SHALL THEN PLACE 2" OF ITEM 651.35 TOPSOIL AND ITEM 651.15 SEED AS DIRECTED BY THE ENGINEER.
2. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.
3. PROPOSED SIGN TO BE MOUNTED ON EXISTING SIGN POST.

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

0 20 40
SCALE IN FEET

PROJECT LAYOUT SHEET #73

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_bdr_nul_73.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214173.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 106 OF 397

FILE NAME = V:\Projects\VAHY\X21.22426\CADD_MSTN\z10b214_bdr_nul_73.dgn
DATE/TIME = 3/17/2014
USER = 4916

LEGEND

EXISTING PAVEMENT TO BE REMOVED (SEE NOTE 4)

~~646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR~~
646.404 DURABLE 4 INCH WHITE LINE, POLYUREA
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
BETHEL:
STA B 83+50.00 - STA B 89+75.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
BETHEL:

	LT	℄	RT
STA B 83+50.00 - STA B 89+75.00	S	-	S

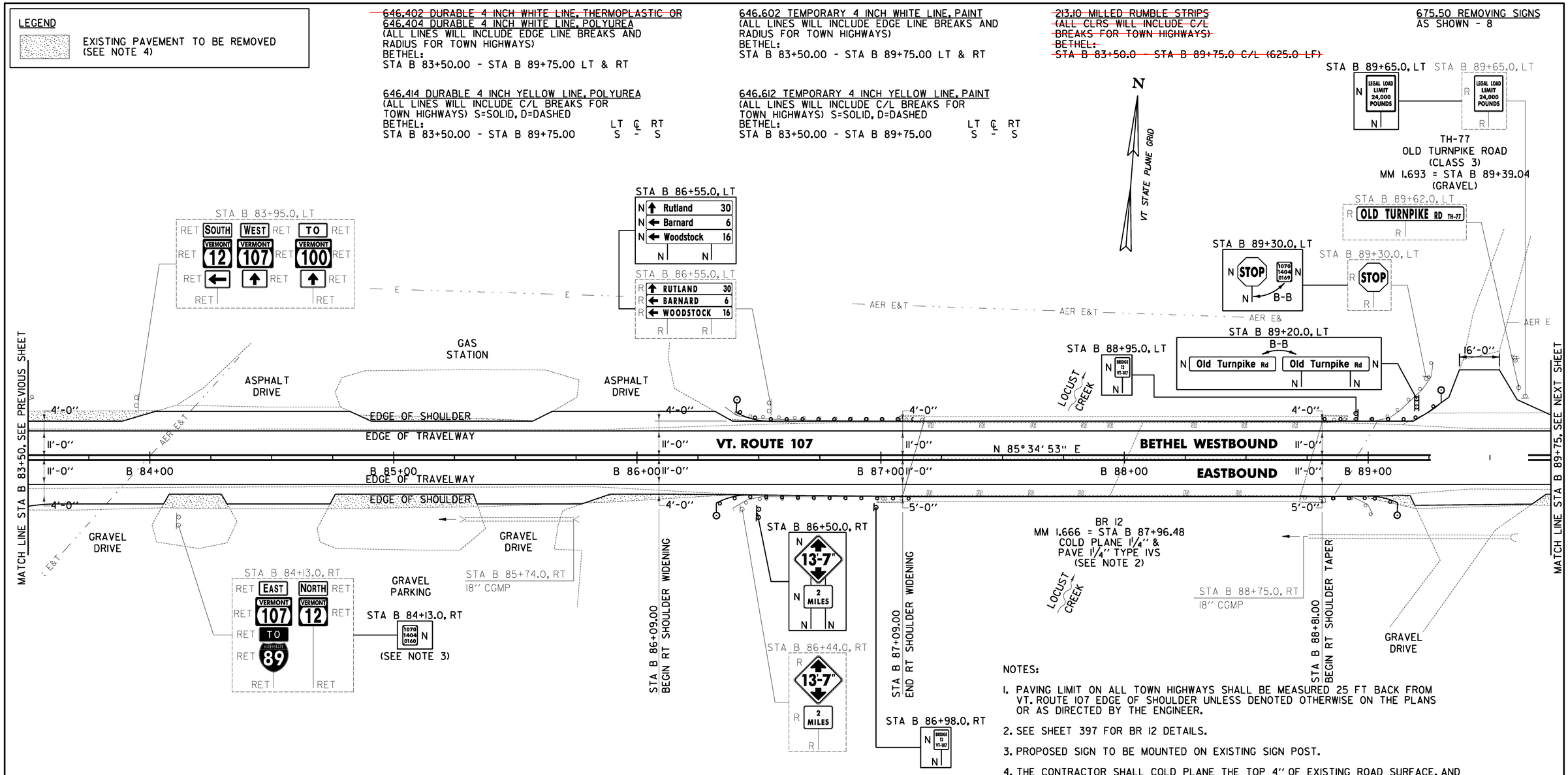
646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
BETHEL:
STA B 83+50.00 - STA B 89+75.00 LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
BETHEL:

	LT	℄	RT
STA B 83+50.00 - STA B 89+75.00	S	-	S

~~213.10 MILLED RUMBLE STRIPS~~
~~(ALL CLRS WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS)~~
~~BETHEL:~~
~~STA B 83+50.0 - STA B 89+75.0 C/L (625.0 LF)~~

675.50 REMOVING SIGNS
AS SHOWN - 8



NOTES:

1. PAVING LIMIT ON ALL TOWN HIGHWAYS SHALL BE MEASURED 25 FT BACK FROM VT. ROUTE 107 EDGE OF SHOULDER UNLESS DENOTED OTHERWISE ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
2. SEE SHEET 397 FOR BR 12 DETAILS.
3. PROPOSED SIGN TO BE MOUNTED ON EXISTING SIGN POST.
4. THE CONTRACTOR SHALL COLD PLANE THE TOP 4" OF EXISTING ROAD SURFACE, AND RECLAIM THE NEXT 8" OF THE EXISTING ROAD SURFACE AT FULL WIDTH. THE CONTRACTOR SHALL THEN PLACE 2" OF ITEM 651.35 TOPSOIL AND ITEM 651.15 SEED AS DIRECTED BY THE ENGINEER.
5. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.

0 20 40
SCALE IN FEET

621.21HD STEEL BEAM GUARDRAIL
STA 88+93.5 - STA 89+16.0 RT (4'-2" SPACING)

621.20 STEEL BEAM GUARDRAIL, GALVANIZED
BETHEL: STA B 86+25.0 - STA B 86+52.0 RT (27.0 LF)
~~STA B 86+33.0 - STA B 86+60.0 RT (27.0 LF)~~
~~STA B 86+41.0 - STA B 86+68.0 LT (27.0 LF)~~
~~STA B 88+85.5 - STA B 89+12.5 RT (27.0 LF)~~
~~STA B 89+30.0 - STA B 89+36.0 LT (14.5 LF)~~
STA B 86+45.5 - STA B 86+60.0 LT (14.5 LF)

621.60 ANCHOR FOR STEEL BEAM RAIL
BETHEL:
STA B ~~86+39.5~~ RT 86+32.0
STA B ~~86+47.5~~ LT 86+52.0
STA B ~~89+06.0~~ RT 88+94.0
STA B 89+36.0 LT

621.70 GUARDRAIL APPROACH SECTION, GALVANIZED TYPE I
BETHEL: ~~86+52.0~~ 87+02.0
STA B ~~86+60.0~~ - STA B ~~87+10.0~~ RT
86+60.0 STA B ~~86+68.0~~ - STA B ~~87+18.0~~ LT 87+10.0
STA B ~~88+80.0~~ - STA B ~~89+30.0~~ LT
~~88+88.0~~ ~~89+36.0~~

621.71 GUARDRAIL APPROACH SECTION, GALVANIZED TYPE II
BETHEL: 88+81.0 88+93.5
STA B ~~88+73.0~~ - STA B ~~88+85.5~~ RT

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL
BETHEL:
STA B 83+50.0 - STA B 83+53.0 LT (3.0 LF)
~~STA B 86+36.5 - STA B 87+18.0 LT (81.5 LF)~~ STA B 86+40.0 - STA B 87+02.0 LT (62.5 LF)
~~STA B 86+40.0 - STA B 87+10.0 RT (70.0 LF)~~ STA B 86+48.0 - STA B 87+10.0 RT (62.5 LF)
~~STA B 88+82.0 - STA B 89+36.0 LT (63.0 LF)~~ STA B 88+88.0 - STA B 89+36.0 LT (50.0 LF)
~~STA B 88+73.0 - STA B 89+02.5 RT (29.5 LF)~~ STA B 88+81.0 - STA B 89+06.0 RT (25.0 LF)

676.10 DELINEATOR WITH STEEL POST
BETHEL:
STA B 86+33.0 RT
STA B 86+41.0 LT
STA B 89+12.5 RT
STA B 89+36.0 LT

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

PROJECT LAYOUT SHEET #74

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_bdr_nul_74.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214174.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 107 OF 397

FILE NAME = W:\Projects\VAR\W2\22426\CADD_MSTN\z10b214_bdr_nul_74.dgn
DATE/TIME = 3/17/2014
USER = 4916

LEGEND

EXISTING PAVEMENT TO BE REMOVED (SEE NOTE 2)

646.402 ~~DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR~~
646.404 DURABLE 4 INCH WHITE LINE, POLYUREA
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
BETHEL:
STA B 89+75.00 - STA B 96+00.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
BETHEL:

	LT	℄	RT
STA B 89+75.00 - STA B 96+00.00	S	-	S

646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
BETHEL:
STA B 89+75.00 - STA B 96+00.00 LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
BETHEL:

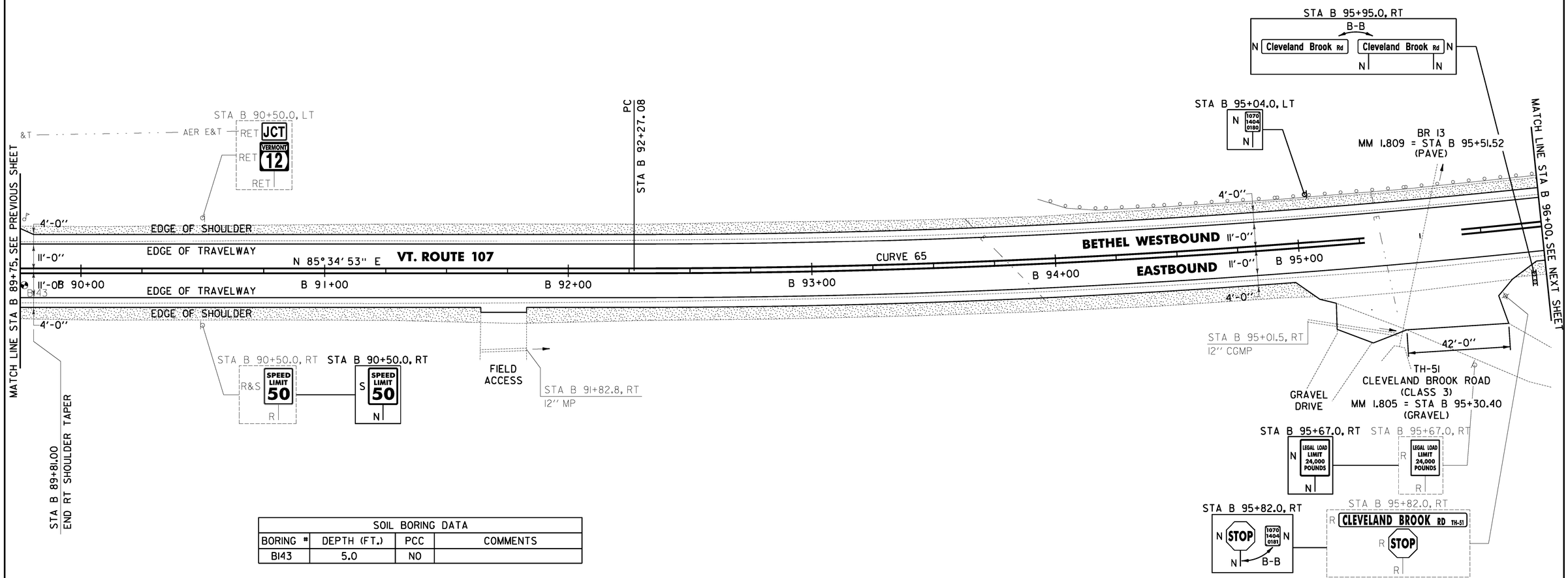
	LT	℄	RT
STA B 89+75.00 - STA B 96+00.00	S	-	S

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS)
BETHEL: ~~95+70.0~~
STA B ~~89+75.0~~ - STA B 96+00.0 C/L (625.0 LF)

675.50 REMOVING SIGNS
AS SHOWN - 4

675.60 ERECTING SALVAGED SIGNS
AS SHOWN - 1

N
VT STATE PLANE GRID



SOIL BORING DATA			
BORING #	DEPTH (FT.)	PCC	COMMENTS
B143	5.0	NO	

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL
BETHEL:
STA B 93+94.0 - STA B 96+00.0 LT (206.0 LF)

CURVE 65
△ = 23°33'16"
D = 1°35'30"
R = 3600.00'
T = 750.59'
L = 1479.98'
E = 77.42'
e = 0.030 FT/FT

NOTES:

1. PAVING LIMIT ON ALL TOWN HIGHWAYS SHALL BE MEASURED 25 FT BACK FROM VT. ROUTE 107 EDGE OF SHOULDER UNLESS DENOTED OTHERWISE ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
2. THE CONTRACTOR SHALL COLD PLANE THE TOP 4" OF EXISTING ROAD SURFACE, AND RECLAIM THE NEXT 8" OF THE EXISTING ROAD SURFACE AT FULL WIDTH. THE CONTRACTOR SHALL THEN PLACE 2" OF ITEM 651.35 TOPSOIL AND ITEM 651.15 SEED AS DIRECTED BY THE ENGINEER.
3. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.

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

0 20 40
SCALE IN FEET

PROJECT LAYOUT SHEET #75

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_bdr_nul_75.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214175.I
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 108 OF 397

FILE NAME = H:\Projects\VAHY\K21224\26\CADD\.MSTN\z10b214_bdr_nul_75.dgn
DATE/TIME = 3/17/2014
USER = 4916

LEGEND

EXISTING PAVEMENT TO BE REMOVED (SEE NOTE 1)

~~646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR~~
646.404 DURABLE 4 INCH WHITE LINE, POLYUREA
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
BETHEL:
STA B 96+00.00 - STA B 101+50.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED

BETHEL:	LT	℄	RT
STA B 96+00.00 - STA B 98+20.80	S	-	S
STA B 98+20.80 - STA B 101+50.00	S	-	D

646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
BETHEL:
STA B 96+00.00 - STA B 101+50.00 LT & RT

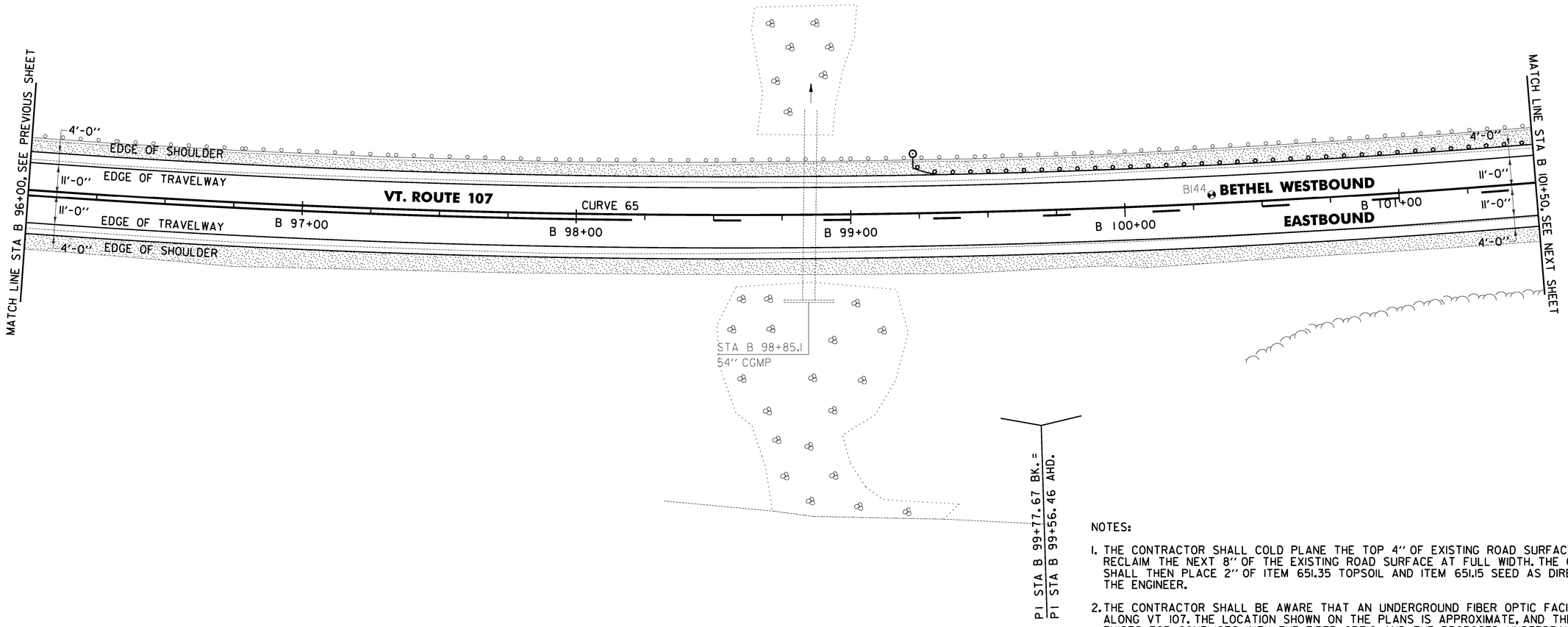
646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED

BETHEL:	LT	℄	RT
STA B 96+00.00 - STA B 98+20.80	S	-	S
STA B 98+20.80 - STA B 101+50.00	S	-	D

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS)
BETHEL:
STA B 96+00.0 - STA B 101+50.0 C/L (550.0 LF)

N

VT STATE PLANE GRID



621.20 STEEL BEAM GUARDRAIL, GALVANIZED
BETHEL:
STA B 99+23.0 - STA B 101+50.0 LT (227.0 LF)

621.60 ANCHOR FOR STEEL BEAM RAIL
BETHEL:
STA B 99+29.5 LT

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL
BETHEL:
STA B 96+00.0 - STA B 101+50.0 LT (550.0 LF)

676.10 DELINEATOR WITH STEEL POST
BETHEL:
STA B 99+23.0 LT

SOIL BORING DATA			
BORING #	DEPTH (FT.)	PCC	COMMENTS
B144	5.0	NO	

CURVE 65
△ = 23°33'16"
D = 1°35'30"
R = 3600.00'
T = 750.59'
L = 1479.98'
E = 77.42'
e = 0.030 FT/FT

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

NOTES:

1. THE CONTRACTOR SHALL COLD PLANE THE TOP 4" OF EXISTING ROAD SURFACE, AND RECLAIM THE NEXT 8" OF THE EXISTING ROAD SURFACE AT FULL WIDTH. THE CONTRACTOR SHALL THEN PLACE 2" OF ITEM 651.35 TOPSOIL AND ITEM 651.15 SEED AS DIRECTED BY THE ENGINEER.
2. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.

0 20 40
SCALE IN FEET

PROJECT LAYOUT SHEET #76

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_bdr_nul_76.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214176.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 109 OF 397

FILE NAME = W:\P-projects\ANY\K2\22426\CADD_MSTN\z10b214_bdr_nul_76.dgn
DATE/TIME = 3/17/2014
USER = 4916

LEGEND

EXISTING PAVEMENT TO BE REMOVED (SEE NOTE 2)

~~646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR~~
646.404 DURABLE 4 INCH WHITE LINE, POLYUREA
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
BETHEL:
STA B 101+50.00 - STA B 107+50.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED

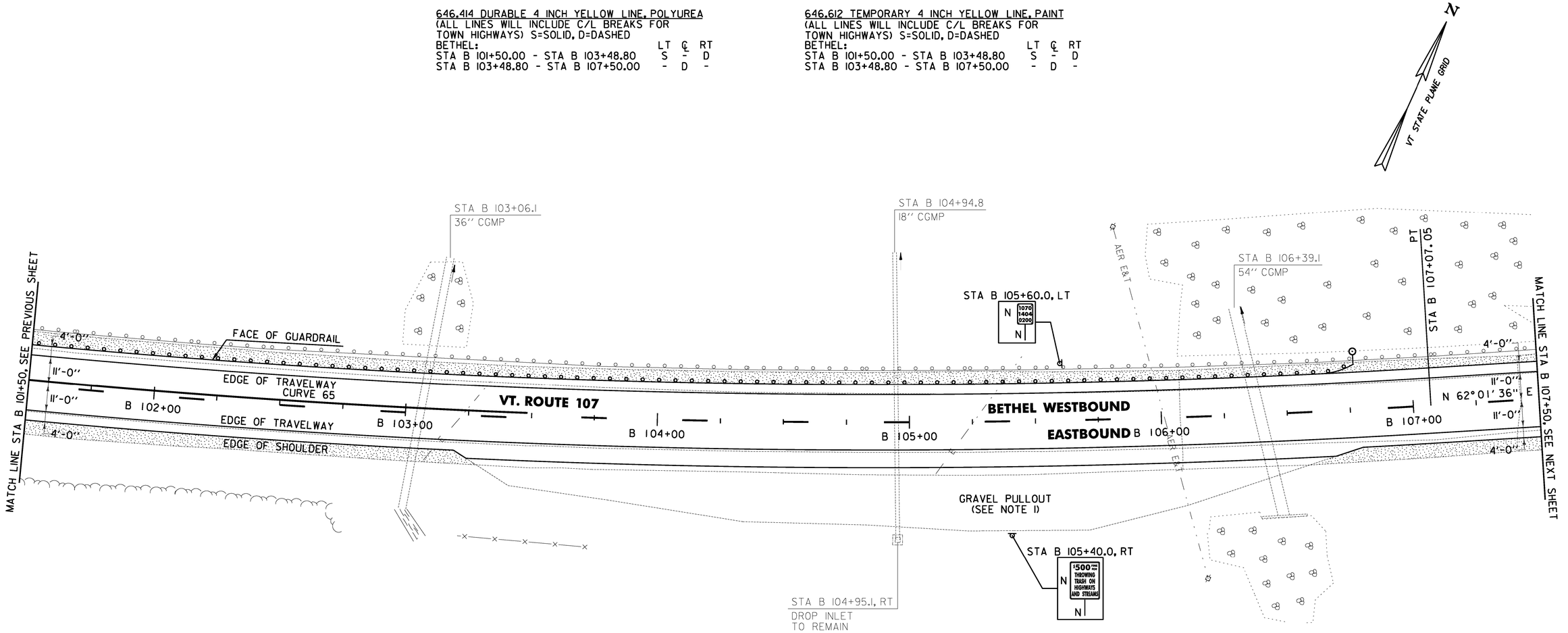
BETHEL:	LT	℄	RT
STA B 101+50.00 - STA B 103+48.80	S	-	D
STA B 103+48.80 - STA B 107+50.00	-	D	-

646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
BETHEL:
STA B 101+50.00 - STA B 107+50.00 LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED

BETHEL:	LT	℄	RT
STA B 101+50.00 - STA B 103+48.80	S	-	D
STA B 103+48.80 - STA B 107+50.00	-	D	-

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS)
BETHEL:
STA B 101+50.0 - STA B 107+50.0 C/L (600.0 LF)



NOTES:

1. PROVIDE A 4 FT WIDE, 1½" TYPE IVS APRON FOR THE EXISTING GRAVEL PULLOUT. ANY REQUIRED EXCAVATION SHALL BE PERFORMED AS DIRECTED BY THE ENGINEER AND PAID FOR UNDER ITEM 608.25 ALL PURPOSE EXCAVATOR RENTAL, TYPE I.
2. THE CONTRACTOR SHALL COLD PLANE THE TOP 4" OF EXISTING ROAD SURFACE, AND RECLAIM THE NEXT 8" OF THE EXISTING ROAD SURFACE AT FULL WIDTH. THE CONTRACTOR SHALL THEN PLACE 2" OF ITEM 651.35 TOPSOIL AND ITEM 651.15 SEED AS DIRECTED BY THE ENGINEER.
3. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.

0 20 40
SCALE IN FEET

621.20 STEEL BEAM GUARDRAIL, GALVANIZED
BETHEL:
STA B 101+50.0 - STA B 106+77.0 LT (527.0 LF)

621.60 ANCHOR FOR STEEL BEAM RAIL
BETHEL:
STA B 106+70.5 LT

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL
BETHEL:
STA B 101+50.0 - STA B 107+50.0 LT (600.0 LF)

676.10 DELINEATOR WITH STEEL POST
BETHEL:
STA B 106+77.0 LT

CURVE 65
△ = 23°33' 16"
D = 1°35' 30"
R = 3600.00'
T = 750.59'
L = 1479.98'
E = 77.42'
e = 0.030 FT/FT

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

PROJECT LAYOUT SHEET #77

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(11)

FILE NAME: z10b214_bdr_nul_77.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214177.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 110 OF 397

FILE NAME = V:\Projects\VANTAK2\22426\C4DD_MSTN\z10b214_bdr_nul_77.dgn
DATE/TIME = 3/17/2014
USER = 4916

LEGEND

EXISTING PAVEMENT TO BE REMOVED (SEE NOTE 1)

646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR
646.404 DURABLE 4 INCH WHITE LINE, POLYUREA
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA B 107+50.00 - STA B 113+50.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE: LT ℄ RT
STA B 107+50.00 - STA B 113+50.00 - D -

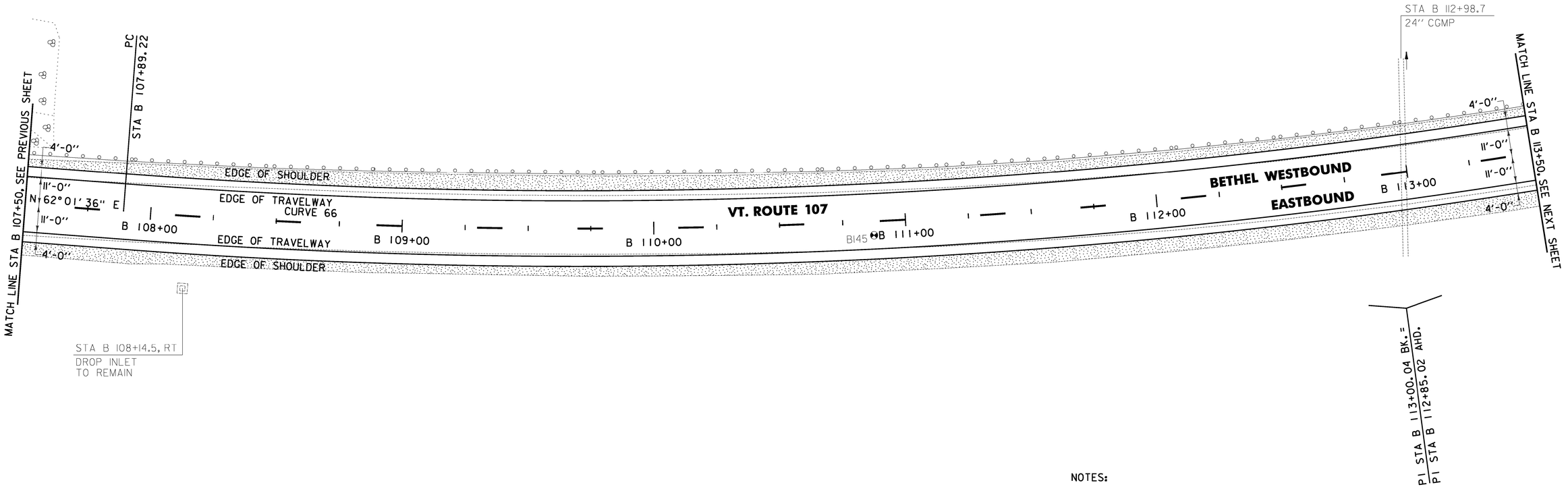
646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA B 107+50.00 - STA B 113+50.00 LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE: LT ℄ RT
STA B 107+50.00 - STA B 113+50.00 - D -

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA B 107+50.0 - STA B 113+50.0 C/L (600.0 LF)

N

VT STATE PLANE GRID



NOTES:

1. THE CONTRACTOR SHALL COLD PLANE THE TOP 4" OF EXISTING ROAD SURFACE, AND RECLAIM THE NEXT 8" OF THE EXISTING ROAD SURFACE AT FULL WIDTH. THE CONTRACTOR SHALL THEN PLACE 2" OF ITEM 651.35 TOPSOIL AND ITEM 651.15 SEED AS DIRECTED BY THE ENGINEER.

2. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.

0 20 40
SCALE IN FEET

SOIL BORING DATA			
BORING #	DEPTH (FT.)	PCC	COMMENTS
B145	5.0	NO	

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL
BETHEL:
STA B 107+50.0 - STA B 113+50.0 LT (600.0 LF)

CURVE 66
△ = 24° 01' 53"
D = 2° 23' 14"
R = 2400.00'
T = 510.83'
L = 1006.63'
E = 53.76'
e = 0.046 FT/FT

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

PROJECT LAYOUT SHEET #78

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_bdr_nul_78.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214178.I
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET III OF 397

FILE NAME = V:\Projects\VAN1\X21.22426\CADD_MSTN\z10b214_bdr_nul_78.dgn
DATE/TIME = 3/17/2014
USER = 4916

LEGEND

EXISTING PAVEMENT TO BE REMOVED (SEE NOTE 2)

~~646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR~~
646.404 DURABLE 4 INCH WHITE LINE, POLYUREA
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
BETHEL:
STA B 113+50.00 - STA B 119+50.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED

BETHEL:	LT	C/L	RT
STA B 113+50.00 - STA B 119+32.80	-	D	-
STA B 119+32.80 - STA B 119+50.00	D	-	S

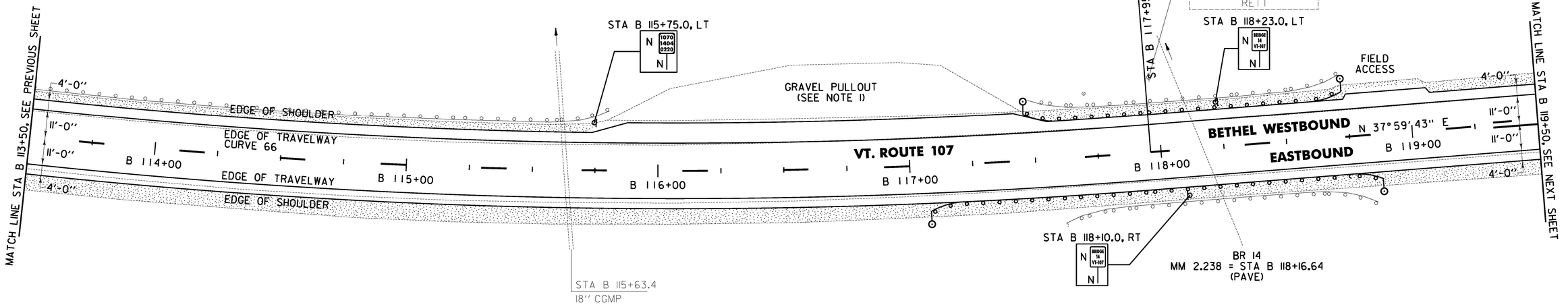
646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
BETHEL:
STA B 113+50.00 - STA B 119+50.00 LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED

BETHEL:	LT	C/L	RT
STA B 113+50.00 - STA B 119+32.80	-	D	-
STA B 119+32.80 - STA B 119+50.00	D	-	S

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS)
BETHEL:
STA B 113+50.0 - STA B 119+50.0 C/L (600.0 LF)

VT STATE PLANE GRID



621.20 STEEL BEAM GUARDRAIL, GALVANIZED
BETHEL:
STA B 117+08.0 - STA B 118+87.0 RT (179.0 LF)
STA B ~~117+44.0~~ 117+50.0 - STA B ~~118+73.0~~ 118+79.0 LT (129.0 LF)

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL
BETHEL:
STA B 113+50.0 - STA B 115+81.0 LT (231.0 LF)
STA B 117+49.0 - STA B 118+73.0 LT (124.0 LF)
STA B 117+61.0 - STA B 118+85.0 RT (124.0 LF)

621.60 ANCHOR FOR STEEL BEAM RAIL
BETHEL:
STA B 117+14.5 RT
STA B ~~117+50.5~~ LT 117+58.0
STA B ~~118+66.5~~ LT 118+70.0
STA B 118+80.5 RT

676.10 DELINEATOR WITH STEEL POST
BETHEL:
STA B 117+08.0 RT
STA B 117+44.0 LT
STA B 118+73.0 LT
STA B 118+87.0 RT

CURVE 66
△ = 24°01'53"
D = 2°23'14"
R = 2400.00'
T = 510.83'
L = 1006.63'
E = 53.76'
e = 0.046 FT/FT

NOTES:

1. PROVIDE A 4 FT WIDE, 1½" TYPE IVS APRON FOR THE EXISTING GRAVEL PULLOUT. ANY REQUIRED EXCAVATION SHALL BE PERFORMED AS DIRECTED BY THE ENGINEER AND PAID FOR UNDER ITEM 608.25 ALL PURPOSE EXCAVATOR RENTAL, TYPE I.
2. THE CONTRACTOR SHALL COLD PLANE THE TOP 4" OF EXISTING ROAD SURFACE, AND RECLAIM THE NEXT 8" OF THE EXISTING ROAD SURFACE AT FULL WIDTH. THE CONTRACTOR SHALL THEN PLACE 2" OF ITEM 651.35 TOPSOIL AND ITEM 651.15 SEED AS DIRECTED BY THE ENGINEER.
3. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.

0 20 40
SCALE IN FEET

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

PROJECT LAYOUT SHEET #79

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_bdr_nul_79.dgn	PLOT DATE: 3/17/2014
PROJECT LEADER: D.E.G.	DRAWN BY: W.G.P.
DESIGNED BY: L.M.B.	CHECKED BY: J.P.S.
IPARM FILE: z10b214179.i	SHEET 112 OF 397

FILE NAME = W:\P-projs\ANYWK2\22426\CADD_MSTN\z10b214_bdr_nul_79.dgn
DATE/TIME = 3/17/2014
USER = 4916

LEGEND

EXISTING PAVEMENT TO BE REMOVED (SEE NOTE 1)

646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR
646.404 DURABLE 4 INCH WHITE LINE, POLYUREA
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
BETHEL:
STA B 119+50.00 - STA B 125+50.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED

BETHEL:	LT	℄	RT
STA B 119+50.00 - STA B 125+50.00	D	-	S

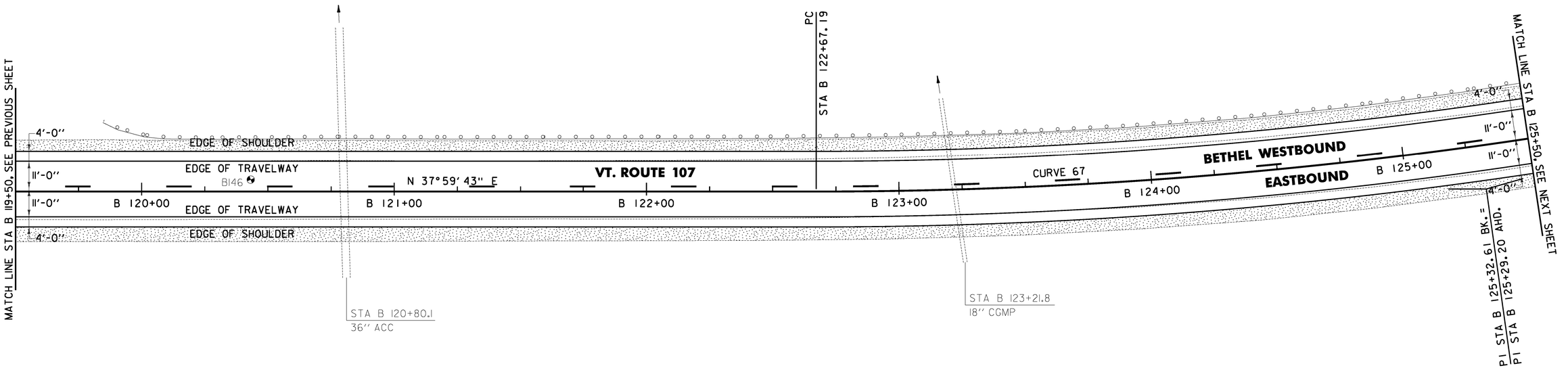
646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
BETHEL:
STA B 119+50.00 - STA B 125+50.00 LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED

BETHEL:	LT	℄	RT
STA B 119+50.00 - STA B 125+50.00	D	-	S

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS)
BETHEL:
STA B 119+50.0 - STA B 125+50.0 C/L (600.0 LF)

N
VT STATE PLANE GRID



SOIL BORING DATA			
BORING #	DEPTH (FT.)	PCC	COMMENTS
B146	2.5	NO	REFUSAL AT 2.5'

NOTES:

1. THE CONTRACTOR SHALL COLD PLANE THE TOP 4" OF EXISTING ROAD SURFACE, AND RECLAIM THE NEXT 8" OF THE EXISTING ROAD SURFACE AT FULL WIDTH. THE CONTRACTOR SHALL THEN PLACE 2" OF ITEM 651.35 TOPSOIL AND ITEM 651.15 SEED AS DIRECTED BY THE ENGINEER.
2. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.

0 20 40
SCALE IN FEET

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL
BETHEL:
STA B 119+85.0 - STA B 125+50.0 LT (565.0 LF)

CURVE 67
△ = 15°54' 17"
D = 3°00' 56"
R = 1900.00'
T = 265.41'
L = 527.42'
E = 18.45'
e = 0.054 FT/FT

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

PROJECT LAYOUT SHEET #80

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(11)
FILE NAME: z10b214_bdr_nul_80.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214180.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 113 OF 397

FILE NAME = W:\Projects\VANTAGE\22426\CADD\.MSTN\z10b214_bdr_nul_80.dgn
DATE/TIME = 3/17/2014
USER = 4916

LEGEND

EXISTING PAVEMENT TO BE REMOVED (SEE NOTE 1)

~~646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR~~
646.404 DURABLE 4 INCH WHITE LINE, POLYUREA
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
BETHEL:
STA B 125+50.00 - STA B 131+50.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED

BETHEL:	LT	℄	RT
STA B 125+50.00 - STA B 126+98.40	D	-	S
STA B 126+98.40 - STA B 131+50.00	S	-	S

646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
BETHEL:
STA B 125+50.00 - STA B 131+50.00 LT & RT

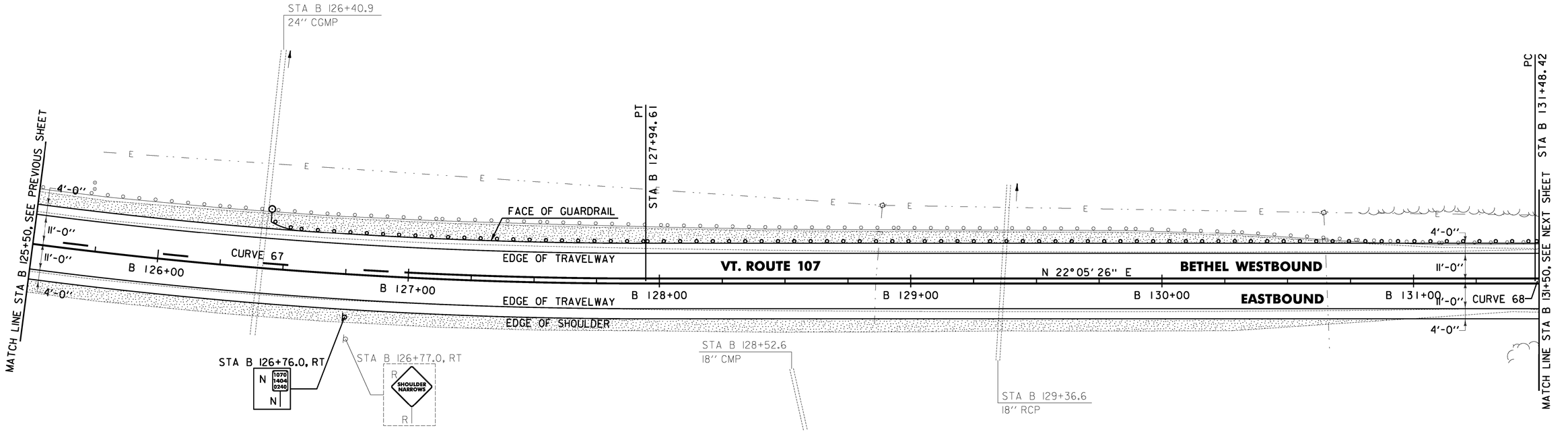
646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED

BETHEL:	LT	℄	RT
STA B 125+50.00 - STA B 126+98.40	D	-	S
STA B 126+98.40 - STA B 131+50.00	S	-	S

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS)
BETHEL:
STA B 125+50.0 - STA B 131+50.0 C/L (600.0 LF)

675.50 REMOVING SIGNS
AS SHOWN - 1

N
VT STATE PLANE GRID



NOTES:

1. THE CONTRACTOR SHALL COLD PLANE THE TOP 4" OF EXISTING ROAD SURFACE, AND RECLAIM THE NEXT 8" OF THE EXISTING ROAD SURFACE AT FULL WIDTH. THE CONTRACTOR SHALL THEN PLACE 2" OF ITEM 651.35 TOPSOIL AND ITEM 651.15 SEED AS DIRECTED BY THE ENGINEER.
2. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.

0 20 40
SCALE IN FEET

621.205 STEEL BEAM GUARDRAIL, GALVANIZED W/8 FEET POSTS
BETHEL:126+40.0
STA B ~~126+44.0~~ - STA B 131+50.0 LT (506.0 LF)

621.60 ANCHOR FOR STEEL BEAM RAIL
BETHEL:
STA B 126+50.5 LT

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL
BETHEL:
STA B 125+50.0 - STA B 131+50.0 LT (600.0 LF)

~~653.20 TEMPORARY EROSION MATTING~~
~~BETHEL:~~
~~STA B 131+00.0 - STA B 131+50.0 RT (14.4 SY)~~

676.10 DELINEATOR WITH STEEL POST
BETHEL:
STA B 126+44.0 LT

CURVE 67	
△ =	15°54' 17"
D =	3°00' 56"
R =	1900.00'
T =	265.41'
L =	527.42'
E =	18.45'
e =	0.054 FT/FT

CURVE 68	
△ =	2°37' 27"
D =	1°25' 57"
R =	4000.00'
T =	91.61'
L =	183.20'
E =	1.05'
e =	0.030 FT/FT

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

PROJECT LAYOUT SHEET #81

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(11)

FILE NAME: z10b214_bdr_nul_81.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214181.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 114 OF 397

FILE NAME = W:\Projects\VAR\K2\22426\CADD\MSTN\z10b214_bdr_nul_81.dgn
DATE/TIME = 3/17/2014
USER = 4916

646.402 ~~DURABLE~~ 4 INCH WHITE LINE, ~~THERMOPLASTIC OR~~
646.404 DURABLE 4 INCH WHITE LINE, POLYUREA
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
BETHEL:
STA B 131+50.00 - STA B 137+50.00 LT & RT

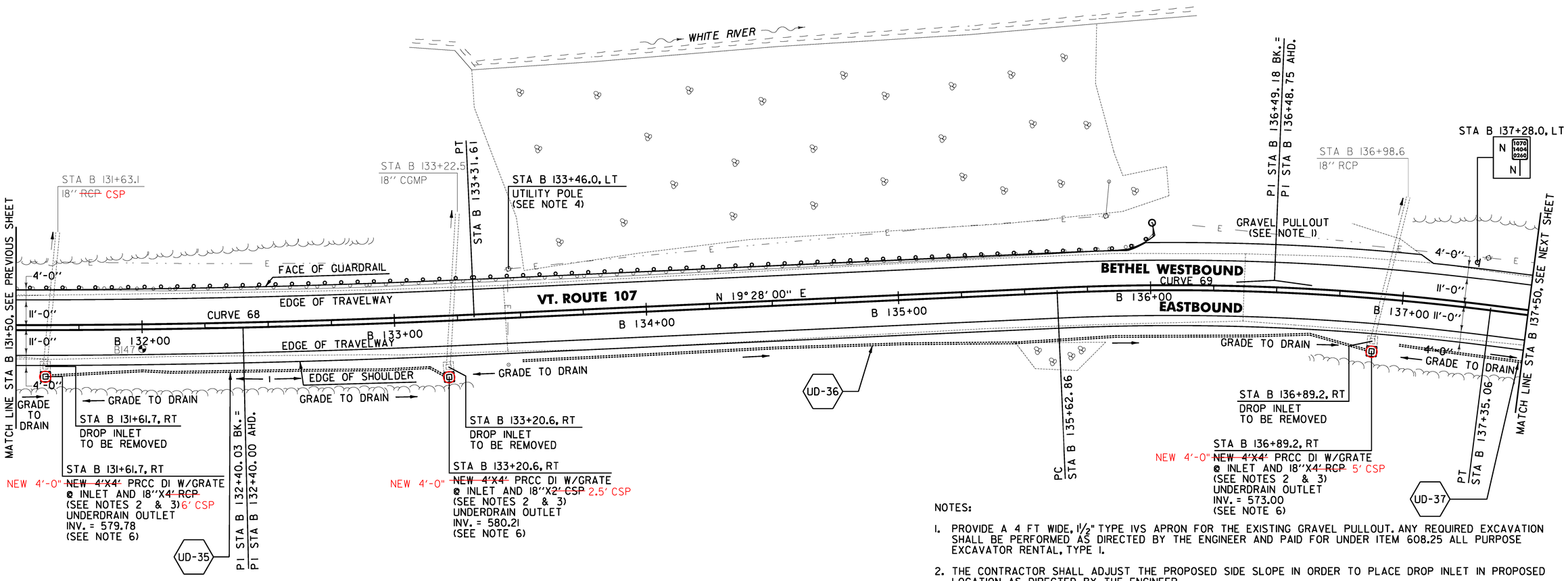
646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
BETHEL:
STA B 131+50.00 - STA B 137+50.00 LT ℄ RT
S - S

646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
BETHEL:
STA B 131+50.00 - STA B 137+50.00 LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
BETHEL:
STA B 131+50.00 - STA B 137+50.00 LT ℄ RT
S - S

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS)
BETHEL:
STA B 131+50.0 - STA B 137+50.0 C/L (600.0 LF)

VT STATE PLANE GRID



604.40 CHANGE ELEVATION OF DI
STA 131+61.7 RT
STA 133+20.6 RT

613.10 STONE FILL, TYPE I
STA 133+12.0 - STA 133+61.0 LT
STA 133+95.0 - STA 136+87.0 RT

613.11 STONE FILL, TYPE II
STA 133+20.0 - STA 133+40.0 RT (PIPE INLET)
STA 136+89.0 - STA 137+14.0 RT (PIPE INLET)

621.205 STEEL BEAM GUARDRAIL, GALVANIZED W/8 FEET POSTS
BETHEL:
STA B 131+50.0 - STA B ~~132+96.0~~ LT (146.0 LF)

621.75 REMOVE AND RESET GUARDRAIL
BETHEL:
STA B ~~132+96.0~~ - STA B ~~136+01.0~~ LT (305.0 LF)

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL
BETHEL:
STA B 131+50.0 - STA B 132+96.0 LT (146.0 LF)

621.20 STEEL BEAM GUARDRAIL
STA B 135+87.0 - STA B 136+01.0 LT (14.5 LF)

621.60 ANCHOR FOR STEEL BEAM GUARDRAIL
STA B 135+96.0 LT

~~653.20 TEMPORARY EROSION MATTING~~
~~BETHEL:~~
~~STA B 131+50.0 - STA B 137+50.0 RT (131.9 SY)~~
~~STA B 131+50.0 - STA B 132+00.0 LT (12.5 SY)~~
~~STA B 133+00.0 - STA B 133+50.0 LT (31.7 SY)~~

676.10 DELINEATOR WITH STEEL POST
BETHEL:
STA B 136+01.0 LT

SOIL BORING DATA			
BORING #	DEPTH (FT.)	PCC	COMMENTS
B147	1.25	NO	REFUSAL AT 1.25'

CURVE 68	
△	2° 37' 27"
D	1° 25' 57"
R	4000.00'
T	91.61'
L	183.20'
E	1.05'
e	0.030 FT/FT

CURVE 69	
△	9° 51' 59"
D	5° 43' 46"
R	1000.00'
T	86.31'
L	172.20'
E	3.72'
e	0.076 FT/FT

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

NOTES:

1. PROVIDE A 4 FT WIDE, 1½" TYPE IVS APRON FOR THE EXISTING GRAVEL PULLOUT. ANY REQUIRED EXCAVATION SHALL BE PERFORMED AS DIRECTED BY THE ENGINEER AND PAID FOR UNDER ITEM 608.25 ALL PURPOSE EXCAVATOR RENTAL, TYPE I.
2. THE CONTRACTOR SHALL ADJUST THE PROPOSED SIDE SLOPE IN ORDER TO PLACE DROP INLET IN PROPOSED LOCATION AS DIRECTED BY THE ENGINEER.
3. THE CONTRACTOR SHALL FIELD VERIFY THE INVERT OF EXISTING PIPE PRIOR TO ORDERING PROPOSED DRAINAGE STRUCTURE.
4. SEE SHEET 25 FOR REDUCED STEEL BEAM GUARDRAIL POST SPACING FOR UTILITY POLE DETAIL.
5. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.
6. SEE SHEET 28 FOR UNDERDRAIN DETAILS.

0 20 40
SCALE IN FEET

PROJECT LAYOUT SHEET #82

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(11)

FILE NAME: z10b214_bdr_nul_82.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214182.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 115 OF 397

FILE NAME = W:\Projects\VAN\K21\22426\CADD\.MSTN\z10b214_bdr_nul_82.dgn
DATE/TIME = 3/17/2014
USER = 4916

646.402 ~~DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR~~
646.404 DURABLE 4 INCH WHITE LINE, POLYUREA
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
BETHEL:
STA B 137+50.00 - STA B 143+50.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED

BETHEL:	LT	℄	RT
STA B 137+50.00 - STA B 143+50.00	S	-	S

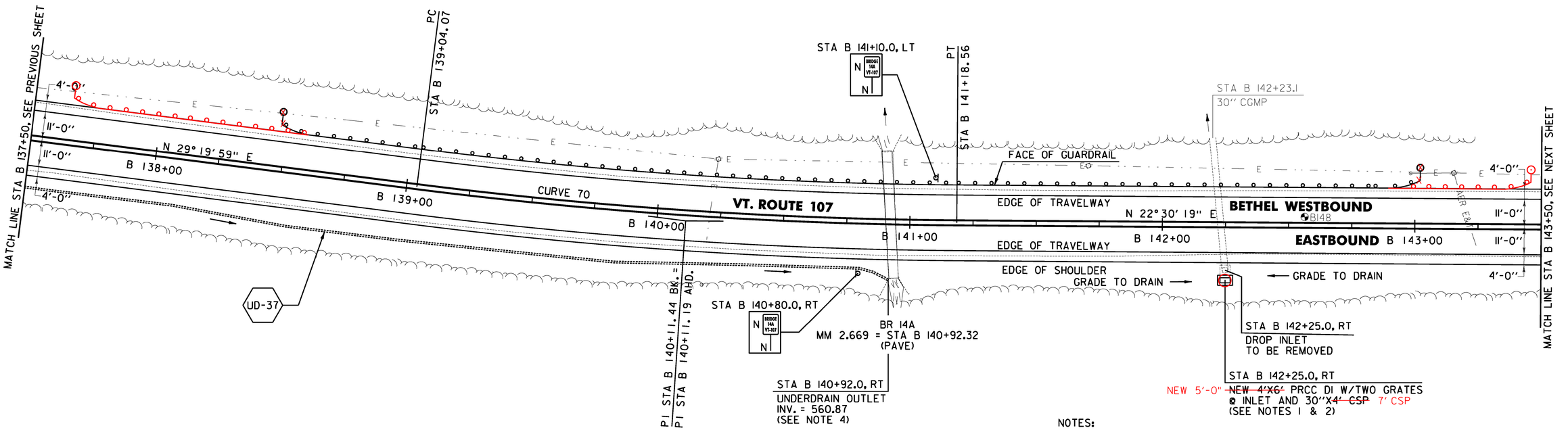
646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
BETHEL:
STA B 137+50.00 - STA B 143+50.00 LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED

BETHEL:	LT	℄	RT
STA B 137+50.00 - STA B 143+50.00	S	-	S

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS)
BETHEL:
STA B 137+50.0 - STA B 143+50.0 C/L (600.0 LF)

N
VT STATE PLANE GRID



SOIL BORING DATA			
BORING #	DEPTH (FT.)	PCC	COMMENTS
B148	5.0	NO	

NOTES:

1. THE CONTRACTOR SHALL ADJUST THE PROPOSED SIDE SLOPE IN ORDER TO PLACE DROP INLET IN PROPOSED LOCATION AS DIRECTED BY THE ENGINEER.
2. THE CONTRACTOR SHALL FIELD VERIFY THE INVERT OF EXISTING PIPE PRIOR TO ORDERING PROPOSED DRAINAGE STRUCTURE.
3. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.
4. SEE SHEET 28 FOR UNDERDRAIN DETAILS.

0 20 40
SCALE IN FEET

613.10 STONE FILL, TYPE I
STA 138+27.0 - STA 140+87.0 RT

621.205 STEEL BEAM GUARDRAIL, GALVANIZED W/8 FEET POSTS
BETHEL:
~~STA B 138+48.0 - STA B 143+02.0 LT (454.0 LF)~~
STA B 137+90.0 - STA B 143+42.0 LT (554.0 LF)

621.60 ANCHOR FOR STEEL BEAM RAIL
BETHEL:
~~STA B 138+54.5 LT~~
~~STA B 142+95.5 LT~~
STA B 137+95.0 LT
STA B 143+38.0 LT

~~653.20 TEMPORARY EROSION MATTING~~
~~BETHEL:~~
~~STA B 137+50.0 - STA B 141+00.0 RT (85.6 SY)~~
~~STA B 138+50.0 - STA B 140+00.0 LT (63.9 SY)~~
~~STA B 142+00.0 - STA B 143+50.0 LT (68.0 SY)~~

676.10 DELINEATOR WITH STEEL POST
BETHEL:
STA B 138+48.0 LT
STA B 143+02.0 LT

CURVE 70
△ = 6° 49' 39"
D = 3° 10' 59"
R = 1800.00'
T = 107.37'
L = 214.49'
E = 3.20'
e = 0.056 FT/FT

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

PROJECT LAYOUT SHEET #83

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_bdr_nul_83.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214183.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 116 OF 397

FILE NAME = W:\Projects\VAN\K2\22426\CADD_MSTN\z10b214_bdr_nul_83.dgn
DATE/TIME = 3/17/2014
USER = 4916

LEGEND

ITEM 613.10 STONE FILL, TYPE I

~~646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR~~
646.404 DURABLE 4 INCH WHITE LINE, POLYUREA
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
BETHEL:
STA B 143+50.00 - STA B 149+50.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
BETHEL:

	LT	℄	RT
STA B 143+50.00 - STA B 149+50.00	S	-	S

646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
BETHEL:
STA B 143+50.00 - STA B 149+50.00 LT & RT

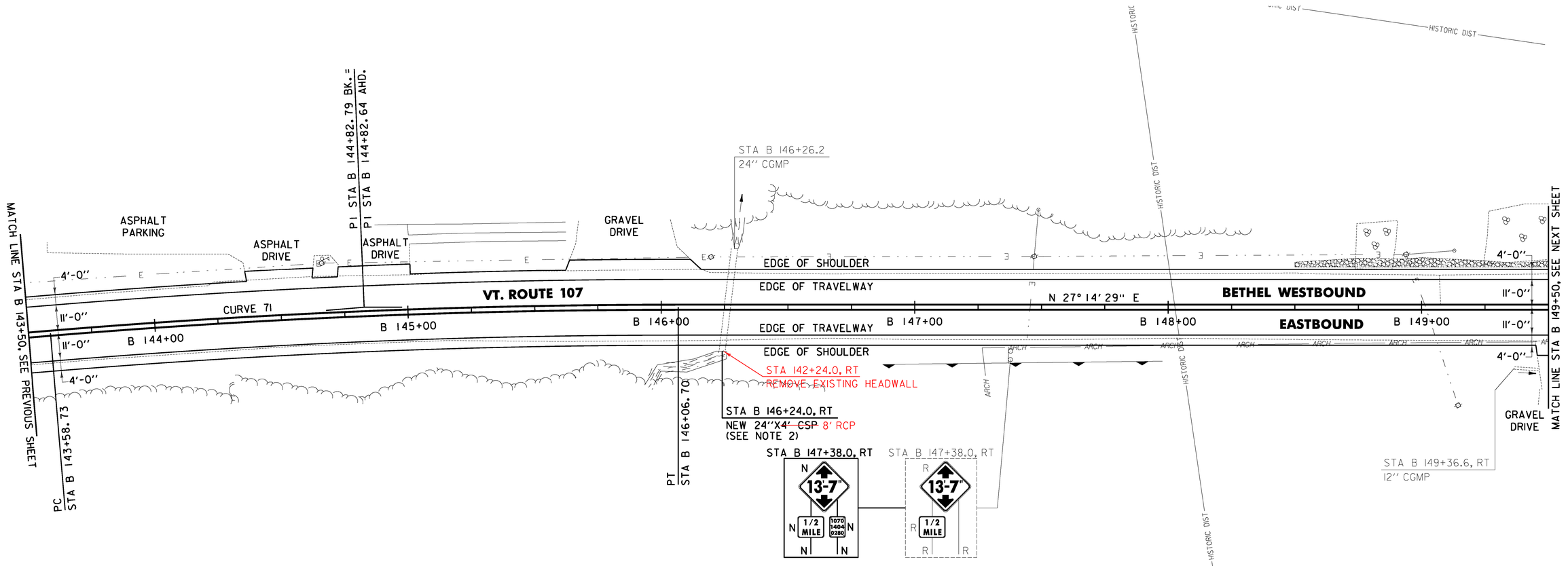
646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
BETHEL:

	LT	℄	RT
STA B 143+50.00 - STA B 149+50.00	S	-	S

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS)
BETHEL:
STA B 143+50.0 - STA B ~~149+50.0~~ 197+75.0 C/L (600.0 LF)

675.50 REMOVING SIGNS
AS SHOWN - 2

VT STATE PLANE GRID



NOTES:

1. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.
2. SEE SHEET 25 FOR PIPE EXTENSION DETAIL FOR METAL PIPES.

0 20 40
SCALE IN FEET

613.10 STONE FILL, TYPE I
BETHEL: 148+32.0 149+17.0
STA B ~~148+50.0~~ - STA B ~~149+50.0~~ LT (19.1 CY)
STA B 145+90.0 - STA B 196+97.0 RT
651.40 GRUBBING MATERIAL (6")
BETHEL: 148+32.0 149+17.0
STA B ~~148+50.0~~ - STA B ~~149+50.0~~ LT (44.7 SY)

~~653.20 TEMPORARY EROSION MATTING~~
~~BETHEL:~~
~~STA B 144+50.0 - STA B 145+00.0 RT (7.5 SY)~~
~~STA B 148+50.0 - STA B 149+50.0 LT (44.7 SY)~~

CURVE 71
△ = 4°44'09"
D = 1°54'35"
R = 3000.00'
T = 124.06'
L = 247.97'
E = 2.56'
e = 0.038 FT/FT

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

PROJECT LAYOUT SHEET #84

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(11)
FILE NAME: z10b214_bdr_nul_84.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214184.1
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 117 OF 397

FILE NAME = W:\Projects\VAR\VK2\22426\CADD_MSTN\z10b214_bdr_nul_84.dgn
DATE/TIME = 3/17/2014
USER = 4916

LEGEND

ITEM 613.10 STONE FILL, TYPE I

~~646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR~~
646.404 DURABLE 4 INCH WHITE LINE, POLYUREA
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
BETHEL:
STA B 149+50.00 - STA B 155+50.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
BETHEL:
STA B 149+50.00 - STA B 155+50.00 — LT ℄ RT: S - S

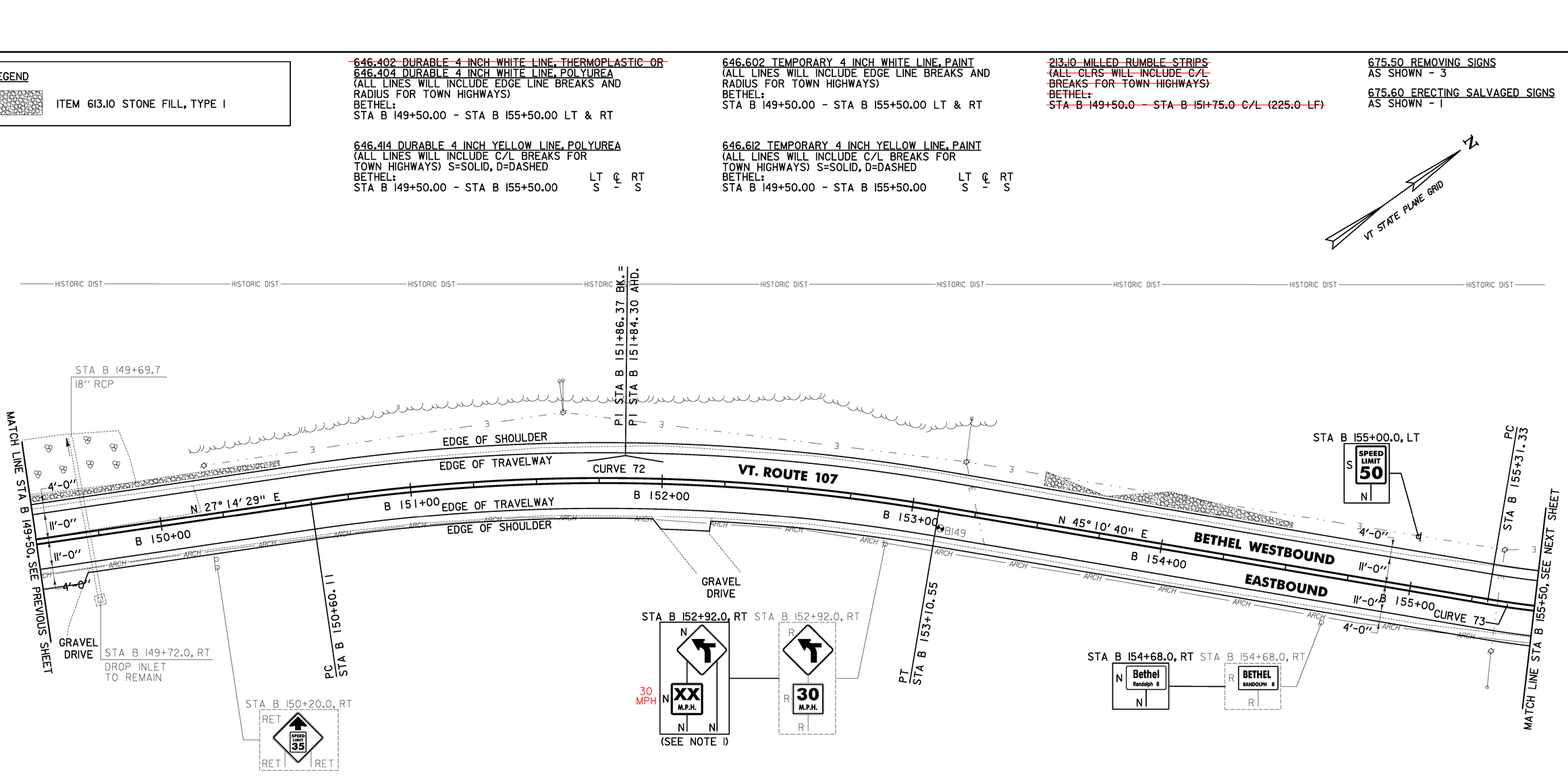
646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
BETHEL:
STA B 149+50.00 - STA B 155+50.00 LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
BETHEL:
STA B 149+50.00 - STA B 155+50.00 — LT ℄ RT: S - S

~~213.10 MILLED RUMBLE STRIPS~~
~~(ALL CLRS WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS)~~
~~BETHEL:~~
~~STA B 149+50.0 - STA B 151+75.0 C/L (225.0 LF)~~

675.50 REMOVING SIGNS
AS SHOWN - 3

675.60 ERECTING SALVAGED SIGNS
AS SHOWN - 1



SOIL BORING DATA			
BORING #	DEPTH (FT.)	PCC	COMMENTS
B149	5.0	NO	

613.10 STONE FILL, TYPE I
BETHEL: ~~149+86.0~~ 150+66.0
STA B ~~149+50.0~~ - STA B ~~150+50.0~~ LT (14.3 CY)
STA B ~~153+50.0~~ - STA B 154+50.0 LT (29.8 CY)
153+30.0

651.40 GRUBBING MATERIAL (6")
BETHEL: ~~149+86.0~~ 150+66.0
STA B ~~149+50.0~~ - STA B ~~150+50.0~~ LT (31.2 SY)
STA B ~~153+50.0~~ - STA B 154+50.0 LT (76.4 SY)
153+30.0

~~653.20 TEMPORARY EROSION MATTING~~
~~BETHEL:~~
~~STA B 149+50.0 - STA B 150+50.0 LT (31.2 SY)~~
~~STA B 153+50.0 - STA B 154+50.0 LT (76.4 SY)~~

CURVE 72		CURVE 73	
△ =	17° 56' 11"	△ =	57° 57' 25"
D =	7° 09' 43"	D =	15° 16' 44"
R =	800.00'	R =	375.00'
T =	126.25'	T =	207.68'
L =	250.44'	L =	379.33'
E =	9.90'	E =	53.67'
e =	0.080 FT/FT	e =	0.060 FT/FT

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

NOTES:

1. THE ADVISORY SPEED SHALL BE DETERMINED USING AN ESTABLISHED ENGINEERING PRACTICE AS LISTED IN SECTION 2C.08 OF THE MUTCD.
2. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.

0 20 40
SCALE IN FEET

PROJECT LAYOUT SHEET #85

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(I)

FILE NAME: z10b214_bdr_nul_85.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214185.I

PLOT DATE: 4/18/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 118 OF 397

FILE NAME = V:\Projects\VAPV\K21224265\CADD_MSTN\z10b214_bdr_nul_85.dgn
DATE/TIME = 4/18/2014
USER = 3939

646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR
646.404 DURABLE 4 INCH WHITE LINE, POLYUREA
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
BETHEL:
STA B 155+50.00 - STA B 161+50.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
BETHEL:

	LT	℄	RT
STA B 155+50.00 - STA B 161+50.00	S	-	S
STA B 156+76.32 - DOUBLE SOLID RT, TH-4			
STA B 158+18.88 - DOUBLE SOLID RT, TH-4			

646.442 DURABLE 8 INCH WHITE LINE, THERMOPLASTIC OR
646.444 DURABLE 8 INCH WHITE LINE, POLYUREA
BETHEL:
STA B 157+28.00 - STA B 157+67.00 HATCHED GORE AREA RT
STA B 160+88.20 - STA B 161+00.20 FIRE HYDRANT NO PARKING ZONE RT

646.642 TEMPORARY 8 INCH YELLOW LINE, PAINT
BETHEL:
STA B 157+28.00 - STA B 157+67.00 HATCHED GORE AREA RT
STA B 160+88.20 - STA B 161+00.20 FIRE HYDRANT NO PARKING ZONE RT

646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
BETHEL:
STA B 155+50.00 - STA B 161+50.00 LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
BETHEL:

	LT	℄	RT
STA B 155+50.00 - STA B 161+50.00	S	-	S
STA B 156+76.32 - DOUBLE SOLID RT, TH-4			
STA B 158+18.88 - DOUBLE SOLID RT, TH-4			

646.482 DURABLE 24 INCH STOP BAR, THERMOPLASTIC OR
646.484 DURABLE 24 INCH STOP BAR, POLYUREA
BETHEL:
STA B 156+76.32 RT, TH-4
STA B 158+18.88 RT, TH-4

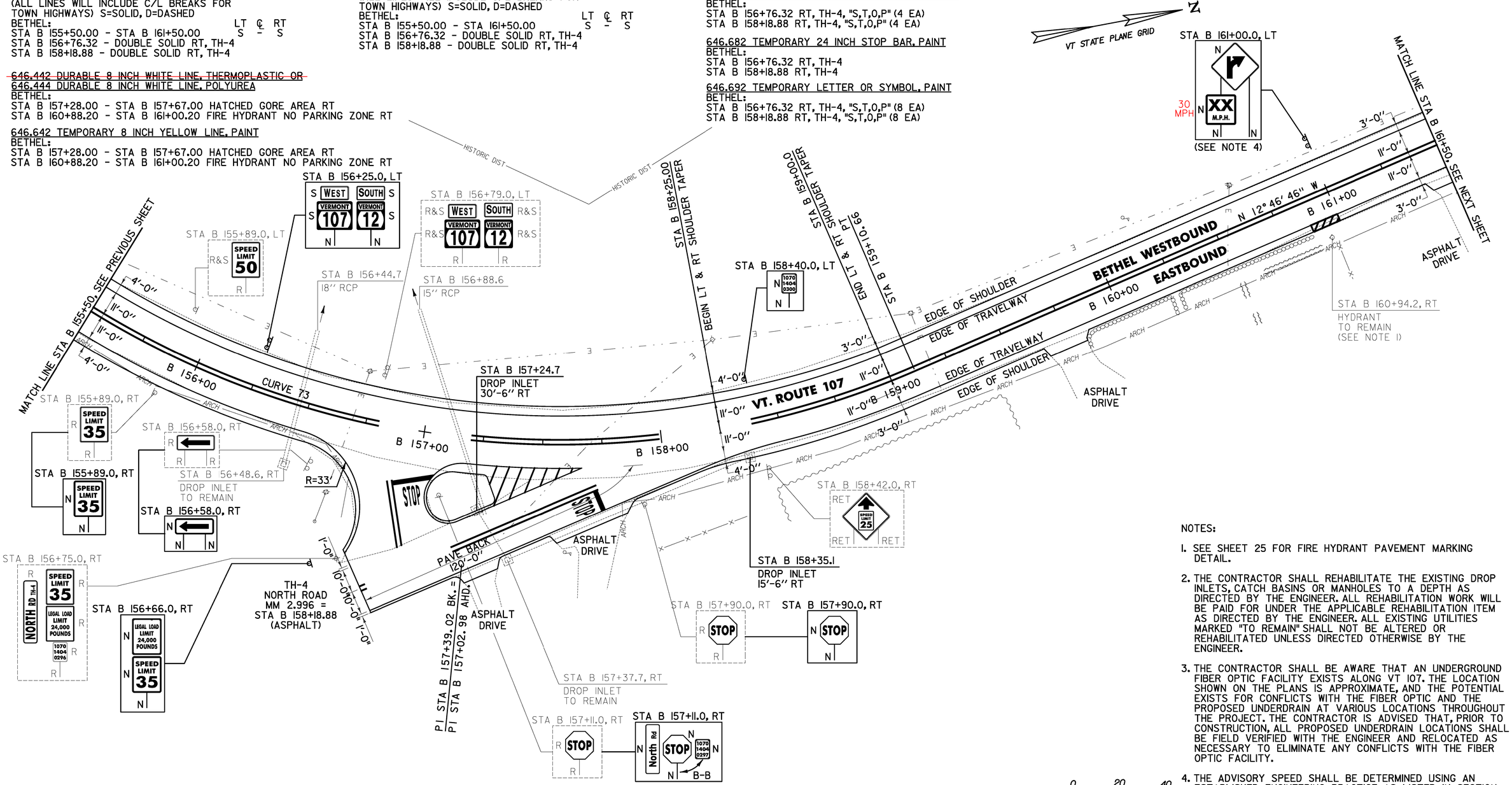
646.492 DURABLE LETTER OR SYMBOL, THERMOPLASTIC OR
646.494 DURABLE LETTER OR SYMBOL, POLYUREA
BETHEL:
STA B 156+76.32 RT, TH-4, "S,T,O,P" (4 EA)
STA B 158+18.88 RT, TH-4, "S,T,O,P" (4 EA)

646.682 TEMPORARY 24 INCH STOP BAR, PAINT
BETHEL:
STA B 156+76.32 RT, TH-4
STA B 158+18.88 RT, TH-4

646.692 TEMPORARY LETTER OR SYMBOL, PAINT
BETHEL:
STA B 156+76.32 RT, TH-4, "S,T,O,P" (8 EA)
STA B 158+18.88 RT, TH-4, "S,T,O,P" (8 EA)

675.50 REMOVING SIGNS
AS SHOWN - 13

675.60 ERECTING SALVAGED SIGNS
AS SHOWN - 4



NOTES:

1. SEE SHEET 25 FOR FIRE HYDRANT PAVEMENT MARKING DETAIL.
2. THE CONTRACTOR SHALL REHABILITATE THE EXISTING DROP INLETS, CATCH BASINS OR MANHOLES TO A DEPTH AS DIRECTED BY THE ENGINEER. ALL REHABILITATION WORK WILL BE PAID FOR UNDER THE APPLICABLE REHABILITATION ITEM AS DIRECTED BY THE ENGINEER. ALL EXISTING UTILITIES MARKED "TO REMAIN" SHALL NOT BE ALTERED OR REHABILITATED UNLESS DIRECTED OTHERWISE BY THE ENGINEER.
3. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.
4. THE ADVISORY SPEED SHALL BE DETERMINED USING AN ESTABLISHED ENGINEERING PRACTICE AS LISTED IN SECTION 2C.08 OF THE MUTCD.

0 20 40
SCALE IN FEET

604.412, 604.415, 604.418 REHAB. DROP INLETS, CATCH BASINS, OR MANHOLES CLASS I, II, OR III (SEE NOTE 2)
BETHEL:
STA B 157+24.7 RT
STA B 158+35.1 RT

CURVE 73
△ = 57° 57' 25"
D = 15° 16' 44"
R = 375.00'
T = 207.68'
L = 379.33'
E = 53.67'
e = 0.060 FT/FT

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

PROJECT LAYOUT SHEET #86

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(I)
FILE NAME: z10b214_bdr_nul_86.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214186.i
PLOT DATE: 4/18/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 119 OF 397

FILE NAME = W:\Projects\ANY\K2\22428\CADD_MSTN\z10b214_bdr_nul_86.dgn
DATE/TIME = 4/18/2014
USER = 3939

~~646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR~~
646.404 DURABLE 4 INCH WHITE LINE, POLYUREA
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
BETHEL:
STA B 161+50.00 - STA B 167+50.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED

BETHEL:	LT	℄	RT
STA B 161+50.00 - STA B 167+50.00	S	-	S

~~646.442 DURABLE 8 INCH WHITE LINE, THERMOPLASTIC OR~~
646.444 DURABLE 8 INCH WHITE LINE, POLYUREA
BETHEL:
STA B 167+32.8 - STA B 167+44.8 FIRE HYDRANT NO PARKING ZONE RT

646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
BETHEL:
STA B 161+50.00 - STA B 167+50.00 LT & RT

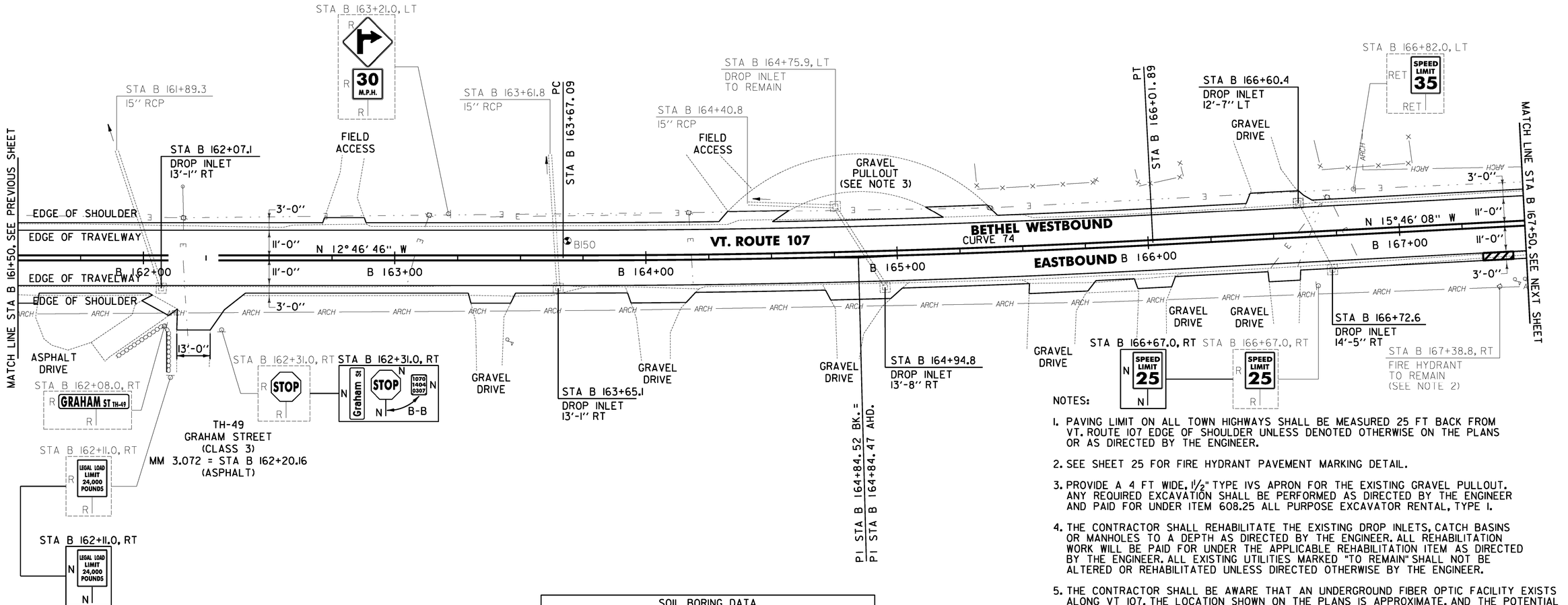
646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED

BETHEL:	LT	℄	RT
STA B 161+50.00 - STA B 167+50.00	S	-	S

646.642 TEMPORARY 8 INCH YELLOW LINE, PAINT
BETHEL:
STA B 167+32.8 - STA B 167+44.8 FIRE HYDRANT NO PARKING ZONE RT

675.50 REMOVING SIGNS
AS SHOWN - 6

VT STATE PLANE GRID N



SOIL BORING DATA			
BORING #	DEPTH (FT.)	PCC	COMMENTS
B150	5.0	NO	

NOTES:

1. PAVING LIMIT ON ALL TOWN HIGHWAYS SHALL BE MEASURED 25 FT BACK FROM VT. ROUTE 107 EDGE OF SHOULDER UNLESS DENOTED OTHERWISE ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
2. SEE SHEET 25 FOR FIRE HYDRANT PAVEMENT MARKING DETAIL.
3. PROVIDE A 4 FT WIDE, 1½" TYPE IVS APRON FOR THE EXISTING GRAVEL PULLOUT. ANY REQUIRED EXCAVATION SHALL BE PERFORMED AS DIRECTED BY THE ENGINEER AND PAID FOR UNDER ITEM 608.25 ALL PURPOSE EXCAVATOR RENTAL, TYPE I.
4. THE CONTRACTOR SHALL REHABILITATE THE EXISTING DROP INLETS, CATCH BASINS OR MANHOLES TO A DEPTH AS DIRECTED BY THE ENGINEER. ALL REHABILITATION WORK WILL BE PAID FOR UNDER THE APPLICABLE REHABILITATION ITEM AS DIRECTED BY THE ENGINEER. ALL EXISTING UTILITIES MARKED "TO REMAIN" SHALL NOT BE ALTERED OR REHABILITATED UNLESS DIRECTED OTHERWISE BY THE ENGINEER.
5. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.

0 20 40
SCALE IN FEET

604.40 CHANGE ELEVATION OF DI
STA B 164+75.9 LT

604.412, 604.415, 604.418 REHAB. DROP INLETS, CATCH BASINS, OR MANHOLES CLASS I, II, OR III
(SEE NOTE 4)
BETHEL:
STA B 162+07.1 RT
STA B 163+65.1 RT
STA B 164+94.8 RT
STA B 166+60.4 LT
STA B 166+72.6 RT

CURVE 74
△ = 2° 59' 22"
D = 1° 16' 24"
R = 4500.00'
T = 117.42'
L = 234.79'
E = 1.53'
e = NC

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

PROJECT LAYOUT SHEET #87

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(11)
FILE NAME: z10b214_bdr_nul_87.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214187.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 120 OF 397

FILE NAME = V:\Projects\ANY\K2\22428\CADD_MSTN\z10b214_bdr_nul_87.dgn
DATE/TIME = 3/17/2014
USER = 4916

~~646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR~~
646.404 DURABLE 4 INCH WHITE LINE, POLYUREA
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
BETHEL:
STA B 167+50.00 - STA B 170+28.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED

BETHEL:	LT	℄	RT
STA B 167+50.00 - STA B 170+28.00	S	-	S

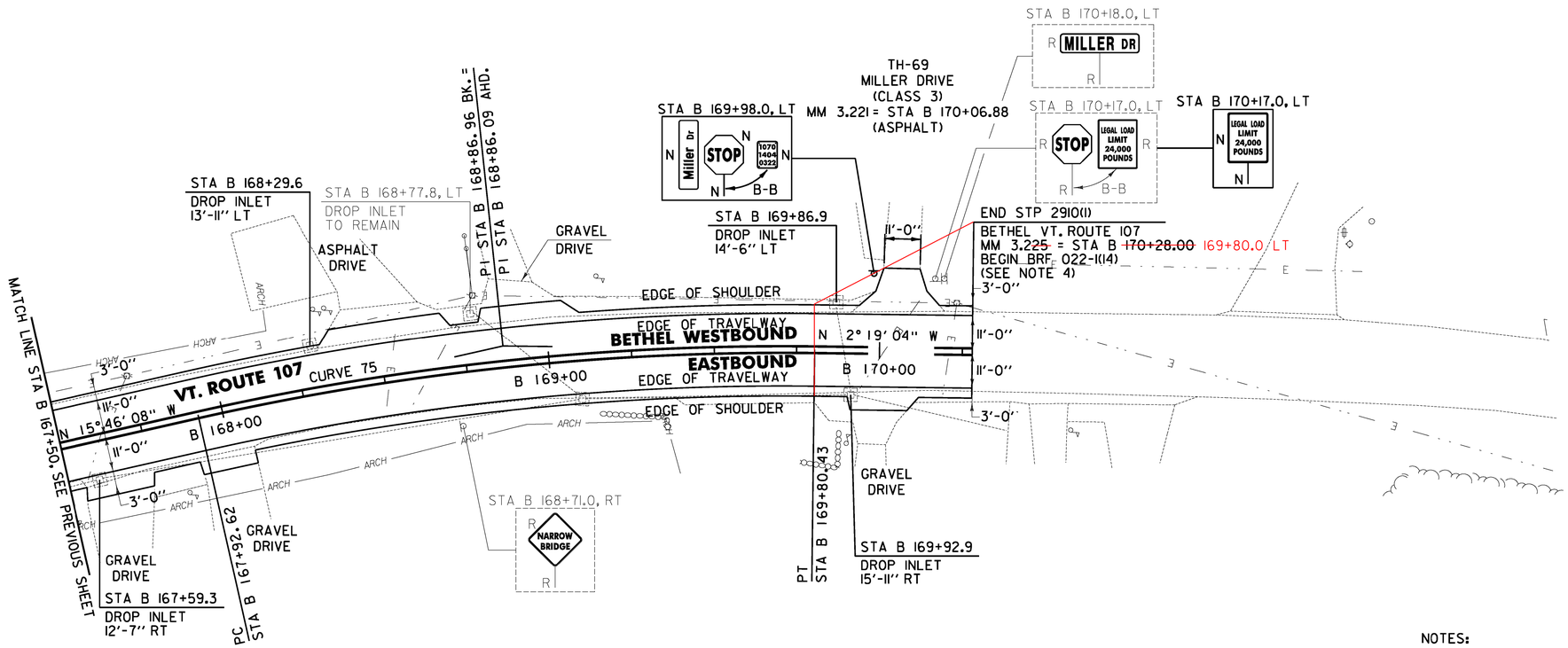
646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
BETHEL:
STA B 167+50.00 - STA B 170+28.00 LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED

BETHEL:	LT	℄	RT
STA B 167+50.00 - STA B 170+28.00	S	-	S

675.50 REMOVING SIGNS
AS SHOWN - 4

N
VT STATE PLANE GRID



NOTES:

1. PAVING LIMIT ON ALL TOWN HIGHWAYS SHALL BE MEASURED 25 FT BACK FROM VT. ROUTE 107 EDGE OF SHOULDER UNLESS DENOTED OTHERWISE ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
2. THE CONTRACTOR SHALL REHABILITATE THE EXISTING DROP INLETS, CATCH BASINS OR MANHOLES TO A DEPTH AS DIRECTED BY THE ENGINEER. ALL REHABILITATION WORK WILL BE PAID FOR UNDER THE APPLICABLE REHABILITATION ITEM AS DIRECTED BY THE ENGINEER. ALL EXISTING UTILITIES MARKED "TO REMAIN" SHALL NOT BE ALTERED OR REHABILITATED UNLESS DIRECTED OTHERWISE BY THE ENGINEER.
3. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.
4. SEE SHEET 22 FOR RECLAIMED APPROACH AREA DETAILS.

0 20 40
SCALE IN FEET

604.412, 604.415, 604.418 REHAB. DROP INLETS, CATCH BASINS, OR MANHOLES CLASS I, II, OR III (SEE NOTE 2)
BETHEL:
STA B 167+59.3 RT — STA B 169+07.0 RT
STA B 168+29.6 LT — STA B 168+78.0 LT
~~STA B 169+86.9 LT~~
~~STA B 169+92.9 RT~~

CURVE 75
Δ = 13° 27' 04"
D = 7° 09' 43"
R = 800.00'
T = 94.34'
L = 187.81'
E = 5.54'
e = NC

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

PROJECT LAYOUT SHEET #88

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_bdr_nul_88.dgn	PLOT DATE: 3/17/2014
PROJECT LEADER: D.E.G.	DRAWN BY: W.G.P.
DESIGNED BY: L.M.B.	CHECKED BY: J.P.S.
IPARM FILE: z10b214188.i	SHEET 121 OF 397

FILE NAME = W:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_bdr_nul_88.dgn
DATE/TIME = 3/17/2014
USER = 4916

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET 1

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS EA	WIDTH (in)	HEIGHT (in)	NEW & SALVAGED SIGNS "A"	"B"	SALV SIGN	SALV TIS	EXIST POST RETAIN	SALVAGE	NEW SIGN POSTS NO. OF POSTS	FLANGED CHANNEL lb/ft 1.12	2.0	3.0	SQUARE STEEL (in) lb/ft 1.88	1.75	2.0	2.42	2.5	3.35	ANCHOR	SLEEVE	TUBULAR STEEL Ø (in) FOUND-ATION	3.0	3.5	4.0	5.0 lb/ft 7.6	9.0	10.8	14.6	W-SHAPE STEEL FTG. SIZE 24"	30"	WEIGHT	POST SIZE	SIGN REQUIRED	REMARKS SHSM = FHWA STANDARD HIGHWAY SIGNS AND MARKINGS BOOK	SIGN DETAIL DETAIL IN SHSM	DETAIL ON DWG. NUMBER	STD. SHEET NUMBER
VT. 100 N.B. APPROACH STOCKBRIDGE: SIGN #1, RT	JCT VERMONT 107	1 1	21 30	15 24	2.19 5.00						1						X			X																SIGN ID CODE M2-1, GREEN ON WHITE SIGN ID CODE MI-5	X		E-136B
SIGN #2, RT	NEW TRAFFIC PATTERN AHEAD	1	36	36	9.00						2						X			X																	SIGN ID CODE W23-2 SIGN SHALL BE TYPE IX FLUORESCENT YELLOW	X		
SIGN #3, RT	NORTH EAST TO	1 1 1	24 24 24	12 12 12	2.00 2.00 2.00						2												~~2~~	~~20~~												X	SIGN ID CODE M3-1, GREEN ON WHITE SIGN ID CODE M3-2, GREEN ON WHITE SIGN ID CODE M4-5, WHITE ON BLUE	X X X		
	VERMONT 100 VERMONT 107 AUGUSTA 89	1 1 1	30 30 24	24 24 24	5.00 5.00 4.00																															SIGN ID CODE MI-5 SIGN ID CODE MI-5 SIGN ID CODE MI-1	 X		E-136B E-136B
		1 1 1	21 21 21	15 15 15	2.19 2.19 2.19																															SIGN ID CODE M5-1L, GREEN ON WHITE SIGN ID CODE M6-3, GREEN ON WHITE SIGN ID CODE M6-3, WHITE ON BLUE	X X X		
SIGN #4, RT	WATCH FOR TURNING VEHICLES	1	36	36	9.00						2						X			X																	SIGN ID CODE VW-205			E-154
SIGN #5, RT		1	36	36	9.00						2						X			X																	SIGN ID CODE WI-10R SIGN SHALL BE FLUORESCENT YELLOW	X		
VT. ROUTE 107 STOCKBRIDGE: 0+00.0, RT	Bethel 10 Stockbridge 1 Rochester 9 PARK - RIDE 1070 1419 0000	1 1 1	72 72 72	12 12 12	6.00 6.00 6.00						2												~~2~~	~~18~~													SIGN ID CODE VDI-1a SIGN ID CODE VDI-1a SIGN ID CODE VDI-1a		144 144 144	
		1 1	30 6	36 10	7.50 0.42																															SIGN ID CODE D4-2L SIGN ID CODE VD-700	X		E-138
0+50.0, LT	SOUTH VERMONT 100	1 1	24 30	12 24	2.00 5.00						1						X			X																	SIGN ID CODE M3-3, GREEN ON WHITE SIGN ID CODE MI-5	X		E-136B
FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND THE VTRANS "SIGN POST DESIGN GUIDELINE."												LF	LF	LF	LF	LF 112	LF		EA			LB 382	LB	LB	LB												
TOTALS			SF 93.68	SF	EA.	SF						LF			LF 112					EA. 4		LB 382				EA.	EA.	LB									

TRAFFIC SIGN SUMMARY SHEET #1

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_tss_01.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214tss1.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 122 OF 397

FILE NAME = W:\Projects\VANY\K21\22425\CADD_MSTN\z10b214_tss_01.dgn
DATE/TIME = 3/17/2014
USER = 4916

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET 2

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS EA	WIDTH (in)	HEIGHT (in)	NEW & SALVAGED SIGNS "A"	"B"	SALV SIGN	SALV TIS	EXIST POST RETAIN	EXIST POST SALVAGE	NEW SIGN POSTS NO. OF POSTS	FLANGED CHANNEL lb/ft 1.12	2.0	3.0	SQUARE STEEL (in) lb/ft 1.75 1.88	2.0 2.42	2.5 3.35	ANCHOR	SLEEVE	TUBULAR STEEL Ø (in) FOUNDATION	lb/ft 3.0 7.6	3.5 9.0	4.0 10.8	5.0 14.6	W-SHAPE STEEL FTG. SIZE 24"	30"	WEIGHT	POST SIZE	SIGN FRAME REQUIRED	REMARKS SHSM = FHWA STANDARD HIGHWAY SIGNS AND MARKINGS BOOK	SIGN DETAIL DETAIL IN SHSM	DETAIL ON DWG. NUMBER	STD. SHEET NUMBER
VT. ROUTE 107 STOCKBRIDGE: 2+00.0, RT	NORTH EAST	1 1	24 24	12 12	2.00 2.00						2									2	160								X	SIGN ID CODE M3-1, GREEN ON WHITE SIGN ID CODE M3-2, GREEN ON WHITE	X X		
	VERMONT 100 VERMONT 107	1 1	30 30	24 24	5.00 5.00																									SIGN ID CODE MI-5 SIGN ID CODE MI-5			E-136B E-136B
		1 1	21 21	15 15	2.19 2.19																									SIGN ID CODE M6-1, GREEN ON WHITE SIGN ID CODE M6-3, GREEN ON WHITE	X X		
	1070 1419 0004	1	6	10	0.42																									SIGN ID CODE VD-700			E-138
2+64.0, LT	STOP	1	30	30	6.25						1					X		X												SIGN ID CODE RI-1	X		
2+68.0, LT	STOP	1	36	36	9.00						2					X		X												SIGN ID CODE RI-1	X		
3+77.0, LT	SOUTH END NORTH	1 1 1	24 24 24	12 12 12	2.00 2.00 2.00						2									~~2~~	~~172~~								X	SIGN ID CODE M3-3, GREEN ON WHITE SIGN ID CODE M4-6, GREEN ON WHITE SIGN ID CODE M3-1, GREEN ON WHITE	X X	145	
	VERMONT 100 VERMONT 107 VERMONT 100	1 1 1	30 30 30	24 24 24	5.00 5.00 5.00																									SIGN ID CODE MI-5 SIGN ID CODE MI-5 SIGN ID CODE MI-5			E-136B E-136B E-136B
		1 1	21 21	15 15	2.19 2.19																									SIGN ID CODE M6-3 SIGN ID CODE M6-1	X X		
FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND THE VTRANS "SIGN POST DESIGN GUIDELINE."												LF	LF	LF	LF	LF 42	LF	EA			LB 332	LB	LB	LB									
	TOTALS				SF 59.43	SF	EA.	SF				LF			LF 42					EA. 4	LB 332				EA.	EA.	LB						

TRAFFIC SIGN SUMMARY SHEET #2

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_tss_02.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214tss2.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 123 OF 397

FILE NAME = W:\Projects\VANYVK2\22426\CADD_MSTN\z10b214_tss_02.dgn
DATE/TIME = 3/17/2014
USER = 4916

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET 3

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS EA	WIDTH (in)	HEIGHT (in)	NEW & SALVAGED SIGNS "A"	"B"	SALV SIGN	SALV TIS	EXIST POST RETAIN	EXIST POST SALVAGE	NEW SIGN POSTS NO. OF POSTS	FLANGED CHANNEL lb/ft 1.12	2.0	3.0	SQUARE STEEL (in) lb/ft 1.75 1.88	2.0 2.42	2.5 3.35	ANCHOR	SLEEVE	TUBULAR STEEL Ø (in) FOUNDATION	3.0 7.6	3.5 9.0	4.0 10.8	5.0 14.6	W-SHAPE STEEL FTG. SIZE 24"	30"	WEIGHT	POST SIZE	SIGN FRAME REQUIRED	REMARKS SHSM = FHWA STANDARD HIGHWAY SIGNS AND MARKINGS BOOK	SIGN DETAIL DETAIL IN SHSM	DETAIL ON DWG. NUMBER	STD. SHEET NUMBER
VT. ROUTE 107 STOCKBRIDGE: 5+77.0, LT	Pittsfield 3	1	72	12	6.00						~~2~~ 1									~~2~~	~~219~~									SIGN ID CODE VDI-1a		144	
	Killington 11	1	72	12	6.00																									SIGN ID CODE VDI-1a		144	
	Rutland 22	1	72	12	6.00																									SIGN ID CODE VDI-1a		144	
	Rochester 9	1	72	12	6.00																									SIGN ID CODE VDI-1a		144	
	PARK & RIDE	1	30	36	7.50																									SIGN ID CODE D4-2R	X		
7+77, LT	DESTINATION SIGNS										2																						
9+15.0 LT ~~7+77.0, LT~~	JCT VERMONT 100	1	21	15	2.19						1					X		X												SIGN ID CODE M2-1, GREEN ON WHITE SIGN ID CODE MI-5, GREEN ON WHITE	X		E-136B
9+45.0, RT	BRIDGE 1 VT-107	1	6	10	0.42						1				X			X												SIGN ID CODE VD-701		146	
10+06.0, LT	1070 1419 0020	1	6	10	0.42						1				X			X												SIGN ID CODE VD-700			E-138
12+46.0, LT	BRIDGE 1 VT-107	1	6	10	0.42						1				X			X												SIGN ID CODE VD-701		146	
19+20.0, RT	BRIDGE 2 VT-107	1	6	10	0.42						1				X			X												SIGN ID CODE VD-701		146	
19+50.0, LT	BRIDGE 2 VT-107	1	6	10	0.42						1				X			X												SIGN ID CODE VD-701		146	
FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND THE VTRANS "SIGN POST DESIGN GUIDELINE."												LF	LF	LF	LF 70	LF 14	LF	EA			LB 219	LB	LB	LB									
TOTALS					SF 40.79	SF	EA.	SF				LF			LF 84					EA. 2	LB 219				EA.	EA.	LB						

TRAFFIC SIGN SUMMARY SHEET #3

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_tss_03.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214tss3.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 124 OF 397

FILE NAME = W:\Projects\VNYVK21\2242S\CADD_MSTN\z10b214_tss_03.dgn
DATE/TIME = 3/17/2014
USER = 4916

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET 4

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS EA	WIDTH (in)	HEIGHT (in)	NEW & SALVAGED SIGNS "A"	"B"	SALV SIGN	SALV TIS	EXIST POST RETAIN	SALVAGE	NEW SIGN POSTS NO. OF POSTS	FLANGED CHANNEL lb/ft 1.12	2.0	3.0	SQUARE STEEL (in) lb/ft 1.75 (1.88)	2.0 (2.42)	2.5 (3.35)	ANCHOR	SLEEVE	TUBULAR STEEL Ø (in) FOUND-ATION	3.0 (7.6)	3.5 (9.0)	4.0 (10.8)	5.0 (14.6)	W-SHAPE STEEL FTG. SIZE 24"	30"	WEIGHT	POST SIZE	SIGN REQUIRED	REMARKS SHSM = FHWA STANDARD HIGHWAY SIGNS AND MARKINGS BOOK	SIGN DETAIL DETAIL IN SHSM	DETAIL ON DWG. NUMBER	STD. SHEET NUMBER
VT. ROUTE 107 STOCKBRIDGE: 21+12.0, RT	1070 1419 0040	1	6	10	0.42						1				X			X												SIGN ID CODE VD-700			E-138
31+68.0, LT	1070 1419 0060	1	6	10	0.42						1				X			X												SIGN ID CODE VD-700			E-138
41+09.0, RT	BRIDGE 3 VT-107	1	6	10	0.42						1				X			X												SIGN ID CODE VD-701		146	
41+35.0, LT	BRIDGE 3 VT-107	1	6	10	0.42						1				X			X												SIGN ID CODE VD-701		146	
42+24.0, RT	1070 1419 0080	1	6	10	0.42						1				X			X												SIGN ID CODE VD-700			E-138
52+80.0, LT	1070 1419 0100	1	6	10	0.42						1				X			X												SIGN ID CODE VD-700			E-138
59+55.0, RT	BRIDGE 4 VT-107	1	6	10	0.42						1				X			X												SIGN ID CODE VD-701		146	
60+25.0, LT	BRIDGE 4 VT-107	1	6	10	0.42						1				X			X												SIGN ID CODE VD-701		146	
63+36.0, RT	1070 1419 0120	1	6	10	0.42						1				X			X												SIGN ID CODE VD-700			E-138
FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND THE VTRANS "SIGN POST DESIGN GUIDELINE."												LF	LF	LF	LF 126	LF	LF	EA			LB	LB	LB	LB									
TOTALS					SF 3.78	SF	EA.	SF				LF			LF 126				EA.		LB				EA.	EA.	LB						

TRAFFIC SIGN SUMMARY SHEET #4

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_tss_04.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214tss4.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 125 OF 397

FILE NAME = V:\Projects\ANY\K2\2242S\CADD_MSTN\z10b214_tss_04.dgn
DATE/TIME = 3/17/2014
USER = 4416

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET 5

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS			NEW & SALVAGED SIGNS				EXIST POST		NEW SIGN POSTS																			REMARKS	SIGN DETAIL		
		EA	WIDTH (in)	HEIGHT (in)	"A"	"B"	SALV SIGN	SALV TIS	RETAIN	SALVAGE	NO. OF POSTS	FLANGED CHANNEL lb/ft			SQUARE STEEL (in) lb/ft			ANCHOR	SLEEVE	TUBULAR STEEL Ø (in) lb/ft					W-SHAPE STEEL				SIGN REQUIRED		DETAIL IN SHSM	DETAIL ON DWG. NUMBER	STD. SHEET NUMBER
																				FOUNDATION	3.0	3.5	4.0	5.0	FTG. SIZE		WEIGHT	POST SIZE					
												1.12	2.0	3.0	1.75	2.0	2.5				7.6	9.0	10.8	14.6	24"	30"						
															1.88	2.42	3.35															
VT. ROUTE 107 STOCKBRIDGE: 73+92.0, LT	1070 1419 0140	1	6	10	0.42						1				X			X												SIGN ID CODE VD-700			E-138
83+82.0, RT	BRIDGE 5 VT-107	1	6	10	0.42						1				X			X												SIGN ID CODE VD-701		146	
84+24.0, LT	BRIDGE 5 VT-107	1	6	10	0.42						1				X			X												SIGN ID CODE VD-701		146	
84+50.0, RT	1070 1419 0160	1	6	10	0.42				1																					SIGN ID CODE VD-700 PROPOSED SIGN TO BE MOUNTED TO EXISTING SIGN POST.			E-138
88+95.0, RT	BRIDGE 6 VT-107	1	6	10	0.42						1				X			X												SIGN ID CODE VD-701		146	
89+21.0, LT	BRIDGE 6 VT-107	1	6	10	0.42						1				X			X												SIGN ID CODE VD-701		146	
95+04.0, LT	1070 1419 0180	1	6	10	0.42						1				X			X												SIGN ID CODE VD-700			E-138
104+25.0, RT	BRIDGE 7 VT-107	1	6	10	0.42						1				X			X												SIGN ID CODE VD-701		146	
104+67.0, LT	BRIDGE 7 VT-107	1	6	10	0.42						1				X			X												SIGN ID CODE VD-701		146	
FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND THE VTRANS "SIGN POST DESIGN GUIDELINE."												LF	LF	LF	LF 112	LF	LF		EA		LB	LB	LB	LB								
	TOTALS				SF 3.78	SF	EA.	SF				LF			LF 112					EA.	LB				EA.	EA.	LB					

TRAFFIC SIGN SUMMARY SHEET #5

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_tss_05.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214tss5.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 126 OF 397

FILE NAME = V:\Projects\ANY\X2\22428\CADD_MSTN\z10b214_tss_05.dgn
DATE/TIME = 3/17/2014
USER = 4416

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET 6

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS			NEW & SALVAGED SIGNS				EXIST POST		NEW SIGN POSTS																	REMARKS	SIGN DETAIL		
		EA	WIDTH (in)	HEIGHT (in)	"A"	"B"	SALV SIGN	SALV TIS	RETAIN	SALVAGE	NO. OF POSTS	FLANGED CHANNEL lb/ft			SQUARE STEEL (in) lb/ft			ANCHOR	SLEEVE	TUBULAR STEEL Ø (in) lb/ft					W-SHAPE STEEL				SIGN REQUIRED	SHSM = FHWA STANDARD HIGHWAY SIGNS AND MARKINGS BOOK	DETAIL IN SHSM	DETAIL ON DWG. NUMBER	STD. SHEET NUMBER
												1.12	2.0	3.0	1.75	2.0	2.5			FOUND-ATION	3.0	3.5	4.0	5.0	FTG. SIZE 24"	FTG. SIZE 30"	WEIGHT	POST SIZE					
															1.88	2.42	3.35				7.6	9.0	10.8	14.6								
VT. ROUTE 107 STOCKBRIDGE: 105+60.0, RT	1070 1419 0200	1	6	10	0.42						1				X			X											SIGN ID CODE VD-700			E-138
116+16.0, LT	1070 1419 0220	1	6	10	0.42						1				X			X											SIGN ID CODE VD-700			E-138
126+72.0, RT	1070 1419 0240	1	6	10	0.42						1				X			X											SIGN ID CODE VD-700			E-138
129+48.0, RT		1	36	36	9.00						2					X		X											SIGN ID CODE WI-10L SIGN SHALL BE FLUORESCENT YELLOW	X		
	XX M.P.H.	1	24	24	4.00																								SIGN ID CODE WI3-1P SIGN SHALL BE FLUORESCENT YELLOW	X		
134+39.0, RT	Ranney Rd	1	42	12	3.50						1					X		X											DOUBLE SIDED SIGN, SIGN ID CODE D3-1.12" TOP MOUNTING BRACKET REQUIRED TO INSTALL SIGN ON POST. COSTS ASSOCIATED WITH THIS BRACKET ARE INCIDENTAL TO THE SIGN POST.		145	
134+86.0, RT	1070 1419 0255	1	6	10	0.42				1																				SIGN ID CODE VD-700 PROPOSED SIGN TO BE MOUNTED ON EXISTING SIGN POST.			E-138
135+32.0, RT	BRIDGE 8 VT-107	1	6	10	0.42						1				X			X											SIGN ID CODE VD-701		146	
135+84.0, LT	BRIDGE 8 VT-107	1	6	10	0.42						1				X			X											SIGN ID CODE VD-701		146	
FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND THE VTRANS "SIGN POST DESIGN GUIDELINE."												LF	LF	LF	LF 70	LF 42	LF		EA		LB	LB	LB	LB								
TOTALS		SF 19.02	SF	EA.	SF							LF			LF 112					EA.	LB				EA.	EA.	LB					

TRAFFIC SIGN SUMMARY SHEET #6

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_tss_06.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214tss6.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 127 OF 397

FILE NAME = V:\Projects\ANY\X2\22428\CADD_MSTN\z10b214_tss_06.dgn
DATE/TIME = 3/17/2014
USER = 4916

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET 7

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS EA	WIDTH (in)	HEIGHT (in)	NEW & SALVAGED SIGNS "A"	"B"	SALV SIGN	SALV TIS	EXIST POST RETAIN	SALVAGE	NEW SIGN POSTS NO. OF POSTS	FLANGED CHANNEL lb/ft 1.12	2.0	3.0	SQUARE STEEL (in) lb/ft 1.75	2.0	2.5	ANCHOR	SLEEVE	TUBULAR STEEL Ø (in) FOUND-ATION	3.0	3.5	4.0	5.0	lb/ft 7.6	9.0	10.8	14.6	W-SHAPE STEEL FTG. SIZE 24"	30"	WEIGHT	POST SIZE	SIGN REQUIRED	REMARKS SHSM = FHWA STANDARD HIGHWAY SIGNS AND MARKINGS BOOK	SIGN DETAIL DETAIL IN SHSM	DETAIL ON DWG. NUMBER	STD. SHEET NUMBER
VT. ROUTE 107 STOCKBRIDGE: 136+78.0, LT	XX M.P.H.	1	24	24	4.00				2																								SIGN ID CODE W13-1P SIGN SHALL BE FLUORESCENT YELLOW PROPOSED SIGN TO BE MOUNTED ON EXISTING SIGN POST.	X		
	1070 1419 0260	1	6	10	0.42																												SIGN ID CODE VD-700 PROPOSED SIGN TO BE MOUNTED ON EXISTING SIGN POST.			E-138
141+15.0, LT	1070 1419 0267	1	6	10	0.42				1																								SIGN ID CODE VD-700 PROPOSED SIGN TO BE MOUNTED ON EXISTING SIGN POST.			E-138
141+20.0, LT	Blackmer Blvd Blackmer Blvd	1 1	60 60	12 12	5.00 5.00						2				X			X															BACK-TO-BACK SIGN ID CODE D3-1 SIGN ID CODE D3-1		145 145	
145+08.0, LT	SPEED LIMIT 50						1				2				X			X															SALVAGED SIGN TO BE MOUNTED ON NEW SIGN POST.	-	-	-
	END SCHOOL SPEED LIMIT	1	24	30	5.00																												SIGN ID CODE S5-3	X		
147+84.0, RT	1070 1419 0280	1	6	10	0.42						1				X			X															SIGN ID CODE VD-700			E-138
155+25.0, LT	1070 1419 0295	1	6	10	0.42				1																								SIGN ID CODE VD-700 PROPOSED SIGN TO BE MOUNTED ON EXISTING SIGN POST.			E-138
156+71.0, LT	1070 1419 0298	1	6	10	0.42				1																								SIGN ID CODE VD-700 PROPOSED SIGN TO BE MOUNTED ON EXISTING SIGN POST.			E-138
158+40.0, LT	1070 1419 0300	1	6	10	0.42						1				X			X															SIGN ID CODE VD-700			E-138
FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND THE VTRANS "SIGN POST DESIGN GUIDELINE."												LF	LF	LF	LF 28	LF 56	LF	EA		LB	LB	LB	LB												
	TOTALS				SF 21.52	SF	EA. 1	SF				LF			LF 84					EA.	LB				EA.	EA.	LB								

TRAFFIC SIGN SUMMARY SHEET #7

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_tss_07.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214tss7.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 128 OF 397

FILE NAME = V:\Projects\ANY\X2\22428\CADD_MSTN\z10b214_tss_07.dgn
DATE/TIME = 3/17/2014
USER = 4416

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET 8

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS			NEW & SALVAGED SIGNS				EXIST POST		NEW SIGN POSTS																			REMARKS	SIGN DETAIL		
		EA	WIDTH (in)	HEIGHT (in)	"A"	"B"	SALV SIGN	SALV TIS	RETAIN	SALVAGE	NO. OF POSTS	FLANGED CHANNEL lb/ft			SQUARE STEEL (in) lb/ft			ANCHOR	SLEEVE	TUBULAR STEEL Ø (in) lb/ft					W-SHAPE STEEL				SIGN REQUIRED	SHSM = FHWA STANDARD HIGHWAY SIGNS AND MARKINGS BOOK	DETAIL IN SHSM	DETAIL ON DWG. NUMBER	STD. SHEET NUMBER
												1.12	2.0	3.0	1.75	2.0	2.5			FOUND-ATION	3.0	3.5	4.0	5.0	FTG. SIZE 24"	FTG. SIZE 30"	WEIGHT	POST SIZE					
															1.88	2.42	3.35				7.6	9.0	10.8	14.6									
VT. ROUTE 107 STOCKBRIDGE: 172+00.0, RT	BRIDGE 9 VT-107	1	6	10	0.42						1				X			X												SIGN ID CODE VD-701		146	
173+60.0, LT	BRIDGE 9 VT-107	1	6	10	0.42						1				X			X												SIGN ID CODE VD-701		146	
179+96.0, LT	1070 1419 0340	1	6	10	0.42						1				X			X												SIGN ID CODE VD-700			E-138
190+35.0, RT	1070 1419 0360	1	6	10	0.42						1				X			X												SIGN ID CODE VD-700			E-138
197+98.0, RT	BRIDGE 10 VT-107	1	6	10	0.42						1				X			X												SIGN ID CODE VD-701		146	
199+20.0, LT	BRIDGE 10 VT-107	1	6	10	0.42						1				X			X												SIGN ID CODE VD-701		146	
200+60.0, LT	1070 1419 0380	1	6	10	0.42						1				X			X												SIGN ID CODE VD-700			E-138
210+63.0, RT		1	36	36	9.00						2					X		X												SIGN ID CODE WI-10R SIGN SHALL BE FLUORESCENT YELLOW	X		
	XX M.P.H.	1	24	24	4.00																									SIGN ID CODE WI3-1P SIGN SHALL BE FLUORESCENT YELLOW	X		
FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND THE VTRANS "SIGN POST DESIGN GUIDELINE."												LF	LF	LF	LF 98	LF 28	LF		EA		LB	LB	LB	LB									
TOTALS		SF 15.94	SF	EA.	SF							LF			LF 126					EA.	LB				EA.	EA.	LB						

TRAFFIC SIGN SUMMARY SHEET #8

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_tss_08.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214tss8.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 129 OF 397

FILE NAME = V:\Projects\ANY\x2\22428\CADD_MSTN\z10b214_tss_08.dgn
DATE/TIME = 3/17/2014
USER = 4416

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET 9

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS EA	WIDTH (in)	HEIGHT (in)	NEW & SALVAGED SIGNS "A"	"B"	SALV SIGN	SALV TIS	EXIST POST RETAIN	EXIST POST SALVAGE	NEW SIGN POSTS NO. OF POSTS	FLANGED CHANNEL lb/ft 1.12	2.0	3.0	SQUARE STEEL (in) lb/ft 1.75 lb/ft 1.88	2.0 lb/ft 2.42	2.5 lb/ft 3.35	ANCHOR	SLEEVE	TUBULAR STEEL Ø (in) FOUND-ATION	3.0 lb/ft 7.6	3.5 lb/ft 9.0	4.0 lb/ft 10.8	5.0 lb/ft 14.6	W-SHAPE STEEL FTG. SIZE 24"	30"	WEIGHT	POST SIZE	SIGN REQUIRED	REMARKS SHSM = FHWA STANDARD HIGHWAY SIGNS AND MARKINGS BOOK	SIGN DETAIL DETAIL IN SHSM	DETAIL ON DWG. NUMBER	STD. SHEET NUMBER
VT. ROUTE 107 STOCKBRIDGE: 211+20.0, RT	1070 1419 0400	1	6	10	0.42						1				X			X													SIGN ID CODE VD-700			E-138
213+94.0, LT		1	48	24	8.00						2					X		X													BACK-TO-BACK SIGN ID CODE WI-6R SIGN SHALL BE FLUORESCENT YELLOW	X		
		1	48	24	8.00																									SIGN ID CODE WI-6L SIGN SHALL BE FLUORESCENT YELLOW	X		
217+10.0, LT		1	48	24	8.00						2					X		X													BACK-TO-BACK SIGN ID CODE WI-6R SIGN SHALL BE FLUORESCENT YELLOW	X		
		1	48	24	8.00																									SIGN ID CODE WI-6L SIGN SHALL BE FLUORESCENT YELLOW	X		
217+36.0, RT	LEGAL LOAD LIMIT 24,000 POUNDS	1	24	30	5.00						1					X		X													SIGN ID CODE VR-017			E-141
218+63.0, RT	STOP	1	30	30	6.25						1					X		X													SIGN ID CODE RI-1	X		
	1070 1419 0414	1 1	24 6	24 10	4.00 0.42																									BACK-TO-BACK SIGN ID CODE R3-2 SIGN ID CODE VD-700	X		E-138
220+33.0, LT	XX M.P.H.	1	24	24	4.00				2																					SIGN ID CODE WI3-1P SIGN SHALL BE FLUORESCENT YELLOW PROPOSED SIGN TO BE MOUNTED ON EXISTING SIGN POST.	X		
221+76.0, LT	1070 1419 0420	1	6	10	0.42						1				X			X													SIGN ID CODE VD-700			E-138
FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND THE VTRANS "SIGN POST DESIGN GUIDELINE."												LF	LF	LF	LF 28	LF 84	LF	EA		LB	LB	LB	LB										
TOTALS					SF 52.51	SF	EA.	SF				LF			LF 112				EA.	LB				EA.	EA.	LB							

TRAFFIC SIGN SUMMARY SHEET #9

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_tss_09.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214tss9.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 130 OF 397

FILE NAME = V:\Projects\ANY\X2\22428\CADD_MSTN\z10b214_tss_09.dgn
DATE/TIME = 3/17/2014
USER = 4916

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET 10

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS EA	WIDTH (in)	HEIGHT (in)	NEW & SALVAGED SIGNS "A"	"B"	SALV SIGN	SALV TIS	EXIST POST RETAIN	EXIST POST SALVAGE	NEW SIGN POSTS NO. OF POSTS	FLANGED CHANNEL lb/ft 1.12	2.0	3.0	SQUARE STEEL (in) lb/ft 1.75 (1.88)	2.0 (2.42)	2.5 (3.35)	ANCHOR	SLEEVE	TUBULAR STEEL Ø (in) FOUNDATION	3.0 (7.6)	3.5 (9.0)	4.0 (10.8)	5.0 (14.6)	W-SHAPE STEEL FTG. SIZE 24"	30"	WEIGHT	POST SIZE	SIGN REQUIRED	REMARKS SHSM = FHWA STANDARD HIGHWAY SIGNS AND MARKINGS BOOK	SIGN DETAIL DETAIL IN SHSM	DETAIL ON DWG. NUMBER	STD. SHEET NUMBER
VT. ROUTE 107 STOCKBRIDGE: 232+32.0, RT	1070 1419 0440	1	6	10	0.42						1				X			X												SIGN ID CODE VD-700			E-138
232+53.0, LT	Bridge St STOP 1070 1419 0441	1	42	12	3.50						1					X		X												DOUBLE SIDED SIGN, SIGN ID CODE D3-1. 12" TOP MOUNTING BRACKET REQUIRED TO INSTALL SIGN ON POST. COSTS ASSOCIATED WITH THIS BRACKET ARE INCIDENTAL TO THE SIGN POST.		145	
		1	30	30	6.25																								BACK-TO-BACK			
		1	6	10	0.42																								SIGN ID CODE R1-1 SIGN ID CODE VD-700	X		E-138
232+94.0, LT	LEGAL LOAD LIMIT 24,000 POUNDS	1	24	30	5.00						1					X		X												SIGN ID CODE VR-017			E-141
242+88.0, LT	1070 1419 0460	1	6	10	0.42						1				X			X												SIGN ID CODE VD-700			E-138
253+44.0, RT	1070 1419 0480	1	6	10	0.42						1				X			X												SIGN ID CODE VD-700			E-138
264+00.0, LT	1070 1419 0500	1	6	10	0.42						1				X			X												SIGN ID CODE VD-700			E-138
272+31.0, RT	HIDDEN DRIVE RIGHT						1				1					X		X												SALVAGED SIGN TO BE MOUNTED ON NEW SIGN POST.	-	-	-
274+56.0, RT	1070 1419 0520	1	6	10	0.42						1				X			X												SIGN ID CODE VD-700			E-138
FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND THE VTRANS "SIGN POST DESIGN GUIDELINE."												LF	LF	LF	LF 70	LF 42	LF		EA		LB	LB	LB	LB									
TOTALS					SF 17.27	SF	EA. 1	SF				LF			LF 112					EA.	LB				EA.	EA.	LB							

TRAFFIC SIGN SUMMARY SHEET #10

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_tss_10.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214tss10.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 131 OF 397

FILE NAME = V:\Projects\ANY\X2\22428\CADD_MSTN\z10b214_tss_10.dgn
DATE/TIME = 3/17/2014
USER = 4416

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET 11

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS EA	WIDTH (in)	HEIGHT (in)	NEW & SALVAGED SIGNS "A"	"B"	SALV SIGN	SALV TIS	EXIST POST RETAIN	EXIST POST SALVAGE	NEW SIGN POSTS NO. OF POSTS	FLANGED CHANNEL lb/ft 1.12	2.0	3.0	SQUARE STEEL (in) lb/ft 1.75 (1.88)	2.0 (2.42)	2.5 (3.35)	ANCHOR	SLEEVE	TUBULAR STEEL Ø (in) FOUND-ATION	3.0 (7.6)	3.5 (9.0)	4.0 (10.8)	5.0 (14.6)	W-SHAPE STEEL FTG. SIZE 24"	30"	WEIGHT	POST SIZE	SIGN REQUIRED	REMARKS SHSM = FHWA STANDARD HIGHWAY SIGNS AND MARKINGS BOOK	SIGN DETAIL DETAIL IN SHSM	DETAIL ON DWG. NUMBER	STD. SHEET NUMBER
VT. ROUTE 107 STOCKBRIDGE: 285+12.0, LT	1070 1419 0540	1	6	10	0.42						1				X			X												SIGN ID CODE VD-700			E-138
295+68.0, RT	1070 1419 0560	1	6	10	0.42						1				X			X												SIGN ID CODE VD-700			E-138
306+24.0, LT	1070 1419 0580	1	6	10	0.42						1				X			X												SIGN ID CODE VD-700			E-138
316+82.0, RT	1070 1419 0600	1	6	10	0.42						1				X			X												SIGN ID CODE VD-700			E-138
327+16.0, LT	1070 1419 0620	1	6	10	0.42						1				X			X												SIGN ID CODE VD-700			E-138
337+49.0, RT	1070 1419 0640	1	6	10	0.42						1				X			X												SIGN ID CODE VD-700			E-138
348+48.0, LT	1070 1419 0660	1	6	10	0.42						1				X			X												SIGN ID CODE VD-700			E-138
VT. ROUTE 107 BETHEL: B 0+00.0, RT	Bethel / Stockbridge						1				2					X		X												SALVAGED SIGN TO BE MOUNTED ON NEW SIGN POSTS.	-	-	-
	1070 1404 0000 / 1070 1419 0670						1 1																							SALVAGED SIGN TO BE MOUNTED ON NEW SIGN POST. SALVAGED SIGN TO BE MOUNTED ON NEW SIGN POST.	- -	- -	- -
FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND THE VTRANS "SIGN POST DESIGN GUIDELINE."												LF	LF	LF	LF 98	LF 28	LF		EA		LB	LB	LB	LB								
TOTALS		SF 2.94	SF	EA. 3	SF							LF			LF 126					EA.	LB				EA.	EA.	LB					

TRAFFIC SIGN SUMMARY SHEET #11

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_tss_11.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214tss11.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 132 OF 397

FILE NAME = V:\Projects\ANY\K2\22428\CADD_MSTN\z10b214_tss_11.dgn
DATE/TIME = 3/17/2014
USER = 4416

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET 12

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS EA	WIDTH (in)	HEIGHT (in)	NEW & SALVAGED SIGNS "A"	"B"	SALV SIGN	SALV TIS	EXIST POST RETAIN	SALVAGE	NEW SIGN POSTS NO. OF POSTS	FLANGED CHANNEL lb/ft 1.12	2.0	3.0	SQUARE STEEL (in) lb/ft 1.75 (1.88)	2.0 (2.42)	2.5 (3.35)	ANCHOR	SLEEVE	TUBULAR STEEL Ø (in) FOUNDATION	3.0 (7.6)	3.5 (9.0)	4.0 (10.8)	5.0 (14.6) lb/ft	W-SHAPE STEEL FTG. SIZE 24"	30"	WEIGHT	POST SIZE	SIGNS REQUIRED	REMARKS SHSM = FHWA STANDARD HIGHWAY SIGNS AND MARKINGS BOOK	SIGN DETAIL DETAIL IN SHSM	DETAIL ON DWG. NUMBER	STD. SHEET NUMBER
VT. ROUTE 107 BETHEL: B 10+56.0, LT	1070 1404 0020	1	6	10	0.42						1				X			X												SIGN ID CODE VD-700			E-138
B 21+12.0, RT	1070 1404 0040	1	6	10	0.42						1				X			X												SIGN ID CODE VD-700			E-138
B 26+64.0, RT		1	30	30	6.25						1					X		X												SIGN ID CODE W1-2R SIGN SHALL BE FLUORESCENT YELLOW	X		
	XX M.P.H.	1	18	18	2.25																									SIGN ID CODE W13-1P SIGN SHALL BE FLUORESCENT YELLOW	X		
B 28+71.0, RT	WATCH FOR TURNING VEHICLES	1	36	36	9.00						2					X		X												SIGN ID CODE VW-205			E-154
B 31+93.0, LT	SPEED LIMIT 50	1	24	30	5.00						1					X		X												SIGN ID CODE R2-1	X		
	1070 1404 0060	1	6	10	0.42																									SIGN ID CODE VD-700			E-138
B 31+93.0, RT		1	30	30	6.25						1					X		X												SIGN ID CODE W11-2	X		
	AHEAD	1	24	12	2.00																									SIGN ID CODE W16-9P	X		
B 41+75.0, LT		1	30	30	6.25						1					X		X												SIGN ID CODE W1-2L SIGN SHALL BE FLUORESCENT YELLOW	X		
	XX M.P.H.	1	18	18	2.25																									SIGN ID CODE W13-1P SIGN SHALL BE FLUORESCENT YELLOW	X		
FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND THE VTRANS "SIGN POST DESIGN GUIDELINE."												LF	LF	LF	LF 28	LF 84	LF	EA		LB	LB	LB	LB									
TOTALS		SF 40.51	SF	EA.	SF							LF			LF 112				EA.	LB				EA.	EA.	LB						

TRAFFIC SIGN SUMMARY SHEET #12

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(11)
FILE NAME: z10b214_tss_12.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214tss12.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 133 OF 397

FILE NAME = V:\Projects\ANY\X2\22428\CADD_MSTN\z10b214_tss_12.dgn
DATE/TIME = 3/17/2014
USER = 4416

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET 13

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS EA	WIDTH (in)	HEIGHT (in)	NEW & SALVAGED SIGNS "A"	"B"	SALV SIGN	SALV TIS	EXIST POST RETAIN	EXIST POST SALVAGE	NEW SIGN POSTS NO. OF POSTS	FLANGED CHANNEL lb/ft 1.12	2.0	3.0	SQUARE STEEL (in) lb/ft 1.75 1.88	2.0 2.42	2.5 3.35	ANCHOR	SLEEVE	TUBULAR STEEL Ø (in) FOUND-ATION	3.0 7.6	3.5 9.0	4.0 10.8	5.0 14.6	W-SHAPE STEEL FTG. SIZE 24"	30"	WEIGHT	POST SIZE	SIGN REQUIRED	REMARKS SHSM = FHWA STANDARD HIGHWAY SIGNS AND MARKINGS BOOK	SIGN DETAIL DETAIL IN SHSM	DETAIL ON DWG. NUMBER	STD. SHEET NUMBER
VT. ROUTE 107 BETHEL: B 42+24.0, RT	1070 1404 0080	1	6	10	0.42						1				X			X											SIGN ID CODE VD-700			E-138
B 44+39.0, LT		1	30	30	6.25						2					X		X											SIGN ID CODE W11-2	X		
	AHEAD	1	24	12	2.00																								SIGN ID CODE W16-9P	X		
B 45+38.0, RT		1	30	30	6.25						1					X		X											SIGN ID CODE W1-2R SIGN SHALL BE FLUORESCENT YELLOW	X		
	XX M.P.H.	1	18	18	2.25																								SIGN ID CODE W13-1P SIGN SHALL BE FLUORESCENT YELLOW	X		
B 47+22.0, LT	WATCH FOR TURNING VEHICLES	1	36	36	9.00						2					X		X											SIGN ID CODE VW-205			E-154
B 49+40.0, LT		1	48	24	8.00						2					X		X											SIGN ID CODE W1-6R SIGN SHALL BE FLUORESCENT YELLOW	X		
B 49+79.0, LT		1	48	24	8.00						2					X		X											SIGN ID CODE W1-6L SIGN SHALL BE FLUORESCENT YELLOW	X		
B 52+80.0, LT	1070 1404 0100	1	6	10	0.42						1				X			X											SIGN ID CODE VD-700			E-138
FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND THE VTRANS "SIGN POST DESIGN GUIDELINE."												LF	LF	LF	LF 28	LF 126	LF	EA			LB	LB	LB	LB									
TOTALS		SF 42.59	SF	EA.	SF							LF			LF 154				EA.		LB				EA.	EA.	LB						

TRAFFIC SIGN SUMMARY SHEET #13

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_tss_13.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214tss13.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 134 OF 397

FILE NAME = V:\Projects\ANY\X2\22428\CADD_MSTN\z10b214_tss_13.dgn
DATE/TIME = 3/17/2014
USER = 4416

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET 14

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS EA	WIDTH (in)	HEIGHT (in)	NEW & SALVAGED SIGNS "A"	"B"	SALV SIGN	SALV TIS	EXIST POST RETAIN	EXIST POST SALVAGE	NEW SIGN POSTS NO. OF POSTS	FLANGED CHANNEL lb/ft 1.12	2.0	3.0	SQUARE STEEL (in) lb/ft 1.75 (1.88)	2.0 (2.42)	2.5 (3.35)	ANCHOR	SLEEVE	TUBULAR STEEL Ø (in) FOUND-ATION	3.0 (7.6)	3.5 (9.0)	4.0 (10.8)	5.0 (14.6)	W-SHAPE STEEL FTG. SIZE 24"	30"	WEIGHT	POST SIZE	SIGNS REQUIRED	REMARKS SHSM = FHWA STANDARD HIGHWAY SIGNS AND MARKINGS BOOK	SIGN DETAIL DETAIL IN SHSM	DETAIL ON DWG. NUMBER	STD. SHEET NUMBER
VT. ROUTE 107 BETHEL: B 55+56.0, LT		1	30	30	6.25						2					X		X											SIGN ID CODE W1-2L SIGN SHALL BE FLUORESCENT YELLOW	X		
	XX M.P.H.	1	18	18	2.25																								SIGN ID CODE W13-1P SIGN SHALL BE FLUORESCENT YELLOW	X		
B 63+36.0, RT	1070 1404 0120	1	6	10	0.42						1				X			X											SIGN ID CODE VD-700			E-138
B 70+35.0, LT	STOP 1070 1404 0134	1 1	30 6	30 10	6.25 0.42						1					X		X											BACK-TO-BACK SIGN ID CODE R1-1 SIGN ID CODE VD-700	X		E-138
B 70+80.0, LT	LEGAL LOAD LIMIT 24,000 POUNDS	1	24	30	5.00						1					X		X											SIGN ID CODE VR-017			E-141
B 73+62.0, LT	1070 1404 0140	1	6	10	0.42						1				X			X											SIGN ID CODE VD-700			E-138
B 76+00.0, RT	JCT VERMONT 12	1 1	21 24	15 24	2.19 4.00						1					X		X											SIGN ID CODE M2-1, GREEN ON WHITE SIGN ID CODE M1-5	X		E-136B
B 78+52.0, RT	Bethel 2 Barnard 6 Woodstock 16	1 1 1	72 72 72	12 12 12	6.00 6.00 6.00						2										2	148							SIGN ID CODE VD1-1a SIGN ID CODE VD1-1a SIGN ID CODE VD1-1a		144 144 144	
B 82+95.0, LT		1	48	24	8.00						2					X		X											SIGN ID CODE W1-7	X		
FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND THE VTRANS "SIGN POST DESIGN GUIDELINE."												LF	LF	LF	LF 28	LF 98	LF		EA		LB 148	LB	LB	LB									
	TOTALS		SF 53.20	SF	EA.	SF						LF			LF 126					EA. 2		LB 148			EA.	EA.	LB						

TRAFFIC SIGN SUMMARY SHEET #14

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_tss_14.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214tss14.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 135 OF 397

FILE NAME = V:\Projects\ANY\X2\22428\CADD_MSTN\z10b214_tss_14.dgn
DATE/TIME = 3/17/2014
USER = 4416

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET 15

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS EA	WIDTH (in)	HEIGHT (in)	NEW & SALVAGED SIGNS "A"	"B"	SALV SIGN	SALV TIS	EXIST POST RETAIN	SALVAGE	NEW SIGN POSTS NO. OF POSTS	FLANGED CHANNEL lb/ft 1.12	2.0	3.0	SQUARE STEEL (in) lb/ft 1.75	2.0	2.5	ANCHOR	SLEEVE	TUBULAR STEEL Ø (in) FOUNDATION	3.0	3.5	4.0	5.0 lb/ft 7.6	9.0	10.8	14.6	W-SHAPE STEEL FTG. SIZE 24"	30"	WEIGHT	POST SIZE	SIGN REQUIRED	REMARKS SHSM = FHWA STANDARD HIGHWAY SIGNS AND MARKINGS BOOK	SIGN DETAIL DETAIL IN SHSM	DETAIL ON DWG. NUMBER	STD. SHEET NUMBER
VT. ROUTE 107 BETHEL: B 83+09.0, RT	1070 1404 0157	1	6	10	0.42				1																							SIGN ID CODE VD-700 PROPOSED SIGN TO BE MOUNTED ON EXISTING SIGN POST.			E-138
B 84+13.0, RT	1070 1404 0160	1	6	10	0.42				1																							SIGN ID CODE VD-700 PROPOSED SIGN TO BE MOUNTED ON EXISTING SIGN POST.			E-138
B 86+50.0, RT	13-7	1	36	36	9.00						2					X		X																		E-138
	2 MILES	1	30	24	5.00																											SIGN ID CODE W16-3P	X		
B 86+55.0, LT	Rutland 30 Barnard 6 Woodstock 16	1 1 1	72 72 72	12 12 12	6.00 6.00 6.00						2									2	151											SIGN ID CODE VD1-1a SIGN ID CODE VD1-1a SIGN ID CODE VD1-1a		144 144 145	
B 86+98.0, RT	BRIDGE 12 VT-107	1	6	10	0.42						1				X			X														SIGN ID CODE VD-701		146	
B 88+95.0, LT	BRIDGE 12 VT-107	1	6	10	0.42						1				X			X														SIGN ID CODE VD-701		146	
B 89+20.0, LT	Old Turnpike Rd Old Turnpike Rd	1 1	72 72	12 12	6.00 6.00						2					X		X														BACK-TO-BACK SIGN ID CODE D3-1 SIGN ID CODE D3-1		145 145	
B 89+30.0, LT	STOP 1070 1404 0169	1 1	30 6	30 10	6.25 0.42						1					X		X														BACK-TO-BACK SIGN ID CODE R1-1 SIGN ID CODE VD-700	X		E-138
												LF	LF	LF	LF 28	LF 70	LF		EA		LB 151	LB	LB	LB									
FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND THE VTRANS "SIGN POST DESIGN GUIDELINE."	**TOTALS**		SF 52.35	SF	EA.	SF				LF			LF 98					EA. 2		LB 151				EA.	EA.	LB								

TRAFFIC SIGN SUMMARY SHEET #15

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_tss_15.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214tss15.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 136 OF 397

FILE NAME = V:\Projects\ANY\VK2\22426\CADD_MSTN\z10b214_tss_15.dgn
DATE/TIME = 3/17/2014
USER = 4416

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET 16

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS EA	WIDTH (in)	HEIGHT (in)	NEW & SALVAGED SIGNS "A"	"B"	SALV SIGN	SALV TIS	EXIST POST RETAIN	EXIST POST SALVAGE	NEW SIGN POSTS NO. OF POSTS	FLANGED CHANNEL lb/ft 1.12	2.0	3.0	SQUARE STEEL (in) lb/ft 1.75 (1.88)	2.0 (2.42)	2.5 (3.35)	ANCHOR	SLEEVE	TUBULAR STEEL Ø (in) lb/ft FOUNDATION	3.0 (7.6)	3.5 (9.0)	4.0 (10.8)	5.0 (14.6)	W-SHAPE STEEL FTG. SIZE 24"	30"	WEIGHT	POST SIZE	SIGN REQUIRED	REMARKS SHSM = FHWA STANDARD HIGHWAY SIGNS AND MARKINGS BOOK	SIGN DETAIL DETAIL IN SHSM	DETAIL ON DWG. NUMBER	STD. SHEET NUMBER
VT. ROUTE 107 BETHEL: B 89+65.0, LT	LEGAL LOAD LIMIT 24,000 POUNDS	1	24	30	5.00						1					X		X												SIGN ID CODE VR-017			E-141
B 90+50.0, RT	SPEED LIMIT 50						1				1					X		X												SALVAGED SIGN TO BE MOUNTED ON NEW SIGN POST.	-	-	-
B 95+04.0, LT	1070 1404 0180	1	6	10	0.42						1				X			X												SIGN ID CODE VD-700			E-138
B 95+67.0, RT	LEGAL LOAD LIMIT 24,000 POUNDS	1	24	30	5.00						1					X		X												SIGN ID CODE VR-017			E-141
B 95+82.0, RT	STOP 1070 1404 0181	1 1	30 6	30 10	6.25 0.42						1					X		X												BACK-TO-BACK SIGN ID CODE RI-1 SIGN ID CODE VD-700	X		E-138
B 95+95.0, RT	Cleveland Brook Rd Cleveland Brook Rd	1 1	72 72	12 12	6.00 6.00						2					X		X												BACK-TO-BACK SIGN ID CODE D3-1 SIGN ID CODE D3-1		145 145	
B 105+40.0, RT	1500^{FINE} THROWING TRASH ON HIGHWAYS AND STREAMS	1	24	30	5.00						1					X		X												SIGN ID CODE VR-023b			E-144
B 105+60.0, LT	1070 1404 0200	1	6	10	0.42						1				X			X												SIGN ID CODE VD-700			E-138
B 115+75.0, LT	1070 1404 0220	1	6	10	0.42						1				X			X												SIGN ID CODE VD-700			E-138
FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND THE VTRANS "SIGN POST DESIGN GUIDELINE."												LF	LF	LF	LF 42	LF 98	LF		EA		LB	LB	LB	LB									
TOTALS					SF 34.93	SF	EA. 1	SF				LF			LF 140					EA.	LB				EA.	EA.	LB						

TRAFFIC SIGN SUMMARY SHEET #16

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_tss_16.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214tss16.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 137 OF 397

FILE NAME = V:\Projects\ANY\x2\22426\CADD_MSTN\z10b214_tss_16.dgn
DATE/TIME = 3/17/2014
USER = 4416

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET 17

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS EA	WIDTH (in)	HEIGHT (in)	NEW & SALVAGED SIGNS "A"	"B"	SALV SIGN	SALV TIS	EXIST POST RETAIN	SALVAGE	NEW SIGN POSTS NO. OF POSTS	FLANGED CHANNEL lb/ft 1.12	2.0	3.0	SQUARE STEEL (in) lb/ft 1.75 / 1.88	2.0 / 2.42	2.5 / 3.35	ANCHOR	SLEEVE	TUBULAR STEEL Ø (in) FOUND-ATION	3.0 / 7.6	3.5 / 9.0	4.0 / 10.8	5.0 / 14.6	W-SHAPE STEEL FTG. SIZE 24"	30"	WEIGHT	POST SIZE	SIGN REFLAMED REQUIRED	REMARKS SHSM = FHWA STANDARD HIGHWAY SIGNS AND MARKINGS BOOK	SIGN DETAIL DETAIL IN SHSM	DETAIL ON DWG. NUMBER	STD. SHEET NUMBER
VT. ROUTE 107 BETHEL: B 118+10.0, RT	BRIDGE 14 VT-107	1	6	10	0.42						1				X			X												SIGN ID CODE VD-701		146	
B 118+23.0, LT	BRIDGE 14 VT-107	1	6	10	0.42						1				X			X												SIGN ID CODE VD-701		146	
B 126+76.0, RT	1070 1404 0240	1	6	10	0.42						1				X			X												SIGN ID CODE VD-700			E-138
B 137+28.0, LT	1070 1404 0260	1	6	10	0.42						1				X			X												SIGN ID CODE VD-700			E-138
B 140+80.0, RT	BRIDGE 14A VT-107	1	6	10	0.42						1				X			X												SIGN ID CODE VD-701		146	
B 141+10.0, LT	BRIDGE 14A VT-107	1	6	10	0.42						1				X			X												SIGN ID CODE VD-701		146	
FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND THE VTRANS "SIGN POST DESIGN GUIDELINE."												LF	LF	LF	LF 84	LF	LF	EA			LB	LB	LB	LB									
	TOTALS				SF 2.52	SF	EA.	SF				LF			LF 84				EA.		LB				EA.	EA.	LB						

TRAFFIC SIGN SUMMARY SHEET #17

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_tss_17.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214tss17.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 138 OF 397

FILE NAME = V:\Projects\ANY\X2\22428\CADD_MSTN\z10b214_tss_17.dgn
DATE/TIME = 3/17/2014
USER = 4916

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET 18

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS EA	WIDTH (in)	HEIGHT (in)	NEW & SALVAGED SIGNS "A"	"B"	SALV SIGN	SALV TIS	EXIST POST RETAIN	EXIST POST SALVAGE	NEW SIGN POSTS NO. OF POSTS	FLANGED CHANNEL lb/ft 1.12	2.0	3.0	SQUARE STEEL (in) lb/ft 1.75	2.0	2.5	ANCHOR 1.88	2.42	3.35	SLEEVE	TUBULAR STEEL Ø (in) FOUND-ATION	3.0	3.5	4.0	5.0 lb/ft 7.6	9.0	10.8	14.6	W-SHAPE STEEL FTG. SIZE 24"	30"	WEIGHT	POST SIZE	SIGNS REQUIRED	REMARKS SHSM = FHWA STANDARD HIGHWAY SIGNS AND MARKINGS BOOK	SIGN DETAIL DETAIL IN SHSM	DETAIL ON DWG. NUMBER	STD. SHEET NUMBER
VT. ROUTE 107 BETHEL: B 147+38.0, RT	13-7	1	36	36	9.00						2					X		X																SIGN ID CODE W12-2	X		
	1/2 MILE	1	30	24	5.00																														SIGN ID CODE W16-3P	X		
	1070 1404 0280	1	6	10	0.42																														SIGN ID CODE VD-700			E-138
B 152+92.0, RT		1	36	36	9.00						2					X		X																		SIGN ID CODE W1-10cL SIGN SHALL BE FLUORESCENT YELLOW	X		
	XX M.P.H.	1	24	24	4.00																														SIGN ID CODE W13-1P SIGN SHALL BE FLUORESCENT YELLOW	X		
B 154+68.0, RT	Bethel Randolph 8	1	30	18	3.75						1					X		X																				145	
B 155+00.0, LT	SPEED LIMIT 50						1				1					X		X																		SALVAGED SIGN TO BE MOUNTED ON NEW SIGN POST.	-	-	-
B 155+89.0, RT	SPEED LIMIT 35	1	30	36	7.50						1					X		X																		SIGN ID CODE R2-1	X		
B 156+25.0, LT	WEST SOUTH						2				2					X		X																	X	SALVAGED SIGN TO BE MOUNTED ON NEW SIGN POST. SALVAGED SIGN TO BE MOUNTED ON NEW SIGN POST.	- -	- -	- -
	VERMONT 107 VERMONT 12						2																													SALVAGED SIGN TO BE MOUNTED ON NEW SIGN POST. SALVAGED SIGN TO BE MOUNTED ON NEW SIGN POST.	- -	- -	- -
B 156+58.0, RT		1	48	24	8.00						2					X		X																		SIGN ID CODE W1-6L SIGN SHALL BE FLUORESCENT YELLOW	X		
FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND THE VTRANS "SIGN POST DESIGN GUIDELINE."												LF	LF	LF	LF	LF 154	LF	EA			LB	LB	LB	LB												
TOTALS					SF 46.67	SF	EA. 5	SF				LF			LF 154				EA.		LB				EA.	EA.	LB									

TRAFFIC SIGN SUMMARY SHEET #18

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_tss_18.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214tss18.I
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 139 OF 397

FILE NAME = V:\Projects\ANY\K2\22428\CADD_MSTN\z10b214_tss_18.dgn
DATE/TIME = 3/17/2014
USER = 4916

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET 19

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS EA	WIDTH (in)	HEIGHT (in)	NEW & SALVAGED SIGNS "A"	"B"	SALV SIGN	SALV TIS	EXIST POST RETAIN	EXIST POST SALVAGE	NEW SIGN POSTS NO. OF POSTS	FLANGED CHANNEL lb/ft 1.12	2.0	3.0	SQUARE STEEL (in) lb/ft 1.75 (1.88)	2.0 (2.42)	2.5 (3.35)	ANCHOR	SLEEVE	TUBULAR STEEL Ø (in) FOUNDATION	lb/ft 3.0 (7.6)	3.5 (9.0)	4.0 (10.8)	5.0 (14.6)	W-SHAPE STEEL FTG. SIZE 24"	30"	WEIGHT	POST SIZE	SIGN REFLECTORIZED REQUIRED	REMARKS SHSM = FHWA STANDARD HIGHWAY SIGNS AND MARKINGS BOOK	SIGN DETAIL DETAIL IN SHSM	DETAIL ON DWG. NUMBER	STD. SHEET NUMBER
VT. ROUTE 107 BETHEL: B 156+66.0, RT	LEGAL LOAD LIMIT 24,000 POUNDS	1	24	30	5.00						1					X		X												SIGN ID CODE VR-017			E-141
	SPEED LIMIT 35	1	24	30	5.00																									SIGN ID CODE R2-1	X		
B 157+11.0, RT	North Rd STOP 1070 1404 0297	1	42	12	3.50						1					X		X												DOUBLE SIDED SIGN, SIGN ID CODE D3-1. 12" TOP MOUNTING BRACKET REQUIRED TO INSTALL SIGN ON POST. COSTS ASSOCIATED WITH THIS BRACKET ARE INCIDENTAL TO THE SIGN POST.		145	
		1 1	30 6	30 10	6.25 0.42																									BACK-TO-BACK SIGN ID CODE RI-1 SIGN ID CODE VD-700	X		E-138
B 157+90.0, RT	STOP	1	30	30	6.25						1					X		X												SIGN ID CODE RI-1	X		
B 158+40.0, LT	1070 1404 0300	1	6	10	0.42						1				X			X												SIGN ID CODE VD-700			E-138
B 161+00.0, LT		1	36	36	9.00						2					X		X												SIGN ID CODE WI-10bR SIGN SHALL BE FLUORESCENT YELLOW	X		
	XX M.P.H.	1	24	24	4.00																									SIGN ID CODE WI3-1P SIGN SHALL BE FLUORESCENT YELLOW	X		
B 162+11.0, RT	LEGAL LOAD LIMIT 24,000 POUNDS	1	24	30	5.00						1					X		X												SIGN ID CODE VR-017			E-141

FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND THE VTRANS "SIGN POST DESIGN GUIDELINE."

												LF	LF	LF	LF 14	LF 84	LF	EA		LB	LB	LB	LB										
TOTALS		SF 44.84	SF	EA.	SF			LF			LF 98			EA.		LB				EA.	EA.	LB											

TRAFFIC SIGN SUMMARY SHEET #19

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_tss_19.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214tss19.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 140 OF 397

FILE NAME = V:\Projects\ANY\X2\22428\CADD_MSTN\z10b214_tss_19.dgn
DATE/TIME = 3/17/2014
USER = 4916

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET 20

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS EA	WIDTH (in)	HEIGHT (in)	NEW & SALVAGED SIGNS "A"	"B"	SALV SIGN	SALV TIS	EXIST POST RETAIN	EXIST POST SALVAGE	NEW SIGN POSTS NO. OF POSTS	FLANGED CHANNEL lb/ft 1.12	2.0	3.0	SQUARE STEEL (in) lb/ft 1.75 1.88	2.0 2.42	2.5 3.35	ANCHOR	SLEEVE	TUBULAR STEEL Ø (in) FOUNDATION	3.0 7.6	3.5 9.0	4.0 10.8	5.0 14.6	W-SHAPE STEEL FTG. SIZE 24"	30"	WEIGHT	POST SIZE	SIGNS REQUIRED	REMARKS SHSM = FHWA STANDARD HIGHWAY SIGNS AND MARKINGS BOOK	SIGN DETAIL DETAIL IN SHSM	DETAIL ON DWG. NUMBER	STD. SHEET NUMBER
VT. ROUTE 107 BETHEL: B 162+31.0, RT	Graham St / STOP / 1070 1404 0307	1	42	12	3.50						1					X		X												DOUBLE SIDED SIGN, SIGN ID CODE D3-1. 12" TOP MOUNTING BRACKET REQUIRED TO INSTALL SIGN ON POST. COSTS ASSOCIATED WITH THIS BRACKET ARE INCIDENTAL TO THE SIGN POST.		145	
		1	30	30	6.25																								BACK-TO-BACK SIGN ID CODE R1-1 SIGN ID CODE VD-700	X		E-138
		1	6	10	0.42																											
B 166+67.0, RT	SPEED LIMIT 25	1	30	36	7.50						1					X		X												SIGN ID CODE R2-1	X		
B 169+98.0, LT	Miller Dr / STOP / 1070 1404 0322	1	30	8	1.67						1					X		X												DOUBLE SIDED SIGN, SIGN ID CODE D3-1. 12" TOP MOUNTING BRACKET REQUIRED TO INSTALL SIGN ON POST. COSTS ASSOCIATED WITH THIS BRACKET ARE INCIDENTAL TO THE SIGN POST.		145	
		1	30	30	6.25																								BACK-TO-BACK SIGN ID CODE R1-1 SIGN ID CODE VD-700	X		E-138
		1	6	10	0.42																											
B 170+17.0, LT	LEGAL LOAD LIMIT 24,000 POUNDS	1	24	30	5.00						1					X		X												SIGN ID CODE VR-017			E-141
VT. 100 S.B. APPROACH STOCKBRIDGE: SIGN #1, RT	Stockbridge 1 / Rochester 9	1	72	12	6.00						2					X		X												SIGN ID CODE VD2-1		144	
		1	72	12	6.00																								SIGN ID CODE VD2-1		144	
SIGN #2, LT		1	30	30	6.25						1					X		X												SIGN ID CODE W3-1	X		
SIGN #3, LT	← Bethel 10 / Pittsfield 3 →	1	72	12	6.00						2										2	165								SIGN ID CODE VD1-1a		144	
		1	72	12	6.00																								SIGN ID CODE VD1-1a		144	
	Killington 11 → / Rutland 22 →	1	72	12	6.00																								SIGN ID CODE VD1-1a		144	
		1	72	12	6.00																								SIGN ID CODE VD1-1a		144	
												LF	LF	LF	LF 98	LF	LF	EA			LB 165	LB	LB	LB								
FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND THE VTRANS "SIGN POST DESIGN GUIDELINE."		TOTALS	SF 73.26	SF	EA.	SF						LF			LF 98					EA. 2		LB 165			EA.	EA.	LB						

TRAFFIC SIGN SUMMARY SHEET #20

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_tss_20.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214tss20.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 141 OF 397

FILE NAME = V:\Projects\ANY\X2\22428\CADD_MSTN\z10b214_tss_28.dgn
DATE/TIME = 3/17/2014
USER = 4916

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET 21

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS EA	WIDTH (in)	HEIGHT (in)	NEW & SALVAGED SIGNS "A"	"B"	SALV SIGN	SALV TIS	EXIST POST RETAIN	EXIST POST SALVAGE	NEW SIGN POSTS NO. OF POSTS	FLANGED CHANNEL lb/ft 1.12	2.0	3.0	SQUARE STEEL (in) lb/ft 1.75 lb/ft 1.88	2.0 lb/ft 2.42	2.5 lb/ft 3.35	ANCHOR	SLEEVE	TUBULAR STEEL Ø (in) FOUNDATION	3.0 lb/ft 7.6	3.5 lb/ft 9.0	4.0 lb/ft 10.8	5.0 lb/ft 14.6	W-SHAPE STEEL FTG. SIZE 24"	30"	WEIGHT	POST SIZE	SIGNAL REQUIRED	REMARKS SHSM = FHWA STANDARD HIGHWAY SIGNS AND MARKINGS BOOK	SIGN DETAIL DETAIL IN SHSM	DETAIL ON DWG. NUMBER	STD. SHEET NUMBER
VT. 100 S.B. APPROACH STOCKBRIDGE: SIGN #4, LT	NEW TRAFFIC PATTERN AHEAD	1	36	36	9.00						2					X		X												SIGN ID CODE W23-2	X		
SIGN #5, LT	JCT VERMONT 107	1 1	21 30	15 24	2.19 5.00						1					X		X												SIGN ID CODE M2-1, GREEN ON WHITE SIGN ID CODE MI-5	X		E-136B
VT. ROUTE 100 STOCKBRIDGE: V 10+75.0, RT	PARK - RIDE ←	1	30	36	7.50						1					X		X												SIGN ID CODE D4-2L	X		
V 11+00.0, LT	PARK - RIDE →	1	30	36	7.50						1					X		X												SIGN ID CODE D4-2R	X		
V 11+75.0, RT	NORTH VERMONT 100	1 1	24 30	12 24	2.00 5.00						1					X		X												SIGN ID CODE M3-1, GREEN ON WHITE SIGN ID CODE MI-5	X		E-136B
V 13+00.0, LT	EAST TO SOUTH	1 1 1	24 24 24	12 12 12	2.00 2.00 2.00						2									2	152								X	SIGN ID CODE M3-2, GREEN ON WHITE SIGN ID CODE M4-5, WHITE ON BLUE SIGN ID CODE M3-3, GREEN ON WHITE	X X X		
	VERMONT 107 BUSINESS 89 VERMONT 100	1 1 1	30 24 30	24 24 24	5.00 4.00 5.00																									SIGN ID CODE MI-5 SIGN ID CODE MI-1 SIGN ID CODE MI-5	X		E-136B E-136B
	← ← →	1 1 1	21 21 21	15 15 15	2.19 2.19 2.19																									SIGN ID CODE M6-1L, GREEN ON WHITE SIGN ID CODE M6-1L, WHITE ON BLUE SIGN ID CODE M6-1R, GREEN ON WHITE	X X X		
FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND THE VTRANS "SIGN POST DESIGN GUIDELINE."												LF	LF	LF	LF	LF 84	LF	EA		EA. 2	LB 152	LB	LB	LB	EA.	EA.	LB						
	TOTALS				SF 64.76	SF	EA.	SF				LF			LF 84					EA. 2	LB 152				EA.	EA.	LB						

TRAFFIC SIGN SUMMARY SHEET #21

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_tss_21.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214tss21.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 142 OF 397

FILE NAME = V:\Projects\ANY\X2\22428\CADD_MSTN\z10b214_tss_21.dgn
DATE/TIME = 3/17/2014
USER = 4916

STATE OF VERMONT
AGENCY OF TRANSPORTATION

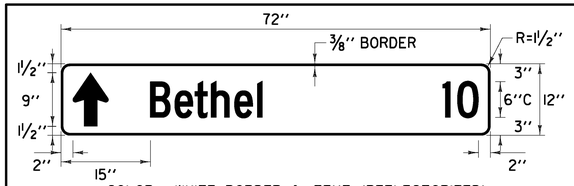
TRAFFIC SIGN SUMMARY SHEET 22

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS EA	WIDTH (in)	HEIGHT (in)	NEW & SALVAGED SIGNS "A"	"B"	SALV SIGN	SALV TIS	EXIST POST RETAIN	EXIST POST SALVAGE	NEW SIGN POSTS NO. OF POSTS	FLANGED CHANNEL lb/ft 1.12	2.0	3.0	SQUARE STEEL (in) lb/ft 1.75 (1.88)	2.0 (2.42)	2.5 (3.35)	ANCHOR	SLEEVE	TUBULAR STEEL Ø (in) FOUNDATION	3.0 (7.6)	3.5 (9.0)	4.0 (10.8)	5.0 (14.6)	W-SHAPE STEEL FTG. SIZE 24"	30"	WEIGHT	POST SIZE	SIGN REQUIRED	REMARKS SHSM = FHWA STANDARD HIGHWAY SIGNS AND MARKINGS BOOK	SIGN DETAIL DETAIL IN SHSM	DETAIL ON DWG. NUMBER	STD. SHEET NUMBER
	SHEET 122 SUBTOTAL				93.68										-	112				4	382											
	SHEET 123 SUBTOTAL				59.43										-	42				4	332											
	SHEET 124 SUBTOTAL				40.79										70	14				2	219											
	SHEET 125 SUBTOTAL				3.78										126	-																
	SHEET 126 SUBTOTAL				3.78										112	-																
	SHEET 127 SUBTOTAL				19.02										70	42																
	SHEET 128 SUBTOTAL				21.52		1								28	56																
	SHEET 129 SUBTOTAL				15.94		-								98	28																
	SHEET 130 SUBTOTAL				52.51		-								28	84																
	SHEET 131 SUBTOTAL				17.27		1								70	42																
	SHEET 132 SUBTOTAL				2.94		3								98	28																
	SHEET 133 SUBTOTAL				40.51		-								28	84																
	SHEET 134 SUBTOTAL				42.59		-								28	126				-	-											
	SHEET 135 SUBTOTAL				53.20		-								28	98				2	148											
	SHEET 136 SUBTOTAL				52.35		-								28	70				2	151											
	SHEET 137 SUBTOTAL				34.93		1								42	98																
	SHEET 138 SUBTOTAL				2.52		-								84	-																
	SHEET 139 SUBTOTAL				46.67		5								-	154																
	SHEET 140 SUBTOTAL				44.84										14	84				-	-											
	SHEET 141 SUBTOTAL				73.26										-	98				2	165											
	SHEET 142 SUBTOTAL				64.76										-	84				2	152											
	ROUNDING				0.71		-								23	31				-	26											
	FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND THE VTRANS "SIGN POST DESIGN GUIDELINE."											LF	LF	LF	LF 975	LF 1375	LF		EA		LB 1575	LB	LB	LB								
	TOTALS		SF 787.00	SF	EA. 11	SF						LF			LF 2350					EA. 18	LB 1575				EA.	EA.	LB					

TRAFFIC SIGN SUMMARY SHEET #22

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_tss_22.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214tss22.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 143 OF 397

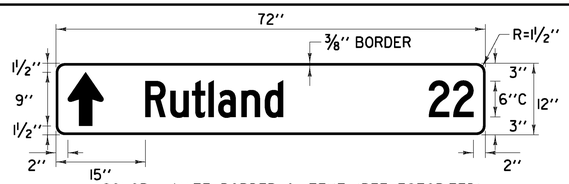
FILE NAME = V:\Projects\ANY\X2\22428\CADD_MSTN\x10b214_tss_22.dgn
DATE/TIME = 3/17/2014
USER = 4416



COLOR: WHITE BORDER & TEXT (REFLECTORIZED)
GREEN BACKGROUND (REFLECTORIZED)

MATERIAL: PER VTRANS STANDARD E-123

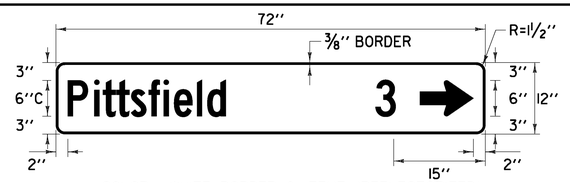
LOCATION: VT. ROUTE 107
STOCKBRIDGE:
STA 0+00.0, RT



COLOR: WHITE BORDER & TEXT (REFLECTORIZED)
GREEN BACKGROUND (REFLECTORIZED)

MATERIAL: PER VTRANS STANDARD E-123

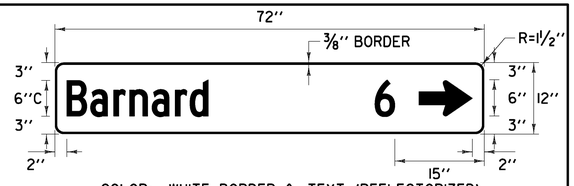
LOCATION: VT. ROUTE 107
STOCKBRIDGE:
STA 5+77.0, LT



COLOR: WHITE BORDER & TEXT (REFLECTORIZED)
GREEN BACKGROUND (REFLECTORIZED)

MATERIAL: PER VTRANS STANDARD E-123

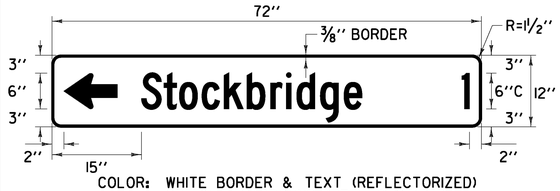
LOCATION: VT ROUTE 100
STOCKBRIDGE:
SB APPROACH SIGN #3, LT



COLOR: WHITE BORDER & TEXT (REFLECTORIZED)
GREEN BACKGROUND (REFLECTORIZED)

MATERIAL: PER VTRANS STANDARD E-123

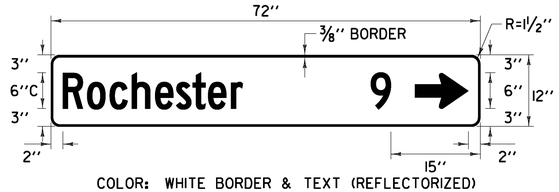
LOCATION: VT. ROUTE 107
BETHEL:
STA B 78+52.0, RT



COLOR: WHITE BORDER & TEXT (REFLECTORIZED)
GREEN BACKGROUND (REFLECTORIZED)

MATERIAL: PER VTRANS STANDARD E-123

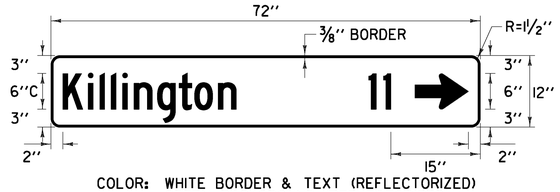
LOCATION: VT. ROUTE 107
STOCKBRIDGE:
STA 0+00.0, RT



COLOR: WHITE BORDER & TEXT (REFLECTORIZED)
GREEN BACKGROUND (REFLECTORIZED)

MATERIAL: PER VTRANS STANDARD E-123

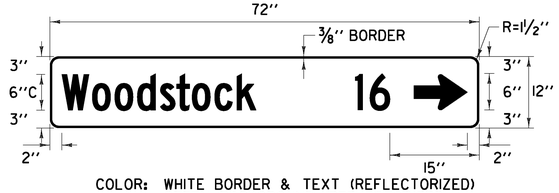
LOCATION: VT. ROUTE 107
STOCKBRIDGE:
STA 5+77.0, LT



COLOR: WHITE BORDER & TEXT (REFLECTORIZED)
GREEN BACKGROUND (REFLECTORIZED)

MATERIAL: PER VTRANS STANDARD E-123

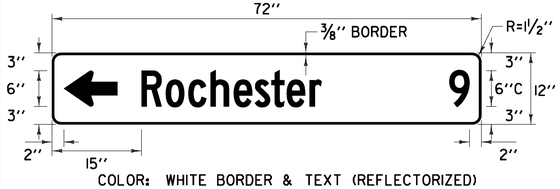
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STOCKBRIDGE:
SB APPROACH SIGN #3, LT



COLOR: WHITE BORDER & TEXT (REFLECTORIZED)
GREEN BACKGROUND (REFLECTORIZED)

MATERIAL: PER VTRANS STANDARD E-123

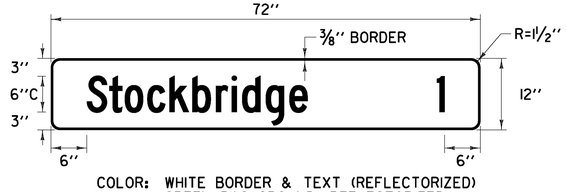
LOCATION: VT. ROUTE 107
BETHEL:
STA B 78+52.0, RT



COLOR: WHITE BORDER & TEXT (REFLECTORIZED)
GREEN BACKGROUND (REFLECTORIZED)

MATERIAL: PER VTRANS STANDARD E-123

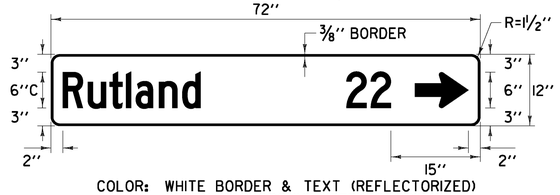
LOCATION: VT. ROUTE 107
STOCKBRIDGE:
STA 0+00.0, RT



COLOR: WHITE BORDER & TEXT (REFLECTORIZED)
GREEN BACKGROUND (REFLECTORIZED)

MATERIAL: PER VTRANS STANDARD E-123

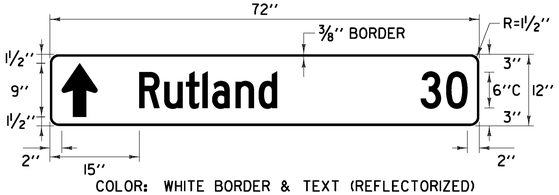
LOCATION: VT ROUTE 100
STOCKBRIDGE:
SB APPROACH SIGN #1, RT



COLOR: WHITE BORDER & TEXT (REFLECTORIZED)
GREEN BACKGROUND (REFLECTORIZED)

MATERIAL: PER VTRANS STANDARD E-123

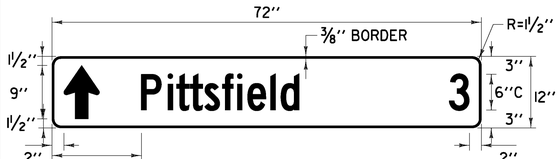
LOCATION: VT ROUTE 100
STOCKBRIDGE:
SB APPROACH SIGN #3, LT



COLOR: WHITE BORDER & TEXT (REFLECTORIZED)
GREEN BACKGROUND (REFLECTORIZED)

MATERIAL: PER VTRANS STANDARD E-123

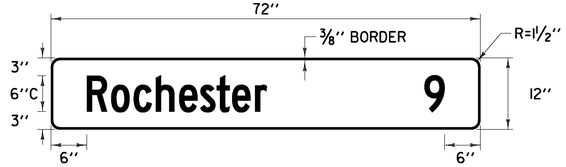
LOCATION: VT. ROUTE 107
BETHEL:
STA B 86+55.0, LT



COLOR: WHITE BORDER & TEXT (REFLECTORIZED)
GREEN BACKGROUND (REFLECTORIZED)

MATERIAL: PER VTRANS STANDARD E-123

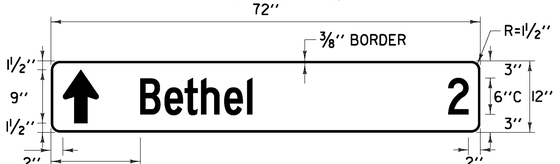
LOCATION: VT. ROUTE 107
STOCKBRIDGE:
STA 5+77.0, LT



COLOR: WHITE BORDER & TEXT (REFLECTORIZED)
GREEN BACKGROUND (REFLECTORIZED)

MATERIAL: PER VTRANS STANDARD E-123

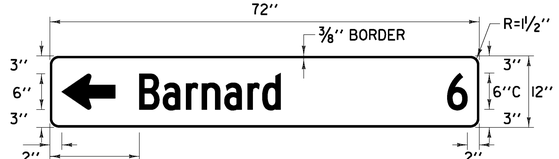
LOCATION: VT ROUTE 100
STOCKBRIDGE:
SB APPROACH SIGN #1, RT



COLOR: WHITE BORDER & TEXT (REFLECTORIZED)
GREEN BACKGROUND (REFLECTORIZED)

MATERIAL: PER VTRANS STANDARD E-123

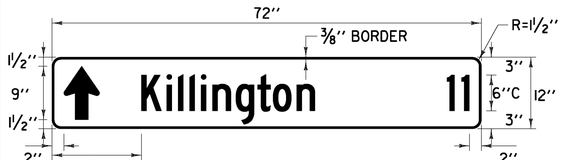
LOCATION: VT. ROUTE 107
BETHEL:
STA B 78+52.0, RT



COLOR: WHITE BORDER & TEXT (REFLECTORIZED)
GREEN BACKGROUND (REFLECTORIZED)

MATERIAL: PER VTRANS STANDARD E-123

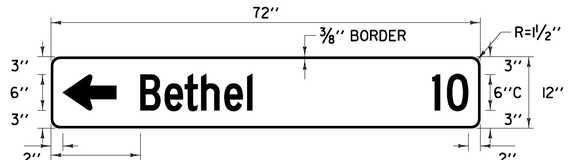
LOCATION: VT. ROUTE 107
BETHEL:
STA B 86+55.0, LT



COLOR: WHITE BORDER & TEXT (REFLECTORIZED)
GREEN BACKGROUND (REFLECTORIZED)

MATERIAL: PER VTRANS STANDARD E-123

LOCATION: VT. ROUTE 107
STOCKBRIDGE:
STA 5+77.0, LT



COLOR: WHITE BORDER & TEXT (REFLECTORIZED)
GREEN BACKGROUND (REFLECTORIZED)

MATERIAL: PER VTRANS STANDARD E-123

LOCATION: VT ROUTE 100
STOCKBRIDGE:
SB APPROACH SIGN #3, LT

TRAFFIC SIGN DETAIL SHEET #1

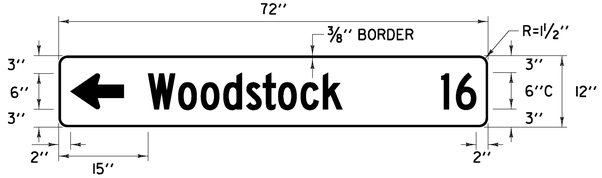
PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_sds_01.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214sds01.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 144 OF 397

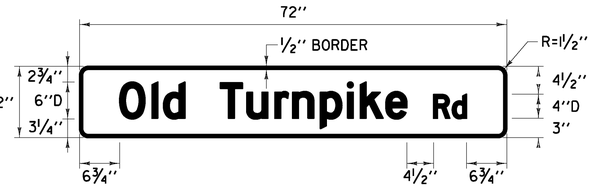
FILE NAME = V:\Projects\VAV\VK2\22426\CADD_MSTN\z10b214_sds_01.dgn
DATE/TIME = 3/17/2014
USER = AYB



COLOR: WHITE BORDER & TEXT (REFLECTORIZED)
GREEN BACKGROUND (REFLECTORIZED)

MATERIAL: PER VTRANS STANDARD E-123

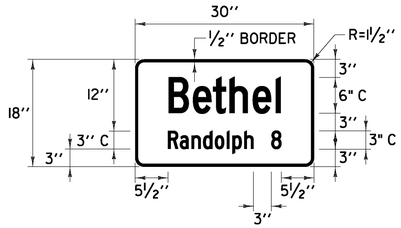
LOCATION: VT. ROUTE 107
BETHEL:
STA B 86+55.0, LT



COLOR: WHITE BORDER & TEXT (REFLECTORIZED)
GREEN BACKGROUND (REFLECTORIZED)

MATERIAL: FLAT SHEET ALUMINUM WITH A MINIMUM THICKNESS OF 0.125 INCH

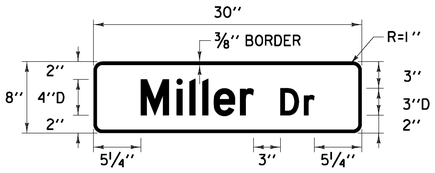
LOCATION: VT. ROUTE 107
BETHEL:
STA B 89+20.0, LT
STA B 89+20.0, LT



COLOR: WHITE BORDER & TEXT (REFLECTORIZED)
GREEN BACKGROUND (REFLECTORIZED)

MATERIAL: PER VTRANS STANDARD E-128A

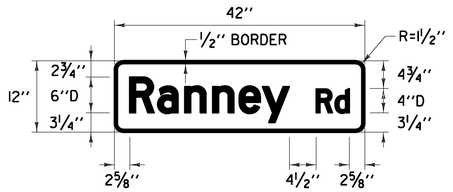
LOCATION: VT. ROUTE 107
BETHEL:
STA B 154+68.0, RT



COLOR: WHITE BORDER & TEXT (REFLECTORIZED)
GREEN BACKGROUND (REFLECTORIZED)

MATERIAL: FLAT SHEET ALUMINUM WITH A MINIMUM THICKNESS OF 0.125 INCH

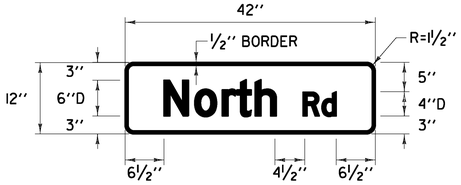
LOCATION: VT. ROUTE 107
BETHEL:
STA B 169+98.0, LT - DOUBLE SIDED



COLOR: WHITE BORDER & TEXT (REFLECTORIZED)
GREEN BACKGROUND (REFLECTORIZED)

MATERIAL: FLAT SHEET ALUMINUM WITH A MINIMUM THICKNESS OF 0.125 INCH

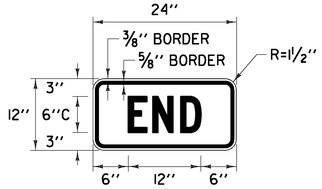
LOCATION: VT. ROUTE 107
STOCKBRIDGE:
STA 134+39.0, RT - DOUBLE SIDED



COLOR: WHITE BORDER & TEXT (REFLECTORIZED)
GREEN BACKGROUND (REFLECTORIZED)

MATERIAL: FLAT SHEET ALUMINUM WITH A MINIMUM THICKNESS OF 0.125 INCH

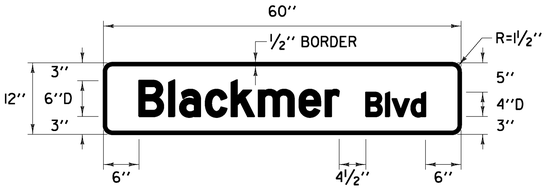
LOCATION: VT. ROUTE 107
BETHEL:
STA B 157+11.0, RT - DOUBLE SIDED



COLOR: GREEN BORDER & TEXT (REFLECTORIZED)
WHITE BACKGROUND (REFLECTORIZED)

MATERIAL: PER VTRANS STANDARD E-136B

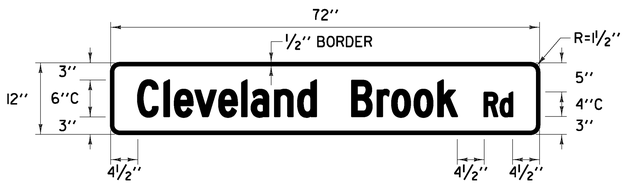
LOCATION: VT. ROUTE 107
STOCKBRIDGE:
STA 3+77.0, LT



COLOR: WHITE BORDER & TEXT (REFLECTORIZED)
GREEN BACKGROUND (REFLECTORIZED)

MATERIAL: FLAT SHEET ALUMINUM WITH A MINIMUM THICKNESS OF 0.125 INCH

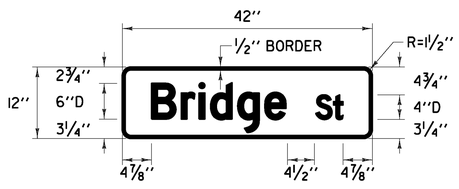
LOCATION: VT. ROUTE 107
STOCKBRIDGE:
STA 141+20.0, LT
STA 141+20.0, LT



COLOR: WHITE BORDER & TEXT (REFLECTORIZED)
GREEN BACKGROUND (REFLECTORIZED)

MATERIAL: FLAT SHEET ALUMINUM WITH A MINIMUM THICKNESS OF 0.125 INCH

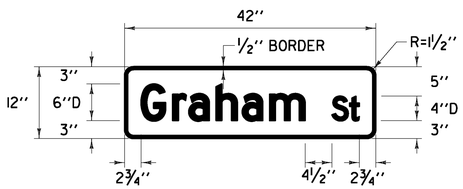
LOCATION: VT. ROUTE 107
BETHEL:
STA B 95+95.0, RT
STA B 95+95.0, RT



COLOR: WHITE BORDER & TEXT (REFLECTORIZED)
GREEN BACKGROUND (REFLECTORIZED)

MATERIAL: FLAT SHEET ALUMINUM WITH A MINIMUM THICKNESS OF 0.125 INCH

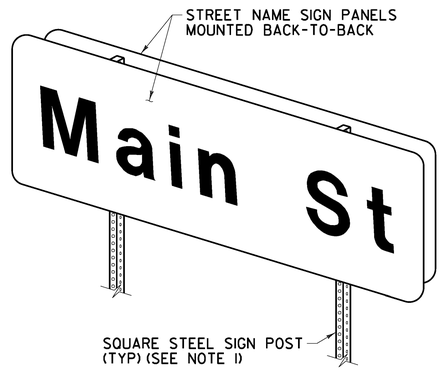
LOCATION: VT. ROUTE 107
STOCKBRIDGE:
STA 232+53.0, LT - DOUBLE SIDED



COLOR: WHITE BORDER & TEXT (REFLECTORIZED)
GREEN BACKGROUND (REFLECTORIZED)

MATERIAL: FLAT SHEET ALUMINUM WITH A MINIMUM THICKNESS OF 0.125 INCH

LOCATION: VT. ROUTE 107
BETHEL:
STA B 162+31.0, RT - DOUBLE SIDED



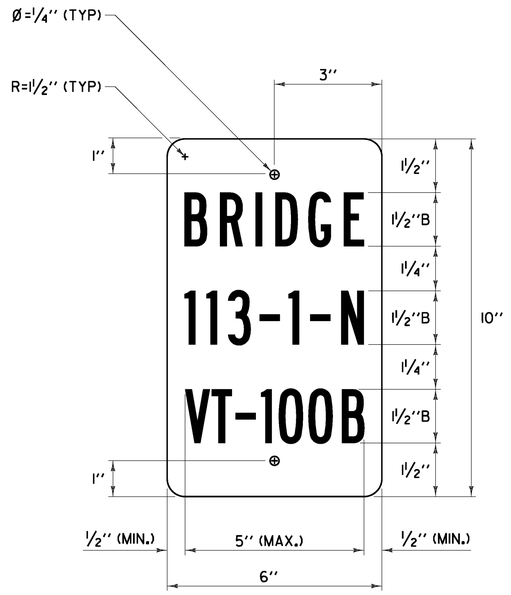
TWO POST STREET NAME SIGN INSTALLATION

NOTE: **FOR STREET NAME >42''**

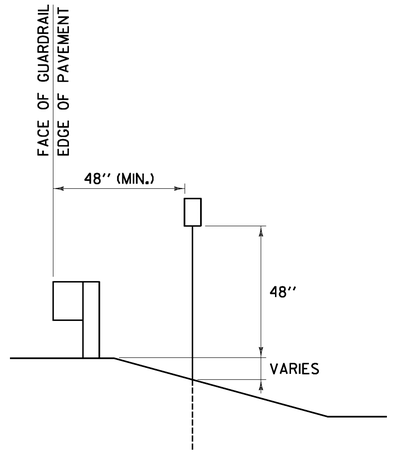
1. SEE VTRANS STD T-45 FOR SQUARE STEEL SIGN POST DETAILS & POST SPACING REQUIREMENTS.

TRAFFIC SIGN DETAIL SHEET #2	PROJECT NAME: STOCKBRIDGE-BETHEL	
	PROJECT NUMBER: STP 2910(1)	
	FILE NAME: z10b214_sds_02.dgn	PLOT DATE: 3/17/2014
	PROJECT LEADER: D.E.G.	DRAWN BY: W.G.P.
	DESIGNED BY: L.M.B.	CHECKED BY: J.P.S.
	IPARM FILE: z10b214sds02.i	SHEET 145 OF 397

FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_sds_02.dgn
DATE/TIME = 3/17/2014
USER = 4916



VD-701



VD-701 INSTALLATION DETAIL

GENERAL NOTES:

1. BRIDGE NUMBER PLAQUES SHALL BE LOCATED ON BOTH BRIDGE APPROACHES AT THE NEAREST VISIBLE LOCATION.
2. THE SIGN BASE MATERIAL SHALL BE 0.063 INCH FLAT SHEET ALUMINUM.
3. THE SIGN SHALL BE WHITE RETROREFLECTIVE LEGEND ON A GREEN RETROREFLECTIVE BACKGROUND, BOTH SHALL HAVE RETROREFLECTIVE SHEETING EQUAL TO OR EXCEEDING "AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS" (AASHTO) M 268 ["AMERICAN SOCIETY FOR TESTING AND MATERIALS"(ASTM) D 4956] TYPE III.
4. THE SECOND LINE OF TEXT INDICATES THE BRIDGE NUMBER. THE BRIDGE NUMBER CAN BE OBTAINED USING THE VERMONT AGENCY OF TRANSPORTATION (VAOT) ROUTE LOGS OR BY CONSULTING WITH THE VAOT STRUCTURES SECTION.
5. THE THIRD LINE OF TEXT INDICATES THE STATE ROUTE NUMBER. IN ALL CASES THIS WILL BE DEPICTED USING THE LETTER ABBREVIATION, FOLLOWED BY A HYPHEN, FOLLOWED BY THE ROUTE NUMBER. FOR EXAMPLE US ROUTE 2 WOULD BE IDENTIFIED USING US-2.
6. THE SECOND AND THIRD LINES OF TEXT SHALL BE CENTERED HORIZONTALLY AND SHALL BE AS DEFINED IN THE PLANS.
7. A SINGLE 14 GAGE, 1.75 INCH SQUARE STEEL POST AND 12 GAGE, TWO INCH SQUARE ANCHOR SHALL BE USED FOR INSTALLATION. THE ANCHOR SHALL BE A MINIMUM OF 30 INCHES IN LENGTH.
8. ALL DIMENSIONS SHOWN IN INCHES.

BRIDGE PLAQUE DETAILS SHEET

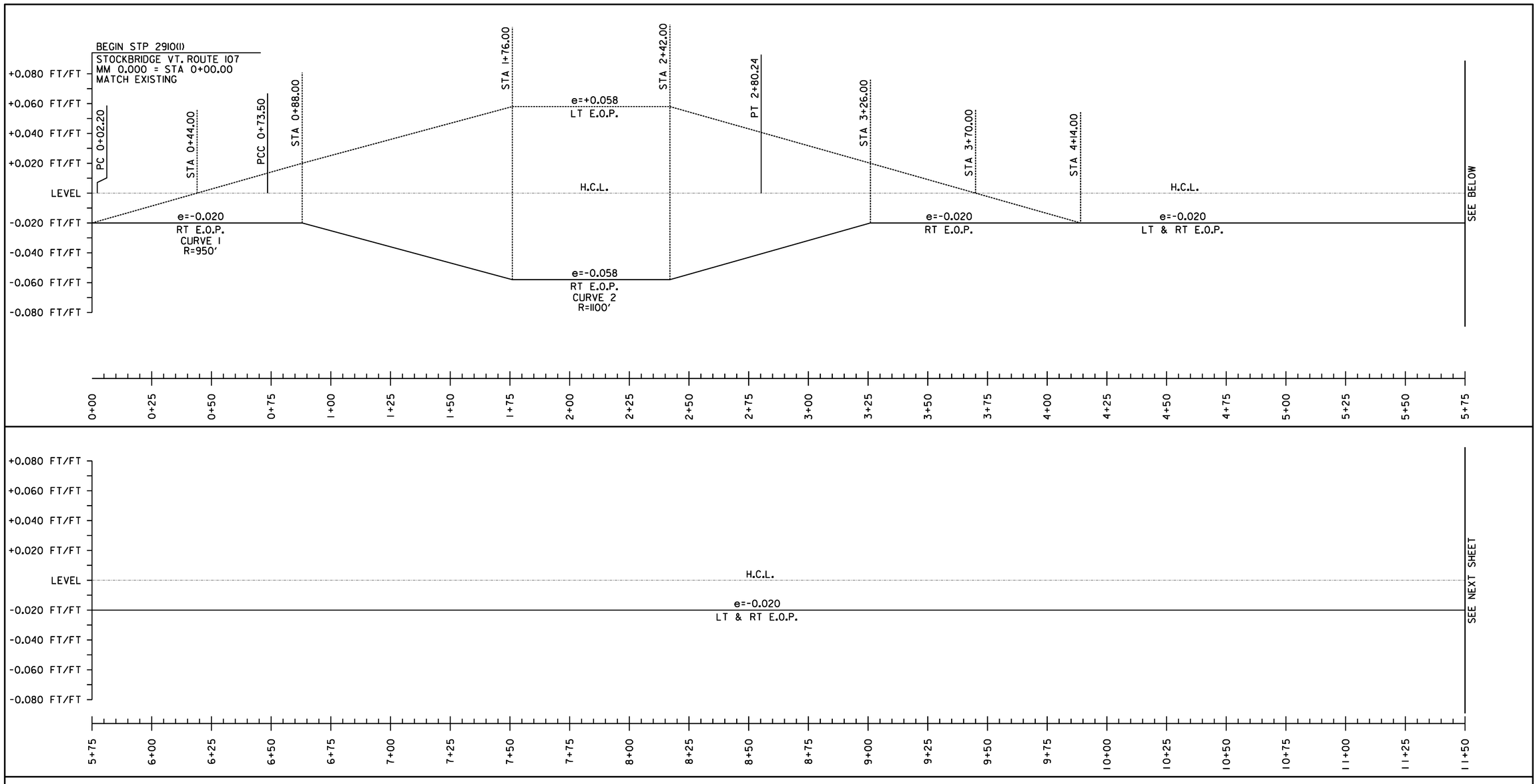
PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_bpd_01.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214bpd01.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 146 OF 397

FILE NAME = V:\Projects\ANY\K2\22428\CADD_MSTN\z10b214_bpd_01.dgn
DATE/TIME = 3/17/2014
USER = 4916



SUPERELEVATION BANKING NOTES:

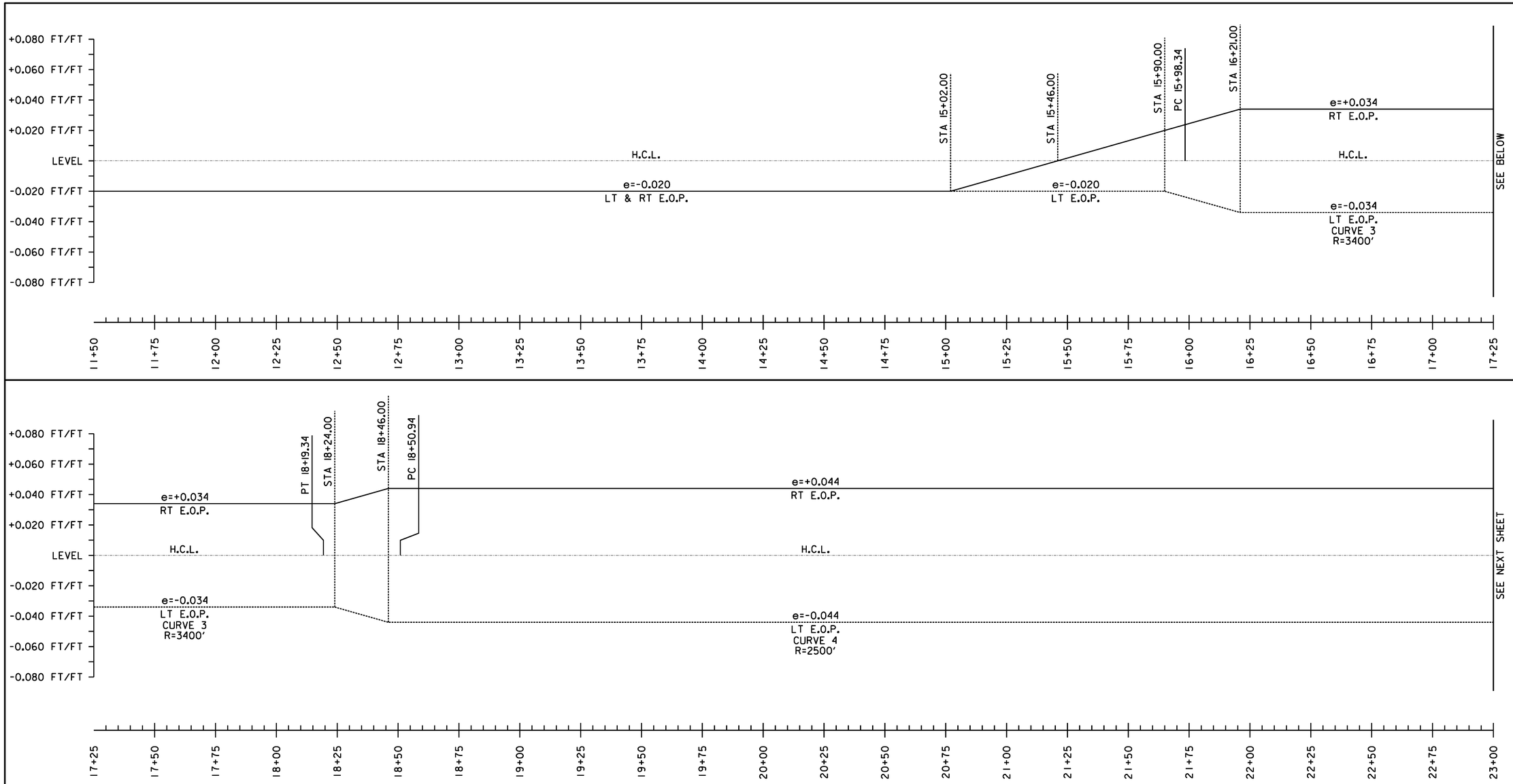
1. SUPERELEVATION RATES AND RUNOFF LENGTHS WERE DETERMINED USING A DESIGN SPEED EQUAL TO THE POSTED SPEED AND A MAXIMUM SUPERELEVATION RATE OF 0.08. A MAXIMUM SUPERELEVATION RATE OF 0.06 WAS USED WHERE SIDE ROADS INTERSECTED ALONG THE HIGH SIDE OF A CURVE.
2. THE SHOULDER CROSS SLOPE ON BOTH THE OUTSIDE (HIGH SIDE) AND THE INSIDE (LOW SIDE) OF A SUPERELEVATED CURVE SHALL MATCH THE ADJACENT TRAVEL LANE CROSS SLOPE.

NOT TO SCALE

SUPERELEVATION DIAGRAMS SHEET #1

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(I)
FILE NAME: z10b214_sbd_01.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214sbd1.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 147 OF 397

FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_sbd_01.dgn
DATE/TIME = 3/17/2014
USER = 4916



SUPERELEVATION BANKING NOTES:

1. SUPERELEVATION RATES AND RUNOFF LENGTHS WERE DETERMINED USING A DESIGN SPEED EQUAL TO THE POSTED SPEED AND A MAXIMUM SUPERELEVATION RATE OF 0.08. A MAXIMUM SUPERELEVATION RATE OF 0.06 WAS USED WHERE SIDE ROADS INTERSECTED ALONG THE HIGH SIDE OF A CURVE.
2. THE SHOULDER CROSS SLOPE ON BOTH THE OUTSIDE (HIGH SIDE) AND THE INSIDE (LOW SIDE) OF A SUPERELEVATED CURVE SHALL MATCH THE ADJACENT TRAVEL LANE CROSS SLOPE.

NOT TO SCALE

SUPERELEVATION DIAGRAMS SHEET #2

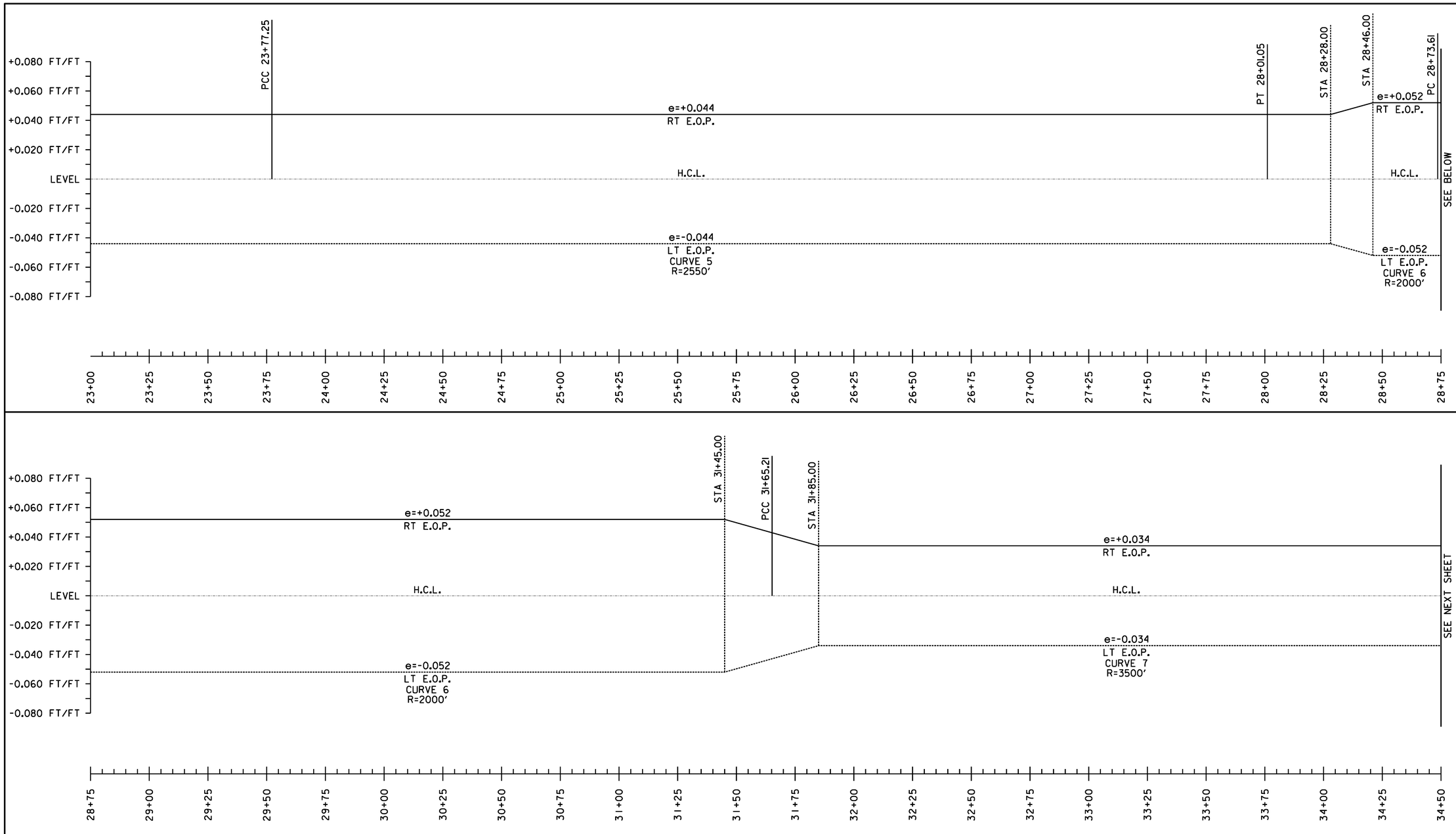
PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_sbd_02.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214sbd2.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 148 OF 397

FILE NAME = V:\Projects\VNY\K2\22426\CADD_MSTN\z10b214_sbd_02.dgn
DATE/TIME = 3/17/2014
USER = 4416



SUPERELEVATION BANKING NOTES:

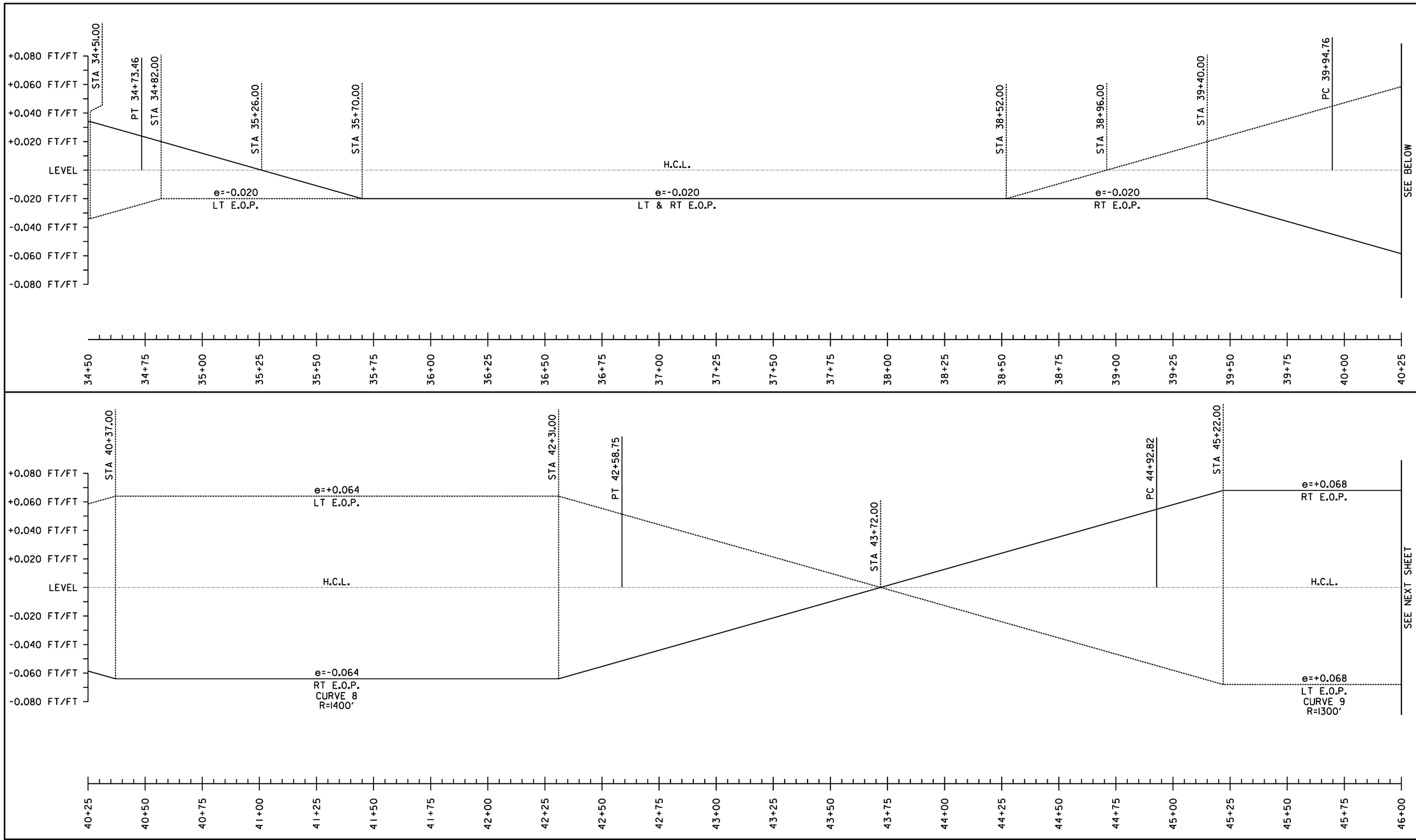
1. SUPERELEVATION RATES AND RUNOFF LENGTHS WERE DETERMINED USING A DESIGN SPEED EQUAL TO THE POSTED SPEED AND A MAXIMUM SUPERELEVATION RATE OF 0.08. A MAXIMUM SUPERELEVATION RATE OF 0.06 WAS USED WHERE SIDE ROADS INTERSECTED ALONG THE HIGH SIDE OF A CURVE.
2. THE SHOULDER CROSS SLOPE ON BOTH THE OUTSIDE (HIGH SIDE) AND THE INSIDE (LOW SIDE) OF A SUPERELEVATED CURVE SHALL MATCH THE ADJACENT TRAVEL LANE CROSS SLOPE.

NOT TO SCALE

SUPERELEVATION DIAGRAMS SHEET #3

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_sbd_03.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214sbd3.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 149 OF 397

FILE NAME = V:\Projects\VAN\X\2242\6\CADD_MSTN\z10b214_sbd_03.dgn
DATE/TIME = 3/17/2014
USER = 4916



SUPERELEVATION BANKING NOTES:

1. SUPERELEVATION RATES AND RUNOFF LENGTHS WERE DETERMINED USING A DESIGN SPEED EQUAL TO THE POSTED SPEED AND A MAXIMUM SUPERELEVATION RATE OF 0.08. A MAXIMUM SUPERELEVATION RATE OF 0.06 WAS USED WHERE SIDE ROADS INTERSECTED ALONG THE HIGH SIDE OF A CURVE.

2. THE SHOULDER CROSS SLOPE ON BOTH THE OUTSIDE (HIGH SIDE) AND THE INSIDE (LOW SIDE) OF A SUPERELEVATED CURVE SHALL MATCH THE ADJACENT TRAVEL LANE CROSS SLOPE.

NOT TO SCALE

SUPERELEVATION DIAGRAMS SHEET #4

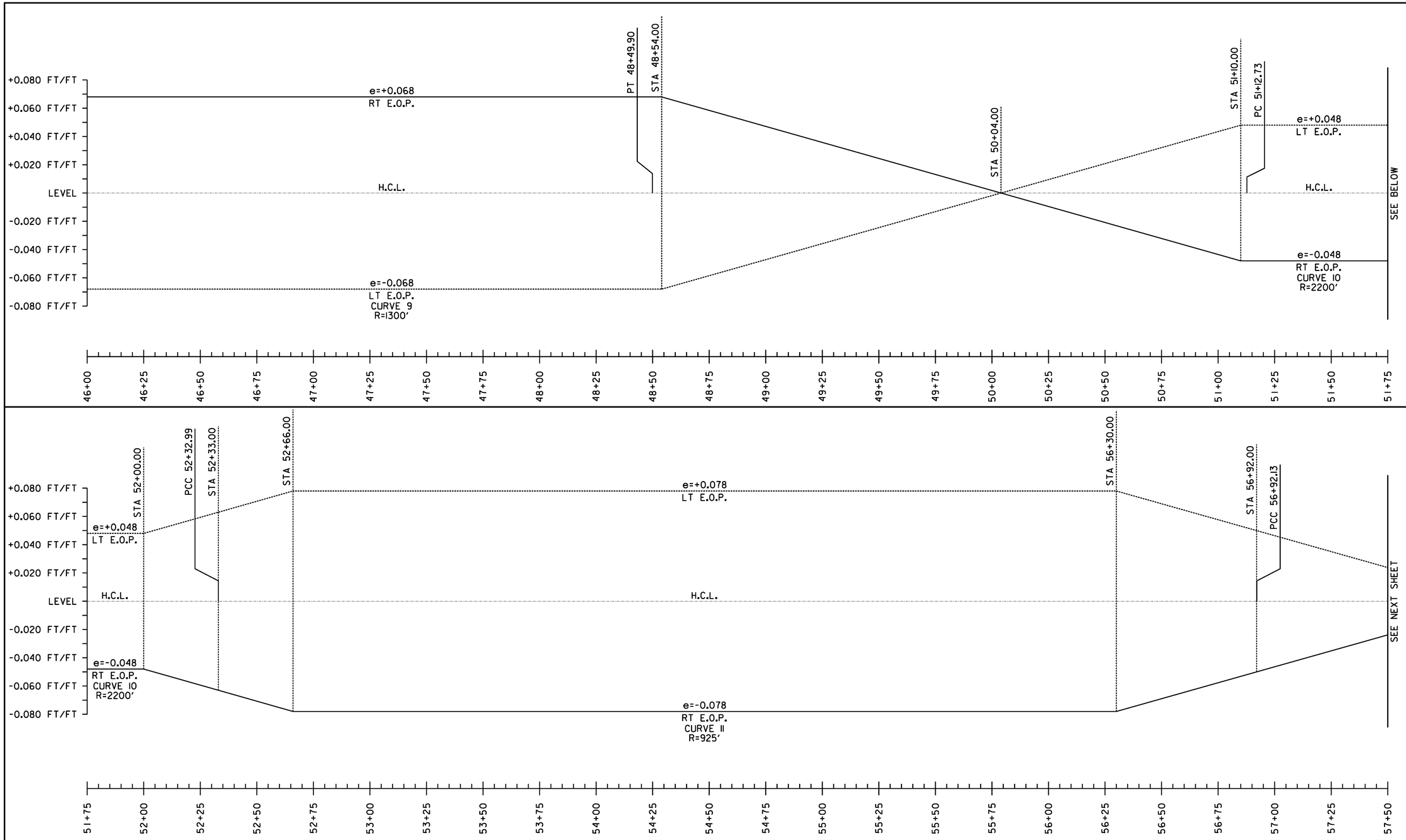
PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(11)

FILE NAME: z10b214_sbd_04.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214sbd4.I

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 150 OF 397

FILE NAME = V:\Projects\VNY\K2\22426\CADD_MSTN\z10b214_sbd_04.dgn
DATE/TIME = 3/17/2014
USER = 4916



SUPERELEVATION BANKING NOTES:

1. SUPERELEVATION RATES AND RUNOFF LENGTHS WERE DETERMINED USING A DESIGN SPEED EQUAL TO THE POSTED SPEED AND A MAXIMUM SUPERELEVATION RATE OF 0.08. A MAXIMUM SUPERELEVATION RATE OF 0.06 WAS USED WHERE SIDE ROADS INTERSECTED ALONG THE HIGH SIDE OF A CURVE.
2. THE SHOULDER CROSS SLOPE ON BOTH THE OUTSIDE (HIGH SIDE) AND THE INSIDE (LOW SIDE) OF A SUPERELEVATED CURVE SHALL MATCH THE ADJACENT TRAVEL LANE CROSS SLOPE.

NOT TO SCALE

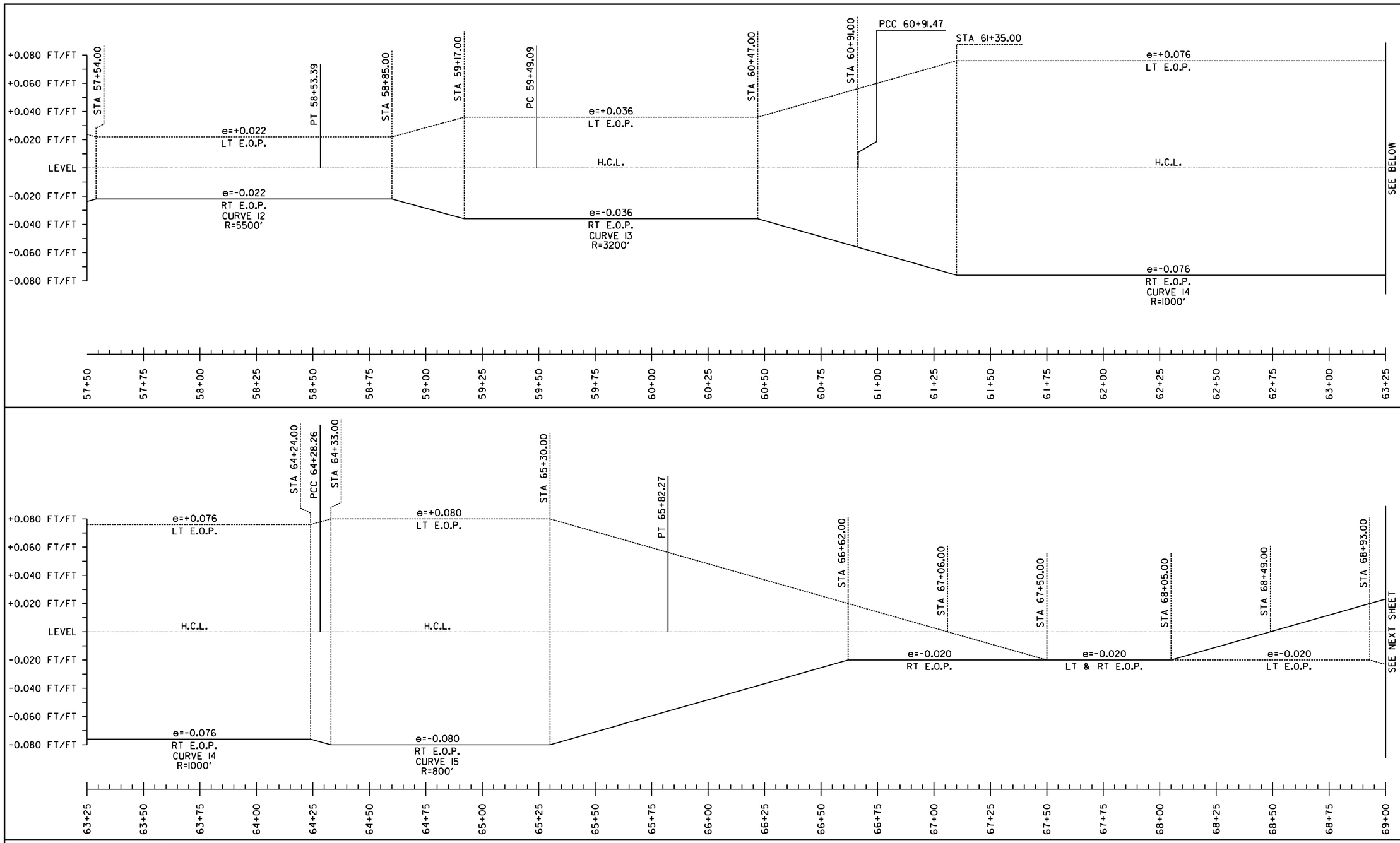
SUPERELEVATION DIAGRAMS SHEET #5

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(11)

FILE NAME: z10b214_sbd_05.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214sbd5.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 151 OF 397

FILE NAME = V:\Projects\ANY\K27\22426\CADD_MSTN\z10b214_sbd_05.dgn
DATE/TIME = 3/17/2014
USER = 4916



SUPERELEVATION BANKING NOTES:

1. SUPERELEVATION RATES AND RUNOFF LENGTHS WERE DETERMINED USING A DESIGN SPEED EQUAL TO THE POSTED SPEED AND A MAXIMUM SUPERELEVATION RATE OF 0.08. A MAXIMUM SUPERELEVATION RATE OF 0.06 WAS USED WHERE SIDE ROADS INTERSECTED ALONG THE HIGH SIDE OF A CURVE.

2. THE SHOULDER CROSS SLOPE ON BOTH THE OUTSIDE (HIGH SIDE) AND THE INSIDE (LOW SIDE) OF A SUPERELEVATED CURVE SHALL MATCH THE ADJACENT TRAVEL LANE CROSS SLOPE.

NOT TO SCALE

SUPERELEVATION DIAGRAMS SHEET #6

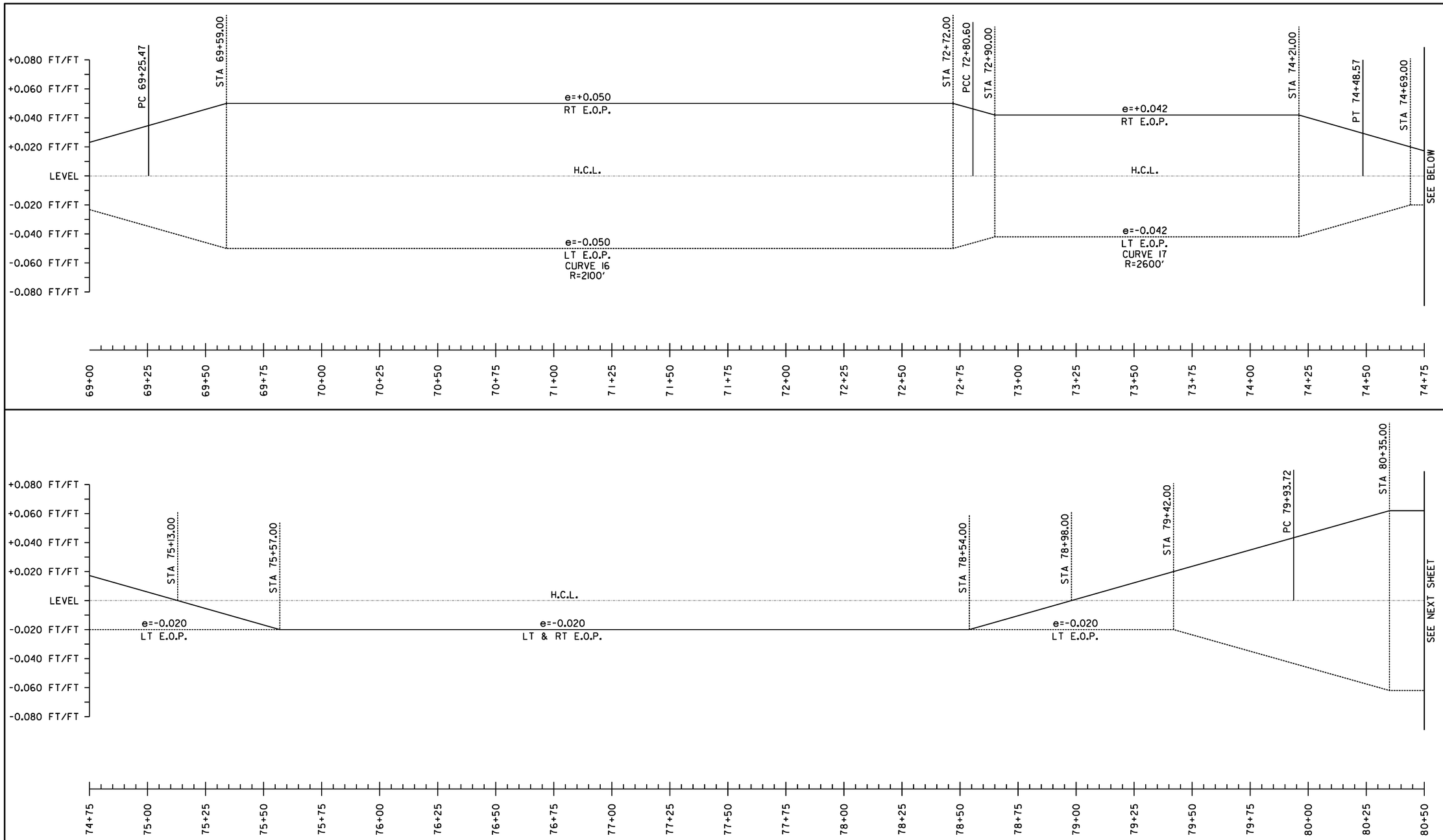
PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_sbd_06.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214sbd6.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 152 OF 397

FILE NAME = V:\Projects\VNY\K2\22426\CADD_MSTN\z10b214_sbd_06.dgn
DATE/TIME = 3/17/2014
USER = 4916



SUPERELEVATION BANKING NOTES:

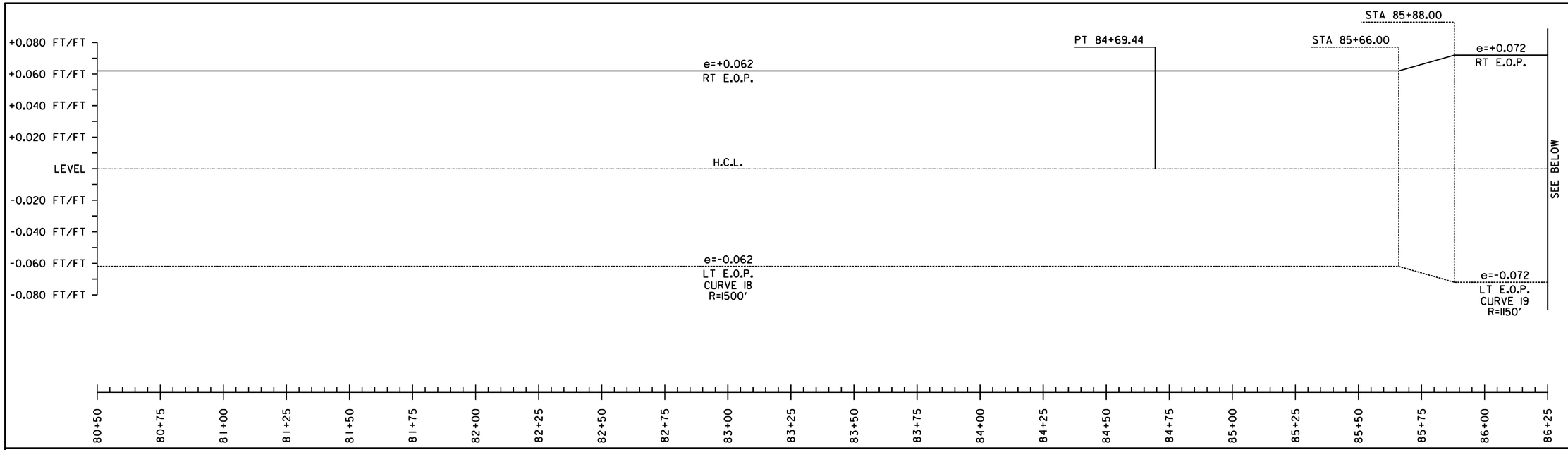
1. SUPERELEVATION RATES AND RUNOFF LENGTHS WERE DETERMINED USING A DESIGN SPEED EQUAL TO THE POSTED SPEED AND A MAXIMUM SUPERELEVATION RATE OF 0.08. A MAXIMUM SUPERELEVATION RATE OF 0.06 WAS USED WHERE SIDE ROADS INTERSECTED ALONG THE HIGH SIDE OF A CURVE.
2. THE SHOULDER CROSS SLOPE ON BOTH THE OUTSIDE (HIGH SIDE) AND THE INSIDE (LOW SIDE) OF A SUPERELEVATED CURVE SHALL MATCH THE ADJACENT TRAVEL LANE CROSS SLOPE.

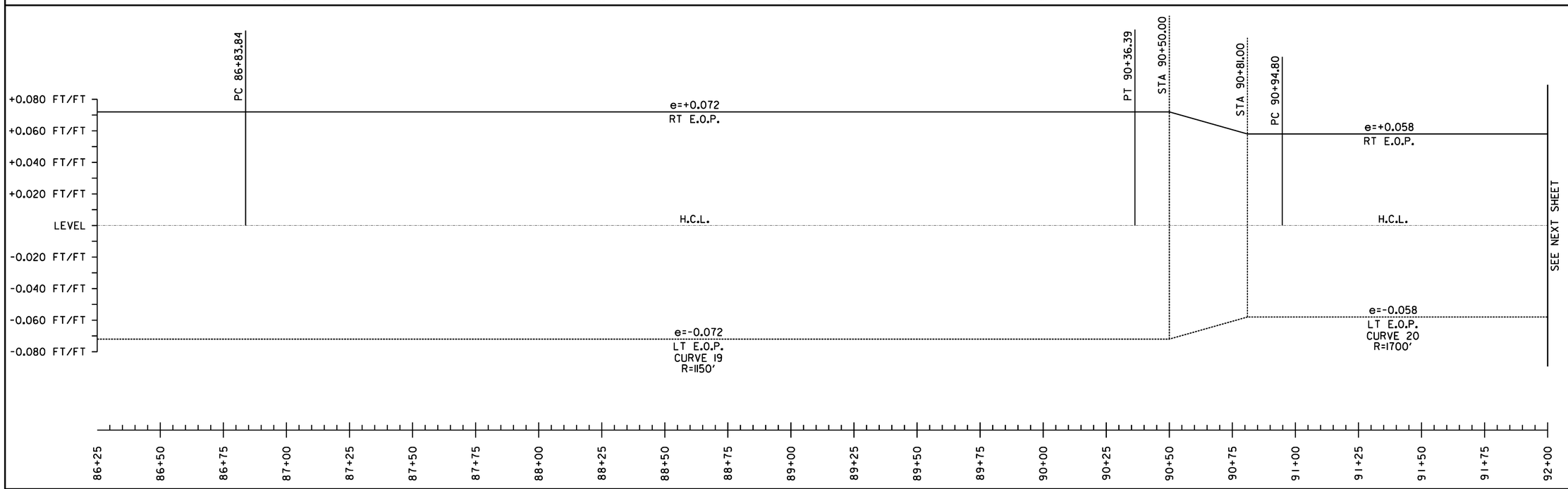
NOT TO SCALE

SUPERELEVATION DIAGRAMS SHEET #7

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_sbd_07.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214sbd7.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 153 OF 397

FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_sbd_07.dgn
DATE/TIME = 3/17/2014
USER = 4916





SUPERELEVATION BANKING NOTES:

1. SUPERELEVATION RATES AND RUNOFF LENGTHS WERE DETERMINED USING A DESIGN SPEED EQUAL TO THE POSTED SPEED AND A MAXIMUM SUPERELEVATION RATE OF 0.08. A MAXIMUM SUPERELEVATION RATE OF 0.06 WAS USED WHERE SIDE ROADS INTERSECTED ALONG THE HIGH SIDE OF A CURVE.

2. THE SHOULDER CROSS SLOPE ON BOTH THE OUTSIDE (HIGH SIDE) AND THE INSIDE (LOW SIDE) OF A SUPERELEVATED CURVE SHALL MATCH THE ADJACENT TRAVEL LANE CROSS SLOPE.

NOT TO SCALE

SUPERELEVATION DIAGRAMS SHEET #8

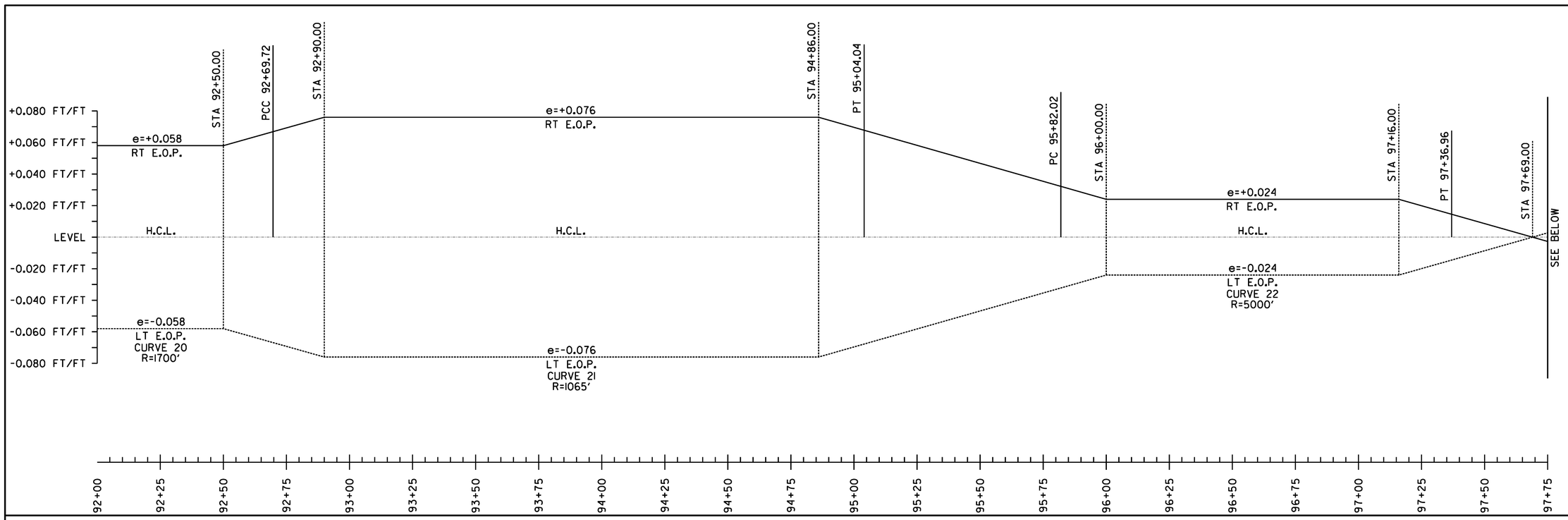
PROJECT NAME: STOCKBRIDGE-BETHEL

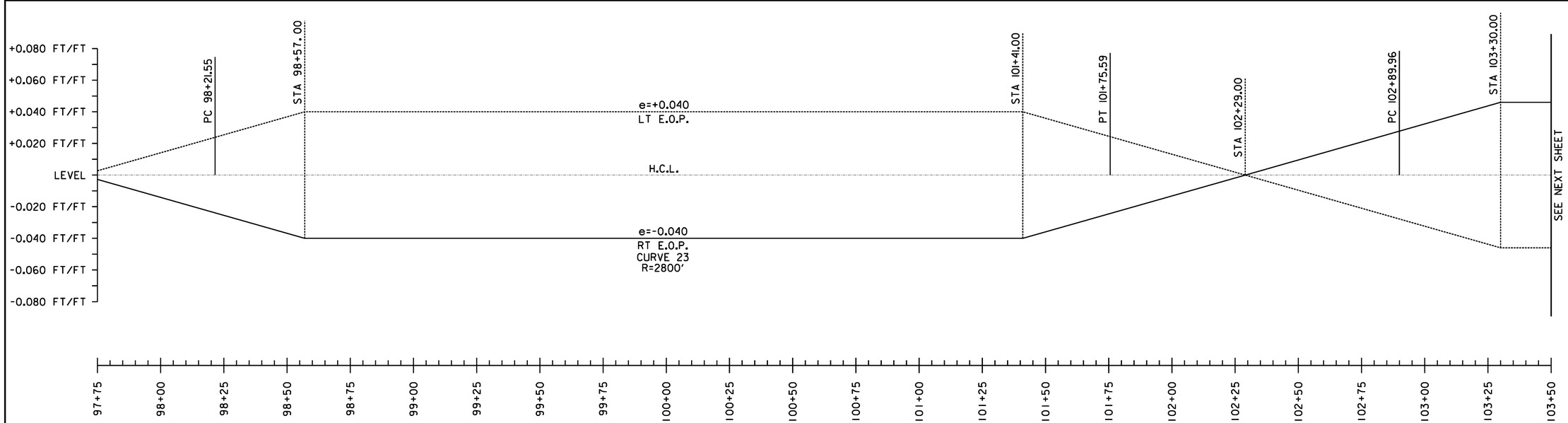
PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_sbd_08.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214sbd8.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 154 OF 397

FILE NAME = V:\Projects\VNY\K2\22426\CADD_MSTN\z10b214_sbd_08.dgn
DATE/TIME = 3/17/2014
USER = 4916





SUPERELEVATION BANKING NOTES:

1. SUPERELEVATION RATES AND RUNOFF LENGTHS WERE DETERMINED USING A DESIGN SPEED EQUAL TO THE POSTED SPEED AND A MAXIMUM SUPERELEVATION RATE OF 0.08. A MAXIMUM SUPERELEVATION RATE OF 0.06 WAS USED WHERE SIDE ROADS INTERSECTED ALONG THE HIGH SIDE OF A CURVE.

2. THE SHOULDER CROSS SLOPE ON BOTH THE OUTSIDE (HIGH SIDE) AND THE INSIDE (LOW SIDE) OF A SUPERELEVATED CURVE SHALL MATCH THE ADJACENT TRAVEL LANE CROSS SLOPE.

NOT TO SCALE

SUPERELEVATION DIAGRAMS SHEET #9

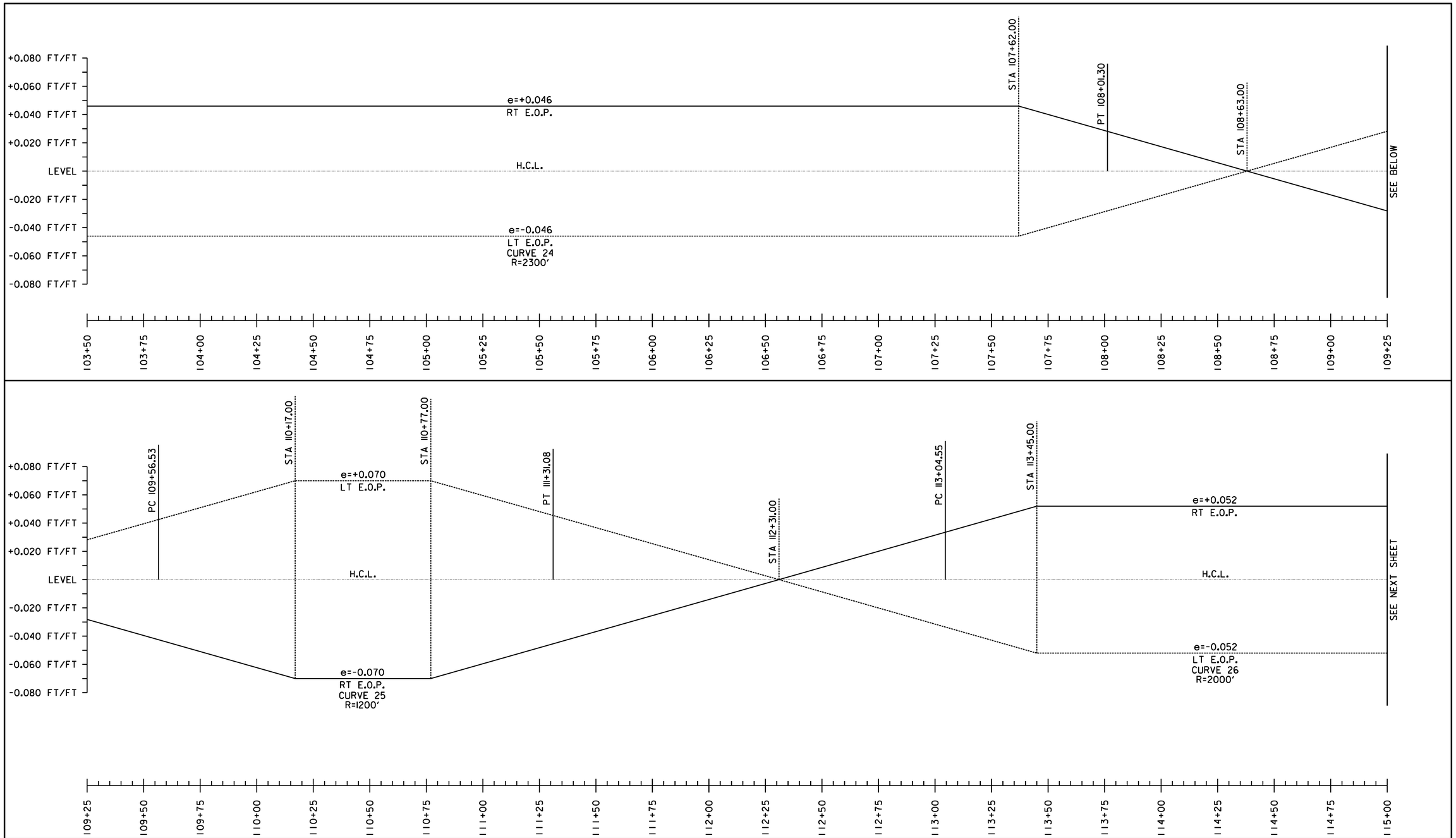
PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(11)

FILE NAME: z10b214_sbd_09.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214sbd9.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 155 OF 397

FILE NAME = V:\Projects\ANY\K23\22426\CADD_MSTN\z10b214_sbd_09.dgn
DATE/TIME = 3/17/2014
USER = PHB



SUPERELEVATION BANKING NOTES:

1. SUPERELEVATION RATES AND RUNOFF LENGTHS WERE DETERMINED USING A DESIGN SPEED EQUAL TO THE POSTED SPEED AND A MAXIMUM SUPERELEVATION RATE OF 0.08. A MAXIMUM SUPERELEVATION RATE OF 0.06 WAS USED WHERE SIDE ROADS INTERSECTED ALONG THE HIGH SIDE OF A CURVE.

2. THE SHOULDER CROSS SLOPE ON BOTH THE OUTSIDE (HIGH SIDE) AND THE INSIDE (LOW SIDE) OF A SUPERELEVATED CURVE SHALL MATCH THE ADJACENT TRAVEL LANE CROSS SLOPE.

NOT TO SCALE

SUPERELEVATION DIAGRAMS SHEET #10

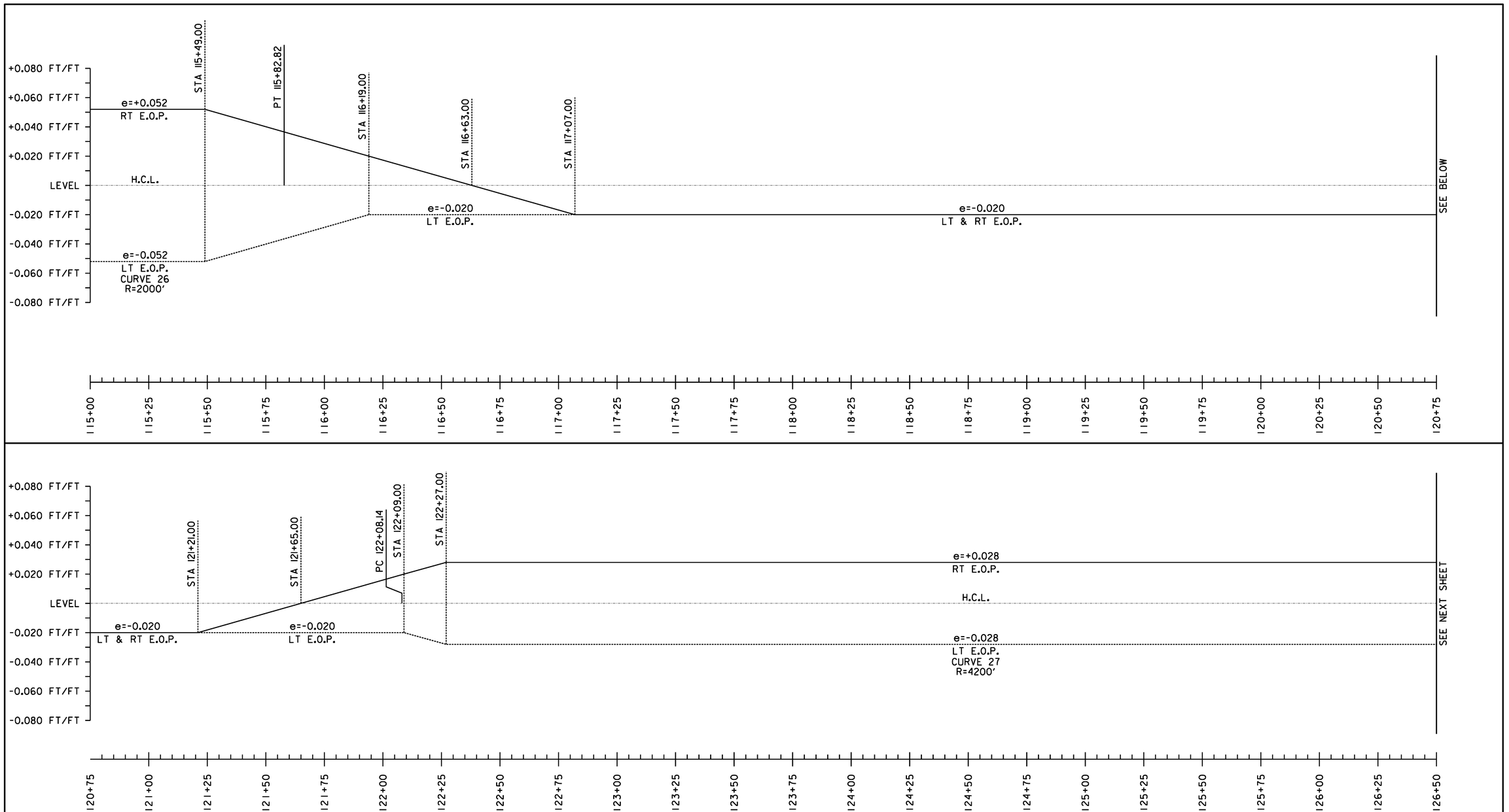
PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_sbd_10.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214sbd10.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 156 OF 397

FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_sbd_10.dgn
DATE/TIME = 3/17/2014
USER = 4916



SUPERELEVATION BANKING NOTES:

1. SUPERELEVATION RATES AND RUNOFF LENGTHS WERE DETERMINED USING A DESIGN SPEED EQUAL TO THE POSTED SPEED AND A MAXIMUM SUPERELEVATION RATE OF 0.08. A MAXIMUM SUPERELEVATION RATE OF 0.06 WAS USED WHERE SIDE ROADS INTERSECTED ALONG THE HIGH SIDE OF A CURVE.
2. THE SHOULDER CROSS SLOPE ON BOTH THE OUTSIDE (HIGH SIDE) AND THE INSIDE (LOW SIDE) OF A SUPERELEVATED CURVE SHALL MATCH THE ADJACENT TRAVEL LANE CROSS SLOPE.

NOT TO SCALE

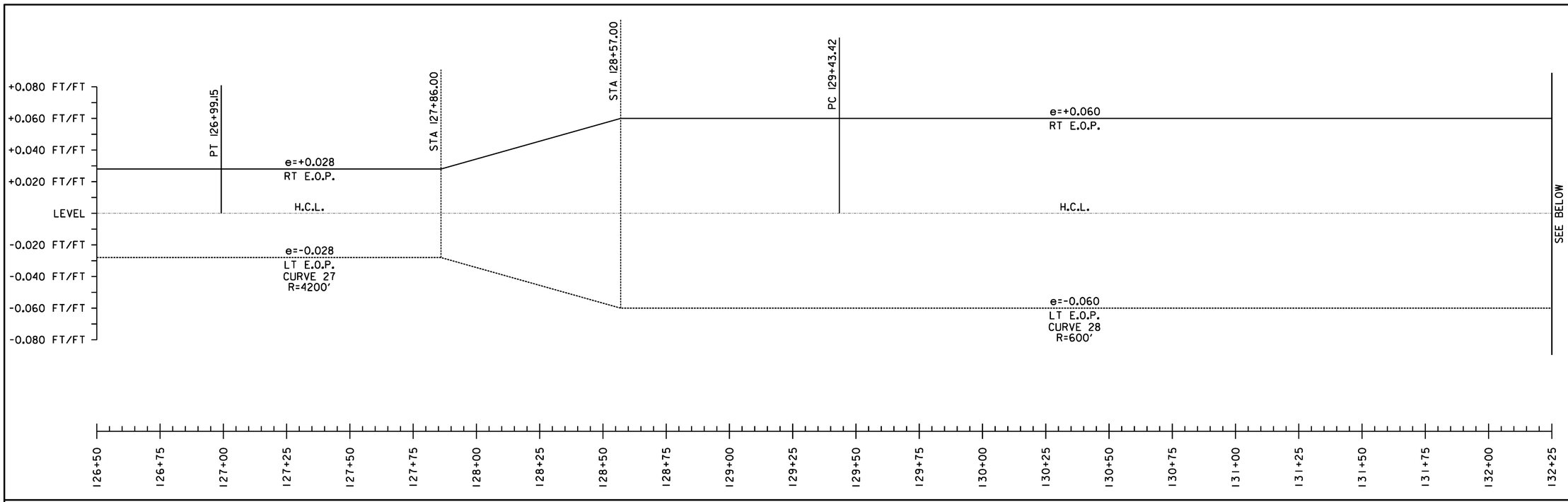
SUPERELEVATION DIAGRAMS SHEET #11

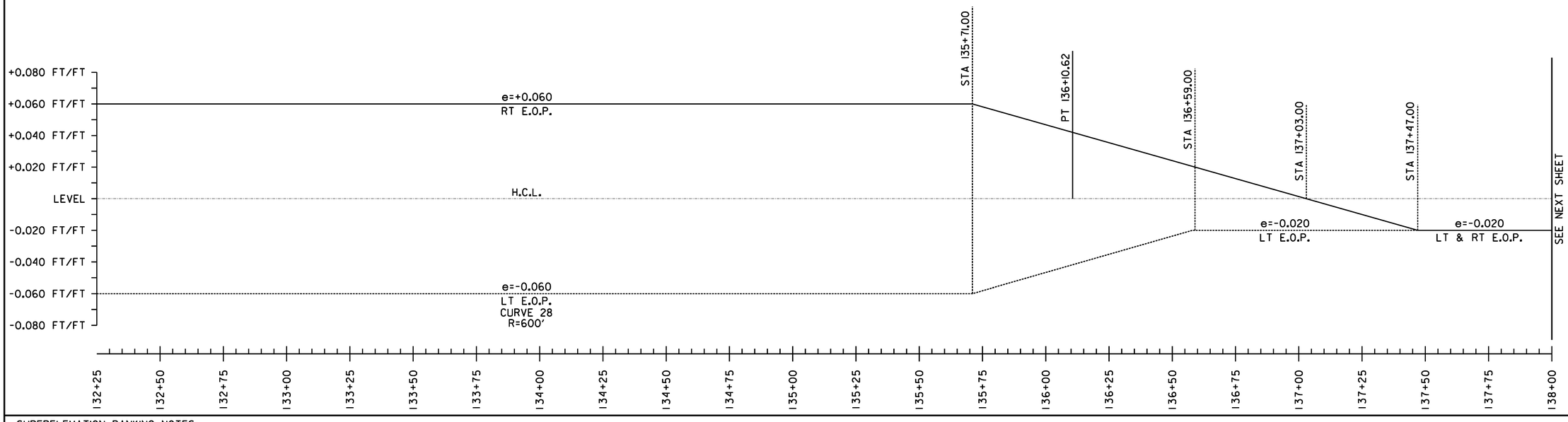
PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_sbd_11.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214sbd11.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 157 OF 397

FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_sbd_11.dgn
DATE/TIME = 3/17/2014
USER = PYB





SUPERELEVATION BANKING NOTES:

1. SUPERELEVATION RATES AND RUNOFF LENGTHS WERE DETERMINED USING A DESIGN SPEED EQUAL TO THE POSTED SPEED AND A MAXIMUM SUPERELEVATION RATE OF 0.08. A MAXIMUM SUPERELEVATION RATE OF 0.06 WAS USED WHERE SIDE ROADS INTERSECTED ALONG THE HIGH SIDE OF A CURVE.

2. THE SHOULDER CROSS SLOPE ON BOTH THE OUTSIDE (HIGH SIDE) AND THE INSIDE (LOW SIDE) OF A SUPERELEVATED CURVE SHALL MATCH THE ADJACENT TRAVEL LANE CROSS SLOPE.

NOT TO SCALE

SUPERELEVATION DIAGRAMS SHEET #12

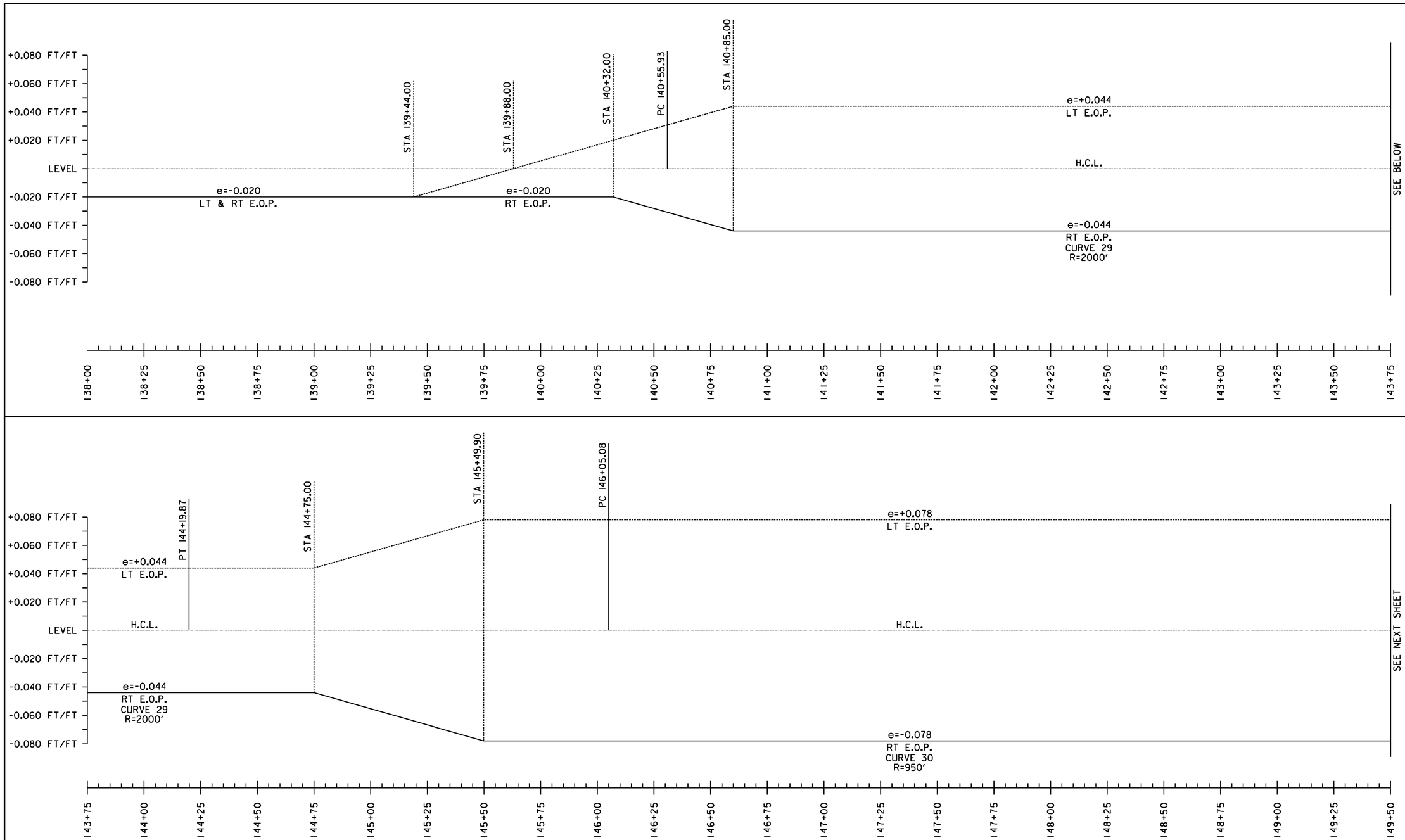
PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(11)

FILE NAME: z10b214_sbd_12.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214sbd12.i

PLOT DATE: 3/17/2014
DRAWN BY: W.C.P.
CHECKED BY: J.P.S.
SHEET 158 OF 397

FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_sbd_12.dgn
DATE/TIME = 3/17/2014
USER = 4916



SUPERELEVATION BANKING NOTES:

1. SUPERELEVATION RATES AND RUNOFF LENGTHS WERE DETERMINED USING A DESIGN SPEED EQUAL TO THE POSTED SPEED AND A MAXIMUM SUPERELEVATION RATE OF 0.08. A MAXIMUM SUPERELEVATION RATE OF 0.06 WAS USED WHERE SIDE ROADS INTERSECTED ALONG THE HIGH SIDE OF A CURVE.

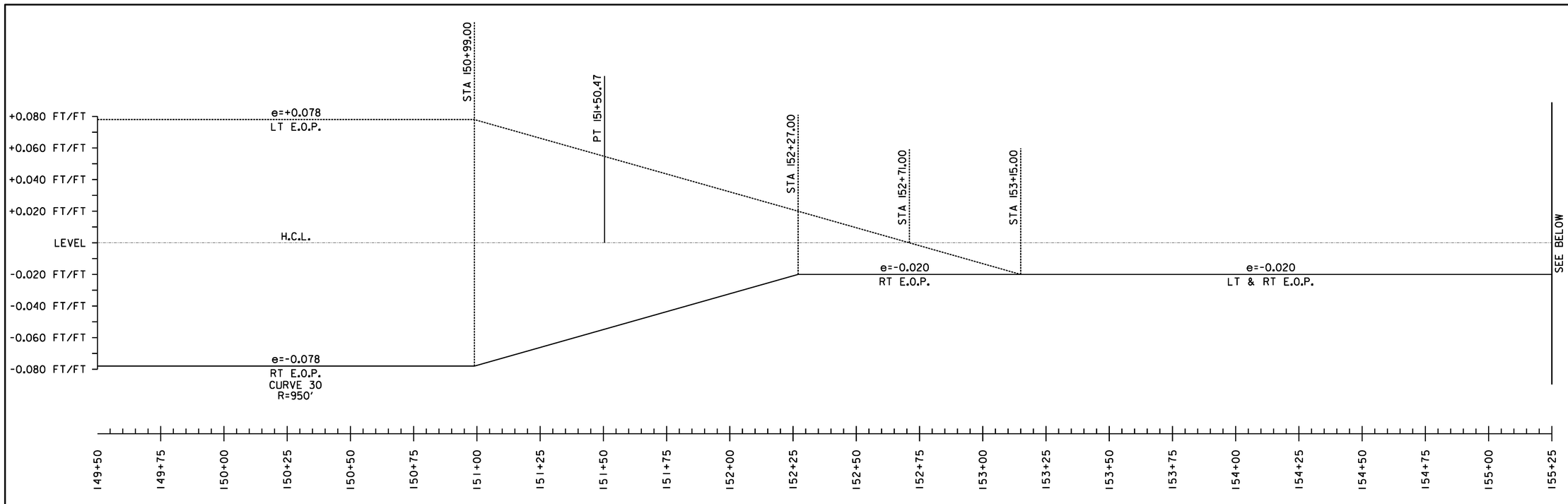
2. THE SHOULDER CROSS SLOPE ON BOTH THE OUTSIDE (HIGH SIDE) AND THE INSIDE (LOW SIDE) OF A SUPERELEVATED CURVE SHALL MATCH THE ADJACENT TRAVEL LANE CROSS SLOPE.

NOT TO SCALE

SUPERELEVATION DIAGRAMS SHEET #13

PROJECT NAME: STOCKBRIDGE-BETHEL	
PROJECT NUMBER: STP 2910(1)	
FILE NAME: z10b214_sbd_13.dgn	PLOT DATE: 3/17/2014
PROJECT LEADER: D.E.G.	DRAWN BY: W.G.P.
DESIGNED BY: L.M.B.	CHECKED BY: J.P.S.
IPARM FILE: z10b214sbd13.i	SHEET 159 OF 397

FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_sbd_13.dgn
DATE/TIME = 3/17/2014
USER = 4916



SUPERELEVATION BANKING NOTES:

1. SUPERELEVATION RATES AND RUNOFF LENGTHS WERE DETERMINED USING A DESIGN SPEED EQUAL TO THE POSTED SPEED AND A MAXIMUM SUPERELEVATION RATE OF 0.08. A MAXIMUM SUPERELEVATION RATE OF 0.06 WAS USED WHERE SIDE ROADS INTERSECTED ALONG THE HIGH SIDE OF A CURVE.

2. THE SHOULDER CROSS SLOPE ON BOTH THE OUTSIDE (HIGH SIDE) AND THE INSIDE (LOW SIDE) OF A SUPERELEVATED CURVE SHALL MATCH THE ADJACENT TRAVEL LANE CROSS SLOPE.

NOT TO SCALE

SUPERELEVATION DIAGRAMS SHEET #14

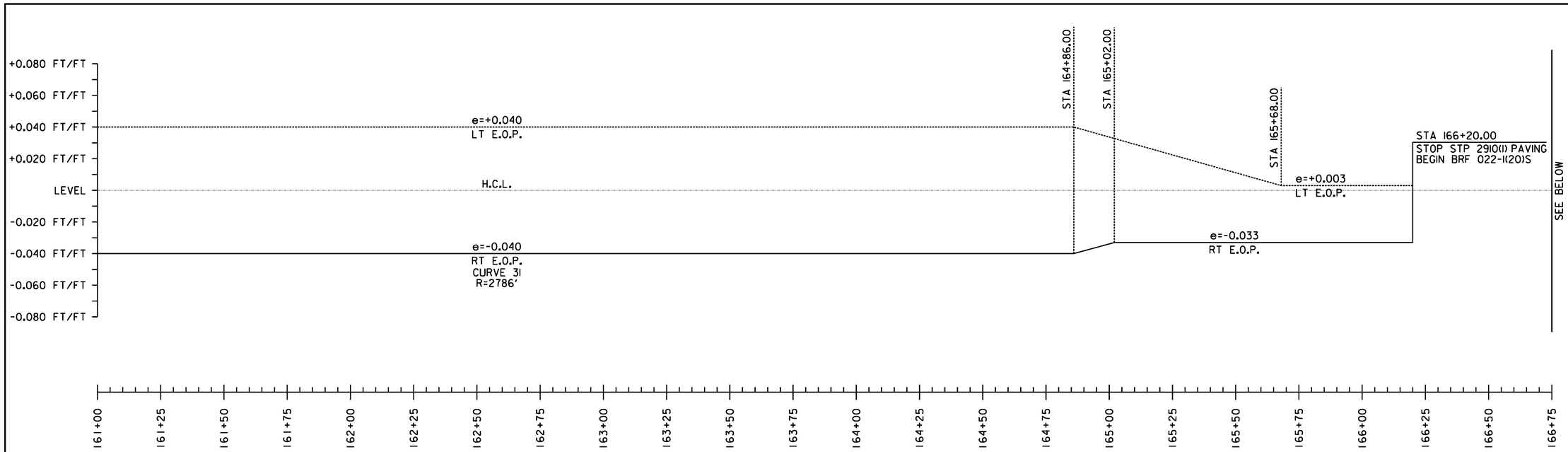
PROJECT NAME: STOCKBRIDGE-BETHEL

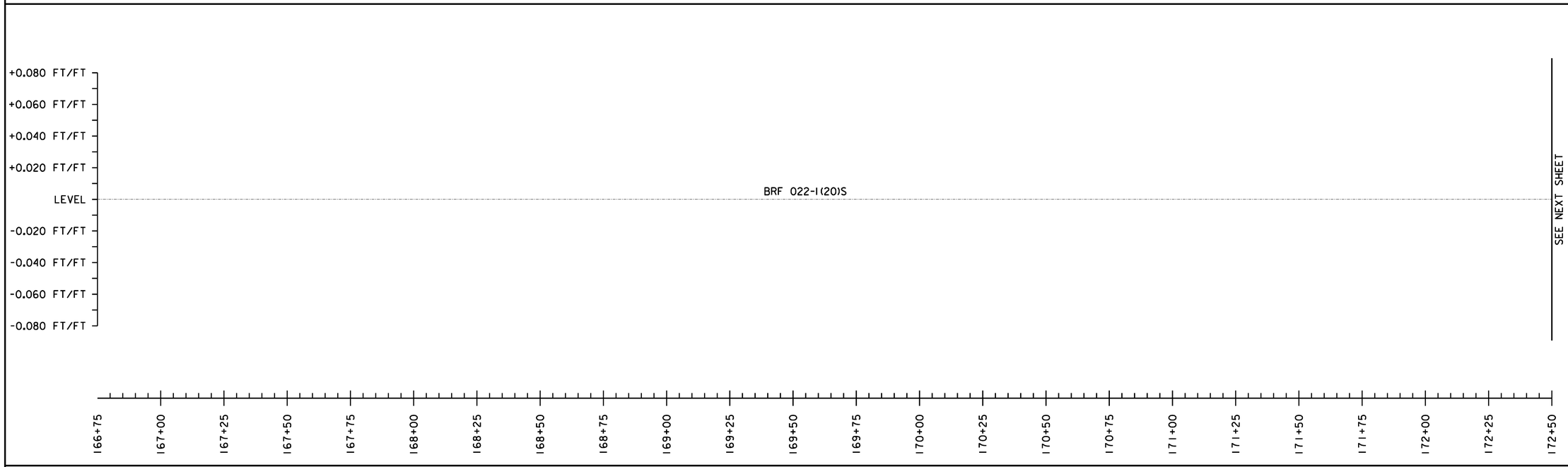
PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_sbd_14.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214sbd14.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 160 OF 397

FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_sbd_14.dgn
DATE/TIME = 3/17/2014
USER = 4916





SUPERELEVATION BANKING NOTES:

1. SUPERELEVATION RATES AND RUNOFF LENGTHS WERE DETERMINED USING A DESIGN SPEED EQUAL TO THE POSTED SPEED AND A MAXIMUM SUPERELEVATION RATE OF 0.08. A MAXIMUM SUPERELEVATION RATE OF 0.06 WAS USED WHERE SIDE ROADS INTERSECTED ALONG THE HIGH SIDE OF A CURVE.

2. THE SHOULDER CROSS SLOPE ON BOTH THE OUTSIDE (HIGH SIDE) AND THE INSIDE (LOW SIDE) OF A SUPERELEVATED CURVE SHALL MATCH THE ADJACENT TRAVEL LANE CROSS SLOPE.

NOT TO SCALE

SUPERELEVATION DIAGRAMS SHEET #15

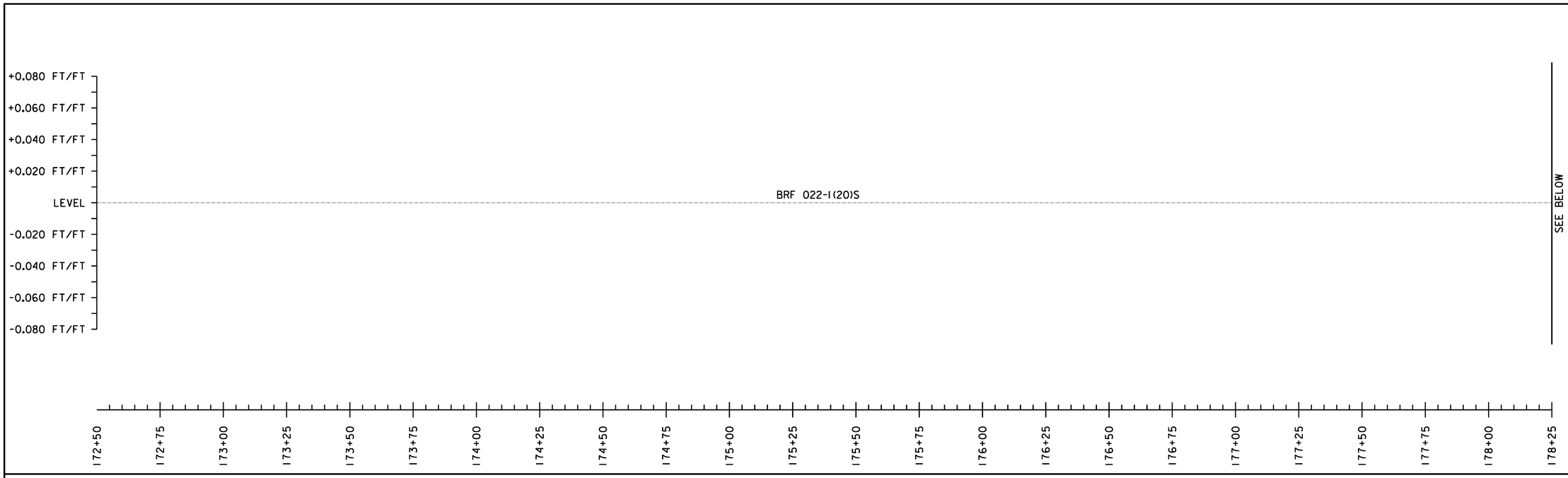
PROJECT NAME: STOCKBRIDGE-BETHEL

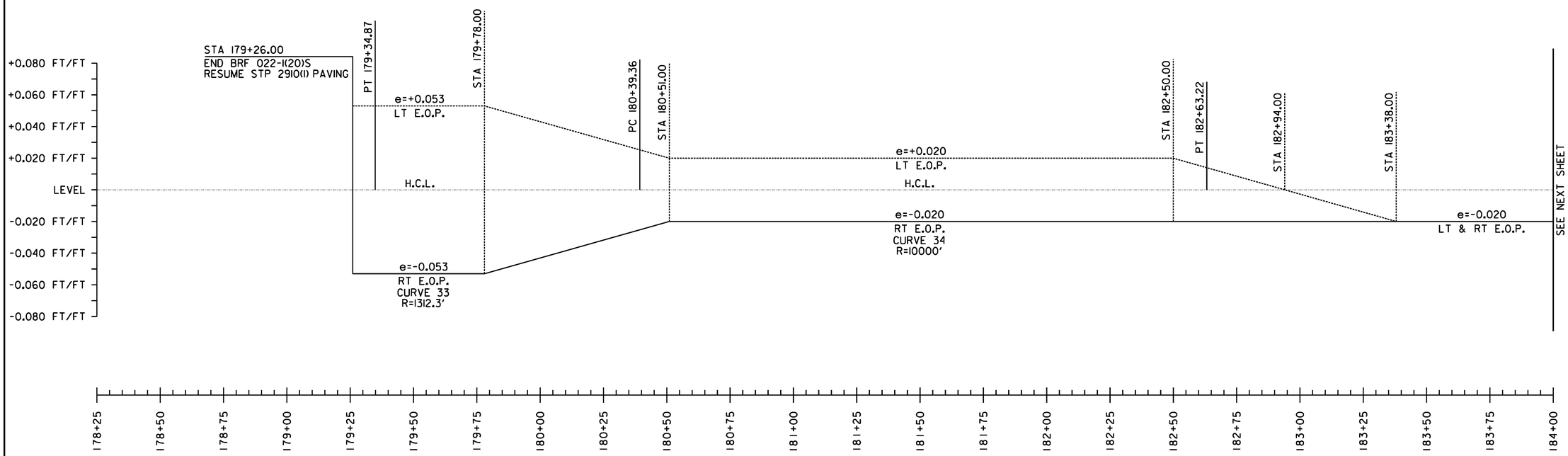
PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_sbd_15.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214sbd15.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 161 OF 397

FILE NAME = V:\Projects\ANY\K23\22426\CADD_MSTN\z10b214_sbd_15.dgn
DATE/TIME = 3/17/2014
USER = PW





SUPERELEVATION BANKING NOTES:

1. SUPERELEVATION RATES AND RUNOFF LENGTHS WERE DETERMINED USING A DESIGN SPEED EQUAL TO THE POSTED SPEED AND A MAXIMUM SUPERELEVATION RATE OF 0.08. A MAXIMUM SUPERELEVATION RATE OF 0.06 WAS USED WHERE SIDE ROADS INTERSECTED ALONG THE HIGH SIDE OF A CURVE.

2. THE SHOULDER CROSS SLOPE ON BOTH THE OUTSIDE (HIGH SIDE) AND THE INSIDE (LOW SIDE) OF A SUPERELEVATED CURVE SHALL MATCH THE ADJACENT TRAVEL LANE CROSS SLOPE.

NOT TO SCALE

SUPERELEVATION DIAGRAMS SHEET #16

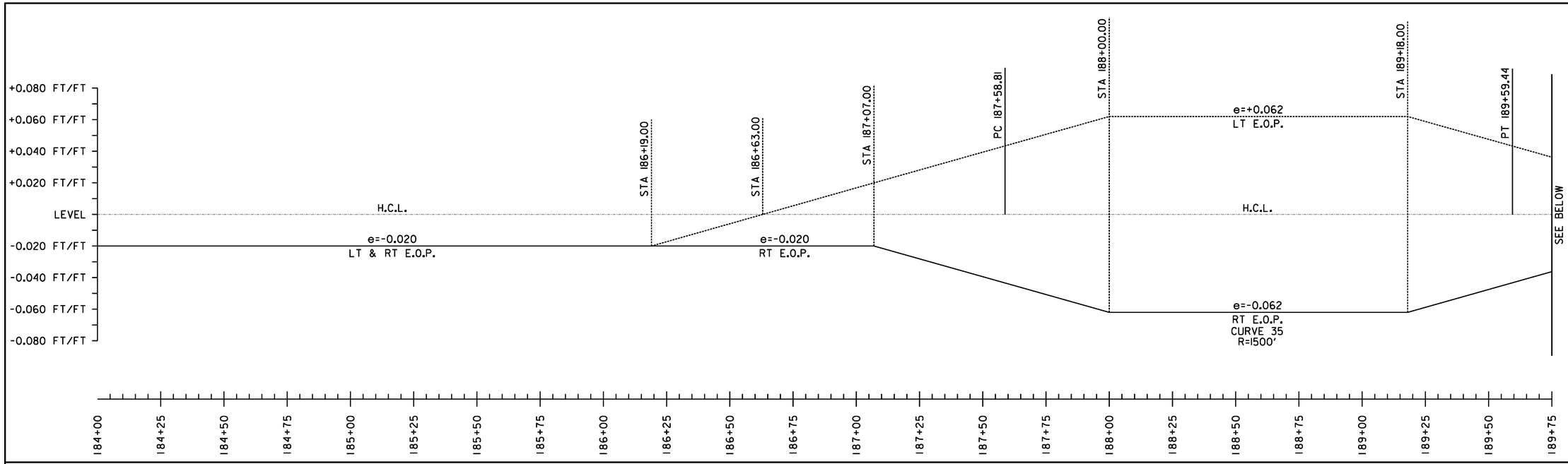
PROJECT NAME: STOCKBRIDGE-BETHEL

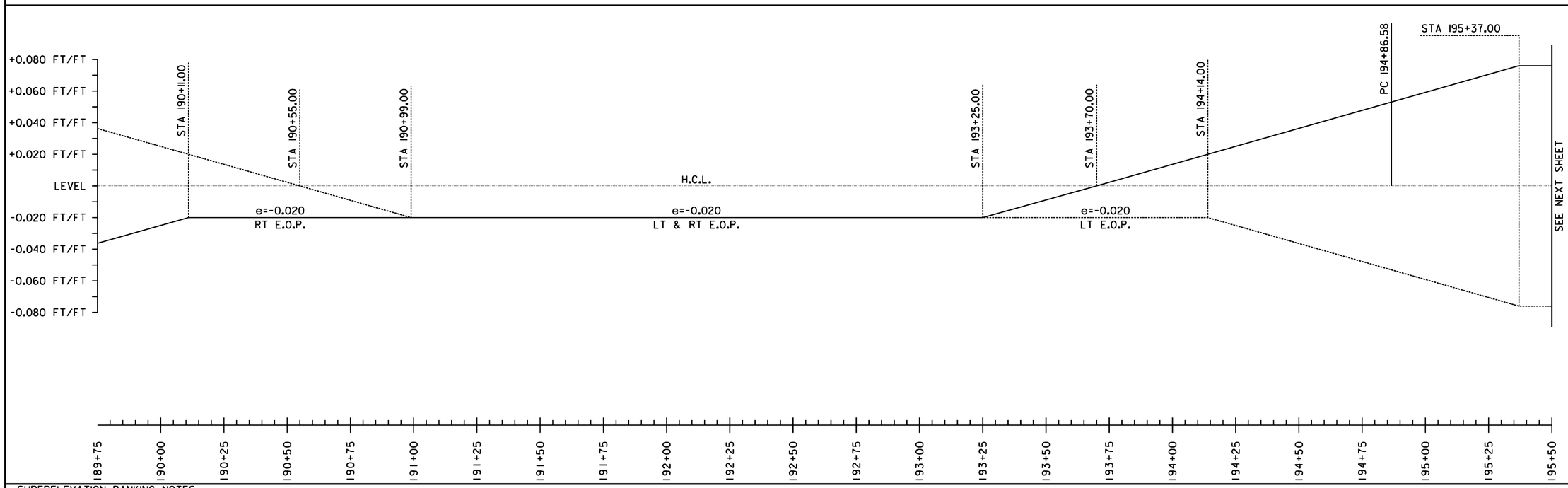
PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_sbd_16.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214sbd16.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 162 OF 397

FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_sbd_16.dgn
DATE/TIME = 3/17/2014
USER = 4916





SUPERELEVATION BANKING NOTES:

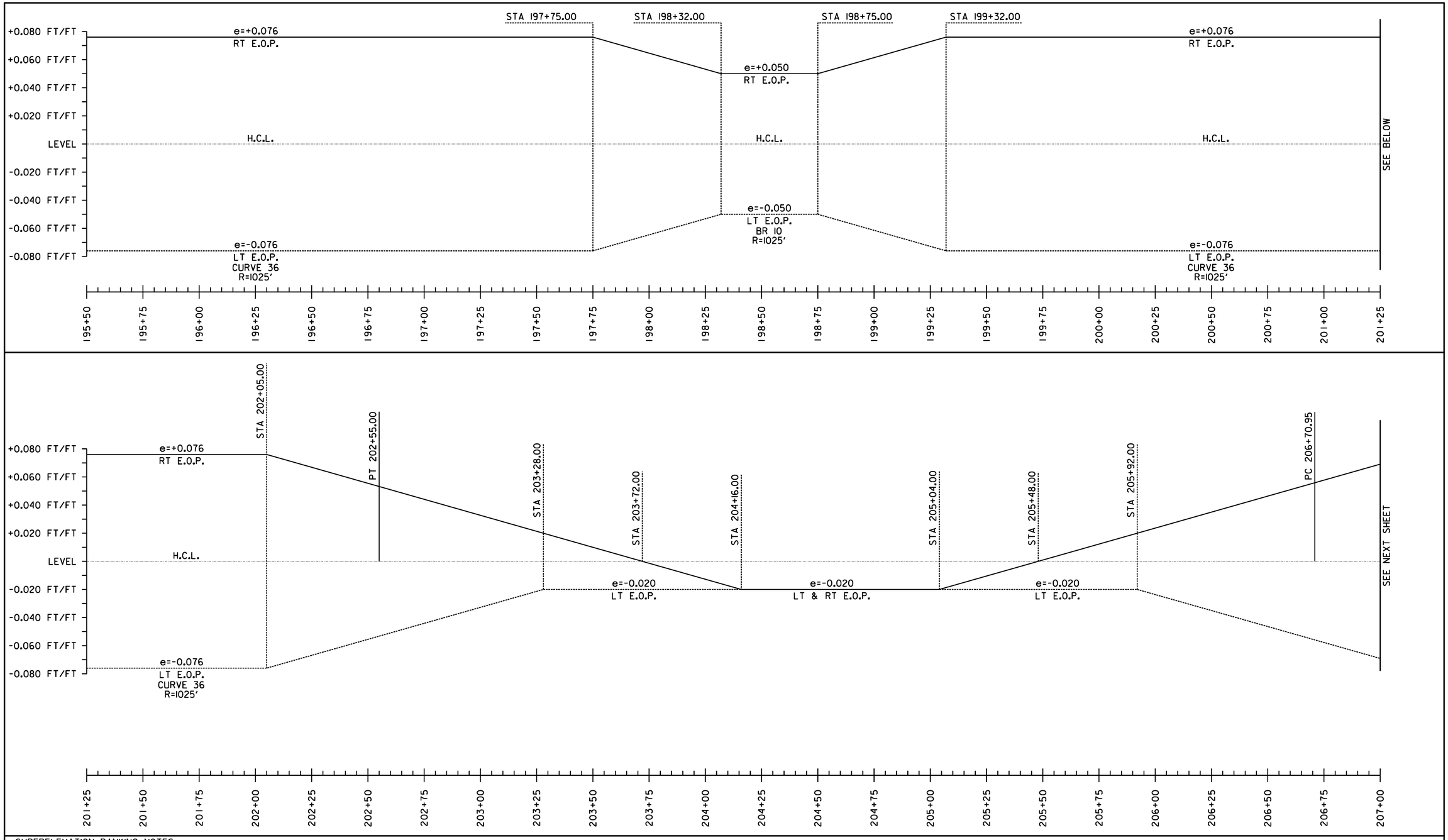
1. SUPERELEVATION RATES AND RUNOFF LENGTHS WERE DETERMINED USING A DESIGN SPEED EQUAL TO THE POSTED SPEED AND A MAXIMUM SUPERELEVATION RATE OF 0.08. A MAXIMUM SUPERELEVATION RATE OF 0.06 WAS USED WHERE SIDE ROADS INTERSECTED ALONG THE HIGH SIDE OF A CURVE.
2. THE SHOULDER CROSS SLOPE ON BOTH THE OUTSIDE (HIGH SIDE) AND THE INSIDE (LOW SIDE) OF A SUPERELEVATED CURVE SHALL MATCH THE ADJACENT TRAVEL LANE CROSS SLOPE.

NOT TO SCALE

SUPERELEVATION DIAGRAMS SHEET #17

PROJECT NAME: STOCKBRIDGE-BETHEL	
PROJECT NUMBER: STP 2910(1)	
FILE NAME: z10b214_sbd_17.dgn	PLOT DATE: 3/17/2014
PROJECT LEADER: D.E.G.	DRAWN BY: W.G.P.
DESIGNED BY: L.M.B.	CHECKED BY: J.P.S.
IPARM FILE: z10b214sbd17.i	SHEET 163 OF 397

FILE NAME = V:\Projects\VNY\K2\22426\CADD_MSTN\z10b214_sbd_17.dgn
DATE/TIME = 3/17/2014
USER = KHB



SUPERELEVATION BANKING NOTES:

1. SUPERELEVATION RATES AND RUNOFF LENGTHS WERE DETERMINED USING A DESIGN SPEED EQUAL TO THE POSTED SPEED AND A MAXIMUM SUPERELEVATION RATE OF 0.08. A MAXIMUM SUPERELEVATION RATE OF 0.06 WAS USED WHERE SIDE ROADS INTERSECTED ALONG THE HIGH SIDE OF A CURVE.

2. THE SHOULDER CROSS SLOPE ON BOTH THE OUTSIDE (HIGH SIDE) AND THE INSIDE (LOW SIDE) OF A SUPERELEVATED CURVE SHALL MATCH THE ADJACENT TRAVEL LANE CROSS SLOPE.

NOT TO SCALE

SUPERELEVATION DIAGRAMS SHEET #18

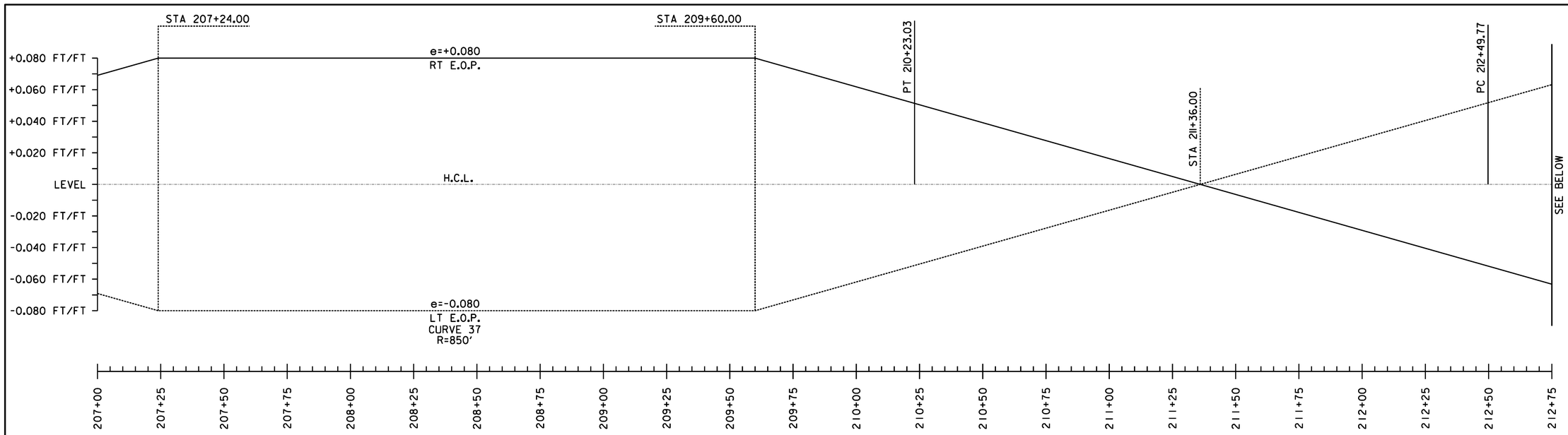
PROJECT NAME: STOCKBRIDGE-BETHEL

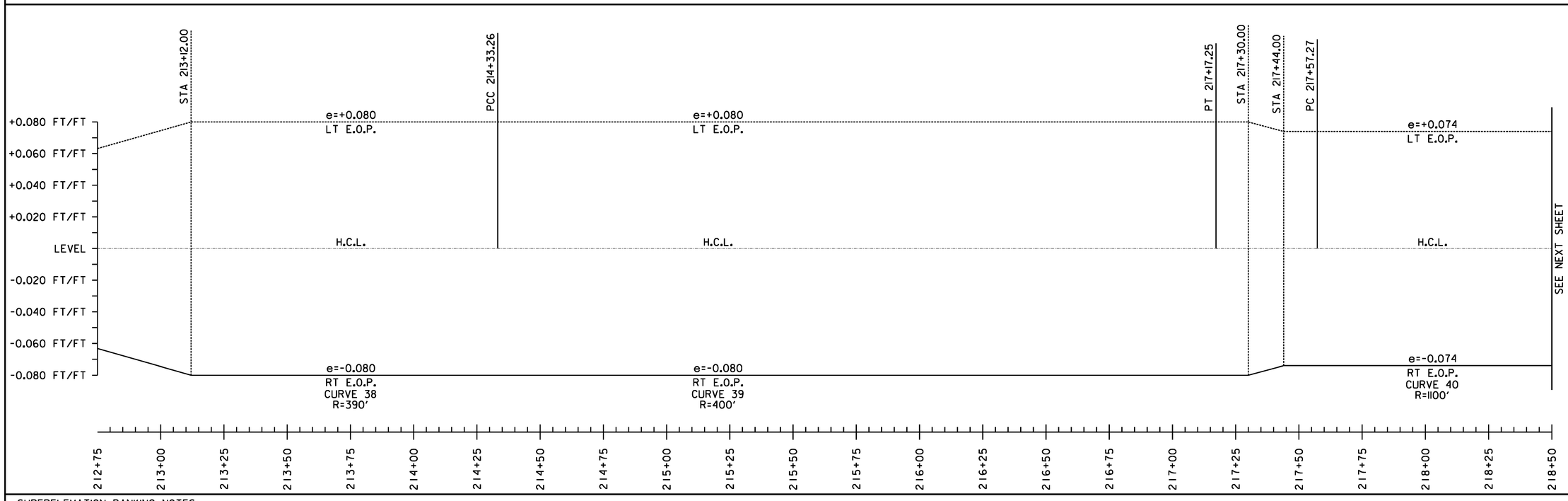
PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_sbd_18.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214sbd18.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 164 OF 397

FILE NAME = V:\Projects\VANY\K2\22428\CADD_MSTN\z10b214_sbd_18.dgn
DATE/TIME = 3/17/2014
USER = 4916





SUPERELEVATION BANKING NOTES:

1. SUPERELEVATION RATES AND RUNOFF LENGTHS WERE DETERMINED USING A DESIGN SPEED EQUAL TO THE POSTED SPEED AND A MAXIMUM SUPERELEVATION RATE OF 0.08. A MAXIMUM SUPERELEVATION RATE OF 0.06 WAS USED WHERE SIDE ROADS INTERSECTED ALONG THE HIGH SIDE OF A CURVE.

2. THE SHOULDER CROSS SLOPE ON BOTH THE OUTSIDE (HIGH SIDE) AND THE INSIDE (LOW SIDE) OF A SUPERELEVATED CURVE SHALL MATCH THE ADJACENT TRAVEL LANE CROSS SLOPE.

NOT TO SCALE

SUPERELEVATION DIAGRAMS SHEET #19

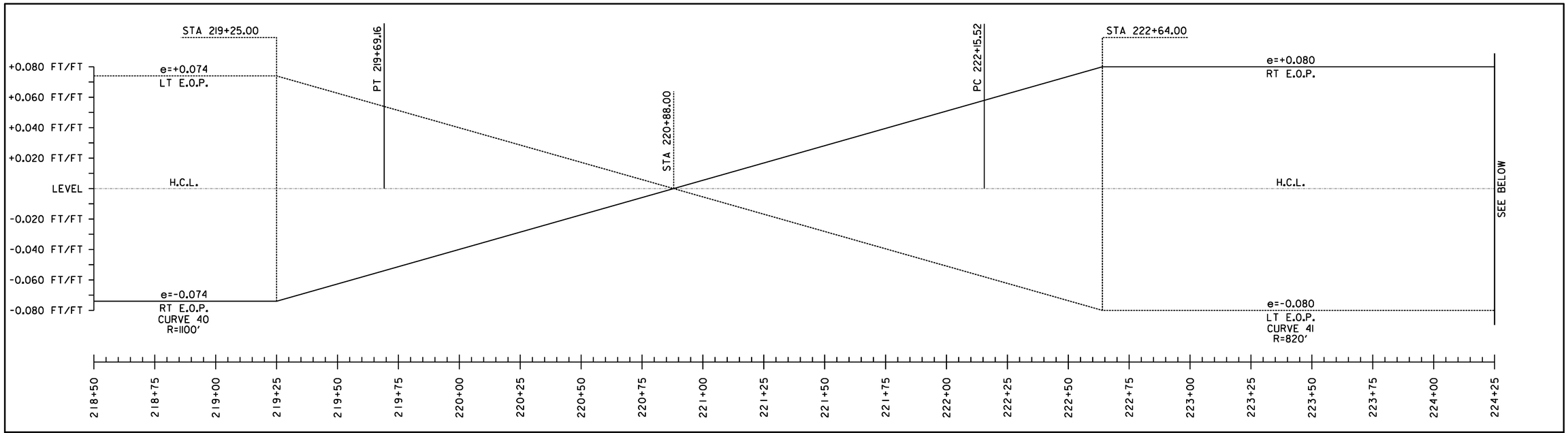
PROJECT NAME: STOCKBRIDGE-BETHEL

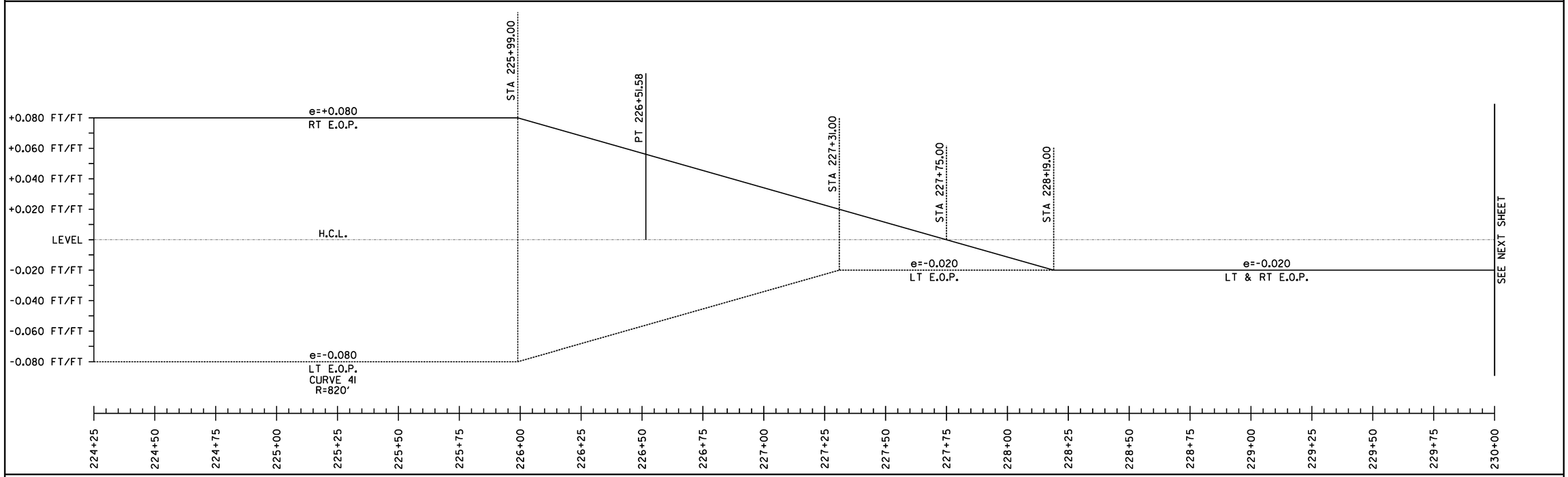
PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_sbd_19.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214sbd19.i

PLOT DATE: 3/17/2014
DRAWN BY: W.C.P.
CHECKED BY: J.P.S.
SHEET 165 OF 397

FILE NAME = V:\Projects\VAVVK2\22426\CADD_MSTN\z10b214_sbd_19.dgn
DATE/TIME = 3/17/2014
USER = AYB





SUPERELEVATION BANKING NOTES:

1. SUPERELEVATION RATES AND RUNOFF LENGTHS WERE DETERMINED USING A DESIGN SPEED EQUAL TO THE POSTED SPEED AND A MAXIMUM SUPERELEVATION RATE OF 0.08. A MAXIMUM SUPERELEVATION RATE OF 0.06 WAS USED WHERE SIDE ROADS INTERSECTED ALONG THE HIGH SIDE OF A CURVE.
2. THE SHOULDER CROSS SLOPE ON BOTH THE OUTSIDE (HIGH SIDE) AND THE INSIDE (LOW SIDE) OF A SUPERELEVATED CURVE SHALL MATCH THE ADJACENT TRAVEL LANE CROSS SLOPE.

NOT TO SCALE

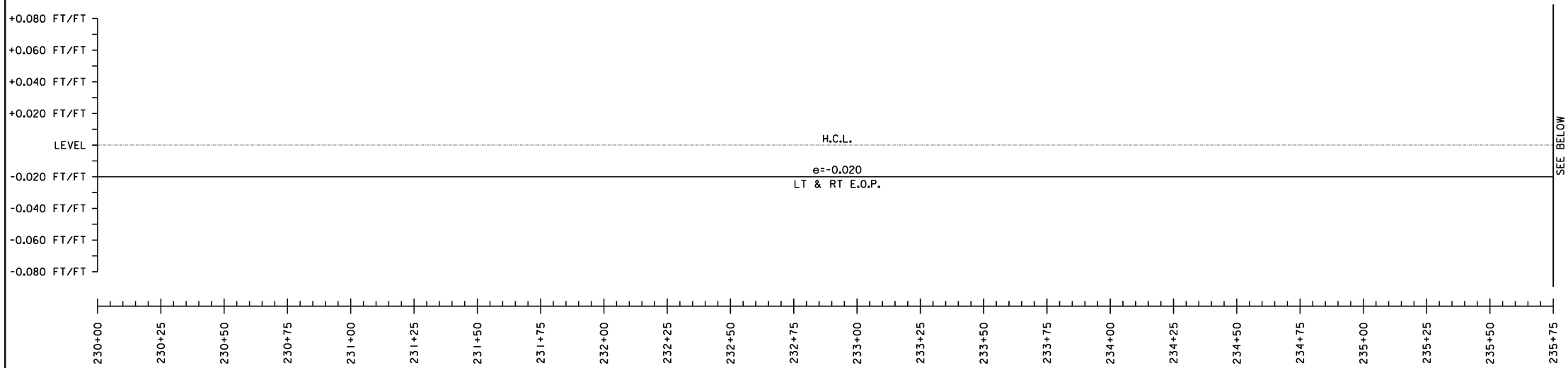
SUPERELEVATION DIAGRAMS SHEET #20

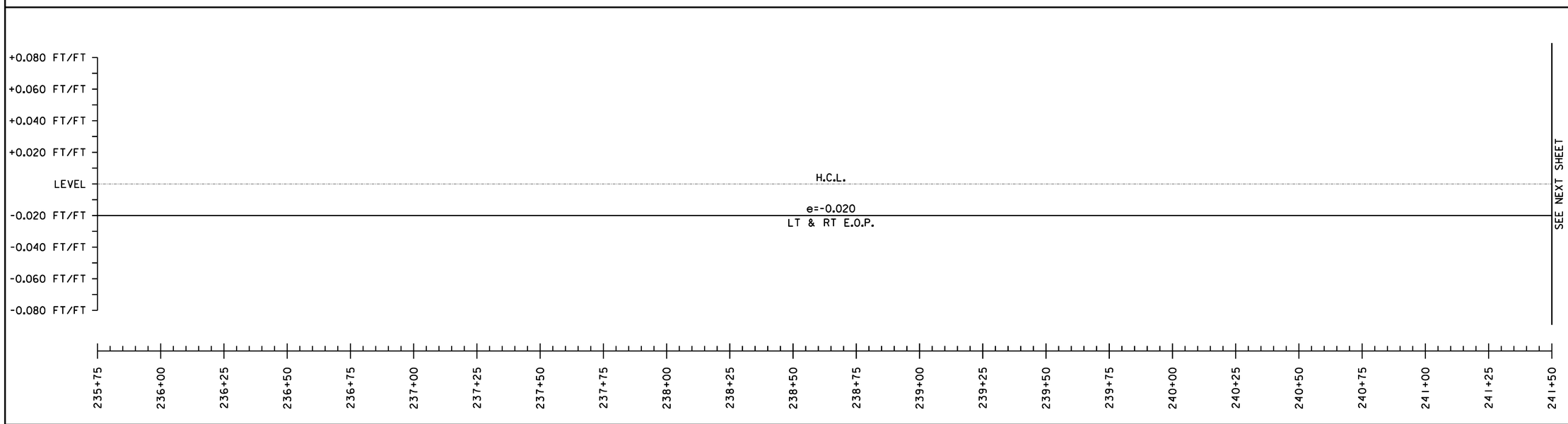
PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_sbd_20.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214sbd20.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 166 OF 397

FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_sbd_20.dgn
DATE/TIME = 3/17/2014
USER = 4916





SUPERELEVATION BANKING NOTES:

1. SUPERELEVATION RATES AND RUNOFF LENGTHS WERE DETERMINED USING A DESIGN SPEED EQUAL TO THE POSTED SPEED AND A MAXIMUM SUPERELEVATION RATE OF 0.08. A MAXIMUM SUPERELEVATION RATE OF 0.06 WAS USED WHERE SIDE ROADS INTERSECTED ALONG THE HIGH SIDE OF A CURVE.

2. THE SHOULDER CROSS SLOPE ON BOTH THE OUTSIDE (HIGH SIDE) AND THE INSIDE (LOW SIDE) OF A SUPERELEVATED CURVE SHALL MATCH THE ADJACENT TRAVEL LANE CROSS SLOPE.

NOT TO SCALE

SUPERELEVATION DIAGRAMS SHEET #21

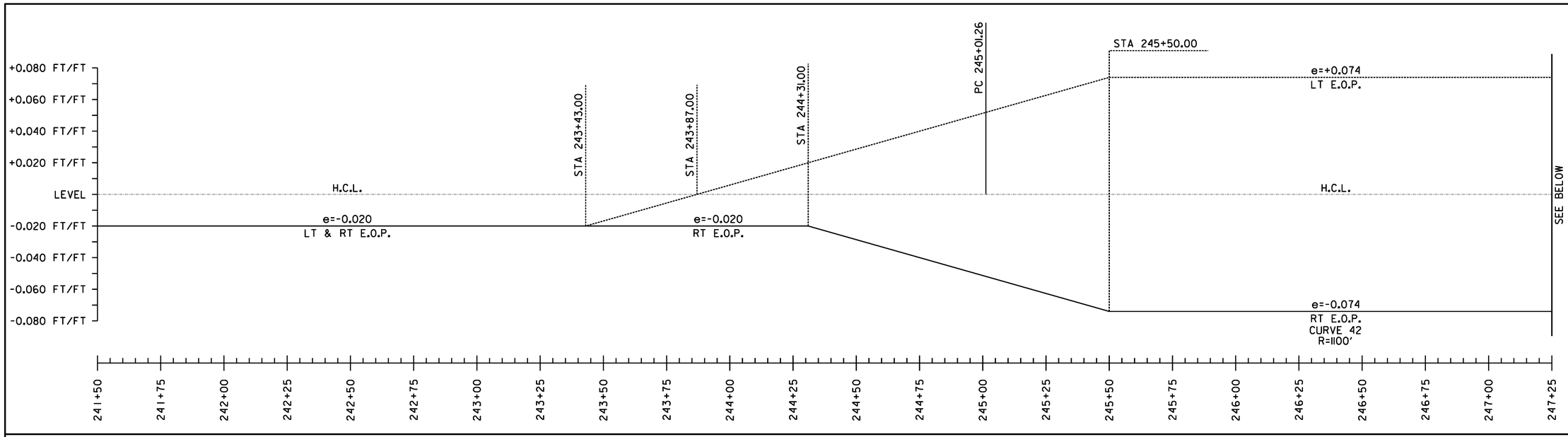
PROJECT NAME: STOCKBRIDGE-BETHEL

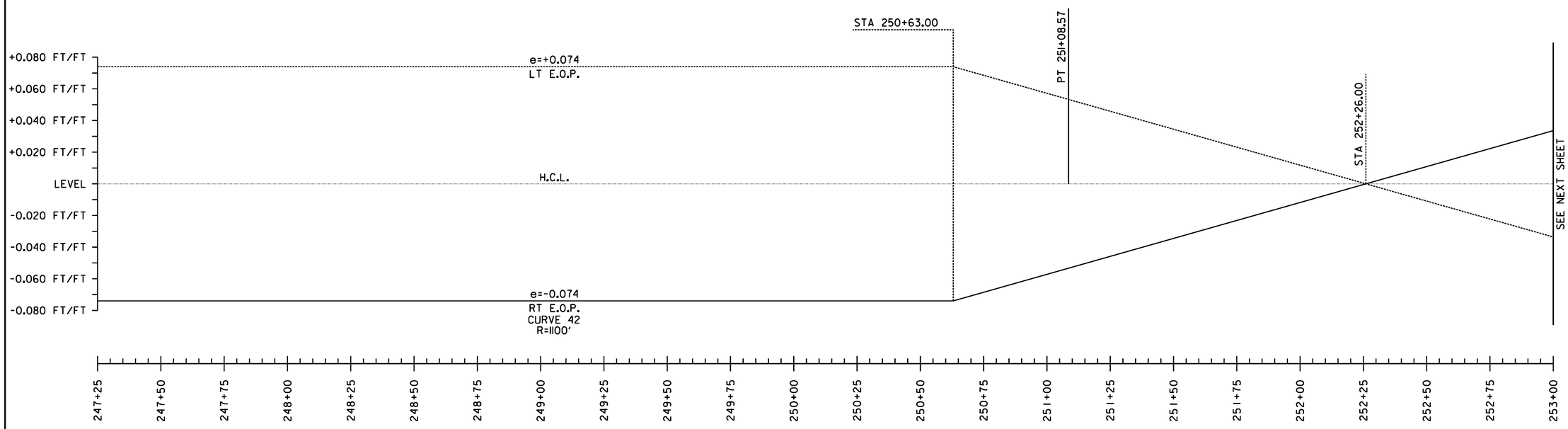
PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_sbd_21.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214sbd21.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 167 OF 397

FILE NAME = W:\Projects\VAN\K2\22426\CADD_MSTN\z10b214_sbd_21.dgn
DATE/TIME = 3/17/2014
USER = 4916





SUPERELEVATION BANKING NOTES:

1. SUPERELEVATION RATES AND RUNOFF LENGTHS WERE DETERMINED USING A DESIGN SPEED EQUAL TO THE POSTED SPEED AND A MAXIMUM SUPERELEVATION RATE OF 0.08. A MAXIMUM SUPERELEVATION RATE OF 0.06 WAS USED WHERE SIDE ROADS INTERSECTED ALONG THE HIGH SIDE OF A CURVE.
2. THE SHOULDER CROSS SLOPE ON BOTH THE OUTSIDE (HIGH SIDE) AND THE INSIDE (LOW SIDE) OF A SUPERELEVATED CURVE SHALL MATCH THE ADJACENT TRAVEL LANE CROSS SLOPE.

NOT TO SCALE

SUPERELEVATION DIAGRAMS SHEET #22

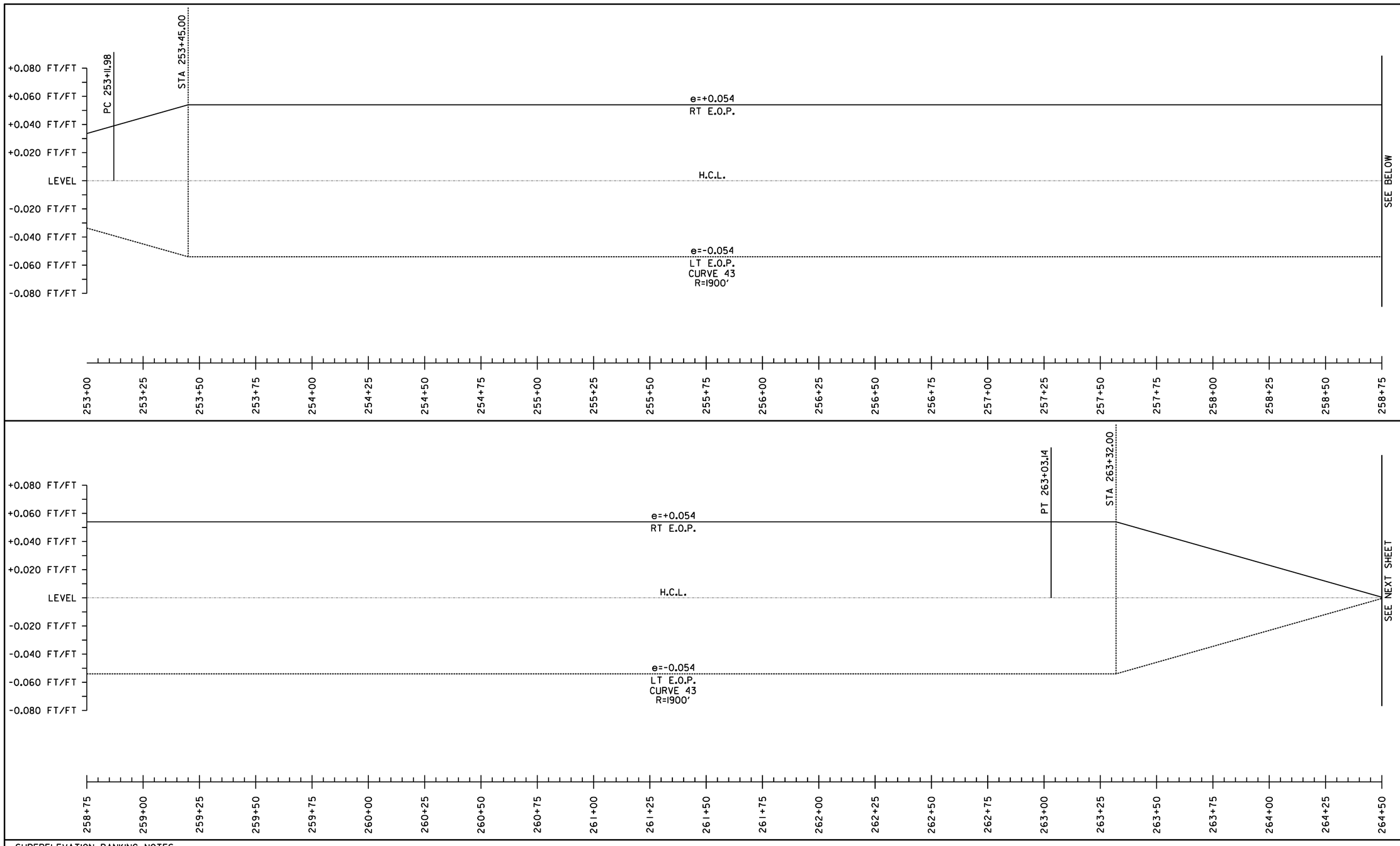
PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_sbd_22.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214sbd22.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 168 OF 397

FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_sbd_22.dgn
DATE/TIME = 3/17/2014
USER = 4918



SUPERELEVATION BANKING NOTES:

1. SUPERELEVATION RATES AND RUNOFF LENGTHS WERE DETERMINED USING A DESIGN SPEED EQUAL TO THE POSTED SPEED AND A MAXIMUM SUPERELEVATION RATE OF 0.08. A MAXIMUM SUPERELEVATION RATE OF 0.06 WAS USED WHERE SIDE ROADS INTERSECTED ALONG THE HIGH SIDE OF A CURVE.

2. THE SHOULDER CROSS SLOPE ON BOTH THE OUTSIDE (HIGH SIDE) AND THE INSIDE (LOW SIDE) OF A SUPERELEVATED CURVE SHALL MATCH THE ADJACENT TRAVEL LANE CROSS SLOPE.

NOT TO SCALE

SUPERELEVATION DIAGRAMS SHEET #23

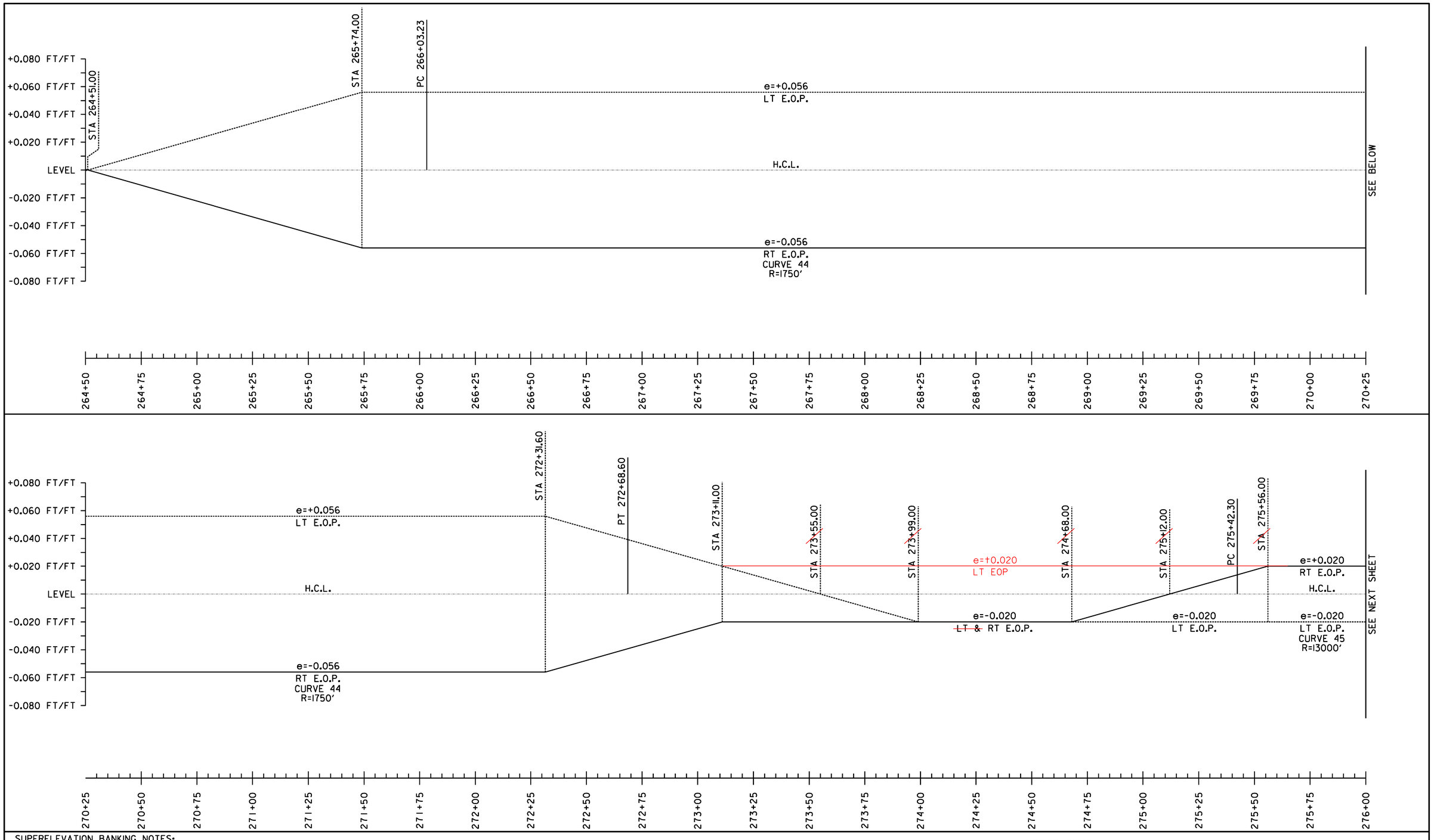
PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_sbd_23.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214sbd23.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 169 OF 397

FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_sbd_23.dgn
DATE/TIME = 3/17/2014
USER = 4916



SUPERELEVATION BANKING NOTES:

1. SUPERELEVATION RATES AND RUNOFF LENGTHS WERE DETERMINED USING A DESIGN SPEED EQUAL TO THE POSTED SPEED AND A MAXIMUM SUPERELEVATION RATE OF 0.08. A MAXIMUM SUPERELEVATION RATE OF 0.06 WAS USED WHERE SIDE ROADS INTERSECTED ALONG THE HIGH SIDE OF A CURVE.

2. THE SHOULDER CROSS SLOPE ON BOTH THE OUTSIDE (HIGH SIDE) AND THE INSIDE (LOW SIDE) OF A SUPERELEVATED CURVE SHALL MATCH THE ADJACENT TRAVEL LANE CROSS SLOPE.

NOT TO SCALE

SUPERELEVATION DIAGRAMS SHEET #24

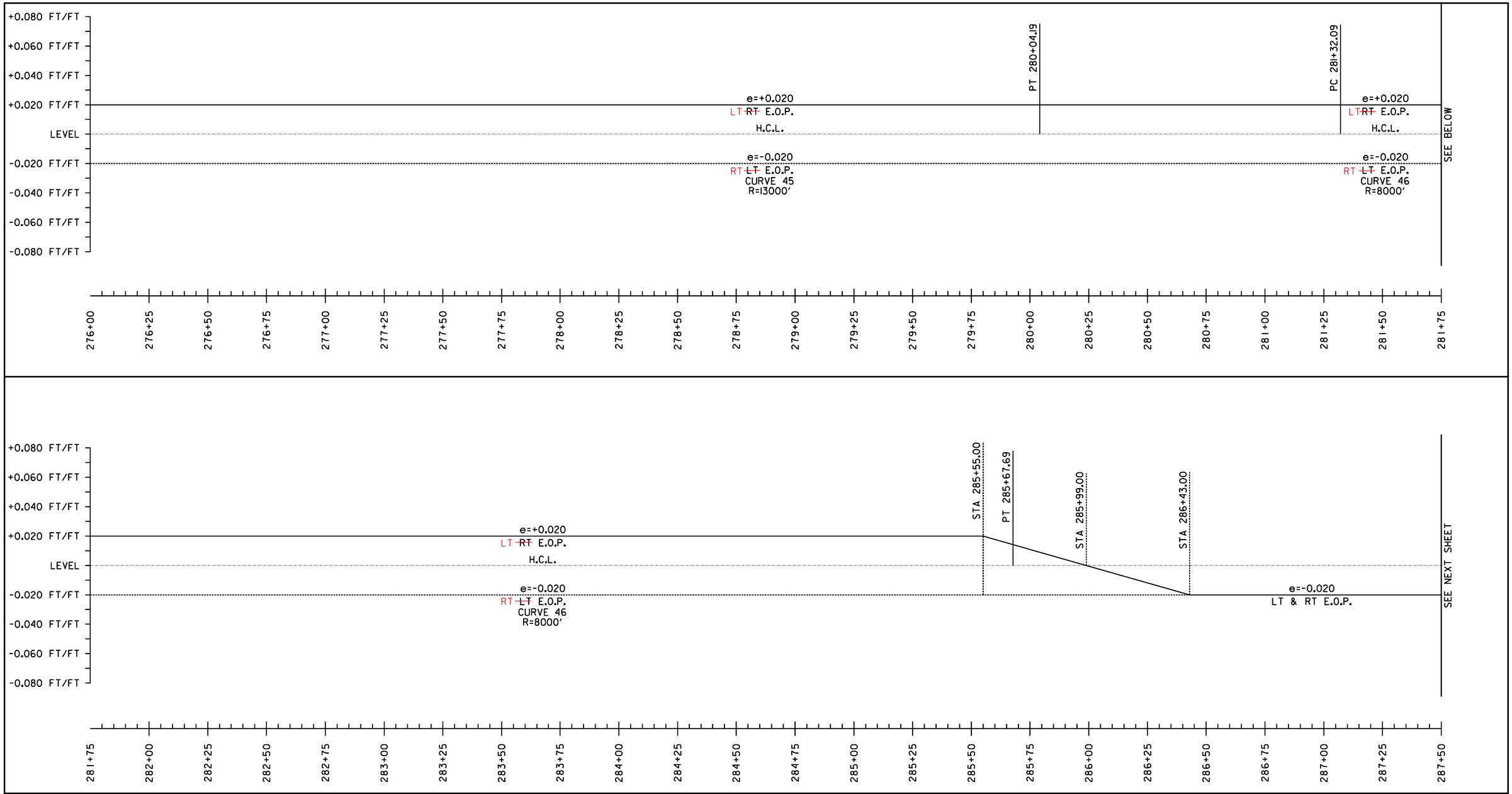
PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_sbd_24.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214sbd24.I

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 170 OF 397

FILE NAME = V:\Projects\VAPYVK2\22426\CADD_MSTN\z10b214_sbd_24.dgn
DATE/TIME = 3/17/2014
USER = 4916



SUPERELEVATION BANKING NOTES:

1. SUPERELEVATION RATES AND RUNOFF LENGTHS WERE DETERMINED USING A DESIGN SPEED EQUAL TO THE POSTED SPEED AND A MAXIMUM SUPERELEVATION RATE OF 0.08. A MAXIMUM SUPERELEVATION RATE OF 0.06 WAS USED WHERE SIDE ROADS INTERSECTED ALONG THE HIGH SIDE OF A CURVE.

2. THE SHOULDER CROSS SLOPE ON BOTH THE OUTSIDE (HIGH SIDE) AND THE INSIDE (LOW SIDE) OF A SUPERELEVATED CURVE SHALL MATCH THE ADJACENT TRAVEL LANE CROSS SLOPE.

NOT TO SCALE

SUPERELEVATION DIAGRAMS SHEET #25

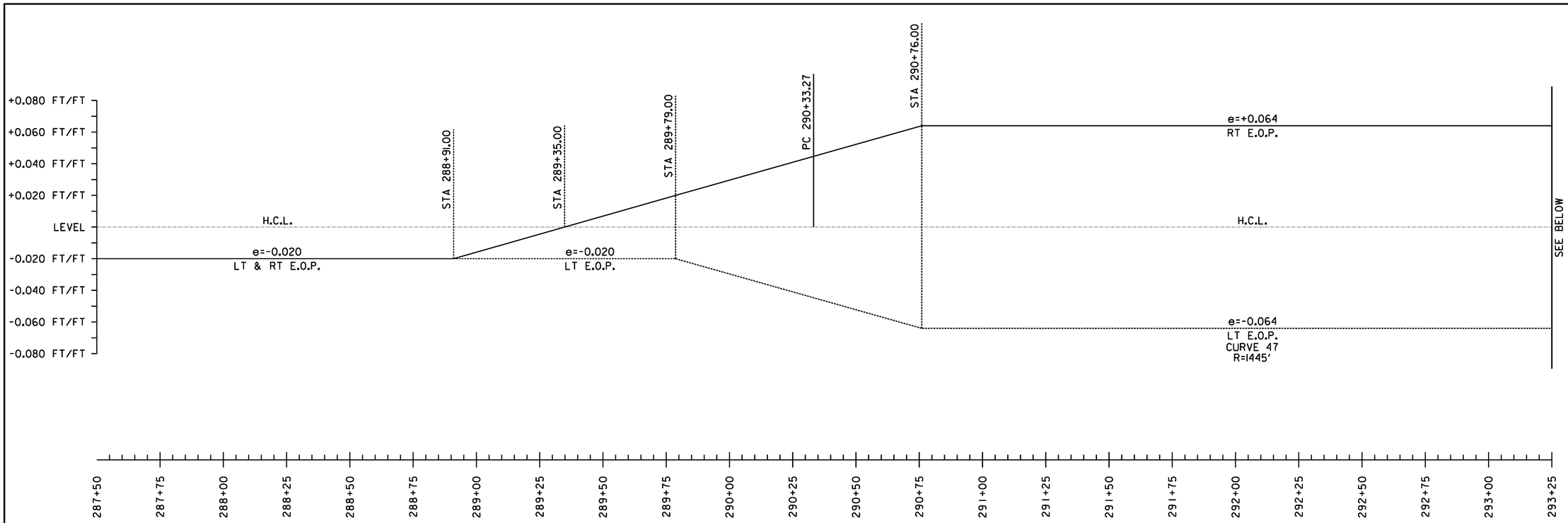
PROJECT NAME: STOCKBRIDGE-BETHEL

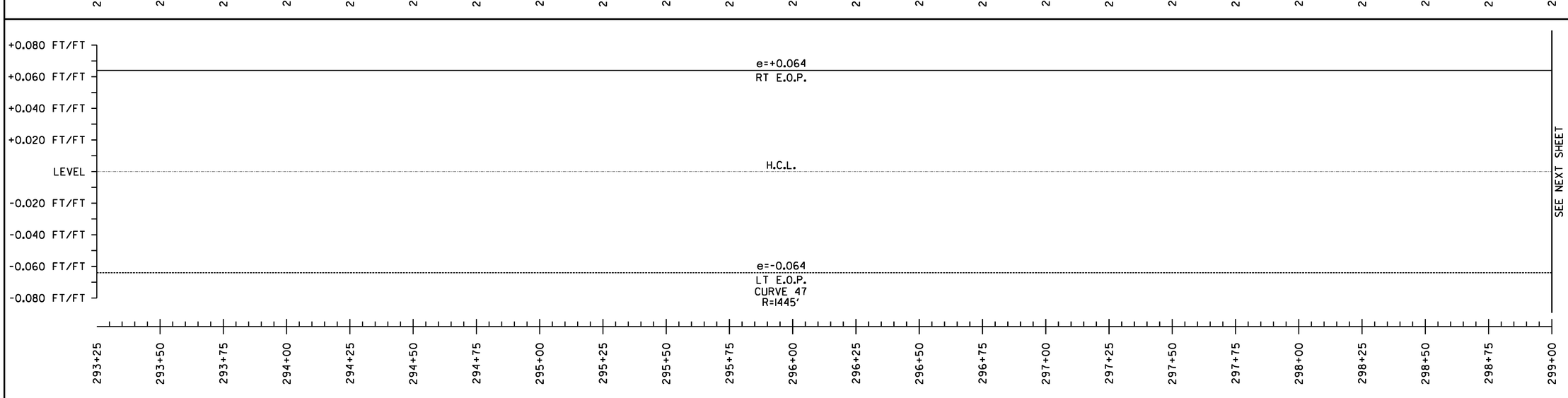
PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_sbd_25.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214sbd25.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 171 OF 397

FILE NAME = W:\Projects\ANY\K2\22426\CADD\.MSTN\z10b214_sbd_25.dgn
DATE/TIME = 3/17/2014
USER = 4916





SUPERELEVATION BANKING NOTES:

1. SUPERELEVATION RATES AND RUNOFF LENGTHS WERE DETERMINED USING A DESIGN SPEED EQUAL TO THE POSTED SPEED AND A MAXIMUM SUPERELEVATION RATE OF 0.08. A MAXIMUM SUPERELEVATION RATE OF 0.06 WAS USED WHERE SIDE ROADS INTERSECTED ALONG THE HIGH SIDE OF A CURVE.
2. THE SHOULDER CROSS SLOPE ON BOTH THE OUTSIDE (HIGH SIDE) AND THE INSIDE (LOW SIDE) OF A SUPERELEVATED CURVE SHALL MATCH THE ADJACENT TRAVEL LANE CROSS SLOPE.

NOT TO SCALE

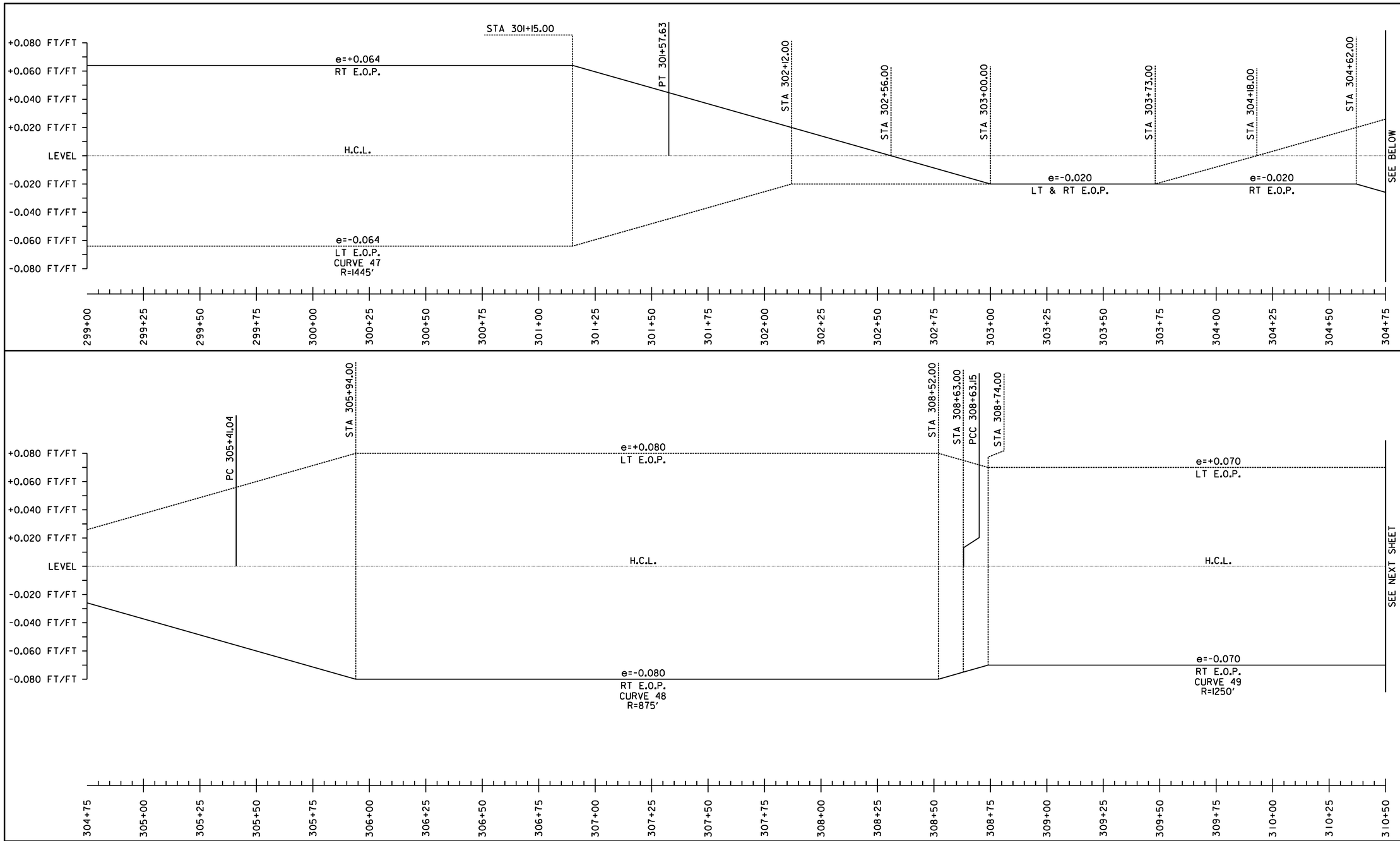
SUPERELEVATION DIAGRAMS SHEET #26

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_sbd_26.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214sbd26.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 172 OF 397

FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_sbd_26.dgn
DATE/TIME = 3/17/2014
USER = 4916



SUPERELEVATION BANKING NOTES:

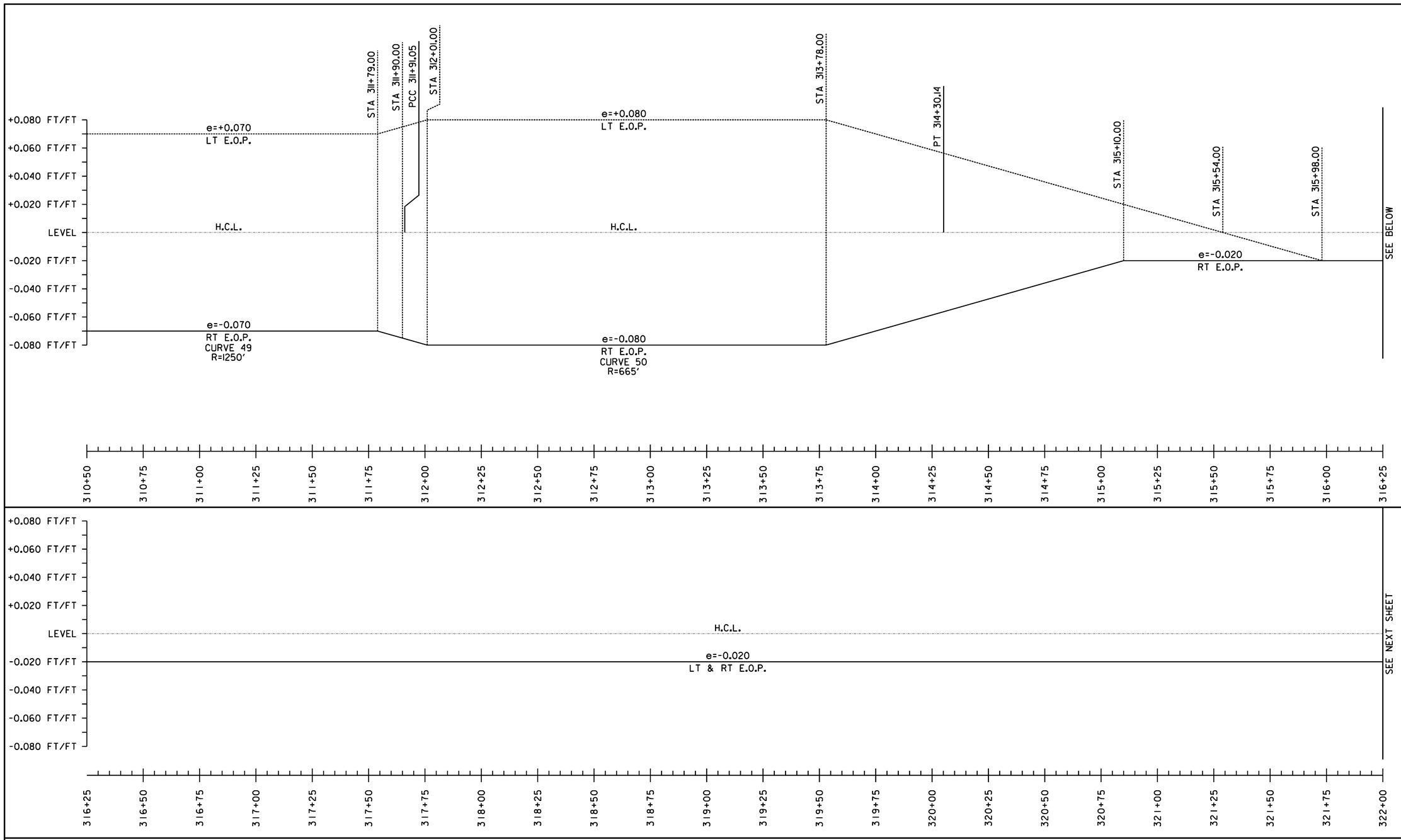
1. SUPERELEVATION RATES AND RUNOFF LENGTHS WERE DETERMINED USING A DESIGN SPEED EQUAL TO THE POSTED SPEED AND A MAXIMUM SUPERELEVATION RATE OF 0.08. A MAXIMUM SUPERELEVATION RATE OF 0.06 WAS USED WHERE SIDE ROADS INTERSECTED ALONG THE HIGH SIDE OF A CURVE.
2. THE SHOULDER CROSS SLOPE ON BOTH THE OUTSIDE (HIGH SIDE) AND THE INSIDE (LOW SIDE) OF A SUPERELEVATED CURVE SHALL MATCH THE ADJACENT TRAVEL LANE CROSS SLOPE.

NOT TO SCALE

SUPERELEVATION DIAGRAMS SHEET #27

PROJECT NAME: STOCKBRIDGE-BETHEL	
PROJECT NUMBER: STP 2910(1)	
FILE NAME: z10b214_sbd_27.dgn	PLOT DATE: 3/17/2014
PROJECT LEADER: D.E.G.	DRAWN BY: W.G.P.
DESIGNED BY: L.M.B.	CHECKED BY: J.P.S.
IPARM FILE: z10b214sbd27.i	SHEET 173 OF 397

FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_sbd_27.dgn
DATE/TIME = 3/17/2014
USER = 4916



SUPERELEVATION BANKING NOTES:

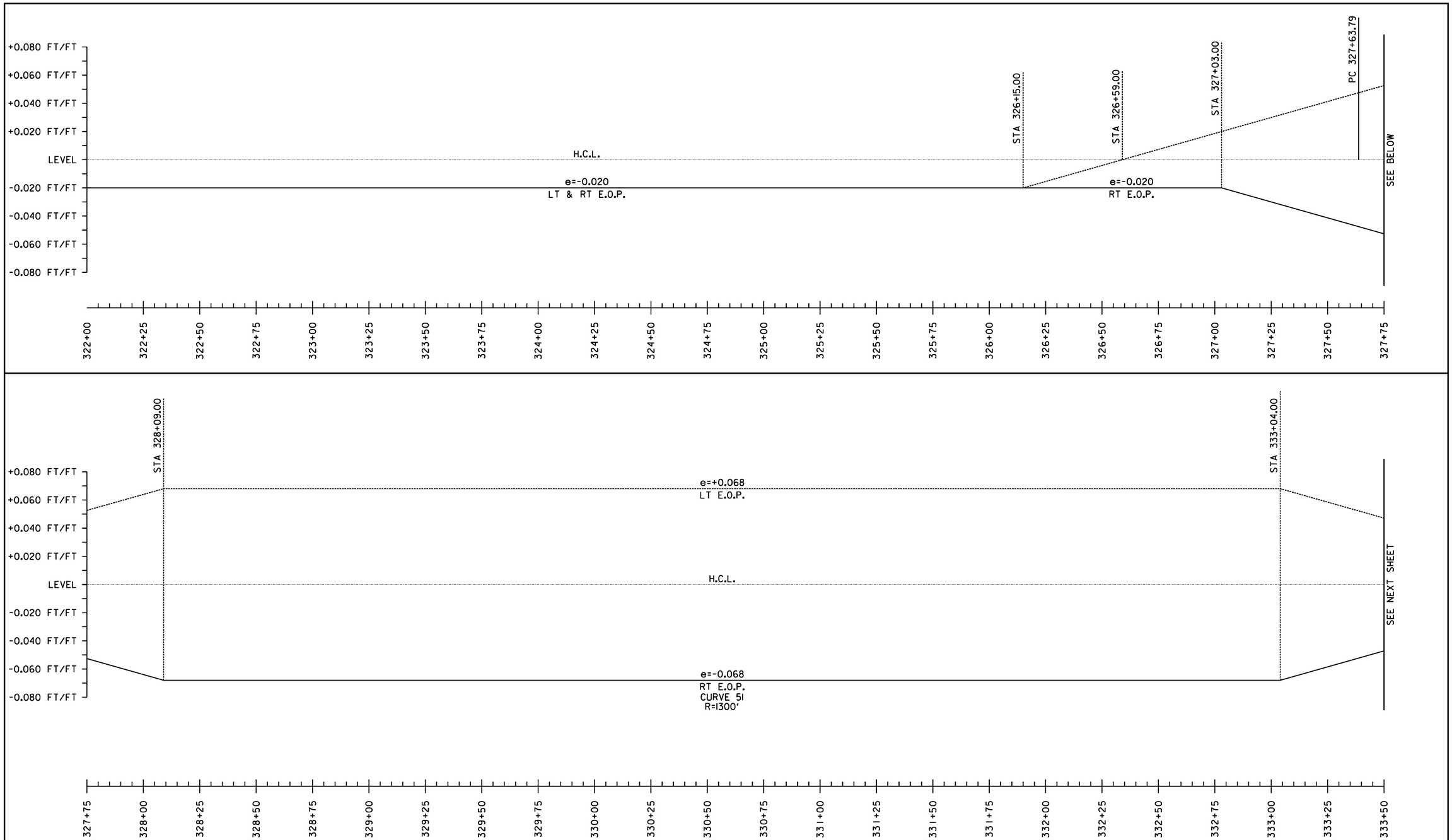
1. SUPERELEVATION RATES AND RUNOFF LENGTHS WERE DETERMINED USING A DESIGN SPEED EQUAL TO THE POSTED SPEED AND A MAXIMUM SUPERELEVATION RATE OF 0.08. A MAXIMUM SUPERELEVATION RATE OF 0.06 WAS USED WHERE SIDE ROADS INTERSECTED ALONG THE HIGH SIDE OF A CURVE.
2. THE SHOULDER CROSS SLOPE ON BOTH THE OUTSIDE (HIGH SIDE) AND THE INSIDE (LOW SIDE) OF A SUPERELEVATED CURVE SHALL MATCH THE ADJACENT TRAVEL LANE CROSS SLOPE.

NOT TO SCALE

SUPERELEVATION DIAGRAMS SHEET #28

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_sbd_28.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214sbd28.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 174 OF 397

FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_sbd_28.dgn
DATE/TIME = 3/17/2014
USER = 4916



SUPERELEVATION BANKING NOTES:

1. SUPERELEVATION RATES AND RUNOFF LENGTHS WERE DETERMINED USING A DESIGN SPEED EQUAL TO THE POSTED SPEED AND A MAXIMUM SUPERELEVATION RATE OF 0.08. A MAXIMUM SUPERELEVATION RATE OF 0.06 WAS USED WHERE SIDE ROADS INTERSECTED ALONG THE HIGH SIDE OF A CURVE.

2. THE SHOULDER CROSS SLOPE ON BOTH THE OUTSIDE (HIGH SIDE) AND THE INSIDE (LOW SIDE) OF A SUPERELEVATED CURVE SHALL MATCH THE ADJACENT TRAVEL LANE CROSS SLOPE.

NOT TO SCALE

SUPERELEVATION DIAGRAMS SHEET #29

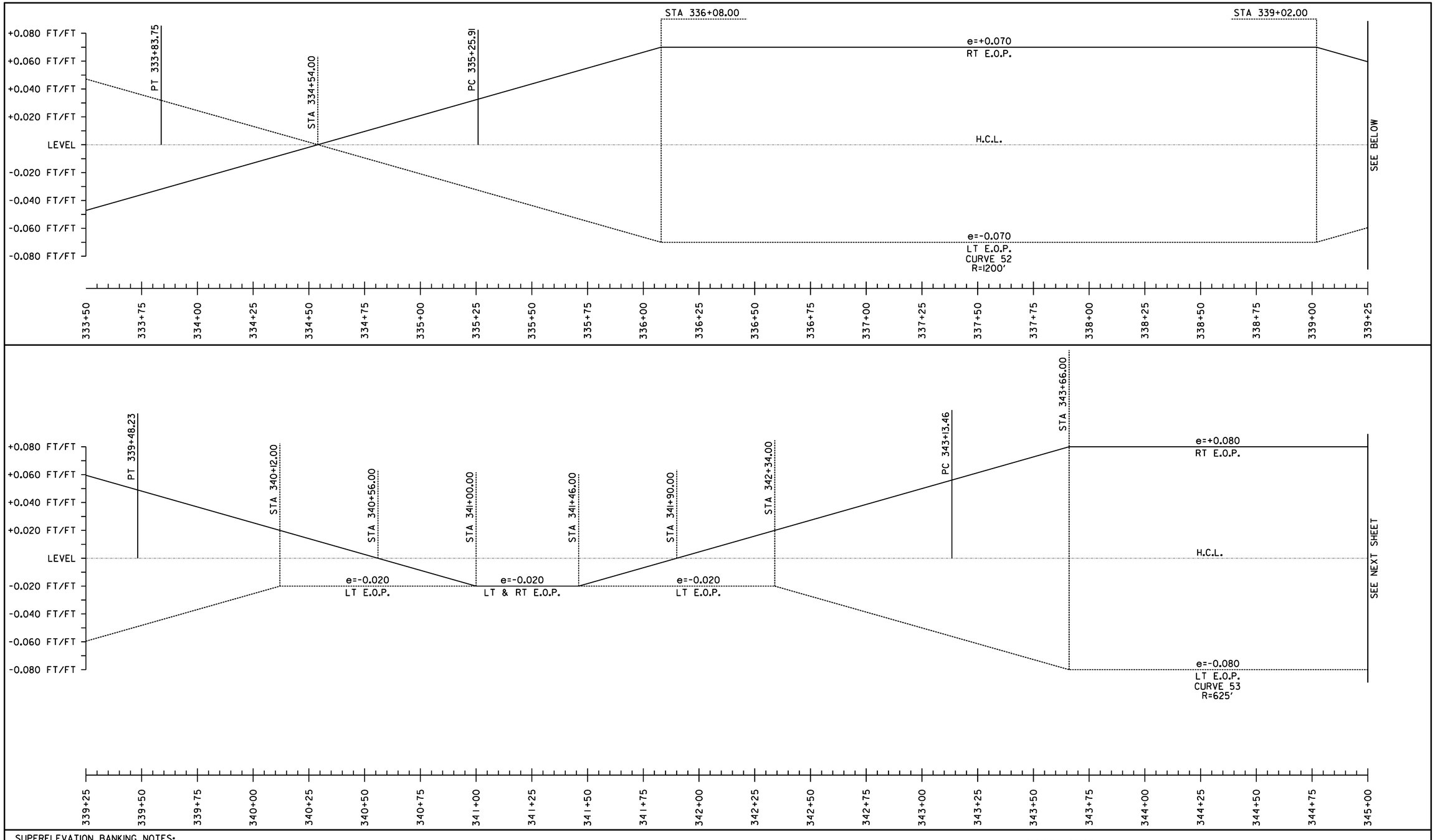
PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_sbd_29.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214sbd29.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 175 OF 397

FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_sbd_29.dgn
DATE/TIME = 3/17/2014
USER = 4916



SUPERELEVATION BANKING NOTES:

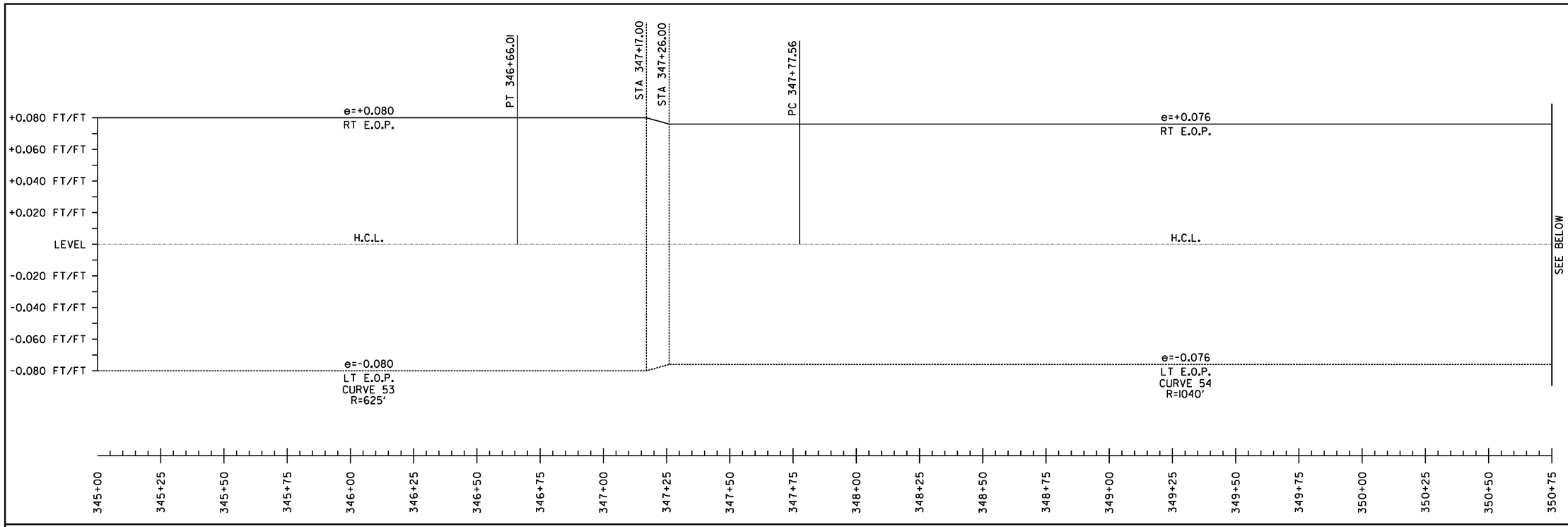
1. SUPERELEVATION RATES AND RUNOFF LENGTHS WERE DETERMINED USING A DESIGN SPEED EQUAL TO THE POSTED SPEED AND A MAXIMUM SUPERELEVATION RATE OF 0.08. A MAXIMUM SUPERELEVATION RATE OF 0.06 WAS USED WHERE SIDE ROADS INTERSECTED ALONG THE HIGH SIDE OF A CURVE.
2. THE SHOULDER CROSS SLOPE ON BOTH THE OUTSIDE (HIGH SIDE) AND THE INSIDE (LOW SIDE) OF A SUPERELEVATED CURVE SHALL MATCH THE ADJACENT TRAVEL LANE CROSS SLOPE.

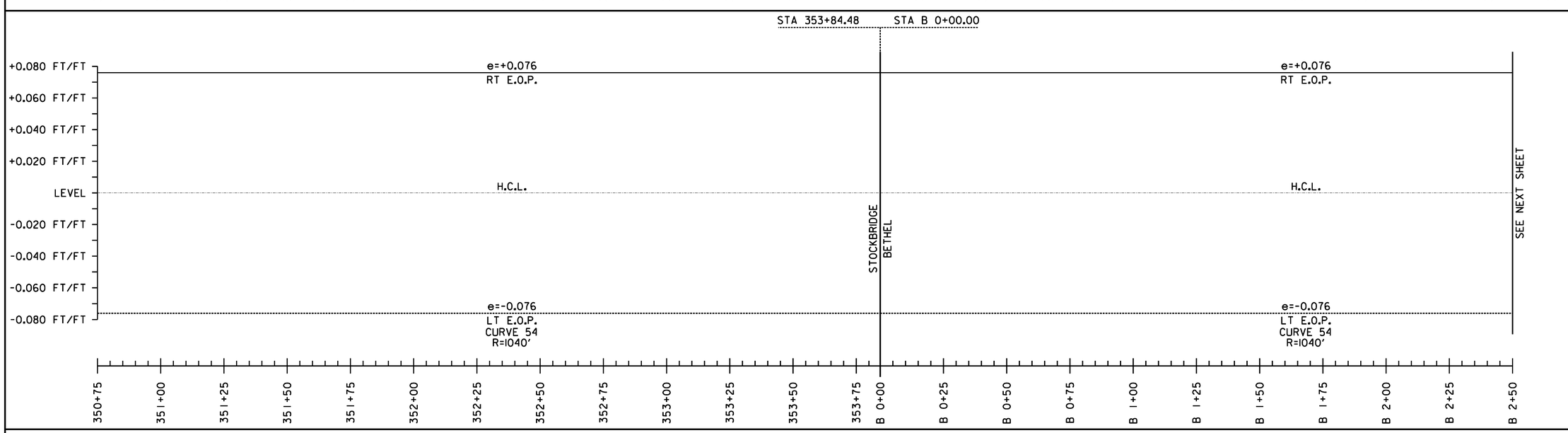
NOT TO SCALE

SUPERELEVATION DIAGRAMS SHEET #30

PROJECT NAME: STOCKBRIDGE-BETHEL	
PROJECT NUMBER: STP 2910(1)	
FILE NAME: z10b214_sbd_30.dgn	PLOT DATE: 3/17/2014
PROJECT LEADER: D.E.G.	DRAWN BY: W.G.P.
DESIGNED BY: L.M.B.	CHECKED BY: J.P.S.
IPARM FILE: z10b214sbd30.i	SHEET 176 OF 397

FILE NAME = V:\Projects\ANY\K2\22428\CADD_MSTN\z10b214_sbd_30.dgn
DATE/TIME = 3/17/2014
USER = 4916





SUPERELEVATION BANKING NOTES:

1. SUPERELEVATION RATES AND RUNOFF LENGTHS WERE DETERMINED USING A DESIGN SPEED EQUAL TO THE POSTED SPEED AND A MAXIMUM SUPERELEVATION RATE OF 0.08. A MAXIMUM SUPERELEVATION RATE OF 0.06 WAS USED WHERE SIDE ROADS INTERSECTED ALONG THE HIGH SIDE OF A CURVE.
2. THE SHOULDER CROSS SLOPE ON BOTH THE OUTSIDE (HIGH SIDE) AND THE INSIDE (LOW SIDE) OF A SUPERELEVATED CURVE SHALL MATCH THE ADJACENT TRAVEL LANE CROSS SLOPE.

NOT TO SCALE

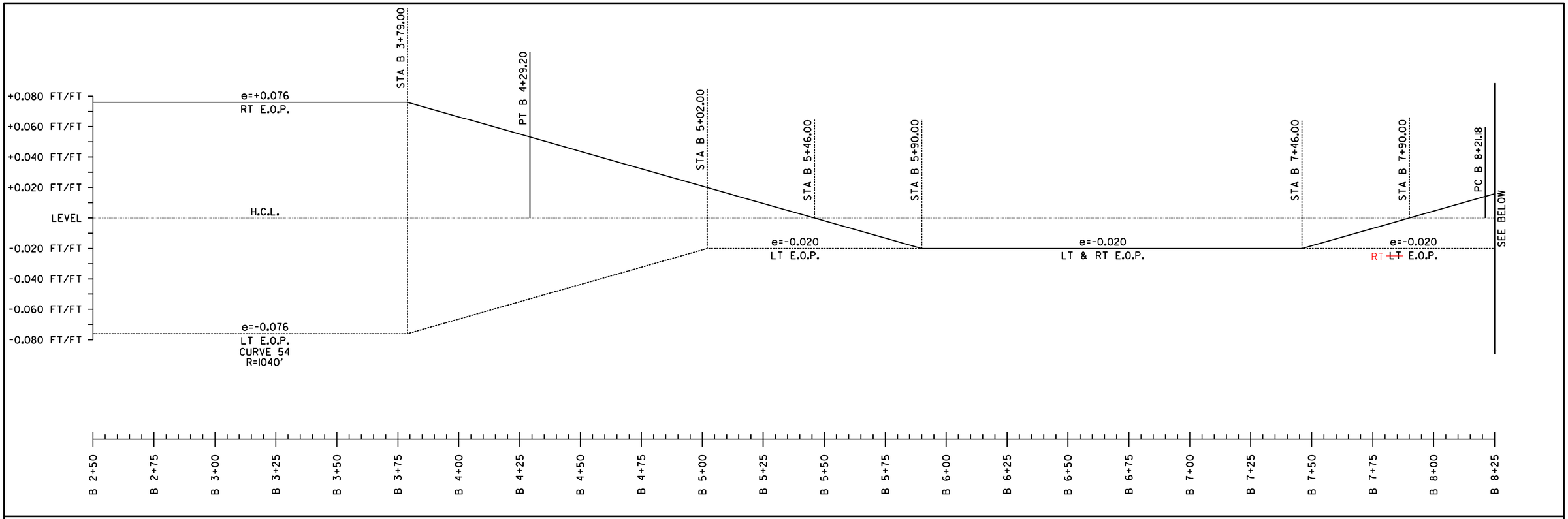
SUPERELEVATION DIAGRAMS SHEET #31

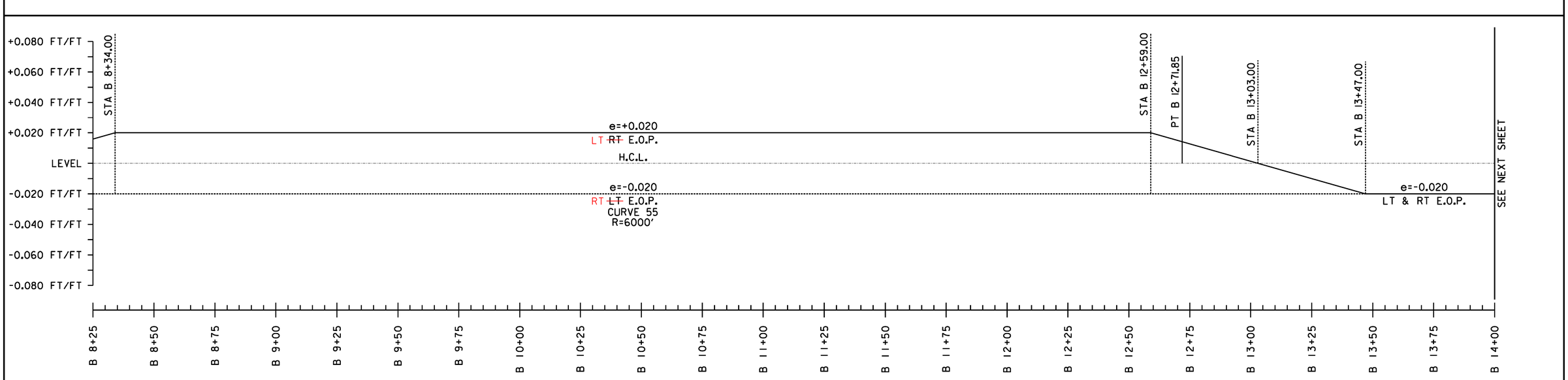
PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_sbd_31.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214sbd31.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 177 OF 397

FILE NAME = V:\Projects\VNY\K2\22426\CADD_MSTN\z10b214_sbd_31.dgn
DATE/TIME = 3/17/2014
USER = 4916





SUPERELEVATION BANKING NOTES:

1. SUPERELEVATION RATES AND RUNOFF LENGTHS WERE DETERMINED USING A DESIGN SPEED EQUAL TO THE POSTED SPEED AND A MAXIMUM SUPERELEVATION RATE OF 0.08. A MAXIMUM SUPERELEVATION RATE OF 0.06 WAS USED WHERE SIDE ROADS INTERSECTED ALONG THE HIGH SIDE OF A CURVE.

2. THE SHOULDER CROSS SLOPE ON BOTH THE OUTSIDE (HIGH SIDE) AND THE INSIDE (LOW SIDE) OF A SUPERELEVATED CURVE SHALL MATCH THE ADJACENT TRAVEL LANE CROSS SLOPE.

NOT TO SCALE

SUPERELEVATION DIAGRAMS SHEET #32

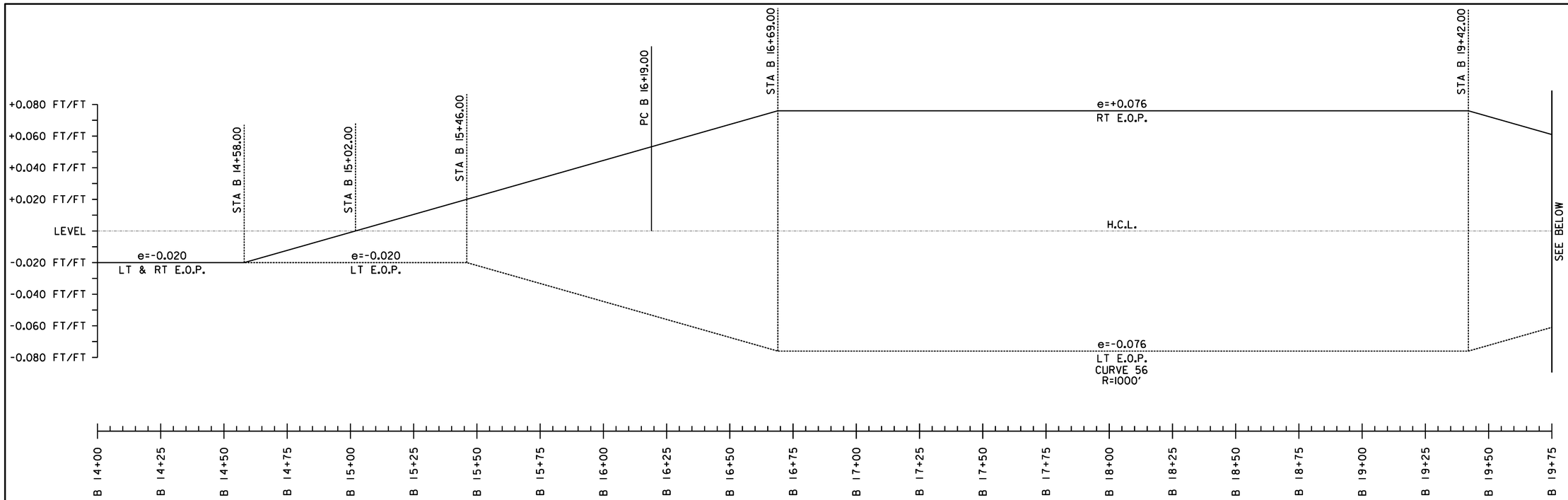
PROJECT NAME: STOCKBRIDGE-BETHEL

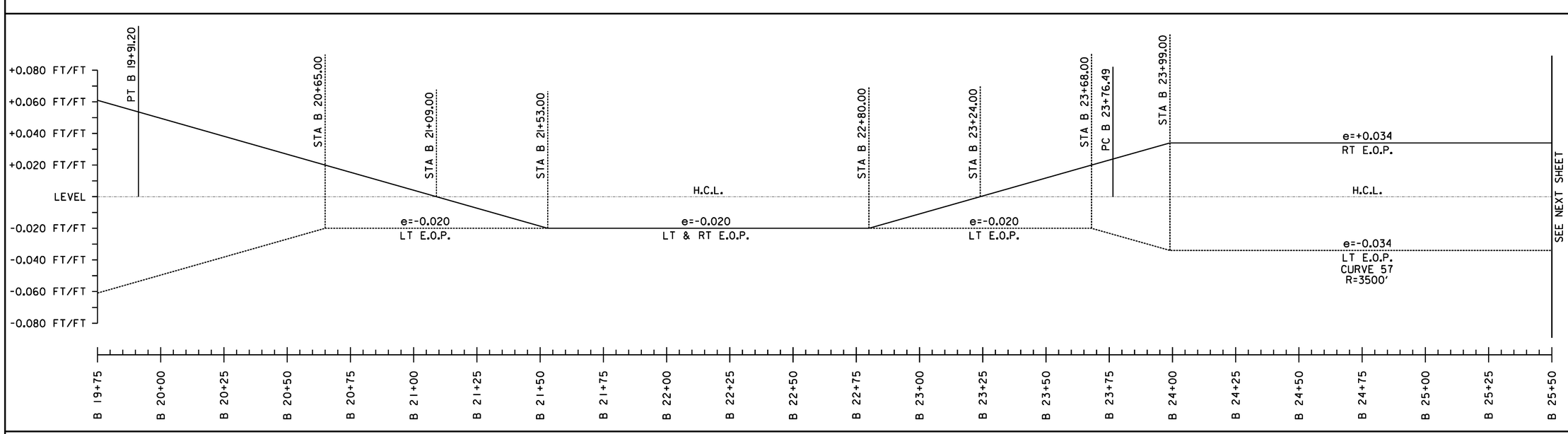
PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_sbd_32.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214sbd32.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 178 OF 397

FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_sbd_32.dgn
DATE/TIME = 3/17/2014
USER = 4916





SUPERELEVATION BANKING NOTES:

1. SUPERELEVATION RATES AND RUNOFF LENGTHS WERE DETERMINED USING A DESIGN SPEED EQUAL TO THE POSTED SPEED AND A MAXIMUM SUPERELEVATION RATE OF 0.08. A MAXIMUM SUPERELEVATION RATE OF 0.06 WAS USED WHERE SIDE ROADS INTERSECTED ALONG THE HIGH SIDE OF A CURVE.

2. THE SHOULDER CROSS SLOPE ON BOTH THE OUTSIDE (HIGH SIDE) AND THE INSIDE (LOW SIDE) OF A SUPERELEVATED CURVE SHALL MATCH THE ADJACENT TRAVEL LANE CROSS SLOPE.

NOT TO SCALE

SUPERELEVATION DIAGRAMS SHEET #33

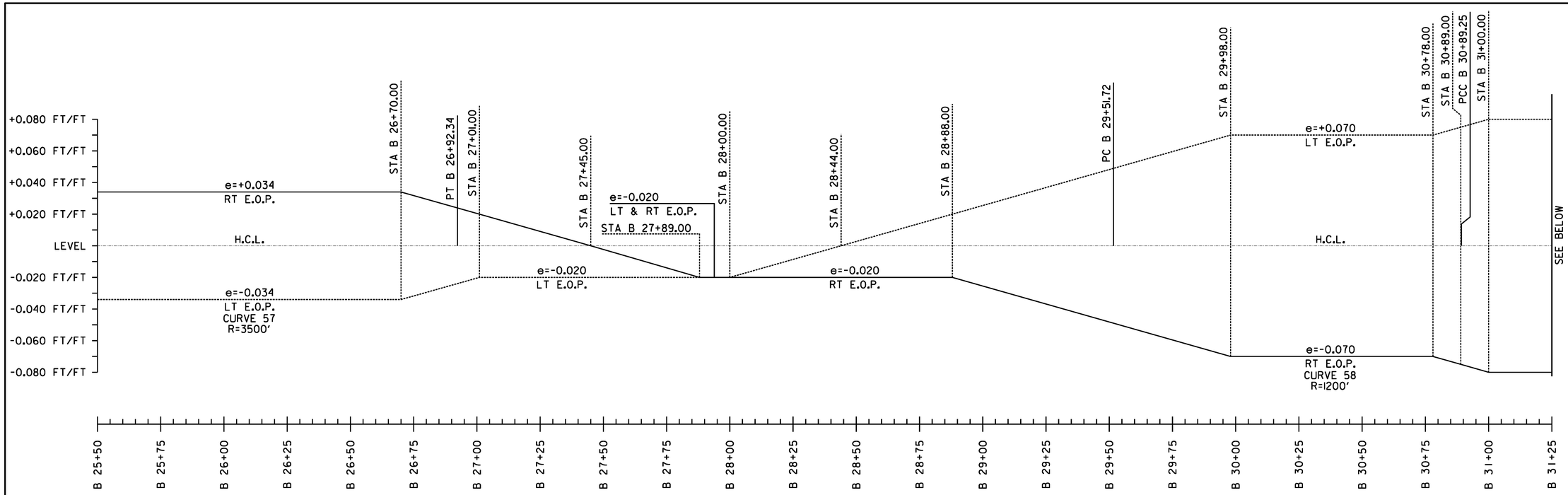
PROJECT NAME: STOCKBRIDGE-BETHEL

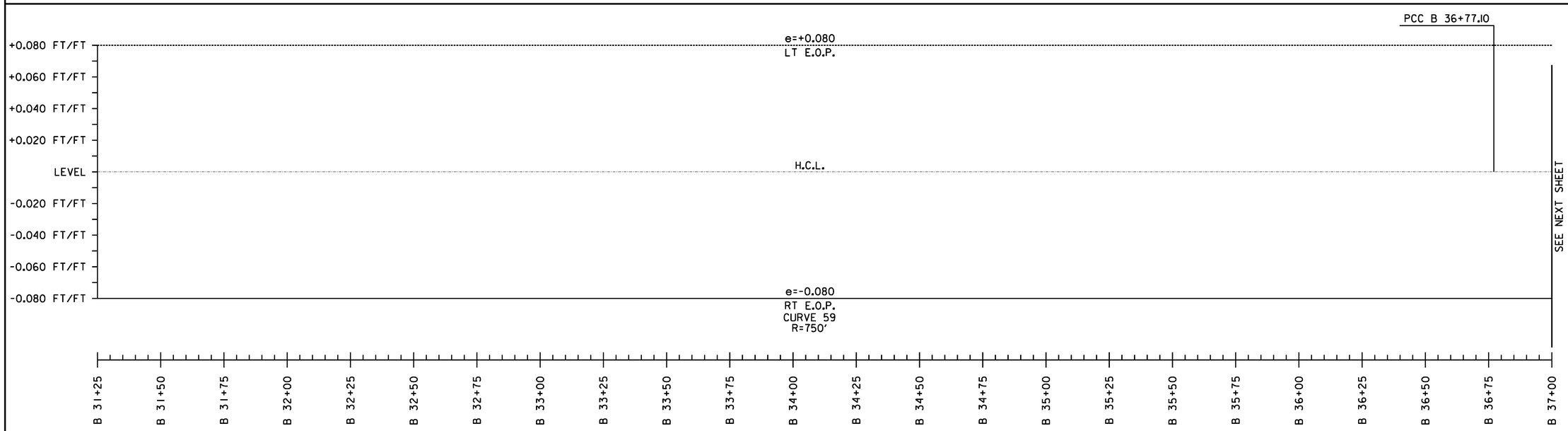
PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_sbd_33.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214sbd33.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 179 OF 397

FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_sbd_33.dgn
DATE/TIME = 3/17/2014
USER = 4916





SUPERELEVATION BANKING NOTES:

1. SUPERELEVATION RATES AND RUNOFF LENGTHS WERE DETERMINED USING A DESIGN SPEED EQUAL TO THE POSTED SPEED AND A MAXIMUM SUPERELEVATION RATE OF 0.08. A MAXIMUM SUPERELEVATION RATE OF 0.06 WAS USED WHERE SIDE ROADS INTERSECTED ALONG THE HIGH SIDE OF A CURVE.

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NOT TO SCALE

SUPERELEVATION DIAGRAMS SHEET #34

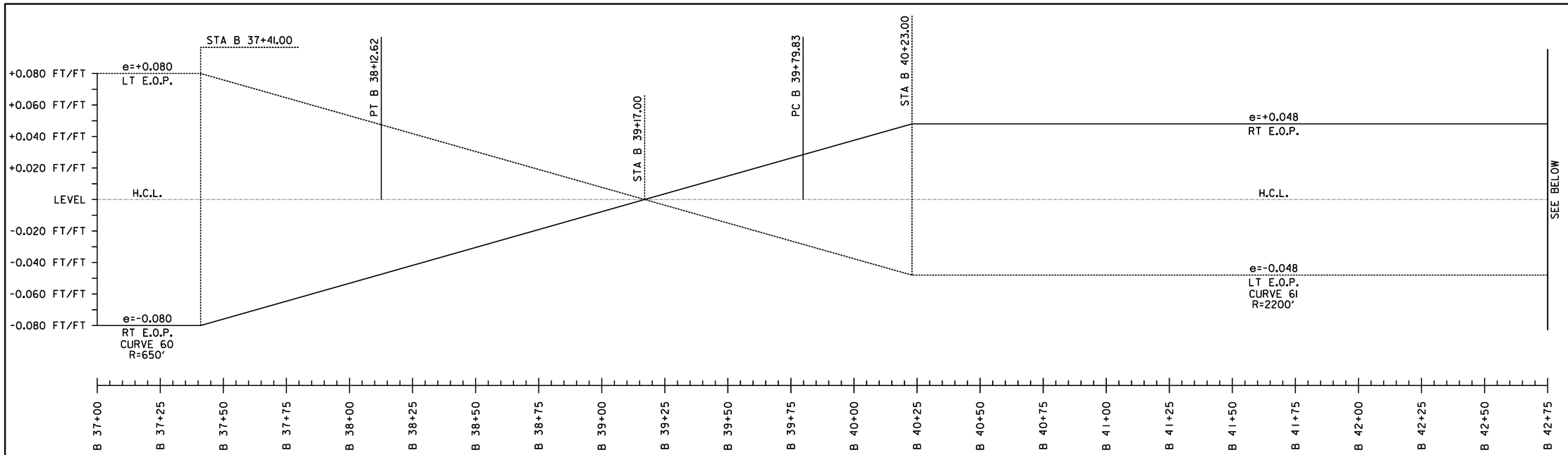
PROJECT NAME: STOCKBRIDGE-BETHEL

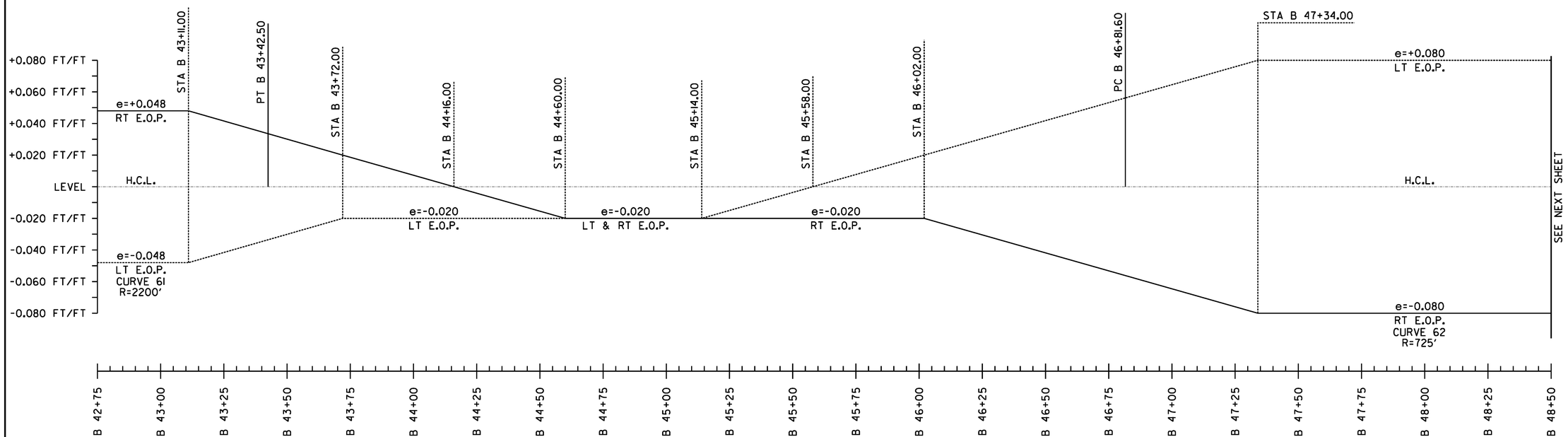
PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_sbd_34.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214sbd34.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 180 OF 397

FILE NAME = V:\Projects\ANY\K2\22428\CADD_MSTN\z10b214_sbd_34.dgn
DATE/TIME = 3/17/2014
USER = 4916





SUPERELEVATION BANKING NOTES:

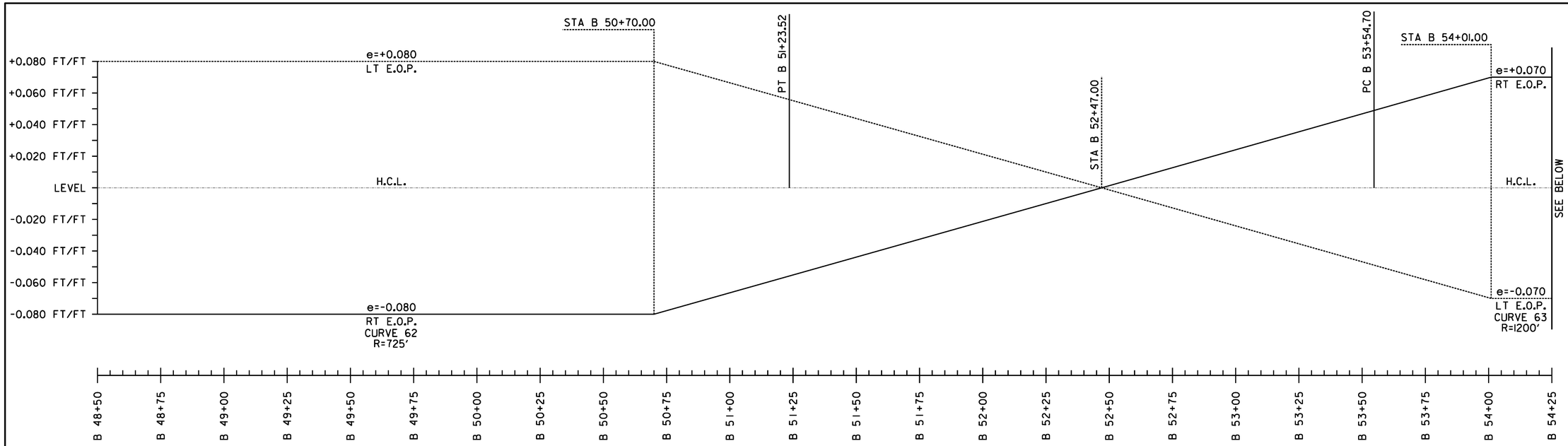
1. SUPERELEVATION RATES AND RUNOFF LENGTHS WERE DETERMINED USING A DESIGN SPEED EQUAL TO THE POSTED SPEED AND A MAXIMUM SUPERELEVATION RATE OF 0.08. A MAXIMUM SUPERELEVATION RATE OF 0.06 WAS USED WHERE SIDE ROADS INTERSECTED ALONG THE HIGH SIDE OF A CURVE.
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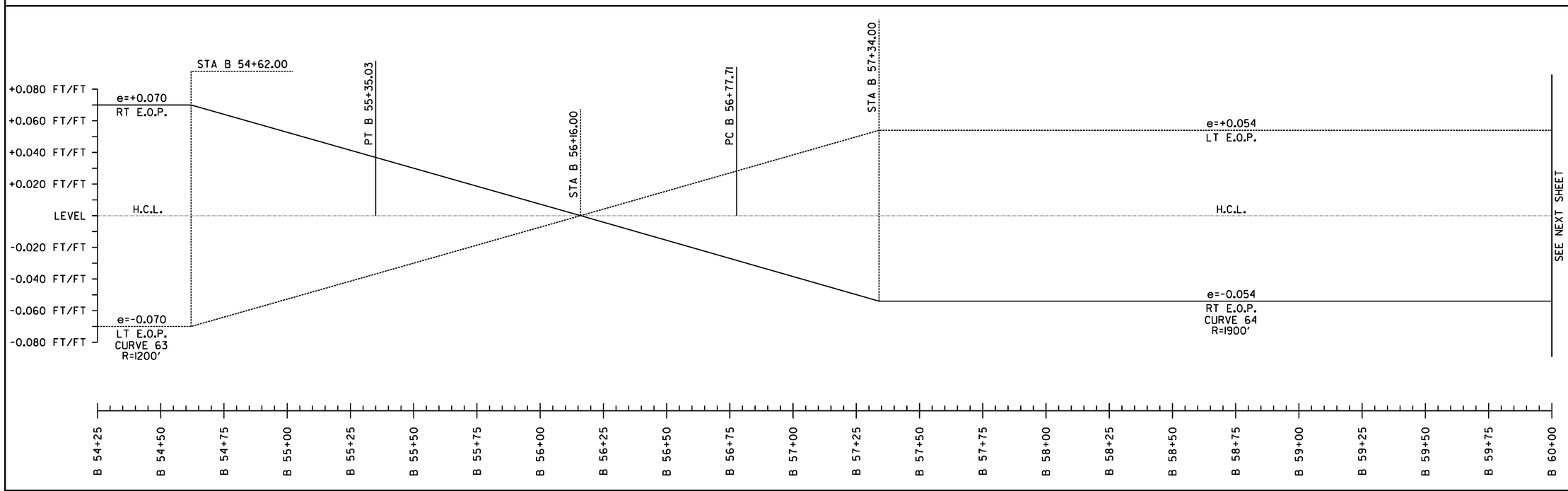
NOT TO SCALE

SUPERELEVATION DIAGRAMS SHEET #35

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_sbd_35.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214sbd35.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 181 OF 397

FILE NAME = V:\Projects\VANY\K2\22426\CADD_MSTN\z10b214_sbd_35.dgn
DATE/TIME = 3/17/2014
USER = 4916





SUPERELEVATION BANKING NOTES:

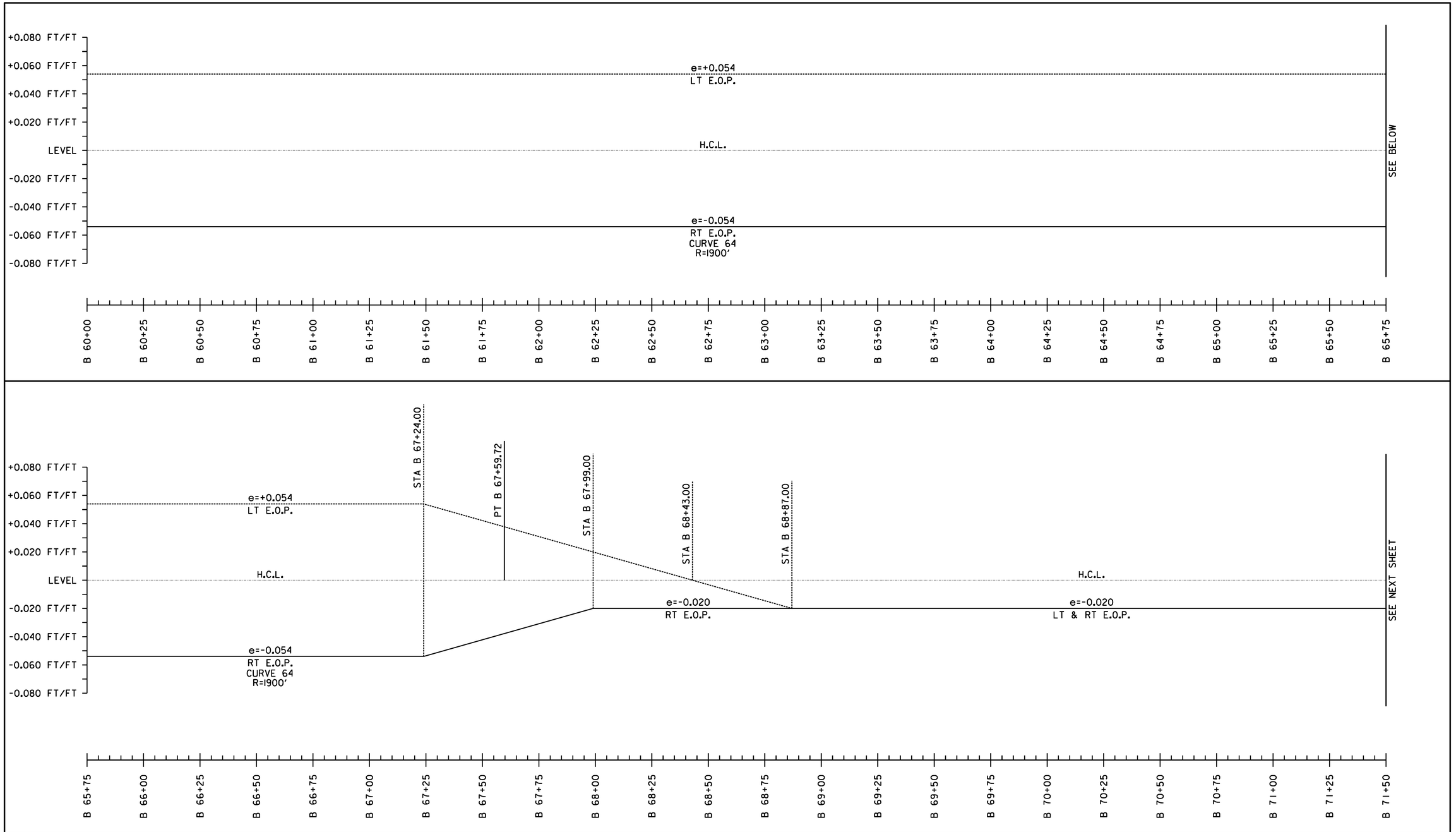
1. SUPERELEVATION RATES AND RUNOFF LENGTHS WERE DETERMINED USING A DESIGN SPEED EQUAL TO THE POSTED SPEED AND A MAXIMUM SUPERELEVATION RATE OF 0.08. A MAXIMUM SUPERELEVATION RATE OF 0.06 WAS USED WHERE SIDE ROADS INTERSECTED ALONG THE HIGH SIDE OF A CURVE.
2. THE SHOULDER CROSS SLOPE ON BOTH THE OUTSIDE (HIGH SIDE) AND THE INSIDE (LOW SIDE) OF A SUPERELEVATED CURVE SHALL MATCH THE ADJACENT TRAVEL LANE CROSS SLOPE.

NOT TO SCALE

SUPERELEVATION DIAGRAMS SHEET #36

PROJECT NAME: STOCKBRIDGE-BETHEL	
PROJECT NUMBER: STP 2910(1)	
FILE NAME: z10b214_sbd_36.dgn	PLOT DATE: 3/17/2014
PROJECT LEADER: D.E.G.	DRAWN BY: W.G.P.
DESIGNED BY: L.M.B.	CHECKED BY: J.P.S.
IPARM FILE: z10b214sbd36.i	SHEET 182 OF 397

FILE NAME = V:\Projects\ANY\K2\22428\CADD_MSTN\z10b214_sbd_36.dgn
DATE/TIME = 3/17/2014
USER = 4916



SUPERELEVATION BANKING NOTES:

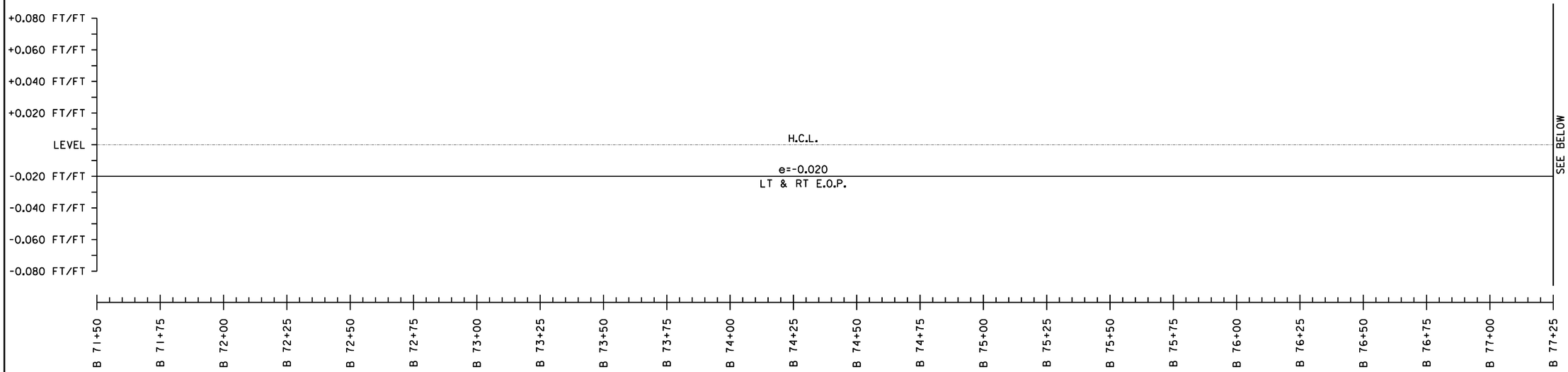
1. SUPERELEVATION RATES AND RUNOFF LENGTHS WERE DETERMINED USING A DESIGN SPEED EQUAL TO THE POSTED SPEED AND A MAXIMUM SUPERELEVATION RATE OF 0.08. A MAXIMUM SUPERELEVATION RATE OF 0.06 WAS USED WHERE SIDE ROADS INTERSECTED ALONG THE HIGH SIDE OF A CURVE.
2. THE SHOULDER CROSS SLOPE ON BOTH THE OUTSIDE (HIGH SIDE) AND THE INSIDE (LOW SIDE) OF A SUPERELEVATED CURVE SHALL MATCH THE ADJACENT TRAVEL LANE CROSS SLOPE.

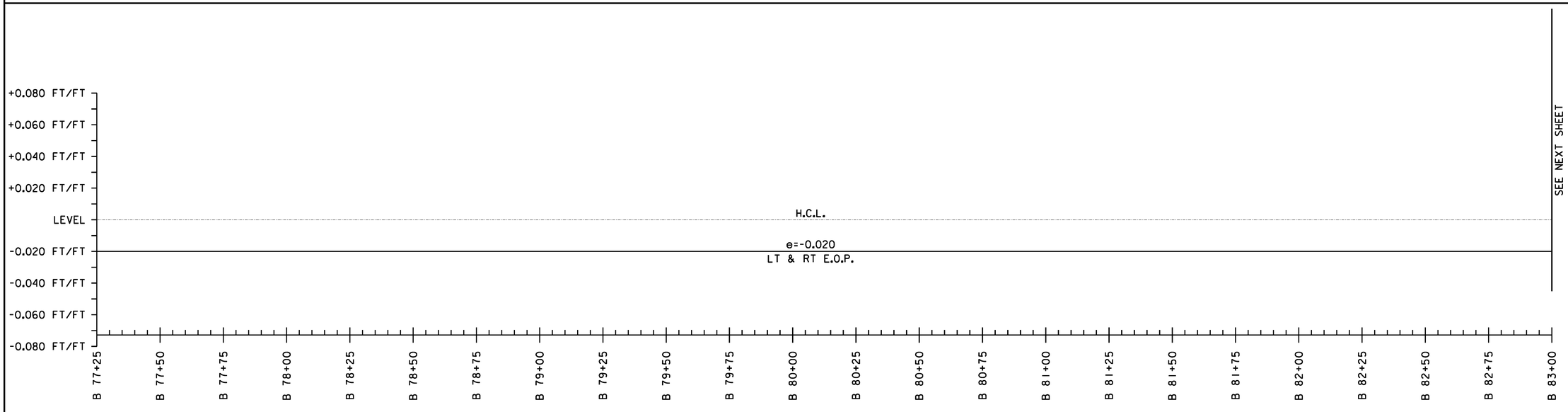
NOT TO SCALE

SUPERELEVATION DIAGRAMS SHEET #37

PROJECT NAME: STOCKBRIDGE-BETHEL	
PROJECT NUMBER: STP 2910(11)	
FILE NAME: z10b214_sbd_37.dgn	PLOT DATE: 3/17/2014
PROJECT LEADER: D.E.G.	DRAWN BY: W.C.P.
DESIGNED BY: L.M.B.	CHECKED BY: J.P.S.
IPARM FILE: z10b214sbd37.i	SHEET 183 OF 397

FILE NAME = V:\Projects\ANY\K2\22428\CADD_MSTN\z10b214_sbd_37.dgn
DATE/TIME = 3/17/2014
USER = 4916





SUPERELEVATION BANKING NOTES:

1. SUPERELEVATION RATES AND RUNOFF LENGTHS WERE DETERMINED USING A DESIGN SPEED EQUAL TO THE POSTED SPEED AND A MAXIMUM SUPERELEVATION RATE OF 0.08. A MAXIMUM SUPERELEVATION RATE OF 0.06 WAS USED WHERE SIDE ROADS INTERSECTED ALONG THE HIGH SIDE OF A CURVE.

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NOT TO SCALE

SUPERELEVATION DIAGRAMS SHEET #38

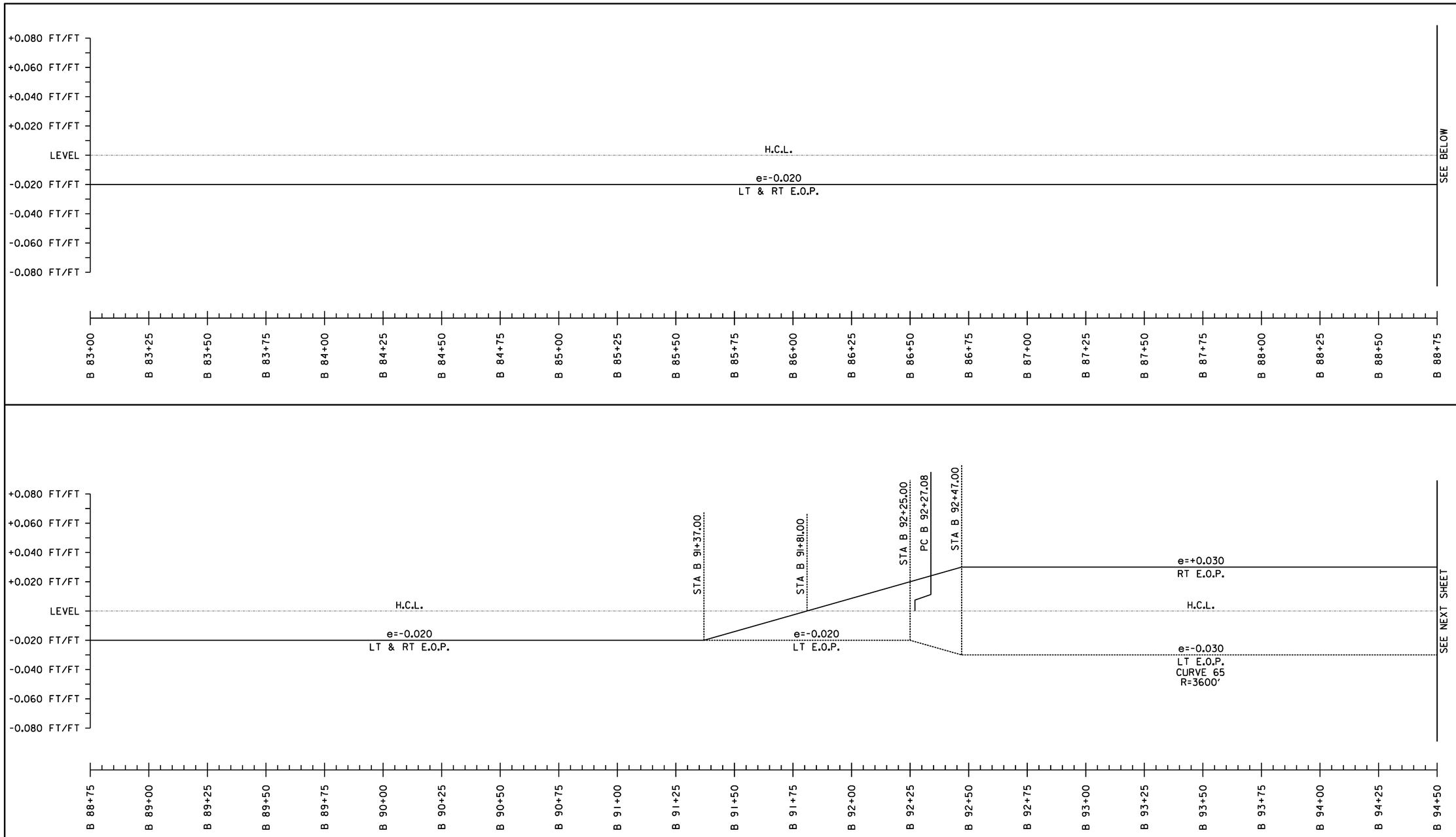
PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_sbd_38.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214sbd38.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 184 OF 397

FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_sbd_38.dgn
DATE/TIME = 3/17/2014
USER = 4916



SUPERELEVATION BANKING NOTES:

1. SUPERELEVATION RATES AND RUNOFF LENGTHS WERE DETERMINED USING A DESIGN SPEED EQUAL TO THE POSTED SPEED AND A MAXIMUM SUPERELEVATION RATE OF 0.08. A MAXIMUM SUPERELEVATION RATE OF 0.06 WAS USED WHERE SIDE ROADS INTERSECTED ALONG THE HIGH SIDE OF A CURVE.

2. THE SHOULDER CROSS SLOPE ON BOTH THE OUTSIDE (HIGH SIDE) AND THE INSIDE (LOW SIDE) OF A SUPERELEVATED CURVE SHALL MATCH THE ADJACENT TRAVEL LANE CROSS SLOPE.

NOT TO SCALE

SUPERELEVATION DIAGRAMS SHEET #39

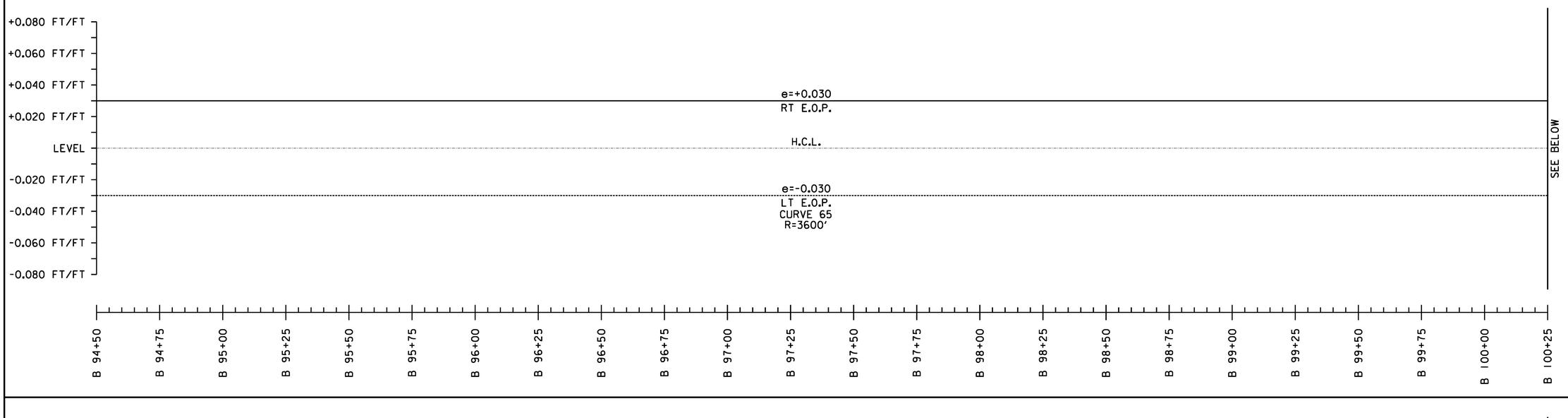
PROJECT NAME: STOCKBRIDGE-BETHEL

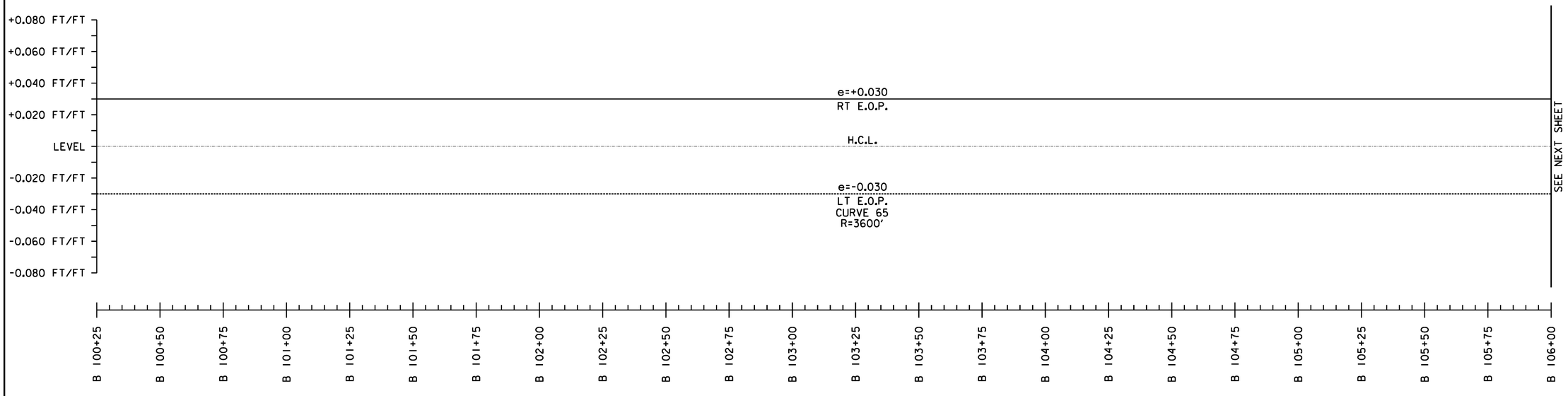
PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_sbd_39.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214sbd39.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.

FILE NAME = V:\P-ojects\VANY\K2\22426\CADD_MSTN\z10b214_sbd_39.dgn
DATE/TIME = 3/17/2014
USER = 4916





SUPERELEVATION BANKING NOTES:

1. SUPERELEVATION RATES AND RUNOFF LENGTHS WERE DETERMINED USING A DESIGN SPEED EQUAL TO THE POSTED SPEED AND A MAXIMUM SUPERELEVATION RATE OF 0.08. A MAXIMUM SUPERELEVATION RATE OF 0.06 WAS USED WHERE SIDE ROADS INTERSECTED ALONG THE HIGH SIDE OF A CURVE.

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NOT TO SCALE

SUPERELEVATION DIAGRAMS SHEET #40

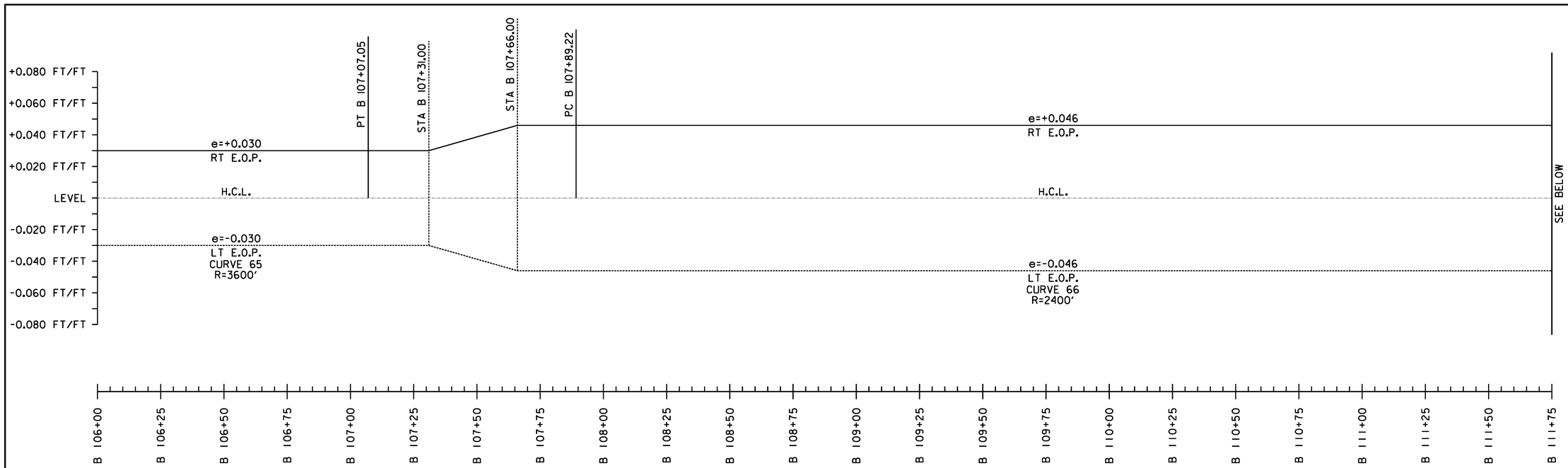
PROJECT NAME: STOCKBRIDGE-BETHEL

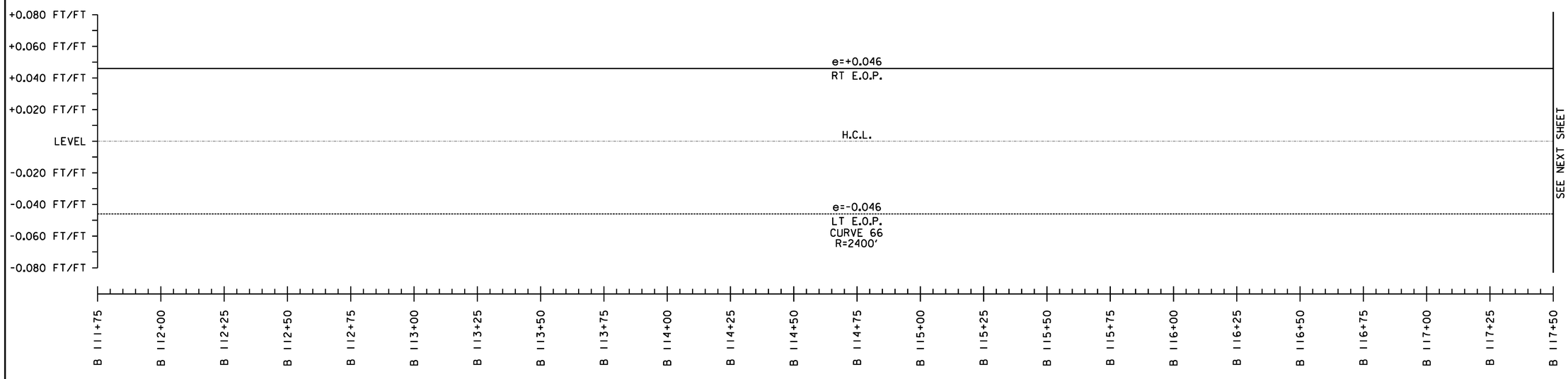
PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_sbd_40.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214sbd40.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 186 OF 397

FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_sbd_40.dgn
DATE/TIME = 3/17/2014
USER = 4916





SUPERELEVATION BANKING NOTES:

1. SUPERELEVATION RATES AND RUNOFF LENGTHS WERE DETERMINED USING A DESIGN SPEED EQUAL TO THE POSTED SPEED AND A MAXIMUM SUPERELEVATION RATE OF 0.08. A MAXIMUM SUPERELEVATION RATE OF 0.06 WAS USED WHERE SIDE ROADS INTERSECTED ALONG THE HIGH SIDE OF A CURVE.

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NOT TO SCALE

SUPERELEVATION DIAGRAMS SHEET #41

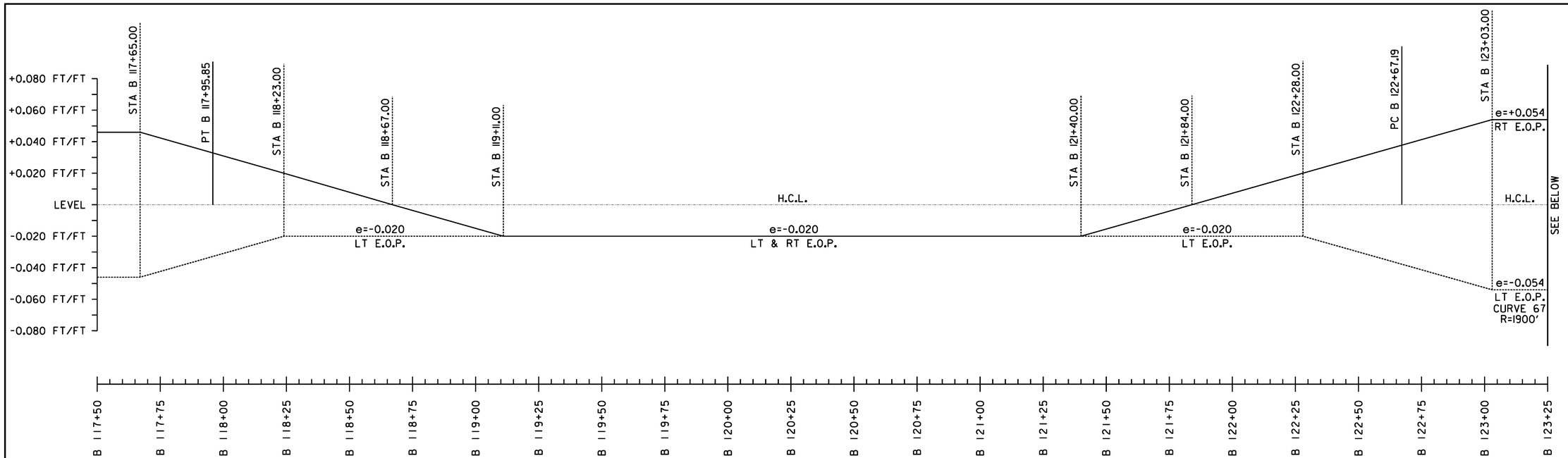
PROJECT NAME: STOCKBRIDGE-BETHEL

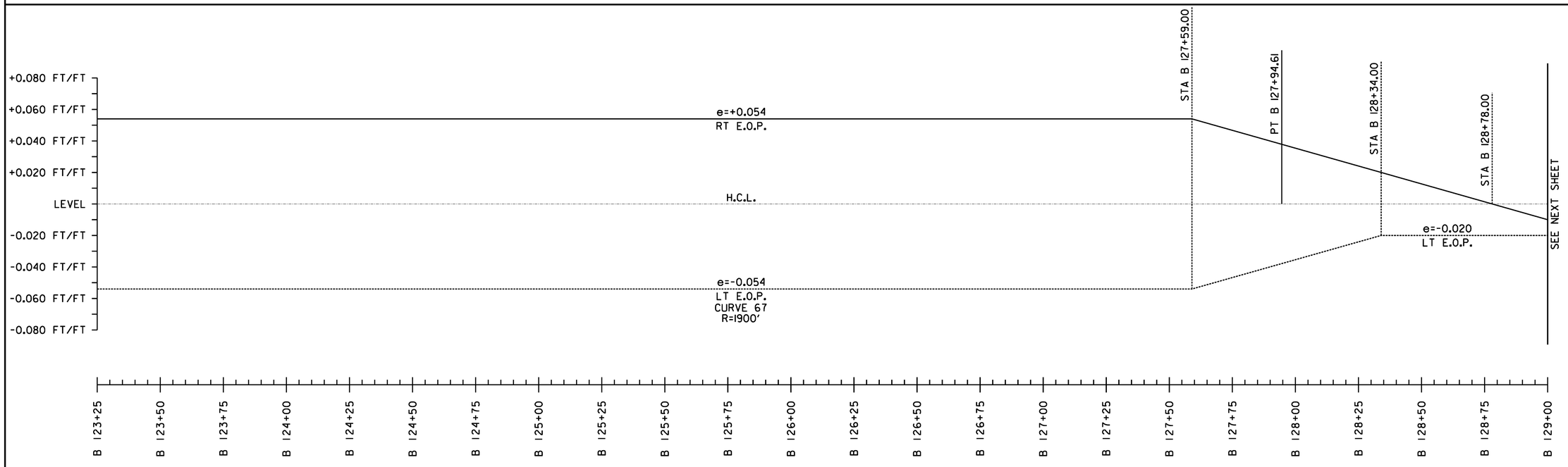
PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_sbd_41.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214sbd41.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 187 OF 397

FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_sbd_41.dgn
DATE/TIME = 3/17/2014
USER = 4916





SUPERELEVATION BANKING NOTES:

1. SUPERELEVATION RATES AND RUNOFF LENGTHS WERE DETERMINED USING A DESIGN SPEED EQUAL TO THE POSTED SPEED AND A MAXIMUM SUPERELEVATION RATE OF 0.08. A MAXIMUM SUPERELEVATION RATE OF 0.06 WAS USED WHERE SIDE ROADS INTERSECTED ALONG THE HIGH SIDE OF A CURVE.
2. THE SHOULDER CROSS SLOPE ON BOTH THE OUTSIDE (HIGH SIDE) AND THE INSIDE (LOW SIDE) OF A SUPERELEVATED CURVE SHALL MATCH THE ADJACENT TRAVEL LANE CROSS SLOPE.

NOT TO SCALE

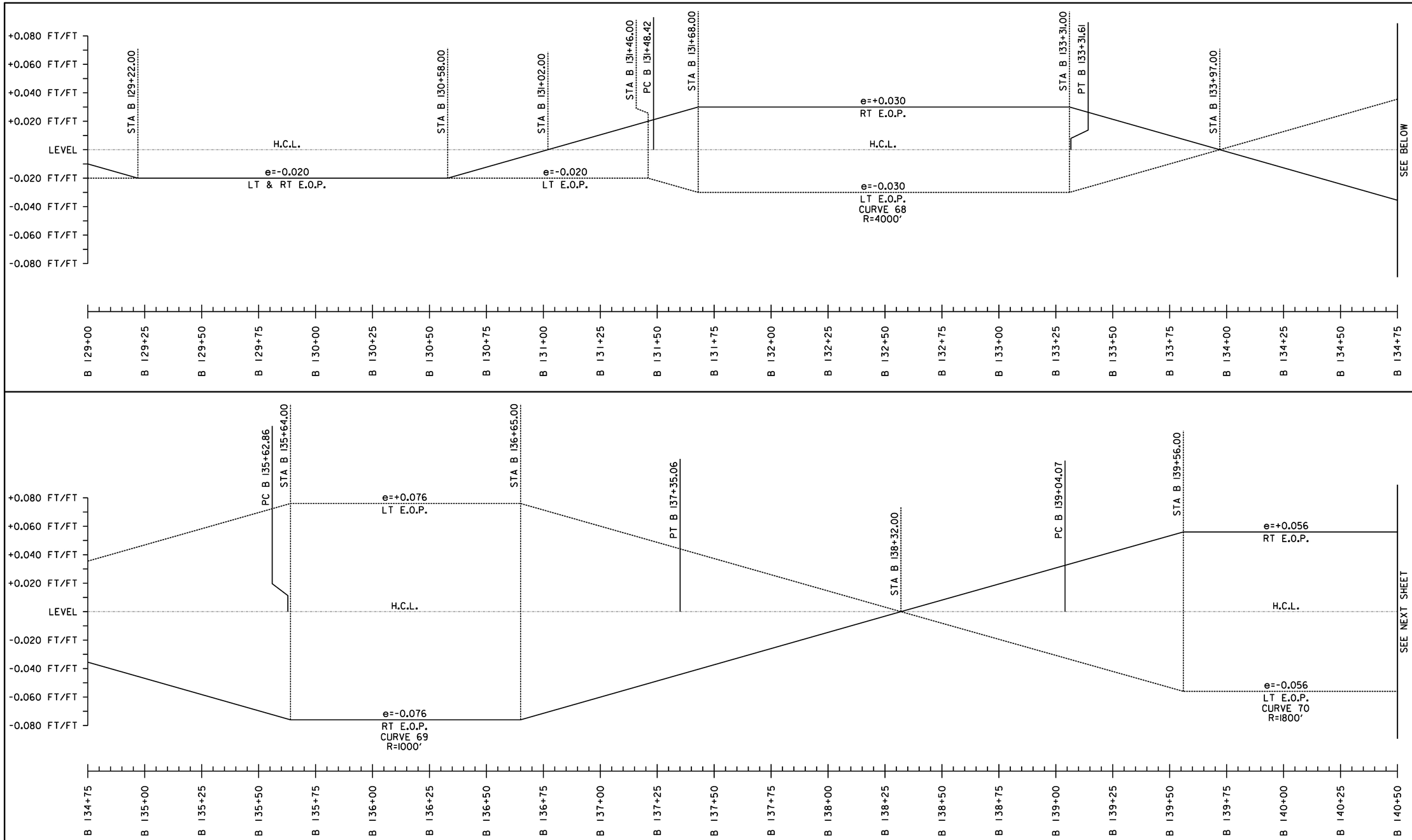
SUPERELEVATION DIAGRAMS SHEET #42

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(11)

FILE NAME: z10b214_sbd_42.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214sbd42.i

PLOT DATE: 3/17/2014
DRAWN BY: W.C.P.
CHECKED BY: J.P.S.
SHEET 188 OF 397

FILE NAME = V:\Projects\ANY\K2\22428\CADD_MSTN\z10b214_sbd_42.dgn
DATE/TIME = 3/17/2014
USER = 4916



SUPERELEVATION BANKING NOTES:

1. SUPERELEVATION RATES AND RUNOFF LENGTHS WERE DETERMINED USING A DESIGN SPEED EQUAL TO THE POSTED SPEED AND A MAXIMUM SUPERELEVATION RATE OF 0.08. A MAXIMUM SUPERELEVATION RATE OF 0.06 WAS USED WHERE SIDE ROADS INTERSECTED ALONG THE HIGH SIDE OF A CURVE.
2. THE SHOULDER CROSS SLOPE ON BOTH THE OUTSIDE (HIGH SIDE) AND THE INSIDE (LOW SIDE) OF A SUPERELEVATED CURVE SHALL MATCH THE ADJACENT TRAVEL LANE CROSS SLOPE.

NOT TO SCALE

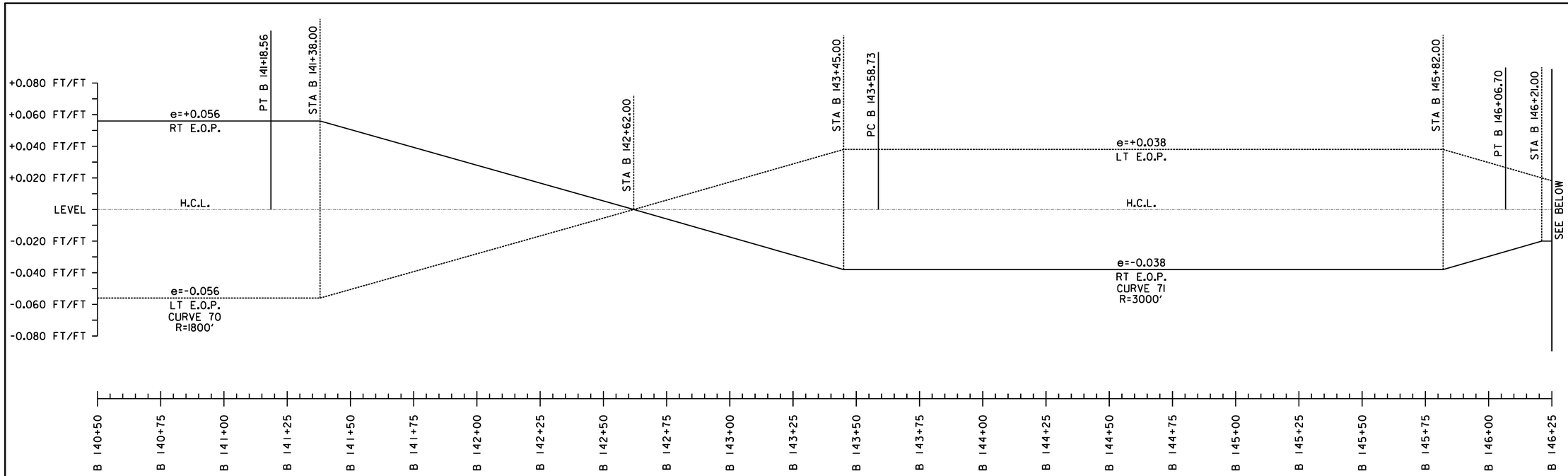
SUPERELEVATION DIAGRAMS SHEET #43

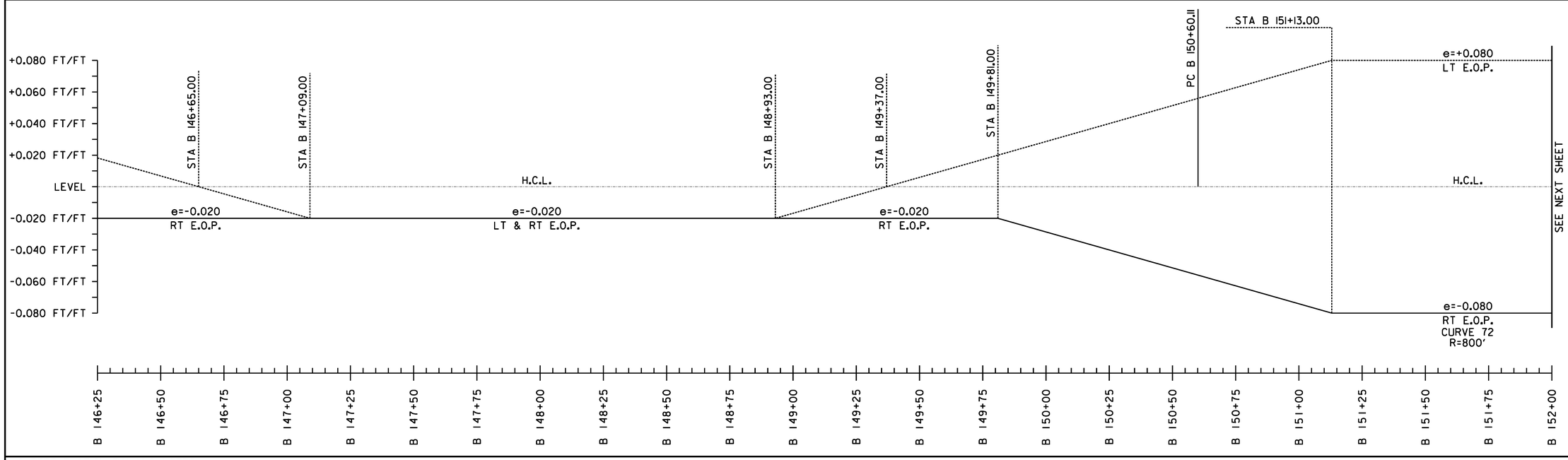
PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(11)

FILE NAME: z10b214_sbd_43.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214sbd43.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 189 OF 397

FILE NAME = V:\Projects\VANY\K2\22426\CADD_MSTN\z10b214_sbd_43.dgn
DATE/TIME = 3/17/2014
USER = 4916





SUPERELEVATION BANKING NOTES:

1. SUPERELEVATION RATES AND RUNOFF LENGTHS WERE DETERMINED USING A DESIGN SPEED EQUAL TO THE POSTED SPEED AND A MAXIMUM SUPERELEVATION RATE OF 0.08. A MAXIMUM SUPERELEVATION RATE OF 0.06 WAS USED WHERE SIDE ROADS INTERSECTED ALONG THE HIGH SIDE OF A CURVE.

2. THE SHOULDER CROSS SLOPE ON BOTH THE OUTSIDE (HIGH SIDE) AND THE INSIDE (LOW SIDE) OF A SUPERELEVATED CURVE SHALL MATCH THE ADJACENT TRAVEL LANE CROSS SLOPE.

NOT TO SCALE

SUPERELEVATION DIAGRAMS SHEET #44

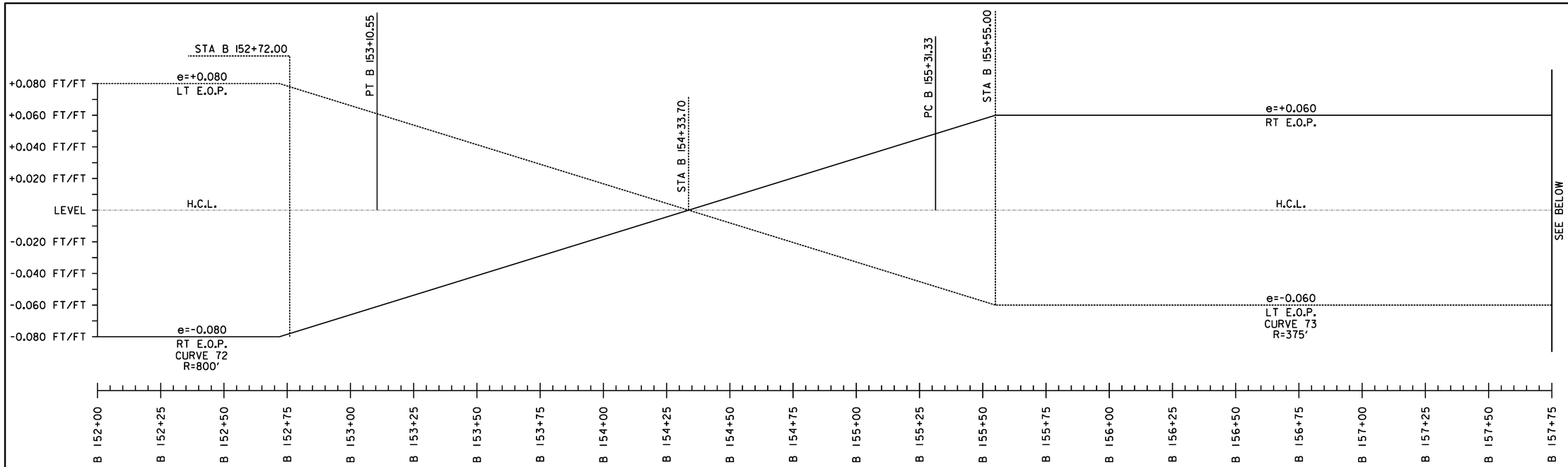
PROJECT NAME: STOCKBRIDGE-BETHEL

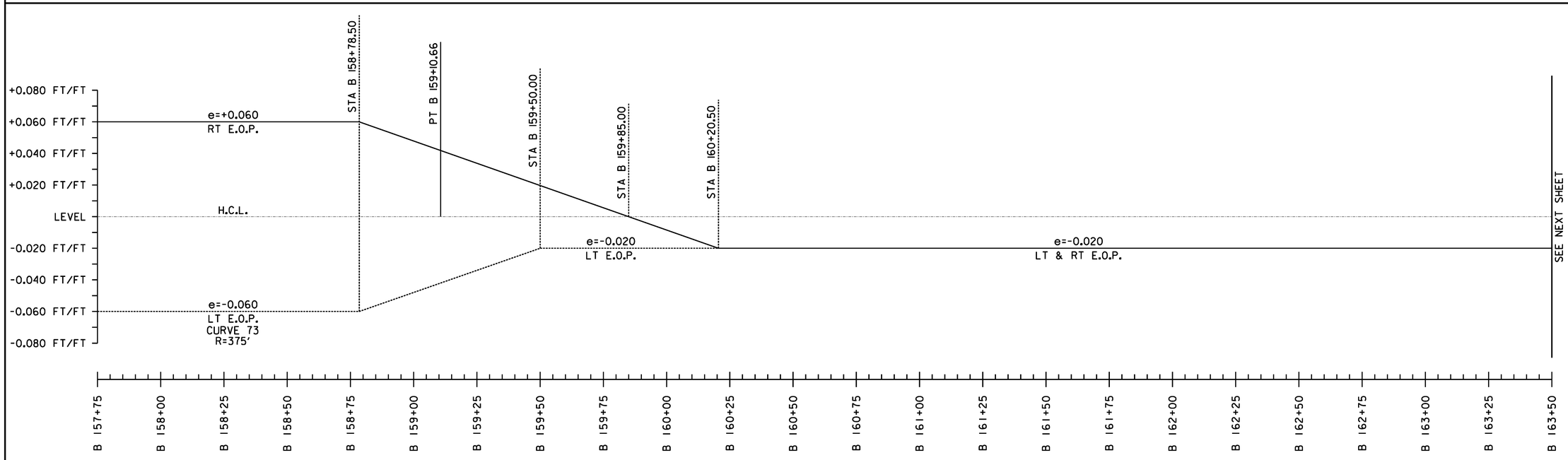
PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_sbd_44.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214sbd44.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 190 OF 397

FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_sbd_44.dgn
DATE/TIME = 3/17/2014
USER = 4416





SUPERELEVATION BANKING NOTES:

1. SUPERELEVATION RATES AND RUNOFF LENGTHS WERE DETERMINED USING A DESIGN SPEED EQUAL TO THE POSTED SPEED AND A MAXIMUM SUPERELEVATION RATE OF 0.08. A MAXIMUM SUPERELEVATION RATE OF 0.06 WAS USED WHERE SIDE ROADS INTERSECTED ALONG THE HIGH SIDE OF A CURVE.

2. THE SHOULDER CROSS SLOPE ON BOTH THE OUTSIDE (HIGH SIDE) AND THE INSIDE (LOW SIDE) OF A SUPERELEVATED CURVE SHALL MATCH THE ADJACENT TRAVEL LANE CROSS SLOPE.

NOT TO SCALE

SUPERELEVATION DIAGRAMS SHEET #45

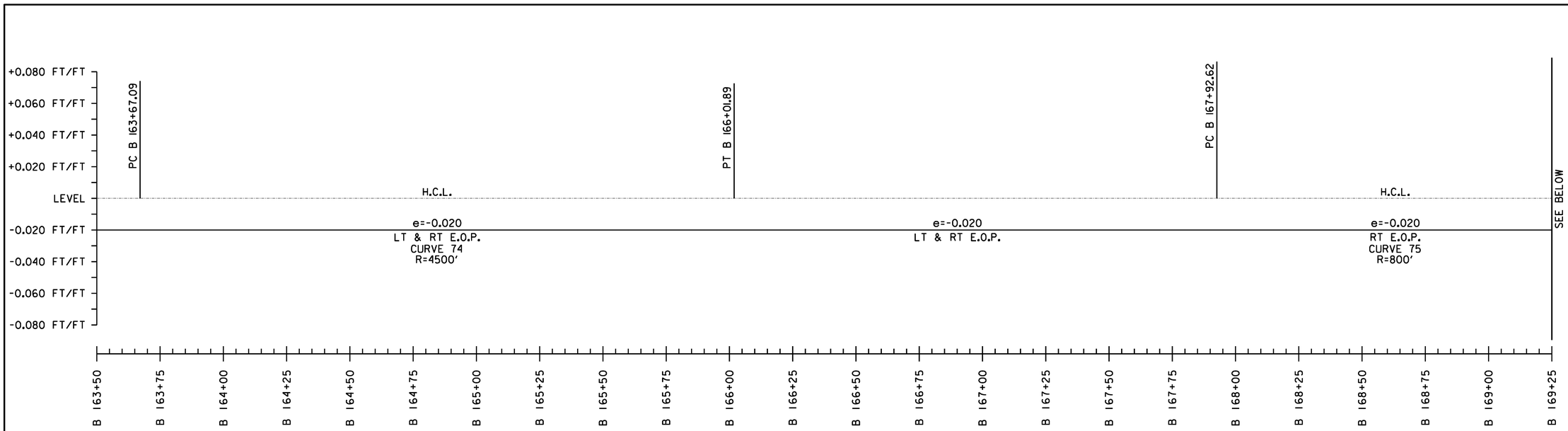
PROJECT NAME: STOCKBRIDGE-BETHEL

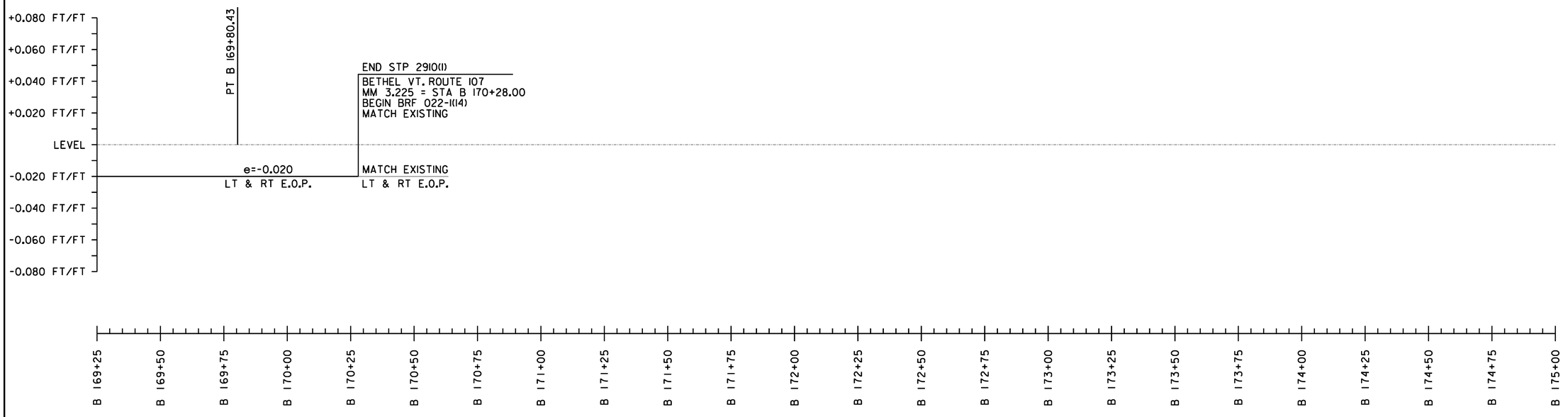
PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_sbd_45.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214sbd45.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 191 OF 397

FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_sbd_45.dgn
DATE/TIME = 3/17/2014
USER = 4916





SUPERELEVATION BANKING NOTES:

1. SUPERELEVATION RATES AND RUNOFF LENGTHS WERE DETERMINED USING A DESIGN SPEED EQUAL TO THE POSTED SPEED AND A MAXIMUM SUPERELEVATION RATE OF 0.08. A MAXIMUM SUPERELEVATION RATE OF 0.06 WAS USED WHERE SIDE ROADS INTERSECTED ALONG THE HIGH SIDE OF A CURVE.
2. THE SHOULDER CROSS SLOPE ON BOTH THE OUTSIDE (HIGH SIDE) AND THE INSIDE (LOW SIDE) OF A SUPERELEVATED CURVE SHALL MATCH THE ADJACENT TRAVEL LANE CROSS SLOPE.

NOT TO SCALE

SUPERELEVATION DIAGRAMS SHEET #46

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_sbd_46.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214sbd46.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.

FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_sbd_46.dgn
DATE/TIME = 3/17/2014
USER = PHB

HORIZONTAL CONTROL TABLE

HCL POINT	COORDINATES		HCL STATION	DESCRIPTION
	NORTH	EAST		
STOCKBRIDGE VT. ROUTE 107				
BEGIN STOCKBRIDGE VT. ROUTE 107	464717.573	1570891.210	0+00.00	BEGIN STOCKBRIDGE VT. ROUTE 107 STA 0+00.00
P.C. CURVE 1	464716.245	1570892.968	0+02.20	
P.I. CURVE 1	464694.743	1570921.424	P.I. STA 0+37.87 BK.=	
			P.I. STA 0+37.83 AHD.	
P.C.C. CURVE 1/2	464671.168	1570948.188	0+73.50	
P.I. CURVE 2	464602.639	1571025.986	P.I. STA 1+77.18 BK.=	
			P.I. STA 1+76.56 AHD.	
P.T. CURVE 2	464520.781	1571089.610	2+80.24	
EQ.	464514.482	1571094.505	2+88.22	EQUALITY VT. ROUTE 100 STA V 10+00.00
P.C. CURVE 3	463480.071	1571898.499	15+98.34	
P.I. CURVE 3	463392.793	1571966.335	P.I. STA 17+08.88 BK.=	
			P.I. STA 17+08.80 AHD.	
P.T. CURVE 3	463310.106	1572039.697	18+19.34	
P.C. CURVE 4	463286.472	1572060.666	18+50.94	
P.I. CURVE 4	463088.894	1572235.962	P.I. STA 21+15.07 BK.=	
			P.I. STA 21+13.12 AHD.	
P.C.C. CURVE 4/5	462932.311	1572448.676	23+77.25	
P.I. CURVE 5	462806.403	1572619.718	P.I. STA 25+89.64 BK.=	
			P.I. STA 25+88.66 AHD.	
P.T. CURVE 5	462710.526	1572809.233	28+01.05	
P.C. CURVE 6	462677.767	1572873.985	28+73.61	
P.I. CURVE 6	462611.833	1573004.314	P.I. STA 30+19.67 BK.=	
			P.I. STA 30+19.15 AHD.	
P.C.C. CURVE 6/7	462565.532	1573142.839	31+65.21	
P.I. CURVE 7	462516.643	1573289.110	P.I. STA 33+19.44 BK.=	
			P.I. STA 33+19.23 AHD.	
P.T. CURVE 7	462480.808	1573439.114	34+73.46	
P.C. CURVE 8	462359.684	1573946.149	39+94.76	
P.I. CURVE 8	462328.924	1574074.912	P.I. STA 41+27.15 BK.=	
			P.I. STA 41+26.36 AHD.	
P.T. CURVE 8	462274.573	1574195.627	42+58.75	
P.C. CURVE 9	462178.475	1574409.062	44+92.82	
P.I. CURVE 9	462104.712	1574572.890	P.I. STA 46+72.49 BK.=	
			P.I. STA 46+70.23 AHD.	
P.T. CURVE 9	462078.150	1574750.584	48+49.90	
P.C. CURVE 10	462039.292	1575010.531	51+12.73	
P.I. CURVE 10	462030.400	1575070.016	P.I. STA 51+72.88 BK.=	
			P.I. STA 51+72.84 AHD.	
P.C.C. CURVE 10/11	462018.271	1575128.926	52+32.99	
P.I. CURVE 11	461971.003	1575358.509	P.I. STA 54+67.39 BK.=	
			P.I. STA 54+57.73 AHD.	
P.C.C. CURVE 11/12	461820.106	1575537.876	56+92.13	
P.I. CURVE 12	461768.194	1575599.582	P.I. STA 57+72.76 BK.=	
			P.I. STA 57+72.75 AHD.	
P.T. CURVE 12	461714.496	1575659.740	58+53.39	
P.C. CURVE 13	461650.767	1575731.134	59+49.09	
P.I. CURVE 13	461603.351	1575784.253	P.I. STA 60+20.29 BK.=	
			P.I. STA 60+20.27 AHD.	
P.C.C. CURVE 13/14	461553.620	1575835.210	60+91.47	
P.I. CURVE 14	461434.883	1575956.874	P.I. STA 62+61.47 BK.=	
			P.I. STA 62+58.26 AHD.	
P.C.C. CURVE 14/15	461282.612	1576032.467	64+28.26	
P.I. CURVE 15	461213.422	1576066.815	P.I. STA 65+05.50 BK.=	
			P.I. STA 65+05.02 AHD.	

HORIZONTAL CONTROL TABLE

HCL POINT	COORDINATES		HCL STATION	DESCRIPTION
	NORTH	EAST		
P.T. CURVE 15	461138.938	1576087.290	65+82.27	
P.C. CURVE 16	460808.020	1576178.258	69+25.47	
P.I. CURVE 16	460636.395	1576225.437	P.I. STA 71+03.46 BK.=	
			P.I. STA 71+02.61 AHD.	
P.C.C. CURVE 16/17	460475.159	1576300.829	72+80.60	
P.I. CURVE 17	460399.055	1576336.414	P.I. STA 73+64.61 BK.=	
			P.I. STA 73+64.56 AHD.	
P.T. CURVE 17	460325.407	1576376.838	74+48.57	
P.C. CURVE 18	459847.513	1576639.144	79+93.72	
P.I. CURVE 18	459637.232	1576754.564	P.I. STA 82+33.59 BK.=	
			P.I. STA 82+29.57 AHD.	
P.T. CURVE 18	459473.432	1576929.805	84+69.44	
P.C. CURVE 19	459327.024	1577086.439	86+83.84	
P.I. CURVE 19	459205.702	1577216.236	P.I. STA 88+61.51 BK.=	
			P.I. STA 88+58.72 AHD.	
P.T. CURVE 19	459129.207	1577376.595	90+36.39	
P.C. CURVE 20	459104.060	1577429.310	90+94.80	
P.I. CURVE 20	459066.372	1577508.316	P.I. STA 91+82.33 BK.=	
			P.I. STA 91+82.18 AHD.	
P.C.C. CURVE 20/21	459036.998	1577590.776	92+69.72	
P.I. CURVE 21	458997.523	1577701.594	P.I. STA 93+87.35 BK.=	
			P.I. STA 93+86.40 AHD.	
P.T. CURVE 21	458983.185	1577818.356	95+04.04	
P.C. CURVE 22	458973.682	1577895.749	95+82.02	
P.I. CURVE 22	458964.239	1577972.649	P.I. STA 96+59.50 BK.=	
			P.I. STA 96+59.48 AHD.	
P.T. CURVE 22	458957.184	1578049.805	97+36.96	
P.C. CURVE 23	458949.481	1578134.041	98+21.55	
P.I. CURVE 23	458933.338	1578310.564	P.I. STA 99+98.81 BK.=	
			P.I. STA 99+98.34 AHD.	
P.T. CURVE 23	458895.064	1578483.642	101+75.59	
P.C. CURVE 24	458870.369	1578595.313	102+89.96	
P.I. CURVE 24	458814.936	1578845.982	P.I. STA 105+46.69 BK.=	
			P.I. STA 105+44.58 AHD.	
P.T. CURVE 24	458816.138	1579102.704	108+01.30	
P.C. CURVE 25	458816.865	1579257.932	109+56.53	
P.I. CURVE 25	458817.274	1579345.362	P.I. STA 110+43.96 BK.=	
			P.I. STA 110+43.65 AHD.	
P.T. CURVE 25	458805.006	1579431.928	111+31.08	
P.C. CURVE 26	458780.666	1579603.680	113+04.55	
P.I. CURVE 26	458761.112	1579741.662	P.I. STA 114+43.91 BK.=	
			P.I. STA 114+43.46 AHD.	
P.T. CURVE 26	458760.883	1579881.022	115+82.82	
P.C. CURVE 27	458759.856	1580506.344	122+08.14	
P.I. CURVE 27	458759.452	1580752.127	P.I. STA 124+53.93 BK.=	
			P.I. STA 124+53.37 AHD.	
P.T. CURVE 27	458787.719	1580996.279	126+99.15	
P.C. CURVE 28	458815.813	1581238.934	129+43.42	
P.I. CURVE 28	458858.691	1581609.292	P.I. STA 133+16.26 BK.=	
			P.I. STA 132+37.79 AHD.	
P.T. CURVE 28	459209.739	1581734.870	136+10.62	
P.C. CURVE 29	459629.027	1581884.859	140+55.93	
P.I. CURVE 29	459800.840	1581946.320	P.I. STA 142+38.41 BK.=	
			P.I. STA 142+37.39 AHD.	

HORIZONTAL CONTROL TABLE SHEET #1

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_hvc_01.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214hvc1.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 193 OF 397

FILE NAME = V:\Projects\VAVT\K2\22426\CADD_MSTN\z10b214_hvc_01.dgn
DATE/TIME = 3/17/2014
USER = 4916

HORIZONTAL CONTROL TABLE

HCL POINT	COORDINATES		HCL STATION	DESCRIPTION
	NORTH	EAST		
P.T. CURVE 29	459958.694	1582037.860	144+19.87	
P.C. CURVE 30	460118.909	1582130.769	146+05.08	
P.I. CURVE 30	460361.512	1582271.455	P.I. STA 148+85.52 BK.=	
			P.I. STA 148+70.04 AHD.	
P.T. CURVE 30	460488.818	1582521.339	151+50.47	
P.C. CURVE 31	460825.753	1583182.702	158+92.72	
P.I. CURVE 31	460992.922	1583510.835	P.I. STA 162+60.98 BK.=	
			P.I. STA 162+56.74 AHD.	
P.T. CURVE 31	461069.093	1583871.133	166+25.00	
P.C. CURVE 32	461134.766	1584181.778	169+42.51	
P.I. CURVE 32	461196.104	1584471.914	P.I. STA 172+39.06 BK.=	
			P.I. STA 172+15.07 AHD.	
P.T. CURVE 32	461428.803	1584655.739	175+11.62	
P.C. CURVE 33	461626.065	1584811.570	177+63.00	
P.I. CURVE 33	461693.595	1584864.916	P.I. STA 178+49.06 BK.=	
			P.I. STA 178+48.82 AHD.	
P.T. CURVE 33	461753.579	1584926.624	179+34.87	
P.C. CURVE 34	461826.408	1585001.546	180+39.36	
P.I. CURVE 34	461904.429	1585081.808	P.I. STA 181+51.30 BK.=	
			P.I. STA 181+51.29 AHD.	
P.T. CURVE 34	461980.633	1585163.797	182+63.22	
P.C. CURVE 35	462318.032	1585526.806	187+58.81	
P.I. CURVE 35	462386.429	1585600.394	P.I. STA 188+59.28 BK.=	
			P.I. STA 188+58.98 AHD.	
P.T. CURVE 35	462444.401	1585682.446	189+59.44	
P.C. CURVE 36	462748.580	1586112.969	194+86.58	
P.I. CURVE 36	462981.286	1586442.333	P.I. STA 198+89.86 BK.=	
			P.I. STA 198+51.73 AHD.	
P.T. CURVE 36	463376.035	1586524.830	202+55.00	
P.C. CURVE 37	463783.185	1586609.919	206+70.95	
P.I. CURVE 37	463958.007	1586646.454	P.I. STA 208+49.55 BK.=	
			P.I. STA 208+44.43 AHD.	
P.T. CURVE 37	464132.749	1586609.541	210+23.03	
P.C. CURVE 38	464354.598	1586562.676	212+49.77	
P.I. CURVE 38	464446.056	1586543.356	P.I. STA 213+43.25 BK.=	
			P.I. STA 213+39.78 AHD.	
P.C.C. CURVE 38/39	464536.336	1586567.595	214+33.26	
P.I. CURVE 39	464679.537	1586606.044	P.I. STA 215+81.54 BK.=	
			P.I. STA 215+68.98 AHD.	
P.T. CURVE 39	464763.078	1586728.541	217+17.25	
P.C. CURVE 40	464785.630	1586761.610	217+57.27	
P.I. CURVE 40	464845.508	1586849.410	P.I. STA 218+63.55 BK.=	
			P.I. STA 218+62.90 AHD.	
P.T. CURVE 40	464887.470	1586947.049	219+69.16	
P.C. CURVE 41	464984.742	1587173.383	222+15.52	
P.I. CURVE 41	465072.920	1587378.560	P.I. STA 224+38.84 BK.=	
			P.I. STA 224+28.27 AHD.	
P.T. CURVE 41	465252.961	1587510.688	226+51.58	
P.C. CURVE 42	466744.163	1588605.048	245+01.26	
P.I. CURVE 42	466995.380	1588789.410	P.I. STA 248+12.87 BK.=	
			P.I. STA 247+96.96 AHD.	
P.T. CURVE 42	467112.580	1589078.138	251+08.57	
P.C. CURVE 43	467189.086	1589266.613	253+11.98	
P.I. CURVE 43	467379.827	1589736.513	P.I. STA 258+19.12 BK.=	
			P.I. STA 257+96.01 AHD.	

HORIZONTAL CONTROL TABLE

HCL POINT	COORDINATES		HCL STATION	DESCRIPTION
	NORTH	EAST		
P.T. CURVE 43	467779.361	1590048.860	263+03.14	
P.C. CURVE 44	468015.772	1590233.682	266+03.23	
P.I. CURVE 44	468281.074	1590441.089	P.I. STA 269+39.98 BK.=	
			P.I. STA 269+31.85 AHD.	
P.T. CURVE 44	468450.456	1590732.142	272+68.60	
P.C. CURVE 45	468588.122	1590968.696	275+42.30	
P.I. CURVE 45	468704.298	1591168.323	P.I. STA 277+73.27 BK.=	
			P.I. STA 277+73.22 AHD.	
P.T. CURVE 45	468813.309	1591371.950	280+04.19	
P.C. CURVE 46	468873.674	1591484.709	281+32.09	
P.I. CURVE 46	468976.494	1591676.772	P.I. STA 283+49.94 BK.=	
			P.I. STA 283+49.84 AHD.	
P.T. CURVE 46	469068.709	1591874.147	285+67.69	
P.C. CURVE 47	469265.782	1592295.957	290+33.27	
P.I. CURVE 47	469516.528	1592832.646	P.I. STA 296+25.64 BK.=	
			P.I. STA 295+65.25 AHD.	
P.T. CURVE 47	470071.839	1593038.893	301+57.63	
P.C. CURVE 48	470431.260	1593172.385	305+41.04	
P.I. CURVE 48	470583.968	1593229.102	P.I. STA 307+03.94 BK.=	
			P.I. STA 307+00.25 AHD.	
P.C.C. CURVE 48/49	470706.034	1593336.974	308+63.15	
P.I. CURVE 49	470829.594	1593446.167	P.I. STA 310+28.05 BK.=	
			P.I. STA 310+26.16 AHD.	
P.C.C. CURVE 49/50	470920.612	1593583.665	311+91.05	
P.I. CURVE 50	470987.319	1593684.438	P.I. STA 313+11.90 BK.=	
			P.I. STA 313+09.29 AHD.	
P.T. CURVE 50	471014.304	1593802.238	314+30.14	
P.C. CURVE 51	471312.102	1595102.211	327+63.79	
P.I. CURVE 51	471382.662	1595410.226	P.I. STA 330+79.78 BK.=	
			P.I. STA 330+67.76 AHD.	
P.T. CURVE 51	471303.963	1595716.263	333+83.75	
P.C. CURVE 52	471268.557	1595853.943	335+25.91	
P.I. CURVE 52	471215.418	1596060.587	P.I. STA 337+39.27 BK.=	
			P.I. STA 337+34.86 AHD.	
P.T. CURVE 52	471236.768	1596272.883	339+48.23	
P.C. CURVE 53	471273.314	1596636.275	343+13.46	
P.I. CURVE 53	471291.436	1596816.471	P.I. STA 344+94.56 BK.=	
			P.I. STA 344+84.90 AHD.	
P.T. CURVE 53	471403.090	1596959.061	346+66.01	
P.C. CURVE 54	471471.867	1597046.893	347+77.56	
P.I. CURVE 54	471820.592	1597492.239	P.I. STA 353+43.19 BK.=	
			P.I. STA 352+47.57 AHD.	
END STOCKBRIDGE VT. ROUTE 107 / P.O.C. CURVE 54	471960.681	1597391.961	353+84.48	END STOCKBRIDGE VT. ROUTE 107 STA 353+84.48 = BETHEL VT. ROUTE 107 STA B 0+00.00
BETHEL VT. ROUTE 107				
BEGIN BETHEL VT. ROUTE 107 / P.O.C. CURVE 54	471960.681	1597391.961	B 0+00.00	BEGIN BETHEL VT. ROUTE 107 STA B 0+00.00 = STOCKBRIDGE VT. ROUTE 107 STA 353+84.48
P.T. CURVE 54	472383.948	1597441.523	B 4+29.20	
P.C. CURVE 55	472774.356	1597406.376	B 8+21.18	
P.I. CURVE 55	472998.887	1597386.162	P.I. STA B 10+46.62 BK.=	
			P.I. STA B 10+46.41 AHD.	
P.T. CURVE 55	473224.303	1597382.855	B 12+71.85	
P.C. CURVE 56	473571.410	1597377.762	B 16+19.00	

FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN.z10b214_hvc_02.dgn
DATE/TIME = 3/17/2014
USER = 4916

HORIZONTAL CONTROL TABLE SHEET #2

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(11)

FILE NAME: z10b214_hvc_02.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214hvc2.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 194 OF 397

HORIZONTAL CONTROL TABLE

HCL POINT	COORDINATES		HCL STATION	DESCRIPTION
	NORTH	EAST		
P.I. CURVE 56	473759.669	1597374.999	P.I. STA B 18+07.28 BK.=	
			P.I. STA B 18+02.92 AHD.	
P.T. CURVE 56	473934.032	1597303.963	B 19+91.20	
P.C. CURVE 57	474290.854	1597158.592	B 23+76.49	
P.I. CURVE 57	474437.205	1597098.968	P.I. STA B 25+34.53 BK.=	
			P.I. STA B 25+34.31 AHD.	
P.T. CURVE 57	474577.588	1597026.398	B 26+92.34	
P.C. CURVE 58	474807.996	1596907.289	B 29+51.72	
P.I. CURVE 58	474869.149	1596875.676	P.I. STA B 30+20.56 BK.=	
			P.I. STA B 30+20.41 AHD.	
P.C.C. CURVE 58/59	474933.516	1596851.264	B 30+89.25	
P.I. CURVE 59	475223.330	1596741.347	P.I. STA B 33+99.20 BK.=	
			P.I. STA B 33+67.14 AHD.	
P.C.C. CURVE 59/60	475506.186	1596868.102	B 36+77.10	
P.I. CURVE 60	475568.246	1596895.913	P.I. STA B 37+45.10 BK.=	
			P.I. STA B 37+44.61 AHD.	
P.T. CURVE 60	475623.206	1596935.967	B 38+12.62	
P.C. CURVE 61	475758.340	1597034.451	B 39+79.83	
P.I. CURVE 61	475905.217	1597141.494	P.I. STA B 41+61.58 BK.=	
			P.I. STA B 41+60.76 AHD.	
P.T. CURVE 61	476067.670	1597222.983	B 43+42.50	
P.C. CURVE 62	476370.780	1597375.028	B 46+81.60	
P.I. CURVE 62	476574.632	1597477.284	P.I. STA B 49+09.67 BK.=	
			P.I. STA B 48+95.46 AHD.	
P.T. CURVE 62	476683.234	1597677.827	B 51+23.52	
P.C. CURVE 63	476793.324	1597881.119	B 53+54.70	
P.I. CURVE 63	476836.342	1597960.555	P.I. STA B 54+45.04 BK.=	
			P.I. STA B 54+44.69 AHD.	
P.T. CURVE 63	476890.767	1598032.656	B 55+35.03	
P.C. CURVE 64	476976.724	1598146.529	B 56+77.71	
P.I. CURVE 64	477311.769	1598590.385	P.I. STA B 62+33.82 BK.=	
			P.I. STA B 62+03.61 AHD.	
P.T. CURVE 64	477354.614	1599144.846	B 67+59.72	
P.C. CURVE 65	477544.711	1601604.876	B 92+27.08	
P.I. CURVE 65	477602.540	1602353.234	P.I. STA B 99+77.67 BK.=	
			P.I. STA B 99+56.46 AHD.	
P.T. CURVE 65	477954.611	1603016.129	B 107+07.05	
P.C. CURVE 66	477993.150	1603088.693	B 107+89.22	
P.I. CURVE 66	478232.757	1603539.837	P.I. STA B 113+00.04 BK.=	
			P.I. STA B 112+85.02 AHD.	
P.T. CURVE 66	478635.319	1603854.299	B 117+95.85	
P.C. CURVE 67	479006.768	1604144.458	B 122+67.19	
P.I. CURVE 67	479215.932	1604307.846	P.I. STA B 125+32.61 BK.=	
			P.I. STA B 125+29.20 AHD.	
P.T. CURVE 67	479461.862	1604407.661	B 127+94.61	
P.C. CURVE 68	479789.697	1604540.719	B 131+48.42	
P.I. CURVE 68	479874.586	1604575.173	P.I. STA B 132+40.03 BK.=	
			P.I. STA B 132+40.00 AHD.	
P.T. CURVE 68	479960.964	1604605.704	B 133+31.61	
P.C. CURVE 69	480178.994	1604682.769	B 135+62.86	
P.I. CURVE 69	480260.374	1604711.534	P.I. STA B 136+49.18 BK.=	
			P.I. STA B 136+48.75 AHD.	
P.T. CURVE 69	480335.621	1604753.818	B 137+35.06	

HORIZONTAL CONTROL TABLE

HCL POINT	COORDINATES		HCL STATION	DESCRIPTION
	NORTH	EAST		
P.C. CURVE 70	480482.958	1604836.610	B 139+04.07	
P.I. CURVE 70	480576.565	1604889.211	P.I. STA B 140+11.44 BK.=	
			P.I. STA B 140+11.19 AHD.	
P.T. CURVE 70	480675.762	1604930.311	B 141+18.56	
P.C. CURVE 71	480897.641	1605022.240	B 143+58.73	
P.I. CURVE 71	481012.249	1605069.725	P.I. STA B 144+82.79 BK.=	
			P.I. STA B 144+82.64 AHD.	
P.T. CURVE 71	481122.546	1605126.510	B 146+06.70	
P.C. CURVE 72	481525.667	1605334.054	B 150+60.11	
P.I. CURVE 72	481637.917	1605391.845	P.I. STA B 151+86.37 BK.=	
			P.I. STA B 151+84.30 AHD.	
P.T. CURVE 72	481726.914	1605481.395	B 153+10.55	
P.C. CURVE 73	481882.544	1605637.994	B 155+31.33	
P.I. CURVE 73	482028.942	1605785.302	P.I. STA B 157+39.02 BK.=	
			P.I. STA B 157+02.98 AHD.	
P.T. CURVE 73	482231.479	1605739.364	B 159+10.66	
P.C. CURVE 74	482676.605	1605638.402	B 163+67.09	
P.I. CURVE 74	482791.119	1605612.429	P.I. STA B 164+84.52 BK.=	
			P.I. STA B 164+84.47 AHD.	
P.T. CURVE 74	482904.124	1605580.518	B 166+01.89	
P.C. CURVE 75	483087.679	1605528.685	B 167+92.62	
P.I. CURVE 75	483178.468	1605503.048	P.I. STA B 168+86.96 BK.=	
			P.I. STA B 168+86.09 AHD.	
P.T. CURVE 75	483272.731	1605499.232	B 169+80.43	
END BETHEL VT. ROUTE 107	483320.259	1605497.309	B 170+28.00	END BETHEL VT. ROUTE 107 STA B 170+28.00
VT. ROUTE 100				
BEGIN VT. ROUTE 100 / EQ.	464514.482	1571094.506	V 10+00.00	BEGIN VT. ROUTE 100 STA V 10+00.00 / EQUALITY VT. ROUTE 107 STA 2+88.22
P.C. CURVE V1	464525.692	1571108.831	V 10+18.19	
P.I. CURVE V1	464573.443	1571169.855	P.I. STA V 10+95.68 BK.=	
			P.I. STA V 10+82.87 AHD.	
P.T. CURVE V1	464548.823	1571243.325	V 11+60.36	
END VT. ROUTE 100	464504.455	1571375.726	V 13+00.00	END VT. ROUTE 100 STA V 13+00.00

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DATE/TIME = 3/17/2014
USER = 4916

HORIZONTAL CONTROL TABLE SHEET #3

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_hvc_03.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214hvc3.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 195 OF 397

VERTICAL ALIGNMENT TABLE										
ELEMENT	POINT TYPE	STATION	ELEVATION	LENGTH	ENTRANCE GRADE	EXIT GRADE	K	MIDDLE ORDINATE	SSD/HSD	DESIGN SPEED
STOCKBRIDGE VT. ROUTE 107										
SYMMETRICAL PARABOLA	POB	0+00.00	755.52	125.00	-1.3249%	-2.4673%	109	-0.18	1007	50
	PVC	0+00.00	755.52							
	POC	0+50.00	754.74							
	PVI	0+62.50	754.69							
	POC	1+00.00	753.74							
	PVRC	1+25.00	753.15							
SYMMETRICAL PARABOLA	PVRC	1+25.00	753.15	320.00	-2.4673%	-0.4638%	160	0.8	2053	50
	POC	1+50.00	752.55							
	POC	2+00.00	751.47							
	POC	2+50.00	750.55							
	PVI	2+85.00	749.20							
	POC	3+00.00	749.79							
	POC	3+50.00	749.18							
	POC	4+00.00	748.73							
	PVCC	4+45.00	748.46							
SYMMETRICAL PARABOLA	PVCC	4+45.00	748.46	370.00	-0.4638%	0.6400%	335	0.51	1278	50
	POC	4+50.00	748.44							
	POC	5+00.00	748.25							
	POC	5+50.00	748.14							
	POC	6+00.00	748.10							
	VLOW	6+00.46	748.10							
	PVI	6+30.00	747.60							
	POC	6+50.00	748.13							
	POC	7+00.00	748.25							
	POC	7+50.00	748.43							
	POC	8+00.00	748.69							
	PVT	8+15.00	748.78							
LINEAR	PVT	8+15.00	748.78	385.00	0.6400%					50
	POT	8+50.00	749.01							
	POT	9+00.00	749.33							
	POT	9+50.00	749.65							
	POT	10+00.00	749.97							
	POT	10+50.00	750.29							
	POT	11+00.00	750.61							
	POT	11+50.00	750.93							
	PVC	12+00.00	751.25							
SYMMETRICAL PARABOLA	PVC	12+00.00	751.25	610.00	0.6400%	6.5567%	103	4.51	452	50
	POC	12+50.00	751.69							
	POC	13+00.00	752.37							
	POC	13+50.00	753.30							
	POC	14+00.00	754.47							
	POC	14+50.00	755.88							
	POC	15+00.00	757.53							
	PVI	15+05.00	753.20							
	POC	15+50.00	759.43							
	POC	16+00.00	761.57							
	POC	16+50.00	763.95							
	POC	17+00.00	766.57							
	POC	17+50.00	769.44							
	POC	18+00.00	772.55							
	PVCC	18+10.00	773.20							

VERTICAL ALIGNMENT TABLE										
ELEMENT	POINT TYPE	STATION	ELEVATION	LENGTH	ENTRANCE GRADE	EXIT GRADE	K	MIDDLE ORDINATE	SSD/HSD	DESIGN SPEED
STOCKBRIDGE VT. ROUTE 107										
SYMMETRICAL PARABOLA	PVCC	18+10.00	773.20	360.00	6.5567%	7.5000%	382	0.42	1442	50
	POC	18+50.00	775.84							
	POC	19+00.00	779.21							
	POC	19+50.00	782.63							
	PVI	19+90.00	785.00							
	POC	20+00.00	786.13							
	POC	20+50.00	789.69							
	POC	21+00.00	793.31							
	POC	21+50.00	797.01							
	PVRC	21+70.00	798.50							
SYMMETRICAL PARABOLA	PVRC	21+70.00	798.50	800.00	7.5000%	-3.4160%	73	-10.92	398	50
	POC	22+00.00	800.69							
	POC	22+50.00	804.06							
	POC	23+00.00	807.10							
	POC	23+50.00	809.79							
	POC	24+00.00	812.14							
	POC	24+50.00	814.15							
	POC	25+00.00	815.82							
	POC	25+50.00	817.15							
	PVI	25+70.00	828.50							
	POC	26+00.00	818.14							
	POC	26+50.00	818.78							
	POC	27+00.00	819.09							
	VHIGH	27+19.65	819.11							
	POC	27+50.00	819.05							
	POC	28+00.00	818.67							
	POC	28+50.00	817.95							
	POC	29+00.00	816.89							
	POC	29+50.00	815.49							
	PVT	29+70.00	814.84							
LINEAR	PVT	29+70.00	814.84	205.00	-3.4160%					50
	POT	30+00.00	813.81							
	POT	30+50.00	812.10							
	POT	31+00.00	810.40							
	POT	31+50.00	808.69							
	PVC	31+75.00	807.83							
SYMMETRICAL PARABOLA	PVC	31+75.00	807.83	500.00	-3.4160%	-0.7500%	188	1.67	946	50
	POC	32+00.00	807.00							
	POC	32+50.00	805.42							
	POC	33+00.00	803.98							
	POC	33+50.00	802.67							
	POC	34+00.00	801.50							
	PVI	34+25.00	799.29							
	POC	34+50.00	800.46							
	POC	35+00.00	799.55							
	POC	35+50.00	798.77							
	POC	36+00.00	798.13							
	POC	36+50.00	797.62							
	PVT	36+75.00	797.42							

FILE NAME = V:\Projects\VNY\K2\22426\CADD_MSTN\z10b214_vat_01.dgn
DATE/TIME = 3/17/2014
USER = 4916

VERTICAL ALIGNMENT TABLE SHEET #1

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(11)

FILE NAME: z10b214_vat_01.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214vat1.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 196 OF 397

VERTICAL ALIGNMENT TABLE

ELEMENT	POINT TYPE	STATION	ELEVATION	LENGTH	ENTRANCE GRADE	EXIT GRADE	K	MIDDLE ORDINATE	SSD/HSD	DESIGN SPEED
STOCKBRIDGE VT. ROUTE 107										
	PVT	36+75.00	797.42							
	POT	37+00.00	797.23							
	POT	37+50.00	796.86							
	POT	38+00.00	796.48							
LINEAR	POT	38+50.00	796.11	375.00	-0.7500%					50
	POT	39+00.00	795.73							
	POT	39+50.00	795.36							
	POT	40+00.00	794.98							
	PVC	40+50.00	794.61							
	PVC	40+50.00	794.61							
	POC	41+00.00	794.21							
	POC	41+50.00	793.79							
	POC	42+00.00	793.33							
SYMMETRICAL PARABOLA	POC	42+50.00	792.84	400.00	-0.7500%	-1.2800%	755	-0.27	2236	50
	PVI	42+50.00	793.11							
	POC	43+00.00	792.32							
	POC	43+50.00	791.76							
	POC	44+00.00	791.17							
	PVT	44+50.00	790.55							
	PVT	44+50.00	790.55							
	POT	45+00.00	789.91							
	POT	45+50.00	789.27							
LINEAR	POT	46+00.00	788.63	260.00	-1.2800%					50
	POT	46+50.00	787.99							
	POT	47+00.00	787.35							
	PVC	47+10.00	787.22							
	PVC	47+10.00	787.22							
	POC	47+50.00	786.68							
	POC	48+00.00	785.92							
	POC	48+50.00	785.06							
SYMMETRICAL PARABOLA	PVI	48+60.00	785.30	300.00	-1.2800%	-2.3900%	270	-0.42	1122	50
	POC	49+00.00	784.12							
	POC	49+50.00	783.08							
	POC	50+00.00	781.95							
	PVT	50+10.00	781.71							
	PVT	50+10.00	781.71							
	POT	50+50.00	780.76							
LINEAR	POT	51+00.00	779.56	240.00	-2.3900%					50
	POT	51+50.00	778.37							
	POT	52+00.00	777.17							
	PVC	52+50.00	775.98							
	PVC	52+50.00	775.98							
	POC	53+00.00	774.67							
	POC	53+50.00	773.12							
	POC	54+00.00	771.35							
SYMMETRICAL PARABOLA	POC	54+50.00	769.34	400.00	-2.3900%	-6.1100%	108	-1.86	490	50
	PVI	54+50.00	771.20							
	POC	55+00.00	767.10							
	POC	55+50.00	764.62							
	POC	56+00.00	761.92							
	PVT	56+50.00	758.98							
	PVT	56+50.00	758.98							
	POT	57+00.00	755.92							
	POT	57+50.00	752.87							
LINEAR	POT	58+00.00	749.81	266.00	-6.1100%					50
	POT	58+50.00	746.76							
	POT	59+00.00	743.70							
	PVC	59+16.00	742.72							

VERTICAL ALIGNMENT TABLE

ELEMENT	POINT TYPE	STATION	ELEVATION	LENGTH	ENTRANCE GRADE	EXIT GRADE	K	MIDDLE ORDINATE	SSD/HSD	DESIGN SPEED
STOCKBRIDGE VT. ROUTE 107										
	PVC	59+16.00	742.72							
	POC	59+50.00	740.69							
	POC	60+00.00	737.86							
	POC	60+50.00	735.22							
	POC	61+00.00	732.77							
	POC	61+50.00	730.51							
	POC	62+00.00	728.44							
	POC	62+50.00	726.56							
SYMMETRICAL PARABOLA	PVI	62+91.00	719.81	750.00	-6.1100%	-0.4000%	131	5.35	554	50
	POC	63+00.00	724.87							
	POC	63+50.00	723.38							
	POC	64+00.00	722.07							
	POC	64+50.00	720.95							
	POC	65+00.00	720.02							
	POC	65+50.00	719.29							
	POC	66+00.00	718.74							
	POC	66+50.00	718.39							
	PVT	66+66.00	718.31							
	PVT	66+66.00	718.31							
	POT	67+00.00	718.18							
LINEAR	POT	67+50.00	717.98	144.00	-0.4000%					50
	POT	68+00.00	717.78							
	PVC	68+10.00	717.74							
	PVC	68+10.00	717.74							
	POC	68+50.00	717.56							
	POC	69+00.00	717.28							
	POC	69+50.00	716.93							
SYMMETRICAL PARABOLA	PVI	69+85.00	717.04	350.00	-0.4000%	-1.2600%	407	-0.38	1430	50
	POC	70+00.00	716.53							
	POC	70+50.00	716.07							
	POC	71+00.00	715.54							
	POC	71+50.00	714.96							
	PVT	71+60.00	714.83							
	PVT	71+60.00	714.83							
	POT	72+00.00	714.33							
LINEAR	POT	72+50.00	713.70	235.00	-1.2600%					50
	POT	73+00.00	713.07							
	POT	73+50.00	712.44							
	PVC	73+95.00	711.87							
	PVC	73+95.00	711.87							
	POC	74+00.00	711.81							
	POC	74+50.00	711.24							
SYMMETRICAL PARABOLA	POC	75+00.00	710.79	250.00	-1.2600%	-0.1707%	230	0.34	905	50
	PVI	75+20.00	710.29							
	POC	75+50.00	710.44							
	POC	76+00.00	710.20							
	PVCC	76+45.00	710.08							

VERTICAL ALIGNMENT TABLE SHEET #2

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_vat_02.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214vat2.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 197 OF 397

FILE NAME = V:\Projects\ANY\X2\22426\CADD_MSTN\z10b214_vat_02.dgn
DATE/TIME = 3/17/2014
USER = 4916

VERTICAL ALIGNMENT TABLE

ELEMENT	POINT TYPE	STATION	ELEVATION	LENGTH	ENTRANCE GRADE	EXIT GRADE	K	MIDDLE ORDINATE	SSD/HSD	DESIGN SPEED
STOCKBRIDGE VT. ROUTE 107										
	PVCC	76+45.00	710.08							
	POC	76+50.00	710.07							
	POC	77+00.00	710.00							
	POC	77+50.00	709.95							
	POC	78+00.00	709.92							
SYMMETRICAL PARABOLA	PVI	78+45.00	709.74	400.00	-0.1707%	0.1600%	1210	0.17	4345	50
	POC	78+50.00	709.91							
	VLOW	78+51.46	709.91							
	POC	79+00.00	709.91							
	POC	79+50.00	709.95							
	POC	80+00.00	710.00							
	PVT	80+45.00	710.06							
	PVT	80+45.00	710.06							
	POT	80+50.00	710.07							
	POT	81+00.00	710.15							
	POT	81+50.00	710.23							
LINEAR	POT	82+00.00	710.31	370.00	0.1600%					50
	POT	82+50.00	710.39							
	POT	83+00.00	710.47							
	POT	83+50.00	710.55							
	POT	84+00.00	710.63							
	PVC	84+15.00	710.65							
	PVC	84+15.00	710.65							
	POC	84+50.00	710.71							
SYMMETRICAL PARABOLA	PVI	84+90.00	710.77	150.00	0.1600%	0.1000%	2500	-0.01	18058	50
	POC	85+00.00	710.77							
	POC	85+50.00	710.83							
	PVT	85+65.00	710.85							
	PVT	85+65.00	710.85							
	POT	86+00.00	710.88							
	POT	86+50.00	710.93							
LINEAR	POT	87+00.00	710.98	285.00	0.1000%					50
	POT	87+50.00	711.03							
	POT	88+00.00	711.08							
	PVC	88+50.00	711.13							
	PVC	88+50.00	711.13							
	POC	89+00.00	711.17							
	POC	89+50.00	711.19							
	VHIGH	89+81.58	711.20							
	POC	90+00.00	711.20							
	POC	90+50.00	711.18							
SYMMETRICAL PARABOLA	POC	91+00.00	711.14	500.00	0.1000%	-0.2800%	1316	-0.24	3090	50
	PVI	91+00.00	711.38							
	POC	91+50.00	711.09							
	POC	92+00.00	711.02							
	POC	92+50.00	710.92							
	POC	93+00.00	710.81							
	PVT	93+50.00	710.68							

VERTICAL ALIGNMENT TABLE

ELEMENT	POINT TYPE	STATION	ELEVATION	LENGTH	ENTRANCE GRADE	EXIT GRADE	K	MIDDLE ORDINATE	SSD/HSD	DESIGN SPEED
STOCKBRIDGE VT. ROUTE 107										
	PVT	93+50.00	710.68							
	POT	94+00.00	710.54							
	POT	94+50.00	710.40							
	POT	95+00.00	710.26							
	POT	95+50.00	710.12							
	POT	96+00.00	709.98							
	POT	96+50.00	709.84							
	POT	97+00.00	709.70							
	POT	97+50.00	709.56							
LINEAR	POT	98+00.00	709.42	875.00	-0.2800%					50
	POT	98+50.00	709.28							
	POT	99+00.00	709.14							
	POT	99+50.00	709.00							
	POT	100+00.00	708.86							
	POT	100+50.00	708.72							
	POT	101+00.00	708.58							
	POT	101+50.00	708.44							
	POT	102+00.00	708.30							
	PVC	102+25.00	708.23							
	PVC	102+25.00	708.23							
	POC	102+50.00	708.16							
	POC	103+00.00	708.02							
	POC	103+50.00	707.87							
	POC	104+00.00	707.71							
SYMMETRICAL PARABOLA	PVI	104+25.00	707.67	400.00	-0.2800%	-0.3600%	5000	-0.04	13688	50
	POC	104+50.00	707.55							
	POC	105+00.00	707.39							
	POC	105+50.00	707.22							
	POC	106+00.00	707.04							
	PVT	106+25.00	706.95							
	PVT	106+25.00	706.95							
	POT	106+50.00	706.86							
LINEAR	POT	107+00.00	706.68	110.00	-0.3600%					50
	PVC	107+35.00	706.56							
	PVC	107+35.00	706.56							
	POC	107+50.00	706.51							
	POC	108+00.00	706.38							
SYMMETRICAL PARABOLA	PVI	108+35.00	706.20	200.00	-0.3600%	0.2200%	345	0.14	1312	50
	POC	108+50.00	706.33							
	VLOW	108+59.14	706.33							
	POC	109+00.00	706.36							
	PVT	109+35.00	706.42							
	PVT	109+35.00	706.42							
LINEAR	POT	109+50.00	706.45	75.00	0.2200%					50
	POT	110+00.00	706.56							
	PVC	110+10.00	706.58							
	PVC	110+10.00	706.58							
	POC	110+50.00	706.65							
	PVI	110+60.00	706.69							
SYMMETRICAL PARABOLA	VHIGH	110+94.62	706.67	100.00	0.2200%	-0.0400%	385	-0.03	4201	50
	POC	111+00.00	706.67							
	PVT	111+10.00	706.67							

VERTICAL ALIGNMENT TABLE SHEET #3

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(11)

FILE NAME: z10b214_vat_03.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214vat3.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 198 OF 397

FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_vat_03.dgn
DATE/TIME = 3/17/2014
USER = 4916

VERTICAL ALIGNMENT TABLE

ELEMENT	POINT TYPE	STATION	ELEVATION	LENGTH	ENTRANCE GRADE	EXIT GRADE	K	MIDDLE ORDINATE	SSD/HSD	DESIGN SPEED
STOCKBRIDGE VT. ROUTE 107										
LINEAR	PVT	111+10.00	706.67	115.00	-0.0400%					50
	POT	111+50.00	706.65							
	POT	112+00.00	706.63							
	PVC	112+25.00	706.62							
SYMMETRICAL PARABOLA	PVC	112+25.00	706.62	500.00	-0.0400%	0.1600%	2500	0.13	8863	50
	POC	112+50.00	706.62							
	POC	113+00.00	706.61							
	VLOW	113+25.00	706.60							
	POC	113+50.00	706.61							
	POC	114+00.00	706.62							
	POC	114+50.00	706.64							
	PVI	114+75.00	706.52							
	POC	115+00.00	706.67							
	POC	115+50.00	706.71							
	POC	116+00.00	706.76							
	POC	116+50.00	706.82							
	POC	117+00.00	706.89							
	PVT	117+25.00	706.92							
LINEAR	PVT	117+25.00	706.92	1123.00	0.1600%					50
	POT	117+50.00	706.96							
	POT	118+00.00	707.04							
	POT	118+50.00	707.12							
	POT	119+00.00	707.20							
	POT	119+50.00	707.28							
	POT	120+00.00	707.36							
	POT	120+50.00	707.44							
	POT	121+00.00	707.52							
	POT	121+50.00	707.60							
	POT	122+00.00	707.68							
	POT	122+50.00	707.76							
	POT	123+00.00	707.84							
	POT	123+50.00	707.92							
	POT	124+00.00	708.00							
	POT	124+50.00	708.08							
	POT	125+00.00	708.16							
	POT	125+50.00	708.24							
	POT	126+00.00	708.32							
	POT	126+50.00	708.40							
	POT	127+00.00	708.48							
	POT	127+50.00	708.56							
	POT	128+00.00	708.64							
	PVC	128+48.00	708.72							
SYMMETRICAL PARABOLA	PVC	128+48.00	708.72	400.00	0.1600%	7.1800%	57	3.51	281	50
	POC	128+50.00	708.73							
	POC	129+00.00	709.04							
	POC	129+50.00	709.80							
	POC	130+00.00	710.99							
	PVI	130+48.00	709.04							
	POC	130+50.00	712.63							
	POC	131+00.00	714.70							
	POC	131+50.00	717.21							
	POC	132+00.00	720.16							
	PVT	132+48.00	723.40							
LINEAR	PVT	132+48.00	723.40	169.00	7.1800%					50
	POT	132+50.00	723.55							
	POT	133+00.00	727.14							
	POT	133+50.00	730.73							
	POT	134+00.00	734.32							
	PVC	134+17.00	735.54							

VERTICAL ALIGNMENT TABLE

ELEMENT	POINT TYPE	STATION	ELEVATION	LENGTH	ENTRANCE GRADE	EXIT GRADE	K	MIDDLE ORDINATE	SSD/HSD	DESIGN SPEED
STOCKBRIDGE VT. ROUTE 107										
SYMMETRICAL PARABOLA	PVC	134+17.00	735.54	450.00	7.1800%	0.1200%	64	-3.97	371	50
	POC	134+50.00	737.82							
	POC	135+00.00	740.95							
	POC	135+50.00	743.70							
	POC	136+00.00	746.05							
	PVI	136+42.00	751.69							
	POC	136+50.00	748.01							
	POC	137+00.00	749.57							
	POC	137+50.00	750.75							
	POC	138+00.00	751.53							
	POC	138+50.00	751.92							
	PVT	138+67.00	751.96							
LINEAR	PVT	138+67.00	751.96	593.00	0.1200%					50
	POT	139+00.00	752.00							
	POT	139+50.00	752.06							
	POT	140+00.00	752.12							
	POT	140+50.00	752.18							
	POT	141+00.00	752.24							
	POT	141+50.00	752.30							
	POT	142+00.00	752.36							
	POT	142+50.00	752.42							
	POT	143+00.00	752.48							
	POT	143+50.00	752.54							
	POT	144+00.00	752.60							
	POT	144+50.00	752.66							
	PVC	144+60.00	752.67							
	PVC	144+60.00	752.67							
SYMMETRICAL PARABOLA	PVC	144+60.00	752.67	100.00	0.1200%	0.4100%	345	0.04	1312	50
	POC	145+00.00	752.74							
	PVI	145+10.00	752.73							
	POC	145+50.00	752.90							
	PVT	145+60.00	752.94							
LINEAR	PVT	145+60.00	752.94	187.00	0.4100%					50
	POT	146+00.00	753.10							
	POT	146+50.00	753.31							
	POT	147+00.00	753.51							
	PVC	147+47.00	753.70							
SYMMETRICAL PARABOLA	PVC	147+47.00	753.70	200.00	0.4100%	-1.4200%	109	-0.46	690	50
	POC	147+50.00	753.72							
	VHIGH	147+91.81	753.80							
	POC	148+00.00	753.79							
	PVI	148+47.00	754.11							
	POC	148+50.00	753.64							
	POC	149+00.00	753.26							
	PVT	149+47.00	752.69							
LINEAR	PVT	149+47.00	752.69	213.00	-1.4200%					50
	POT	149+50.00	752.65							
	POT	150+00.00	751.94							
	POT	150+50.00	751.23							
	POT	151+00.00	750.52							
	POT	151+50.00	749.81							
	PVC	151+60.00	749.67							

VERTICAL ALIGNMENT TABLE SHEET #4

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(11)

FILE NAME: z10b214_vat_04.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214vat4.i

PLOT DATE: 3/17/2014
DRAWN BY: W.C.P.
CHECKED BY: J.P.S.
SHEET 199 OF 397

FILE NAME = V:\P-ojects\ANY\K2\22426\CADD_MSTN\z10b214_vat_04.dgn
DATE/TIME = 3/17/2014
USER = 4916

VERTICAL ALIGNMENT TABLE

ELEMENT	POINT TYPE	STATION	ELEVATION	LENGTH	ENTRANCE GRADE	EXIT GRADE	K	MIDDLE ORDINATE	SSD/HSD	DESIGN SPEED
STOCKBRIDGE VT. ROUTE 107										
SYMMETRICAL PARABOLA	PVC	151+60.00	749.67	120.00	-1.4200%	-0.5500%	138	0.13	578	50
	POC	152+00.00	749.16							
	PVI	152+20.00	748.82							
	POC	152+50.00	748.69							
	PVT	152+80.00	748.49							
LINEAR	PVT	152+80.00	748.49	275.00	-0.5500%					50
	POT	153+00.00	748.38							
	POT	153+50.00	748.10							
	POT	154+00.00	747.83							
	POT	154+50.00	747.55							
	POT	155+00.00	747.28							
	POT	155+50.00	747.00							
	PVC	155+55.00	746.98							
SYMMETRICAL PARABOLA	PVC	155+55.00	746.98	250.00	-0.5500%	-1.2359%	364	-0.21	1698	50
	POC	156+00.00	746.70							
	POC	156+50.00	746.33							
	PVI	156+80.00	746.29							
	POC	157+00.00	745.89							
	POC	157+50.00	745.38							
	POC	158+00.00	744.80							
	PVT	158+05.00	744.74							
LINEAR	PVT	158+05.00	744.74	130.00	-1.2359%					50
	POT	158+50.00	744.19							
	POT	159+00.00	743.57							
	PVC	159+35.00	743.14							
SYMMETRICAL PARABOLA	PVC	159+35.00	743.14	100.00	-1.2359%	-0.8319%	248	0.05	969	50
	POC	159+50.00	742.96							
	PVI	159+85.00	742.52							
	POC	160+00.00	742.42							
	PVT	160+35.00	742.10							
LINEAR	PVT	160+35.00	742.10	280.72	-0.8319%					50
	POT	160+50.00	741.98							
	POT	161+00.00	741.56							
	POT	161+50.00	741.15							
	POT	162+00.00	740.73							
	POT	162+50.00	740.31							
	POT	163+00.00	739.90							
	PVC	163+15.72	739.77							
SYMMETRICAL PARABOLA	PVC	163+15.72	739.77	200.00	-0.8319%	-1.8636%	194	-0.26	1146	50
	POC	163+50.00	739.45							
	POC	164+00.00	738.88							
	PVI	164+15.72	738.93							
	POC	164+50.00	738.18							
	POC	165+00.00	737.36							
	PVT	165+15.72	737.07							
LINEAR	PVT	165+15.72	737.07	117.90	-1.8636%					50
	POT	165+50.00	736.43							
	POT	166+00.00	735.50							
	PVI	166+33.62	734.87							
LINEAR	PVI	166+33.62	734.87	16.40	-3.0000%					50
	POT	166+50.00	736.38							
	PVC	166+50.02	734.38							

VERTICAL ALIGNMENT TABLE

ELEMENT	POINT TYPE	STATION	ELEVATION	LENGTH	ENTRANCE GRADE	EXIT GRADE	K	MIDDLE ORDINATE	SSD/HSD	DESIGN SPEED
STOCKBRIDGE VT. ROUTE 107										
SYMMETRICAL PARABOLA	PVC	166+50.02	734.38	459.32	-3.0000%	-4.2500%	367	-0.72	1093	50
	POC	167+00.00	732.85							
	POC	167+50.00	731.25							
	POC	168+00.00	729.58							
	POC	168+50.00	727.84							
	PVI	168+79.68	727.49							
	POC	169+00.00	726.03							
	POC	169+50.00	724.16							
	POC	170+00.00	722.22							
	POC	170+50.00	720.21							
	POC	171+00.00	718.13							
	PVT	171+09.34	717.73							
LINEAR	PVT	171+09.34	717.73	459.32	-4.2500%					50
	POT	171+50.00	716.00							
	POT	172+00.00	713.88							
	POT	172+50.00	711.75							
	POT	173+00.00	709.63							
	POT	173+50.00	707.50							
	POT	174+00.00	705.38							
	POT	174+50.00	703.25							
	POT	175+00.00	701.13							
	POT	175+50.00	699.00							
	PVC	175+68.65	698.21							
SYMMETRICAL PARABOLA	PVC	175+68.65	698.21	229.66	-4.2500%	-2.0007%	102	0.65	918	50
	POC	176+00.00	696.93							
	POC	176+50.00	695.08							
	PVI	176+83.48	693.33							
	POC	177+00.00	693.47							
	POC	177+50.00	692.11							
	PVT	177+98.31	691.03							
LINEAR	PVT	177+98.31	691.03	127.69	-2.0007%					50
	POT	178+00.00	691.00							
	POT	178+50.00	690.00							
	POT	179+00.00	689.00							
	PVC	179+26.00	688.48							
SYMMETRICAL PARABOLA	PVC	179+26.00	688.48	50.00	-2.0007%	-1.0961%	55	0.06	274	50
	POC	179+50.00	688.05							
	PVI	179+51.00	687.98							
	PVT	179+76.00	687.70							
LINEAR	PVT	179+76.00	687.70	120.00	-1.0961%					50
	POT	180+00.00	687.44							
	POT	180+50.00	686.89							
	PVC	180+96.00	686.39							

VERTICAL ALIGNMENT TABLE SHEET #5

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(11)

FILE NAME: z10b214_vat_05.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214vat5.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 200 OF 397

FILE NAME = V:\Projects\VAV\K2\22426\CADD_MSTN\z10b214_vat_05.dgn
DATE/TIME = 3/17/2014
USER = 4416

VERTICAL ALIGNMENT TABLE

ELEMENT	POINT TYPE	STATION	ELEVATION	LENGTH	ENTRANCE GRADE	EXIT GRADE	K	MIDDLE ORDINATE	SSD/HSD	DESIGN SPEED
STOCKBRIDGE VT. ROUTE 107										
	PVC	180+96.00	686.39							
	POC	181+00.00	686.35							
	POC	181+50.00	685.82							
	POC	182+00.00	685.34							
	POC	182+50.00	684.89							
	POC	183+00.00	684.49							
SYMMETRICAL PARABOLA	PVI	183+46.00	683.65	500.00	-1.0961%	-0.2800%	613	0.51	2253	50
	POC	183+50.00	684.13							
	POC	184+00.00	683.81							
	POC	184+50.00	683.53							
	POC	185+00.00	683.29							
	POC	185+50.00	683.10							
	PVT	185+96.00	682.95							
	PVT	185+96.00	682.95							
LINEAR	POT	186+00.00	682.94	94.00	-0.2800%					50
	POT	186+50.00	682.80							
	PVC	186+90.00	682.69							
	PVC	186+90.00	682.69							
	POC	187+00.00	682.65							
	POC	187+50.00	682.39							
SYMMETRICAL PARABOLA	PVI	187+90.00	682.41	200.00	-0.2800%	-1.6900%	142	-0.35	865	50
	POC	188+00.00	681.95							
	POC	188+50.00	691.34							
	PVT	188+90.00	680.72							
	PVT	188+90.00	680.72							
LINEAR	POT	189+00.00	680.55	90.00	-1.6900%					50
	POT	189+50.00	679.70							
	PVC	189+80.00	679.19							
	PVC	189+80.00	679.19							
	POC	190+00.00	678.88							
SYMMETRICAL PARABOLA	PVI	190+30.00	678.35	100.00	-1.6900%	-0.3005%	72	0.17	337	50
	POC	190+50.00	678.35							
	PVT	190+80.00	678.20							
	PVT	190+80.00	678.20							
	POT	191+00.00	678.14							
	POT	191+50.00	677.99							
LINEAR	POT	192+00.00	677.84	240.00	-0.3005%					50
	POT	192+50.00	677.69							
	POT	193+00.00	677.54							
	PVC	193+20.00	677.48							
	PVC	193+20.00	677.48							
	POC	193+50.00	677.42							
	VLOW	193+60.65	677.42							
	POC	194+00.00	677.47							
SYMMETRICAL PARABOLA	POC	194+50.00	677.71	300.00	-0.3005%	1.9172%	135	0.83	1139	50
	PVI	194+70.00	677.03							
	POC	195+00.00	678.14							
	POC	195+50.00	678.74							
	POC	196+00.00	679.53							
	PVT	196+20.00	679.90							
	PVT	196+20.00	679.90							
LINEAR	POT	196+50.00	680.48	75.00	1.9172%					50
	PVC	196+95.00	681.34							
	PVC	196+95.00	681.34							
	POC	197+00.00	681.44							
SYMMETRICAL PARABOLA	PVI	197+45.00	682.30	100.00	1.9172%	0.1951%	58	-0.22	677	50
	POC	197+50.00	682.14							
	PVT	197+95.00	682.40							

VERTICAL ALIGNMENT TABLE

ELEMENT	POINT TYPE	STATION	ELEVATION	LENGTH	ENTRANCE GRADE	EXIT GRADE	K	MIDDLE ORDINATE	SSD/HSD	DESIGN SPEED
STOCKBRIDGE VT. ROUTE 107										
	PVT	197+95.00	682.40							
LINEAR	POT	198+00.00	682.41	105.00	0.1951%					50
	POT	198+50.00	682.50							
	PVC	199+00.00	682.60							
	PVC	199+00.00	682.60							
	VHIGH	199+18.38	682.62							
SYMMETRICAL PARABOLA	PVI	199+50.00	682.70	100.00	0.1951%	-0.8667%	94	-0.13	1066	50
	POC	199+50.00	682.57							
	PVT	200+00.00	682.27							
	PVT	200+00.00	682.27							
	POT	200+50.00	681.83							
LINEAR	POT	201+00.00	681.40	200.00	-0.8667%					50
	POT	201+50.00	680.97							
	PVC	202+00.00	680.53							
	PVC	202+00.00	680.53							
	VLOW	202+47.45	680.33							
	POC	202+50.00	680.33							
	POC	203+00.00	680.58							
	POC	203+50.00	681.29							
SYMMETRICAL PARABOLA	POC	204+00.00	682.45	400.00	-0.8667%	6.4400%	55	3.65	272	50
	PVI	204+00.00	678.80							
	POC	204+50.00	684.07							
	POC	205+00.00	686.15							
	POC	205+50.00	688.69							
	PVCC	206+00.00	691.68							
	PVCC	206+00.00	691.68							
SYMMETRICAL PARABOLA	POC	206+50.00	695.09	100.00	6.4400%	7.9485%	66	0.19	316	50
	PVI	206+50.00	694.90							
	PVT	207+00.00	698.87							
	PVT	207+00.00	698.87							
	POT	207+50.00	702.85							
	POT	208+00.00	706.82							
	POT	208+50.00	710.80							
	POT	209+00.00	714.77							
	POT	209+50.00	718.75							
LINEAR	POT	210+00.00	722.72	637.00	7.9485%					50
	POT	210+50.00	726.69							
	POT	211+00.00	730.67							
	POT	211+50.00	734.64							
	POT	212+00.00	738.62							
	POT	212+50.00	742.59							
	POT	213+00.00	746.57							
	PVC	213+37.00	749.51							

VERTICAL ALIGNMENT TABLE SHEET #6

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(11)

FILE NAME: z10b214_vat_06.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214vat6.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 201 OF 397

FILE NAME = V:\Projects\ANY\X2\22426\CADD_MSTN\z10b214_vat_06.dgn
DATE/TIME = 3/17/2014
USER = 4916

VERTICAL ALIGNMENT TABLE

ELEMENT	POINT TYPE	STATION	ELEVATION	LENGTH	ENTRANCE GRADE	EXIT GRADE	K	MIDDLE ORDINATE	SSD/HSD	DESIGN SPEED
STOCKBRIDGE VT. ROUTE 107										
	PVC	213+37.00	749.51							
	POC	213+50.00	750.52							
	POC	214+00.00	754.05							
	POC	214+50.00	757.01							
	POC	215+00.00	759.39							
	POC	215+50.00	761.19							
	POC	216+00.00	762.41							
SYMMETRICAL PARABOLA	PVI	216+12.00	771.36	550.00	7.9485%	-4.7700%	43	-8.74	306	50
	POC	216+50.00	763.06							
	VHIGH	216+80.73	763.17							
	POC	217+00.00	763.12							
	POC	217+50.00	762.61							
	POC	218+00.00	761.52							
	POC	218+50.00	759.85							
	PVT	218+87.00	758.25							
	PVT	218+87.00	758.25							
	POT	219+00.00	757.53							
LINEAR	POT	219+50.00	755.24	133.00	-4.7700%					50
	POT	220+00.00	752.86							
	PVC	220+20.00	751.90							
	PVC	220+20.00	751.90							
	POC	220+50.00	750.42							
	POC	221+00.00	747.73							
SYMMETRICAL PARABOLA	PVI	221+20.00	747.13	200.00	-4.7700%	-6.9721%	91	-0.55	590	50
	POC	221+50.00	744.77							
	POC	222+00.00	741.53							
	PVT	222+20.00	740.16							
	PVT	222+20.00	740.16							
	POT	222+50.00	738.07							
	POT	223+00.00	734.58							
	POT	223+50.00	731.10							
	POT	224+00.00	727.61							
	POT	224+50.00	724.13							
	POT	225+00.00	720.64							
LINEAR	POT	225+50.00	717.15	725.00	-6.9721%					50
	POT	226+00.00	713.67							
	POT	226+50.00	710.18							
	POT	227+00.00	706.69							
	POT	227+50.00	703.21							
	POT	228+00.00	699.72							
	POT	228+50.00	696.24							
	POT	229+00.00	692.75							
	PVC	229+45.00	689.61							
	PVC	229+45.00	689.61							
	POC	229+50.00	689.27							
	POC	230+00.00	685.99							
	POC	230+50.00	683.05							
	POC	231+00.00	680.45							
SYMMETRICAL PARABOLA	PVI	231+45.00	675.67	400.00	-6.9721%	-1.4842%	73	2.74	341	50
	POC	231+50.00	678.20							
	POC	232+00.00	676.30							
	POC	232+50.00	674.73							
	POC	233+00.00	673.51							
	PVCC	233+45.00	672.70							

VERTICAL ALIGNMENT TABLE

ELEMENT	POINT TYPE	STATION	ELEVATION	LENGTH	ENTRANCE GRADE	EXIT GRADE	K	MIDDLE ORDINATE	SSD/HSD	DESIGN SPEED
STOCKBRIDGE VT. ROUTE 107										
	PVCC	233+45.00	672.70							
	POC	233+50.00	672.63							
	POC	234+00.00	672.15							
SYMMETRICAL PARABOLA	VLOW	234+28.00	672.08	170.00	-1.4842%	1.5556%	56	0.65	355	50
	PVI	234+30.00	671.44							
	POC	234+50.00	672.13							
	POC	235+00.00	672.55							
	PVT	235+15.00	672.76							
	PVT	235+15.00	672.76							
LINEAR	POT	235+50.00	673.31	85.00	1.5556%					50
	PVC	236+00.00	674.08							
	PVC	236+00.00	674.08							
	POC	236+50.00	674.73							
	POC	237+00.00	675.12							
	VHIGH	237+49.02	675.24							
	POC	237+50.00	675.24							
SYMMETRICAL PARABOLA	POC	238+00.00	675.11	400.00	1.5556%	-2.6200%	96	-2.09	458	50
	PVI	238+00.00	677.20							
	POC	238+50.00	674.71							
	POC	239+00.00	674.05							
	POC	239+50.00	673.13							
	PVT	240+00.00	671.96							
	PVT	240+00.00	671.96							
	POT	240+50.00	670.65							
	POT	241+00.00	669.34							
	POT	241+50.00	668.03							
	POT	242+00.00	666.72							
LINEAR	POT	242+50.00	665.41	467.00	-2.6200%					50
	POT	243+00.00	664.10							
	POT	243+50.00	662.79							
	POT	244+00.00	661.48							
	POT	244+50.00	660.17							
	PVC	244+67.00	659.72							
	PVC	244+67.00	659.72							
	POC	245+00.00	658.88							
	POC	245+50.00	657.71							
	POC	246+00.00	656.66							
	POC	246+50.00	655.74							
	POC	247+00.00	654.93							
	PVI	247+47.00	652.38							
SYMMETRICAL PARABOLA	POC	247+50.00	654.25	560.00	-2.6200%	0.1000%	206	1.9	991	50
	POC	248+00.00	653.69							
	POC	248+50.00	653.25							
	POC	249+00.00	652.93							
	POC	249+50.00	652.73							
	POC	250+00.00	652.65							
	VLOW	250+06.41	652.65							
	PVRC	250+27.00	652.66							

VERTICAL ALIGNMENT TABLE SHEET #7

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(11)

FILE NAME: z10b214_vat_07.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214vat7.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 202 OF 397

FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_vat_07.dgn
DATE/TIME = 3/17/2014
USER = 4916

VERTICAL ALIGNMENT TABLE

ELEMENT	POINT TYPE	STATION	ELEVATION	LENGTH	ENTRANCE GRADE	EXIT GRADE	K	MIDDLE ORDINATE	SSD/HSD	DESIGN SPEED
STOCKBRIDGE VT. ROUTE 107										
SYMMETRICAL PARABOLA	PVRC	250+27.00	652.66	760.00	0.1000%	-1.1400%	613	-1.18	1250	50
	POC	250+50.00	652.68							
	VHIGH	250+88.29	652.69							
	POC	251+00.00	652.69							
	POC	251+50.00	652.66							
	POC	252+00.00	652.59							
	POC	252+50.00	652.48							
	POC	253+00.00	652.33							
	POC	253+50.00	652.14							
	POC	254+00.00	651.90							
	PVI	254+07.00	653.04							
	POC	254+50.00	651.63							
	POC	255+00.00	651.31							
	POC	255+50.00	650.96							
	POC	256+00.00	650.56							
	POC	256+50.00	650.12							
	POC	257+00.00	649.64							
	POC	257+50.00	649.12							
	PVT	257+87.00	648.71							
LINEAR	PVT	257+87.00	648.71	1698.00	-1.1400%					50
	POT	258+00.00	648.56							
	POT	258+50.00	647.99							
	POT	259+00.00	647.42							
	POT	259+50.00	646.85							
	POT	260+00.00	646.28							
	POT	260+50.00	645.71							
	POT	261+00.00	645.14							
	POT	261+50.00	644.57							
	POT	262+00.00	644.00							
	POT	262+50.00	643.43							
	POT	263+00.00	642.86							
	POT	263+50.00	642.29							
	POT	264+00.00	641.72							
	POT	264+50.00	641.15							
	POT	265+00.00	640.58							
	POT	265+50.00	640.01							
	POT	266+00.00	639.44							
	POT	266+50.00	638.87							
	POT	267+00.00	638.30							
	POT	267+50.00	637.73							
	POT	268+00.00	637.16							
	POT	268+50.00	636.59							
	POT	269+00.00	636.02							
	POT	269+50.00	635.45							
	POT	270+00.00	638.88							
	POT	270+50.00	634.31							
	POT	271+00.00	633.74							
	POT	271+50.00	633.17							
	POT	272+00.00	632.60							
	POT	272+50.00	632.03							
	POT	273+00.00	631.46							
	POT	273+50.00	630.89							
	POT	274+00.00	630.32							
	POT	274+50.00	629.75							
	PVC	274+85.00	629.35							

VERTICAL ALIGNMENT TABLE

ELEMENT	POINT TYPE	STATION	ELEVATION	LENGTH	ENTRANCE GRADE	EXIT GRADE	K	MIDDLE ORDINATE	SSD/HSD	DESIGN SPEED
STOCKBRIDGE VT. ROUTE 107										
SYMMETRICAL PARABOLA	PVC	274+85.00	629.35	250.00	-1.1400%	-3.3000%	116	-0.68	625	50
	POC	275+00.00	629.17							
	POC	275+50.00	628.43							
	POC	276+00.00	627.47							
	PVI	276+10.00	627.93							
	POC	276+50.00	626.30							
	POC	277+00.00	624.91							
	PVT	277+35.00	623.80							
LINEAR	PVT	277+35.00	623.80	415.00	-3.3000%					50
	POT	277+50.00	623.31							
	POT	278+00.00	621.66							
	POT	278+50.00	620.01							
	POT	279+00.00	618.36							
	POT	279+50.00	616.71							
	POT	280+00.00	615.06							
	POT	280+50.00	613.41							
	POT	281+00.00	611.76							
	PVC	281+50.00	610.11							
SYMMETRICAL PARABOLA	PVC	281+50.00	610.11	300.00	-3.3000%	-0.6100%	112	1.01	642	50
	POC	282+00.00	608.57							
	POC	282+50.00	607.26							
	POC	283+00.00	606.17							
	PVI	283+00.00	605.16							
	POC	283+50.00	605.30							
	POC	284+00.00	604.66							
	PVT	284+50.00	604.24							
LINEAR	PVT	284+50.00	604.24	604.00	-0.6100%					50
	POT	285+00.00	603.94							
	POT	285+50.00	603.63							
	POT	286+00.00	603.33							
	POT	286+50.00	603.02							
	POT	287+00.00	602.72							
	POT	287+50.00	602.41							
	POT	288+00.00	602.11							
	POT	288+50.00	601.80							
	POT	289+00.00	601.50							
	POT	289+50.00	601.19							
	POT	290+00.00	600.89							
	POT	290+50.00	600.58							
	PVC	290+54.00	600.56							
SYMMETRICAL PARABOLA	PVC	290+54.00	600.56	250.00	-0.6100%	0.4400%	238	0.33	935	50
	POC	291+00.00	600.32							
	POC	291+50.00	600.17							
	PVI	291+79.00	599.80							
	VLOW	291+99.24	600.12							
	POC	292+00.00	600.12							
	POC	292+50.00	600.17							
	POC	293+00.00	600.33							
	PVT	293+04.00	600.35							

VERTICAL ALIGNMENT TABLE SHEET #8

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(11)

FILE NAME: z10b214_vat_08.dgn
PROJECT LEADER: D.E.C.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214vat8.i

PLOT DATE: 3/17/2014
DRAWN BY: W.C.P.
CHECKED BY: J.P.S.
SHEET 203 OF 397

FILE NAME = Y:\Projects\ANY\X2\22426\CADD_MSTN\z10b214_vat_08.dgn
DATE/TIME = 3/17/2014
USER = 4916

VERTICAL ALIGNMENT TABLE

ELEMENT	POINT TYPE	STATION	ELEVATION	LENGTH	ENTRANCE GRADE	EXIT GRADE	K	MIDDLE ORDINATE	SSD/HSD	DESIGN SPEED
STOCKBRIDGE VT. ROUTE 107										
	PVT	293+04.00	600.35							
	POT	293+50.00	600.55							
	POT	294+00.00	600.77							
	POT	294+50.00	600.99							
LINEAR	POT	295+00.00	601.21	371.00	0.4400%					50
	POT	295+50.00	601.43							
	POT	296+00.00	601.65							
	POT	296+50.00	601.87							
	PVC	296+75.00	601.98							
	PVC	296+75.00	601.98							
	POC	297+00.00	602.07							
	POC	297+50.00	602.17							
SYMMETRICAL PARABOLA	PVI	297+50.00	602.31	150.00	0.4400%	-0.2800%	208	-0.14	1574	50
	VHIGH	297+66.67	602.18							
	POC	298+00.00	602.15							
	PVT	298+25.00	602.10							
	PVT	298+25.00	602.10							
	POT	298+50.00	602.03							
	POT	299+00.00	601.89							
	POT	299+50.00	601.75							
LINEAR	POT	300+00.00	601.61	350.00	-0.2800%					50
	POT	300+50.00	601.47							
	POT	301+00.00	601.33							
	POT	301+50.00	601.19							
	PVC	301+75.00	601.12							
	PVC	301+75.00	601.12							
	POC	302+00.00	601.07							
	VLOW	302+15.88	601.06							
SYMMETRICAL PARABOLA	POC	302+50.00	601.10	200.00	-0.2800%	1.0900%	146	0.34	607	50
	PVI	302+75.00	600.84							
	POC	303+00.00	601.31							
	POC	303+50.00	601.68							
	PVT	303+75.00	601.93							
	PVT	303+75.00	601.93							
	POT	304+00.00	602.20							
	POT	304+50.00	602.75							
	POT	305+00.00	603.29							
LINEAR	POT	305+50.00	603.84	414.00	1.0900%					50
	POT	306+00.00	604.38							
	POT	306+50.00	604.93							
	POT	307+00.00	605.47							
	POT	307+50.00	606.02							
	PVC	307+89.00	606.44							
	PVC	307+89.00	606.44							
	POC	308+00.00	606.56							
	POC	308+50.00	607.02							
	POC	309+00.00	607.37							
	POC	309+50.00	607.60							
	PVI	309+99.00	608.73							
SYMMETRICAL PARABOLA	POC	310+00.00	607.72	420.00	1.0900%	-0.8300%	219	-1.01	772	50
	VHIGH	310+27.44	607.74							
	POC	310+50.00	607.73							
	POC	311+00.00	607.62							
	POC	311+50.00	607.40							
	POC	312+00.00	607.06							
	PVRC	312+09.00	606.99							

VERTICAL ALIGNMENT TABLE

ELEMENT	POINT TYPE	STATION	ELEVATION	LENGTH	ENTRANCE GRADE	EXIT GRADE	K	MIDDLE ORDINATE	SSD/HSD	DESIGN SPEED
STOCKBRIDGE VT. ROUTE 107										
	PVRC	312+09.00	606.99							
	POC	312+50.00	606.72							
SYMMETRICAL PARABOLA	PVI	312+69.00	606.49	120.00	-0.8300%	0.1800%	119	0.15	509	50
	POC	313+00.00	606.58							
	VLOW	313+07.61	606.58							
	PVT	313+29.00	606.60							
	PVT	313+29.00	606.60							
LINEAR	POT	313+50.00	606.64	41.00	0.1800%					50
	PVC	313+70.00	606.67							
	PVC	313+70.00	606.67							
	VHIGH	313+92.50	606.69							
	POC	314+00.00	606.69							
SYMMETRICAL PARABOLA	PVI	314+20.00	606.76	100.00	0.1800%	-0.6200%	125	-0.1	1399	50
	POC	314+50.00	606.56							
	PVT	314+70.00	606.45							
	PVT	314+70.00	606.45							
LINEAR	POT	315+00.00	606.27	32.00	-0.6200%					50
	PVC	315+02.00	606.25							
	PVC	315+02.00	606.25							
	POC	315+50.00	605.96							
	POC	316+00.00	605.68							
	POC	316+50.00	605.40							
	POC	317+00.00	605.14							
	POC	317+50.00	604.90							
SYMMETRICAL PARABOLA	PVI	317+52.00	604.70	500.00	-0.6200%	-0.3200%	1667	0.19	5945	50
	POC	318+00.00	604.67							
	POC	318+50.00	604.46							
	POC	319+00.00	604.26							
	POC	319+50.00	604.08							
	POC	320+00.00	603.91							
	PVT	320+02.00	603.90							
	PVT	320+02.00	603.90							
	POT	320+50.00	603.75							
	POT	321+00.00	603.59							
	POT	321+50.00	603.43							
	POT	322+00.00	603.27							
LINEAR	POT	322+50.00	603.11	518.00	-0.3200%					50
	POT	323+00.00	602.95							
	POT	323+50.00	602.79							
	POT	324+00.00	602.63							
	POT	324+50.00	602.47							
	POT	325+00.00	602.31							
	PVC	325+20.00	602.25							
	PVC	325+20.00	602.25							
	POC	325+50.00	602.12							
	POC	326+00.00	601.81							
	POC	326+50.00	601.35							
SYMMETRICAL PARABOLA	PVI	326+95.00	601.69	350.00	-0.3200%	-2.3000%	177	-0.87	720	50
	POC	327+00.00	600.75							
	POC	327+50.00	600.01							
	POC	328+00.00	599.13							
	POC	328+50.00	598.11							
	PVT	328+70.00	597.66							

VERTICAL ALIGNMENT TABLE SHEET #9

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(11)

FILE NAME: z10b214_vat_09.dgn — PLOT DATE: 3/17/2014
PROJECT LEADER: D.E.G. — DRAWN BY: W.G.P.
DESIGNED BY: L.M.B. — CHECKED BY: J.P.S.
IPARM FILE: z10b214vat9.i — SHEET 204 OF 397

FILE NAME = V:\Projects\VAHV\K2\22426\CADD_MSTN\z10b214_vat_09.dgn
DATE/TIME = 3/17/2014
USER = 4416

VERTICAL ALIGNMENT TABLE

ELEMENT	POINT TYPE	STATION	ELEVATION	LENGTH	ENTRANCE GRADE	EXIT GRADE	K	MIDDLE ORDINATE	SSD/HSD	DESIGN SPEED
STOCKBRIDGE VT. ROUTE 107										
LINEAR	PVT	328+70.00	597.66	31.00	-2.3000%					50
	POT	329+00.00	596.97							
	PVC	329+01.00	596.95							
SYMMETRICAL PARABOLA	PVC	329+01.00	596.95	100.00	-2.3000%	-1.5000%	125	0.1	532	50
	POC	329+50.00	595.92							
	PVI	329+51.00	595.80							
	POC	330+00.00	595.06							
	PVRC	330+01.00	595.05							
SYMMETRICAL PARABOLA	PVRC	330+01.00	595.05	100.00	-1.5000%	-1.7000%	500	-0.03	5445	50
	POC	330+50.00	594.29							
	PVI	330+51.00	594.30							
	POC	331+00.00	593.47							
	PVT	331+01.00	593.45							
LINEAR	PVT	331+01.00	593.45	72.00	-1.7000%					50
	POT	331+50.00	592.62							
	PVC	331+73.00	592.22							
SYMMETRICAL PARABOLA	PVC	331+73.00	592.22	100.00	-1.7000%	-0.3400%	74	0.17	343	50
	POC	332+00.00	591.81							
	PVI	332+23.00	591.37							
	POC	332+50.00	591.32							
	PVT	332+73.00	591.20							
LINEAR	PVT	332+73.00	591.20	246.00	-0.3400%					50
	POT	333+00.00	591.11							
	POT	333+50.00	590.94							
	POT	334+00.00	590.77							
	POT	334+50.00	590.60							
	POT	335+00.00	590.43							
	PVC	335+19.00	590.37							
SYMMETRICAL PARABOLA	PVC	335+19.00	590.37	150.00	-0.3400%	0.1100%	333	0.08	1272	50
	POC	335+50.00	590.28							
	PVI	335+94.00	590.11							
	POC	336+00.00	590.19							
	VLOW	336+32.33	590.18							
	POC	336+50.00	590.18							
	PVT	336+69.00	590.20							
LINEAR	PVT	336+69.00	590.20	97.00	0.1100%					50
	POT	337+00.00	590.23							
	POT	337+50.00	590.28							
	PVC	337+66.00	590.30							
SYMMETRICAL PARABOLA	PVC	337+66.00	590.30	100.00	0.1100%	-0.3200%	233	-0.05	2560	50
	VHIGH	337+91.58	590.32							
	POC	338+00.00	590.31							
	PVI	338+16.00	590.36							
	POC	338+50.00	590.24							
	PVT	338+66.00	590.20							
LINEAR	PVT	338+66.00	590.20	299.00	-0.3200%					50
	POT	339+00.00	590.09							
	POT	339+50.00	589.93							
	POT	340+00.00	589.77							
	POT	340+50.00	589.61							
	POT	341+00.00	589.45							
	POT	341+50.00	589.29							
	PVC	341+65.00	589.24							
SYMMETRICAL PARABOLA	PVC	341+65.00	589.24	150.00	-0.3200%	0.2400%	268	0.11	1040	50
	POC	342+00.00	589.15							
	PVI	342+40.00	589.00							
	POC	342+50.00	589.10							
	VLOW	342+50.71	589.10							
	POC	343+00.00	589.15							
	PVT	343+15.00	589.18							

VERTICAL ALIGNMENT TABLE

ELEMENT	POINT TYPE	STATION	ELEVATION	LENGTH	ENTRANCE GRADE	EXIT GRADE	K	MIDDLE ORDINATE	SSD/HSD	DESIGN SPEED
STOCKBRIDGE VT. ROUTE 107										
LINEAR	PVT	343+15.00	589.18	155.00	0.2400%					50
	POT	343+50.00	589.26							
	POT	344+00.00	589.38							
	POT	344+50.00	589.50							
	PVC	344+70.00	589.55							
SYMMETRICAL PARABOLA	PVC	344+70.00	589.55	100.00	0.2400%	0.4700%	435	0.03	1629	50
	POC	345+00.00	589.63							
	PVI	345+20.00	589.67							
	POC	345+50.00	589.82							
	PVRC	345+70.00	589.91							
SYMMETRICAL PARABOLA	PVRC	345+70.00	589.91	170.00	0.4700%	-0.1907%	257	-0.14	1718	50
	POC	346+00.00	590.03							
	POC	346+50.00	590.16							
	PVI	346+55.00	590.31							
	VHIGH	346+90.94	590.19							
	POC	347+00.00	590.19							
	PVT	347+40.00	590.14							
LINEAR	PVT	347+40.00	590.14	344.48	-0.1907%					50
	POT	347+50.00	590.13							
	POT	348+00.00	590.03							
	POT	348+50.00	589.94							
	POT	349+00.00	589.84							
	POT	349+50.00	589.74							
	POT	350+00.00	589.65							
	POT	350+50.00	589.55							
	PVC	350+84.48	589.49							
SYMMETRICAL PARABOLA	PVC	350+84.48	589.49	300.00	-0.1907%	-0.7546%	532	-0.21	2063	50
	POC	351+00.00	589.46							
	POC	351+50.00	589.32							
	POC	352+00.00	589.14							
	PVI	352+34.48	589.20							
	POC	352+50.00	588.91							
	POC	353+00.00	588.64							
	POC	353+50.00	588.32							
	PVT	353+84.48	588.07							
LINEAR	PVT	353+84.48	588.07	0.00	-0.7546%					50
	POE	353+84.48	588.07							
BETHEL VT. ROUTE 107										
LINEAR	POB	B 0+00.00	588.07	0.00	-0.7546%					50
	PVC	B 0+00.00	588.07							
SYMMETRICAL PARABOLA	PVC	B 0+00.00	588.07	500.00	-0.7546%	-1.0489%	1699	-0.18	3916	50
	POC	B 0+50.00	587.69							
	POC	B 1+00.00	587.29							
	POC	B 1+50.00	586.87							
	POC	B 2+00.00	586.44							
	POC	B 2+50.00	586.00							
	PVI	B 2+50.00	586.18							
	POC	B 3+00.00	585.54							
	POC	B 3+50.00	585.07							
	POC	B 4+00.00	584.58							
	POC	B 4+50.00	584.08							
	POC	B 5+00.00	583.56							
	PVT	B 5+00.00	583.56							

VERTICAL ALIGNMENT TABLE SHEET #10

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(11)

FILE NAME: z10b214_vat_10.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214vat10.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 205 OF 397

FILE NAME = V:\Projects\VAN\VK2\22426\CADD_MSTN\z10b214_vat_10.dgn
DATE/TIME = 3/17/2014
USER = 4916

VERTICAL ALIGNMENT TABLE

ELEMENT	POINT TYPE	STATION	ELEVATION	LENGTH	ENTRANCE GRADE	EXIT GRADE	K	MIDDLE ORDINATE	SSD/HSD	DESIGN SPEED
BETHEL VT. ROUTE 107										
LINEAR	PVT	B 5+00.00	583.56	100.00	-1.0489%					50
	POT	B 5+50.00	583.04							
	PVC	B 6+00.00	582.51							
SYMMETRICAL PARABOLA	PVC	B 6+00.00	582.51	100.00	-1.0489%	-1.0677%	5298	0	57444	50
	POC	B 6+50.00	581.99							
	PVI	B 6+50.00	581.99							
	PVT	B 7+00.00	581.45							
LINEAR	PVT	B 7+00.00	581.45	350.00	-1.0677%					50
	POT	B 7+50.00	580.92							
	POT	B 8+00.00	580.39							
	POT	B 8+50.00	579.85							
	POT	B 9+00.00	579.32							
	POT	B 9+50.00	578.78							
	POT	B 10+00.00	578.25							
	PVC	B 10+50.00	577.72							
SYMMETRICAL PARABOLA	PVC	B 10+50.00	577.72	150.00	-1.0677%	0.1005%	128	0.22	544	50
	POT	B 11+00.00	577.28							
	PVI	B 11+25.00	576.92							
	POT	B 11+50.00	577.04							
	VLOW	B 11+87.09	576.99							
	PVT	B 12+00.00	576.99							
LINEAR	PVT	B 12+00.00	576.99	60.00	0.1005%					50
	POT	B 12+50.00	577.04							
	PVC	B 12+60.00	577.05							
SYMMETRICAL PARABOLA	PVC	B 12+60.00	577.05	100.00	0.1005%	-0.9500%	95	-0.13	1077	50
	VHIGH	B 12+69.57	577.06							
	POC	B 13+00.00	577.01							
	PVI	B 13+10.00	577.10							
	POC	B 13+50.00	576.72							
	PVT	B 13+60.00	576.63							
LINEAR	PVT	B 13+60.00	576.63	65.00	-0.9500%					50
	POT	B 14+00.00	576.25							
	PVC	B 14+25.00	576.01							
SYMMETRICAL PARABOLA	PVC	B 14+25.00	576.01	100.00	-0.9500%	0.1600%	90	0.14	404	50
	POC	B 14+50.00	575.81							
	PVI	B 14+75.00	575.53							
	POC	B 15+00.00	575.61							
	VLOW	B 15+10.59	575.60							
	PVRC	B 15+25.00	575.61							
SYMMETRICAL PARABOLA	PVRC	B 15+25.00	575.61	100.00	0.1600%	-0.8500%	99	-0.13	1118	50
	VHIGH	B 15+40.84	575.63							
	POC	B 15+50.00	575.62							
	PVI	B 15+75.00	575.69							
	POC	B 16+00.00	575.45							
	PVT	B 16+25.00	575.27							
LINEAR	PVT	B 16+25.00	575.27	85.00	-0.8500%					50
	POT	B 16+50.00	575.06							
	POT	B 17+00.00	574.63							
	PVC	B 17+10.00	574.55							
SYMMETRICAL PARABOLA	PVC	B 17+10.00	574.55	150.00	-0.8500%	2.6219%	43	0.65	267	50
	VLOW	B 17+46.72	574.39							
	POC	B 17+50.00	574.39							
	PVI	B 17+85.00	573.91							
	POC	B 18+00.00	574.72							
	POC	B 18+50.00	575.63							
	PVT	B 18+60.00	575.88							
LINEAR	PVT	B 18+60.00	575.88	55.00	2.6219%					50
	POT	B 19+00.00	576.92							
	PVC	B 19+15.00	577.32							

VERTICAL ALIGNMENT TABLE

ELEMENT	POINT TYPE	STATION	ELEVATION	LENGTH	ENTRANCE GRADE	EXIT GRADE	K	MIDDLE ORDINATE	SSD/HSD	DESIGN SPEED
BETHEL VT. ROUTE 107										
SYMMETRICAL PARABOLA	PVC	B 19+15.00	577.32	290.00	2.6219%	-1.7237%	67	-1.58	393	50
	POC	B 19+50.00	578.14							
	POC	B 20+00.00	579.01							
	POC	B 20+50.00	579.49							
	PVI	B 20+60.00	581.12							
	VHIGH	B 20+89.97	579.61							
	POC	B 21+00.00	579.60							
	POC	B 21+50.00	579.34							
	POC	B 22+00.00	578.71							
	PVRC	B 22+05.00	578.62							
SYMMETRICAL PARABOLA	PVRC	B 22+05.00	578.62	190.00	-1.7237%	0.0037%	110	0.41	477	50
	POC	B 22+50.00	577.94							
	POC	B 23+00.00	577.39							
	PVI	B 23+00.00	576.98							
	POC	B 23+50.00	577.08							
	VLOW	B 23+94.59	576.99							
	PVT	B 23+95.00	576.99							
LINEAR	PVT	B 23+95.00	576.99	175.00	0.0037%					50
	POT	B 24+00.00	576.99							
	POT	B 24+50.00	576.99							
	POT	B 25+00.00	576.99							
	POT	B 25+50.00	576.99							
	PVC	B 25+70.00	576.99							
SYMMETRICAL PARABOLA	PVC	B 25+70.00	576.99	360.00	0.0037%	1.7445%	207	0.78	824	50
	POC	B 26+00.00	577.02							
	POC	B 26+50.00	577.15							
	POC	B 27+00.00	577.41							
	POC	B 27+50.00	577.78							
	PVI	B 27+50.00	577.00							
	POC	B 28+00.00	578.28							
	POC	B 28+50.00	578.90							
	POC	B 29+00.00	579.64							
	PVCC	B 29+30.00	580.14							
SYMMETRICAL PARABOLA	PVCC	B 29+30.00	580.14	250.00	1.7445%	3.7800%	123	0.64	1592	50
	POC	B 29+50.00	580.51							
	POC	B 30+00.00	581.56							
	POC	B 30+50.00	582.82							
	PVI	B 30+55.00	582.32							
	POC	B 31+00.00	584.28							
	POC	B 31+50.00	585.95							
	PVT	B 31+80.00	587.05							
LINEAR	PVT	B 31+80.00	587.05	141.00	3.7800%					50
	POT	B 32+00.00	587.80							
	POT	B 32+50.00	589.69							
	POT	B 33+00.00	591.58							
	PVC	B 33+21.00	592.38							

FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_vat_11.dgn
DATE/TIME = 3/17/2014
USER = 4916

VERTICAL ALIGNMENT TABLE SHEET #11

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_vat_11.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214vat11.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 206 OF 397

VERTICAL ALIGNMENT TABLE

ELEMENT	POINT TYPE	STATION	ELEVATION	LENGTH	ENTRANCE GRADE	EXIT GRADE	K	MIDDLE ORDINATE	SSD/HSD	DESIGN SPEED
BETHEL VT. ROUTE 107										
	PVC	B 33+21.00	592.38							
	POC	B 33+50.00	593.43							
	POC	B 34+00.00	595.05							
	POC	B 34+50.00	596.41							
SYMMETRICAL PARABOLA	PVI	B 34+71.00	598.05	300.00	3.7800%	0.7500%	99	-1.14	506	50
	POC	B 35+00.00	597.52							
	POC	B 35+50.00	598.38							
	POC	B 36+00.00	598.99							
	PVT	B 36+21.00	599.17							
	PVT	B 36+21.00	599.17							
	POT	B 36+50.00	599.39							
LINEAR	POT	B 37+00.00	599.76	204.00	0.7500%					50
	POT	B 37+50.00	600.14							
	POT	B 38+00.00	600.51							
	PVC	B 38+25.00	600.70							
	PVC	B 38+25.00	600.70							
	POC	B 38+50.00	600.86							
	VHIGH	B 38+95.99	600.97							
	POC	B 39+00.00	600.97							
SYMMETRICAL PARABOLA	PVI	B 39+40.00	601.56	230.00	0.7500%	-1.6800%	95	-0.7	559	50
	POC	B 39+50.00	600.81							
	POC	B 40+00.00	600.40							
	POC	B 40+50.00	599.71							
	PVT	B 40+55.00	599.63							
	PVT	B 40+55.00	599.63							
LINEAR	POT	B 41+00.00	598.88	87.00	-1.6800%					50
	PVC	B 41+42.00	598.17							
	PVC	B 41+42.00	598.17							
	POC	B 41+50.00	598.04							
SYMMETRICAL PARABOLA	PVI	B 41+92.00	597.33	100.00	-1.6800%	-0.3233%	74	0.17	344	50
	POC	B 42+00.00	597.42							
	PVT	B 42+42.00	597.17							
	PVT	B 42+42.00	597.17							
	POT	B 42+50.00	597.14							
	POT	B 43+00.00	596.98							
	POT	B 43+50.00	596.82							
LINEAR	POT	B 44+00.00	596.66	323.00	-0.3233%					50
	POT	B 44+50.00	596.50							
	POT	B 45+00.00	596.33							
	POT	B 45+50.00	596.17							
	PVC	B 45+65.00	596.12							
	PVC	B 45+65.00	596.12							
	POC	B 46+00.00	596.07							
	VLOW	B 46+00.96	596.07							
SYMMETRICAL PARABOLA	POC	B 46+50.00	596.17	200.00	-0.3233%	1.4750%	111	0.45	7864	50
	PVI	B 46+65.00	595.80							
	POC	B 47+00.00	596.51							
	POC	B 47+50.00	597.06							
	PVCC	B 47+65.00	597.28							
	PVCC	B 47+65.00	597.28							
	POC	B 48+00.00	597.87							
	POC	B 48+50.00	598.98							
SYMMETRICAL PARABOLA	PVI	B 48+65.00	598.75	200.00	1.4750%	3.9602%	80	0.62	610	50
	POC	B 49+00.00	600.40							
	POC	B 49+50.00	602.13							
	PVT	B 49+65.00	602.71							
	PVT	B 49+65.00	602.71							
LINEAR	POT	B 50+00.00	604.10	83.00	3.9602%					50
	PVC	B 50+48.00	606.00							

VERTICAL ALIGNMENT TABLE

ELEMENT	POINT TYPE	STATION	ELEVATION	LENGTH	ENTRANCE GRADE	EXIT GRADE	K	MIDDLE ORDINATE	SSD/HSD	DESIGN SPEED
BETHEL VT. ROUTE 107										
	PVC	B 50+48.00	606.00							
	POC	B 50+50.00	606.08							
	POC	B 51+00.00	607.70							
SYMMETRICAL PARABOLA	PVI	B 51+08.00	608.37	120.00	3.9602%	0.7600%	38	-0.48	397	50
	POC	B 51+50.00	608.65							
	PVT	B 51+68.00	608.83							
	PVT	B 51+68.00	608.83							
	POT	B 52+00.00	609.07							
LINEAR	POT	B 52+50.00	609.45	117.00	0.7600%					50
	PVC	B 52+85.00	609.72							
	PVC	B 52+85.00	609.72							
	POC	B 53+00.00	609.83							
	POC	B 53+50.00	610.19							
	POC	B 54+00.00	610.53							
SYMMETRICAL PARABOLA	PVI	B 54+35.00	610.86	300.00	0.7600%	0.4700%	1034	-0.11	3871	50
	POC	B 54+50.00	610.84							
	POC	B 55+00.00	611.13							
	POC	B 55+50.00	611.39							
	PVT	B 55+85.00	611.56							
	PVT	B 55+85.00	611.56							
	POT	B 56+00.00	611.63							
	POT	B 56+50.00	611.87							
	POT	B 57+00.00	612.10							
	POT	B 57+50.00	612.34							
LINEAR	POT	B 58+00.00	612.57	505.00	0.4700%					50
	POT	B 58+50.00	612.81							
	POT	B 59+00.00	613.04							
	POT	B 59+50.00	613.28							
	POT	B 60+00.00	613.51							
	POT	B 60+50.00	613.75							
	PVC	B 60+90.00	613.94							
	PVC	B 60+90.00	613.94							
	POC	B 61+00.00	613.98							
	POC	B 61+50.00	614.18							
	POC	B 62+00.00	614.33							
	POC	B 62+50.00	614.42							
	POC	B 63+00.00	614.46							
SYMMETRICAL PARABOLA	PVI	B 63+00.00	614.92	420.00	0.4700%	-0.4200%	472	-0.47	1423	50
	VHIGH	B 63+11.80	614.46							
	POC	B 63+50.00	614.44							
	POC	B 64+00.00	614.38							
	POC	B 64+50.00	614.26							
	POC	B 65+00.00	614.08							
	PVCC	B 65+10.00	614.04							

VERTICAL ALIGNMENT TABLE SHEET #12

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(11)

FILE NAME: z10b214_vat_12.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214val2.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 207 OF 397

FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_vat_12.dgn
DATE/TIME = 3/17/2014
USER = 4916

VERTICAL ALIGNMENT TABLE

ELEMENT	POINT TYPE	STATION	ELEVATION	LENGTH	ENTRANCE GRADE	EXIT GRADE	K	MIDDLE ORDINATE	SSD/HSD	DESIGN SPEED
BETHEL VT. ROUTE 107										
	PVCC	B 65+10.00	614.04							
	POC	B 65+50.00	613.86							
	POC	B 66+00.00	613.61							
	POC	B 66+50.00	613.33							
	POC	B 67+00.00	613.02							
SYMMETRICAL PARABOLA	PVI	B 67+10.00	613.20	400.00	-0.4200%	-0.9200%	800	-0.25	2358	50
	POC	B 67+50.00	612.67							
	POC	B 68+00.00	612.30							
	POC	B 68+50.00	611.89							
	POC	B 69+00.00	611.45							
	PVT	B 69+10.00	611.36							
	PVT	B 69+10.00	611.36							
LINEAR	POT	B 69+50.00	610.99	140.00	-0.9200%					50
	POT	B 70+00.00	610.53							
	PVC	B 70+50.00	610.07							
	PVC	B 70+50.00	610.07							
	POC	B 71+00.00	609.58							
	POC	B 71+50.00	609.00							
	POC	B 72+00.00	608.34							
	POC	B 72+50.00	607.61							
	POC	B 73+00.00	606.80							
	POC	B 73+50.00	605.92							
SYMMETRICAL PARABOLA	PVI	B 73+80.00	607.04	660.00	-0.9200%	-2.9699%	322	-1.69	856	50
	POC	B 74+00.00	604.95							
	POC	B 74+50.00	603.91							
	POC	B 75+00.00	602.79							
	POC	B 75+50.00	601.59							
	POC	B 76+00.00	600.32							
	POC	B 76+50.00	598.96							
	POC	B 77+00.00	597.53							
	PVT	B 77+10.00	597.24							
	PVT	B 77+10.00	597.24							
	POT	B 77+50.00	596.05							
	POT	B 78+00.00	594.56							
LINEAR	POT	B 78+50.00	593.08	290.00	-2.9699%					50
	POT	B 79+00.00	591.59							
	POT	B 79+50.00	590.11							
	PVC	B 80+00.00	588.62							
	PVC	B 80+00.00	588.62							
	POC	B 80+50.00	587.22							
	POC	B 81+00.00	585.96							
	POC	B 81+50.00	584.85							
	POC	B 82+00.00	583.89							
	POC	B 82+50.00	583.09							
SYMMETRICAL PARABOLA	PVI	B 82+50.00	581.20	500.00	-2.9699%	0.0494%	166	1.89	752	50
	POC	B 83+00.00	582.43							
	POC	B 83+50.00	581.93							
	POC	B 84+00.00	581.58							
	POC	B 84+50.00	581.37							
	VLOW	B 84+91.82	581.32							
	PVT	B 85+00.00	581.32							
	PVT	B 85+00.00	581.32							
LINEAR	POT	B 85+50.00	581.35	105.00	0.0494%					50
	POT	B 86+00.00	581.37							
	PVC	B 86+05.00	581.38							
	PVC	B 86+05.00	581.38							
	POC	B 86+50.00	581.44							
SYMMETRICAL PARABOLA	PVI	B 86+55.00	581.40	100.00	0.0494%	0.4615%	243	0.05	951	50
	POC	B 87+00.00	581.61							
	PVT	B 87+05.00	581.63							

VERTICAL ALIGNMENT TABLE

ELEMENT	POINT TYPE	STATION	ELEVATION	LENGTH	ENTRANCE GRADE	EXIT GRADE	K	MIDDLE ORDINATE	SSD/HSD	DESIGN SPEED
BETHEL VT. ROUTE 107										
	PVT	B 87+05.00	581.63							
	POT	B 87+50.00	581.84							
	POT	B 88+00.00	582.07							
	POT	B 88+50.00	582.30							
LINEAR	POT	B 89+00.00	582.53	355.00	0.4615%					50
	POT	B 89+50.00	582.76							
	POT	B 90+00.00	582.99							
	POT	B 90+50.00	583.22							
	PVC	B 90+60.00	583.27							
	PVC	B 90+60.00	583.27							
	POC	B 91+00.00	583.44							
SYMMETRICAL PARABOLA	PVI	B 91+10.00	583.50	100.00	0.4615%	0.3013%	624	-0.02	6785	50
	POC	B 91+50.00	583.62							
	PVCC	B 91+60.00	583.65							
	PVCC	B 91+60.00	583.65							
	POC	B 92+00.00	583.74							
	VHIGH	B 92+45.24	583.78							
	POC	B 92+50.00	583.78							
	POC	B 93+00.00	583.73							
	POC	B 93+50.00	583.59							
	POC	B 94+00.00	583.36							
SYMMETRICAL PARABOLA	PVI	B 94+10.00	584.40	500.00	0.3013%	-1.4663%	283	-1.1	860	50
	POC	B 94+50.00	583.04							
	POC	B 95+00.00	582.63							
	POC	B 95+50.00	582.14							
	POC	B 96+00.00	581.55							
	POC	B 96+50.00	580.88							
	PVT	B 96+60.00	580.74							

VERTICAL ALIGNMENT TABLE SHEET #13

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(11)

FILE NAME: z10b214_vat_13.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214vat13.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 208 OF 397

FILE NAME = V:\Projects\VAVVK2\22426\CADD_MSTN\z10b214_vat_13.dgn
DATE/TIME = 3/17/2014
USER = 4916

VERTICAL ALIGNMENT TABLE

ELEMENT	POINT TYPE	STATION	ELEVATION	LENGTH	ENTRANCE GRADE	EXIT GRADE	K	MIDDLE ORDINATE	SSD/HSD	DESIGN SPEED
BETHEL VT. ROUTE 107										
	PVT	B 96+60.00	580.74							
	POT	B 97+00.00	580.15							
	POT	B 97+50.00	579.42							
	POT	B 98+00.00	578.69							
	POT	B 98+50.00	577.95							
	POT	B 99+00.00	577.22							
	POT	B 99+50.00	576.49							
	POT	B 100+00.00	575.75							
	POT	B 100+50.00	575.02							
	POT	B 101+00.00	574.29							
	POT	B 101+50.00	573.55							
	POT	B 102+00.00	572.82							
	POT	B 102+50.00	572.09							
	POT	B 103+00.00	571.35							
	POT	B 103+50.00	570.62							
	POT	B 104+00.00	569.89							
LINEAR	POT	B 104+50.00	569.15	1590.00	-1.4663%					50
	POT	B 105+00.00	568.42							
	POT	B 105+50.00	567.69							
	POT	B 106+00.00	566.95							
	POT	B 106+50.00	566.22							
	POT	B 107+00.00	565.49							
	POT	B 107+50.00	564.75							
	POT	B 108+00.00	564.02							
	POT	B 108+50.00	563.29							
	POT	B 109+00.00	562.56							
	POT	B 109+50.00	561.82							
	POT	B 110+00.00	561.09							
	POT	B 110+50.00	560.36							
	POT	B 111+00.00	559.62							
	POT	B 111+50.00	558.89							
	POT	B 112+00.00	558.16							
	PVC	B 112+50.00	557.42							
	PVC	B 112+50.00	557.42							
	POC	B 113+00.00	556.75							
	POC	B 113+50.00	556.20							
	POC	B 114+00.00	555.78							
	PVI	B 114+35.00	554.71							
SYMMETRICAL PARABOLA	POC	B 114+50.00	555.47	370.00	-1.4663%	0.3500%	204	0.84	8085	50
	POC	B 115+00.00	555.29							
	VLOW	B 115+48.70	555.23							
	POC	B 115+50.00	555.23							
	POC	B 116+00.00	555.30							
	PVCC	B 116+20.00	555.36							
	PVCC	B 116+20.00	555.36							
	POC	B 116+50.00	555.48							
	POC	B 117+00.00	555.77							
	POC	B 117+50.00	556.17							
	POC	B 118+00.00	556.67							
SYMMETRICAL PARABOLA	PVI	B 118+25.00	556.08	410.00	0.3500%	2.0700%	238	0.88	936	50
	POC	B 118+50.00	557.27							
	POC	B 119+00.00	557.98							
	POC	B 119+50.00	558.80							
	POC	B 120+00.00	559.72							
	PVT	B 120+30.00	560.32							

VERTICAL ALIGNMENT TABLE

ELEMENT	POINT TYPE	STATION	ELEVATION	LENGTH	ENTRANCE GRADE	EXIT GRADE	K	MIDDLE ORDINATE	SSD/HSD	DESIGN SPEED
BETHEL VT. ROUTE 107										
	PVT	B 120+30.00	560.32							
	POT	B 120+50.00	560.73							
	POT	B 121+00.00	561.77							
	POT	B 121+50.00	562.80							
	POT	B 122+00.00	563.84							
	POT	B 122+50.00	564.87							
	POT	B 123+00.00	565.91							
	POT	B 123+50.00	566.94							
	POT	B 124+00.00	567.98							
	POT	B 124+50.00	569.01							
	POT	B 125+00.00	570.05							
LINEAR	POT	B 125+50.00	571.08	1050.00	2.0700%					50
	POT	B 126+00.00	572.12							
	POT	B 126+50.00	573.15							
	POT	B 127+00.00	574.19							
	POT	B 127+50.00	575.22							
	POT	B 128+00.00	576.26							
	POT	B 128+50.00	577.29							
	POT	B 129+00.00	578.33							
	POT	B 129+50.00	579.36							
	POT	B 130+00.00	580.40							
	POT	B 130+50.00	581.43							
	PVC	B 130+80.00	582.05							
	PVC	B 130+80.00	582.05							
	POC	B 131+00.00	582.45							
	POC	B 131+50.00	583.28							
	POC	B 132+00.00	583.88							
	POC	B 132+50.00	584.25							
	POC	B 133+00.00	584.39							
	VHIGH	B 133+06.23	584.40							
SYMMETRICAL PARABOLA	POC	B 133+50.00	584.31	600.00	2.0700%	-3.4200%	109	-4.12	486	50
	PVI	B 133+80.00	588.26							
	POC	B 134+00.00	583.99							
	POC	B 134+50.00	583.45							
	POC	B 135+00.00	582.68							
	POC	B 135+50.00	581.68							
	POC	B 136+00.00	580.45							
	POC	B 136+50.00	578.99							
	PVT	B 136+80.00	578.00							
	PVT	B 136+80.00	578.00							
	POT	B 137+00.00	577.32							
	POT	B 137+50.00	575.61							
	POT	B 138+00.00	573.90							
LINEAR	POT	B 138+50.00	572.19	358.00	-3.4200%					50
	POT	B 139+00.00	570.48							
	POT	B 139+50.00	568.77							
	POT	B 140+00.00	567.06							
	PVC	B 140+38.00	565.76							

VERTICAL ALIGNMENT TABLE SHEET #14

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(11)

FILE NAME: z10b214_vat_14.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214vat14.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 209 OF 397

FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_vat_14.dgn
DATE/TIME = 3/17/2014
USER = 4916

VERTICAL ALIGNMENT TABLE

ELEMENT	POINT TYPE	STATION	ELEVATION	LENGTH	ENTRANCE GRADE	EXIT GRADE	K	MIDDLE ORDINATE	SSD/HSD	DESIGN SPEED
BETHEL VT. ROUTE 107										
	PVC	B 140+38.00	565.76							
	POC	B 140+50.00	565.35							
	POC	B 141+00.00	563.73							
	POC	B 141+50.00	562.23							
	POC	B 142+00.00	560.84							
	POC	B 142+50.00	559.58							
	POC	B 143+00.00	558.43							
	POC	B 143+50.00	557.40							
SYMMETRICAL PARABOLA	PVI	B 143+88.00	553.79	700.00	-3.4200%	-0.1000%	211	2.91	868	50
	POC	B 144+00.00	556.49							
	POC	B 144+50.00	555.70							
	POC	B 145+00.00	555.02							
	POC	B 145+50.00	554.47							
	POC	B 146+00.00	554.03							
	POC	B 146+50.00	553.71							
	POC	B 147+00.00	553.51							
	PVT	B 147+38.00	553.44							
	PVT	B 147+38.00	553.44							
	POT	B 147+50.00	553.43							
	POT	B 148+00.00	553.38							
	POT	B 148+50.00	553.33							
LINEAR	POT	B 149+00.00	553.28	327.00	-0.1000%					50
	POT	B 149+50.00	553.23							
	POT	B 150+00.00	553.18							
	POT	B 150+50.00	553.13							
	PVC	B 150+65.00	553.11							
	PVC	B 150+65.00	553.11							
	POC	B 151+00.00	553.06							
	POC	B 151+50.00	552.90							
	POC	B 152+00.00	552.64							
SYMMETRICAL PARABOLA	PVI	B 152+40.00	552.94	350.00	-0.1000%	-1.3900%	271	-0.56	1012	50
	POC	B 152+50.00	552.30							
	POC	B 153+00.00	551.86							
	POC	B 153+50.00	551.33							
	POC	B 154+00.00	550.71							
	PVT	B 154+15.00	550.51							
	PVT	B 154+15.00	550.51							
	POT	B 154+50.00	550.02							
LINEAR	POT	B 155+00.00	549.32	160.00	-1.3900%					50
	POT	B 155+50.00	548.63							
	PVC	B 155+75.00	548.28							
	PVC	B 155+75.00	548.28							
	POC	B 156+00.00	547.99							
SYMMETRICAL PARABOLA	PVI	B 156+25.00	547.59	100.00	-1.3900%	0.3500%	57	0.22	283	50
	POC	B 156+50.00	547.73							
	VLOW	B 156+54.89	547.73							
	PVT	B 156+75.00	547.76							
	PVT	B 156+75.00	547.76							
	POT	B 157+00.00	547.85							
LINEAR	POT	B 157+50.00	548.02	125.00	0.3500%					50
	PVC	B 158+00.00	548.20							
	PVC	B 158+00.00	548.20							
	POC	B 158+50.00	548.29							
	VHIGH	B 158+53.35	548.29							
	POC	B 159+00.00	548.22							
SYMMETRICAL PARABOLA	PVI	B 159+25.00	548.64	250.00	0.3500%	-1.2900%	152	-0.51	783	50
	POC	B 159+50.00	547.99							
	POC	B 160+00.00	547.59							
	PVT	B 160+50.00	547.02							

VERTICAL ALIGNMENT TABLE

ELEMENT	POINT TYPE	STATION	ELEVATION	LENGTH	ENTRANCE GRADE	EXIT GRADE	K	MIDDLE ORDINATE	SSD/HSD	DESIGN SPEED
BETHEL VT. ROUTE 107										
	PVT	B 160+50.00	547.02							
	POT	B 161+00.00	546.38							
LINEAR	POT	B 161+50.00	545.73	162.00	-1.2900%					50
	POT	B 162+00.00	545.09							
	PVC	B 162+12.00	544.93							
	PVC	B 162+12.00	544.93							
	POC	B 162+50.00	544.51							
	POC	B 163+00.00	544.15							
	PVI	B 163+37.00	543.32							
SYMMETRICAL PARABOLA	POC	B 163+50.00	544.02	250.00	-1.2900%	0.9912%	110	0.71	913	50
	VLOW	B 163+53.37	544.02							
	POC	B 164+00.00	544.12							
	POC	B 164+50.00	544.45							
	PVT	B 164+62.00	544.56							
	PVT	B 164+62.00	544.56							
LINEAR	POT	B 165+00.00	544.94	58.00	0.9912%					50
	PVC	B 165+20.00	545.14							
	PVC	B 165+20.00	545.14							
	POC	B 165+50.00	545.40							
	POC	B 166+00.00	545.71							
	PVI	B 166+45.00	546.38							
SYMMETRICAL PARABOLA	POC	B 166+50.00	545.86	250.00	0.9912%	-0.6829%	149	-0.52	770	50
	VHIGH	B 166+68.02	545.87							
	POC	B 167+00.00	545.84							
	POC	B 167+50.00	545.64							
	PVCC	B 167+70.00	545.52							
	PVCC	B 167+70.00	545.52							
	POC	B 168+00.00	545.20							
SYMMETRICAL PARABOLA	PVI	B 168+20.00	545.18	100.00	-0.6829%	-3.3540%	37	-0.33	454	50
	POC	B 168+50.00	544.12							
	PVT	B 168+70.00	543.50							
	PVT	B 168+70.00	543.50							
LINEAR	POT	B 169+00.00	542.50	45.00	-3.3540%					50
	PVC	B 169+15.00	541.99							
	PVC	B 169+15.00	541.99							
	POC	B 169+50.00	541.00							
SYMMETRICAL PARABOLA	PVI	B 169+50.00	540.82	70.00	-3.3540%	-1.2652%	34	0.18	806	50
	PVT	B 169+85.00	540.38							
	PVT	B 169+85.00	540.38							
LINEAR	POT	B 170+00.00	540.19	43.00	-1.2652%					50
	POE	B 170+28.00	539.83							
VT. ROUTE 100										
	POB	V 10+00.00	749.98							
LINEAR	PVI	V 10+11.00	750.37	11.00	3.5138%					50
	PVI	V 10+11.00	750.37							
	POT	V 10+50.00	749.83							
	POT	V 11+00.00	749.15							
LINEAR	POT	V 11+50.00	748.46	289.00	-1.3720%					50
	POT	V 12+00.00	747.77							
	POT	V 12+50.00	747.09							
	POE	V 13+00.00	746.40							

VERTICAL ALIGNMENT TABLE SHEET #15

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(11)

FILE NAME: z10b214_vat_15.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214vat15.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 210 OF 397

FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_vat_15.dgn
DATE/TIME = 3/17/2014
USER = 4916

Stockbridge-Bethel VT STP 2910(1)
Client: **Vermont Agency of Transportation**
Contractor: **Mike's Boring & Coring**
Driller: **D. Johnson**
Inspector: **K. Owens**

VT State Route 107
Pavement Reclamation
CHA No. 23028
Auger Probe Drilling Notes

BORING NO.	DATE DRILLED	MILE MARKER	OFFSET (FT)	DEPTH (FT)	SAMPLE TYPE	FIELD DESCRIPTION: SOIL TYPE, COLOR, MOISTURE	LABORATORY RESULTS: % MOISTURE	AASHTO CLASS.	ASTM CLASS.	% GRAVEL	% SAND	% FINES	LIQUID LIMIT	PLASTIC LIMIT
B-101	6/20/2011	0.00		0.0 - 0.5		Asphalt Pavement								
				0.5 - 0.8		f.m.c. SAND, lit. f.c. gravel, brn, moist (subbase)		A-1-b	SP					
				0.8 - 5.0	Auger	SILT, lit. f. sand, tr. f.c. gravel, brn, moist		A-4	ML					
						End of Boring @ 5.0 feet								
B-102	6/20/2011	0.20		0.0 - 0.6		Asphalt Pavement								
				0.6 - 0.9		f.c. GRAVEL, lit. f.m.c. sand, tr. silt, brn, moist (subbase)		A-1-b	GP					
				0.9 - 2.5	Auger	f.m.c. SAND, S. f.c. gravel, lit. silt, brn, moist	3.5	A-2-4	SM	32.5	48.0	19.6	-	-
				2.5 - 5.0	Auger	f. SAND, S. Silt, tr. f.c. gravel, brn, moist	7.6	A-2-4	SM	21.8	50.8	27.4	-	-
						End of Boring @ 5.0 feet								
B-103	6/20/2011	0.40		0.0 - 0.3		Asphalt Pavement								
				0.3 - 0.6		f.c. GRAVEL, lit. f.m.c. sand, tr. silt, blk, moist (subbase)		A-1-b	GP					
				0.6 - 3.0		f.m.c. SAND, S. Silt, lit. f.c. gravel, brn, moist		A-2-4	SM					
				3.0 - 5.0	Auger	f.m.c. SAND, lit. clayey silt, lit. f.c. gravel		A-2-4	SM					
						gry/brn, moist								
						End of Boring @ 5.0 feet								
B-104	6/20/2011	0.60		0.0 - 0.5		Asphalt Pavement								
				0.5 - 4.5	Auger	f.m.c. SAND, S. Clayey Silt, tr. f.c. gravel,		A-2-4	SM					
						brn, moist								
				4.5 - 5.0		turns gray at 4.5'								
						End of Boring @ 5.0 feet								
B-105	6/20/2011	0.80		0.0 - 0.8		Asphalt Pavement								
				0.8 - 2.5	Auger	f.c. GRAVEL, AND f.m.c. SAND, lit. silt, brn, moist	3.7	A-1-b	GM	43.2	39.0	17.8	-	-
				2.5 - 3.0	Auger	CLAYEY SILT, AND f.m.c. SAND, tr. f. gravel, brn,	18	A-4	SM	17.8	36.2	46.0	-	-
						moist								
				3.0 - 5.0		Driller notes soil becomes soft @ 3.0 feet								
						End of Boring @ 5.0 feet								
B-106	6/20/2011	1.00		0.0 - 0.8		Asphalt Pavement								
				0.8 - 2.6	Auger	f.m.c. SAND, S. Silt, tr. f. gravel, brn, moist		A-2-4	SM					
						Auger refusal @ 2.6 feet								
B-107	6/20/2011	1.20		0.0 - 0.7		Asphalt Pavement								
				0.7 - 0.9		f.c. GRAVEL, gry/blk, moist (subbase)		A-1-a	GP					
				0.9 - 3.8	Auger	f.m.c. SAND, S. Silt, tr. f. gravel, brn, moist		A-2-4	SM					
				3.8 - 5.0		f.m.c. SAND, S. Clayey Silt, tr. f. gravel, brn,		A-2-4	SM					
						moist								
						End of Boring @ 5.0 feet								
B-108	6/20/2011	1.40		0.0 - 0.7		Asphalt Pavement								
				0.7 - 1.0		Subbase								
				1.0 - 2.6		f.m.c. SAND, S. Silt, tr. f. gravel, brn, moist		A-2-4	SM					
				2.6 - 5.0	Auger	f.m.c. SAND, AND Clayey SILT, S. f. Gravel, brn, moist	13.6	A-4	SM	27.1	37.0	35.9	-	-
						End of Boring @ 5.0 feet								

Stockbridge-Bethel VT STP 2910(1)
Client: **Vermont Agency of Transportation**
Contractor: **Mike's Boring & Coring**
Driller: **D. Johnson**
Inspector: **K. Owens**

VT State Route 107
Pavement Reclamation
CHA No. 23028
Auger Probe Drilling Notes

BORING NO.	DATE DRILLED	MILE MARKER	OFFSET (FT)	DEPTH (FT)	SAMPLE TYPE	FIELD DESCRIPTION: SOIL TYPE, COLOR, MOISTURE	LABORATORY RESULTS: % MOISTURE	AASHTO CLASS.	ASTM CLASS.	% GRAVEL	% SAND	% FINES	LIQUID LIMIT	PLASTIC LIMIT
B-109	6/20/2011	1.60		0.0 - 0.6		Asphalt Pavement								
				0.6 - 0.8		f.c. GRAVEL, gry/blk, moist (subbase)		A-1-b	GP					
				0.8 - 3.7		f.m.c. SAND, S. Silt, tr. f. gravel, brn, moist		A-2-4	SM					
				3.7 - 5.0		f.m.c. SAND, S. Clayey Silt, tr. f. gravel, brn,		A-2-4	SM					
						Auger refusal @ 5.0 feet								
B-110	6/20/2011	1.80		0.0 - 0.9		Asphalt Pavement								
				0.9 - 1.2		Subbase								
				1.2 - 5.0	Auger	f.m.c. SAND, lit. silt, tr. f.c. gravel, brn, moist		A-2-4	SM					
						End of Boring @ 5.0 feet								
B-111	6/20/2011	2.00		0.0 - 0.5		Asphalt Pavement								
				0.5 - 0.8		f.c. GRAVEL, lit. f.m.c. sand, gry/blk, moist (subbase)		A-1-b	GP					
				0.8 - 5.0		f.m.c. SAND, S. Silt, tr. f. gravel, brn, moist		A-2-4	SM					
						Auger refusal @ 2.1 feet								
B-112	6/20/2011	2.20		0.0 - 0.5		Asphalt Pavement								
				0.5 - 0.8		f.c. GRAVEL, blk, moist (subbase)		A-1-b	GP					
				0.8 - 5.0	Auger	f.m.c. SAND, lit. silt, tr. f.gravel, brn, moist		A-2-4	SM					
						End of Boring @ 5.0 feet								
B-113	6/20/2011	2.40		0.0 - 0.7		Asphalt Pavement								
				0.7 - 1.0		Subbase								
				1.0 - 4.7	Auger	f.m.c. SAND, S. f. Gravel, lit. silt, brn, moist	7.3	A-2-4	SM	33.2	46.6	20.2	-	-
				4.7 - 5.0		becomes wet @ 4.7'								
						End of Boring @ 5.0 feet								
B-114	6/20/2011	2.60		0.0 - 0.6		Asphalt Pavement								
				0.6 - 0.8		Subbase								
				0.8 - 5.0	Auger	f.m.c. SAND, lit. silt, tr. f. gravel, brn, moist		A-2-4	SM					
						End of Boring @ 5.0 feet								
B-115	6/20/2011	2.80		0.0 - 0.6		Asphalt Pavement								
				0.6 - 0.8		Subbase								
				0.8 - 5.0		f.m.c. SAND, lit. clayey silt, tr. f. gravel, brn, moist		A-2-4	SM					
						End of Boring @ 5.0 feet								
B-116	6/20/2011	3.00		0.0 - 0.5		Asphalt Pavement								
				0.5 - 0.8		Subbase								
				0.8 - 5.0	Auger	f.m.c. SAND, lit. silt, tr. f. gravel, brn, moist		A-2-4	SM					
						End of Boring @ 5.0 feet								
B-117	6/20/2011	3.20				Omitted due to conflicts with ongoing								
						construction at intersection with								
						Stony Brook Road								

NOTES:

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3. THE AUGER PROBE INFORMATION REFLECTS THE FIELD CONDITIONS PRIOR TO TROPICAL STORM IRENE.
4. SEE ROADWAY LAYOUT SHEETS FOR BORE HOLE LOCATIONS.

BORING LOGS SHEET #1

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_bl_01.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214bll.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 211 OF 397

FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_bl_01.dgn
DATE/TIME = 3/17/2014
USER = 4916

Stockbridge-Bethel VT STP 2910(1)
Client: **Vermont Agency of Transportation**
Contractor: **Mike's Boring & Coring**
Driller: **D. Johnson**
Inspector: **K. Owens**

VT State Route 107
Pavement Reclamation
CHA No. 23028
Auger Probe Drilling Notes

BORING NO.	DATE DRILLED	MILE MARKER	OFFSET (FT)	DEPTH (FT)	SAMPLE TYPE	FIELD DESCRIPTION	LABORATORY RESULTS							
						SOIL TYPE, COLOR, MOISTURE	% MOISTURE	AASHTO CLASS.	ASTM CLASS.	% GRAVEL	% SAND	% FINES	LIQUID LIMIT	PLASTIC LIMIT
B-118	6/20/2011	3.40		0.0 - 0.5		Asphalt Pavement								
				0.5 - 0.9		Subbase								
				0.9 - 2.5	Auger	f.c. GRAVEL, S. f.m.c. Sand, l. silt, brn, moist	4.7	A-1-b	GM	50.9	32.3	16.8	-	-
						Auger refusal @ 2.5 feet								
B-119	6/20/2011	3.60		0.0 - 0.6		Asphalt Pavement								
				0.6 - 0.9		Subbase								
				0.9 - 2.1		f.m.c SAND, lit. silt, tr. f. gravel, rd/brn, moist		A-2-4	SM					
				2.1 - 5.0	Auger	turns light brn @ 2.1 feet								
						End of Boring @ 5.0 feet								
B-120	6/20/2011	3.80		0.0 - 0.9		Asphalt Pavement								
				0.9 - 5.0	Auger	f.m.c. SAND, lit. silt, lit. f.c. gravel, brn, moist		A-1-b	SM					
						End of Boring @ 5.0 feet								
B-121	6/20/2011	4.00		0.0 - 0.9		Asphalt Pavement								
				0.9 - 3.5		f.m.c. SAND, S. Silt, lit. f. gravel, brn, moist		A-2-4	SM					
						Auger refusal @ 3.5 feet								
B-122	6/20/2011	4.20		0.0 - 0.8		Asphalt Pavement								
				0.8 - 4.7	Auger	f.m.c. SAND, lit. silt, lit. f.c. gravel, brn, moist		A-1-b	SM					
						Auger refusal @ 4.7 feet								
B-123	6/20/2011	4.40		0.0 - 0.8		Asphalt Pavement								
				0.8 - 1.2		Subbase								
				1.2 - 5.0	Auger	f.m.c. SAND, S. Silt, S. f. Gravel, brn, moist	6.9	A-2-4	SM	23.3	49.2	27.5	-	-
						End of Boring @ 5.0 feet								
B-124	6/20/2011	4.60		0.0 - 0.8		Asphalt Pavement								
				0.8 - 5.0	Auger	f.m.c. SAND, S. Silt, tr. f. gravel, brn, moist		A-2-4	SM					
				0.8 - 5.0		Driller noted very difficult drilling								
						End of Boring @ 5.0 feet								
B-125	6/20/2011	4.80		0.0 - 0.7		Asphalt Pavement								
				0.7 - 1.1		Subbase								
				1.1 - 5.0	Auger	f.m.c. SAND, lit. silt, lit. f.c. gravel, brn, moist		A-1-b						
				1.1 - 5.0		Driller noted very difficult drilling								
						End of Boring @ 5.0 feet								

Stockbridge-Bethel VT STP 2910(1)
Client: **Vermont Agency of Transportation**
Contractor: **Mike's Boring & Coring**
Driller: **D. Johnson**
Inspector: **K. Owens**

VT State Route 107
Pavement Reclamation
CHA No. 23028
Auger Probe Drilling Notes

BORING NO.	DATE DRILLED	MILE MARKER	OFFSET (FT)	DEPTH (FT)	SAMPLE TYPE	FIELD DESCRIPTION	LABORATORY RESULTS							
						SOIL TYPE, COLOR, MOISTURE	% MOISTURE	AASHTO CLASS.	ASTM CLASS.	% GRAVEL	% SAND	% FINES	LIQUID LIMIT	PLASTIC LIMIT
B-126	6/21/2011	5.00		0.0 - 0.8		Asphalt Pavement								
				0.8 - 3.6		f.m.c. SAND, lit. silt, tr. f.c. gravel, brn, moist		A-2-4	SM					
				3.6 - 5.0	Auger	turns dark brown at 3.6 feet								
						End of Boring @ 5.0 feet								
B-127	6/21/2011	5.20		0.0 - 0.8		Asphalt Pavement								
				0.8 - 1.0		Subbase								
				1.0 - 2.9	Auger	f.m.c. SAND, S. f.c. Gravel, lit. silt, l. brn, moist	4.5	A-1-b	SM	29.0	53.4	17.6	-	-
				2.9 - 5.0		turns brown @ 2.9 feet								
						End of Boring @ 5.0 feet								
B-128	6/21/2011	5.40		0.0 - 0.6		Asphalt Pavement								
				0.6 - 0.9		Subbase								
				0.9 - 2.6	Auger	f.m.c. SAND, tr. silt, tr. f.c. gravel, brn, moist		A-3	SP					
				2.6 - 5.0		grades to lit. silt, d. brn @ 2.6 feet			SM					
						End of Boring @ 5.0 feet								
B-129	6/21/2011	5.60		0.0 - 0.6		Asphalt Pavement								
				0.6 - 0.9		Subbase								
				0.9 - 2.1	Auger	f.m.c. SAND, lit. silt, tr. f.c. gravel, l. brn, moist		A-2-4	SM					
				2.1 - 5.0		SILT, lit. f.m.c. sand, tr. f. gravel, brn, moist		A-4	ML					
						End of Boring @ 5.0 feet								
B-130	6/21/2011	5.80		0.0 - 1.1		Asphalt Pavement								
				1.1 - 5.0	Auger	f.m.c. SAND, S. Silt, tr. f. gravel, brn, moist	7	A-2-4	SM	23.8	52.1	24.2	-	-
				1.1 - 5.0		Auger grinding throughout drilling								
						End of Boring @ 5.0 feet								
B-131	6/21/2011	6.00		0.0 - 0.7		Asphalt Pavement								
				0.7 - 1.7	Auger	f.m.c. SAND, S. Silt, tr. f. gravel, brn, moist		A-2-4	SM					
						Auger refusal @ 1.7 feet								
B-132	6/21/2011	6.20		0.0 - 0.8		Asphalt Pavement								
				0.8 - 0.9		Subbase								
				0.9 - 5.0	Auger	f.m.c. SAND, tr. silt, tr. f. gravel, brn, moist		A-3	SP					
						End of Boring @ 5.0 feet								
B-133	6/21/2011	6.40		0.0 - 0.8		Asphalt Pavement								
				0.8 - 1.5	Auger	f.m.c. SAND, AND f. GRAVEL, lit. silt, brn, moist	2.5	A-1-b	SM	39.8	44.6	15.6	-	-
						Auger refusal @ 1.5 feet								

NOTES:

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3. THE AUGER PROBE INFORMATION REFLECTS THE FIELD CONDITIONS PRIOR TO TROPICAL STORM IRENE.
4. SEE ROADWAY LAYOUT SHEETS FOR BORE HOLE LOCATIONS.

BORING LOGS SHEET #2

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_b1_02.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214b12.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 212 OF 397

FILE NAME = V:\Projects\VHY\K2\22426\CADD_MSTN\z10b214_b1_02.dgn
DATE/TIME = 3/17/2014
USER = 4416

Stockbridge-Bethel VT STP 2910(1)
Client: **Vermont Agency of Transportation**
Contractor: **Mike's Boring & Coring**
Driller: **D. Johnson**
Inspector: **K. Owens**

VT State Route 107
Pavement Reclamation
CHA No. 23028
Auger Probe Drilling Notes

BORING NO.	DATE DRILLED	MILE MARKER	OFFSET (FT)	DEPTH (FT)	SAMPLE TYPE	FIELD DESCRIPTION: SOIL TYPE, COLOR, MOISTURE	LABORATORY RESULTS: % MOISTURE	AASHTO CLASS.	ASTM CLASS.	% GRAVEL	% SAND	% FINES	LIQUID LIMIT	PLASTIC LIMIT
B-134	6/21/2011	6.60		0.0 - 1.1		Asphalt Pavement								
				1.1 - 5.0	Auger	f. SAND, lit. silt, tr. m.c. sand, brown		A-2-4	SM					
						End of Boring @ 5.0 feet								
B-135	6/21/2011	6.80		0.0 - 0.5		Asphalt Pavement								
				0.5 - 0.8		Subbase								
				0.8 - 5.0	Auger	f.m.c. SAND, tr. silt, tr. f. gravel, brn, moist		A-3	SP					
						End of Boring @ 5.0 feet								
B-136	6/21/2011	7.00		0.0 - 0.7		Asphalt Pavement								
				0.7 - 1.0		Subbase								
				1.0 - 5.0	Auger	f.m.c. SAND, S. Silt, tr. f. gravel, brn, moist	11.4	A-2-4	SM	4.1	60.8	35.1	-	-
						End of Boring @ 5.0 feet								
B-137	6/21/2011	7.20		0.0 - 0.6		Asphalt Pavement								
				0.6 - 1.0		Subbase								
				1.0 - 5.0	Auger	f.m.c. SAND, S. Silt, S. f.c. Gravel, brn, moist	6.8	A-2-4	SM	31.5	38.4	30.2	-	-
						End of Boring @ 5.0 feet								
B-138	6/21/2011	7.40		0.0 - 0.8		Asphalt Pavement								
				0.8 - 0.9		Subbase								
				0.9 - 5.0	Auger	f.m.c. SAND, S. Silt, tr. f. gravel, brn, moist	10.6	A-2-4	SM	17.8	54.5	27.7	-	-
				0.9 - 5.0		Driller noted very difficult drilling								
						End of Boring @ 5.0 feet								
B-139	6/21/2011	7.60		0.0 - 0.8		Asphalt Pavement								
				0.8 - 0.9		Subbase								
				0.9 - 3.0	Auger	f. SAND, S. Silt, tr. m.c. sand, tr. f. gravel, brn, moist		A-2-4	SM					
				3.0 - 5.0		becomes soft, wet @ 3.0 feet								
						End of Boring @ 5.0 feet								
B-140	6/21/2011	7.80		0.0 - 0.9		Asphalt Pavement								
				0.9 - 1.1		Subbase								
				1.1 - 5.0	Auger	f.m.c. SAND, tr. silt, tr. f.c. gravel, brn, moist		A-2-4	SM					
						End of Boring @ 5.0 feet								
B-141	6/21/2011	8.00		0.0 - 0.9		Asphalt Pavement								
				0.9 - 5.0	Auger	f.m.c. SAND, S. Silt, S. f.c. Gravel, brn, moist	7.1	A-2-4	SM	26.7	41.0	32.2	-	-
						Auger refusal @ 5.0 feet								
B-142	6/21/2011	8.20		0.0 - 0.5		Asphalt Pavement								
				0.5 - 1.7		Subbase								
						Auger refusal @ 1.7 feet								

Stockbridge-Bethel VT STP 2910(1)
Client: **Vermont Agency of Transportation**
Contractor: **Mike's Boring & Coring**
Driller: **D. Johnson**
Inspector: **K. Owens**

VT State Route 107
Pavement Reclamation
CHA No. 23028
Auger Probe Drilling Notes

BORING NO.	DATE DRILLED	MILE MARKER	OFFSET (FT)	DEPTH (FT)	SAMPLE TYPE	FIELD DESCRIPTION: SOIL TYPE, COLOR, MOISTURE	LABORATORY RESULTS: % MOISTURE	AASHTO CLASS.	ASTM CLASS.	% GRAVEL	% SAND	% FINES	LIQUID LIMIT	PLASTIC LIMIT
B-143	6/21/2011	8.40		0.0 - 0.7		Asphalt Pavement								
				0.7 - 1.3		f.m.c. SAND, tr. silt, tr. f.c. gravel, brn, moist (subbase)		A-3	SP					
				1.3 - 5.0	Auger	f.m.c. SAND, lit. silt, tr. f. gravel, brn, moist		A-2-4	SM					
						End of Boring @ 5.0 feet								
B-144	6/21/2011	8.60		0.0 - 0.5		Asphalt Pavement								
				0.5 - 0.9		f.c. GRAVEL, lit. f.m.c. sand, gry/blk, moist (subbase)		A-1-b	GP					
				0.9 - 4.2	Auger	f.m.c. SAND, S. Silt, S. f.c. Gravel, brn, moist	7.7	A-2-4	SM	33.4	34.1	32.5	-	-
				4.2 - 5.0		turns gray @ 5.0 feet								
						End of Boring @ 5.0 feet								
B-145	6/21/2011	8.80		0.0 - 0.7		Asphalt Pavement								
				0.7 - 5.0	Auger	f.m.c. SAND, lit. silt, tr. f.c. gravel, brn, moist		A-2-4	SM					
				0.7 - 5.0		Cobbles visible in boring sides								
						End of Boring @ 5.0 feet								
B-146	6/21/2011	9.00		0.0 - 0.6		Asphalt Pavement								
				0.6 - 0.8		f.c. GRAVEL (subbase)								
				0.8 - 2.5	Auger	f.m.c. SAND, lit. f.c. gravel, tr. silt, brn, moist		A-3	SP					
						Auger refusal @ 2.5 feet								
B-147	6/21/2011	9.20		0.0 - 0.8		Asphalt Pavement								
				0.8 - 1.25		No recovery								
						Auger refusal @ 1.25 feet								
B-148	6/21/2011	9.40		0.0 - 0.9		Asphalt Pavement								
				0.9 - 5.0	Auger	f.m.c. SAND, lit. silt, tr. f.c. gravel, brn, moist		A-2-4	SM					
						End of Boring @ 5.0 feet								
B-149	6/21/2011	9.60		0.0 - 1.0		Asphalt Pavement								
				1.0 - 5.0	Auger	f.m.c. SAND, S. Silt, lit. f.c. gravel, brn, moist	11.6	A-2-4	SM	18.4	57.7	24.0	-	-
						End of Boring @ 5.0 feet								
B-150	6/21/2011	9.80		0.0 - 0.9		Asphalt Pavement								
				0.9 - 1.0		Subbase								
				1.0 - 5.0	Auger	f. SAND, tr. silt, tr. m.c. sand, tr. f. gravel, brn, moist		A-2-4	SM					
						End of Boring @ 5.0 feet								
B-151	6/21/2011	10.00		0.0 - 0.8		Asphalt Pavement								
				0.8 - 5.0	Auger	f.c. GRAVEL, AND f.m.c. SAND, lit. silt, brn, moist	4	A-2-4	GM	48.3	37.6	14.2	-	-
						End of Boring @ 5.0 feet								
B-152	6/21/2011	10.20				Boring omitted due to large potential for conflicts with existing utilities								

NOTES:

1. GROUNDWATER OBSERVATION MADE DURING DRILLING MAY NOT REPRESENT STATIC CONDITIONS.
2. AASHTO CLASSIFICATIONS ARE BASED ON THE VISUAL OBSERVATIONS WHEN NOT ACCOMPANIED BY LABORATORY DATA.
3. THE AUGER PROBE INFORMATION REFLECTS THE FIELD CONDITIONS PRIOR TO TROPICAL STORM IRENE.
4. SEE ROADWAY LAYOUT SHEETS FOR BORE HOLE LOCATIONS.

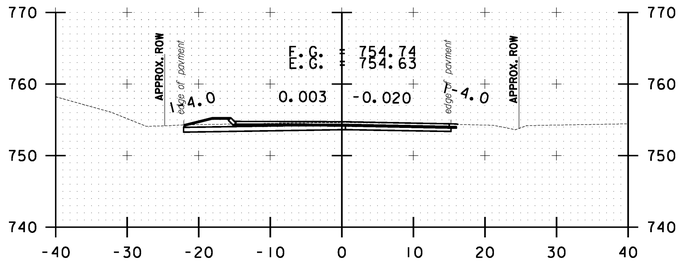
BORING LOGS SHEET #3

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)

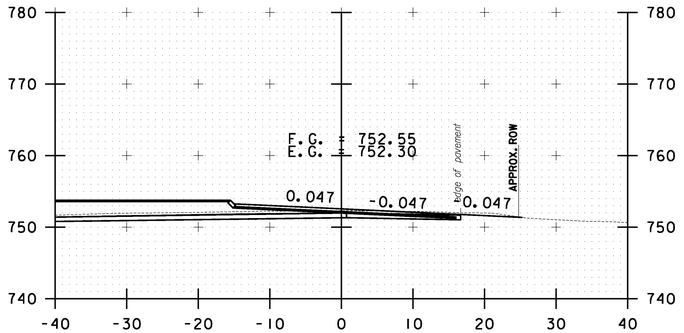
FILE NAME: z10b214_bl_03.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214bl3.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 213 OF 397

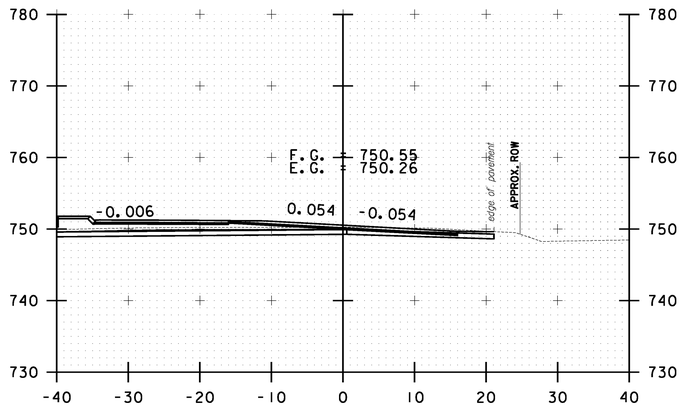
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DATE/TIME = 3/17/2014
USER = 4416



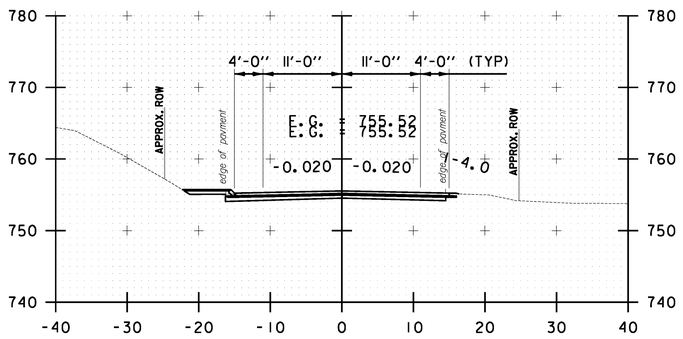
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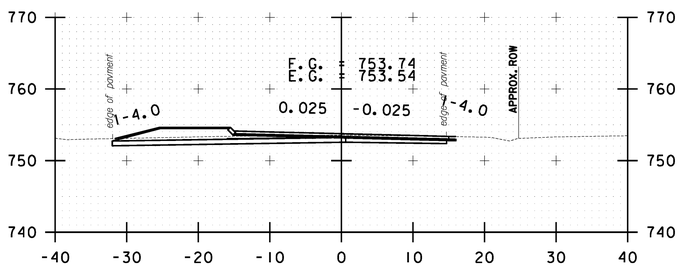
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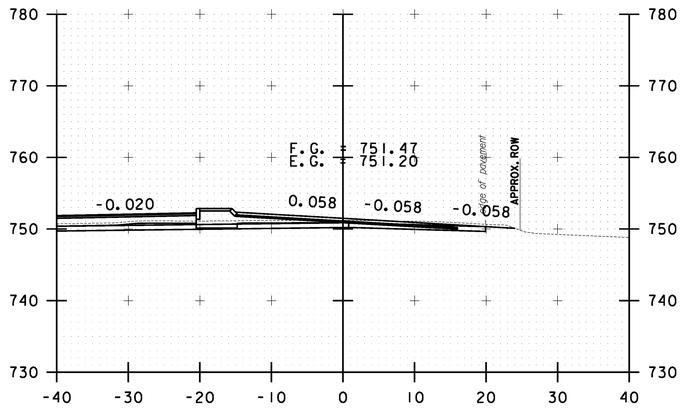
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0+00.00



1+00.00



2+00.00

10 0 10
SCALE IN FEET

STOCKBRIDGE CROSS SECTION SHEET #1

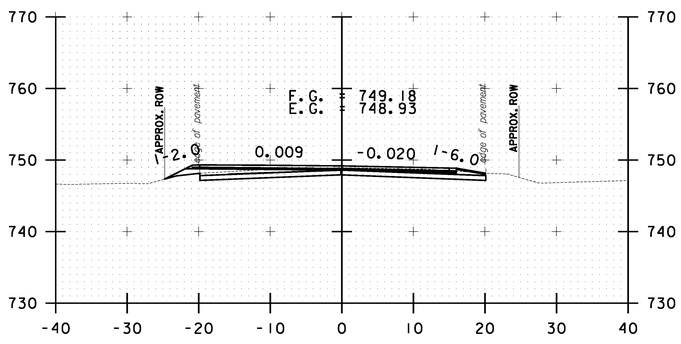
PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

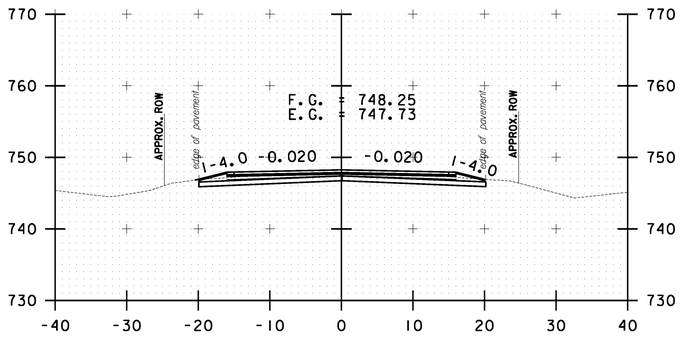
FILE NAME: z10b214_stock_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xsi.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 214 OF 397

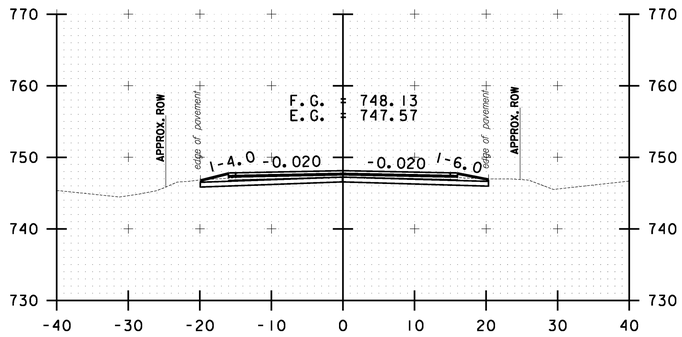
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DATE/TIME = 3/17/2014
USER = 4916



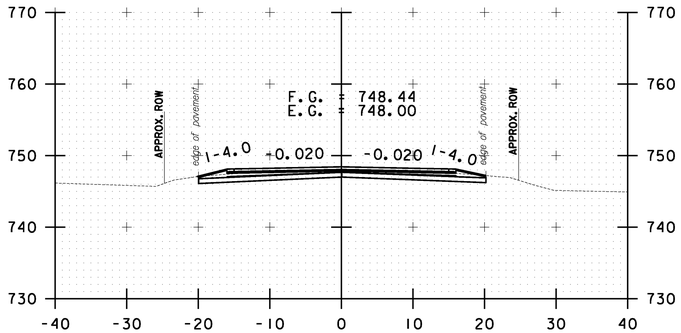
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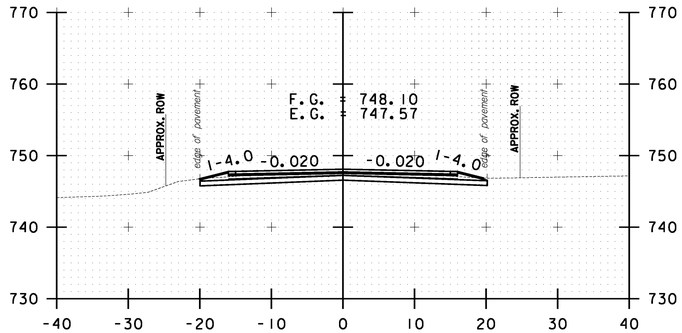
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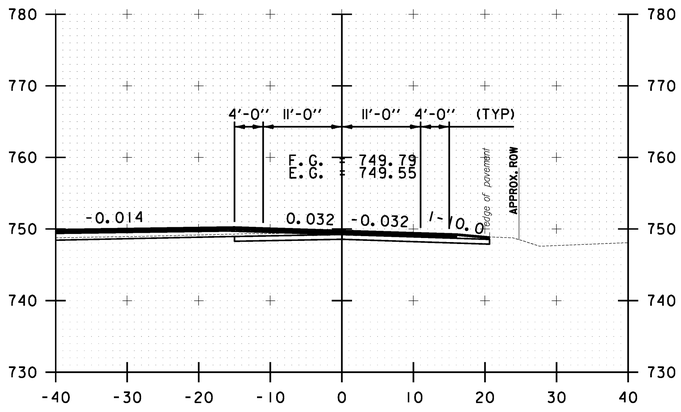
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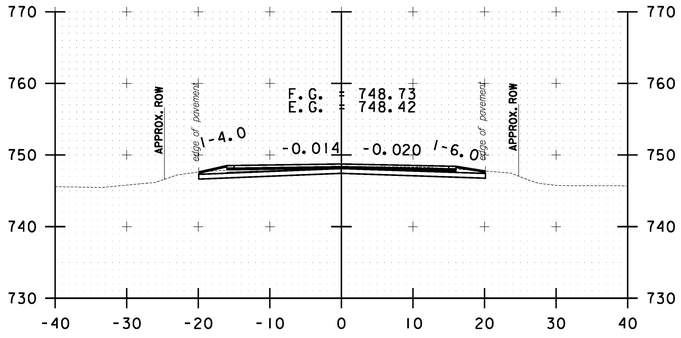
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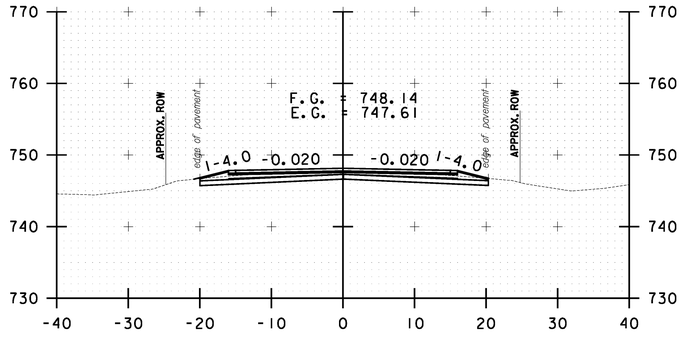
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3+00.00



4+00.00



5+50.00

10 0 10
SCALE IN FEET

STOCKBRIDGE CROSS SECTION SHEET #2

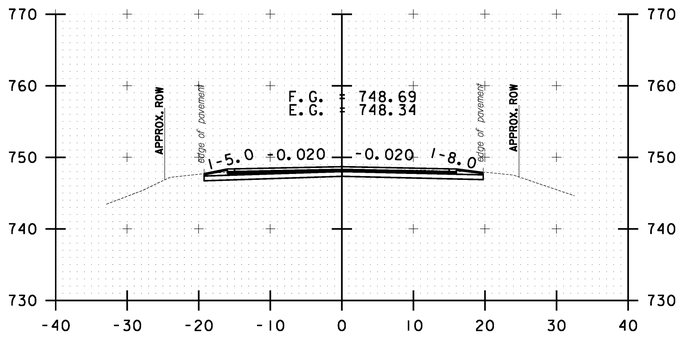
PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

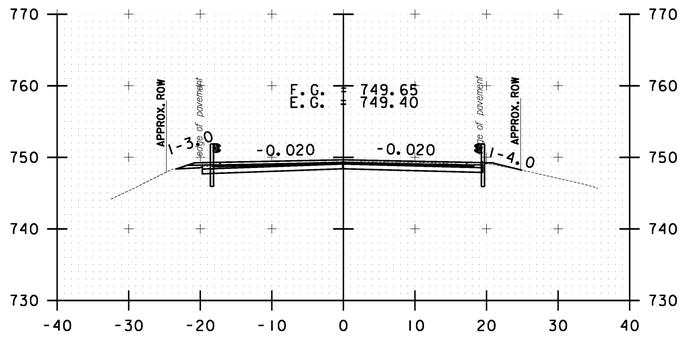
FILE NAME: z10b214_stock_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xs2.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 215 OF 397

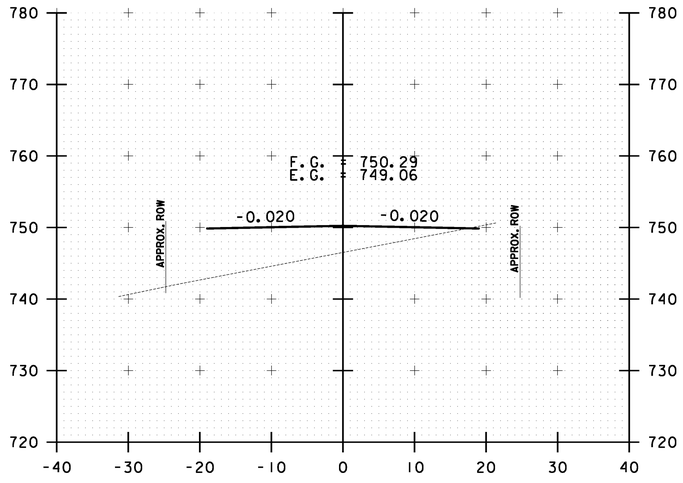
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DATE/TIME = 3/17/2014
USER = 4916



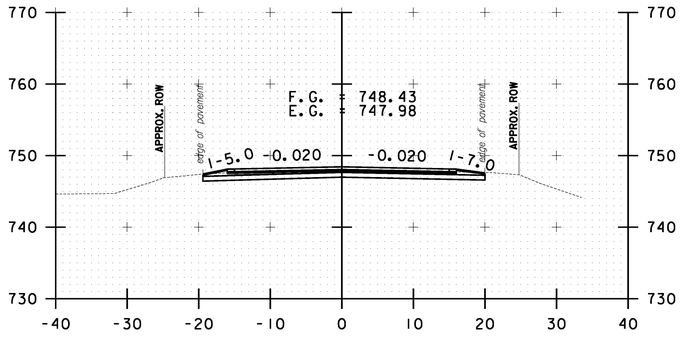
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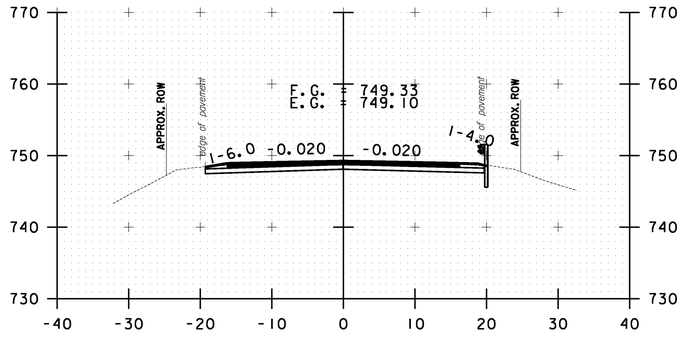
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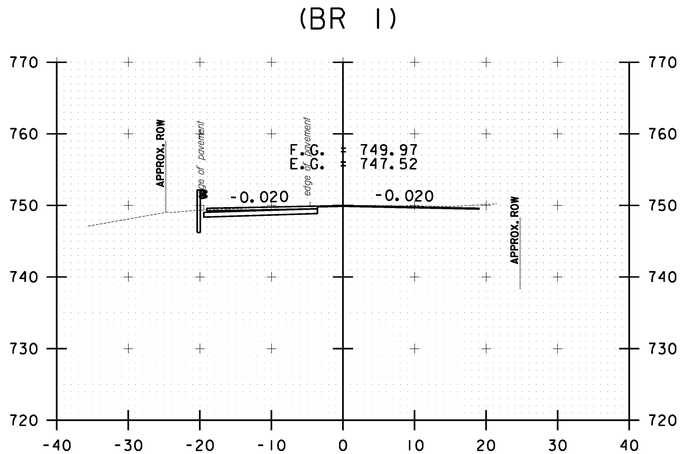
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(BR 1)



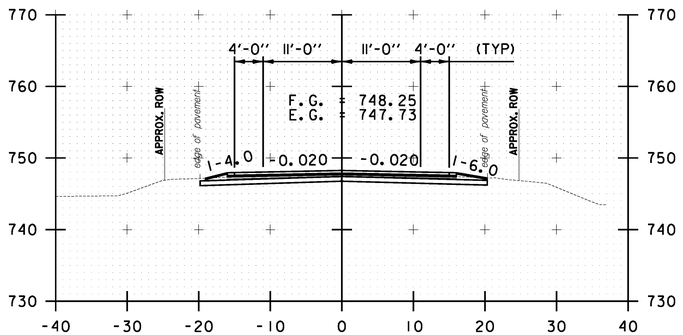
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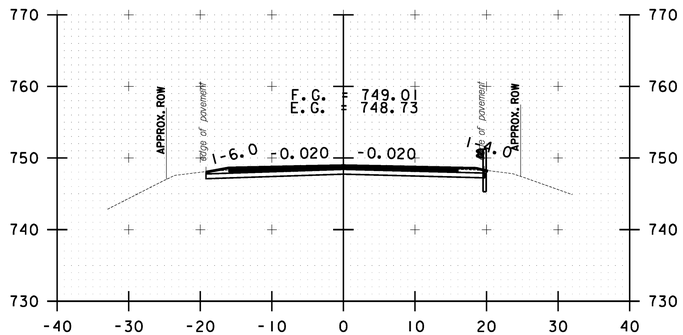
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(BR 1)



7+00.00



8+50.00

10 0 10
SCALE IN FEET

STOCKBRIDGE CROSS SECTION SHEET #3

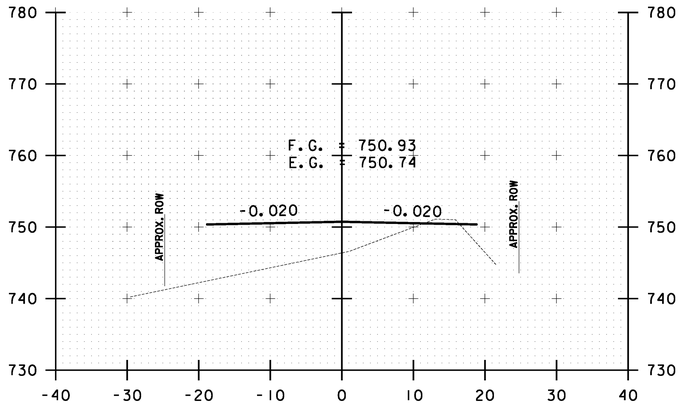
PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(11)

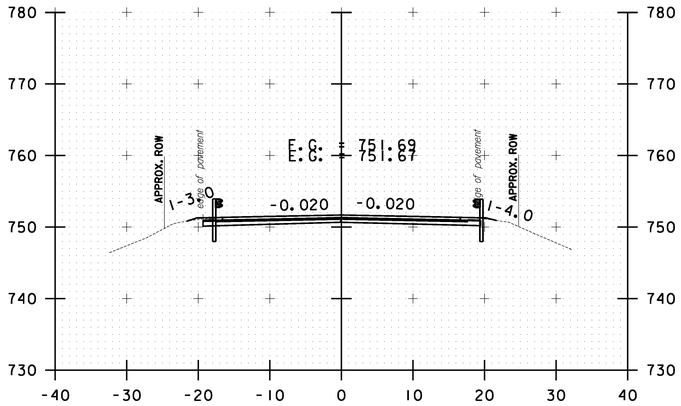
FILE NAME: z10b214_stock_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xs3.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 216 OF 397

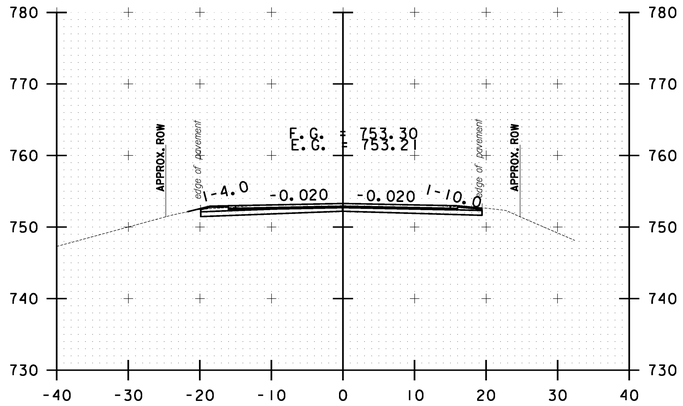
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DATE/TIME = 3/17/2014
USER = 4916



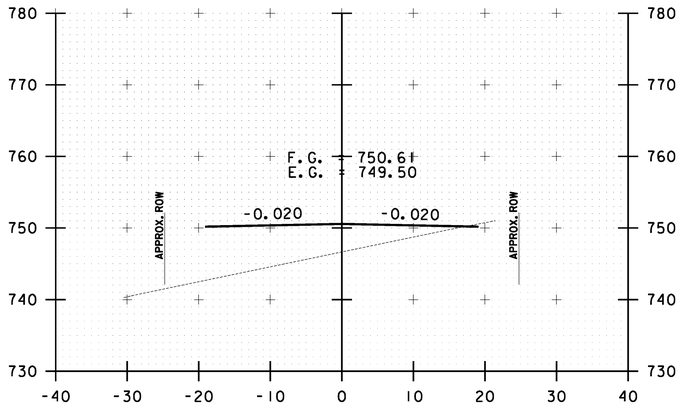
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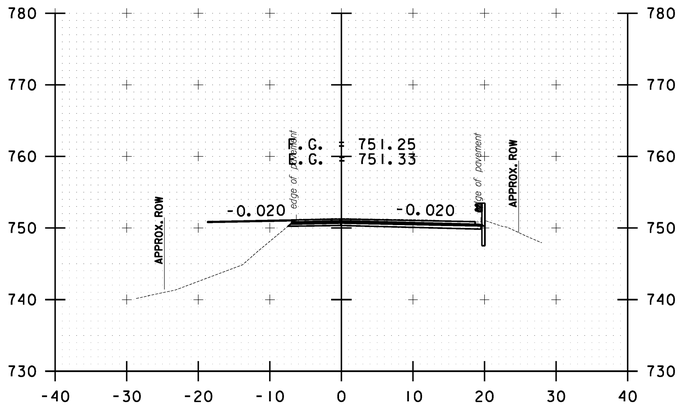
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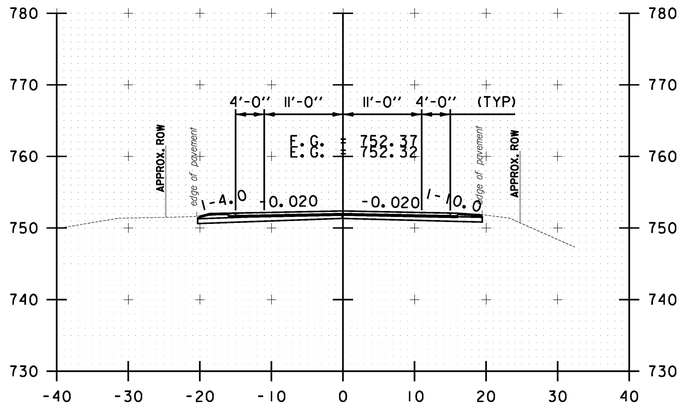
13+50.00



11+00.00
(BR 1)



12+00.00
(BR 1)



13+00.00

10 0 10
SCALE IN FEET

STOCKBRIDGE CROSS SECTION SHEET #4

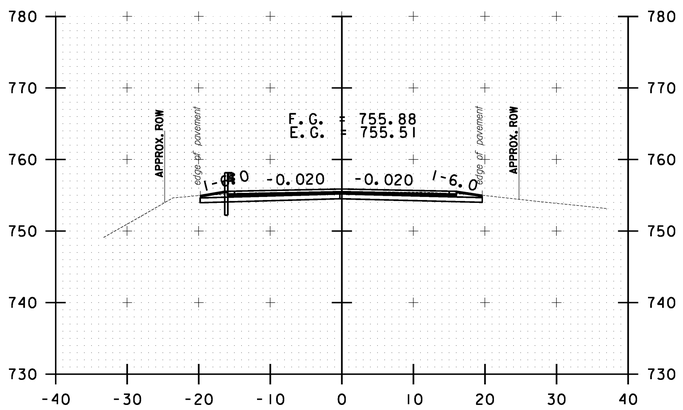
PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

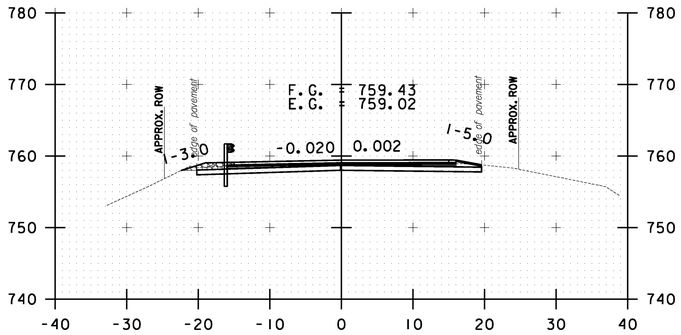
FILE NAME: z10b214_stock_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xs4.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 217 OF 397

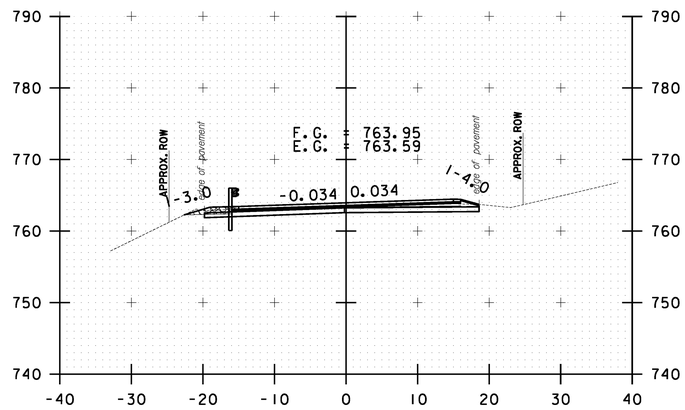
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DATE/TIME = 3/17/2014
USER = 4916



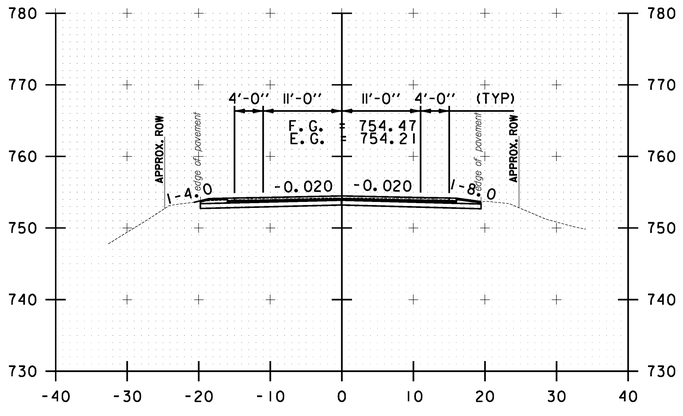
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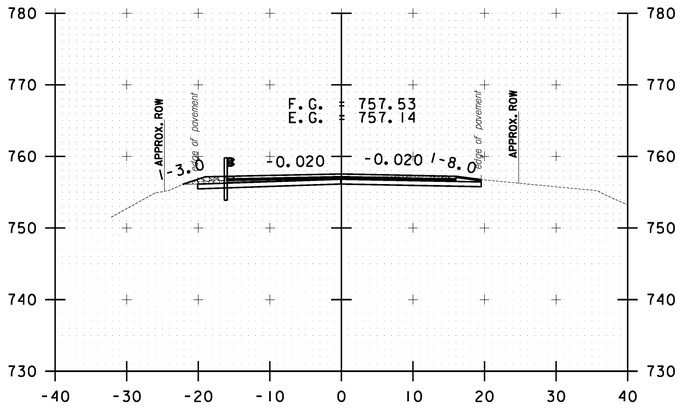
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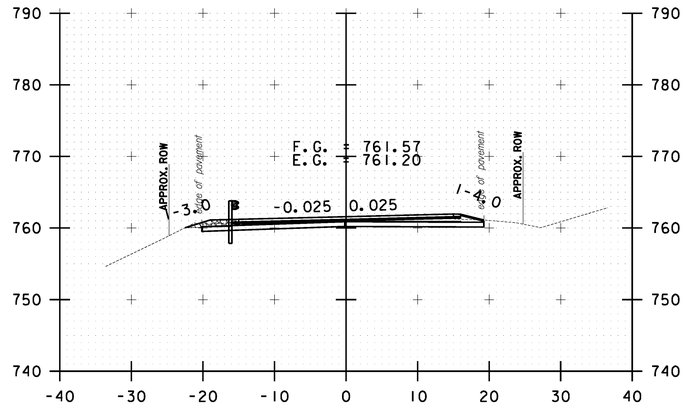
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14+00.00



15+00.00



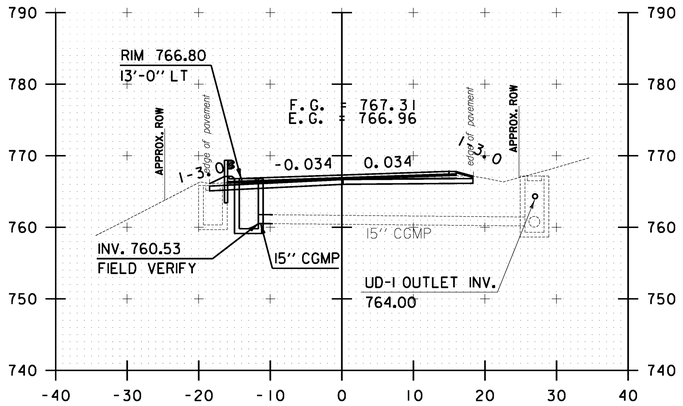
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SCALE IN FEET

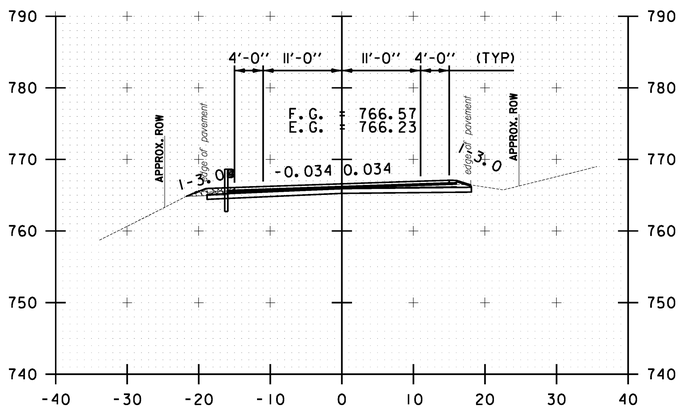
STOCKBRIDGE CROSS SECTION SHEET #5

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_stock_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xs5.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 218 OF 397

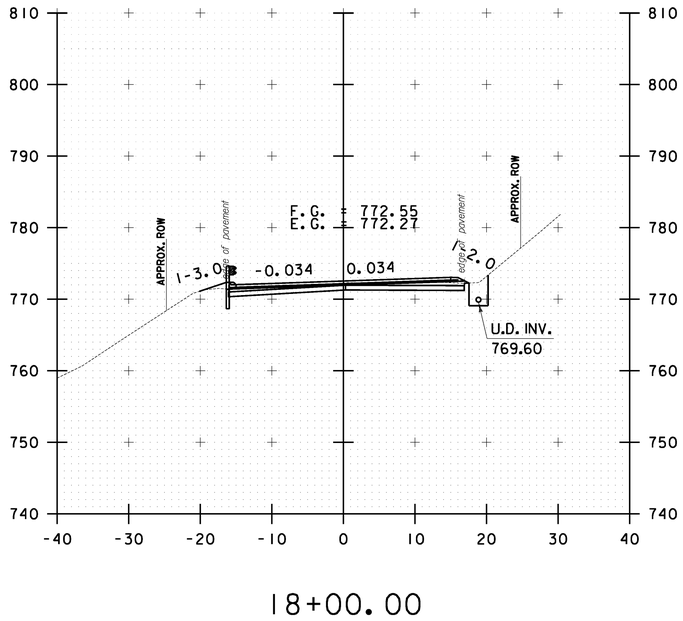
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DATE/TIME = 3/17/2014
USER = 4916



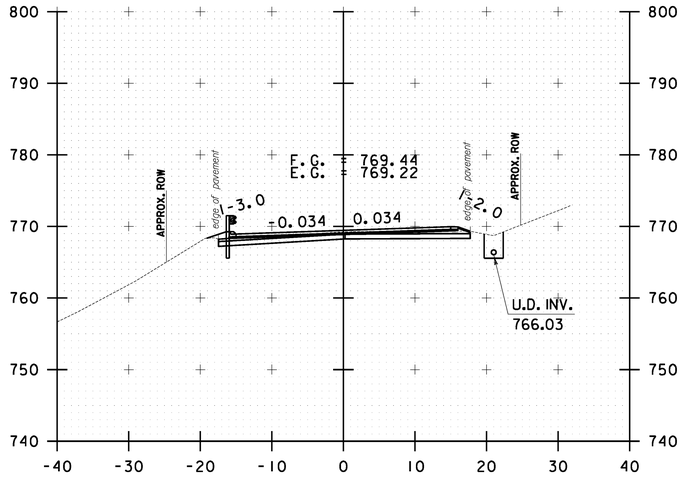
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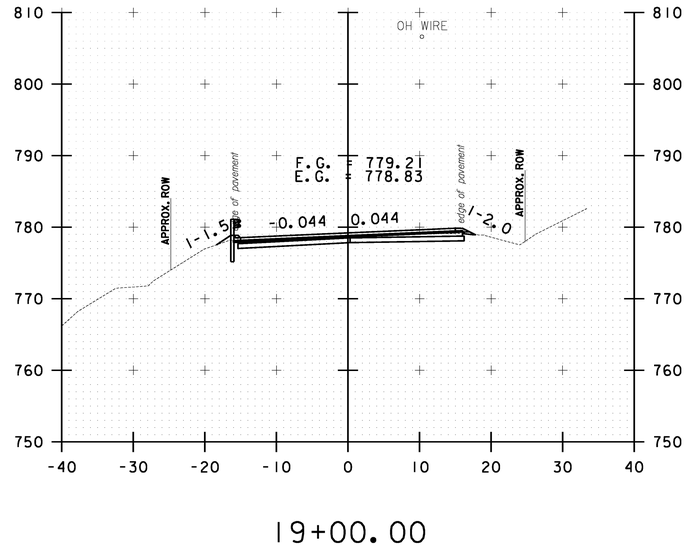
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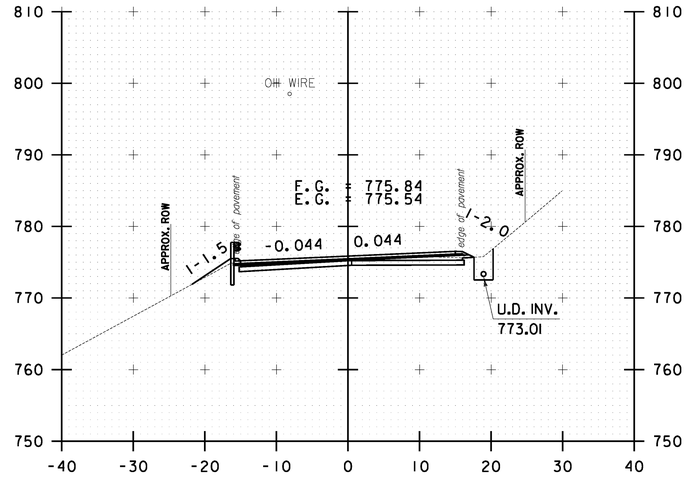
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17+50.00



19+00.00



18+50.00

10 0 10
SCALE IN FEET

STOCKBRIDGE CROSS SECTION SHEET #6

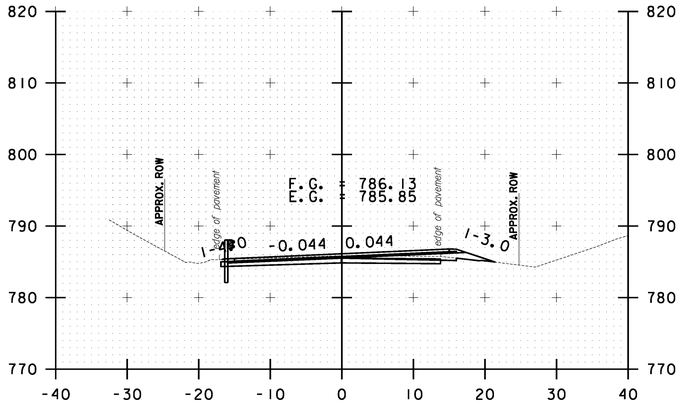
PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

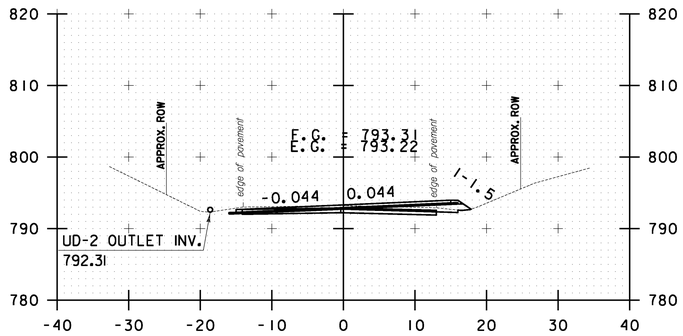
FILE NAME: z10b214_stock_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xs6.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 219 OF 397

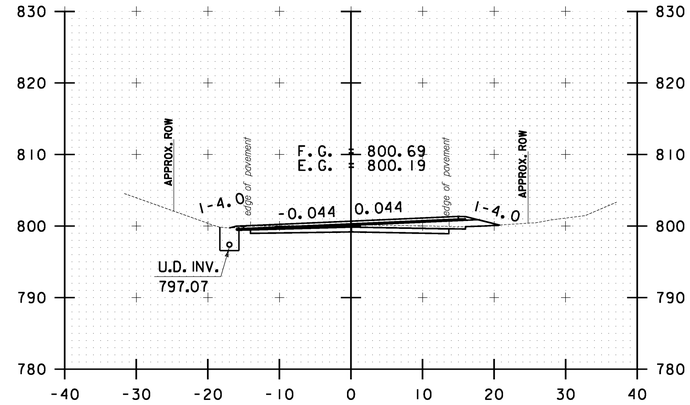
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DATE/TIME = 3/17/2014
USER = 4916



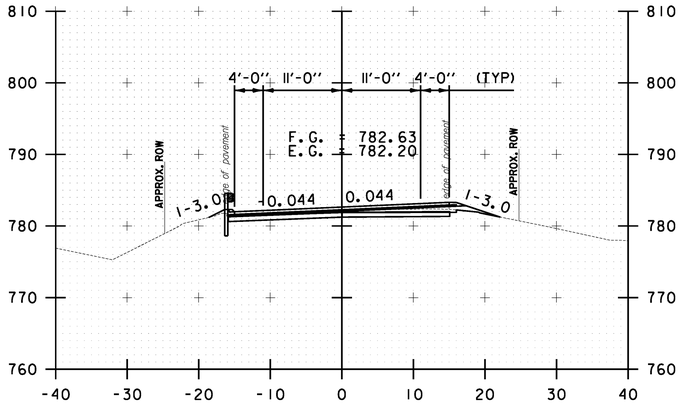
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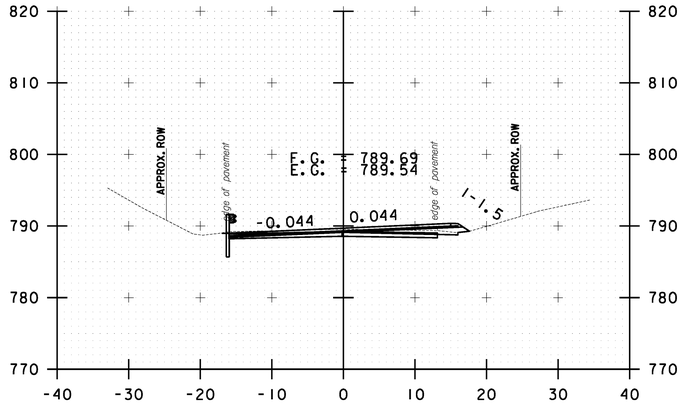
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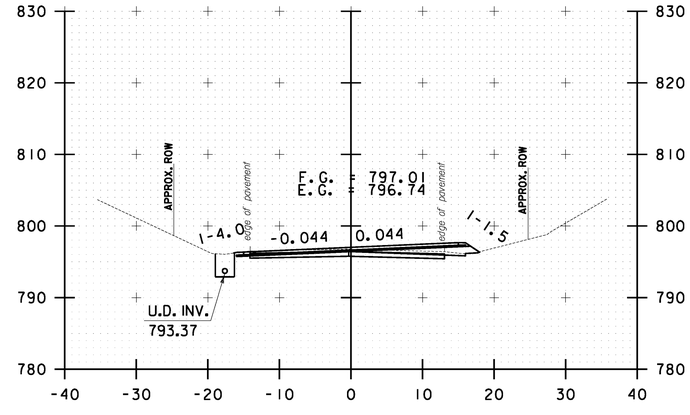
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19+50.00



20+50.00



21+50.00

10 0 10
SCALE IN FEET

STOCKBRIDGE CROSS SECTION SHEET #7

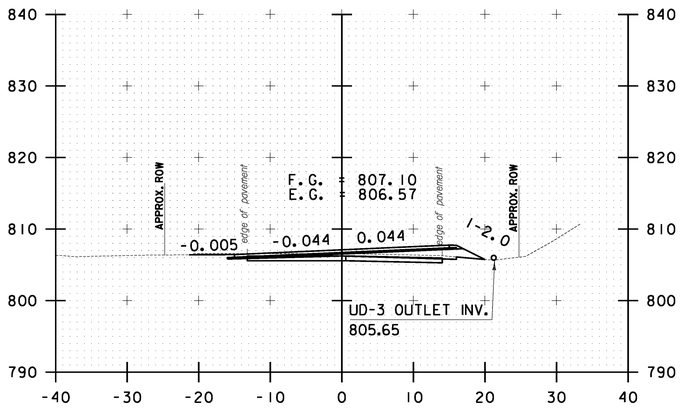
PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

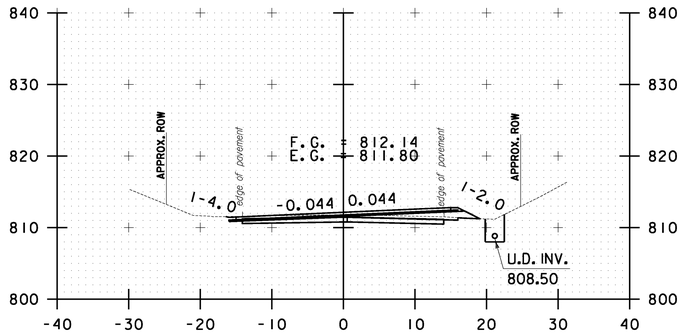
FILE NAME: z10b214_stock_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xs7.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 220 OF 397

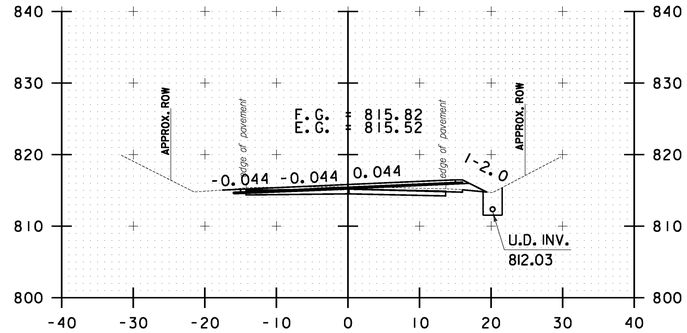
FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_stock_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



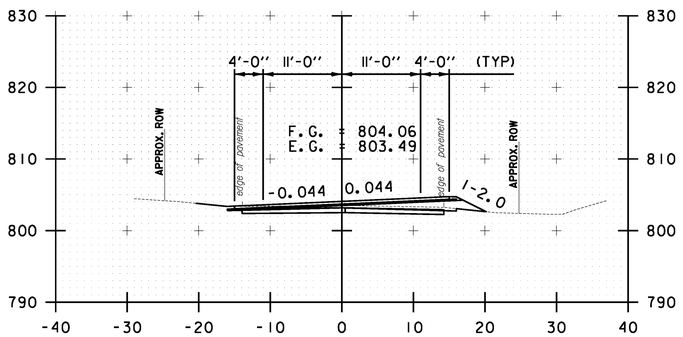
23+00.00



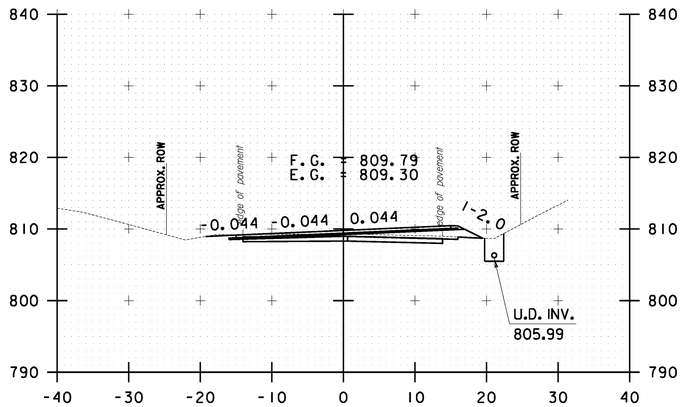
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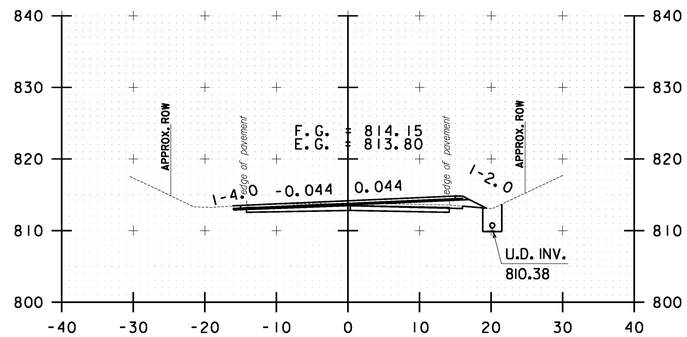
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22+50.00



23+50.00



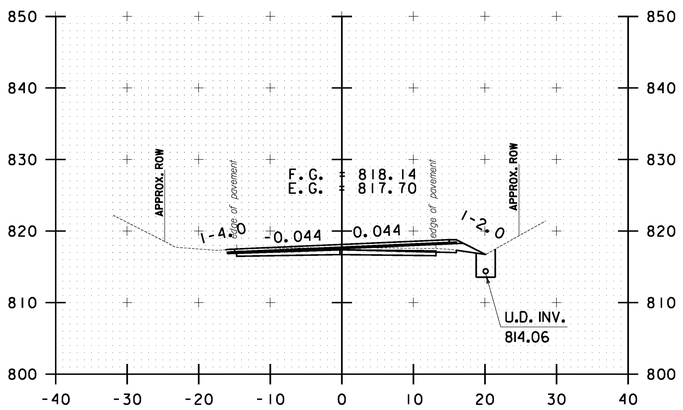
24+50.00

10 0 10
SCALE IN FEET

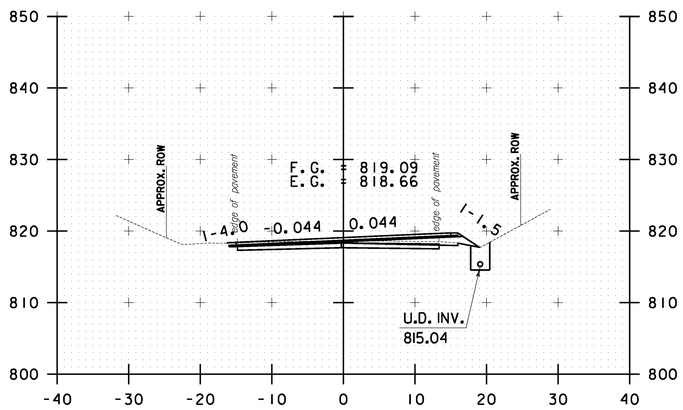
STOCKBRIDGE CROSS SECTION SHEET #8

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_stock_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xs8.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 221 OF 397

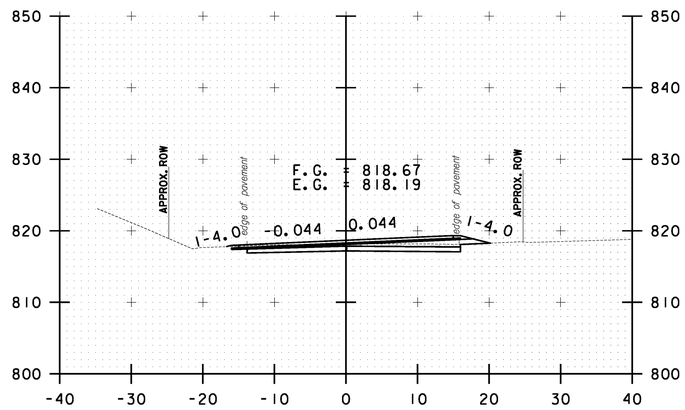
FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_stock_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



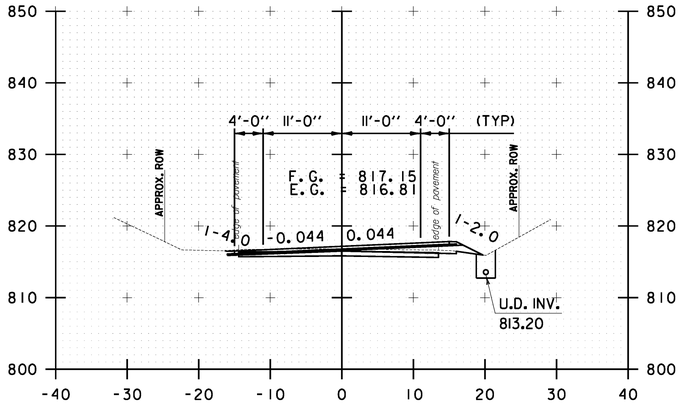
26+00.00



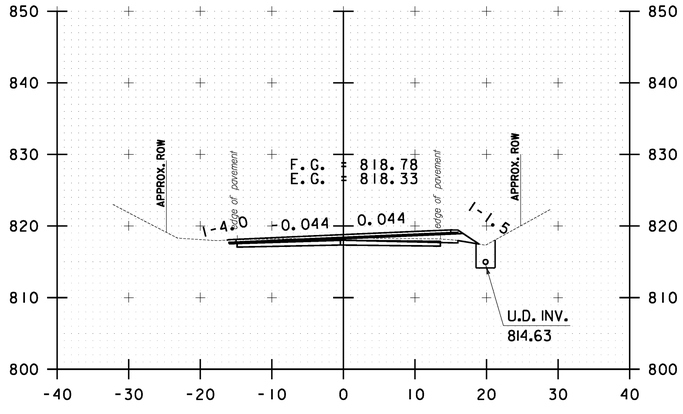
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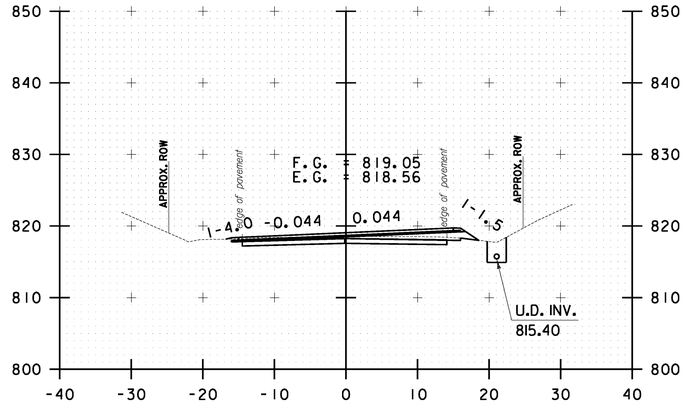
28+00.00



25+50.00



26+50.00



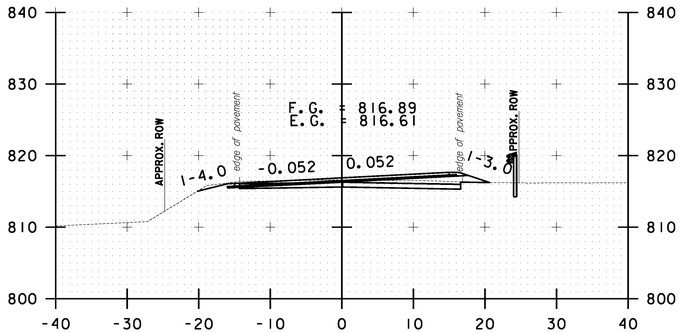
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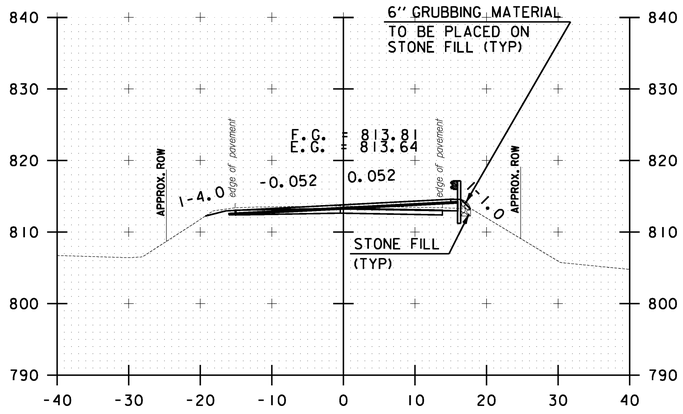
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SCALE IN FEET

STOCKBRIDGE CROSS SECTION SHEET #9

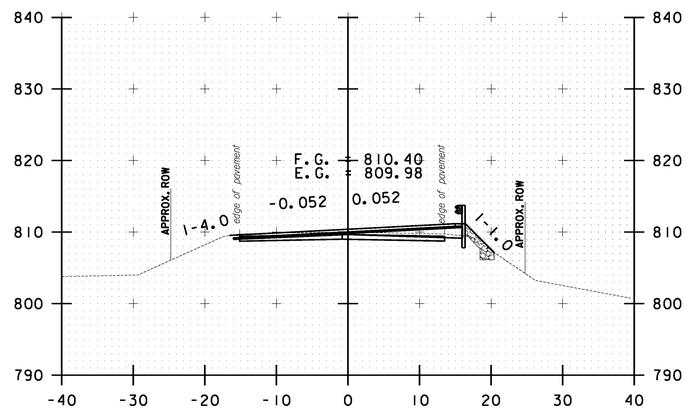
PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_stock_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xs9.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 222 OF 397

FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_stock_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



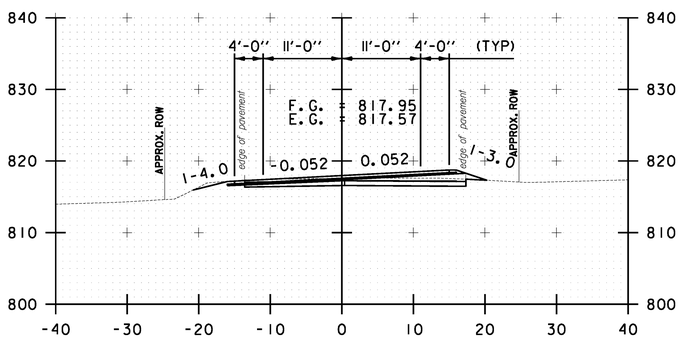


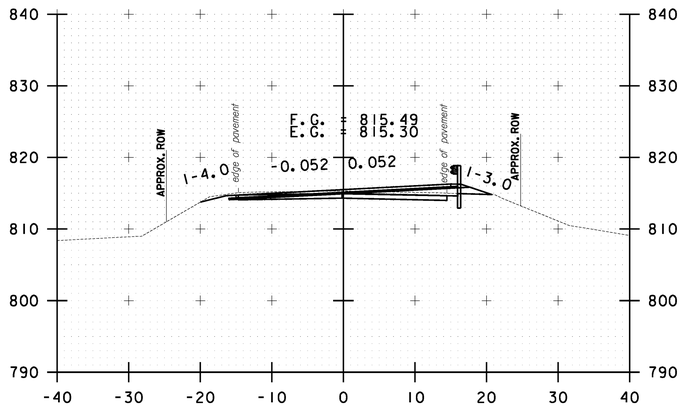
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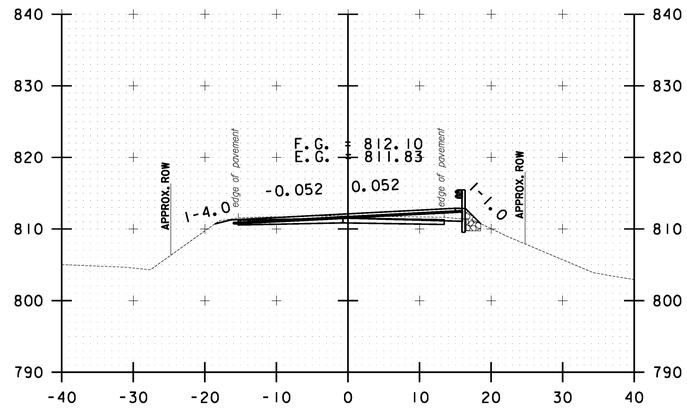
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29+00.00





29+50.00



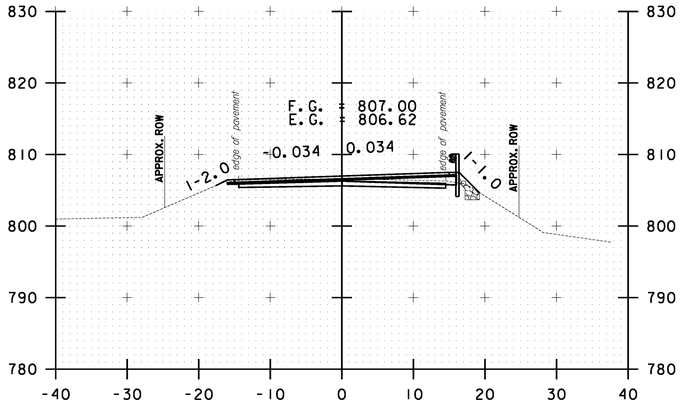
30+50.00

10 0 10
SCALE IN FEET

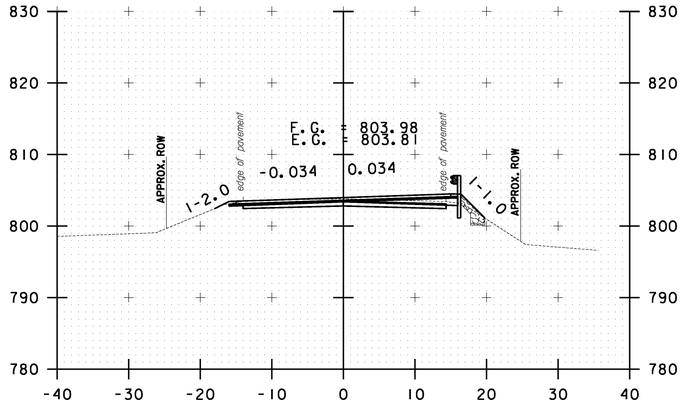
STOCKBRIDGE CROSS SECTION SHEET #10

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_stock_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xs10.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 223 OF 397

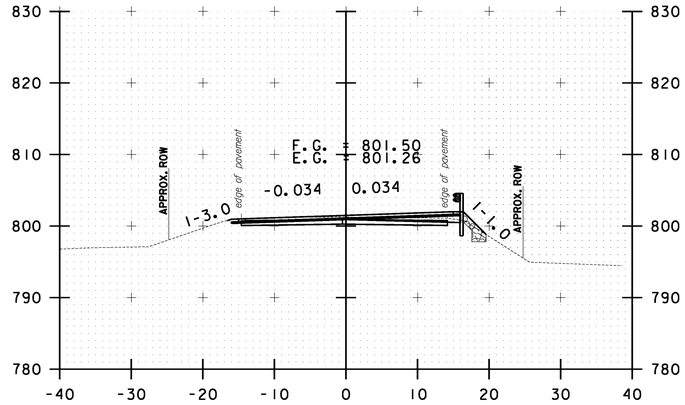
FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_stock_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



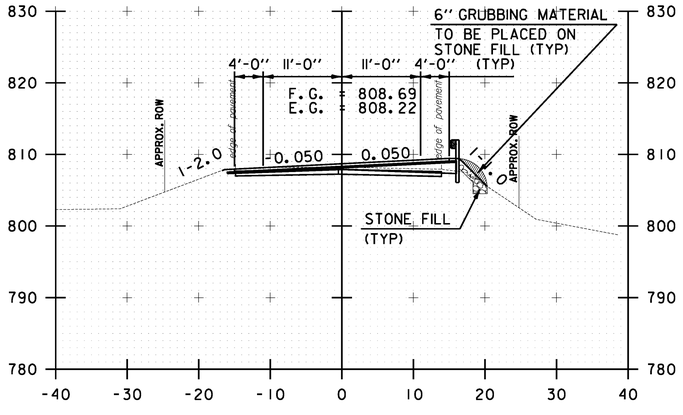
32+00.00



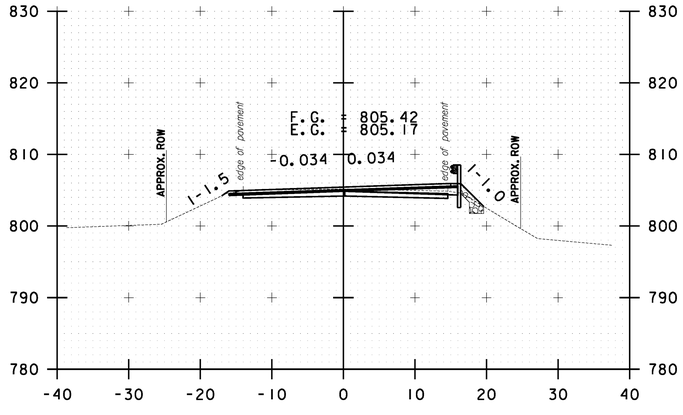
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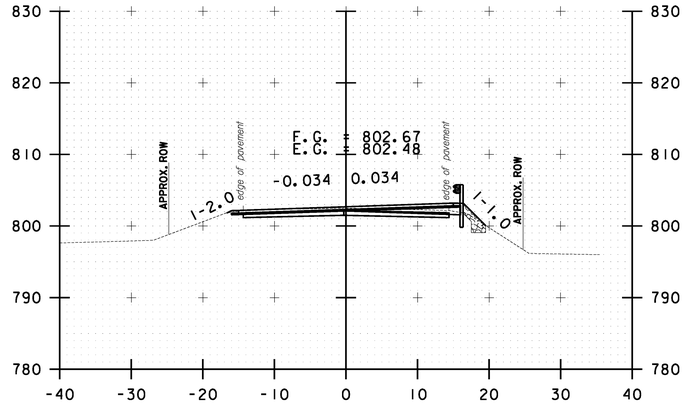
34+00.00



31+50.00



32+50.00



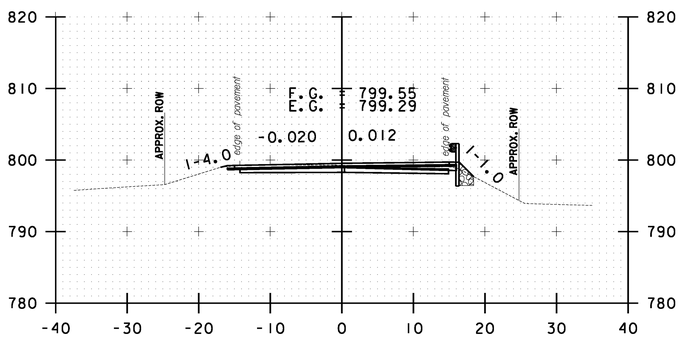
33+50.00

10 0 10
SCALE IN FEET

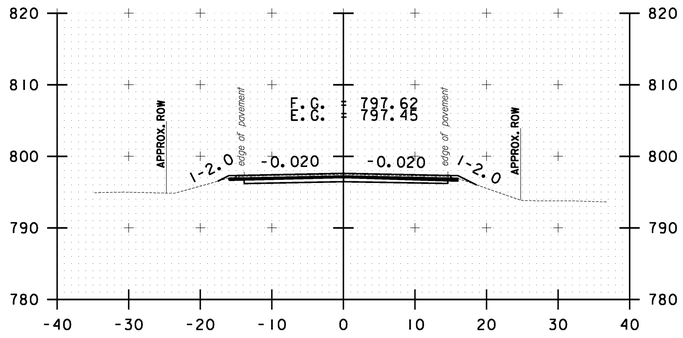
STOCKBRIDGE CROSS SECTION SHEET #11

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_stock_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xsll.I
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 224 OF 397

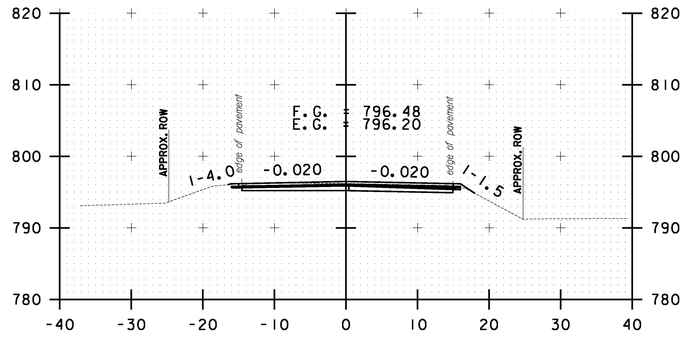
FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_stock_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



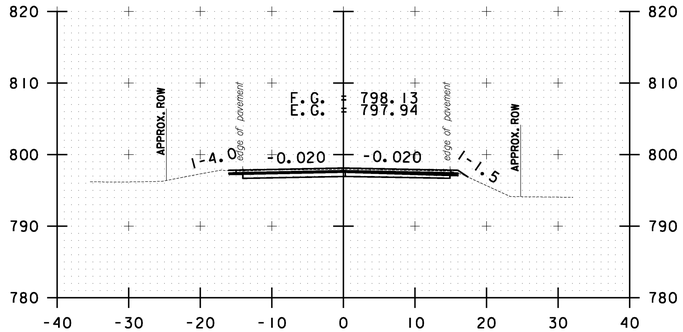
35+00.00



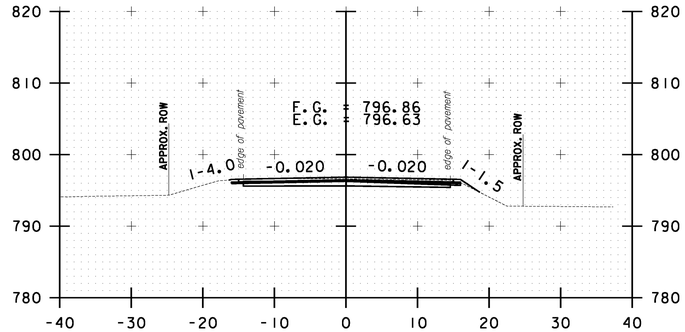
36+50.00



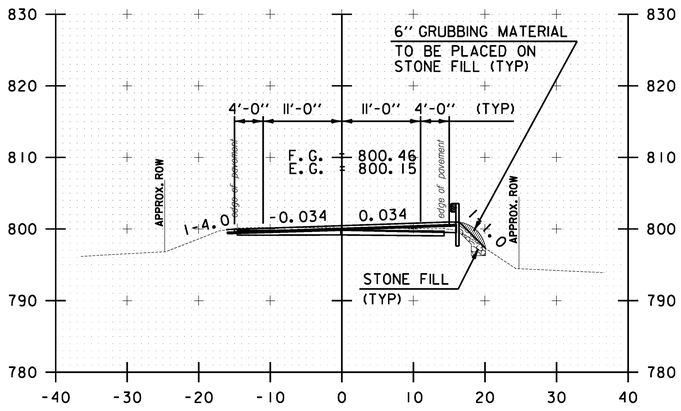
38+00.00



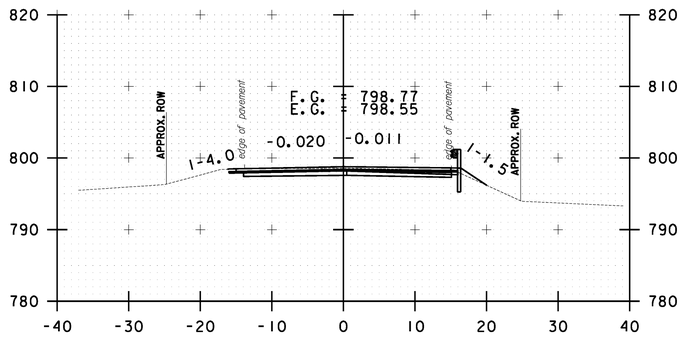
36+00.00



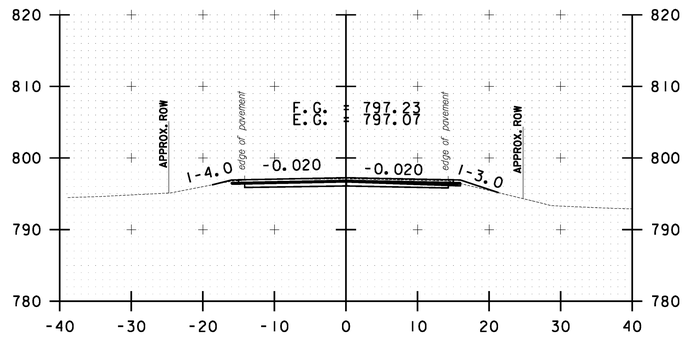
37+50.00



34+50.00



35+50.00



37+00.00

10 0 10
SCALE IN FEET

STOCKBRIDGE CROSS SECTION SHEET #12

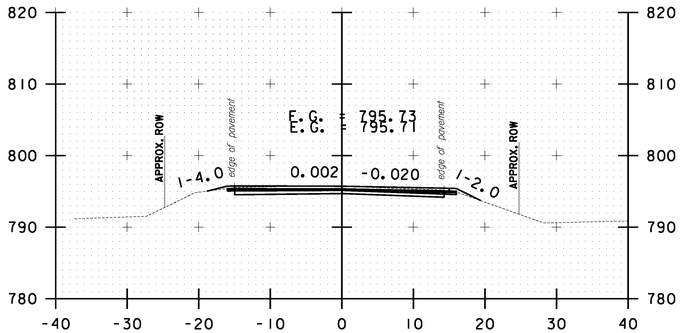
PROJECT NAME: STOCKBRIDGE-BETHEL

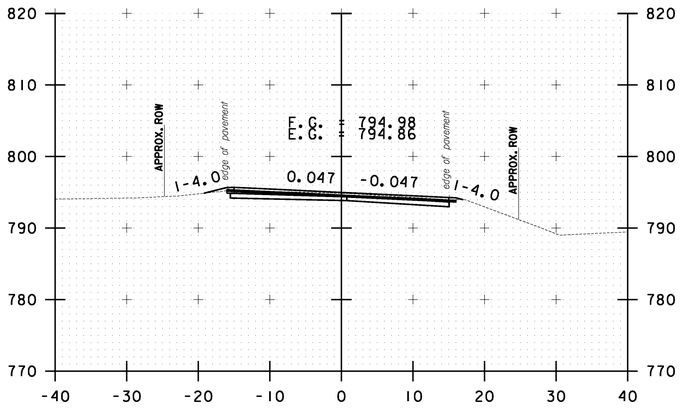
PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_stock_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xsl2.i

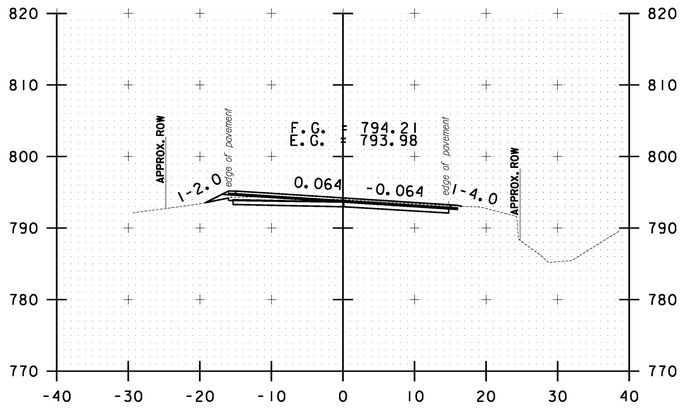
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 225 OF 397

FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_stock_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



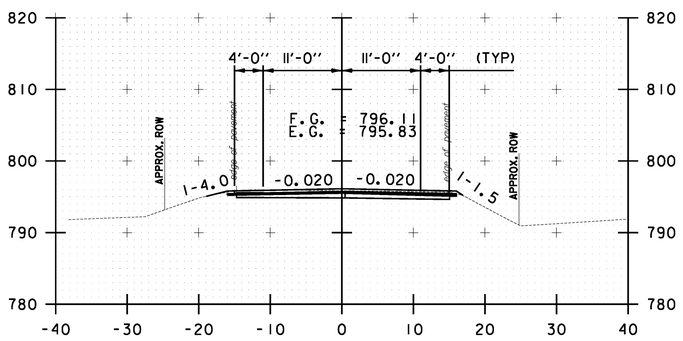


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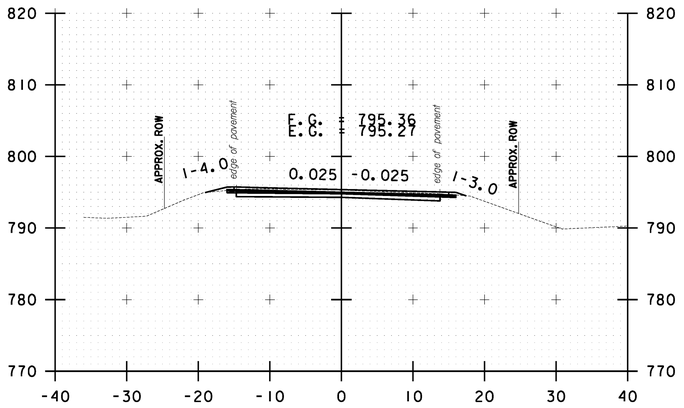


41+00.00

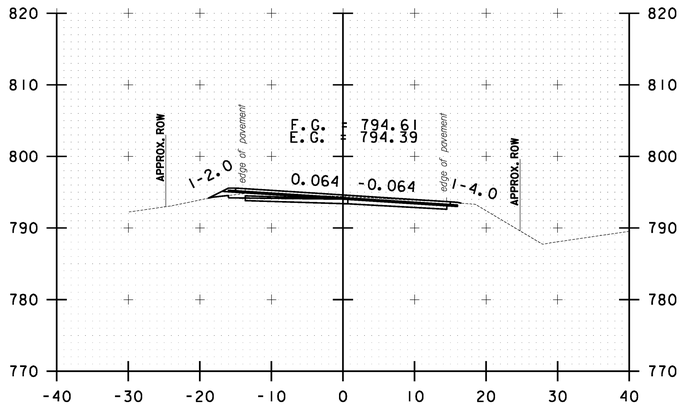
39+00.00



38+50.00



39+50.00



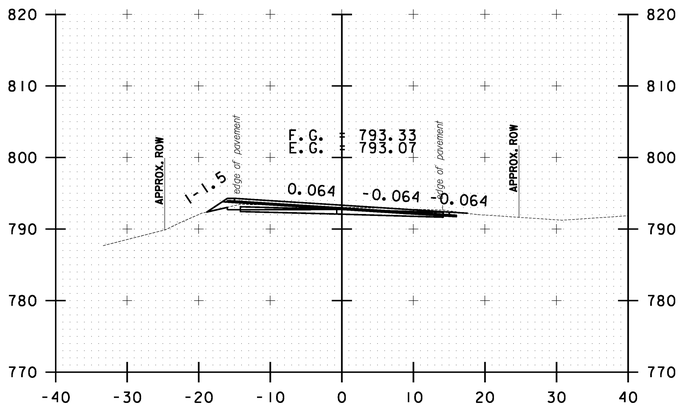
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10 0 10
SCALE IN FEET

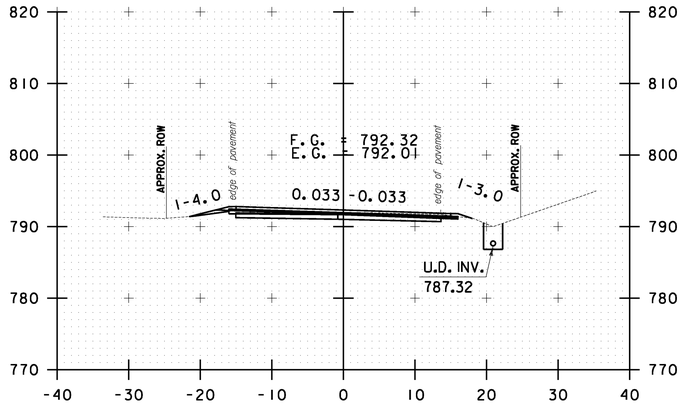
STOCKBRIDGE CROSS SECTION SHEET #13

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_stock_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xsl3.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 226 OF 397

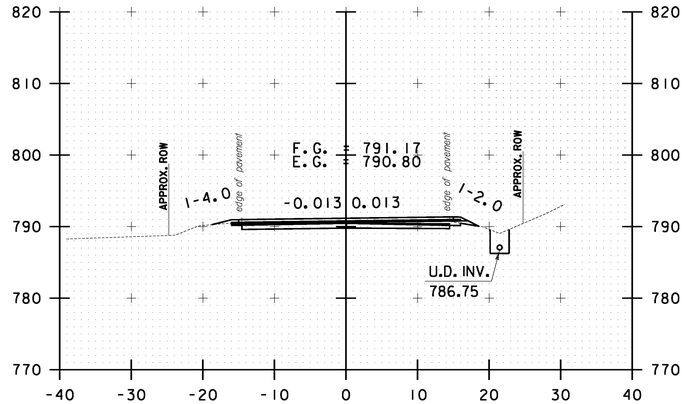
FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_stock_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



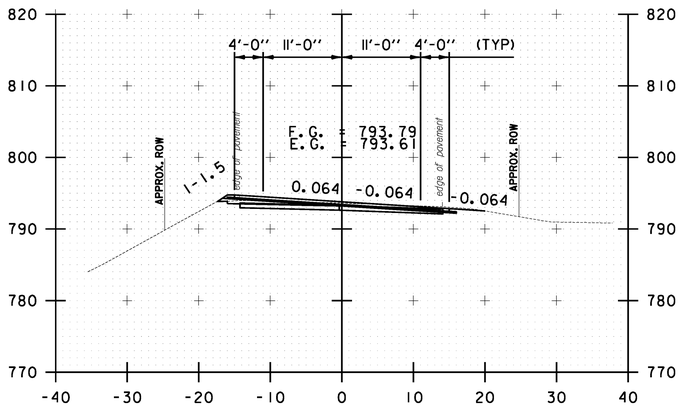
42+00.00



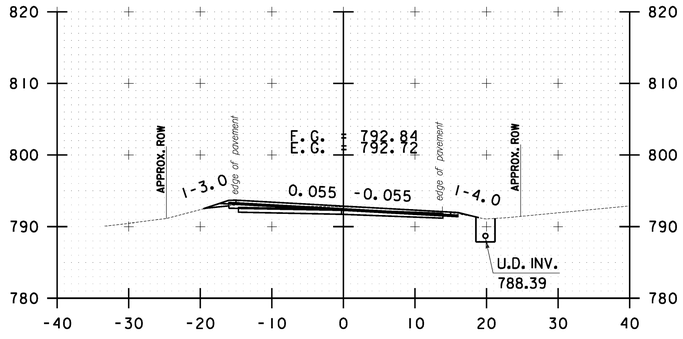
43+00.00



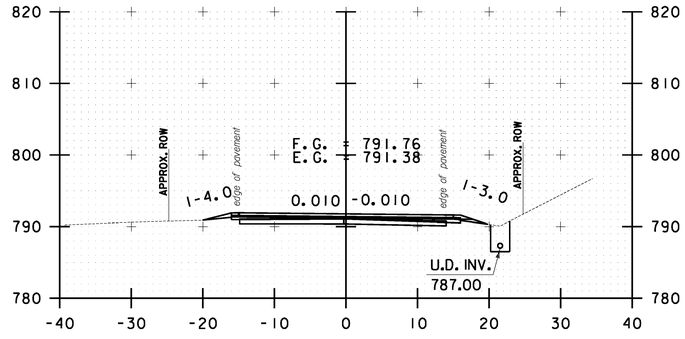
44+00.00



41+50.00



42+50.00



43+50.00

10 0 10
SCALE IN FEET

STOCKBRIDGE CROSS SECTION SHEET #14

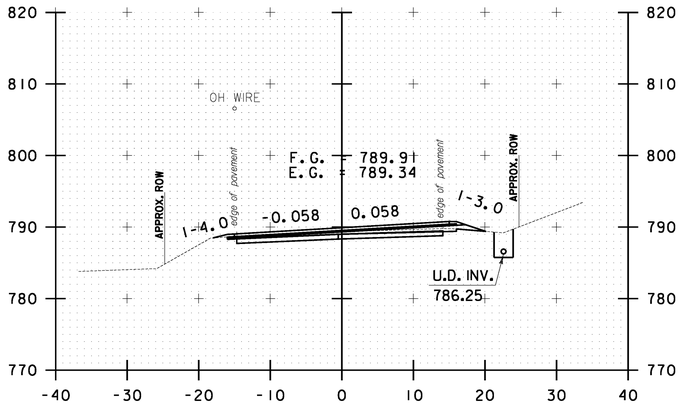
PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(11)

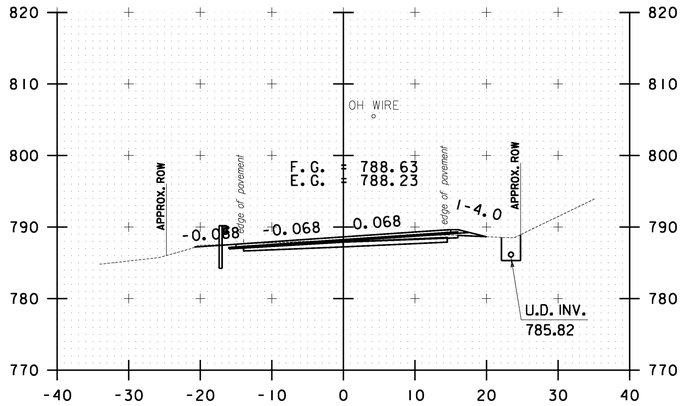
FILE NAME: z10b214_stock_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xsl4.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 227 OF 397

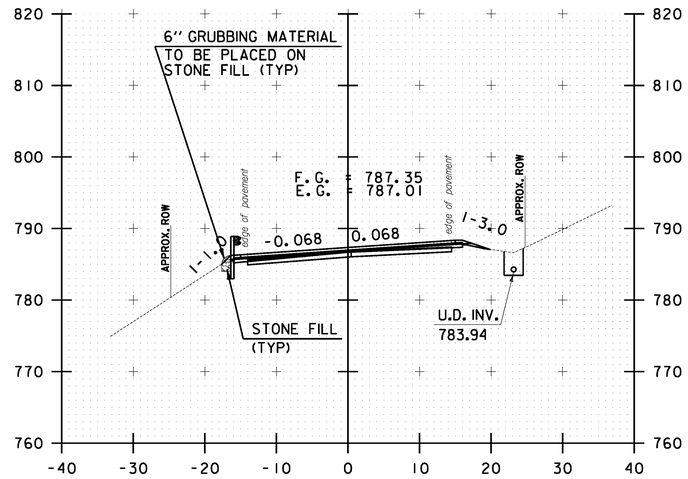
FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_stock_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



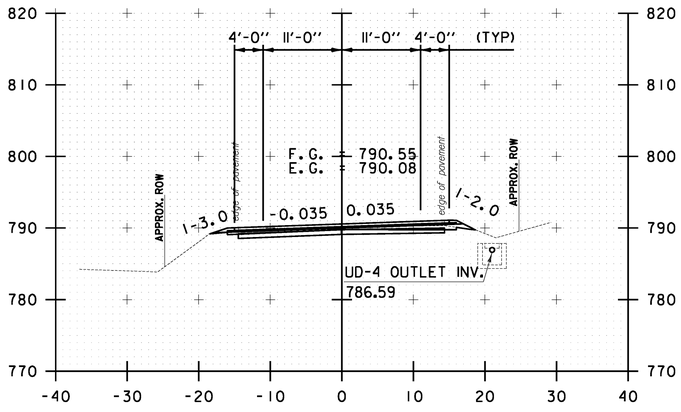
45+00.00



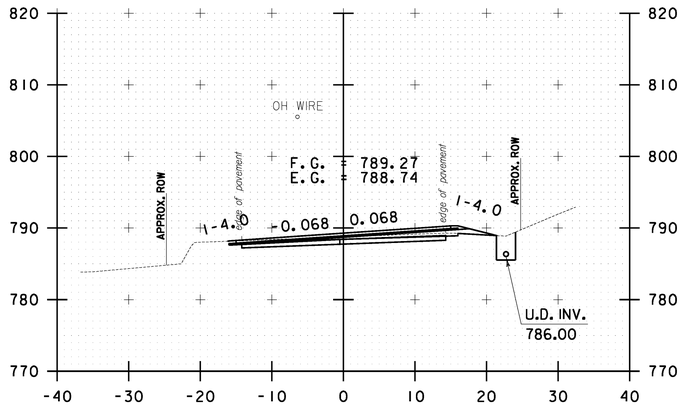
46+00.00



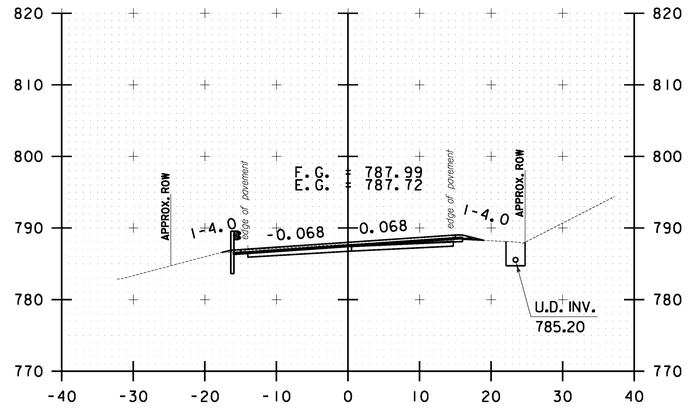
47+00.00



44+50.00



45+50.00



46+50.00

10 0 10
SCALE IN FEET

STOCKBRIDGE CROSS SECTION SHEET #15

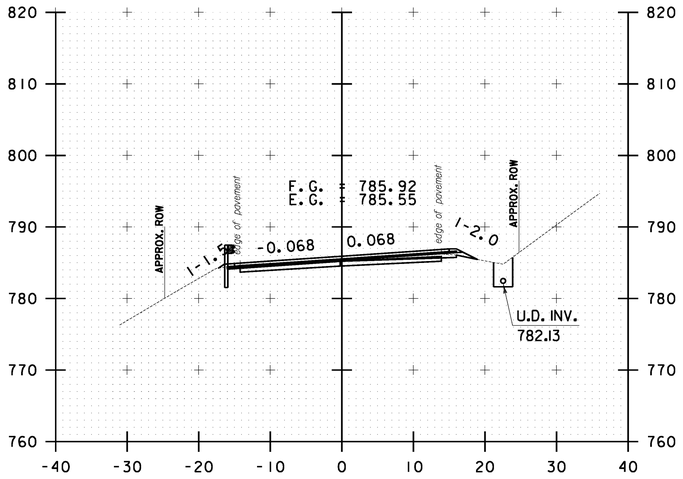
PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

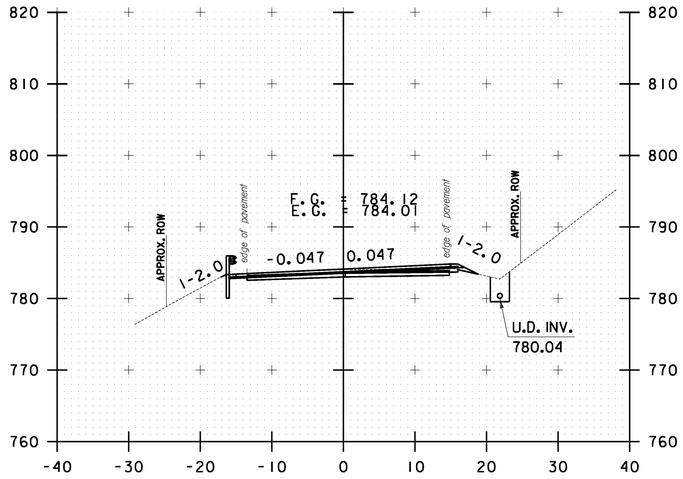
FILE NAME: z10b214_stock_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xsl5.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 228 OF 397

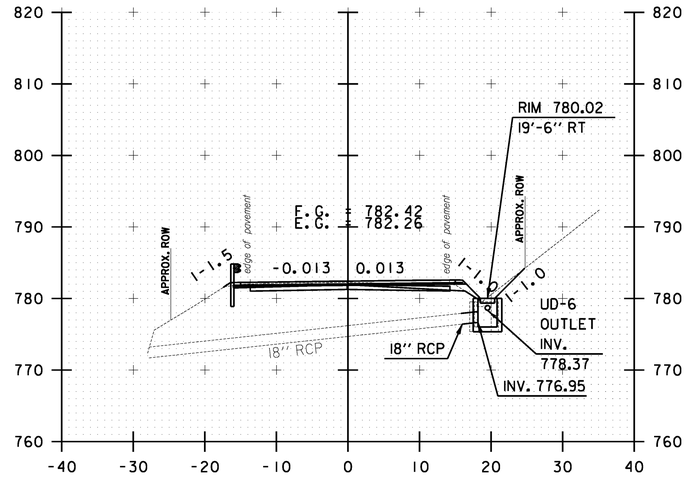
FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_stock_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



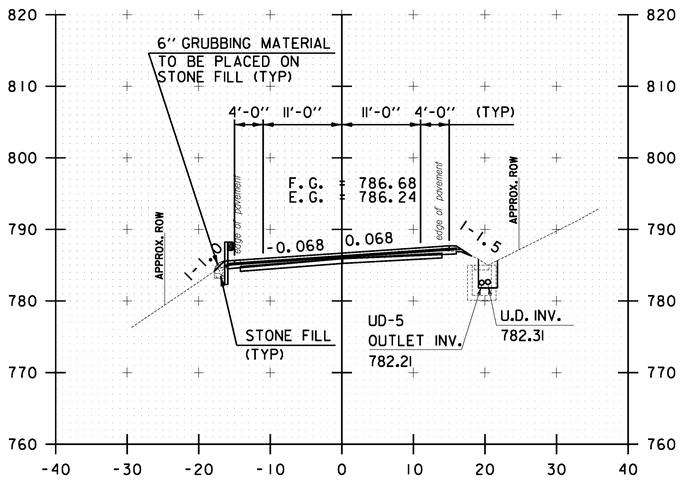
48+00.00



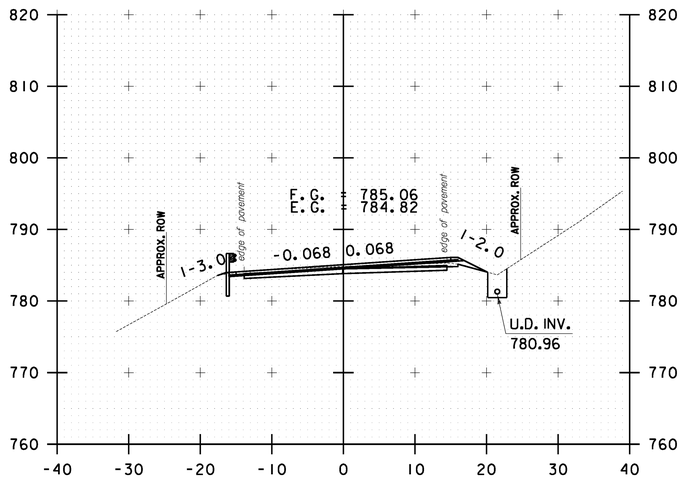
49+00.00



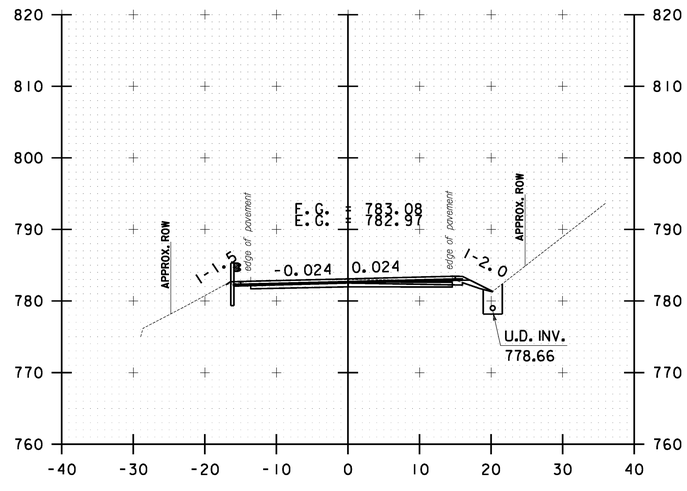
49+79.50



47+50.00



48+50.00



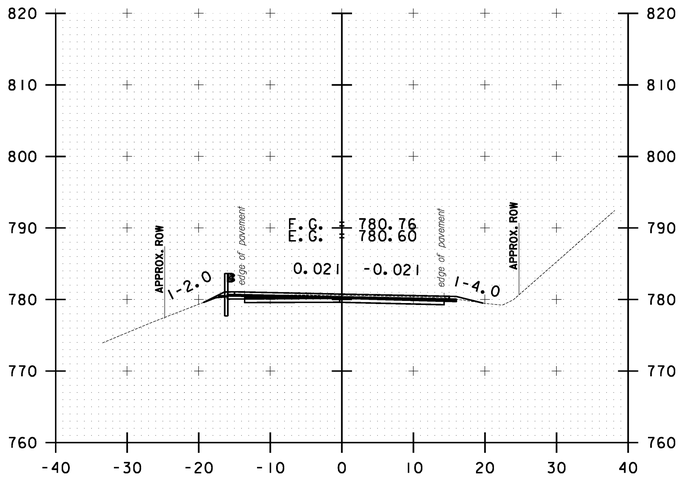
49+50.00

10 0 10
SCALE IN FEET

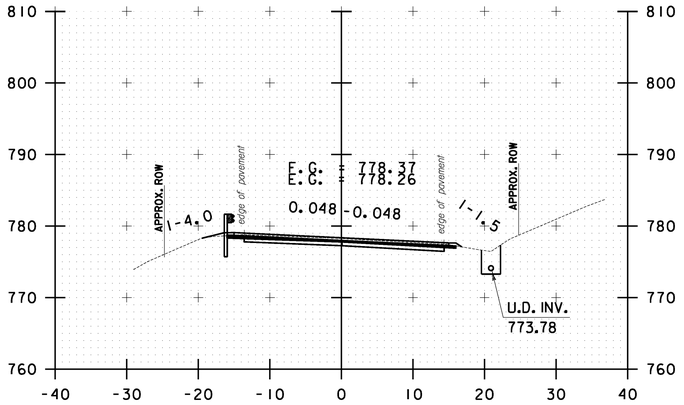
STOCKBRIDGE CROSS SECTION SHEET #16

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_stock_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xsl6.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 229 OF 397

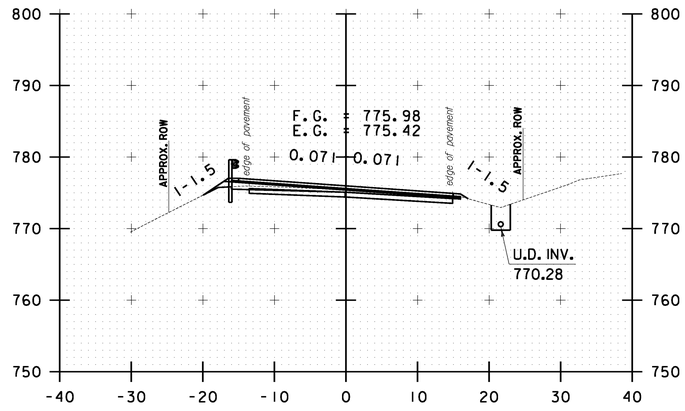
FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_stock_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



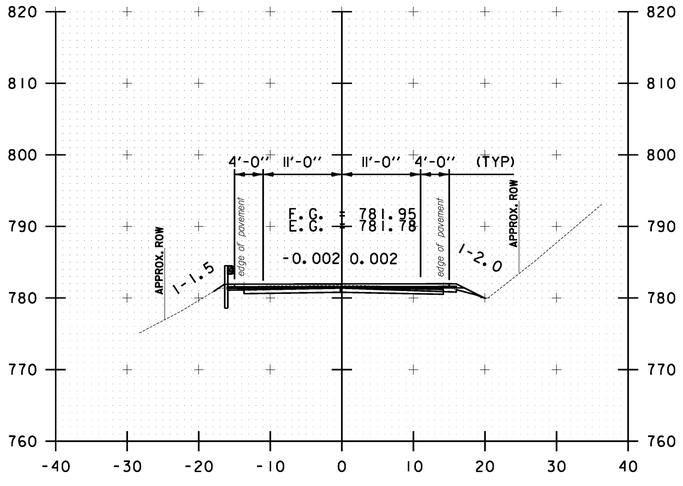
50+50.00



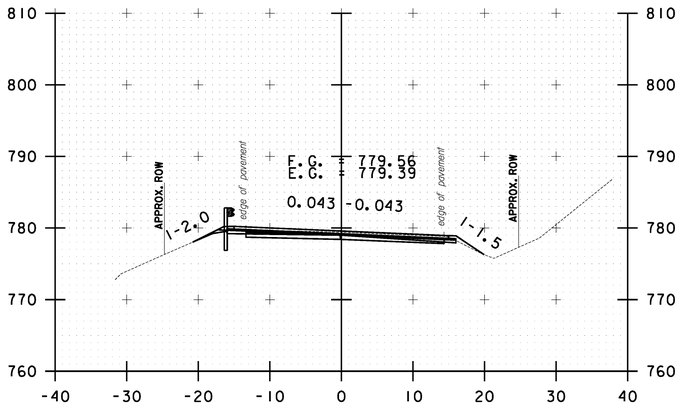
51+50.00



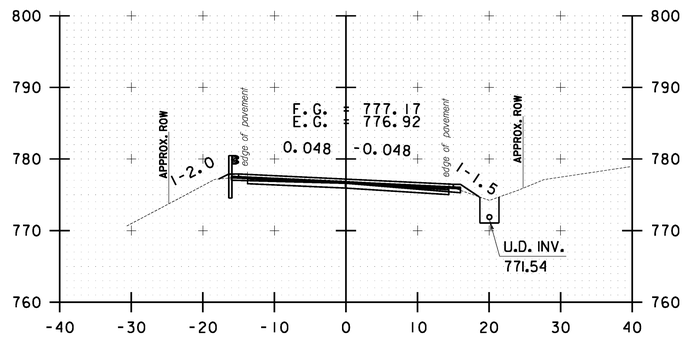
52+50.00



50+00.00



51+00.00



52+00.00

10 0 10
SCALE IN FEET

STOCKBRIDGE CROSS SECTION SHEET #17

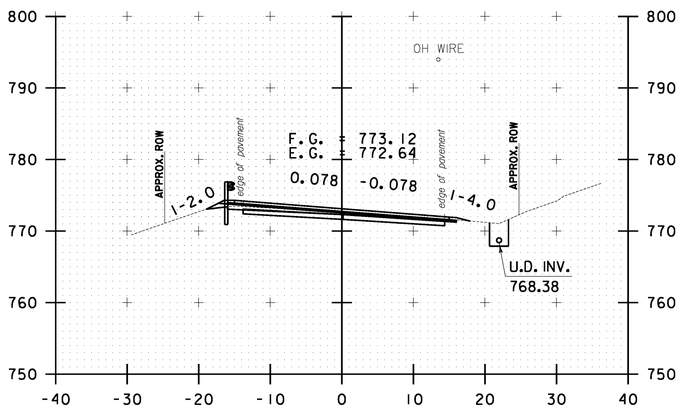
PROJECT NAME: STOCKBRIDGE-BETHEL

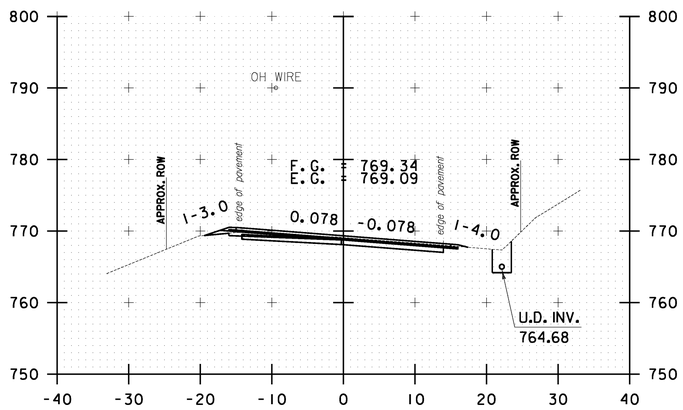
PROJECT NUMBER: STP 2910(1)

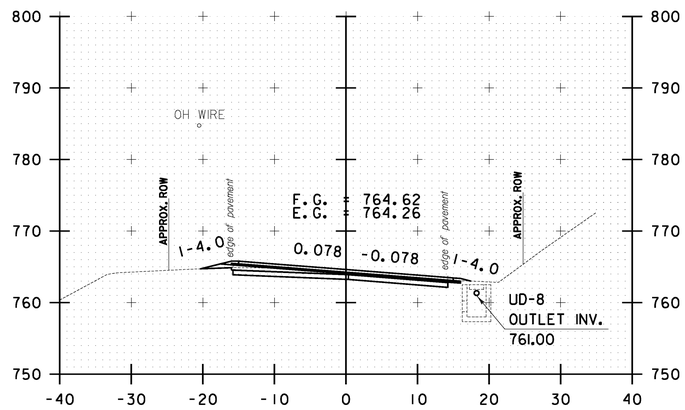
FILE NAME: z10b214_stock_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xsl7.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 230 OF 397

FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_stock_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



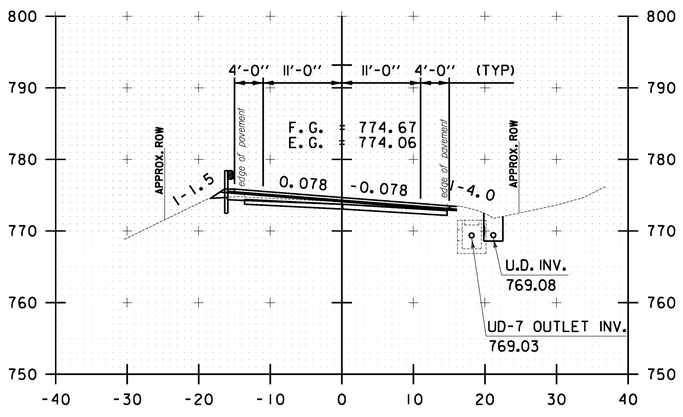


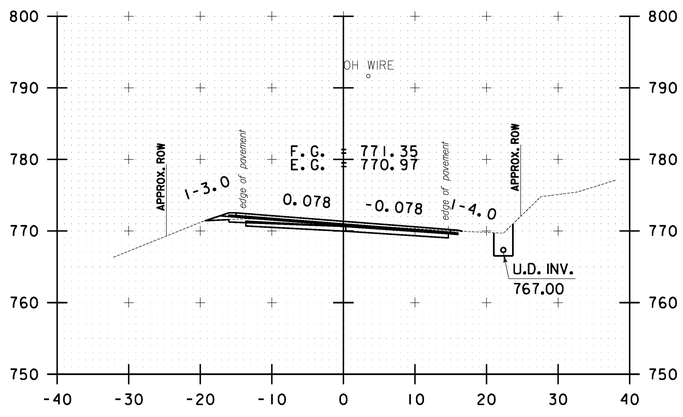


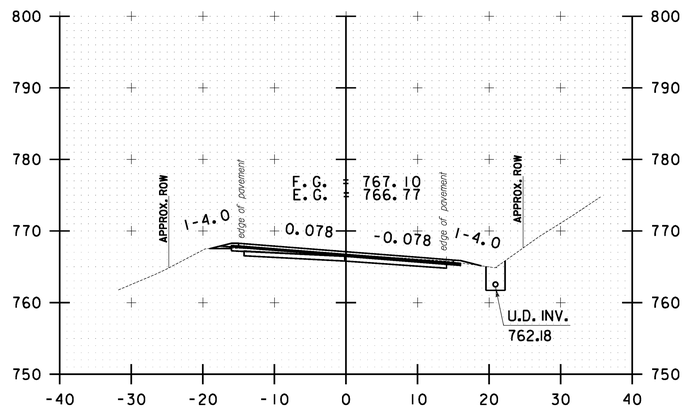
53+50.00

54+50.00

55+50.00







53+00.00

54+00.00

55+00.00

10 0 10
SCALE IN FEET

STOCKBRIDGE CROSS SECTION SHEET #18

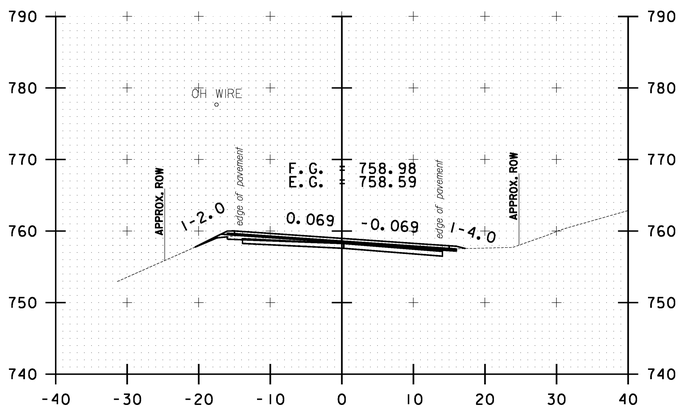
PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

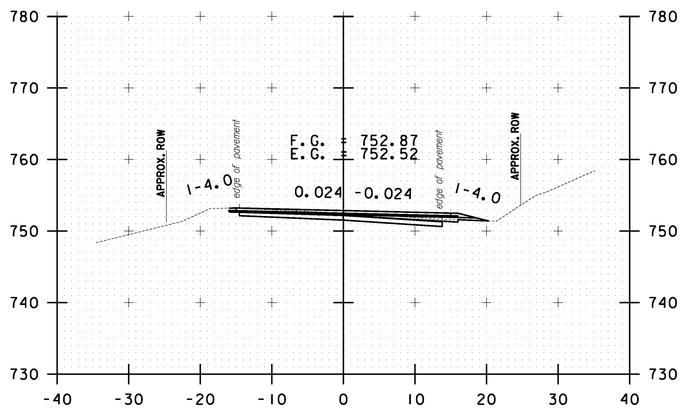
FILE NAME: z10b214_stock_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xsl8.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 231 OF 397

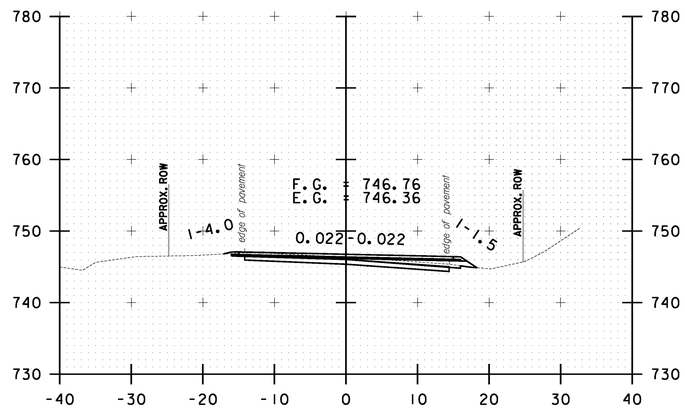
FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_stock_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



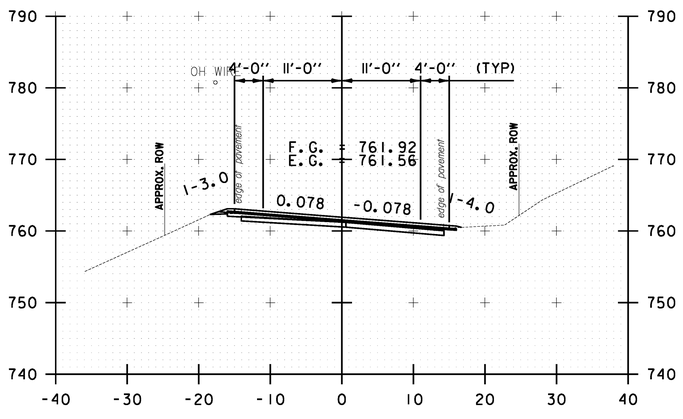
56+50.00



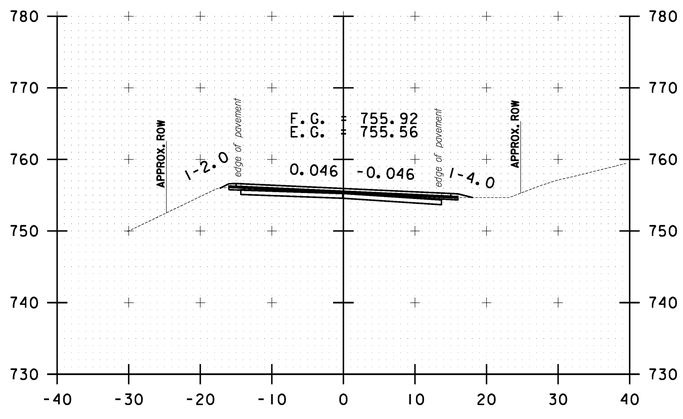
57+50.00



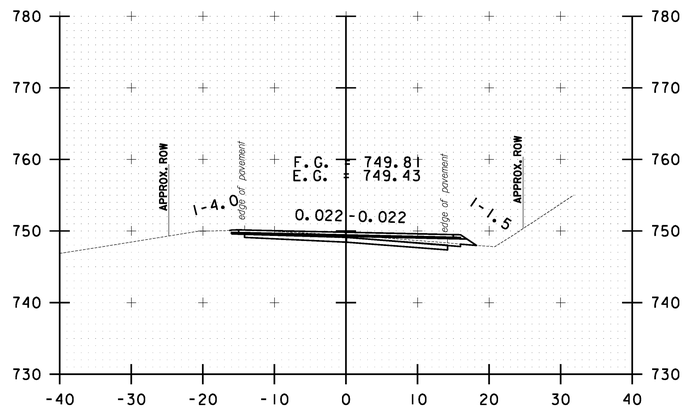
58+50.00



56+00.00



57+00.00



58+00.00

10 0 10
SCALE IN FEET

STOCKBRIDGE CROSS SECTION SHEET #19

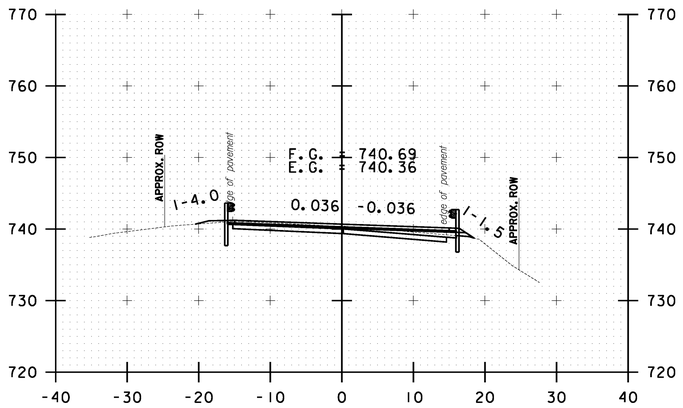
PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

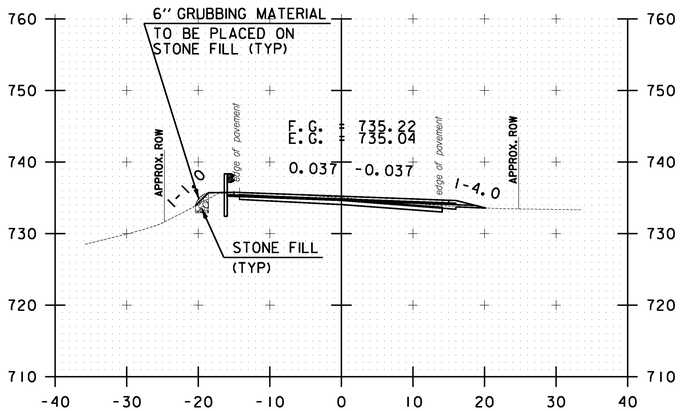
FILE NAME: z10b214_stock_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xsl9.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 232 OF 397

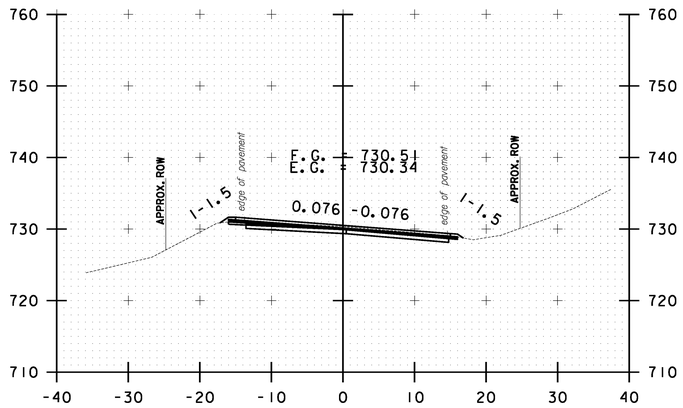
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DATE/TIME = 3/17/2014
USER = 4916



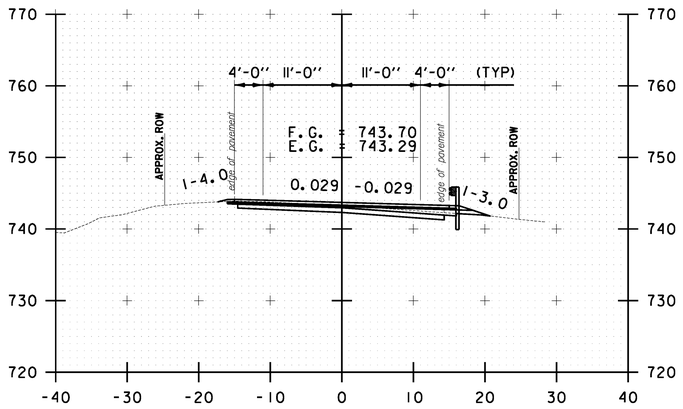
59+50.00



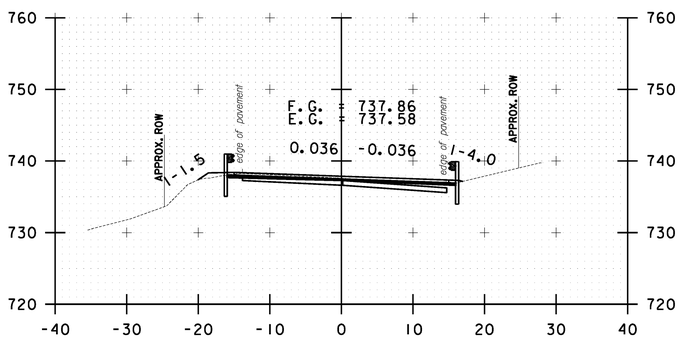
60+50.00



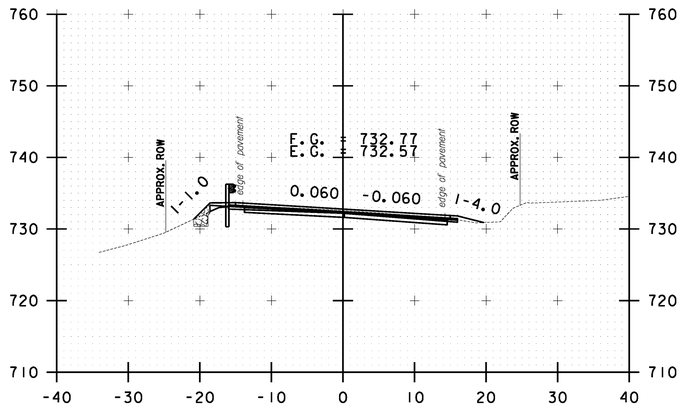
61+50.00



59+00.00



60+00.00



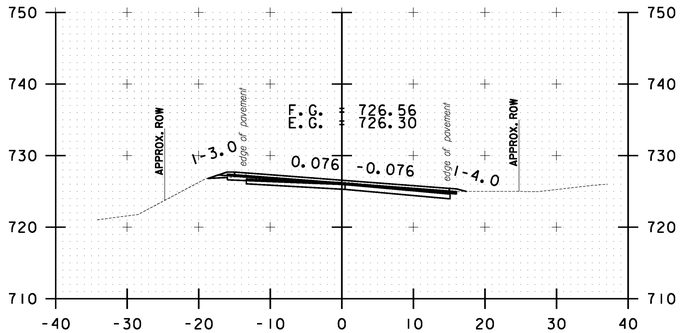
61+00.00

10 0 10
SCALE IN FEET

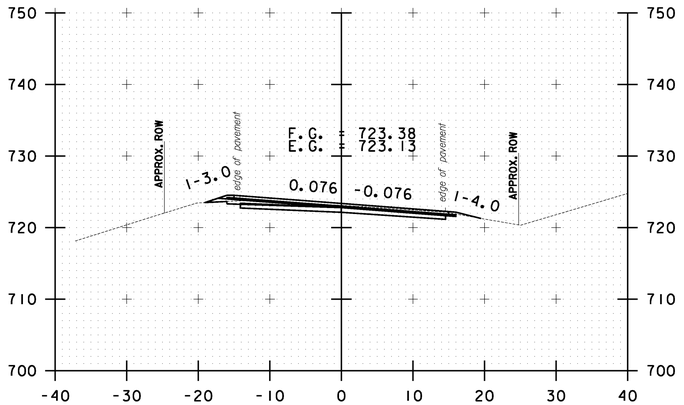
STOCKBRIDGE CROSS SECTION SHEET #20

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(11)
FILE NAME: z10b214_stock_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xs20.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 233 OF 397

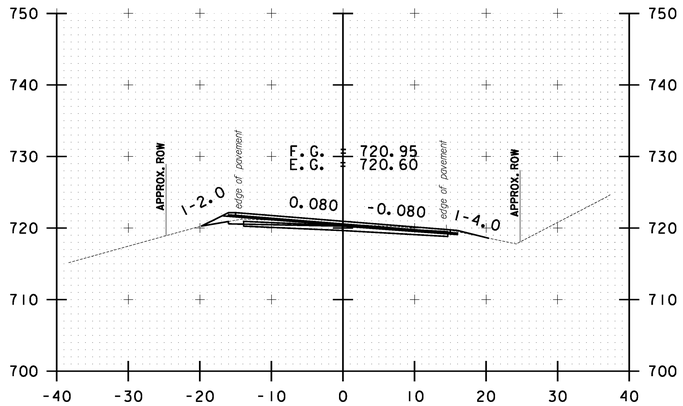
FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_stock_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



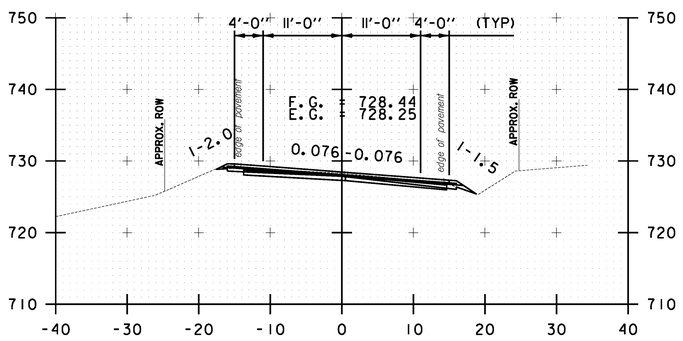
62+50.00



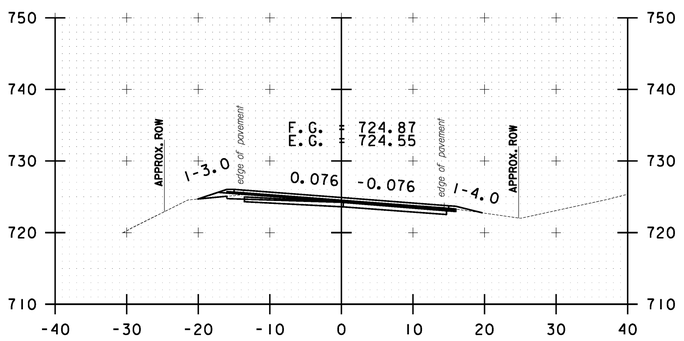
63+50.00



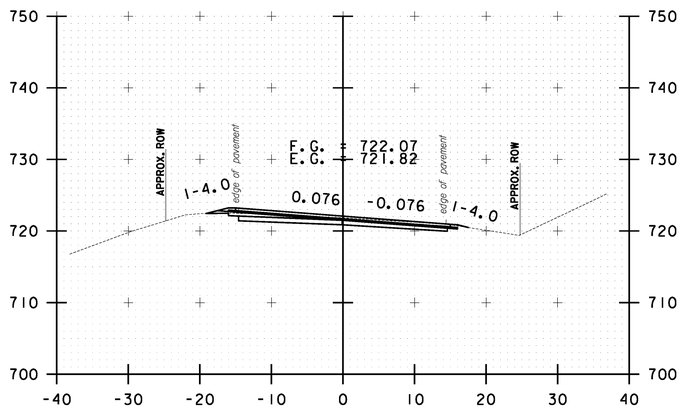
64+50.00



62+00.00



63+00.00



64+00.00

10 0 10
SCALE IN FEET

STOCKBRIDGE CROSS SECTION SHEET #21

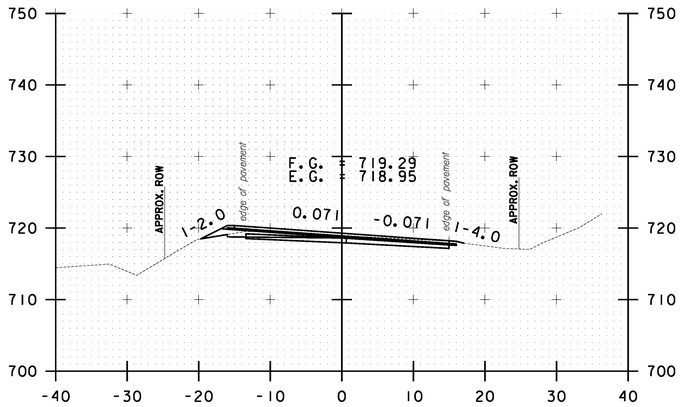
PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

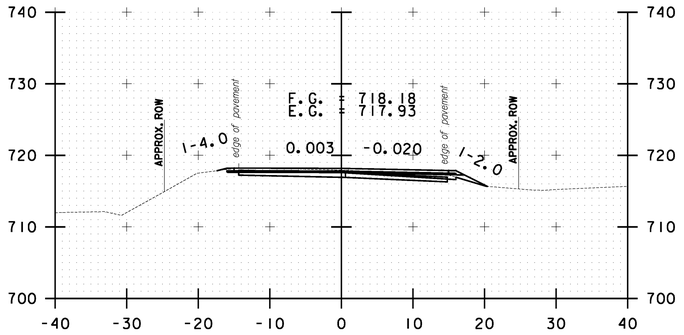
FILE NAME: z10b214_stock_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xs21.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 234 OF 397

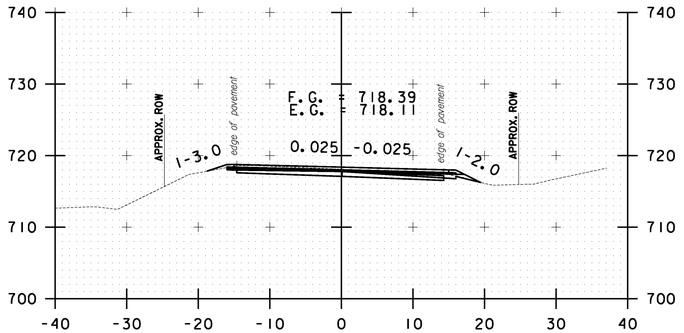
FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_stock_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



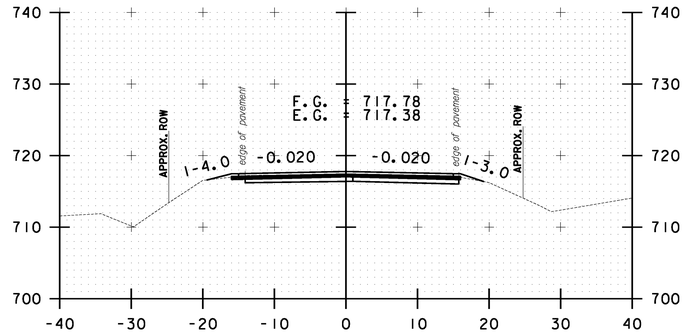
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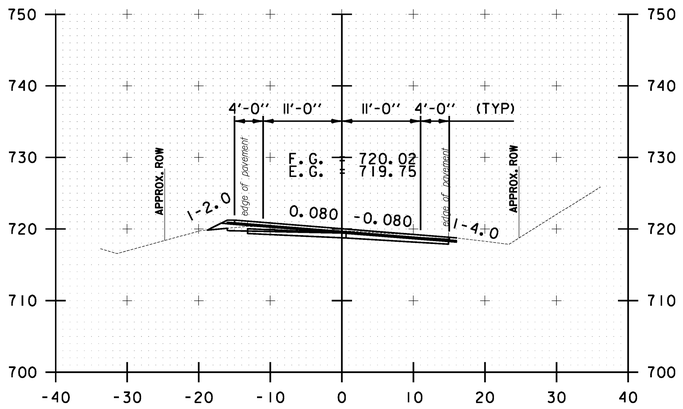
67+00.00



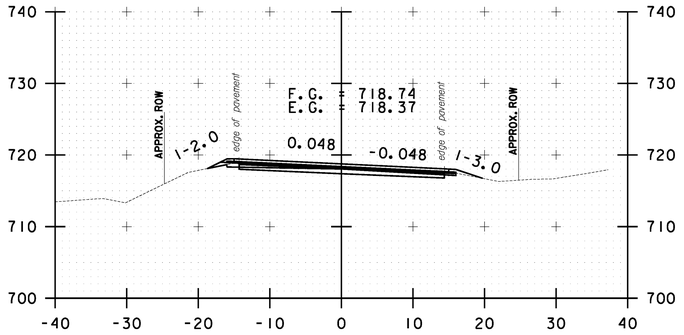
66+50.00



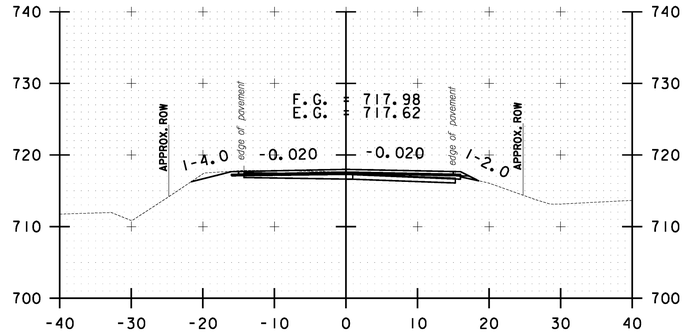
68+00.00



65+00.00



66+00.00



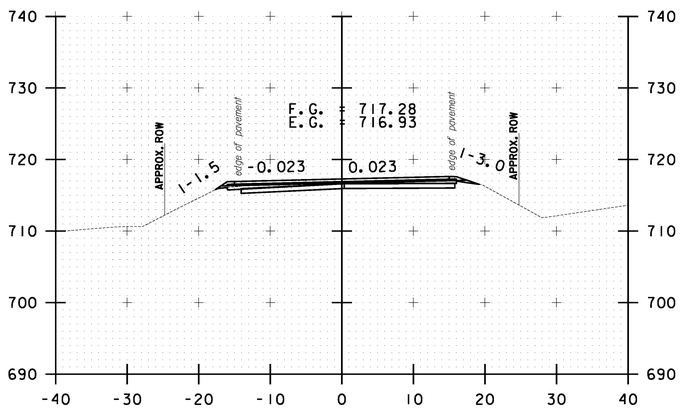
67+50.00

10 0 10
SCALE IN FEET

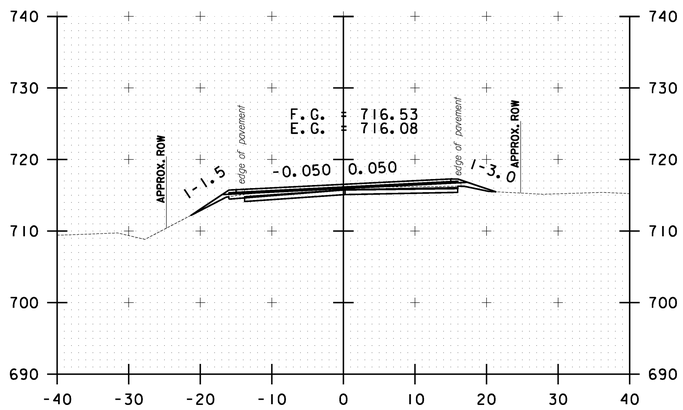
STOCKBRIDGE CROSS SECTION SHEET #22

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_stock_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xs22.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 235 OF 397

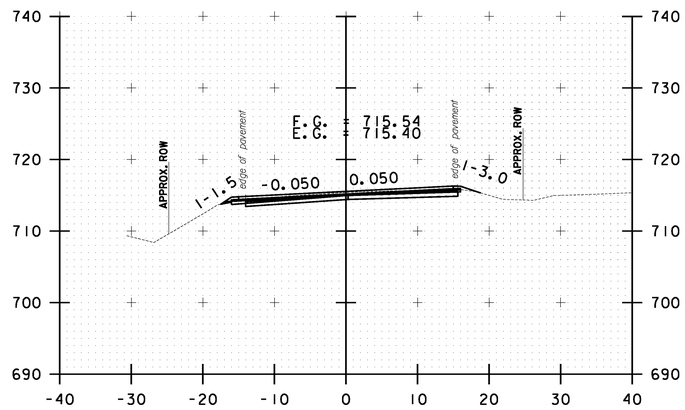
FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_stock_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



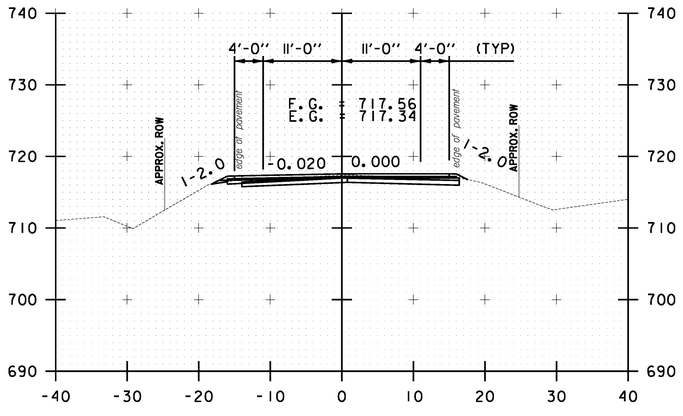
69+00.00



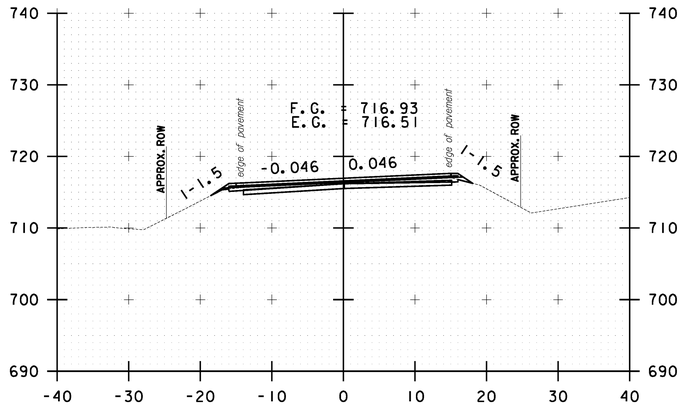
70+00.00



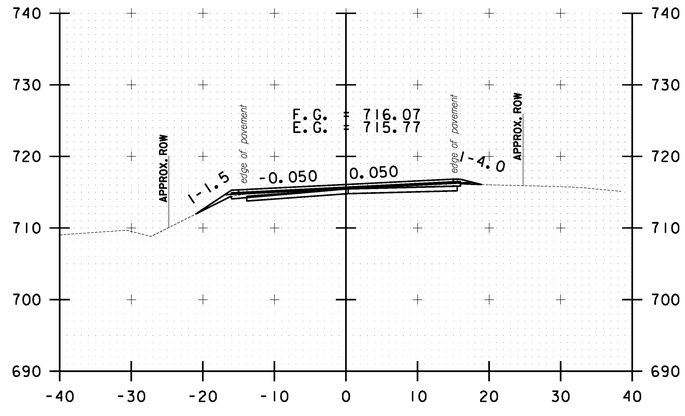
71+00.00



68+50.00



69+50.00



70+50.00

10 0 10
SCALE IN FEET

STOCKBRIDGE CROSS SECTION SHEET #23

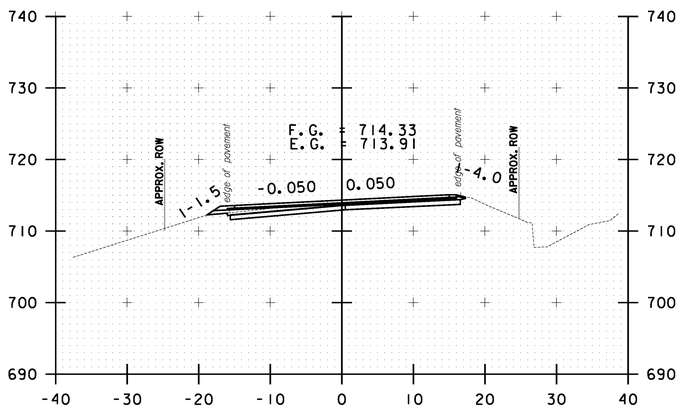
PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

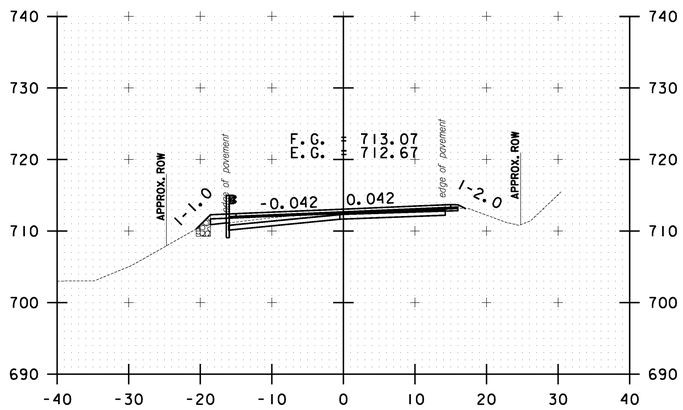
FILE NAME: z10b214_stock_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xs23.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 236 OF 397

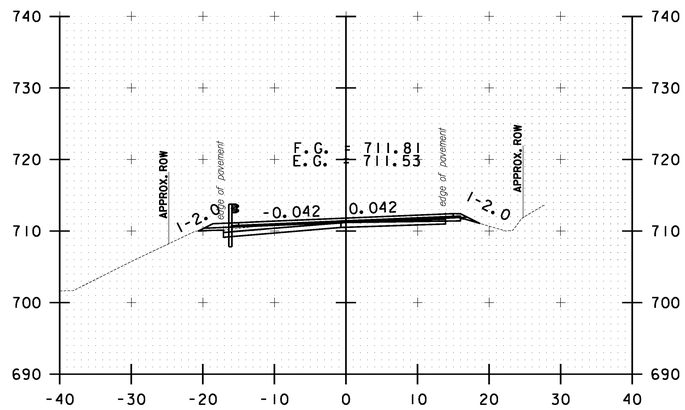
FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_stock_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



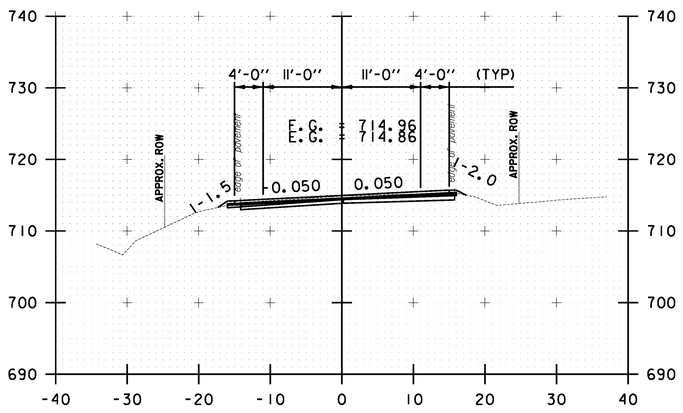
72+00.00



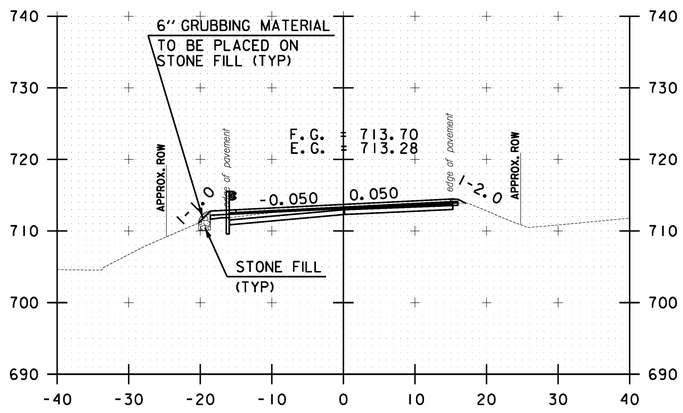
73+00.00



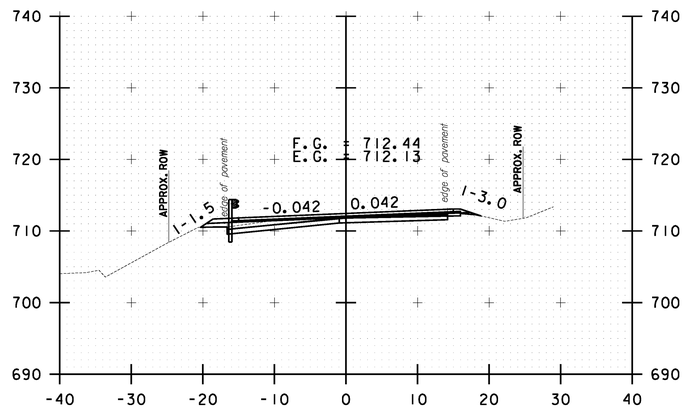
74+00.00



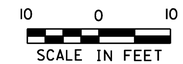
71+50.00



72+50.00



73+50.00



STOCKBRIDGE CROSS SECTION SHEET #24

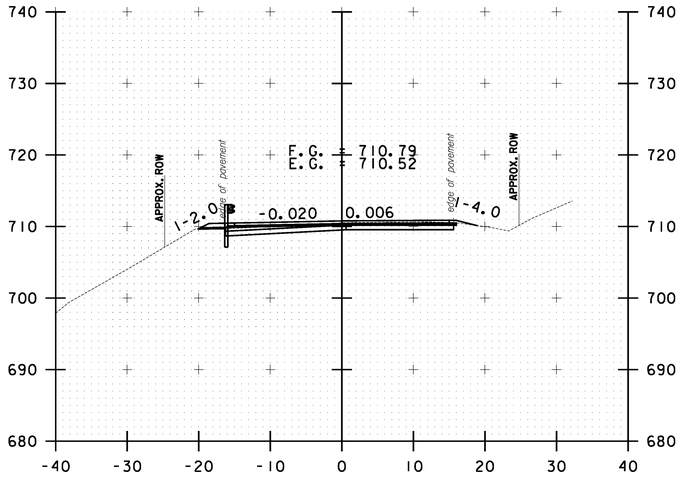
PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

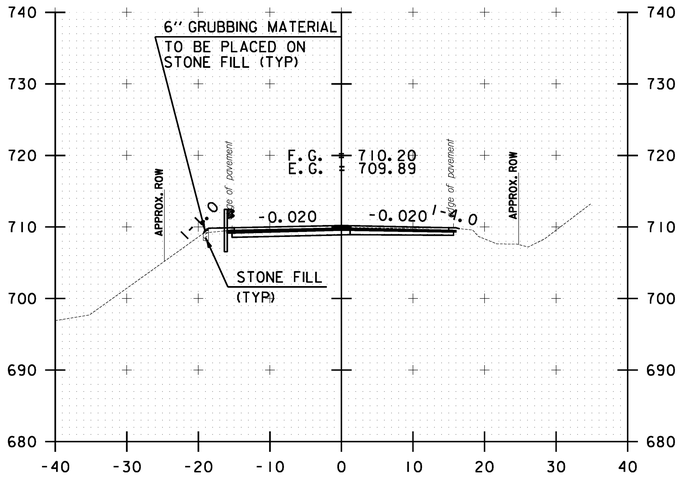
FILE NAME: z10b214_stock_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xs24.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 237 OF 397

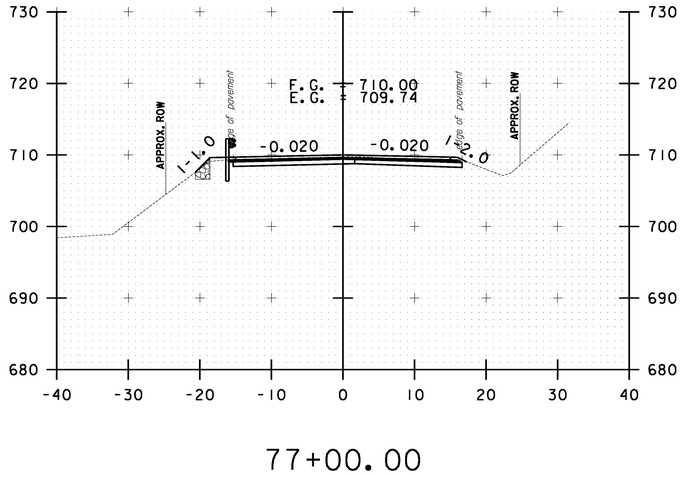
FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_stock_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



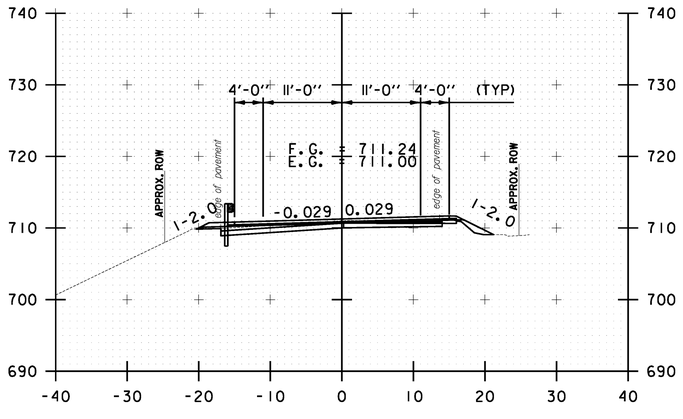
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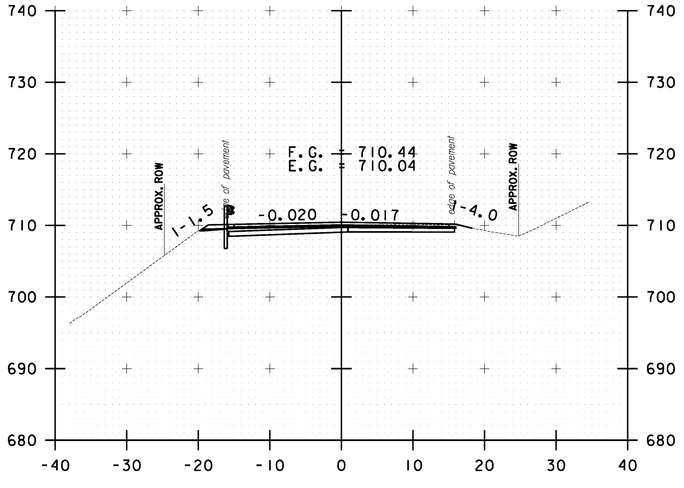
76+00.00



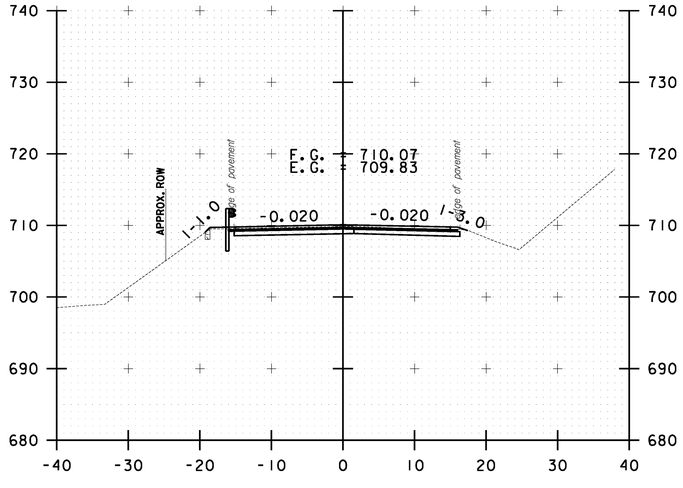
77+00.00



74+50.00



75+50.00



76+50.00

10 0 10
SCALE IN FEET

STOCKBRIDGE CROSS SECTION SHEET #25

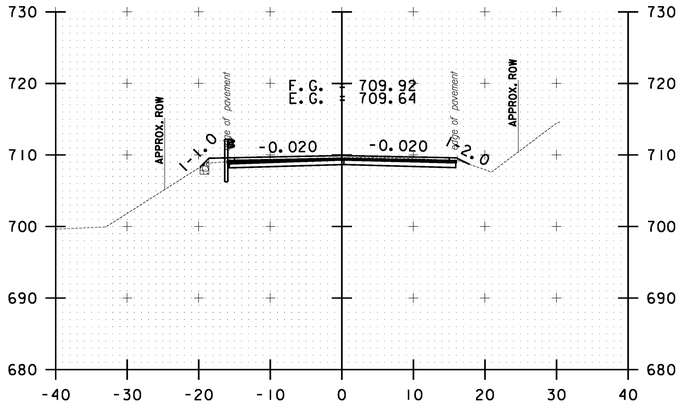
PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

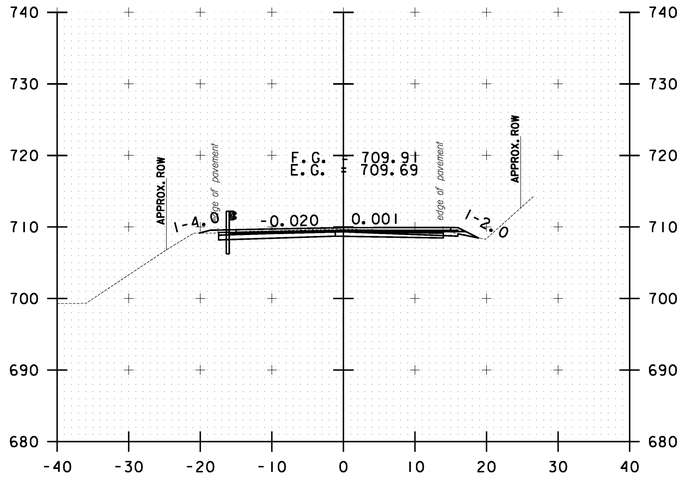
FILE NAME: z10b214_stock_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xs25.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 238 OF 397

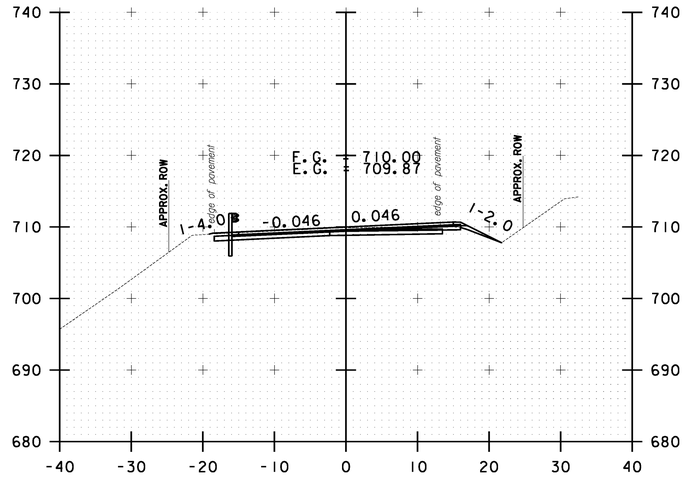
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DATE/TIME = 3/17/2014
USER = 4916



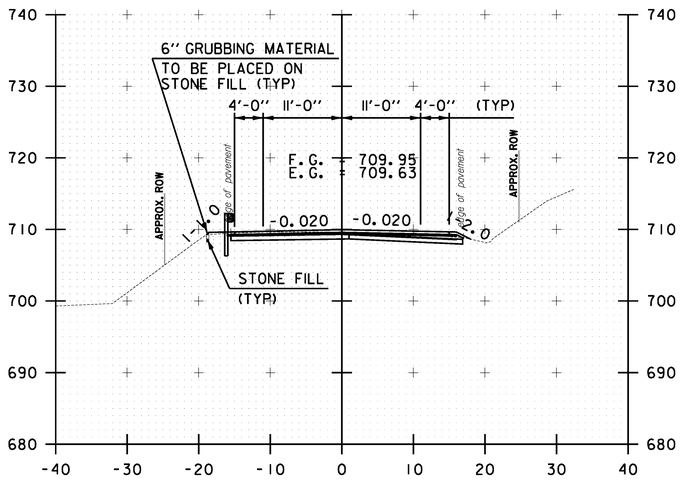
78+00.00



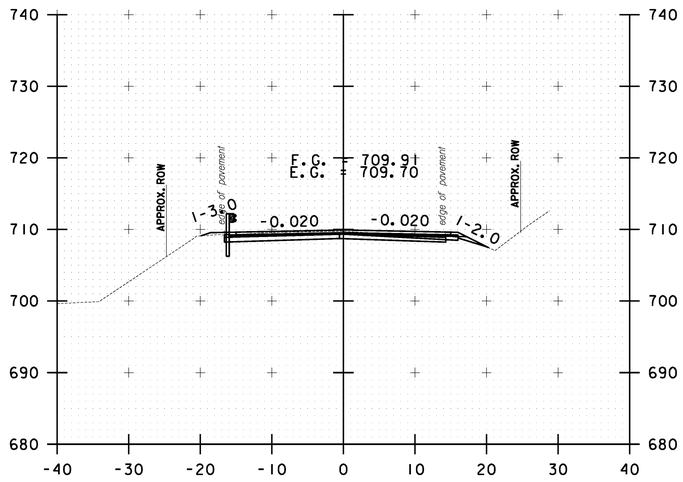
79+00.00



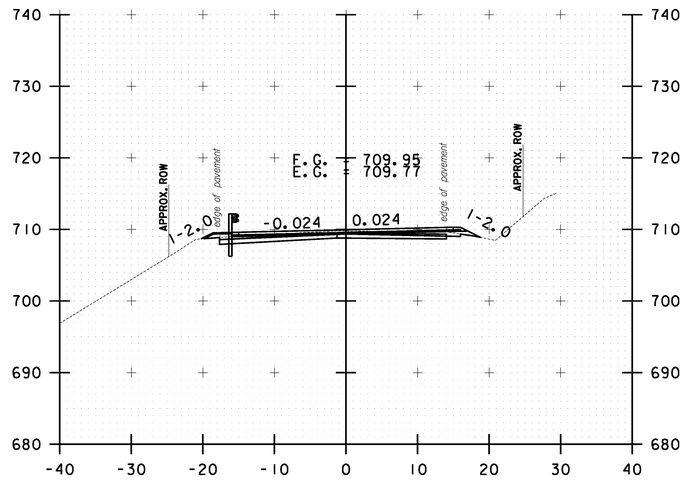
80+00.00



77+50.00



78+50.00



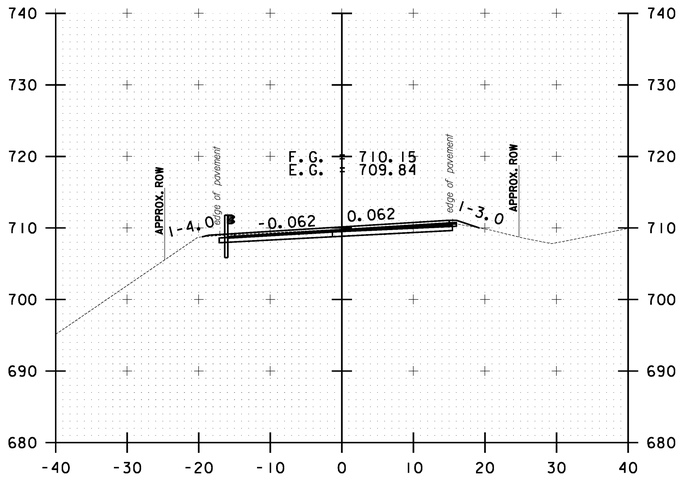
79+50.00

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SCALE IN FEET

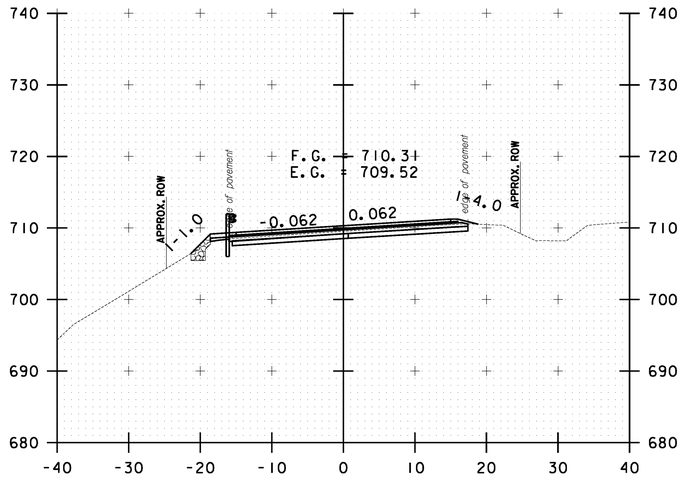
STOCKBRIDGE CROSS SECTION SHEET #26

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_stock_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xs26.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 239 OF 397

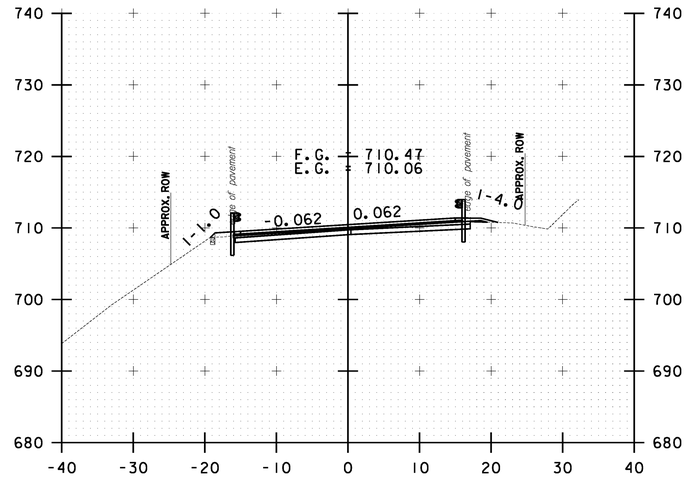
FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_stock_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



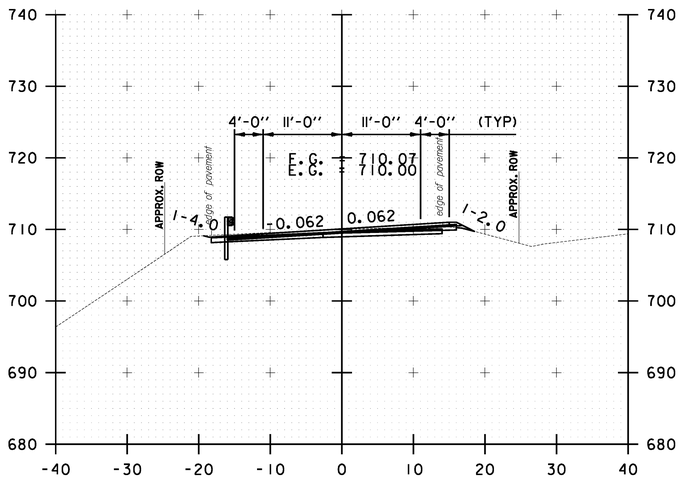
81+00.00



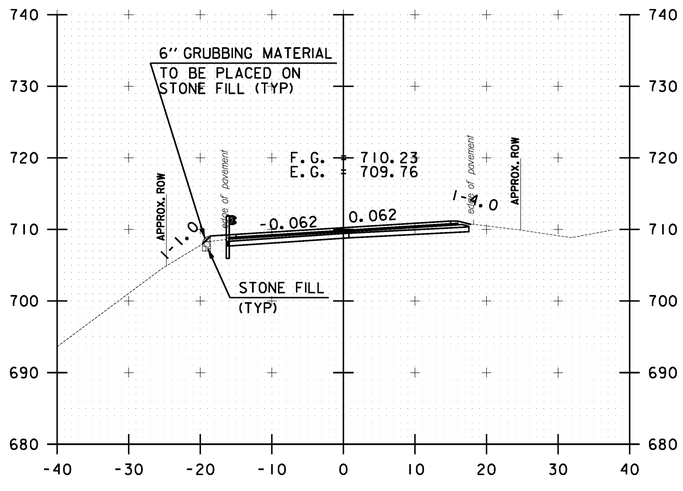
82+00.00



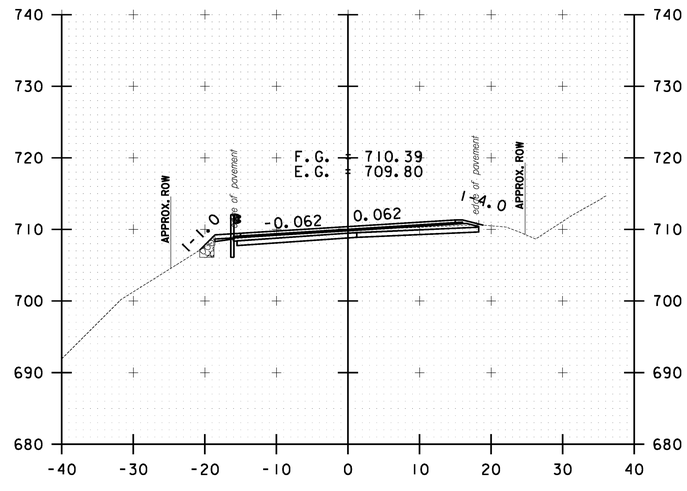
83+00.00



80+50.00



81+50.00



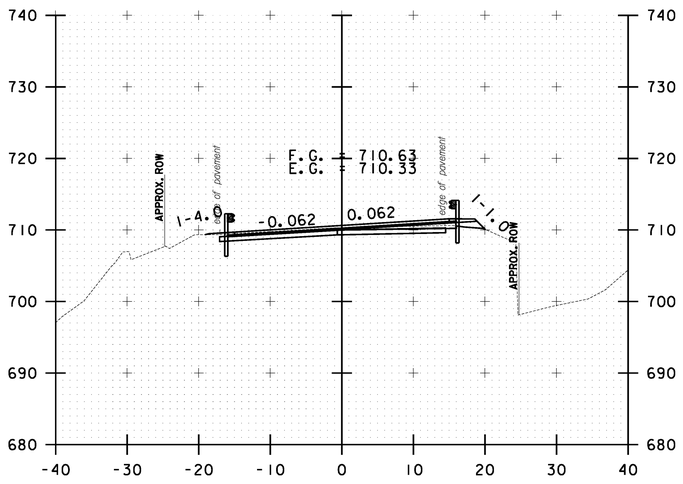
82+50.00

10 0 10
SCALE IN FEET

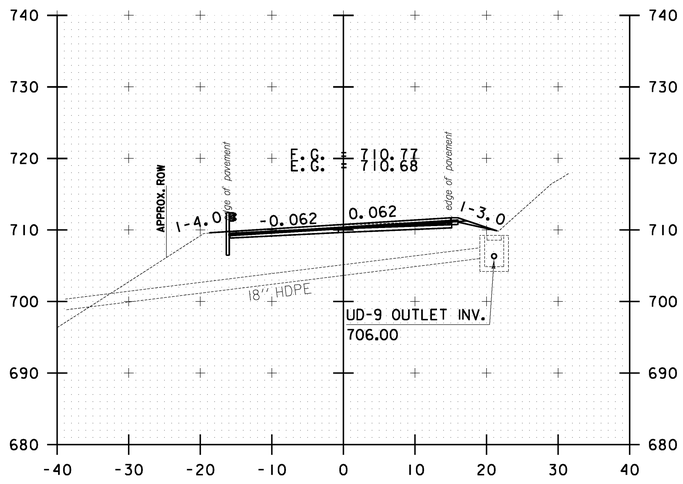
STOCKBRIDGE CROSS SECTION SHEET #27

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_stock_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xs27.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 240 OF 397

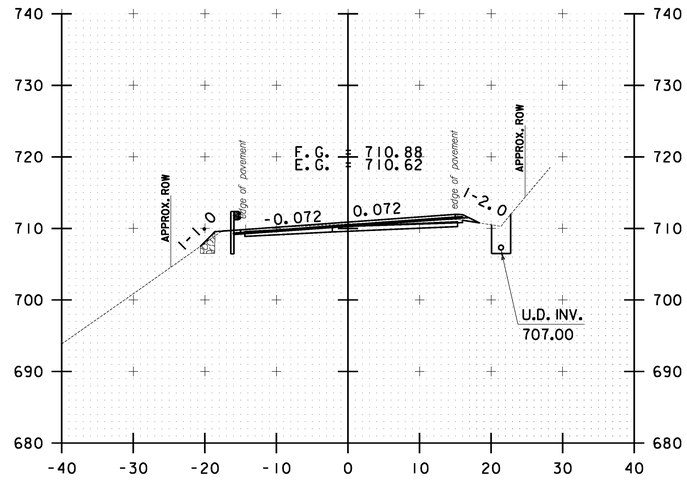
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DATE/TIME = 3/17/2014
USER = 4916



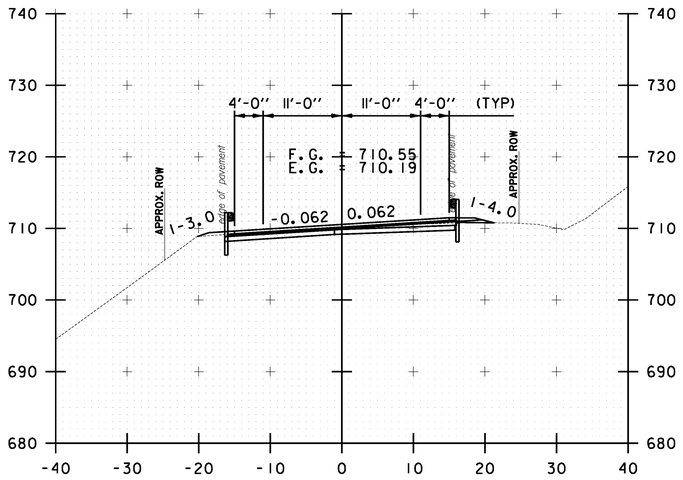
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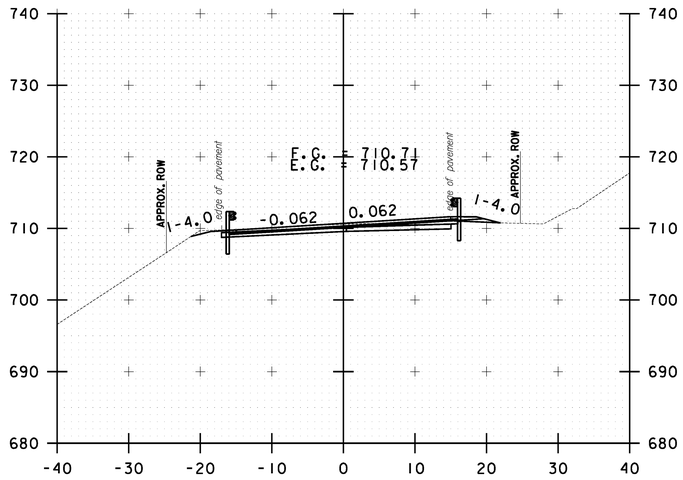
85+00.00



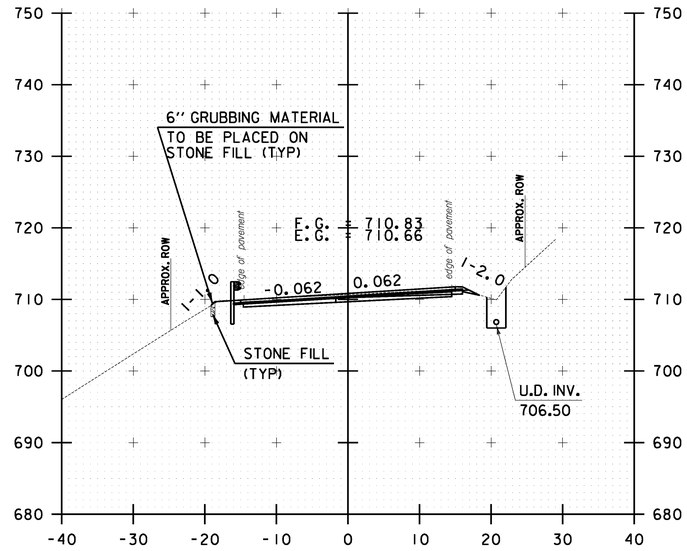
86+00.00



83+50.00



84+50.00



85+50.00

10 0 10
SCALE IN FEET

STOCKBRIDGE CROSS SECTION SHEET #28

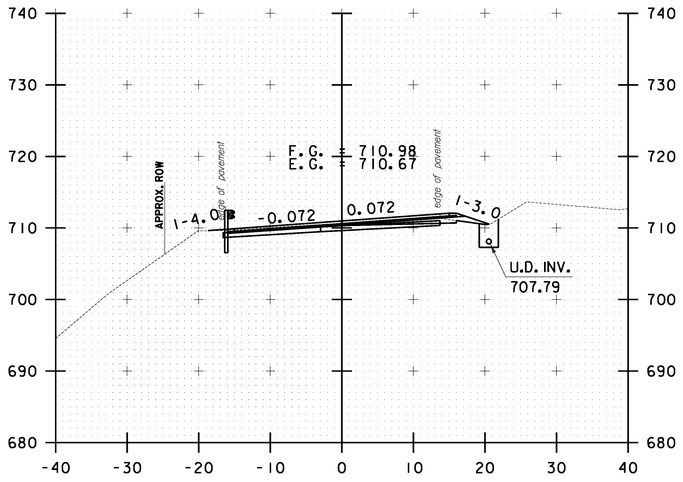
PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

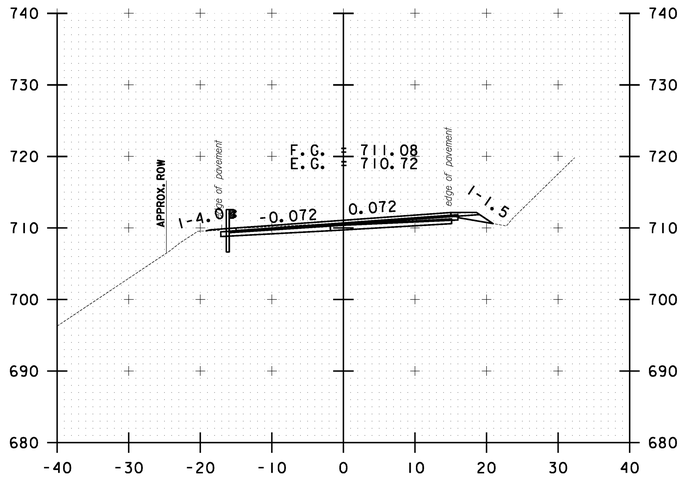
FILE NAME: z10b214_stock_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xs28.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 241 OF 397

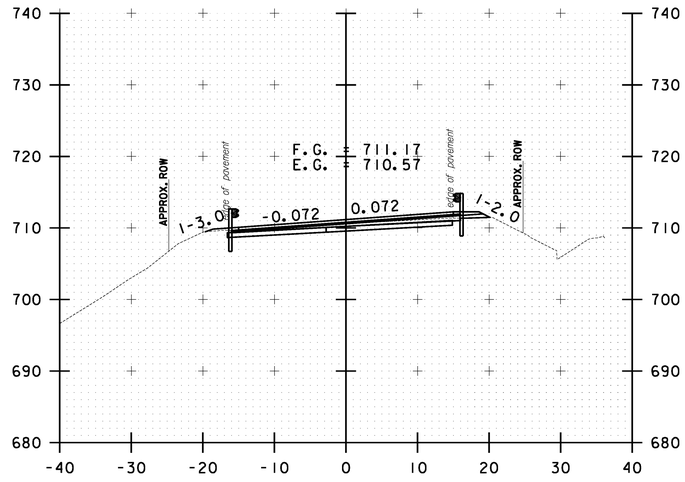
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DATE/TIME = 3/17/2014
USER = 4916



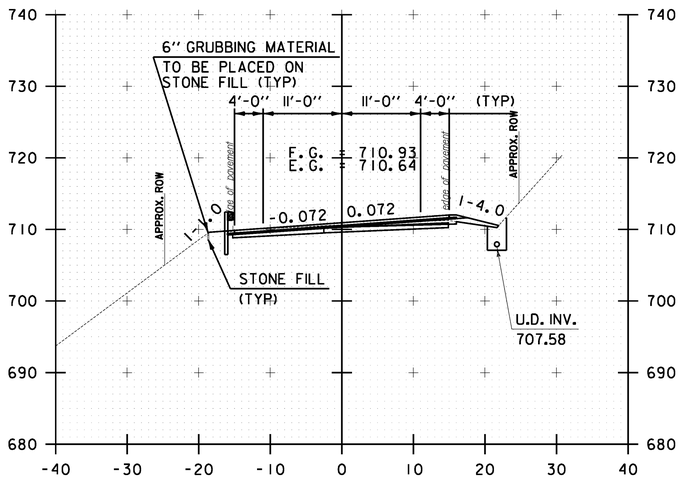
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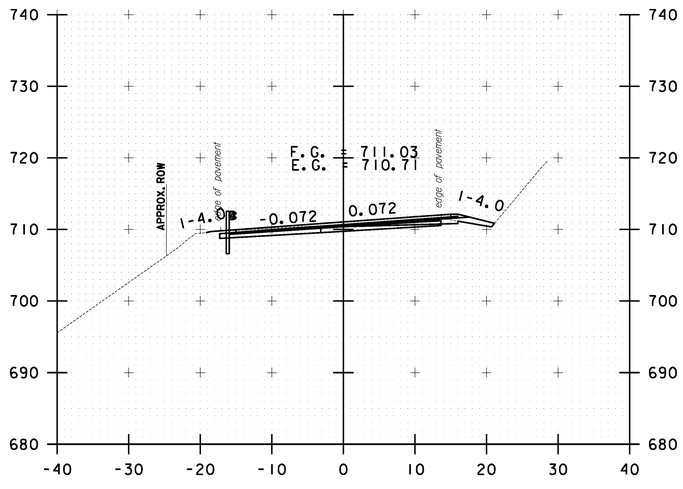
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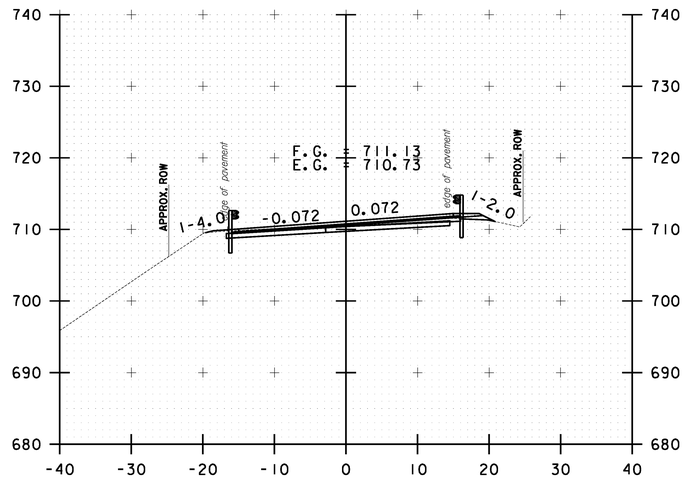
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86+50.00



87+50.00



88+50.00

10 0 10
SCALE IN FEET

STOCKBRIDGE CROSS SECTION SHEET #29

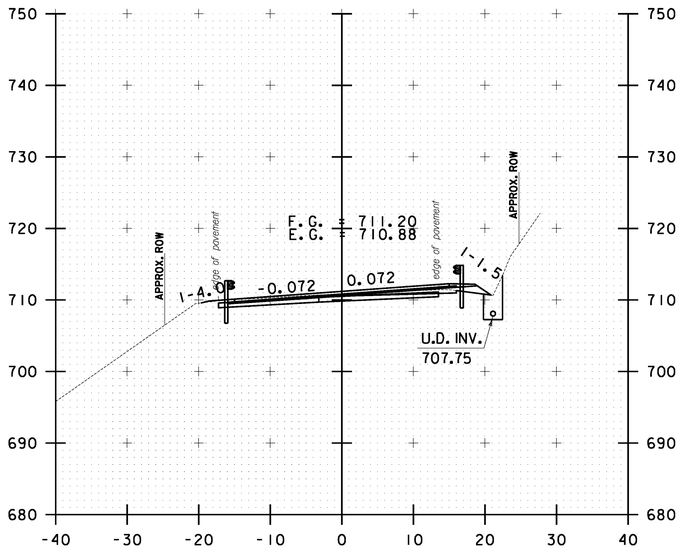
PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

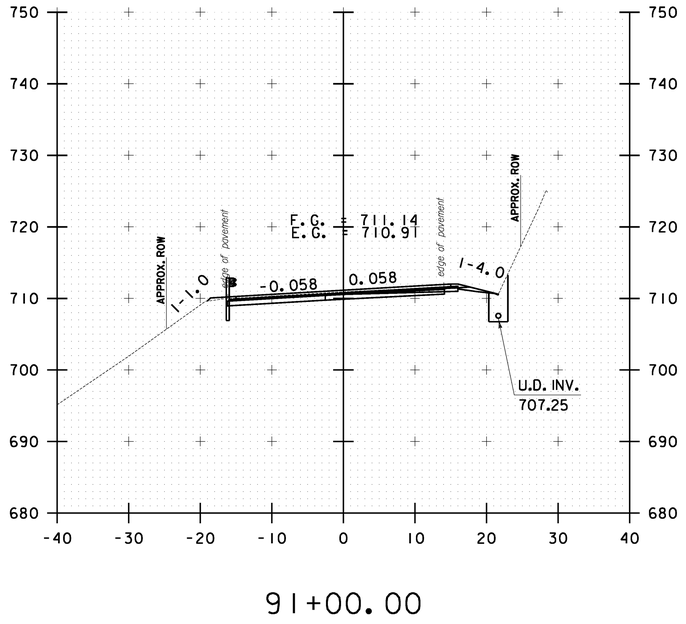
FILE NAME: z10b214_stock_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xs29.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 242 OF 397

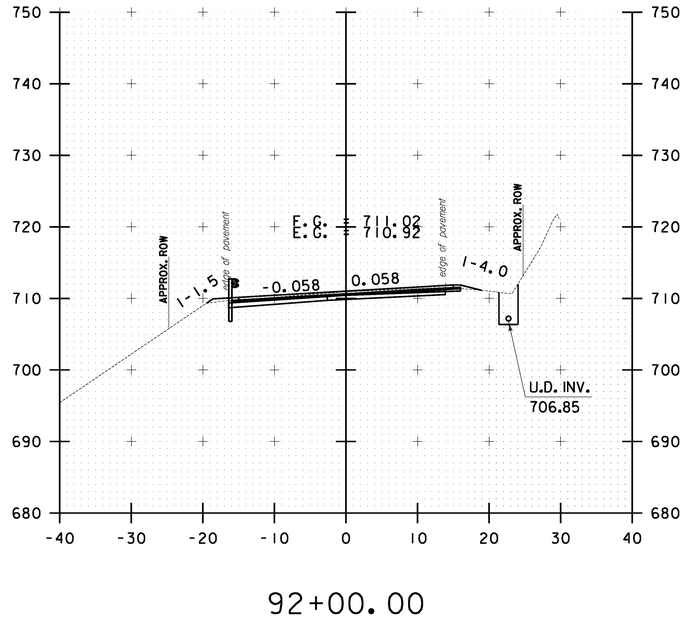
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DATE/TIME = 3/17/2014
USER = 4916



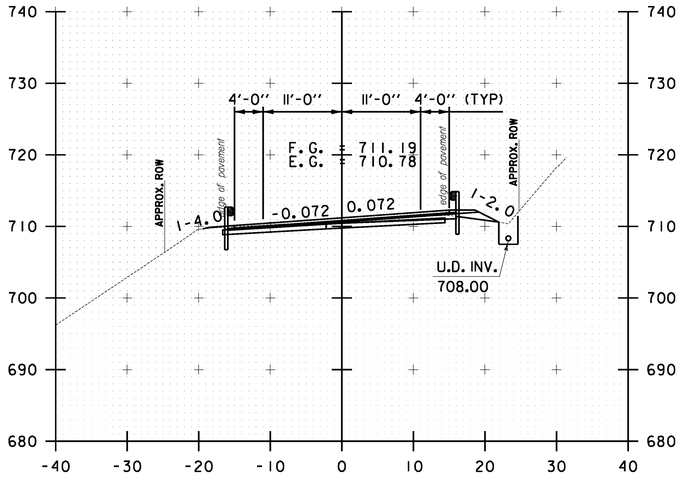
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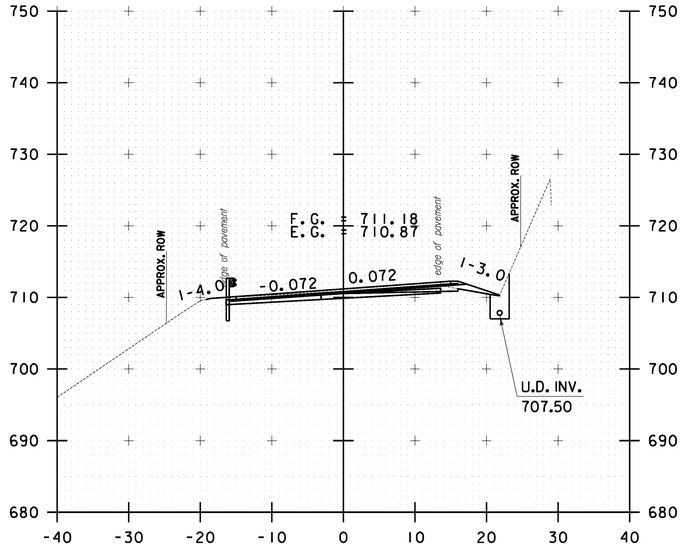
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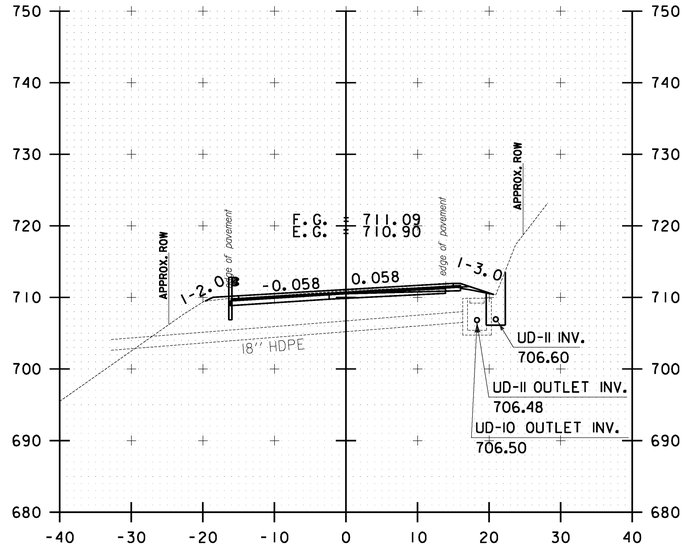
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89+50.00



90+50.00



91+50.00

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SCALE IN FEET

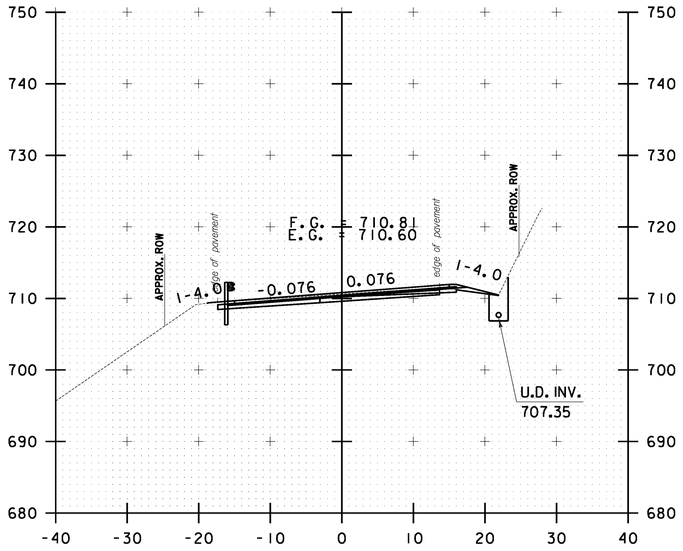
STOCKBRIDGE CROSS SECTION SHEET #30

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)

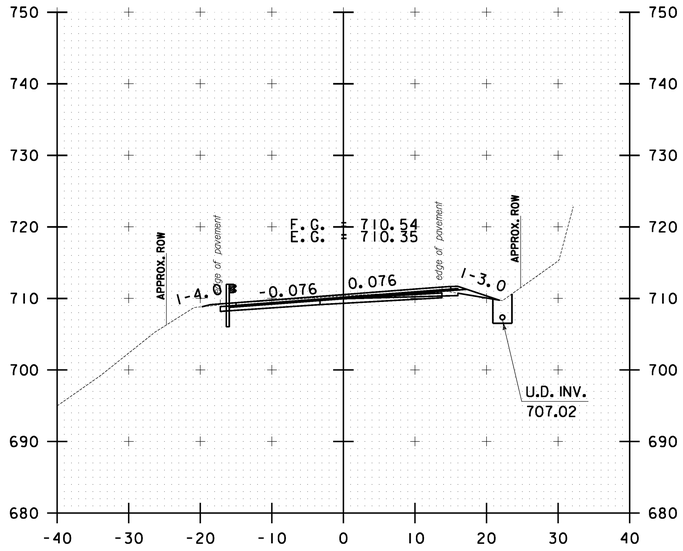
FILE NAME: z10b214_stock_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xs30.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 243 OF 397

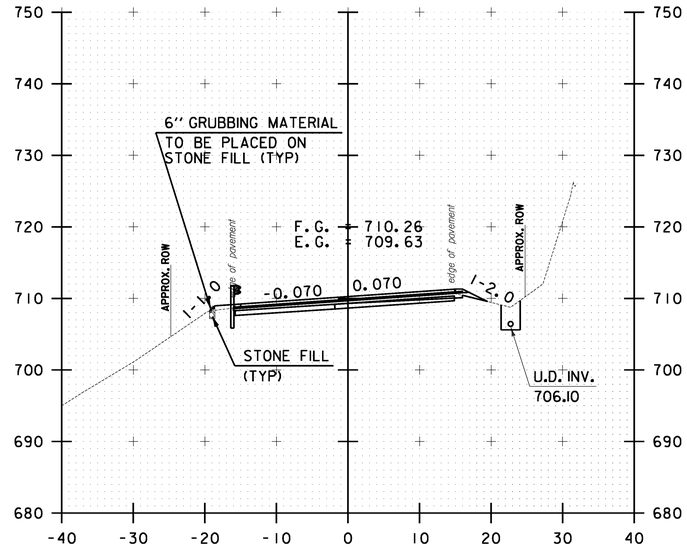
FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_stock_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



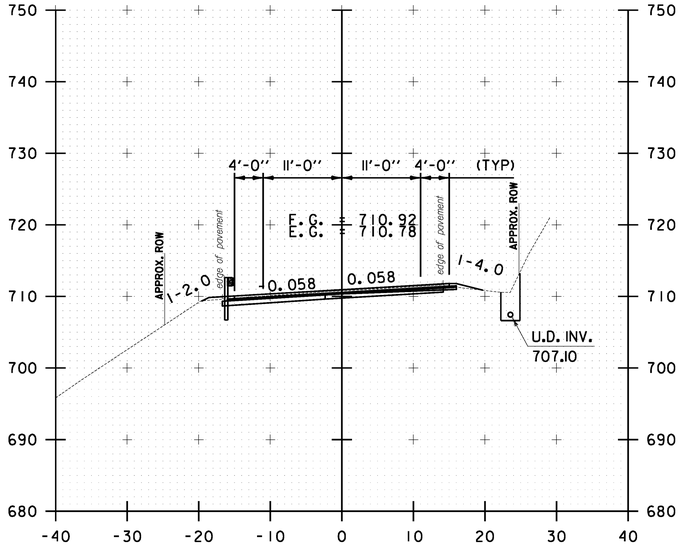
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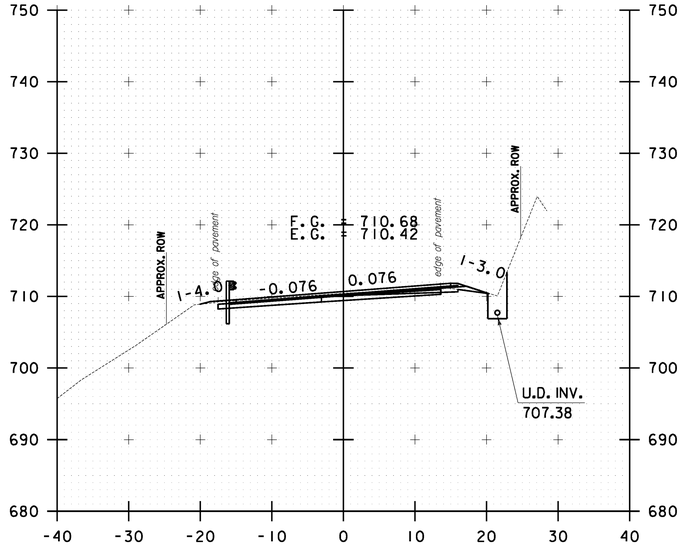
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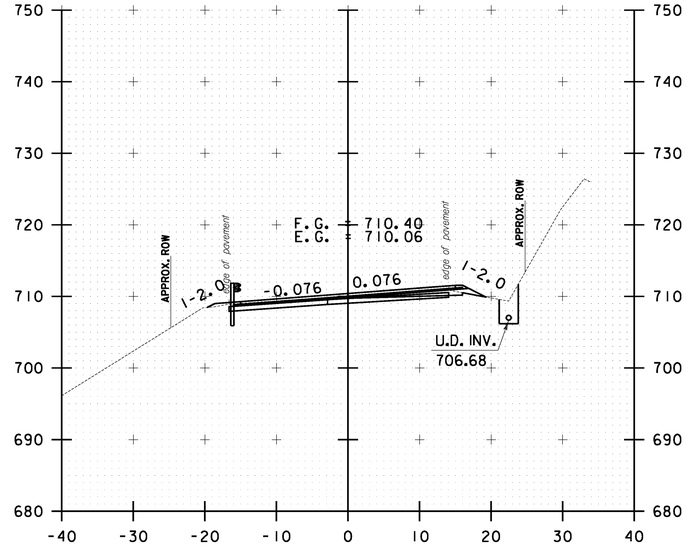
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92+50.00



93+50.00



94+50.00

10 0 10
SCALE IN FEET

STOCKBRIDGE CROSS SECTION SHEET #31

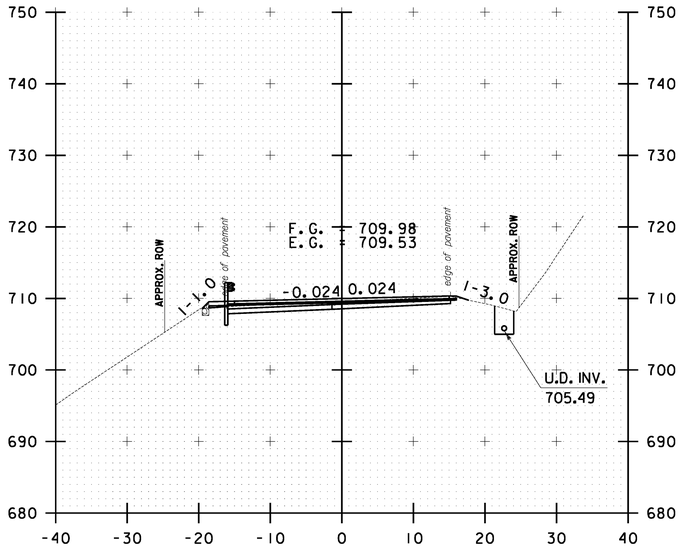
PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

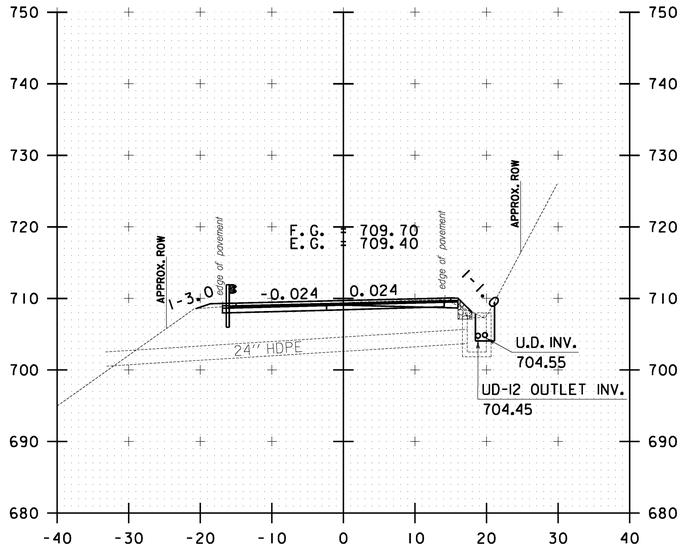
FILE NAME: z10b214_stock_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xs31.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 244 OF 397

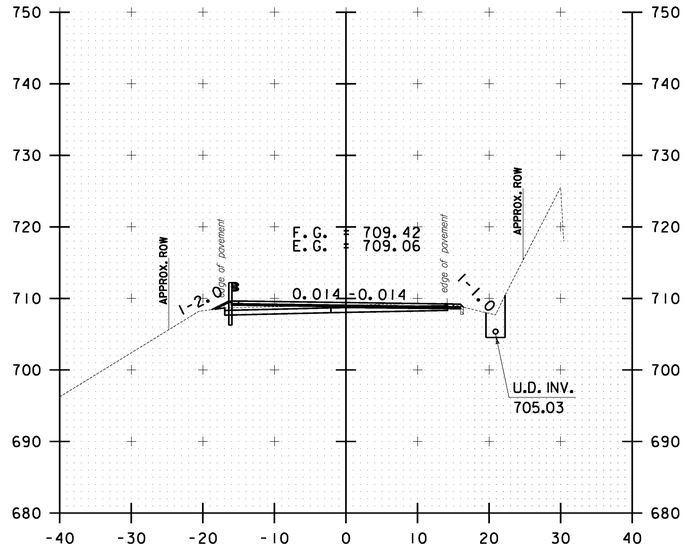
FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_stock_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



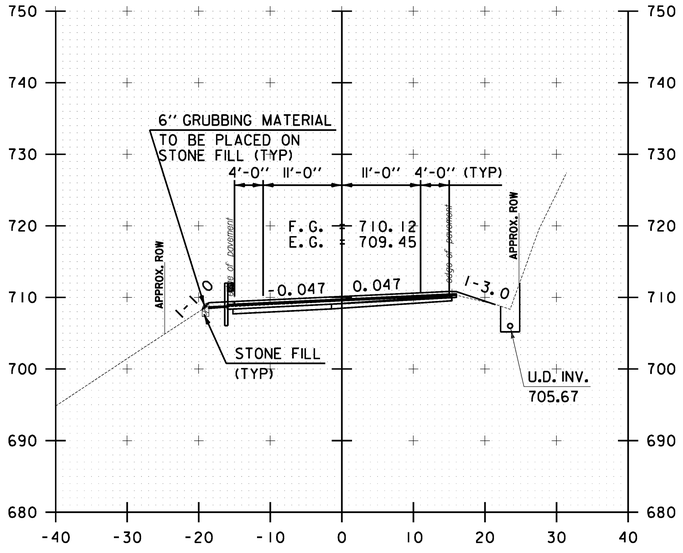
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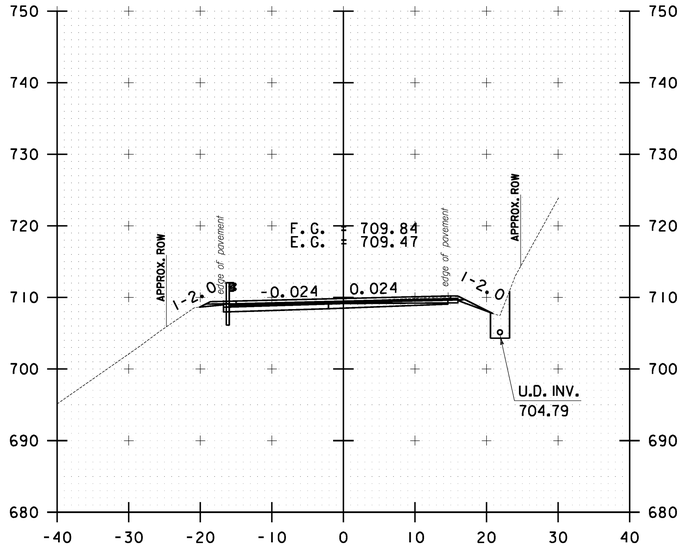
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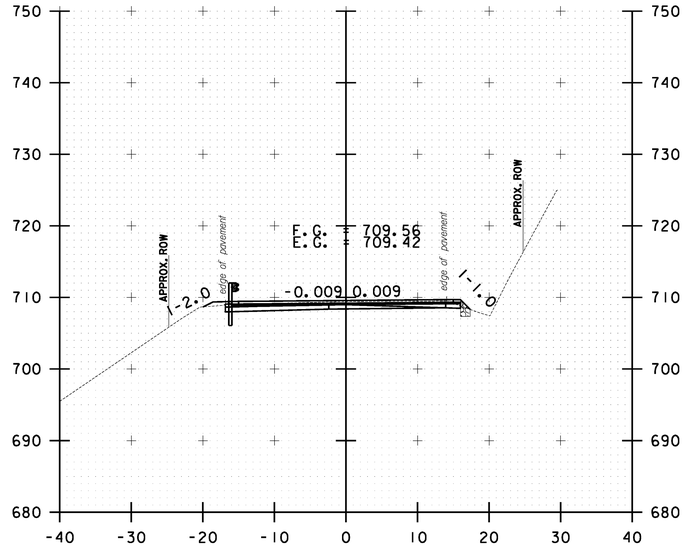
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95+50.00



96+50.00



97+50.00

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SCALE IN FEET

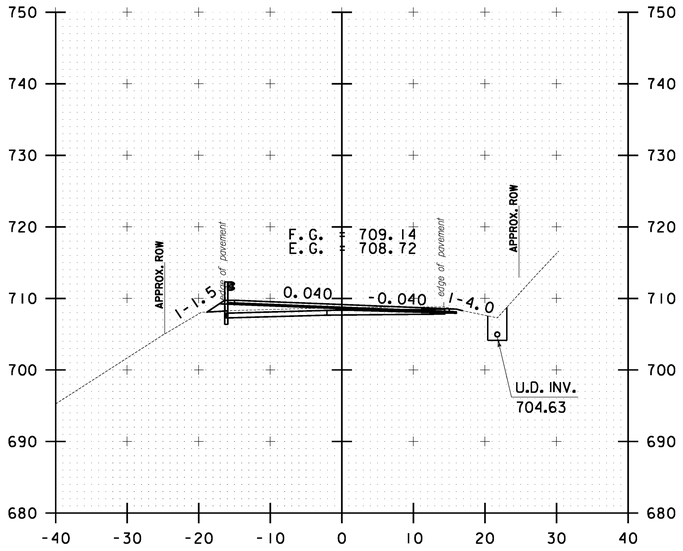
STOCKBRIDGE CROSS SECTION SHEET #32

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)

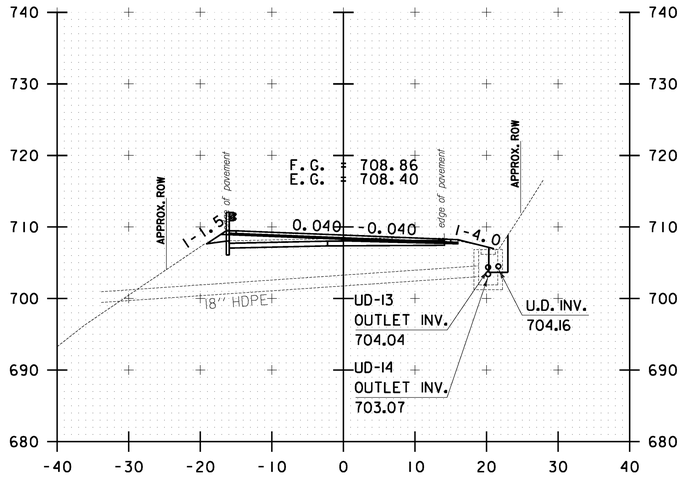
FILE NAME: z10b214_stock_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xs32.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 245 OF 397

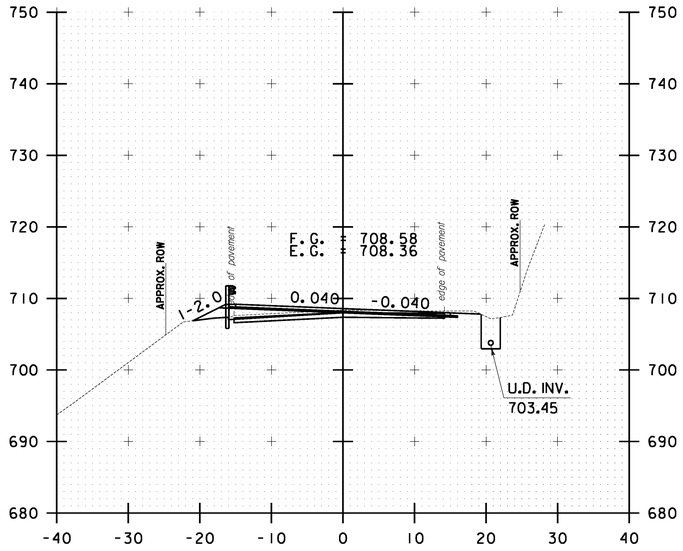
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DATE/TIME = 3/17/2014
USER = 4916



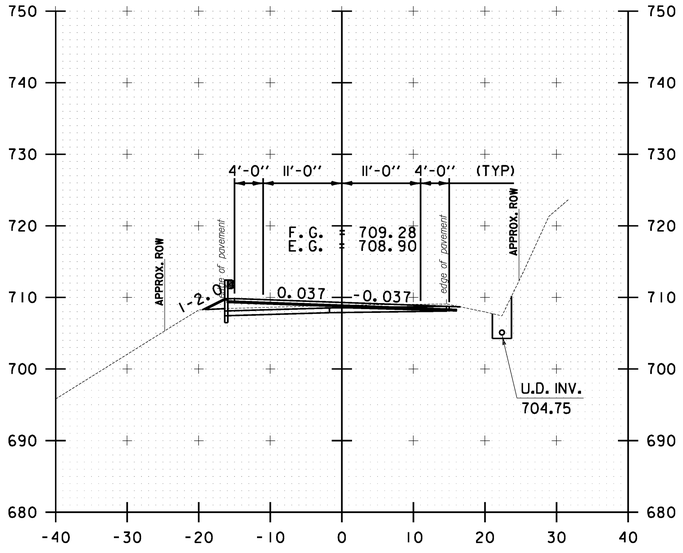
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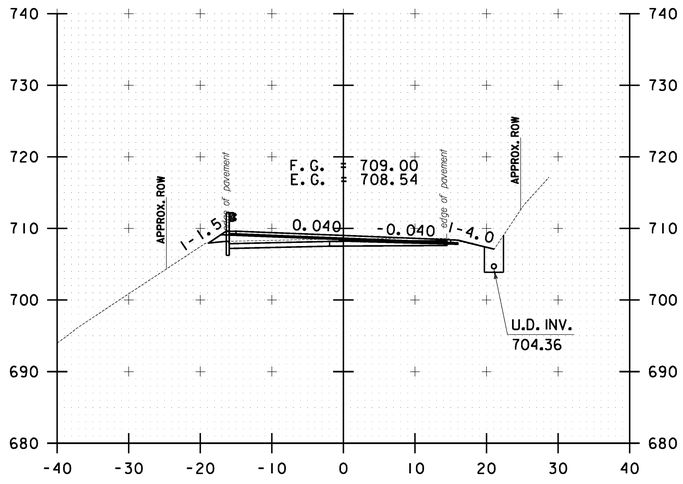
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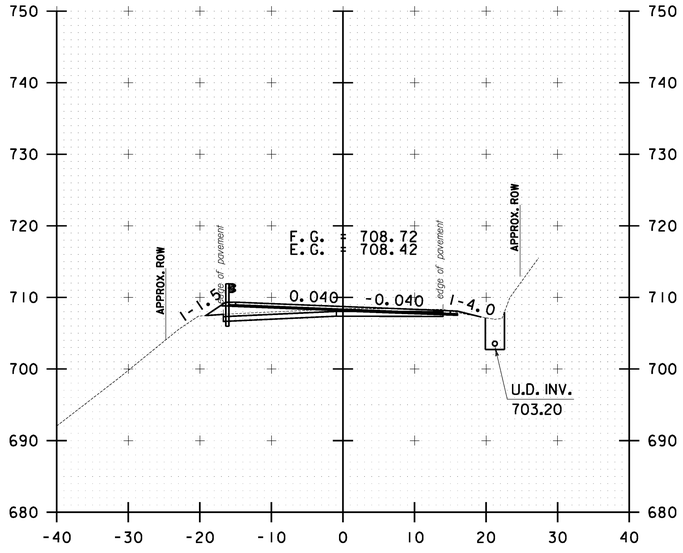
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98+50.00



99+50.00



100+50.00

10 0 10
SCALE IN FEET

STOCKBRIDGE CROSS SECTION SHEET #33

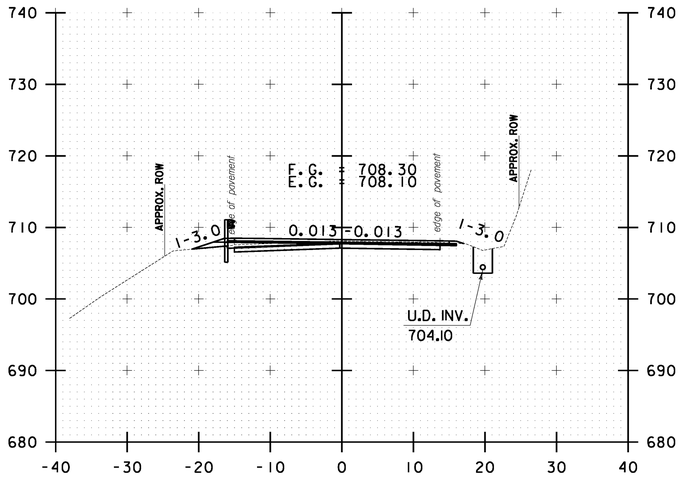
PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

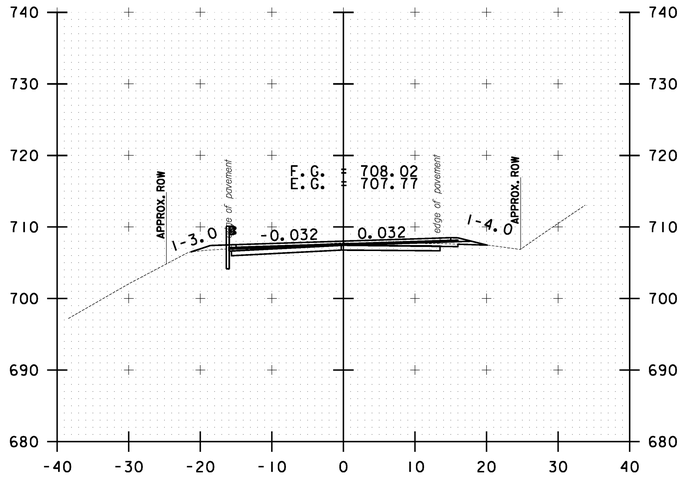
FILE NAME: z10b214_stock_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xs33.1

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 246 OF 397

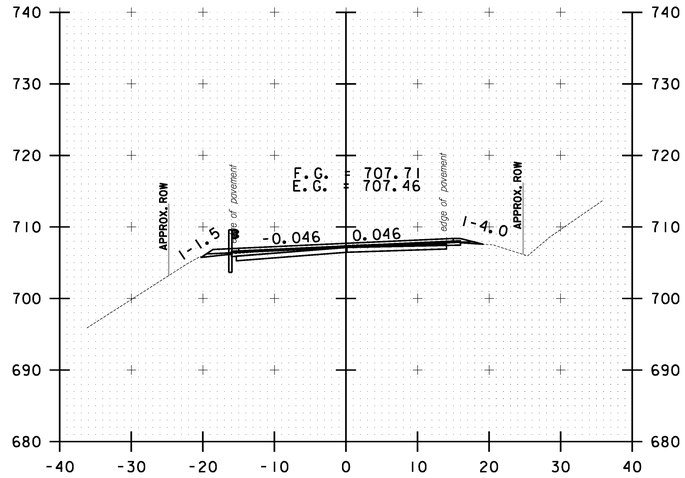
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DATE/TIME = 3/17/2014
USER = 4916



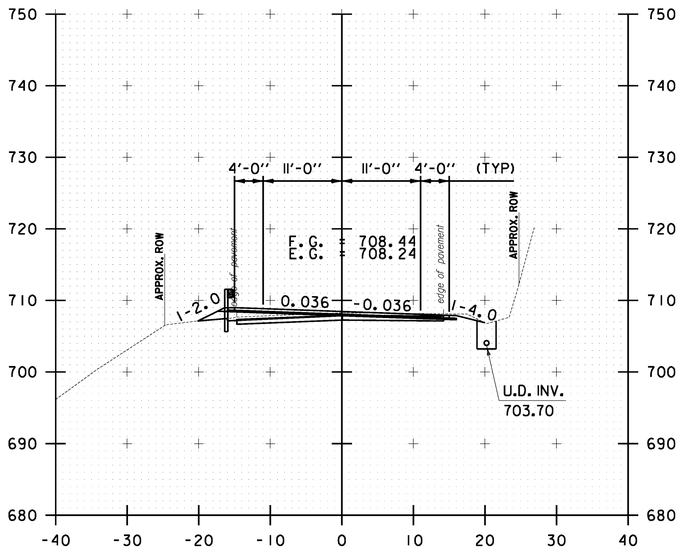
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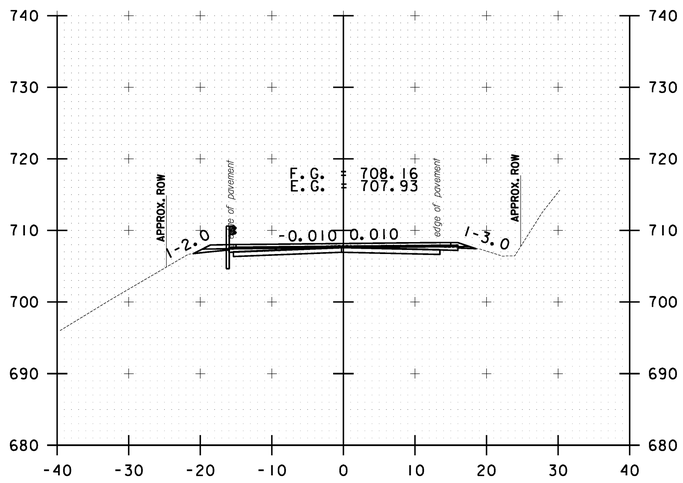
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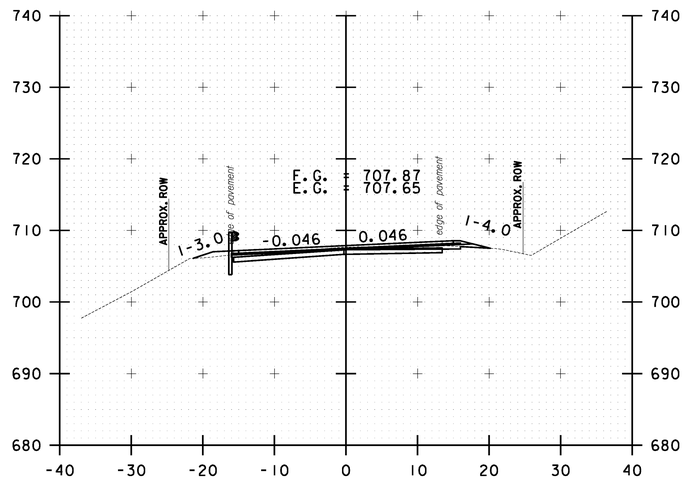
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101+50.00



102+50.00



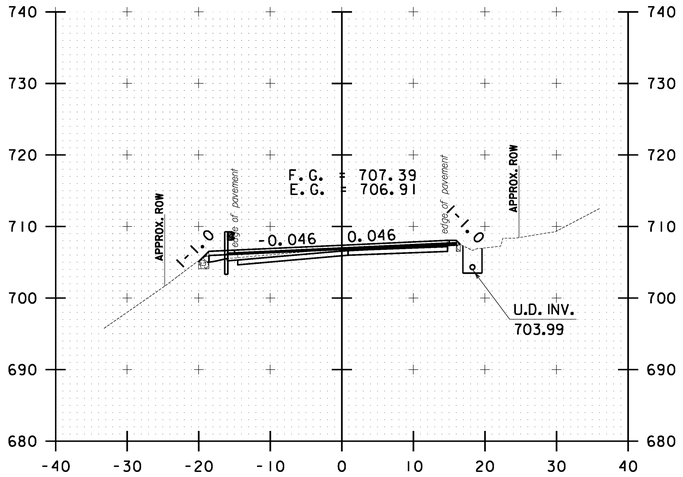
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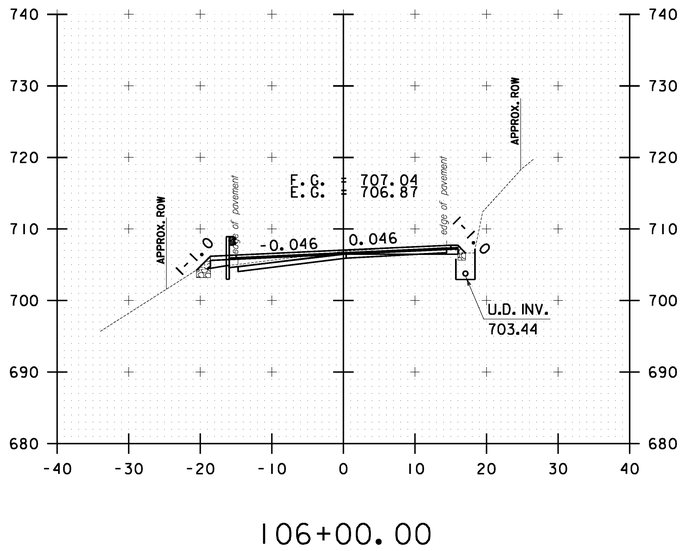
STOCKBRIDGE CROSS SECTION SHEET #34

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_stock_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xs34.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 247 OF 397

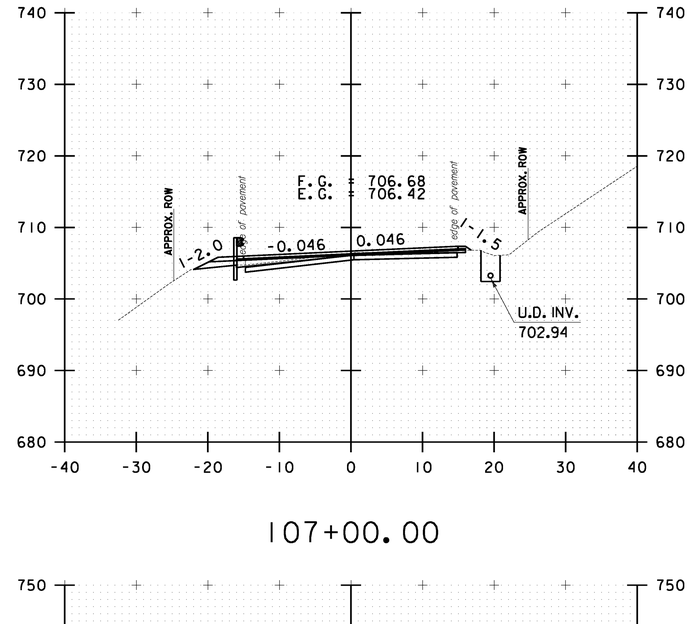
FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_stock_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



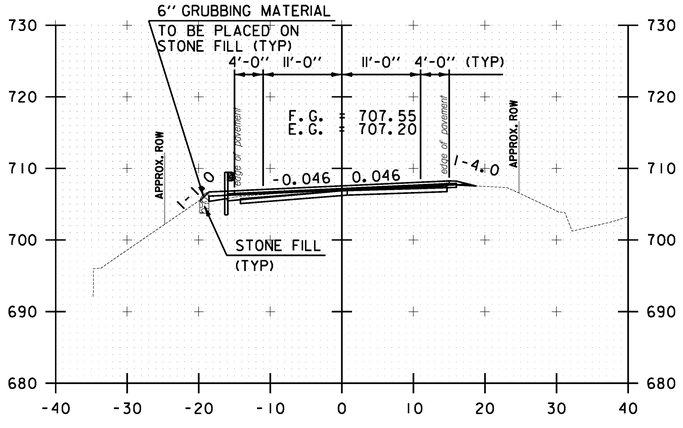
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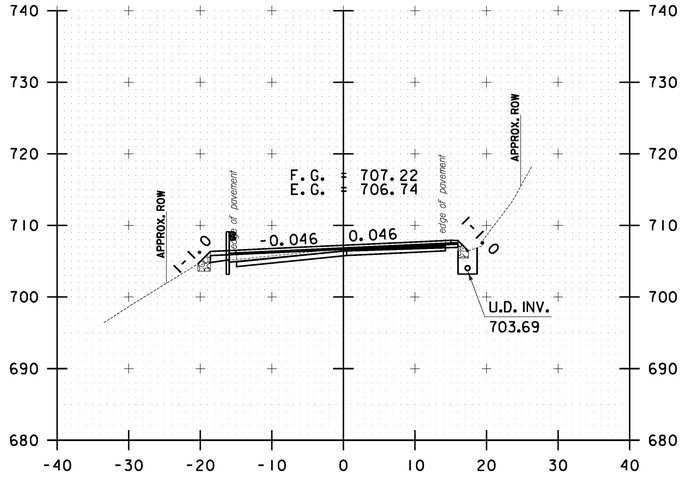
106+00.00



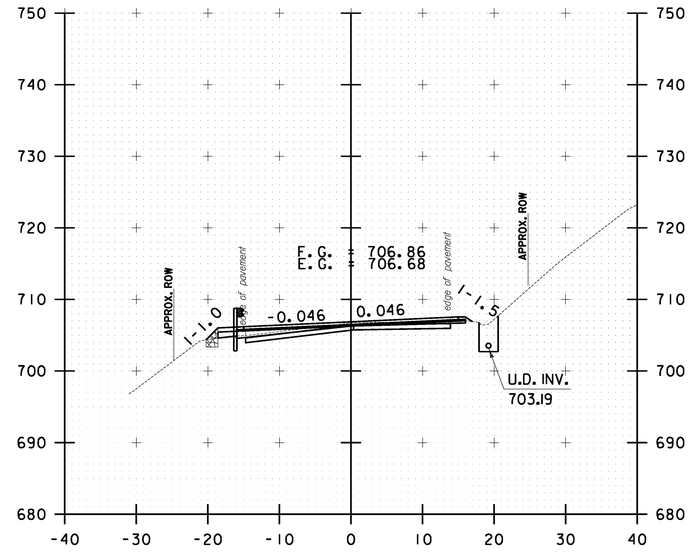
107+00.00



104+50.00



105+50.00



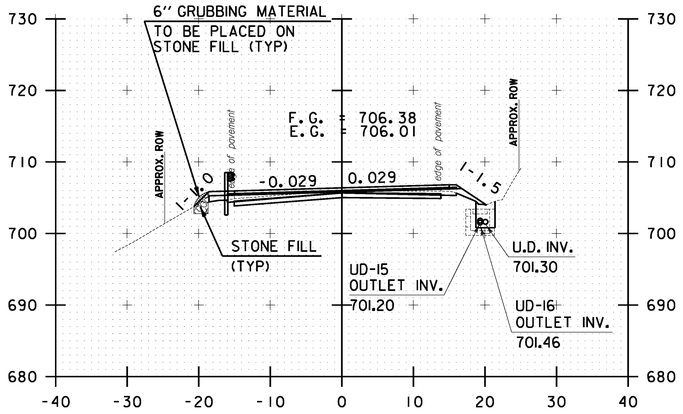
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SCALE IN FEET

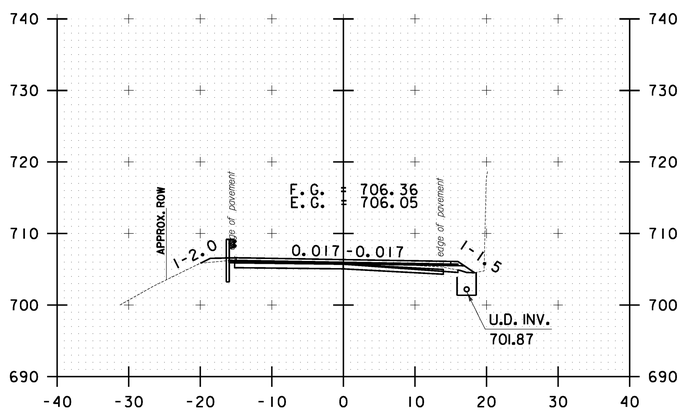
STOCKBRIDGE CROSS SECTION SHEET #35

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_stock_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xs35.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 248 OF 397

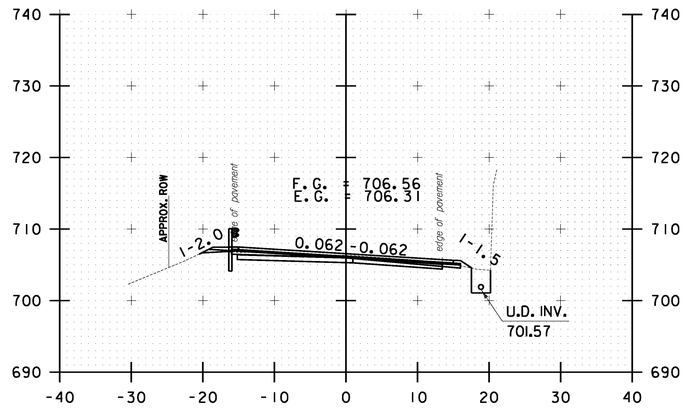
FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_stock_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



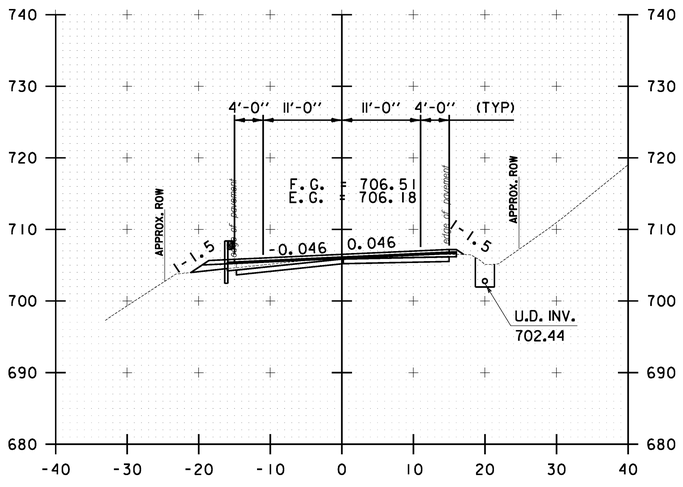
108+00.00



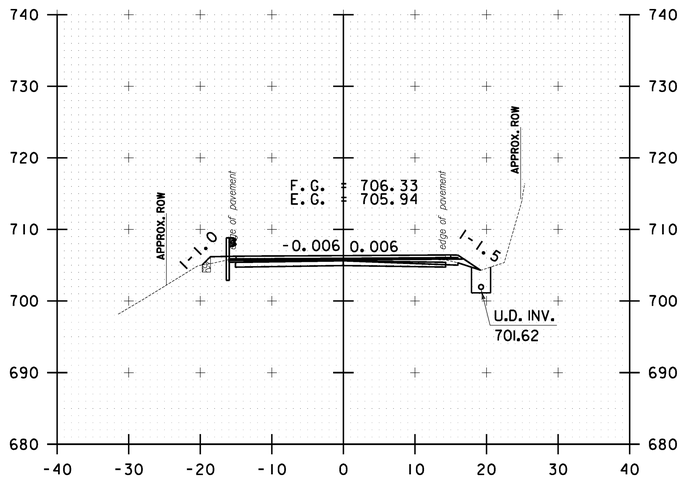
109+00.00



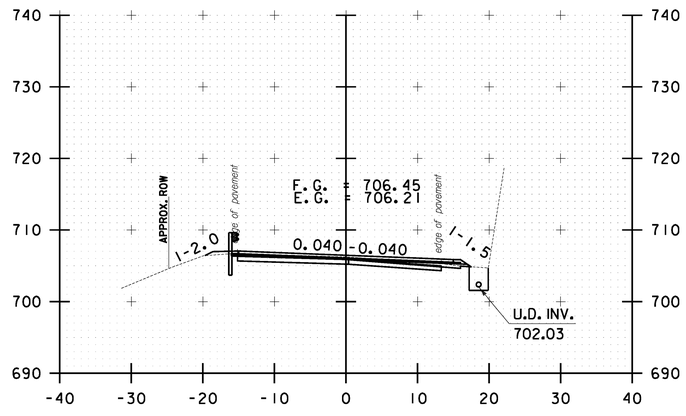
110+00.00



107+50.00



108+50.00



109+50.00

10 0 10
SCALE IN FEET

STOCKBRIDGE CROSS SECTION SHEET #36

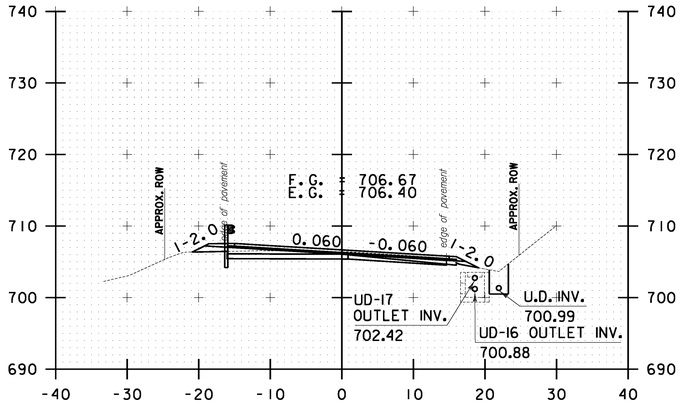
PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

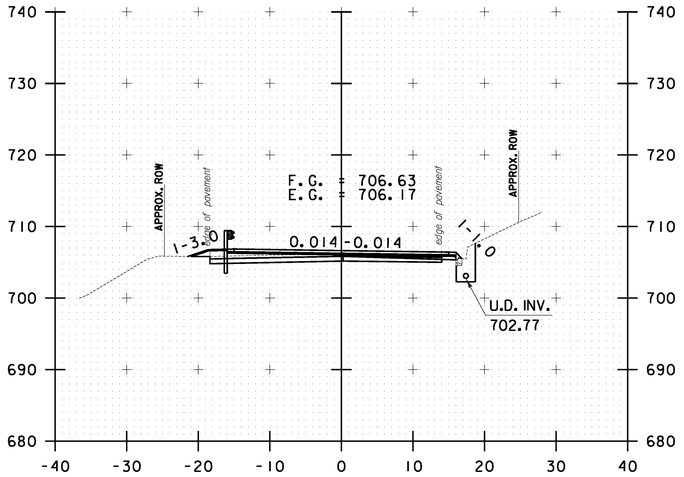
FILE NAME: z10b214_stock_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xs36.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 249 OF 397

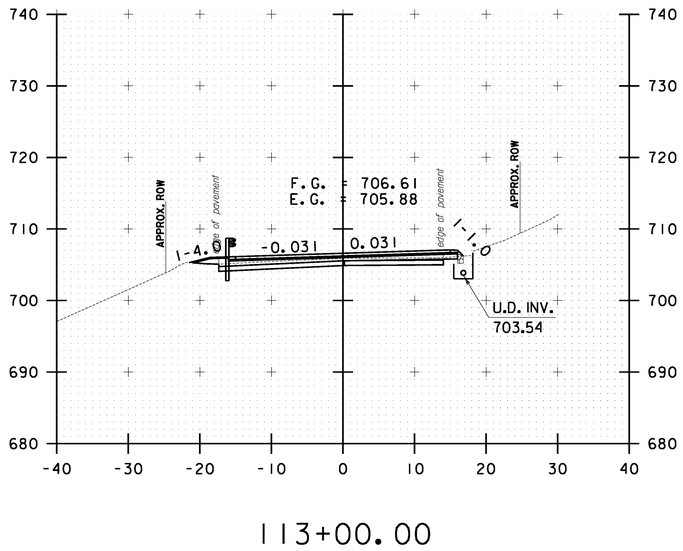
FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_stock_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



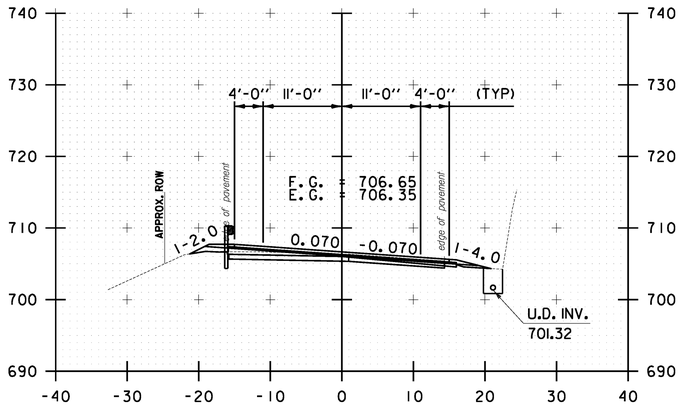
111+00.00



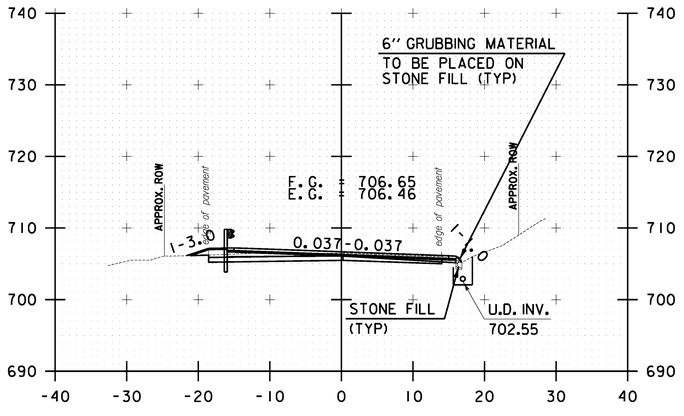
112+00.00



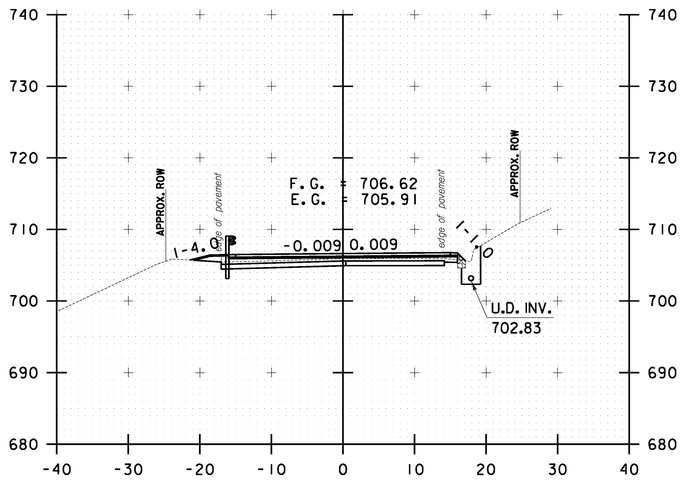
113+00.00



110+50.00



111+50.00



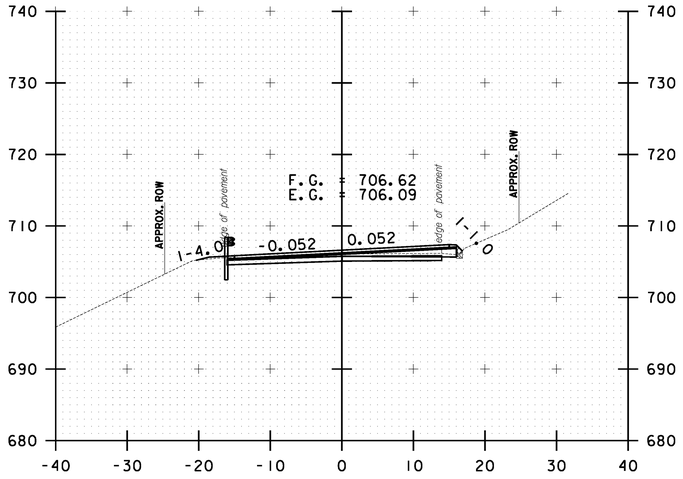
112+50.00

10 0 10
SCALE IN FEET

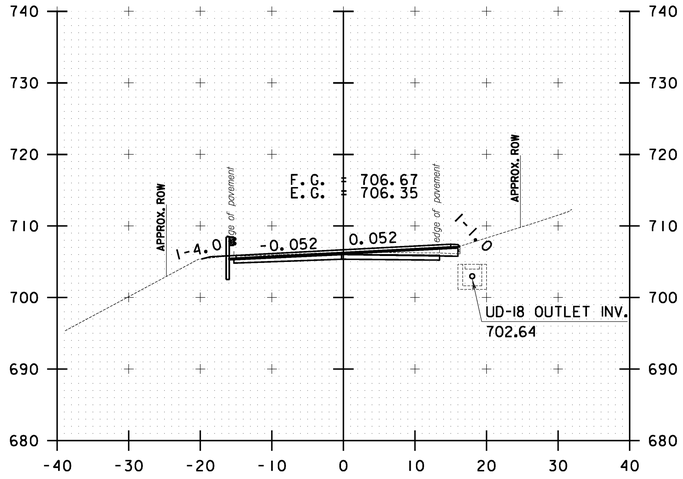
STOCKBRIDGE CROSS SECTION SHEET #37

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_stock_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xs37.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 250 OF 397

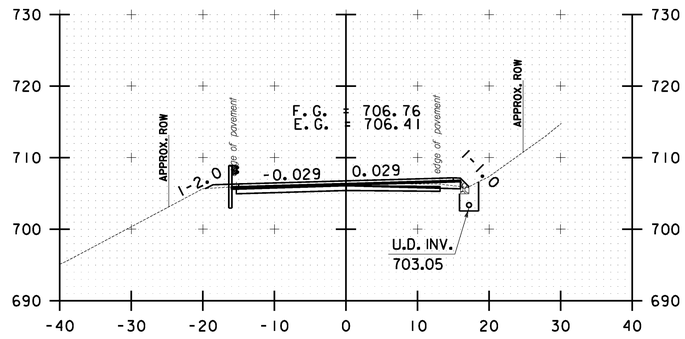
FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_stock_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



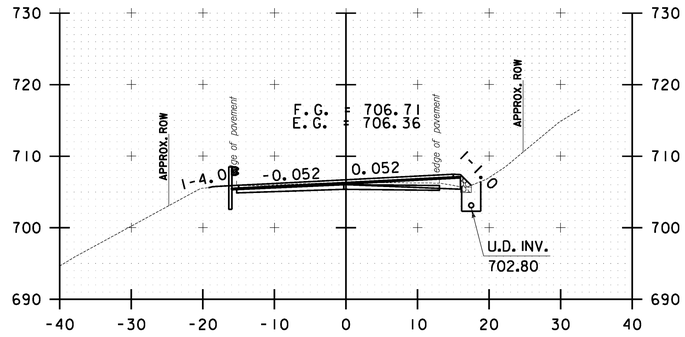
114+00.00



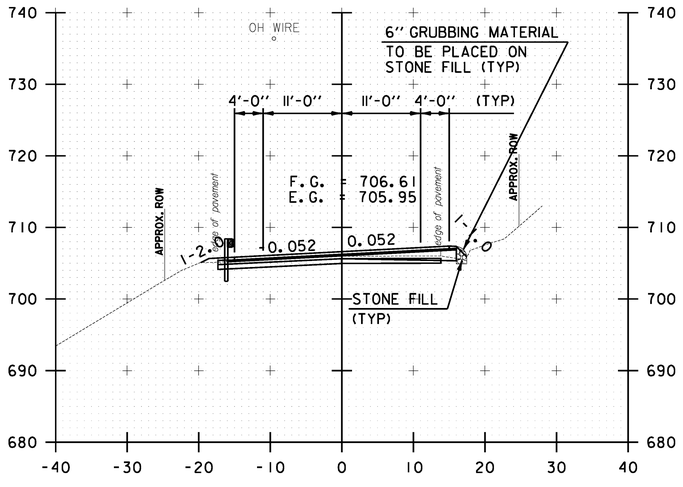
115+00.00



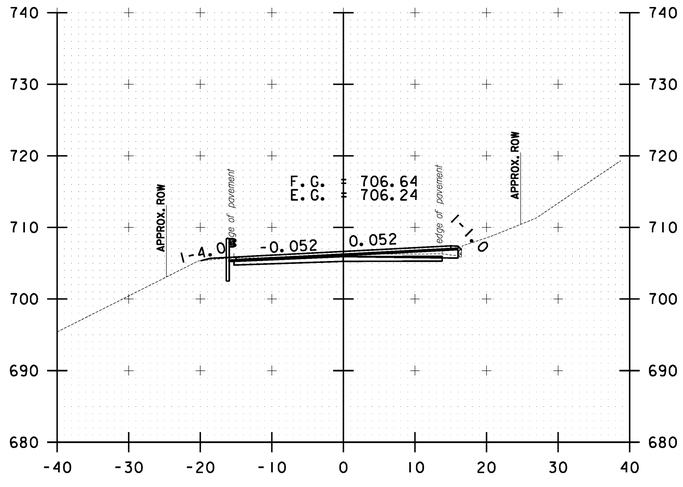
116+00.00



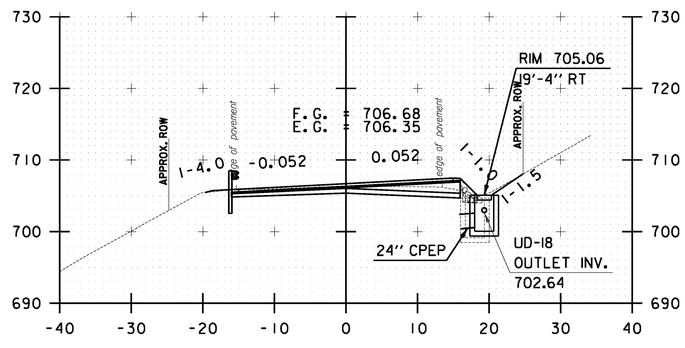
115+50.00



113+50.00



114+50.00



115+17.80

10 0 10
SCALE IN FEET

STOCKBRIDGE CROSS SECTION SHEET #38

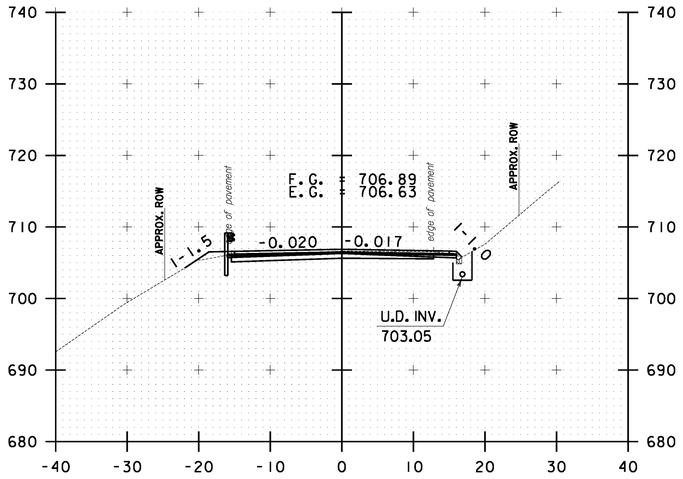
PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

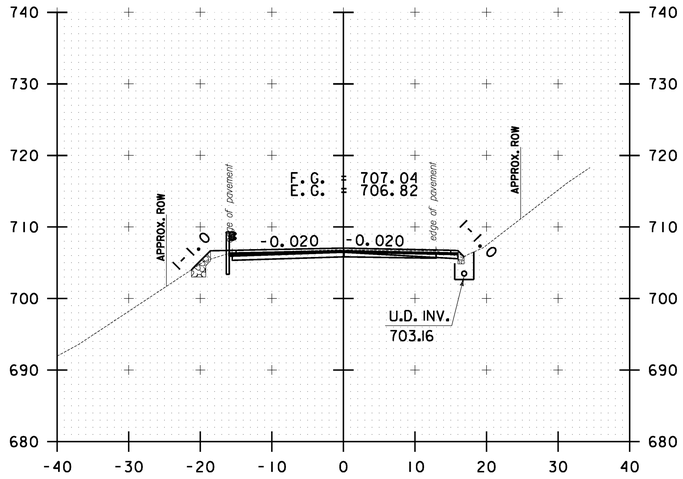
FILE NAME: z10b214_stock_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xs38.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 251 OF 397

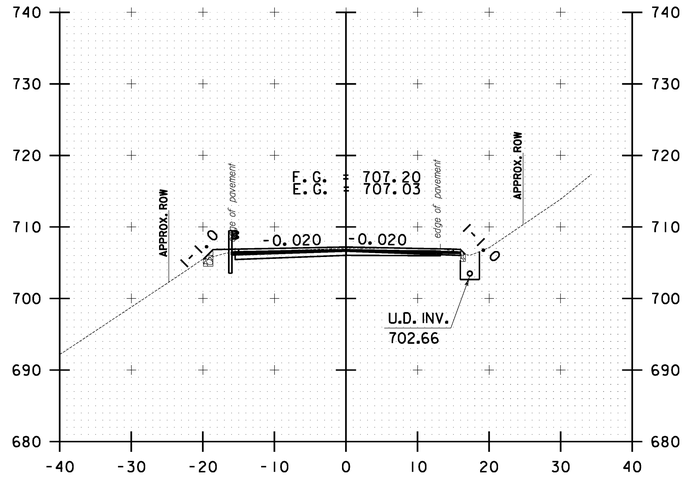
FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_stock_xc.dgn
DATE/TIME = 3/17/2014
USER = PYB



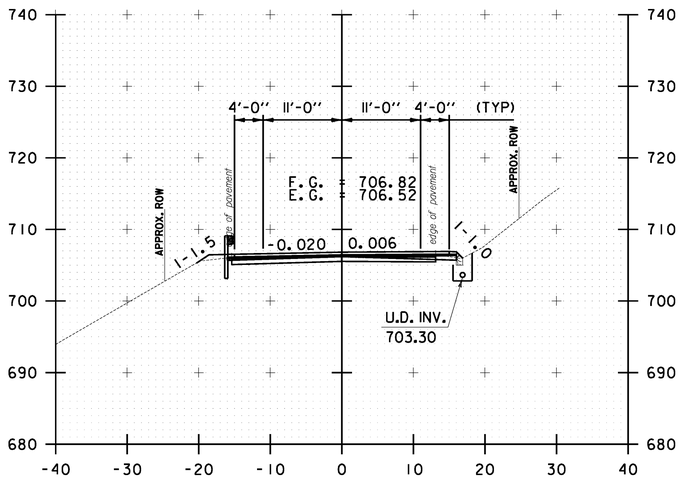
117+00.00



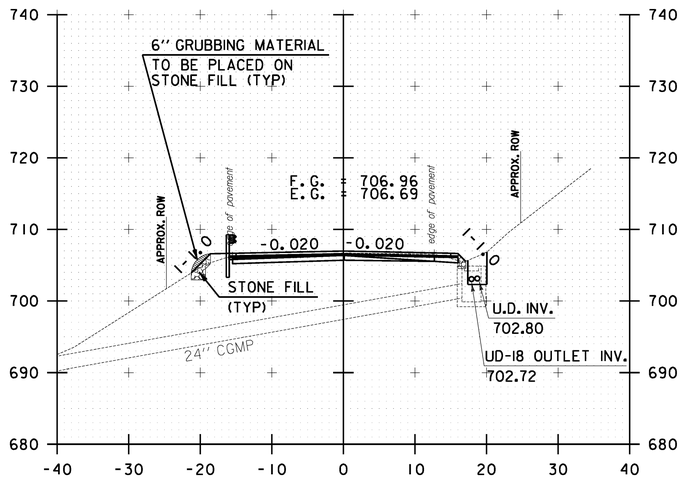
118+00.00



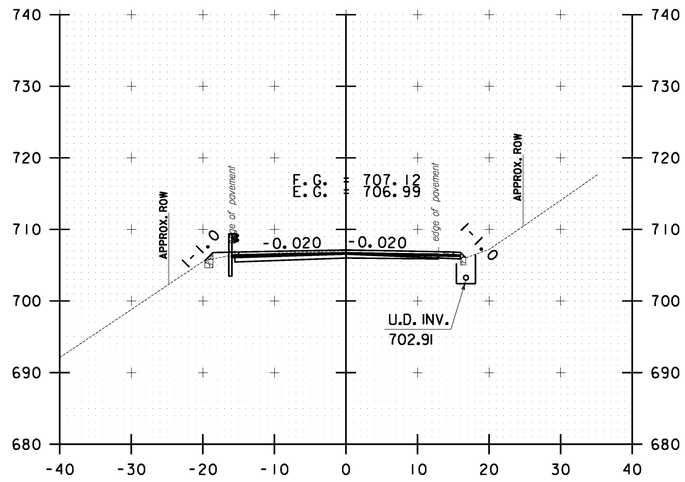
119+00.00



116+50.00



117+50.00



118+50.00

10 0 10
SCALE IN FEET

STOCKBRIDGE CROSS SECTION SHEET #39

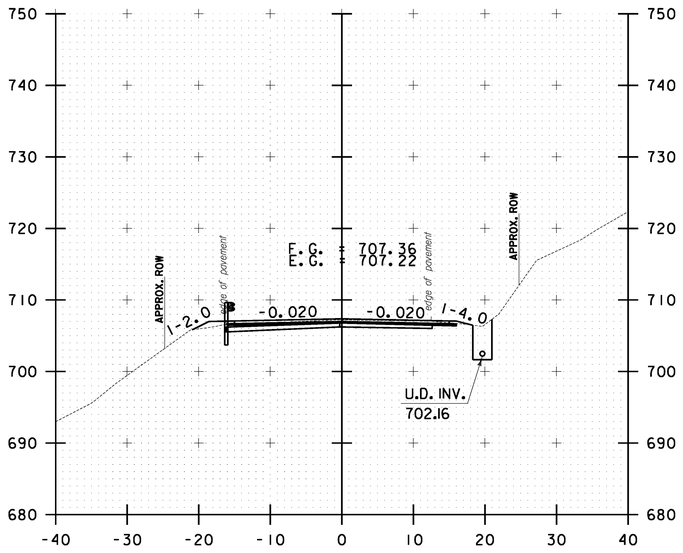
PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

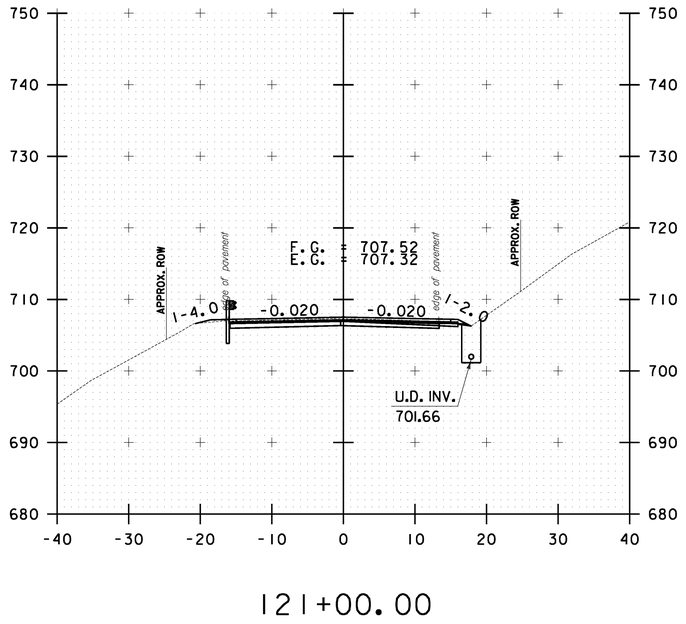
FILE NAME: z10b214_stock_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xs39.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 252 OF 397

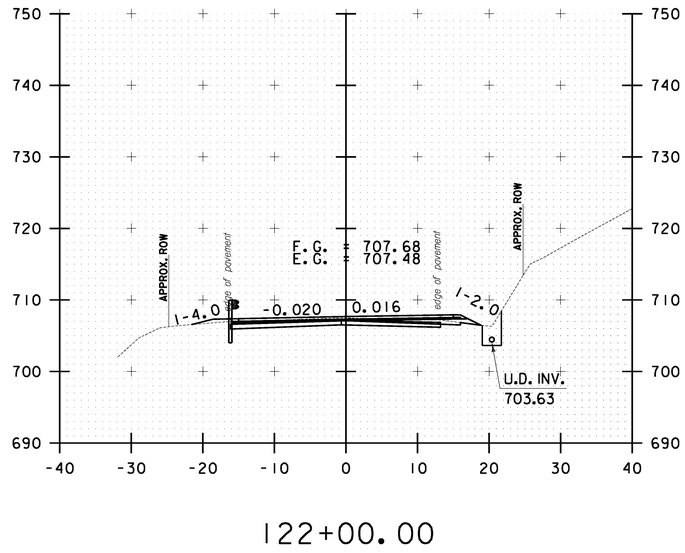
FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_stock_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



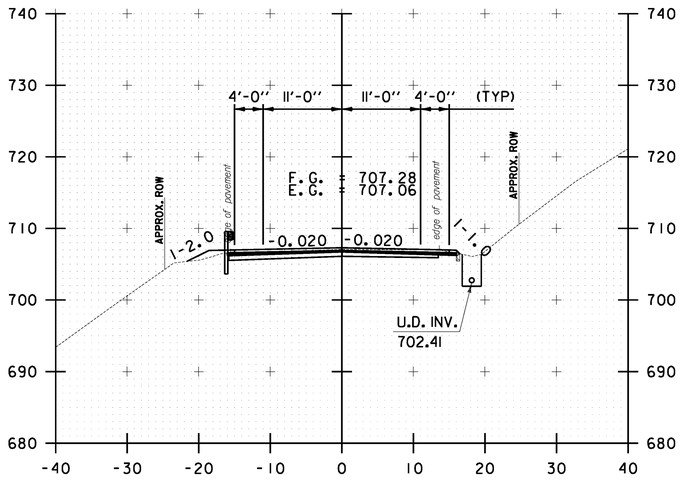
120+00.00



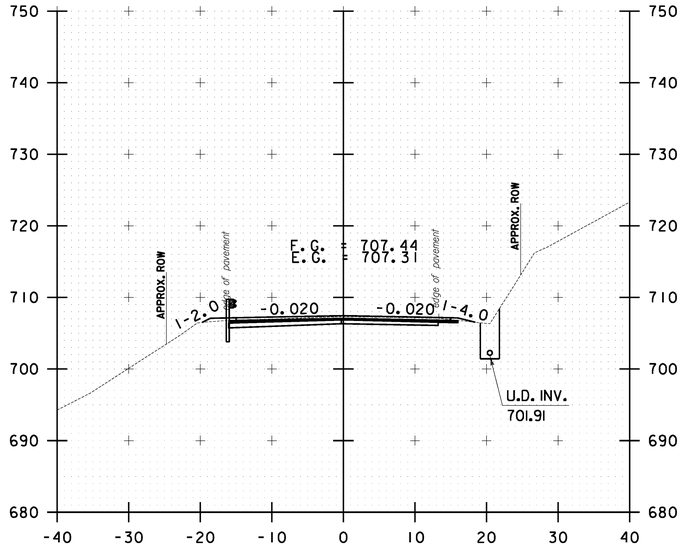
121+00.00



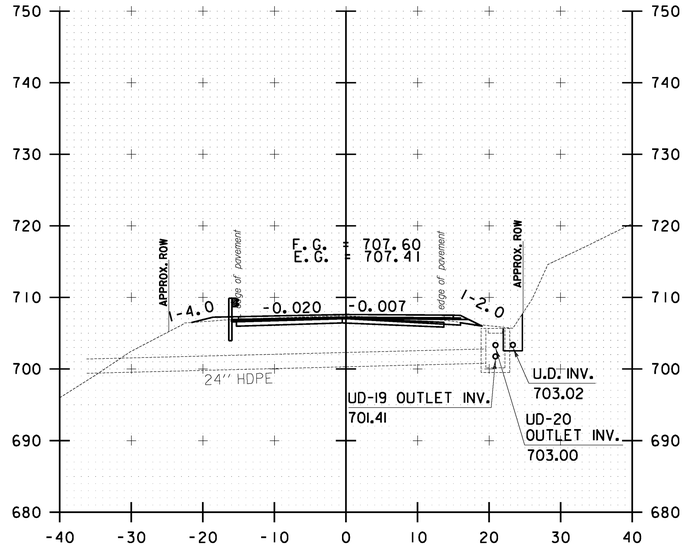
122+00.00



119+50.00



120+50.00



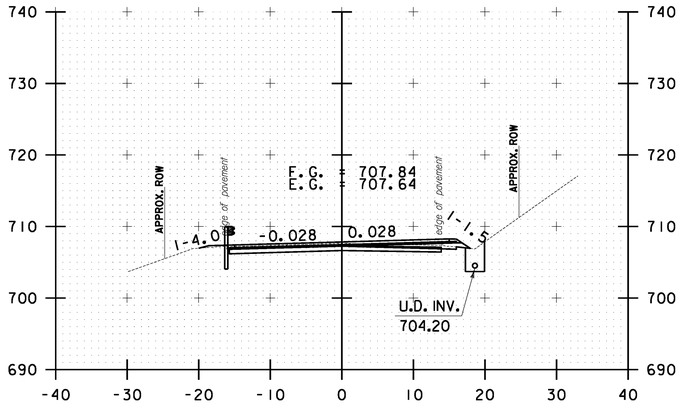
121+50.00

10 0 10
SCALE IN FEET

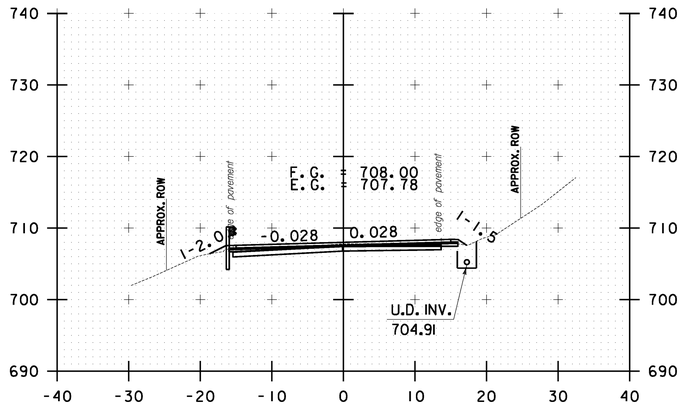
STOCKBRIDGE CROSS SECTION SHEET #40

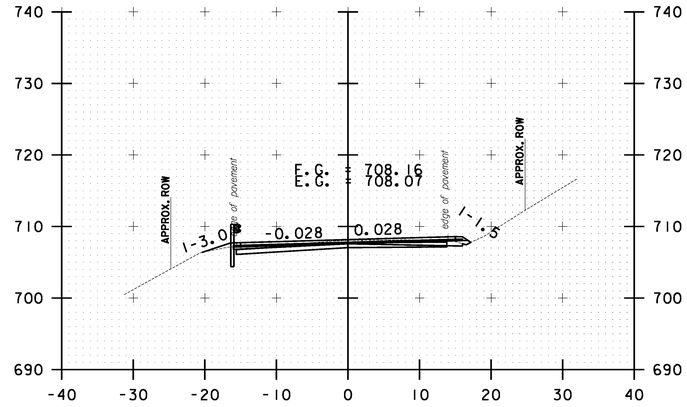
PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_stock_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xs40.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 253 OF 397

FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_stock_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916

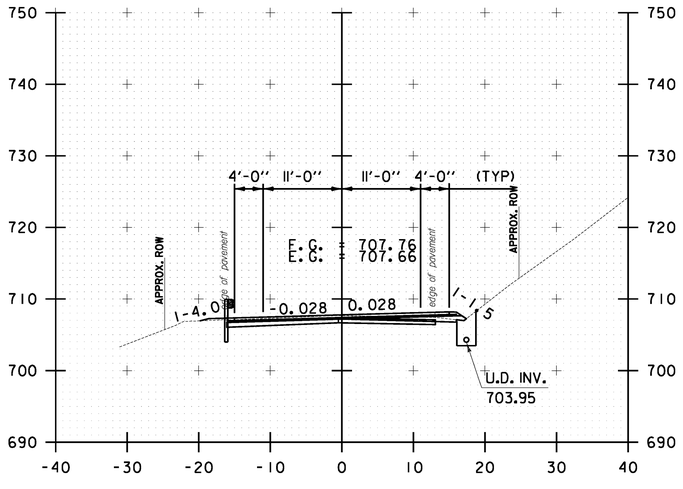


123+00.00



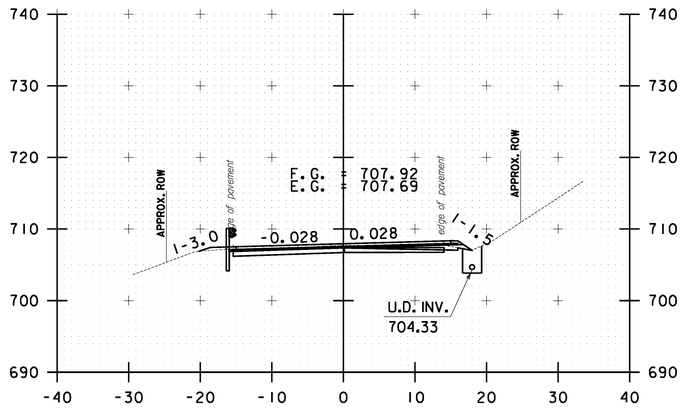


125+00.00

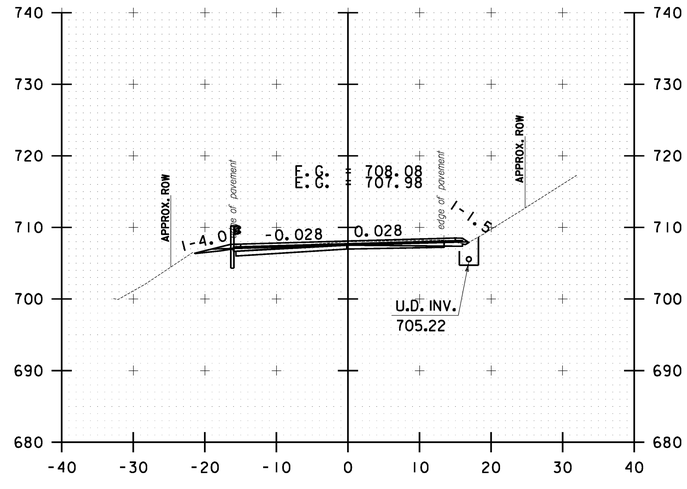


122+50.00

124+00.00



123+50.00



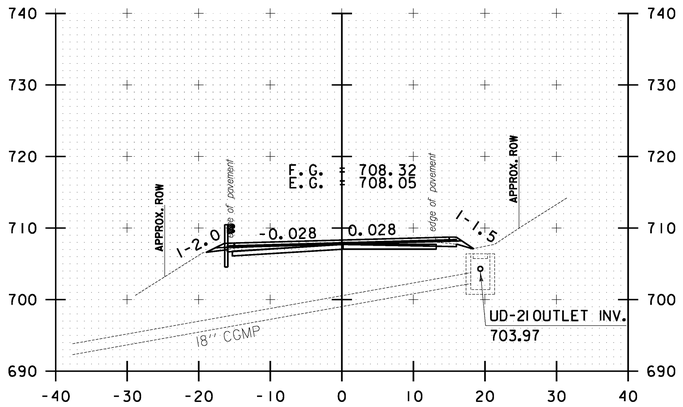
124+50.00

10 0 10
SCALE IN FEET

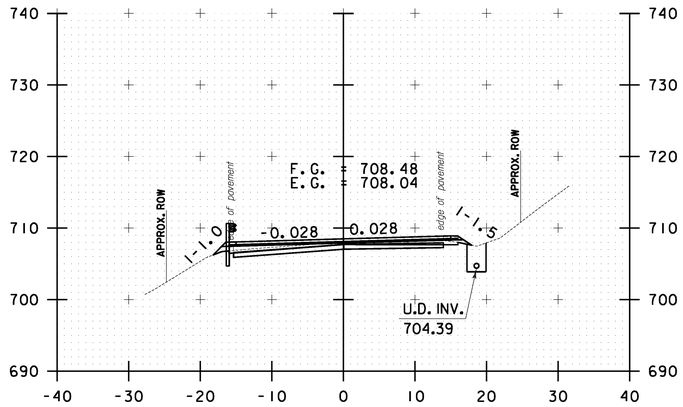
STOCKBRIDGE CROSS SECTION SHEET #41

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_stock_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xs41.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 254 OF 397

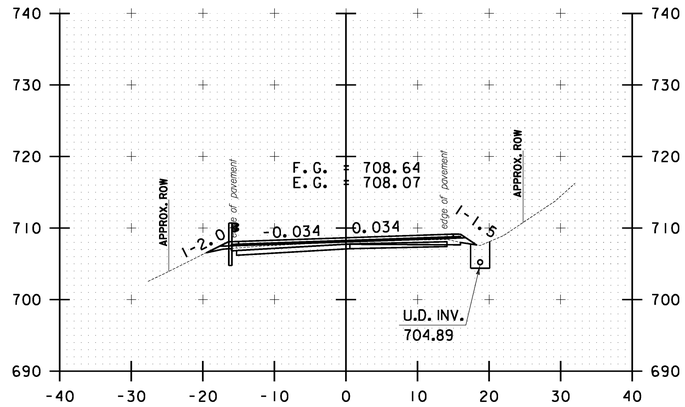
FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_stock_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



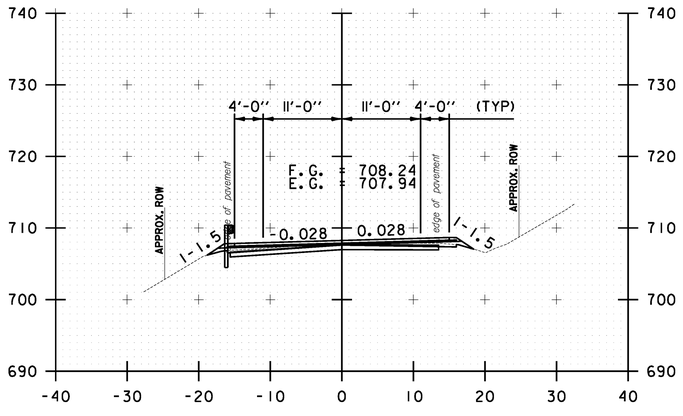
126+00.00



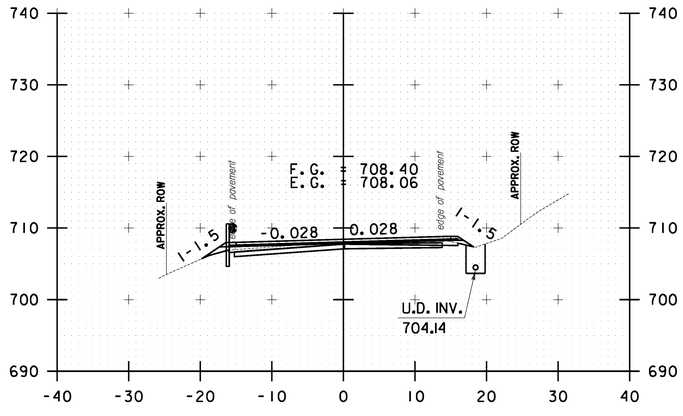
127+00.00



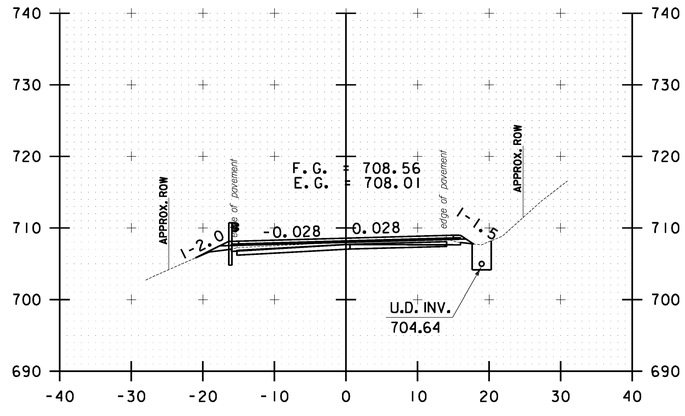
128+00.00



125+50.00



126+50.00



127+50.00

10 0 10
SCALE IN FEET

STOCKBRIDGE CROSS SECTION SHEET #42

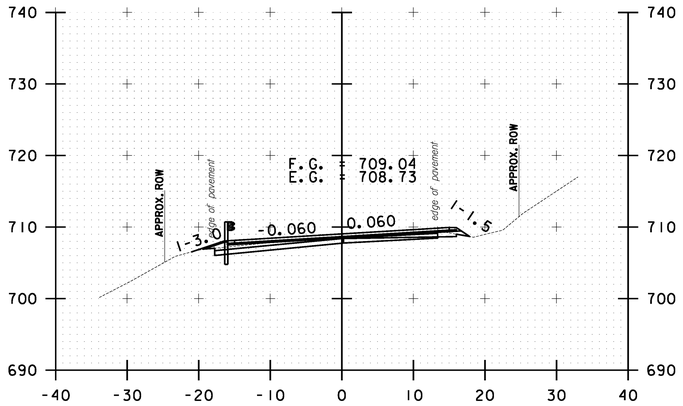
PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

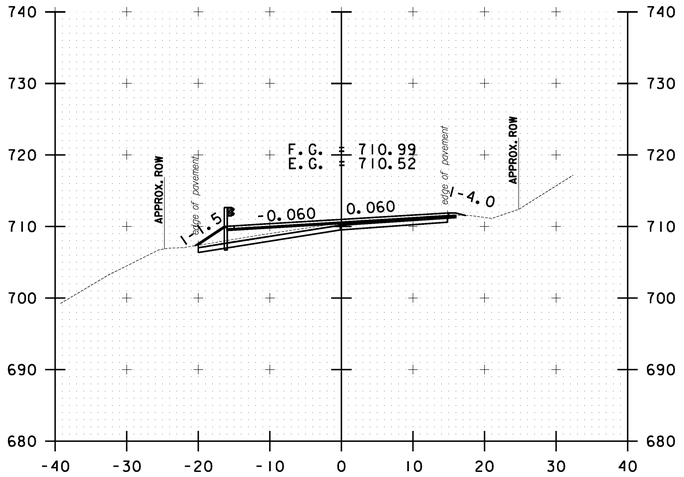
FILE NAME: z10b214_stock_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xs42.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 255 OF 397

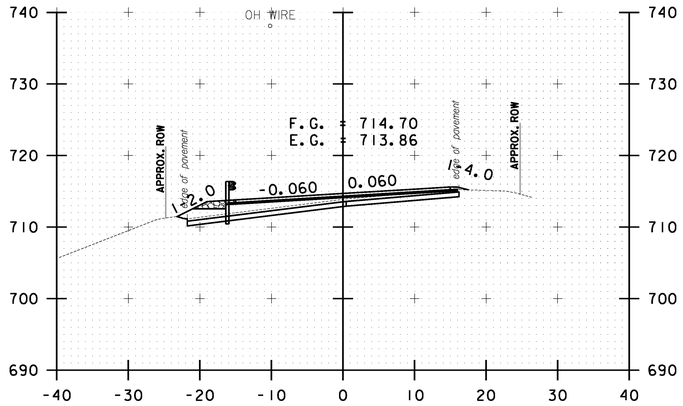
FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_stock_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



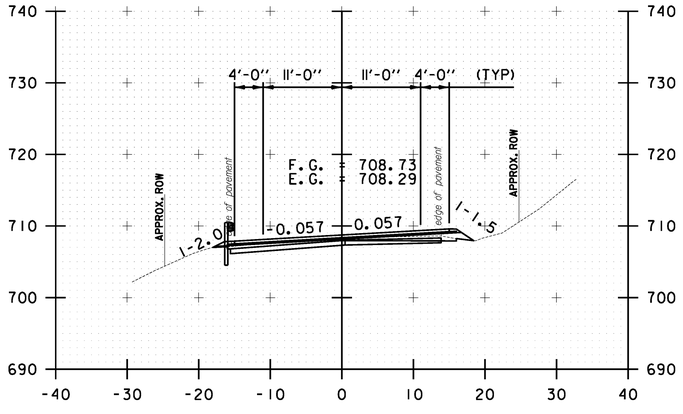
129+00.00



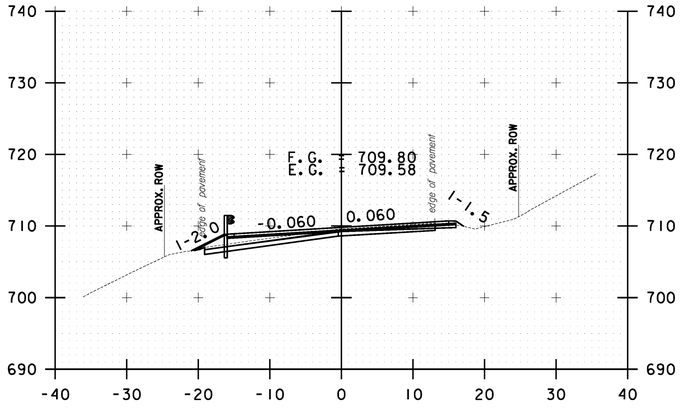
130+00.00



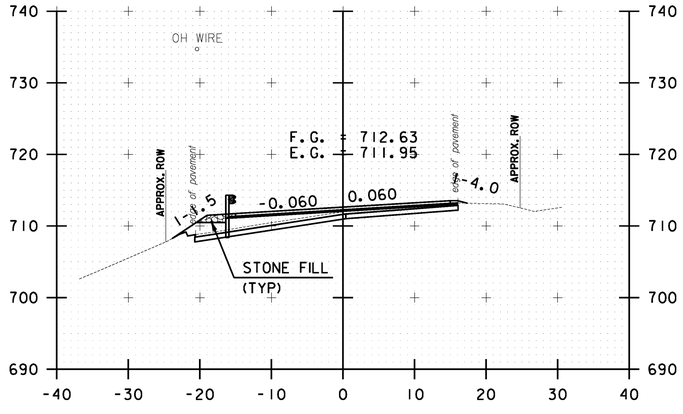
131+00.00



128+50.00



129+50.00



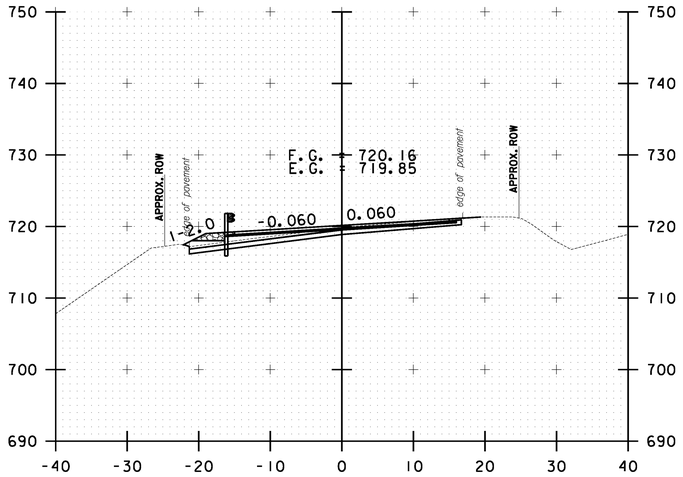
130+50.00

10 0 10
SCALE IN FEET

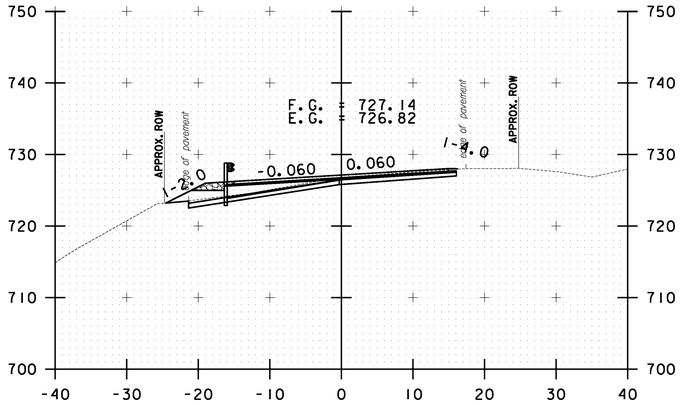
STOCKBRIDGE CROSS SECTION SHEET #43

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_stock_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xs43.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 256 OF 397

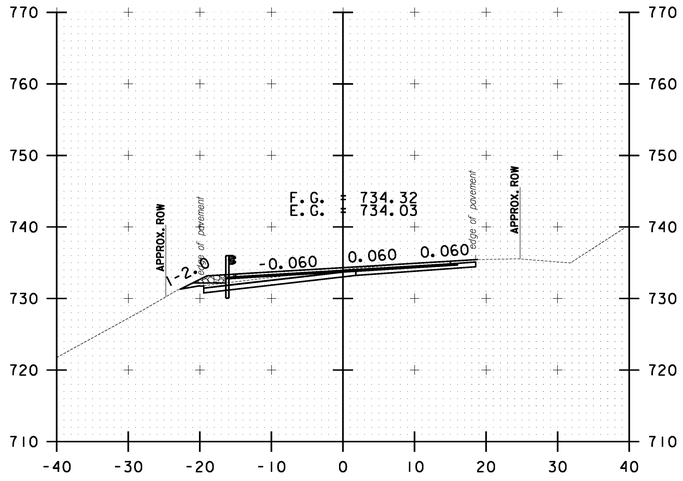
FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_stock_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



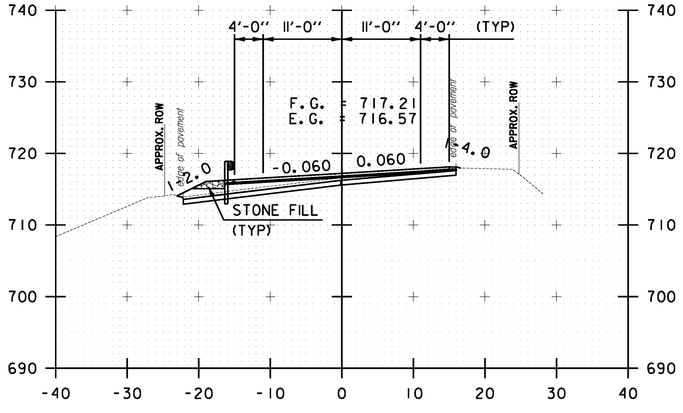
132+00.00



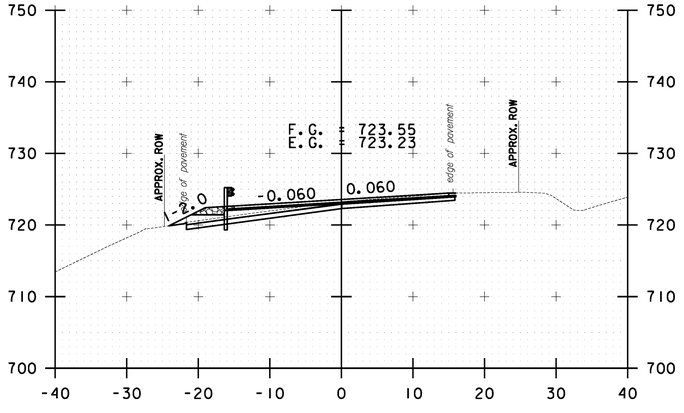
133+00.00



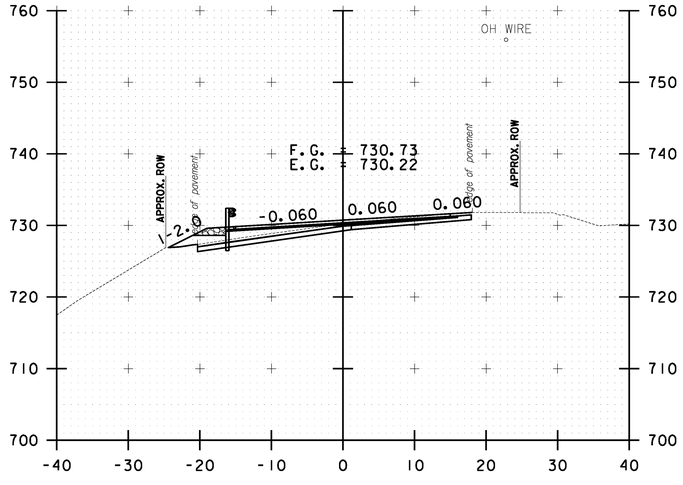
134+00.00



131+50.00



132+50.00



133+50.00

10 0 10
SCALE IN FEET

STOCKBRIDGE CROSS SECTION SHEET #44

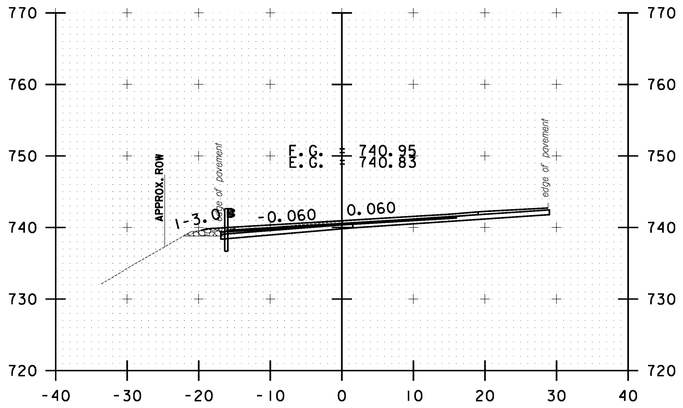
PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

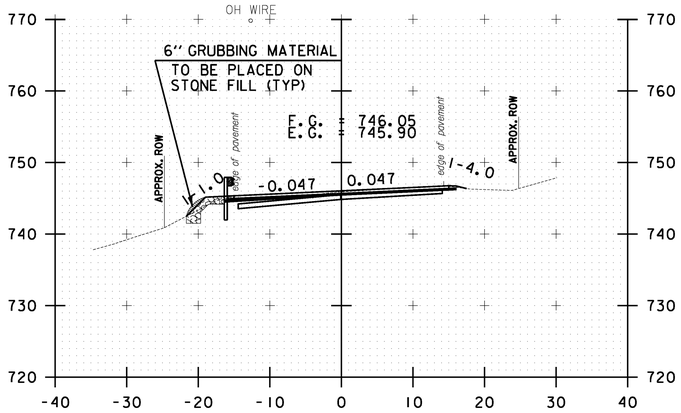
FILE NAME: z10b214_stock_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xs44.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 257 OF 397

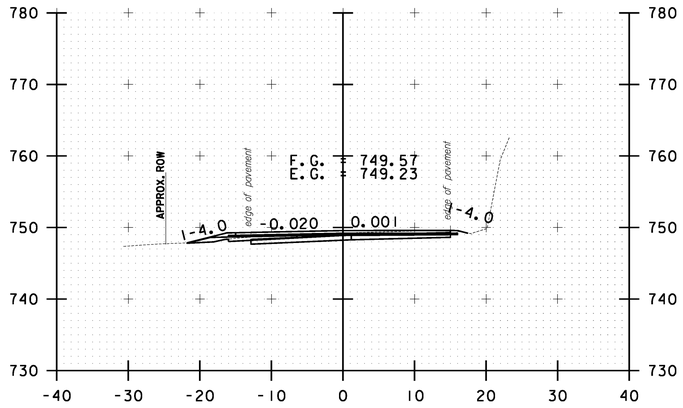
FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_stock_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



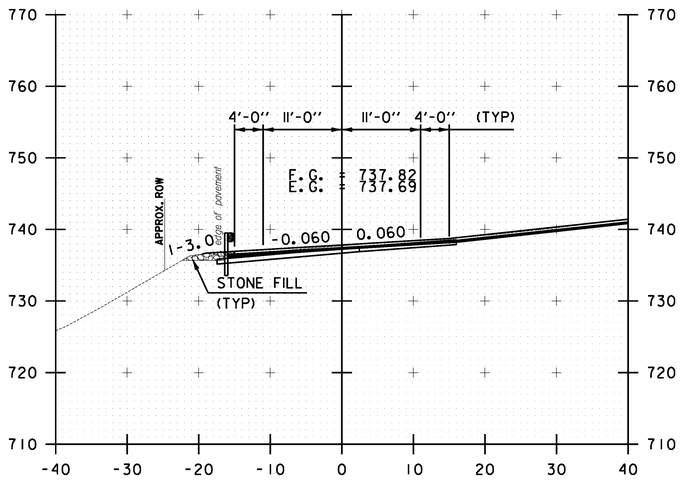
135+00.00



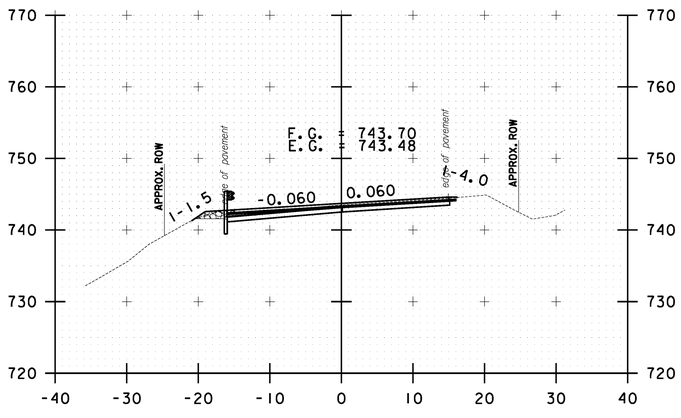
136+00.00



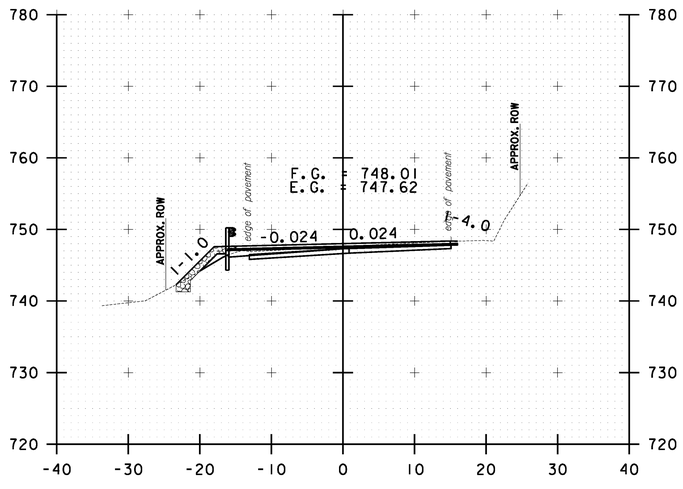
137+00.00



134+50.00



135+50.00



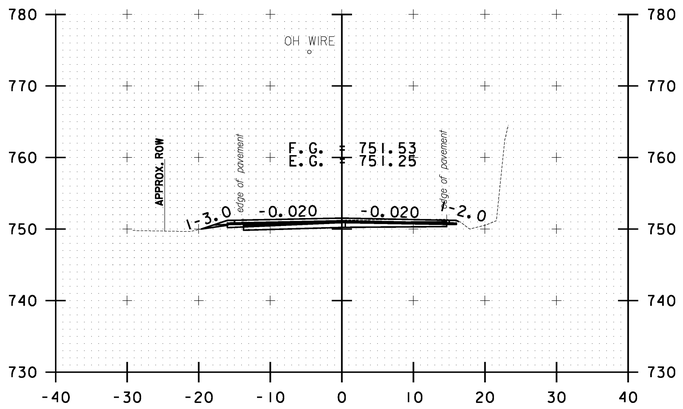
136+50.00

10 0 10
SCALE IN FEET

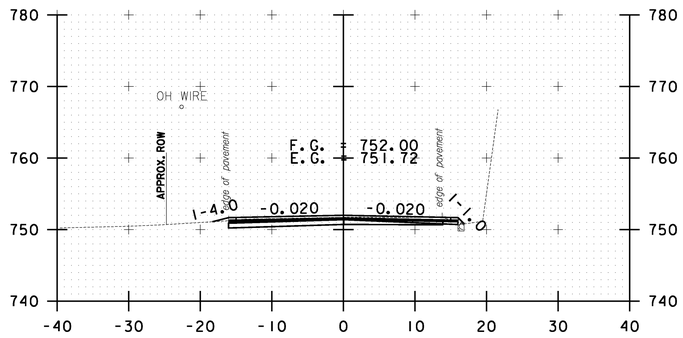
STOCKBRIDGE CROSS SECTION SHEET #45

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_stock_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xs45.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 258 OF 397

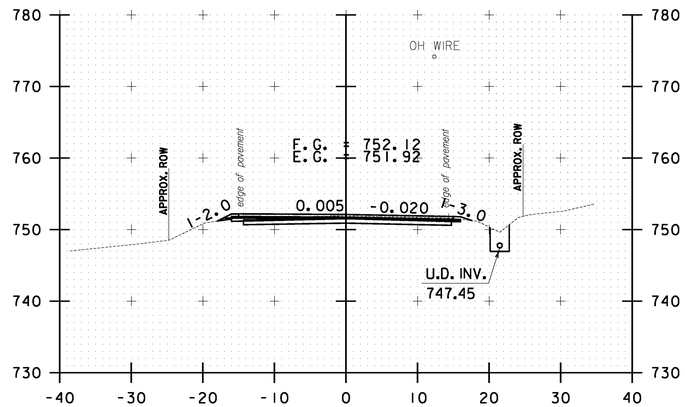
FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_stock_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



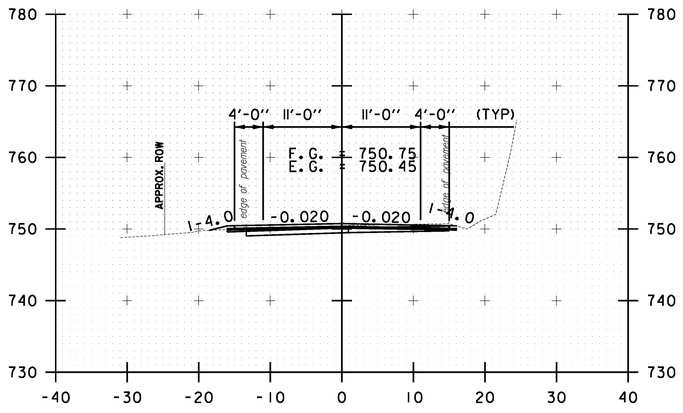
138+00.00



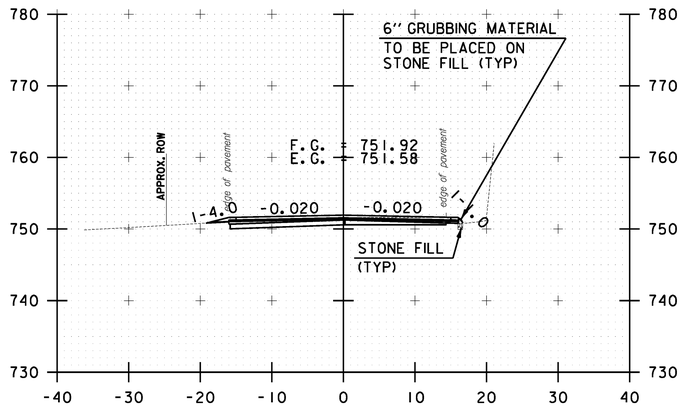
139+00.00



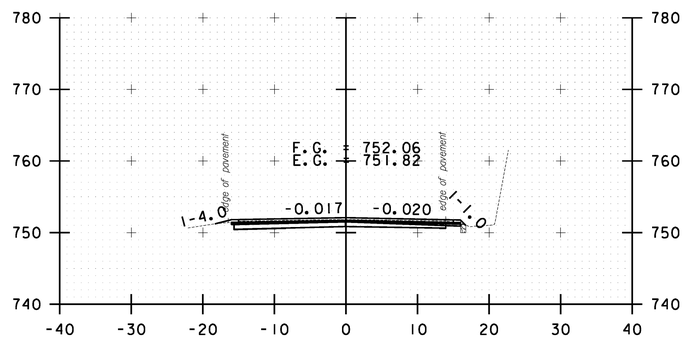
140+00.00



137+50.00



138+50.00



139+50.00

10 0 10
SCALE IN FEET

STOCKBRIDGE CROSS SECTION SHEET #46

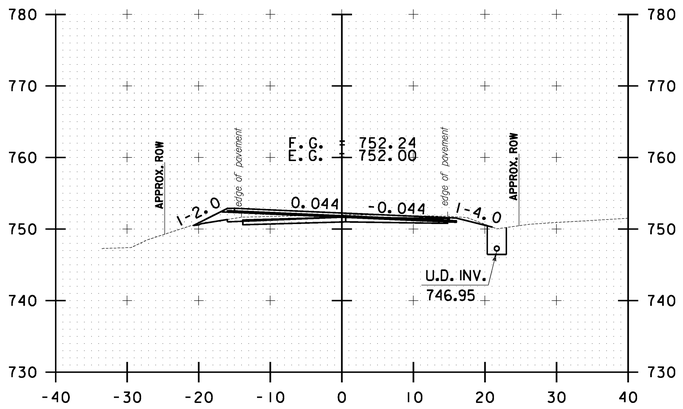
PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(11)

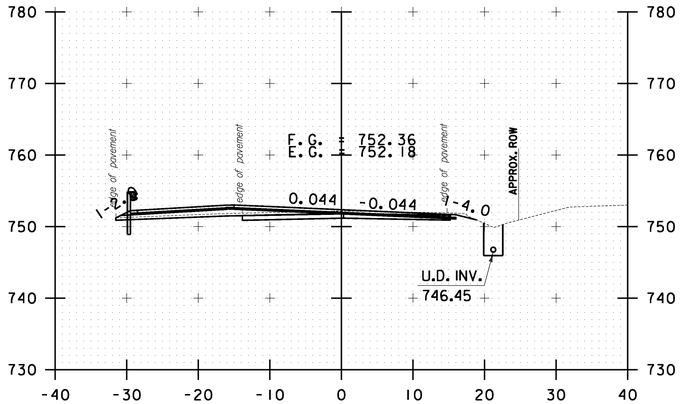
FILE NAME: z10b214_stock_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xs46.i

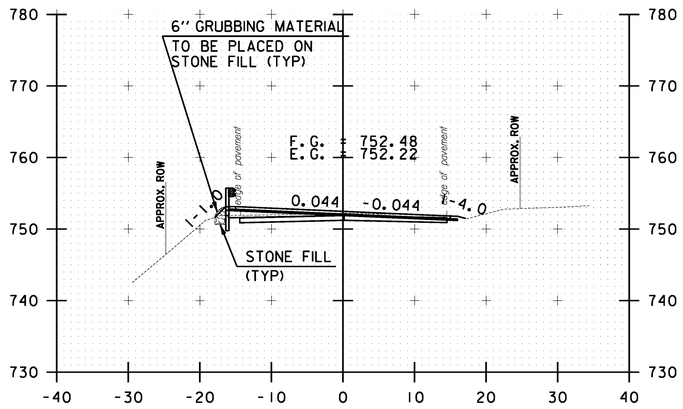
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 259 OF 397

FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_stock_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



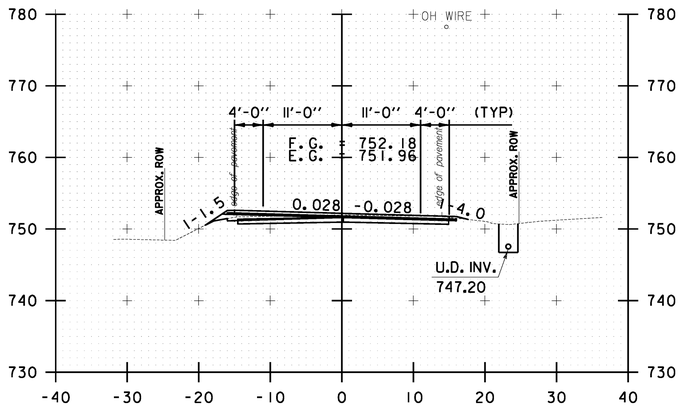
141+00.00



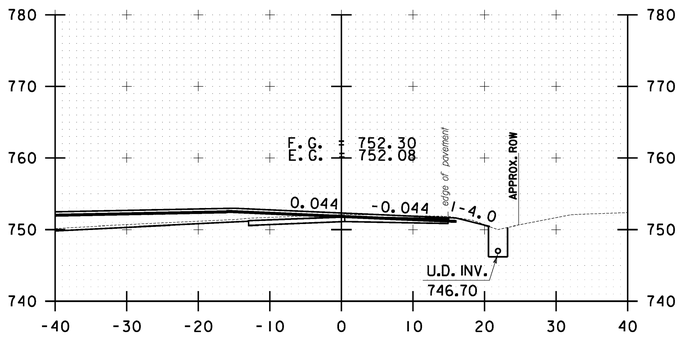


143+00.00

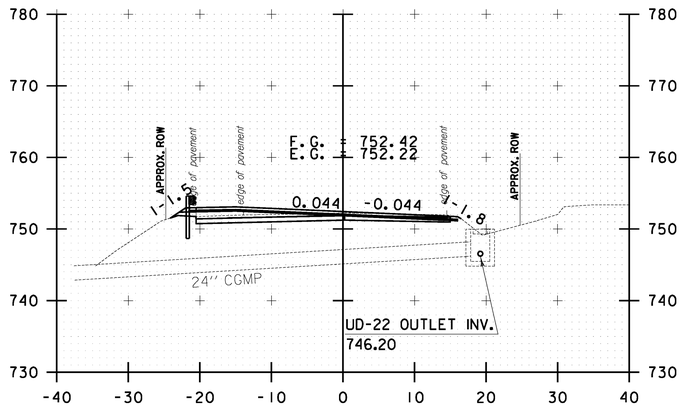
142+00.00



140+50.00



141+50.00



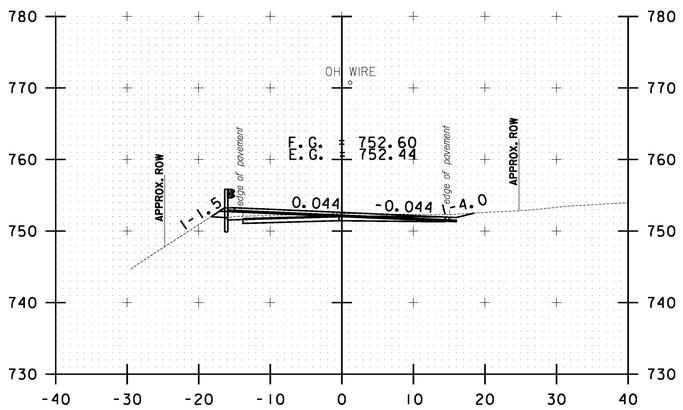
142+50.00

10 0 10
SCALE IN FEET

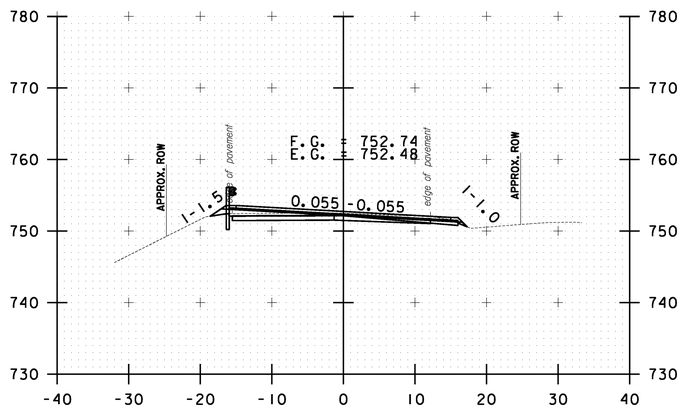
STOCKBRIDGE CROSS SECTION SHEET #47

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_stock_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xs47.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 260 OF 397

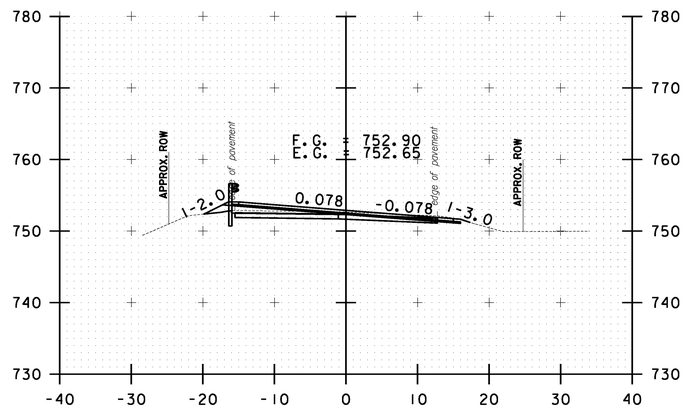
FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_stock_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



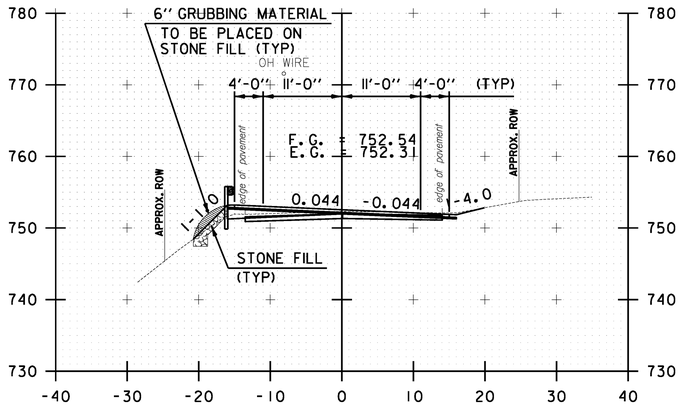
144+00.00



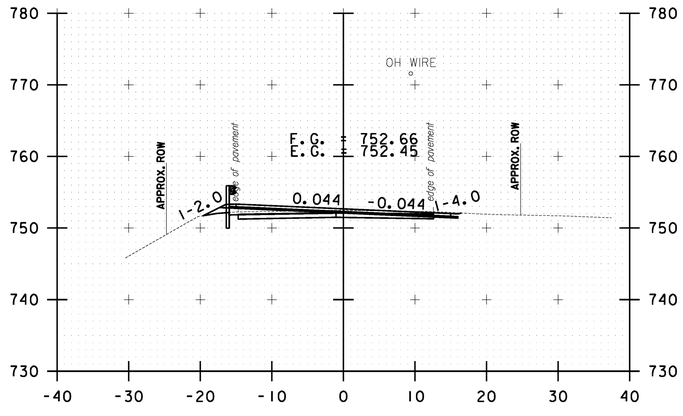
145+00.00



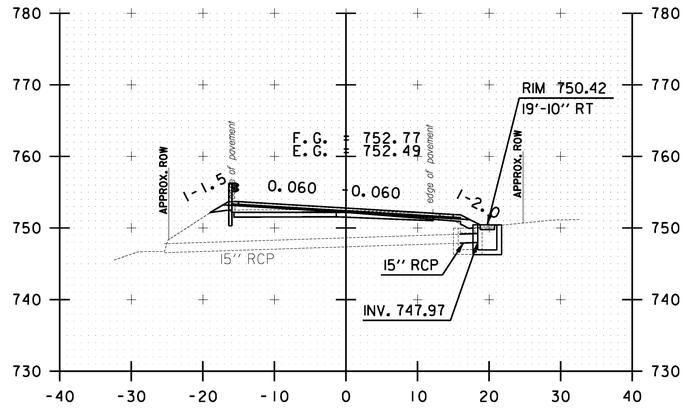
145+50.00



143+50.00



144+50.00



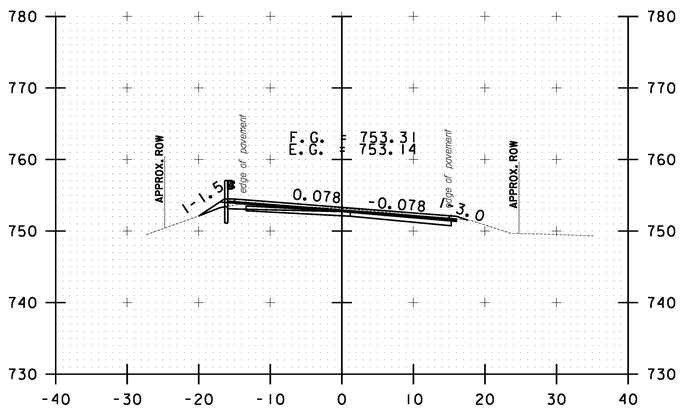
145+10.10

10 0 10
SCALE IN FEET

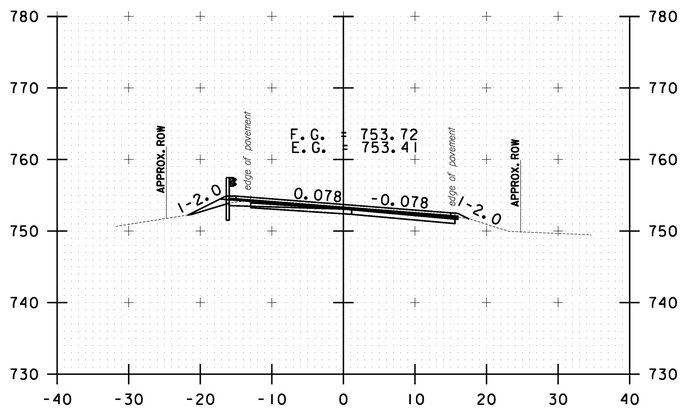
STOCKBRIDGE CROSS SECTION SHEET #48

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_stock_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xs48.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 261 OF 397

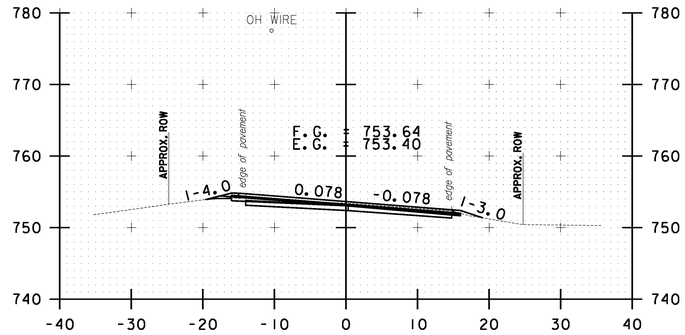
FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_stock_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



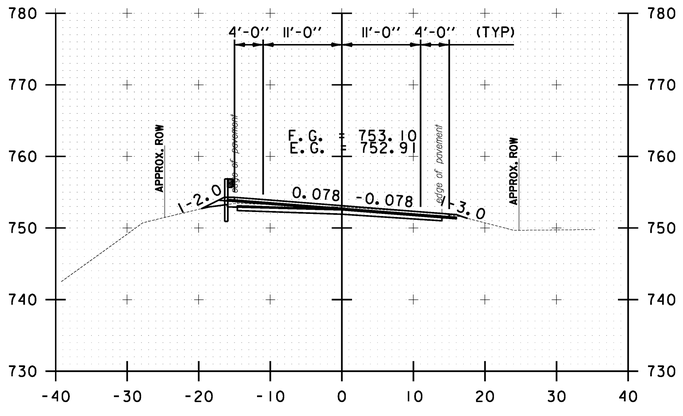
146+50.00



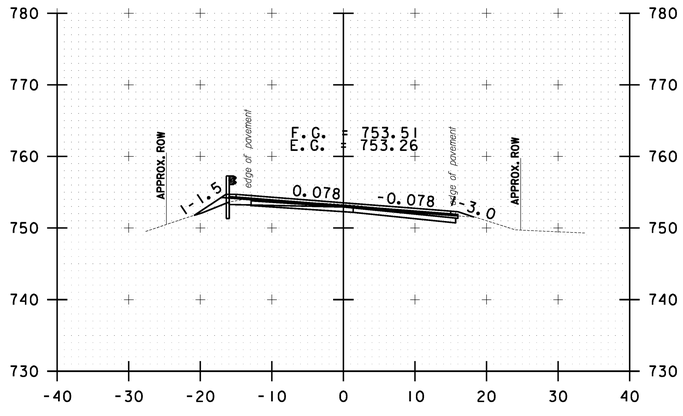
147+50.00



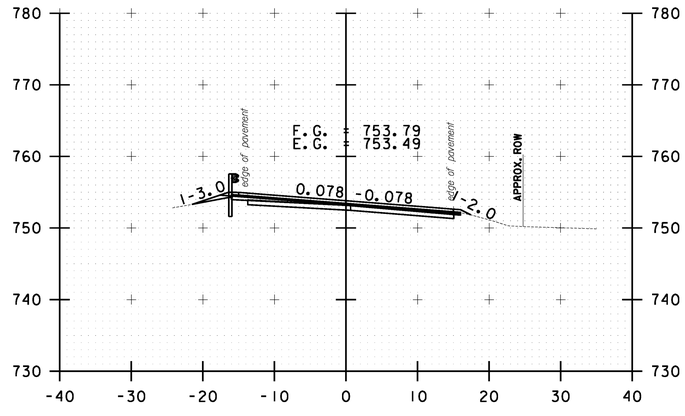
148+50.00



146+00.00



147+00.00



148+00.00

10 0 10
SCALE IN FEET

STOCKBRIDGE CROSS SECTION SHEET #49

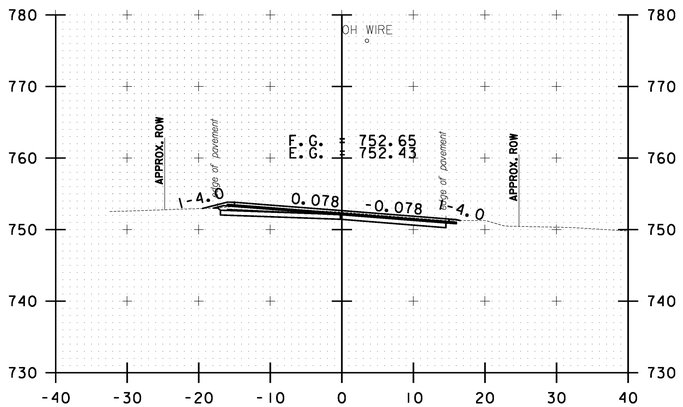
PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

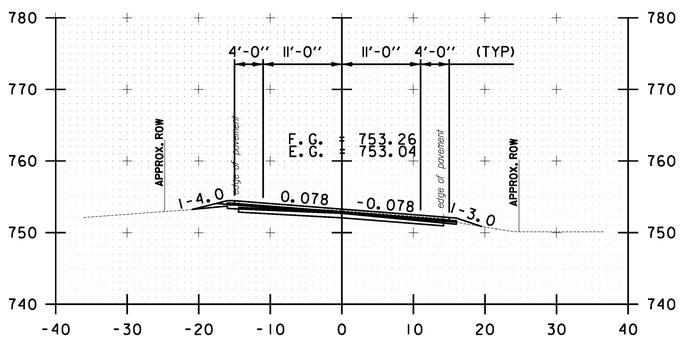
FILE NAME: z10b214_stock_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xs49.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 262 OF 397

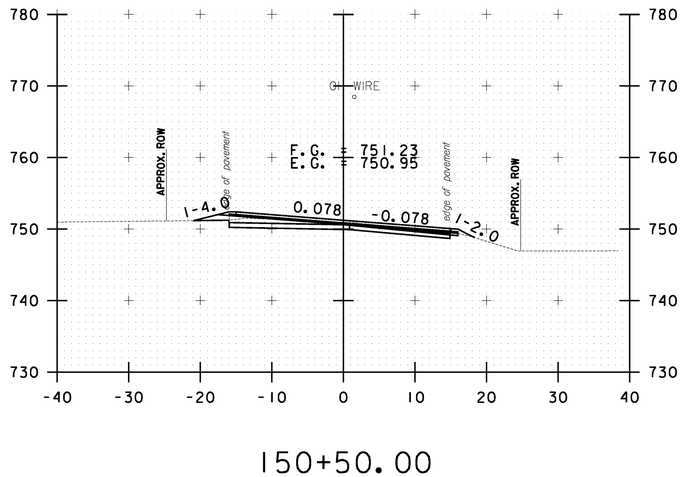
FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_stock_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



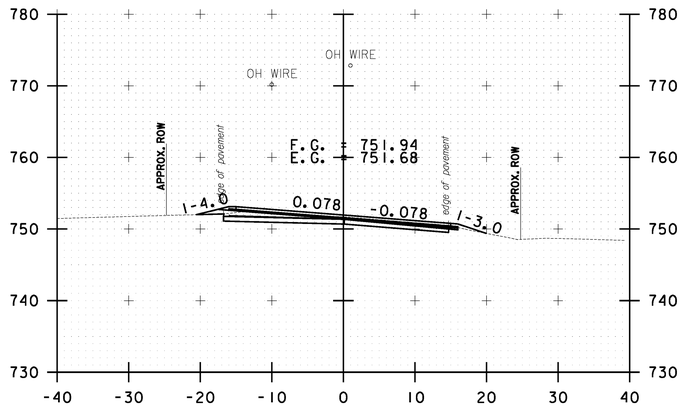
149+50.00



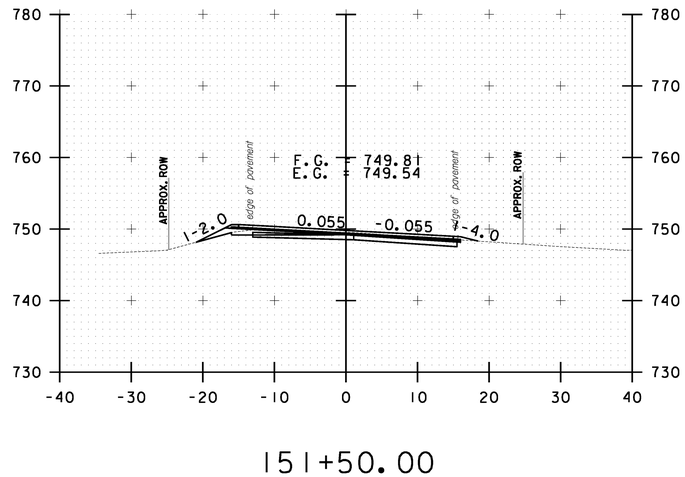
149+00.00



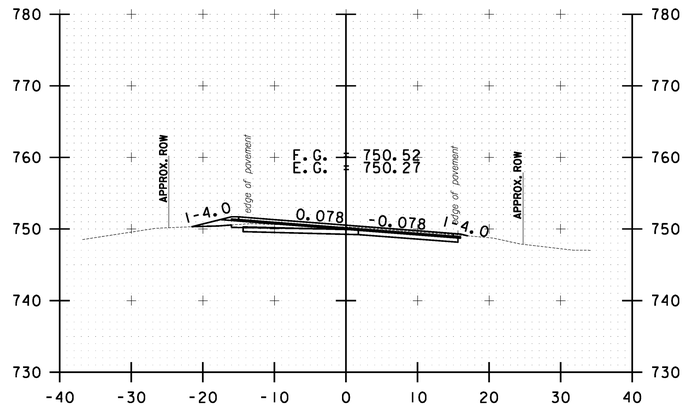
150+50.00



150+00.00



151+50.00



151+00.00

10 0 10
SCALE IN FEET

STOCKBRIDGE CROSS SECTION SHEET #50

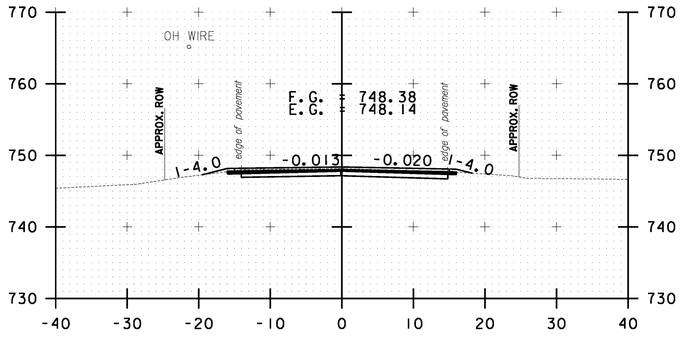
PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

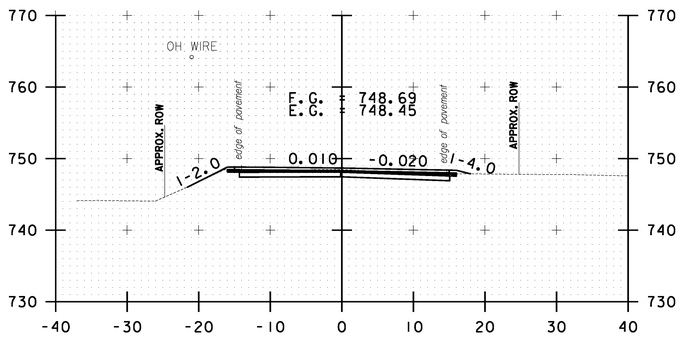
FILE NAME: z10b214_stock_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xs50.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 263 OF 397

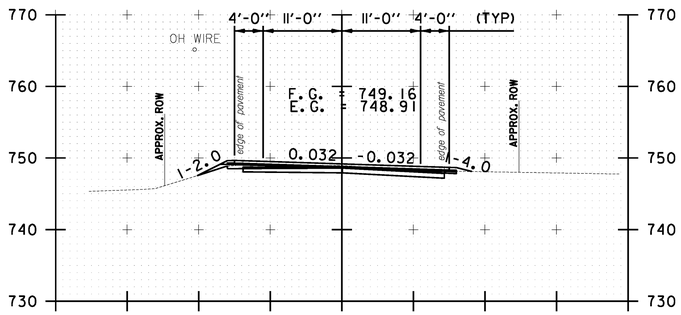
FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_stock_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



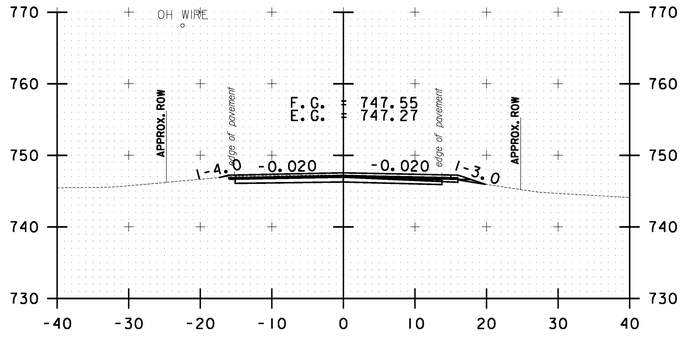
153+00.00



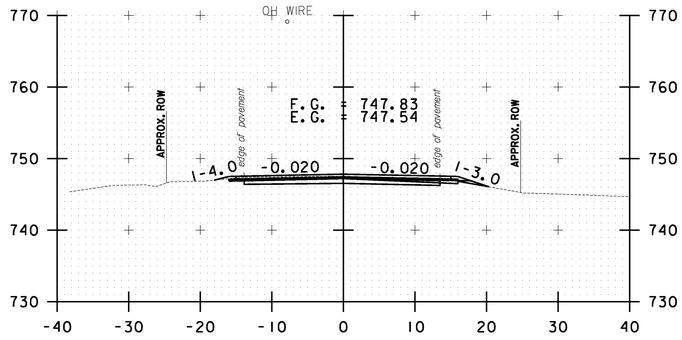
152+50.00



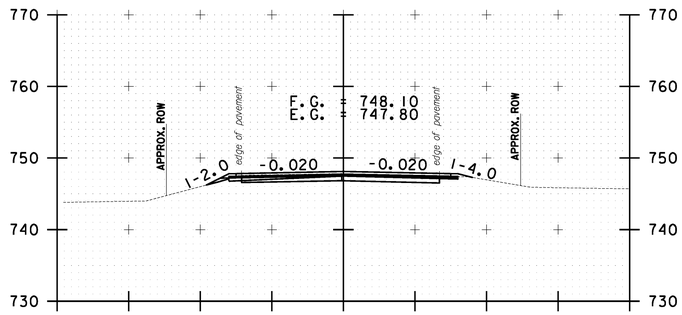
152+00.00



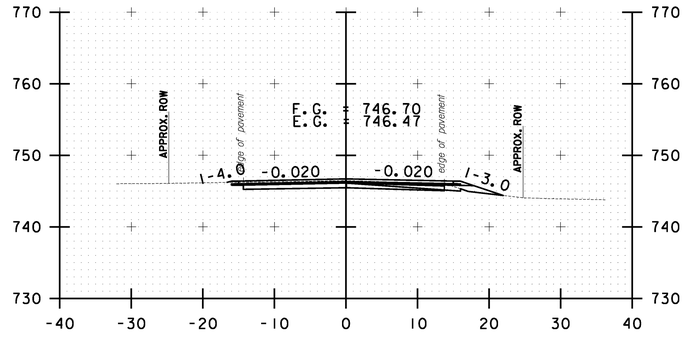
154+50.00



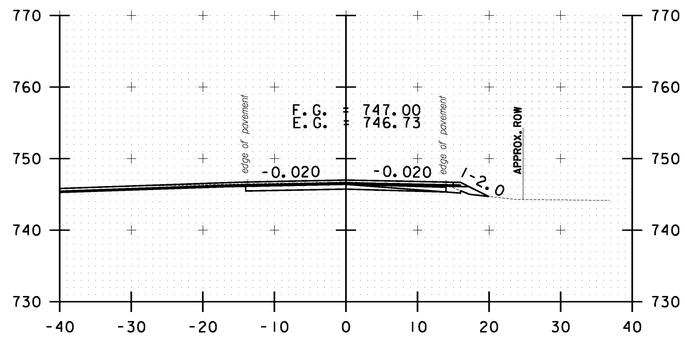
154+00.00



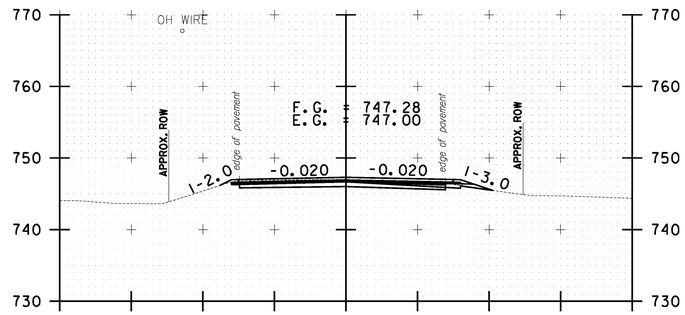
153+50.00



156+00.00



155+50.00



155+00.00

10 0 10
SCALE IN FEET

STOCKBRIDGE CROSS SECTION SHEET #51

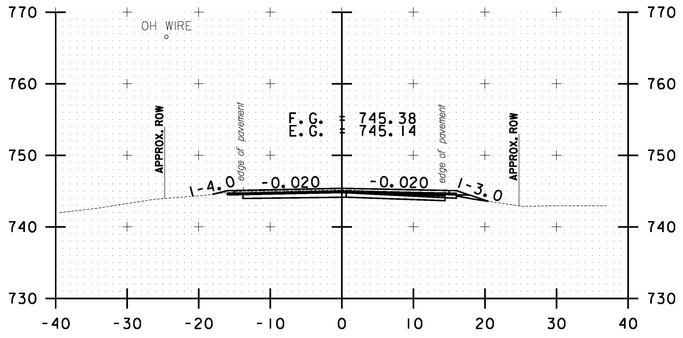
PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(11)

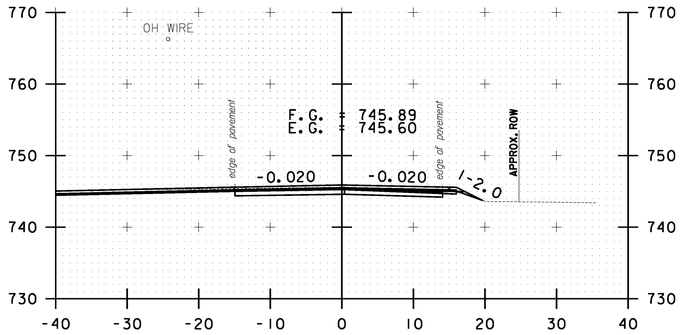
FILE NAME: z10b214_stock_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xs51.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 264 OF 397

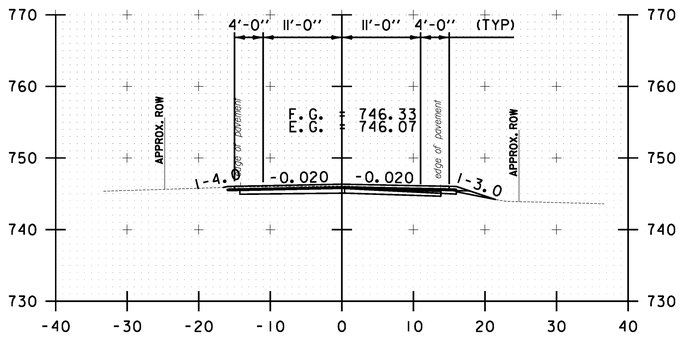
FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_stock_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



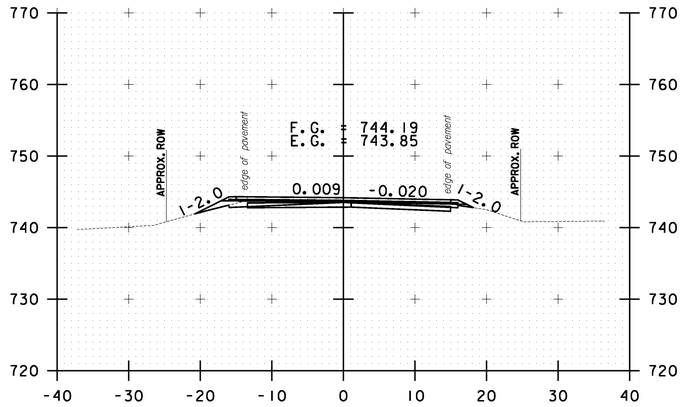
157+50.00



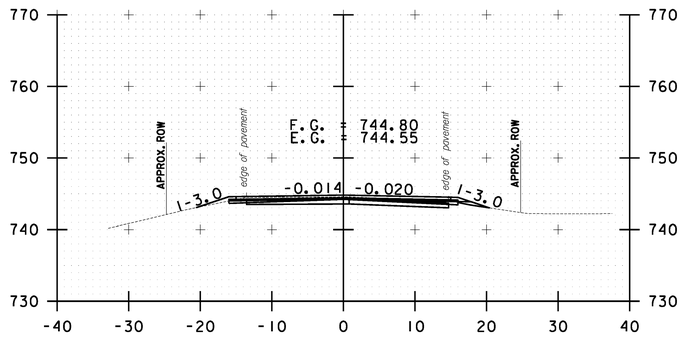
157+00.00



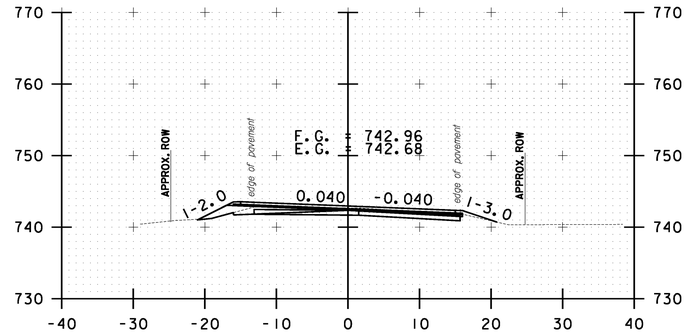
156+50.00



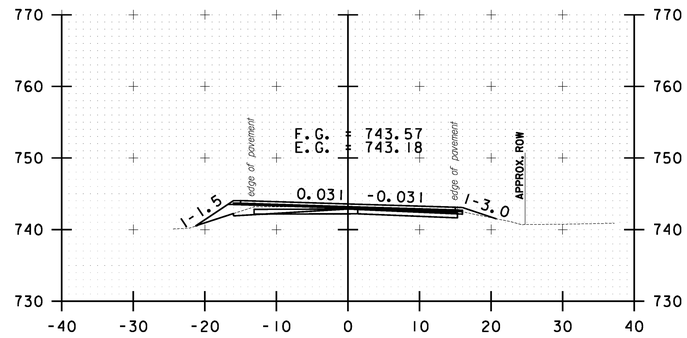
158+50.00



158+00.00



159+50.00



159+00.00

10 0 10
SCALE IN FEET

STOCKBRIDGE CROSS SECTION SHEET #52

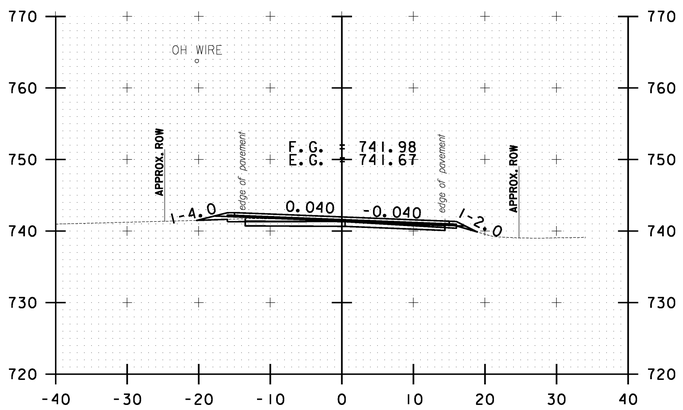
PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

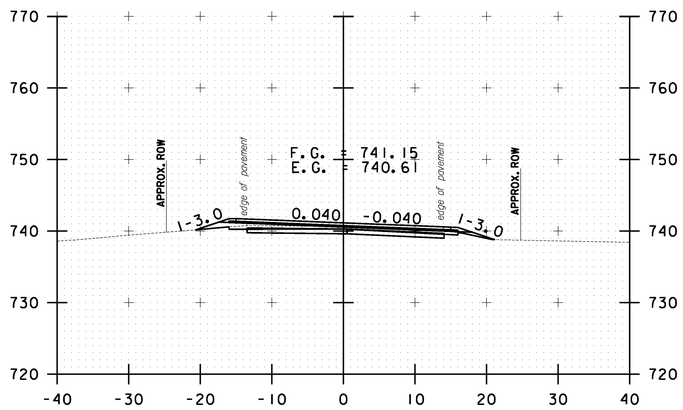
FILE NAME: z10b214_stock_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xs52.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 265 OF 397

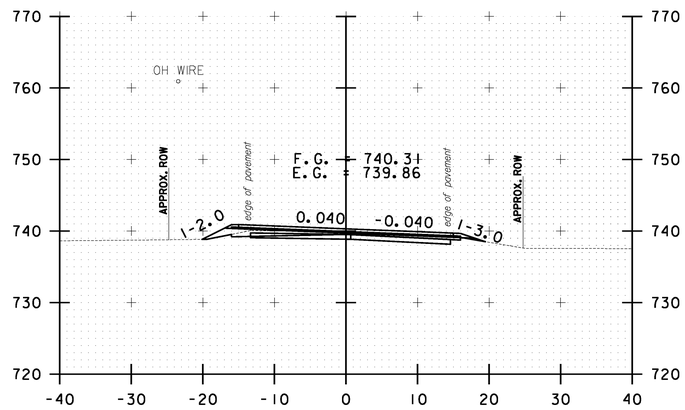
FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_stock_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



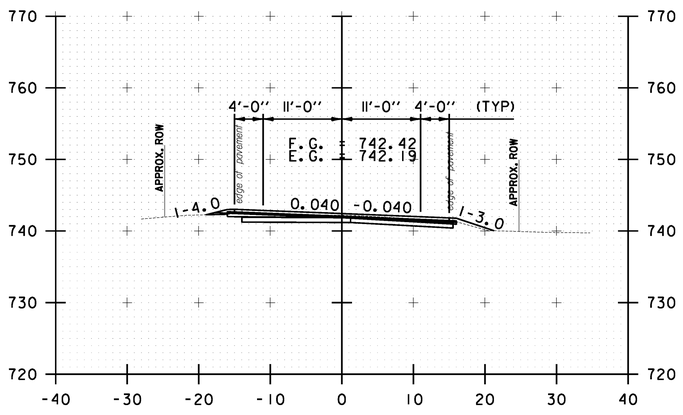
160+50.00



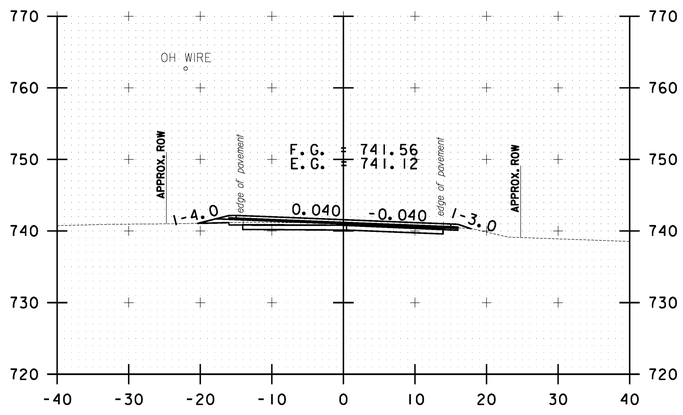
161+50.00



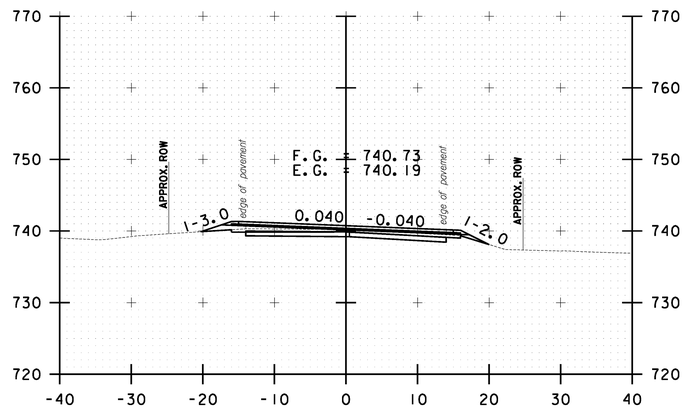
162+50.00



160+00.00



161+00.00



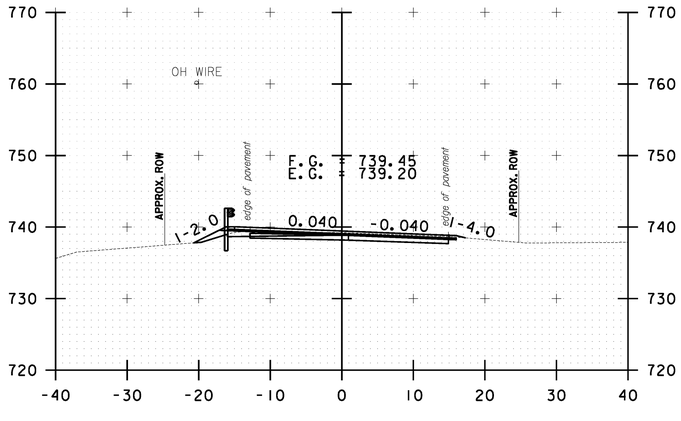
162+00.00

10 0 10
SCALE IN FEET

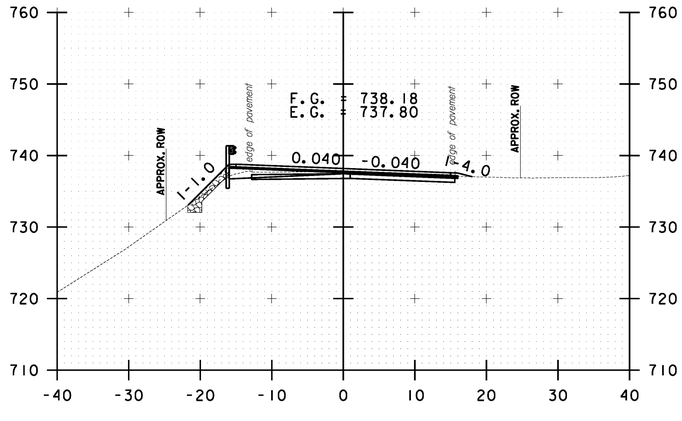
STOCKBRIDGE CROSS SECTION SHEET #53

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_stock_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xs53.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 266 OF 397

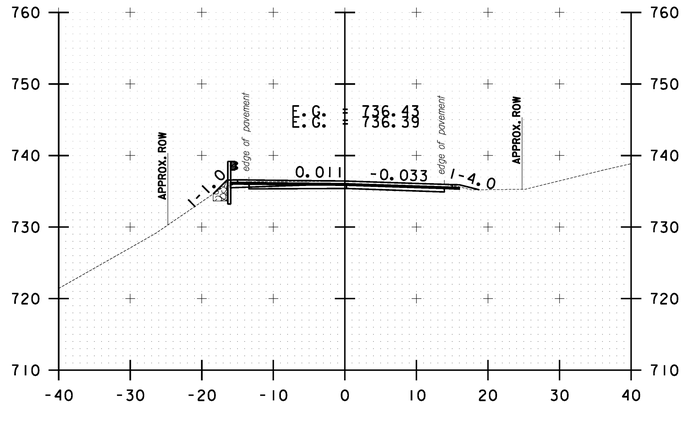
FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_stock_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



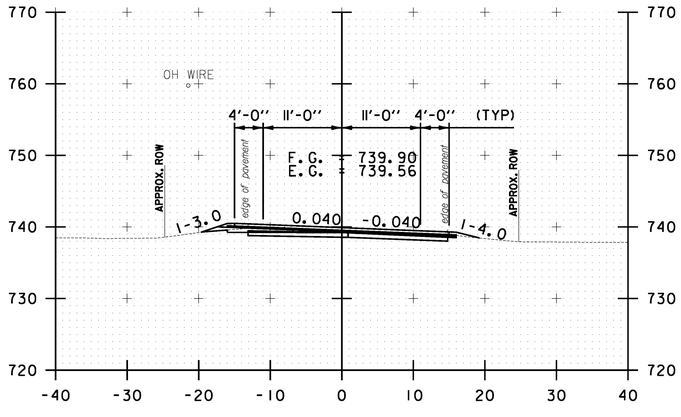
163+50.00



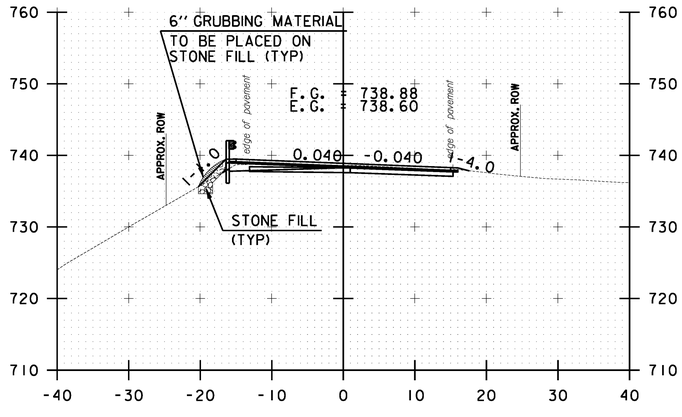
164+50.00



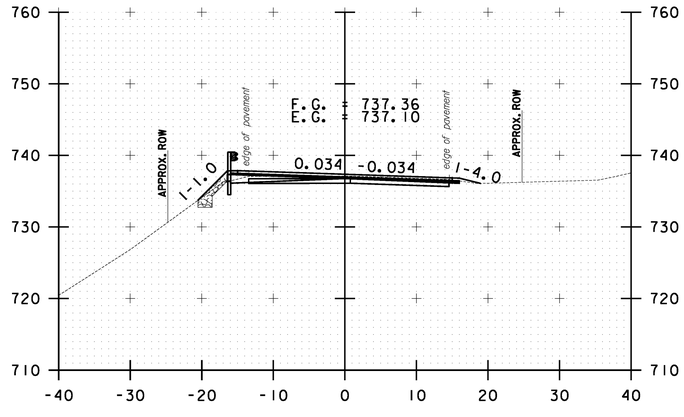
165+50.00



163+00.00



164+00.00



165+00.00

10 0 10
SCALE IN FEET

STOCKBRIDGE CROSS SECTION SHEET #54

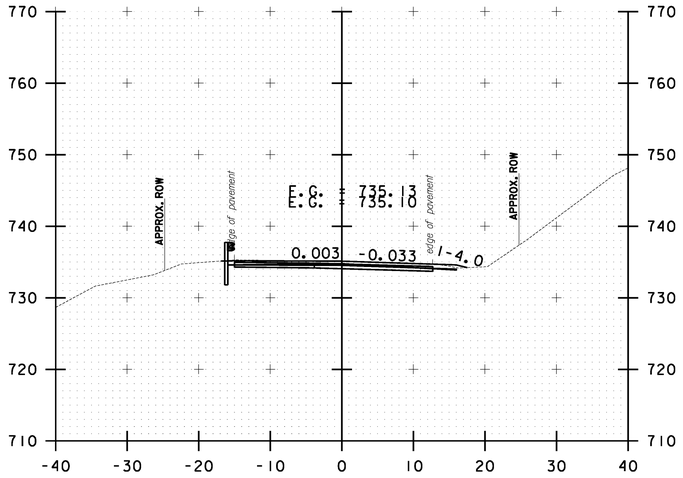
PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

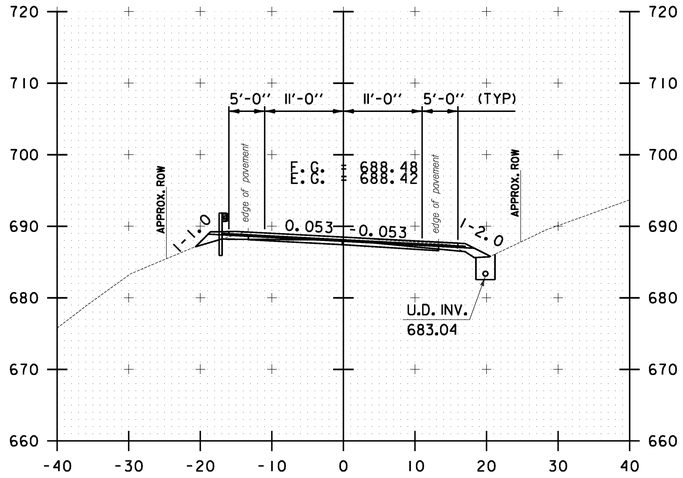
FILE NAME: z10b214_stock_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xs54.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 267 OF 397

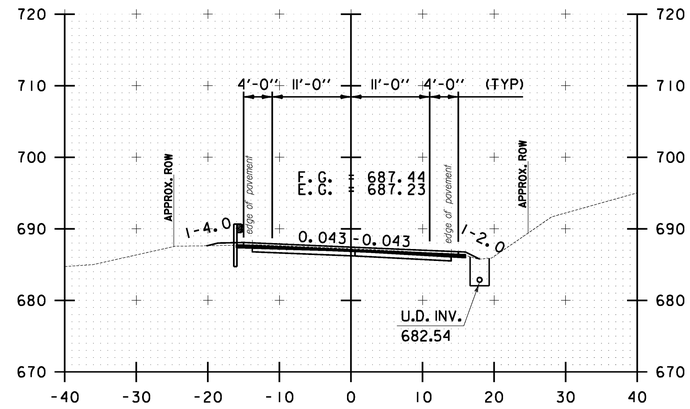
FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_stock_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



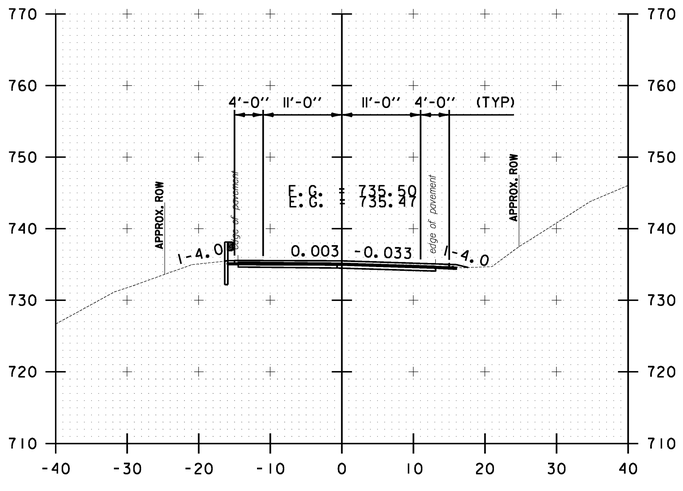
166+20.00



179+26.00



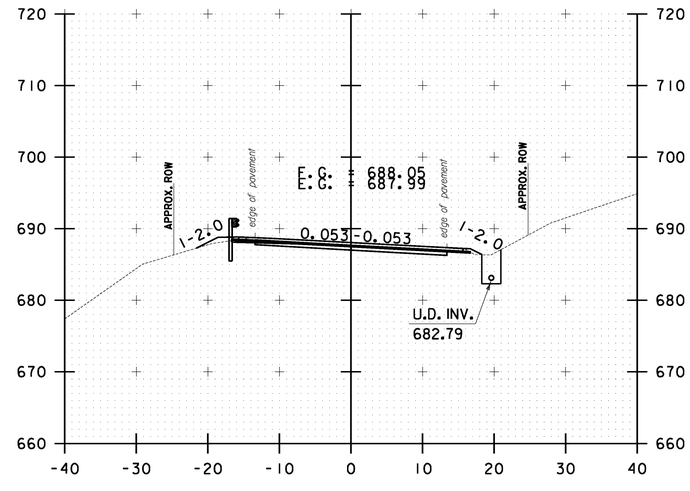
180+00.00



166+00.00

STA 179+26.00
RESUME STP 2910(1)
END BRF 022-1(20)S

STA 166+20.00
STOP STP 2910(1)
BEGIN BRF 022-1(20)S



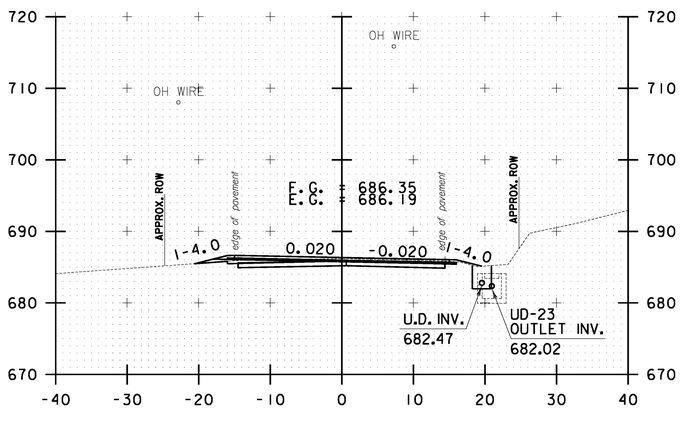
179+50.00

10 0 10
SCALE IN FEET

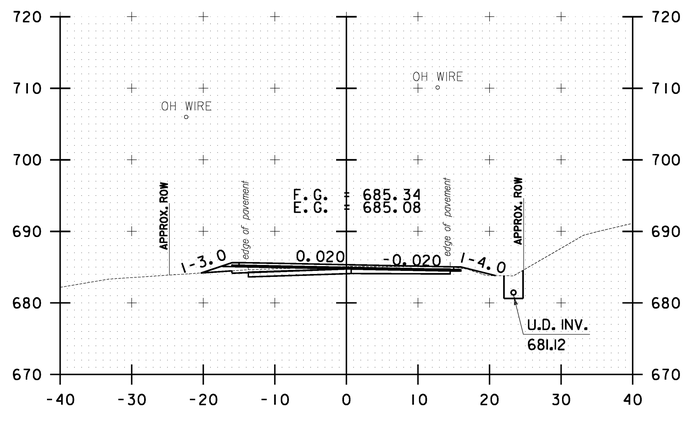
STOCKBRIDGE CROSS SECTION SHEET #55

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_stock_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xs55.I
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 268 OF 397

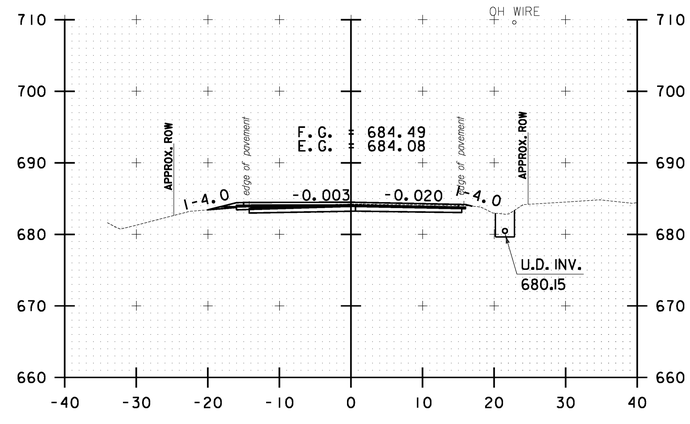
FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_stock_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



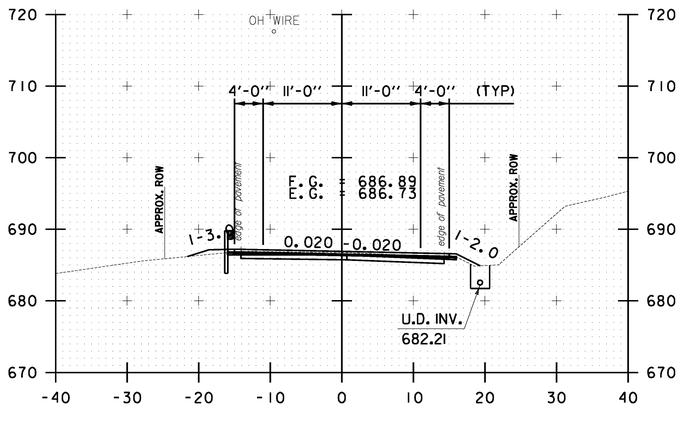
181+00.00



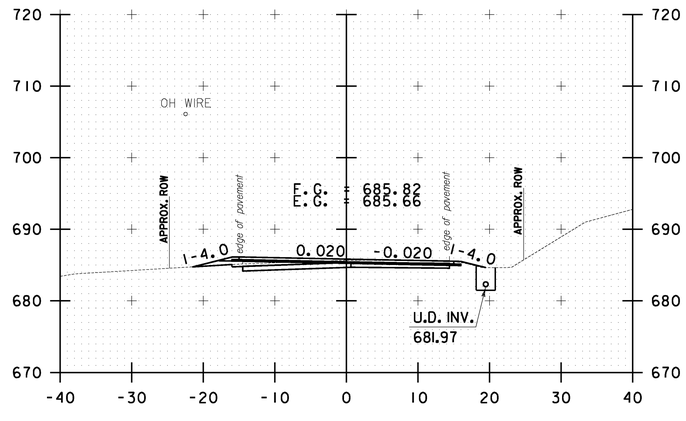
182+00.00



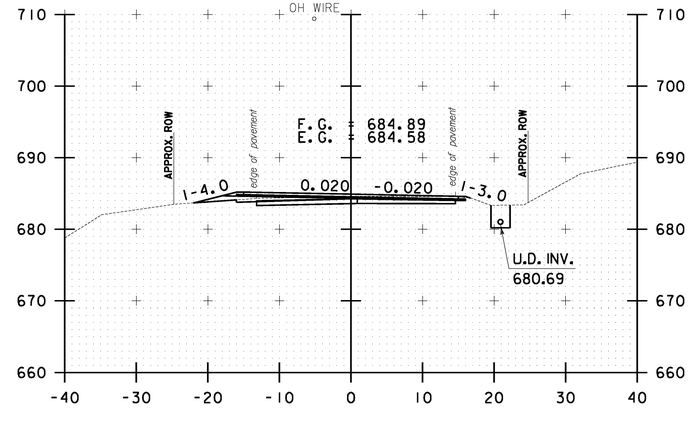
183+00.00



180+50.00



181+50.00



182+50.00

10 0 10
SCALE IN FEET

STOCKBRIDGE CROSS SECTION SHEET #56

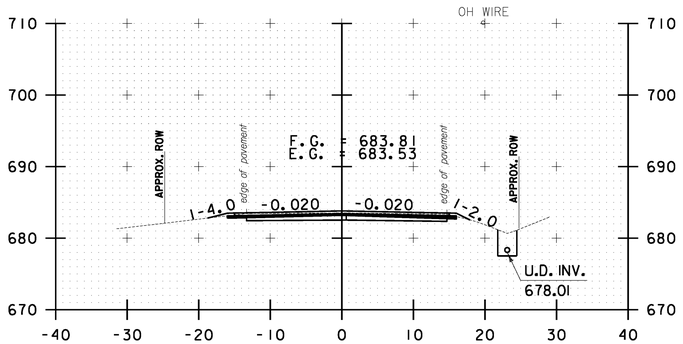
PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

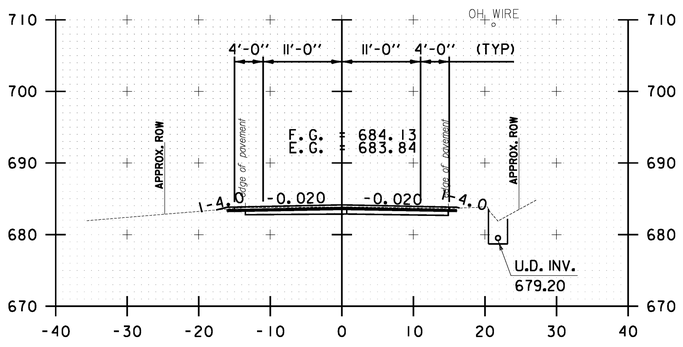
FILE NAME: z10b214_stock_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xs56.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 269 OF 397

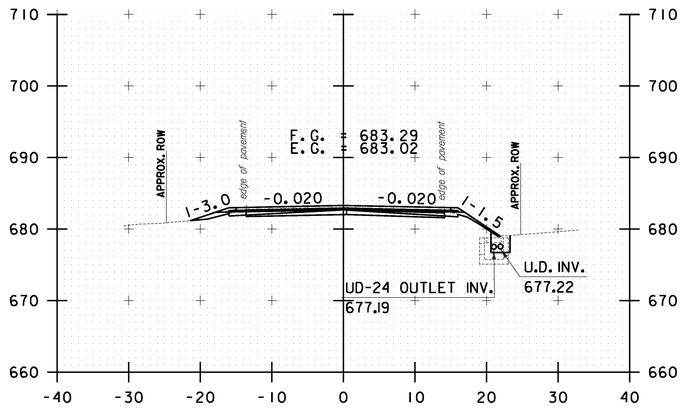
FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_stock_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



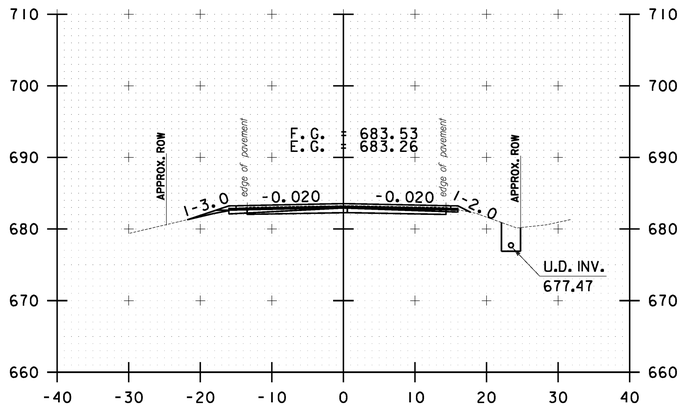
184+00.00



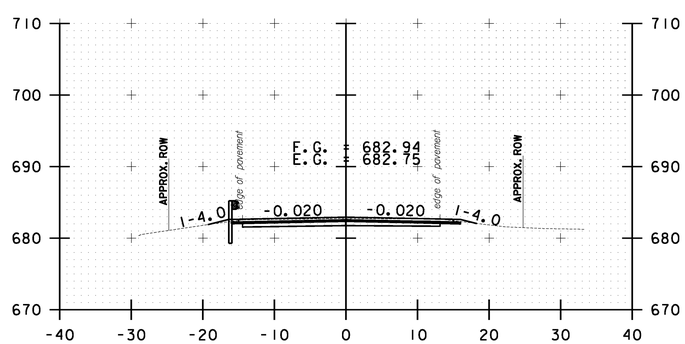
183+50.00



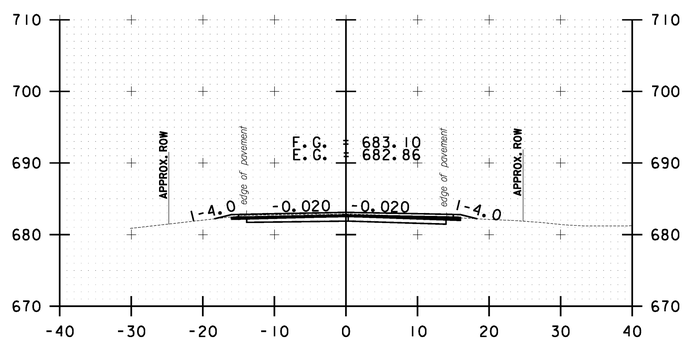
185+00.00



184+50.00



186+00.00



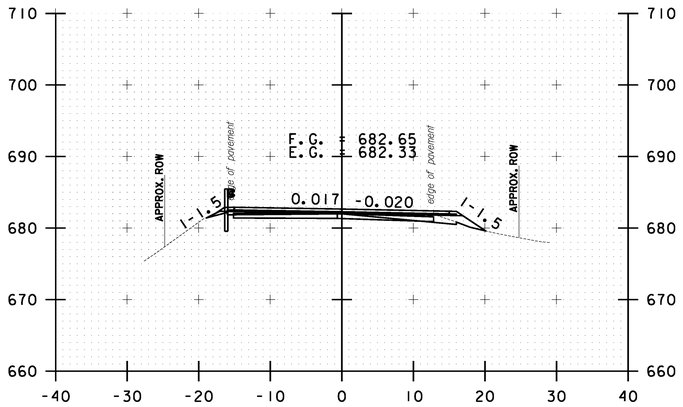
185+50.00

10 0 10
SCALE IN FEET

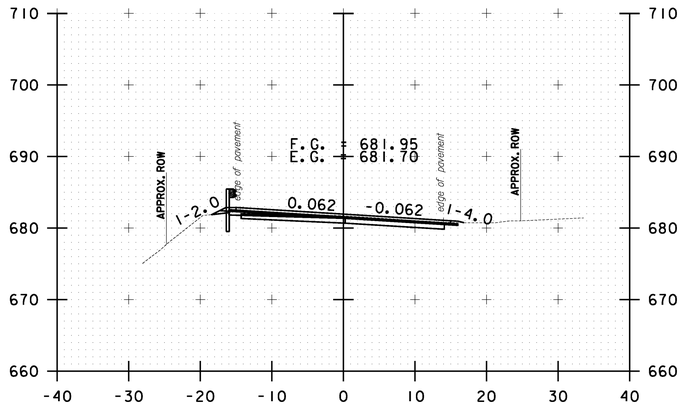
STOCKBRIDGE CROSS SECTION SHEET #57

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_stock_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xs57.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 270 OF 397

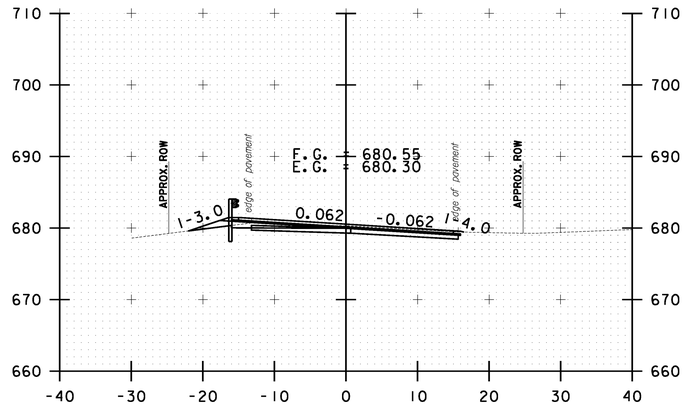
FILE NAME = V:\Projects\ANY\K2\22428\CADD_MSTN\z10b214_stock_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



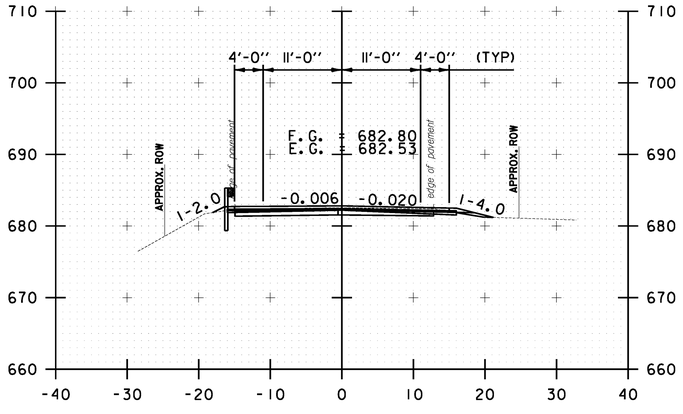
187+00.00



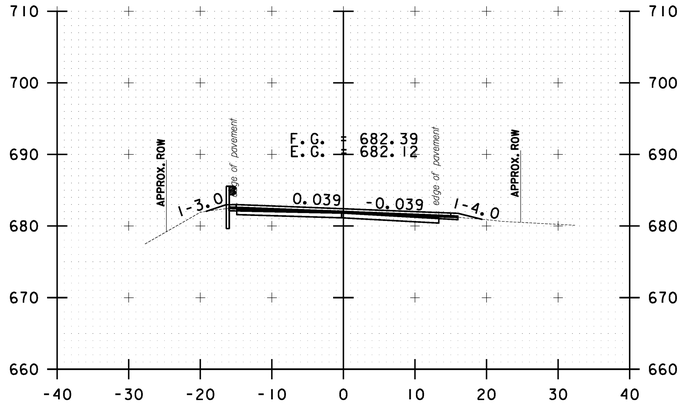
188+00.00



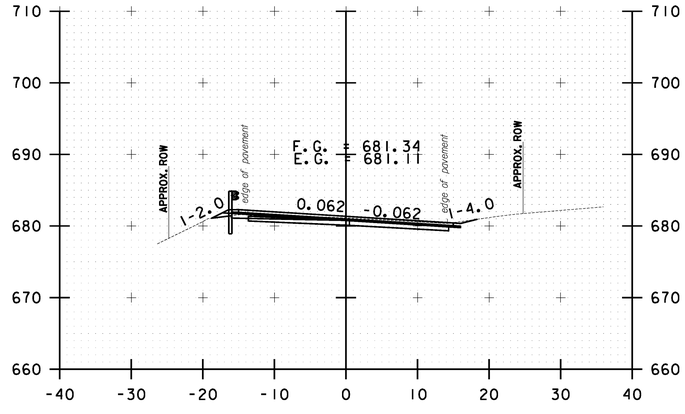
189+00.00



186+50.00



187+50.00



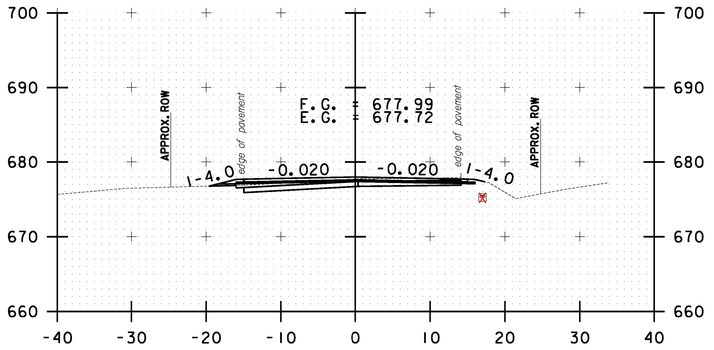
188+50.00

10 0 10
SCALE IN FEET

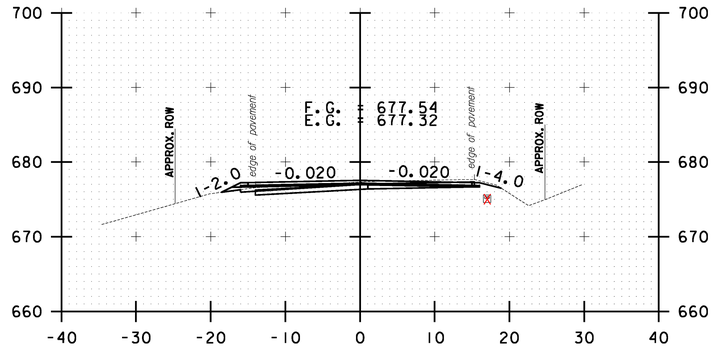
STOCKBRIDGE CROSS SECTION SHEET #58

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_stock_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xs58.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 271 OF 397

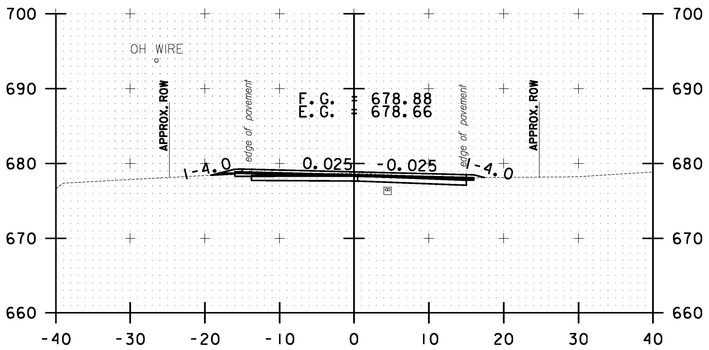
FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_stock_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



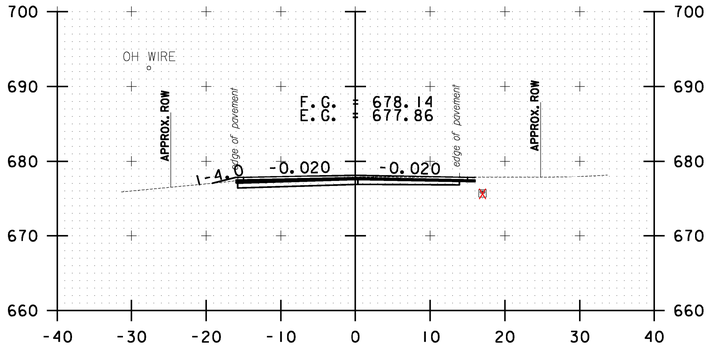
191+50.00



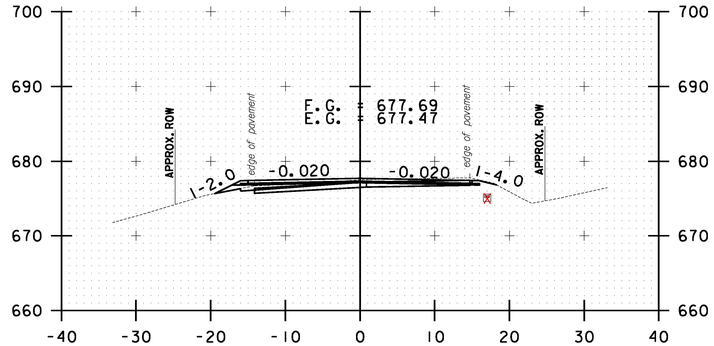
193+00.00



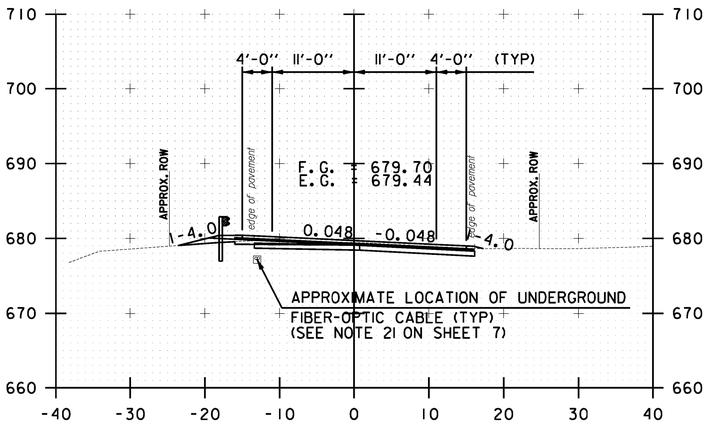
190+00.00



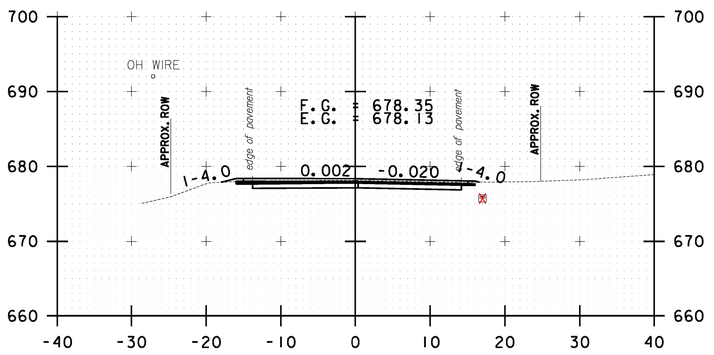
191+00.00



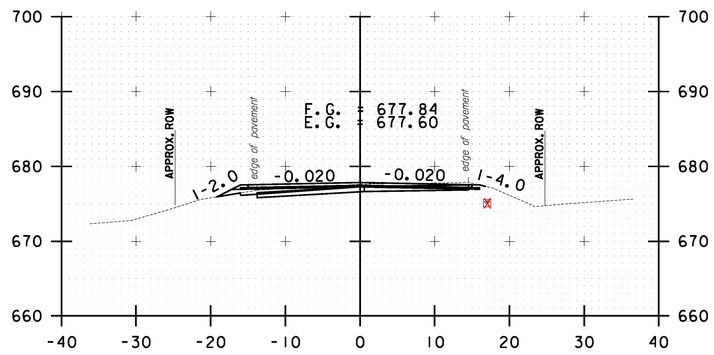
192+50.00



189+50.00



190+50.00



192+00.00

10 0 10
SCALE IN FEET

STOCKBRIDGE CROSS SECTION SHEET #59

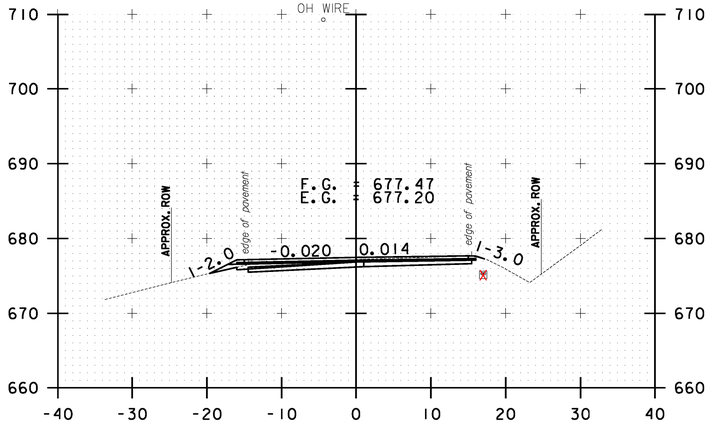
PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

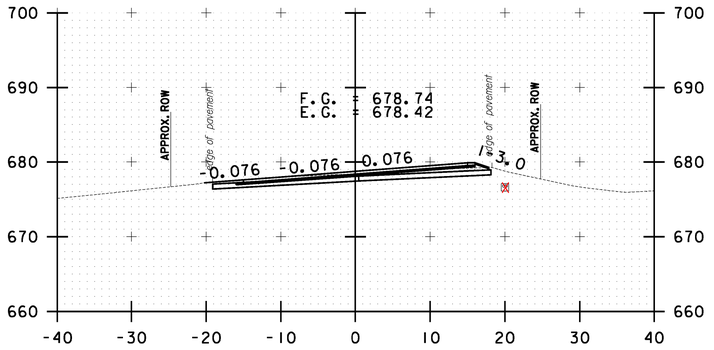
FILE NAME: z10b214_stock_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xs59.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 272 OF 397

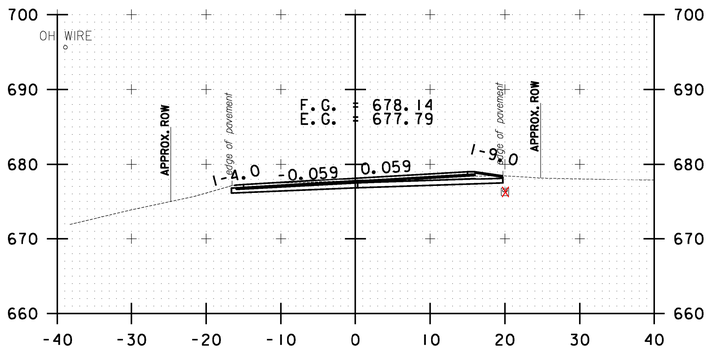
FILE NAME = W:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_stock_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



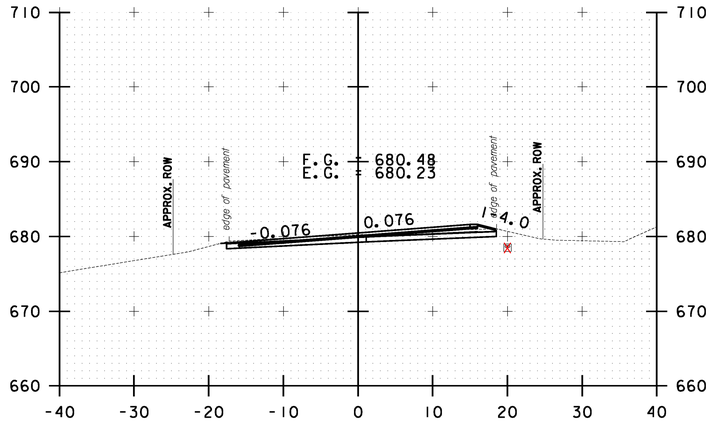
194+00.00



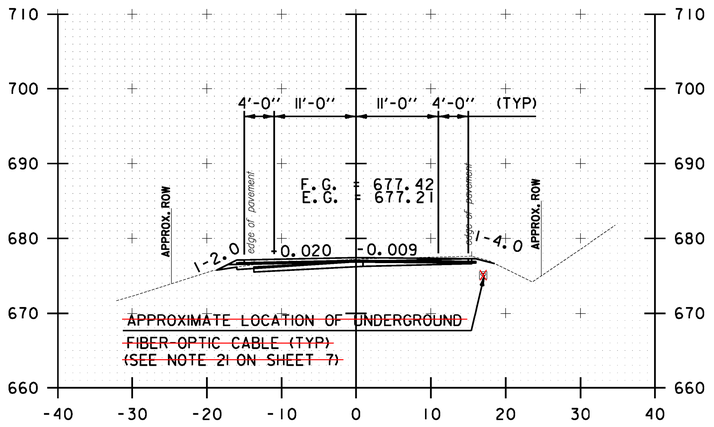
195+50.00



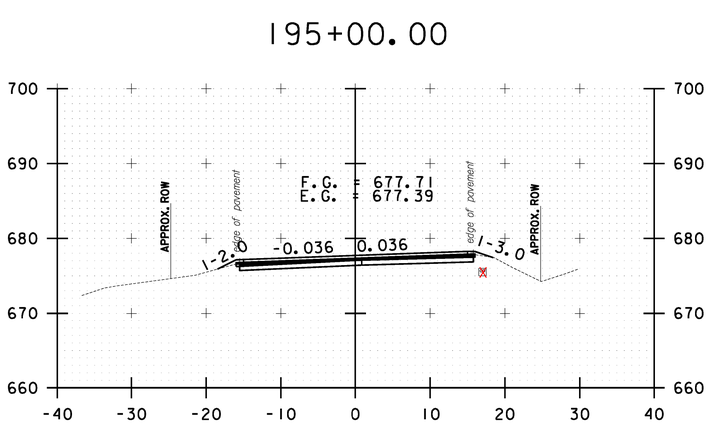
195+00.00



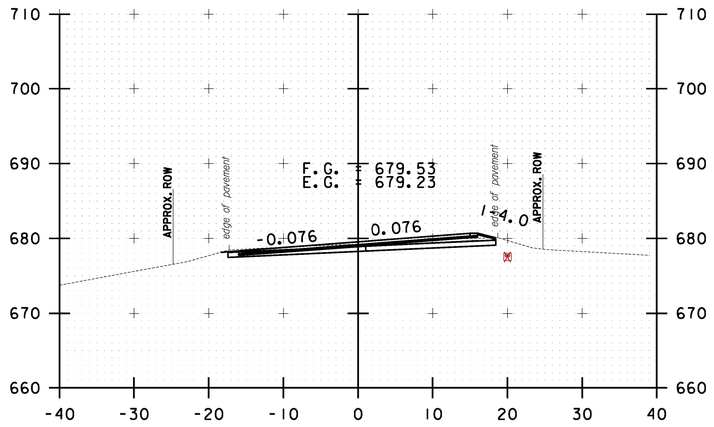
196+50.00



193+50.00



194+50.00



196+00.00

10 0 10
SCALE IN FEET

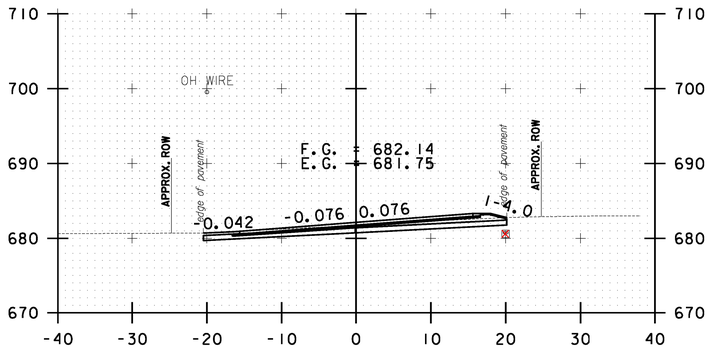
STOCKBRIDGE CROSS SECTION SHEET #60

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)

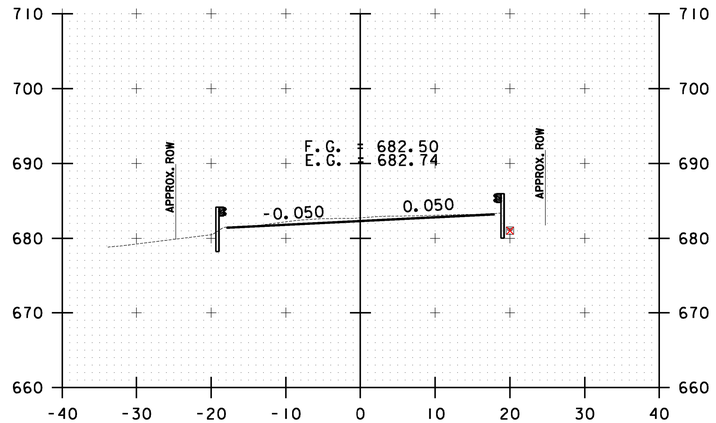
FILE NAME: z10b214_stock_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xs60.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 273 OF 397

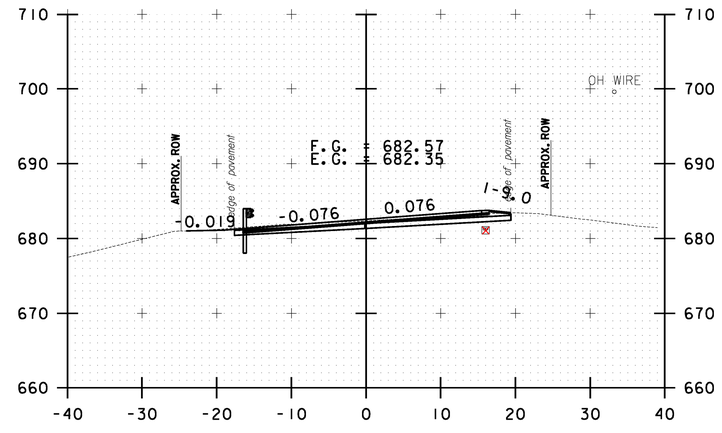
FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_stock_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



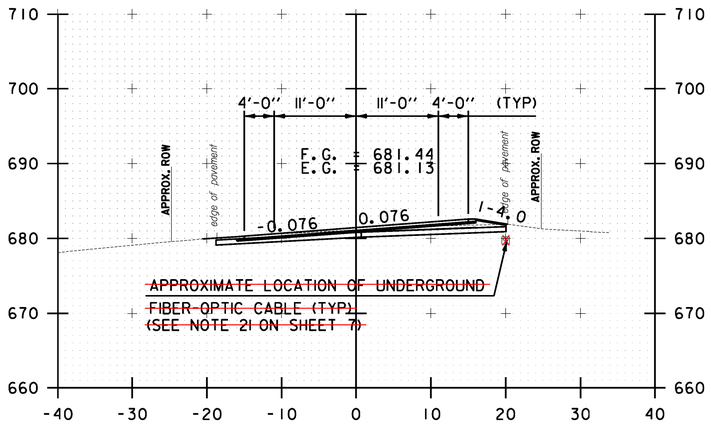
197+50.00



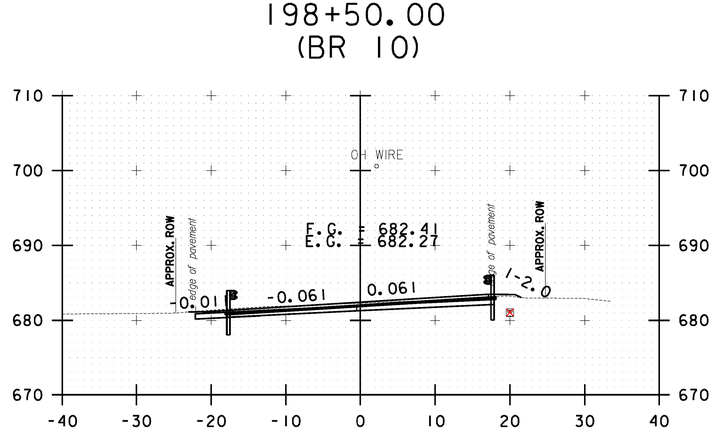
198+50.00
(BR 10)



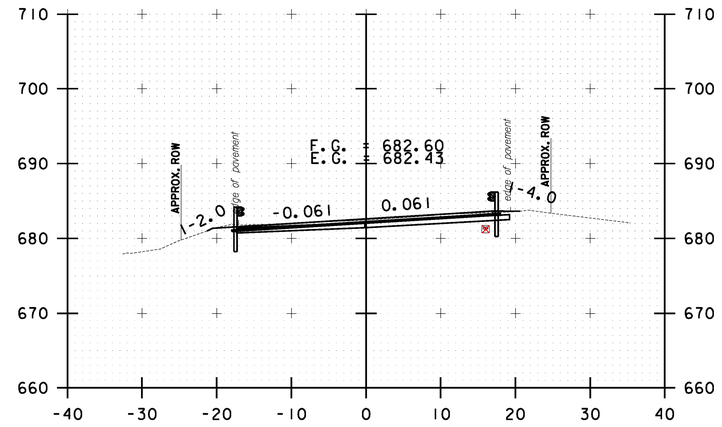
199+50.00



197+00.00



198+00.00



199+00.00

10 0 10
SCALE IN FEET

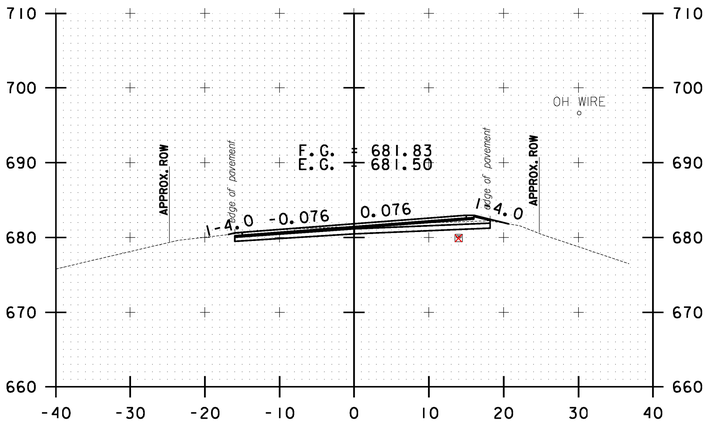
STOCKBRIDGE CROSS SECTION SHEET #61

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)

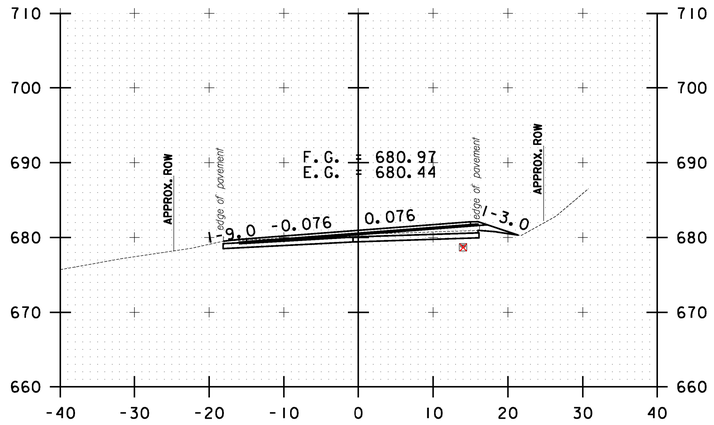
FILE NAME: z10b214_stock_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xs61.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 274 OF 397

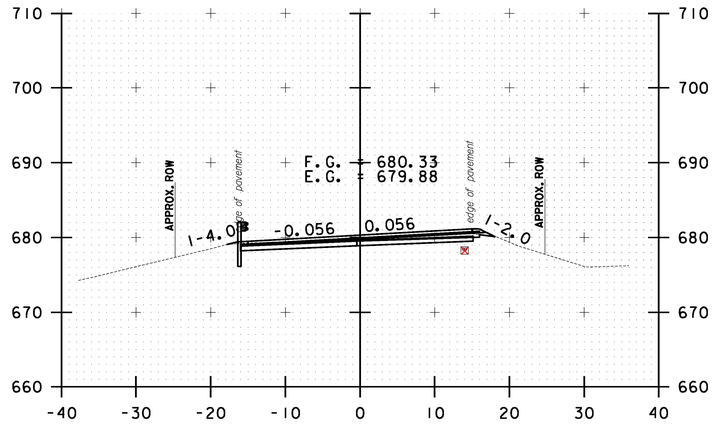
FILE NAME = W:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_stock_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



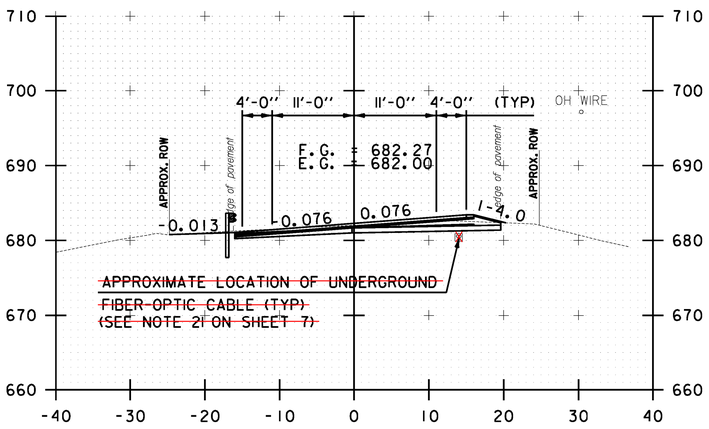
200+50.00



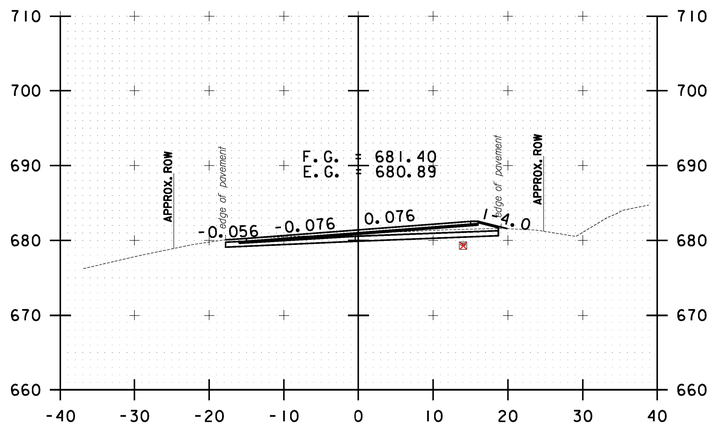
201+50.00



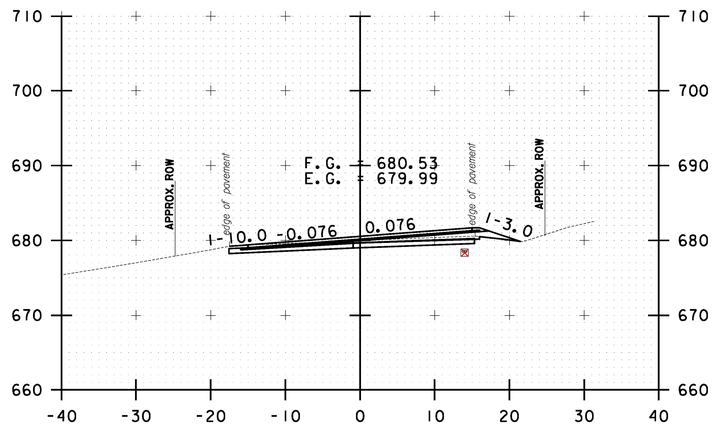
202+50.00



200+00.00



201+00.00



202+00.00

10 0 10
SCALE IN FEET

STOCKBRIDGE CROSS SECTION SHEET #62

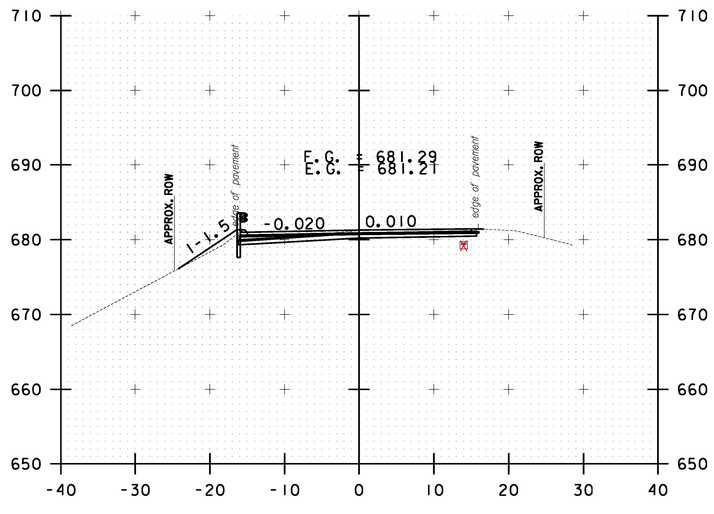
PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

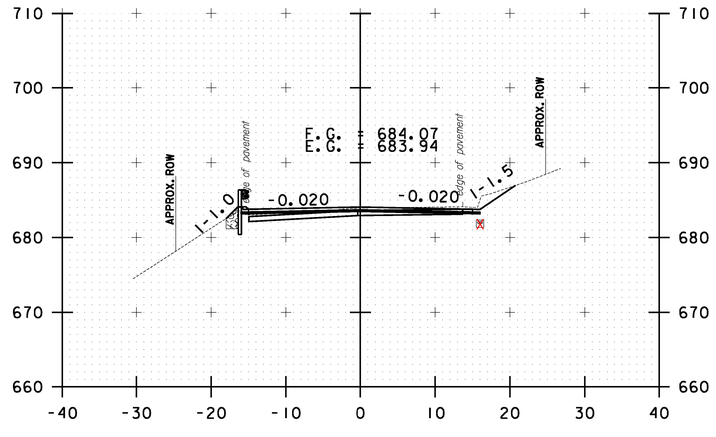
FILE NAME: z10b214_stock_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xs62.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 275 OF 397

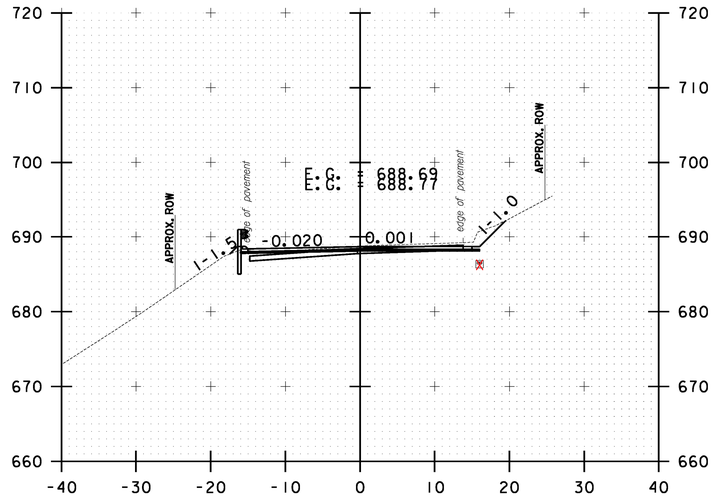
FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_stock_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



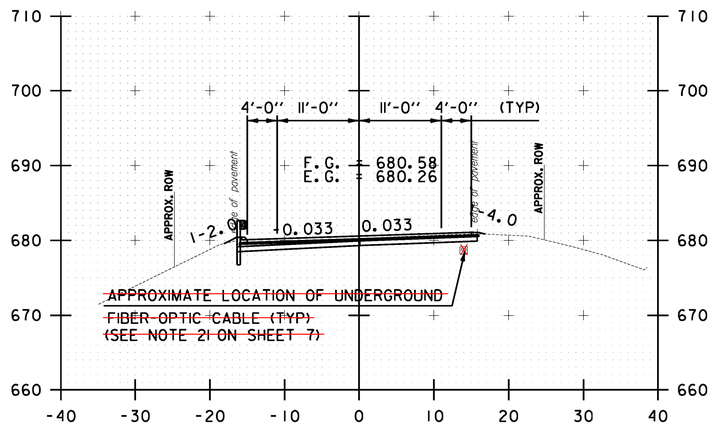
203+50.00



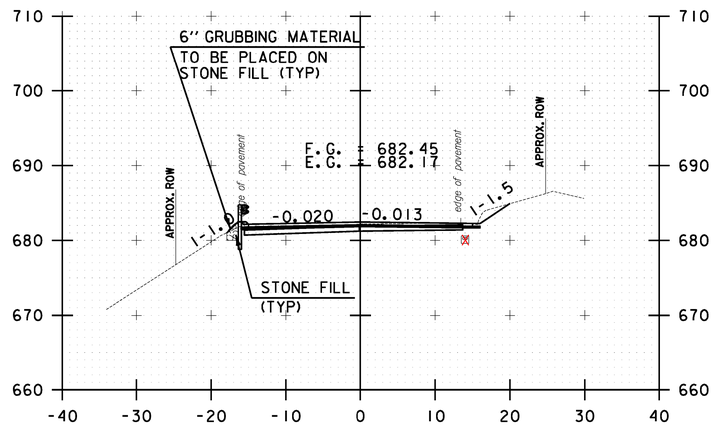
204+50.00



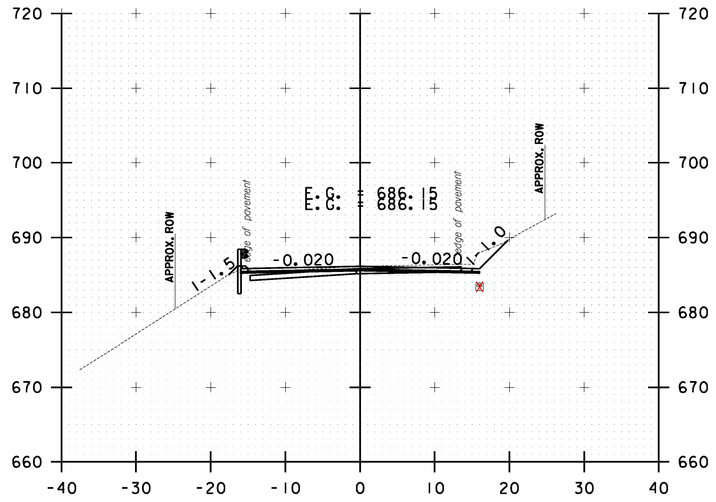
205+50.00



203+00.00



204+00.00



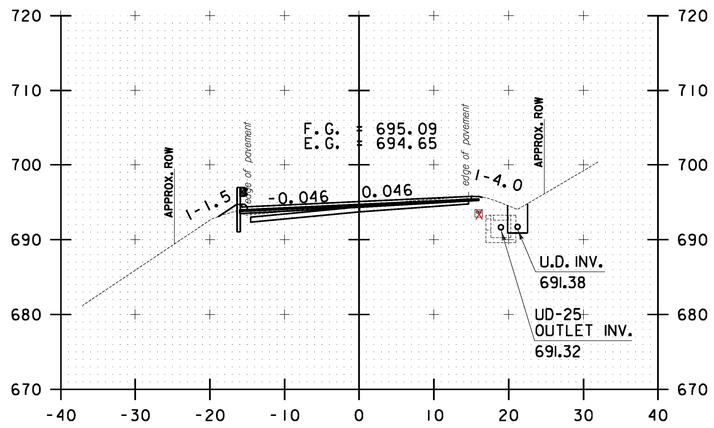
205+00.00

10 0 10
SCALE IN FEET

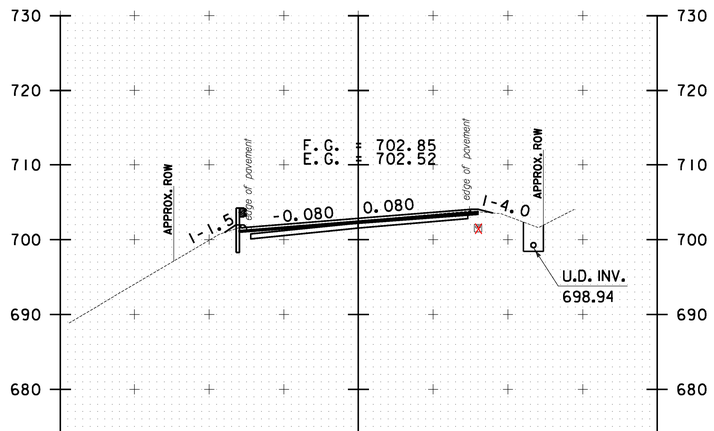
STOCKBRIDGE CROSS SECTION SHEET #63

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_stock_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xs63.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 276 OF 397

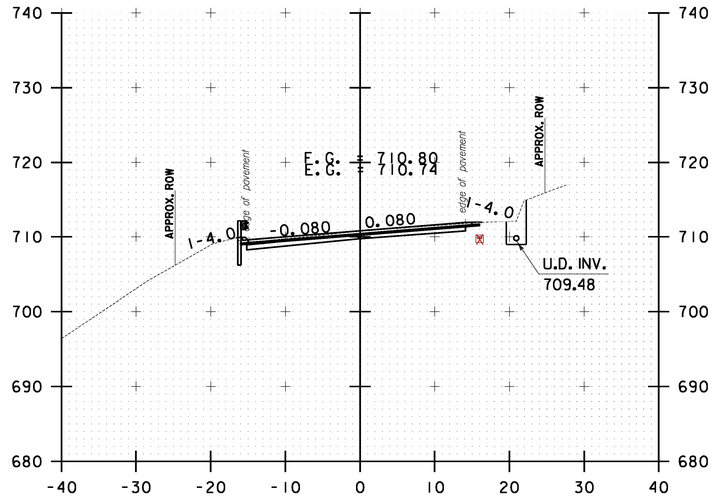
FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_stock_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



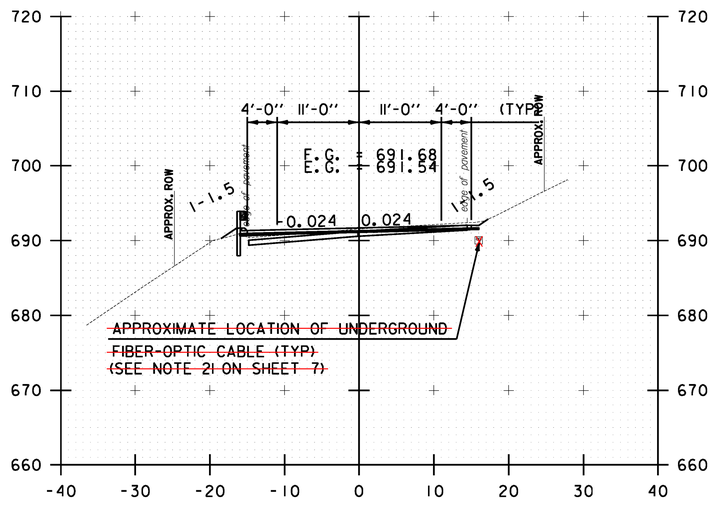
206+50.00



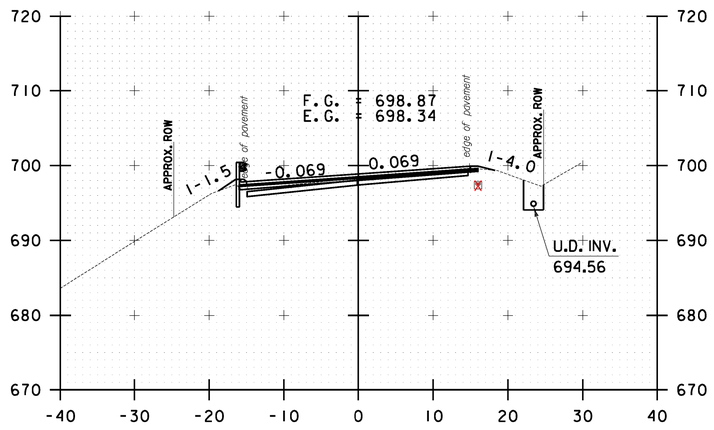
207+50.00



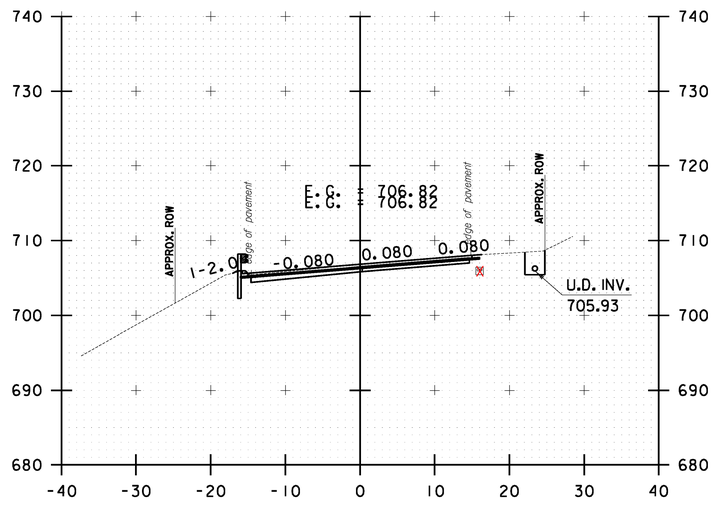
208+50.00



206+00.00



207+00.00



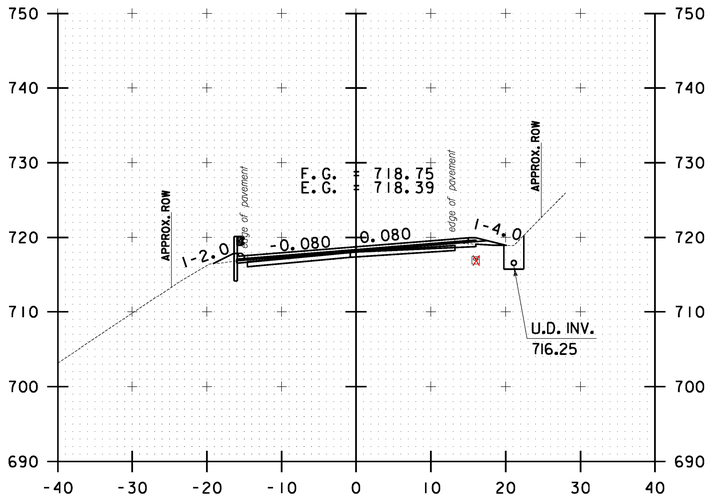
208+00.00

10 0 10
SCALE IN FEET

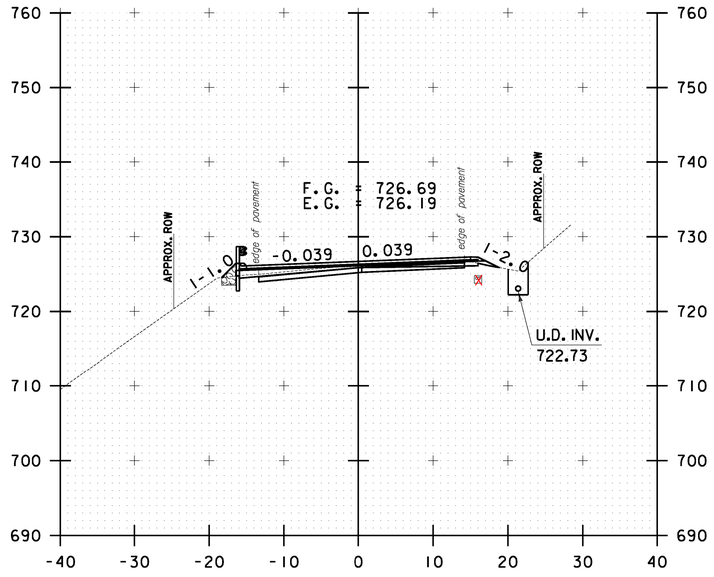
STOCKBRIDGE CROSS SECTION SHEET #64

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_stock_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xs64.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 277 OF 397

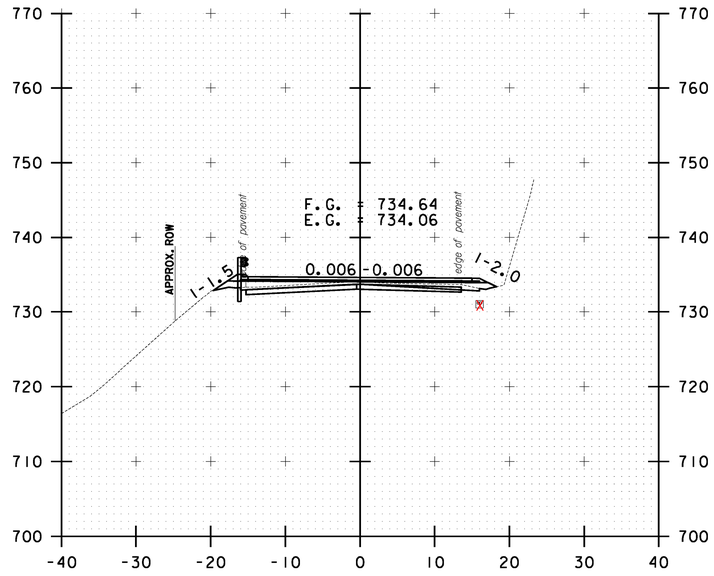
FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_stock_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



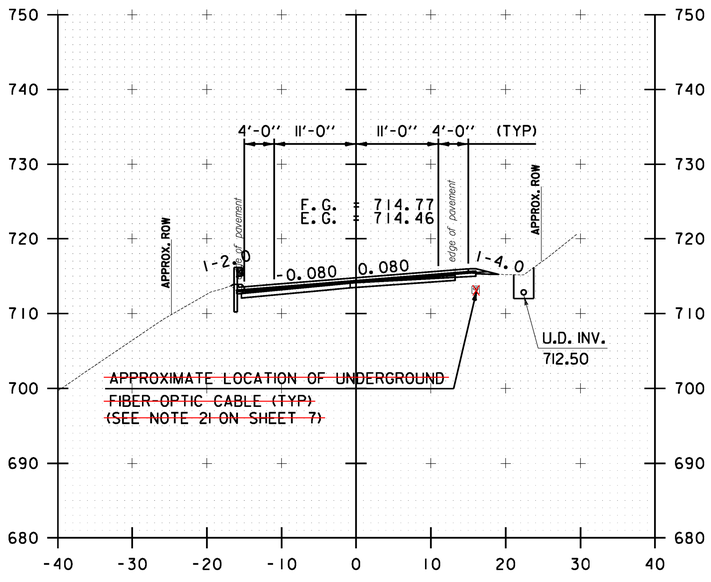
209+50.00



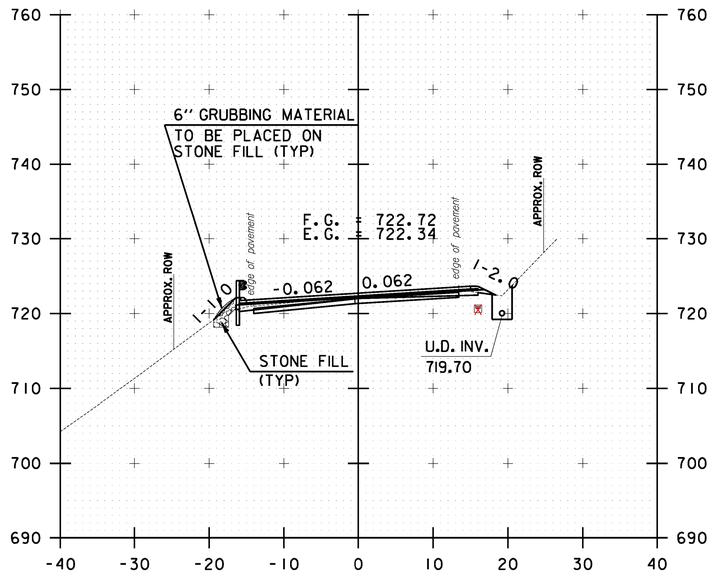
210+50.00



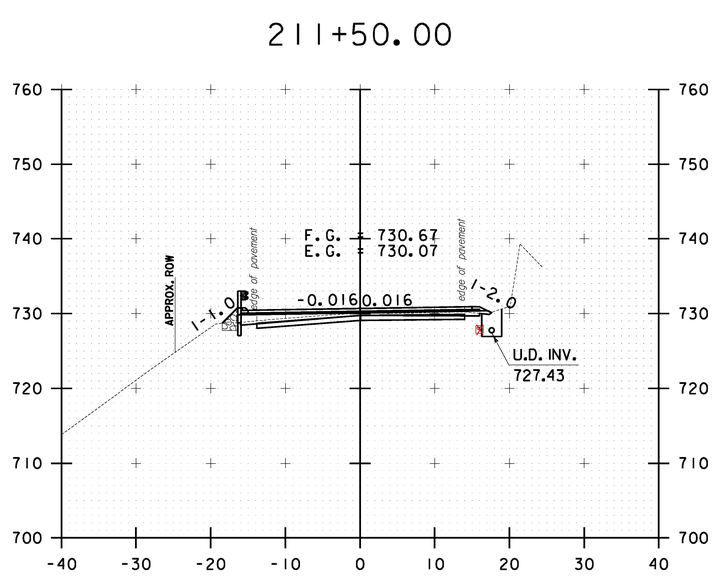
211+50.00



209+00.00



210+00.00



211+00.00

10 0 10
SCALE IN FEET

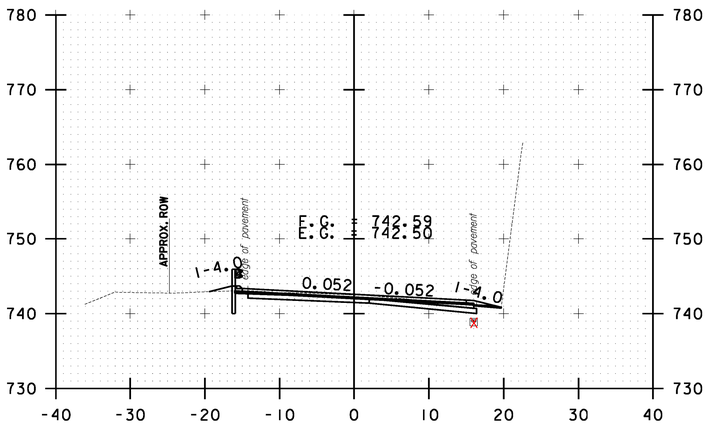
STOCKBRIDGE CROSS SECTION SHEET #65

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)

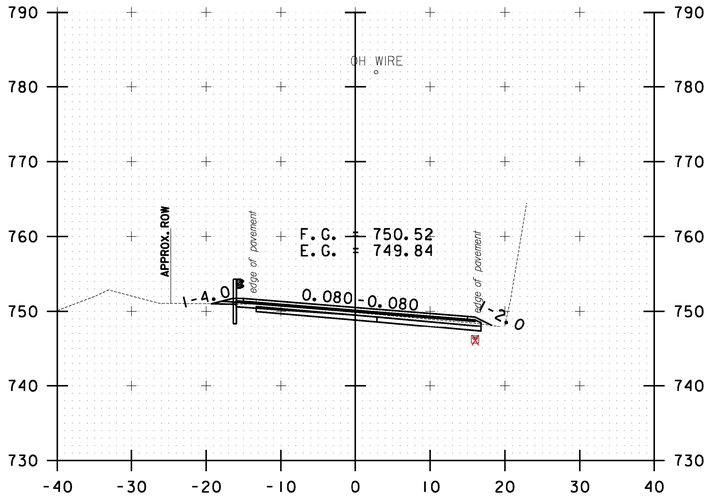
FILE NAME: z10b214_stock_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xs65.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 278 OF 397

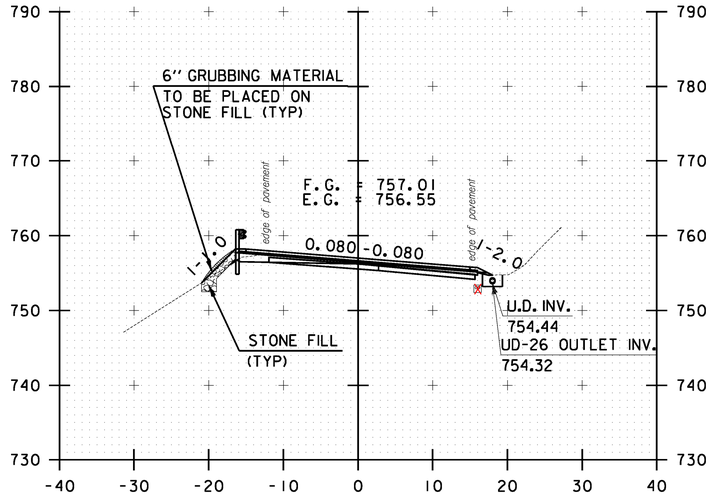
FILE NAME = V:\P-projects\ANY\K2\2242S\CADD_MSTN\z10b214_stock_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



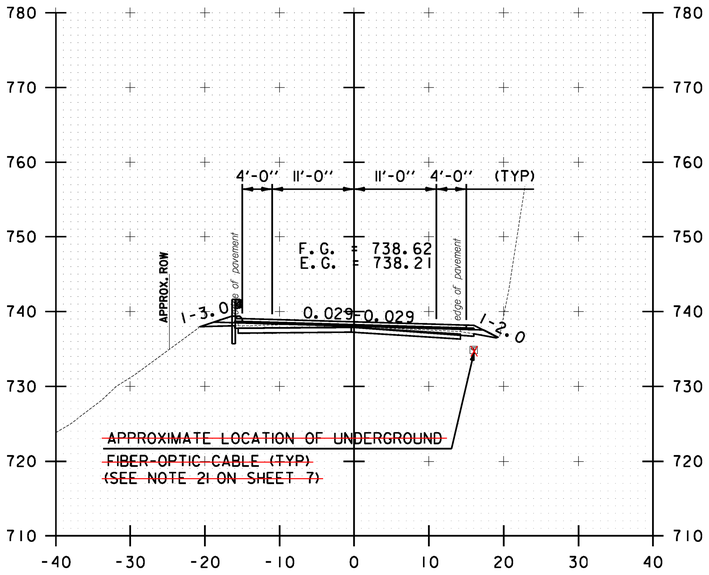
212+50.00



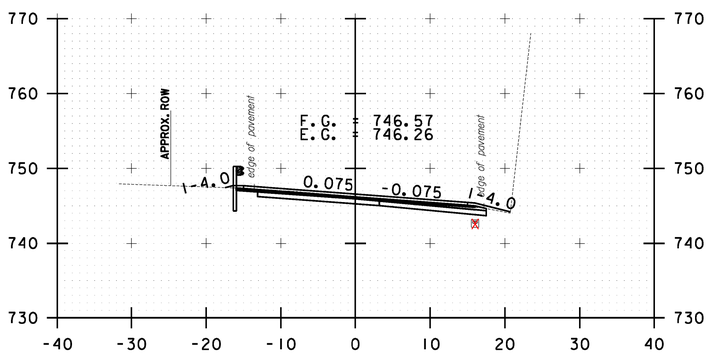
213+50.00



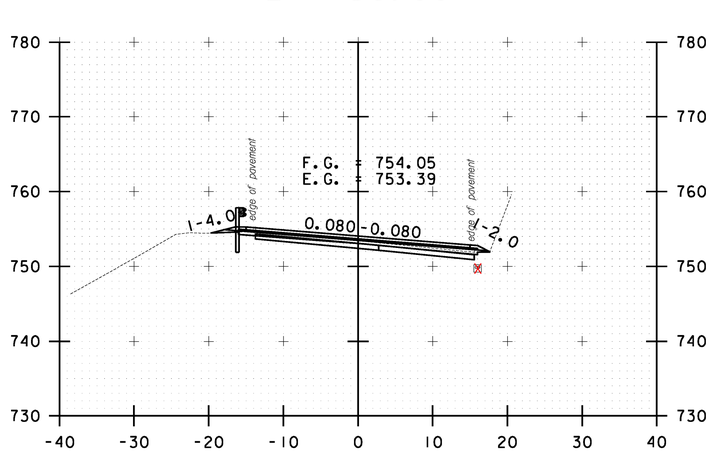
214+50.00



212+00.00



213+00.00



214+00.00

10 0 10
SCALE IN FEET

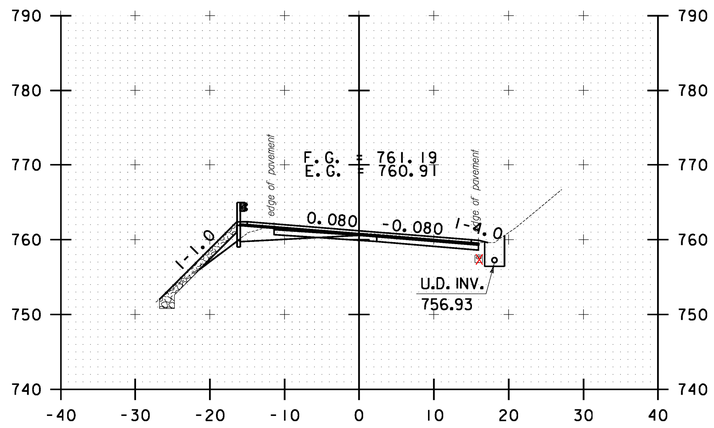
STOCKBRIDGE CROSS SECTION SHEET #66

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)

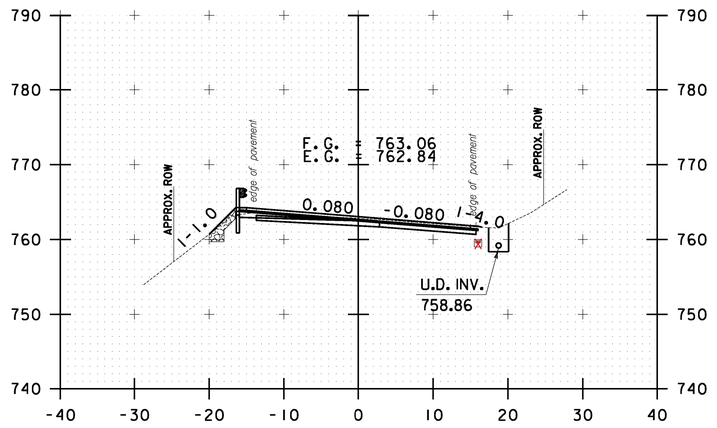
FILE NAME: z10b214_stock_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xs66.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 279 OF 397

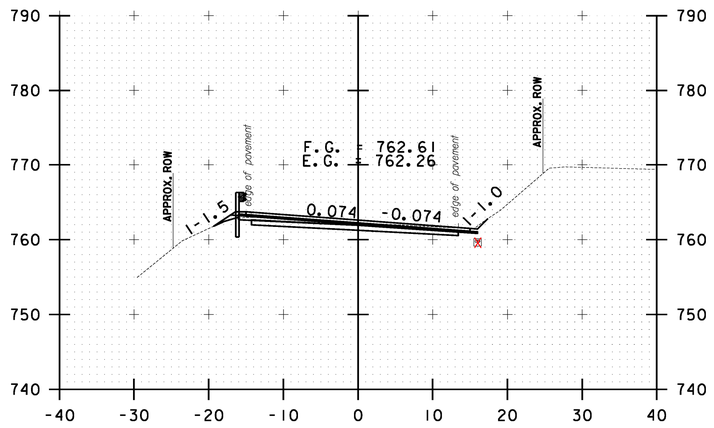
FILE NAME = W:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_stock_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



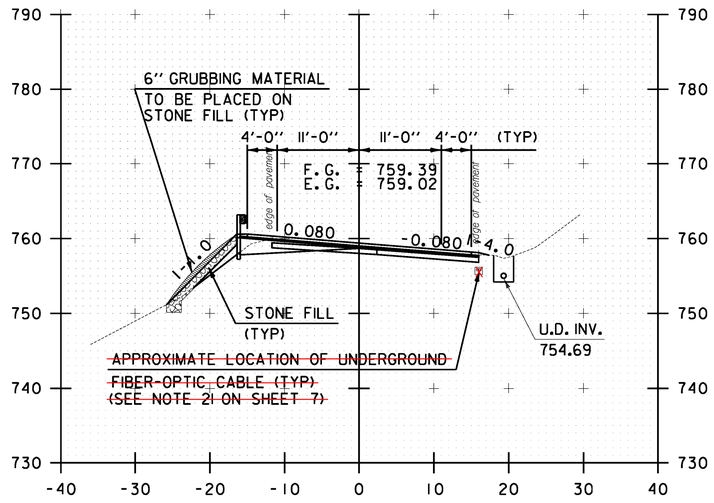
215+50.00



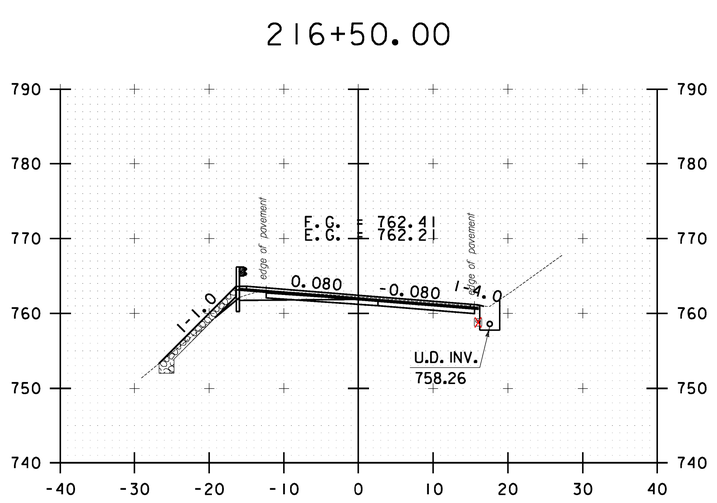
216+50.00



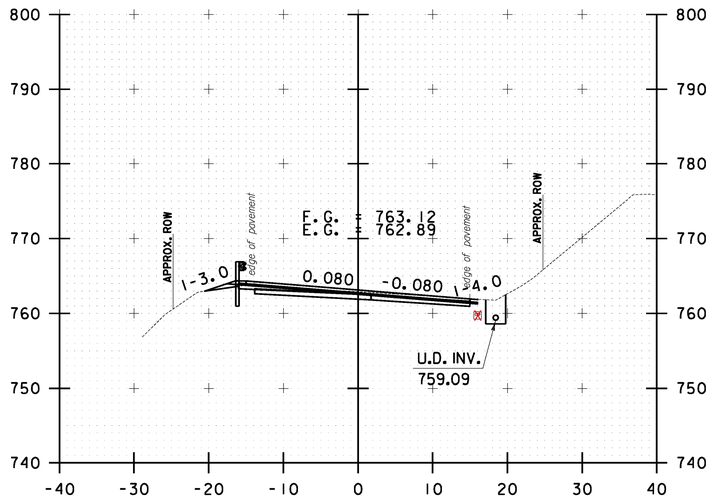
217+50.00



215+00.00



216+00.00



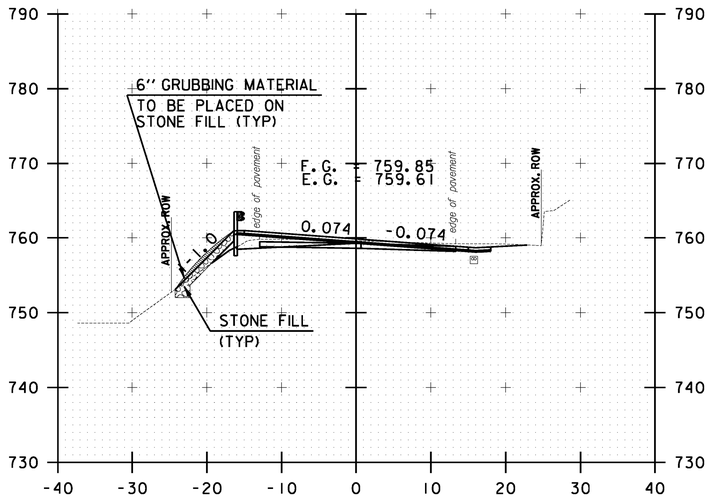
217+00.00

10 0 10
SCALE IN FEET

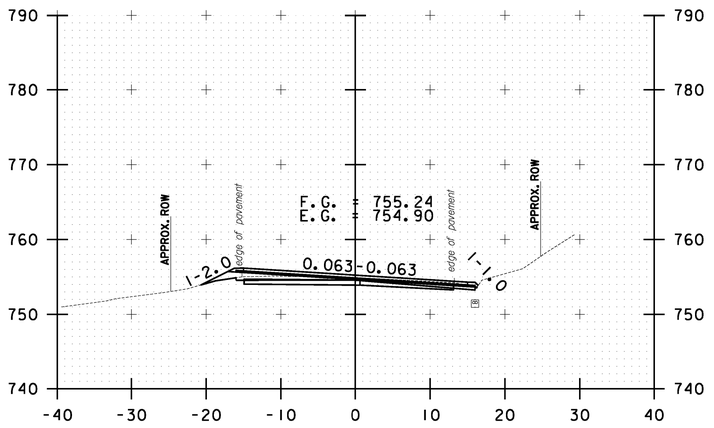
STOCKBRIDGE CROSS SECTION SHEET #67

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_stock_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xs67.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 280 OF 397

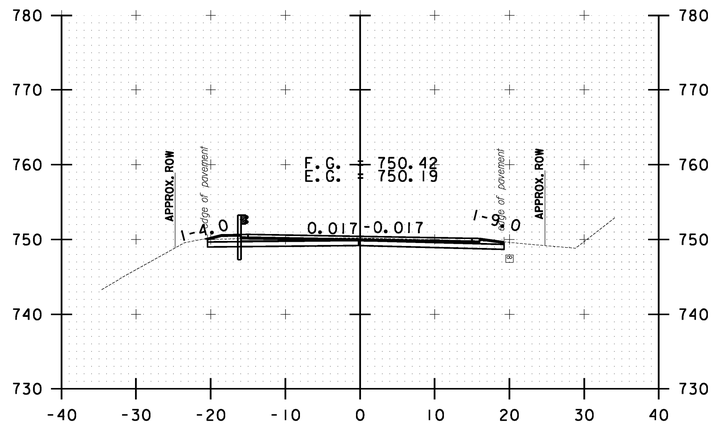
FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_stock_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



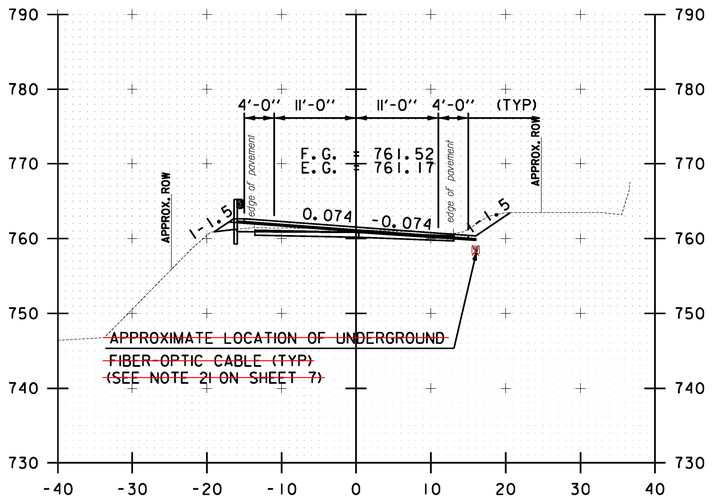
218+50.00



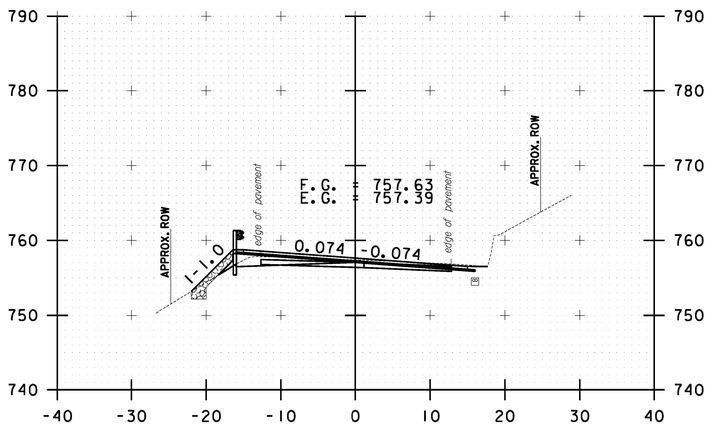
219+50.00



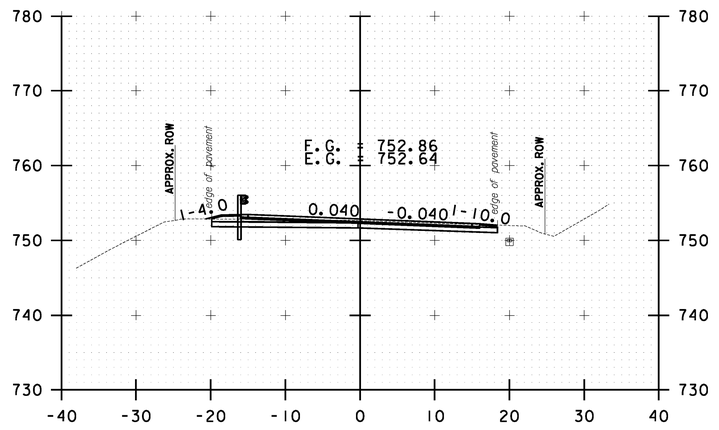
220+50.00



218+00.00



219+00.00



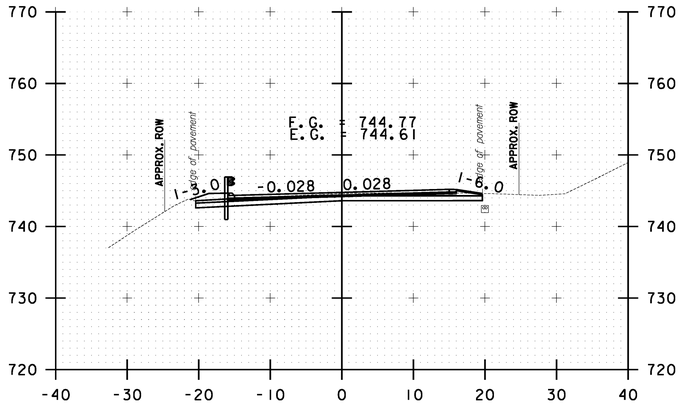
220+00.00

10 0 10
SCALE IN FEET

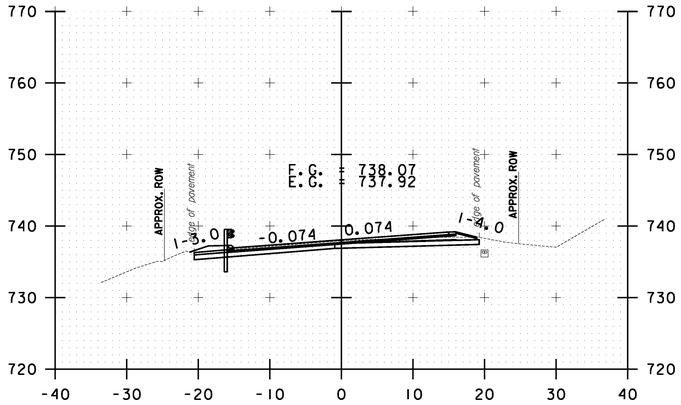
STOCKBRIDGE CROSS SECTION SHEET #68

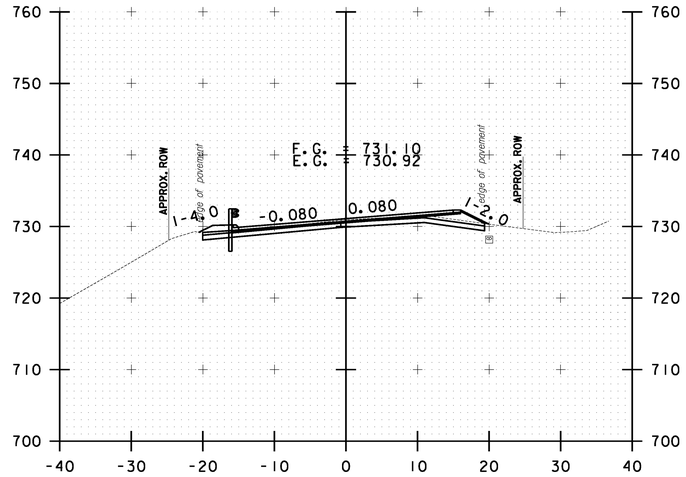
PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_stock_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xs68.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 281 OF 397

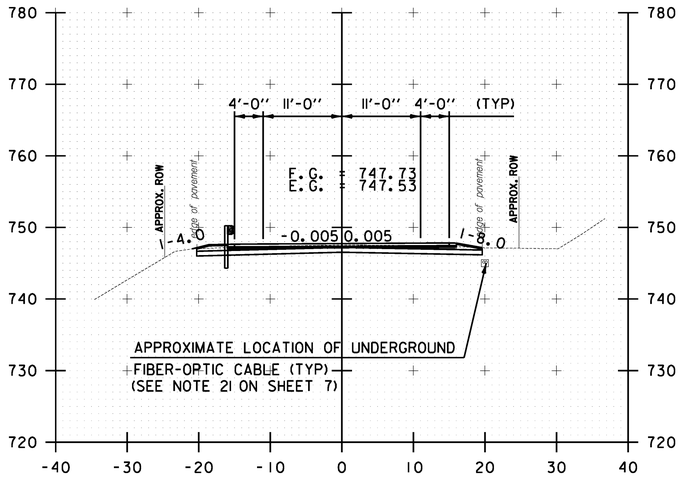
FILE NAME = V:\Projects\ANYWK2\22426\CADD\.MSTN\z10b214_stock_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



221+50.00

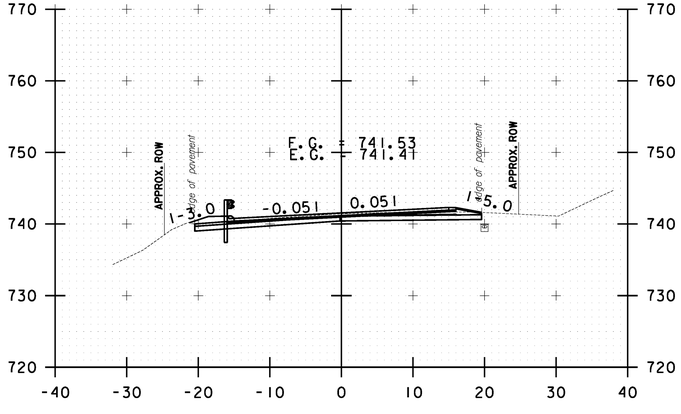






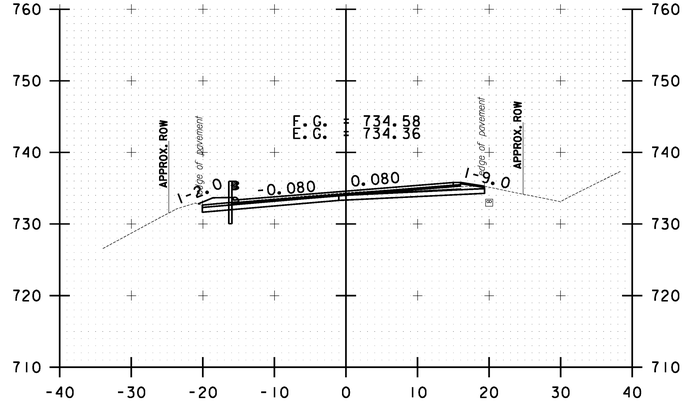
221+00.00

222+50.00



222+00.00

223+50.00



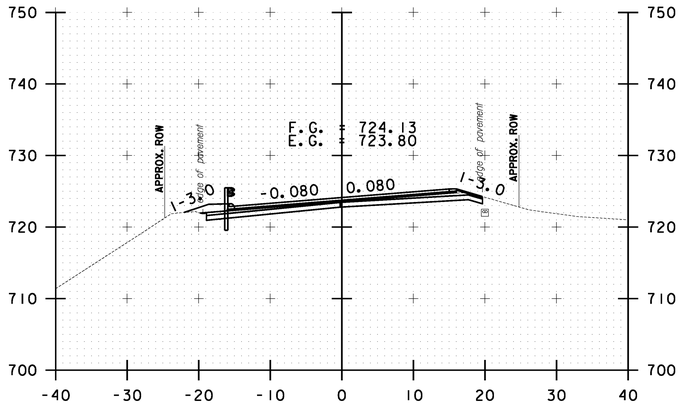
223+00.00

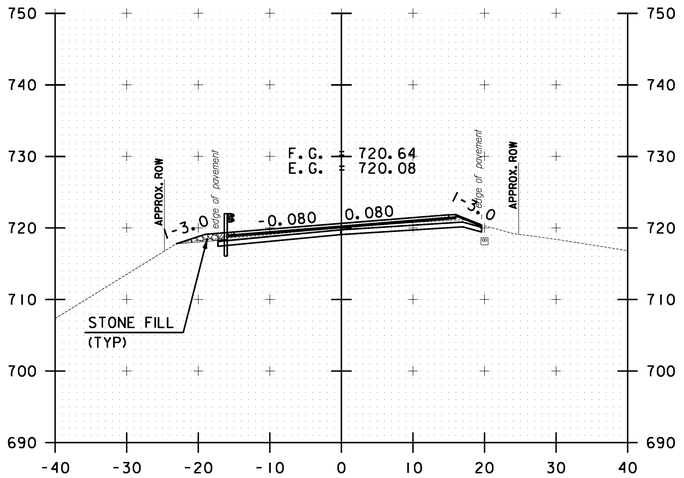
10 0 10
SCALE IN FEET

STOCKBRIDGE CROSS SECTION SHEET #69

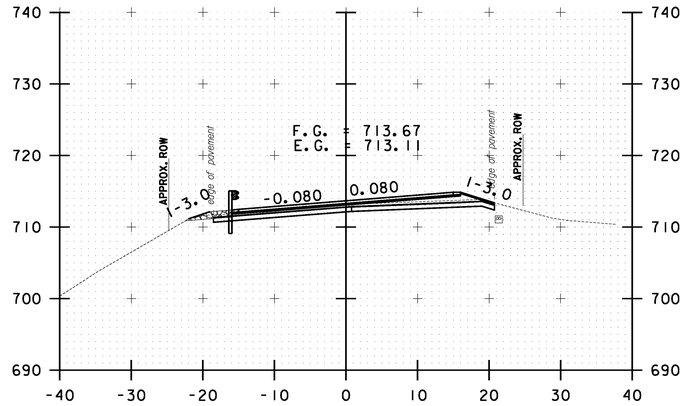
PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_stock_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xs69.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 282 OF 397

FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_stock_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916

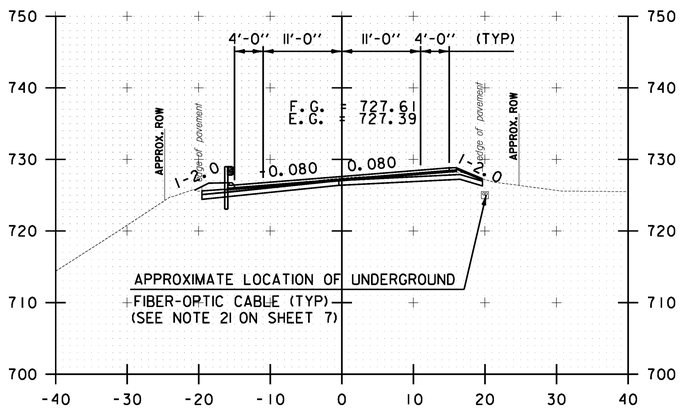




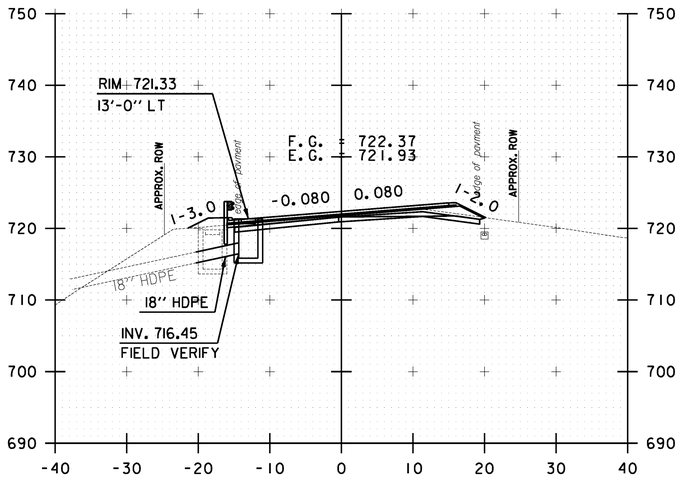
225+00.00



224+50.00

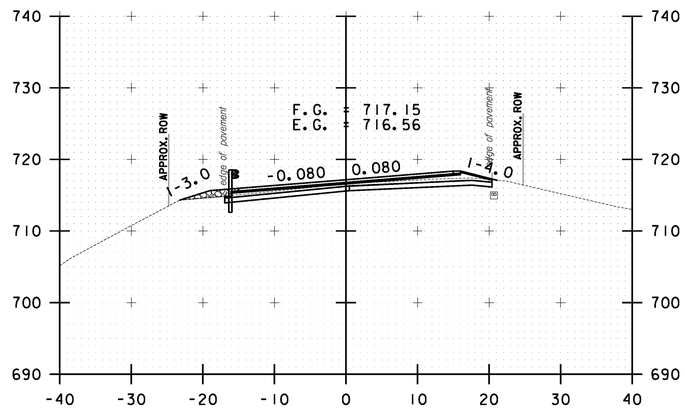


224+00.00



224+75.20

226+00.00



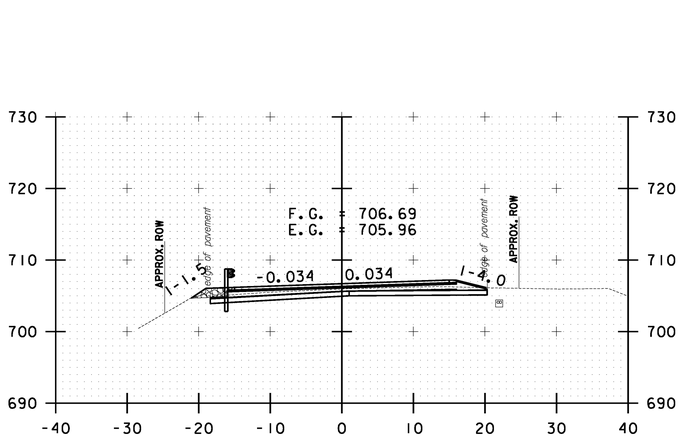
225+50.00

10 0 10
SCALE IN FEET

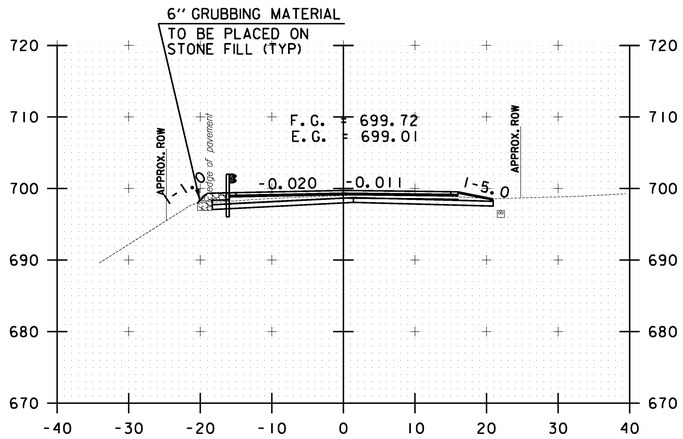
STOCKBRIDGE CROSS SECTION SHEET #70

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_stock_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xs70.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 283 OF 397

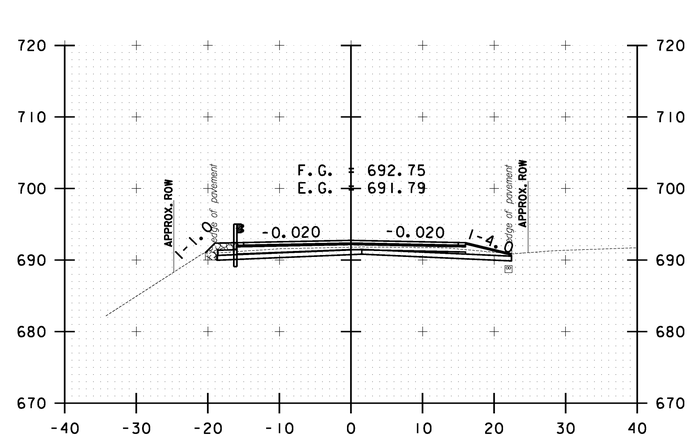
FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_stock_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



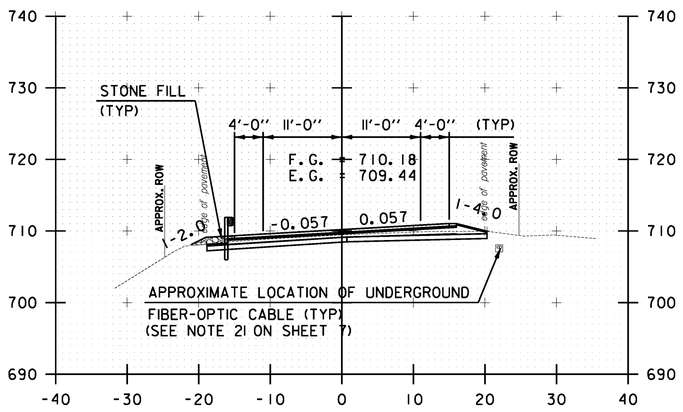
227+00.00



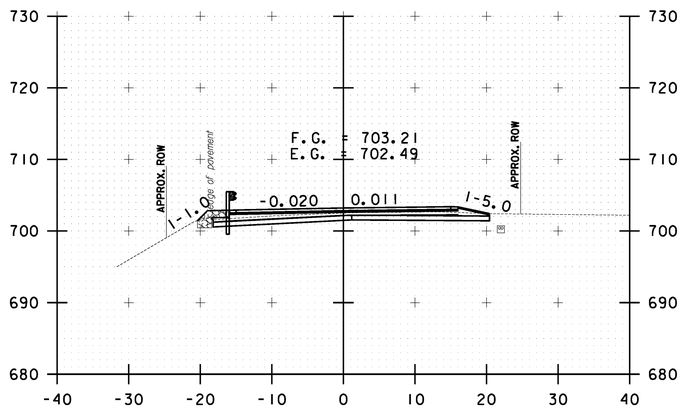
228+00.00



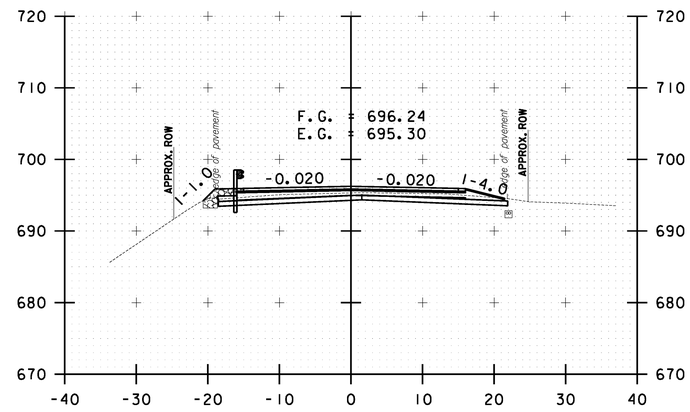
229+00.00



226+50.00



227+50.00



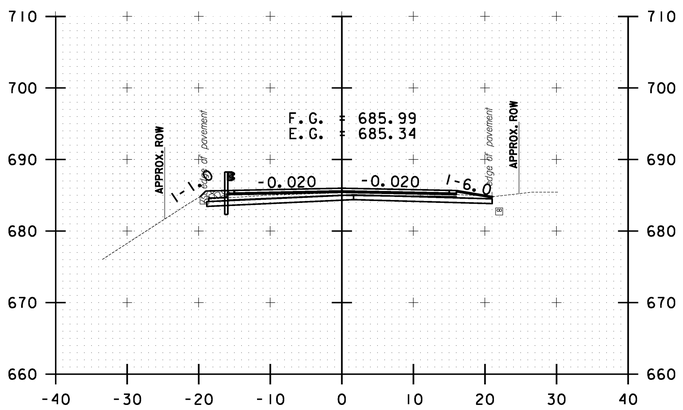
228+50.00

10 0 10
SCALE IN FEET

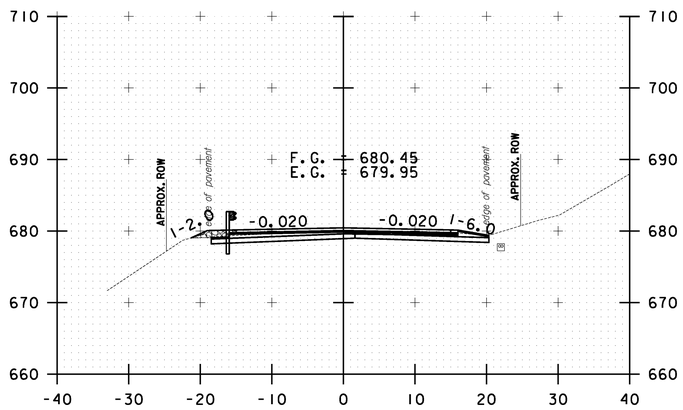
STOCKBRIDGE CROSS SECTION SHEET #71

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_stock_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xs71.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 284 OF 397

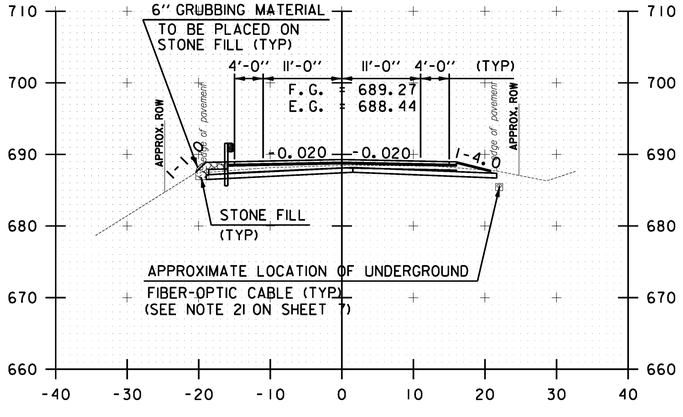
FILE NAME = V:\Projects\ANY\VK2\22426\CADD_MSTN\z10b214_stock_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



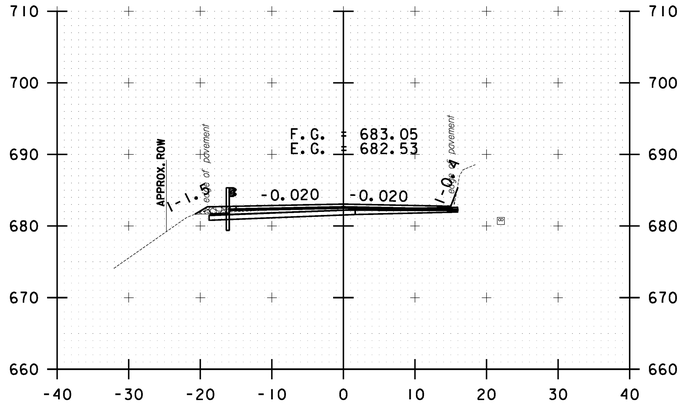
230+00.00



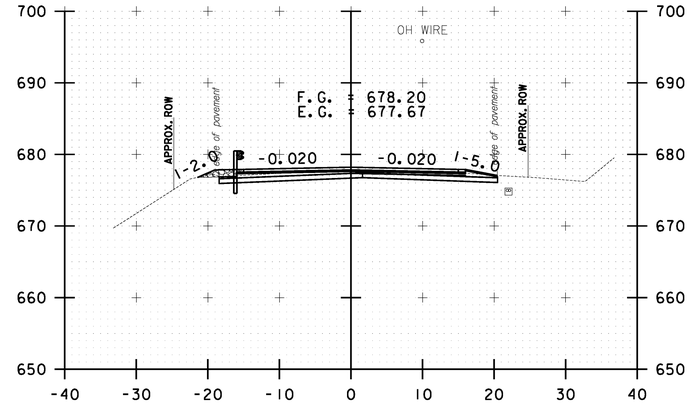
231+00.00



229+50.00



230+50.00



231+50.00

10 0 10
SCALE IN FEET

STOCKBRIDGE CROSS SECTION SHEET #72

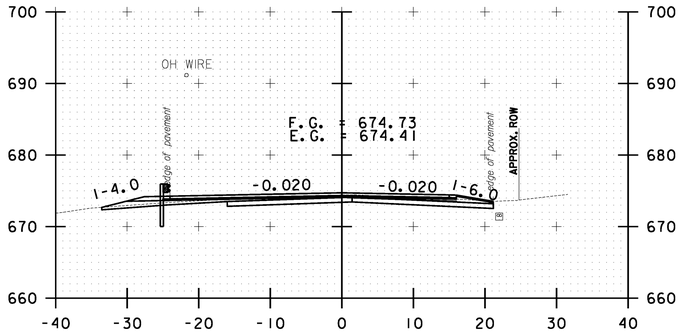
PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

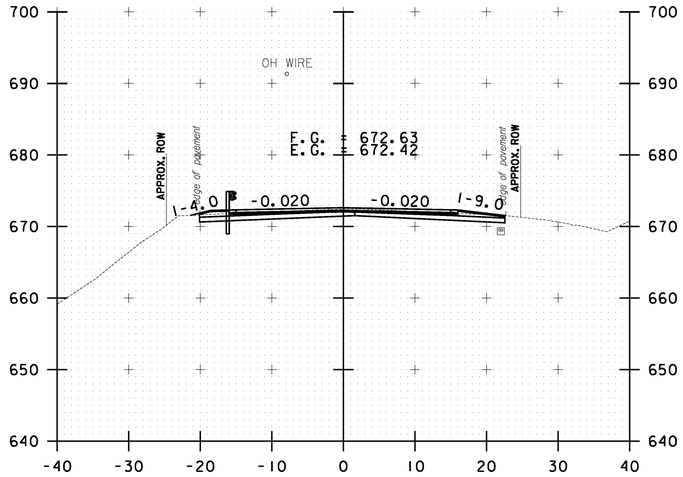
FILE NAME: z10b214_stock_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xs72.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 285 OF 397

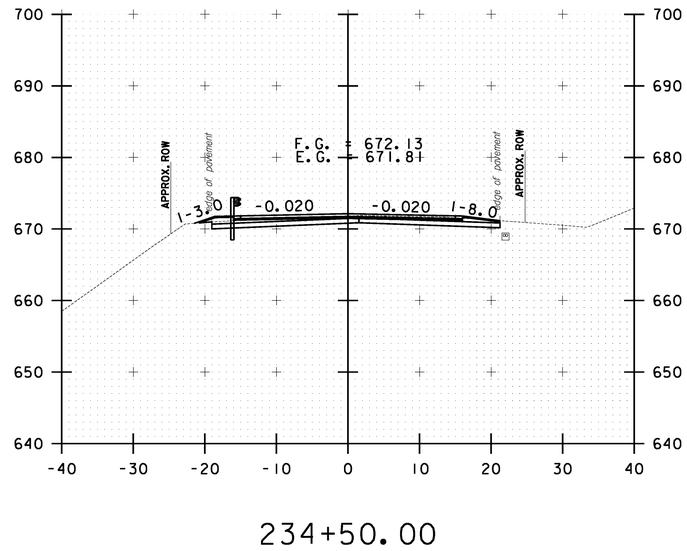
FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_stock_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



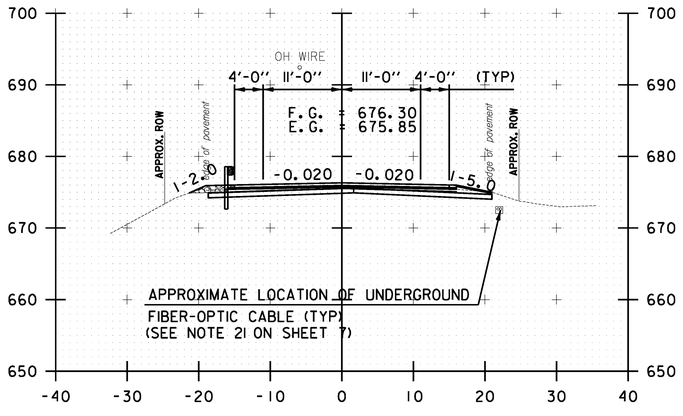
232+50.00



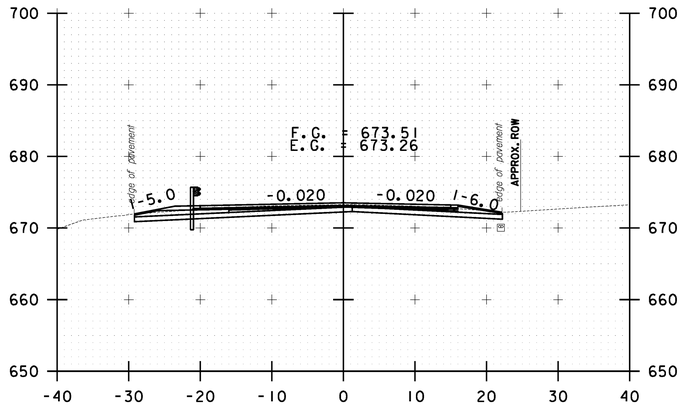
233+50.00



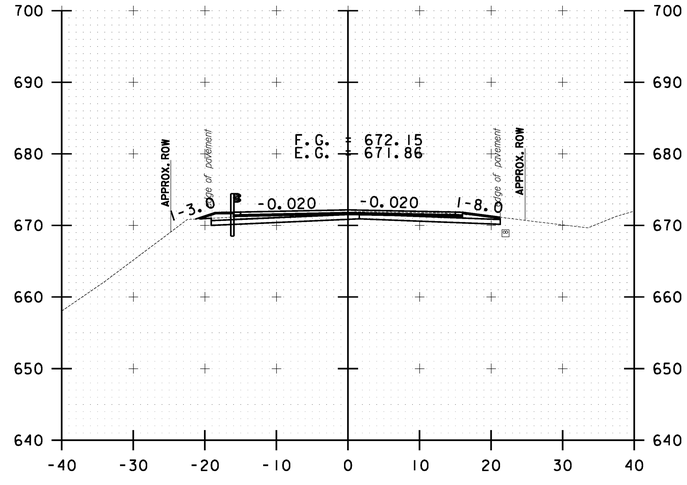
234+50.00



232+00.00



233+00.00



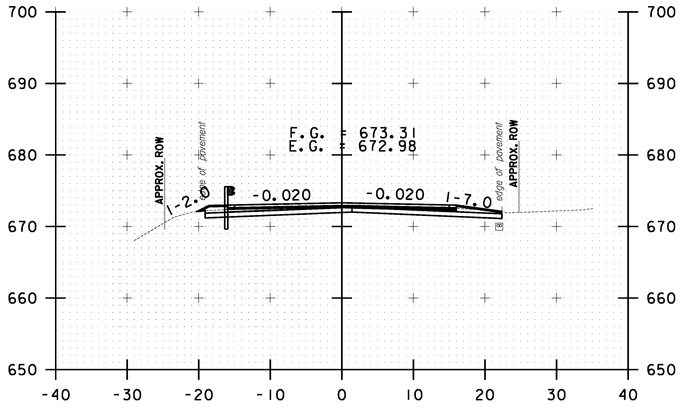
234+00.00

10 0 10
SCALE IN FEET

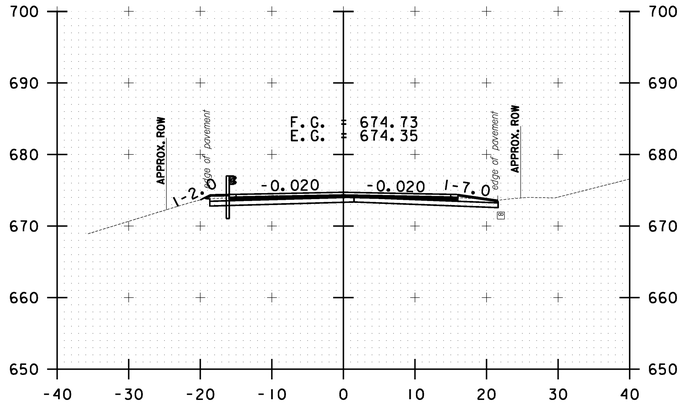
STOCKBRIDGE CROSS SECTION SHEET #73

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_stock_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xs73.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 286 OF 397

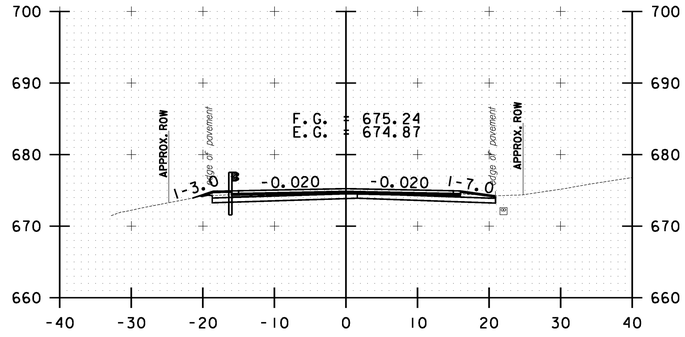
FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_stock_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



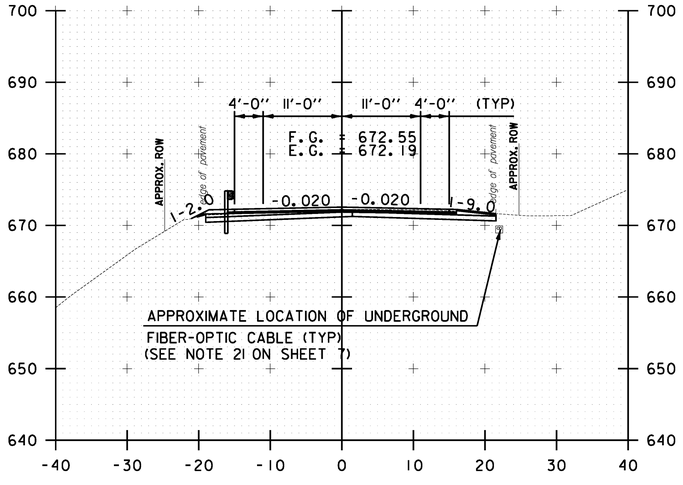
235+50.00



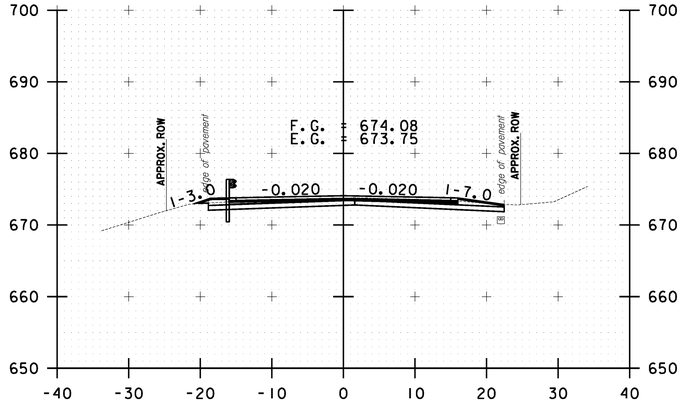
236+50.00



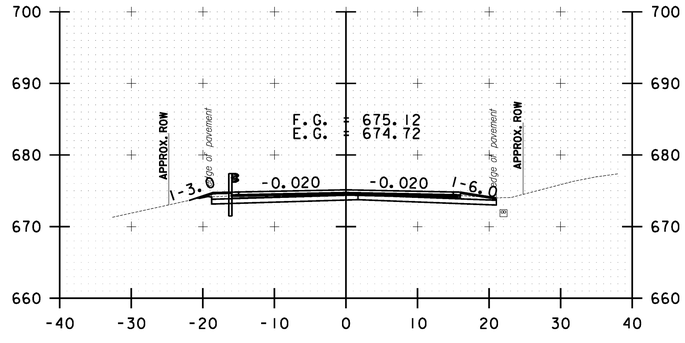
237+50.00



235+00.00



236+00.00



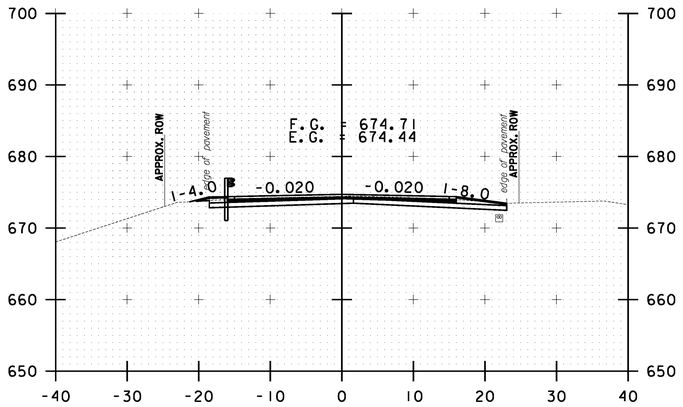
237+00.00

10 0 10
SCALE IN FEET

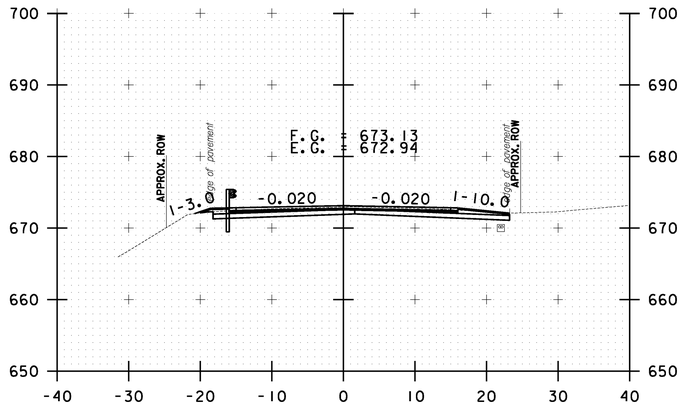
FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_stock_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916

STOCKBRIDGE CROSS SECTION SHEET #74

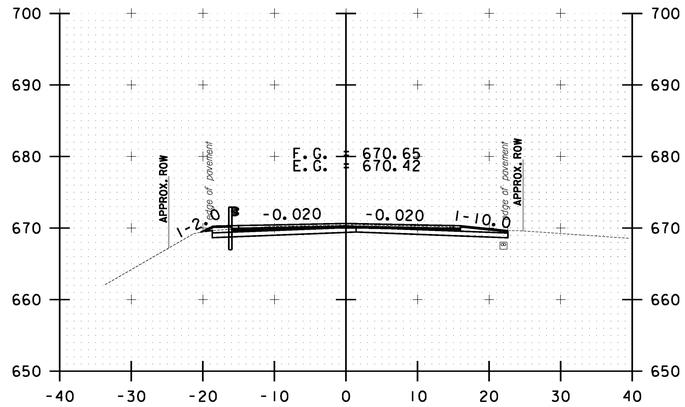
PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_stock_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xs74.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 287 OF 397



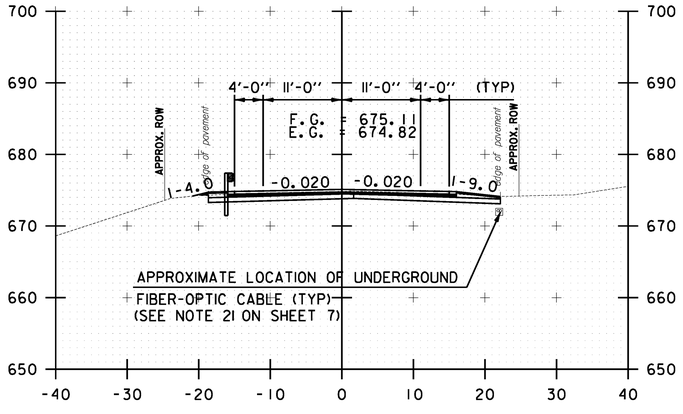
238+50.00



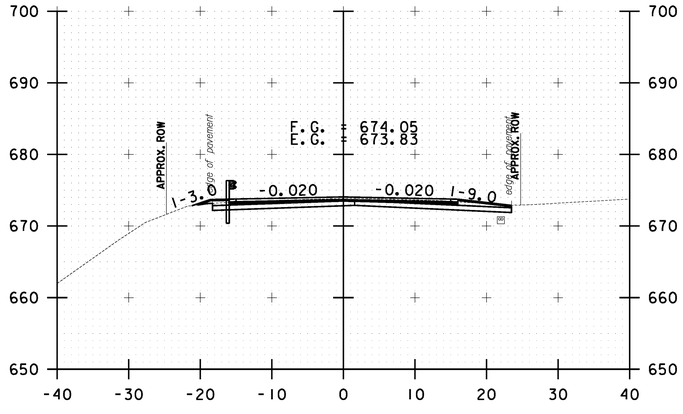
239+50.00



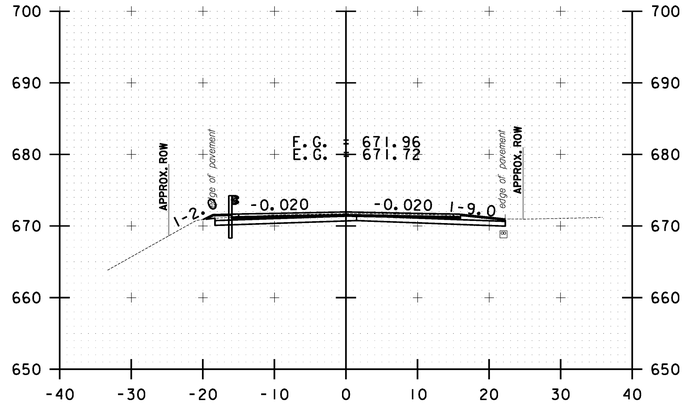
240+50.00



238+00.00



239+00.00



240+00.00

10 0 10
SCALE IN FEET

STOCKBRIDGE CROSS SECTION SHEET #75

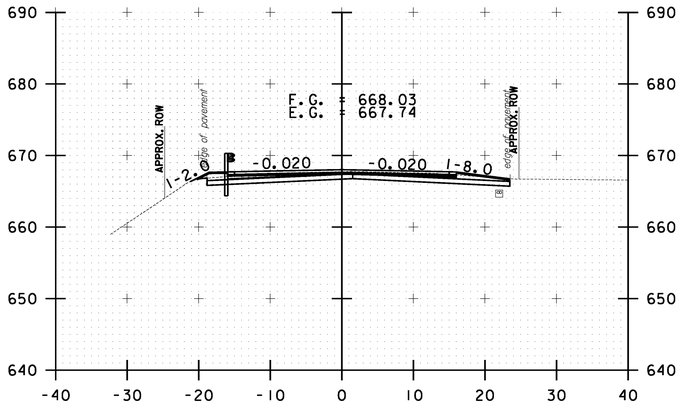
PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

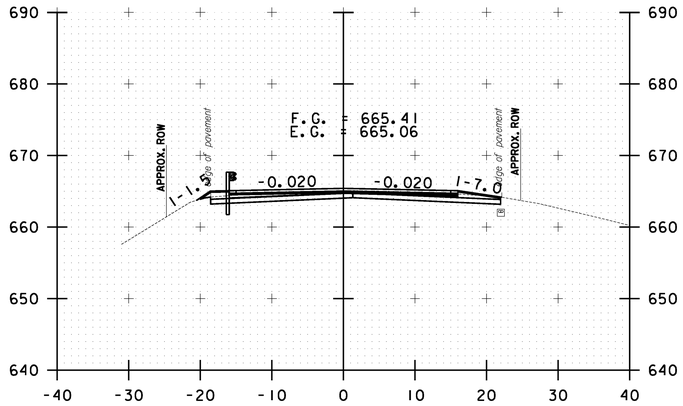
FILE NAME: z10b214_stock_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xs75.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 288 OF 397

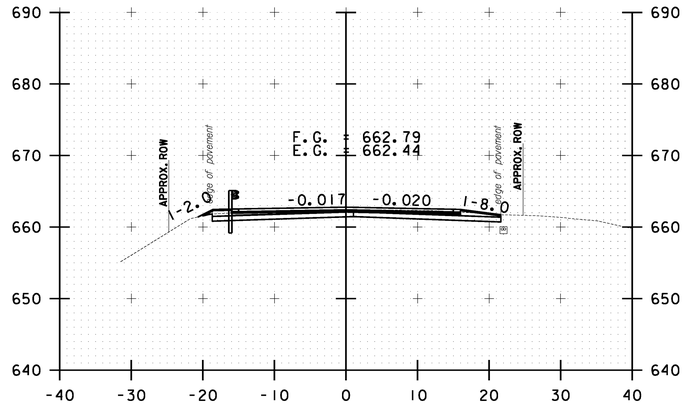
FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_stock_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



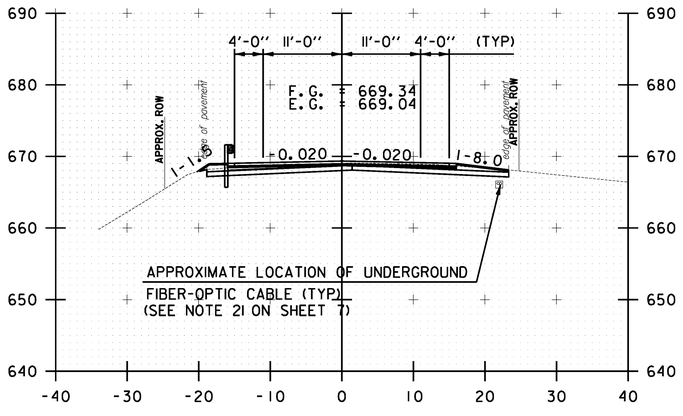
241+50.00



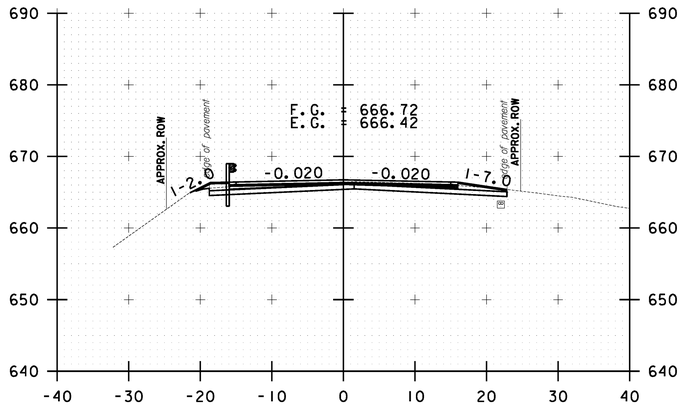
242+50.00



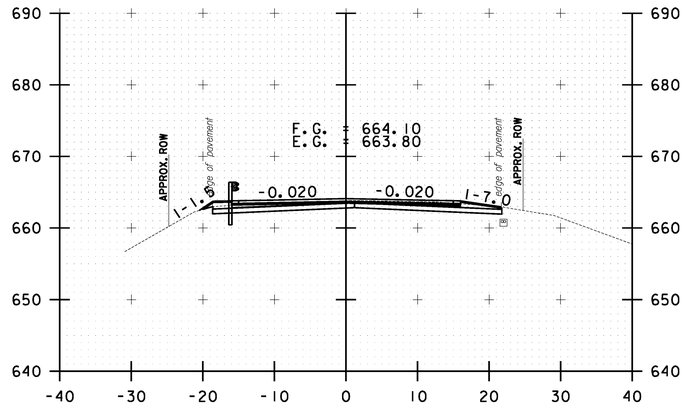
243+50.00



241+00.00



242+00.00



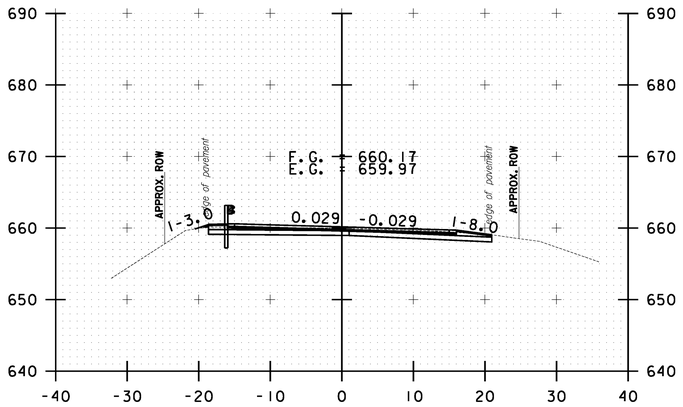
243+00.00

10 0 10
SCALE IN FEET

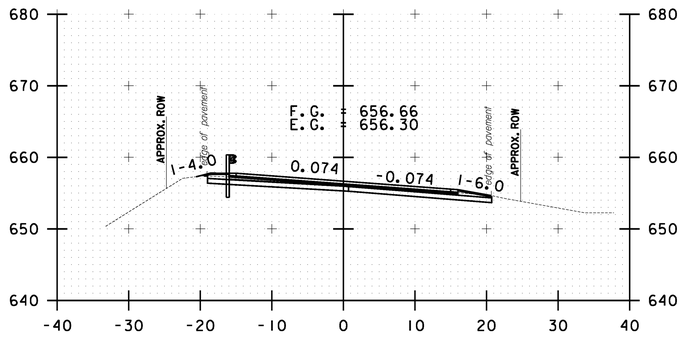
STOCKBRIDGE CROSS SECTION SHEET #76

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_stock_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xs76.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 289 OF 397

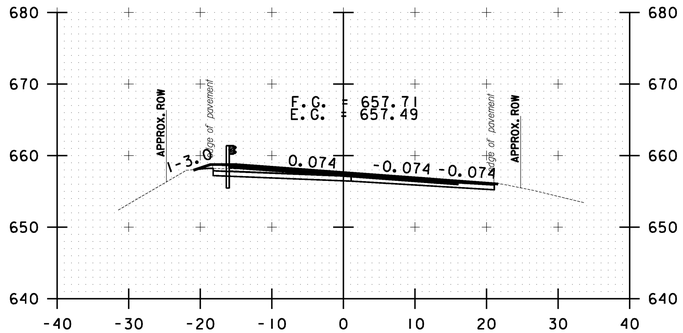
FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_stock_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



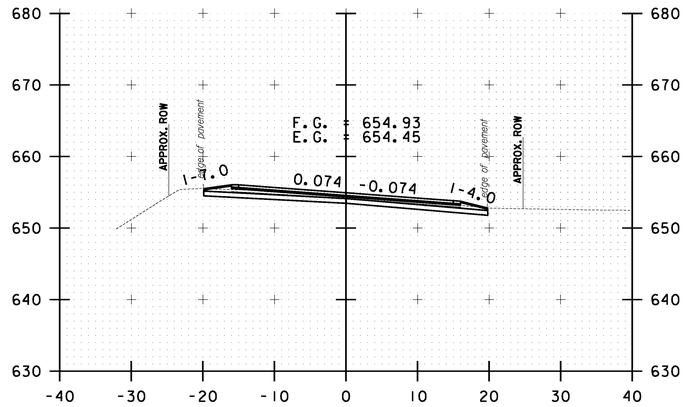
244+50.00



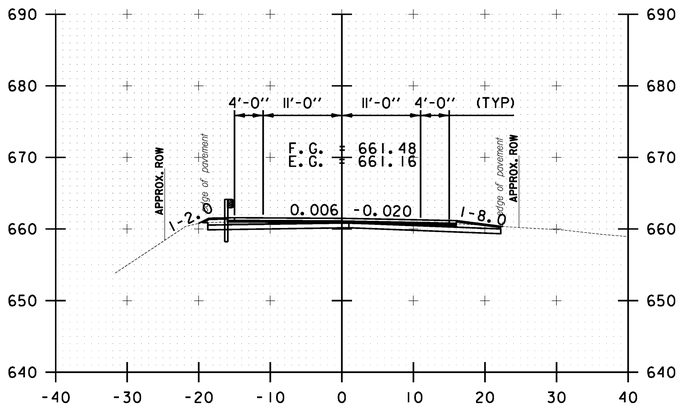
246+00.00



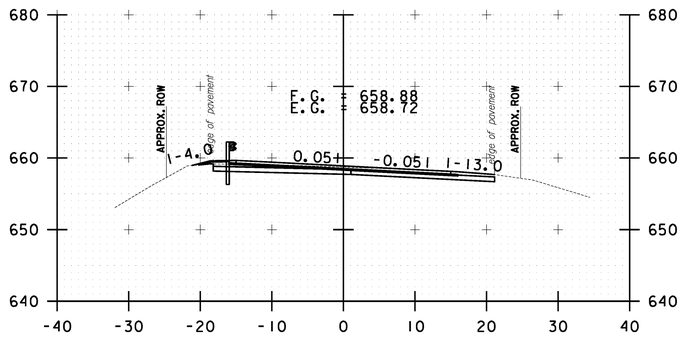
245+50.00



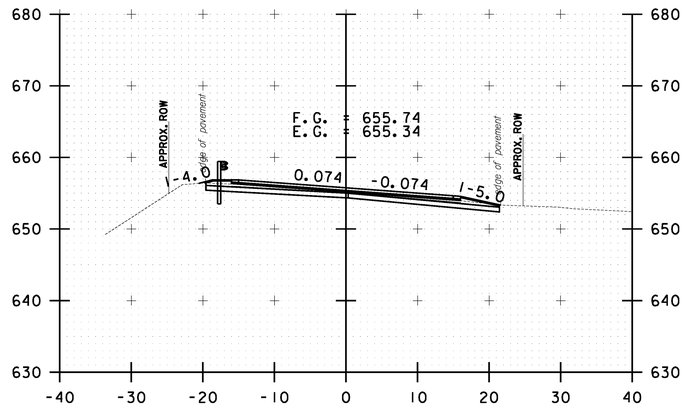
247+00.00



244+00.00



245+00.00



246+50.00

10 0 10
SCALE IN FEET

STOCKBRIDGE CROSS SECTION SHEET #77

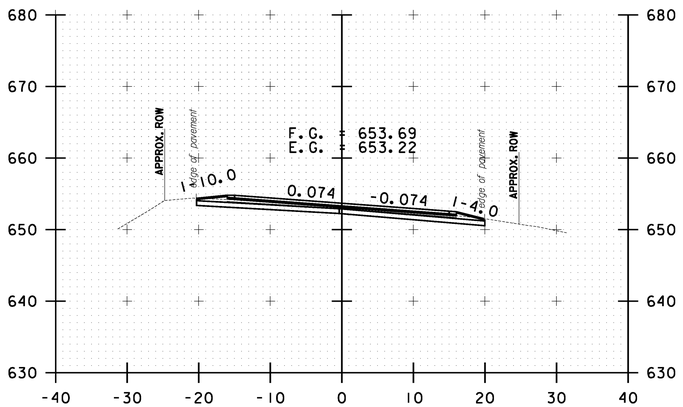
PROJECT NAME: STOCKBRIDGE-BETHEL

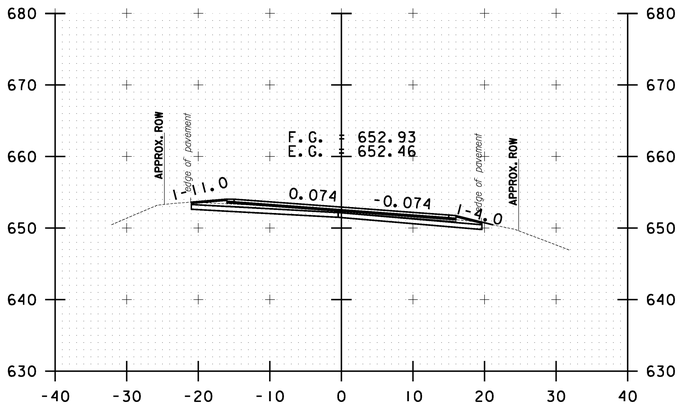
PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_stock_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xs77.i

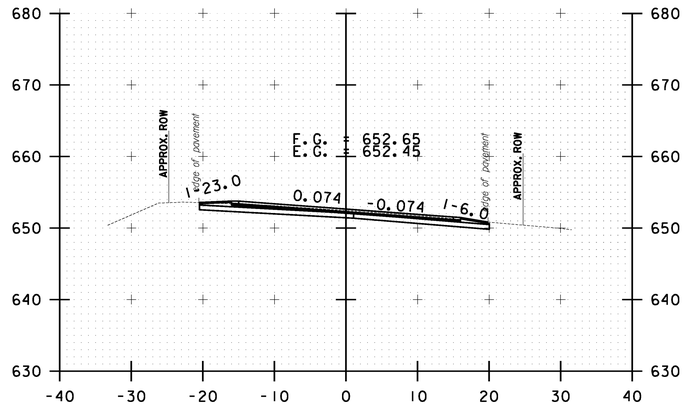
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 290 OF 397

FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_stock_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



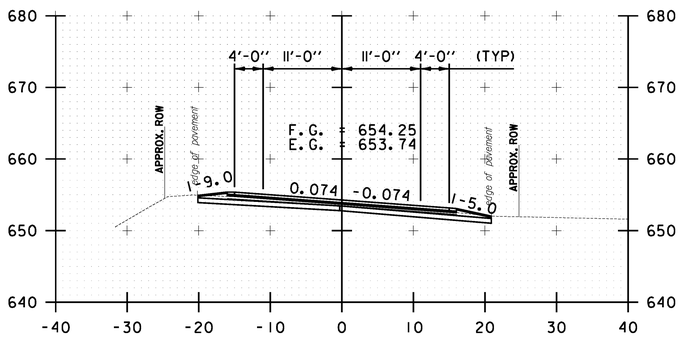


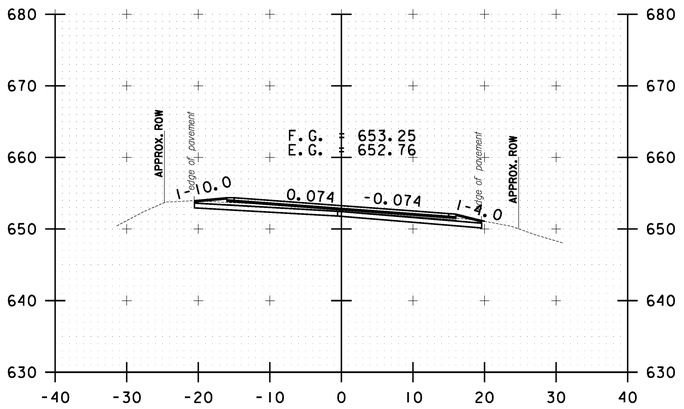
249+00.00

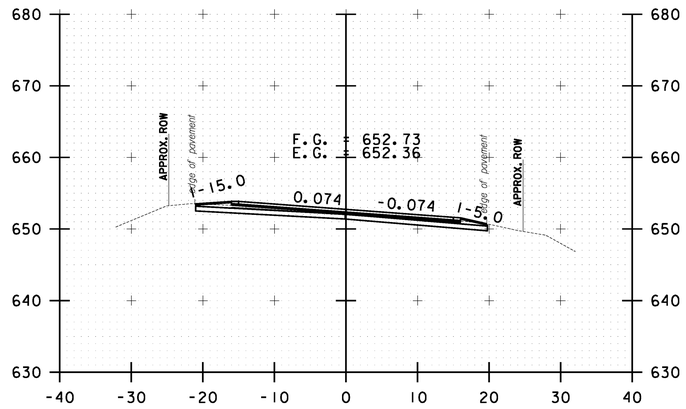


250+00.00

248+00.00







247+50.00

248+50.00

249+50.00

10 0 10
SCALE IN FEET

STOCKBRIDGE CROSS SECTION SHEET #78

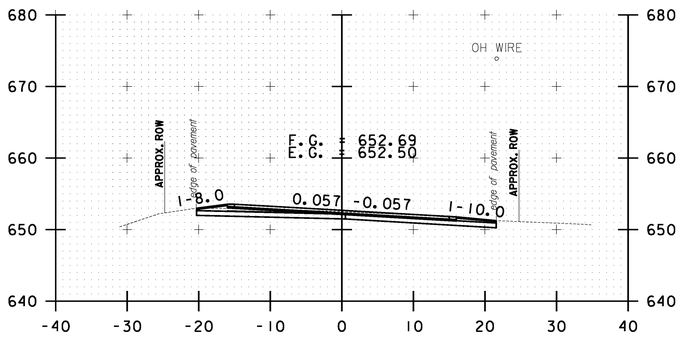
PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

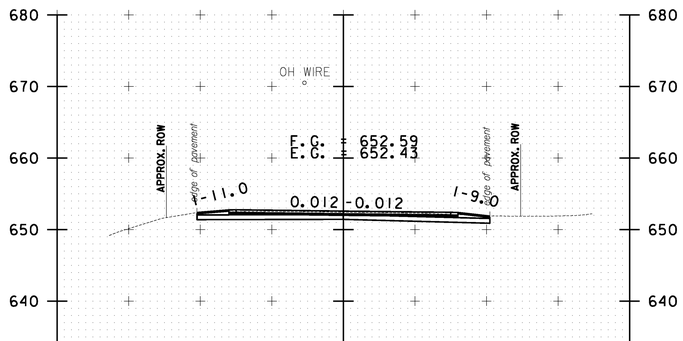
FILE NAME: z10b214_stock_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xs78.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 291 OF 397

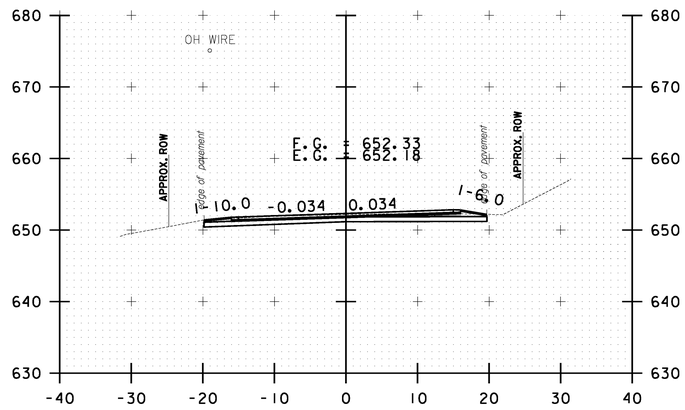
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DATE/TIME = 3/17/2014
USER = 4916



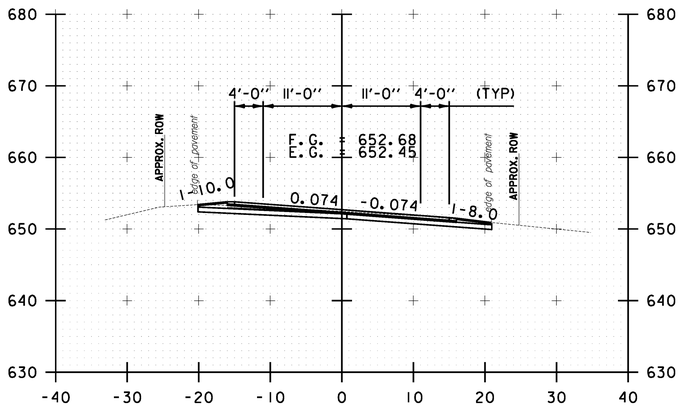
251+00.00



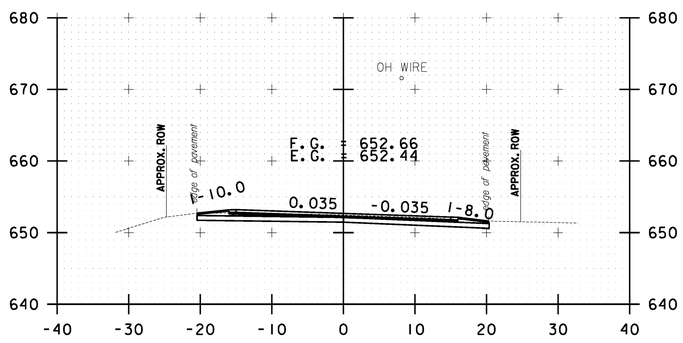
252+00.00



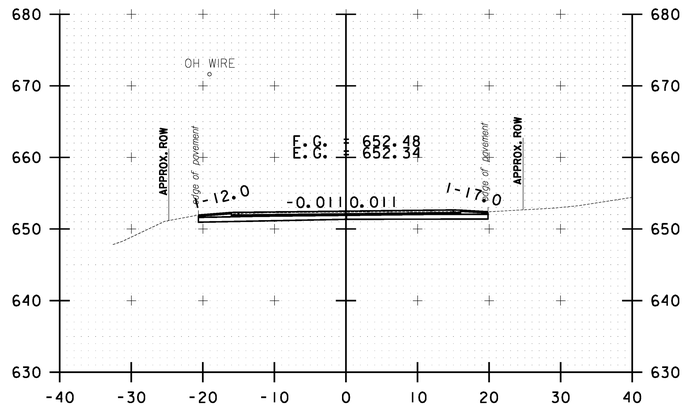
253+00.00



250+50.00



251+50.00



252+50.00

10 0 10
SCALE IN FEET

STOCKBRIDGE CROSS SECTION SHEET #79

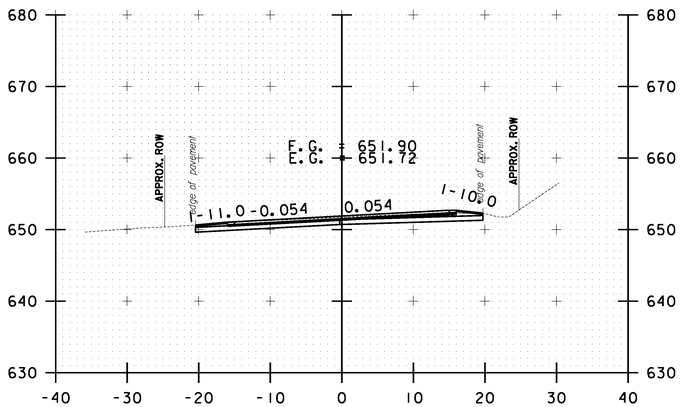
PROJECT NAME: STOCKBRIDGE-BETHEL

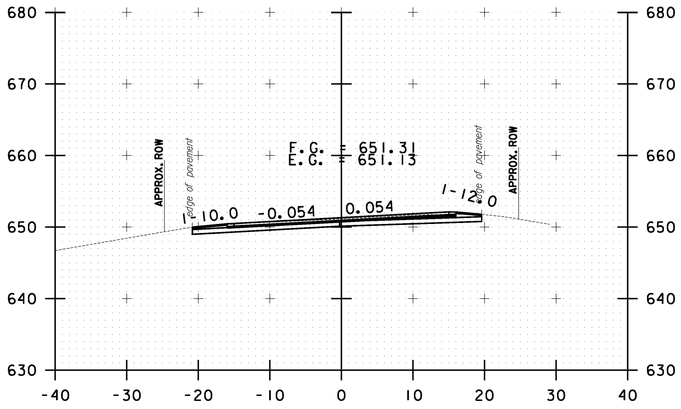
PROJECT NUMBER: STP 2910(11)

FILE NAME: z10b214_stock_xc.dgn
PROJECT LEADER: D.E.C.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xs79.i

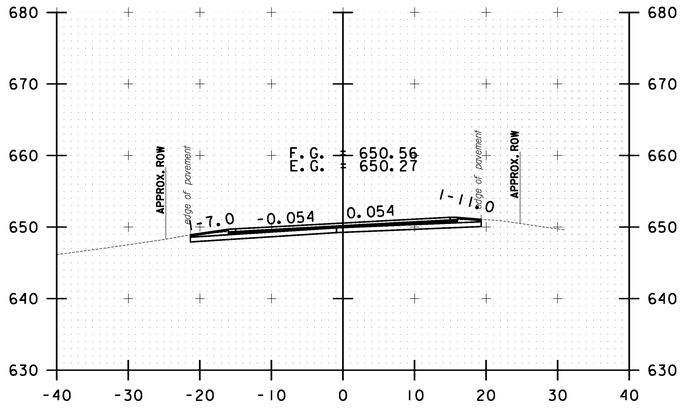
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 292 OF 397

FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_stock_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



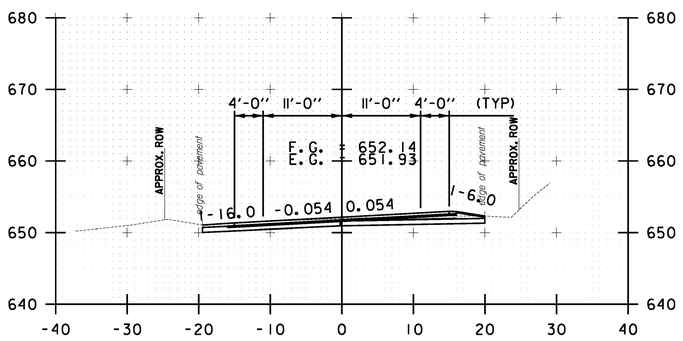


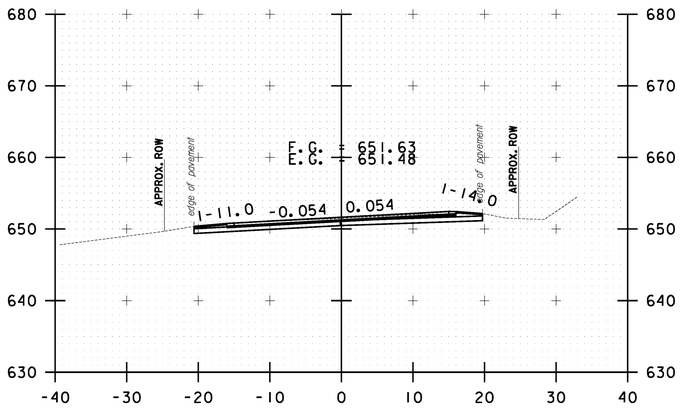
255+00.00

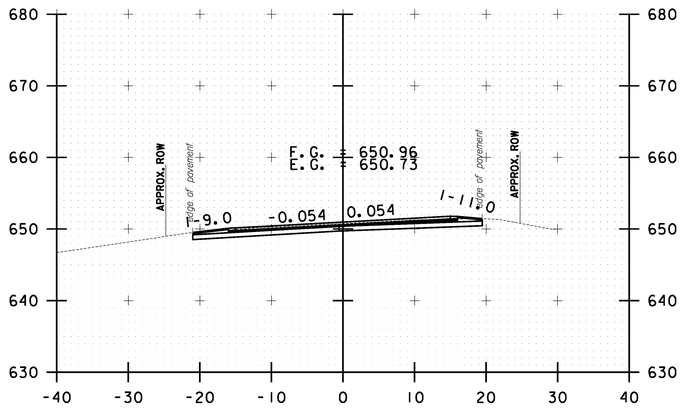


256+00.00

254+00.00







253+50.00

254+50.00

255+50.00

10 0 10
SCALE IN FEET

STOCKBRIDGE CROSS SECTION SHEET #80

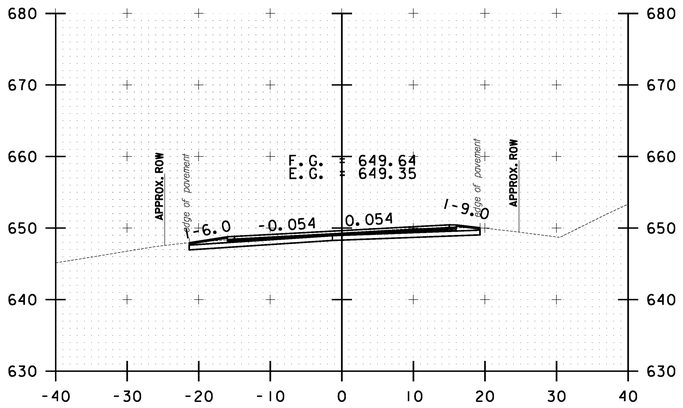
PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(11)

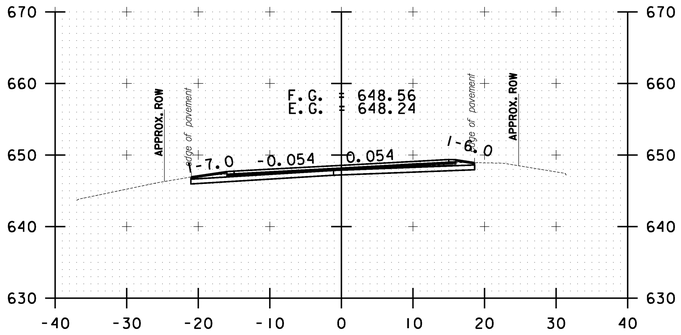
FILE NAME: z10b214_stock_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xs80.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 293 OF 397

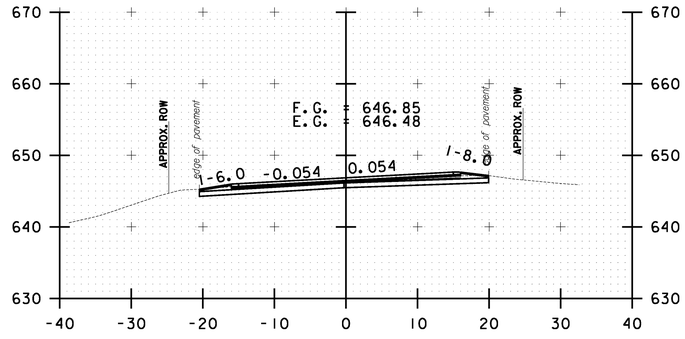
FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_stock_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



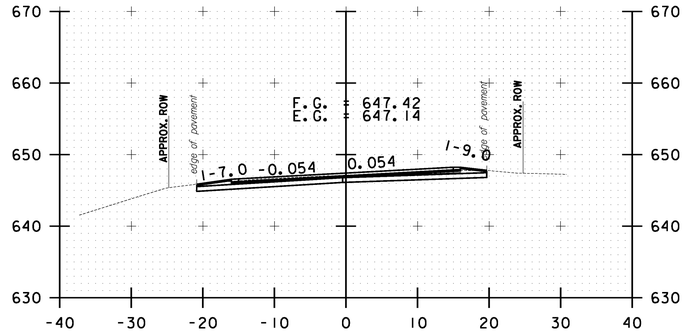
257+00.00



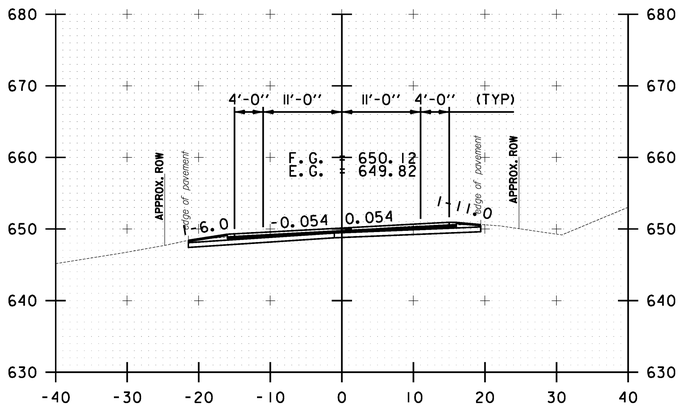
258+00.00



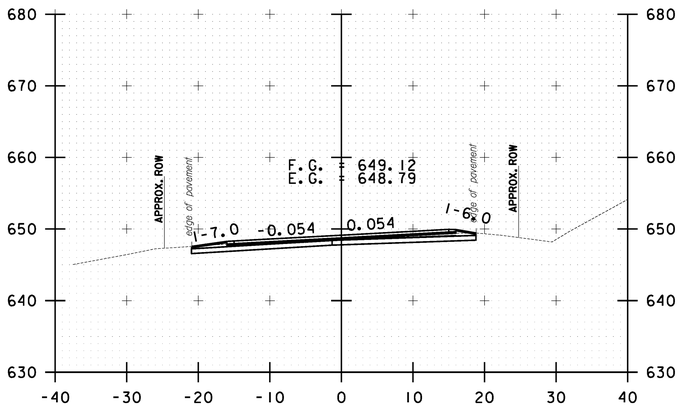
259+50.00



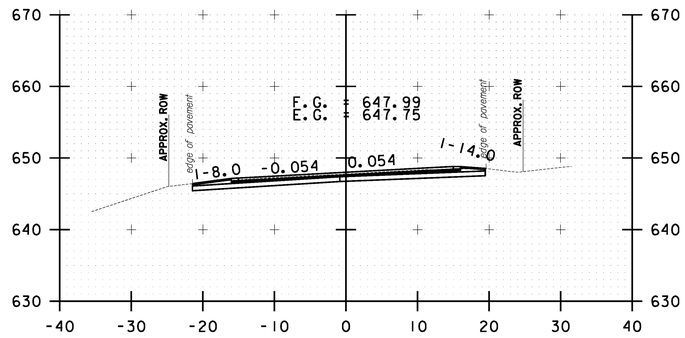
259+00.00



256+50.00



257+50.00



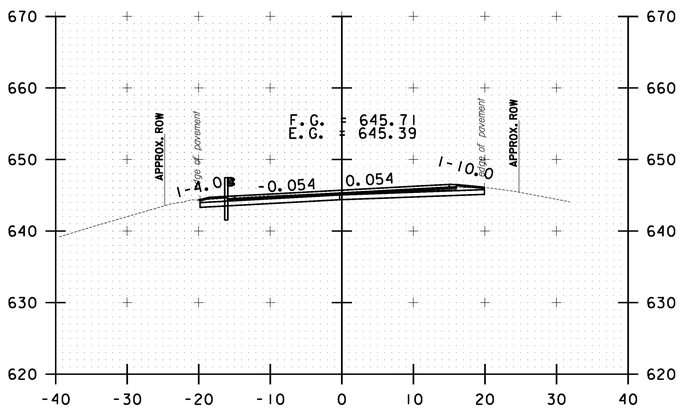
258+50.00

10 0 10
SCALE IN FEET

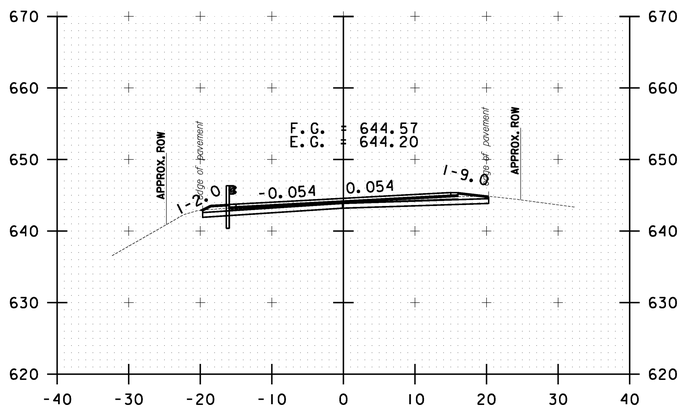
STOCKBRIDGE CROSS SECTION SHEET #81

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_stock_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xs81.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 294 OF 397

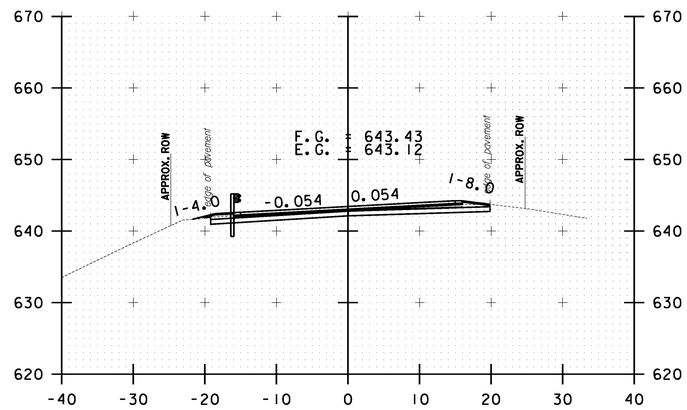
FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_stock_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



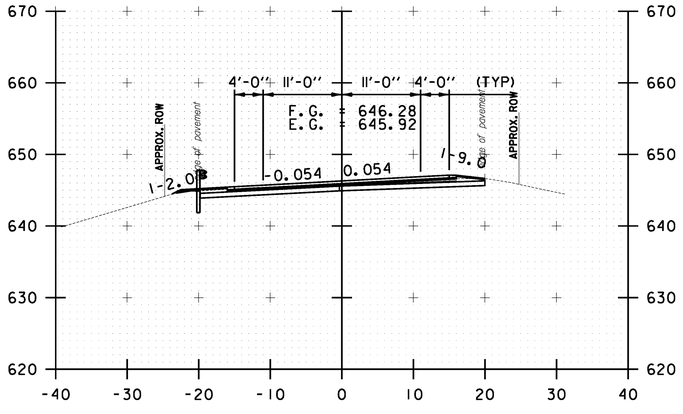
260+50.00



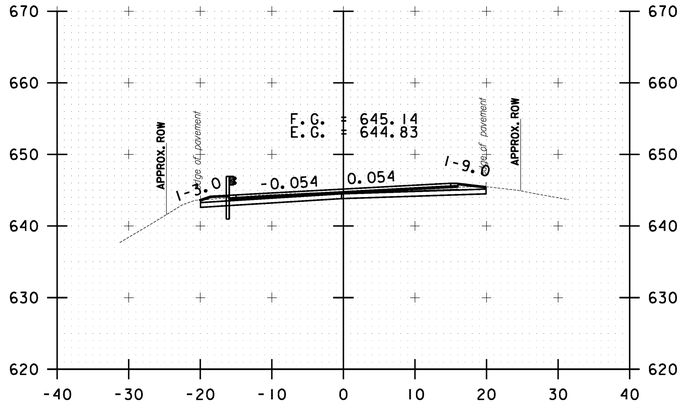
261+50.00



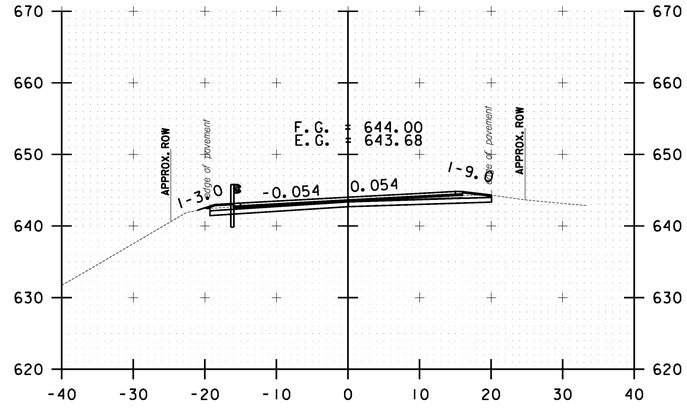
262+50.00



260+00.00



261+00.00



262+00.00

10 0 10
SCALE IN FEET

STOCKBRIDGE CROSS SECTION SHEET #82

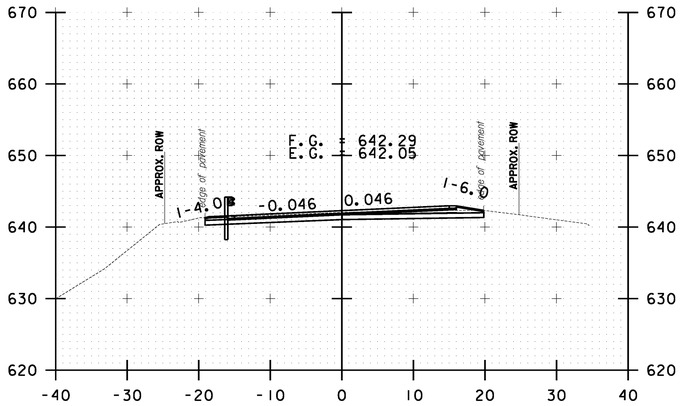
PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

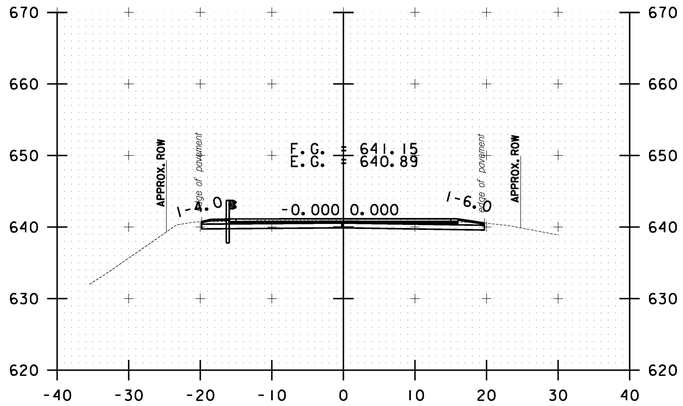
FILE NAME: z10b214_stock_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xs82.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 295 OF 397

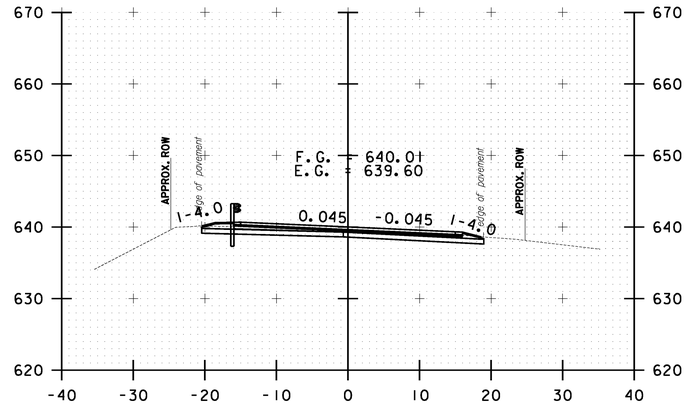
FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_stock_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



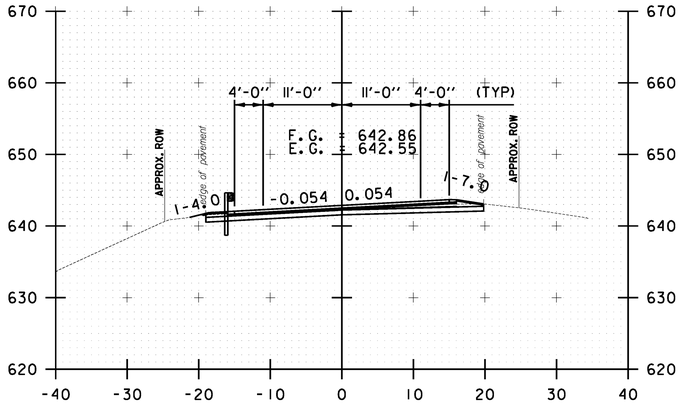
263+50.00



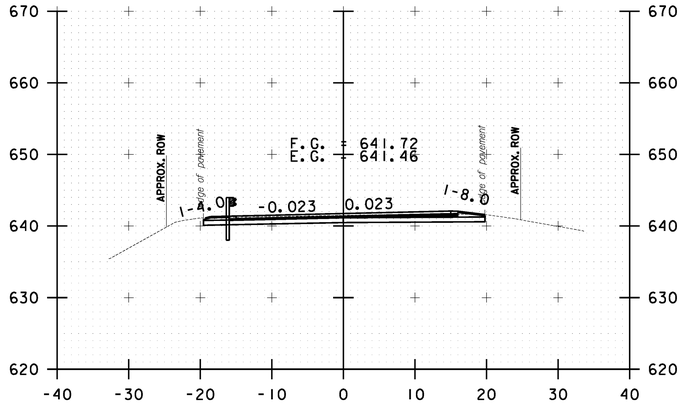
264+50.00



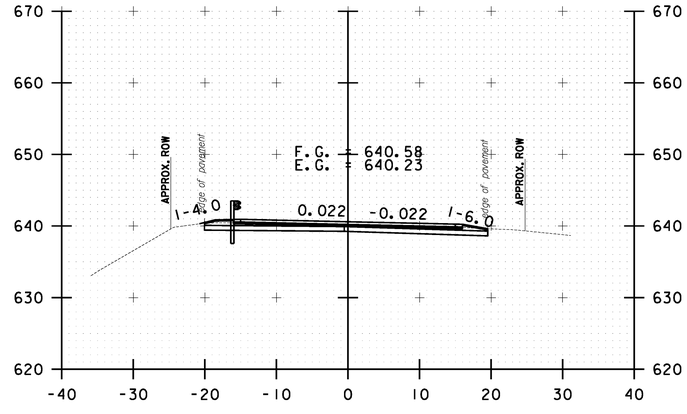
265+50.00



263+00.00



264+00.00



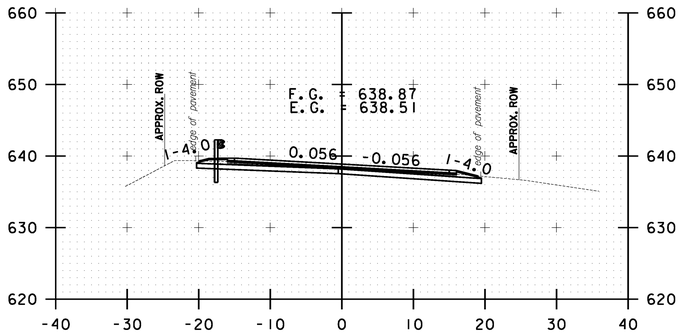
265+00.00

10 0 10
SCALE IN FEET

STOCKBRIDGE CROSS SECTION SHEET #83

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_stock_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xs83.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 296 OF 397

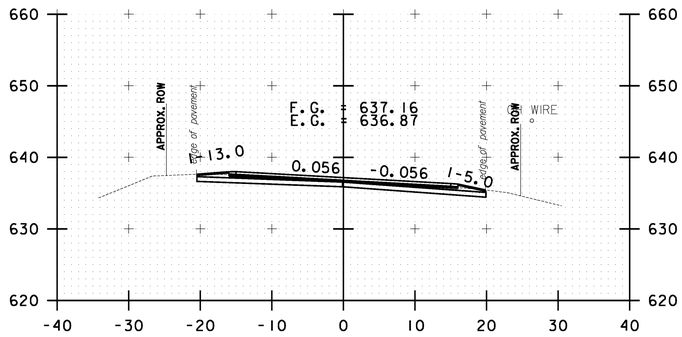
FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_stock_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



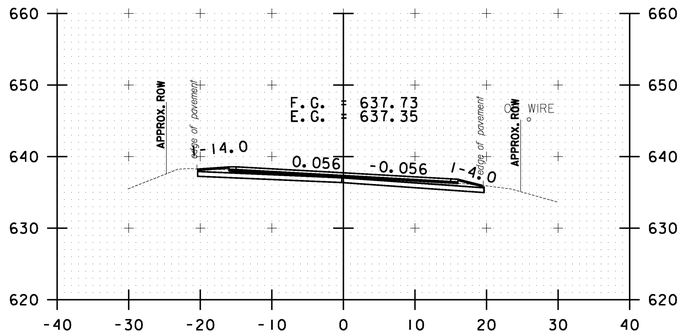
266+50.00



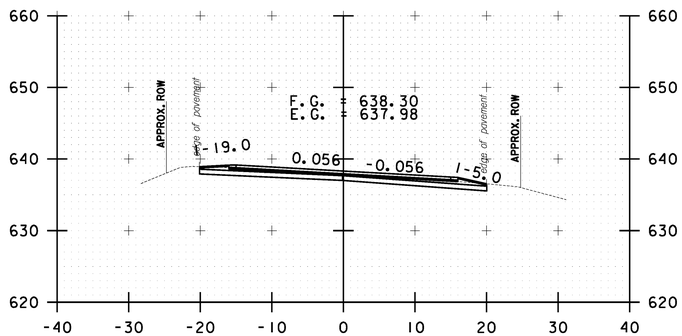
266+00.00



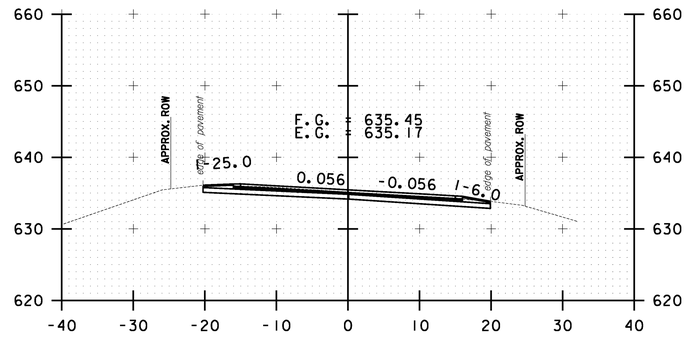
268+00.00



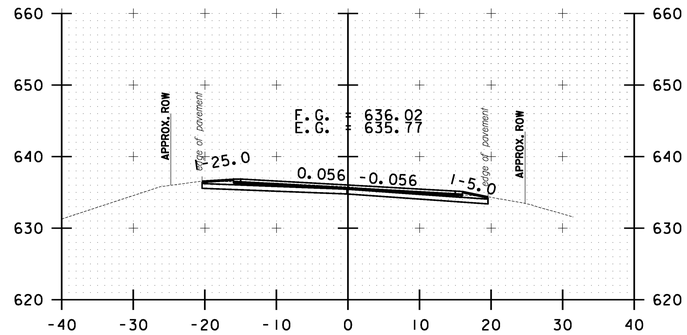
267+50.00



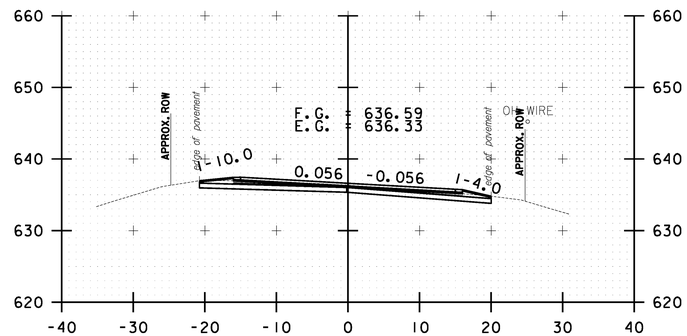
267+00.00



269+50.00



269+00.00



268+50.00

10 0 10
SCALE IN FEET

STOCKBRIDGE CROSS SECTION SHEET #84

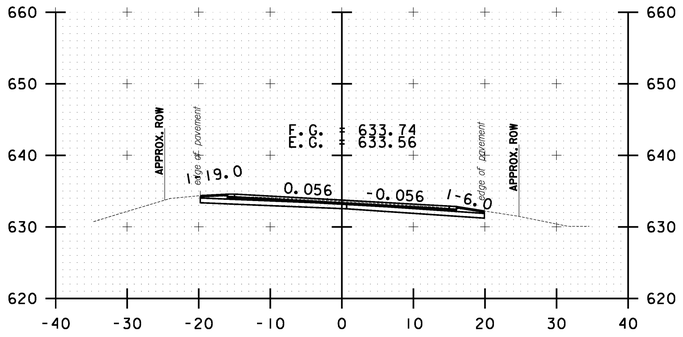
PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

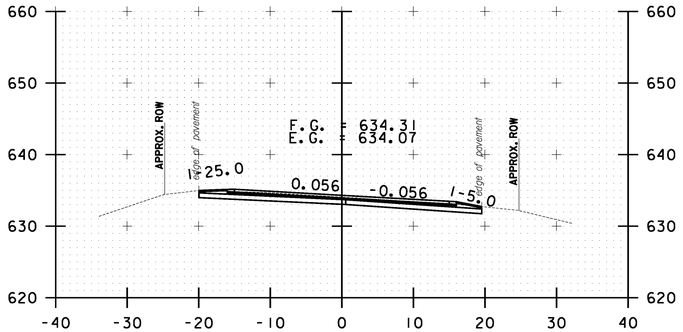
FILE NAME: z10b214_stock_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xs84.i

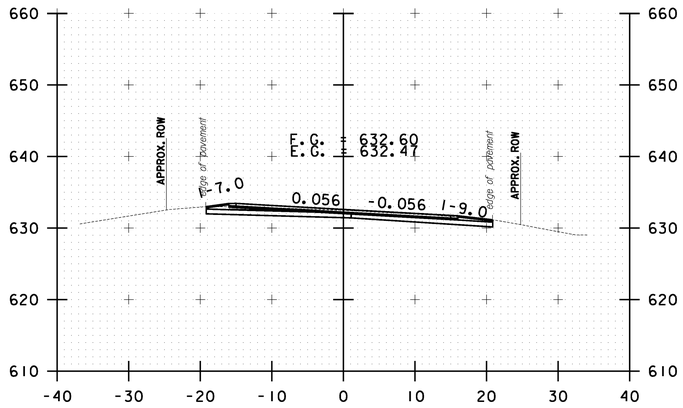
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 297 OF 397

FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_stock_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916

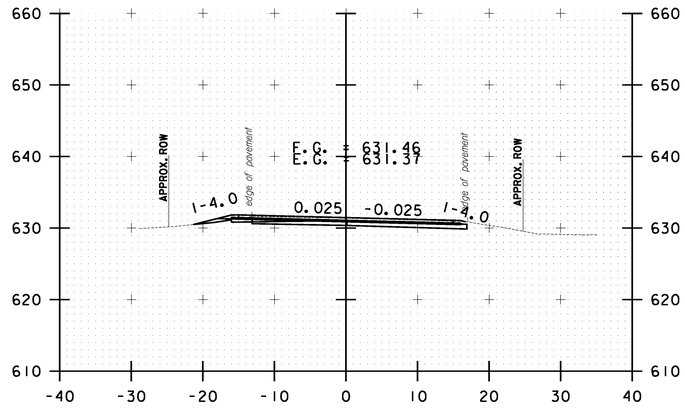


271+00.00



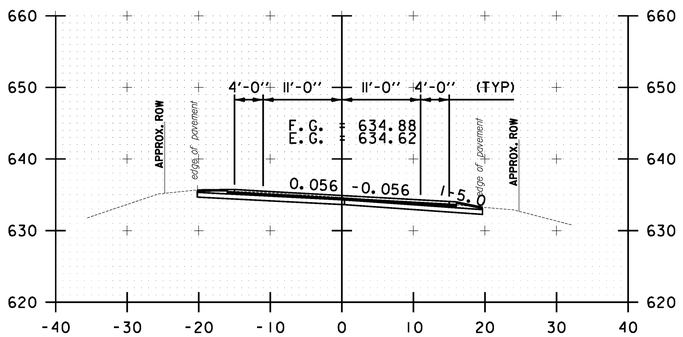


272+00.00

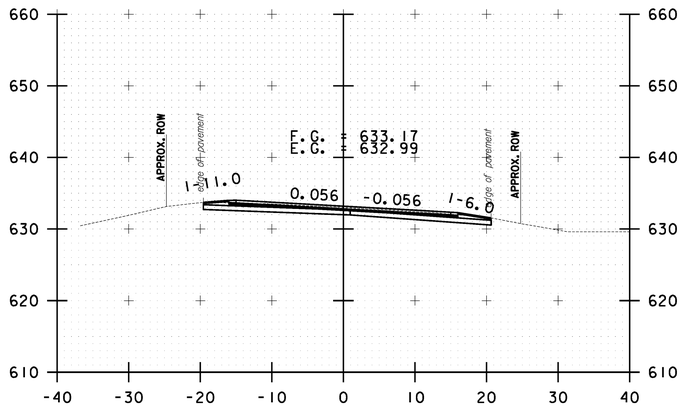


273+00.00

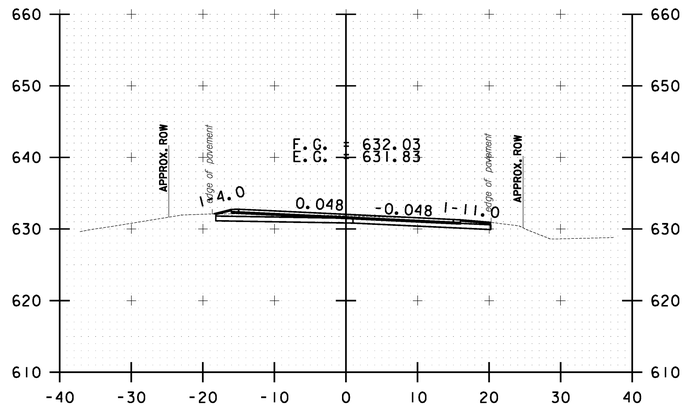
270+50.00



270+00.00



271+50.00



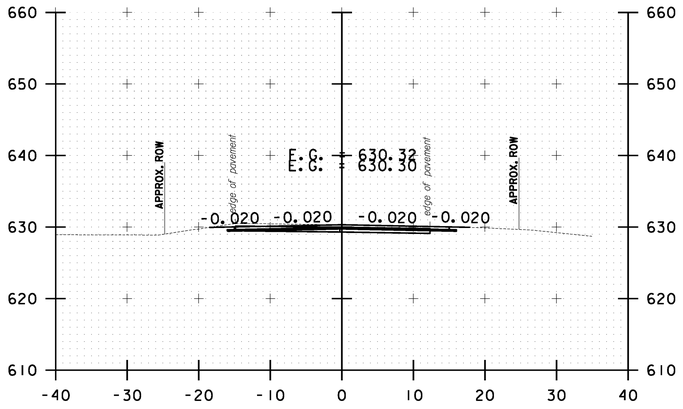
272+50.00

10 0 10
SCALE IN FEET

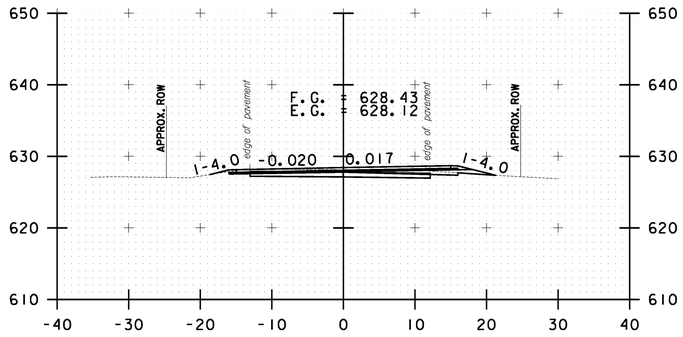
STOCKBRIDGE CROSS SECTION SHEET #85

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(11)
FILE NAME: z10b214_stock_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xs85.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 298 OF 397

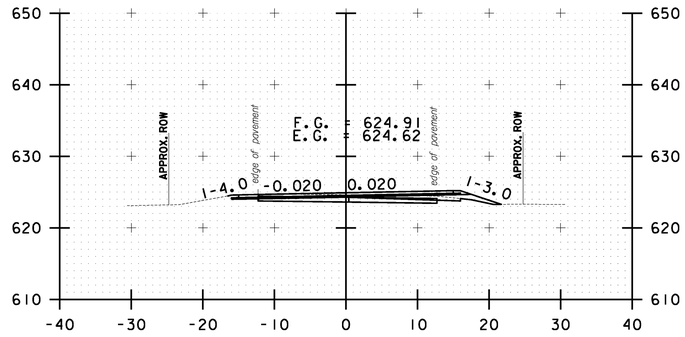
FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_stock_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



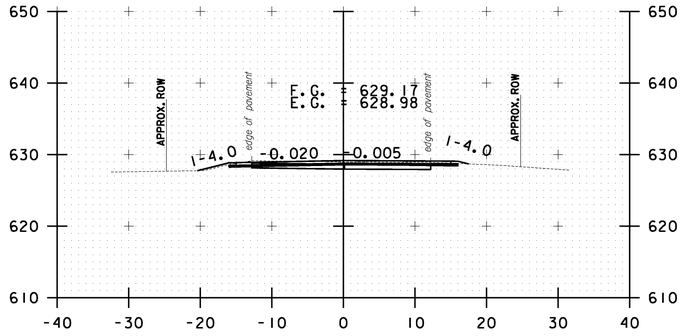
274+00.00



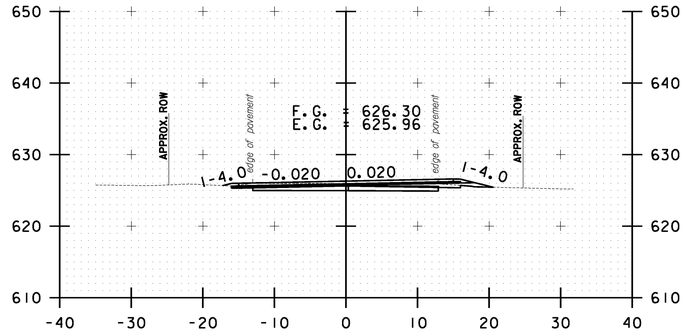
275+50.00



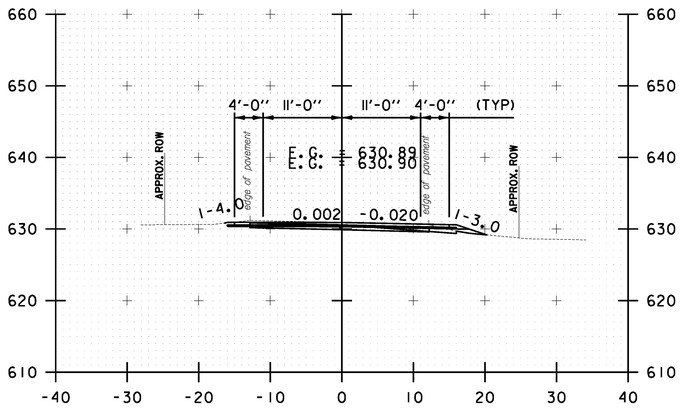
277+00.00



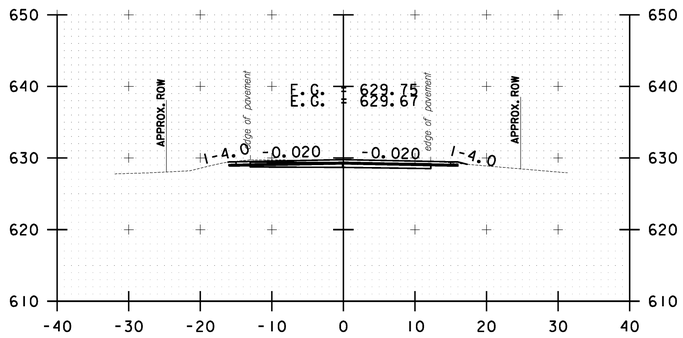
275+00.00



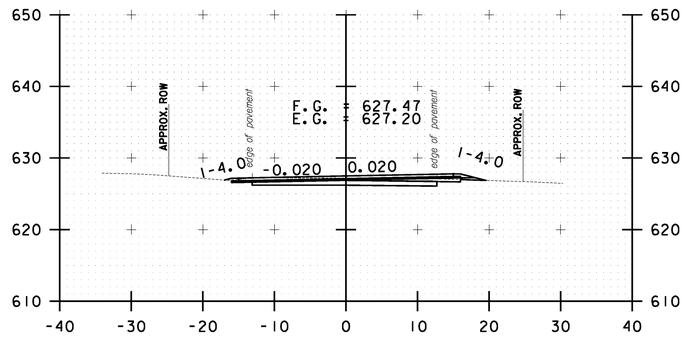
276+50.00



273+50.00



274+50.00



276+00.00

10 0 10
SCALE IN FEET

STOCKBRIDGE CROSS SECTION SHEET #86

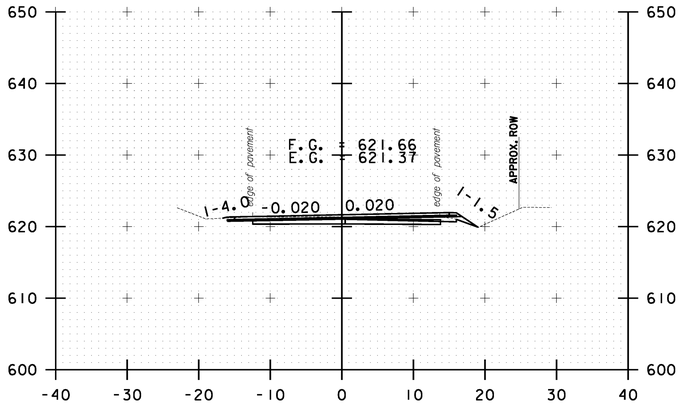
PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

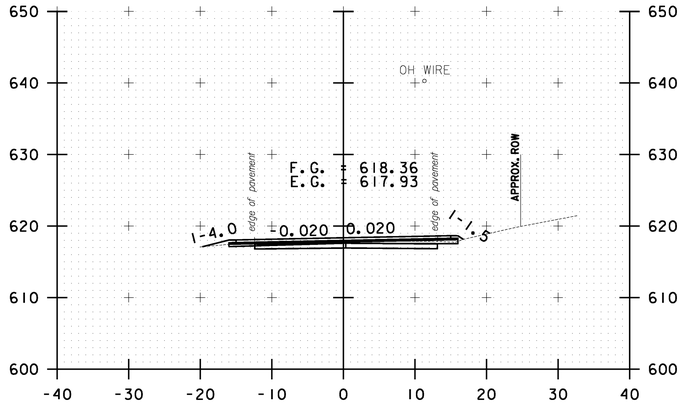
FILE NAME: z10b214_stock_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xs86.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 299 OF 397

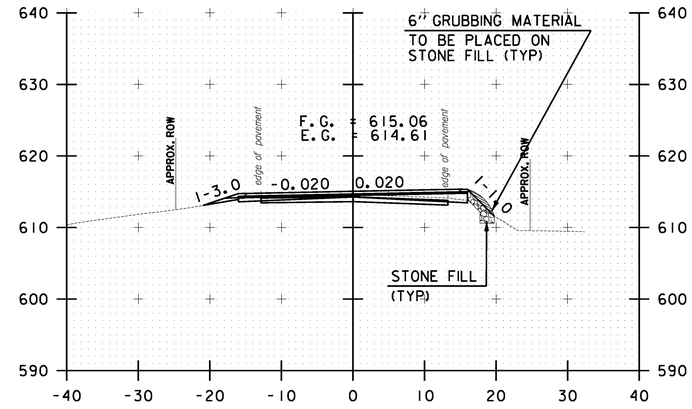
FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_stock_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



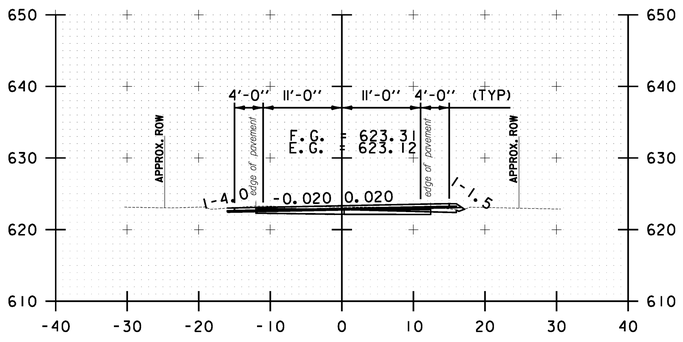
278+00.00



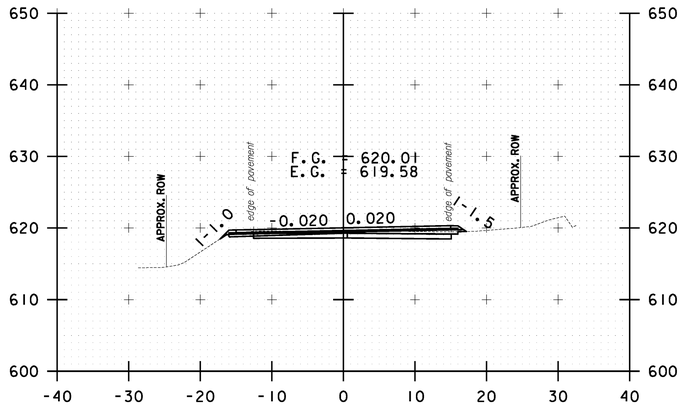
279+00.00



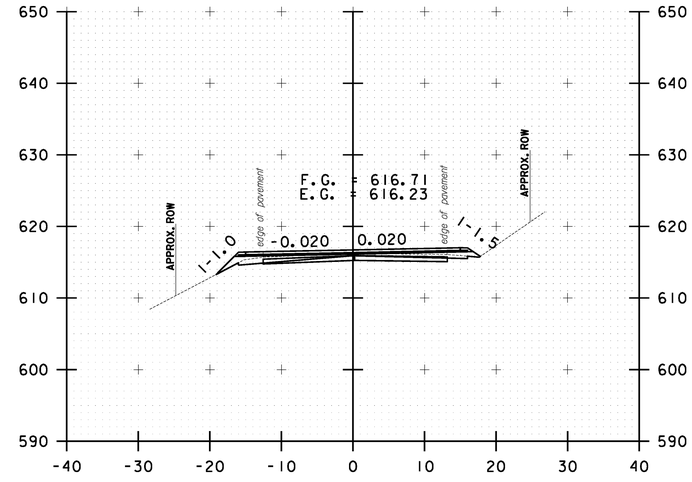
280+00.00



277+50.00



278+50.00



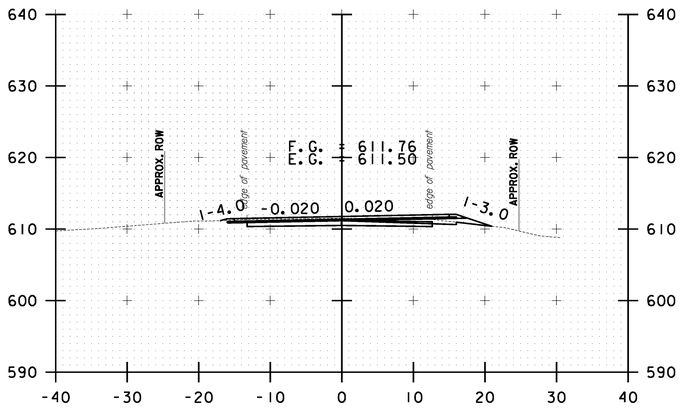
279+50.00

10 0 10
SCALE IN FEET

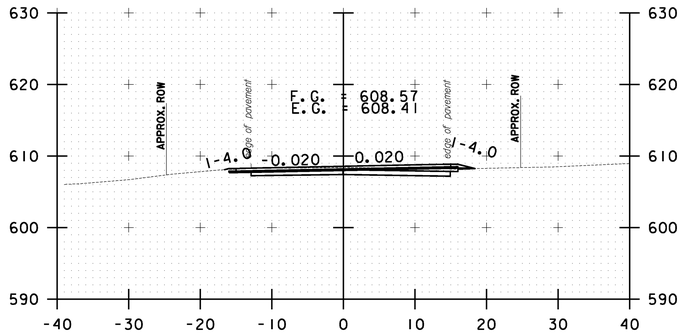
STOCKBRIDGE CROSS SECTION SHEET #87

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_stock_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xs87.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 300 OF 397

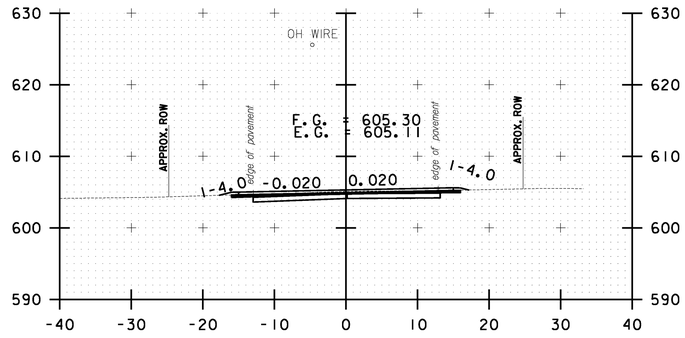
FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_stock_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



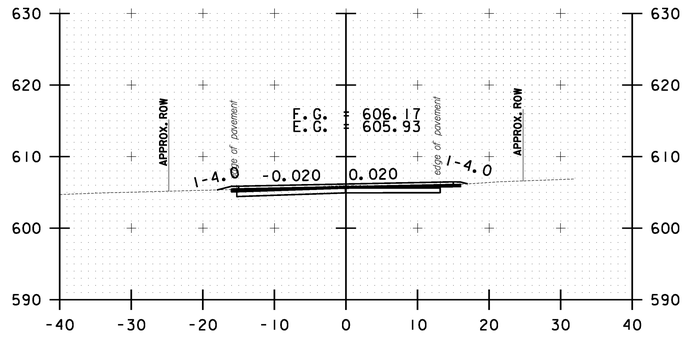
281+00.00



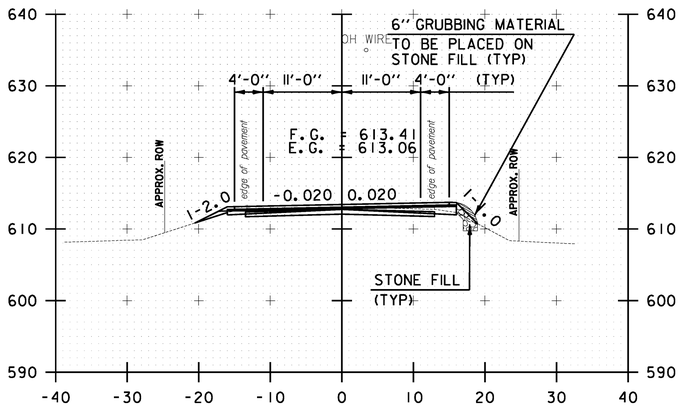
282+00.00



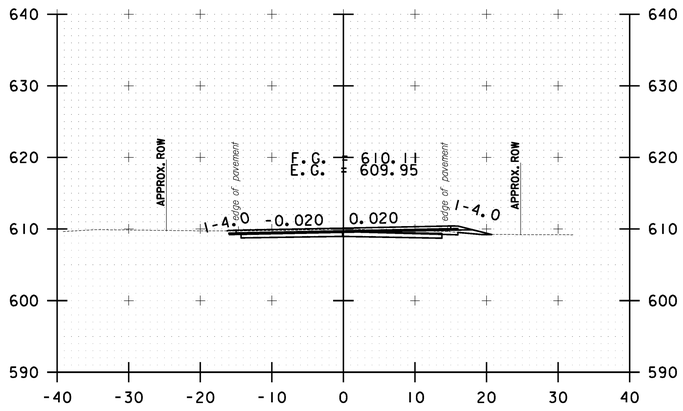
283+50.00



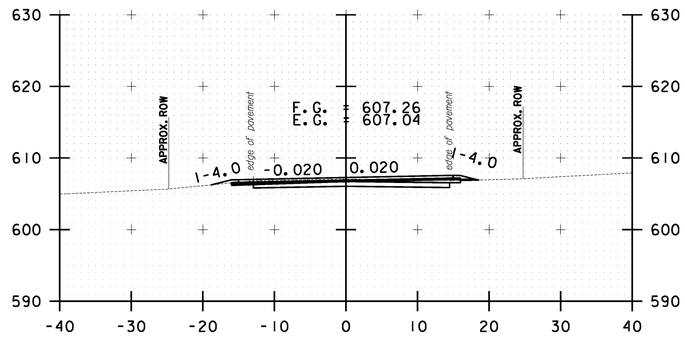
283+00.00



280+50.00



281+50.00



282+50.00

10 0 10
SCALE IN FEET

STOCKBRIDGE CROSS SECTION SHEET #88

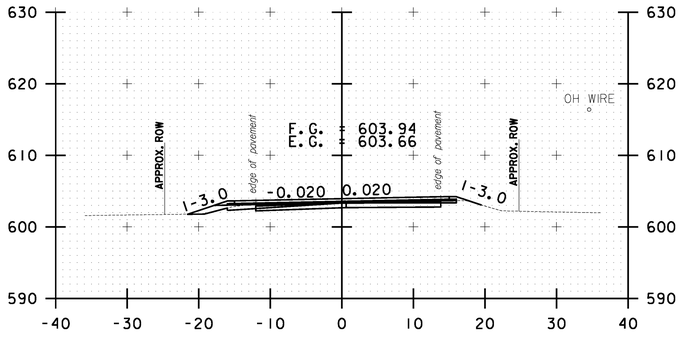
PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

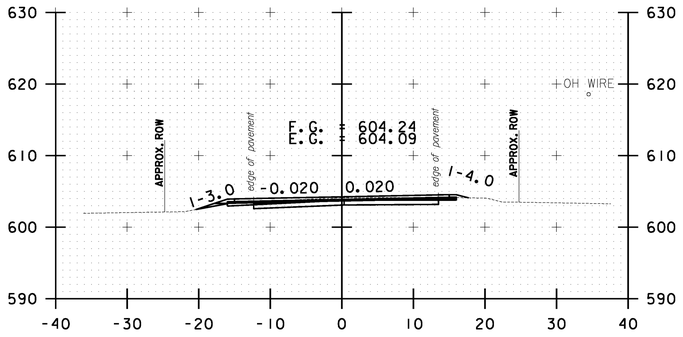
FILE NAME: z10b214_stock_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xs88.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 301 OF 397

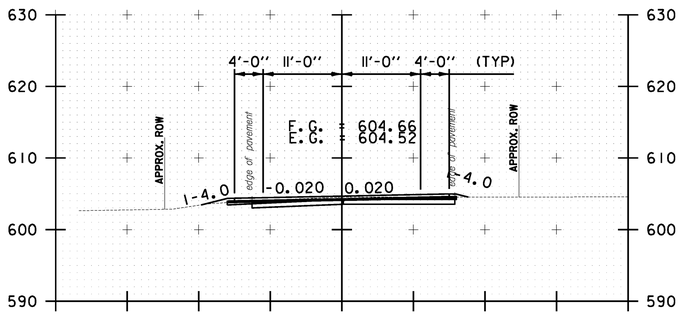
FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_stock_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



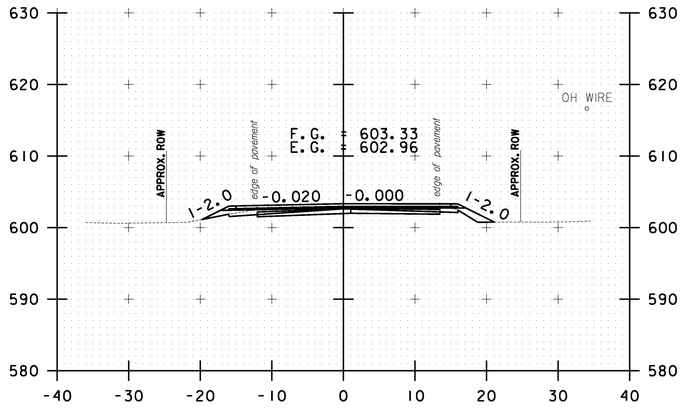
285+00.00



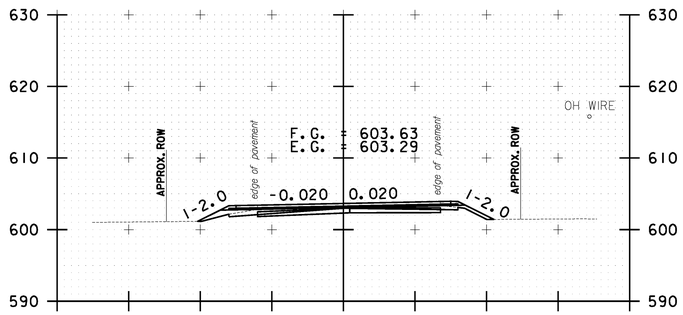
284+50.00



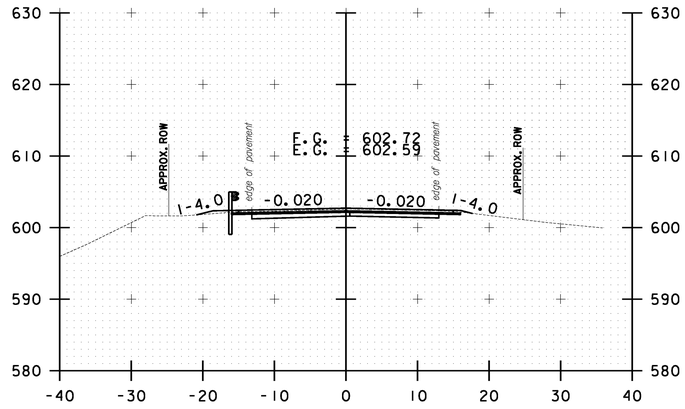
284+00.00



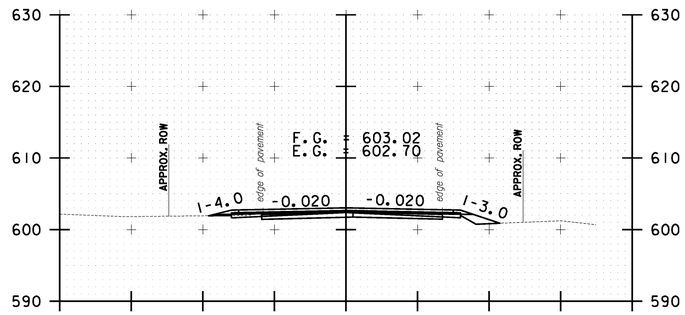
286+00.00



285+50.00



287+00.00



286+50.00

10 0 10
SCALE IN FEET

STOCKBRIDGE CROSS SECTION SHEET #89

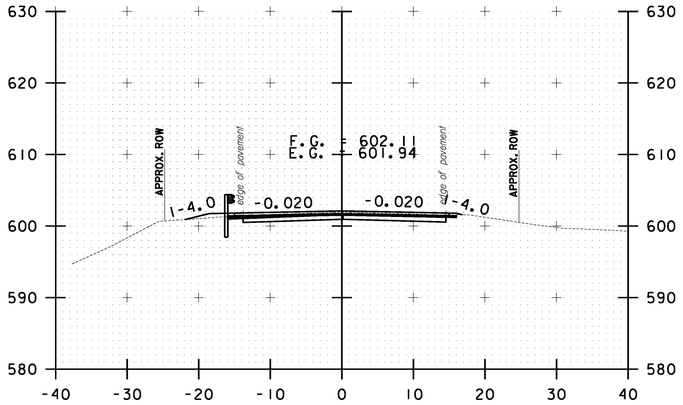
PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(11)

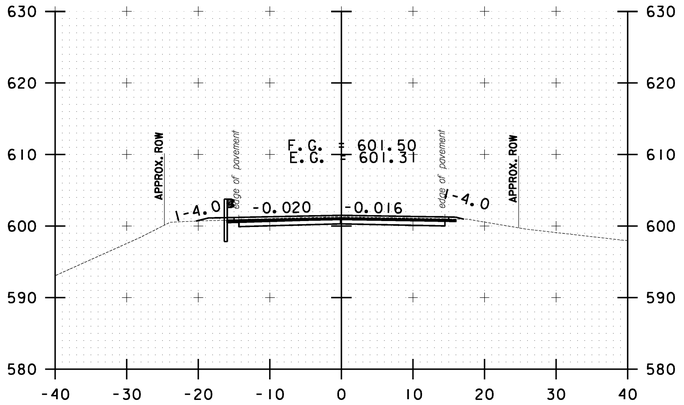
FILE NAME: z10b214_stock_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xs89.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 302 OF 397

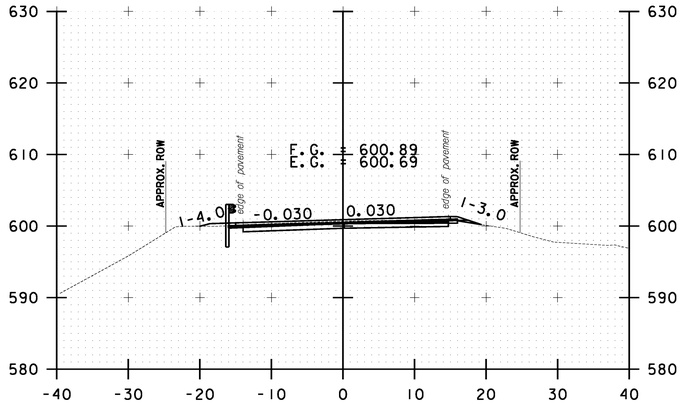
FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_stock_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



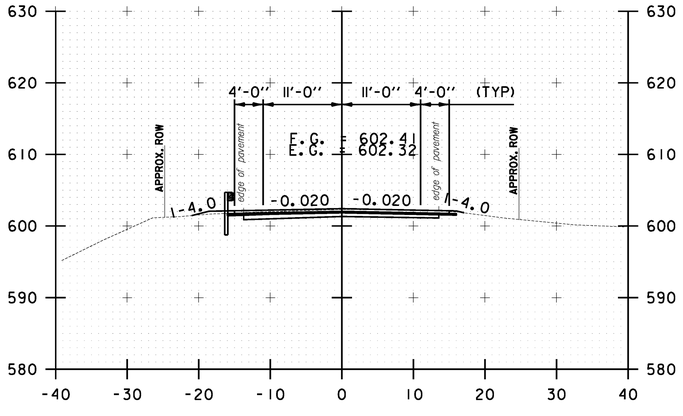
288+00.00



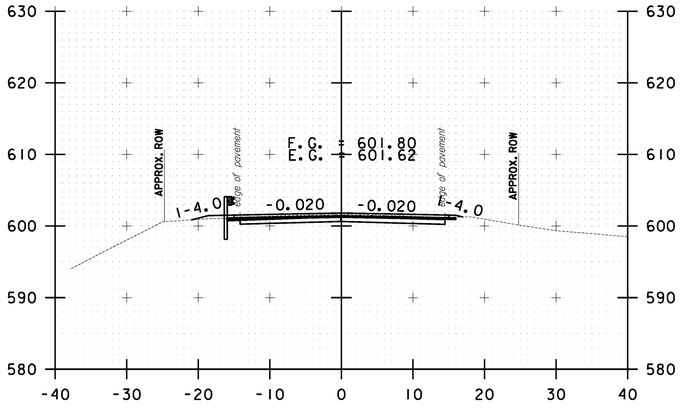
289+00.00



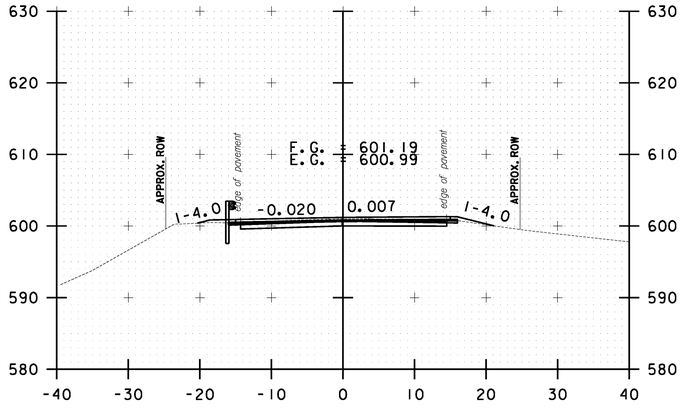
290+00.00



287+50.00



288+50.00



289+50.00

10 0 10
SCALE IN FEET

STOCKBRIDGE CROSS SECTION SHEET #90

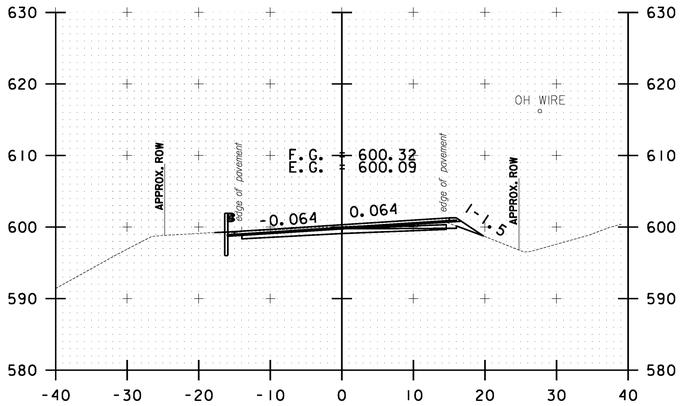
PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

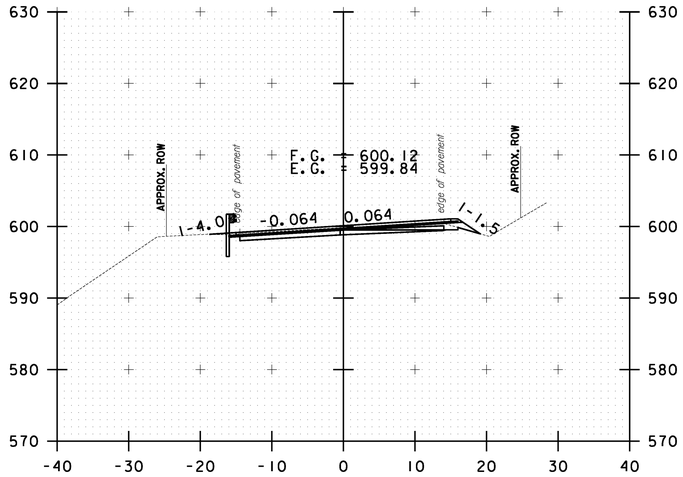
FILE NAME: z10b214_stock_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xs90.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 303 OF 397

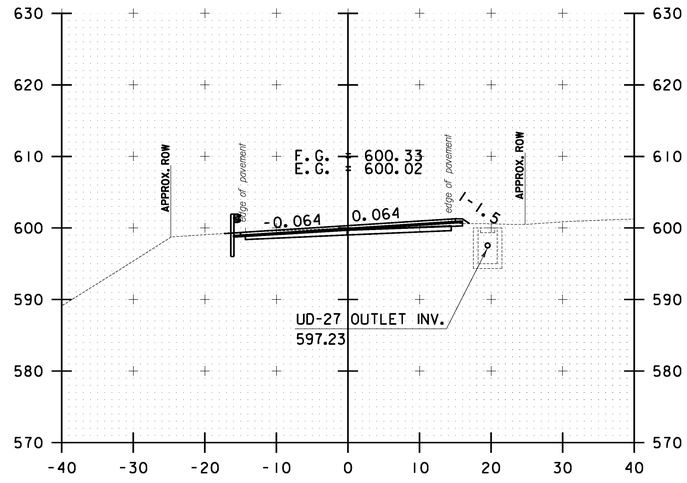
FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_stock_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



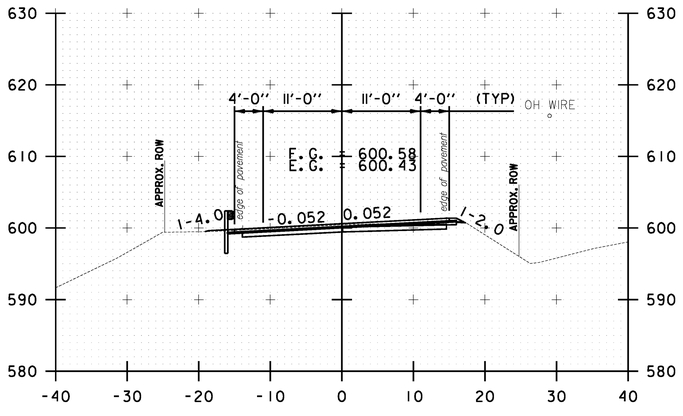
291+00.00



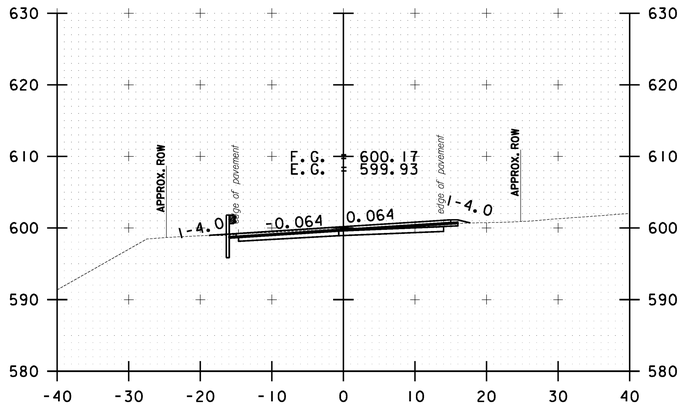
292+00.00



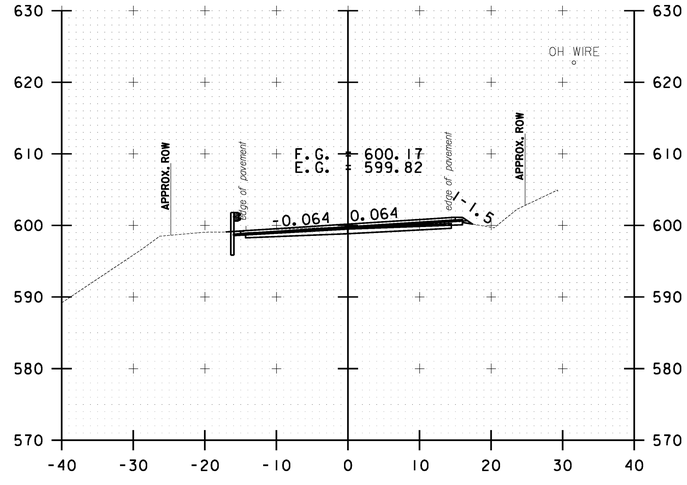
293+00.00



290+50.00



291+50.00



292+50.00

10 0 10
SCALE IN FEET

STOCKBRIDGE CROSS SECTION SHEET #91

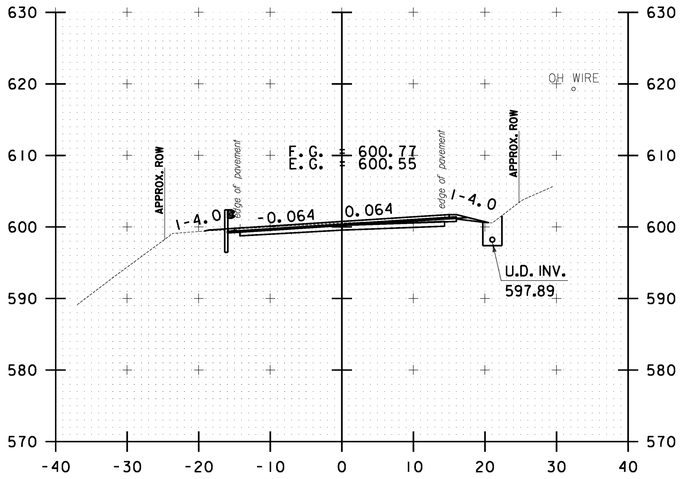
PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

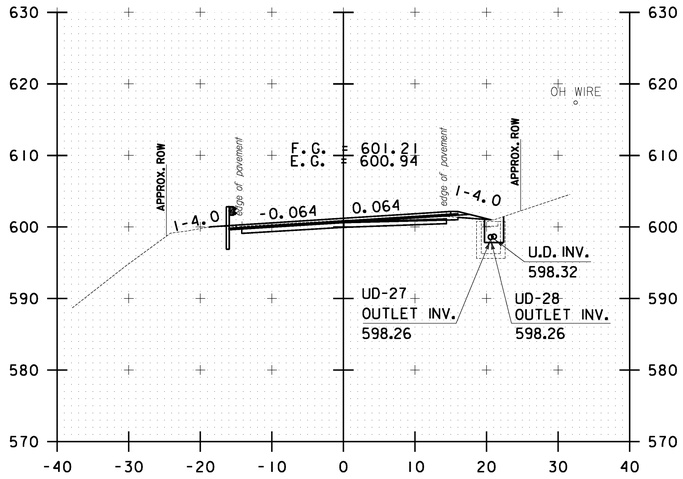
FILE NAME: z10b214_stock_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xs91.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 304 OF 397

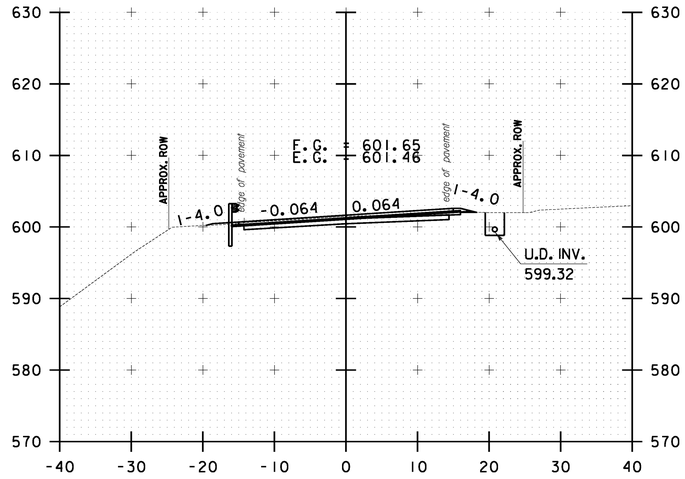
FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_stock_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



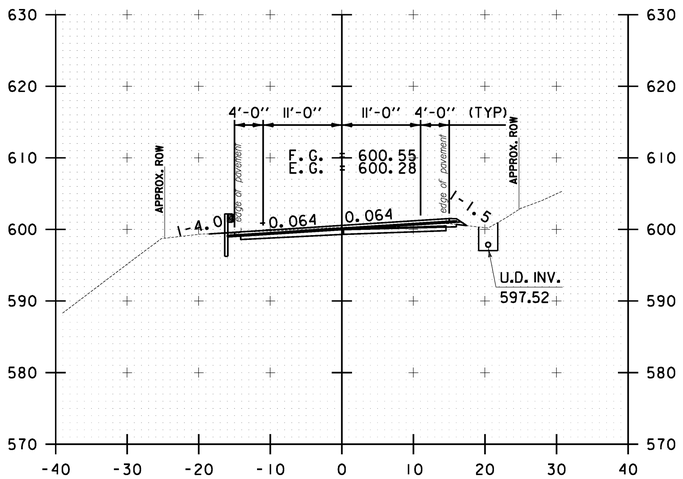
294+00.00



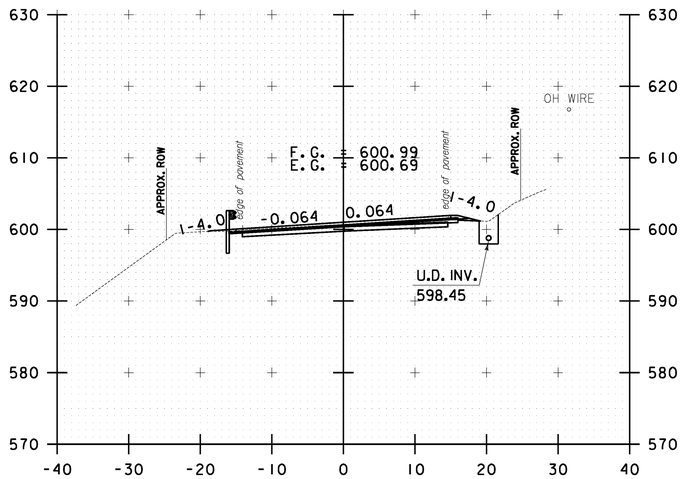
295+00.00



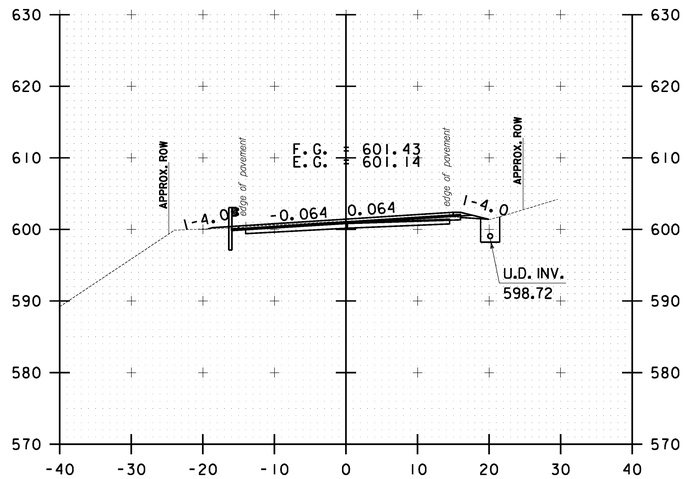
296+00.00



293+50.00



294+50.00



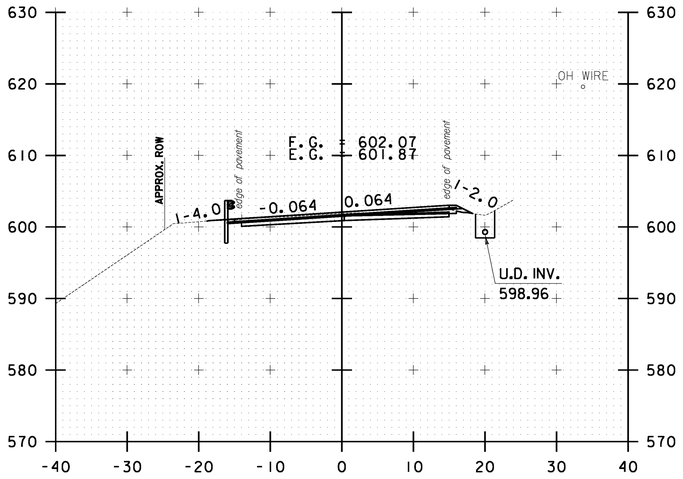
295+50.00

10 0 10
SCALE IN FEET

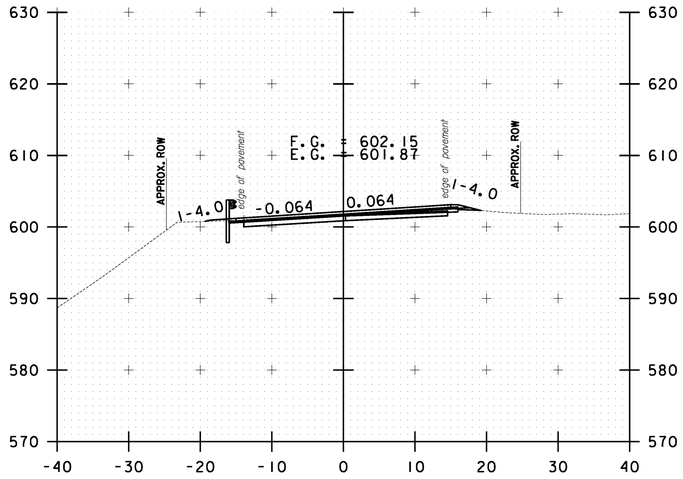
FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_stock_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916

STOCKBRIDGE CROSS SECTION SHEET #92

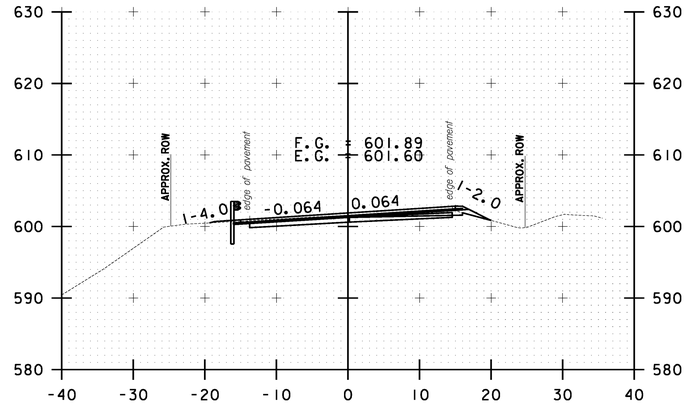
PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_stock_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xs92.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 305 OF 397



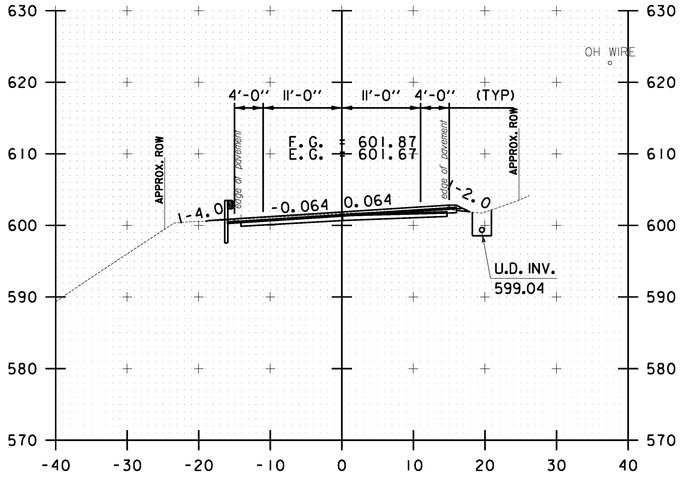
297+00.00



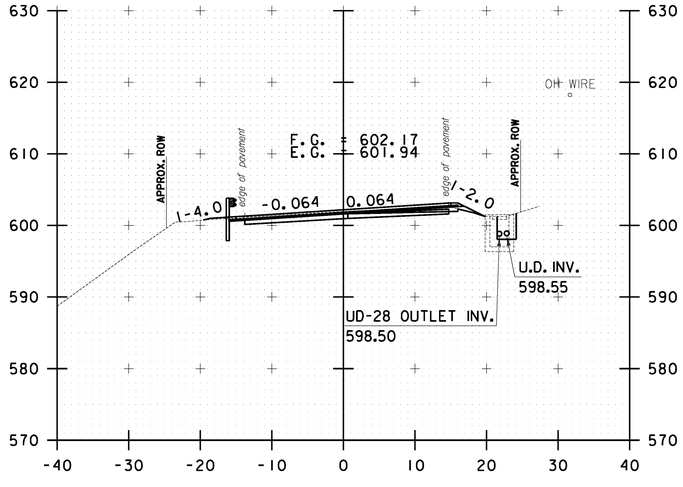
298+00.00



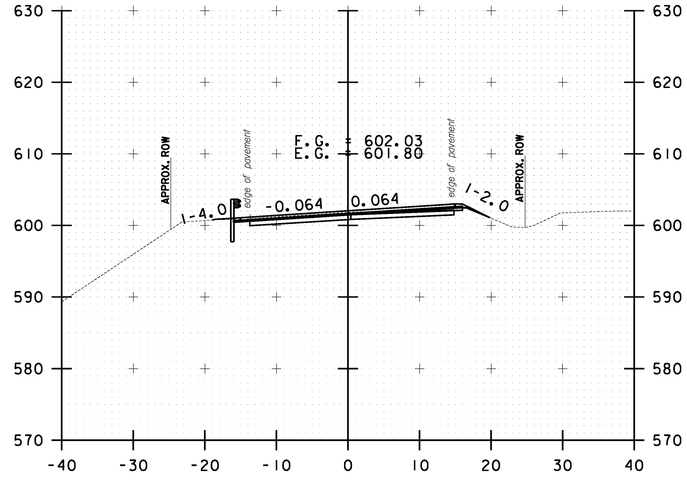
299+00.00



296+50.00



297+50.00



298+50.00

10 0 10
SCALE IN FEET

STOCKBRIDGE CROSS SECTION SHEET #93

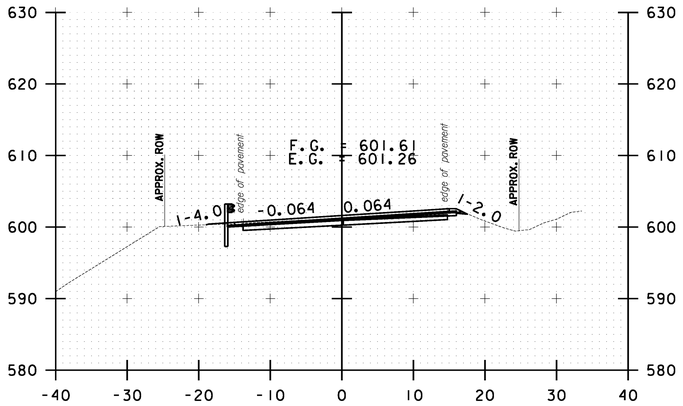
PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

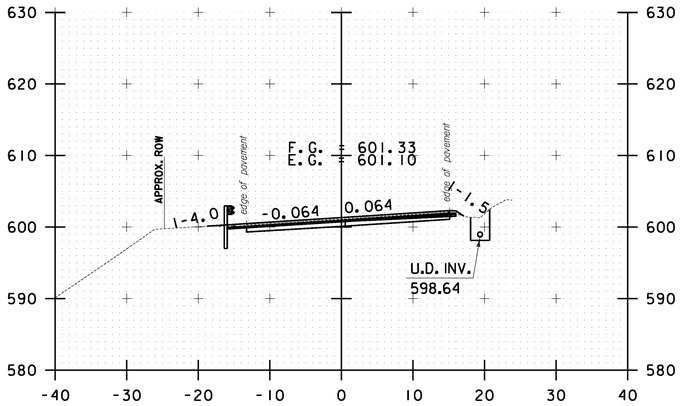
FILE NAME: z10b214_stock_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xs93.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 306 OF 397

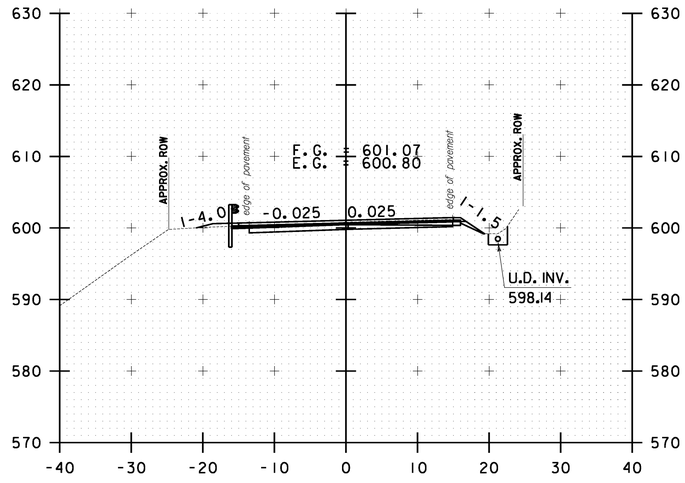
FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_stock_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



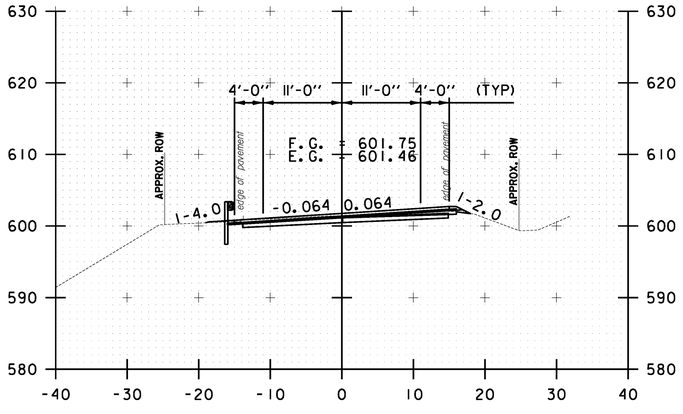
300+00.00



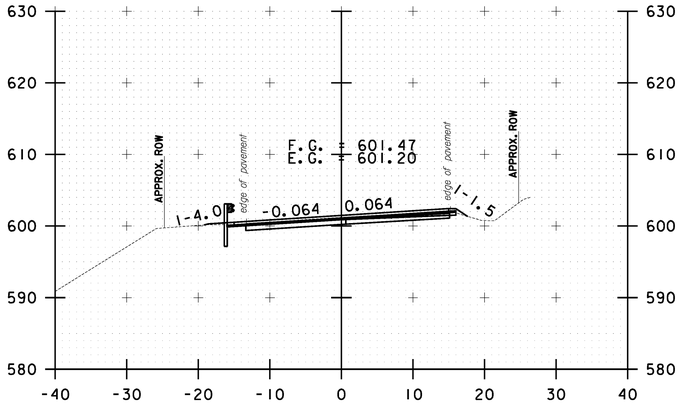
301+00.00



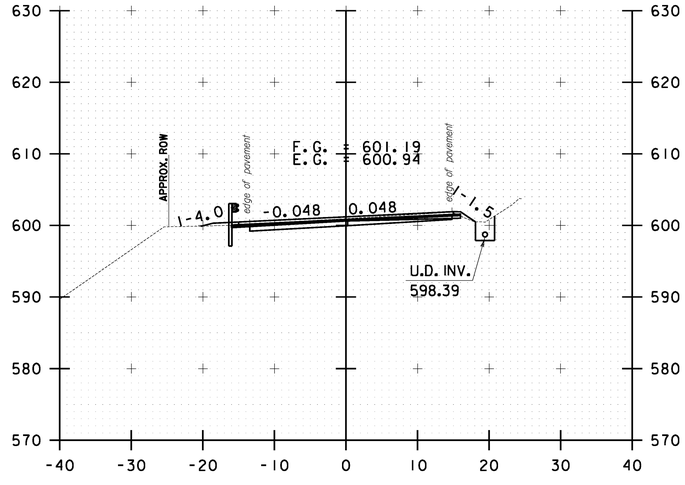
302+00.00



299+50.00



300+50.00

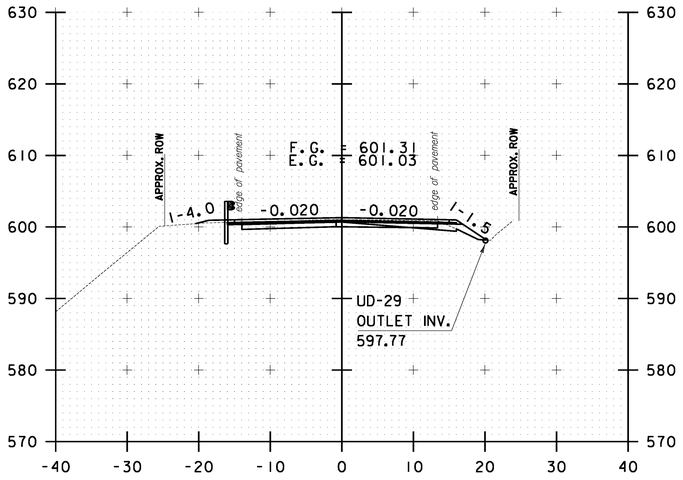


301+50.00

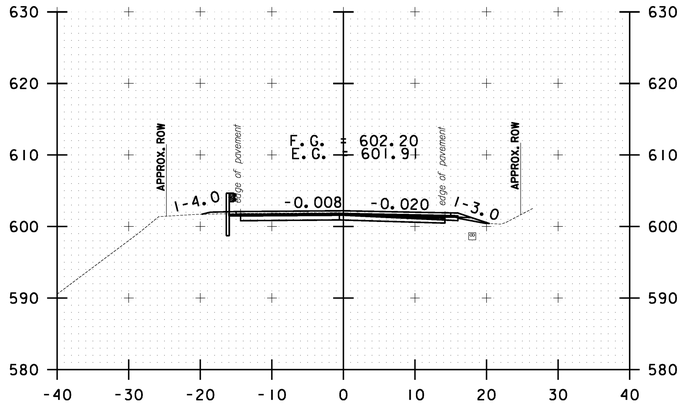
10 0 10
SCALE IN FEET

STOCKBRIDGE CROSS SECTION SHEET #94	PROJECT NAME: STOCKBRIDGE-BETHEL PROJECT NUMBER: STP 2910(1)
	FILE NAME: z10b214_stock_xc.dgn PROJECT LEADER: D.E.G. DESIGNED BY: L.M.B. IPARM FILE: z10b214xs94.i PLOT DATE: 3/17/2014 DRAWN BY: W.G.P. CHECKED BY: J.P.S. SHEET 307 OF 397

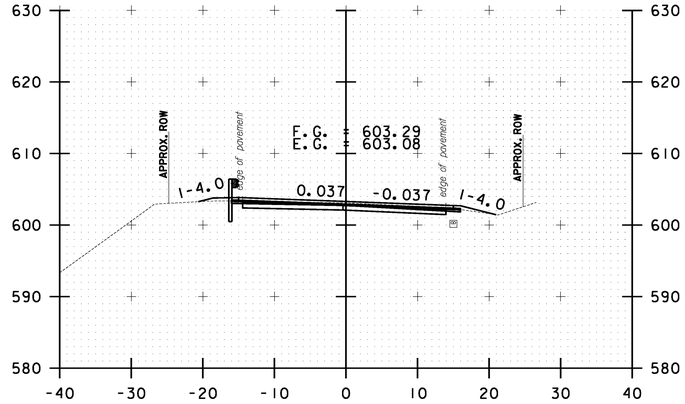
FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_stock_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



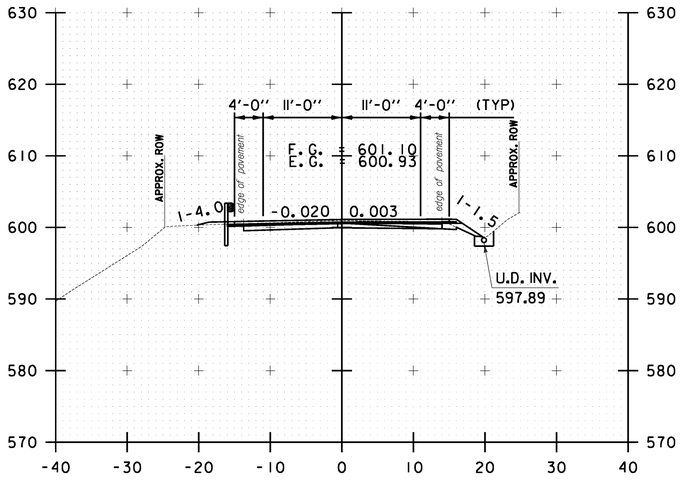
303+00.00



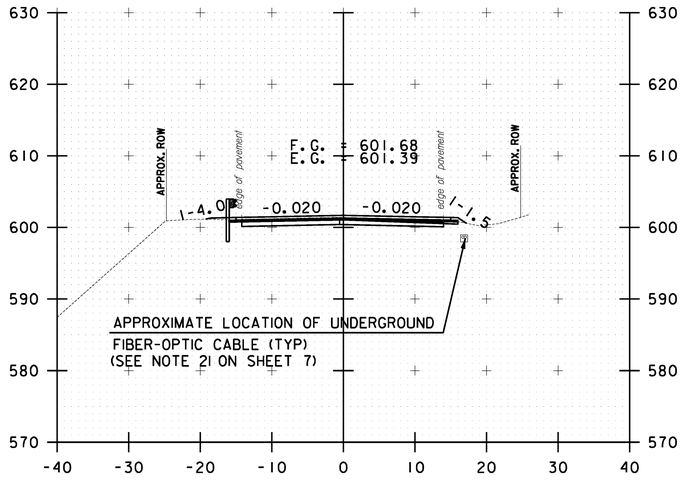
304+00.00



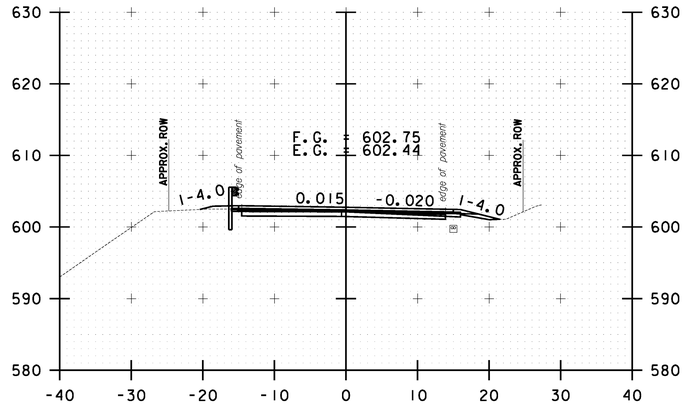
305+00.00



302+50.00



303+50.00



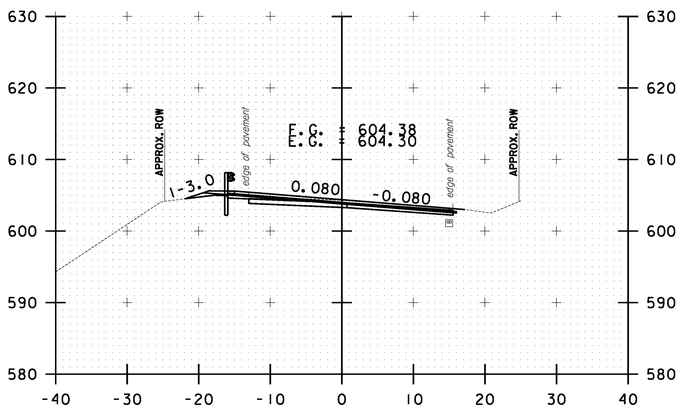
304+50.00

10 0 10
SCALE IN FEET

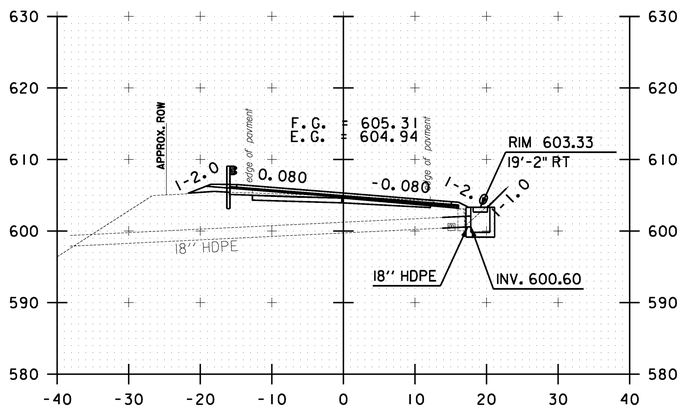
STOCKBRIDGE CROSS SECTION SHEET #95

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_stock_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xs95.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 308 OF 397

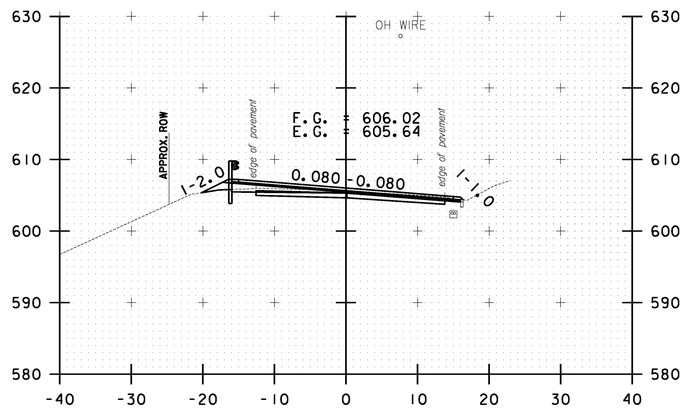
FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_stock_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



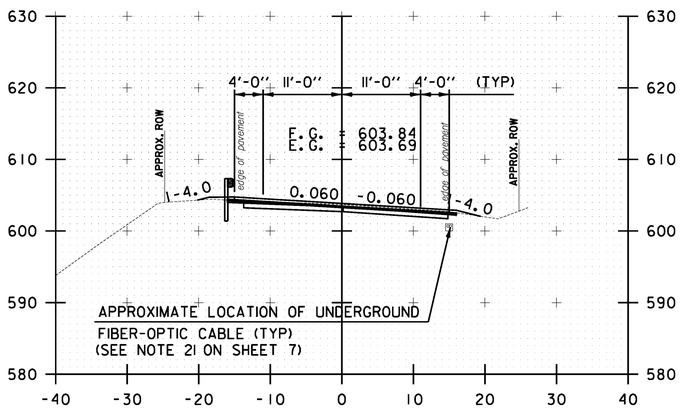
306+00.00



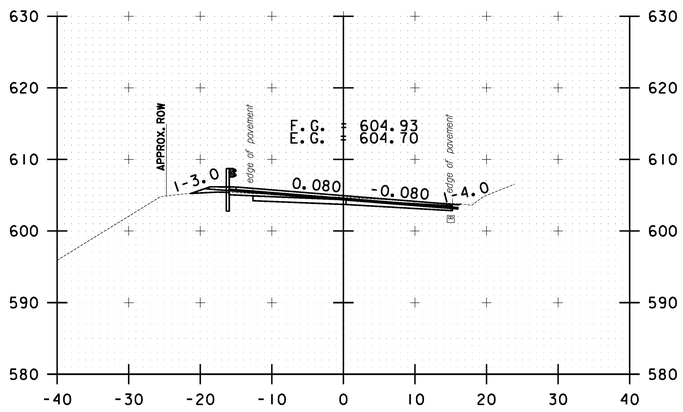
306+84.60



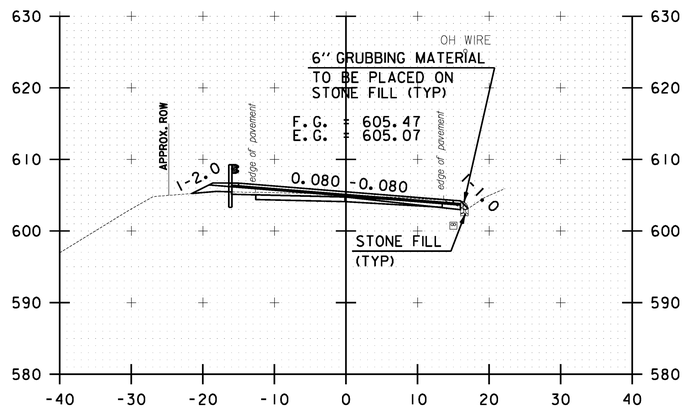
307+50.00



305+50.00



306+50.00



307+00.00

10 0 10
SCALE IN FEET

STOCKBRIDGE CROSS SECTION SHEET #96

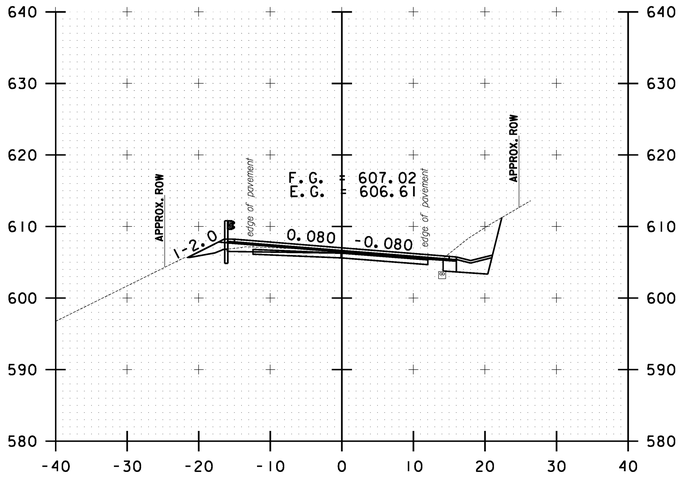
PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

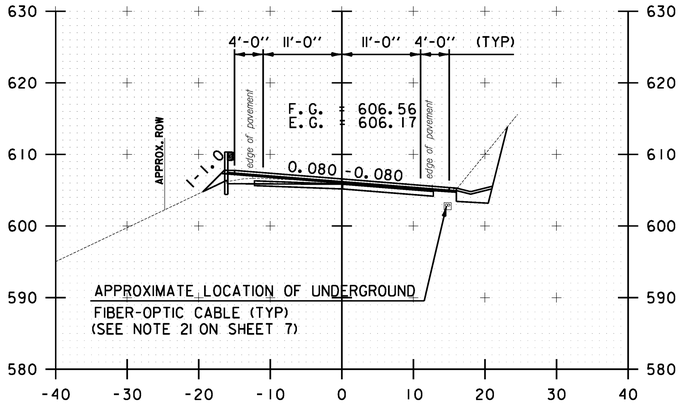
FILE NAME: z10b214_stock_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xs96.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 309 OF 397

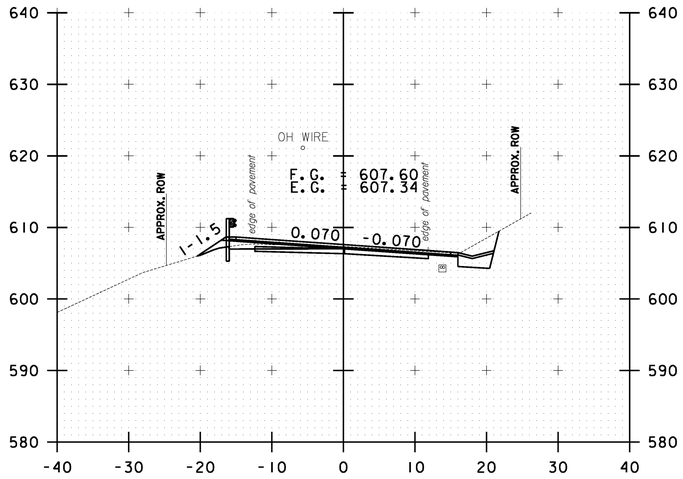
FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_stock_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



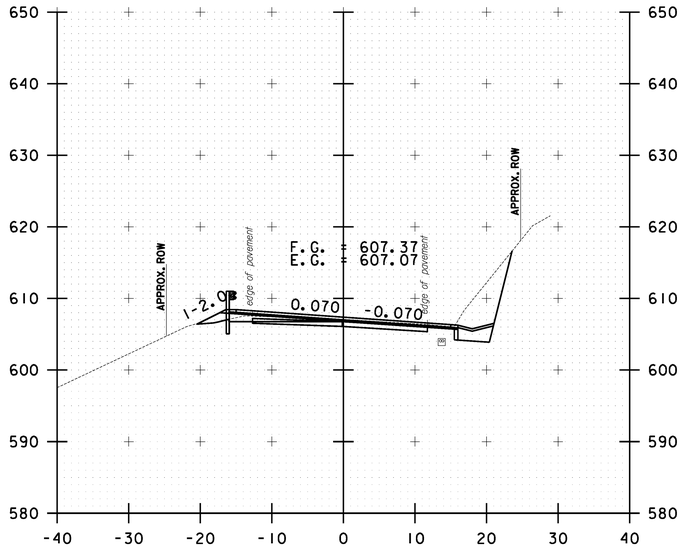
308+50.00



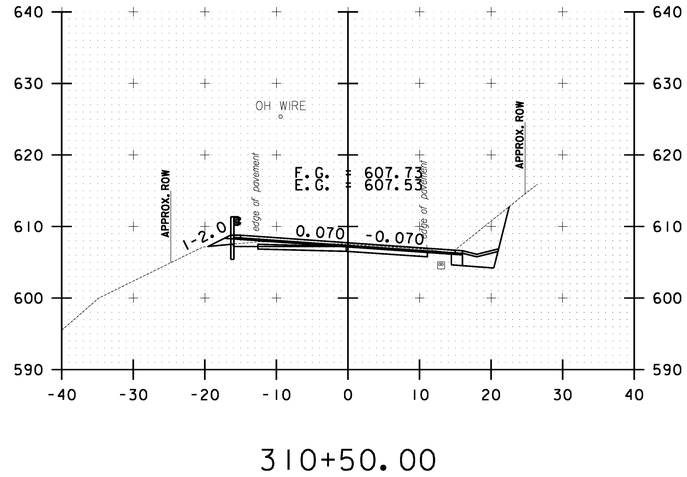
308+00.00



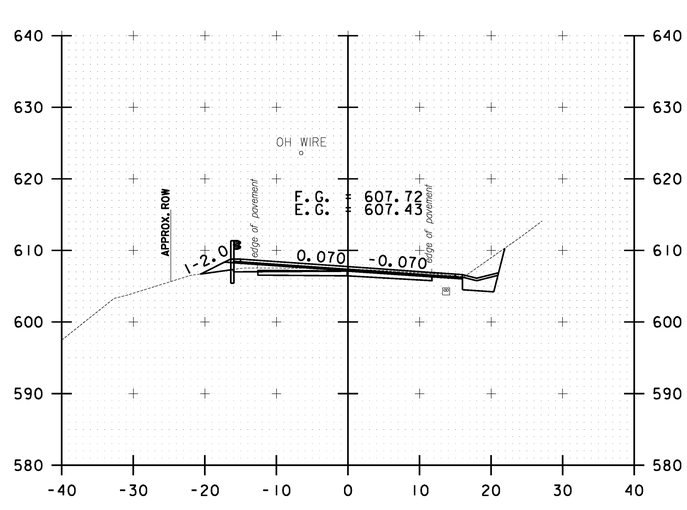
309+50.00



309+00.00



310+50.00



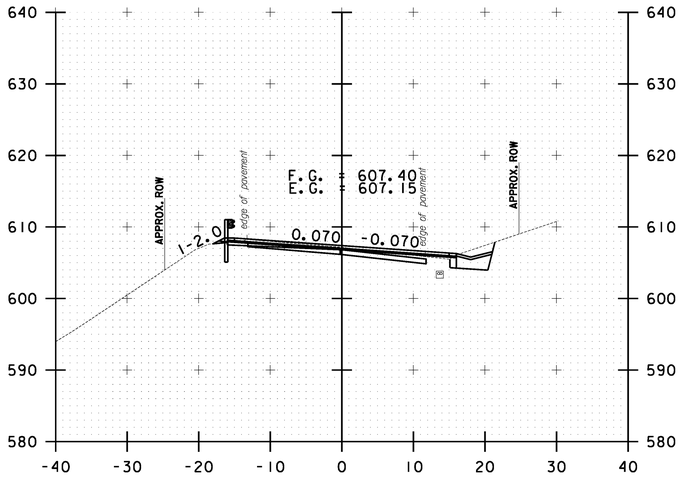
310+00.00

10 0 10
SCALE IN FEET

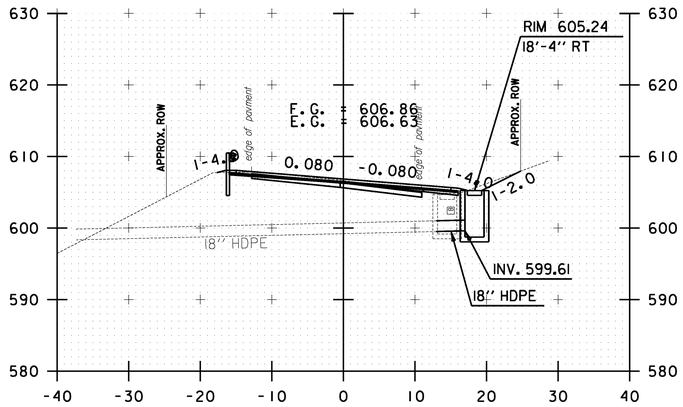
STOCKBRIDGE CROSS SECTION SHEET #97

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_stock_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xs97.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 310 OF 397

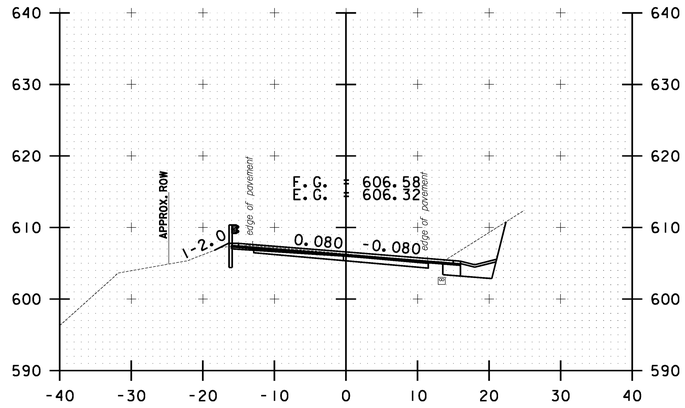
FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_stock_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



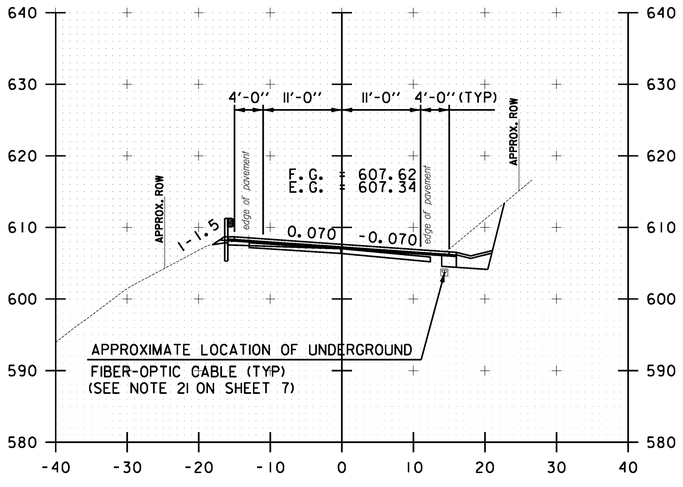
311+50.00



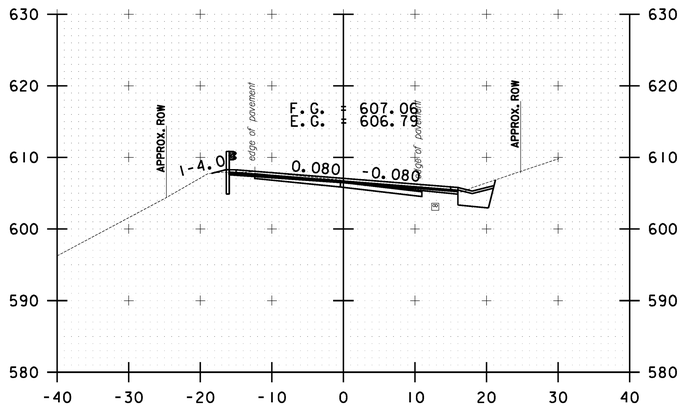
312+26.60



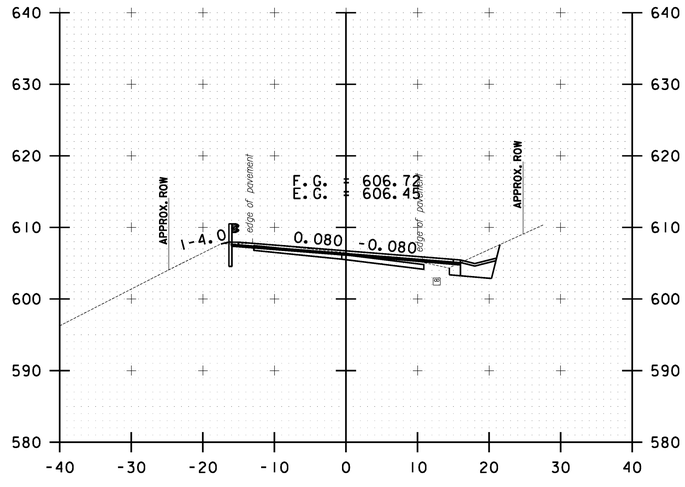
313+00.00



311+00.00



312+00.00



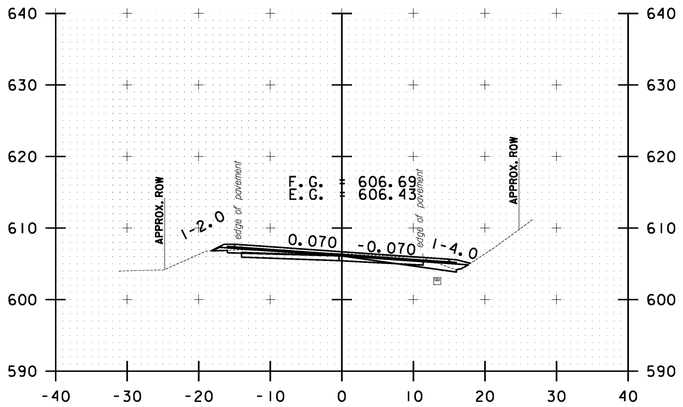
312+50.00

10 0 10
SCALE IN FEET

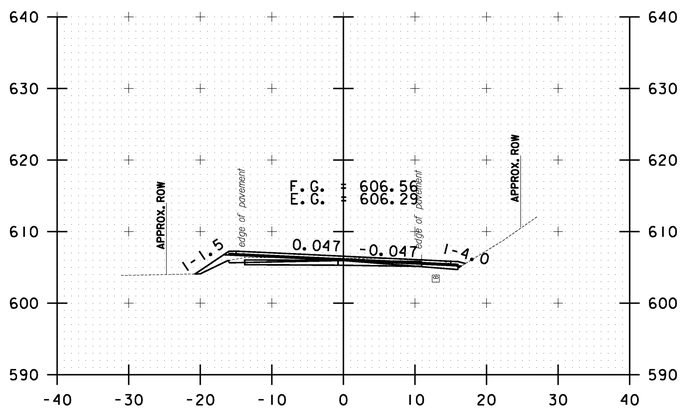
STOCKBRIDGE CROSS SECTION SHEET #98

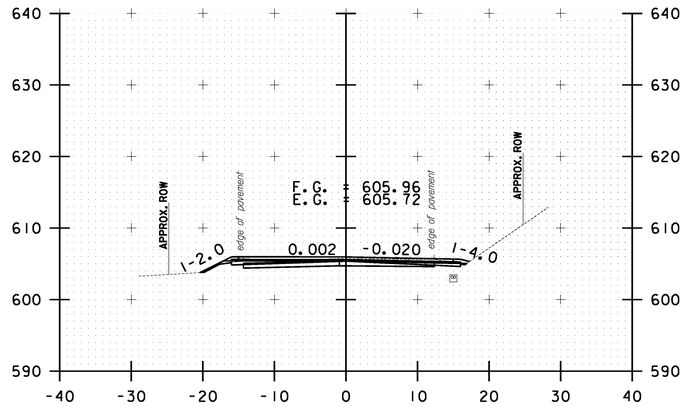
PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_stock_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xs98.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 311 OF 397

FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_stock_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916

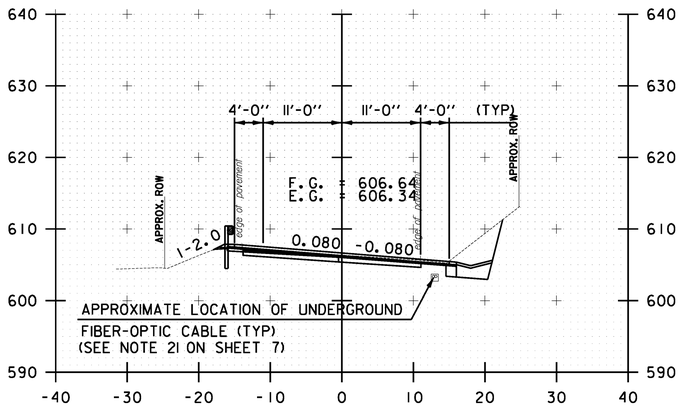


314+00.00



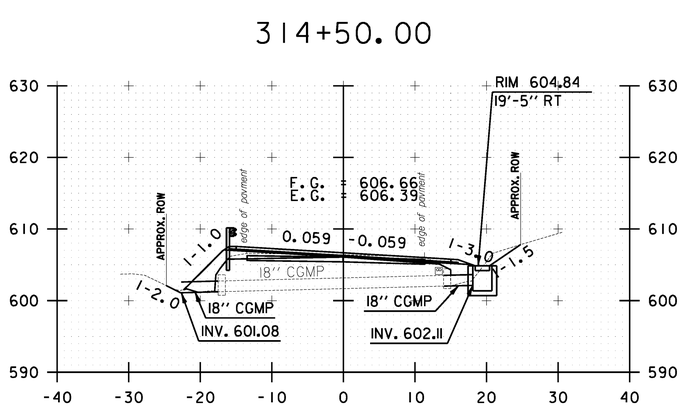


315+50.00

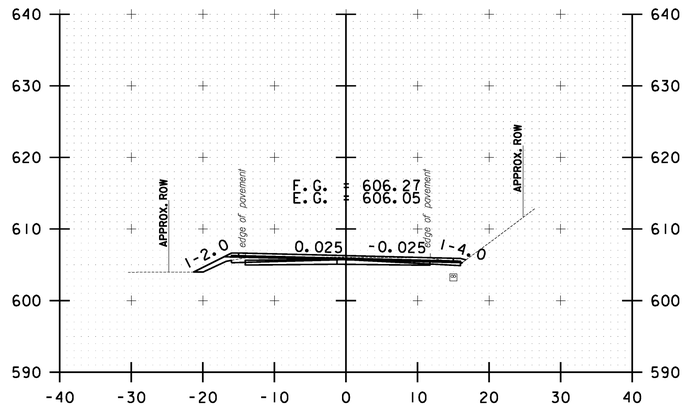


313+50.00

314+50.00



314+23.10



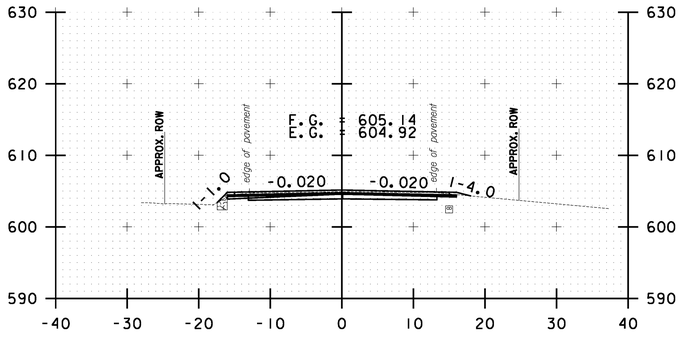
315+00.00

10 0 10
SCALE IN FEET

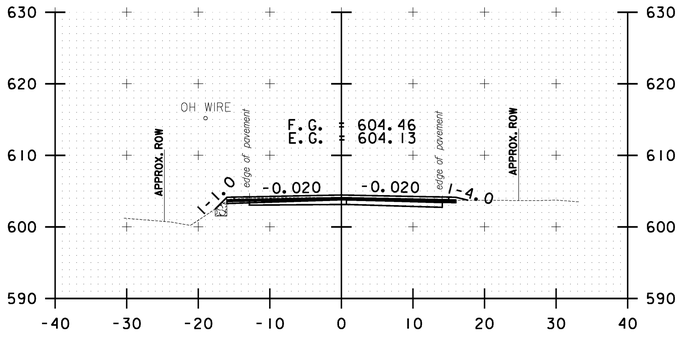
STOCKBRIDGE CROSS SECTION SHEET #99

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(11)
FILE NAME: z10b214_stock_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xs99.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 312 OF 397

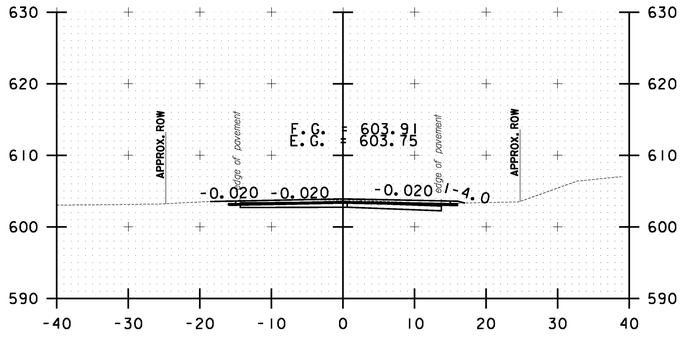
FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_stock_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



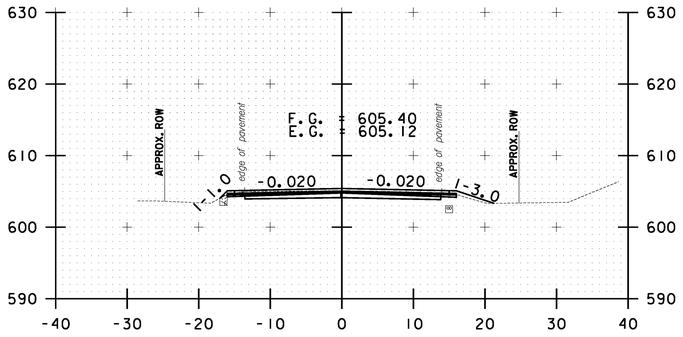
317+00.00



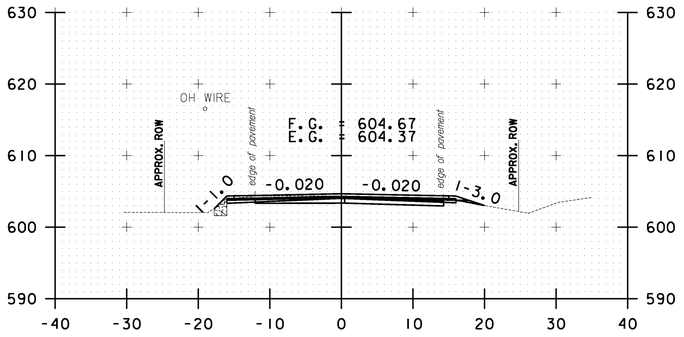
318+50.00



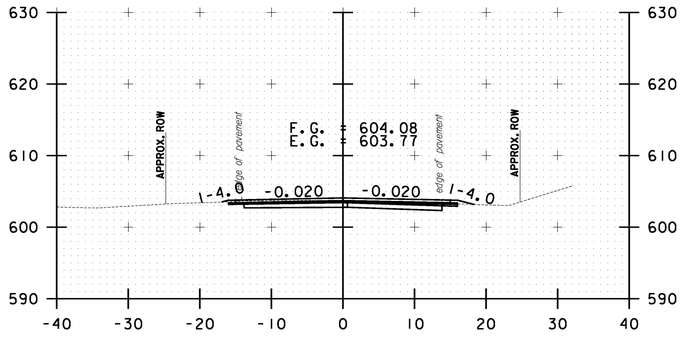
320+00.00



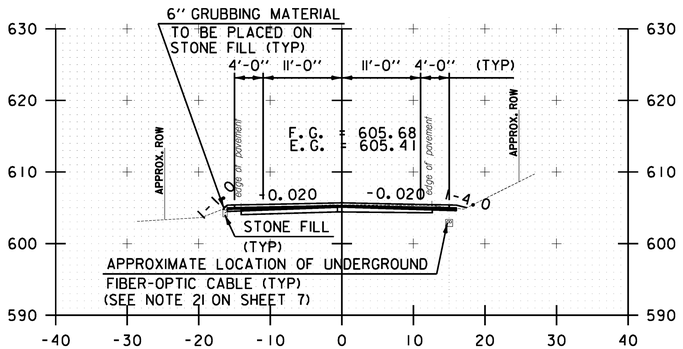
316+50.00



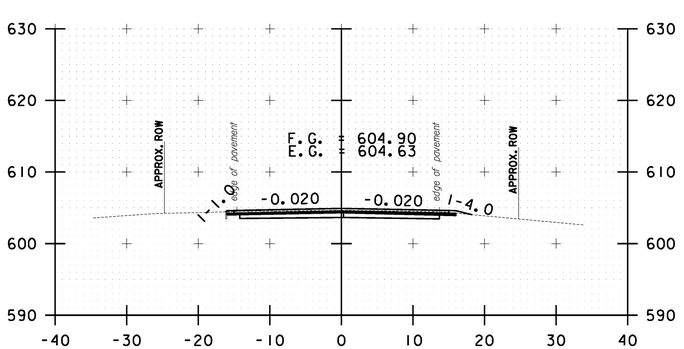
318+00.00



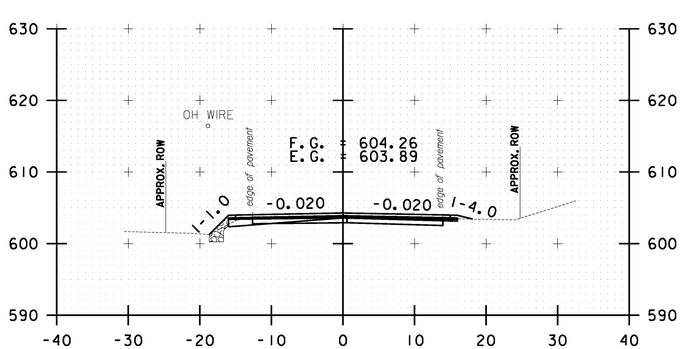
319+50.00



316+00.00



317+50.00



319+00.00

10 0 10
SCALE IN FEET

STOCKBRIDGE CROSS SECTION SHEET #100

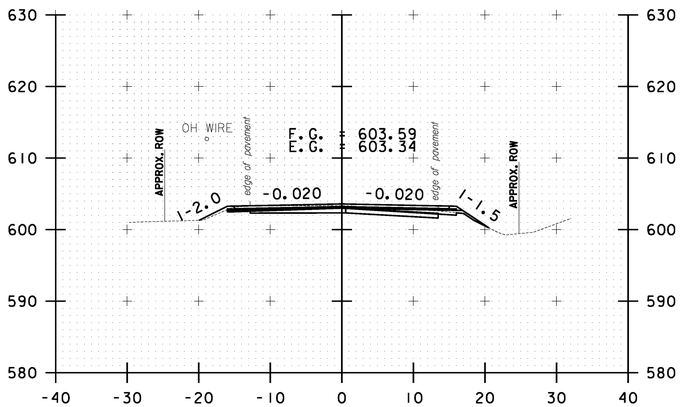
PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

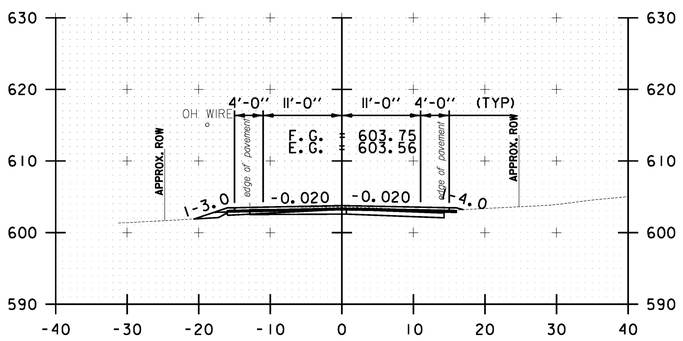
FILE NAME: z10b214_stock_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xs100.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 313 OF 397

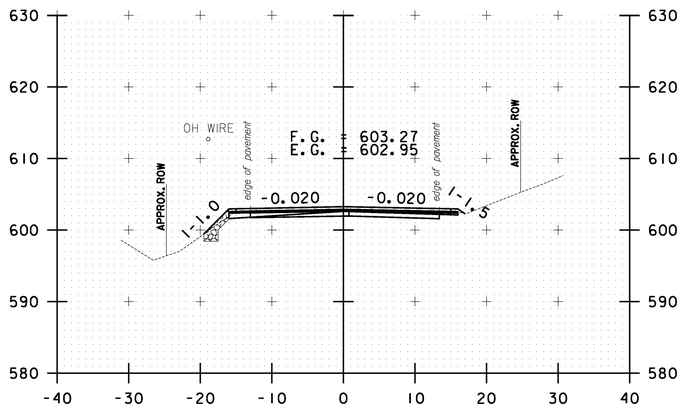
FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_stock_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



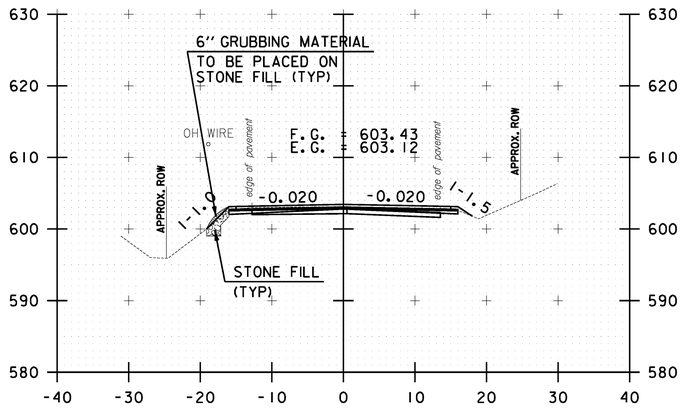
321+00.00



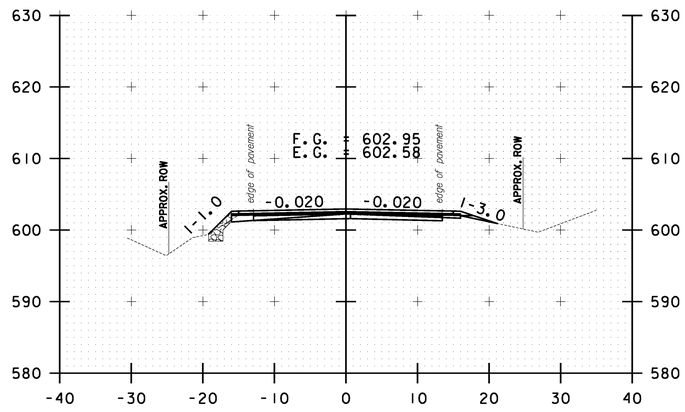
320+50.00



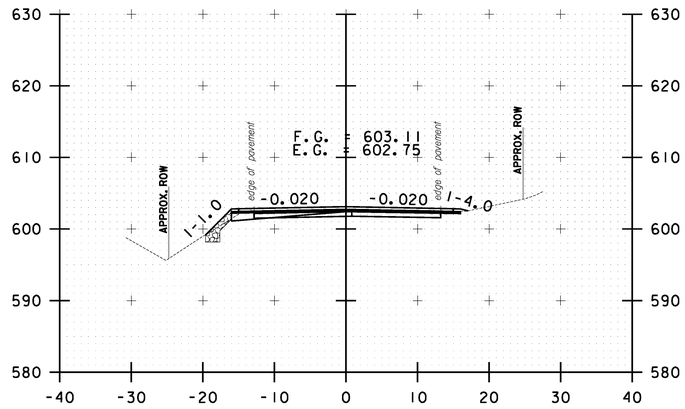
322+00.00



321+50.00



323+00.00



322+50.00

10 0 10
SCALE IN FEET

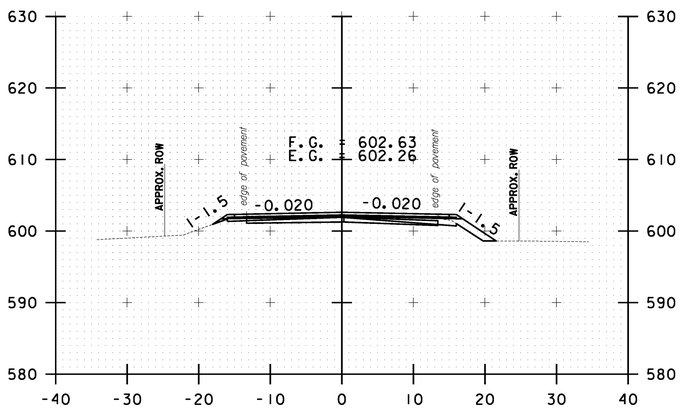
STOCKBRIDGE CROSS SECTION SHEET #101

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)

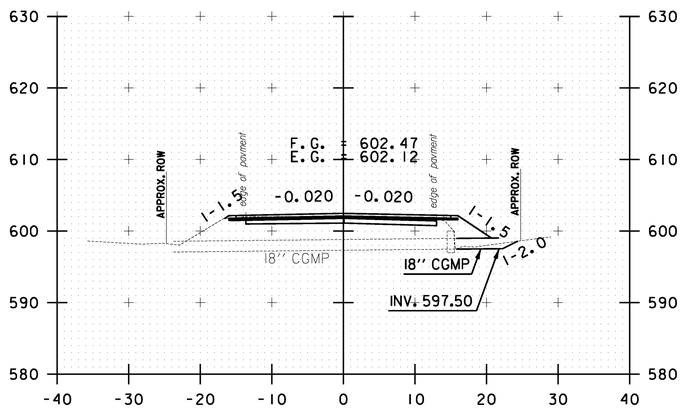
FILE NAME: z10b214_stock_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xs101.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 314 OF 397

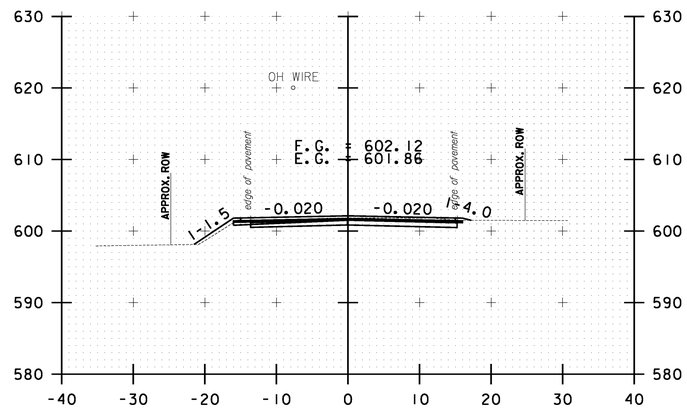
FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_stock_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



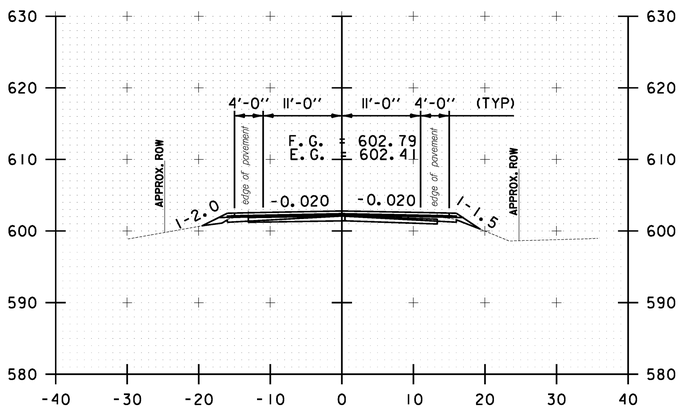
324+00.00



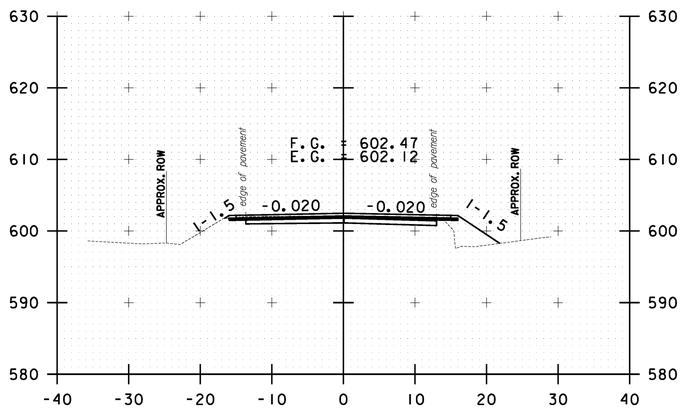
324+50.10



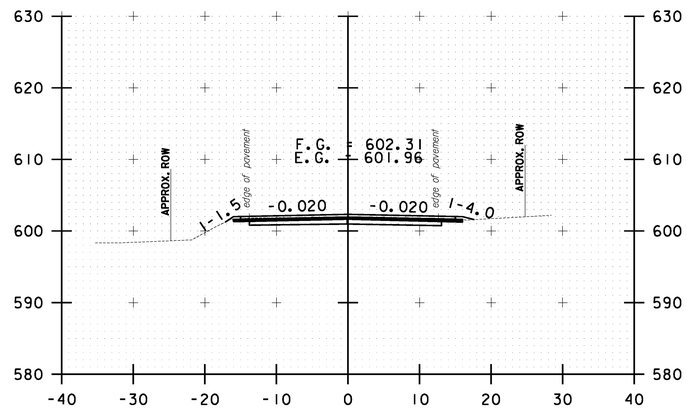
325+50.00



323+50.00



324+50.00



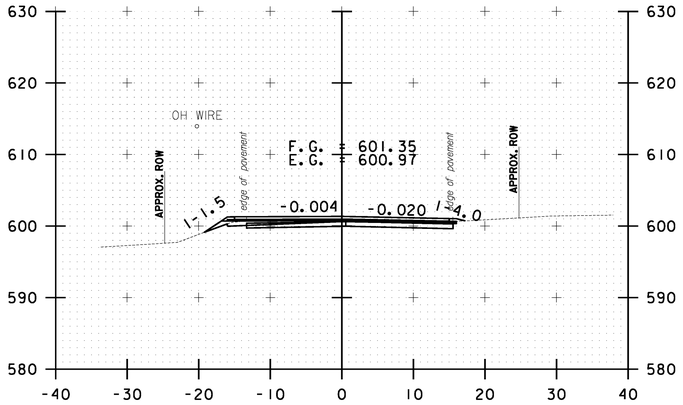
325+00.00

10 0 10
SCALE IN FEET

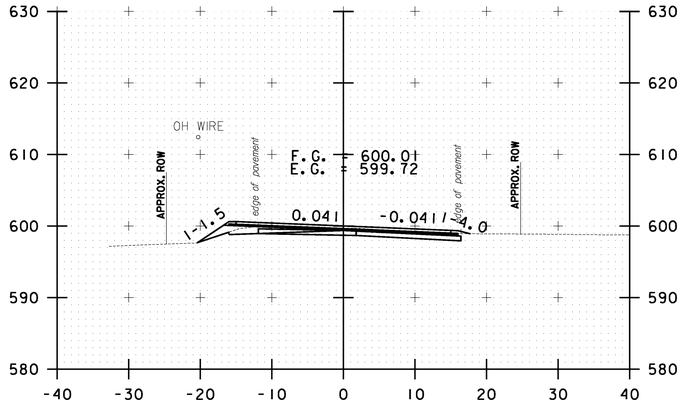
STOCKBRIDGE CROSS SECTION SHEET #102

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_stock_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xs102.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 315 OF 397

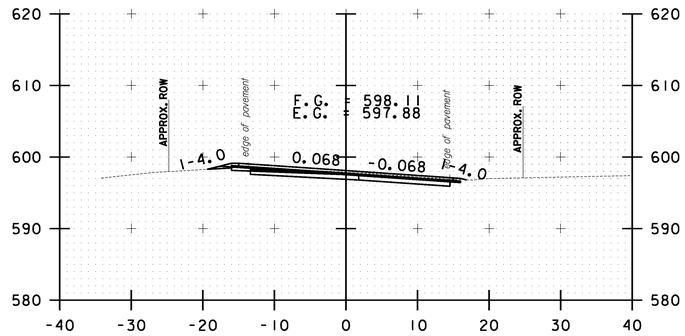
FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_stock_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



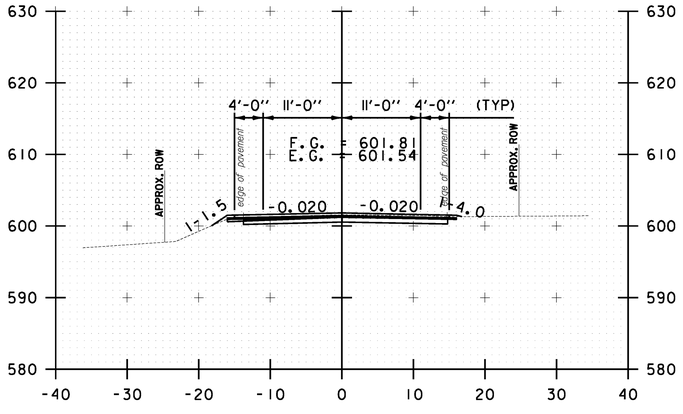
326+50.00



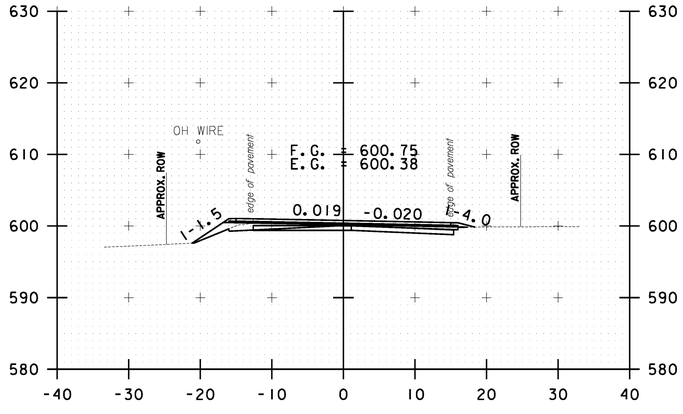
327+50.00



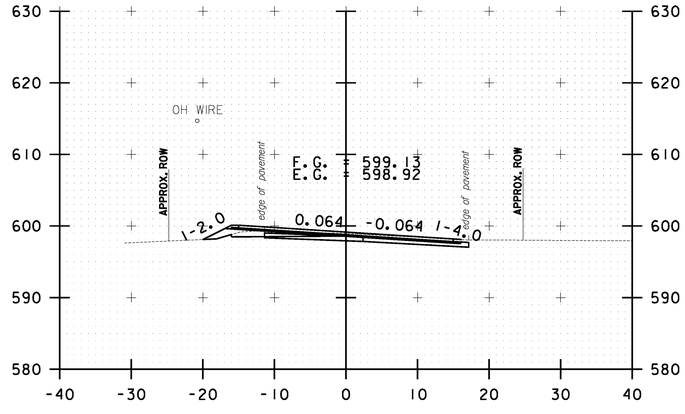
328+50.00



326+00.00



327+00.00



328+00.00

10 0 10
SCALE IN FEET

STOCKBRIDGE CROSS SECTION SHEET #103

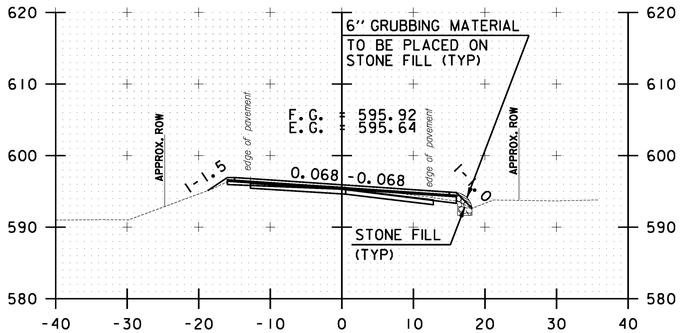
PROJECT NAME: STOCKBRIDGE-BETHEL

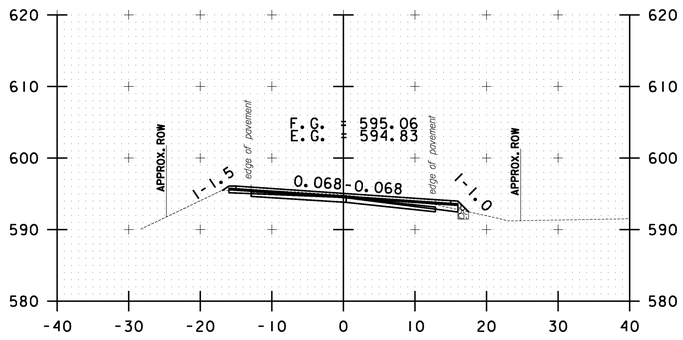
PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_stock_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xsl03.I

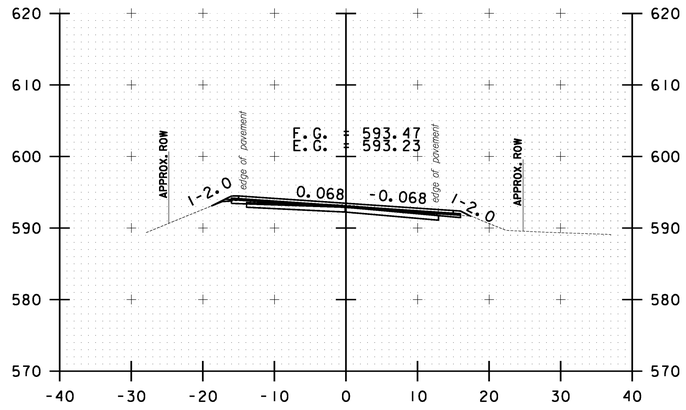
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 316 OF 397

FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_stock_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



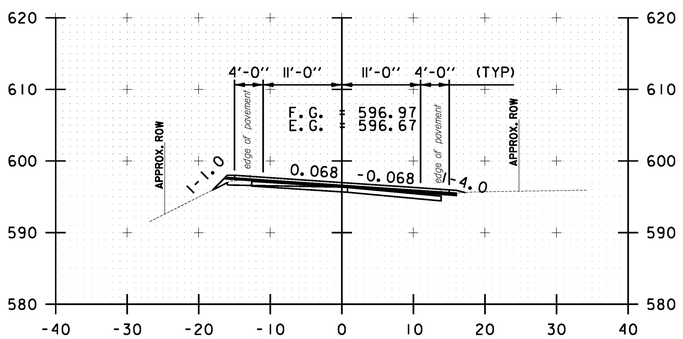


330+00.00

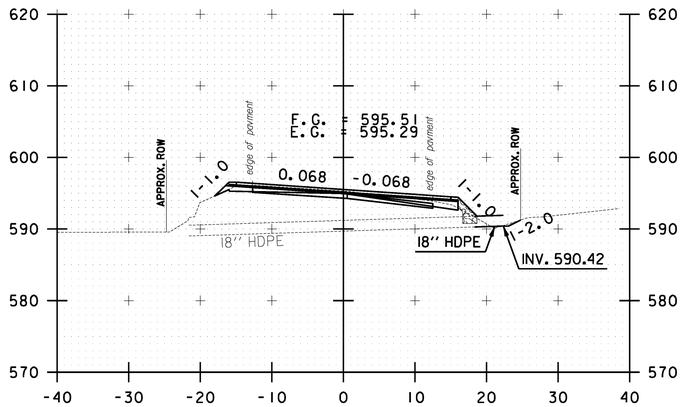


331+00.00

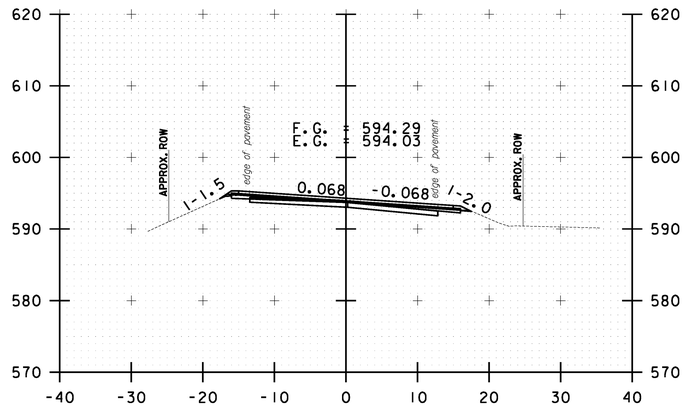
329+50.00



329+00.00



329+72.80



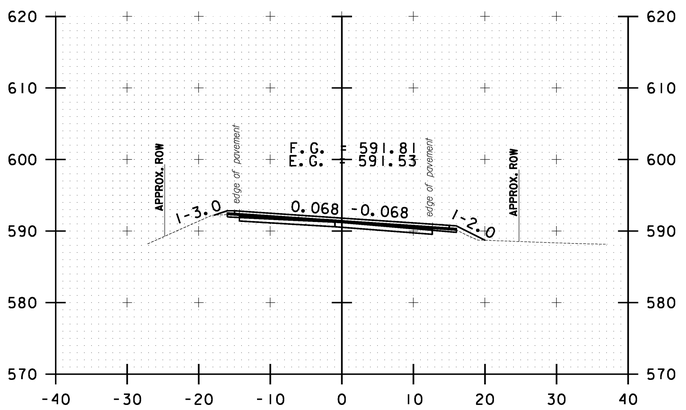
330+50.00

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SCALE IN FEET

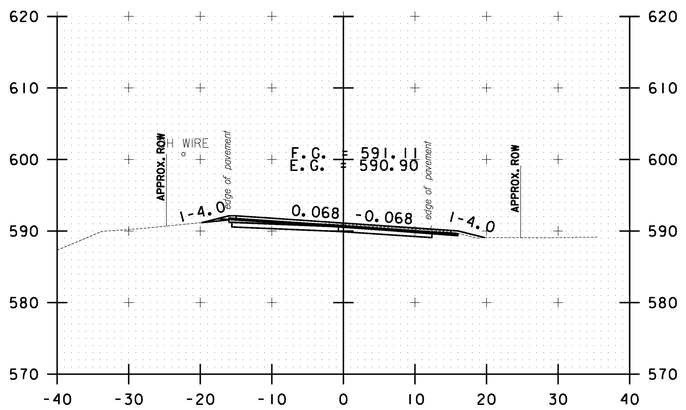
STOCKBRIDGE CROSS SECTION SHEET #104

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_stock_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xs104.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 317 OF 397

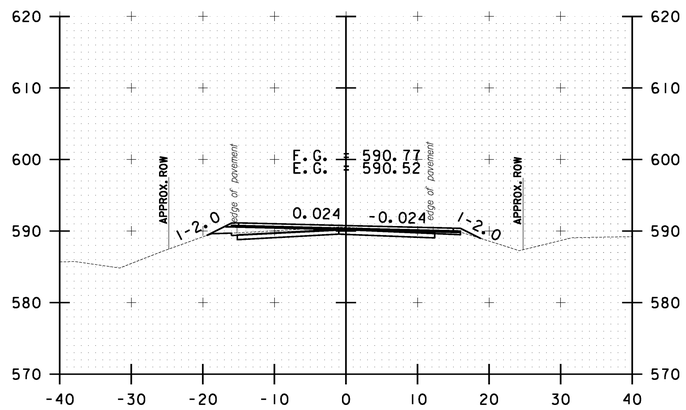
FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_stock_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



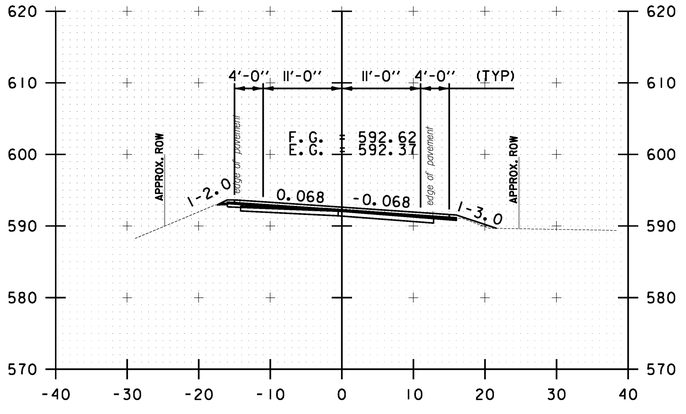
332+00.00



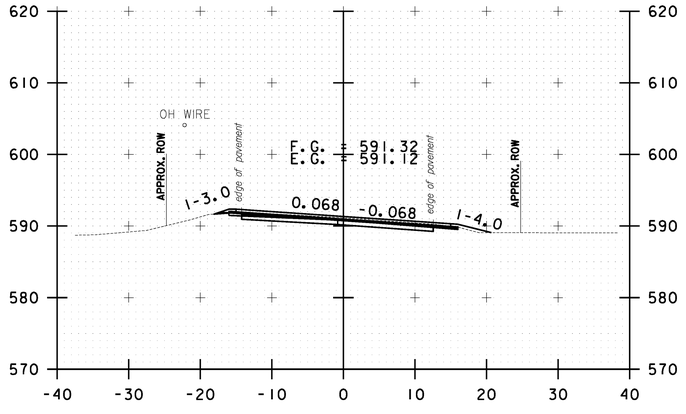
333+00.00



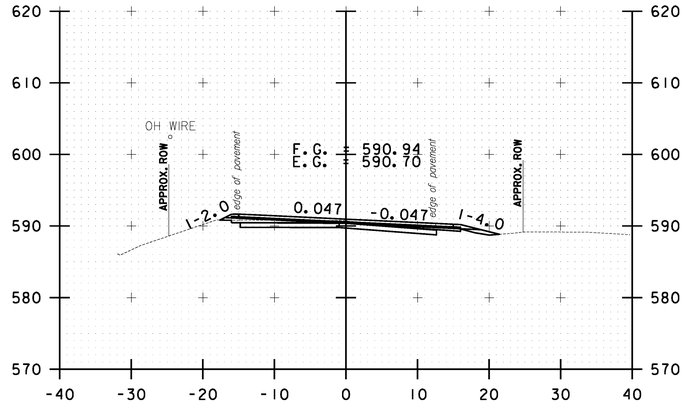
334+00.00



331+50.00



332+50.00



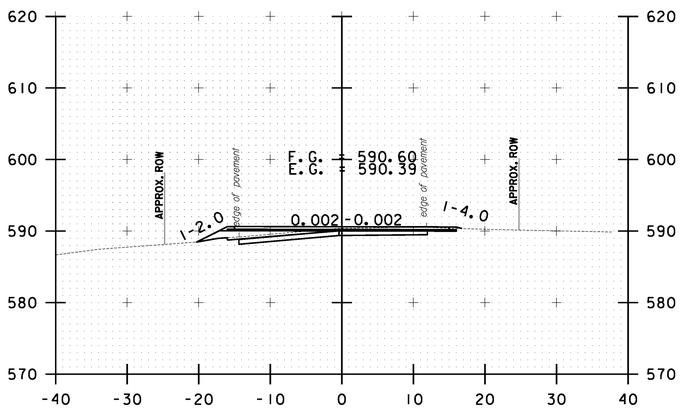
333+50.00

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SCALE IN FEET

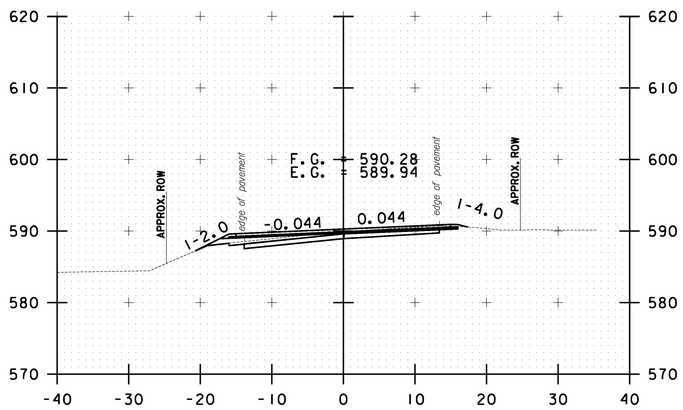
STOCKBRIDGE CROSS SECTION SHEET #105

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_stock_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xsl05.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 318 OF 397

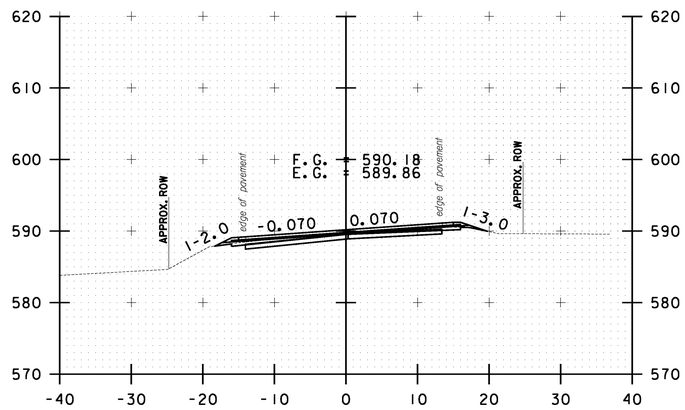
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DATE/TIME = 3/17/2014
USER = 4916



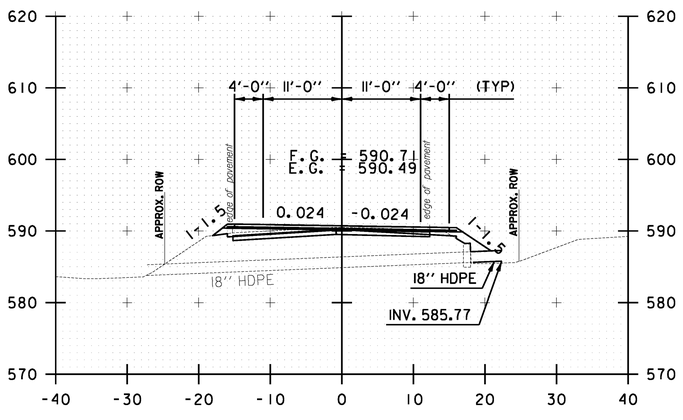
334+50.00



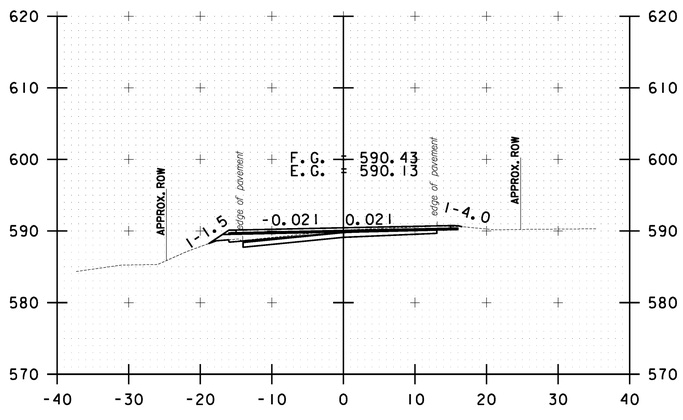
335+50.00



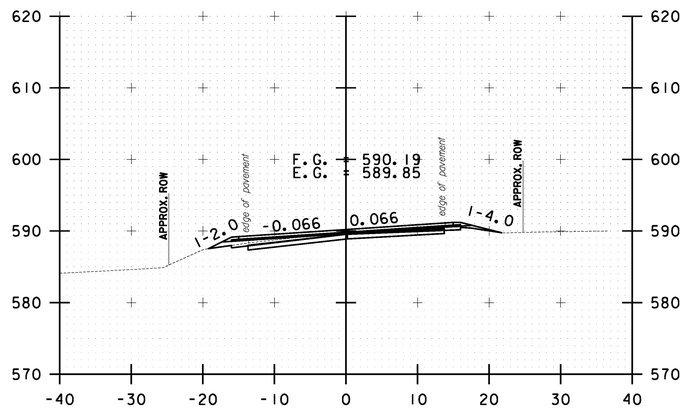
336+50.00



334+18.20



335+00.00



336+00.00

10 0 10
SCALE IN FEET

STOCKBRIDGE CROSS SECTION SHEET #106

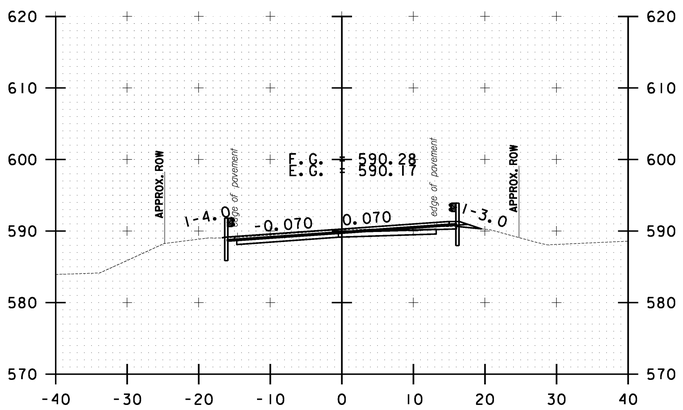
PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

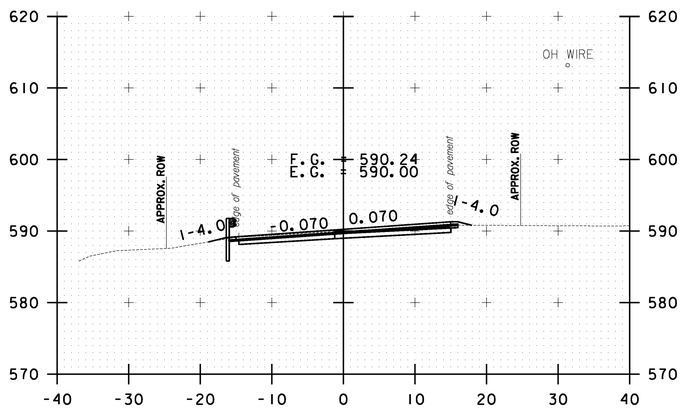
FILE NAME: z10b214_stock_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xsl06.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 319 OF 397

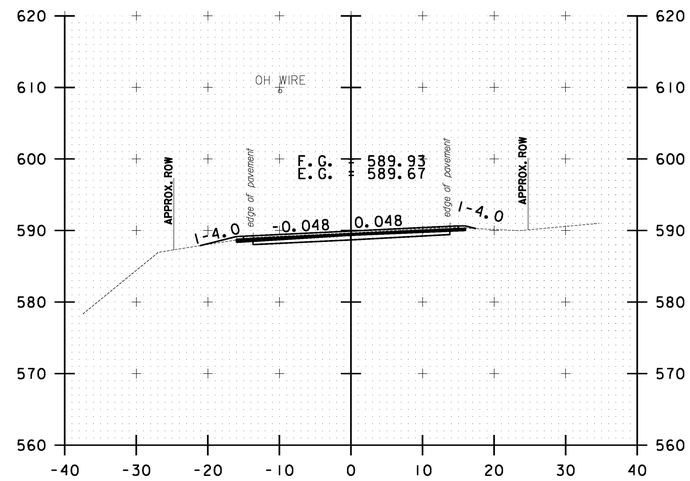
FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_stock_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



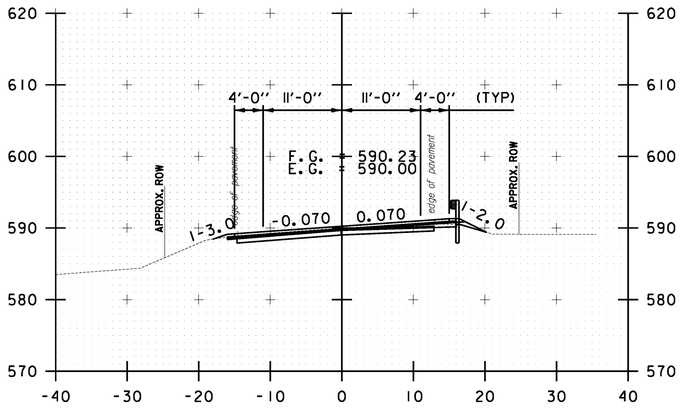
337+50.00



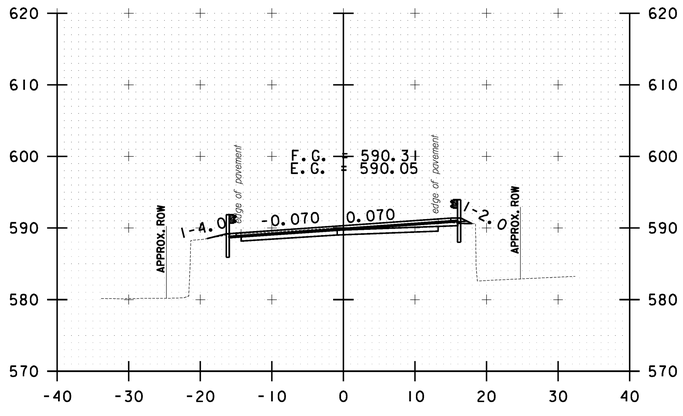
338+50.00



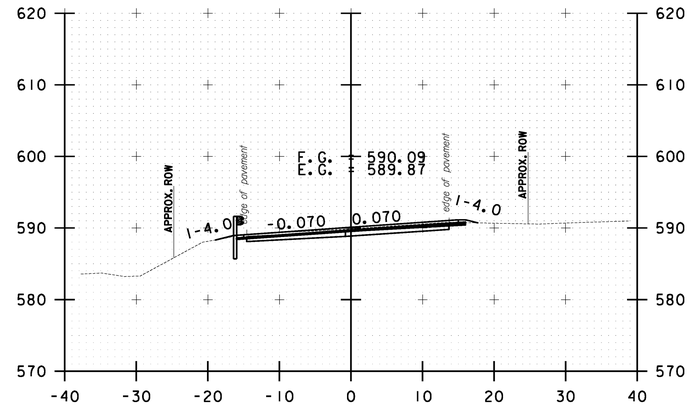
339+50.00



337+00.00



338+00.00



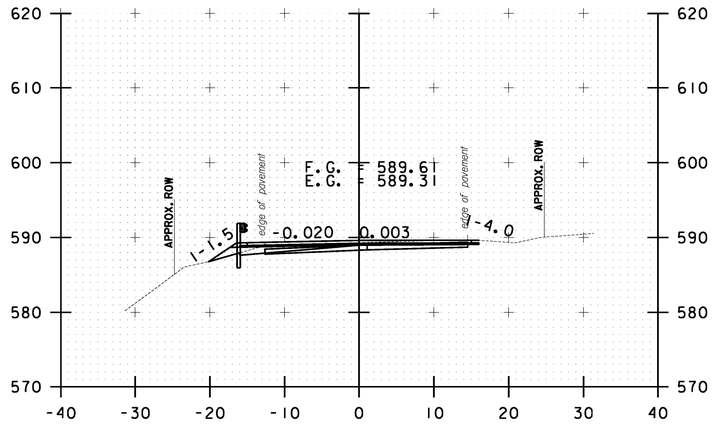
339+00.00

10 0 10
SCALE IN FEET

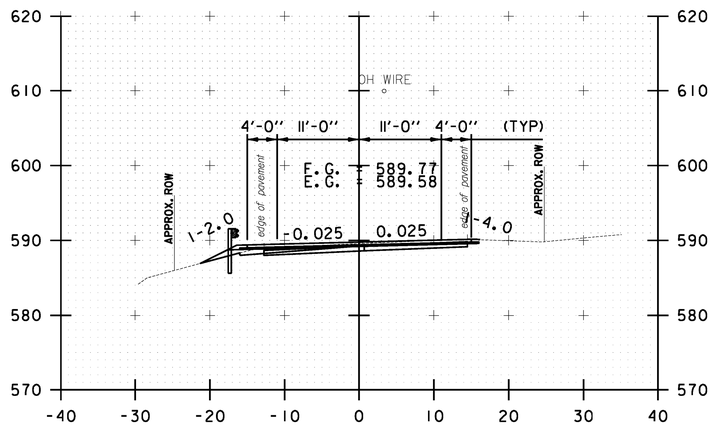
STOCKBRIDGE CROSS SECTION SHEET #107

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_stock_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xsl07.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 320 OF 397

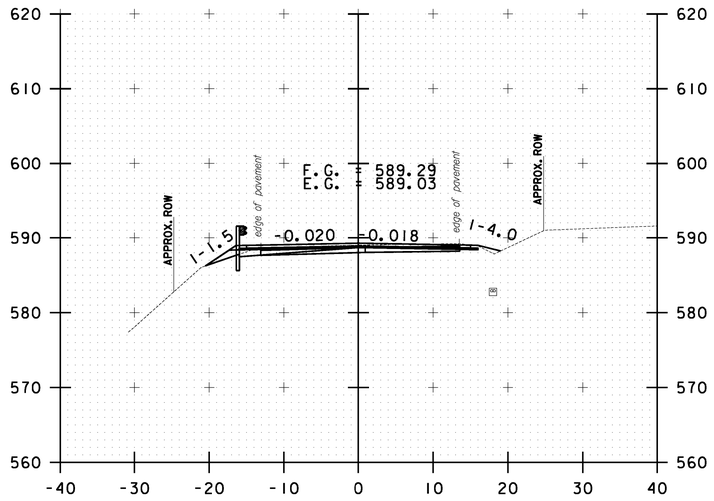
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DATE/TIME = 3/17/2014
USER = 4916



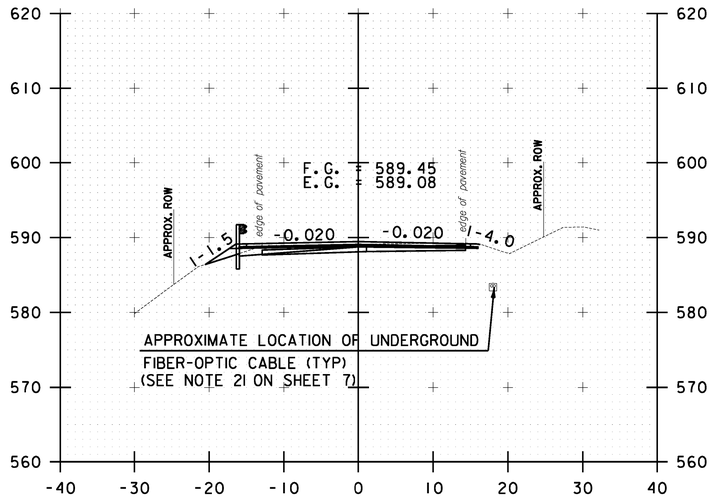
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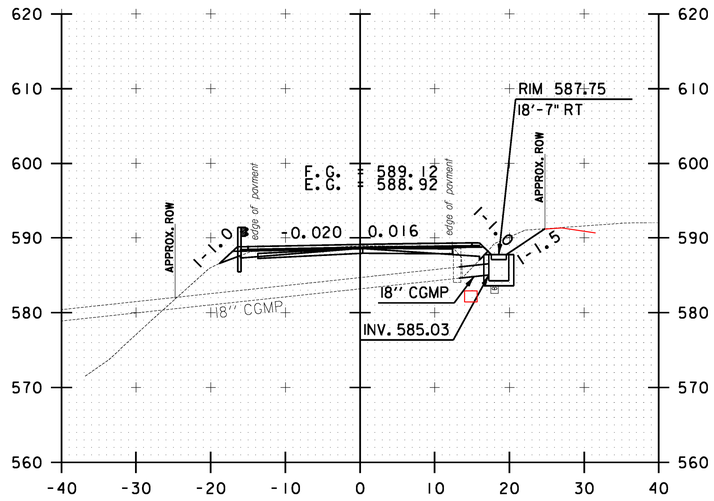
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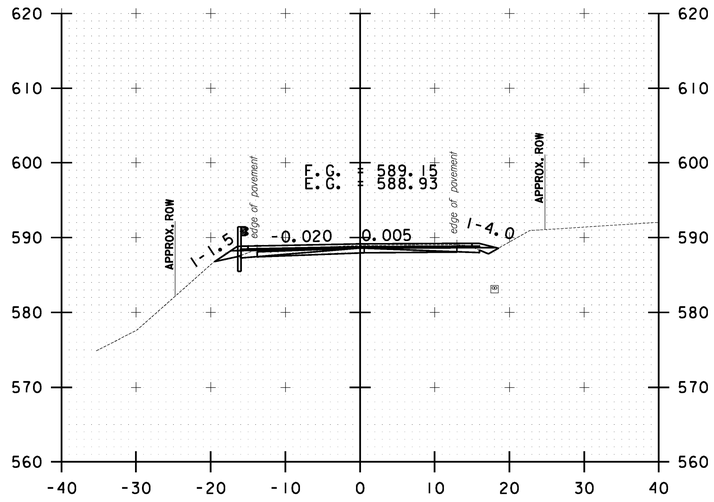
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341+00.00



342+20.50

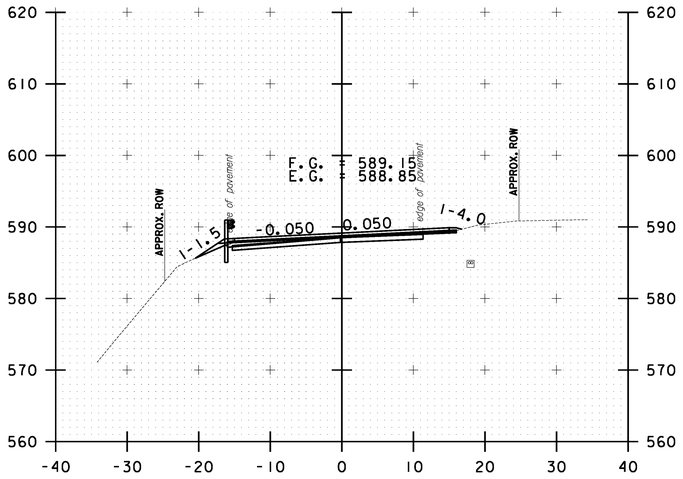


342+00.00

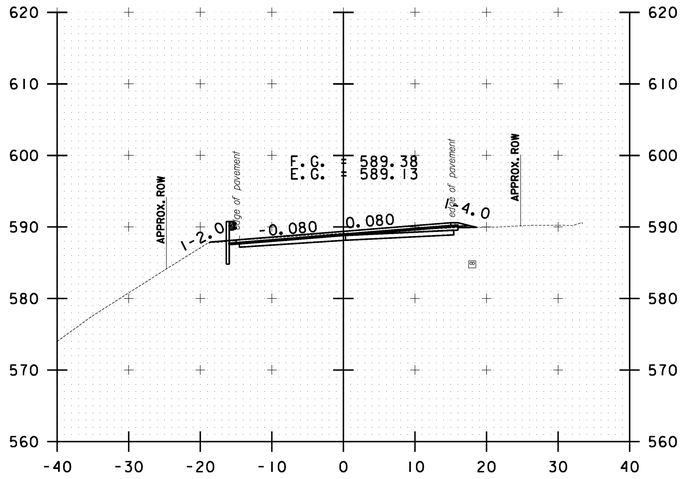
10 0 10
SCALE IN FEET

STOCKBRIDGE CROSS SECTION SHEET #108	PROJECT NAME: STOCKBRIDGE-BETHEL
	PROJECT NUMBER: STP 2910(1)
	FILE NAME: z10b214_stock_xc.dgn — PLOT DATE: 3/17/2014
	PROJECT LEADER: D.E.G. — DRAWN BY: W.G.P.
	DESIGNED BY: L.M.B. — CHECKED BY: J.P.S.
	IPARM FILE: z10b214xs108.i — SHEET 321 OF 397

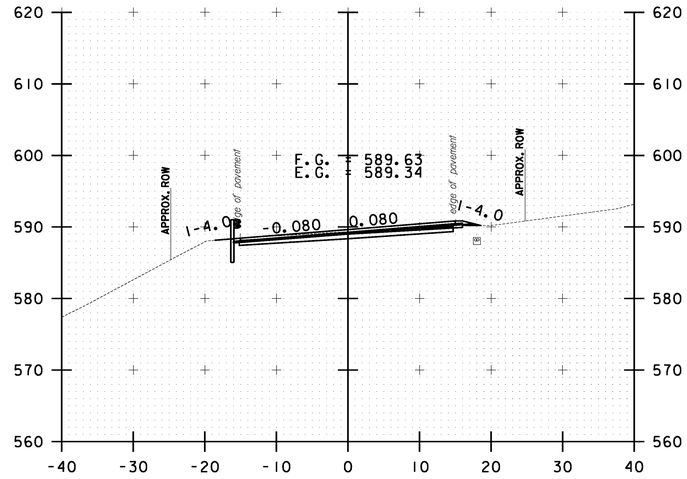
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DATE/TIME = 3/17/2014
USER = 4916



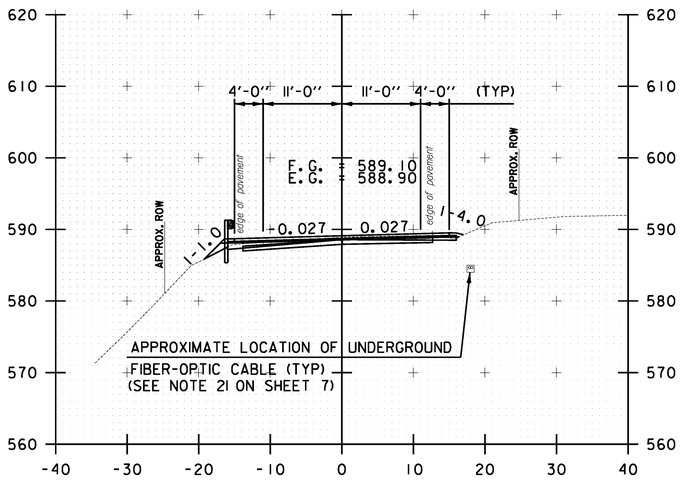
343+00.00



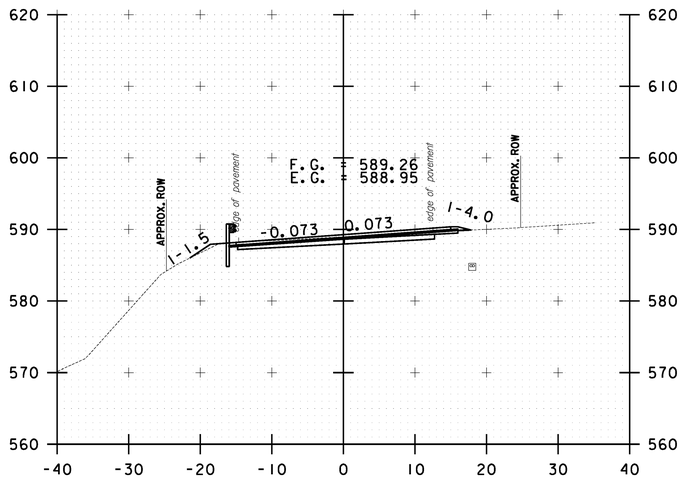
344+00.00



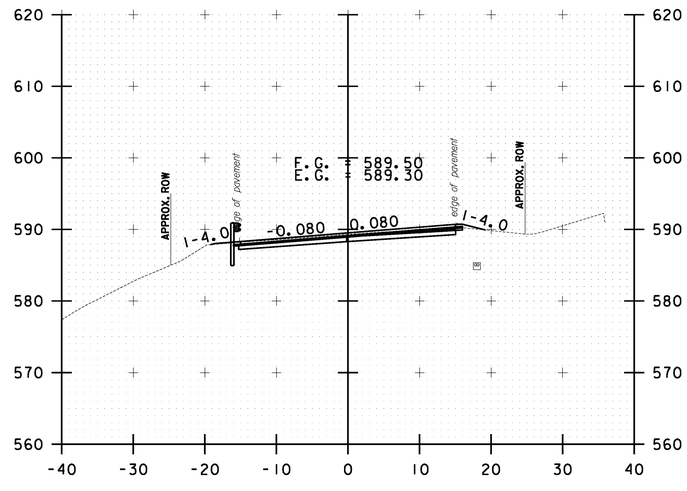
345+00.00



342+50.00



343+50.00



344+50.00

10 0 10
SCALE IN FEET

STOCKBRIDGE CROSS SECTION SHEET #109

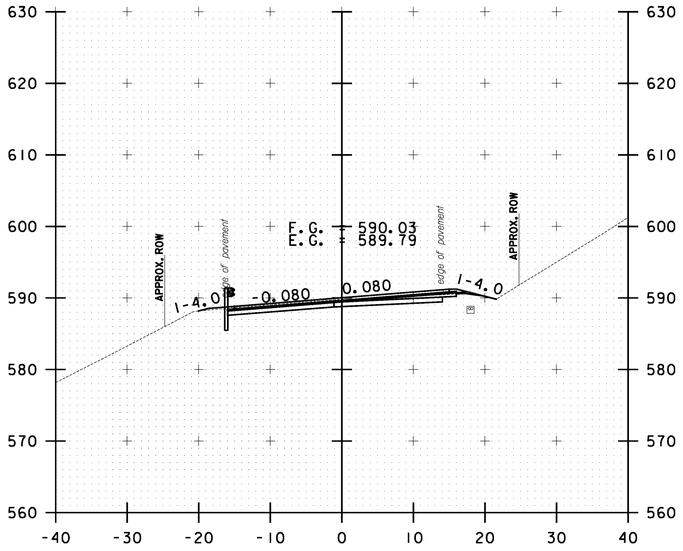
PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

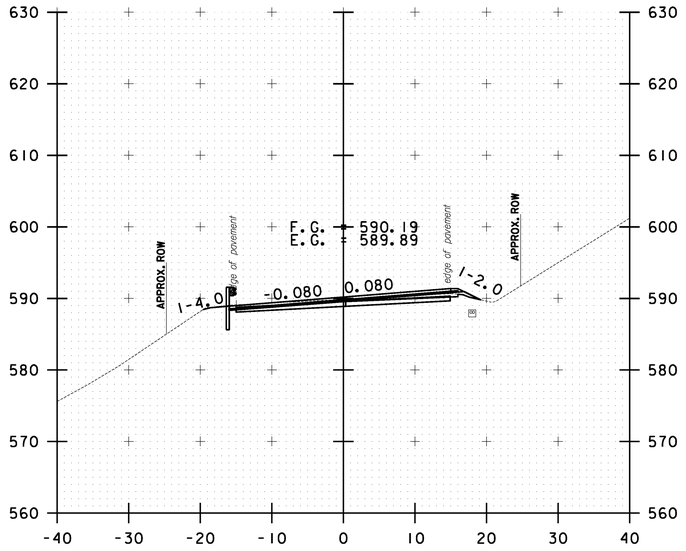
FILE NAME: z10b214_stock_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xsl09.I

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 322 OF 397

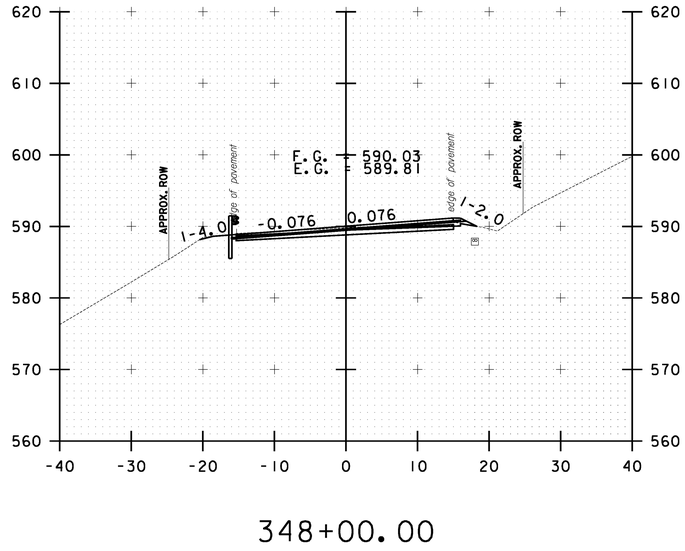
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DATE/TIME = 3/17/2014
USER = 4916



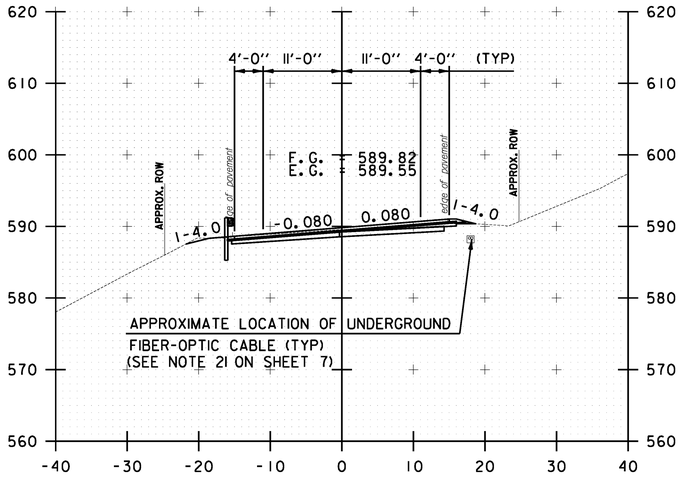
346+00.00



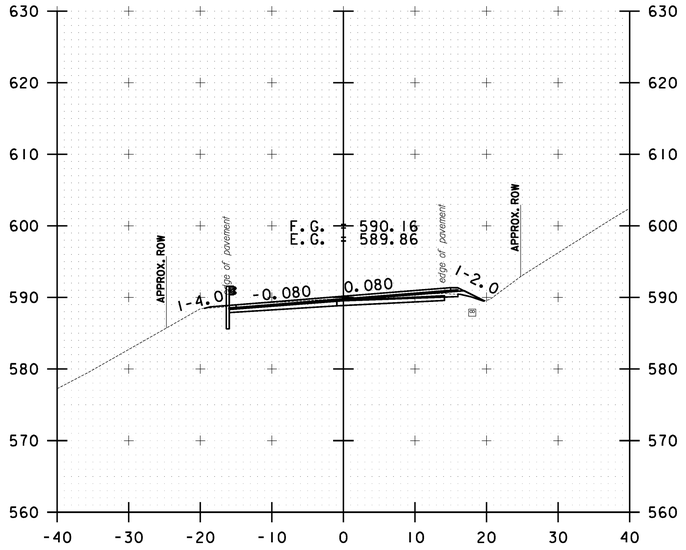
347+00.00



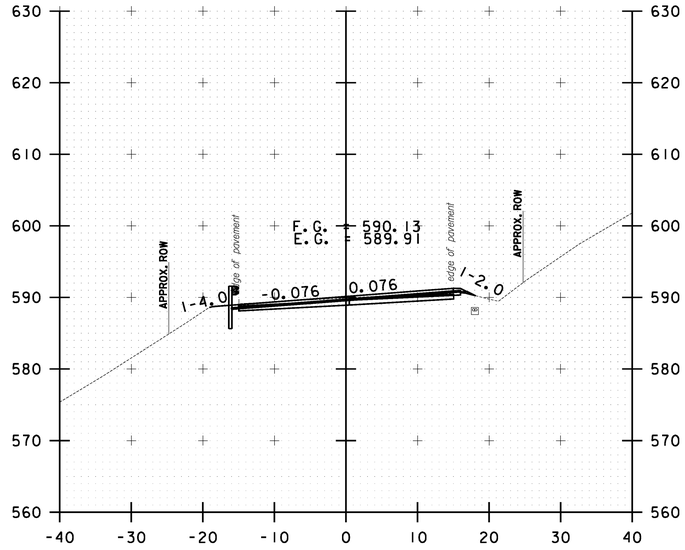
348+00.00



345+50.00



346+50.00



347+50.00

10 0 10
SCALE IN FEET

STOCKBRIDGE CROSS SECTION SHEET #110

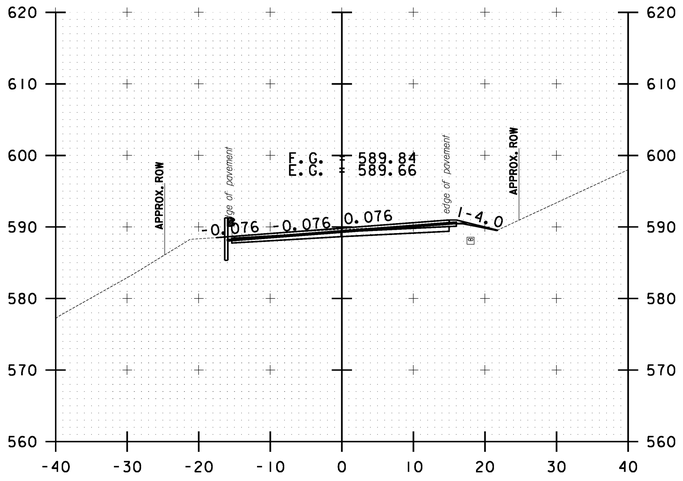
PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

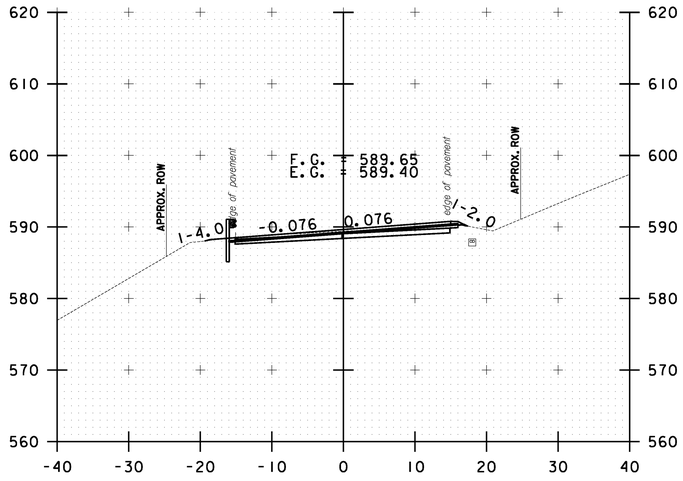
FILE NAME: z10b214_stock_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xsl10.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 323 OF 397

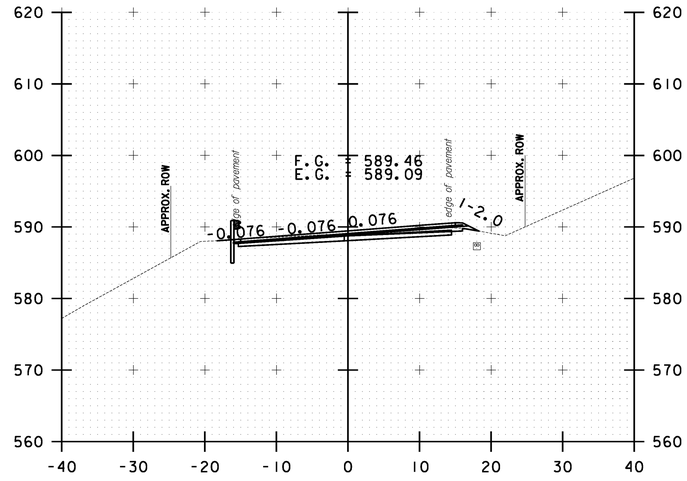
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DATE/TIME = 3/17/2014
USER = 4916



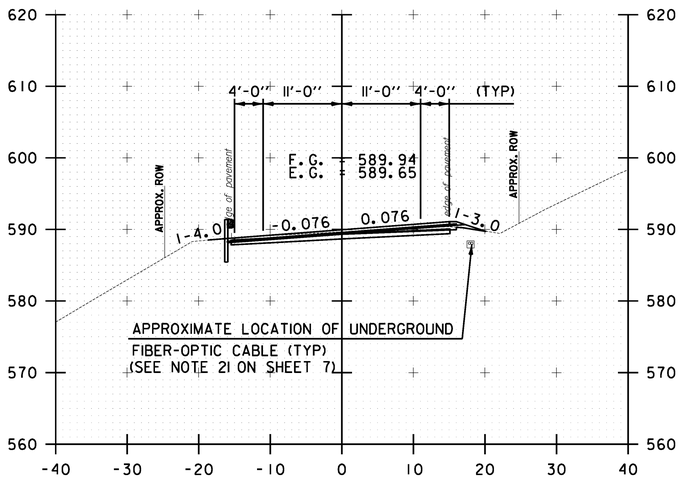
349+00.00



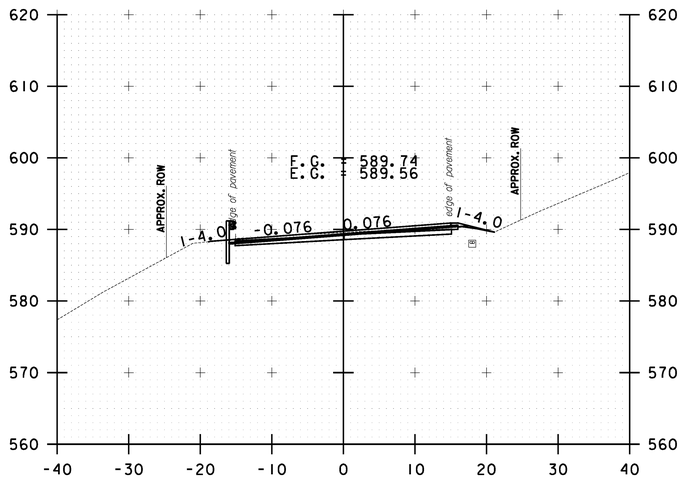
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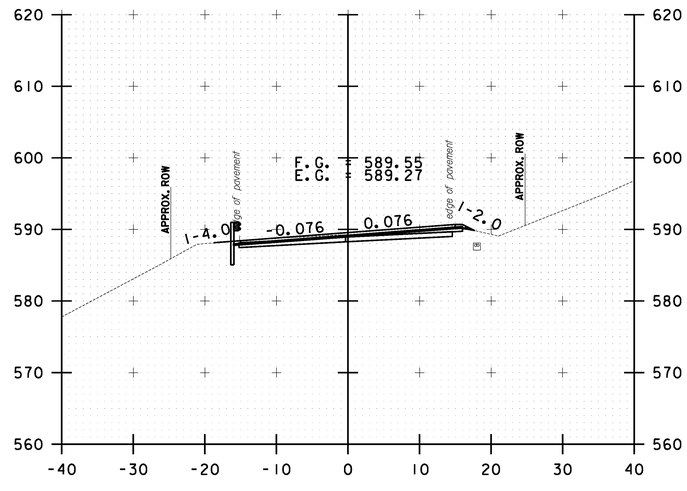
351+00.00



348+50.00



349+50.00



350+50.00

10 0 10
SCALE IN FEET

STOCKBRIDGE CROSS SECTION SHEET #111

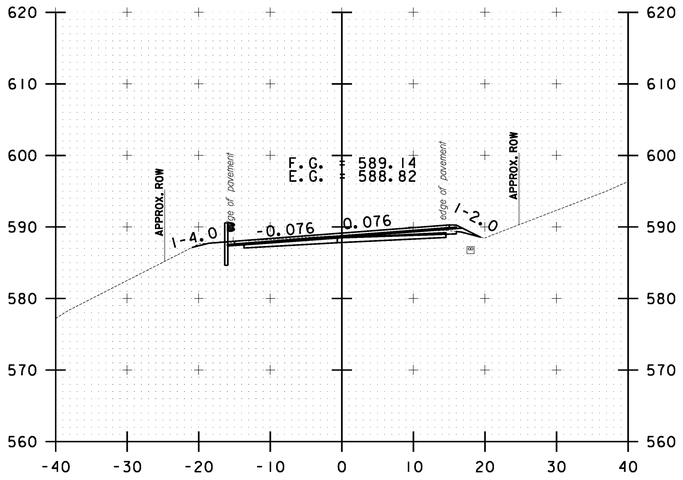
PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

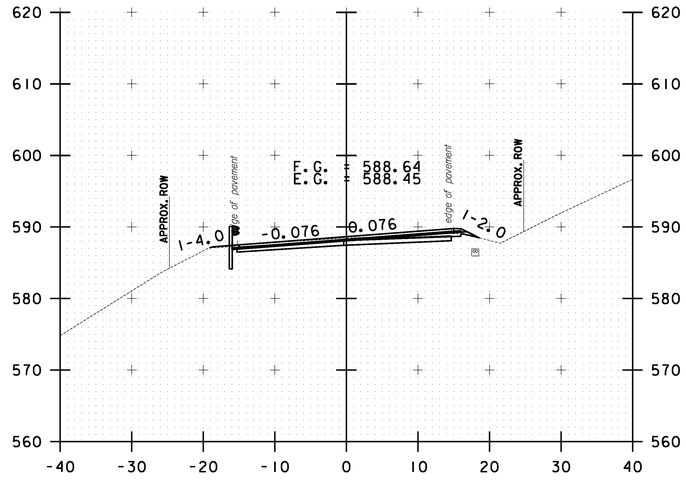
FILE NAME: z10b214_stock_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xsIII.I

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 324 OF 397

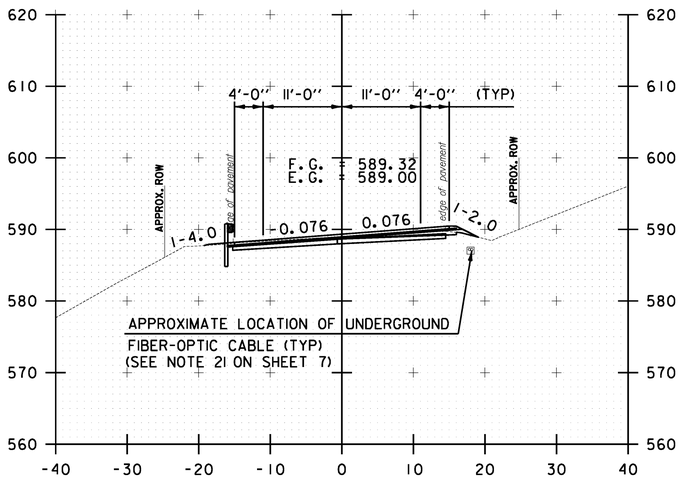
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DATE/TIME = 3/17/2014
USER = 4916



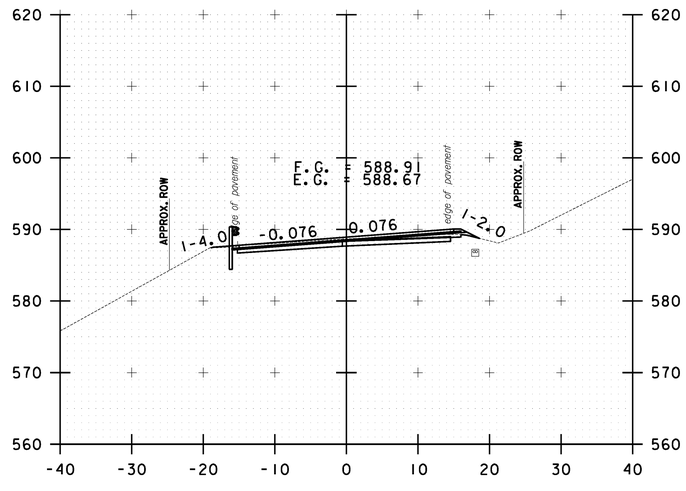
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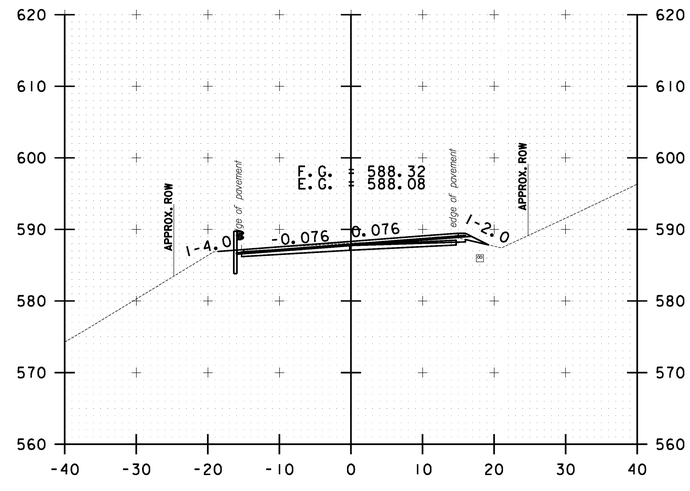
353+00.00



351+50.00



352+50.00



353+50.00

10 0 10
SCALE IN FEET

STOCKBRIDGE CROSS SECTION SHEET #112

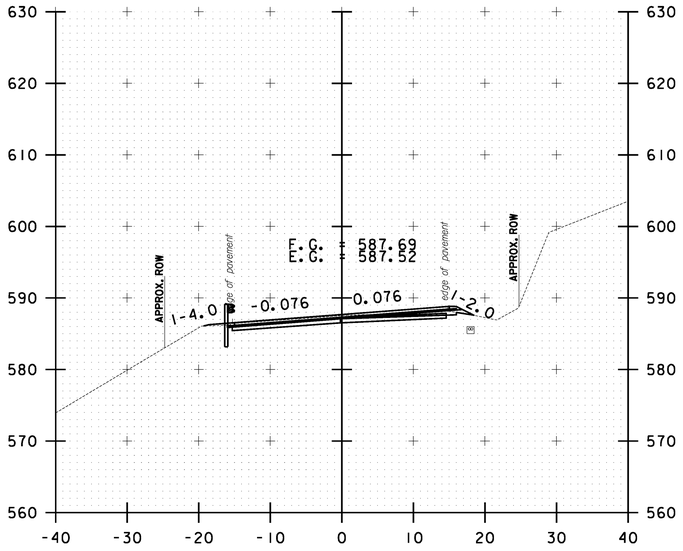
PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

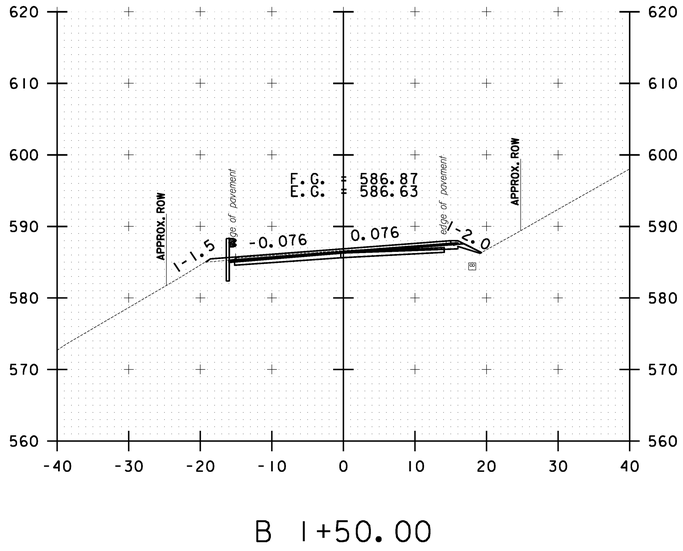
FILE NAME: z10b214_stock_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xsl12.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 325 OF 397

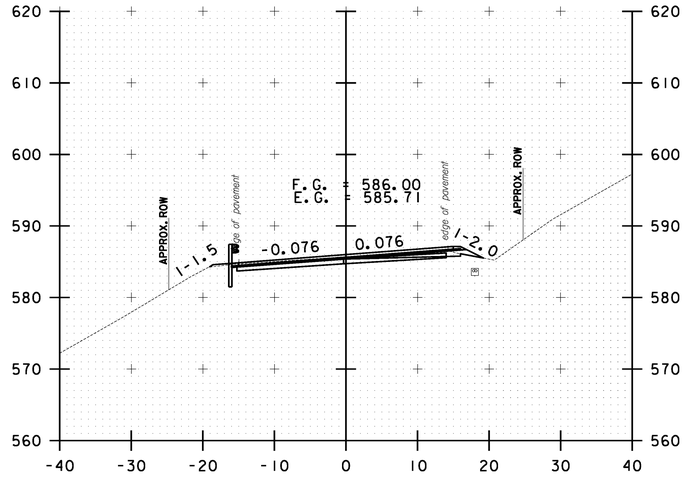
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DATE/TIME = 3/17/2014
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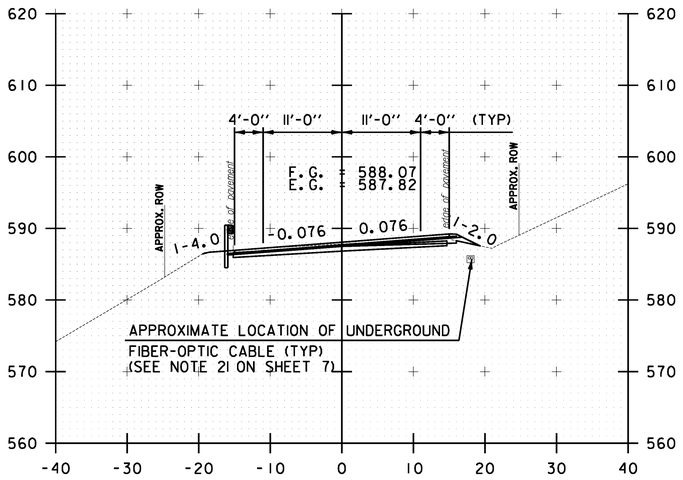
B 0+50.00



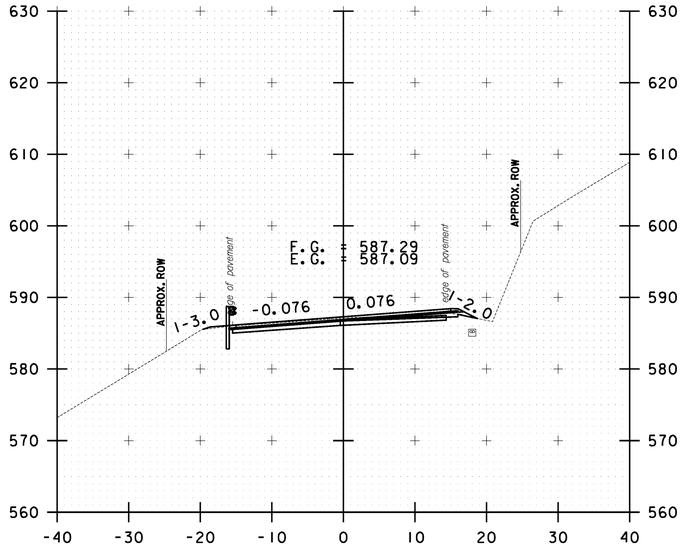
B 1+50.00



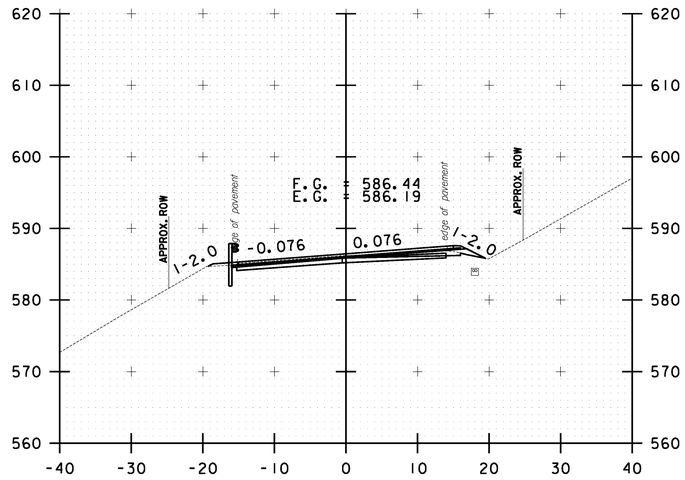
B 2+50.00



B 0+00.00



B 1+00.00



B 2+00.00

10 0 10
SCALE IN FEET

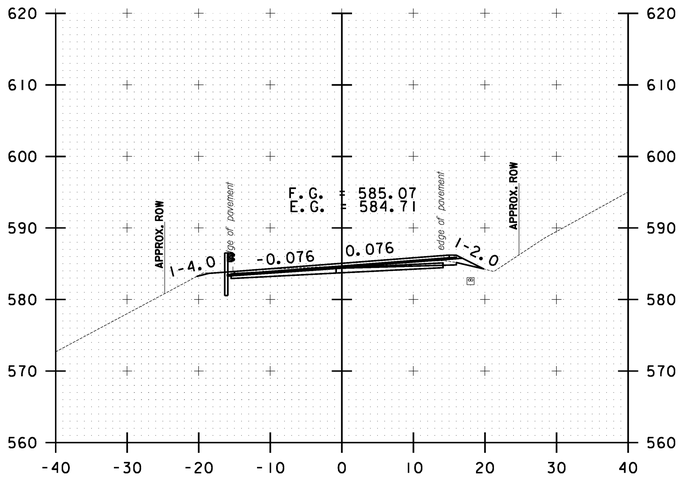
BETHEL CROSS SECTION SHEET #1

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)

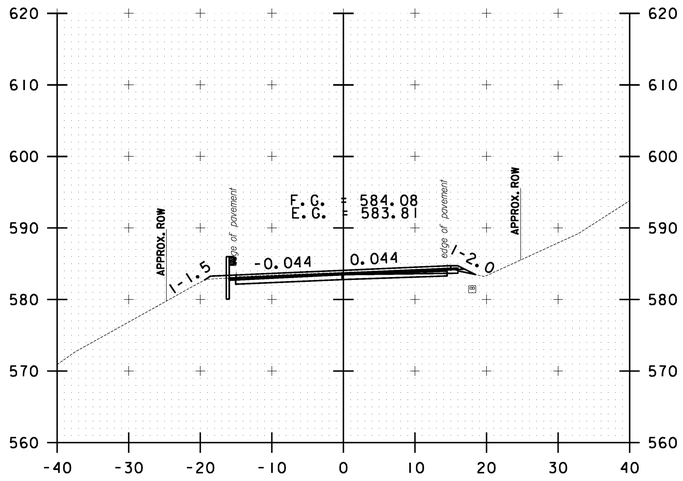
FILE NAME: z10b214_bethel_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xsll3.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 326 OF 397

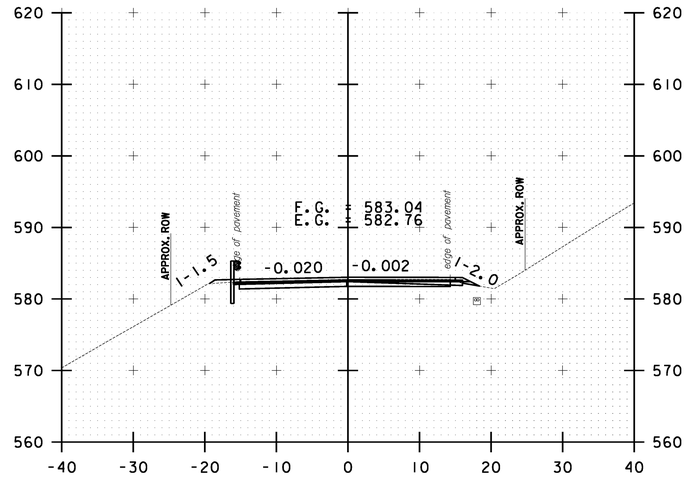
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DATE/TIME = 3/17/2014
USER = 4916



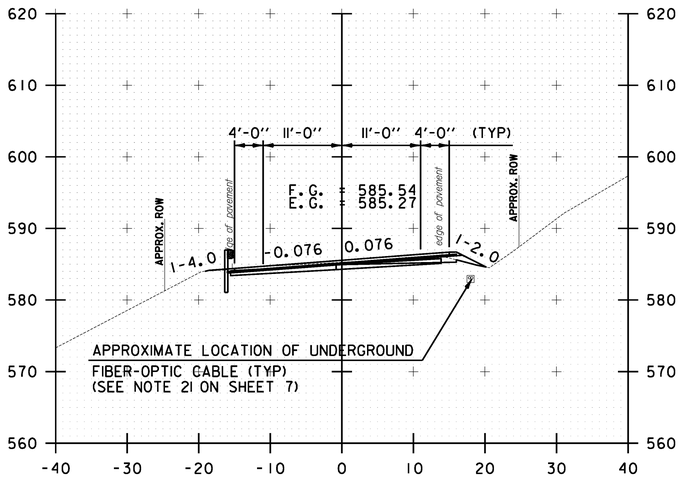
B 3+50.00



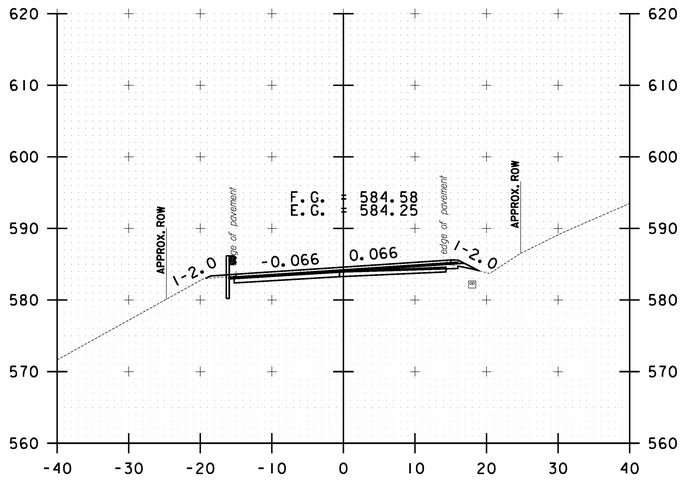
B 4+50.00



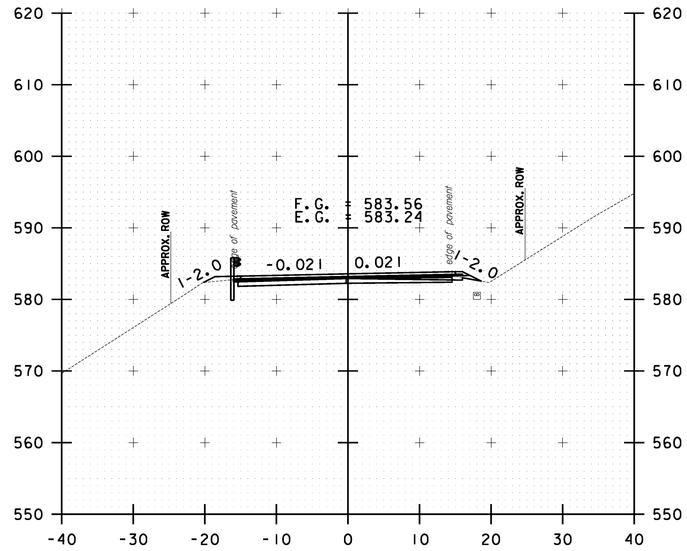
B 5+50.00



B 3+00.00



B 4+00.00



B 5+00.00

10 0 10
SCALE IN FEET

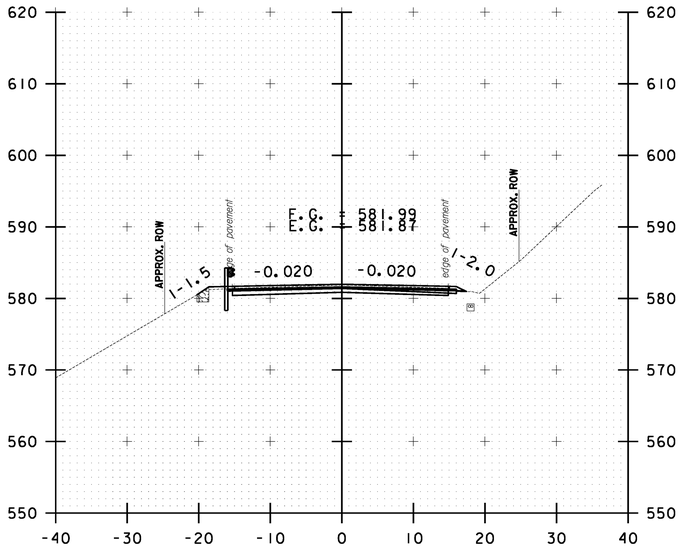
BETHEL CROSS SECTION SHEET #2

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)

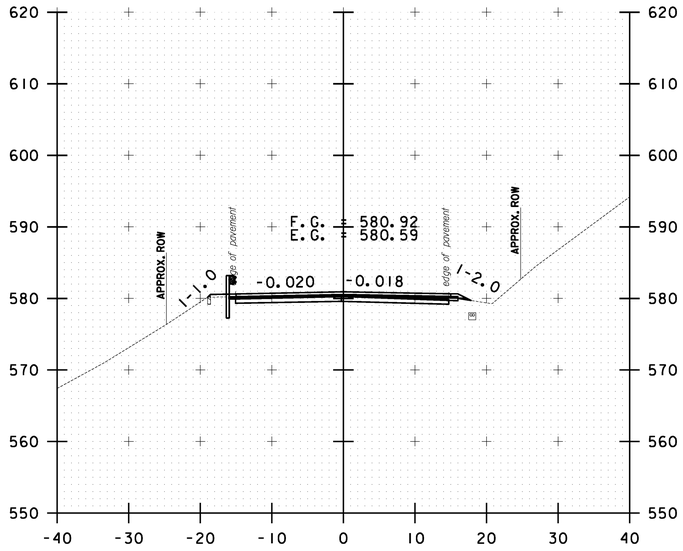
FILE NAME: z10b214_bethel_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xsll4.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 327 OF 397

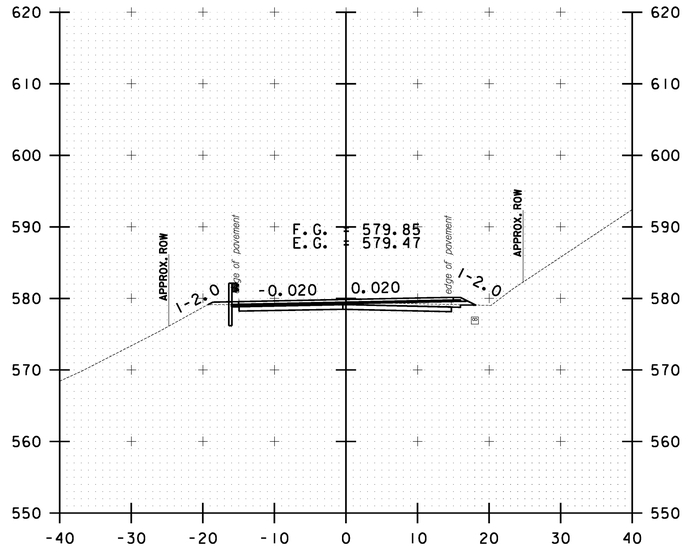
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DATE/TIME = 3/17/2014
USER = 4916



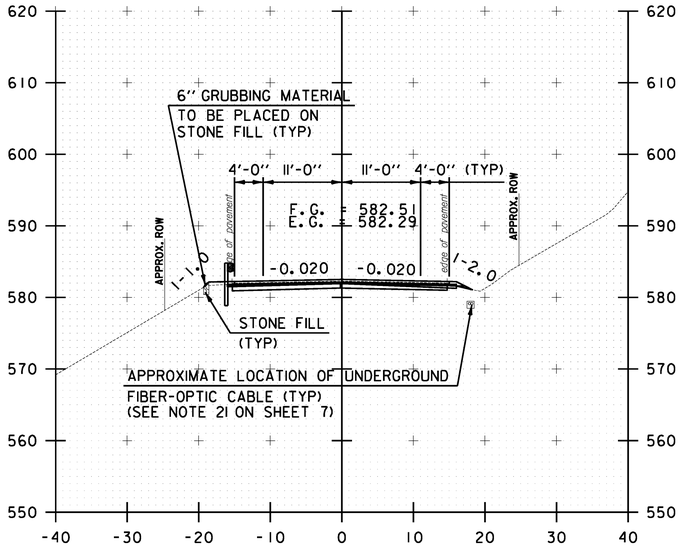
B 6+50.00



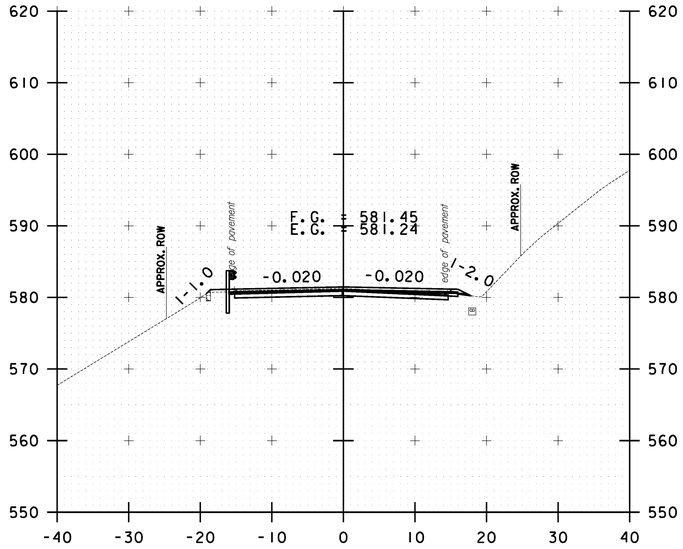
B 7+50.00



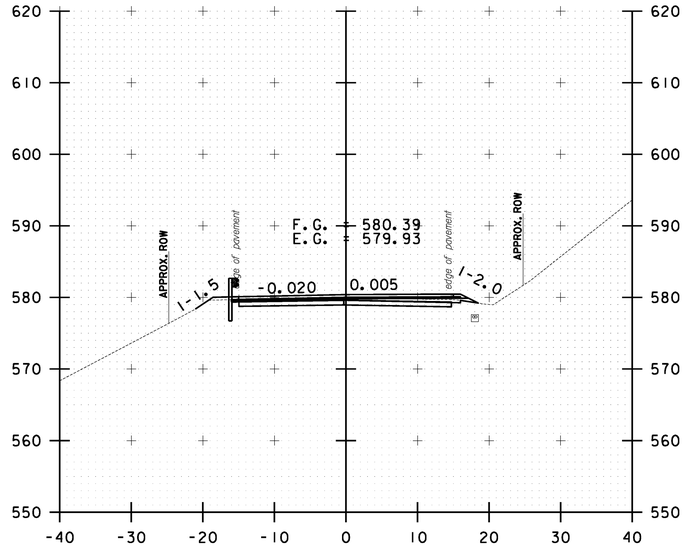
B 8+50.00



B 6+00.00



B 7+00.00



B 8+00.00

10 0 10
SCALE IN FEET

BETHEL CROSS SECTION SHEET #3

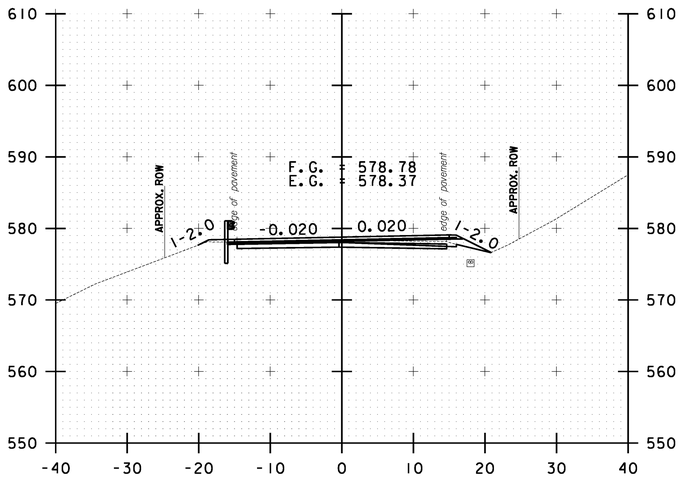
PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

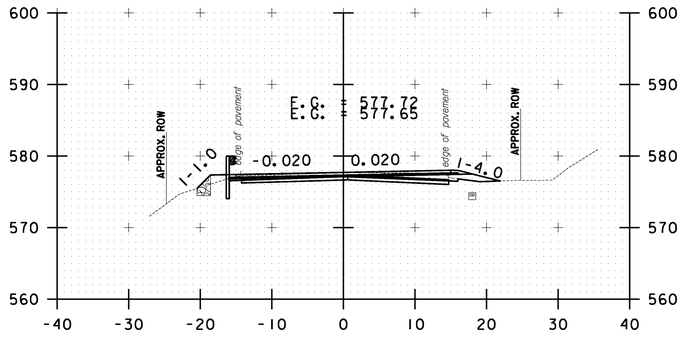
FILE NAME: z10b214_bethel_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xsll5.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 328 OF 397

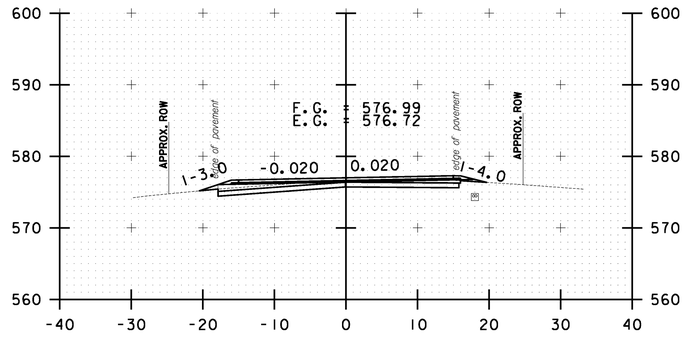
FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_bethel_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



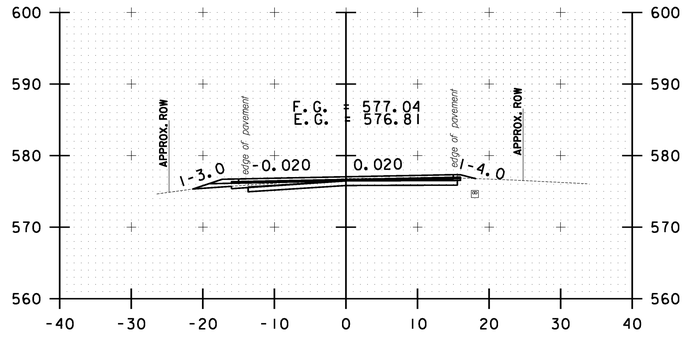
B 9+50.00



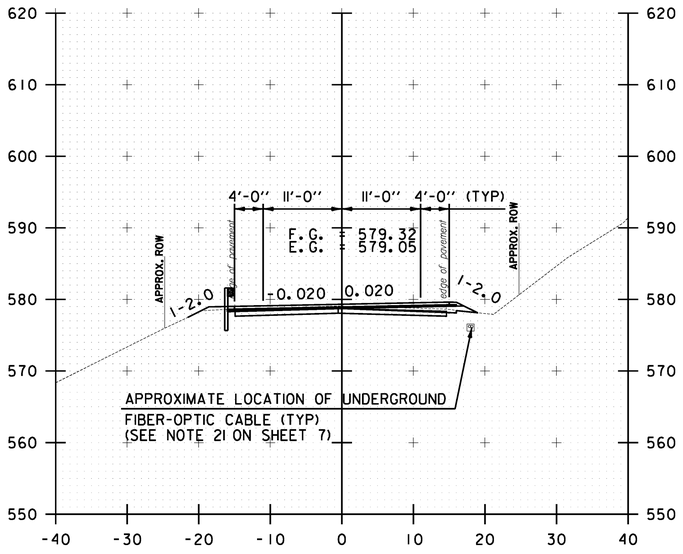
B 10+50.00



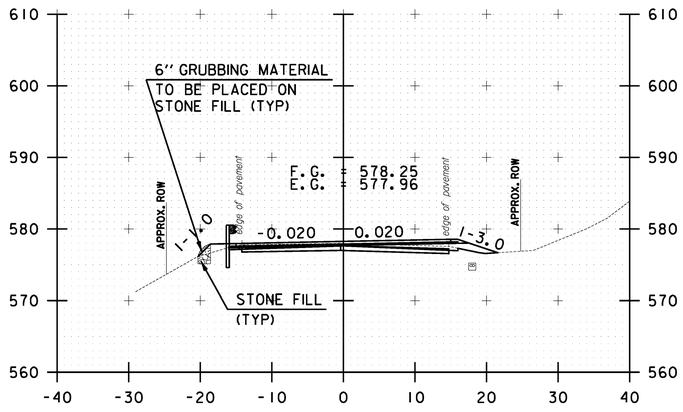
B 12+00.00



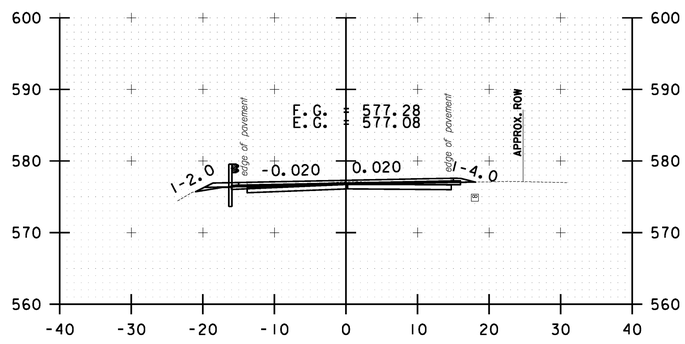
B 11+50.00



B 9+00.00



B 10+00.00



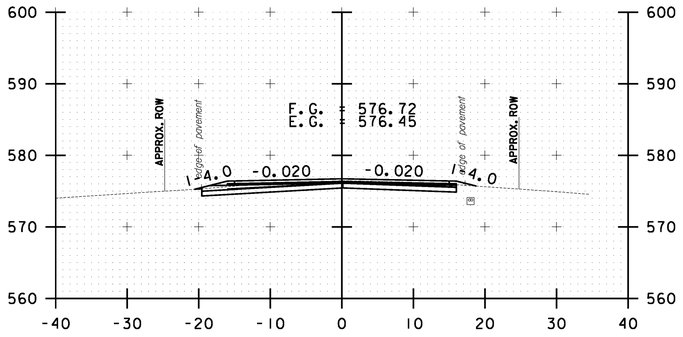
B 11+00.00

10 0 10
SCALE IN FEET

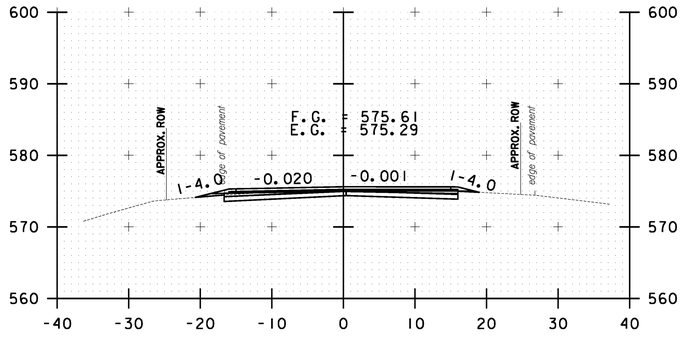
BETHEL CROSS SECTION SHEET #4

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(11)
FILE NAME: z10b214_bethel_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xsll6.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 329 OF 397

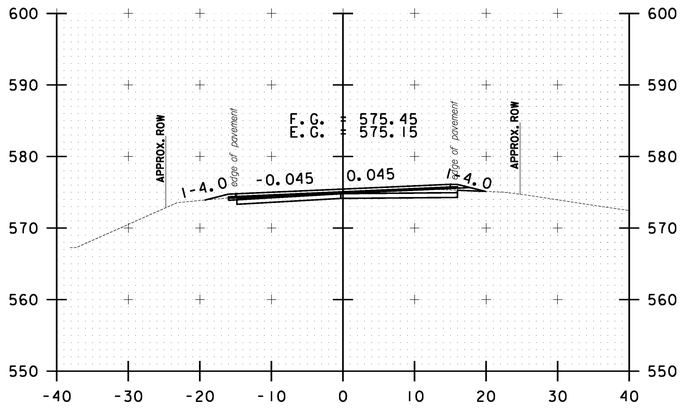
FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_bethel_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



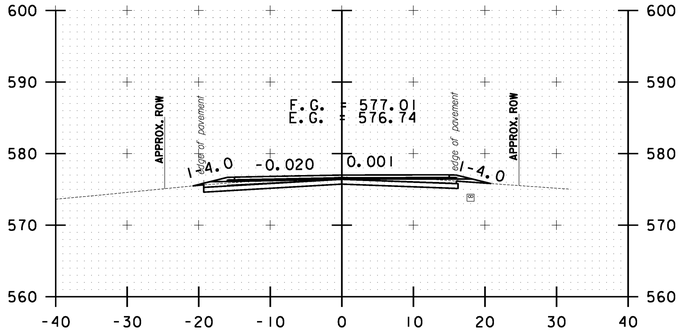
B 13+50.00



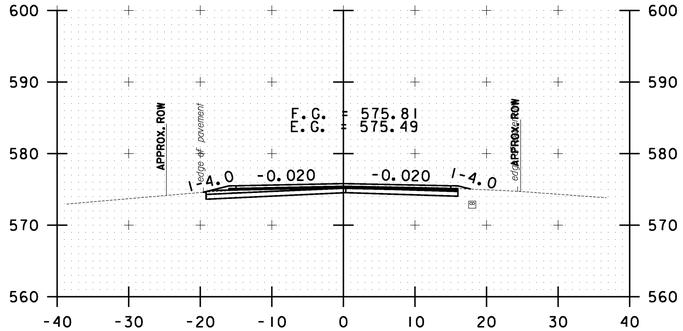
B 15+00.00



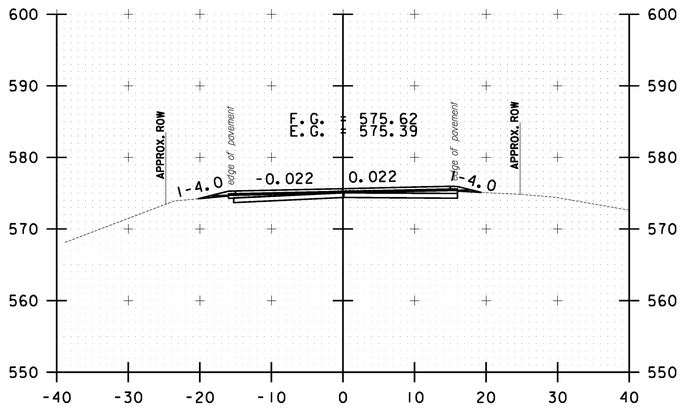
B 16+00.00



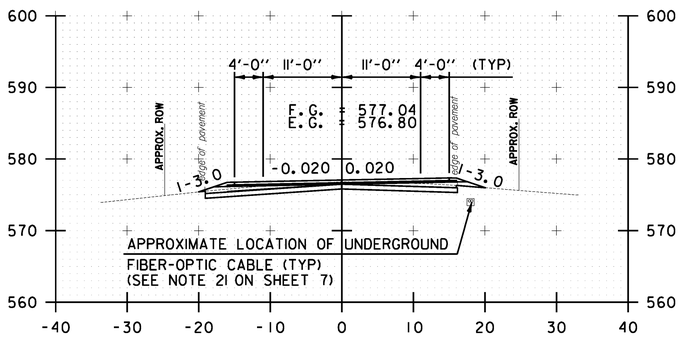
B 13+00.00



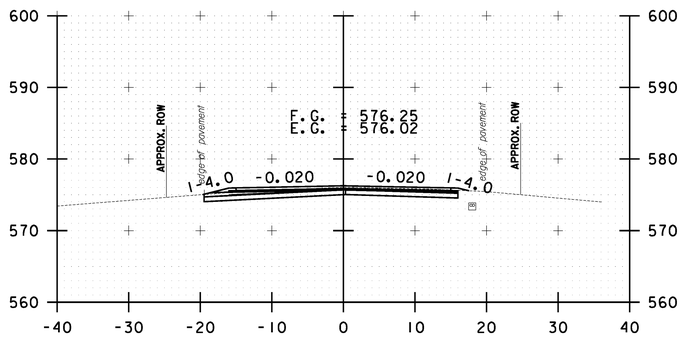
B 14+50.00



B 15+50.00



B 12+50.00



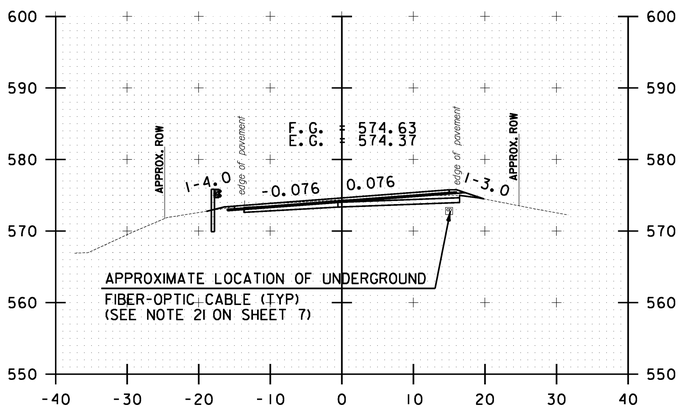
B 14+00.00

10 0 10
SCALE IN FEET

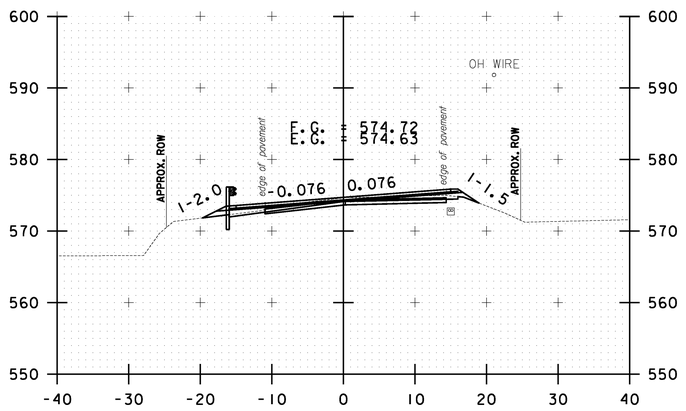
BETHEL CROSS SECTION SHEET #5

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(11)
FILE NAME: z10b214_bethel_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xsll7.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 330 OF 397

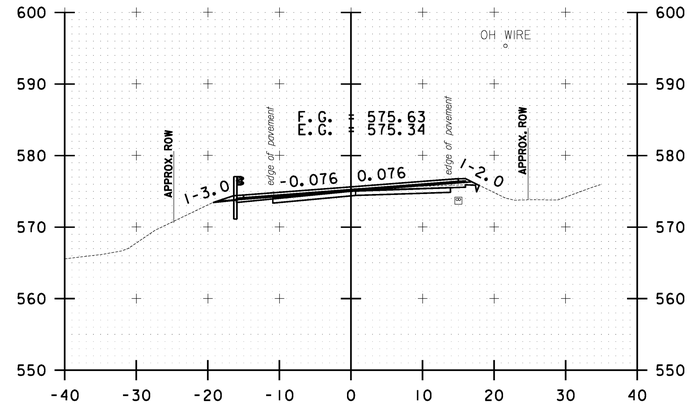
FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_bethel_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



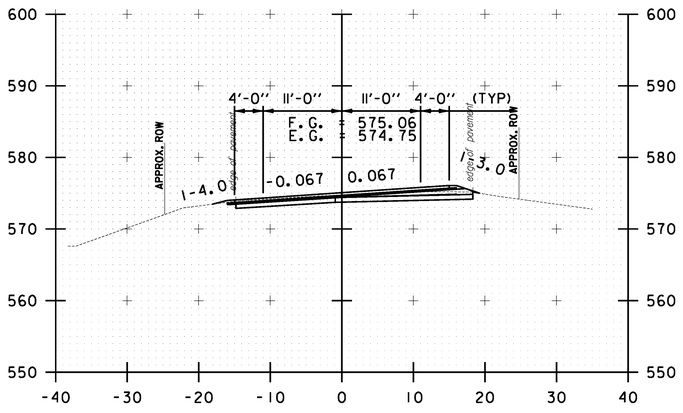
B 17+00.00



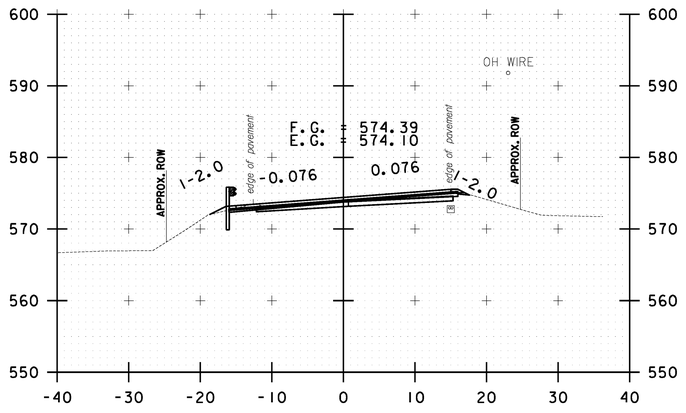
B 18+00.00



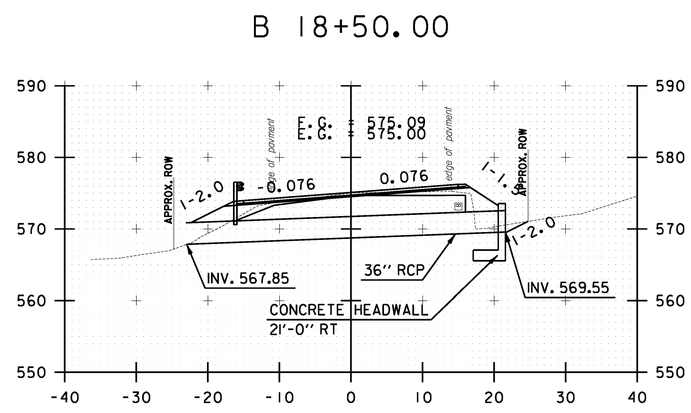
B 18+50.00



B 16+50.00



B 17+50.00



B 18+24.60

10 0 10
SCALE IN FEET

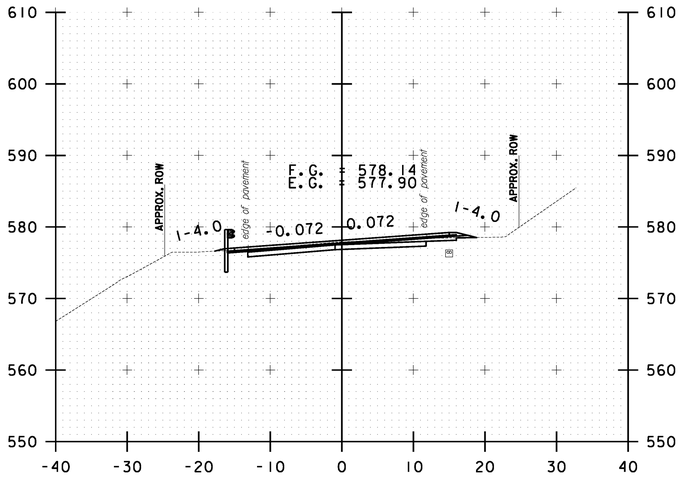
BETHEL CROSS SECTION SHEET #6

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)

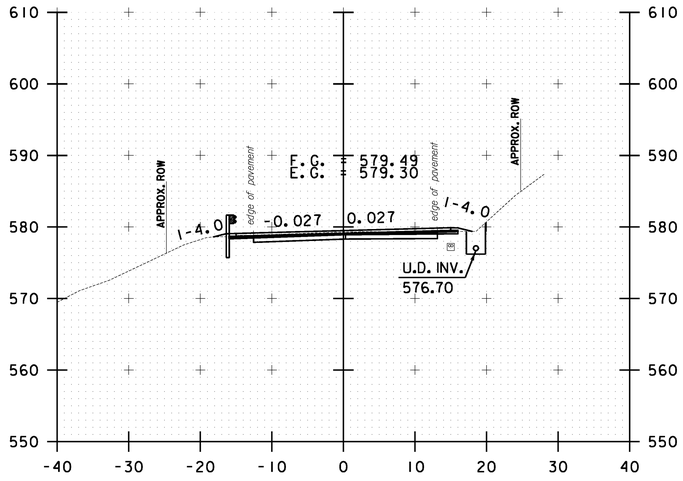
FILE NAME: z10b214_bethel_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xsll8.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 331 OF 397

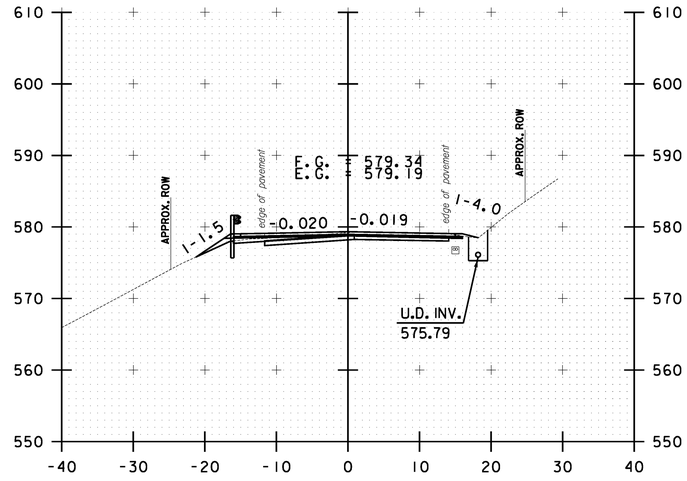
FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_bethel_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



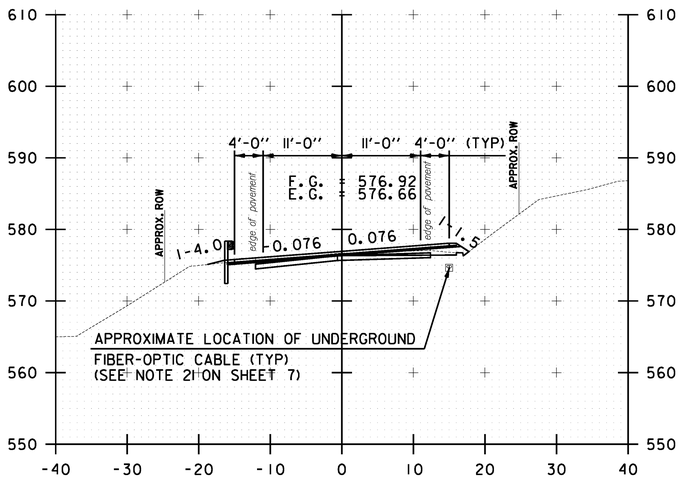
B 19+50.00



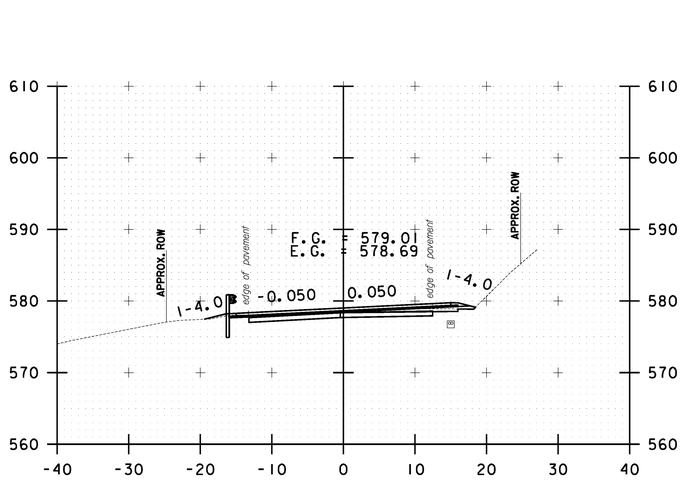
B 20+50.00



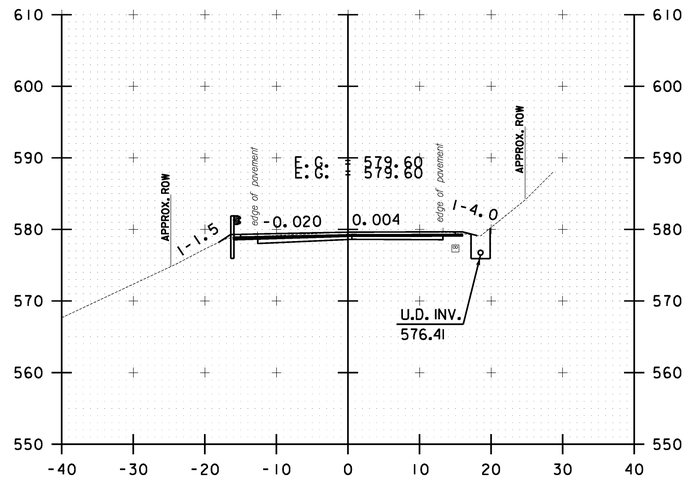
B 21+50.00



B 19+00.00



B 20+00.00



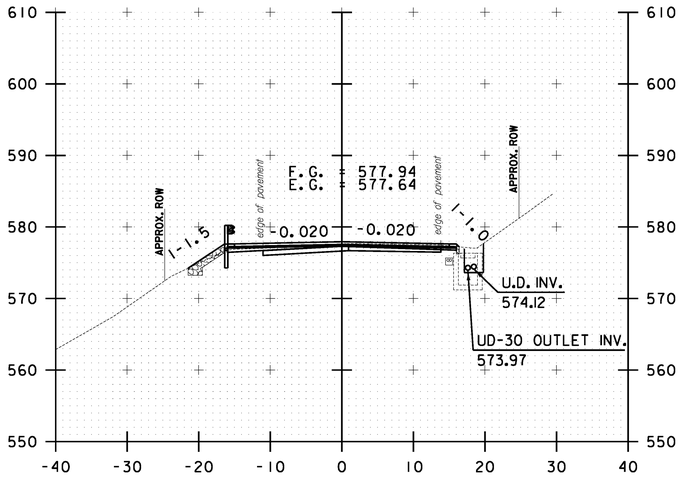
B 21+00.00

10 0 10
SCALE IN FEET

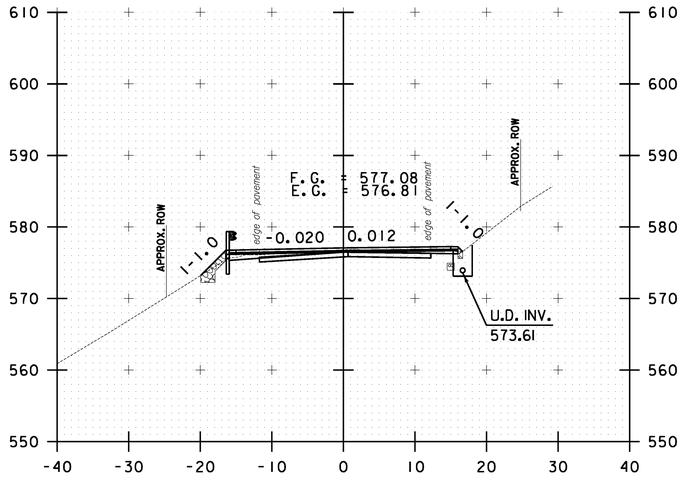
BETHEL CROSS SECTION SHEET #7

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_bethel_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xsll9.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 332 OF 397

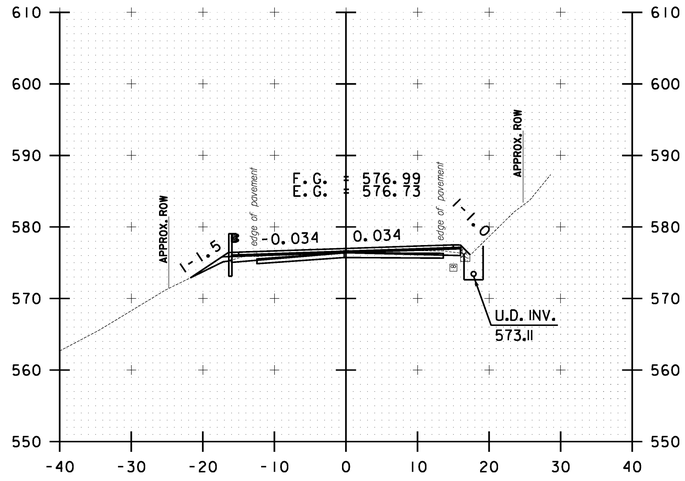
FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_bethel_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



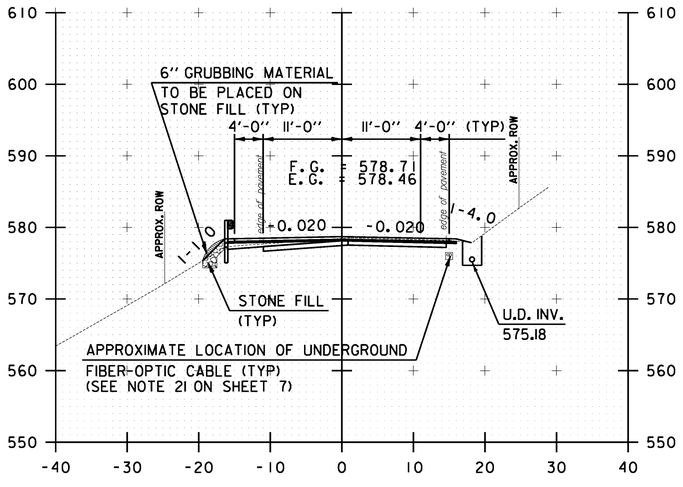
B 22+50.00



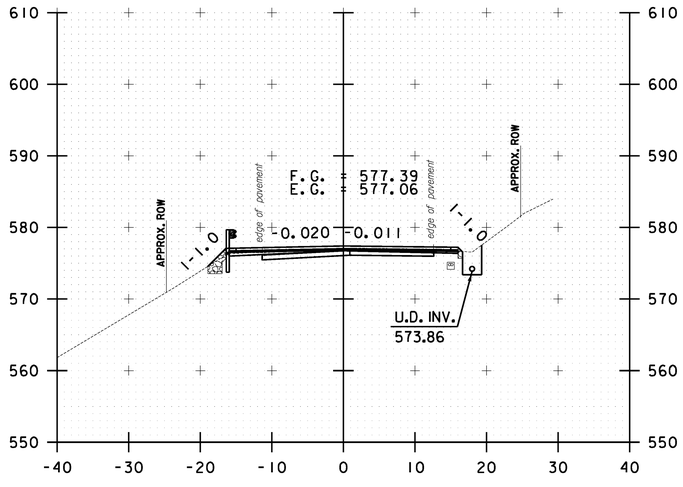
B 23+50.00



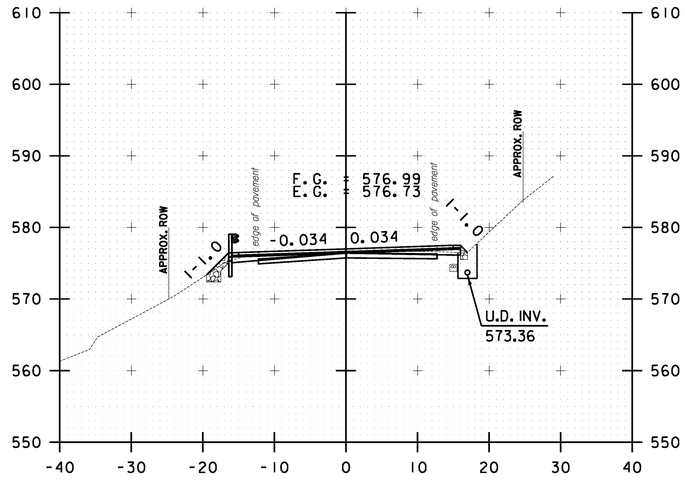
B 24+50.00



B 22+00.00



B 23+00.00



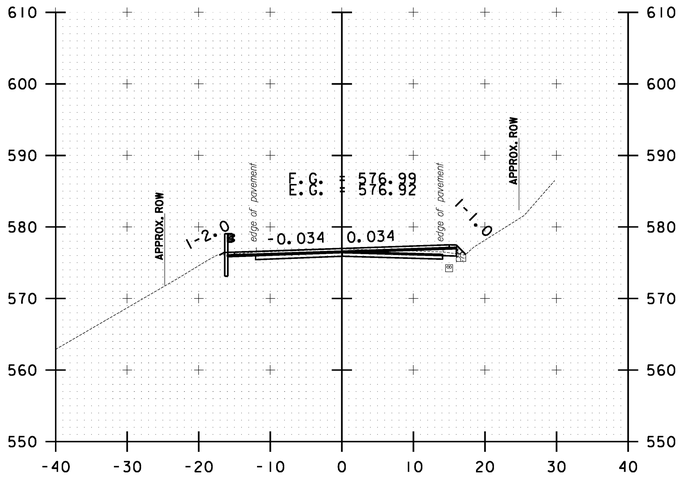
B 24+00.00

10 0 10
SCALE IN FEET

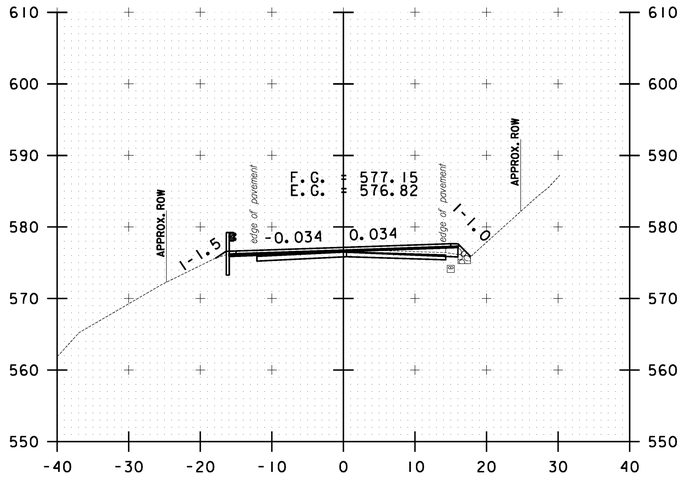
BETHEL CROSS SECTION SHEET #8

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_bethel_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xsl20.1
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 333 OF 397

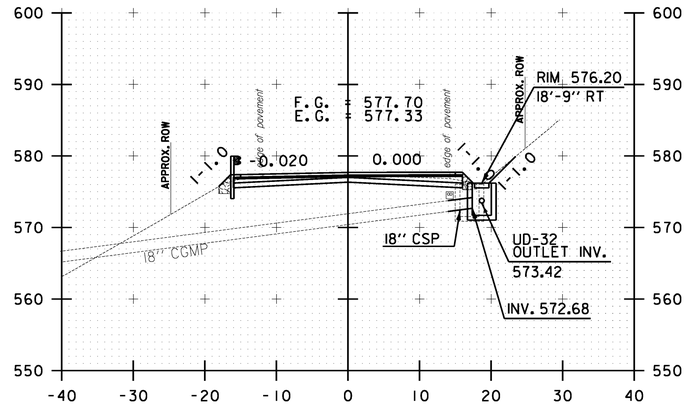
FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_bethel_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



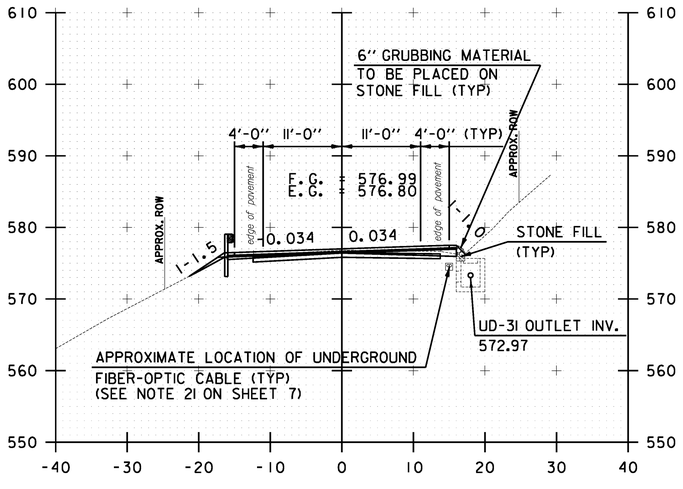
B 25+50.00



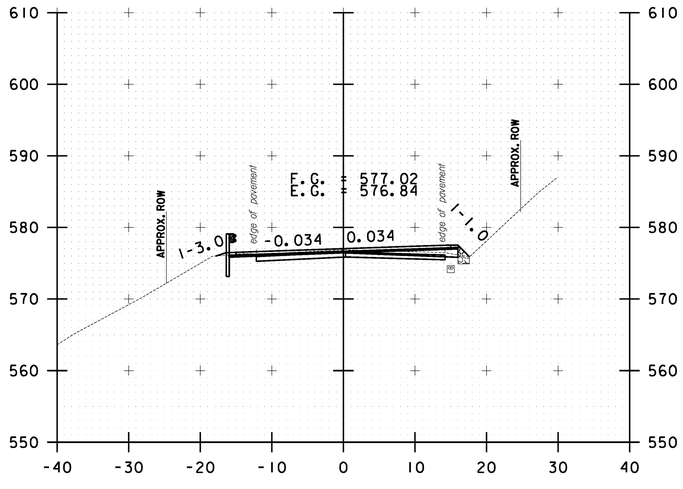
B 26+50.00



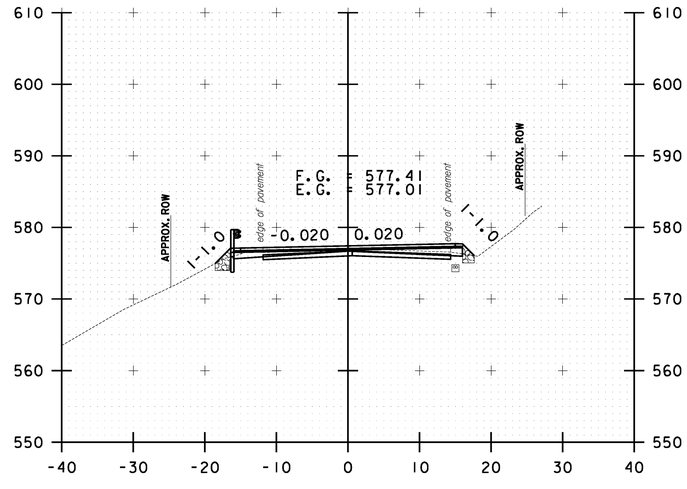
B 27+40.10



B 25+00.00



B 26+00.00



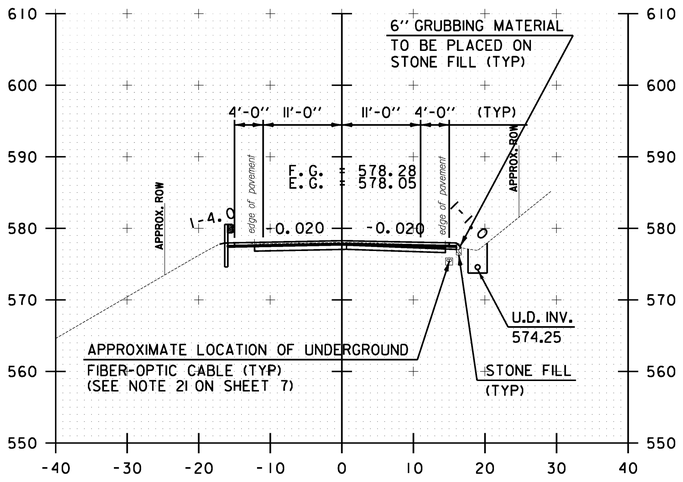
B 27+00.00

10 0 10
SCALE IN FEET

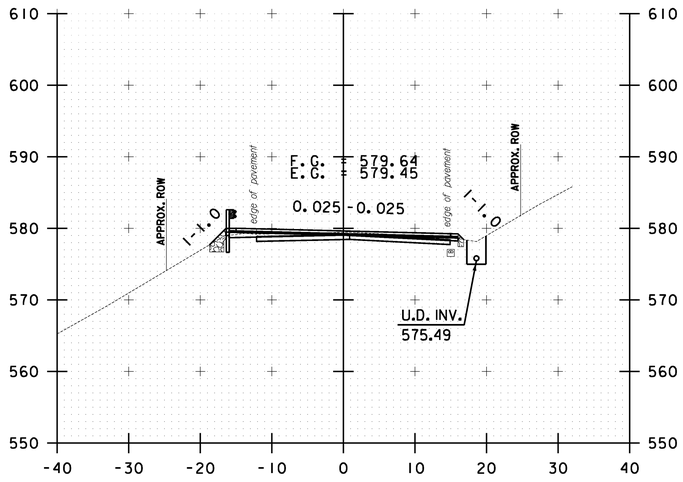
BETHEL CROSS SECTION SHEET #9

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_bethel_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xs121.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 334 OF 397

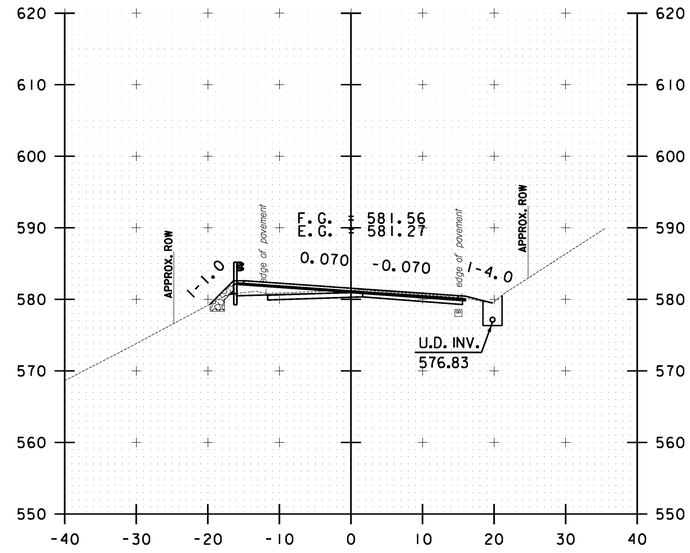
FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_bethel_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



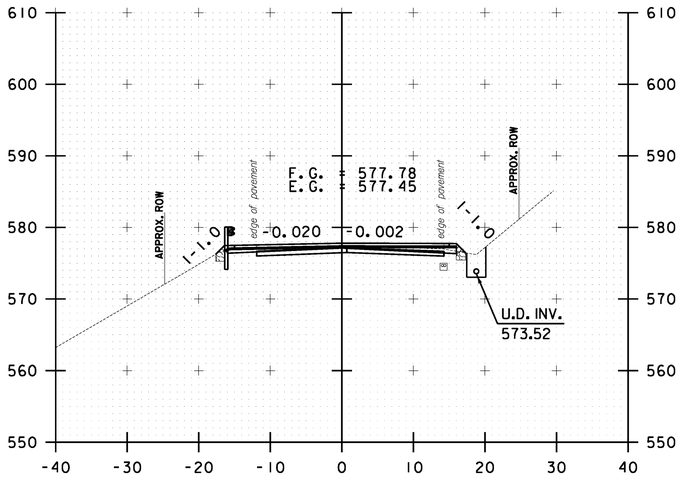
B 28+00.00



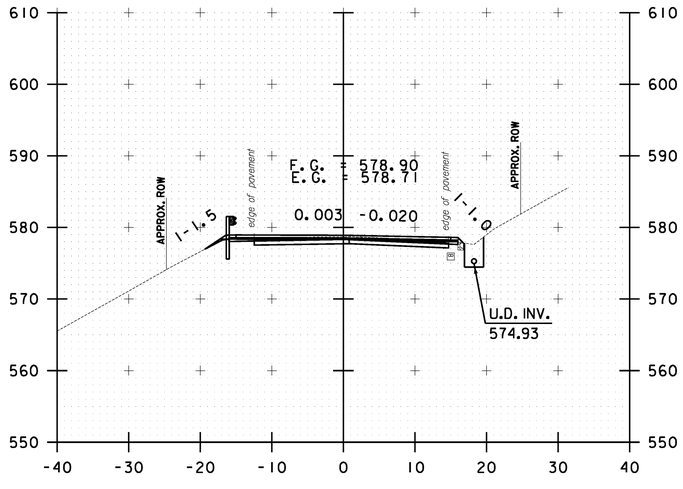
B 29+00.00



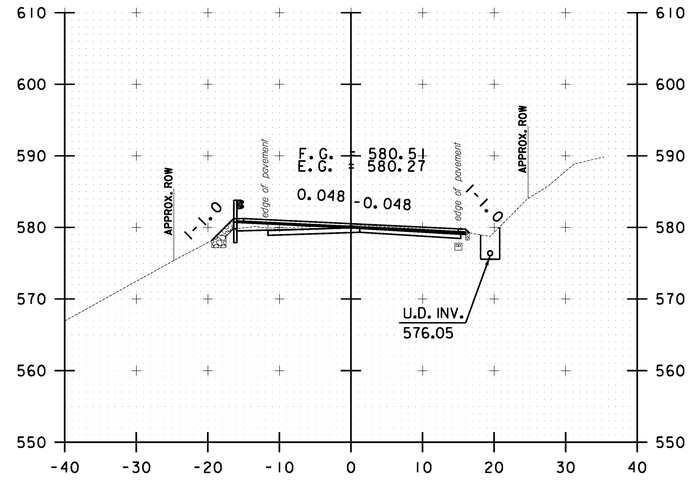
B 30+00.00



B 27+50.00



B 28+50.00



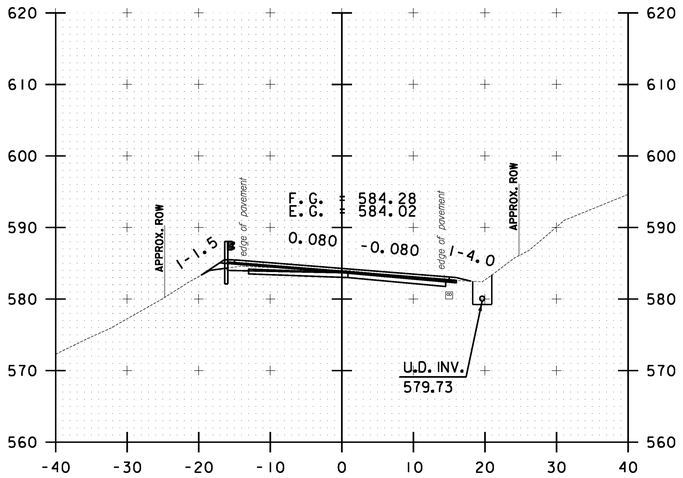
B 29+50.00

10 0 10
SCALE IN FEET

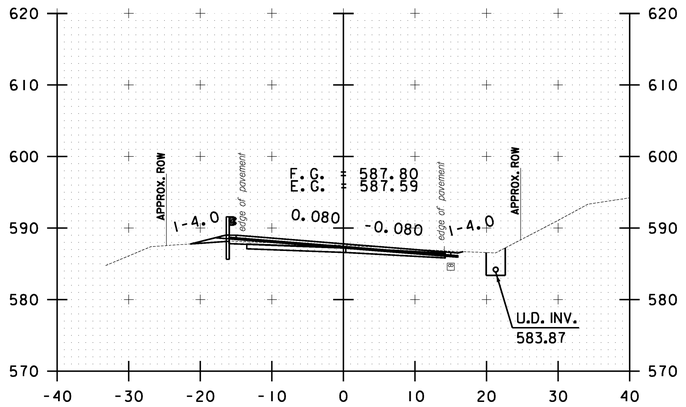
BETHEL CROSS SECTION SHEET #10

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_bethel_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xsl22.1
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 335 OF 397

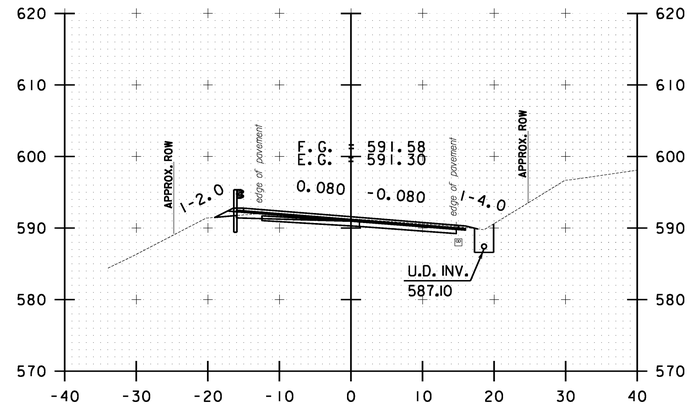
FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_bethel_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



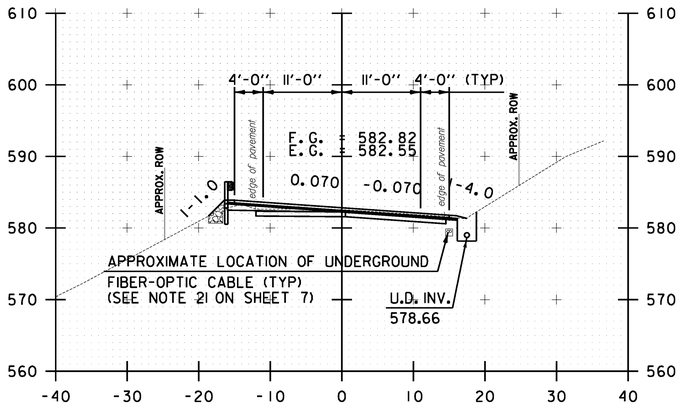
B 31+00.00



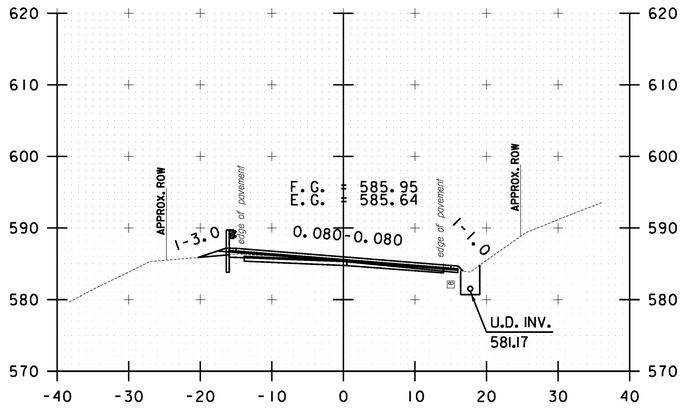
B 32+00.00



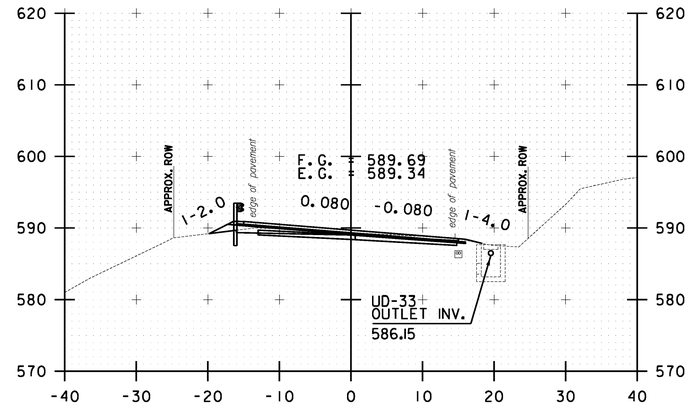
B 33+00.00



B 30+50.00



B 31+50.00



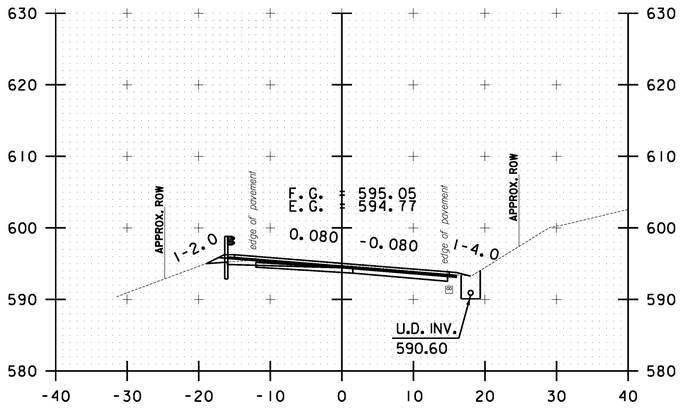
B 32+50.00

10 0 10
SCALE IN FEET

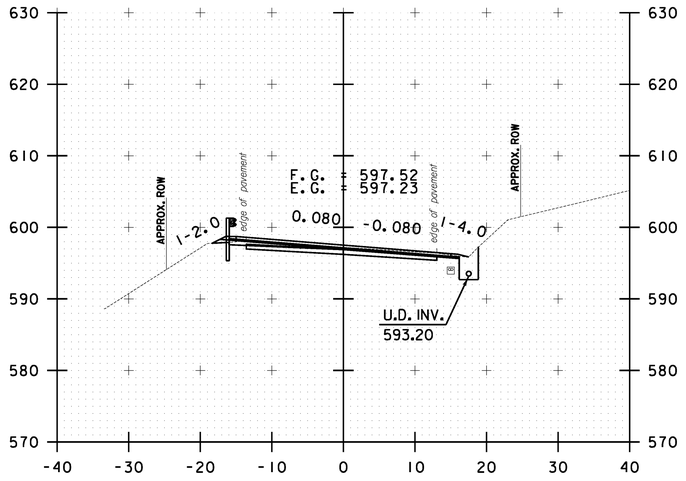
BETHEL CROSS SECTION SHEET #11

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_bethel_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xsl23.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 336 OF 397

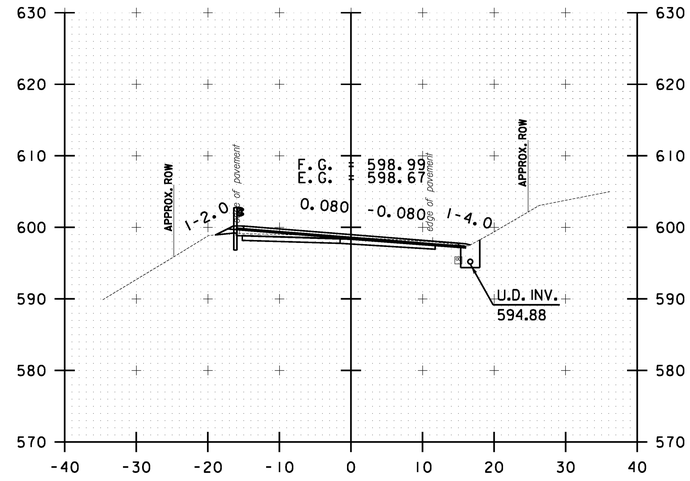
FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_bethel_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



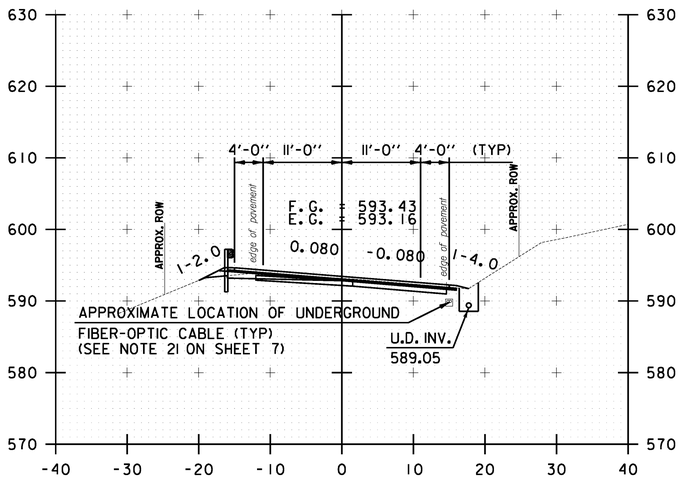
B 34+00.00



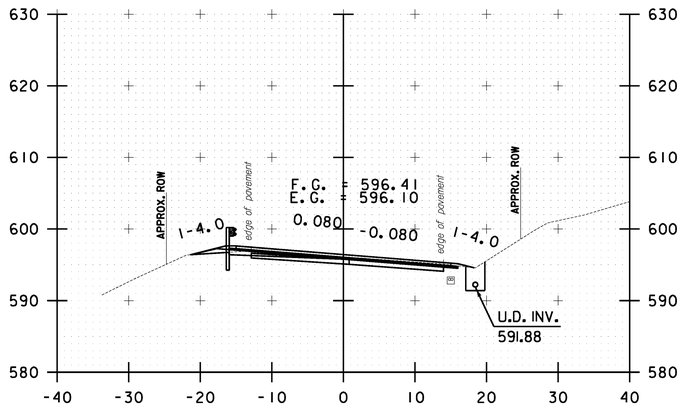
B 35+00.00



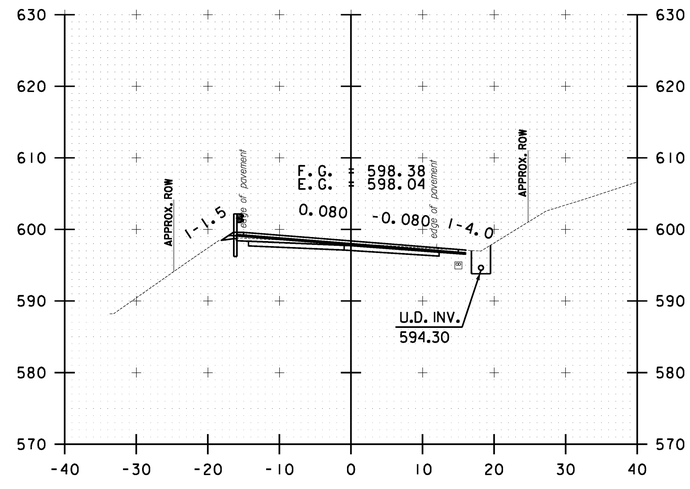
B 36+00.00



B 33+50.00



B 34+50.00



B 35+50.00

10 0 10
SCALE IN FEET

BETHEL CROSS SECTION SHEET #12

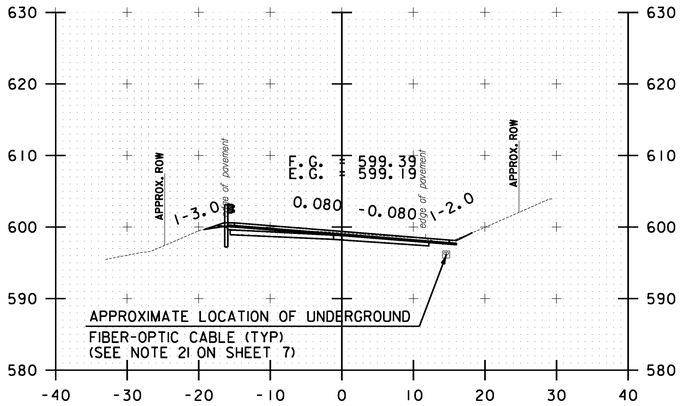
PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

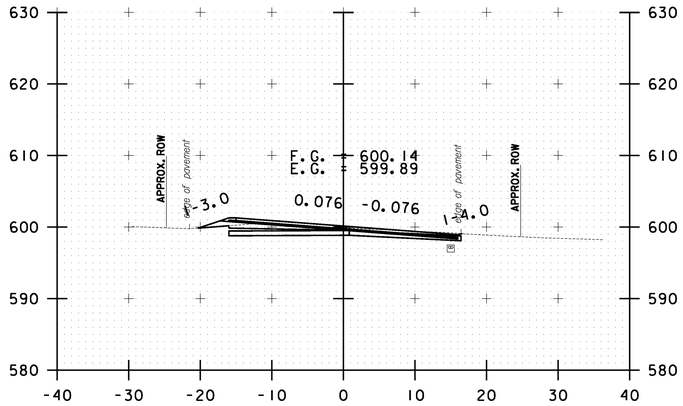
FILE NAME: z10b214_bethel_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xsl24.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 337 OF 397

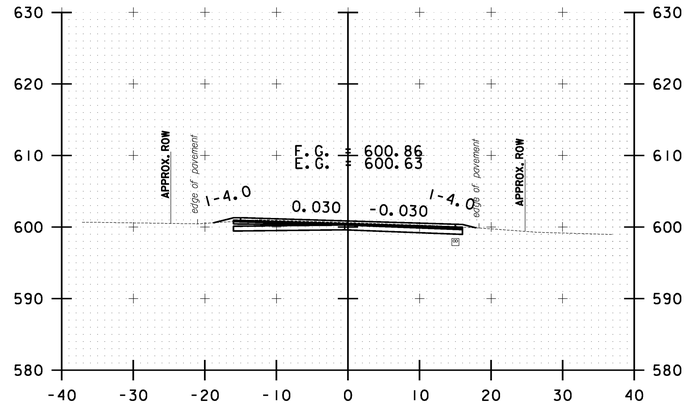
FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_bethel_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



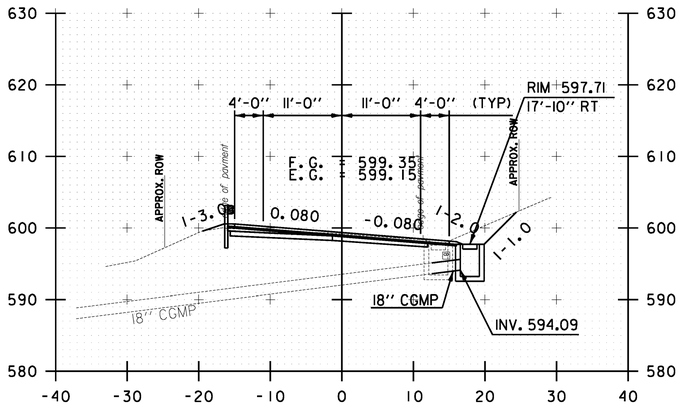
B 36+50.00



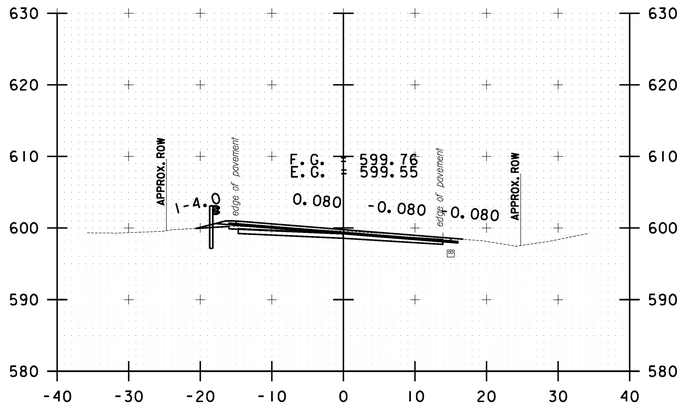
B 37+50.00



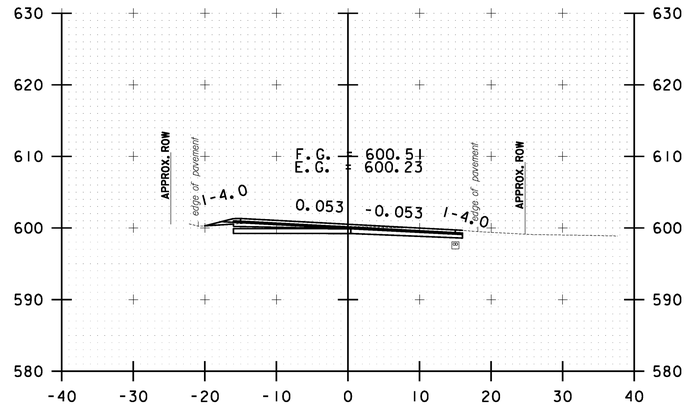
B 38+50.00



B 36+45.50



B 37+00.00



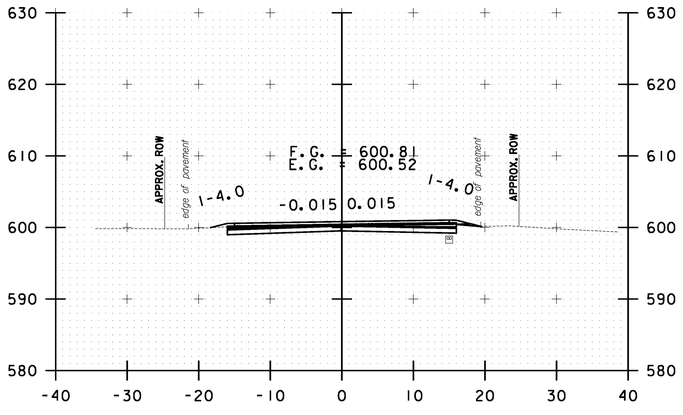
B 38+00.00

10 0 10
SCALE IN FEET

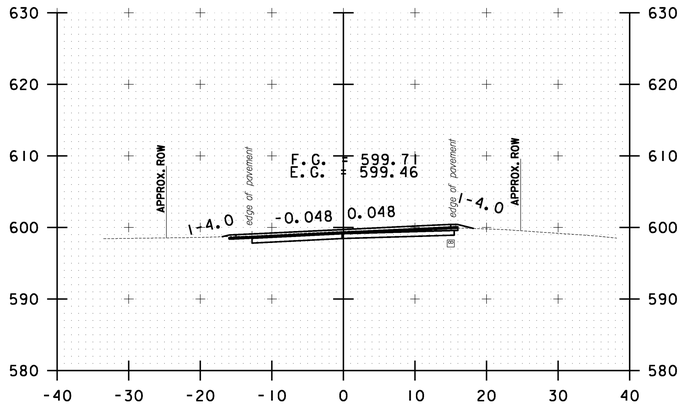
BETHEL CROSS SECTION SHEET #13

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_bethel_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xsl25.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 338 OF 397

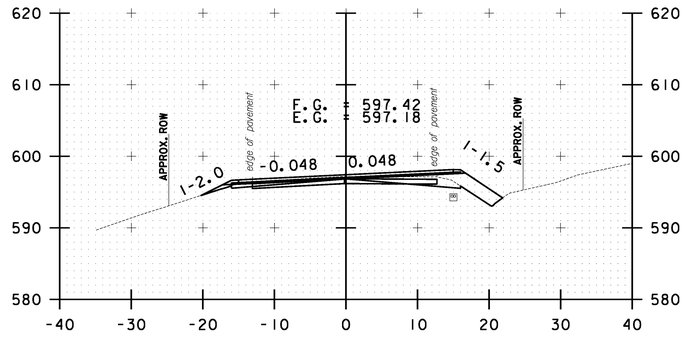
FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_bethel_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



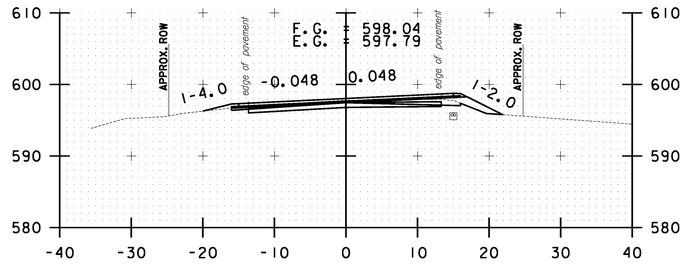
B 39+50.00



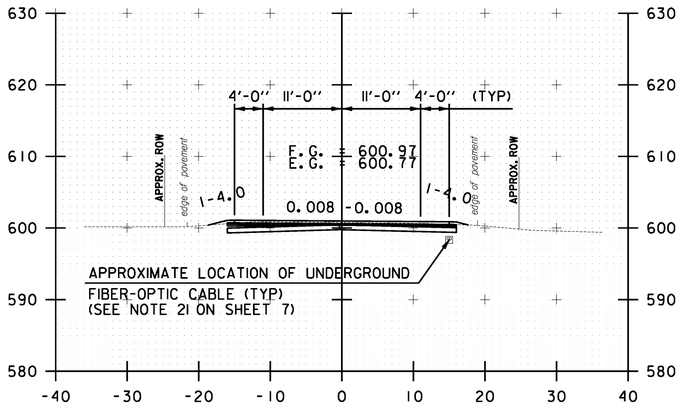
B 40+50.00



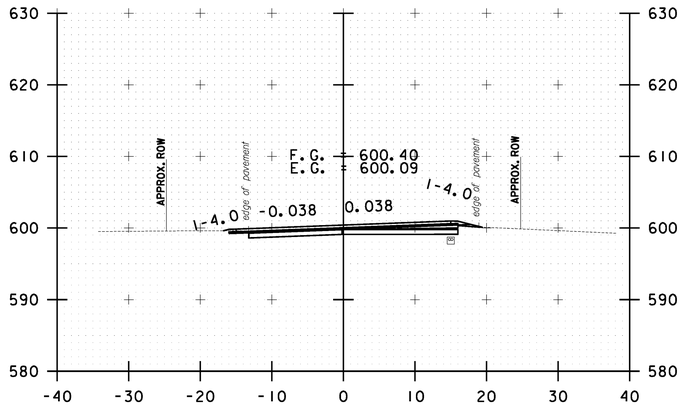
B 42+00.00



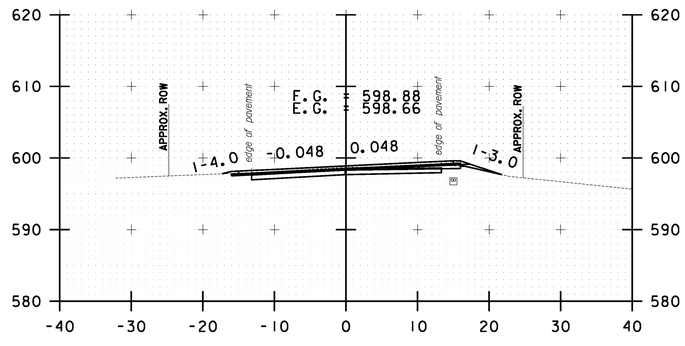
B 41+50.00



B 39+00.00



B 40+00.00



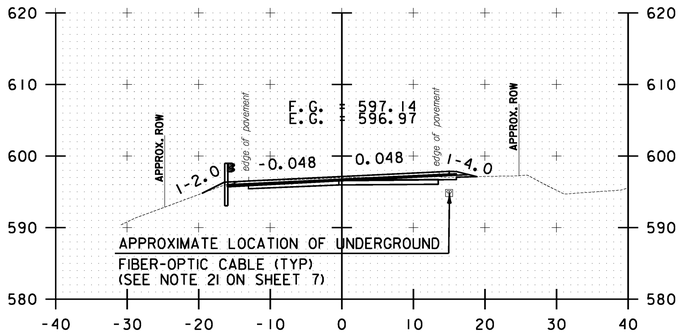
B 41+00.00

10 0 10
SCALE IN FEET

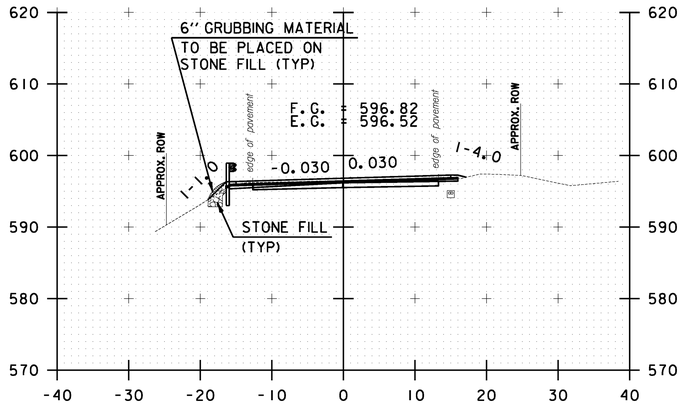
BETHEL CROSS SECTION SHEET #14

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_bethel_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xsl26.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 339 OF 397

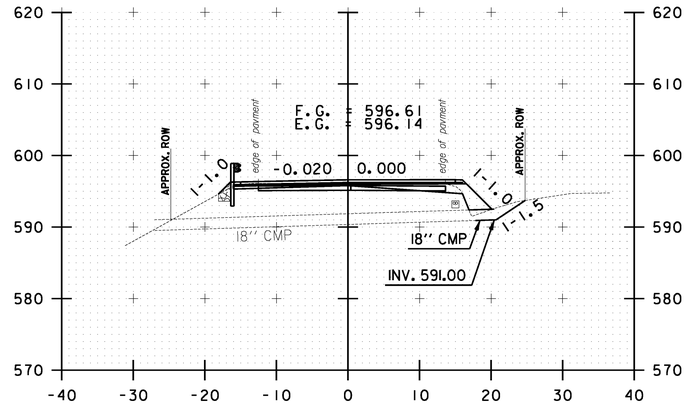
FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_bethel_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



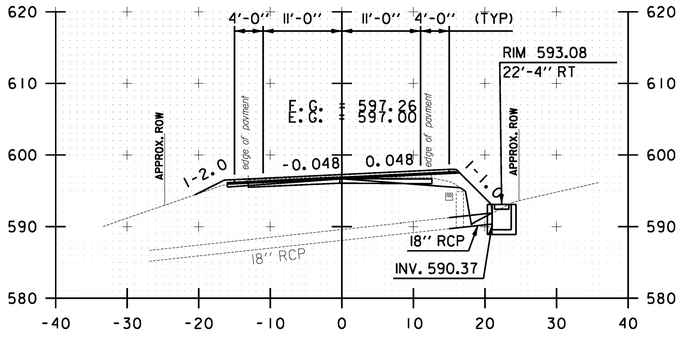
B 42+50.00



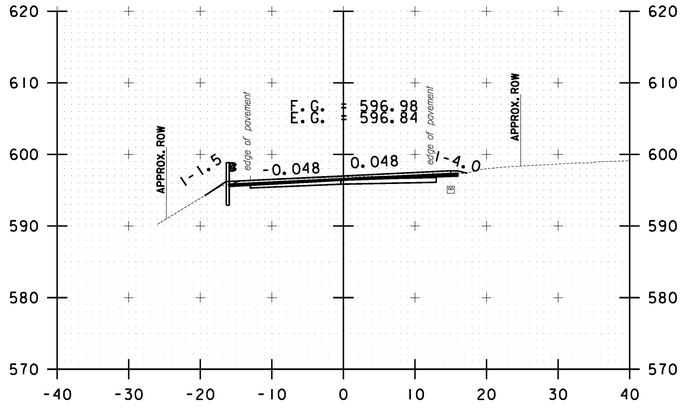
B 43+50.00



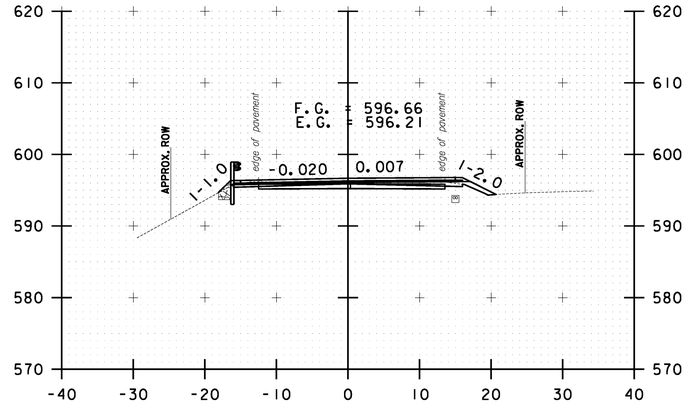
B 44+15.30



B 42+21.70



B 43+00.00



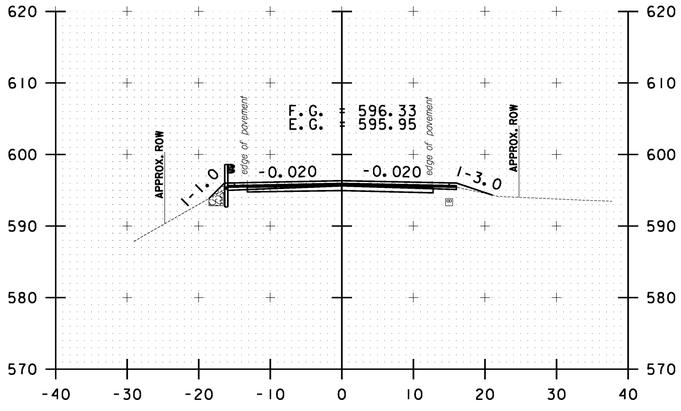
B 44+00.00

10 0 10
SCALE IN FEET

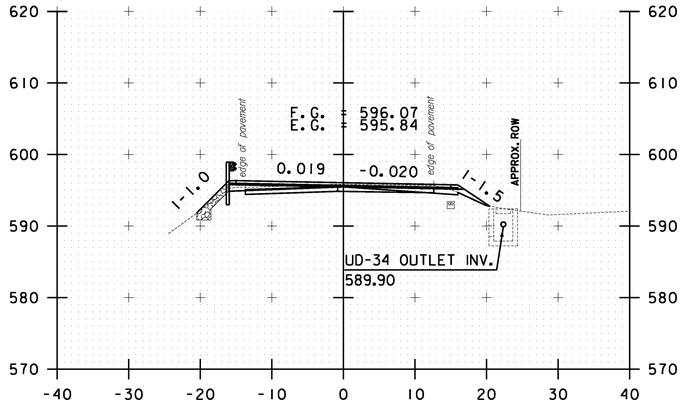
BETHEL CROSS SECTION SHEET #15

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_bethel_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xsl27.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 340 OF 397

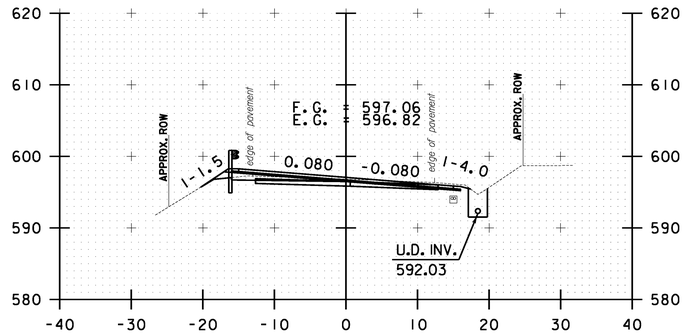
FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_bethel_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



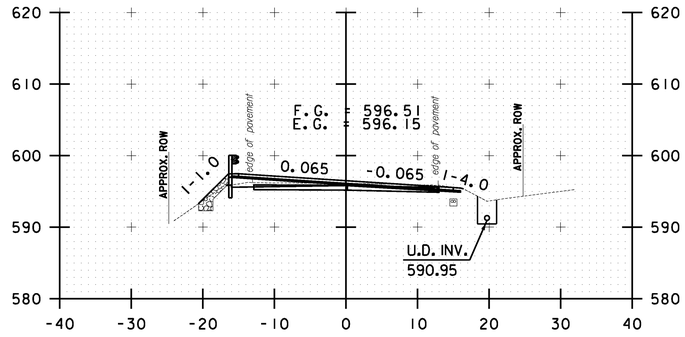
B 45+00.00



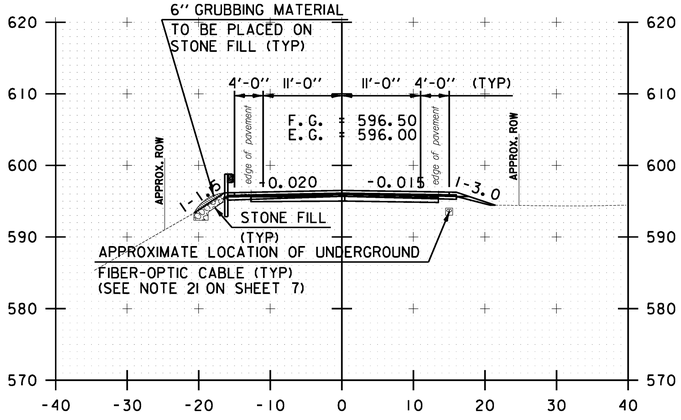
B 46+00.00



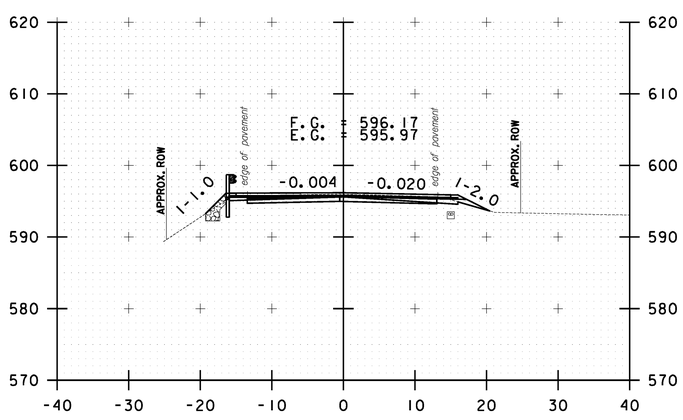
B 47+50.00



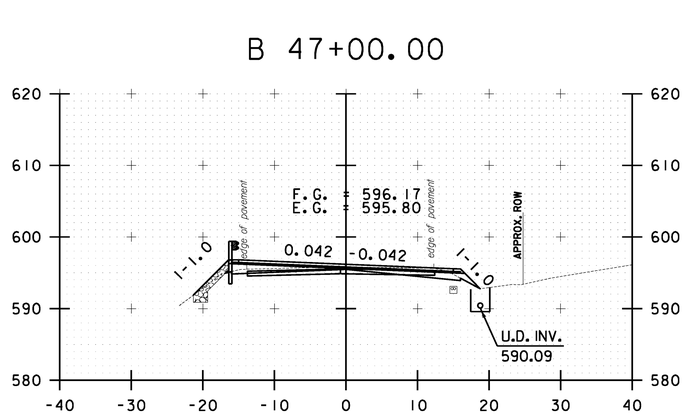
B 47+00.00



B 44+50.00



B 45+50.00



B 46+50.00

10 0 10
SCALE IN FEET

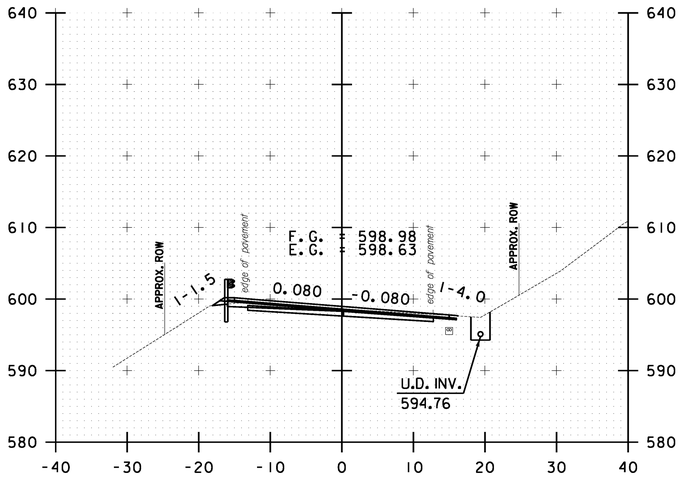
BETHEL CROSS SECTION SHEET #16

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)

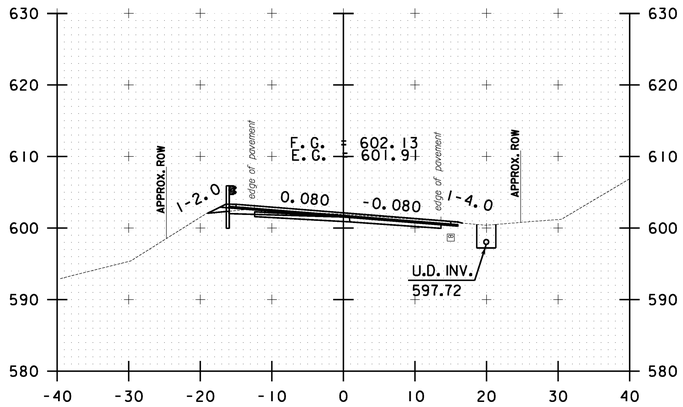
FILE NAME: z10b214_bethel_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xsl28.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 341 OF 397

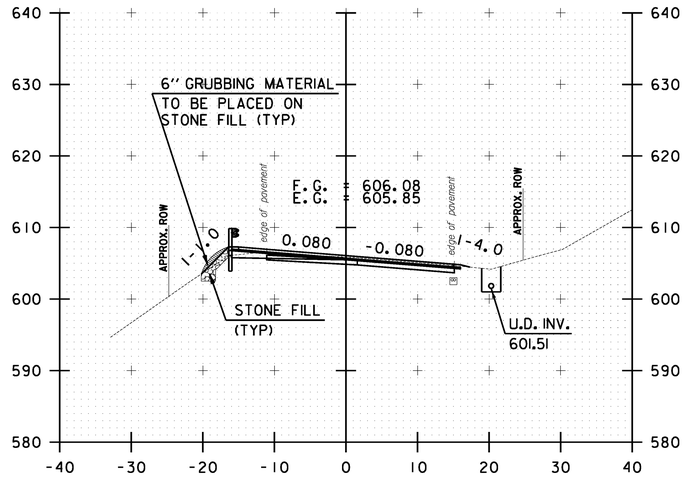
FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_bethel_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



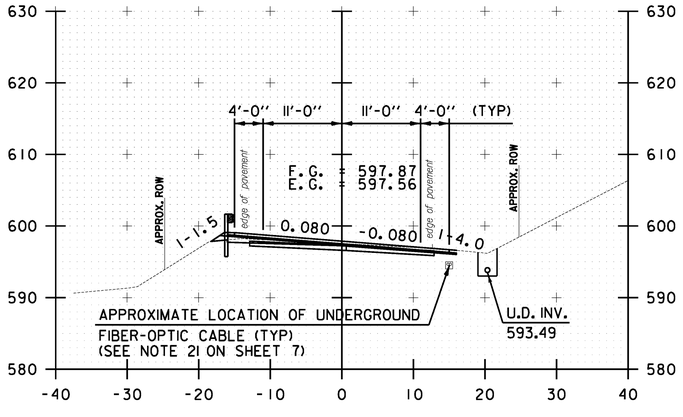
B 48+50.00



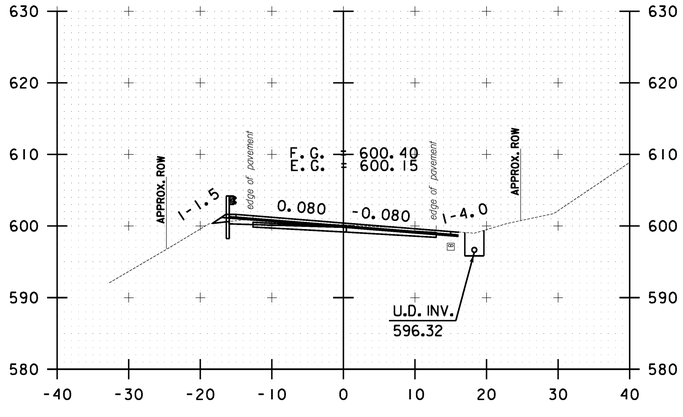
B 49+50.00



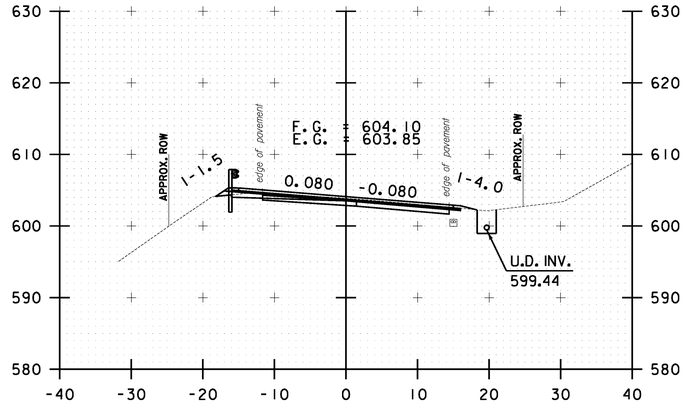
B 50+50.00



B 48+00.00



B 49+00.00



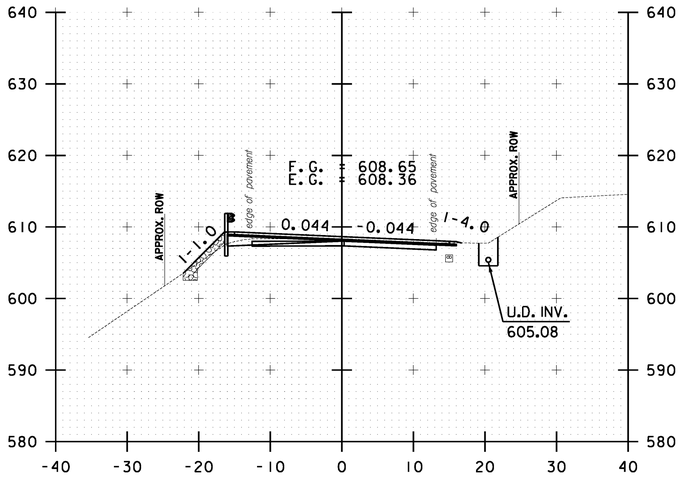
B 50+00.00

10 0 10
SCALE IN FEET

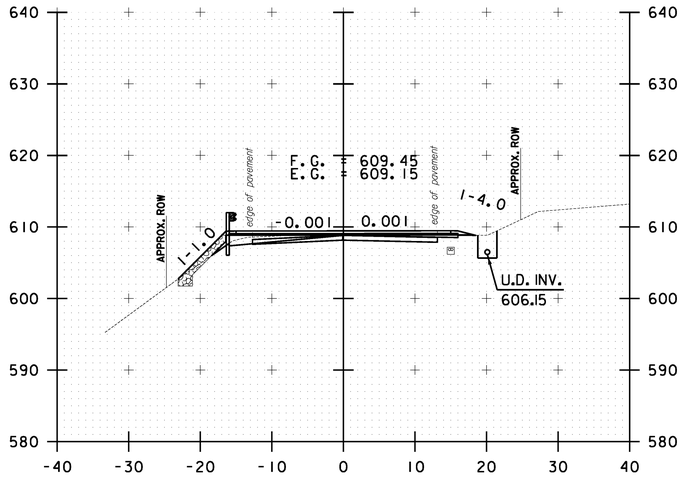
BETHEL CROSS SECTION SHEET #17

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_bethel_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xsl29.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 342 OF 397

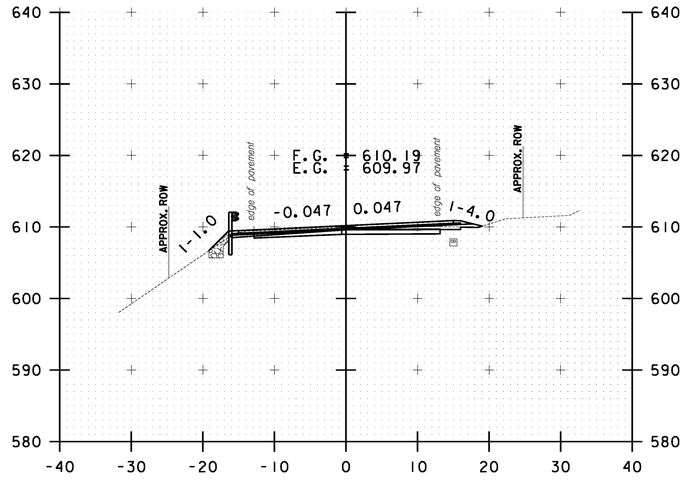
FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_bethel_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



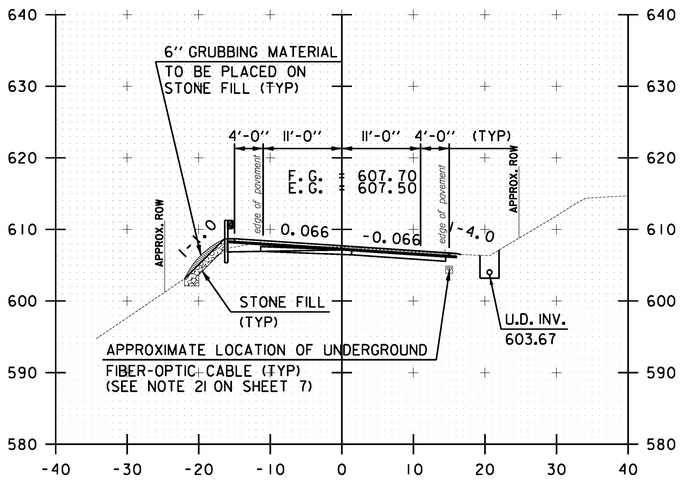
B 51+50.00



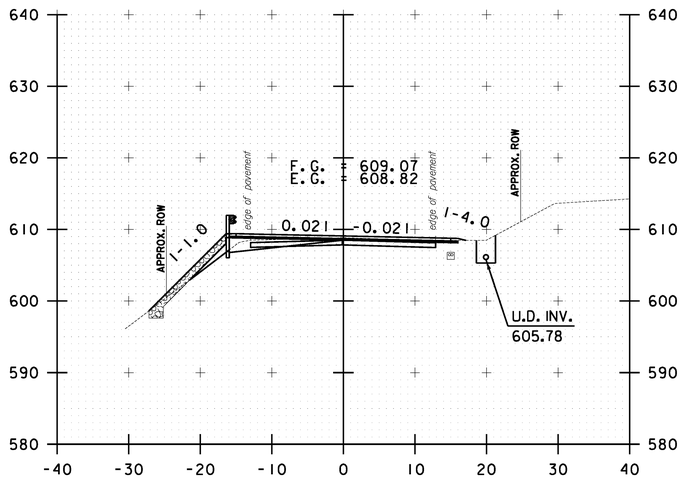
B 52+50.00



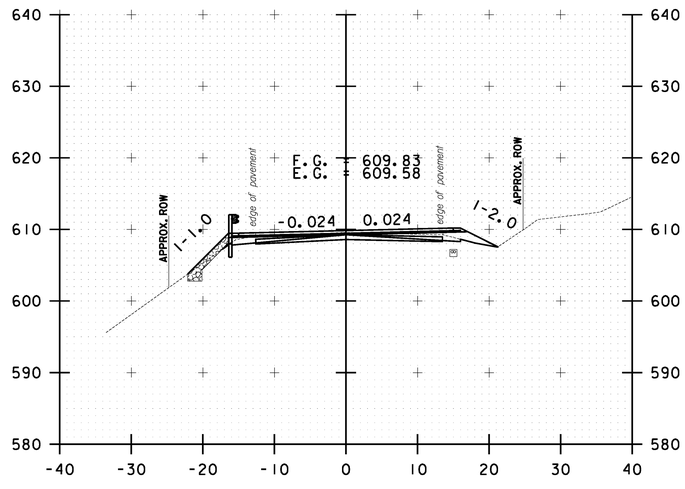
B 53+50.00



B 51+00.00



B 52+00.00



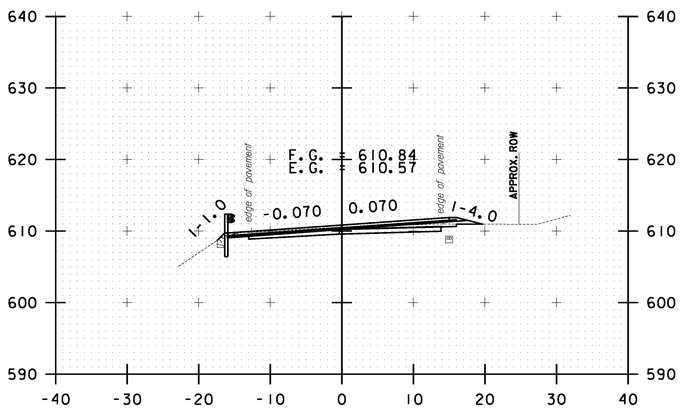
B 53+00.00

10 0 10
SCALE IN FEET

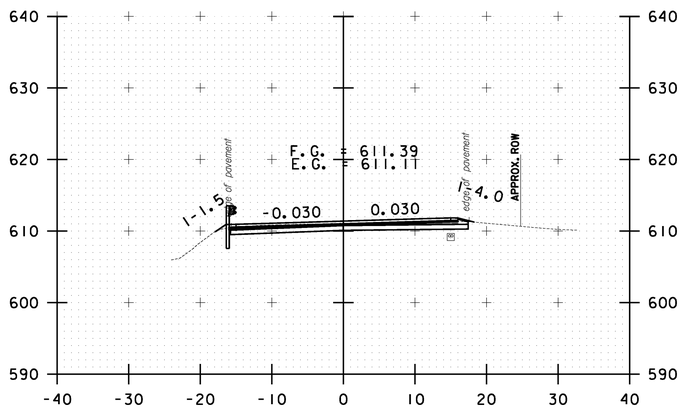
BETHEL CROSS SECTION SHEET #18

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_bethel_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xsl30.1
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 343 OF 397

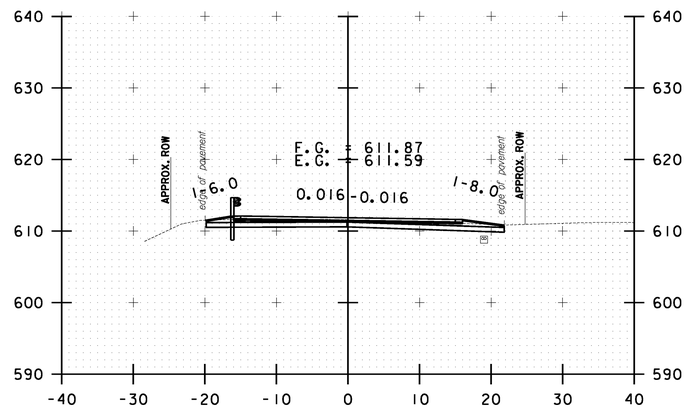
FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_bethel_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



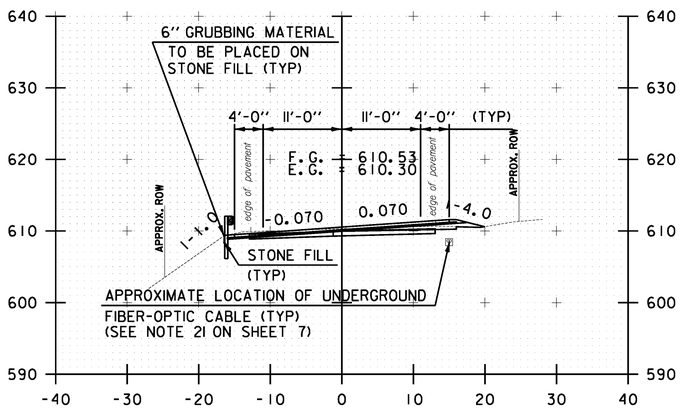
B 54+50.00



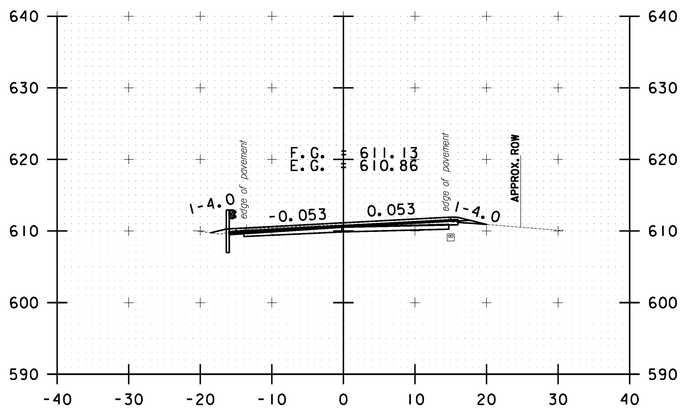
B 55+50.00



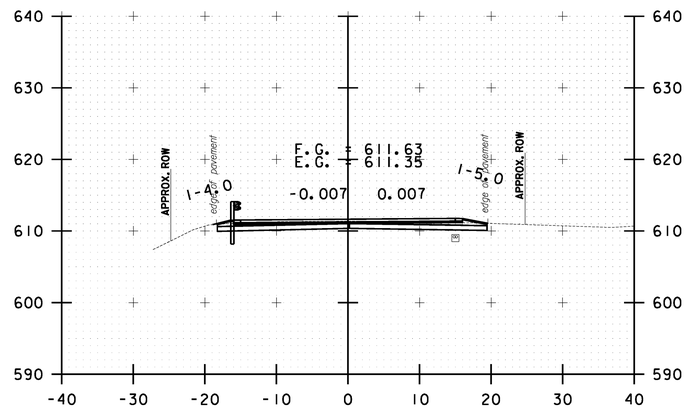
B 56+50.00



B 54+00.00



B 55+00.00



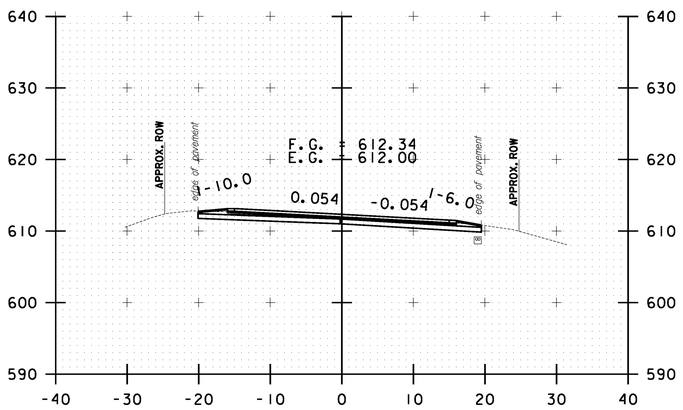
B 56+00.00

10 0 10
SCALE IN FEET

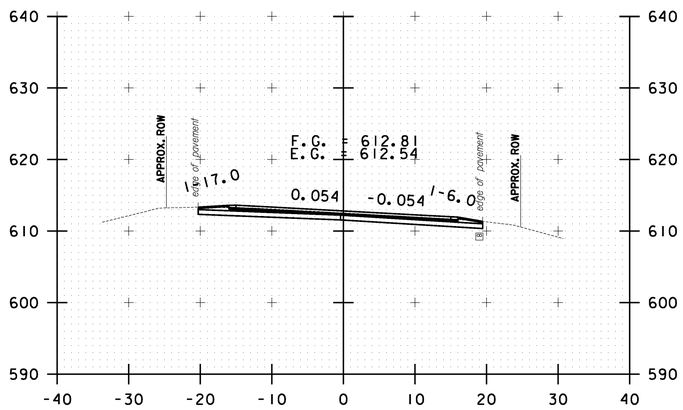
BETHEL CROSS SECTION SHEET #19

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_bethel_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xsl31.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 344 OF 397

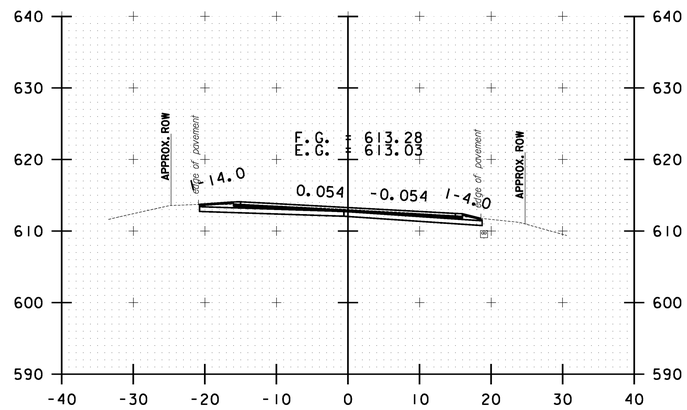
FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_bethel_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



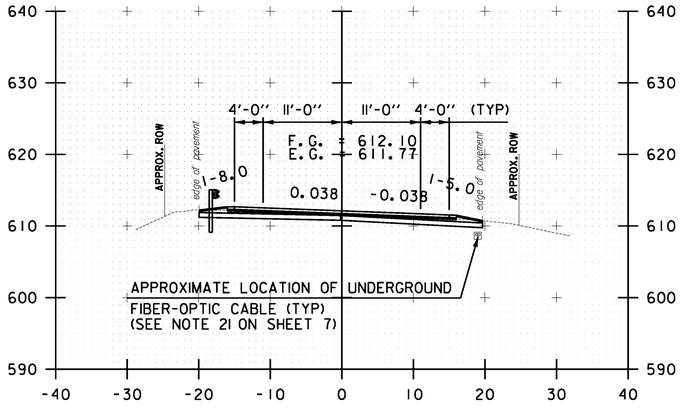
B 57+50.00



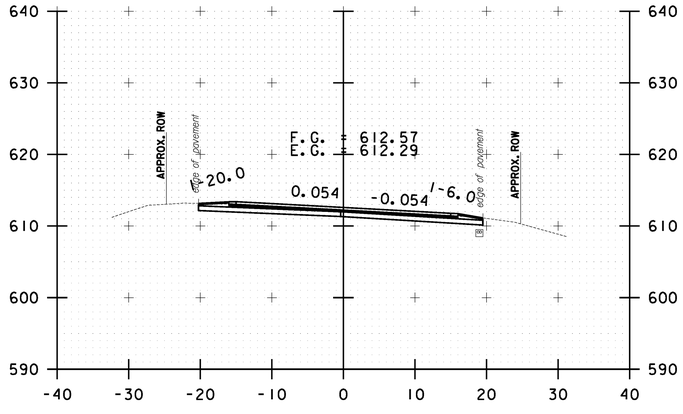
B 58+50.00



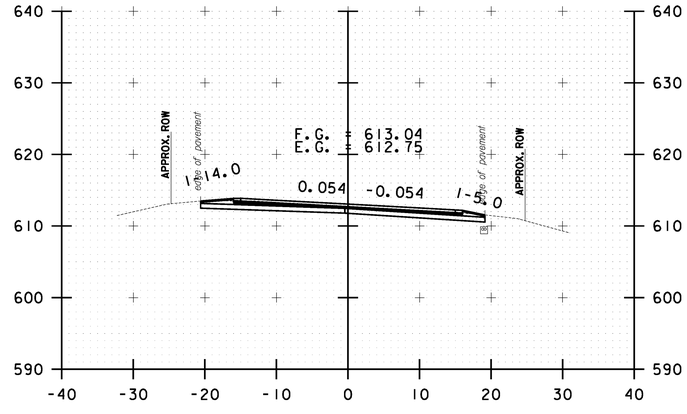
B 59+50.00



B 57+00.00



B 58+00.00



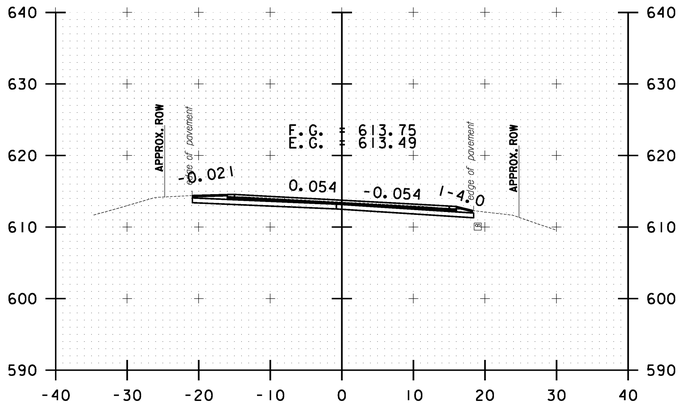
B 59+00.00

10 0 10
SCALE IN FEET

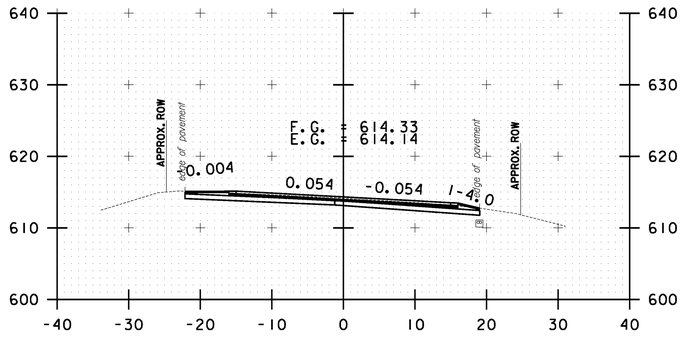
BETHEL CROSS SECTION SHEET #20

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_bethel_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xsl32.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 345 OF 397

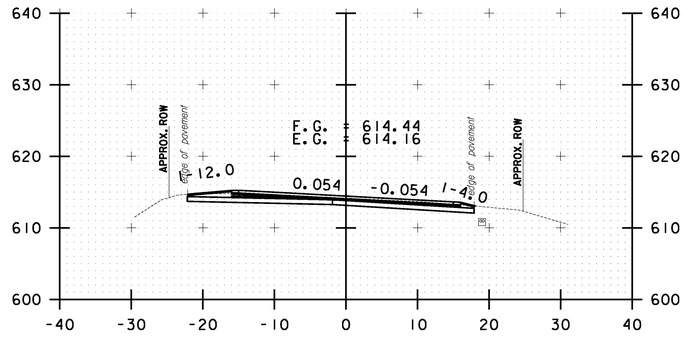
FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_bethel_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



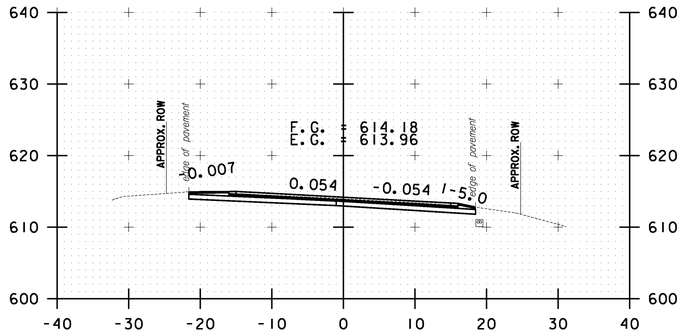
B 60+50.00



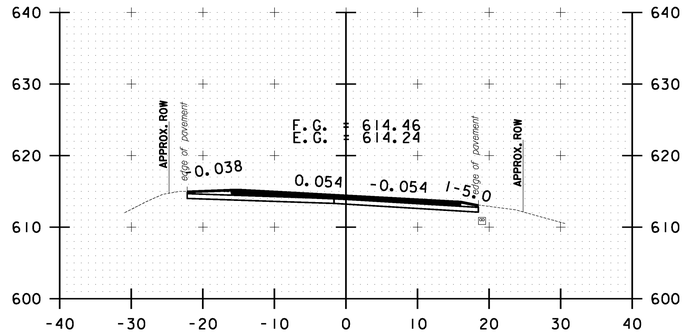
B 62+00.00



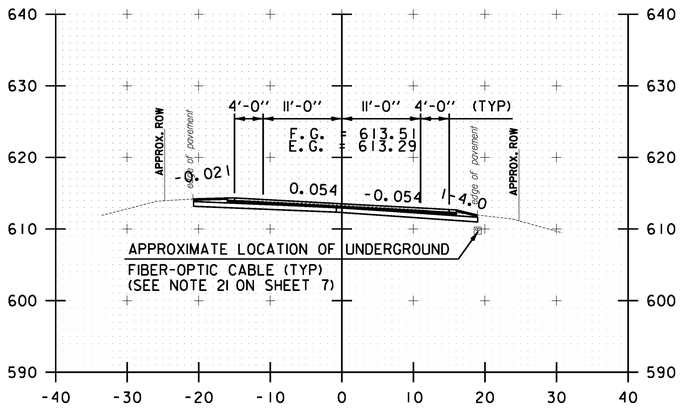
B 63+50.00



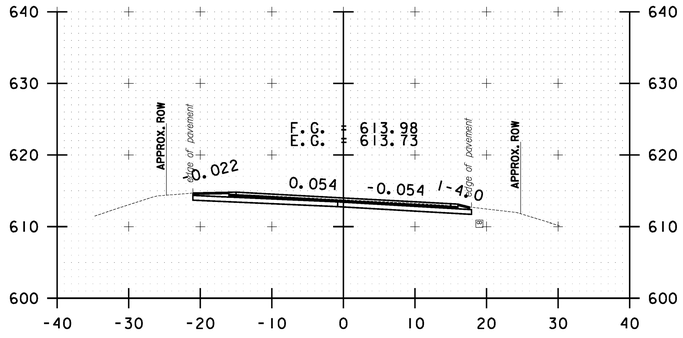
B 61+50.00



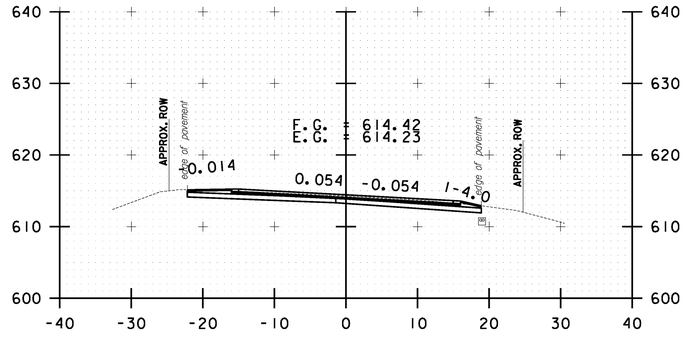
B 63+00.00



B 60+00.00



B 61+00.00



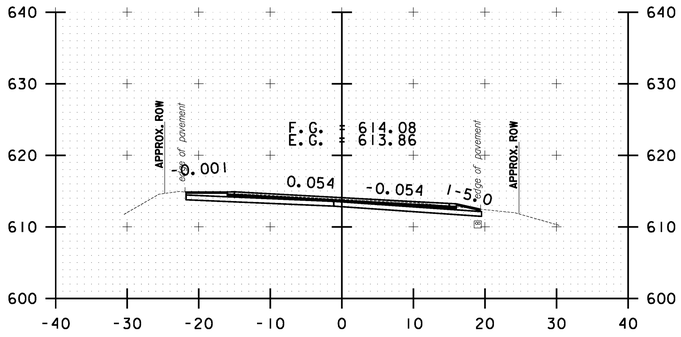
B 62+50.00

10 0 10
SCALE IN FEET

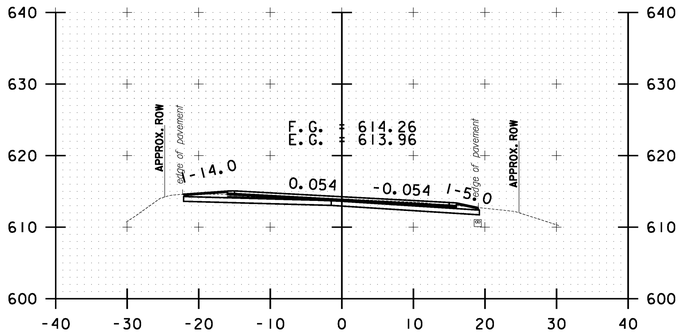
BETHEL CROSS SECTION SHEET #21

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(11)
FILE NAME: z10b214_bethel_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xsl33.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 346 OF 397

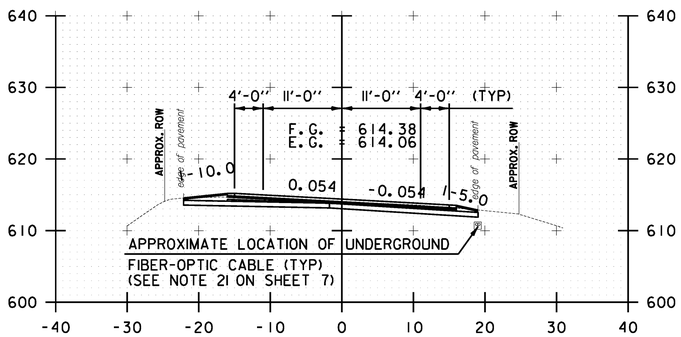
FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_bethel_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



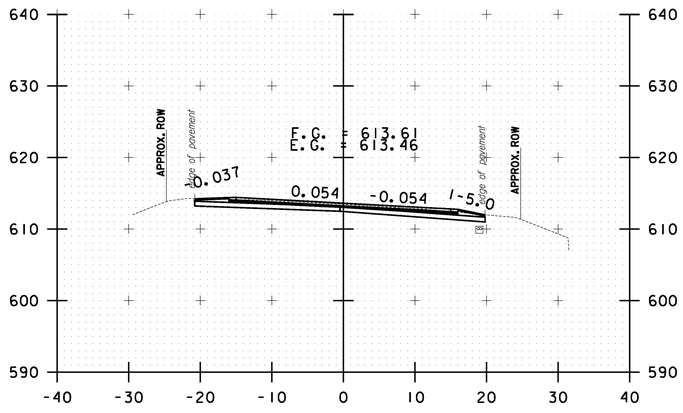
B 65+00.00



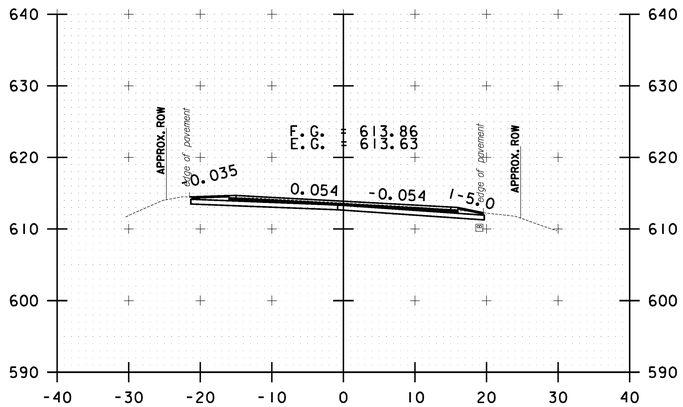
B 64+50.00



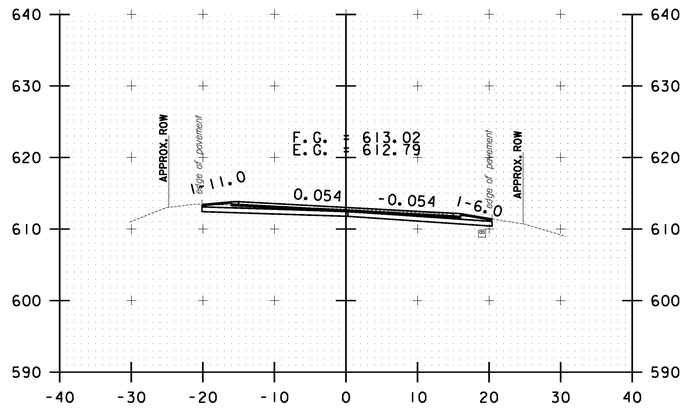
B 64+00.00



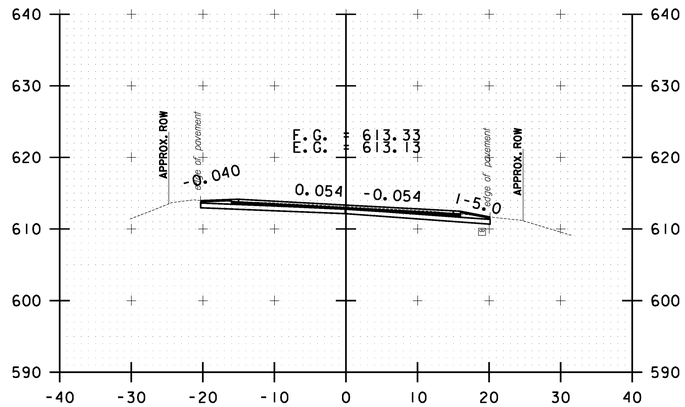
B 66+00.00



B 65+50.00



B 67+00.00



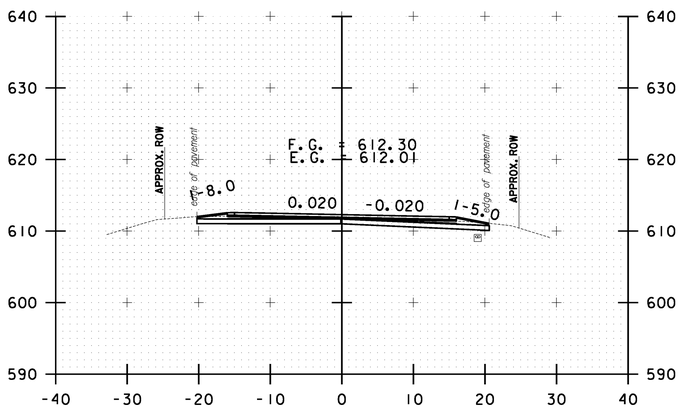
B 66+50.00

10 0 10
SCALE IN FEET

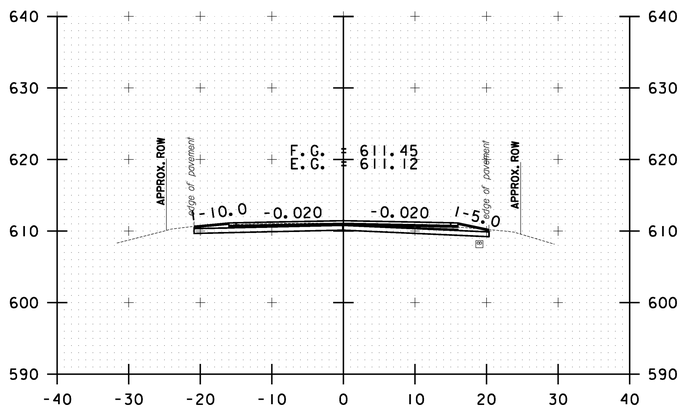
BETHEL CROSS SECTION SHEET #22

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(11)
FILE NAME: z10b214_bethel_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xsl34.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 347 OF 397

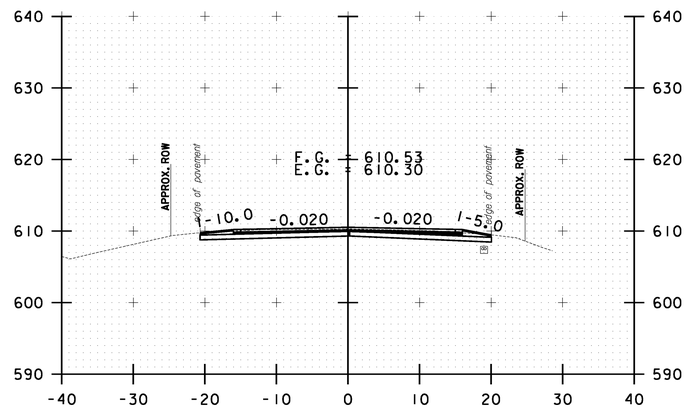
FILE NAME = V:\Projects\ANY\K2\22428\CADD_MSTN\z10b214_bethel_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



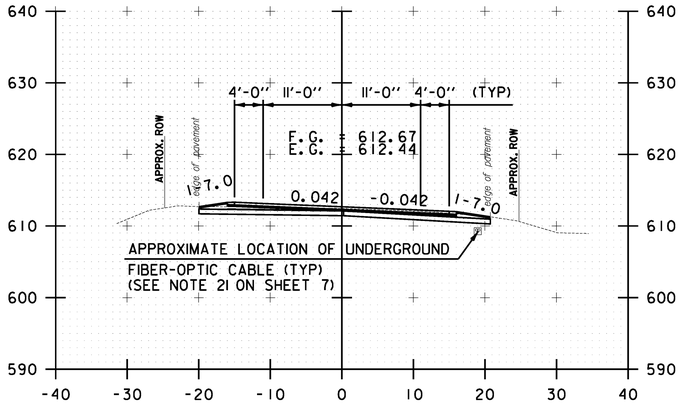
B 68+00.00



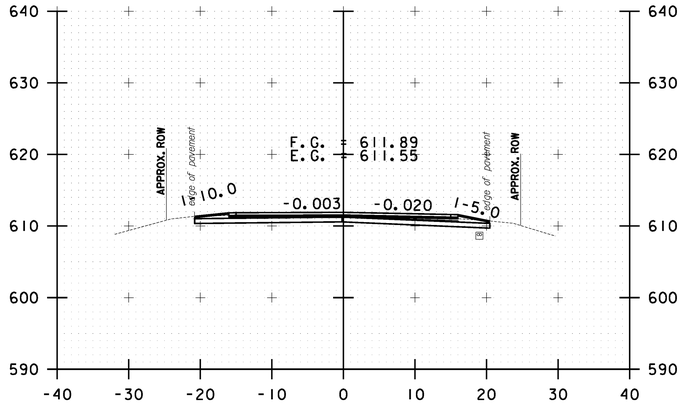
B 69+00.00



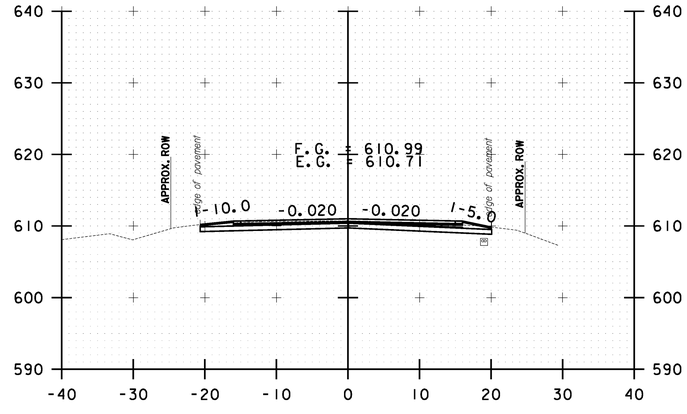
B 70+00.00



B 67+50.00



B 68+50.00



B 69+50.00

10 0 10
SCALE IN FEET

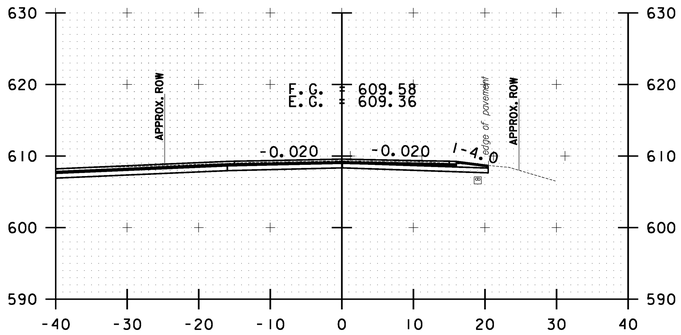
BETHEL CROSS SECTION SHEET #23

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)

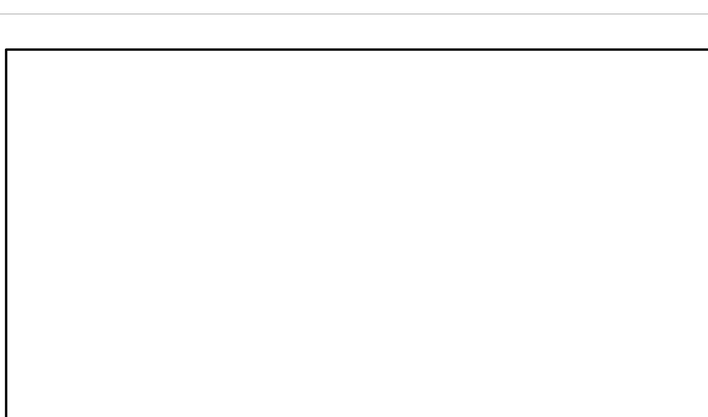
FILE NAME: z10b214_bethel_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xsl35.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 348 OF 397

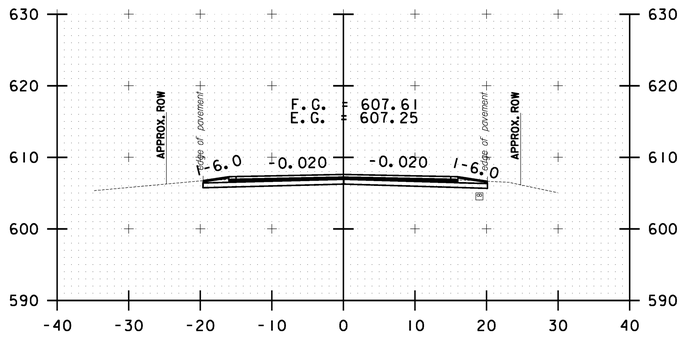
FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_bethel_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



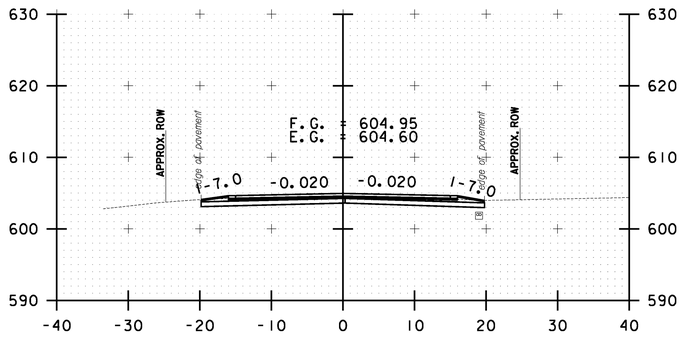
B 71+00.00



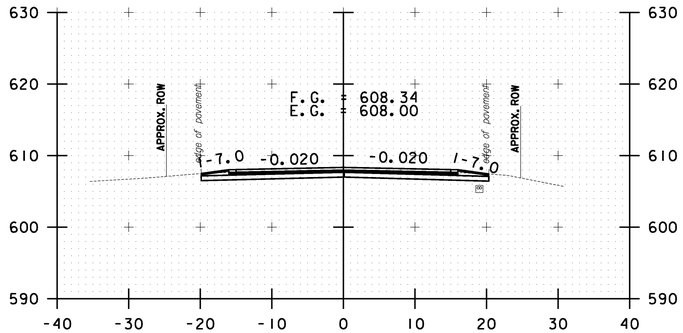
B 70+50.00



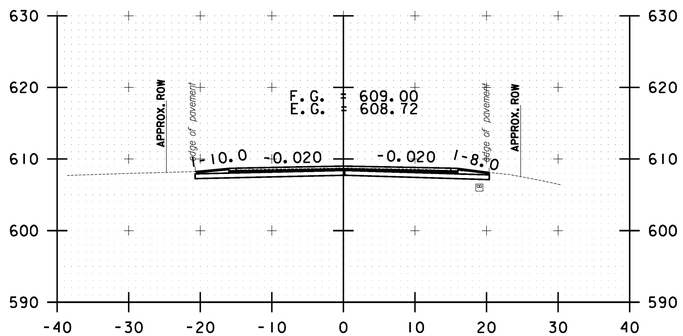
B 72+50.00



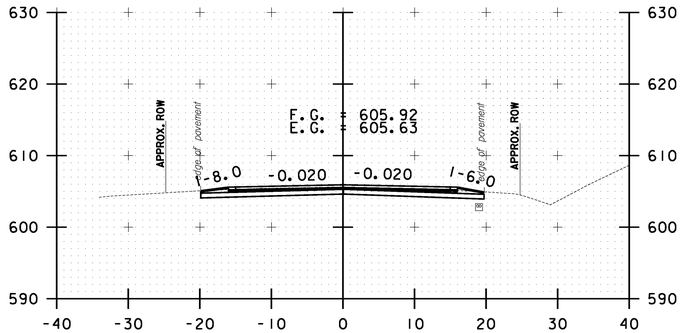
B 74+00.00



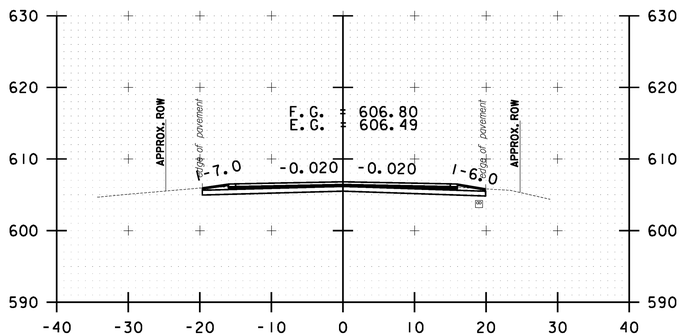
B 72+00.00



B 71+50.00



B 73+00.00

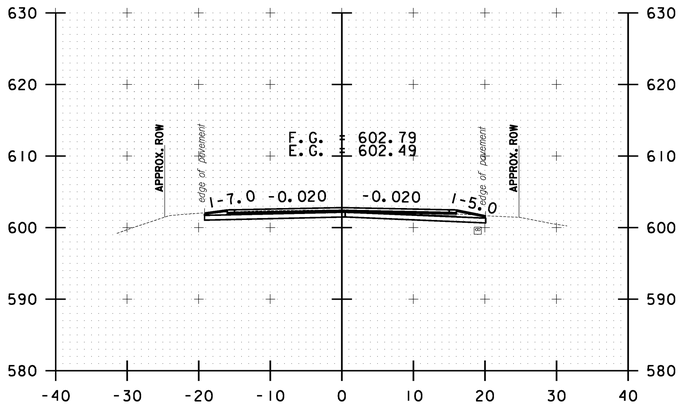


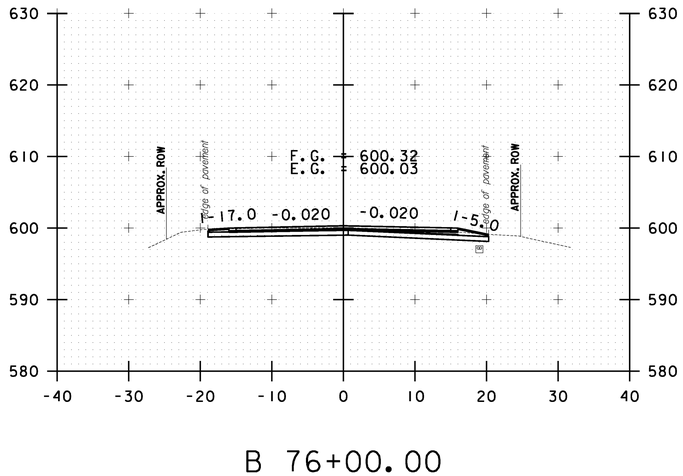
B 73+50.00

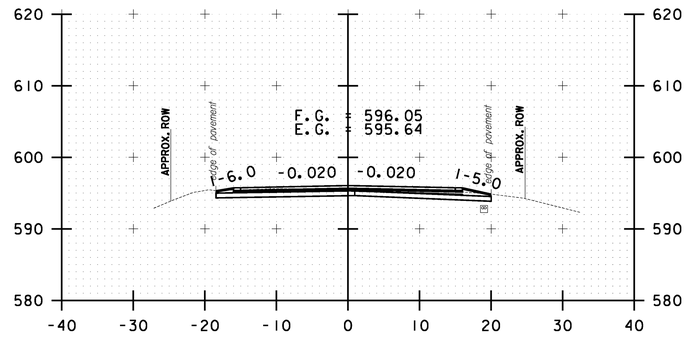
10 0 10
SCALE IN FEET

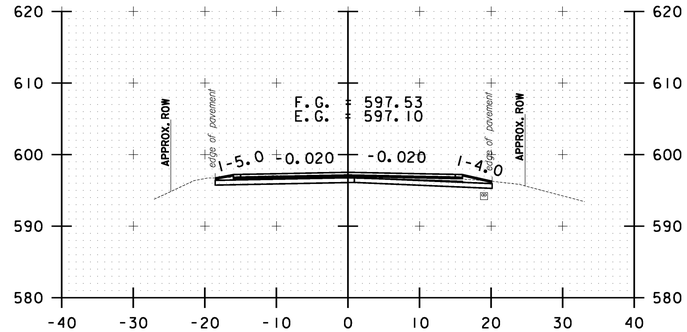
BETHEL CROSS SECTION SHEET #24	PROJECT NAME: STOCKBRIDGE-BETHEL
	PROJECT NUMBER: STP 2910(11)
	FILE NAME: z10b214_bethel_xc.dgn — PLOT DATE: 3/17/2014
	PROJECT LEADER: D.E.G. — DRAWN BY: W.G.P.
	DESIGNED BY: L.M.B. — CHECKED BY: J.P.S.
	IPARM FILE: z10b214xsl36.i — SHEET 349 OF 397

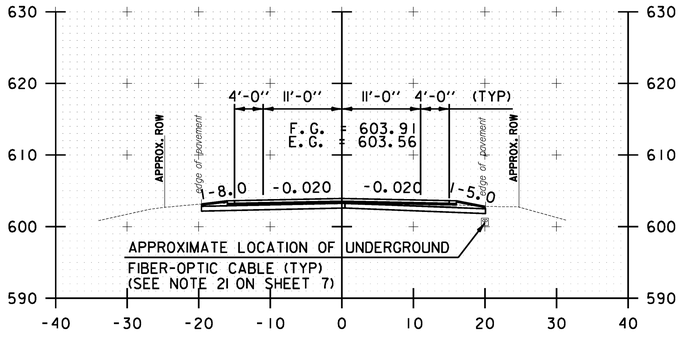
FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_bethel_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916

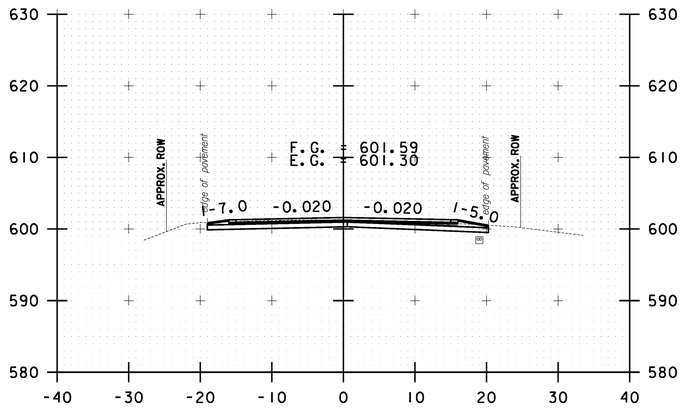


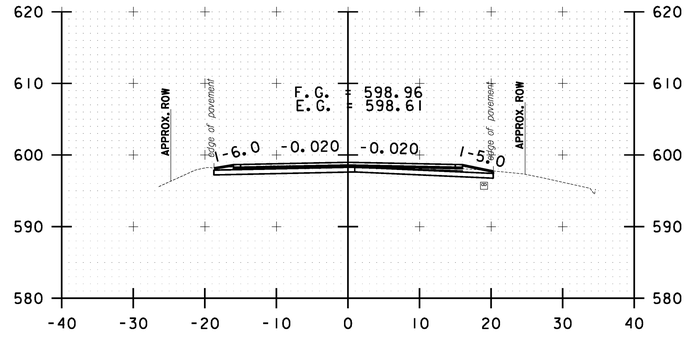












10 0 10
SCALE IN FEET

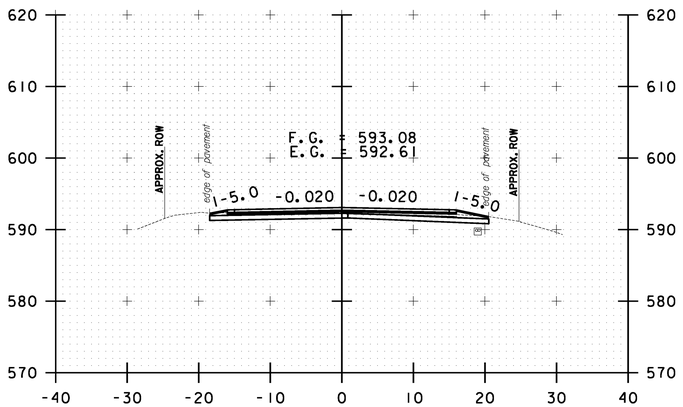
BETHEL CROSS SECTION SHEET #25

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(11)

FILE NAME: z10b214_bethel_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xsl37.i

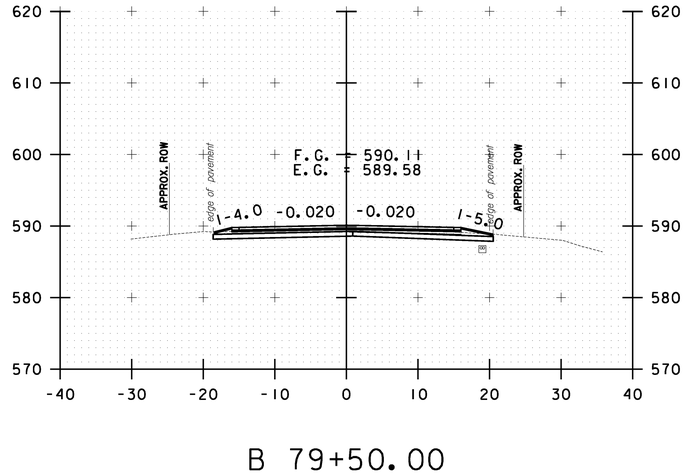
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 350 OF 397

FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_bethel_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916

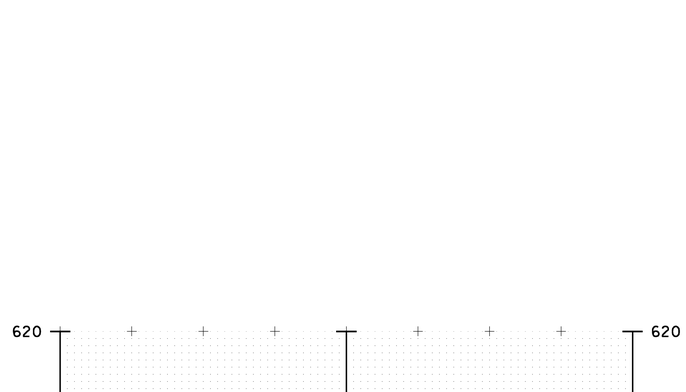


B 78+50.00

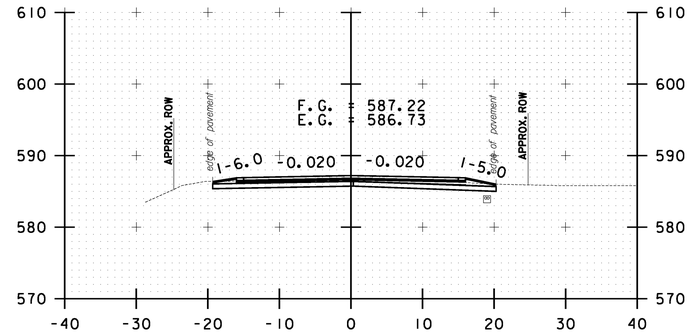
B 78+00.00



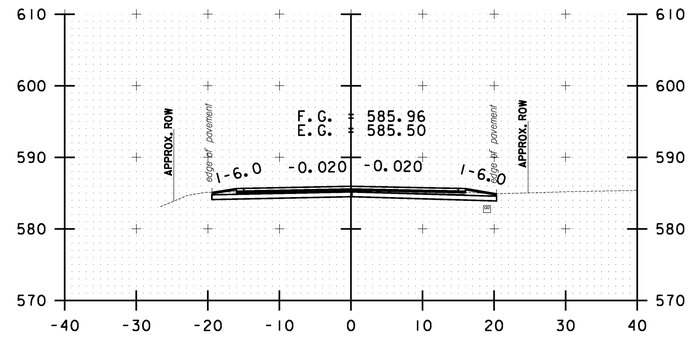
B 79+50.00



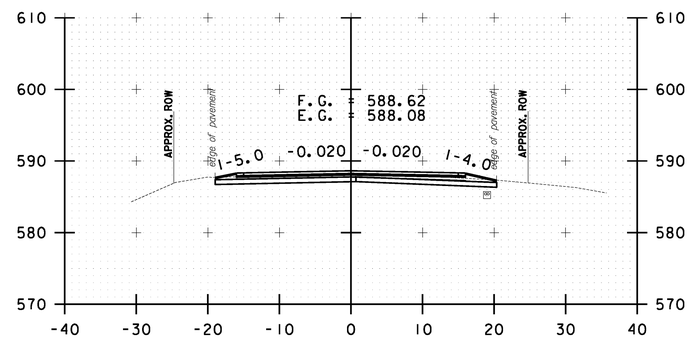
B 79+00.00



B 81+00.00



B 80+50.00



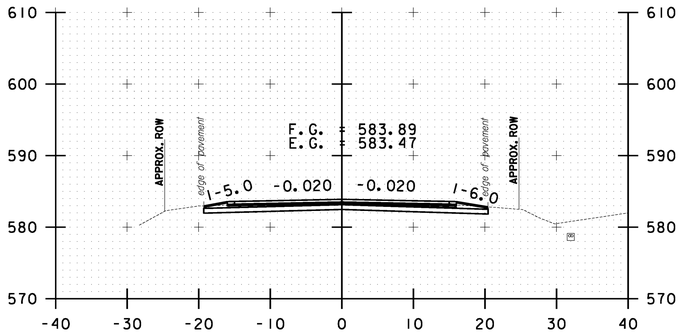
B 80+00.00

10 0 10
SCALE IN FEET

BETHEL CROSS SECTION SHEET #26

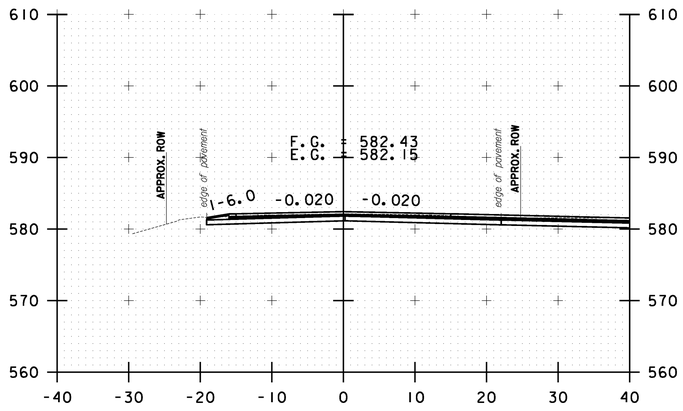
PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(11)
FILE NAME: z10b214_bethel_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xsl38.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 351 OF 397

FILE NAME = V:\Projects\ANY\K2\22428\CADD_MSTN\z10b214_bethel_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916

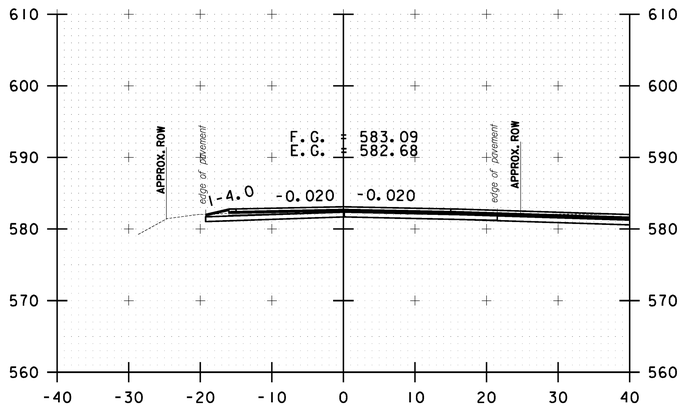


B 81+50.00

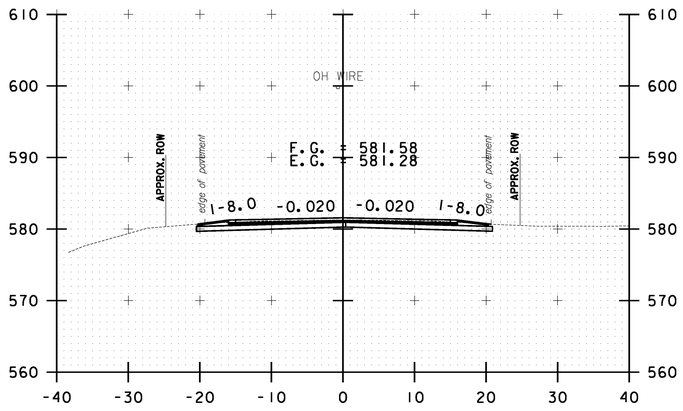
B 82+00.00



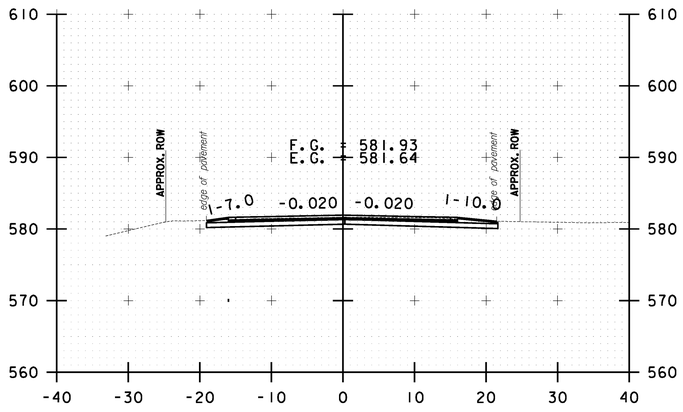
B 83+00.00



B 82+50.00



B 84+00.00



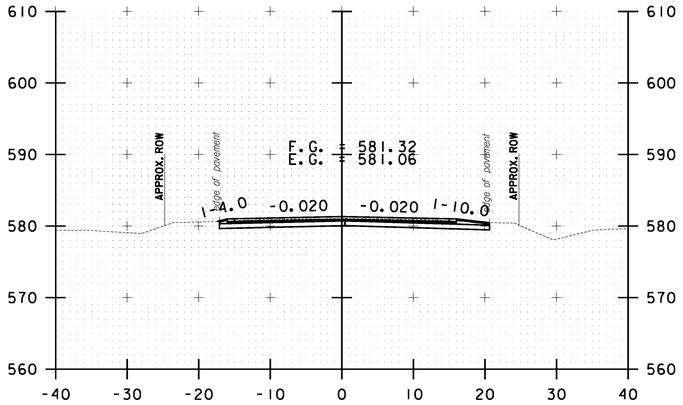
B 83+50.00

10 0 10
SCALE IN FEET

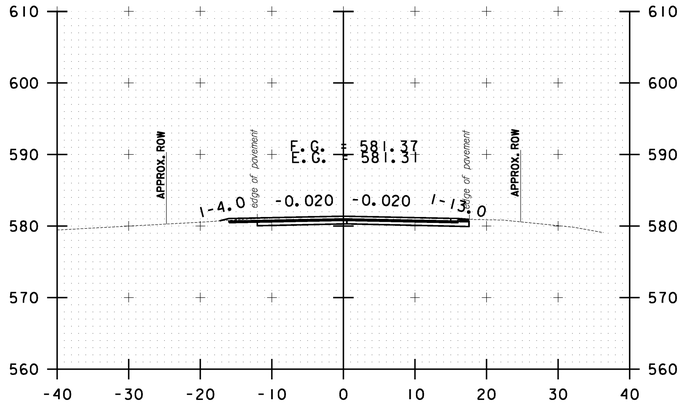
BETHEL CROSS SECTION SHEET #27

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(11)
FILE NAME: z10b214_bethel_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xsl39.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 352 OF 397

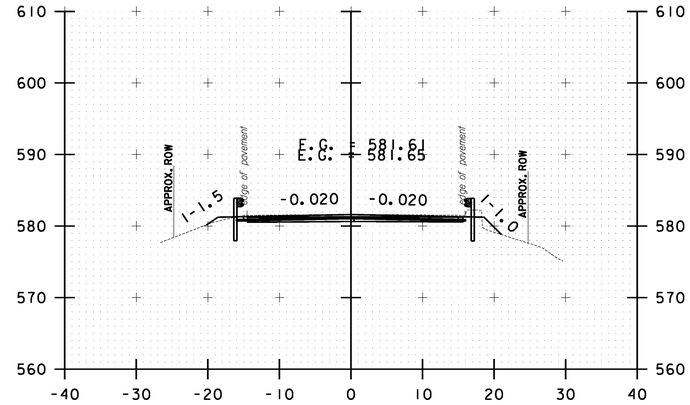
FILE NAME = V:\Projects\ANY\K2\22428\CADD_MSTN\z10b214_bethel_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



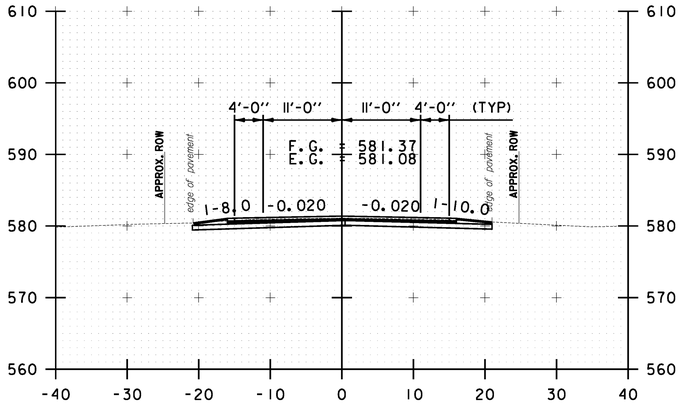
B 85+00.00



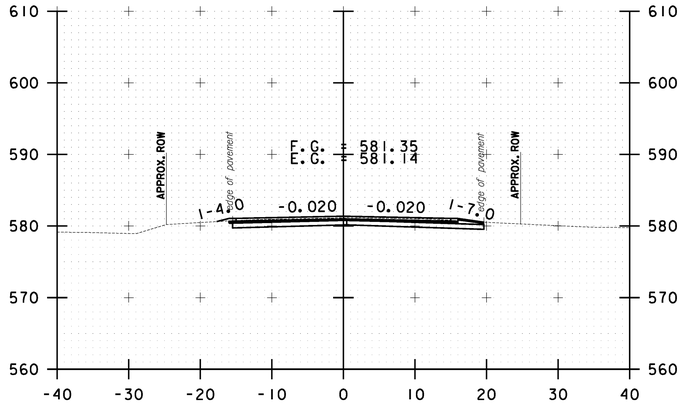
B 86+00.00



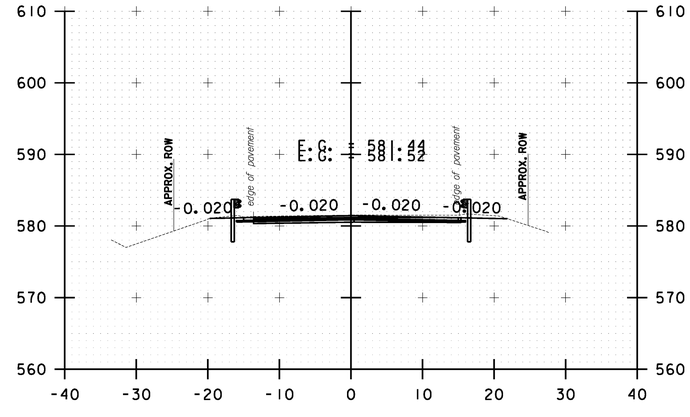
B 87+00.00



B 84+50.00



B 85+50.00



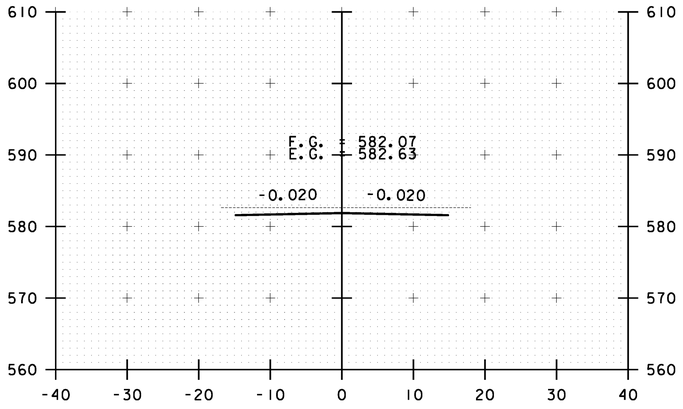
B 86+50.00

10 0 10
SCALE IN FEET

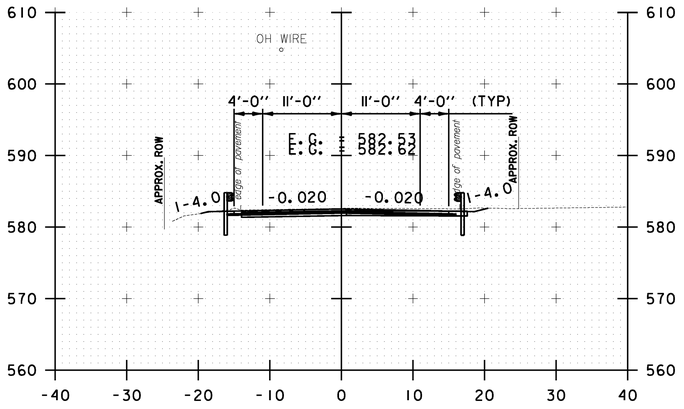
BETHEL CROSS SECTION SHEET #28

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_bethel_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xsl40.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 353 OF 397

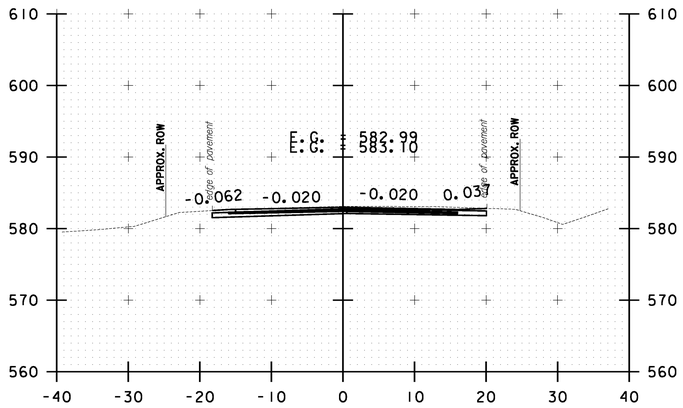
FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_bethel_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



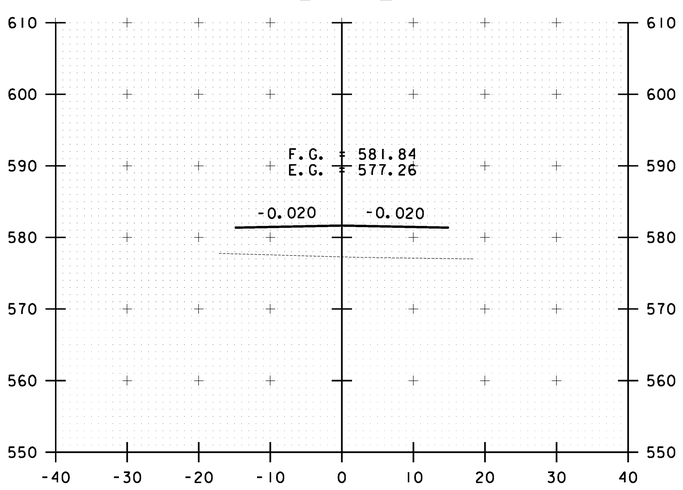
B 88+00.00
(BR 12)



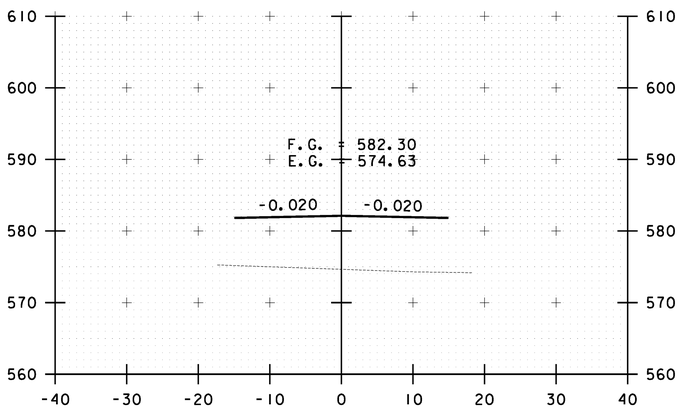
B 89+00.00



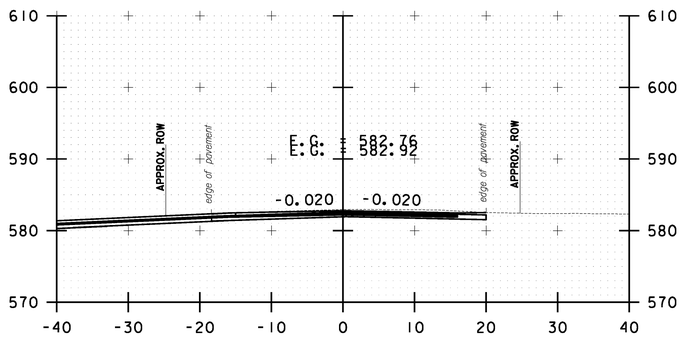
B 90+00.00



B 87+50.00
(BR 12)



B 88+50.00
(BR 12)



B 89+50.00

10 0 10
SCALE IN FEET

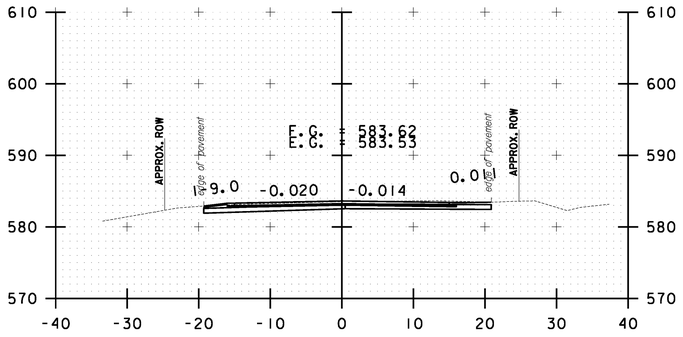
FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_bethel_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916

BETHEL CROSS SECTION SHEET #29

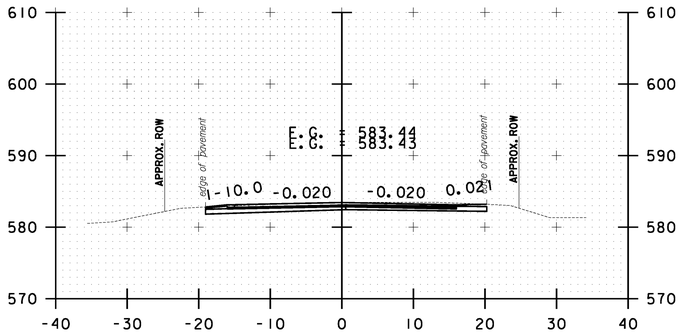
PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_bethel_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xsl41.i

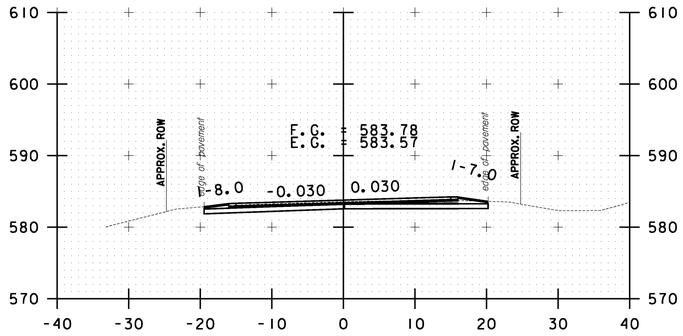
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 354 OF 397



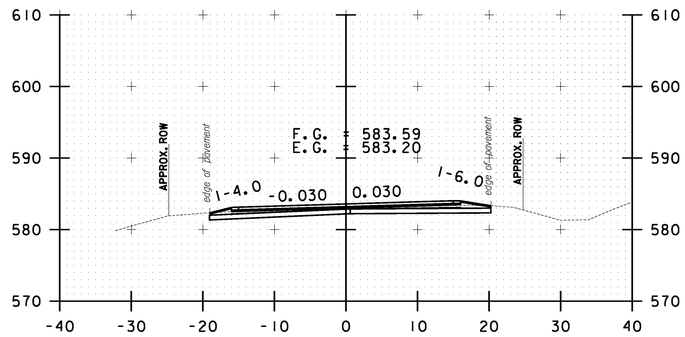
B 91+50.00



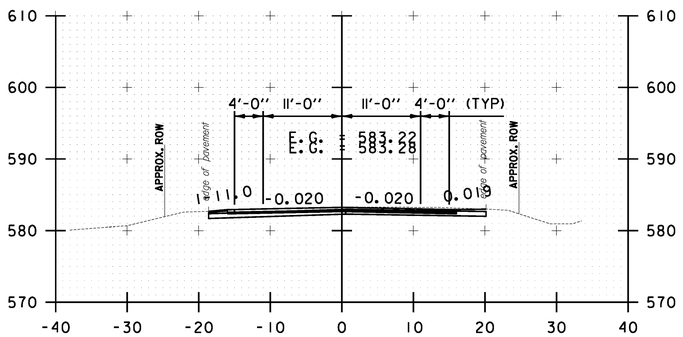
B 91+00.00



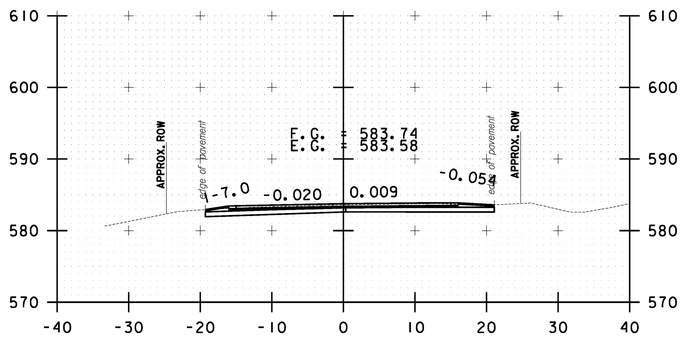
B 92+50.00



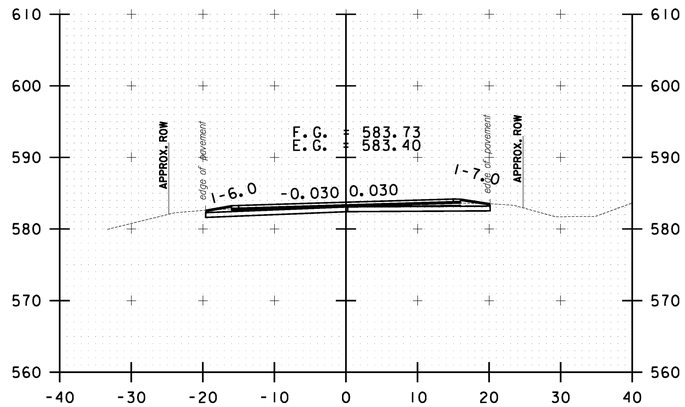
B 93+50.00



B 90+50.00



B 92+00.00



B 93+00.00

10 0 10
SCALE IN FEET

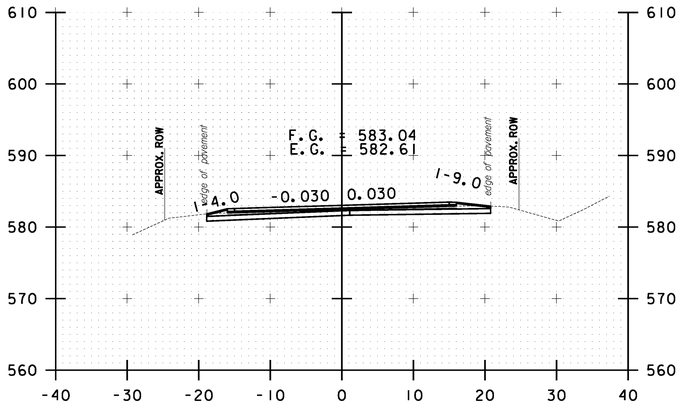
BETHEL CROSS SECTION SHEET #30

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(11)

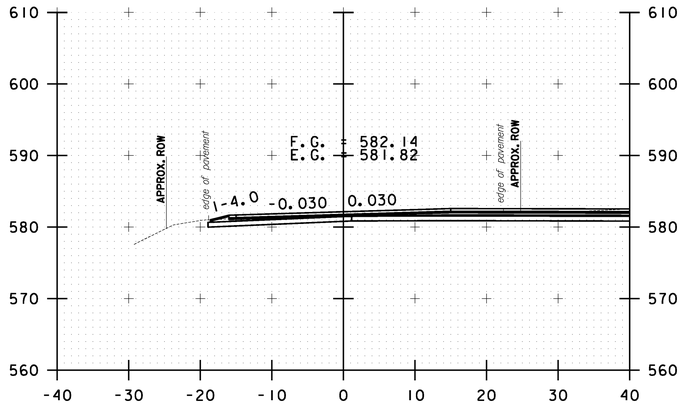
FILE NAME: z10b214_bethel_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xsl42.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 355 OF 397

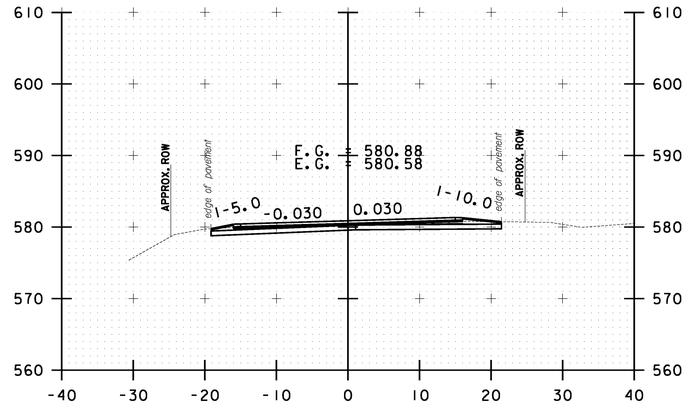
FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_bethel_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



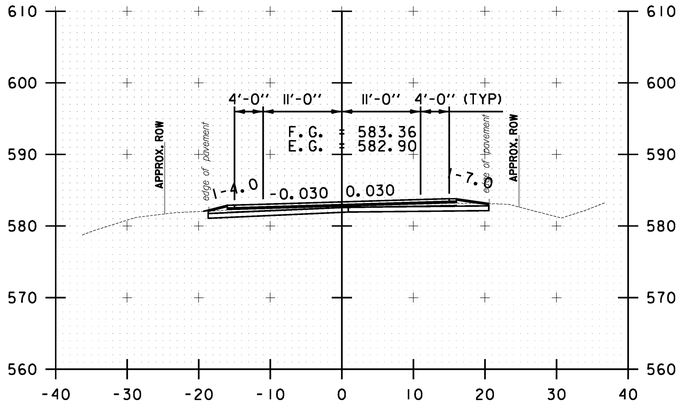
B 94+50.00



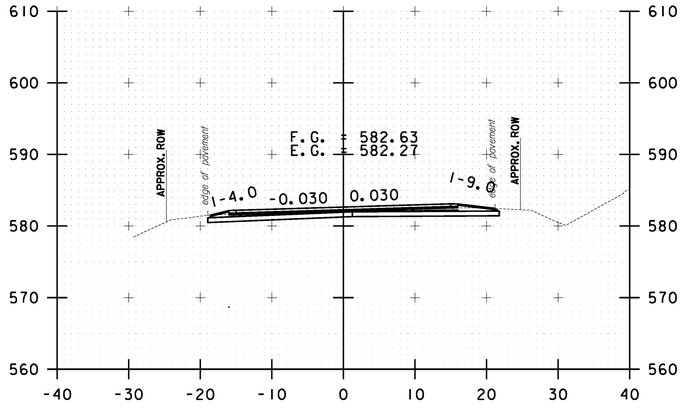
B 95+50.00



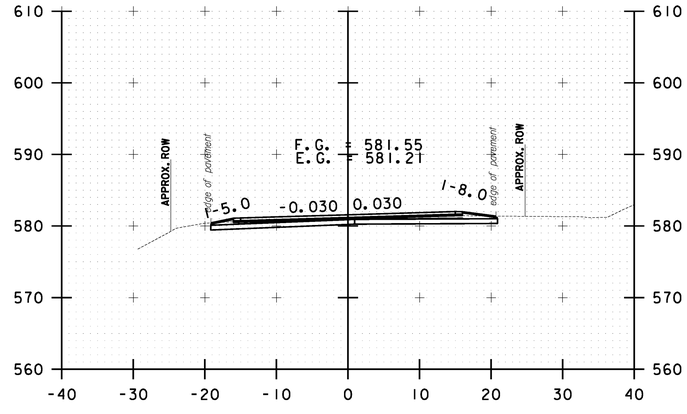
B 96+50.00



B 94+00.00



B 95+00.00



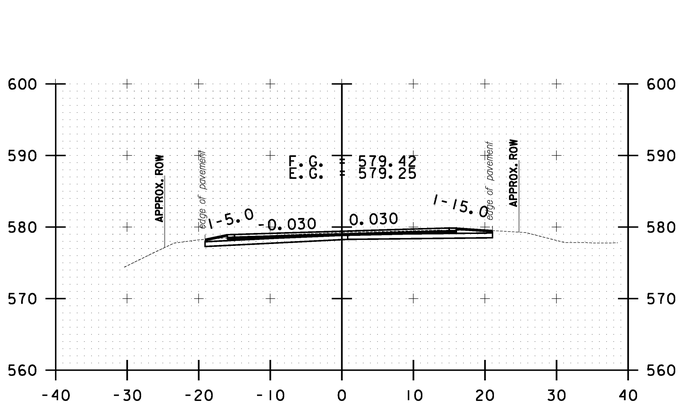
B 96+00.00

10 0 10
SCALE IN FEET

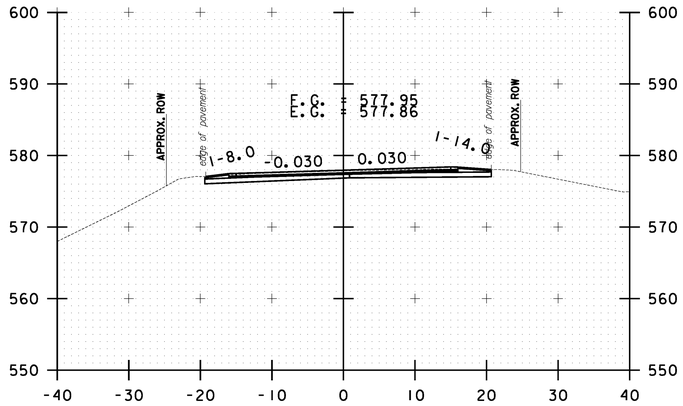
BETHEL CROSS SECTION SHEET #31

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_bethel_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xsl43.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 356 OF 397

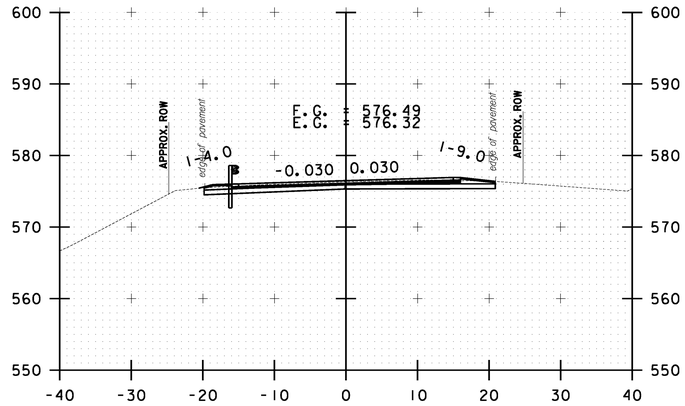
FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_bethel_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



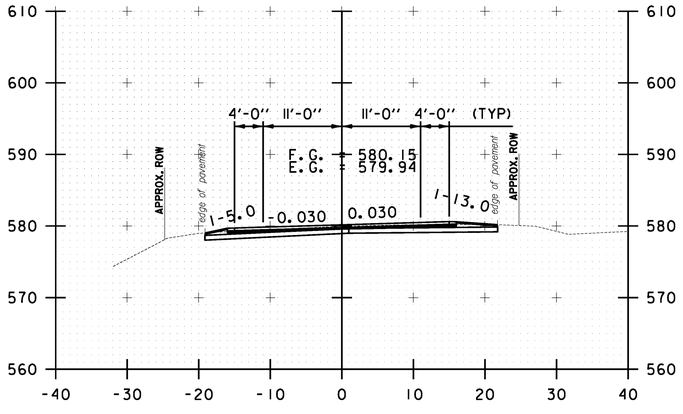
B 97+50.00



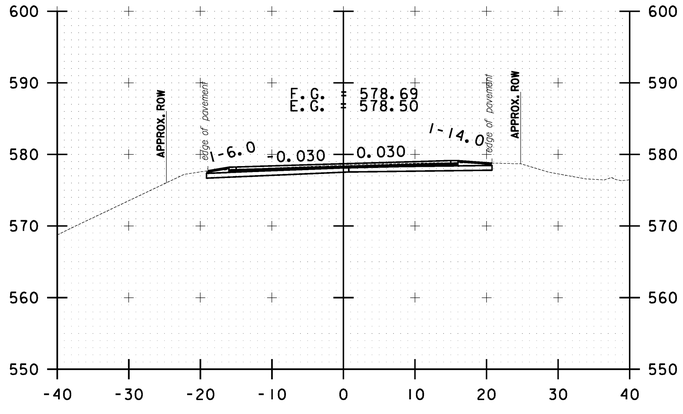
B 98+50.00



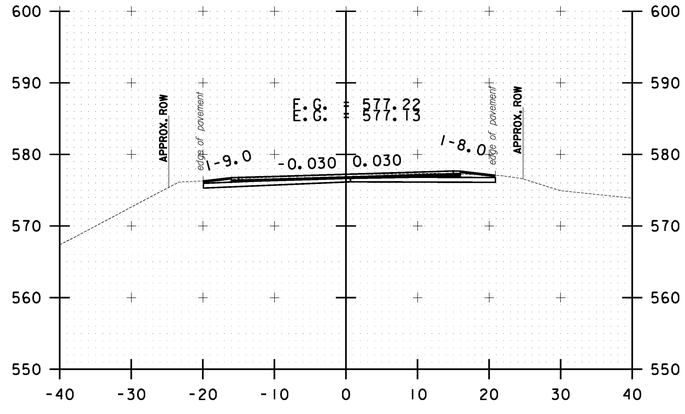
B 99+50.00



B 97+00.00



B 98+00.00



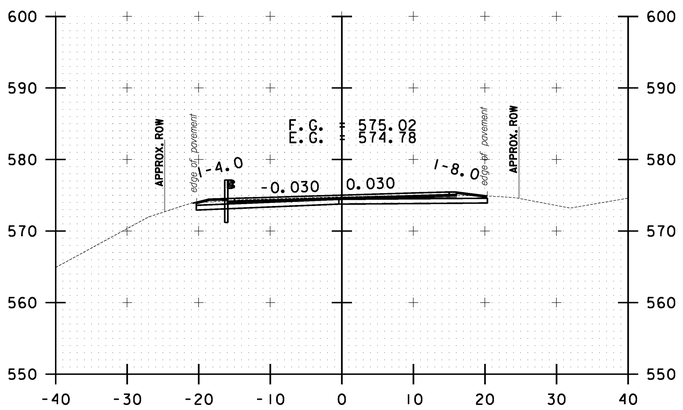
B 99+00.00

10 0 10
SCALE IN FEET

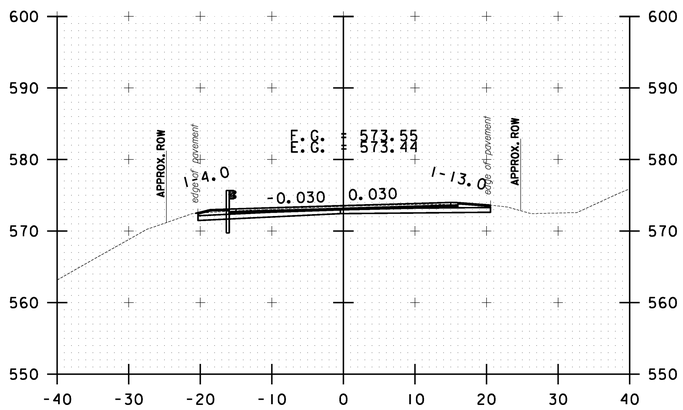
BETHEL CROSS SECTION SHEET #32

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_bethel_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xsl44.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 357 OF 397

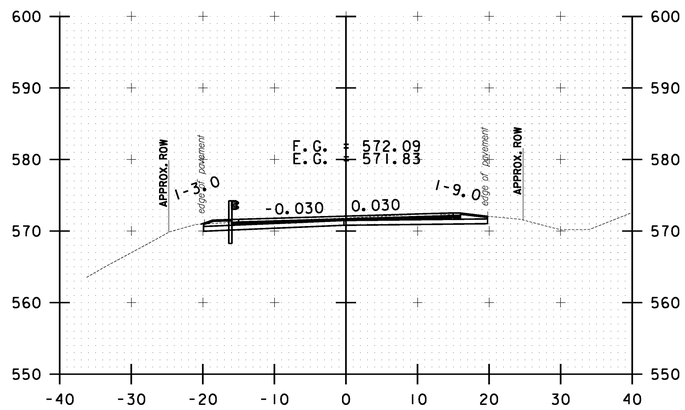
FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_bethel_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



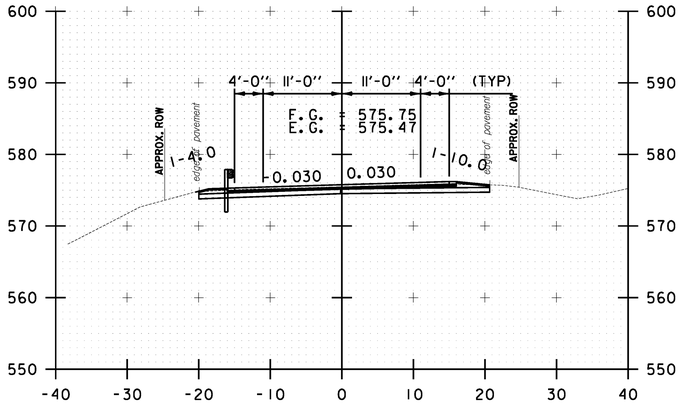
B 100+50.00



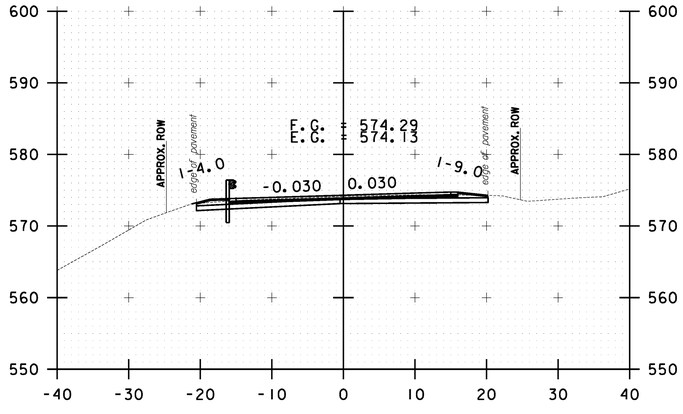
B 101+50.00



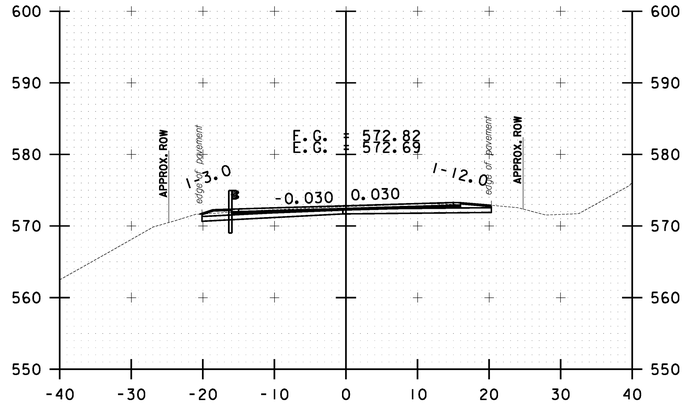
B 102+50.00



B 100+00.00



B 101+00.00



B 102+00.00

10 0 10
SCALE IN FEET

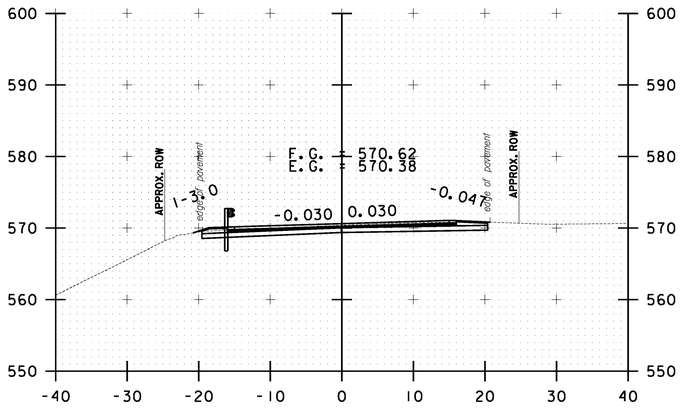
BETHEL CROSS SECTION SHEET #33

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)

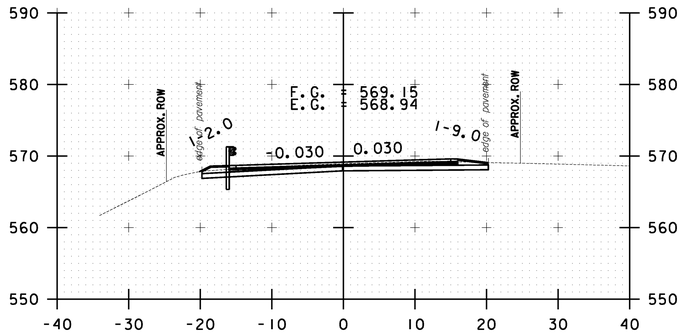
FILE NAME: z10b214_bethel_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xsl45.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 358 OF 397

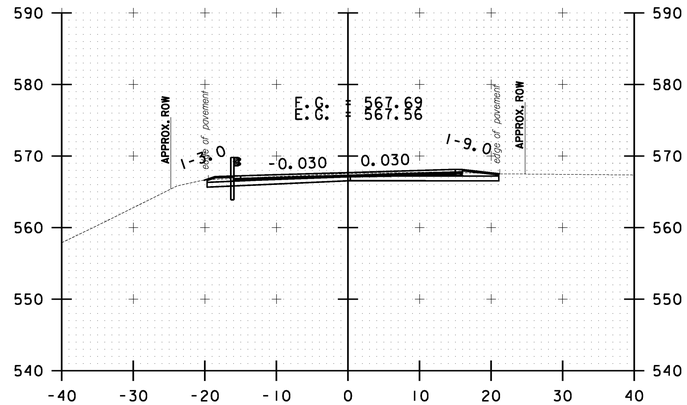
FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_bethel_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



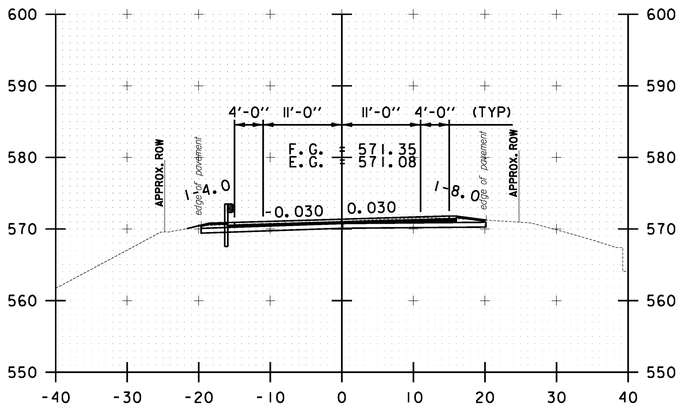
B 103+50.00



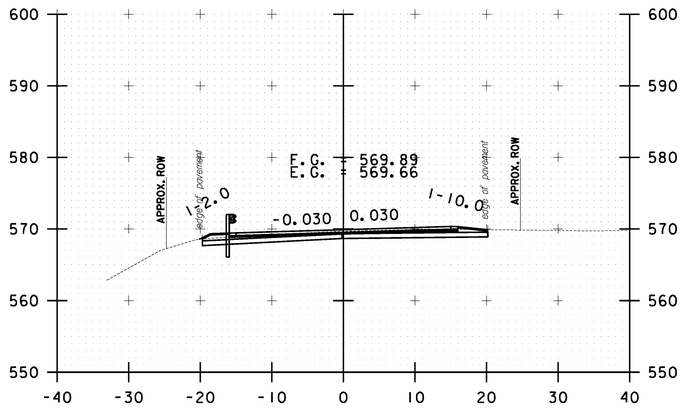
B 104+50.00



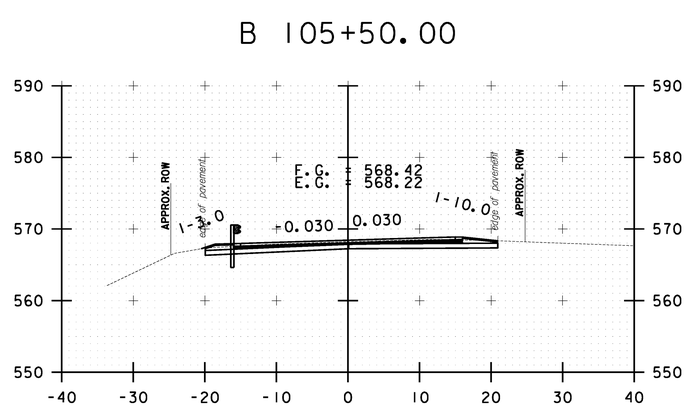
B 105+50.00



B 103+00.00



B 104+00.00



B 105+00.00

10 0 10
SCALE IN FEET

BETHEL CROSS SECTION SHEET #34

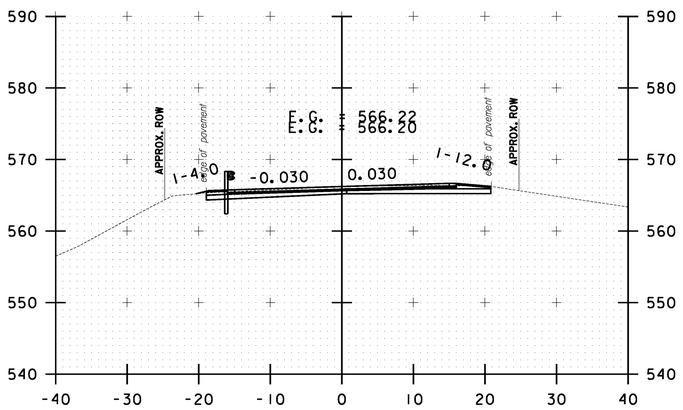
PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(11)

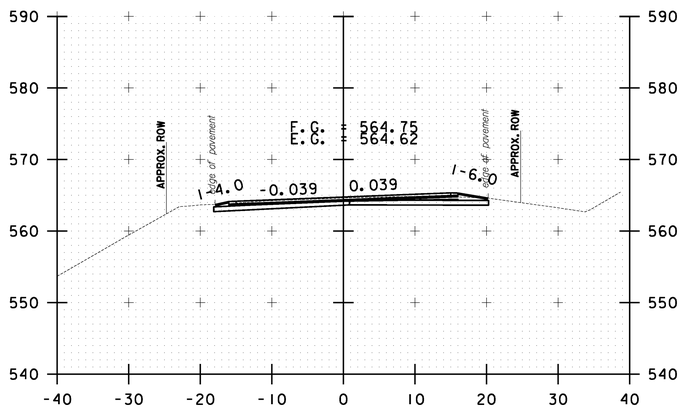
FILE NAME: z10b214_bethel_xc.dgn
PROJECT LEADER: D.E.C.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xsl46.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 359 OF 397

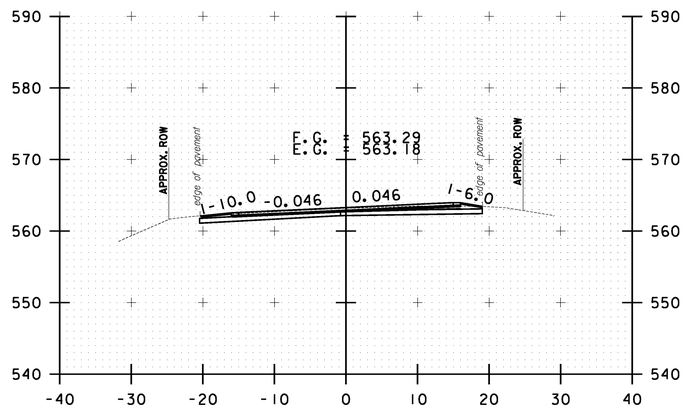
FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_bethel_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



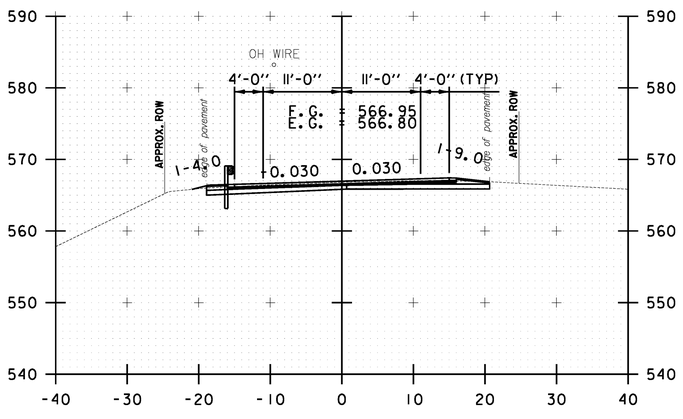
B 106+50.00



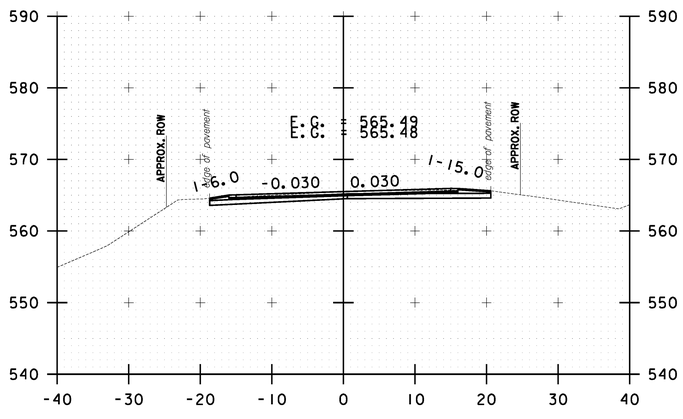
B 107+50.00



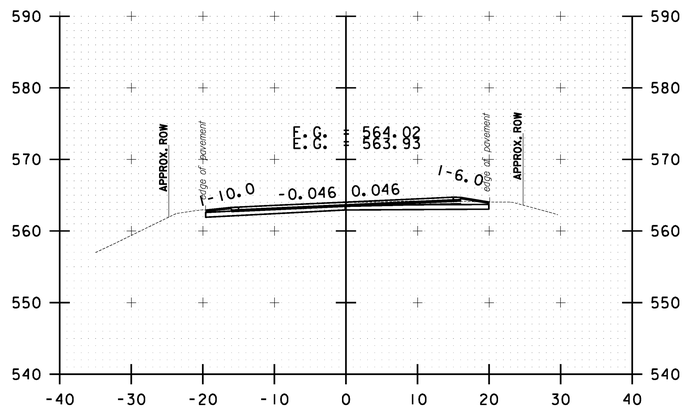
B 108+50.00



B 106+00.00



B 107+00.00



B 108+00.00

10 0 10
SCALE IN FEET

BETHEL CROSS SECTION SHEET #35

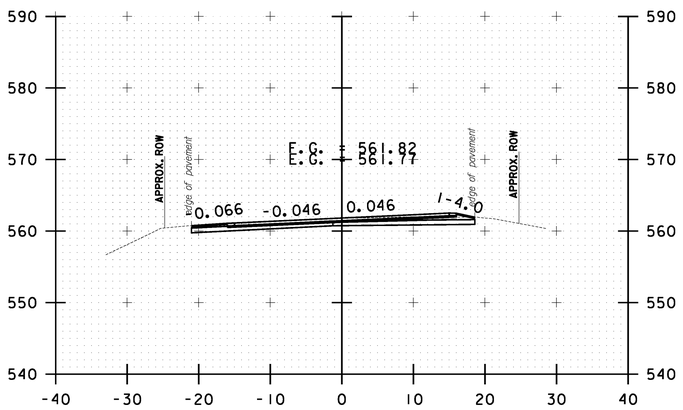
PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

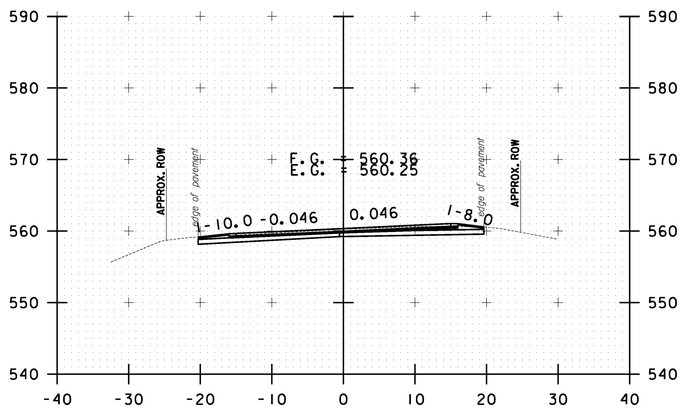
FILE NAME: z10b214_bethel_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xsl47.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 360 OF 397

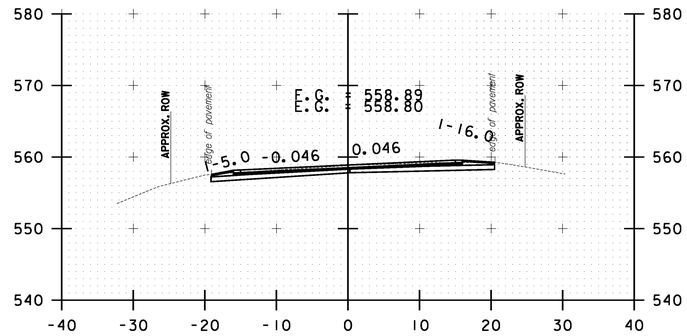
FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_bethel_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



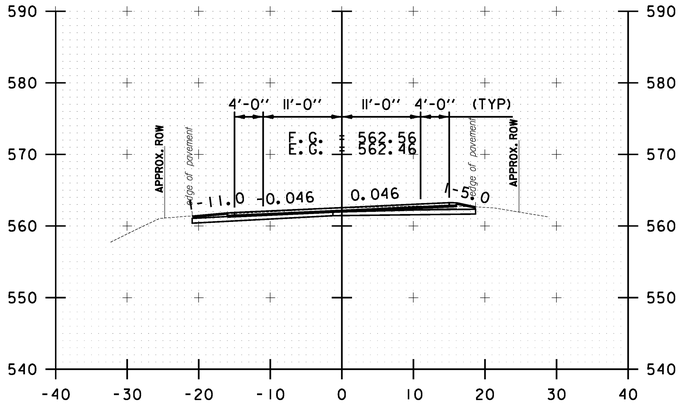
B 109+50.00



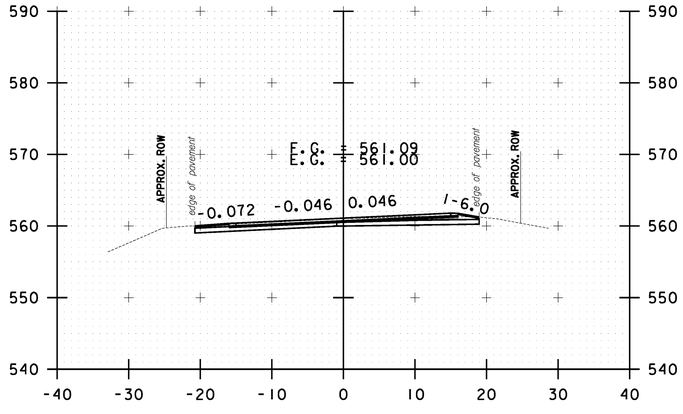
B 110+50.00



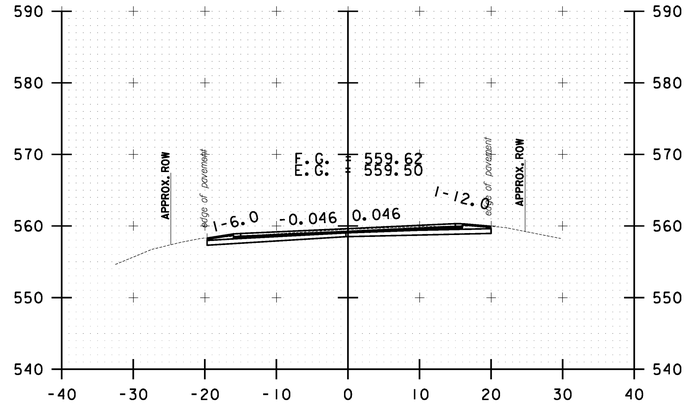
B 111+50.00



B 109+00.00



B 110+00.00



B 111+00.00

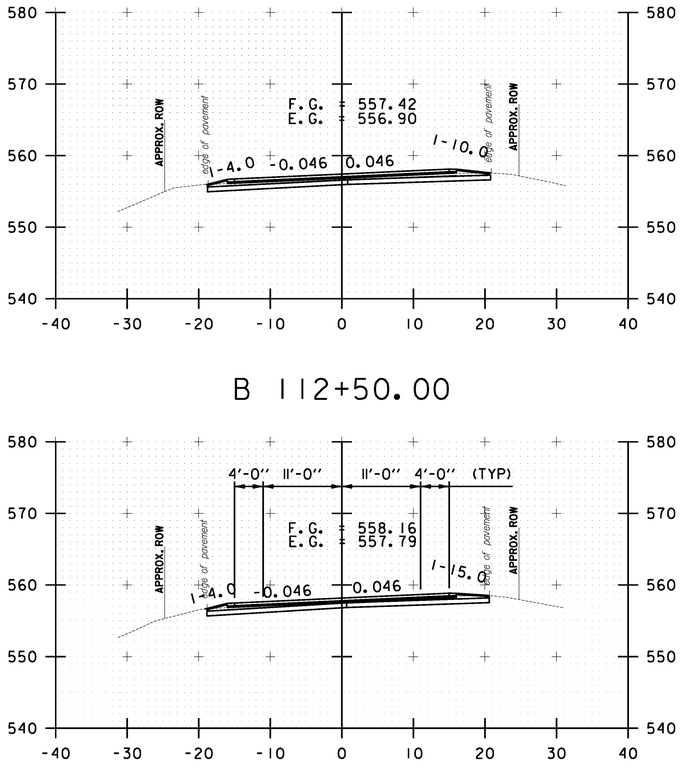
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SCALE IN FEET

BETHEL CROSS SECTION SHEET #36

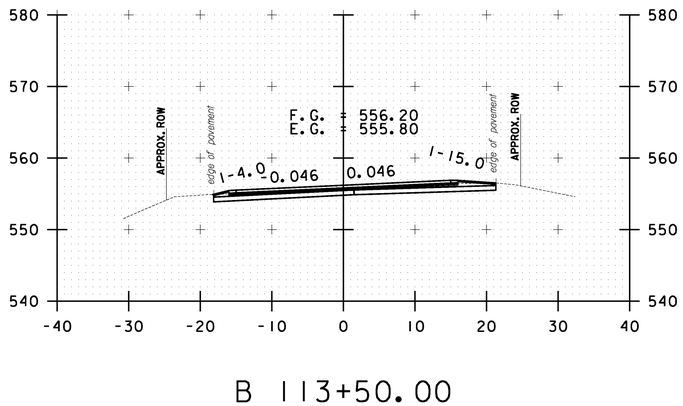
PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_bethel_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xsl48.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 361 OF 397

FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_bethel_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916

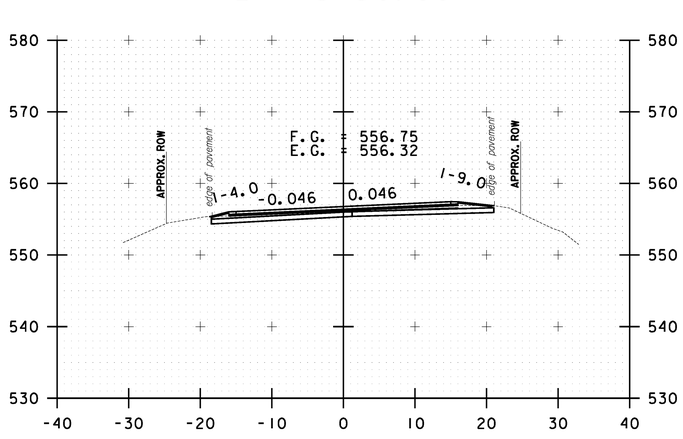
B 112+50.00



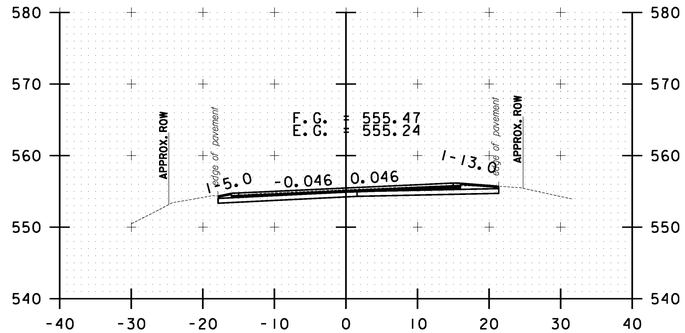
B 112+00.00



B 113+50.00

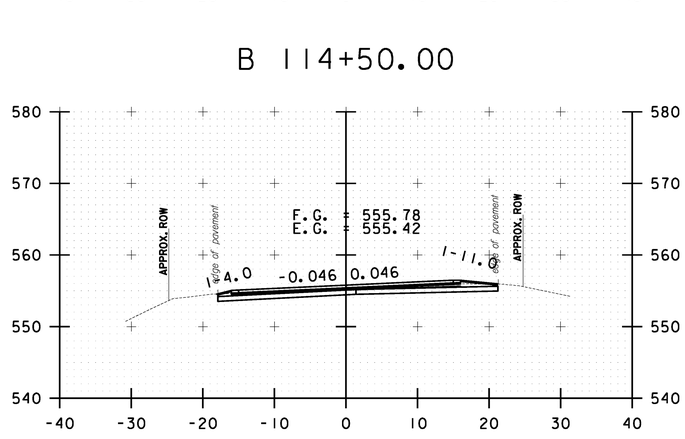


B 113+00.00



B 115+00.00

B 114+50.00



B 114+00.00

10 0 10
SCALE IN FEET

BETHEL CROSS SECTION SHEET #37

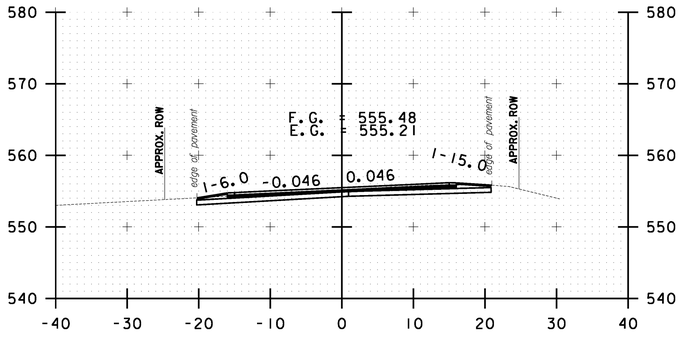
PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

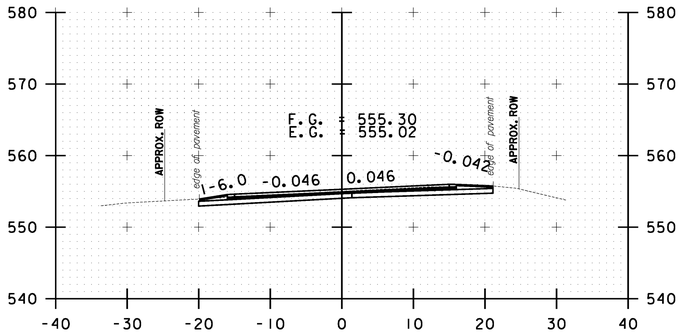
FILE NAME: z10b214_bethel_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xsl49.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 362 OF 397

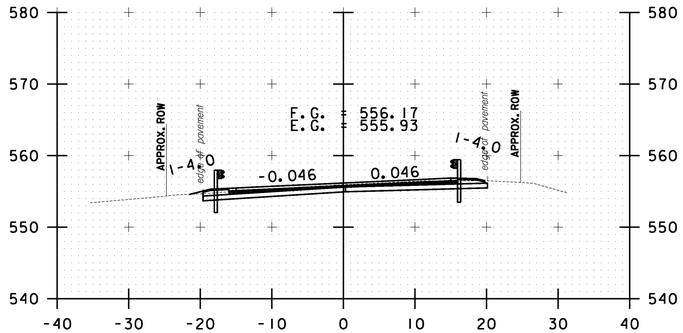
FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_bethel_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



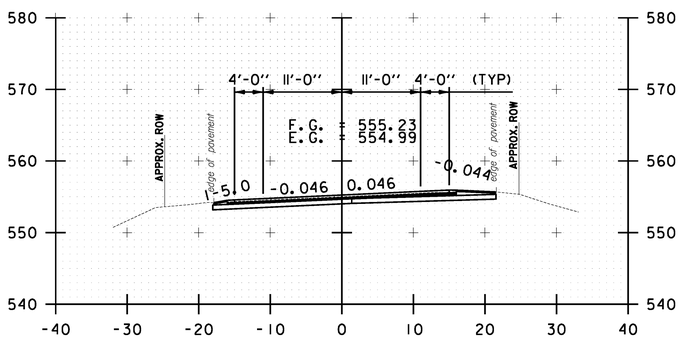
B 116+50.00



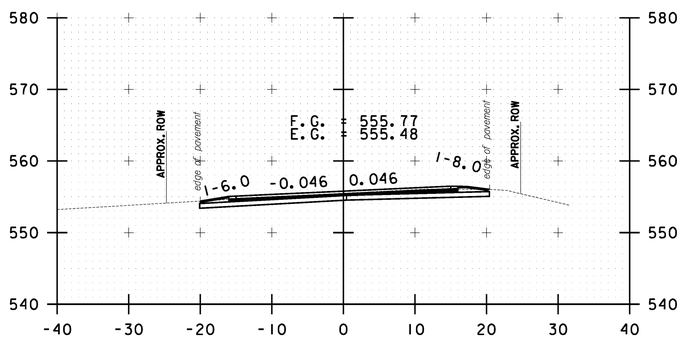
B 116+00.00



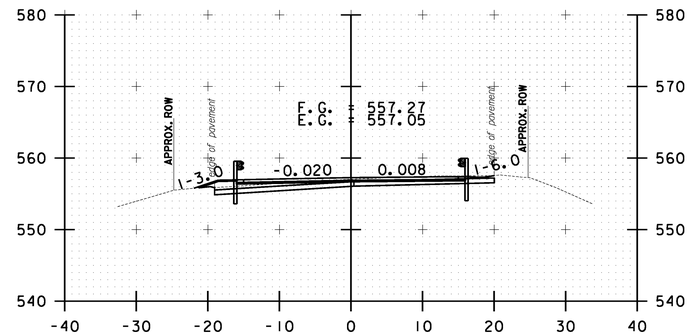
B 117+50.00



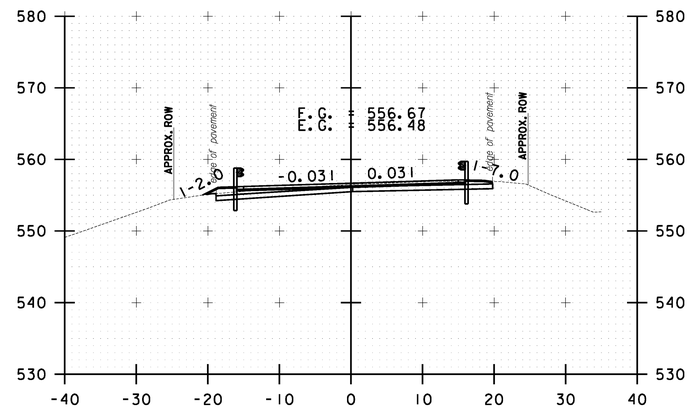
B 115+50.00



B 117+00.00



B 118+50.00



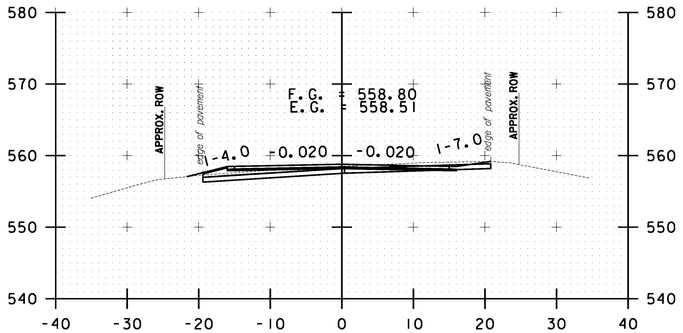
B 118+00.00

10 0 10
SCALE IN FEET

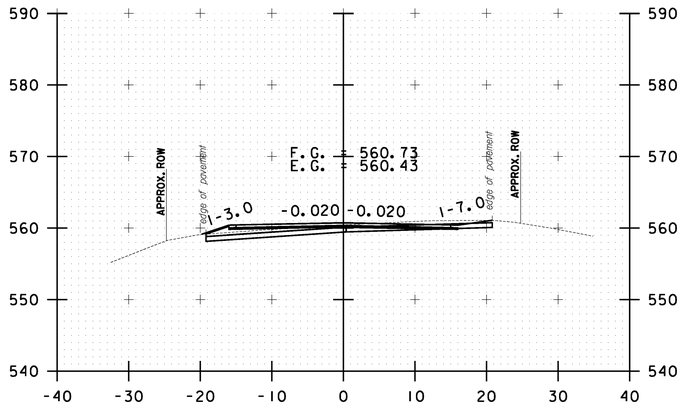
BETHEL CROSS SECTION SHEET #38

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(11)
FILE NAME: z10b214_bethel_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xsl50.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 363 OF 397

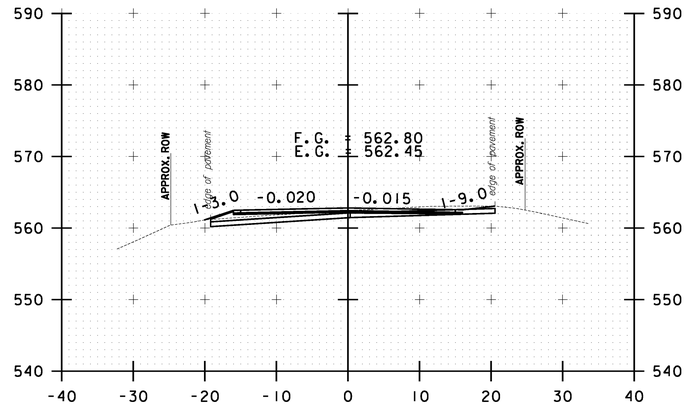
FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_bethel_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



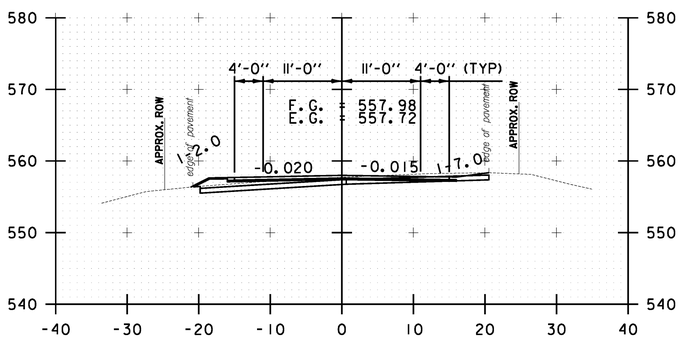
B 119+50.00



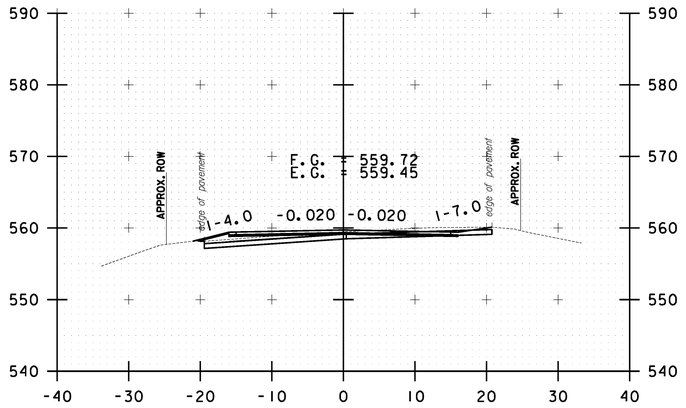
B 120+50.00



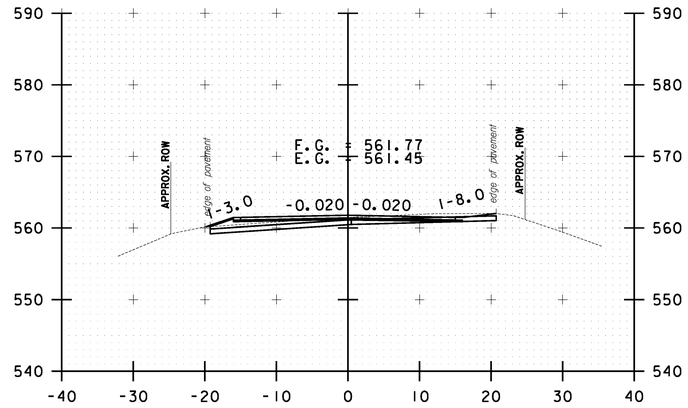
B 121+50.00



B 119+00.00



B 120+00.00



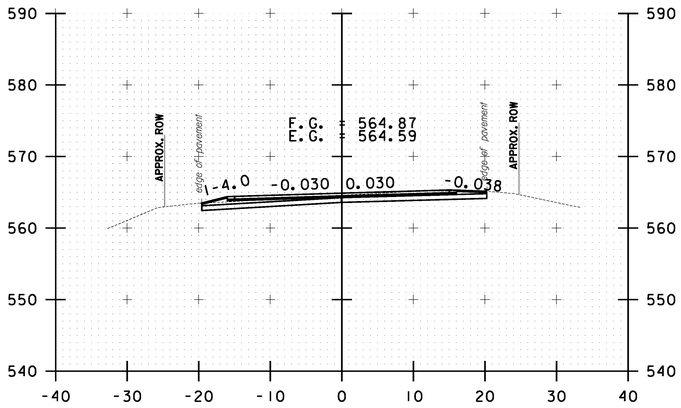
B 121+00.00

10 0 10
SCALE IN FEET

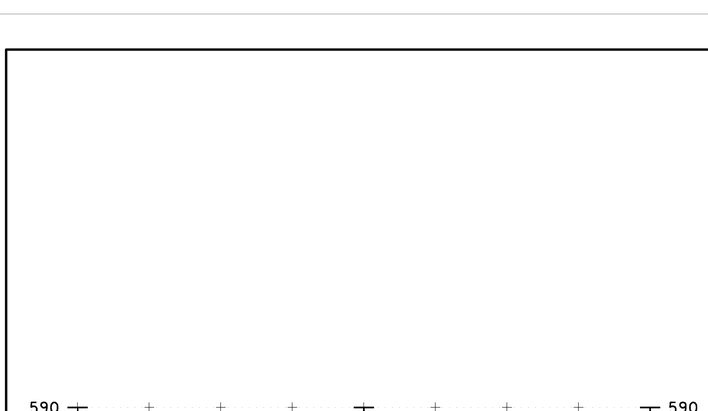
BETHEL CROSS SECTION SHEET #39

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_bethel_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xsl51.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 364 OF 397

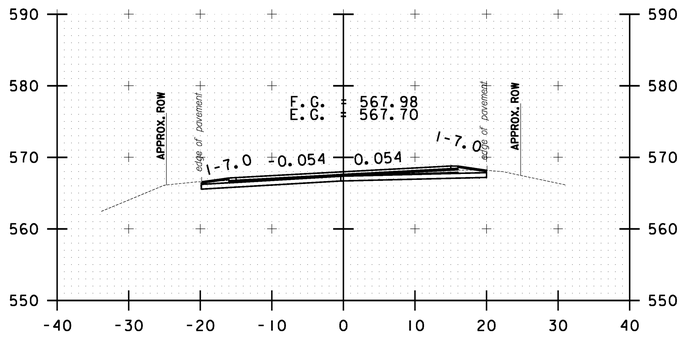
FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_bethel_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



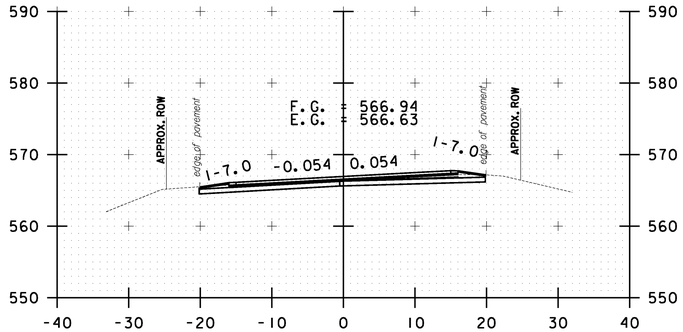
B 122+50.00



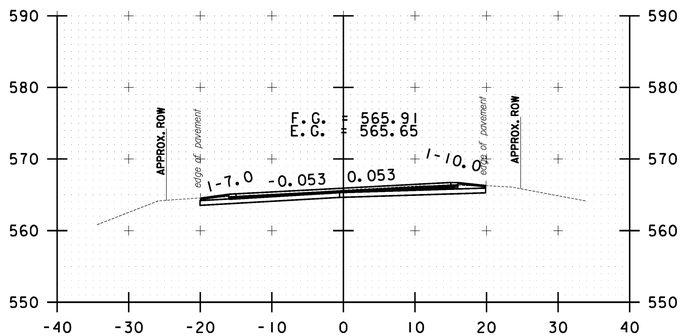
B 122+00.00



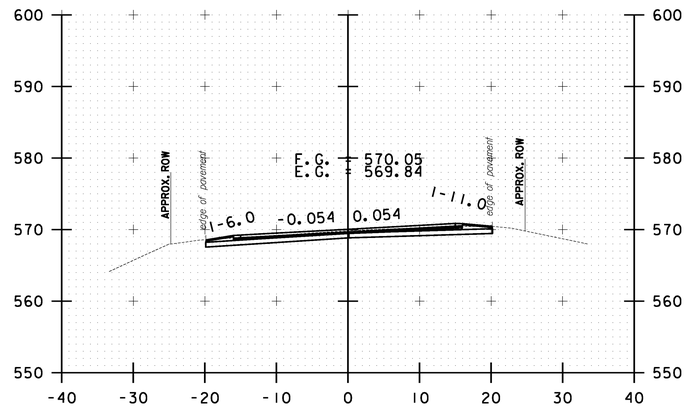
B 124+00.00



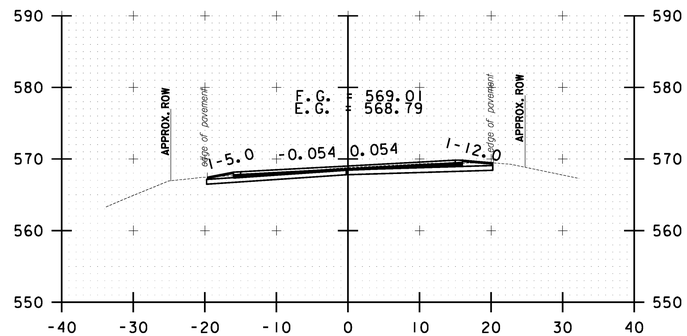
B 123+50.00



B 123+00.00



B 125+00.00



B 124+50.00

10 0 10
SCALE IN FEET

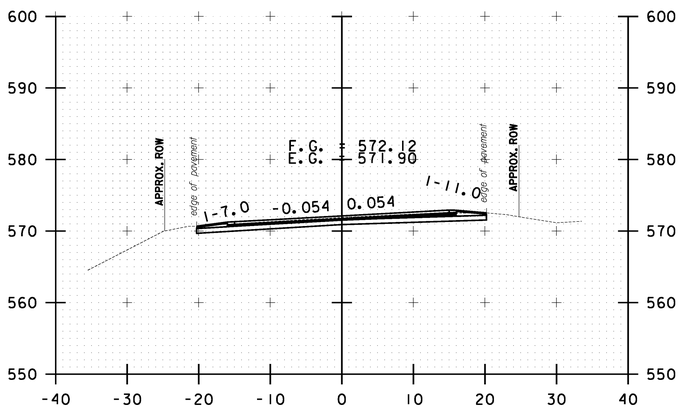
BETHEL CROSS SECTION SHEET #40

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(11)

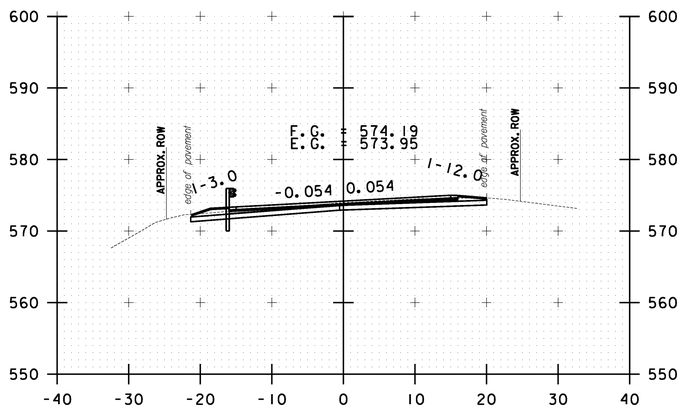
FILE NAME: z10b214_bethel_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xsl52.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 365 OF 397

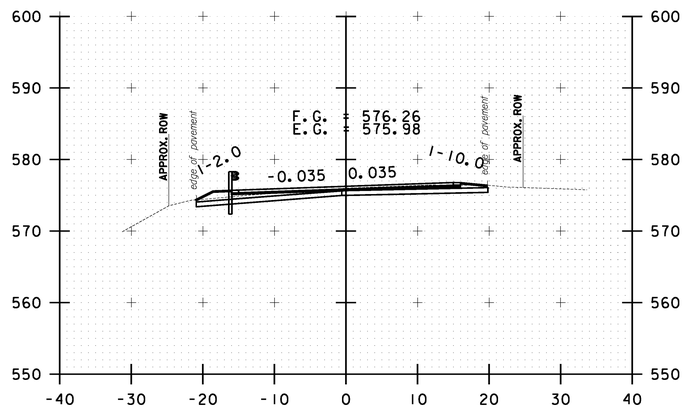
FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_bethel_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



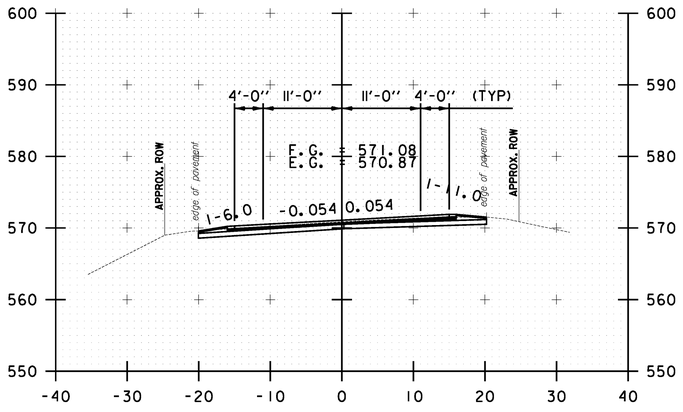
B 126+00.00



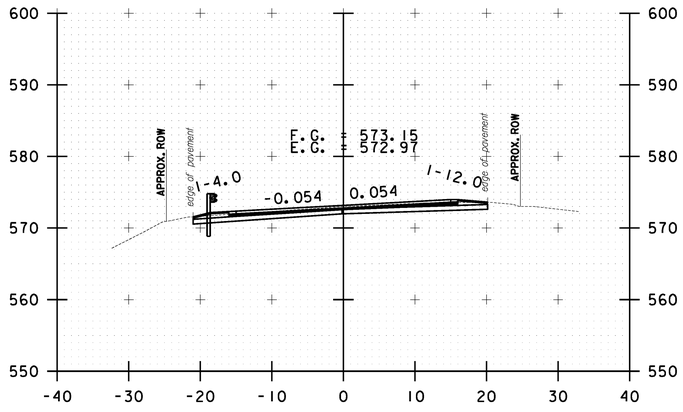
B 127+00.00



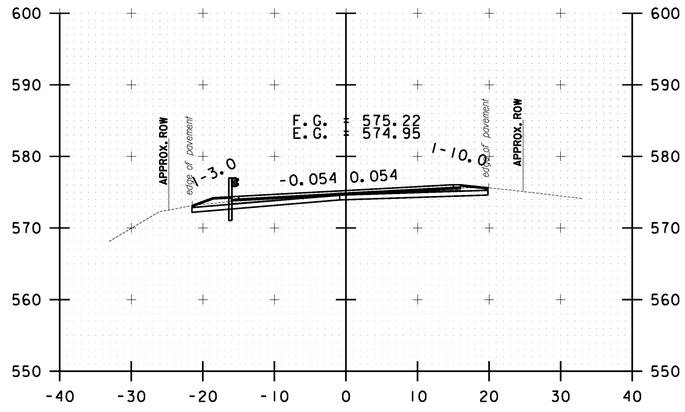
B 128+00.00



B 125+50.00



B 126+50.00



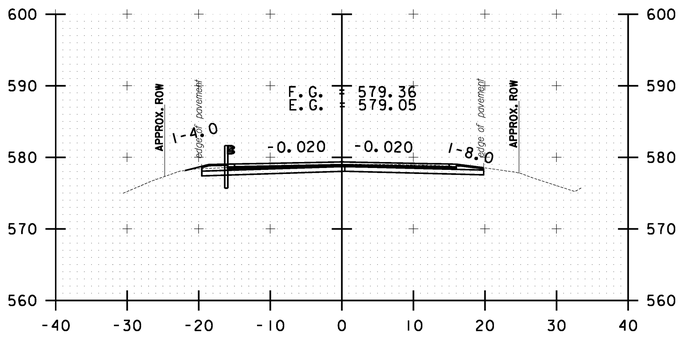
B 127+50.00

10 0 10
SCALE IN FEET

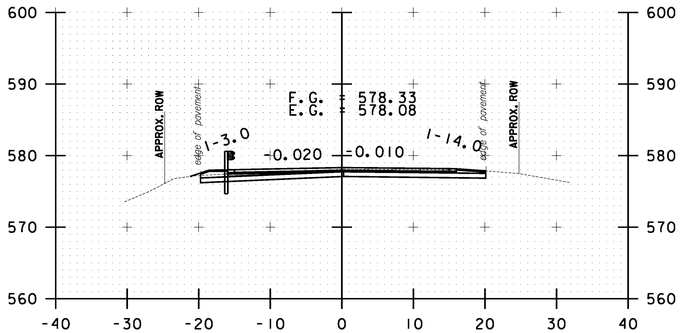
BETHEL CROSS SECTION SHEET #41

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_bethel_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xsl53.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 366 OF 397

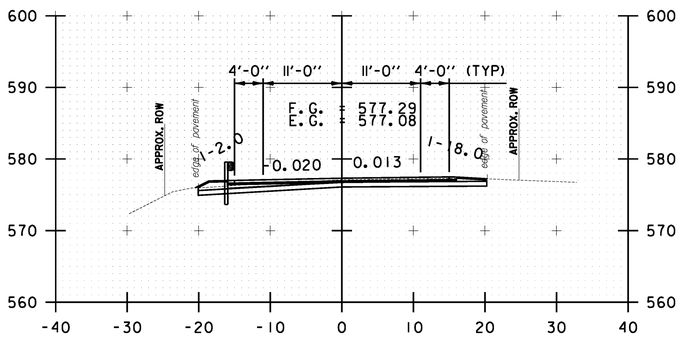
FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_bethel_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



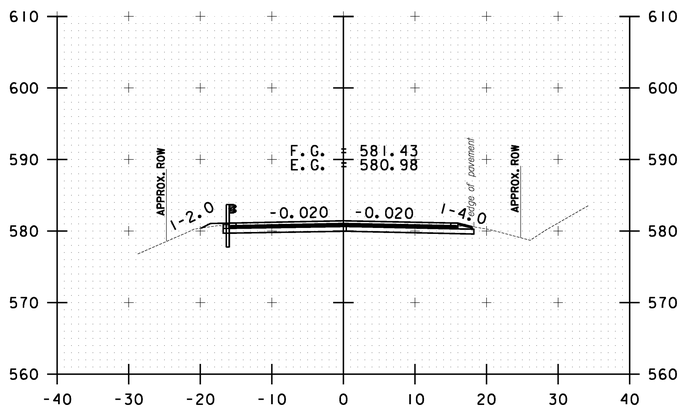
B 129+50.00



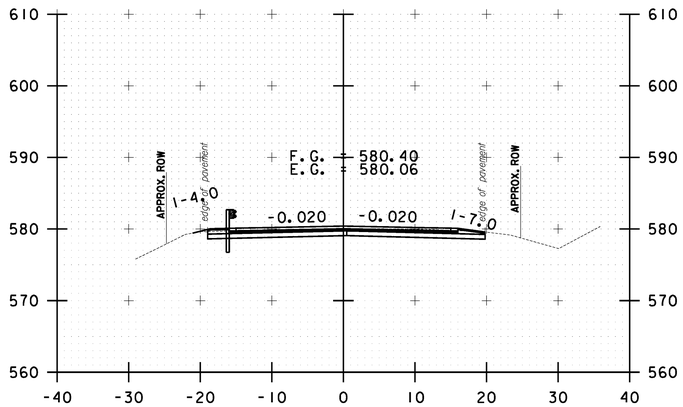
B 129+00.00



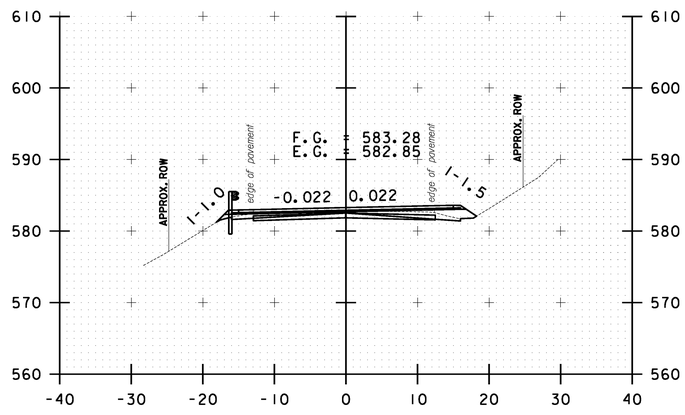
B 128+50.00



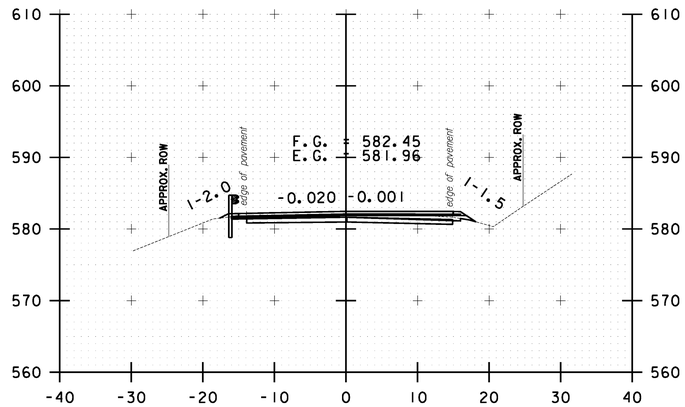
B 130+50.00



B 130+00.00



B 131+50.00



B 131+00.00

10 0 10
SCALE IN FEET

BETHEL CROSS SECTION SHEET #42

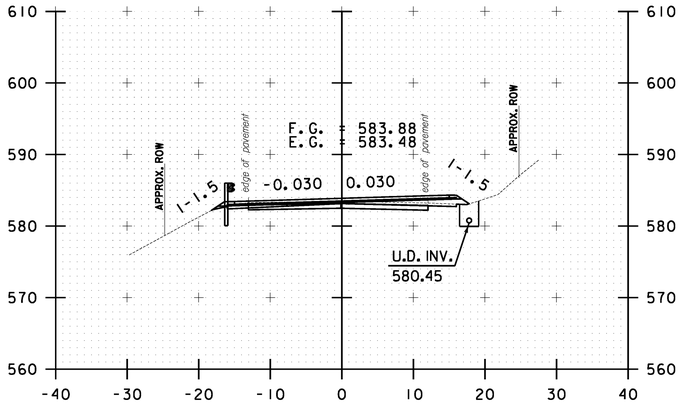
PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(11)

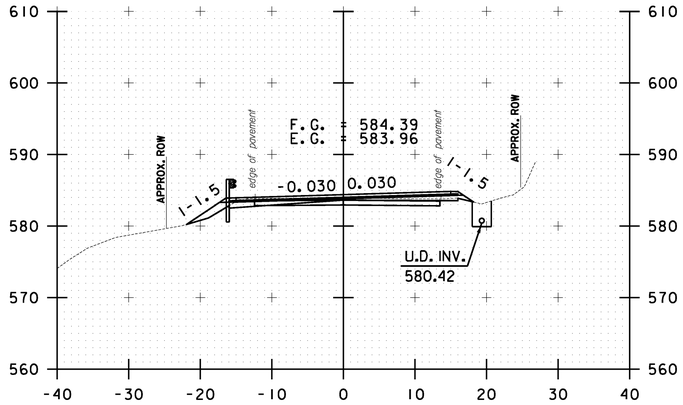
FILE NAME: z10b214_bethel_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xsl54.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 367 OF 397

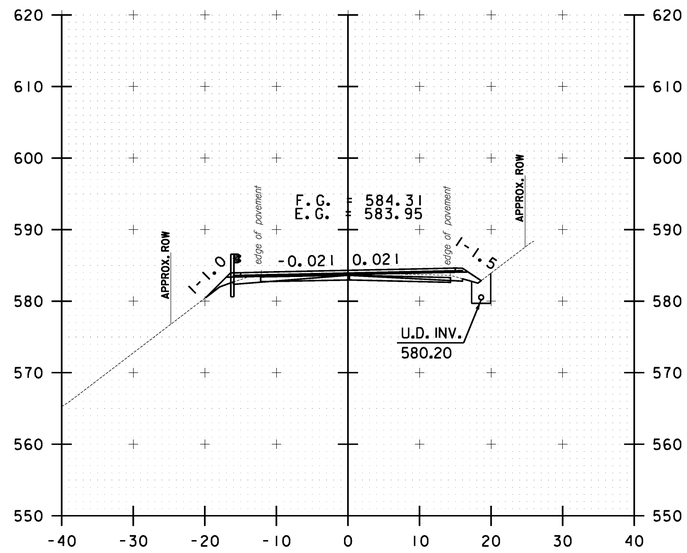
FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_bethel_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



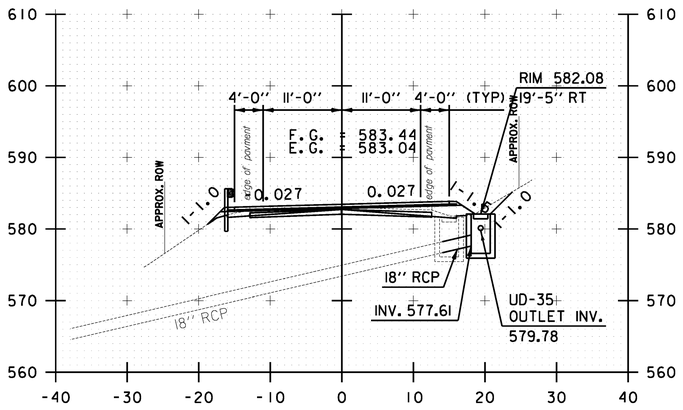
B 132+00.00



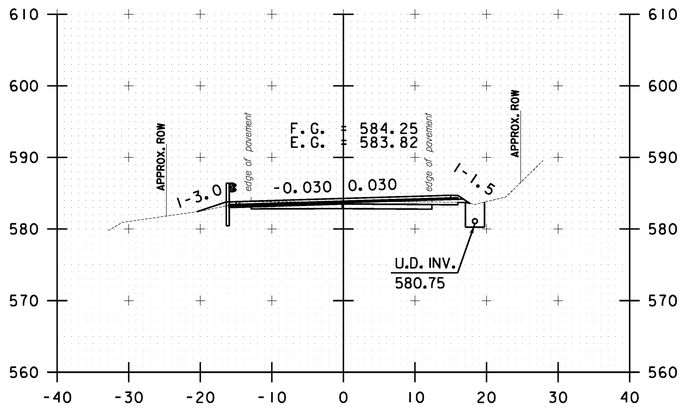
B 133+00.00



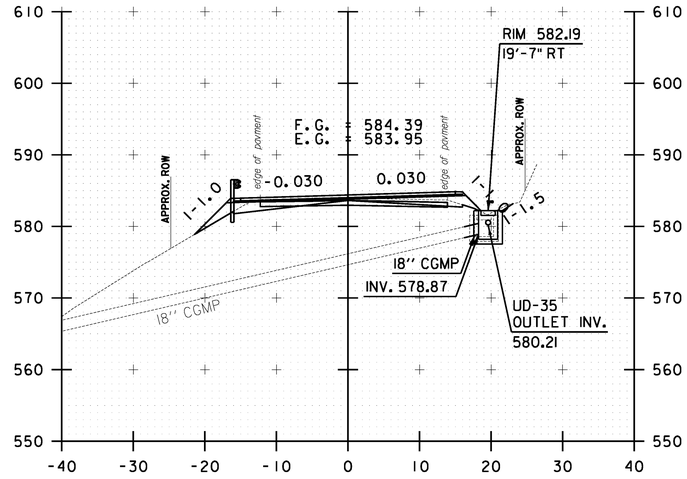
B 133+50.00



B 131+61.70



B 132+50.00



B 133+20.60

10 0 10
SCALE IN FEET

BETHEL CROSS SECTION SHEET #43

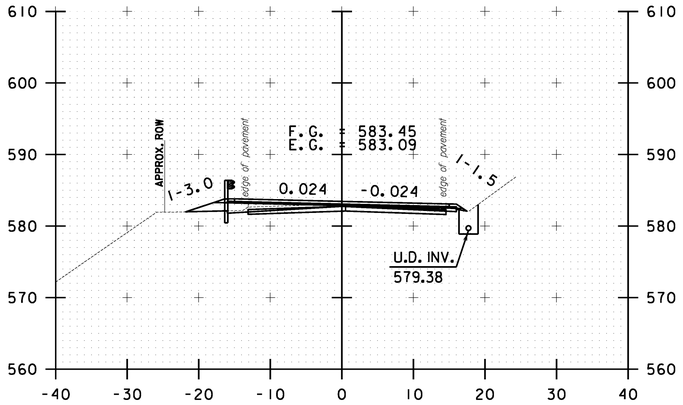
PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

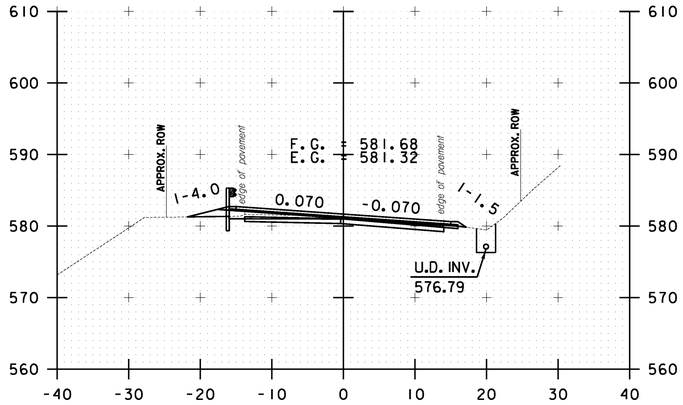
FILE NAME: z10b214_bethel_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xsl55.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 368 OF 397

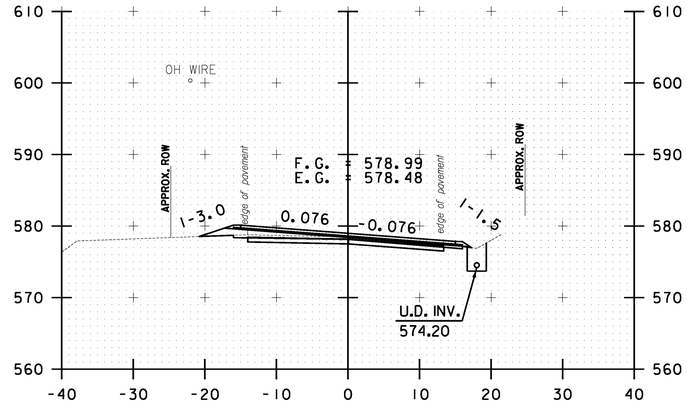
FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_bethel_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



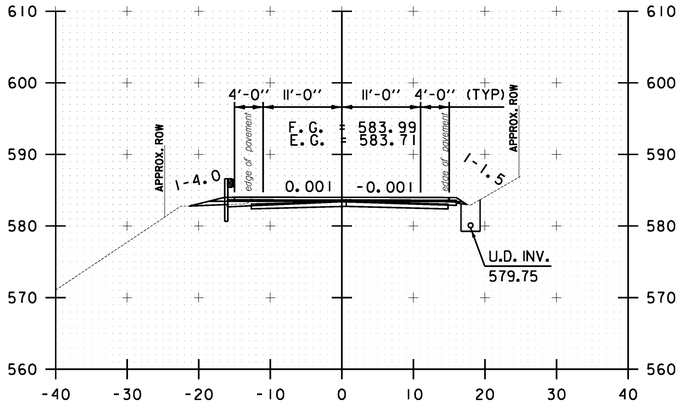
B 134+50.00



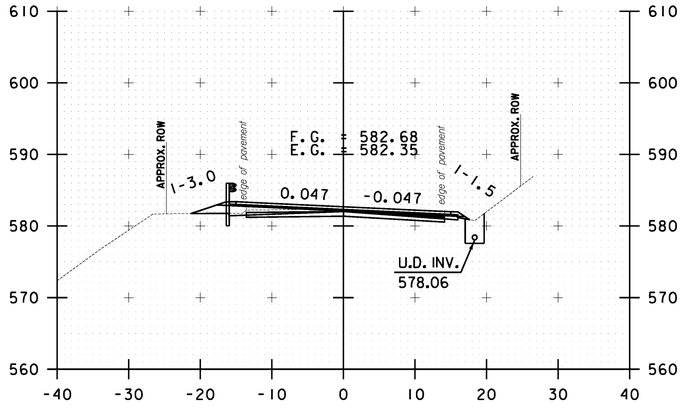
B 135+50.00



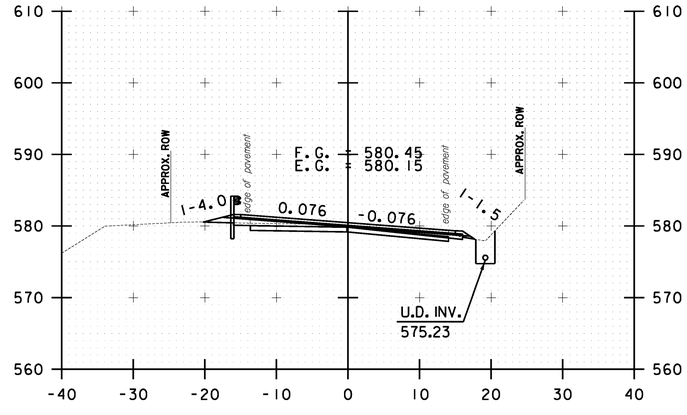
B 136+50.00



B 134+00.00



B 135+00.00



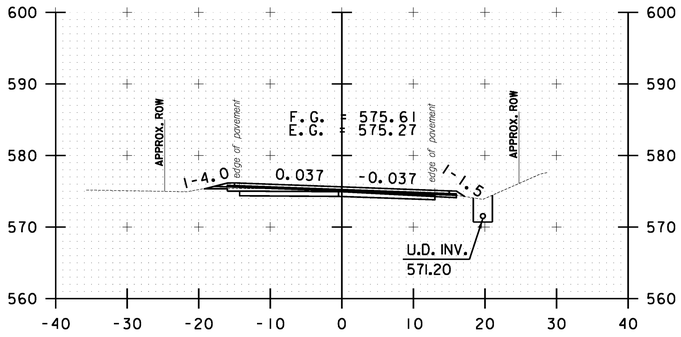
B 136+00.00

10 0 10
SCALE IN FEET

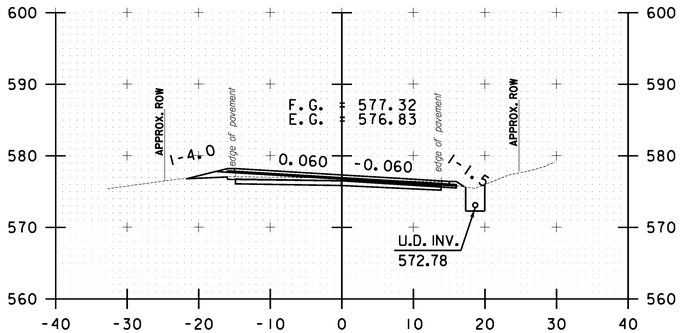
BETHEL CROSS SECTION SHEET #44

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_bethel_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xsl56.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 369 OF 397

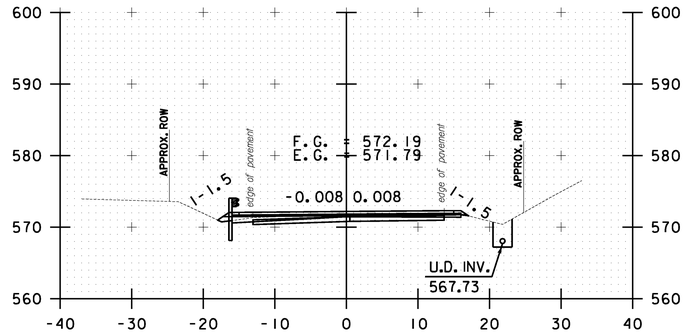
FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_bethel_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



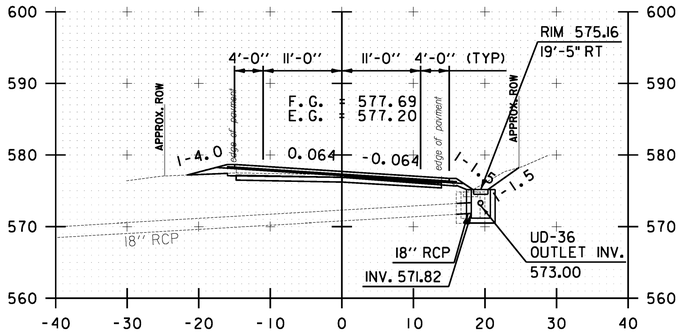
B 137+50.00



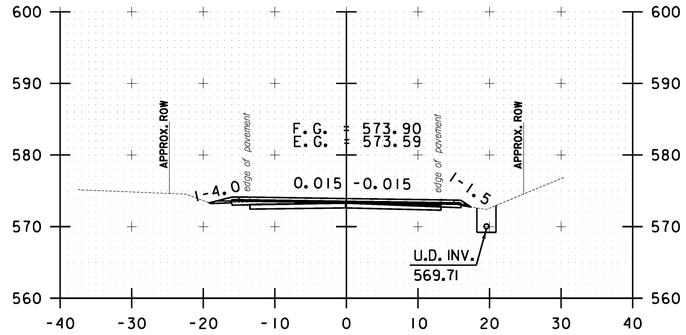
B 137+00.00



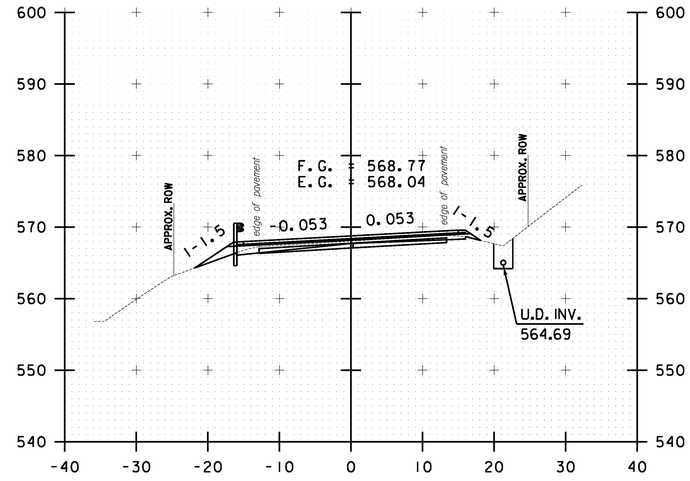
B 138+50.00



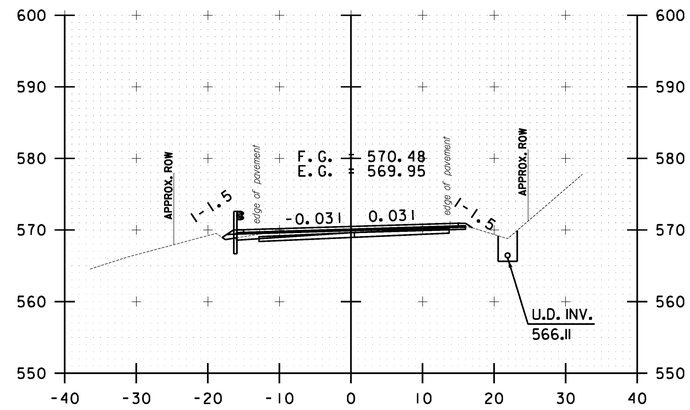
B 136+89.20



B 138+00.00



B 139+50.00



B 139+00.00

10 0 10
SCALE IN FEET

BETHEL CROSS SECTION SHEET #45

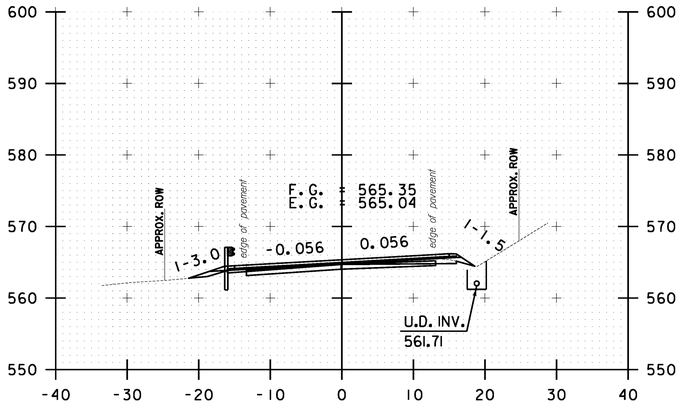
PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(11)

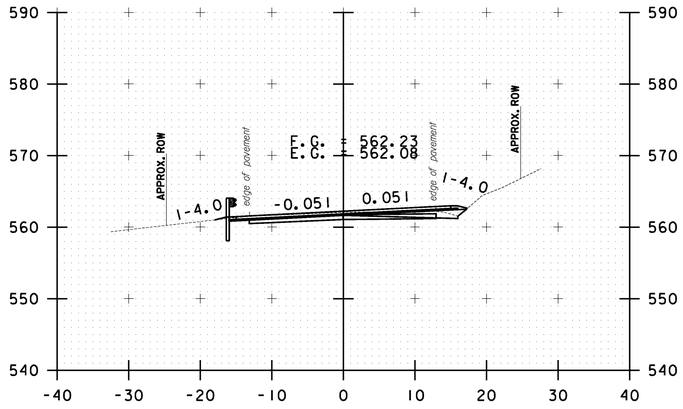
FILE NAME: z10b214_bethel_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xsl57.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 370 OF 397

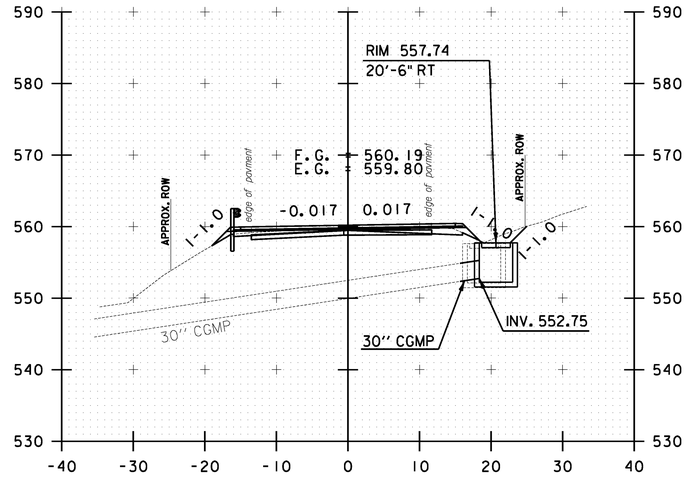
FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_bethel_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



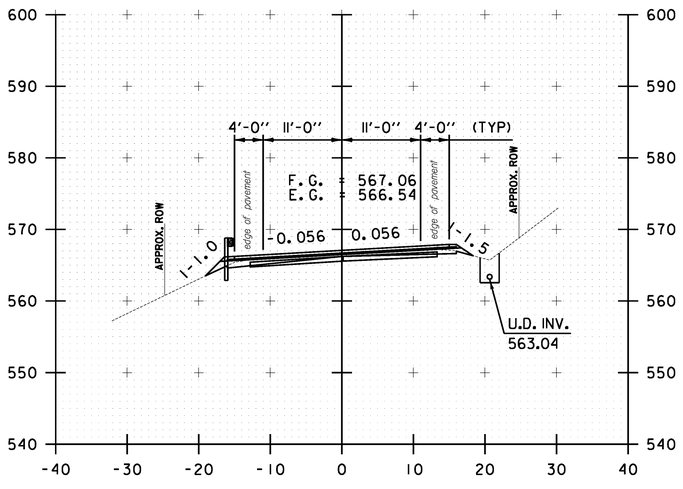
B 140+50.00



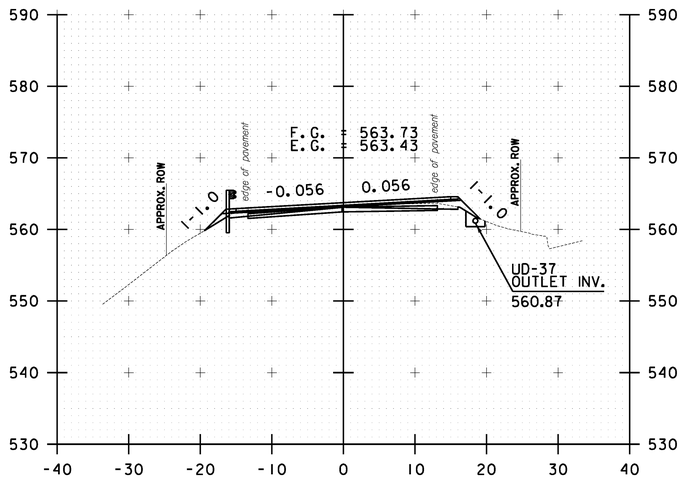
B 141+50.00



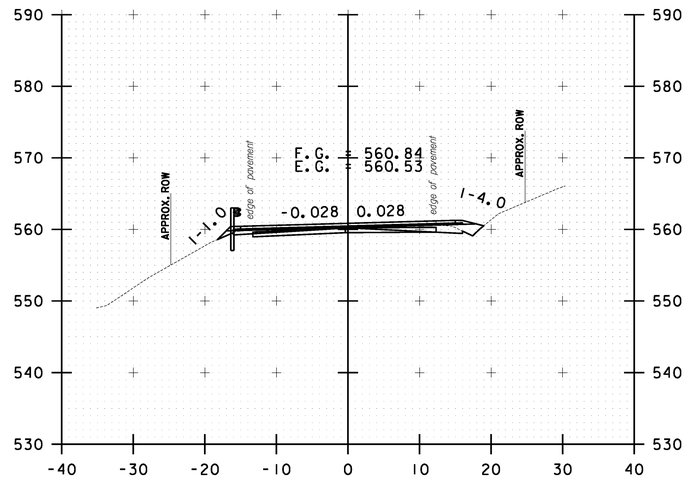
B 142+25.00



B 140+00.00



B 141+00.00



B 142+00.00

10 0 10
SCALE IN FEET

BETHEL CROSS SECTION SHEET #46

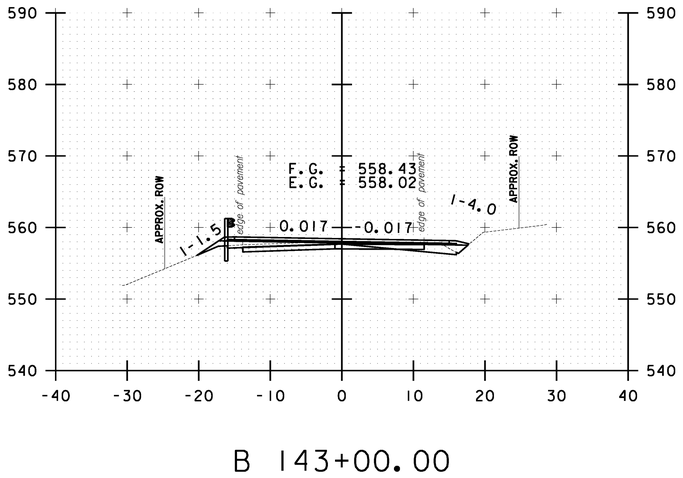
PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

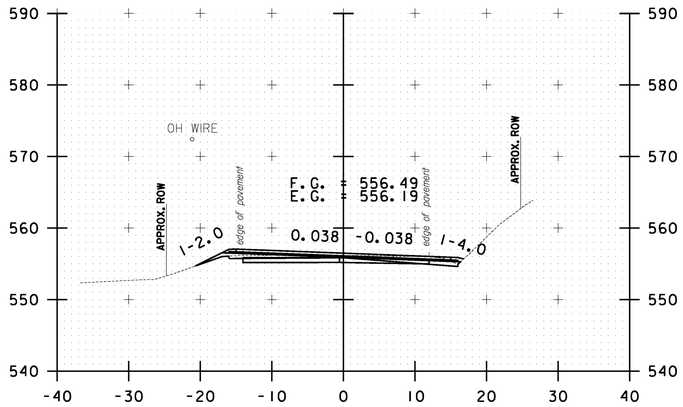
FILE NAME: z10b214_bethel_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xsl58.I

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 371 OF 397

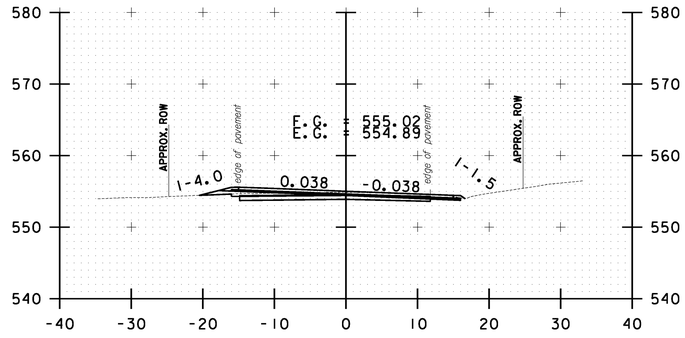
FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_bethel_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



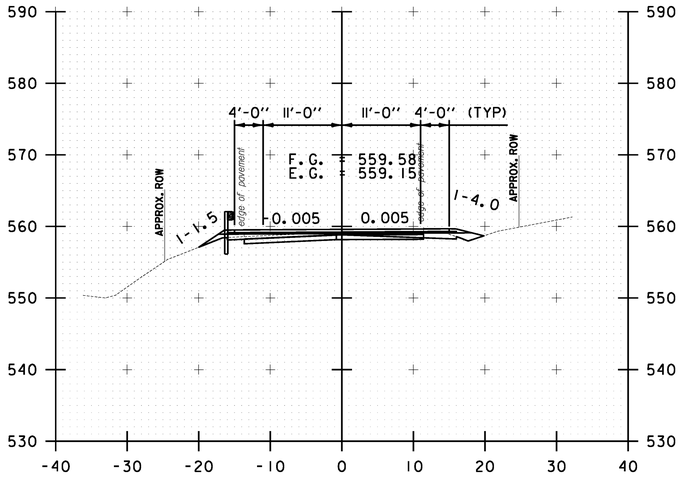
B 143+00.00



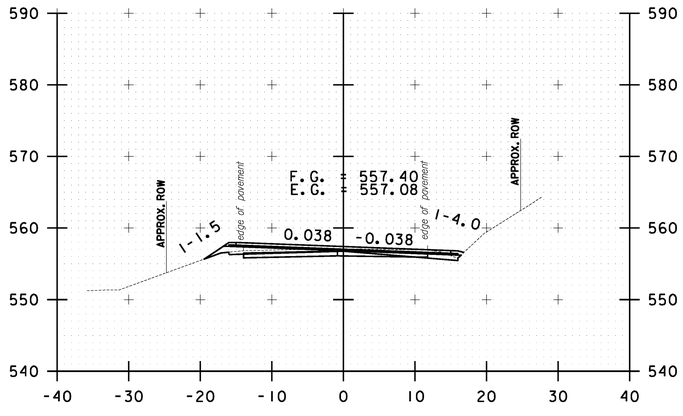
B 144+00.00



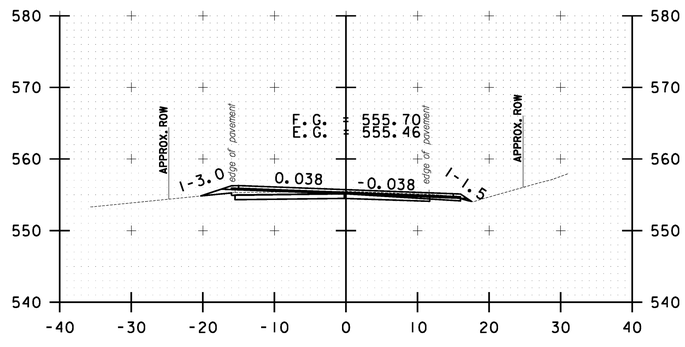
B 145+00.00



B 142+50.00



B 143+50.00



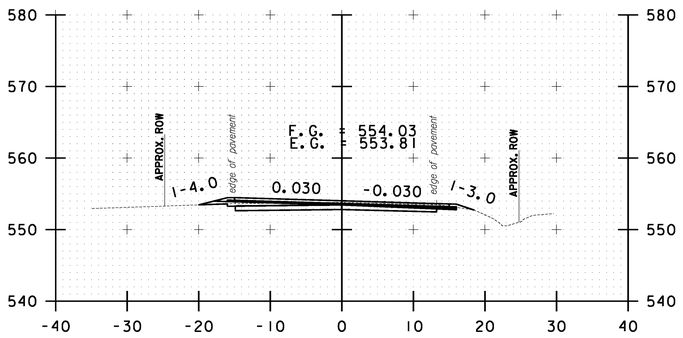
B 144+50.00

10 0 10
SCALE IN FEET

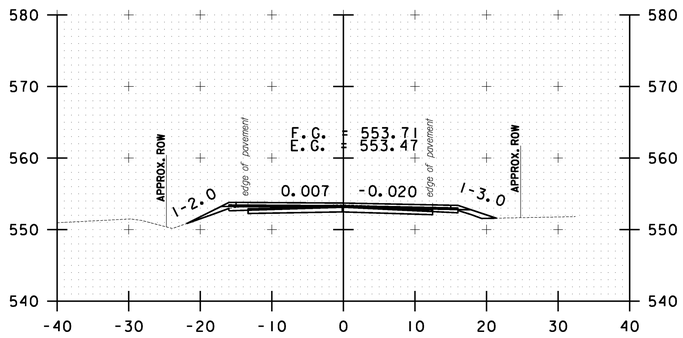
BETHEL CROSS SECTION SHEET #47

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_bethel_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xsl59.I
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 372 OF 397

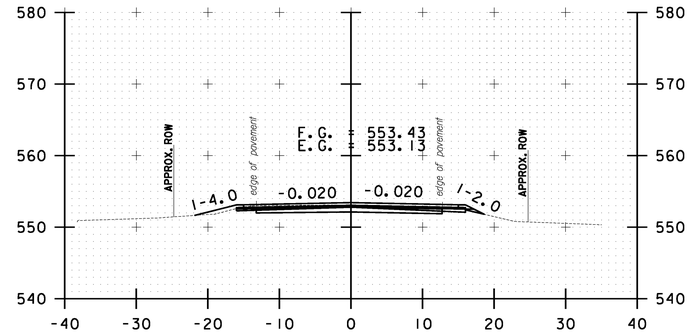
FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_bethel_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



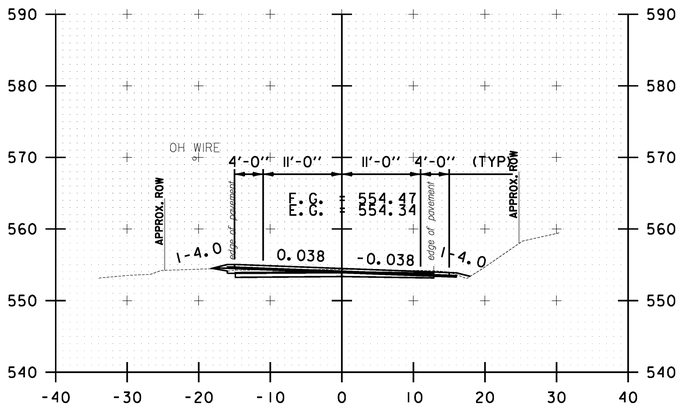
B 146+00.00



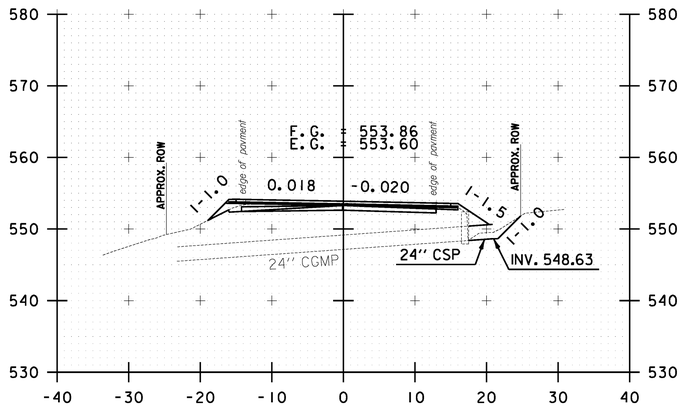
B 146+50.00



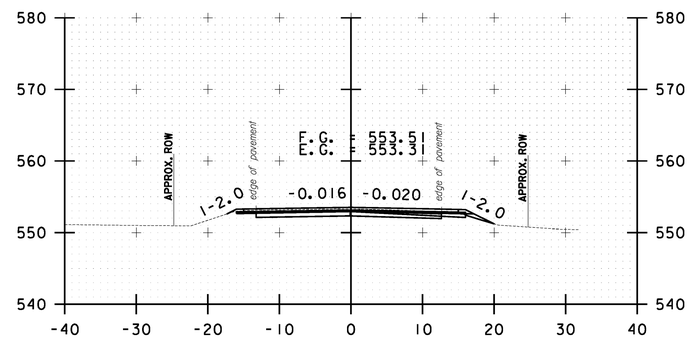
B 147+50.00



B 145+50.00



B 146+24.00



B 147+00.00

10 0 10
SCALE IN FEET

BETHEL CROSS SECTION SHEET #48

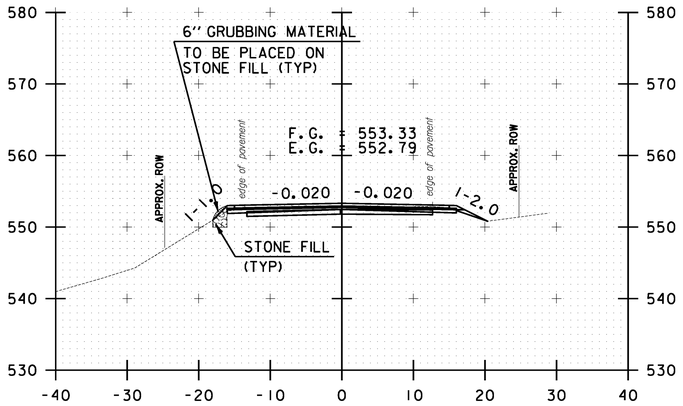
PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

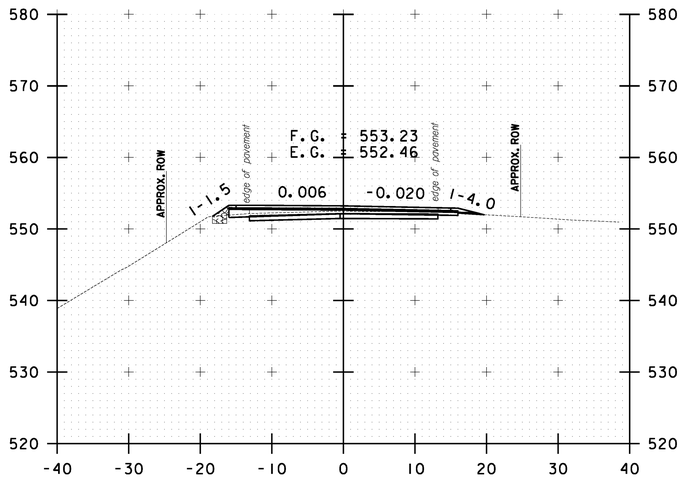
FILE NAME: z10b214_bethel_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xsl60.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 373 OF 397

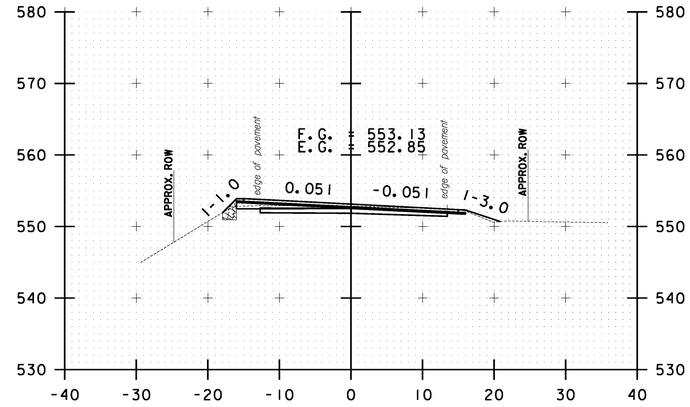
FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_bethel_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



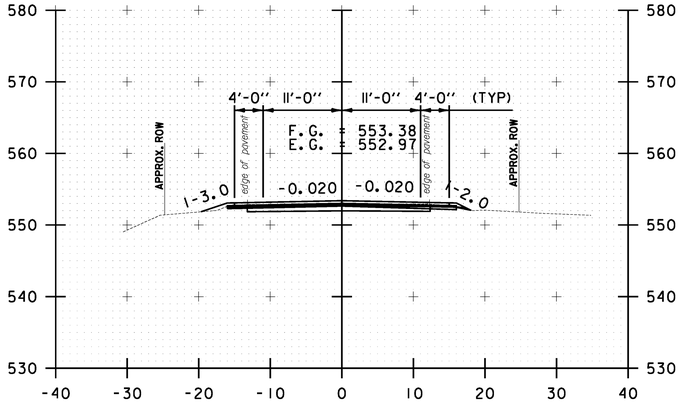
B 148+50.00



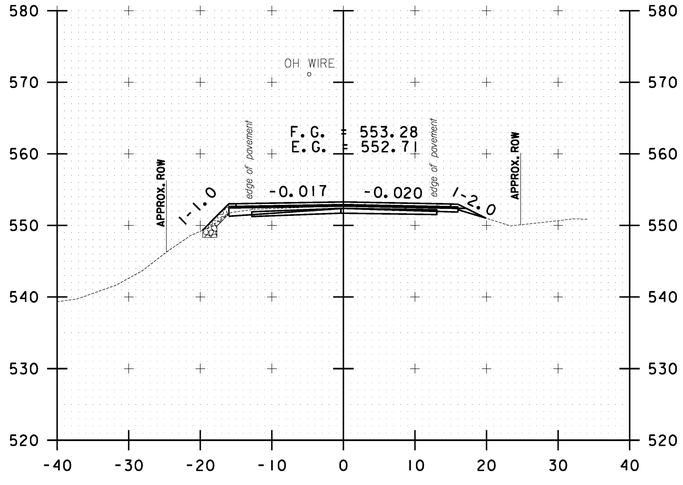
B 149+50.00



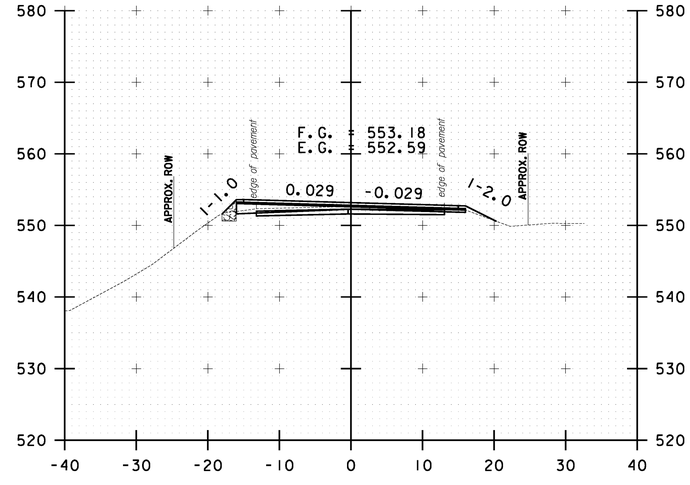
B 150+50.00



B 148+00.00



B 149+00.00



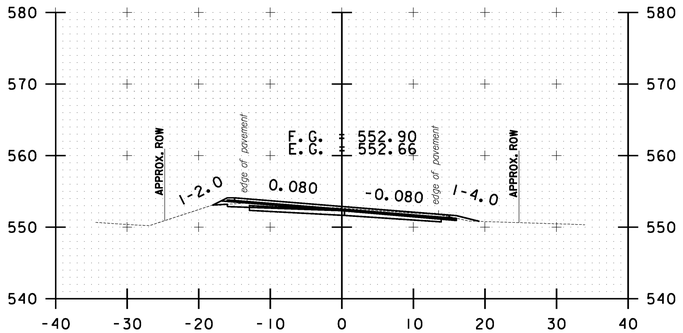
B 150+00.00

10 0 10
SCALE IN FEET

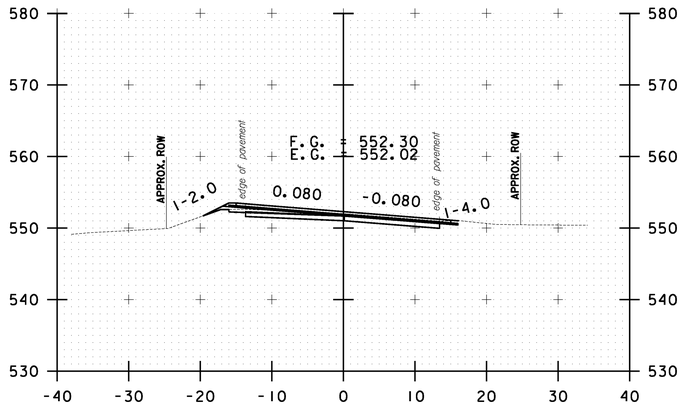
BETHEL CROSS SECTION SHEET #49

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_bethel_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xs161.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 374 OF 397

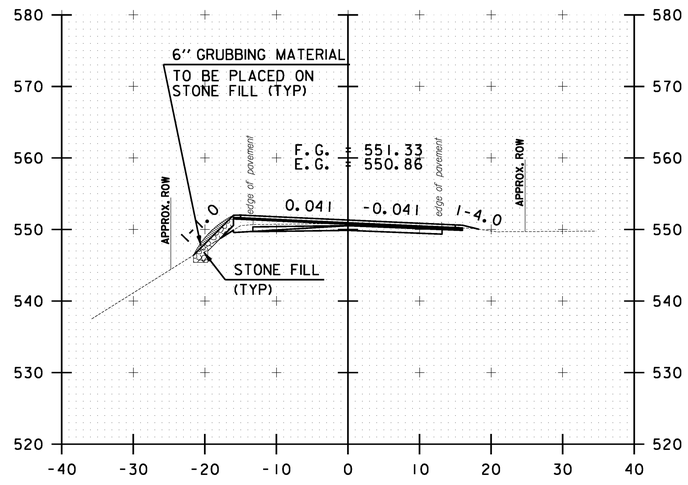
FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_bethel_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



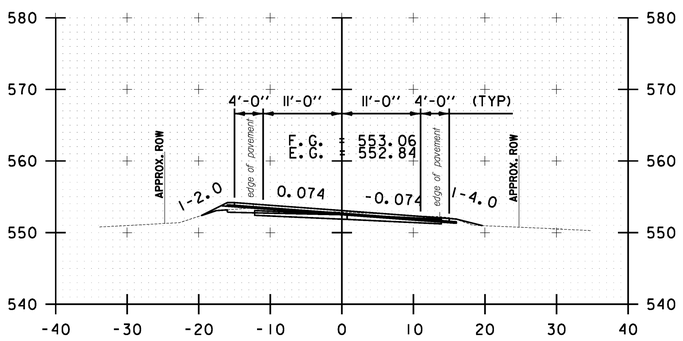
B 151+50.00



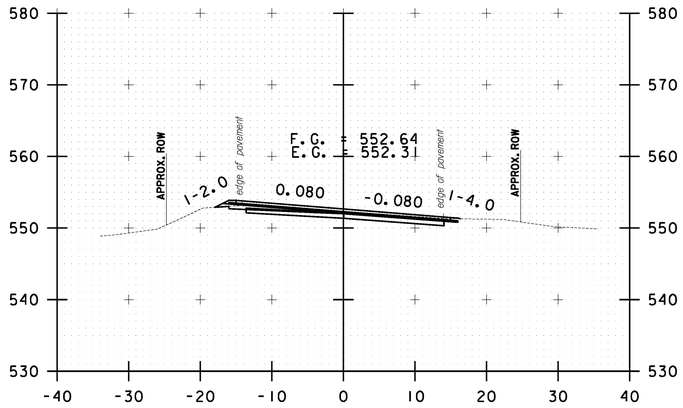
B 152+50.00



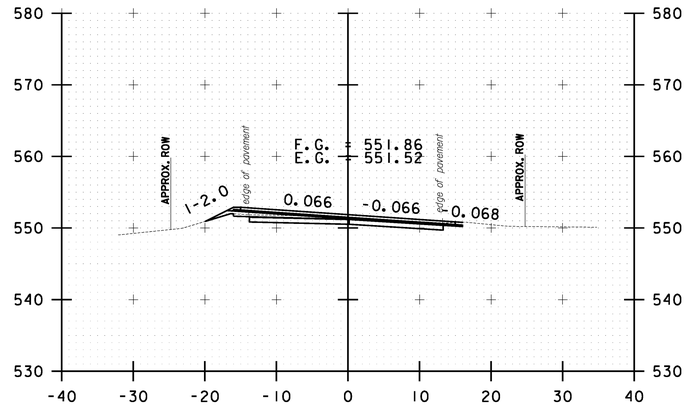
B 153+50.00



B 151+00.00



B 152+00.00



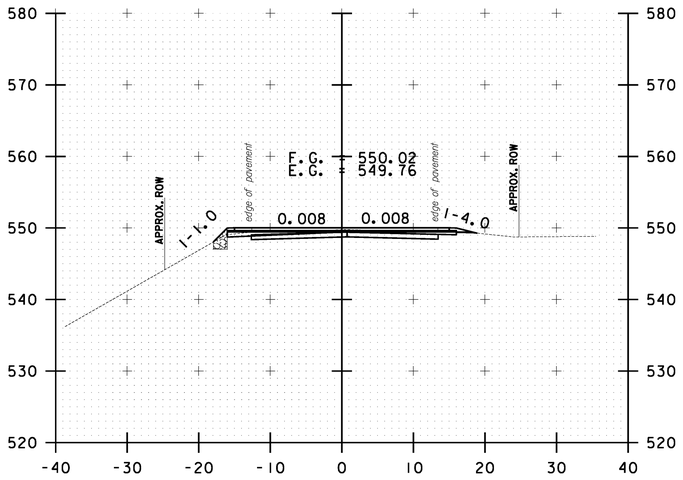
B 153+00.00

10 0 10
SCALE IN FEET

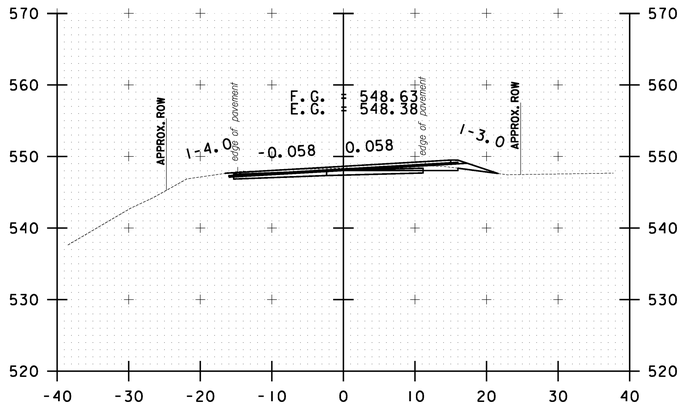
BETHEL CROSS SECTION SHEET #50

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(11)
FILE NAME: z10b214_bethel_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xs162.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 375 OF 397

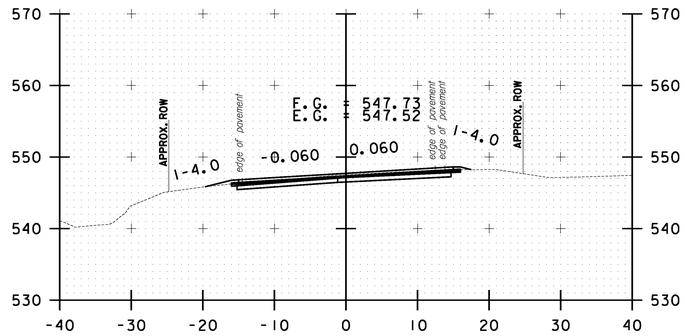
FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_bethel_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



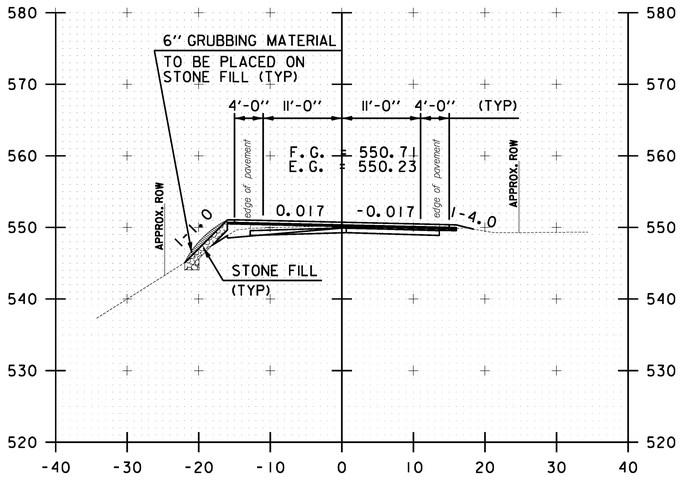
B 154+50.00



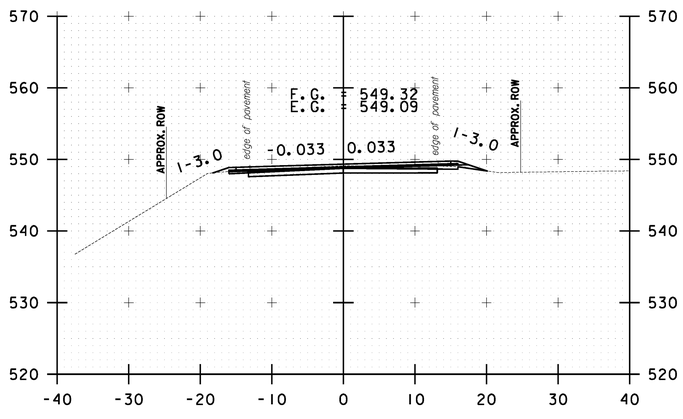
B 155+50.00



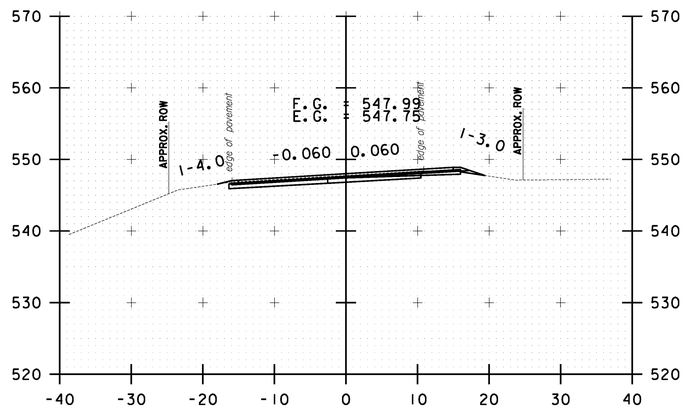
B 156+50.00



B 154+00.00



B 155+00.00



B 156+00.00

10 0 10
SCALE IN FEET

BETHEL CROSS SECTION SHEET #51

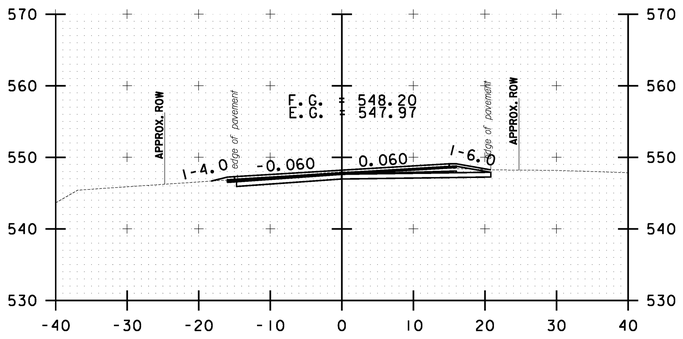
PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

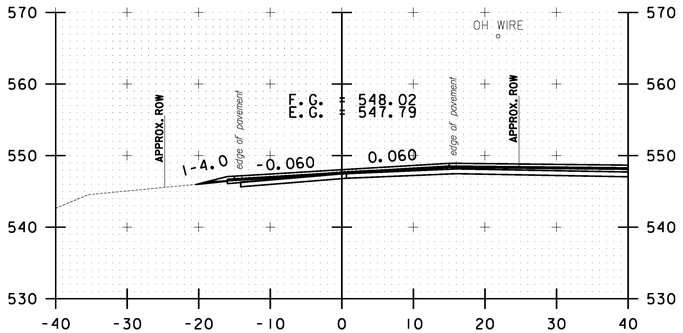
FILE NAME: z10b214_bethel_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xsl63.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 376 OF 397

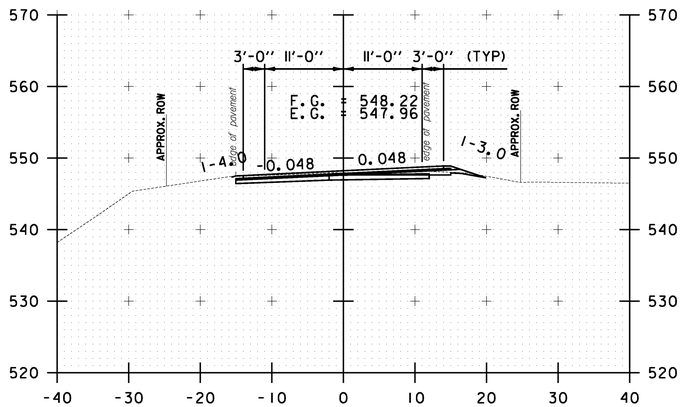
FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_bethel_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



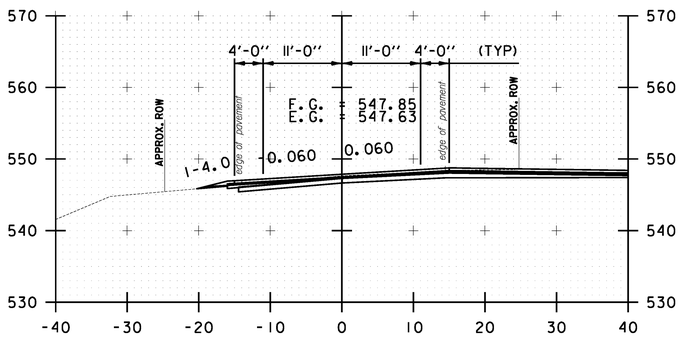
B 158+00.00



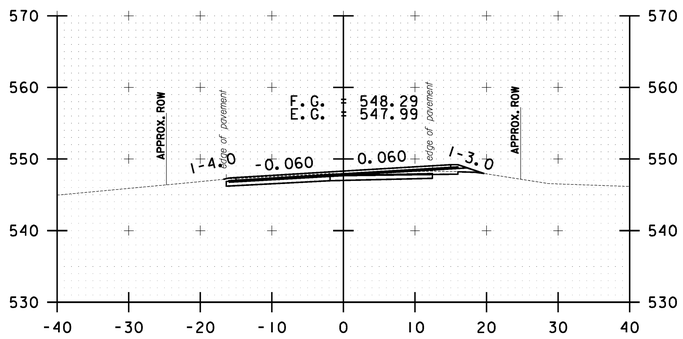
B 157+50.00



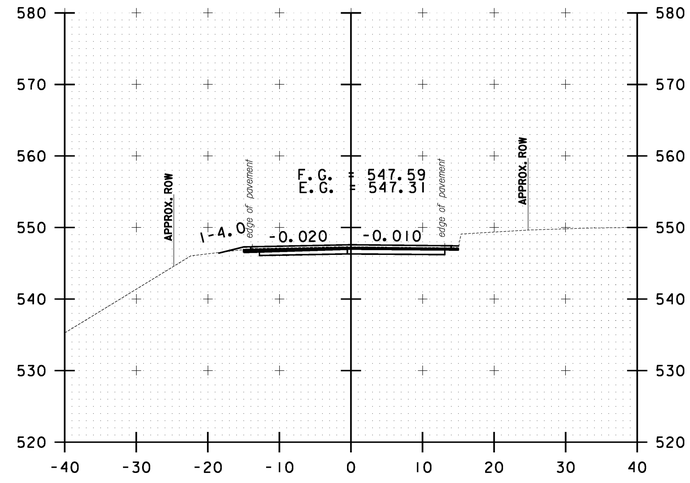
B 159+00.00



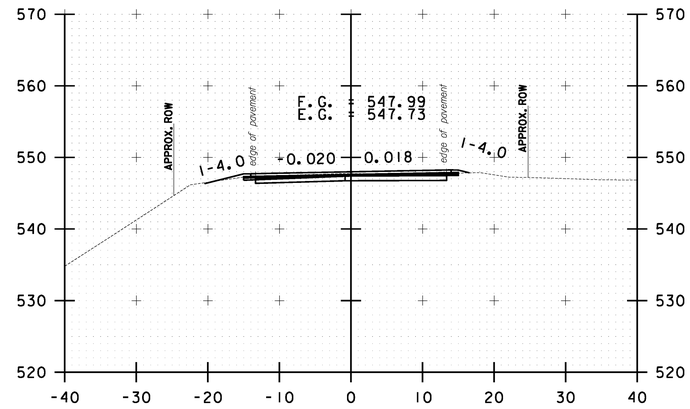
B 157+00.00



B 158+50.00



B 160+00.00



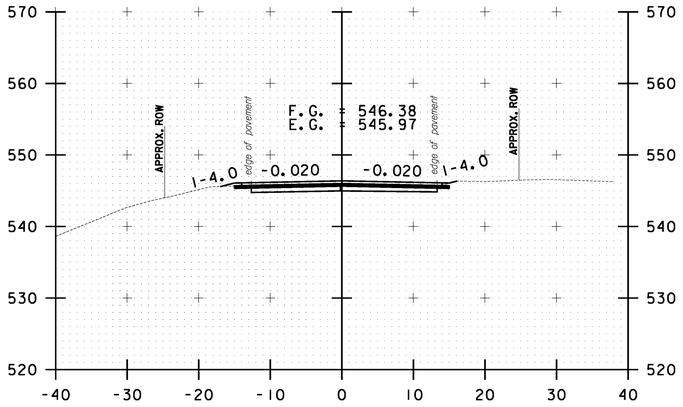
B 159+50.00

10 0 10
SCALE IN FEET

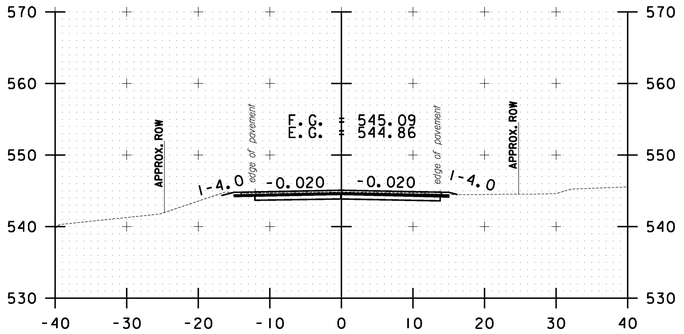
BETHEL CROSS SECTION SHEET #52

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_bethel_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xsl64.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 377 OF 397

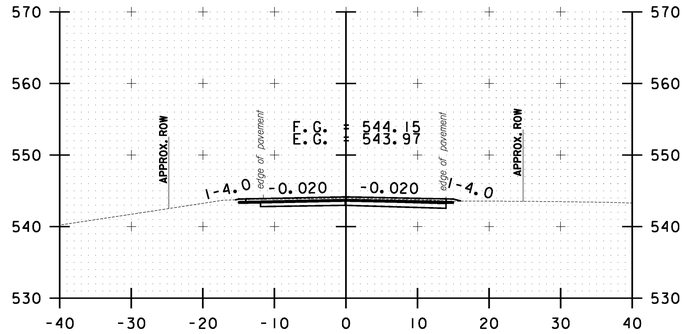
FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_bethel_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



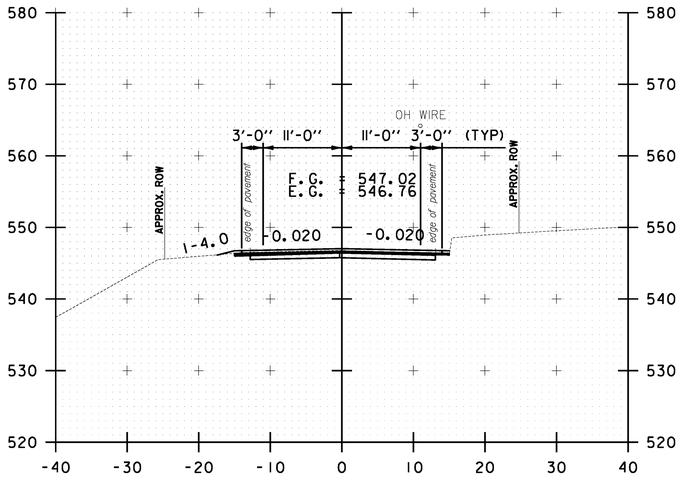
B 161+00.00



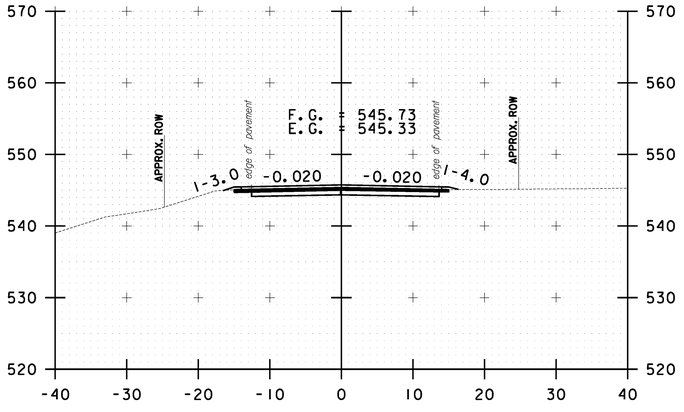
B 162+00.00



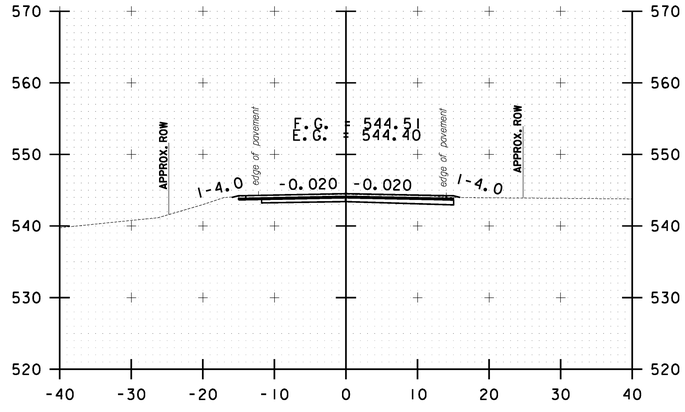
B 163+00.00



B 160+50.00



B 161+50.00



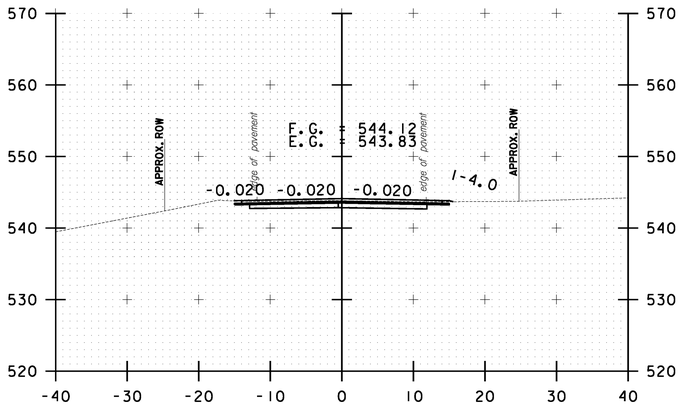
B 162+50.00

10 0 10
SCALE IN FEET

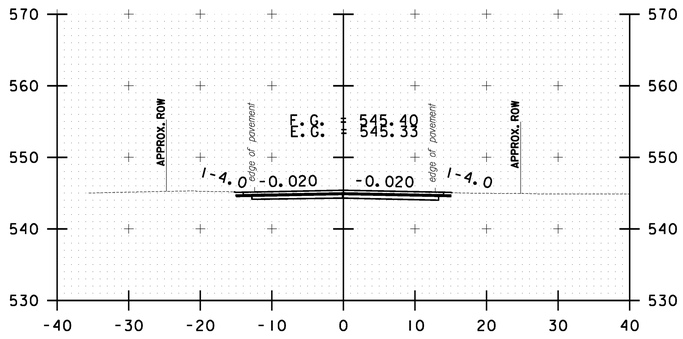
BETHEL CROSS SECTION SHEET #53

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_bethel_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xsl65.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 378 OF 397

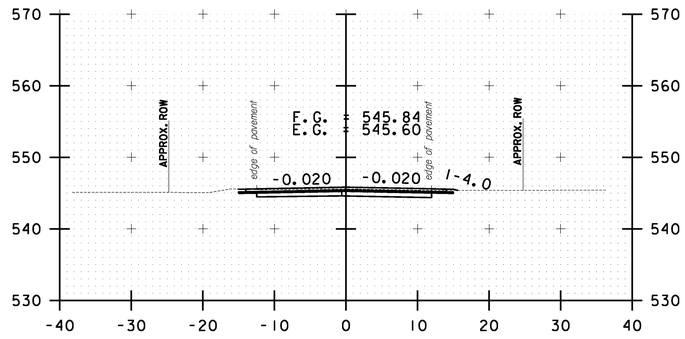
FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_bethel_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



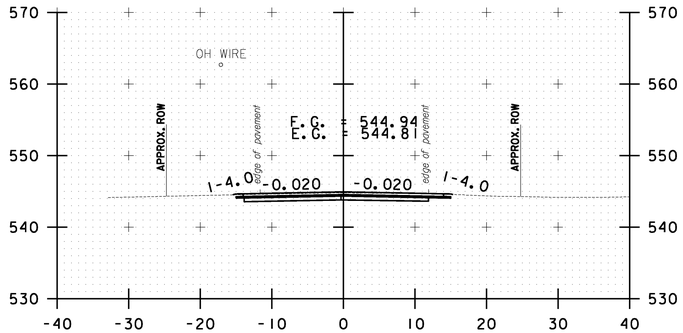
B 164+00.00



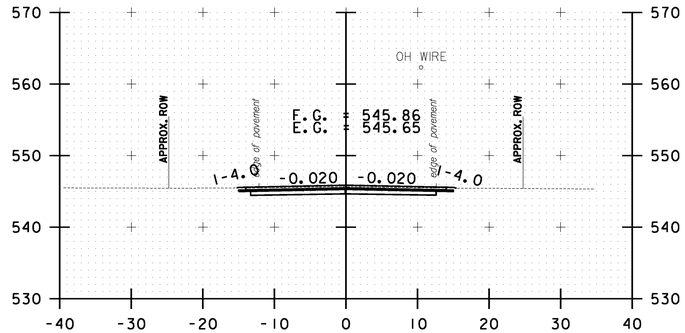
B 165+50.00



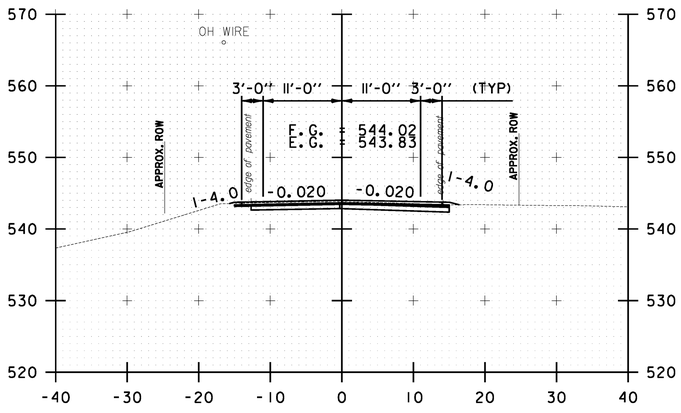
B 167+00.00



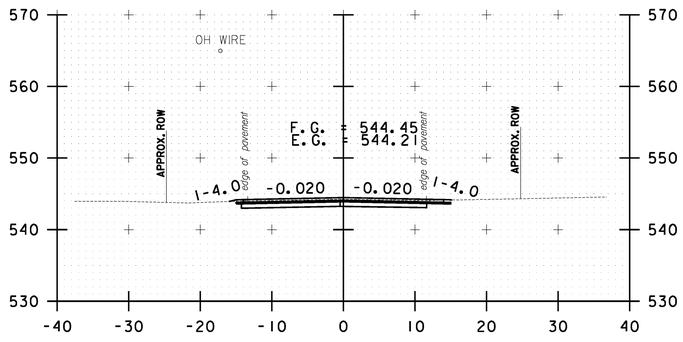
B 165+00.00



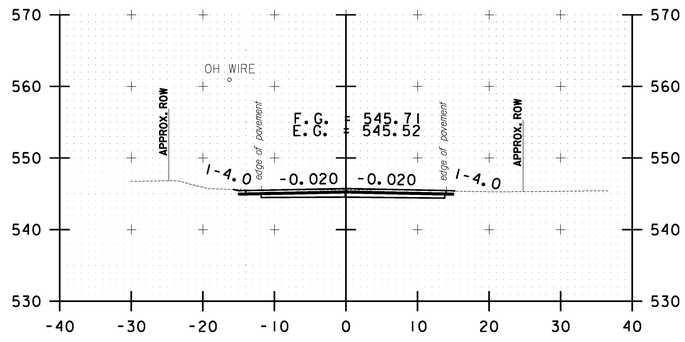
B 166+50.00



B 163+50.00



B 164+50.00



B 166+00.00

10 0 10
SCALE IN FEET

BETHEL CROSS SECTION SHEET #54

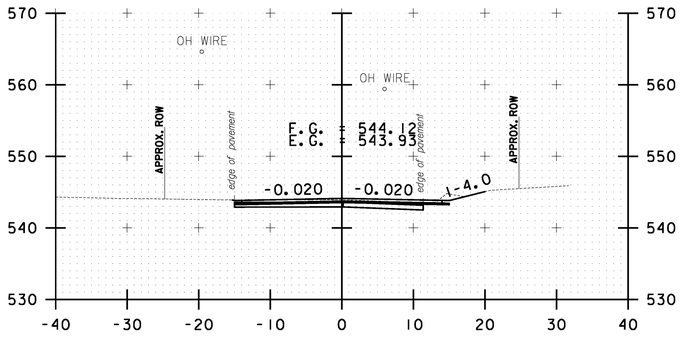
PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

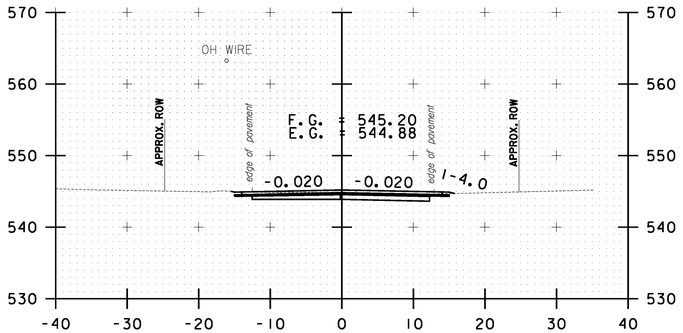
FILE NAME: z10b214_bethel_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xsl66.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 379 OF 397

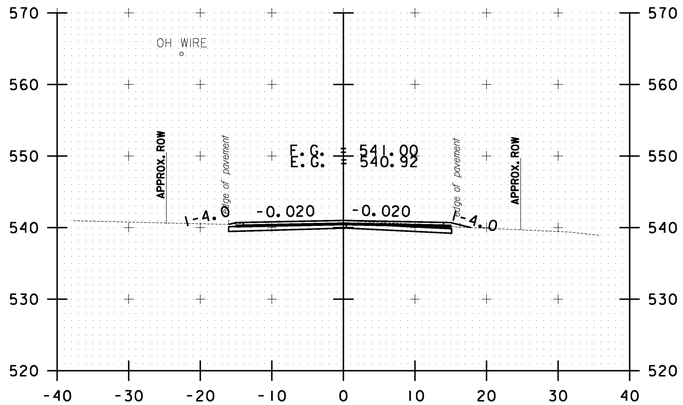
FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_bethel_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



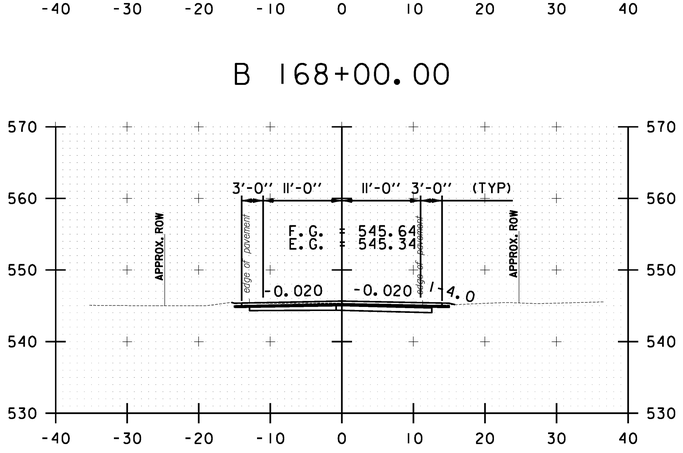
B 168+50.00



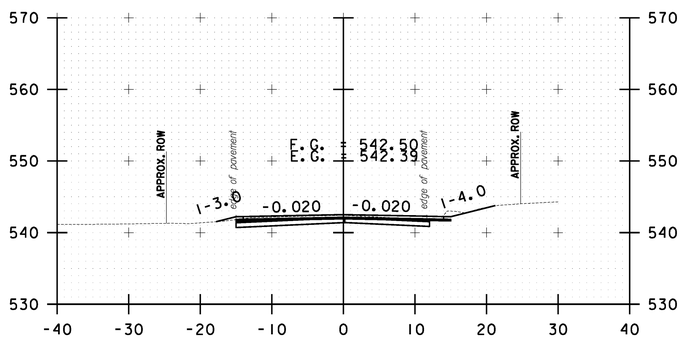
B 168+00.00



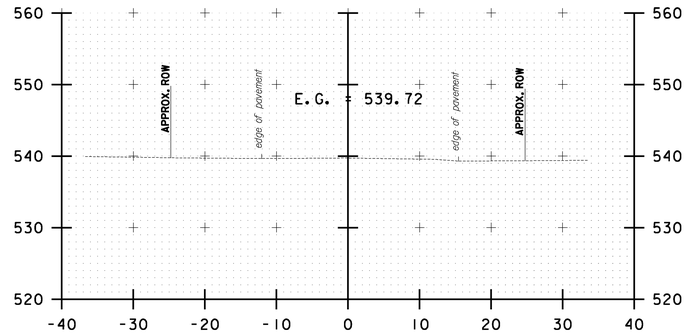
B 169+50.00



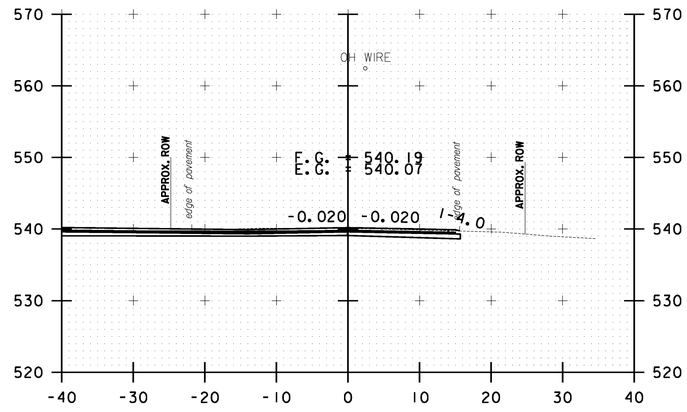
B 167+50.00



B 169+00.00



B 170+50.00



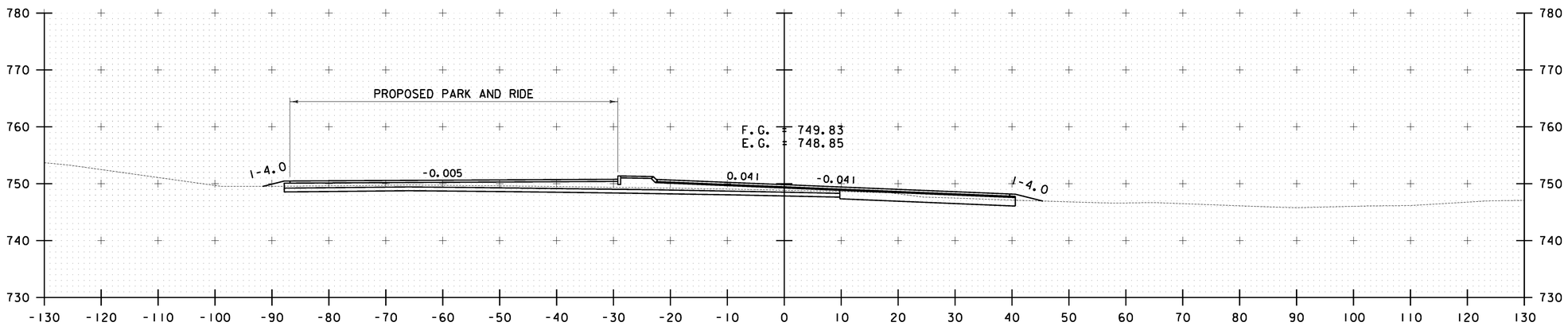
B 170+00.00

10 0 10
SCALE IN FEET

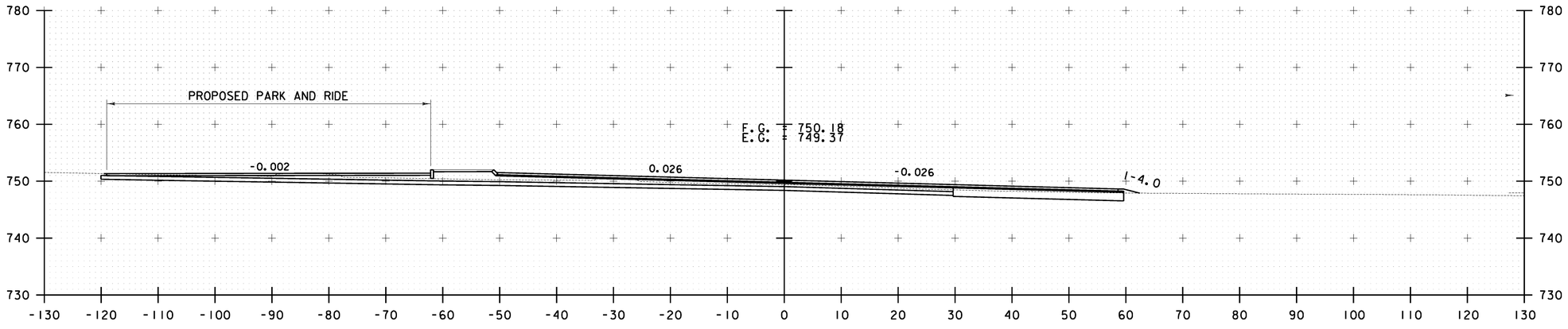
BETHEL CROSS SECTION SHEET #55

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_bethel_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xsl67.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 380 OF 397

FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_bethel_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



V 10+50.00



V 10+25.00

10 0 10
SCALE IN FEET

VT ROUTE 100 CROSS SECTION SHEET #1

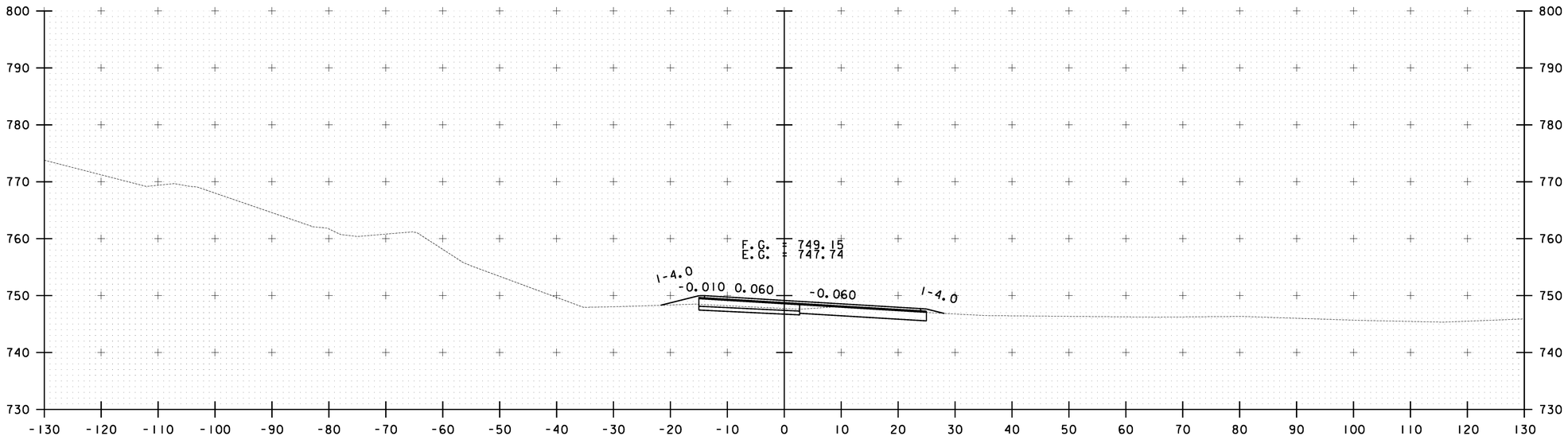
PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

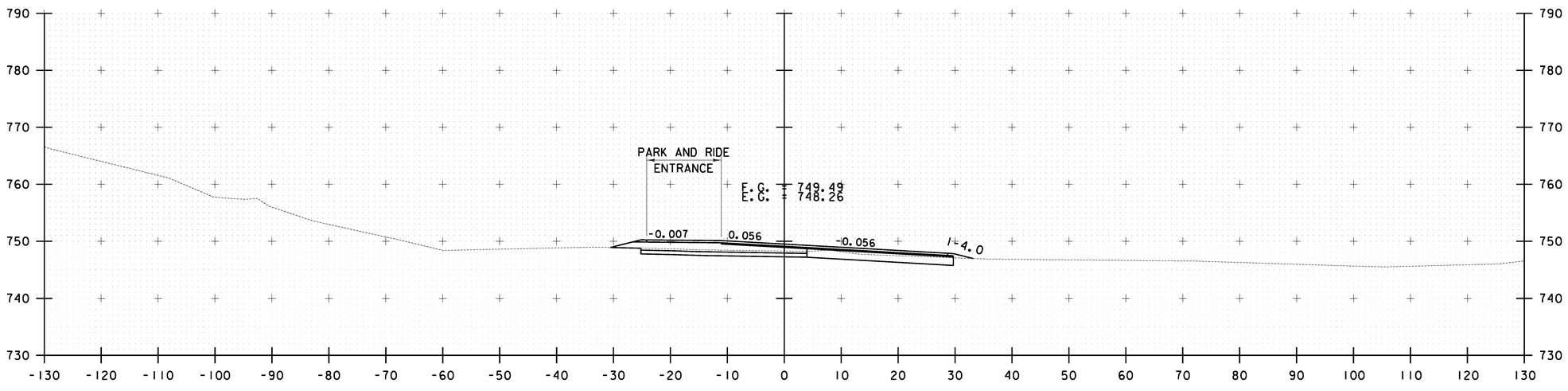
FILE NAME: z10b214_xsect_vt100.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xsl67.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 381 OF 397

FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_xsect_vt100.dgn
DATE/TIME = 3/17/2014
USER = 4916



V 11+00.00



V 10+75.00

10 0 10
SCALE IN FEET

VT ROUTE 100
CROSS SECTION
SHEET #2

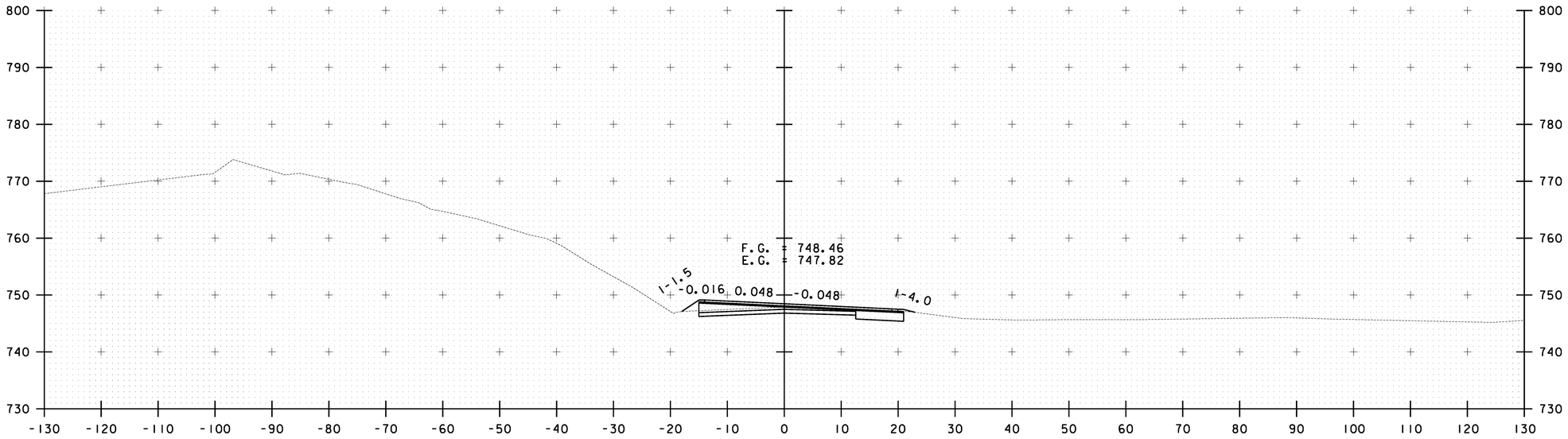
PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

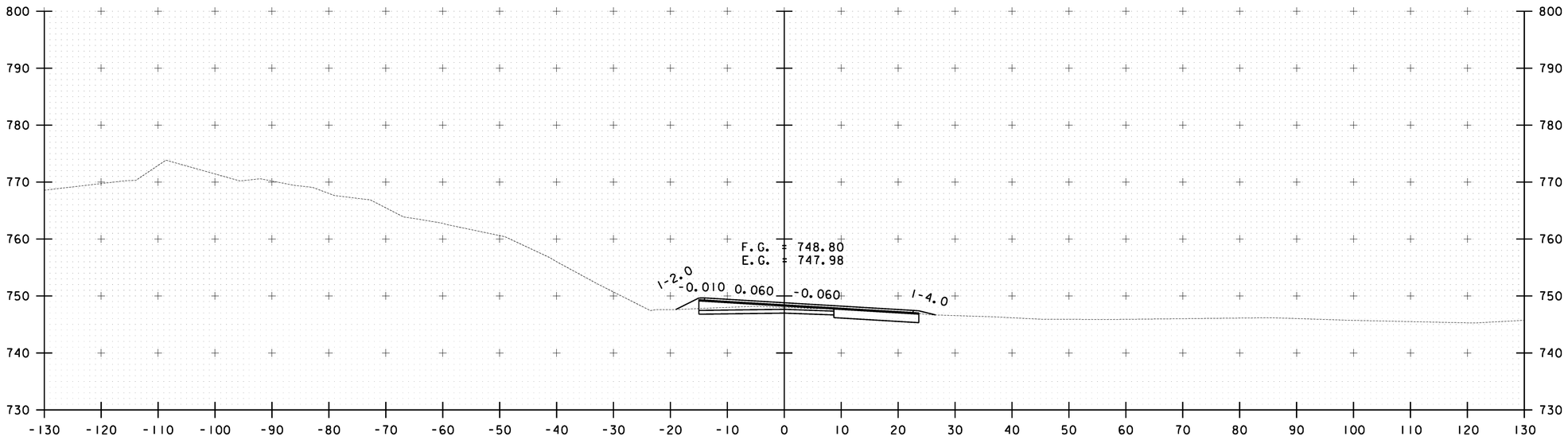
FILE NAME: z10b214_xsect_vt100.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xsl68.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 382 OF 397

FILE NAME = V:\Projects\VAVT\K2\22426\CADD_MSTN\z10b214_xsect_vt100.dgn
DATE/TIME = 3/17/2014
USER = 4916



V 11+50.00



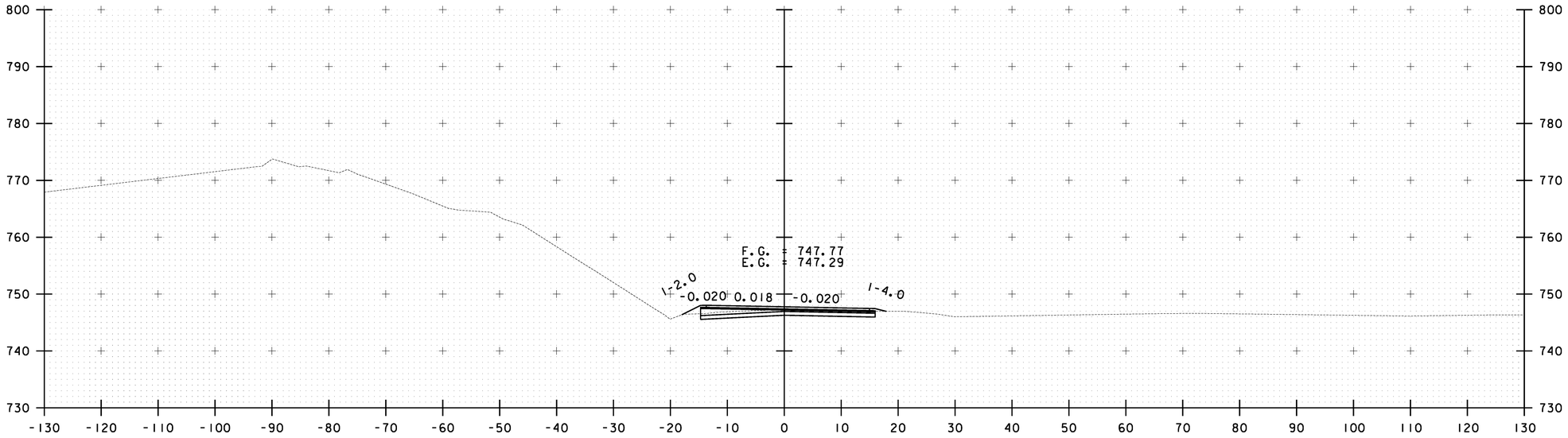
V 11+25.00

10 0 10
SCALE IN FEET

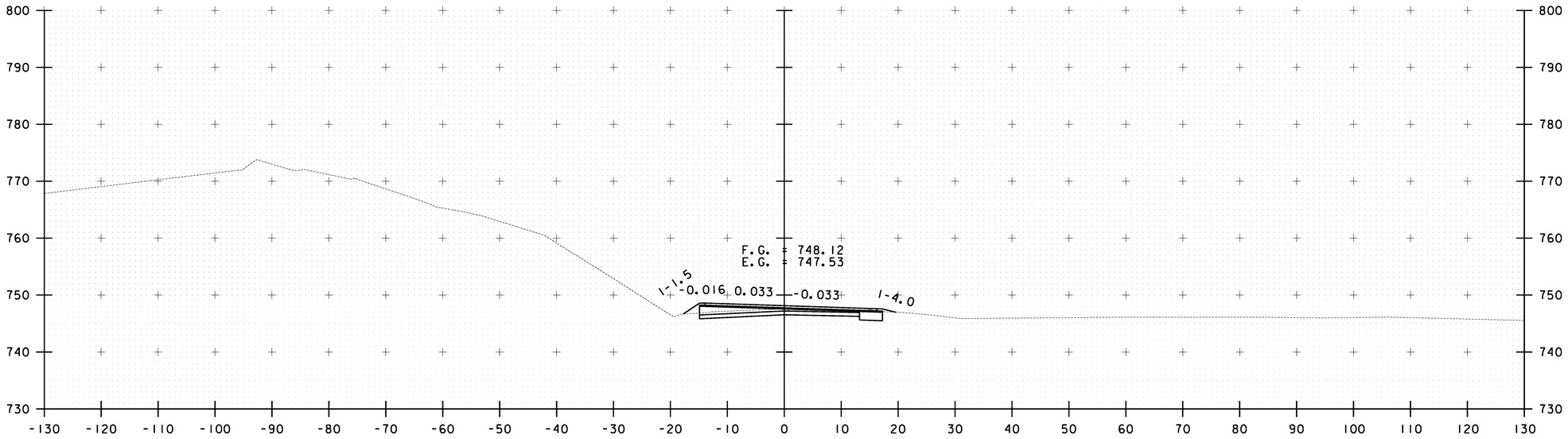
VT ROUTE 100 CROSS SECTION SHEET #3

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_xsect_vt100.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xsl69.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 383 OF 397

FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_xsect_vt100.dgn
DATE/TIME = 3/17/2014
USER = 4916



V 12+00.00



V 11+75.00

10 0 10
SCALE IN FEET

VT ROUTE 100 CROSS SECTION SHEET #4

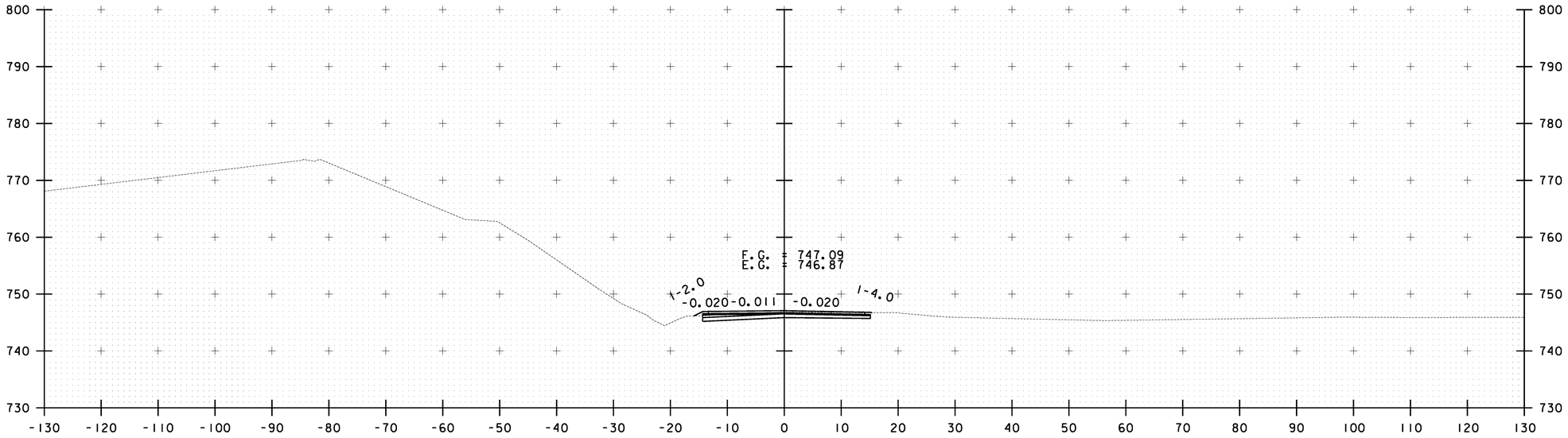
PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

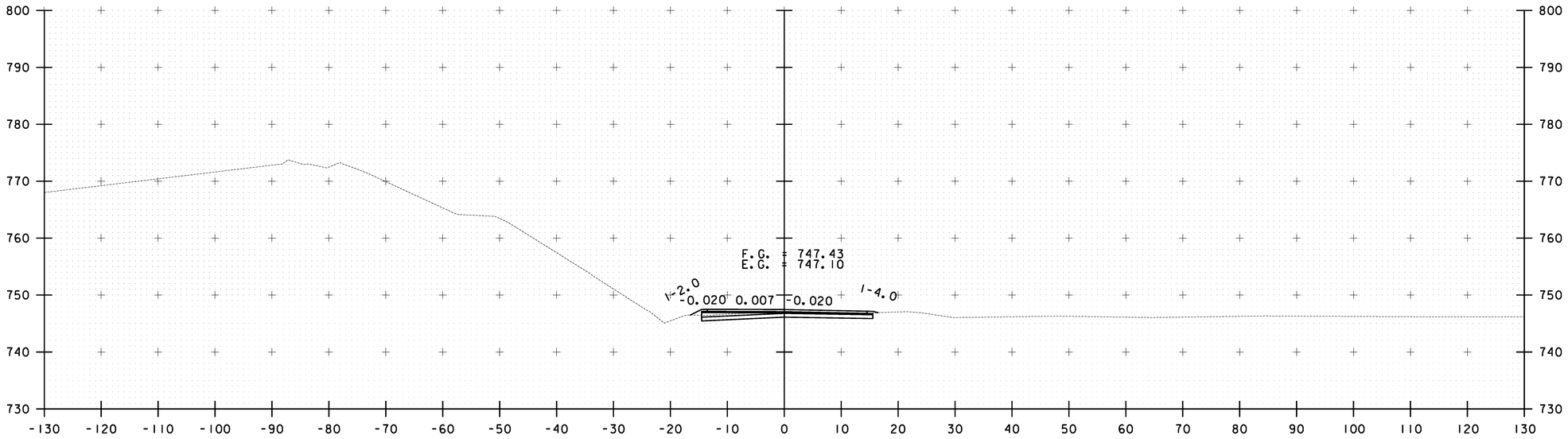
FILE NAME: z10b214_xsect_vt100.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xsl70.I

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 384 OF 397

FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_xsect_vt100.dgn
DATE/TIME = 3/17/2014
USER = 4916



V 12+50.00

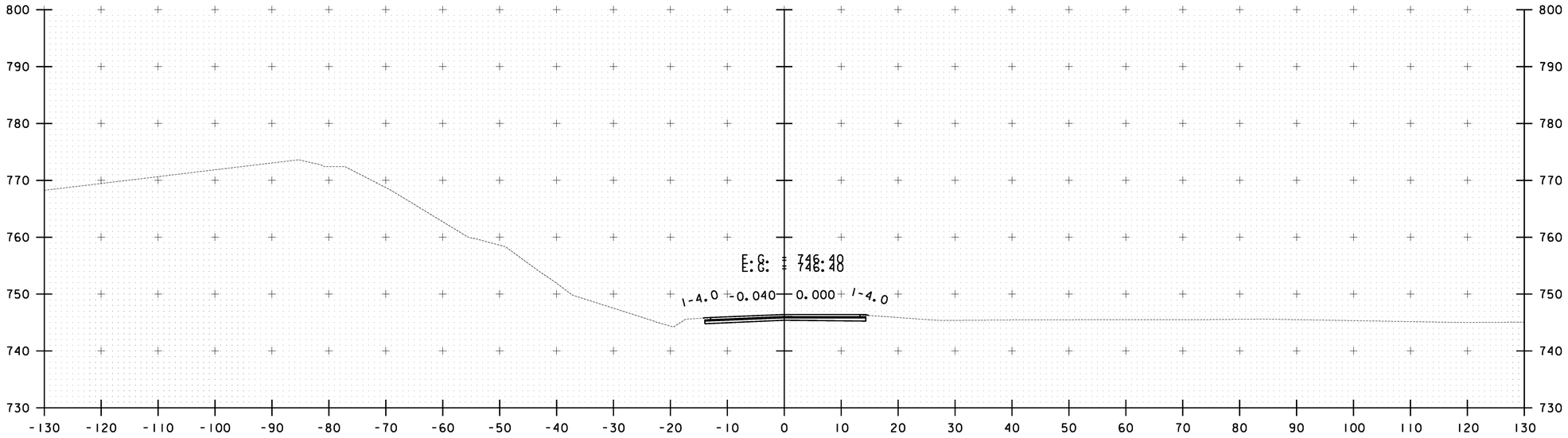


V 12+25.00

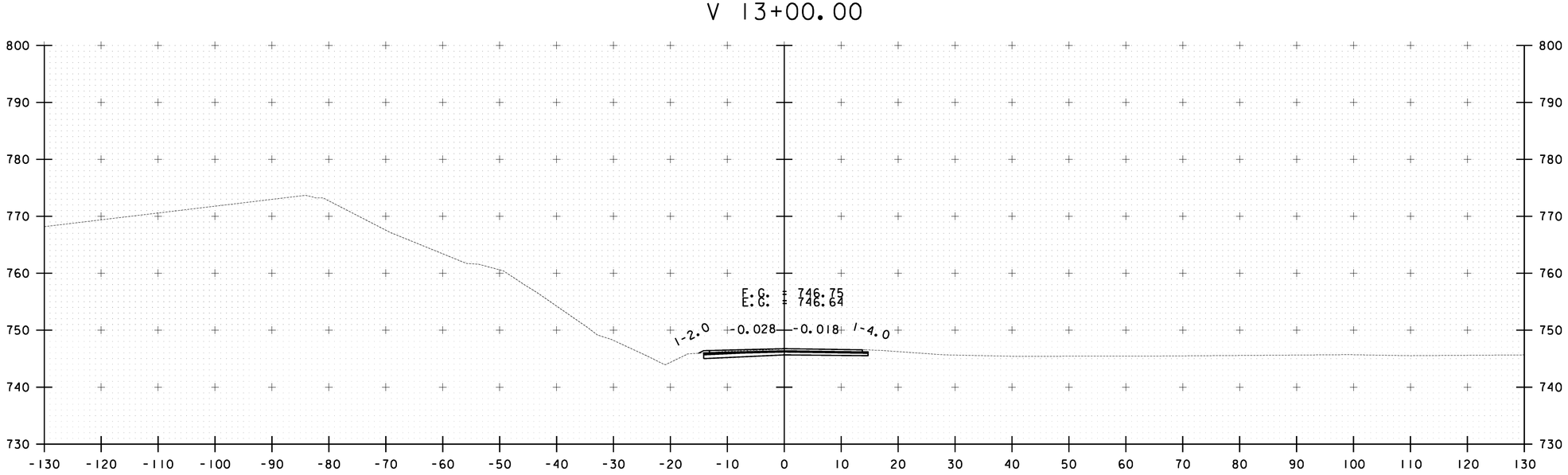
10 0 10
SCALE IN FEET

VT ROUTE 100 CROSS SECTION SHEET #5	PROJECT NAME: STOCKBRIDGE-BETHEL
	PROJECT NUMBER: STP 2910(1)
	FILE NAME: z10b214_xsect_vt100.dgn — PLOT DATE: 3/17/2014
	PROJECT LEADER: D.E.G. — DRAWN BY: W.G.P.
	DESIGNED BY: L.M.B. — CHECKED BY: J.P.S.
	IPARM FILE: z10b214xsl71.i — SHEET 385 OF 397

FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_xsect_vt100.dgn
DATE/TIME = 3/17/2014
USER = 4916



V 13+00.00



V 12+75.00

10 0 10
SCALE IN FEET

VT ROUTE 100 CROSS SECTION SHEET #6

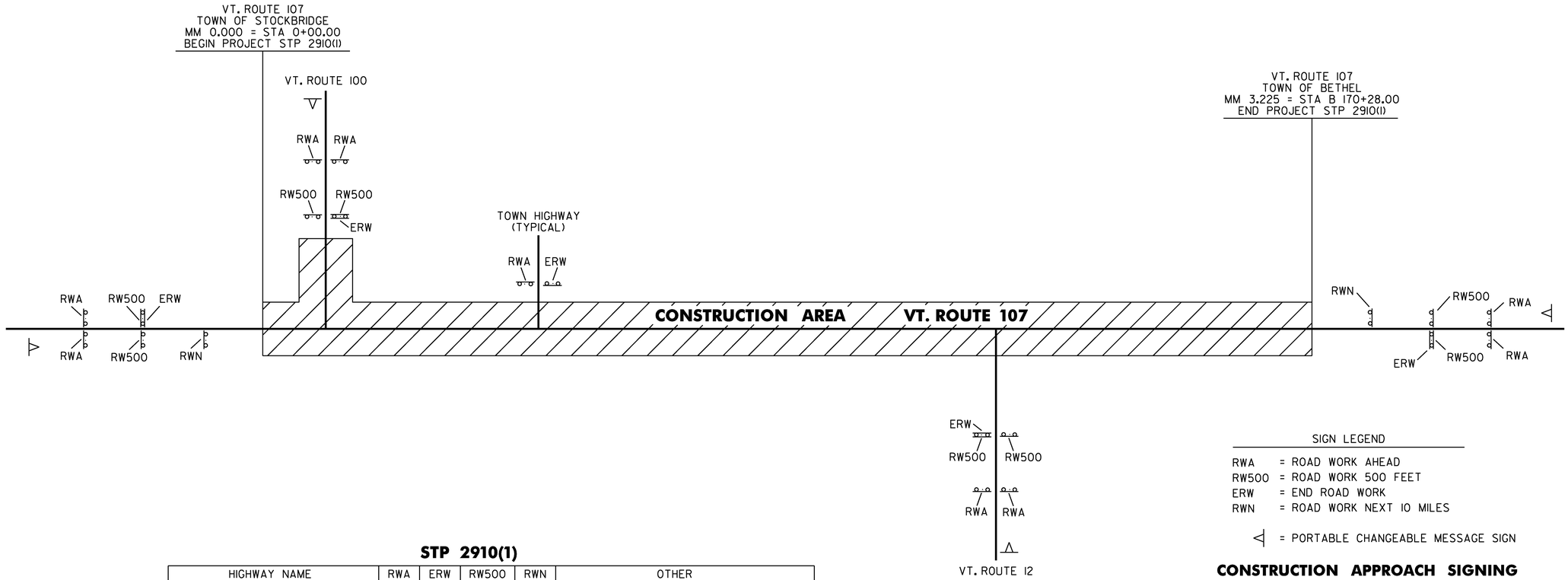
PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_xsect_vt100.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xsl72.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 386 OF 397

FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_xsect_vt100.dgn
DATE/TIME = 3/17/2014
USER = 4916



SIGN LEGEND

RWA = ROAD WORK AHEAD
RW500 = ROAD WORK 500 FEET
ERW = END ROAD WORK
RWN = ROAD WORK NEXT 10 MILES

◁ = PORTABLE CHANGEABLE MESSAGE SIGN

CONSTRUCTION APPROACH SIGNING

STP 2910(1)

HIGHWAY NAME	RWA	ERW	RW500	RWN	OTHER
VT. ROUTE 107 - BEGIN PROJECT	2	1	2	1	1-PORTABLE CHANGEABLE MESSAGE SIGN
VT. ROUTE 100	2	1	2		1-PORTABLE CHANGEABLE MESSAGE SIGN
RANNEY ROAD	1	1			
BLACKMER BOULEVARD	1	1			
STOCKBRIDGE CENTRAL SCHOOL	-	-			
STOCKBRIDGE CENTRAL SCHOOL	-	-			
MT. HUNGER ROAD	-	-			
BRIDGE ST	1	1			
WHITE RIVER FISH HATCHERY	-	-			
VT. ROUTE 12	2	1	2		1-PORTABLE CHANGEABLE MESSAGE SIGN
OLD TURNPIKE ROAD	-	-			
CLEVELAND BROOK ROAD	1	1			
NORTH ROAD	1	1			
GRAHAM ST	1	1			
MILLER DRIVE	-	-			
VT. ROUTE 107 - END PROJECT	2	1	2	1	1-PORTABLE CHANGEABLE MESSAGE SIGN
TOTAL	14	10	8	2	4-PORTABLE CHANGEABLE MESSAGE SIGN

NOTES:

1. SEE VTRANS STANDARD T-10 FOR ADDITIONAL SIGN PLACEMENT DETAILS.
2. TEMPORARY TRAFFIC CONTROL SHALL BE IN ACCORDANCE WITH SECTION 6 OF THE LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
3. CONSTRUCTION SIGNS SHALL BE IN NEW OR LIKE NEW CONDITION PER VTRANS STANDARDS.
4. DIAMOND SHAPED SIGNS SHALL BE 4' X 4' WITH BLACK LEGEND ON FLUORESCENT ORANGE BACKGROUND.
5. PORTABLE CHANGEABLE MESSAGE SIGNS ARE TO BE USED AS DIRECTED BY THE ENGINEER.
6. PAYMENT FOR ALL CONSTRUCTION, FLAGGER AND LANE CLOSURE SIGNING AND CONES WILL BE MADE UNDER ITEM 641.10 TRAFFIC CONTROL.
7. CONES SHALL BE USED FOR DELINEATING THE TRAVEL SPACE ALONG THE TANGENT FOR THE ENTIRE LENGTH OF ANY LANE CLOSURE.
8. FLAGGER STATIONS SHALL BE A MAXIMUM OF 1500 FEET FROM THE FLAGGER AHEAD SIGN. WHEN FLAGGER STATIONS ARE MOVED BEYOND THIS DISTANCE, THE FLAGGER AHEAD SIGN SHALL BE MOVED ACCORDINGLY.
9. FLAGGER AHEAD SIGNS SHALL BE TURNED OR REMOVED WHEN FLAGGING OPERATIONS CEASE FOR MORE THAN 15 MINUTES.
10. THE RESIDENT ENGINEER MAY ORDER A CHANGE OF LOCATION OF THE SIGNS BASED ON THE CONTRACTOR'S SCHEDULE IN CONSIDERATION OF THE INTERIM COMPLETION DATE.

TRAFFIC CONTROL PLAN SHEET

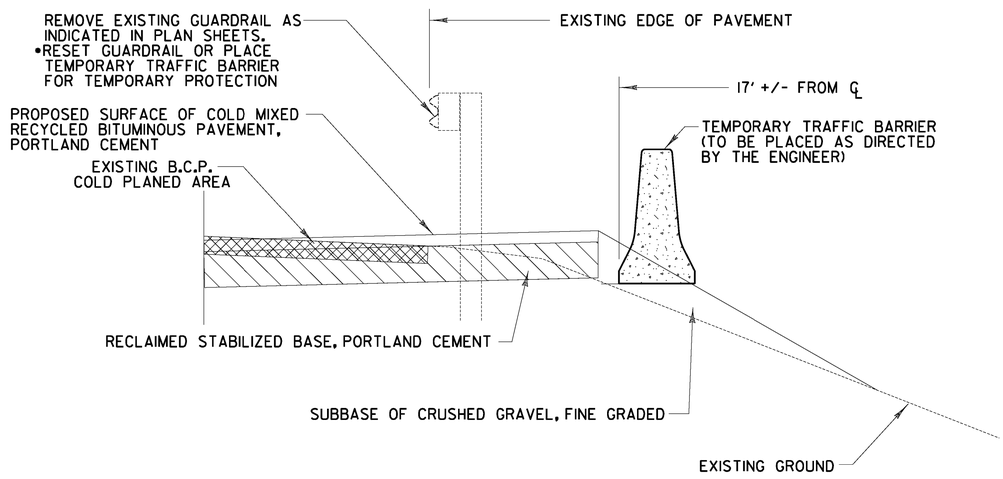
PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_tcp.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214tcp.i

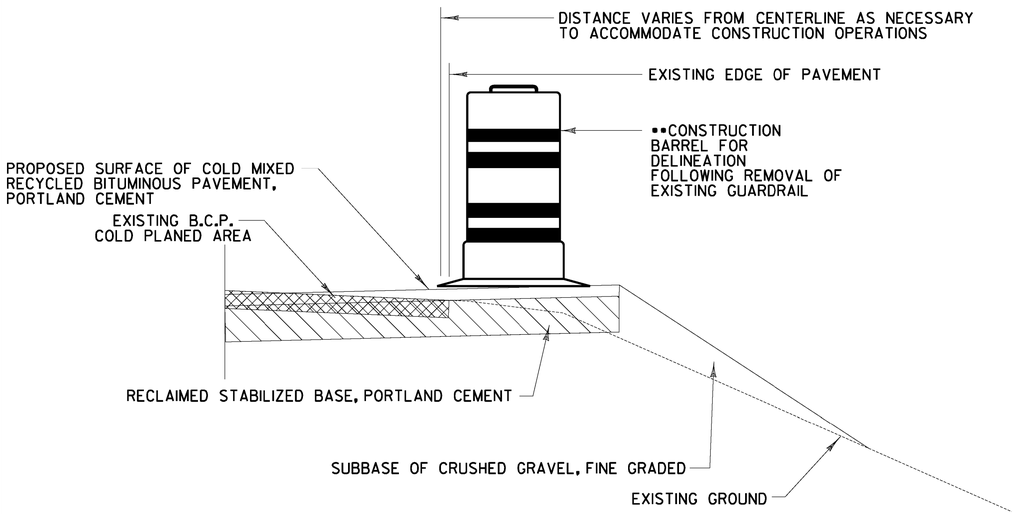
PLOT DATE: 18-APR-2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 387 OF 397

CONSTRUCTION OPERATIONS TRAFFIC PROTECTION PLAN

EXISTING GUARDRAIL INVENTORY								PROTECTION PLAN	
BEGIN STA.	END STA.	OFFSET	LENGTH (LF)	RETAIN/REPLACE (Y/N)	APPROX. OFFSET DISTANCE FROM PROPOSED CENTERLINE TO FACE OF EXISTING RAIL (LF)	EXISTING RAIL TYPE (POST AND BARRIER)	ASSESSED CONDITION (GOOD/FAIR/POOR)	CONSTRUCTION CONDITION	900.640 BARRIER FOR TEMPORARY TRAFFIC PROTECTION (LF)
STOCKBRIDGE ROUTE 107									
7+07.0	9+62.0	RT	255	Y	20-23	STEEL W-BEAM	FAIR	LEAVE IN PLACE FOR ALL OPERATIONS AND REMOVE AND INSTALL NEW AFTER COLD MIX LIFT OR TYPE IIIS IS COMPLETE.	-
7+12.0	10+15.0	LT	303	Y	20-23	STEEL W-BEAM	FAIR	LEAVE IN PLACE FOR ALL OPERATIONS AND REMOVE AND INSTALL NEW AFTER COLD MIX LIFT OR TYPE IIIS IS COMPLETE.	-
11+72.0	14+38.0	RT	266	Y	20-23	STEEL W-BEAM	FAIR	LEAVE IN PLACE FOR ALL OPERATIONS AND REMOVE AND INSTALL NEW AFTER COLD MIX LIFT OR TYPE IIIS IS COMPLETE.	-
12+32.0	13+15.0	LT	101	Y	20	STEEL W-BEAM	FAIR	LEAVE IN PLACE FOR ALL OPERATIONS AND REMOVE AND INSTALL NEW AFTER COLD MIX LIFT OR TYPE IIIS IS COMPLETE.	-
13+25.0	20+07.0	LT	682	Y	20-14	STEEL W-BEAM	FAIR	REMOVE BEFORE SHOULDER RECONSTRUCTION AND DELINEATE WITH BARRELS AND INSTALL NEW AFTER COLD MIX LIFT OR TYPE IIIS LIFT IS COMPLETE.	-
46+05.0	53+82.0	LT	777	Y	15-19	STEEL W-BEAM	POOR	REMOVE BEFORE SHOULDER RECONSTRUCTION AND DELINEATE WITH BARRELS AND INSTALL NEW AFTER COLD MIX LIFT OR TYPE IIIS LIFT IS COMPLETE.	775.0
55+56.0	57+75.0	LT	226	N	15-20	STEEL W-BEAM	POOR	REMOVE BEFORE SHOULDER RECONSTRUCTION.	-
59+45.0	62+38.0	LT	293	Y	14-16	STEEL W-BEAM	POOR	REMOVE BEFORE SHOULDER RECONSTRUCTION AND DELINEATE WITH BARRELS AND INSTALL NEW AFTER COLD MIX LIFT OR TYPE IIIS LIFT IS COMPLETE	187.5
72+28.0	136+84.0	LT	6456	Y	15-22	STEEL W-BEAM	FAIR	REMOVE AND RESET TO FACE OF RAIL 17 FEET OFF PROPOSED CENTERLINE BEFORE SHOULDER RECONSTRUCTION AND REMOVE AND RESET AFTER COLD MIX LIFT OR TYPE IIIS IS COMPLETE.	3837.5 ~~6456~~
83+00.0	84+74.0	RT	174	Y	16-22	STEEL W-BEAM	GOOD	LEAVE IN PLACE FOR ALL OPERATIONS.	175.0
88+07.0	90+06.0	RT	199	Y	15-17	STEEL W-BEAM	GOOD	REMOVE AND RESET TO FACE OF RAIL 17 FEET OFF PROPOSED CENTERLINE BEFORE SHOULDER RECONSTRUCTION AND REMOVE AND RESET AFTER COLD MIX LIFT OR TYPE IIIS IS COMPLETE.	200.0 ~~199~~
141+15.0	148+36.0	LT	986	Y	14-20	STEEL W-BEAM	POOR	142+50 +/- TO 148+36 +/- REMOVE BEFORE SHOULDER RECONSTRUCTION AND DELINEATE WITH BARRELS AND INSTALL NEW AFTER COLD MIX LIFT OR TYPE IIIS LIFT IS COMPLETE	500.0
163+22.0	172+35.0	LT	913	Y	14-15	STEEL W-BEAM	GOOD	163+22 +/- TO 166+20 +/- REMOVE BEFORE SHOULDER RECONSTRUCTION AND DELINEATE WITH BARRELS AND RESET AFTER COLD MIX LIFT OR TYPE IIIS LIFT IS COMPLETE.	325.0
169+47.0	171+44.0	RT	292	Y	15-16	STEEL W-BEAM	GOOD	NO ACTION NECESSARY - WITHIN BRIDGE PROJECT GAP.	-
171+78.0	172+29.0	RT	301.5	Y	15-16	STEEL W-BEAM	GOOD	NO ACTION NECESSARY - WITHIN BRIDGE PROJECT GAP.	-
173+16.0	180+70.0	LT	754	Y	15-16	STEEL W-BEAM	GOOD	179+25 +/- TO 180+70 +/- REMOVE BEFORE SHOULDER RECONSTRUCTION AND DELINEATE WITH BARRELS AND RESET AFTER COLD MIX LIFT OR TYPE IIIS LIFT IS COMPLETE.	-
173+24.0	174+67.0	RT	143	Y	15-16	STEEL W-BEAM	GOOD	NO ACTION NECESSARY - WITHIN BRIDGE PROJECT GAP.	-
197+58.0	198+21.0	RT	63	Y	18-25	STEEL W-BEAM	POOR	LEAVE IN PLACE FOR ALL OPERATIONS AND REMOVE AND INSTALL NEW AFTER COLD MIX LIFT OR TYPE IIIS IS COMPLETE.	-



• PAYMENT FOR THIS WORK WILL BE MADE UNDER ITEM 900.640 SPECIAL PROVISION (BARRIER FOR TEMPORARY TRAFFIC PROTECTION)



•• PAYMENT FOR THIS WORK WILL BE INCLUDED IN THE UNIT PRICE BID FOR CONTRACT ITEM 641.10

TEMPORARY TRAFFIC PROTECTION AND DELINEATION DETAILS DURING CONSTRUCTION

NOT TO SCALE

CONSTRUCTION OPERATIONS TRAFFIC PROTECTION PLAN SHEET #1	PROJECT NAME: STOCKBRIDGE-BETHEL PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_cotpp_01.dgn PROJECT LEADER: D.E.G. DESIGNED BY: L.M.B. IPARM FILE: z10b214cotpp01.i	PLOT DATE: 3/17/2014 DRAWN BY: W.G.P. CHECKED BY: J.P.S. SHEET 388 OF 397

FILE NAME = W:\Projects\ANYWK2\22426\CADD\MSTN\z10b214_cotpp_01.dgn
DATE/TIME = 3/17/2014
USER = 4916

EXISTING GUARDRAIL INVENTORY								PROTECTION PLAN	
BEGIN STA.	END STA.	OFFSET	LENGTH (LF)	RETAIN/REPLACE (Y/N)	APPROX. OFFSET DISTANCE FROM PROPOSED CENTERLINE TO FACE OF EXISTING RAIL (LF)	EXISTING RAIL TYPE (POST AND BARRIER)	ASSESSED CONDITION (GOOD/FAIR/POOR)	CONSTRUCTION CONDITION	900.640 BARRIER FOR TEMPORARY TRAFFIC PROTECTION (LF)
197+86.0	198+40.0	LT	54	Y	20-22	STEEL W-BEAM	POOR	LEAVE IN PLACE FOR ALL OPERATIONS AND REMOVE AND INSTALL NEW AFTER COLD MIX LIFT OR TYPE IIIS IS COMPLETE.	-
198+58.5	199+15.0	RT	56.5	Y	18-27	STEEL W-BEAM	POOR	LEAVE IN PLACE FOR ALL OPERATIONS AND REMOVE AND INSTALL NEW AFTER COLD MIX LIFT OR TYPE IIIS IS COMPLETE.	-
198+77.5	200+15.0	LT	137.5	Y	18-30	STEEL W-BEAM	POOR	LEAVE IN PLACE FOR ALL OPERATIONS AND REMOVE AND INSTALL NEW AFTER COLD MIX LIFT OR TYPE IIIS IS COMPLETE.	-
202+37.0	219+37.0	LT	1700	Y	15-20	STEEL W-BEAM	POOR	202+37 +/- TO 209+00 +/- REMOVE BEFORE SHOULDER RECONSTRUCTION AND DELINEATE WITH BARRELS. 209+00 +/- TO 219+37 +/- LEAVE IN PLACE FOR ALL OPERATIONS. INSTALL NEW AFTER COLD MIX LIFT OR TYPE IIIS LIFT IS COMPLETE.	1687.0
219+91.0	232+55.0	LT	1404	Y	19-22	STEEL W-BEAM	POOR	LEAVE IN PLACE FOR ALL OPERATIONS AND REMOVE AND INSTALL NEW AFTER COLD MIX LIFT OR TYPE IIIS IS COMPLETE.	-
232+89.0	250+13.0	LT	1864	Y	19-22	STEEL W-BEAM	FAIR	LEAVE IN PLACE FOR ALL OPERATIONS AND REMOVE AND INSTALL NEW AFTER COLD MIX LIFT OR TYPE IIIS IS COMPLETE.	-
259+37.0	267+87.0	LT	850	Y	20-23	STEEL W-BEAM	FAIR	LEAVE IN PLACE FOR ALL OPERATIONS AND REMOVE AND INSTALL NEW AFTER COLD MIX LIFT OR TYPE IIIS IS COMPLETE.	-
286+79.0	313+91.5	LT	2712.5	Y	13-15	STEEL W-BEAM	GOOD	REMOVE AND RESET TO FACE OF RAIL 17 FEET OFF PROPOSED CENTERLINE BEFORE SHOULDER RECONSTRUCTION AND REMOVE AND RESET AFTER COLD MIX LIFT OR TYPE IIIS IS COMPLETE. WOOD POSTS TO BE REPLACED WITH SALVAGED STEEL POSTS FOR TEMPORARY CONFIGURATION DURING CONSTRUCTION.	2700.0 ~~2712.5~~
337+42.0	338+26.0	RT	84	Y	14-15	STEEL W-BEAM	POOR	REMOVE AND RESET TO FACE OF RAIL 17 FEET OFF PROPOSED CENTERLINE BEFORE SHOULDER RECONSTRUCTION AND REMOVE AND RESET AFTER COLD MIX LIFT OR TYPE IIIS IS COMPLETE.	87.5 ~~84~~
337+46.5	353+84.48	LT	1637.98	Y	14-16	STEEL W-BEAM	FAIR	REMOVE AND RESET TO FACE OF RAIL 17 FEET OFF PROPOSED CENTERLINE BEFORE SHOULDER RECONSTRUCTION AND REMOVE AND RESET AFTER COLD MIX LIFT OR TYPE IIIS IS COMPLETE.	1499.5 ~~1638~~
Bethel Route 107									-
B 0+00.0	B 11+13.0	LT	1113	Y	14-16	STEEL W-BEAM	GOOD	REMOVE AND RESET TO FACE OF RAIL 17 FEET OFF PROPOSED CENTERLINE BEFORE SHOULDER RECONSTRUCTION AND REMOVE AND RESET AFTER COLD MIX LIFT OR TYPE IIIS IS COMPLETE.	1113
B 17+15.0	B 32+14.0	LT	1499	Y	12-15	STEEL W-BEAM	FAIR	REMOVE AND RESET TO FACE OF RAIL 17 FEET OFF PROPOSED CENTERLINE BEFORE SHOULDER RECONSTRUCTION AND REMOVE AND RESET AFTER COLD MIX LIFT OR TYPE IIIS IS COMPLETE.	425.0 ~~1499~~
B 34+64.0	B 36+95.0	LT	231	Y	14-16	STEEL W-BEAM	POOR	REMOVE BEFORE SHOULDER RECONSTRUCTION AND DELINEATE WITH BARRELS AND INSTALL NEW AFTER COLD MIX LIFT OR TYPE IIIS LIFT IS COMPLETE.	237.5
B 41+89.0	B 58+17.0	LT	1628	Y	12-20	STEEL W-BEAM	POOR	REMOVE BEFORE SHOULDER RECONSTRUCTION AND DELINEATE WITH BARRELS AND INSTALL NEW AFTER COLD MIX LIFT OR TYPE IIIS LIFT IS COMPLETE.	1362.5
B 61+56.0	B 67+60.0	LT	604	N	21-23	STEEL W-BEAM	POOR	REMOVE BEFORE SHOULDER RECONSTRUCTION.	-
B 74+93.0	B 83+53.0	LT	860	N	19-20	STEEL W-BEAM	FAIR	REMOVE BEFORE SHOULDER RECONSTRUCTION.	-
B 86+36.5	B 87+18.0	LT	81.5	Y	15-16	STEEL W-BEAM	FAIR	LEAVE IN PLACE FOR ALL OPERATIONS AND REMOVE AND INSTALL NEW AFTER COLD MIX LIFT OR TYPE IIIS IS COMPLETE.	-
B 86+40.0	B 87+10.0	RT	70	Y	15-16	STEEL W-BEAM	POOR	LEAVE IN PLACE FOR ALL OPERATIONS AND REMOVE AND INSTALL NEW AFTER COLD MIX LIFT OR TYPE IIIS IS COMPLETE.	-

CONSTRUCTION OPERATIONS TRAFFIC PROTECTION PLAN SHEET #2

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_cotpp_02.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214cotpp02.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 389 OF 397

FILE NAME = W:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_cotpp_02.dgn
DATE/TIME = 3/17/2014
USER = 4916

EXISTING GUARDRAIL INVENTORY								PROTECTION PLAN	
BEGIN STA.	END STA.	OFFSET	LENGTH (LF)	RETAIN/REPLACE (Y/N)	APPROX. OFFSET DISTANCE FROM PROPOSED CENTERLINE TO FACE OF EXISTING RAIL (LF)	EXISTING RAIL TYPE (POST AND BARRIER)	ASSESSED CONDITION (GOOD/FAIR/POOR)	CONSTRUCTION CONDITION	900.640 BARRIER FOR TEMPORARY TRAFFIC PROTECTION (LF)
B 88+73.0	B 89+02.5	RT	29.5	Y	15-16	STEEL W-BEAM	POOR	LEAVE IN PLACE FOR ALL OPERATIONS AND REMOVE AND INSTALL NEW AFTER COLD MIX LIFT OR TYPE IIIS IS COMPLETE.	-
B 88+82.0	B 89+26.0	LT	63	Y	15-16	STEEL W-BEAM	FAIR	LEAVE IN PLACE FOR ALL OPERATIONS AND REMOVE AND INSTALL NEW AFTER COLD MIX LIFT OR TYPE IIIS IS COMPLETE.	-
B 93+94.0	B 115+81.0	LT	2187	Y	18-21	STEEL W-BEAM	FAIR	LEAVE IN PLACE FOR ALL OPERATIONS AND REMOVE AND INSTALL NEW AFTER COLD MIX LIFT OR TYPE IIIS IS COMPLETE.	-
B 117+49.0	B 118+73.0	LT	124	Y	19-20	STEEL W-BEAM	POOR	LEAVE IN PLACE FOR ALL OPERATIONS AND REMOVE AND INSTALL NEW AFTER COLD MIX LIFT OR TYPE IIIS IS COMPLETE.	-
B 117+61.0	B 118+85.0	RT	124	Y	19-21	STEEL W-BEAM	POOR	LEAVE IN PLACE FOR ALL OPERATIONS AND REMOVE AND	-
B 119+85.0	B 136+01.0	LT	1616	Y	14-21	STEEL W-BEAM	FAIR	STA 119+45 TO 130+50 LEAVE IN FOR ALL OPERATIONS. 130+50 TO 136+01 REMOVE AND RESET TO FACE OF RAIL 17 FEET OFF PROPOSED CENTERLINE BEFORE SHOULDER RECONSTRUCTION AND REMOVE AND RESET AND INSTALL NEW AFTER COLD MIX LIFT OR TYPE IIIS IS COMPLETE.	550.0 ~~551~~
								TOTAL =	**14252.5**

FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_cotpp_03.dgn
DATE/TIME = 3/17/2014
USER = 4916

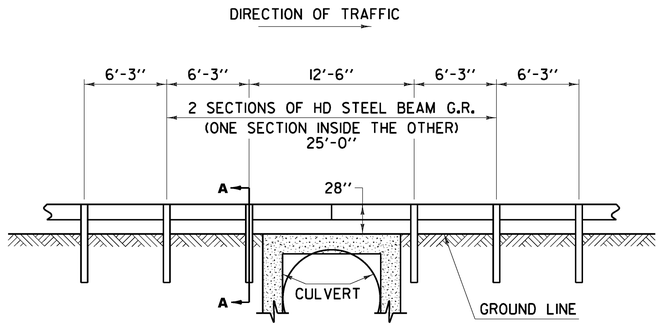
CONSTRUCTION OPERATIONS TRAFFIC PROTECTION PLAN SHEET #3

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

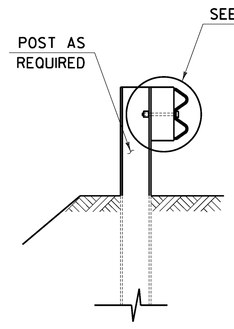
FILE NAME: z10b214_cotpp_03.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214cotpp03.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 390 OF 397

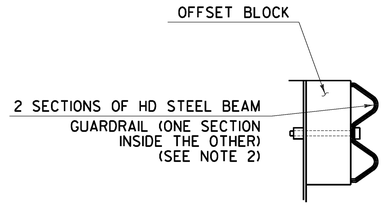


STEEL BEAM GUARDRAIL AT SMALL CULVERT DETAIL

STOCKBRIDGE: VT ROUTE 107 STA 59+60.5 - STA 59+85.5 RT
VT ROUTE 107 STA 59+90.0 - STA 60+15.0 LT
VT ROUTE 107 STA 337+83.5 - STA 338+08.5 RT
VT ROUTE 107 STA 337+83.5 - STA 338+08.5 LT



SECTION A–A



DETAIL A

NOTES:

1. SEE STANDARD G-1 FOR STEEL BEAM GUARDRAIL DETAILS.
2. THIS WORK SHALL BE PAID UNDER ITEM 621.216 HD STEEL BEAM GUARDRAIL, GALVANIZED/NESTED OR ITEM 621.217 HD STEEL BEAM GUARDRAIL, GALVANIZED/NESTED W/8 FEET POSTS AT A PAY FACTOR OF 1.0.
3. THIS DETAIL TO BE USED AS INDICATED ON THE ITEM DETAIL SUMMARY SHEET OR AS DIRECTED BY THE ENGINEER.

NOT TO SCALE

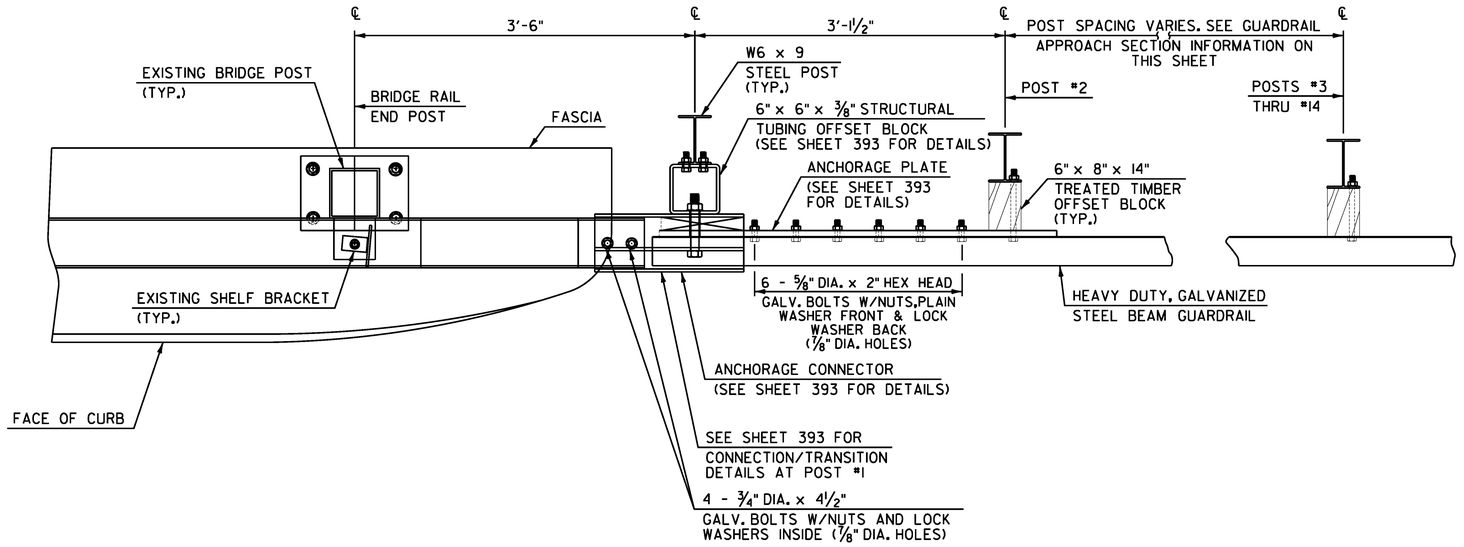
NESTED GUARDRAIL SYSTEM DETAIL SHEET

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_dngr_01.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214dngr1.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 391 OF 397

FILE NAME = V:\Projects\ANY\VK2\22426\CADD_MSTN\z10b214_dngr_01.dgn
DATE/TIME = 3/17/2014
USER = 4916

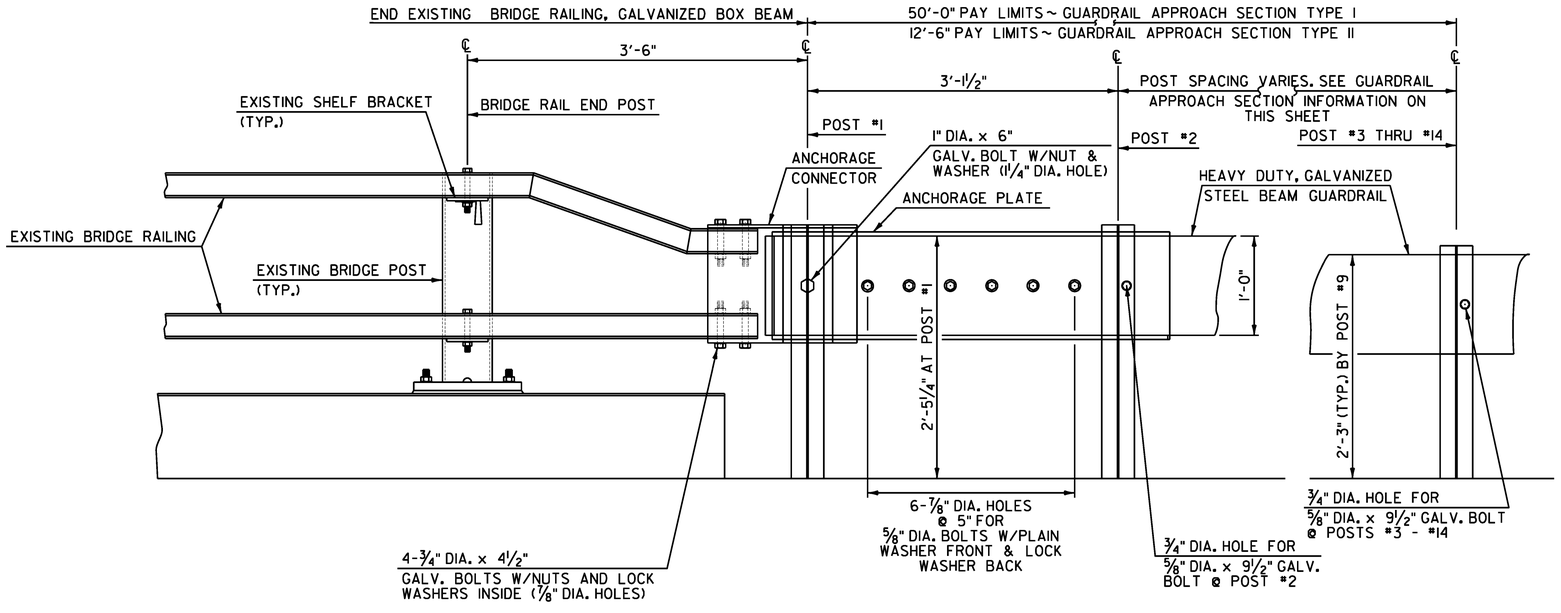


PLAN

GUARDRAIL APPROACH SECTION, TYPE I

POST NO.	SPACING
1	
2	3'-1½"
3	3'-1½"
4	3'-1½"
5	3'-1½"
6	3'-1½"
7	3'-1½"
8	3'-1½"
9	3'-1½"
10	4'-2"
11	4'-2"
12	4'-2"
13	6'-3"
14	6'-3"

50'-0" PAY LENGTH GUARDRAIL APPROACH SECTION, TYPE I



ELEVATION

GUARDRAIL APPROACH SECTION DETAIL

GUARDRAIL APPROACH SECTION, TYPE II

POST NO.	SPACING
1	
2	3'-1½"
3	4'-8¼"
4	4'-8¼"

12'-6" PAY LENGTH GUARDRAIL APPROACH SECTION, TYPE II

NOTE:

1. REFERENCE THIS SHEET WITH SHEET 393 ALONG WITH SHEET 395 FOR BR 1 DETAILS AND SHEET 397 FOR BR 12 DETAILS.

GUARDRAIL APPROACH SECTION DETAIL SHEET #1

PROJECT NAME: STOCKBRIDGE-BETHEL

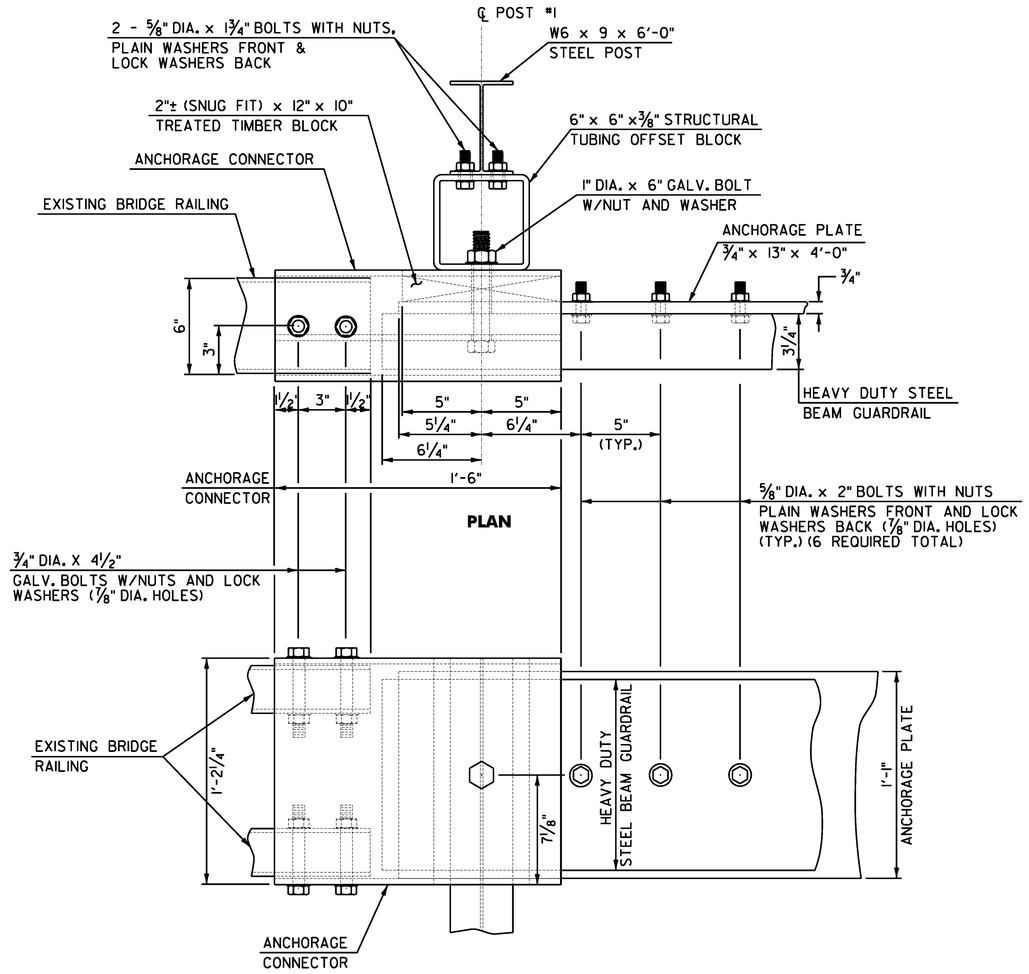
PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_gr_apr_01.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214gasl.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.

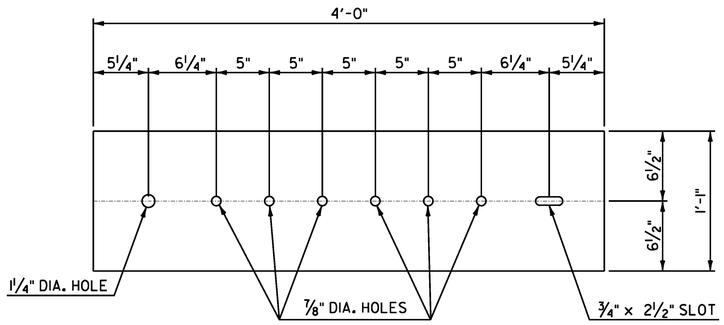
SHEET 392 OF 397

FILE NAME = V:\Projects\ANY\X2\22426\CADD_MSTN\z10b214_gr_apr_01.dgn
DATE/TIME = 3/17/2014
USER = 4916



ELEVATION

CONNECTION DETAILS AT POST #1



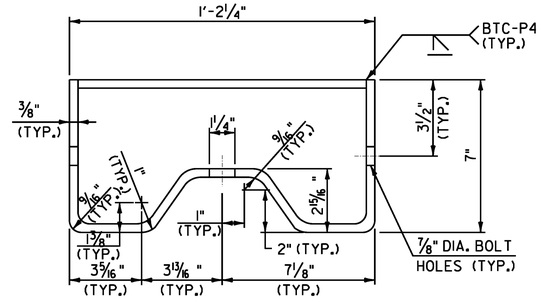
ANCHORAGE PLATE DETAIL

NOTE:

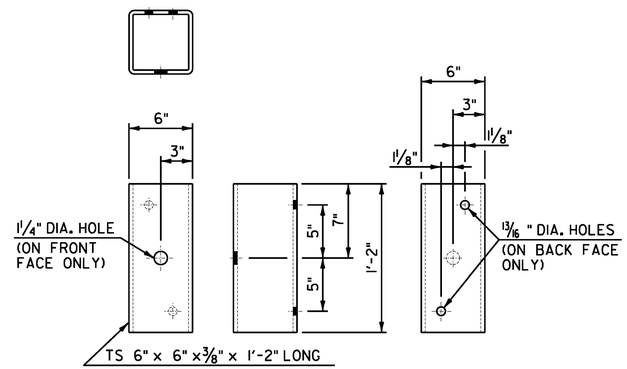
1. REFERENCE THIS SHEET WITH SHEET 392 ALONG WITH SHEET 395 FOR BR 1 DETAILS AND SHEET 397 FOR BR 12 DETAILS.

NOTES

1. REFER TO VTRANS STANDARD G-1 FOR ADDITIONAL RAIL DETAILS.
2. ALL POSTS FOR HEAVY DUTY STEEL BEAM GUARDRAIL SHALL BE STEEL IN ACCORDANCE WITH SUBSECTION 728.01(c) UNLESS OTHERWISE SPECIFIED IN THE CONTRACT.
3. APPROACH RAIL SPLICES SHALL LAP IN DIRECTION OF TRAFFIC FLOW.
4. ANCHORAGE CONNECTOR AND ANCHORAGE PLATE SHALL CONFORM TO SUBSECTION 728.01(c).
5. ALL BOLTS, NUTS AND WASHERS SHALL CONFORM TO SUBSECTION 728.03(c).
6. STRUCTURAL TUBING OFFSET BLOCK SHALL CONFORM TO SUBSECTION 728.01(c).
7. APPROACH RAILING SHALL BE HEAVY DUTY STEEL BEAM FOR 50'-0" FROM THE ℄ OF POST #1 FOR TYPE I AND 12'-6" FROM THE ℄ OF POST #1 FOR TYPE II.
8. ALLOWABLE DIMENSIONAL TOLERANCE FOR BENT SECTIONS IS ± 1/16 ".
9. THE UNIT PRICES BID FOR EITHER TYPE OF GUARDRAIL APPROACH SECTION SHALL INCLUDE ANCHORAGE CONNECTOR, ANCHORAGE PLATE, HEAVY DUTY STEEL BEAM GUARDRAIL, POSTS, OFFSET BLOCKS, BLOCKING, BOLTS, AND ALL NECESSARY HARDWARE.



ANCHORAGE CONNECTOR DETAIL
(SEE NOTE 8)



STRUCTURAL TUBING OFFSET BLOCK DETAILS
(OCCURS AT POST #1 WHEN USING APPROACH RAIL UTILIZING STEEL POSTS)

GUARDRAIL APPROACH SECTION DETAIL SHEET #2

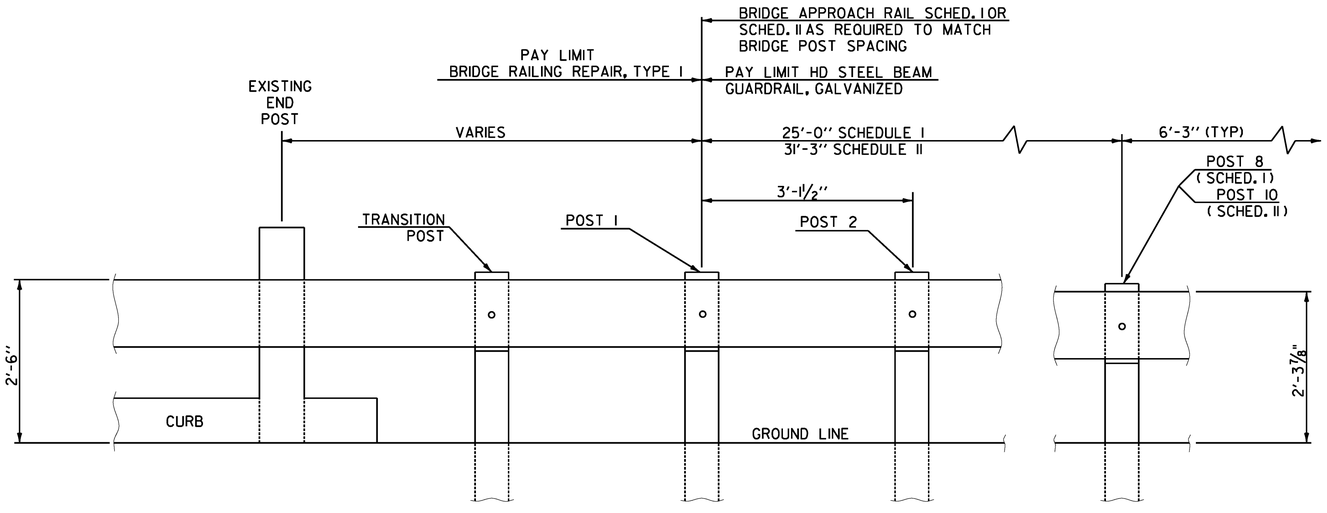
PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_gr_apr_02.dgn
PROJECT LEADER: D.E.C.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214gas2.i
PLOT DATE: 3/17/2014
DRAWN BY: W.C.P.
CHECKED BY: J.P.S.
SHEET 393 OF 397

FILE NAME = V:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_gr_apr_02.dgn
DATE/TIME = 3/17/2014
USER = 4916

BRIDGE QUANTITY SHEET

STATION	POS.	BRIDGE NUMBER	OFFSET BLOCK	525.10 REMOVAL OF EXISTING RAIL	525.50 BRIDGE RAILING REPAIR, TYPE I	REMARKS
			IN	LF	LF	
STOCKBRIDGE:						
VT. ROUTE 107						
198+21.0 - 198+58.5	RT	10	8	37.5	37.5	BR 10
198+40.0 - 198+77.5	LT	10	8	37.5	37.5	BR 10
ROUNDING				5.0	5.0	
TOTAL				80.0	80.0	



SCHEDULE I

POST NO.	SPACING	PAYMENT FACTOR
1	3'-1½"	1.4 x 12'-6"
2	3'-1½"	
3	3'-1½"	
4	3'-1½"	
5	4'-2"	1.2 x 12'-6"
6	4'-2"	
7	4'-2"	
8	6'-3" (TYP.)	1.0 (TYP)
9		
PAYMENT LENGTH = 32'-6"		

SCHEDULE II

POST NO.	SPACING	PAYMENT FACTOR
1	3'-1½"	1.4 x 18'-9"
2	3'-1½"	
3	3'-1½"	
4	3'-1½"	
5	3'-1½"	
6	3'-1½"	
7	4'-2"	1.2 x 12'-6"
8	4'-2"	
9	4'-2"	
10	6'-3" (TYP)	1.0 (TYP)
11		
PAYMENT LENGTH = 41'-3"		

SCHEDULE I APPROACH RAILING SHALL BE USED WHEN A RAIL PANEL SPLICE OCCURS AT POST NO. 1.
SCHEDULE II APPROACH RAILING SHALL BE USED WHEN A RAIL PANEL SPLICE OCCURS AT THE BRIDGE END POST.

BRIDGE APPROACH RAILING

GENERAL NOTES:

1. BRIDGE RAIL SHALL BE HD STEEL BEAM RAIL.
2. BRIDGE APPROACH RAIL HEIGHT SHALL BE TRANSITIONED TO NORMAL ROADWAY RAIL HEIGHT IN 25'.
3. APPROACH RAILING SHALL BE HD STEEL BEAM FOR 25' FROM THE ENDS OF THE BRIDGE UNLESS OTHERWISE NOTED IN THE PLANS OR DIRECTED BY THE ENGINEER.
4. FOR BRIDGE RAILING, THE TRANSITION POST SHALL HAVE AN OFFSET BLOCK AND BE LOCATED AS CLOSE AS PRACTICABLE TO THE MIDPOINT BETWEEN THE BRIDGE END POST AND APPROACH RAIL POST 1.
5. SPLICES SHALL LAP IN DIRECTION OF TRAFFIC FLOW.
6. SEE VTRANS STANDARD SHEET G-1 FOR DELINEATION DETAILS AND PLACEMENT.
7. ERECT DELINEATORS ON EVERY FIFTH POST OR APPROXIMATELY 31'-3" APART. PAYMENT SHALL BE INCIDENTAL TO OTHER ITEMS.
8. ALL BRIDGE POSTS, HD STEEL BEAM BRIDGE RAIL, AND RELATED HARDWARE SHALL BE PAID FOR UNDER THE APPROPRIATE BRIDGE RAILING ITEMS AS DENOTED IN THE PLANS.
9. SEE STANDARD SHEET G-1 FOR CONNECTION OF STEEL BEAM TO OFFSET BLOCK AND OFFSET BLOCK TO BRIDGE POST.
10. NEW BRIDGE RAILING POSTS SHALL BE SET NORMAL TO GRADE.
11. ALL WELDING SHALL CONFORM TO THE PROVISIONS OF SUBSECTION 506.10 OF THE STANDARD SPECIFICATIONS.
12. THESE CONTRACT DOCUMENTS HAVE BEEN PREPARED BASED ON LIMITED FIELD INVESTIGATION AND AVAILABLE RECORD DRAWING INFORMATION. ACTUAL FIELD CONDITIONS MAY REQUIRE MODIFICATIONS TO THE CONSTRUCTION DETAILS AND WORK QUANTITIES. THE CONTRACTOR SHALL PERFORM THE WORK IN ACCORDANCE WITH FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.
13. ALL LANES SHALL BE OPENED TO TRAFFIC DURING NON-WORKING HOURS. NO GAPS BETWEEN EXISTING RAILING AND NEW RAILING WILL BE PERMITTED. DETAILS FOR TEMPORARY RAIL SHALL BE SUBMITTED FOR APPROVAL IF REQUIRED TO BRIDGE GAPS IN RAILING. PAYMENT FOR TEMPORARY RAIL SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 525.10 REMOVAL OF EXISTING RAILING.
14. ALL OFFSET BLOCKS AND FIXTURES SHALL BE PROVIDED IN ACCORDANCE WITH SUBSECTION 732.04, UNLESS OTHERWISE NOTED, AND SHALL BE GALVANIZED AFTER FABRICATION TO CONFORM TO SUBSECTION 726.08.

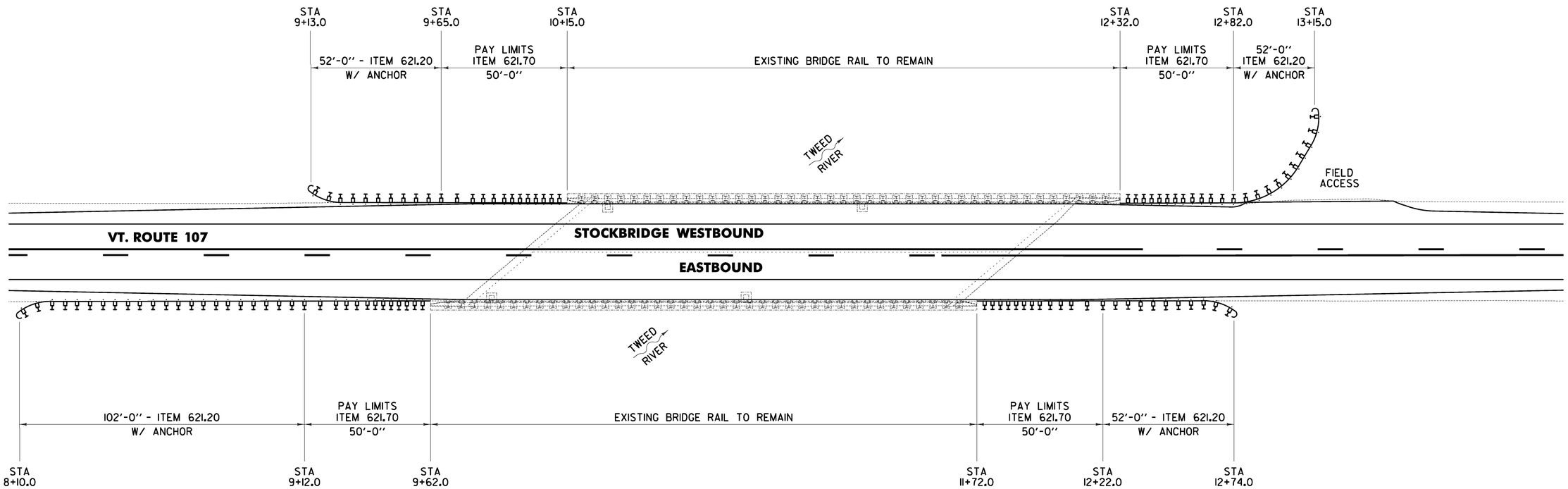
NOT TO SCALE

BRIDGE DETAIL SHEET #1

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_bdt_01.dgn — PLOT DATE: 3/17/2014
PROJECT LEADER: D.E.G. — DRAWN BY: W.G.P.
DESIGNED BY: L.M.B. — CHECKED BY: J.P.S.
IPARM FILE: z10b214bdt1i.i — SHEET 394 OF 397

FILE NAME = V:\Projects\ANY\VK2\22426\CADD_MSTN\z10b214_bdt_01.dgn
DATE/TIME = 3/17/2014
USER = 4916



BR 1 STOCKBRIDGE MM 0.207 = STA 10+92.96

NOT TO SCALE

BRIDGE DETAIL SHEET #2

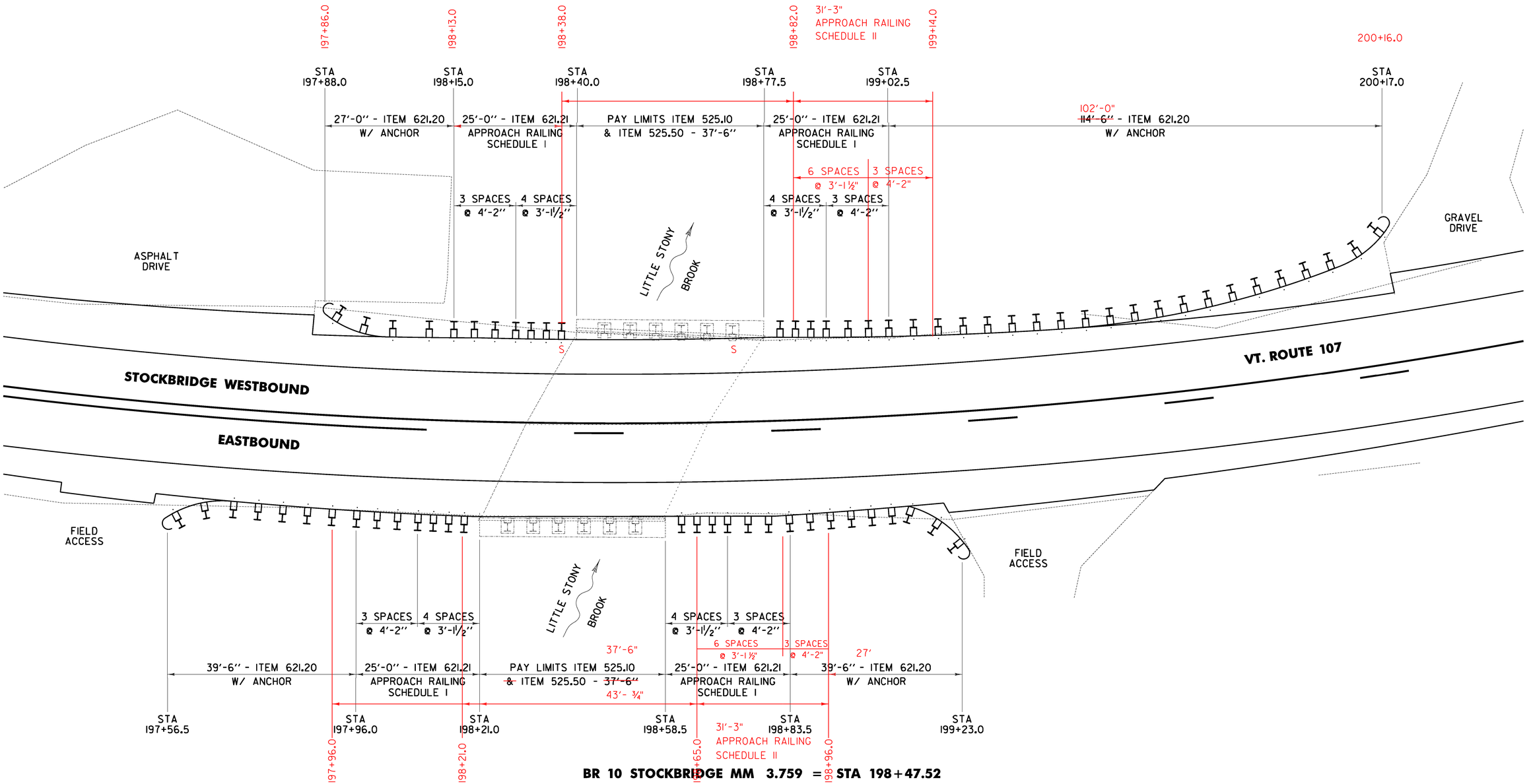
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PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_bdt_02.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214bdt2.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 395 OF 397

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DATE/TIME = 3/17/2014
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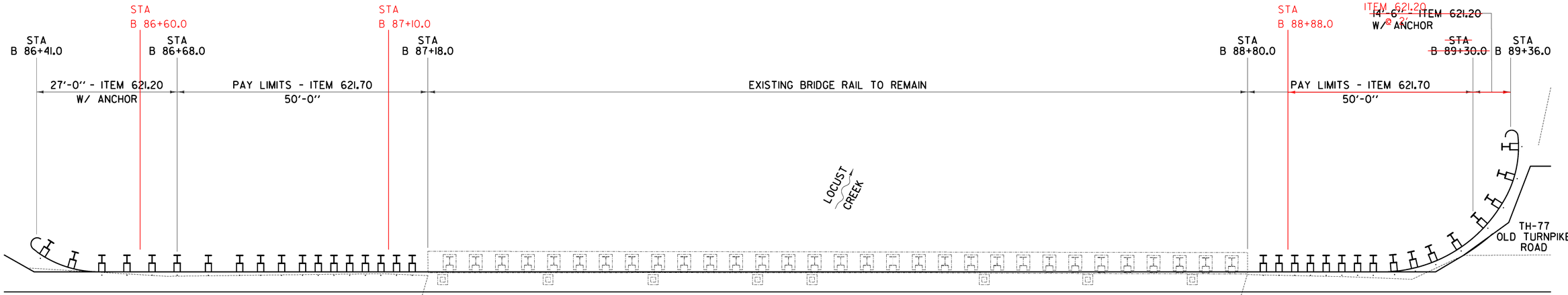
BR 10 STOCKBRIDGE MM 3.759 = STA 198+47.52

NOT TO SCALE

BRIDGE DETAIL SHEET #3

PROJECT NAME: STOCKBRIDGE-BETHEL	
PROJECT NUMBER: STP 2910(I)	
FILE NAME: z10b214_bdt_03.dgn	PLOT DATE: 3/17/2014
PROJECT LEADER: D.E.G.	DRAWN BY: W.G.P.
DESIGNED BY: L.M.B.	CHECKED BY: J.P.S.
IPARM FILE: z10b214bdt3.i	SHEET 396 OF 397

FILE NAME = W:\Projects\ANY\K2\22426\CADD_MSTN\z10b214_bdt_03.dgn
DATE/TIME = 3/17/2014
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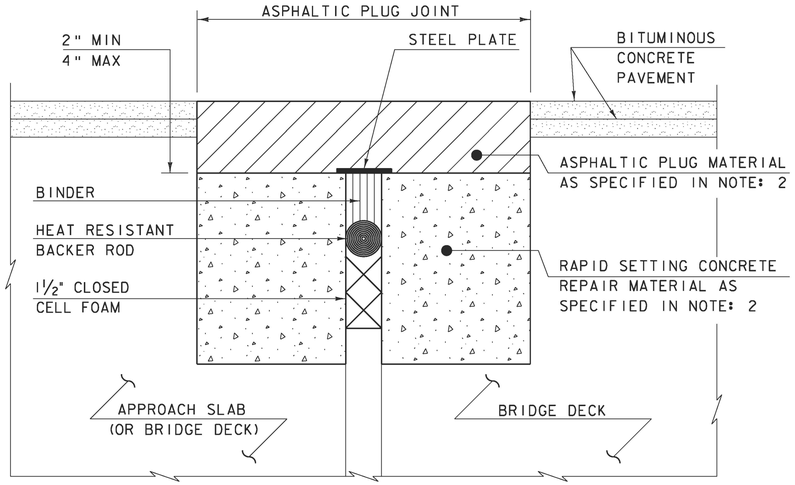
BR 12 BETHEL MM 1.666 = STA B 87+96.48

NOT TO SCALE

BRIDGE DETAIL SHEET #4

PROJECT NAME: STOCKBRIDGE-BETHEL	
PROJECT NUMBER: STP 2910(1)	
FILE NAME: z10b214_bdt_04.dgn	PLOT DATE: 3/17/2014
PROJECT LEADER: D.E.G.	DRAWN BY: W.G.P.
DESIGNED BY: L.M.B.	CHECKED BY: J.P.S.
IPARM FILE: z10b214bdt4.i	SHEET 397 OF 397

FILE NAME = V:\Projects\VAYVK2\22426\CADD_MSTN\z10b214_bdt_04.dgn
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USER = 4916



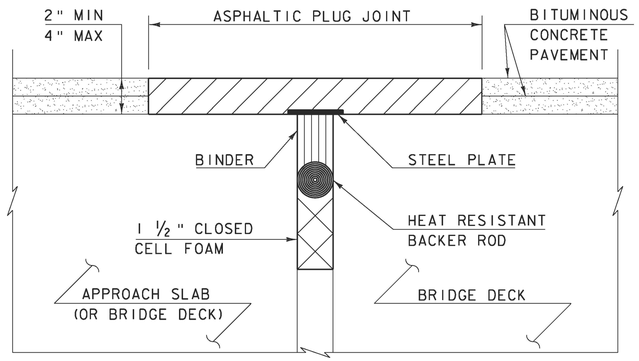
ASPHALTIC PLUG-TYPE JOINT DETAIL - REHAB

NOTES: (NOT TO SCALE)

1. THE CONTRACTOR SHALL REMOVE ALL ASPHALTIC PLUG JOINT MATERIAL AND DETERIORATED CONCRETE AS DIRECTED BY THE ENGINEER. REMOVAL OF THE FIRST 4 INCHES OF MATERIAL SHALL BE INCLUDED IN THE BID PRICE FOR ITEM 516.10 BRIDGE EXPANSION JOINT, ASPHALTIC PLUG. ANY REMOVAL OF MATERIAL GREATER THAN 4 INCHES SHALL BE INCLUDED IN THE BID PRICE OF ITEM 580.20 RAPID SETTING CONCRETE REPAIR MATERIAL WITH COURSE AGGREGATE.

2. THE CONTRACTOR SHALL REPLACE REMOVED MATERIAL THAT IS LESS THAN 4" FROM FINISHED GRADE WITH ASPHALTIC PLUG JOINT MATERIAL MEETING THE REQUIREMENTS OF SUBSECTION 707.15. ALL REMOVED MATERIAL THAT IS GREATER THAN 4 INCHES FROM FINISHED GRADE SHALL BE REPLACED WITH RAPID SETTING CONCRETE REPAIR MATERIAL WITH COARSE AGGREGATE MEETING THE REQUIREMENTS OF SUBSECTION 780.04.

3. REINFORCING STEEL NOT SHOWN FOR CLARITY.



ASPHALTIC PLUG-TYPE JOINT DETAIL - NEW

(NOT TO SCALE)

ASPHALTIC PLUG JOINT NOTES

INSTALLATION:

1. LOCATE THE JOINT CENTRALLY OVER THE DECK OVERLAY EXPANSION GAP OR FIXED JOINT, MARKED OUT TO THE MANUFACTURER'S RECOMMENDED WIDTH.

2. REMOVE THE BITUMINOUS CONCRETE PAVEMENT FULL DEPTH AS SHOWN ON THE PLANS. THE PAVEMENT SHALL BE DRY AND SAW CUT TO THE LIMITS REQUIRED TO PLACE THE JOINT. A PNEUMATIC HAMMER AND CHISEL MAY BE USED ADJACENT TO THE CURB ONLY WHEN SAW CUTTING IS NOT POSSIBLE.

3. BLAST CLEAN THE JOINT AREA OF DEBRIS, ASPHALT AND SHEET MEMBRANE. THOROUGHLY DRY THE JOINT AREA WITH COMPRESSED AIR PRIOR TO APPLYING BINDER MATERIAL.

4. REPAIR MATERIAL GREATER THAN 4 INCHES FROM FINISHED GRADE WITH RAPID SETTING CONCRETE REPAIR MATERIAL WITH COARSE AGGREGATE MEETING THE REQUIREMENTS OF SUBSECTION 780.04.

5. PLACE PROPERLY SIZED HEAT RESISTANT BACKER ROD IN THE MOVEMENT GAP ALLOWING FOR 1" +/- OF BINDER ABOVE THE ROD.

6. HEAT AND PLACE THE BINDER MATERIAL AS RECOMMENDED BY THE MANUFACTURER.

7. PLACE 1/4" THICK BY 8" WIDE SECTIONS OF STEEL PLATE OVER THE CENTER OF THE MOVEMENT GAP. SECURE THE PLATES FROM MOVING BY INSERTING LOCATING PINS THROUGH THE PRE-STAMPED HOLES INTO BACKER ROD AND COVER WITH HOT BINDER. THE STEEL PLATES MAY BE OMITTED WHERE THE ENGINEER DETERMINES THAT THE APPROACH SLAB OR BRIDGE DECK WILL PROVIDE INADEQUATE SUPPORT AND WHERE VERTICAL MOVEMENT OF THE PLATES MIGHT OCCUR.

8. HEAT AND MIX THE BINDER MATERIAL AND AGGREGATE AS RECOMMENDED BY THE MANUFACTURER.

9. INSTALLATION OF MATERIAL, COMPACTION, AND TOP COATING SHALL BE AS RECOMMENDED BY THE MANUFACTURER.

10. IMMEDIATELY AFTER TOP COATING, CAST AN ANTI-SKID MATERIAL OVER THE JOINT TO REDUCE THE RISK OF TRACKING.

11. ONCE THE JOINT REACHES 82 DEG C (180 DEG F) +/-, WATER MAY BE USED TO EXPEDITE THE COOLING PROCESS.

12. PROTECT JOINT FROM TRAFFIC UNTIL THE MATERIAL HAS COOLED TO 51 DEG C (125 DEG F) +/-.

WEATHER LIMITATIONS

APPLY BINDER MATERIAL ONLY WHEN THE FOLLOWING CONDITIONS PREVAIL OR AS RECOMMENDED BY THE MANUFACTURER:

1. THE AMBIENT AIR TEMPERATURE IS AT LEAST 10 DEG C (50 DEG F) AND RISING.

2. THE ROAD SURFACE IS DRY.

3. WEATHER CONDITIONS OR OTHER CONDITIONS ARE FAVORABLE AND ARE EXPECTED TO REMAIN SO FOR THE PERFORMANCE OF SATISFACTORY WORK.

REVISIONS	
MAY 7, 2010	APPROVED FOR USE BY VAOT STRUCTURES SECTION

BRIDGE JOINT
ASPHALTIC PLUG

VERMONT AGENCY OF TRANSPORTATION
STRUCTURES - DIVISION

STRUCTURES DETAIL
SD-516.10