RECORD PLANS

CONTRACTOR: KUBRICKY CONSTURCTION CORP.- GLENS FALLS, NY

RESIDENT ENGINEER: CHAD GREENWOOD

CONSTRUCTION BEGAN: JUNE 30, 2014

CONSTRUCTION COMPLETE: OCTOBER 8, 2015

RECORD PLANS BY: CHAD GREENWOOD & AARON JAMES

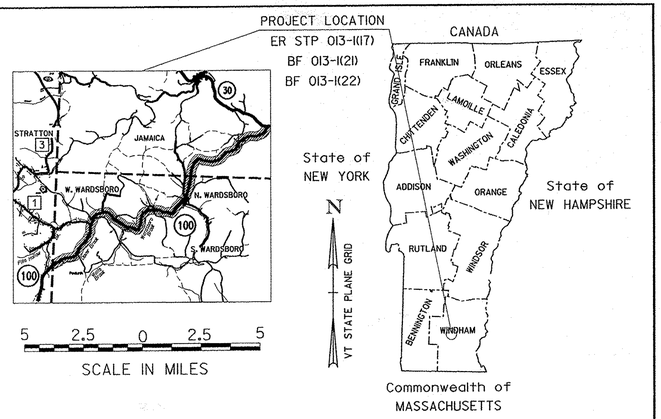
I HEREBY CERTIFY THAT ALL THE CONSTRUCTION REQUIRED BY THIS SET OF DRAWINGS HAS BEEN ACCOMPLISHED AS INDICATED HEREIN.

BY _____ RESIDENT ENGINEER

DATE 5/19/16

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

STATE OF VERMONT
AGENCY OF TRANSPORTATION



PROPOSED IMPROVEMENT
TOWNS OF WARDSBORO AND JAMAICA
COUNTY OF WINDHAM
VT ROUTE 100 (MINOR ARTERIAL)

WARDSBORO–JAMAICA
ER STP 013–1(17)

PROJECT LOCATION: BEGINNING IN THE TOWN OF WARDSBORO ON VT ROUTE 100 AT STATION A 1+75.00 (MM 0.033) EXTENDING NORTHERLY 56462.74 FEET (10.694 MILES) TO STATION B 178+38.00 (MM 3.378) IN THE TOWN OF JAMAICA.

PROJECT DESCRIPTION: WORK TO BE PERFORMED UNDER THIS PROJECT INCLUDES PAVEMENT RECLAMATION, PAVEMENT RESURFACING, PAVEMENT MARKINGS, GUARDRAIL ADJUSTMENT AND REPLACEMENT, NEW SIGNS, DRAINAGE IMPROVEMENTS, TRAFFIC CONTROL AND OTHER HIGHWAY RELATED ITEMS.

WARDSBORO
BF 013–1(21)

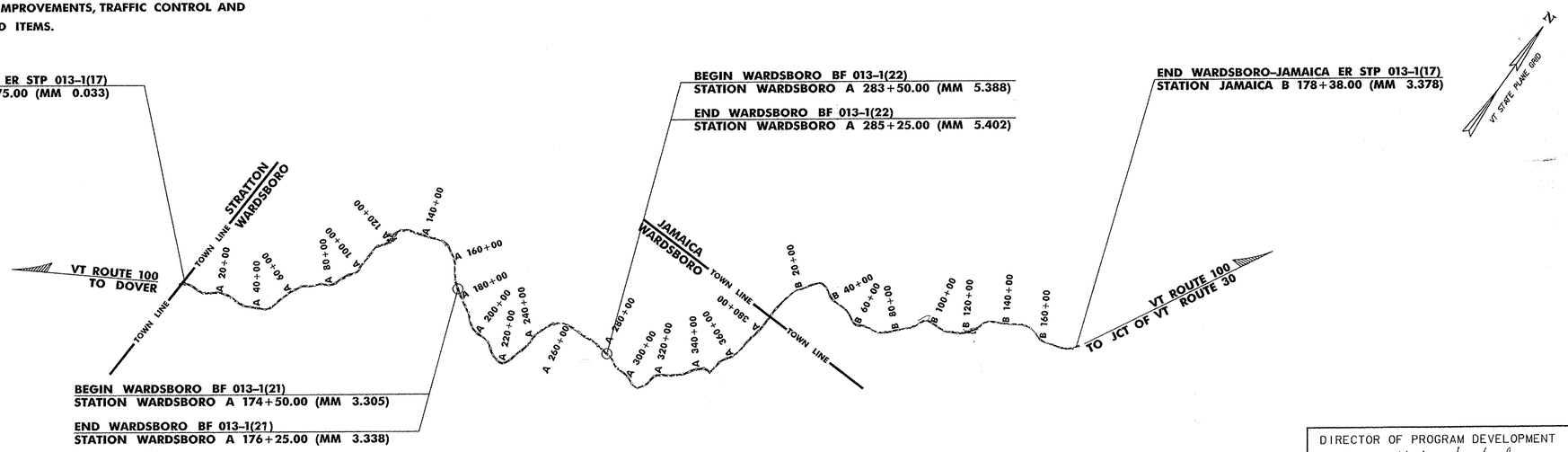
PROJECT LOCATION: 7.7 MILES SOUTH OF THE JUNCTION OF VT ROUTE 100 AND VT ROUTE 30.

PROJECT DESCRIPTION: REMOVAL OF EXISTING STRUCTURE AND REPLACMENT WITH A NEW PRECAST STRUCTURE.

WARDSBORO
BF 013–1(22)

PROJECT LOCATION: 5.6 MILES SOUTH OF THE JUNCTION OF VT ROUTE 100 AND VT ROUTE 30.

PROJECT DESCRIPTION: REMOVAL OF EXISTING STRUCTURE AND REPLACMENT WITH A NEW PRECAST STRUCTURE.



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 2

SURVEYED BY : VTRANS
SURVEYED DATE : 1/3/13

DATUM
VERTICAL NAVD 88
HORIZONTAL NAD 83 (2007)

DIRECTOR OF PROGRAM DEVELOPMENT
APPROVED Kevin S Marshia DATE 2/25/14

PROJECT MANAGER : KEN UPMAL, P.E.
KRISTIN HIGGINS, P.E.

PROJECT NAME : WARDSBORO - JAMAICA
PROJECT NUMBER : ER STP 013-1(17)
BF 013-1(21)
BF 013-1(22)
SHEET 1 OF 444 SHEETS

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D–15	PRECAST REINFORCED CONCRETE CATCH BASIN W/CAST IRON GRATE PRECAST REINFORCED MAN HOLE W/CAST IRON COVER CAST IRON GRATE WITH FRAME, TYPE D CAST IRON GRATE WITH FRAME, TYPE E	06–01–1994
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E–125	TRAVEL INFORMATION COUNCIL SIGNS	08–08–1995
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J–3	MAIL BOX SUPPORT DETAILS	08–07–1995
T–1	TRAFFIC CONTROL GENERAL NOTES	08–06–2012
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T–30	CONSTRUCTION SIGN DETAILS	08–06–2012
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T–35	CONSTRUCTION ZONE LONGITUDINAL DROP OFFS	08–06–2012
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STRUCTURES DETAILS		DATE
SD–501.00	CONCRETE DETAILS AND NOTES	02–09–2012
SD–502.00	CONCRETE DETAILS AND NOTES	10–10–2012

PROJECT NAME: WARDSBORO-JAMAICA

PROJECT NUMBER: ER STP 013-1(17) / BF 013-1(21) / BF 013-1(22)

FILE NAME: dl2b236_frm.dgn
PROJECT LEADER: K. UPMAL / K. HIGGINS
DESIGNED BY: B. KIPP / J. SALVATORI
INDEX OF SHEETS

PLOT DATE: 3/17/2014
DRAWN BY: B. KIPP
CHECKED BY: A. KEMPTON
SHEET 2 OF 444

GENERAL INFORMATION

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.

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

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

- CLEAR ZONE
- PLAN LAYOUT MATCHLINE

PROJECT CONSTRUCTION FEATURES

- TOP OF CUT SLOPE
- TOE OF FILL SLOPE
- STONE FILL
- BOTTOM OF DITCH 'L'
- 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
- 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
- THREATENED & ENDANGERED SPECIES
- HAZ — HAZ — HAZARDOUS WASTE AREA
- AGRICULTURAL LAND
- FISH & WILDLIFE HABITAT
- FLOOD PLAIN
- ORDINARY HIGH WATER (OHW)
- STORM WATER
- USDA FOREST SERVICE LANDS
- WILDLIFE HABITAT SUIT/CONN

ARCHEOLOGICAL & HISTORIC

- ARCHEOLOGICAL BOUNDARY
- HISTORIC DISTRICT BOUNDARY
- 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

PROJECT NAME:	WARDSBORO-JAMAICA
PROJECT NUMBER:	ER STP 013-1(17) / BF 013-1(22)
FILE NAME: dl2b236_frm.dgn	PLOT DATE: 2/26/2014
PROJECT LEADER: K. UPMAL / K. HIGGINS	DRAWN BY: B. KIPP
DESIGNED BY: B. KIPP / J. SALVATORI	CHECKED BY: A. KEMPTON
CONVENTIONAL SYMBOLOGY LEGEND SHEET	SHEET 3 OF 444

COMPOSITE QUANTITY SHEET 1

WARDSBORO-JAMAICA ER STP 013-1(17)			WARDSBORO BF 013-1(21)			WARDSBORO BF 013-1(22)			TOTALS		DESCRIPTIONS				DETAILED SUMMARY OF QUANTITIES		
ROADWAY	TRAINING	FULL C.E. ITEMS	ROADWAY	EROSION CONTROL	BRIDGE	ROADWAY	EROSION CONTROL	BRIDGE	GRAND TOTAL	FINAL	UNIT	ITEMS	ITEM NUMBER	ROUND	QUANTITIES	UNIT	ITEMS
1									1		LS	CLEARING AND GRUBBING, INCLUDING INDIVIDUAL TREES AND STUMPS	201.10				
21800			25			25			21850		CY	COMMON EXCAVATION	203.15				
					125			105	230		CY	UNCLASSIFIED CHANNEL EXCAVATION	203.27				
2500									2500		CY	EARTH BORROW	203.30				
4100									4100		CY	TRENCH EXCAVATION OF EARTH	204.20				
550									550		CY	TRENCH EXCAVATION OF ROCK	204.21				
1									1		CY	TRENCH EXCAVATION OF EARTH, EXPLORATORY (N.A.B.I.)	204.22				
					575			500	1075		CY	STRUCTURE EXCAVATION	204.25				
260					310			270	840		CY	GRANULAR BACKFILL FOR STRUCTURES	204.30				
163900									163900		SY	COLD PLANING, BITUMINOUS PAVEMENT	210.10				
96150			50			50			96250		TON	SUBBASE OF CRUSHED GRAVEL, FINE GRADED	301.28				
14400									14400		CY	SUBBASE OF DENSE GRADED CRUSHED STONE	301.35				
144100									144100		SY	RECLAIMED STABILIZED BASE	310.20				
2650									2650		TON	AGGREGATE SHOULDERS	402.12				
1									1		LU	PRICE ADJUSTMENT, ASPHALT CEMENT (N.A.B.I.)	406.50				
33750						50			33800		TON	SUPERPAVE BITUMINOUS CONCRETE PAVEMENT	490.30				
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				
70									70		LF	BRIDGE EXPANSION JOINT, ASPHALTIC PLUG	516.10				
								1	1		EACH	REMOVAL OF STRUCTURE (5'-9" x 8'-2" CGMPPA)	529.15				
					1				1		EACH	REMOVAL OF STRUCTURE (6'-1" x 8'-10" CGMPPA)	529.15				
								1	1		LS	PRECAST CONCRETE STRUCTURE (14'-0" x 8'-0" x 52'-6" BOX)	540.10				
					1				1		LS	PRECAST CONCRETE STRUCTURE (14'-0" x 8'-0" x 60'-0" BOX)	540.10				
5									5		LF	15" CSP .079 (2-2/3 X 1/2)	601.0011				
5									5		LF	18" CSP .079 (2-2/3 X 1/2)	601.0016				
												BEGIN OPTION AA					
250									250		LF	24" CSP .064 (2-2/3 X 1/2)	601.0025				
250									250		LF	24" RCP CLASS IV	601.0826				
250									250		LF	24" CPEP	601.0920				
												END OPTION AA					
95									95		LF	18" CPEP	601.0915				
14									14		EACH	REHAB. DROP INLETS, CATCH BASINS, OR MANHOLES, CLASS II	604.415				
9800									9800		LF	6 INCH UNDERDRAIN PIPE	605.10				
100									100		HR	POWER GRADER RENTAL	608.15				
1150									1150		HR	ALL PURPOSE EXCAVATOR RENTAL, TYPE I	608.25				
100									100		HR	POWER BROOM RENTAL, TYPE I	608.30				
2300									2300		HR	TRUCK RENTAL	608.37				
50									50		HR	LOADER RENTAL, TYPE I	608.40				

PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17) / BF 013-1(21) / BF 013-1(22)

FILE NAME: d12b236_frm.dgn
PROJECT LEADER: K. UPMAL / K. HIGGINS
DESIGNED BY: B. KIPP / J. SALVATORI
COMPOSITE QUANTITY SHEET 1

PLOT DATE: 3/31/2014
DRAWN BY: B. KIPP
CHECKED BY: A. KEMPTON
SHEET 4 OF 444

COMPOSITE QUANTITY SHEET 2

WARDSBORO-JAMAICA ER STP 013-1(17)			WARDSBORO BF 013-1(21)			WARDSBORO BF 013-1(22)			TOTALS		DESCRIPTIONS			
ROADWAY	TRAINING	FULL C.E. ITEMS	ROADWAY	EROSION CONTROL	BRIDGE	ROADWAY	EROSION CONTROL	BRIDGE	GRAND TOTAL	FINAL	UNIT	ITEMS	ITEM NUMBER	ROUND
				1			1		2		MGAL	DUST CONTROL WITH WATER	609.10	
3150									3150		CY	STONE FILL, TYPE I	613.10	
					50				50		CY	STONE FILL, TYPE II	613.11	
					75			70	145		CY	STONE FILL, TYPE III	613.12	
13									13		EACH	RELOCATE MAILBOX, SINGLE SUPPORT	617.10	
3									3		EACH	RELOCATE MAILBOX, MULTIPLE SUPPORT	617.12	
274									274		EACH	YIELDING MARKER POSTS	619.17	
1363									1363		LF	STEEL BEAM GUARDRAIL, GALVANIZED	621.20	
28825									28825		LF	STEEL BEAM GUARDRAIL, GALVANIZED W/8 FEET POSTS	621.205	
14.5									14.5		LF	HD STEEL BEAM GUARDRAIL, GALVANIZED	621.21	
187.5									187.5		LF	HD STEEL BEAM GUARDRAIL, GALVANIZED/NESTED	621.216	
3									3		EACH	MANUFACTURED TERMINAL SECTION, TANGENT	621.51	
95									95		EACH	ANCHOR FOR STEEL BEAM RAIL	621.60	
27625									27625		LF	REMOVAL AND DISPOSAL OF GUARDRAIL	621.80	
1950									1950		HR	UNIFORMED TRAFFIC OFFICERS	630.10	
8500			500			500			9500		HR	FLAGGERS	630.15	
		1							1		LS	FIELD OFFICE, ENGINEERS	631.10	
		1							1		LS	TESTING EQUIPMENT, BITUMINOUS	631.17	
		3000							3000		DL	FIELD OFFICE TELEPHONE (N.A.B.I.)	631.26	
	520								520		HR	EMPLOYEE TRAINEESHIP	634.10	
1									1		LS	MOBILIZATION/DEMOBILIZATION	635.11	
1									1		LS	TRAFFIC CONTROL (ER STP 013-1(17))	641.10	
2									2		EACH	PORTABLE CHANGEABLE MESSAGE SIGN	641.15	
												BEGIN OPTION BB		
115400									115400		LF	DURABLE 4 INCH WHITE LINE, THERMOPLASTIC	646.402	
115400									115400		LF	DURABLE 4 INCH WHITE LINE, EPOXY PAINT	646.403	
115400									115400		LF	DURABLE 4 INCH WHITE LINE, POLYUREA	646.404	
												END OPTION BB		
												BEGIN OPTION CC		
113700									113700		LF	DURABLE 4 INCH YELLOW LINE, THERMOPLASTIC	646.412	
113700									113700		LF	DURABLE 4 INCH YELLOW LINE, EPOXY PAINT	646.413	
113700									113700		LF	DURABLE 4 INCH YELLOW LINE, POLYUREA	646.414	
												END OPTION CC		
												BEGIN OPTION DD		
300									300		LF	DURABLE 24 INCH STOP BAR, THERMOPLASTIC	646.482	
300									300		LF	DURABLE 24 INCH STOP BAR, EPOXY PAINT	646.483	
300									300		LF	DURABLE 24 INCH STOP BAR, POLYUREA	646.484	
												END OPTION DD		

DETAILED SUMMARY OF QUANTITIES		
QUANTITIES	UNIT	ITEMS

PROJECT NAME: WARDSBORO-JAMAICA

PROJECT NUMBER: ER STP 013-1(17) / BF 013-1(21) / BF 013-1(22)

FILE NAME: d12b236_frm.dgn
PROJECT LEADER: K. UPMAL / K. HIGGINS
DESIGNED BY: B. KIPP / J. SALVATORI
COMPOSITE QUANTITY SHEET 2

PLOT DATE: 3/31/2014
DRAWN BY: B. KIPP
CHECKED BY: A. KEMPTON
SHEET 5 OF 444

COMPOSITE QUANTITY SHEET 3

WARDSBORO-JAMAICA ER STP 013-1(17)			WARDSBORO BF 013-1(21)			WARDSBORO BF 013-1(22)			TOTALS		DESCRIPTIONS				DETAILED SUMMARY OF QUANTITIES		
ROADWAY	TRAINING	FULL C.E. ITEMS	ROADWAY	EROSION CONTROL	BRIDGE	ROADWAY	EROSION CONTROL	BRIDGE	GRAND TOTAL	FINAL	UNIT	ITEMS	ITEM NUMBER	ROUND	QUANTITIES	UNIT	ITEMS
												BEGIN OPTION EE					
60									60		EACH	DURABLE LETTER OR SYMBOL, THERMOPLASTIC	646.492				
60									60		EACH	DURABLE LETTER OR SYMBOL, EPOXY PAINT	646.493				
60									60		EACH	DURABLE LETTER OR SYMBOL, POLYUREA	646.494				
												END OPTION EE					
115400									115400		LF	TEMPORARY 4 INCH WHITE LINE	646.600				
113700									113700		LF	TEMPORARY 4 INCH YELLOW LINE	646.610				
300									300		LF	TEMPORARY 24 INCH STOP BAR, PAINT	646.682				
60									60		EACH	TEMPORARY LETTER OR SYMBOL	646.690				
5750									5750		EACH	LINE STRIPING TARGETS	646.76				
28550									28550		SY	GEOTEXTILE FOR ROADBED SEPARATOR	649.11				
14500					125			75	14700		SY	GEOTEXTILE UNDER STONE FILL	649.31				
3100				120			130		3350		SY	GEOTEXTILE FOR SILT FENCE	649.51				
				40			45		85		SY	GEOTEXTILE FOR FILTER CURTAIN	649.61				
550				5			7		562		LB	SEED	651.15				
				5			7		12		LB	SEED, WINTER RYE	651.17				
3375				40			50		3465		LB	FERTILIZER	651.18				
14				1			1		16		TON	AGRICULTURAL LIMESTONE	651.20				
14				1			1		16		TON	HAY MULCH	651.25				
710				40			65		815		CY	TOPSOIL	651.35				
5900					125			40	6065		SY	GRUBBING MATERIAL	651.40				
				1					1		LS	EPSC PLAN (BF 013-1(21))	652.10				
							1		1		LS	EPSC PLAN (BF 013-1(22))	652.10				
				40			40		80		HR	MONITORING EPSC PLAN	652.20				
				1					1		LU	MAINTENANCE OF EPSC PLAN (N.A.B.I.) (BF 013-1(21))	652.30				
							1		1		LU	MAINTENANCE OF EPSC PLAN (N.A.B.I.) (BF 013-1(22))	652.30				
35400				350			570		36320		SY	TEMPORARY EROSION MATTING	653.20				
				60			60		120		CY	VEHICLE TRACKING PAD	653.35				
				1			1		2		EACH	FILTER BAG	653.45				
5100				230					5330		LF	BARRIER FENCE	653.50				
				80			300		380		LF	PROJECT DEMARCATION FENCE	653.55				
5100									5100		LF	EROSION LOG	653.60				
258									258		SF	TRAFFIC SIGNS, TYPE A	675.20				
2730									2730		LF	SQUARE TUBE SIGN POST AND ANCHOR	675.341				
174									174		EACH	REMOVING SIGNS	675.50				
87									87		EACH	ERECTING SALVAGED SIGNS	675.60				
98									98		EACH	DELINEATOR WITH STEEL POST	676.10				
77									77		EACH	REMOVAL OF EXISTING DELINEATOR	676.12				
1									1		LU	PRICE ADJUSTMENT, FUEL (N.A.B.I.)	690.50				
					105			90	195		CY	SPECIAL PROVISION (STONE FILL, STREAM BED MATERIAL)	900.608				

PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17) / BF 013-1(21) / BF 013-1(22)

FILE NAME: d12b236_frm.dgn
PROJECT LEADER:
DESIGNED BY: B. KIPP / J. SALVATORI
COMPOSITE QUANTITY SHEET 3

PLOT DATE: 3/31/2014
DRAWN BY: B. KIPP
CHECKED BY: A. KEMPTON
SHEET 6 OF 444

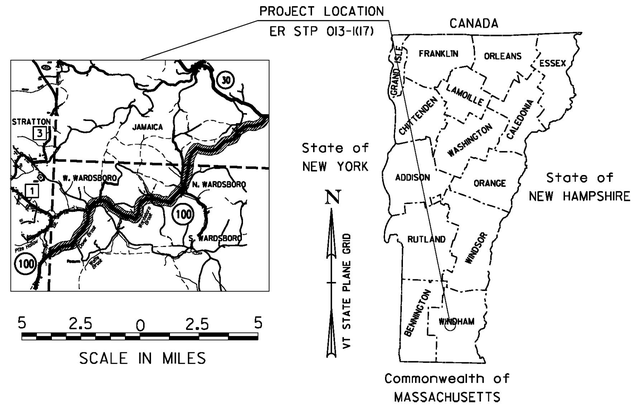
COMPOSITE QUANTITY SHEET 4

WARDSBORO-JAMAICA ER STP 013-1(17)			WARDSBORO BF 013-1(21)			WARDSBORO BF 013-1(22)			TOTALS		DESCRIPTIONS			
ROADWAY	TRAINING	FULL C.E. ITEMS	ROADWAY	EROSION CONTROL	BRIDGE	ROADWAY	EROSION CONTROL	BRIDGE	GRAND TOTAL	FINAL	UNIT	ITEMS	ITEM NUMBER	ROUND
11									11		EACH	SPECIAL PROVISION (CPM SCHEDULE)(ER STP 013-1(17))	900.620	
1									1		EACH	SPECIAL PROVISION (GNSS CONSTRUCTION INSPECTION EQUIPMENT)	900.620	
6150									6150		LF	SPECIAL PROVISION (BARRIER FOR TEMPORARY TRAFFIC PROTECTION)	900.640	
			1						1		LS	SPECIAL PROVISION (CPM SCHEDULE)(BF 013-1(21))	900.645	
						1			1		LS	SPECIAL PROVISION (CPM SCHEDULE)(BF 013-1(22))	900.645	
1									1		LS	SPECIAL PROVISION (GPS MACHINE CONTROL GRADING)	900.645	
					1				1		LS	SPECIAL PROVISION (TEMPORARY RELOCATION OF STREAM)(BF 013-1(21))	900.645	
								1	1		LS	SPECIAL PROVISION (TEMPORARY RELOCATION OF STREAM)(BF 013-1(22))	900.645	
			1						1		LS	SPECIAL PROVISION (TRAFFIC CONTROL, ALL-INCLUSIVE)(BF 013-1(21))	900.645	
						1			1		LS	SPECIAL PROVISION (TRAFFIC CONTROL, ALL-INCLUSIVE)(BF 013-1(22))	900.645	
			1						1		LU	SPECIAL PROVISION (INCENTIVE/DISINCENTIVE)(N.A.B.I.)(BF 013-1(21))	900.650	
						1			1		LU	SPECIAL PROVISION (INCENTIVE/DISINCENTIVE)(N.A.B.I.)(BF 013-1(22))	900.650	
172550									172550		SY	SPECIAL PROVISION (COLD MIXED RECYCLED BITUMINOUS PAVEMENT, PORTLAND CEMENT)	900.675	
3510									3510		SY	SPECIAL PROVISION (HAND-PLACED BITUMINOUS CONCRETE MATERIAL, DRIVES)	900.675	
172550									172550		SY	SPECIAL PROVISION (RECLAIMED STABILIZED BASE, PORTLAND CEMENT)	900.675	
4575									4575		TON	SPECIAL PROVISION (AGGREGATE TO MEET COLD MIXED GRADATION)	900.680	
10									10		TON	SPECIAL PROVISION (BITUMINOUS CONCRETE PAVEMENT SURFACE PREPARATION, TYPE I)	900.680	
33800									33800		TON	SPECIAL PROVISION (MATERIAL TRANSFER VEHICLE)	900.680	
30500									30500		TON	SPECIAL PROVISION (MATERIAL TRANSFER VEHICLE, COLD MIX)	900.680	
2600									2600		TON	SPECIAL PROVISION (PORTLAND CEMENT FOR BASE STABILIZATION)	900.680	
300									300		TON	SPECIAL PROVISION (PORTLAND CEMENT FOR COLD MIXED RECYCLING)	900.680	
1525									1525		CWT	SPECIAL PROVISION (EMULSIFIED ASPHALT)(RS-1H OR CRS-1H)	900.683	
22700									22700		CWT	SPECIAL PROVISION (EMULSIFIED ASPHALT, COLD MIX WITH CEMENT)	900.683	
2170									2170		CWT	SPECIAL PROVISION (FOG SEAL SURFACE TREATMENT)	900.683	

DETAILED SUMMARY OF QUANTITIES		
QUANTITIES	UNIT	ITEMS

PROJECT NAME:	WARDSBORO-JAMAICA
PROJECT NUMBER:	ER STP 013-1(17) / BF 013-1(21) / BF 013-1(22)
FILE NAME: d12b236_frm.dgn	PLOT DATE: 3/31/2014
PROJECT LEADER: K. UPMAL / K. HIGGINS	DRAWN BY: B. KIPP
DESIGNED BY: B. KIPP / J. SALVATORI	CHECKED BY: A. KEMPTON
COMPOSITE QUANTITY SHEET 4	SHEET 7 OF 444

STATE OF VERMONT
AGENCY OF TRANSPORTATION

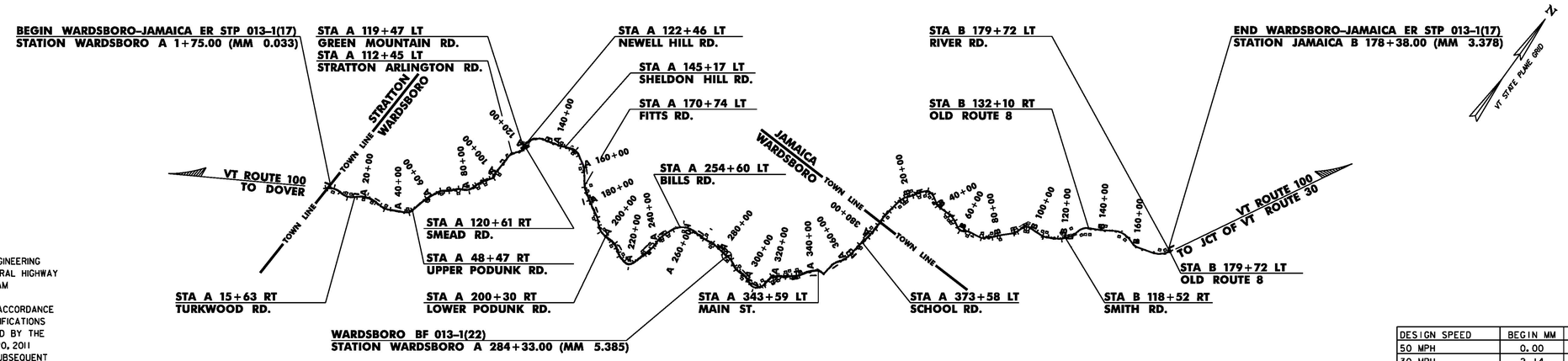


PROPOSED IMPROVEMENT
TOWNS OF WARDSBORO AND JAMAICA
COUNTY OF WINDHAM
VT ROUTE 100 (MINOR ARTERIAL)

BEGINNING IN THE TOWN OF WARDSBORO ON VT ROUTE 100 AT STATION A 1+75.00 (MM 0.033) EXTENDING NORTHERLY 56462.74 FEET (10.694 MILES) TO STATION B 178+38.00 (MM 3.378) IN THE TOWN OF JAMAICA.

PROJECT DATA:	LENGTH (FEET)	LENGTH (MILES)
TOWN OF WARDSBORO VT ROUTE 100 STA A 1+75.00 TO A 387+99.74	38,624.74	7.315
TOWN OF JAMAICA VT ROUTE 100 STA B 0+00.00 TO B 178+38.00	17,838.00	3.378
TOTAL LENGTH OF PROJECT	56,462.74	10.694

WORK TO BE PERFORMED UNDER THIS PROJECT INCLUDES PAVEMENT RECLAMATION, PAVEMENT RESURFACING, PAVEMENT MARKINGS, GUARDRAIL ADJUSTMENT AND REPLACEMENT, NEW SIGNS, DRAINAGE IMPROVEMENTS, TRAFFIC CONTROL AND OTHER HIGHWAY RELATED ITEMS.



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.

DESIGN SPEED	BEGIN MM	END MM	TOWN
50 MPH	0.00	2.14	WARDSBORO
30 MPH	2.14	2.76	WARDSBORO
50 MPH	2.76	6.23	WARDSBORO
35 MPH	6.23	6.88	WARDSBORO
40 MPH	6.88	7.27	WARDSBORO
50 MPH	7.27	7.35	WARDSBORO
50 MPH	0.00	3.29	JAMAICA
40 MPH	3.29	3.38	JAMAICA

QUALITY ASSURANCE PROGRAM : LEVEL 2

SURVEYED BY : VTRANS

SURVEYED DATE : 1/3/13

DATUM

VERTICAL NAVD 88

HORIZONTAL NAD 83 (2007)

BITUMINOUS CONCRETE PAVEMENT SUPERPAVE MIXTURE DESIGN CRITERIA	
DESIGN LIFE ESAL'S (DESIGN LANE)	749,500
DESIGN NUMBER OF GYRATIONS	65
PERFORMANCE GRADED ASPHALT BINDER	SEE SUBSECTION 490.03 (b)

TRAFFIC DATA

LOCATION		AADT		DHV		%T		%D		ADTT		ESALs	
BEGIN MM/TOWN	END MM/TOWN	2016	2036	2016	2036	2016	2036	2016	2036	2016	2036	(2016-2036)	(2016-2056)
0.000/WARDSBORO	2.130/WARDSBORO	1300	1400	270	290	7.8	12.3	54	54	110	190	508,000	1,182,000
2.130/WARDSBORO	6.564/WARDSBORO	1400	1500	290	310	8.5	13.2	53	53	130	220	650,000	1,497,000
6.564/WARDSBORO	3.593/JAMAICA	1200	1300	250	270	19.0	26.1	54	54	170	260	1,388,000	3,087,000

PROJECT MANAGER : KEN UPMAL, P.E.

PROJECT NAME : WARDSBORO - JAMAICA

PROJECT NUMBER : ER STP 013-1(17)

SHEET 8 OF 444 SHEETS

GENERAL NOTES

1. WETLANDS, ARCHEOLOGICALLY SENSITIVE AREAS AND HISTORIC DISTRICTS HAVE BEEN LOCATED NEAR SECTIONS OF THE PROJECT AREA. THE PROJECT HAS BEEN DESIGNED TO AVOID ENVIRONMENTALLY SENSITIVE AREAS. IF WORK EXTENDS INTO THESE AREAS, STATE AND FEDERAL PERMITS WILL BE REQUIRED (TO BE ACQUIRED BY CONTRACTOR). SEE LAYOUTS SHEETS FOR INDIVIDUAL SENSITIVE LOCATIONS.

2. ITEM 201.10 "CLEARING AND GRUBBING, INCLUDING INDIVIDUAL TREES AND STUMPS" HAS BEEN INCLUDED TO BE USED AT THE DISCRETION OF THE ENGINEER ALONG THE PROJECT CORRIDOR WITHIN THE EXISTING RIGHT OF WAY WHERE VEGETATION, PARTIAL AND FULL TREE REMOVAL AND ANY ASSOCIATED GRUBBING ARE DEEMED NECESSARY.

3. ALL BORINGS WERE TAKEN IN THE CENTER OF THE TRAVEL LANE AND THEREFORE MAY NOT BE REPRESENTATIVE OF FOOTPRINT.

4. THE CONTRACTOR SHALL BE FAMILIAR WITH THE PROJECT AREA TO OBTAIN A UNIT COST FOR PAY ITEM 201.10 "CLEARING AND GRUBBING, INCLUDING INDIVIDUAL TREES AND STUMPS".

5. "THINNING AND TRIMMING FOR SIGNS" SHALL BE INCIDENTAL TO ITEM 201.10 "CLEARING AND GRUBBING, INCLUDING INDIVIDUAL TREES AND STUMPS". REFER TO DETAIL SHEETS.

6. ADDITIONAL QUANTITIES FOR ITEMS 203.15 "COMMON EXCAVATION", 301.28 "SUBBASE OF CRUSHED GRAVEL, FINE GRADED", 301.35 "SUBBASE OF DENSE GRADED CRUSHED STONE", AND 649.11 "GEOTEXTILE FOR ROADBED SEPARATOR" HAVE BEEN ESTIMATED TO ADDRESS POSSIBLE UNSUITABLE SUBBASE MATERIAL ENCOUNTERED WITHIN THE PROJECT.

7. A QUANTITY OF ITEM 204.21 "TRENCH EXCAVATION OF ROCK" HAS BEEN INCLUDED IN CASE LEDGE IS ENCOUNTERED DURING THE INSTALLATION OF UNDERDRAIN.

8. COLD PLANING SHALL BE COMPLETED ACCORDING TO THE TYPICAL OR AS OTHERWISE NOTED ON THE PLANS. A FULL DEPTH BUTT JOINT SHALL BE CONSTRUCTED AT THE BEGINNING AND END OF THE PROJECT AND ALL PAVED SIDE ROAD APPROACHES AS DENOTED ON THE PROJECT PLANS OR AS OTHERWISE DIRECTED BY THE ENGINEER. SAWCUTTING WILL NOT BE PAID FOR SEPARATELY, BUT WILL BE PAID INCIDENTAL TO ITEM 490.30. PRIOR TO RECLAIMING, ANY EXISTING SHOULDER MATERIAL DEEMED UNSUITABLE BY THE ENGINEER WILL 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 ITEMS. THE METHOD OF REMOVAL AND THE USE OF RENTAL ITEMS SHALL BE APPROVED BY THE ENGINEER PRIOR TO ANY WORK BEING DONE. MATERIAL REMOVED SHALL BE REPLACED WITH ITEM 301.28 "SUBBASE OF CRUSHED GRAVEL, FINE GRADED".

9. 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. "EXISTING SHOULDER RECONSTRUCTION DETAIL" CAN BE FOUND IN THE PROJECT DETAIL SHEETS.

10. ITEM 900.683 "SPECIAL PROVISION (FOG SEAL SURFACE TREATMENT)" SHALL BE APPLIED ON THE SURFACE OF THE RECLAIMED STABILIZED BASE, PORTLAND CEMENT AT THE RATE OF 0.15 GAL/SY OR AS DIRECTED BY THE ENGINEER.

11. THE FIRST RECLAIM PASS SHALL BE PERFORMED FROM TOP OF BANK TO TOP OF BANK WHERE FULL WIDTH IS NOT ACHIEVABLE AND PAID UNDER ITEM 310.10 "RECLAIMED STABILIZED BASE". THE SECOND RECLAIM PASS SHALL BE PERFORMED FULL WIDTH PER THE TYPICAL SECTION AND PAID UNDER ITEM 900.675 "SPECIAL PROVISION (RECLAIMED STABILIZED BASE, PORTLAND CEMENT)". IF THE EXISTING GUARDRAIL IS REMOVED WHEN FULL WIDTH IS BEING CONSTRUCTED, THE CONTRACTOR WILL BE RESPONSIBLE FOR PROVIDING TEMPORARY TRAFFIC PROTECTION. A QUANTITY FOR ITEM 900.640 "SPECIAL PROVISION (BARRIER FOR TEMPORARY TRAFFIC PROTECTION)" IS INCLUDED IN THE QUANTITIES FOR THE PURPOSE OF PROTECTING TRAFFIC AS DIRECTED BY THE ENGINEER.

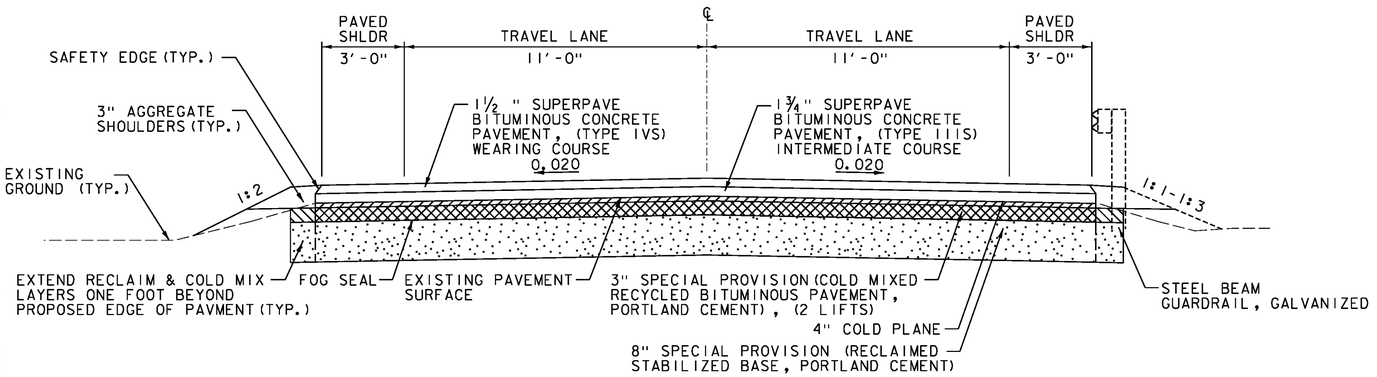
12. ALL EDGES OF PAVEMENT SHALL BE BACKED UP TO FULL HEIGHT WITH AGGREGATE SHOULDER MATERIAL AS DIRECTED BY THE ENGINEER AND WILL BE PAID UNDER ITEM 402.12 "AGGREGATE SHOULDERS".

13. COLD MIXED RECYCLED BITUMINOUS PAVEMENT, PORTLAND CEMENT SHALL BE PRODUCED FROM THE COLD PLANE GRINDINGS GENERATED FROM THE PROJECT AND PAID FOR UNDER ITEM 900.675 "SPECIAL PROVISION (COLD MIXED RECYCLED BITUMINOUS PAVEMENT, PORTLAND CEMENT)". IF THERE IS NOT A SUFFICIENT AMOUNT OF COLD PLANE GRINDINGS AVAILABLE TO PRODUCE THE (2) 3" LIFTS OF PORTLAND CEMENT STABILIZED COLD MIX, THE CONTRACTOR SHALL OBTAIN THE NECESSARY MATERIAL FROM ANOTHER SOURCE. THE COST ASSOCIATED WITH PROVIDING ADDITIONAL COLD PLANE GRINDINGS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 900.675 "SPECIAL PROVISION (COLD MIXED RECYCLED BITUMINOUS PAVEMENT, PORTLAND CEMENT)".

14. FOR THE PURPOSES OF QUANTITY CALCULATION IT HAS BEEN ASSUMED ITEM 900.675 "SPECIAL PROVISION (COLD MIXED RECYCLED BITUMINOUS PAVEMENT,PORTLAND CEMENT)" WILL REQUIRE 3% BY WEIGHT OF ITEM 415.25 "EMULSIFIED ASPHALT,COLD MIX". FOR THE SAME PURPOSE IT HAS ALSO BEEN ASSUMED 1% BY WEIGHT ITEM 900.680 "SPECIAL PROVISION (PORTLAND CEMENT FOR COLD MIXED RECYCLING)" WILL BE REQUIRED BY MIX DESIGN.

15. EMULSIFIED ASPHALT TYPE CRS-1H OR RS-1H SHALL BE APPLIED AS A TACK COAT ON ALL EXISTING PAVEMENT SURFACES AND BETWEEN ALL COURSES OF PAVEMENT (WHERE APPLICABLE) NOT INCLUDING RECLAIMED SURFACES AT THE RATE OF 0.025 TO 0.040 GAL/SY, AND 0.080 GAL/SY ON MILLED SURFACES OR AS DIRECTED BY THE ENGINEER. PAYMENT WILL BE UNDER ITEM 900.683, "SPECIAL PROVISION (EMULSIFIED ASPHALT) (RS-1H OR CRS-1H)". IF ITEM 415.25 "EMULSIFIED ASPHALT,COLD MIX" IS SPECIFIED IN THE MIX DESIGN AS A CATIONIC EMULSION AND USED IN THE PRODUCTION OF ITEM 900.675 "SPECIAL PROVISION (COLD MIXED RECYCLED BITUMINOUS PAVEMENT, PORTLAND CEMENT)" THEN CRS-1H SHALL BE USED FOR TACK BETWEEN SUCCESSIVE LAYERS OF COLD MIX BASE COURSE AND PRIOR TO PLACEMENT OF THE TYPE IVS LEVELING COURSE. AN APPLICATION RATE OF 0.040 TO 0.060 GAL/SY SHALL BE USED AS DIRECTED BY THE ENGINEER.

TYPICAL SECTIONS



RECLAIMED STABILIZED TYPICAL SECTION

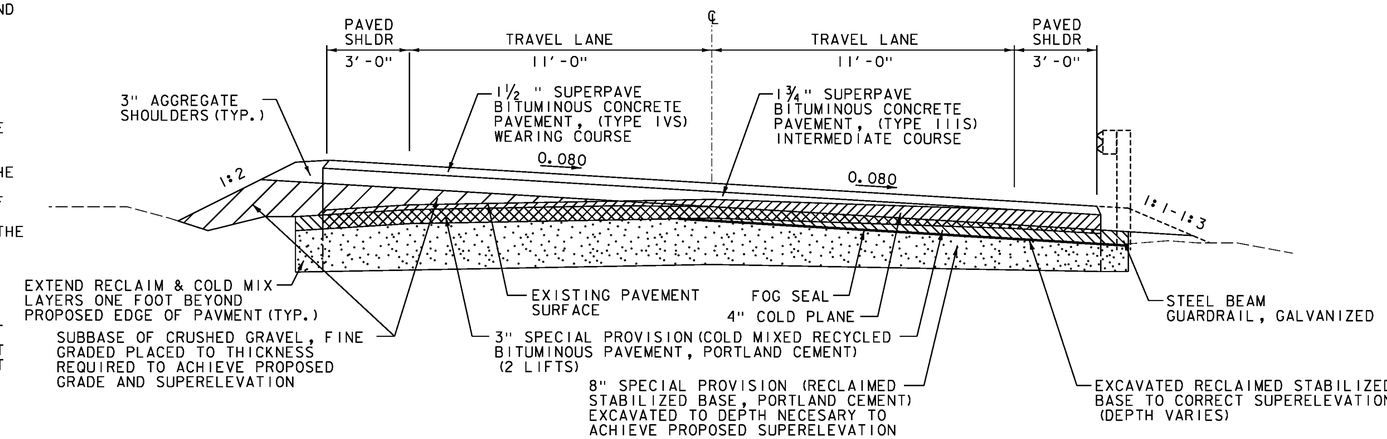
NOT TO SCALE

WARDSBORO

STA. A 1+75.00 - A 109+00.00
STA. A 135+50.00 - A 335+00.00
STA. A 365+00.00 - A 387+99.74

JAMAICA

STA. B 0+00.00 - B 8+75.00
STA B 11+29.00 - B 119+04.00
STA. B 121+97.00 - B 178+38.00



RECLAIMED STABILIZED MAX BANK TYPICAL SECTION

NOT TO SCALE

PROJECT NAME:	WARDSBORO-JAMAICA
PROJECT NUMBER:	ER STP 013-1(17)
FILE NAME: d12b236_typ.dgn	PLOT DATE: 2/26/2014
PROJECT LEADER: K. UPMAL	DRAWN BY: C. LEACH
DESIGNED BY: B. KIPP	CHECKED BY: A. KEMPTON
TYPICAL SECTIONS SHEET 1	SHEET 9 OF 444

GENERAL NOTES (CONT.)

17. ALL PAVED AND GRAVEL RESIDENTIAL AND COMMERCIAL DRIVES SHALL RECEIVE A PAVED APRON OF 4' AND ALL FIELD AND WOODS DRIVES SHALL RECEIVE A 2' PAVED APRON UNLESS OTHERWISE SHOWN ON PLANS OR AS DIRECTED BY THE ENGINEER. ANY AND ALL REQUIRED EXCAVATION AND ASSOCIATED DRIVE GRADING 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)". ALL OTHER BITUMINOUS MATERIAL PLACED WITHIN THE PROJECT LIMITS WHETHER BY HAND OR MECHANICAL METHODS SHALL BE PAID AS ITEM 490.30 "SUPERPAVE BITUMINOUS CONCRETE PAVEMENT".

18. SUPERPAVE BITUMINOUS CONCRETE PAVEMENT TOLERANCE = +/- 1/4 INCH (TOTAL THICKNESS, EXCLUDING LEVELING). SUBBASE OF CRUSHED GRAVEL, FINE GRADED TOLERANCE = +/- 1 INCH (TOTAL SUBBASE THICKNESS).

19. EDGES OF PAVEMENT SHALL INCLUDE A SAFETY EDGE AS SHOWN WITHIN THE PROJECT DETAIL SHEETS.

20. A QUANTITY FOR ITEM 604.415 "REHAB DI, CB OR MH CLASS II" HAS BEEN INCLUDED IN THE QUANTITIES TO BE USED AS DIRECTED BY THE ENGINEER. ALL DI'S SHALL BE RAISED OR REHABILITATED SUCH THAT THE NEW GRATE ELEVATION IS LEVEL WITH THE SURROUNDING TERRAIN.

21. DAMAGE TO ANY DI'S, CROSS CULVERTS OR OTHER DRAINAGE FEATURES SHALL BE REPAIRED OR REPLACED AS DIRECTED BY THE ENGINEER AT NO ADDITIONAL COST TO THE STATE.

22. ITEM 613.10 "STONE FILL, TYPE I"; ITEM 651.40 "GRUBBING MATERIAL"; ITEM 649.31 "GEOTEXTILE UNDER STONE FILL" 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.

23. A QUANTITY HAS BEEN ESTIMATED FOR ITEM 617.10 "RELOCATE MAILBOX, SINGLE SUPPORT" AND ITEM 617.12 "RELOCATE MAILBOX, MULTIPLE SUPPORT", TO BE USED AS DETERMINED BY THE ENGINEER.

24. AN ESTIMATED QUANTITY FOR ITEM 619.17 "YIELDING MARKER POSTS" HAS BEEN INCLUDED TO DELINEATE PIPE INLETS, PIPE OUTLETS AND DROP INLETS LOCATED OUTSIDE THE PAVEMENT SURFACES OR AS DIRECTED BY THE ENGINEER. 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 IN NON-GUARDRAIL LOCATIONS. 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" AND ITEM 651.15 "SEED".

25. STEEL BEAM GUARDRAIL WITH STEEL POSTS SHALL BE USED ON THIS PROJECT.

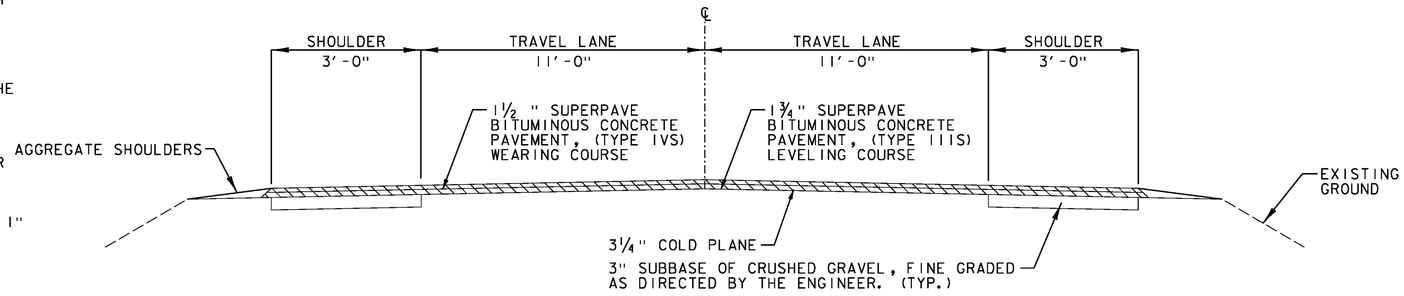
26. ADDITIONAL QUANTITIES FOR PAY ITEMS 649.51 "GEOTEXTILE FOR SILT FENCE", 651.15 "SEED", 651.18 "FERTILIZER", 651.20 "AGRICULTURAL LIMESTONE", 653.20 "TEMPORARY EROSION MATTING" AND 651.25 "HAY MULCH" HAVE BEEN INCLUDED FOR STONE FILL SLOPE STABILIZATION AREAS TO BE PLACED ON GRUBBING MATERIAL.

27. ITEM 653.20 "TEMPORARY EROSION MATTING" HAS BEEN INCLUDED FOR AREAS WITH PROPOSED SLOPES BETWEEN 1:2 AND 1:1.5 AS DIRECTED BY THE ENGINEER.

28. ITEM 653.50 "BARRIER FENCE" SHALL BE USED IN AREAS OF EXISTING WETLANDS. ITEM 653.60 "EROSION LOG" SHALL BE USED AT THE DISCRETION OF THE ENGINEER AND SHALL BE INSTALLED PER MANUFACTURER'S RECOMMENDATION.

29. 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.

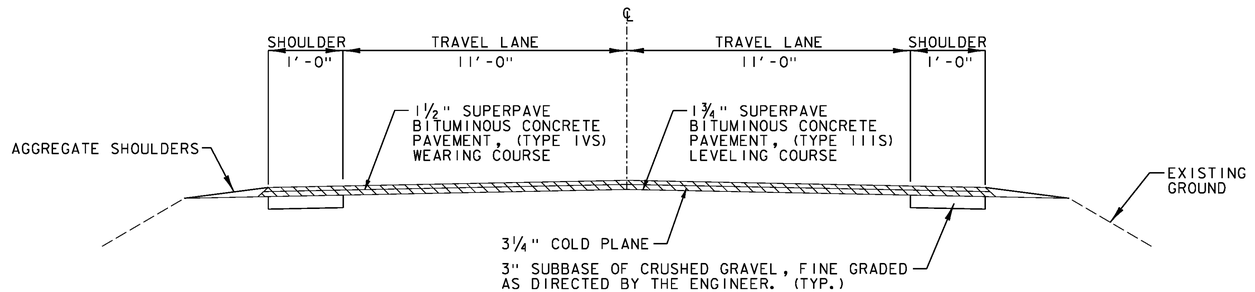
TYPICAL SECTIONS



COLD PLANE AND OVERLAY TYPICAL SECTION

NOT TO SCALE

WARDSBORO
STA. 109+00.00 - 133+75.00

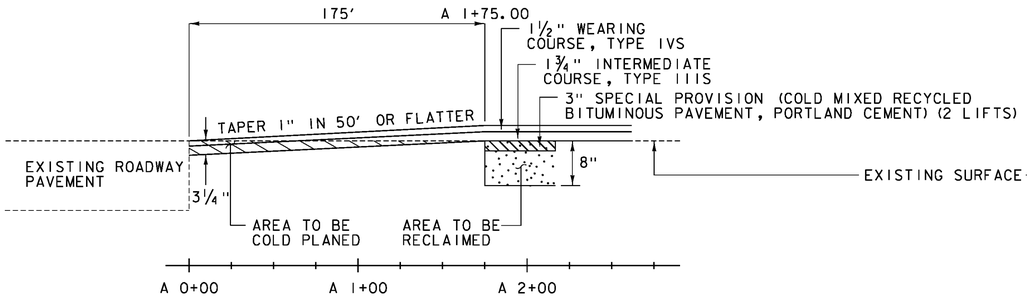


COLD PLANE AND OVERLAY TYPICAL SECTION

NOT TO SCALE

WARDSBORO
STA. 335+00.00 - 363+25.00

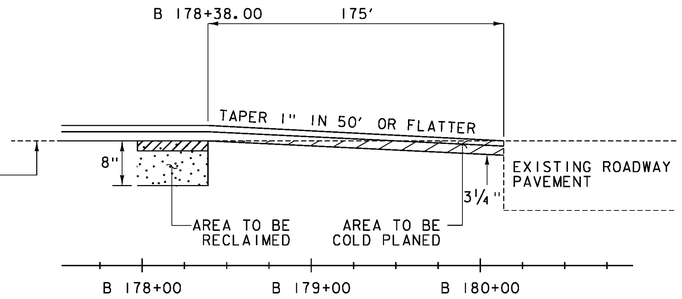
PROJECT NAME:	WARDSBORO-JAMAICA
PROJECT NUMBER:	ER STP 013-1(17)
FILE NAME: dl2b236_typ.dgn	PLOT DATE: 3/17/2014
PROJECT LEADER: K. UPMAL	DRAWN BY: C. LEACH
DESIGNED BY: B. KIPP	CHECKED BY: A. KEMPTON
TYPICAL SECTIONS SHEET 2	SHEET 10 OF 444



BEGIN APPROACH TRANSITION DETAIL

NOT TO SCALE

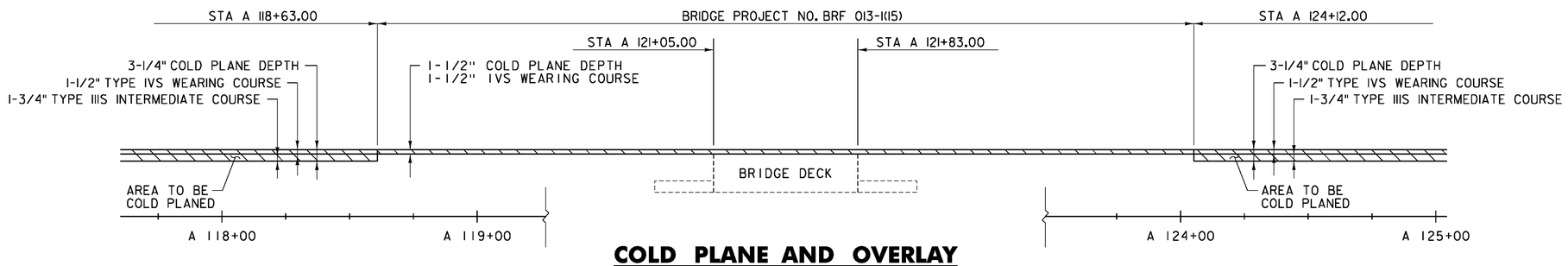
WARDSBORO



END APPROACH TRANSITION DETAIL

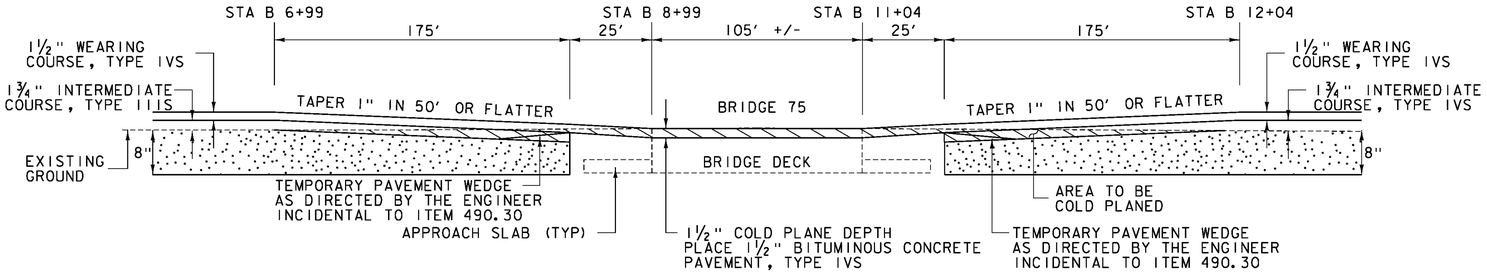
NOT TO SCALE

JAMAICA



COLD PLANE AND OVERLAY END AND BEGIN AREA DETAIL

NOT TO SCALE

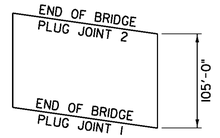


JAMAICA – BRIDGE #75 TRANSITION DETAIL

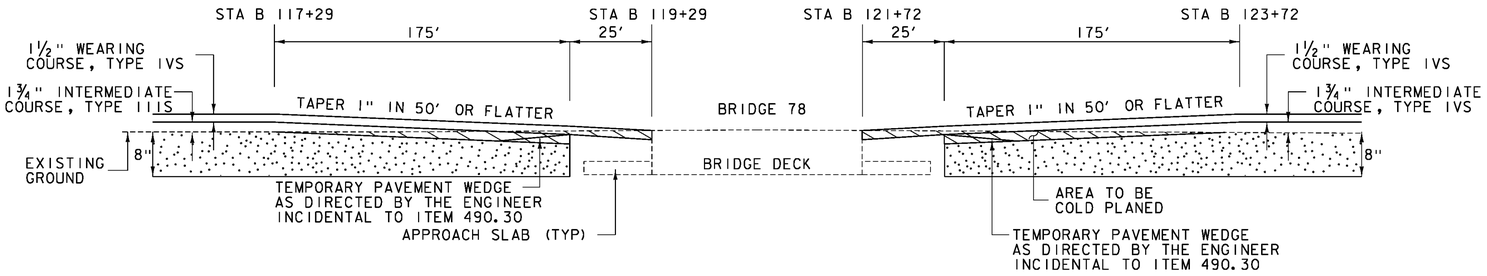
NOT TO SCALE

JOINT	STATION	LENGTH
1	B 8+99	35' - 0"
2	B 11+04	35' - 0"
	BRIDGE #75	70' - 0"

TOTAL LENGTH OF JOINT



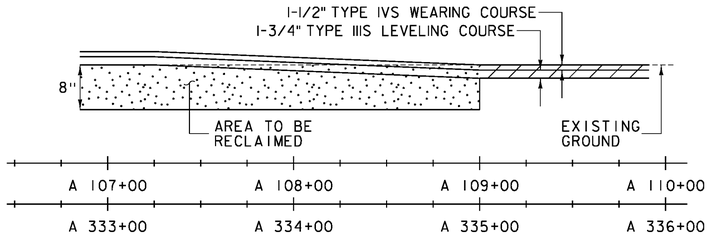
JAMAICA BRIDGE #75 STA. B 10+02 (MM 0.19) COLD PLANE AND PAVE



JAMAICA – BRIDGE #78 TRANSITION DETAIL

NOT TO SCALE

PROJECT NAME:	WARDSBORO-JAMAICA
PROJECT NUMBER:	ER STP 013-1(17)
FILE NAME: dl2b236_det.dgn	PLOT DATE: 2/26/2014
PROJECT LEADER: K. UPMAL	DRAWN BY: B. KIPP
DESIGNED BY: B. KIPP	CHECKED BY: A. KEMPTON
DETAIL SHEET 1	SHEET 11 OF 444



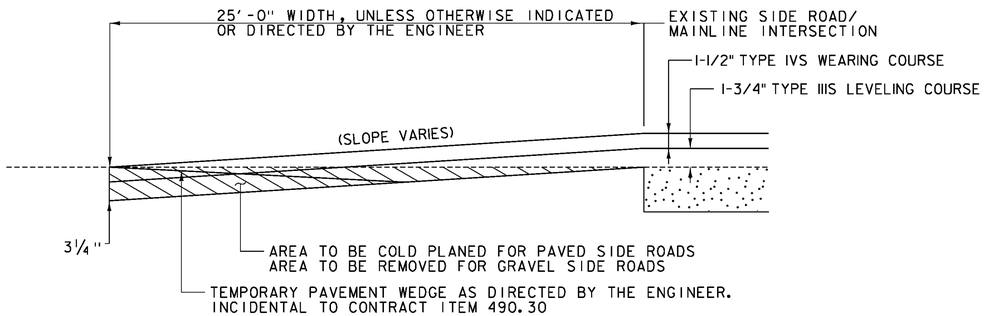
RECLAIM TO COLD PLANE AND OVERLAY TRANSITION DETAIL

NOT TO SCALE

WARDSBORO

STA A 107+25.00 - STA A 109+00.00

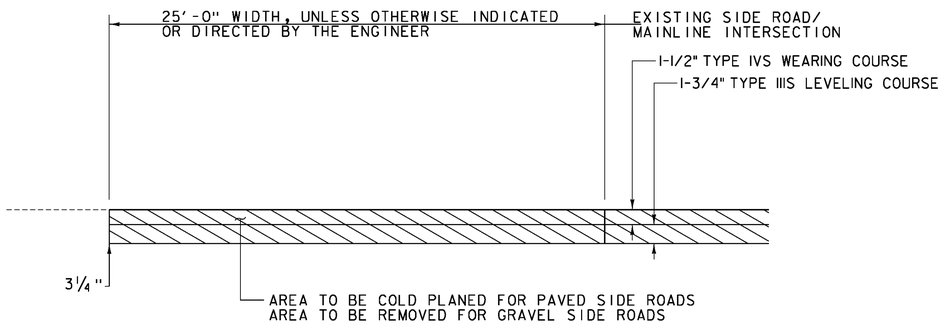
STA A 333+25.00 - STA A 335+00.00



TOWN HIGHWAY TRANSITION DETAIL IN RECLAIM AREAS

NOT TO SCALE

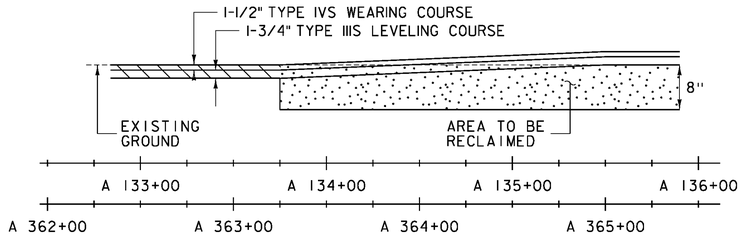
SEE LAYOUT SHEETS FOR LOCATIONS



TOWN HIGHWAY TRANSITION DETAIL IN COLD PLANE AREAS

NOT TO SCALE

SEE LAYOUT SHEETS FOR LOCATIONS



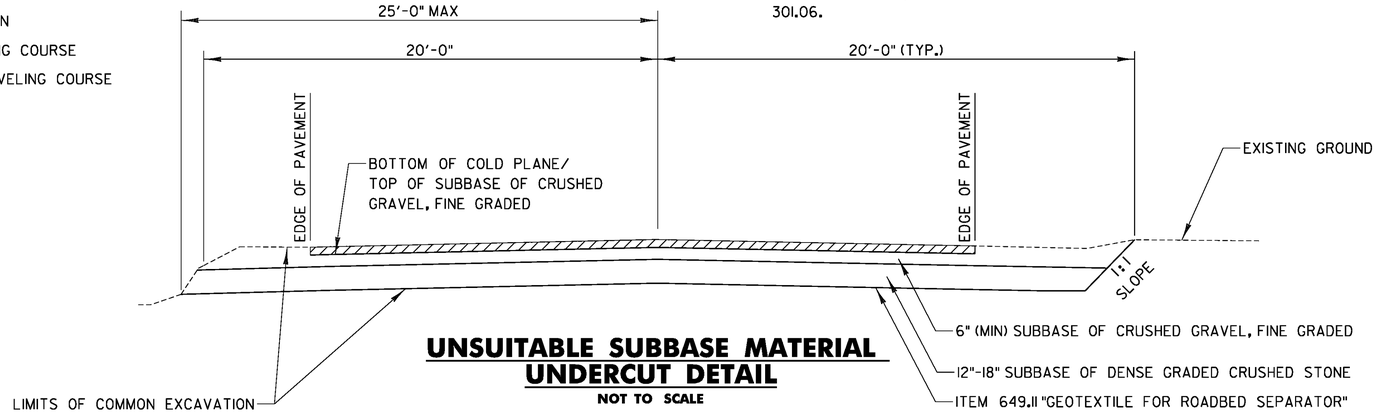
COLD PLANE AND OVERLAY TO RECLAIM TRANSITION DETAIL

NOT TO SCALE

WARDSBORO

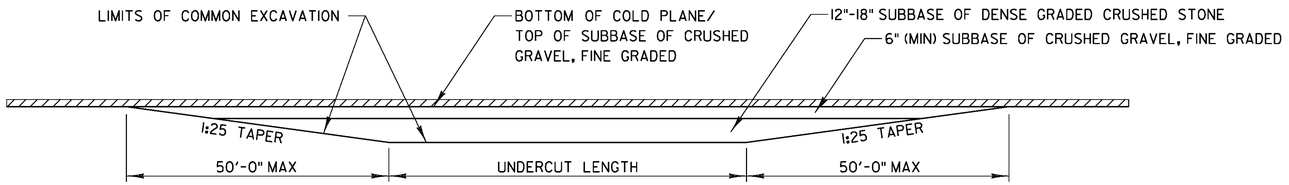
STA A 133+75.00 - STA A 135+50.00

STA A 363+25.00 - STA A 365+00.00



UNSUITABLE SUBBASE MATERIAL UNDERCUT DETAIL

NOT TO SCALE

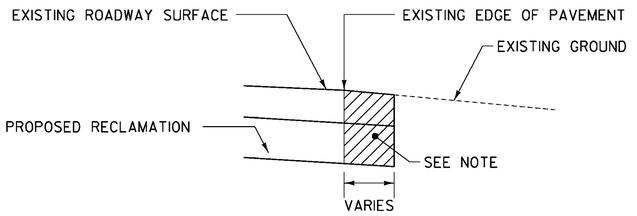


NOTES: 1. UNDERCUTS TO USED AT THE DISCRETION OF THE ENGINEER AND ALL UNDERCUT LENGTHS TO BE APPROVED BY THE VAOT PAVING ENGINEER.

2. ALL UNDERCUTS SHALL BE FULL WIDTH.

UNSUITABLE SUBBASE MATERIAL TRANSITION DETAIL

NOT TO SCALE



EXISTING SHOULDER RECONSTRUCTION DETAIL

NOT TO SCALE

NOTE: HATCHED AREA REPRESENTS EXISTING UNSUITABLE MATERIAL TO BE REMOVED AS DIRECTED BY THE ENGINEER (PAID AS ITEM 608.25 ALL PURPOSE EXCAVATOR RENTAL, TYPE I). REPLACE WITH ITEM 301.28 SUBBASE OF CRUSHED GRAVEL, FINE GRADED AND COMPACT AS SPECIFIED IN SUBSECTION 301.06.

PROJECT NAME:	WARDSBORO-JAMAICA
PROJECT NUMBER:	ER STP 013-1(17)
FILE NAME: dl2b236_det.dgn	PLOT DATE: 2/26/2014
PROJECT LEADER: K. UPMAL	DRAWN BY: B. KIPP
DESIGNED BY: B. KIPP	CHECKED BY: A. KEMPTON
DETAIL SHEET 2	SHEET 12 OF 444

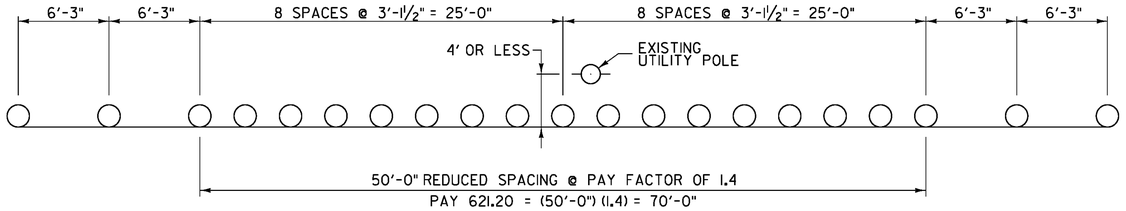
RECOMMENDED ORDER OF OPERATIONS FOR RECLAIMED STABILIZED BASE WITH PORTLAND CEMENT PAVEMENT REHABILITATION

STEP	DESCRIPTION	PAYMENT ITEM(S)
1	COLD PLANE EXISTING BITUMINOUS CONCRETE PAVEMENT TO INDICATED DEPTH	ITEM 210.10 "COLD PLANING, BITUMINOUS PAVEMENT"
2	LOCATE AREAS OF UNSUITABLE SUBBASE MATERIAL REPAIR AREAS OF UNSUITABLE SUBBASE MATERIAL	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"
3	REPAIR EXISTING SHOULDERS AS DIRECTED BY THE ENGINEER	ITEM 301.28 "SUBBASE OF CRUSHED GRAVEL, FINE GRADED"
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"
5	CORRECT SUPERELEVATION DEFICIENCIES	ITEM 301.28 "SUBBASE OF CRUSHED GRAVEL, FINE GRADED" SEE TYPICAL SECTIONS
6	PERFORM SECOND RECLAIM PASS AS DIRECTED BY THE ENGINEER	ITEM 310.20 "RECLAIMED STABILIZED BASE"
7	PLACE PORTLAND CEMENT ON ROADBED SURFACE AND RECLAIM ROADBED 8", CURE, MICROCRACK, AND APPLY FOG SEAL SURFACE TREATMENT	ITEM 900.675 "SPECIAL PROVISION (RECLAIMED STABILIZED BASE, PORTLAND CEMENT)" ITEM 900.680 "SPECIAL PROVISION (PORTLAND CEMENT FOR BASE STABILIZATION)" ITEM 900.683 "SPECIAL PROVISION (FOG SEAL SURFACE TREATMENT)"
8	PLACE 3" COLD MIX IN (2) 1-1/2" LIFTS	ITEM 415.25 "EMULSIFIED ASPHALT, COLD MIX" ITEM 900.675 "SPECIAL PROVISION (COLD MIXED RECYCLED BITUMINOUS PAVEMENT, PORTLAND CEMENT)" ITEM 900.680 "SPECIAL PROVISION (PORTLAND CEMENT FOR COLD MIXED RECYCLING)"
9	PLACE 1-3/4" TYPE IIIS INTERMEDIATE COURSE	ITEM 490.30 "SUPERPAVE BITUMINOUS CONCRETE PAVEMENT" ITEM 900.680 "SPECIAL PROVISION (EMULSIFIED ASPHALT) (RS-1H OR CRS-1H)"
10	PLACE 1 1/2" TYPE IVS WEARING COURSE	ITEM 490.30 "SUPERPAVE BITUMINOUS CONCRETE PAVEMENT"

NOTES:

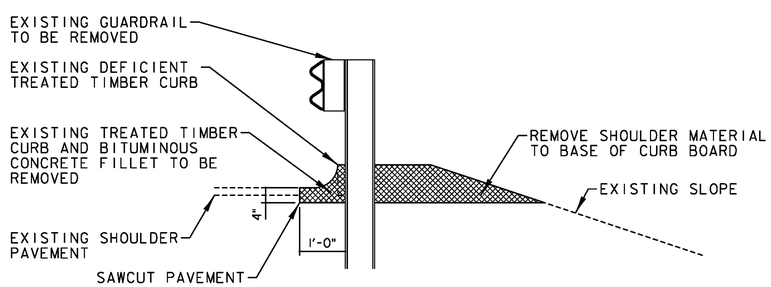
1. THIS LIST OF PROCEDURES FOR REHABILITATING THE EXISTING ROADBED IS PRESENTED FOR INFORMATIONAL PURPOSES ONLY AND SHALL NOT BE CONSIDERED ALL INCLUSIVE. THE CONTRACTOR SHALL PREPARE THEIR OWN SCHEDULE OF OPERATIONS TO COMPLETE THE PROPOSED WORK IN ACCORDANCE WITH THE PROJECT SPECIFICATIONS WHILE UTILIZING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

2. DEPTH OF SHOULDER PAVEMENTS ARE NOT CERTAIN FOR THE LENGTH OF THE PROJECT, AS THE BORINGS ARE TAKEN IN THE CENTER OF THE TRAVEL LANES.



STEEL BEAM GUARDRAIL POST SPACING AT UTILITY POLE DETAIL

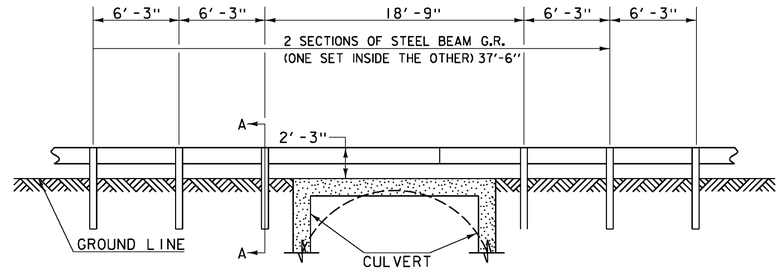
WARDSBORO	JAMAICA
STA A 48+48 LT	STA B 16+81 LT
STA A 234+56 RT	STA B 75+67 LT
STA A 319+65 RT	
STA A 372+98 RT	
STA A 377+32 RT	



TREATED TIMBER CURB REMOVAL

NOT TO SCALE

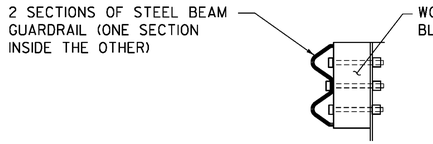
NOTE: THE REMOVAL OF TREATED TIMBER CURBING, INCLUDING THE BITUMINOUS CONCRETE FILLET, AND ANY SAWCUTTING, FROM INSTALLATIONS WHERE EXISTING GUARDRAIL IS REMOVED WILL NOT BE PAID FOR DIRECTLY, BUT WILL BE CONSIDERED INCIDENTAL TO REMOVAL AND DISPOSAL OF GUARDRAIL.



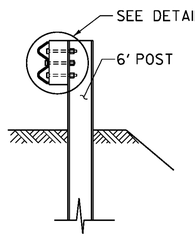
DETAIL OF STEEL BEAM GUARDRAIL AT LARGE CULVERTS

NOT TO SCALE

WARDSBORO	JAMAICA
STA A 47+38 RT&LT	STA 58+60 RT&LT
STA A 84+18 RT	STA 72+25 RT&LT
STA A 151+33 LT	STA 130+22 RT&LT
STA 175+44 RT&LT	
STA A 189+81LT	
STA A 221+99 RT&LT	
STA A 257+18 RT&LT	
STA A 284+33 RT&LT	



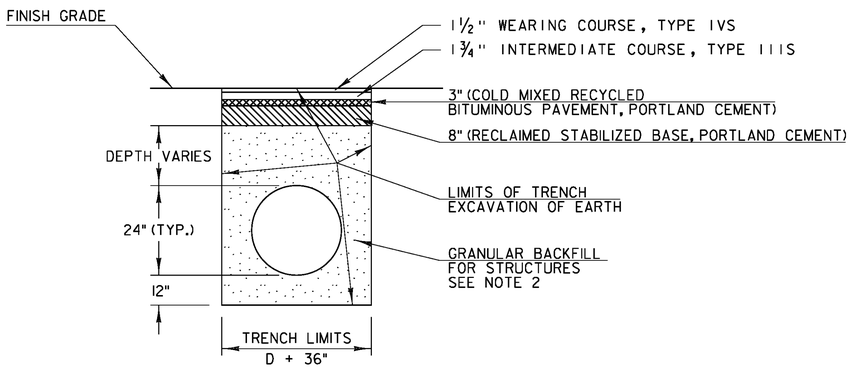
DETAIL A



SECTION A-A

NOTES:

1. SEE STANDARD G-1 FOR STEEL BEAM GUARDRAIL DETAILS.
2. THIS WORK SHALL BE PAID UNDER ITEM 621.205, STEEL BEAM GUARD RAIL, GALVANIZED W/8 FOOT POSTS.
3. THIS DETAIL TO BE USED AS INDICATED ON THE LAYOUT SHEETS OR AS DIRECTED BY THE ENGINEER.



TYPICAL TRENCH DETAIL

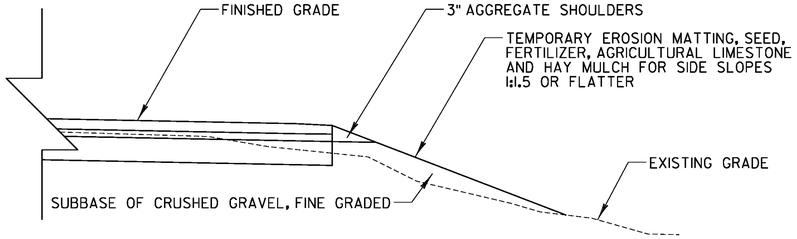
NOT TO SCALE

WARDSBORO	JAMAICA
A 300+81	B 39+26
A 303+96	B 40+60
A 312+85	B 42+93

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 APPROVED MATERIAL COMPACTED IN 6" LIFTS.

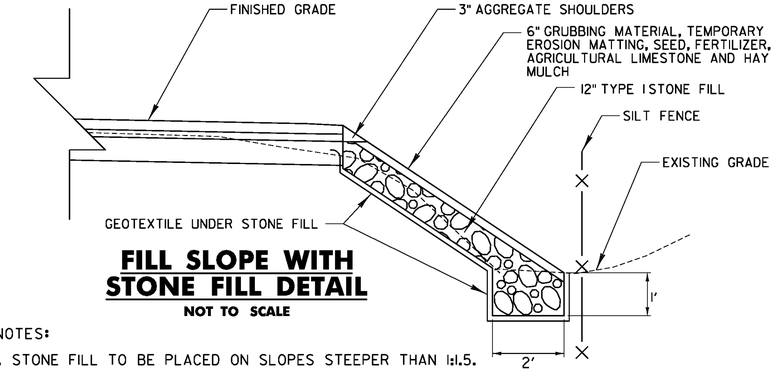
PROJECT NAME:	WARDSBORO-JAMAICA
PROJECT NUMBER:	ER STP 013-1(17)
FILE NAME: dl2b236_det.dgn	PLOT DATE: 2/26/2014
PROJECT LEADER: K. UPMAL	DRAWN BY: B. KIPP
DESIGNED BY: B. KIPP	CHECKED BY: A. KEMPTON
DETAIL SHEET 3	SHEET 13 OF 444



FILL SLOPE DETAIL

NOT TO SCALE

(FOR SLOPES I:I.5 OR FLATTER)



FILL SLOPE WITH STONE FILL DETAIL

NOT TO SCALE

NOTES:

1. STONE FILL TO BE PLACED ON SLOPES STEEPER THAN I:I.5.
2. ANY EXCAVATION REQUIRED TO INSTALL STONE SHALL BE PAID FOR UNDER ITEM 608.25 "ALL PURPOSE EXCAVATOR RENTAL, TYPE I".
3. GEOTEXTILE UNDER STONE FILL SHALL BE USED AS DIRECTED BY THE ENGINEER.

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 LB/A			

GENERAL NOTES

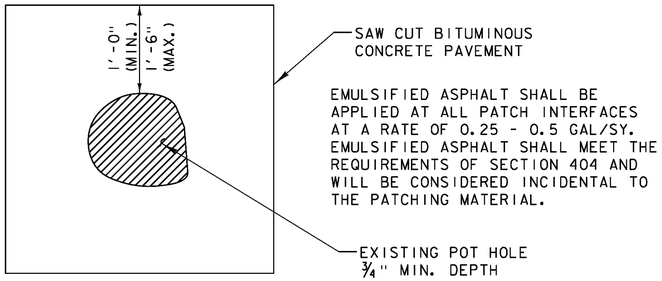
SEED MIXTURE: SHALL NOT HAVE A WEED CONTENT EXCEEDING 0.40% BY WEIGHT AND SHALL BE FREE OF ALL NOXIOUS SEED.

SEED ITEM 651.15: TO BE APPLIED PER SEEDING FORMULAS OR AS DIRECTED BY THE ENGINEER.

FERTILIZER ITEM 651.18: 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 ITEM 651.20: TO BE APPLIED AT THE RATE OF 2 TONS/ACRE, OR AS DIRECTED BY THE ENGINEER.

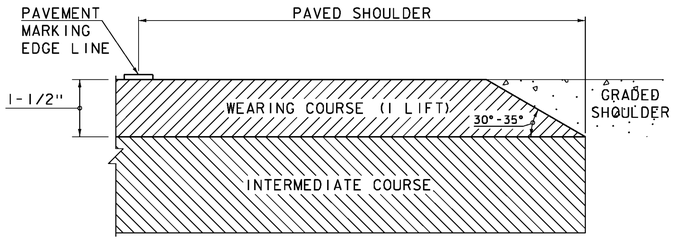
TOPSOIL ITEM 651.35: TO BE USED WITH SEED AS INDICATED ON THE PLANS, OR AS DIRECTIED BY THE ENGINEER.



POT HOLE REPAIR DETAIL

NOT TO SCALE

NOTE: SAW CUTTING BITUMINOUS CONCRETE PAVEMENT SHALL BE INCIDENTAL TO ITEM 900.680 SPECIAL PROVISION (BITUMINOUS CONCRETE PAVEMENT SURFACE PREPARATION, TYPE I)

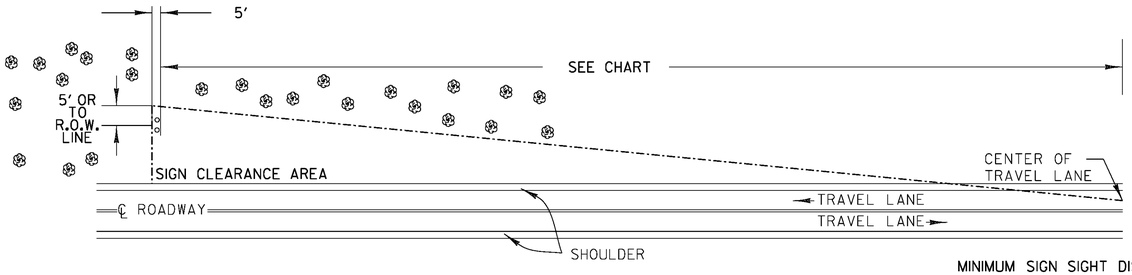


SAFETY EDGE DETAIL

NOT TO SCALE

NOTES:

1. LEVELING COURSE MAY INCLUDE THE "SAFETY EDGE" AT THE CONTRACTOR'S CHOICE.
2. 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.



THE CONTRACTOR SHALL REMOVE ALL WOODY STEMMED GROWTH INCLUDING BRUSH, SAPLINGS AND TREE LIMBS GROWING WITHIN OR PROJECTING INTO THE CLEARANCE AREA AND DOWN TO GROUND LEVEL OR AT LEAST 10 FT BELOW THE BOTTOM OF THE SIGN. PAYMENT WILL BE UNDER ITEM 201.10 CLEARING AND GRUBBING, INCLUDING INDIVDUAL TREES AND STUMPS. NO CHEMICALS (POISONS OR DEFOLIANTS) ALLOWED.

THINNING AND TRIMMING FOR SIGNS DETAIL

MINIMUM SIGN SIGHT DISTANCE CHART

APPROACH SPEED (mph)	SIGHT DISTANCE (feet)
30 OR LESS	300
35	350
40	400
45	450
50	500
55	550

PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: dl2b236_det.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
DETAIL SHEET 4

PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: A. KEMPTON
SHEET 14 OF 444

GPS CONTROL POINTS

HVCTRL #1

H CLARK

NORTH = 193128.822
EAST = 1544611.500
ELEV. = 1478.230

GENERAL LOCATION, WARDSBORO, VT., IN THE VILLAGE OF WEST WARDSBORO. OWNERSHIP, HAROLD CLARK, POST OFFICE BOX 482, SOUTHINGTON, CT 06489. TO REACH FROM THE INTERSECTION OF VT ROUTE 100 SOUTH AND VT ROUTE 30 IN EAST JAMAICA GO SOUTH ALONG VT ROUTE 100 FOR 8.9 MI (14.3 KM) TO THE INTERSECTION OF THE STRATTON-ARLINGTON ROAD RIGHT, IN WEST WARDSBORO. TURN RIGHT AND GO NORTHWEST ALONG THE STRATTON-ARLINGTON ROAD FOR 0.3 MI (0.5 KM) TO THE SITE OF THE MARK ON THE RIGHT. THE MARK IS SET 4 CM (2 INCHES) BELOW GROUND SURFACE IN THE TOP OF A 30 CM (12 INCHES) DIAMETER CONCRETE MONUMENT. IT IS 10.4 M (34.1FT) NORTHEAST OF AND ABOUT 0.5 M (1.6 FT) LOWER THAN THE CENTERLINE OF STRATTON-ARLINGTON ROAD, 11.5 M (37.7 FT) WEST OF THE WEST CORNER OF HOUSE NO 284, 16.6 M (54.5 FT) WEST-SOUTHWEST OF THE NORTH CORNER OF THE HOUSE, 24.8 M (81.4 FT) EAST-NORTHEAST OF AND ACROSS THE ROAD FROM POLE NO 7/251/137, 3.2 M (10.5 FT) SOUTHEAST OF THE CENTERLINE OF A HEDGE, AND 13.7 M (44.9 FT) NORTHWEST OF A 15 CM (6 INCHES) MAPLE.

HVCTRL #2

SPENGLER

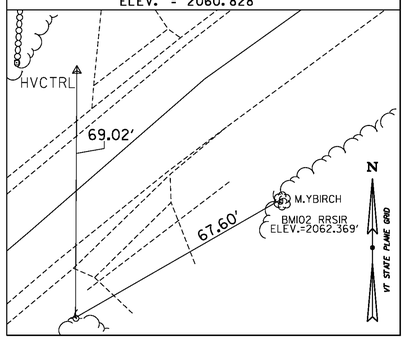
NORTH = 192833.352
EAST = 1545545.992
ELEV. = 1479.253

GENERAL LOCATION, WARDSBORO, VT., IN THE VILLAGE OF WEST WARDSBORO. OWNERSHIP, CATHY KOELSCH, 137 STRATTON-ARLINGTON ROAD, WEST WARDSDBORO, VT 05360. TO REACH FROM THE INTERSECTION OF VT ROUTE 100 SOUTH AND VT ROUTE 30 IN EAST JAMAICA GO SOUTH ALONG VT ROUTE 100 FOR 8.9 MI (14.3 KM) TO THE INTERSECTION OF THE STRATTON-ARLINGTON ROAD RIGHT, IN WEST WARDSBORO. TURN RIGHT AND GO NORTHWEST ALONG THE STRATTON-ARLINGTON ROAD FOR 0.1 MI (0.2 KM) TO THE SITE OF THE MARK ON THE LEFT IN A FIELD. IT IS ABOUT 45 M (147.6 FT) SOUTHEAST ALONG THE STRATTON-ARLINGTON ROAD FROM ITS INTERSECTION WITH CROSS ROAD RIGHT. THE MARK IS SET IN THE TOP OF A 0.7 M (2.3 FT) X 0.7 M (2.3 FT) ROCK OUTCROP WHICH PROJECTS ABOUT 0.2 M (0.7 FT) ABOVE GROUND SURFACE. IT IS 23.5 M (77.1FT) SOUTHWEST OF AND ABOUT 2.2 M (7.2 FT) HIGHER THAN THE CENTERLINE OF STRATTON ARLINGTON ROAD, 53.5 M (175.5 FT) EAST OF THE EAST CORNER OF HOUSE NO 137, 46.4 M (152.2 FT) NORTH NORTHWEST OF A 30 CM (12 INCHES) FIR, AND 28.6 M (93.8 FT) SOUTH OF A SCHOOL BUS STOP AHEAD SIGN.

TRAVERSE TIES

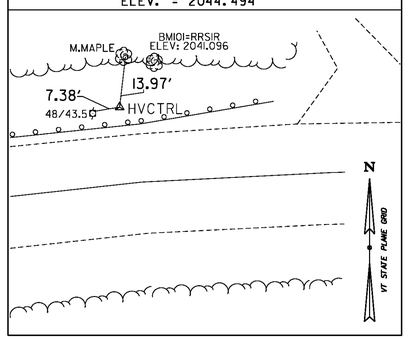
HVCTRL #102

NORTH = 185488.209
EAST = 1539227.043
ELEV. = 2060.828



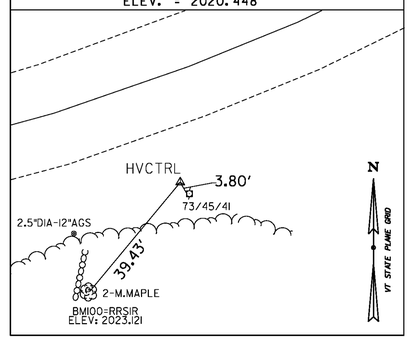
HVCTRL #101

NORTH = 185709.427
EAST = 1539770.218
ELEV. = 2044.494



HVCTRL #100

NORTH = 185701.597
EAST = 1540388.538
ELEV. = 2020.448



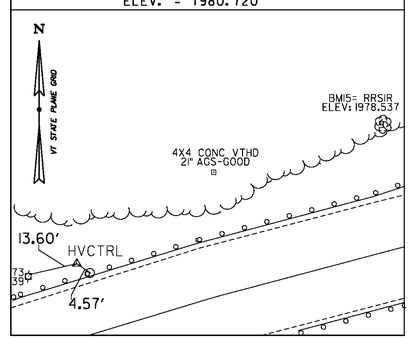
HVCTRL #16

NORTH = 185902.558
EAST = 1540611.066
ELEV. = 2008.690

NOT TIED

HVCTRL #15

NORTH = 186326.776
EAST = 1541303.499
ELEV. = 1980.720



ALIGNMENT TIES

_____	_____	_____	_____	_____
NORTH = _____	NORTH = _____	NORTH = _____	NORTH = _____	NORTH = _____
EAST = _____	EAST = _____	EAST = _____	EAST = _____	EAST = _____
ELEV. = _____	ELEV. = _____	ELEV. = _____	ELEV. = _____	ELEV. = _____

DATUM

VERTICAL NAVD 88

HORIZONTAL NAD 83 (2007)

ADJUSTMENT COMPASS

PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: X12B236TI.DGN
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
TIE SHEET 1

PLOT DATE: 2/26/2014
DRAWN BY: S. DONOVAN
CHECKED BY: P. BEYOR
SHEET 15 OF 444

GPS CONTROL POINTS

HVCTRL #3

REBAR W CAP

NORTH = 192683.283
EAST = 1546159.991
ELEV. = 1462.187

HVCTRL #37

BILL TEMP 1

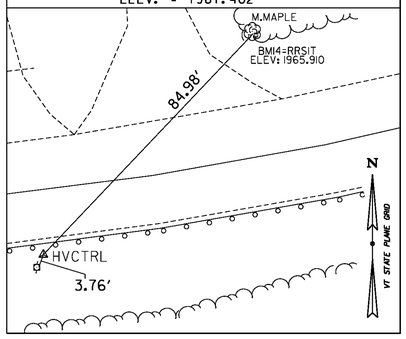
NORTH = 195089.425
EAST = 1557502.028
ELEV. = 1109.215

REBAR WITH ALUMINIUM CAP

TRAVERSE TIES

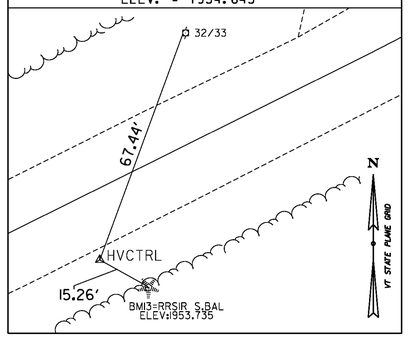
HVCTRL #14

NORTH = 186343.838
EAST = 1542247.517
ELEV. = 1967.402



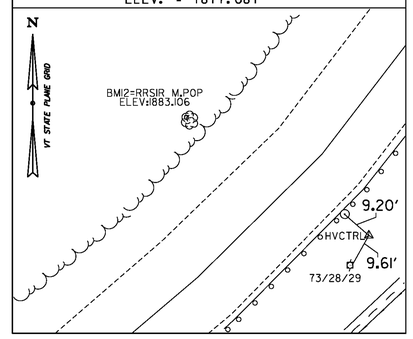
HVCTRL #13

NORTH = 186503.506
EAST = 1542717.878
ELEV. = 1954.645



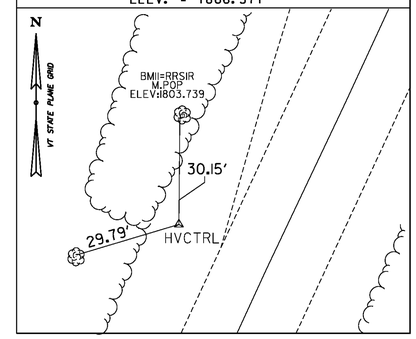
HVCTRL #12

NORTH = 186929.966
EAST = 1543495.975
ELEV. = 1877.081



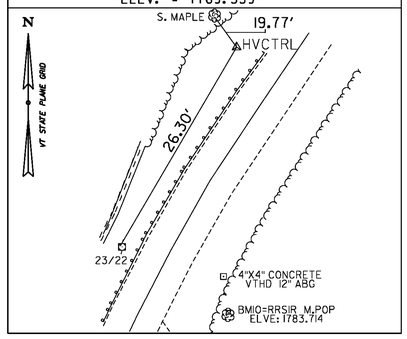
HVCTRL #11

NORTH = 187044.113
EAST = 1543578.221
ELEV. = 1866.577



HVCTRL #10

NORTH = 188845.684
EAST = 1544170.155
ELEV. = 1769.559



ALIGNMENT TIES

NORTH =	NORTH =	NORTH =	NORTH =	NORTH =
EAST =	EAST =	EAST =	EAST =	EAST =
ELEV. =	ELEV. =	ELEV. =	ELEV. =	ELEV. =

DATUM

VERTICAL NAVD 88
HORIZONTAL NAD 83 (2007)
ADJUSTMENT COMPASS

PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: X12B236T1.DGN
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
TIE SHEET 2

PLOT DATE: 2/26/2014
DRAWN BY: S. DONOVAN
CHECKED BY: P. BEYOR
SHEET 16 OF 444

GPS CONTROL POINTS

HVCTRL #97

BILL TEMP 2

NORTH = 195647.681
EAST = 1556734.527
ELEV. = 1224.417

REBAR WITH ALUMINIUM CAP

HVCTRL #401

T 127

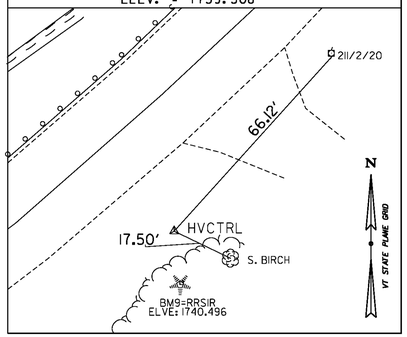
NORTH = 209820.851
EAST = 1578913.605
ELEV. = 571.838

GENERAL LOCATION, JAMAICA, VT.
TO REACH FROM THE MOST SOUTHERLY INTERSECTION OF VT ROUTES 100 AND 30 IN EAST JAMAICA GO WEST ALONG VT ROUTE 100 AND 30 FOR ABOUT 65 M (213.3 FT) TO THE INTERSECTION OF A GRAVEL ROAD RIGHT AND THE MARK ON THE RIGHT IN THE SOUTHWEST CORNER OF THE STEPHEN BALLANTINE MEMORIAL ATHLETIC FIELD COMPLEX.
THE MARK IS SET FLUSH WITH GROUND SURFACE IN THE TOP OF A CAST ALUMINUM MONUMENT. IT IS 10.7 M (35.1 FT) NORTH OF AND ABOUT 2 M (6.6 FT) LOWER THAN THE NORTH EDGE OF PAVEMENT OF VT ROUTE 100 AND 30, 9.5 M (31.2 FT) EAST OF THE CENTERLINE OF THE GRAVEL ROAD, 18.2 M (59.7 FT) NORTHWEST OF POLE NO. 599/5/505, AND 0.1 SOUTH OF A FIBERGLASS WITNESS POST.

TRAVERSE TIES

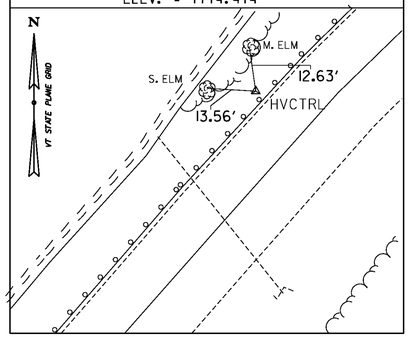
HVCTRL #9

NORTH = 189100.0129
EAST = 1544569.971
ELEV. = 1739.508



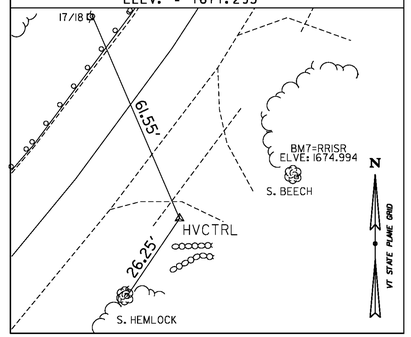
HVCTRL #8

NORTH = 189435.187
EAST = 1544808.241
ELEV. = 1714.414



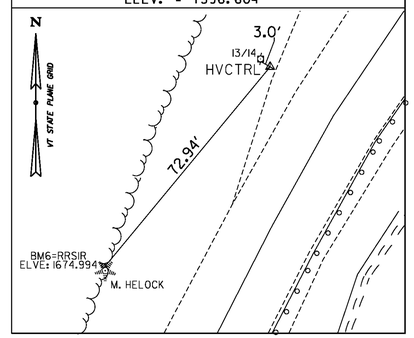
HVCTRL #7

NORTH = 189805.319
EAST = 1545419.518
ELEV. = 1671.293



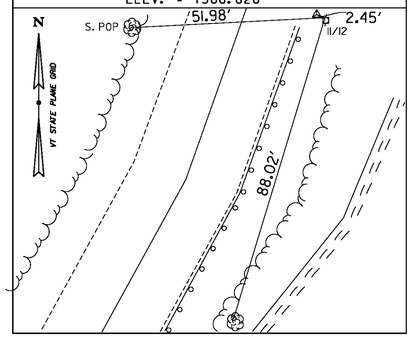
HVCTRL #6

NORTH = 190661.176
EAST = 1545731.548
ELEV. = 1596.604



HVCTRL #5

NORTH = 191054.041
EAST = 1546054.301
ELEV. = 1566.826



ALIGNMENT TIES

_____	_____	_____	_____	_____
NORTH = _____	NORTH = _____	NORTH = _____	NORTH = _____	NORTH = _____
EAST = _____	EAST = _____	EAST = _____	EAST = _____	EAST = _____
ELEV. = _____	ELEV. = _____	ELEV. = _____	ELEV. = _____	ELEV. = _____

DATUM

VERTICAL NAVD 88
HORIZONTAL NAD 83 (2007)
ADJUSTMENT COMPASS

PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: X12B236TI.DGN
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
TIE SHEET 3

PLOT DATE: 2/26/2014
DRAWN BY: S. DONOVAN
CHECKED BY: P. BEYOR
SHEET 17 OF 444

GPS CONTROL POINTS

HVCTRL #402

T 127 AZ MK

NORTH = 209918.831
EAST = 1577683.039
ELEV. = 553.597

GENERAL LOCATION, JAMAICA, VT.
TO REACH FROM THE MOST SOUTHERLY INTERSECTION OF VT ROUTES 100 AND 30 N EAST JAMAICA GO EAST ALONG VT ROUTE 30 FOR 0.2 MI (0.3 KM) TO THE MARK ON THE RIGHT OPPOSITE A LEDGE CUT. THE MARK IS SET IN THE TOP OF A FENO TYPE MONUMENT FLUSH WITH GROUND SURFACE. IT IS 1.9 M (6.2 FT) SOUTH OF AND ABOUT LEVEL WITH THE SOUTH EDGE OF PAVEMENT OF VT ROUTE 30, 5.0 M (16.4 FT) WEST NORTHWEST OF POLE NO.594/514, 21.0 M (68.9 FT) NORTHWEST OF A 60 CM PINE, AND 0.3 NORTH OF A FIBERGLASS WITNESS POST.

HVCTRL #414

W BROOK

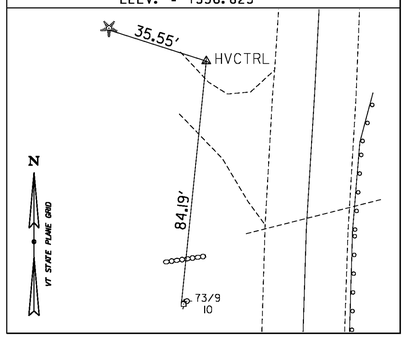
NORTH = 205589.173
EAST = 1570478.825
ELEV. = 726.710

REBAR WITH ALUMINIUM CAP.
SEE TRAVERSE TIE BOX BELOW FOR DETAILS.

TRAVERSE TIES

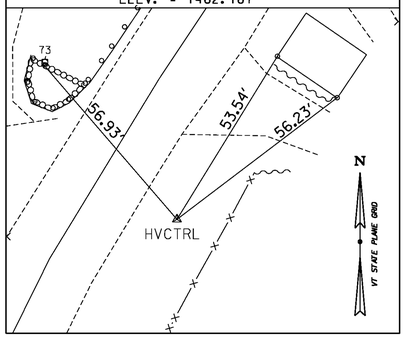
HVCTRL #4

NORTH = 191558.748
EAST = 1545979.536
ELEV. = 1536.823



HVCTRL #3

NORTH = 192683.283
EAST = 1546159.991
ELEV. = 1462.187

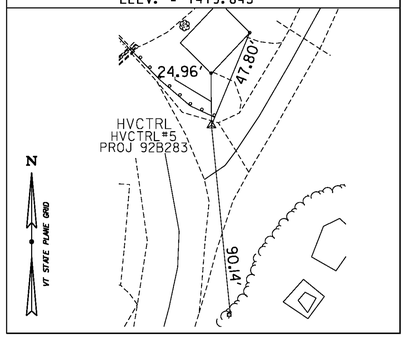


HVCTRL #17

NOT TIED

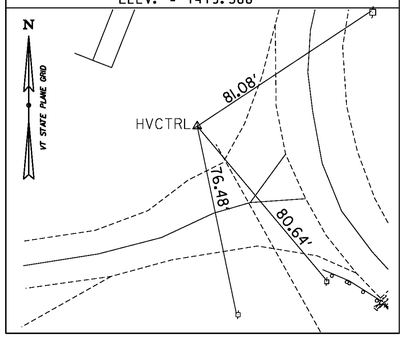
HVCTRL #5 PROJ 92B283

NORTH = 193410.147
EAST = 1546528.397
ELEV. = 1419.845



HVCTRL #18

NORTH = 193545.931
EAST = 1546359.221
ELEV. = 1419.588



ALIGNMENT TIES

	NORTH =	EAST =	ELEV. =

DATUM

VERTICAL NAVD 88
HORIZONTAL NAD 83 (2007)
ADJUSTMENT COMPASS

PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: X12B236TI.DGN
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
TIE SHEET 4

PLOT DATE: 2/26/2014
DRAWN BY: S. DONOVAN
CHECKED BY: P. BEYOR
SHEET 18 OF 444

GPS CONTROL POINTS

__HVCTRL__#428__

BRIDGE

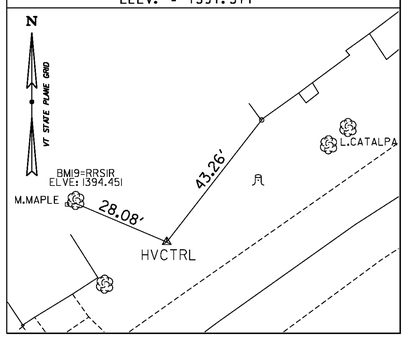
NORTH = 202295.934
EAST = 1564192.960
ELEV. = 927.723

REBAR WITH ALUMINIUM CAP

TRAVERSE TIES

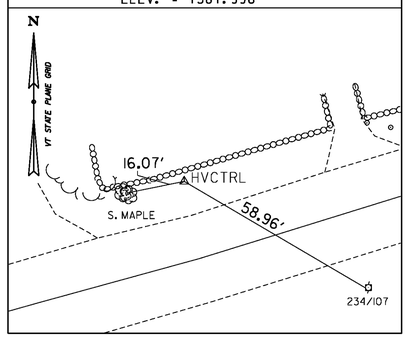
HVCTRL #19

NORTH = 194151.119
EAST = 1546734.905
ELEV. = 1391.577



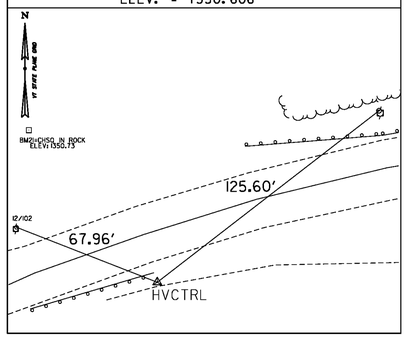
HVCTRL #20

NORTH = 194402.430
EAST = 1547414.593
ELEV. = 1381.996



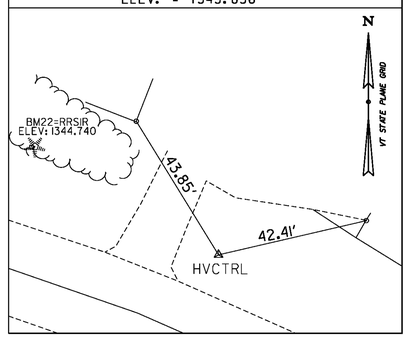
HVCTRL #21

NORTH = 194722.0032
EAST = 1548478.798
ELEV. = 1350.606



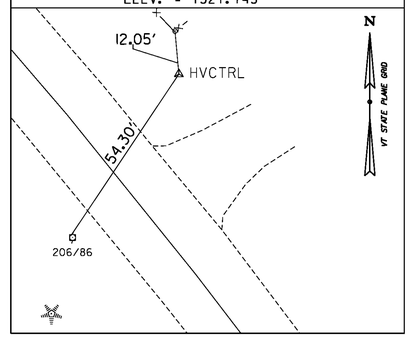
HVCTRL #22

NORTH = 194754.634
EAST = 1548983.351
ELEV. = 1343.856



HVCTRL #23

NORTH = 194217.140
EAST = 1549794.955
ELEV. = 1321.745



ALIGNMENT TIES

_____	_____	_____	_____	_____
NORTH = _____	NORTH = _____	NORTH = _____	NORTH = _____	NORTH = _____
EAST = _____	EAST = _____	EAST = _____	EAST = _____	EAST = _____
ELEV. = _____	ELEV. = _____	ELEV. = _____	ELEV. = _____	ELEV. = _____

DATUM

VERTICAL NAVD 88

HORIZONTAL NAD 83 (2007)

ADJUSTMENT COMPASS

PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: X12B236TI.DGN
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
TIE SHEET 5

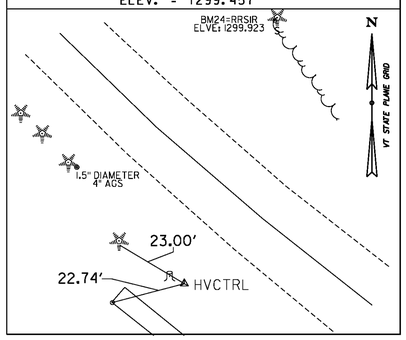
PLOT DATE: 2/26/2014
DRAWN BY: S. DONOVAN
CHECKED BY: P. BEYOR
SHEET 19 OF 444

GPS CONTROL POINTS

TRAVERSE TIES

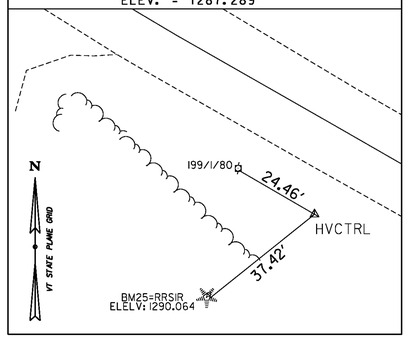
HVCTRL #24

NORTH = 193458.176
EAST = 1550317.278
ELEV. = 1299.457



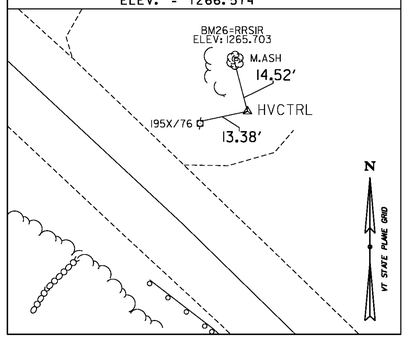
HVCTRL #25

NORTH = 192995.961
EAST = 1551011.909
ELEV. = 1287.289



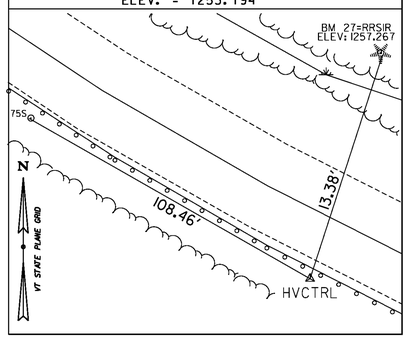
HVCTRL #26

NORTH = 192493.735
EAST = 1551932.865
ELEV. = 1266.574



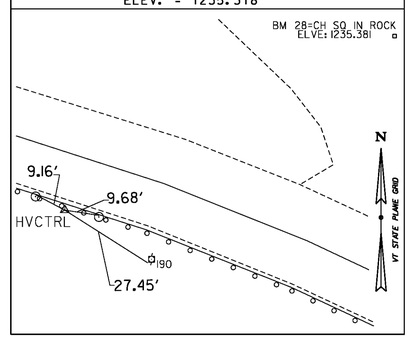
HVCTRL #27

NORTH = 192121.954
EAST = 1552302.910
ELEV. = 1253.194



HVCTRL #28

NORTH = 191982.949
EAST = 1553335.542
ELEV. = 1235.318



ALIGNMENT TIES

_____	_____	_____	_____	_____
NORTH = _____	NORTH = _____	NORTH = _____	NORTH = _____	NORTH = _____
EAST = _____	EAST = _____	EAST = _____	EAST = _____	EAST = _____
ELEV. = _____	ELEV. = _____	ELEV. = _____	ELEV. = _____	ELEV. = _____

DATUM

VERTICAL NAVD 88

HORIZONTAL NAD 83 (2007)

ADJUSTMENT COMPASS

PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: X12B236TI.DGN
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
TIE SHEET 6

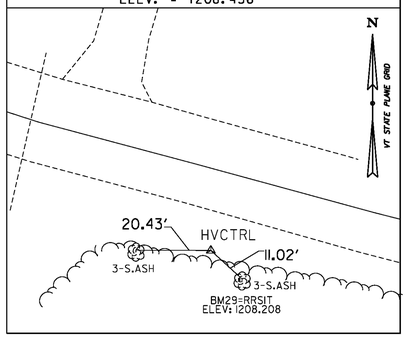
PLOT DATE: 2/26/2014
DRAWN BY: S. DONOVAN
CHECKED BY: P. BEYOR
SHEET 20 OF 444

GPS CONTROL POINTS

TRAVERSE TIES

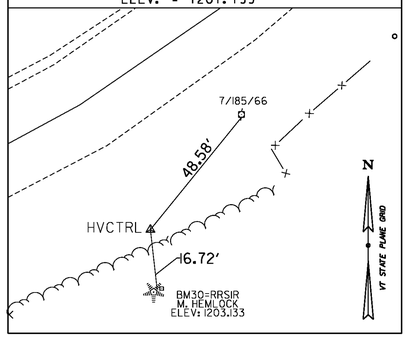
HVCTRL #29

NORTH = 191536.511
EAST = 1554165.325
ELEV. = 1208.436



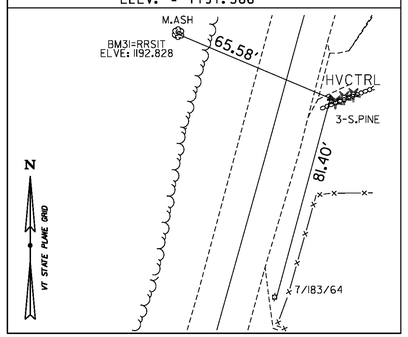
HVCTRL #30

NORTH = 191526.186
EAST = 1554602.571
ELEV. = 1201.199



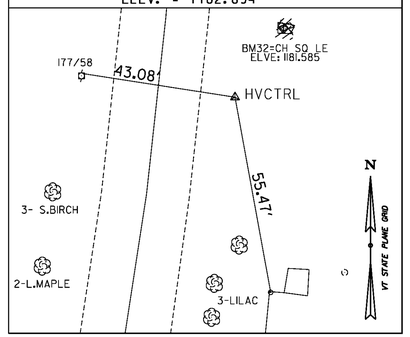
HVCTRL #31

NORTH = 191986.794
EAST = 1554836.791
ELEV. = 1191.366



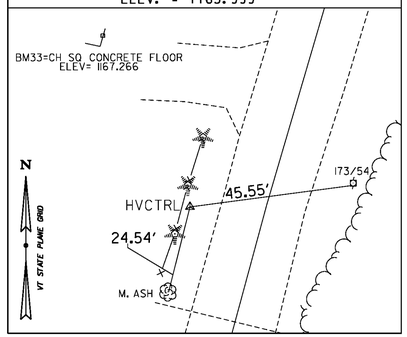
HVCTRL #32

NORTH = 193083.321
EAST = 1555118.173
ELEV. = 1182.894



HVCTRL #33

NORTH = 193789.928
EAST = 1555136.916
ELEV. = 1165.999



ALIGNMENT TIES

_____	_____	_____	_____	_____
NORTH = _____	NORTH = _____	NORTH = _____	NORTH = _____	NORTH = _____
EAST = _____	EAST = _____	EAST = _____	EAST = _____	EAST = _____
ELEV. = _____	ELEV. = _____	ELEV. = _____	ELEV. = _____	ELEV. = _____

DATUM

VERTICAL NAVD 88

HORIZONTAL NAD 83 (2007)

ADJUSTMENT COMPASS

PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: X12B236T1.DGN
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
TIE SHEET 7

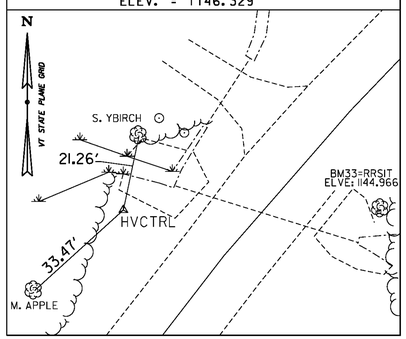
PLOT DATE: 2/26/2014
DRAWN BY: S. DONOVAN
CHECKED BY: P. BEYOR
SHEET 21 OF 444

GPS CONTROL POINTS

TRAVERSE TIES

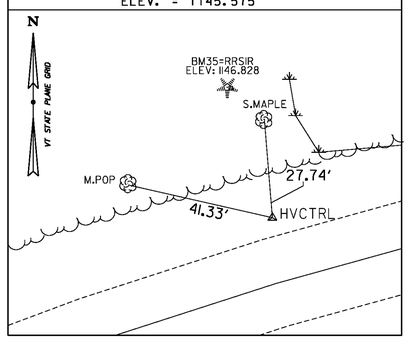
HVCTRL #34

NORTH = 194643.065
EAST = 1555513.122
ELEV. = 1146.329



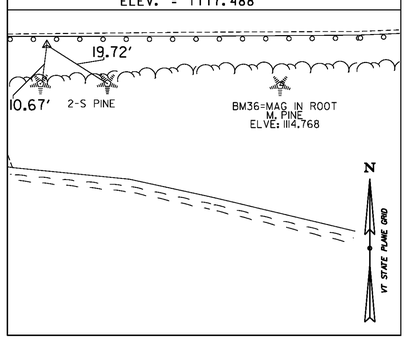
HVCTRL #35

NORTH = 194984.924
EAST = 1556054.051
ELEV. = 1145.575



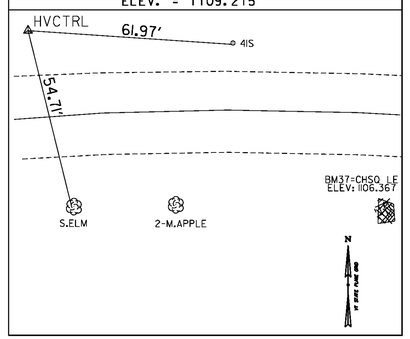
HVCTRL #36

NORTH = 194988.088
EAST = 1556881.947
ELEV. = 1117.488



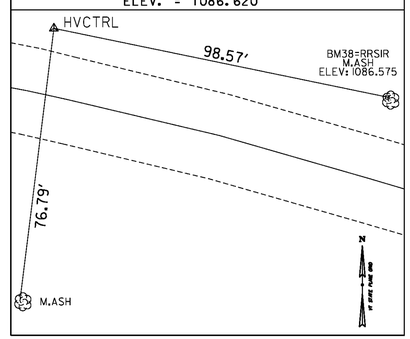
HVCTRL #37

NORTH = 195089.425
EAST = 1557502.028
ELEV. = 1109.215



HVCTRL #38

NORTH = 194959.643
EAST = 1558775.193
ELEV. = 1086.620



ALIGNMENT TIES

_____	_____	_____	_____	_____
NORTH = _____	NORTH = _____	NORTH = _____	NORTH = _____	NORTH = _____
EAST = _____	EAST = _____	EAST = _____	EAST = _____	EAST = _____
ELEV. = _____	ELEV. = _____	ELEV. = _____	ELEV. = _____	ELEV. = _____

DATUM

VERTICAL NAVD 88

HORIZONTAL NAD 83 (2007)

ADJUSTMENT COMPASS

PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: X12B236TI.DGN
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
TIE SHEET 8

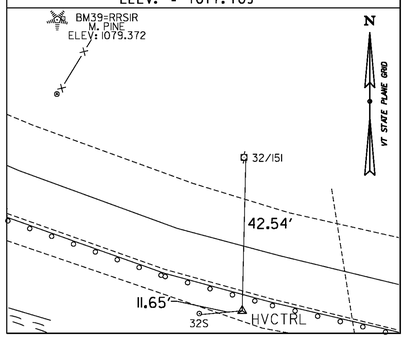
PLOT DATE: 2/26/2014
DRAWN BY: S. DONOVAN
CHECKED BY: P. BEYOR
SHEET 22 OF 444

GPS CONTROL POINTS

TRAVERSE TIES

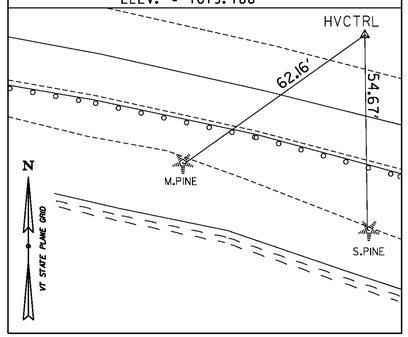
HVCTRL #39

NORTH = 194678.465
EAST = 1559360.218
ELEV. = 1077.709



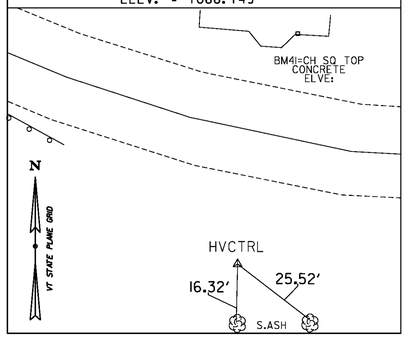
HVCTRL #40

NORTH = 194659.332
EAST = 1560062.932
ELEV. = 1079.786



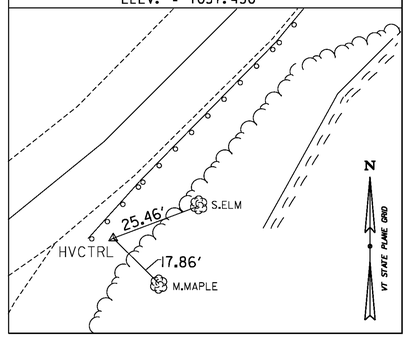
HVCTRL #41

NORTH = 194416.413
EAST = 1560512.362
ELEV. = 1066.749



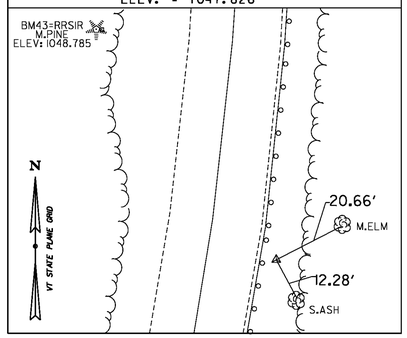
HVCTRL #42

NORTH = 194513.513
EAST = 1560838.329
ELEV. = 1057.430



HVCTRL #43

NORTH = 194964.701
EAST = 1561091.861
ELEV. = 1047.826



ALIGNMENT TIES

_____	_____	_____	_____	_____
NORTH = _____	NORTH = _____	NORTH = _____	NORTH = _____	NORTH = _____
EAST = _____	EAST = _____	EAST = _____	EAST = _____	EAST = _____
ELEV. = _____	ELEV. = _____	ELEV. = _____	ELEV. = _____	ELEV. = _____

DATUM

VERTICAL NAVD 88

HORIZONTAL NAD 83 (2007)

ADJUSTMENT COMPASS

PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: X12B236TI.DGN
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
TIE SHEET 9

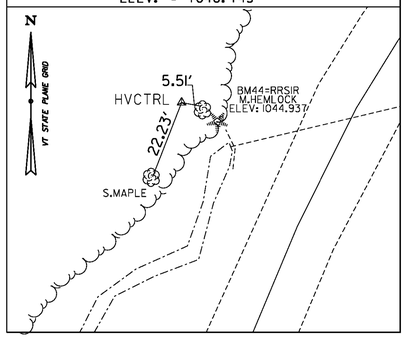
PLOT DATE: 2/26/2014
DRAWN BY: S. DONOVAN
CHECKED BY: P. BEYOR
SHEET 23 OF 444

GPS CONTROL POINTS

TRAVERSE TIES

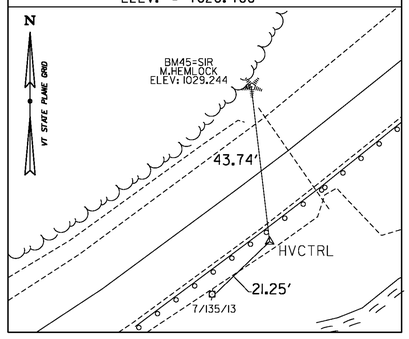
HVCTRL #44

NORTH = 195491.036
EAST = 1561123.787
ELEV. = 1046.145



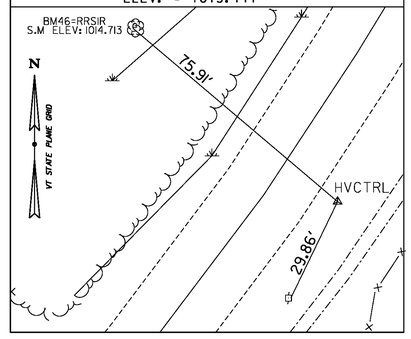
HVCTRL #45

NORTH = 195911.108
EAST = 1561767.970
ELEV. = 1026.188



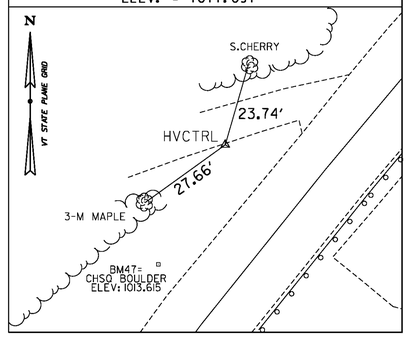
HVCTRL #46

NORTH = 196422.306
EAST = 1562320.582
ELEV. = 1013.117



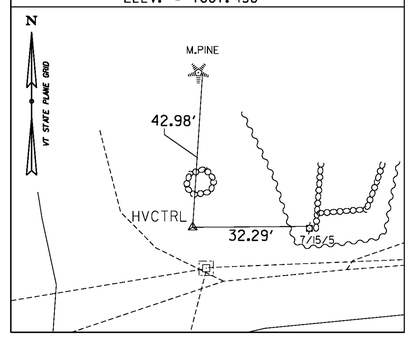
HVCTRL #47

NORTH = 196869.791
EAST = 1562559.977
ELEV. = 1017.097



HVCTRL #48

NORTH = 197227.513
EAST = 1562990.990
ELEV. = 1007.458



ALIGNMENT TIES

_____	_____	_____	_____	_____
NORTH = _____	NORTH = _____	NORTH = _____	NORTH = _____	NORTH = _____
EAST = _____	EAST = _____	EAST = _____	EAST = _____	EAST = _____
ELEV. = _____	ELEV. = _____	ELEV. = _____	ELEV. = _____	ELEV. = _____

DATUM

VERTICAL NAVD 88

HORIZONTAL NAD 83 (2007)

ADJUSTMENT COMPASS

PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: X12B236TI.DGN
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
TIE SHEET 10

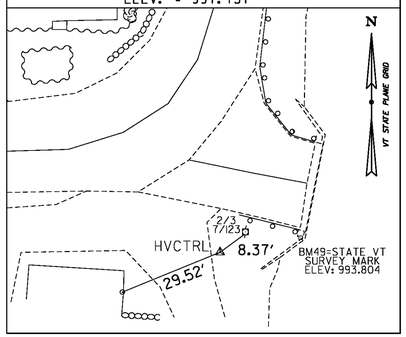
PLOT DATE: 2/26/2014
DRAWN BY: S. DONOVAN
CHECKED BY: P. BEYOR
SHEET 24 OF 444

GPS CONTROL POINTS

TRAVERSE TIES

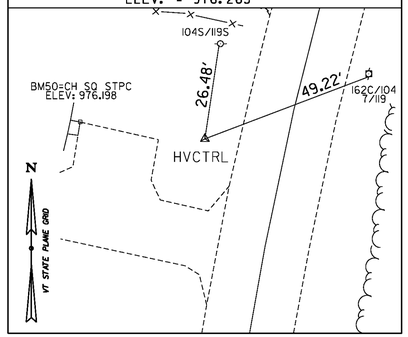
HVCTRL #49

NORTH = 197174.224
EAST = 1563296.396
ELEV. = 991.157



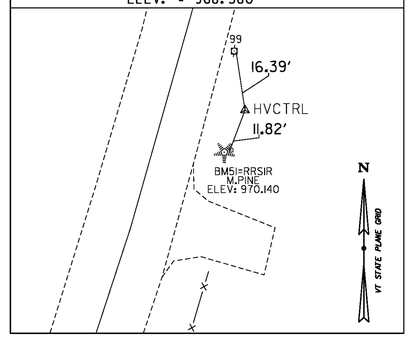
HVCTRL #50

NORTH = 197852.239
EAST = 1563355.477
ELEV. = 976.263



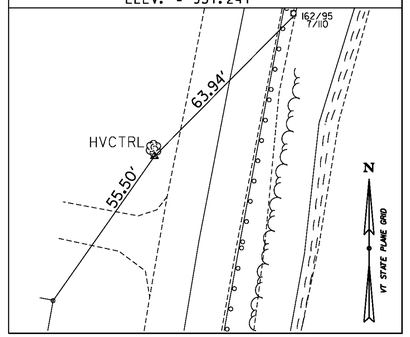
HVCTRL #51

NORTH = 198620.218
EAST = 1563793.379
ELEV. = 968.580



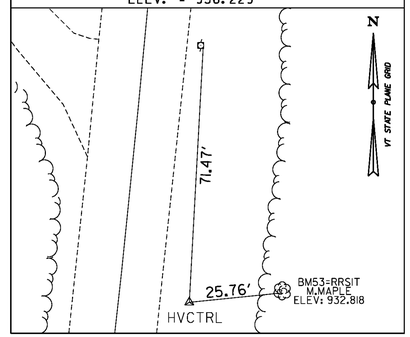
HVCTRL #52

NORTH = 199653.495
EAST = 1563917.673
ELEV. = 951.241



HVCTRL #53

NORTH = 200397.023
EAST = 1564094.792
ELEV. = 936.229



ALIGNMENT TIES

_____	_____	_____	_____
NORTH = _____	NORTH = _____	NORTH = _____	NORTH = _____
EAST = _____	EAST = _____	EAST = _____	EAST = _____
ELEV. = _____	ELEV. = _____	ELEV. = _____	ELEV. = _____

DATUM

VERTICAL NAVD 88

HORIZONTAL NAD 83 (2007)

ADJUSTMENT COMPASS

PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: X12B236T1.DGN
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
TIE SHEET 11

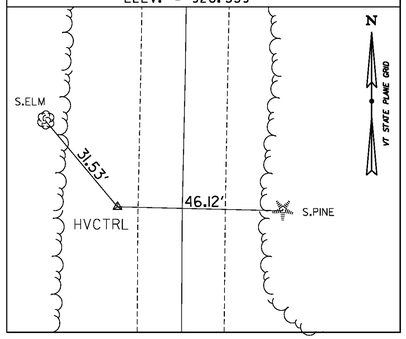
PLOT DATE: 2/26/2014
DRAWN BY: S. DONOVAN
CHECKED BY: P. BEYOR
SHEET 25 OF 444

GPS CONTROL POINTS

TRAVERSE TIES

HVCTRL #54

NORTH = 201407.300
EAST = 1564089.722
ELEV. = 926.539



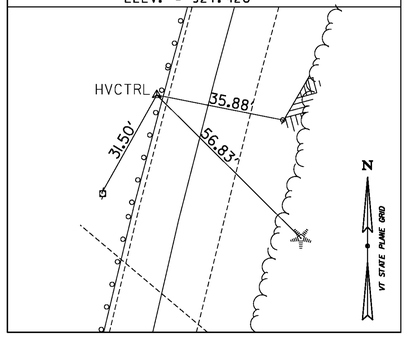
HVCTRL #55

NORTH = 202295.934
EAST = 1564192.960
ELEV. = 927.723

NOT TIED

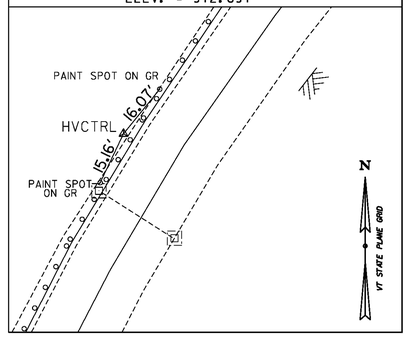
HVCTRL #427

NORTH = 202697.497
EAST = 1564279.871
ELEV. = 921.426



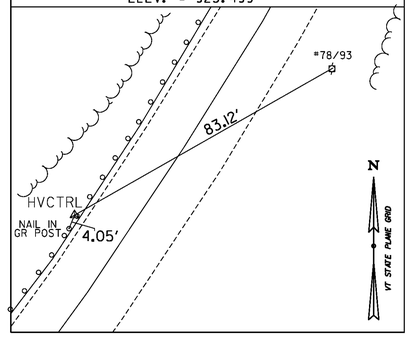
HVCTRL #426

NORTH = 203029.583
EAST = 1564405.915
ELEV. = 912.691



HVCTRL #425

NORTH = 203356.217
EAST = 1564669.157
ELEV. = 923.499



ALIGNMENT TIES

_____	_____	_____	_____	_____
NORTH = _____	NORTH = _____	NORTH = _____	NORTH = _____	NORTH = _____
EAST = _____	EAST = _____	EAST = _____	EAST = _____	EAST = _____
ELEV. = _____	ELEV. = _____	ELEV. = _____	ELEV. = _____	ELEV. = _____

DATUM

VERTICAL NAVD 88

HORIZONTAL NAD 83 (2007)

ADJUSTMENT COMPASS

PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: X12B236TI.DGN
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
TIE SHEET 12

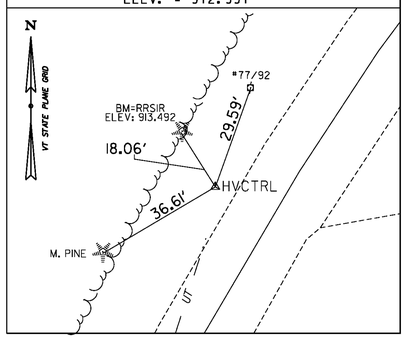
PLOT DATE: 2/26/2014
DRAWN BY: S. DONOVAN
CHECKED BY: P. BEYOR
SHEET 26 OF 444

GPS CONTROL POINTS

TRAVERSE TIES

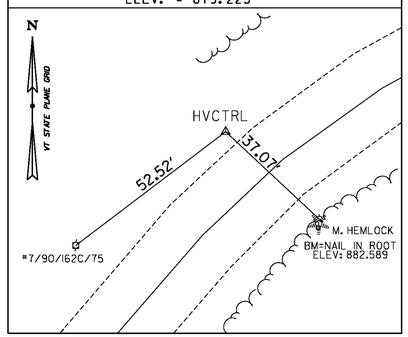
HVCTRL #424

NORTH = 203600.785
EAST = 1564804.458
ELEV. = 912.991



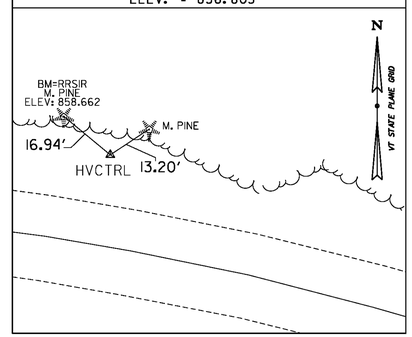
HVCTRL #423

NORTH = 203979.084
EAST = 1565115.697
ELEV. = 879.223



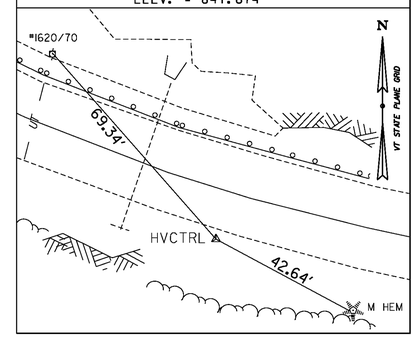
HVCTRL #422

NORTH = 204045.143
EAST = 1565425.920
ELEV. = 856.805



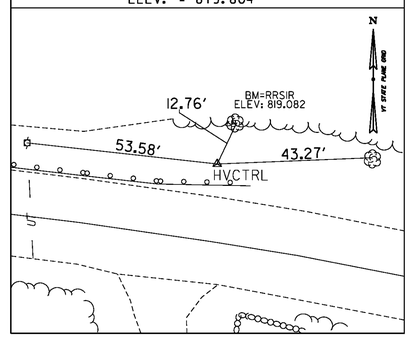
HVCTRL #421

NORTH = 203693.415
EAST = 1566059.012
ELEV. = 841.674



HVCTRL #420

NORTH = 203681.089
EAST = 1566980.601
ELEV. = 819.804



ALIGNMENT TIES

_____	_____	_____	_____	_____
NORTH = _____	NORTH = _____	NORTH = _____	NORTH = _____	NORTH = _____
EAST = _____	EAST = _____	EAST = _____	EAST = _____	EAST = _____
ELEV. = _____	ELEV. = _____	ELEV. = _____	ELEV. = _____	ELEV. = _____

DATUM

VERTICAL NAVD 88

HORIZONTAL NAD 83 (2007)

ADJUSTMENT COMPASS

PROJECT NAME: WARDSBORO-JAMAICA

PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: X12B236TI.DGN
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
TIE SHEET 13

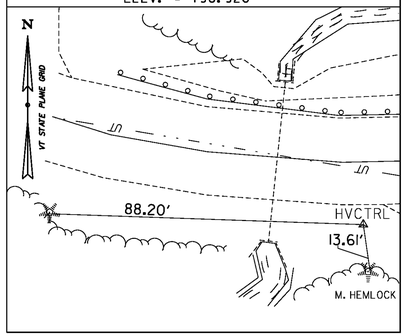
PLOT DATE: 2/26/2014
DRAWN BY: S. DONOVAN
CHECKED BY: P. BEYOR
SHEET 27 OF 444

GPS CONTROL POINTS

TRAVERSE TIES

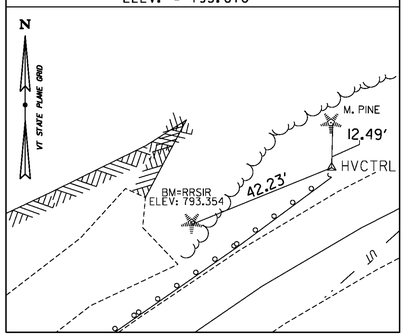
HVCTRL #419

NORTH = 203316.572
EAST = 1567786.160
ELEV. = 796.920



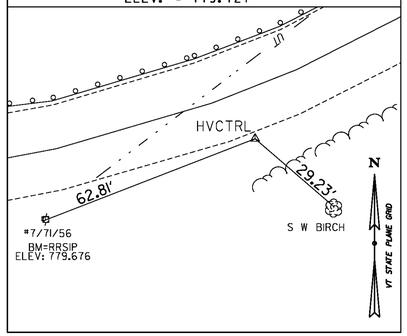
HVCTRL #418

NORTH = 203512.893
EAST = 1568124.800
ELEV. = 793.870



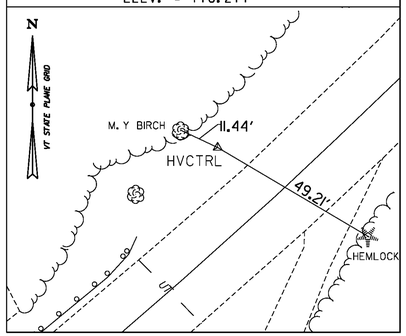
HVCTRL #417

NORTH = 203645.118
EAST = 1568939.910
ELEV. = 779.727



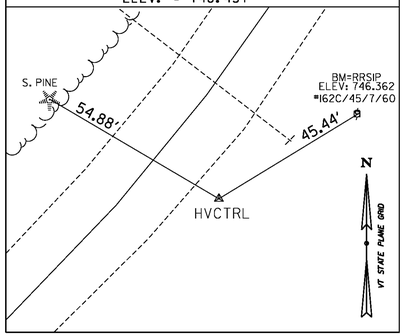
HVCTRL #416

NORTH = 203980.541
EAST = 1569328.165
ELEV. = 776.271



HVCTRL #415

NORTH = 204834.796
EAST = 1570204.861
ELEV. = 748.451



ALIGNMENT TIES

_____	_____	_____	_____	_____
NORTH = _____	NORTH = _____	NORTH = _____	NORTH = _____	NORTH = _____
EAST = _____	EAST = _____	EAST = _____	EAST = _____	EAST = _____
ELEV. = _____	ELEV. = _____	ELEV. = _____	ELEV. = _____	ELEV. = _____

DATUM

VERTICAL NAVD 88

HORIZONTAL NAD 83 (2007)

ADJUSTMENT COMPASS

PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: X12B236TI.DGN
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
TIE SHEET 14

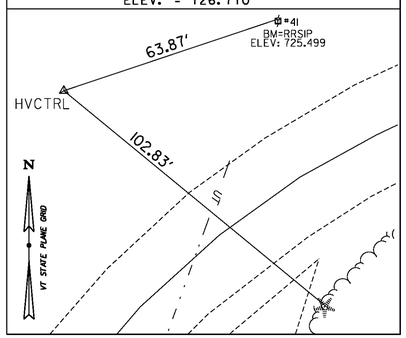
PLOT DATE: 2/26/2014
DRAWN BY: S. DONOVAN
CHECKED BY: P. BEYOR
SHEET 28 OF 444

GPS CONTROL POINTS

TRAVERSE TIES

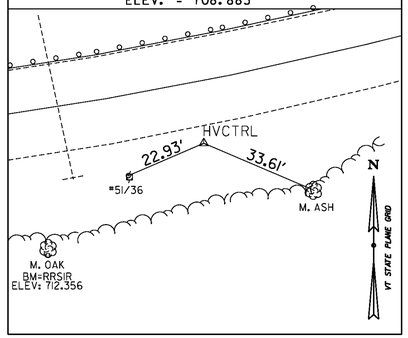
HVCTRL #414

NORTH = 205589.173
EAST = 1570478.825
ELEV. = 726.710



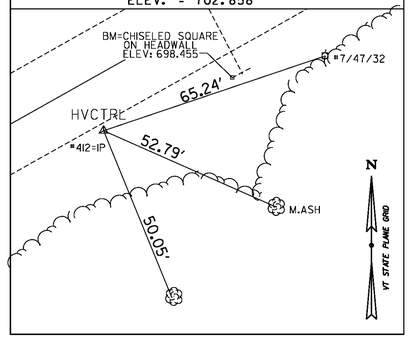
HVCTRL #413

NORTH = 205646.596
EAST = 1571563.279
ELEV. = 708.883



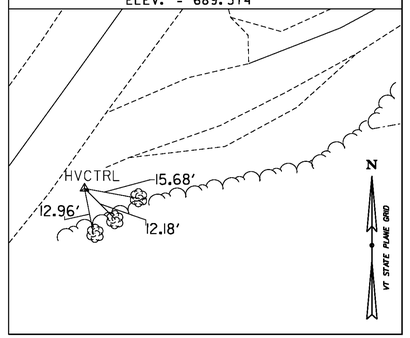
HVCTRL #412

NORTH = 205920.160
EAST = 1572150.814
ELEV. = 702.858



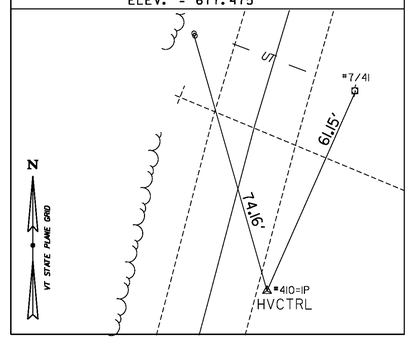
HVCTRL #411

NORTH = 206267.094
EAST = 1572598.024
ELEV. = 689.374



HVCTRL #410

NORTH = 206916.892
EAST = 1572929.300
ELEV. = 677.475



ALIGNMENT TIES

_____	_____	_____	_____	_____
NORTH = _____	NORTH = _____	NORTH = _____	NORTH = _____	NORTH = _____
EAST = _____	EAST = _____	EAST = _____	EAST = _____	EAST = _____
ELEV. = _____	ELEV. = _____	ELEV. = _____	ELEV. = _____	ELEV. = _____

DATUM

VERTICAL NAVD 88

HORIZONTAL NAD 83 (2007)

ADJUSTMENT COMPASS

PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: X12B236TI.DGN
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
TIE SHEET 15

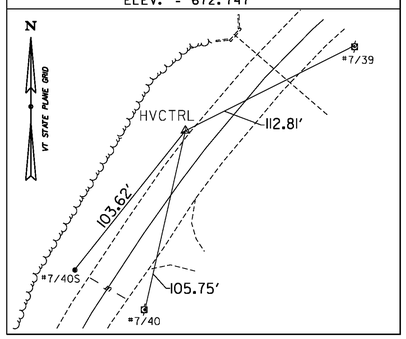
PLOT DATE: 2/26/2014
DRAWN BY: S. DONOVAN
CHECKED BY: P. BEYOR
SHEET 29 OF 444

GPS CONTROL POINTS

TRAVERSE TIES

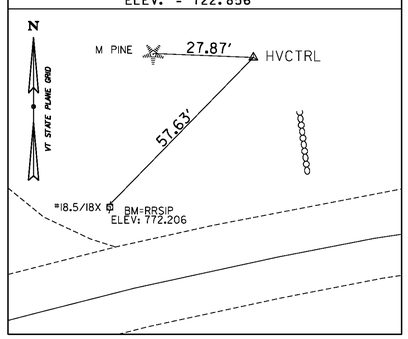
HVCTRL #409

NORTH = 207261.005
EAST = 1573065.076
ELEV. = 672.747



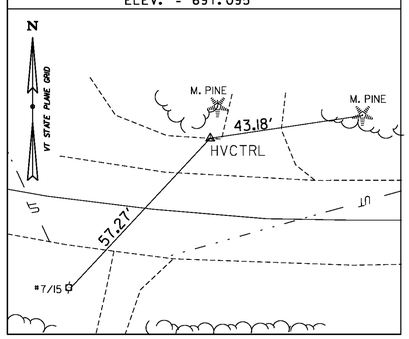
HVCTRL #408

NORTH = 208293.579
EAST = 1574817.172
ELEV. = 722.856



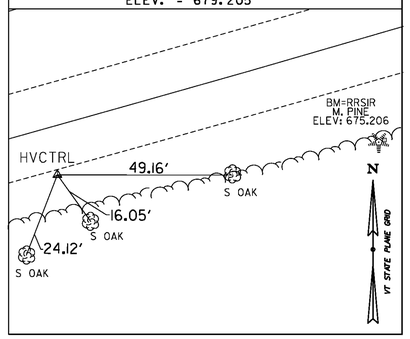
HVCTRL #407

NORTH = 208121.433
EAST = 1575785.020
ELEV. = 691.095



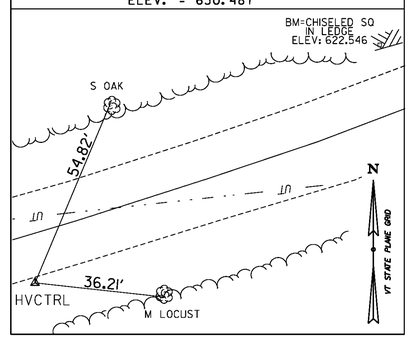
HVCTRL #406

NORTH = 208144.519
EAST = 1576121.936
ELEV. = 679.205



HVCTRL #405

NORTH = 208326.329
EAST = 1576758.607
ELEV. = 630.487



ALIGNMENT TIES

_____	_____	_____	_____	_____
NORTH = _____	NORTH = _____	NORTH = _____	NORTH = _____	NORTH = _____
EAST = _____	EAST = _____	EAST = _____	EAST = _____	EAST = _____
ELEV. = _____	ELEV. = _____	ELEV. = _____	ELEV. = _____	ELEV. = _____

DATUM

VERTICAL NAVD 88

HORIZONTAL NAD 83 (2007)

ADJUSTMENT COMPASS

PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: X12B236TI.DGN
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
TIE SHEET 16

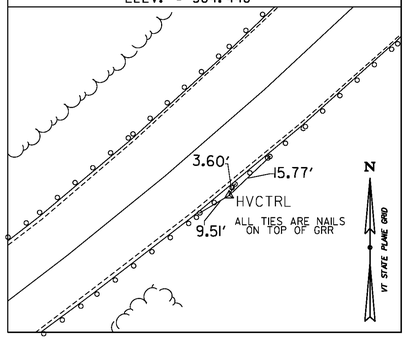
PLOT DATE: 2/26/2014
DRAWN BY: S. DONOVAN
CHECKED BY: P. BEYOR
SHEET 30 OF 444

GPS CONTROL POINTS

TRAVERSE TIES

HVCTRL #404

NORTH = 208568.581
EAST = 1577223.503
ELEV. = 584.448



_____

NORTH = _____
EAST = _____
ELEV. = _____

_____

NORTH = _____
EAST = _____
ELEV. = _____

_____

NORTH = _____
EAST = _____
ELEV. = _____

_____

NORTH = _____
EAST = _____
ELEV. = _____

ALIGNMENT TIES

_____

NORTH = _____
EAST = _____
ELEV. = _____

_____

NORTH = _____
EAST = _____
ELEV. = _____

_____

NORTH = _____
EAST = _____
ELEV. = _____

_____

NORTH = _____
EAST = _____
ELEV. = _____

_____

NORTH = _____
EAST = _____
ELEV. = _____

DATUM

VERTICAL NAVD 88

HORIZONTAL NAD 83 (2007)

ADJUSTMENT COMPASS

PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: X12B236TI.DGN
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
TIE SHEET 17

PLOT DATE: 2/26/2014
DRAWN BY: S. DONOVAN
CHECKED BY: P. BEYOR
SHEET 31 OF 444

Element	Point Type	Station	Northing	Easting	Radius	Length	Delta / Theta	Rotation Direction	Maximum Banking	Design Speed
Tangent	PT	69+50.00	185395.746	1539158.47						
	PC	70+47.39	185459.811	1539231.83						
Arc	PC	70+47.39	185459.811	1539231.83	940	713.61	43°29'47.64"	Right		
	PI	A 3+47.73	185706.483	1539514.26						
	CC		184751.819	1539850.17						
	Back Station	70+74.65	185477.443	1539252.61						
	Ahead Station	A 0+00.00								
	PT	A 6+86.35	185691.02	1539888.93						
Tangent	PT	A 6+86.35	185691.02	1539888.93						
	PC	A 8+68.32	185683.516	1540070.75						
Arc	PC	A 8+68.32	185683.516	1540070.75	800	616.39	44°08'45.73"	Left		
	PI	A 11+92.73	185670.138	1540394.88						
	CC		186482.835	1540103.74						
	PT	A 14+84.71	185886.293	1540636.78						
Tangent	PT	A 14+84.71	185886.293	1540636.78						
	PC	A 16+66.11	186007.161	1540772.05						
Arc	PC	A 16+66.11	186007.161	1540772.05	1420	1101.59	44°26'53.25"	Right		
	PI	A 22+46.30	186393.744	1541204.68						
	CC		184948.299	1541718.2						
	PT	A 27+67.70	186366.762	1541784.24						
Tangent	PT	A 27+67.70	186366.762	1541784.24						
	PC	A 30+35.38	186354.314	1542051.63						
Arc	PC	A 30+35.38	186354.314	1542051.63	1150	589.94	29°23'31.32"	Left		
	PI	A 33+36.99	186340.288	1542352.91						
	CC		187503.07	1542105.11						
	PT	A 36+25.32	186475.932	1542622.3						
Tangent	PT	A 36+25.32	186475.932	1542622.3						
	PC	A 44+08.50	186828.154	1543321.81						
Arc	PC	A 44+08.50	186828.154	1543321.81	510	433.28	48°40'35.47"	Left		
	PI	A 46+39.18	186931.9	1543527.85						
	CC		187283.667	1543092.45						
	PT	A 48+41.78	187155.138	1543585.99						
Tangent	PT	A 48+41.78	187155.138	1543585.99						
	PC	A 56+74.66	187961.143	1543795.89						
Arc	PC	A 56+74.66	187961.143	1543795.89	1430	263.28	10°32'55.69"	Right		
	PI	A 58+06.68	188088.895	1543829.16						
	CC		187600.758	1545179.73						
	PT	A 59+37.94	188208.397	1543885.25						
Tangent	PT	A 59+37.94	188208.397	1543885.25						
	PC	A 64+91.21	188709.233	1544120.35						
Arc	PC	A 64+91.21	188709.233	1544120.35	680	363.65	30°38'25.04"	Right		
	PI	A 66+77.50	188877.862	1544199.51						
	CC		188420.286	1544735.91						
	PT	A 68+54.86	188982.607	1544353.55						
Tangent	PT	A 68+54.86	188982.607	1544353.55						
	PC	A 69+95.61	189061.752	1544469.95						
Arc	PC	A 69+95.61	189061.752	1544469.95	860	225.48	15°01'18.85"	Left		
	PI	A 71+09.00	189125.508	1544563.71						
	CC		189772.923	1543986.38						
	PT	A 72+21.09	189211.389	1544637.75						
Tangent	PT	A 72+21.09	189211.389	1544637.75						
	PC	A 75+07.87	189428.595	1544825						
Arc	PC	A 75+07.87	189428.595	1544825	480	225.97	26°58'23.97"	Right		
	PI	A 76+22.99	189515.787	1544900.17						
	CC		189115.18	1545188.55						
	PT	A 77+33.84	189559.4	1545006.71						
Tangent	PT	A 77+33.84	189559.4	1545006.71						
	PC	A 78+28.34	189595.2	1545094.16						

Element	Point Type	Station	Northing	Easting	Radius	Length	Delta / Theta	Rotation Direction	Maximum Banking	Design Speed
Arc	PC	A 78+28.34	189595.2	1545094.16	730	685.11	53°46'22.04"	Left		
	PI	A 81+98.47	189735.425	1545436.7						
	CC		190270.784	1544817.6						
	PT	A 85+13.45	190094.618	1545526.02						
Tangent	PT	A 85+13.45	190094.618	1545526.02						
	PC	A 85+54.32	190134.281	1545535.89						
Arc	PC	A 85+54.32	190134.281	1545535.89	1200	202.55	9°40'15.59"	Right		
	PI	A 86+55.84	190232.796	1545560.38						
	CC		189844.693	1546700.42						
	PT	A 87+56.87	190325.796	1545601.08						
Tangent	PT	A 87+56.87	190325.796	1545601.08						
	PC	A 90+14.18	190561.527	1545704.25						
Arc	PC	A 90+14.18	190561.527	1545704.25	740	207.03	16°01'47.56"	Right		
	PI	A 91+18.38	190656.983	1545746.02						
	CC		190264.846	1546382.17						
	PT	A 92+21.22	190737.192	1545812.53						
Tangent	PT	A 92+21.22	190737.192	1545812.53						
	PC	A 94+53.84	190916.264	1545961.02						
Arc	PC	A 94+53.84	190916.264	1545961.02	380	342.77	51°40'57.80"	Left		
	PI	A 96+37.88	191057.933	1546078.49						
	CC		191158.82	1545668.5						
	PT	A 97+96.62	191237.938	1546040.17						
Tangent	PT	A 97+96.62	191237.938	1546040.17						
	PC	A 98+67.40	191307.17	1546025.43						
Arc	PC	A 98+67.40	191307.17	1546025.43	600	154.82	14°47'02.72"	Right		
	PI	A 99+45.24	191383.305	1546009.23						
	CC		191432.093	1546612.28						
	PT	A 100+22.22	191461.056	1546012.98						
Tangent	PT	A 100+22.22	191461.056	1546012.98						
	PC	A 109+97.27	192434.971	1546060.05						
Arc	PC	A 109+97.27	192434.971	1546060.05	580	344.3	34°00'43.74"	Right		
	PI	A 111+74.66	192612.155	1546068.62						
	CC		192406.973	1546639.38						
	PT	A 113+41.57	192754.237	1546174.83						
Tangent	PT	A 113+41.57	192754.237	1546174.83						
	PC	A 116+72.30	193019.131	1546372.84						
Arc	PC	A 116+72.30	193019.131	1546372.84	700	241.76	19°47'18.54"	Left		
	PI	A 117+94.39	193116.925	1546445.94						
	CC		193438.243	1545812.18						
	PT	A 119+14.06	193233.693	1546481.62						
Tangent	PT	A 119+14.06	193233.693	1546481.62						
	PC	A 120+03.90	193319.616	1546507.88						
Arc	PC	A 120+03.90	193319.616	1546507.88	125	130.97	60°01'56.93"	Left		
	PI	A 120+76.12	193388.681	1546528.98						
	CC		193356.143	1546388.33						
	PT	A 121+34.87	193441.46	1546479.69						
Tangent	PT	A 121+34.87	193441.46	1546479.69						
	PC	A 121+95.97	193486.109	1546437.99						
Arc	PC	A 121+95.97	193486.109	1546437.99	130	149.66	65°57'32.88"	Right		
	PI	A 122+80.32	193547.762	1546380.42						
	CC		193574.838	1546533						
	PT	A 123+45.62	193625.46	1546413.27						
Tangent	PT	A 123+45.62	193625.46	1546413.27						
	PC	A 126+03.38	193862.875	1546513.64						
Arc	PC	A 126+03.38	193862.875	1546513.64	520	273.1	30°05'29.35"	Right		
	PI	A 127+43.16	193991.62	1546568.07						
	CC		193660.386	1546992.59						
	PT	A 128+76.48	194075.724	1546679.71						

Element	Point Type	Station	Northing	Easting	Radius	Length	Delta / Theta	Rotation Direction	Maximum Banking	Design Speed
Tangent	PT	A 128+76.48	194075.724	1546679.71						
	PC	A 129+95.13	194147.113	1546774.48						
Arc	PC	A 129+95.13	194147.113	1546774.48	850	339.37	22°52'32.63"	Right		
	PI	A 131+67.10	194250.589	1546911.84						
	CC		193468.195	1547285.92						
	PT	A 133+34.50	194292.53	1547078.62						
Tangent	PT	A 133+34.50	194292.53	1547078.62						
	PC	A 135+20.44	194337.877	1547258.95						
Arc	PC	A 135+20.44	194337.877	1547258.95	5730	205.85	2°03'30.14"	Left		
	PI	A 136+23.38	194362.981	1547358.78						
	CC		199894.864	1545861.53						
	PT	A 137+26.29	194391.655	1547457.64						
Tangent	PT	A 137+26.29	194391.655	1547457.64						
	PC	A 141+21.54	194501.753	1547837.24						
Arc	PC	A 141+21.54	194501.753	1547837.24	2900	320.2	6°19'34.63"	Left		
	PI	A 142+81.80	194546.395	1547991.17						
	CC		197286.972	1547029.44						
	PT	A 144+41.74	194607.726	1548139.23						
Tangent	PT	A 144+41.74	194607.726	1548139.23						
	PC	A 147+69.15	194733.022	1548441.72						
Arc	PC	A 147+69.15	194733.022	1548441.72	700	643.21	52°38'50.25"	Right		
	PI	A 151+15.47	194865.554	1548761.68						
	CC		194086.307	1548709.6						
	PT	A 154+12.36	194691.624	1549061.15						
Tangent	PT	A 154+12.36	194691.624	1549061.15						
	PC	A 158+70.45	194461.562	1549457.28						
Arc	PC	A 158+70.45	194461.562	1549457.28	1200	493.57	23°33'58.23"	Right		
	PI	A 161+20.77	194335.844	1549673.75						
	CC		193423.875	1548854.61						
	PT	A 163+64.02	194134.067	1549821.89						
Tangent	PT	A 163+64.02	194134.067	1549821.89						
	PC	A 169+32.44	193675.883	1550158.3						
Arc	PC	A 169+32.44	193675.883	1550158.3	1200	405.7	19°22'14.78"	Left		
	PI	A 171+37.24	193510.798	1550279.51						
	CC		194386.076	1551125.58						
	PT	A 173+38.14	193395.259	1550448.61						
Tangent	PT	A 173+38.14	193395.259	1550448.61						
	PC	A 177+51.71	193161.95	1550790.09						
Arc	PC	A 177+51.71	193161.95	1550790.09	2900	258.65	5°06'36.62"	Left		
	PI	A 178+81.12	193088.945	1550896.94						
	CC		195556.423	1552426.09						
	PT	A 180+10.36	193025.747	1551009.87						
Tangent	PT	A 180+10.36	193025.747	1551009.87						
	PC	A 187+39.48	192669.677	1551646.14						
Arc	PC	A 187+39.48	192669.677	1551646.14	1150	299.96	14°56'41.88"	Right		
	PI	A 188+90.32	192596.015	1551777.77						
	CC		191666.133	1551084.53						
	PT	A 190+39.45	192490.898	1551885.95						
Tangent	PT	A 190+39.45	192490.898	1551885.95						
	PC	A 193+13.26	192300.082	1552082.32						
Arc	PC	A 193+13.26	192300.082	1552082.32	920	707.02	44°01'55.57"	Left		
	PI	A 196+85.27	192040.84	1552349.12						
	CC		192959.895	1552723.45						
	PT	A 200+20.29	192039.897	1552721.12						
Tangent	PT	A 200+20.29	192039.897	1552721.12						
	PC	A 203+79.85	192038.986	1553080.69						

PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: dl2b236_frm.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
HORIZONTAL ALIGNMENT SHEET 1

PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: A. KEMPTON
SHEET 32 OF 444

Element	Point Type	Station	Northing	Easting	Radius	Length	Delta / Theta	Rotation Direction	Maximum Banking	Design Speed
Arc	PC	A 203+79.85	192038.986	1553080.69	840	515.34	35°09'03.47"	Right		
	PI	A 206+45.92	192038.312	1553346.75						
	CC		191198.989	1553078.56						
	PT	A 208+95.19	191884.577	1553563.91						
Tangent	PT	A 208+95.19	191884.577	1553563.91						
	PC	A 211+62.09	191730.365	1553781.75						
Arc	PC	A 211+62.09	191730.365	1553781.75	1040	367.13	20°13'32.48"	Left		
	PI	A 213+47.58	191623.187	1553933.14						
	CC		192579.189	1554382.66						
	PT	A 215+29.21	191574.958	1554112.25						
Tangent	PT	A 215+29.21	191574.958	1554112.25						
	PC	A 217+19.47	191525.49	1554295.97						
Arc	PC	A 217+19.47	191525.49	1554295.97	380	590.61	89°03'02.24"	Left		
	PI	A 220+93.22	191428.311	1554656.87						
	CC		191892.421	1554394.77						
	PT	A 223+10.07	191787.552	1554760.01						
Tangent	PT	A 223+10.07	191787.552	1554760.01						
	PC	A 229+32.64	192385.937	1554931.82						
Arc	PC	A 229+32.64	192385.937	1554931.82	5700	197.78	1°59'16.86"	Left		
	PI	A 230+31.53	192480.994	1554959.11						
	CC		193958.966	1549453.17						
	PT	A 231+30.41	192576.941	1554983.09						
Tangent	PT	A 231+30.41	192576.941	1554983.09						
	PC	A 234+63.91	192900.485	1555063.95						
Arc	PC	A 234+63.91	192900.485	1555063.95	1400	309.58	12°40'11.76"	Left		
	PI	A 236+19.33	193051.273	1555101.63						
	CC		193239.929	1553705.72						
	PT	A 237+73.49	193206.655	1555105.33						
Tangent	PT	A 237+73.49	193206.655	1555105.33						
	PC	A 240+77.51	193510.592	1555112.55						
Arc	PC	A 240+77.51	193510.592	1555112.55	1050	284.54	15°31'35.98"	Right		
	PI	A 242+20.66	193653.699	1555115.96						
	CC		193485.637	1556162.26						
	PT	A 243+62.06	193790.673	1555157.54						
Tangent	PT	A 243+62.06	193790.673	1555157.54						
	PC	A 245+63.95	193983.856	1555216.19						
Arc	PC	A 245+63.95	193983.856	1555216.19	1400	219.76	8°59'37.19"	Right		
	PI	A 246+74.05	194089.212	1555248.18						
	CC		193577.141	1556555.81						
	PT	A 247+83.70	194188.273	1555296.24						
Tangent	PT	A 247+83.70	194188.273	1555296.24						
	PC	A 250+44.37	194422.795	1555410.03						
Arc	PC	A 250+44.37	194422.795	1555410.03	1040	1173.77	64°39'55.40"	Right		
	PI	A 257+02.66	195015.056	1555697.39						
	CC		193968.812	1556345.71						
	PT	A 262+18.14	195008.764	1556355.65						
Tangent	PT	A 262+18.14	195008.764	1556355.65						
	PC	A 267+64.41	195003.543	1556901.89						
Arc	PC	A 267+64.41	195003.543	1556901.89	1800	267.33	8°30'33.66"	Left		
	PI	A 268+98.32	195002.264	1557035.8						
	CC		196803.461	1556919.1						
	PT	A 270+31.73	195020.812	1557168.42						
Tangent	PT	A 270+31.73	195020.812	1557168.42						
	PC	A 272+79.29	195055.102	1557413.59						
Arc	PC	A 272+79.29	195055.102	1557413.59	1150	297.08	14°48'03.65"	Right		
	PI	A 274+28.66	195075.791	1557561.52						
	CC		193916.187	1557572.88						
	PT	A 275+76.37	195058.003	1557709.82						

Element	Point Type	Station	Northing	Easting	Radius	Length	Delta / Theta	Rotation Direction	Maximum Banking	Design Speed
Tangent	PT	A 275+76.37	195058.003	1557709.82						
	PC	A 280+37.41	195003.1	1558167.59						
Arc	PC	A 280+37.41	195003.1	1558167.59	5730	293.74	2°56'13.92"	Left		
	PI	A 281+84.31	194985.606	1558313.45						
	CC		200692.326	1558849.94						
	PT	A 283+31.15	194975.61	1558460.01						
Tangent	PT	A 283+31.15	194975.61	1558460.01						
	PC	A 284+61.11	194966.766	1558589.66						
Arc	PC	A 284+61.11	194966.766	1558589.66	1270	567.61	25°36'28.11"	Right		
	PI	A 287+49.74	194947.125	1558877.62						
	CC		193699.71	1558503.24						
	PT	A 290+28.72	194804.954	1559128.8						
Tangent	PT	A 290+28.72	194804.954	1559128.8						
	PC	A 291+17.26	194761.34	1559205.86						
Arc	PC	A 291+17.26	194761.34	1559205.86	700	367.11	30°02'53.89"	Left		
	PI	A 293+05.15	194668.795	1559369.37						
	CC		195370.53	1559550.66						
	PT	A 294+84.37	194670.561	1559557.24						
Tangent	PT	A 294+84.37	194670.561	1559557.24						
	PC	A 297+13.23	194672.712	1559786.09						
Arc	PC	A 297+13.23	194672.712	1559786.09	1040	475.6	26°12'05.94"	Right		
	PI	A 299+55.27	194674.986	1560028.11						
	CC		193632.758	1559795.86						
	PT	A 301+88.83	194570.167	1560246.27						
Tangent	PT	A 301+88.83	194570.167	1560246.27						
	PC	A 303+90.28	194482.926	1560427.84						
Arc	PC	A 303+90.28	194482.926	1560427.84	375	529.46	80°53'42.80"	Left		
	PI	A 307+09.96	194344.475	1560715.99						
	CC		194820.934	1560590.24						
	PT	A 309+19.73	194607.089	1560898.3						
Tangent	PT	A 309+19.73	194607.089	1560898.3						
	PC	A 310+46.90	194711.55	1560970.81						
Arc	PC	A 310+46.90	194711.55	1560970.81	620	345.73	31°57'00.55"	Left		
	PI	A 312+24.39	194857.353	1561072.03						
	CC		195065.108	1560461.5						
	PT	A 313+92.63	195034.629	1561080.75						
Tangent	PT	A 313+92.63	195034.629	1561080.75						
	PC	A 315+44.61	195186.426	1561088.22						
Arc	PC	A 315+44.61	195186.426	1561088.22	720	290.51	23°07'05.46"	Right		
	PI	A 316+91.87	195333.507	1561095.46						
	CC		195151.031	1561807.35						
	PCC	A 318+35.13	195465.935	1561159.87						
Arc	PCC	A 318+35.13	195465.935	1561159.87	410	195.79	27°21'39.94"	Right		
	PI	A 319+34.93	195555.683	1561203.52						
	CC		195286.615	1561528.57						
	PT	A 320+30.92	195615.33	1561283.53						
Tangent	PT	A 320+30.92	195615.33	1561283.53						
	PC	A 321+03.12	195658.482	1561341.42						
Arc	PC	A 321+03.12	195658.482	1561341.42	1800	199.5	6°21'00.96"	Right		
	PI	A 322+02.97	195718.16	1561421.47						
	CC		194215.34	1562417.22						
	PT	A 323+02.62	195768.617	1561507.64						
Tangent	PT	A 323+02.62	195768.617	1561507.64						
	PC	A 324+58.61	195847.442	1561642.25						
Arc	PC	A 324+58.61	195847.442	1561642.25	1200	196.47	9°22'51.24"	Left		
	PI	A 325+57.06	195897.194	1561727.21						
	CC		196882.96	1561035.86						
	PT	A 326+55.08	195960.13	1561802.93						

Element	Point Type	Station	Northing	Easting	Radius	Length	Delta / Theta	Rotation Direction	Maximum Banking	Design Speed
Tangent	PT	A 326+55.08	195960.13	1561802.93						
	PC	A 327+06.46	195992.975	1561842.44						
Arc	PC	A 327+06.46	195992.975	1561842.44	5730	188.51	1°53'05.93"	Left		
	PI	A 328+00.73	196053.231	1561914.93						
	CC		200399.493	1558179.72						
	PT	A 328+94.98	196115.838	1561985.4						
Tangent	PT	A 328+94.98	196115.838	1561985.4						
	PC	A 331+47.62	196283.637	1562174.28						
Arc	PC	A 331+47.62	196283.637	1562174.28	820	257.18	17°58'10.86"	Left		
	PI	A 332+77.27	196369.748	1562271.2						
	CC		196896.655	1561629.66						
	PT	A 334+04.80	196481.562	1562336.83						
Tangent	PT	A 334+04.80	196481.562	1562336.83						
	PC	A 335+68.93	196623.109	1562419.92						
Arc	PC	A 335+68.93	196623.109	1562419.92	1830	319.69	10°00'33.73"	Right		
	PI	A 337+29.18	196761.315	1562501.04						
	CC		195696.742	1563998.13						
	PCC	A 338+88.62	196883.317	1562604.95						
Arc	PCC	A 338+88.62	196883.317	1562604.95	1020	172.83	9°42'29.58"	Right		
	PI	A 339+75.25	196949.262	1562661.12						
	CC		196221.947	1563381.48						
	PT	A 340+61.45	197004.791	1562727.6						
Tangent	PT	A 340+61.45	197004.791	1562727.6						
	PC	A 342+73.50	197140.726	1562890.34						
Arc	PC	A 342+73.50	197140.726	1562890.34	280	200.97	41°07'29.59"	Right		
	PI	A 343+78.54	197208.059	1562970.96						
	CC		196925.827	1563069.84						
	PT	A 344+74.47	197205.76	1563075.97						
Tangent	PT	A 344+74.47	197205.76	1563075.97						
	PC	A 346+45.45	197202.017	1563246.9						
Arc	PC	A 346+45.45	197202.017	1563246.9	50	74.76	85°40'06.95"	Left		
	PI	A 346+91.81	197201.003	1563293.25						
	CC		197252.005	1563248						
	PT	A 347+20.21	197247.139	1563297.76						
Tangent	PT	A 347+20.21	197247.139	1563297.76						
	PC	A 348+09.47	197335.975	1563306.45						
Arc	PC	A 348+09.47	197335.975	1563306.45	5730	251.72	2°31'01.36"	Right		
	PI	A 349+35.35	197461.259	1563318.7						
	CC		196778.249	1569009.24						
	PT	A 350+61.19	197585.884	1563336.44						
Tangent	PT	A 350+61.19	197585.884	1563336.44						
	PC	A 352+52.56	197775.343	1563363.42						
Arc	PC	A 352+52.56	197775.343	1563363.42	840	368.95	25°09'58.00"	Right		
	PI	A 354+40.06	197960.973	1563389.85						
	CC		197656.946	1564195.03						
	PT	A 356+21.52	198117.744	1563492.7						
Tangent	PT	A 356+21.52	198117.744	1563492.7						
	PC	A 359+42.54	198386.153	1563668.81						
Arc	PC	A 359+42.54	198386.153	1563668.81	740	226.32	17°31'23.68"	Left		
	PI	A 360+56.59	198481.511	1563731.37						
	CC		198792.094	1563050.09						
	PT	A 361+68.86	198591.282	1563762.32						
Tangent	PT	A 361+68.86	198591.282	1563762.32						
	PC	A 362+00.89	198622.113	1563771.01						
Arc	PC	A 362+00.89	198622.113	1563771.01	3000	495.06	9°27'17.65"	Left		
	PI	A 364+48.98	198860.895	1563838.34						
	CC		199436.212	1560883.58						
	PT	A 366+95.95	199107.494	1563865.52						

PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: dl2b236_frm.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
HORIZONTAL ALIGNMENT SHEET 2

PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: A. KEMPTON
SHEET 33 OF 444

Element	Point Type	Station	Northing	Easting	Radius	Length	Delta / Theta	Rotation Direction	Maximum Banking	Design Speed
Tangent	PT	A 366+95.95	199107.494	1563865.52						
	PC	A 369+71.55	199381.438	1563895.72						
Arc	PC	A 369+71.55	199381.438	1563895.72	3500	396.23	6°29'11.01"	Right		
	PI	A 371+69.88	199578.571	1563917.45						
	CC		198997.933	1567374.65						
	PT	A 373+67.78	199771.988	1563961.31						
Tangent	PT	A 373+67.78	199771.988	1563961.31						
	PC	A 375+71.06	199970.234	1564006.27						
Arc	PC	A 375+71.06	199970.234	1564006.27	3300	399.02	6°55'40.39"	Left		
	PI	A 377+70.82	200165.04	1564050.45						
	CC		200700.057	1560787.99						
	PT	A 379+70.08	200363.752	1564070.8						
Tangent	PT	A 379+70.08	200363.752	1564070.8						
	PC	A 381+08.24	200501.191	1564084.88						
Arc	PC	A 381+08.24	200501.191	1564084.88	4600	497.15	6°11'32.51"	Left		
	PI	A 383+57.06	200748.715	1564110.24						
	CC		200969.98	1559508.83						
	PT	A 386+05.39	200997.53	1564108.75						
Tangent	PT	A 386+05.39	200997.53	1564108.75						
	Back Station	A 387+99.74	201191.872	1564107.59						
	Ahead Station	B 0+00.00								
	PC	B 1+63.45	201355.316	1564106.61						
Arc	PC	B 1+63.45	201355.316	1564106.61	3500	603.37	9°52'38.44"	Right		
	PI	B 4+65.88	201657.746	1564104.8						
	CC		201376.278	1567606.55						
	PT	B 7+66.82	201956.004	1564154.89						
Tangent	PT	B 7+66.82	201956.004	1564154.89						
	PC	B 11+29.76	202313.928	1564215.01						
Arc	PC	B 11+29.76	202313.928	1564215.01	4800	388.74	4°38'24.73"	Right		
	PI	B 13+24.23	202505.716	1564247.22						
	CC		201518.875	1568948.7						
	PT	B 15+18.49	202694.27	1564294.84						
Tangent	PT	B 15+18.49	202694.27	1564294.84						
	PC	B 15+61.35	202735.825	1564305.34						
Arc	PC	B 15+61.35	202735.825	1564305.34	1200	142.03	6°46'52.55"	Right		
	PI	B 16+32.45	202804.757	1564322.74						
	CC		202441.976	1565468.8						
	PT	B 17+03.38	202871.15	1564348.17						
Tangent	PT	B 17+03.38	202871.15	1564348.17						
	PC	B 17+41.01	202906.291	1564361.63						
Arc	PC	B 17+41.01	202906.291	1564361.63	660	232.71	20°12'06.73"	Right		
	PI	B 18+58.58	203016.089	1564403.68						
	CC		202670.245	1564977.98						
	PT	B 19+73.72	203104.612	1564481.06						
Tangent	PT	B 19+73.72	203104.612	1564481.06						
	PC	B 21+43.79	203232.659	1564592.99						
Arc	PC	B 21+43.79	203232.659	1564592.99	1200	299.85	14°19'01.14"	Left		
	PI	B 22+94.50	203346.131	1564692.18						
	CC		204022.417	1563689.51						
	PT	B 24+43.64	203480.606	1564760.23						
Tangent	PT	B 24+43.64	203480.606	1564760.23						
	PC	B 24+92.07	203523.817	1564782.09						
Arc	PC	B 24+92.07	203523.817	1564782.09	955	221.98	13°19'03.47"	Right		
	PI	B 26+03.56	203623.296	1564832.43						
	CC		203092.626	1565634.21						
	PT	B 27+14.05	203708.505	1564904.33						
Tangent	PT	B 27+14.05	203708.505	1564904.33						
	PC	B 30+11.85	203936.108	1565096.39						

Element	Point Type	Station	Northing	Easting	Radius	Length	Delta / Theta	Rotation Direction	Maximum Banking	Design Speed
Arc	PC	B 30+11.85	203936.108	1565096.39	270	257.46	54°38'07.05"	Right		
	PI	B 31+51.32	204042.694	1565186.32						
	CC		203761.985	1565302.74						
	PT	B 32+69.32	204031.04	1565325.3						
Tangent	PT	B 32+69.32	204031.04	1565325.3						
	PC	B 33+01.32	204028.366	1565357.19						
Arc	PC	B 33+01.32	204028.366	1565357.19	780	382.38	28°05'17.55"	Right		
	PI	B 34+96.43	204012.061	1565551.62						
	CC		203251.094	1565292.01						
	PT	B 36+83.70	203906.133	1565715.48						
Tangent	PT	B 36+83.70	203906.133	1565715.48						
	PC	B 39+29.07	203772.921	1565921.54						
Arc	PC	B 39+29.07	203772.921	1565921.54	570	193.99	19°29'57.39"	Left		
	PI	B 40+27.01	203719.749	1566003.79						
	CC		204251.603	1566230.99						
	PCC	B 41+23.05	203697.081	1566099.07						
Arc	PCC	B 41+23.05	203697.081	1566099.07	750	183.2	13°59'43.59"	Left		
	PI	B 42+15.11	203675.774	1566188.63						
	CC		204426.716	1566272.65						
	PT	B 43+06.25	203676.759	1566280.68						
Tangent	PT	B 43+06.25	203676.759	1566280.68						
	PC	B 46+74.41	203680.698	1566648.81						
Arc	PC	B 46+74.41	203680.698	1566648.81	2290	240.57	6°01'08.50"	Right		
	PI	B 47+94.81	203681.986	1566769.2						
	CC		201390.829	1566673.32						
	PT	B 49+14.98	203670.643	1566889.06						
Tangent	PT	B 49+14.98	203670.643	1566889.06						
	PC	B 49+45.16	203667.8	1566919.1						
Arc	PC	B 49+45.16	203667.8	1566919.1	955	283.62	17°00'58.19"	Right		
	PI	B 50+88.02	203654.341	1567061.33						
	CC		202717.048	1566829.13						
	PT	B 52+28.78	203599.849	1567193.39						
Tangent	PT	B 52+28.78	203599.849	1567193.39						
	PC	B 52+28.82	203599.833	1567193.43						
Arc	PC	B 52+28.82	203599.833	1567193.43	1650	194.48	6°45'12.20"	Right		
	PI	B 53+26.18	203562.699	1567283.43						
	CC		202074.575	1566564.08						
	PT	B 54+23.31	203515.24	1567368.43						
Tangent	PT	B 54+23.31	203515.24	1567368.43						
	PC	B 56+98.59	203381.042	1567608.79						
Arc	PC	B 56+98.59	203381.042	1567608.79	360	402.76	64°06'07.23"	Left		
	PI	B 59+23.99	203271.163	1567805.59						
	CC		203695.369	1567784.29						
	PT	B 61+01.35	203400.21	1567990.39						
Tangent	PT	B 61+01.35	203400.21	1567990.39						
	PC	B 62+08.38	203461.486	1568078.15						
Arc	PC	B 62+08.38	203461.486	1568078.15	580	268.94	26°34'03.03"	Right		
	PI	B 63+45.32	203539.883	1568190.41						
	CC		202985.951	1568410.21						
	PT	B 64+77.32	203559.79	1568325.89						
Tangent	PT	B 64+77.32	203559.79	1568325.89						
	PC	B 69+98.77	203635.595	1568841.8						
Arc	PC	B 69+98.77	203635.595	1568841.8	420	223.21	30°27'00.95"	Left		
	PI	B 71+13.08	203652.213	1568954.9						
	CC		204051.133	1568780.74						
	PT	B 72+21.98	203723.854	1569043.97						
Tangent	PT	B 72+21.98	203723.854	1569043.97						
	PC	B 75+19.95	203910.599	1569276.16						

Element	Point Type	Station	Northing	Easting	Radius	Length	Delta / Theta	Rotation Direction	Maximum Banking	Design Speed
Arc	PC	B 75+19.95	203910.599	1569276.16	1400	349.1	14°17'14.32"	Left		
	PI	B 76+95.41	204020.566	1569412.88						
	CC		205001.53	1568398.74						
	PT	B 78+69.06	204160.875	1569518.24						
Tangent	PT	B 78+69.06	204160.875	1569518.24						
	PC	B 79+53.93	204228.747	1569569.21						
Arc	PC	B 79+53.93	204228.747	1569569.21	980	156.05	9°07'25.55"	Right		
	PI	B 80+32.13	204291.274	1569616.16						
	CC		203640.288	1570352.87						
	PT	B 81+09.99	204345.565	1569672.44						
Tangent	PT	B 81+09.99	204345.565	1569672.44						
	PC	B 87+70.47	204804.145	1570147.76						
Arc	PC	B 87+70.47	204804.145	1570147.76	550	164.61	17°08'52.03"	Left		
	PI	B 88+53.39	204861.72	1570207.44						
	CC		205199.964	1569765.89						
	PT	B 89+35.07	204934.331	1570247.49						
Tangent	PT	B 89+35.07	204934.331	1570247.49						
	PC	B 89+58.41	204954.77	1570258.76						
Arc	PC	B 89+58.41	204954.77	1570258.76	1200	198.67	9°29'08.69"	Left		
	PI	B 90+57.98	205041.95	1570306.85						
	CC		205534.331	1569208						
	PT	B 91+57.08	205135.863	1570339.91						
Tangent	PT	B 91+57.08	205135.863	1570339.91						
	PC	B 94+57.38	205419.116	1570439.62						
Arc	PC	B 94+57.38	205419.116	1570439.62	260	193.84	42°42'54.71"	Right		
	PI	B 95+59.05	205515.018	1570473.38						
	CC		205332.781	1570684.87						
	PCC	B 96+51.21	205562.579	1570563.24						
Arc	PCC	B 96+51.21	205562.579	1570563.24	440	202.15	26°19'24.31"	Right		
	PI	B 97+54.10	205610.711	1570654.18						
	CC		205173.69	1570769.07						
	PT	B 98+53.36	205613.526	1570757.03						
Tangent	PT	B 98+53.36	205613.526	1570757.03						
	PC	B 102+64.35	205624.769	1571167.87						
Arc	PC	B 102+64.35	205624.769	1571167.87	2865	365.53	7°18'36.30"	Left		
	PI	B 104+47.37	205629.776	1571350.82						
	CC		208488.697	1571089.49						
	PCC	B 106+29.88	205658.02	1571531.64						
Arc	PCC	B 106+29.88	205658.02	1571531.64	920	321.25	20°00'25.48"	Left		
	PI	B 107+92.16	205683.064	1571691.97						
	CC		206566.999	1571389.66						
	PT	B 109+51.14	205761.454	1571834.06						
Tangent	PT	B 109+51.14	205761.454	1571834.06						
	PC	B 114+57.12	206005.871	1572277.1						
Arc	PC	B 114+57.12	206005.871	1572277.1	900	414.67	26°23'55.73"	Left		
	PI	B 116+68.21	206107.835	1572461.93						
	CC		206793.904	1571842.36						
	PT	B 118+71.80	206281.341	1572582.14						
Tangent	PT	B 118+71.80	206281.341	1572582.14						
	PC	B 121+75.79	206531.217	1572755.27						
Arc	PC	B 121+75.79	206531.217	1572755.27	920	320.2	19°56'28.60"	Left		
	PI	B 123+37.52	206664.16	1572847.38						
	CC		207055.17	1571999.04						
	PT	B 124+95.99	206820.547	1572888.62						
Tangent	PT	B 124+95.99	206820.547	1572888.62						
	PC	B 126+55.30	206974.592	1572929.25						

PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: dl2b236_frm.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
HORIZONTAL ALIGNMENT SHEET 3

PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: A. KEMPTON
SHEET 34 OF 444

Element	Point Type	Station	Northing	Easting	Radius	Length	Delta / Theta	Rotation Direction	Maximum Banking	Design Speed
Arc	PC	B 126+55.30	206974.592	1572929.25	637	213.64	19°12'58.20"	Right		
	PI	B 127+63.13	207078.859	1572956.75						
	CC		206812.141	1573545.19						
	PT	B 128+68.94	207168.266	1573017.04						
Tangent	PT	B 128+68.94	207168.266	1573017.04						
	PC	B 129+26.65	207216.112	1573049.3						
Arc	PC	B 129+26.65	207216.112	1573049.3	580	270	26°40'21.34"	Right		
	PI	B 130+64.14	207330.112	1573126.17						
	CC		206891.854	1573530.19						
	PT	B 131+96.65	207397.474	1573246.03						
Tangent	PT	B 131+96.65	207397.474	1573246.03						
	PC	B 132+83.89	207440.218	1573322.09						
Arc	PC	B 132+83.89	207440.218	1573322.09	2300	118.54	2°57'10.31"	Right		
	PI	B 133+43.17	207469.262	1573373.77						
	CC		205435.17	1574448.93						
	PT	B 134+02.43	207495.605	1573426.87						
Tangent	PT	B 134+02.43	207495.605	1573426.87						
	PC	B 135+61.39	207566.245	1573569.28						
Arc	PC	B 135+61.39	207566.245	1573569.28	5750	638.64	6°21'49.39"	Left		
	PI	B 138+81.04	207708.289	1573855.63						
	CC		212717.332	1571014.13						
	PT	B 142+00.03	207881.197	1574124.48						
Tangent	PT	B 142+00.03	207881.197	1574124.48						
	PC	B 145+69.23	208080.906	1574435						
Arc	PC	B 145+69.23	208080.906	1574435	1145	1030.1	51°32'47.01"	Right		
	PI	B 151+22.08	208379.962	1574899.99						
	CC		207117.885	1575054.37						
	PT	B 155+99.34	208201.802	1575423.35						
Tangent	PT	B 155+99.34	208201.802	1575423.35						
	PC	B 158+20.72	208130.459	1575632.93						
Arc	PC	B 158+20.72	208130.459	1575632.93	600	363.23	34°41'08.09"	Left		
	PI	B 160+08.09	208070.077	1575810.3						
	CC		208698.45	1575826.28						
	PT	B 161+83.95	208121.366	1575990.52						
Tangent	PT	B 161+83.95	208121.366	1575990.52						
	PC	B 169+92.44	208342.673	1576768.13						
Arc	PC	B 169+92.44	208342.673	1576768.13	1190	954.33	45°56'54.86"	Left		
	PI	B 174+96.94	208480.768	1577253.36						
	CC		209487.224	1576442.39						
	PT	B 179+46.77	208925.525	1577491.49						
Tangent	PT	B 179+46.77	208925.525	1577491.49						
	POE	B 180+12.81	208983.743	1577522.66						

PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: dl2b236_frm.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
HORIZONTAL ALIGNMENT SHEET 4

PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: A. KEMPTON

BORING AND CORING SHEET 1

BORING No.	DATE DRILLED	MILE MARKER	OFFSET (FT)	DEPTH (FT)	SAMPLE TYPE	FIELD DESCRIPTION	LABORATORY RESULTS							
						SOIL TYPE, COLOR, MOISTURE	% MOISTURE	AASHTO CLASS.	SOIL DES.	% GRAVEL	% SAND	% FINES	LIQUID LIMIT	PLASTIC LIMIT
B-101	11/19/2012	0	6.3 RT	0.00 – 0.85	A	Asphalt Pavement								
				0.85 – 2.3	A	Sa, brn, dry	4.8	A-1-b	Si Gr Sa	32.8	46.1	21.1		
				2.3 – 5.0	A	Sa Si, dk/brn, moist	16.9	A-2-4	Gr Si Sa	23.1	51.6	25.3		
				NLTD										
B-102	11/19/2012	0.2	4.6 LT	0.00 – 0.63	A	Asphalt Pavement								
				0.63 – 2.4	A	Sa, brn, moist	4.9	A-2-4	Gr Sa	22.5	58.1	19.4		
				2.4 – 5.0	A	Si, dk/brn, moist	24.2	A-2-4	Si Sa	16.4	60.5	23.1		
				NLTD										
B-103	11/19/2012	0.4	6.1 RT	0.00 – 0.65	A	Asphalt Pavement								
				0.65 – 2.4	A	Sa, brn, moist	4.9	A-1-b	Gr Sa	30.7	56.3	13		
				2.4 – 5.0	A	Gr Sa, brn, moist	6.9	A-2-4	Si Sa Gr	36.5	33	30.5		
				NLTD										
B-104	11/19/2012	0.6	8.7 LT	0.00 – 0.70	A	Asphalt Pavement								
				0.70 – 2.5	A	Sa, brn, moist	5.3	A-2-4	Sa	19.1	63.9	17		
				2.5 – 4.0	A	Sa, rusty, moist	4.4	A-2-4	Gr Si Sa	24.9	50.1	25		
				4.0 – 5.0	A	Sa, brn, moist	8.6	A-2-4	Si Sa	10	57.4	32.6		
				NLTD										
B-105	11/19/2012	0.8	3.9 RT	0.00 – 0.50	A	Asphalt Pavement								
				0.50 – 2.3	A	Sa, brn, moist	3.3	A-1-b	Si Gr Sa	27.9	48.9	23.2		
				2.3 – 5.0	A	Gr Sa, brn, moist	3.7	A-1-a	Sa Gr	59	32.7	8.3		
				NLTD										
B-106	11/19/2012	1	4.7 LT	0.00 – 0.60	A	Asphalt Pavement								
				0.60 – 2.3	A	Sa, brn, moist	3.7	A-1-b	Gr Sa	28.7	56.6	14.7		
				2.3 – 4.0	A	Sa, brn, moist	8.7	A-2-4	Si Sa	15.1	63.4	21.5		
				4.0 – 5.0	A	Si Sa, blk, moist	22.7	A-2-4	Si Gr Sa	23.8	53.4	22.8		
				NLTD										
B-107	11/19/2012	1.2	5.8 RT	0.00 – 0.60	A	Asphalt Pavement								
				0.60 – 2.0	A	Sa, brn, moist	9.4	A-2-4	Sa	20	61.5	18.5		
				2.0 – 5.0	A	Si Sa, dk/gry, moist	12.9	A-2-4	Gr Si Sa	24.8	41.8	33.4		
				NLTD										
B-108	11/19/2012	1.4	6.1 LT	0.00 – 0.55	A	Asphalt Pavement								
				0.55 – 2.1	A	Sa, brn, moist	4.1	A-2-4	Si Gr Sa	25.1	51.3	23.6		
				2.1 – 5.0	A	Si Sa, brn, moist	9.7	A-2-4	Gr Si Sa	20.4	51.5	28.1		
				NLTD										
B-109	11/19/2012	1.6	7.8 RT	0.00 – 0.60	A	Asphalt Pavement								
				0.60 – 5.0	A	Gr Sa, brn, moist	2.5	A-1-b	Gr Sa	43.5	43.5	13		
				NLTD										
B-110	11/19/2012	1.8	4.6 LT	0.00 – 0.60	A	Asphalt Pavement								
				0.60 – 5.0	A	Si Sa, brn, moist	3.1	A-1-b	Si Gr Sa	27.1	52	20.9		
				NLTD										
B-111	11/19/2012	2	6.6 RT	0.00 – 0.55	A	Asphalt Pavement								
				0.55 – 5.0	A	Si Sa, brn, moist	8.7	A-2-4	Si Sa	19.2	49.6	31.2		
				NLTD										
B-112	11/19/2012	2.2	7.7 LT	0.00 – 0.60	A	Asphalt Pavement								
				0.60 – 2.0	A	Si Gr Sa, brn, moist	2.6	A-1-b	Si Gr Sa	36.7	41	22.3		
				TLOB										
B-112A	11/19/2012	2.19	7.7 LT	0.00 – 0.67	A	Asphalt Pavement								
				0.67 – 2.4	A	Si Gr Sa, brn, moist	3.6	A-1-b	Sa Gr	44.8	38.9	16.3		
				2.4 – 4.5	A	Sa Si, dk/brn, moist	21.6	A-2-4	Si Sa	18.8	56.1	25.1		
				TLOB										
B-112B	11/19/2012	2.21	7.7 LT	0.00 – 0.54	A	Asphalt Pavement								
				0.54 – 4.5	A	Si Sa, brn, moist	4.1	A-2-4	Si Gr Sa	28.9	49.3	21.8		
				TLOB										
B-113	11/19/2012	2.4	6.3 RT	0.00 – 0.50	A	Asphalt Pavement								
				0.50 – 4.0	A	Si Sa, brn, moist	3.4	A-2-4	Si Gr Sa	31	42.3	26.7		
				4.0 – 5.0	A	Cobbles								
				NLTD										

BORING No.	DATE DRILLED	MILE MARKER	OFFSET (FT)	DEPTH (FT)	SAMPLE TYPE	FIELD DESCRIPTION	LABORATORY RESULTS							
						SOIL TYPE, COLOR, MOISTURE	% MOISTURE	AASHTO CLASS.	SOIL DES.	% GRAVEL	% SAND	% FINES	LIQUID LIMIT	PLASTIC LIMIT
B-114	11/19/2012	2.6	6.6 LT	0.00 – 0.76	A	Asphalt Pavement								
				0.76 – 1.5	A	Si Sa, gry, moist	2.1	A-2-4	Si Sa	18.8	51.4	29.8		
				1.5 – 5.0	A	Si Sa, rusty, moist	6.9	A-2-4	Gr Sa	21.9	63.1	15		
				NLTD										
B-115	11/19/2012	2.8	5.7 RT	0.00 – 0.45	A	Asphalt Pavement								
				0.45 – 5.0	A	Si Gr Sa, brn, moist	4.7	A-1-b	Gr Sa	37	49.4	13.6		
				NLTD										
B-116	11/19/2012	3	4.8 LT	0.00 – 0.43	A	Asphalt Pavement								
				0.43 – 5.0	A	Si Gr Sa, brn, moist	3.8	A-1-b	Sa Gr	53.3	34.4	12.3		
				NLTD										
B-117	11/19/2012	3.2	5.1 RT	0.00 – 0.43	A	Asphalt Pavement								
				0.43 – 5.0	A	Si Sa, brn, moist	9.5	A-4	Gr Si Sa	21.4	40.1	38.5		
				NLTD										
B-118	11/20/2012	3.4	7.2 LT	0.00 – 0.52	A	Asphalt Pavement								
				0.52 – 2.6	A	Si Gr Sa, brn, moist	3.3	A-1-b	Sa Gr	53.9	33.4	12.7		
				2.6 – 5.0	A	Sa, brn, moist	8.8	A-2-4	Gr Sa	23.3	58.9	17.8		
				NLTD										
B-119	11/20/2012	3.6	5.4 RT	0.00 – 0.45	A	Asphalt Pavement								
				0.45 – 2.6	A	Si Sa, brn, moist	2.3	A-2-4	Si Gr Sa	22.7	54.8	22.5		
				2.6 – 5.0	A	Si Gr Sa, brn, moist	5.1	A-1-b	Si Sa Gr	43.3	36.6	20.1		
				NLTD										
B-120	11/20/2012	3.8	6.2 LT	0.00 – 0.50	A	Asphalt Pavement								
				0.50 – 5.0	A	Si Sa, brn, moist	3.3	A-2-4	Si Gr Sa	27.8	49.4	22.8		
				NLTD										
B-121	11/20/2012	4	7.7 RT	0.00 – 0.43	A	Asphalt Pavement								
				0.43 -1.8	A	Si Sa, brn, moist	3.3	A-2-4	Si Gr Sa	25.2	53.3	21.5		
				1.8 – 5.0	A	Si Gr Sa, brn, moist	3.4	A-1-b	Sa Gr	52.7	34.1	13.2		
				NLTD										
B-122	11/20/2012	4.2	8.8 LT	0.00 – 0.45	A	Asphalt Pavement								
				0.45 – 5.0	A	Gr Si Sa, brn, moist	2.9	A-1-b	Si Gr Sa	32.5	44.7	22.8		
				NLTD										
B-123	11/20/2012	4.5	4.0 RT	0.00 – 0.60	A	Asphalt Pavement								
				0.60 – 5.0	A	Gr Si Sa, brn, moist	2.2	A-1-b	Sa Gr	48.4	39.7	11.9		
				NLTD										
B-124	11/20/2012	4.61	4.3 LT	0.00 – 0.63	A	Asphalt Pavement								
				0.63 – 1.63	A	Si Sa, brn, moist	1.6	A-2-4	Si Gr Sa	25.2	50.6	24.2		
				1.63 – 3.0	A	Sa Si, blk, moist	13.8	A-2-4	Si Sa	13.4	61.9	24.7		
				3.0 – 5.0	A	Si Sa, rusty, moist	13.9	A-1-b	Gr Sa	33.5	51	15.5		
				NLTD										
B-125	11/20/2012	4.8	6.7 RT	0.00 – 0.50	A	Asphalt Pavment								
				0.50 – 5.0	A	Si Gr Sa, brn, moist	2.1	A-1-b	Sa Gr	55.4	34.1	10.5		
				NLTD										
B-126	11/20/2012	5	4.9 LT	0.00 – 0.60	A	Asphalt Pavement								
				0.60 – 2.5	A	Si Sa, brn, moist	1.8	A-1-b	Si Gr Sa	34.6	45.1	20.3		
				2.5 – 5.0	A	Si Sa Gr, brn, moist	2.5	A-1-a	Gr	78.1	15.2	6.7		
				NLTD										
B-127	11/20/2012	5.2	5.1 LT	0.00 – 0.63	A	Asphalt Gravel								
				0.63 – 2.5	A	Gr Si Sa, brn, moist	2	A-1-b	Sa Gr	42.9	39.2	17.9		
				2.5 – 5.0	A	Si Sa, dk/brn, moist	5.8	A-2-4	Si Gr Sa	25.5	51.5	23		
				NLTD										
B-128	11/20/2012	5.4	7.2 LT	0.00 – 0.45	A	Asphalt Pavement								
				0.45 – 4.0	A	Si Sa, brn, moist	3.3	A-2-4	Gr Sa	24.1	57.8	18.1		
				4.0 – 5.0	A	Sa Si, brn, moist	16.4	A-2-4	Si Sa	12.9	59.8	27.3		
				NLTD										

SAMPLE TYPE "A" = Auger
NLTD = No Ledge to Depth
TLOB = To Ledge or Boulder

PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: d12b236_frm.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
BORING AND CORING SHEET 1

PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: A. KEMPTON
SHEET 36 OF 444

BORING AND CORING SHEET 2

BORING No.	DATE DRILLED	MILE MARKER	OFFSET (FT)	DEPTH (FT)	SAMPLE TYPE	FIELD DESCRIPTION	LABORATORY RESULTS							
						SOIL TYPE, COLOR, MOISTURE	% MOISTURE	AASHTO CLASS.	SOIL DES.	% GRAVEL	% SAND	% FINES	LIQUID LIMIT	PLASTIC LIMIT
B-129	11/20/2012	5.6	7.3 RT	0.00 – 0.73	A	Asphalt Pavement								
				0.73 – 1.6	A	Si Sa, dk/brn, moist	9.8	A-2-4	Si Sa	9.7	63.3	27		
				1.6 – 5.0	A	Si Sa, brn, moist	13.5	A-2-4	Si Sa	2.3	71.3	26.4		
				NLTD										
B-130	11/20/2012	5.8	5.1 LT	0.00 – 0.95	A	Asphalt Pavement								
				0.95 – 4.0	A	Si Gr Sa, brn, moist	8.2	A-1-b	Gr Sa	39.8	43.7	16.5		
				4.0 – 5.0	A	Gr Sa, rusty, moist	12.5	A-1-b	Gr Sa	40.2	42.4	17.4		
				NLTD										
B-131	11/20/2012	6	7.3 RT	0.00 – 0.80	A	Asphalt Pavement								
				0.80 – 2.4	A	Si Sa, brn, moist	5.2	A-2-4	Gr Sa	26	56.7	17.3		
				2.4 – 5.0	A	Sa, brn, moist	6.1	A-2-4	Sa	15.1	72.1	12.8		
				NLTD										
B-132	11/20/2012	6.2	4.6 LT	0.00 – 0.50	A	Asphalt Pavement								
				0.50 – 4.0	A	Si Sa, brn, moist	4.9	A-2-4	Gr Si Sa	21.3	52.7	26		
				4.0 – 5.0	A	Si Sa, dk/brn, moist	18.1	A-2-4	Si Sa	2.6	73.8	23.6		
				NLTD										
B-133	11/20/2012	6.4	7.8 RT	0.00 – 0.60	A	Asphalt Pavement								
				0.60 – 3.5	A	Si Sa, brn, moist	4.1	A-2-4	Si Gr Sa	25.2	52.7	22.1		
				3.5 – 5.0	A	Sa Si, gry, moist	12.4	A-4	Si Sa	9.8	53.2	37		
				NLTD										
B-134	11/20/2012	6.6	8.0 LT	0.00 – 0.63	A	Asphalt Pavement								
				0.63 – 2.0	A	Si Sa, brn, moist	4.8	A-2-4	Gr Si Sa	20.9	53.8	25.3		
				2.0 – 3.5	A	Si Sa, dk/brn, moist	13.6	A-2-4	Si Sa	2.1	71.5	26.4		
				3.5 – 5.0	A	Sa, brn, moist	10.9	A-2-4	Sa	1.2	80.3	18.5		
				NLTD										
B-135	11/20/2012	6.8	6.1 RT	0.00 – 0.70	A	Asphalt Pavement								
				0.70 – 3.5	A	Si Sa, brn, moist	6.2	A-2-4	Si Sa	15.9	53.1	31		
				3.5 – 5.0	A	Si Sa, brn, moist	3.4	A-1-b	Si Gr Sa	33.6	42.7	23.7		
				NLTD										
B-136	11/20/2012	7	4.5 RT	0.00 – 0.65	A	Asphalt Pavement								
				0.65 – 3.5	A	Si Sa, brn, moist	5.9	A-2-4	Gr Si Sa	24.9	48.8	26.3		
				3.5 – 5.0	A	Si Sa, dk/brn, moist	10.8	A-2-4	Si Sa	15.4	62.4	22.2		
				NLTD										
B-137	11/20/2012	7.2	7.6 RT	0.00 – 1.10	A	Asphalt Pavement								
				1.10 – 2.8	A	Si Sa, brn, moist	6.5	A-2-4	Si Sa	17	54.4	28.6		
				2.8 – 5.0	A	Sa Si, brn, moist	10	A-4	Sa Si	11.7	43.4	44.9		
				NLTD										
B-138	11/20/2012	0	5.0 LT	0.00 – 0.60	A	Asphalt Pavement								
				0.60 – 5.0	A	Si Sa, brn, moist	3.9	A-2-4	Gr Si Sa	21.9	49.1	29		
				NLTD										
B-139	11/20/2012	0.2	6.5 RT	0.00 – 1.05	A	Asphalt Pavement								
				1.05 – 5.0	A	Si Sa, brn, moist	5.9	A-2-4	Si Gr Sa	27.3	49.8	22.9		
				NLTD										
B-140	11/20/2012	0.4	4.0 LT	0.00 – 0.70	A	Asphalt Pavement								
				0.70 – 2.7	A	Si Sa, brn, moist	3.8	A-2-4	Si Gr Sa	26.8	51.1	22.1		
				2.7 – 5.0	A	Si Sa, dk/brn, moist	8.5	A-1-b	Gr Sa	30.1	53.9	16		
				NLTD										
B-141	11/20/2012	0.6	7.1 RT	0.00 – 0.60	A	Asphalt Pavement								
				0.60 – 2.6	A	Si Sa, brn, moist	6.3	A-2-4	Gr Si Sa	20.2	56	23.8		
				2.6 – 5.0	A	Si Sa, dk/brn, moist	13	A-2-4	Sa	11.6	70.6	17.8		
				NLTD										
B-142	11/21/2012	0.8	7.8 LT	0.00 – 0.60	A	Asphalt Pavement								
				0.60 – 5.0	A	Si Gr Sa, brn, moist	3.7	A-1-b	Sa Gr	47.7	42.4	9.9		
				NLTD										
B-143	11/21/2012	1	5.4 RT	0.00 – 0.53	A	Asphalt Pavement								
				0.53 – 2.4	A	Si Sa, brn, moist	3.5	A-2-4	Gr Si Sa	22.1	51.6	26.3		
				2.4 – 5.0	A	Gr Sa, brn, moist	2.8	A-1-a	Sa Gr	67.9	25.5	6.6		
				NLTD										

BORING No.	DATE DRILLED	MILE MARKER	OFFSET (FT)	DEPTH (FT)	SAMPLE TYPE	FIELD DESCRIPTION	LABORATORY RESULTS							
						SOIL TYPE, COLOR, MOISTURE	% MOISTURE	AASHTO CLASS.	SOIL DES.	% GRAVEL	% SAND	% FINES	LIQUID LIMIT	PLASTIC LIMIT
B-144	11/21/2012	1.2	6.5 LT	0.00 -0.53	A	Asphalt Pavement								
				0.53 – 2.0	A	Si Sa, brn, moist	4.3	A-2-4	Si Sa	19.4	53.1	27.5		
				2.0 – 4.0	A	Si Sa, brn, moist	28.2	A-2-4	Sa	13.4	69	17.6		
				4.0 – 5.0	A	Cobbles								
				NLTD										
B-145	11/21/2012	1.4	4.7 RT	0.00 – 0.57	A	Asphalt Pavement								
				0.57 – 3.0	A	Si Sa, lt/brn, moist	5.4	A-2-4	Si Sa	10.2	55.8	34		
				3.0 – 5.0	A	Si Gr Sa, lt/brn, moist	2.2	A-1-b	Sa Gr	41.1	39.2	19.7		
				NLTD										
B-146	11/21/2012	1.6	3.7 LT	0.00 – 0.35	A	Asphalt Pavement								
				0.35 – 3.1	A	Si Sa, lt/brn, moist	2.8	A-2-4	Gr Si Sa	21.2	51.4	27.4		
				3.1 – 5.0	A	Si Sa Gr, brn, moist	1.9	A-1-a	Sa Gr	69.4	20.9	9.7		
				NLTD										
B-147	11/21/2012	1.8	7.4 RT	0.00 – 0.75	A	Asphalt Pavement								
				0.75 – 3.5	A	Si Sa, lt/brn, moist	3.7	A-2-4	Gr Si Sa	23.3	51.1	25.6		
				3.5 – 5.0	A	Sa Gr, brn, moist	3.2	A-1-a	Sa Gr	64.2	26.5	9.3		
				NLTD										
B-148	11/21/2012	2	5.8 LT	0.00 – 1.00	A	Asphalt Pavement								
				1.00 – 4.0	A	Si Sa, lt/brn, moist	3	A-2-4	Si Gr Sa	24.9	51.5	23.6		
				4.0 – 5.0	A	Si Gr Sa, brn, moist	4.6	A-1-b	Sa Gr	43.2	41.2	15.6		
				NLTD										
B-149	11/21/2012	2.2	6.7 RT	0.00 – 0.20	A	Asphalt Pavement								
				0.20 – 2.5	A	Si Sa, gry, moist	3.7	A-1-b	Si Gr Sa	35	43.9	21.1		
				2.5 – 5.0	A	Cobbles								
				NLTD										
B-150	11/21/2012	2.4	7.0 LT	0.00 – 0.30	A	Asphalt Pavement								
				0.30 – 4.0	A	Si Sa, lt/brn, moist	4.1	A-2-4	Si Gr Sa	23.9	53.8	22.3		
				4.0 – 5.0	A	Si Sa, brn, moist	5.5	A-2-4	Si Gr Sa	21.8	56.6	21.6		
				NLTD										
B-151	11/21/2012	2.6	7.6 RT	0.00 – 0.47	A	Asphalt Pavement								
				0.47 – 5.0	A	Si Sa, lt/brn, moist	3.2	A-1-b	Si Gr Sa	33.6	45.2	21.2		
				NLTD										
B-152	11/21/2012	2.8	6.3 LT	0.00 – 0.35	A	Asphalt Pavement								
				0.35 – 2.2	A	Si Sa, lt/brn, moist	3.5	A-2-4	Si Sa	17.2	60.1	22.7		
				2.2 – 5.0	A	Si Sa, dk/brn, moist	17.3	A-2-4	Si Sa	13.8	62.4	23.8		
				NLTD										
B-153	11/21/2012	3	7.3 RT	0.00 – 0.45	A	Asphalt Pavement								
				0.45 – 5.0	A	Si Sa, lt/brn, moist	3.3	A-2-4	Si Sa	16.2	58.6	25.2		
				NLTD										
B-154	11/21/2012	3.2	6.8 LT	0.00 – 0.43	A	Asphalt Pavement								
				0.43 – 5.0	A	Si Sa, lt/brn, moist	4.7	A-2-4	Si Sa	12.8	57.1	30.1		
				NLTD										
B-155	11/21/2012	3.4	6.5 RT	0.00 – 0.43	A	Asphalt Pavement								
				0.43 – 2.7	A	Si Sa, gry, moist	2.9	A-2-4	Si Gr Sa	31.8	42.4	25.8		
				2.7 – 5.0	A	Si Gr Sa, brn, moist	3.2	A-2-4	Gr Sa	30	53.9	16.1		
				NLTD										

SAMPLE TYPE "A" = Auger
NLTD = No Ledge to Depth
TLOB = To Ledge or Boulder

PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: dl2b236_frm.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
BORING AND CORING SHEET 2

PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: A. KEMPTON
SHEET 37 OF 444

STATE OF VERMONT
AGENCY OF TRANSPORTATION

QUANTITY SHEET 1

SUMMARY OF ESTIMATED QUANTITIES

ROADWAY	TRAINING	FULL C.E. ITEMS	GRAND TOTAL	FINAL	UNIT	ITEMS	ITEM NUMBER	ROUND
1			1		LS	CLEARING AND GRUBBING, INCLUDING INDIVIDUAL TREES AND STUMPS	201.10	-
21800			21800		CY	COMMON EXCAVATION	203.15	419
2500			2500		CY	EARTH BORROW	203.30	50
4100			4100		CY	TRENCH EXCAVATION OF EARTH	204.20	90
550			550		CY	TRENCH EXCAVATION OF ROCK	204.21	EST.
1			1		CY	TRENCH EXCAVATION OF EARTH, EXPLORATORY (N.A.B.I.)	204.22	-
260			260		CY	GRANULAR BACKFILL FOR STRUCTURES	204.30	9
163900			163900		SY	COLD PLANING, BITUMINOUS PAVEMENT	210.10	1636
96150			96150		TON	SUBBASE OF CRUSHED GRAVEL, FINE GRADED	301.28	1916
14400			14400		CY	SUBBASE OF DENSE GRADED CRUSHED STONE	301.35	271
144100			144100		SY	RECLAIMED STABILIZED BASE	310.20	1504
2650			2650		TON	AGGREGATE SHOULDERS	402.12	47
1			1		LU	PRICE ADJUSTMENT, ASPHALT CEMENT (N.A.B.I.)	406.50	-
33750			33750		TON	SUPERPAVE BITUMINOUS CONCRETE PAVEMENT	490.30	379
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	-
70			70		LF	BRIDGE EXPANSION JOINT, ASPHALTIC PLUG	516.10	EST.
5			5		LF	15" CSP .079 (2-2/3 X 1/2)	601.0011	-
5			5		LF	18" CSP .079 (2-2/3 X 1/2)	601.0016	-
						BEGIN OPTION AA		
250			250		LF	24" CSP .064 (2-2/3 X 1/2)	601.0025	-
250			250		LF	24" RCP CLASS IV	601.0826	-
250			250		LF	24" CPEP	601.0920	-
						END OPTION AA		
95			95		LF	18" CPEP	601.0915	-
14			14		EACH	REHAB. DROP INLETS, CATCH BASINS, OR MANHOLES, CLASS II	604.415	EST.
9800			9800		LF	6 INCH UNDERDRAIN PIPE	605.10	112
100			100		HR	POWER GRADER RENTAL	608.15	EST.
1150			1150		HR	ALL PURPOSE EXCAVATOR RENTAL, TYPE I	608.25	EST.
100			100		HR	POWER BROOM RENTAL, TYPE I	608.30	EST.
2300			2300		HR	TRUCK RENTAL	608.37	EST.
50			50		HR	LOADER RENTAL, TYPE I	608.40	EST.
3150			3150		CY	STONE FILL, TYPE I	613.10	54
13			13		EACH	RELOCATE MAILBOX, SINGLE SUPPORT	617.10	EST.
3			3		EACH	RELOCATE MAILBOX, MULTIPLE SUPPORT	617.12	EST.
274			274		EACH	YIELDING MARKER POSTS	619.17	-
1363			1363		LF	STEEL BEAM GUARDRAIL, GALVANIZED	621.20	-
28825			28825		LF	STEEL BEAM GUARDRAIL, GALVANIZED W/8 FEET POSTS	621.205	-

DETAILED SUMMARY OF QUANTITIES

QUANTITIES	UNIT	ITEMS
		TRENCH EXCAVATION OF EARTH
360	CY	DRIANAGE DETAIL SHEET
3650	CY	UNDERDRAIN DETAIL SHEET
90	CY	ROUNDING
4100	CY	TOTAL
		COLD PLANING, BITUMINOUS PAVEMENT
160610	SY	MAINLINE
1654	SY	SIDE ROAD APRONS
1636	SY	ROUNDING
163900	SY	TOTAL
		SUBBASE OF DENSE GRADED CRUSHED STONE, FINE GRADED
83437	TON	RESHAPE ROADWAY
10797	TON	UNSUITABLE SHOULDER MATERIAL
1916	TON	ROUNDING
96150	TON	TOTAL
		SUPERPAVE BITUMINOUS CONCRETE PAVEMENT
		INTERMEDIATE/LEVELING COURSES
17588	TON	TYPE IIIS
		WEARING COURSE
15291	TON	TYPE IVS
		SIDE ROADS
265	TON	TYPE IIIS
227	TON	TYPE IVS
379	TON	ROUNDING
33750	TON	TOTAL
		STONE FILL, TYPE I
1200	CY	DITCH CLEANING DETAIL SHEET
36	CY	DRAINAGE DETAIL SHEET
1860	CY	STONE FILL FOR SLOPE STABILZATION
54	CY	ROUNDING
3150	CY	TOTAL
		YIELDING MARKER POSTS
216	EACH	EXISTING AND PROPOSED DRAINAGE STRUCTURES
58	EACH	UNDERDRAIN DETAIL SHEET
-	EACH	ROUNDING
274	EACH	TOTAL

PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: d12b236_frm.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
QUANTITY SHEET 1

PLOT DATE: 3/28/2014
DRAWN BY: B. KIPP
CHECKED BY: A. KEMPTON
SHEET 38 OF 444

STATE OF VERMONT
AGENCY OF TRANSPORTATION

QUANTITY SHEET 2

SUMMARY OF ESTIMATED QUANTITIES								TOTALS		DESCRIPTIONS				DETAILED SUMMARY OF QUANTITIES		
ROADWAY				TRAINING		FULL C.E. ITEMS		GRAND TOTAL	FINAL	UNIT	ITEMS	ITEM NUMBER	ROUND	QUANTITIES	UNIT	ITEMS
14.5								14.5		LF	HD STEEL BEAM GUARDRAIL, GALVANIZED	621.21	-			
187.5								187.5		LF	HD STEEL BEAM GUARDRAIL, GALVANIZED/NESTED	621.216	-			
3								3		EACH	MANUFACTURED TERMINAL SECTION, TANGENT	621.51	-			
95								95		EACH	ANCHOR FOR STEEL BEAM RAIL	621.60	-			
27625								27625		LF	REMOVAL AND DISPOSAL OF GUARDRAIL	621.80	-			
1950								1950		HR	UNIFORMED TRAFFIC OFFICERS	630.10	EST.			
8500								8500		HR	FLAGGERS	630.15	EST.			
						1		1		LS	FIELD OFFICE, ENGINEERS	631.10	-			
						1		1		LS	TESTING EQUIPMENT, BITUMINOUS	631.17	-			
						3000		3000		DL	FIELD OFFICE TELEPHONE (N.A.B.I.)	631.26	-			
				520				520		HR	EMPLOYEE TRAINEESHIP	634.10	EST.			
1								1		LS	MOBILIZATION/DEMOBILIZATION	635.11	-			
1								1		LS	TRAFFIC CONTROL (ER STP 013-1(17))	641.10	-			
2								2		EACH	PORTABLE CHANGEABLE MESSAGE SIGN	641.15	-			
											BEGIN OPTION BB					
115400								115400		LF	DURABLE 4 INCH WHITE LINE, THERMOPLASTIC	646.402	2260			
115400								115400		LF	DURABLE 4 INCH WHITE LINE, EPOXY PAINT	646.403	2260			
115400								115400		LF	DURABLE 4 INCH WHITE LINE, POLYUREA	646.404	2260			
											END OPTION BB					
											BEGIN OPTION CC					
113700								113700		LF	DURABLE 4 INCH YELLOW LINE, THERMOPLASTIC	646.412	2229			
113700								113700		LF	DURABLE 4 INCH YELLOW LINE, EPOXY PAINT	646.413	2229			
113700								113700		LF	DURABLE 4 INCH YELLOW LINE, POLYUREA	646.414	2229			
											END OPTION CC					
											BEGIN OPTION DD					
300								300		LF	DURABLE 24 INCH STOP BAR, THERMOPLASTIC	646.482	10			
300								300		LF	DURABLE 24 INCH STOP BAR, EPOXY PAINT	646.483	10			
300								300		LF	DURABLE 24 INCH STOP BAR, POLYUREA	646.484	10			
											END OPTION DD					
											BEGIN OPTION EE					
60								60		EACH	DURABLE LETTER OR SYMBOL, THERMOPLASTIC	646.492	-			
60								60		EACH	DURABLE LETTER OR SYMBOL, EPOXY PAINT	646.493	-			
60								60		EACH	DURABLE LETTER OR SYMBOL, POLYUREA	646.494	-			
											END OPTION EE					
115400								115400		LF	TEMPORARY 4 INCH WHITE LINE	646.600	2260			
113700								113700		LF	TEMPORARY 4 INCH YELLOW LINE	646.610	2229			
300								300		LF	TEMPORARY 24 INCH STOP BAR, PAINT	646.682	10			
60								60		EACH	TEMPORARY LETTER OR SYMBOL	646.690	-			
5750								5750		EACH	LINE STRIPING TARGETS	646.76	135			
28550								28550		SY	GEOTEXTILE FOR ROADBED SEPARATOR	649.11	293			

PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: dl2b236_frm.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
QUANTITY SHEET 2

PLOT DATE: 3/28/2014
DRAWN BY: B. KIPP
CHECKED BY: A. KEMPTON
SHEET 39 OF 444

STATE OF VERMONT
AGENCY OF TRANSPORTATION

QUANTITY SHEET 3

SUMMARY OF ESTIMATED QUANTITIES

ROADWAY	TRAINING	FULL C.E. ITEMS	TOTALS GRAND TOTAL	TOTALS FINAL	UNIT	ITEMS	ITEM NUMBER	ROUND
14500			14500		SY	GEOTEXTILE UNDER STONE FILL	649.31	256
3100			3100		SY	GEOTEXTILE FOR SILT FENCE	649.51	78
550			550		LB	SEED	651.15	21
3375			3375		LB	FERTILIZER	651.18	72
14			14		TON	AGRICULTURAL LIMESTONE	651.20	0.8
14			14		TON	HAY MULCH	651.25	0.8
710			710		CY	TOPSOIL	651.35	28
5900			5900		SY	GRUBBING MATERIAL	651.40	169
35400			35400		SY	TEMPORARY EROSION MATTING	653.20	731
5100			5100		LF	BARRIER FENCE	653.50	125
5100			5100		LF	EROSION LOG	653.60	125
258			258		SF	TRAFFIC SIGNS, TYPE A	675.20	-
2730			2730		LF	SQUARE TUBE SIGN POST AND ANCHOR	675.341	-
174			174		EACH	REMOVING SIGNS	675.50	-
87			87		EACH	ERECTING SALVAGED SIGNS	675.60	-
98			98		EACH	DELINEATOR WITH STEEL POST	676.10	EST.
77			77		EACH	REMOVAL OF EXISTING DELINEATOR	676.12	EST.
1			1		LU	PRICE ADJUSTMENT, FUEL (N.A.B.I.)	690.50	-
11			11		EACH	SPECIAL PROVISION (CPM SCHEDULE)(ER STP 013-1(17))	900.620	-
1			1		EACH	SPECIAL PROVISION (GNSS CONSTRUCTION INSPECTION EQUIPMENT)	900.620	
6150			6150		LF	SPECIAL PROVISION (BARRIER FOR TEMPORARY TRAFFIC PROTECTION)	900.640	119
1			1		LS	SPECIAL PROVISION (GPS MACHINE CONTROL GRADING)	900.645	-
172550			172550		SY	SPECIAL PROVISION (COLD MIXED RECYCLED BITUMINOUS PAVEMENT, PORTLAND CEMENT)	900.675	1737
3510			3510		SY	SPECIAL PROVISION (HAND-PLACED BITUMINOUS CONCRETE MATERIAL, DRIVES)	900.675	72
172550			172550		SY	SPECIAL PROVISION (RECLAIMED STABILIZED BASE, PORTLAND CEMENT)	900.675	1737
4575			4575		TON	SPECIAL PROVISION (AGGREGATE TO MEET COLD MIXED GRADATION)	900.680	93
10			10		TON	SPECIAL PROVISION (BITUMINOUS CONCRETE PAVEMENT SURFACE PREPARATION, TYPE I)	900.680	EST.
33800			33800		TON	SPECIAL PROVISION (MATERIAL TRANSFER VEHICLE)	900.680	635
30500			30500		TON	SPECIAL PROVISION (MATERIAL TRANSFER VEHICLE, COLD MIX)	900.680	618
2600			2600		TON	SPECIAL PROVISION (PORTLAND CEMENT FOR BASE STABILIZATION)	900.680	38
300			300		TON	SPECIAL PROVISION (PORTLAND CEMENT FOR COLD MIXED RECYCLING)	900.680	12
1525			1525		CWT	SPECIAL PROVISION (EMULSIFIED ASPHALT)(RS-1H OR CRS-1H)	900.683	EST.
22700			22700		CWT	SPECIAL PROVISION (EMULSIFIED ASPHALT, COLD MIX WITH CEMENT)	900.683	74
2170			2170		CWT	SPECIAL PROVISION (FOG SEAL SURFACE TREATMENT)	900.683	18

DETAILED SUMMARY OF QUANTITIES

QUANTITIES	UNIT	ITEMS
		GEOTEXTILE UNDER STONE FILL
5400	SY	DITCH CLEANING DETAIL SHEET
90	SY	GEOTEXTILE FOR NEW DRAINAGE
8754	SY	GEOTEXTILE FOR SIDE SLOPE WITH STONE FILL
256	SY	ROUNDING
14500	SY	TOTAL
		TOPSOIL
192	CY	SIDE SLOPES
490	CY	GUARDRAIL END TERMINALS
28	CY	ROUNDING
710	CY	TOTAL
		TEMPORARY EROSION MATTING
760	SY	DITCH CLEANING DETAIL SHEET
5731	SY	EROSION MATTING FOR SIDE SLOPES WITH STONE FILL
25728	SY	EROSION MATTING FOR ALL OTHER SIDE SLOPES
2450	SY	GUARDRAIL END TERMINALS
731	SY	ROUNDING
35400	SY	TOTAL

PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: dl2b236_frm.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
QUANTITY SHEET 3

PLOT DATE: 3/28/2014
DRAWN BY: B. KIPP
CHECKED BY: A. KEMPTON
SHEET 40 OF 444

STATE OF VERMONT
AGENCY OF TRANSPORTATION

ITEM DETAIL SHEET 1

STATION	STATION	POS.	203.30 EARTH BORROW	204.20 TRENCH. EX OF EARTH	204.22 TRENCH EX OF EARTH, EXP. (N.A.B.I.)	204.30 GRAN BACKFILL FOR STRUCTURES	402.12 AG. SHLDRS	604.415 REHAB D.I.'S, C.B.'S OR M.H.'S CLASS II	613.10 STONE FILL TYPE I	619.17 YEILDING MARKER POSTS	621.205 STEEL BEAM G.R., GALV W / 6 FT POSTS	621.20 STEEL BEAM G.R. GALV.	621.60 ANCHOR FOR S.B. GUARDRAIL	621.90 REMOVE & DISP. OF G.R.	649.31 GEOT. UNDER STONE FILL	651.35 TOPSOIL	651.40 GRUBBING MATERIAL	653.20 TEMP. EROSION MATTING	676.10 DELINE. WITH STEEL POSTS	676.12 REMOVAL OF EXIST. DELINE.	REMARKS
			CY	CY	CY	CY	TON	EACH	CY	EACH	LF	LF	EACH	LF	SY	CY	SY	SY	EACH	EACH	
A 0+00	B 178+38			3650.0						58.0											UNDERDRAIN DETAIL SHEET
A 0+00	B 178+38				1																
A 0+00	B 178+38						2603.0														
A 0+00	B 178+38									216.0											PLACE AT D'S AND PIPE INLETS/OUTLETS
A 0+00	B 178+38								1200.0						5400.0			760.0			DITCH CLEANING DETAIL SHEET
A 0+00	B 178+38			360.0		251.0			36.0												DRAINAGE DETAIL SHEET
A 0+00	B 178+38															192.3		25727.6			TOPSOIL/EROSION MATTING FOR SIDE SLOPES FLATTER THAN 1:1
A 0+19	A 3+32	LT	25.0									14.5	1			5.0		25.0	1		GI-D TERMINAL END SECTION
A 0+23	A 3+11	LT												600.0						2	
A 0+32	A 3+03	LT									587.5								1		
A 6+03	A 3+16	LT	25.0									14.5	1			5.0		25.0	1		GI-D TERMINAL END SECTION
A 6+80	A 3+73	LT	25.0									14.5	1			5.0		25.0	1		GI-D TERMINAL END SECTION
A 6+03	A 10+01	LT												350.0						2	
A 6+73	A 9+91	LT									325.0										
A 9+91	A 10+04	LT	25.0									14.5	1			5.0		25.0	1		GI-D TERMINAL END SECTION
A 13+41	A 16+54	RT	25.0									14.5	1			5.0		25.0	1		GI-D TERMINAL END SECTION
A 16+57	A 24+47	RT												800.0						2	
A 13+54	A 24+35	RT									775.0										
A 13+80	A 17+03	LT	25.0									14.5	1			5.0		25.0	1		GI-D TERMINAL END SECTION
A 13+97	A 24+07	LT												725.0						2	
A 17+03	A 23+97	LT									712.5										
A 23+97	A 24+10	LT	25.0									14.5	1			5.0		25.0	1		GI-D TERMINAL END SECTION
A 24+35	A 24+48	RT	25.0									14.5	1			5.0		25.0	1		GI-D TERMINAL END SECTION
A 24+76	A 24+89	RT	25.0									14.5	1			5.0		25.0	1		GI-D TERMINAL END SECTION
A 24+76	A 34+11	RT												950.0							
A 24+89	A 33+96	RT									925.0										
A 27+43									23.6												
~~A 27+50~~	~~A 29+00~~	RT							~~43.0~~						110.6		60.6	80.6			STONE FILL FOR SLOPE STABILIZATION
A 27+50	A 32+02	LT												462.5						2	
A 27+51	A 27+63	LT	25.0									14.5	1			5.0		25.0	1		GI-D TERMINAL END SECTION
A 27+63	A 31+90	LT									437.5										
SHEET 1 TOTAL			250.0	4010.0	1.0	251.0	2603.0	0.0	1259.6 ~~1259.6~~	274.0	3762.5	140.0	10.0	3887.5	5510.6	242.3	60.6	26798.2	11.0	10.0	

PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: d12b236_frm.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
ITEM DETAIL SHEET 1

PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: A. KEMPTON
SHEET 41 OF 444

STATE OF VERMONT
AGENCY OF TRANSPORTATION

ITEM DETAIL SHEET 2

STATION	STATION	POS.	203.30 EARTH BORROW	204.20 TRENCH. EX OF EARTH	204.22 TRENCH EX OF EARTH, EXP. (N.A.B.L.)	204.30 GRAN BACKFILL FOR STRUCTURES	402.12 AG. SHLDRS	604.415 REHAB D.I.'S, C.B.'S OR M.H.'S CLASS II	613.10 STONE FILL TYPE I	619.17 YEILDING MARKER POSTS	621.205 STEEL BEAM G.R., GALV W / 6 FT POSTS	621.20 STEEL BEAM G.R. GALV.	621.60 ANCHOR FOR S.B. GUARDRAIL	621.90 REMOVE & DISP. OF G.R.	649.31 GEOT. UNDER STONE FILL	651.35 TOPSOIL	651.40 GRUBBING MATERIAL	653.20 TEMP. EROSION MATTING	676.10 DELINE. WITH STEEL POSTS	676.12 REMOVAL OF EXIST. DELINE.	REMARKS
			CY	CY	CY	CY	TON	EACH	CY	EACH	LF	LF	EACH	LF	SY	CY	SY	SY	EACH	EACH	
~~A 31+50~~	A 33+00	RT							~~24.6~~						117.3		67.3	67.3			STONE FILL FOR SLOPE STABILIZATION
A 31+10									**32.0**												
A 31+90	A 32+03	LT	25.0									14.5	1			5.0		25.0	1		GI-D TERMINAL END SECTION
A 33+98	A 34+11	RT	25.0									14.5	1			5.0		25.0	1		GI-D TERMINAL END SECTION
A 41+09	A 41+22	RT	25.0									14.5	1			5.0		25.0	1		GI-D TERMINAL END SECTION
A 41+11	A 47+63	RT												675.0						2	
A 41+17	A 47+52	RT									650.0										
A 47+03	A 47+16	LT	25.0									14.5	1			5.0		25.0	1		GI-D TERMINAL END SECTION
A 47+08	A 51+98	LT												500.0						2	
A 47+16	A 51+65	LT									475.0										
A 47+52	A 47+65	RT	25.0									14.5	1			5.0		25.0	1		GI-D TERMINAL END SECTION
A 51+50		RT						1													
A 51+65	A 51+98	LT	25.0									14.5	1			5.0		25.0	1		GI-D TERMINAL END SECTION
A 54+27	A 54+40	LT	25.0									14.5	1			5.0		25.0	1		GI-D TERMINAL END SECTION
A 54+32	A 56+80	LT												462.5						2	
A 54+40	A 56+69	LT									437.5										
A 59+69	A 56+82	LT	25.0									14.5	1			5.0		25.0	1		GI-D TERMINAL END SECTION
A 62+93	A 63+09	LT	25.0									14.5	1			5.0		25.0	1		GI-D TERMINAL END SECTION
A 62+97	A 84+37	LT												2150.0						2	
A 63+06	A 84+14	LT									2125.0										
A 83+16	A 83+29	RT	25.0									14.5	1			5.0		25.0	1		GI-D TERMINAL END SECTION
A 84+14	A 84+27	LT	25.0									14.5	1			5.0		25.0	1		GI-D TERMINAL END SECTION
A 83+21	A 101+10	RT												1812.5						2	
A 83+29	A 101+00	RT									1787.5										
A 90+15	**A 90+77**								**13.6**												
~~A 89+39~~	~~A 91+09~~	LT							~~12.6~~						66.5		43.2	43.2			STONE FILL FOR SLOPE STABILIZATION
A 92+10	**A 93+83**								**27.4**												
~~A 92+36~~	~~A 93+50~~	LT							~~19.0~~						107.8		57.8	57.8			STONE FILL FOR SLOPE STABILIZATION
A 101+00	A 101+15	RT	25.0									14.5	1			5.0		25.0	1		GI-D TERMINAL END SECTION
A 103+21		LT						1													
A 104+35	A 104+50	RT	25.0									14.5	1			5.0		25.0	1		GI-D TERMINAL END SECTION
A 104+40	A 107+55	RT												325.0						2	
A 104+50	A 107+45	RT									300.0										
									73.0												
SHEET 2 TOTAL			325.0	0.0	0.0	0.0	0.0	2.0	~~53.1~~	0.0	5775.0	188.5	13.0	5925.0	291.6	65.0	168.3	493.3	13.0	12.0	

PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: dl2b236_frm.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
ITEM DETAIL SHEET 2

PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: A. KEMPTON
SHEET 42 OF 444

STATE OF VERMONT
AGENCY OF TRANSPORTATION

ITEM DETAIL SHEET 3

STATION	STATION	POS.	203.30 EARTH BORROW	204.20 TRENCH. EX OF EARTH	204.22 TRENCH EX OF EARTH, EXP. (N.A.B.L.)	204.30 GRAN BACKFILL FOR STRUCTURES	402.12 AG. SHLDRS	604.415 REHAB D.I.'S, C.B.'S OR M.H.'S CLASS II	613.10 STONE FILL TYPE I	619.17 YIELDING MARKER POSTS	621.205 STEEL BEAM G.R., GALV W / 6 FT POSTS	621.20 STEEL BEAM G.R. GALV.	621.60 ANCHOR FOR S.B. GUARDRAIL	621.90 REMOVE & DISP. OF G.R.	649.31 GEOT. UNDER STONE FILL	651.35 TOPSOIL	651.40 GRUBBING MATERIAL	653.20 TEMP. EROSION MATTING	676.10 DELINE. WITH STEEL POSTS	676.12 REMOVAL OF EXIST. DELINE.	REMARKS
			CY	CY	CY	CY	TON	EACH	CY	EACH	LF	LF	EACH	LF	SY	CY	SY	SY	EACH	EACH	
A 107+45	A 107-58	RT	25.0									14.5	1			50		25.0	1		GI-D TERMINAL END SECTION
A 107+82	A 107-95	RT	25.0									14.5	1			50		25.0	1		GI-D TERMINAL END SECTION
A 107+95	A 111-48	RT									350.0										
A 107+96	A 111-50	RT												362.5						2	
A 111+23		LT						1													
A 111+48	A 111-61	RT	25.0									14.5	1			50		25.0	1		GI-D TERMINAL END SECTION
A 112+80	A 116-02	LT												250.0						2	
A 115+85		LT						1													
A 117+31	A 117-44	RT	25.0									14.5	1			50		25.0	1		GI-D TERMINAL END SECTION
A 117+34	A 118-77	RT												162.5						2	
A 117+44	A 118-62	RT									137.5										
A 118+62	A 118-75	RT	25.0									14.5	1			50		25.0	1		GI-D TERMINAL END SECTION
A 125+23	A 125-36	RT	25.0									14.5	1			50		25.0	1		GI-D TERMINAL END SECTION
A 125+23	A 127-24	RT												212.5						2	
A 125+39	A 127-11	RT									187.5										
A 127+11	A 127-24	RT	25.0									14.5	1			50		25.0	1		GI-D TERMINAL END SECTION
A 138+38	A 138-51	RT	25.0									14.5	1			50		25.0	1		GI-D TERMINAL END SECTION
A 138+38	A 148-00	RT												975.0						2	
A 138+51	A 147-87	RT									950.0										
A 145+41	A 145+91								34.7												
~~A 145+75~~	~~A 146-00~~	RT							~~0.0~~						57.8		26.8	26.8			STONE FILL FOR SLOPE STABILIZATION
A 147+87	A 148-00	RT	25.0									14.5	1			50		25.0	1		GI-D TERMINAL END SECTION
A 148+51	A 148-64	LT	25.0									14.5	1			50		25.0	1		GI-D TERMINAL END SECTION
A 148+64	A 152-32	LT									387.5										
A 148+85	A 152+40	LT												375.0						2	
A 151+12	A 151-25	RT	25.0									14.5	1			50		25.0	1		GI-D TERMINAL END SECTION
A 151+25	A 151-62	RT									37.5										
A 151+29	A 151-96	LT												37.5						2	
A 151+44	A 151-57	RT	25.0									14.5	1			50		25.0	1		GI-D TERMINAL END SECTION
A 152+32	A 152-45	LT	25.0									14.5	1			50		25.0	1		GI-D TERMINAL END SECTION
A 174+78	A 174-92	LT	25.0													50		25.0	1		BRIDGE 70 - NTS
SHEET 3 TOTAL			350.0	0.0	0.0	0.0	0.0	2.0	34.7 ~~0.0~~	0.0	2050.0	188.5	13.0	2375.0	57.8	700	26.8	376.8	14.0	14.0	

PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-K(17)

FILE NAME: dl2b236_frm.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
ITEM DETAIL SHEET 3

PLOT DATE: 2/26/2014
DRAWN BY: B. KPP
CHECKED BY: A. KEMPTON
SHEET 43 OF 444

STATE OF VERMONT
AGENCY OF TRANSPORTATION

ITEM DETAIL SHEET 4

STATION	STATION	POS.	203.30 EARTH BORROW	204.20 TRENCH. EX OF EARTH	204.22 TRENCH EX OF EARTH, EXP. (N.A. B.L.)	204.30 GRAN BACKFILL FOR STRUCTURES	402.12 AG. SHLDRS	604.415 REHAB D.I.'S, C.B.'S OR M.H.'S CLASS II	613.10 STONE FILL TYPE I	619.17 YEILDING MARKER POSTS	621.205 STEEL BEAM G.R., GALV W / 6 FT POSTS	621.20 STEEL BEAM G.R. GALV.	621.60 ANCHOR FOR S.B. GUARDRAIL	621.90 REMOVE & DISP. OF G.R.	649.31 GEOT. UNDER STONE FILL	651.35 TOPSOIL	651.40 GRUBBING MATERIAL	653.20 TEMP. EROSION MATTING	676.10 DELINE. WITH STEEL POSTS	676.12 REMOVAL OF EXIST. DELINE.	REMARKS
			CY	CY	CY	CY	TON	EACH	CY	EACH	LF	LF	EACH	LF	SY	CY	SY	SY	EACH	EACH	
A 175+88	A 178+00	LT	25.0													5.0		25.0	1		BRIDGE 70 - N/S
A 186+27	A 187+30								22.9												
~~A 186+00~~	~~A 187+50~~	RT							~~28.6~~						115.7		65.7	65.7			STONE FILL FOR SLOPE STABILIZATION
A 189+00	A 189+13	LT	25.0									14.5	1			5.0		25.0	1		GI-D TERMINAL END SECTION
A 189+13	A 189+87	LT									87.5										
A 189+70	A 189+83	RT	25.0									14.5	1			5.0		25.0			GI-D TERMINAL END SECTION
A 189+83	A 200+23	RT									1075.0										
A 189+87	A 190+00	LT	25.0									14.5	1			5.0		25.0	1		GI-D TERMINAL END SECTION
A 190+84	A 200+23	RT												875.0						1	
	A 197+00								84.3												
A 193+00	~~A 197+00~~	RT							~~81.3~~						387.5		254.2	254.2			STONE FILL FOR SLOPE STABILIZATION
A 200+38	A 211+69	RT									1162.5										
A 200+38	A 212+01	RT												1175.0						2	
A 210+86	A 211+70								7.8												
~~A 211+00~~	~~A 212+00~~	RT							~~19.3~~						72.0		38.7	38.7			STONE FILL FOR SLOPE STABILIZATION
A 211+89	A 212+02	RT	25.0									14.5	1			5.0		25.0	1		GI-D TERMINAL END SECTION
A 226+66	A 230+16	RT												362.5						2	
A 226+88	A 227+01	RT	25.0									14.5	1			5.0		25.0	1		GI-D TERMINAL END SECTION
A 227+01	A 230+06	RT									312.5										
A 230+08	A 230+19	RT	25.0									14.5	1			5.0		25.0	1		GI-D TERMINAL END SECTION
A 230+69		RT													5.0						PIPE EXTENSION SEE DRAINAGE DETAIL SHEET
A 232+98	A 233+09	RT	25.0									14.5	1			5.0		25.0	1		GI-D TERMINAL END SECTION
A 232+98	A 234+83	RT												200.0						2	
A 233+00	A 235+00	RT							22.8						137.8		71.2	71.2			STONE FILL FOR SLOPE STABILIZATION
A 234+70	A 234+83	RT	25.0									14.5	1			5.0		25.0	1		GI-D TERMINAL END SECTION
A 233+09	A 234+83	RT									175.0										
A 239+00	A 240+90	RT							28.1						149.3		86.0	86.0			STONE FILL FOR SLOPE STABILIZATION
A 239+87		LT													5.0						PIPE EXTENSION SEE DRAINAGE DETAIL SHEET
A 242+50	A 243+50	RT							9.2						61.1		27.8	27.8			STONE FILL FOR SLOPE STABILIZATION
A 262+23	A 262+36	RT	25.0									14.5	1			5.0		25.0	1		GI-D TERMINAL END SECTION
A 262+23	A 269+72	RT												762.5						2	
A 262+36	A 269+64	RT									737.5										
A 265+00	A 266+00	RT							10.3						119.3		86.0	86.0			STONE FILL FOR SLOPE STABILIZATION
									185.4												
SHEET 4 TOTAL			250.0	0.0	0.0	0.0	0.0	0.0	~~208.5~~	0.0	3550.0	130.5	9.0	3475.0	1052.7	50.0	629.6	879.6	9.0	8.0	

PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: d12b236_frm.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
ITEM DETAIL SHEET 4

PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: A. KEMPTON
SHEET 44 OF 444

STATE OF VERMONT
AGENCY OF TRANSPORTATION

ITEM DETAIL SHEET 5

STATION	STATION	POS.	203.30 EARTH BORROW	204.20 TRENCH. EX OF EARTH	204.22 TRENCH EX OF EARTH, EXP. (N.A.B.I.)	204.30 GRAN. BACKFILL FOR STRUCTURES	402.12 AG. SHLDRS	604.415 REHAB D.I.'S, C.B.'S OR M.H.'S CLASS II	613.10 STONE FILL TYPE I	619.17 YEILDING MARKER POSTS	621.205 STEEL BEAM G.R., GALV W / 8 FT POSTS	621.20 STEEL BEAM G.R., GALV.	621.60 ANCHOR FOR S.B. GUARDRAIL	621.80 REMOVE & DISP. OF G.R.	649.31 GEOT. UNDER STONE FILL	651.35 TOPSOIL	651.40 GRUBBING MATERIAL	653.20 TEMP. EROSION MATTING	676.10 DELINE. WITH STEEL POSTS	676.12 REMOVAL OF EXIST. DELINE.	REMARKS
			CY	CY	CY	CY	TON	EACH	CY	EACH	LF	LF	EACH	LF	SY	CY	SY	SY	EACH	EACH	
A 268+55	A 271+00	RT							35.2						191.1		109.5	109.5			STONE FILL FOR SLOPE STABILIZATION
A 269+59	A 269+72	RT	25.0									14.5	1			5.0		25.0	1		GI-D TERMINAL END SECTION
A 283+72		RT																	1		BRIDGE 73
A 283+74	A 283+88	RT	25.0													5.0		25.0			BRIDGE 73 - MTS
A 284+82	A 284+95	RT	25.0													5.0		25.0			BRIDGE 73 - G1-D WITH HD GUARDRAIL
A 284+86		RT											1								BRIDGE 73
A 284+93		RT																	1		BRIDGE 73
A 291+02	A 291+15	RT	25.0									14.5	1			5.0		25.0	1		GI-D TERMINAL END SECTION
A 291+02	A 304+35	RT												1337.5						2	
A 291+15	A 304+27	RT									1325.0										
A 295+00	A 295+30	LT							7.5						37.7		27.7	27.7			STONE FILL FOR SLOPE STABILIZATION
A 298+00	A 299+50	RT							20.4						98.3		48.3	48.3			STONE FILL FOR SLOPE STABILIZATION
A 300+81															10.0						PIPE REPLACEMENT SEE DRAINAGE DETAIL SHEET
A 301+75	A 303+00	RT							18.4						96.7		55.1	55.1			STONE FILL FOR SLOPE STABILIZATION
A 303+96															10.0						PIPE REPLACEMENT SEE DRAINAGE DETAIL SHEET
A 304+27	A 304+40	RT	25.0									14.5	1			5.0		25.0	1		GI-D TERMINAL END SECTION
A 308+07	A 308+20	RT	25.0									14.5	1			5.0		25.0	1		GI-D TERMINAL END SECTION
A 308+08	A 315+59	RT												775.0						2	
A 308+20	A 315+59	RT									750.0										
A 310+20	A 311+50	RT							23.4						118.4		75.0	75.0			STONE FILL FOR SLOPE STABILIZATION
A 312+85															10.0						PIPE REPLACEMENT SEE DRAINAGE DETAIL SHEET
A 315+59	A 315+72	RT	25.0									14.5	1			5.0		25.0	1		GI-D TERMINAL END SECTION
A 318+00	A 319+00	LT							21.0						100.2		66.8	66.8			STONE FILL FOR SLOPE STABILIZATION
A 318+47	A 318+60	RT	25.0									14.5	1			5.0		25.0	1		GI-D TERMINAL END SECTION
A 318+60	A 326+97	RT									837.5										
A 318+60	A 327+00	RT												837.5						2	
A 319+00	A 320+00	RT							12.0						69.7		36.4	36.4			STONE FILL FOR SLOPE STABILIZATION
A 321+76		LT													5.0						PIPE EXTENSION SEE DRAINAGE DETAIL SHEET
A 323+75	A 324+25	RT							7.0						37.3		20.6	20.6			STONE FILL FOR SLOPE STABILIZATION
A 326+00	A 327+00	RT							22.5						107.1		73.7	73.7			STONE FILL FOR SLOPE STABILIZATION
SHEET 5 TOTAL			200.0	0.0	0.0	0.0	0.0	0.0	167.3	0.0	2912.5	87.0	7.0	2950.0	891.5	40.0	513.1	713.1	8.0	6.0	

PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: dl2b236_frm.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
ITEM DETAIL SHEET 5

PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: A. KEMPTON

STATE OF VERMONT
AGENCY OF TRANSPORTATION

ITEM DETAIL SHEET 6

STATION	STATION	POS.	203.30 EARTH BORROW	204.20 TRENCH. EX OF EARTH	204.22 TRENCH EX. OF EARTH, EXP. (N.A.B.I.)	204.30 GRAN. BACKFILL FOR STRUCTURES	402.12 AG. SHLDRS	604.415 REHAB D.I.'S, C.B.'S OR M.H.'S CLASS II	613.10 STONE FILL TYPE I	619.17 YEILDING MARKER POSTS	621.205 STEEL BEAM G.R., GALV W / 8 FT POSTS	621.20 STEEL BEAM G.R., GALV.	621.60 ANCHOR FOR S.B. GUARDRAIL	621.80 REMOVE & DISP. OF G.R.	649.31 GEOT. UNDER STONE FILL	651.35 TOPSOIL	651.40 GRUBBING MATERIAL	653.20 TEMP. EROSION MATTING	676.10 DELINE. WITH STEEL POSTS	676.12 REMOVAL OF EXIST. DELINE.	REMARKS
			CY	CY	CY	CY	TON	EACH	CY	EACH	LF	LF	EACH	LF	SY	CY	SY	SY	EACH	EACH	
A 326+17		RT													5.0						PIPE EXTENSION
																					SEE DRAINAGE DETAIL SHEET
A 326+17		LT													5.0						PIPE EXTENSION
																					SEE DRAINAGE DETAIL SHEET
A 326+97	A 327+10	RT	25.0									14.5	1			5.0		25.0	1		GI-D TERMINAL END SECTION
A 332+00	A 332+13	RT	25.0									14.5	1			5.0		25.0	1		GI-D TERMINAL END SECTION
A 332+13	A 340+12	RT									812.5										
A 335+54	A 340+21	RT												500.0						2	
A 340+07	A 340+20	RT	25.0									14.5	1			5.0		25.0	1		GI-D TERMINAL END SECTION
A 340+48		LT						1													
A 343+25		LT						1													
A 343+79		RT						1													
A 343+97		LT						1													
A 345+17		LT						1													
A 346+82		RT						1													
A 346+97		RT						1													
A 346+97		RT						1													
A 346+97	A 347+90	RT									125.0										
A 346+97	A 348+09	RT												137.5						1	
A 347+90	A 348+03	RT	25.0									14.5	1			5.0		25.0	1		GI-D TERMINAL END SECTION
A 368+67	A 368+80	RT	25.0									14.5	1			5.0		25.0	1		GI-D TERMINAL END SECTION
A 368+80	A 378+77	RT									1012.5										
A 368+84	A 378+83	RT												1000.0						2	
A 369+00	A 377+00	RT							153.4						757.7		491.1	491.1			STONE FILL FOR SLOPE STABILIZATION
A 373+86		LT						1													
A 378+77	A 378+90	RT	25.0									14.5	1			5.0		25.0	1		GI-D TERMINAL END SECTION
A 380+75	A 380+88	RT	25.0									14.5	1			5.0		25.0	1		GI-D TERMINAL END SECTION
A 380+88	A 383+61	RT									275.0										
A 381+00	A 387+00	RT							155.0						672.9		472.9	472.9			STONE FILL FOR SLOPE STABILIZATION
A 383+61	A 383+74	RT	25.0									14.5	1			5.0		25.0	1		
A 384+79	A 384+92	RT	25.0									14.5	1			5.0		25.0	1		GI-D TERMINAL END SECTION
A 384+92	B 0+51	RT									350.0			362.5						2	
B 0+43	B 0+53	RT	25.0									14.5	1			5.0		25.0	1		GI-D TERMINAL END SECTION
SHEET 6 TOTAL			250.0	0.0	0.0	0.0	0.0	8.0	308.3	0.0	2575.0	145.0	10.0	2000.0	1440.6	50.0	964.0	1214.0	10.0	7.0	

PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: dl2b236_frm.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
ITEM DETAIL SHEET 6

PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: A. KEMPTON
SHEET 46 OF 444

STATE OF VERMONT
AGENCY OF TRANSPORTATION

ITEM DETAIL SHEET 7

STATION	STATION	POS.	203.30 EARTH BORROW	204.20 TRENCH. EX OF EARTH	204.22 TRENCH EX. OF EARTH, EXP. (N.A.B.I.)	204.30 GRAN. BACKFILL FOR STRUCTURES	402.12 AG. SHLDRS	604.415 REHAB D.I.'S, C.B.'S OR M.H.'S CLASS II	613.10 STONE FILL TYPE I	619.17 YEILDING MARKER POSTS	621.205 STEEL BEAM G.R., GALV W / 8 FT POSTS	621.20 STEEL BEAM G.R., GALV.	621.60 ANCHOR FOR S.B. GUARDRAIL	621.80 REMOVE & DISP. OF G.R.	649.31 GEOT. UNDER STONE FILL	651.35 TOPSOIL	651.40 GRUBBING MATERIAL	653.20 TEMP. EROSION MATTING	676.10 DELINE. WITH STEEL POSTS	676.12 REMOVAL OF EXIST. DELINE.	REMARKS
			CY	CY	CY	CY	TON	EACH	CY	EACH	LF	LF	EACH	LF	SY	CY	SY	SY	EACH	EACH	
B 3+70	B 4+25	LT							17.0						61.5		43.2	43.2			STONE FILL FOR SLOPE STABILIZATION
B 5+50	B 7+00	LT							32.3						154.5		104.5	104.5			STONE FILL FOR SLOPE STABILIZATION
B 12+73	B 25+06	LT												1250.0						2	
B 12+74	B 12+87	LT	25.0									14.5	1			5.0		25.0	1		GI-D TERMINAL END SECTION
B 12+87	B 25+00	LT									1225.0										
B 13+65	B 20+05	LT							137.7						654.5		441.1	441.1			STONE FILL FOR SLOPE STABILIZATION
B 18+52		RT						1													
B 18+52		LT						1													
B 23+25	B 24+00	LT							8.6						50.1		25.1	25.1			STONE FILL FOR SLOPE STABILIZATION
B 25+00	B 25+13	LT	25.0									14.5	1			5.0		25.0	1		GI-D TERMINAL END SECTION
B 27+55	B 29+50	LT							80.1						282.7		217.7	217.7			STONE FILL FOR SLOPE STABILIZATION
B 39+04	B 39+17	LT	25.0									14.5	1			5.0		25.0	1		GI-D TERMINAL END SECTION
B 39+07	B 50+14	LT												1112.5						2	
B 39+17	B 50+12	LT									1100.0										
B 39+26															10.0						PIPE REPLACEMENT
																					SEE DRAINAGE DETAIL SHEET
B 40+60															10.0						PIPE REPLACEMENT
																					SEE DRAINAGE DETAIL SHEET
B 42+93															10.0						PIPE REPLACMENT
																					SEE DRAINAGE DETAIL SHEET
B 44+60	B 50+00	LT							88.6						454.0		274.0	274.0			STONE FILL FOR SLOPE STABILIZATION
B 50+12	B 50+25	LT	25.0									14.5	1			5.0		25.0	1		GI-D TERMINAL END SECTION
B 56+60	B 58+00	RT							34.8						139.9		93.3	93.3			STONE FILL FOR SLOPE STABILIZATION
B 58+03	B 58+19	RT	25.0									14.5	1			5.0		25.0	1		GI-D TERMINAL END SECTION
B 58+03	B 58+19	LT	25.0									14.5	1			5.0		25.0	1		GI-D TERMINAL END SECTION
B 58+11	B 62+73	LT												462.5						2	
B 58+19	B 58+83	RT									75.0										
B 58+19	B 62+72	LT									450.0										
B 58+83	B 58+96	RT	25.0									14.5	1			5.0		25.0	1		GI-D TERMINAL END SECTION
B 62+72	B 62+85	LT	25.0									14.5	1			5.0		25.0	1		GI-D TERMINAL END SECTION
B 66+42		RT													5.0						PIPE EXTENSION
																					SEE DRAINAGE DETAIL SHEET
B 69+79	B 69+92	LT	25.0									14.5	1			5.0		25.0	1		GI-D TERMINAL END SECTION
B 69+89	B 75+72	LT												587.5						2	
SHEET 7 TOTAL			225.0	0.0	0.0	0.0	0.0	2.0	399.0	0.0	2850.0	130.5	9.0	3412.5	1832.2	45.0	1198.9	1423.9	9.0	8.0	

PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: dl2b236_frm.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
ITEM DETAIL SHEET 7

PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: A. KEMPTON
SHEET 47 OF 444

STATE OF VERMONT
AGENCY OF TRANSPORTATION

ITEM DETAIL SHEET 8

STATION	STATION	POS.	203.30 EARTH BORROW	204.20 TRENCH. EX OF EARTH	204.22 TRENCH EX. OF EARTH, EXP. (N.A.B.I.)	204.30 GRAN. BACKFILL FOR STRUCTURES	402.12 AG. SHLDRS	604.415 REHAB D.I.'S, C.B.'S OR M.H.'S CLASS II	613.10 STONE FILL TYPE I	619.17 YEILDING MARKER POSTS	621.205 STEEL BEAM G.R., GALV W / 8 FT POSTS	621.20 STEEL BEAM G.R., GALV.	621.60 ANCHOR FOR S.B. GUARDRAIL	621.80 REMOVE & DISP. OF G.R.	649.31 GEOT. UNDER STONE FILL	651.35 TOPSOIL	651.40 GRUBBING MATERIAL	653.20 TEMP. EROSION MATTING	676.10 DELINE. WITH STEEL POSTS	676.12 REMOVAL OF EXIST. DELINE.	REMARKS
			CY	CY	CY	CY	TON	EACH	CY	EACH	LF	LF	EACH	LF	SY	CY	SY	SY	EACH	EACH	
B 69+92	B 77+44	LT									750.0										
B 71+88	B 72+01	RT	25.0									14.5	1			5.0		25.0	1		GI-D TERMINAL END SECTION
B 72+00	B 72+37	RT							6.2						33.0		20.7	20.7			STONE FILL FOR SLOPE STABILIZATION
B 72+01	B 72+23	RT									37.5										
B 72+23	B 72+36	RT	25.0									14.5	1			5.0		25.0	1		GI-D TERMINAL END SECTION
B 72+50	B 74+50	LT							28.1						161.6		95.0	95.0			STONE FILL FOR SLOPE STABILIZATION
B 72+60	B 75+00	RT							45.2						220.1		140.1	140.1			STONE FILL FOR SLOPE STABILIZATION
B 76+15	B 77+50	LT							68.3						196.4		151.4	151.4			STONE FILL FOR SLOPE STABILIZATION
B 77+40	B 77+53	LT	25.0									14.5	1			5.0		25.0	1		GI-D TERMINAL END SECTION
B 104+24	B 104+37	LT	25.0									14.5	1			5.0		25.0	1		GI-D TERMINAL END SECTION
B 104+37	B 113+87	LT									950.0										
B 104+88	B 111+20	LT												637.5						2	
B 111+00	B 113+75	LT							57.2						260.6		169.0	169.0			STONE FILL FOR SLOPE STABILIZATION
B 112+38	B 112+51	RT	25.0									14.5	1			5.0		25.0	1		GI-D TERMINAL END SECTION
B 112+51	B 113+87	RT									137.5										
B 113+00	B 114+00	RT							27.2						111.2		77.8	77.8			STONE FILL FOR SLOPE STABILIZATION
B 113+87	B 114+00	RT	25.0									14.5	1			5.0		25.0	1		GI-D TERMINAL END SECTION
B 113+87	B 114+00	LT	25.0									14.5	1			5.0		25.0	1		GI-D TERMINAL END SECTION
B 133+10	B 140+35	RT												737.5						2	
B 133+12	B 133+25	RT	25.0									14.5	1			5.0		25.0	1		GI-D TERMINAL END SECTION
B 133+25	B 140+15	RT									700.0										
B 133+75	B 141+00	RT							172.0						846.1		604.4	604.4			STONE FILL FOR SLOPE STABILIZATION
B 137+47	B 137+60	LT	25.0									14.5	1			5.0		25.0	1		GI-D TERMINAL END SECTION
B 137+50	B 139+00	LT							22.7						136.0		86.0	86.0			STONE FILL FOR SLOPE STABILIZATION
B 137+60	B 138+87	LT									137.5										
B 138+87	B 139+00	LT	25.0									14.5	1			5.0		25.0	1		GI-D TERMINAL END SECTION
B 140+15	B 140+28	RT	25.0									14.5	1			5.0		25.0	1		GI-D TERMINAL END SECTION
B 144+06	B 144+19	RT	25.0									14.5	1			5.0		25.0	1		GI-D TERMINAL END SECTION
B 144+07	B 148+88	RT												487.5						2	
B 144+19	B 148+76	RT									475.0										
SHEET 8 TOTAL			300.0	0.0	0.0	0.0	0.0	0.0	427.0	0.0	3187.5	174.0	12.0	1862.5	1965.0	60.0	1344.4	1644.4	12.0	6.0	

PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: dl2b236_frm.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
ITEM DETAIL SHEET

PLOT DATE: 3/18/2014
DRAWN BY: B. KIPP
CHECKED BY: A. KEMPTON
SHEET 48 OF 444

STATE OF VERMONT
AGENCY OF TRANSPORTATION

ITEM DETAIL SHEET 9

STATION	STATION	POS.	203.30 EARTH BORROW	204.20 TRENCH. EX OF EARTH	204.22 TRENCH EX. OF EARTH, EXP. (N.A.B.I.)	204.30 GRAN. BACKFILL FOR STRUCTURES	402.12 AG. SHLDRS	604.415 REHAB D.I.'S, C.B.'S OR M.H.'S CLASS II	613.10 STONE FILL TYPE I	619.17 YEILDING MARKER POSTS	621.205 STEEL BEAM G.R., GALV W / 8 FT POSTS	621.20 STEEL BEAM G.R., GALV.	621.60 ANCHOR FOR S.B. GUARDRAIL	621.80 REMOVE & DISP. OF G.R.	649.31 GEOT. UNDER STONE FILL	651.35 TOPSOIL	651.40 GRUBBING MATERIAL	653.20 TEMP. EROSION MATTING	676.10 DELINE. WITH STEEL POSTS	676.12 REMOVAL OF EXIST. DELINE.	REMARKS
			CY	CY	CY	CY	TON	EACH	CY	EACH	LF	LF	EACH	LF	SY	CY	SY	SY	EACH	EACH	
B 144+50	B 148+00	RT							75.0						328.2		211.6	211.6			STONE FILL FOR SLOPE STABILIZATION
B 148+76	B 148+89	RT	25.0									14.5	1			5.0		25.0	1		GI-D TERMINAL END SECTION
B 152+96	B 155+52	RT												237.5						2	
B 152+97	B 153+10	RT	25.0									14.5	1			5.0		25.0	1		GI-D TERMINAL END SECTION
B 153+10	B 155+39	RT									237.5										
B 153+50	B 155+50	RT							55.5						223.3		156.6	156.6			STONE FILL FOR SLOPE STABILIZATION
B 154+00	B 154+13	LT	25.0									14.5	1			5.0		25.0	1		GI-D TERMINAL END SECTION
B 154+00	B 155+50	LT							34.1						161.5		111.5	111.5			STONE FILL FOR SLOPE STABILIZATION
B 154+13	B 155+39	LT									137.5										
B 155+39	B 155+52	RT	25.0									14.5	1			5.0		25.0	1		GI-D TERMINAL END SECTION
B 155+39	B 155+52	LT	25.0									14.5	1			5.0		25.0	1		GI-D TERMINAL END SECTION
B 159+67	B 159+80	RT	25.0									14.5	1			5.0		25.0	1		GI-D TERMINAL END SECTION
B 159+80	B 161+24	RT									162.5										
B 160+00	B 161+25	RT							24.4						123.1		83.1	83.1			STONE FILL FOR SLOPE STABILIZATION
B 161+24	B 161+37	RT	25.0									14.5	1			5.0		25.0	1		GI-D TERMINAL END SECTION
B 161+76	B 161+89	RT	25.0									14.5	1			5.0		25.0	1		GI-D TERMINAL END SECTION
B 161+89	B 163+38	RT									162.5										
B 162+00	B 163+00	RT							20.3						104.6		71.3	71.3			STONE FILL FOR SLOPE STABILIZATION
B 163+38	B 163+51	RT	25.0									14.5	1			5.0		25.0	1		GI-D TERMINAL END SECTION
B 171+14	B 171+27	RT	25.0									14.5	1			5.0		25.0	1		GI-D TERMINAL END SECTION
B 171+15	B 176+33	RT												537.5						2	
B 171+27	B 176+25	RT									512.5										
B 172+50	B 174+75	RT							66.9						266.5		191.5	191.5			STONE FILL FOR SLOPE STABILIZATION
B 173+64	B 179+91	LT												625.0						1	
B 173+65	B 173+78	LT	25.0									14.5	1			5.0		25.0	1		GI-D TERMINAL END SECTION
B 173+78	B 179+61	LT									612.5										
B 176+25	B 176+38	RT	25.0									14.5	1			5.0		25.0	1	1	GI-D TERMINAL END SECTION
B 176+54	B 179+55	RT									337.5			337.5							
SHEET 9 TOTAL			300.0	0.0	0.0	0.0	0.0	0.0	276.2	0.0	2162.5	174.0	12.0	1737.5	1207.2	60.0	825.6	1125.6	12.0	6.0	

PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: dl2b236_frm.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
ITEM DETAIL SHEET

PLOT DATE: 3/18/2014
DRAWN BY: B. KIPP
CHECKED BY: A. KEMPTON
SHEET 49 OF 444

STATE OF VERMONT
AGENCY OF TRANSPORTATION

ITEM DETAIL SHEET 10

STATION	STATION	POS.	203.30 EARTH BORROW	204.20 TRENCH. EX OF EARTH	204.22 TRENCH EX. OF EARTH, EXP. (N.A.B.I.)	204.30 GRAN. BACKFILL FOR STRUCTURES	402.12 AG. SHLDRS	604.415 REHAB D.I.'S, C.B.'S OR M.H.'S CLASS II	613.10 STONE FILL TYPE I	619.17 YEILDING MARKER POSTS	621.205 STEEL BEAM G.R., GALV W / 8 FT POSTS	621.20 STEEL BEAM G.R., GALV.	621.60 ANCHOR FOR S.B. GUARDRAIL	621.80 REMOVE & DISP. OF G.R.	649.31 GEOT. UNDER STONE FILL	651.35 TOPSOIL	651.40 GRUBBING MATERIAL	653.20 TEMP. EROSION MATTING	676.10 DELINE. WITH STEEL POSTS	676.12 REMOVAL OF EXIST. DELINE.	REMARKS
			CY	CY	CY	CY	TON	EACH	CY	EACH	LF	LF	EACH	LF	SY	CY	SY	SY	EACH	EACH	
THIS SHEET TOTAL			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
SHEET 1 TOTAL			250.0	4010.0	1.0	251.0	2603.0	0.0	1255.0	274.0	3762.5	145.0	10.0	3887.5	5510.6	242.3	60.6	26798.2	11.0	10.0	
SHEET 2 TOTAL			325.0	0.0	0.0	0.0	0.0	2.0	53.1	0.0	5775.0	188.5	13.0	5925.0	291.6	65.0	168.3	493.3	13.0	12.0	
SHEET 3 TOTAL			350.0	0.0	0.0	0.0	0.0	2.0	6.3	0.0	2050.0	188.5	13.0	2375.0	51.8	70.0	26.8	376.8	14.0	14.0	
SHEET 4 TOTAL			250.0	0.0	0.0	0.0	0.0	0.0	203.5	0.0	3550.0	130.5	9.0	3475.0	1052.7	50.0	629.6	879.6	9.0	8.0	
SHEET 5 TOTAL			200.0	0.0	0.0	0.0	0.0	0.0	167.3	0.0	2912.5	87.0	7.0	2950.0	891.5	40.0	513.1	713.1	8.0	6.0	
SHEET 6 TOTAL			250.0	0.0	0.0	0.0	0.0	8.0	308.3	0.0	2575.0	145.0	10.0	2000.0	1440.6	50.0	964.0	1214.0	10.0	7.0	
SHEET 7 TOTAL			225.0	0.0	0.0	0.0	0.0	2.0	399.0	0.0	2850.0	130.5	9.0	3412.5	1832.2	45.0	1198.9	1423.9	9.0	8.0	
SHEET 8 TOTAL			300.0	0.0	0.0	0.0	0.0	0.0	427.0	0.0	3187.5	174.0	12.0	1862.5	1965.0	60.0	1344.4	1644.4	12.0	6.0	
SHEET 9 TOTAL			300.0	0.0	0.0	0.0	0.0	0.0	276.2	0.0	2162.5	174.0	12.0	1737.5	1207.2	60.0	825.6	1125.6	12.0	6.0	
TOTALS			2450.0	4010.0	1.0	251.0	2603.0	14.0	3095.8	274.0	28825.0	1363.0	95.0	27625.0	14243.2	682.3	5731.3	34668.9	98.0	77.0	

PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: d12b236_frm.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
ITEM DETAIL SHEET

PLOT DATE: 3/18/2014
DRAWN BY: B. KIPP
CHECKED BY: A. KEMPTON
SHEET 50 OF 444

STATE OF VERMONT
AGENCY OF TRANSPORTATION

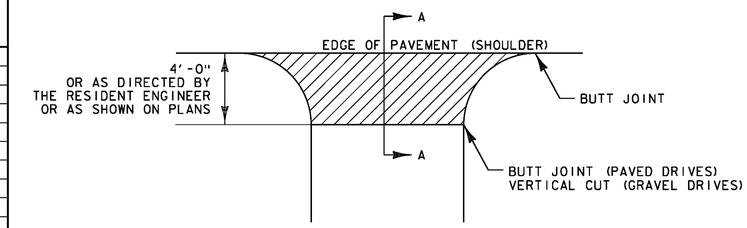
DRAINAGE DETAIL SHEET

STATION	EXISTING STRUCTURE TYPE	POS.	PIPE NO.	INLET/OUTLET TYPE		DITCH		PIPE ARCH			PIPE		ALLOWABLE OPTIONS						PIPE ELBOW	ES	CB	PRCCDI	DEPTH DI	CONC CLASS B	REINF STEEL	DI GRATE	CHAN ELEV	CRM	TRENCH EXCAVATION		COMM EXC	UNC CHAN EXC	STRUCT EXCAV		GRAN B F. FOR STRUCT-URES	EROS MATT	STONE FILL		MARKER POSTS				REMARKS
				INLET	OUTLET	IN	OUT	SPAN IN	RISE IN	L FT	D IN	L FT	PCCSP TH	CAAP TH	RCP CL	CSP TH	CPEP SL	PCCSP PI TH	NO. DEG.	EA	EA		FT	CY	LBS	TYPE	EA	CY	EARTH CY	ROCK CY	CY	CY	CY	CY	CY	CY	SY	CY	TYPE	LT EA	RT EA			
A 230+69	CPEP	LT	1								18	5					X												5.0						2.08		2.0	I					EXTENSION - 5' (CUT TO SIZE IN FIELD)
A 239+87	CGMP	LT	2								18	5				0.75													5.0						2.08		2.0	I					EXTENSION - 5' (CUT TO SIZE IN FIELD)
A 300+81	CGMP	LT-RT	3								24	40			IV	0.75	X												35.4						29.63		4.0	I					REMOVE EXISTING CGMP - PLACE NEW AT SAME ELEV.
A 303+96	CGMP	LT-RT	4								24	40			IV	0.75	X												39.3						29.63		4.0	I					REMOVE EXISTING CGMP - PLACE NEW AT SAME ELEV.
A 312+85	CGMP	LT-RT	5								24	40			IV	0.75	X												36.2						29.63		4.0	I					REMOVE EXISTING CGMP - PLACE NEW AT SAME ELEV.
A 321+76	CPEP	LT	6								18	5					X												5.0						2.08		2.0	I					EXTENSION - 5' (CUT TO SIZE IN FIELD)
A 326+17	CPEP	RT	7								18	5				0.75													5.0						2.08		2.0	I					EXTENSION - 5' (CUT TO SIZE IN FIELD)
A 326+17	CGMP	LT	8								18	5				0.75													5.0						2.08		2.0	I					EXTENSION - 5' (CUT TO SIZE IN FIELD)
B 25+62	CGMP	RT	9								18	80					X												59.3						53.33		-	-					REMOVE EXISTING CGMP - NEW CPEP DRIVE PIPE
B 39+26	CGMP	LT-RT	10								24	45			IV	0.75	X												59.5						33.33		4.0	I					REMOVE EXISTING CGMP - PLACE NEW AT SAME ELEV.
B 40+60	CGMP	LT-RT	11								24	45			IV	0.75	X												60.3						33.33		4.0	I					REMOVE EXISTING CGMP - PLACE NEW AT SAME ELEV.
B 42+93	CGMP	LT-RT	12								24	40			IV	0.75	X												40.5						29.63		4.0	I					REMOVE EXISTING CGMP - PLACE NEW AT SAME ELEV.
B 66+42	CGMP	RT	13								15	5				0.75													4.5						2.08		2.0	I					EXTENSION - 5'
TOTALS																													360.0						251		36.0						

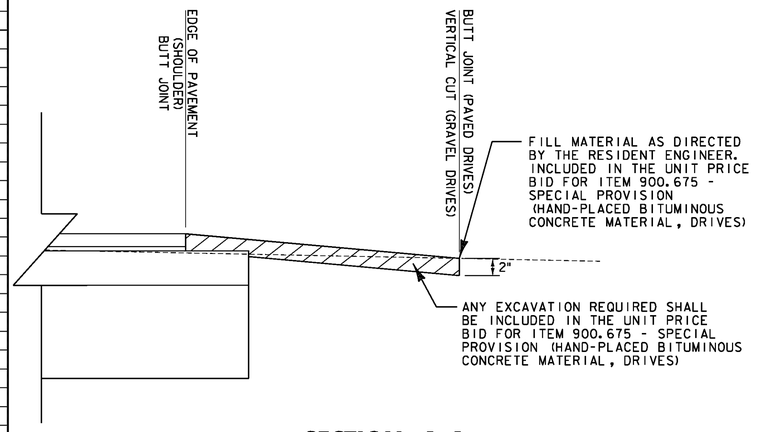
PROJECT NAME:	WARDSBORO-JAMAICA
PROJECT NUMBER:	ER STP 013-1(17)
FILE NAME: dl2b236_frm.dgn	PLOT DATE: 2/26/2014
PROJECT LEADER: K. UPMAL	DRAWN BY: B. KIPP
DESIGNED BY: B. KIPP	CHECKED BY: A. KEMPTON
DRAINAGE DETAIL SHEET	SHEET 51 OF 444

HANDWORK DETAILS FOR DRIVES

WARDSBORO					WARDSBORO					WARDSBORO					JAMAICA				
STATION	POSITION	APPROX. WIDTH (FT)	QUANTITY (SY)	DISCRIPTION	STATION	POSITION	APPROX. WIDTH (FT)	QUANTITY (SY)	DISCRIPTION	STATION	POSITION	APPROX. WIDTH (FT)	QUANTITY (SY)	DISCRIPTION	STATION	POSITION	APPROX. WIDTH (FT)	QUANTITY (SY)	DISCRIPTION
A 3+66	RT	44	23.85	GRAVEL	A 158+03	LT	26	13.86	GRAVEL	A 307+75	RT	19	9.93	GRAVEL	B 53+25	RT	15	6.31	GRAVEL
A 6+39	LT	36	19.09	GRAVEL	A 158+58	RT	27	13.84	GRAVEL	A 312+36	LT	19	10.80	GRAVEL	B 53+52	LT	41	18.94	GRAVEL
A 10+20	RT	29	5.93	FIELD	A 162+48	RT	23	9.49	GRAVEL	A 316+66	RT	115	56.86	GRAVEL	B 53+66	RT	14	7.69	GRAVEL
A 10+52	LT	43	21.81	GRAVEL	A 163+08	LT	23	10.90	PAVED	A 327+84	LT	27	12.44	PAVED	B 55+59	RT	22	10.48	GRAVEL
A 12+25	LT	17	8.72	GRAVEL	A 164+08	RT	32	16.02	GRAVEL	A 328+66	LT	20	10.42	GRAVEL	B 56+47	RT	16	7.99	GRAVEL
A 13+18	LT	36	18.18	MEADOW RD	A 169+31	RT	25	11.98	GRAVEL	A 329+42	LT	16	9.09	GRAVEL	B 57+76	LT	36	17.59	GRAVEL
A 13+41	RT	28	6.35	FIELD	A 170+61	RT	28	13.68	GRAVEL	A 329+60	RT	22	5.20	FIELD	B 59+17	RT	39	19.92	GRAVEL
A 15+10	LT	67	32.80	PAVED	A 172+70	RT	34	16.48	GRAVEL	A 330+28	LT	15	7.29	GRAVEL	B 61+72	RT	19	9.24	GRAVEL
A 15+65	RT	44	21.30	TURKWOOD DR	A 174+92	RT	16	10.08	GRAVEL	A 331+13	LT	33	15.73	PAVED	B 63+98	RT	31	15.40	GRAVEL
A 24+61	RT	28	6.65	WOODS	A 177+10	LT	46	23.36	GRAVEL	A 331+33	RT	25	11.86	GRAVEL	B 66+36	LT	15	7.69	GRAVEL
A 24+87	LT	98	46.14	GRAVEL	A 178+77	RT	162	76.08	GRAVEL	A 338+75	LT	16	7.53	GRAVEL	B 68+13	RT	37	19.17	GRAVEL
A 27+32	LT	36	18.29	GRAVEL	A 179+73	LT	202	91.08	GRAVEL	A 340+56	LT	34	16.81	GRAVEL	B 72+48	RT	24	12.07	GRAVEL
A 32+24	LT	29	14.24	GRAVEL	A 187+72	RT	39	18.55	GRAVEL	A 342+42	RT	235	16.81	GRAVEL	B 76+18	RT	24	12.06	GRAVEL
A 32+70	LT	51	24.80	FIELD	A 190+10	LT	19	8.65	FIELD	A 344+84	LT	64	106.08	GRAVEL	B 81+97	LT	34	17.32	GRAVEL
A 35+06	RT	122	58.18	GRAVEL	A 207+70	LT	130	59.73	GRAVEL	A 345+08	RT	45	49.83	GRAVEL	B 99+27	LT	32	15.48	GRAVEL
A 38+20	LT	27	12.50	GRAVEL	A 212+48	LT	32	16.04	PAVED	A 345+30	LT	33	15.84	GRAVEL	B 114+11	LT	23	11.63	PAVED
A 39+95	LT	35	16.16	GRAVEL	A 215+51	LT	19	9.43	GRAVEL	A 346+19	LT	31	15.57	GRAVEL	B 114+43	RT	17	8.62	PVT RD
A 40+85	RT	35	16.78	GRAVEL	A 218+90	LT	17	8.39	GRAVEL	A 346+25	RT	35	19.22	GRAVEL	B 129+12	RT	28	0.00	GRAVEL
A 41+20	LT	20	27.12	GRAVEL	A 219+23	RT	40	19.86	GRAVEL	A 350+01	LT	20	9.45	PAVED	B 143+29	LT	20	10.31	GRAVEL
A 51+07	RT	26	12.92	GRAVEL	A 221+15	RT	15	8.31	GRAVEL	A 351+62	LT	100	47.87	GRAVEL	B 143+75	RT	32	15.61	GRAVEL
A 52+04	RT	22	11.23	GRAVEL	A 221+97	RT	19	9.71	GRAVEL	A 353+00	LT	19	12.02	PAVED	B 149+24	LT	28	15.13	GRAVEL
A 52+31	LT	63	29.76	GRAVEL	A 222+52	RT	20	10.52	GRAVEL	A 353+75	LT	15	15.40	GRAVEL	B 151+22	LT	28	14.03	GRAVEL
A 53+09	RT	25	12.38	GRAVEL	A 222+55	LT	53	25.51	GRAVEL	A 354+91	LT	16	16.70	GRAVEL	B 155+72	RT	19	11.03	GRAVEL
A 57+78	RT	22	5.28	WOODS	A 223+97	RT	91	44.59	GRAVEL	A 355+31	LT	18	7.63	PAVED	B 155+77	LT	49	23.14	GRAVEL
A 61+38	LT	237	111.09	GRAVEL	A 225+32	RT	17	8.08	GRAVEL	A 355+85	LT	21	8.93	PAVED	B 159+50	LT	93	42.62	GRAVEL
A 64+55	RT	50	24.19	GRAVEL	A 226+13	RT	48	20.83	GRAVEL	A 356+68	LT	40	22.89	GRAVEL	B 159+60	RT	13	6.39	WOODS
A 67+00	RT	22	10.58	GRAVEL	A 232+70	RT	24	12.54	GRAVEL	A 357+62	LT	22	11.13	GRAVEL	B 161+52	RT	21	10.46	GRAVEL
A 71+33	RT	34	16.29	GRAVEL	A 235+02	LT	39	17.98	GRAVEL	A 358+04	LT	36	19.67	GRAVEL	B 165+64	LT	21	11.10	GRAVEL
A 82+24	RT	40	20.26	GRAVEL	A 235+47	RT	50	23.37	GRAVEL	A 359+88	LT	49	23.30	PAVED	B 166+23	LT	20	9.75	GRAVEL
A 82+83	RT	33	16.25	GRAVEL	A 237+00	LT	31	15.63	GRAVEL	A 361+70	RT	22	6.46	FIELD	B 166+59	LT	32	15.72	GRAVEL
A 100+91	LT	46	22.57	GRAVEL	A 237+90	RT	30	14.54	GRAVEL	A 368+08	RT	28	13.88	GRAVEL	B 166+91	RT	29	14.52	GRAVEL
A 105+50	LT	39	19.53	GRAVEL	A 238+10	LT	22	12.05	GRAVEL	A 369+89	LT	25	11.91	GRAVEL	B 170+83	RT	12	2.93	WOODS
A 107+68	RT	15	7.88	GRAVEL	A 240+12	LT	29	31.08	GRAVEL	A 371+34	LT	33	15.25	PAVED	B 173+51	LT	13	12.00	GRAVEL
A 109+74	LT	24	12.37	GRAVEL	A 241+59	LT	20	10.15	GRAVEL	A 372+18	LT	16	8.28	PAVED					
A 113+12	RT	28	13.31	PAVED	A 242+29	LT	13	2.91	WOODS	A 377+30	LT	52	26.06	GRAVEL					
A 113+60	RT	21	10.70	PAVED	A 243+93	LT	18	9.38	GRAVEL	A 378+91	LT	26	12.25	GRAVEL					
A 115+18	LT	25	13.02	GRAVEL	A 244+96	RT	34	14.66	GRAVEL	A 380+67	LT	23	11.78	GRAVEL					
A 124+49	LT	14	6.67	GRAVEL	A 246+08	LT	13	7.10	GRAVEL	A 381+29	LT	20	10.76	GRAVEL					
A 125+46	LT	18	8.30	GRAVEL	A 246+37	RT	15	3.48	FIELD	A 382+75	LT	18	9.05	WOODS					
A 127+18	LT	105	47.78	GRAVEL	A 246+39	LT	17	8.73	GRAVEL	A 384+02	LT	42	21.36	PVT RD					
A 129+29	LT	12	15.74	PAVED	A 248+63	LT	20	9.74	PAVED	A 386+02	LT	24	11.62	FIELD					
A 130+75	LT	56	27.08	GRAVEL	A 249+77	RT	19	9.99	GRAVEL	A 386+43	LT	32	15.88	GRAVEL					
A 131+71	LT	13	13.16	PAVED	A 250+72	RT	32	16.36	PAVED	JAMAICA									
A 132+60	RT	58	27.46	PAVED	A 253+27	LT	20	10.75	GRAVEL	B 4+48	LT	18	9.13	GRAVEL					
A 133+23	LT	10	8.06	PAVED	A 270+55	LT	22	11.29	GRAVEL	B 7+34	RT	100	48.75	GRAVEL					
A 133+96	LT	31	15.51	GRAVEL	A 278+49	RT	25	12.23	PAVED	B 12+42	LT	41	19.69	PAVED	COLUMN 1			1046.6	
A 136+36	LT	44	21.88	GRAVEL	A 280+71	RT	37	17.55	GRAVEL	B 13+98	RT	21	10.37	GRAVEL	COLUMN 2			951.4	
A 137+36	LT	20	4.85	FIELD	A 281+81	LT	14	6.70	FIELD	B 26+02	RT	46	61.42	GRAVEL	COLUMN 3			1007.8	
A 138+13	LT	15	3.61	FIELD	A 282+66	RT	26	14.15	GRAVEL	B 31+75	LT	32	16.28	GRAVEL	COLUMN 4			432.3	
A 138+20	RT	9	5.51	GRAVEL	A 284+79	LT	USE ITEM 490.30 FOR PAVED DRIVE			B 35+13	RT	24	13.65	GRAVEL					
A 138+96	LT	13	3.73	FIELD	A 285+06	RT	22	10.56	PAVED	B 35+22	LT	17	8.79	PAVED					
A 139+82	LT	52	25.81	GRAVEL	A 286+05	LT	15	3.42	FIELD	B 37+93	RT	23	10.53	PAVED					
A 152+99	LT	16	7.19	PAVED	A 293+72	LT	21	11.42	GRAVEL	B 38+83	LT	27	13.60	GRAVEL	SUBTOTAL			3438.2	
A 154+81	RT	27	6.44	FIELD	A 295+52	LT	38	18.50	GRAVEL	B 47+59	RT	28	14.01	GRAVEL	ROUNDING			72	
A 155+10	LT	54	24.45	PAVED	A 305+84	LT	25	12.39	GRAVEL	B 49+95	RT	21	10.35	GRAVEL	TOTAL			3510	
A 155+55	RT	21	4.82	FIELD	A 306+43	RT	58	27.74	GRAVEL	B 52+55	LT	10	4.41	WOODS					



PLAN



SECTION A–A

AREAS FOR 900.675 - SPECIAL PROVISION (HAND-PLACED BIT. CONC. MATERIAL, DRIVES)

HANDWORK DETAILS FOR DRIVES

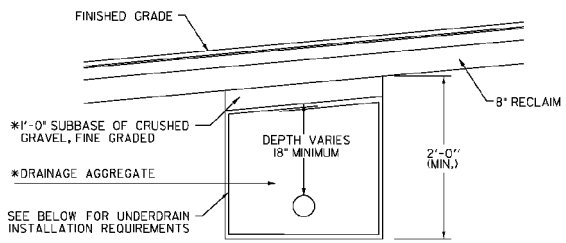
NOT TO SCALE

PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

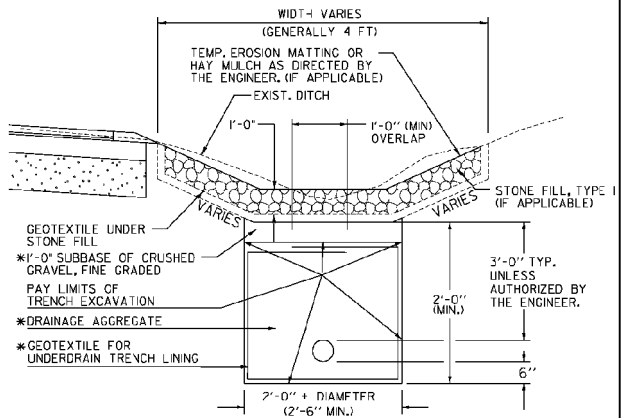
FILE NAME: dl2b236_frm.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
HANDWORK DETAILS FOR DRIVES

PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: A. KEMPTON
SHEET 52 OF 444

LOCATION					UNDERDRAIN				MISC. ITEMS			REMARKS
					204.20	204.21	605.10	619.17	*	*	*	
PIPE NO.	OUTLET INVERT	BEGIN STA.	END STA.	POS.	TRENCH EXCAVATION OF EARTH CY	TRENCH EXCAVATION OF ROCK CY	6 INCH UNDERDRAIN PIPE LF	YIELDING MARKER POSTS EA	DRAINAGE AGGREGATE CY	GEOTEXTILE FABRIC SY	CRUSHED GRAVEL CY	
		VT ROUTE 100										
		WARDSBORO										
UD-1		A 35+50	A 39+68	LT	154.9	-	418	2	154.9	650.2	40.3	A 35+50 - A 38+00 AND A 38+38 - A 39+48 = 360 LF
UD-2		A 42+50	A 47+38	LT	180.8	-	488	2	180.8	759.1	47.0	A 43+94 - A 47+74 AND A 42+50 - A 43+50 = 480 LF
UD-3		A 58+50	A 62+00	RT	129.7	-	350	2	129.7	544.4	33.7	A 58+45 - A 62+85 = 440 LF
UD-4		A 65+50	A 68+56	RT	113.4	-	306	2	113.4	476.0	29.5	A 64+65 - A 65+50 = 85 LF
UD-5		A 75+00	A 78+48	RT	128.9	-	348	2	128.9	541.3	33.5	A 75+08 - A 78+48 = 340 LF
UD-6		A 85+00	A 87+62	LT	97.1	-	262	2	97.1	407.5	25.2	
UD-7		A 88+50	A 90+00	LT	55.6	-	150	2	55.6	233.3	14.4	A 89+05 - A 90+25 = 120 LF
UD-8		A 94+50	A 98+00	RT	129.7	-	350	2	129.7	544.4	33.7	A 94+60 - A 98+10 = 350 LF
UD-9		A 140+50	A 144+84	LT	160.8	-	434	2	160.8	675.1	41.8	A 141+04 - A 144+84 = 380 LF
UD-10		A 182+00	A 185+02	LT	111.9	-	302	2	111.9	469.8	29.1	A 181+00 - A 184+00 = 300 LF
UD-11		A 228+00	A 230+69	LT	99.7	-	269	2	99.7	418.4	25.9	A 227+67 - A 230+67 = 300 LF
UD-12		A 265+00	A 269+31	LT	159.7	-	431	2	159.7	670.4	41.5	A 265+00 - A 269+30 = 430 LF
UD-13		A 291+50	A 293+15	LT	61.1	-	165	2	61.1	256.7	15.9	A 291+53 - A 293+00 = 147 LF
UD-14		A 301+00	A 303+96	LT	109.7	-	296	2	109.7	460.4	28.5	A 301+06 - A 303+86 = 280 LF
UD-15		A 306+50	A 309+23	LT	101.1	-	273	2	101.1	424.7	26.3	A 306+58 - A 309+18 = 260 LF
UD-16		A 310+00	A 312+85	LT	105.6	-	285	2	105.6	443.3	27.4	A 310+45 - A 312+85 = 240 LF
UD-17		A 319+00	A 321+76	LT	102.3	-	276	2	102.3	429.3	26.6	A 319+00 - A 320+40 = 140 LF
UD-18		A 322+00	A 324+11	LT	78.2	-	211	2	78.2	328.2	20.3	A 322+08 - A 324+08 = 200 LF
												UD 4A: A 66+35 - A 68+55 RT = 220 LF
												UD 6A: A 87+65 - A 88+15 LT = 50 LF
												UD 13A: A 298+35 - A 300+68 LT = 213 LF
												UD 17A: A 320+40 - A 321+60 LT = 120 LF
		JAMAICA										
UD-19		B 12+50	B 14+64	RT	79.3		214	2	79.3	332.9	20.6	
UD-20		B 15+00	B 18+53	RT	130.8	-	353	2	130.8	549.1	34.0	
UD-21		B 19+00	B 24+50	RT	203.8	-	550	2	203.8	855.5	53.0	B 18+60 - B 24+50 = 590 LF
UD-22		B 26+50	B 31+50	LT	185.3	-	500	2	185.3	777.8	48.1	B 26+72 - B 31+50 = 478 LF
UD-23		B 41+00	B 42+93	LT	71.5	-	193	2	71.5	300.2	18.6	B 41+00 - B 42+95 = 195 LF
UD-24		B 59+50	B 60+64	RT	42.2	-	114	2	42.2	177.3	11.0	B 59+50 - B 60+60 = 110 LF
UD-25		B 74+50	B 80+00	RT	203.8	-	550	2	203.8	855.5	53.0	B 74+50 - B 80+00 = 560 LF
UD-26		B 94+00	B 98+50	RT	166.7	-	450	2	166.7	700.0	43.3	B 94+00 - B 98+40 = 440 LF
UD-27		B 114+00	B 118+00	RT	148.2	-	400	2	148.2	622.2	38.5	B 114+00 - B 118+10 = 410 LF
UD 28		B 134+00	B 138+00	LT	148.2		400	2	148.2	622.2	38.5	B 134+00 - B 137+80 = 380 LF
UD-29		B 139+50	B 143+00	LT	129.7	-	350	2	129.7	544.4	33.7	B 139+14 - B 143+00 = 386 LF
												UD 30: B 170+25 - B 171+25 LT = 100 LF
	WARDSBORO SUBTOTAL				2080	-	5614	36	2080	8733	541	
	JAMAICA SUBTOTAL				1510	-	4074	22	1510	6337	392	
	SUBTOTAL				3590	-	9688	58	3590	15070	933	
	ROUNDING				60	-	112	-	40	160	17	
	TOTALS				3650	-	9800	58	3630	15230	950	



UNDERDRAIN CROSSING ROAD DETAIL



DRAINAGE AGGREGATE SHALL MEET THE REQUIREMENTS OF SUBSECTION 704.16

*ITEMS ARE INCLUDED IN THE UNIT PRICE BID FOR PAY ITEM 605.10 6 INCH UNDERDRAIN PIPE

UNDERDRAIN DETAIL

NOTES:

1. GEOTEXTILE FOR UNDERDRAIN TRENCH LINING SHALL NOT BE PLACED AROUND UNDERDRAIN WHEN COVER ABOVE UNDERDRAIN IS LESS THAN 1 FOOT.
2. THE END OF THE UNDERDRAIN PIPE AT THE BEGINNING OF ALL UNDERDRAIN RUNS SHALL BE WRAPPED IN GEOTEXTILE FABRIC. PAYMENT FOR THIS WORK S INCLUDED IN THE UNIT PRICE BID FOR ITEM 605.10 6 INCH UNDERDRAIN PIPE.
3. ESTIMATED QUANTITIES ARE INCLUDED FOR INFORMATIONAL PURPOSES AND ACTUAL FIELD INSTALLATIONS MAY BE LESS THAN OR GREATER THAN THOSE SUMMARIZED.
4. REFER TO THE "DITCH CLEANING DETAIL SHEET" FOR PROPOSED DITCH TREATMENT AND PROPOSED DITCH LOCATIONS.

NOT TO SCALE

PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: dl2b236_frm.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
UNDERDRAIN DETAIL SHEET

PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: A. KEMPTON

CULVERT INVENTORY

WARDSBORO					
STATION	SIZE	TYPE	COVER RT	COVER LT	REMARKS
A 0+55	18"	CGMP	2 '- 1 "	4 '- 9 "	
A 2+76	24"	CGMP	2 '-10 "	6 '- 1 "	
A 4+20	18"	CGMP	2 '- 1 "	5 '-10 "	
A 8+84	18"	CGMP	7 '- 6 "	8 ' - 0 "	
A 14+75	18"	CGMP	3 '- 1 "	2 '- 6 "	
A 22+67	36"	CGMP	14 '- 4 "	14 '- 9 "	
A 27+93	18"	RCP	11 '- 8 "	11 '- 6 "	
A 30+77	18"	CGMP	17 '- 7 "	14 '- 8 "	
A 33+91	18"	CGMP	6 '- 8 "	4 '-11 "	
A 39+68	18"	CPEP	1 '- 3 "	2 '- 4 "	
A 42+43	24"	CGMP	4 '- 4 "	5 '- 6 "	
A 47+38	7' X 9.5'	CONCRETE BOX	5 '-11 "	4 '-11 "	
A 51+57	18"	RCP	1 '-11 "	5 '- 5 "	DI RT
A 58+37	24"	CGMP	3 '-11 "	6 ' - 0 "	HW RT
A 64+33	24"	CGMP	7 '- 8 "	8 '- 6 "	HW RT
A 68+56	18"	CGMP	3 '-11 "	4 '-10 "	
A 72+44	30"	CGMP	5 '- 1 "	5 '- 5 "	HW RT
A 74+69	18"	CGMP	3 '- 9 "	5 '- 3 "	HW RT
A 78+48	18"	CGMP	3 '- 5 "	3 '- 1 "	HW RT
A 80+14	18"	CGMP	4 '- 2 "	4 '- 3 "	HW RT
A 84+18	10' X 12'	CONCRETE BOX	7 ' - 0 "	4 ' - 0 "	
A 87+62	24"	CGMP	4 '- 1 "	3 '- 9 "	HW LT
A 92+30	24"	CGMP	7 '- 7 "	7 '- 7 "	
A 93+94	18"	CGMP	6 '- 3 "	4 '-11 "	
A 99+74	24"	CGMP	5 '- 5 "	6 '- 7 "	
A 100+66	24"	CGMP	3 '- 8 "	2 '- 6 "	
A 103+34	18"	RCP	3 '- 9 "	4 '- 2 "	DI LT
A 106+77	18"	RCP	4 '- 5 "	3 '- 5 "	
A 109+53	18"	RCP	2 '- 9 "	0 '- 5 "	
A 111+29	18"	RCP	2 '- 5 "	3 '- 7 "	DI LT
A 115+78	12"	ACCGMP	3 '- 2 "	2 '- 4 "	DI LT
A 117+99	18"	CGMP	4 '- 2 "	1 '- 7 "	HW RT
A 118+63	8' X 14'	CONCRETE BOX	1 '- 8 "	2 '- 8 "	HW RT/LT
A 121+63	BRIDGE #68				
A 127+12	24"	CPEP	4 '-11 "	4 '- 8 "	
A 128+15	18"	CPEP	2 '- 9 "	2 '- 4 "	HW LT
A 133+79	18"	CGMP	3 ' - 0 "	2 '-10 "	
A 144+84	18"	CGMP	3 '- 5 "	2 '- 2 "	HW LT
A 151+33	72"	CGMP	0 '- 8 "	2 '- 1 "	
A 175+44	72"	CGMP	3 '- 6 "	2 '- 9 "	
A 185+02	18"	CGMP	5 ' - 0 "	4 '- 3 "	
A 189+81	48"	ACCGMP	3 '- 3 "	4 '- 7 "	HW LT
A 194+30	24"	CGMP	12 ' - 0 "	9 '-12 "	DI LT
A 210+96	18"	CGMP	9 '- 5 "	9 ' - 0 "	
A 215+32	18"	RCP	4 ' - 0 "	2 '- 6 "	
A 221+99	48"	CGMP	3 '- 2 "	1 '- 3 "	
A 230+69	18"	CPEP	4 ' - 0 "	3 ' - 0 "	
A 232+45	18"	CPEP	3 '-10 "	3 '- 1 "	
A 239+87	18"	CGMP	6 '- 4 "	4 ' - 0 "	
A 243+28	18"	RCP	3 '- 3 "	3 '- 5 "	
A 245+58	18"	CGMP	2 '-11 "	3 '- 1 "	
A 249+37	36"	CGMP	1 '- 8 "	1 '-10 "	
A 253+07	18"	CGMP	3 '- 6 "	3 '- 8 "	
A 257+18	48"	CGMP	2 '- 4 "	2 '-10 "	
A 260+84	18"	RCP	4 '- 3 "	4 ' - 0 "	
A 264+33	30"	CPEP	3 '- 6 "	3 ' - 0 "	
A 269+31	18"	CGMP	5 '- 8 "	3 '- 1 "	
A 272+34	18"	RCP	2 '-10 "	3 '- 3 "	
A 284+33	72"	CGMP	1 '- 9 "	2 '- 1 "	
A 293+15	30"	CPEP	3 '- 8 "	1 '-11 "	
A 295+22	30"	CGMP	2 '- 5 "	1 '- 9 "	
A 298+24	18"	CGMP	4 '-11 "	4 '- 2 "	
A 300+81	18"	CGMP	3 ' - 0 "	2 '- 1 "	

WARDSBORO					
STATION	SIZE	TYPE	COVER RT	COVER LT	REMARKS
A 303+96	18"	CGMP	3 '- 6 "	2 '- 6 "	
A 309+23	18"	CGMP	3 '- 9 "	2 '- 3 "	
A 312+85	15"	CGMP	4 '- 8 "	2 '- 5 "	
A 318+58	42"	CGMP	4 '- 1 "	3 '- 8 "	
A 321+76	18"	CPEP	4 '-11 "	3 '- 2 "	
A 324+11	18"	CPEP	5 '- 7 "	3 '- 6 "	
A 326+17	18"	CPEP	4 '- 7 "	2 '- 9 "	
A 329+35	30"	CPEP	1 '-12 "	1 '- 2 "	HW LT
A 332+78	18"	CPEP	3 '- 1 "	1 '- 5 "	
A 335+14	15"	CGMP	4 '- 7 "	3 '- 4 "	
A 336+81	15"	CGMP	3 '- 9 "	3 '- 2 "	
A 339+32	18"	CPEP	2 '- 2 "	2 '- 7 "	
A 340+46	18"	CGMP	4 '- 5 "	3 '- 2 "	
A 343+87	15"	CPEP	1 '- 2 "	1 '-10 "	DI RT/LT
A 346+94	15"	CGMP	2 '-11 "	1 '- 3 "	
A 346+98	18"	CGMP	-987 '- 7 "	-987 '- 7 "	DI, TOWN HIGHWAY
A 370+68	5' X 10'	CONCRETE BOX	8 '- 4 "	7 '- 9 "	
A 373+88	18"	CPEP	7 '- 1 "	5 '- 4 "	DI LT

JAMAICA					
STATION	SIZE	TYPE	COVER RT	COVER LT	REMARKS
B 4+21	24"	RCP	9 '- 4 "	9 '- 3 "	HW LT
B 6+32	30"	RCP	10 '-10 "	10 '- 9 "	HW LT
B 10+15	BRIDGE #75				
B 14+64	18"	CGMP	2 '- 4 "	3 '- 5 "	
B 18+53	18"	CGMP	0 '- 7 "	3 '- 6 "	2 DI'S, RT & LT
B 39+26	18"	CGMP	3 '- 1 "	2 '-12 "	HW RT
B 40+60	18"	CGMP	4 '- 2 "	3 '- 8 "	HW RT
B 42+93	18"	CGMP	2 '-11 "	2 '-11 "	
B 58+60	4'X4'	CONCRETE BOX	7 '- 3 "	5 '- 7 "	BRIDGE #76
B 60+64	18"	CPEP	3 '- 3 "	2 '- 9 "	HW RT
B 62+96	18"	CGMP	1 '- 9 "	3 '-10 "	HW LT
B 66+42	15"	CGMP	2 '- 2 "	2 '- 4 "	
B 72+25	5.5' X 5'	CONCRETE BOX	2 '- 9 "	2 '- 3 "	BRDIGE #77
B 73+51	36"	CGMP	5 '- 3 "	6 '- 9 "	HW RT
B 85+85	18"	CPEP	2 '- 4 "	3 '- 3 "	
B 88+56	18"	CGMP	2 '-10 "	2 '- 3 "	
B 91+29	18"	CGMP	3 '- 3 "	3 '- 7 "	HW RT
B 93+24	18"	CGMP	3 '- 3 "	4 '- 1 "	HW RT
B 104+44	18"	CGMP	5 ' - 0 "	5 '- 5 "	HW RT
B 106+22	18"	CGMP	4 '- 2 "	4 '-11 "	HW RT
B 110+18	36"	CPEP	3 '- 8 "	4 '- 7 "	HW RT
B 113+48	18"	CGMP	5 '-11 "	5 '-11 "	HW RT
B 119+30	BRIDGE #78				
B 123+97	18"	CGMP	6 '-12 "	4 '-10 "	
B 125+16	15"	CGMP	5 '- 6 "	4 '- 8 "	
B 126+43	15"	CGMP	7 '- "	2 '- 6 "	HW LT
B 127+80	18"	CGMP	6 '- 4 "	2 '- 7 "	HW LT
B 130+22	6'X5'	CONCRETE BOX	5 '- 9 "	3 '-12 "	HW LT
B 133+42	18"	CGMP	9 '-12 "	8 '-11 "	
B 138+05	18"	CGMP	4 '- 1 "	3 '- 4 "	
B 145+03	30"	CGMP	15 '- 5 "	14 '- 3 "	
B 154+44	24"	CGMP	12 '-11 "	12 '- 3 "	

PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

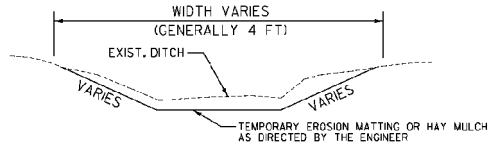
FILE NAME: dl2b236_frm.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CULVERT INVENTORY

PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: A. KEMPTON
SHEET 54 OF 444

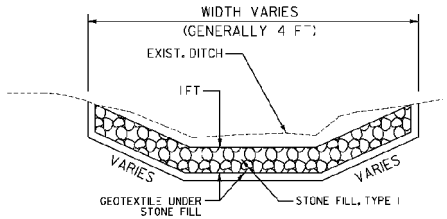
LOCATION				FEET OF DITCHING			MISC. ITEMS 653.20	613.10	649.31	REMARKS
SITE	STA.	STA.	POS.	PERCENT GRADE 0-1	1-2.5	2.5-10	TEMP. EROS. MATT. SY	STONE FILL TYP. I CY	GEOT. UNDER STONE FILL SY	
	VT 100 WARDSBORO									
1	A 35+50	A 39+68	LT			418		62.7	278.4	
2	A 42+50	A 47+38	LT			488		73.2	325.0	
3	A 58+50	A 62+00	RT			350		~~52.5~~	233.1	
4	A 65+50	A 68+56	RT			306		45.9	203.8	
5	A 75+00	A 78+48	RT			348		~~52.2~~	23.8	
6	A 85+00	A 87+52	LT			252		39.3	174.5	
7	A 88+50	A 90+00	LT			150		22.5	99.9	
8	A 94+50	A 98+00	RT			350		52.5	233.1	
9	A 140+50	A 144+84	LT			434		65.1	289.0	
10	A 182+00	A 185+02	LT			302		45.3	287	
11	A 228+00	A 230+69	LT			269		40.4	201.1	
12	A 265+00	A 269+31	LT			431		64.7	179.1	
13	A 291+50	A 293+15	LT			165		24.8	287.0	
14	A 301+00	A 303+96	LT			296		44.4	109.9	
15	A 306+50	A 309+23	LT			273		41.0	197.1	
16	A 310+00	A 312+85	LT			285		42.8	189.8	
17	A 319+00	A 321+76	LT			276		41.4	183.8	
18	A 322+00	A 324+11	LT			211		31.7	140.5	
	VT 100 JAMAICA									
19	B 12+50	B 14+64	RT	214			95.4			
20	B 15+00	B 18+53	RT			353		53.0	235.1	
21	B 21+00	B 24+50	RT	350			156.1			
22	B 26+50	B 31+50	LT			500		75.0	333.0	
23	B 41+00	B 42+93	LT			193		29.0	128.5	
24	B 59+50	B 60+64	RT		114		50.8			
25	B 74+50	B 80+00	RT	550			245.3			
26	B 94+00	B 98+50	RT		564		200.7			
27	B 114+00	B 118+00	RT			400		60.0	266.4	
28	B 134+00	B 138+00	LT			400		60.0	266.4	
29	B 139+50	B 143+00	LT			350		52.5	233.1	
WARDSBORO				0	0	5614	0	842	3844	
JAMAICA				1114	678	2196	748	330	1462	
SUBTOTAL				1114	678	7810	748	1172	5306	
ROUNDING				16	12	80	12	28	94	
TOTAL				1130	690	7890	760	1200	5400	

LOCATION				FEET OF DITCHING			MISC. ITEMS 653.20	613.10	649.31	REMARKS
SITE	STATION	STATION	POS.	PERCENT GRADE 0-1	1-2.5	2.5-10	TEMP. EROS. MATT. SY	STONE FILL TYP. I CY	GEOT. UNDER STONE FILL SY	
1	A34+88	A38+05						67.4		
2	A42+55	A47+65						84.5		
3								0		
4	A64+72	A68+49						82.8		
5								0		
6	A84+75	A87+70						63.8		
7								0		
8	A94+09	A98+39						86.0		
9	A140+14	A144+78						76.0		
10	A183+70	A184+16						8.5		
11								0		
12								0		
13								0		
14	A300+68	A303+90						18.75		
15								0		
16								0		
17								0		
18								0		

LOCATION				FEET OF DITCHING			MISC. ITEMS 653.20	613.10	649.31	REMARKS
SITE	STATION	STATION	POS.	PERCENT GRADE 0-1	1-2.5	2.5-10	TEMP. EROS. MA T. SY	STONE FILL TYP. I CY	GEOT. UNDER STONE FILL SY	



DITCH DETAIL 0 – 2.5 PERCENT
NOT TO SCALE



DITCH DETAIL ≥ 2.5 PERCENT
NOT TO SCALE

NOTES:

1. EXCAVATION OF 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 ITEMS).
2. GRADES LESS THAN 1PERCENT SHALL USE ITEM 65.15, SEED AND ITEM 65.25, HAY MULCH. GRADES BETWEEN 0 AND 2.5 PERCENT SHALL USE ITEM 65.25, HAY MULCH OR ITEM 653.20, TEMPORARY EROSION MATTING AS DIRECTED BY THE ENGINEER. GRADES OVER 2.5 PERCENT SHALL USE ITEM 649.31, GEOTEXTILE UNDER STONE FILL AND ITEM 613.10, STONE FILL TYPE I AS DIRECTED BY THE ENGINEER.

NOT TO SCALE

PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER S⊃ 013-K(17)

FILE NAME: dl2b236_frm.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
DITCH CLEANING DETAIL SHEET

PLOT DATE: 2/26/2014
DRAWN BY: B. KPP
CHECKED BY: A. KEMPTON
SHEET 55 OF 444

STEEL BEAM GUARDRAIL, GALVANIZED W/ 8 FT POSTS
STA A 0+32 - STA A 6+03 LT
STA A 6+73 - STA A 9+91 LT

REMOVE AND DISPOSE OF GUARDRAIL
STA A 0+23 - STA A 6+11 LT
STA A 6+63 - STA A 10+01 LT

STEEL BEAM GUARDRAIL, GALVANIZED
STA A 0+19 - STA A 0+32 LT
STA A 6+03 - STA A 6+16 LT
STA A 6+60 - STA A 6+73 LT
STA A 9+91 - STA A 10+04 LT

ANCHOR FOR STEEL BEAM RAIL
STA A 0+28 LT
STA A 6+07 LT
STA A 6+69 LT
STA A 9+95 LT

DELINEATOR WITH STEEL POSTS
STA A 0+19 LT
STA A 6+16 LT
STA A 6+60 LT
STA A 10+04 LT

DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
STA A 0+00 - STA A 112+31 (SOLID LT)
STA A 0+00 - STA A 48+34 (SOLID RT)

DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
STA A 0+00 - STA A 48+25 (SOLID LT + RT)

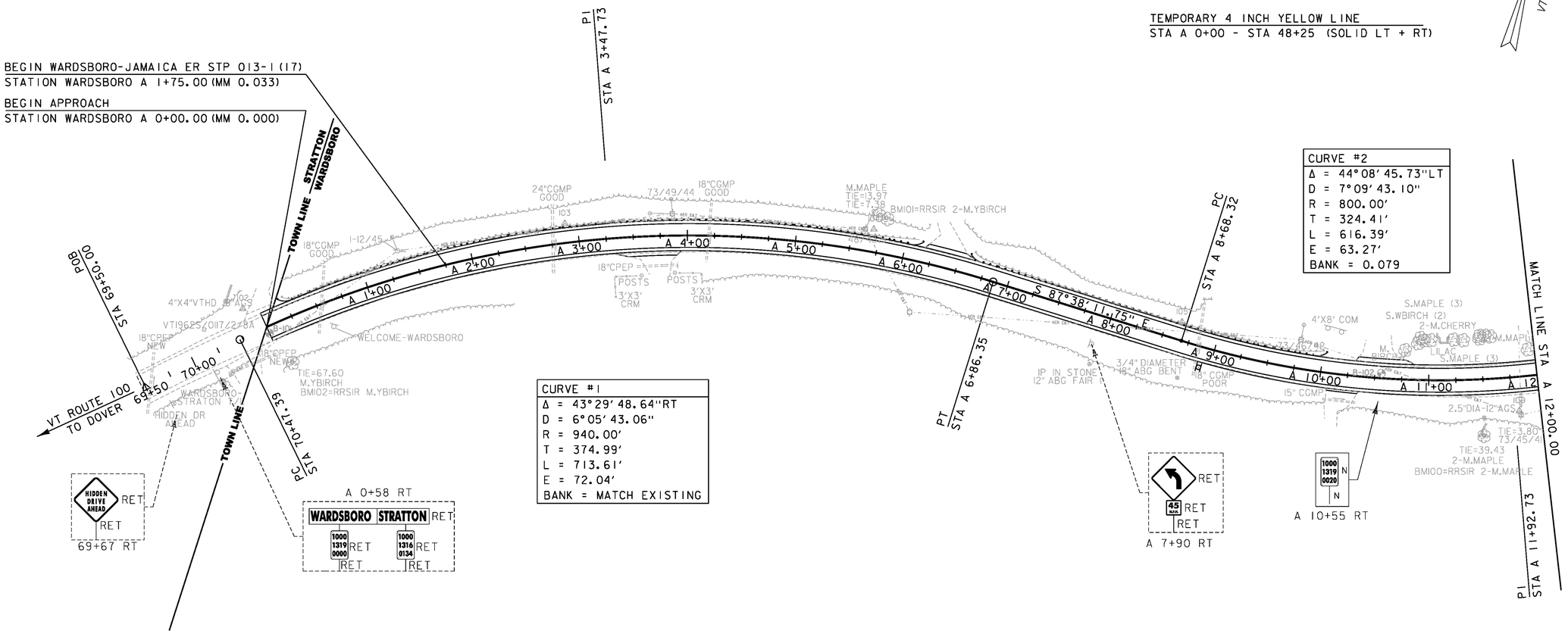
TEMPORARY 4 INCH WHITE LINE
STA A 0+00 - STA A 112+31 (SOLID LT)
STA A 0+00 - STA A 48+34 (SOLID RT)

TEMPORARY 4 INCH YELLOW LINE
STA A 0+00 - STA 48+25 (SOLID LT + RT)

N
VT STATE PLANE GRID

BEGIN WARDSBORO-JAMAICA ER STP 013-1(17)
STATION WARDSBORO A 1+75.00 (MM 0.033)

BEGIN APPROACH
STATION WARDSBORO A 0+00.00 (MM 0.000)



CURVE #1
Δ = 43°29' 48.64"RT
D = 6°05' 43.06"
R = 940.00'
T = 374.99'
L = 713.61'
E = 72.04'
BANK = MATCH EXISTING

CURVE #2
Δ = 44°08' 45.73"LT
D = 7°09' 43.10"
R = 800.00'
T = 324.41'
L = 616.39'
E = 63.27'
BANK = 0.079

0 50 100
SCALE IN FEET

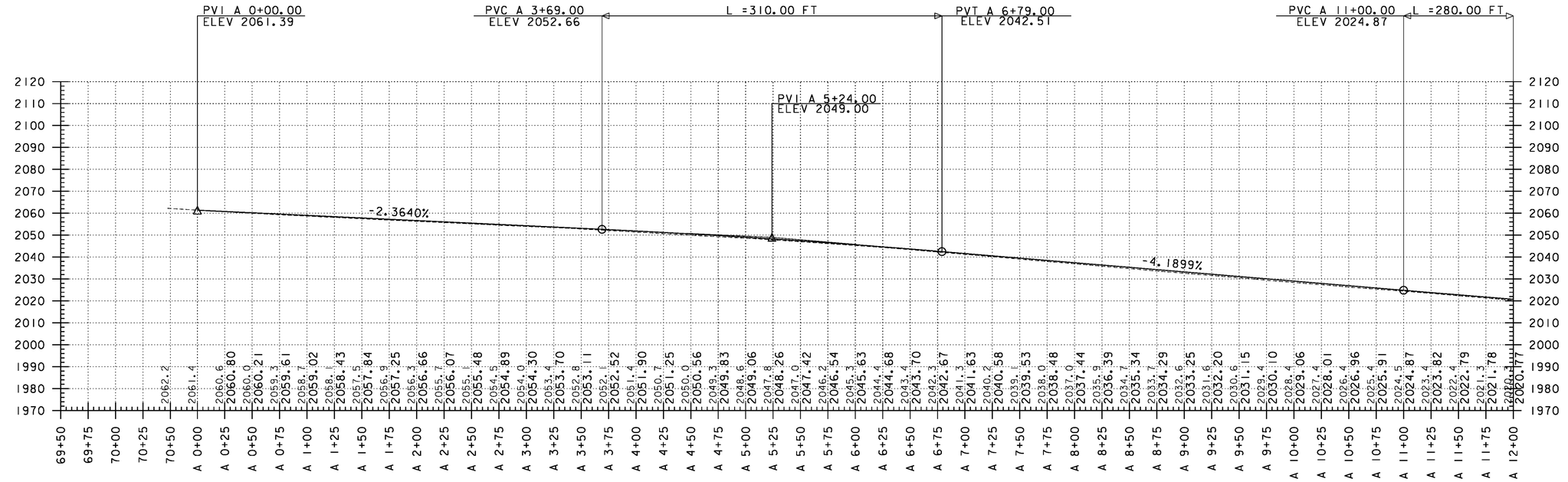
SIGN LEGEND

R	=	REMOVE
S	=	SALVAGE
N	=	NEW
RET	=	RETAIN
T&T	=	THINNING & TRIMMING
B-B	=	BACK TO BACK
EXISTING	=	----------
NEW	=	————

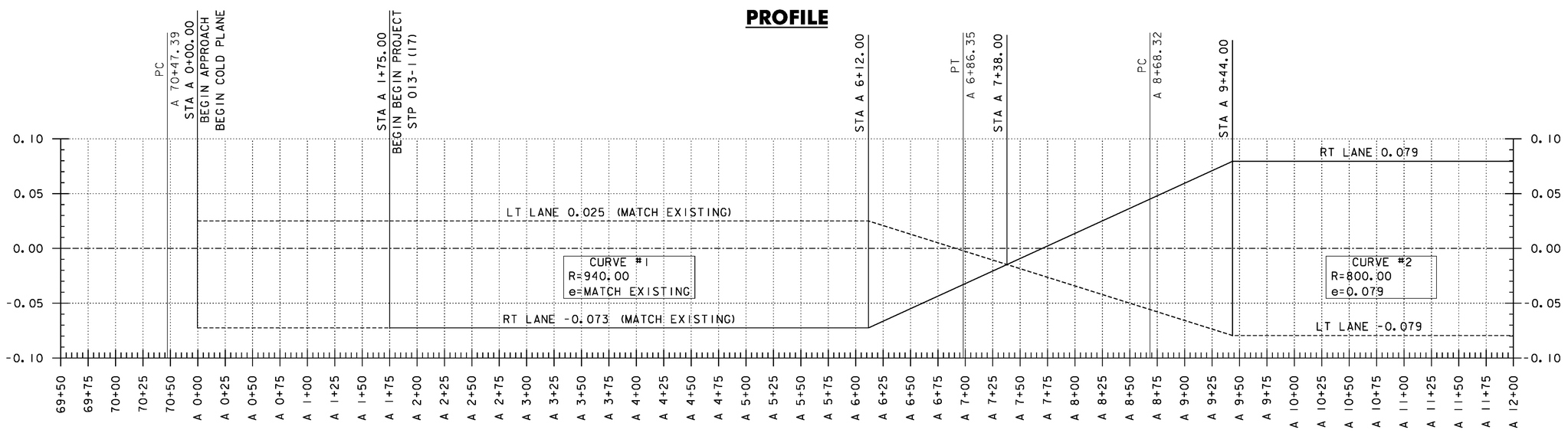
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: dl2b236_bdr.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
PLAN SHEET 1

PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: A. KEMPTON
SHEET 56 OF 444



PROFILE



BANKING DIAGRAM

THE GRADES SHOWN TO THE NEAREST TENTH OF A FOOT ARE THE ORIGINAL GROUND ELEVATIONS ALONG THE PROPOSED ALIGNMENT. THE GRADES SHOWN TO THE NEAREST HUNDRETH OF A FOOT ARE FINISH GRADES FOR THE PROPOSED ALIGNMENT. SUPERELEVATIONS ARE SHOWN IN PERCENTAGES.

PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: d12b236_pro_bnk
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
VT 100 PROFILE & BANKING DIAGRAM

PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: A. KEMPTON

STEEL BEAM GUARDRAIL, GALVANIZED W/ 8 FT POSTS
STA A 16+54 - STA A 24+35 RT
STA A 17+03 - STA A 23+97 LT

REMOVE AND DISPOSE OF GUARDRAIL
STA A 16+51 - STA A 24+47 RT
STA A 16+91 - STA A 24+07 LT

STEEL BEAM GUARDRAIL, GALVANIZED
STA A 16+41 - STA A 16+54 RT
STA A 16+90 - STA A 17+03 LT
STA A 23+97 - STA A 24+10 LT

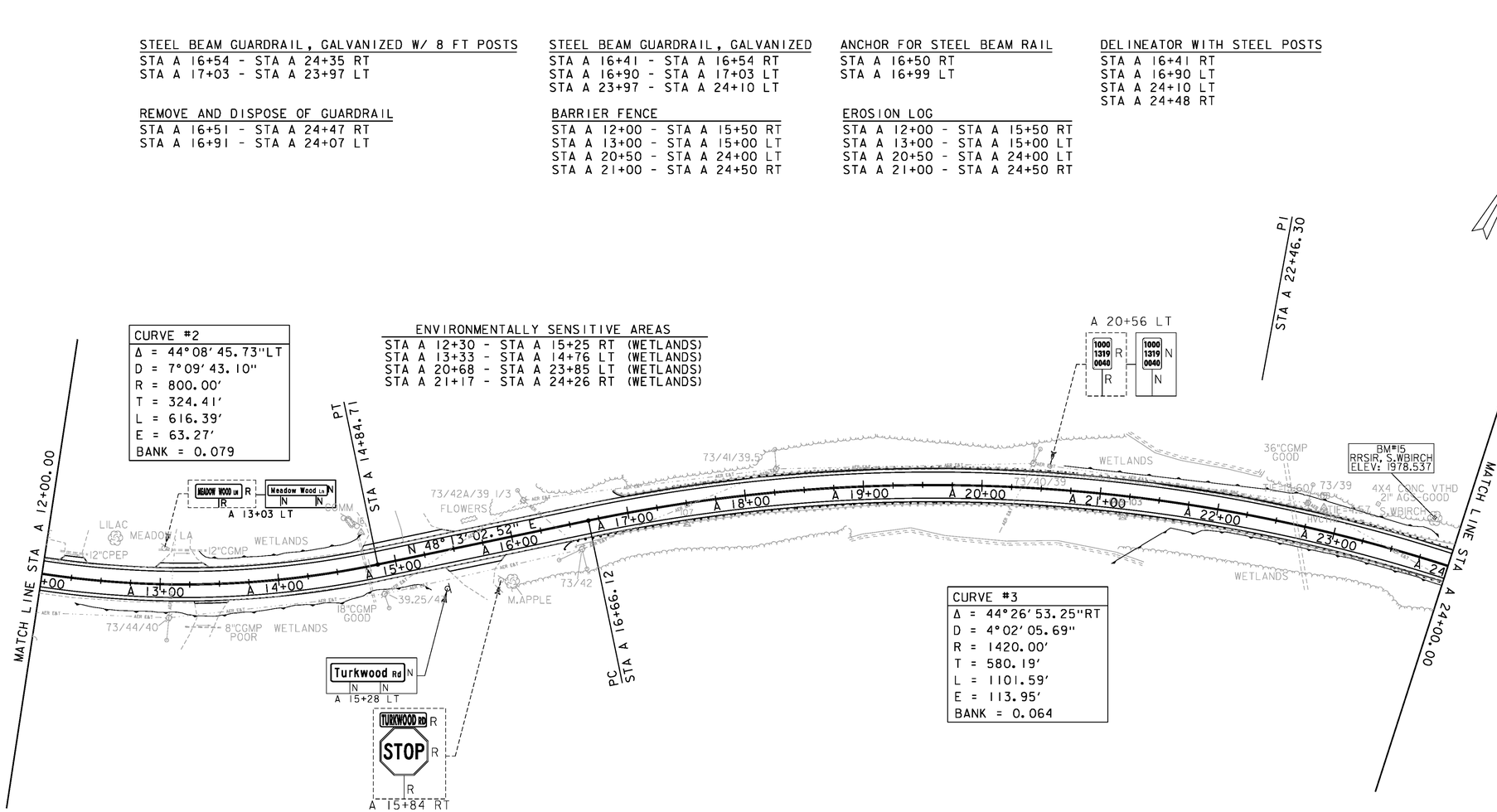
BARRIER FENCE
STA A 12+00 - STA A 15+50 RT
STA A 13+00 - STA A 15+00 LT
STA A 20+50 - STA A 24+00 LT
STA A 21+00 - STA A 24+50 RT

ANCHOR FOR STEEL BEAM RAIL
STA A 16+50 RT
STA A 16+99 LT

EROSION LOG
STA A 12+00 - STA A 15+50 RT
STA A 13+00 - STA A 15+00 LT
STA A 20+50 - STA A 24+00 LT
STA A 21+00 - STA A 24+50 RT

DELINEATOR WITH STEEL POSTS
STA A 16+41 RT
STA A 16+90 LT
STA A 24+10 LT
STA A 24+48 RT

ENVIRONMENTALLY SENSITIVE AREAS
STA A 12+30 - STA A 15+25 RT (WETLANDS)
STA A 13+33 - STA A 14+76 LT (WETLANDS)
STA A 20+68 - STA A 23+85 LT (WETLANDS)
STA A 21+17 - STA A 24+26 RT (WETLANDS)



DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
STA A 0+00 - STA A 112+31 (SOLID LT)
STA A 0+00 - STA A 48+34 (SOLID RT)

DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
STA A 0+00 - STA 48+25 (SOLID LT + RT)

TEMPORARY 4 INCH WHITE LINE
STA A 0+00 - STA A 112+31 (SOLID LT)
STA A 0+00 - STA A 48+34 (SOLID RT)

TEMPORARY 4 INCH YELLOW LINE
STA A 0+00 - STA 48+25 (SOLID LT + RT)

0 50 100
SCALE IN FEET

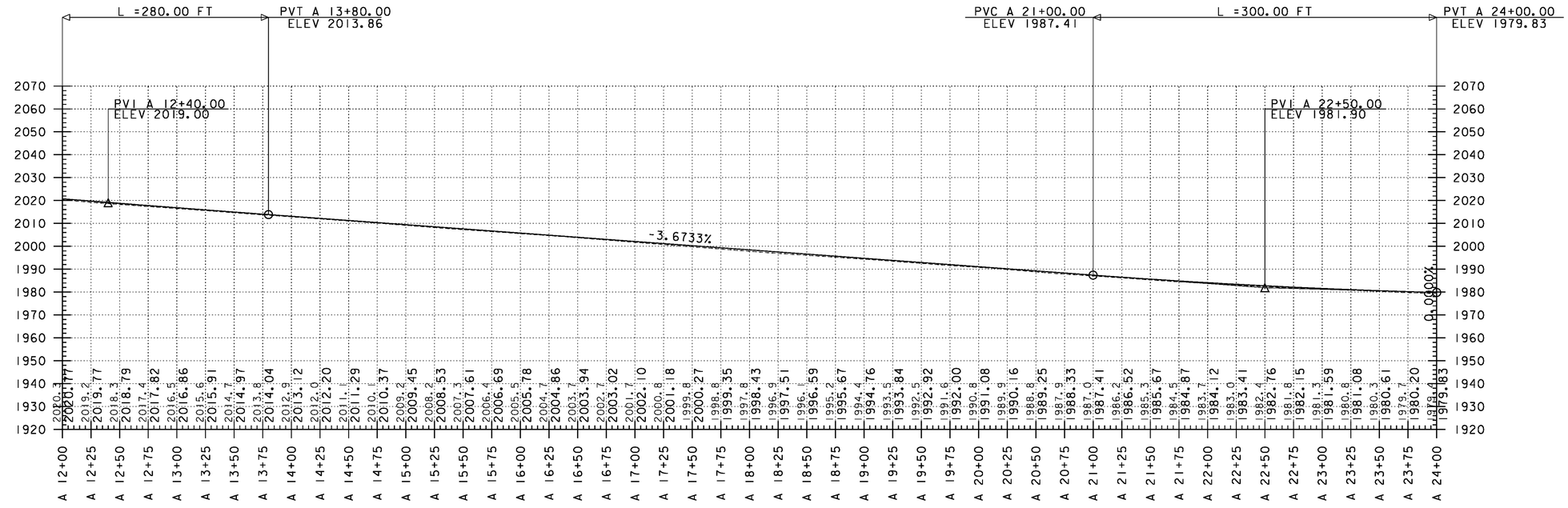
SIGN LEGEND

R	= REMOVE
S	= SALVAGE
N	= NEW
RET	= RETAIN
T&T	= THINNING & TRIMMING
B-B	= BACK TO BACK
EXISTING	----------
NEW	————

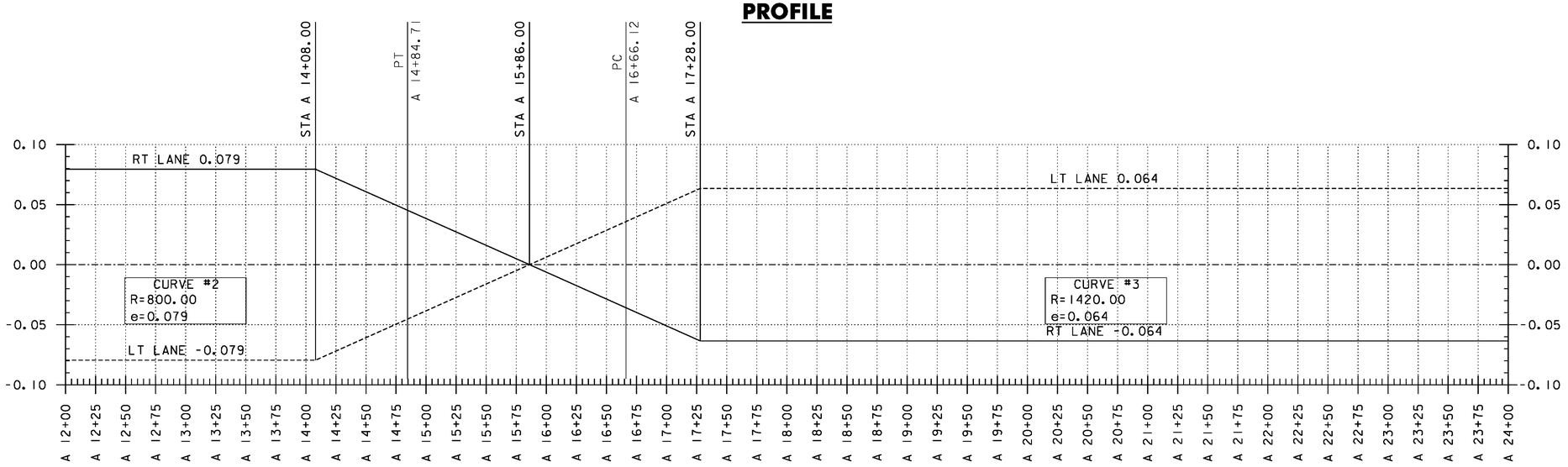
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: dl2b236_bdr.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
PLAN SHEET 2

PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: A. KEMPTON
SHEET 58 OF 444



PROFILE



BANKING DIAGRAM

THE GRADES SHOWN TO THE NEAREST TENTH OF A FOOT ARE THE ORIGINAL GROUND ELEVATIONS ALONG THE PROPOSED ALIGNMENT. THE GRADES SHOWN TO THE NEAREST HUNDRETH OF A FOOT ARE FINISH GRADES FOR THE PROPOSED ALIGNMENT. SUPERELEVATIONS ARE SHOWN IN PERCENTAGES.

PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: d12b236_pro_bnk
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
VT 100 PROFILE & BANKING DIAGRAM

PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: A. KEMPTON
SHEET 59 OF 444

STEEL BEAM GUARDRAIL, GALVANIZED W/ 8 FT POSTS
STA A 16+54 - STA A 24+35 RT
STA A 17+03 - STA A 23+97 LT
STA A 24+89 - STA A 33+98 RT
STA A 27+63 - STA A 31+90 LT

REMOVE AND DISPOSE OF GUARDRAIL
STA A 16+51 - STA A 24+45 RT
STA A 16+91 - STA A 24+07 LT
STA A 24+76 - STA A 34+11 RT
STA A 27+50 - STA A 32+02 LT

STONE FILL, TYPE I
~~STA A 27+50 - STA A 29+00 RT~~
~~STA A 31+50 - STA A 33+00 RT~~
STA A 27+43 - STA A 29+00 RT
STA A 31+40 - STA A 33+00 RT
STA A 34+88 - STA A 38+05 LT
STA A 38+00 - STA A 39+20 RT

STEEL BEAM GUARDRAIL, GALVANIZED
STA A 23+97 - STA A 24+10 LT
STA A 24+35 - STA A 24+48 RT
STA A 24+76 - STA A 24+89 RT
STA A 27+51 - STA A 27+63 LT
STA A 31+90 - STA A 32+03 LT
STA A 33+98 - STA A 34+11 RT

BARRIER FENCE
STA A 21+00 - STA A 24+50 RT
STA A 25+00 - STA A 31+50 RT

GRUBBING MATERIAL
STA A 27+50 - STA A 29+00 RT
STA A 31+50 - STA A 33+00 RT

ANCHOR FOR STEEL BEAM RAIL
STA A 24+03 LT
STA A 24+39 RT
STA A 24+85 RT
STA A 27+59 LT
STA A 31+94 LT
STA A 34+02 RT

EROSION LOG
STA A 21+00 - STA A 24+50 RT
STA A 25+00 - STA A 31+50 RT

GEOTEXTILE FOR SILT FENCE
STA A 27+50 - STA A 29+00 RT
STA A 31+50 - STA A 33+00 RT

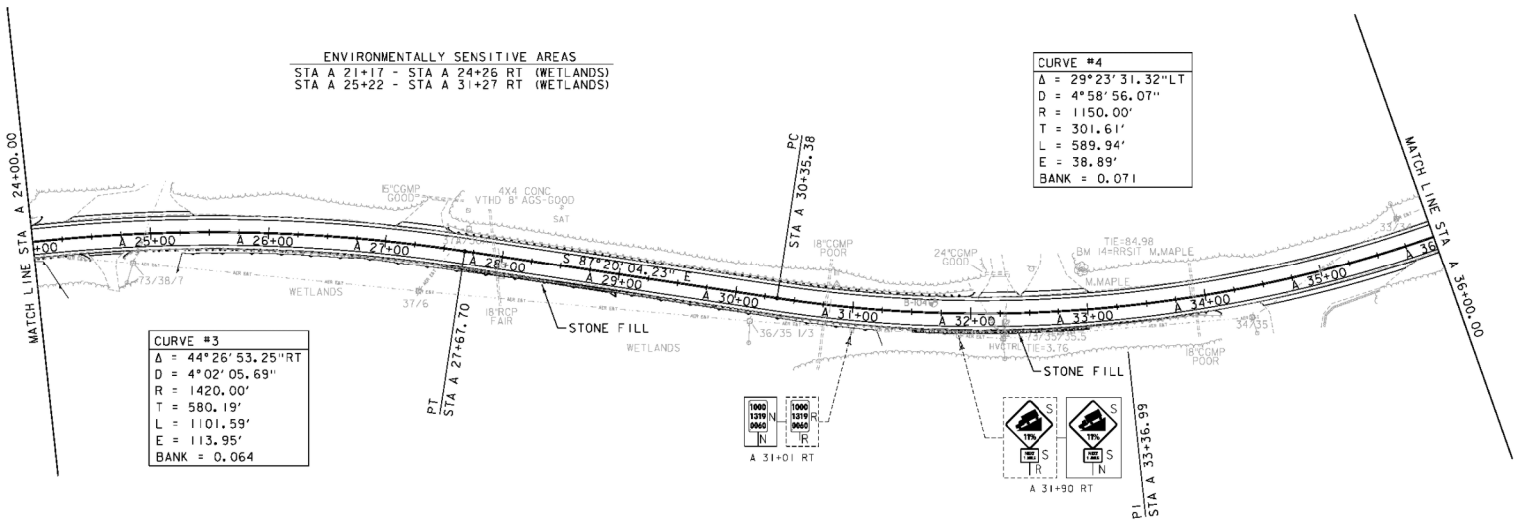
DELINEATOR WITH STEEL POSTS
STA A 24+10 LT
STA A 24+48 RT
STA A 24+76 RT
STA A 27+51 LT
STA A 32+03 LT
STA A 34+11 RT

N
VT STATE PLANE GRID

ENVIRONMENTALLY SENSITIVE AREAS
STA A 21+17 - STA A 24+26 RT (WETLANDS)
STA A 25+22 - STA A 31+27 RT (WETLANDS)

CURVE #4
Δ = 29°23'31.32"LT
D = 4°58'56.07"
R = 1150.00'
T = 301.61'
L = 589.94'
E = 38.89'
BANK = 0.071

CURVE #3
Δ = 44°26'53.25"RT
D = 4°02'05.69"
R = 1420.00'
T = 580.19'
L = 1101.59'
E = 113.95'
BANK = 0.064



DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
STA A 0+00 - STA A 112+31 (SOLID LT)
STA A 0+00 - STA A 48+34 (SOLID RT)

DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
STA A 0+00 - STA 48+25 (SOLID LT + RT)

TEMPORARY 4 INCH WHITE LINE
STA A 0+00 - STA A 112+31 (SOLID LT)
STA A 0+00 - STA A 48+34 (SOLID RT)

TEMPORARY 4 INCH YELLOW LINE
STA A 0+00 - STA 48+25 (SOLID LT + RT)

0 50 100
SCALE IN FEET

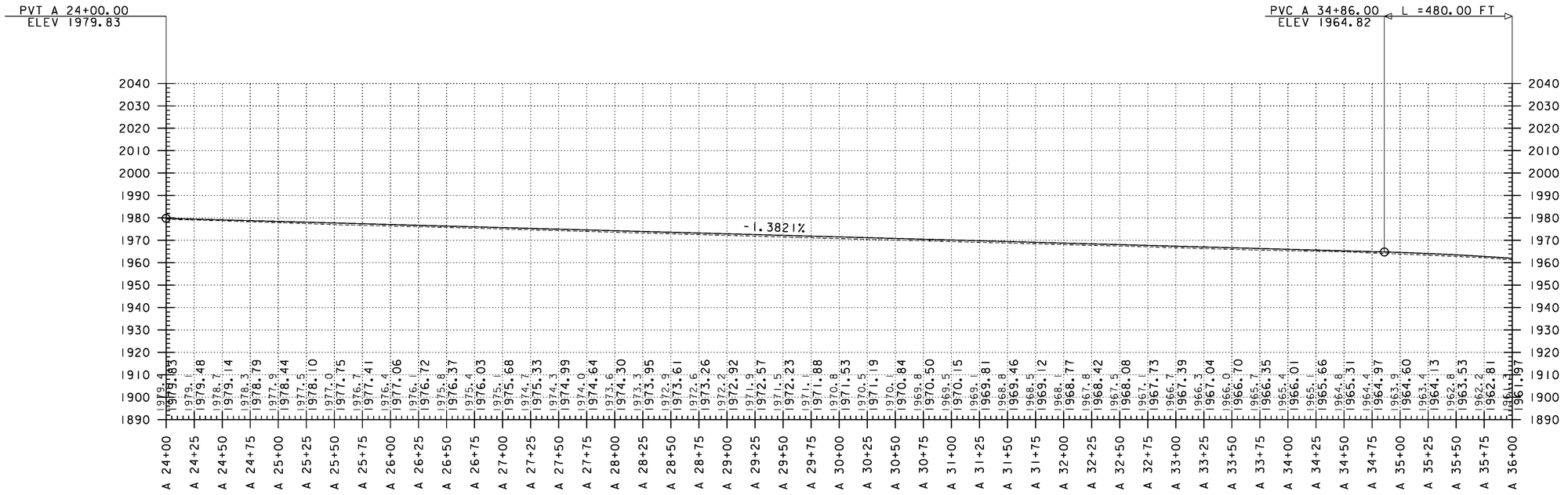
SIGN LEGEND

R	=	REMOVE
S	=	SALVAGE
N	=	NEW
RET	=	RETAIN
T&T	=	THINNING & TRIMMING
B-B	=	BACK TO BACK
EXISTING		----------
NEW		_____

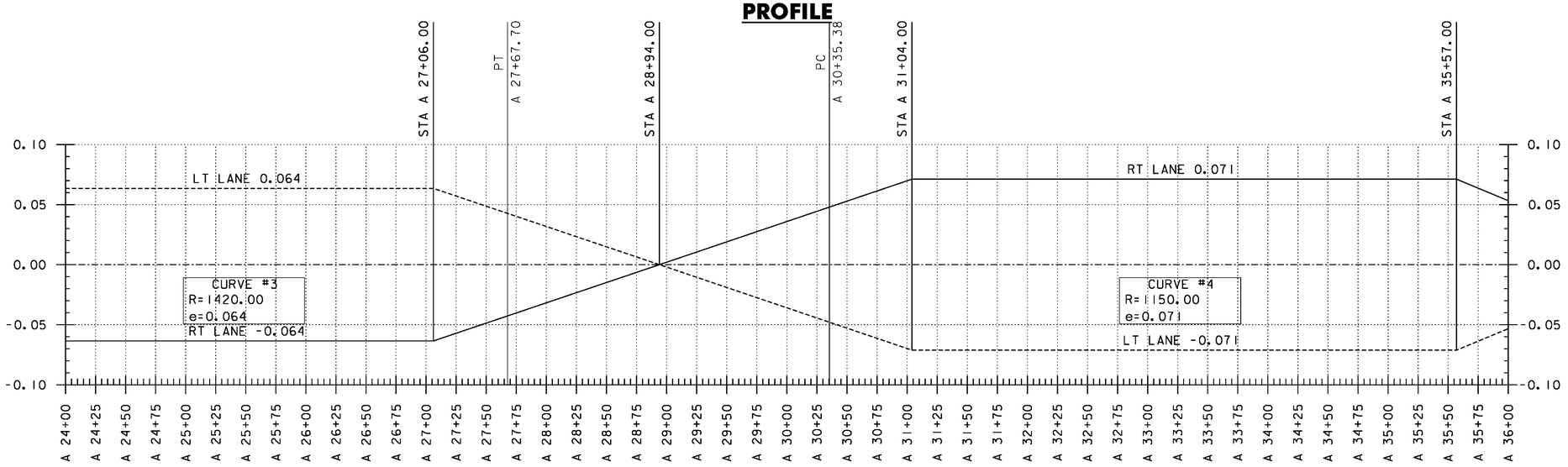
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: d2b236_bdr.dgn
PROJECT LEADER: K. UPVAL
DESIGNED BY: B. KIPP
PLAN SHEET 3

PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: A. KEMPTON
SHEET 60 OF 444



PROFILE



BANKING DIAGRAM

THE GRADES SHOWN TO THE NEAREST TENTH OF A FOOT ARE THE ORIGINAL GROUND ELEVATIONS ALONG THE PROPOSED ALIGNMENT. THE GRADES SHOWN TO THE NEAREST HUNDRETH OF A FOOT ARE FINISH GRADES FOR THE PROPOSED ALIGNMENT. SUPERELEVATIONS ARE SHOWN IN PERCENTAGES.

PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: d12b236_pro_bnk
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
VT 100 PROFILE & BANKING DIAGRAM

PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: A. KEMPTON
SHEET 61 OF 444

STEEL BEAM GUARDRAIL, GALVANIZED W/ 8 FT POSTS
STA A 41+17 - STA A 47+52 RT
STA A 47+16 - STA A 51+85 LT

REMOVE AND DISPOSE OF GUARDRAIL
STA A 41+11 - STA A 47+63 RT
STA A 47+08 - STA A 51+98 LT

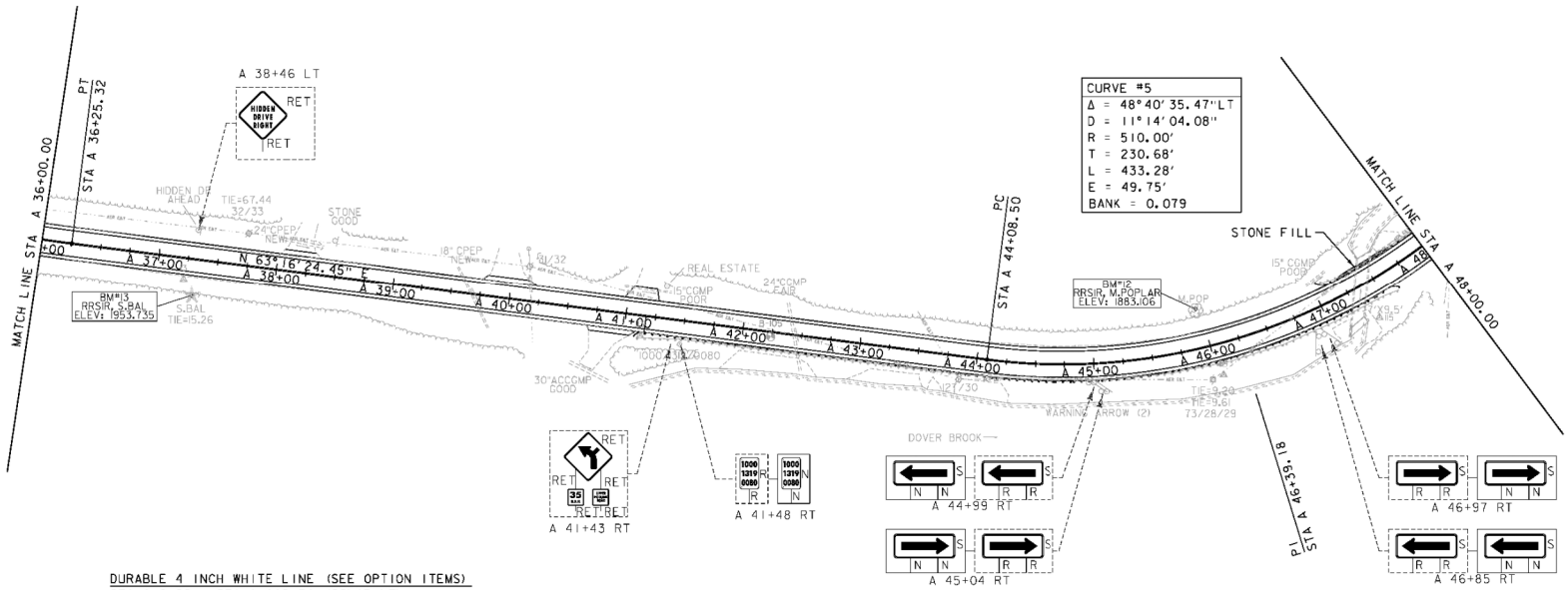
STEEL BEAM GUARDRAIL, GALVANIZED
STA A 41+09 - STA A 41+22 RT
STA A 47+03 - STA A 47+16 LT
STA A 47+52 - STA A 47+65 RT

STONE FILL TYPE I
STA A 42+55 - STA A 47+65 LT
STA A 38+36 - STA A 39+54 LT
STA A 40+22 - STA A 40+92 LT

ANCHOR FOR STEEL BEAM RAIL
STA A 41+18 RT
STA A 47+12 LT
STA A 47+56 RT

DELINEATOR WITH STEEL POSTS
STA A 41+09 RT
STA A 47+03 LT
STA A 47+65 RT

N
VT STATE PLANE GRID



DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
STA A 0+00 - STA A 112+31 (SOLID LT)
STA A 0+00 - STA A 48+34 (SOLID RT)

DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
STA A 0+00 - STA 48+25 (SOLID LT + RT)

TEMPORARY 4 INCH WHITE LINE
STA A 0+00 - STA A 112+31 (SOLID LT)
STA A 0+00 - STA A 48+34 (SOLID RT)

TEMPORARY 4 INCH YELLOW LINE
STA A 0+00 - STA 48+25 (SOLID LT + RT)

0 50 100
SCALE IN FEET

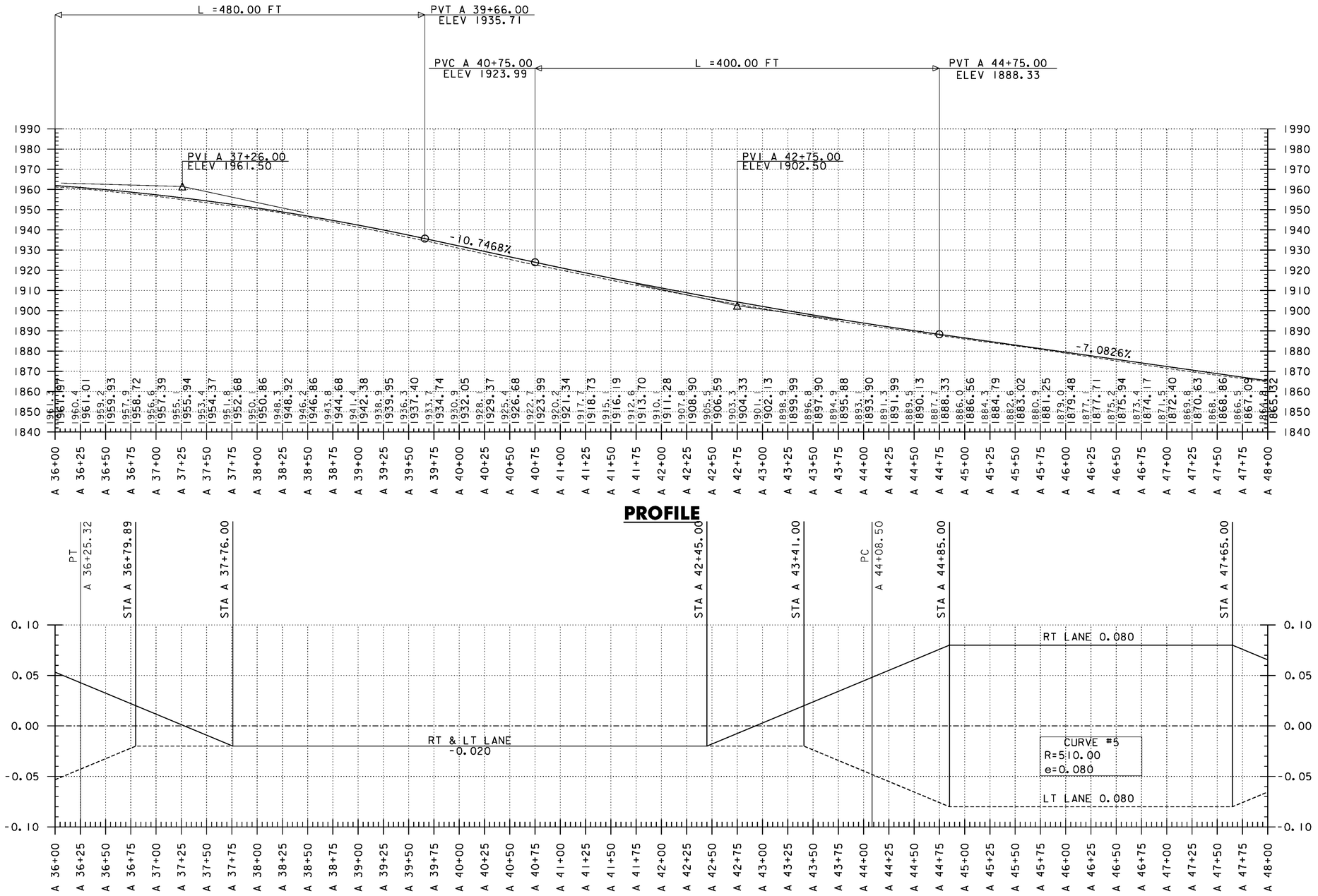
SIGN LEGEND

R	= REMOVE
S	= SALVAGE
N	= NEW
RET	= RETAIN
T&T	= THINNING & TRIMMING
B-B	= BACK TO BACK
EXISTING	----------
NEW	----------

PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: d2b236_bdr.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
PLAN SHEET 4

PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: A. KEMPTON
SHEET 62 OF 444



PROFILE

BANKING DIAGRAM

THE GRADES SHOWN TO THE NEAREST TENTH OF A FOOT ARE THE ORIGINAL GROUND ELEVATIONS ALONG THE PROPOSED ALIGNMENT. THE GRADES SHOWN TO THE NEAREST HUNDRETH OF A FOOT ARE FINISH GRADES FOR THE PROPOSED ALIGNMENT. SUPERELEVATIONS ARE SHOWN IN PERCENTAGES.

PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: d12b236_pro_bnk
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
VT 100 PROFILE & BANKING DIAGRAM

PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: A. KEMPTON

STEEL BEAM GUARDRAIL, GALVANIZED W/ 8 FT POSTS
STA A 47+16 - STA A 51+85 LT
STA A 54+40 - STA A 58+69 LT

STEEL BEAM GUARDRAIL, GALVANIZED
STA A 51+85 - STA A 51+98 LT
STA A 54+27 - STA A 54+40 LT
STA A 58+69 - STA A 58+82 LT

ANCHOR FOR STEEL BEAM RAIL
STA A 51+89 LT
STA A 54+36 LT
STA A 58+73 LT

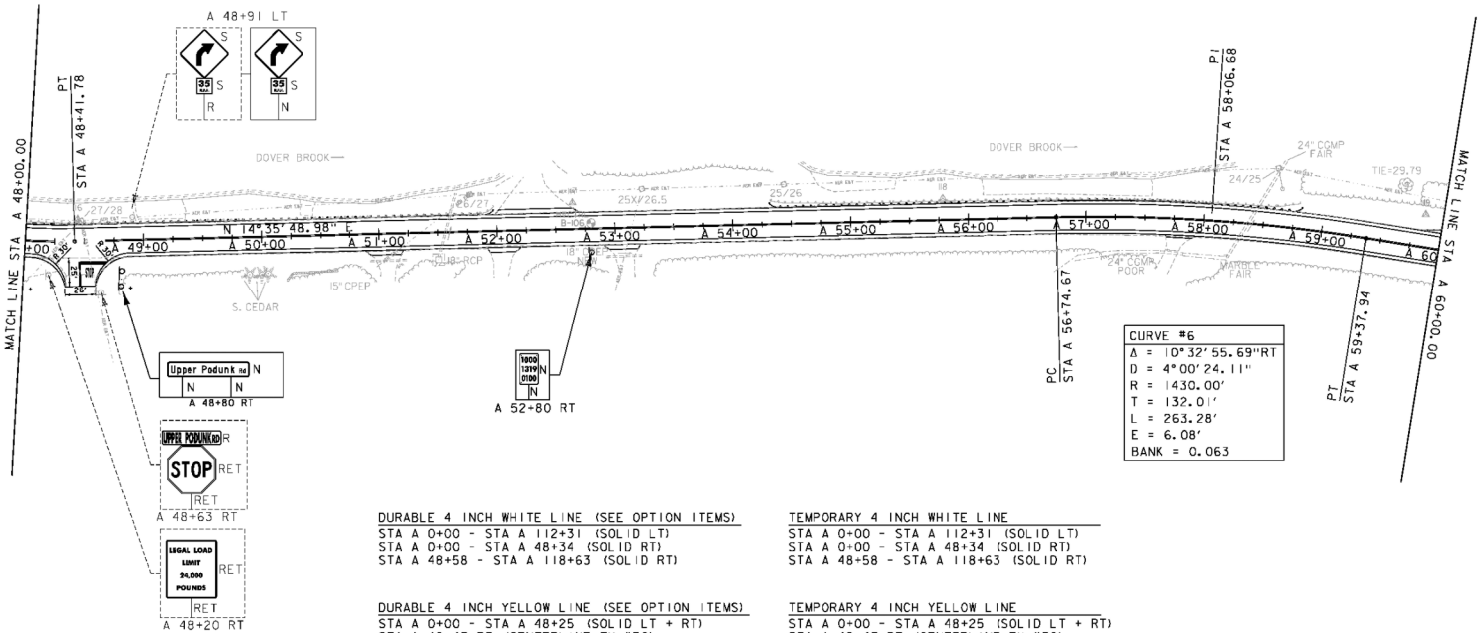
DELINEATOR WITH STEEL POSTS
STA A 51+98 LT
STA A 54+27 LT
STA A 58+82 LT

REMOVE AND DISPOSE OF GUARDRAIL
STA A 47+08 - STA A 51+98 LT
STA A 54+32 - STA A 58+80 LT

REHAB. DROP INLETS, CATCH BASINS OR MANHOLES, CLASS II
STA A 51+50 RT

STONE FILL TYPE I
STA A 52+74 - STA A 53+04 LT

N
VT STATE PLANE GRID



CURVE #6
Δ = 10°32'55.69"RT
D = 4°00'24.11"
R = 1430.00'
T = 132.01'
L = 263.28'
E = 6.08'
BANK = 0.063

DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
STA A 0+00 - STA A 112+31 (SOLID LT)
STA A 0+00 - STA A 48+34 (SOLID RT)
STA A 48+58 - STA A 118+63 (SOLID RT)

TEMPORARY 4 INCH WHITE LINE
STA A 0+00 - STA A 112+31 (SOLID LT)
STA A 0+00 - STA A 48+34 (SOLID RT)
STA A 48+58 - STA A 118+63 (SOLID RT)

DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
STA A 0+00 - STA A 48+25 (SOLID LT + RT)
STA A 48+47 RT (CENTERLINE TH #30)
STA A 48+68 - STA 112+19 (SOLID LT + RT)

TEMPORARY 4 INCH YELLOW LINE
STA A 0+00 - STA A 48+25 (SOLID LT + RT)
STA A 48+47 RT (CENTERLINE TH #30)
STA A 48+25 - STA 112+19 (SOLID LT + RT)

DURABLE 24 INCH STOP BAR (SEE OPTION ITEMS)
STA A 48+55 RT

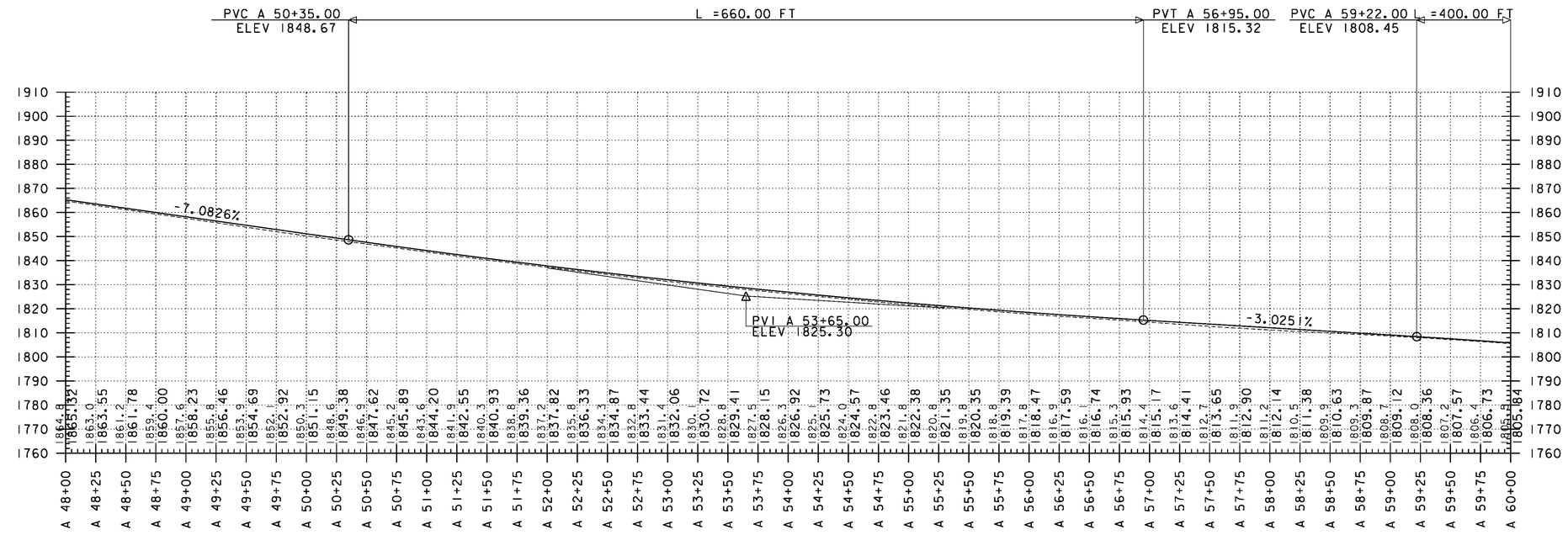
DURABLE LETTTER OR SYMBOL (SEE OPTION ITEMS)
STA A 48+55 RT "STOP"

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

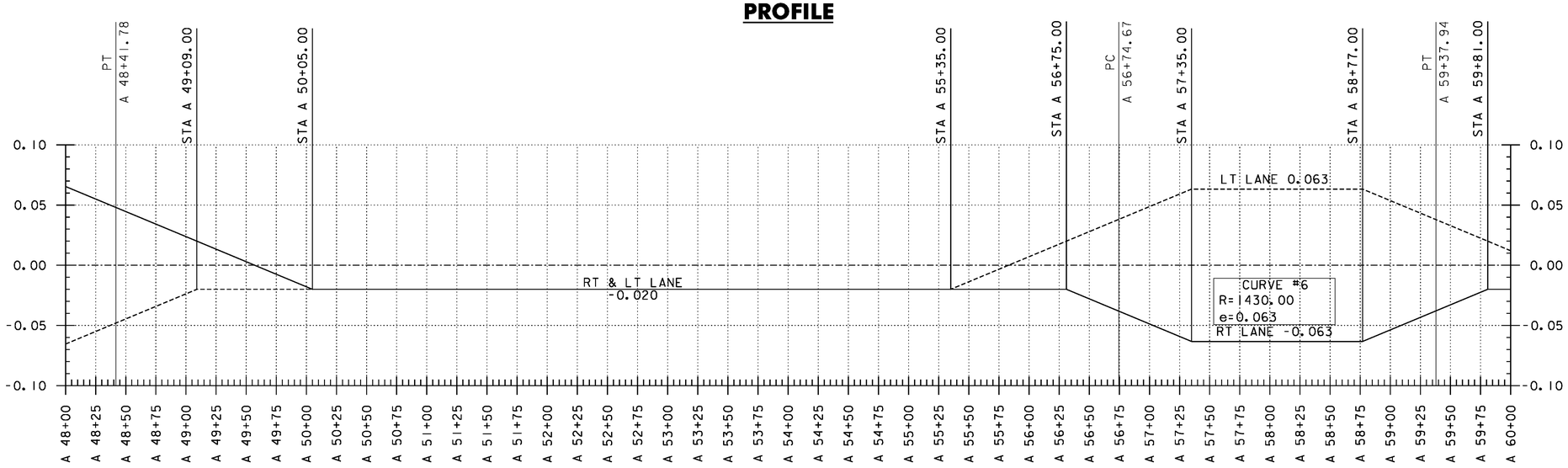
0 50 100
SCALE IN FEET

PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: d2b236_bdr.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
PLAN SHEET 5
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: A. KEMPTON
SHEET 64 OF 444



PROFILE



BANKING DIAGRAM

THE GRADES SHOWN TO THE NEAREST TENTH OF A FOOT ARE THE ORIGINAL GROUND ELEVATIONS ALONG THE PROPOSED ALIGNMENT. THE GRADES SHOWN TO THE NEAREST HUNDRETH OF A FOOT ARE FINISH GRADES FOR THE PROPOSED ALIGNMENT. SUPERELEVATIONS ARE SHOWN IN PERCENTAGES.

PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: d12b236_pro_bnk
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
VT 100 PROFILE & BANKING DIAGRAM

PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: A. KEMPTON
SHEET 65 OF 444

STEEL BEAM GUARDRAIL, GALVANIZED W/ 8 FT POSTS
STA A 63+06 - STA A 84+14 LT

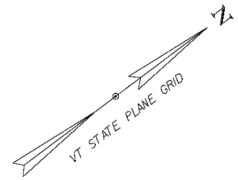
REMOVE AND DISPOSE OF GUARDRAIL
STA A 62+97 - STA A 84+37 LT

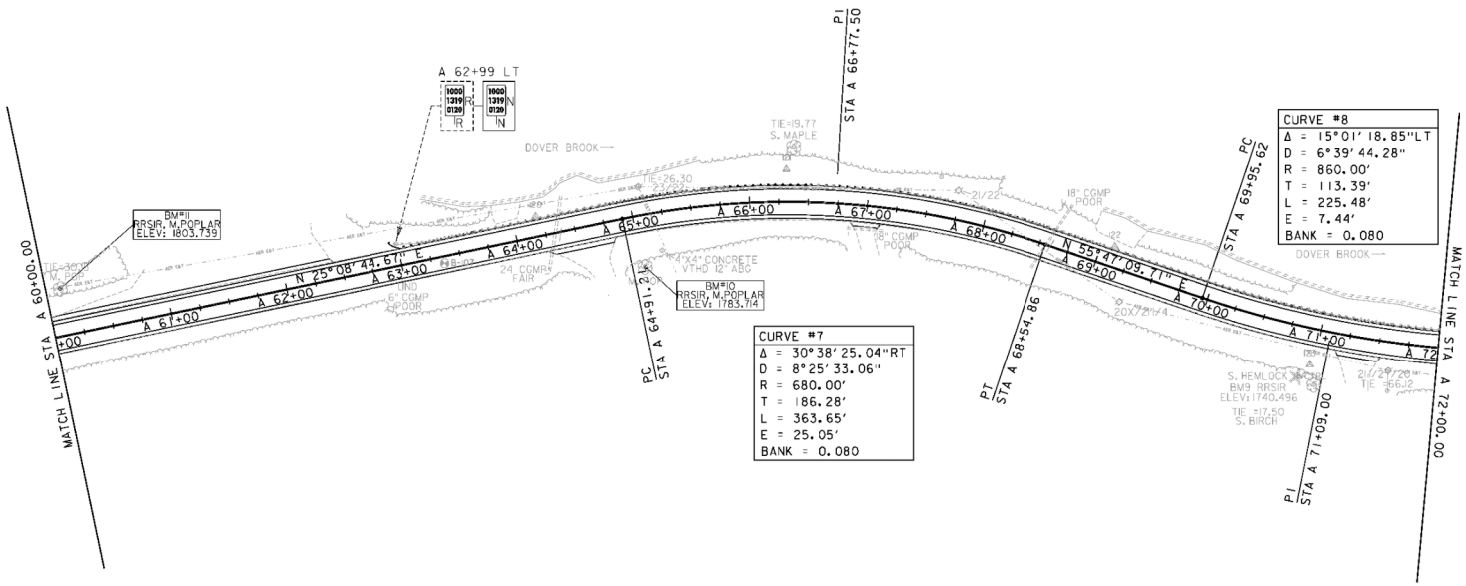
STEEL BEAM GUARDRAIL, GALVANIZED
STA A 62+93 - STA A 63+06 LT

STONE FILL TYPE I
STA A 64+72 - STA A 66+79 RT
STA A 67+19 - STA A 68+49 RT

ANCHOR FOR STEEL BEAM RAIL
STA A 63+02 LT

DELINEATOR WITH STEEL POSTS
STA A 62+93 LT





CURVE #8
Δ = 15° 01' 18.85" LT
D = 6° 39' 44.28"
R = 860.00'
T = 113.39'
L = 225.48'
E = 7.44'
BANK = 0.080

CURVE #7
Δ = 30° 38' 25.04" RT
D = 8° 25' 33.06"
R = 680.00'
T = 186.28'
L = 363.65'
E = 25.05'
BANK = 0.080

DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
STA A 0+00 - STA A 112+31 (SOLID LT)
STA A 48+58 - STA A 118+63 (SOLID RT)

DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
STA A 48+68 - STA A 112+19 (SOLID LT + RT)

TEMPORARY 4 INCH WHITE LINE
STA A 0+00 - STA A 112+31 (SOLID LT)
STA A 48+58 - STA A 118+63 (SOLID RT)

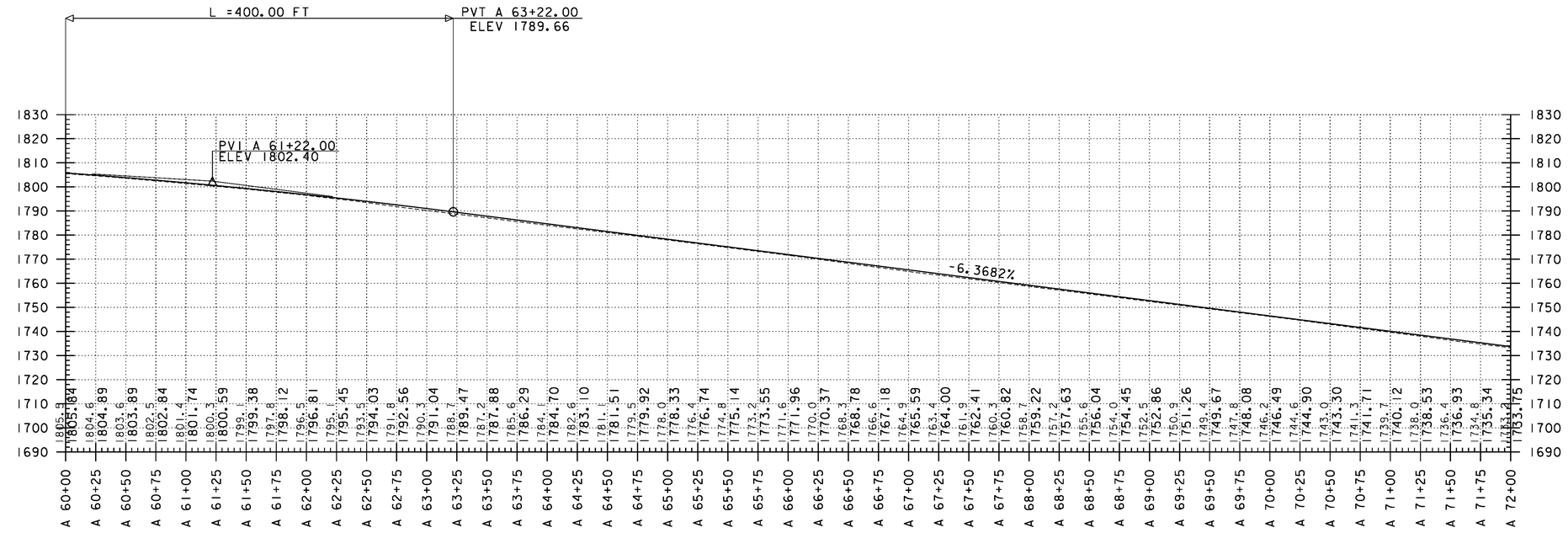
TEMPORARY 4 INCH YELLOW LINE
STA A 48+68 - STA A 112+19 (SOLID LT + RT)

0 50 100
SCALE IN FEET

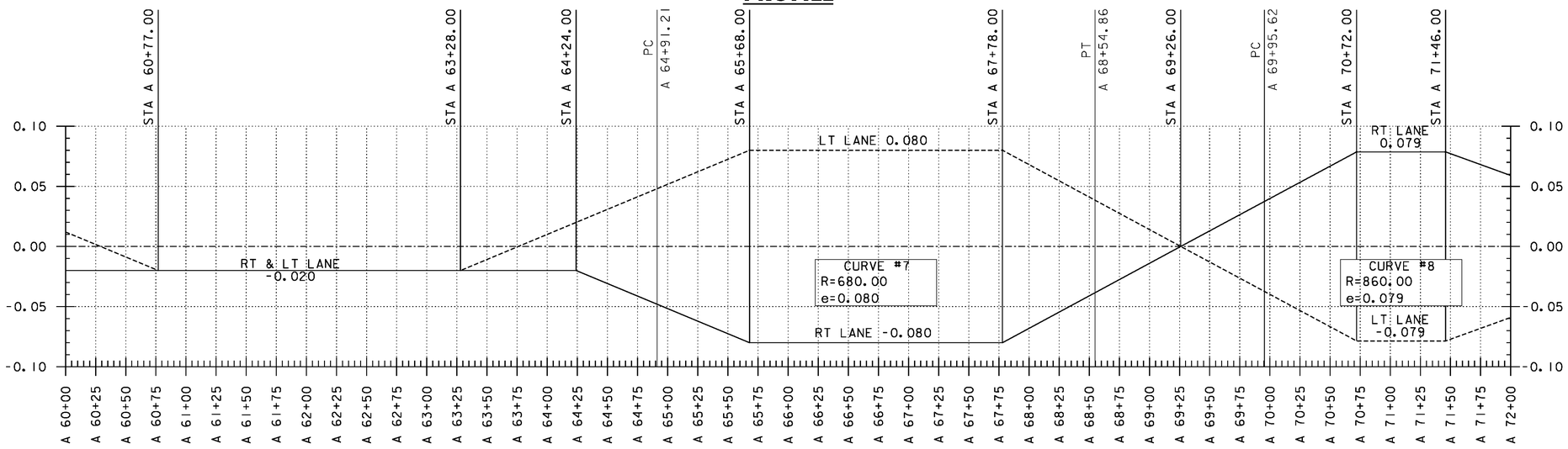
SIGN LEGEND

R	= REMOVE
S	= SALVAGE
N	= NEW
RET	= RETAIN
T&T	= THINNING & TRIMMING
B-B	= BACK TO BACK
EXISTING	----------
NEW	————

PROJECT NAME:	WARDSBORO-JAMAICA
PROJECT NUMBER:	ER STP 013-1(17)
FILE NAME: d12b236_bdr.dgn	PLOT DATE: 2/26/2014
PROJECT LEADER: K. UPMAL	DRAWN BY: B. KIPP
DESIGNED BY: B. KIPP	CHECKED BY: A. KEMPTON
PLAN SHEET 6	SHEET 66 OF 444



PROFILE



BANKING DIAGRAM

THE GRADES SHOWN TO THE NEAREST TENTH OF A FOOT ARE THE ORIGINAL GROUND ELEVATIONS ALONG THE PROPOSED ALIGNMENT. THE GRADES SHOWN TO THE NEAREST HUNDRETH OF A FOOT ARE FINISH GRADES FOR THE PROPOSED ALIGNMENT. SUPERELEVATIONS ARE SHOWN IN PERCENTAGES.

PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: d12b236_pro_bnk
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
VT 100 PROFILE & BANKING DIAGRAM

PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: A. KEMPTON

STEEL BEAM GUARDRAIL, GALVANIZED W/ 8 FT POSTS
STA A 63+06 - STA A 84+14 LT
STA A 83+29 - STA A 101+00 RT

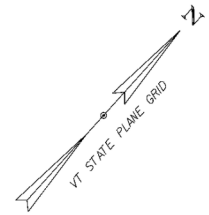
STEEL BEAM GUARDRAIL, GALVANIZED
STA A 83+16 - STA A 83+29 RT

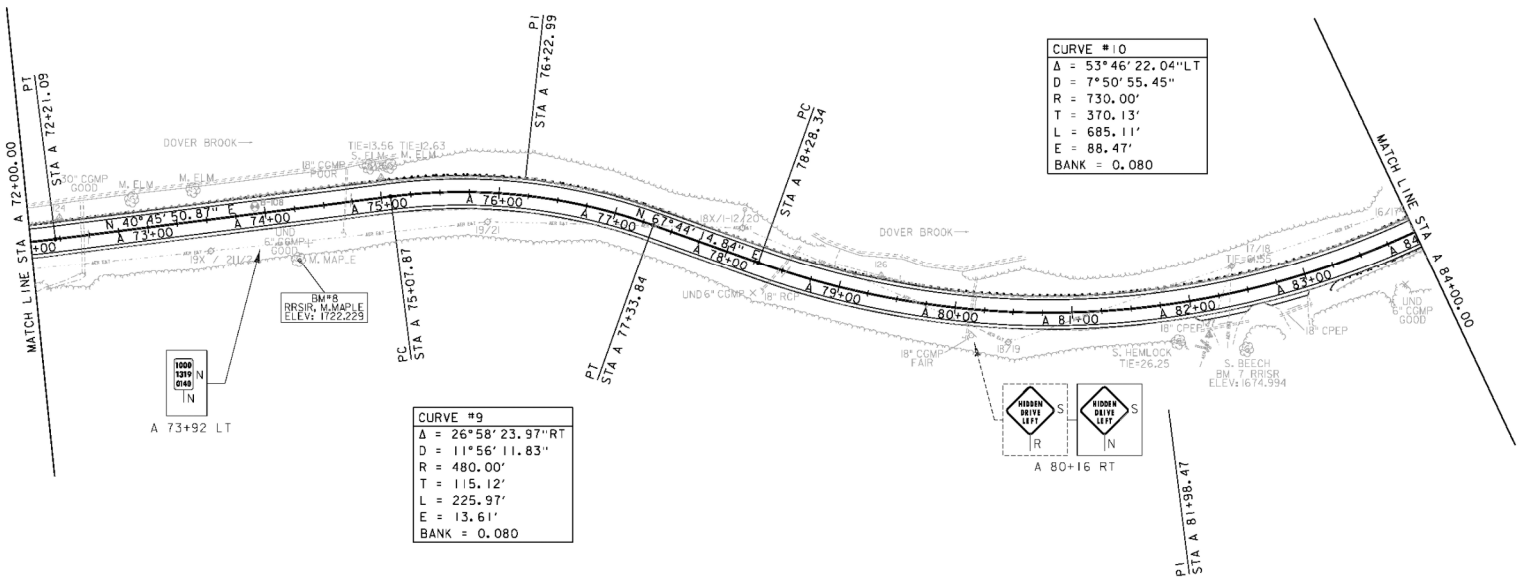
ANCHOR FOR STEEL BEAM RAIL
STA A 83+25 RT

DELINEATOR WITH STEEL POSTS
STA A 83+16 RT

REMOVE AND DISPOSE OF GUARDRAIL
STA A 62+97 - STA A 84+37 LT
STA A 83+21 - STA A 101+10 RT

STONE FILL TYPE I
STA A 74+70 - STA A 78+40 RT
STA A 74+00 - STA A 74+60 RT





CURVE #10
Δ = 53°46'22.04"LT
D = 7°50'55.45"
R = 730.00'
T = 370.13'
L = 685.11'
E = 88.47'
BANK = 0.080

CURVE #9
Δ = 26°58'23.97"RT
D = 11°56'11.83"
R = 480.00'
T = 115.12'
L = 225.97'
E = 13.61'
BANK = 0.080

DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
STA A 0+00 - STA A 112+31 (SOLID LT)
STA A 48+58 - STA A 118+63 (SOLID RT)

TEMPORARY 4 INCH WHITE LINE
STA A 0+00 - STA A 112+31 (SOLID LT)
STA A 48+58 - STA A 118+63 (SOLID RT)

DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
STA A 48+68 - STA A 112+19 (SOLID LT + RT)

TEMPORARY 4 INCH YELLOW LINE
STA A 48+68 - STA A 112+19 (SOLID LT + RT)

0 50 100
SCALE IN FEET

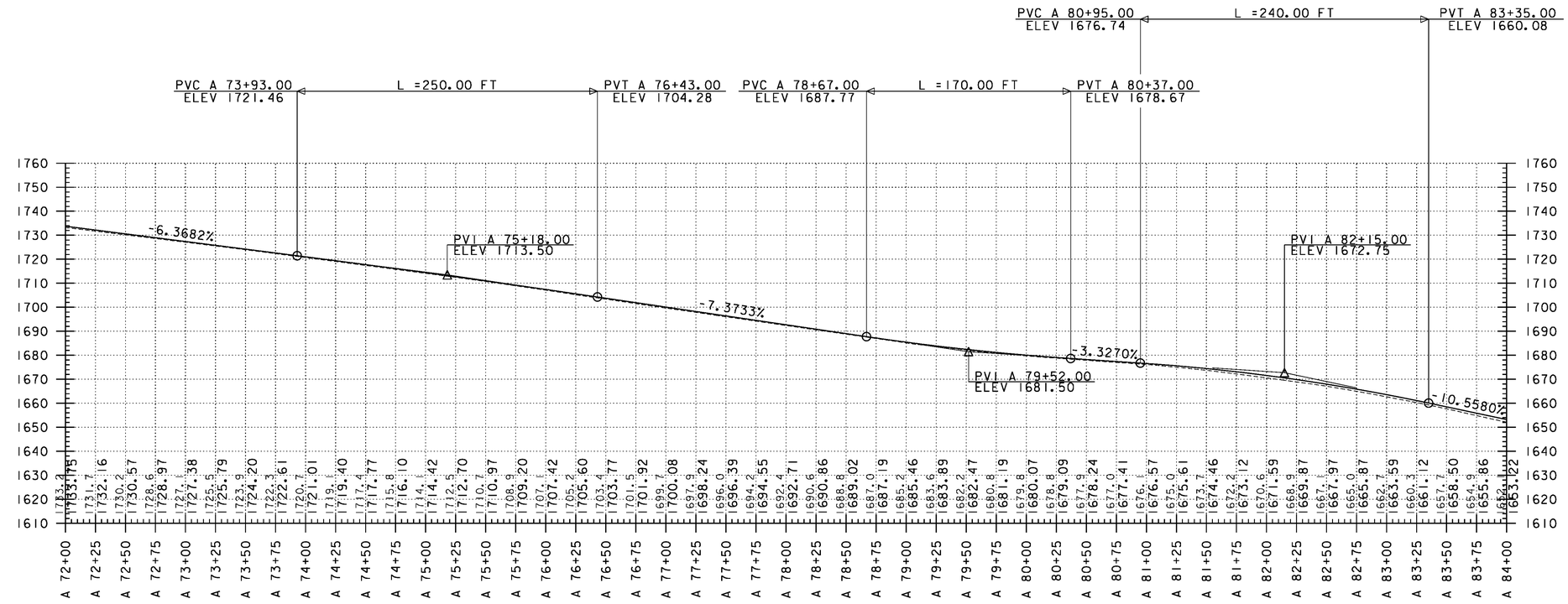
SIGN LEGEND

R	=	REMOVE
S	=	SALVAGE
N	=	NEW
RET	=	RETAIN
T&T	=	THINNING & TRIMMING
B-B	=	BACK TO BACK
EXISTING	=	----------
NEW	=	----------

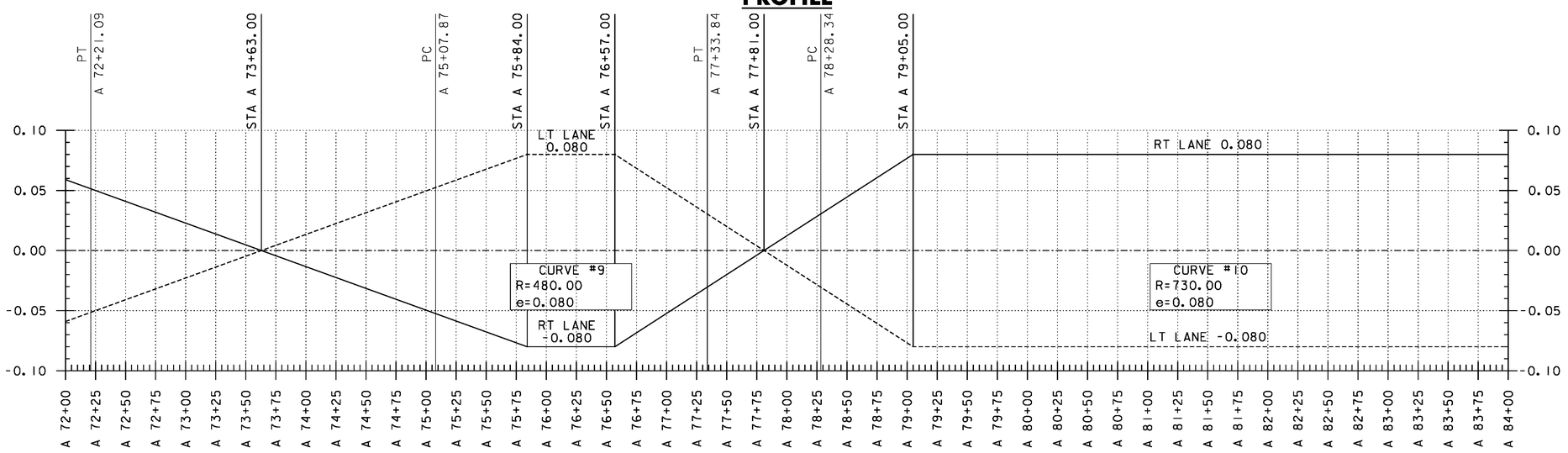
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: d2b236_bdr.dgn
PROJECT LEADER: K. UPVAL
DESIGNED BY: B. KIPP
PLAN SHEET 7

PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: A. KEMPTON
SHEET 68 OF 444



PROFILE



BANKING DIAGRAM

THE GRADES SHOWN TO THE NEAREST TENTH OF A FOOT ARE THE ORIGINAL GROUND ELEVATIONS ALONG THE PROPOSED ALIGNMENT. THE GRADES SHOWN TO THE NEAREST HUNDRETH OF A FOOT ARE FINISH GRADES FOR THE PROPOSED ALIGNMENT. SUPERELEVATIONS ARE SHOWN IN PERCENTAGES.

PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: d12b236_pro_bnk
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
VT 100 PROFILE & BANKING DIAGRAM

PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: A. KEMPTON
SHEET 69 OF 444

STEEL BEAM GUARDRAIL, GALVANIZED W/ 8 FT POSTS
STA A 63+06 - STA A 84+14 LT
STA A 83+29 - STA A 101+00 RT

STEEL BEAM GUARDRAIL, GALVANIZED
STA A 84+14 - STA A 84+27 LT

ANCHOR FOR STEEL BEAM RAIL
STA A 84+18 LT

DELINEATOR WITH STEEL POSTS
STA A 83+27 LT

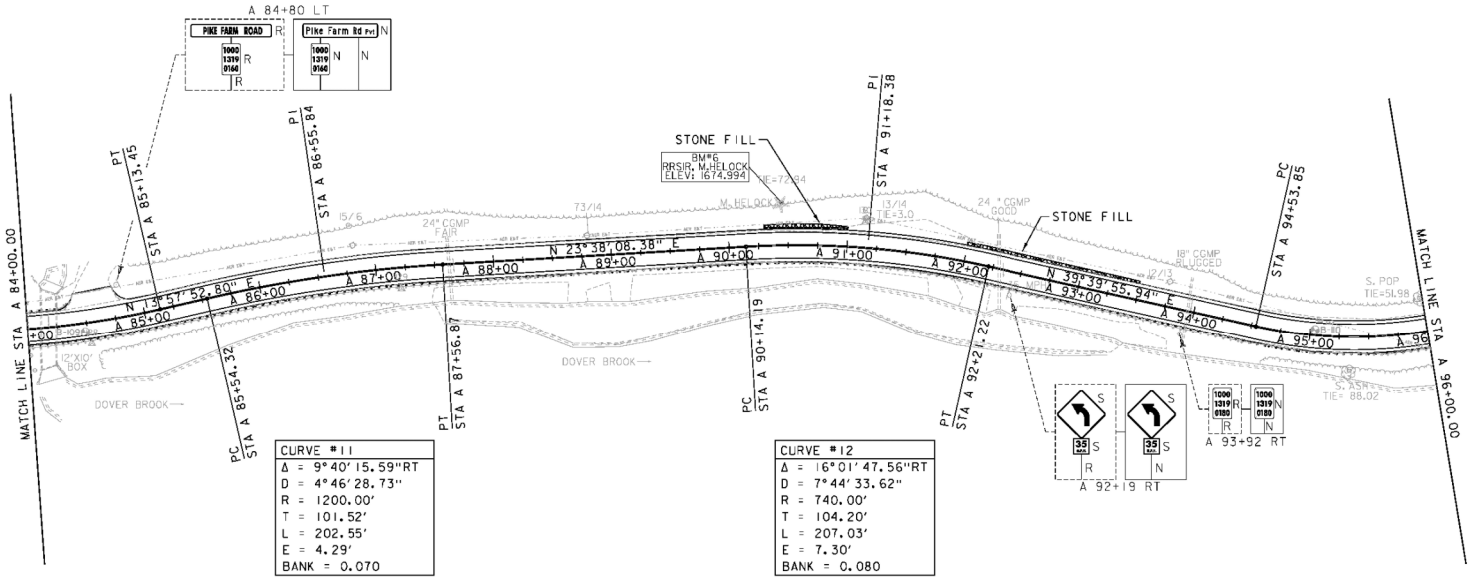
REMOVE AND DISPOSE OF GUARDRAIL
STA A 62+97 - STA A 84+37 LT
STA A 83+21 - STA A 101+10 RT

STONE FILL, TYPE I
~~STA A 90+30 - STA A 91+00 LT~~
~~STA A 92+00 - STA A 93+50 LT~~
STA A 90+15 - STA A 90+77 LT
STA A 92+10 - STA A 93+83 LT
STA A 94+09 - STA A 98+39 LT
STA A 84+75 - STA A 87+70 LT

GRUBBING MATERIAL
STA A 90+30 - STA A 91+00 LT
STA A 92+00 - STA A 93+50 LT

GEOTEXTILE FOR SILT FENCE
STA A 90+30 - STA A 91+00 LT
STA A 92+00 - STA A 93+50 LT

VT STATE PLANE GRID



CURVE #11
Δ = 9°40'15.59"RT
D = 4°46'28.73"
R = 1200.00'
T = 101.52'
L = 202.55'
E = 4.29'
BANK = 0.070

CURVE #12
Δ = 16°01'47.56"RT
D = 7°44'33.62"
R = 740.00'
T = 104.20'
L = 207.03'
E = 7.30'
BANK = 0.080

DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
STA A 0+00 - STA A 112+31 (SOLID LT)
STA A 48+58 - STA A 118+63 (SOLID RT)

DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
STA A 48+68 - STA A 112+19 (SOLID LT + RT)

TEMPORARY 4 INCH WHITE LINE
STA A 0+00 - STA A 112+31 (SOLID LT)
STA A 48+58 - STA A 118+63 (SOLID RT)

TEMPORARY 4 INCH YELLOW LINE
STA A 48+68 - STA A 112+19 (SOLID LT + RT)

0 50 100
SCALE IN FEET

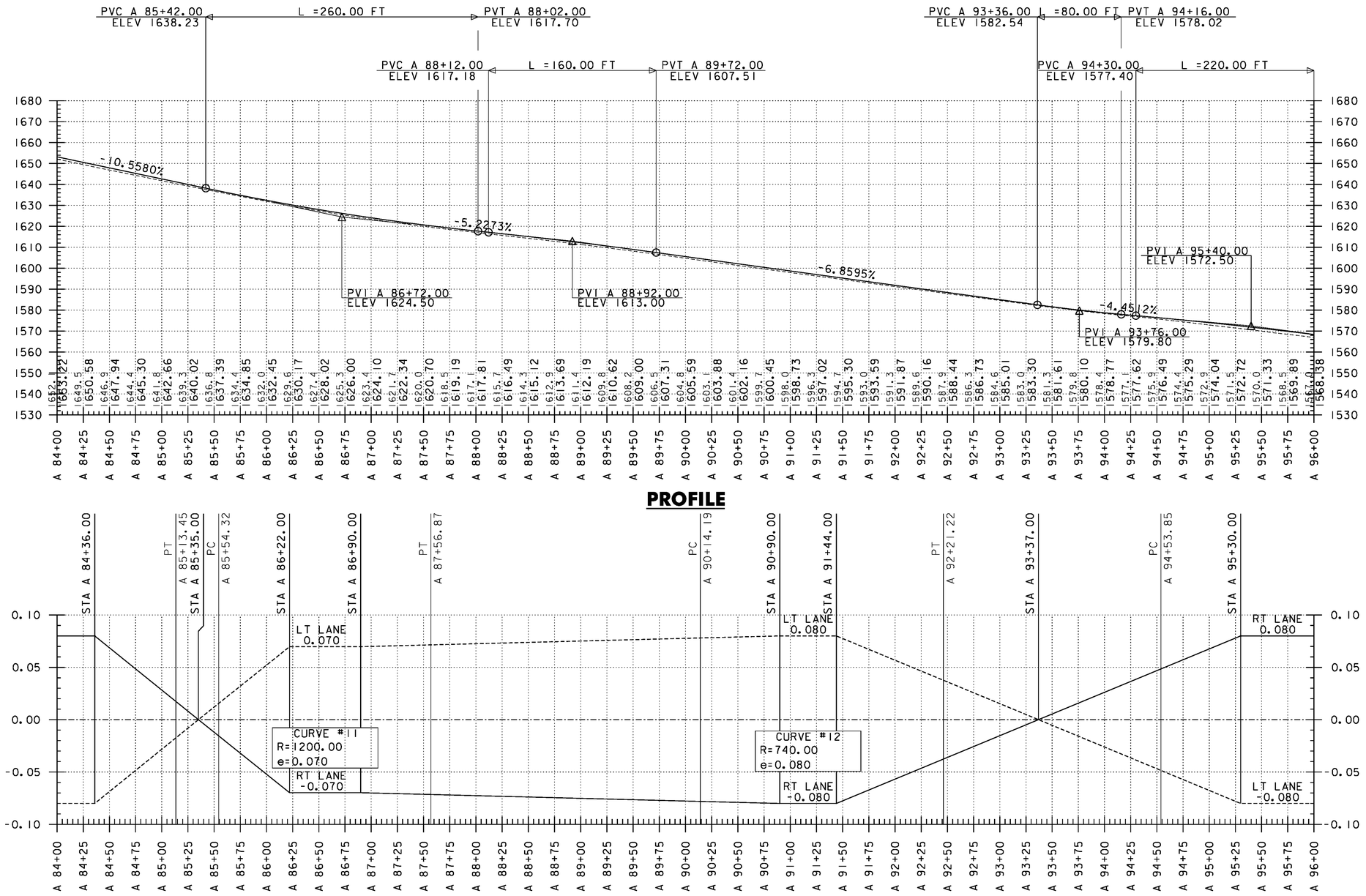
SIGN LEGEND

R	= REMOVE
S	= SALVAGE
N	= NEW
RET	= RETAIN
T&T	= THINNING & TRIMMING
B-B	= BACK TO BACK
EXISTING	----------
NEW	————

PROJECT NAME: WARSDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: d2b236_bdr.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
PLAN SHEET 8

PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: A. KEMPTON
SHEET 70 OF 444



THE GRADES SHOWN TO THE NEAREST TENTH OF A FOOT ARE THE ORIGINAL GROUND ELEVATIONS ALONG THE PROPOSED ALIGNMENT. THE GRADES SHOWN TO THE NEAREST HUNDRETH OF A FOOT ARE FINISH GRADES FOR THE PROPOSED ALIGNMENT. SUPERELEVATIONS ARE SHOWN IN PERCENTAGES.

PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: d12b236_pro_bnk
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
VT 100 PROFILE & BANKING DIAGRAM

PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: A. KEMPTON
SHEET 71 OF 444

STEEL BEAM GUARDRAIL, GALVANIZED W/ 8 FT POSTS
STA A 83+29 - STA A 101+00 RT
STA A 104+50 - STA A 107+45 RT
STA A 107+95 - STA A 111+48 RT

REMOVE AND DISPOSE OF GUARDRAIL
STA A 83+21 - STA A 101+10 RT
STA A 104+40 - STA A 107+55 RT
STA A 107+96 - STA A 111+50 RT

STEEL BEAM GUARDRAIL, GALVANIZED
STA A 101+00 - STA A 101+15 RT
STA A 104+35 - STA A 104+50 RT
STA A 107+45 - STA A 107+58 RT
STA A 107+82 - STA A 107+95 RT

REHAB. DROP INLETS,
CATCH BASINS OR MANHOLES, CLASS II
STA A 103+21 LT

ANCHOR FOR STEEL BEAM RAIL
STA A 101+04 RT
STA A 104+46 RT
STA A 107+49 RT
STA A 107+91 RT

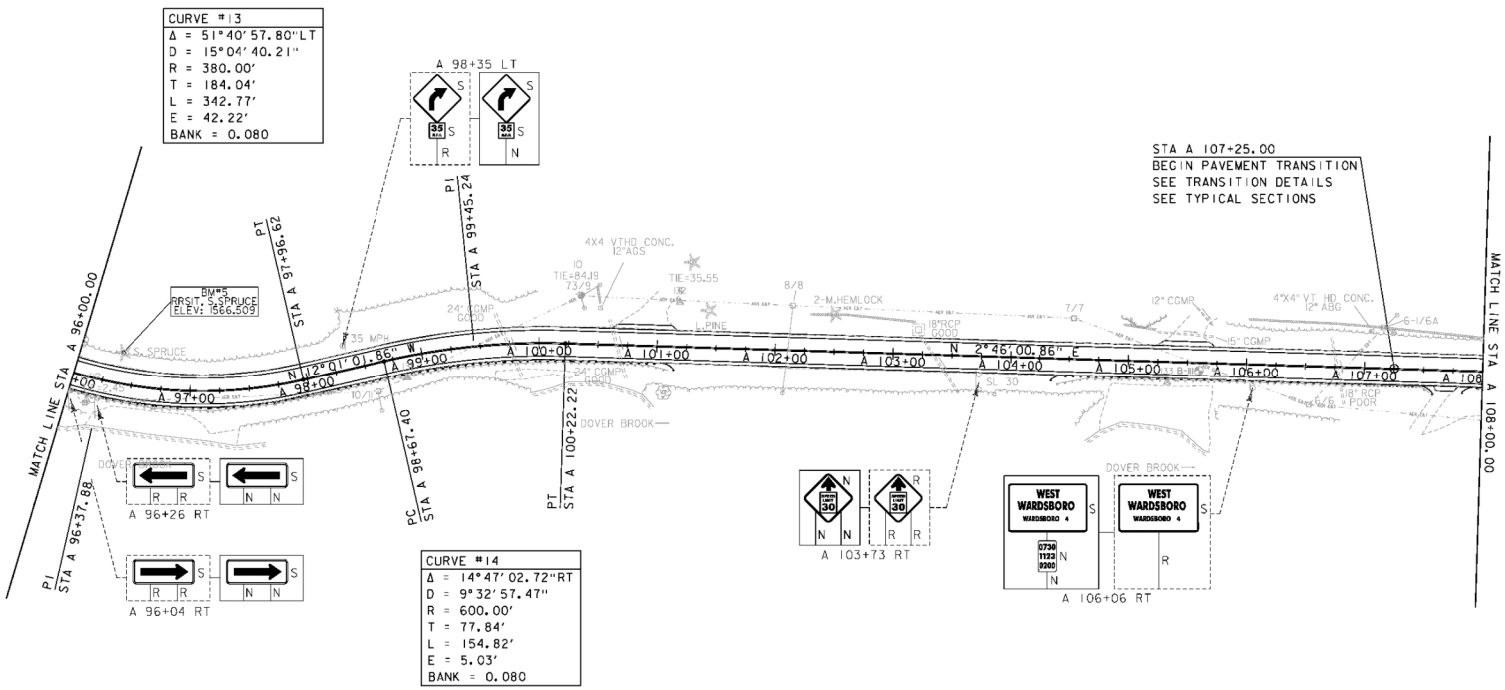
STONE FILL, TYPE I
STA A 100+45 - STA A 100+69 LT
STA A 101+20 - STA A 103+09 LT
STA A 103+09 - STA A 105+25 LT
STA A 105+80 - STA A 106+75 LT

DELINEATOR WITH STEEL POSTS
STA A 101+15 RT
STA A 104+35 RT
STA A 107+58 RT
STA A 107+82 RT

VT STATE PLANE GRID

CURVE #13
Δ = 51°40'57.80"LT
D = 15°04'40.21"
R = 380.00'
T = 184.04'
L = 342.77'
E = 42.22'
BANK = 0.080

CURVE #14
Δ = 14°47'02.72"RT
D = 9°32'57.47"
R = 600.00'
T = 77.84'
L = 154.82'
E = 5.03'
BANK = 0.080



DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
STA A 0+00 - STA A 112+31 (SOLID LT)
STA A 48+58 - STA A 118+63 (SOLID RT)

DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
STA A 48+68 - STA A 112+19 (SOLID LT + RT)

TEMPORARY 4 INCH WHITE LINE
STA A 0+00 - STA A 112+31 (SOLID LT)
STA A 48+58 - STA A 118+63 (SOLID RT)

TEMPORARY 4 INCH YELLOW LINE
STA A 48+68 - STA A 112+19 (SOLID LT + RT)

0 50 100
SCALE IN FEET

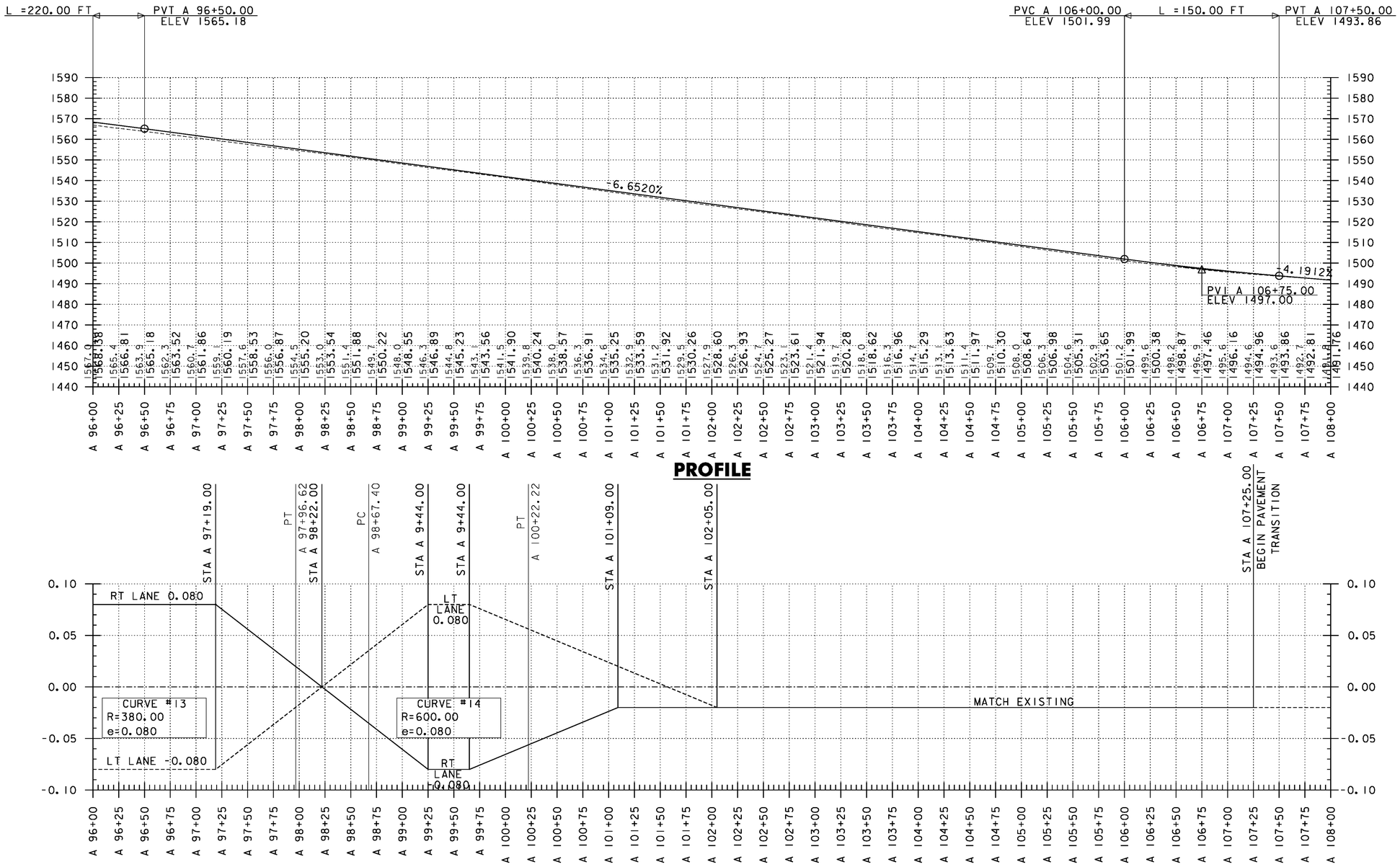
SIGN LEGEND

R	=	REMOVE
S	=	SALVAGE
N	=	NEW
RET	=	RETAIN
T&T	=	THINNING & TRIMMING
B-B	=	BACK TO BACK
EXISTING	=	----------
NEW	=	----------

PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: d2b236_bdr.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
PLAN SHEET 9

PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: A. KEMPTON
SHEET 72 OF 444

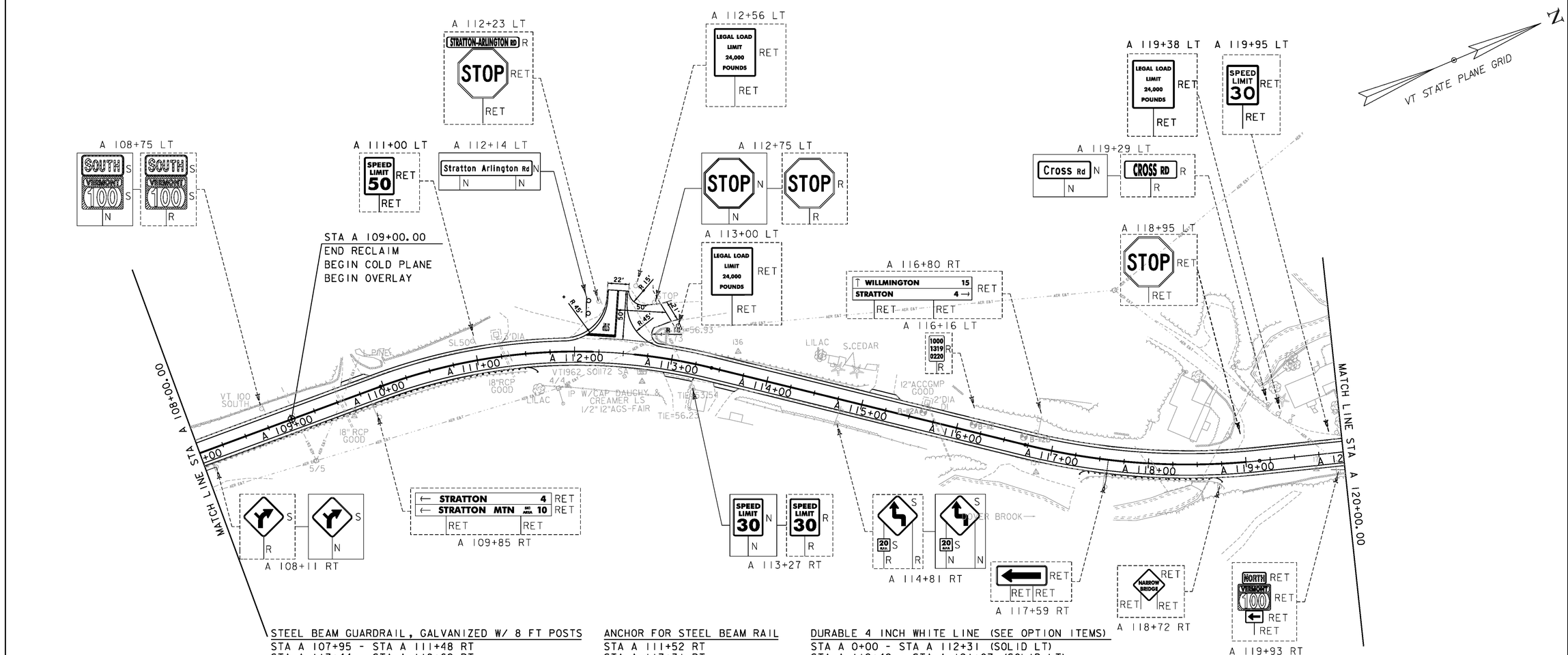


THE GRADES SHOWN TO THE NEAREST TENTH OF A FOOT ARE THE ORIGINAL GROUND ELEVATIONS ALONG THE PROPOSED ALIGNMENT. THE GRADES SHOWN TO THE NEAREST HUNDRETH OF A FOOT ARE FINISH GRADES FOR THE PROPOSED ALIGNMENT. SUPERELEVATIONS ARE SHOWN IN PERCENTAGES.

PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: d12b236_pro_bnk
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
VT 100 PROFILE & BANKING DIAGRAM

PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: A. KEMPTON
SHEET 73 OF 444



STEEL BEAM GUARDRAIL, GALVANIZED W/ 8 FT POSTS
STA A 107+95 - STA A 111+48 RT
STA A 117+44 - STA A 118+62 RT

REMOVE AND DISPOSE OF GUARDRAIL
STA A 107+96 - STA A 111+50 RT
STA A 112+80 - STA A 115+02 LT
STA A 117+34 - STA A 118+77 RT

STEEL BEAM GUARDRAIL, GUARDRAIL
STA A 111+48 - STA A 111+61 RT
STA A 117+31 - STA A 117+44 RT
STA A 118+62 - STA A 118+75 RT

ANCHOR FOR STEEL BEAM RAIL
STA A 111+52 RT
STA A 117+31 RT
STA A 118+75 RT

DELINEATOR WITH STEEL POSTS
STA A 111+61 RT
STA A 112+82 LT
STA A 115+06 LT
STA A 107+31 RT
STA A 118+75 RT

REHAB. DROP INLETS, CATCH BASINS OR MANHOLES, CLASS II
STA A 111+23 LT
STA A 115+65 LT

DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
STA A 0+00 - STA A 112+31 (SOLID LT)
STA A 112+49 - STA A 121+07 (SOLID LT)
STA A 48+58 - STA A 121+07 (SOLID RT)

DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
STA A 48+68 - STA A 112+19 (SOLID LT + RT)
STA A 112+40 LT (CENTERLINES TH #1)
STA A 112+60 - STA A 119+00 (SOLID LT + RT)

TEMPORARY 4 INCH WHITE LINE
STA A 0+00 - STA A 112+31 (SOLID LT)
STA A 112+49 - STA A 121+07 (SOLID LT)
STA A 48+58 - STA A 121+07 (SOLID RT)

TEMPORARY 4 INCH YELLOW LINE
STA A 48+68 - STA A 112+19 (SOLID LT + RT)
STA A 112+40 LT (CENTERLINES TH #1)
STA A 112+60 - STA A 119+00 (SOLID LT + RT)

DURABLE 24 INCH STOP BAR (SEE OPTION ITEMS)
STA A 112+38 LT
STA A 112+75 LT

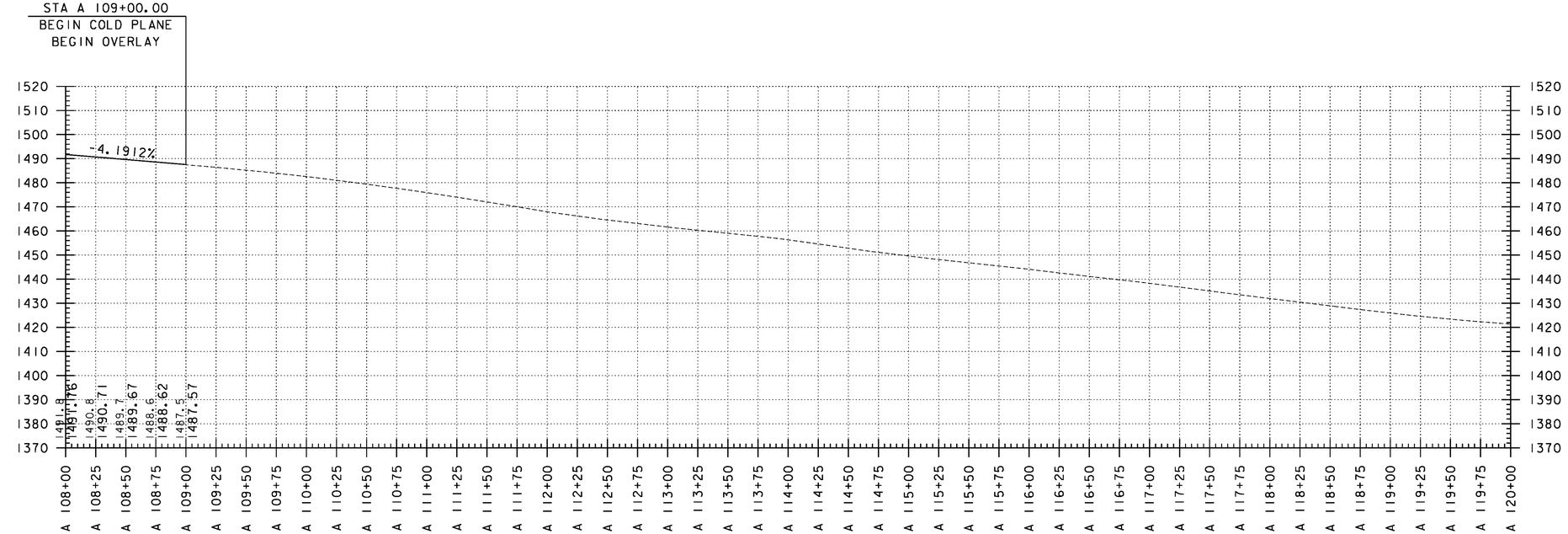
DURRABLE LETTERS OR SYMBOLS (SEE OPTION ITEMS)
STA A 112+38 LT "STOP"
STA A 112+75 LT "STOP"

0 50 100
SCALE IN FEET

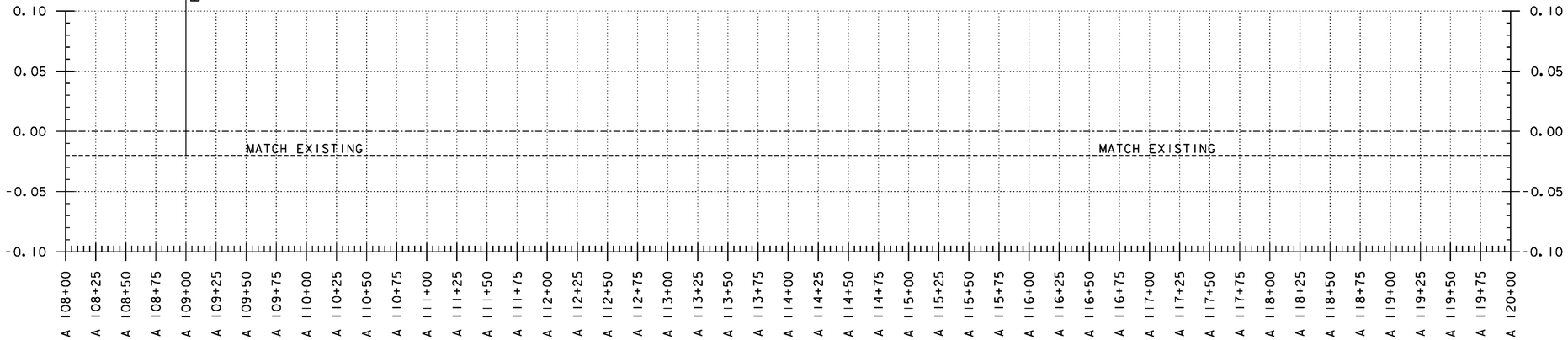
SIGN LEGEND

R	= REMOVE
S	= SALVAGE
N	= NEW
RET	= RETAIN
T&T	= THINNING & TRIMMING
B-B	= BACK TO BACK
EXISTING	----------
NEW	_____

PROJECT NAME:	WARSDBORO-JAMAICA
PROJECT NUMBER:	ER STP 013-1(17)
FILE NAME: dl2b236_bdr.dgn	PLOT DATE: 2/26/2014
PROJECT LEADER: K. UPMAL	DRAWN BY: B. KIPP
DESIGNED BY: B. KIPP	CHECKED BY: A. KEMPTON
PLAN SHEET 10	SHEET 74 OF 444



PROFILE



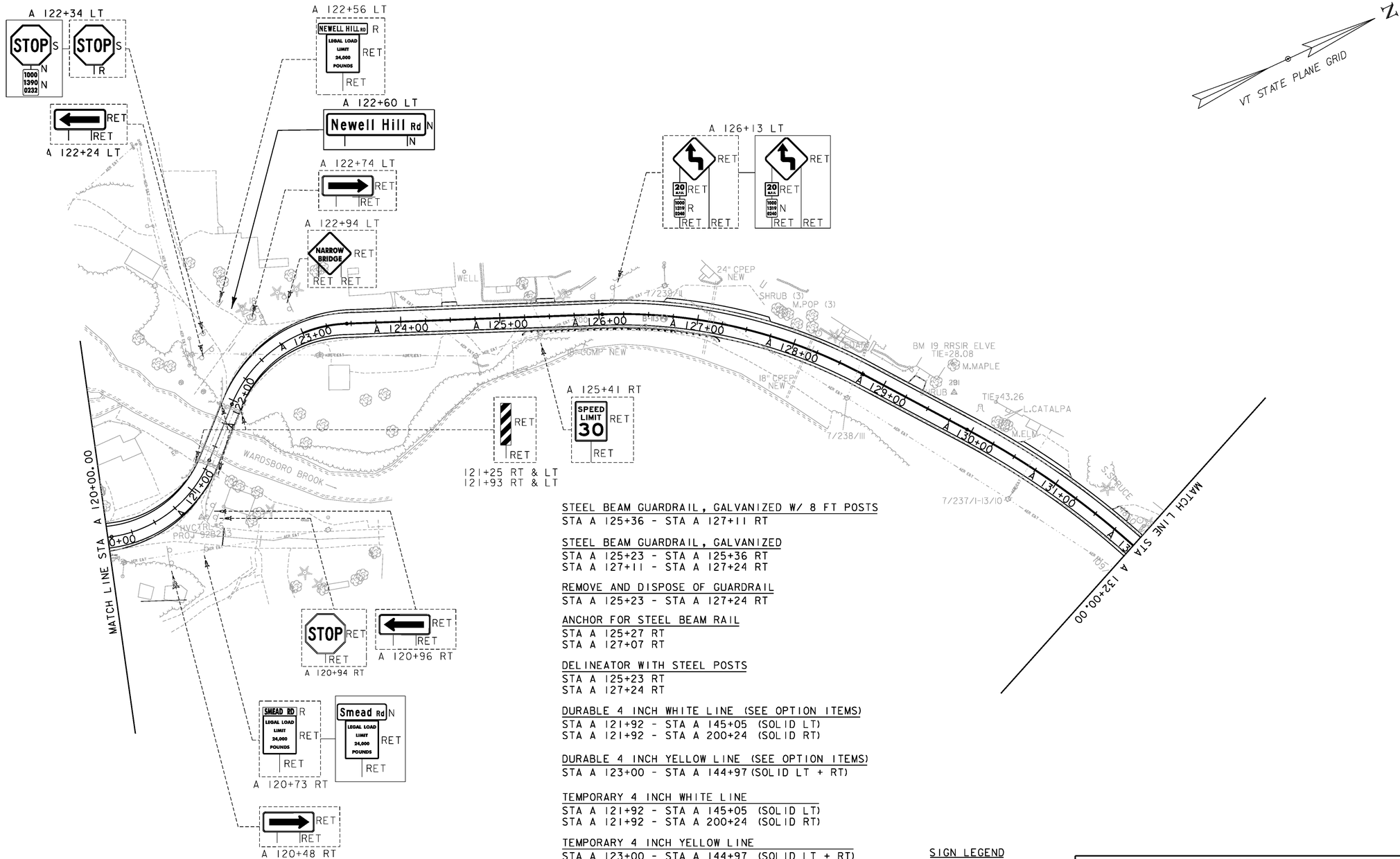
BANKING DIAGRAM

THE GRADES SHOWN TO THE NEAREST TENTH OF A FOOT ARE THE ORIGINAL GROUND ELEVATIONS ALONG THE PROPOSED ALIGNMENT. THE GRADES SHOWN TO THE NEAREST HUNDRETH OF A FOOT ARE FINISH GRADES FOR THE PROPOSED ALIGNMENT. SUPERELEVATIONS ARE SHOWN IN PERCENTAGES.

PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: d12b236_pro_bnk
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
VT 100 PROFILE & BANKING DIAGRAM

PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: A. KEMPTON
SHEET 75 OF 444



STEEL BEAM GUARDRAIL, GALVANIZED W/ 8 FT POSTS
STA A 125+36 - STA A 127+11 RT

STEEL BEAM GUARDRAIL, GALVANIZED
STA A 125+23 - STA A 125+36 RT
STA A 127+11 - STA A 127+24 RT

REMOVE AND DISPOSE OF GUARDRAIL
STA A 125+23 - STA A 127+24 RT

ANCHOR FOR STEEL BEAM RAIL
STA A 125+27 RT
STA A 127+07 RT

DELINEATOR WITH STEEL POSTS
STA A 125+23 RT
STA A 127+24 RT

DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
STA A 121+92 - STA A 145+05 (SOLID LT)
STA A 121+92 - STA A 200+24 (SOLID RT)

DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
STA A 123+00 - STA A 144+97 (SOLID LT + RT)

TEMPORARY 4 INCH WHITE LINE
STA A 121+92 - STA A 145+05 (SOLID LT)
STA A 121+92 - STA A 200+24 (SOLID RT)

TEMPORARY 4 INCH YELLOW LINE
STA A 123+00 - STA A 144+97 (SOLID LT + RT)

0 50 100
SCALE IN FEET

SIGN LEGEND

R	=	REMOVE
S	=	SALVAGE
N	=	NEW
RET	=	RETAIN
T&T	=	THINNING & TRIMMING
B-B	=	BACK TO BACK
EXISTING		----------
NEW		————

PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: dl2b236_bdr.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
PLAN SHEET II

PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: A. KEMPTON
SHEET 76 OF 444

STEEL BEAM GUARDRAIL, GALVANIZED W/ 8 FT POSTS
STA A 138+51 - STA A 147+87 RT

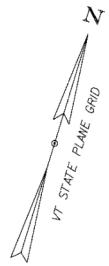
REMOVE AND DISPOSE OF GUARDRAIL
138+38 - STA A 148+00 RT

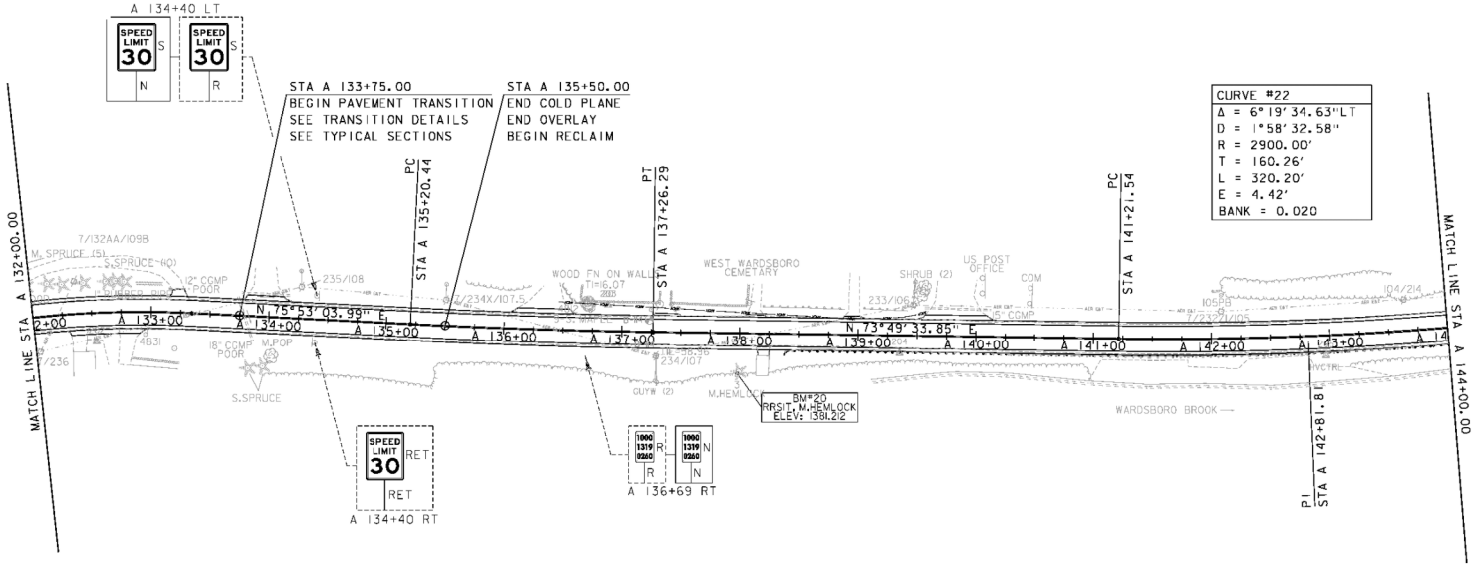
STEEL BEAM GUARDRAIL, GALVANIZED
STA A 138+38 - STA A 138+51 RT

ANCHOR FOR STEEL BEAM RAIL
STA A 138+34 RT

DELINEATOR WITH STEEL POSTS
STA A 138+47 RT

STONE FILL, TYPE I
STA A 139+07 - STA A 139+57 LT
STA A 140+14 - STA A 144+78 LT





DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
STA A 121+92 - STA A 145+05 (SOLID LT)
STA A 121+92 - STA A 200+24 (SOLID RT)

DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
STA A 123+00 - STA A 144+97 (SOLID LT + RT)

TEMPORARY 4 INCH WHITE LINE
STA A 121+92 - STA A 145+05 (SOLID LT)
STA A 121+92 - STA A 200+24 (SOLID RT)

TEMPORARY 4 INCH YELLOW LINE
STA A 123+00 - STA A 144+97 (SOLID LT + RT)

0 50 100
SCALE IN FEET

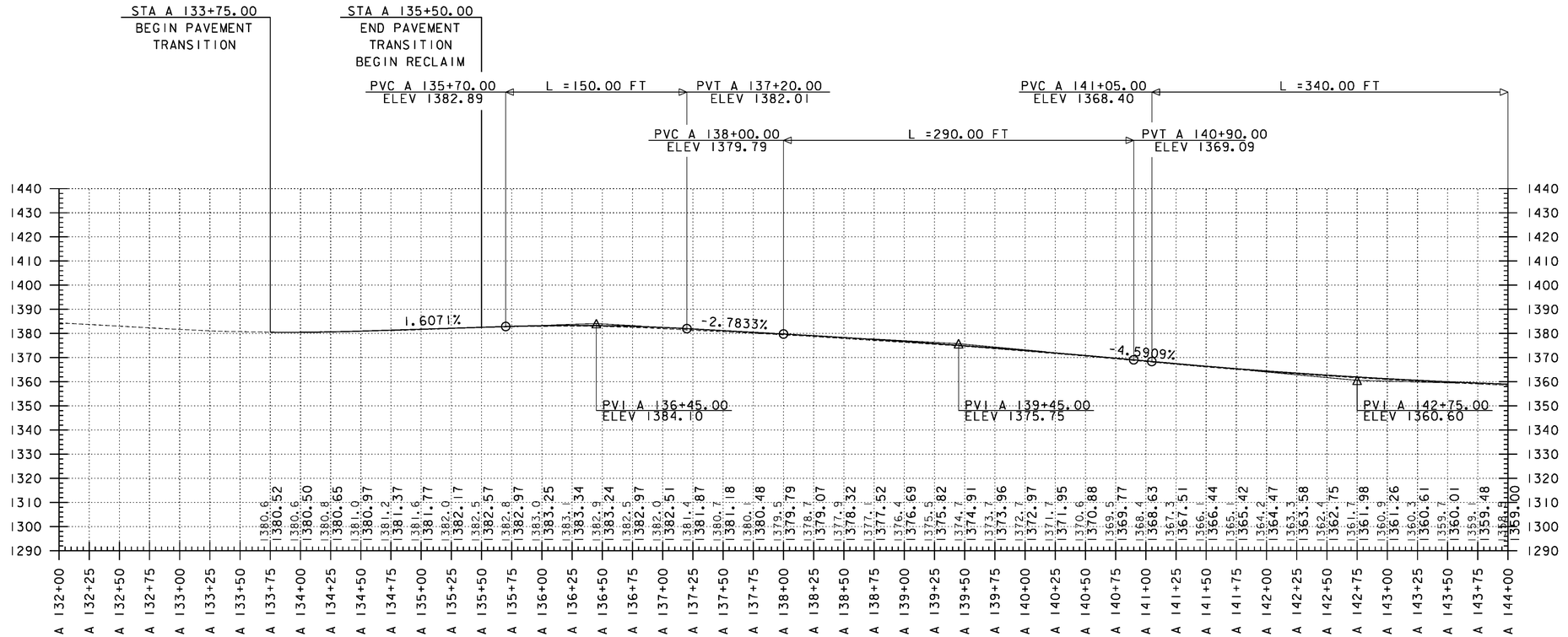
SIGN LEGEND

R	=	REMOVE
S	=	SALVAGE
N	=	NEW
RET	=	RETAIN
T&T	=	THINNING & TRIMMING
B-B	=	BACK TO BACK
EXISTING		----------
NEW		----------

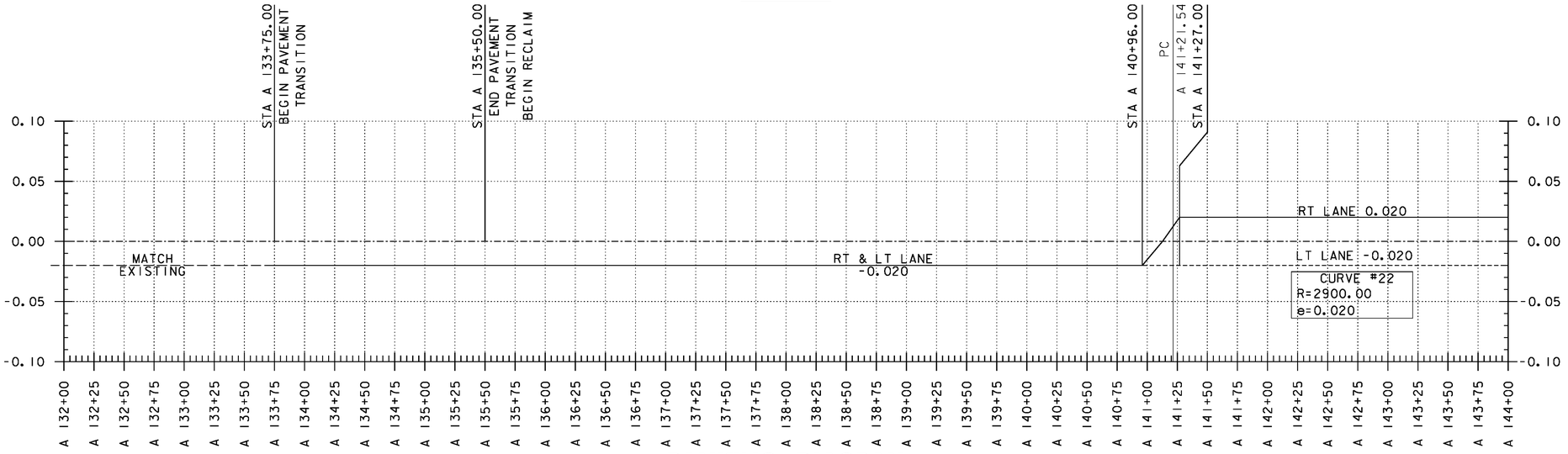
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: d2b236_bdr.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
PLAN SHEET 12

PLOT DATE: 3/18/2014
DRAWN BY: B. KIPP
CHECKED BY: A. KEMPTON
SHEET 77 OF 444



PROFILE



BANKING DIAGRAM

THE GRADES SHOWN TO THE NEAREST TENTH OF A FOOT ARE THE ORIGINAL GROUND ELEVATIONS ALONG THE PROPOSED ALIGNMENT. THE GRADES SHOWN TO THE NEAREST HUNDRETH OF A FOOT ARE FINISH GRADES FOR THE PROPOSED ALIGNMENT. SUPERELEVATIONS ARE SHOWN IN PERCENTAGES.

PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: d12b236_pro_bnk
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
VT 100 PROFILE & BANKING DIAGRAM

PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: A. KEMPTON
SHEET 78 OF 444

STEEL BEAM GUARDRAIL, GALVANIZED W 8/ POSTS
STA A 138+51 - STA A 147+87 RT
STA A 148+64 - STA A 152+32 LT
STA A 151+25 - STA A 151+44 RT

REMOVE AND DISPOSE OF GUARDRAIL
STA A 138+38 - STA A 148+00 RT
STA A 148+85 - STA A 152+40 LT
STA A 151+29 - STA A 151+56 RT

STEEL BEAM GUARDRAIL, GALVANIZED
STA A 147+87 - STA A 148+00 RT
STA A 148+51 - STA A 148+64 LT
STA A 151+12 - STA A 151+25 RT
STA A 151+44 - STA A 151+57 RT
STA A 152+32 - STA A 152+45 LT

STONE FILL, TYPE I
~~STA A 145+75 - STA A 146+50 RT~~
STA A 145+41 - STA A 145+91 RT

RELOCATE MAILBOX, SINGLE SUPPORT
STA A 152+71 LT

ANCHOR FOR STEEL BEAM RAIL
STA A 147+91 RT
STA A 148+60 LT
STA A 151+21 RT
STA A 151+48 RT
STA A 152+36 LT

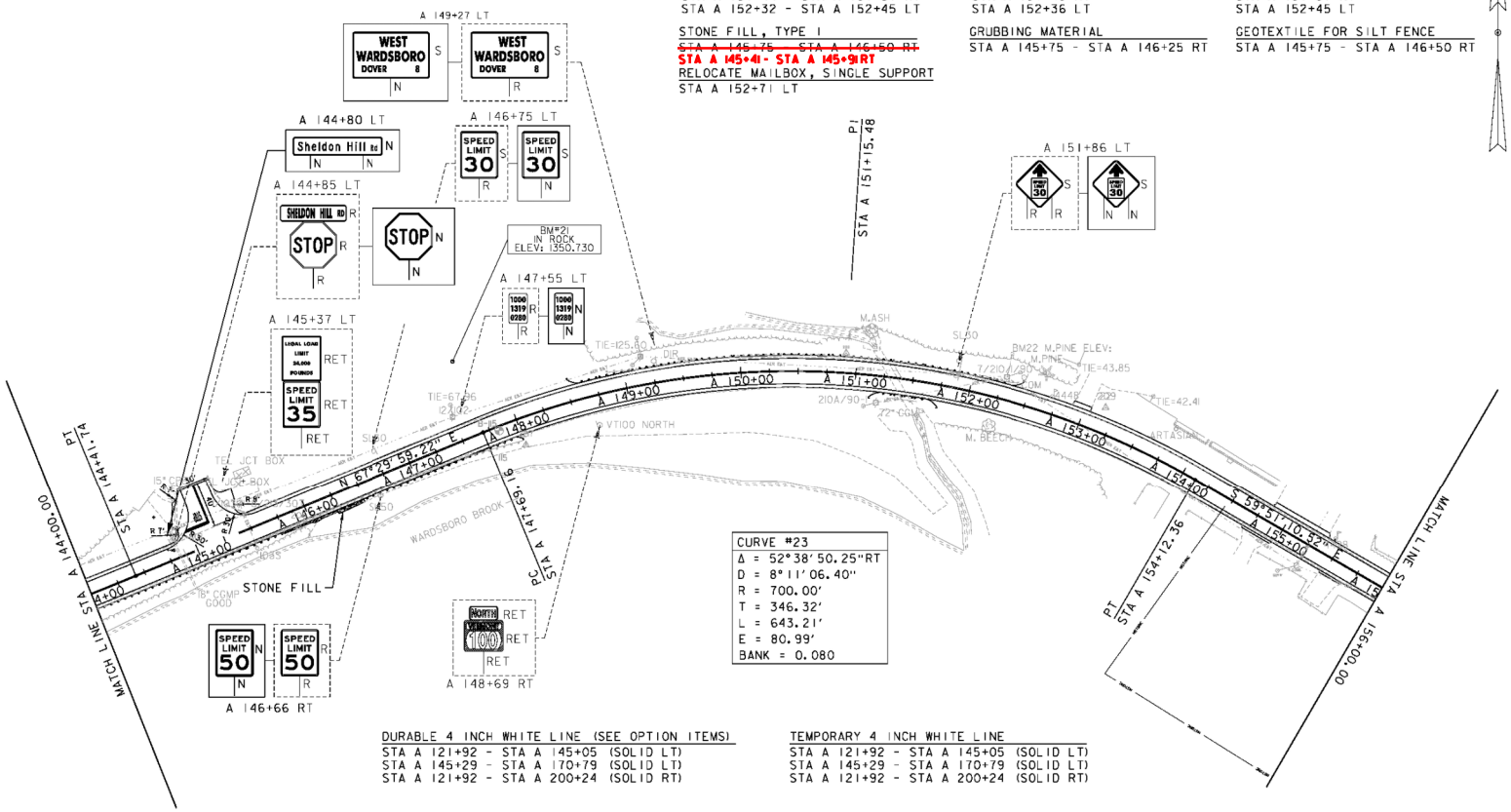
GRUBBING MATERIAL
STA A 145+75 - STA A 146+25 RT

DELINEATOR WITH STEEL POSTS
STA A 148+00 RT
STA A 148+51 LT
STA A 151+12 RT
STA A 151+57 RT
STA A 152+45 LT

GEOTEXTILE FOR SILT FECTION
STA A 145+75 - STA A 146+50 RT

N

VT STATE PLANE GRID



CURVE #23
Δ = 52°38'50.25"RT
D = 8°11'06.40"
R = 700.00'
T = 346.32'
L = 643.21'
E = 80.99'
BANK = 0.080

DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
STA A 121+92 - STA A 145+05 (SOLID LT)
STA A 145+29 - STA A 170+79 (SOLID LT)
STA A 121+92 - STA A 200+24 (SOLID RT)

TEMPORARY 4 INCH WHITE LINE
STA A 121+92 - STA A 145+05 (SOLID LT)
STA A 145+29 - STA A 170+79 (SOLID LT)
STA A 121+92 - STA A 200+24 (SOLID RT)

DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
STA A 123+00 - STA A 144+97 (SOLID LT + RT)
STA A 145+17 LT (CENTERLINES TH #10)
STA A 145+38 - STA A 170+65 (SOLID LT + RT)

TEMPORARY 4 INCH YELLOW LINE
STA A 123+00 - STA A 144+97 (SOLID LT + RT)
STA A 145+17 LT (CENTERLINES TH #10)
STA A 145+38 - STA A 170+65 (SOLID LT + RT)

DURABLE LETTER OR SYMBOL (SEE OPTION ITEMS)
STA A 145+03 LT

DURABLE 24 INCH STOP BAR (SEE OPTION ITEMS)
STA A 145+03 LT

0 50 100
SCALE IN FEET

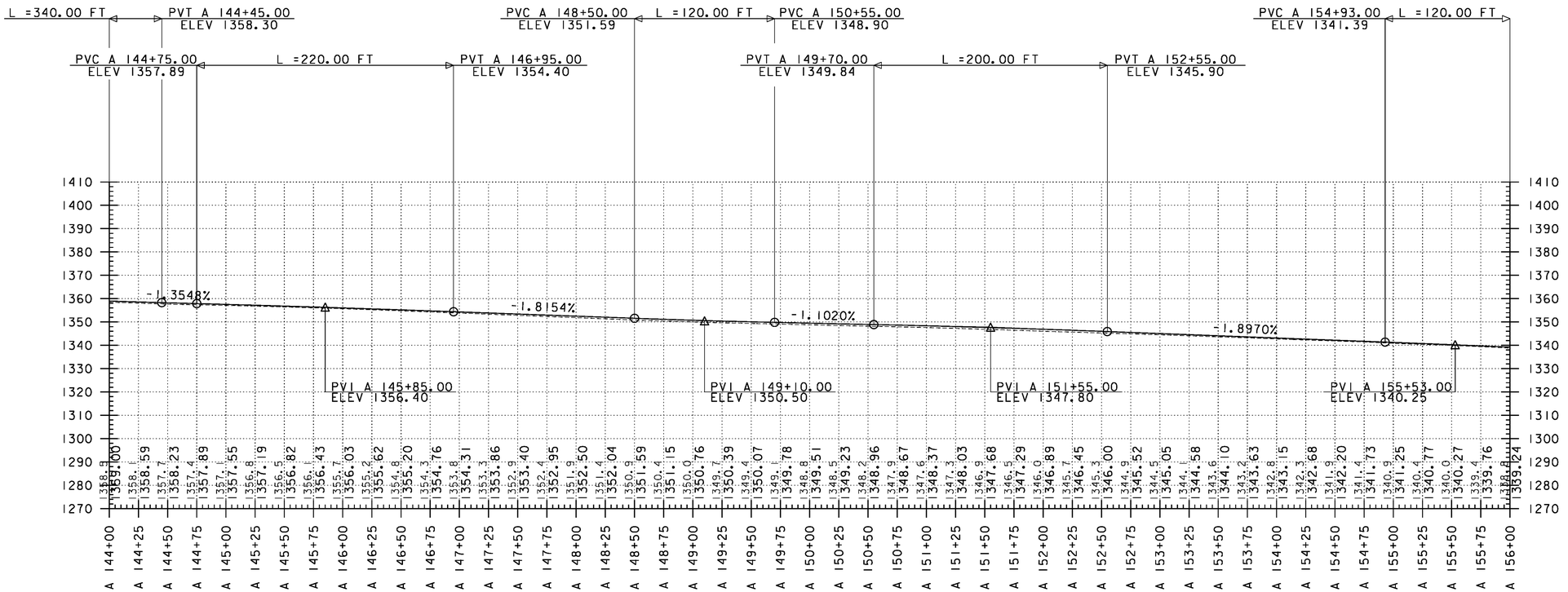
SIGN LEGEND

R	=	REMOVE
S	=	SALVAGE
N	=	NEW
RET	=	RETAIN
T&T	=	THINNING & TRIMMING
B-B	=	BACK TO BACK
EXISTING	=	----------
NEW	=	_____

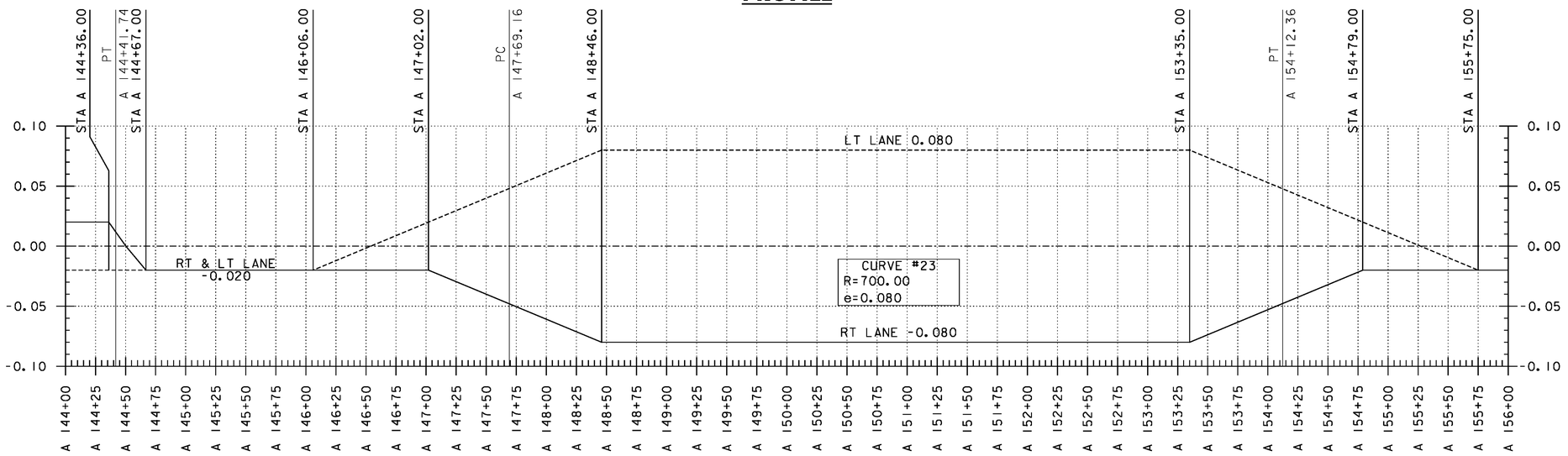
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: d12b236_bdr.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
PLAN SHEET 13

PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: A. KEMPTON
SHEET 79 OF 444



PROFILE



BANKING DIAGRAM

THE GRADES SHOWN TO THE NEAREST TENTH OF A FOOT ARE THE ORIGINAL GROUND ELEVATIONS ALONG THE PROPOSED ALIGNMENT. THE GRADES SHOWN TO THE NEAREST HUNDRETH OF A FOOT ARE FINISH GRADES FOR THE PROPOSED ALIGNMENT. SUPERELEVATIONS ARE SHOWN IN PERCENTAGES.

PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: d12b236_pro_bnk
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
VT 100 PROFILE & BANKING DIAGRAM

PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: A. KEMPTON
SHEET 80 OF 444

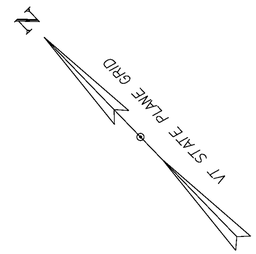
RELOCATE MAILBOX, MULTIPLE SUPPORT
STA A 162+90 LT

DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
STA A 145+29 - STA A 170+79 (SOLID LT)
STA A 124+12 - STA A 200+24 (SOLID RT)

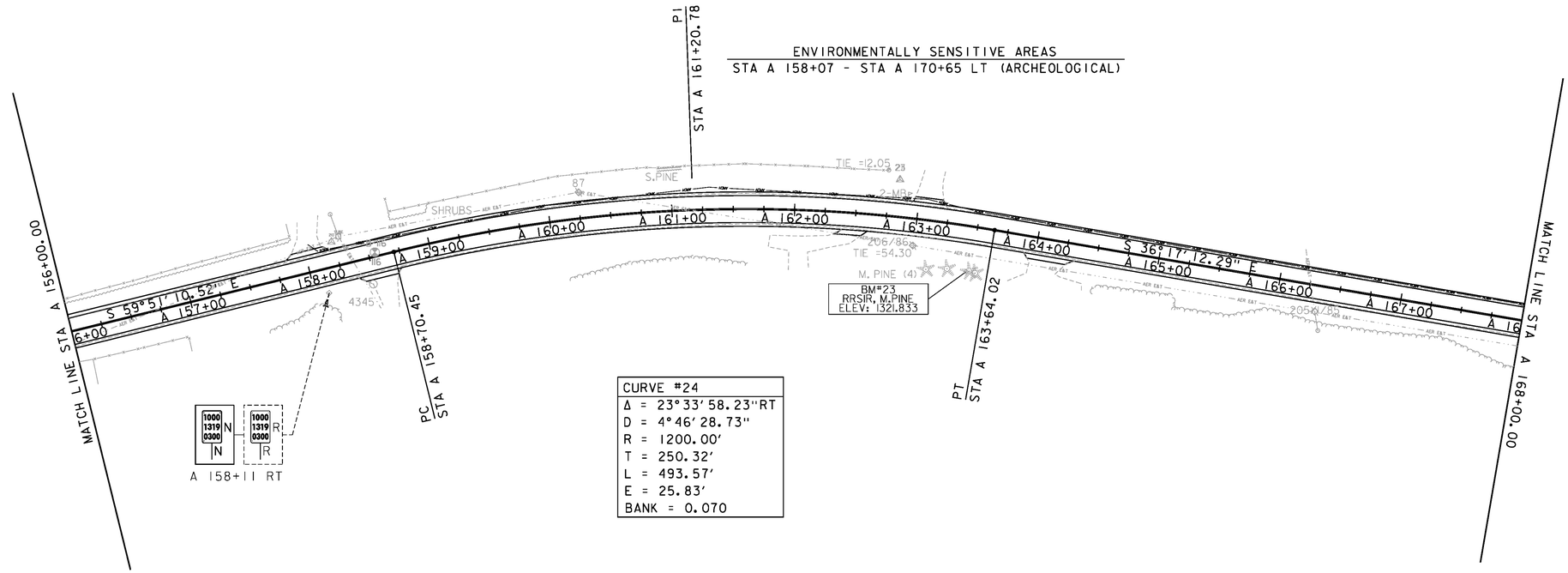
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
STA A 145+38 - STA A 170+65 (SOLID LT + RT)

TEMPORARY 4 INCH WHITE LINE
STA A 145+29 - STA A 170+79 (SOLID LT)
STA A 124+12 - STA A 200+24 (SOLID RT)

TEMPORARY 4 INCH YELLOW LINE
STA A 145+38 - STA A 170+65 (SOLID LT + RT)



ENVIRONMENTALLY SENSITIVE AREAS
STA A 158+07 - STA A 170+65 LT (ARCHEOLOGICAL)



CURVE #24
Δ = 23°33'58.23"RT
D = 4°46'28.73"
R = 1200.00'
T = 250.32'
L = 493.57'
E = 25.83'
BANK = 0.070

0 50 100
SCALE IN FEET

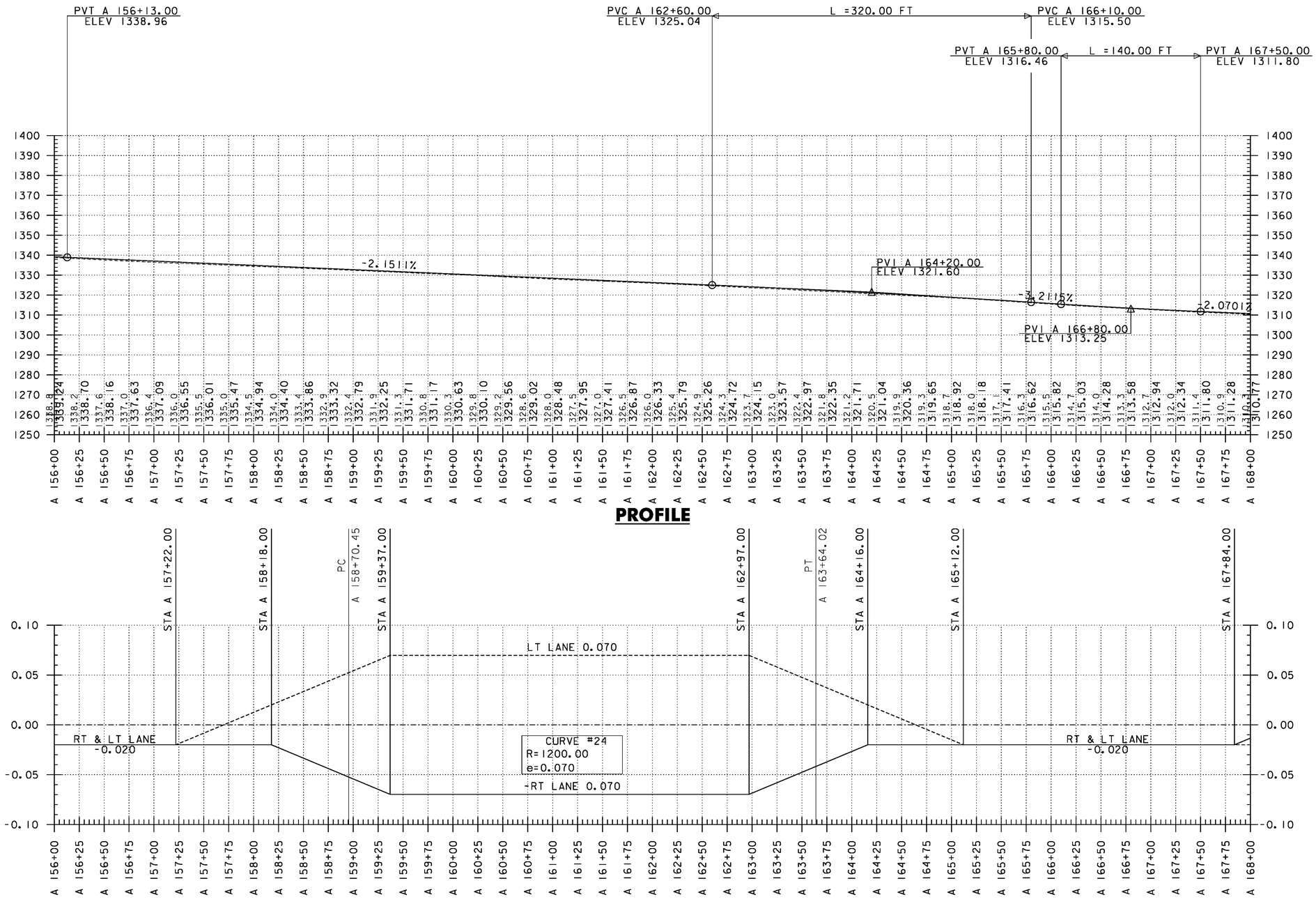
SIGN LEGEND

R	= REMOVE
S	= SALVAGE
N	= NEW
RET	= RETAIN
T&T	= THINNING & TRIMMING
B-B	= BACK TO BACK
EXISTING	----------
NEW	————

PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: dl2b236_bdr.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
PLAN SHEET 14

PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: A. KEMPTON
SHEET 81 OF 444



PROFILE

BANKING DIAGRAM

THE GRADES SHOWN TO THE NEAREST TENTH OF A FOOT ARE THE ORIGINAL GROUND ELEVATIONS ALONG THE PROPOSED ALIGNMENT. THE GRADES SHOWN TO THE NEAREST HUNDRETH OF A FOOT ARE FINISH GRADES FOR THE PROPOSED ALIGNMENT. SUPERELEVATIONS ARE SHOWN IN PERCENTAGES.

PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: d12b236_pro_bnk
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
VT 100 PROFILE & BANKING DIAGRAM

PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: A. KEMPTON

BARRIER FENCE
STA A 172+00 - STA A 176+50 LT

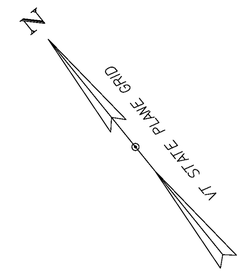
EROSION LOG
STA A 172+00 - STA A 176+50 LT

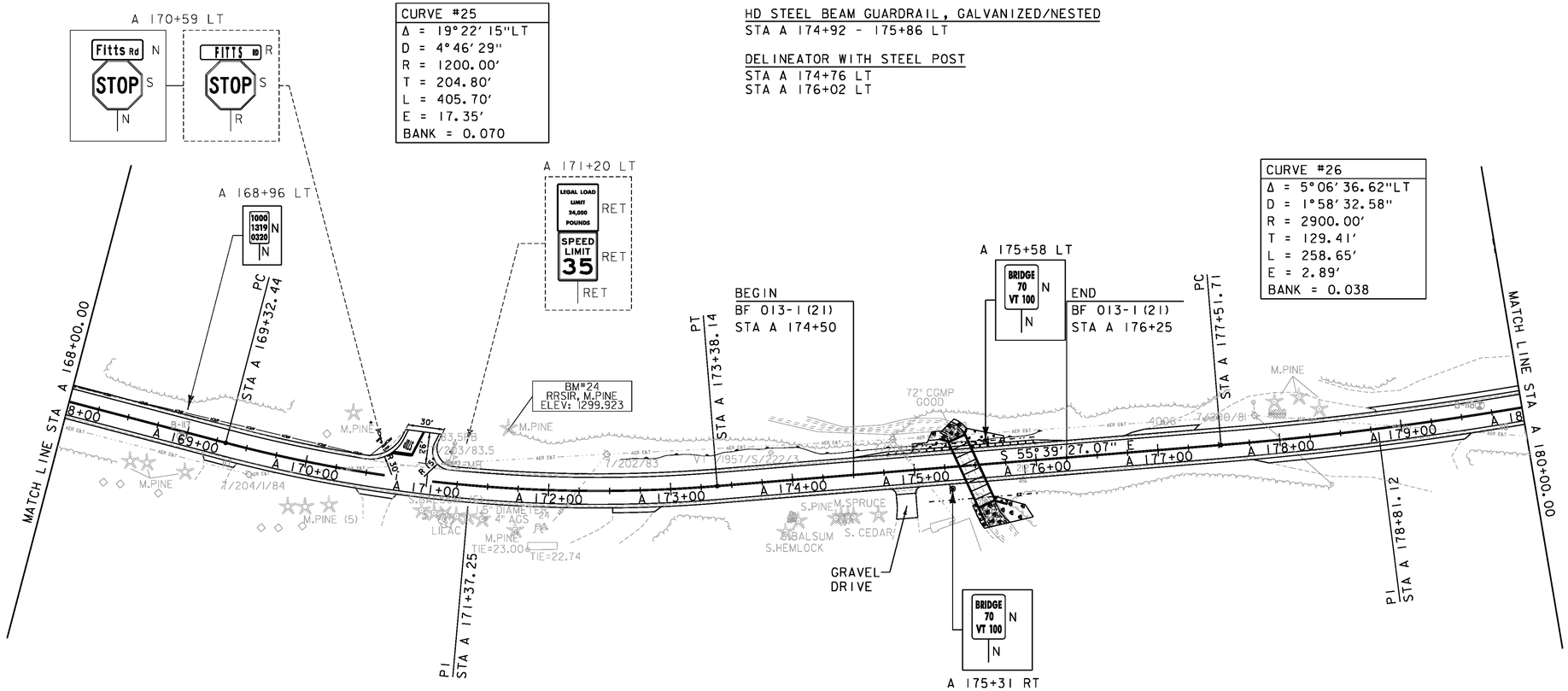
RELOCATE MAILBOX, MULTIPLE SUPPORT
STA A 171+19 LT

MANUFACTURED TERMINAL SECTION, TANGENT
STA A 174+78 - 174+92 LT
STA A 175+86 - 176+00 LT

HD STEEL BEAM GUARDRAIL, GALVANIZED/NESTED
STA A 174+92 - 175+86 LT

DELINEATOR WITH STEEL POST
STA A 174+76 LT
STA A 176+02 LT





DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
STA A 145+29 - STA A 170+79 (SOLID LT)
STA A 171+06 - STA A 254+52 (SOLID LT)
STA A 124+12 - STA A 200+24 (SOLID RT)

TEMPORARY 4 INCH WHITE LINE
STA A 145+29 - STA A 170+79 (SOLID LT)
STA A 171+06 - STA A 254+52 (SOLID LT)
STA A 124+12 - STA A 200+24 (SOLID RT)

DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
STA A 145+38 - STA A 170+65 (SOLID LT + RT)
STA A 170+90 LT (CENTERLINES TH #11)
STA A 171+04 - STA A 200+16 (SOLID LT + RT)

TEMPORARY 4 INCH YELLOW LINE
STA A 145+38 - STA A 170+65 (SOLID LT + RT)
STA A 170+90 LT (CENTERLINES TH #11)
STA A 171+04 - STA A 200+16 (SOLID LT + RT)

DURABLE 24 INCH STOP BAR (SEE OPTION DETAILS)
STA A 170+80 LT

DURABLE LETTER OR SYMBOL (SEE OPTION ITEMS)
STA A 170+80 LT "STOP"

0 50 100
SCALE IN FEET

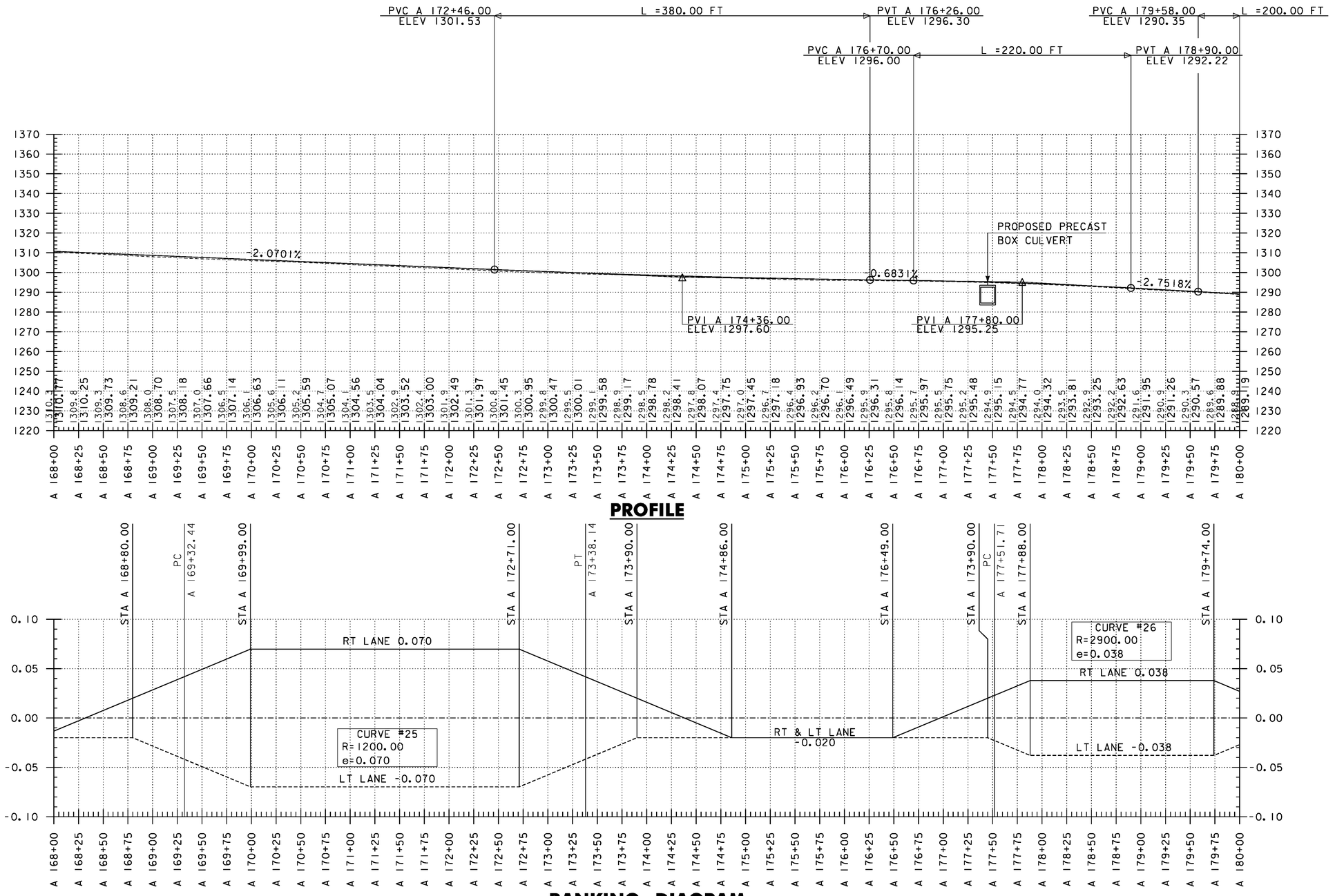
SIGN LEGEND

R	=	REMOVE
S	=	SALVAGE
N	=	NEW
RET	=	RETAIN
T&T	=	THINNING & TRIMMING
B-B	=	BACK TO BACK
EXISTING	=	----------
NEW	=	————

PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: dl2b236_bdr.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
PLAN SHEET 15

PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: A. KEMPTON
SHEET 83 OF 444



THE GRADES SHOWN TO THE NEAREST TENTH OF A FOOT ARE THE ORIGINAL GROUND ELEVATIONS ALONG THE PROPOSED ALIGNMENT. THE GRADES SHOWN TO THE NEAREST HUNDRETH OF A FOOT ARE FINISH GRADES FOR THE PROPOSED ALIGNMENT. SUPERELEVATIONS ARE SHOWN IN PERCENTAGES.

PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: d12b236_pro_bnk
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
VT 100 PROFILE & BANKING DIAGRAM

PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: A. KEMPTON
SHEET 84 OF 444

STEEL BEAM GUARDRAIL, GALVANIZED W/ 8 FT POSTS
STA A 189+13 - STA A 189+87 LT
STA A 190+83 - STA A 200+23 RT

REMOVE AND DISPOSE OF GUARDRAIL
STA A 190+84 - STA A 200+23 RT

EROSION LOG
STA A 180+50 - STA A 182+50 LT
STA A 186+75 - STA A 190+75 LT

STEEL BEAM GUARDRAIL, GALVANIZED
STA A 189+00 - STA A 189+13 LT
STA A 189+70 - STA A 189+83 RT
STA A 189+87 - STA A 190+00 LT

~~STONE FILL, TYPE I~~
~~STA A 186+00 - STA A 187+50 RT~~

BARRIER FENCE
STA A 180+50 - STA A 182+50 LT
STA A 186+75 - STA A 190+75 LT

ANCHOR FOR STEEL BEAM RAIL
STA A 189+09 LT
STA A 189+79 RT
STA A 189+91 LT

GRUBBING MATERIAL
STA A 186+00 - STA A 187+50 RT

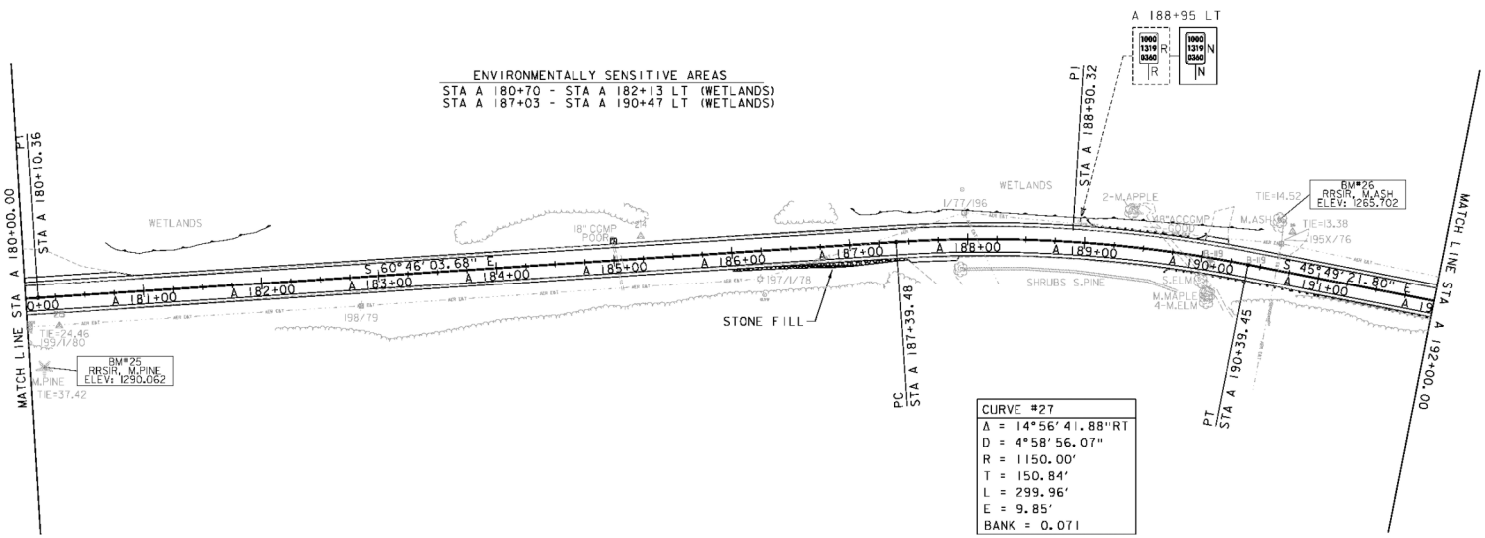
STONE FILL, TYPE I
STA A 183+70 - STA A 184+16 LT
STA A 186+27 - STA A 187+30 RT
STA A 190+20 RT

DELINEATOR WITH STEEL POSTS
STA A 189+00 LT
STA A 189+70 RT
STA A 190+00 LT

GEOTEXTILE FOR SILT FENCE
STA A 186+00 - STA A 187+50 RT

N
VT STATE PLANE GRID

ENVIRONMENTALLY SENSITIVE AREAS
STA A 180+70 - STA A 182+13 LT (WETLANDS)
STA A 187+03 - STA A 190+47 LT (WETLANDS)



CURVE #27
Δ = 14°56'41.88"RT
D = 4°58'56.07"
R = 1150.00'
T = 150.84'
L = 299.96'
E = 9.85'
BANK = 0.071

DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
STA A 171+06 - STA A 254+52 (SOLID LT)
STA A 124+12 - STA A 200+24 (SOLID RT)

DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
STA A 171+04 - STA A 200+16 (SOLID LT + RT)

TEMPORARY 4 INCH WHITE LINE
STA A 171+06 - STA A 254+52 (SOLID LT)
STA A 124+12 - STA A 200+24 (SOLID RT)

TEMPORARY 4 INCH YELLOW LINE
STA A 171+04 - STA A 200+16 (SOLID LT + RT)

0 50 100
SCALE IN FEET

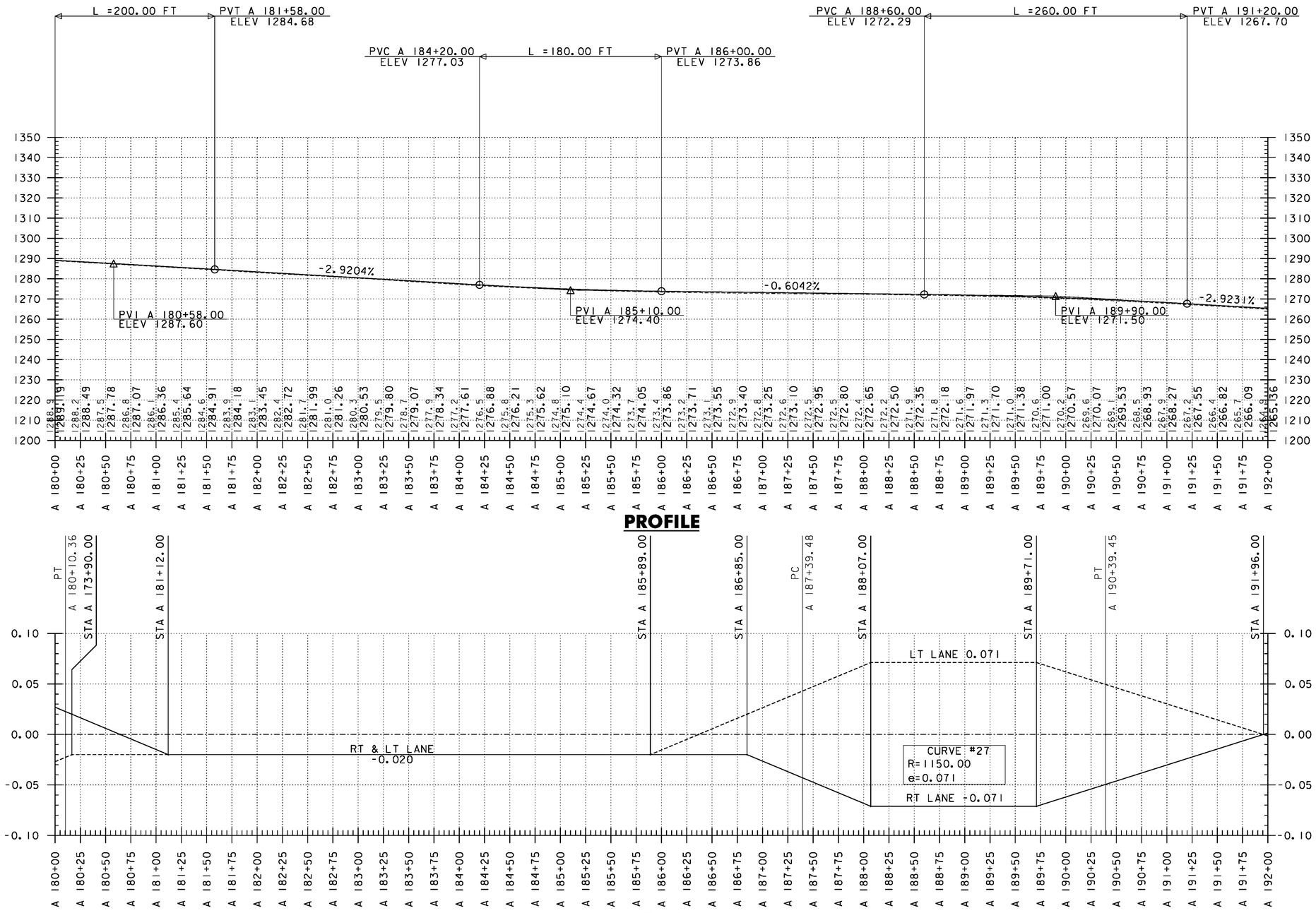
SIGN LEGEND

R	=	REMOVE
S	=	SALVAGE
N	=	NEW
RET	=	RETAIN
T&T	=	THINNING & TRIMMING
B-B	=	BACK TO BACK
EXISTING	=	----------
NEW	=	----------

PROJECT NAME: WARSDBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: d2b236_bdr.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
PLAN SHEET 16

PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: A. KEMPTON
SHEET 85 OF 444



PROFILE

BANKING DIAGRAM

THE GRADES SHOWN TO THE NEAREST TENTH OF A FOOT ARE THE ORIGINAL GROUND ELEVATIONS ALONG THE PROPOSED ALIGNMENT. THE GRADES SHOWN TO THE NEAREST HUNDRETH OF A FOOT ARE FINISH GRADES FOR THE PROPOSED ALIGNMENT. SUPERELEVATIONS ARE SHOWN IN PERCENTAGES.

PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: d12b236_pro_bnk
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
VT 100 PROFILE & BANKING DIAGRAM

PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: A. KEMPTON
SHEET 86 OF 444

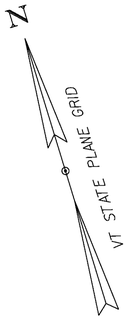
STEEL BEAM GUARDRAIL, GALVANIZED W/ 8 FT POSTS
STA A 190+29 - STA A 200+23 RT
STA A 200+38 - STA A 211+89 RT

REMOVE AND DISPOSE OF GUARDRAIL
STA A 190+84 - STA A 200+23 RT
STA A 200+38 - STA A 212+01 RT

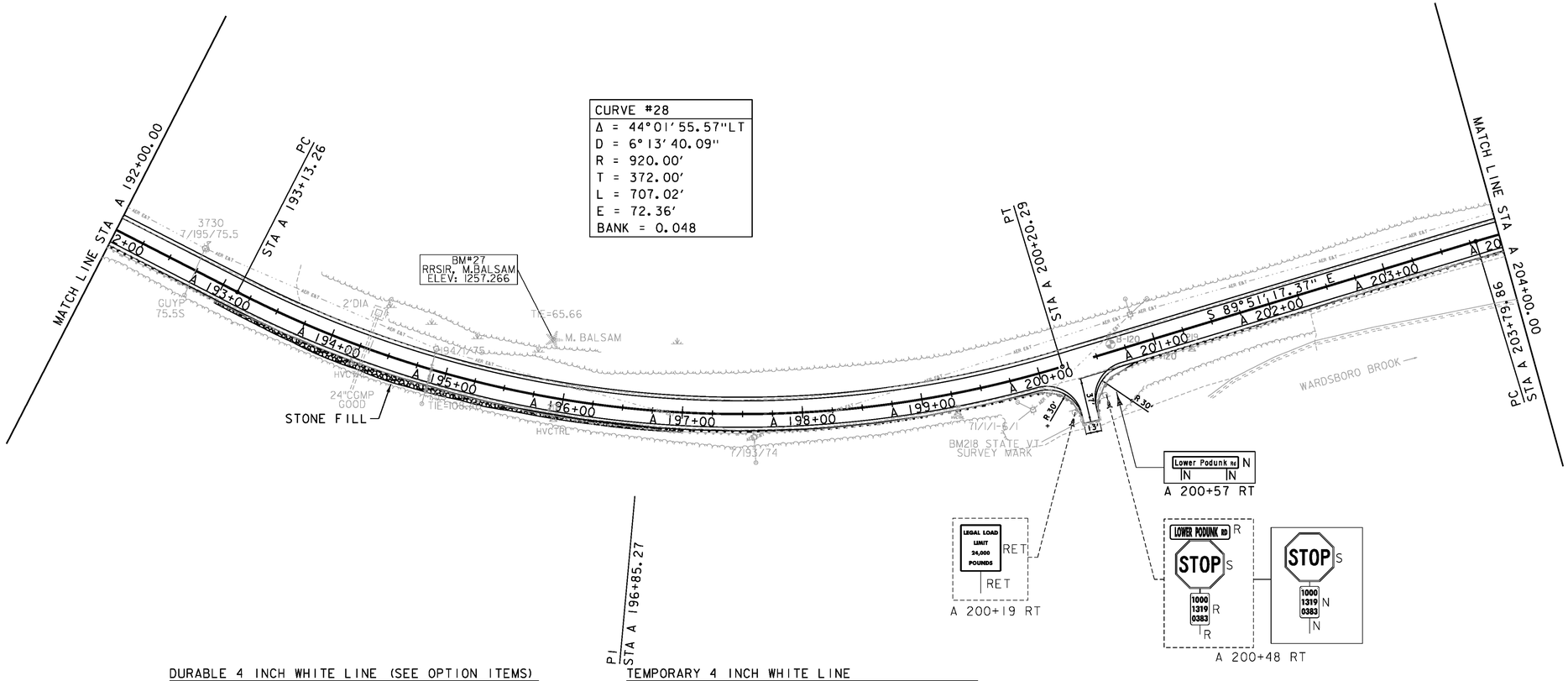
STONE FILL, TYPE I
STA A 193+00 - STA A 197+00 RT

GRUBBING MATERIAL
STA A 193+00 - STA A 197+00 RT

GEOTEXTILE FOR SILT FINCE
STA A 193+00 - STA A 197+00 RT



CURVE #28
Δ = 44°01'55.57"LT
D = 6°13'40.09"
R = 920.00'
T = 372.00'
L = 707.02'
E = 72.36'
BANK = 0.048



PI STA A 196+85.27

A 200+19 RT

A 200+57 RT

A 200+48 RT

DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
STA A 171+06 - STA A 254+52 (SOLID LT)
STA A 124+12 - STA A 200+24 (SOLID RT)
STA A 200+37 - STA A 273+11 (SOLID RT)

DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
STA A 171+04 - STA A 200+16 (SOLID LT + RT)
STA A 200+30 RT (CENTERLINES TH #6)
STA A 200+47 - STA A 254+46 (SOLID LT + RT)

DURABLE LETTER OR SYMBOL (SEE OPTION ITEMS)
STA A 200+34 RT "STOP"

TEMPORARY 4 INCH WHITE LINE
STA A 171+06 - STA A 254+52 (SOLID LT)
STA A 124+12 - STA A 200+24 (SOLID RT)
STA A 200+37 - STA A 273+11 (SOLID RT)

TEMPORARY 4 INCH YELLOW LINE
STA A 171+04 - STA A 200+16 (SOLID LT + RT)
STA A 200+30 RT (CENTERLINES TH #6)
STA A 200+47 - STA A 254+46 (SOLID LT + RT)

DURABLE 24 INCH STOP BAR (SEE OPTION ITEMS)
STA A 200+40 RT

0 50 100
SCALE IN FEET

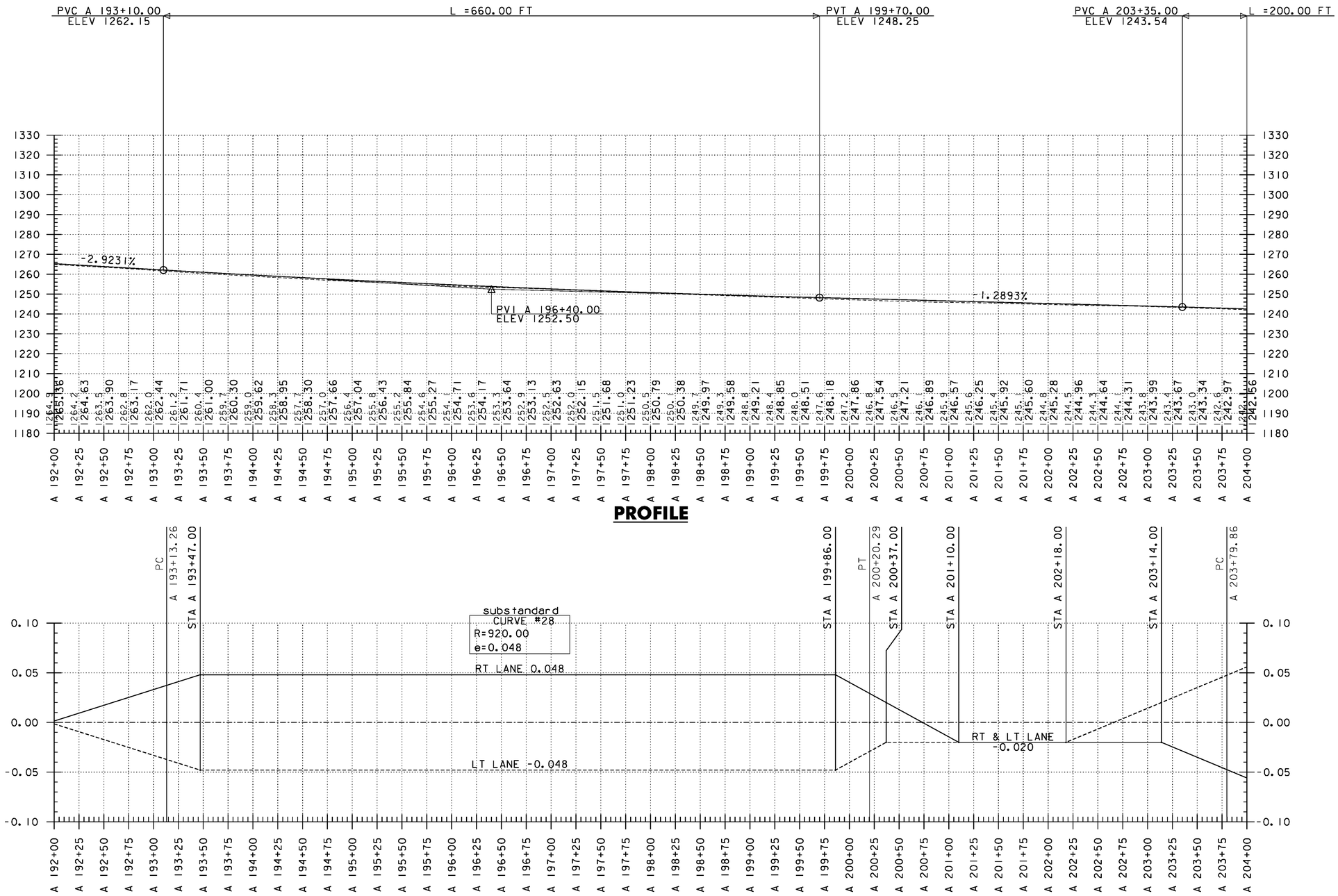
SIGN LEGEND

R	=	REMOVE
S	=	SALVAGE
N	=	NEW
RET	=	RETAIN
T&T	=	THINNING & TRIMMING
B-B	=	BACK TO BACK
EXISTING	=	----------
NEW	=	————

PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: dl2b236_bdr.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
PLAN SHEET 17

PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: A. KEMPTON
SHEET 87 OF 444



PROFILE

BANKING DIAGRAM

THE GRADES SHOWN TO THE NEAREST TENTH OF A FOOT ARE THE ORIGINAL GROUND ELEVATIONS ALONG THE PROPOSED ALIGNMENT. THE GRADES SHOWN TO THE NEAREST HUNDRETH OF A FOOT ARE FINISH GRADES FOR THE PROPOSED ALIGNMENT. SUPERELEVATIONS ARE SHOWN IN PERCENTAGES.

PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: d12b236_pro_bnk
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
VT 100 PROFILE & BANKING DIAGRAM

PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: A. KEMPTON

STEEL BEAM GUARDRAIL, GALVANIZED W/ 8 FT POSTS
STA A 200+38 - STA A 211+89 RT

REMOVE AND DISPOSE OF GUARDRAIL
STA A 200+38 - STA A 212+01 RT

EROSION LOG
STA A 209+50 - STA A 211+00 LT

STEEL BEAM GUARDRAIL, GALVANIZED
STA A 211+89 - STA A 212+02 LT

STONE FILL, TYPE I
~~STA A 211+90 - STA A 212+00 RT~~
STA A 210+86 - STA A 211+70 RT

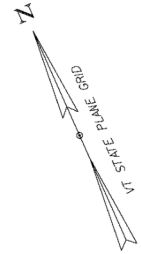
BARRIER FENCE
STA A 209+50 - STA A 211+00 LT

ANCHOR FOR STEEL BEAM RAIL
STA A 211+93 RT

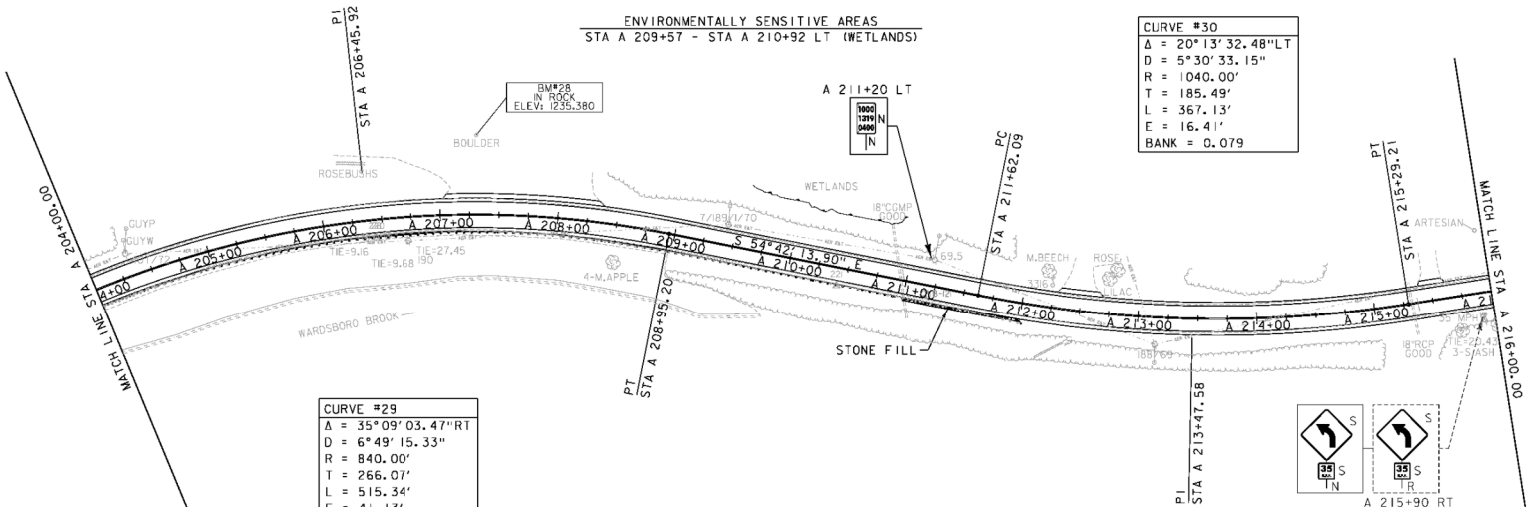
GRUBBING MATERIAL
STA A 210+95 - A 212+00 RT

DELINEATOR WITH STEEL POSTS
STA A 212+02 RT

GEOTEXTILE FOR SILT FENCE
STA A 211+00 - STA A 212+00 RT



ENVIRONMENTALLY SENSITIVE AREAS
STA A 209+57 - STA A 210+92 LT (WETLANDS)



DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
STA A 171+06 - STA A 254+52 (SOLID LT)
STA A 200+37 - STA A 273+11 (SOLID RT)

DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
STA A 200+47 - STA A 254+46 (SOLID LT + RT)

TEMPORARY 4 INCH WHITE LINE
STA A 171+06 - STA A 254+52 (SOLID LT)
STA A 200+37 - STA A 273+11 (SOLID RT)

TEMPORARY 4 INCH YELLOW LINE
STA A 200+47 - STA A 254+46 (SOLID LT + RT)

0 50 100
SCALE IN FEET

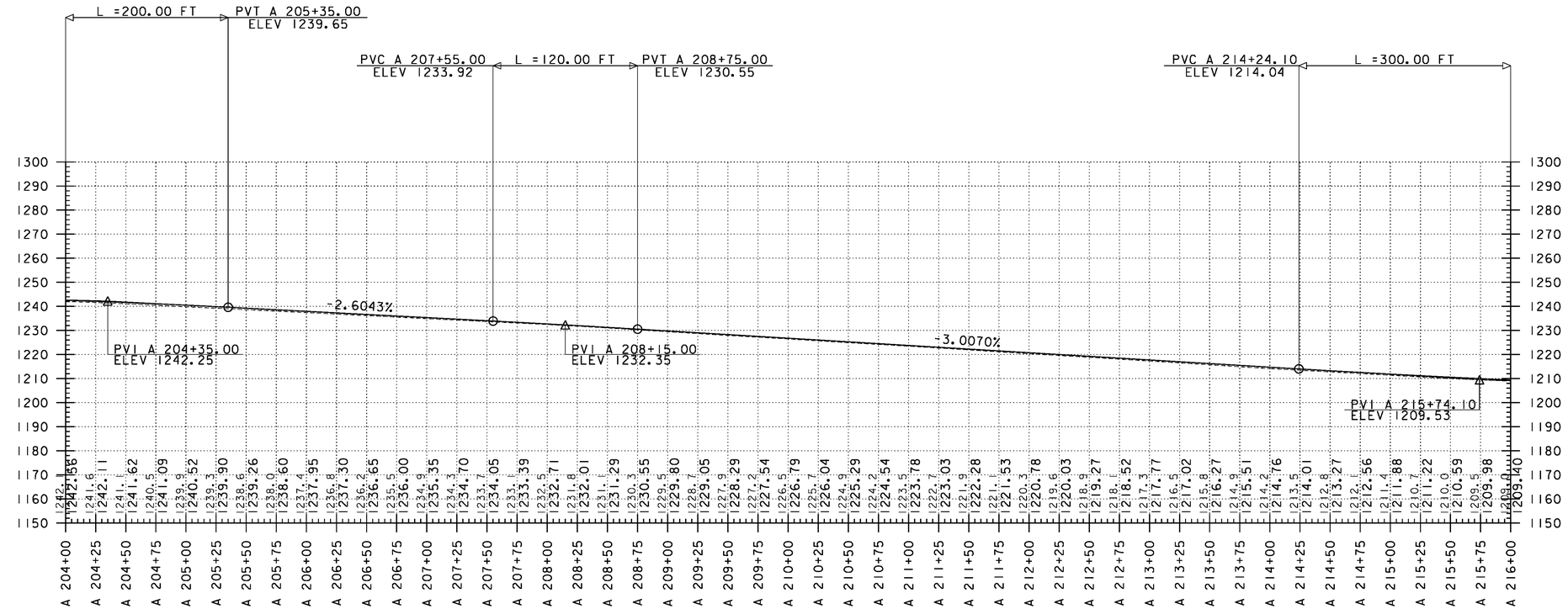
SIGN LEGEND

R	= REMOVE
S	= SALVAGE
N	= NEW
RET	= RETAIN
T&T	= THINNING & TRIMMING
B-B	= BACK TO BACK
EXISTING	----------
NEW	————

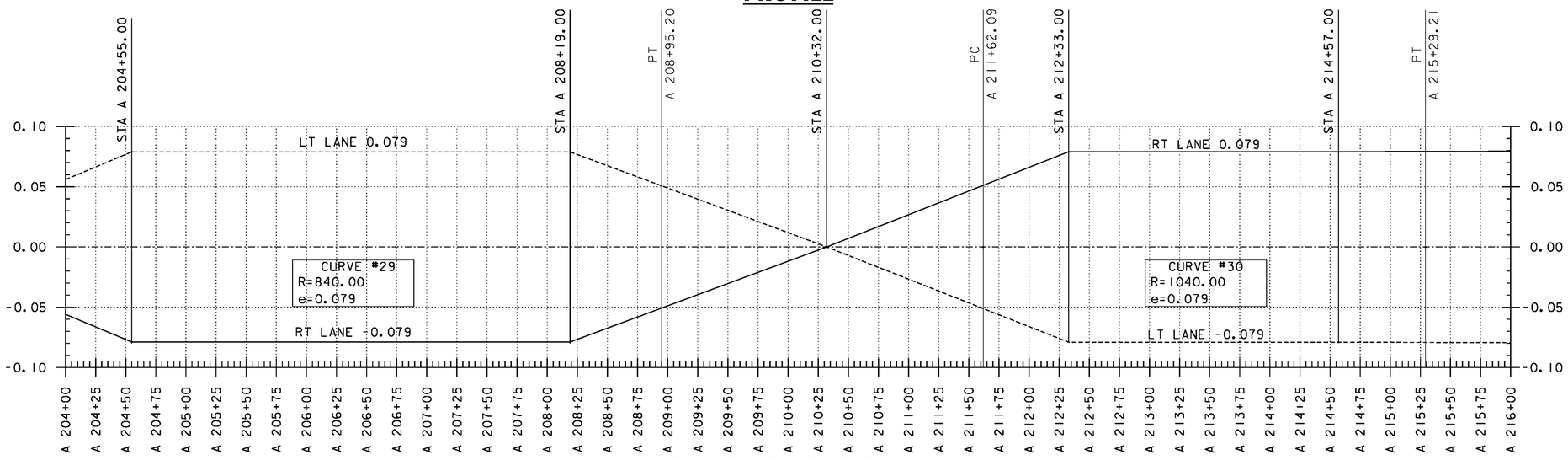
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: d2b236_bdr.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
PLAN SHEET 18

PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: A. KEMPTON
SHEET 89 OF 444



PROFILE



BANKING DIAGRAM

THE GRADES SHOWN TO THE NEAREST TENTH OF A FOOT ARE THE ORIGINAL GROUND ELEVATIONS ALONG THE PROPOSED ALIGNMENT. THE GRADES SHOWN TO THE NEAREST HUNDRETH OF A FOOT ARE FINISH GRADES FOR THE PROPOSED ALIGNMENT. SUPERELEVATIONS ARE SHOWN IN PERCENTAGES.

PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: d12b236_pro_bnk
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
VT 100 PROFILE & BANKING DIAGRAM

PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: A. KEMPTON
SHEET 90 OF 444

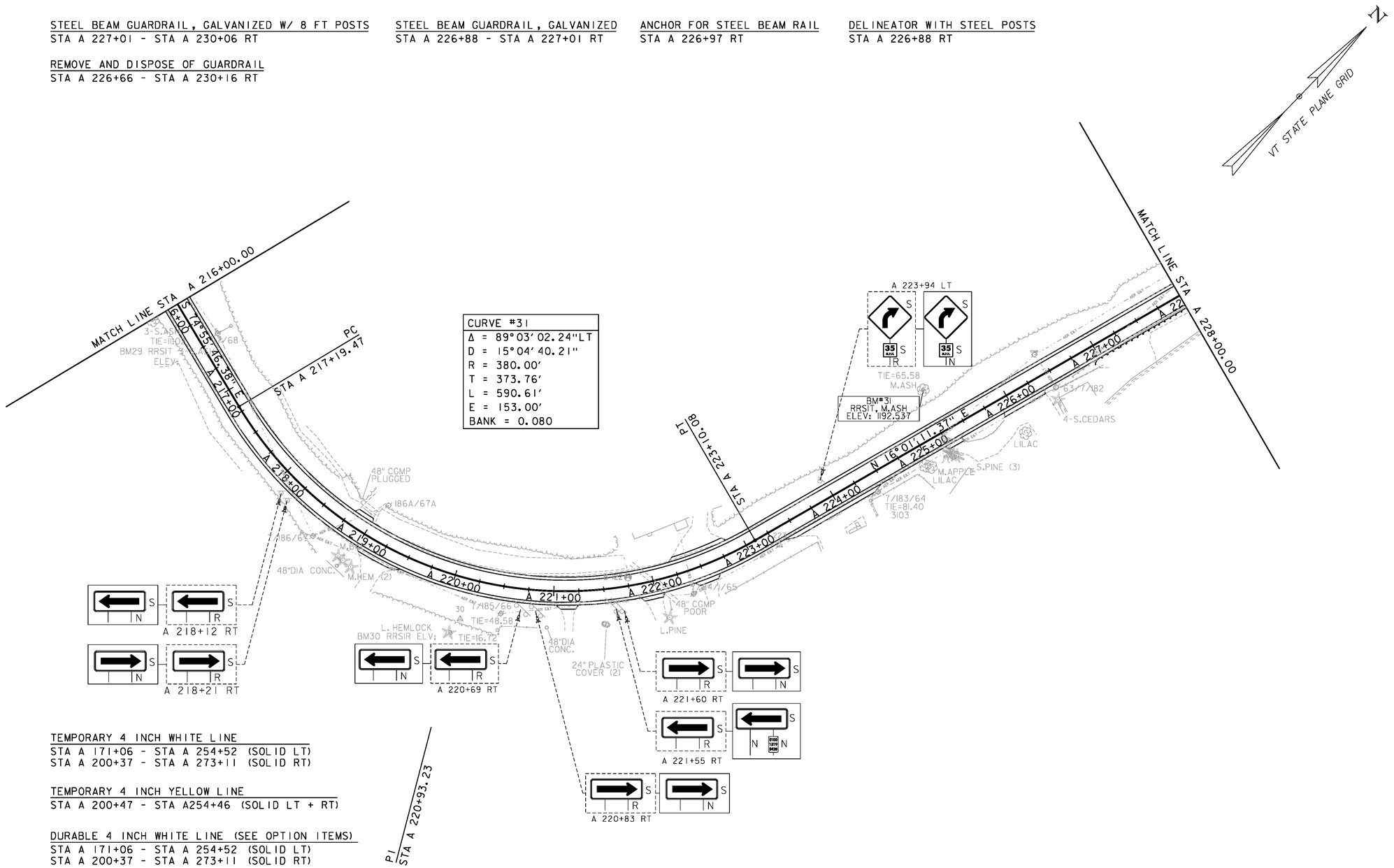
STEEL BEAM GUARDRAIL, GALVANIZED W/ 8 FT POSTS
STA A 227+01 - STA A 230+06 RT

STEEL BEAM GUARDRAIL, GALVANIZED
STA A 226+88 - STA A 227+01 RT

ANCHOR FOR STEEL BEAM RAIL
STA A 226+97 RT

DELINEATOR WITH STEEL POSTS
STA A 226+88 RT

REMOVE AND DISPOSE OF GUARDRAIL
STA A 226+66 - STA A 230+16 RT



TEMPORARY 4 INCH WHITE LINE
STA A 171+06 - STA A 254+52 (SOLID LT)
STA A 200+37 - STA A 273+11 (SOLID RT)

TEMPORARY 4 INCH YELLOW LINE
STA A 200+47 - STA A254+46 (SOLID LT + RT)

DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
STA A 171+06 - STA A 254+52 (SOLID LT)
STA A 200+37 - STA A 273+11 (SOLID RT)

DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
STA A 200+47 - STA A 254+46 (SOLID LT + RT)

0 50 100
SCALE IN FEET

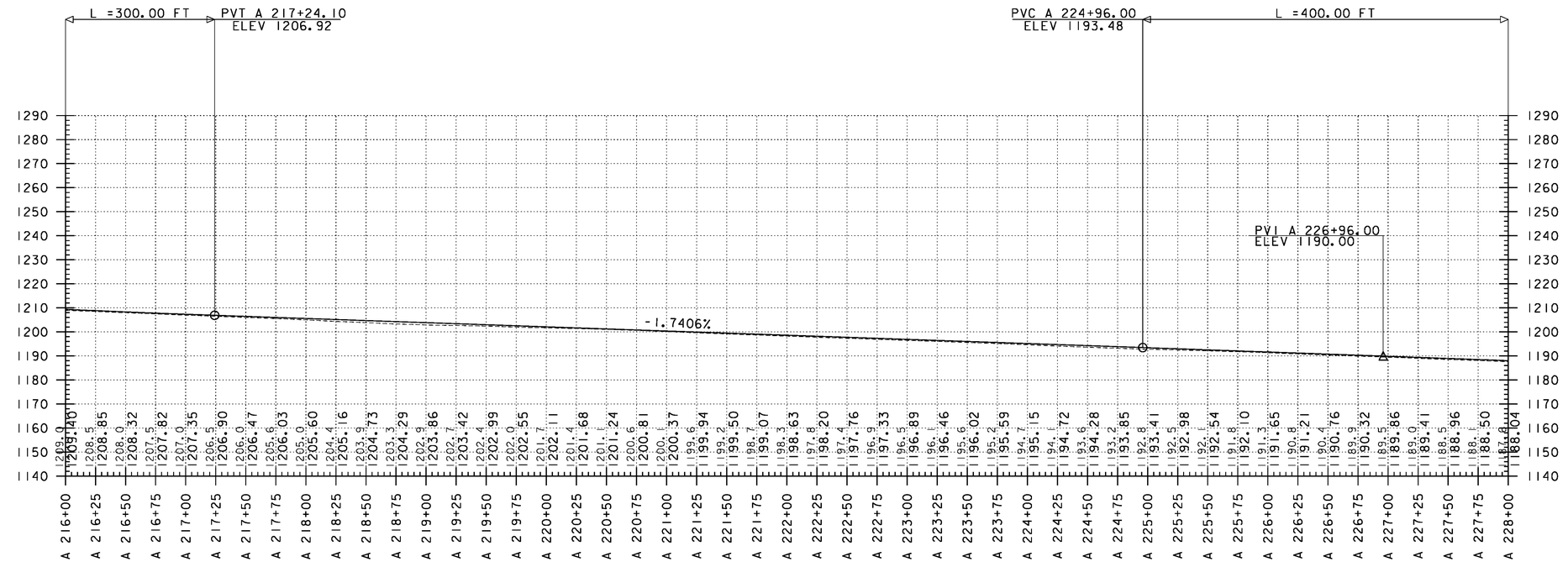
SIGN LEGEND

R	=	REMOVE
S	=	SALVAGE
N	=	NEW
RET	=	RETAIN
T&T	=	THINNING & TRIMMING
B-B	=	BACK TO BACK
EXISTING	=	----------
NEW	=	————

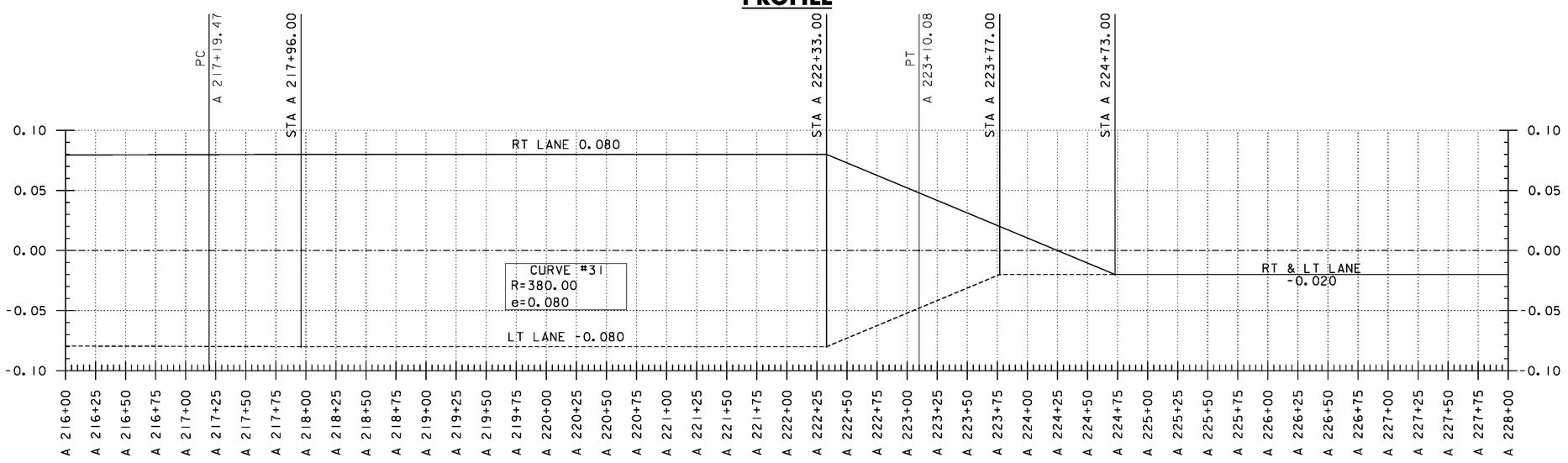
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: dl2b236_bdr.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
PLAN SHEET 19

PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: A. KEMPTON
SHEET 91 OF 444



PROFILE



BANKING DIAGRAM

THE GRADES SHOWN TO THE NEAREST TENTH OF A FOOT ARE THE ORIGINAL GROUND ELEVATIONS ALONG THE PROPOSED ALIGNMENT. THE GRADES SHOWN TO THE NEAREST HUNDRETH OF A FOOT ARE FINISH GRADES FOR THE PROPOSED ALIGNMENT. SUPERELEVATIONS ARE SHOWN IN PERCENTAGES.

PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: d12b236_pro_bnk
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
VT 100 PROFILE & BANKING DIAGRAM

PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: A. KEMPTON

STEEL BEAM GUARDRAIL, GALVANIZED W/ 8 FT POSTS
STA A 227+01 - STA A 230+06 RT
STA A 233+09 - STA A 234+83 RT

STEEL BEAM GUARDRAIL, GALVANIZED
STA A 230+06 - STA A 230+19 RT
STA A 232+96 - STA A 233+09 RT
STA A 234+70 - STA A 234+83 RT

ANCHOR FOR STEEL BEAM RAIL
STA A 230+10 RT
STA A 233+05 RT
STA A 234+87 RT

DELINEATOR WITH STEEL POSTS
STA A 230+19 RT
STA A 232+96 RT
STA A 234+83 RT

N
VT STATE PLANE GRID

REMOVE AND DISPOSE OF GUARDRAIL
STA A 226+66 - STA A 230+16 RT
STA A 232+96 - STA A 234+83 RT

STONE FILL, TYPE I
STA A 233+00 - STA A 235+00 RT
STA A 239+00 - STA A 240+90 RT

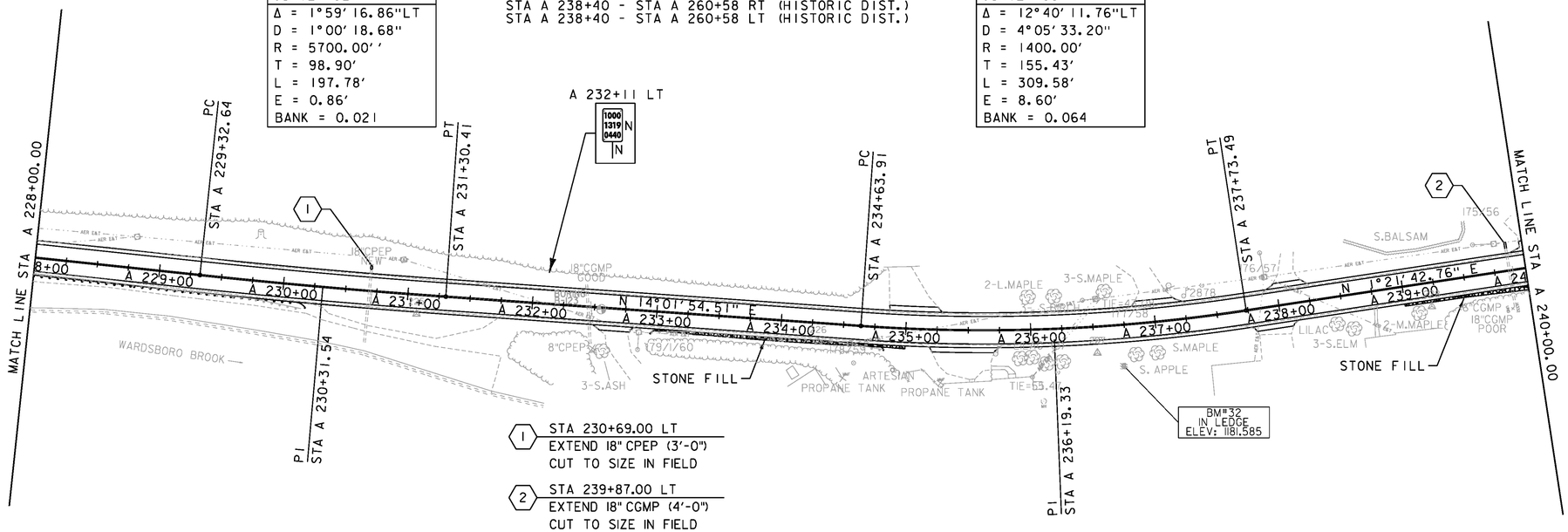
GRUBBING MATERIAL
STA A 233+00 - STA A 235+00 RT
STA A 239+00 - STA A 240+90 RT

GEOTEXTILE FOR SILT FENCE
STA A 233+00 - STA A 235+00 RT
STA A 239+00 - STA A 240+90 RT

CURVE #32
Δ = 1°59'16.86"LT
D = 1°00'18.68"
R = 5700.00''
T = 98.90'
L = 197.78'
E = 0.86'
BANK = 0.021

ENVIRONMENTALLY SENSITIVE AREAS
STA A 238+40 - STA A 260+58 RT (HISTORIC DIST.)
STA A 238+40 - STA A 260+58 LT (HISTORIC DIST.)

CURVE #33
Δ = 12°40'11.76"LT
D = 4°05'33.20"
R = 1400.00'
T = 155.43'
L = 309.58'
E = 8.60'
BANK = 0.064



1 STA 230+69.00 LT
EXTEND 18" CPEP (3'-0")
CUT TO SIZE IN FIELD

2 STA 239+87.00 LT
EXTEND 18" CGMP (4'-0")
CUT TO SIZE IN FIELD

DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
STA A 171+06 - STA A 254+52 (SOLID LT)
STA A 200+37 - STA A 273+11 (SOLID RT)

DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
STA A 200+47 - STA A 254+46 (SOLID LT + RT)

TEMPORARY 4 INCH WHITE LINE
STA A 171+06 - STA A 254+52 (SOLID LT)
STA A 200+37 - STA A 254+46 (SOLID RT)

TEMPORARY 4 INCH YELLOW LINE
STA A 200+47 - STA A 254+46 (SOLID LT + RT)

0 50 100
SCALE IN FEET

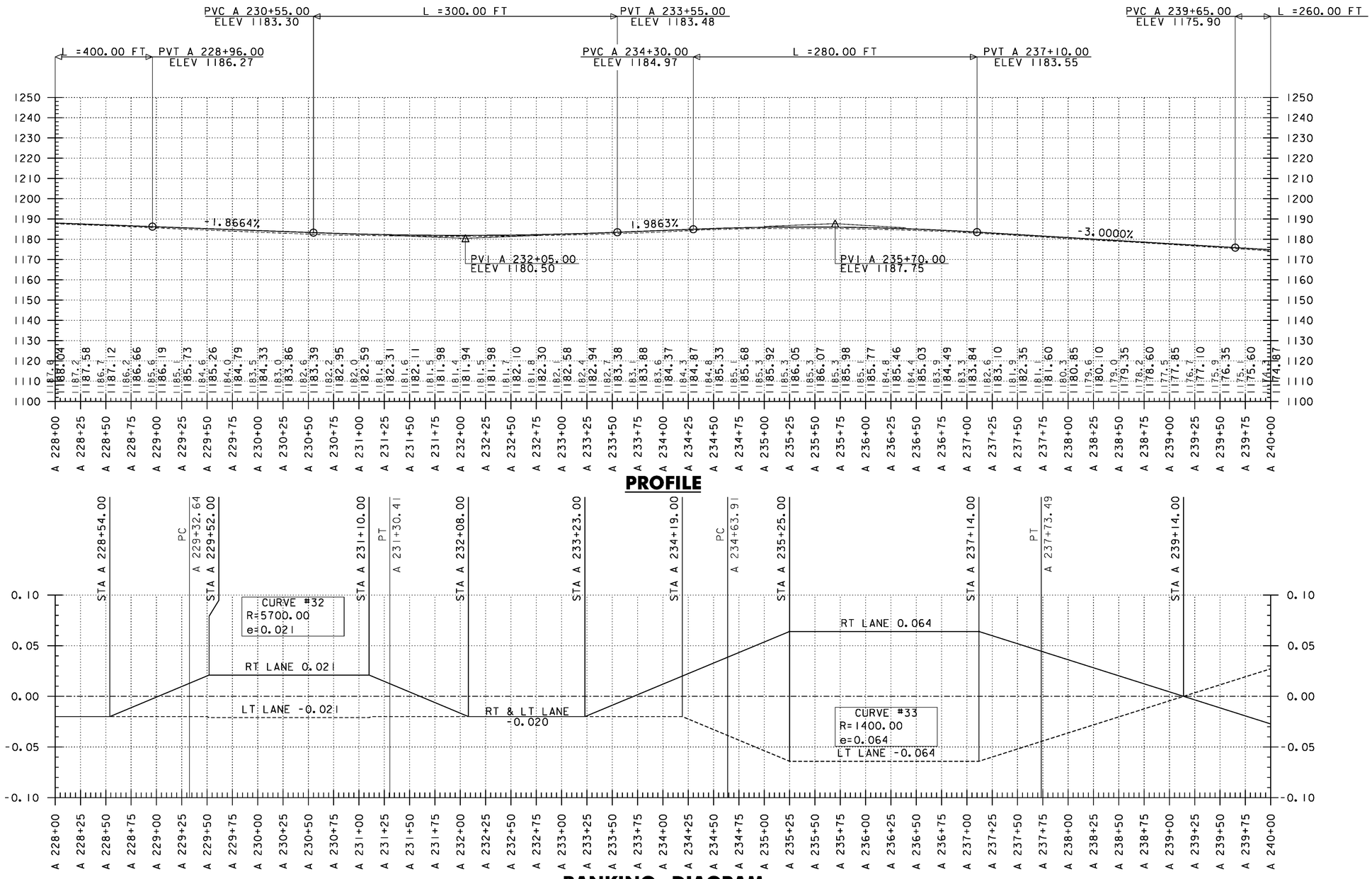
SIGN LEGEND

R	=	REMOVE
S	=	SALVAGE
N	=	NEW
RET	=	RETAIN
T&T	=	THINNING & TRIMMING
B-B	=	BACK TO BACK
EXISTING		----------
NEW		————

PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: dl2b236_bdr.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
PLAN SHEET 20

PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: A. KEMPTON
SHEET 93 OF 444



THE GRADES SHOWN TO THE NEAREST TENTH OF A FOOT ARE THE ORIGINAL GROUND ELEVATIONS ALONG THE PROPOSED ALIGNMENT. THE GRADES SHOWN TO THE NEAREST HUNDRETH OF A FOOT ARE FINISH GRADES FOR THE PROPOSED ALIGNMENT. SUPERELEVATIONS ARE SHOWN IN PERCENTAGES.

PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: d12b236_pro_bnk
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
VT 100 PROFILE & BANKING DIAGRAM

PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: A. KEMPTON
SHEET 94 OF 444

STONE FILL, TYPE I
STA A 239+00 - STA A 240+90 RT
STA A 242+50 - STA A 243+50 RT

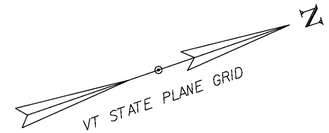
GRUBBING MATERIAL
STA A 239+00 - STA A 240+90 RT
STA A 242+50 - STA A 243+50 RT

GEOTEXTILE FOR SILT FENCE
STA A 239+00 - STA A 240+90 RT
STA A 242+50 - STA A 243+50 RT

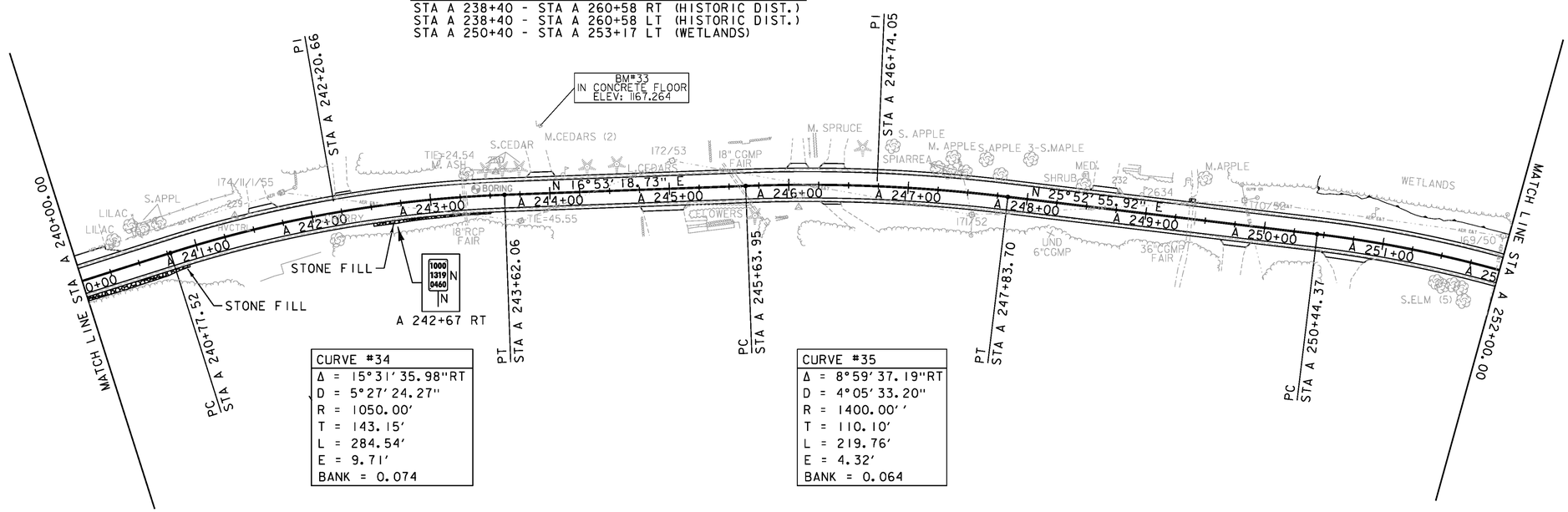
RELOCATE MAILBOX, SINGLE SUPPORT
STA A 244+11 LT
STA A 248+95 LT

EROSION LOG
STA A 250+25 - STA A 253+25 LT

BARRIER FENCE
STA A 250+25 - STA A 253+25 LT



ENVIRONMENTALLY SENSITIVE AREAS
STA A 238+40 - STA A 260+58 RT (HISTORIC DIST.)
STA A 238+40 - STA A 260+58 LT (HISTORIC DIST.)
STA A 250+40 - STA A 253+17 LT (WETLANDS)



CURVE #34
Δ = 15°31'35.98"RT
D = 5°27'24.27"
R = 1050.00'
T = 143.15'
L = 284.54'
E = 9.71'
BANK = 0.074

CURVE #35
Δ = 8°59'37.19"RT
D = 4°05'33.20"
R = 1400.00''
T = 110.10'
L = 219.76'
E = 4.32'
BANK = 0.064

DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
STA A 171+06 - STA A 254+52 (SOLID LT)
STA A 200+37 - STA A 273+11 (SOLID RT)

TEMPORARY 4 INCH WHITE LINE
STA A 171+06 - STA A 254+52 (SOLID LT)
STA A 200+37 - STA A 273+11 (SOLID RT)

DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
STA A 200+47 - STA A 254+46 (SOLID LT + RT)

TEMPORARY 4 INCH YELLOW LINE
STA A200+47 - STA A 254+46 (SOLID LT + RT)

0 50 100
SCALE IN FEET

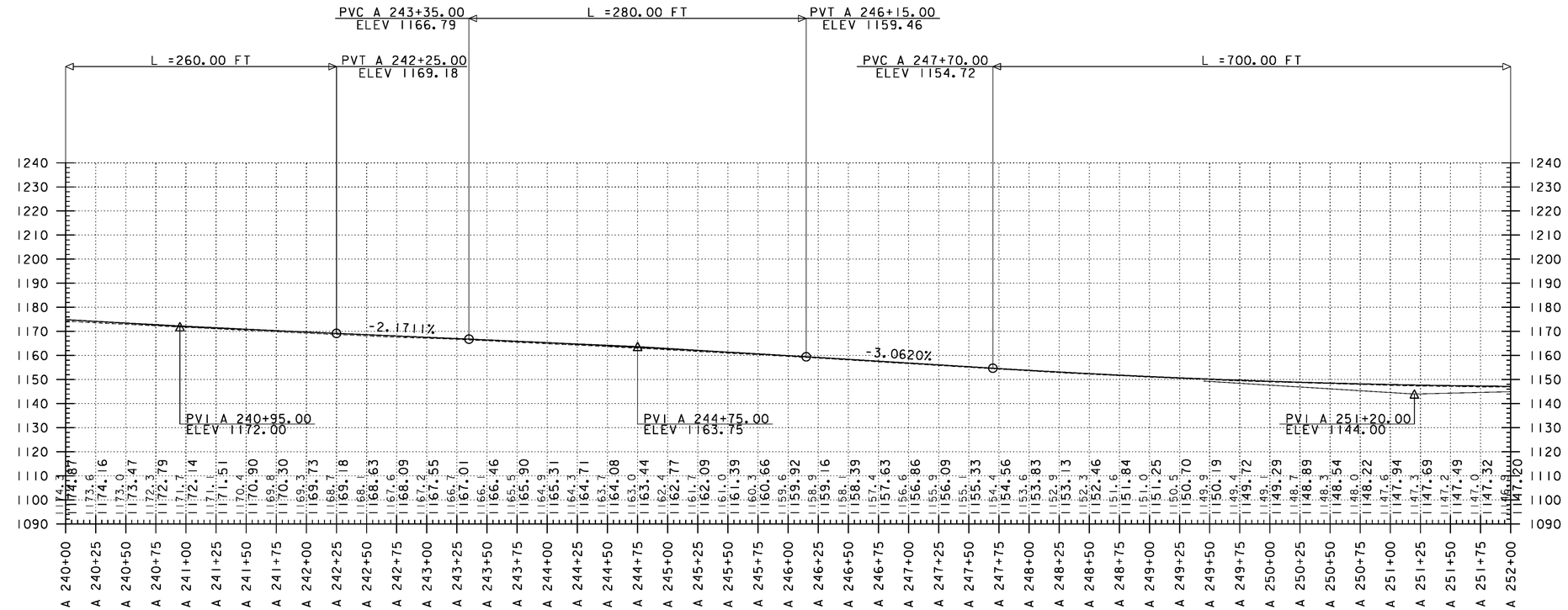
SIGN LEGEND

R	=	REMOVE
S	=	SALVAGE
N	=	NEW
RET	=	RETAIN
T&T	=	THINNING & TRIMMING
B-B	=	BACK TO BACK
EXISTING	=	----------
NEW	=	————

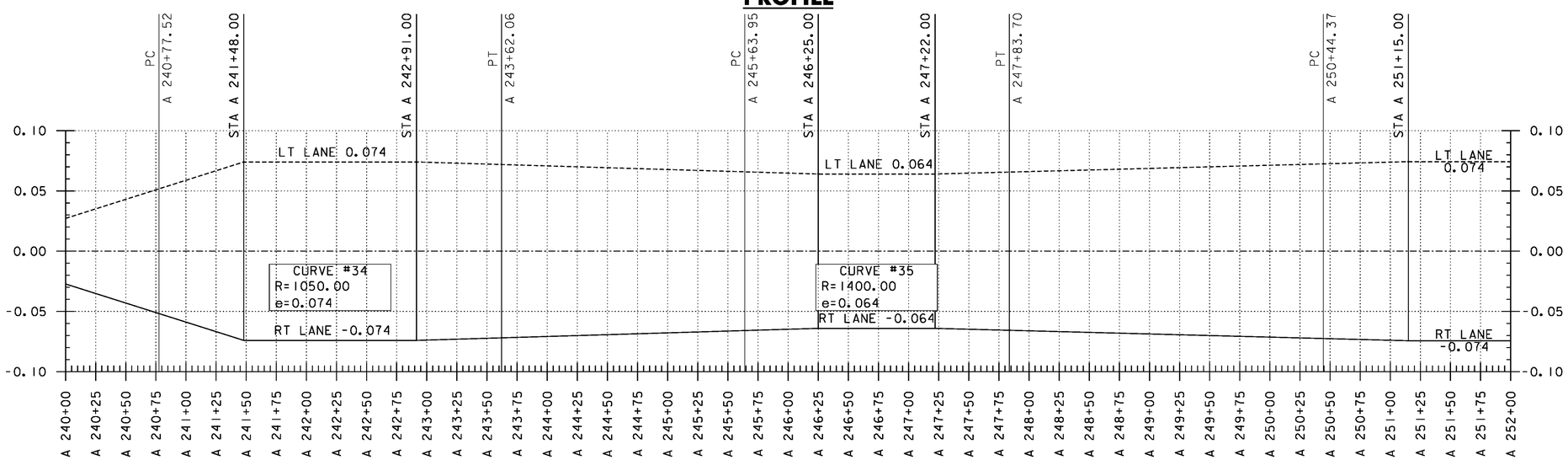
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: dl2b236_bdr.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
PLAN SHEET 21

PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: A. KEMPTON
SHEET 95 OF 444



PROFILE



BANKING DIAGRAM

THE GRADES SHOWN TO THE NEAREST TENTH OF A FOOT ARE THE ORIGINAL GROUND ELEVATIONS ALONG THE PROPOSED ALIGNMENT. THE GRADES SHOWN TO THE NEAREST HUNDRETH OF A FOOT ARE FINISH GRADES FOR THE PROPOSED ALIGNMENT. SUPERELEVATIONS ARE SHOWN IN PERCENTAGES.

PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: d12b236_pro_bnk
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
VT 100 PROFILE & BANKING DIAGRAM

PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: A. KEMPTON
SHEET 96 OF 444

STEEL BEAM GUARDRAIL, GALVANIZED W/ 8 FT POSTS
STA A 262+36 - STA A 269+64 RT

REMOVE AND DISPOSE OF GUARDRAIL
STA A 262+23 - STA A 269+72 RT

STEEL BEAM GUARDRAIL, GALVANIZED
STA A 262+23 - STA A 262+36 RT

ANCHOR FOR STEEL BEAM RAIL
STA A 262+32 RT

BARRIER FENCE
STA A 250+25 - STA A 253+25 LT
STA A 257+75 - STA A 261+75 LT

DELINEATOR WITH STEEL POSTS
STA A 262+23 RT

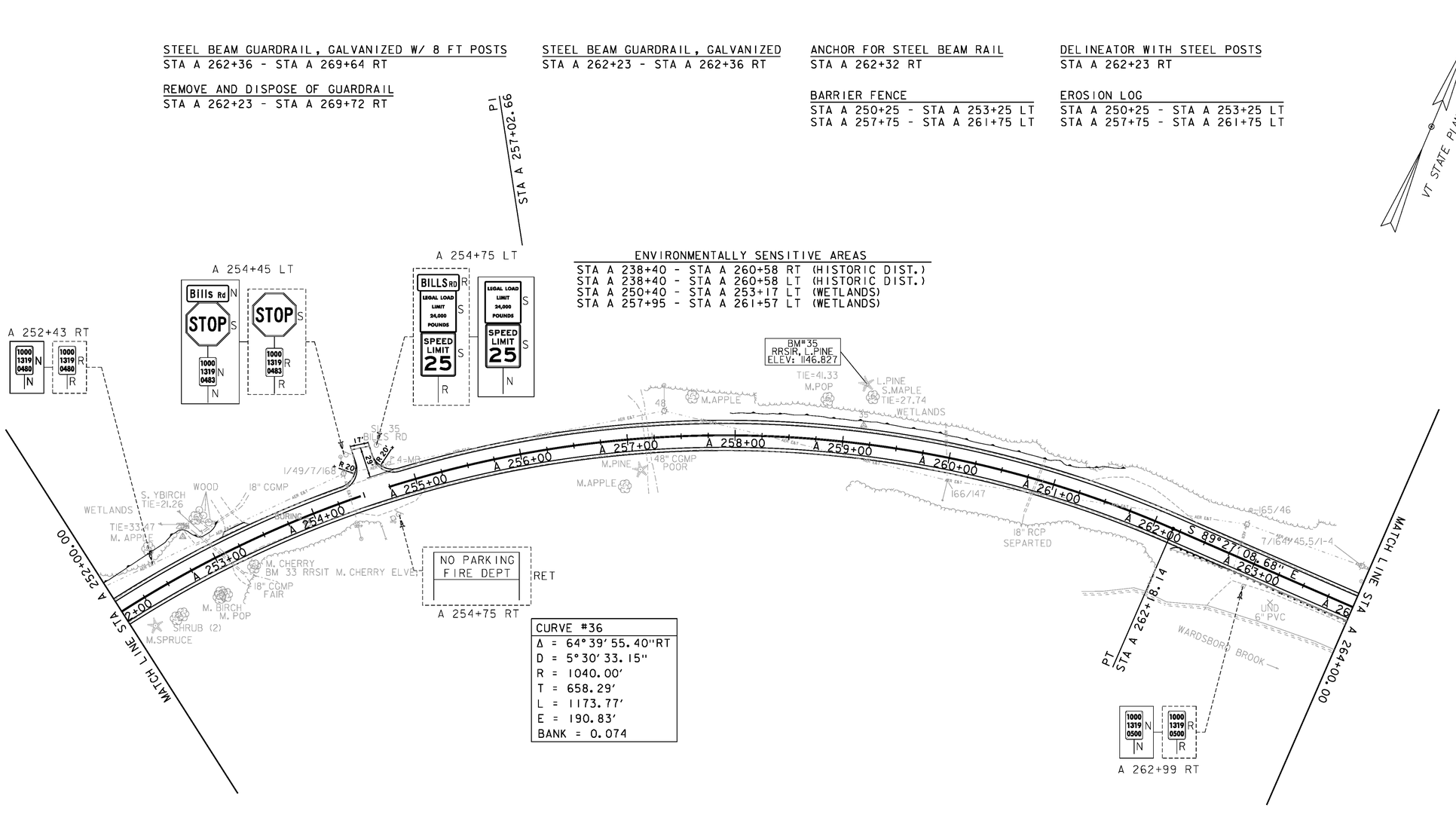
EROSION LOG
STA A 250+25 - STA A 253+25 LT
STA A 257+75 - STA A 261+75 LT

N

VT STATE PLANE GRID

PI STA A 257+02.66

ENVIRONMENTALLY SENSITIVE AREAS
STA A 238+40 - STA A 260+58 RT (HISTORIC DIST.)
STA A 238+40 - STA A 260+58 LT (HISTORIC DIST.)
STA A 250+40 - STA A 253+17 LT (WETLANDS)
STA A 257+95 - STA A 261+57 LT (WETLANDS)



DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
STA A 171+06 - STA A 254+52 (SOLID LT)
STA A 254+68 - STA A 273+13 (SOLID LT)
STA A 200+37 - STA A 273+11 (SOLID RT)

DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
STA A 200+47 - STA A 254+46 (SOLID LT + RT)
STA A 254+60 LT (CENTERLINES TH #16)
STA A 254+73 - STA A 273+01 (SOLID LT + RT)

TEMPORARY 4 INCH WHITE LINE
STA A 171+06 - STA A 254+52 (SOLID LT)
STA A 254+68 - STA A 273+13 (SOLID LT)
STA A 200+37 - STA A 273+11 (SOLID RT)

TEMPORARY 4 INCH YELLOW LINE
STA A 200+47 - STA A 254+46 (SOLID LT + RT)
STA A 254+60 LT (CENTERLINES TH #16)
STA A 254+73 - STA A 273+01 (SOLID LT + RT)

DURABLE LETTER OR SYMBOL (SEE OPTION ITEMS)
STA A 254+51 LT "STOP"

DURABLE 24 IN STOP BAR (SEE OPTION ITEMS)
STA A 254+51 LT

0 50 100
SCALE IN FEET

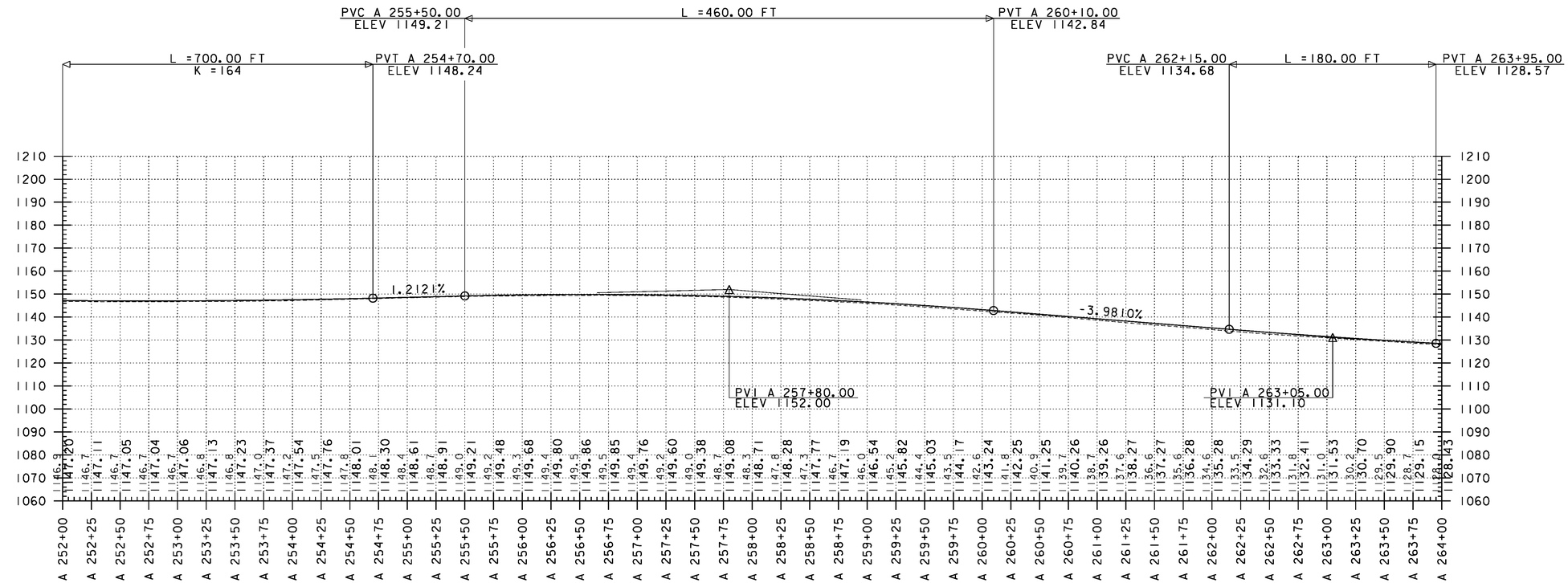
SIGN LEGEND

R	= REMOVE
S	= SALVAGE
N	= NEW
RET	= RETAIN
T&T	= THINNING & TRIMMING
B-B	= BACK TO BACK
EXISTING	----------
NEW	————

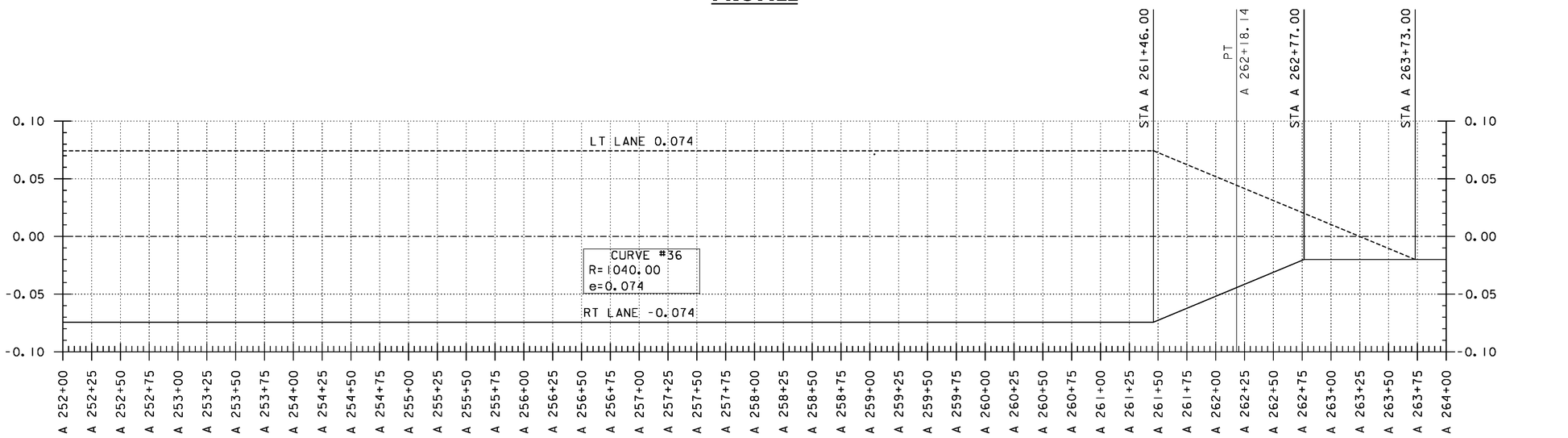
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: dl2b236_bdr.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
PLAN SHEET 22

PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: A. KEMPTON
SHEET 97 OF 444



PROFILE



BANKING DIAGRAM

THE GRADES SHOWN TO THE NEAREST TENTH OF A FOOT ARE THE ORIGINAL GROUND ELEVATIONS ALONG THE PROPOSED ALIGNMENT. THE GRADES SHOWN TO THE NEAREST HUNDRETH OF A FOOT ARE FINISH GRADES FOR THE PROPOSED ALIGNMENT. SUPERELEVATIONS ARE SHOWN IN PERCENTAGES.

PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: d12b236_pro_bnk
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
VT 100 PROFILE & BANKING DIAGRAM

PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: A. KEMPTON
SHEET 98 OF 444

STEEL BEAM GUARDRAIL, GALVANIZED W/ 8 FT POSTS
STA A 262+36 - STA A 269+64 RT

REMOVE AND DISPOSE OF GUARDRAIL
STA A 262+23 - STA A 269+72 RT

RELOCATE MAILBOX, MULTIPLE SUPPORT
STA A 273+98 LT

STEEL BEAM GUARDRAIL, GALVANIZED
STA A 269+59 - STA A 269+72 RT

STONE FILL, TYPE I
STA A 265+00 - STA A 266+00 RT
STA A 268+55 - STA A 271+00 RT

ANCHOR FOR STEEL BEAM RAIL
STA A 269+63 RT

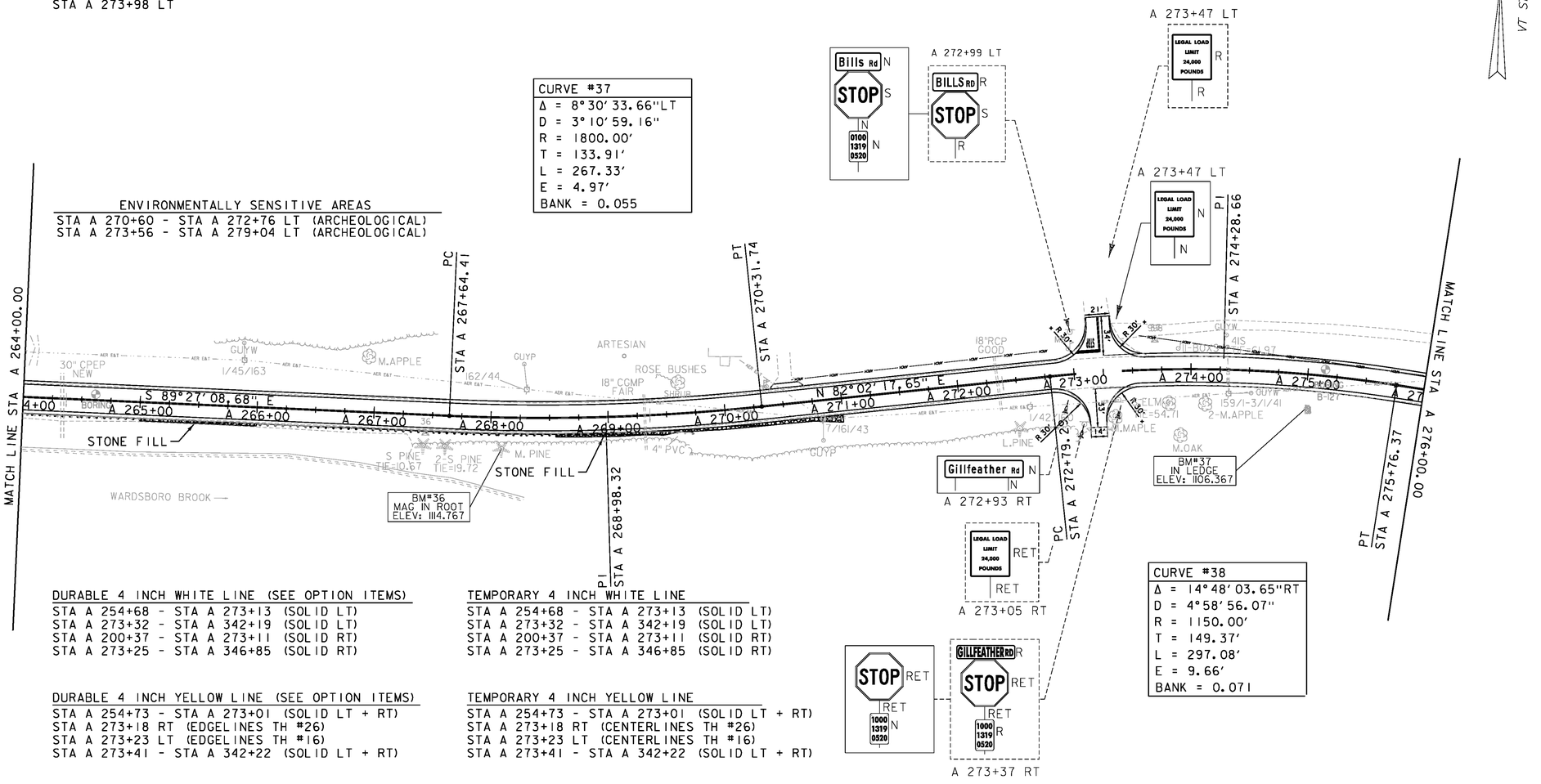
GRUBBING MATERIAL
STA A 265+00 - STA A 266+00 RT
STA A 268+55 - STA A 271+00 RT

DELINEATOR WITH STEEL POSTS
STA A 269+72 RT

GEOTEXTILE FOR SILT FENCE
STA A 265+00 - STA A 266+00 RT
STA A 268+55 - STA A 271+00 RT

ENVIRONMENTALLY SENSITIVE AREAS
STA A 270+60 - STA A 272+76 LT (ARCHEOLOGICAL)
STA A 273+56 - STA A 279+04 LT (ARCHEOLOGICAL)

CURVE #37
Δ = 8°30'33.66"LT
D = 3°10'59.16"
R = 1800.00'
T = 133.91'
L = 267.33'
E = 4.97'
BANK = 0.055



CURVE #38
Δ = 14°48'03.65"RT
D = 4°58'56.07"
R = 1150.00'
T = 149.37'
L = 297.08'
E = 9.66'
BANK = 0.071

DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
STA A 254+68 - STA A 273+13 (SOLID LT)
STA A 273+32 - STA A 342+19 (SOLID LT)
STA A 200+37 - STA A 273+11 (SOLID RT)
STA A 273+25 - STA A 346+85 (SOLID RT)

TEMPORARY 4 INCH WHITE LINE
STA A 254+68 - STA A 273+13 (SOLID LT)
STA A 273+32 - STA A 342+19 (SOLID LT)
STA A 200+37 - STA A 273+11 (SOLID RT)
STA A 273+25 - STA A 346+85 (SOLID RT)

DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
STA A 254+73 - STA A 273+01 (SOLID LT + RT)
STA A 273+18 RT (EDGELINES TH #26)
STA A 273+23 LT (EDGELINES TH #16)
STA A 273+41 - STA A 342+22 (SOLID LT + RT)

TEMPORARY 4 INCH YELLOW LINE
STA A 254+73 - STA A 273+01 (SOLID LT + RT)
STA A 273+18 RT (CENTERLINES TH #26)
STA A 273+23 LT (CENTERLINES TH #16)
STA A 273+41 - STA A 342+22 (SOLID LT + RT)

DURABLE 24 IN STOP BAR (SEE OPTION ITEMS)
STA A 273+16 LT
STA A 273+25 RT

DURABLE LETTER OR SYMBOL (SEE OPTION ITEMS)
STA A 273+16 LT "STOP"
STA A 273+25 RT "STOP

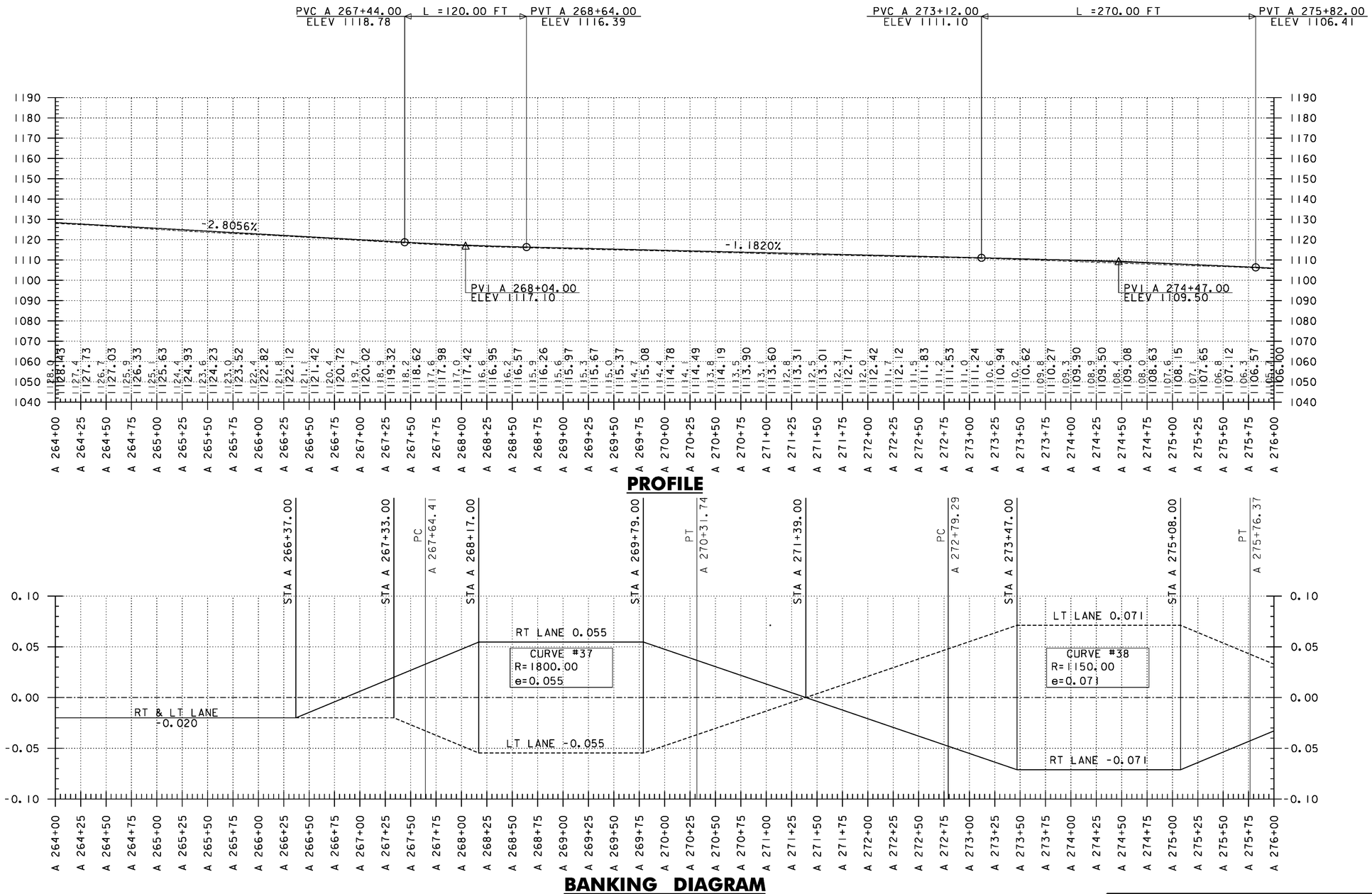
SIGN LEGEND

R	=	REMOVE
S	=	SALVAGE
N	=	NEW
RET	=	RETAIN
T&T	=	THINNING & TRIMMING
B-B	=	BACK TO BACK
EXISTING		----------
NEW		————

PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: dl2b236_bdr.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
PLAN SHEET 23

PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: A. KEMPTON
SHEET 99 OF 444



PROFILE

BANKING DIAGRAM

THE GRADES SHOWN TO THE NEAREST TENTH OF A FOOT ARE THE ORIGINAL GROUND ELEVATIONS ALONG THE PROPOSED ALIGNMENT. THE GRADES SHOWN TO THE NEAREST HUNDRETH OF A FOOT ARE FINISH GRADES FOR THE PROPOSED ALIGNMENT. SUPERELEVATIONS ARE SHOWN IN PERCENTAGES.

PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: d12b236_pro_bnk
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
VT 100 PROFILE & BANKING DIAGRAM

PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: A. KEMPTON
SHEET 100 OF 444

HD STEEL BEAM GUARDRAIL, GALVANIZED
STA A 284+82 - STA A 284+95 RT

HD STEEL BEAM GUARDRAIL, GALVANIZED/NESTED
STA A 283+88 - STA A 284+82 RT

MANUFACTURED TERMINAL SECTION, TANGENT
STA A 283+74 - STA A 283+88 RT

RELOCATE MAILBOX, SINGLE SUPPORT
STA A 280+87 LT
STA A 282+63 LT

ANCHOR FOR STEEL BEAM RAIL
STA A 284+86 RT

DELINEATOR WITH STEEL POSTS
STA A 283+72 RT
STA A 284+93 RT

N

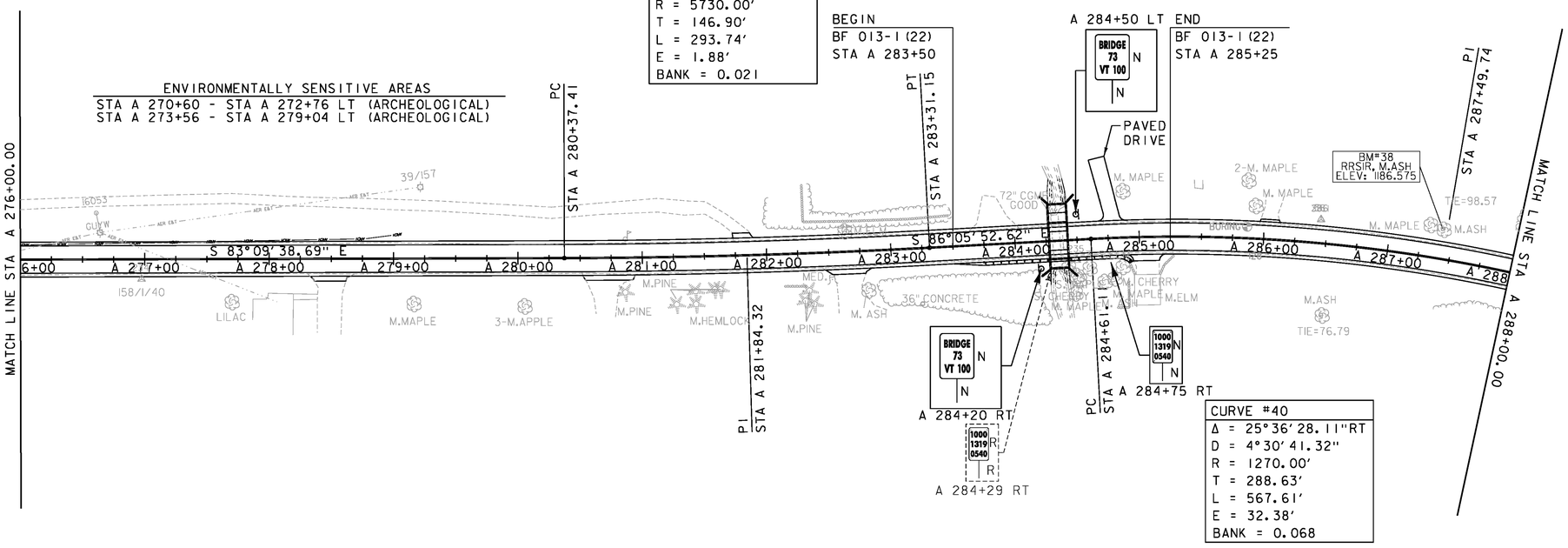
VT STATE PLANE GRID

ENVIRONMENTALLY SENSITIVE AREAS
STA A 270+60 - STA A 272+76 LT (ARCHEOLOGICAL)
STA A 273+56 - STA A 279+04 LT (ARCHEOLOGICAL)

CURVE #39
Δ = 2°56'13.92"LT
D = 0°59'59.73"
R = 5730.00'
T = 146.90'
L = 293.74'
E = 1.88'
BANK = 0.021

BEGIN
BF 013-1(22)
STA A 283+50

A 284+50 LT END
BF 013-1(22)
STA A 285+25



CURVE #40
Δ = 25°36'28.11"RT
D = 4°30'41.32"
R = 1270.00'
T = 288.63'
L = 567.61'
E = 32.38'
BANK = 0.068

DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
STA A 273+32 - STA A 342+19 (SOLID LT)
STA A 273+11 - STA A 346+85 (SOLID RT)

TEMPORARY 4 INCH WHITE LINE
STA A 273+32 - STA A 342+19 (SOLID LT)
STA A 273+11 - STA A 346+85 (SOLID RT)

DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
STA A 273+41 - STA A 342+22 (SOLID LT + RT)

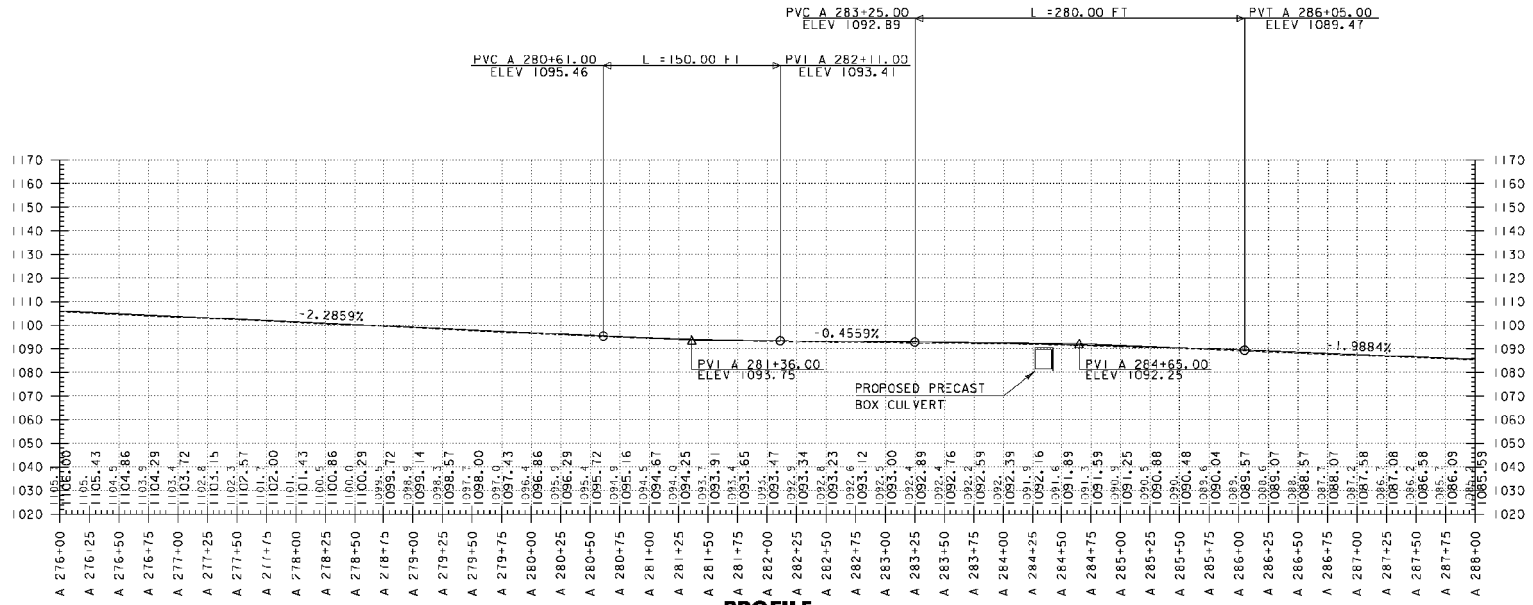
TEMPORARY 4 INCH YELLOW LINE
STA A 273+41 - STA A 342+22 (SOLID LT + RT)

0 50 100
SCALE IN FEET

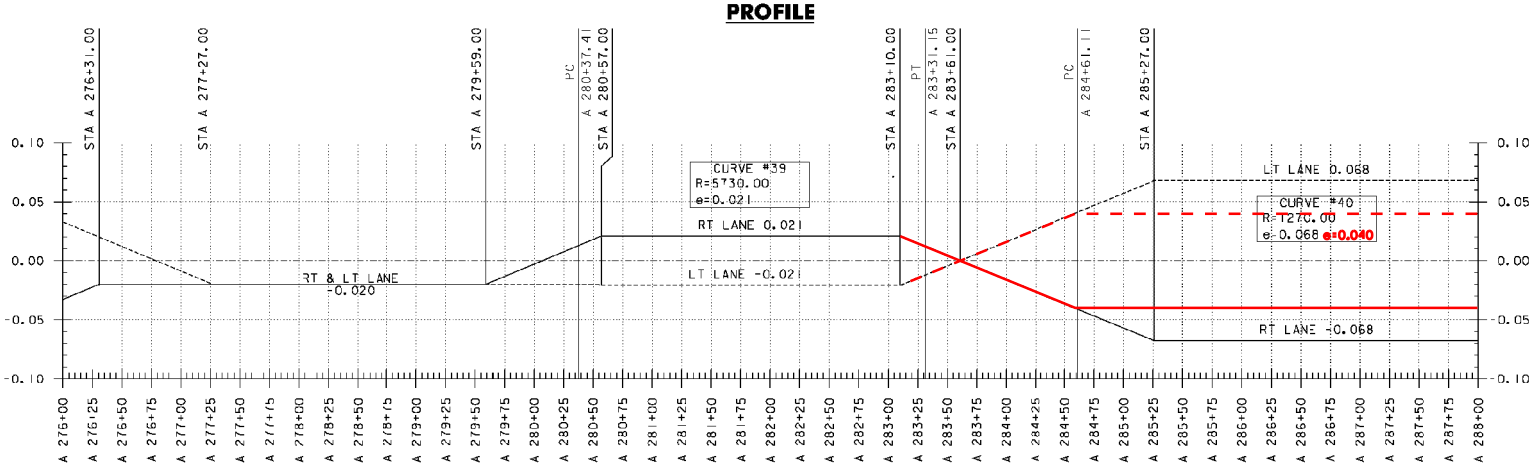
SIGN LEGEND

R	=	REMOVE
S	=	SALVAGE
N	=	NEW
RET	=	RETAIN
T&T	=	THINNING & TRIMMING
B-B	=	BACK TO BACK
EXISTING	=	----------
NEW	=	————

PROJECT NAME:	WARDSBORO-JAMAICA
PROJECT NUMBER:	ER STP 013-1(17)
FILE NAME: di2b236_bdr.dgn	PLOT DATE: 2/26/2014
PROJECT LEADER: K. UPMAL	DRAWN BY: B. KIPP
DESIGNED BY: B. KIPP	CHECKED BY: A. KEMPTON
PLAN SHEET 24	SHEET 101 OF 444



PROFILE



BANKING DIAGRAM

THE GRADES SHOWN TO THE NEAREST TENTH OF A FOOT ARE THE ORIGINAL GROUND ELEVATIONS ALONG THE PROPOSED ALIGNMENT. THE GRADES SHOWN TO THE NEAREST HUNDREDTH OF A FOOT ARE FINISH GRADES FOR THE PROPOSED ALIGNMENT. SUPERELEVATIONS ARE SHOWN IN PERCENTAGES.

PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: d12o236.pro.bnk
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
VT 100 PROFILE & BANKING DIAGRAM

PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: A. KEMPTON
SHEET 102 OF 444

STEEL BEAM GUARDRAIL, GALVANIZED W/ 8 FT POSTS
STA A 291+15 - STA A 304+27 RT

REMOVE AND DISPOSE OF GUARDRAIL
STA A 291+02 - STA A 304+35 RT

EROSION LOG
STA A 296+50 - STA A 298+25 LT

STEEL BEAM GUARDRAIL, GALVANIZED
STA A 291+02 - STA A 291+15 RT

STONE FILL, TYPE I
STA A 295+00 - STA A 295+30 LT
STA A 298+00 - STA A 299+50 RT

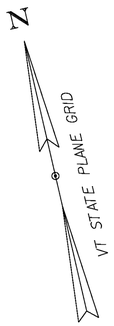
BARRIER FENCE
STA A 296+50 - STA A 298+25 LT

ANCHOR FOR STEEL BEAM RAIL
STA A 291+11 RT

GRUBBING MATERIAL
STA A 295+00 - STA A 295+30 LT
STA A 298+00 - STA A 299+50 RT

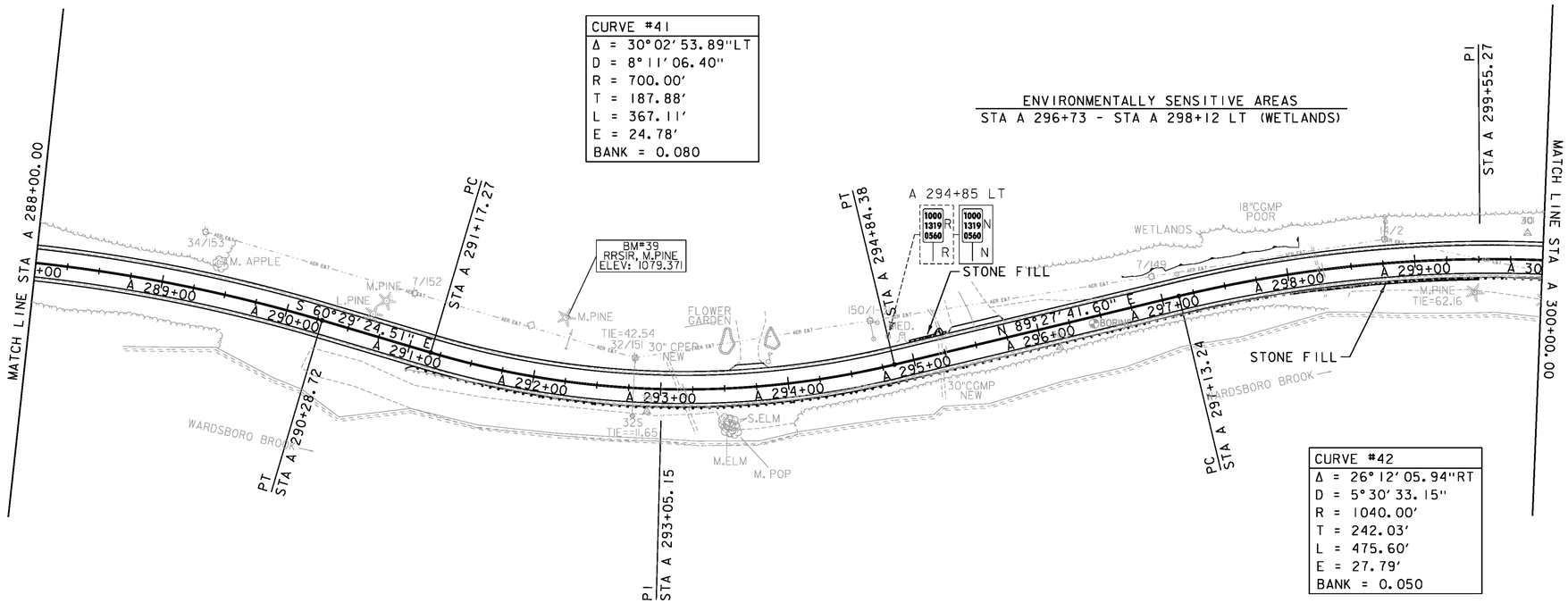
DELINEATOR WITH STEEL POSTS
STA A 291+02 RT

GEOTEXTILE FOR SILT FENCE
STA A 295+00 - STA A 295+30 LT
STA A 298+00 - STA A 299+50 RT



CURVE #41
Δ = 30°02'53.89"LT
D = 8°11'06.40"
R = 700.00'
T = 187.88'
L = 367.11'
E = 24.78'
BANK = 0.080

ENVIRONMENTALLY SENSITIVE AREAS
STA A 296+73 - STA A 298+12 LT (WETLANDS)



CURVE #42
Δ = 26°12'05.94"RT
D = 5°30'33.15"
R = 1040.00'
T = 242.03'
L = 475.60'
E = 27.79'
BANK = 0.050

DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
STA A 273+32 - STA A 342+19 (SOLID LT)
STA A 273+11 - STA A 346+85 (SOLID RT)

DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
STA A 273+41 - STA A 342+22 (SOLID LT + RT)

TEMPORARY 4 INCH WHITE LINE
STA A 273+32 - STA A 342+19 (SOLID LT)
STA A 273+11 - STA A 346+85 (SOLID RT)

TEMPORARY 4 INCH YELLOW LINE
STA A 273+41 - STA A 342+22 (SOLID LT + RT)

0 50 100
SCALE IN FEET

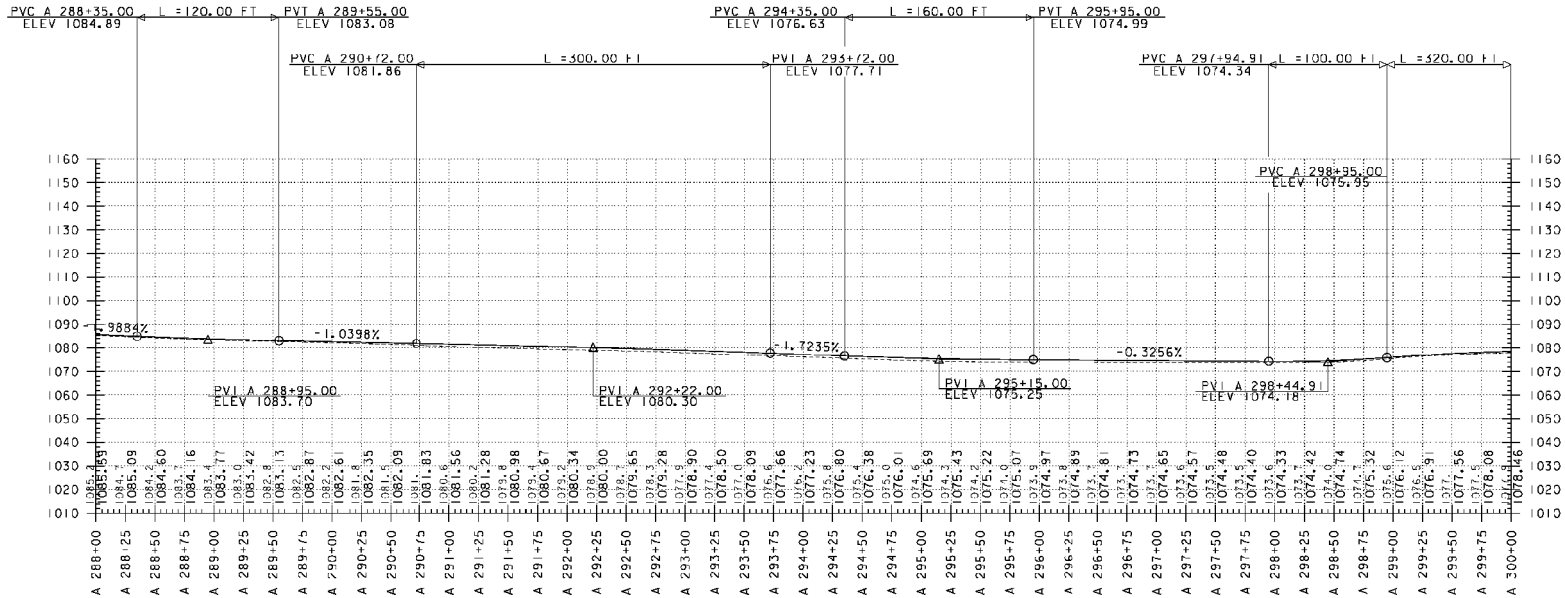
SIGN LEGEND

R	= REMOVE
S	= SALVAGE
N	= NEW
RET	= RETAIN
T&T	= THINNING & TRIMMING
B-B	= BACK TO BACK
EXISTING	----------
NEW	_____

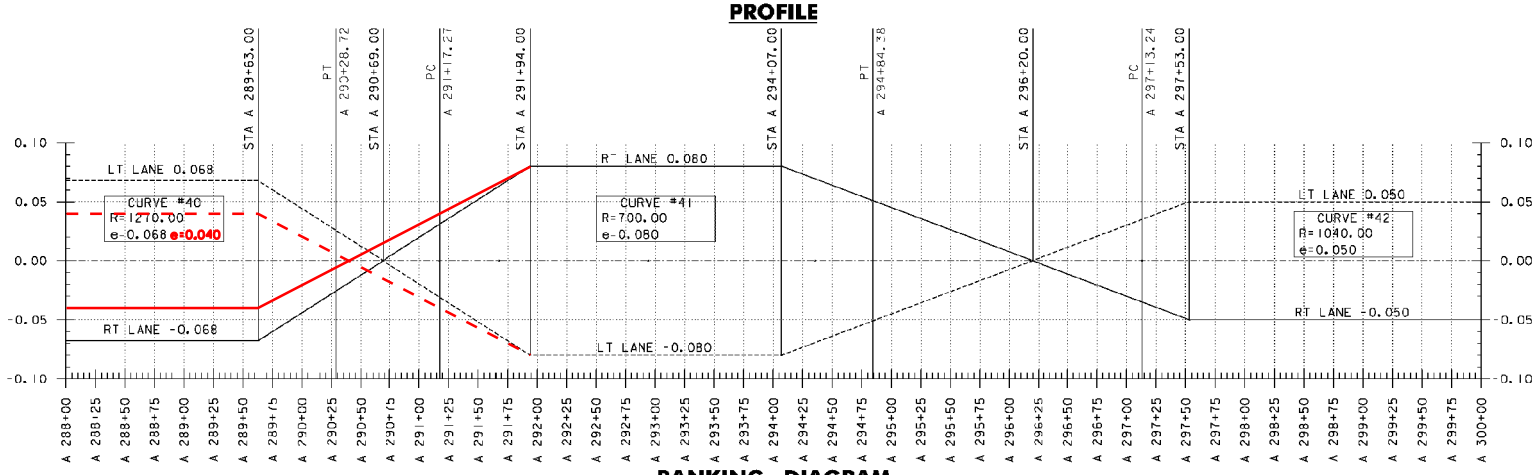
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: dl2b236_bdr.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
PLAN SHEET 25

PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: A. KEMPTON
SHEET 103 OF 444



PROFILE



BANKING DIAGRAM

THE GRADES SHOWN TO THE NEAREST TENTH OF A FOOT ARE THE ORIGINAL GROUND ELEVATIONS ALONG THE PROPOSED ALIGNMENT. THE GRADES SHOWN TO THE NEAREST HUNDREDTH OF A FOOT ARE FINISH GRADES FOR THE PROPOSED ALIGNMENT. SUPERELEVATIONS ARE SHOWN IN PERCENTAGES.

PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: d120236.pro.bnk
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
VT 100 PROFILE & BANKING DIAGRAM

PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: A. KEMPTON
SHEET 104 OF 444

STEEL BEAM GUARDRAIL, GALVANIZED W/ 8 FT POSTS
STA A 291+15 - STA A 304+27 RT
STA A 308+20 - STA A 315+59 RT

REMOVE AND DISPOSE OF GUARDRAIL
STA A 291+02 - STA A 304+35 RT
STA A 308+08 - STA A 315+59 RT

STEEL BEAM GUARDRAIL, GALVANIZED
STA A 304+27 - STA A 304+40 RT
STA A 308+07 - STA A 308+20 RT

STONE FILL, TYPE I
STA A 301+75 - STA A 303+00 RT
STA A 310+20 - STA A 311+50 RT

EROSION LOG
STA A 302+50 - STA A 304+50 LT

ANCHOR FOR STEEL BEAM RAIL
STA A 304+31 RT
STA A 308+16 RT

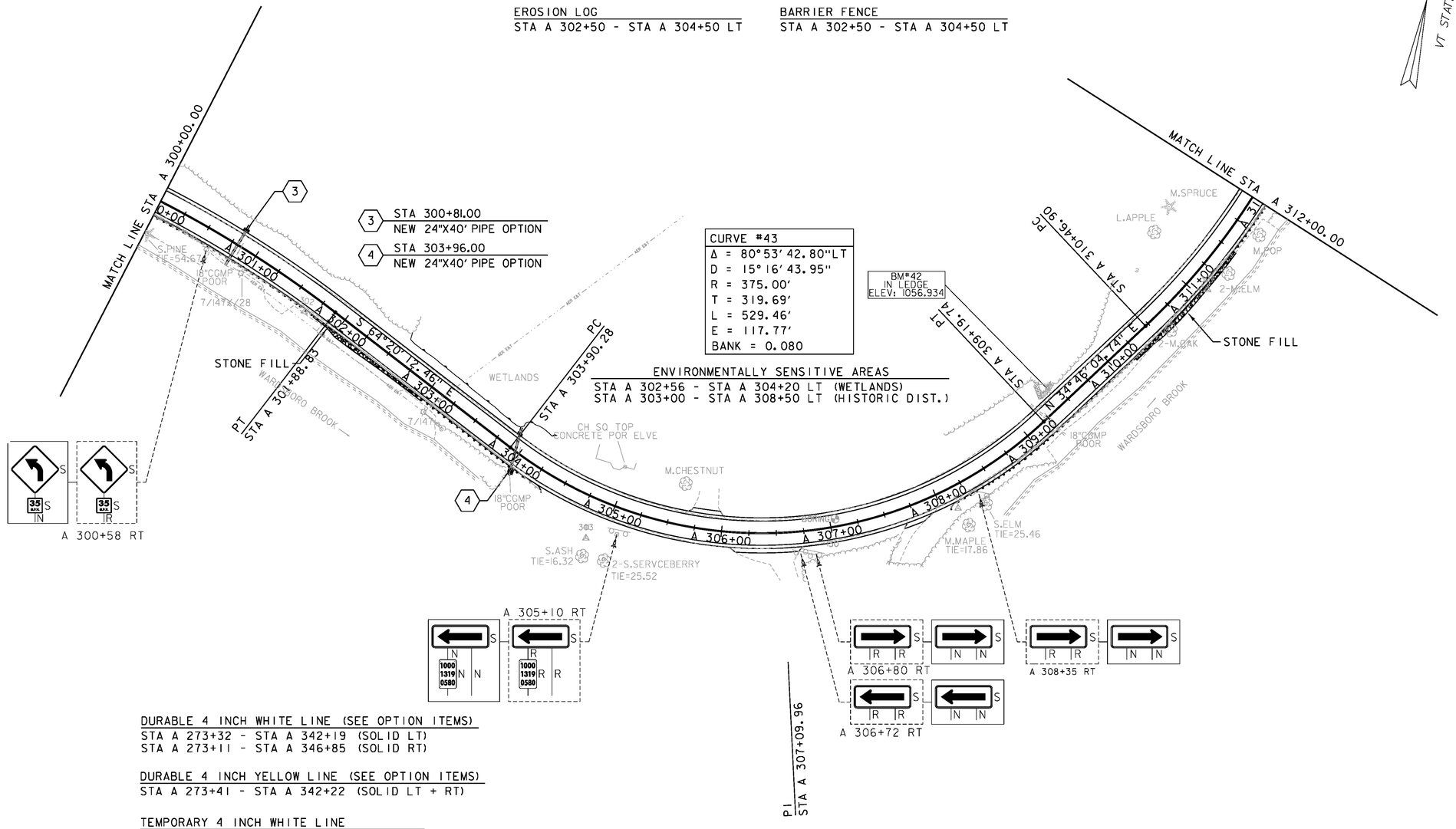
GRUBBING MATERIAL
STA A 301+75 - STA A 303+00 RT
STA A 310+20 - STA A 311+50 RT

BARRIER FENCE
STA A 302+50 - STA A 304+50 LT

DELINEATOR WITH STEEL POSTS
STA A 304+40 RT
STA A 308+07 RT

GEOTEXTILE FOR SILT FENCE
STA A 301+75 - STA A 303+00 RT
STA A 310+20 - STA A 311+50 RT

N
VT STATE PLANE GRID



DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
STA A 273+32 - STA A 342+19 (SOLID LT)
STA A 273+11 - STA A 346+85 (SOLID RT)

DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
STA A 273+41 - STA A 342+22 (SOLID LT + RT)

TEMPORARY 4 INCH WHITE LINE
STA A 273+32 - STA A 342+19 (SOLID LT)
STA A 273+11 - STA A 346+85 (SOLID RT)

TEMPORARY 4 INCH YELLOW LINE
STA A 273+41 - STA A 342+22 (SOLID LT + RT)

0 50 100
SCALE IN FEET

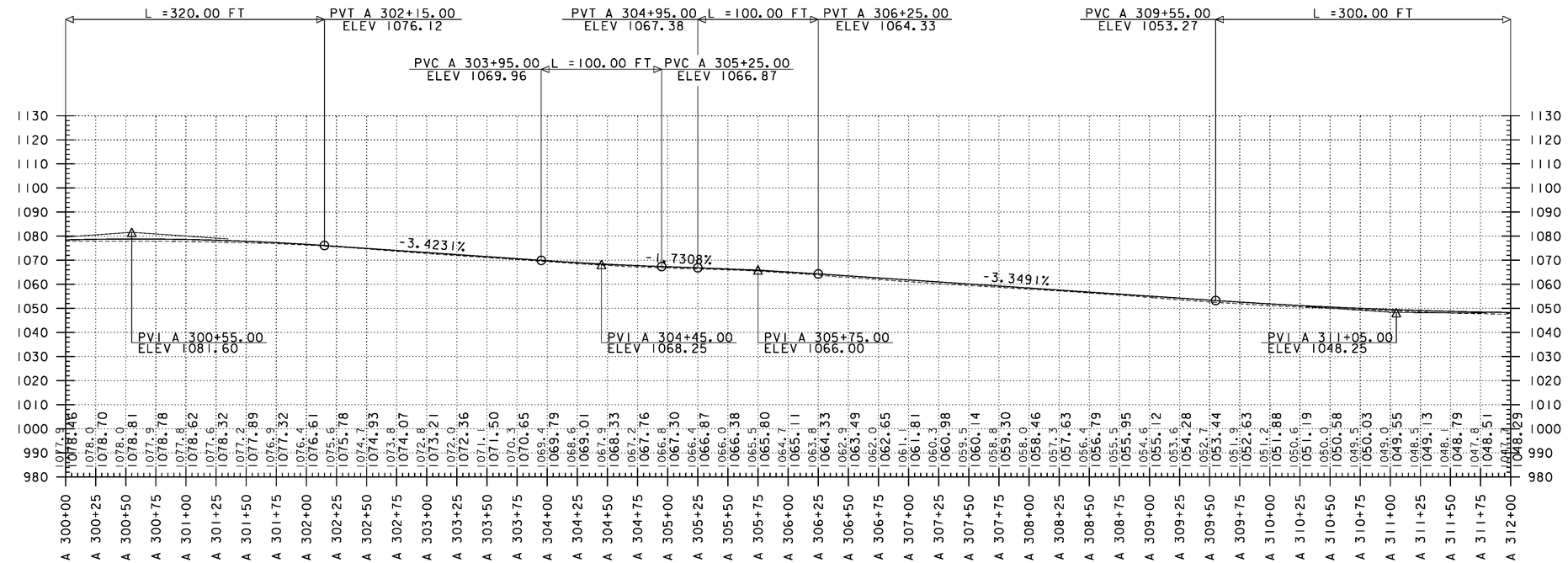
SIGN LEGEND

R	= REMOVE
S	= SALVAGE
N	= NEW
RET	= RETAIN
T&T	= THINNING & TRIMMING
B-B	= BACK TO BACK
EXISTING	----------
NEW	————

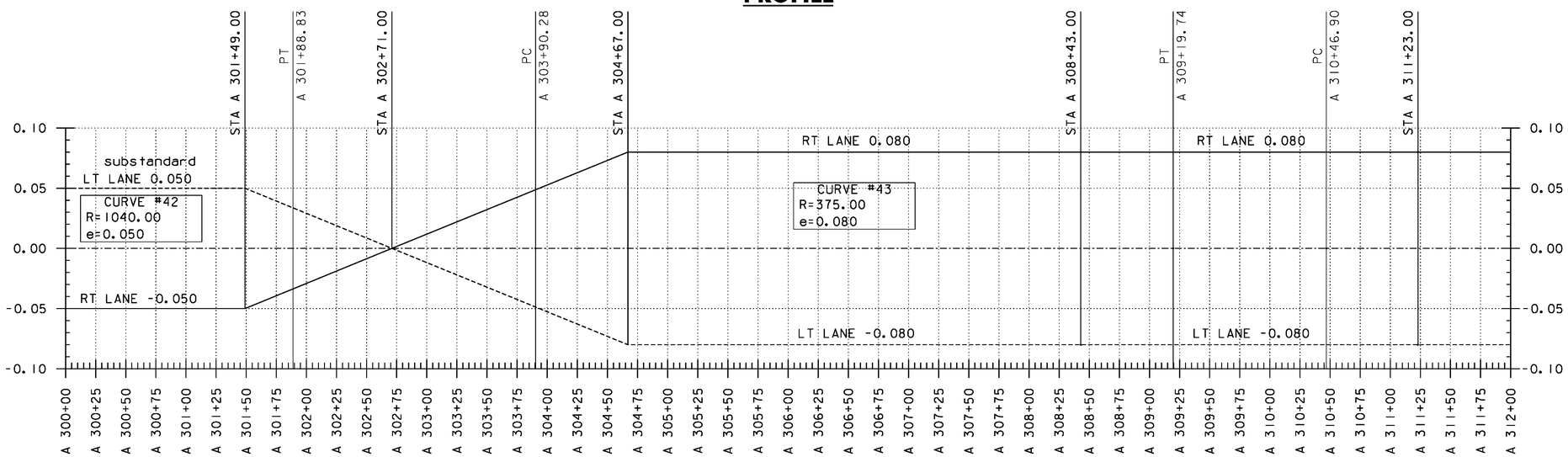
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: dl2b236_bdr.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
PLAN SHEET 26

PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: A. KEMPTON
SHEET 105 OF 444



PROFILE



BANKING DIAGRAM

THE GRADES SHOWN TO THE NEAREST TENTH OF A FOOT ARE THE ORIGINAL GROUND ELEVATIONS ALONG THE PROPOSED ALIGNMENT. THE GRADES SHOWN TO THE NEAREST HUNDRETH OF A FOOT ARE FINISH GRADES FOR THE PROPOSED ALIGNMENT. SUPERELEVATIONS ARE SHOWN IN PERCENTAGES.

PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: d12b236_pro_bnk
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
VT 100 PROFILE & BANKING DIAGRAM

PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: A. KEMPTON
SHEET 106 OF 444

STEEL BEAM GUARDRAIL, GALVANIZED W/ 8 FT POSTS
STA A 308+20 - STA A 315+59 RT
STA A 318+60 - STA A 326+97 RT

REMOVE AND DISPOSE OF GUARDRAIL
STA A 308+08 - STA A 315+59 RT
STA A 318+60 - STA A 327+00 RT

STEEL BEAM GUARDRAIL, GALVANIZED
STA A 315+59 - STA A 315+72 RT
STA A 318+47 - STA A 318+60 RT

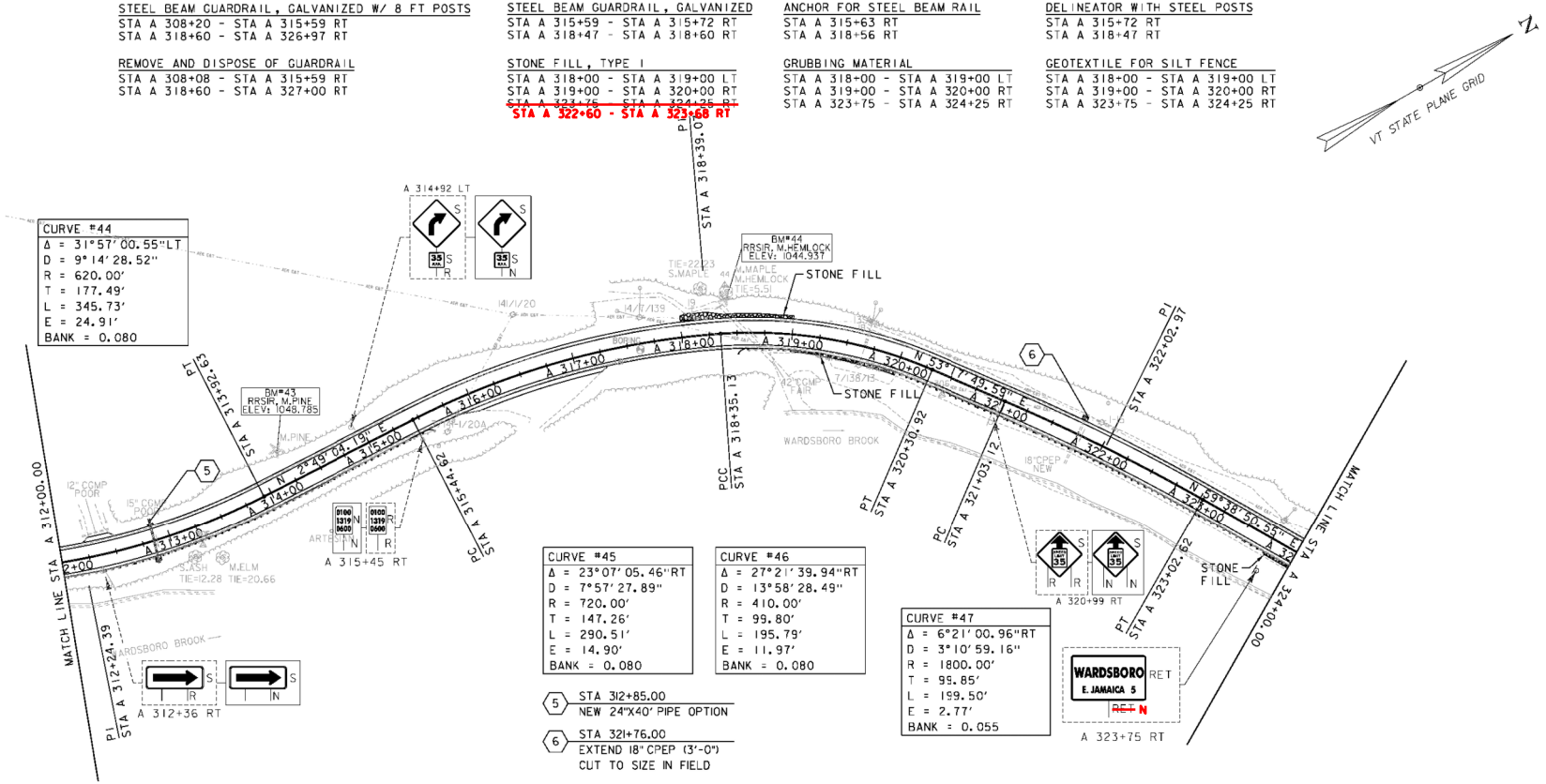
STONE FILL, TYPE I
STA A 318+00 - STA A 319+00 LT
STA A 319+00 - STA A 320+00 RT
~~STA A 323+75 - STA A 324+25 RT~~
STA A 322+60 - STA A 323+68 RT

ANCHOR FOR STEEL BEAM RAIL
STA A 315+63 RT
STA A 318+56 RT

GRUBBING MATERIAL
STA A 318+00 - STA A 319+00 LT
STA A 319+00 - STA A 320+00 RT
STA A 323+75 - STA A 324+25 RT

DELINEATOR WITH STEEL POSTS
STA A 315+72 RT
STA A 318+47 RT

GEOTEXTILE FOR SILT FENCE
STA A 318+00 - STA A 319+00 LT
STA A 319+00 - STA A 320+00 RT
STA A 323+75 - STA A 324+25 RT



DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
STA A 273+32 - STA A 342+19 (SOLID LT)
STA A 273+11 - STA A 346+85 (SOLID RT)

DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
STA A 273+41 - STA A 342+22 (SOLID LT + RT)

TEMPORARY 4 INCH WHITE LINE
STA A 273+32 - STA A 342+19 (SOLID LT)
STA A 273+11 - STA A 346+85 (SOLID RT)

TEMPORARY 4 INCH YELLOW LINE
STA A 273+41 - STA A 342+22 (SOLID LT + RT)

0 50 100
SCALE IN FEET

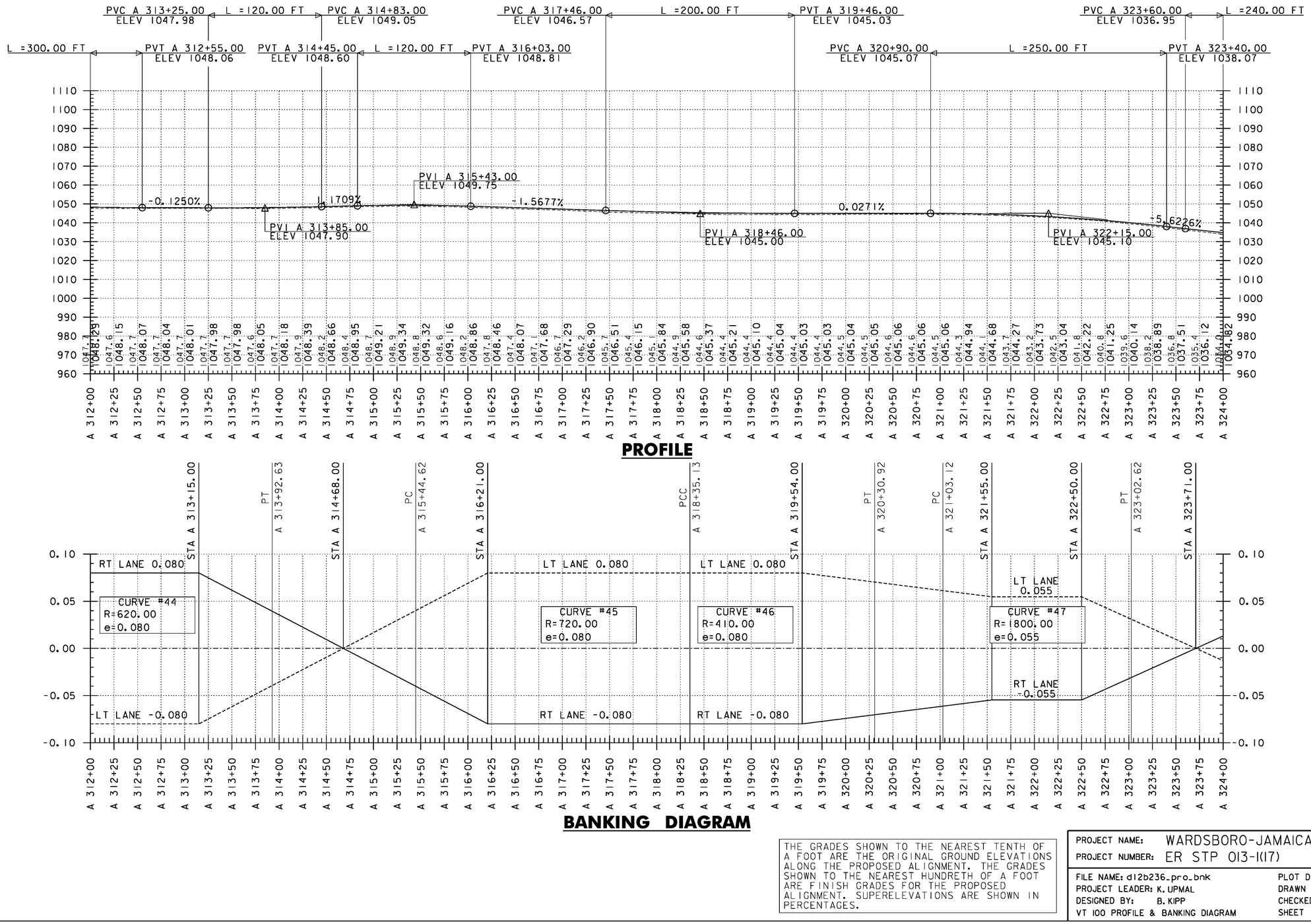
SIGN LEGEND

R	= REMOVE
S	= SALVAGE
N	= NEW
RET	= RETAIN
T&T	= THINNING & TRIMMING
B-B	= BACK TO BACK
EXISTING	----------
NEW	_____

PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: d2b236_bdr.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
PLAN SHEET 27

PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: A. KEMPTON
SHEET 107 OF 444



PROFILE

BANKING DIAGRAM

THE GRADES SHOWN TO THE NEAREST TENTH OF A FOOT ARE THE ORIGINAL GROUND ELEVATIONS ALONG THE PROPOSED ALIGNMENT. THE GRADES SHOWN TO THE NEAREST HUNDRETH OF A FOOT ARE FINISH GRADES FOR THE PROPOSED ALIGNMENT. SUPERELEVATIONS ARE SHOWN IN PERCENTAGES.

PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: d12b236_pro_bnk
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
VT 100 PROFILE & BANKING DIAGRAM

PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: A. KEMPTON
SHEET 108 OF 444

STEEL BEAM GUARDRAIL, GALVANIZED W/ 8 FT POSTS
STA A 318+60 - STA A 326+97 RT
STA A 332+13 - STA A 340+12 RT

REMOVE AND DISPOSE OF GUARDRAIL
STA A 318+60 - STA A 327+00 RT
STA A 335+54 - STA A 340+21 RT

EROSION LOG
STA A 331+25 - STA A 336+00 RT
STA A 332+00 - STA A 335+25 LT

STEEL BEAM GUARDRAIL, GALVANIZED
STA A 326+97 - STA A 327+10 RT
STA A 332+00 - STA A 332+13 RT

STONE FILL, TYPE I
STA A 323+75 - STA A 324+25 RT
STA A 326+00 - STA A 327+00 RT

BARRIER FENCE
STA A 331+25 - STA A 336+00 RT
STA A 332+00 - STA A 335+25 LT

ANCHOR FOR STEEL BEAM RAIL
STA A 327+01 RT
STA A 332+09 RT

GRUBBING MATERIAL
STA A 323+75 - STA A 324+25 RT
STA A 326+00 - STA A 327+00 RT

RELOCATE MAILBOX, SINGLE SUPPORT
STA A 330+02 LT

DELINEATOR WITH STEEL POSTS
STA A 327+10 RT
STA A 332+00 RT

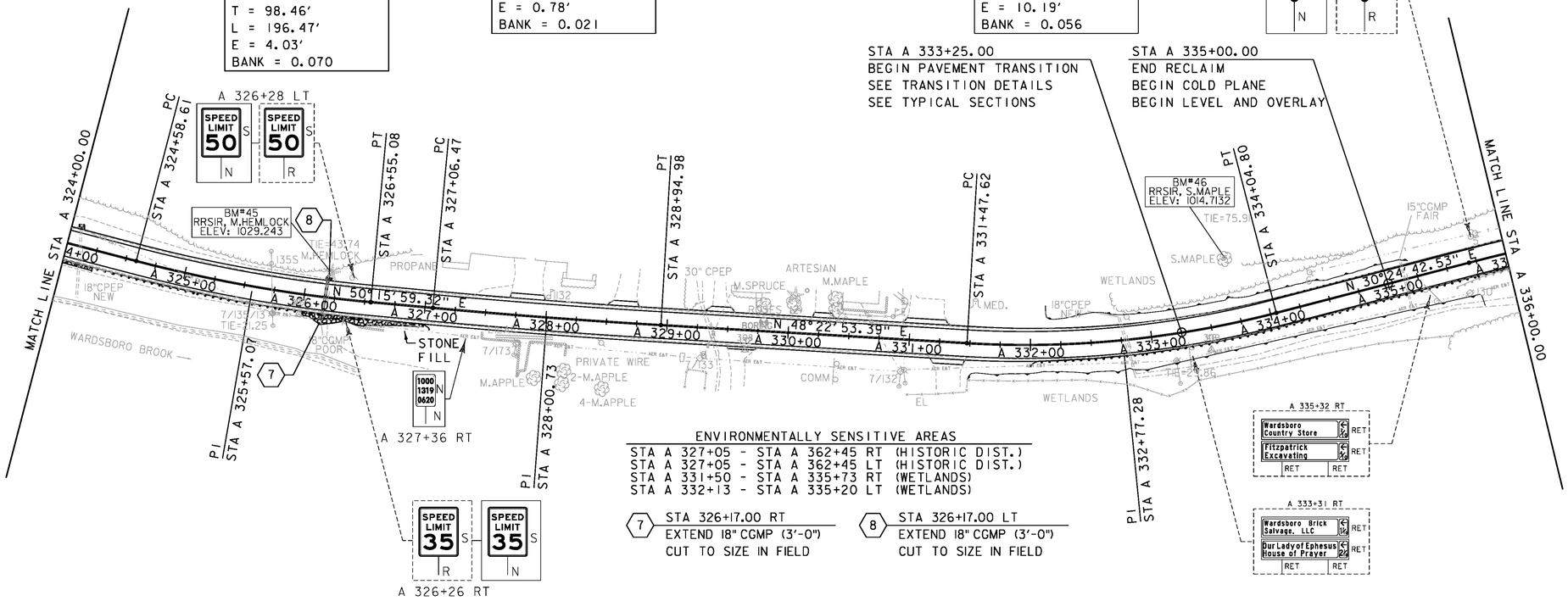
GEOTEXTILE FOR SILT FENCE
STA A 323+75 - STA A 324+25 RT
STA A 326+00 - STA A 327+00 RT

VT STATE PLANE GRID

CURVE #48
Δ = 9°22'51.24"LT
D = 4°46'28.73"
R = 1200.00'
T = 98.46'
L = 196.47'
E = 4.03'
BANK = 0.070

CURVE #49
Δ = 1°53'05.93"LT
D = 0°59'59.73"
R = 5730.00'
T = 94.26'
L = 188.51'
E = 0.78'
BANK = 0.021

CURVE #50
Δ = 17°58'10.86"LT
D = 6°59'14.24"
R = 820'
T = 129.65'
L = 257.18'
E = 10.19'
BANK = 0.056



ENVIRONMENTALLY SENSITIVE AREAS
STA A 327+05 - STA A 362+45 RT (HISTORIC DIST.)
STA A 327+05 - STA A 362+45 LT (HISTORIC DIST.)
STA A 331+50 - STA A 335+73 RT (WETLANDS)
STA A 332+13 - STA A 335+20 LT (WETLANDS)

7 STA 326+17.00 RT
EXTEND 18" CGMP (3'-0")
CUT TO SIZE IN FIELD

8 STA 326+17.00 LT
EXTEND 18" CGMP (3'-0")
CUT TO SIZE IN FIELD

DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
STA A 273+32 - STA A 342+19 (SOLID LT)
STA A 273+11 - STA A 346+85 (SOLID RT)

DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
STA A 273+41 - STA A 342+22 (SOLID LT + RT)

TEMPORARY 4 INCH WHITE LINE
STA A 273+32 - STA A 342+19 (SOLID LT)
STA A 273+11 - STA A 346+85 (SOLID RT)

TEMPORARY 4 INCH YELLOW LINE
STA A 273+41 - STA A 342+22 (SOLID LT + RT)

0 50 100
SCALE IN FEET

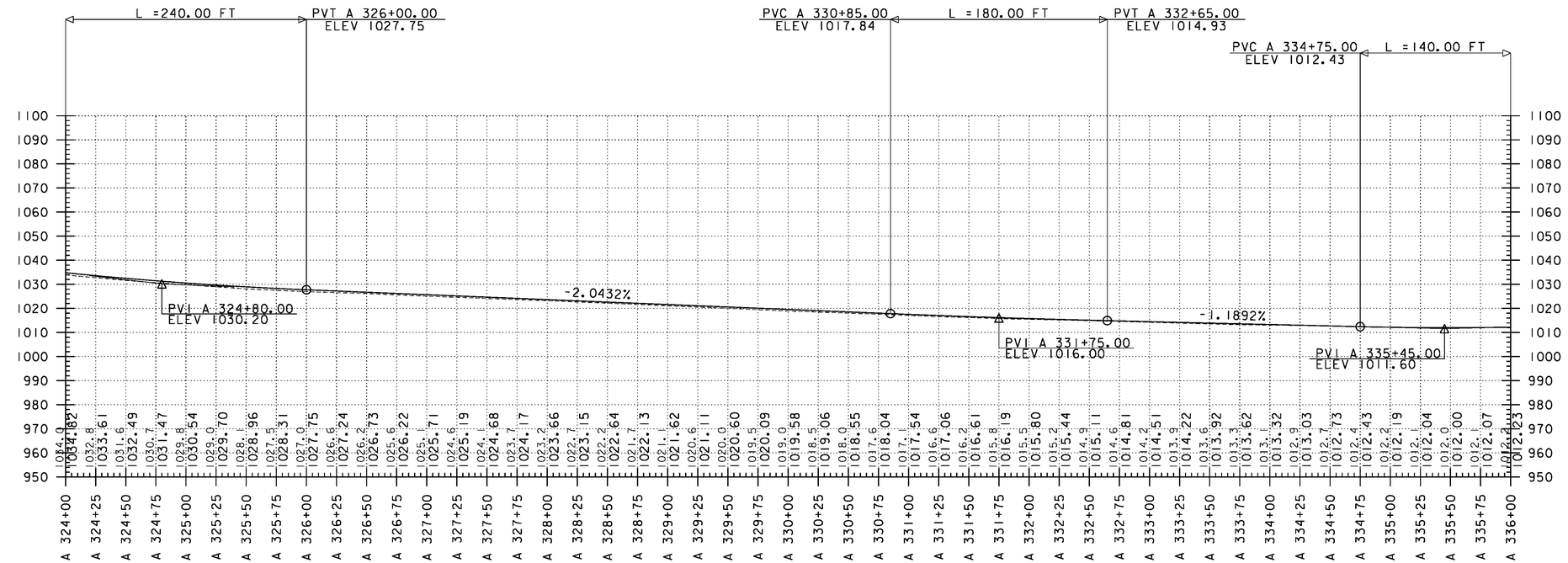
SIGN LEGEND

R	=	REMOVE
S	=	SALVAGE
N	=	NEW
RET	=	RETAIN
T&T	=	THINNING & TRIMMING
B-B	=	BACK TO BACK
EXISTING	=	----------
NEW	=	————

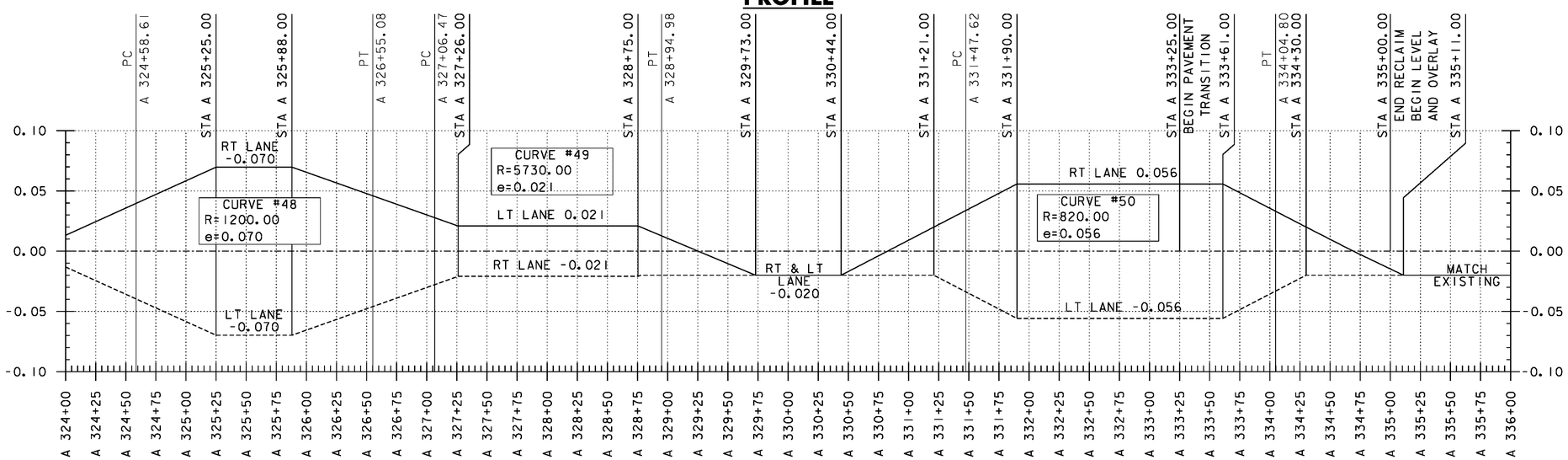
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: dl2b236_bdr.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
PLAN SHEET 28

PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: A. KEMPTON
SHEET 109 OF 444



PROFILE



BANKING DIAGRAM

THE GRADES SHOWN TO THE NEAREST TENTH OF A FOOT ARE THE ORIGINAL GROUND ELEVATIONS ALONG THE PROPOSED ALIGNMENT. THE GRADES SHOWN TO THE NEAREST HUNDRETH OF A FOOT ARE FINISH GRADES FOR THE PROPOSED ALIGNMENT. SUPERELEVATIONS ARE SHOWN IN PERCENTAGES.

PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: d12b236_pro_bnk
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
VT 100 PROFILE & BANKING DIAGRAM

PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: A. KEMPTON
SHEET 110 OF 444

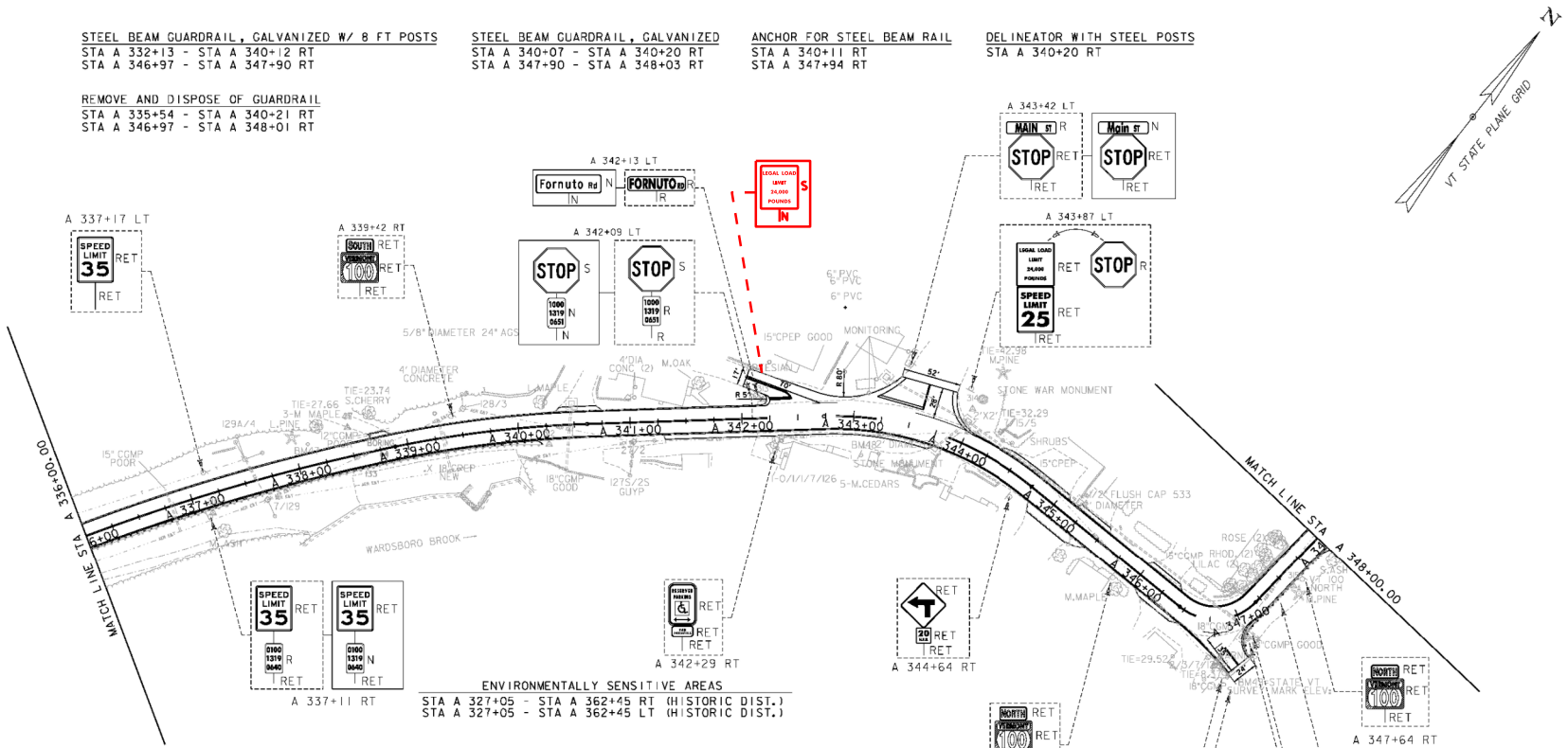
STEEL BEAM GUARDRAIL, GALVANIZED W/ 8 FT POSTS
STA A 332+13 - STA A 340+12 RT
STA A 346+97 - STA A 347+90 RT

STEEL BEAM GUARDRAIL, GALVANIZED
STA A 340+07 - STA A 340+20 RT
STA A 347+90 - STA A 348+03 RT

ANCHOR FOR STEEL BEAM RAIL
STA A 340+11 RT
STA A 347+94 RT

DELINEATOR WITH STEEL POSTS
STA A 340+20 RT

REMOVE AND DISPOSE OF GUARDRAIL
STA A 335+54 - STA A 340+21 RT
STA A 346+97 - STA A 348+01 RT



ENVIRONMENTALLY SENSITIVE AREAS
STA A 327+05 - STA A 362+45 RT (HISTORIC DIST.)
STA A 327+05 - STA A 362+45 LT (HISTORIC DIST.)

DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
STA A 273+32 - STA A 342+19 (SOLID LT)
STA A 343+18 - STA A 343+39 (SOLID LT)
STA A 343+77 - STA A 373+47 (SOLID LT)
STA A 273+11 - STA A 346+85 (SOLID RT)
STA A 346+96 - STA B 118+68 (SOLID RT)

DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
STA A 273+41 - STA A 342+22 (SOLID LT + RT)
STA A 342+44 LT (CENTERLINES TH #14)
STA A 342+84 - STA A 343+20 (SOLID LT + RT
STA A 343+58 LT (CENTERLINES TH #5)
STA A 343+87 - STA A 346+62 (SOLID LT + RT
STA A 346+85 RT (CENTERLINES TH #2)
STA A 346+97 - STA A 373+40 (SOLID LT + RT)

DURABLE 24 IN STOP BAR (SEE OPTION ITEMS)
STA A 342+86 LT
STA A 343+49 LT
STA A 346+90 RT

TEMPORARY 4 INCH WHITE LINE
STA A 273+32 - STA A 342+19 (SOLID LT)
STA A 343+18 - STA A 343+39 (SOLID LT)
STA A 343+77 - STA A 373+47 (SOLID LT)
STA A 273+11 - STA A 346+85 (SOLID RT)
STA A 346+96 - STA B 118+68 (SOLID RT)

TEMPORARY 4 INCH YELLOW LINE
STA A 273+41 - STA A 342+22 (SOLID LT + RT)
STA A 342+44 LT (CENTERLINES TH #14)
STA A 342+84 - STA A 343+20 (SOLID LT + RT)
STA A 343+58 LT (CENTERLINES TH #5)
STA A 343+87 - STA A 346+62 (SOLID LT + RT)
STA A 346+85 RT (CENTERLINES TH #2)
STA A 346+97 - STA A 373+40 (SOLID LT + RT)

DURABLE LETTER OR SYMBOL (SEE OPTION ITEMS)
STA A 342+86 LT "STOP"
STA A 343+49 LT "STOP"
STA A 346+90 RT "STOP"

REHAB. DROP INLETS,
CATCH BASINS OR MANHOLES, CLASS II
STA A 340+48 LT
STA A 343+25 LT
STA A 343+79 RT
STA A 343+97 LT
STA A 345+17 LT
STA A 346+82 RT
STA A 346+97 RT

0 50 100
SCALE IN FEET

SIGN LEGEND

R	= REMOVE
S	= SALVAGE
N	= NEW
RET	= RETAIN
T&T	= THINNING & TRIMMING
B-B	= BACK TO BACK
EXISTING	----------
NEW	_____

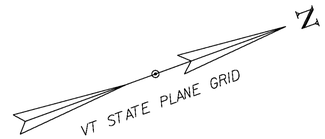
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

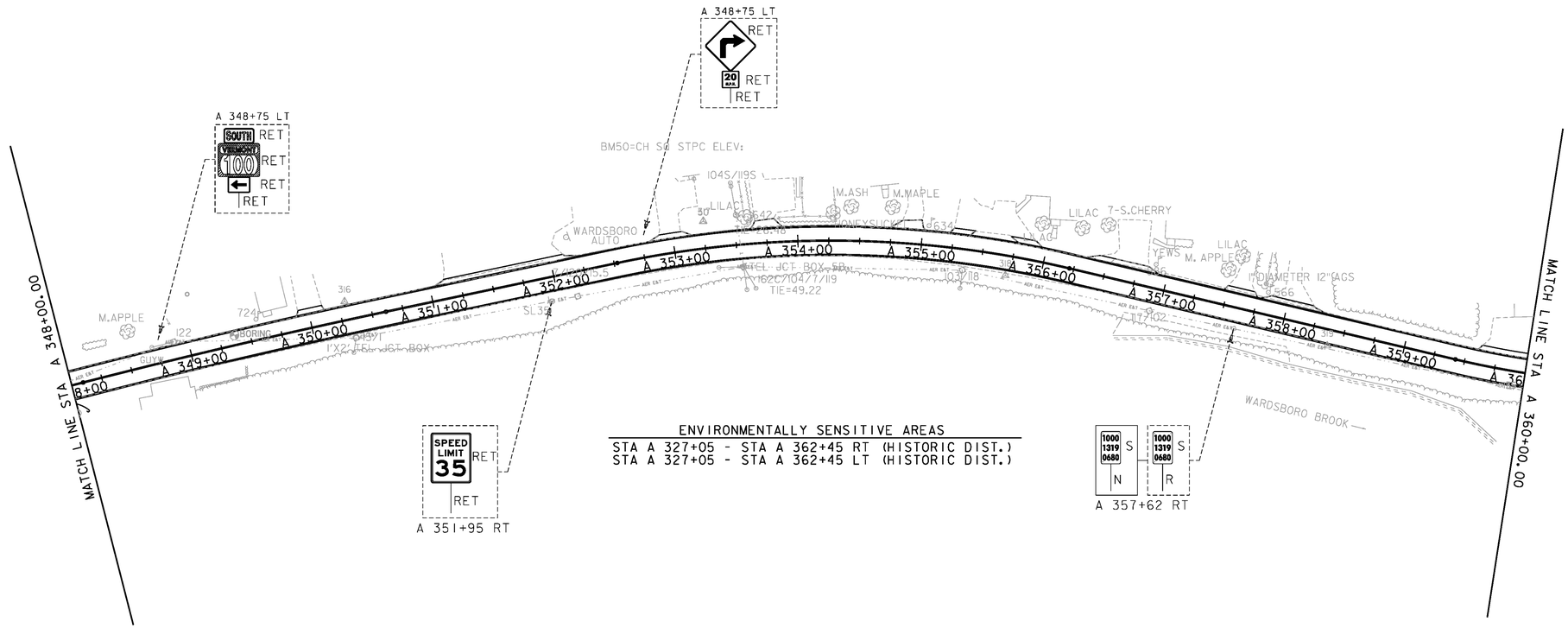
FILE NAME: d2b236_bdr.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
PLAN SHEET 29

PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: A. KEMPTON
SHEET III OF 444

REMOVE AND DISPOSE OF GUARDRAIL
STA A 346+97 - STA A 348+01 RT

DELINEATOR WITH STEEL POSTS
STA A 348+03 RT





ENVIRONMENTALLY SENSITIVE AREAS
STA A 327+05 - STA A 362+45 RT (HISTORIC DIST.)
STA A 327+05 - STA A 362+45 LT (HISTORIC DIST.)

DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
STA A 343+77 - STA A 373+47 (SOLID LT)
STA A 346+96 - STA B 118+68 (SOLID RT)

DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
STA A 346+97 - STA A 373+40 (SOLID LT + RT)

TEMPORARY 4 INCH WHITE LINE
STA A 343+77 - STA A 373+47 (SOLID LT)
STA A 346+96 - STA B 118+68 (SOLID RT)

TEMPORARY 4 INCH YELLOW LINE
STA A 346+97 - STA A 373+40 (SOLID LT + RT)

0 50 100
SCALE IN FEET

SIGN LEGEND

R	=	REMOVE
S	=	SALVAGE
N	=	NEW
RET	=	RETAIN
T&T	=	THINNING & TRIMMING
B-B	=	BACK TO BACK
EXISTING	=	----------
NEW	=	————

PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: dl2b236_bdr.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
PLAN SHEET 30

PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: A. KEMPTON
SHEET 112 OF 444

STEEL BEAM GUARDRAIL, GALVANIZED W/ 8 FT POSTS
STA A 368+80 - STA A 378+77 RT

STEEL BEAM GUARDRAIL, GALVANIZED
STA A 368+67 - STA A 368+80 RT

ANCHOR FOR STEEL BEAM RAIL
STA A 368+76 RT

DELINEATOR WITH STEEL POSTS
STA A 368+67 RT

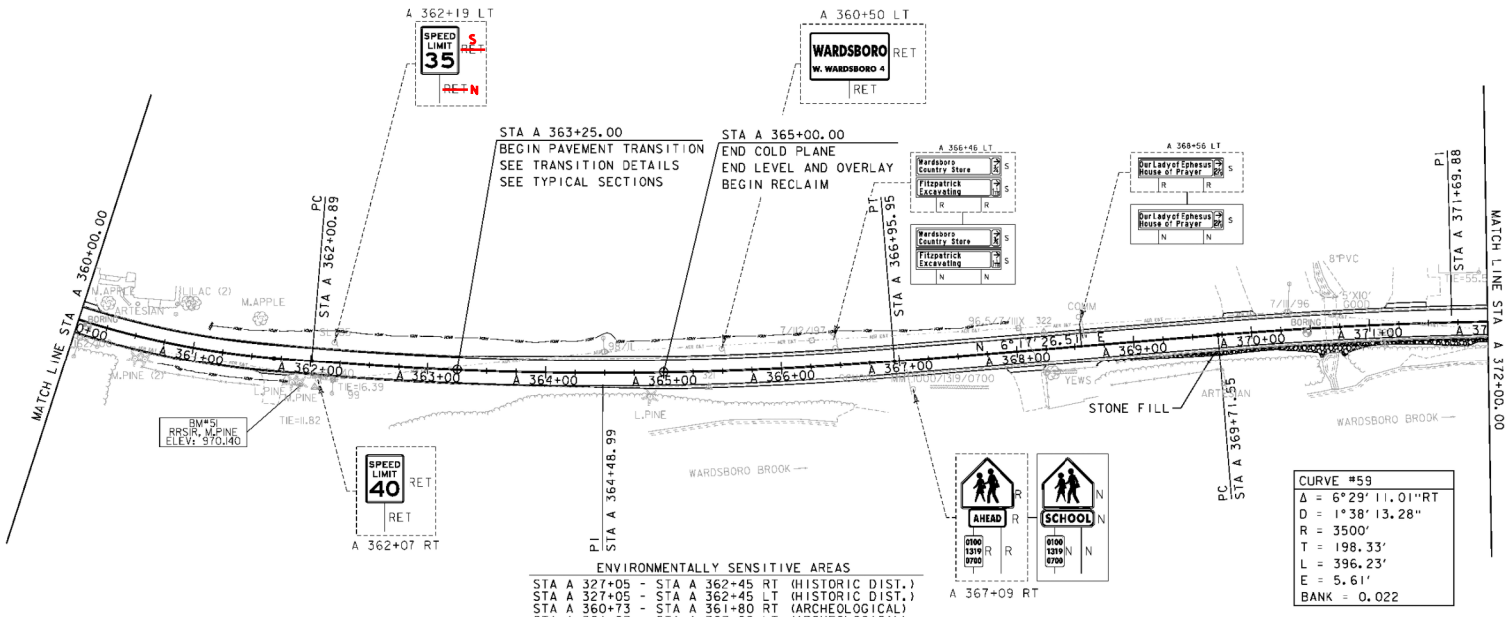
REMOVE AND DISPOSE OF GUARDRAIL
STA A 368+84 - STA A 378+83 RT

STONE FILL, TYPE I
STA A 369+00 - STA A 377+00 RT

GRUBBING MATERIAL
STA A 369+00 - STA A 377+00

GEOTEXTILE FOR SILT FENCE
STA A 369+00 - STA A 377+00 RT

VT STATE PLANE GRID



ENVIRONMENTALLY SENSITIVE AREAS
STA A 327+05 - STA A 362+45 RT (HISTORIC DIST.)
STA A 327+05 - STA A 362+45 LT (HISTORIC DIST.)
STA A 360+73 - STA A 361+80 RT (ARCHEOLOGICAL)
STA A 361+03 - STA A 367+92 LT (ARCHEOLOGICAL)

DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
STA A 343+77 - STA A 373+47 (SOLID LT)
STA A 346+96 - STA B 118+68 (SOLID RT)

TEMPORARY 4 INCH WHITE LINE
STA A 343+77 - STA A 373+47 (SOLID LT)
STA A 346+96 - STA B 118+68 (SOLID RT)

DURABLE LETTER OR SYMBOL (SEE OPTION ITEMS)
STA A 367+09 RT "SCHOOL"

DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
STA A 346+97 - STA A 373+40 (SOLID LT + RT)

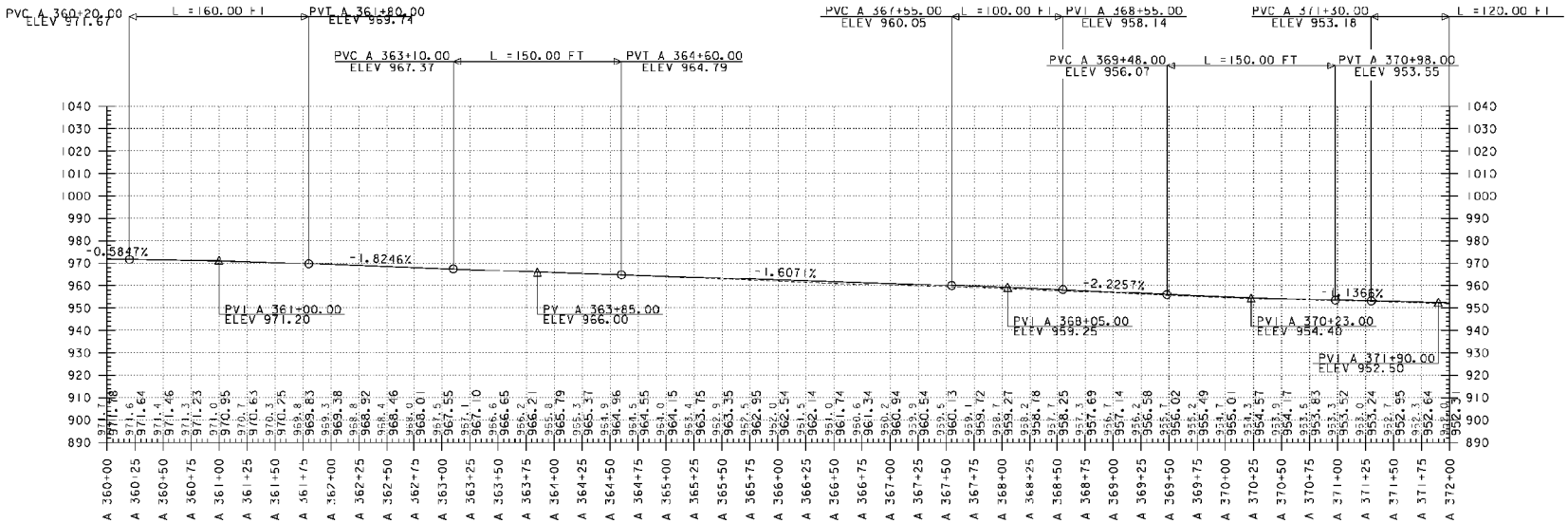
TEMPORARY 4 INCH YELLOW LINE
STA A 346+97 - STA A 373+40 (SOLID LT + RT)

SIGN LEGEND

R	=	REMOVE
S	=	SALVAGE
N	=	NEW
RET	=	RETAIN
T&T	=	THINNING & TRIMMING
B-B	=	BACK TO BACK
EXISTING		----------
NEW		————

0 50 100
SCALE IN FEET

PROJECT NAME:	WARDSBORO-JAMAICA
PROJECT NUMBER:	ER STP 013-1(17)
FILE NAME: d2b236_bdr.dgn	PLOT DATE: 2/26/2014
PROJECT LEADER: K. UPMAL	DRAWN BY: B. KIPP
DESIGNED BY: B. KIPP	CHECKED BY: A. KEMPTON
PLAN SHEET 31	SHEET 113 OF 444

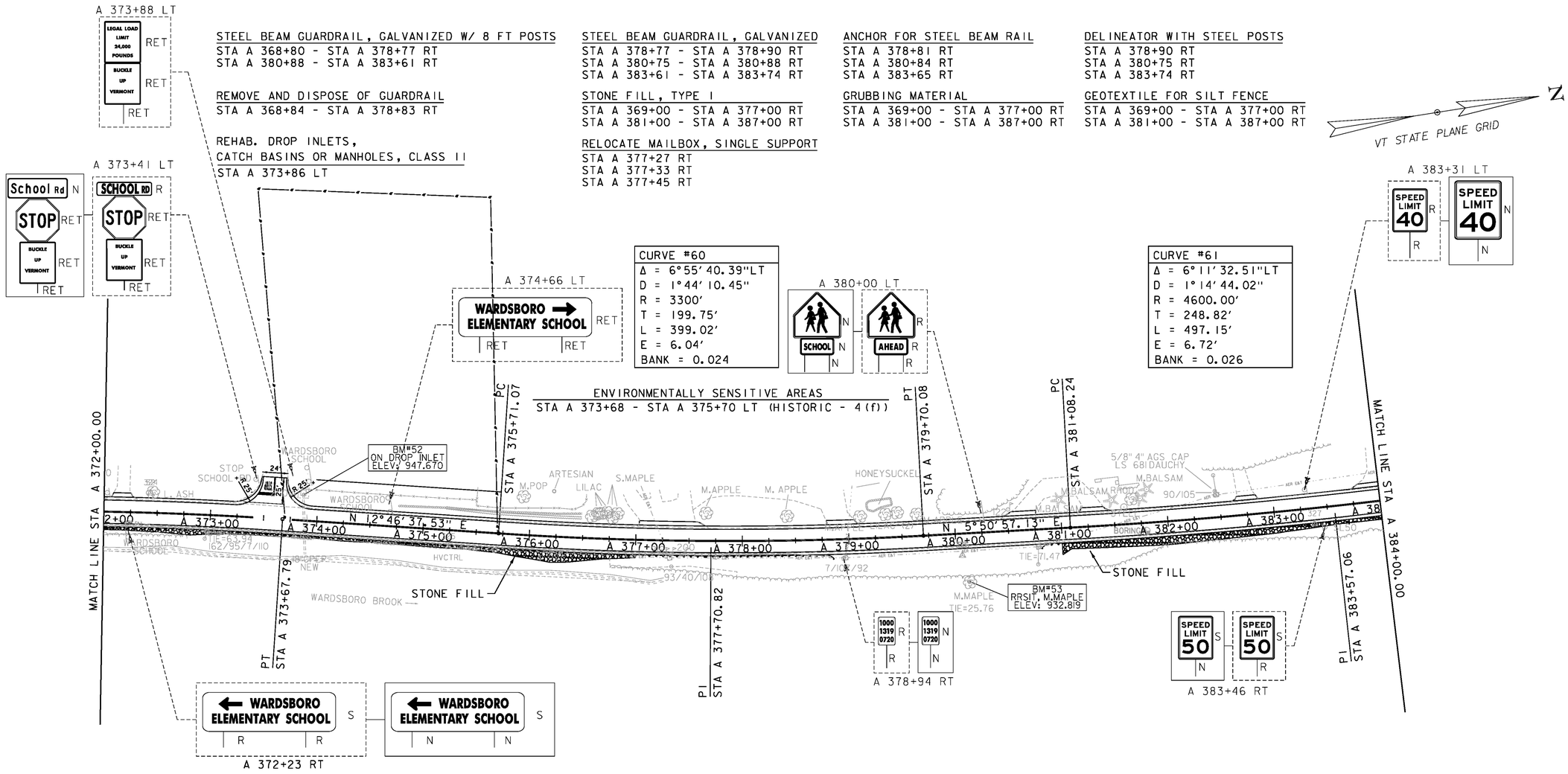


THE GRADES SHOWN TO THE NEAREST TENTH OF A FOOT ARE THE ORIGINAL GROUND ELEVATIONS ALONG THE PROPOSED ALIGNMENT. THE GRADES SHOWN TO THE NEAREST HUNDREDTH OF A FOOT ARE FINISH GRADES FOR THE PROPOSED ALIGNMENT. SUPERELEVATIONS ARE SHOWN IN PERCENTAGES.

PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: d12o236.pro.bnk
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
VT 100 PROFILE & BANKING DIAGRAM

PLOT DATE: 2/26/2014
DRAWN BY: B. KPP
CHECKED BY: A. KEMPTON
SHEET #4 OF 444



STEEL BEAM GUARDRAIL, GALVANIZED W/ 8 FT POSTS
STA A 368+80 - STA A 378+77 RT
STA A 380+88 - STA A 383+61 RT

REMOVE AND DISPOSE OF GUARDRAIL
STA A 368+84 - STA A 378+83 RT

REHAB. DROP INLETS, CATCH BASINS OR MANHOLES, CLASS II
STA A 373+86 LT

STEEL BEAM GUARDRAIL, GALVANIZED
STA A 378+77 - STA A 378+90 RT
STA A 380+75 - STA A 380+88 RT
STA A 383+61 - STA A 383+74 RT

STONE FILL, TYPE I
STA A 369+00 - STA A 377+00 RT
STA A 381+00 - STA A 387+00 RT

RELOCATE MAILBOX, SINGLE SUPPORT
STA A 377+27 RT
STA A 377+33 RT
STA A 377+45 RT

ANCHOR FOR STEEL BEAM RAIL
STA A 378+81 RT
STA A 380+84 RT
STA A 383+65 RT

GRUBBING MATERIAL
STA A 369+00 - STA A 377+00 RT
STA A 381+00 - STA A 387+00 RT

DELINEATOR WITH STEEL POSTS
STA A 378+90 RT
STA A 380+75 RT
STA A 383+74 RT

GEOTEXTILE FOR SILT FENCE
STA A 369+00 - STA A 377+00 RT
STA A 381+00 - STA A 387+00 RT

VT STATE PLANE GRID

CURVE #60
Δ = 6°55'40.39"LT
D = 1°44'10.45"
R = 3300'
T = 199.75'
L = 399.02'
E = 6.04'
BANK = 0.024

CURVE #61
Δ = 6°11'32.51"LT
D = 1°14'44.02"
R = 4600.00'
T = 248.82'
L = 497.15'
E = 6.72'
BANK = 0.026

ENVIRONMENTALLY SENSITIVE AREAS
STA A 373+68 - STA A 375+70 LT (HISTORIC - 4(f))

DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
STA A 343+77 - STA A 373+47 (SOLID LT)
STA A 373+69 - STA B 119+24 (SOLID LT)
STA A 346+96 - STA B 118+68 (SOLID RT)

DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
STA A 346+97 - STA A 373+40 (SOLID LT + RT)
STA 373+58 LT (CENTERLINES TH #45)
STA A 373+76 - STA B 118+58 (SOLID LT + RT)

TEMPORARY 4 INCH WHITE LINE
STA A 343+77 - STA A 373+47 (SOLID LT)
STA A 373+69 - STA B 119+24 (SOLID LT)
STA A 346+96 - STA B 118+68 (SOLID RT)

TEMPORARY 4 INCH YELLOW LINE
STA A 346+97 - STA A 373+40 (SOLID LT + RT)
STA A 373+58 LT (CENTERLINES TH #45)
STA A 373+76 - STA B 118+58 (SOLID LT +RT)

DURABLE LETTER OR SYMBOL (SEE OPTION ITEMS)
STA A 373+52 LT "STOP"
STA A 380+25 LT "SCHOOL"

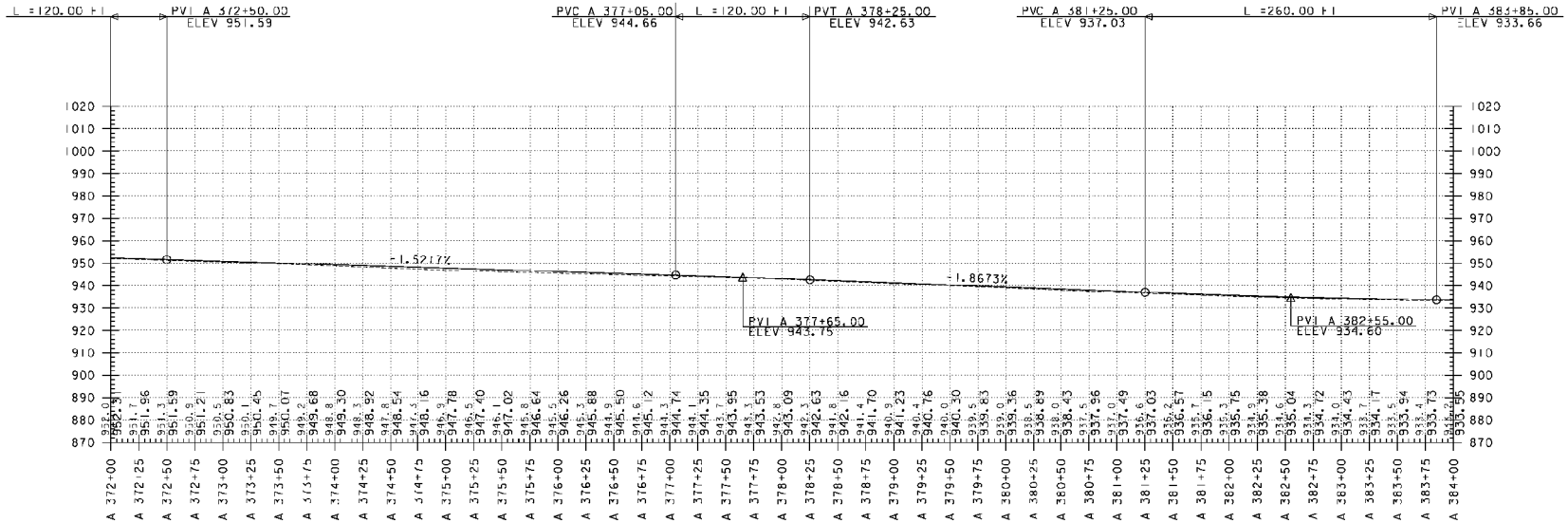
DURRABLE 24 INCH STOP BAR (SEE OPTION ITEMS)
STA A 373+52 LT

SIGN LEGEND

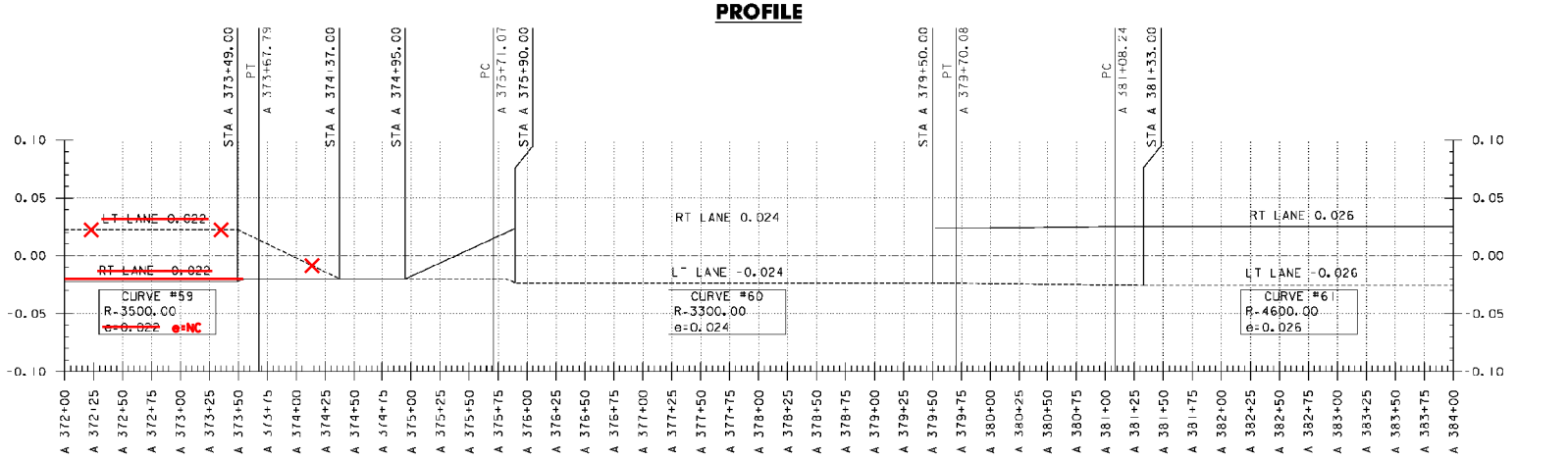
R	= REMOVE
S	= SALVAGE
N	= NEW
RET	= RETAIN
T&T	= THINNING & TRIMMING
B-B	= BACK TO BACK
EXISTING	----------
NEW	————

0 50 100
SCALE IN FEET

PROJECT NAME:	WARDSBORO-JAMAICA
PROJECT NUMBER:	ER STP 013-1(17)
FILE NAME: dl2b236_bdr.dgn	PLOT DATE: 2/26/2014
PROJECT LEADER: K. UPMAL	DRAWN BY: B. KIPP
DESIGNED BY: B. KIPP	CHECKED BY: A. KEMPTON
PLAN SHEET 32	SHEET 115 OF 444



PROFILE



BANKING DIAGRAM

THE GRADES SHOWN TO THE NEAREST TENTH OF A FOOT ARE THE ORIGINAL GROUND ELEVATIONS ALONG THE PROPOSED ALIGNMENT. THE GRADES SHOWN TO THE NEAREST HUNDREDTH OF A FOOT ARE FINISH GRADES FOR THE PROPOSED ALIGNMENT. SUPERELEVATIONS ARE SHOWN IN PERCENTAGES.

PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: d120236.pro.bnk
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
VT 100 PROFILE & BANKING DIAGRAM

PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: A. KEMPTON
SHEET 16 OF 444

STEEL BEAM GUARDRAIL, GALVANIZED W/ 8 FT POSTS
STA A 384+92 - STA B 0+43 RT

REMOVE AND DISPOSE OF GUARDRAIL
STA A 384+89 - STA B 0+51 RT

RELOCATE MAILBOX, SINGLE SUPPORT
STA B 4+34 LT

STEEL BEAM GUARDRAIL, GALVANIZED
STA A 384+79 - STA A 384+92 RT
STA B 0+43 - STA B 0+53 RT

STONE FILL, TYPE I
STA A 381+00 - STA A 387+00 RT
STA B 3+70 - STA B 4+25 LT
STA B 5+50 - STA B 7+00 LT

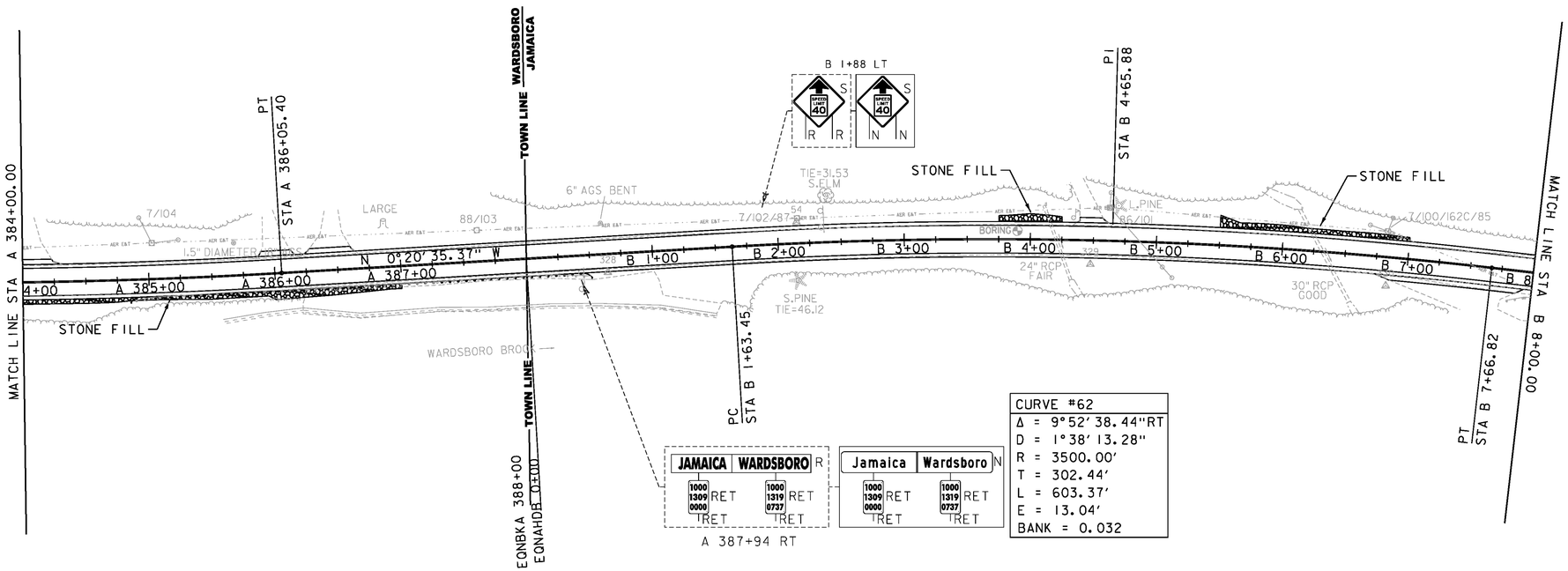
ANCHOR FOR STEEL BEAM RAIL
STA B 0+47 RT

GRUBBING MATERIAL
STA A 381+00 - STA A 387+00 RT
STA B 3+70 - STA B 4+25 LT
STA B 5+50 - STA B 7+00 LT

DELINEATOR WITH STEEL POSTS
STA A 384+79 RT
STA B 0+53 RT

GEOTEXTILE FOR SILT FENCE
STA A 381+00 - STA A 387+00 RT
STA B 3+70 - STA B 4+25 LT
STA B 5+50 - STA B 7+00 LT

N
VT STATE PLANE GRID



DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
STA A 373+69 - STA B 119+24 (SOLID LT)
STA A 346+96 - STA B 118+68 (SOLID RT)

DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
STA A 373+76 - STA B 118+58 (SOLID LT + RT)

TEMPORARY 4 INCH WHITE LINE
STA A 373+69 - STA B 119+24 (SOLID LT)
STA A 346+96 - STA B 118+68 (SOLID RT)

TEMPORARY 4 INCH YELLOW LINE
STA A 373+76 - STA B 118+58 (SOLID LT + RT)

0 50 100
SCALE IN FEET

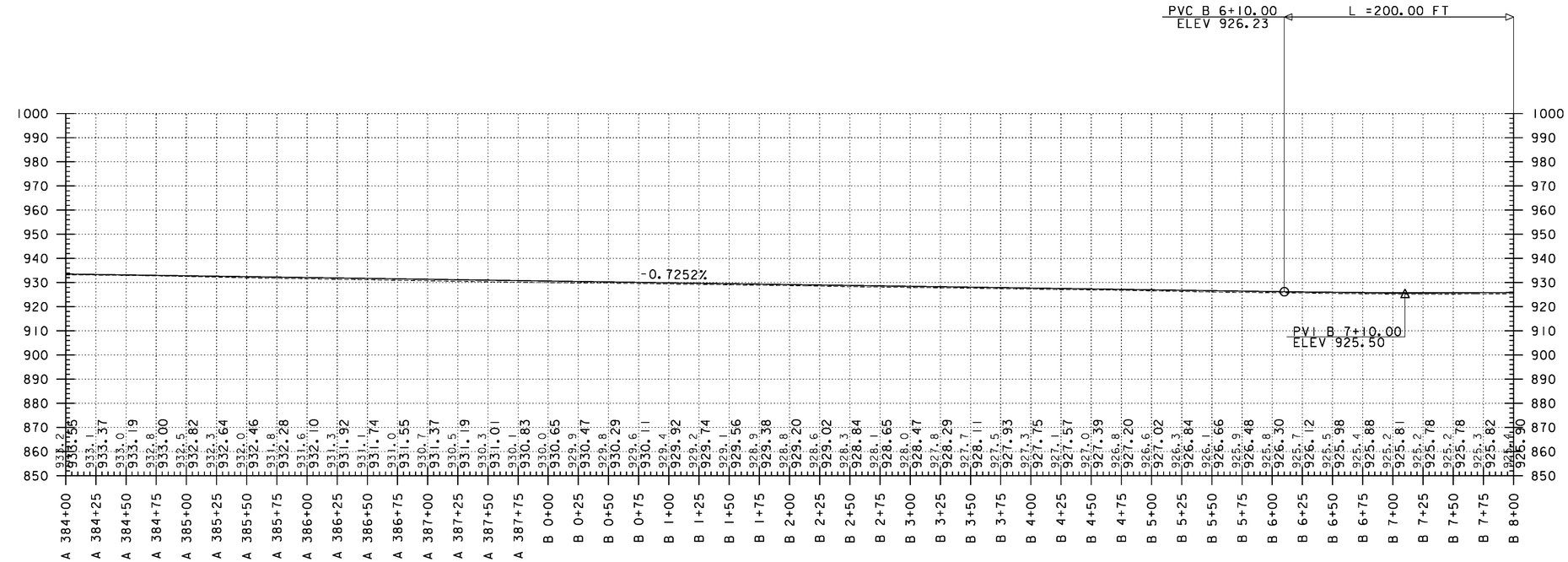
SIGN LEGEND

R	= REMOVE
S	= SALVAGE
N	= NEW
RET	= RETAIN
T&T	= THINNING & TRIMMING
B-B	= BACK TO BACK
EXISTING	———
NEW	———

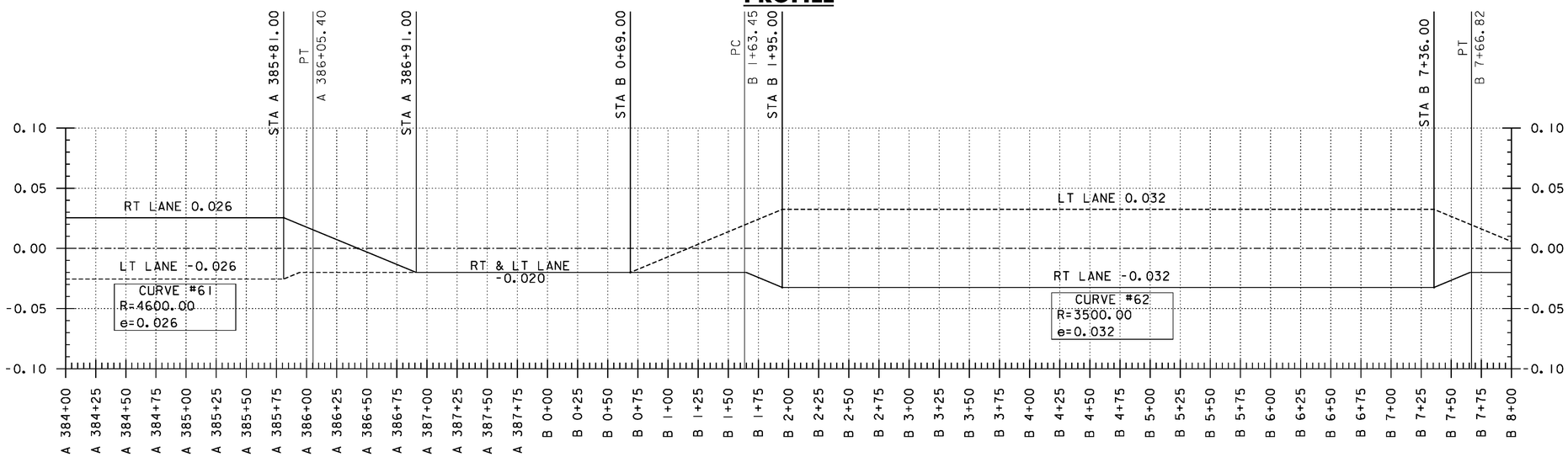
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: dl2b236_bdr.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
PLAN SHEET 33

PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: A. KEMPTON
SHEET 117 OF 444



PROFILE



BANKING DIAGRAM

THE GRADES SHOWN TO THE NEAREST TENTH OF A FOOT ARE THE ORIGINAL GROUND ELEVATIONS ALONG THE PROPOSED ALIGNMENT. THE GRADES SHOWN TO THE NEAREST HUNDRETH OF A FOOT ARE FINISH GRADES FOR THE PROPOSED ALIGNMENT. SUPERELEVATIONS ARE SHOWN IN PERCENTAGES.

PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: d12b236_pro_bnk
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
VT 100 PROFILE & BANKING DIAGRAM

PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: A. KEMPTON
SHEET 118 OF 444

STEEL BEAM GUARDRAIL, GALVANIZED W/ 8 FT POSTS
STA B 12+87 - STA B 25+00 LT

STEEL BEAM GUARDRAIL, GALVANIZED
STA B 12+74 - STA B 12+87 LT

ANCHOR FOR STEEL BEAM RAIL
STA B 12+83 LT

DELINEATOR WITH STEEL POSTS
STA B 12+74 LT

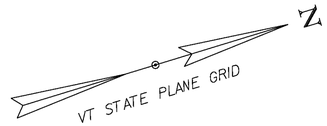
REMOVE AND DISPOSE OF GUARDRAIL
STA B 12+73 - STA B 25+06 LT

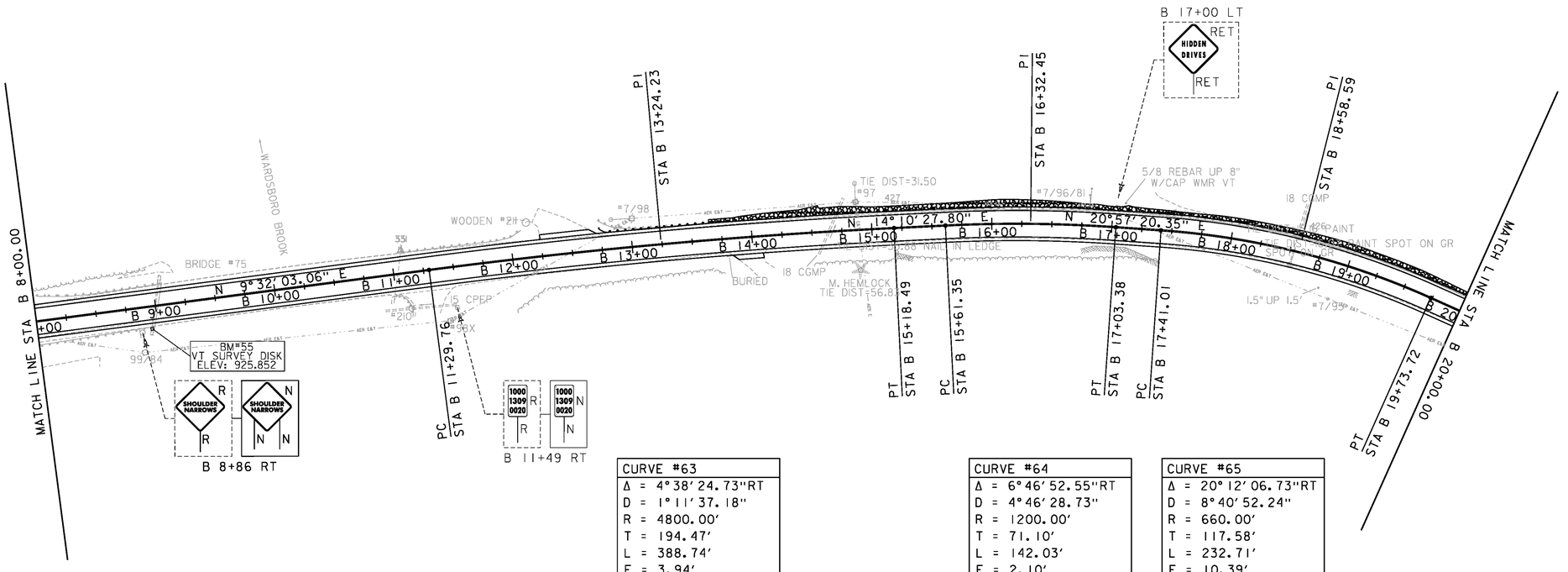
STONE FILL, TYPE I
STA B 13+65 - STA B 20+05 LT

GRUBBING MATERIAL
STA B 13+65 - STA B 20+05 LT

GEOTEXTILE FOR SILT FENCE
STA B 13+65 - STA B 20+05 LT

REHAB. DROP INLETS,
CATCH BASINS OR MANHOLES, CLASS II
STA B 18+52 RT
STA B 18+52 LT





CURVE #63
Δ = 4°38'24.73"RT
D = 1°11'37.18"
R = 4800.00'
T = 194.47'
L = 388.74'
E = 3.94'
BANK = 0.025

CURVE #64
Δ = 6°46'52.55"RT
D = 4°46'28.73"
R = 1200.00'
T = 71.10'
L = 142.03'
E = 2.10'
BANK = 0.030

CURVE #65
Δ = 20°12'06.73"RT
D = 8°40'52.24"
R = 660.00'
T = 117.58'
L = 232.71'
E = 10.39'
BANK = 0.060

DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
STA A 373+69 - STA B 119+24 (SOLID LT)
STA A 346+96 - STA B 118+68 (SOLID RT)

DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
STA A 373+76 - STA B 118+58 (SOLID LT + RT)

TEMPORARY 4 INCH WHITE LINE
STA A 373+69 - STA B 119+24 (SOLID LT)
STA A 346+96 - STA B 118+68 (SOLID RT)

TEMPORARY 4 INCH YELLOW LINE
STA A 373+76 - STA B 118+58 (SOLID LT + RT)

0 50 100
SCALE IN FEET

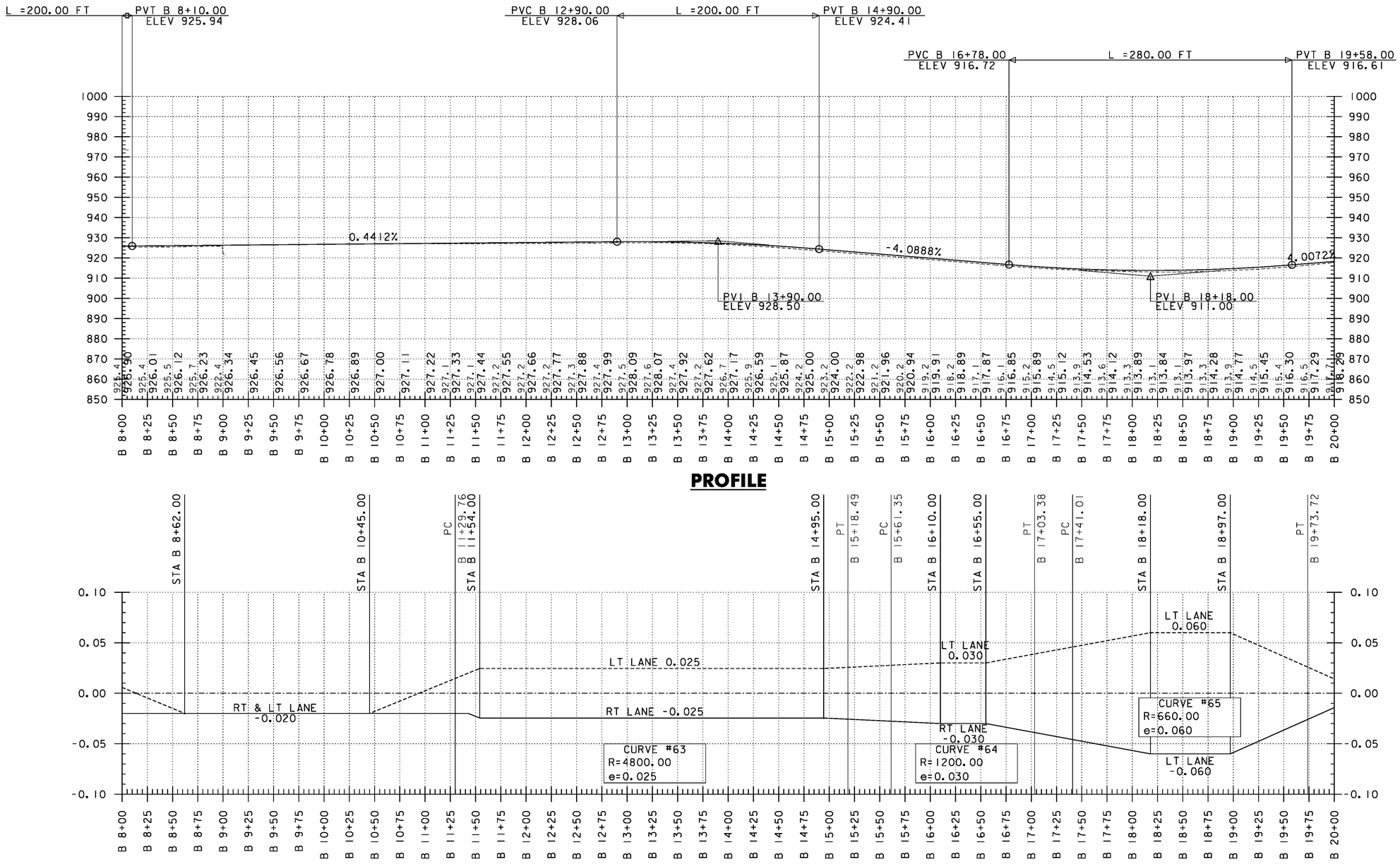
SIGN LEGEND

R	= REMOVE
S	= SALVAGE
N	= NEW
RET	= RETAIN
T&T	= THINNING & TRIMMING
B-B	= BACK TO BACK
EXISTING	----------
NEW	————

PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: dl2b236_bdr.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
PLAN SHEET 34

PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: A. KEMPTON
SHEET 119 OF 444



PROFILE

BANKING DIAGRAM

THE GRADES SHOWN TO THE NEAREST TENTH OF A FOOT ARE THE ORIGINAL GROUND ELEVATIONS ALONG THE PROPOSED ALIGNMENT. THE GRADES SHOWN TO THE NEAREST HUNDRETH OF A FOOT ARE FINISH GRADES FOR THE PROPOSED ALIGNMENT. SUPERELEVATIONS ARE SHOWN IN PERCENTAGES.

PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: d12b236_pro_bnk
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
VT 100 PROFILE & BANKING DIAGRAM

PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: A. KEMPTON
SHEET 120 OF 444

STEEL BEAM GUARDRAIL, GALVANIZED W/ 8 FT POSTS
STA B 12+87 - STA B 25+00 LT

STEEL BEAM GUARDRAIL, GALVANIZED
STA B 25+00 - B STA 25+13 LT

ANCHOR FOR STEEL BEAM RAIL
STA B 25+04 LT

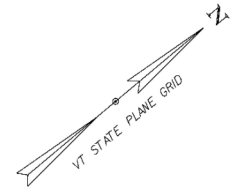
DELINEATOR WITH STEEL POSTS
STA B 25+13 LT

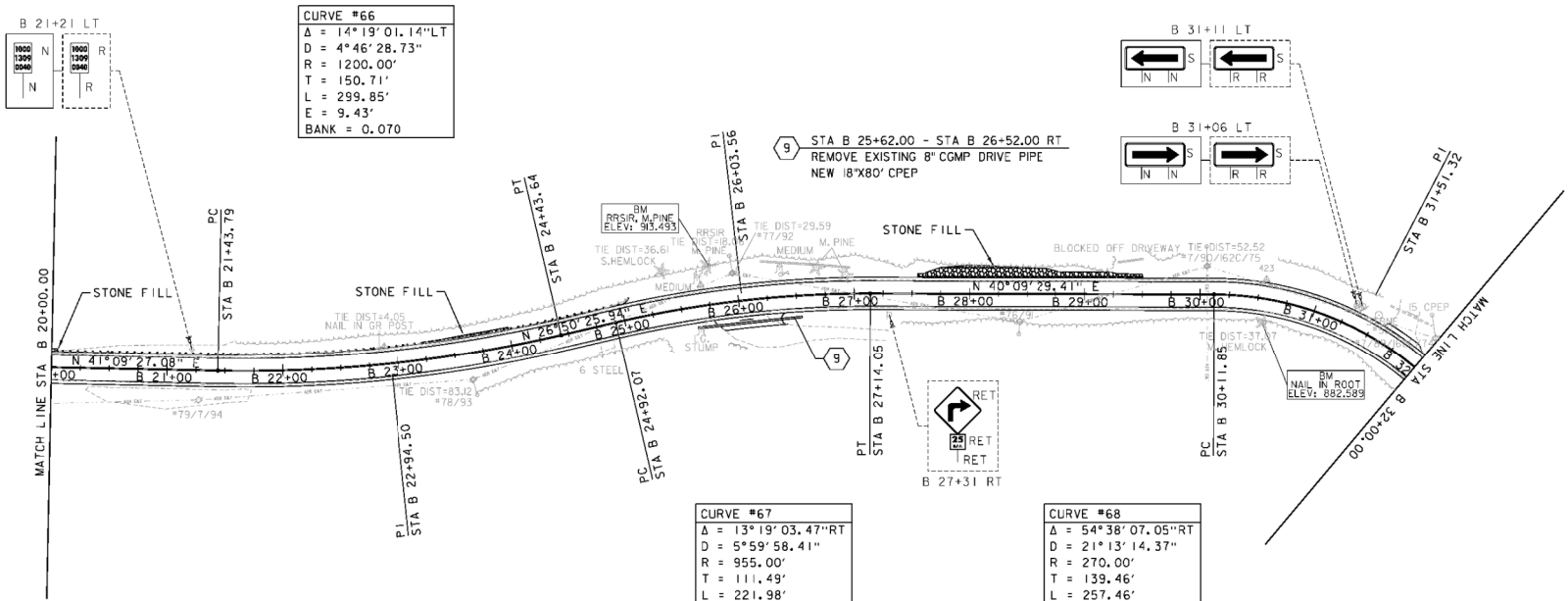
REMOVE AND DISPOSE OF GUARDRAIL
STA B 12+73 - STA B 25+06 LT

STONE FILL, TYPE I
STA B 13+65 - STA B 20+05 LT
STA B 23+25 - STA B 24+00 LT
~~STA B 27+55 - STA B 29+50 LT~~
STA B 27+52 - STA B 28+75 LT

GRUBBING MATERIAL
STA B 13+65 - STA B 20+05 LT
STA B 23+25 - STA B 24+00 LT
STA B 27+55 - STA B 29+50 LT

GEOTEXTILE FOR SILT FENCE
STA B 13+65 - STA B 20+05 LT
STA B 23+25 - STA B 24+00 LT
STA B 27+55 - STA B 29+50 LT





DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
STA A 373+69 - STA B 119+24 (SOLID LT)
STA A 346+96 - STA B 118+68 (SOLID RT)

DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
STA A 373+76 - STA B 118+58 (SOLID LT + RT)

TEMPORARY 4 INCH WHITE LINE
STA A 373+69 - STA B 119+24 (SOLID LT)
STA A 346+96 - STA B 118+68 (SOLID RT)

TEMPORARY 4 INCH YELLOW LINE
STA A 373+76 - STA B 118+58 (SOLID LT + RT)

0 50 100
SCALE IN FEET

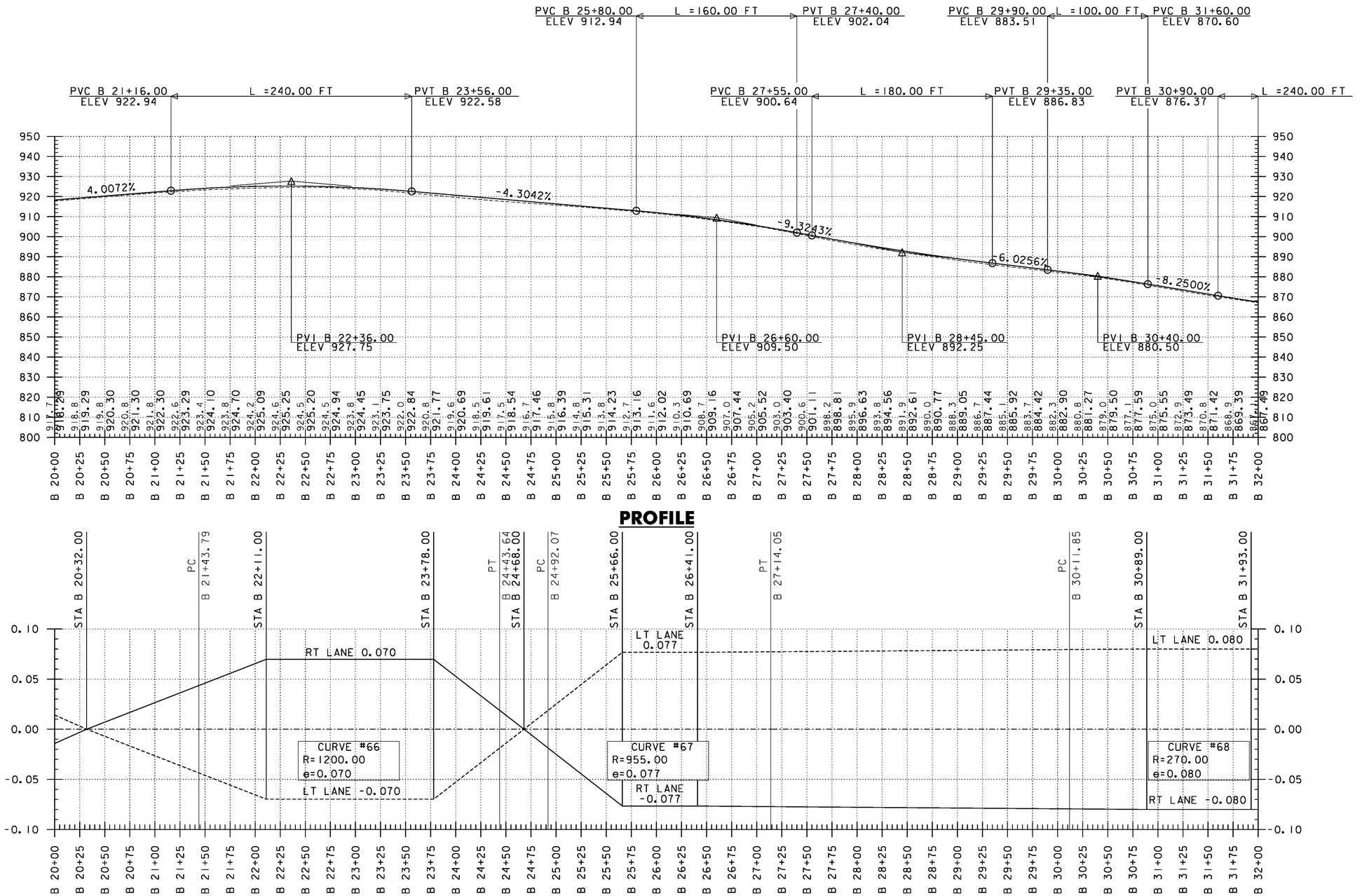
SIGN LEGEND

R	=	REMOVE
S	=	SALVAGE
N	=	NEW
RET	=	RETAIN
T&T	=	THINNING & TRIMMING
B-B	=	BACK TO BACK
EXISTING		
NEW		

PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: d2b236_bdr.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
PLAN SHEET 35

PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: A. KEMPTON
SHEET 121 OF 444



PROFILE

BANKING DIAGRAM

THE GRADES SHOWN TO THE NEAREST TENTH OF A FOOT ARE THE ORIGINAL GROUND ELEVATIONS ALONG THE PROPOSED ALIGNMENT. THE GRADES SHOWN TO THE NEAREST HUNDRETH OF A FOOT ARE FINISH GRADES FOR THE PROPOSED ALIGNMENT. SUPERELEVATIONS ARE SHOWN IN PERCENTAGES.

PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: d12b236_pro_bnk
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
VT 100 PROFILE & BANKING DIAGRAM

PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: A. KEMPTON
SHEET 122 OF 444

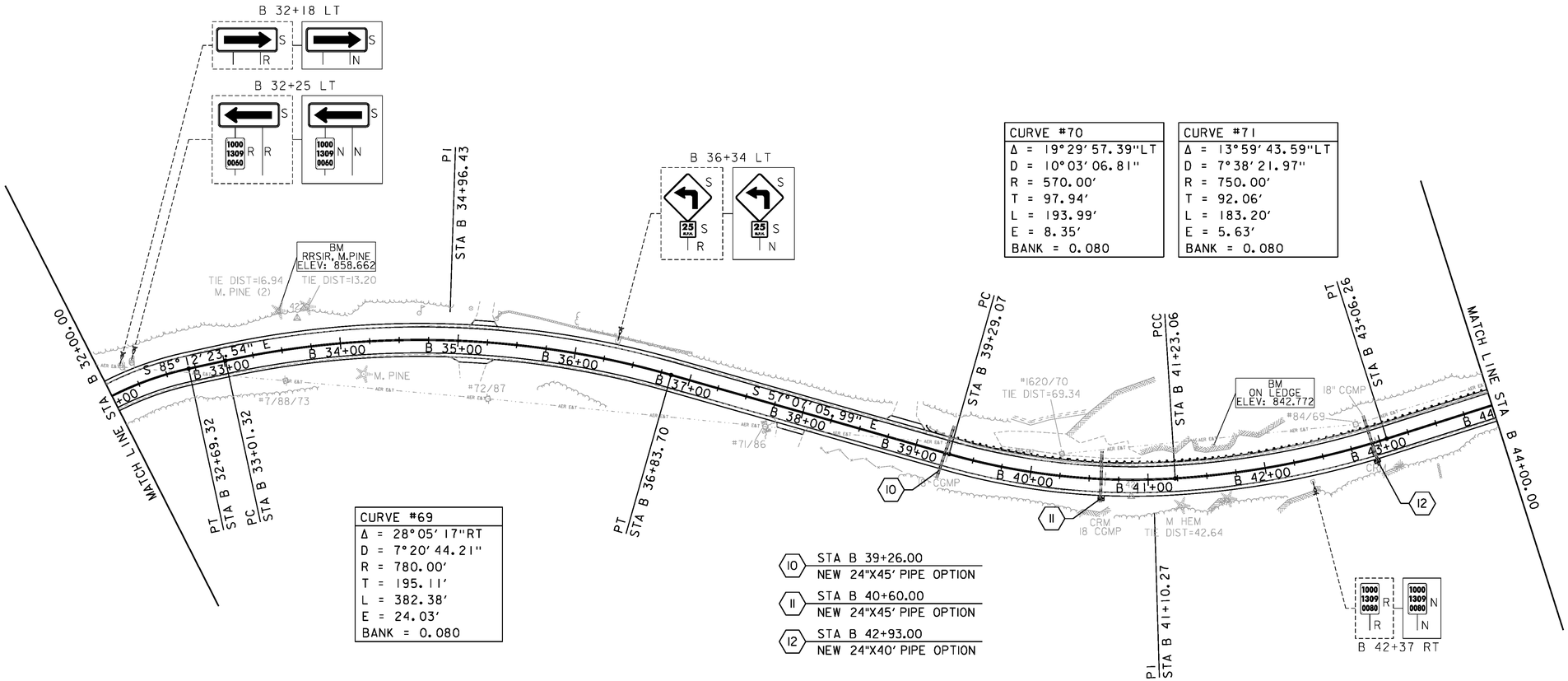
STEEL BEAM GUARDRAIL, GALVANIZED W/ 8 FT POSTS
STA B 39+17 - STA B 50+12 LT

STEEL BEAM GUARDRAIL, GALVANIZED
STA B 39+04 - STA B 39+17 LT

ANCHOR FOR STEEL BEAM RAIL
STA B 39+13 LT

DELINEATOR WITH STEEL POSTS
STA B 39+04

REMOVE AND DISPOSE OF GUARDRAIL
STA B 39+07 - STA 50+14 LT



CURVE #70
Δ = 19°29'57.39"LT
D = 10°03'06.81"
R = 570.00'
T = 97.94'
L = 193.99'
E = 8.35'
BANK = 0.080

CURVE #71
Δ = 13°59'43.59"LT
D = 7°38'21.97"
R = 750.00'
T = 92.06'
L = 183.20'
E = 5.63'
BANK = 0.080

CURVE #69
Δ = 28°05'17"RT
D = 7°20'44.21"
R = 780.00'
T = 195.11'
L = 382.38'
E = 24.03'
BANK = 0.080

10 STA B 39+26.00
NEW 24"X45' PIPE OPTION

11 STA B 40+60.00
NEW 24"X45' PIPE OPTION

12 STA B 42+93.00
NEW 24"X40' PIPE OPTION

DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
STA A 373+69 - STA B 119+24 (SOLID LT)
STA A 346+96 - STA B 118+68 (SOLID RT)

DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
STA A 373+76 - STA B 118+58 (SOLID LT + RT)

TEMPORARY 4 INCH WHITE LINE
STA A 373+69 - STA B 119+24 (SOLID LT)
STA A 346+96 - STA B 118+68 (SOLID RT)

TEMPORARY 4 INCH YELLOW LINE
STA A373+76 - STA B 118+58 (SOLID LT + RT)

0 50 100
SCALE IN FEET

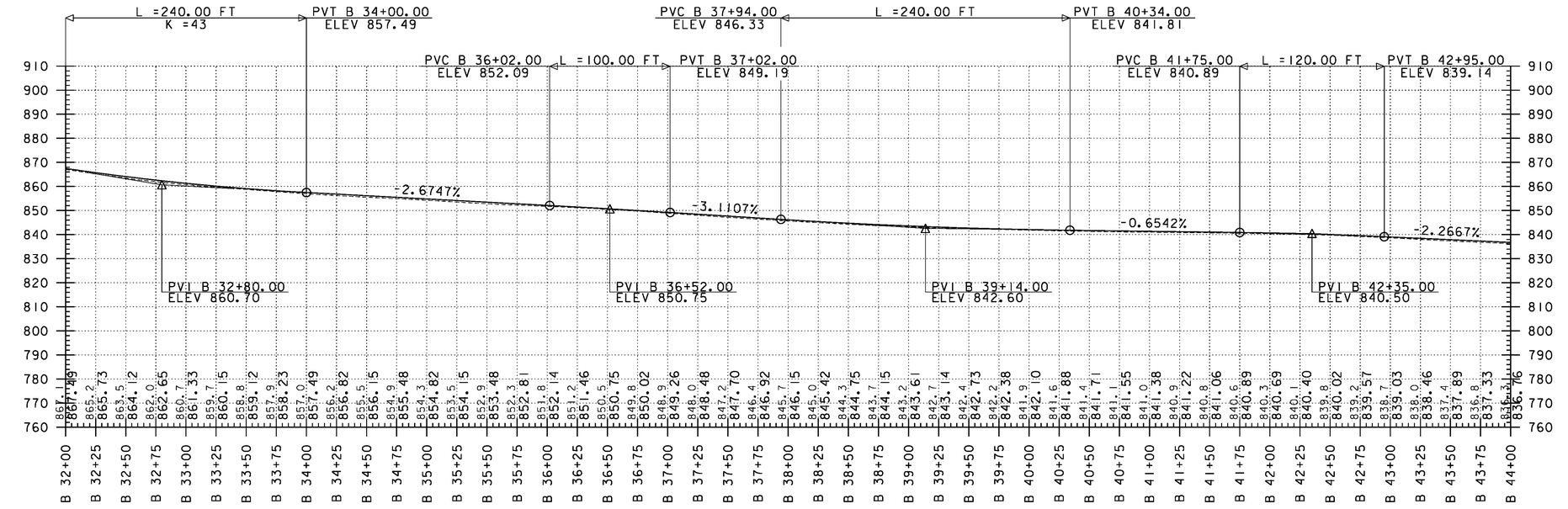
SIGN LEGEND

R	=	REMOVE
S	=	SALVAGE
N	=	NEW
RET	=	RETAIN
T&T	=	THINNING & TRIMMING
B-B	=	BACK TO BACK
EXISTING	=	----------
NEW	=	————

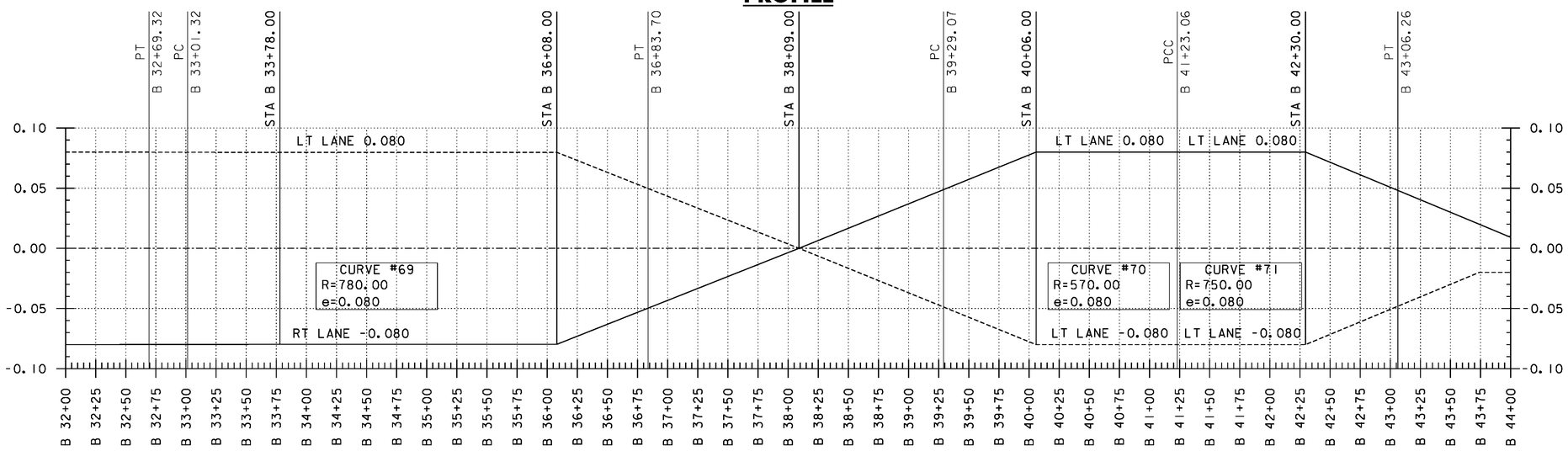
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: dl2b236_bdr.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
PLAN SHEET 36

PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: A. KEMPTON
SHEET 123 OF 444



PROFILE



BANKING DIAGRAM

THE GRADES SHOWN TO THE NEAREST TENTH OF A FOOT ARE THE ORIGINAL GROUND ELEVATIONS ALONG THE PROPOSED ALIGNMENT. THE GRADES SHOWN TO THE NEAREST HUNDRETH OF A FOOT ARE FINISH GRADES FOR THE PROPOSED ALIGNMENT. SUPERELEVATIONS ARE SHOWN IN PERCENTAGES.

PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: d12b236_pro_bnk
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
VT 100 PROFILE & BANKING DIAGRAM

PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: A. KEMPTON
SHEET 124 OF 444

STEEL BEAM GUARDRAIL, GALVANIZED W/ 8 FT POSTS
STA B 39+17 - STA B 50+12 LT

STEEL BEAM GUARDRAIL, GALVANIZED
STA B 50+12 - STA B 50+25 LT

ANCHOR FOR STEEL BEAM RAIL
STA B 50+16 LT

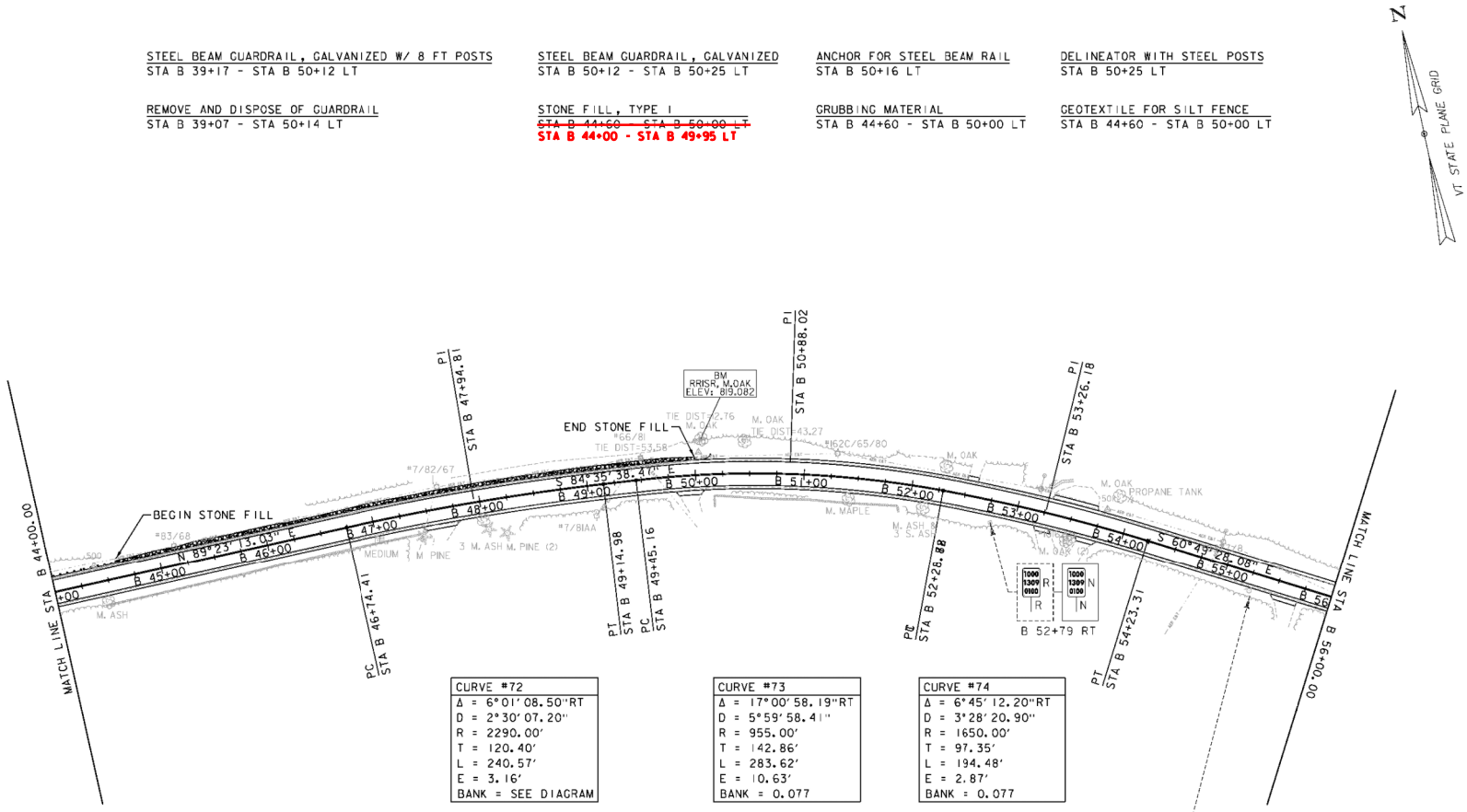
DELINEATOR WITH STEEL POSTS
STA B 50+25 LT

REMOVE AND DISPOSE OF GUARDRAIL
STA B 39+07 - STA 50+14 LT

STONE FILL, TYPE I
~~STA B 44+60 - STA B 50+00 LT~~
STA B 44+00 - STA B 49+95 LT

GRUBBING MATERIAL
STA B 44+60 - STA B 50+00 LT

GEOTEXTILE FOR SILT FENCE
STA B 44+60 - STA B 50+00 LT



CURVE #72
Δ = 6°01'08.50"RT
D = 2°30'07.20"
R = 2290.00'
T = 120.40'
L = 240.57'
E = 3.16'
BANK = SEE DIAGRAM

CURVE #73
Δ = 17°00'58.19"RT
D = 5°59'58.41"
R = 955.00'
T = 142.86'
L = 283.62'
E = 10.63'
BANK = 0.077

CURVE #74
Δ = 6°45'12.20"RT
D = 3°28'20.90"
R = 1650.00'
T = 97.35'
L = 194.48'
E = 2.87'
BANK = 0.077

DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
STA A 373+69 - STA B 119+24 (SOLID LT)
STA A 346+96 - STA B 118+68 (SOLID RT)

DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
STA A 373+76 - STA B 118+58 (SOLID LT + RT)

TEMPORARY 4 INCH WHITE LINE
STA A 373+69 - STA B 119+24 (SOLID LT)
STA A 346+96 - STA B 118+68 (SOLID RT)

TEMPORARY 4 INCH YELLOW LINE
STA A 373+76 - STA B 118+58 (SOLID LT + RT)

0 50 100
SCALE IN FEET

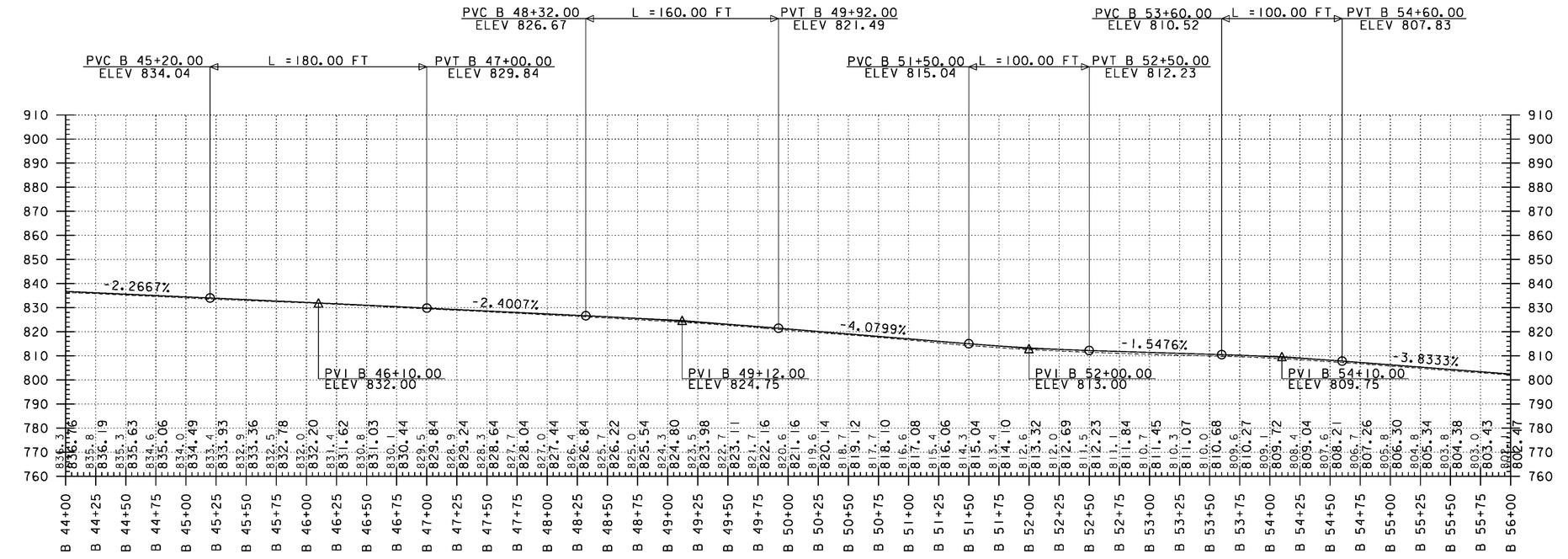
SIGN LEGEND

R	=	REMOVE
S	=	SALVAGE
N	=	NEW
RET	=	RETAIN
T&T	=	THINNING & TRIMMING
B-B	=	BACK TO BACK
EXISTING	=	----------
NEW	=	----------

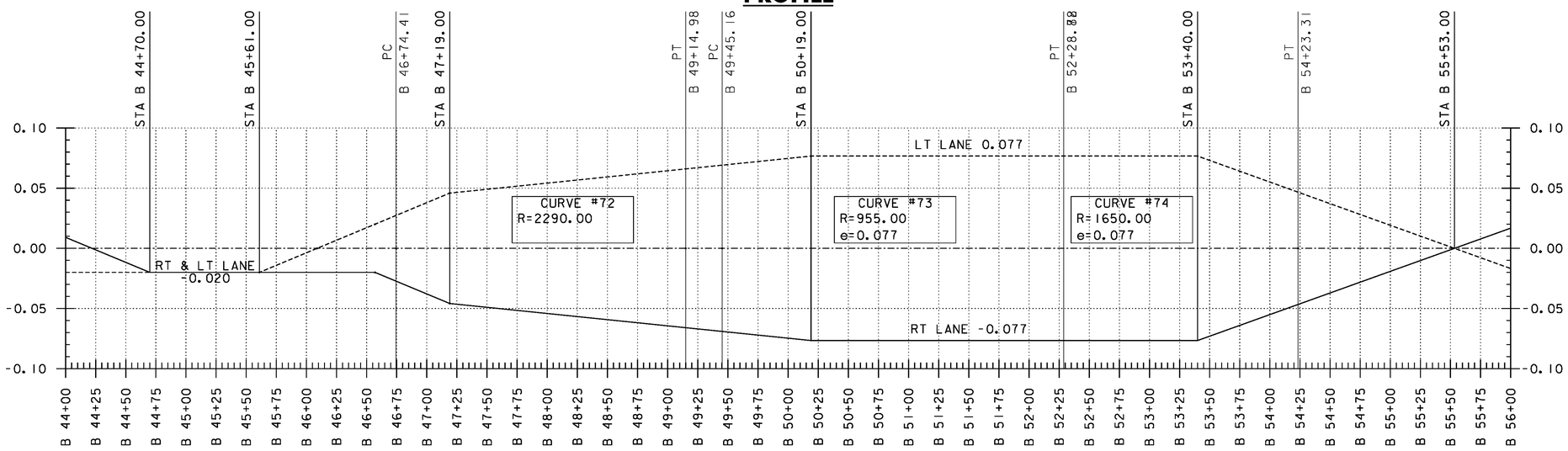
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: d12b236_bdr.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
PLAN SHEET 37

PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: A. KEMPTON
SHEET 125 OF 444



PROFILE



BANKING DIAGRAM

THE GRADES SHOWN TO THE NEAREST TENTH OF A FOOT ARE THE ORIGINAL GROUND ELEVATIONS ALONG THE PROPOSED ALIGNMENT. THE GRADES SHOWN TO THE NEAREST HUNDRETH OF A FOOT ARE FINISH GRADES FOR THE PROPOSED ALIGNMENT. SUPERELEVATIONS ARE SHOWN IN PERCENTAGES.

PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: d12b236_pro_bnk
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
VT 100 PROFILE & BANKING DIAGRAM

PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: A. KEMPTON
SHEET 126 OF 444

STEEL BEAM GUARDRAIL, GALVANIZED W/ 8 FT POSTS
STA B 58+19 - STA B 58+83 RT
STA B 58+19 - STA B 62+72 LT

STEEL BEAM GUARDRAIL, GALVANIZED
STA B 58+03 - STA B 58+19 RT
STA B 58+03 - STA B 58+19 LT
STA B 58+83 - STA B 58+96 RT
STA B 62+72 - STA B 62+85 LT

ANCHOR FOR STEEL BEAM RAIL
STA B 58+15 RT
STA B 58+15 LT
STA B 58+87 RT
STA B 62+76 LT

DELINEATOR WITH STEEL POSTS
STA B 58+03 RT
STA B 58+03 LT
STA B 58+96 RT
STA B 62+85 LT

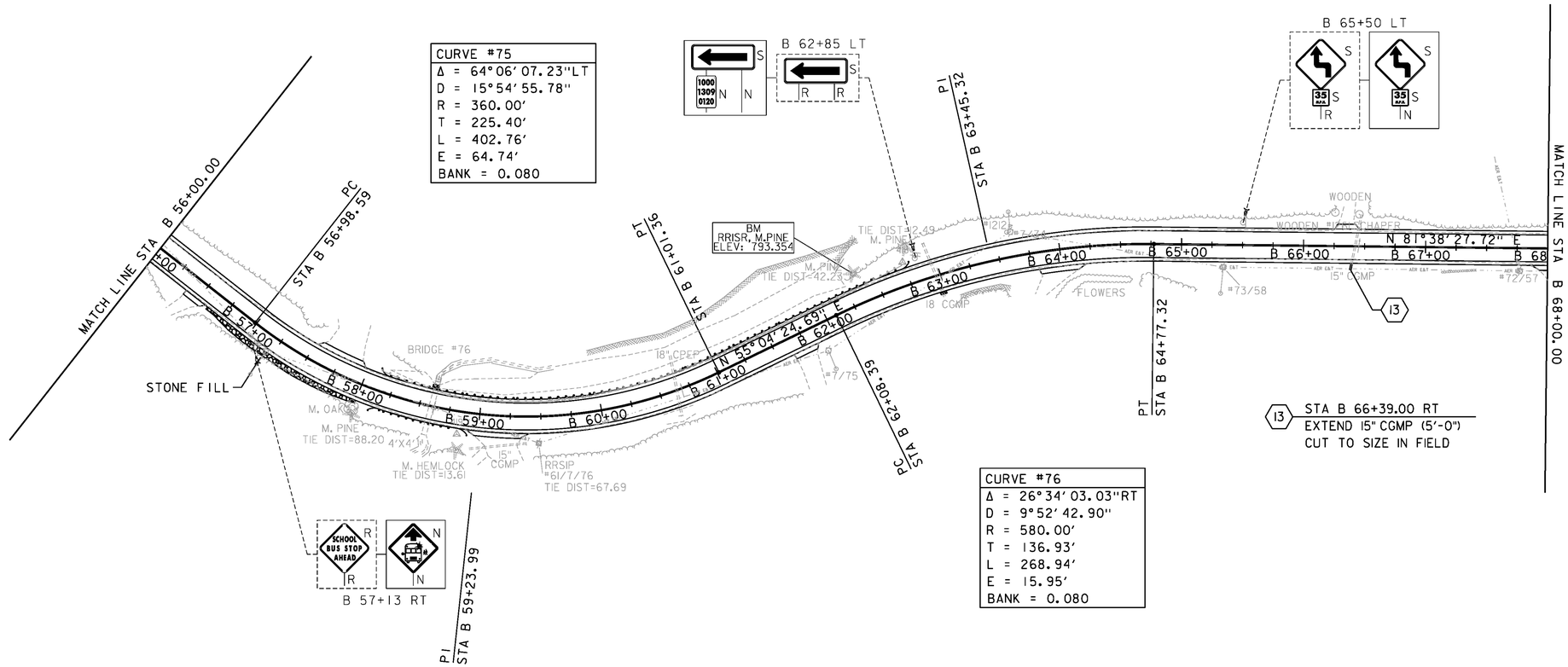
REMOVE AND DISPOSE OF GUARDRAIL
STA B 58+11 - STA B 62+73 LT

STONE FILL, TYPE I
STA B 56+60 - STA B 58+00 RT

GRUBBING MATERIAL
STA B 56+60 - STA B 58+00 RT

GEOTEXTILE FOR SILT FENCE
STA B 56+60 - STA B 58+00 RT

N
VT STATE PLANE GRID



DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
STA A 373+69 - STA B 119+24 (SOLID LT)
STA A 346+96 - STA B 118+68 (SOLID RT)

DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
STA A 373+76 - STA B 118+58 (SOLID LT + RT)

TEMPORARY 4 INCH WHITE LINE
STA A 373+69 - STA B 119+24 (SOLID LT)
STA A 346+96 - STA B 118+68 (SOLID RT)

TEMPORARY 4 INCH YELLOW LINE
STA A 373+76 - STA B 118+58 (SOLID LT + RT)

0 50 100
SCALE IN FEET

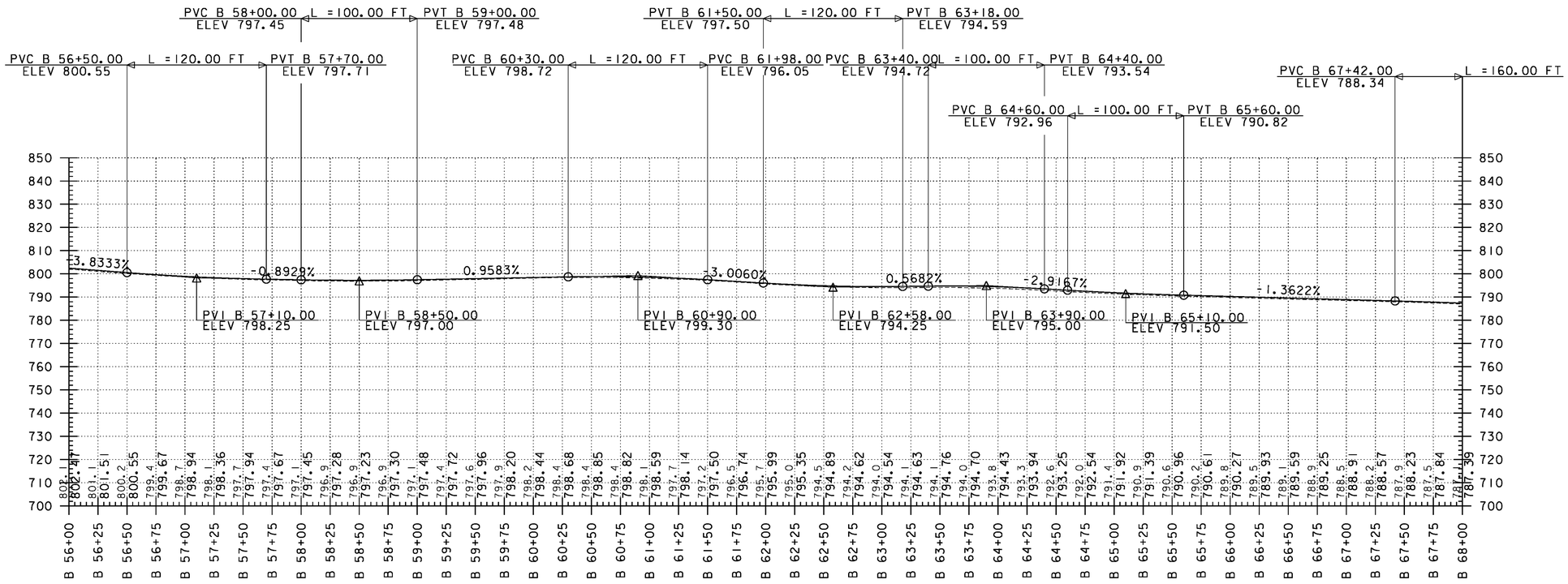
SIGN LEGEND

R	= REMOVE
S	= SALVAGE
N	= NEW
RET	= RETAIN
T&T	= THINNING & TRIMMING
B-B	= BACK TO BACK
EXISTING	----------
NEW	————

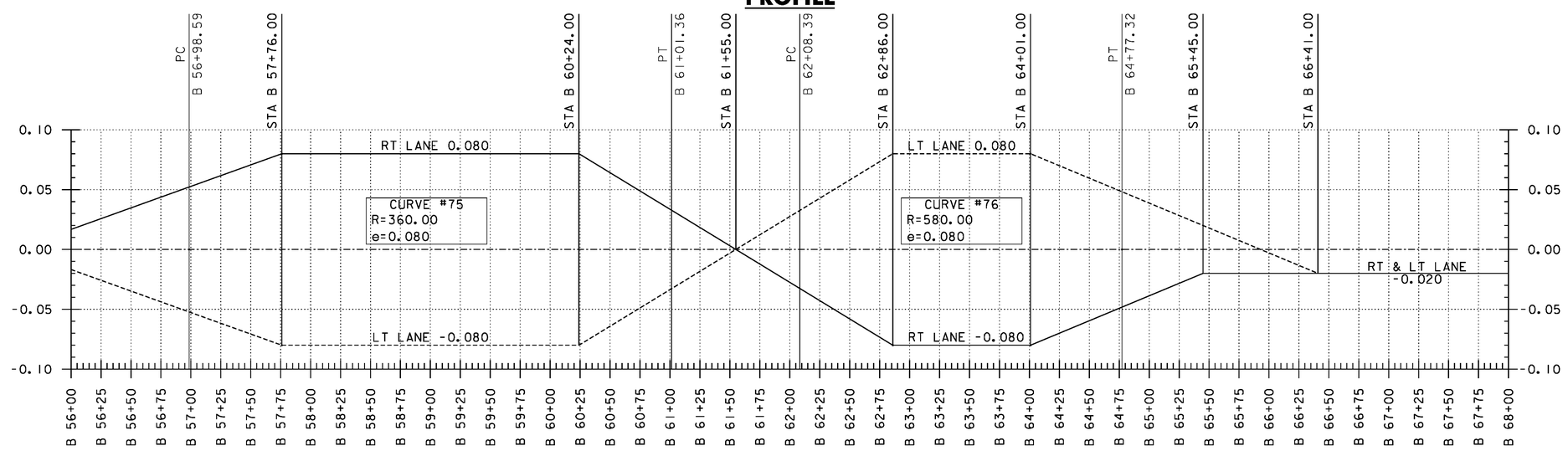
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: dl2b236_bdr.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
PLAN SHEET 38

PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: A. KEMPTON
SHEET 127 OF 444



PROFILE



BANKING DIAGRAM

THE GRADES SHOWN TO THE NEAREST TENTH OF A FOOT ARE THE ORIGINAL GROUND ELEVATIONS ALONG THE PROPOSED ALIGNMENT. THE GRADES SHOWN TO THE NEAREST HUNDRETH OF A FOOT ARE FINISH GRADES FOR THE PROPOSED ALIGNMENT. SUPERELEVATIONS ARE SHOWN IN PERCENTAGES.

PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: d12b236_pro_bnk
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
VT 100 PROFILE & BANKING DIAGRAM

PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: A. KEMPTON

STEEL BEAM GUARDRAIL, GALVANIZED W/ 8 FT POSTS
STA B 69+92 - STA B 77+44 LT
STA B 72+01 - STA B 72+23 RT

STEEL BEAM GUARDRAIL, GALVANIZED
STA B 69+79 - STA B 69+92 LT
STA B 71+88 - STA B 72+01 RT
STA B 72+23 - STA B 72+36 RT
STA B 77+40 - STA B 77+53 LT

ANCHOR FOR STEEL BEAM RAIL
STA B 69+88 LT
STA B 71+97 RT
STA B 72+27 RT
STA B 77+44 LT

DELINEATOR WITH STEEL POSTS
STA B 69+79 LT
STA B 71+88 RT
STA B 72+36 RT
STA B 77+53 LT

REMOVE AND DISPOSE OF GUARDRAIL
STA B 69+89 - STA B 75+72 LT

STONE FILL, TYPE I
STA B 72+00 - STA 72+37 RT
STA B 72+50 - STA 74+50 LT
STA B 72+60 - STA 75+00 RT
STA B 76+15 - STA 77+50 LT

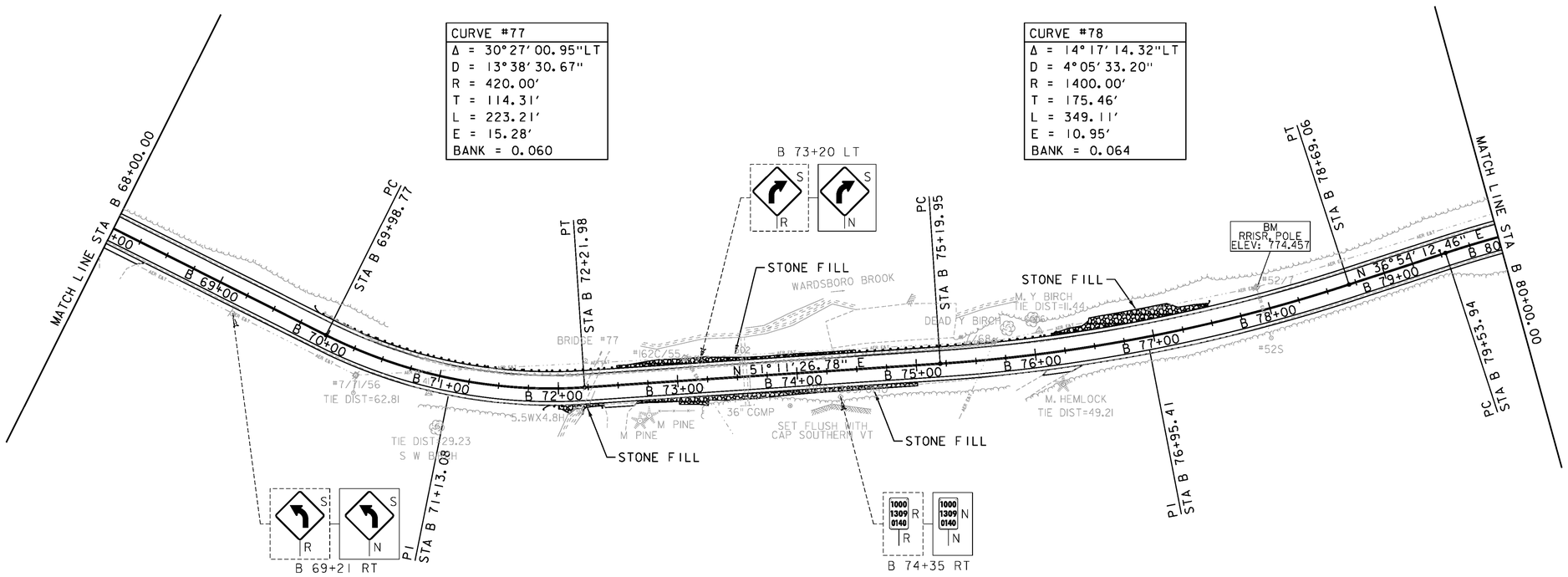
GRUBBING MATERIAL
STA B 72+00 - STA 72+37 RT
STA B 72+50 - STA 74+50 LT
STA B 72+60 - STA 75+00 RT
STA B 76+15 - STA 77+50 LT

GEOTEXTILE FOR SILT FENCE
STA B 72+00 - STA 72+37 RT
STA B 72+50 - STA 74+50 LT
STA B 72+60 - STA 75+00 RT
STA B 76+15 - STA 77+50 LT

N
VT STATE PLANE GRID

CURVE #77
Δ = 30°27'00.95"LT
D = 13°38'30.67"
R = 420.00'
T = 114.31'
L = 223.21'
E = 15.28'
BANK = 0.060

CURVE #78
Δ = 14°17'14.32"LT
D = 4°05'33.20"
R = 1400.00'
T = 175.46'
L = 349.11'
E = 10.95'
BANK = 0.064



DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
STA A 373+69 - STA B 119+24 (SOLID LT)
STA A 346+96 - STA B 118+68 (SOLID RT)

DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
STA A 373+76 - STA B 118+58 (SOLID LT + RT)

TEMPORARY 4 INCH WHITE LINE
STA A 373+69 - STA B 119+24 (SOLID LT)
STA A 346+96 - STA B 118+68 (SOLID RT)

TEMPORARY 4 INCH YELLOW LINE
STA A 373+76 - STA B 118+58 (SOLID LT + RT)

0 50 100
SCALE IN FEET

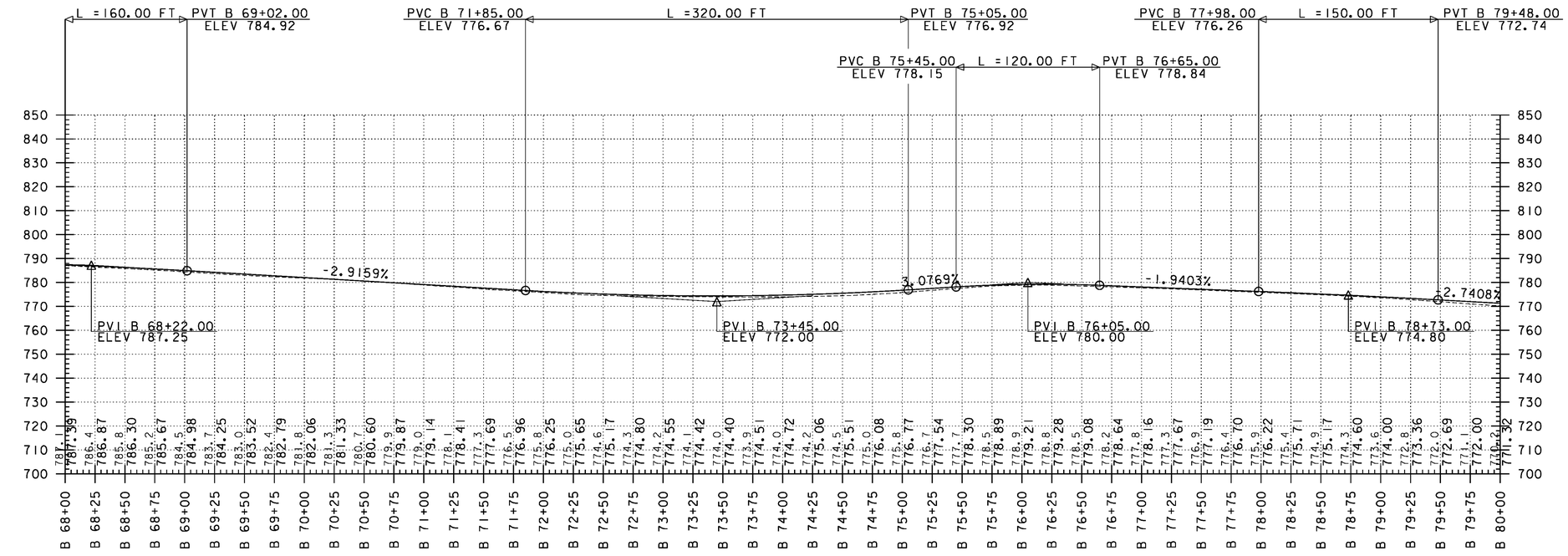
SIGN LEGEND

R	=	REMOVE
S	=	SALVAGE
N	=	NEW
RET	=	RETAIN
T&T	=	THINNING & TRIMMING
B-B	=	BACK TO BACK
EXISTING	=	----------
NEW	=	————

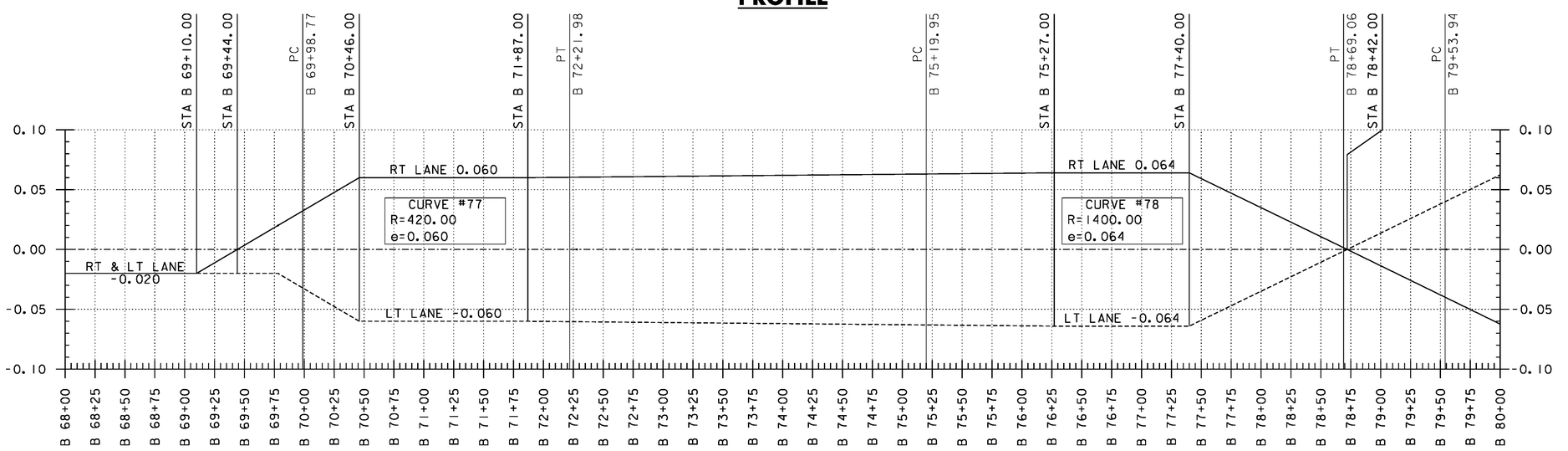
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: dl2b236_bdr.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
PLAN SHEET 39

PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: A. KEMPTON
SHEET 129 OF 444



PROFILE



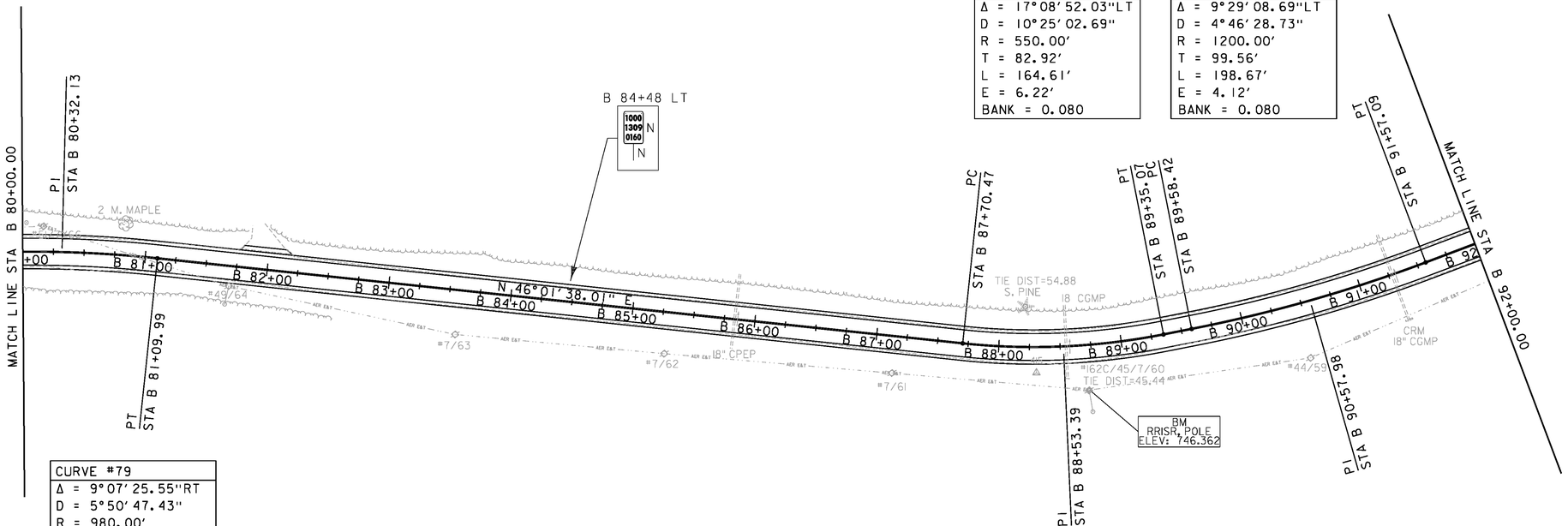
BANKING DIAGRAM

THE GRADES SHOWN TO THE NEAREST TENTH OF A FOOT ARE THE ORIGINAL GROUND ELEVATIONS ALONG THE PROPOSED ALIGNMENT. THE GRADES SHOWN TO THE NEAREST HUNDRETH OF A FOOT ARE FINISH GRADES FOR THE PROPOSED ALIGNMENT. SUPERELEVATIONS ARE SHOWN IN PERCENTAGES.

PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: d12b236_pro_bnk
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
VT 100 PROFILE & BANKING DIAGRAM

PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: A. KEMPTON
SHEET 130 OF 444



CURVE #80
Δ = 17° 08' 52.03" LT
D = 10° 25' 02.69"
R = 550.00'
T = 82.92'
L = 164.61'
E = 6.22'
BANK = 0.080

CURVE #81
Δ = 9° 29' 08.69" LT
D = 4° 46' 28.73"
R = 1200.00'
T = 99.56'
L = 198.67'
E = 4.12'
BANK = 0.080

CURVE #79
Δ = 9° 07' 25.55" RT
D = 5° 50' 47.43"
R = 980.00'
T = 78.19'
L = 156.05'
E = 3.11'
BANK = 0.076

DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
STA A 373+69 - STA B 119+24 (SOLID LT)
STA A 346+96 - STA B 118+68 (SOLID RT)

TEMPORARY 4 INCH WHITE LINE
STA A 373+69 - STA B 119+24 (SOLID LT)
STA A 346+96 - STA B 118+68 (SOLID RT)

DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
STA A 373+76 - STA B 118+58 (SOLID LT + RT)

TEMPORARY 4 INCH YELLOW LINE
STA A 373+76 - STA B 118+58 (SOLID LT + RT)

0 50 100
SCALE IN FEET

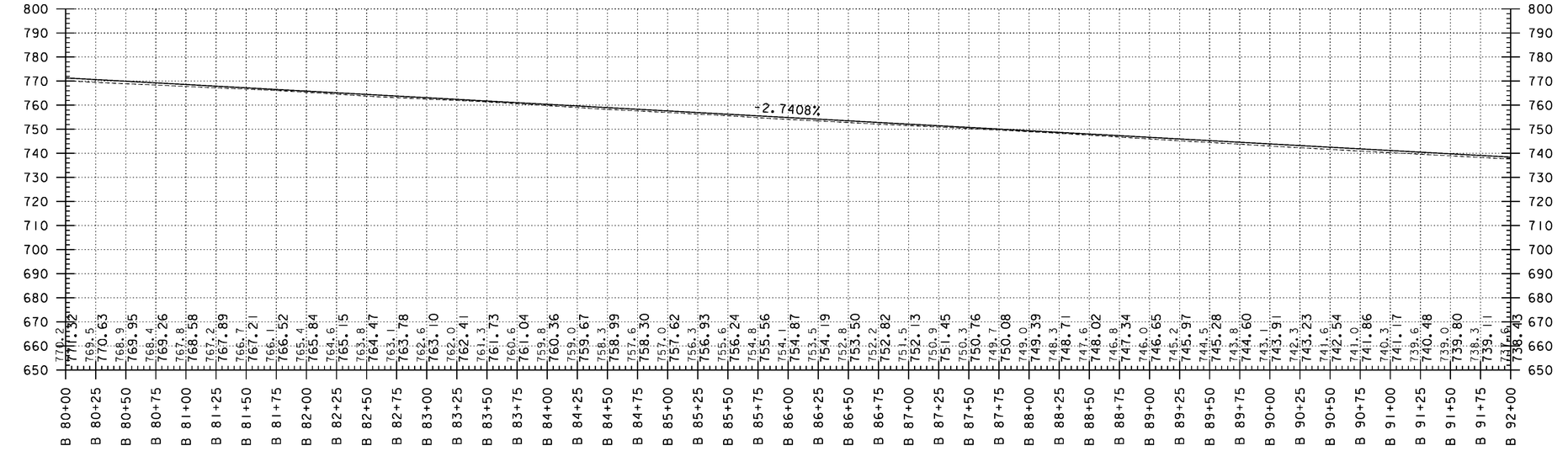
SIGN LEGEND

R	= REMOVE
S	= SALVAGE
N	= NEW
RET	= RETAIN
T&T	= THINNING & TRIMMING
B-B	= BACK TO BACK
EXISTING	———
NEW	———

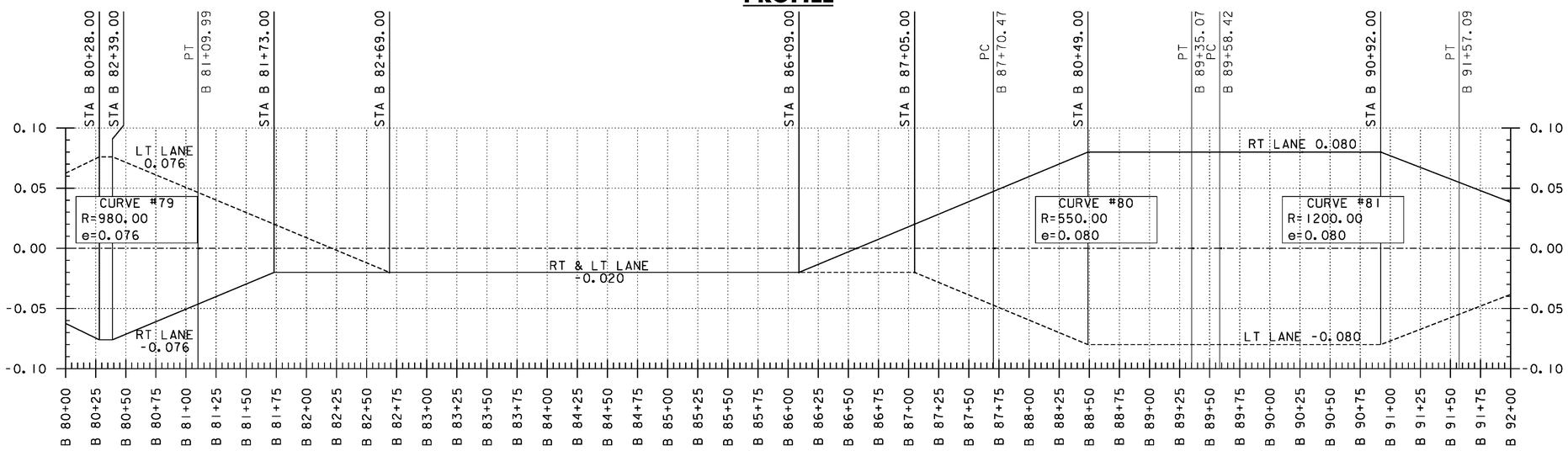
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: dl2b236_bdr.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
PLAN SHEET 40

PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: A. KEMPTON
SHEET 131 OF 444



PROFILE



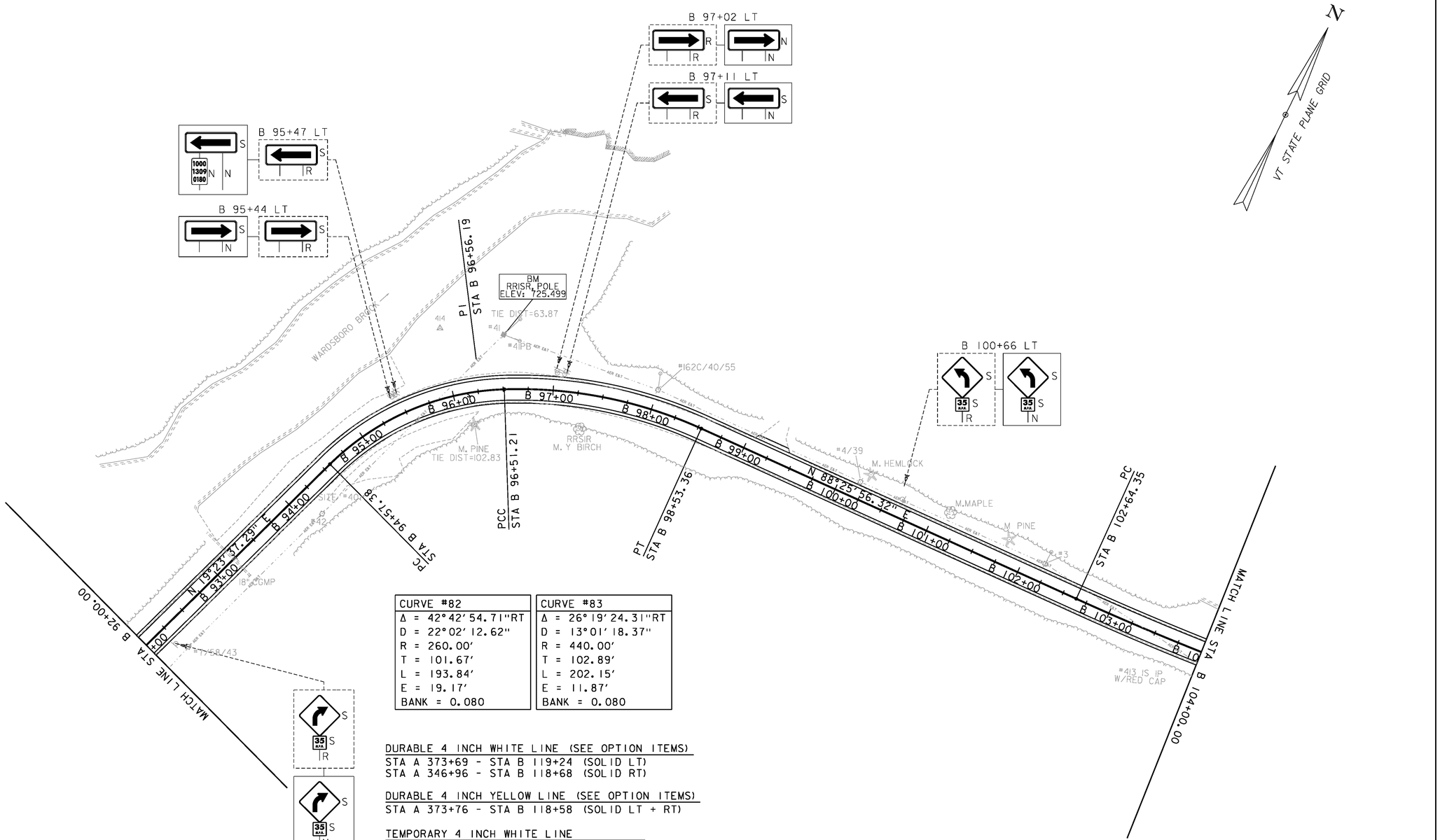
BANKING DIAGRAM

THE GRADES SHOWN TO THE NEAREST TENTH OF A FOOT ARE THE ORIGINAL GROUND ELEVATIONS ALONG THE PROPOSED ALIGNMENT. THE GRADES SHOWN TO THE NEAREST HUNDRETH OF A FOOT ARE FINISH GRADES FOR THE PROPOSED ALIGNMENT. SUPERELEVATIONS ARE SHOWN IN PERCENTAGES.

PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: d12b236_pro_bnk
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
VT 100 PROFILE & BANKING DIAGRAM

PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: A. KEMPTON



CURVE #82	
Δ	= 42°42'54.71"RT
D	= 22°02'12.62"
R	= 260.00'
T	= 101.67'
L	= 193.84'
E	= 19.17'
BANK	= 0.080

CURVE #83	
Δ	= 26°19'24.31"RT
D	= 13°01'18.37"
R	= 440.00'
T	= 102.89'
L	= 202.15'
E	= 11.87'
BANK	= 0.080

DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
STA A 373+69 - STA B 119+24 (SOLID LT)
STA A 346+96 - STA B 118+68 (SOLID RT)

DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
STA A 373+76 - STA B 118+58 (SOLID LT + RT)

TEMPORARY 4 INCH WHITE LINE
STA A 373+69 - STA B 119+24 (SOLID LT)
STA A 346+96 - STA B 118+68 (SOLID RT)

TEMPORARY 4 INCH YELLOW LINE
STA 373+76 - STA B 118+58 (SOLID LT + RT)

0 50 100
SCALE IN FEET

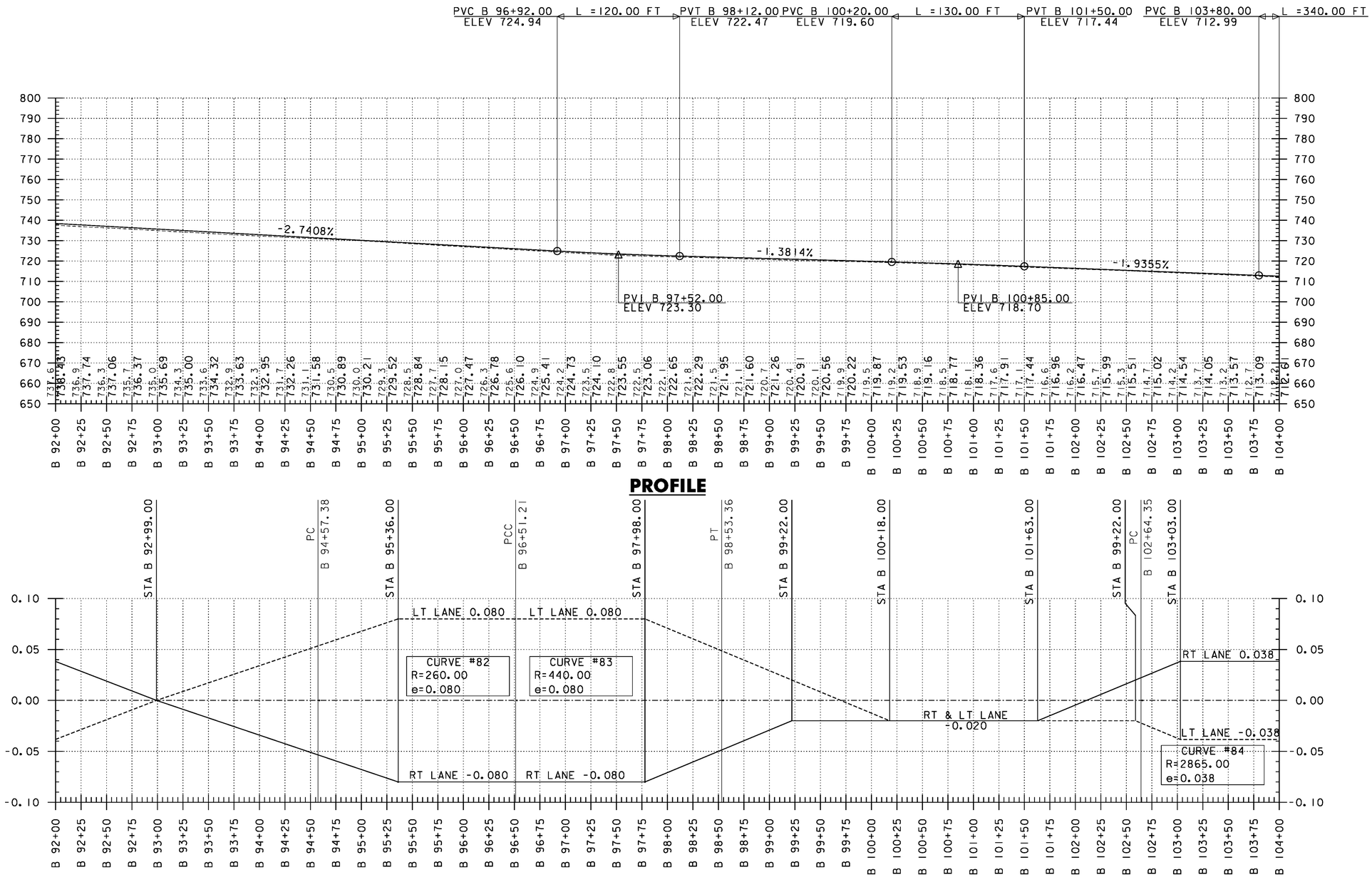
SIGN LEGEND

R	= REMOVE
S	= SALVAGE
N	= NEW
RET	= RETAIN
T&T	= THINNING & TRIMMING
B-B	= BACK TO BACK
EXISTING	----------
NEW	————

PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: dl2b236_bdr.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
PLAN SHEET 41

PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: A. KEMPTON
SHEET 133 OF 444



THE GRADES SHOWN TO THE NEAREST TENTH OF A FOOT ARE THE ORIGINAL GROUND ELEVATIONS ALONG THE PROPOSED ALIGNMENT. THE GRADES SHOWN TO THE NEAREST HUNDRETH OF A FOOT ARE FINISH GRADES FOR THE PROPOSED ALIGNMENT. SUPERELEVATIONS ARE SHOWN IN PERCENTAGES.

PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: d12b236_pro_bnk
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
VT 100 PROFILE & BANKING DIAGRAM

PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: A. KEMPTON
SHEET 134 OF 444

STEEL BEAM GUARDRAIL, GALVANIZED W/ 8 FT POSTS
STA B 104+37 - STA B 113+87 LT
STA B 112+51 - STA B 113+87 RT

REMOVE AND DISPOSE OF GUARDRAIL
STA B 104+88 - STA B 111+20 LT

STEEL BEAM GUARDRAIL, GALVANIZED
STA B 104+24 - STA B 104+37 LT
STA B 112+38 - STA B 112+51 RT
STA B 113+87 - STA B 114+00 RT
STA B 113+87 - STA B 114+00 LT

STONE FILL, TYPE I
~~STA B 111+00 - STA B 113+75 LT~~
STA B 113+00 - STA B 114+00 RT
STA B 111+64 - STA B 113+50 LT

ANCHOR FOR STEEL BEAM RAIL
STA B 104+33 LT
STA B 112+47 RT
STA B 113+91 RT
STA B 113+91 LT

GRUBBING MATERIAL
STA B 111+00 - STA B 113+75 LT
STA B 113+00 - STA B 114+00 RT

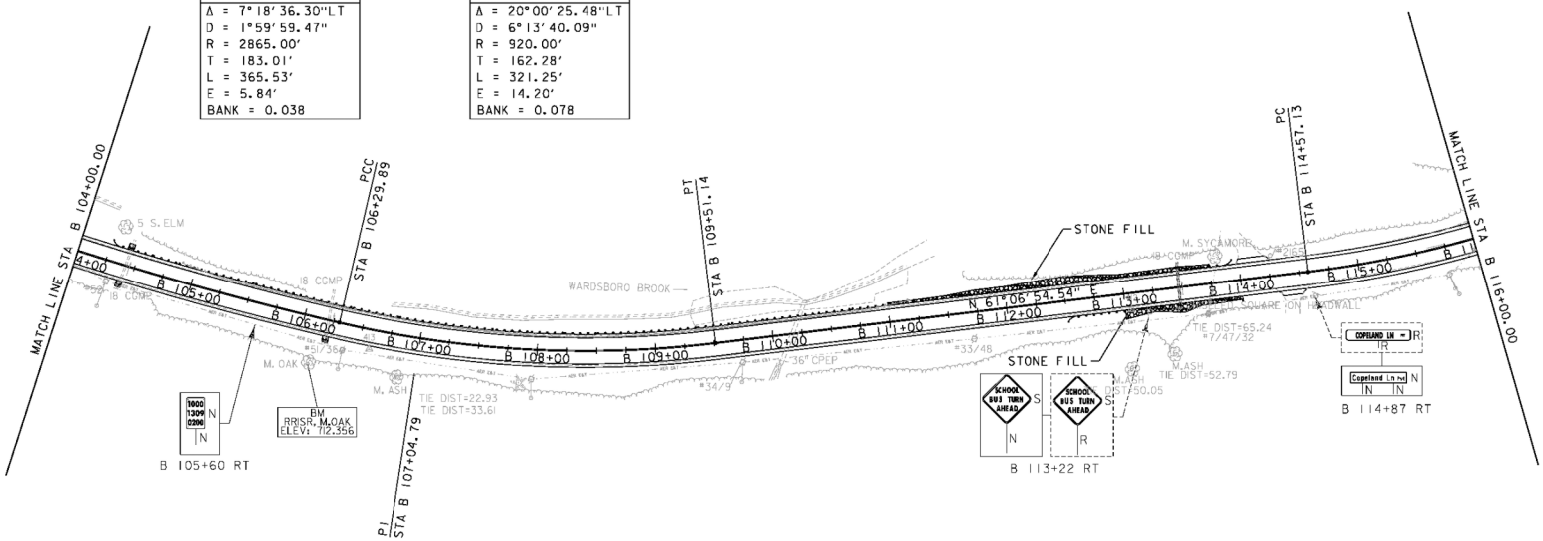
DELINEATOR WITH STEEL POSTS
STA B 104+24 RT
STA B 112+38 RT
STA B 114+00 RT
STA B 114+00 LT

GEOTEXTILE FOR SILT FENCE
STA B 111+00 - STA B 113+75 LT
STA B 113+00 - STA B 114+00 RT

N
VT STATE PLANE GRID

CURVE #84
Δ = 7°18'36.30"LT
D = 1°59'59.47"
R = 2865.00'
T = 183.01'
L = 365.53'
E = 5.84'
BANK = 0.038

CURVE #85
Δ = 20°00'25.48"LT
D = 6°13'40.09"
R = 920.00'
T = 162.28'
L = 321.25'
E = 14.20'
BANK = 0.078



DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
STA A 373+69 - STA B 119+24 (SOLID _T)
STA A 346+96 - STA B 118+68 (SOLID RT)

DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
STA A 373+76 - STA B 118+58 (SOLID _T + RT)

TEMPORARY 4 INCH WHITE LINE
STA A 373+69 - STA B 119+24 (SOLID _T)
STA A 346+96 - STA B 118+68 (SOLID RT)

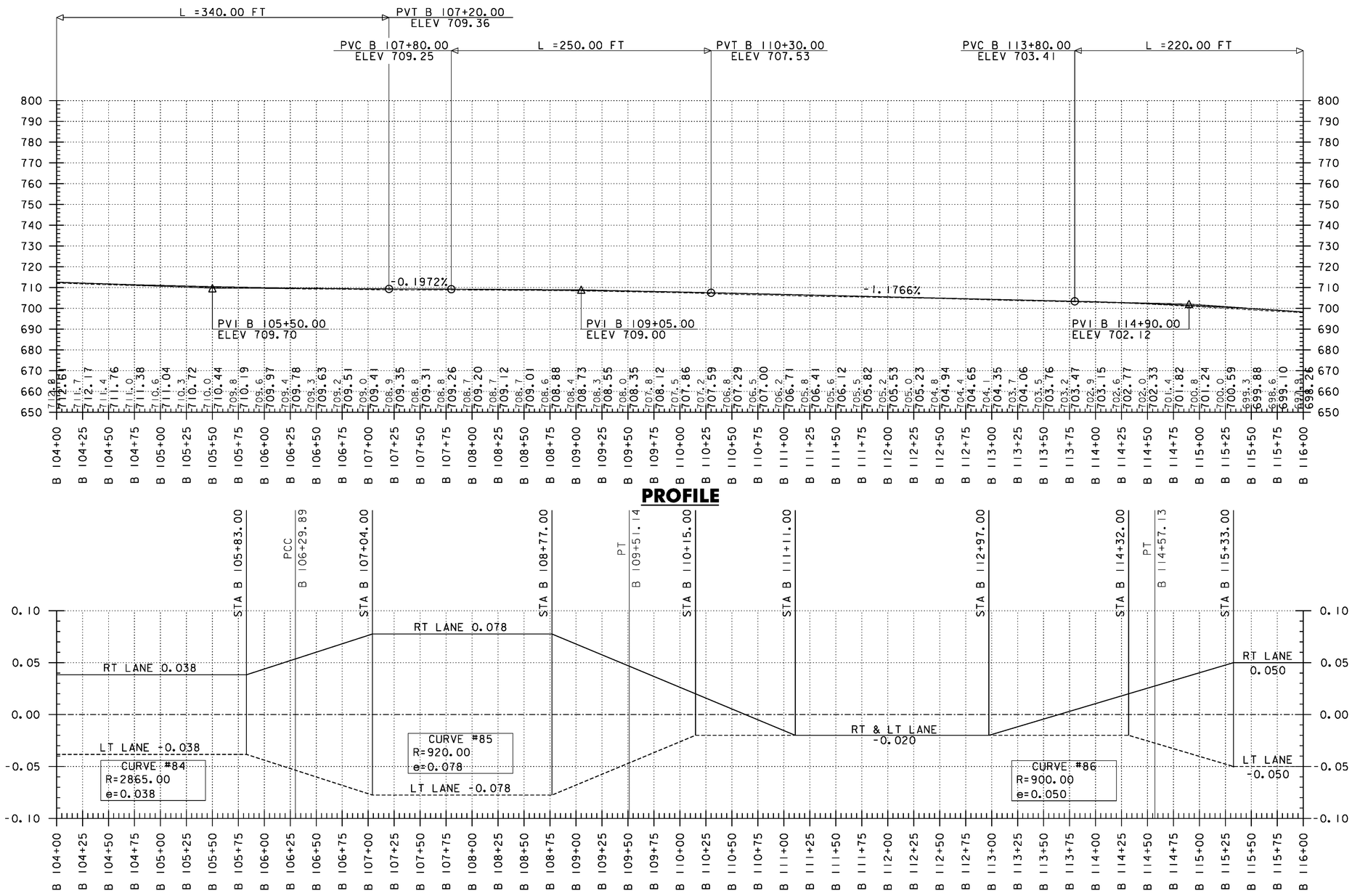
TEMPORARY 4 INCH YELLOW LINE
STA A 373+76 - STA B 118+58 (SOLID _T + RT)

0 50 100
SCALE IN FEET

SIGN LEGEND

R	= REMOVE
S	= SALVAGE
N	= NEW
RET	= RETAIN
T&T	= THINNING & TRIMMING
B-B	= BACK TO BACK
EXISTING	----------
NEW	_____

PROJECT NAME:	WARDSBORO-JAMAICA
PROJECT NUMBER:	ER STP 013-1(17)
FILE NAME: d12b236_bdr.dgn	PLOT DATE: 2/26/2014
PROJECT LEADER: K. UPMAL	DRAWN BY: B. KIPP
DESIGNED BY: B. KIPP	CHECKED BY: A. KEMPTON
PLAN SHEET 42	SHEET 135 OF 444



PROFILE

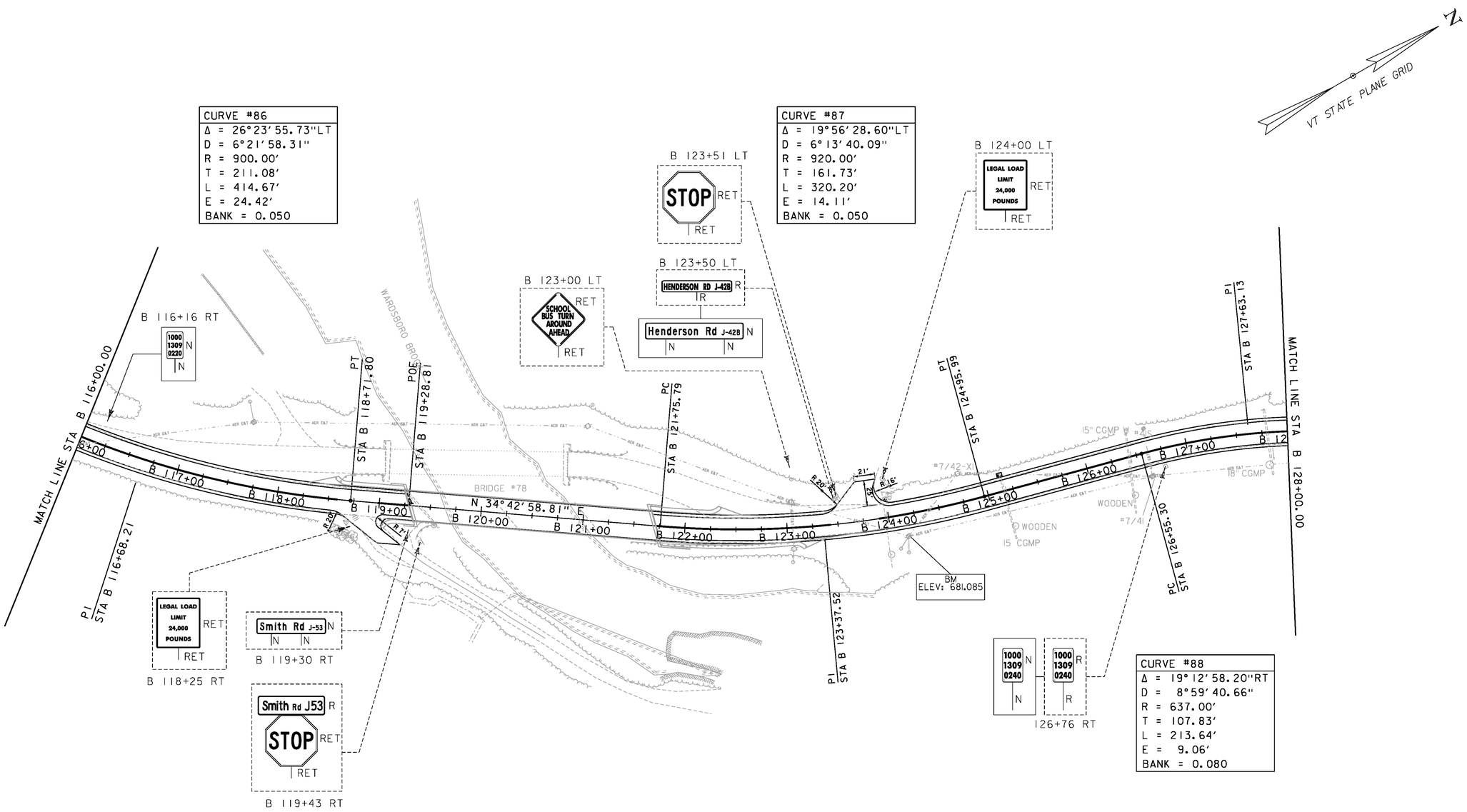
BANKING DIAGRAM

THE GRADES SHOWN TO THE NEAREST TENTH OF A FOOT ARE THE ORIGINAL GROUND ELEVATIONS ALONG THE PROPOSED ALIGNMENT. THE GRADES SHOWN TO THE NEAREST HUNDREDTH OF A FOOT ARE FINISH GRADES FOR THE PROPOSED ALIGNMENT. SUPERELEVATIONS ARE SHOWN IN PERCENTAGES.

PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: d12b236_pro_bnk
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
VT 100 PROFILE & BANKING DIAGRAM

PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: A. KEMPTON
SHEET 136 OF 444



DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)

STA A 373+69 - STA B 119+24 (SOLID LT)
STA B 121+67 - STA B 123+51 (SOLID LT)
STA B 123+92 - STA B 179+62 (SOLID LT)
STA A 346+96 - STA B 118+68 (SOLID RT)
STA B 119+06 - STA B 119+32 (SOLID RT)
STA B 121+76 - STA B 132+80 (SOLID RT)

DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)

STA A 373+76 - STA B 118+58 (SOLID LT + RT)
STA B 118+98 - STA B 119+28 (SOLID LT + RT)
STA B 121+72 - STA B 123+42 (SOLID LT + RT)
STA B 123+90 - STA B 132+35 (SOLID LT + RT)

TEMPORARY 4 INCH WHITE LINE

STA A 373+69 - STA B 119+24 (SOLID LT)
STA B 121+67 - STA B 123+51 (SOLID LT)
STA B 123+92 - STA B 179+62 (SOLID LT)
STA A 346+96 - STA B 118+68 (SOLID RT)
STA B 119+06 - STA B 119+32 (SOLID RT)
STA B 121+76 - STA B 132+80 (SOLID RT)

TEMPORARY 4 INCH YELLOW LINE

STA A 373+76 - STA B 118+58 (SOLID LT + RT)
STA B 118+98 - STA B 119+28 (SOLID LT + RT)
STA B 121+72 - STA B 123+42 (SOLID LT + RT)
STA B 132+90 - STA B 135+35 (SOLID LT + RT)

0 50 100
SCALE IN FEET

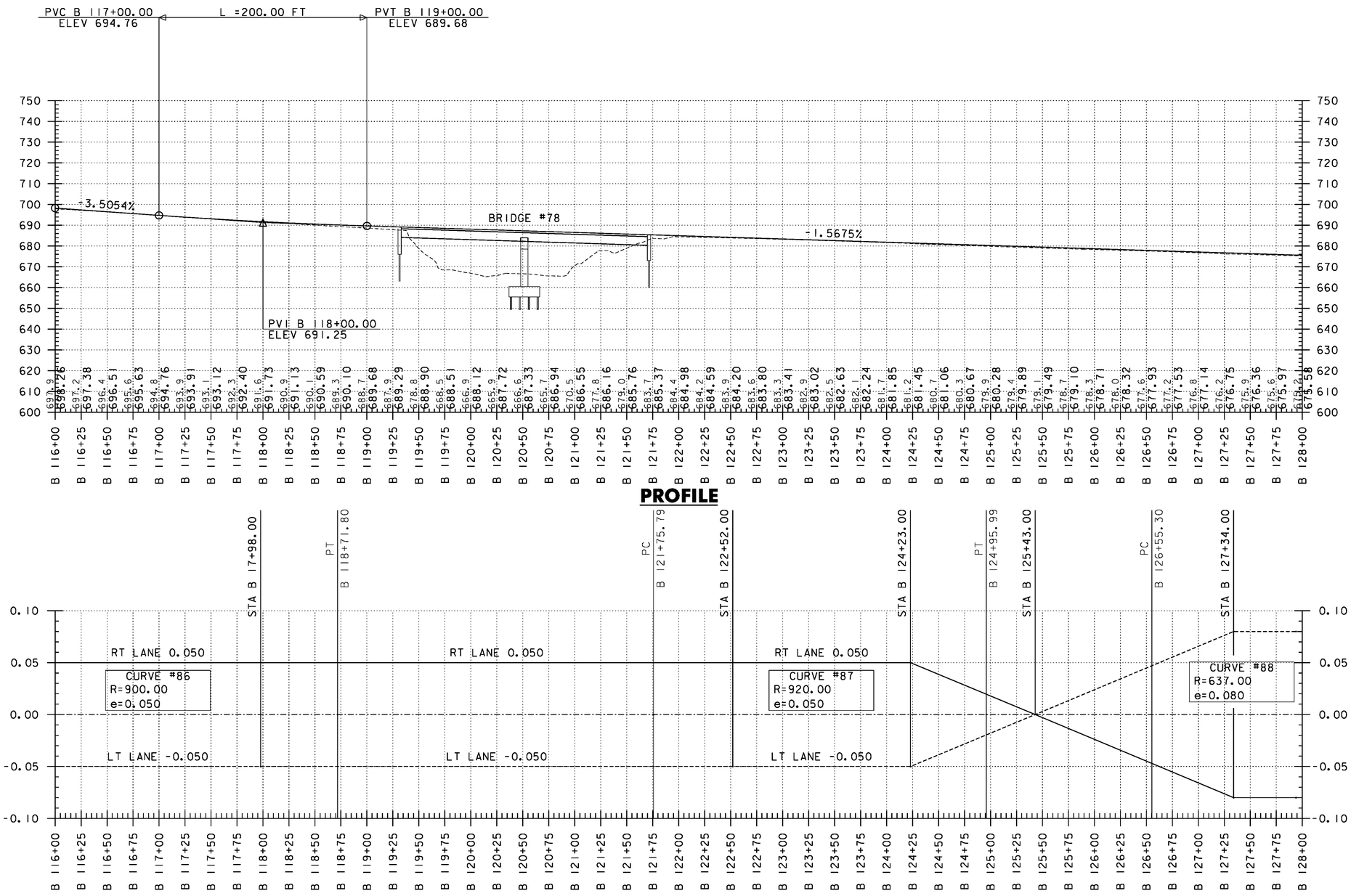
SIGN LEGEND

R	= REMOVE
S	= SALVAGE
N	= NEW
RET	= RETAIN
T&T	= THINNING & TRIMMING
B-B	= BACK TO BACK
EXISTING	----------
NEW	————

PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: dl2b236_bdr.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
PLAN SHEET 43

PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: A. KEMPTON
SHEET 137 OF 444



PROFILE

BANKING DIAGRAM

THE GRADES SHOWN TO THE NEAREST TENTH OF A FOOT ARE THE ORIGINAL GROUND ELEVATIONS ALONG THE PROPOSED ALIGNMENT. THE GRADES SHOWN TO THE NEAREST HUNDRETH OF A FOOT ARE FINISH GRADES FOR THE PROPOSED ALIGNMENT. SUPERELEVATIONS ARE SHOWN IN PERCENTAGES.

PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: d12b236_pro_bnk
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
VT 100 PROFILE & BANKING DIAGRAM

PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: A. KEMPTON
SHEET 138 OF 444

STEEL BEAM GUARDRAIL, GALVANIZED W/ 8 FT POSTS
STA B 133+25 - STA B 140+15 RT
STA B 137+60 - STA B 138+87 LT

REMOVE AND DISPOSE OF GUARDRAIL
STA B 133+10 - STA B 140+35 RT

RELOCATE MAILBOX, SINGLE SUPPORT
STA B 129+18 LT

STEEL BEAM GUARDRAIL, GALVANIZED
STA B 133+12 - STA B 133+25 RT
STA B 137+47 - STA B 137+60 LT
STA B 138+87 - STA B 139+00 LT

STONE FILL, TYPE I
~~STA B 133+75 - STA B 141+00 RT~~
~~STA B 137+50 - STA B 139+00 LT~~
STA B 133+75 - STA B 140+18 RT
STA B 135+50 - STA B 136+20 LT
STA B 137+95 - STA B 138+88 LT

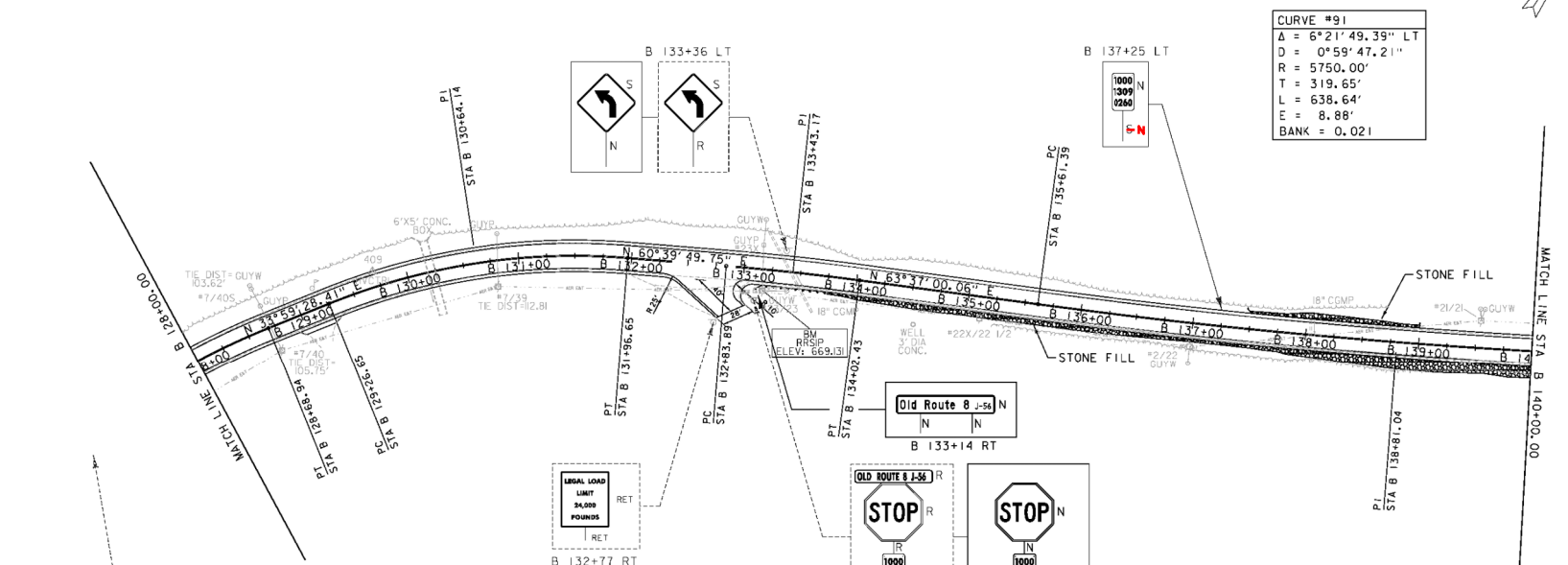
ANCHOR FOR STEEL BEAM RAIL
STA B 133+21 RT
STA B 137+56 LT
STA B 138+91 LT

GRUBBING MATERIAL
STA B 133+75 - STA B 141+00 RT
STA B 137+50 - STA B 139+00 LT

DELINEATOR WITH STEEL POSTS
STA B 133+12 RT
STA B 137+47 LT
STA B 139+00 LT

GEOTEXTILE FOR SILT FENCE
STA B 133+75 - STA B 141+00 RT
STA B 137+50 - STA B 139+00 LT

VT STATE PLANE GRID



CURVE #89
Δ = 26°40'21.34" RT
D = 9°52'42.90"
R = 580.00'
T = 137.49'
L = 270.00'
E = 16.07'
BANK = 0.080

CURVE #90
Δ = 2°57'10.31" RT
D = 2°29'28.04"
R = 2300.00'
T = 59.28'
L = 118.52'
E = 0.76'
BANK = SEE DIAGRAM

DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
STA B 123+92 - STA B 179+62 (SOLID LT)
STA B 121+76 - STA B 132+80 (SOLID RT)
STA B 133+01 - STA B 176+30 (SOLID RT)

DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
STA B 123+90 - STA B 132+35 (SOLID LT + RT)
STA B 132+92 - STA B 176+45 (SOLID LT + RT)

TEMPORARY 4 INCH WHITE LINE
STA B 123+92 - STA B 179+62 (SOLID LT + RT)
STA B 121+76 - STA B 132+80 (SOLID LT + RT)
STA B 133+01 - STA B 176+30 (SOLID LT + RT)

TEMPORARY 4 INCH YELLOW LINE
STA B 123+90 - STA B 132+35 (SOLID LT + RT)
STA B 123+90 - STA B 176+45 (SOLID LT + RT)

0 50 100
SCALE IN FEET

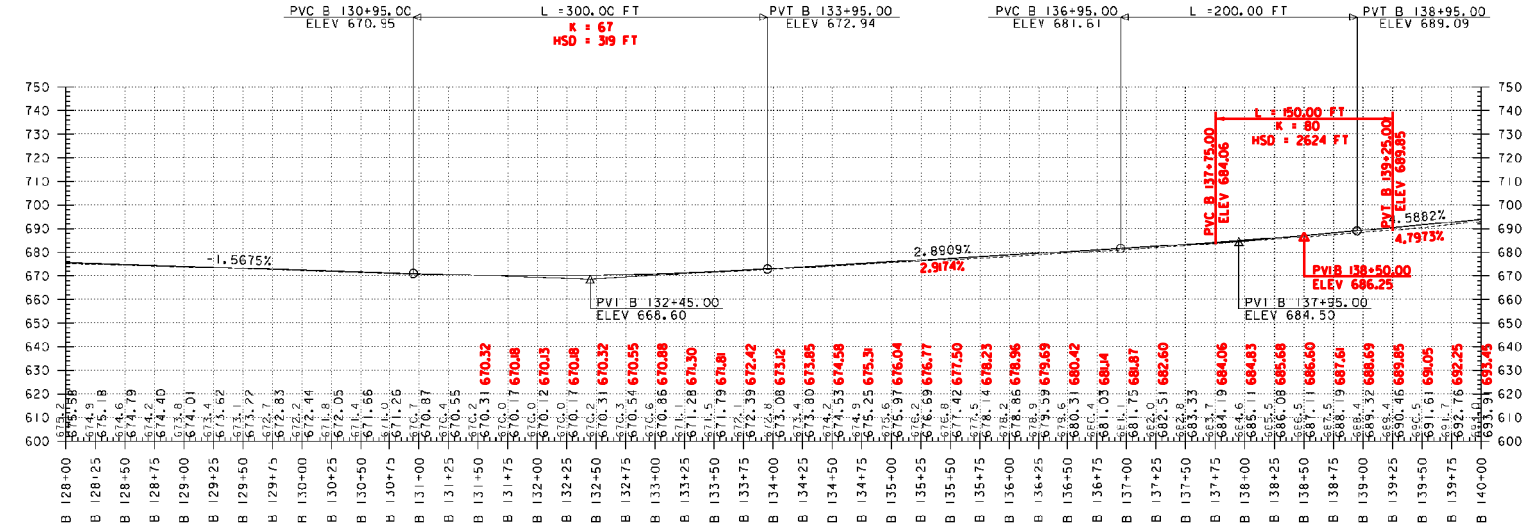
SIGN LEGEND

R	=	REMOVE
S	=	SALVAGE
N	=	NEW
RET	=	RETAIN
T&T	=	THINNING & TRIMMING
B-B	=	BACK TO BACK
EXISTING		----------
NEW		_____

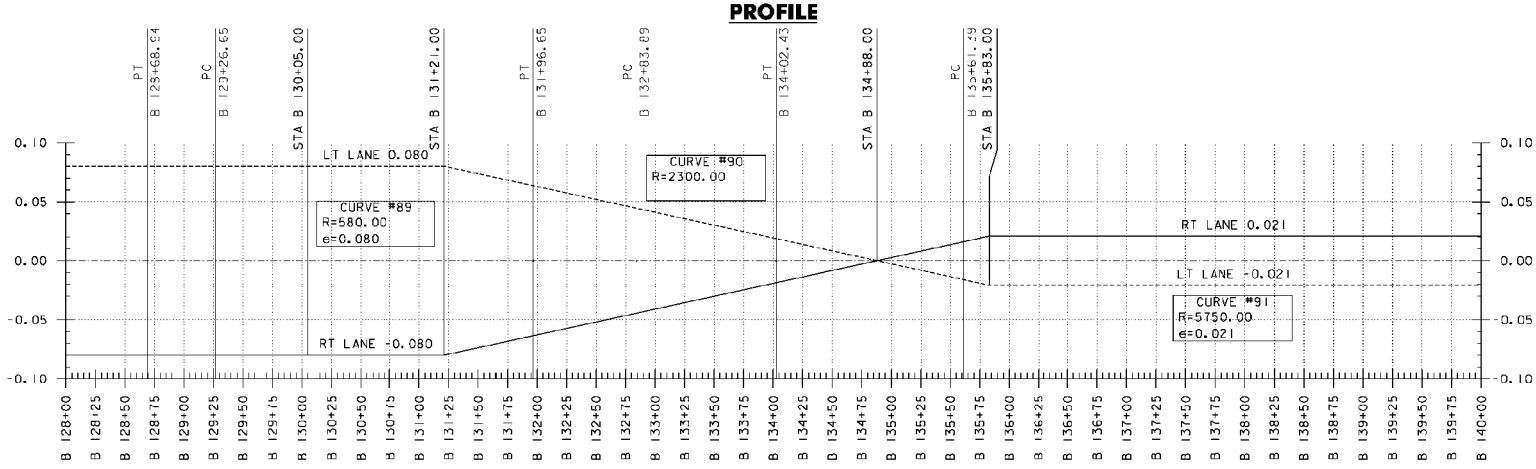
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: d2b236_bdr.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
PLAN SHEET 44

PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: A. KEMPTON
SHEET 139 OF 444



PROFILE



BANKING DIAGRAM

THE GRADES SHOWN TO THE NEAREST TENTH OF A FOOT ARE THE ORIGINAL GROUND ELEVATIONS ALONG THE PROPOSED ALIGNMENT. THE GRADES SHOWN TO THE NEAREST HUNDREDTH OF A FOOT ARE FINISH GRADES FOR THE PROPOSED ALIGNMENT. SUPERELEVATIONS ARE SHOWN IN PERCENTAGES.

PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: d12p236.pro.bnk
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
VT 100 PROFILE & BANKING DIAGRAM

PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: A. KEMPTON
SHEET 140 OF 444

STEEL BEAM GUARDRAIL, GALVANIZED W/ 8 FT POSTS
STA B 133+25 - STA B 140+15 RT
STA B 144+19 - STA B 148+76 RT

STEEL BEAM GUARDRAIL, GALVANIZED
STA B 140+15 - STA B 140+28 RT
STA B 144+06 - STA B 144+19 RT
STA B 148+76 - STA B 148+89 RT

ANCHOR FOR STEEL BEAM RAIL
STA B 140+19 RT
STA B 144+15 RT
STA B 148+80 RT

DELINEATOR WITH STEEL POSTS
STA B 140+28 RT
STA B 144+06 RT
STA B 148+89 RT

REMOVE AND DISPOSE OF GUARDRAIL
STA B 133+10 - STA B 140+35 RT
STA B 144+07 - STA B 148+88 RT

STONE FILL, TYPE I
STA B 133+75 - STA B 141+00 RT
STA B 144+50 - STA B 148+00 RT

GRUBBING MATERIAL
STA B 133+75 - STA B 141+00 RT
STA B 144+50 - STA B 148+00 RT

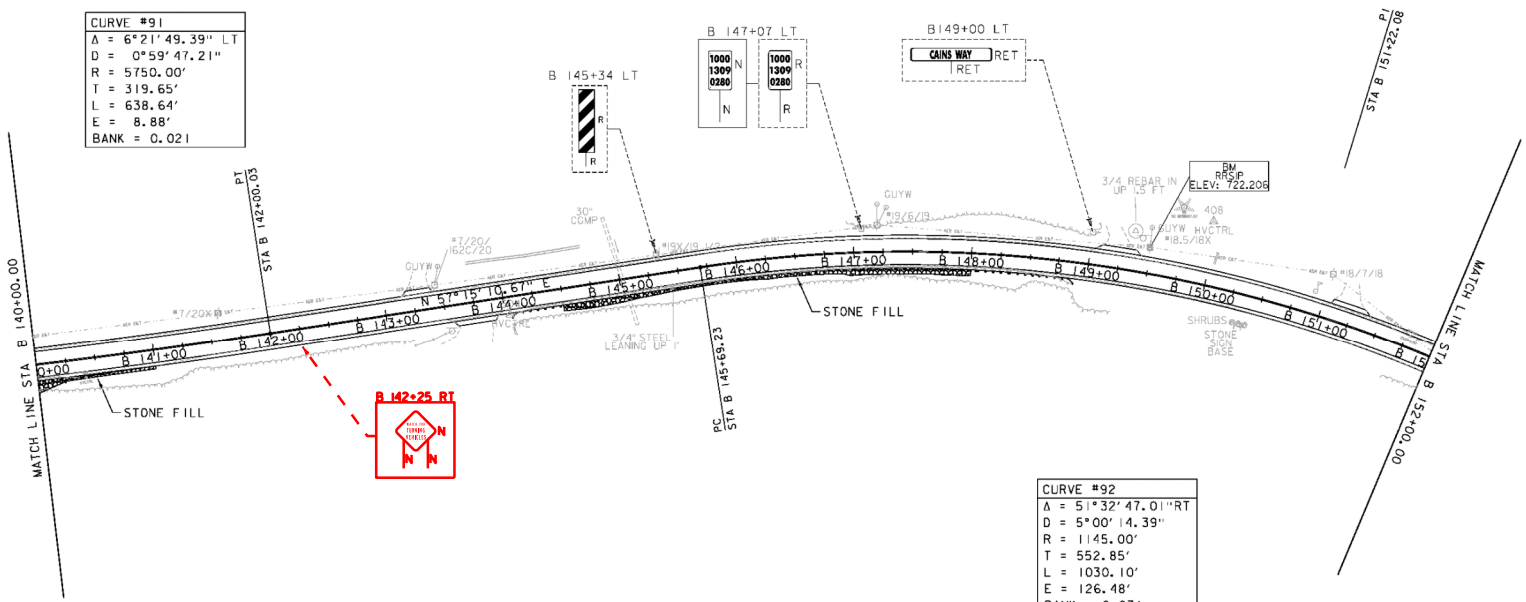
GEOTEXTILE FOR SILT FENCE
STA B 133+75 - STA B 141+00 RT
STA B 144+50 - STA B 148+00 RT

RELOCATE MAILBOX, SINGLE SUPPORT
STA B 150+91 LT

N

VT STATE PLANE GRID

CURVE #91
Δ = 6°21'49.39" LT
D = 0°59'47.21"
R = 5750.00'
T = 319.65'
L = 638.64'
E = 8.88'
BANK = 0.021



CURVE #92
Δ = 51°32'47.01"RT
D = 5°00'14.39"
R = 1145.00'
T = 552.85'
L = 1030.10'
E = 126.48'
BANK = 0.071

DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
STA B 123+92 - STA B 179+62 (SOLID LT)
STA B 133+01 - STA B 176+30 (SOLID RT)

DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
STA B 132+92 - STA B 176+45 (SOLID LT + RT)

TEMPORARY 4 INCH WHITE LINE
STA B 123+92 - STA B 179+62 (SOLID LT + RT)
STA B 133+01 - STA B 176+30 (SOLID LT + RT)

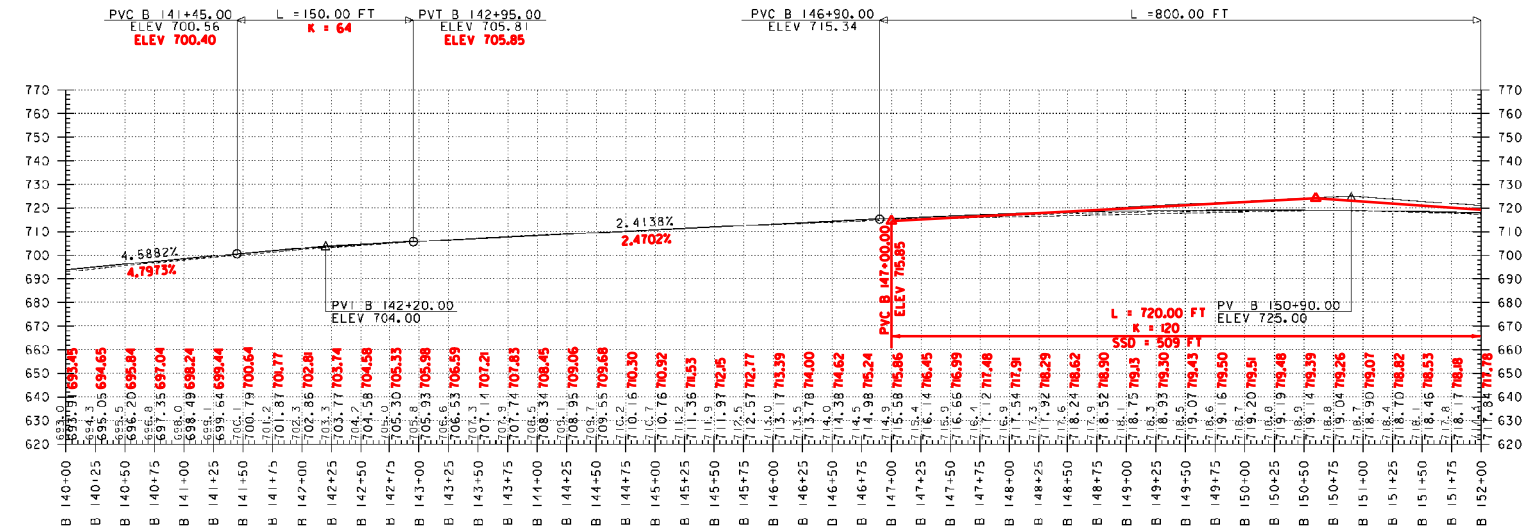
TEMPORARY 4 INCH YELLOW LINE
STA B 132+92 - STA B 175+45 (SOLID LT + RT)

0 50 100
SCALE IN FEET

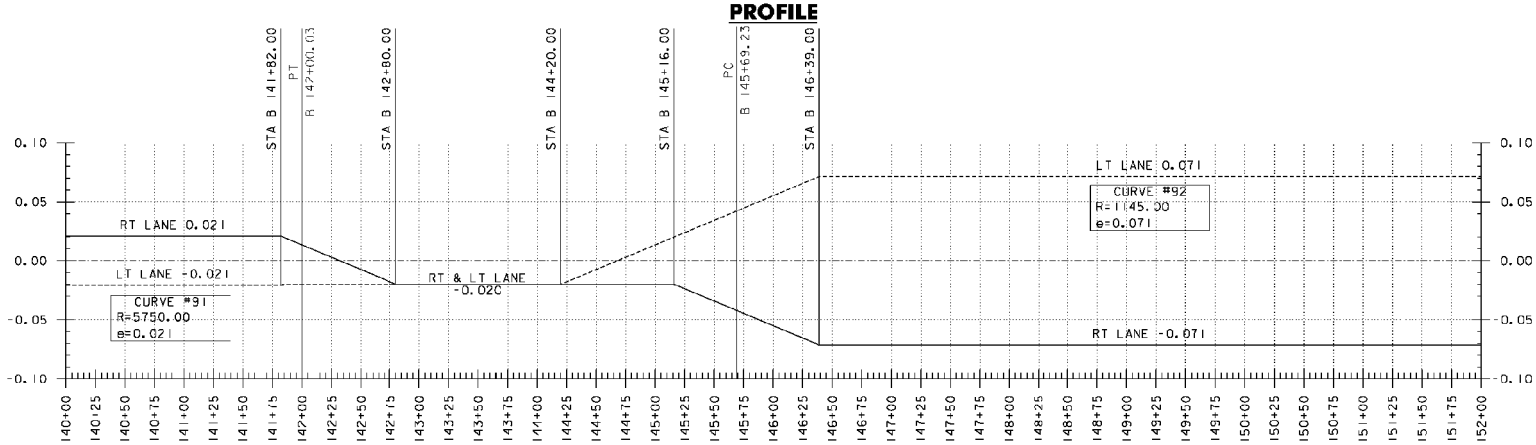
SIGN LEGEND

R	=	REMOVE
S	=	SALVAGE
N	=	NEW
RET	=	RETAIN
T&T	=	THINNING & TRIMMING
B-B	=	BACK TO BACK
EXISTING	=	----------
NEW	=	————

PROJECT NAME:	WARDSBORO-JAMAICA
PROJECT NUMBER:	ER STP 013-1(17)
FILE NAME: d2b236_bdr.dgn	PLOT DATE: 2/26/2014
PROJECT LEADER: K. UPMAL	DRAWN BY: B. KIPP
DESIGNED BY: B. KIPP	CHECKED BY: A. KEMPTON
PLAN SHEET 45	SHEET 141 OF 444



PROFILE



BANKING DIAGRAM

THE GRADES SHOWN TO THE NEAREST TENTH OF A FOOT ARE THE ORIGINAL GROUND ELEVATIONS ALONG THE PROPOSED ALIGNMENT. THE GRADES SHOWN TO THE NEAREST HUNDREDTH OF A FOOT ARE FINISH GRADES FOR THE PROPOSED ALIGNMENT. SUPERELEVATIONS ARE SHOWN IN PERCENTAGES.

PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: d12o236.pro.bnk
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
VT 100 PROFILE & BANKING DIAGRAM

PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: A. KEMPTON
SHEET 142 OF 444

STEEL BEAM GUARDRAIL, GALVANIZED W/ 8 FT POSTS
STA B 153+10 - STA B 155+39 RT
STA B 154+13 - STA B 155+39 LT
STA B 159+80 - STA B 161+24 RT
STA B 161+89 - STA B 163+38 RT

STEEL BEAM GUARDRAIL, GALVANIZED
STA B 152+97 - STA B 153+10 RT
STA B 154+00 - STA B 154+13 LT
STA B 155+39 - STA B 155+52 RT
STA B 155+39 - STA B 155+52 LT
STA B 159+67 - STA B 159+80 RT
STA B 161+24 - STA B 161+37 RT
STA B 161+76 - STA B 161+89 RT
STA B 163+38 - STA B 163+51 RT

ANCHOR FOR STEEL BEAM RAIL
STA B 153+06 RT
STA B 154+09 LT
STA B 155+43 RT
STA B 155+43 LT
STA B 159+76 RT
STA B 161+28 RT
STA B 161+85 RT
STA B 163+42 RT

DELINEATOR WITH STEEL POSTS
STA B 152+97 RT
STA B 154+00 LT
STA B 155+52 RT
STA B 155+52 LT
STA B 159+67 RT
STA B 161+37 RT
STA B 167+76 RT
STA B 163+51 RT

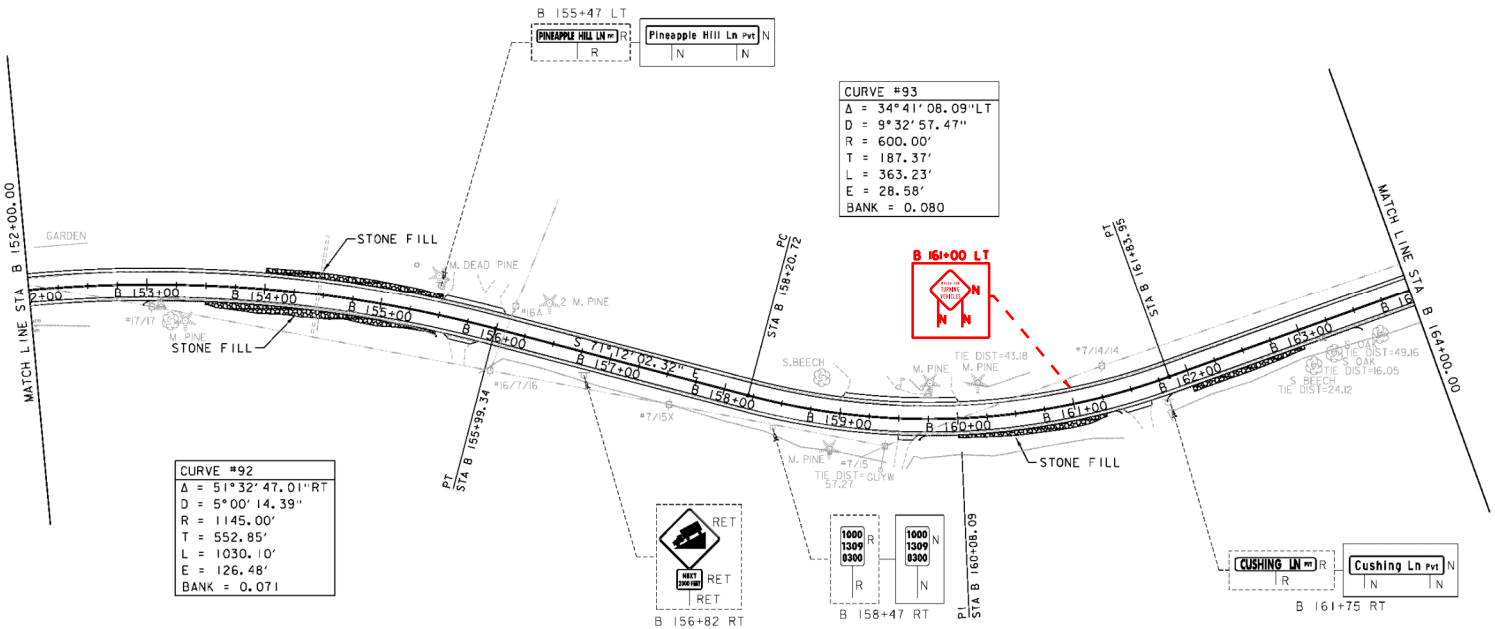
REMOVE AND DISPOSE OF GUARDRAIL
STA B 152+96 - STA B 155+52 RT

STONE FILL, TYPE I
STA B 153+50 - STA B 155+50 RT
STA B 154+00 - STA B 155+50 LT
STA B 160+00 - STA B 161+25 RT
STA B 162+00 - STA B 163+00 RT

GRUBBING MATERIAL
STA B 153+50 - STA B 155+50 RT
STA B 154+00 - STA B 155+50 LT
STA B 160+00 - STA B 161+25 RT
STA B 162+00 - STA B 163+00 RT

GEOTEXTILE FOR SILT FENCE
STA B 153+50 - STA B 155+50 RT
STA B 154+00 - STA B 155+50 LT
STA B 160+00 - STA B 161+25 RT
STA B 162+00 - STA B 163+00 RT

N
VT STATE PLANE GRID



DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
STA B 123+92 - STA B 179+62 (SOLID LT)
STA B 133+01 - STA B 176+30 (SOLID RT)

DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
STA B 132+92 - STA B 176+45 (SOLID LT + RT)

TEMPORARY 4 INCH WHITE LINE
STA B 123+92 - STA B 179+62 (SOLID LT)
STA B 133+01 - STA B 176+30 (SOLID RT)

TEMPORARY 4 INCH YELLOW LINE
STA B 132+92 - STA B 176+45 (SOLID LT + RT)

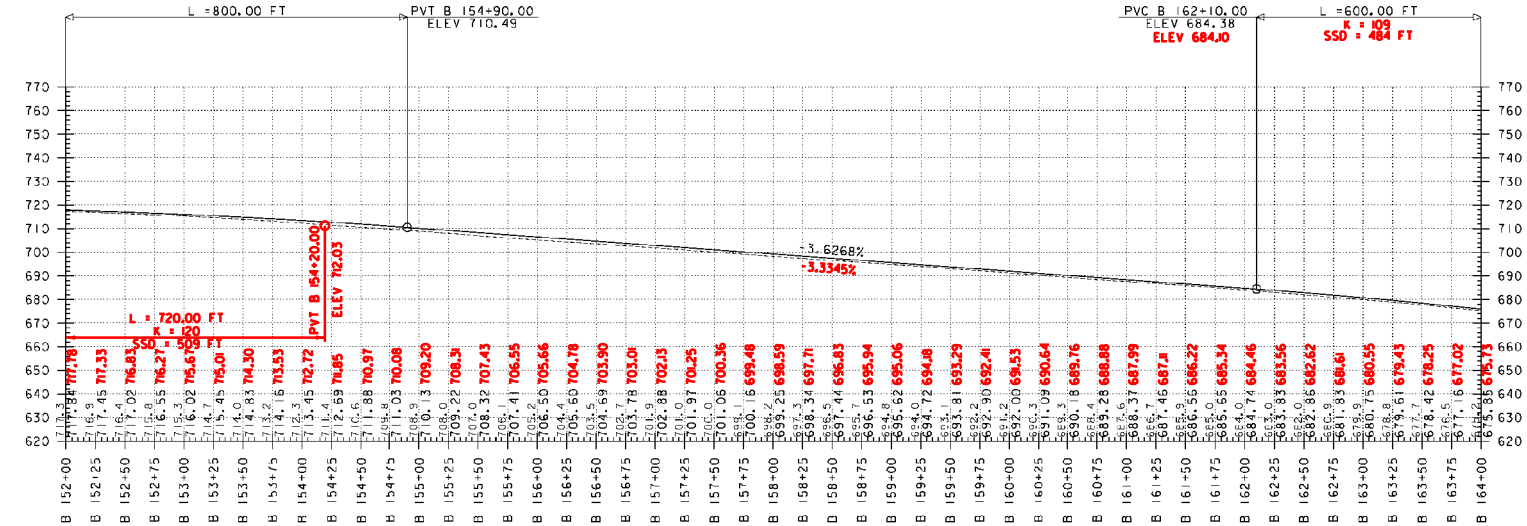
0 50 100
SCALE IN FEET

SIGN LEGEND

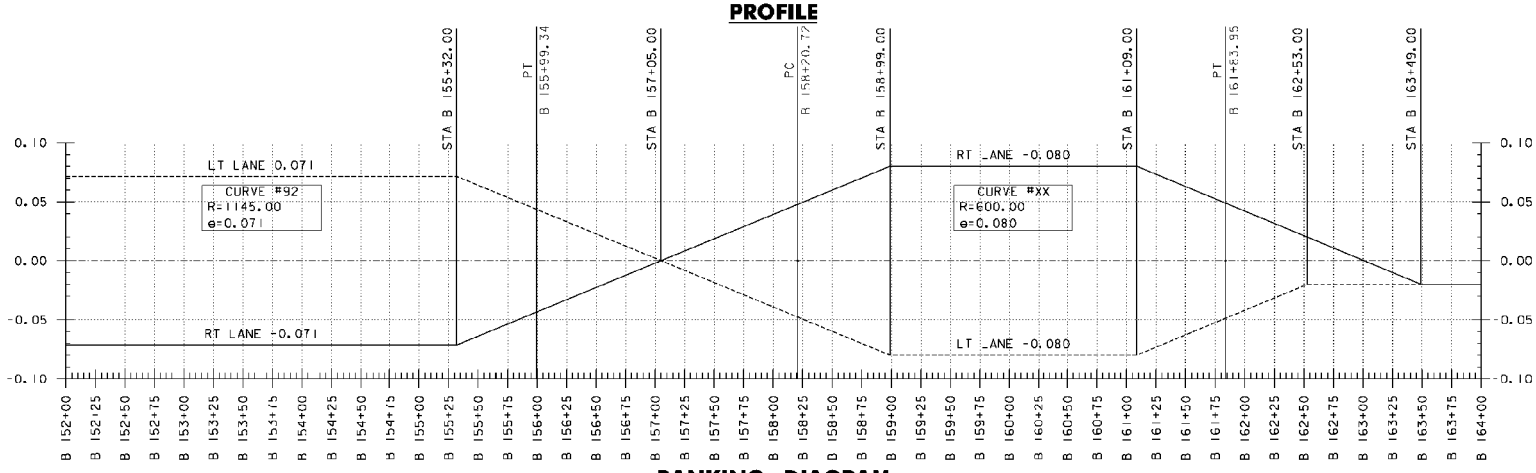
R	= REMOVE
S	= SALVAGE
N	= NEW
RET	= RETAIN
T&T	= THINNING & TRIMMING
B-B	= BACK TO BACK
EXISTING	----------
NEW	————

PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: d2b236_bdr.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
PLAN SHEET 46
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: A. KEMPTON
SHEET 143 OF 444



PROFILE



BANKING DIAGRAM

THE GRADES SHOWN TO THE NEAREST TENTH OF A FOOT ARE THE ORIGINAL GROUND ELEVATIONS ALONG THE PROPOSED ALIGNMENT. THE GRADES SHOWN TO THE NEAREST HUNDREDTH OF A FOOT ARE FINISH GRADES FOR THE PROPOSED ALIGNMENT. SUPERELEVATIONS ARE SHOWN IN PERCENTAGES.

PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: d120236.pro.bnk
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
VT 100 PROFILE & BANKING DIAGRAM

PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: A. KEMPTON
SHEET 144 OF 444

STEEL BEAM GUARDRAIL, GALVANIZED W/ 8 FT POSTS
STA B 171+27 - STA B 176+25 RT
STA B 173+78 - STA B 179+61 LT

STEEL BEAM GUARDRAIL, GALVANIZED
STA B 171+14 - STA B 171+27 RT
STA B 173+65 - STA B 173+78 LT

ANCHOR FOR STEEL BEAM RAIL
STA B 171+23 RT
STA B 173+74 RT

DELINEATOR WITH STEEL POSTS
STA B 171+14 RT
STA B 173+65 LT

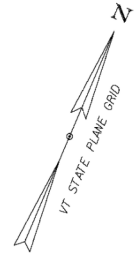
REMOVE AND DISPOSE OF GUARDRAIL
STA B 171+15 - STA B 176+33 RT
STA B 173+64 - STA B 179+61 LT

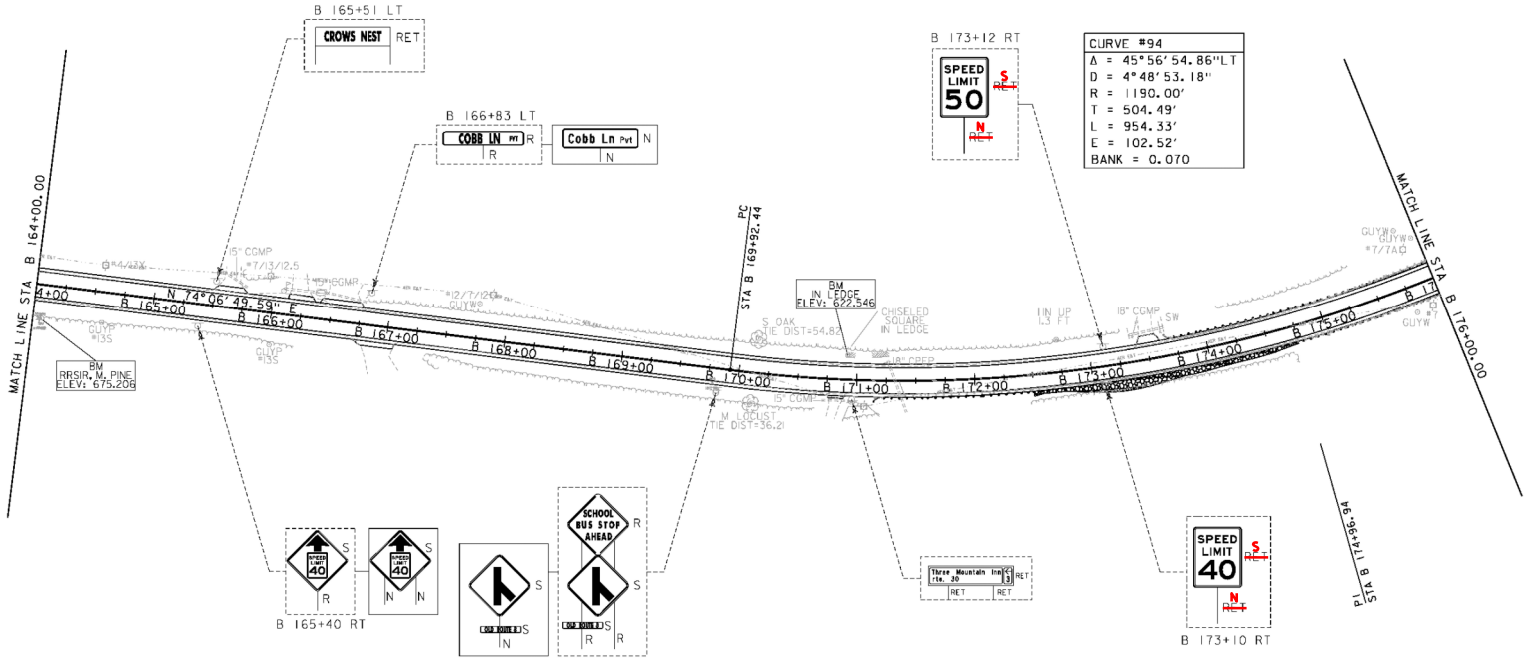
STONE FILL, TYPE I
STA B 172+50 - STA B 174+75 RT

GRUBBING MATERIAL
STA B 172+50 - STA B 174+75 RT

GEOTEXTILE FOR SILT FENCE
STA B 172+50 - STA B 174+75 RT

RELOCATE MAILBOX, SINGLE SUPPORT
STA B 166+08 LT





DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
STA B 123+92 - STA B 179+62 (SOLID LT)
STA B 133+01 - STA B 176+30 (SOLID RT)

DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
STA B 132+92 - STA B 176+45 (SOLID LT + RT)

TEMPORARY 4 INCH WHITE LINE
STA B 123+92 - STA B 179+62 (SOLID LT)
STA B 133+01 - STA B 176+30 (SOLID RT)

TEMPORARY 4 INCH YELLOW LINE
STA B 132+92 - STA B 176+45 (SOLID LT + RT)

0 50 100
SCALE IN FEET

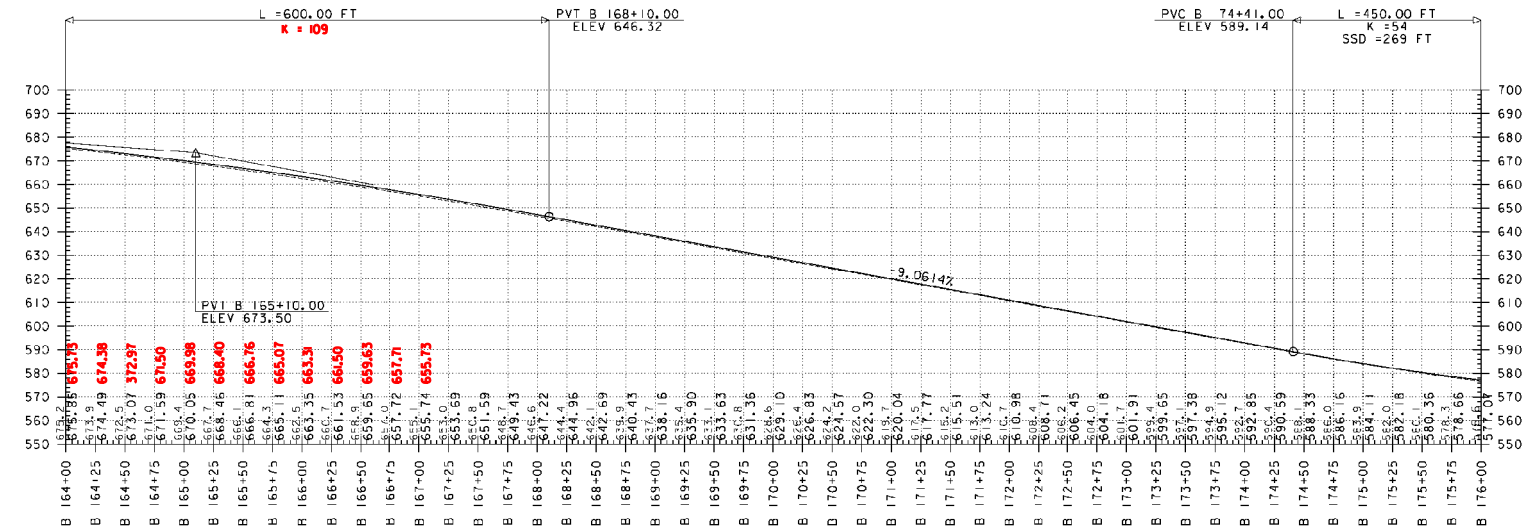
SIGN LEGEND

R	=	REMOVE
S	=	SALVAGE
N	=	NEW
RET	=	RETAIN
T&T	=	THINNING & TRIMMING
B-B	=	BACK TO BACK
EXISTING	=	----------
NEW	=	————

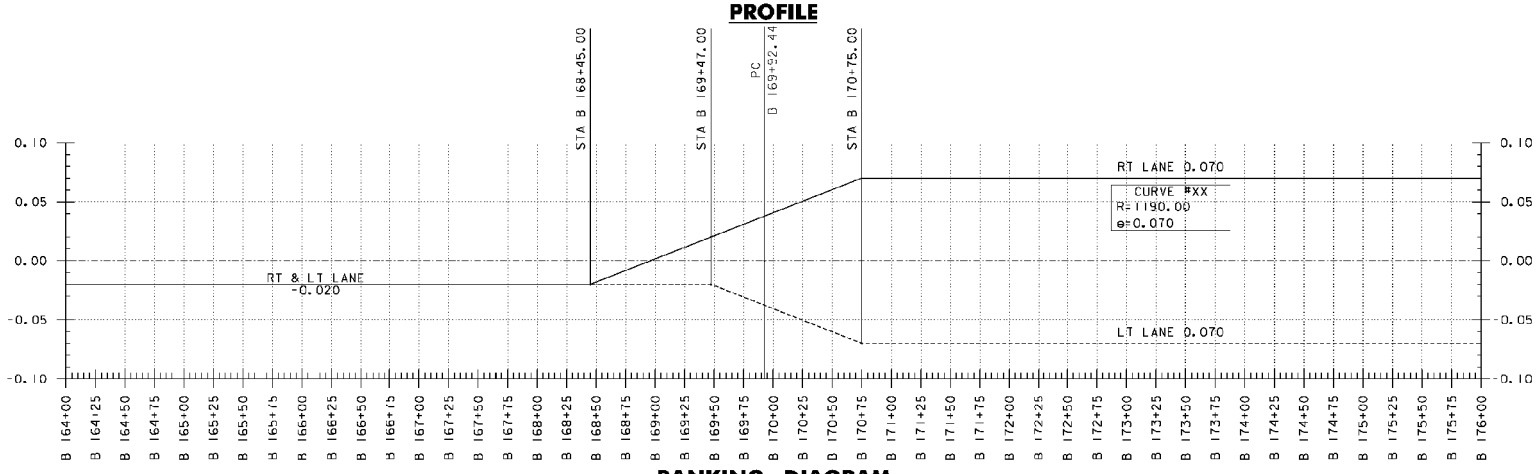
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: d2b236_bdr.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
PLAN SHEET 47

PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: A. KEMPTON
SHEET 145 OF 444



PROFILE



BANKING DIAGRAM

THE GRADES SHOWN TO THE NEAREST TENTH OF A FOOT ARE THE ORIGINAL GROUND ELEVATIONS ALONG THE PROPOSED ALIGNMENT. THE GRADES SHOWN TO THE NEAREST HUNDREDTH OF A FOOT ARE FINISH GRADES FOR THE PROPOSED ALIGNMENT. SUPERELEVATIONS ARE SHOWN IN PERCENTAGES.

PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: d120236.pro.bnk
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
VT 100 PROFILE & BANKING DIAGRAM

PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: A. KEMPTON
SHEET 146 OF 444

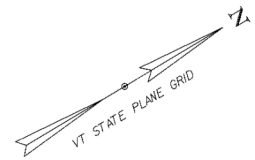
STEEL BEAM GUARDRAIL, GALVANIZED W/ 8 FT POSTS
STA B 171+27 - STA B 176+25 RT
STA B 173+78 - STA B 179+61 LT
STA B 176+54 - STA B 179+55 RT

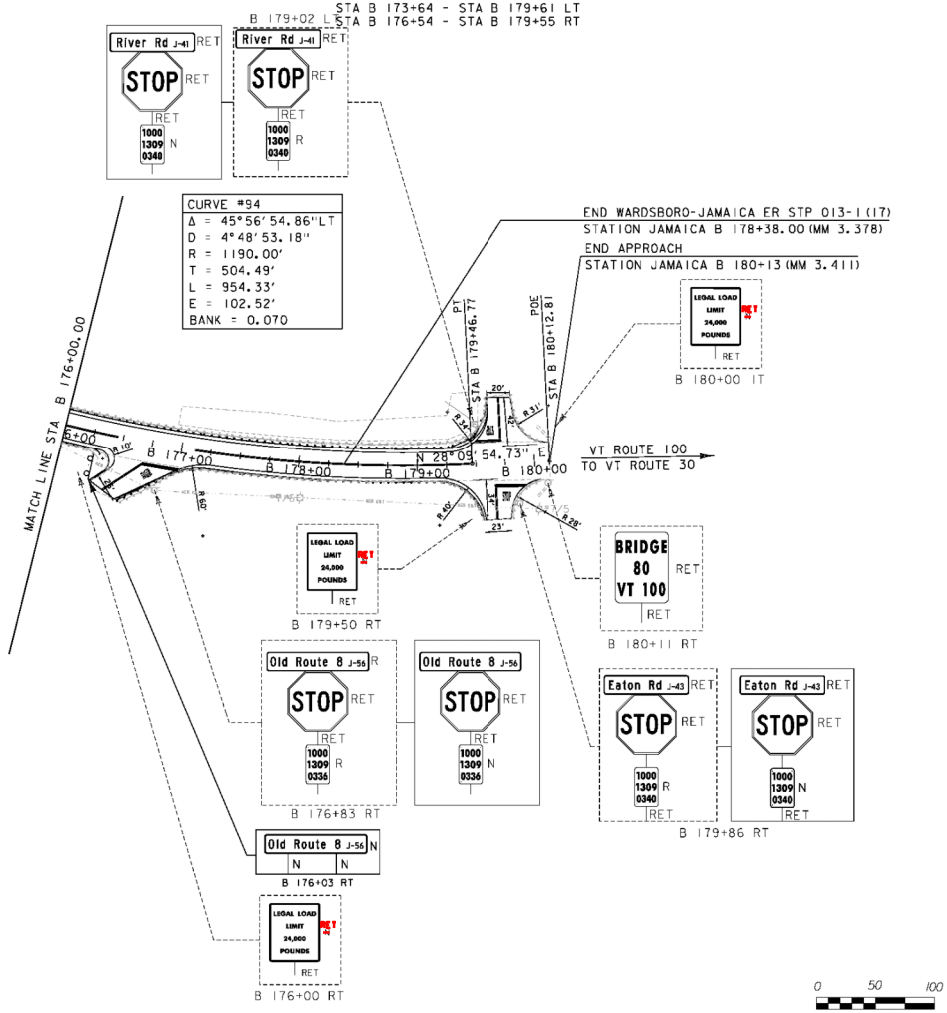
STEEL BEAM GUARDRAIL, GALVANIZED
STA B 176+25 - STA B 176+38 RT

ANCHOR FOR STEEL BEAM RAIL
STA B 176+29 RT

DELINEATOR WITH STEEL POSTS
STA B 176+29 RT

REMOVE AND DISPOSE OF GUARDRAIL
STA B 171+06 - STA B 176+37 RT
STA B 173+64 - STA B 179+61 LT
STA B 176+54 - STA B 179+55 RT





DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
STA B 123+92 - STA B 179+62 (SOLID LT)
STA B 133+01 - STA B 176+30 (SOLID RT)
STA B 176+51 - STA B 179+56 (SOLID RT)

DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
STA B 132+92 - STA B 176+45 (SOLID LT + RT)
STA B 177+11 - STA B 179+44 (SOLID LT + RT)

TEMPORARY 4 INCH WHITE LINE
STA B 123+92 - STA B 179+62 (SOLID LT)
STA B 133+01 - STA B 176+30 (SOLID RT)
STA B 176+51 - STA B 179+56 (SOLID RT)

TEMPORARY 4 INCH YELLOW LINE
STA B 132+92 - STA B 176+45 (SOLID LT)
STA B 177+11 - STA B 179+44 (SOLID RT)

DURABLE 24 IN STOP BAR (SEE OPTION ITEMS)
STA B 176+75 RT
STA B 179+46 LT
STA B 179+66 RT

DURABLE LETTER OR SYMBOL (SEE OPTION ITEMS)
STA B 176+75 RT "STOP"
STA B 179+66 LT "STOP"
STA B 179+75 RT "STOP"

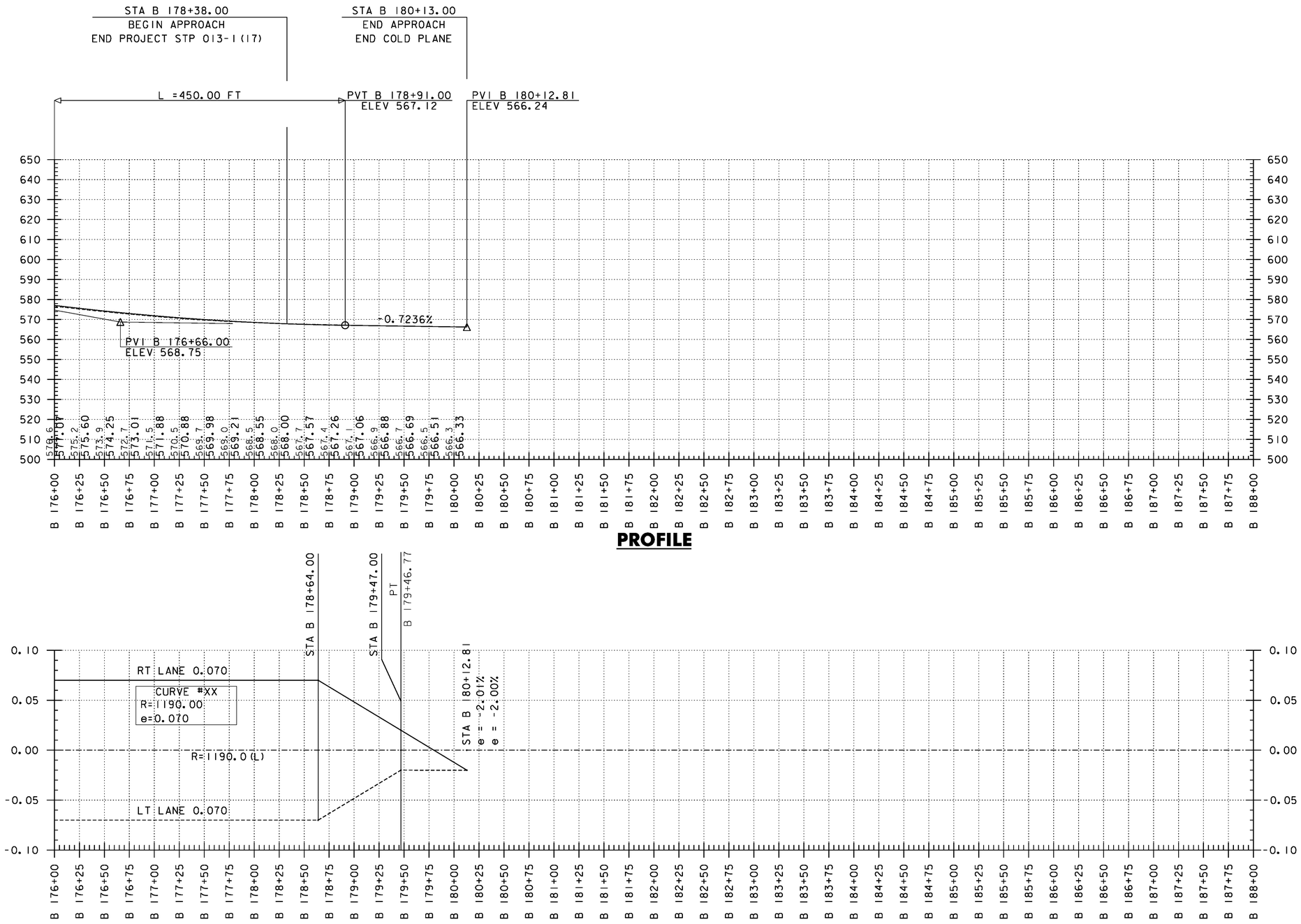
SIGN LEGEND

R	= REMOVE
S	= SALVAGE
N	= NEW
RET	= RETAIN
T&T	= THINNING & TRIMMING
B-B	= BACK TO BACK
EXISTING	----------
NEW	_____

0 50 100
SCALE IN FEET

PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: d2b236_bdr.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
PLAN SHEET 48
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: A. KEMPTON
SHEET 147 OF 444



PROFILE

BANKING DIAGRAM

THE GRADES SHOWN TO THE NEAREST TENTH OF A FOOT ARE THE ORIGINAL GROUND ELEVATIONS ALONG THE PROPOSED ALIGNMENT. THE GRADES SHOWN TO THE NEAREST HUNDREDTH OF A FOOT ARE FINISH GRADES FOR THE PROPOSED ALIGNMENT. SUPERELEVATIONS ARE SHOWN IN PERCENTAGES.

PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: d12b236_pro_bnk
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
VT 100 PROFILE & BANKING DIAGRAM

PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: A. KEMPTON
SHEET 148 OF 444

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	EXIST POST SALVAGE	NEW SIGN POSTS NO. OF POSTS	FLANGED CHANNEL lb/ft 1.12	FLANGED CHANNEL lb/ft 2.0	FLANGED CHANNEL lb/ft 3.0	SQUARE STEEL (in) 1.75 lb/ft 2.16	SQUARE STEEL (in) 2.0 lb/ft 2.42	SQUARE STEEL (in) 2.5 lb/ft 3.35	ANCHOR	SLEEVE	TUBULAR ALUMINUM Ø (in) 3.0 lb/ft 1.3	TUBULAR ALUMINUM Ø (in) 4.0 lb/ft 1.7	TUBULAR ALUMINUM Ø (in) 4.0 MOD lb/ft 1.7	TUBULAR STEEL Ø (in) FOUNDATION	TUBULAR STEEL Ø (in) 3.0 lb/ft 7.6	TUBULAR STEEL Ø (in) 3.5 lb/ft 9.0	TUBULAR STEEL Ø (in) 4.0 lb/ft 10.8	TUBULAR STEEL Ø (in) 5.0 lb/ft 14.6	W-SHAPE STEEL FTG. SIZE 24"	W-SHAPE STEEL FTG. SIZE 30"	W-SHAPE STEEL WEIGHT	W-SHAPE STEEL POST SIZE	SIGN FRAME REQUIRED	REMARKS	SIGN DETAIL SHSM	SIGN DETAIL DETAIL ON SHEET NUMBER	SIGN DETAIL STD. SHEET NUMBER
											OPTION ITEMS																										
STA. A 10+55, RT	1000 1319 0020	1	6	10	0.42						1					8.0		X																		E-138
STA. A 13+03, LT	Meadow Wood Ln	1	66	12	5.50						2					30.0		X																		166	
STA. A 15+28, RT	Turkwood Rd	1	48	12	4.00						2					30.0		X																		167	
STA. A 20+56, LT	1000 1319 0040	1	6	10	0.42						1					8.0		X																		E-138
STA. A 31+01, RT	1000 1319 0060	1	6	10	0.42						1					8.0		X																		E-138
STA. A 31+90, RT	11% / NEXT 1 MILE						X X				1					15.0		X																		
STA. A 41+48, RT	1000 1319 0080	1	6	10	0.42						1					8.0		X																		E-138
STA. A 44+99, RT	←						X				2					30.0		X																		
STA. A 45+04, RT	→						X				2					30.0		X																		
STA. A 46+85, RT	←						X				2					30.0		X																		
STA. A 46+97, RT	→						X				2					30.0		X																		
STA. A 48+80, RT	Upper Podunk Rd	1	66	12	5.50						2					30.0		X																		167	
												FT	FT	FT	FT	FT 257	FT		EA	LB	LB	LB		LB	LB	LB	LB								
GRAND TOTALS		SF 16.67	SF	EA 6	SF							FT				FT 257				LB			EA	LB				EA	EA	LB					

SHS = 2004 FHWA STANDARD HIGHWAY SIGNS & MARKINGS/2012 SUPP.
FYG = FLUORESCENT YELLOW GREEN

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."

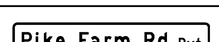
PROJECT NAME: WARDSBORO JAMAICA
PROJECT NUMBER: ER STP 013-1(37)

FILE NAME: dl2b236_frm.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
TRAFFIC SIGN SUMMARY SHEET 1

PLOT DATE: 2/26/2014
DRAWN BY: C. LEACH
CHECKED BY: B. KIPP
SHEET 149 OF 444

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 2.16	2.0 2.42	2.5 3.35	ANCHOR	SLEEVE	TUBULAR ALUMINUM Ø (in) lb/ft 3.0 1.3	4.0 1.7	4.0 MOD 1.7	TUBULAR STEEL Ø (in) FOUND-ATION	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	SIGN DETAIL SHSM	DETAIL ON SHEET NUMBER	STD. SHEET NUMBER
											OPTION ITEMS																											
STA. A 48+91, LT							X				1					15.0		X																			
							X																														
STA. A 52+80, RT		1	6	10	0.42						1					8.0		X																		E-138
STA. A 62+99, LT		1	6	10	0.42						1					8.0		X																		E-138
STA. A 73+92, RT		1	6	10	0.42						1					8.0		X																		E-138
STA. A 80+16, RT							X				1					15.0		X																	VW-133		
STA. A 84+80, LT		1	66	12	5.50						2					30.0		X																		168	
		1	6	10	0.42																																E-138
STA. A 92+19, RT							X				1					15.0		X																			
							X																														
STA. A 93+92, RT		1	6	10	0.42						1					8.0		X																		E-138
STA. A 96+04, RT							X				2					30.0		X																			
STA. A 96+26, RT							X				2					30.0		X																			
												FT	FT	FT	FT	FT 167	FT		EA	LB	LB	LB		LB	LB	LB	LB									
GRAND TOTALS		SF 7.58	SF	EA 7	SF							FT				FT 167				LB			EA	LB				EA	EA	LB						

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PROJECT NAME: WARDSBORO JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: dl2b236_frm.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
TRAFFIC SIGN SUMMARY SHEET 2

PLOT DATE: 2/26/2014
DRAWN BY: C. LEACH
CHECKED BY: B. KIPP

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET 3

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 ALUMINUM Ø (in) lb/ft			FOUND-ATION	TUBULAR STEEL Ø (in) lb/ft				W-SHAPE STEEL				SIGN FRAME REQUIRED		SHSM	DETAIL ON SHEET NUMBER	STD. SHEET NUMBER
															1.75	2.0	2.5			3.0	4.0	4.0 MOD		3.0	3.5	4.0	5.0	FTG. SIZE		WEIGHT	POST SIZE					
												1.12	2.0	3.0	2.16	2.42	3.35			1.3	1.7	1.7		7.6	9.0	10.8	14.6	24"	30"							
											OPTION ITEMS																										
STA. A 98+35, LT	 						X X				1					15.0		X																		
STA. A 103+73, RT		1	36	36	9.00						2					30.0		X																	W3-5		
STA. A 106+06, RT	 	1	6	10	0.42		X				1					15.0		X																		E-138
STA. A 108+11, RT							X				1					15.0		X																		
STA. A 108+75, LT	 						X X				1					15.0		X																		
STA. A 112+14, LT		1	72	12	6.00						2					30.0		X																	167	
STA. A 112+75, LT		1	30	30	6.25						1					15.0		X																	R1-1		E-143
STA. A 113+27, RT		1	24	30	5.00						1					15.0		X																	R2-1		E-142
STA . A 114+81, RT	 						X X				2					30.0		X																		
STA . A 116+16, RT		1	6	10	0.42						1					8.0		X																		E-138
GRAND TOTALS		SF 27.08	SF	EA 8	SF							FT	FT	FT	FT	FT 188	FT		EA	LB	LB	LB	EA	LB	LB	LB	LB	EA	EA	LB						

SHS = 2004 FHWA STANDARD HIGHWAY SIGNS & MARKINGS/2012 SUPP.
FYG = FLUORESCENT YELLOW GREEN

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."

PROJECT NAME: WARDSBORO JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: dl2b236_frm.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
TRAFFIC SIGN SUMMARY SHEET 3

PLOT DATE: 2/26/2014
DRAWN BY: C. LEACH
CHECKED BY: B. KIPP

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 2.0 2.16	2.0 2.42	2.5 3.35	ANCHOR	SLEEVE	TUBULAR ALUMINUM Ø (in) lb/ft 3.0 1.3	4.0 1.7	4.0 MOD 1.7	FOUND-ATION	TUBULAR STEEL Ø (in) 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	SIGN DETAIL SHSM	DETAIL ON SHEET NUMBER	STD. SHEET NUMBER
											OPTION ITEMS																											
STA. A 119+29, LT	Cross Rd	1	36	12	3.00						1					15.0		X																		165	
STA. A 120+73, RT	Smead Rd	1	36	12	3.00				1																									INSTALL ONTOP OF EXISTING STOP SIGN ASSEMBLY		166	
STA. A 122+34, LT	STOP						X				1					15.0		X																			
	1000 1319 0233	1	6	10	0.42						1							X																			E-138
STA. A 122+60, LT	Newell Hill Rd	1	54	12	4.50						2					30.0		X																		166	
STA. A 126+13, LT	1000 1319 0240	1	6	10	0.42						1					8.0		X																			E-138
STA. A 134+40, LT	SPEED LIMIT 30						X				1					15.0		X																			
STA. A 136+69, RT	1000 1319 0260	1	6	10	0.42						1					8.0		X																			E-138
STA. A 144+80, LT	Sheldon Hill Rd	1	60	12	5.00						2					30.0		X																		166	
STA. A 144+85, LT	STOP	1	30	30	6.25						1					15.0		X																		R1-1		E-143
STA. A 146+66, RT	SPEED LIMIT 50	1	24	30	5.00						1					15.0		X																		R2-1		E-142
STA. A 146+75, LT	SPEED LIMIT 30						X				1					15.0		X																			
STA. A 147+55, LT	1000 1319 0280	1	6	10	0.42						1					8.0		X																			E-138
STA. A 149+27, LT	WEST WARDSBORO DOVER 8						X				1					15.0		X																			
												FT	FT	FT	FT	FT 174	FT		EA	LB	LB	LB		LB	LB	LB	LB										
GRAND TOTALS		SF 28.42	SF	EA 4	SF							FT			FT 174				LB			EA	LB				EA	EA	LB							

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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."

PROJECT NAME: WARDSBORO JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: dl2b236_frm.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
TRAFFIC SIGN SUMMARY SHEET 4

PLOT DATE: 2/26/2014
DRAWN BY: C. LEACH
CHECKED BY: B. KIPP

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 ALUMINUM Ø (in) lb/ft			FOUND-ATION	TUBULAR STEEL Ø (in) lb/ft				W-SHAPE STEEL FTG. SIZE		WEIGHT	POST SIZE	SIGN FRAME REQUIRED		SHSM	DETAIL ON SHEET NUMBER	STD. SHEET NUMBER
															1.75	2.0	2.5			3.0	4.0	4.0 MOD						24"	30"						
												1.12	2.0	3.0	2.16	2.42	3.35			1.3	1.7	1.7		7.6	9.0	10.8	14.6								
											OPTION ITEMS																								
STA. A 151+86, LT	SPEED LIMIT 30						X				2					30.0		X																	
STA. A 158+11, RT	1000 1319 0300	1	6	10	0.42						1					8.0		X																E-138
STA. A 168+96, LT	1000 1319 0320	1	6	10	0.42						1					8.0		X																E-138
STA. A 175+31, RT	BRIDGE 70 VT 100	1	6	8	0.33						1					8.0		X															VD-701		E-134
STA. A 175+58, LT	BRIDGE 70 VT 100	1	6	8	0.33						1					8.0		X															VD-701		E-134
STA. A 170+59, LT	Fitts Rd STOP	1	30	12	2.50		X				1					15.0		X																165	
STA. A 188+95, LT	1000 1319 0360	1	6	10	0.42						1					8.0		X																	E-138
STA. A 200+48, RT	STOP 1000 1319 0383	1	6	10	0.42		X				1					15.0		X																	E-138
STA. A 200+57, RT	Lower Podunk Rd	1	66	12	5.50						2					30.0		X																165	
STA. A 211+20, LT	1000 1319 0400	1	6	10	0.42						1					8.0		X																	E-138
STA. A 215+90, RT	35 MPH						X X				1					15.0		X																	E-151
STA. A 218+12, RT							X				2					30.0		X																	
												FT	FT	FT	FT	FT 183	FT		EA	LB	LB	LB		LB	LB	LB	LB							
GRAND TOTALS		SF 10.75	SF	EA 6	SF							FT				FT 183				LB			EA	LB				EA	EA	LB				

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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."

PROJECT NAME: WARDSBORO JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: dl2b236_frm.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
TRAFFIC SIGN SUMMARY SHEET 5

PLOT DATE: 2/26/2014
DRAWN BY: C. LEACH
CHECKED BY: B. KIPP
SHEET 153 OF 444

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET 6

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS EA	SIGN DIMENSIONS WIDTH (in)	SIGN DIMENSIONS HEIGHT (in)	NEW & SALVAGED SIGNS "A"	NEW & SALVAGED SIGNS "B"	NEW & SALVAGED SIGNS SALV SIGN	NEW & SALVAGED SIGNS SALV TIS	EXIST POST RETAIN	EXIST POST SALVAGE	NEW SIGN POSTS NO. OF POSTS	FLANGED CHANNEL lb/ft 1.12	FLANGED CHANNEL lb/ft 2.0	FLANGED CHANNEL lb/ft 3.0	SQUARE STEEL (in) 1.75 lb/ft 2.16	SQUARE STEEL (in) 2.0 lb/ft 2.42	SQUARE STEEL (in) 2.5 lb/ft 3.35	ANCHOR	SLEEVE	TUBULAR ALUMINUM Ø (in) 3.0 lb/ft 1.3	TUBULAR ALUMINUM Ø (in) 4.0 lb/ft 1.7	TUBULAR ALUMINUM Ø (in) 4.0 MOD lb/ft 1.7	TUBULAR STEEL FOUNDATION	TUBULAR STEEL Ø (in) 3.0 lb/ft 7.6	TUBULAR STEEL Ø (in) 3.5 lb/ft 9.0	TUBULAR STEEL Ø (in) 4.0 lb/ft 10.8	TUBULAR STEEL Ø (in) 5.0 lb/ft 14.6	W-SHAPE STEEL FTG. SIZE 24"	W-SHAPE STEEL FTG. SIZE 30"	W-SHAPE STEEL WEIGHT	W-SHAPE STEEL POST SIZE	SIGN FRAME REQUIRED	REMARKS	SIGN DETAIL SHSM	SIGN DETAIL DETAIL ON SHEET NUMBER	SIGN DETAIL STD. SHEET NUMBER
											OPTION ITEMS																										
STA. A 218+21, RT	→						X				2					30.0		X																		
STA. A 220+69, RT	←						X				2					30.0		X																		
STA. A 220+83, RT	→						X				2					30.0		X																		
STA A. 221+55, RT	←						X				2					30.0		X																		E-138
	1000 1319 0420	1	6	10	0.42																														
STA A 221+60, RT	→						X				2					30.0		X																		
STA. A 223+94, LT							X				1					15.0		X																		
	35 MPH						X																												
STA. A 232+11, RT	1000 1319 0440	1	6	10	0.42						1					8.0		X																		E-138
STA. A 242+67, RT	1000 1319 0460	1	6	10	0.42						1					8.0		X																		E-138
STA. A 252+43, RT	1000 1319 0480	1	6	10	0.42						1					8.0		X																		E-138
STA. A 254+45, LT	Bills Rd	1	30	12	2.50						1					15.0		X																	165	
	STOP						X																												
	1000 1319 0483	1	6	10	0.42																														E-138
GRAND TOTALS		SF 4.58	SF	EA 8	SF							FT	FT	FT	FT	FT 204	FT		EA	LB	LB	LB	EA	LB	LB	LB	LB	EA	EA	LB					

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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."

PROJECT NAME: WARDSBORO JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: dl2b236_frm.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
TRAFFIC SIGN SUMMARY SHEET 6

PLOT DATE: 2/26/2014
DRAWN BY: C. LEACH
CHECKED BY: B. KIPP
SHEET 154 OF 444

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	EXIST POST SALVAGE	NEW SIGN POSTS NO. OF POSTS	FLANGED CHANNEL lb/ft 1.12	FLANGED CHANNEL lb/ft 2.0	FLANGED CHANNEL lb/ft 3.0	SQUARE STEEL (in) 1.75 lb/ft 2.16	SQUARE STEEL (in) 2.0 lb/ft 2.42	SQUARE STEEL (in) 2.5 lb/ft 3.35	ANCHOR	SLEEVE	TUBULAR ALUMINUM Ø (in) 3.0 lb/ft 1.3	TUBULAR ALUMINUM Ø (in) 4.0 lb/ft 1.7	TUBULAR ALUMINUM Ø (in) 4.0 MOD lb/ft 1.7	TUBULAR STEEL Ø (in) FOUNDATION	TUBULAR STEEL Ø (in) 3.0 lb/ft 7.6	TUBULAR STEEL Ø (in) 3.5 lb/ft 9.0	TUBULAR STEEL Ø (in) 4.0 lb/ft 10.8	TUBULAR STEEL Ø (in) 5.0 lb/ft 14.6	W-SHAPE STEEL FTG. SIZE 24"	W-SHAPE STEEL FTG. SIZE 30"	W-SHAPE STEEL WEIGHT	W-SHAPE STEEL POST SIZE	SIGN FRAME REQUIRED	REMARKS	SIGN DETAIL SHSM	SIGN DETAIL DETAIL ON SHEET NUMBER	SIGN DETAIL STD. SHEET NUMBER
											OPTION ITEMS																										
STA. A 254+75, LT	LEGAL LOAD LIMIT 24,000 POUNDS SPEED LIMIT 25						X X				1					15.0		X																		
STA. A 262+99, RT	1000 1319 0500	1	6	10	0.42						1					8.0		X																		E-138
STA. A 272+93, RT	Gillfeather Rd	1	54	12	4.50						2					30.0		X																	165	
STA. A 272+99, LT	Bills Rd STOP 1000 1319 0520	1 1	30 6	12 10	2.50 0.42		 X 				1					15.0		X																	165	E-138
STA. A 273+37, RT	1000 1319 0520	1	6	10	0.42				1																											E-138
STA. A 273+47, LT	LEGAL LOAD LIMIT 24,000 POUNDS	1	24	30	5.00						1					15.0		X																VR-017			E-141
STA. A 284+20, RT	BRIDGE 73 VT 100	1	6	8	0.33						1					8.0		X																	VD-701		E-134
STA. A 284+50, LT	BRIDGE 73 VT 100	1	6	8	0.33						1					8.0		X																	VD-701		E-134
STA. A 284+75, RT	1000 1319 0540	1	6	10	0.42						1					8.0		X																		E-138
STA. A 294+85, LT	1000 1319 0560	1	6	10	0.42						1					8.0		X																		E-138
STA. A 300+58, RT	 35 MPH						X X				1					15.0		X																		
GRAND TOTALS		SF 14.75	SF	EA 5	SF							FT	FT	FT	FT	FT 130	FT		EA	LB	LB	LB	EA	LB	LB	LB	LB	EA	EA	LB					

SHS = 2004 FHWA STANDARD HIGHWAY SIGNS & MARKINGS/2012 SUPP.
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PROJECT NAME: WARDSBORO - JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: dl2b236_frm.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
TRAFFIC SIGN SUMMARY SHEET 7

PLOT DATE: 3/18/2014
DRAWN BY: C. LEACH
CHECKED BY: B. KIPP
SHEET 155 OF 444

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET 8

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 2.16	2.0 2.42	2.5 3.35	ANCHOR	SLEEVE	TUBULAR ALUMINUM Ø (in) lb/ft 3.0 1.3	4.0 1.7	4.0 MOD 1.7	FOUND-ATION	TUBULAR STEEL Ø (in) 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	SIGN DETAIL SHSM	DETAIL ON SHEET NUMBER	STD. SHEET NUMBER
												OPTION ITEMS																										
STA. A 305+10, RT	 	1	6	10	0.42		X				2					30.0		X																			E-138
STA. A 306+72, RT							X				2					30.0		X																			
STA. A 306+80, RT							X				2					30.0		X																			
STA. A 308+35, RT							X				2					30.0		X																			
STA. A 312+36, RT							X				2					30.0		X																			
STA. A 314+92, LT.	 						X X				1					15.0		X																			
STA. A 315+45, RT		1	6	10	0.42						1					8.0		X																			E-138
STA. A 320+99, RT							X				2					30.0		X																			
STA. A 326+26, RT							X				1					15.0		X																			
STA. A 326+28, LT							X				1					15.0		X																			
SHS = 2004 FHWA STANDARD HIGHWAY SIGNS & MARKINGS/2012 SUPP. FYG = FLUORESCENT YELLOW GREEN												FT	FT	FT	FT	FT 233	FT		EA	LB	LB	LB		LB	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."	**GRAND TOTALS**	SF 0.83	SF	EA 10	SF		FT			FT 233		LB	EA	LB			EA	EA	LB																

PROJECT NAME: WARDSBORO JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: dl2b236_frm.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
TRAFFIC SIGN SUMMARY SHEET 8

PLOT DATE: 2/26/2014
DRAWN BY: C. LEACH
CHECKED BY: B. KIPP

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET 9

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 ALUMINUM Ø (in) lb/ft			FOUND-ATION	TUBULAR STEEL Ø (in) lb/ft				W-SHAPE STEEL				SIGN FRAME REQUIRED		SHSM	DETAIL ON SHEET NUMBER	STD. SHEET NUMBER
															1.75	2.0	2.5			3.0	4.0	4.0 MOD		3.0	3.5	4.0	5.0	FTG. SIZE 24"	FTG. SIZE 30"	WEIGHT	POST SIZE					
												1.12	2.0	3.0	2.16	2.42	3.35			1.3	1.7	1.7		7.6	9.0	10.8	14.6									
		OPTION ITEMS																																		
STA. A 327+36, RT	1000 1319 0620	1	6	10	0.42						1					8.0		X																		E-138
STA. A 335+75, LT	WATCH FOR TURNING VEHICLES						X				1					15.0		X																		
STA. A 337+11, RT	1000 1319 0640	1	6	10	0.42						1					8.0		X																PLACE IN SAME LOCATION AS EXISTING			E-138
STA. A 342+09, LT	STOP 1000 1319 0651	1	6	10	0.42		X				1					15.0		X																		E-138
STA. A 342+13, LT	Fornuto Rd	1	42	12	3.50						1					15.0		X																	165	
STA. A 343+42, LT	Main St	1	30	12	4.50				1																								INSTALL ON TOP OF EXISTING STOP SIGN		166	
STA. A 347+00, RT.	STOP 1000 1319 0660	1 1	30 6	30 10	6.25 0.42						1					15.0		X																R1-1		E-143 E-138
STA. A 347+02, RT.	S. Wardsboro Rd	1	60	12	6.00						2					30.0		X																	167	
STA. A 357+62, RT	1000 1319 0680	1	6	10	0.42						1					8.0		X																		E-138
STA. A 366+46, LT	Wardsboro Country Store 3 mi Fitzpatrick Excavating 1 mi						X X				2					30.0		X																		E-125
GRAND TOTALS		SF 19.33	SF	EA 4	SF							FT	FT	FT	FT	FT 144	FT		EA	LB	LB	LB	EA	LB	LB	LB	LB	EA	EA	LB						

SHS = 2004 FHWA STANDARD HIGHWAY SIGNS & MARKINGS/2012 SUPP.
FYG = FLUORESCENT YELLOW GREEN

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."

PROJECT NAME: WARDSBORO JAMAICA
PROJECT NUMBER: ER STP 010-1(37)

FILE NAME: dl2b236_frm.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
TRAFFIC SIGN SUMMARY SHEET 9

PLOT DATE: 2/26/2014
DRAWN BY: C. LEACH
CHECKED BY: C. LEACH
SHEET 157 OF 444

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	FLANGED CHANNEL lb/ft 2.0	FLANGED CHANNEL lb/ft 3.0	SQUARE STEEL (in) 1.75 lb/ft 2.16	SQUARE STEEL (in) 2.0 lb/ft 2.42	SQUARE STEEL (in) 2.5 lb/ft 3.35	ANCHOR	SLEEVE	TUBULAR ALUMINUM Ø (in) 3.0 lb/ft 1.3	TUBULAR ALUMINUM Ø (in) 4.0 lb/ft 1.7	TUBULAR ALUMINUM Ø (in) 4.0 MOD lb/ft 1.7	FOUNDATION	TUBULAR STEEL Ø (in) 3.0 lb/ft 7.6	TUBULAR STEEL Ø (in) 3.5 lb/ft 9.0	TUBULAR STEEL Ø (in) 4.0 lb/ft 10.8	TUBULAR STEEL Ø (in) 5.0 lb/ft 14.6	W-SHAPE STEEL FTG. SIZE 24"	W-SHAPE STEEL FTG. SIZE 30"	W-SHAPE STEEL WEIGHT	W-SHAPE STEEL POST SIZE	SIGN FRAMEMENT REQUIRED	REMARKS	SIGN DETAIL SHSM	SIGN DETAIL DETAIL ON SHEET NUMBER	SIGN DETAIL STD. SHEET NUMBER
											OPTION ITEMS																										
STA. A 367+09, RT		1	36	36	9.00						2					30.0		X																	S1-1		E-153
	SCHOOL	1	36	12	3.00																													S4-3		E-153
	1000 1319 0700	1	6	10	0.42																															E-138
STA. A 368+56, LT	Our Lady of Ephesus House of Prayer 2½						X				2					30.0		X																		E-125
STA. A 372+73, RT	← WARDSBORO ELEMENTARY SCHOOL						X				2					30.0		X																		
STA. A 373+41, LT	School Rd	1	36	12	3.00				1																									166		
STA. A 378+94, RT	1000 1319 0720	1	6	10	0.42						1					8.0		X																		E-138
STA. A 380+00, LT		1	36	36	9.00						2					30.0		X																S1-1		E-153
	SCHOOL	1	36	12	3.00																													S4-3		E-153
STA. A 383+31, LT	SPEED LIMIT 40	1	30	36	7.50						1					15.0		X																R2-1		E-142
STA. A 383+46, RT	SPEED LIMIT 50						X				1					15.0		X																		
STA. A 387+94, RT	Jamaica Wardsboro	1	72	12	6.00				2																									PLACE ON RETAINED POSTS AND MILE MARKERS		165	
STA. B 1+88, LT	SPEED LIMIT 40						X				2					30.0		X																		
STA. B 8+86, RT	SHOULDER NARROWS	1	36	36	9.0						2					30.0		X																VW-619			E-151
GRAND TOTALS		SF 50.33	SF	EA 4	SF							FT	FT	FT	FT	FT 218	FT		EA	LB	LB	LB	EA	LB	LB	LB	LB	EA	EA	LB						

SHS = 2004 FHWA STANDARD HIGHWAY SIGNS & MARKINGS/2012 SUPP.
FYG = FLUORESCENT YELLOW GREEN

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."

PROJECT NAME: WARDSBORO JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: dl2b236_frm.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
TRAFFIC SIGN SUMMARY SHEET 10

PLOT DATE: 2/26/2014
DRAWN BY: C. LEACH
CHECKED BY: B. KIPP
SHEET 158 OF 444

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET 11

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 ALUMINUM Ø (in) lb/ft			FOUND-ATION	TUBULAR STEEL Ø (in) lb/ft				W-SHAPE STEEL FTG. SIZE		WEIGHT	POST SIZE	SIGN FRAME REQUIRED		SHSM	DETAIL ON SHEET NUMBER	STD. SHEET NUMBER
															1.75	2.0	2.5			3.0	4.0	4.0 MOD						24"	30"						
												1.12	2.0	3.0	2.16	2.42	3.35			1.3	1.7	1.7		7.6	9.0	10.8	14.6								
		OPTION ITEMS																																
STA. B 11+49, RT	1000 1309 0020	1	6	10	0.42						1					8.0		X																E-138
STA. B 21+21, LT	1000 1309 0040	1	6	10	0.42						1					8.0		X																E-138
STA. B 31+06, LT							X				2					30.0		X																
STA. B 31+11, LT							X				2					30.0		X																
STA. B 32+18, LT							X				2					30.0		X																
STA. B 32+25, LT	1000 1309 0060	1	6	10	0.42		X				2					30.0		X																E-138
STA. B 36+34, LT	25 MPH						X X				1					15.0		X																
STA. B 42+37, RT	1000 1309 0080	1	6	10	0.42						1					8.0		X																E-138
STA. B 52+79, RT	1000 1309 0100	1	6	10	0.42						1					8.0		X																E-138
STA. B 55+26, RT	35 MPH						X X				1					15.0		X																
STA. B 57+13, RT		1	36	36	6.00						2					30.0		X															S3-1	
GRAND TOTALS		SF 11.08	SF	EA 8	SF							FT	FT	FT	FT	FT 212	FT		EA	LB	LB	LB	EA	LB	LB	LB	LB	EA	EA	LB				

SHS = 2004 FHWA STANDARD HIGHWAY SIGNS & MARKINGS/2012 SUPP.
FYG = FLUORESCENT YELLOW GREEN

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."

PROJECT NAME: WARDSBORO JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: dl2b236_frm.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
TRAFFIC SIGN SUMMARY SHEET II

PLOT DATE: 2/26/2014
DRAWN BY: C. LEACH
CHECKED BY: B. KIPP
SHEET 159 OF 444

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET 12

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS EA	SIGN DIMENSIONS WIDTH (in)	SIGN DIMENSIONS HEIGHT (in)	NEW & SALVAGED SIGNS "A"	NEW & SALVAGED SIGNS "B"	NEW & SALVAGED SIGNS SALV SIGN	NEW & SALVAGED SIGNS SALV TIS	EXIST POST RETAIN	EXIST POST SALVAGE	NEW SIGN POSTS NO. OF POSTS	FLANGED CHANNEL lb/ft 1.12	FLANGED CHANNEL lb/ft 2.0	FLANGED CHANNEL lb/ft 3.0	SQUARE STEEL (in) 1.75 lb/ft 2.16	SQUARE STEEL (in) 2.0 lb/ft 2.42	SQUARE STEEL (in) 2.5 lb/ft 3.35	ANCHOR	SLEEVE	TUBULAR ALUMINUM Ø (in) 3.0 lb/ft 1.3	TUBULAR ALUMINUM Ø (in) 4.0 lb/ft 1.7	TUBULAR ALUMINUM Ø (in) 4.0 MOD lb/ft 1.7	TUBULAR STEEL FOUNDATION	TUBULAR STEEL Ø (in) 3.0 lb/ft 7.6	TUBULAR STEEL Ø (in) 3.5 lb/ft 9.0	TUBULAR STEEL Ø (in) 4.0 lb/ft 10.8	TUBULAR STEEL Ø (in) 5.0 lb/ft 14.6	W-SHAPE STEEL FTG. SIZE 24"	W-SHAPE STEEL FTG. SIZE 30"	W-SHAPE STEEL WEIGHT	W-SHAPE STEEL POST SIZE	SIGN FRAME REQUIRED	REMARKS	SIGN DETAIL SHSM	SIGN DETAIL DETAIL ON SHEET NUMBER	SIGN DETAIL STD. SHEET NUMBER
											OPTION ITEMS																										
STA. B 62+85, LT	1000 1309 0120	1	6	10	0.42		X				2					30.0		X																		E-138
STA. B 65+50, LT	35 MAX						X X				1					15.0		X																		
STA. B 69+21, RT							X				1					15.0		X																		
STA. B 73+20, LT							X				1					15.0		X																		
STA. B 74+35, RT	1000 1309 0140	1	6	10	0.42						1					8.0		X																		E-138
STA. B 84+48, LT	1000 1309 0160	1	6	10	0.42						1					8.0		X																		E-138
GRAND TOTALS		SF 1.25	SF	EA 5	SF							FT	FT	FT	FT	FT 91	FT		EA	LB	LB	LB	EA	LB	LB	LB	LB	EA	EA	LB						

SHS = 2004 FHWA STANDARD HIGHWAY SIGNS & MARKINGS/2012 SUPP.
FYG = FLUORESCENT YELLOW GREEN

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."

PROJECT NAME: WARDSBORO JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: dl2b236_frm.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
TRAFFIC SIGN SUMMARY SHEET 12

PLOT DATE: 2/26/2014
DRAWN BY: C. LEACH
CHECKED BY: B. KIPP
SHEET 160 OF 444

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET 13

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS EA	SIGN DIMENSIONS WIDTH (in)	SIGN DIMENSIONS HEIGHT (in)	NEW & SALVAGED SIGNS "A"	NEW & SALVAGED SIGNS "B"	NEW & SALVAGED SIGNS SALV SIGN	NEW & SALVAGED SIGNS SALV TIS	EXIST POST RETAIN	EXIST POST SALVAGE	NEW SIGN POSTS NO. OF POSTS	FLANGED CHANNEL lb/ft 1.12	FLANGED CHANNEL lb/ft 2.0	FLANGED CHANNEL lb/ft 3.0	SQUARE STEEL (in) 1.75 lb/ft 2.16	SQUARE STEEL (in) 2.0 lb/ft 2.42	SQUARE STEEL (in) 2.5 lb/ft 3.35	ANCHOR	SLEEVE	TUBULAR ALUMINUM Ø (in) 3.0 lb/ft 1.3	TUBULAR ALUMINUM Ø (in) 4.0 lb/ft 1.7	TUBULAR ALUMINUM Ø (in) 4.0 MOD lb/ft 1.7	TUBULAR STEEL Ø (in) FOUNDATION	TUBULAR STEEL Ø (in) 3.0 lb/ft 7.6	TUBULAR STEEL Ø (in) 3.5 lb/ft 9.0	TUBULAR STEEL Ø (in) 4.0 lb/ft 10.8	TUBULAR STEEL Ø (in) 5.0 lb/ft 14.6	W-SHAPE STEEL FTG. SIZE 24"	W-SHAPE STEEL FTG. SIZE 30"	W-SHAPE STEEL WEIGHT	W-SHAPE STEEL POST SIZE	SIGN FRAMES REQUIRED	REMARKS	SIGN DETAIL SHSM	SIGN DETAIL DETAIL ON SHEET NUMBER	SIGN DETAIL STD. SHEET NUMBER
											OPTION ITEMS																										
STA. B 92+22, RT	 						X X				1					15.0		X																		
STA. B 95+44, LT							X				2					30.0		X																		
STA. B 95+47, LT	 	1	6	10	0.42		X				2					30.0		X																		E-138
STA. B 97+02, LT		1	48	24	8.00						2					30.0		X																		E-152
STA. B 97+11, LT							X				2					30.0		X																		
STA. B 100+66, LT	 						X X				1					15.0		X																		
STA. B 105+60, RT		1	6	10	0.42						1					8.0		X																		E-138
STA. B 113+22, RT							X				1					15.0		X																		
STA. B 114+63, RT		1	60	12	5.00						2					30.0		X																		168	
STA. B 116+16, RT		1	6	10	0.42						1					8.0		X																		E-138
STA. B 119+30, RT		1	54	12	4.50						2					30.0		X																		166	
GRAND TOTALS					SF 18.75	SF	EA 8	SF				FT	FT	FT	FT	FT 241	FT		EA	LB	LB	LB	EA	LB	LB	LB	LB	EA	EA	LB						

SHS = 2004 FHWA STANDARD HIGHWAY SIGNS & MARKINGS/2012 SUPP.
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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."

PROJECT NAME: WARDSBORO JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: dl2b236_frm.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
TRAFFIC SIGN SUMMARY SHEET 13

PLOT DATE: 2/26/2014
DRAWN BY: C. LEACH
CHECKED BY: B. KIPP
SHEET 161 OF 444

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	SALVAGE	NEW SIGN POSTS NO. OF POSTS	FLANGED CHANNEL lb/ft 1.12	2.0	3.0	SQUARE STEEL (in) lb/ft 1.75 2.16	2.0 2.42	2.5 3.35	ANCHOR	SLEEVE	TUBULAR ALUMINUM Ø (in) lb/ft 3.0 1.3	4.0 1.7	4.0 MOD 1.7	FOUNDATION	TUBULAR STEEL Ø (in) 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	SIGN DETAIL SHSM	DETAIL ON SHEET NUMBER	STD. SHEET NUMBER
												OPTION ITEMS																										
STA. B 123+50, LT	Henderson Rd J-42B	1	72	12	6.00						2					30.0		X																			165	
STA. B 126+76, RT	1000 1309 0240	1	6	10	0.42						1					30.0		X																				E-138
STA. B 133+11, RT	STOP	1	30	30	6.25						1					15.0		X																		R1-1		E-143
	1000 1309 0253	1	6	10	0.42																																E-138
STA. B 133+14, RT	Old Route 8 J-56	1	66	12	5.42						2					30.0		X																			166	
STA. B 133+36, LT							X				1					15.0		X																				
STA. B 137+25, LT	1000 1309 0260	1	6	10	0.42						1					15.0		X																				E-138
STA. B 147+07, LT	1000 1309 0280	1	6	10	0.42						1					8.0		X																				E-138
STA. B 155+47, LT	Pineapple Hill Ln Pvt	1	72	12	6.00						2					30.0		X																			168	
STA. B 158+47, RT	1000 1309 0300	1	6	10	0.42						1					15.0		X																				E-138
STA. B 161+75, RT	Cushing Ln Pvt	1	60	12	5.00						2					30.0		X																			168	
STA. B 165+40, RT	SPEED LIMIT 40						X				2					30.0		X																				
STA. B 166+83, LT	Cobb Ln Pvt	1	48	12	4.00						2					30.0		X																			168	
												FT	FT	FT	FT	FT 278	FT		EA	LB	LB	LB		LB	LB	LB	LB									
GRAND TOTALS		SF 34.83	SF	EA 2	SF							FT			FT 278					LB			EA	LB				EA	EA	LB						

SHS = 2004 FHWA STANDARD HIGHWAY SIGNS & MARKINGS/2012 SUPP.
FYG = FLUORESCENT YELLOW GREEN

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."

PROJECT NAME: WARDSBORO JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: dl2b236_frm.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
TRAFFIC SIGN SUMMARY SHEET 14

PLOT DATE: 2/26/2014
DRAWN BY: C. LEACH
CHECKED BY: B. KIPP
SHEET 162 OF 444

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET 15

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 ALUMINUM Ø (in) lb/ft			FOUNDATION	TUBULAR STEEL Ø (in) lb/ft				W-SHAPE STEEL				SIGN FRAME REQUIRED		SHSM	DETAIL ON SHEET NUMBER	STD. SHEET NUMBER
															1.75	2.0	2.5			3.0	4.0	4.0 MOD		3.0	3.5	4.0	5.0	FTG. SIZE 24"	FTG. SIZE 30"	WEIGHT	POST SIZE					
												1.12	2.0	3.0	2.16	2.42	3.35			1.3	1.7	1.7		7.6	9.0	10.8	14.6									
											OPTION ITEMS																										
STA. B 169+82, RT	 Old Route 8						X X				1					15.0		X															PLACE SIGN AND PLAQUE ON NEW SINGLE POST			
STA. B 176+00, RT	LEGAL LOAD LIMIT 34,000 POUNDS	1	24	30	5.00				1																											E-141
STA. B 176+03, RT	Old Route 8 J-56	1	66	12	5.50						2					30.0		X																	166	
STA. B 176+83, RT	1000 1309 0336	1	6	10	0.42						1																									E-138
STA. B 179+02, LT	1000 1309 0340	1	6	10	0.42						1					8.0		X																		E-138
STA. B 179+86, RT	1000 1309 0340	1	6	10	0.42						1					8.0		X																		E-138

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET 16

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS			NEW & SALVAGED SIGNS				EXIST POST		NEW SIGN POSTS																				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 ALUMINUM Ø (in) lb/ft			FOUNDATION	TUBULAR STEEL Ø (in) lb/ft				W-SHAPE STEEL				SIGN FRAMME REQUIRED	REMARKS	SHSM	DETAIL ON SHEET NUMBER	STD. SHEET NUMBER
																											FTG. SIZE		WEIGHT	POST SIZE					
																											24"	30"							
												1.12	2.0	3.0	1.75	2.0	2.5			3.0	4.0	4.0 MOD		3.0	3.5	4.0	5.0								
															2.16	2.42	3.35			1.3	1.7	1.7		7.6	9.0	10.8	14.6								
		OPTION ITEMS																																
	TSS SHEET 1				16.67		6									257																			
	TSS SHEET 2				7.58		7									167																			
	TSS SHEET 3				27.08		8									188																			
	TSS SHEET 4				28.42		4									174																			
	TSS SHEET 5				10.76		6									183																			
	TSS SHEET 6				4.58		8									204																			
	TSS SHEET 7				14.76		5									130																			
	TSS SHEET 8				0.83		10									233																			
	TSS SHEET 9				19.33		4									144																			
	TSS SHEET 10				50.33		4									218																			
	TSS SHEET 11				11.10		8									212																			
	TSS SHEET 12				1.26		5									91																			
	TSS SHEET 13				18.75		8									241																			
	TSS SHEET 14				34.85		2									227																			
	TSS SHEET 15				11.75		2									61																			
												FT	FT	FT	FT	FT 2730	FT		EA	LB	LB	LB		LB	LB	LB	LB								
GRAND TOTALS					SF 258.00	SF	EA 87	SF				FT			FT 2730					LB			EA	LB				EA	EA	LB				

SHS = 2004 FHWA STANDARD HIGHWAY SIGNS & MARKINGS/2012 SUPP.
FYG = FLUORESCENT YELLOW GREEN

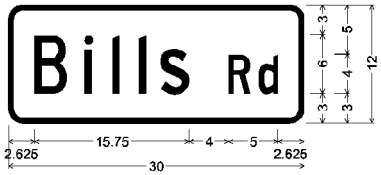
FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND THE VTRANS "SIGN POST DESIGN GUIDELINE."

PROJECT NAME: WARDSBORO JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

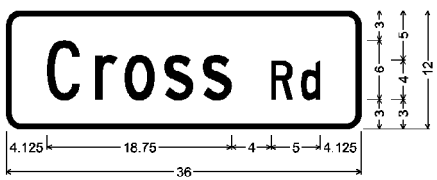
FILE NAME: dl2b236_frm.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
TRAFFIC SIGN SUMMARY SHEET 16

PLOT DATE: 2/26/2014
DRAWN BY: C. LEACH
CHECKED BY: B. KIPP
SHEET 164 OF 444

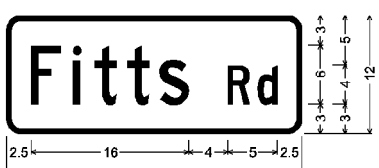
SIGN DETAIL SHEET 1



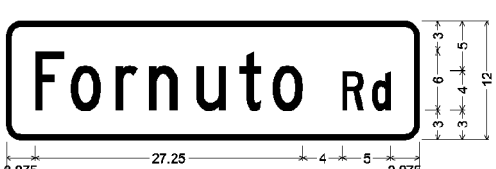
1.500" RADIUS, 0.500" BORDER, WHITE ON GREEN;
[BILLS RD] C;



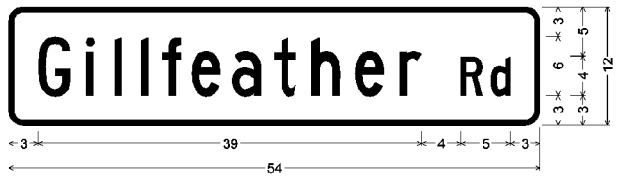
1.500" Radius, 0.500" Border, White on Green;
[Cross Rd] C;



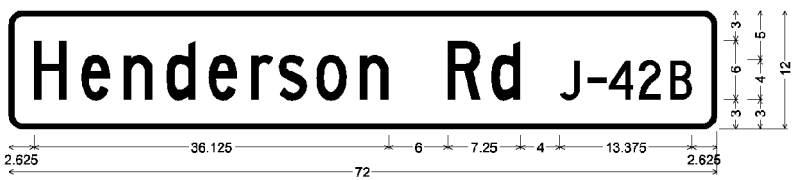
1.500" Radius, 0.500" Border, White on Green;
[Fitts Rd] C;



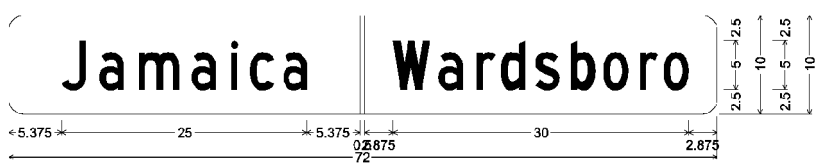
1.500" RADIUS, 0.500" BORDER, WHITE ON GREEN;
[FORNUTO RD] C;



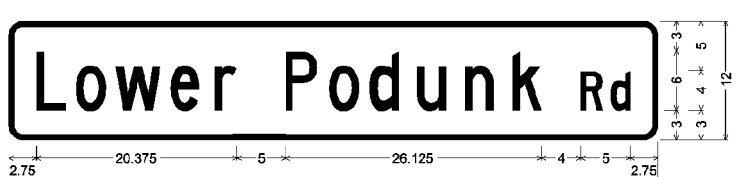
1.500" RADIUS, 0.500" BORDER, WHITE ON GREEN;
[~~GILLFEATHER~~ GILFEATHER RD] C;



1.500" Radius, 0.500" Border, White on Green;
[Henderson Rd J-42B] C 90% spacing;



VD-024; 1.500" Radius, No border, White on Green;
[Jamaica] C specified length; [Wardsboro] C specified length;



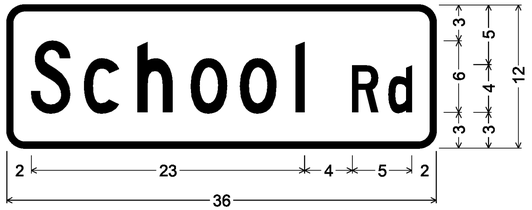
1.500" RADIUS, 0.500" BORDER, WHITE ON GREEN;
[LOWER PODUNK RD] C;

PROJECT NAME:	WARDSBORO-JAMAICA
PROJECT NUMBER:	ER STP 013-1(17)
FILE NAME: dl2b236_det.dgn	PLOT DATE: 2/26/2014
PROJECT LEADER: K. UPMAL	DRAWN BY: B. KIPP
DESIGNED BY: B. KIPP	CHECKED BY: A. KEMPTON
SIGN DETAIL SHEET 1	SHEET 165 OF 444

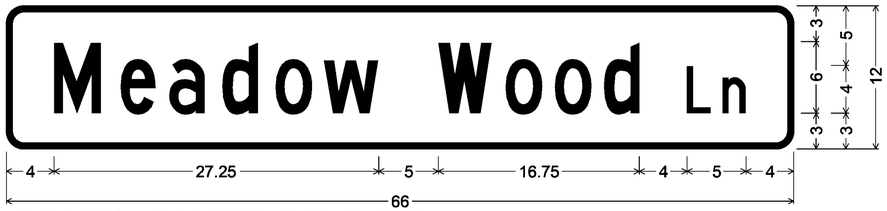
SIGN DETAIL SHEET 2



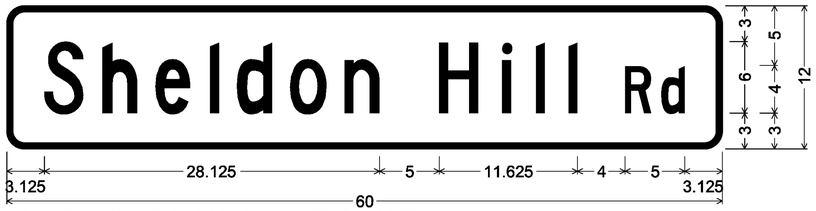
1.500" RADIUS, 0.500" BORDER, WHITE ON GREEN;
[MAIN ST] C;



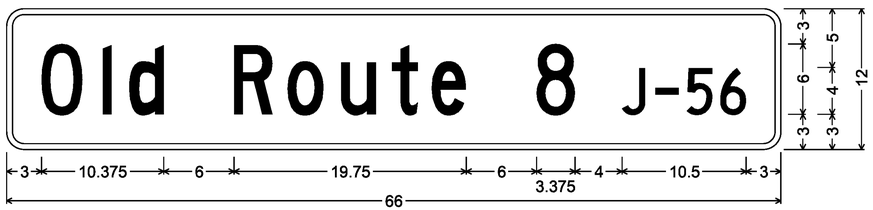
1.500" RADIUS, 0.500" BORDER, WHITE ON GREEN;
[SCHOOL RD] C;



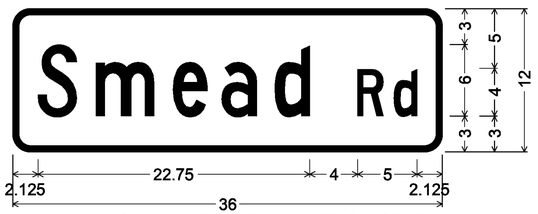
1.500" RADIUS, 0.500" BORDER, WHITE ON GREEN;
[MEADOW WOOD LN] C;



1.500" RADIUS, 0.500" BORDER, WHITE ON GREEN;
[SHELDON HILL RD] C;



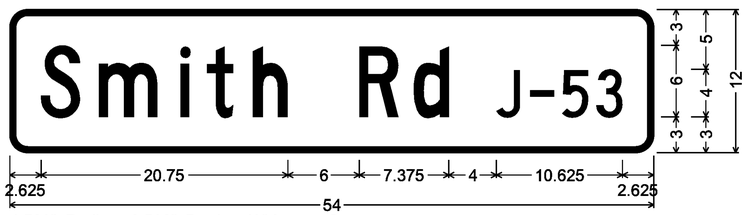
1.500" Radius, 0.500" Border, White on Green;
[Old Route 8 J-56] C;



1.500" RADIUS, 0.500" BORDER, WHITE ON GREEN;
[SMEAD RD] C;



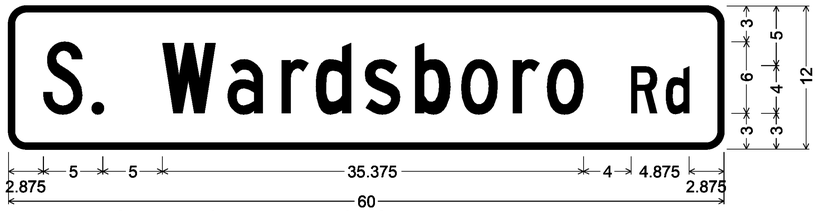
1.500" RADIUS, 0.500" BORDER, WHITE ON GREEN;
[NEWELL HILL RD] C;



1.500" Radius, 0.500" Border, White on Green;
[Smith Rd J-53] C;

PROJECT NAME:	WARDSBORO-JAMAICA
PROJECT NUMBER:	ER STP 013-1(17)
FILE NAME: dl2b236_det.dgn	PLOT DATE: 2/26/2014
PROJECT LEADER: K. UPMAL	DRAWN BY: B. KIPP
DESIGNED BY: B. KIPP	CHECKED BY: A. KEMPTON
SIGN DETAIL SHEET 2	SHEET 166 OF 444

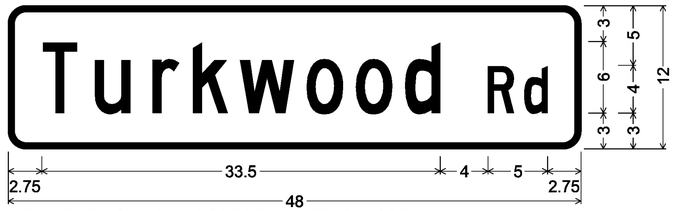
SIGN DETAIL SHEET 3



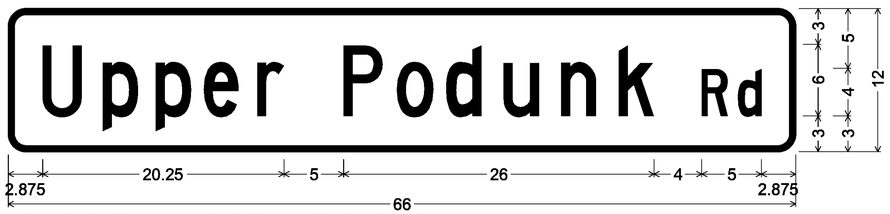
1.500" RADIUS, 0.500" BORDER, WHITE ON GREEN;
[S. WARDSBORO RD] C 85% SPACING;



1.500" RADIUS, 0.500" BORDER, WHITE ON Green;
[STRATTON ARLINGTON RD] C;



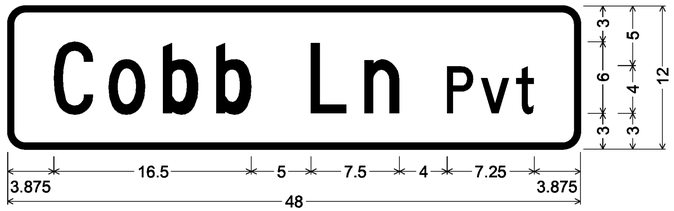
1.500" RADIUS, 0.500" BORDER, WHITE ON GREEN;
[TURKWOOD RD] C;



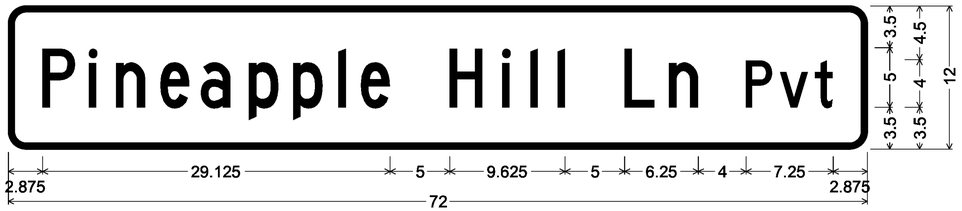
1.500" RADIUS, 0.500" BORDER, WHITE ON GREEN;
[UPPER PODUNK RD] C;

PROJECT NAME:	WARDSBORO-JAMAICA
PROJECT NUMBER:	ER STP 013-1(17)
FILE NAME: dl2b236_det.dgn	PLOT DATE: 2/26/2014
PROJECT LEADER: K. UPMAL	DRAWN BY: B. KIPP
DESIGNED BY: B. KIPP	CHECKED BY: A. KEMPTON
SIGN DETAIL SHEET 3	SHEET 167 OF 444

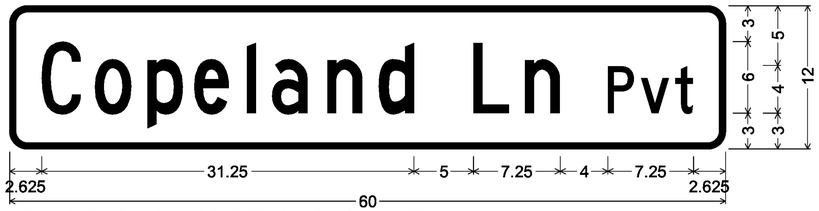
SIGN DETAIL SHEET 4



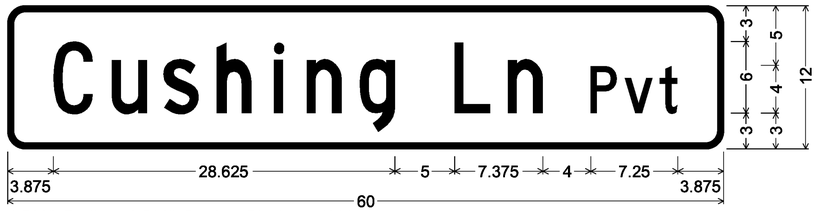
1.500" Radius, 0.500" Border, Black on White;
[Cobb Ln Pvt] C;



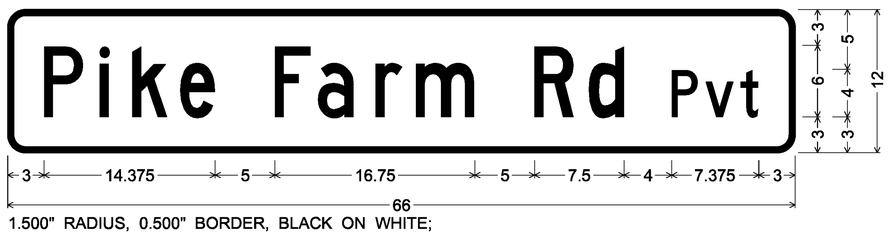
1.500" Radius, 0.500" Border, Black on White;
[Pineapple Hill Ln Pvt] C;



1.500" RADIUS, 0.500" BORDER, BLACK ON WHITE;
[COPELAND LN PVT] C 90% SPACING;



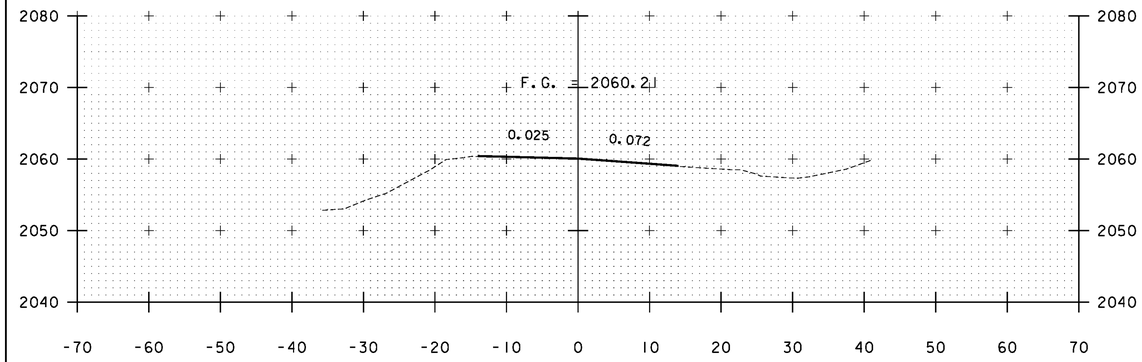
1.500" Radius, 0.500" Border, Black on White;
[Cushing Ln Pvt] C;



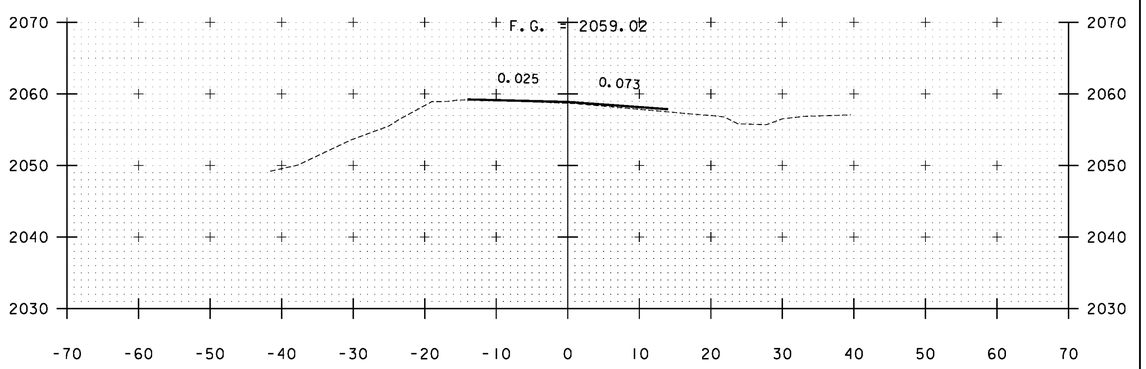
1.500" RADIUS, 0.500" BORDER, BLACK ON WHITE;
[PIKE FARM RD PVT] C;

PROJECT NAME:	WARDSBORO-JAMAICA
PROJECT NUMBER:	ER STP 013-1(17)

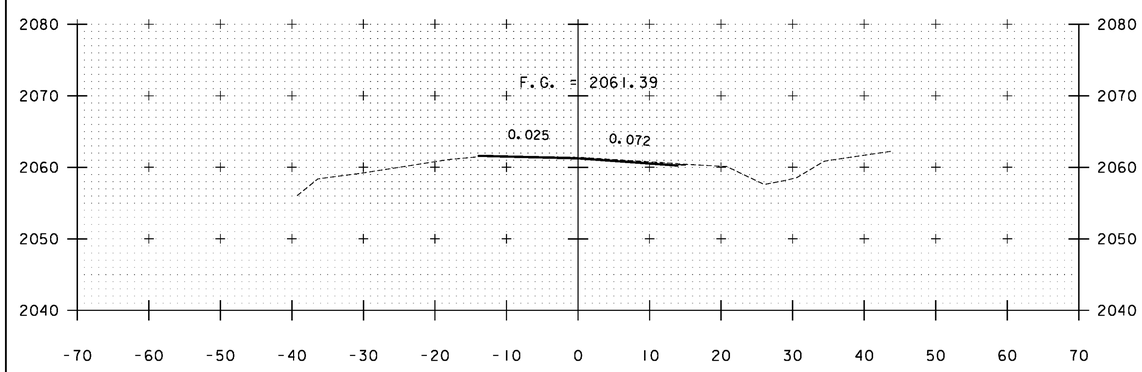
FILE NAME: dl2b236_det.dgn	PLOT DATE: 2/26/2014
PROJECT LEADER: K. UPMAL	DRAWN BY: B. KIPP
DESIGNED BY: B. KIPP	CHECKED BY: A. KEMPTON
SIGN DETAIL SHEET 4	SHEET 168 OF 444



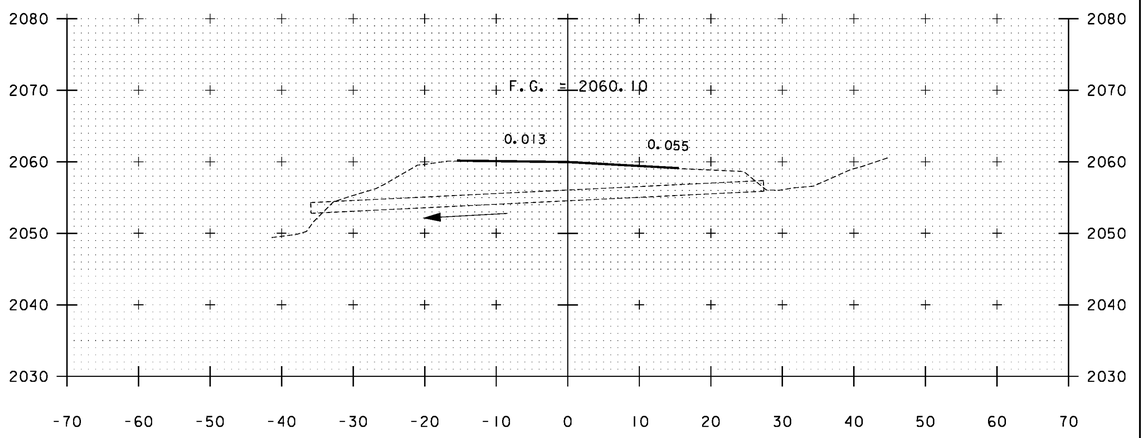
A 0+50



A 1+00



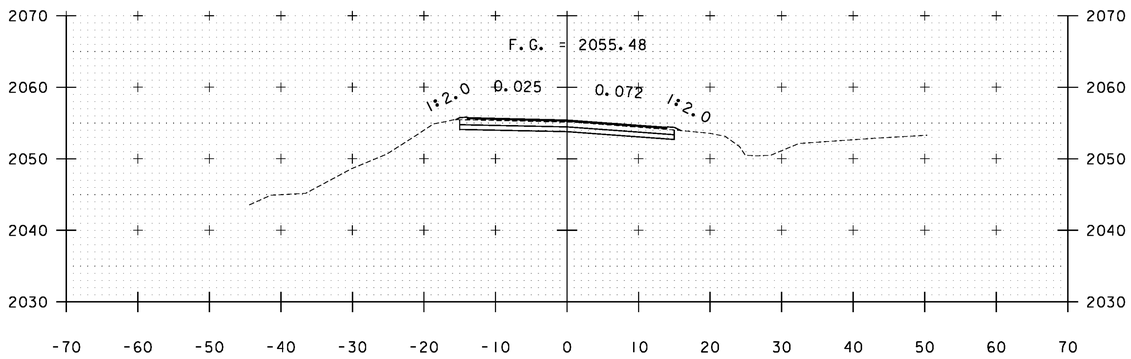
A 0+00



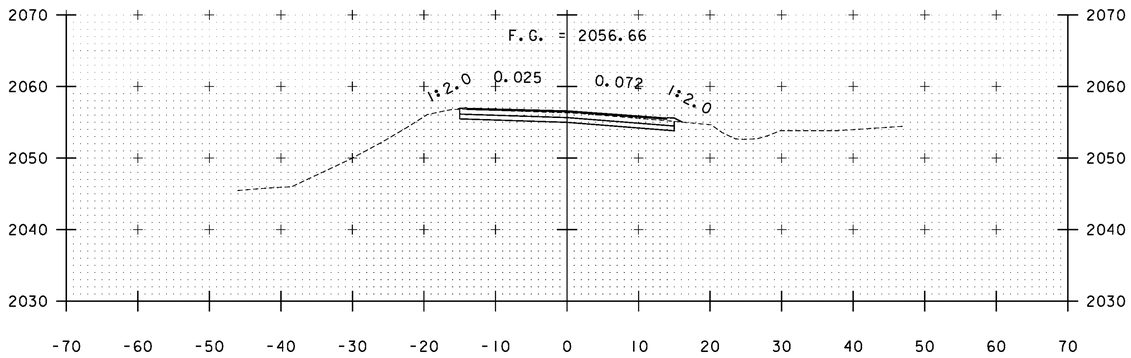
A 0+55

STA. A 0+00 TO STA. A 1+00

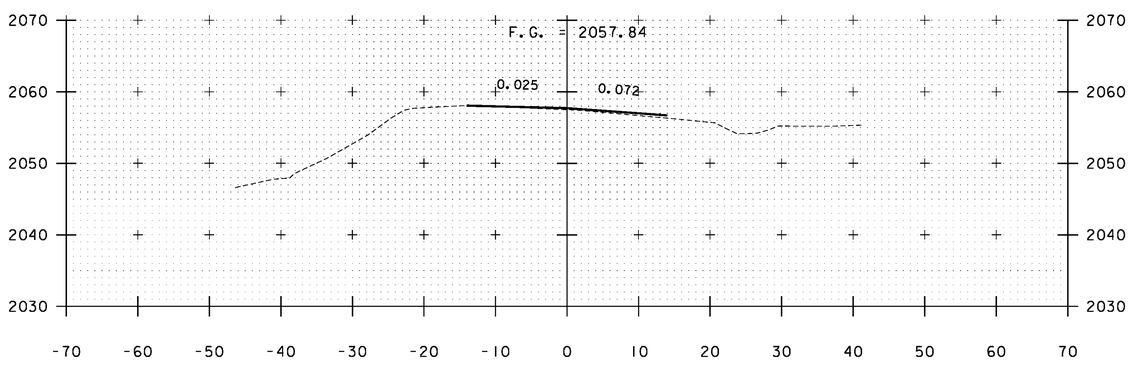
PROJECT NAME:	WARDSBORO-JAMAICA
PROJECT NUMBER:	ER STP 013-1(17)
FILE NAME: xs.dgn	PLOT DATE: 2/26/2014
PROJECT LEADER: K. UPMAL	DRAWN BY: B. KIPP
DESIGNED BY: B. KIPP	CHECKED BY: HSD
CROSS SECTIONS	SHEET 169 OF 444



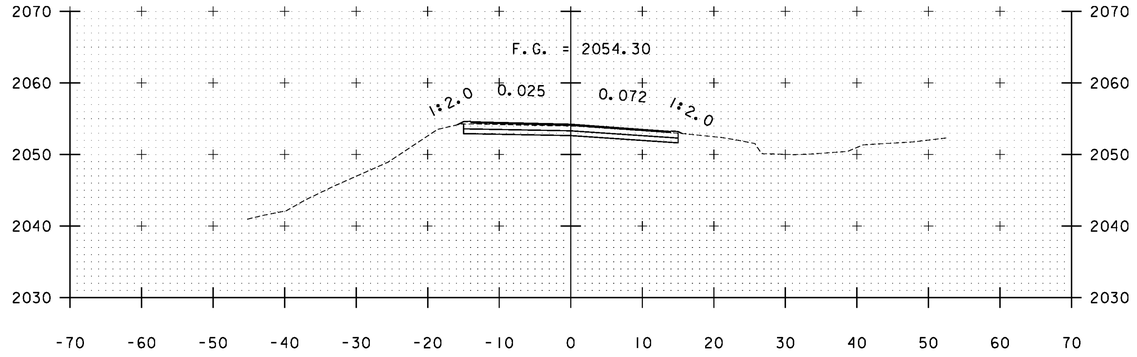
A 2+50



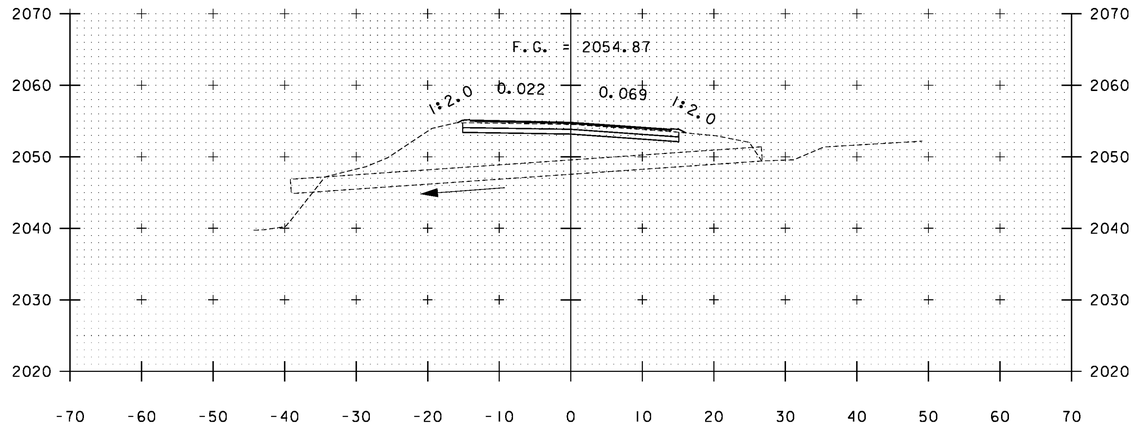
A 2+00



A 1+50



A 3+00



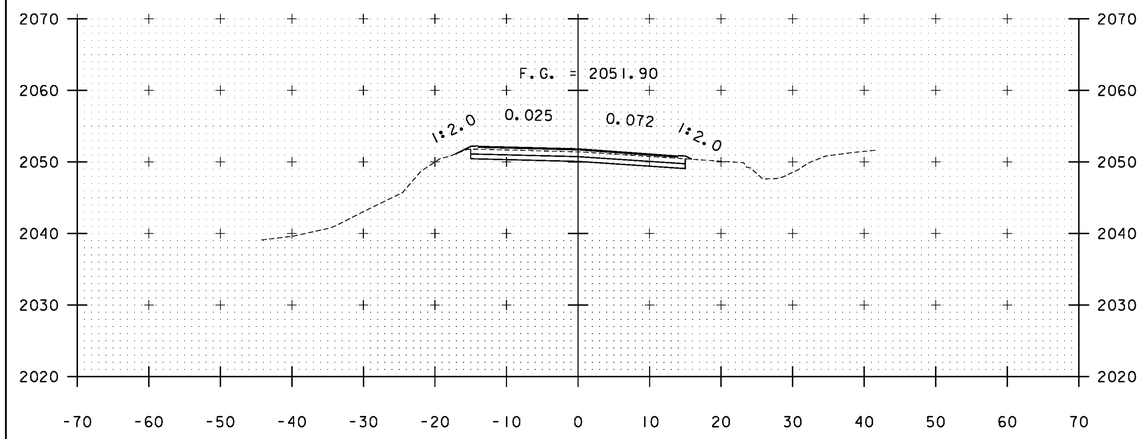
A 2+76

STA. A 1+50 TO STA. A 3+00

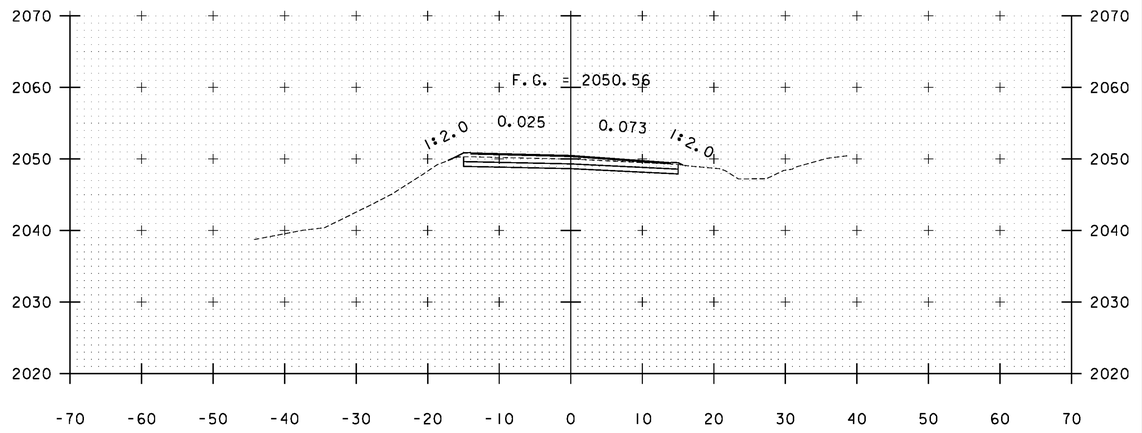
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

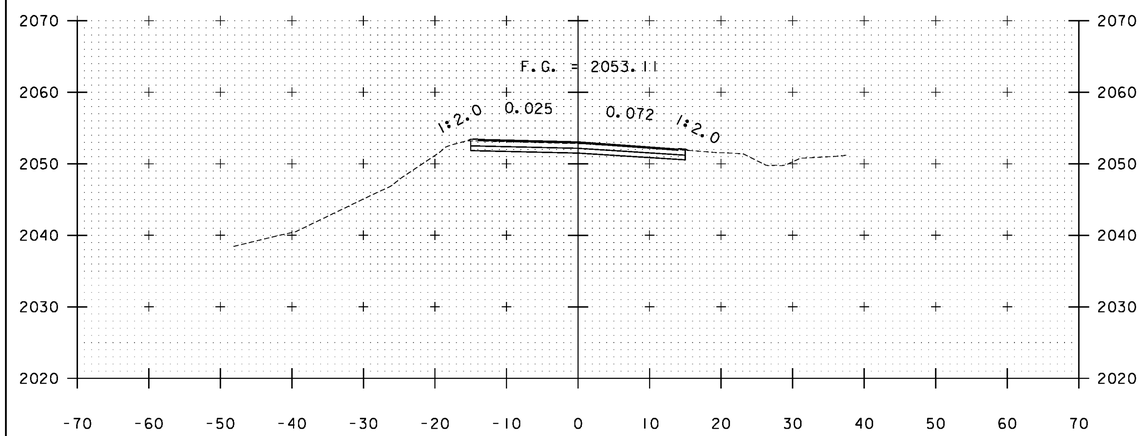
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 170 OF 444



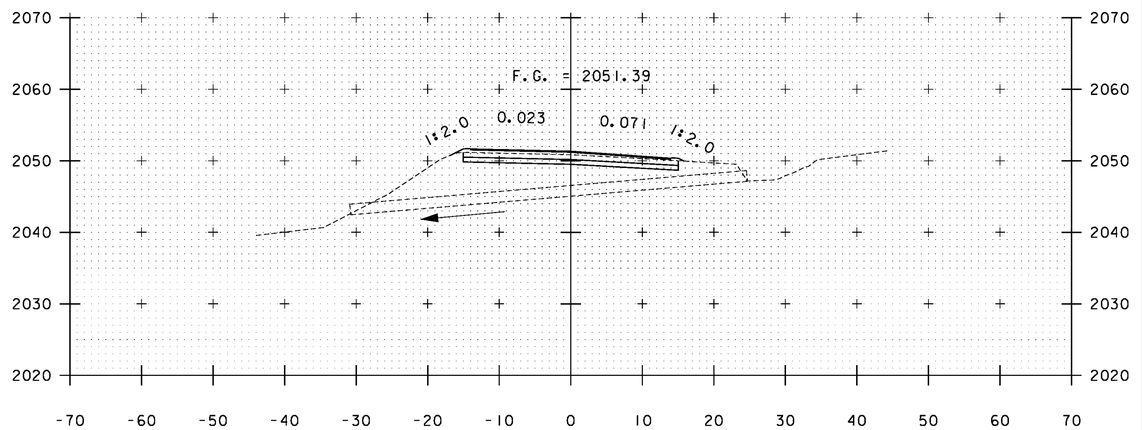
A 4+00



A 4+50



A 3+50



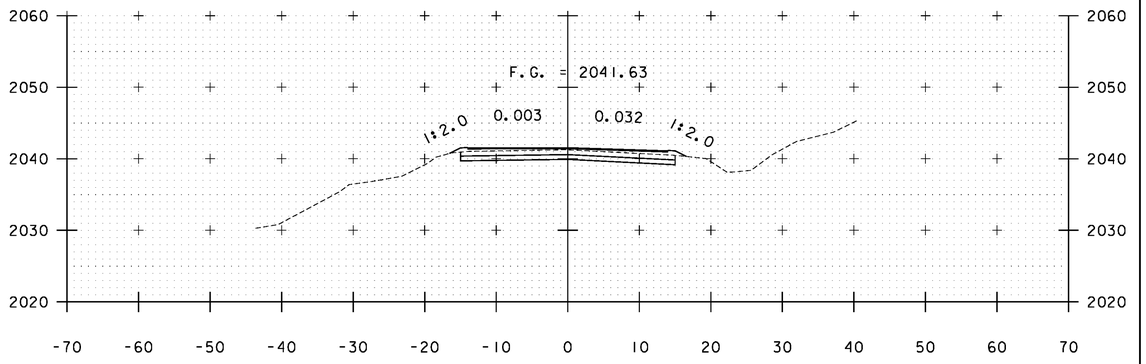
A 4+20

STA. A 3+50 TO STA. A 4+50

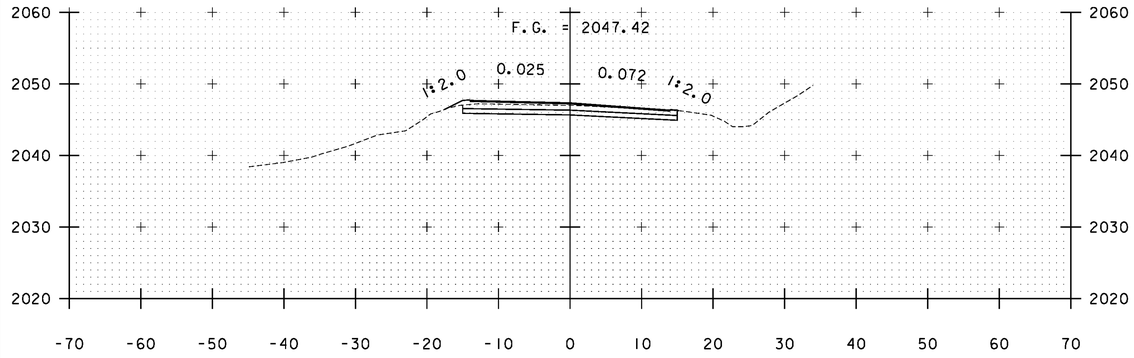
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

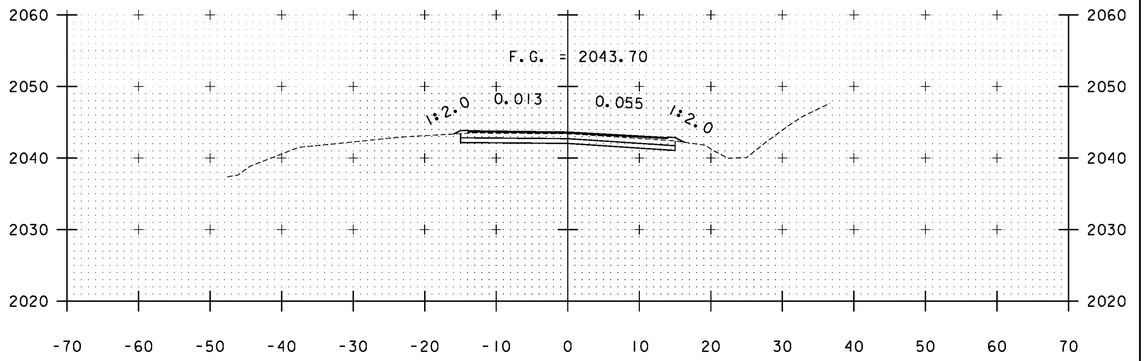
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 171 OF 444



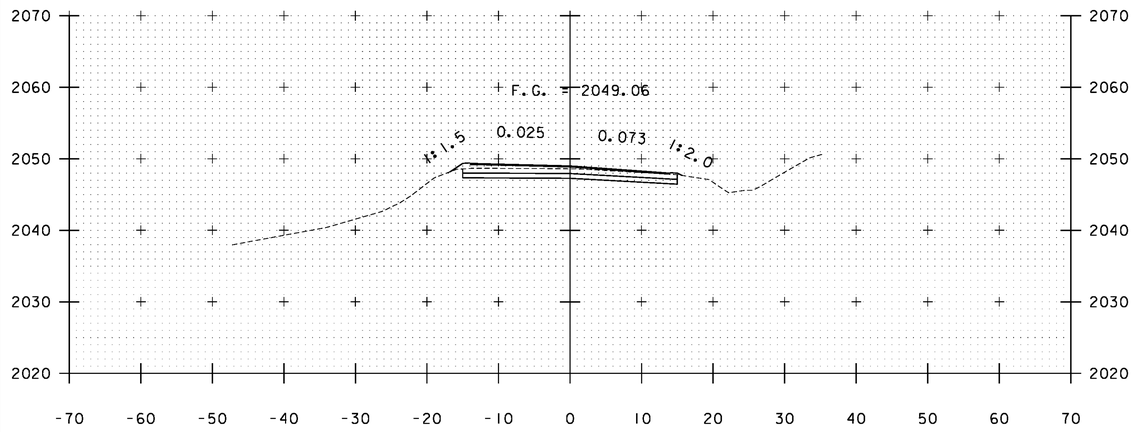
A 7+00



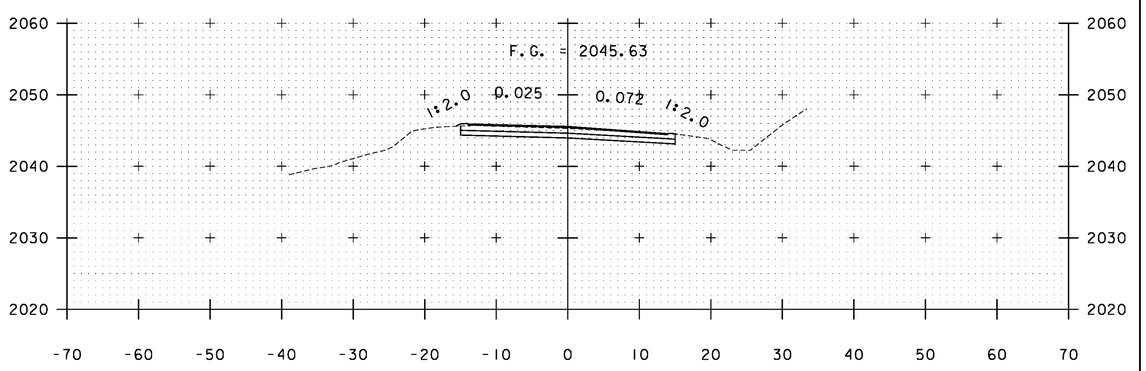
A 5+50



A 6+50



A 5+00



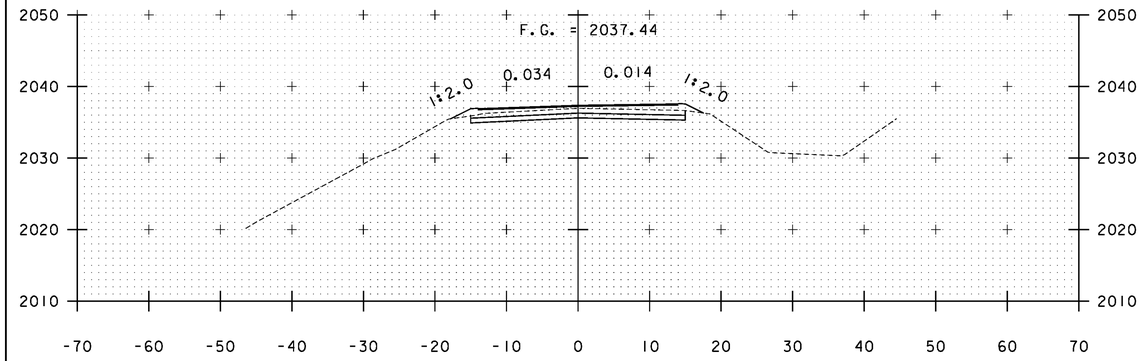
A 6+00

STA. A 5+00 TO STA. A 7+00

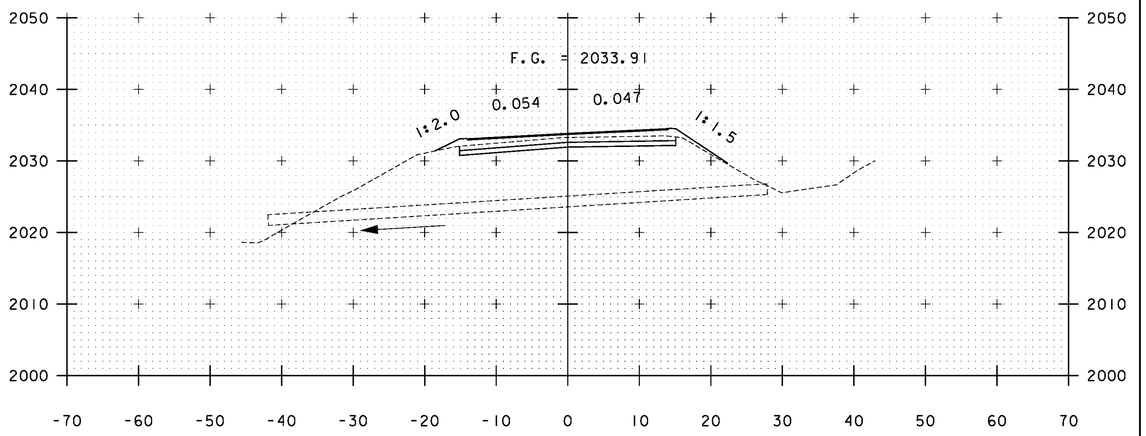
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

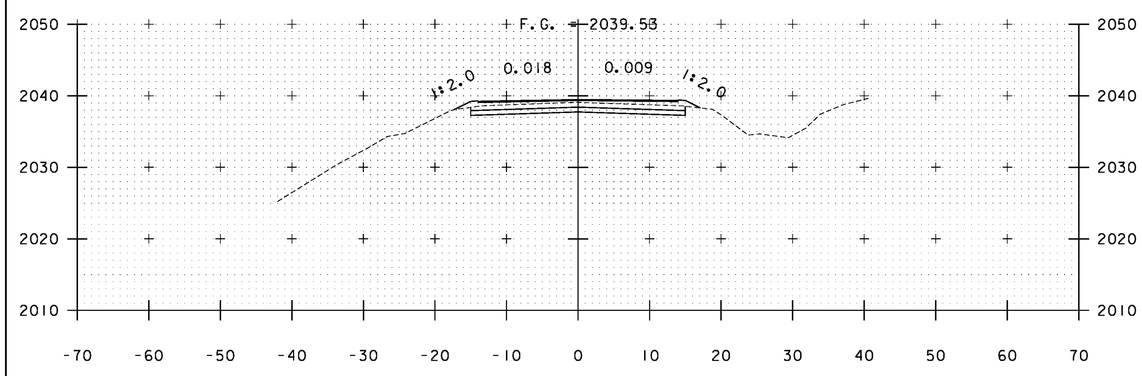
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 172 OF 444



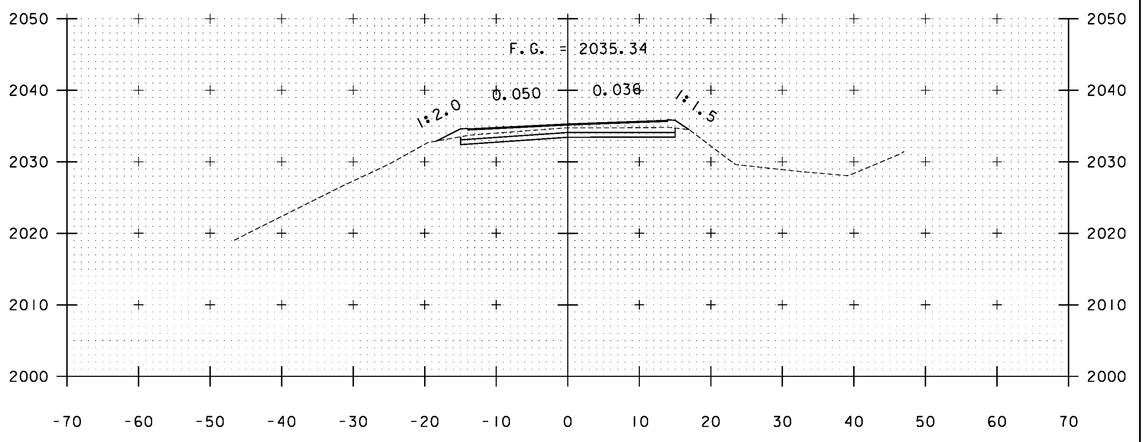
A 8+00



A 8+84



A 7+50



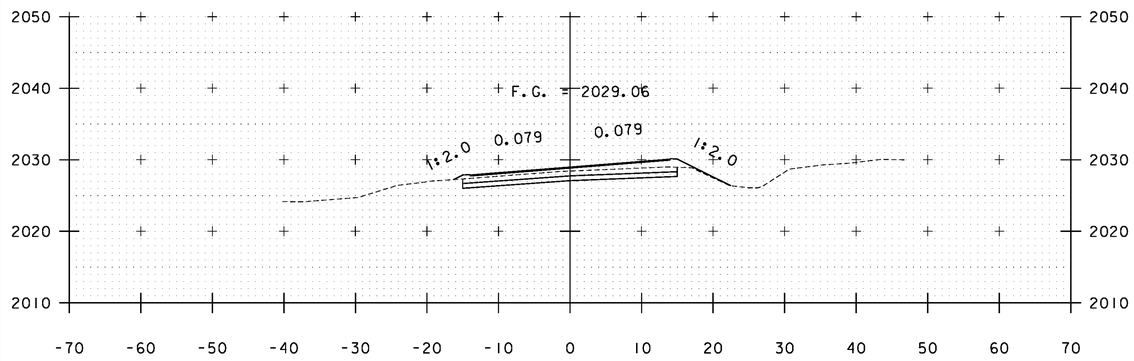
A 8+50

STA. A 7+50 TO STA. A 8+84

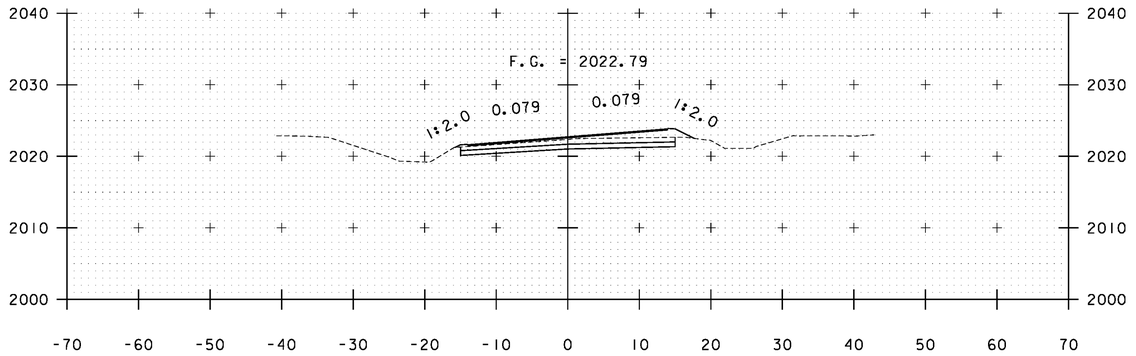
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

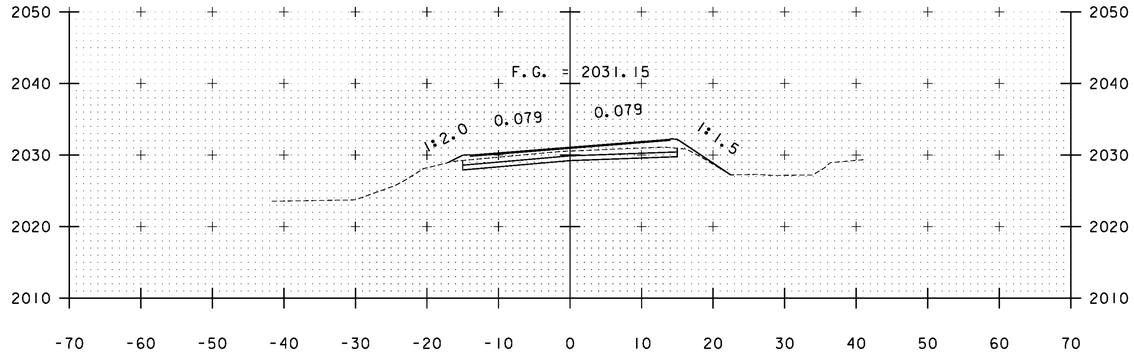
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 173 OF 444



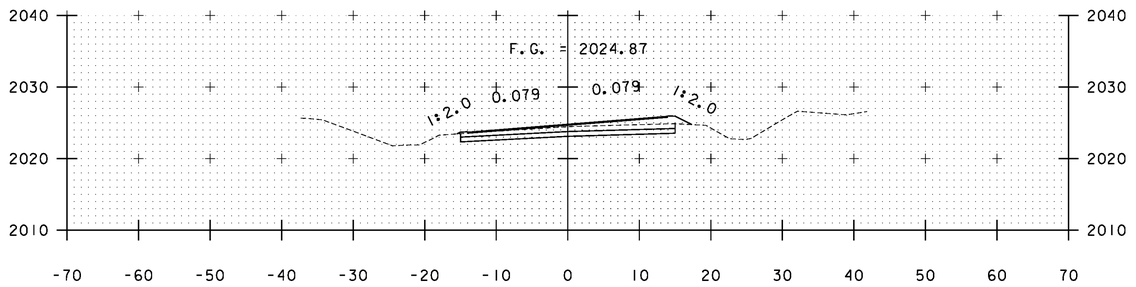
A 10+00



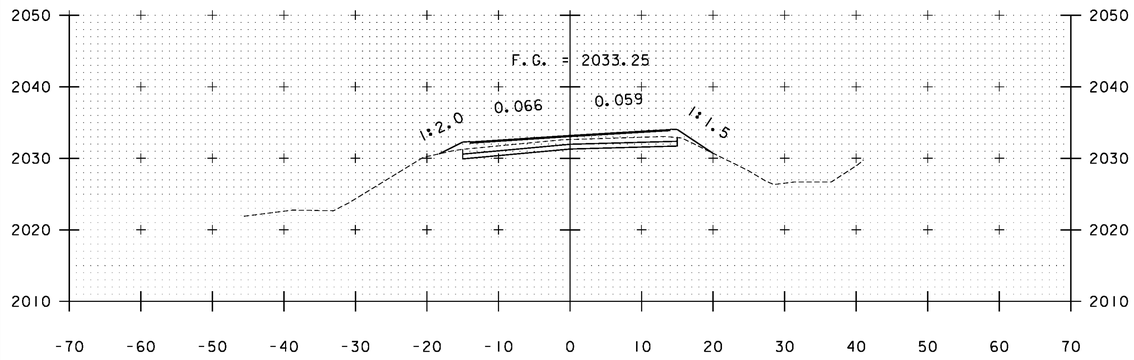
A 11+50



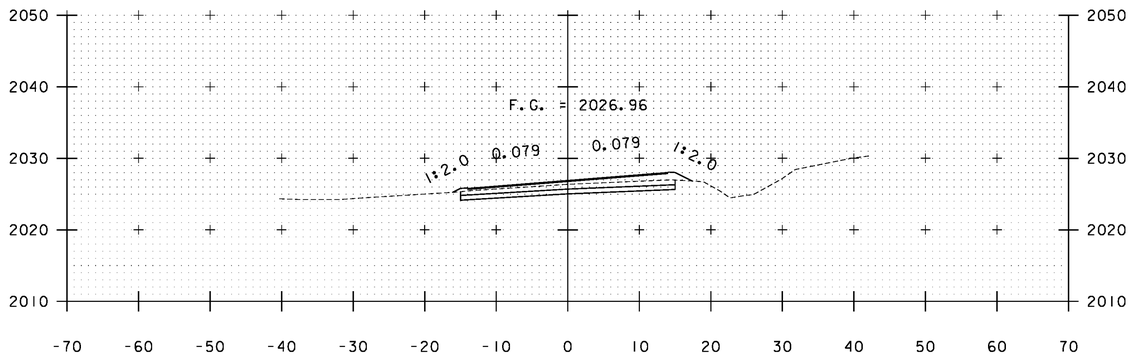
A 9+50



A 11+00



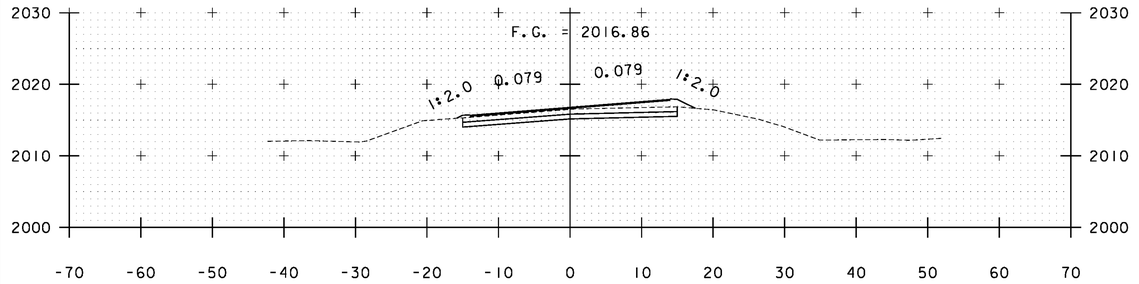
A 9+00



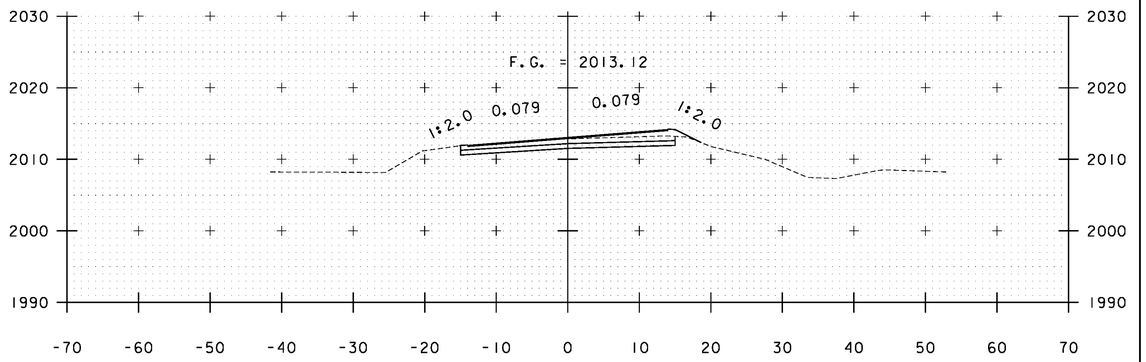
A 10+50

STA. A 9+00 TO STA. A 11+50

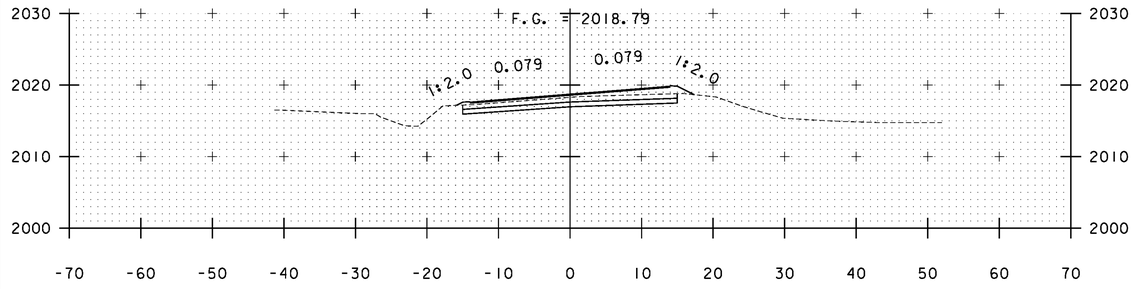
PROJECT NAME:	WARDSBORO-JAMAICA
PROJECT NUMBER:	ER STP 013-1(17)
FILE NAME: xs.dgn	PLOT DATE: 2/26/2014
PROJECT LEADER: K. UPMAL	DRAWN BY: B. KIPP
DESIGNED BY: B. KIPP	CHECKED BY: HSD
CROSS SECTIONS	SHEET 174 OF 444



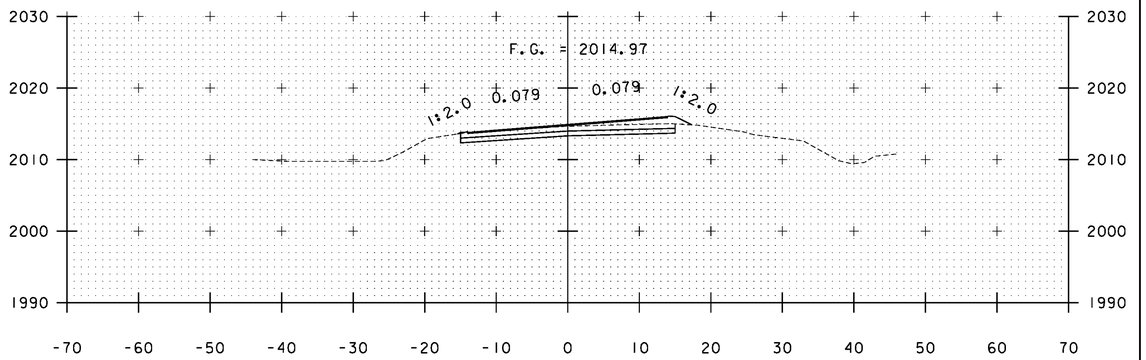
A 13+00



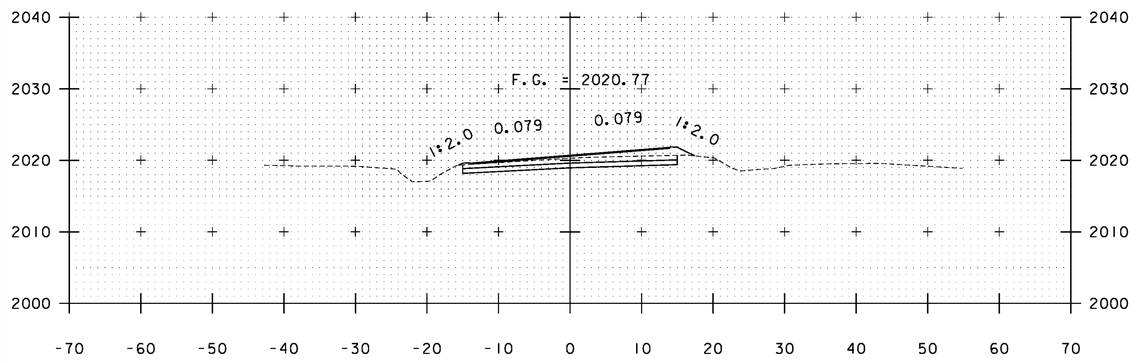
A 14+00



A 12+50



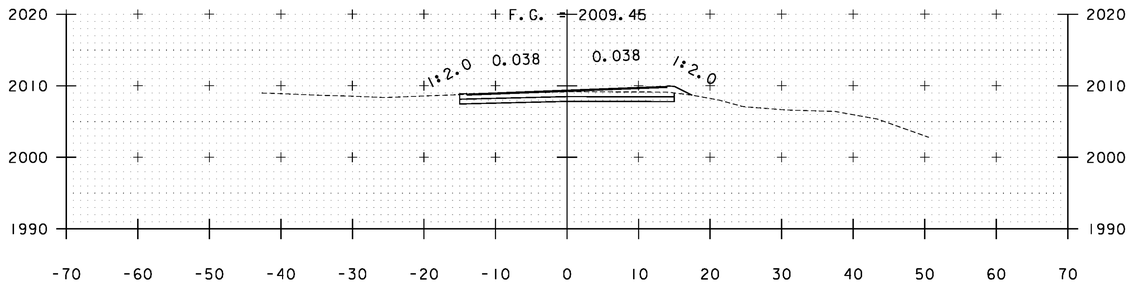
A 13+50



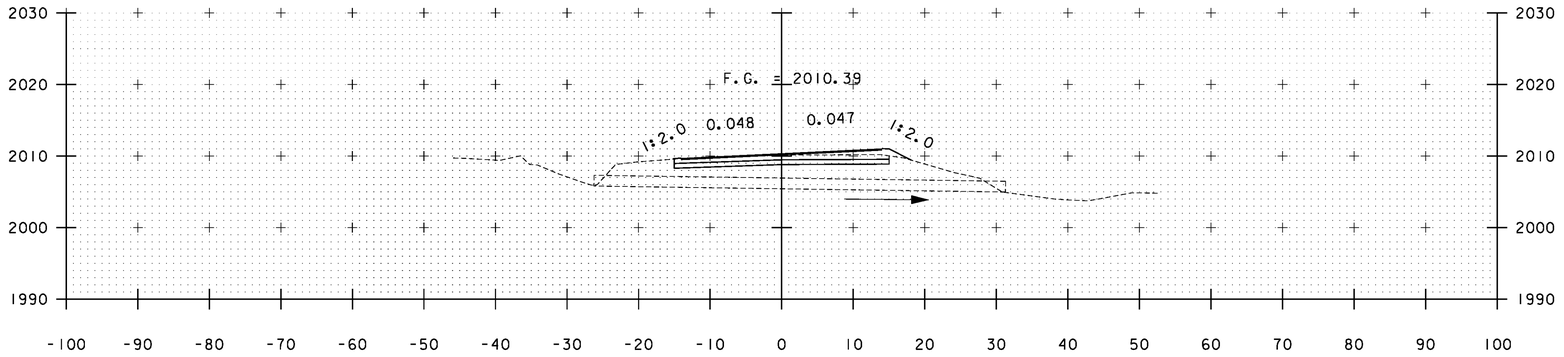
A 12+00

STA. A 12+00 TO STA. A 14+00

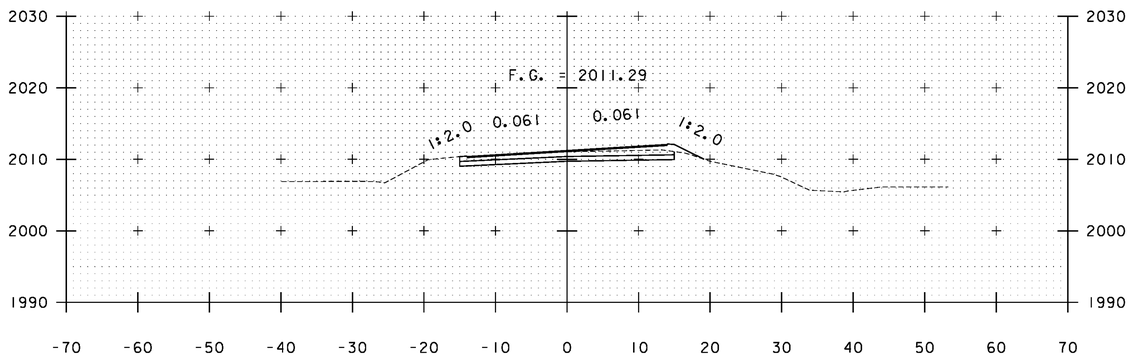
PROJECT NAME:	WARDSBORO-JAMAICA
PROJECT NUMBER:	ER STP 013-1(17)
FILE NAME: xs.dgn	PLOT DATE: 2/26/2014
PROJECT LEADER: K. UPMAL	DRAWN BY: B. KIPP
DESIGNED BY: B. KIPP	CHECKED BY: HSD
CROSS SECTIONS	SHEET 175 OF 444



A 15+00



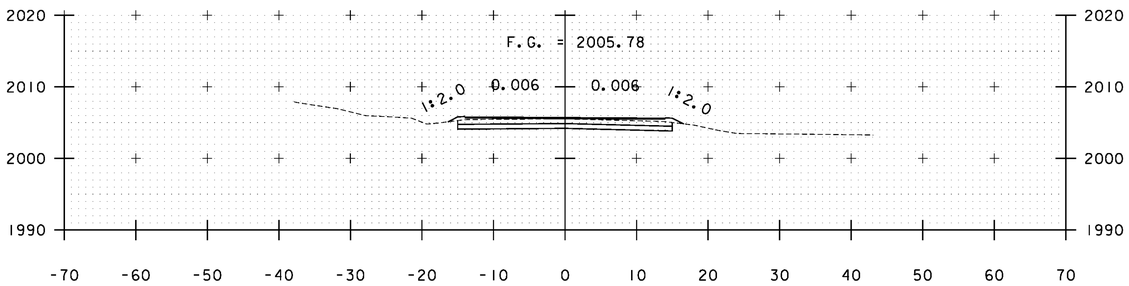
A 14+75



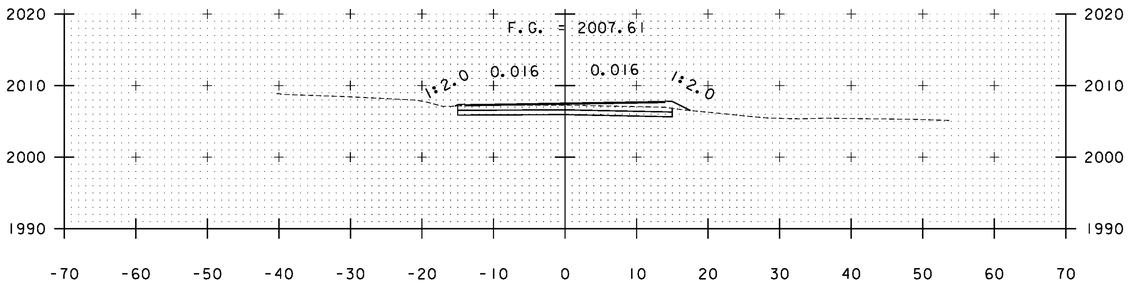
A 14+50

STA. A 14+50 TO STA. A 15+00

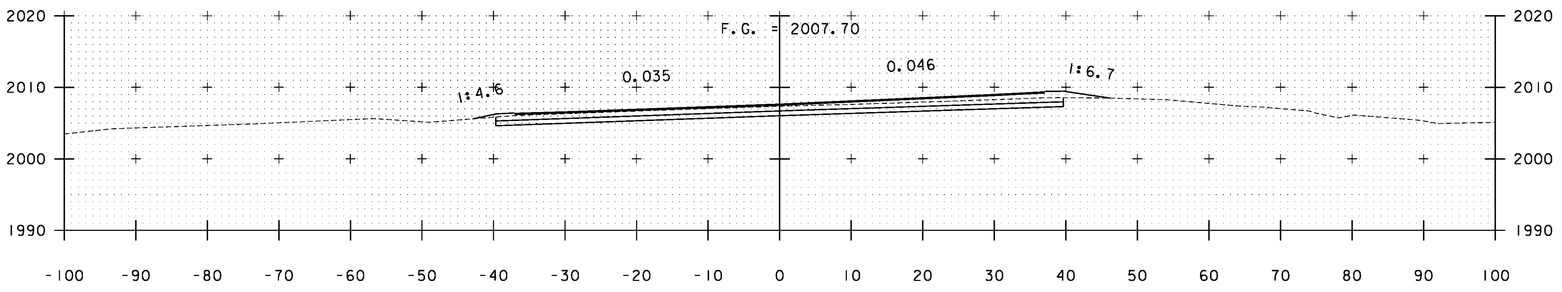
PROJECT NAME:	WARDSBORO-JAMAICA
PROJECT NUMBER:	ER STP 013-1(17)
FILE NAME: xs.dgn	PLOT DATE: 2/26/2014
PROJECT LEADER: K. UPMAL	DRAWN BY: B. KIPP
DESIGNED BY: B. KIPP	CHECKED BY: HSD
CROSS SECTIONS	SHEET 176 OF 444



A 16+00



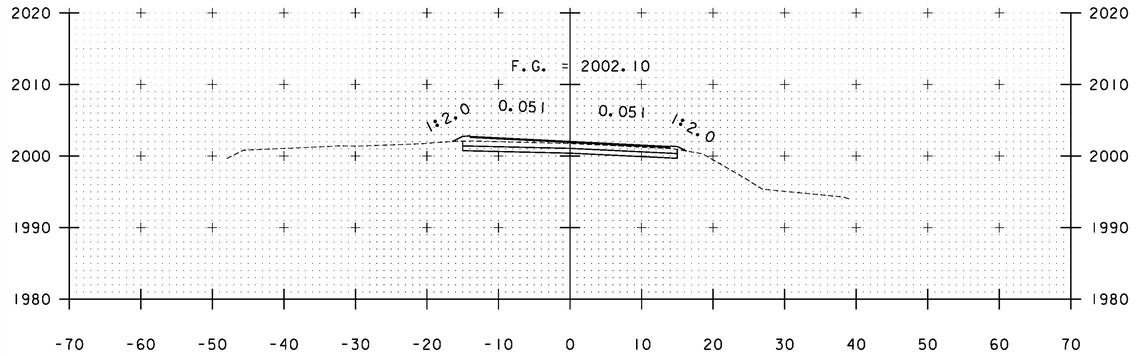
A 15+50



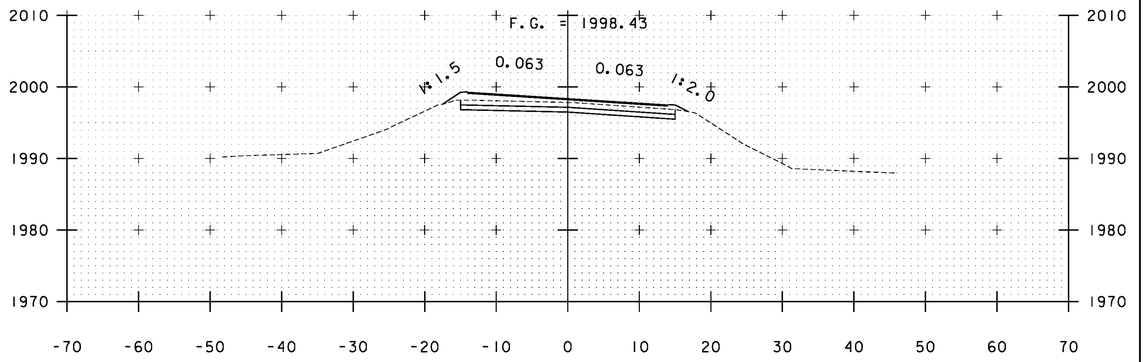
A 15+48

STA. A 15+48 TO STA. A 16+00

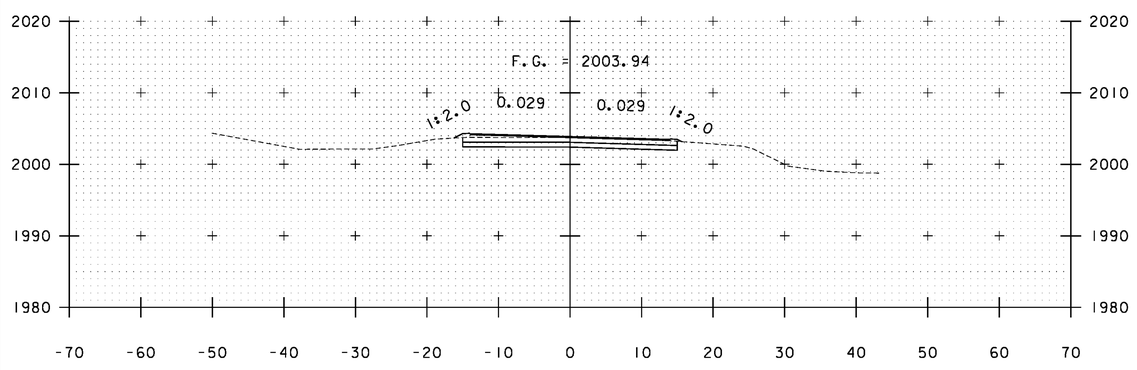
PROJECT NAME:	WARDSBORO-JAMAICA
PROJECT NUMBER:	ER STP 013-1(17)
FILE NAME: xs.dgn	PLOT DATE: 2/26/2014
PROJECT LEADER: K. UPMAL	DRAWN BY: B. KIPP
DESIGNED BY: B. KIPP	CHECKED BY: HSD
CROSS SECTIONS	SHEET 177 OF 444



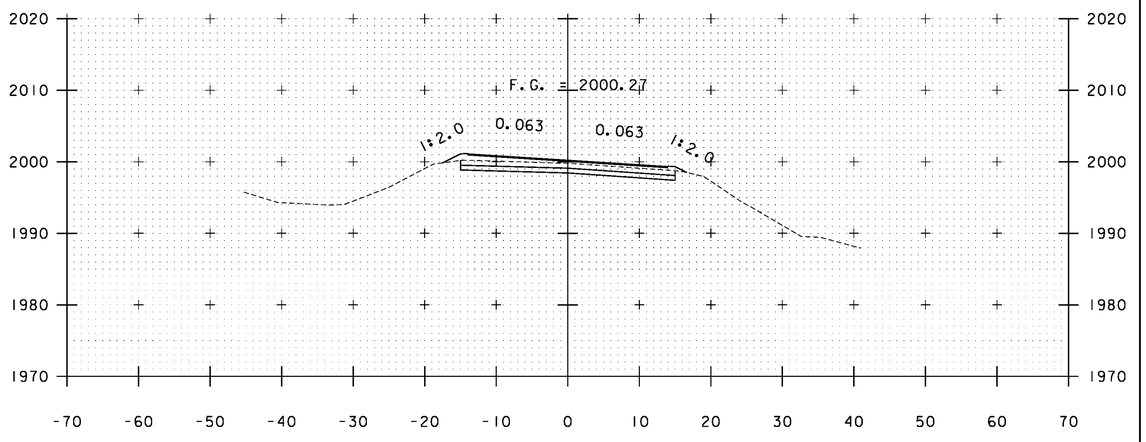
A 17+00



A 18+00



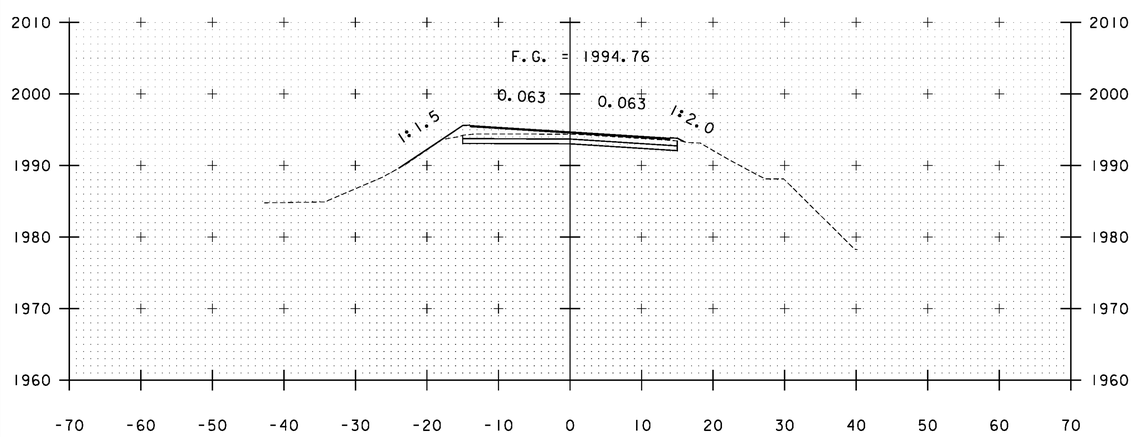
A 16+50



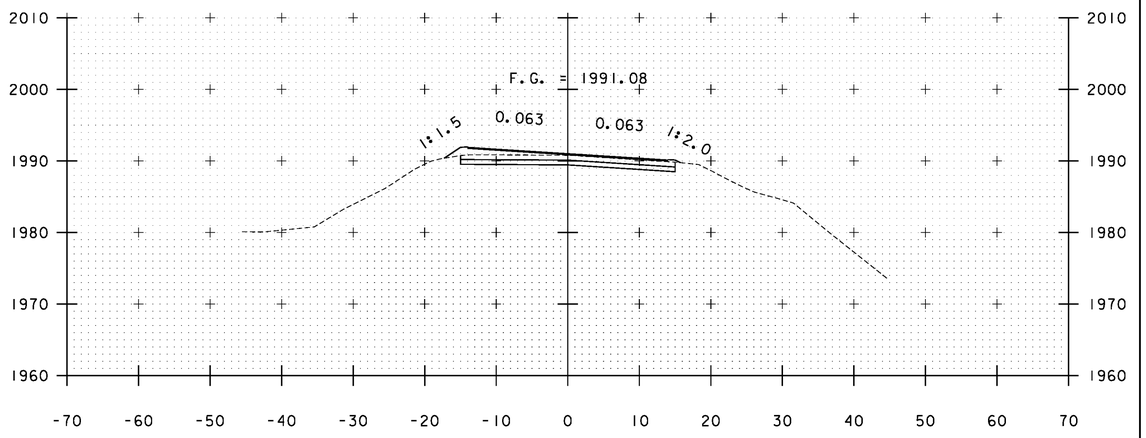
A 17+50

STA. A 16+50 TO STA. A 18+00

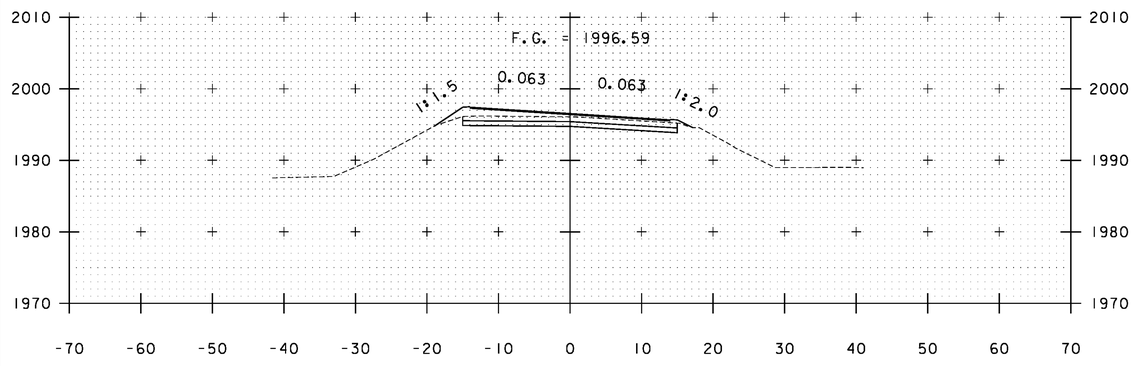
PROJECT NAME:	WARDSBORO-JAMAICA
PROJECT NUMBER:	ER STP 013-1(17)
FILE NAME: xs.dgn	PLOT DATE: 2/26/2014
PROJECT LEADER: K. UPMAL	DRAWN BY: B. KIPP
DESIGNED BY: B. KIPP	CHECKED BY: HSD
CROSS SECTIONS	SHEET 178 OF 444



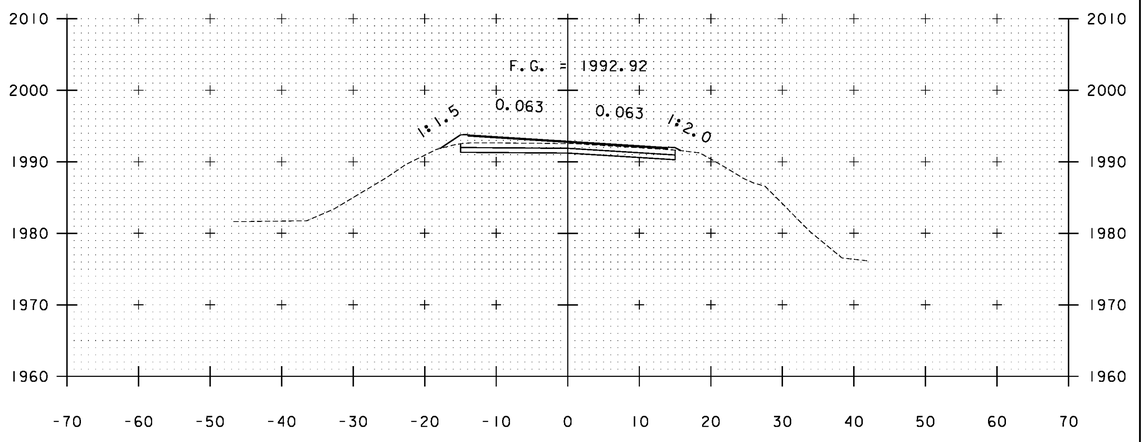
A 19+00



A 20+00



A 18+50



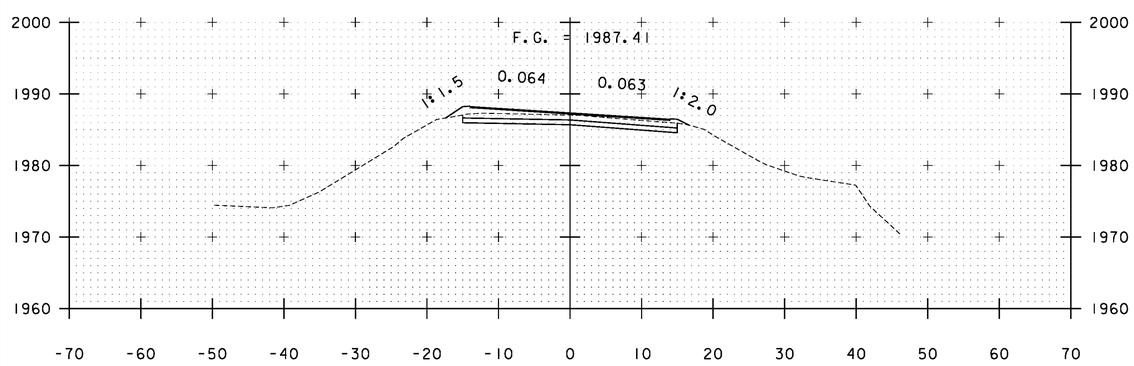
A 19+50

STA. A 18+50 TO STA. A 20+00

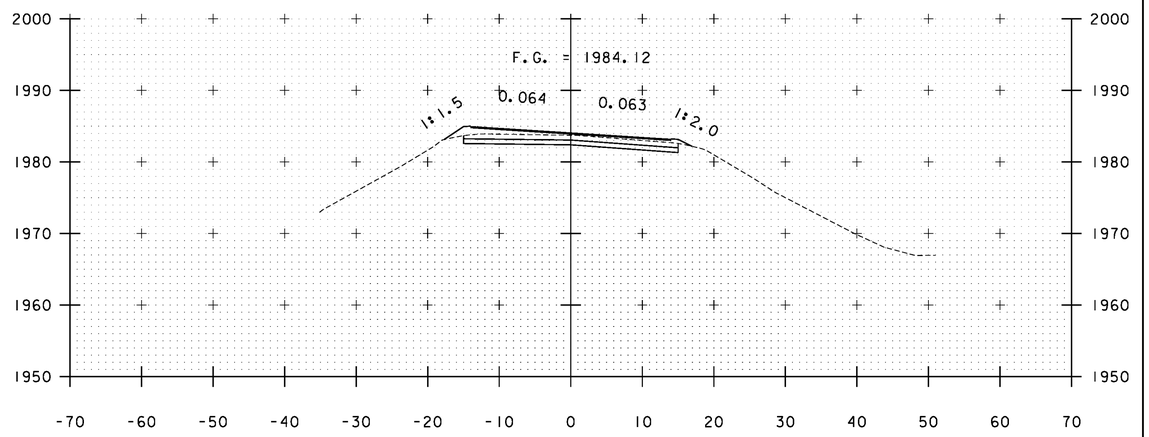
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

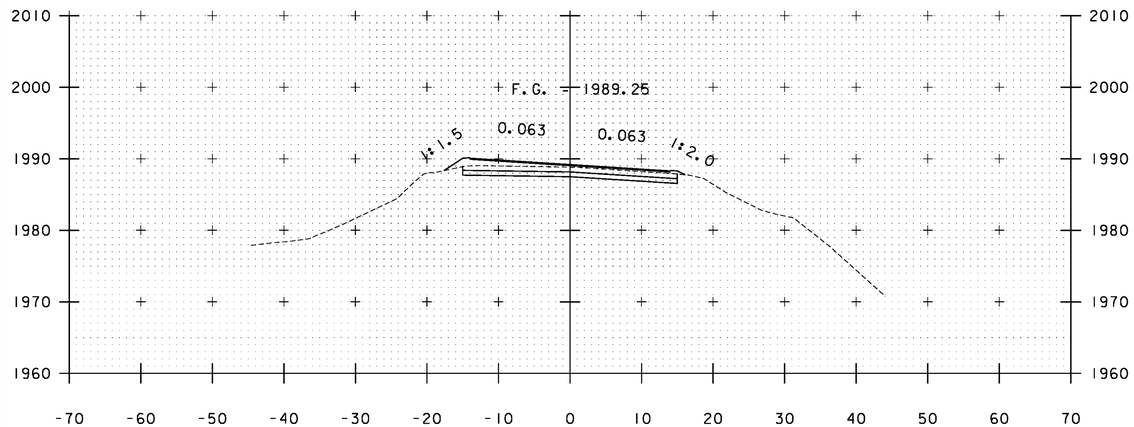
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 179 OF 444



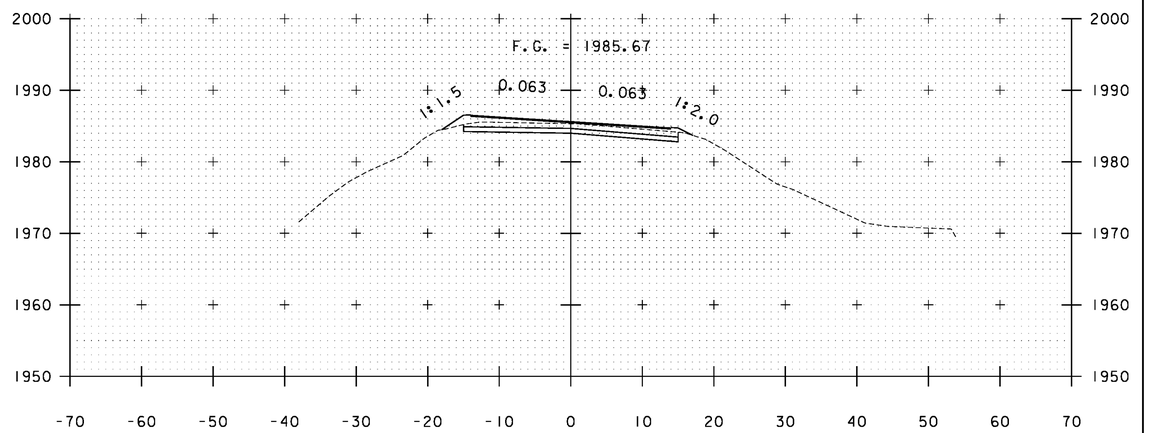
A 21+00



A 22+00



A 20+50



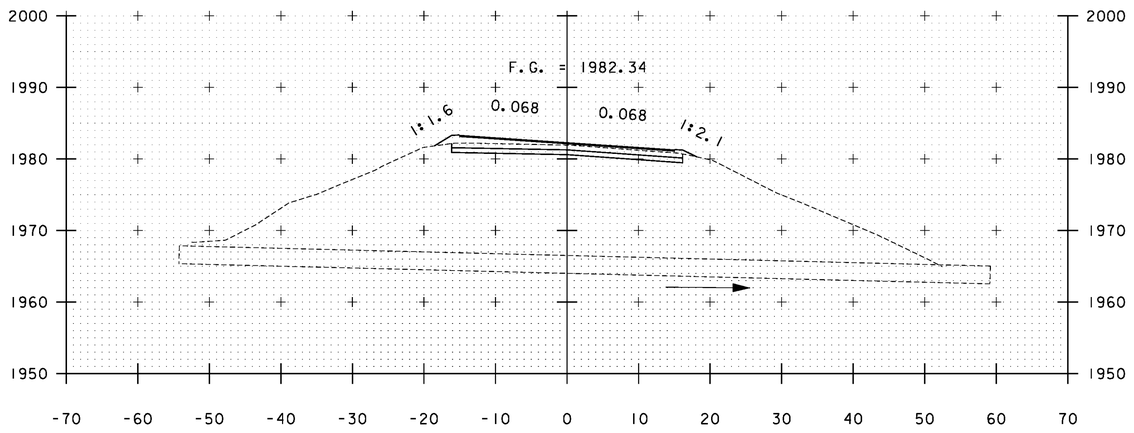
A 21+50

STA. A 20+50 TO STA. A 22+00

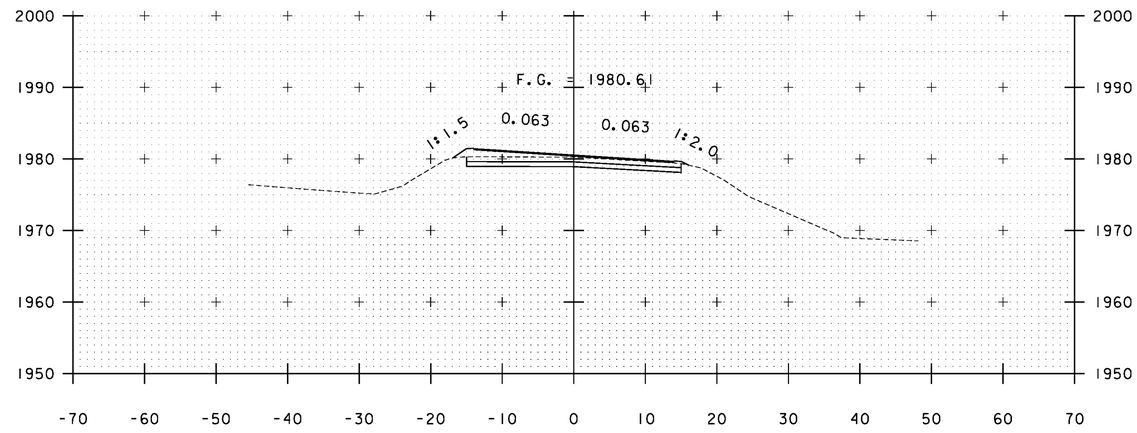
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

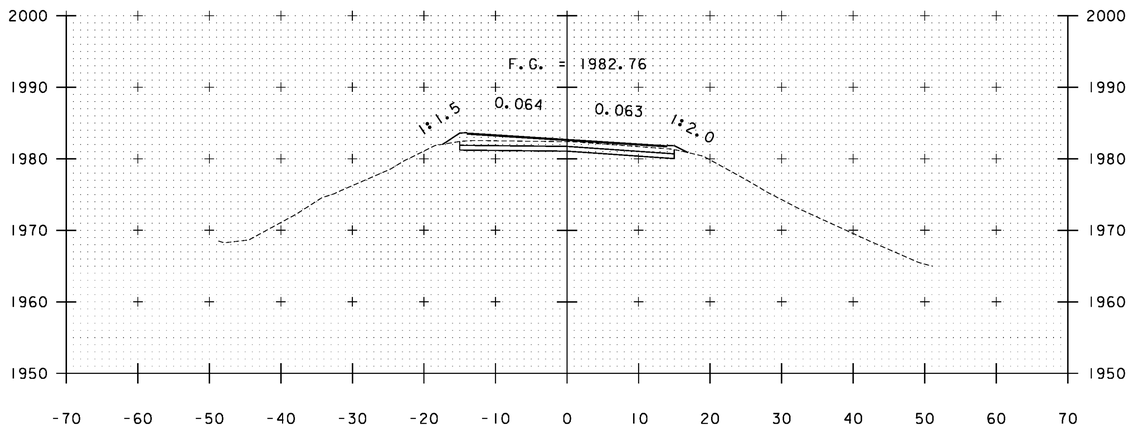
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 180 OF 444



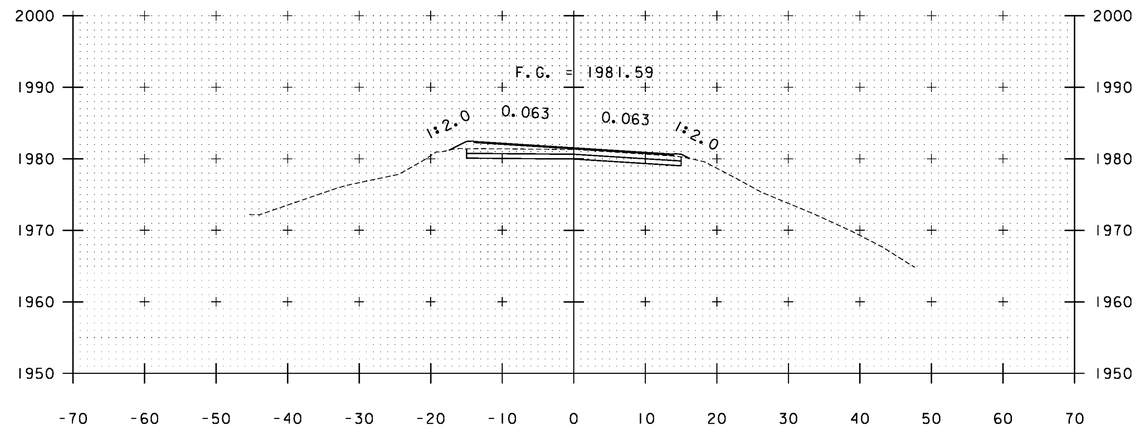
A 22+67



A 23+50



A 22+50



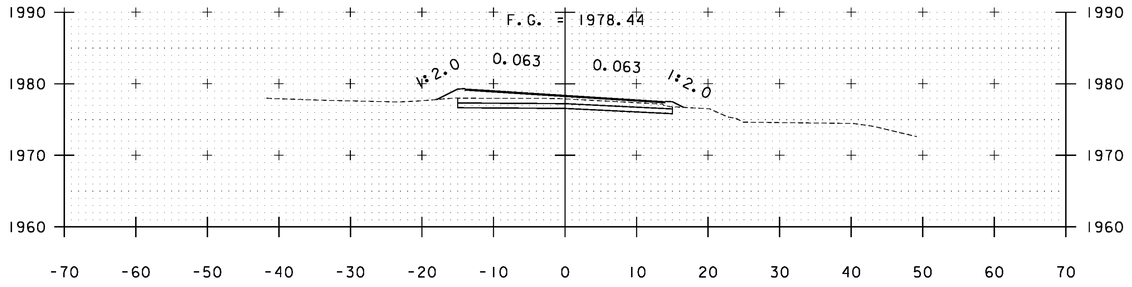
A 23+00

STA. A 22+50 TO STA. A 23+50

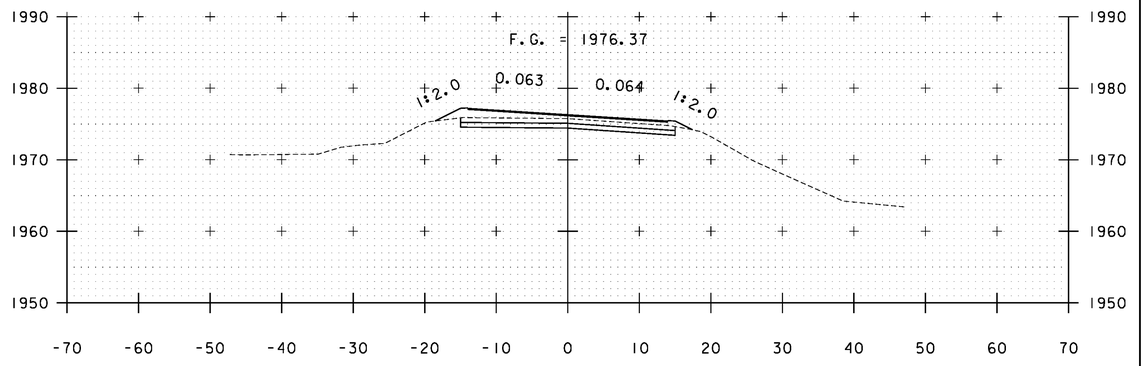
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

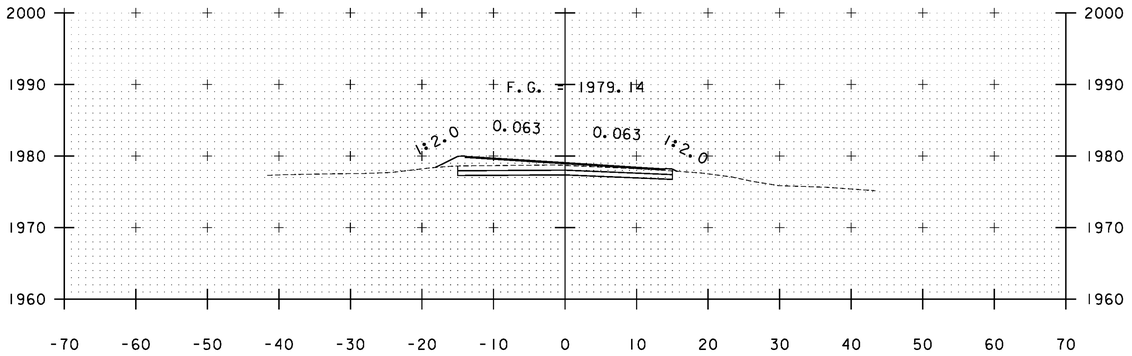
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 181 OF 444



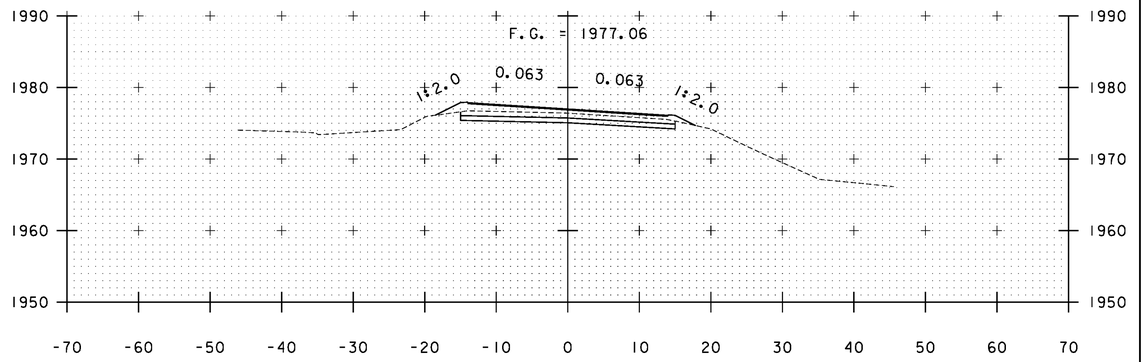
A 25+00



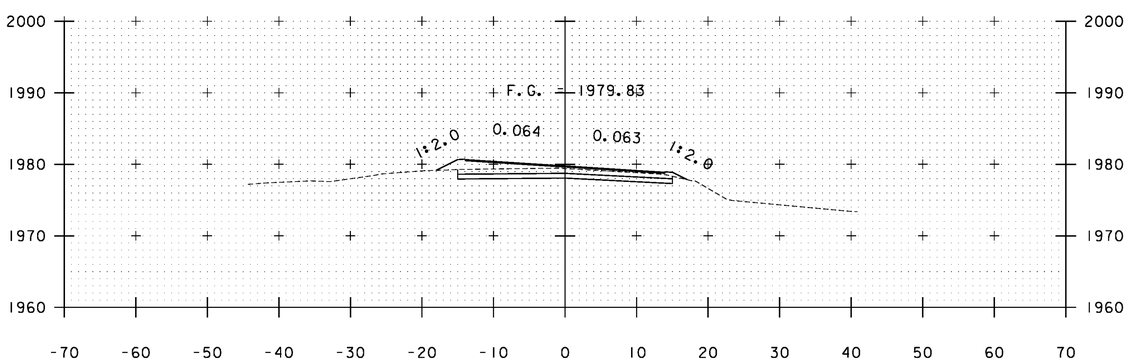
A 26+50



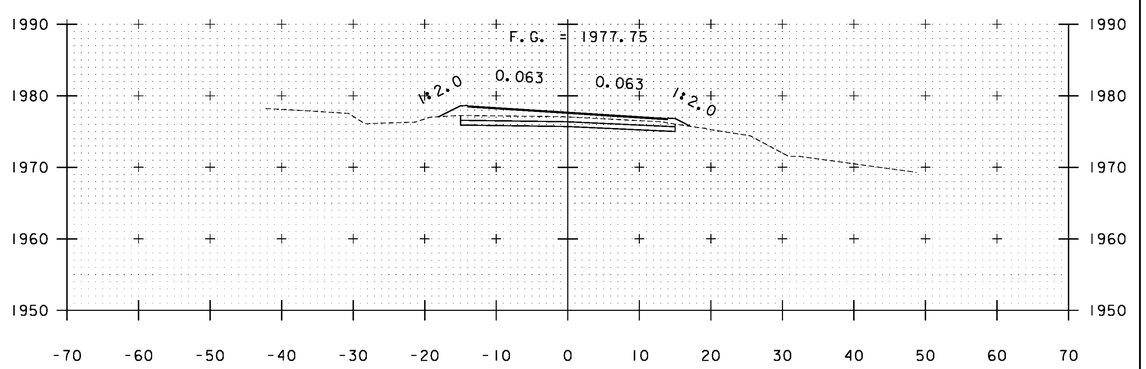
A 24+50



A 26+00



A 24+00



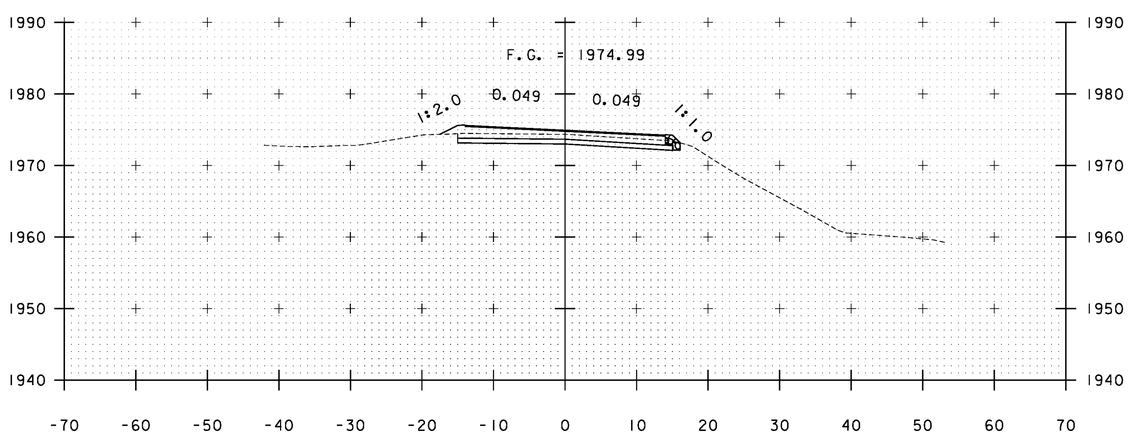
A 25+50

STA. A 24+00 TO STA. A 26+50

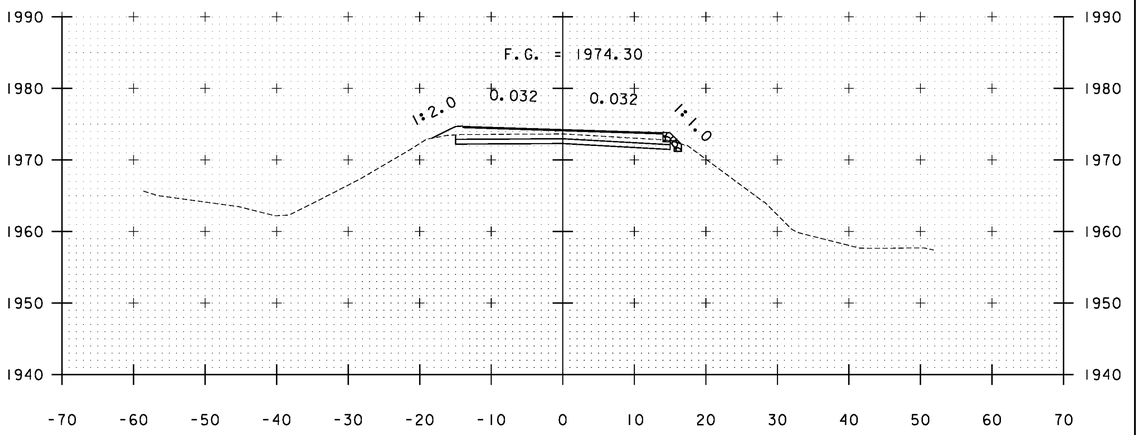
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

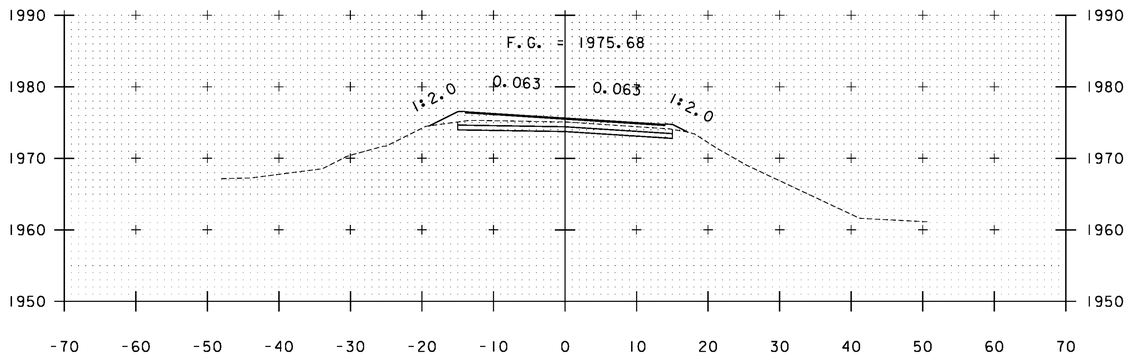
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 182 OF 444



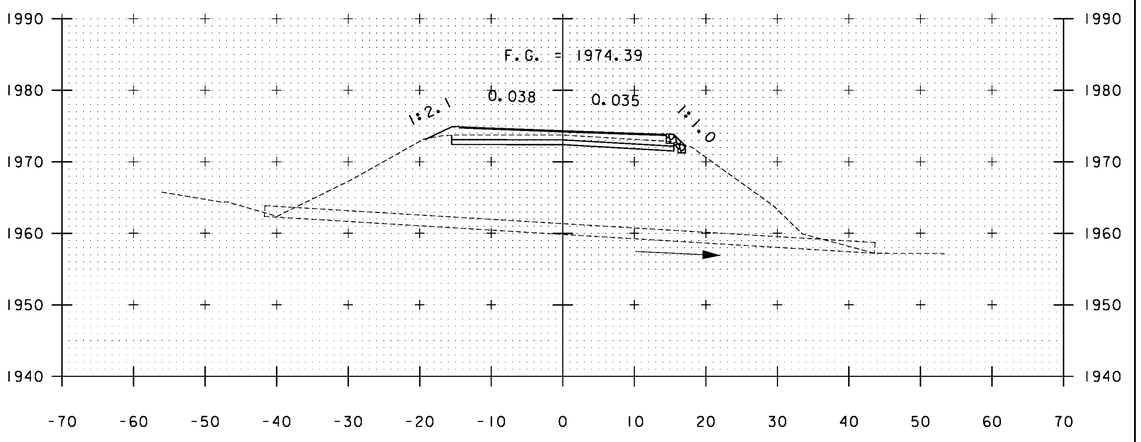
A 27+50



A 28+00



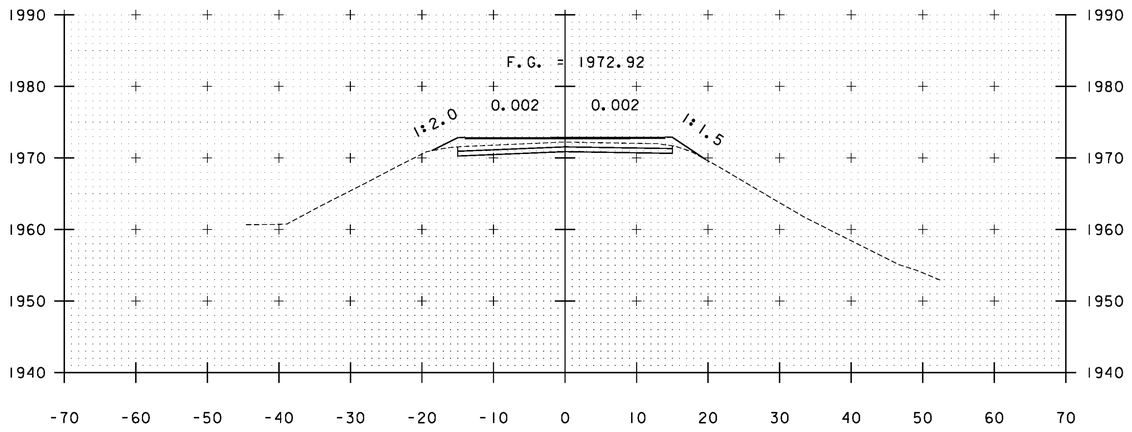
A 27+00



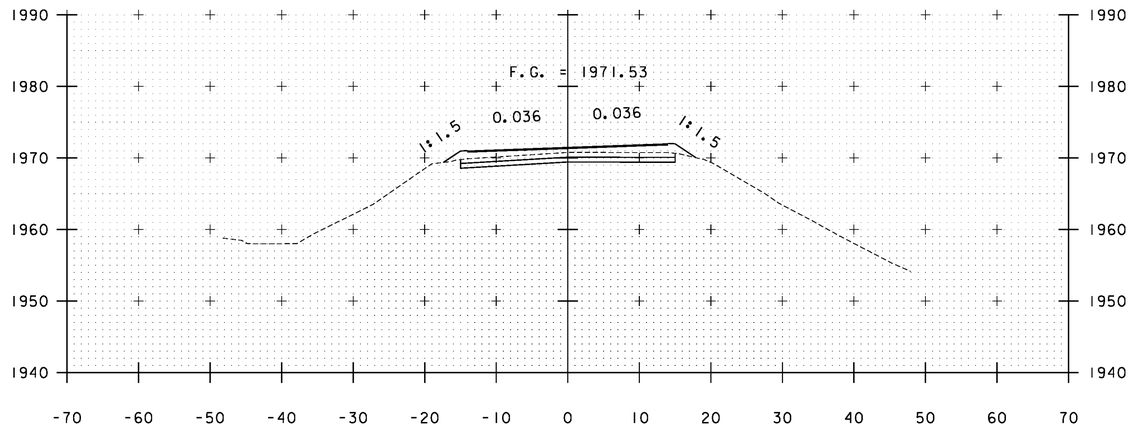
A 27+93

STA. A 27+00 TO STA. A 28+00

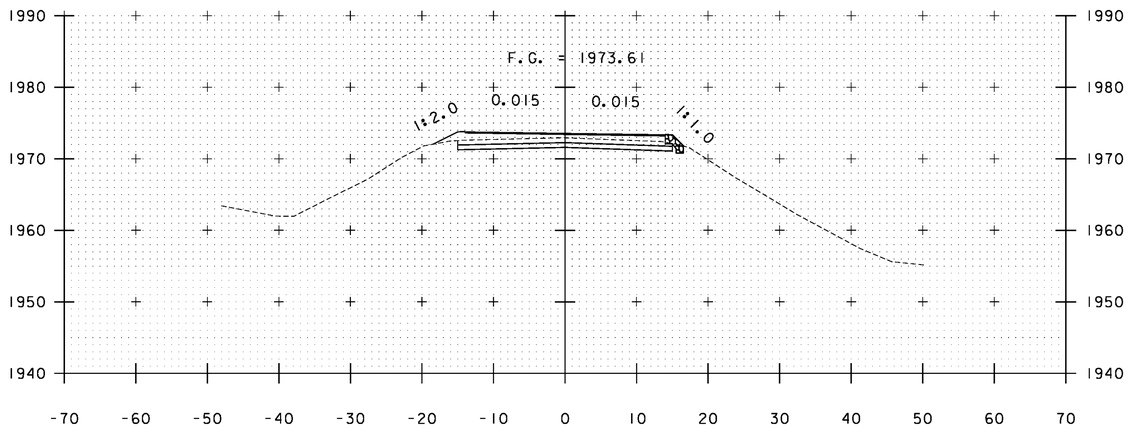
PROJECT NAME:	WARDSBORO-JAMAICA
PROJECT NUMBER:	ER STP 013-1(17)
FILE NAME: xs.dgn	PLOT DATE: 2/26/2014
PROJECT LEADER: K. UPMAL	DRAWN BY: B. KIPP
DESIGNED BY: B. KIPP	CHECKED BY: HSD
CROSS SECTIONS	SHEET 183 OF 444



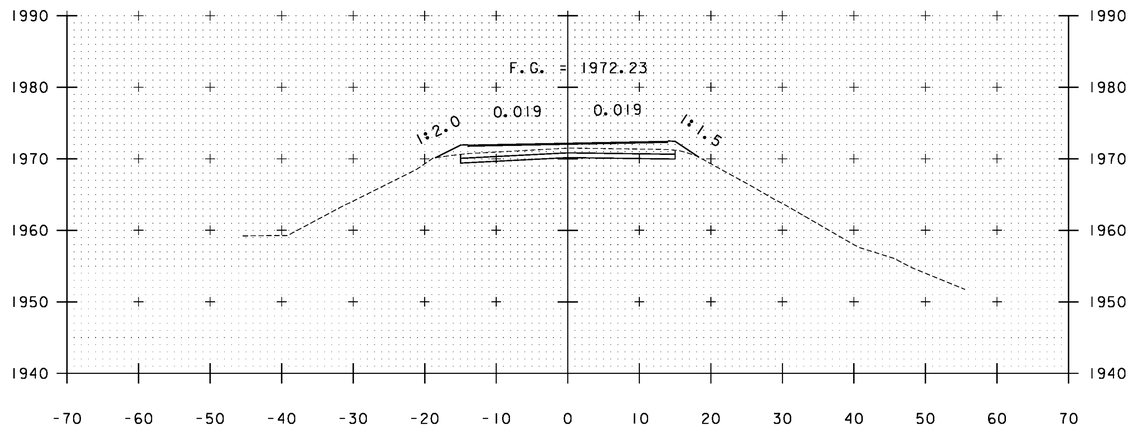
A 29+00



A 30+00



A 28+50



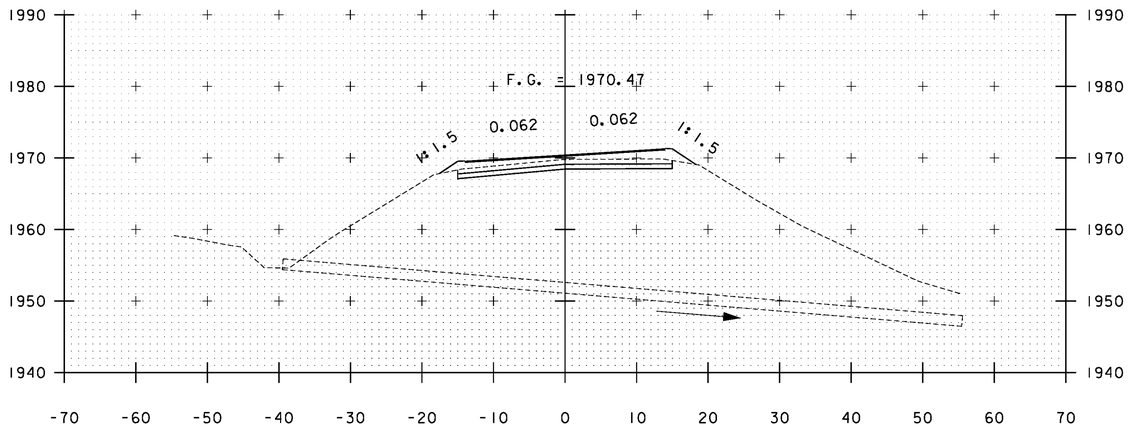
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STA. A 28+50 TO STA. A 30+00

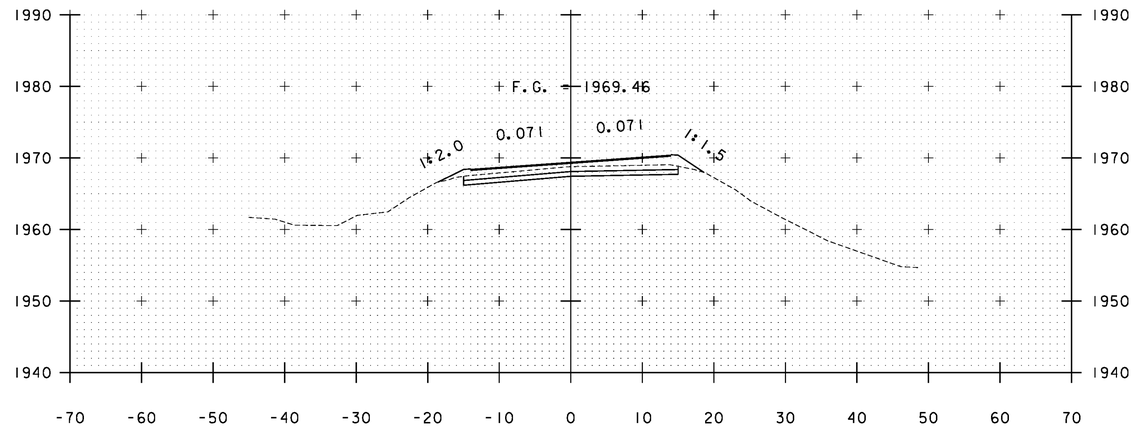
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

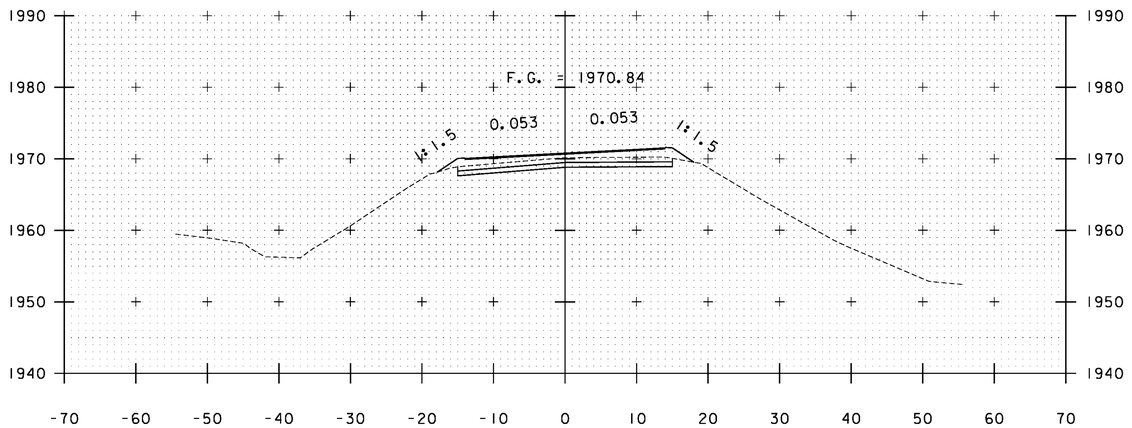
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 184 OF 444



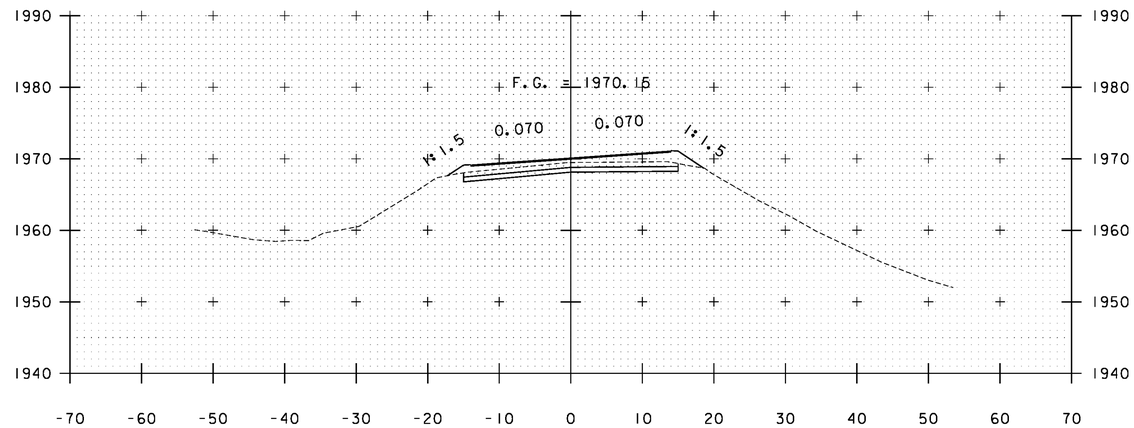
A 30+77



A 31+50



A 30+50



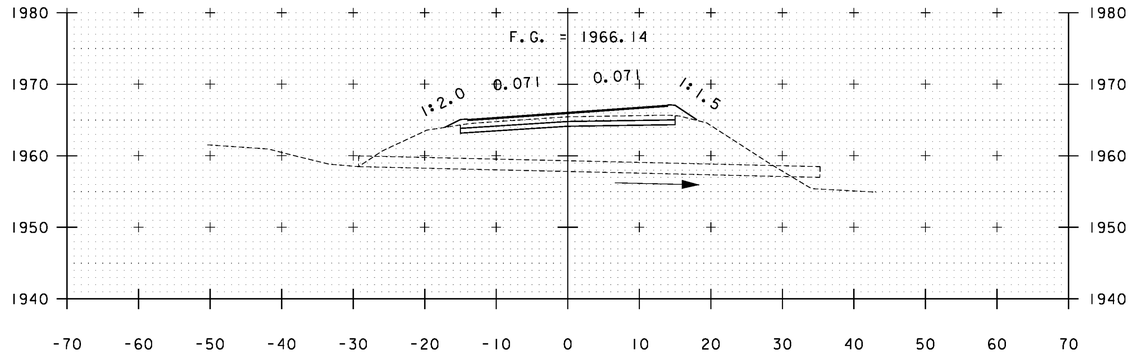
A 31+00

STA. A 30+50 TO STA. A 31+50

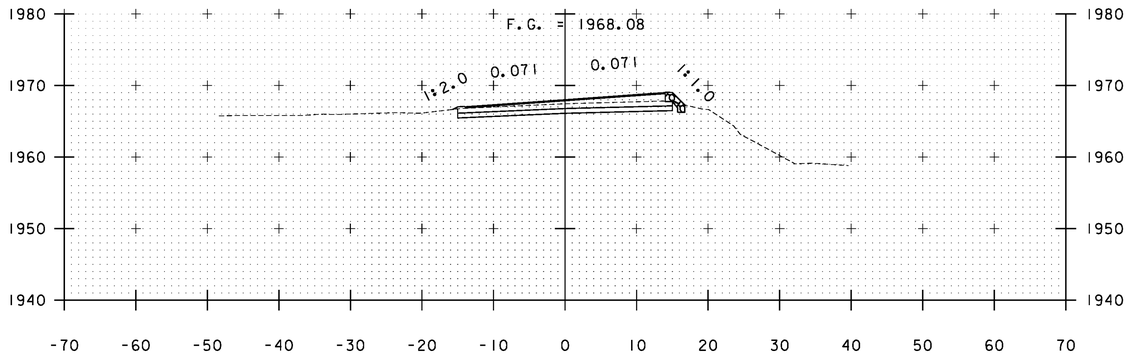
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

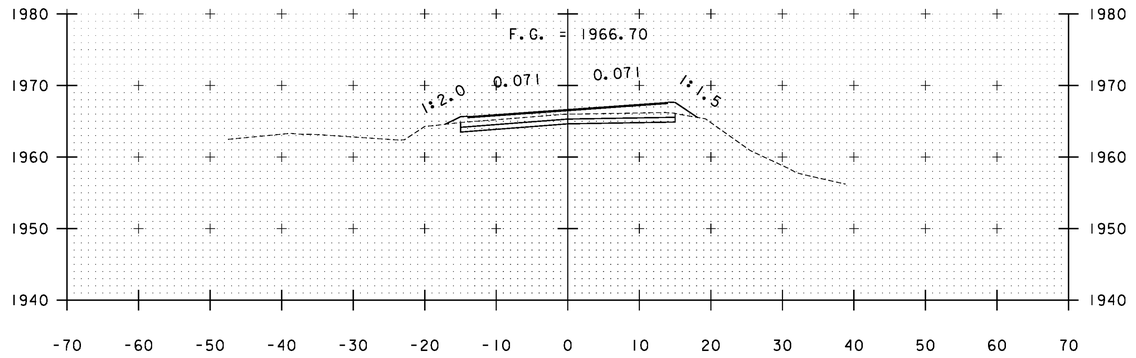
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 185 OF 444



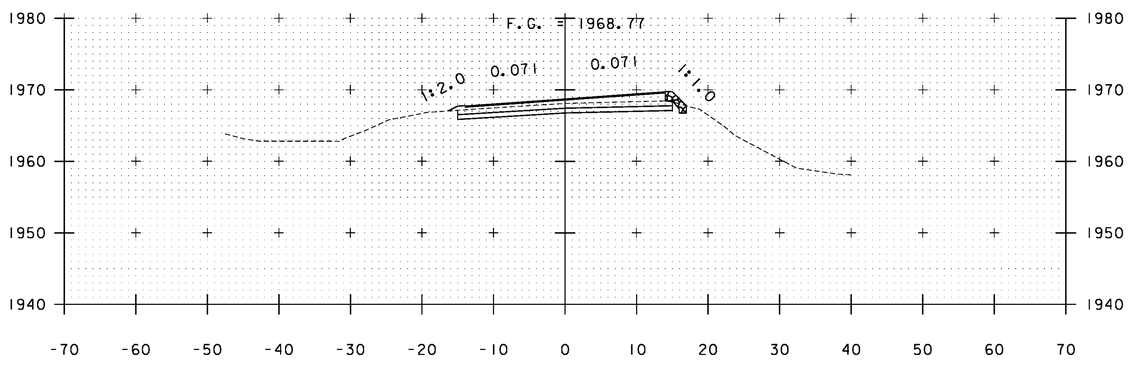
A 33+91



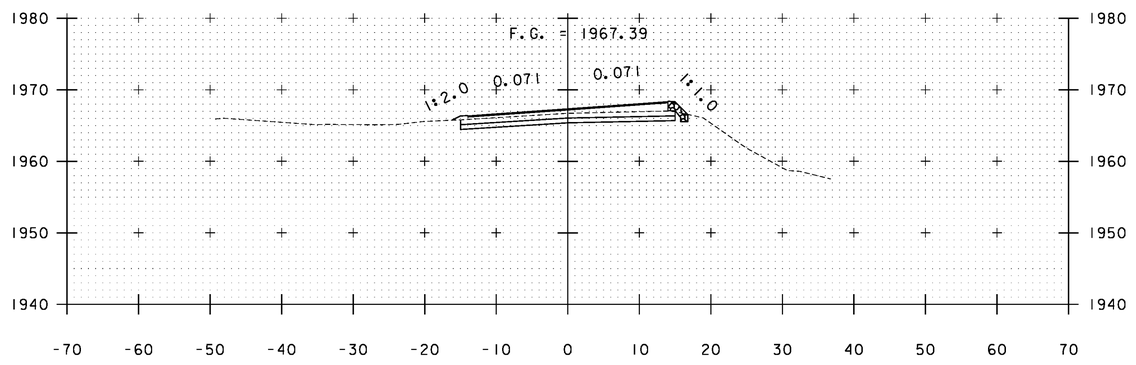
A 32+50



A 33+50



A 32+00



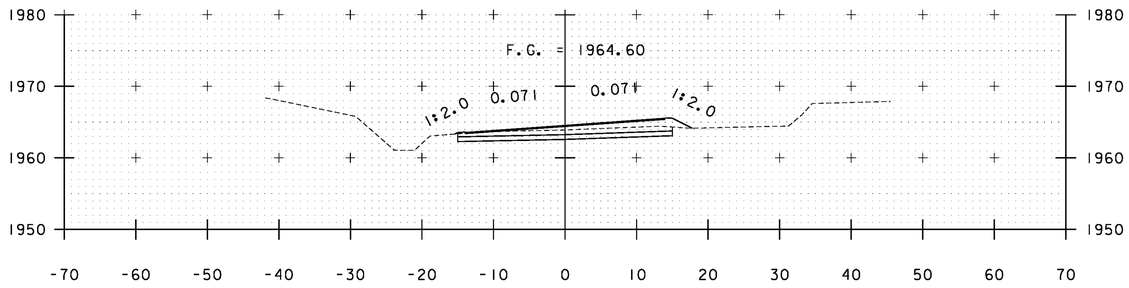
A 33+00

STA. A 32+00 TO STA. A 33+91

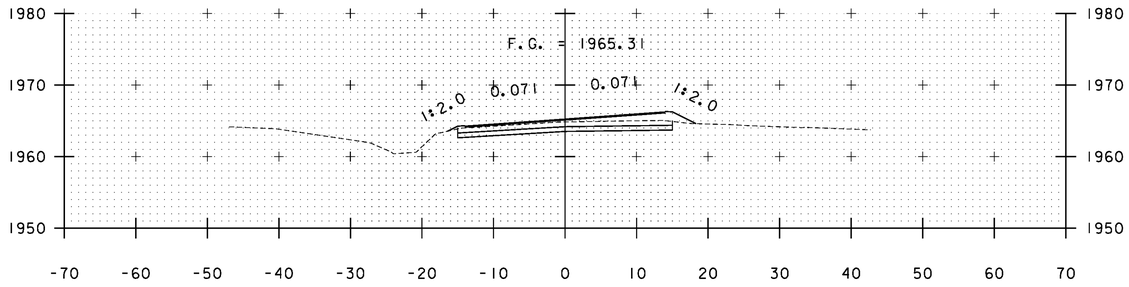
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

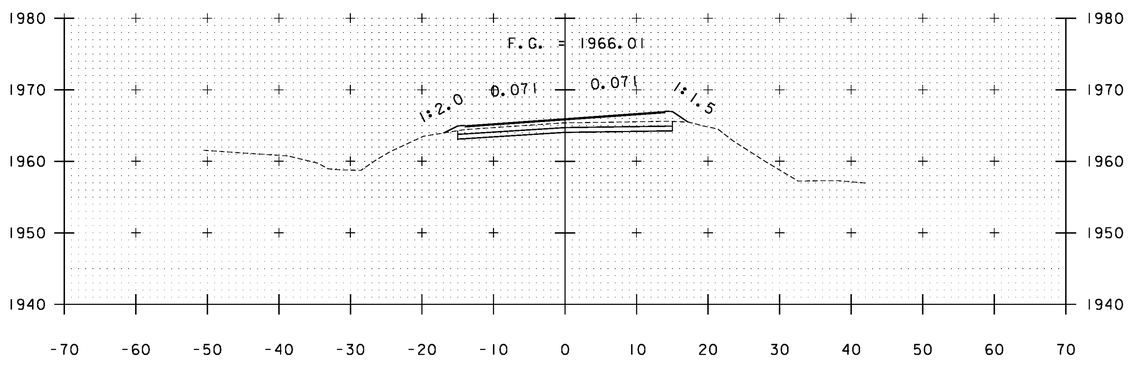
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 186 OF 444



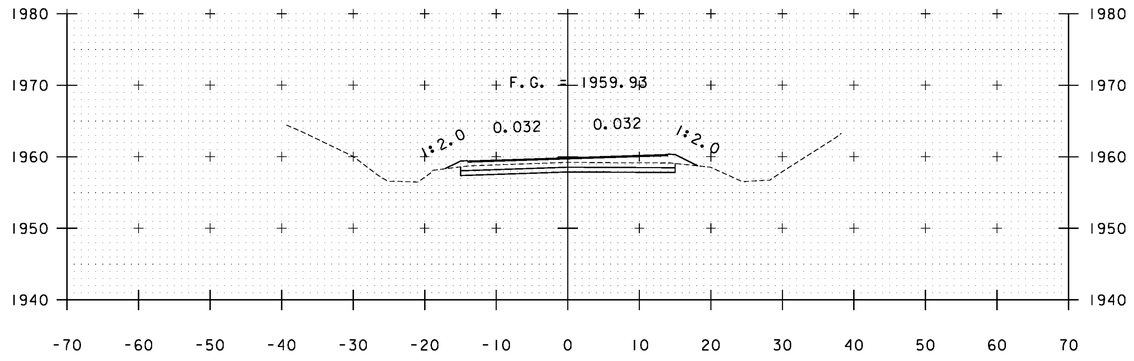
A 35+00



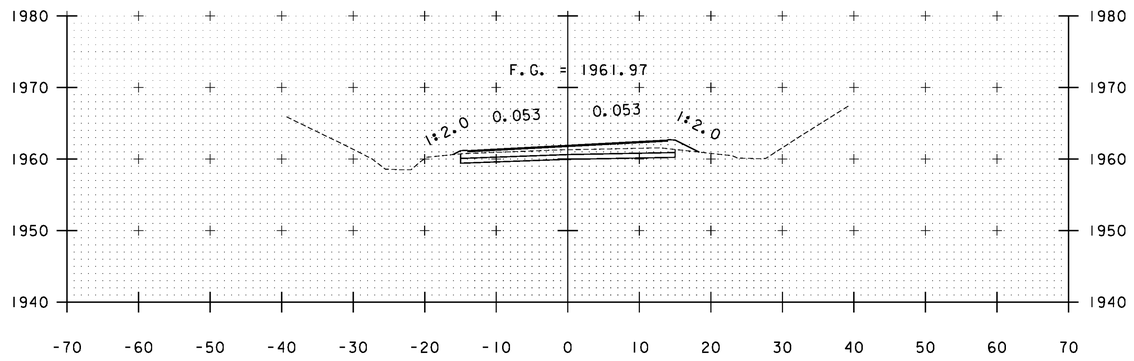
A 34+50



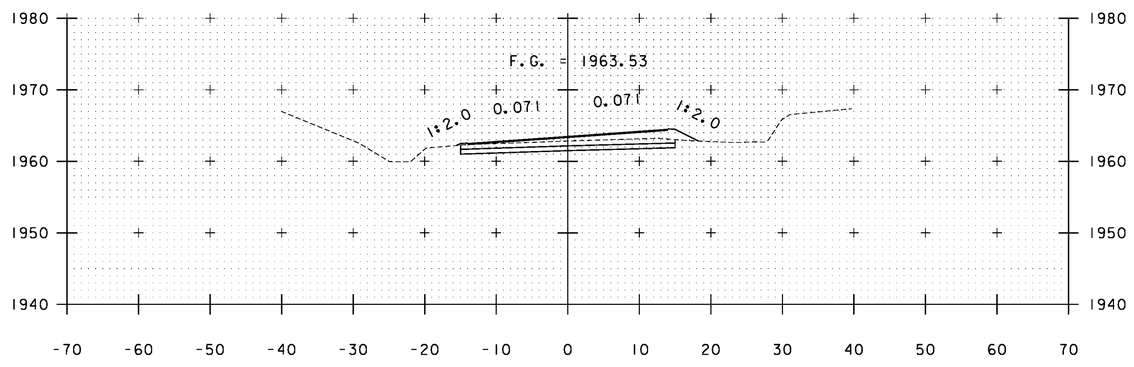
A 34+00



A 36+50



A 36+00



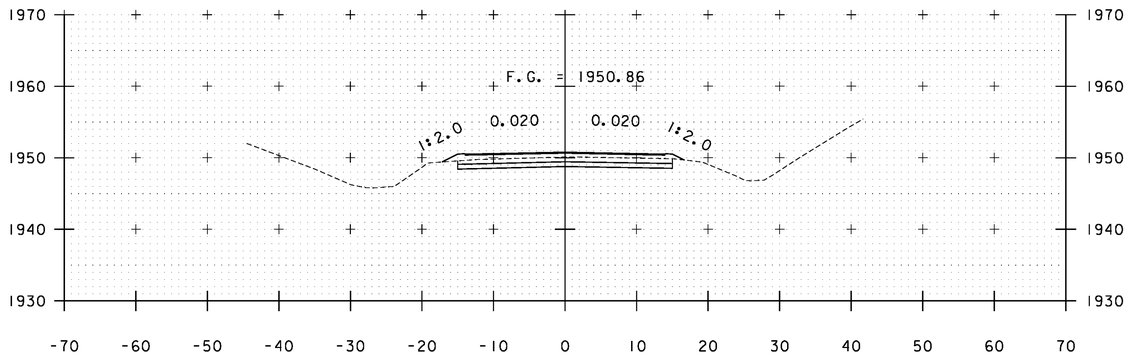
A 35+50

STA. A 34+00 TO STA. A 36+50

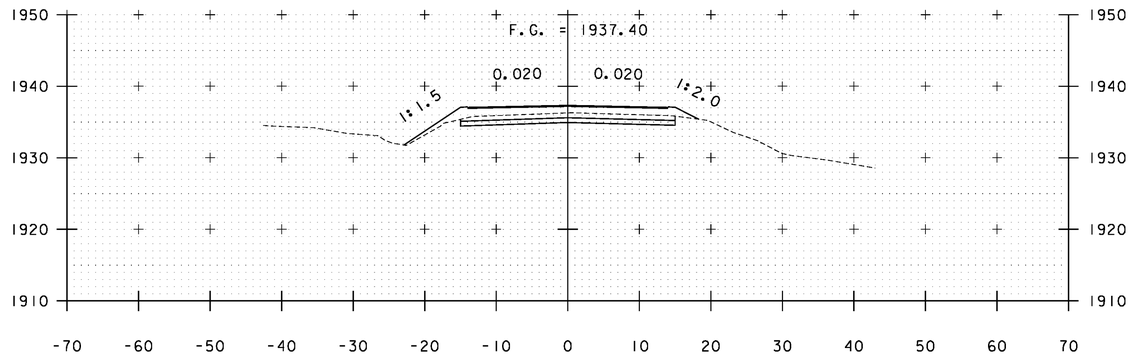
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

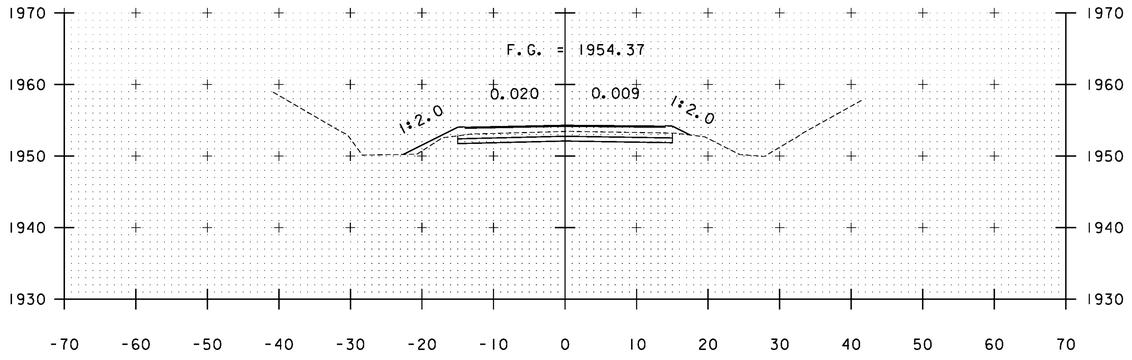
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 187 OF 444



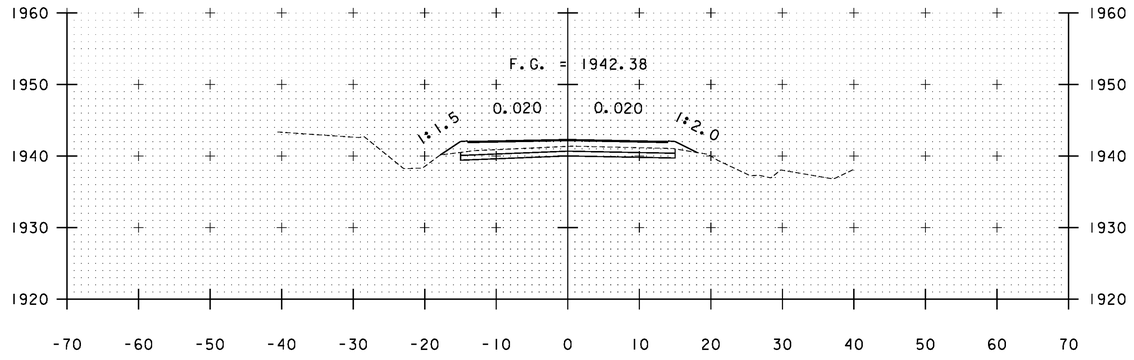
A 38+00



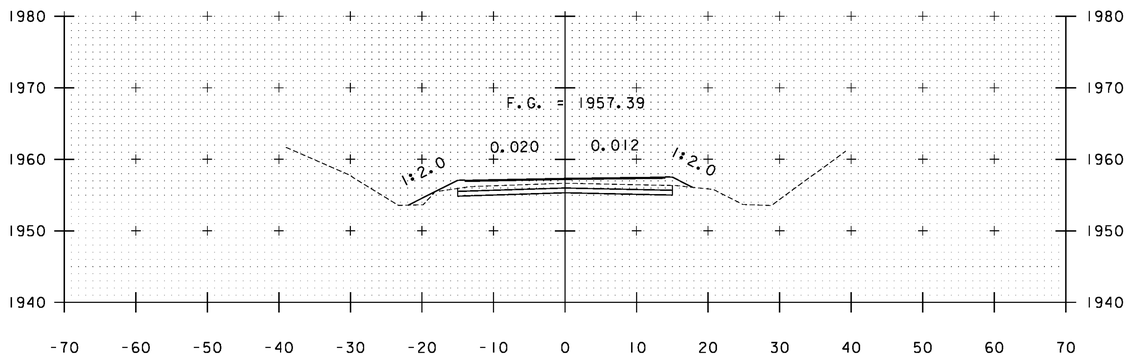
A 39+50



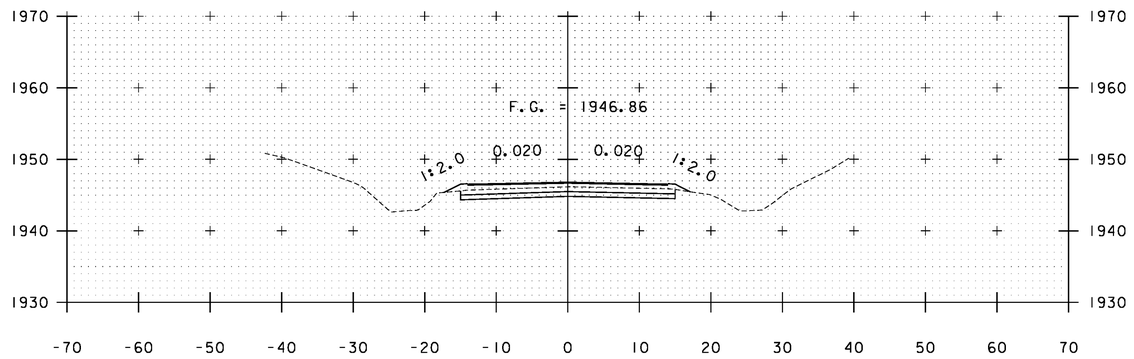
A 37+50



A 39+00



A 37+00



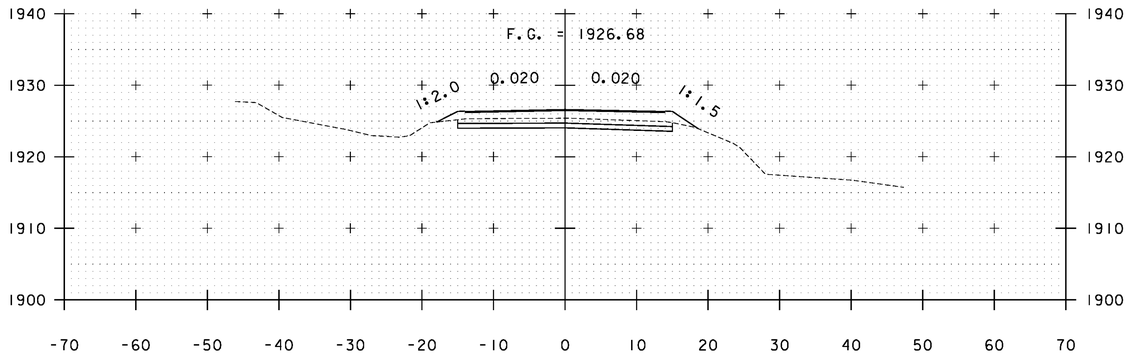
A 38+50

STA. A 37+00 TO STA. A 39+50

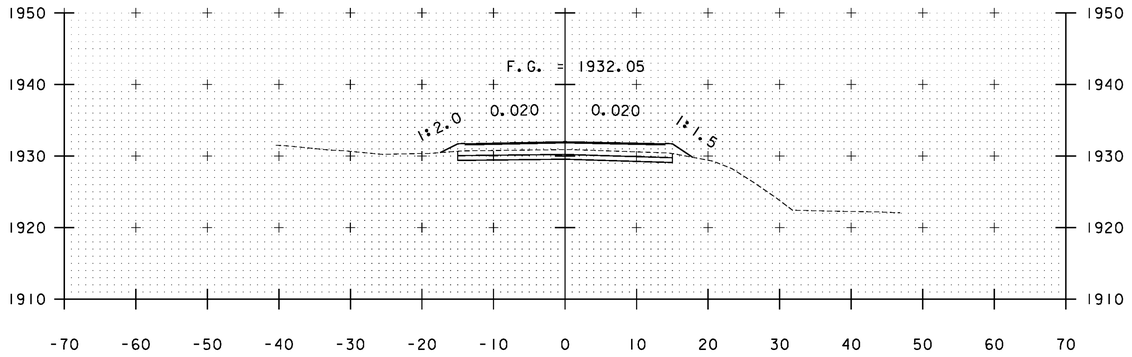
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

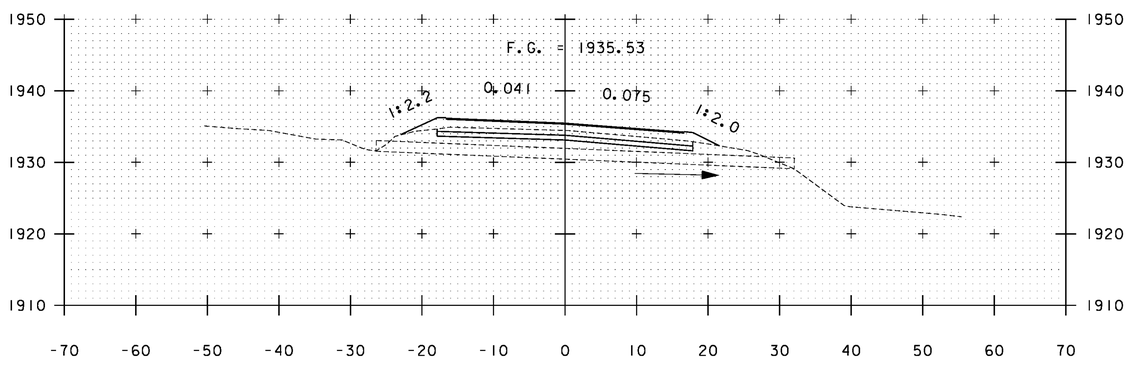
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 188 OF 444



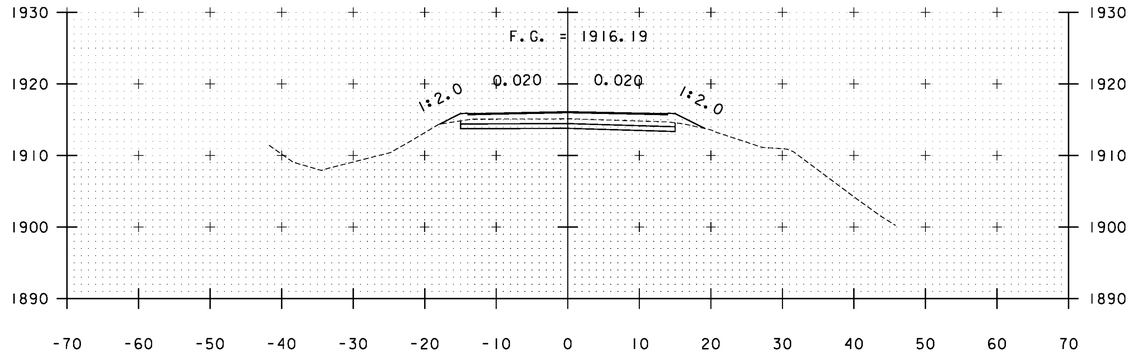
A 40+50



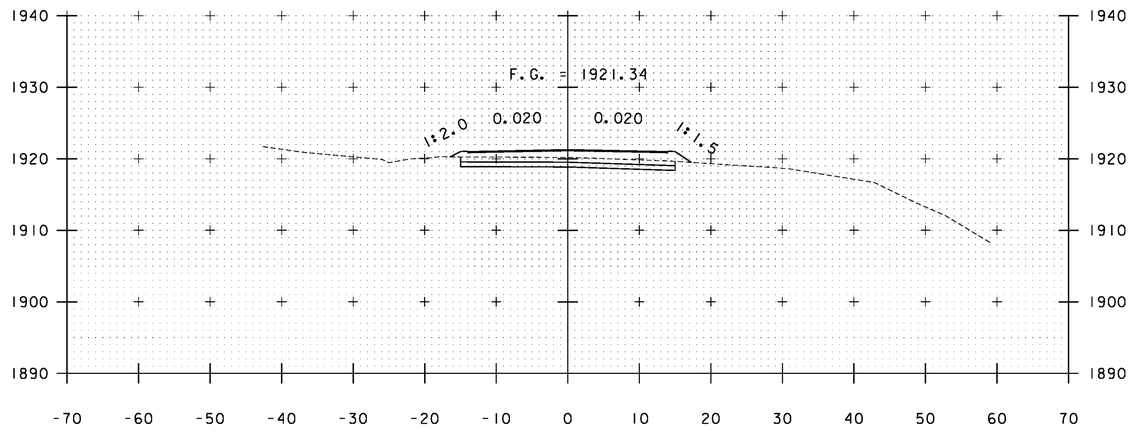
A 40+00



A 39+68



A 41+50



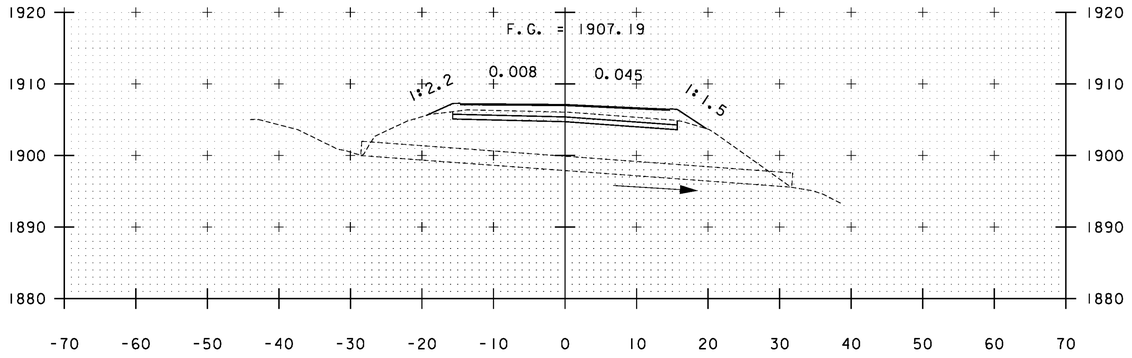
A 41+00

STA. A 39+68 TO STA. A 41+50

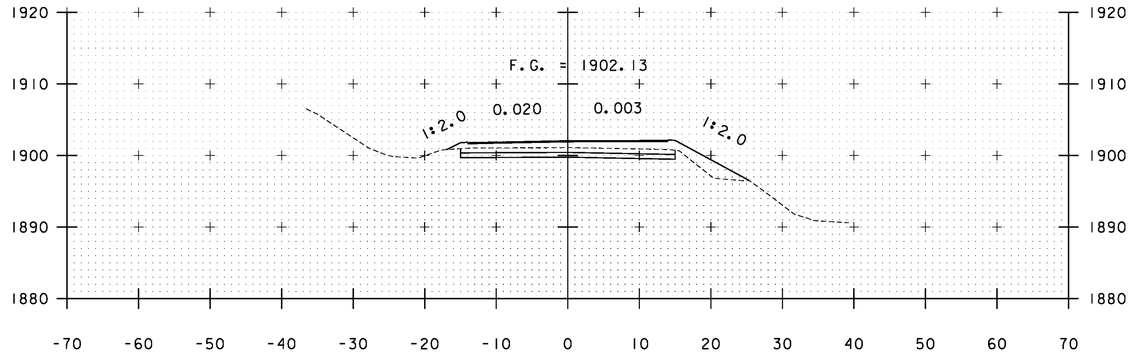
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

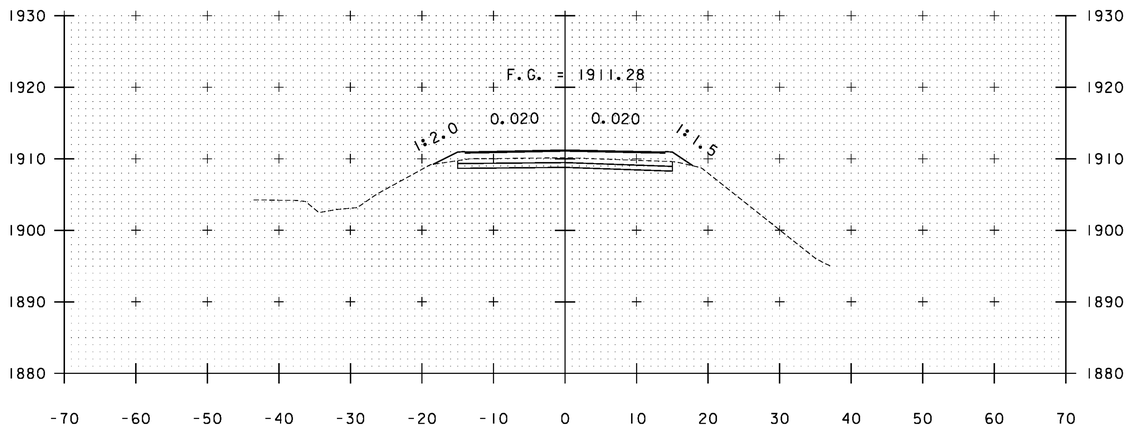
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 189 OF 444



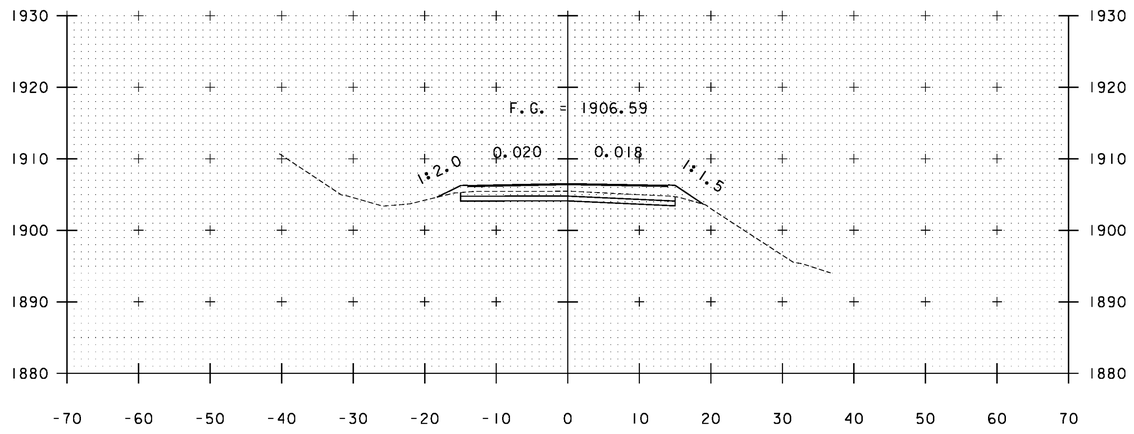
A 42+43



A 43+00



A 42+00



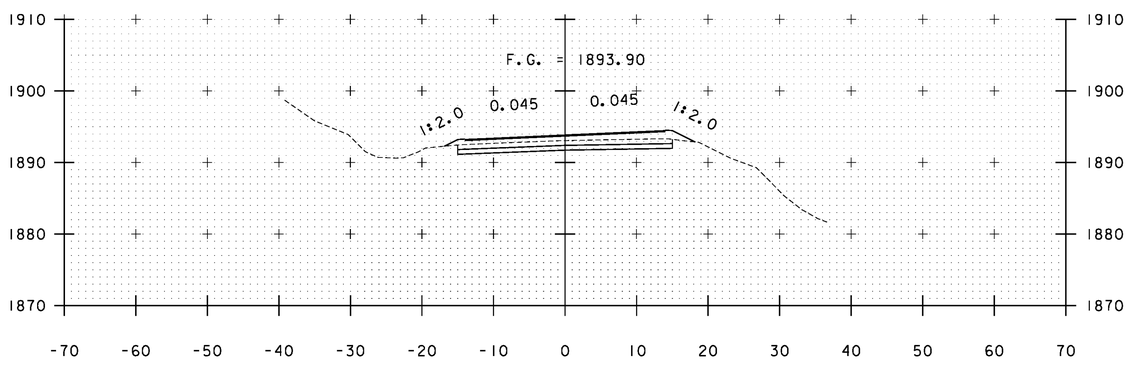
A 42+50

STA. A 42+00 TO STA. A 43+00

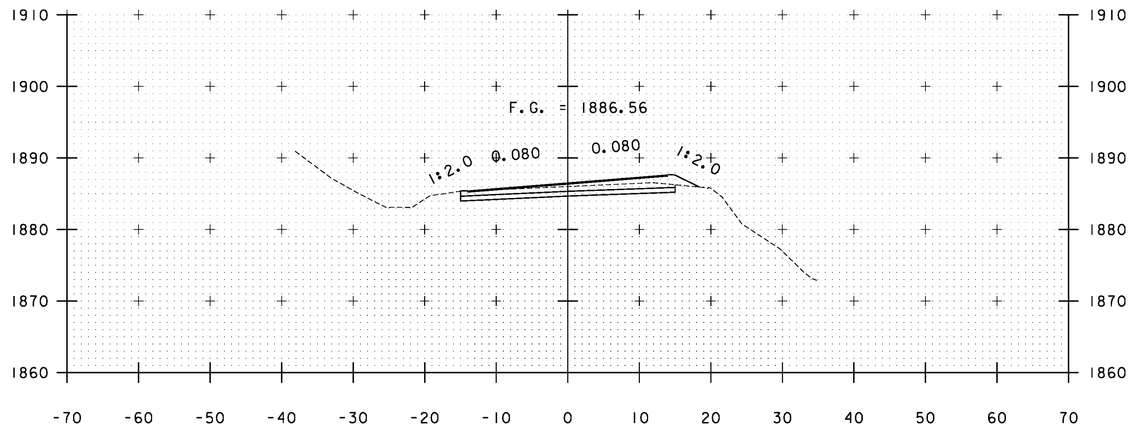
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

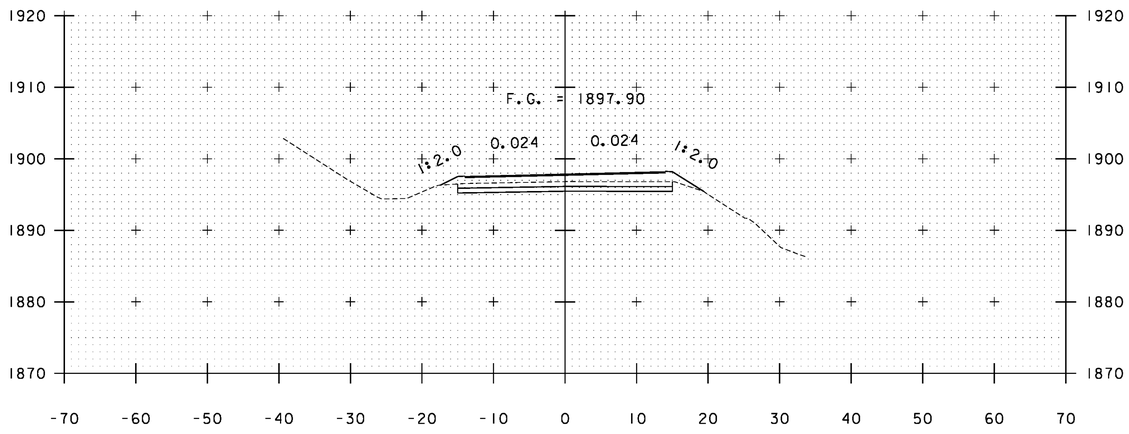
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 190 OF 444



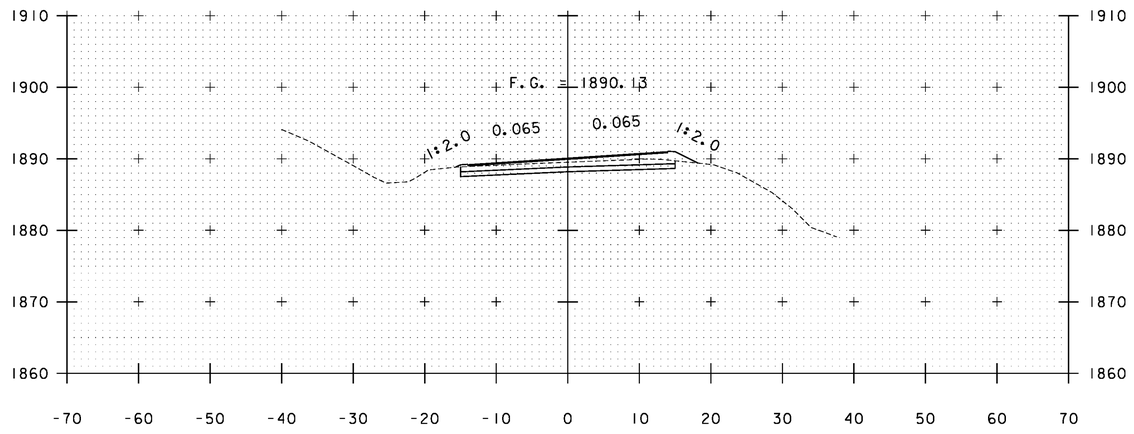
A 44+00



A 45+00



A 43+50



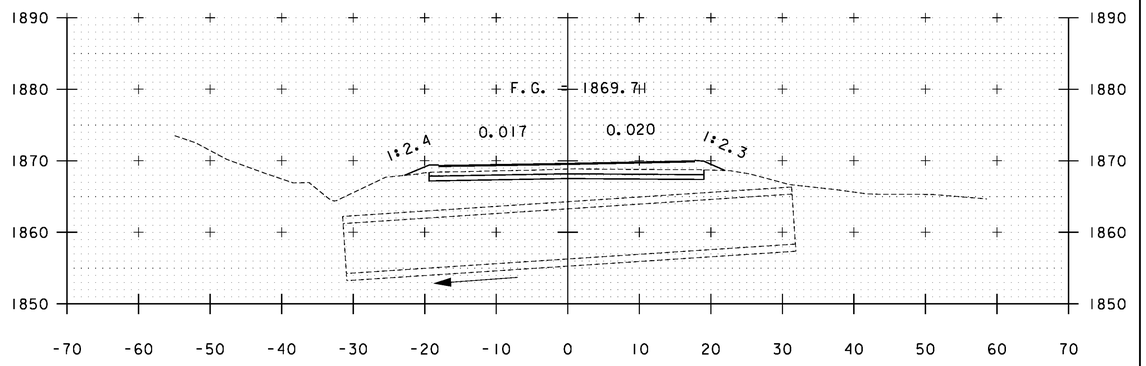
A 44+50

STA. A 43+50 TO STA. A 45+00

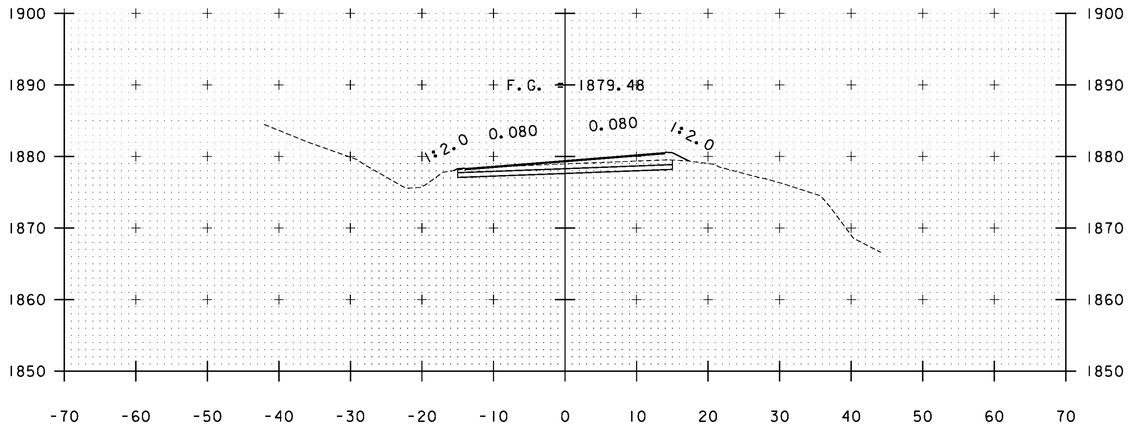
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

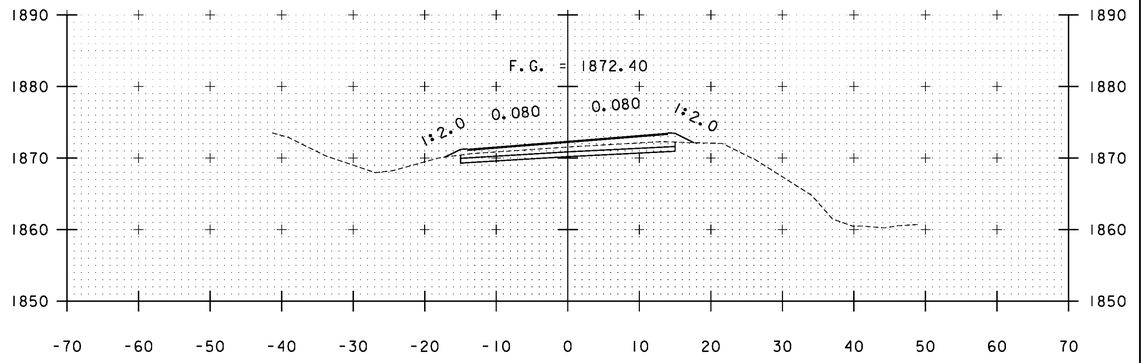
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 191 OF 444



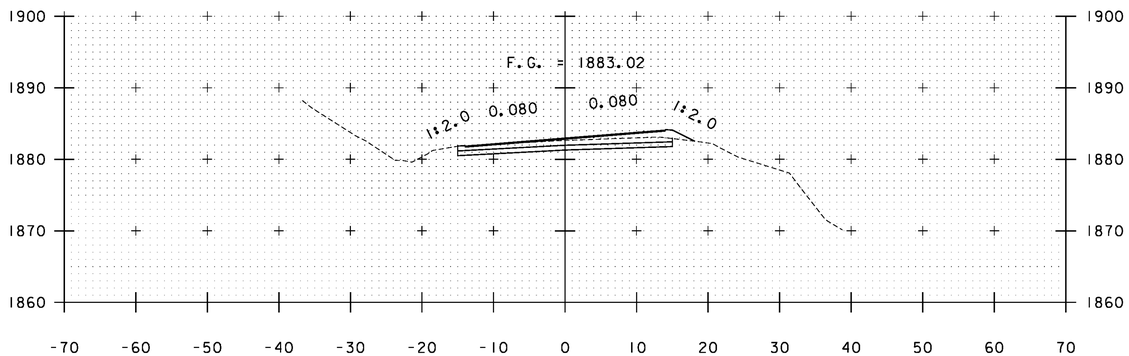
A 47+38



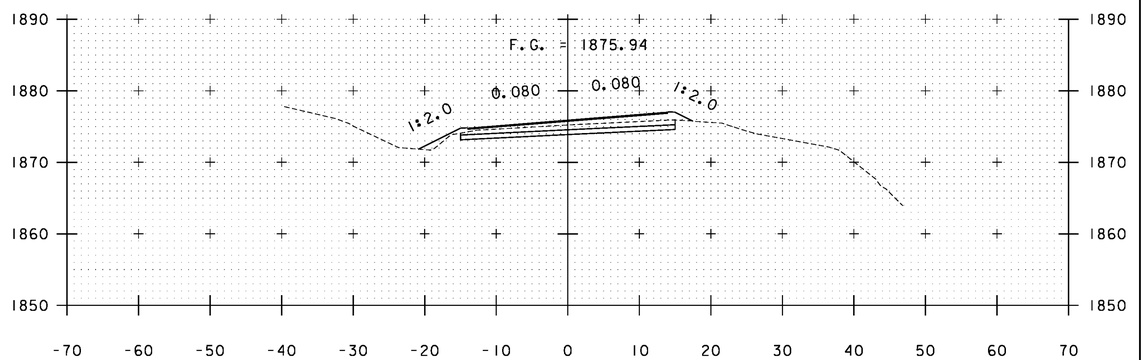
A 46+00



A 47+00



A 45+50



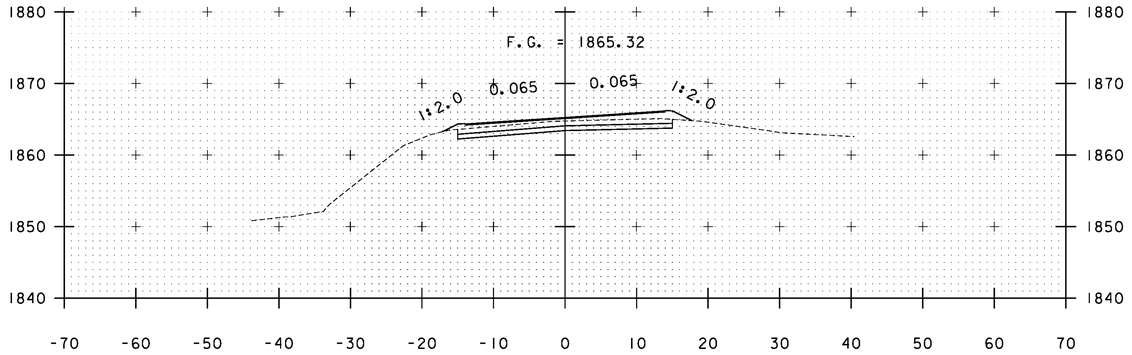
A 46+50

STA. A 45+50 TO STA. A 47+38

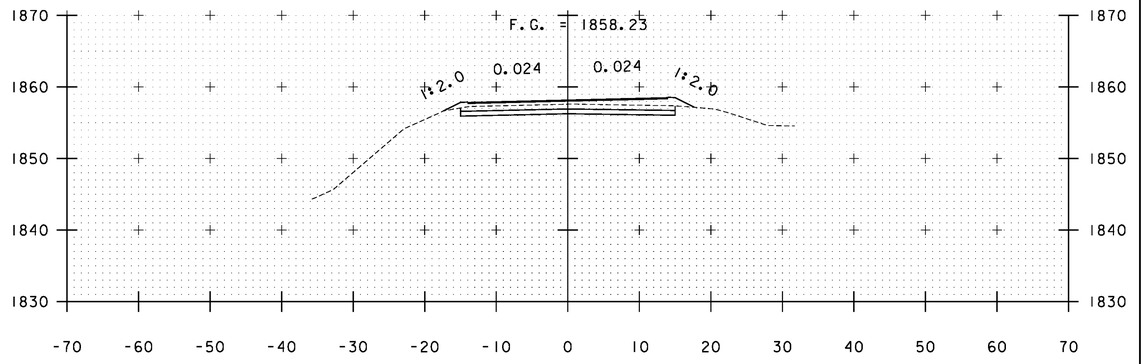
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

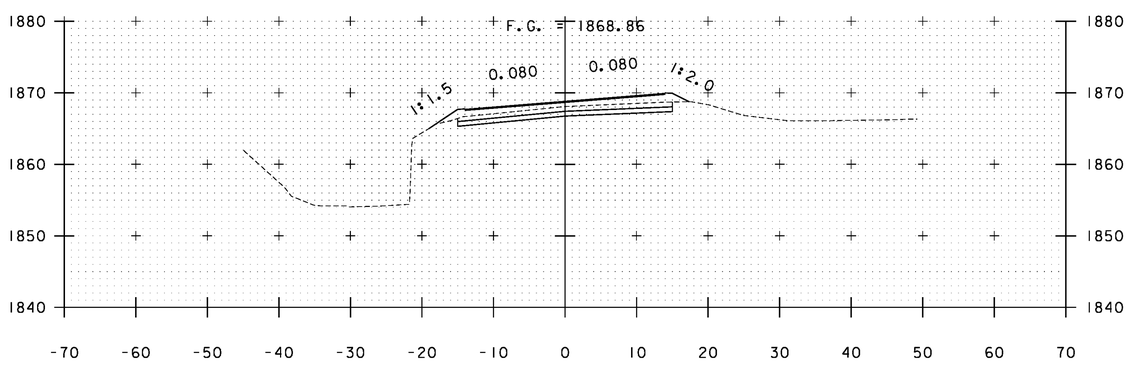
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 192 OF 444



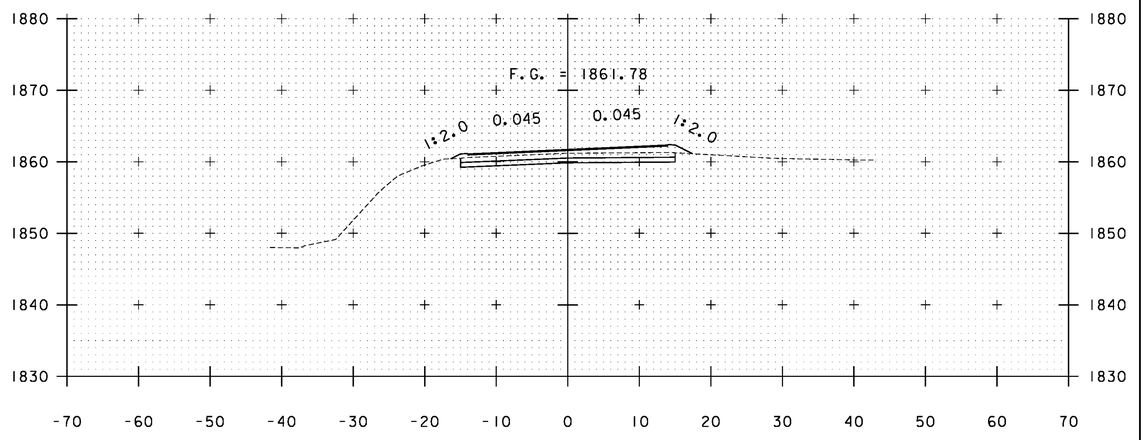
A 48+00



A 49+00



A 47+50



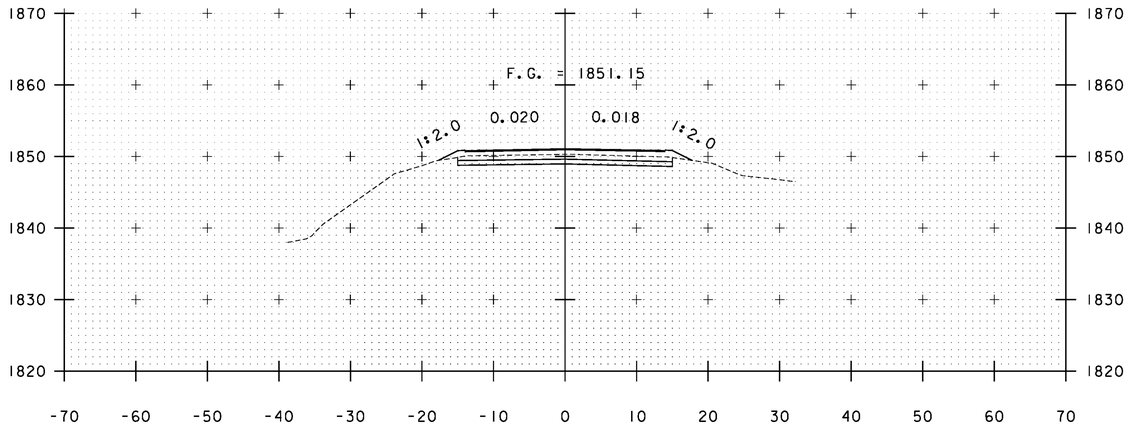
A 48+50

STA. A 47+50 TO STA. A 49+00

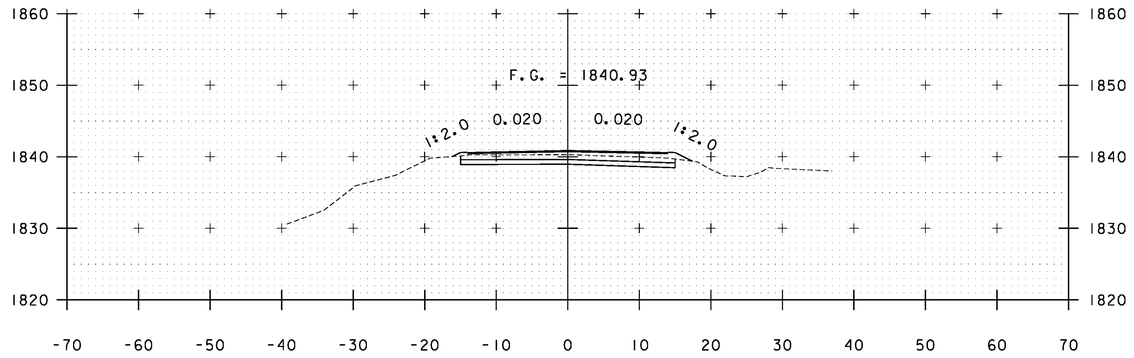
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER 5RPS0P3-013-I(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

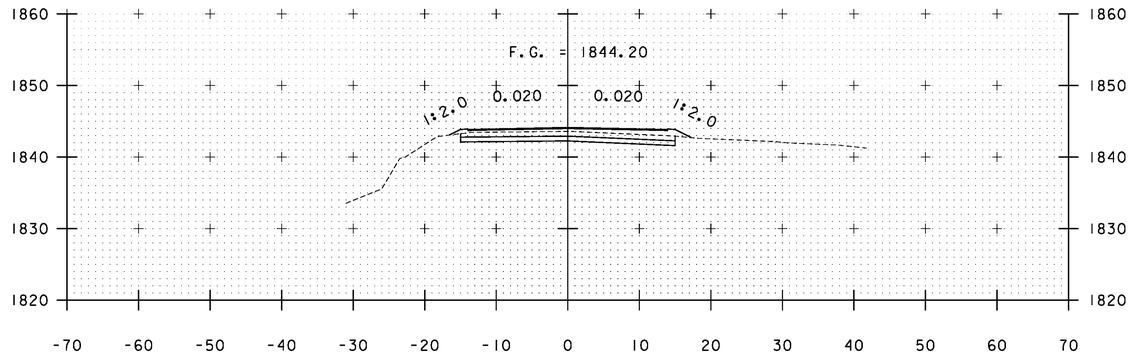
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 193 OF 444



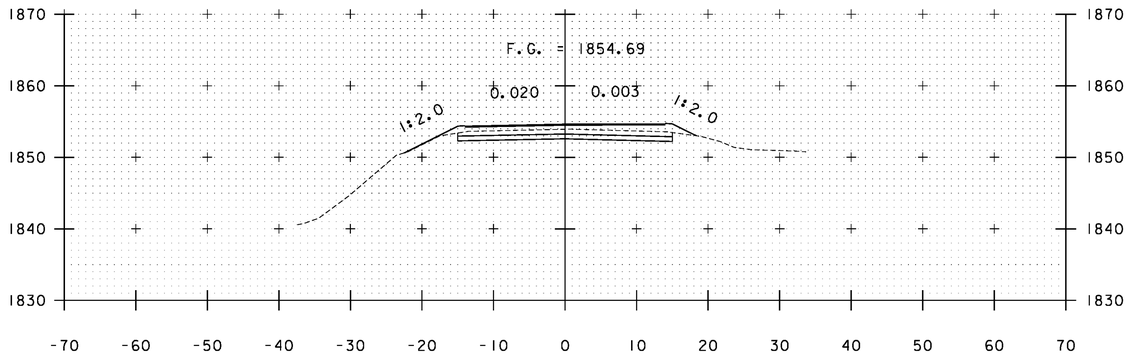
A 50+00



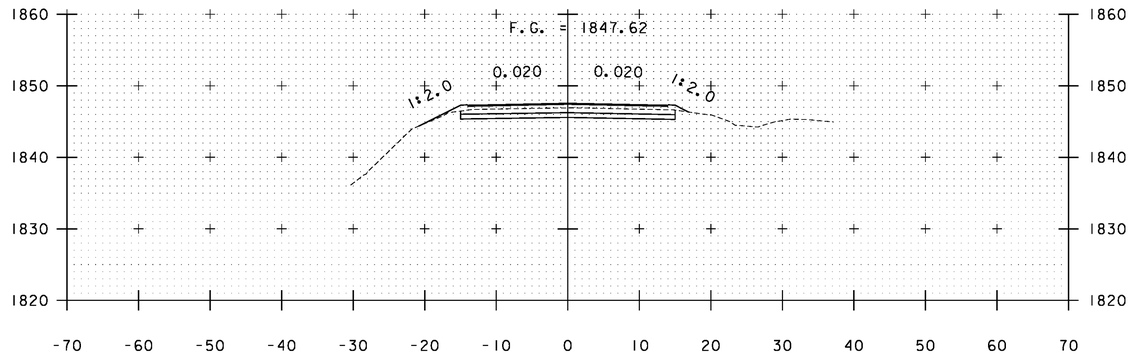
A 51+50



A 51+00



A 49+50



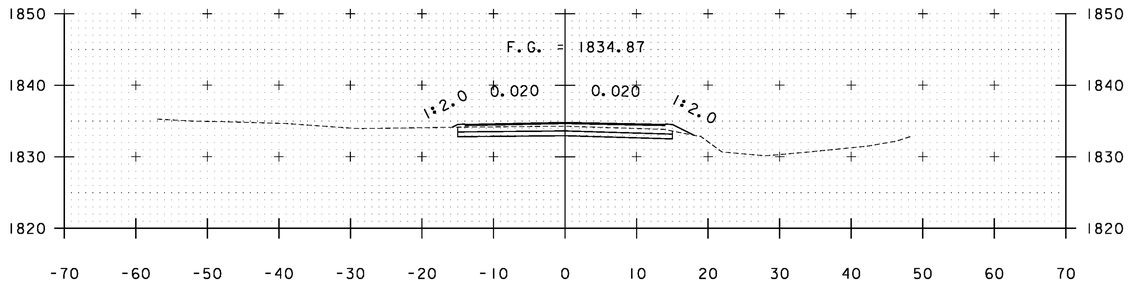
A 50+50

STA. A 49+50 TO STA. A 51+50

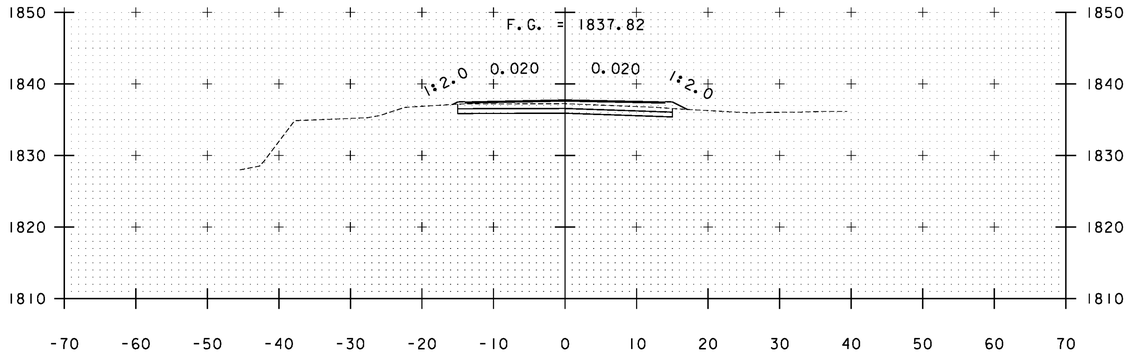
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

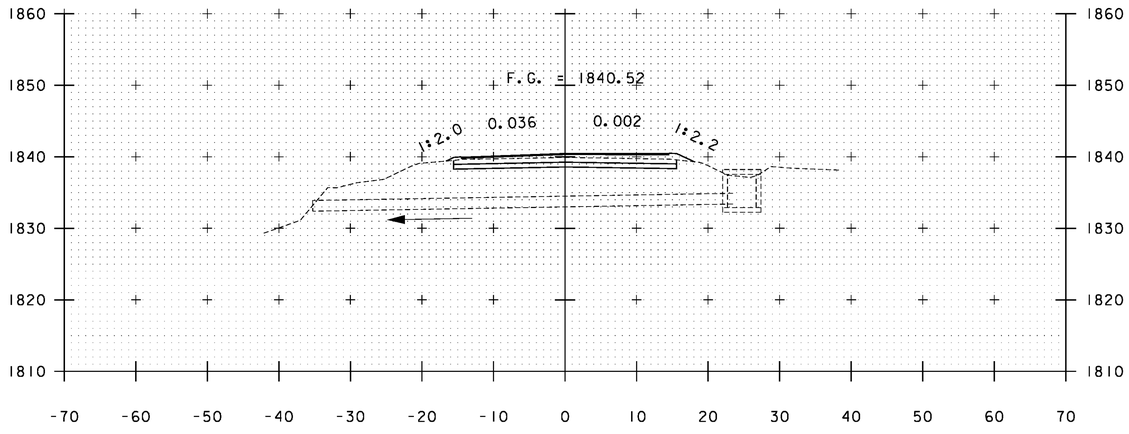
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 194 OF 444



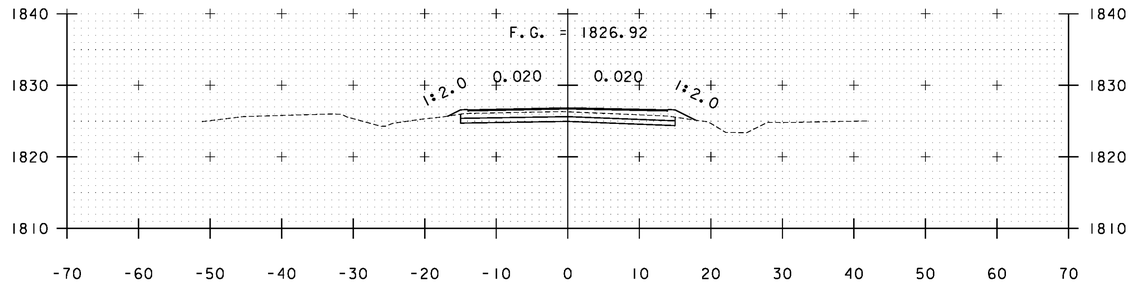
A 52+50



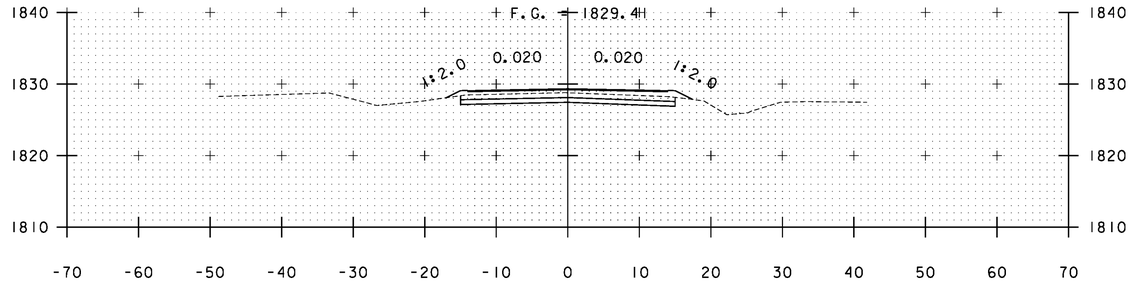
A 52+00



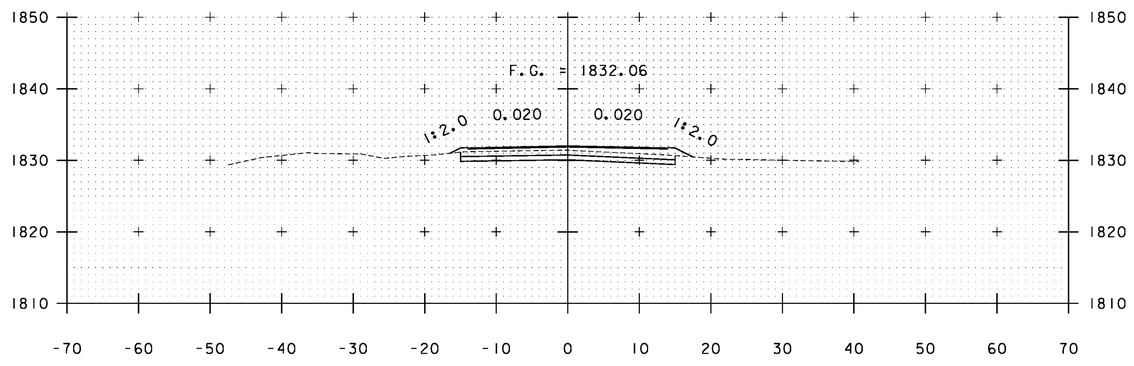
A 51+57



A 54+00



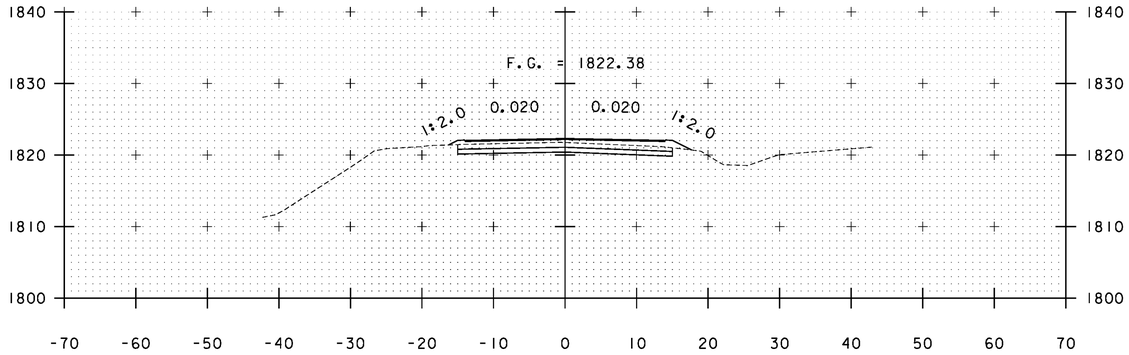
A 53+50



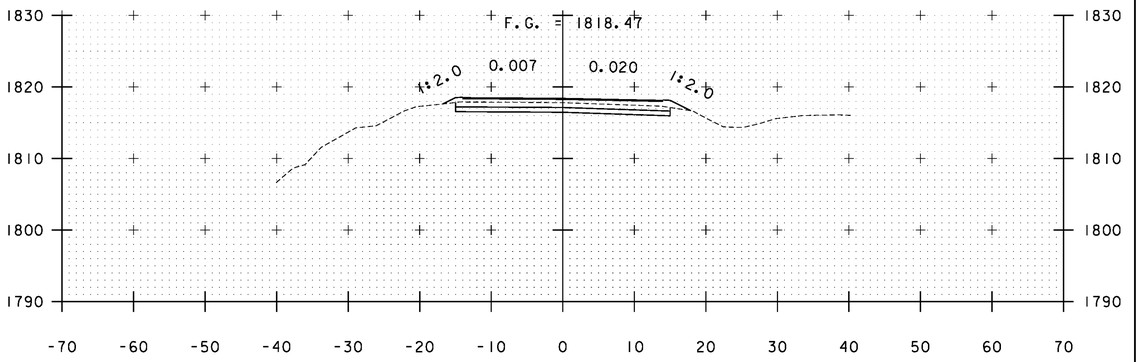
A 53+00

STA. A 51+57 TO STA. A 54+00

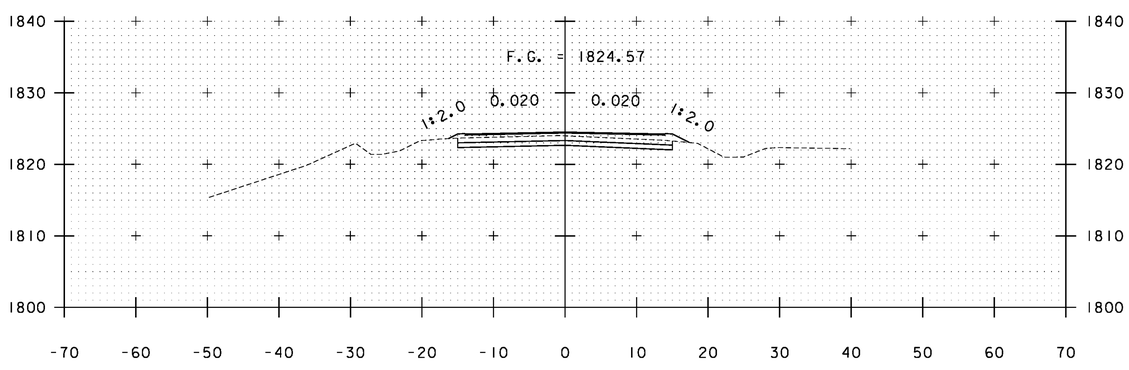
PROJECT NAME:	WARDSBORO-JAMAICA
PROJECT NUMBER:	ER STP 013-1(17)
FILE NAME: xs.dgn	PLOT DATE: 2/26/2014
PROJECT LEADER: K. UPMAL	DRAWN BY: B. KIPP
DESIGNED BY: B. KIPP	CHECKED BY: HSD
CROSS SECTIONS	SHEET 195 OF 444



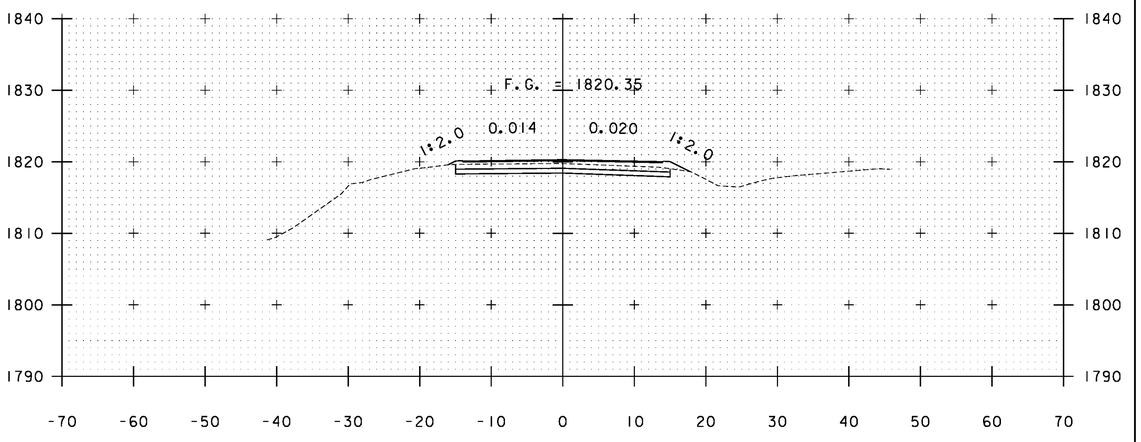
A 55+00



A 56+00



A 54+50



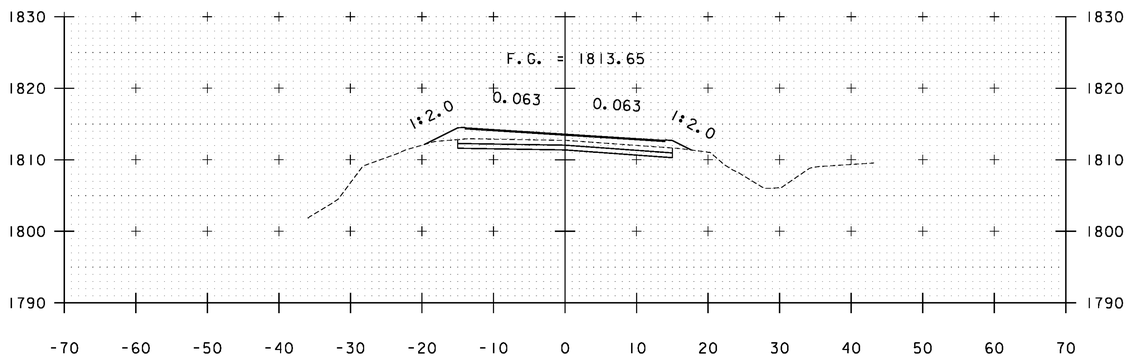
A 55+50

STA. A 54+50 TO STA. A 56+00

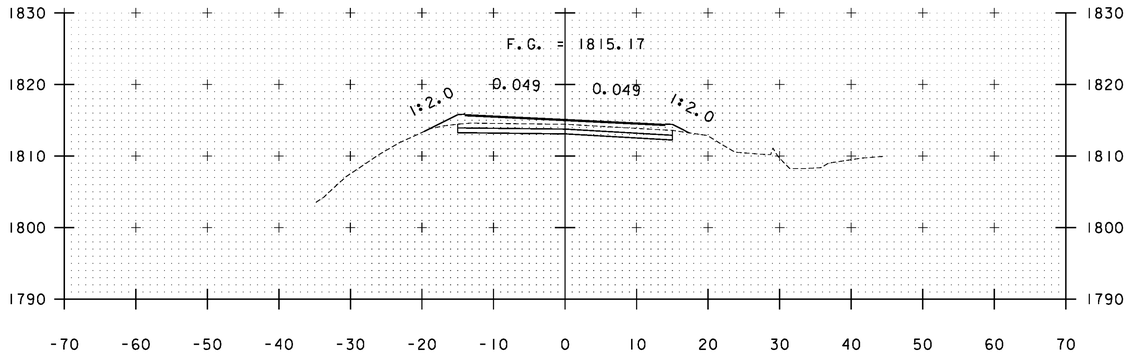
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

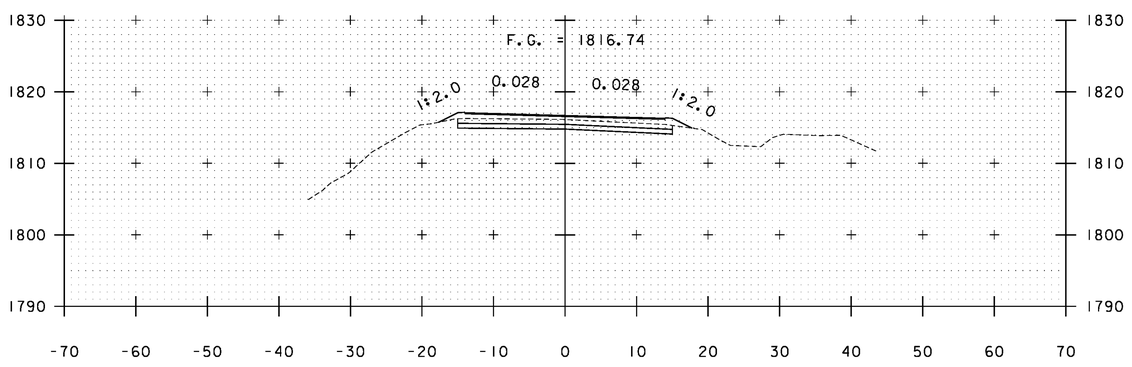
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 196 OF 444



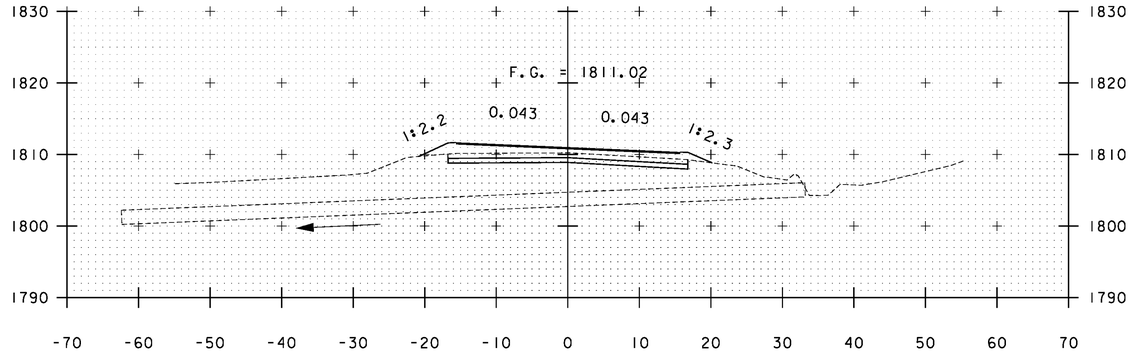
A 57+50



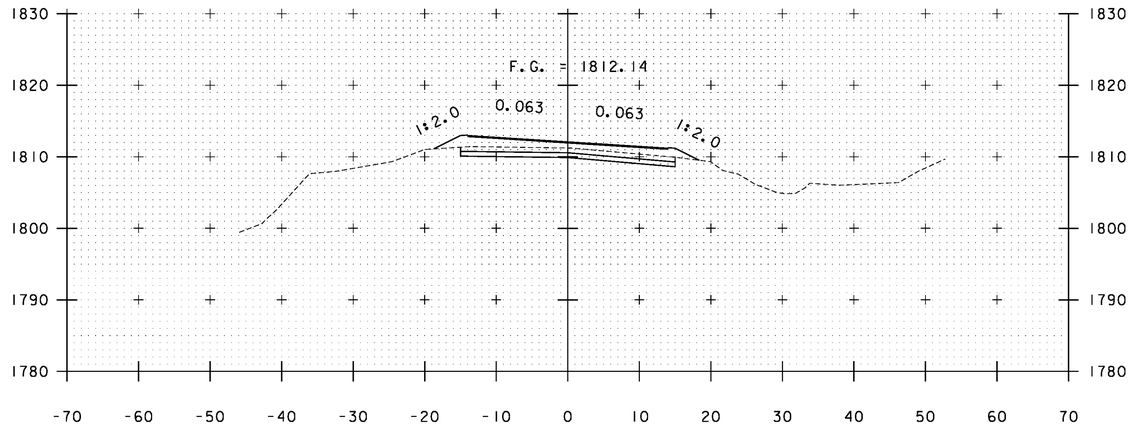
A 57+00



A 56+50



A 58+37



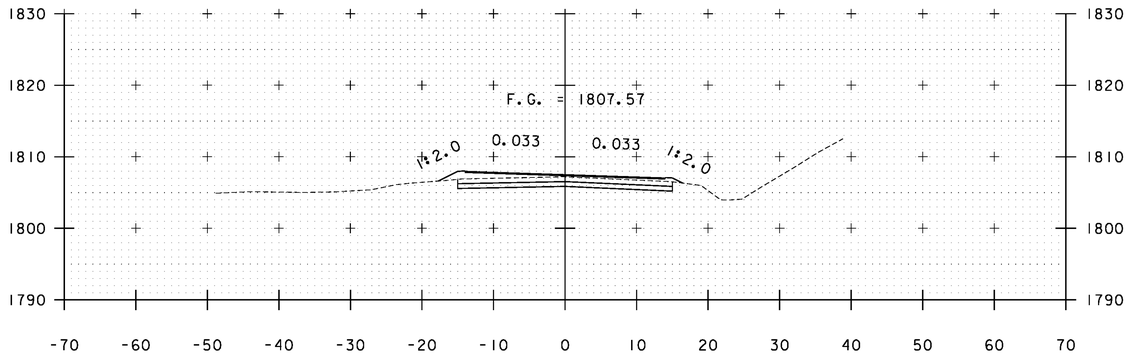
A 58+00

STA. A 56+50 TO STA. A 58+37

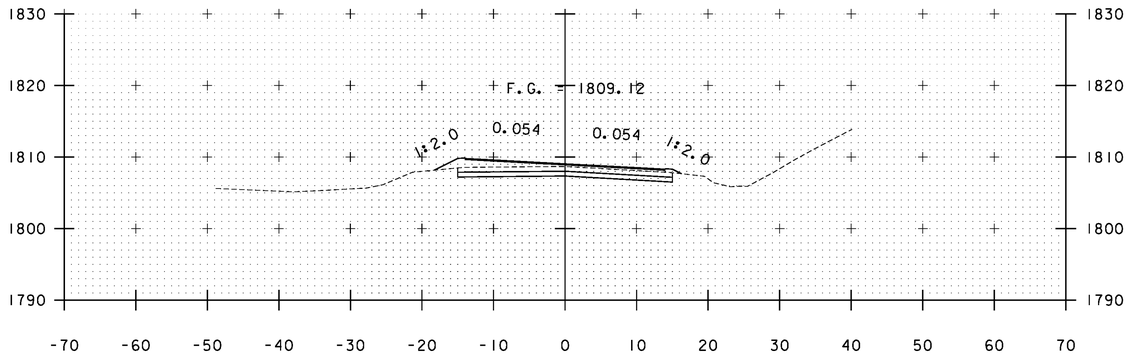
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

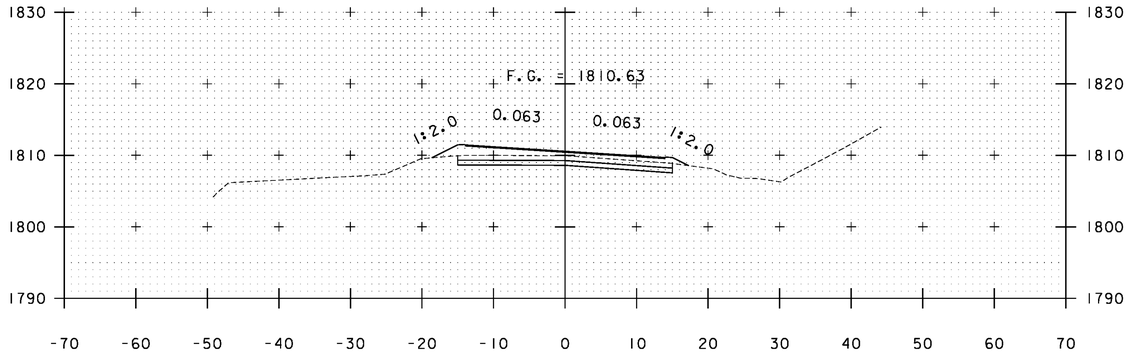
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 197 OF 444



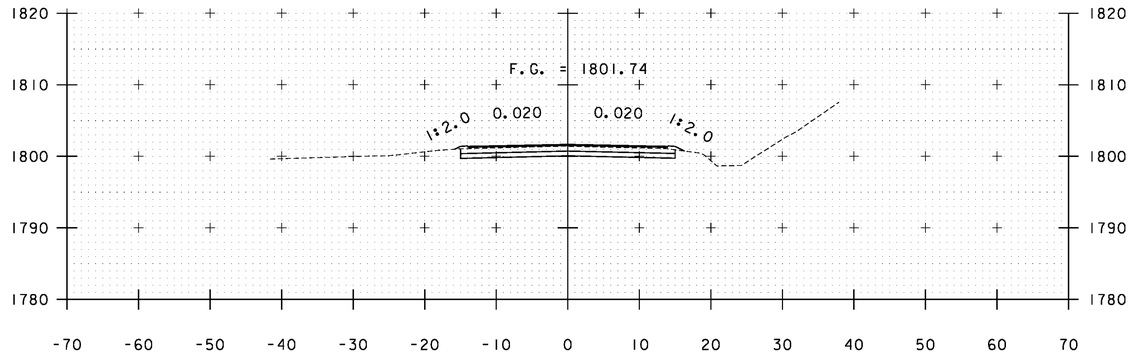
A 59+50



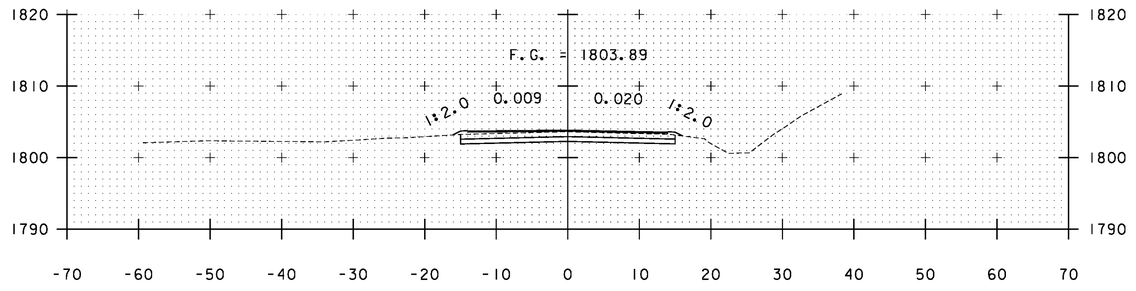
A 59+00



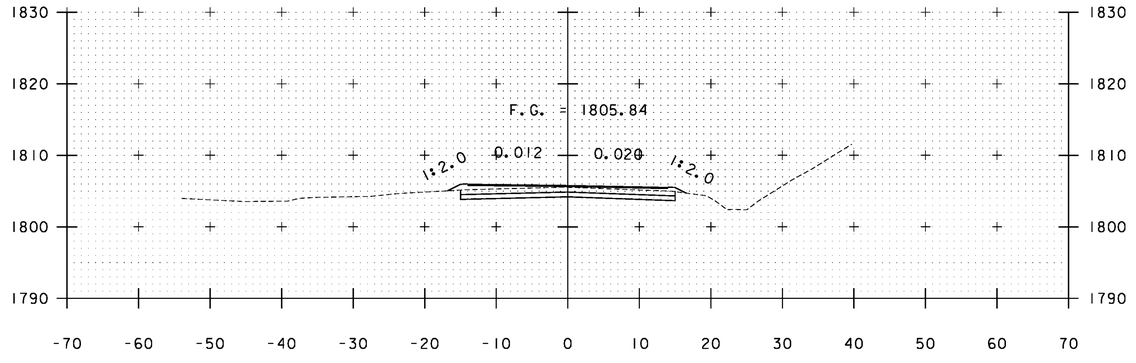
A 58+50



A 61+00



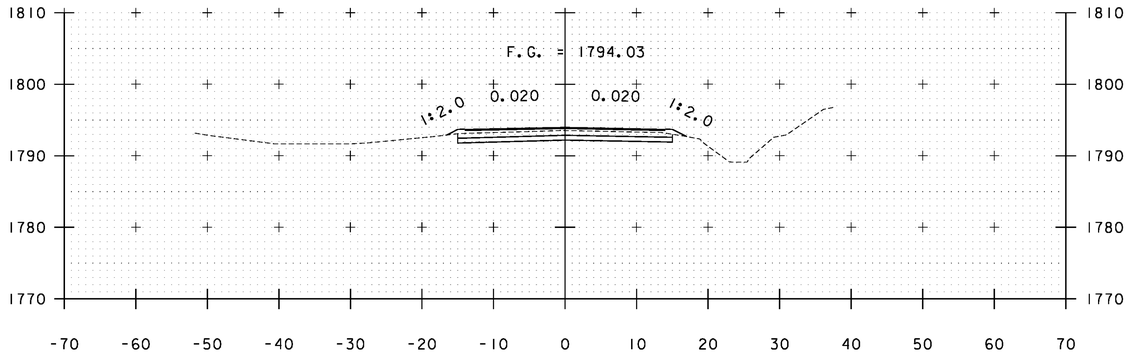
A 60+50



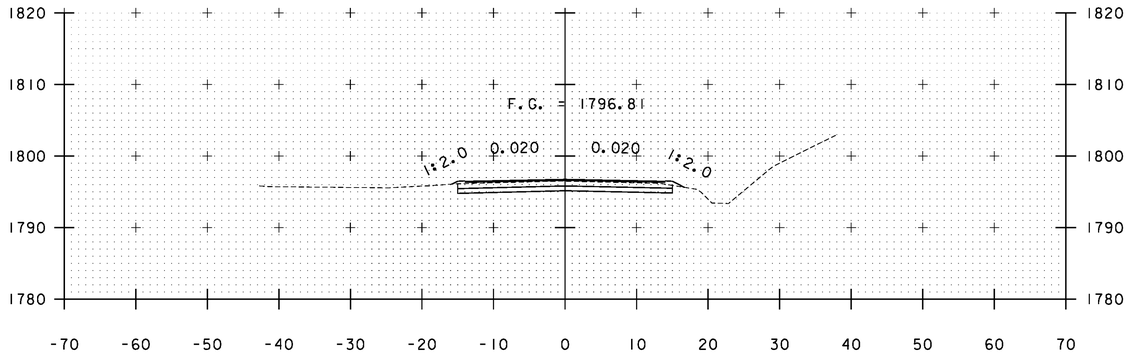
A 60+00

STA. A 58+50 TO STA. A 61+00

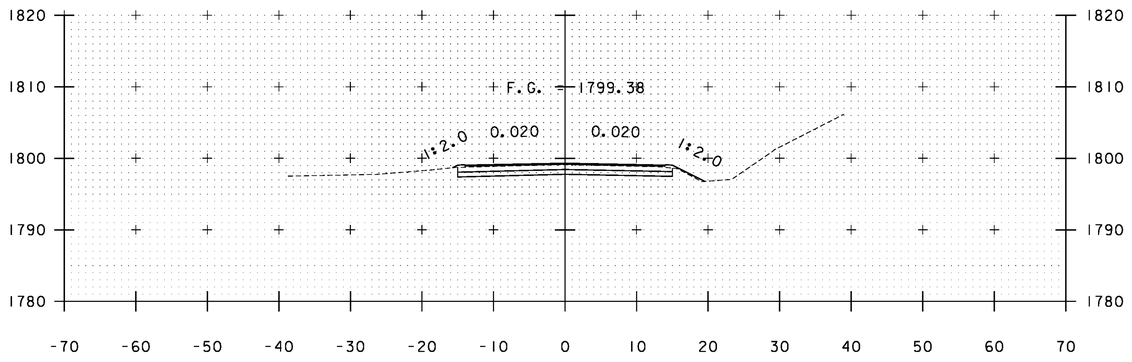
PROJECT NAME:	WARDSBORO-JAMAICA
PROJECT NUMBER:	ER STP 013-1(17)
FILE NAME: xs.dgn	PLOT DATE: 2/26/2014
PROJECT LEADER: K. UPMAL	DRAWN BY: B. KIPP
DESIGNED BY: B. KIPP	CHECKED BY: HSD
CROSS SECTIONS	SHEET 198 OF 444



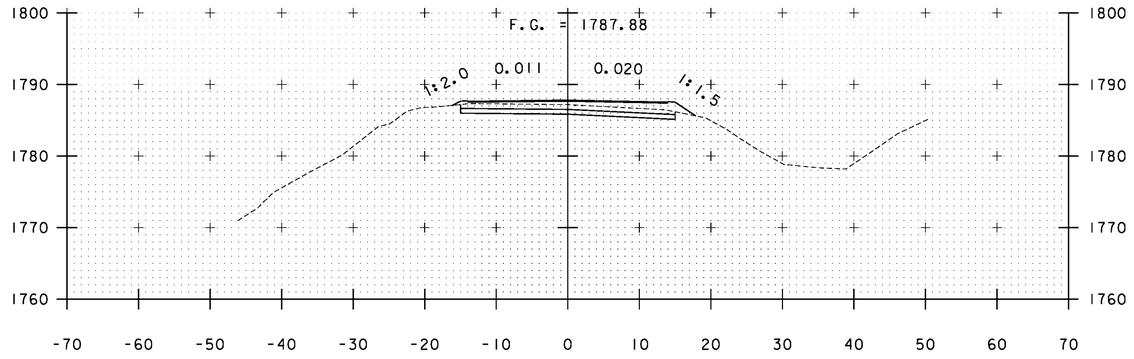
A 62+50



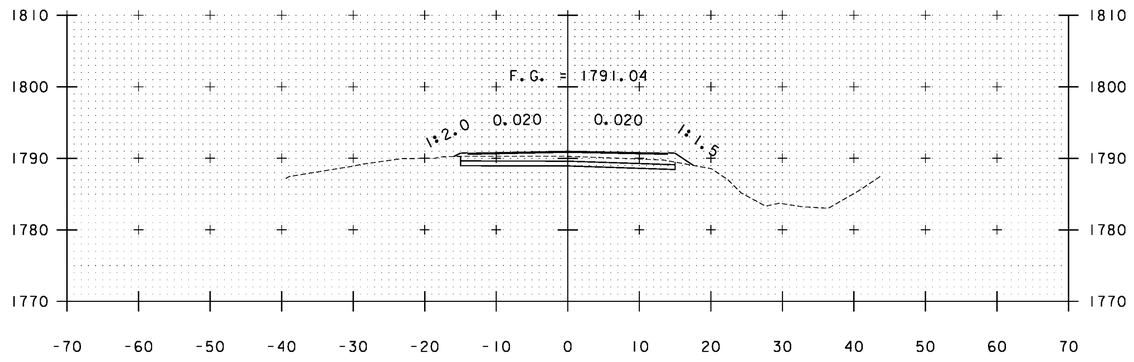
A 62+00



A 61+50



A 63+50



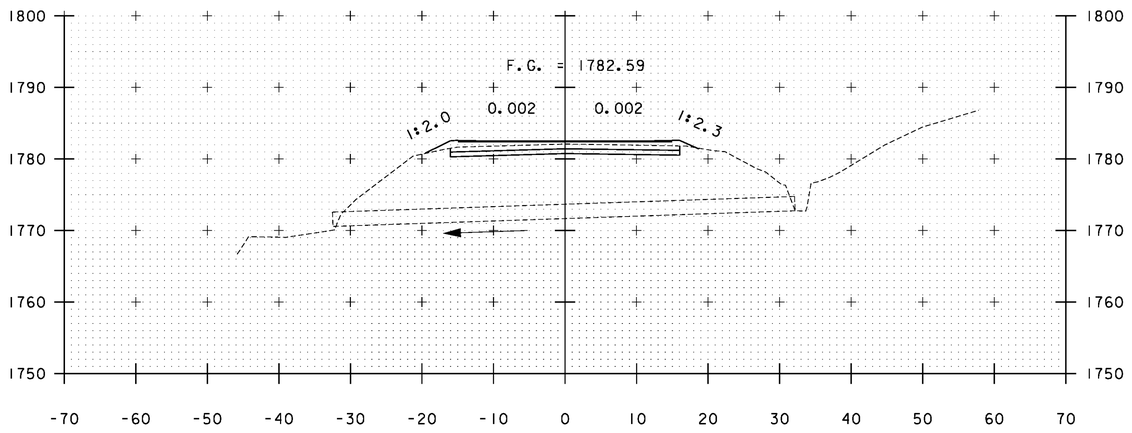
A 63+00

STA. A 61+50 TO STA. A 63+50

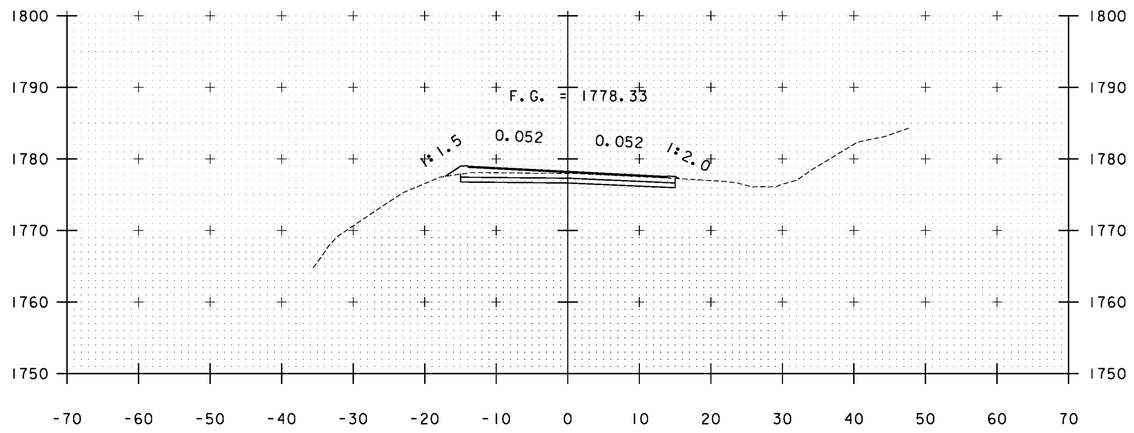
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

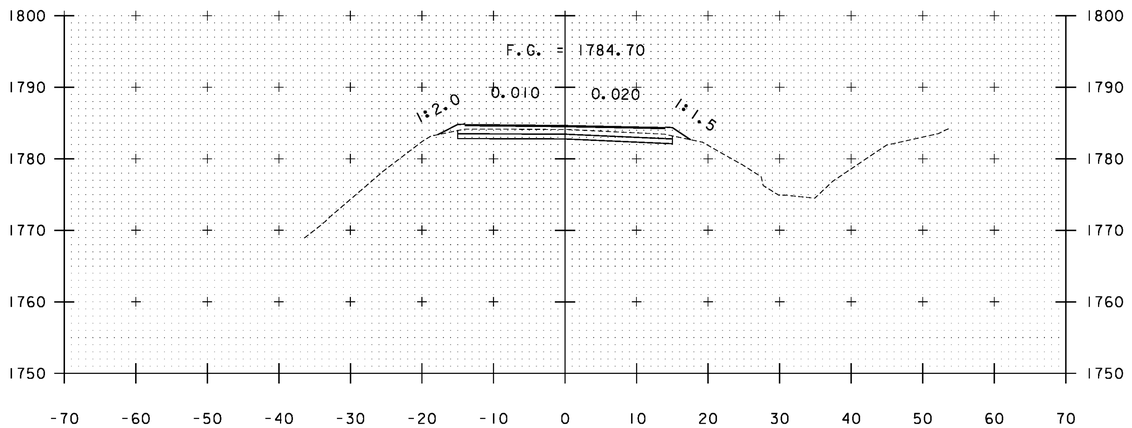
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 199 OF 444



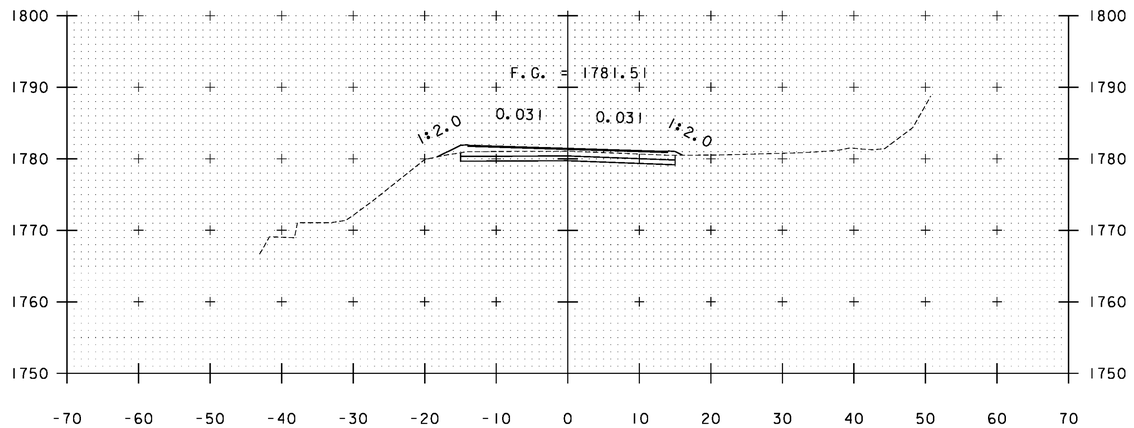
A 64+33



A 65+00



A 64+00



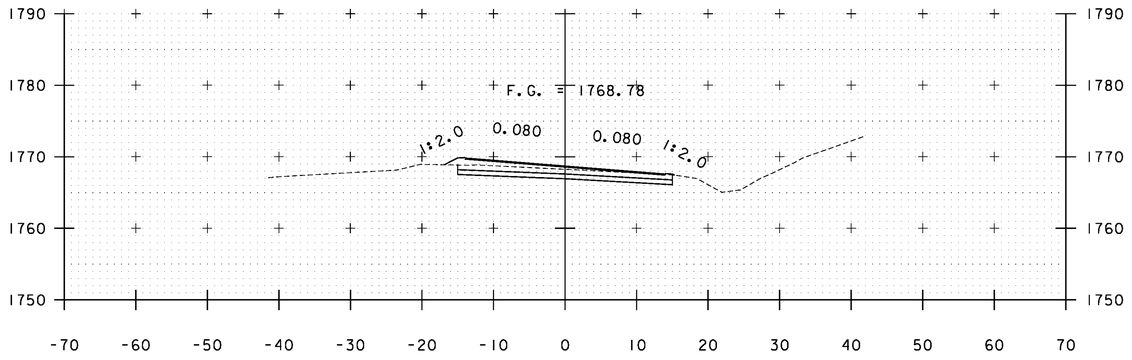
A 64+50

STA. A 64+00 TO STA. A 65+00

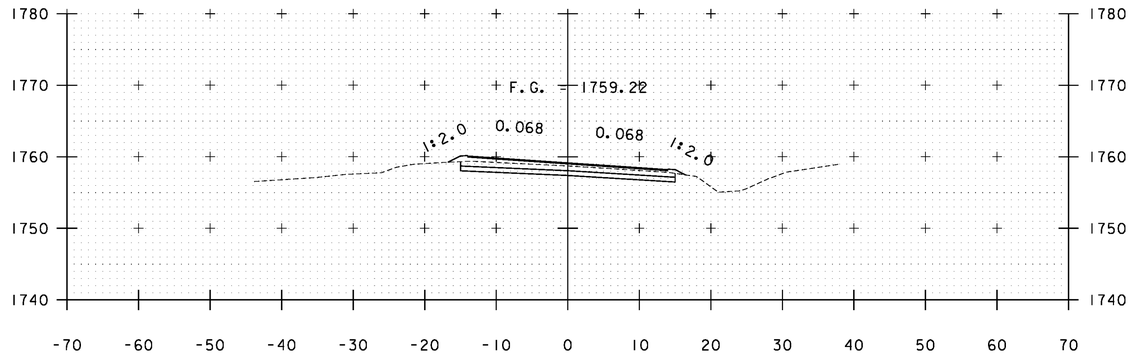
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

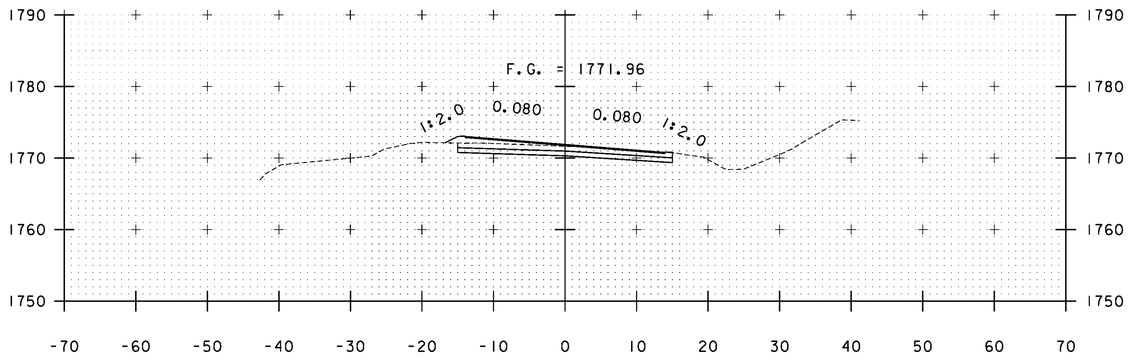
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 200 OF 444



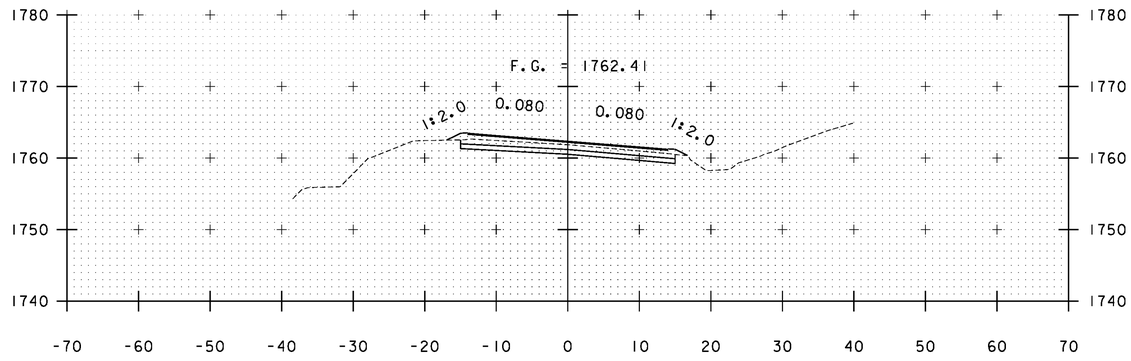
A 66+50



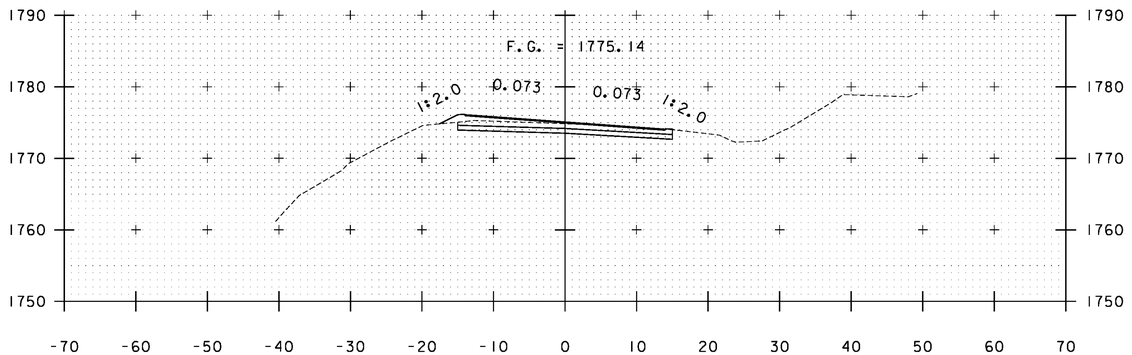
A 68+00



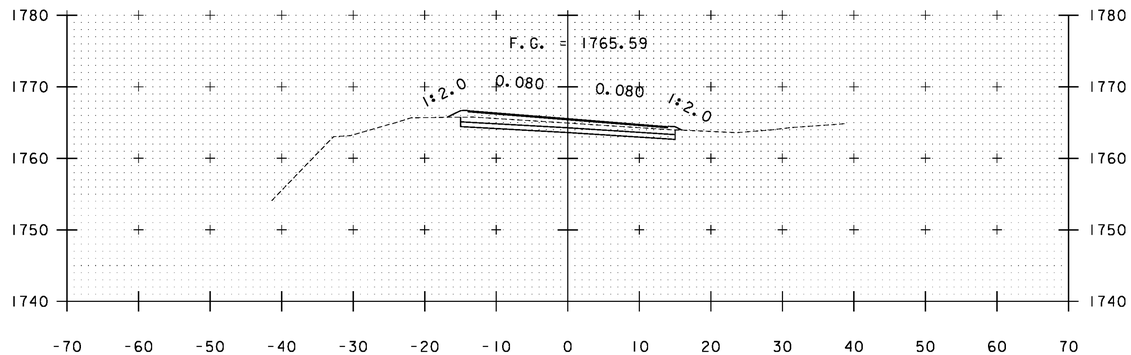
A 66+00



A 67+50



A 65+50



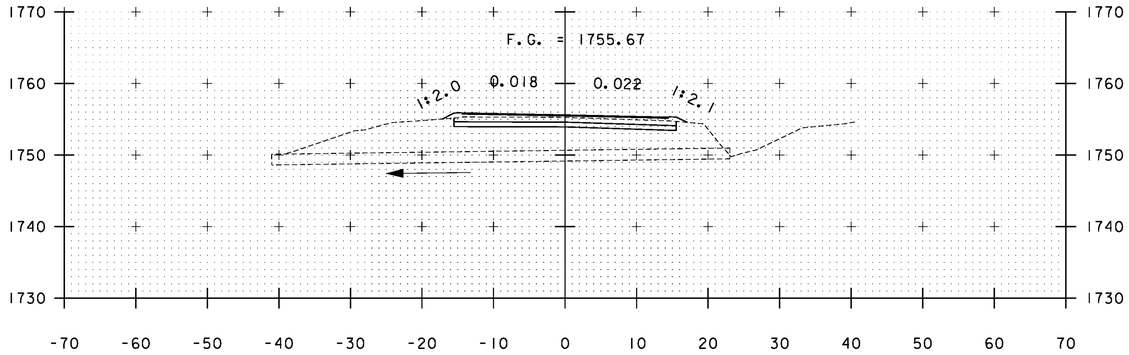
A 67+00

STA. A 65+50 TO STA. A 68+00

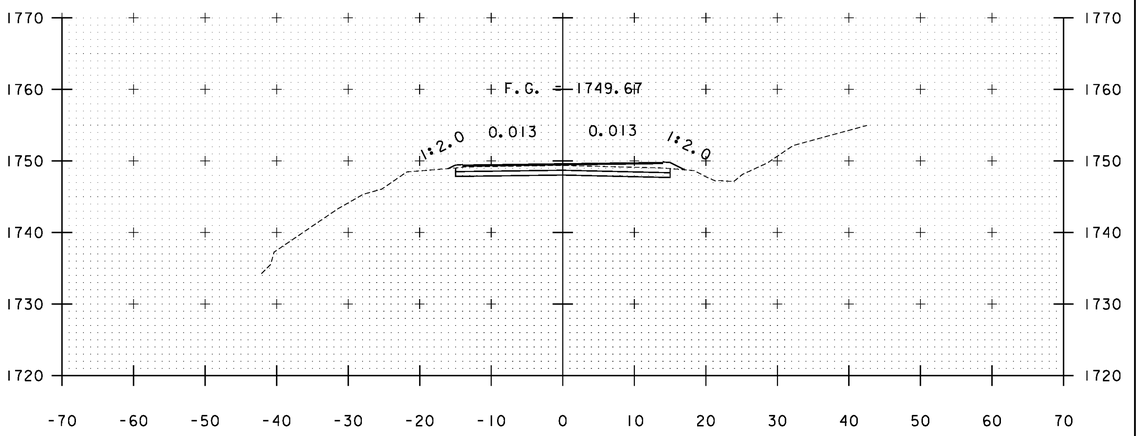
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

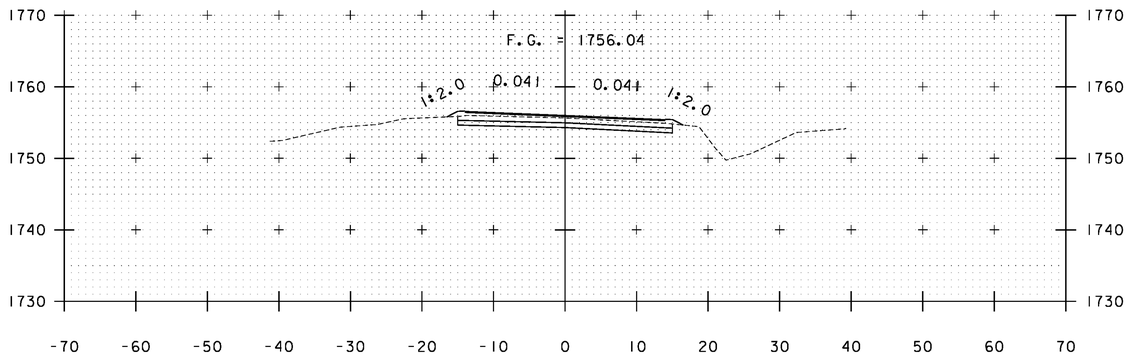
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 201 OF 444



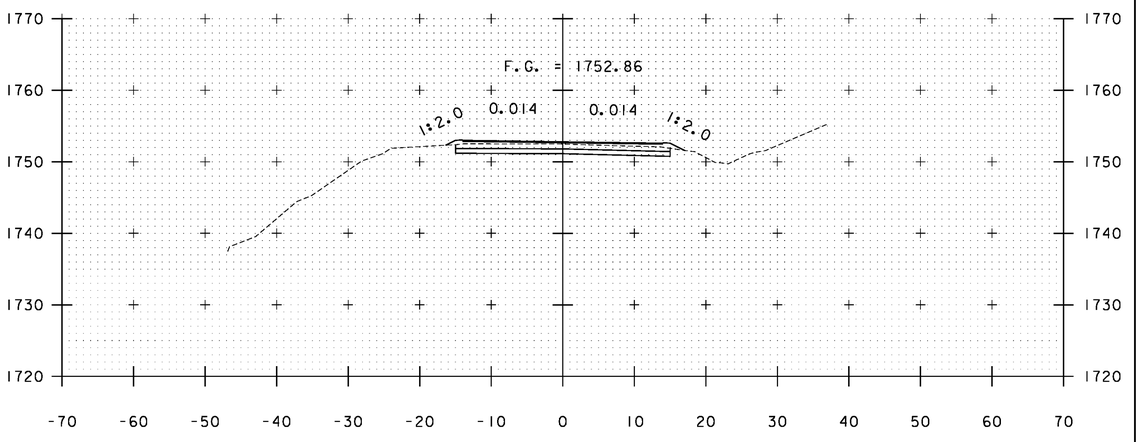
A 68+56



A 69+50



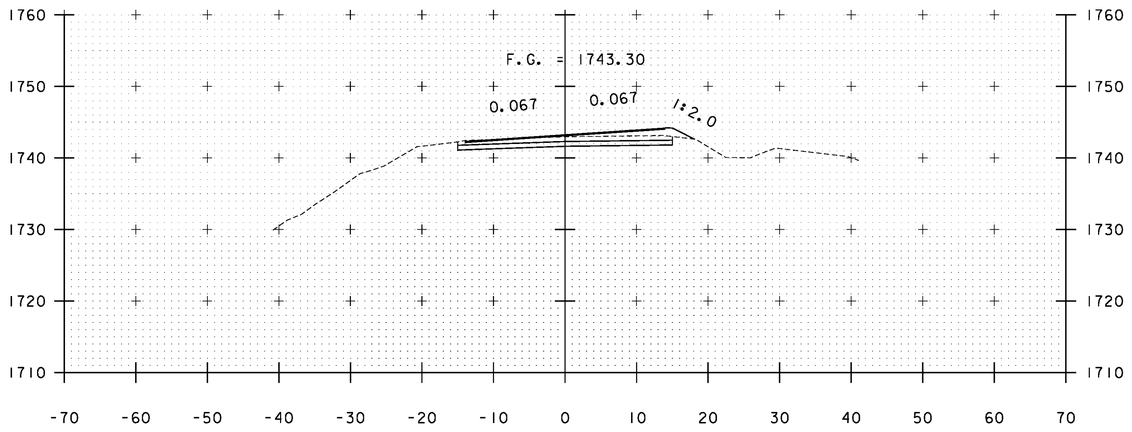
A 68+50



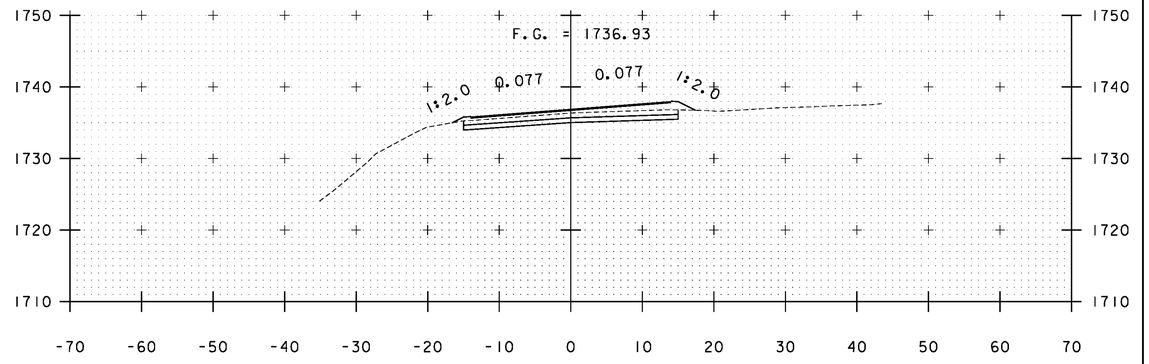
A 69+00

STA. A 68+50 TO STA. A 69+50

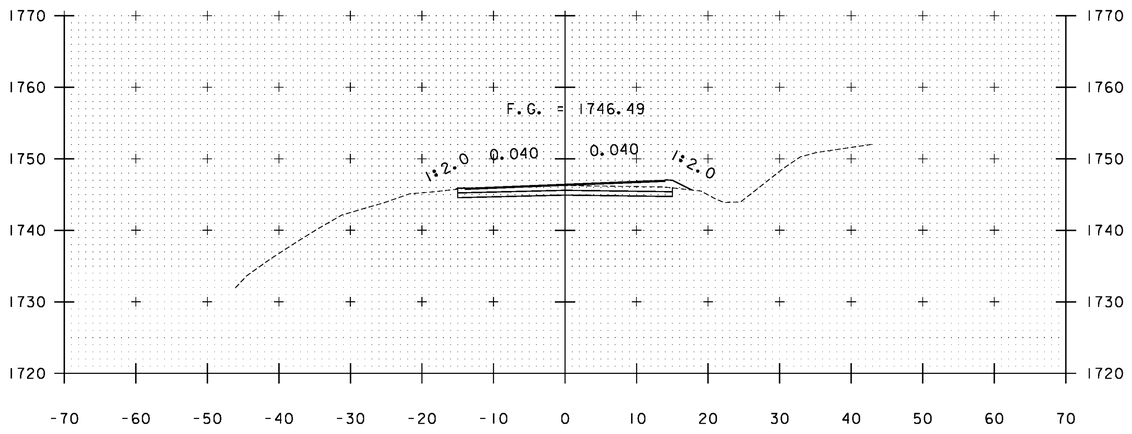
PROJECT NAME:	WARDSBORO-JAMAICA
PROJECT NUMBER:	ER STP 013-1(17)
FILE NAME: xs.dgn	PLOT DATE: 2/26/2014
PROJECT LEADER: K. UPMAL	DRAWN BY: B. KIPP
DESIGNED BY: B. KIPP	CHECKED BY: HSD
CROSS SECTIONS	SHEET 202 OF 444



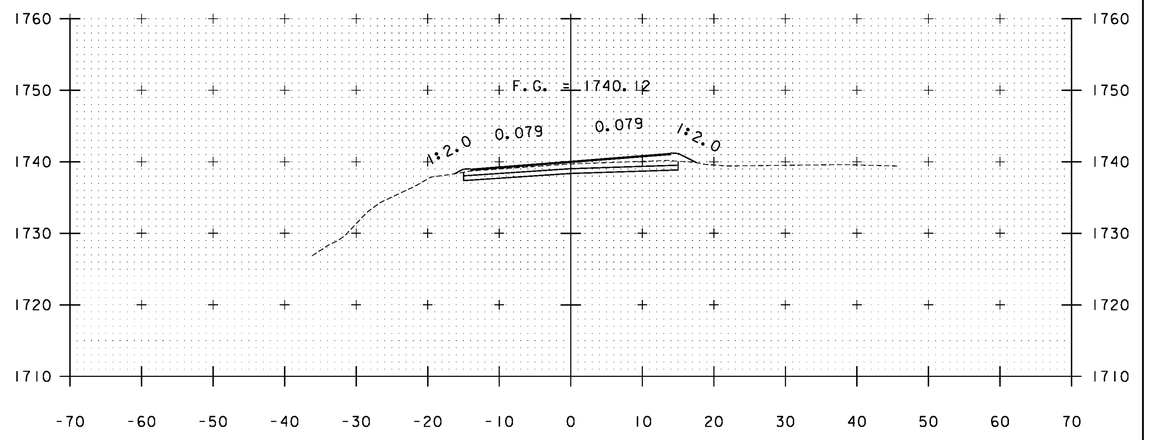
A 70+50



A 71+50



A 70+00



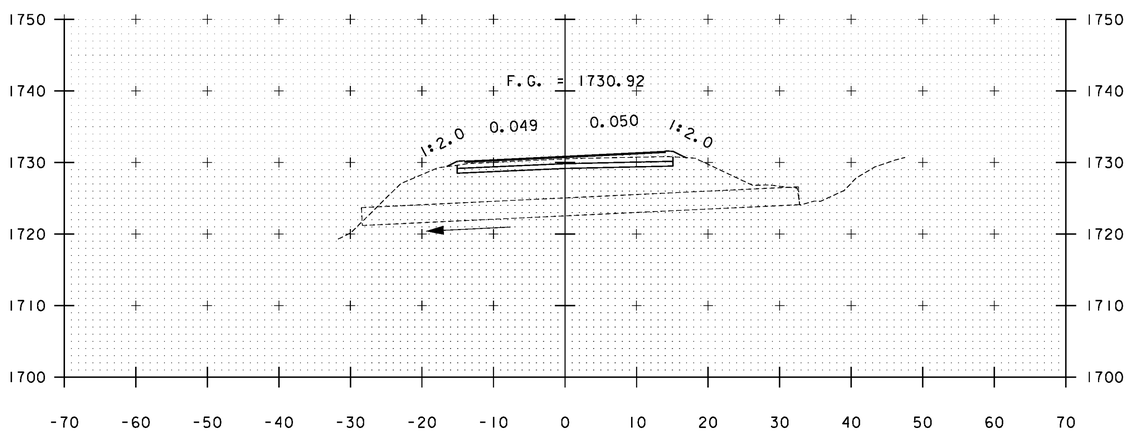
A 71+00

STA. A 70+00 TO STA. A 71+50

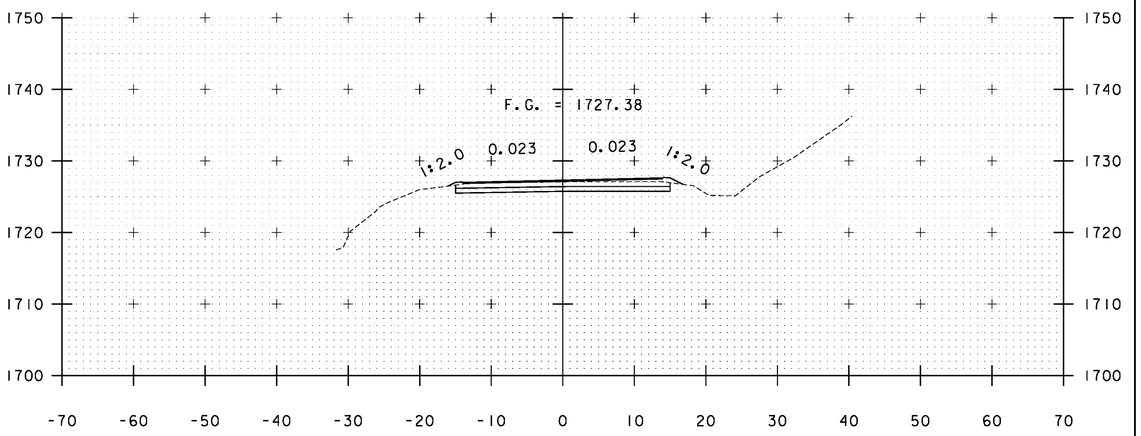
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

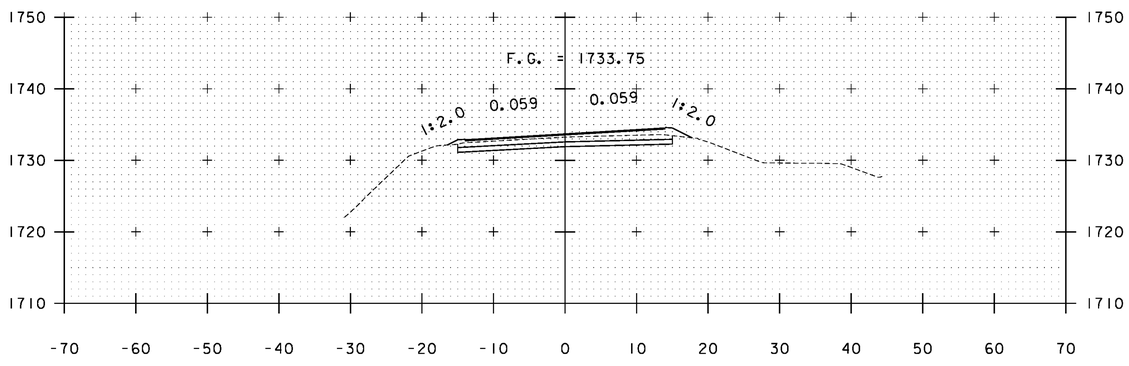
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 203 OF 444



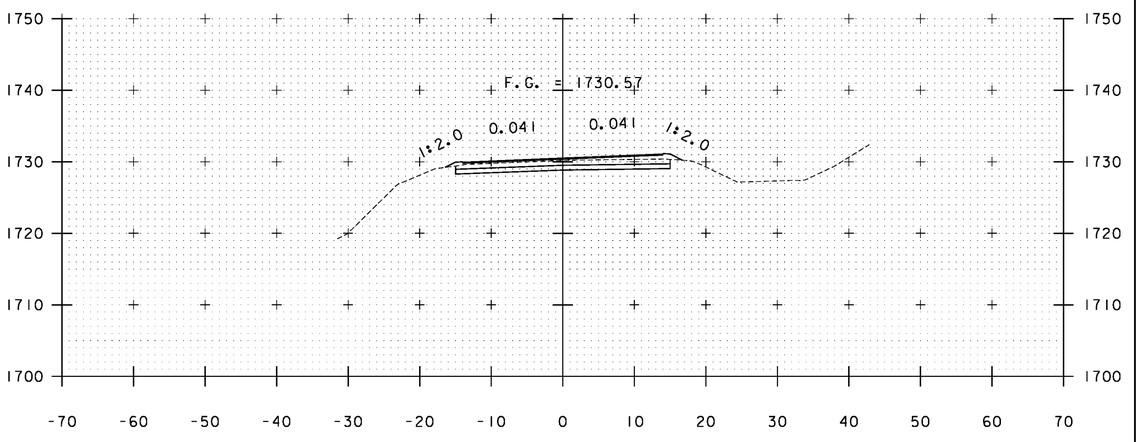
A 72+44



A 73+00



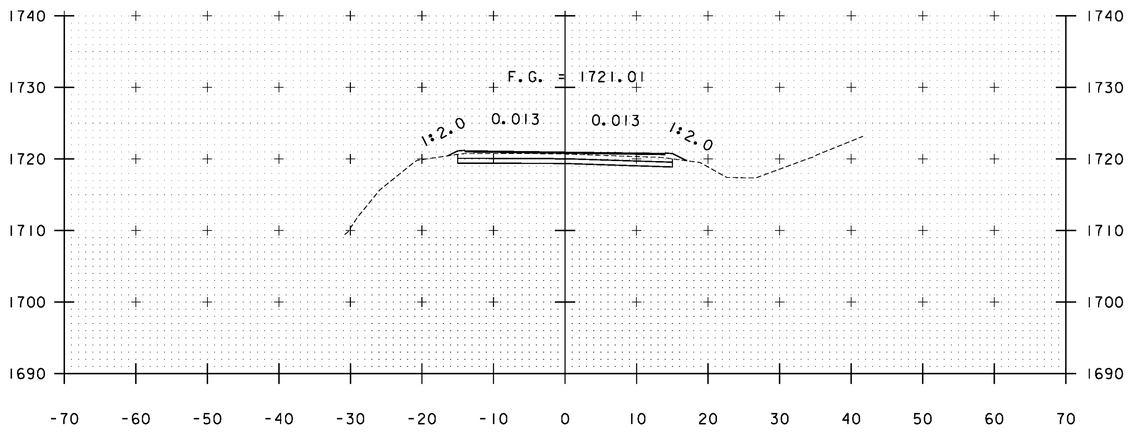
A 72+00



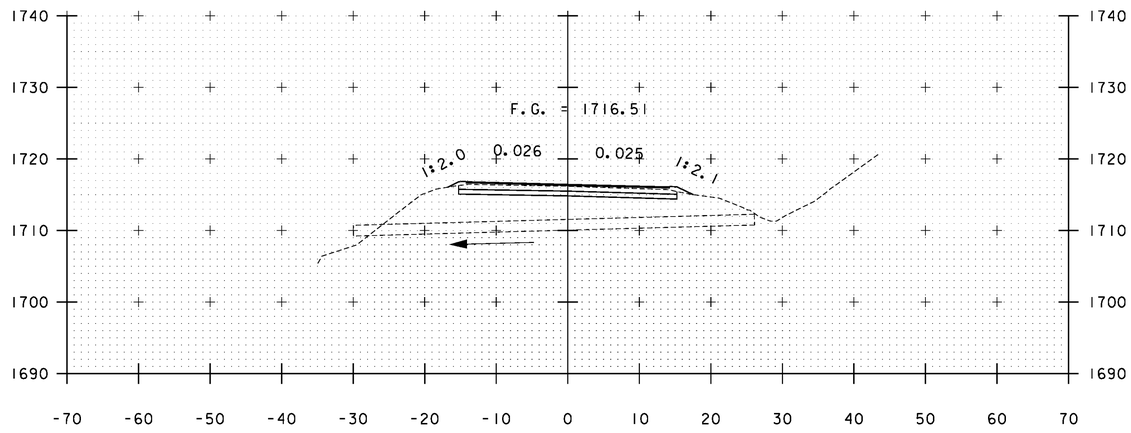
A 72+50

STA. A 72+00 TO STA. A 73+00

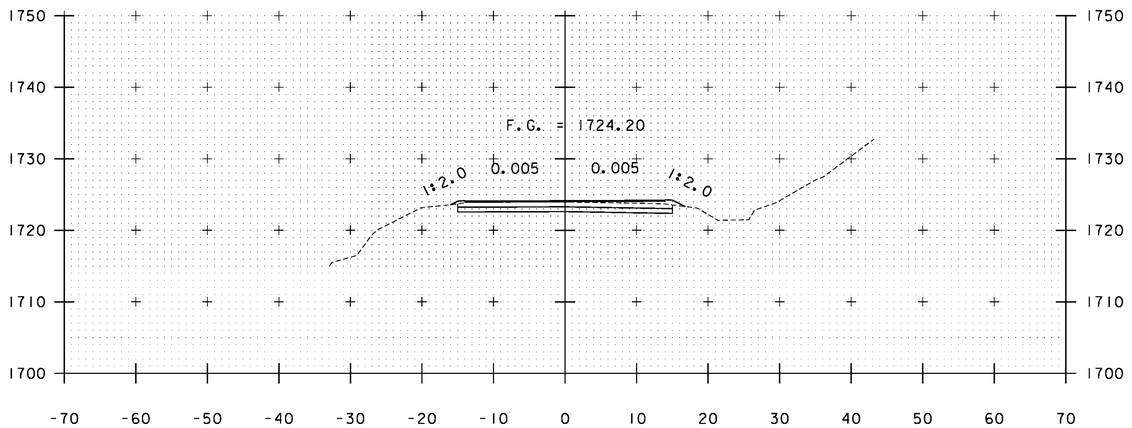
PROJECT NAME:	WARDSBORO-JAMAICA
PROJECT NUMBER:	ER STP 013-1(17)
FILE NAME: xs.dgn	PLOT DATE: 2/26/2014
PROJECT LEADER: K. UPMAL	DRAWN BY: B. KIPP
DESIGNED BY: B. KIPP	CHECKED BY: HSD
CROSS SECTIONS	SHEET 204 OF 444



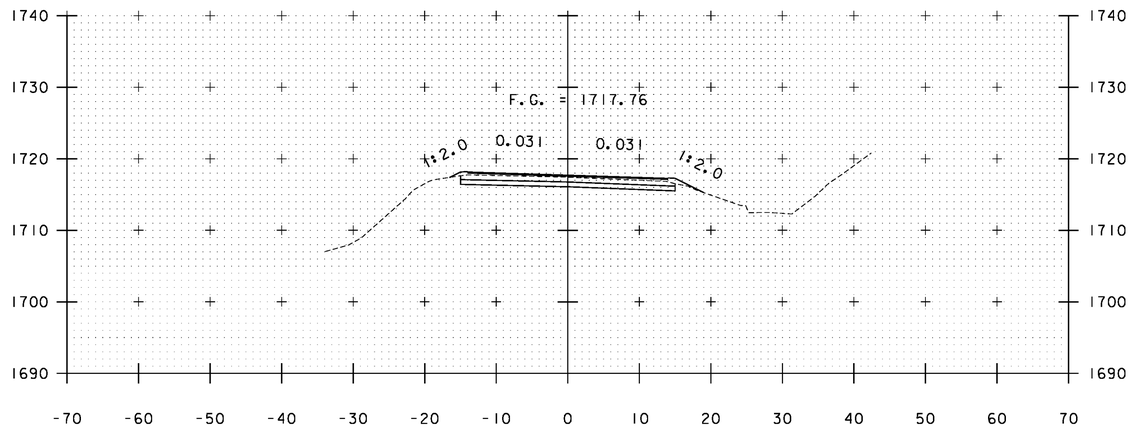
A 74+00



A 74+69



A 73+50



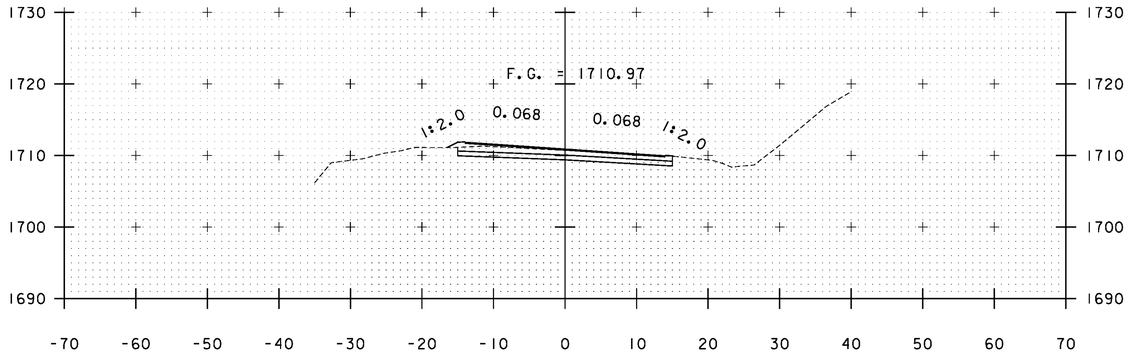
A 74+50

STA. A 73+50 TO STA. A 74+69

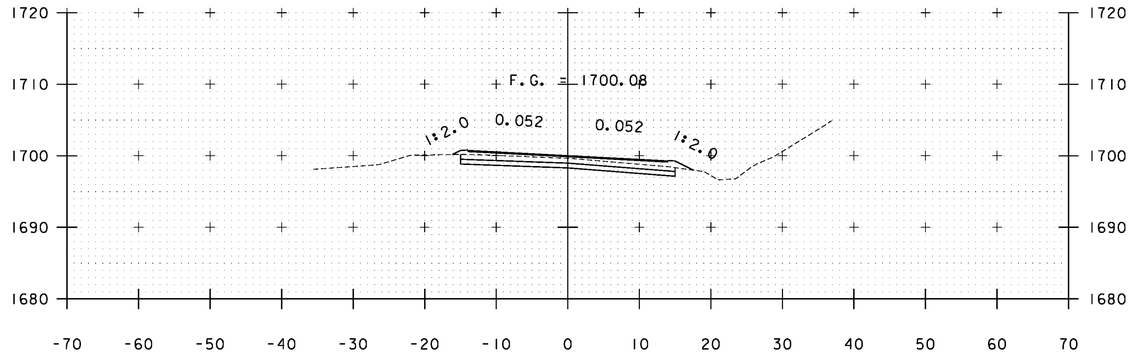
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

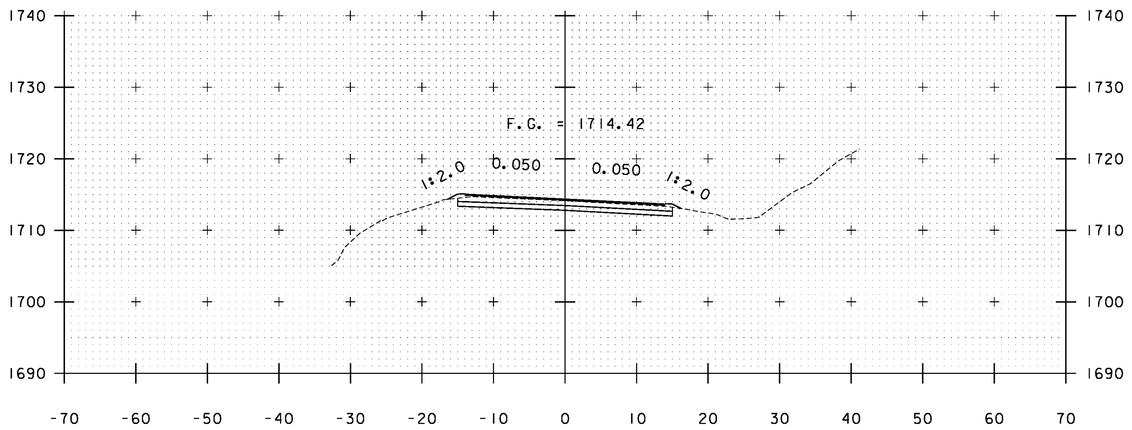
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 205 OF 444



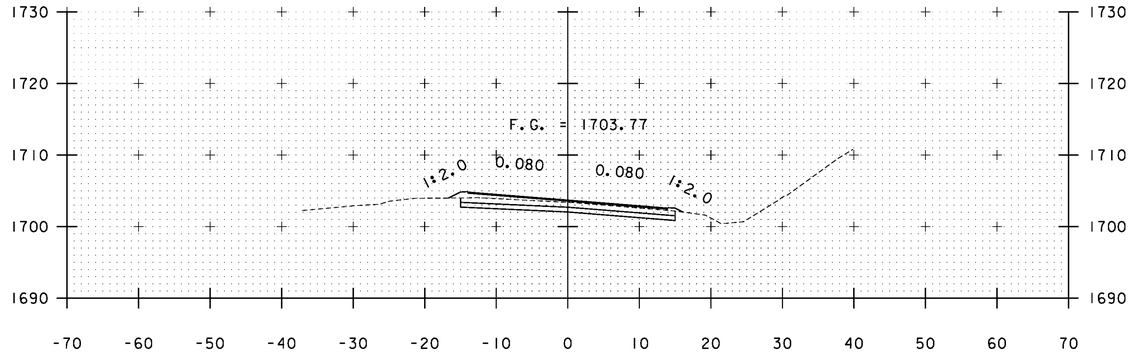
A 75+50



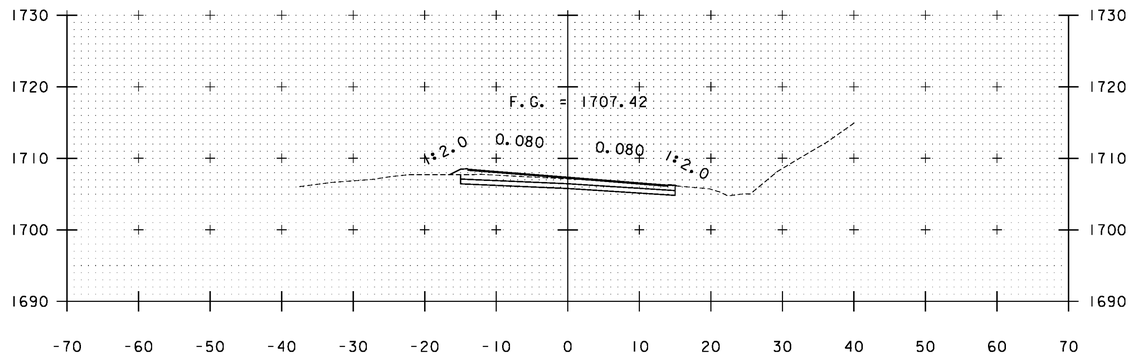
A 77+00



A 75+00



A 76+50



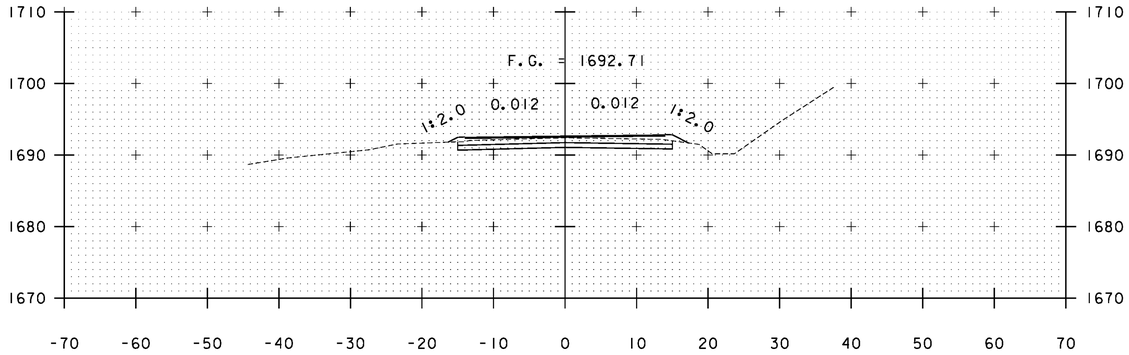
A 76+00

STA. A 75+00 TO STA. A 77+00

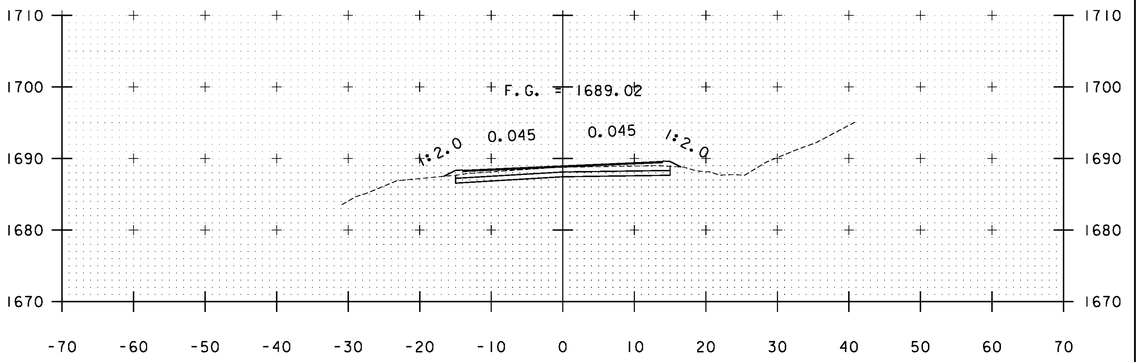
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

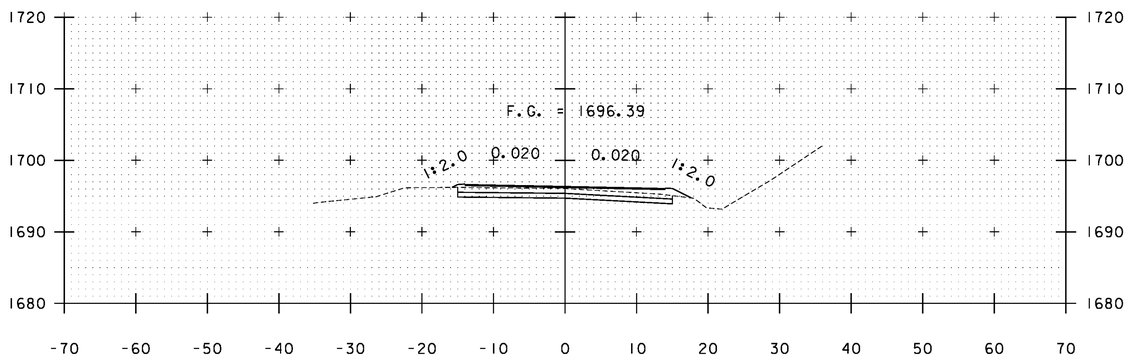
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 206 OF 444



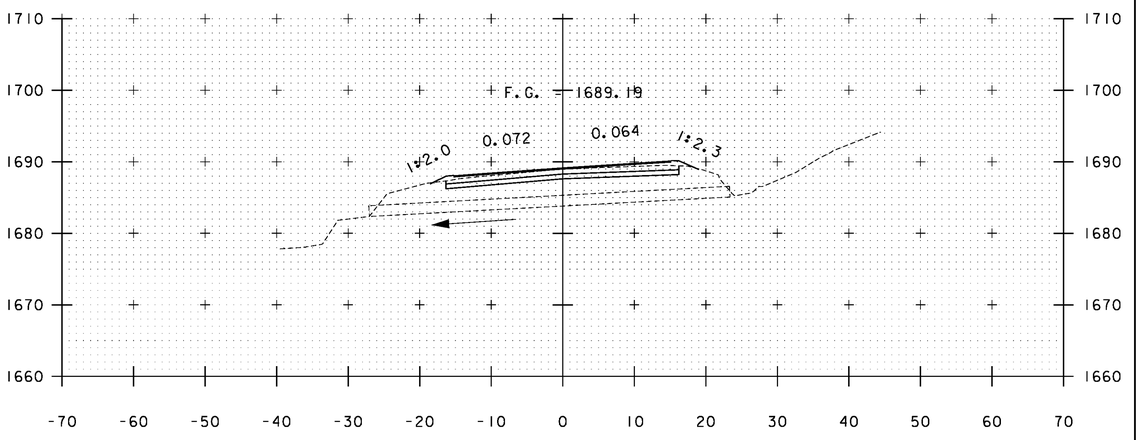
A 78+00



A 78+50



A 77+50



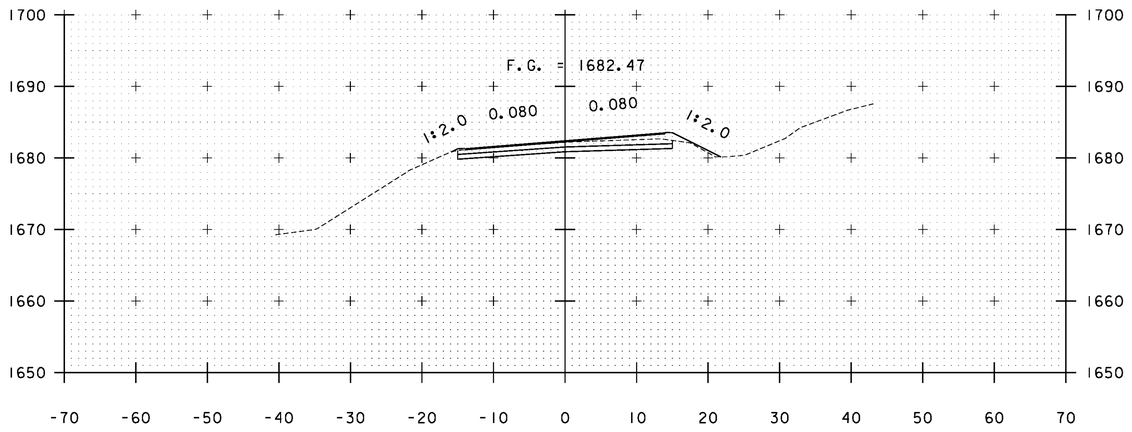
A 78+48

STA. A 77+50 TO STA. A 78+50

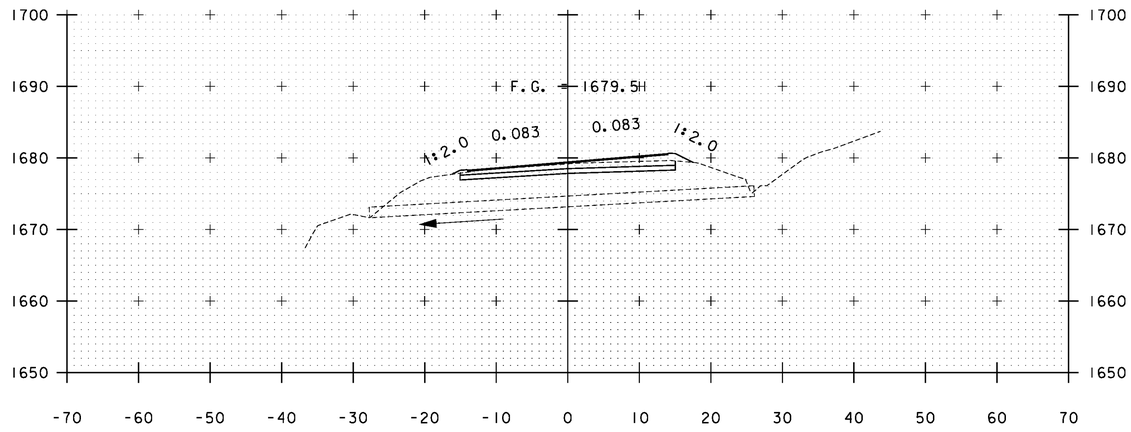
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

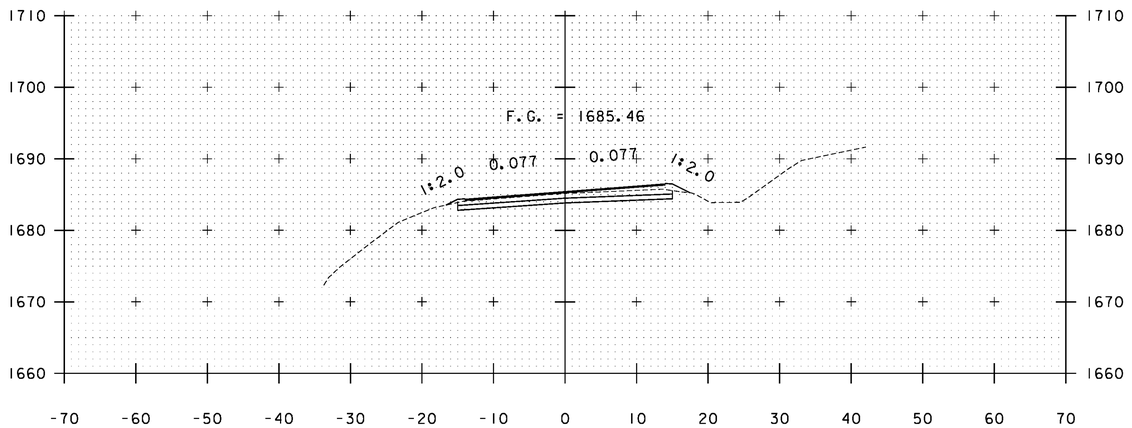
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 207 OF 444



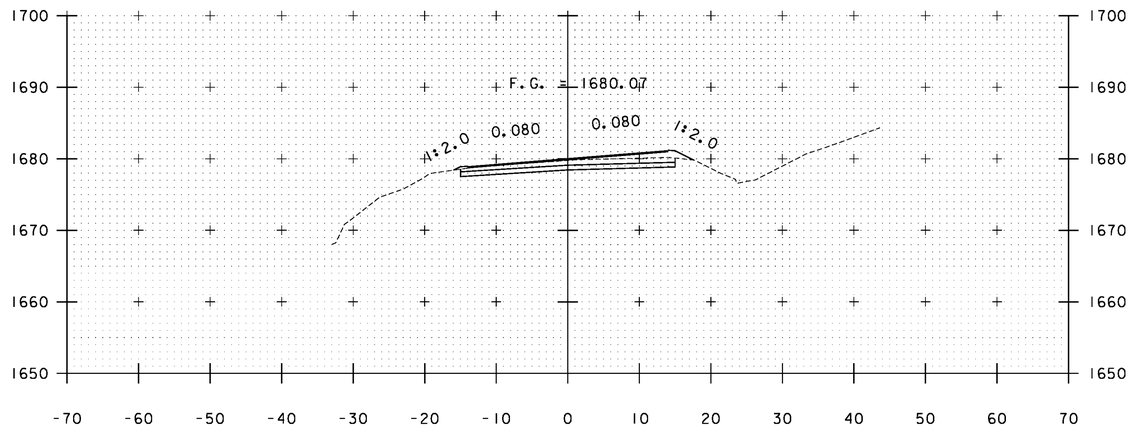
A 79+50



A 80+14



A 79+00



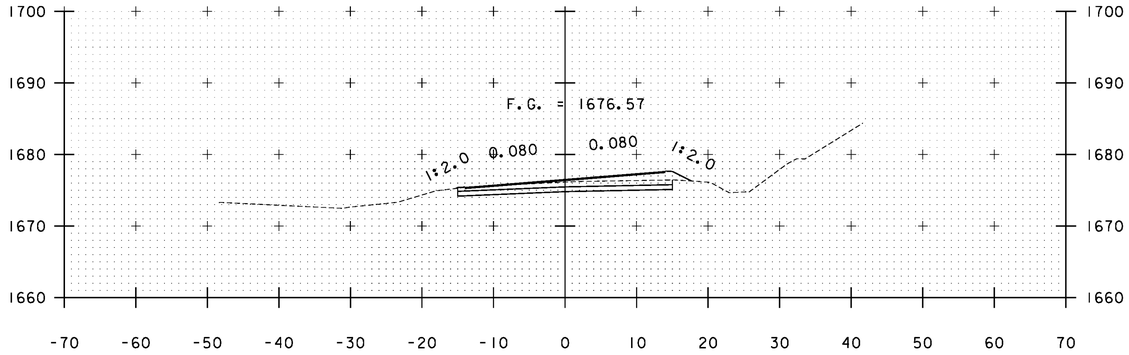
A 80+00

STA. A 79+00 TO STA. A 80+14

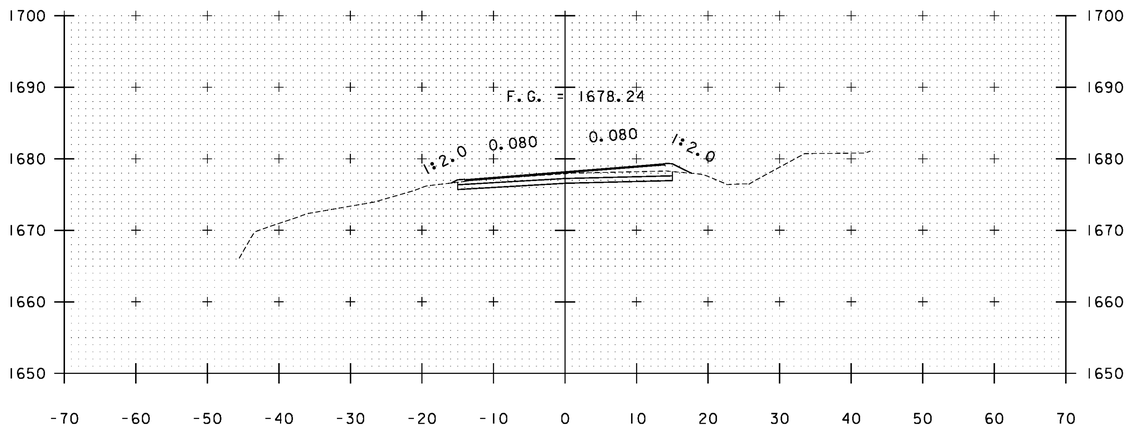
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

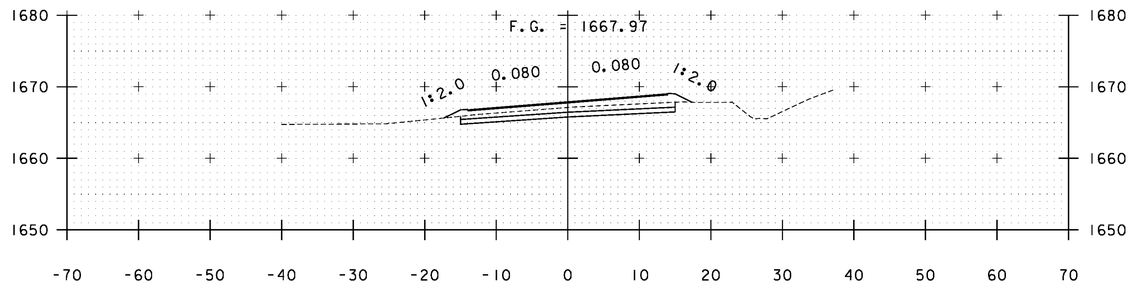
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 208 OF 444



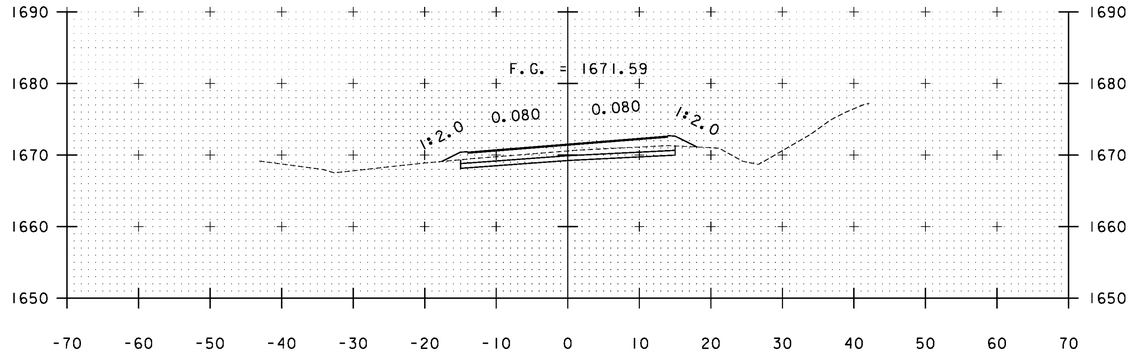
A 81+00



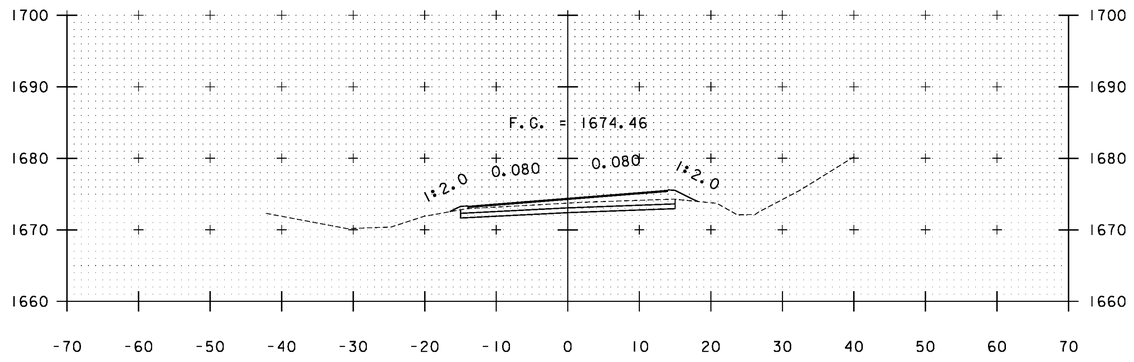
A 80+50



A 82+50



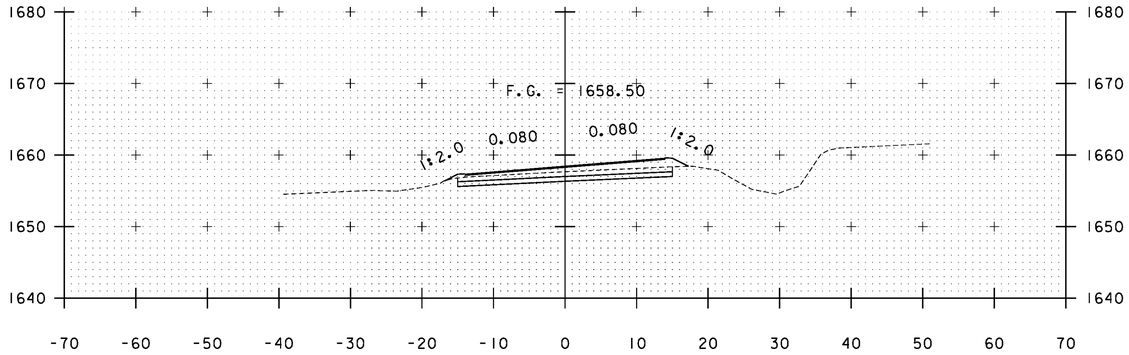
A 82+00



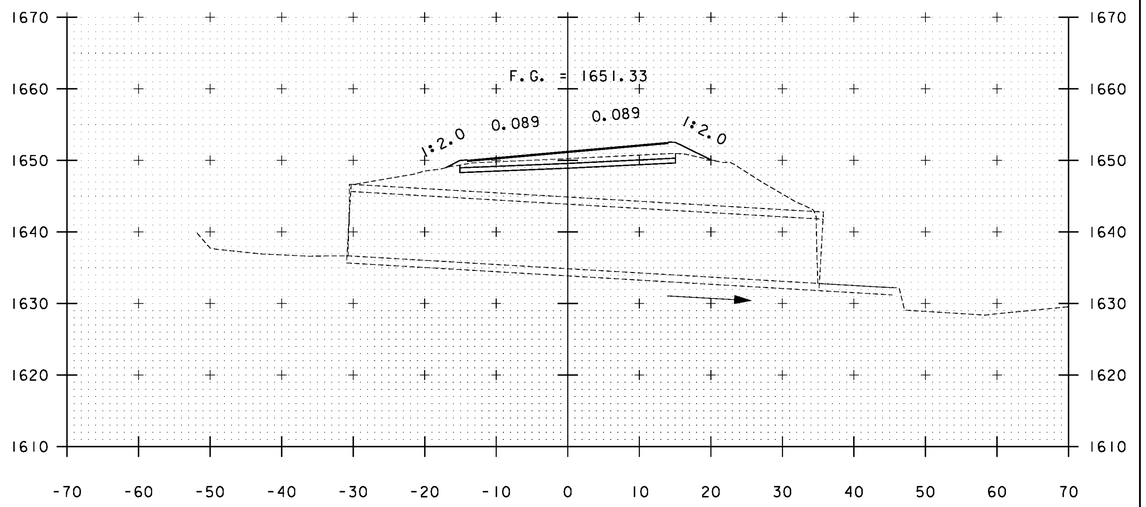
A 81+50

STA. A 80+50 TO STA. A 82+50

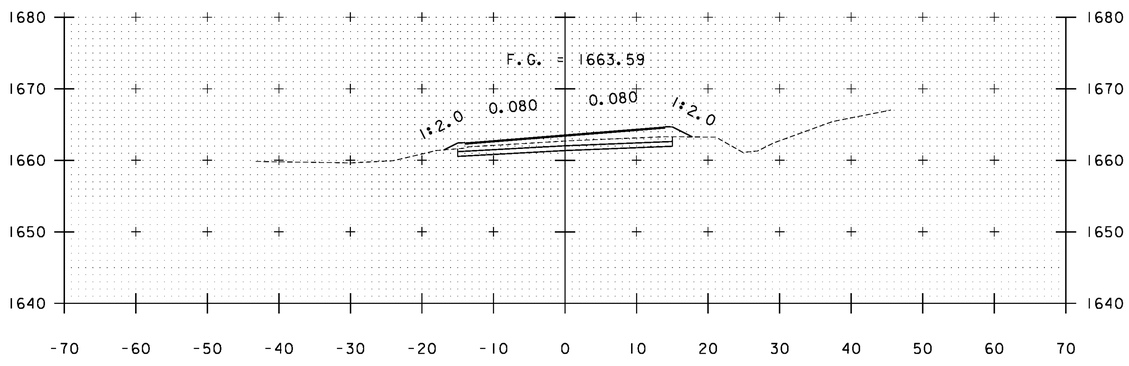
PROJECT NAME:	WARDSBORO-JAMAICA
PROJECT NUMBER:	ER STP 013-1(17)
FILE NAME: xs.dgn	PLOT DATE: 2/26/2014
PROJECT LEADER: K. UPMAL	DRAWN BY: B. KIPP
DESIGNED BY: B. KIPP	CHECKED BY: HSD
CROSS SECTIONS	SHEET 209 OF 444



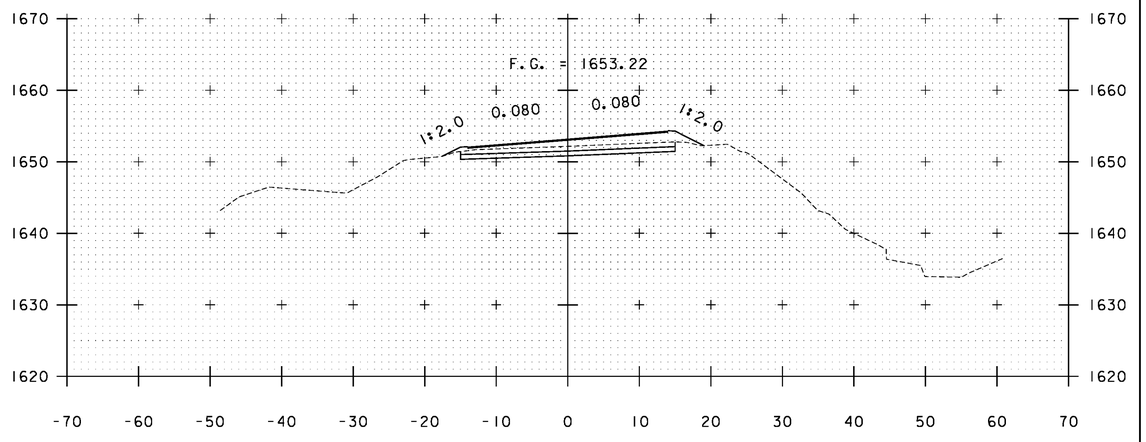
A 83+50



A 84+18



A 83+00



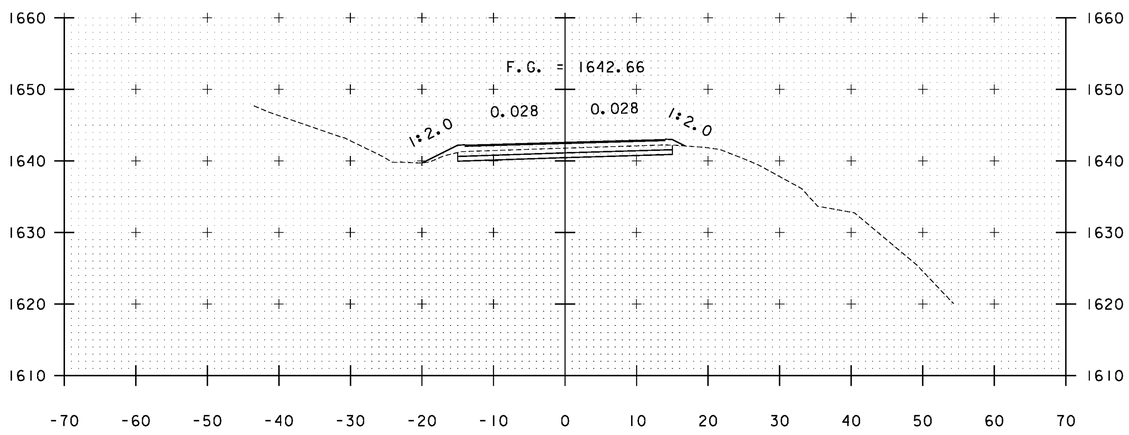
A 84+00

STA. A 83+00 TO STA. A 84+18

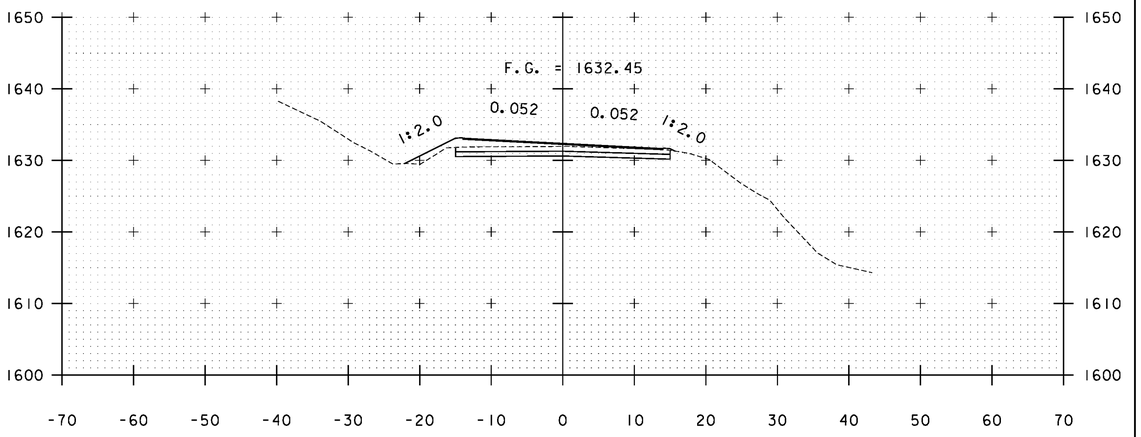
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

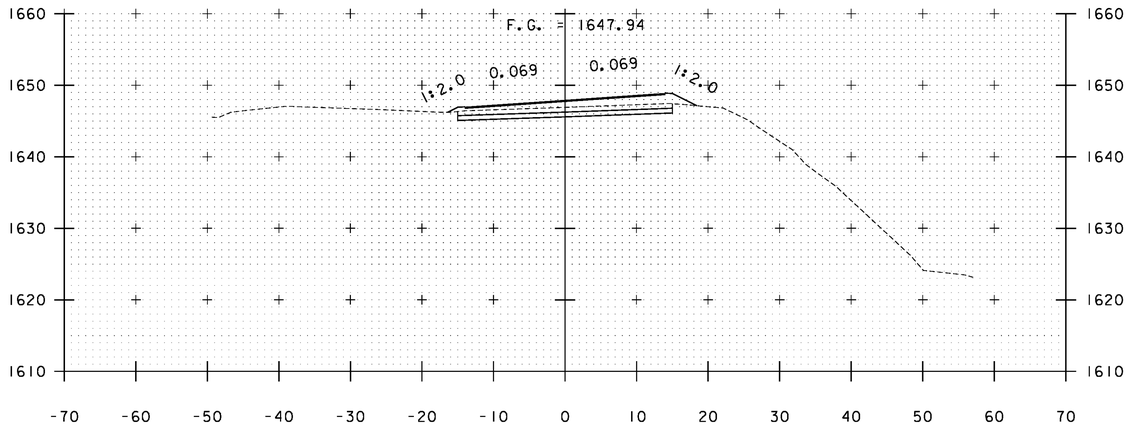
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 210 OF 444



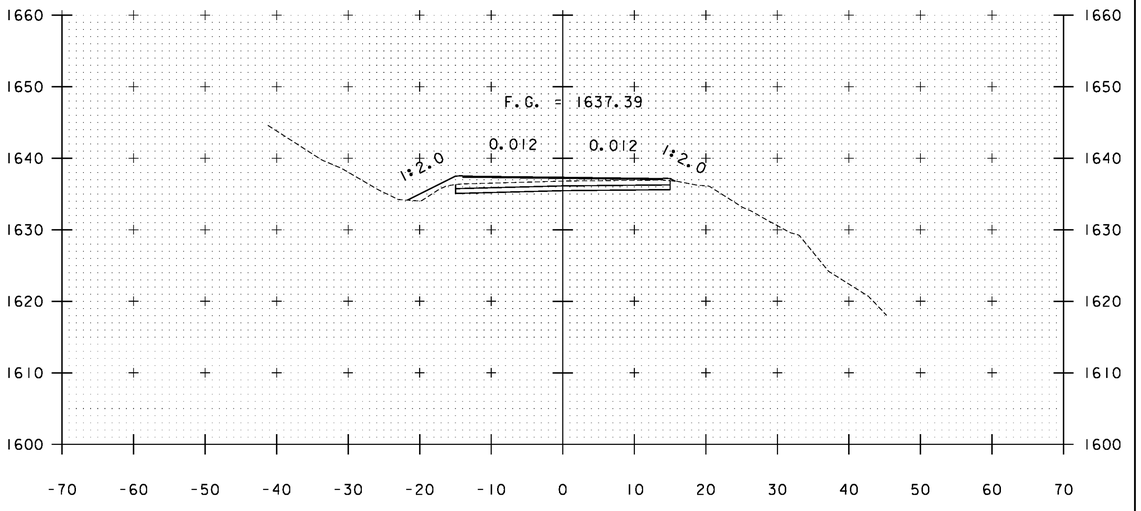
A 85+00



A 86+00



A 84+50



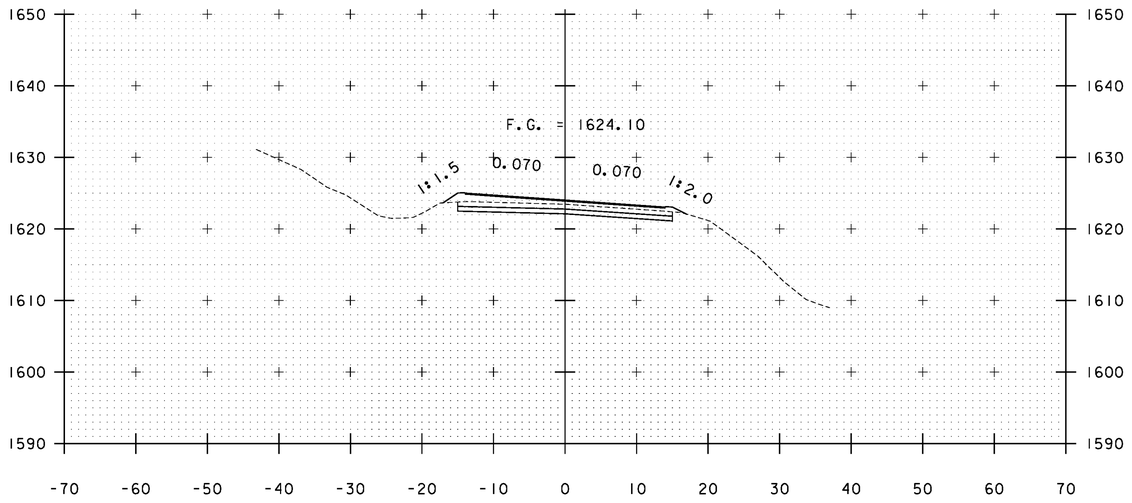
A 85+50

STA. A 84+50 TO STA. A 86+00

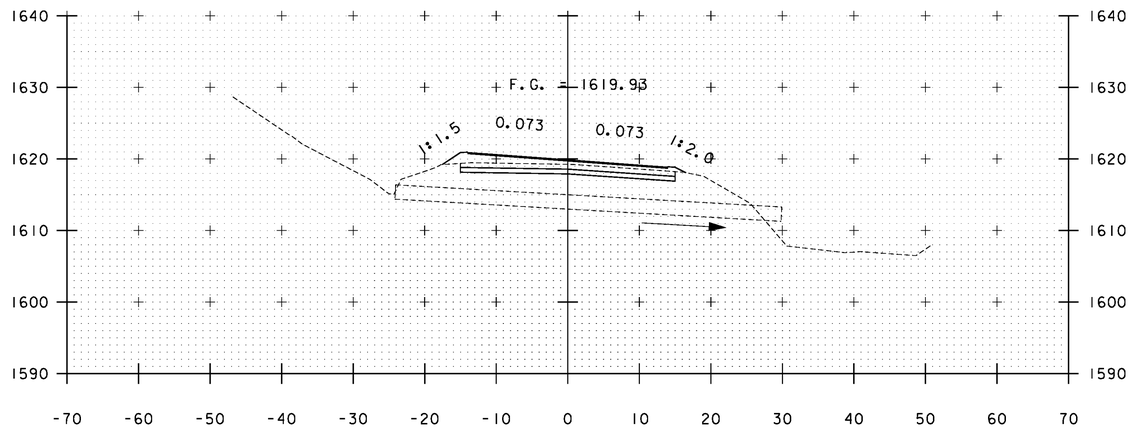
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

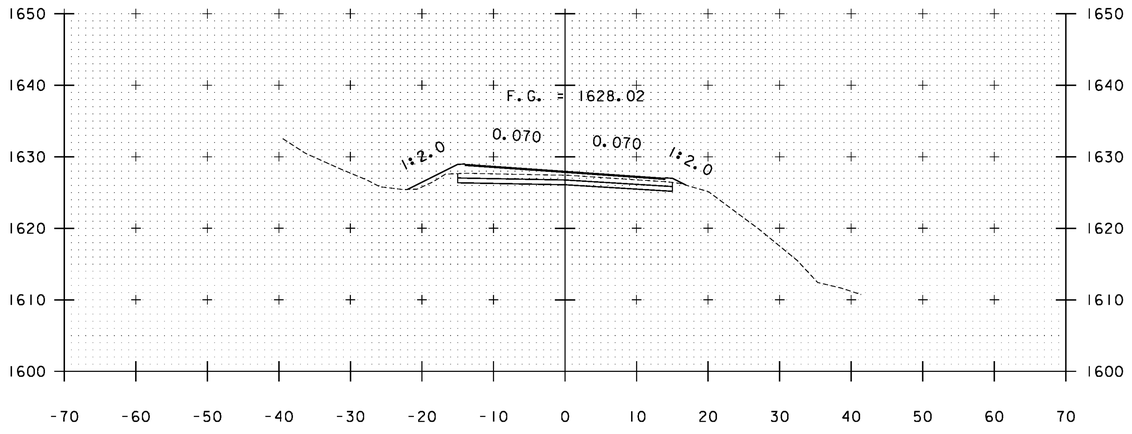
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 211 OF 444



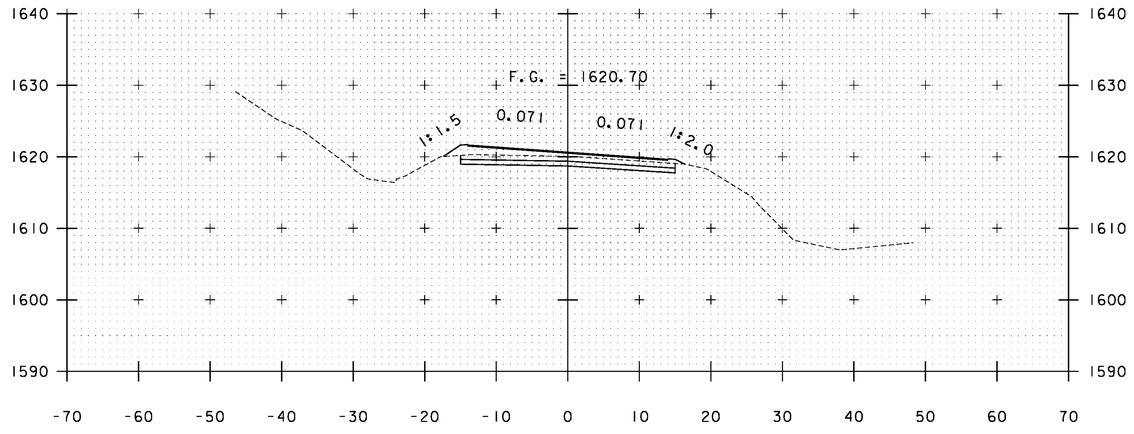
A 87+00



A 87+62



A 86+50



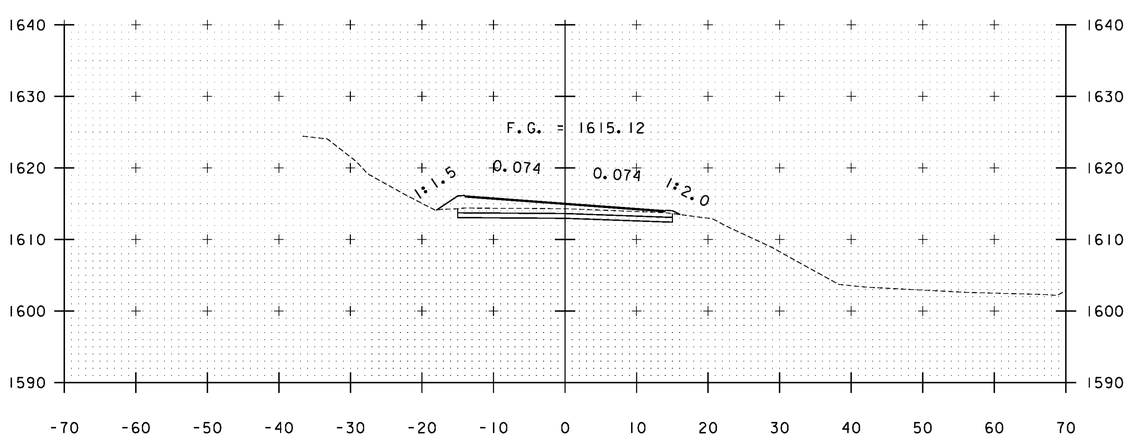
A 87+50

STA. A 86+50 TO STA. A 87+62

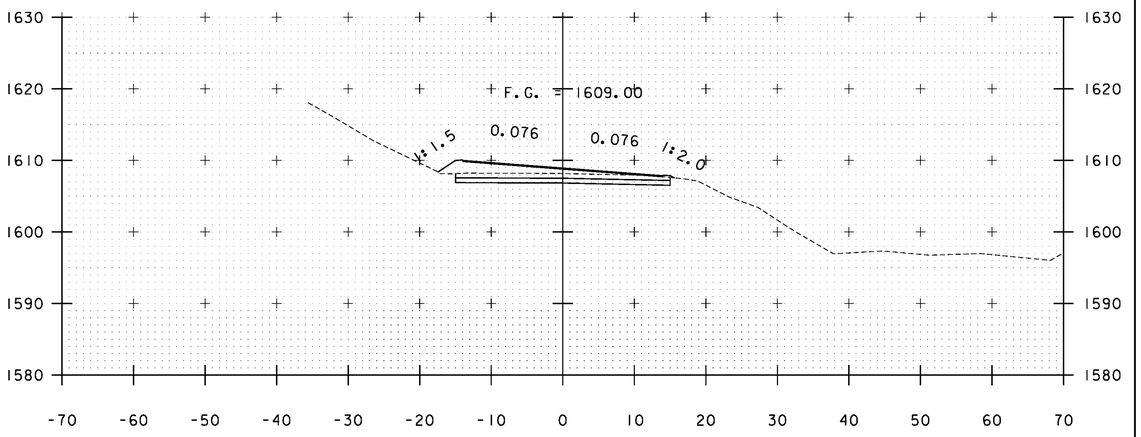
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

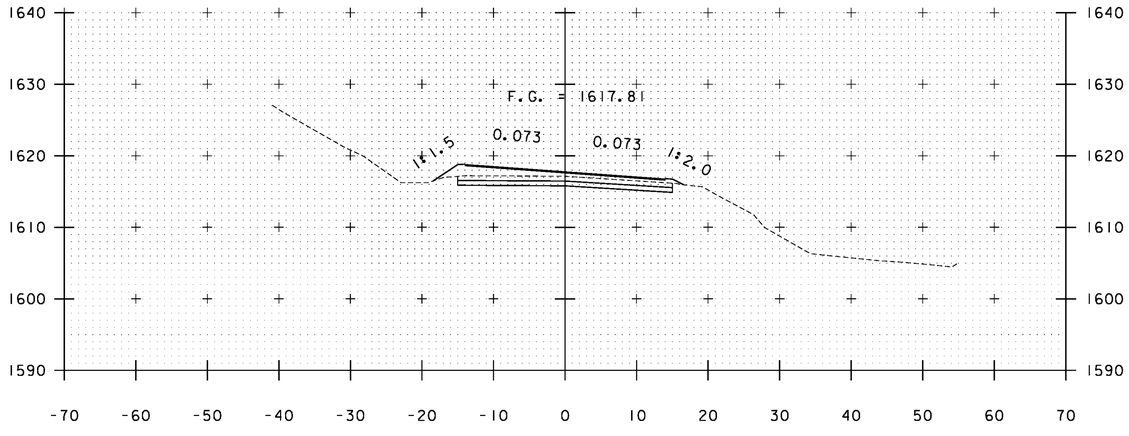
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 212 OF 444



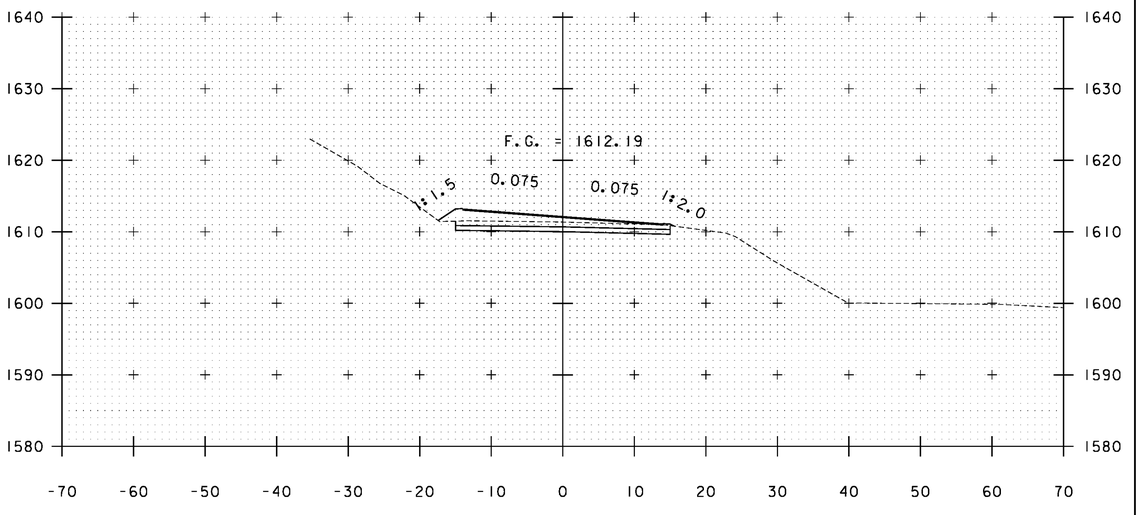
A 88+50



A 89+50



A 88+00



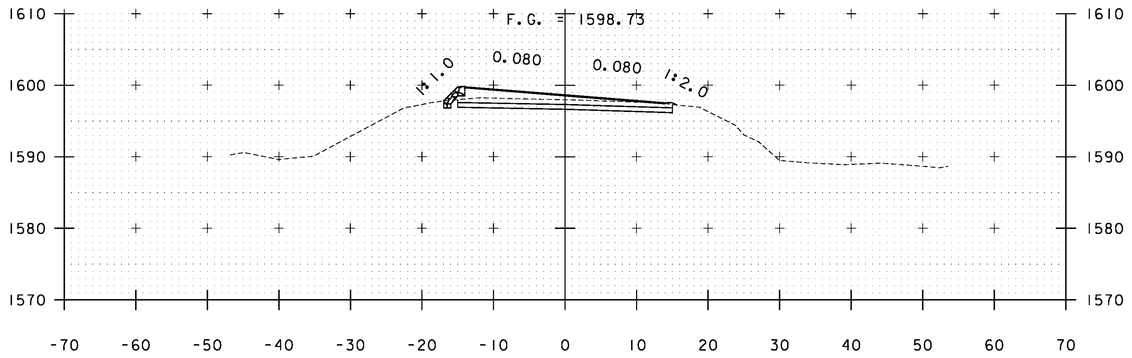
A 89+00

STA. A 88+00 TO STA. A 89+50

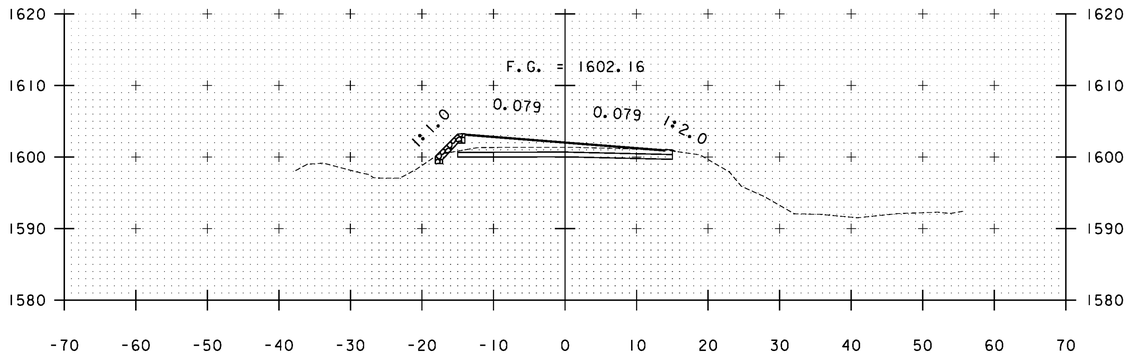
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

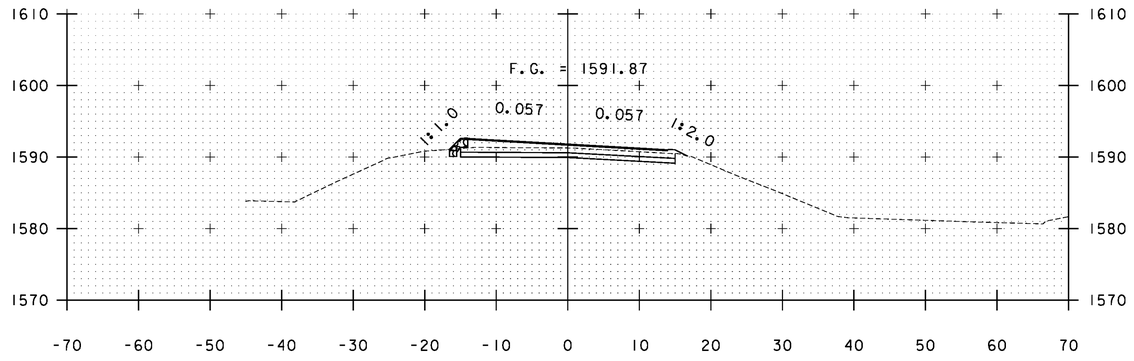
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 213 OF 444



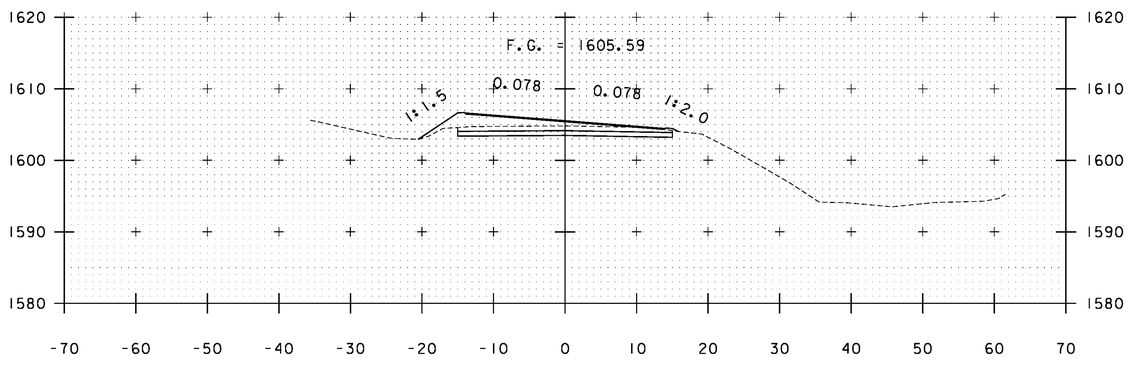
A 91+00



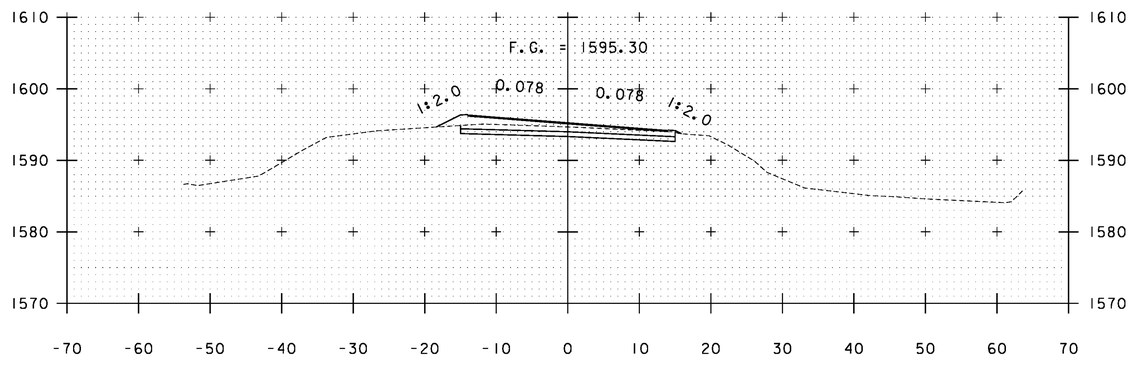
A 90+50



A 92+00



A 90+00



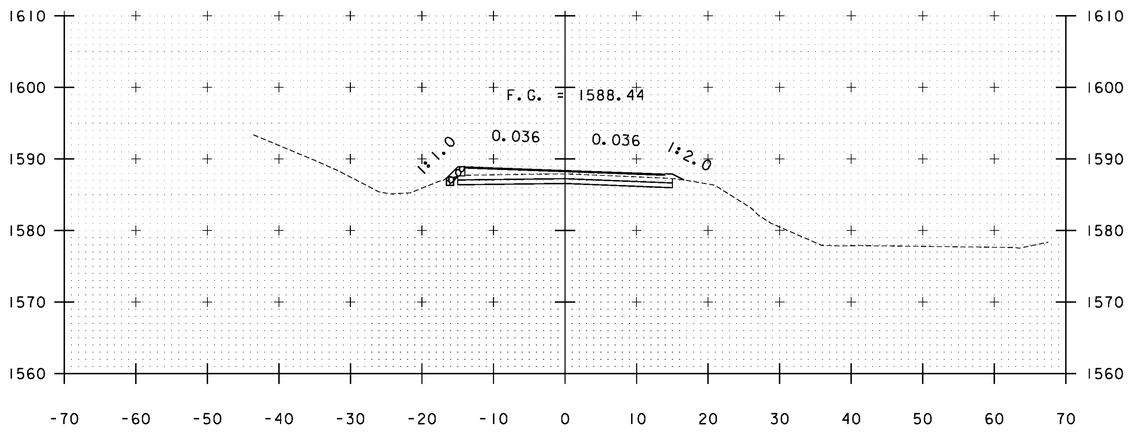
A 91+50

STA. A 90+00 TO STA. A 92+00

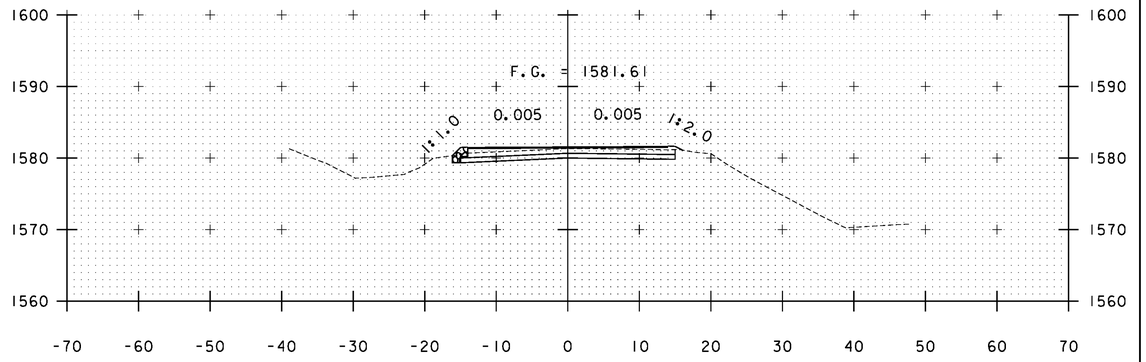
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

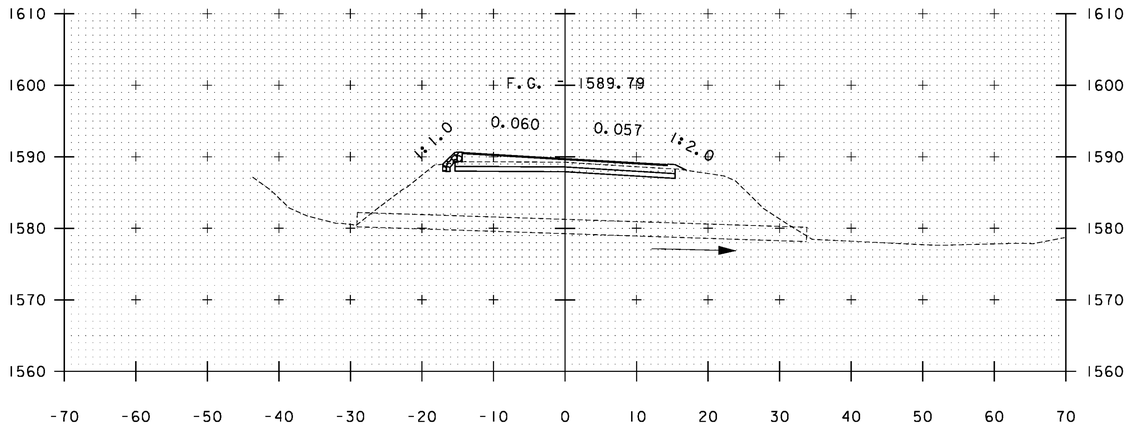
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 214 OF 444



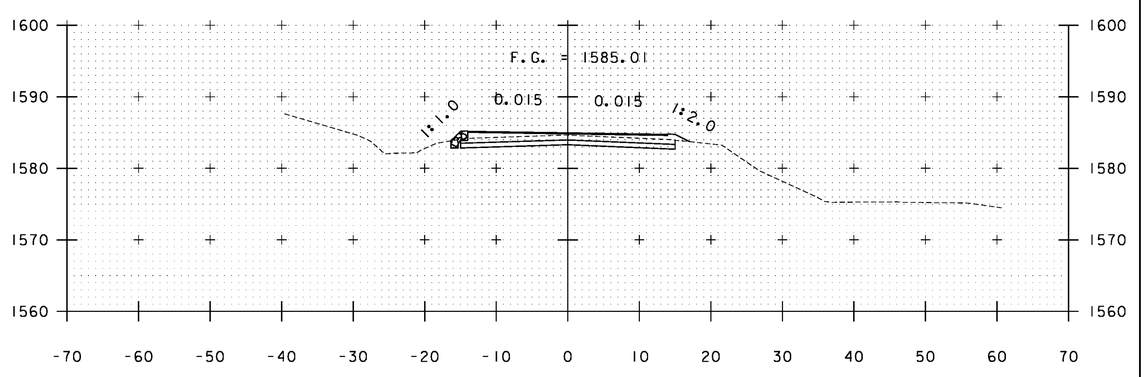
A 92+50



A 93+50



A 92+30



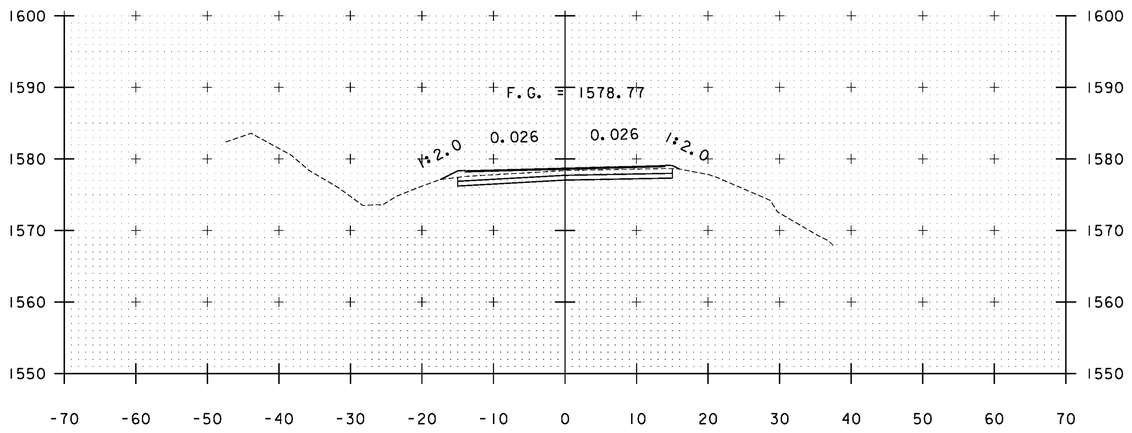
A 93+00

STA. A 92+30 TO STA. A 93+50

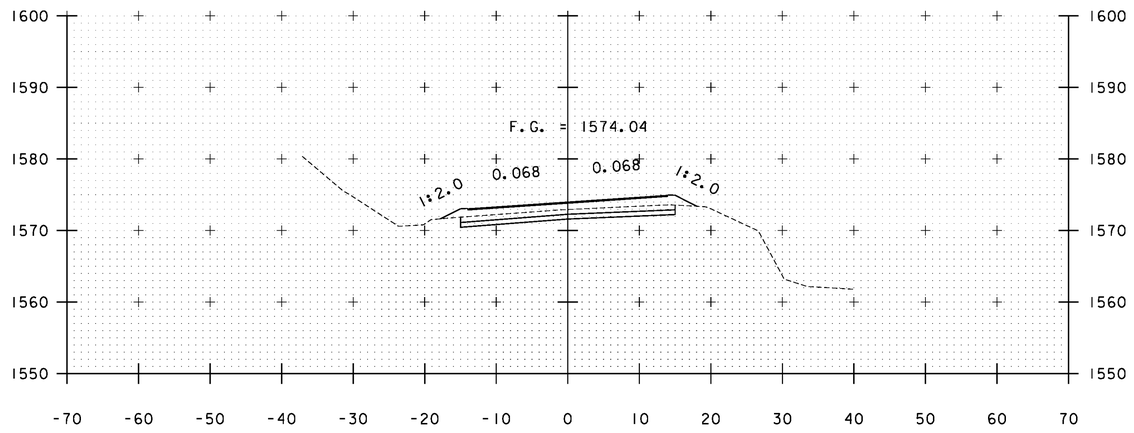
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

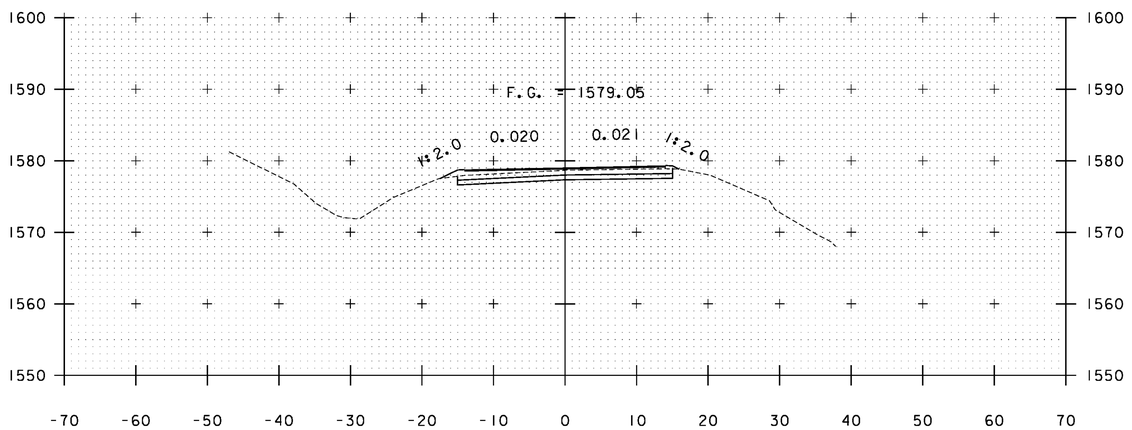
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 215 OF 444



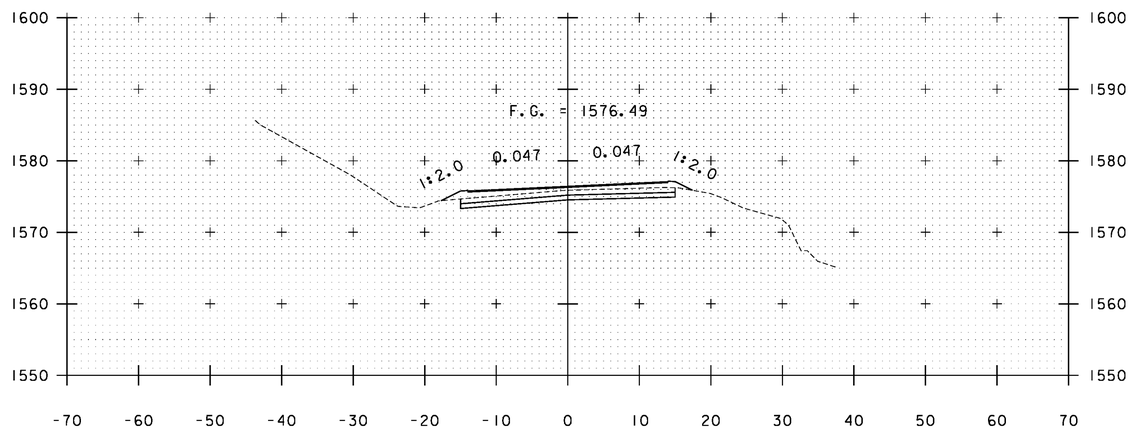
A 94+00



A 95+00



A 93+94



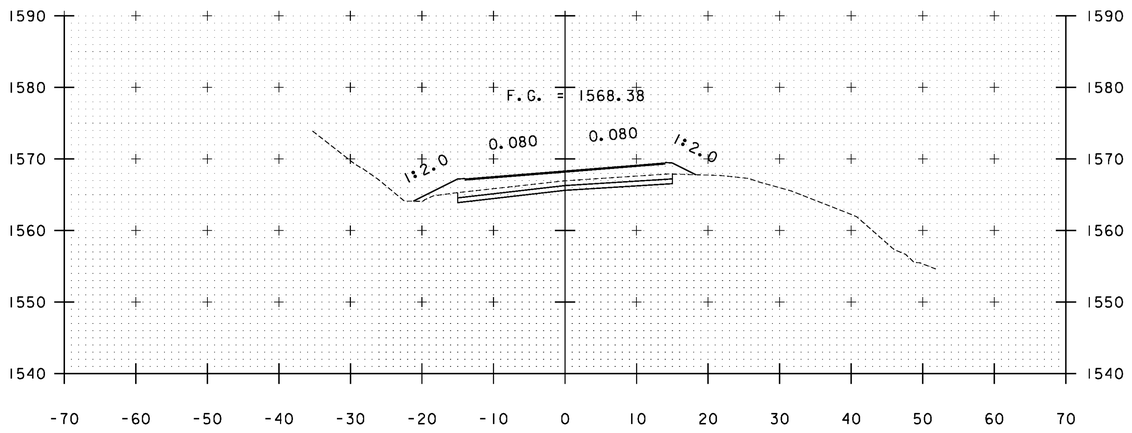
A 94+50

STA. A 93+94 TO STA. A 95+00

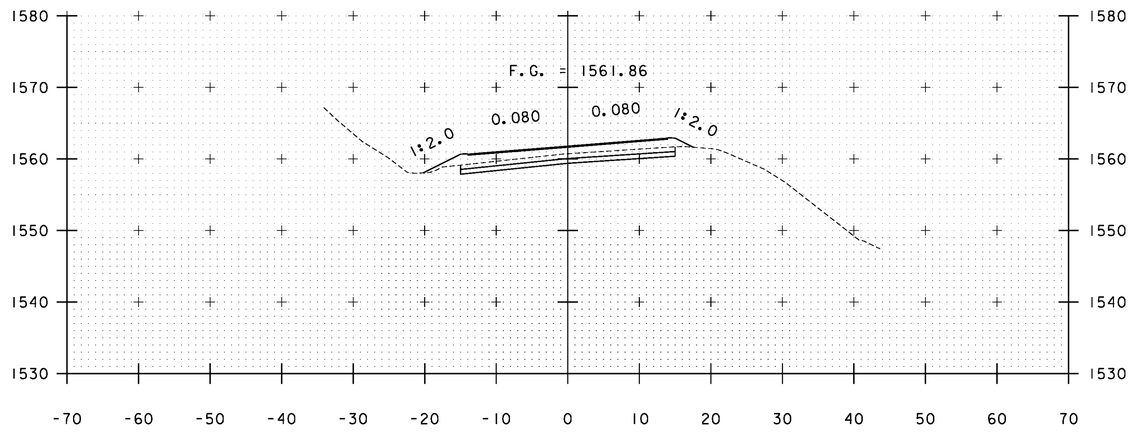
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

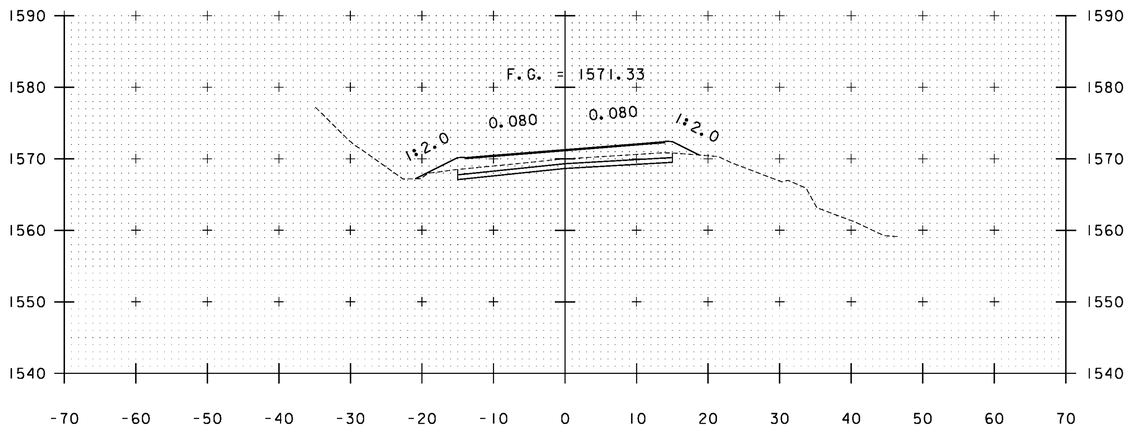
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 216 OF 444



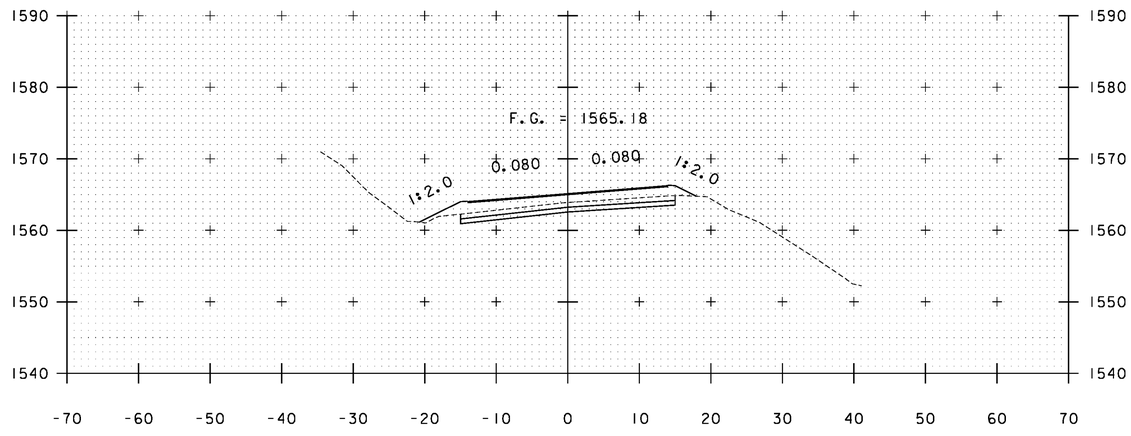
A 96+00



A 97+00



A 95+50



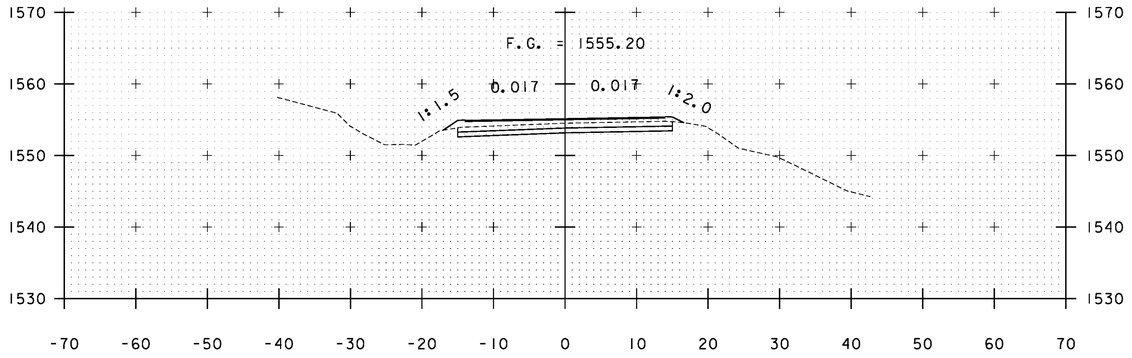
A 96+50

STA. A 95+50 TO STA. A 97+00

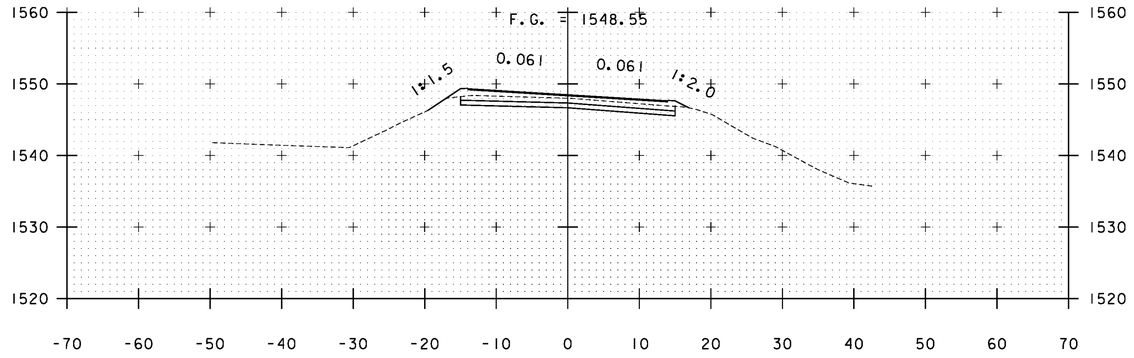
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

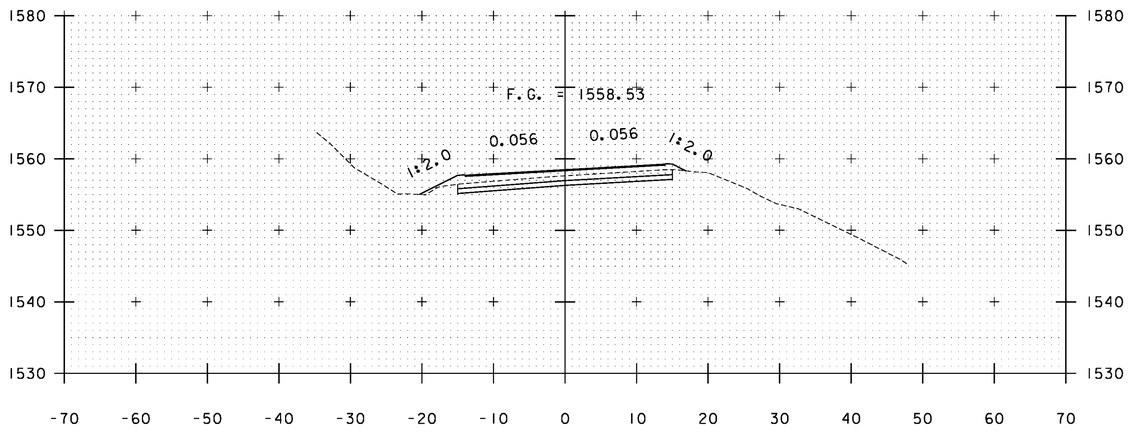
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 217 OF 444



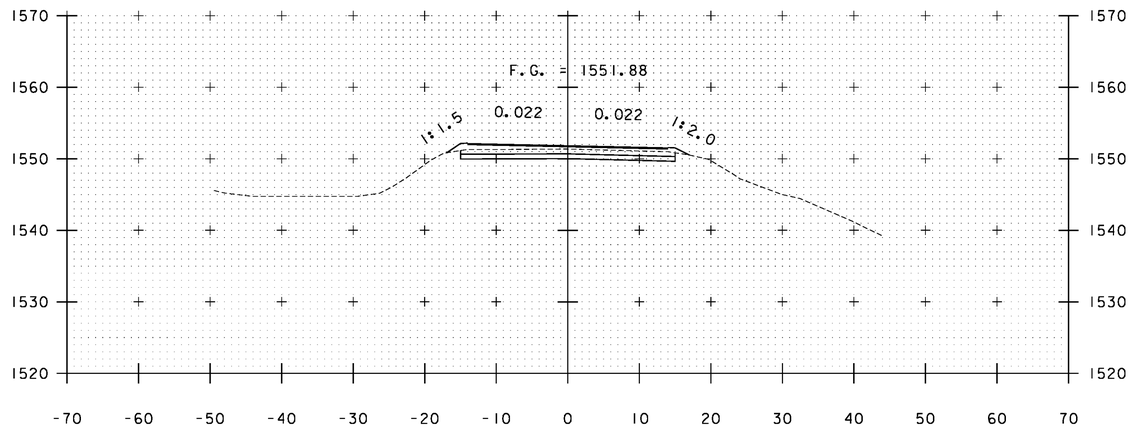
A 98+00



A 99+00



A 97+50



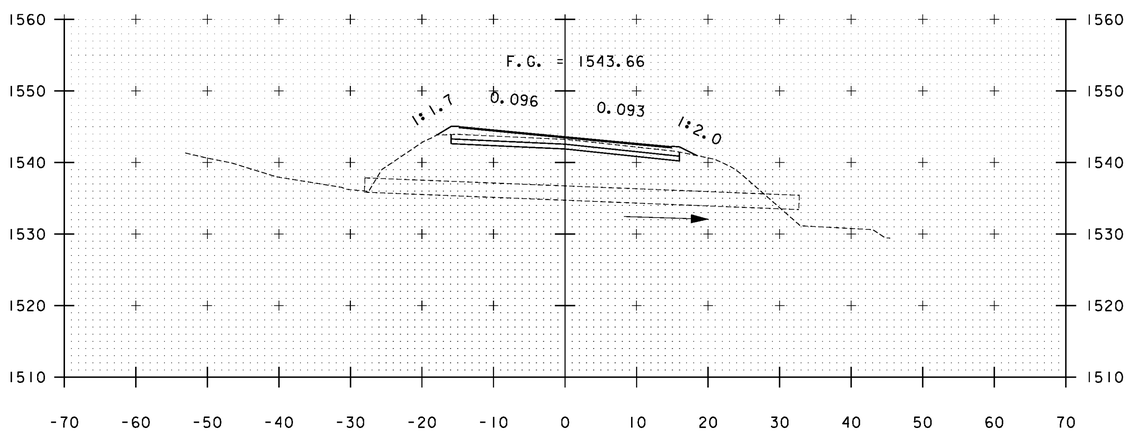
A 98+50

STA. A 97+50 TO STA. A 99+00

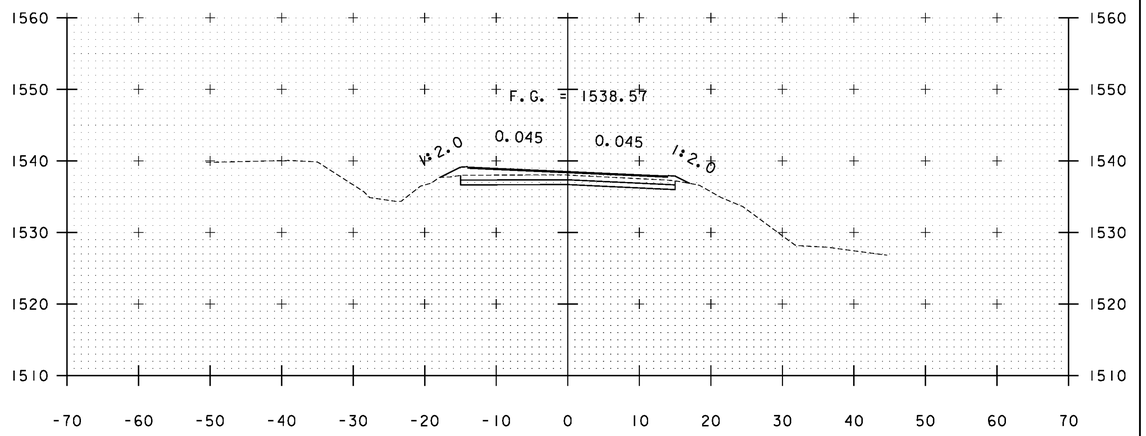
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

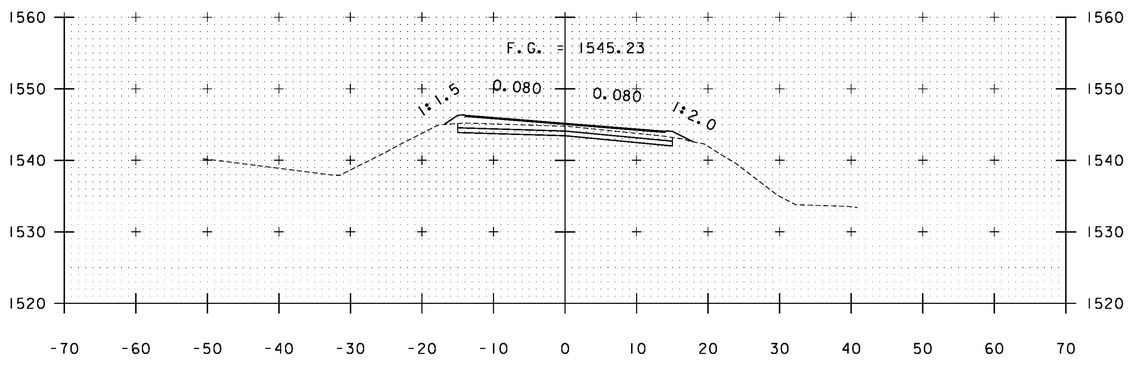
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 218 OF 444



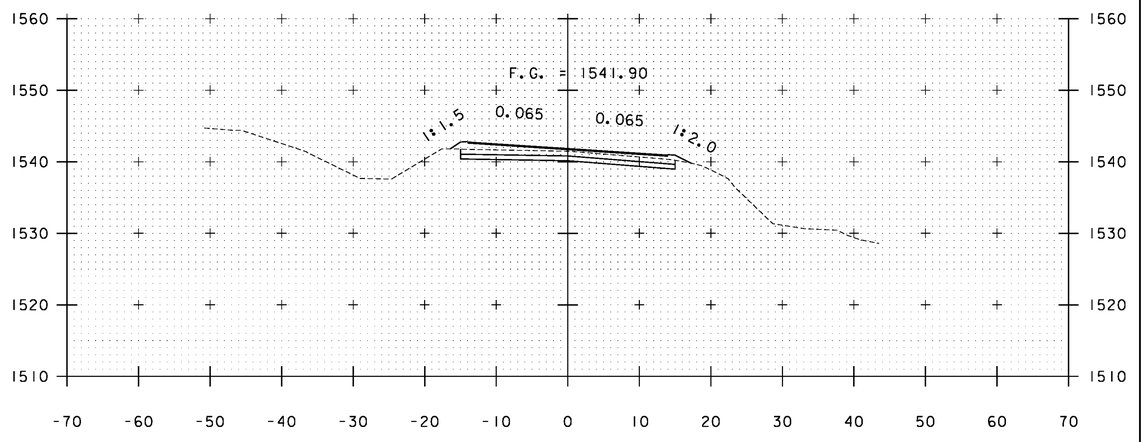
A 99+74



A 100+50



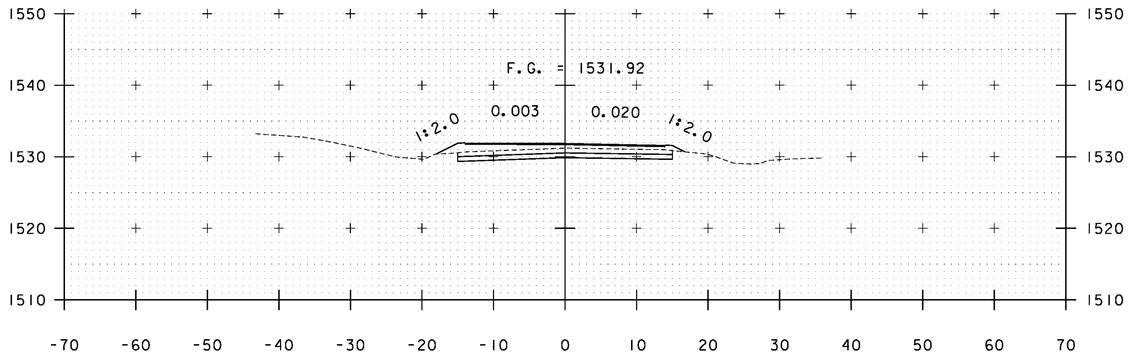
A 99+50



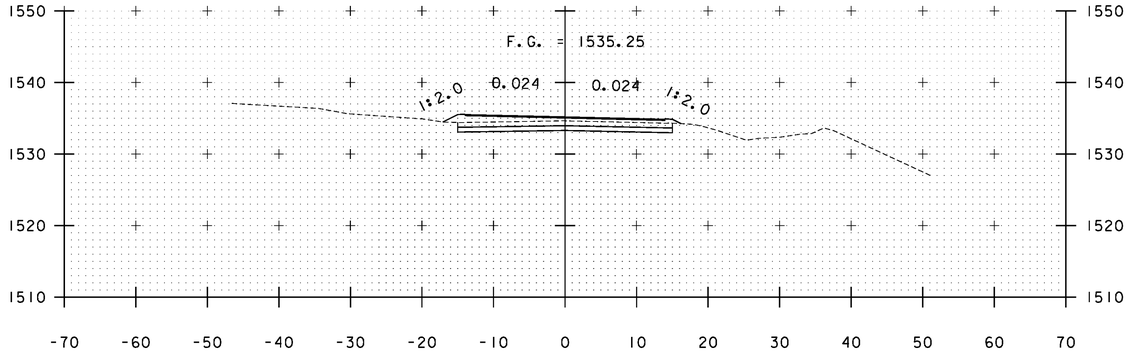
A 100+00

STA. A 99+50 TO STA. A 100+50

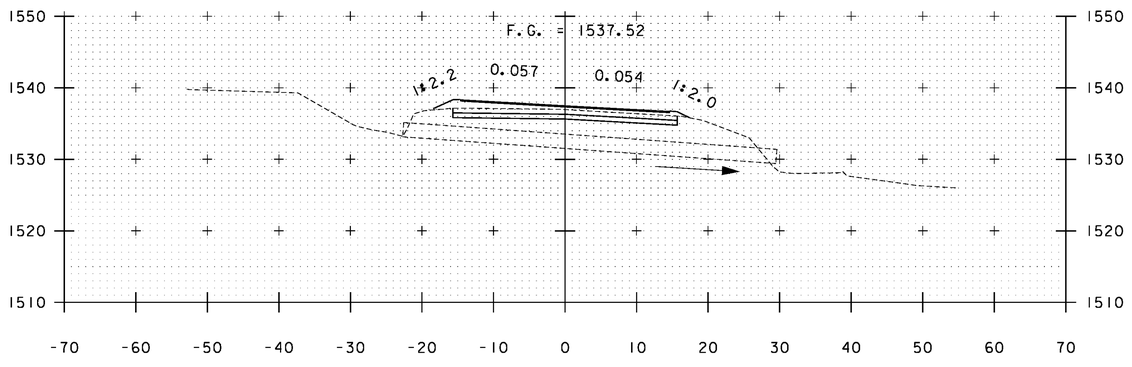
PROJECT NAME:	WARDSBORO-JAMAICA
PROJECT NUMBER:	ER STP 013-1(17)
FILE NAME: xs.dgn	PLOT DATE: 2/26/2014
PROJECT LEADER: K. UPMAL	DRAWN BY: B. KIPP
DESIGNED BY: B. KIPP	CHECKED BY: HSD
CROSS SECTIONS	SHEET 219 OF 444



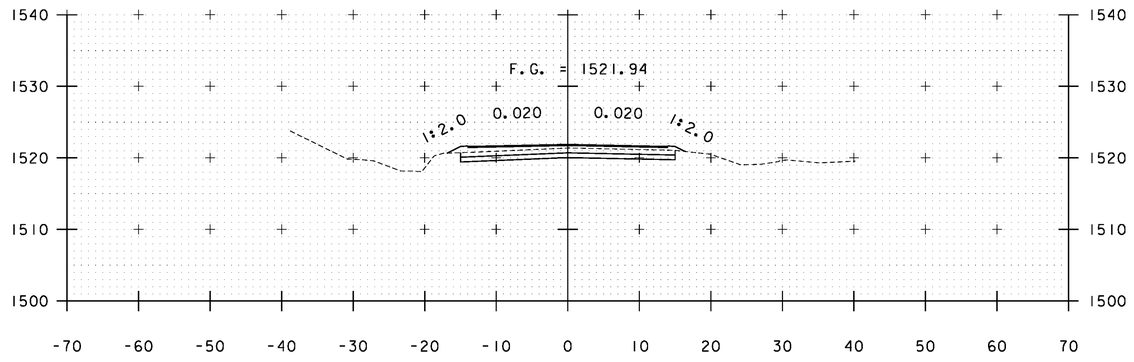
A 101+50



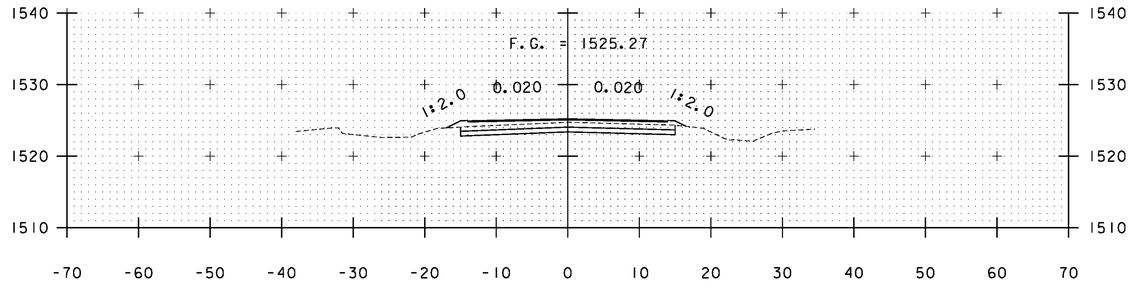
A 101+00



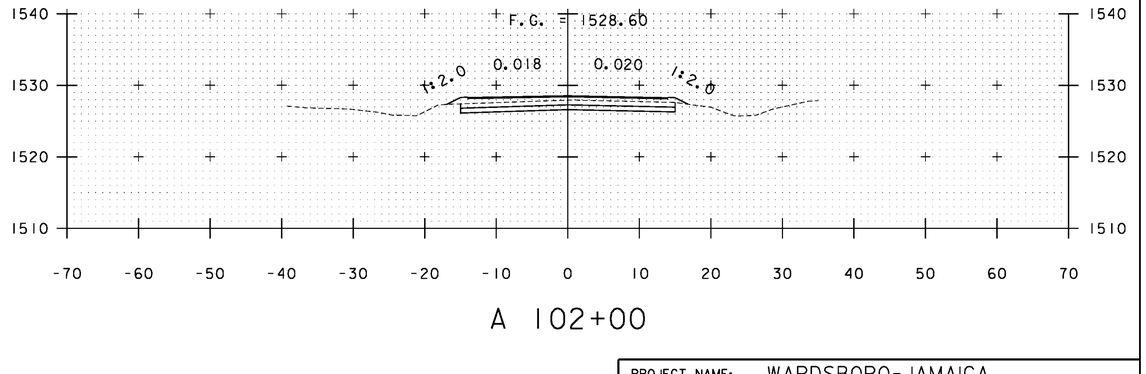
A 100+66



A 103+00



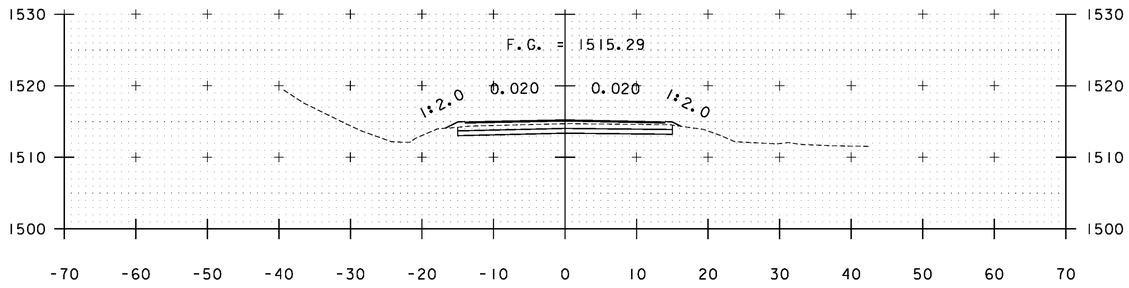
A 102+50



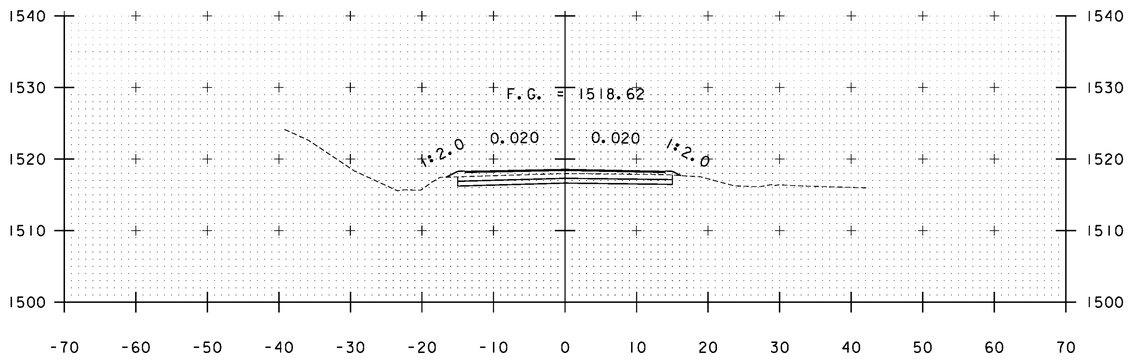
A 102+00

STA. A 100+66 TO STA. A 103+00

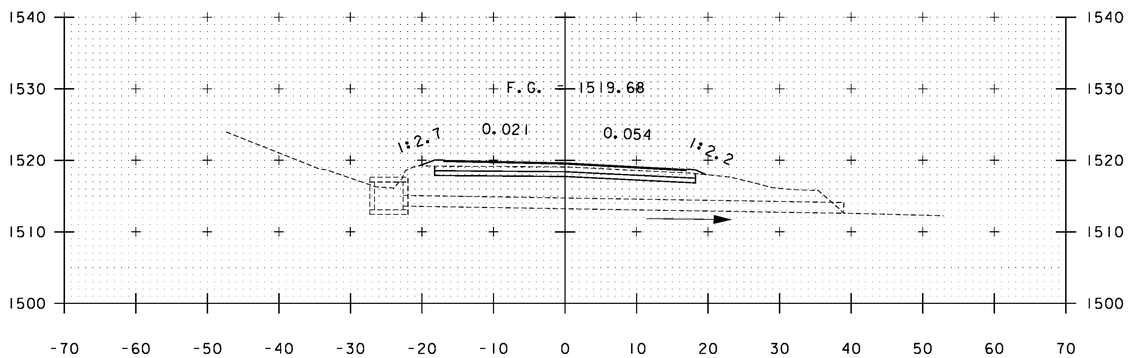
PROJECT NAME:	WARDSBORO-JAMAICA
PROJECT NUMBER:	ER STP 013-1(17)
FILE NAME: xs.dgn	PLOT DATE: 2/26/2014
PROJECT LEADER: K. UPMAL	DRAWN BY: B. KIPP
DESIGNED BY: B. KIPP	CHECKED BY: HSD
CROSS SECTIONS	SHEET 220 OF 444



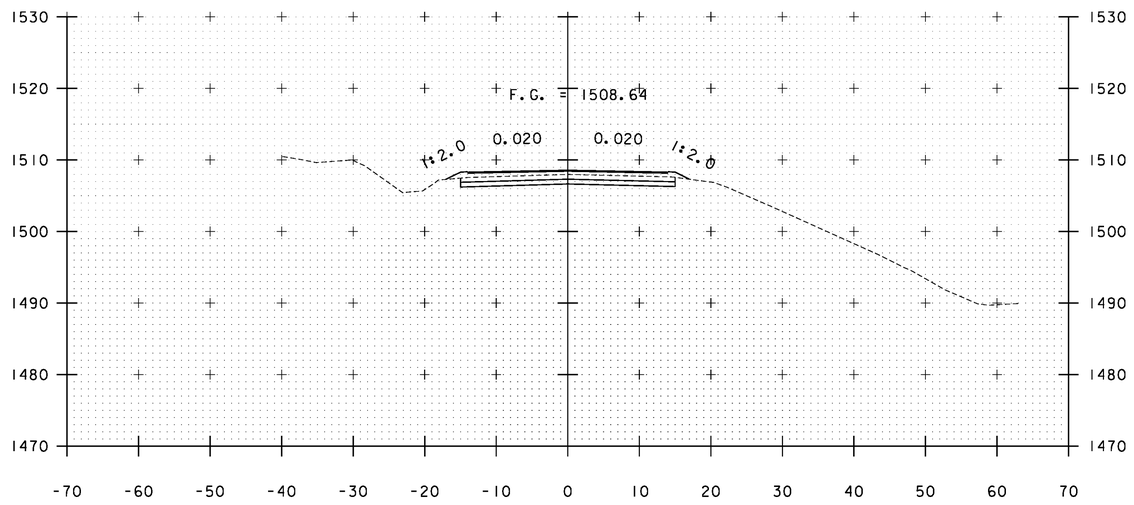
A 104+00



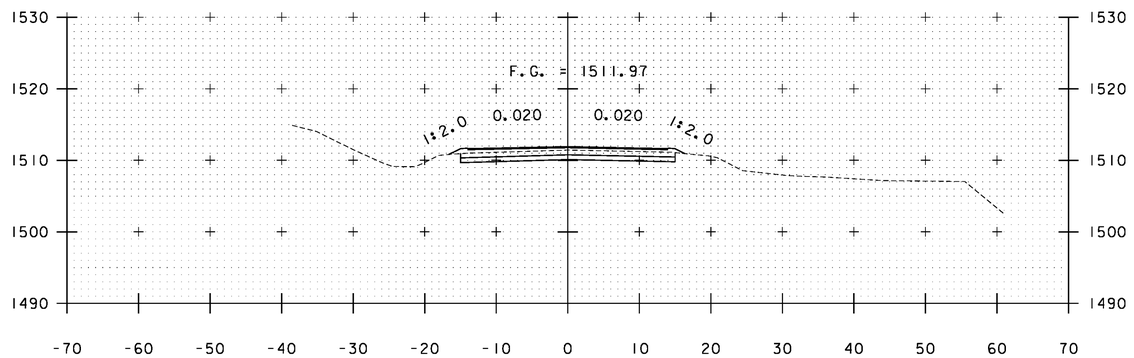
A 103+50



A 103+34



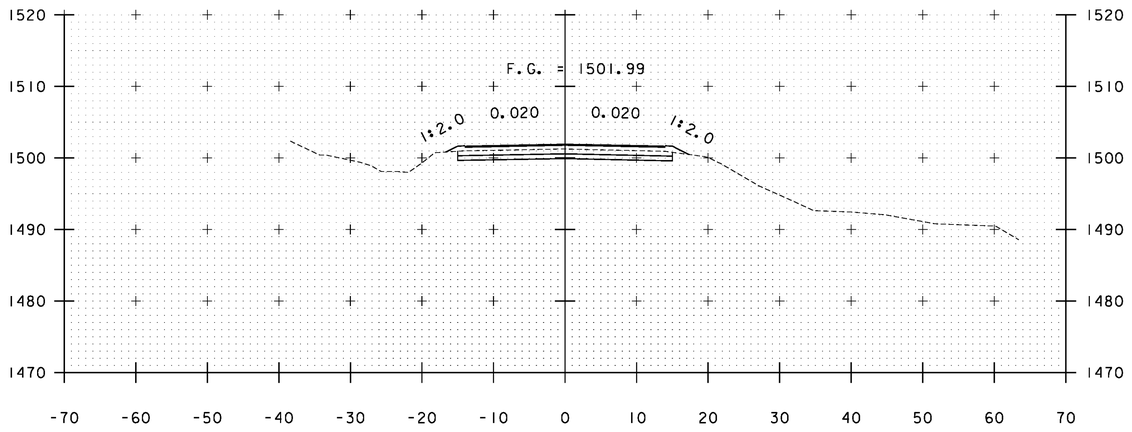
A 105+00



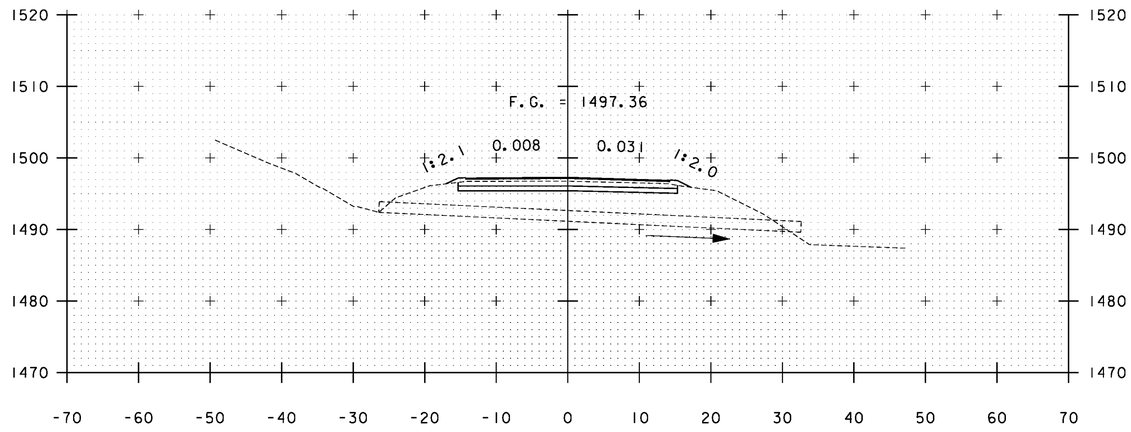
A 104+50

STA. A 103+34 TO STA. A 105+00

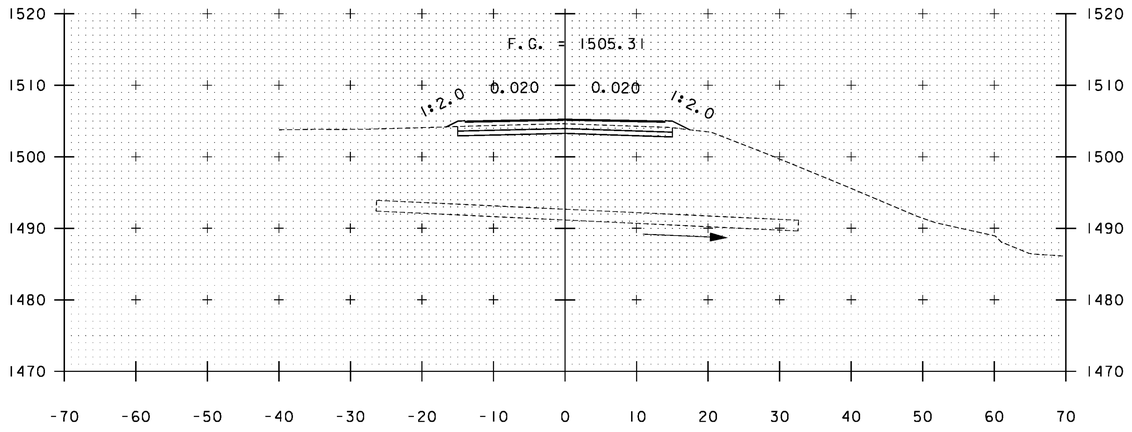
PROJECT NAME:	WARDSBORO-JAMAICA
PROJECT NUMBER:	ER STP 013-1(17)
FILE NAME: xs.dgn	PLOT DATE: 2/26/2014
PROJECT LEADER: K. UPMAL	DRAWN BY: B. KIPP
DESIGNED BY: B. KIPP	CHECKED BY: HSD
CROSS SECTIONS	SHEET 221 OF 444



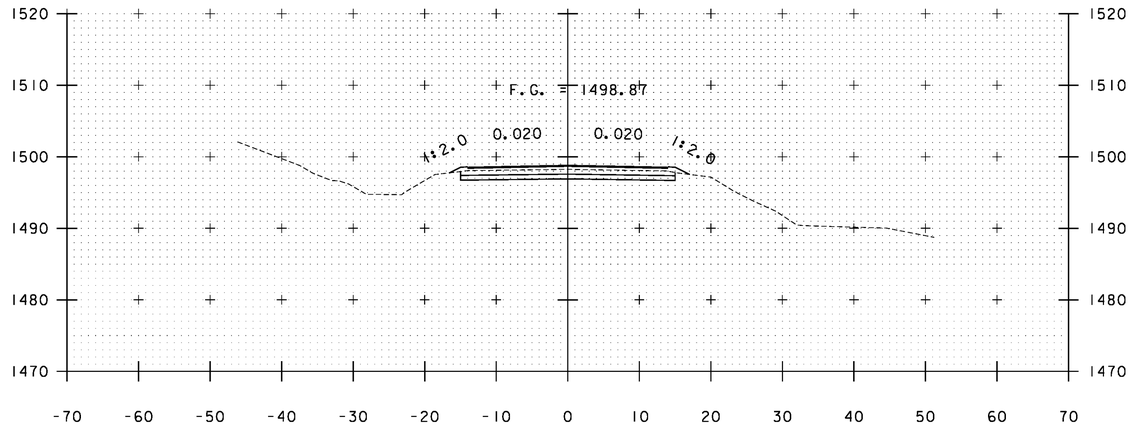
A 106+00



A 106+77



A 105+50



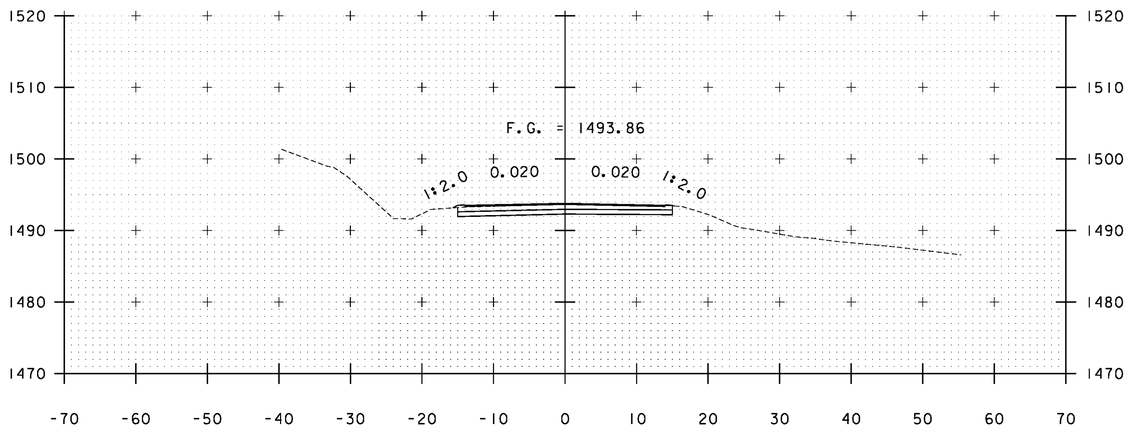
A 106+50

STA. A 105+50 TO STA. A 106+77

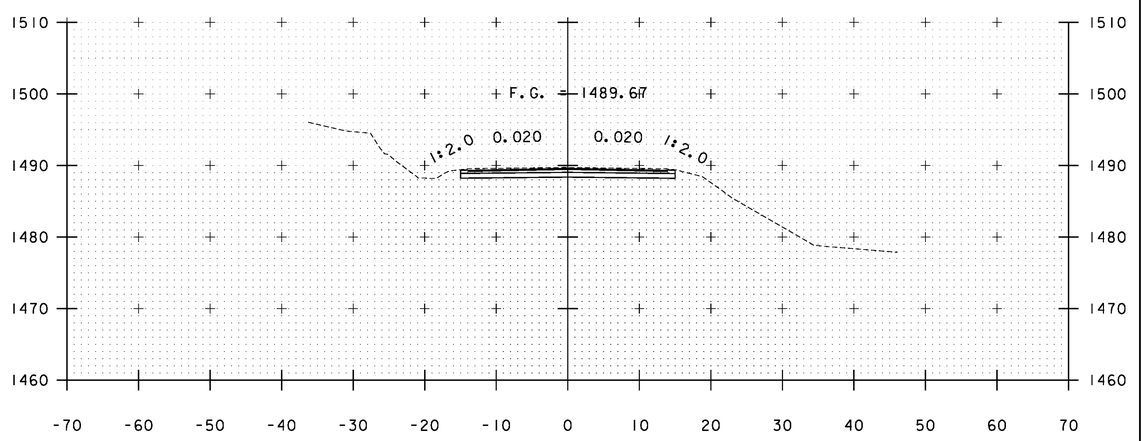
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER 5RPS0P3-013-I(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

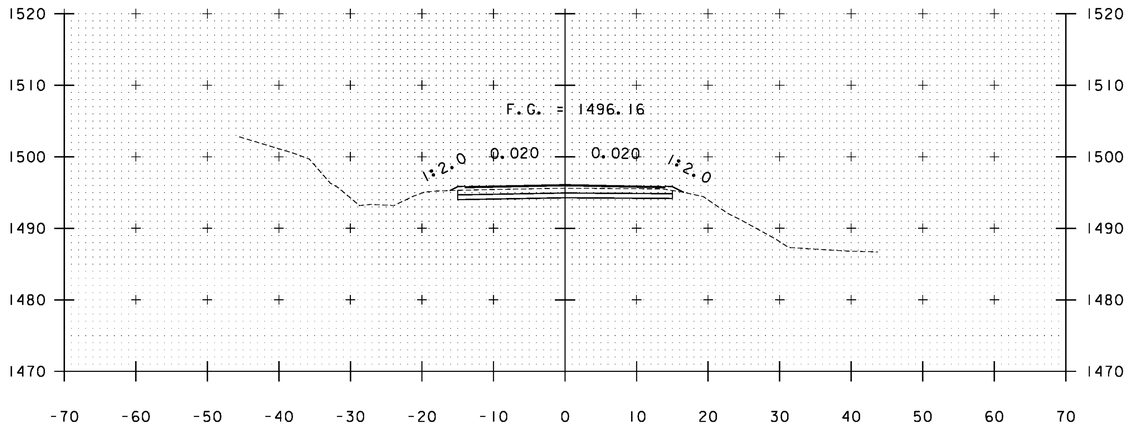
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 222 OF 444



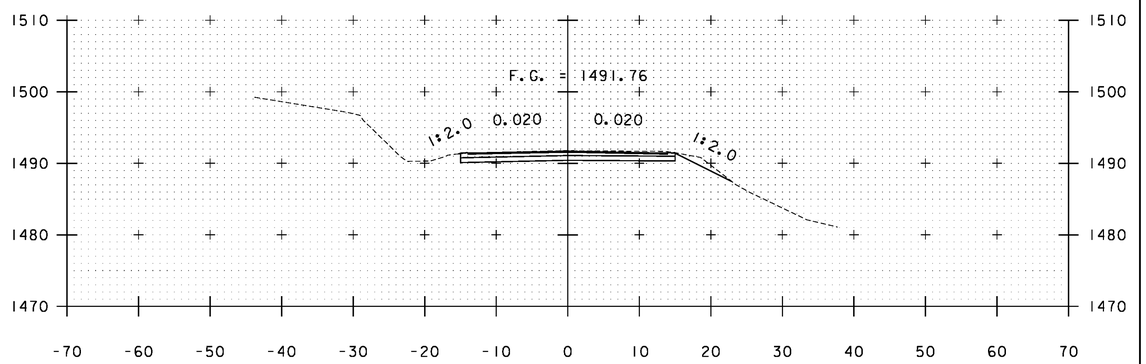
A 107+50



A 108+50



A 107+00



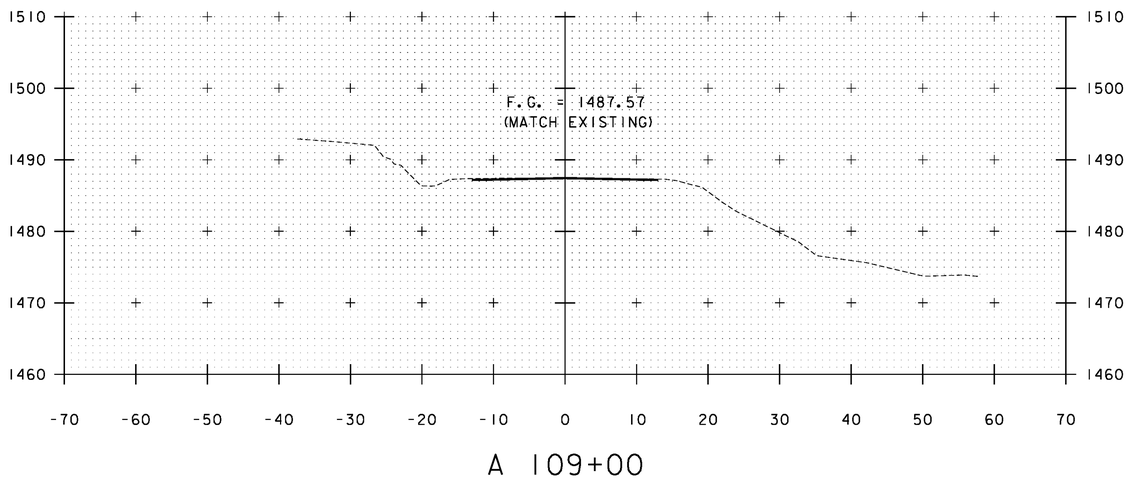
A 108+00

STA. A 107+00 TO STA. A 108+50

PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

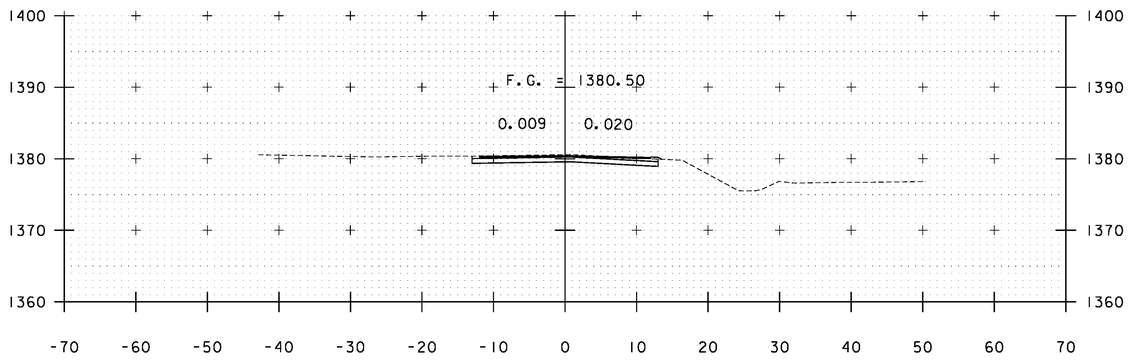
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 223 OF 444



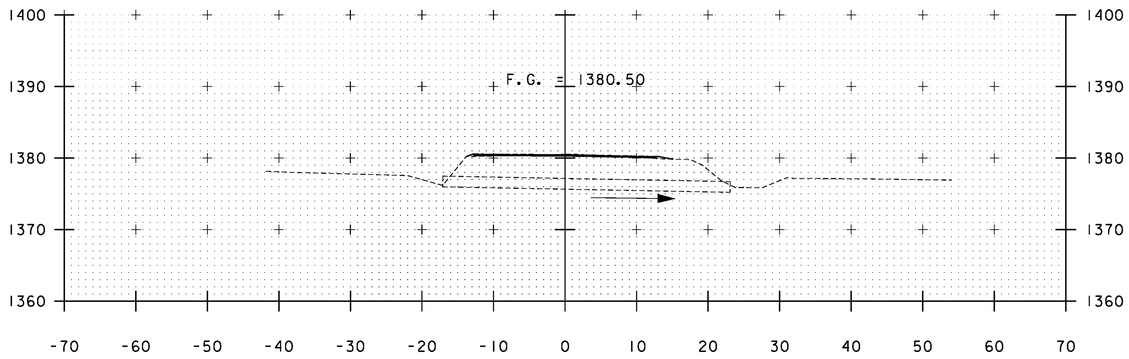
A 109+00

STA. A 109+00

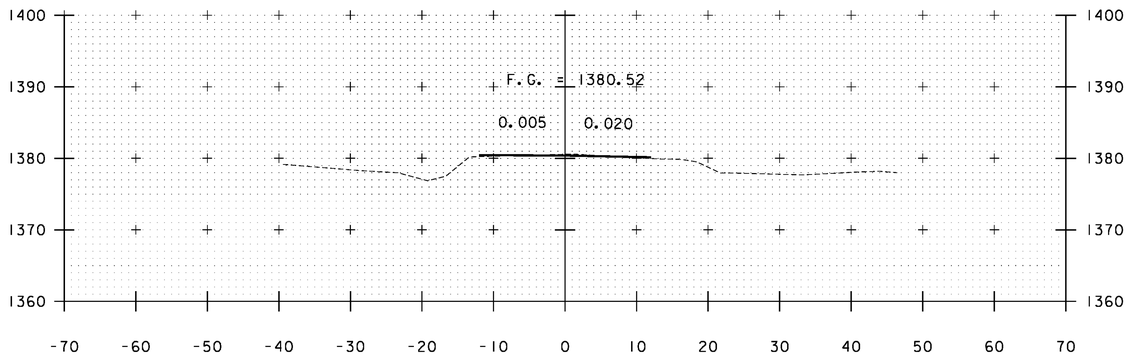
PROJECT NAME:	WARDSBORO-JAMAICA
PROJECT NUMBER:	ER STP 013-1(17)
FILE NAME: xs.dgn	PLOT DATE: 2/26/2014
PROJECT LEADER: K. UPMAL	DRAWN BY: B. KIPP
DESIGNED BY: B. KIPP	CHECKED BY: HSD
CROSS SECTIONS	SHEET 224 OF 444



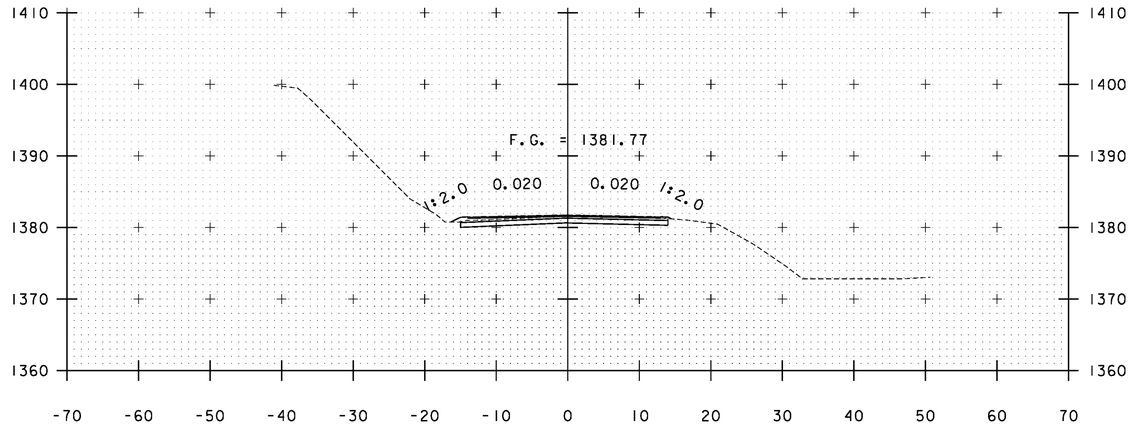
A 134+00



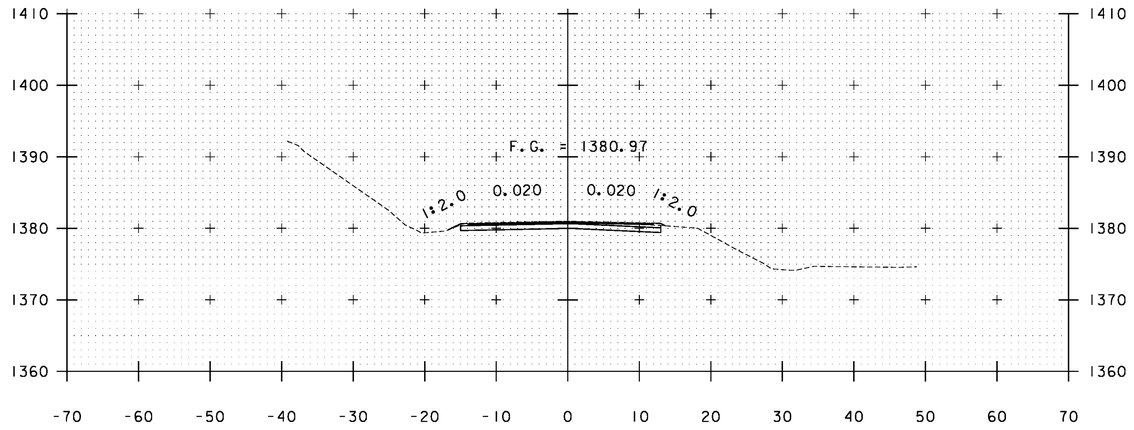
A 133+79



A 133+75



A 135+00



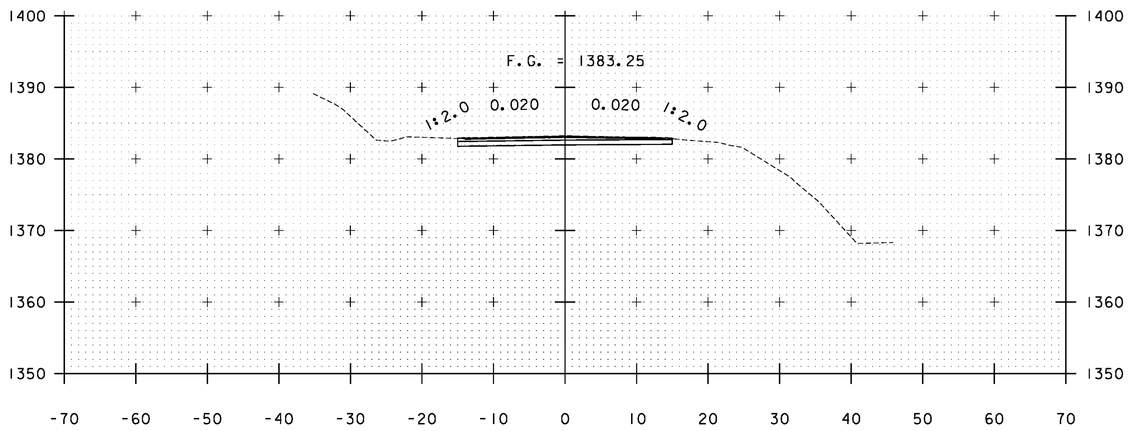
A 134+50

STA. A 133+75 TO STA. A 135+00

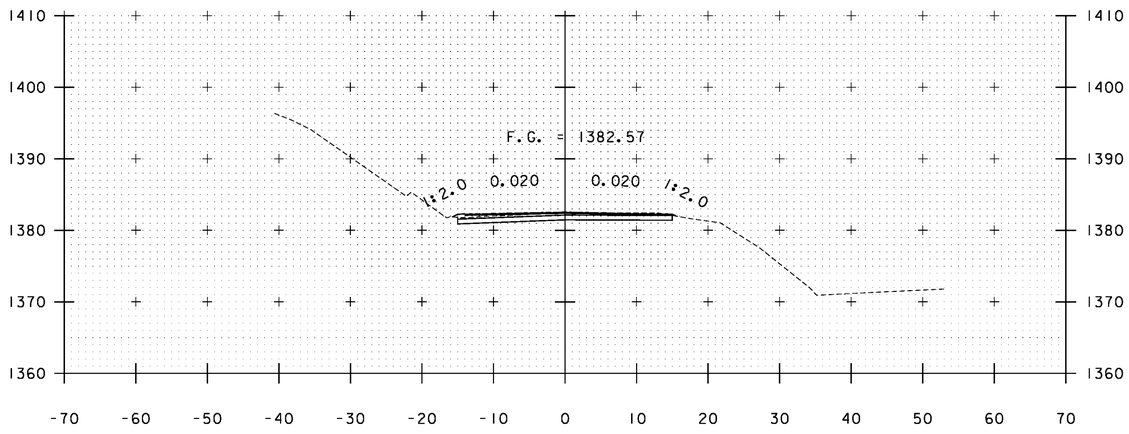
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

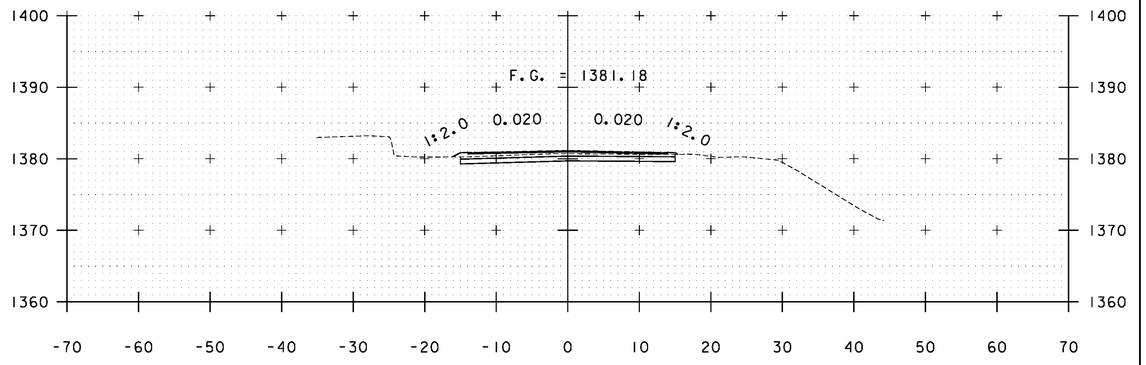
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 225 OF 444



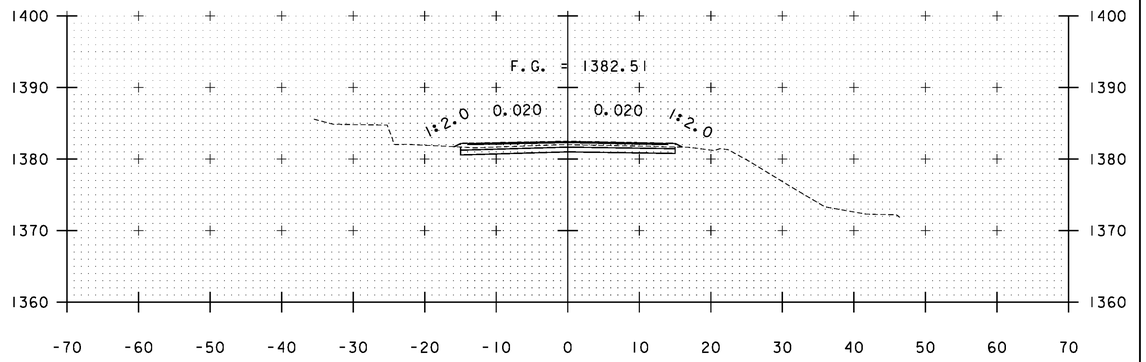
A 136+00



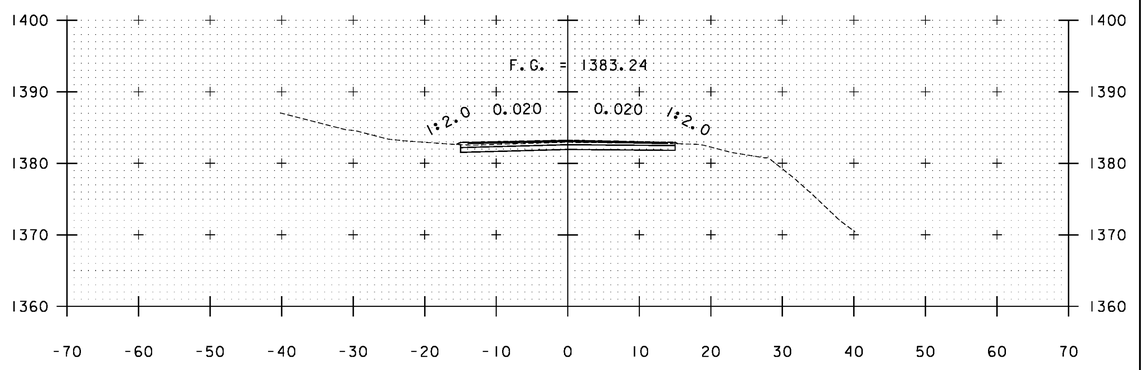
A 135+50



A 137+50



A 137+00



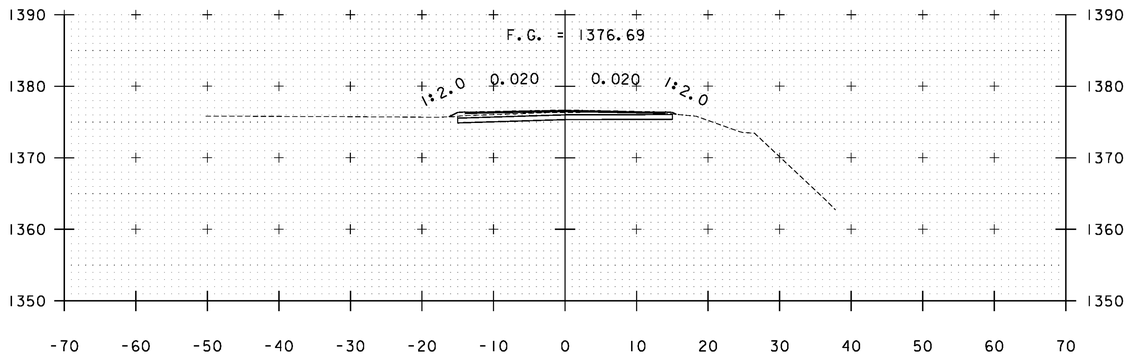
A 136+50

STA. A 135+50 TO STA. A 137+50

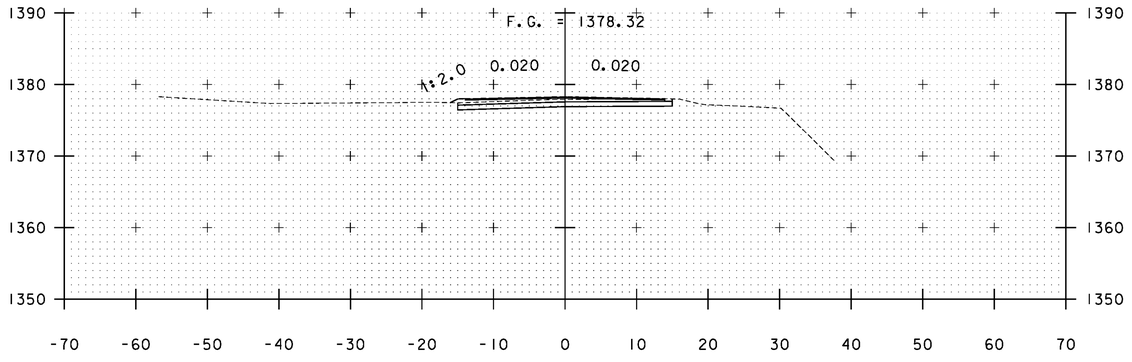
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

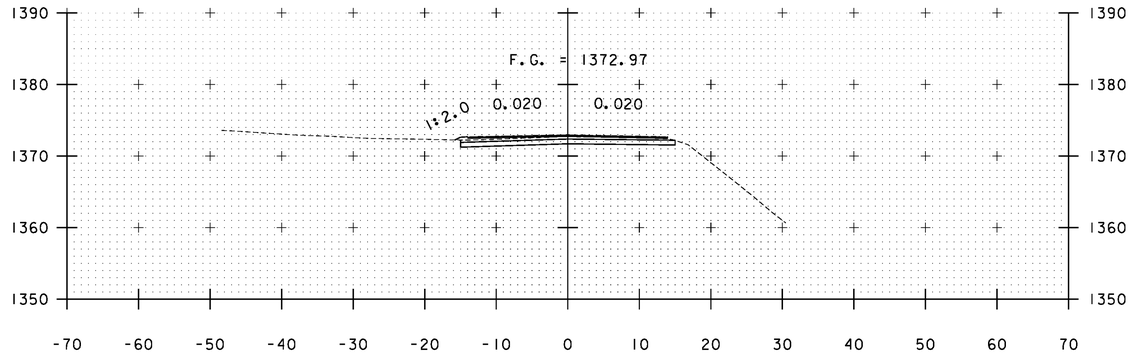
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 226 OF 444



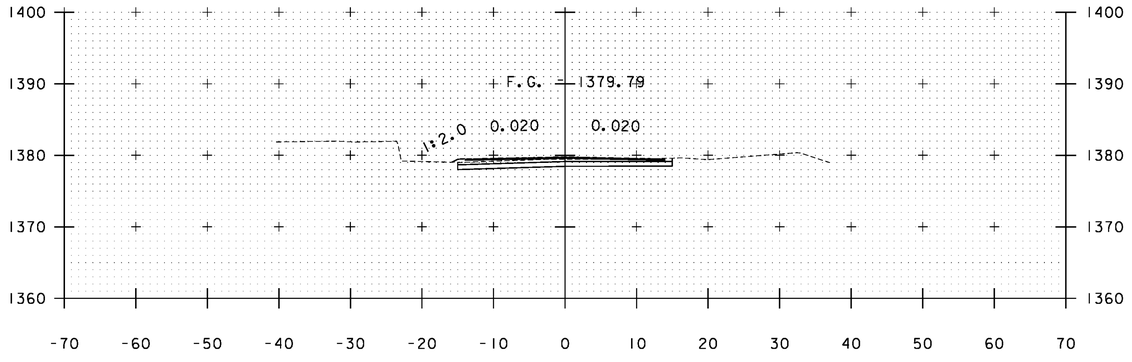
A 139+00



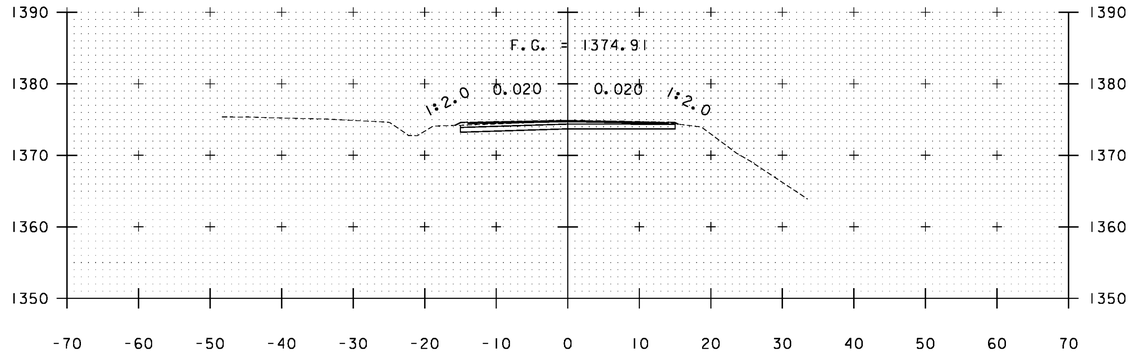
A 138+50



A 140+00



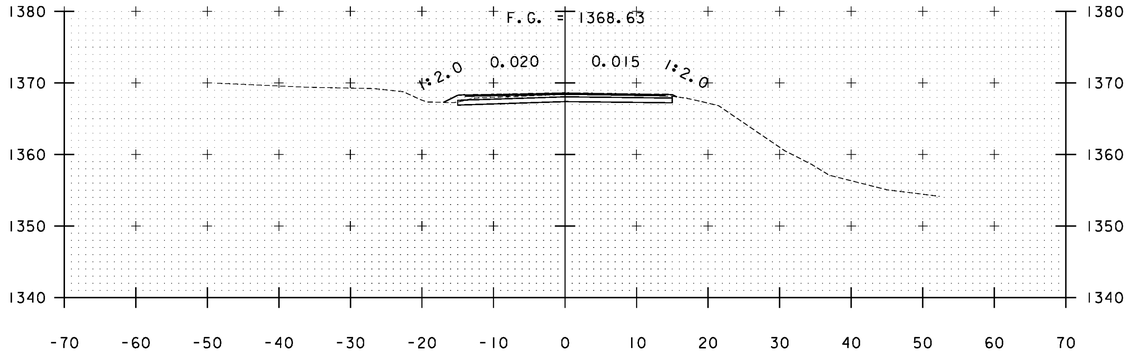
A 138+00



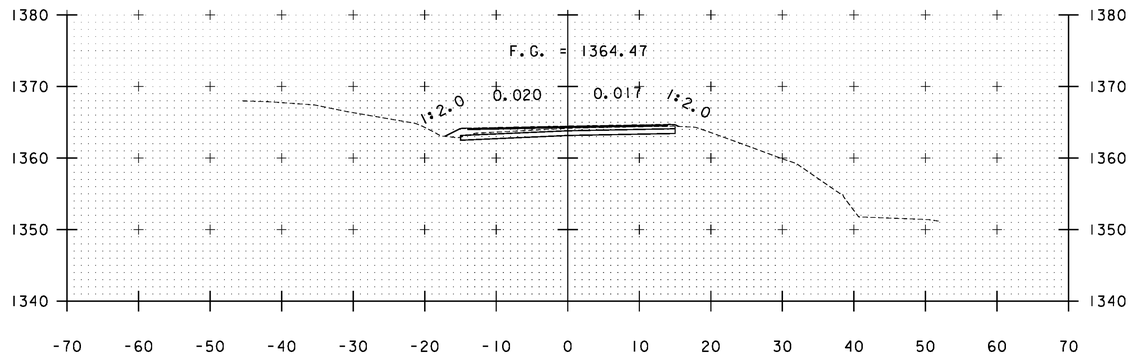
A 139+50

STA. A 138+00 TO STA. A 140+00

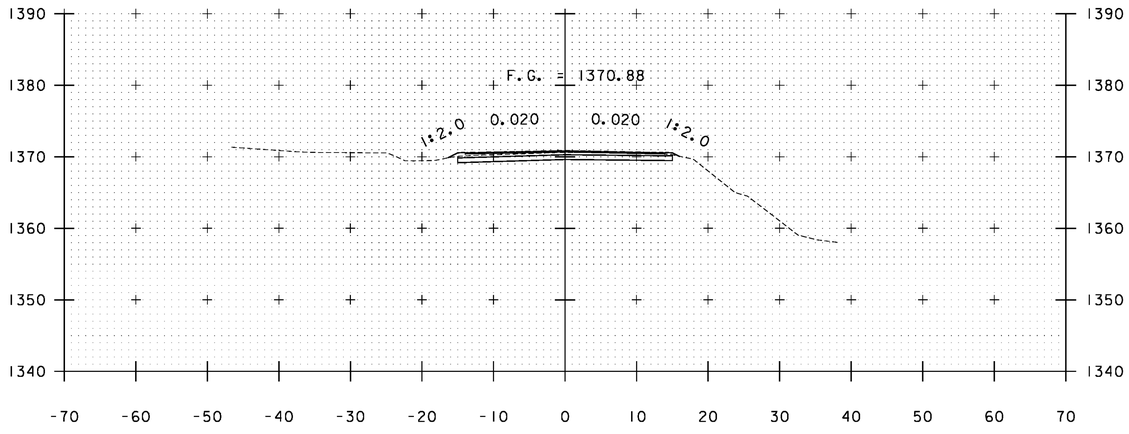
PROJECT NAME:	WARDSBORO-JAMAICA
PROJECT NUMBER:	ER STP 013-1(17)
FILE NAME: xs.dgn	PLOT DATE: 2/26/2014
PROJECT LEADER: K. UPMAL	DRAWN BY: B. KIPP
DESIGNED BY: B. KIPP	CHECKED BY: HSD
CROSS SECTIONS	SHEET 227 OF 444



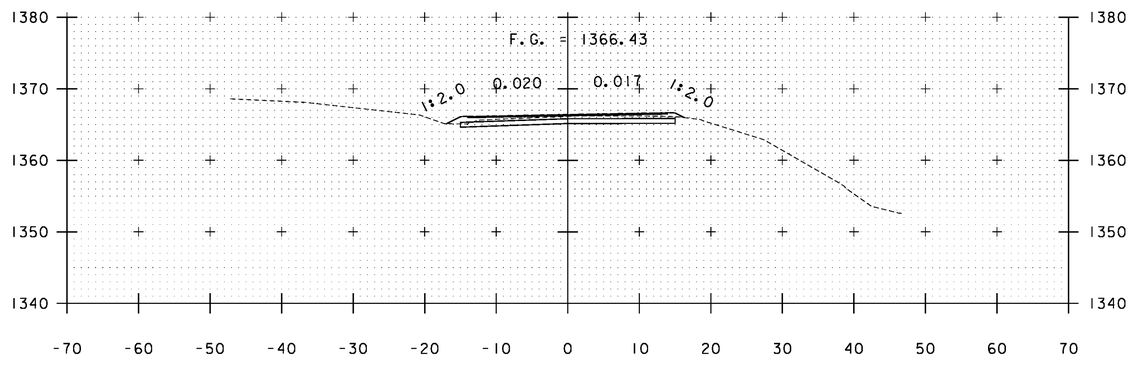
A 141+00



A 142+00



A 140+50



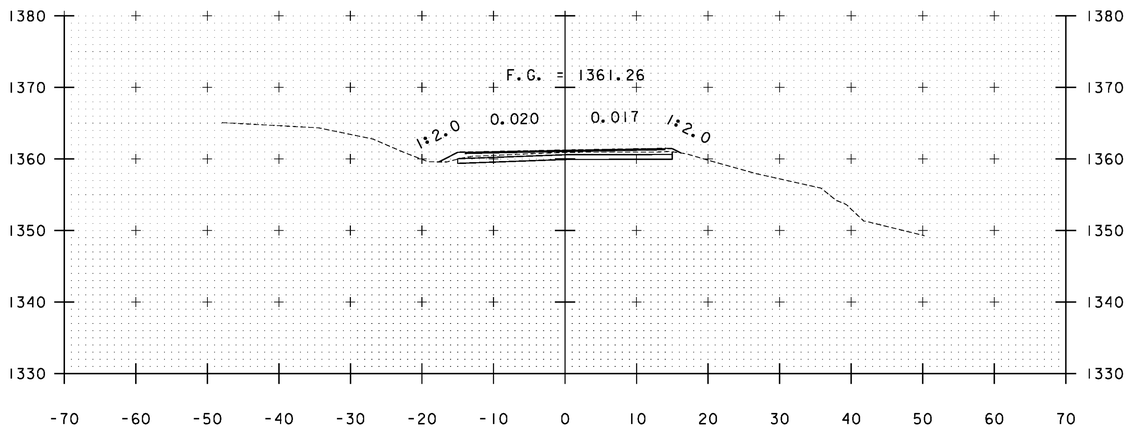
A 141+50

STA. A 140+50 TO STA. A 142+00

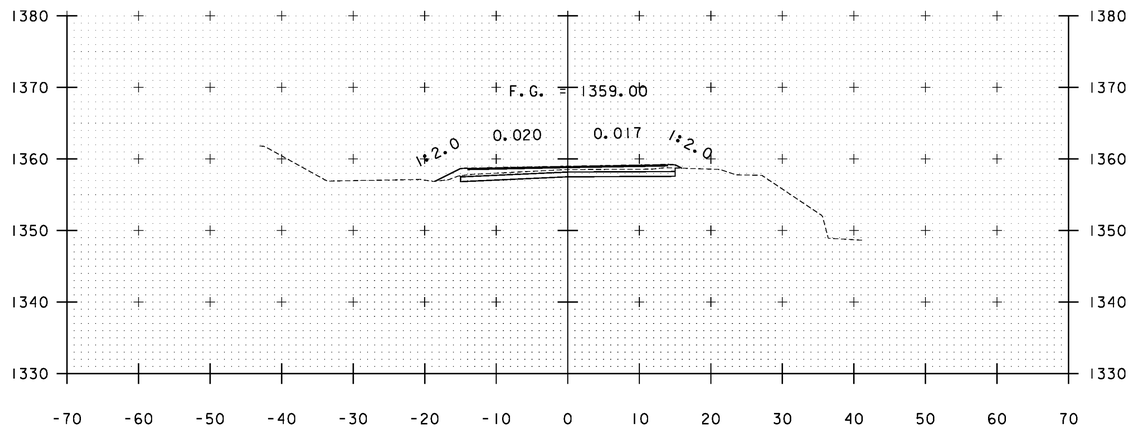
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

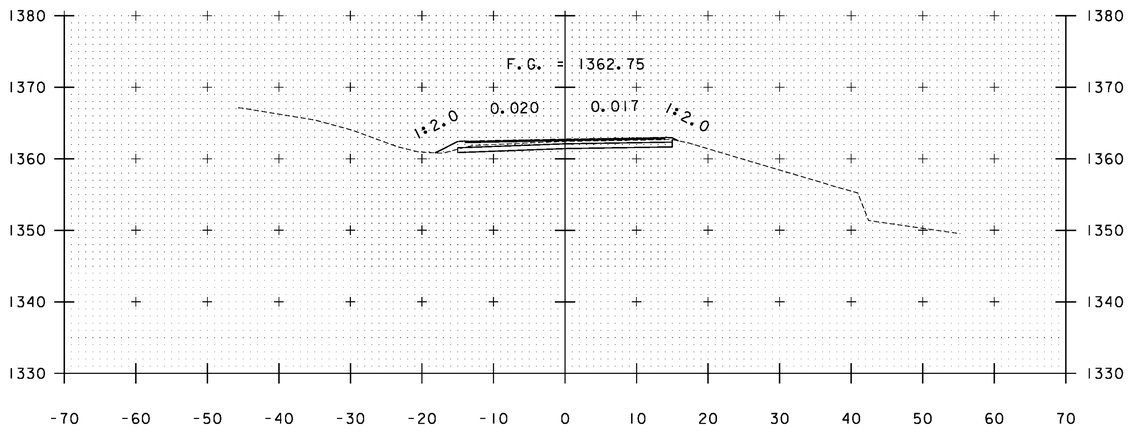
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 228 OF 444



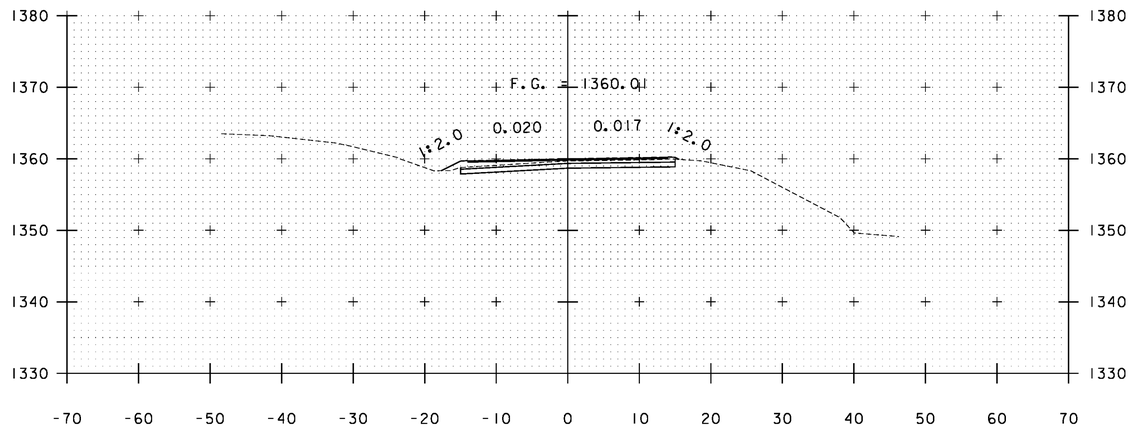
A 143+00



A 144+00



A 142+50



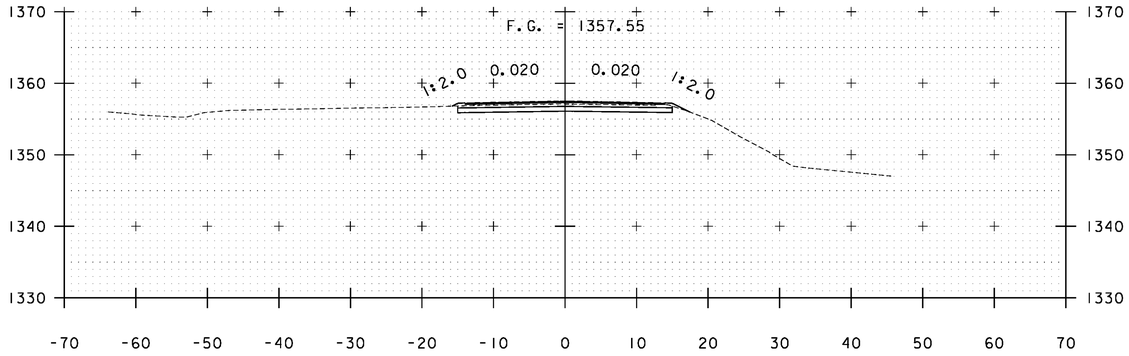
A 143+50

STA. A 142+50 TO STA. A 144+00

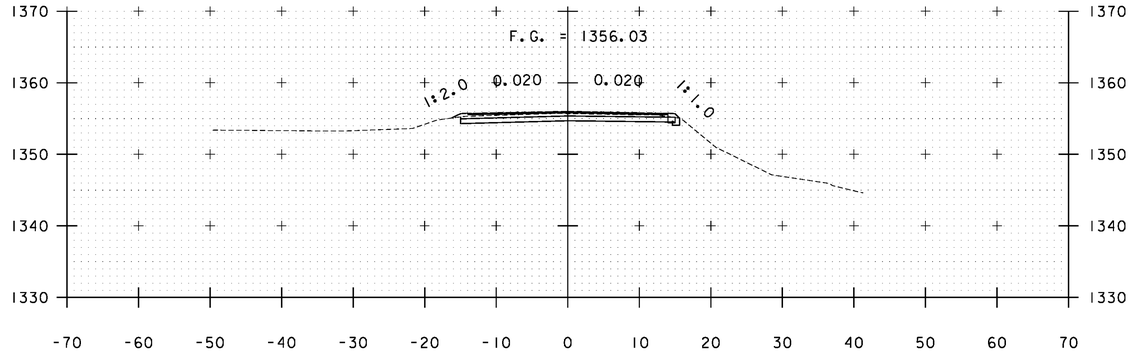
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

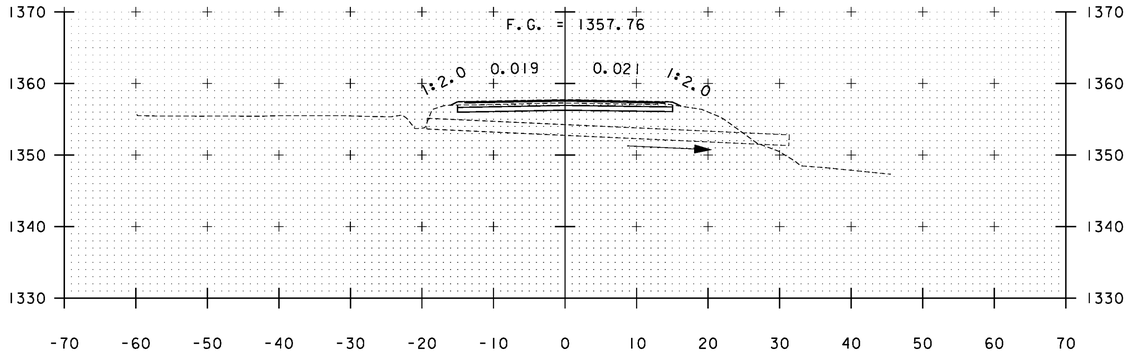
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 229 OF 444



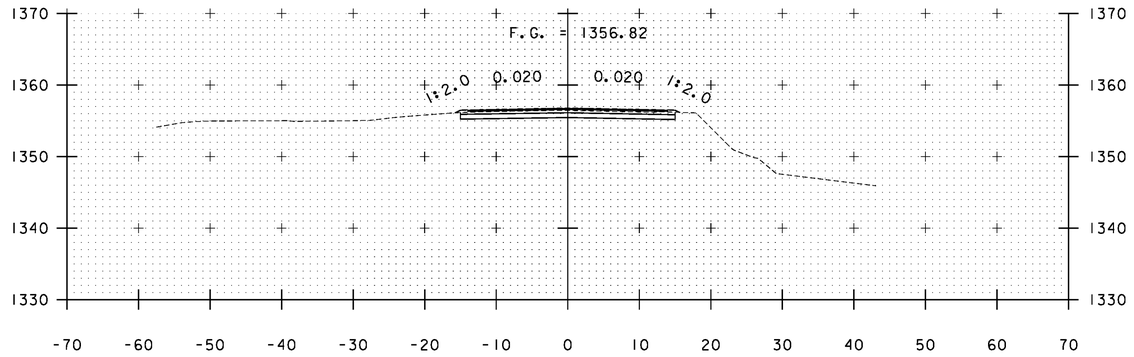
A 145+00



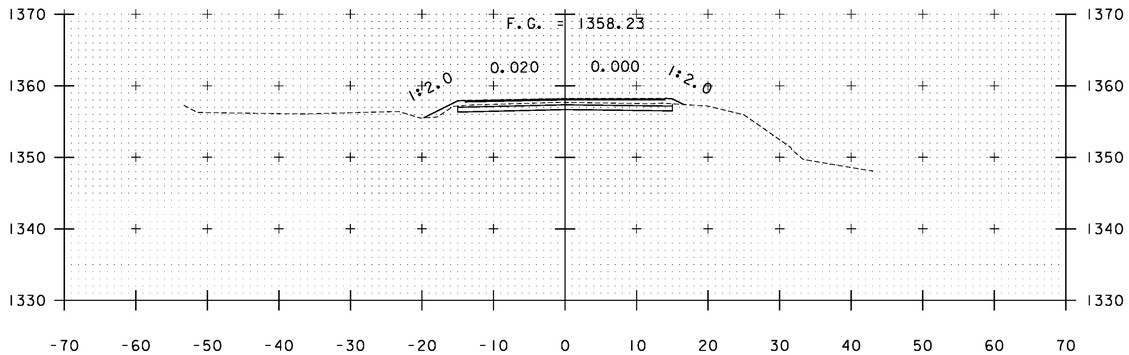
A 146+00



A 144+84



A 145+50



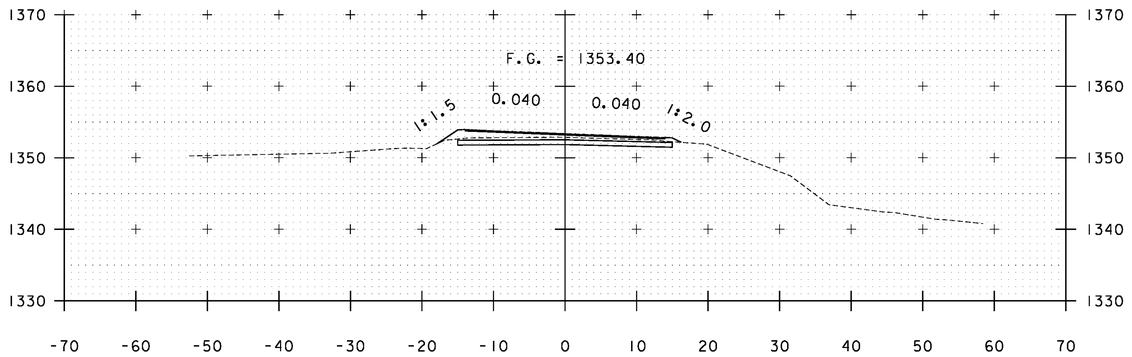
A 144+50

STA. A 144+50 TO STA. A 146+00

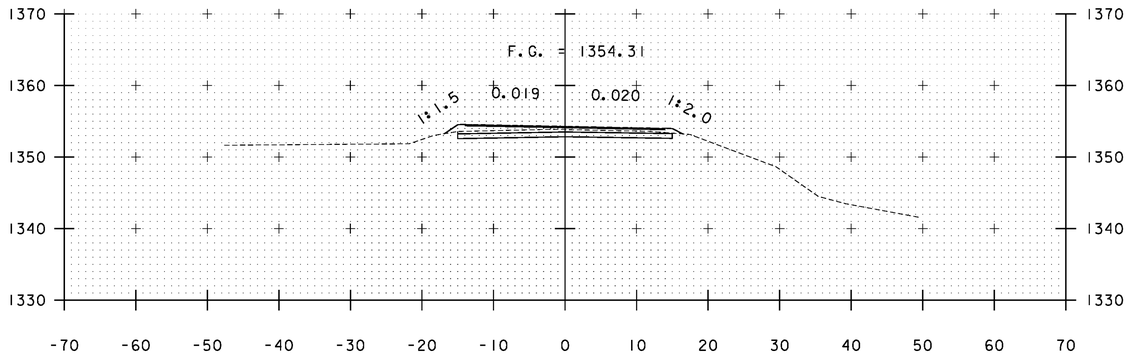
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

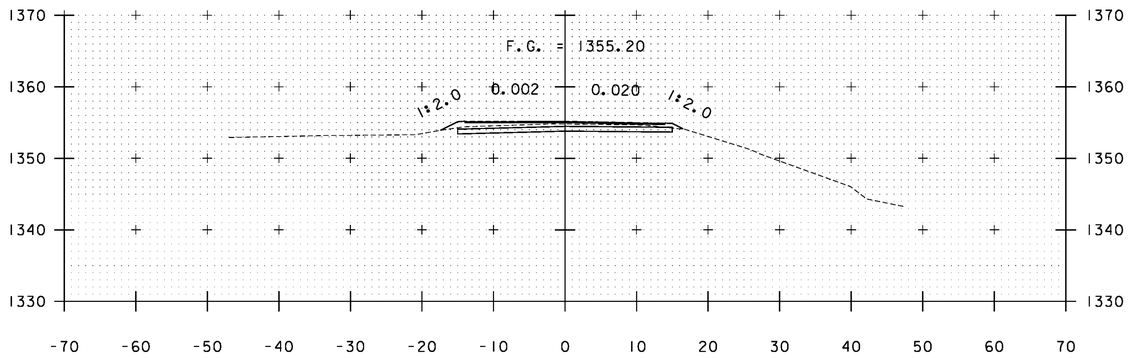
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 230 OF 444



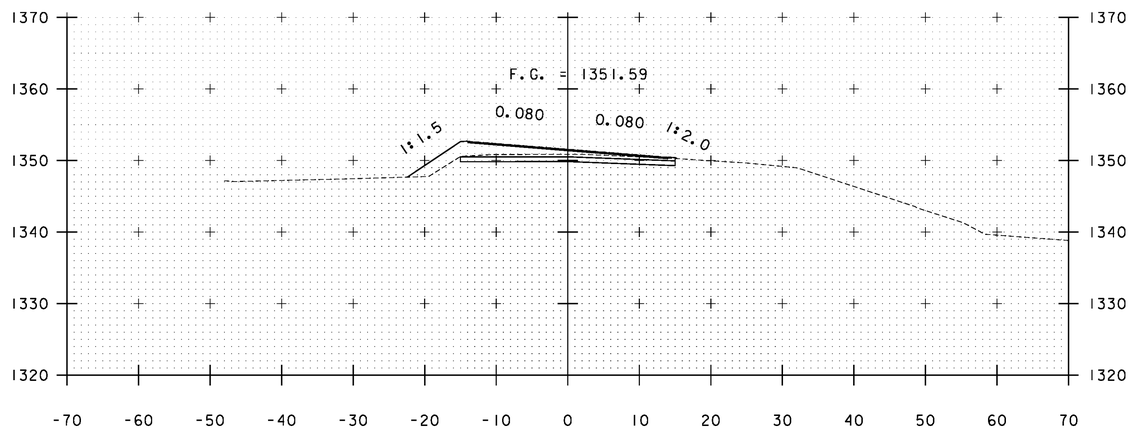
A 147+50



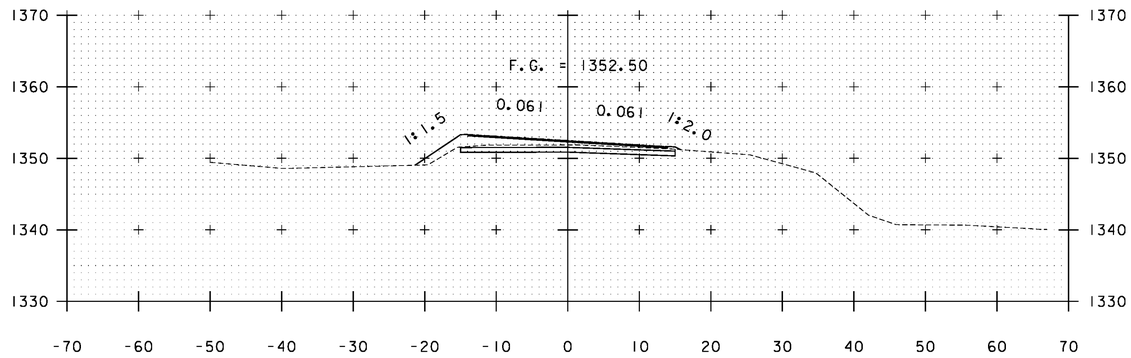
A 147+00



A 146+50



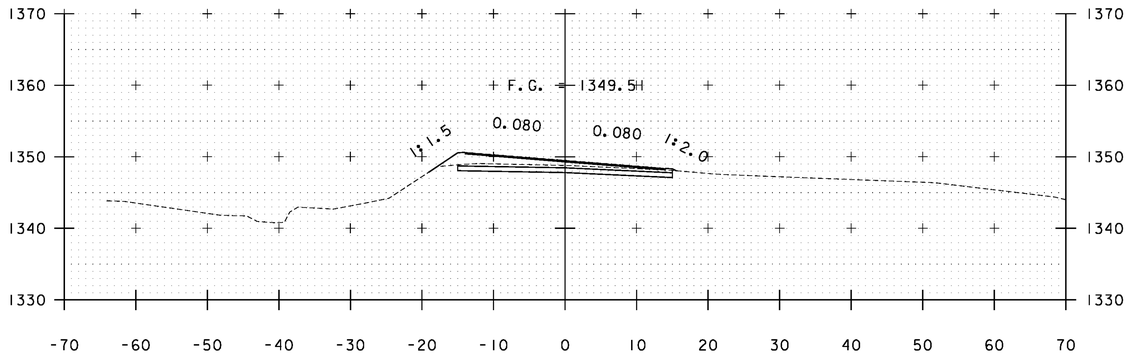
A 148+50



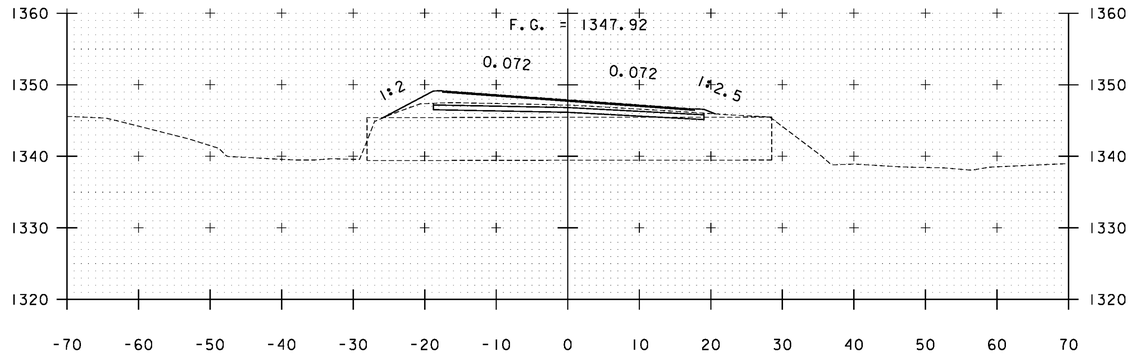
A 148+00

STA. A 146+50 TO STA. A 148+50

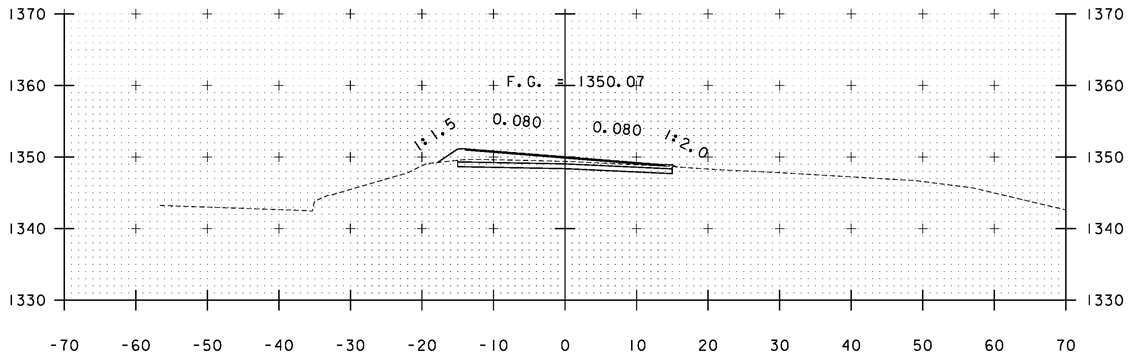
PROJECT NAME:	WARDSBORO-JAMAICA
PROJECT NUMBER:	ER STP 013-1(17)
FILE NAME: xs.dgn	PLOT DATE: 2/26/2014
PROJECT LEADER: K. UPMAL	DRAWN BY: B. KIPP
DESIGNED BY: B. KIPP	CHECKED BY: HSD
CROSS SECTIONS	SHEET 231 OF 444



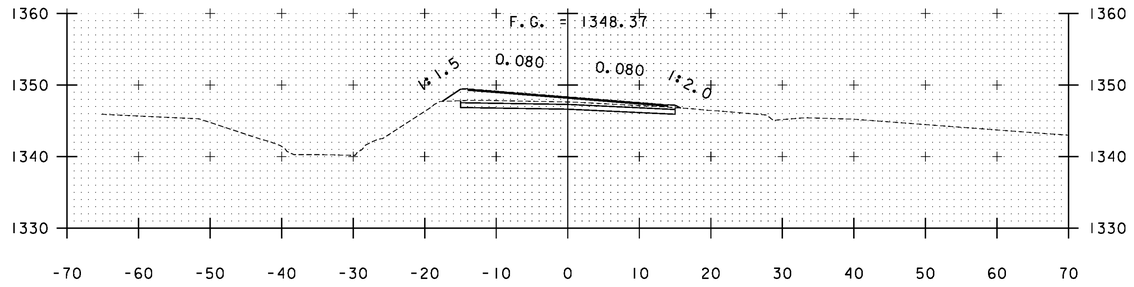
A 150+00



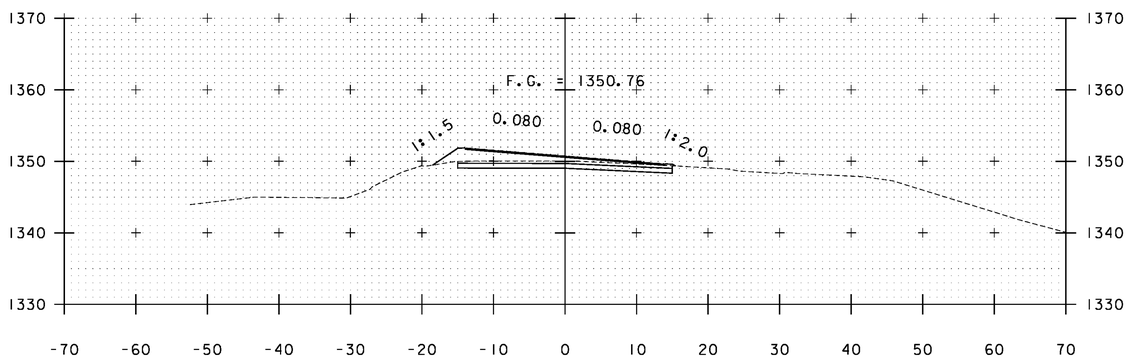
A 151+33



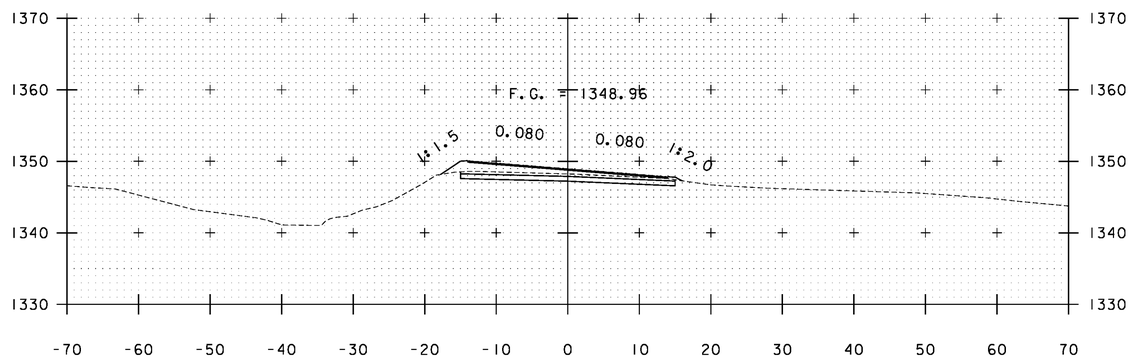
A 149+50



A 151+00



A 149+00



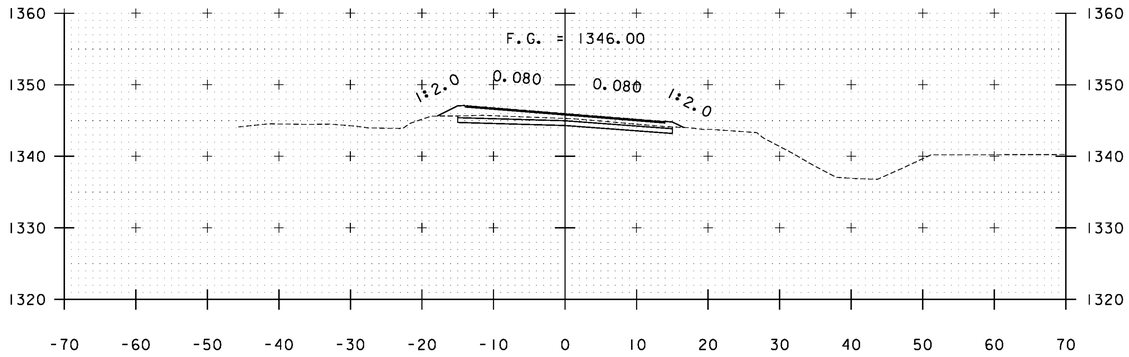
A 150+50

STA. A 149+00 TO STA. A 151+33

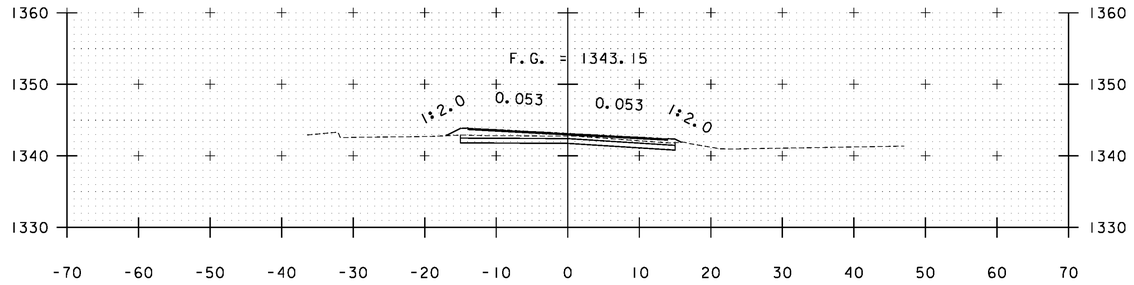
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

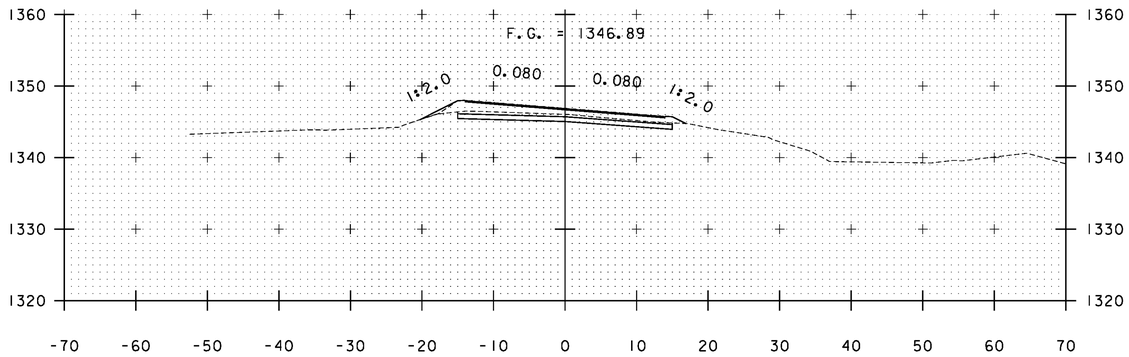
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 232 OF 444



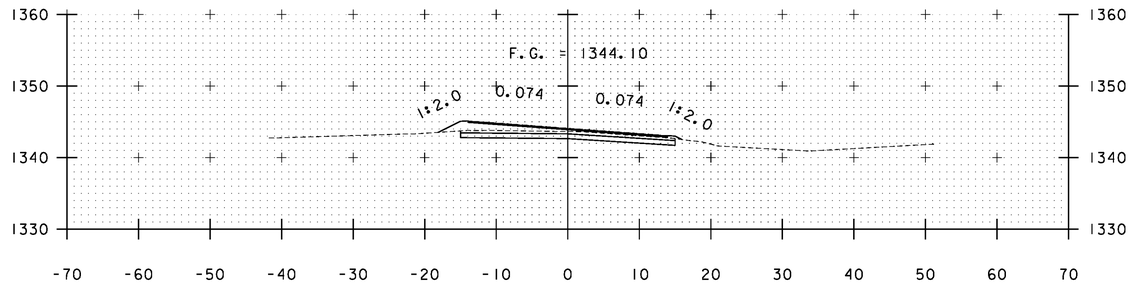
A 152+50



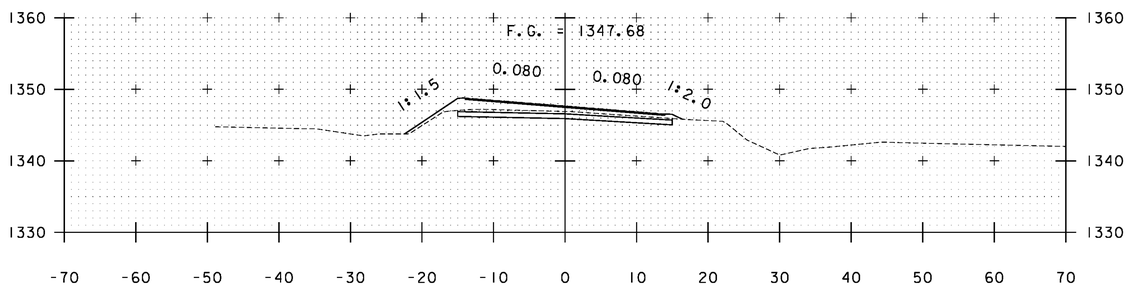
A 154+00



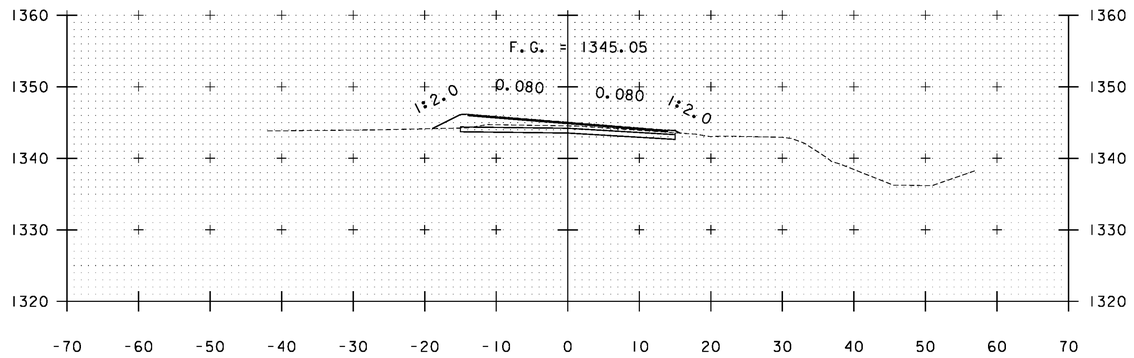
A 152+00



A 153+50



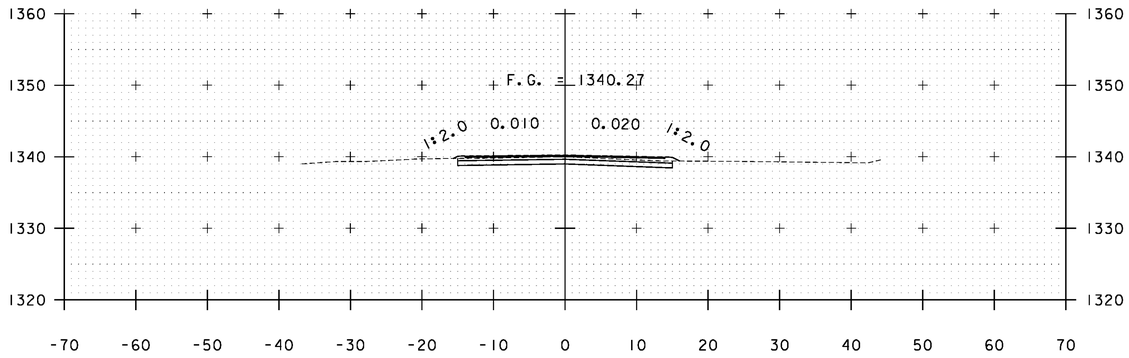
A 151+50



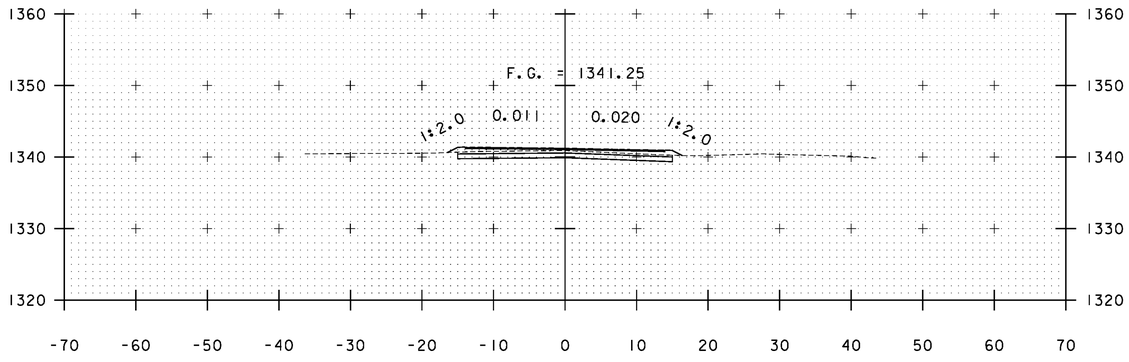
A 153+00

STA. A 151+50 TO STA. A 154+00

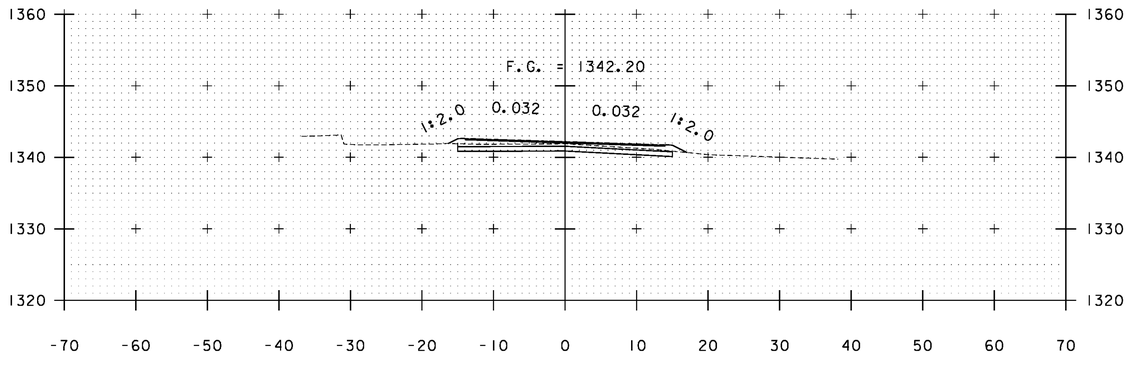
PROJECT NAME:	WARDSBORO-JAMAICA
PROJECT NUMBER:	ER STP 013-1(17)
FILE NAME: xs.dgn	PLOT DATE: 2/26/2014
PROJECT LEADER: K. UPMAL	DRAWN BY: B. KIPP
DESIGNED BY: B. KIPP	CHECKED BY: HSD
CROSS SECTIONS	SHEET 233 OF 444



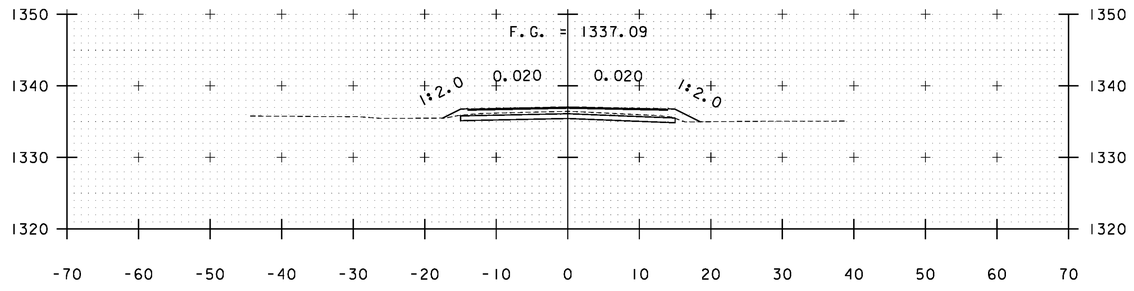
A 155+50



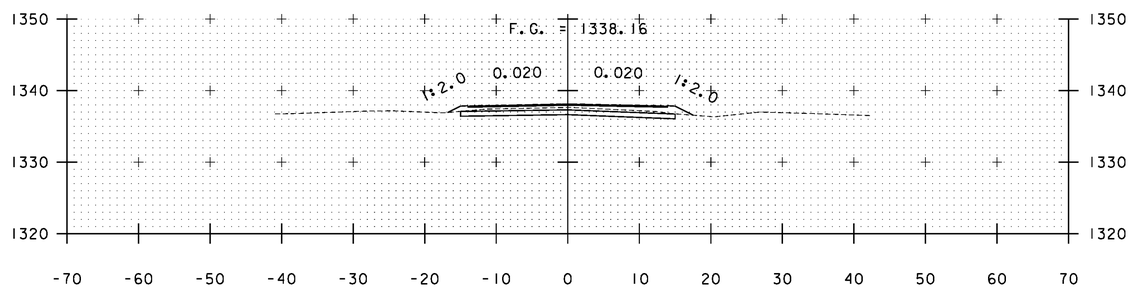
A 155+00



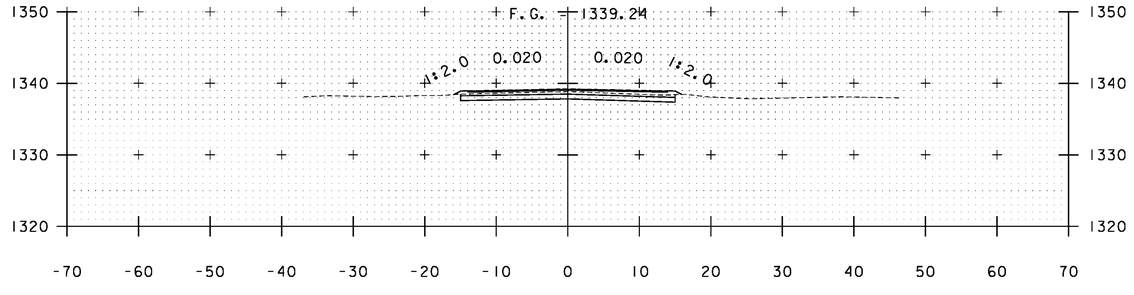
A 154+50



A 157+00



A 156+50



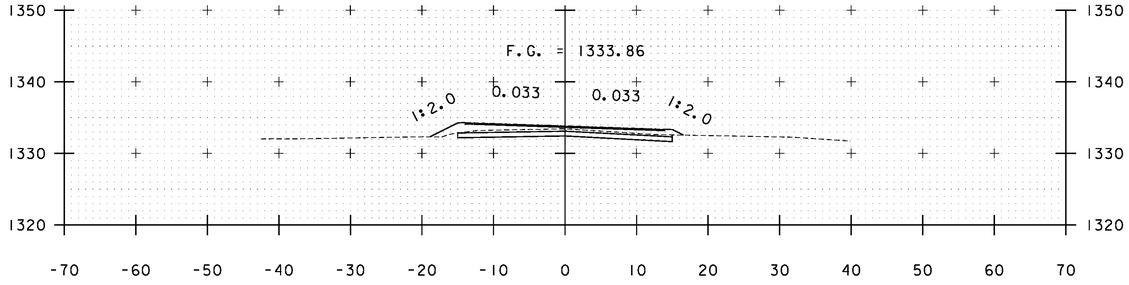
A 156+00

STA. A 154+50 TO STA. A 157+00

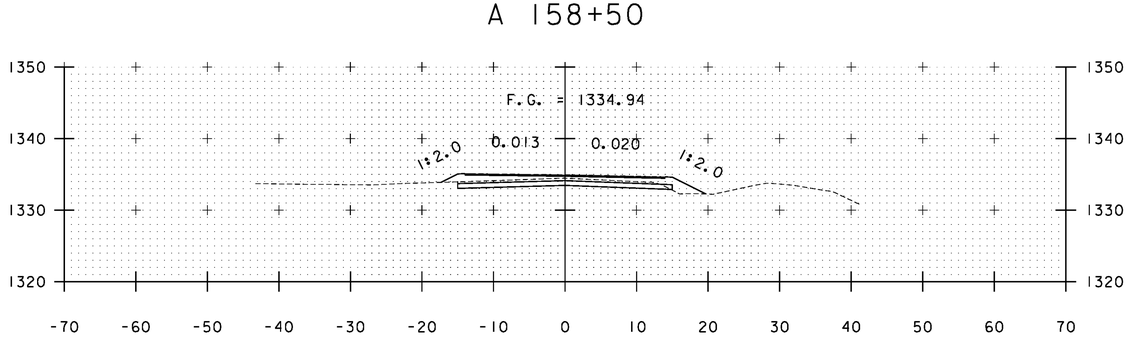
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

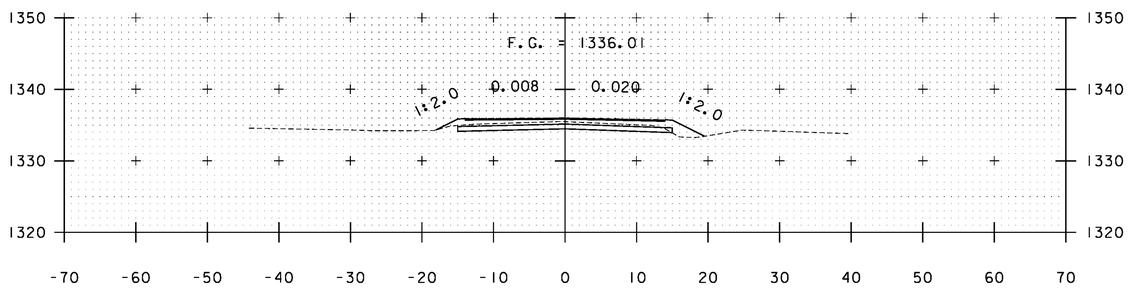
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 234 OF 444



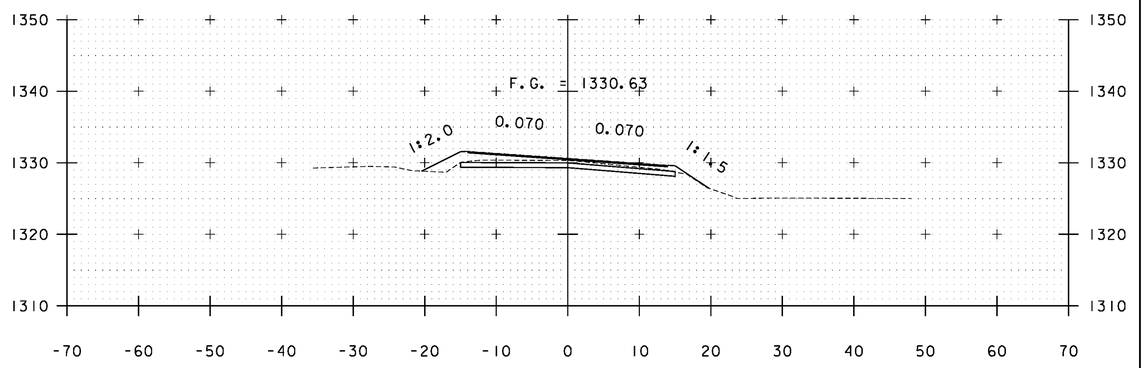
A 158+50



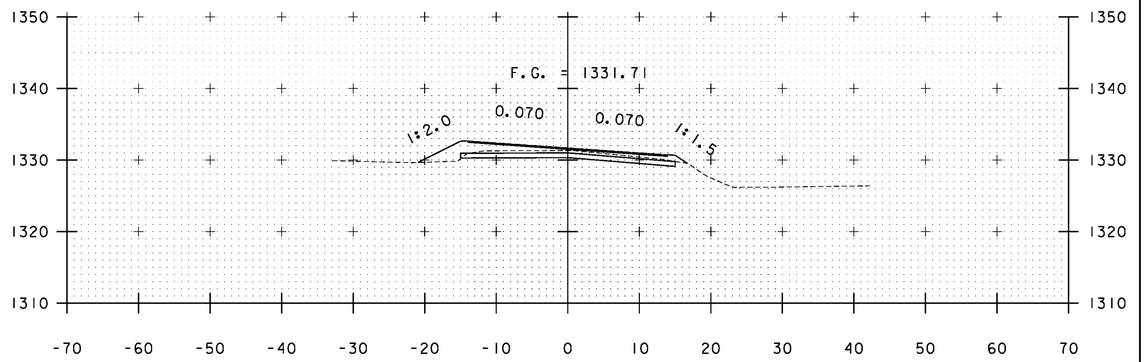
A 158+00



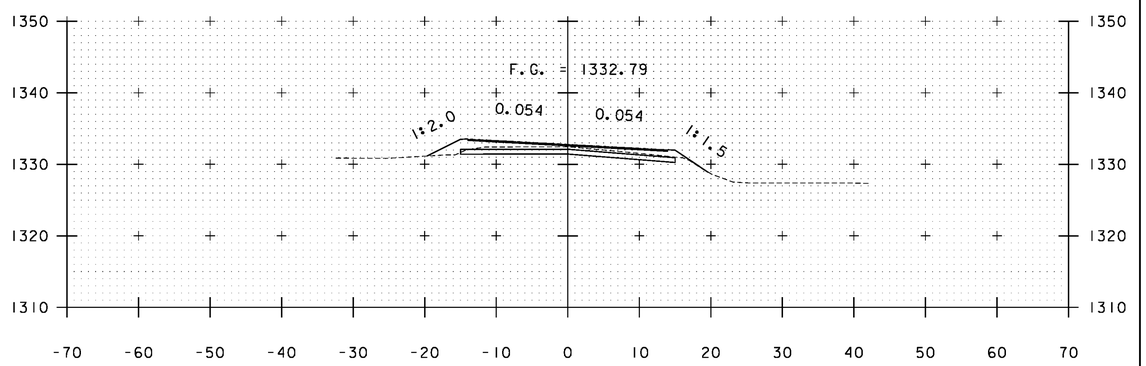
A 157+50



A 160+00



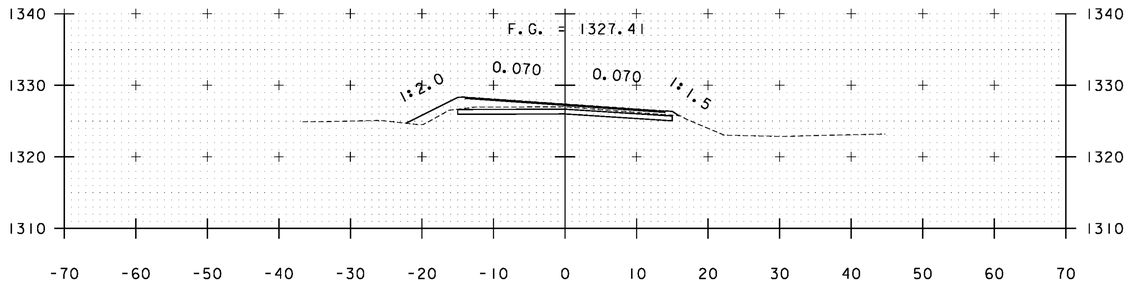
A 159+50



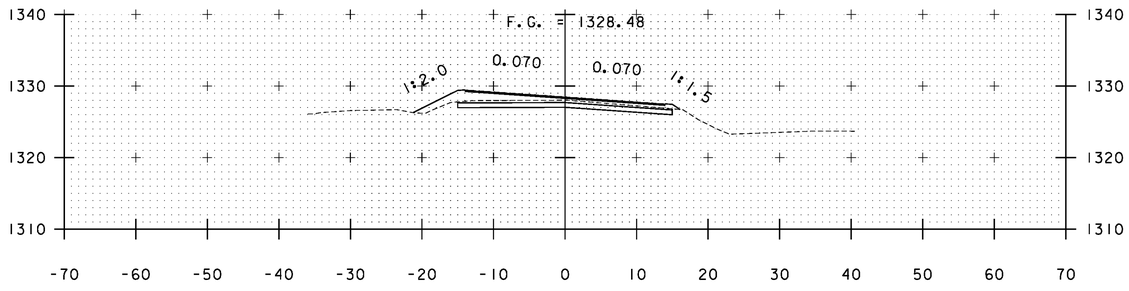
A 159+00

STA. A 157+50 TO STA. A 160+00

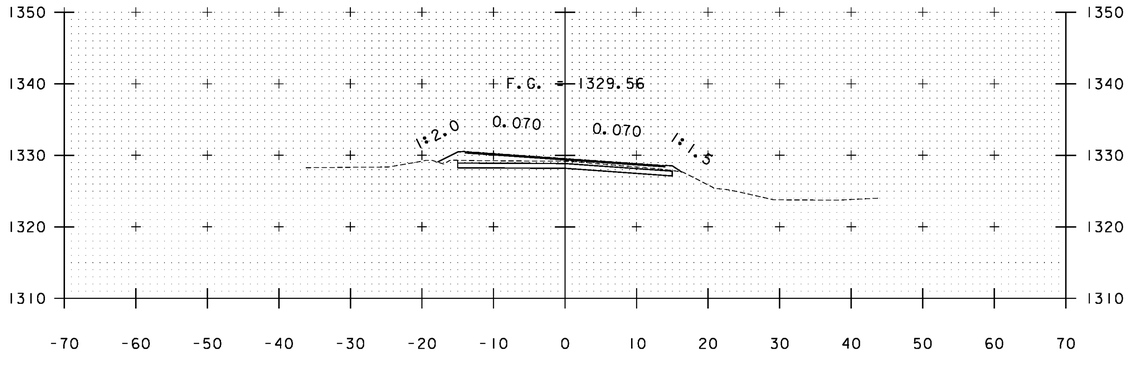
PROJECT NAME:	WARDSBORO-JAMAICA
PROJECT NUMBER:	ER STP 013-1(17)
FILE NAME: xs.dgn	PLOT DATE: 2/26/2014
PROJECT LEADER: K. UPMAL	DRAWN BY: B. KIPP
DESIGNED BY: B. KIPP	CHECKED BY: HSD
CROSS SECTIONS	SHEET 235 OF 444



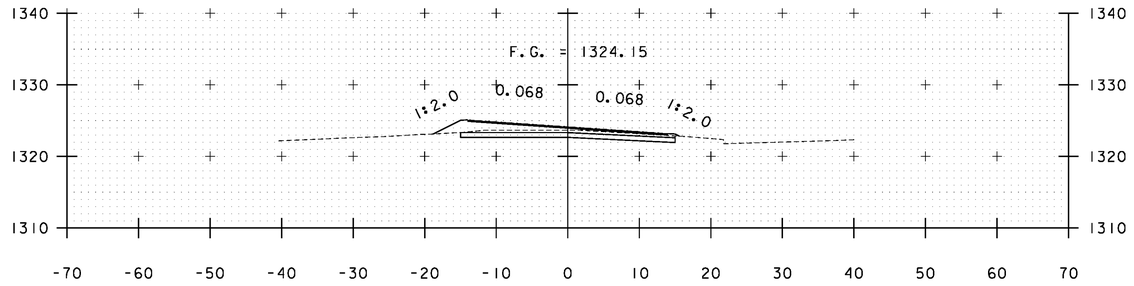
A 161+50



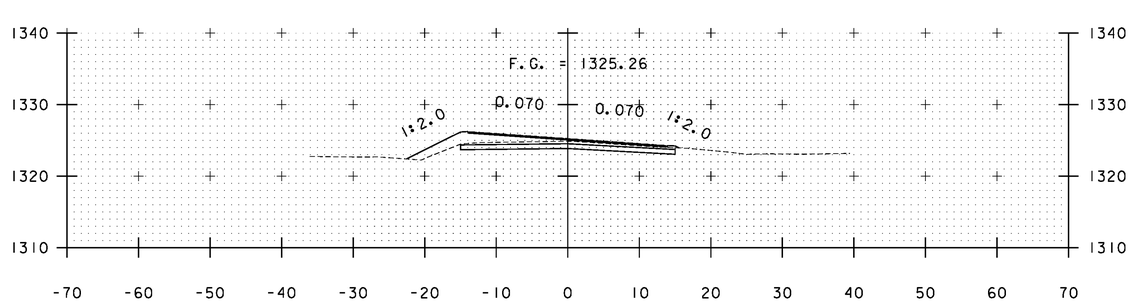
A 161+00



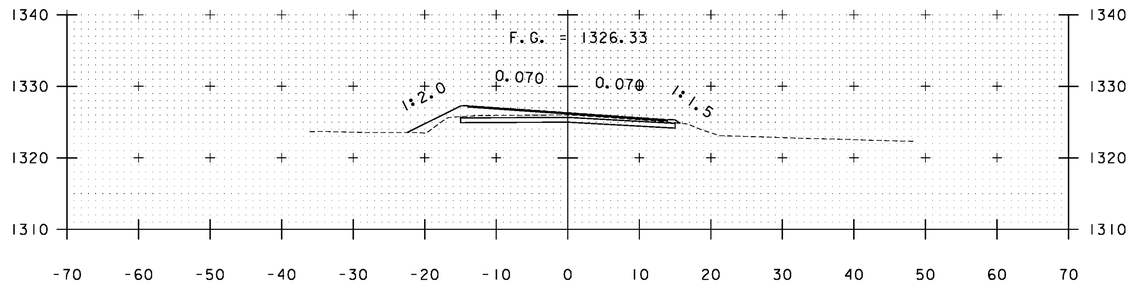
A 160+50



A 163+00



A 162+50



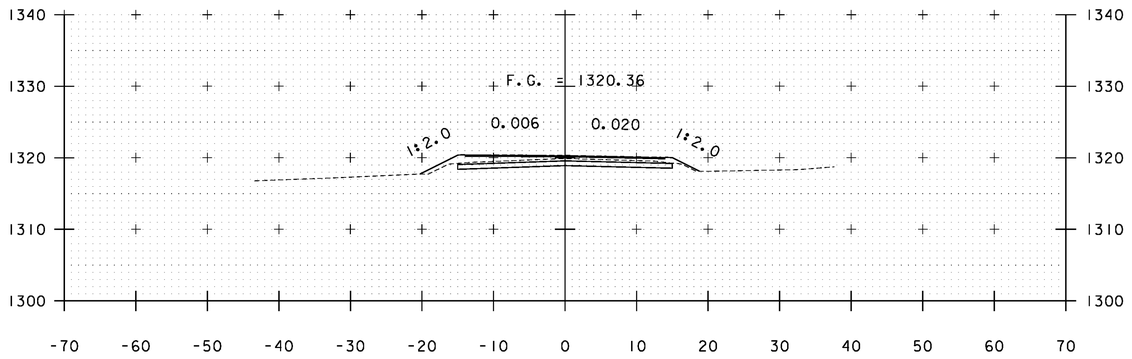
A 162+00

STA. A 160+50 TO STA. A 163+00

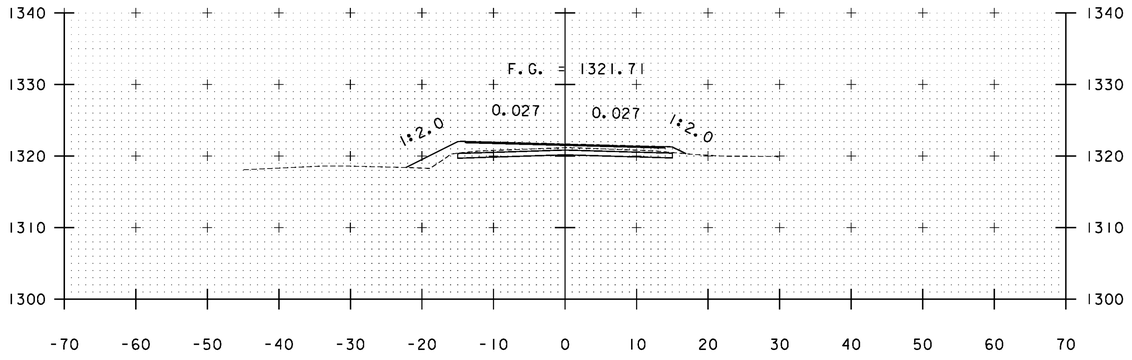
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

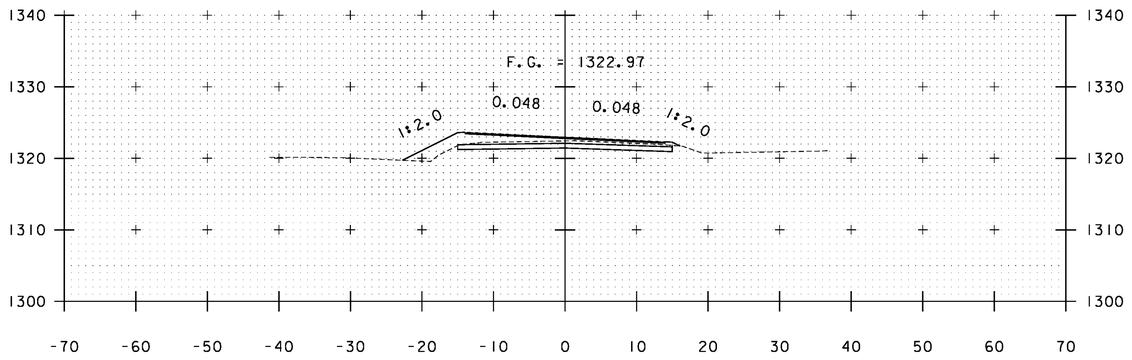
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 236 OF 444



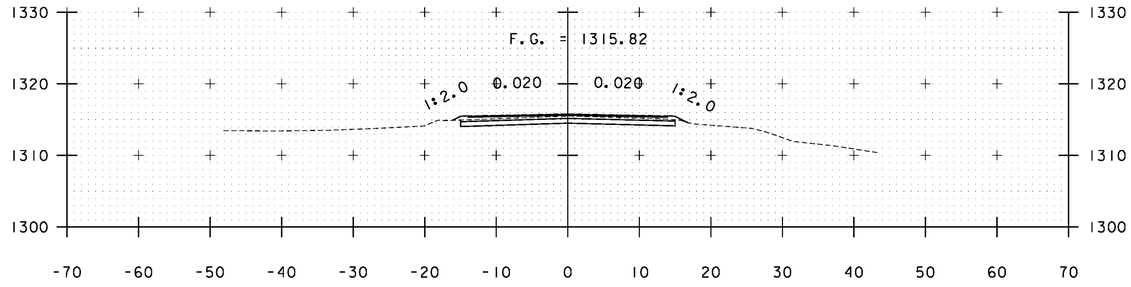
A 164+50



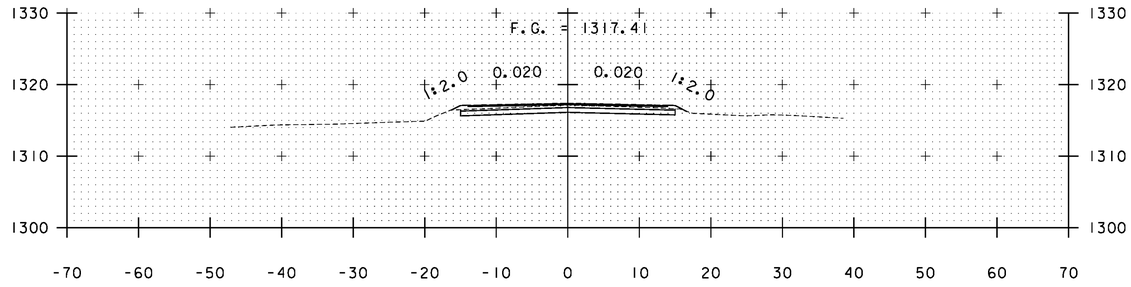
A 164+00



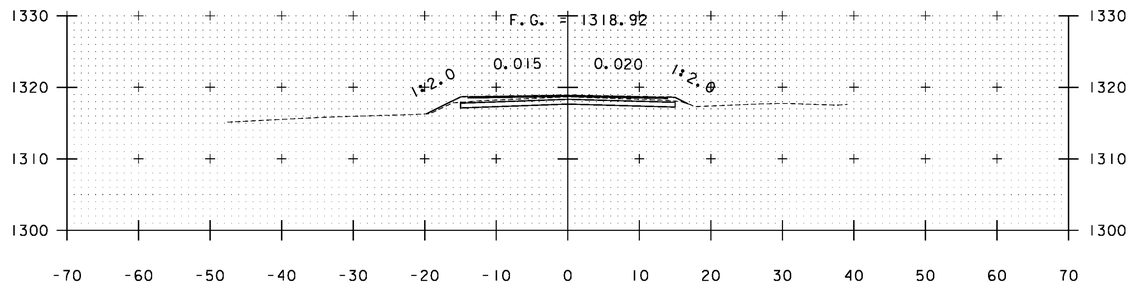
A 163+50



A 166+00



A 165+50



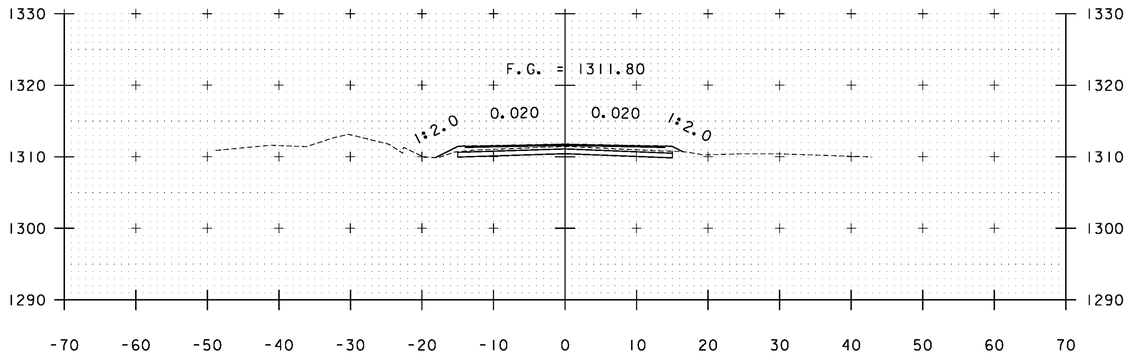
A 165+00

STA. A 163+50 TO STA. A 166+00

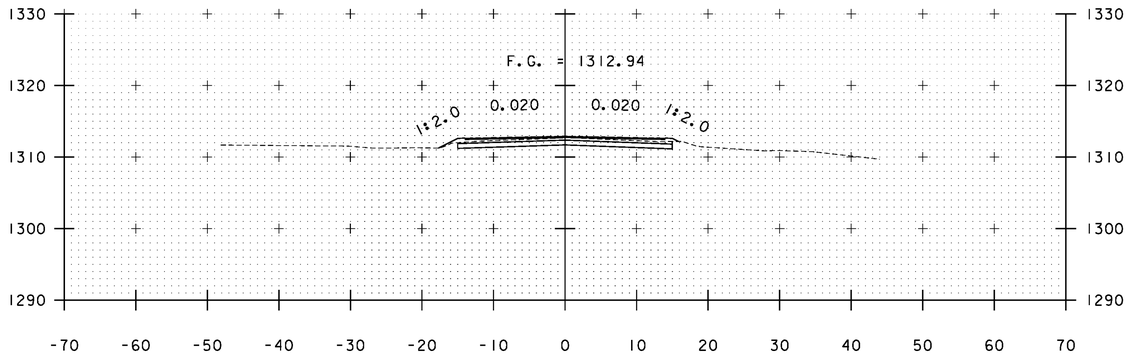
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

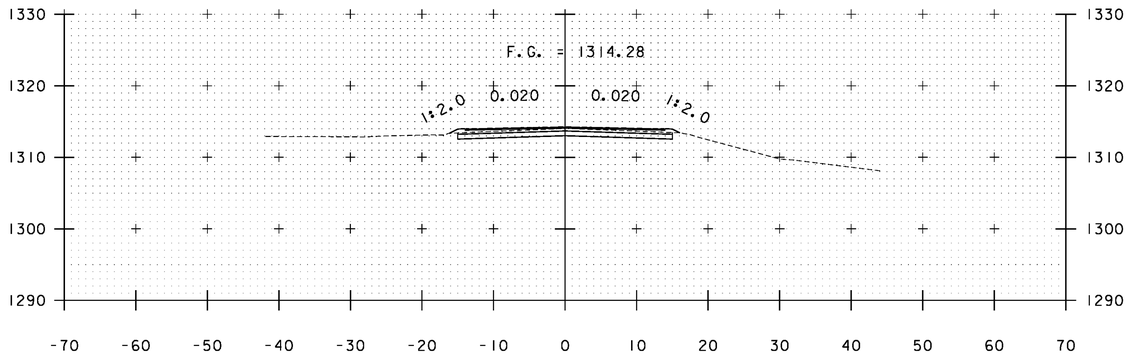
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 237 OF 444



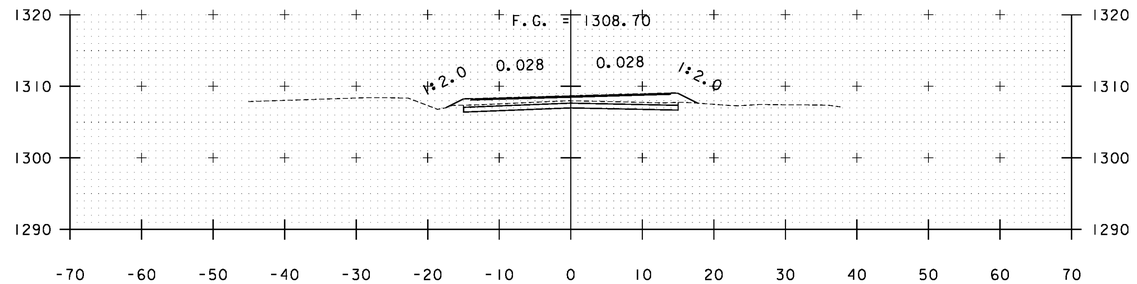
A 167+50



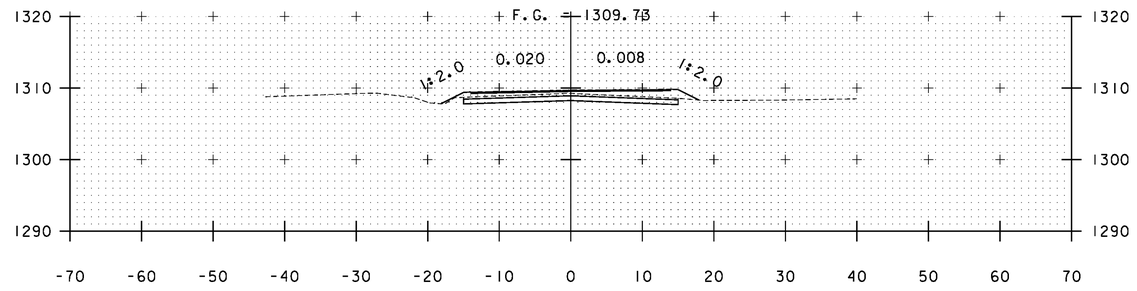
A 167+00



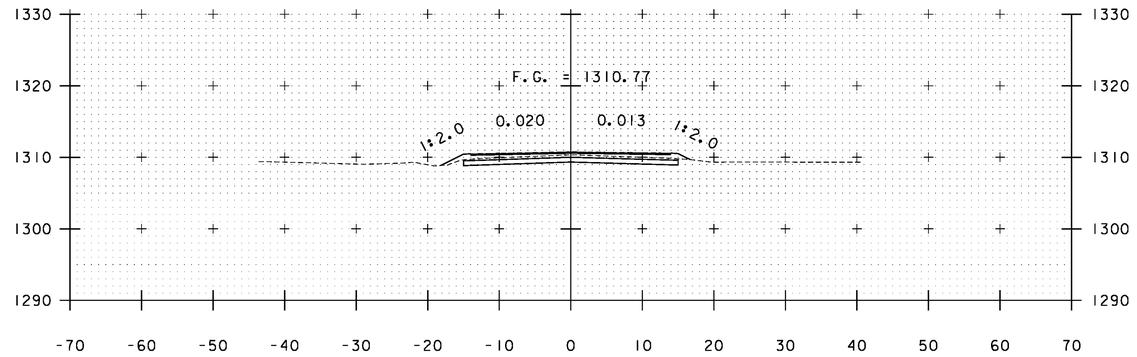
A 166+50



A 169+00



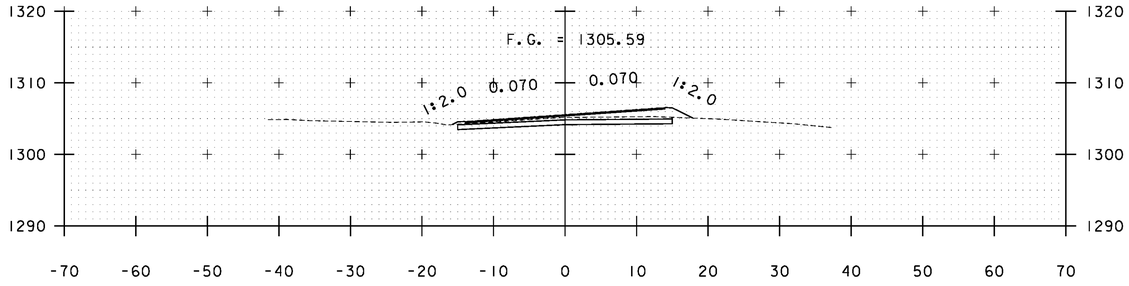
A 168+50



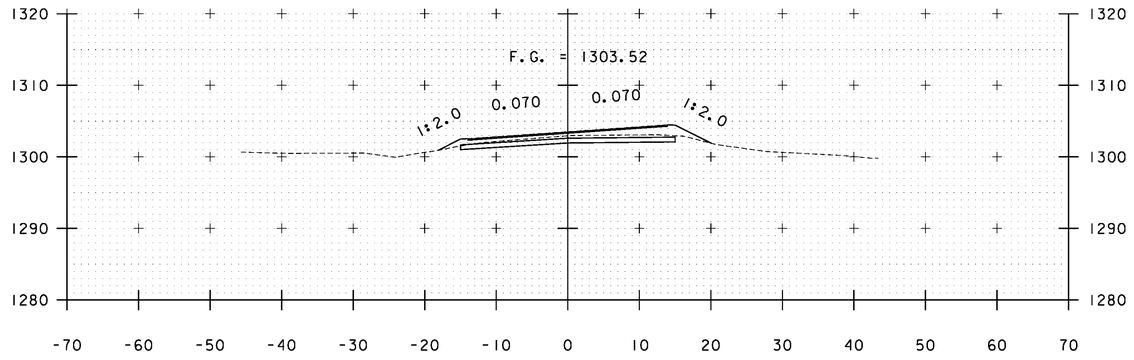
A 168+00

STA. A 166+50 TO STA. A 169+00

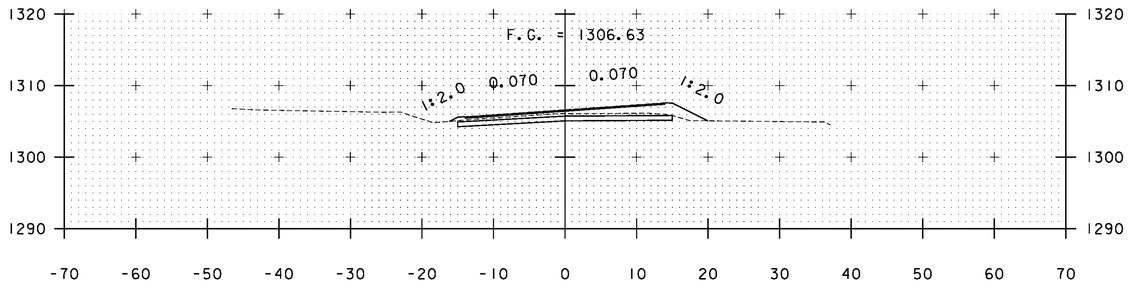
PROJECT NAME:	WARDSBORO-JAMAICA
PROJECT NUMBER:	ER STP 013-1(17)
FILE NAME: xs.dgn	PLOT DATE: 2/26/2014
PROJECT LEADER: K. UPMAL	DRAWN BY: B. KIPP
DESIGNED BY: B. KIPP	CHECKED BY: HSD
CROSS SECTIONS	SHEET 238 OF 444



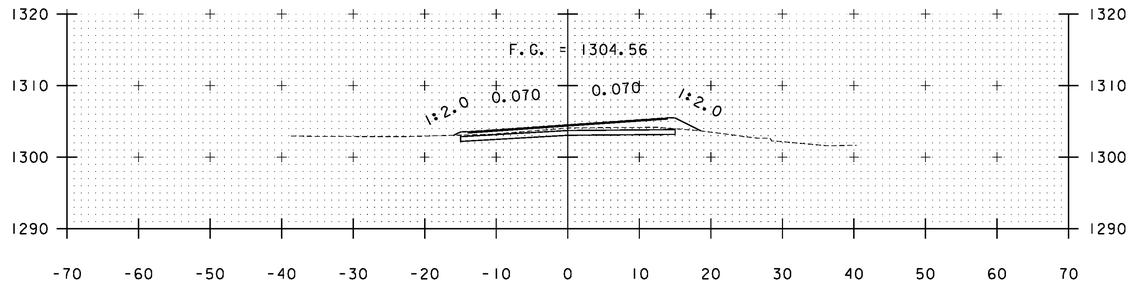
A 170+50



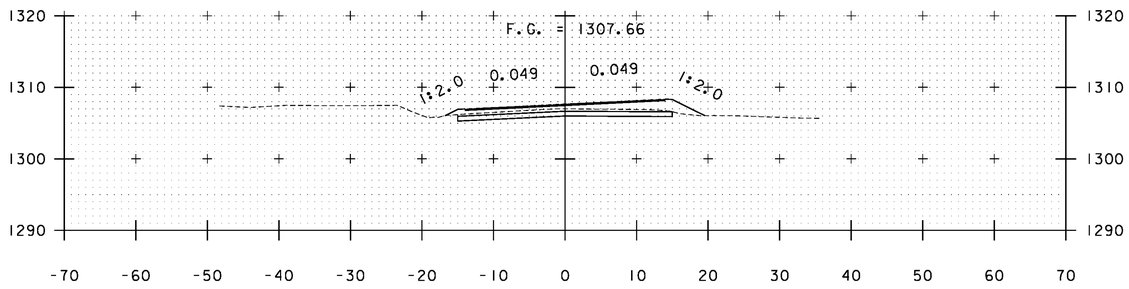
A 171+50



A 170+00



A 171+00



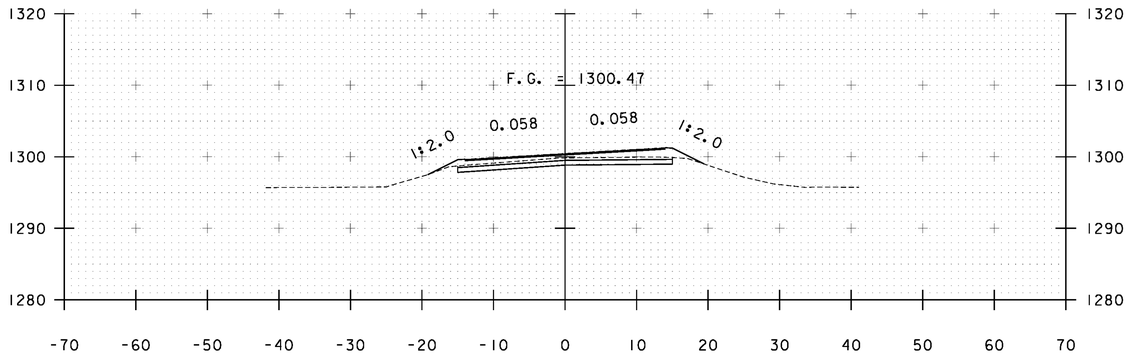
A 169+50

STA. A 169+50 TO STA. A 171+50

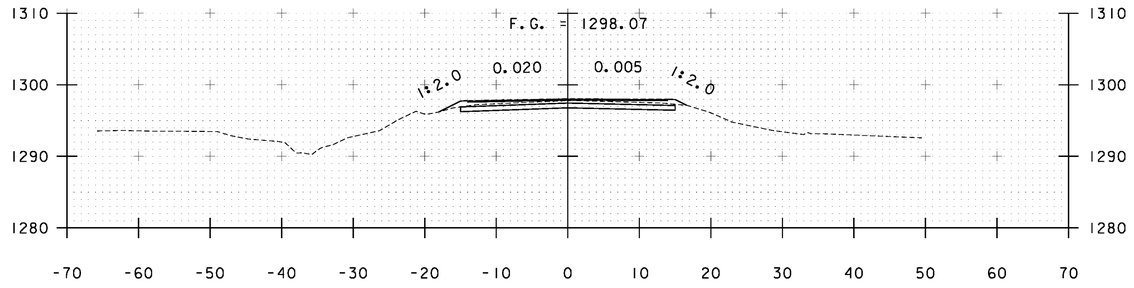
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

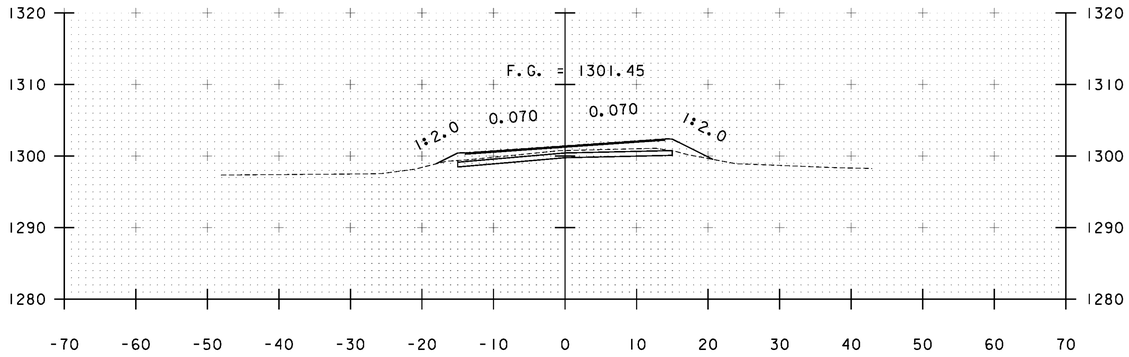
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 239 OF 444



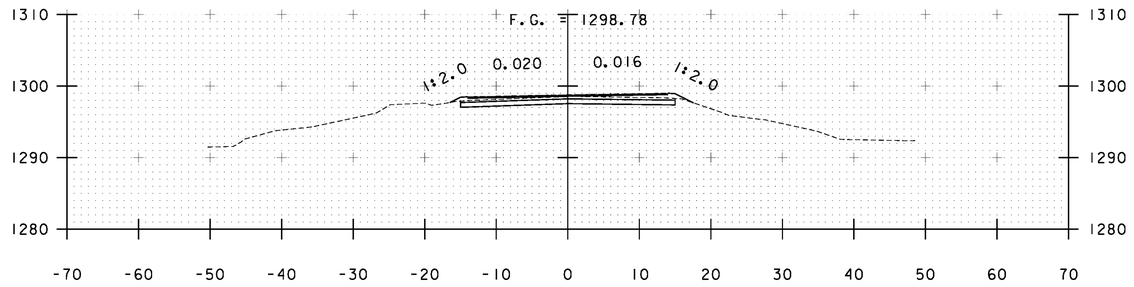
A 173+00



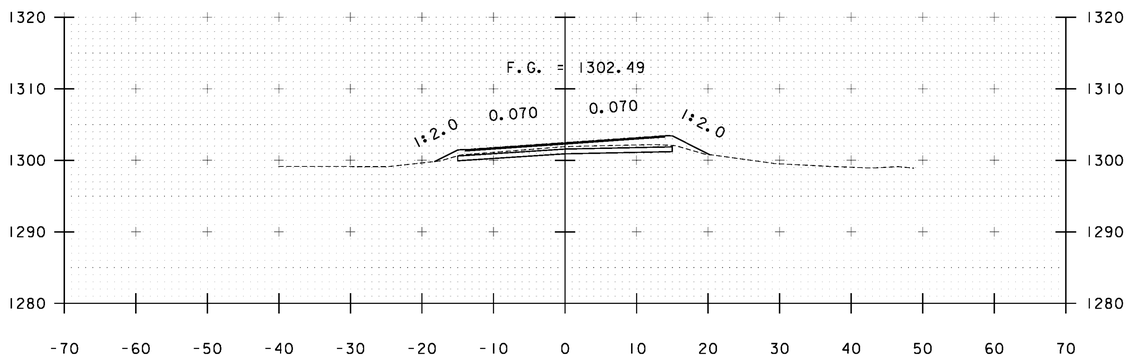
A 174+50
BEGIN BF 013-1(21)



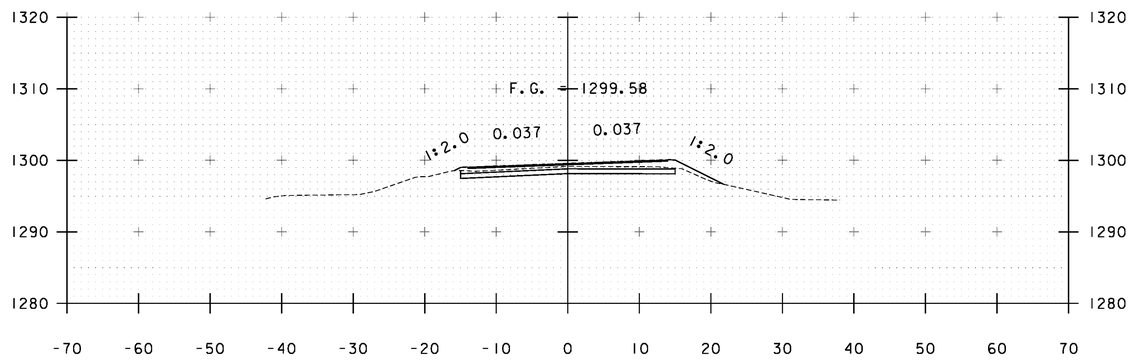
A 172+50



A 174+00



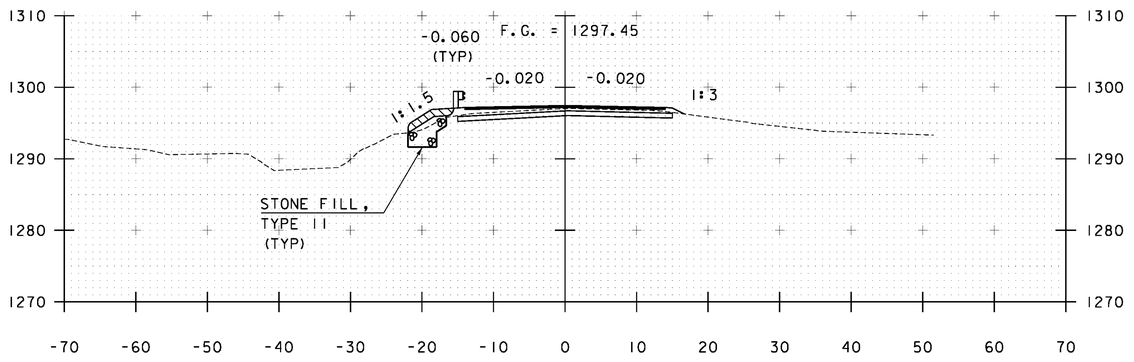
A 172+00



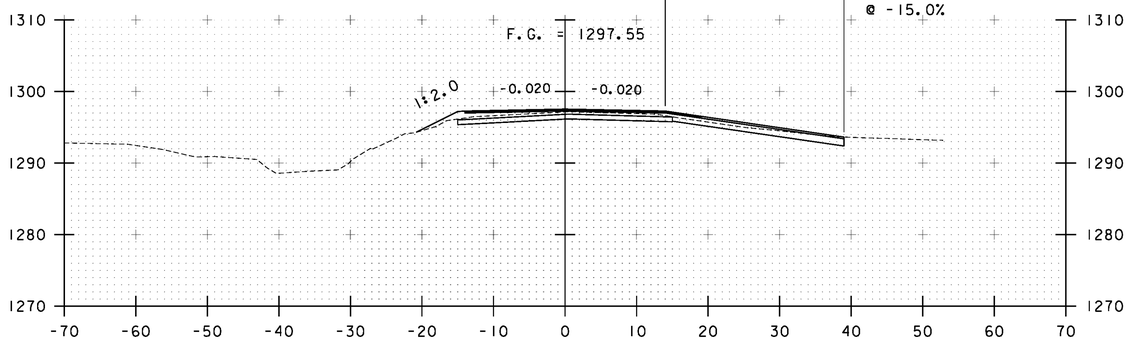
A 173+50

STA. A 172+00 TO STA. A 174+50

PROJECT NAME: WARDSBORO-JAMAICA	
PROJECT NUMBER: ER STP 013-1(17)	
FILE NAME: xs_C70.dgn	PLOT DATE: 2/26/2014
PROJECT LEADER: K. UPMAL	DRAWN BY: B. KIPP
DESIGNED BY: B. KIPP	CHECKED BY: HSD
CROSS SECTIONS	SHEET 240 OF 444

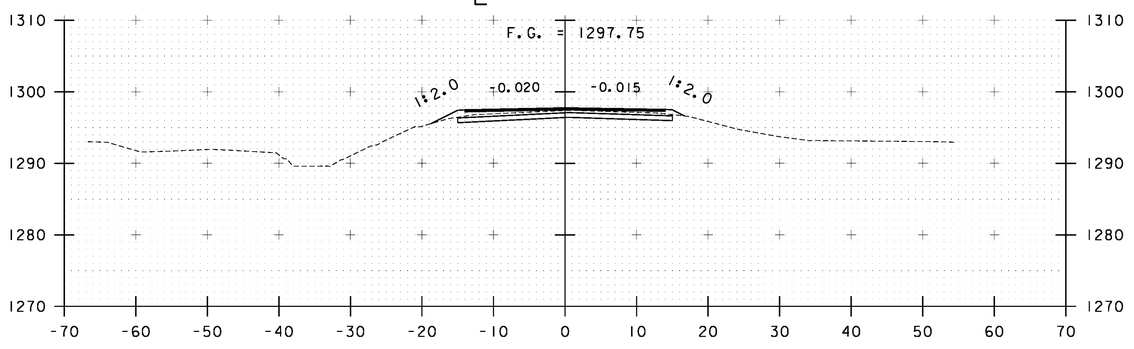


A 175+00

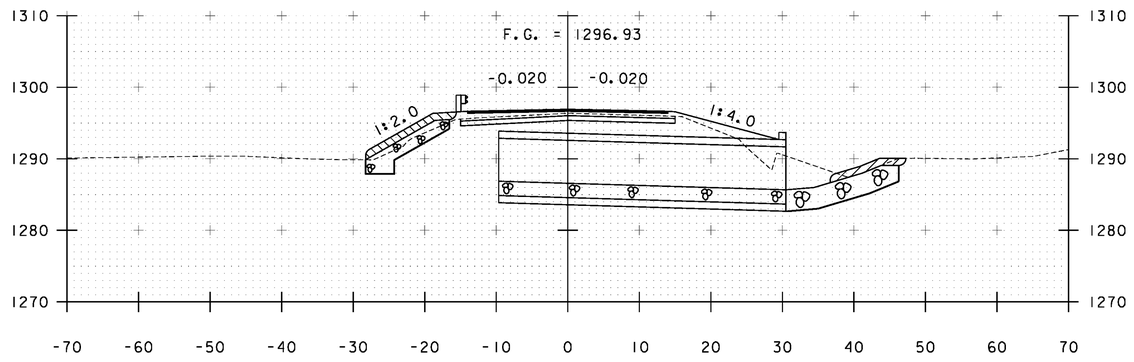


A 174+92

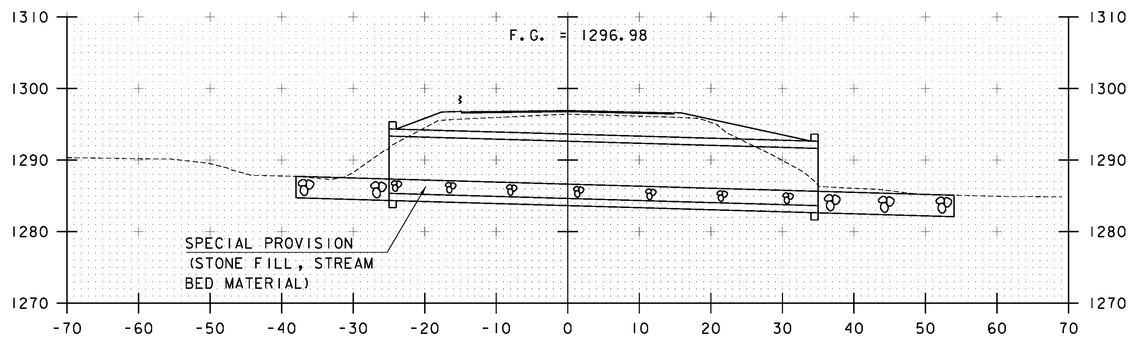
℄ DRIVEWAY



A 174+75

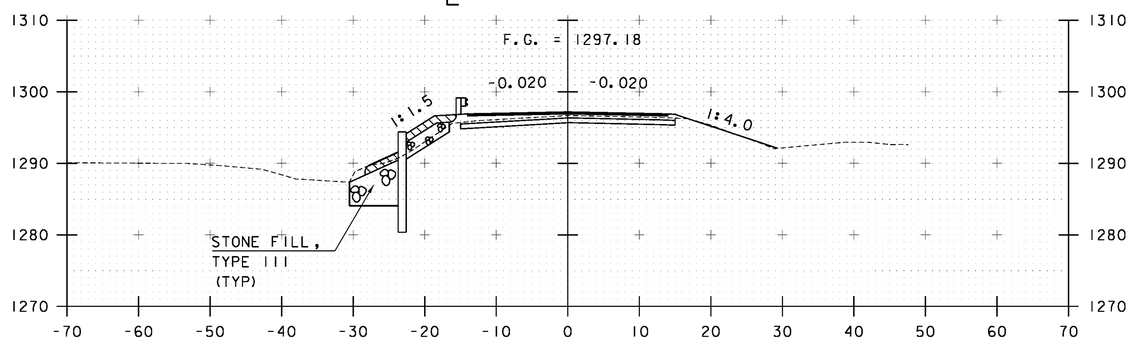


A 175+50



A 175+45 SKEWED @ 30°

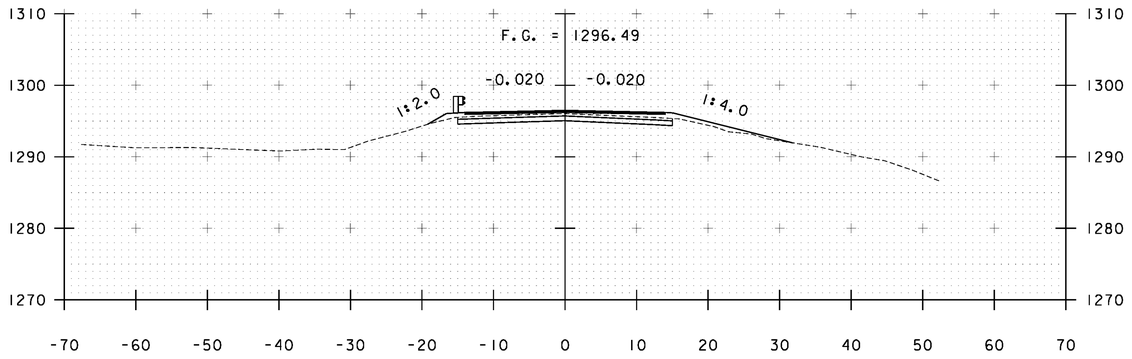
℄ BRIDGE #70



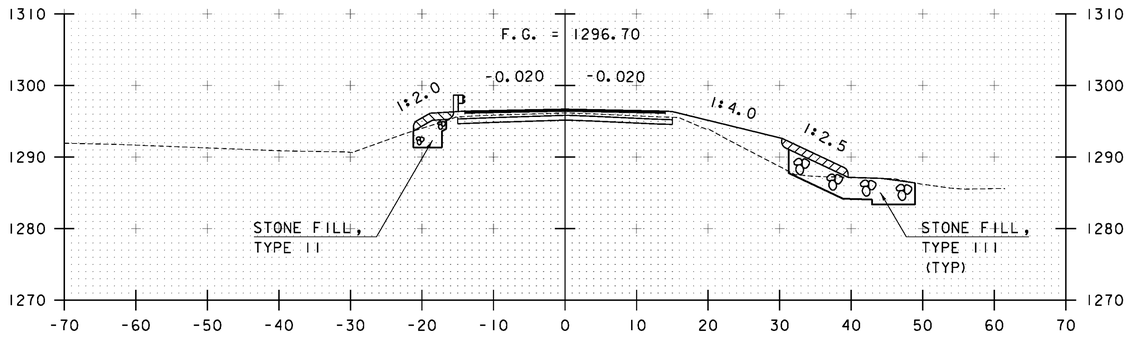
A 175+25

STA. A 174+75 TO STA. A 175+50

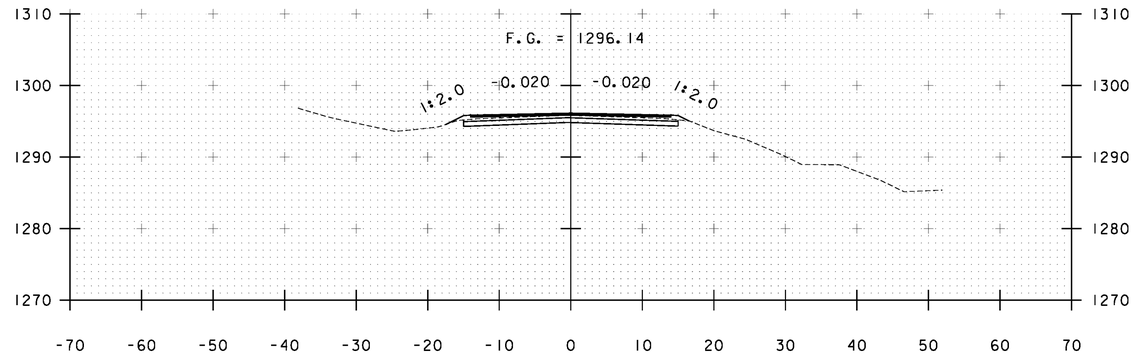
PROJECT NAME:	WARDSBORO-JAMAICA
PROJECT NUMBER:	ER STP 013-1(17)
FILE NAME: xs_C70.dgn	PLOT DATE: 2/26/2014
PROJECT LEADER: K. UPMAL	DRAWN BY: B. KIPP
DESIGNED BY: B. KIPP	CHECKED BY: HSD
CROSS SECTIONS	SHEET 241 OF 444



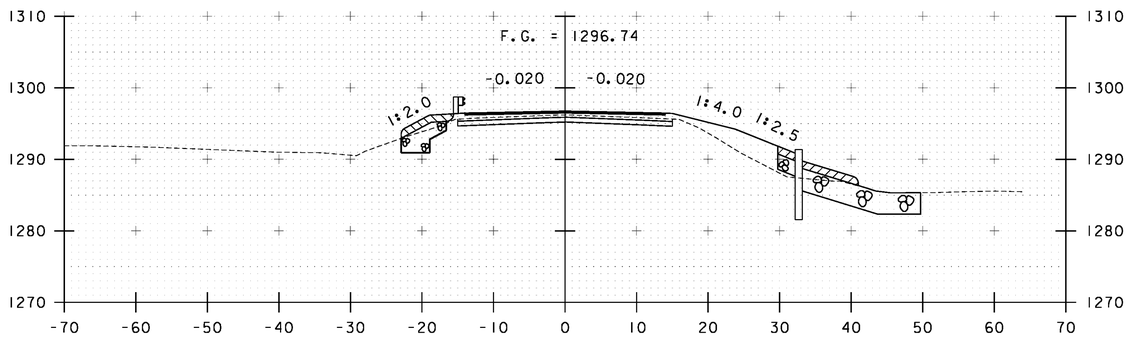
A 176+00



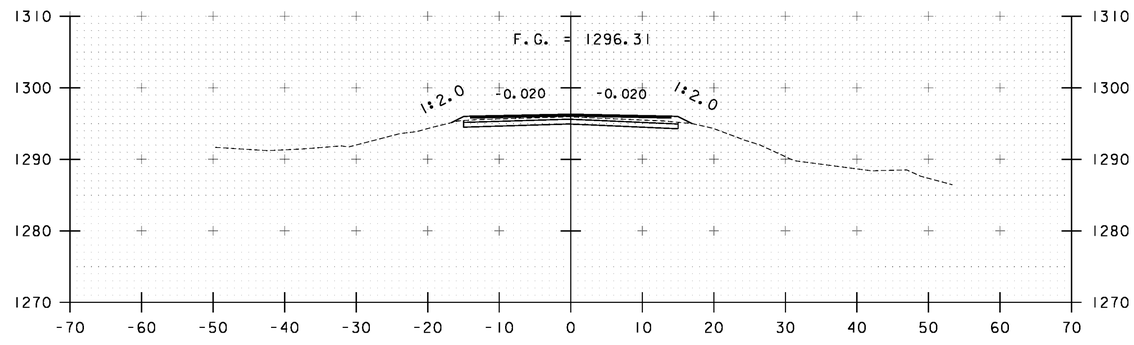
A 175+75



A 176+50



A 175+70

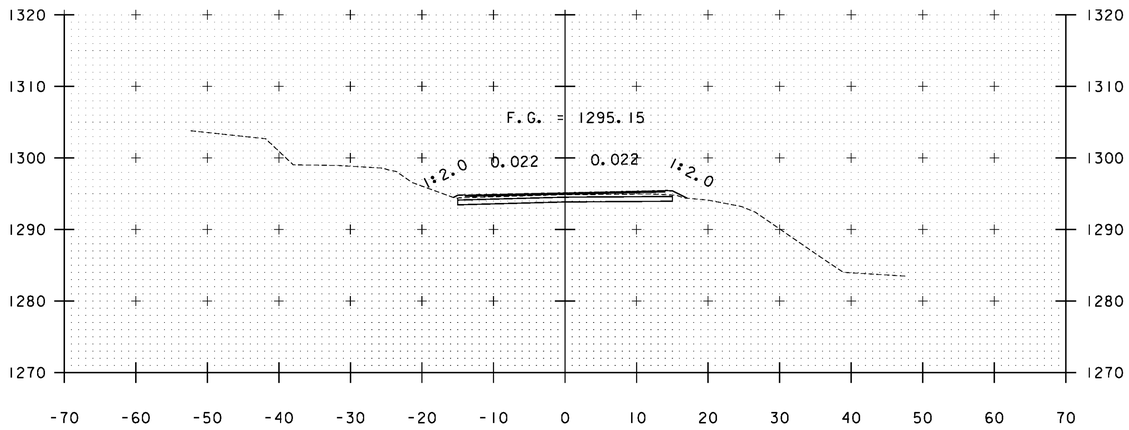


A 176+25

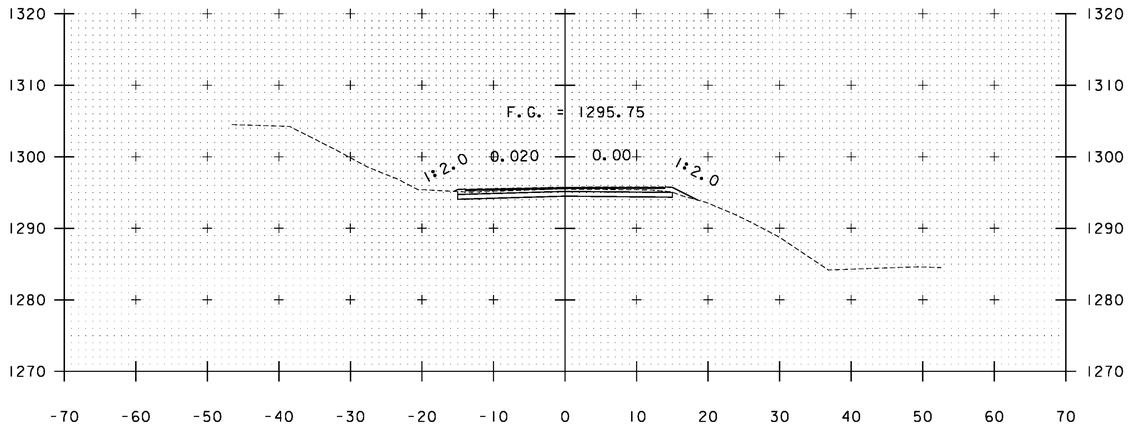
END BF 013-1(21)

STA. A 175+70 TO STA. A 176+50

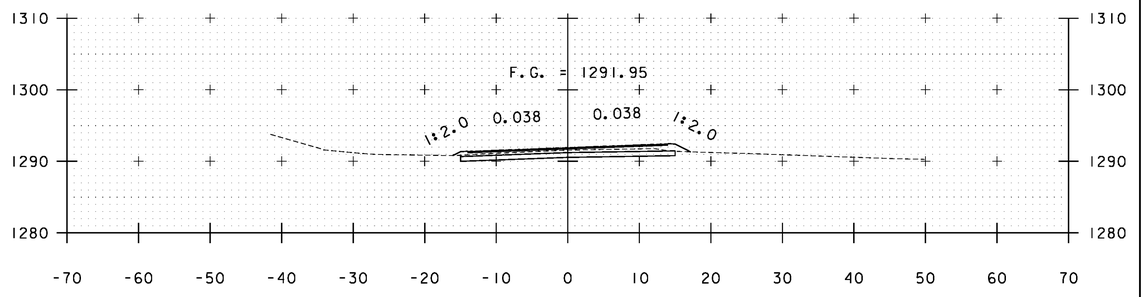
PROJECT NAME:	WARDSBORO-JAMAICA
PROJECT NUMBER:	ER STP 013-1(17)
FILE NAME: xs_C70.dgn	PLOT DATE: 2/26/2014
PROJECT LEADER: K. UPMAL	DRAWN BY: B. KIPP
DESIGNED BY: B. KIPP	CHECKED BY: HSD
CROSS SECTIONS	SHEET 242 OF 444



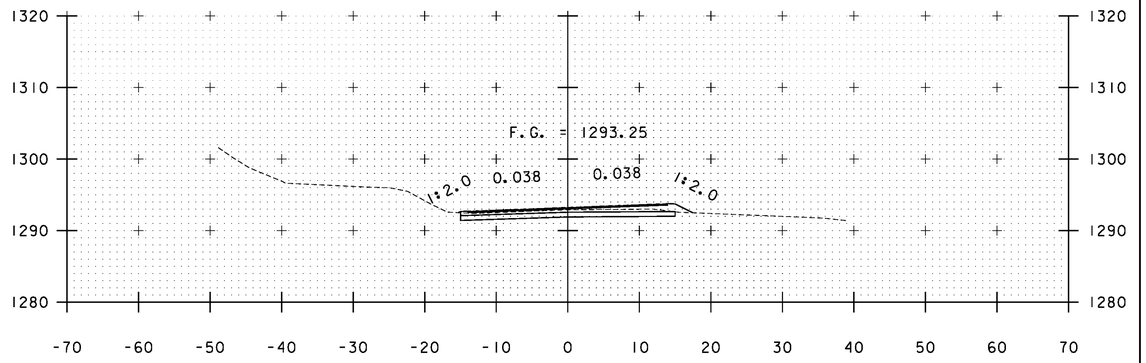
A 177+50



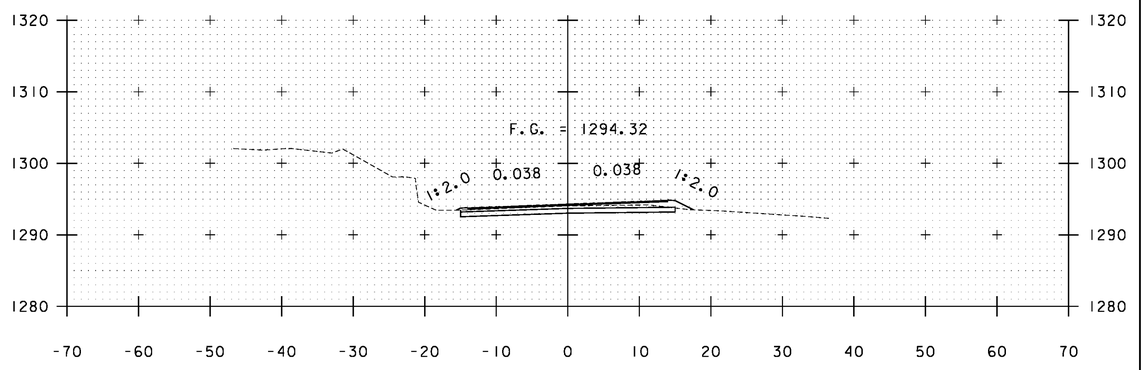
A 177+00



A 179+00



A 178+50



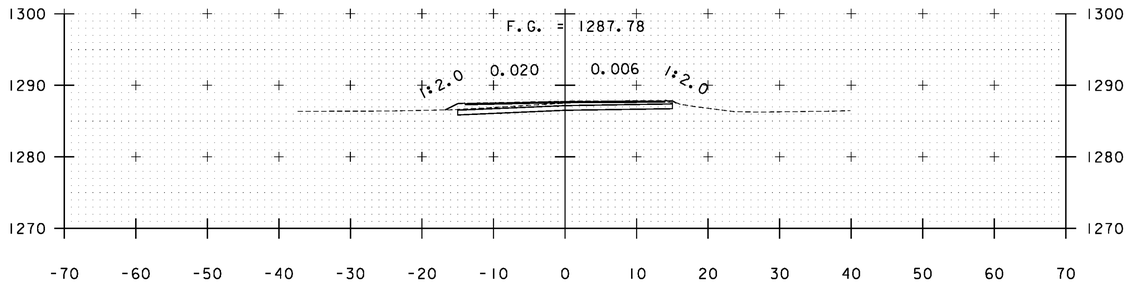
A 178+00

STA. A 177+00 TO STA. A 179+00

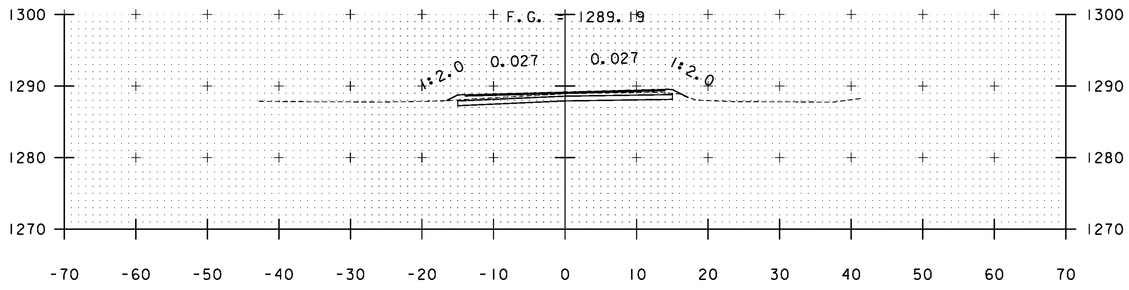
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

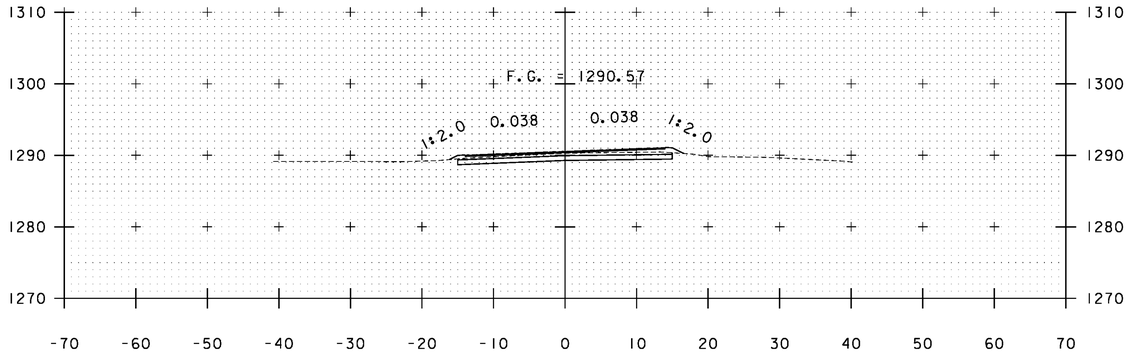
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 243 OF 444



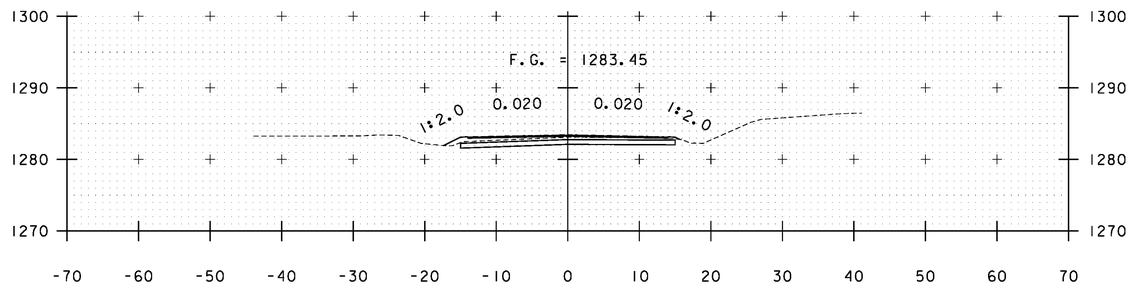
A 180+50



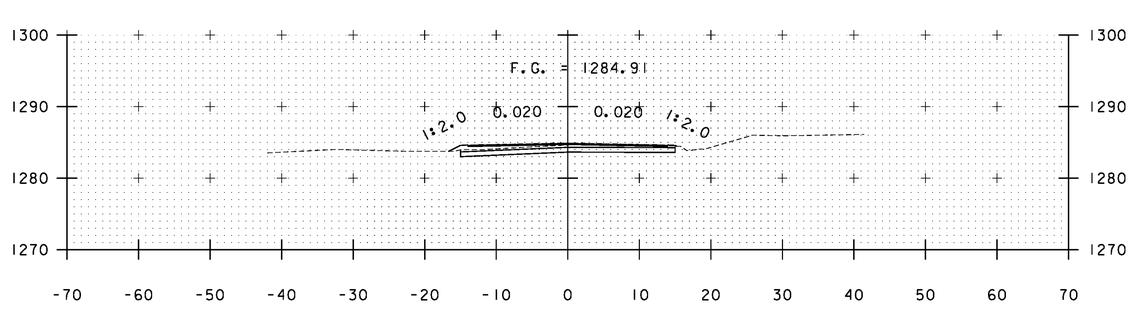
A 180+00



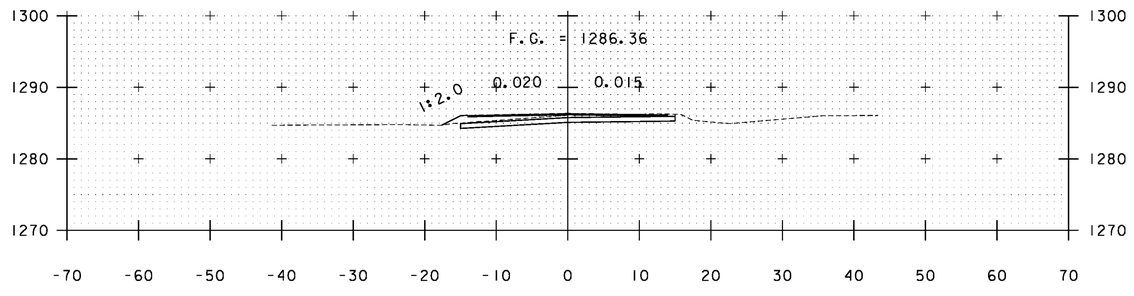
A 179+50



A 182+00



A 181+50



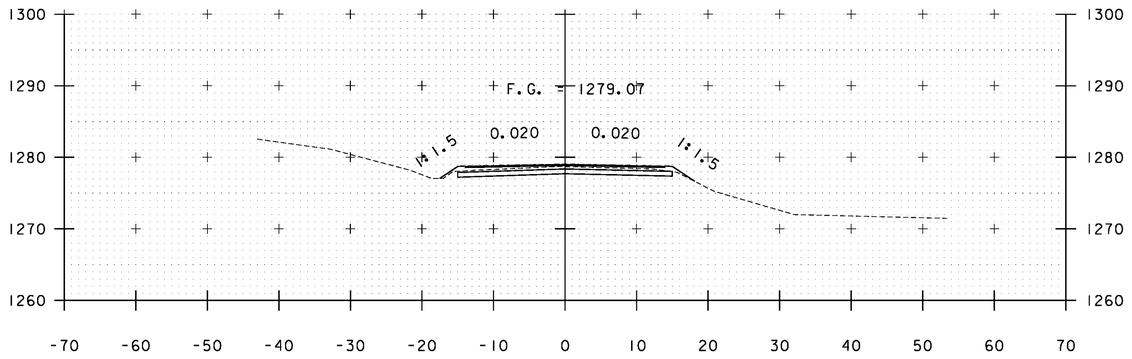
A 181+00

STA. A 179+50 TO STA. A 182+00

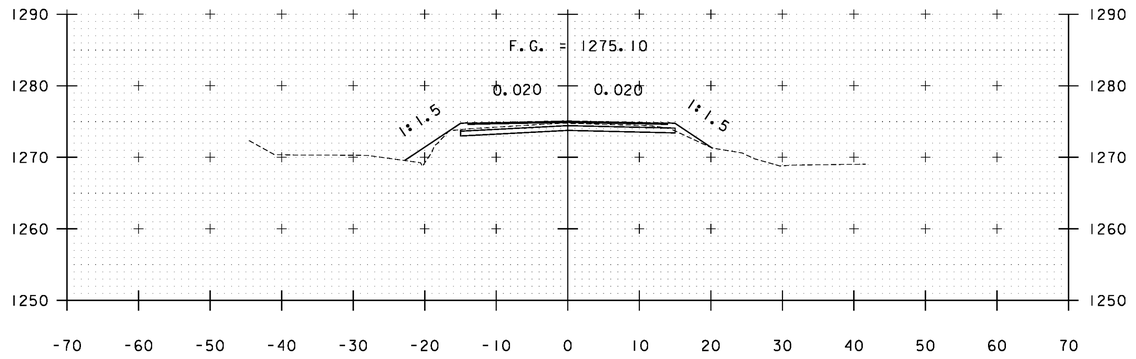
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

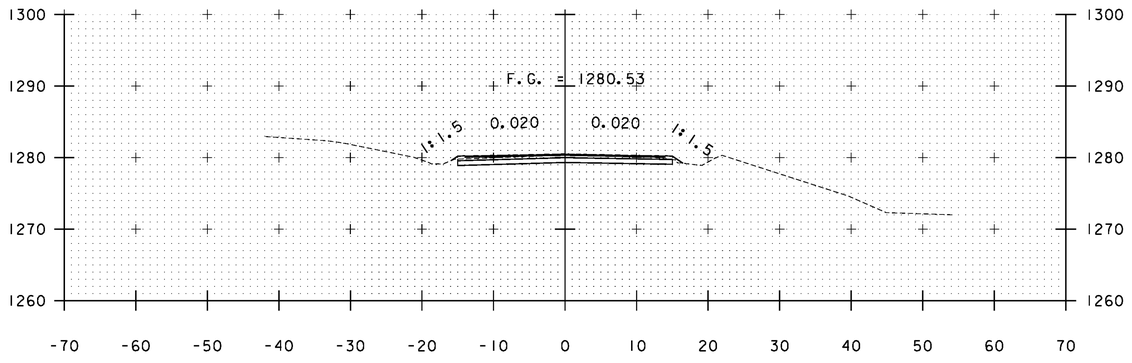
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 244 OF 444



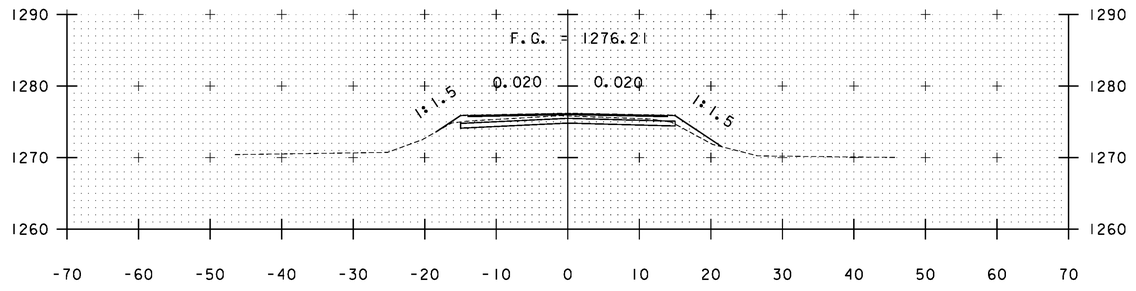
A 183+50



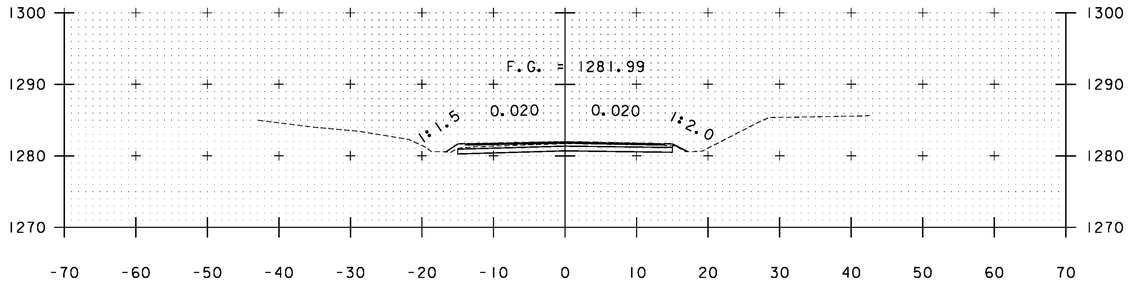
A 185+00



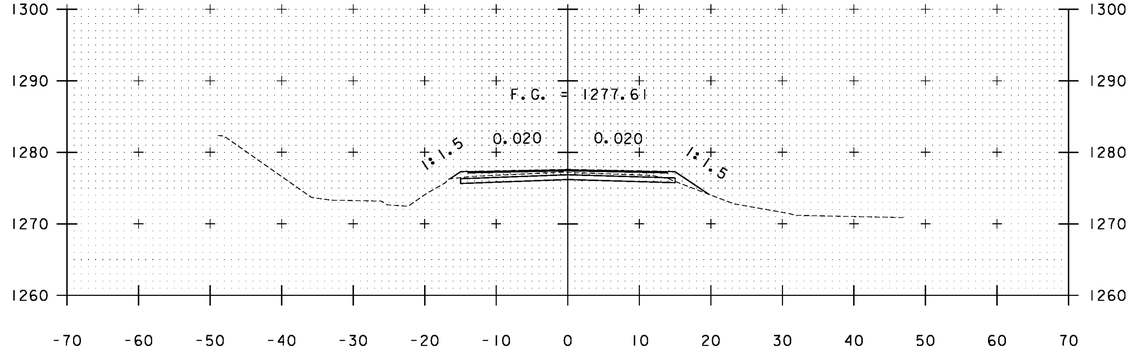
A 183+00



A 184+50



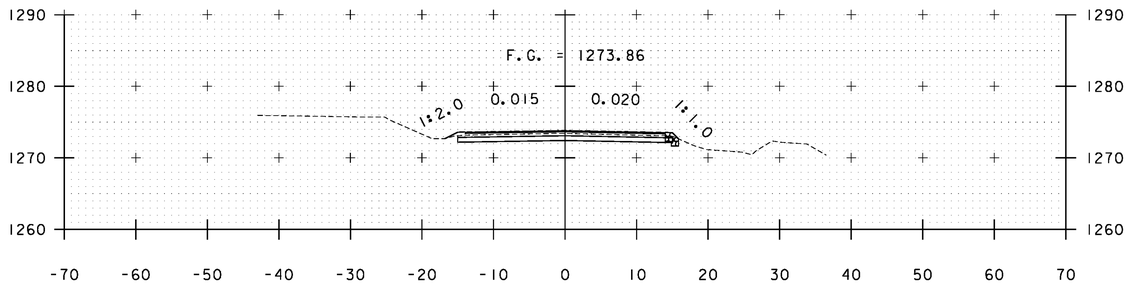
A 182+50



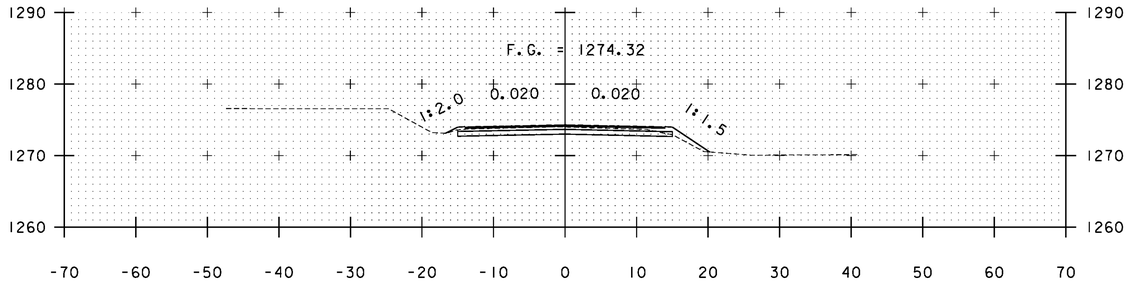
A 184+00

STA. A 182+50 TO STA. A 185+00

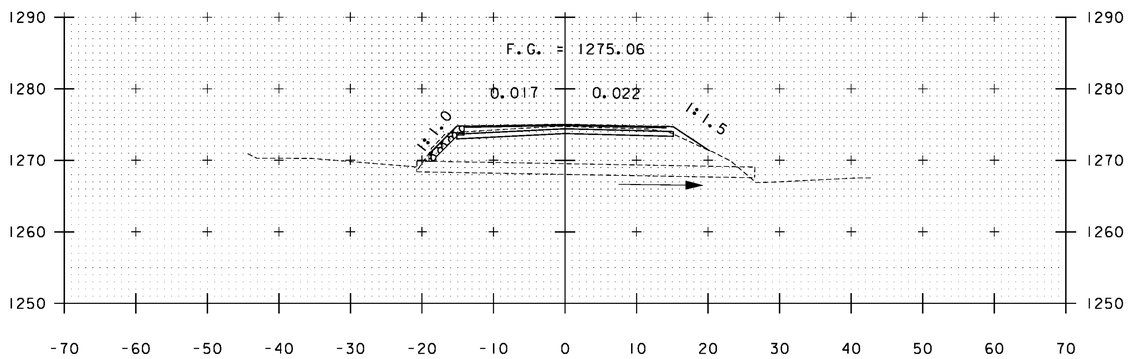
PROJECT NAME:	WARDSBORO-JAMAICA
PROJECT NUMBER:	ER STP 013-1(17)
FILE NAME: xs.dgn	PLOT DATE: 2/26/2014
PROJECT LEADER: K. UPMAL	DRAWN BY: B. KIPP
DESIGNED BY: B. KIPP	CHECKED BY: HSD
CROSS SECTIONS	SHEET 245 OF 444



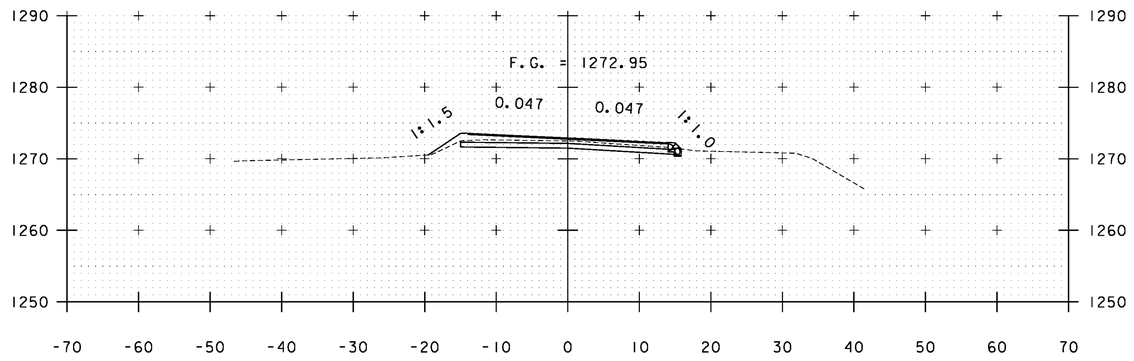
A 186+00



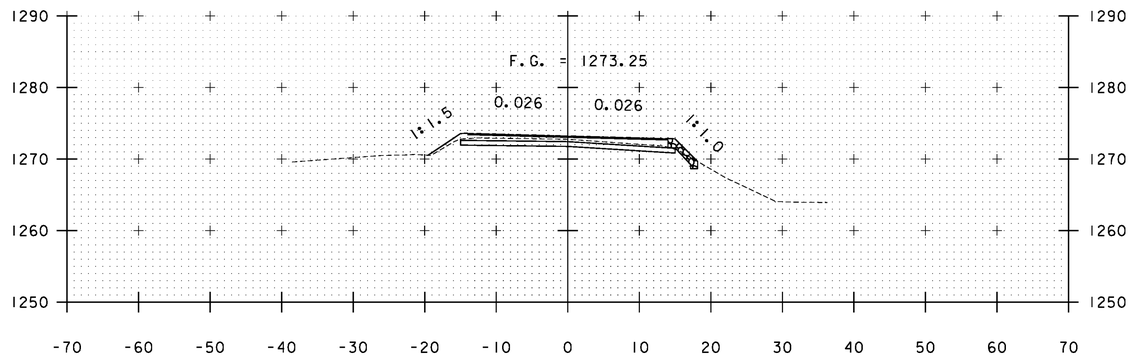
A 185+50



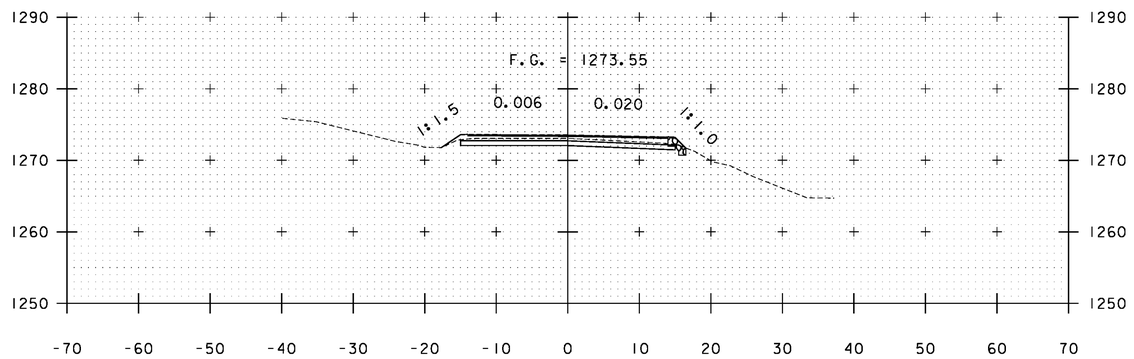
A 185+02



A 187+50



A 187+00



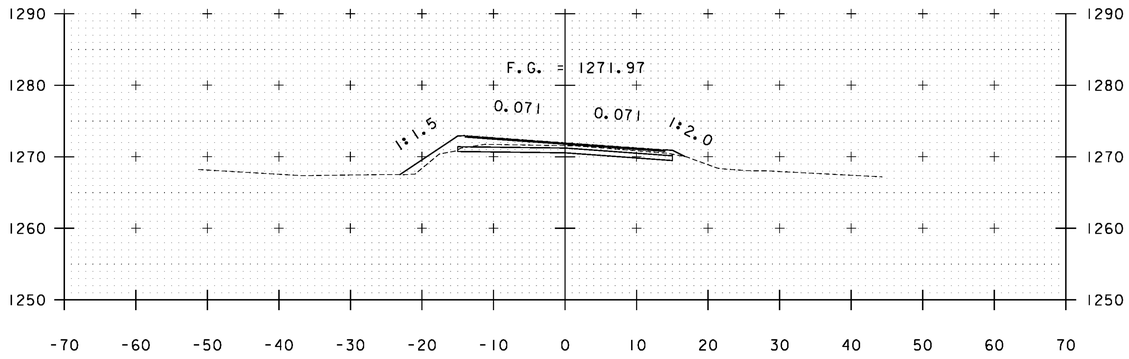
A 186+50

STA. A 185+02 TO STA. A 187+50

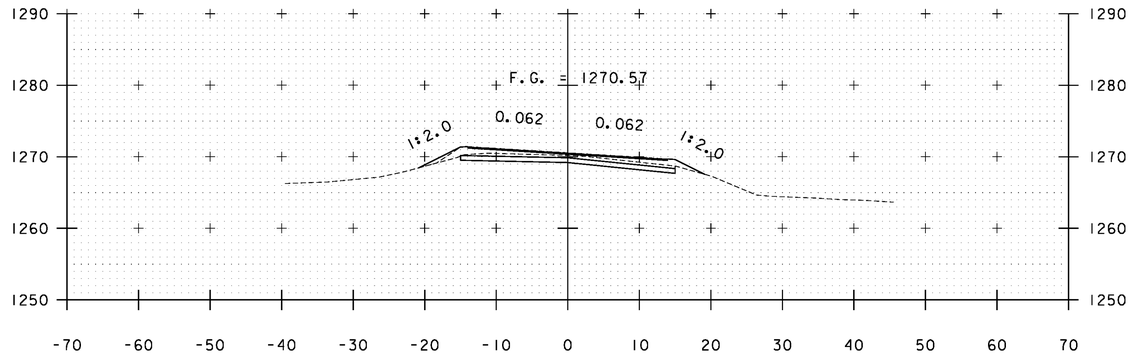
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

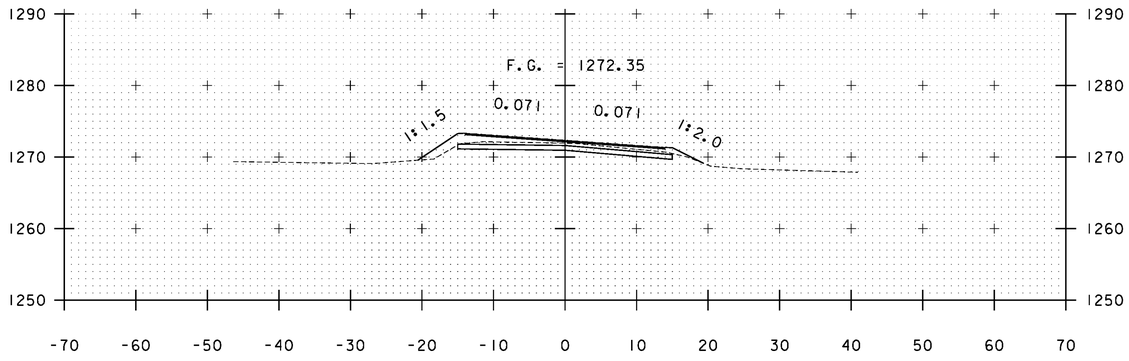
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 246 OF 444



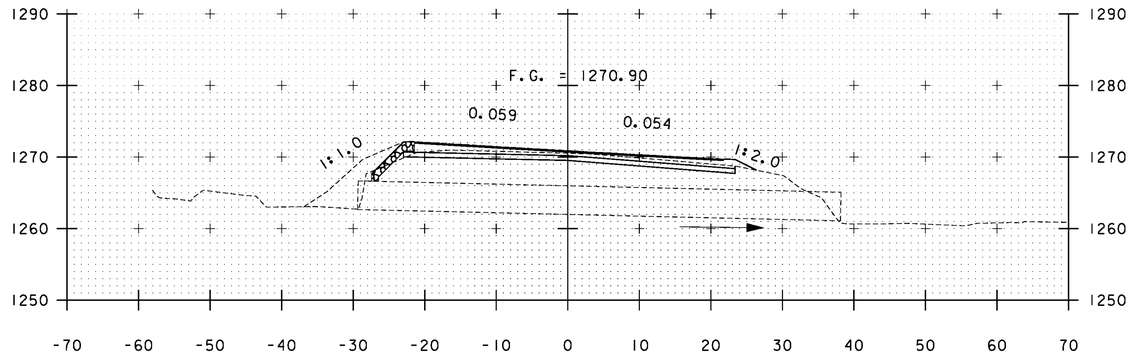
A 189+00



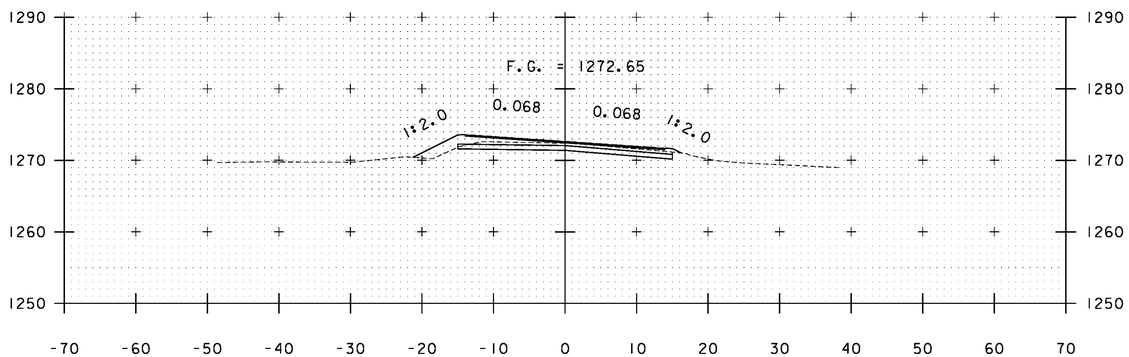
A 190+00



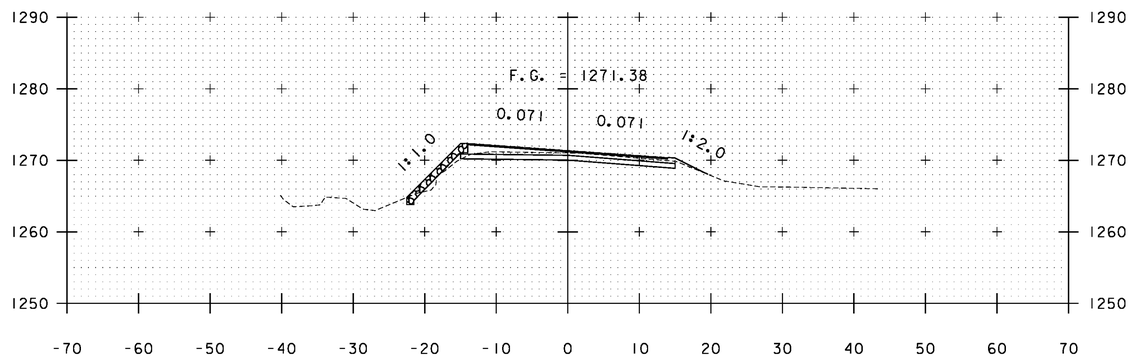
A 188+50



A 189+81



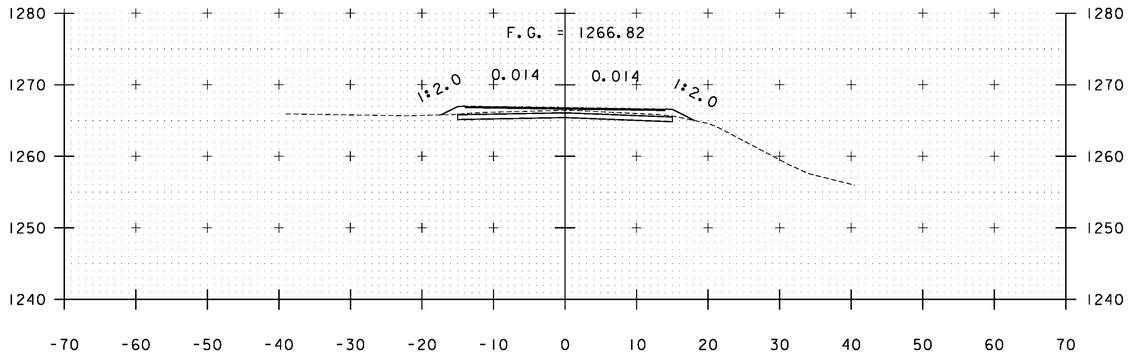
A 188+00



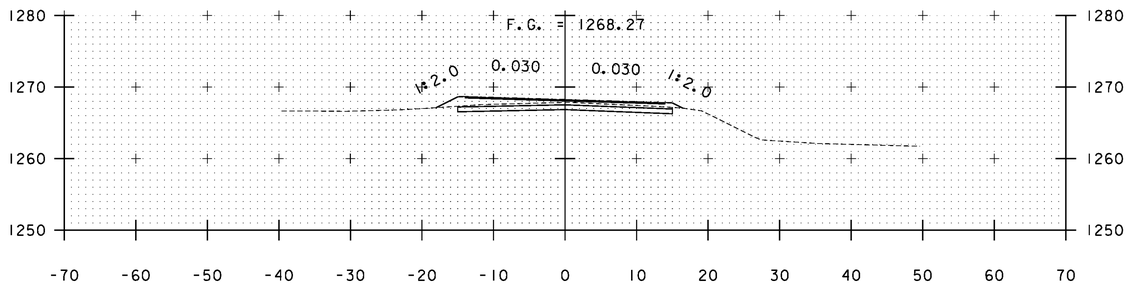
A 189+50

STA. A 188+00 TO STA. A 190+00

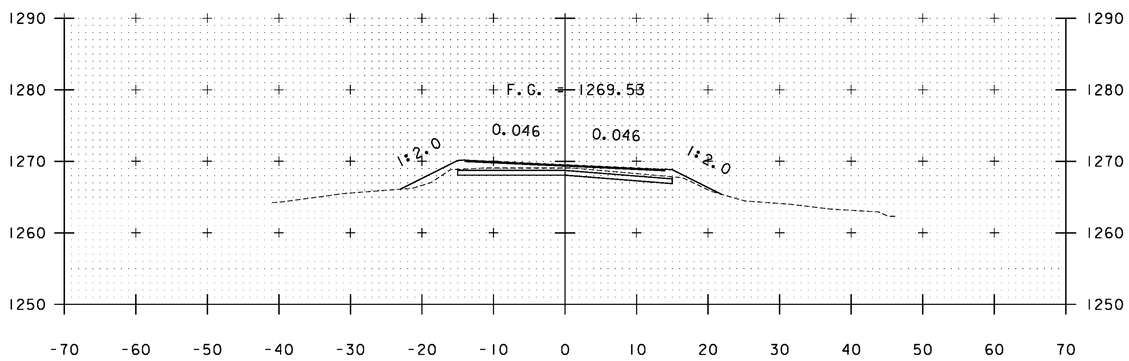
PROJECT NAME:	WARDSBORO-JAMAICA
PROJECT NUMBER:	ER STP 013-1(17)
FILE NAME: xs.dgn	PLOT DATE: 2/26/2014
PROJECT LEADER: K. UPMAL	DRAWN BY: B. KIPP
DESIGNED BY: B. KIPP	CHECKED BY: HSD
CROSS SECTIONS	SHEET 247 OF 444



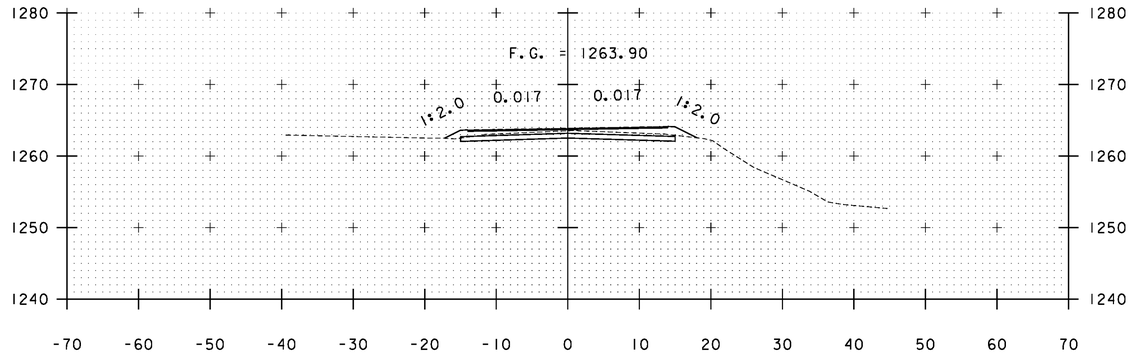
A 191+50



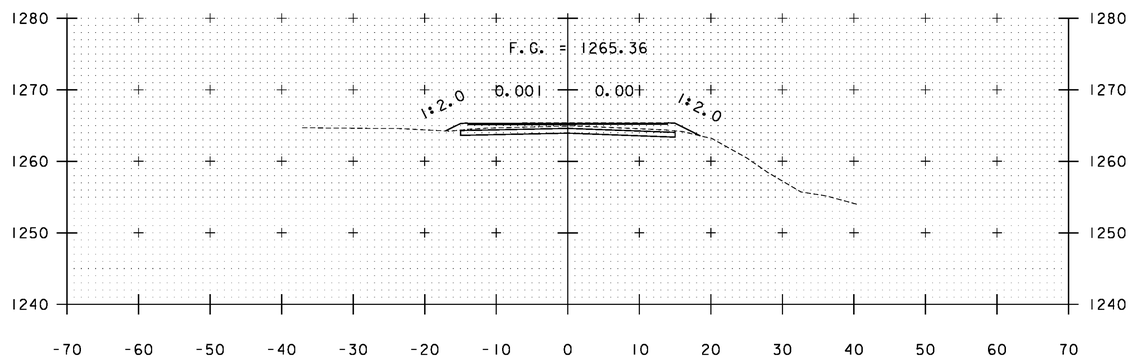
A 191+00



A 190+50



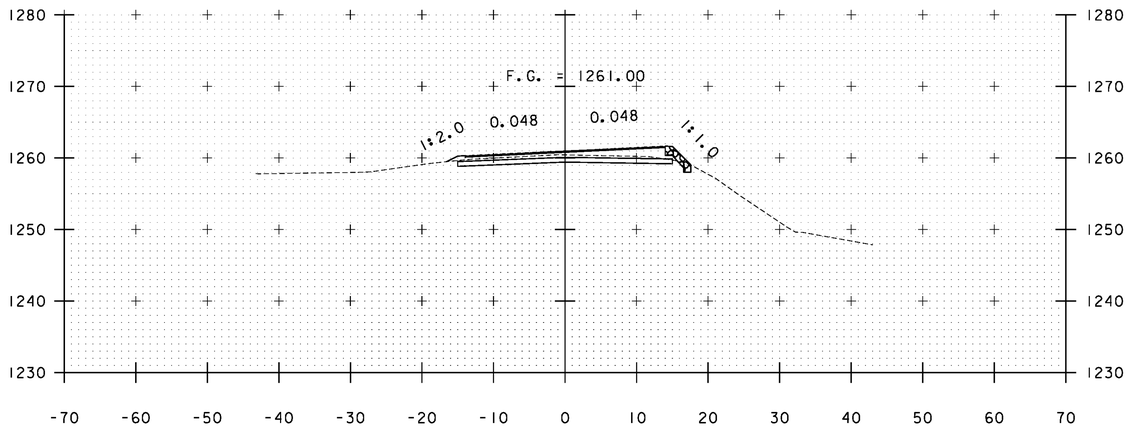
A 192+50



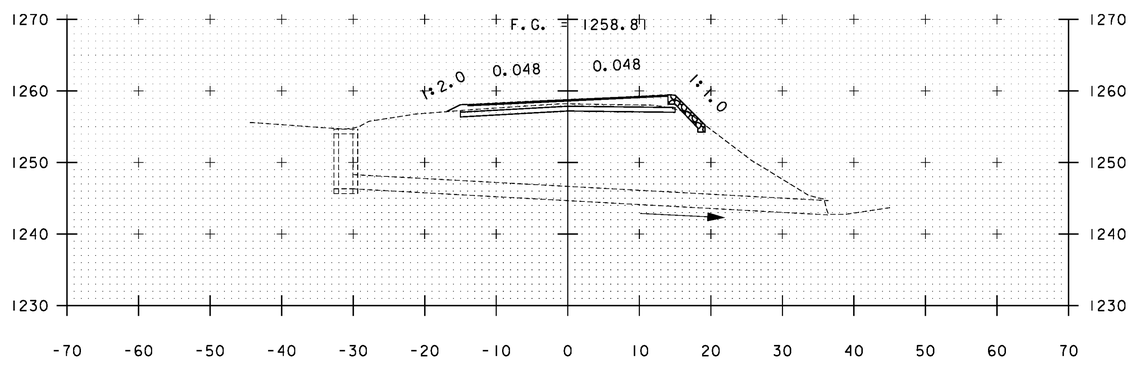
A 192+00

STA. A 190+50 TO STA. A 192+50

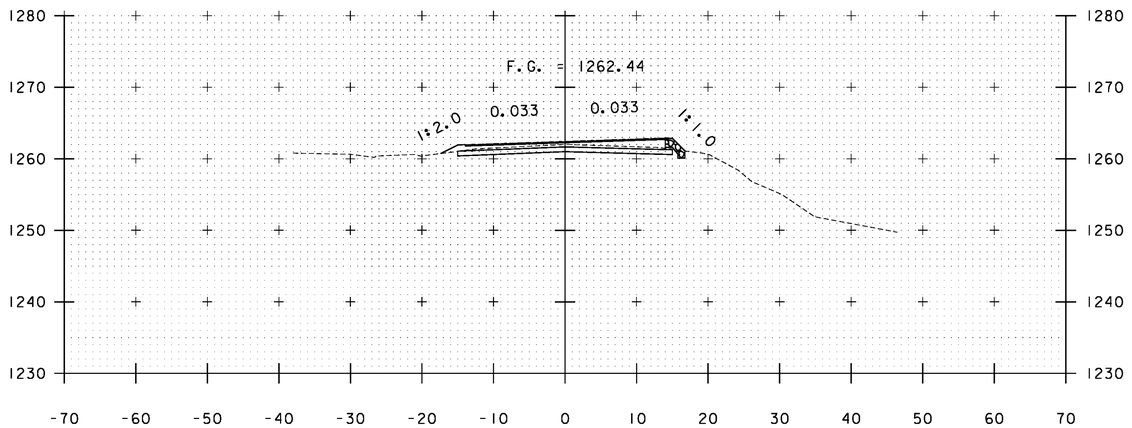
PROJECT NAME:	WARDSBORO-JAMAICA
PROJECT NUMBER:	ER STP 013-1(17)
FILE NAME: xs.dgn	PLOT DATE: 2/26/2014
PROJECT LEADER: K. UPMAL	DRAWN BY: B. KIPP
DESIGNED BY: B. KIPP	CHECKED BY: HSD
CROSS SECTIONS	SHEET 248 OF 444



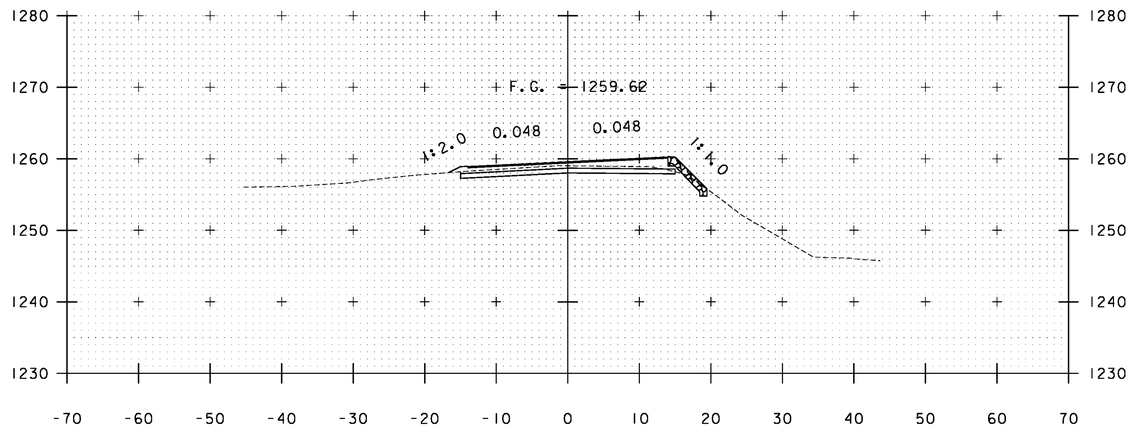
A 193+50



A 194+30



A 193+00



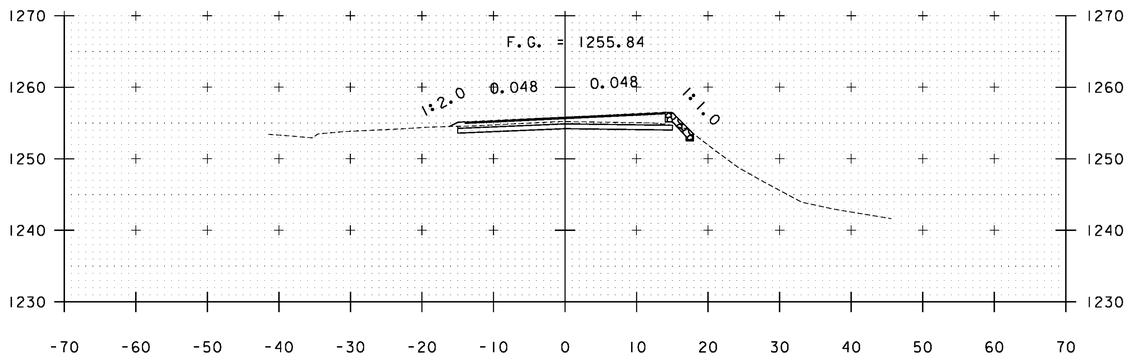
A 194+00

STA. A 193+00 TO STA. A 194+30

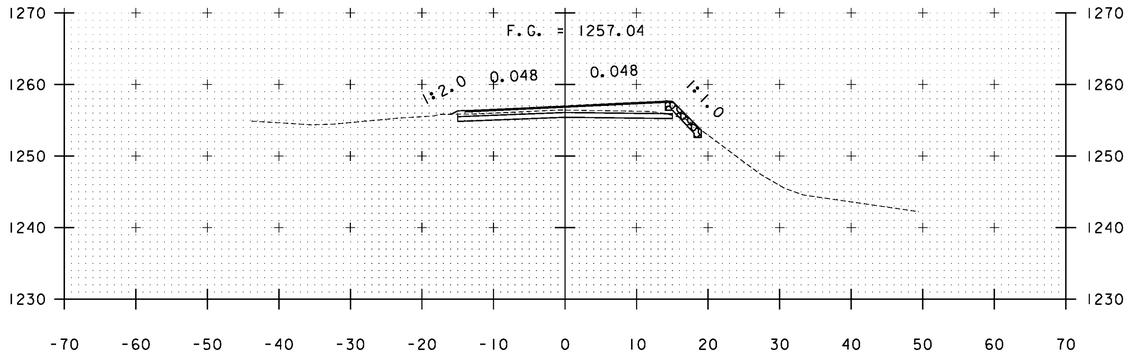
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

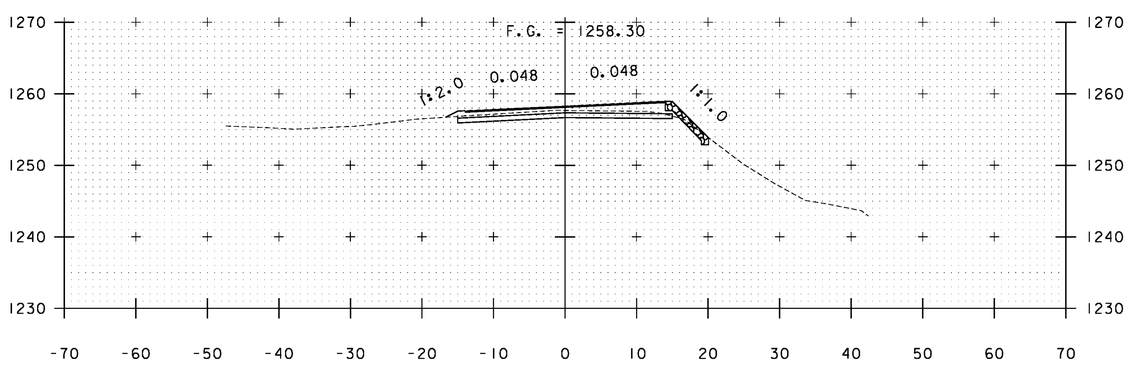
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 249 OF 444



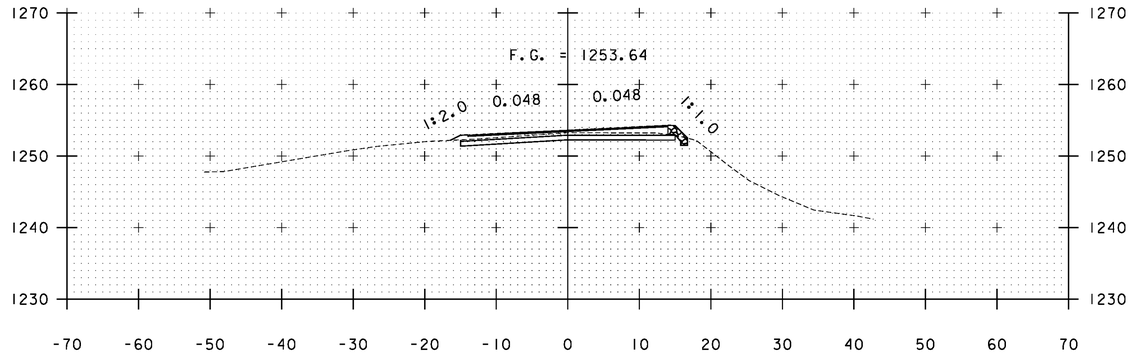
A 195+50



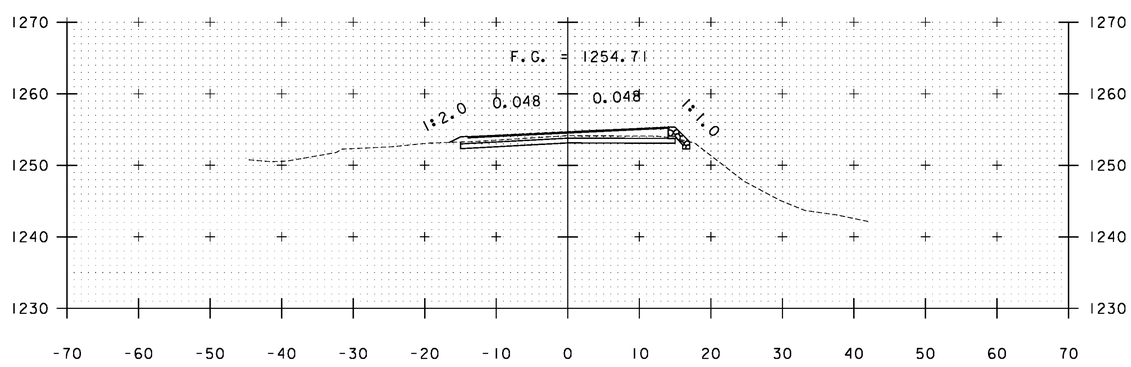
A 195+00



A 194+50



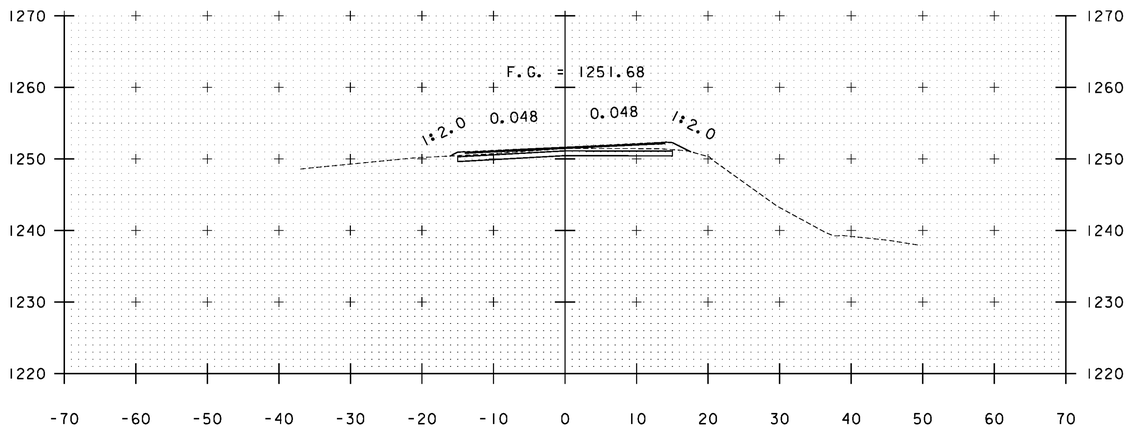
A 196+50



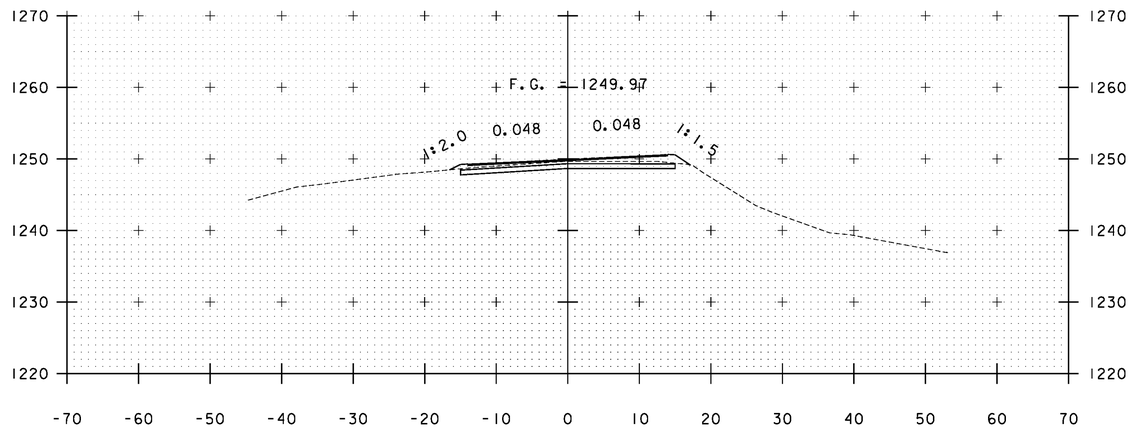
A 196+00

STA. A 194+50 TO STA. A 196+50

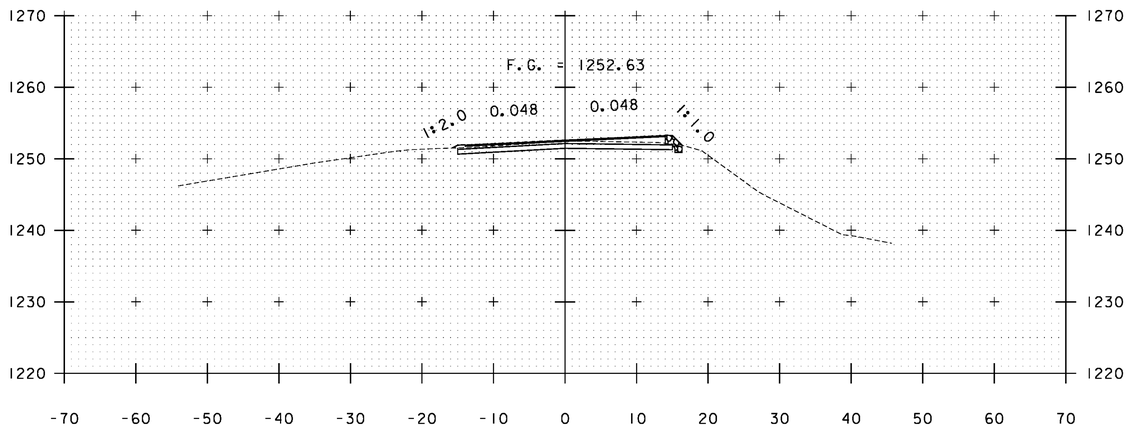
PROJECT NAME:	WARDSBORO-JAMAICA
PROJECT NUMBER:	ER STP 013-1(17)
FILE NAME: xs.dgn	PLOT DATE: 2/26/2014
PROJECT LEADER: K. UPMAL	DRAWN BY: B. KIPP
DESIGNED BY: B. KIPP	CHECKED BY: HSD
CROSS SECTIONS	SHEET 250 OF 444



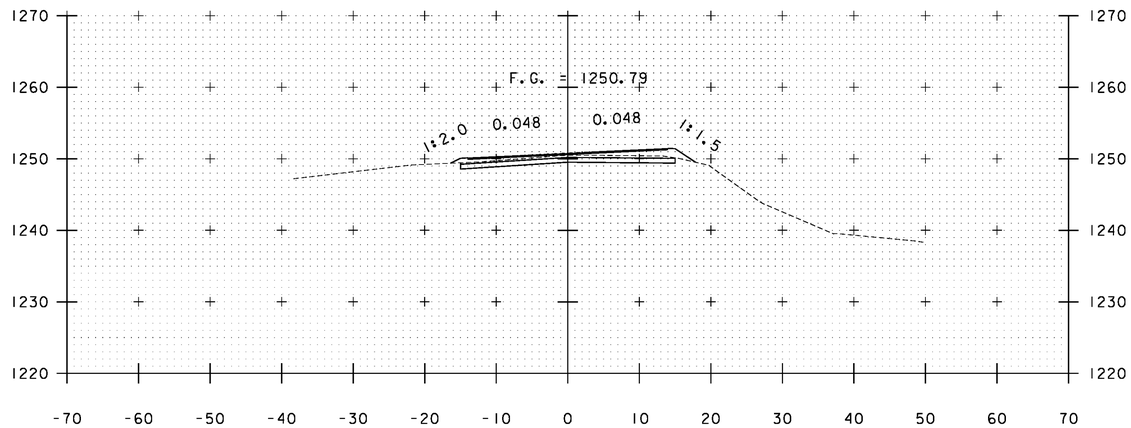
A 197+50



A 198+50



A 197+00



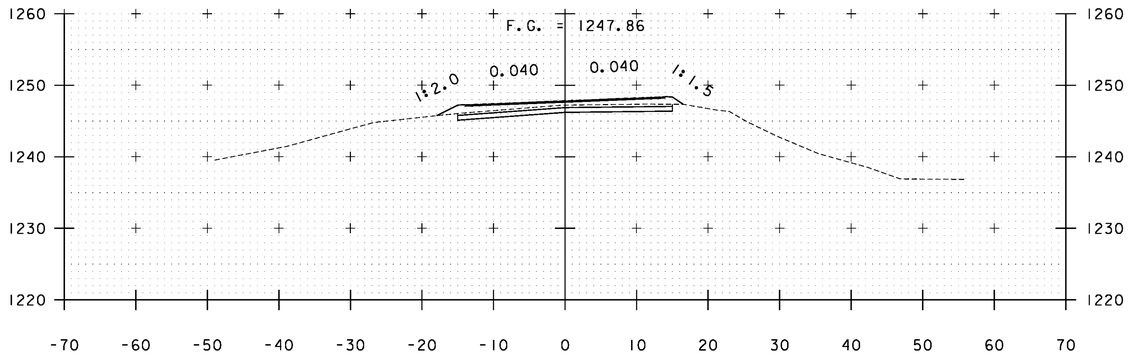
A 198+00

STA. A 197+00 TO STA. A 198+50

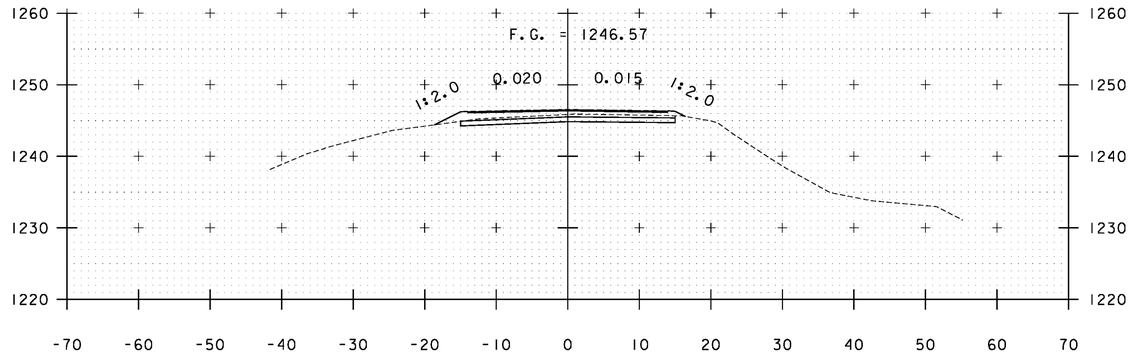
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

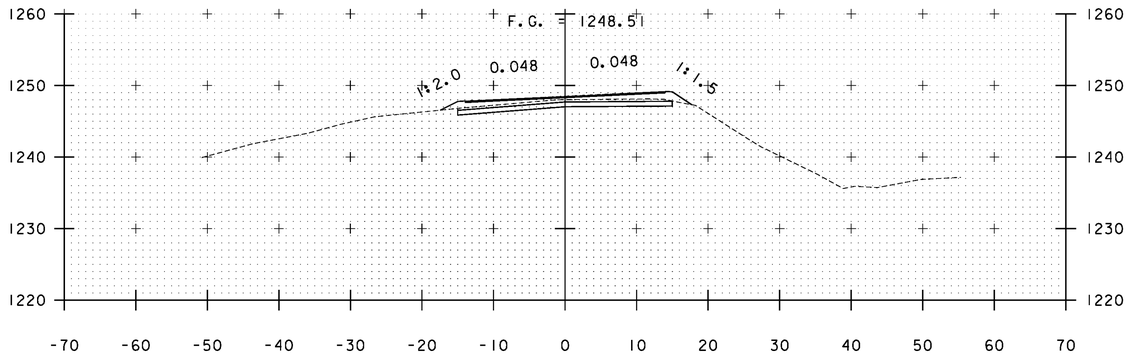
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 251 OF 444



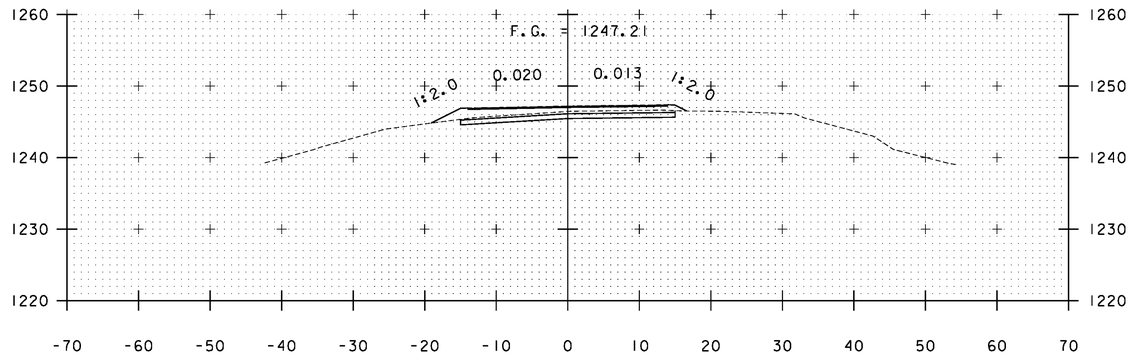
A 200+00



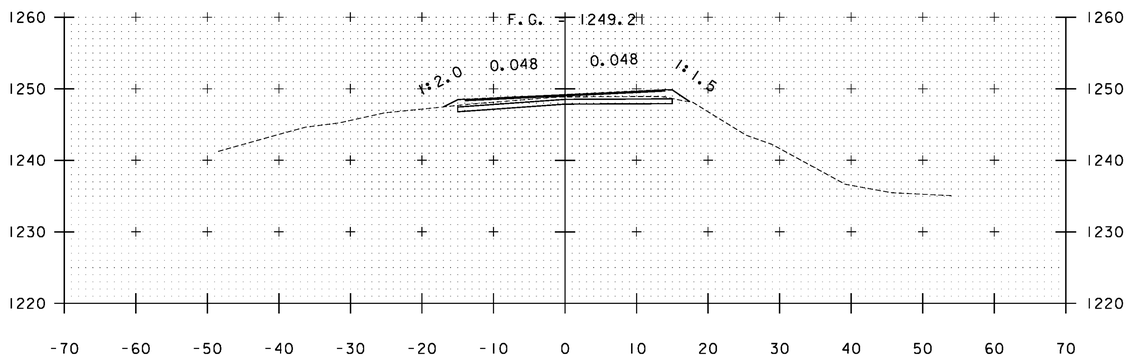
A 201+00



A 199+50



A 200+50



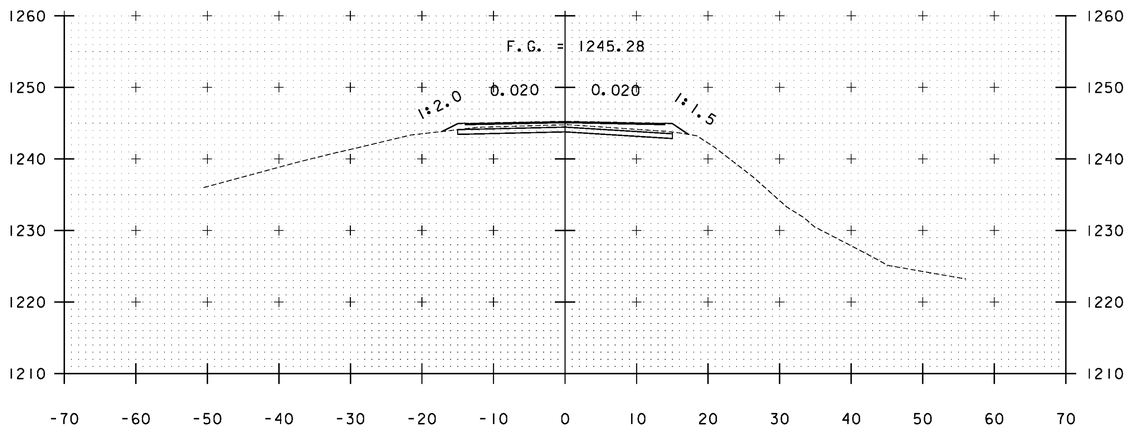
A 199+00

STA. A 199+00 TO STA. A 201+00

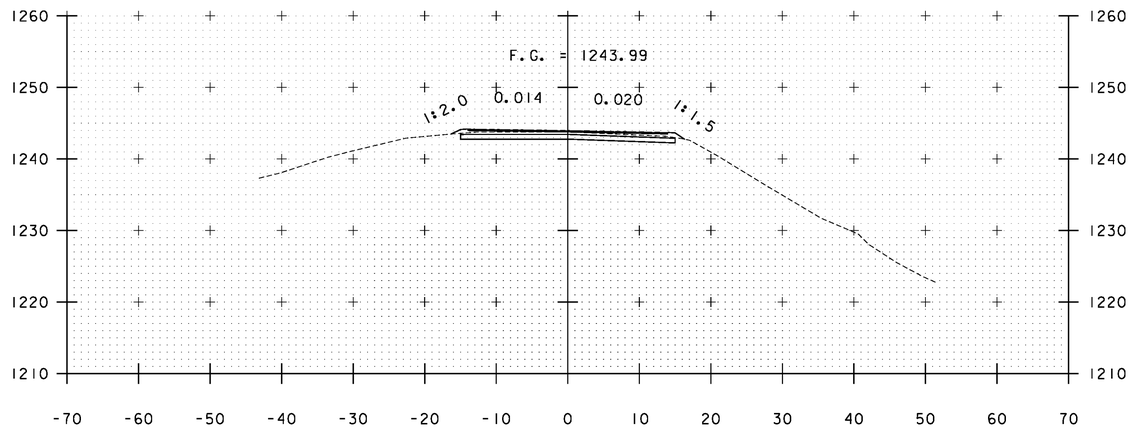
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

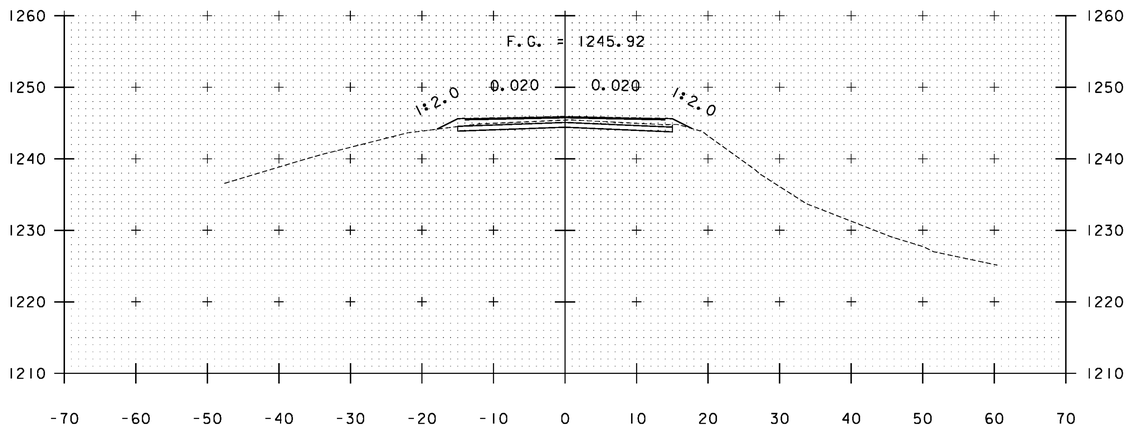
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 252 OF 444



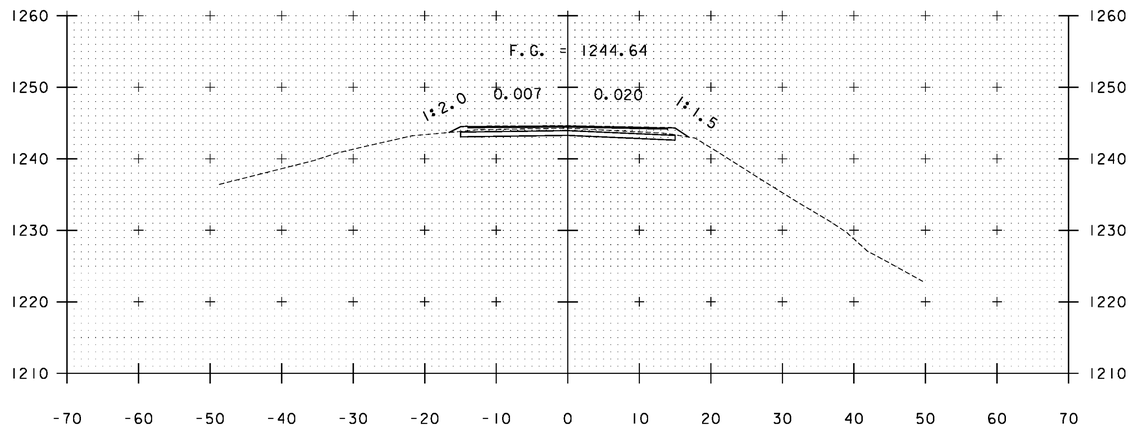
A 202+00



A 203+00



A 201+50



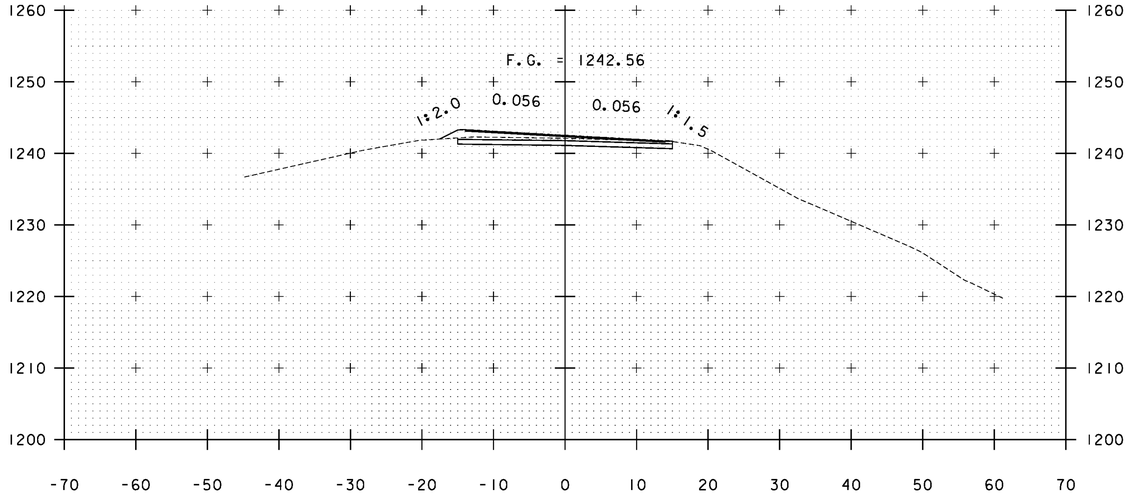
A 202+50

STA. A 201+50 TO STA. A 203+00

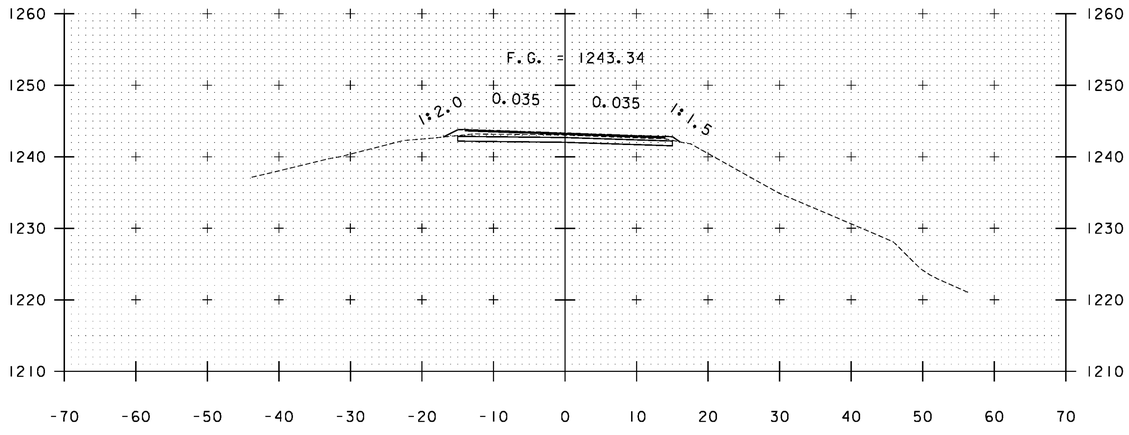
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

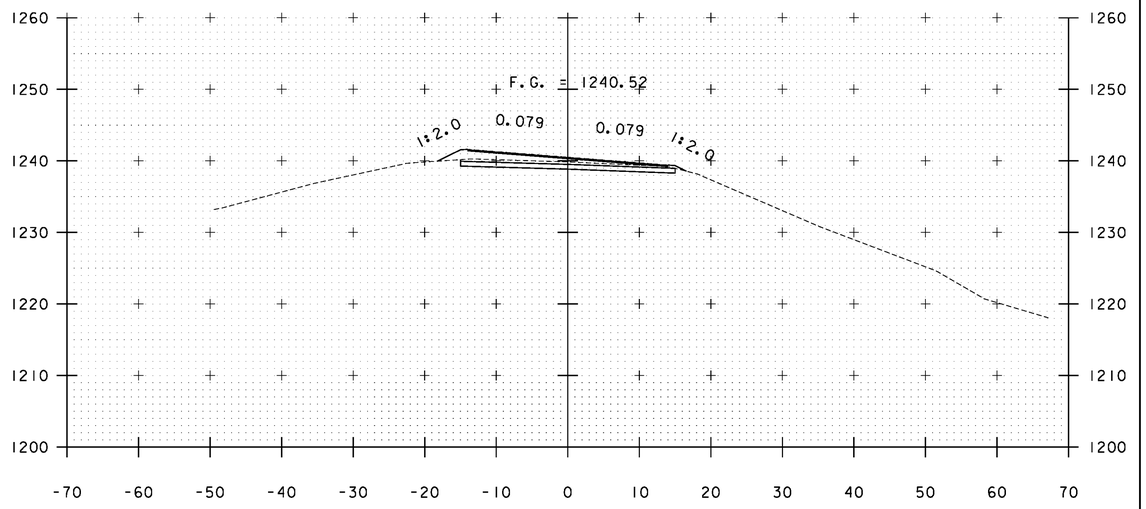
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 253 OF 444



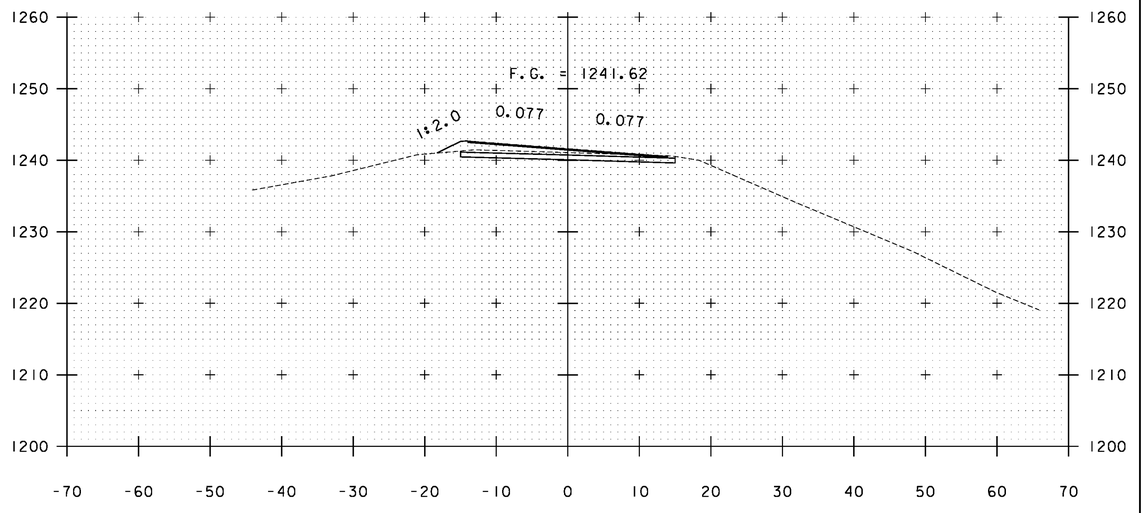
A 204+00



A 203+50



A 205+00



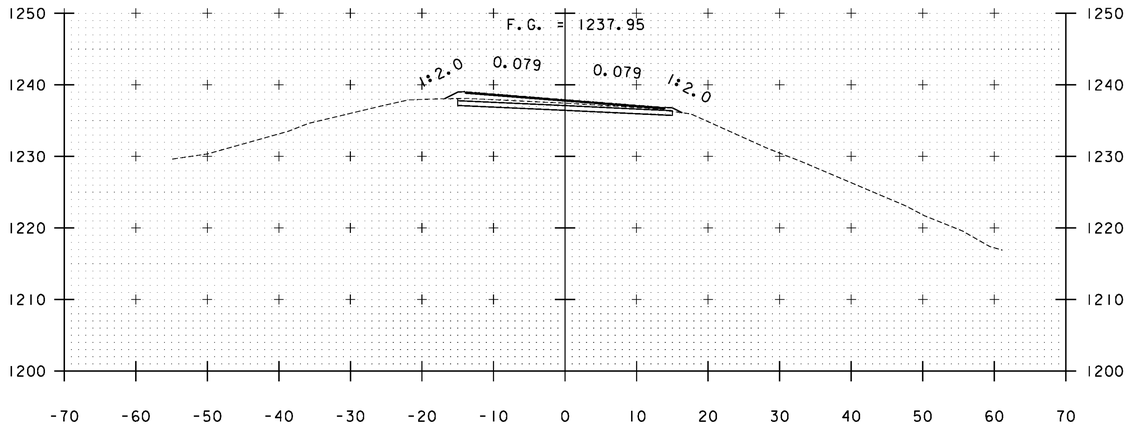
A 204+50

STA. A 203+50 TO STA. A 205+00

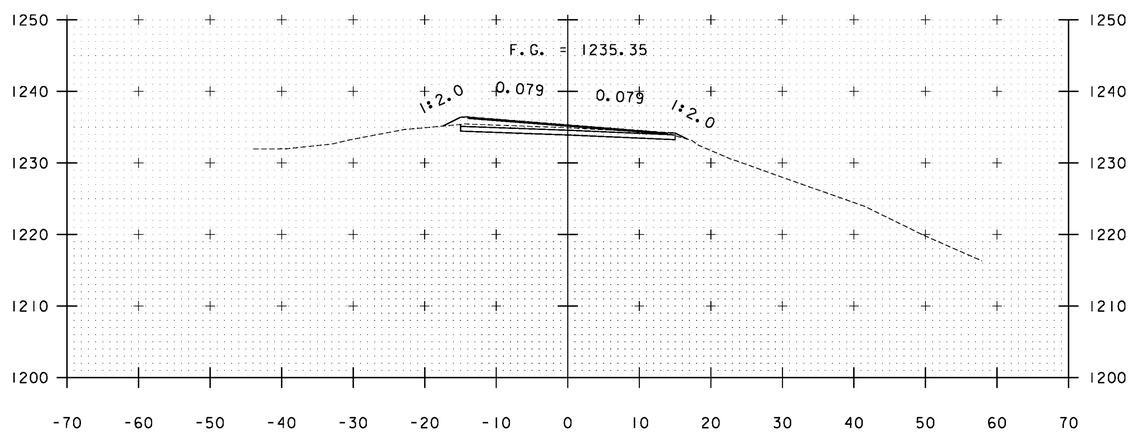
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

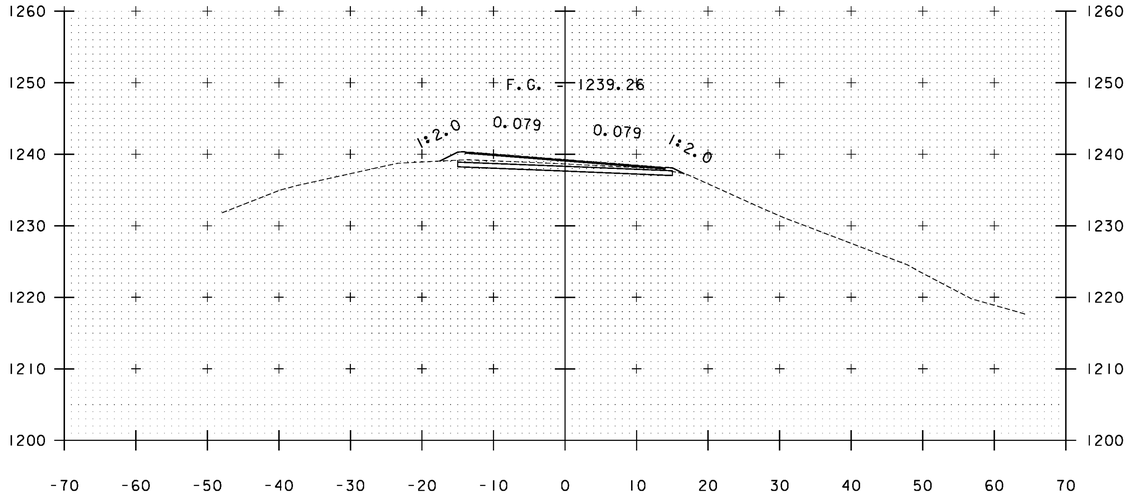
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 254 OF 444



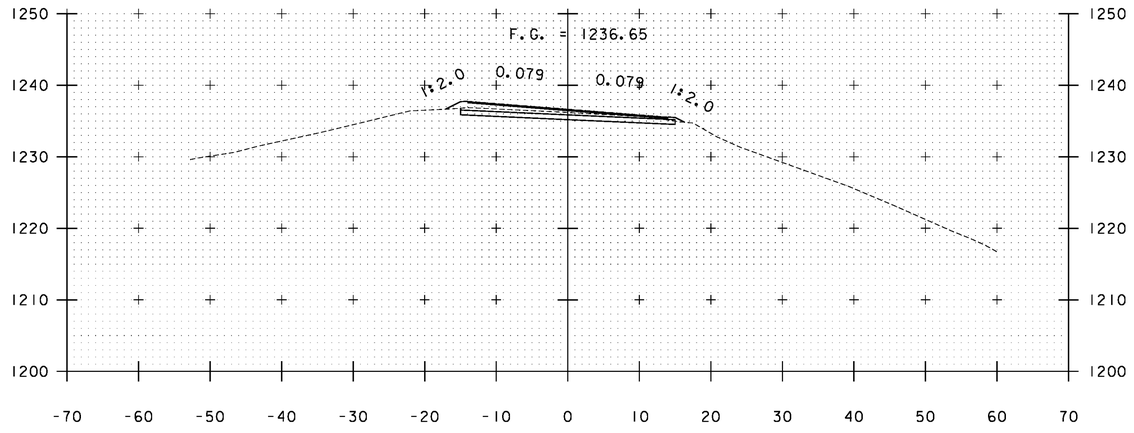
A 206+00



A 207+00



A 205+50



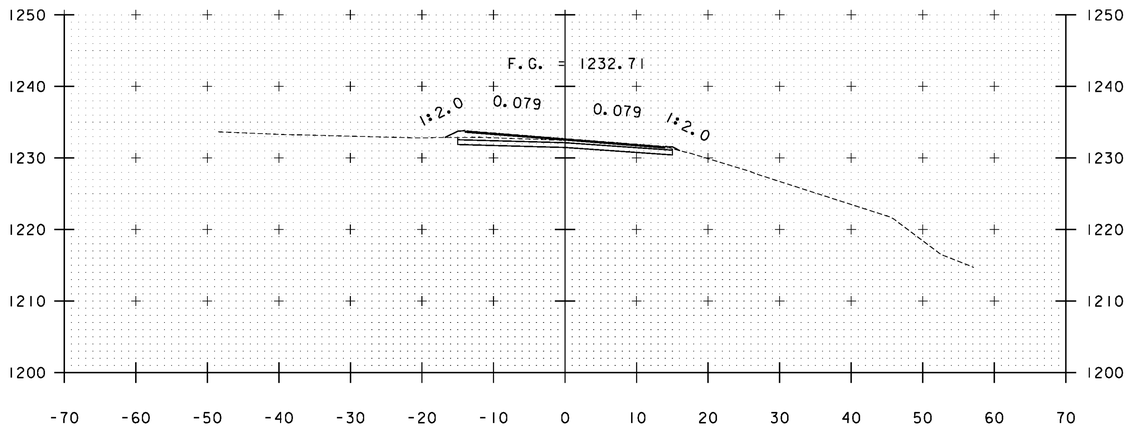
A 206+50

STA. A 205+50 TO STA. A 207+00

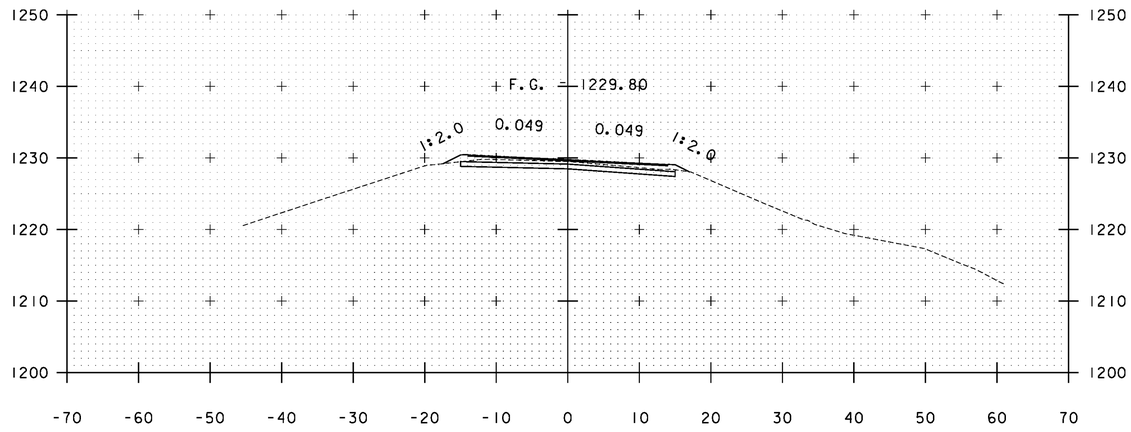
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

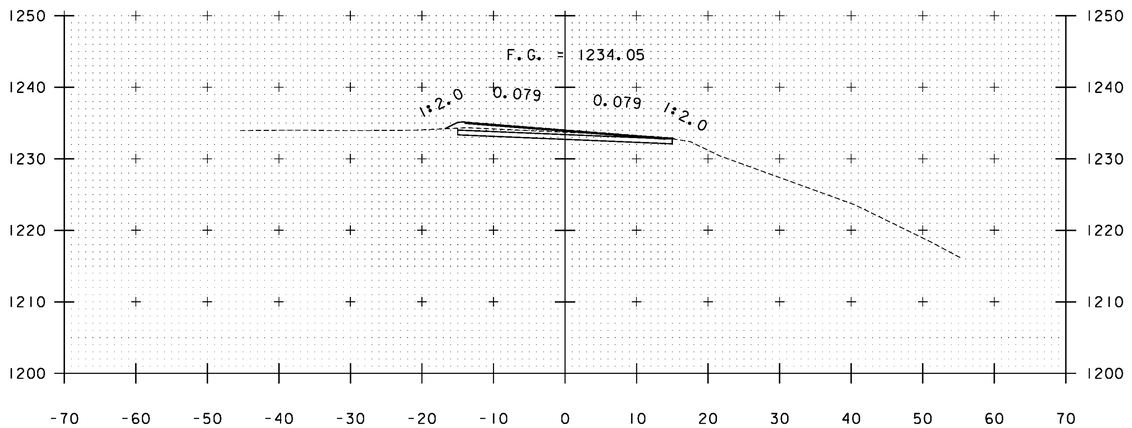
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 255 OF 444



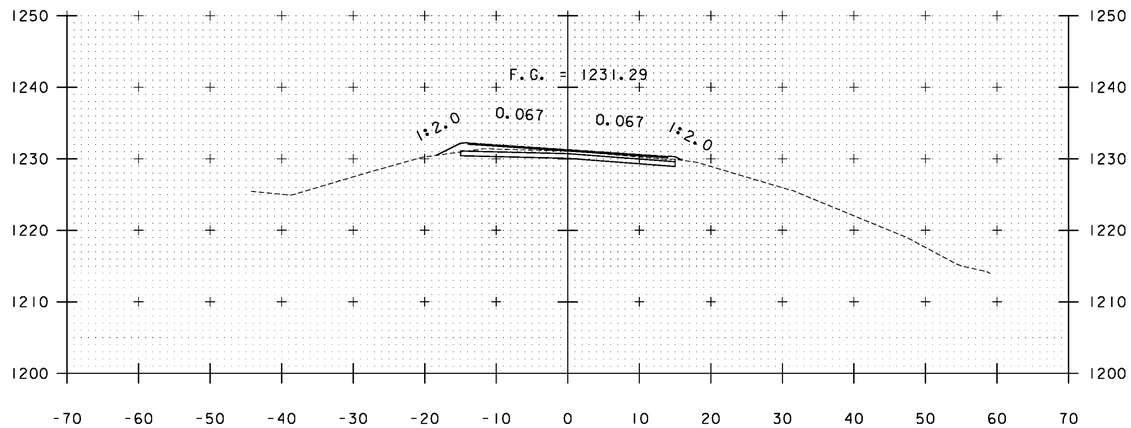
A 208+00



A 209+00



A 207+50



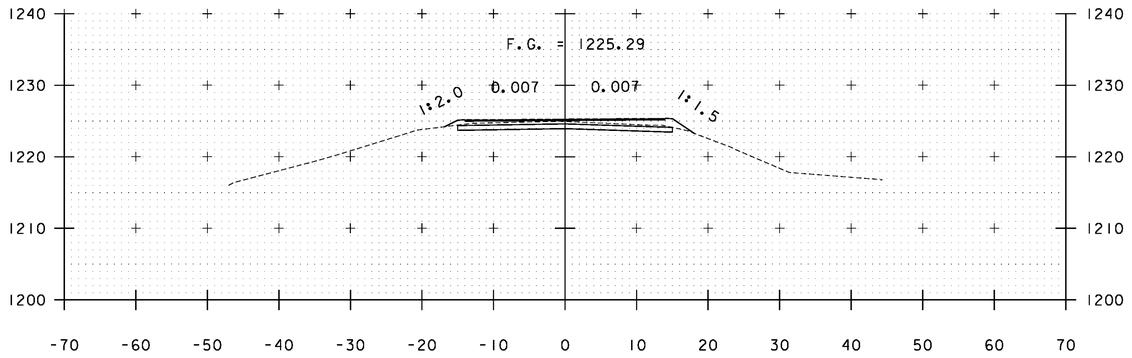
A 208+50

STA. A 207+50 TO STA. A 209+00

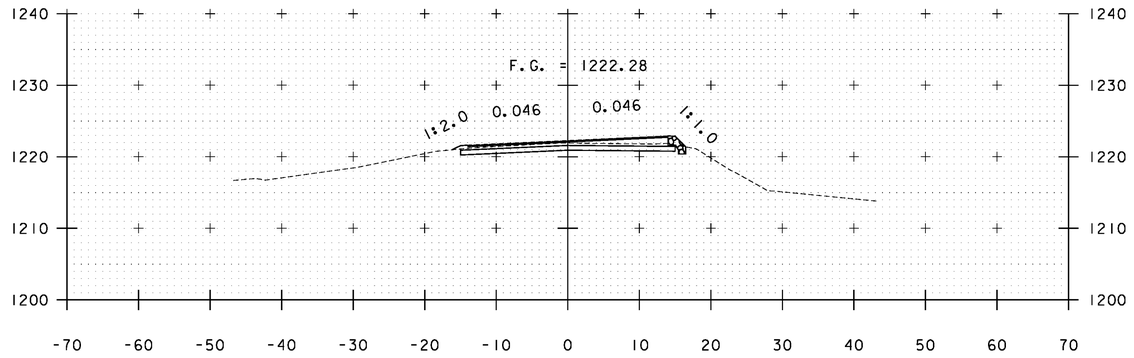
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

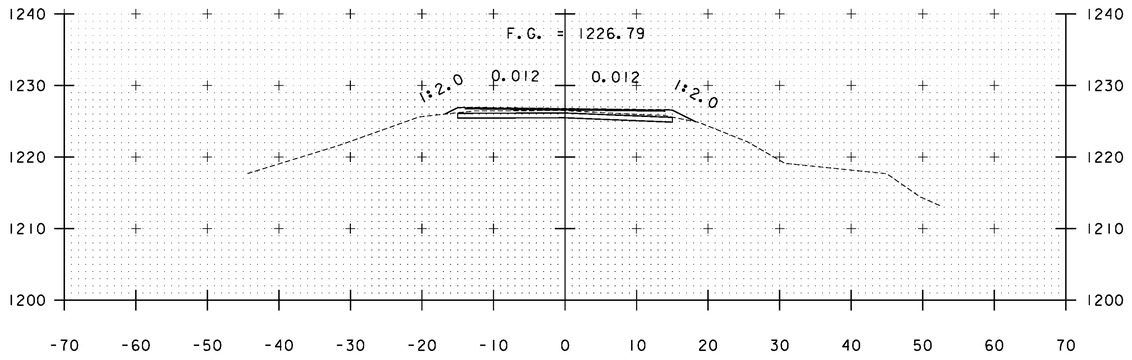
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 256 OF 444



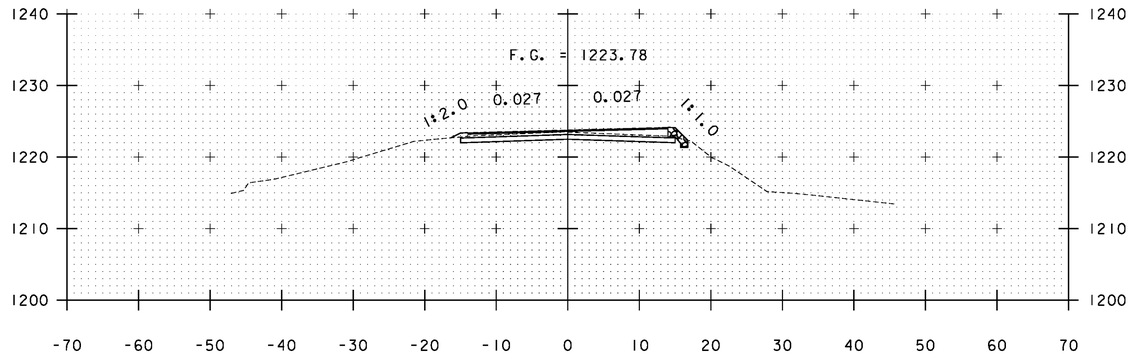
A 210+50



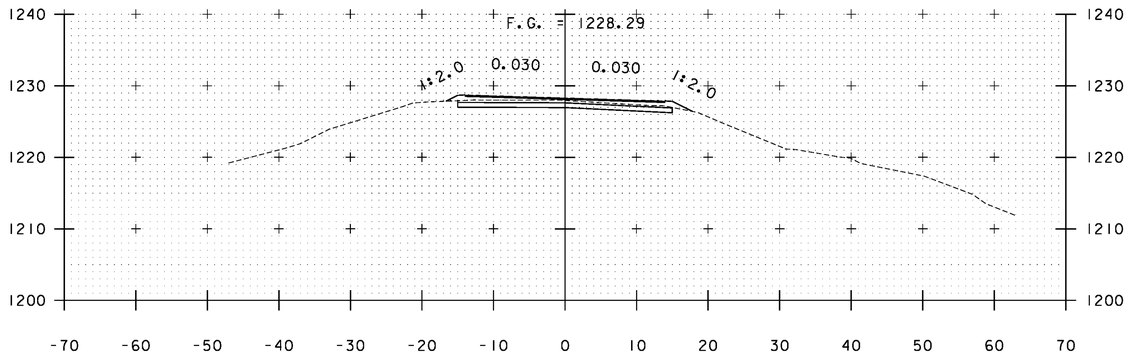
A 211+50



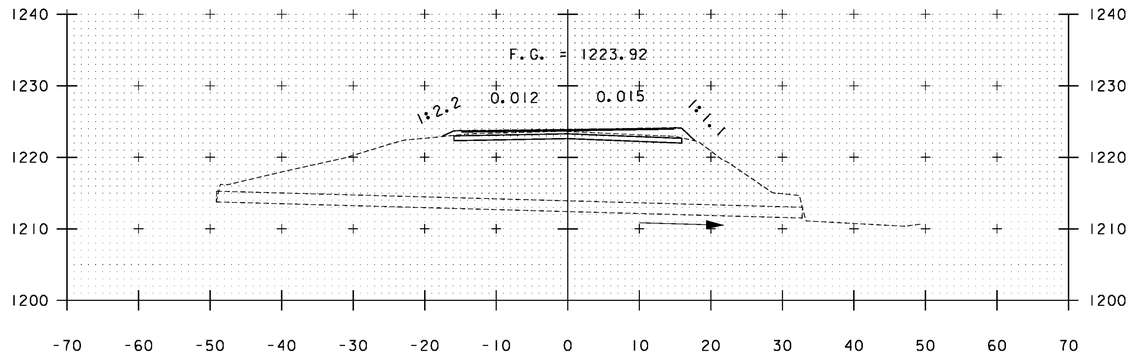
A 210+00



A 211+00



A 209+50



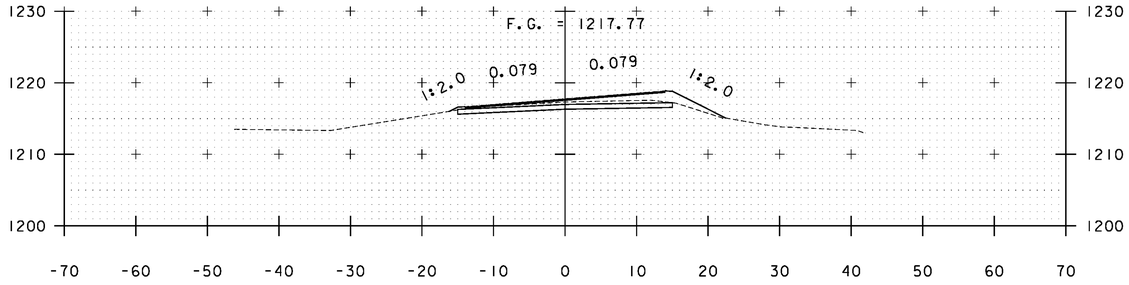
A 210+96

STA. A 209+50 TO STA. A 211+50

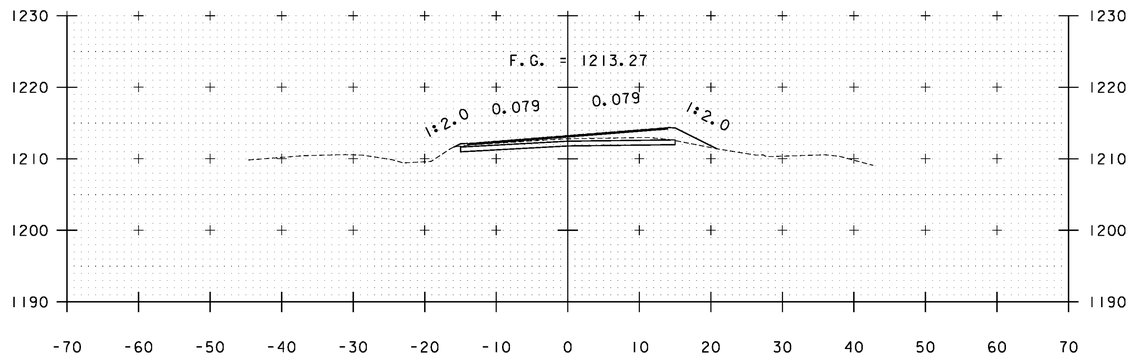
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

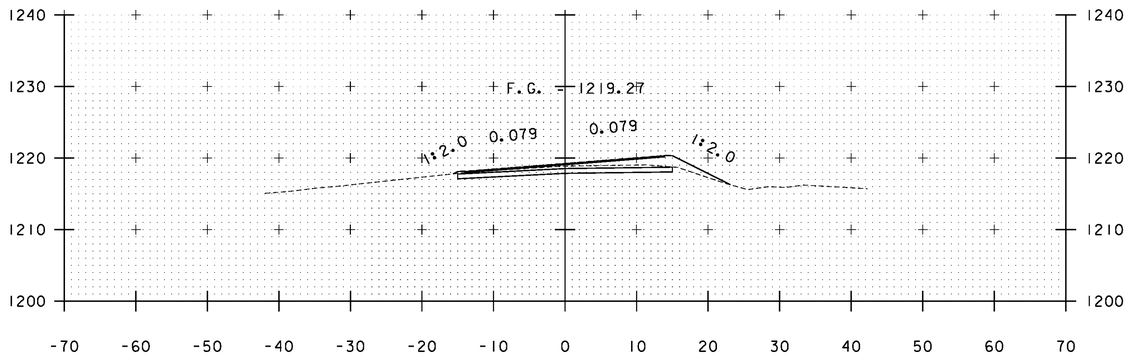
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 257 OF 444



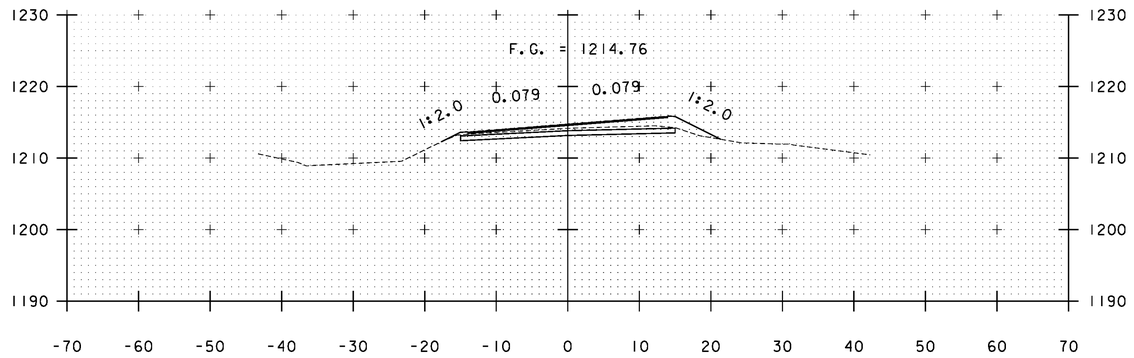
A 213+00



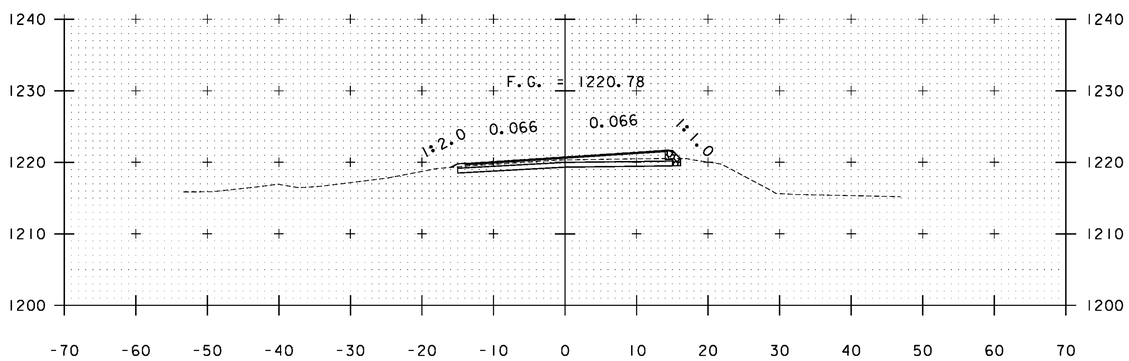
A 214+50



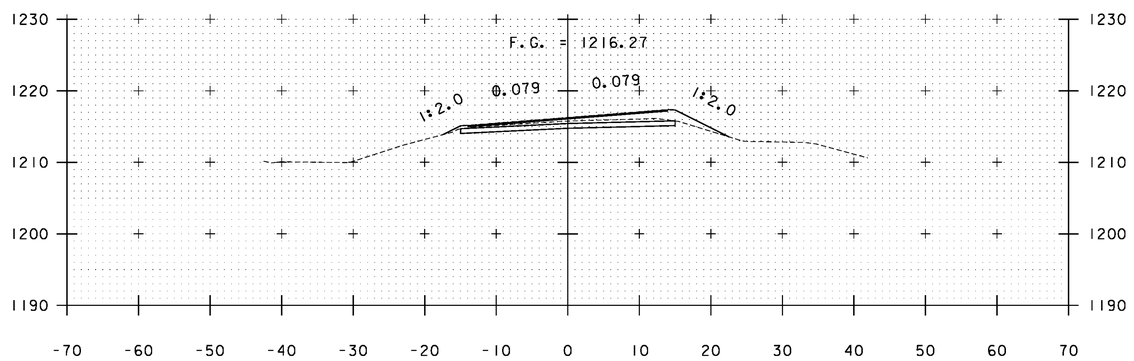
A 212+50



A 214+00



A 212+00



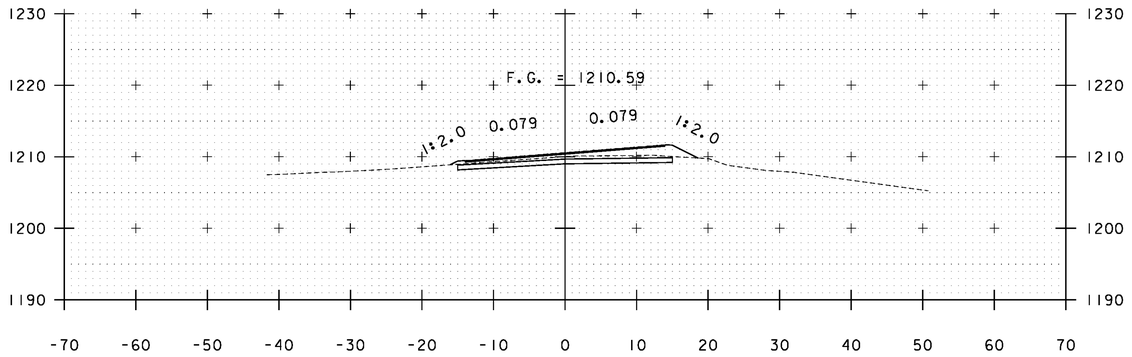
A 213+50

STA. A 212+00 TO STA. A 214+50

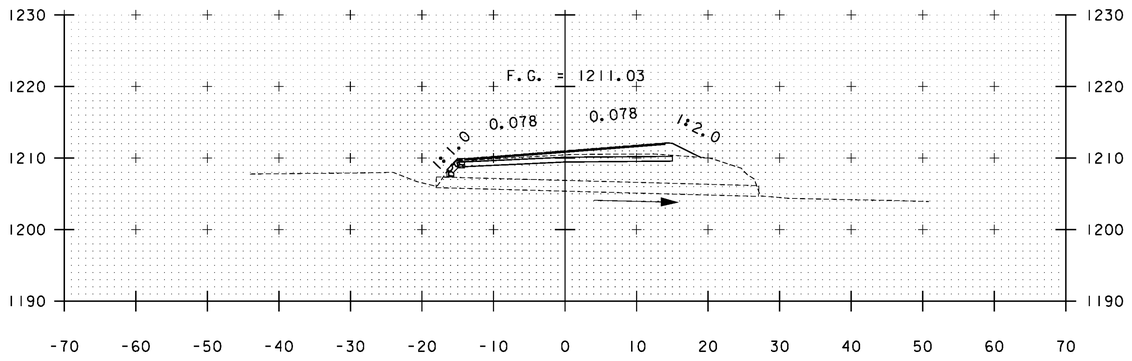
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

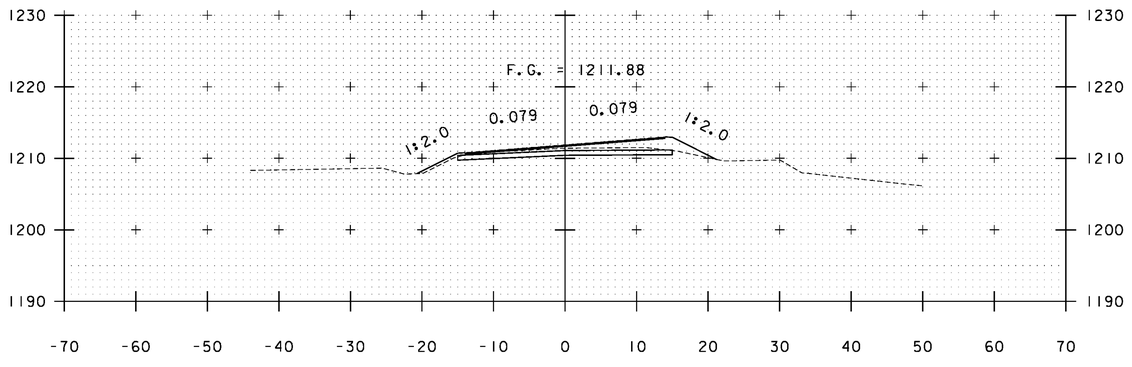
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 258 OF 444



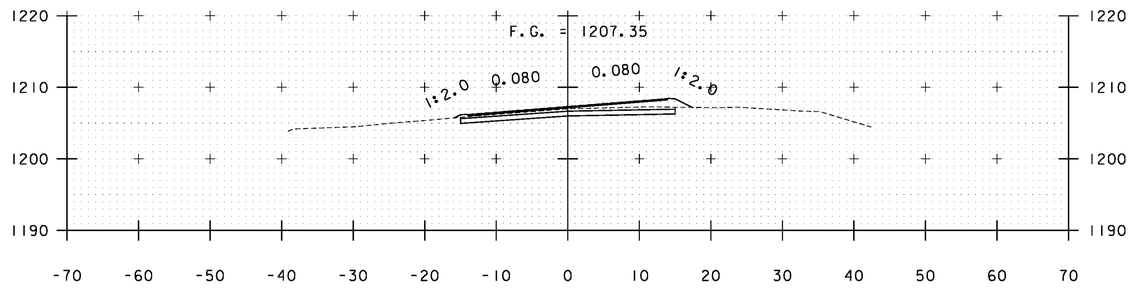
A 215+50



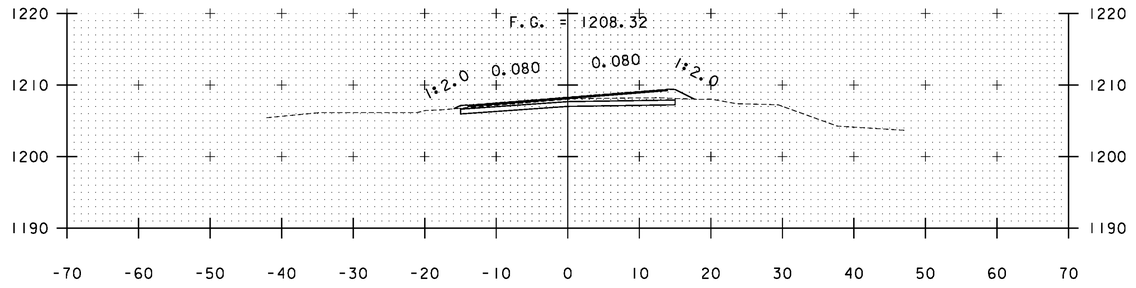
A 215+32



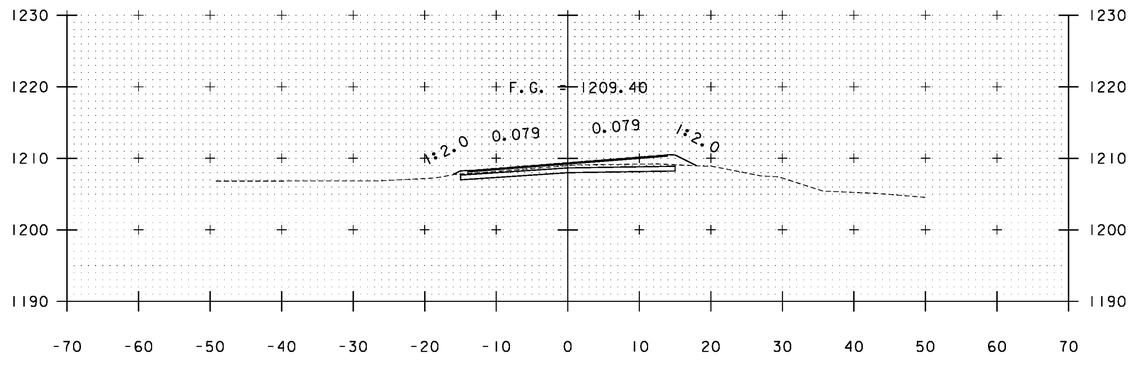
A 215+00



A 217+00



A 216+50



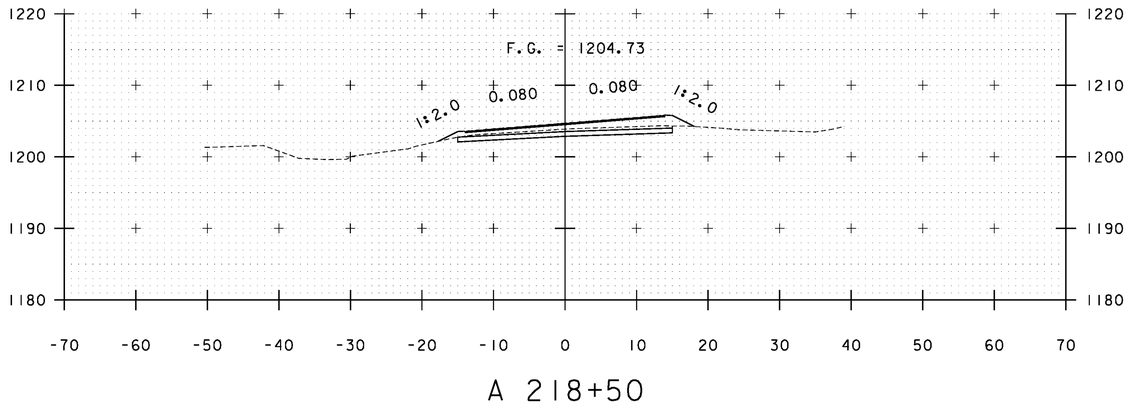
A 216+00

STA. A 215+00 TO STA. A 217+00

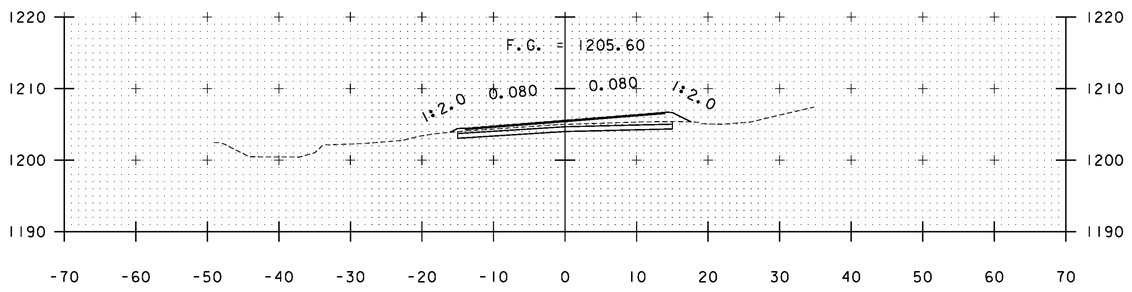
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

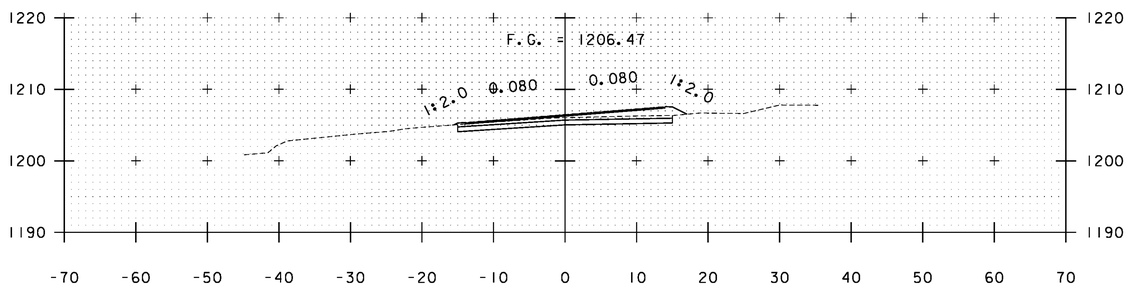
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 259 OF 444



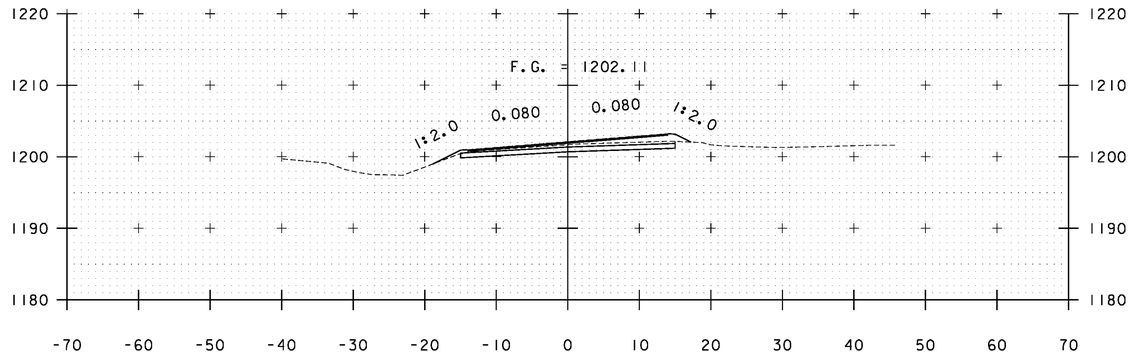
A 218+50



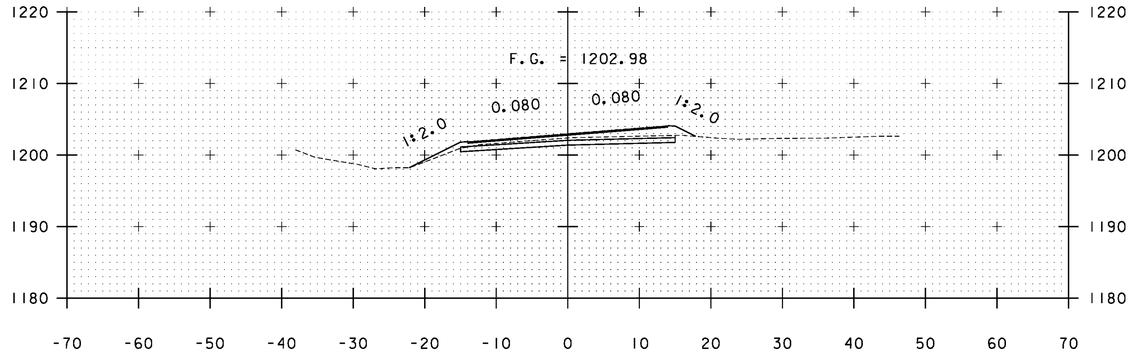
A 218+00



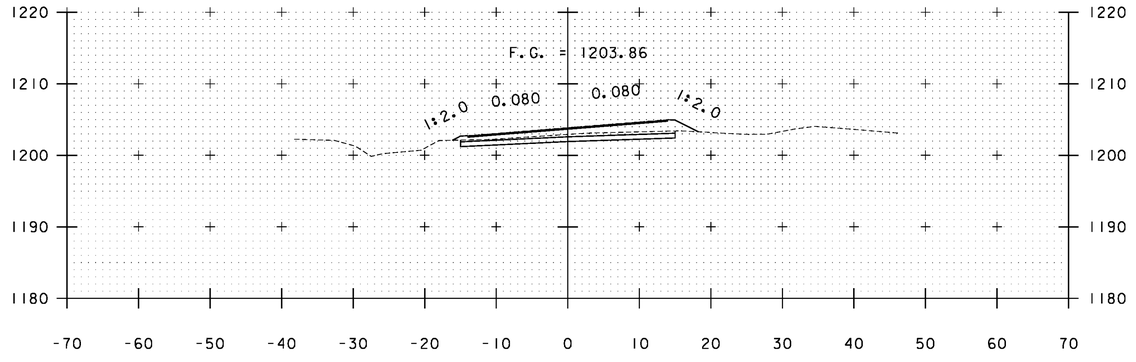
A 217+50



A 220+00



A 219+50



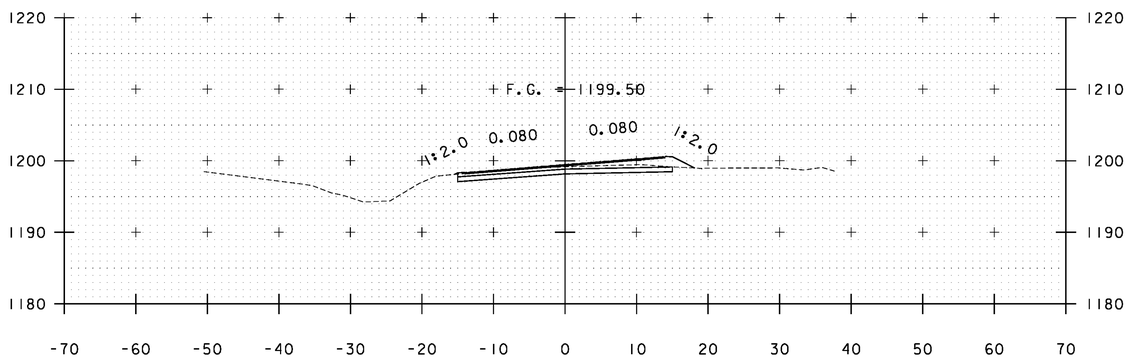
A 219+00

STA. A 217+50 TO STA. A 220+00

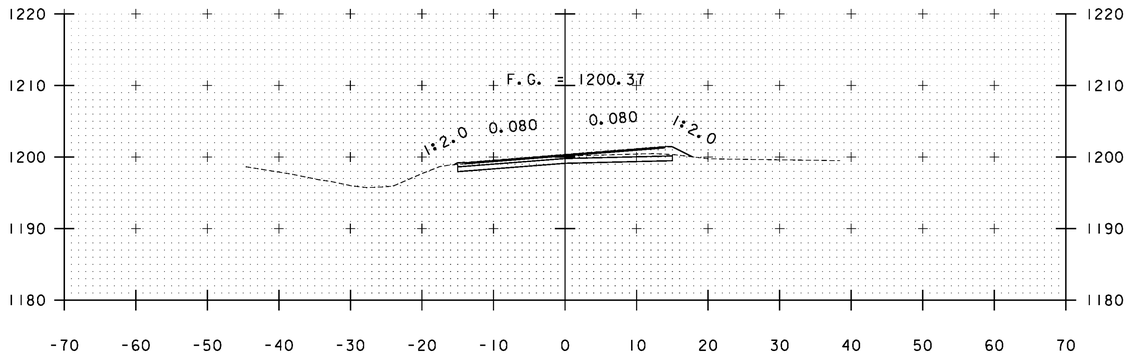
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

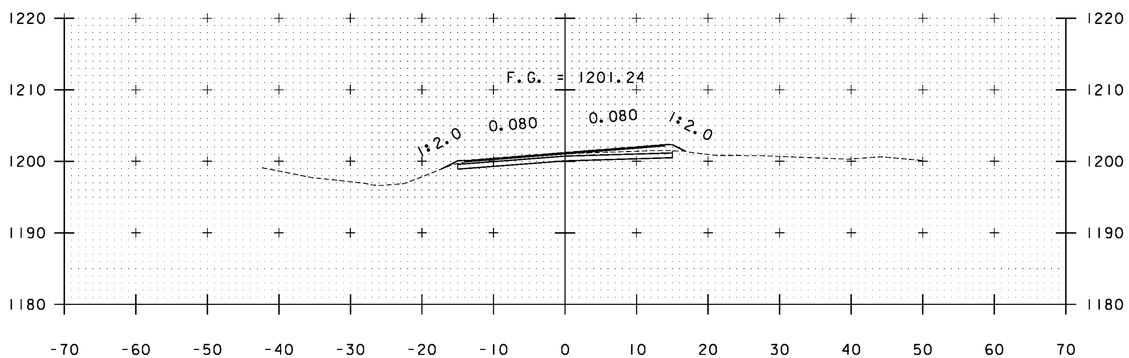
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 260 OF 444



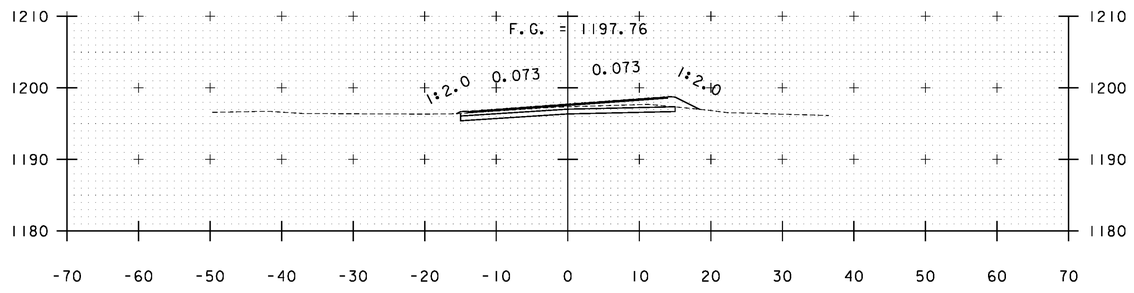
A 221+50



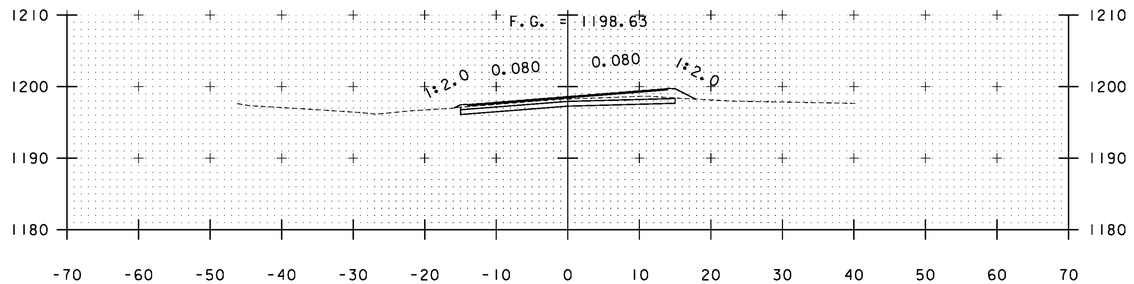
A 221+00



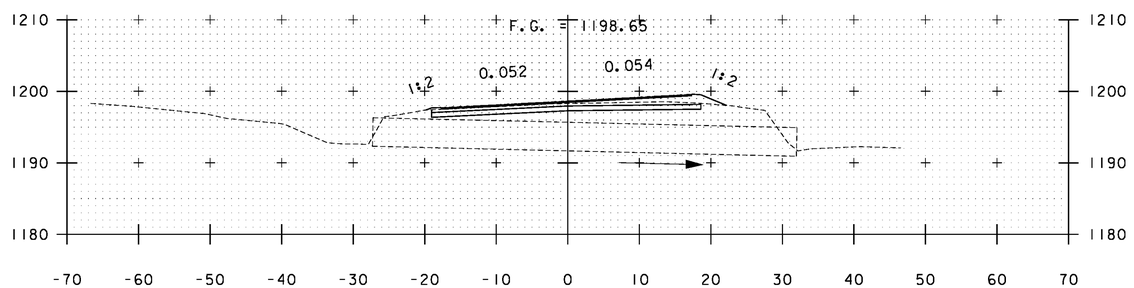
A 220+50



A 222+50



A 222+00



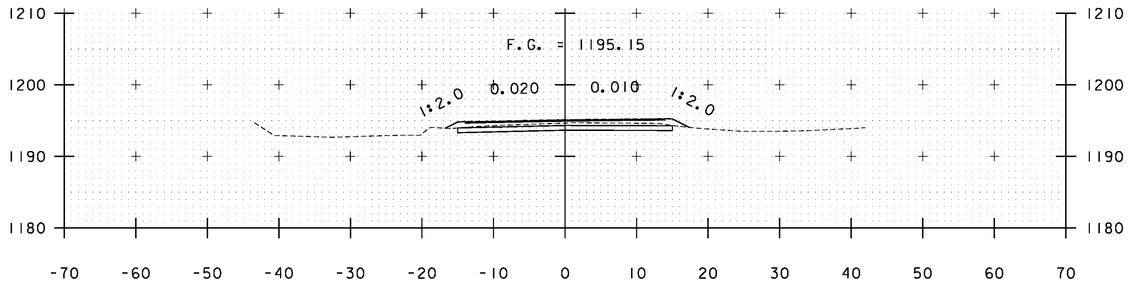
A 221+99

STA. A 220+50 TO STA. A 222+50

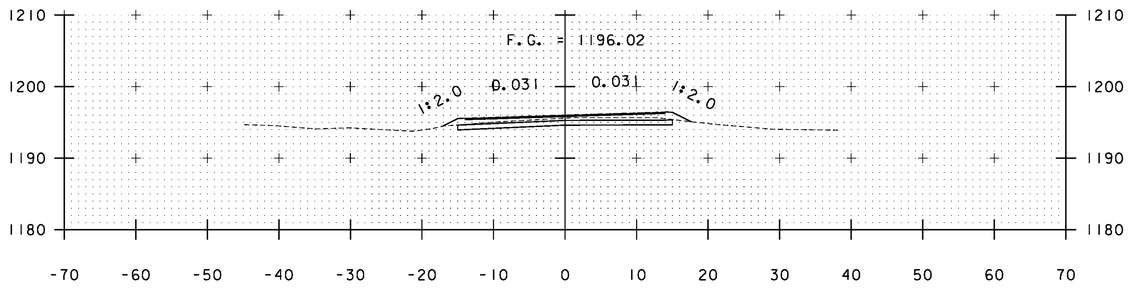
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

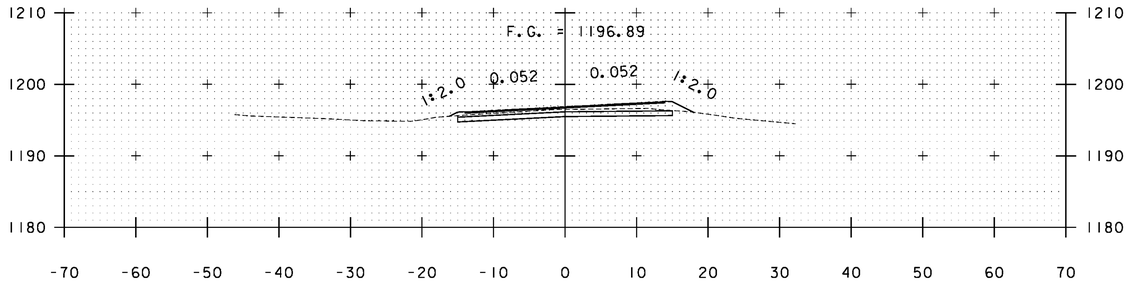
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 261 OF 444



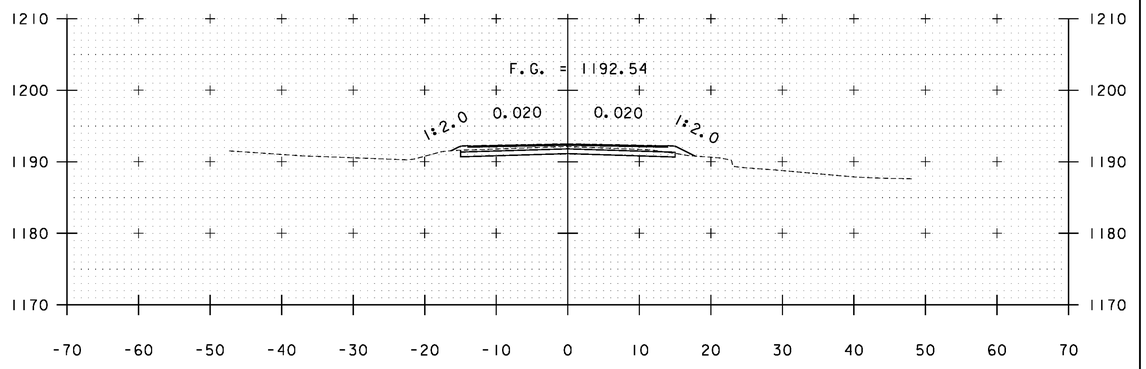
A 224+00



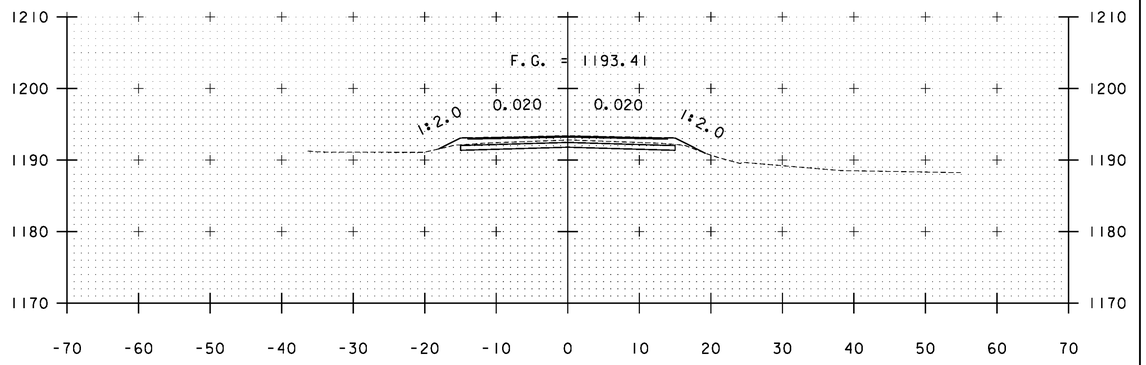
A 223+50



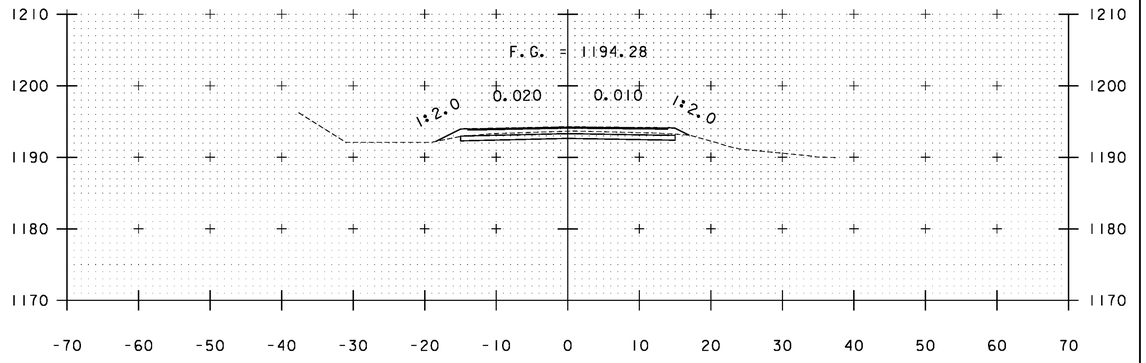
A 223+00



A 225+50



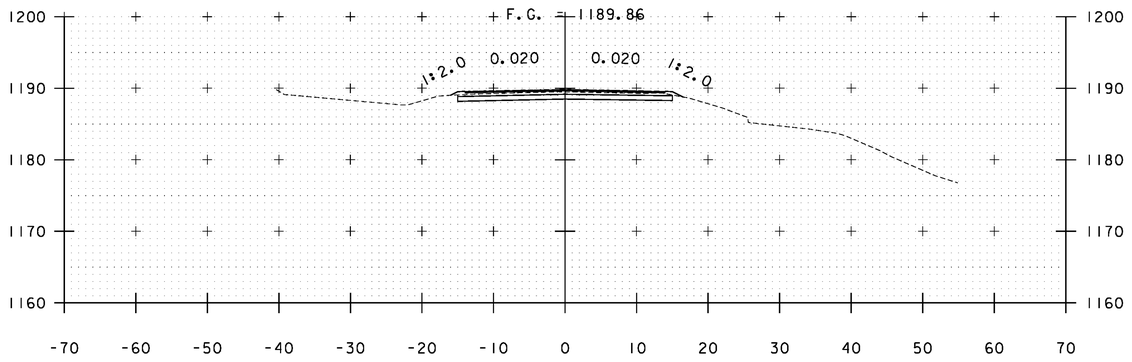
A 225+00



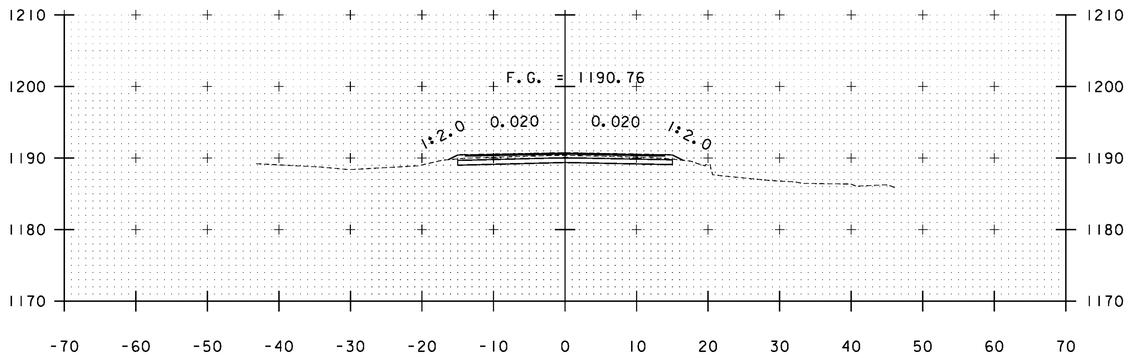
A 224+50

STA. A 223+00 TO STA. A 225+50

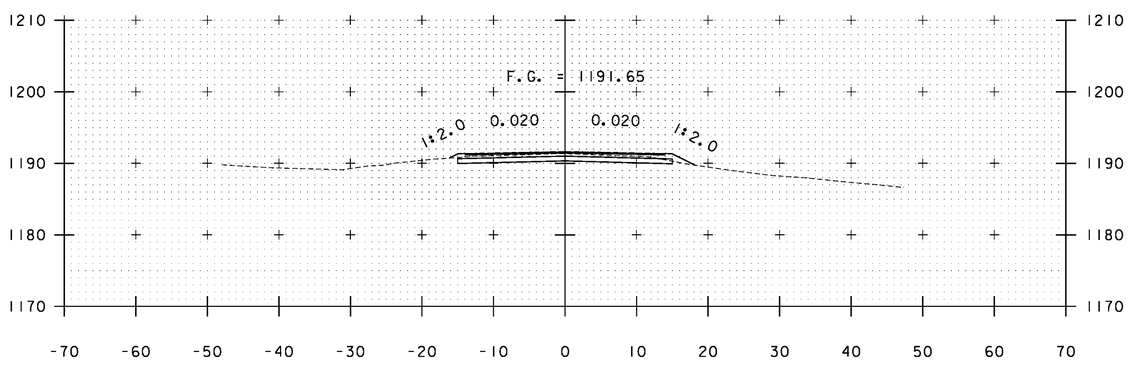
PROJECT NAME:	WARDSBORO-JAMAICA
PROJECT NUMBER:	ER STP 013-1(17)
FILE NAME: xs.dgn	PLOT DATE: 2/26/2014
PROJECT LEADER: K. UPMAL	DRAWN BY: B. KIPP
DESIGNED BY: B. KIPP	CHECKED BY: HSD
CROSS SECTIONS	SHEET 262 OF 444



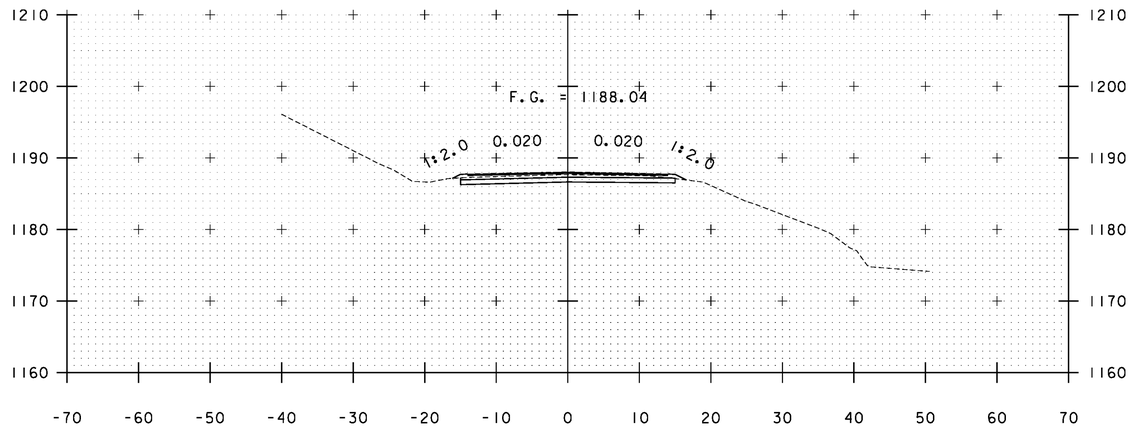
A 227+00



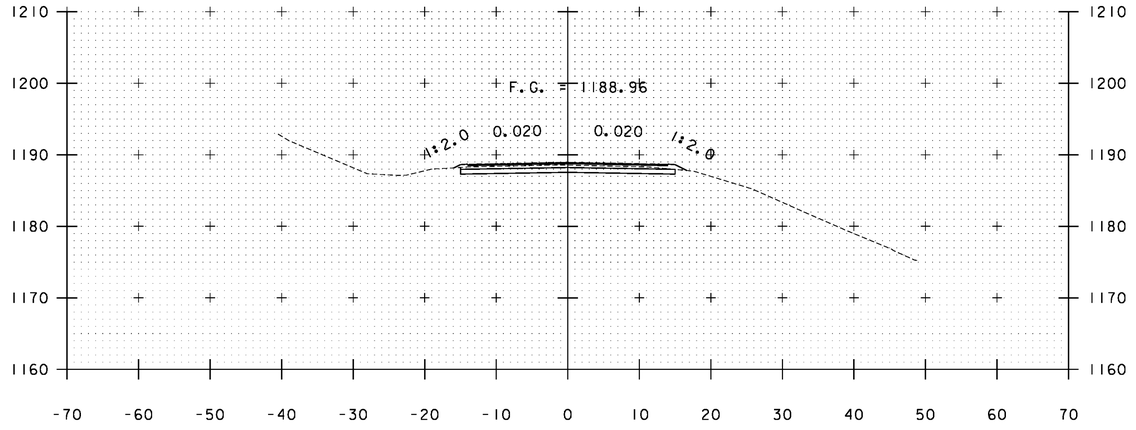
A 226+50



A 226+00



A 228+00



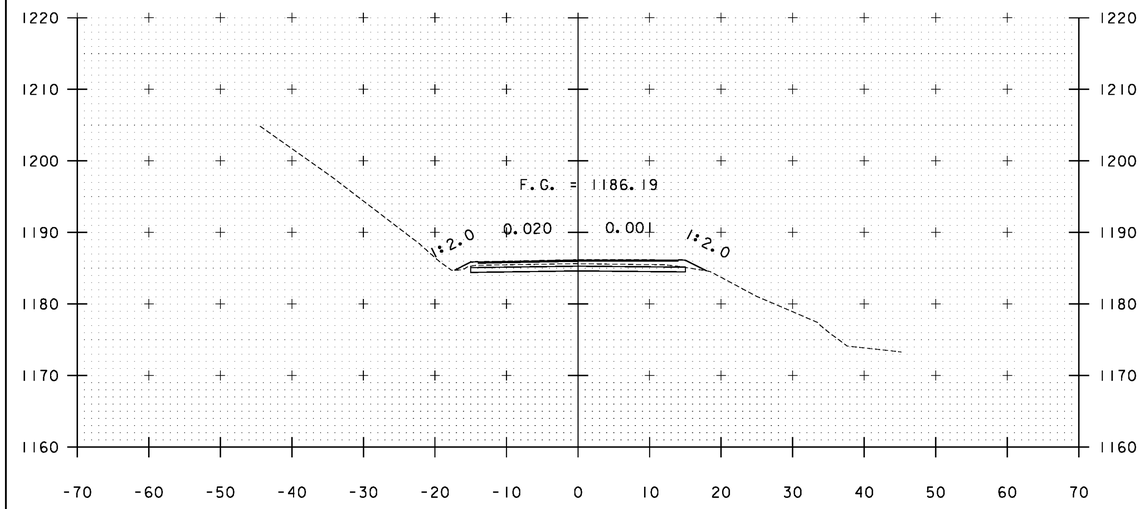
A 227+50

STA. A 226+00 TO STA. A 228+00

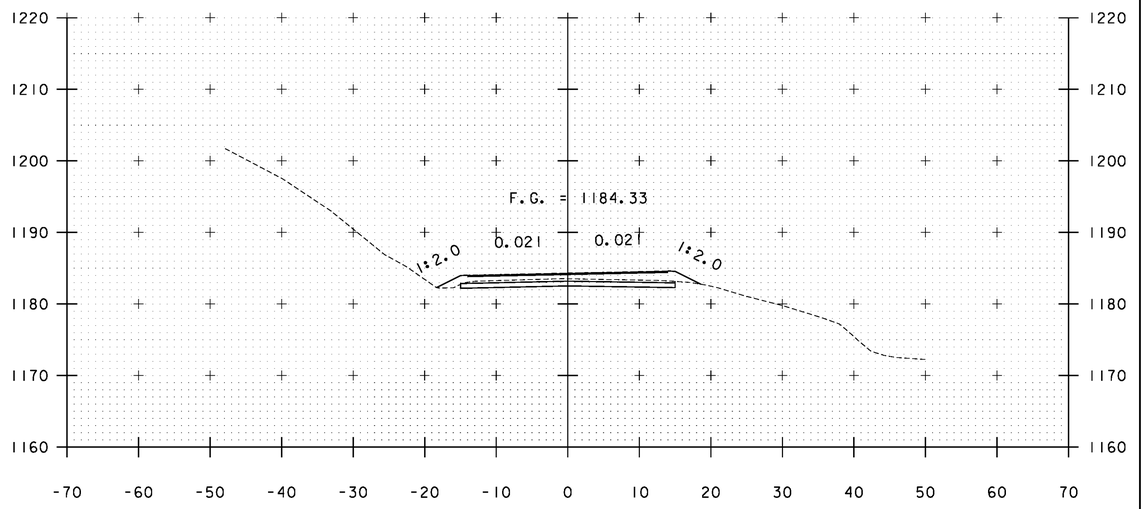
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

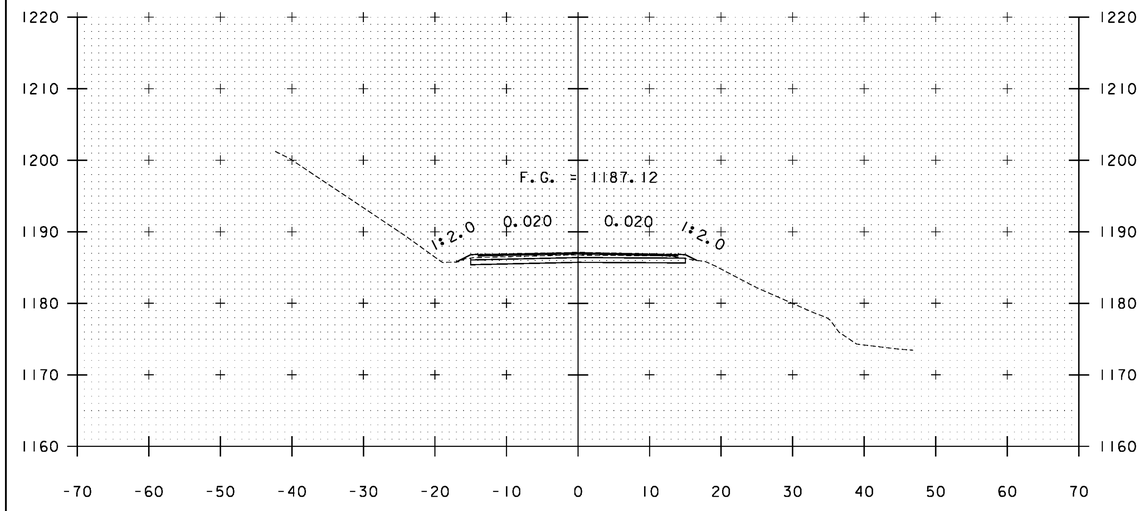
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 263 OF 444



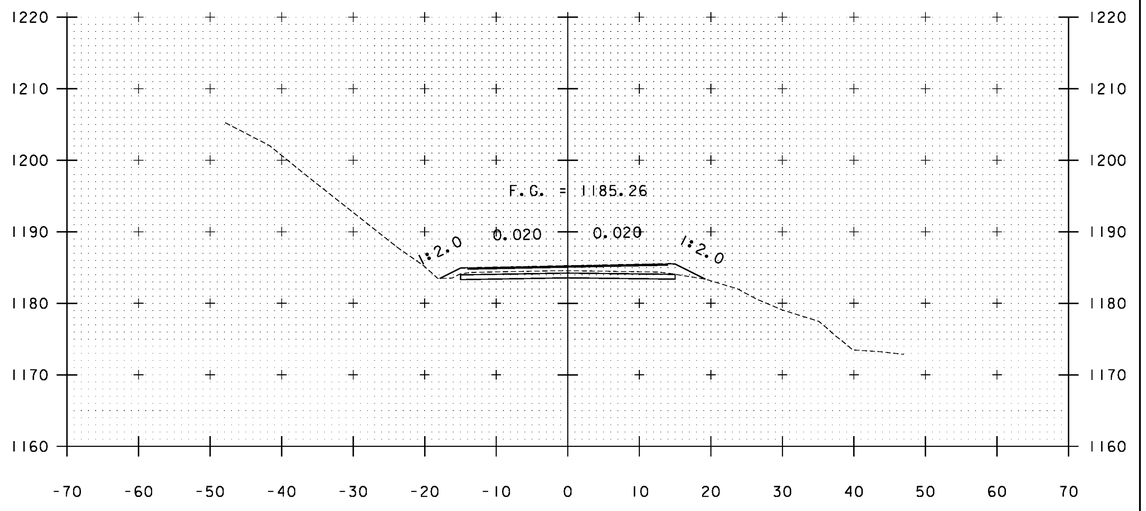
A 229+00



A 230+00



A 228+50



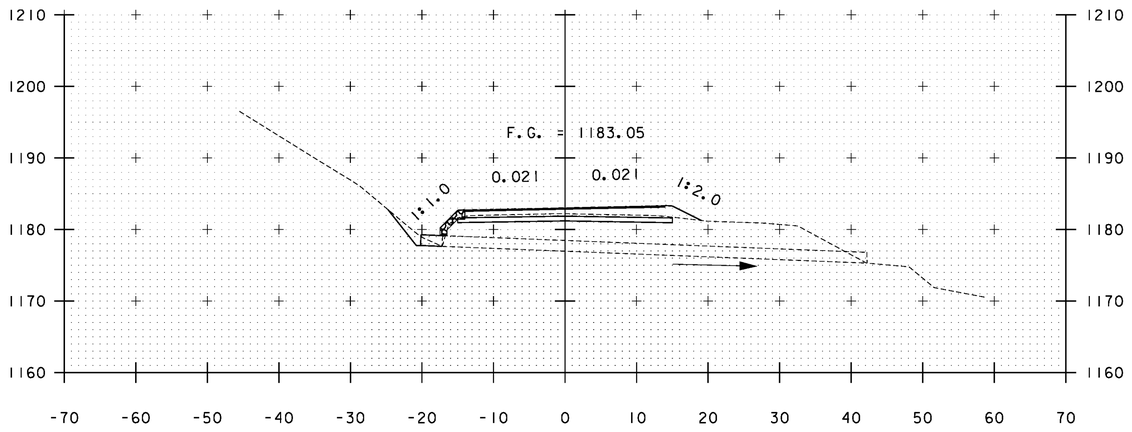
A 229+50

STA. A 228+50 TO STA. A 230+00

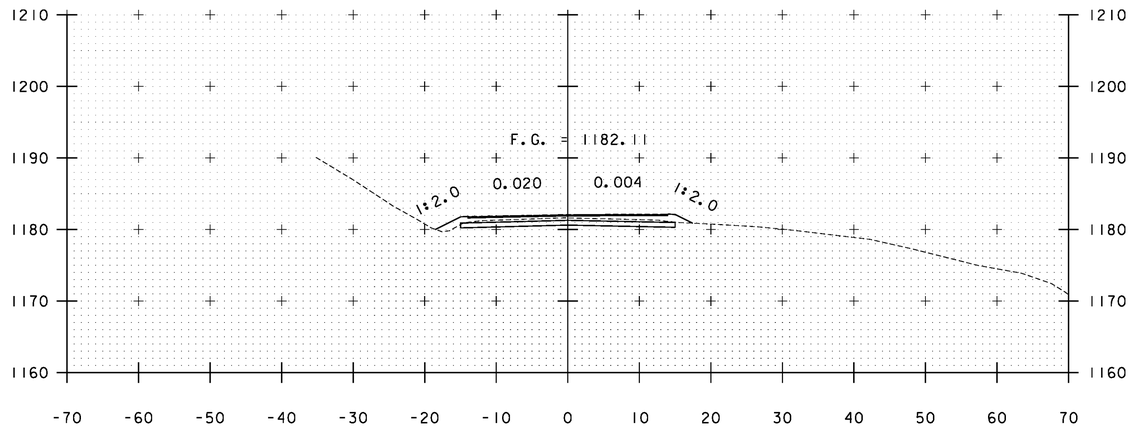
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

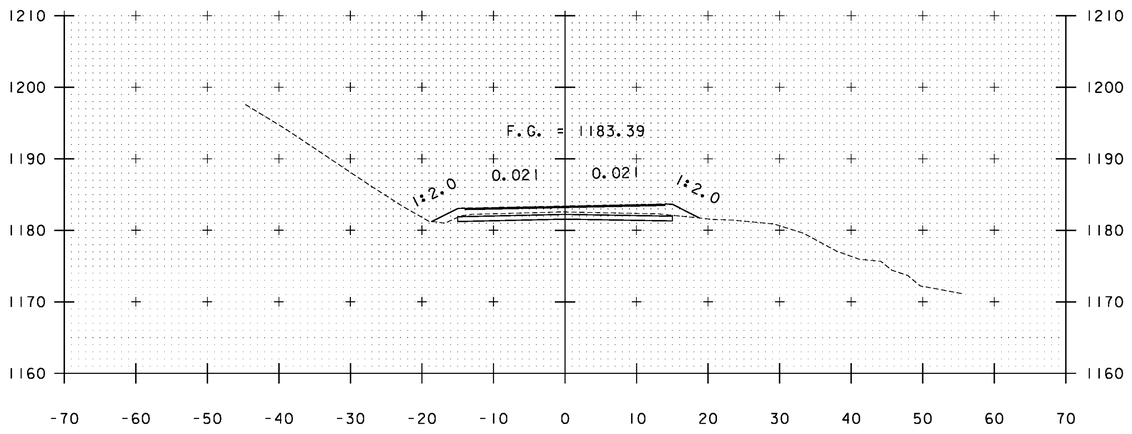
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 264 OF 444



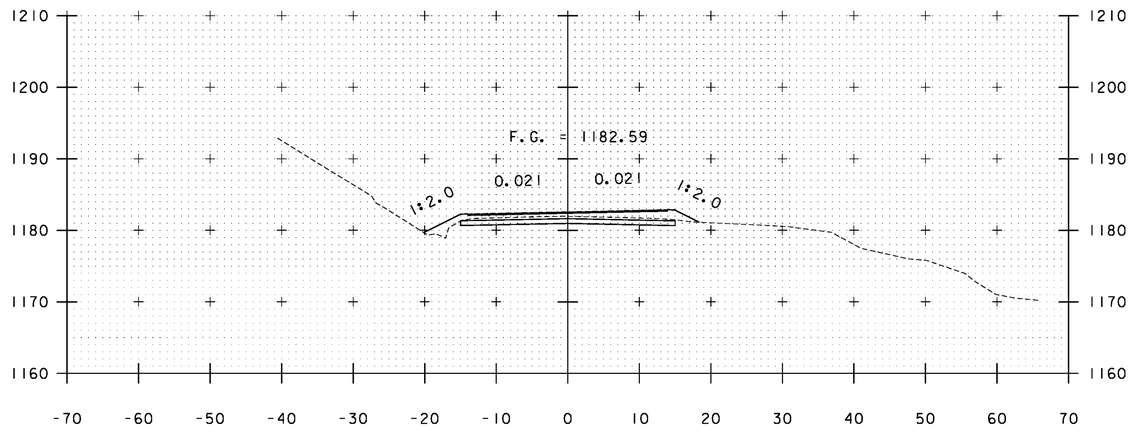
A 230+69



A 231+50



A 230+50



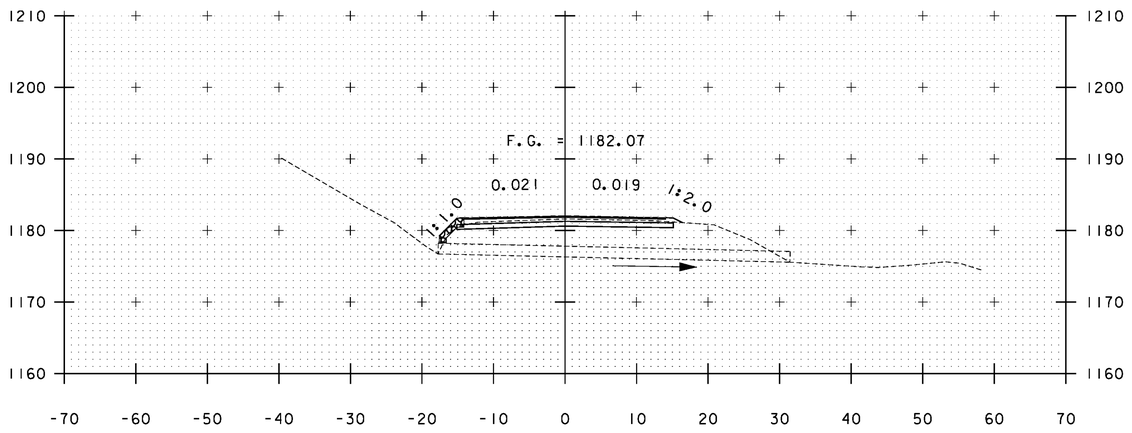
A 231+00

STA. A 230+50 TO STA. A 231+50

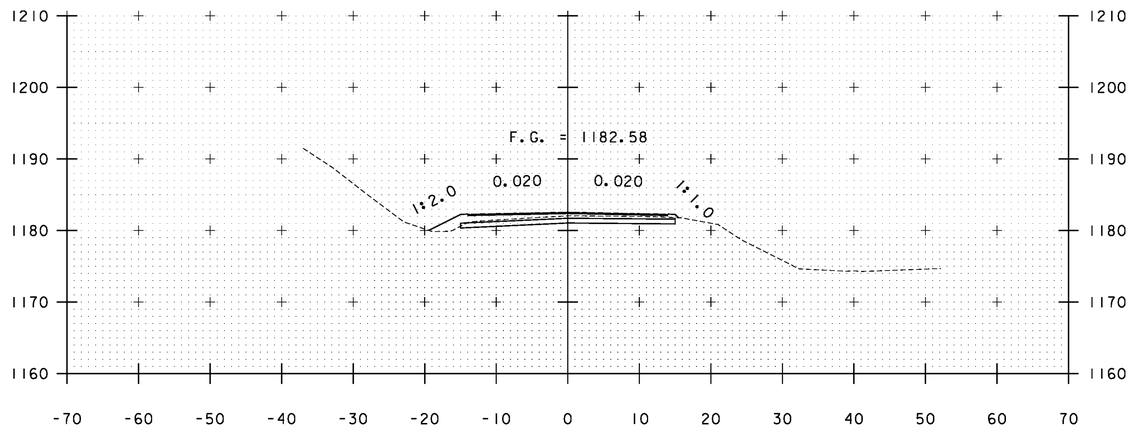
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

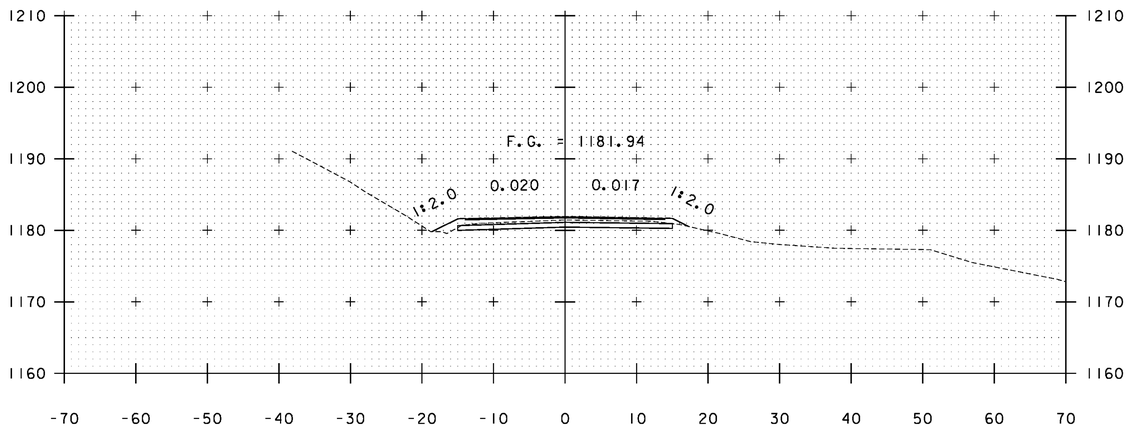
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 265 OF 444



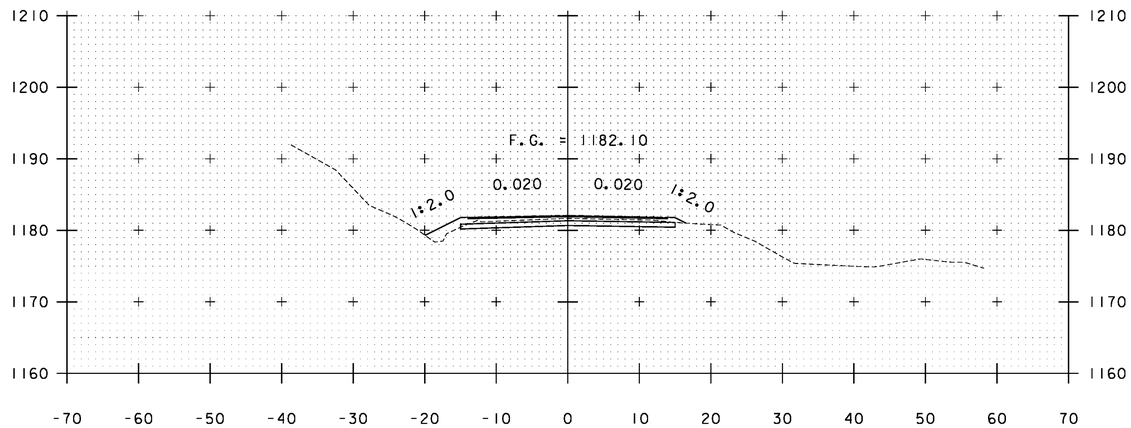
A 232+45



A 233+00



A 232+00



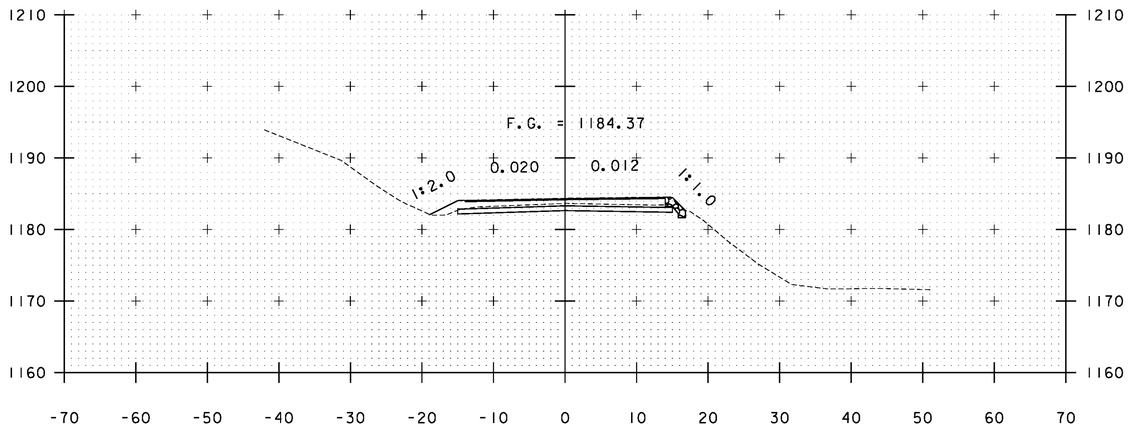
A 232+50

STA. A 232+00 TO STA. A 233+00

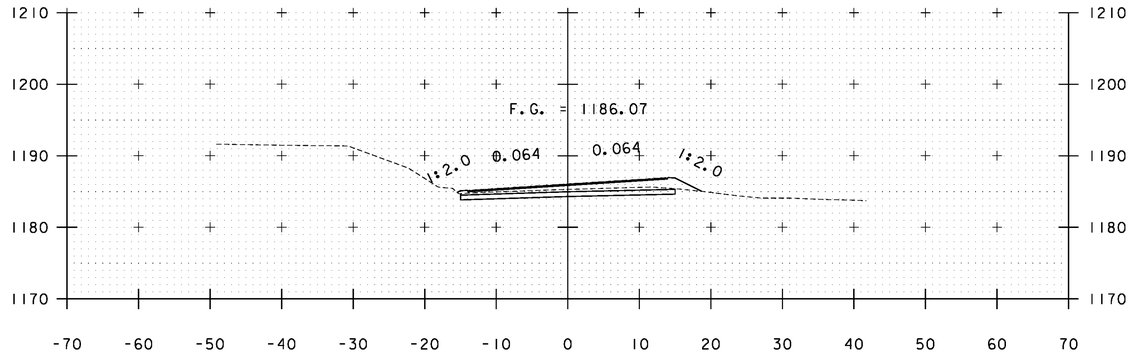
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

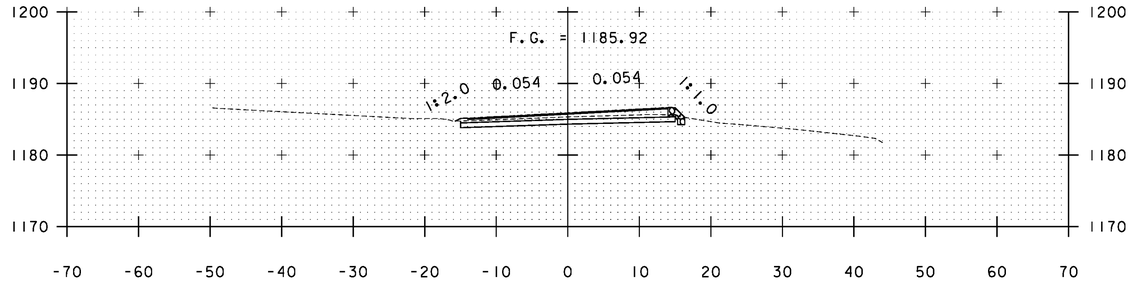
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 266 OF 444



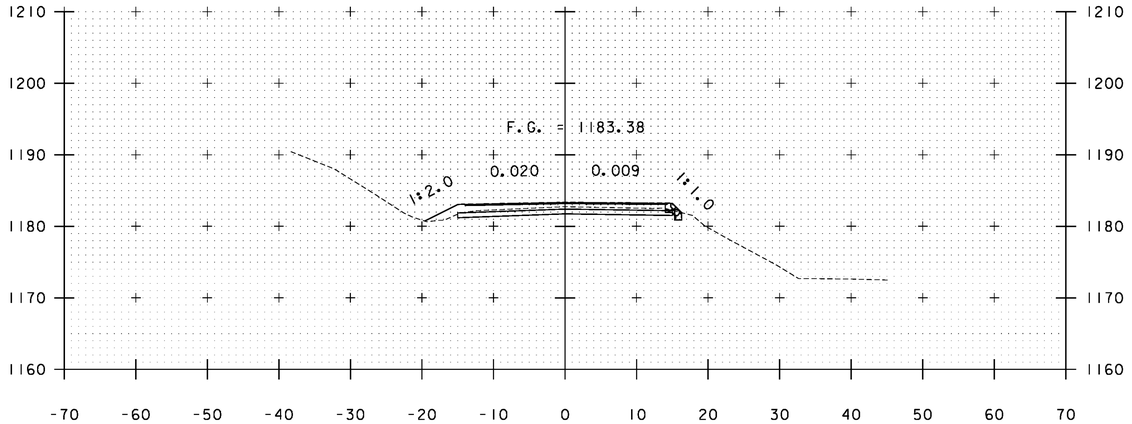
A 234+00



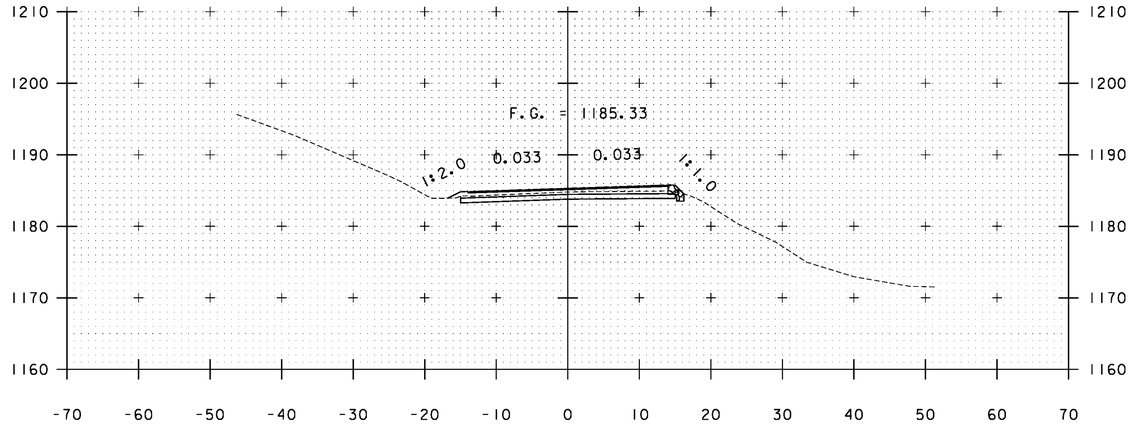
A 235+50



A 235+00



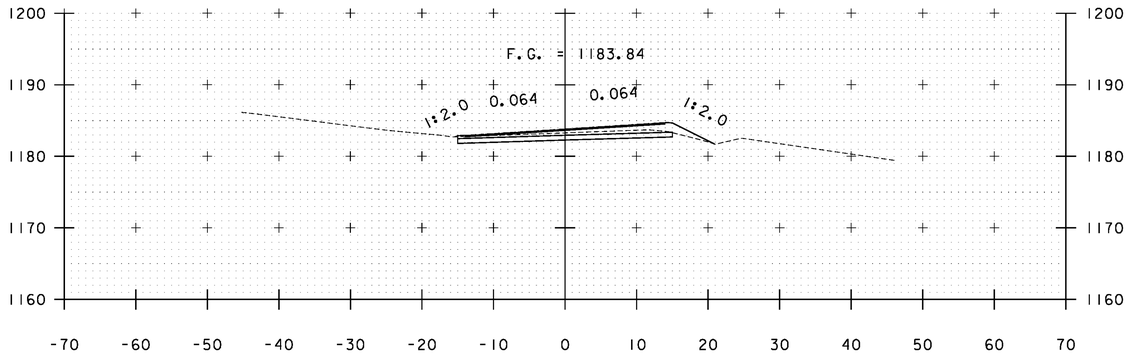
A 233+50



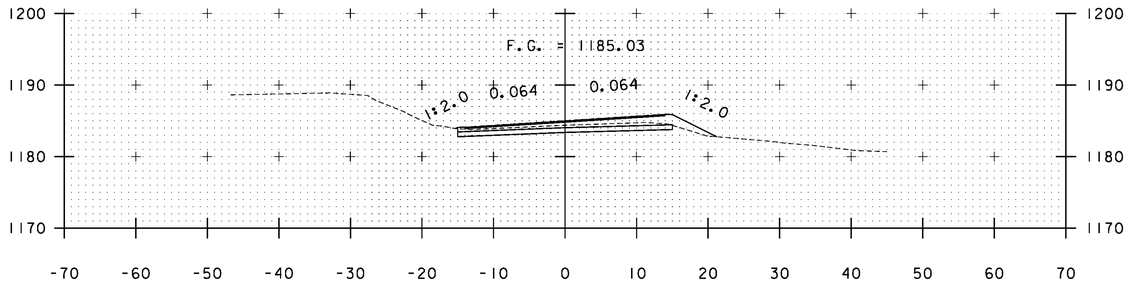
A 234+50

STA. A 233+50 TO STA. A 235+50

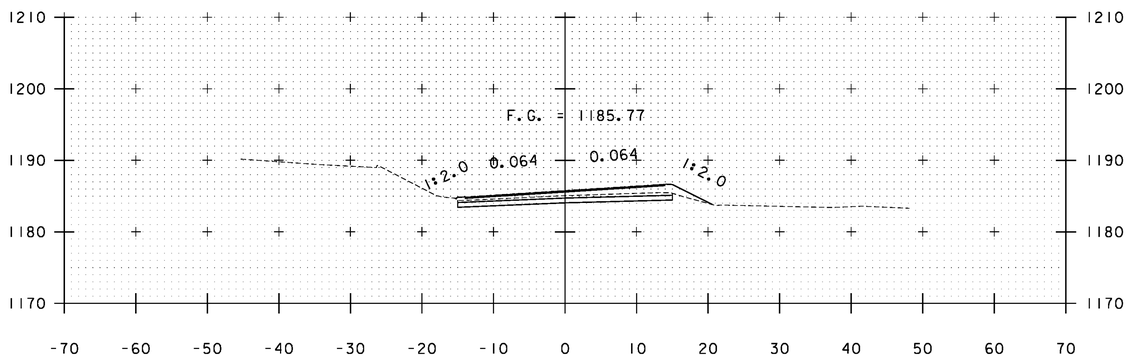
PROJECT NAME:	WARDSBORO-JAMAICA
PROJECT NUMBER:	ER STP 013-1(17)
FILE NAME: xs.dgn	PLOT DATE: 2/26/2014
PROJECT LEADER: K. UPMAL	DRAWN BY: B. KIPP
DESIGNED BY: B. KIPP	CHECKED BY: HSD
CROSS SECTIONS	SHEET 267 OF 444



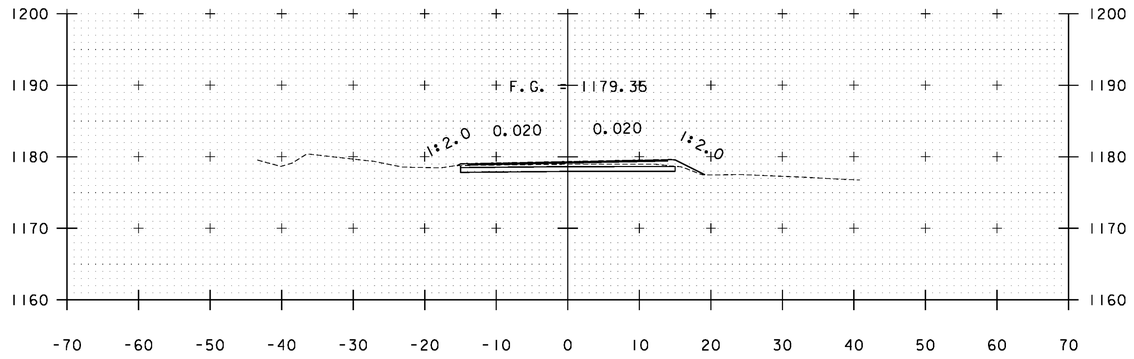
A 237+00



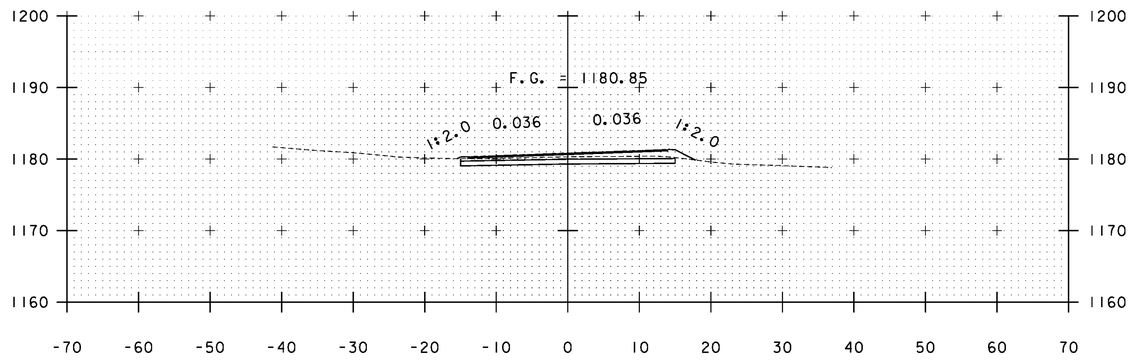
A 236+50



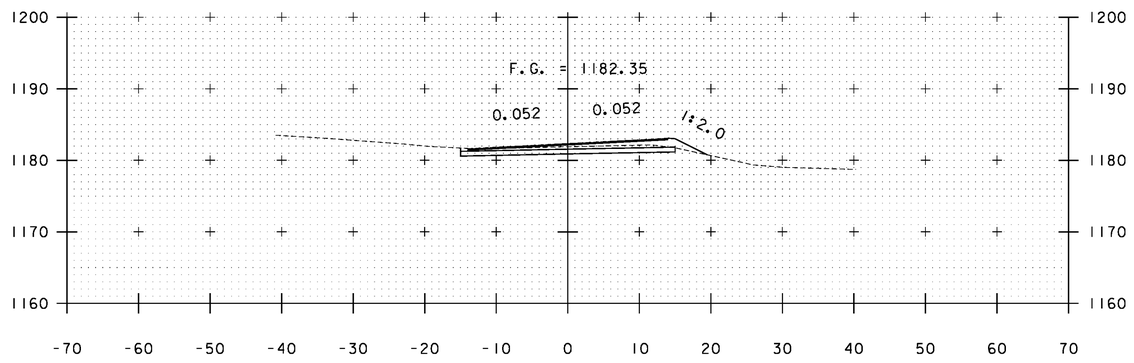
A 236+00



A 238+50



A 238+00



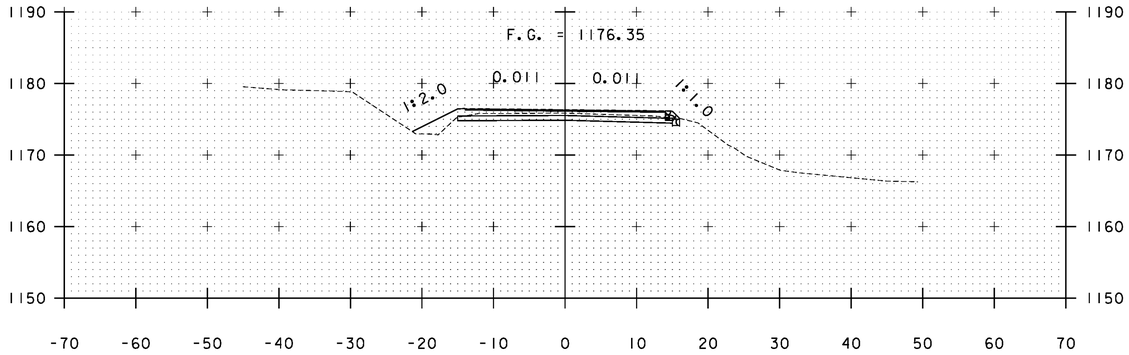
A 237+50

STA. A 236+00 TO STA. A 238+50

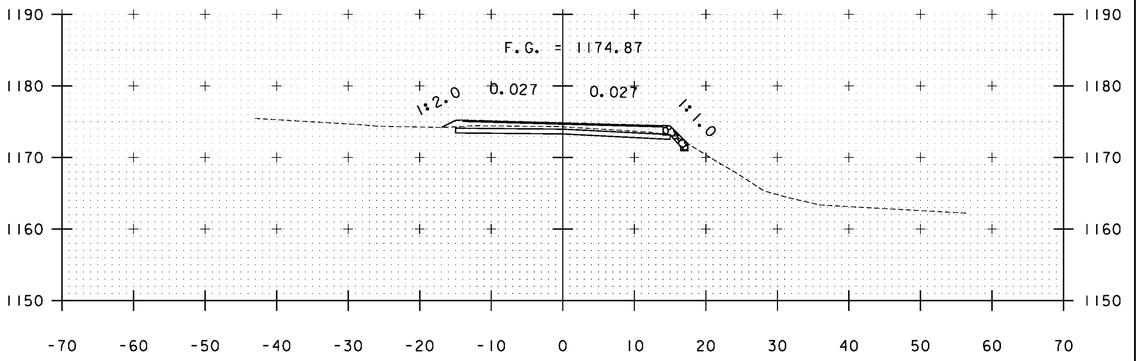
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

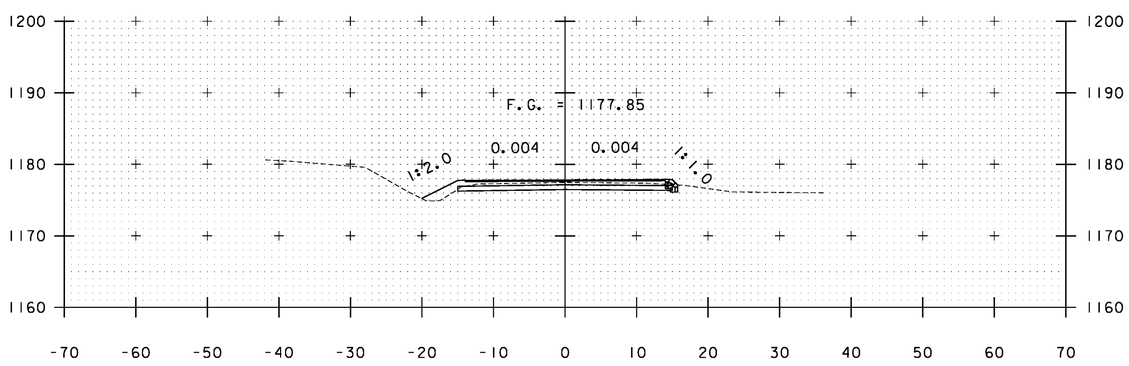
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 268 OF 444



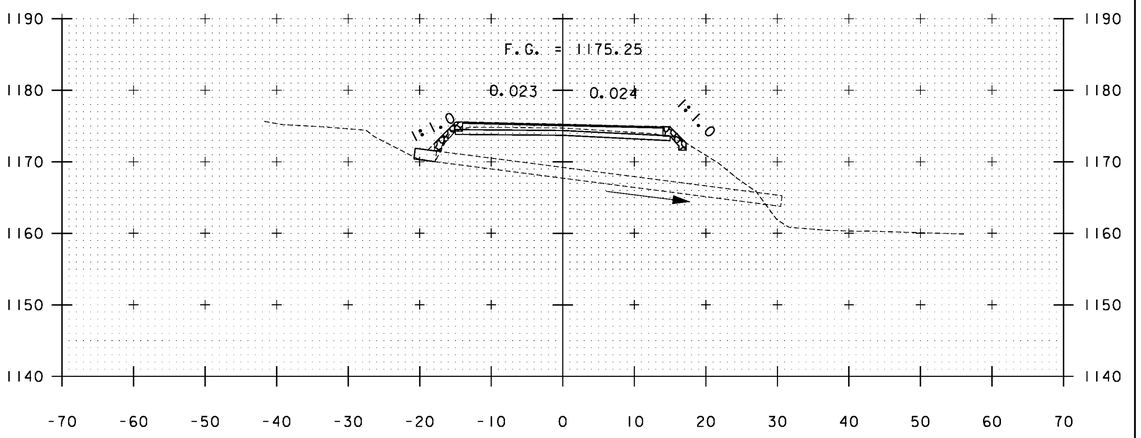
A 239+50



A 240+00



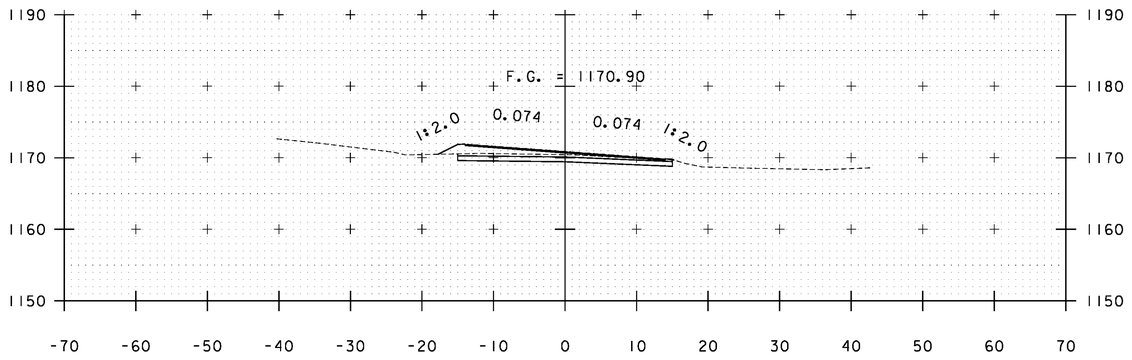
A 239+00



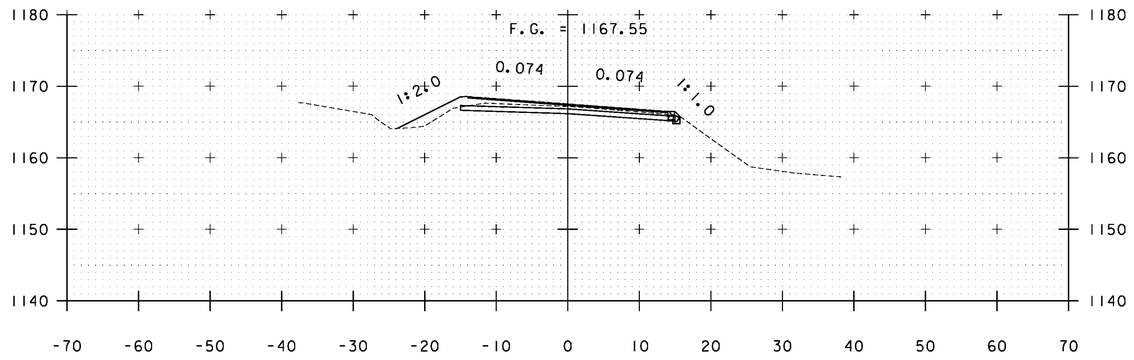
A 239+87

STA. A 239+00 TO STA. A 240+00

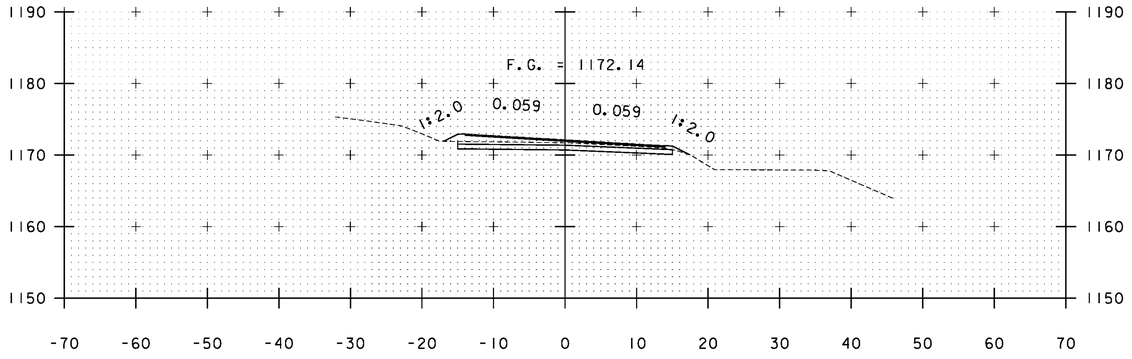
PROJECT NAME:	WARDSBORO-JAMAICA
PROJECT NUMBER:	ER STP 013-1(17)
FILE NAME: xs.dgn	PLOT DATE: 2/26/2014
PROJECT LEADER: K. UPMAL	DRAWN BY: B. KIPP
DESIGNED BY: B. KIPP	CHECKED BY: HSD
CROSS SECTIONS	SHEET 269 OF 444



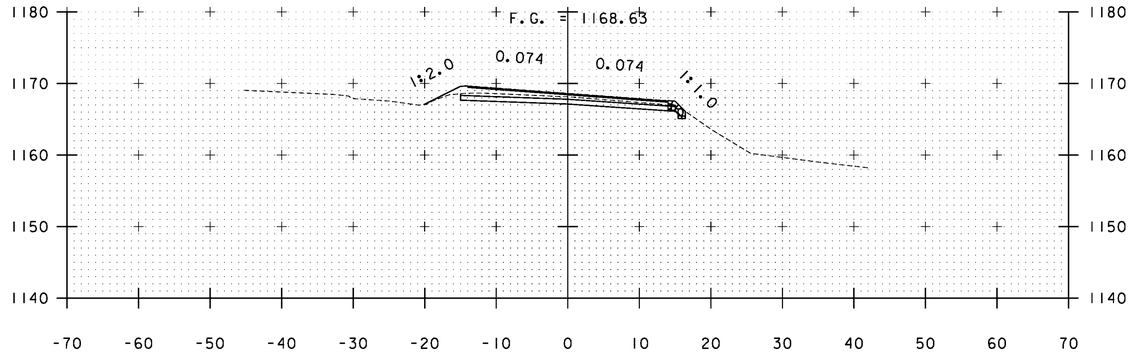
A 241+50



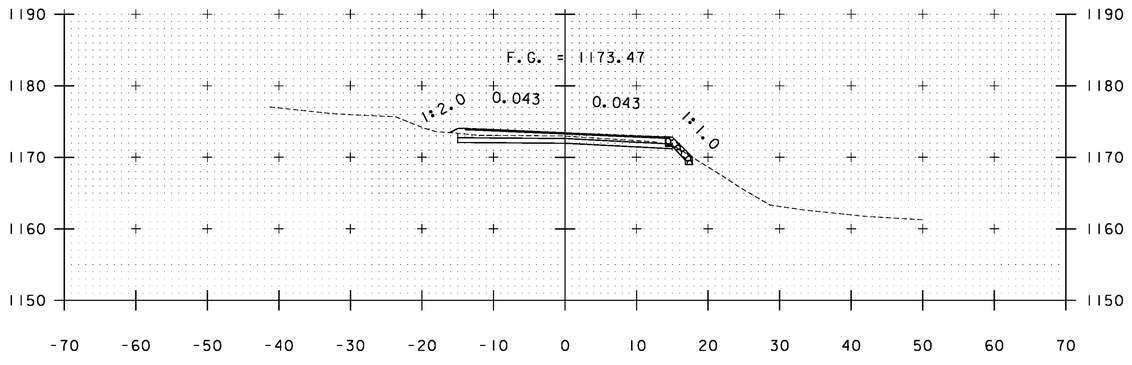
A 243+00



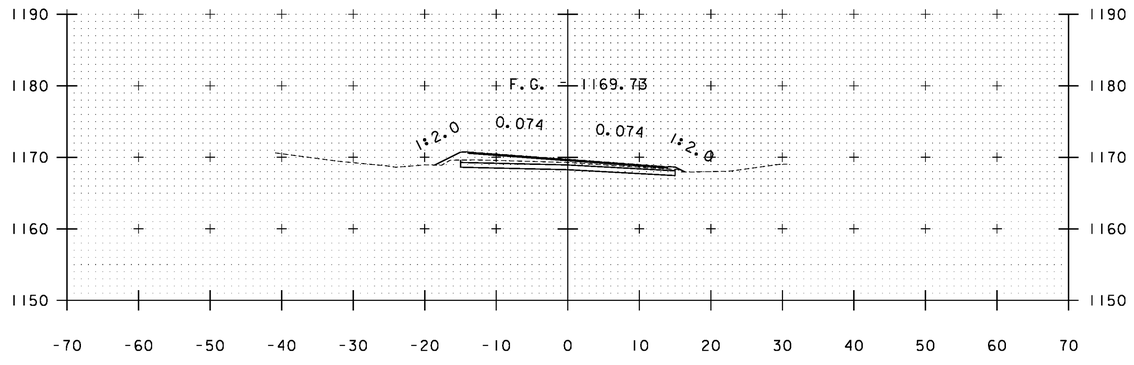
A 241+00



A 242+50



A 240+50



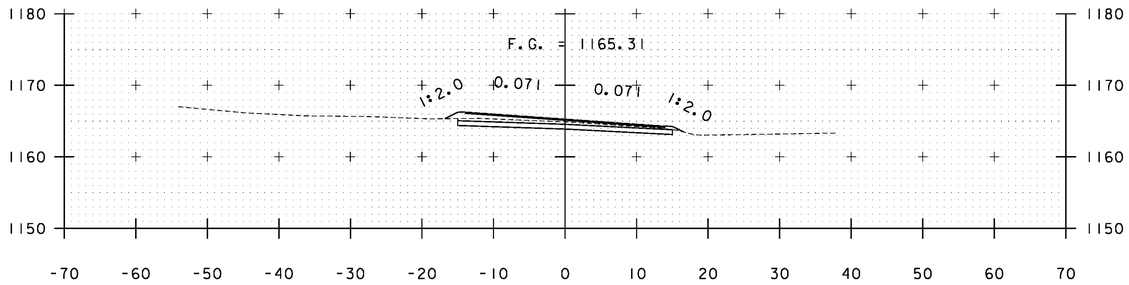
A 242+00

STA. A 240+50 TO STA. A 243+00

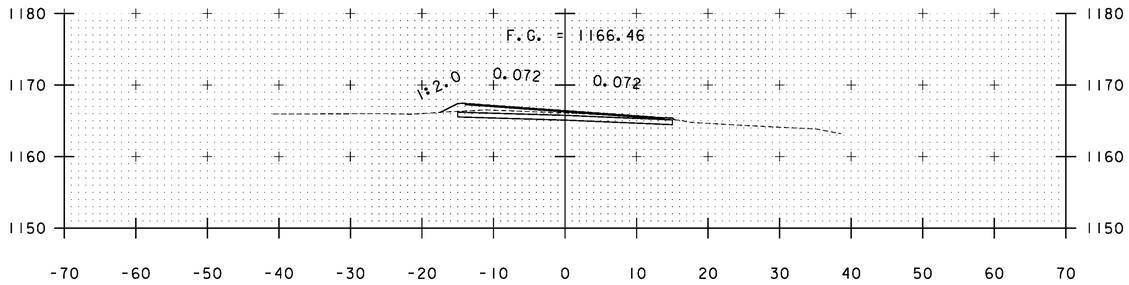
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

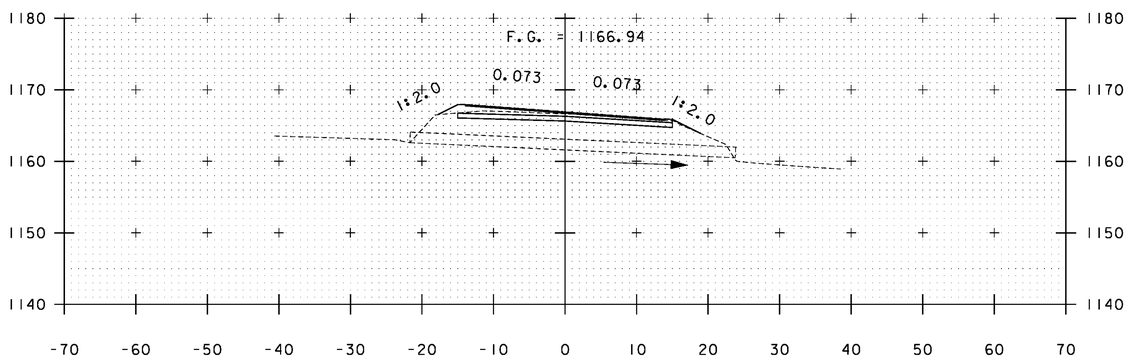
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 270 OF 444



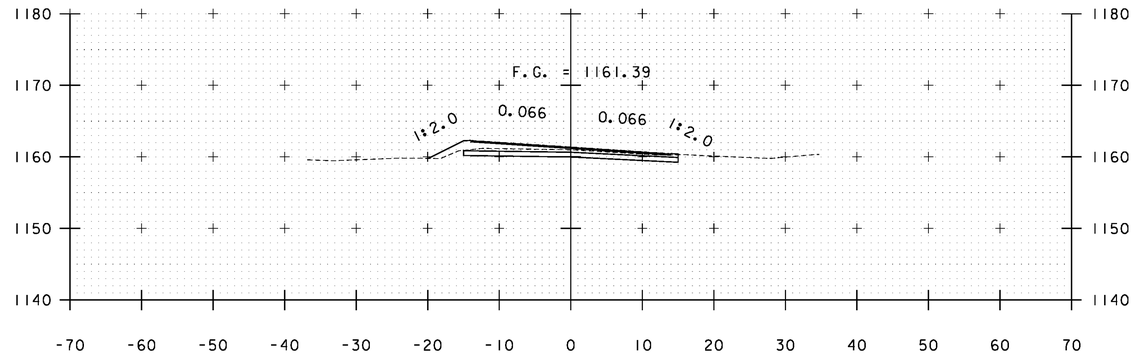
A 244+00



A 243+50

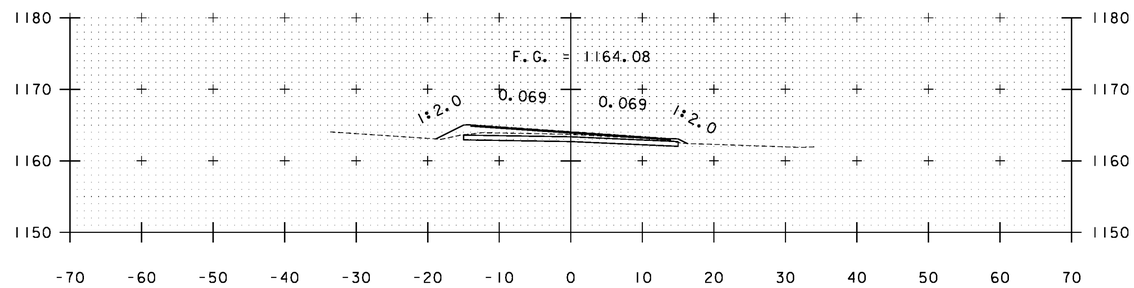


A 243+28



A 245+50

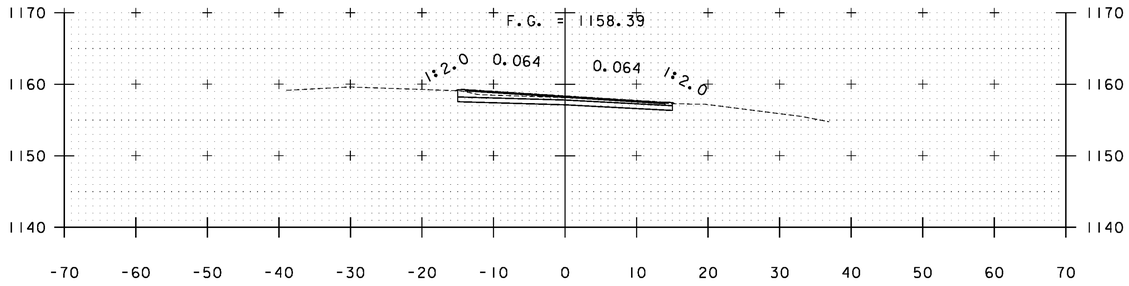
A 245+00



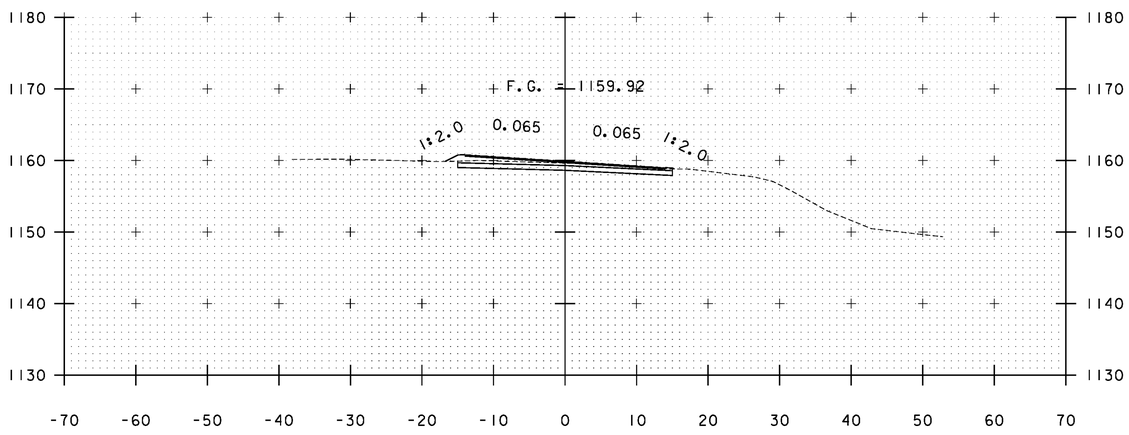
A 244+50

STA. A 243+28 TO STA. A 245+50

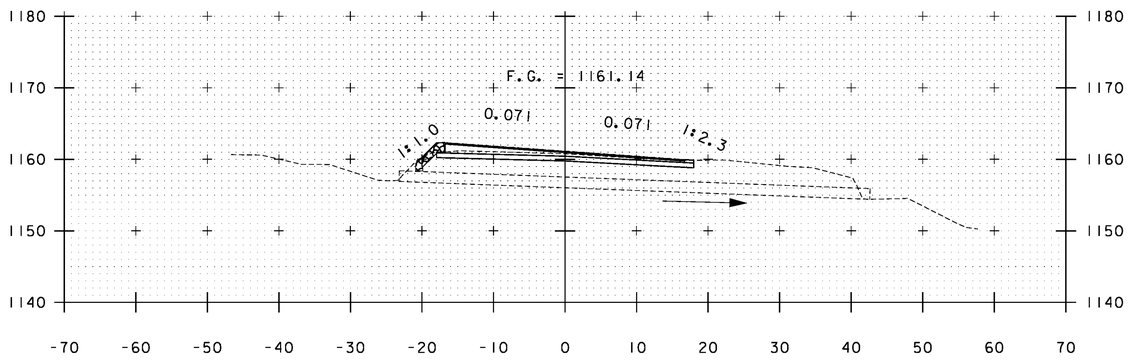
PROJECT NAME:	WARDSBORO-JAMAICA
PROJECT NUMBER:	ER STP 013-1(17)
FILE NAME: xs.dgn	PLOT DATE: 2/26/2014
PROJECT LEADER: K. UPMAL	DRAWN BY: B. KIPP
DESIGNED BY: B. KIPP	CHECKED BY: HSD
CROSS SECTIONS	SHEET 271 OF 444



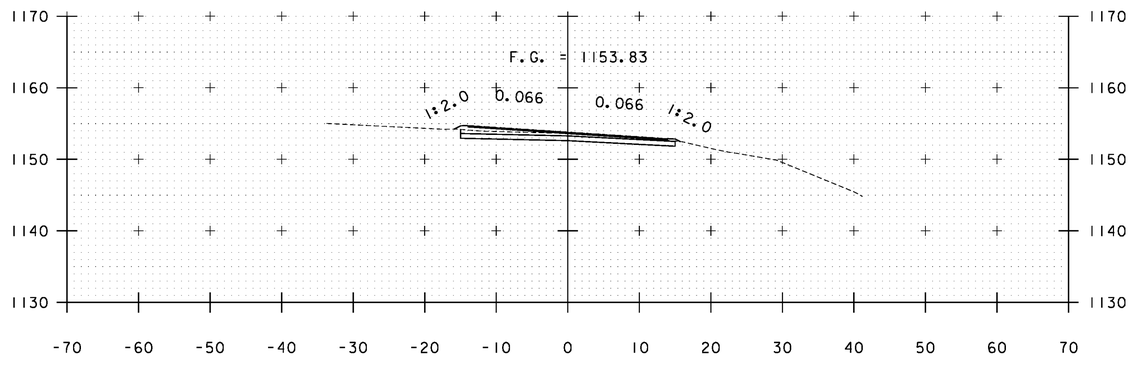
A 246+50



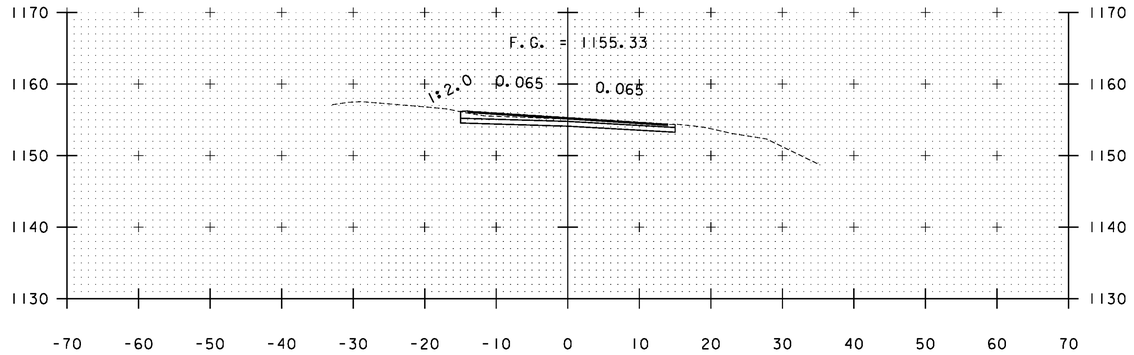
A 246+00



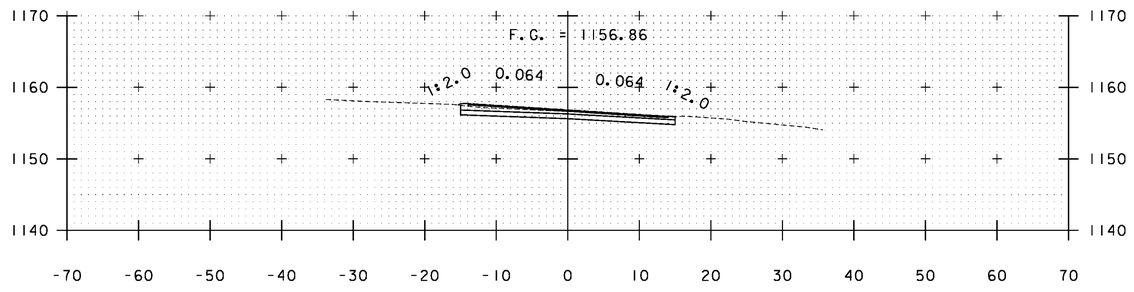
A 245+58



A 248+00



A 247+50



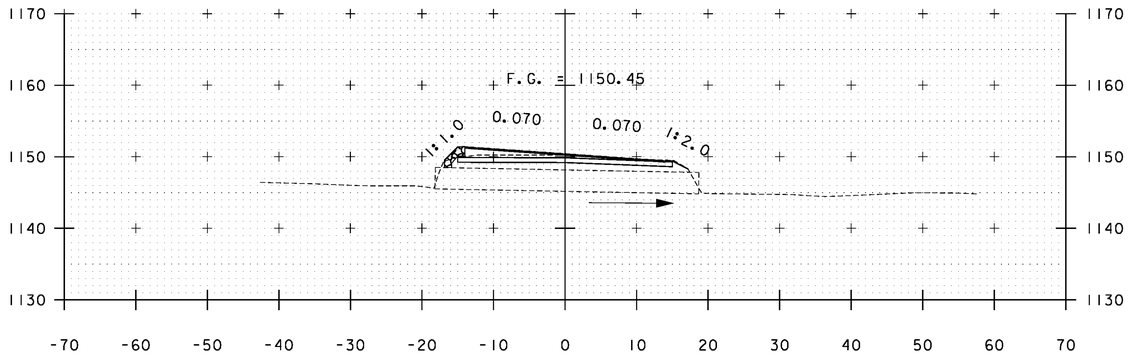
A 247+00

STA. A 245+58 TO STA. A 248+00

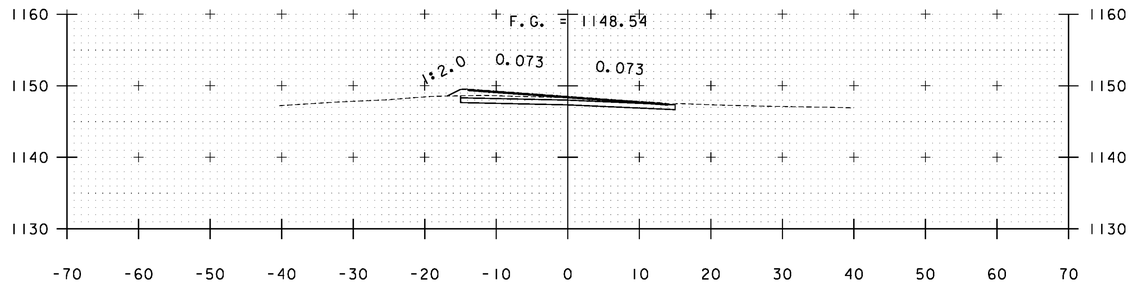
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

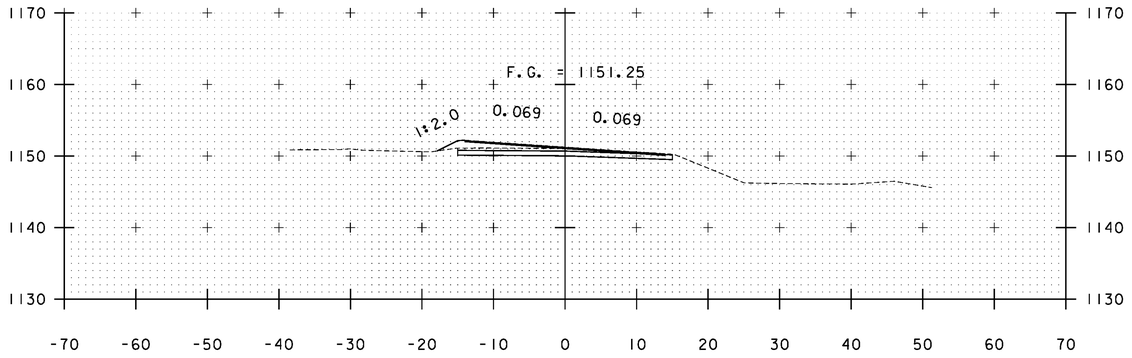
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 272 OF 444



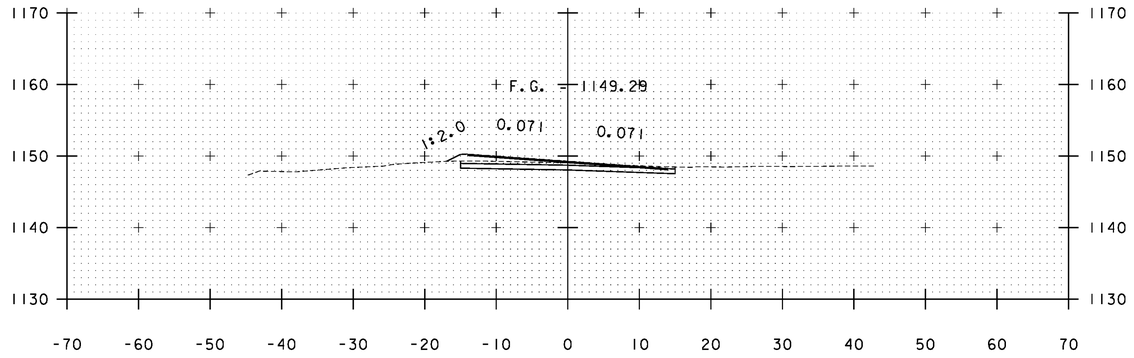
A 249+37



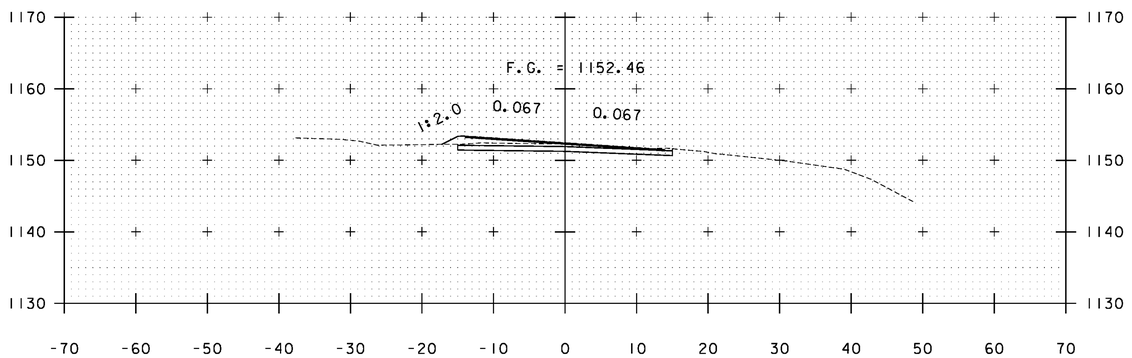
A 250+50



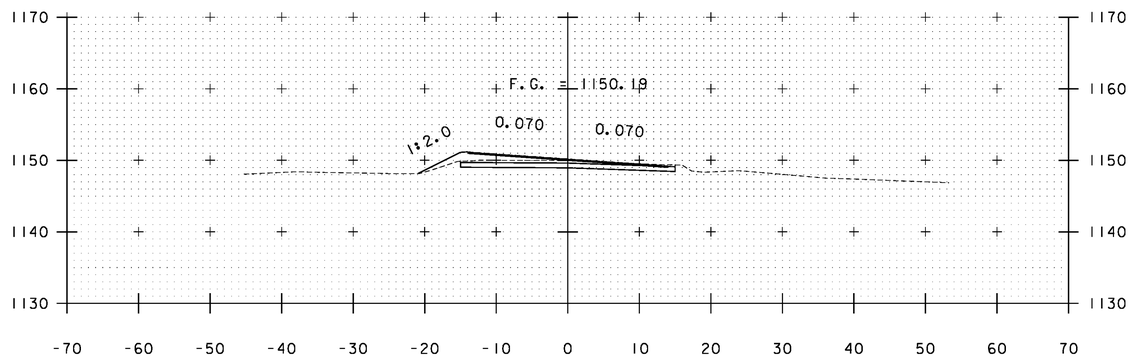
A 249+00



A 250+00



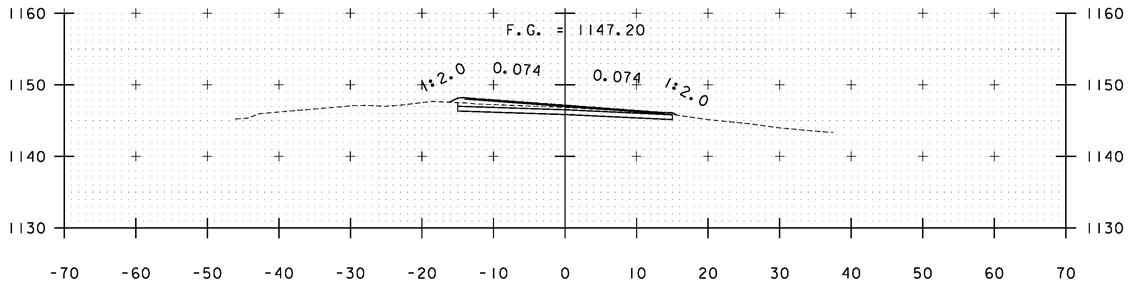
A 248+50



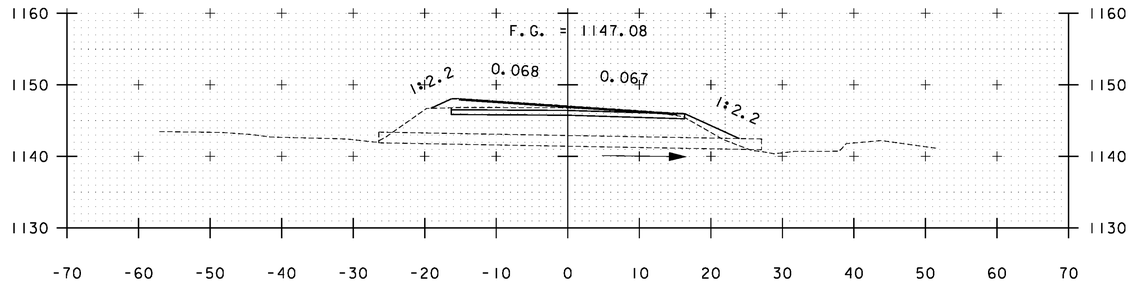
A 249+50

STA. A 248+50 TO STA. A 250+50

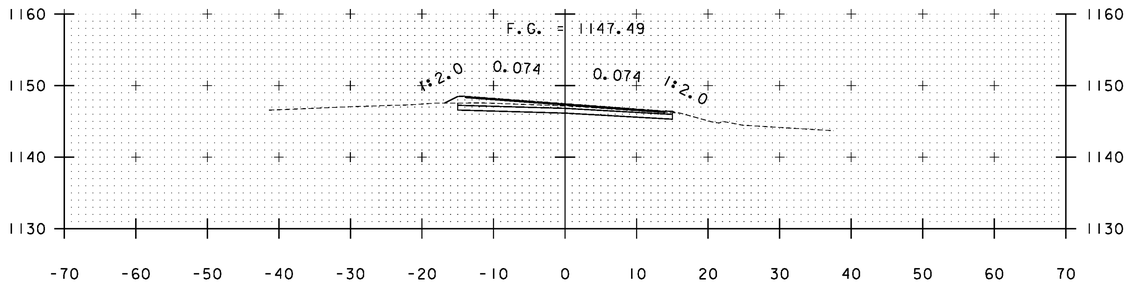
PROJECT NAME:	WARDSBORO-JAMAICA
PROJECT NUMBER:	ER STP 013-1(17)
FILE NAME: xs.dgn	PLOT DATE: 2/26/2014
PROJECT LEADER: K. UPMAL	DRAWN BY: B. KIPP
DESIGNED BY: B. KIPP	CHECKED BY: HSD
CROSS SECTIONS	SHEET 273 OF 444



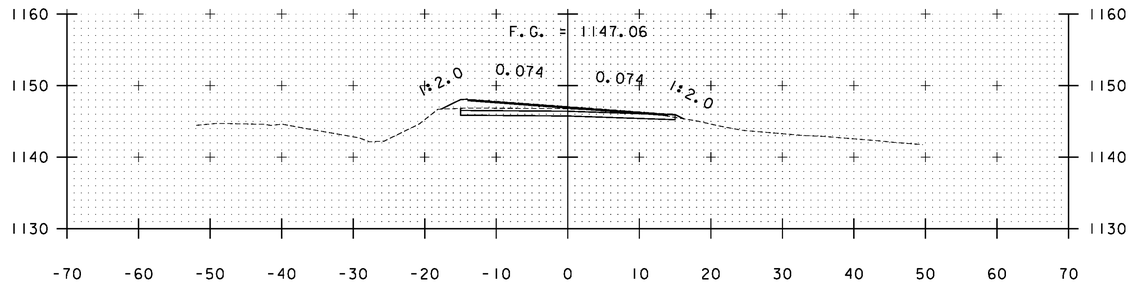
A 252+00



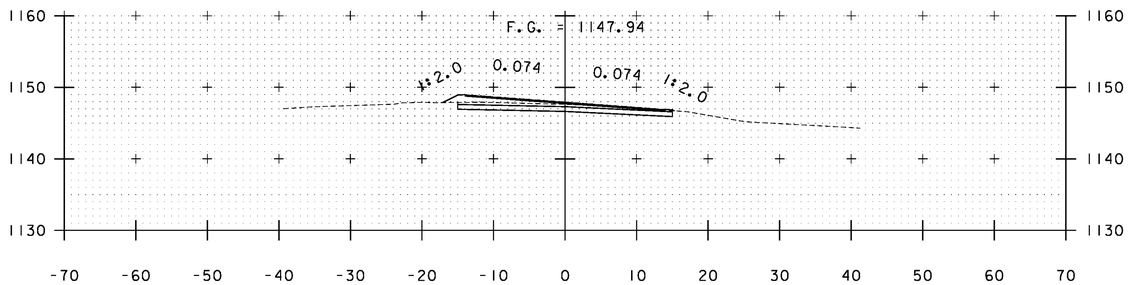
A 253+07



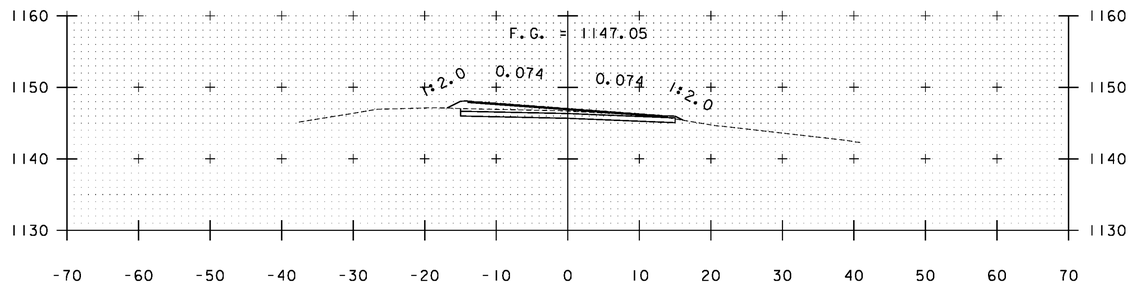
A 251+50



A 253+00



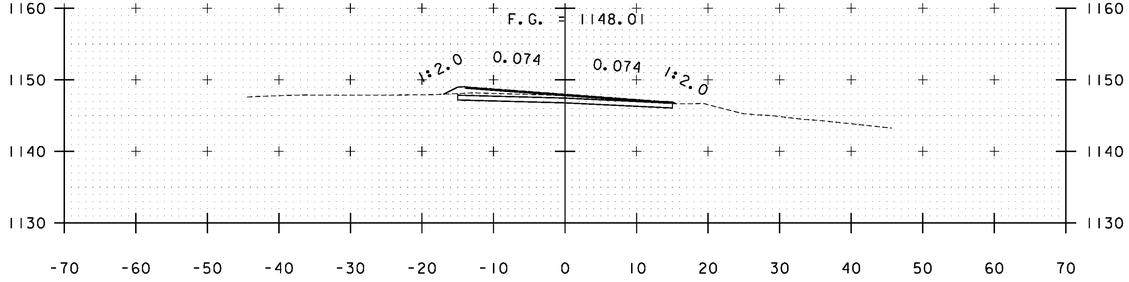
A 251+00



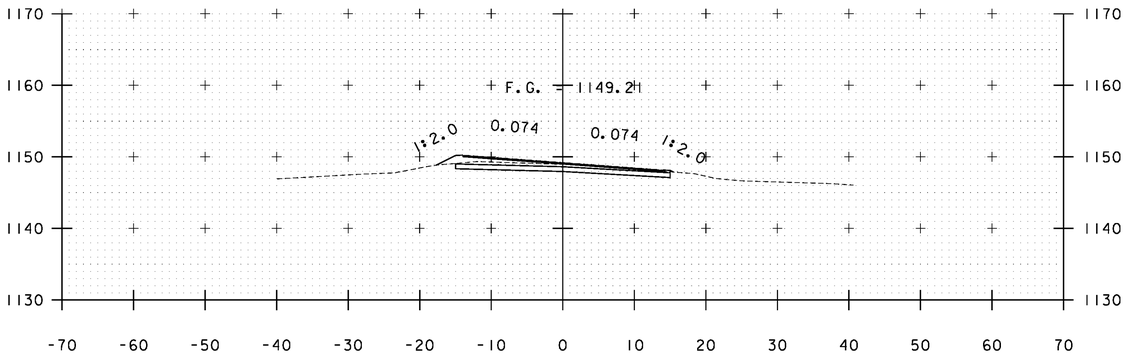
A 252+50

STA. A 251+00 TO STA. A 253+07

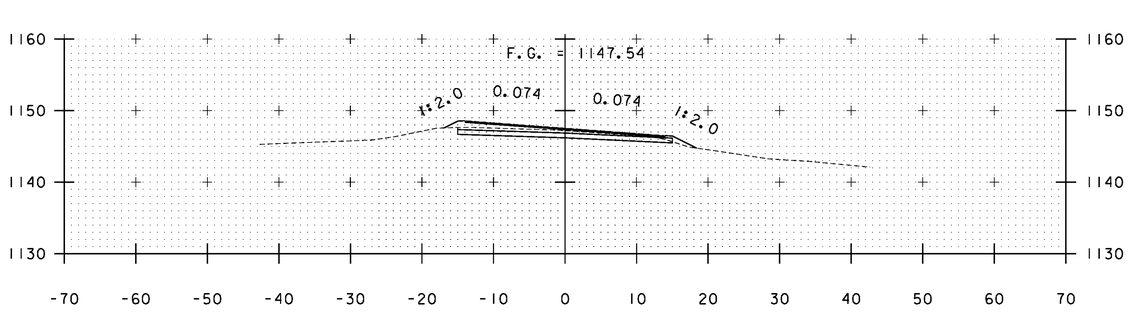
PROJECT NAME:	WARDSBORO-JAMAICA
PROJECT NUMBER:	ER STP 013-1(17)
FILE NAME: xs.dgn	PLOT DATE: 2/26/2014
PROJECT LEADER: K. UPMAL	DRAWN BY: B. KIPP
DESIGNED BY: B. KIPP	CHECKED BY: HSD
CROSS SECTIONS	SHEET 274 OF 444



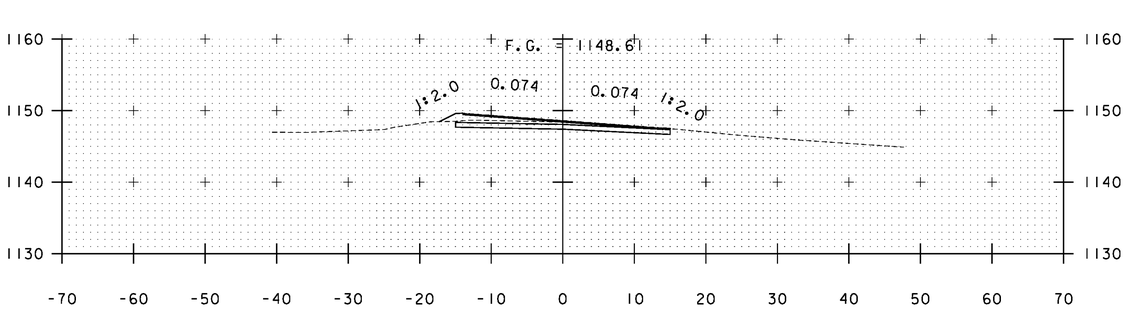
A 254+50



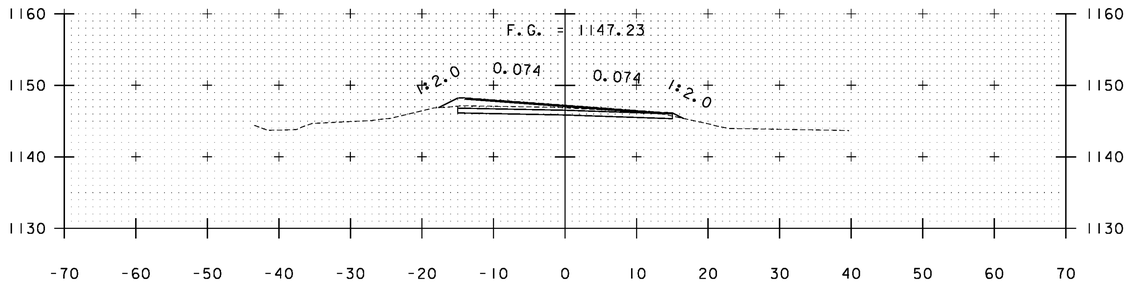
A 255+50



A 254+00



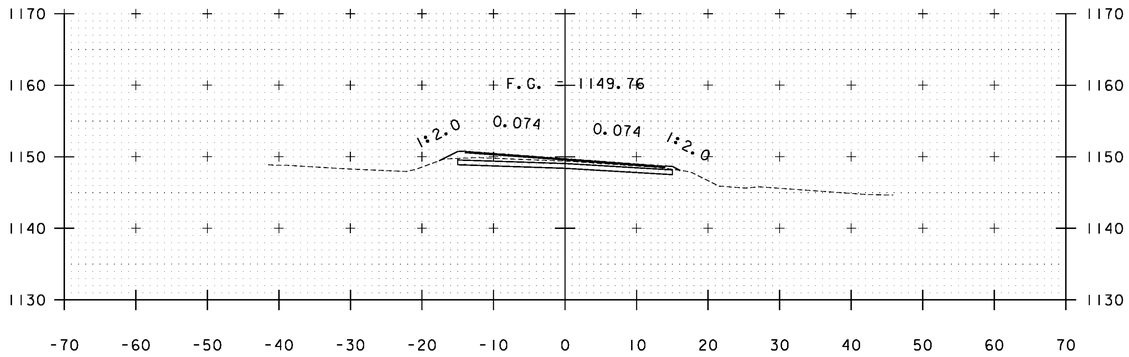
A 255+00



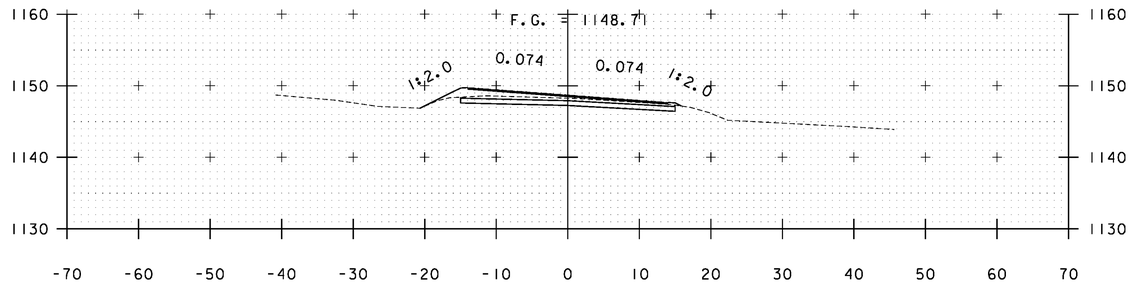
A 253+50

STA. A 253+50 TO STA. A 255+50

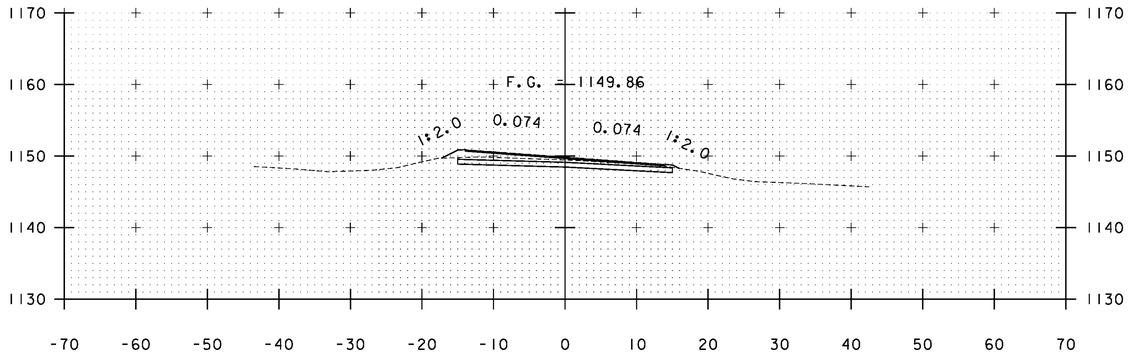
PROJECT NAME:	WARDSBORO-JAMAICA
PROJECT NUMBER:	ER STP 013-1(17)
FILE NAME: xs.dgn	PLOT DATE: 2/26/2014
PROJECT LEADER: K. UPMAL	DRAWN BY: B. KIPP
DESIGNED BY: B. KIPP	CHECKED BY: HSD
CROSS SECTIONS	SHEET 275 OF 444



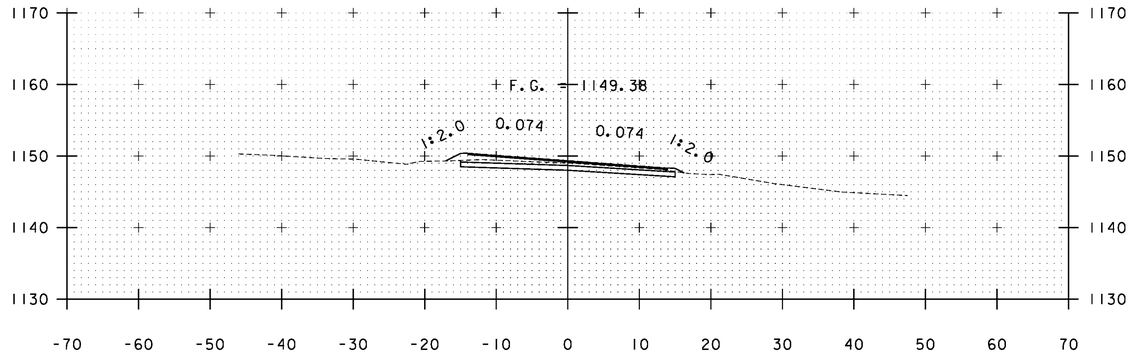
A 257+00



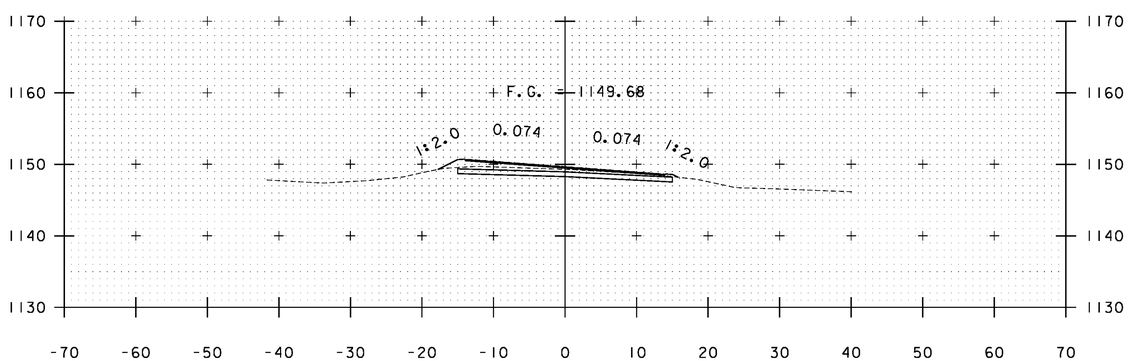
A 258+00



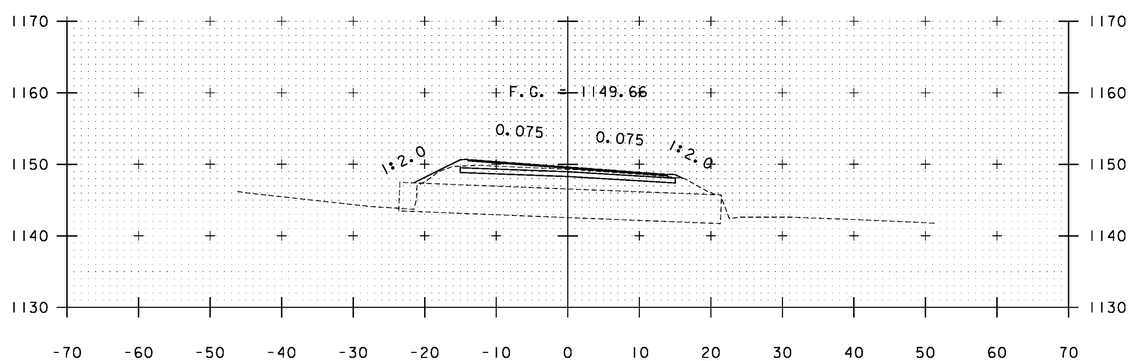
A 256+50



A 257+50



A 256+00



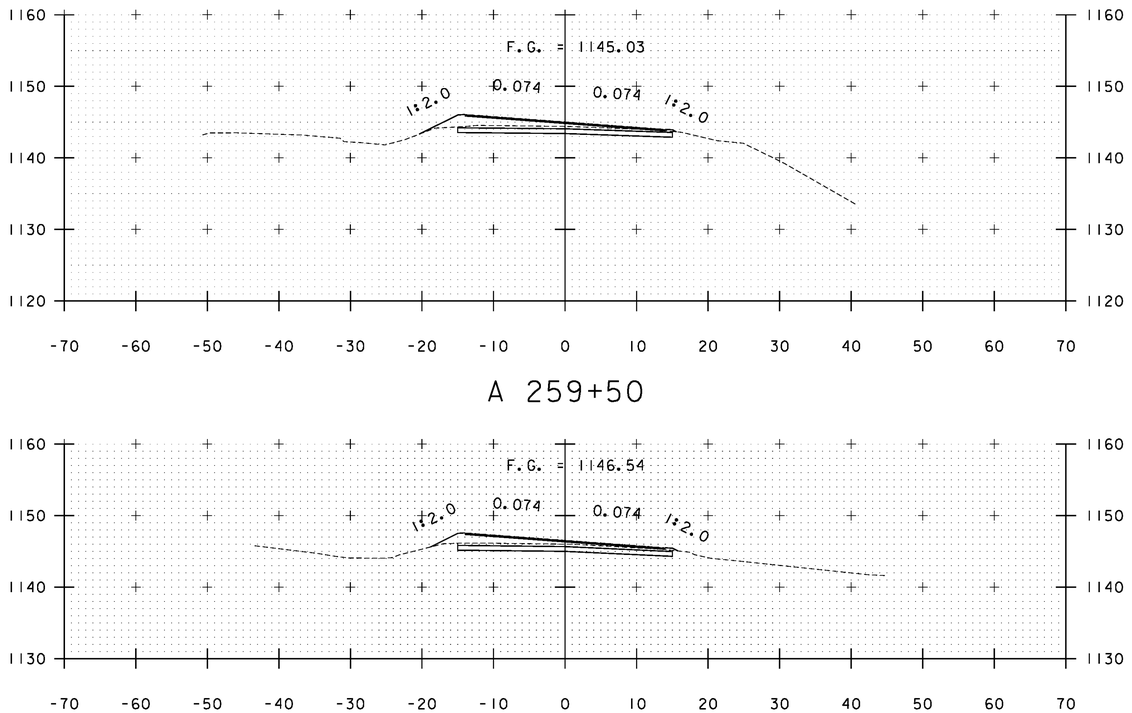
A 257+18

STA. A 256+00 TO STA. A 258+00

PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

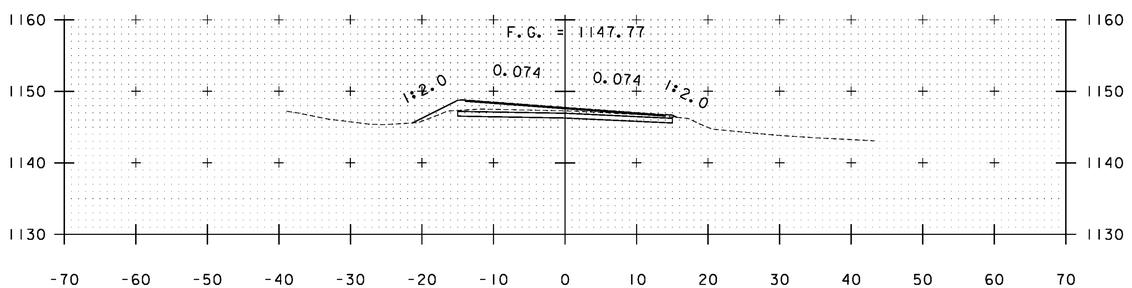
FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 276 OF 444

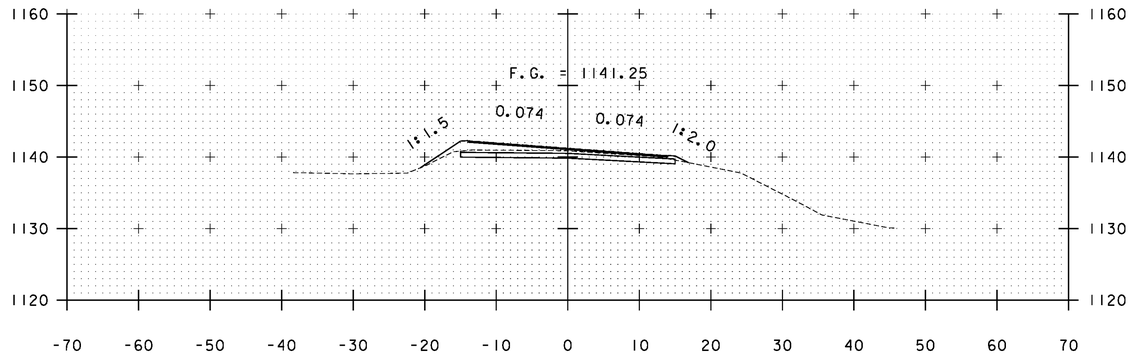


A 259+50

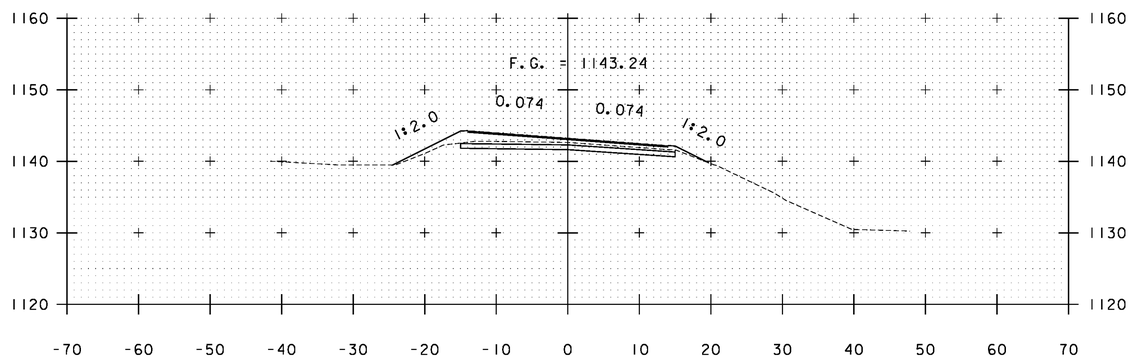
A 259+00



A 258+50



A 260+50



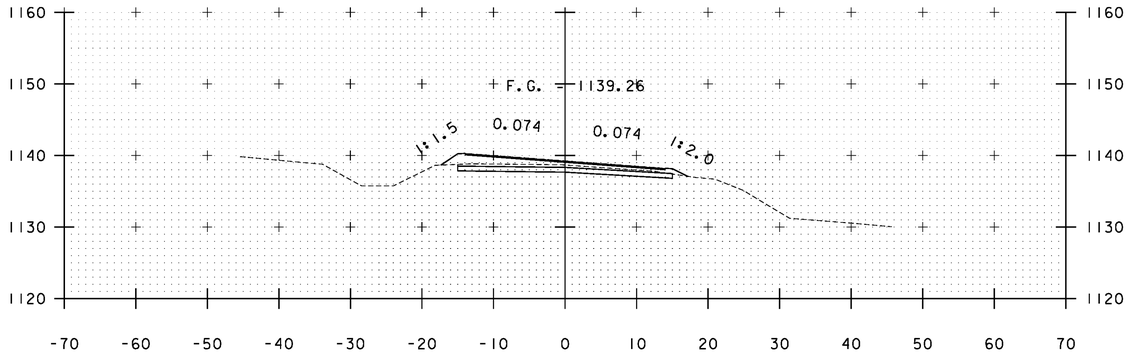
A 260+00

STA. A 258+50 TO STA. A 260+50

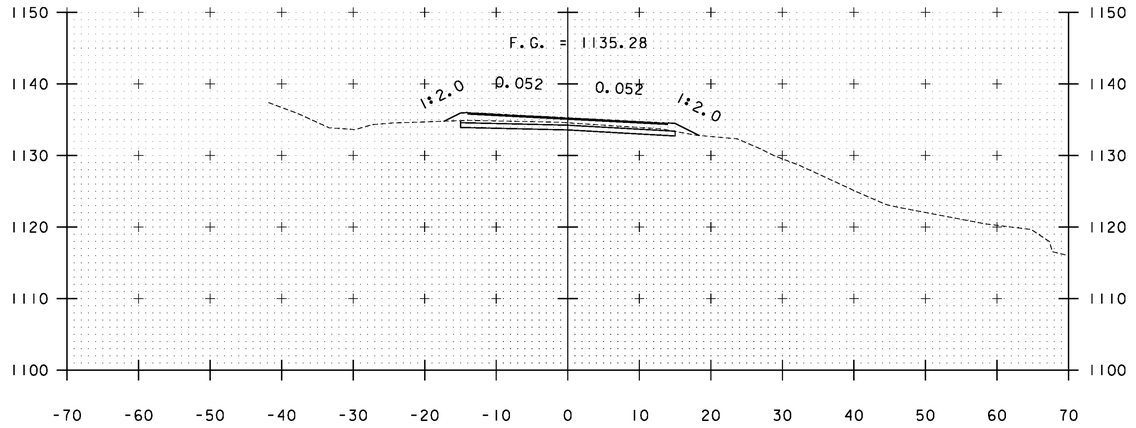
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

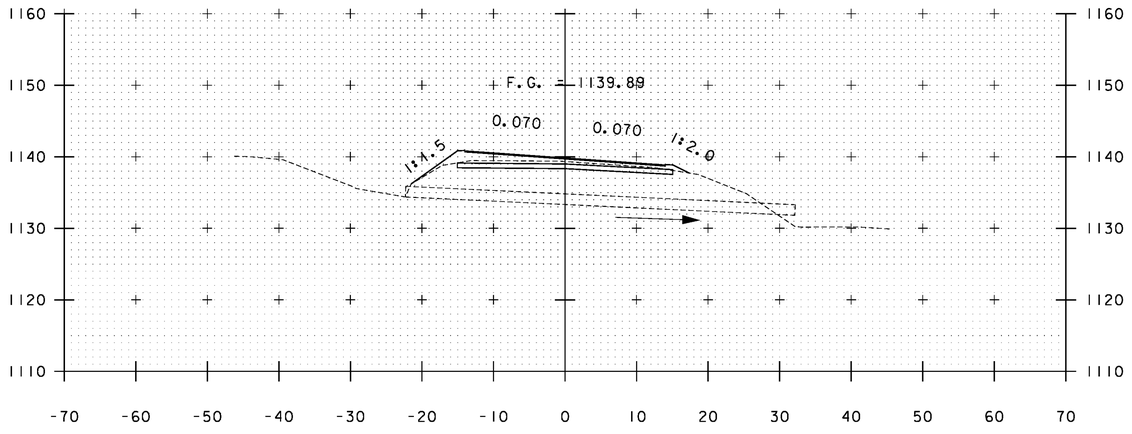
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 277 OF 444



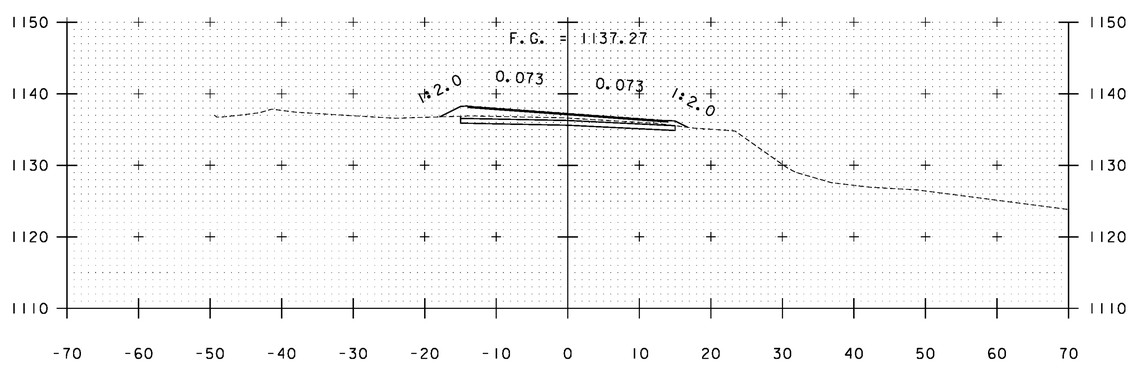
A 261+00



A 262+00



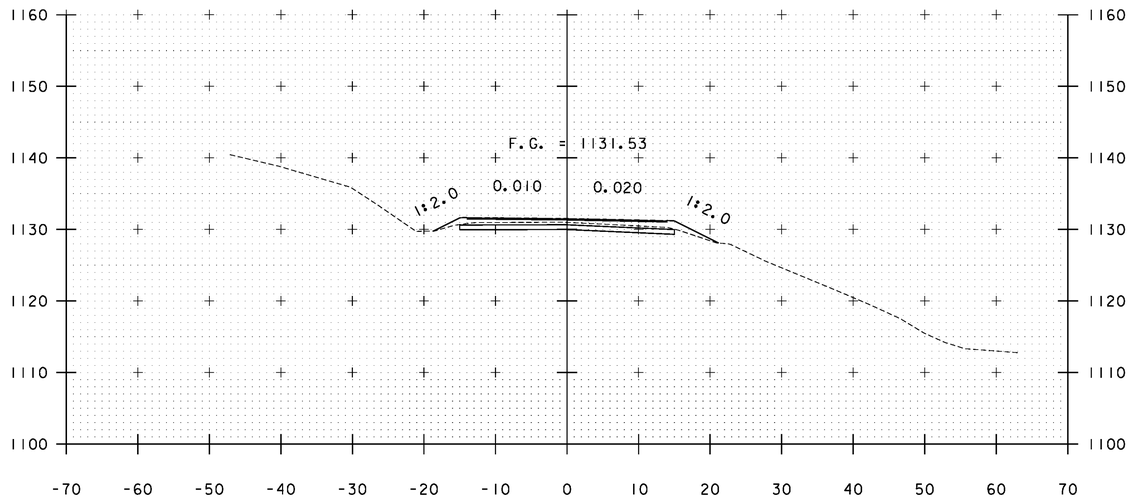
A 260+84



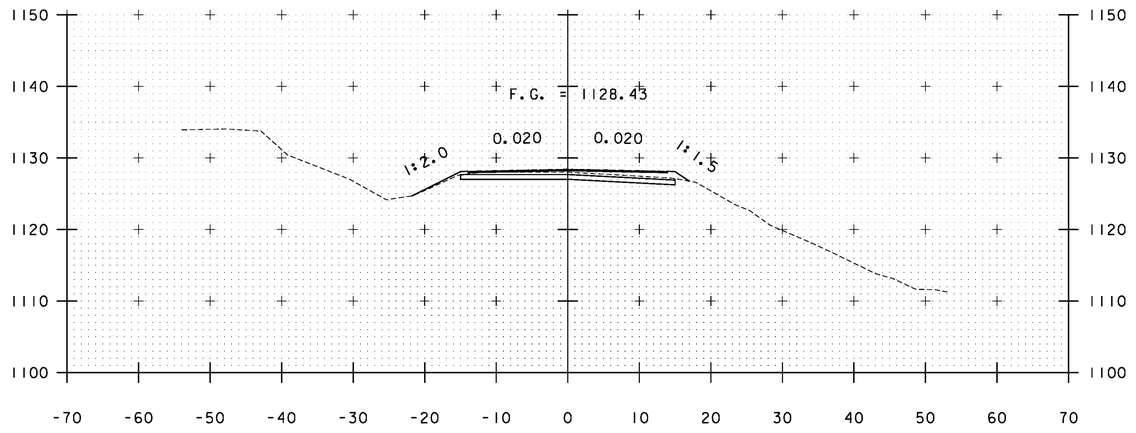
A 261+50

STA. A 260+84 TO STA. A 262+00

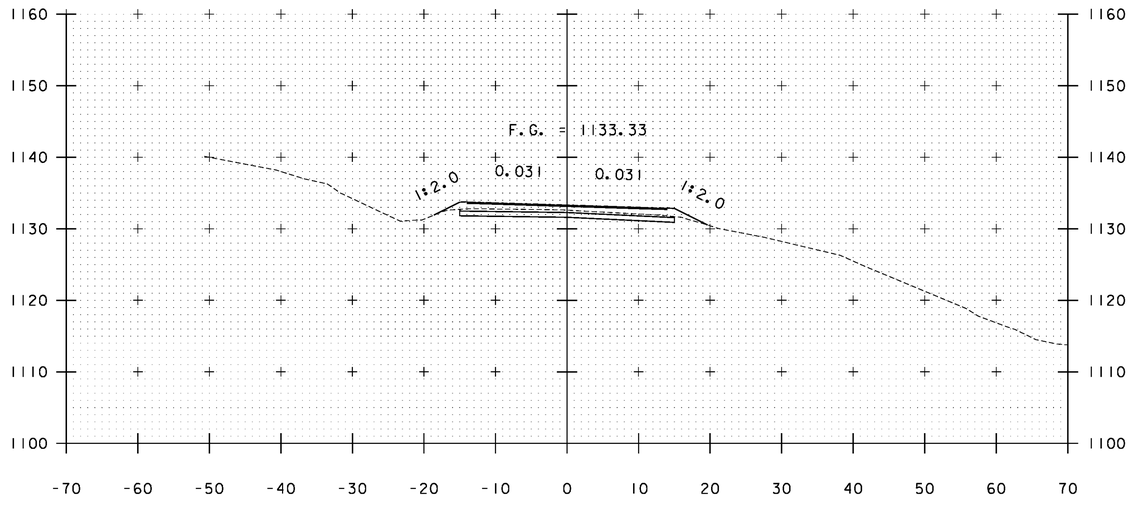
PROJECT NAME:	WARDSBORO-JAMAICA
PROJECT NUMBER:	ER STP 013-1(17)
FILE NAME: xs.dgn	PLOT DATE: 2/26/2014
PROJECT LEADER: K. UPMAL	DRAWN BY: B. KIPP
DESIGNED BY: B. KIPP	CHECKED BY: HSD
CROSS SECTIONS	SHEET 278 OF 444



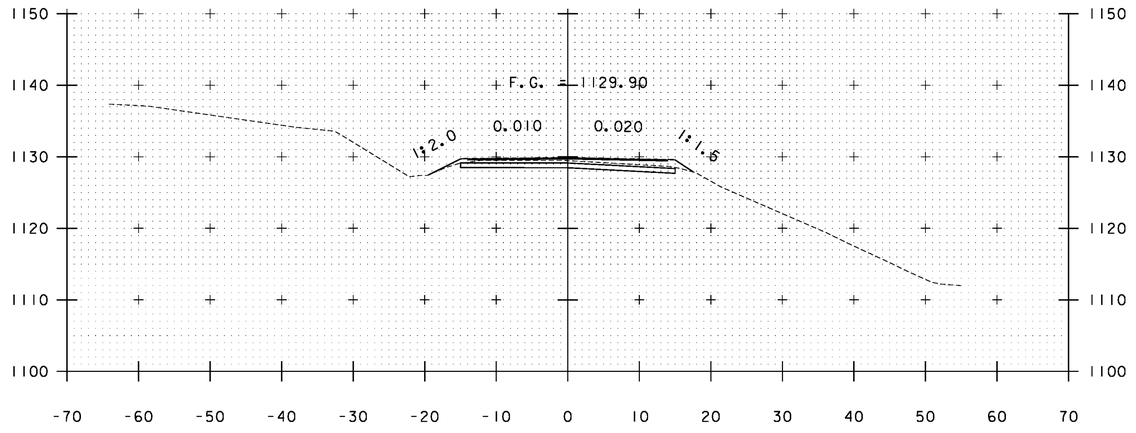
A 263+00



A 264+00



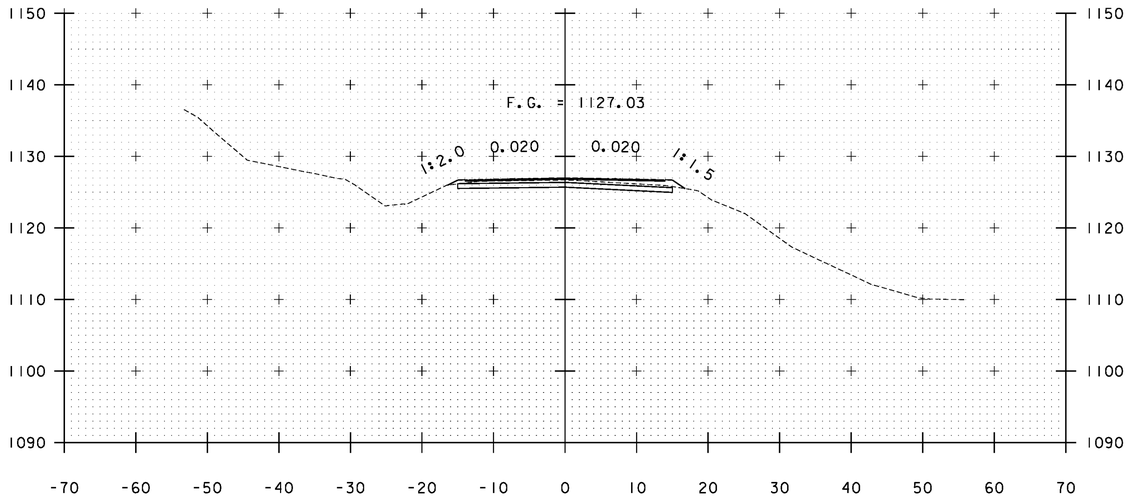
A 262+50



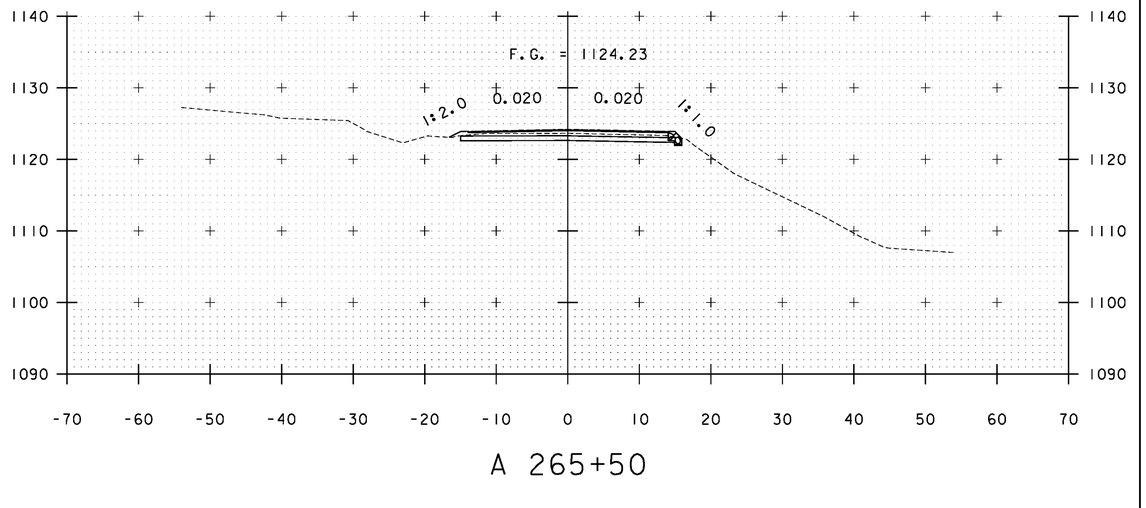
A 263+50

STA. A 262+50 TO STA. A 264+00

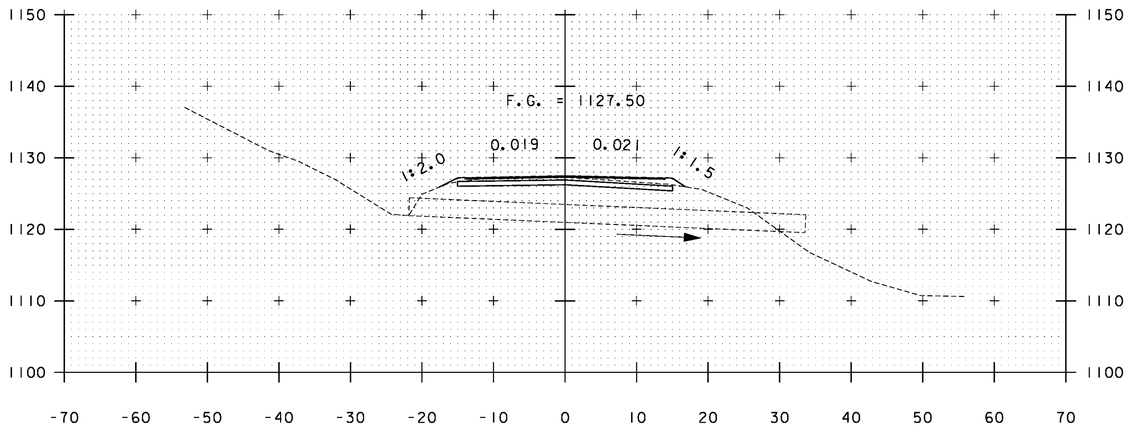
PROJECT NAME:	WARDSBORO-JAMAICA
PROJECT NUMBER:	ER STP 013-1(17)
FILE NAME: xs.dgn	PLOT DATE: 2/26/2014
PROJECT LEADER: K. UPMAL	DRAWN BY: B. KIPP
DESIGNED BY: B. KIPP	CHECKED BY: HSD
CROSS SECTIONS	SHEET 279 OF 444



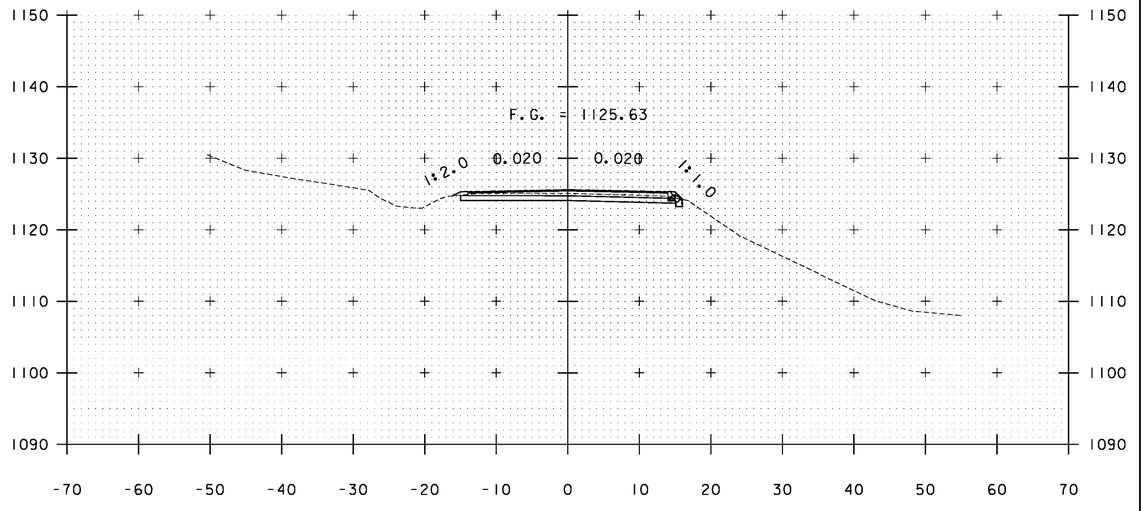
A 264+50



A 265+50



A 264+33



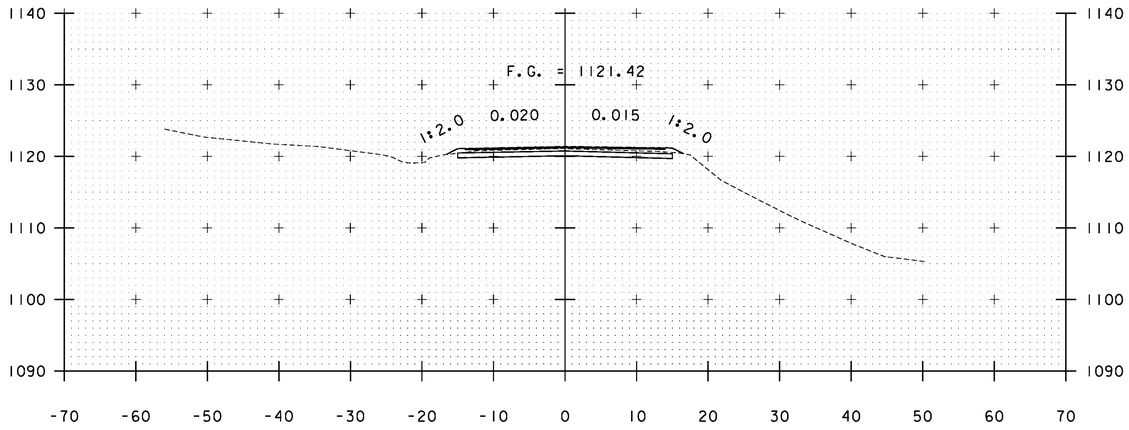
A 265+00

STA. A 264+33 TO STA. A 265+50

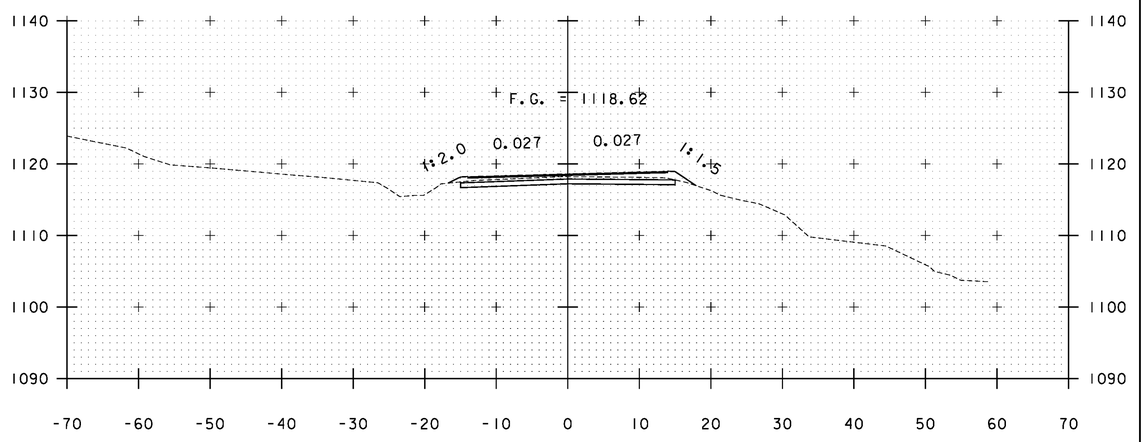
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

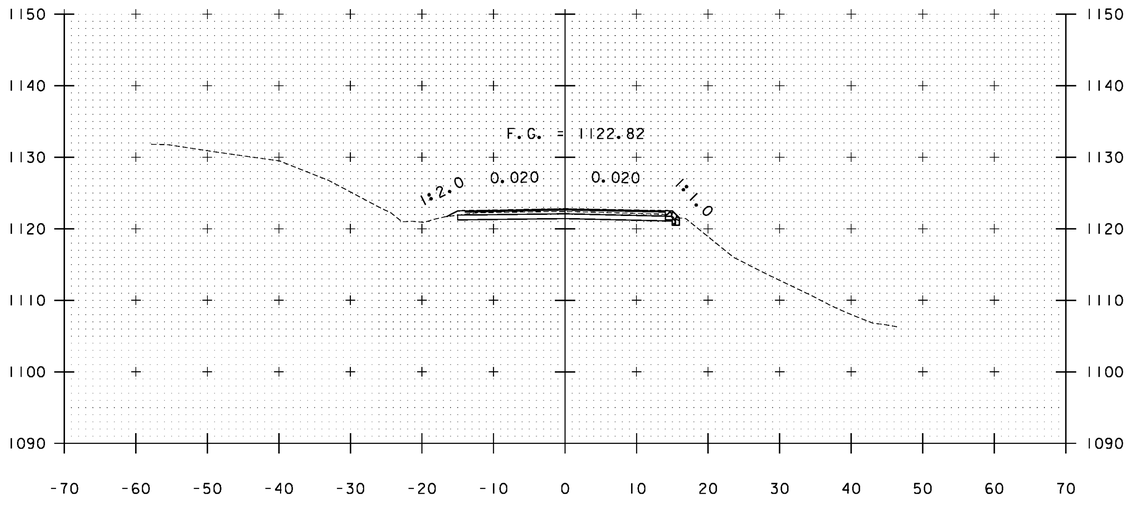
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 280 OF 444



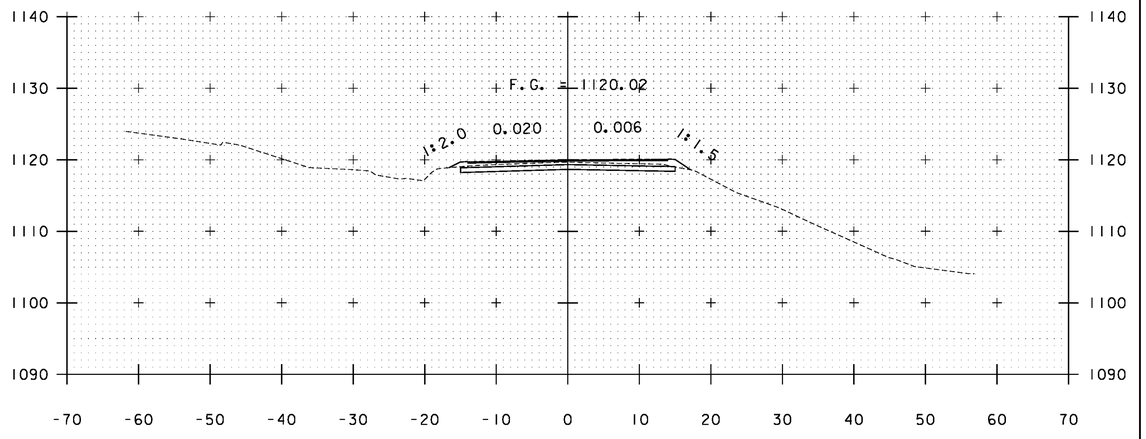
A 266+50



A 267+50



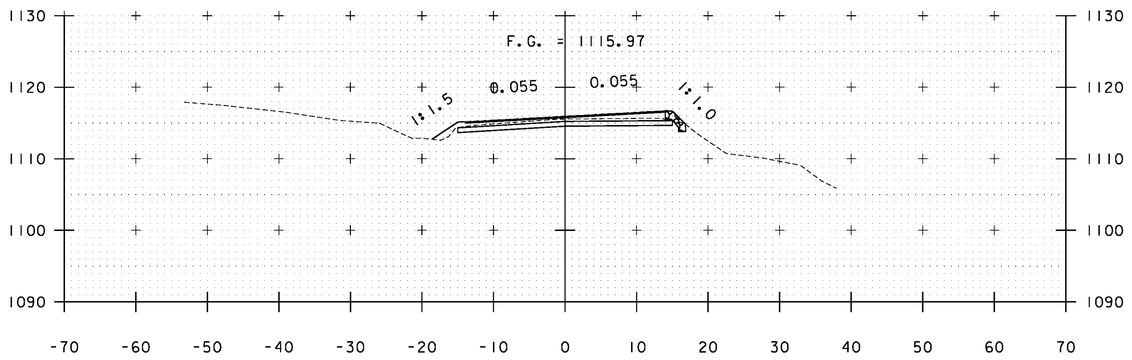
A 266+00



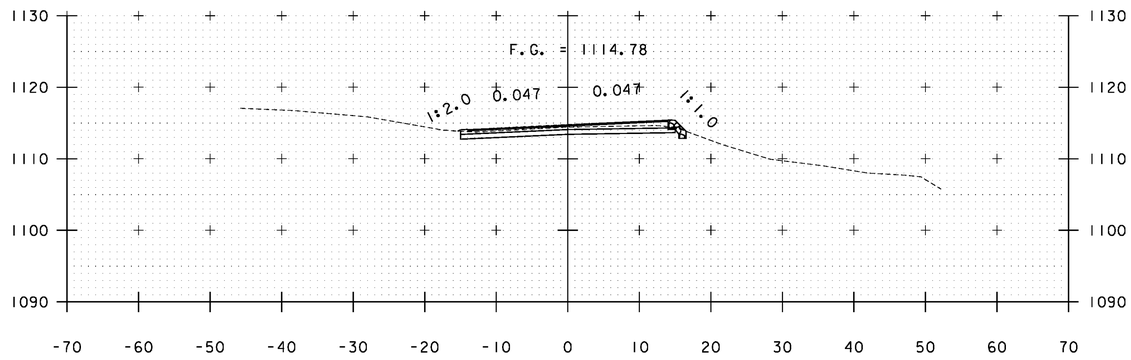
A 267+00

STA. A 266+00 TO STA. A 267+50

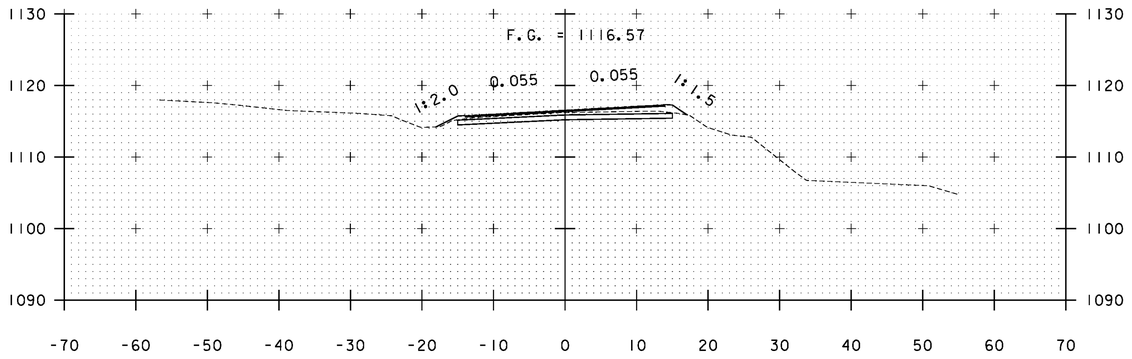
PROJECT NAME:	WARDSBORO-JAMAICA
PROJECT NUMBER:	ER STP 013-1(17)
FILE NAME: xs.dgn	PLOT DATE: 2/26/2014
PROJECT LEADER: K. UPMAL	DRAWN BY: B. KIPP
DESIGNED BY: B. KIPP	CHECKED BY: HSD
CROSS SECTIONS	SHEET 281 OF 444



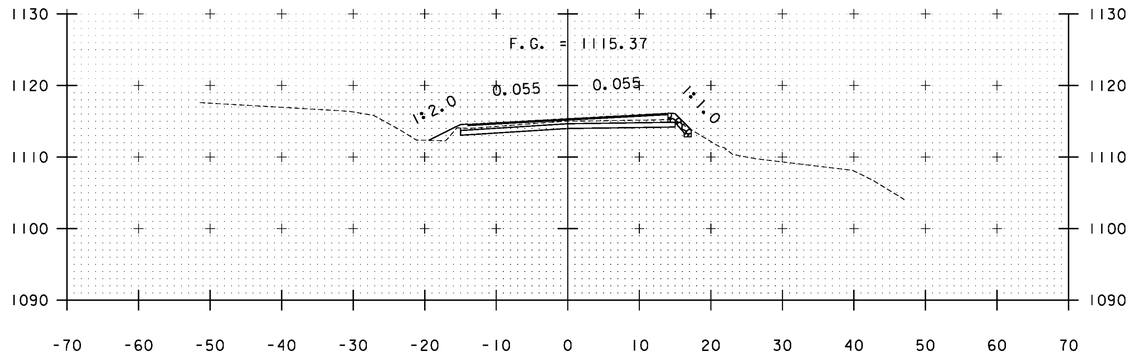
A 269+00



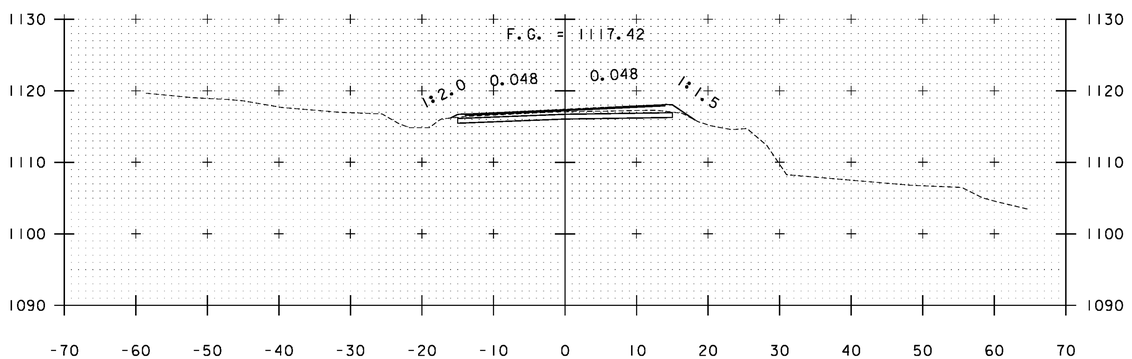
A 270+00



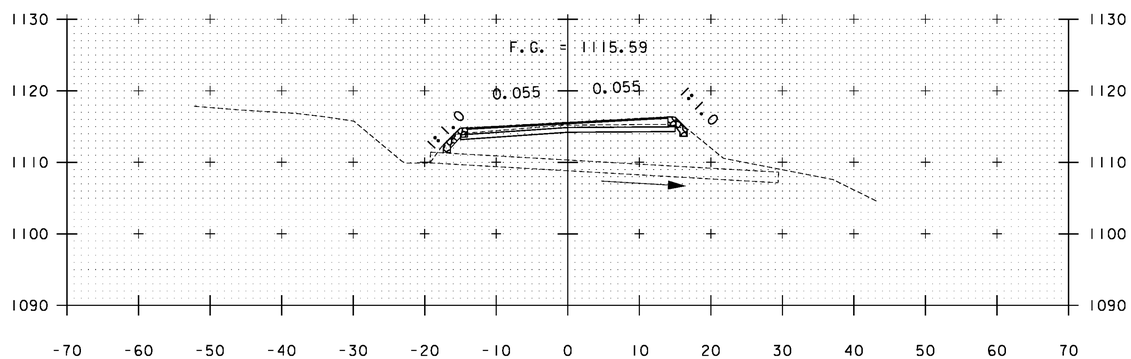
A 268+50



A 269+50



A 268+00



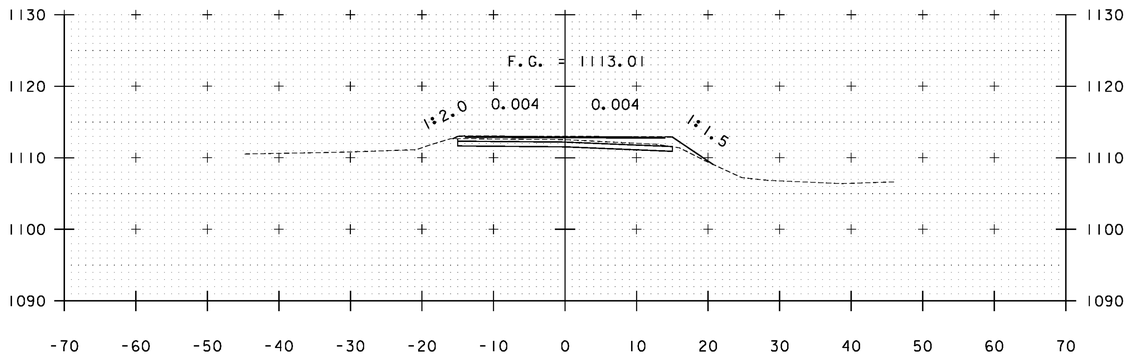
A 269+31

STA. A 268+00 TO STA. A 270+00

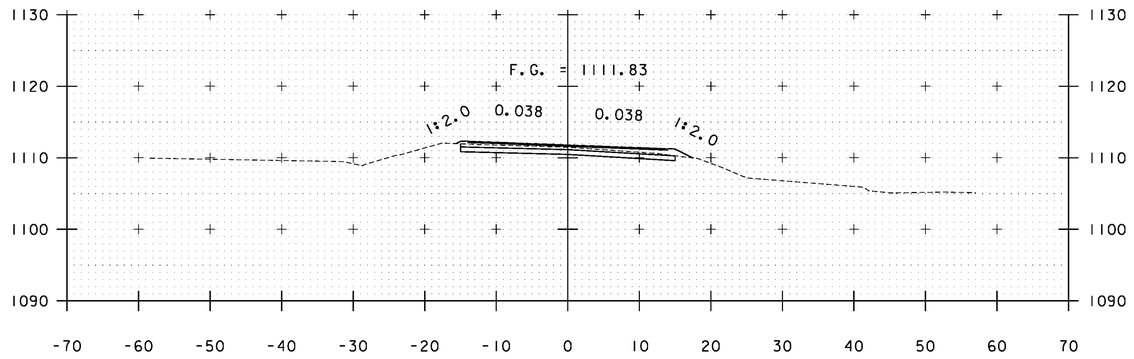
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

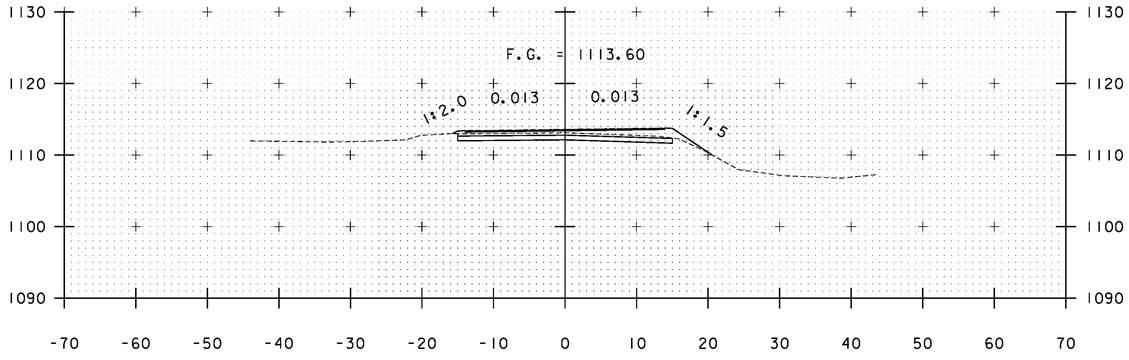
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 282 OF 444



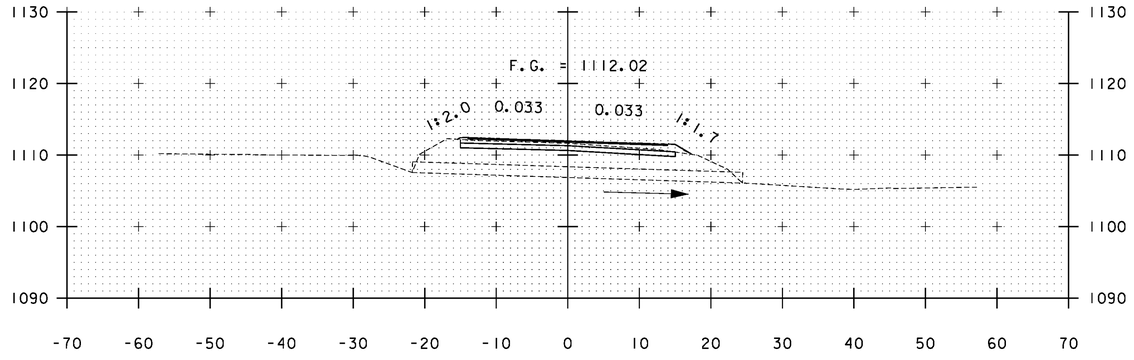
A 271+50



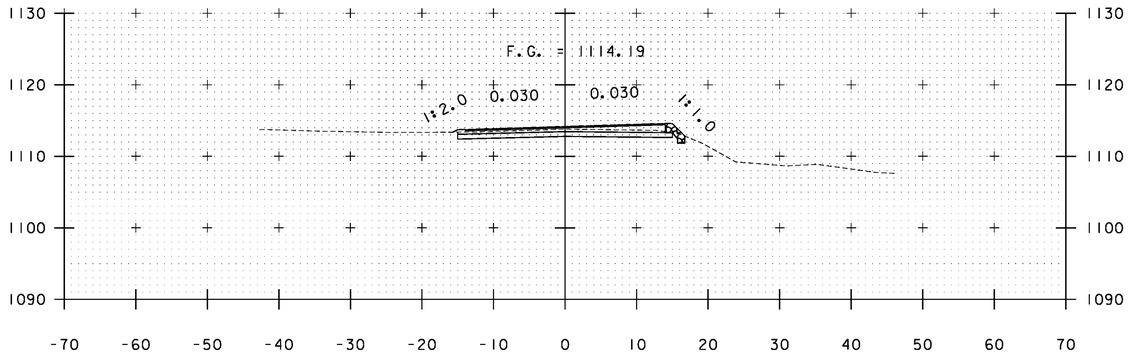
A 272+50



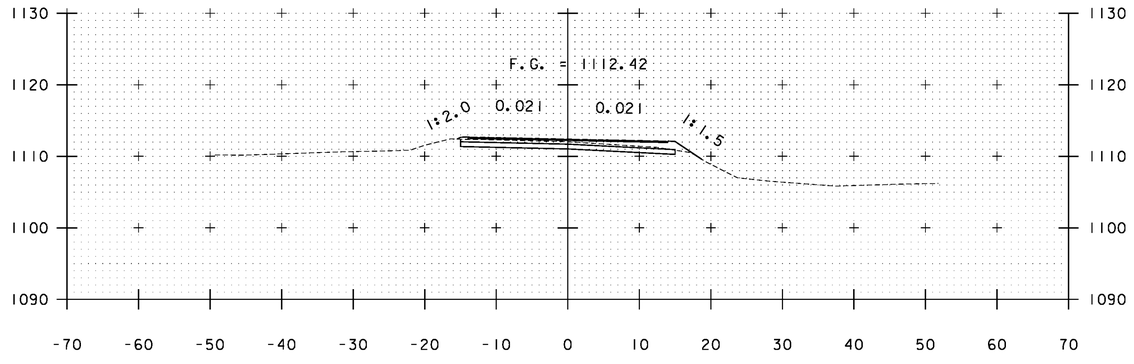
A 271+00



A 272+34



A 270+50



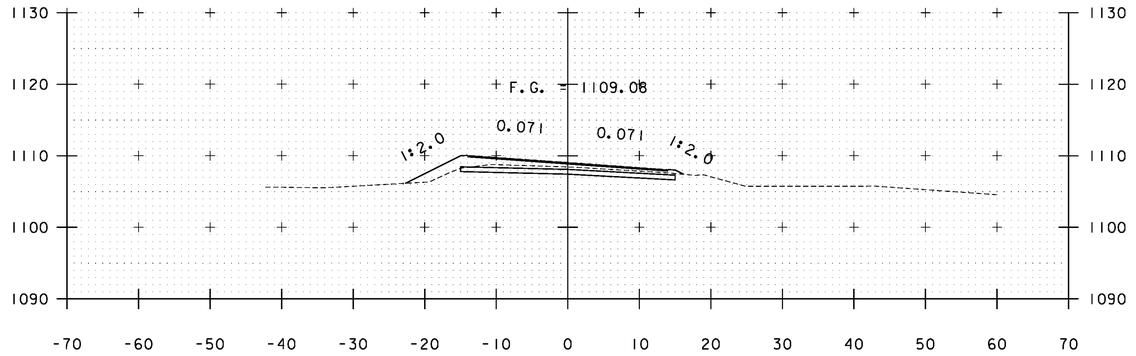
A 272+00

STA. A 270+50 TO STA. A 272+50

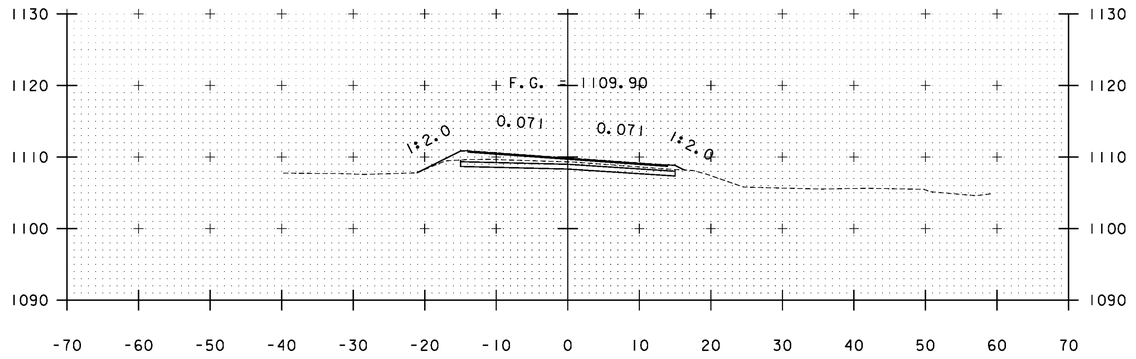
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

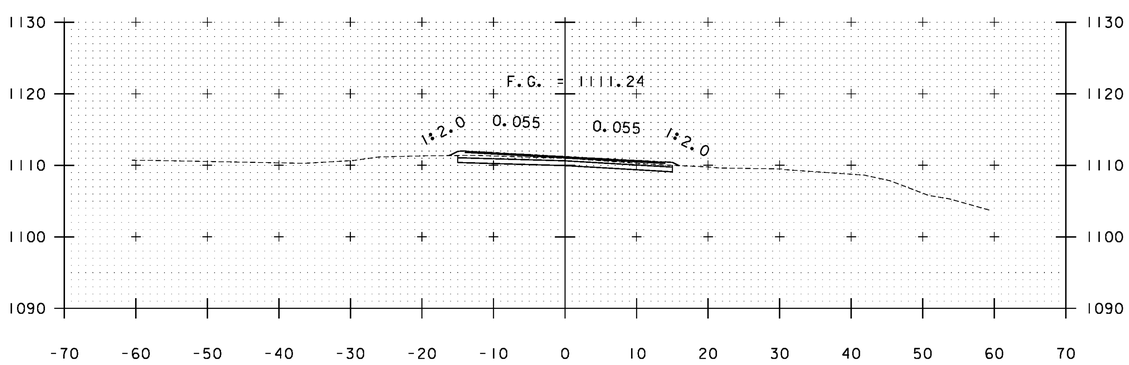
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 283 OF 444



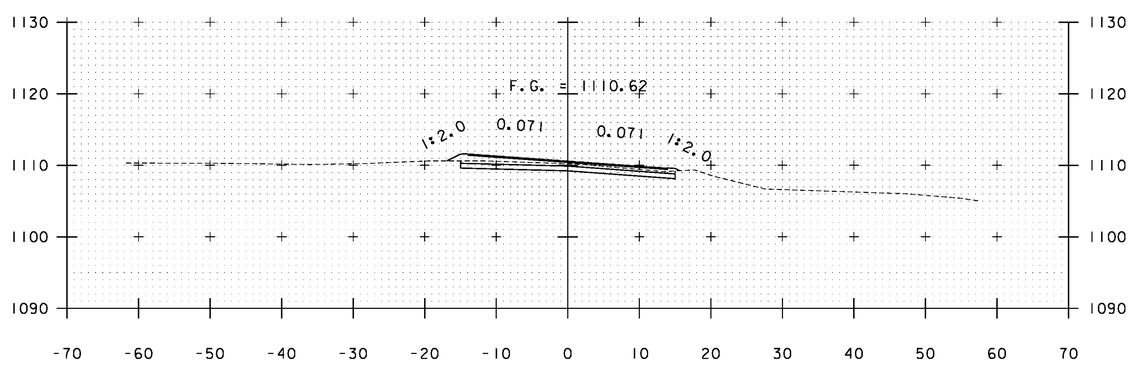
A 274+50



A 274+00



A 273+00



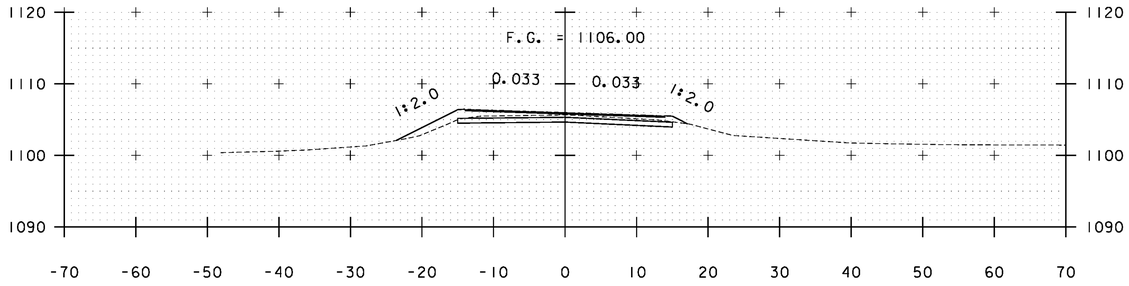
A 273+50

STA. A 273+00 TO STA. A 274+50

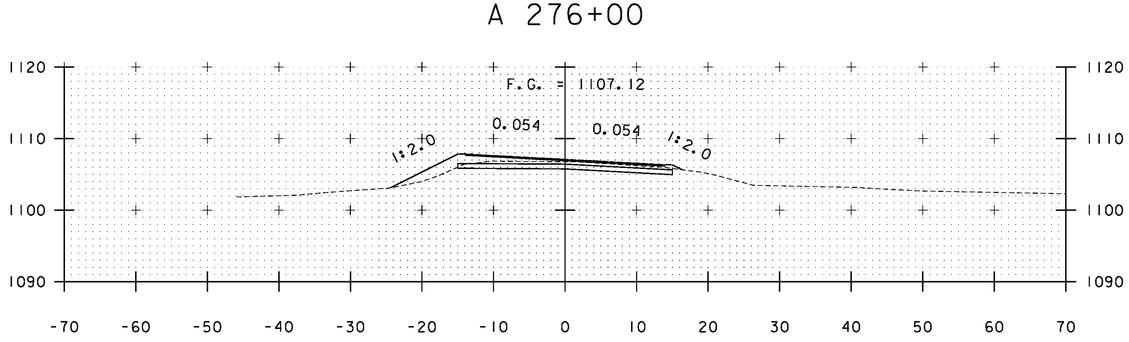
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

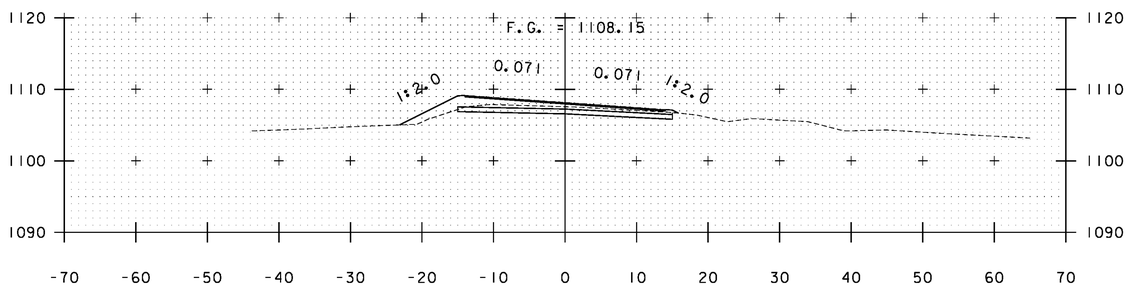
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 284 OF 444



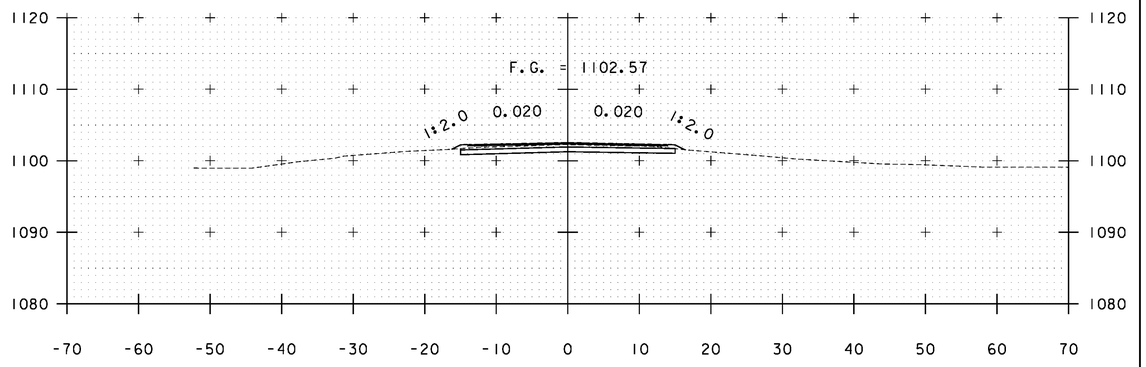
A 276+00



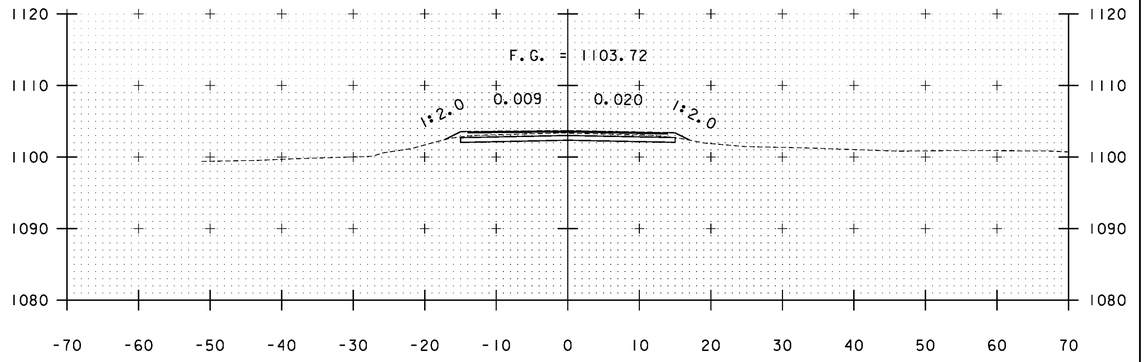
A 275+50



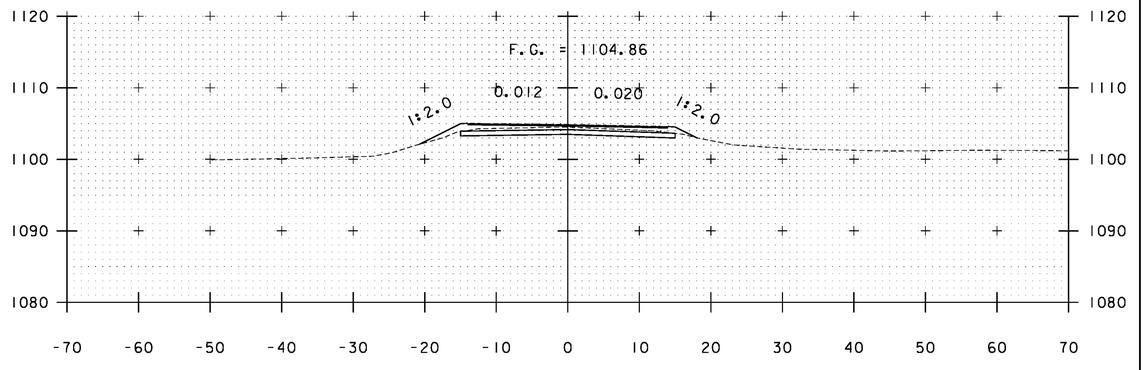
A 275+00



A 277+50



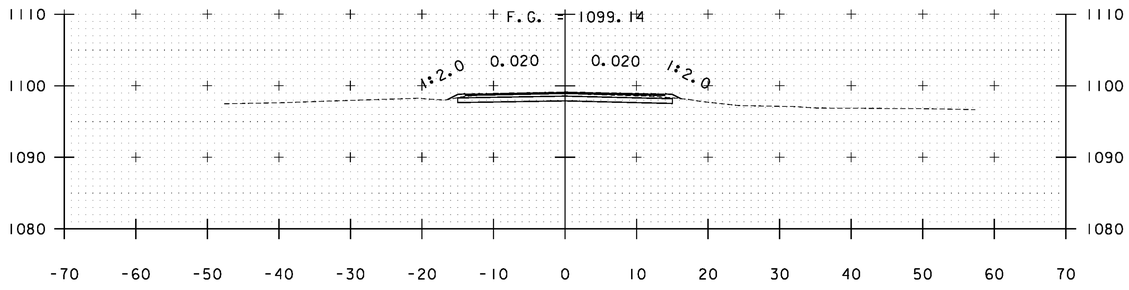
A 277+00



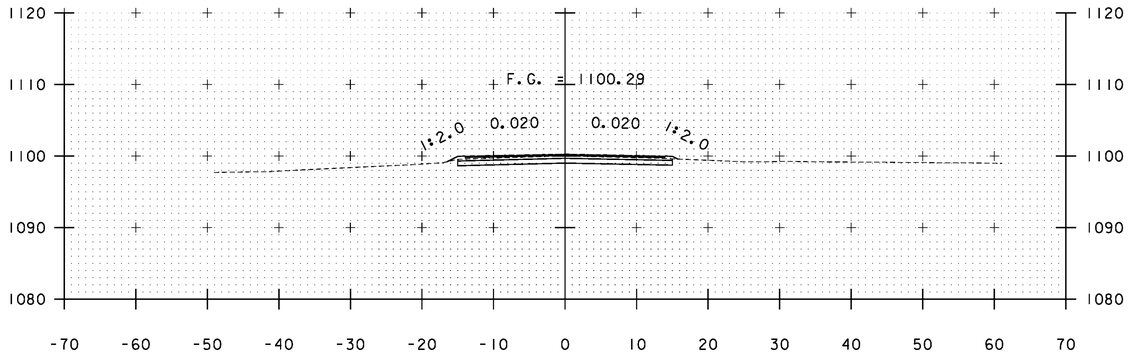
A 276+50

STA. A 275+00 TO STA. A 277+50

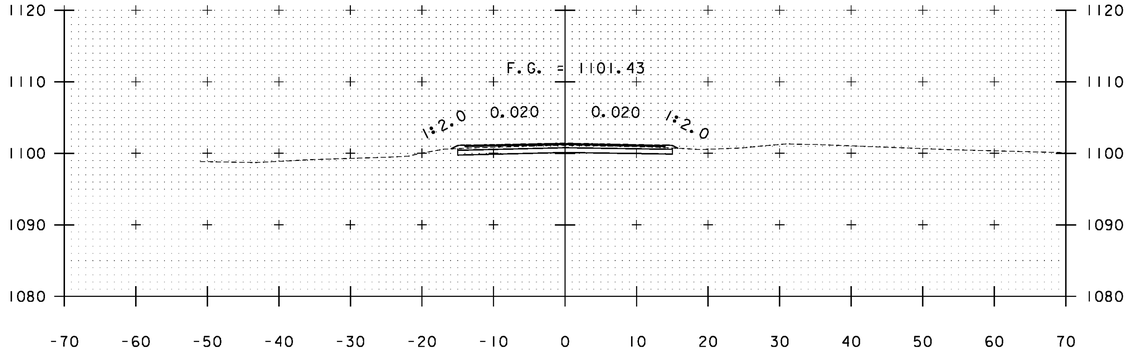
PROJECT NAME:	WARDSBORO-JAMAICA
PROJECT NUMBER:	ER STP 013-1(17)
FILE NAME: xs.dgn	PLOT DATE: 2/26/2014
PROJECT LEADER: K. UPMAL	DRAWN BY: B. KIPP
DESIGNED BY: B. KIPP	CHECKED BY: HSD
CROSS SECTIONS	SHEET 285 OF 444



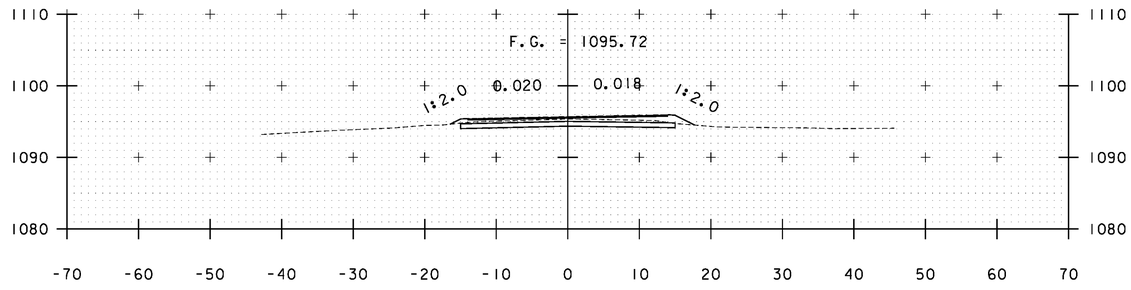
A 279+00



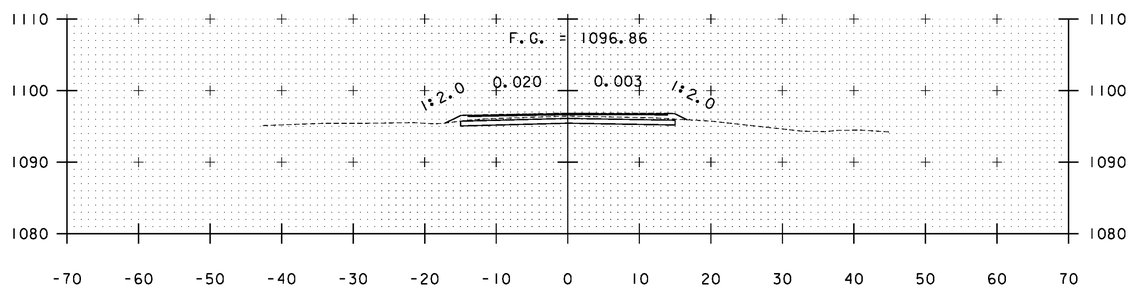
A 278+50



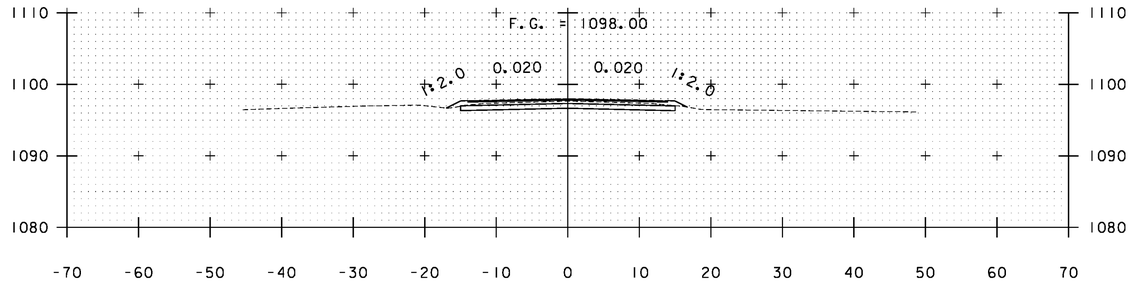
A 278+00



A 280+50



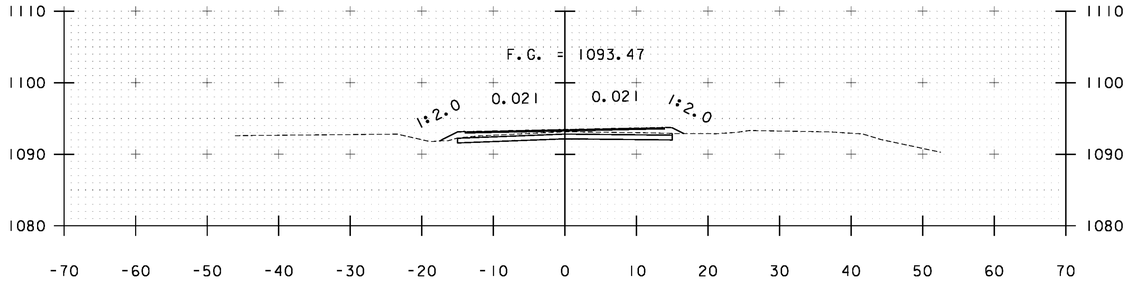
A 280+00



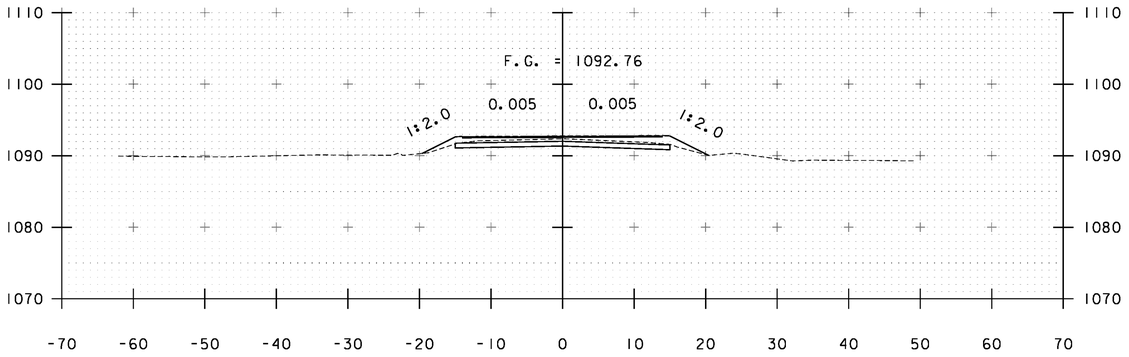
A 279+50

STA. A 278+00 TO STA. A 280+50

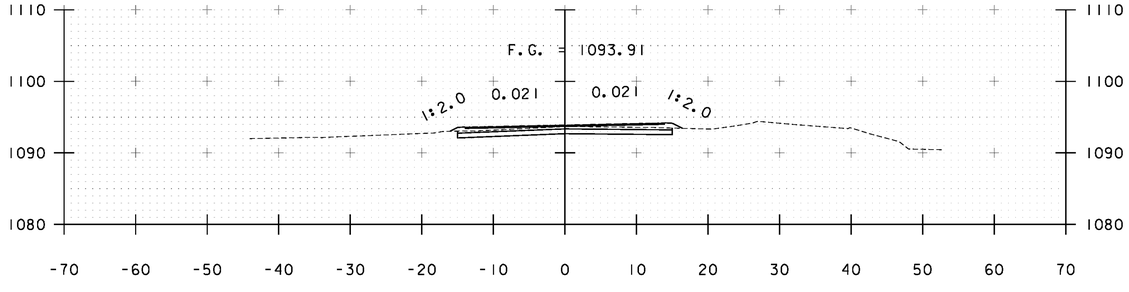
PROJECT NAME:	WARDSBORO-JAMAICA
PROJECT NUMBER:	ER STP 013-1(17)
FILE NAME: xs.dgn	PLOT DATE: 2/26/2014
PROJECT LEADER: K. UPMAL	DRAWN BY: B. KIPP
DESIGNED BY: B. KIPP	CHECKED BY: HSD
CROSS SECTIONS	SHEET 286 OF 444



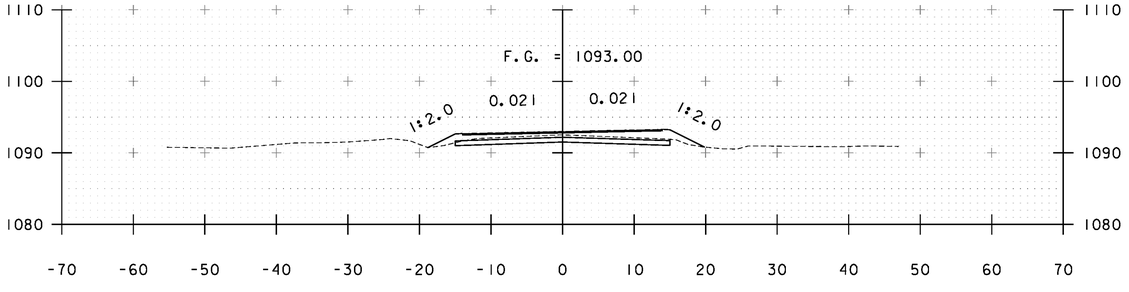
A 282+00



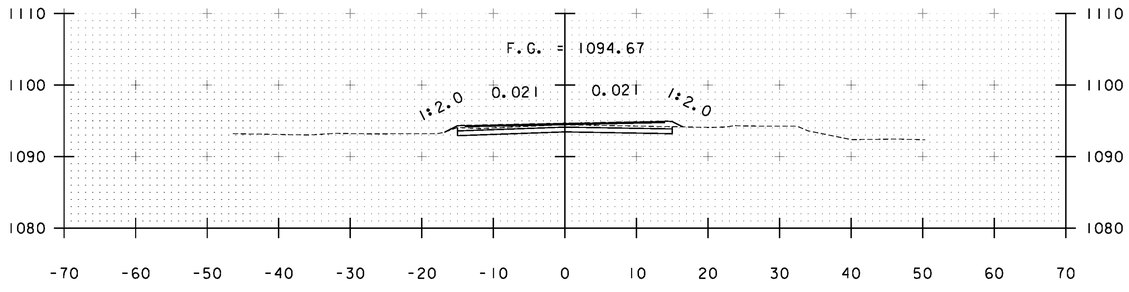
A 283+50
BEGIN BF 013-1(22)



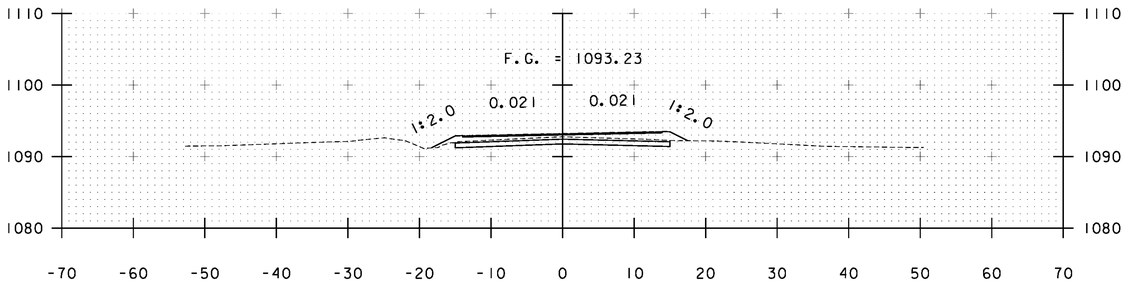
A 281+50



A 283+00



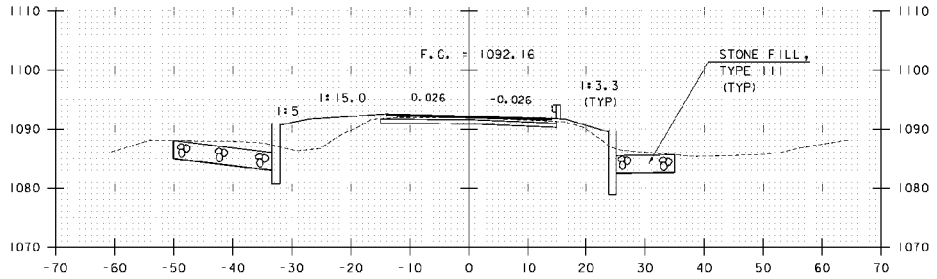
A 281+00



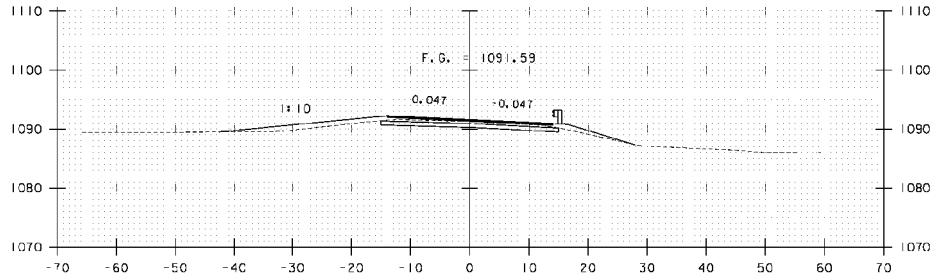
A 282+50

STA. A 281+00 TO STA. A 283+50

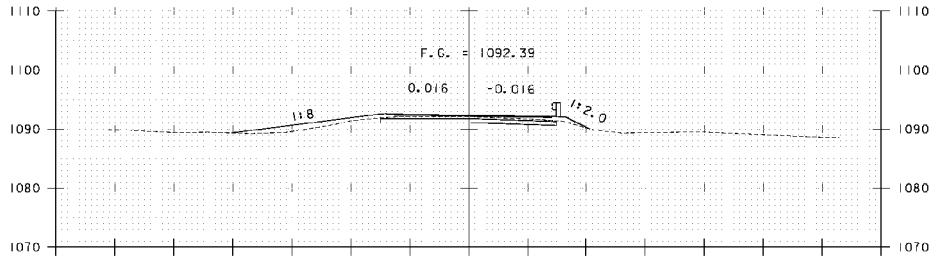
PROJECT NAME:	WARDSBORO-JAMAICA
PROJECT NUMBER:	ER STP 013-1(17)
FILE NAME: xs_C73.dgn	PLOT DATE: 2/26/2014
PROJECT LEADER: K. UPMAL	DRAWN BY: B. KIPP
DESIGNED BY: B. KIPP	CHECKED BY: HSD
CROSS SECTIONS	SHEET 287 OF 444



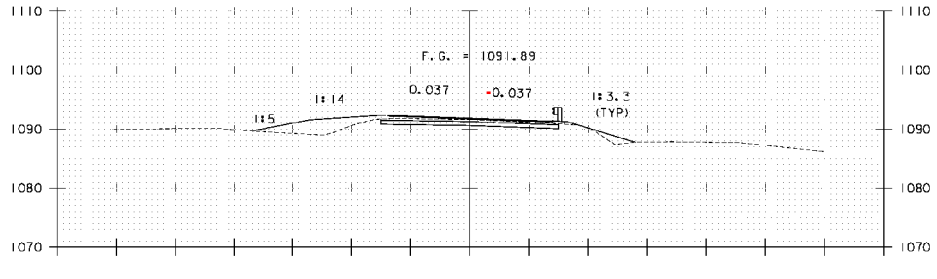
A 284+25



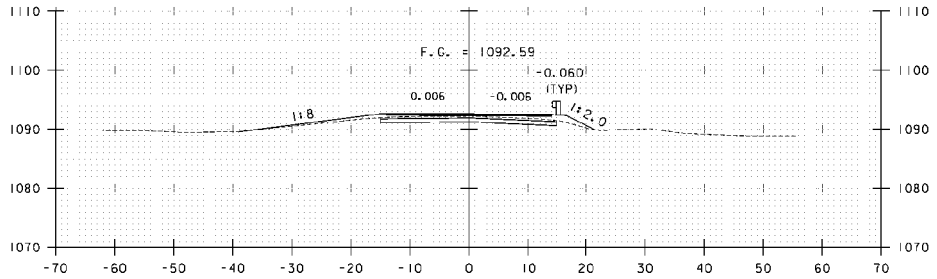
A 284+75



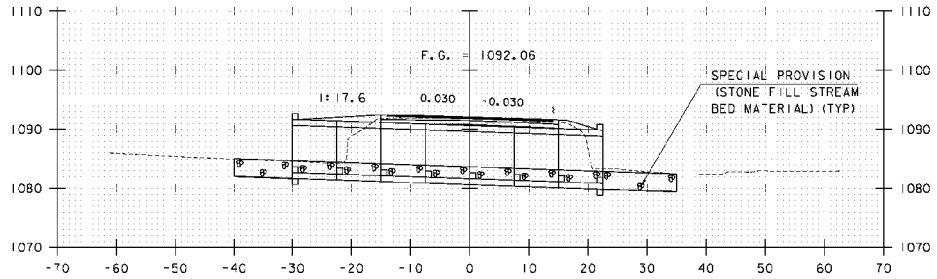
A 284+00



A 284+50



A 283+75



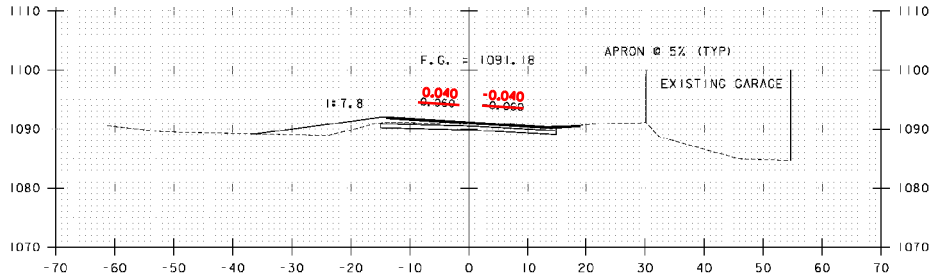
A 284+35
℄ BRIDGE #73

STA. A 283+75 TO STA. A 284+75

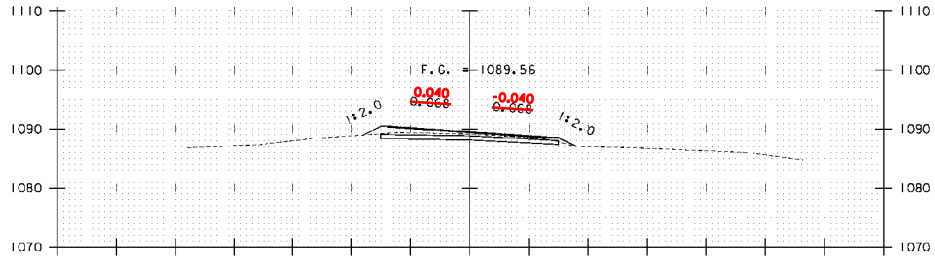
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs_C73.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

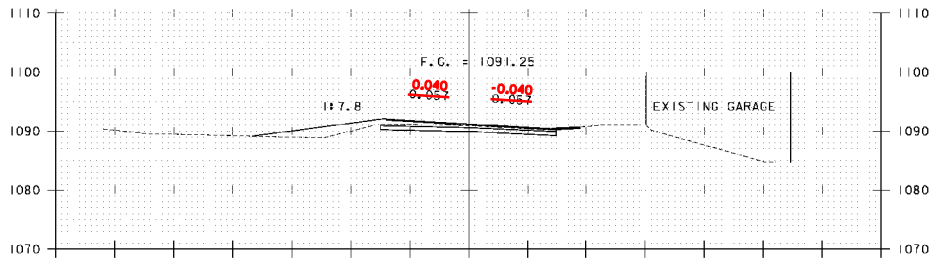
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 283 OF 444



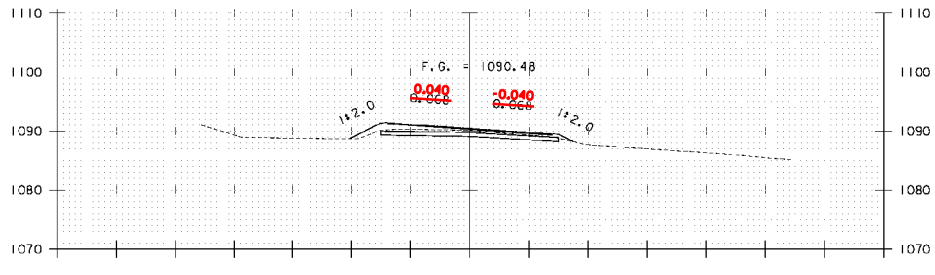
A 285+05
℄ DRIVEWAY



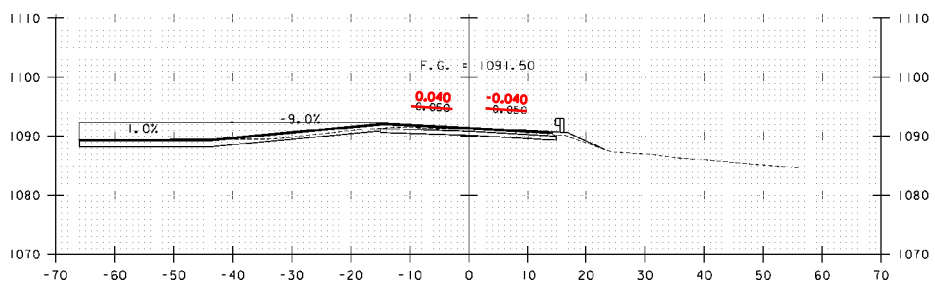
A 286+00



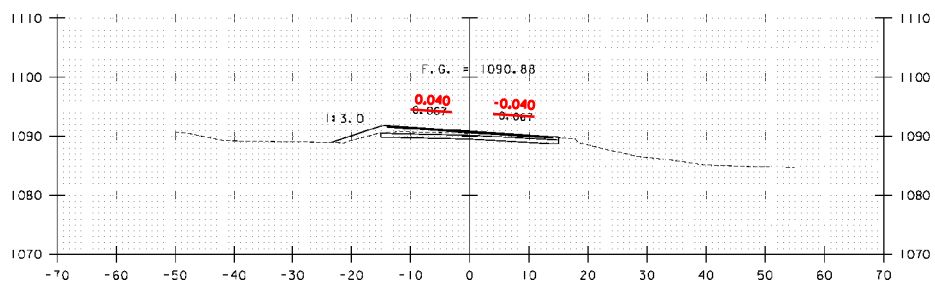
A 285+00



A 285+50



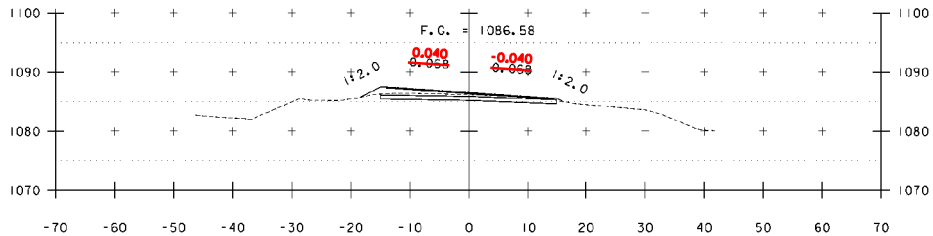
A 284+82 SKEWED @ 12°
℄ DRIVEWAY



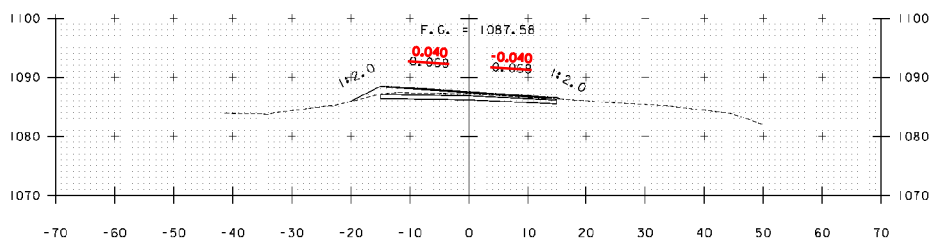
A 285+25
END BF 013-1(22)

STA. A 284+82 TO STA. A 286+00

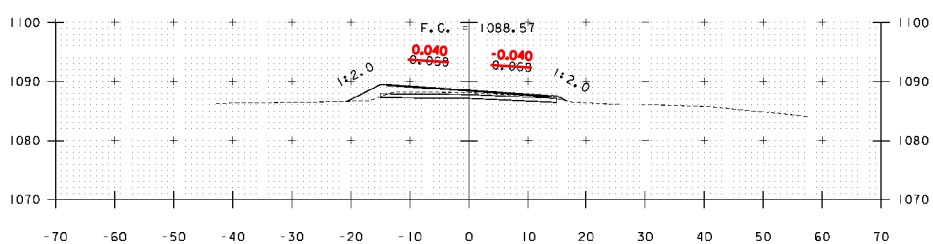
PROJECT NAME:	WARDSBORO-JAMAICA
PROJECT NUMBER:	ER STP 013-1(17)
FILE NAME: xs_C73.dgn	PLOT DATE: 2/26/2014
PROJECT LEADER: K. UPMAL	DRAWN BY: B. KIPP
DESIGNED BY: B. KIPP	CHECKED BY: HSD
CROSS SECTIONS	SHEET 283 OF 444



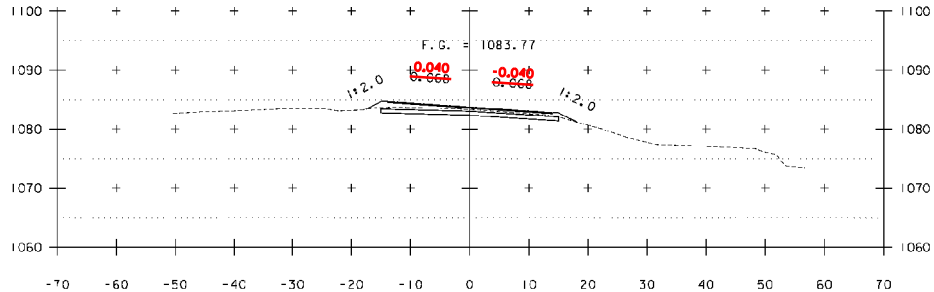
A 287+50



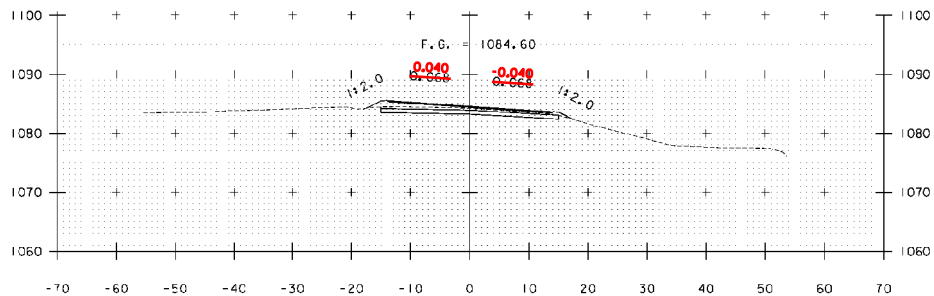
A 287+00



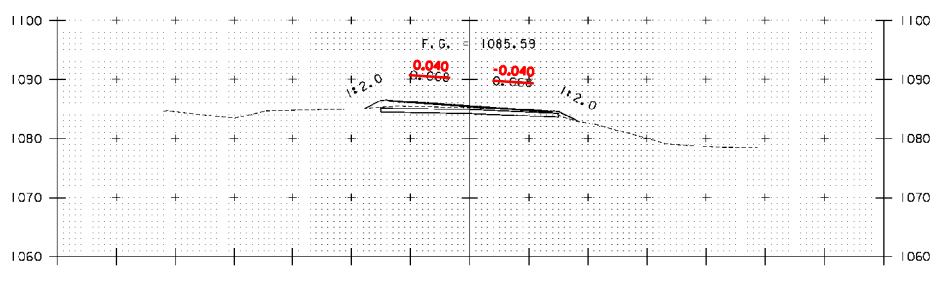
A 286+50



A 289+00



A 288+50



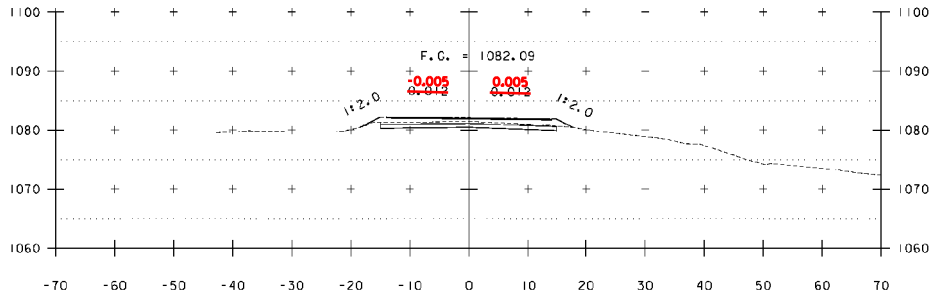
A 288+00

STA. A 286+50 TO STA. A 289+00

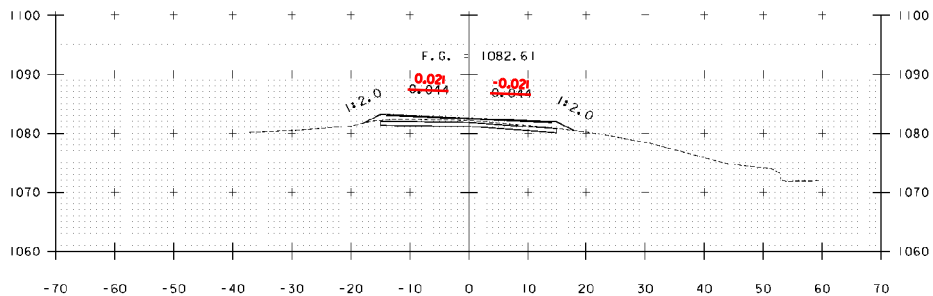
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

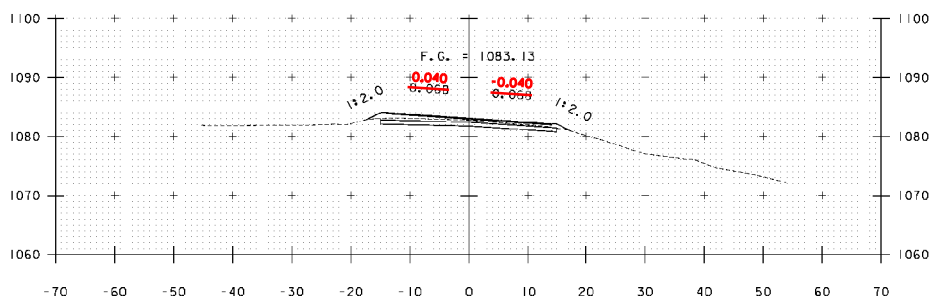
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 290 OF 444



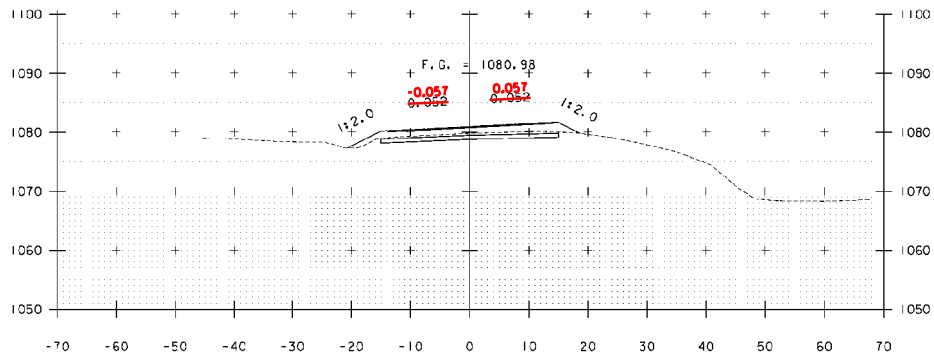
A 290+50



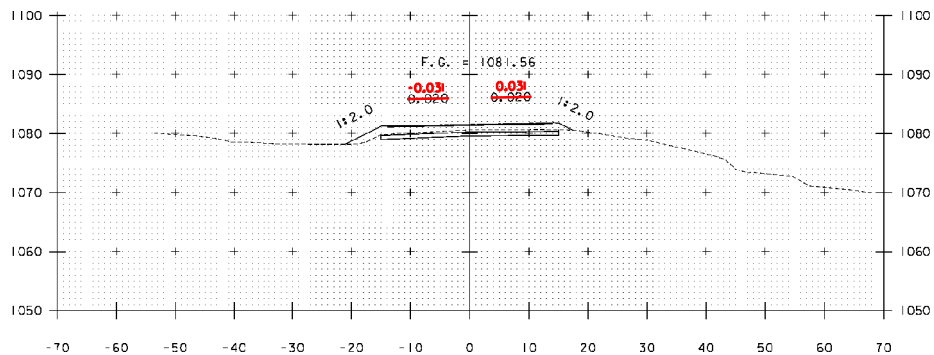
A 290+00



A 289+50



A 291+50



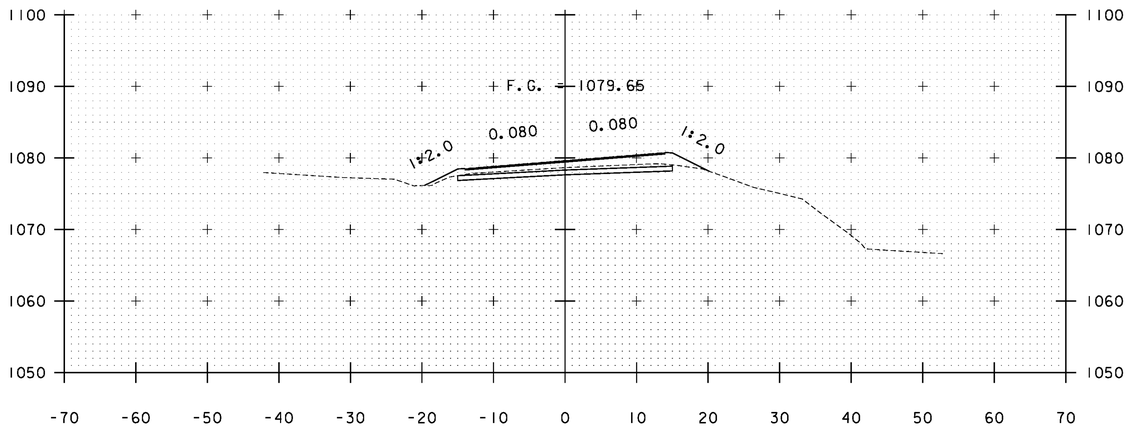
A 291+00

PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

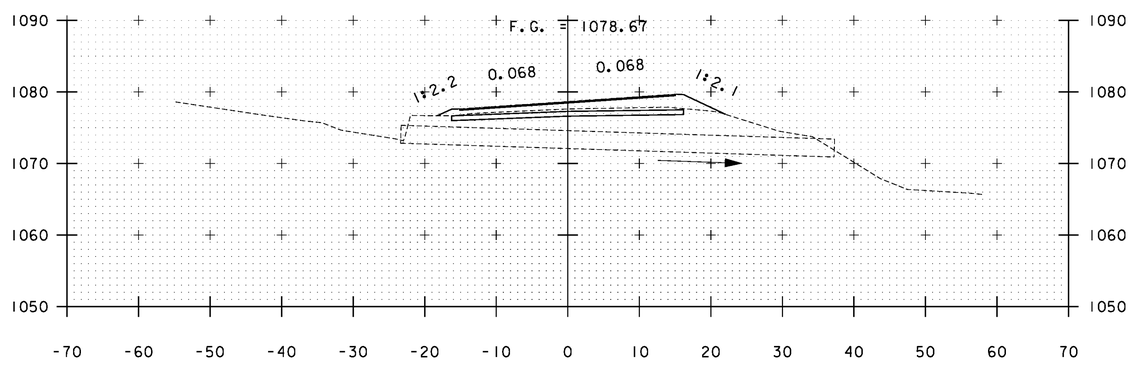
FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 291 OF 444

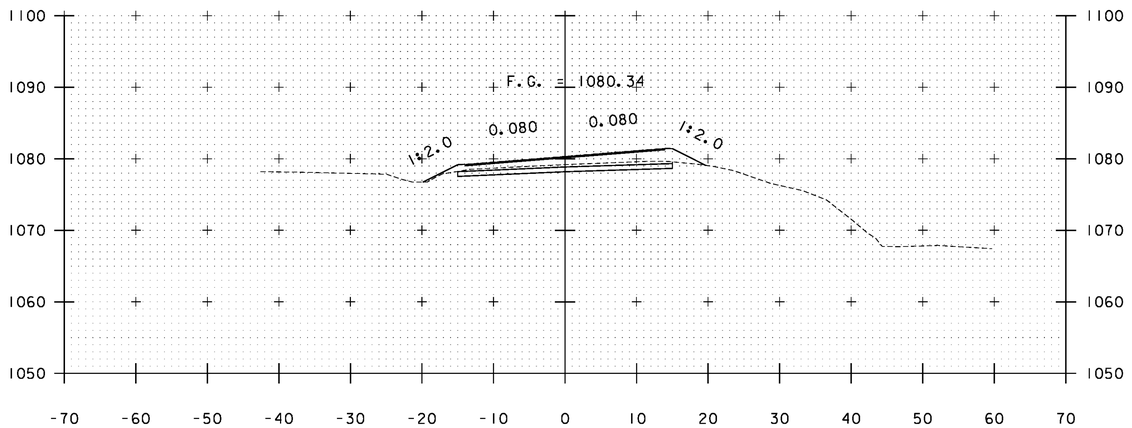
STA. A 289+50 TO STA. A 291+50



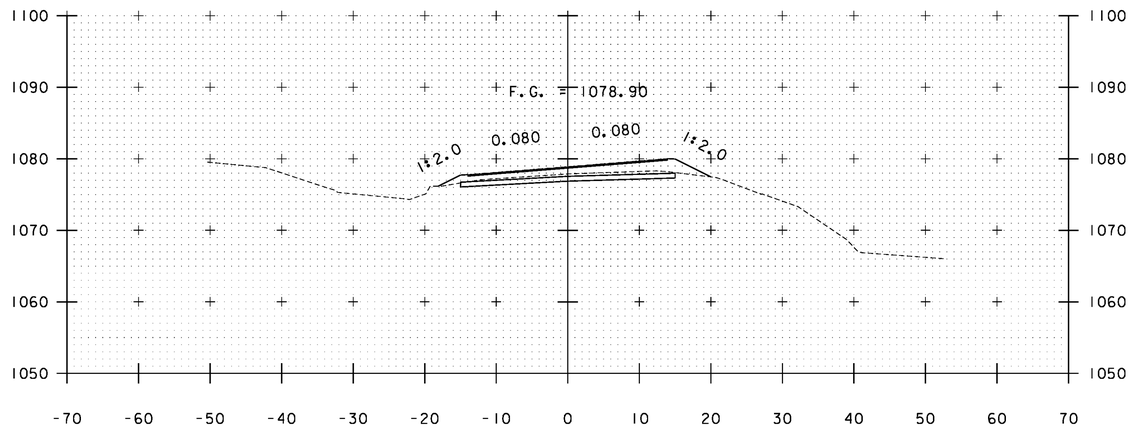
A 292+50



A 293+15



A 292+00



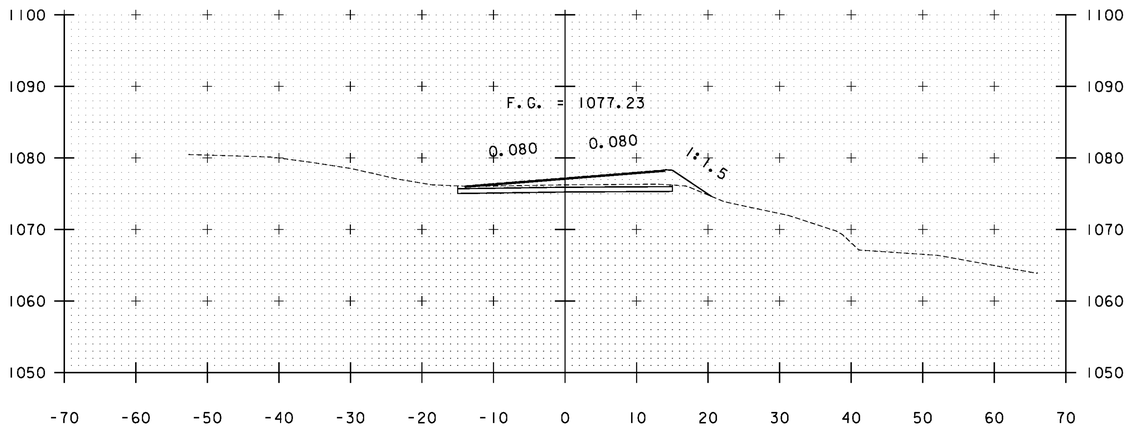
A 293+00

STA. A 292+00 TO STA. A 293+15

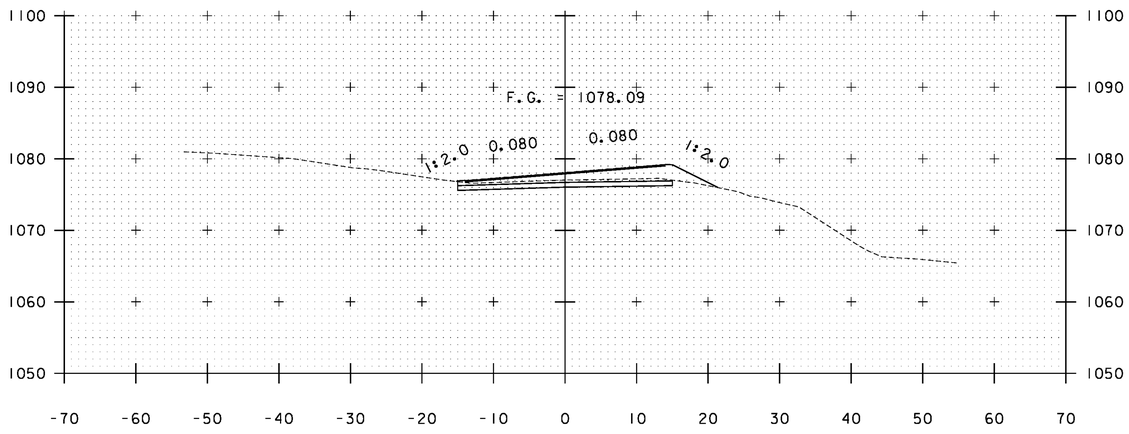
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

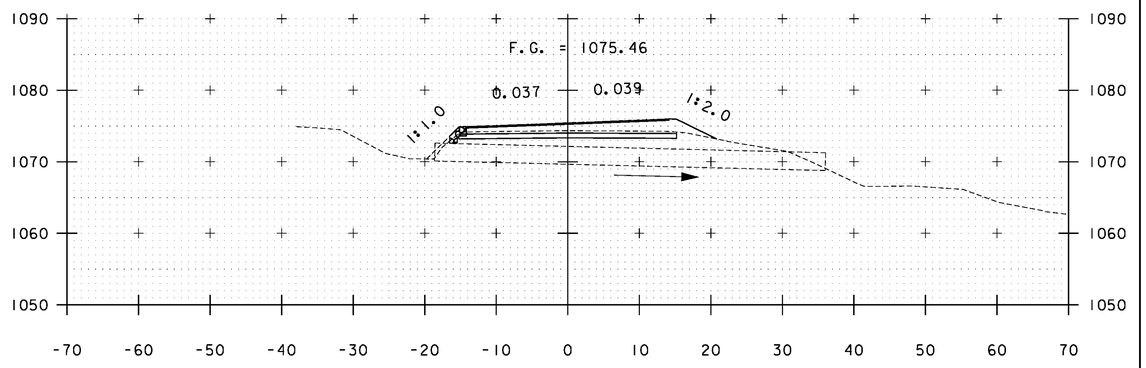
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 292 OF 444



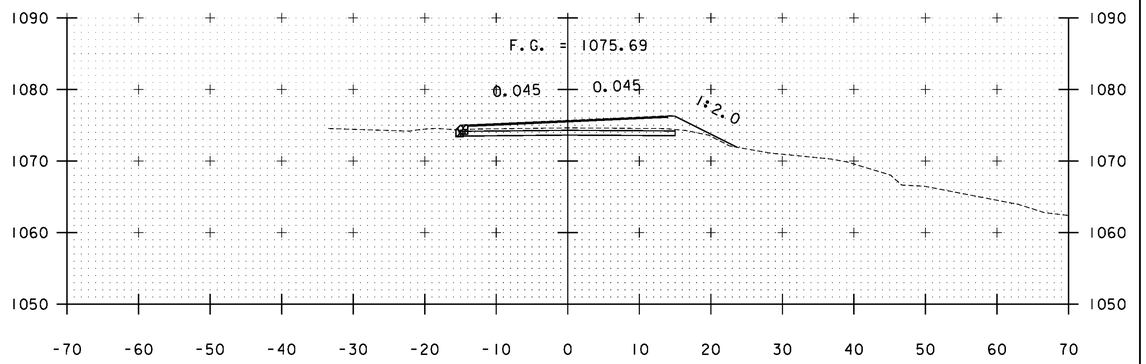
A 294+00



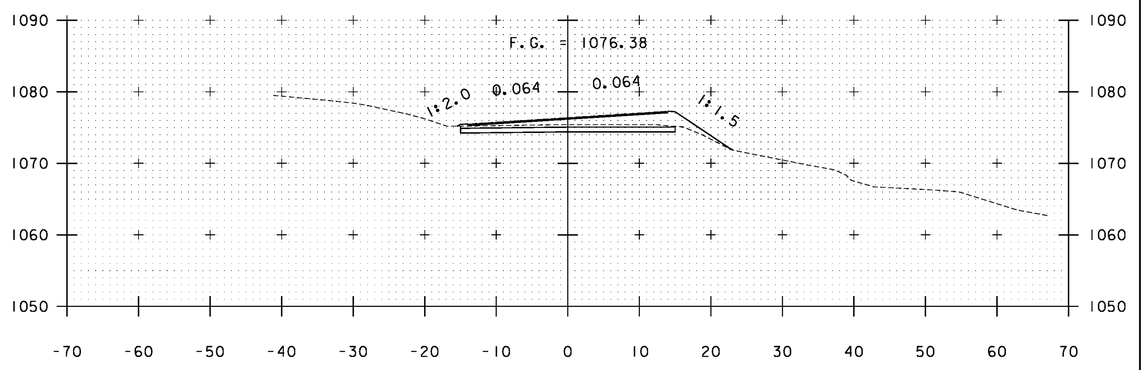
A 293+50



A 295+22



A 295+00



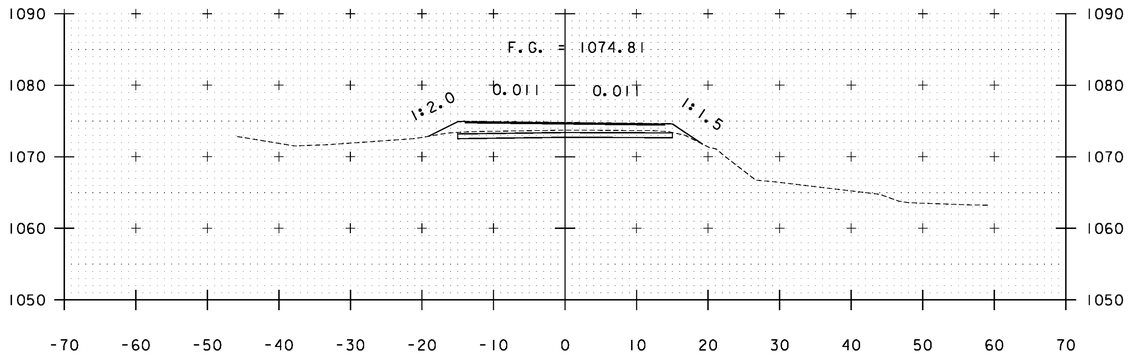
A 294+50

STA. A 293+50 TO STA. A 295+22

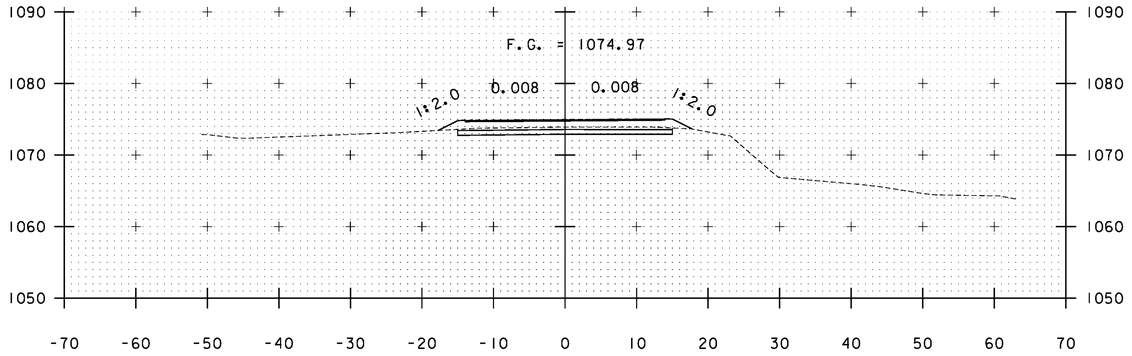
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

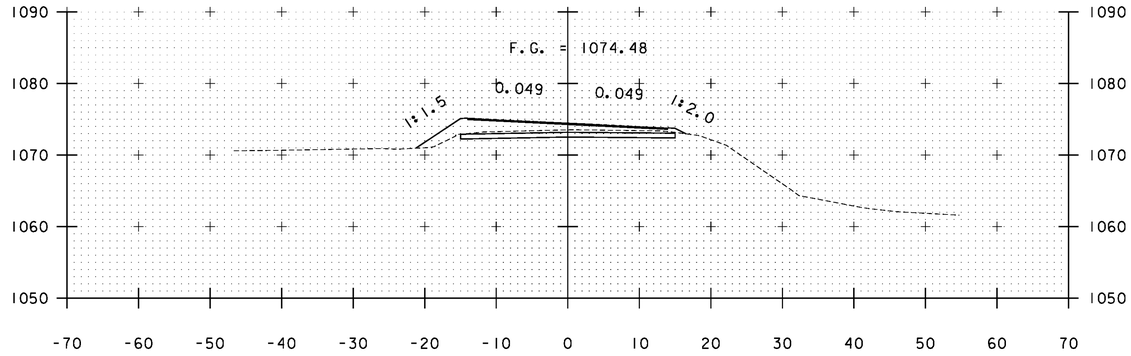
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 293 OF 444



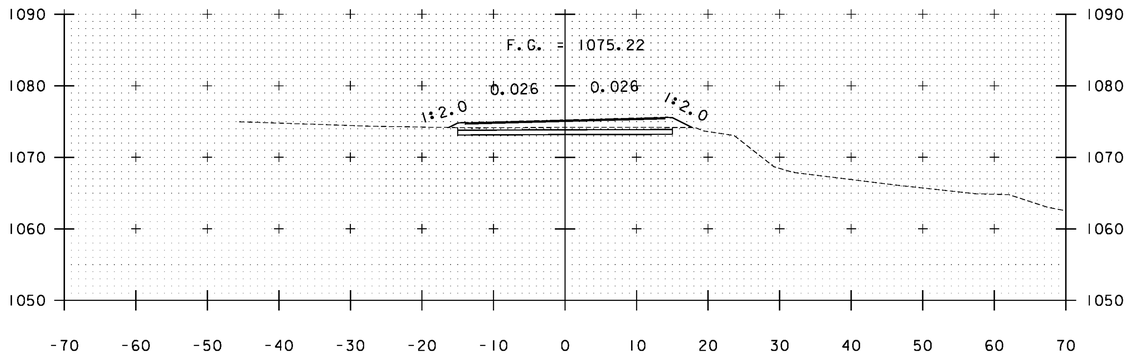
A 296+50



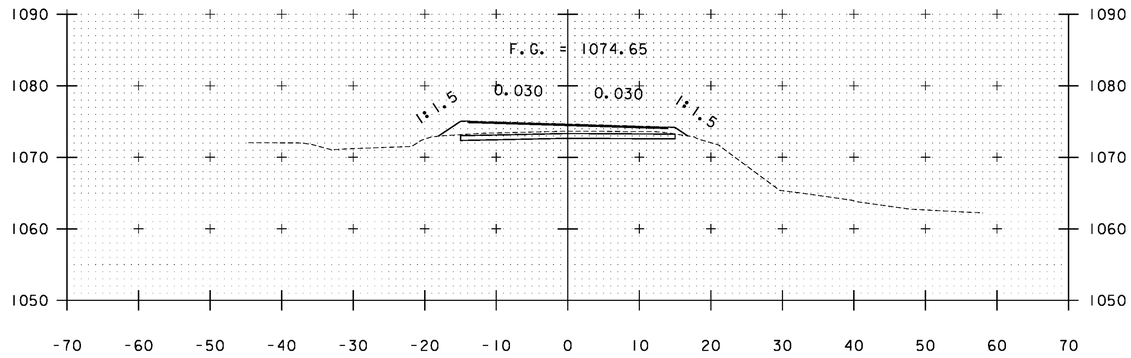
A 296+00



A 297+50



A 295+50



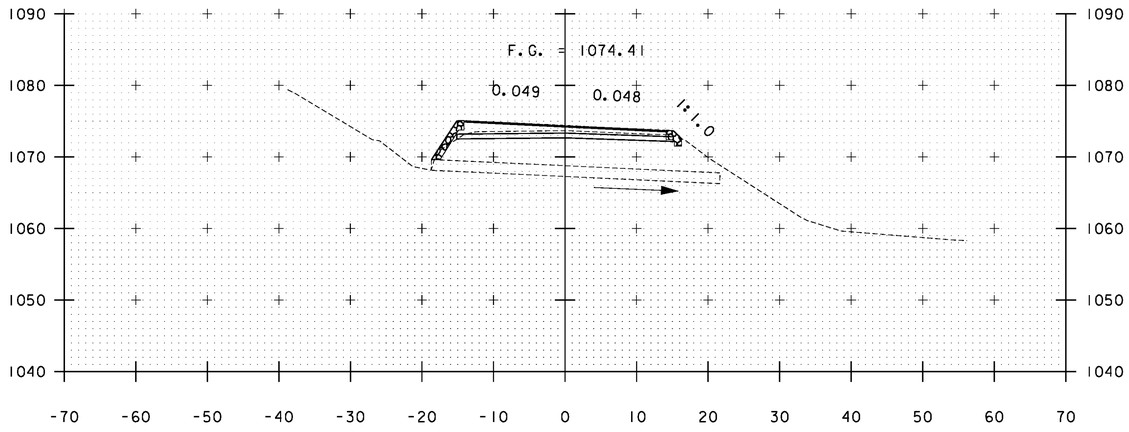
A 297+00

STA. A 295+50 TO STA. A 297+50

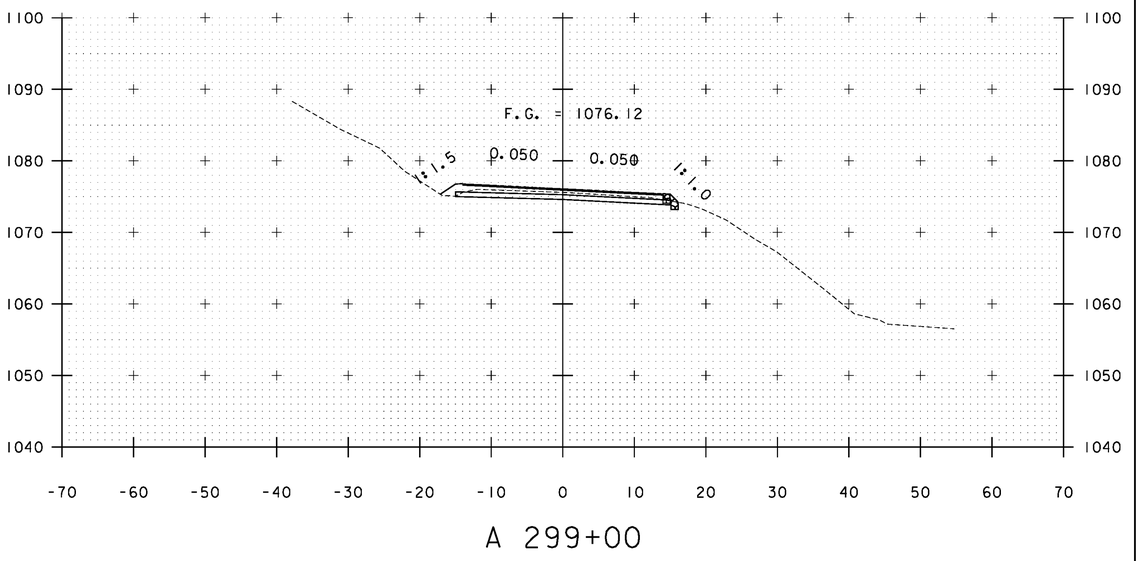
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

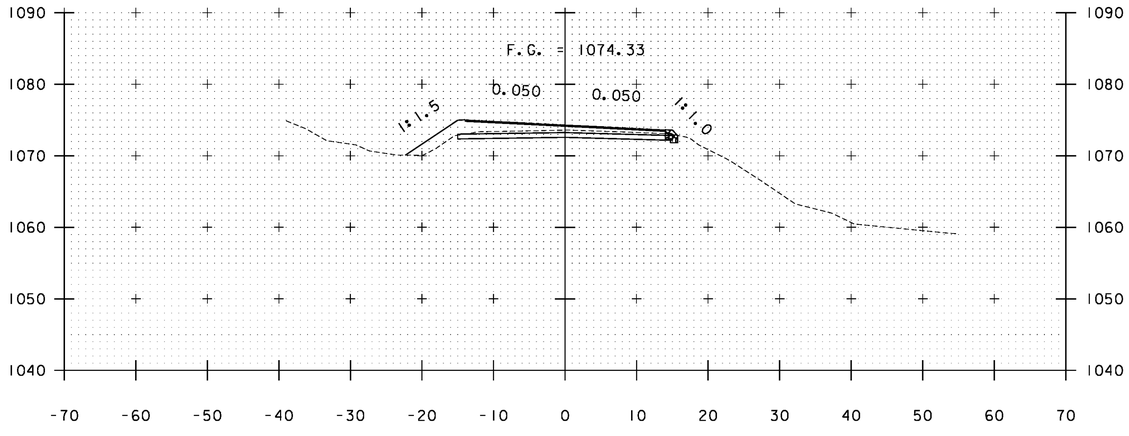
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 294 OF 444



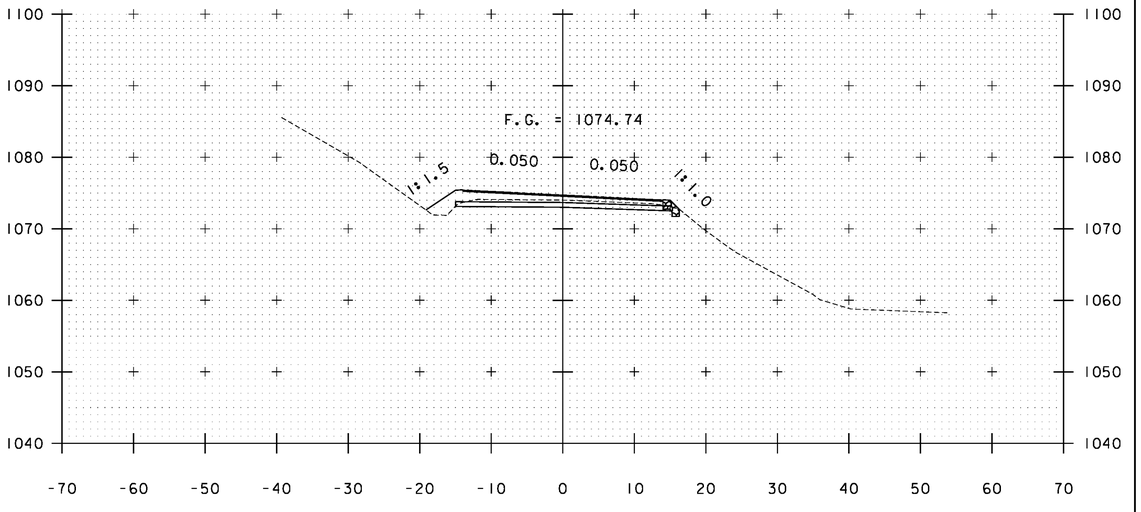
A 298+24



A 299+00



A 298+00



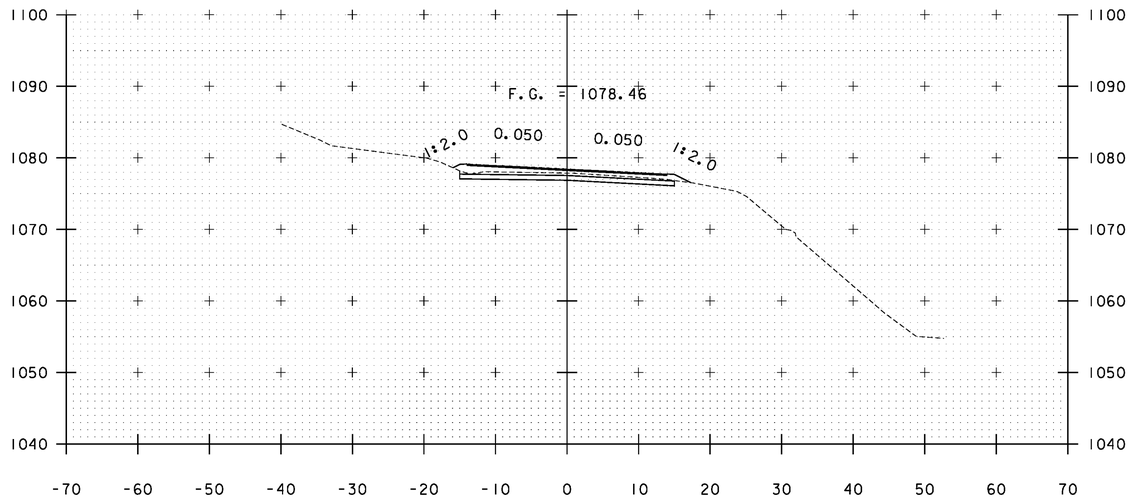
A 298+50

STA. A 298+00 TO STA. A 299+00

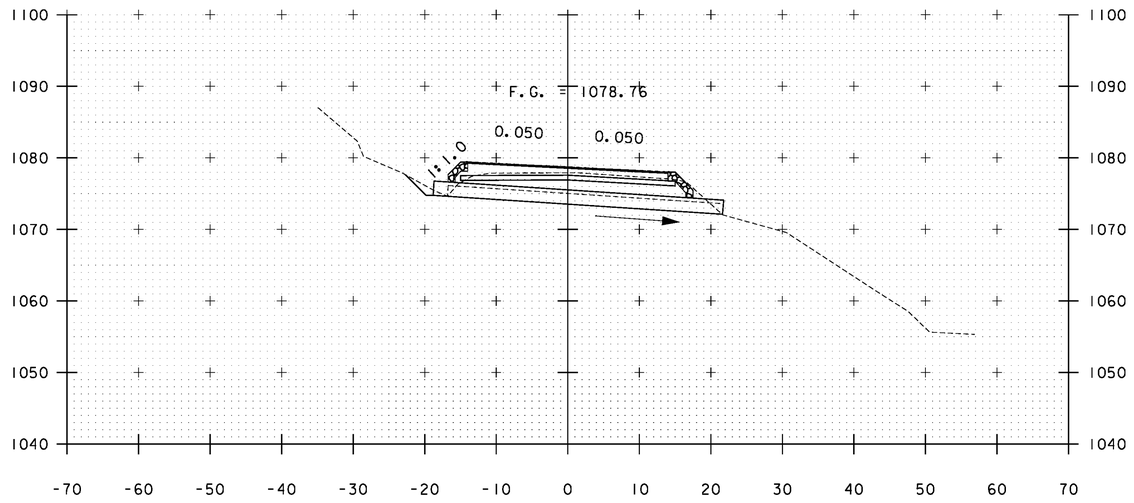
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

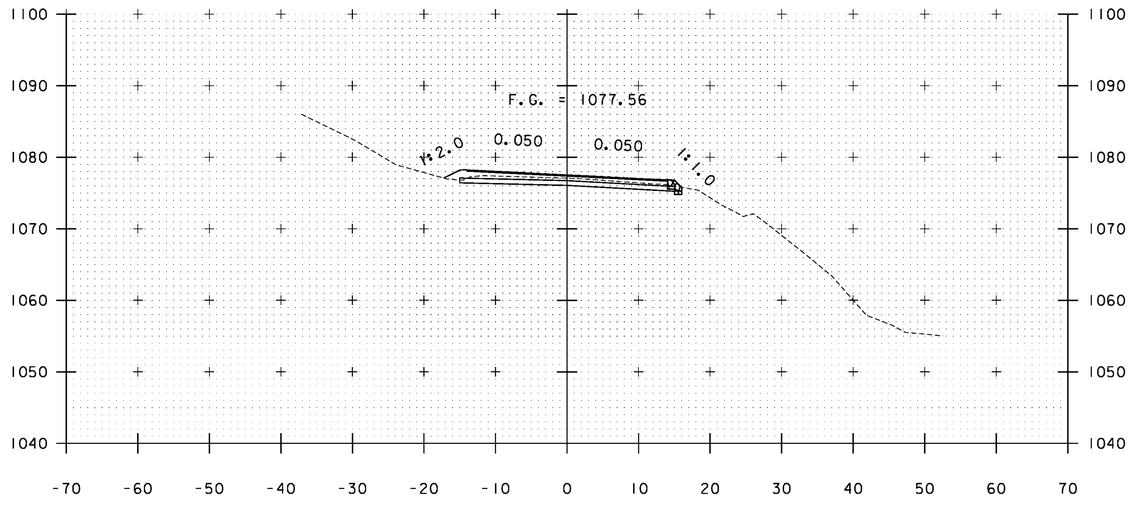
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 295 OF 444



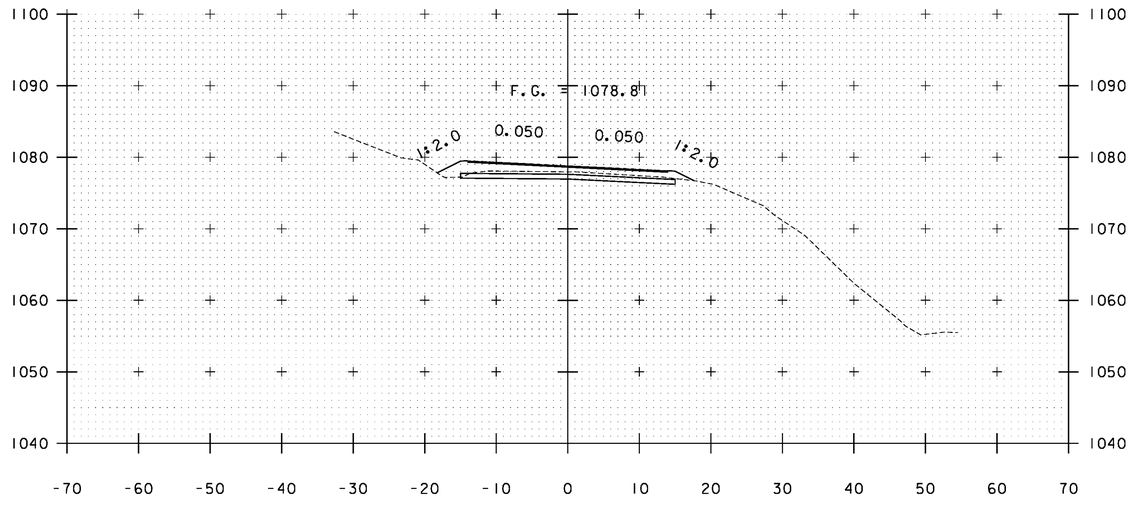
A 300+00



A 300+81



A 299+50



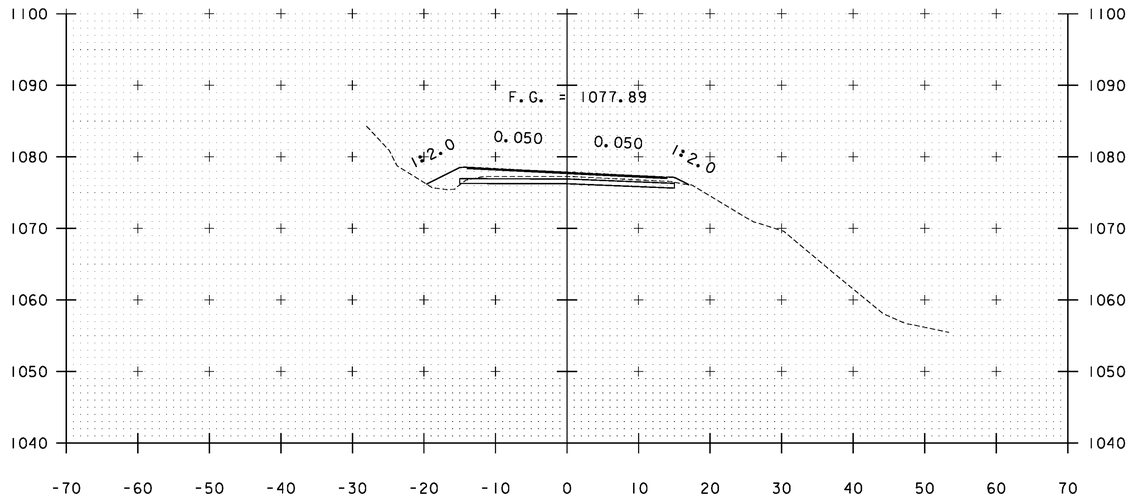
A 300+50

STA. A 299+50 TO STA. A 300+81

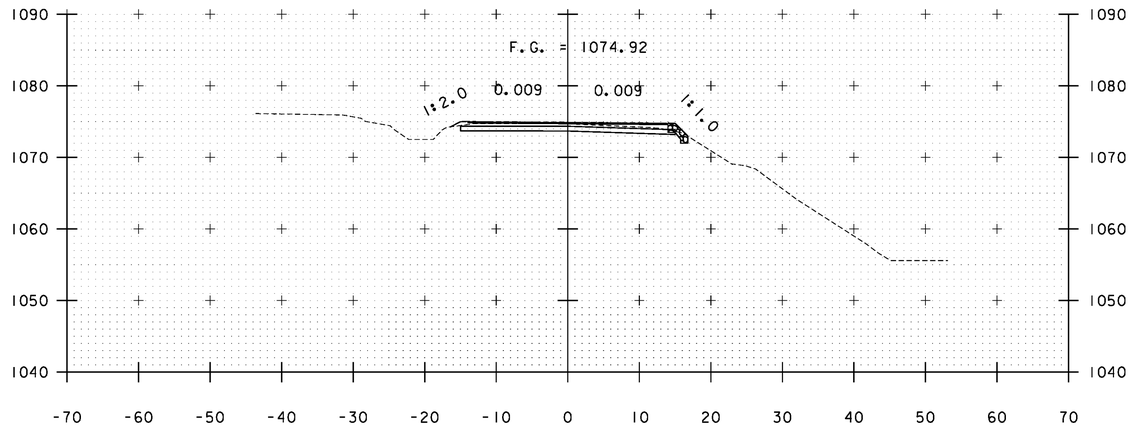
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

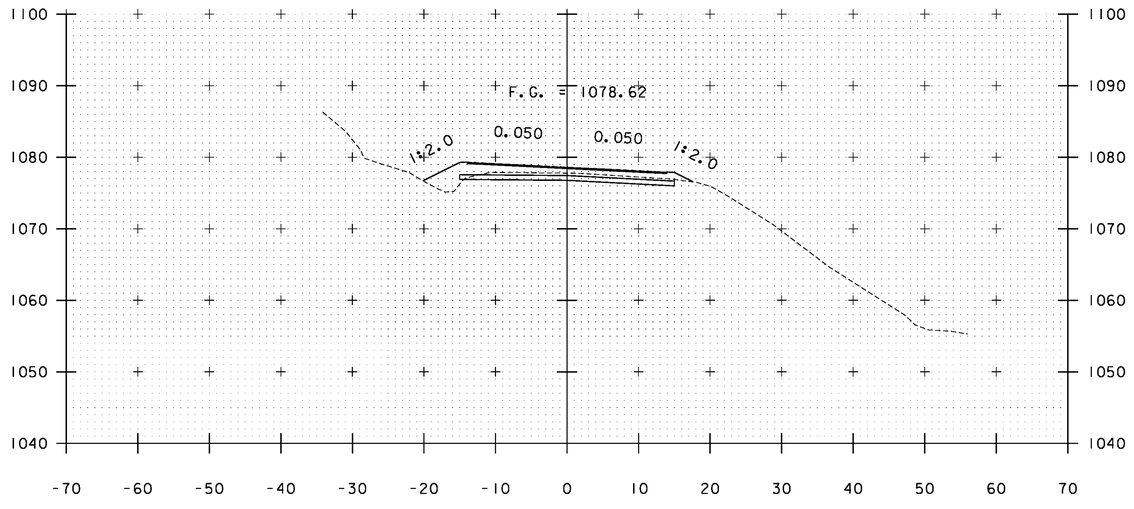
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 296 OF 444



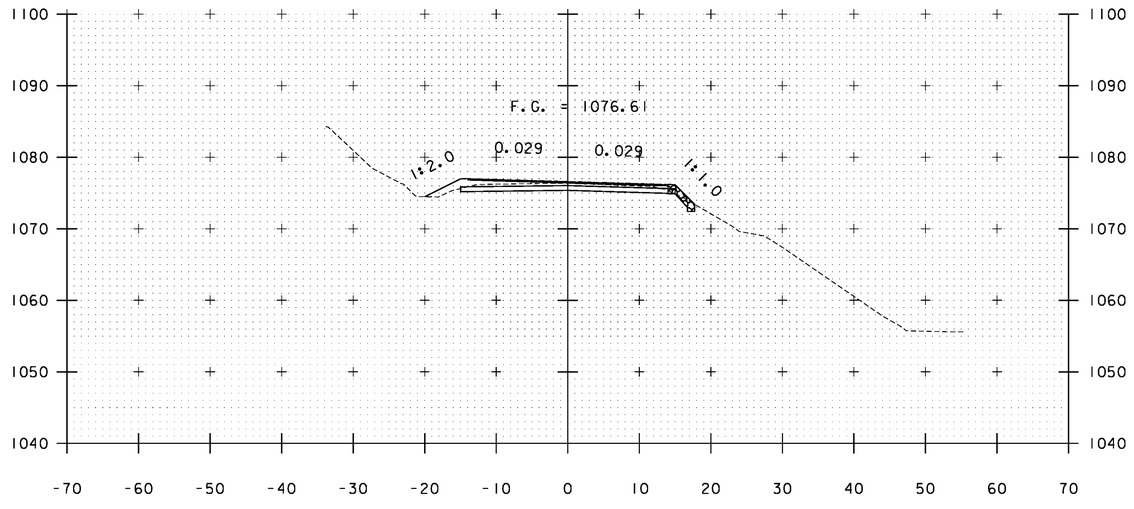
A 301+50



A 302+50



A 301+00



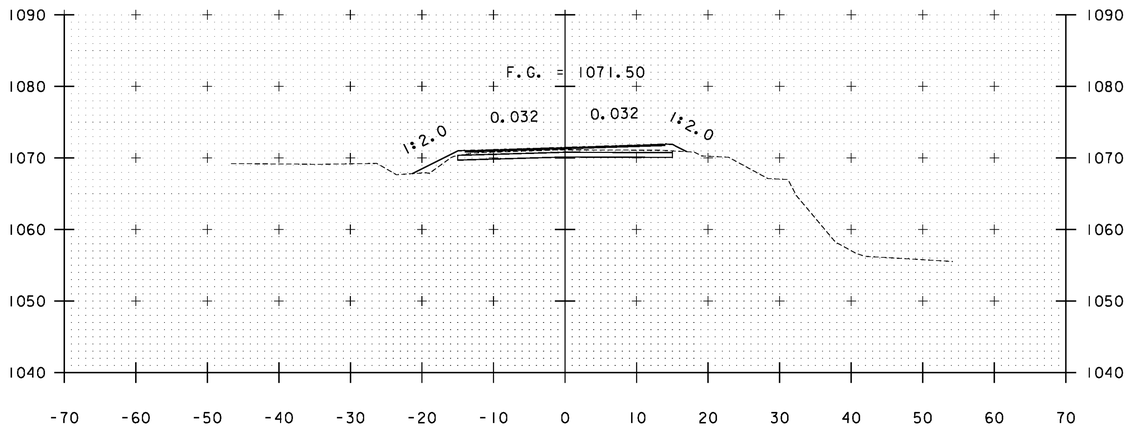
A 302+00

STA. A 301+00 TO STA. A 302+50

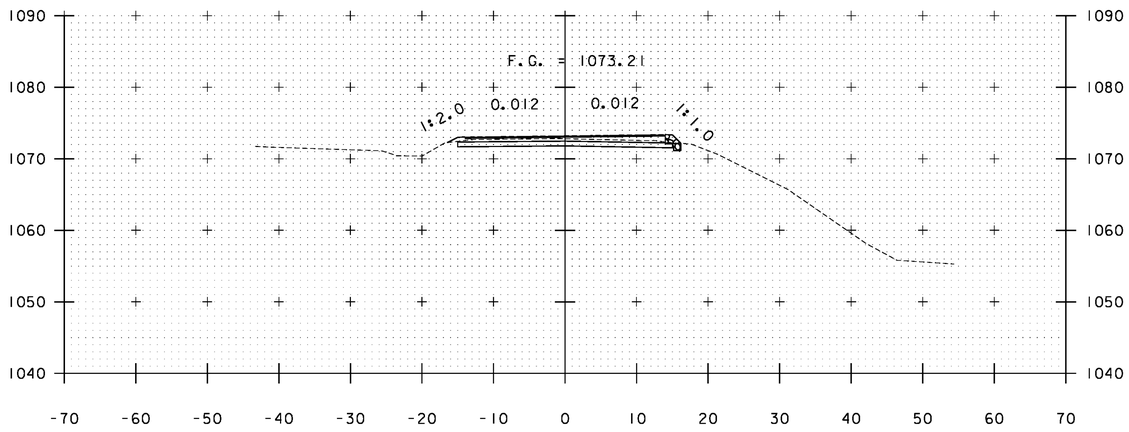
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

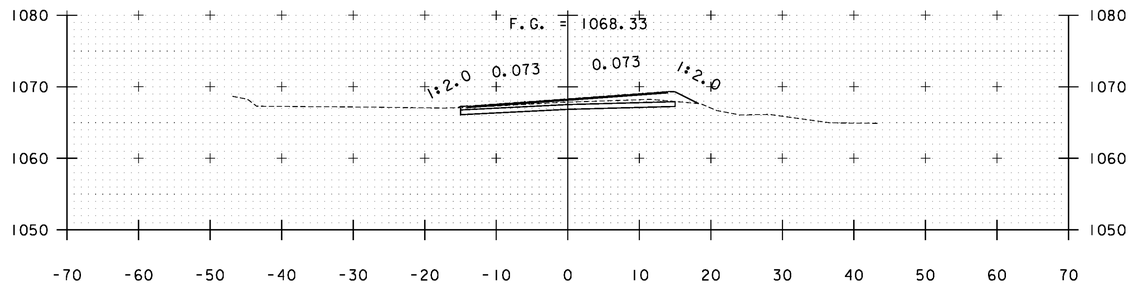
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 297 OF 444



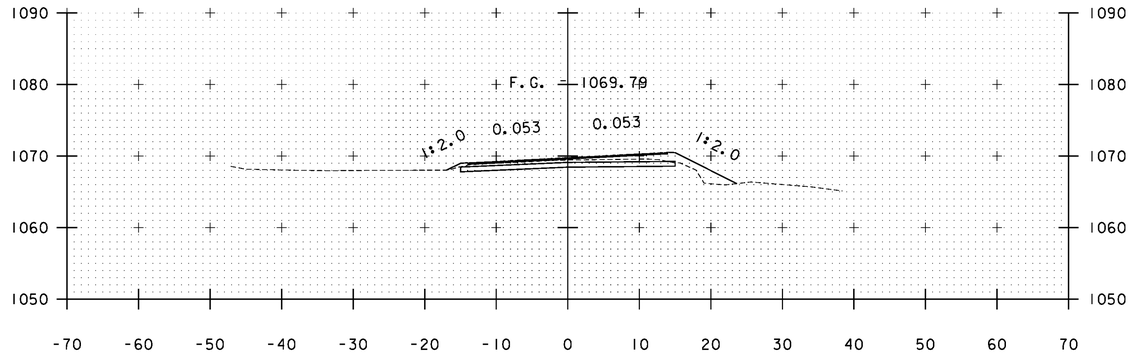
A 303+50



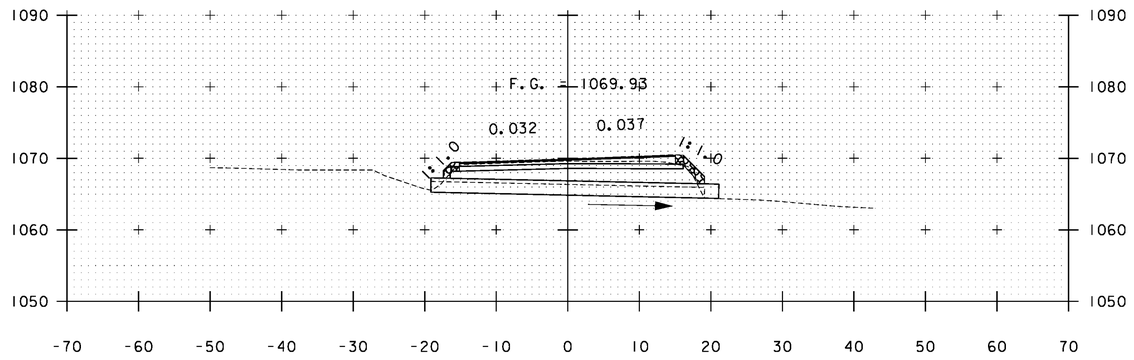
A 303+00



A 304+50



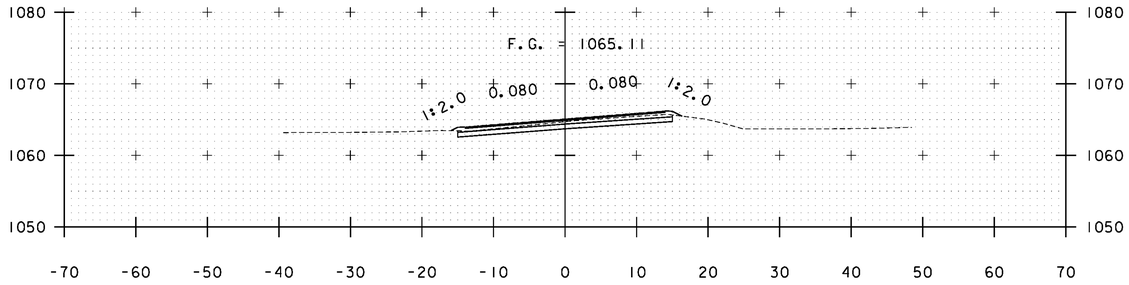
A 304+00



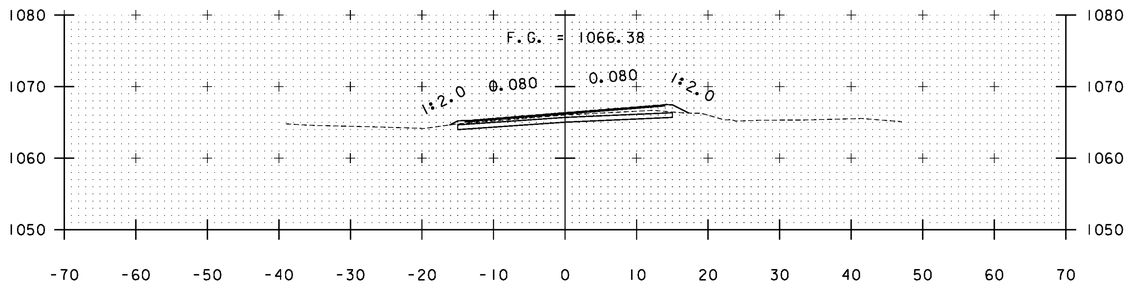
A 303+96

STA. A 303+00 TO STA. A 304+50

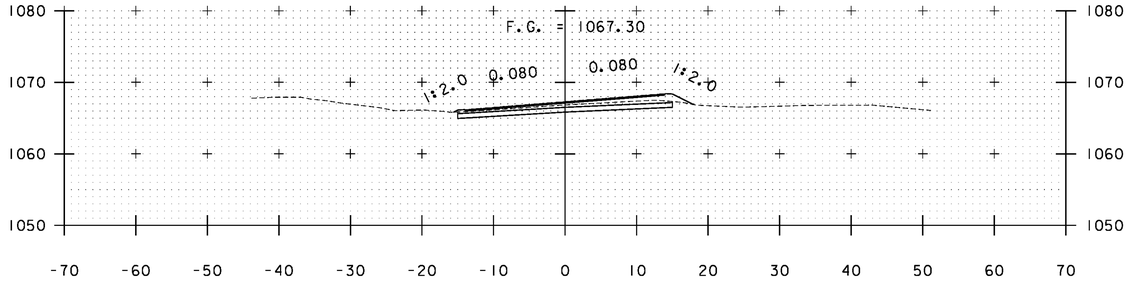
PROJECT NAME:	WARDSBORO-JAMAICA
PROJECT NUMBER:	ER STP 013-1(17)
FILE NAME: xs.dgn	PLOT DATE: 2/26/2014
PROJECT LEADER: K. UPMAL	DRAWN BY: B. KIPP
DESIGNED BY: B. KIPP	CHECKED BY: HSD
CROSS SECTIONS	SHEET 298 OF 444



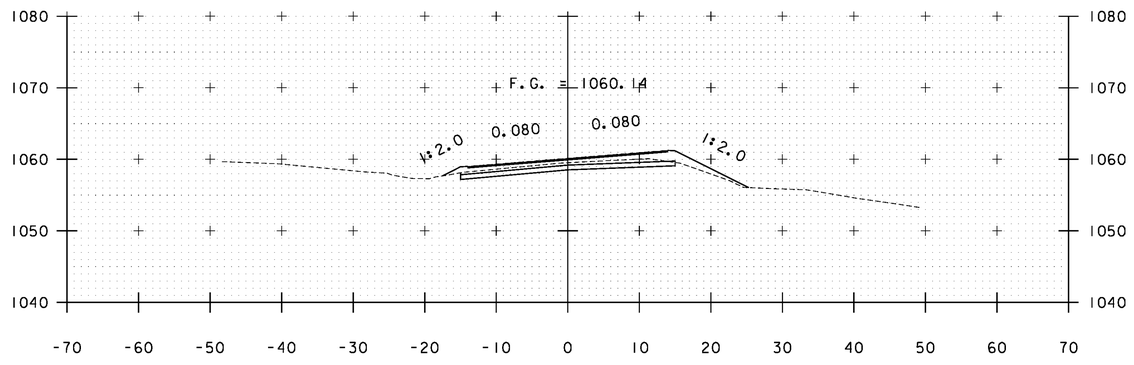
A 306+00



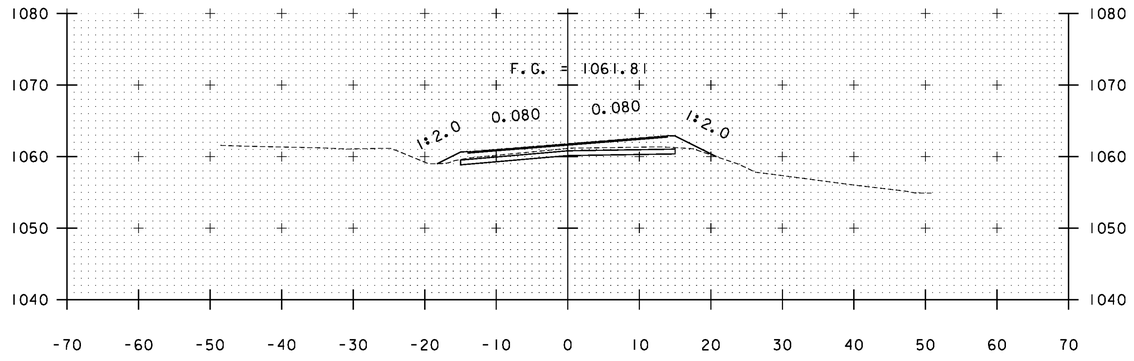
A 305+50



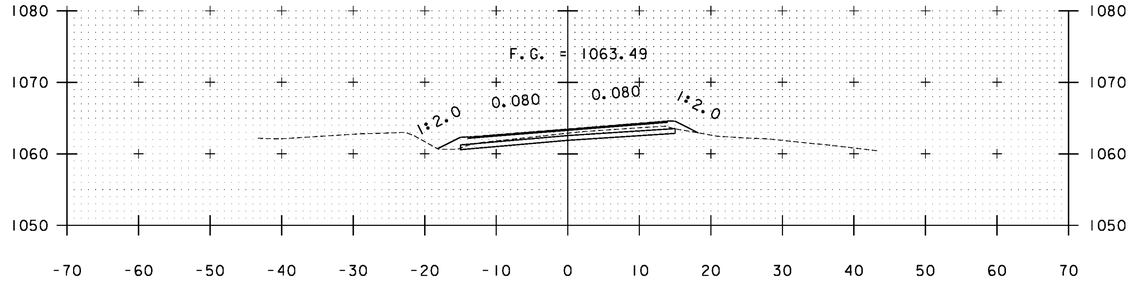
A 305+00



A 307+50



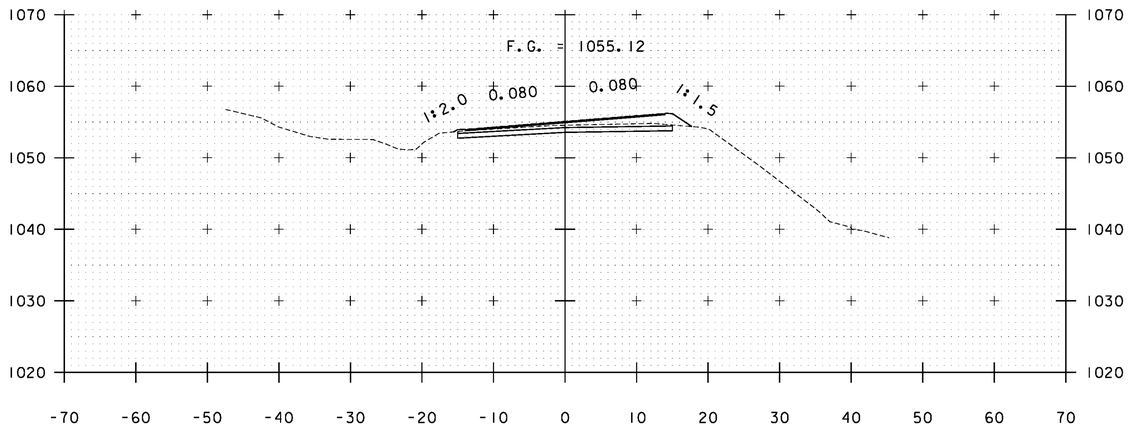
A 307+00



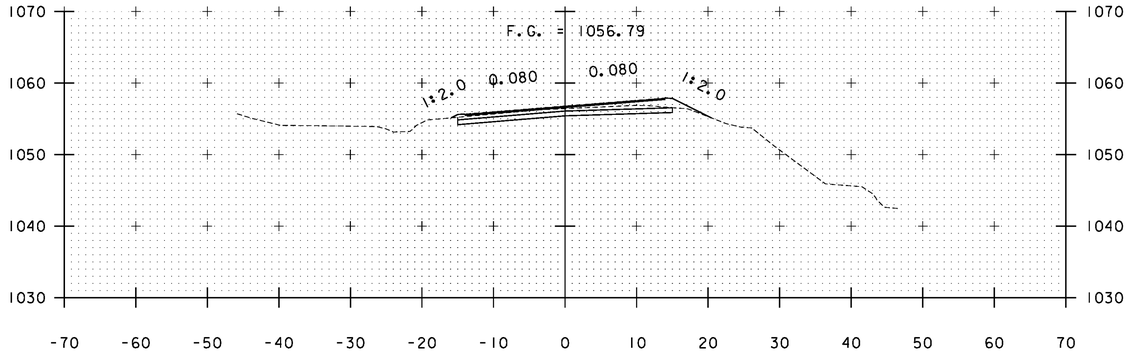
A 306+50

STA. A 305+00 TO STA. A 307+50

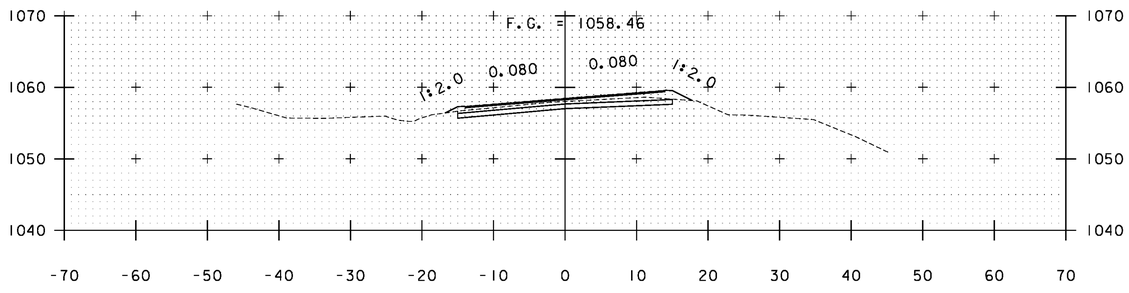
PROJECT NAME:	WARDSBORO-JAMAICA
PROJECT NUMBER:	ER STP 013-1(17)
FILE NAME: xs.dgn	PLOT DATE: 2/26/2014
PROJECT LEADER: K. UPMAL	DRAWN BY: B. KIPP
DESIGNED BY: B. KIPP	CHECKED BY: HSD
CROSS SECTIONS	SHEET 299 OF 444



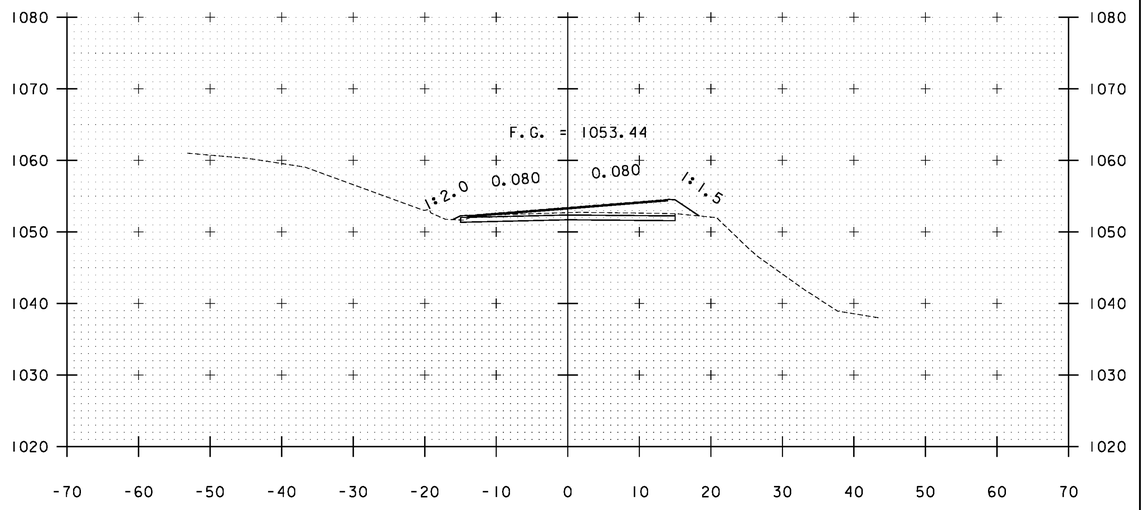
A 309+00



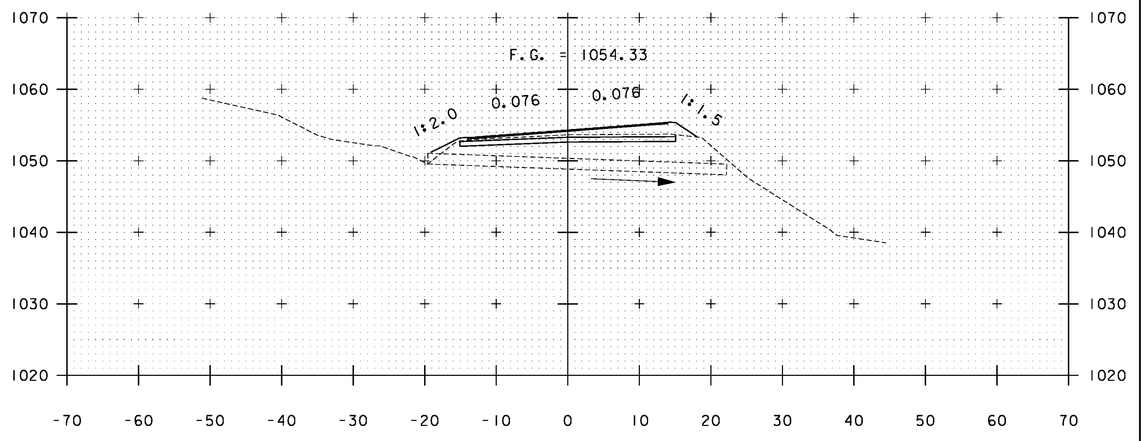
A 308+50



A 308+00



A 309+50



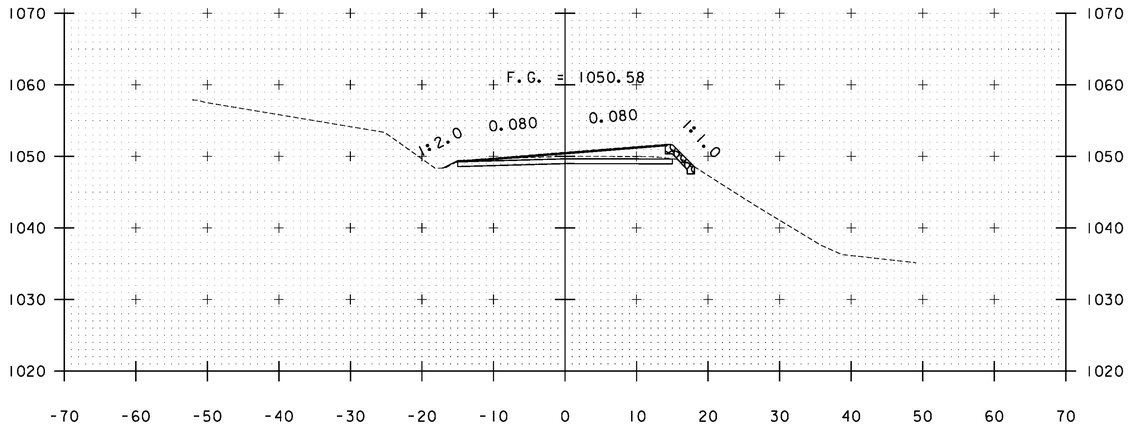
A 309+23

STA. A 308+00 TO STA. A 309+50

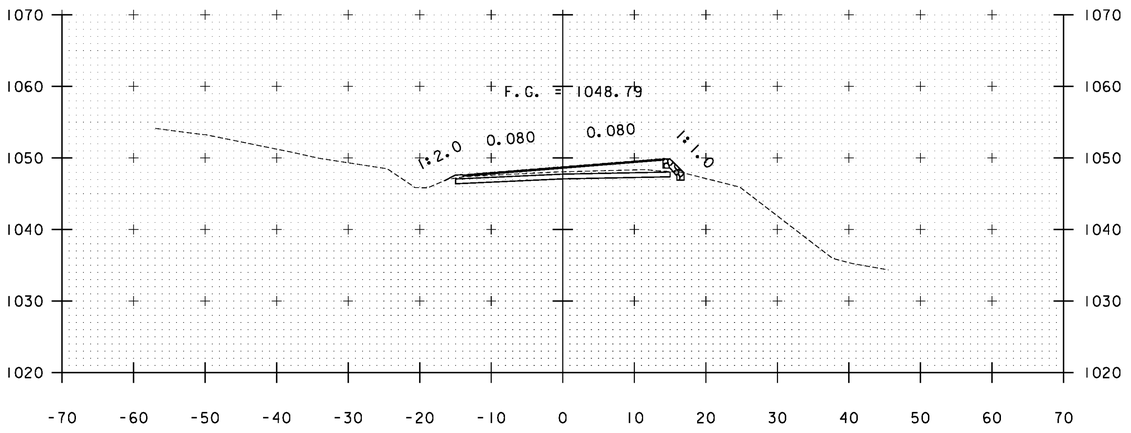
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

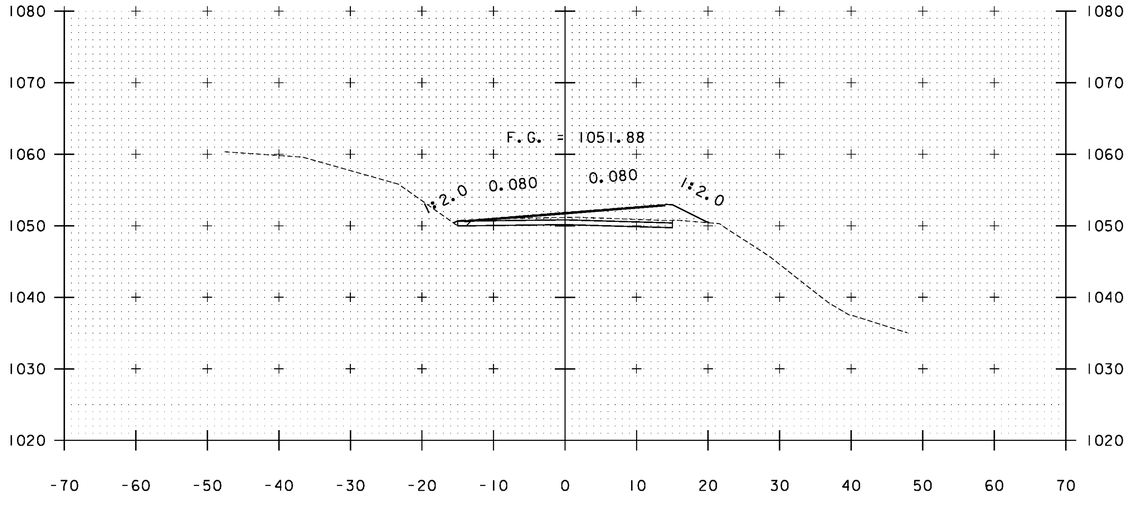
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 300 OF 444



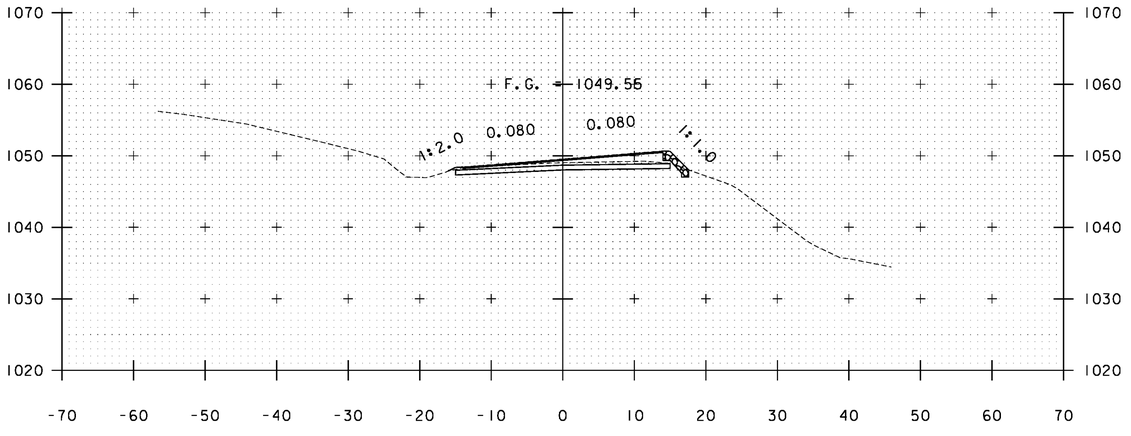
A 310+50



A 311+50



A 310+00



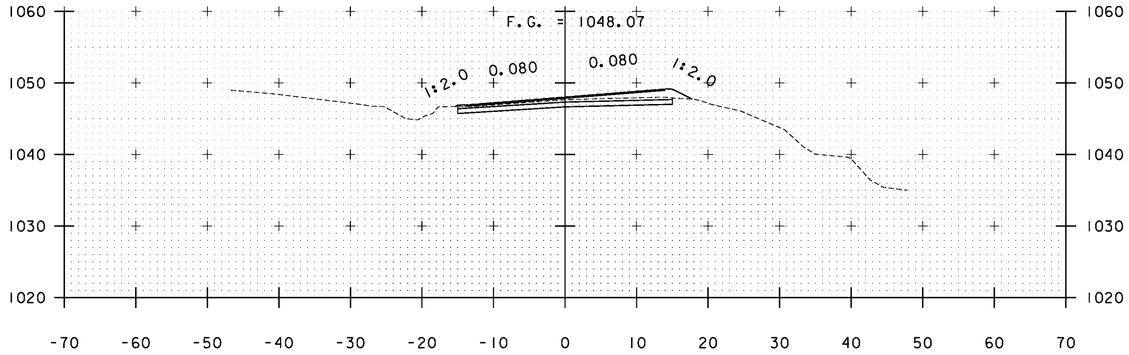
A 311+00

STA. A 310+00 TO STA. A 311+50

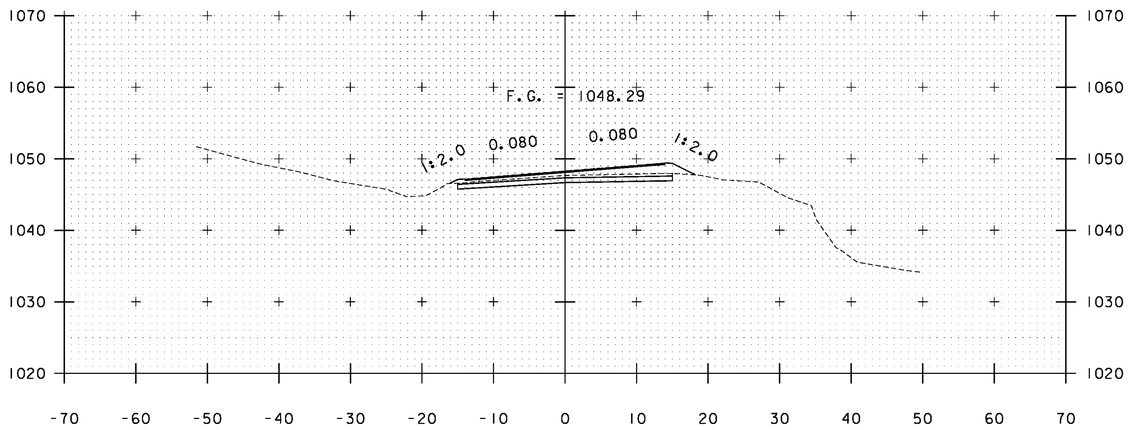
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

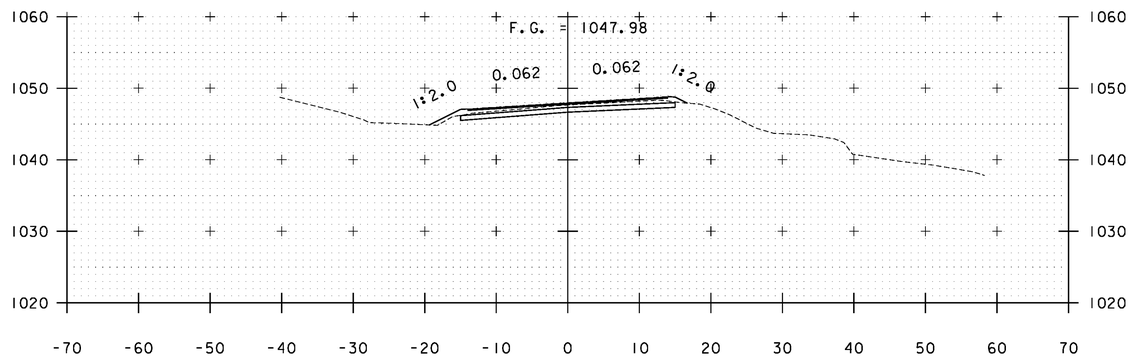
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 301 OF 444



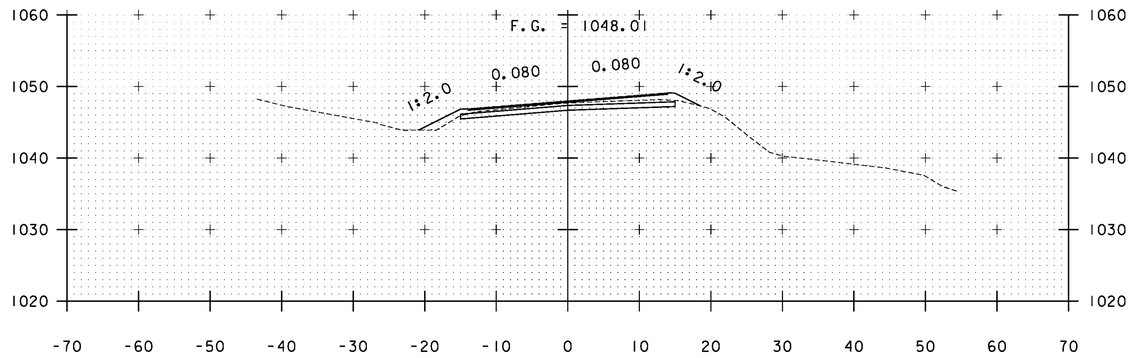
A 312+50



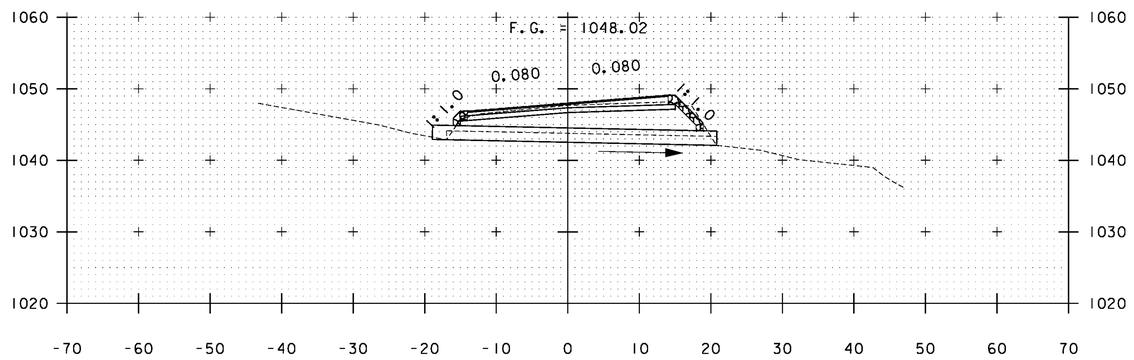
A 312+00



A 313+50



A 313+00



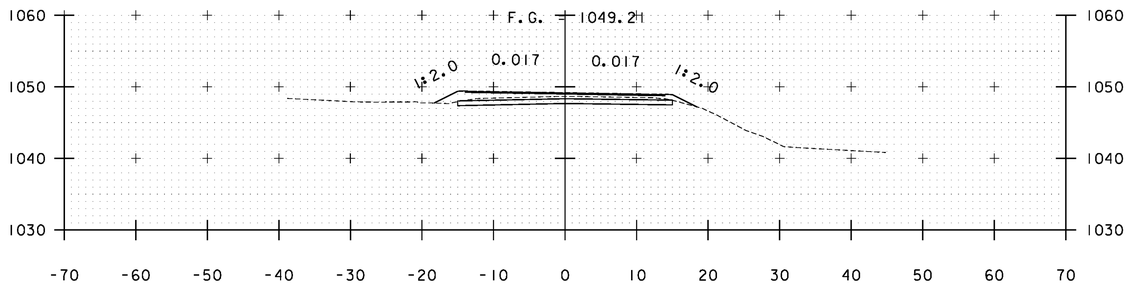
A 312+85

STA. A 312+00 TO STA. A 313+50

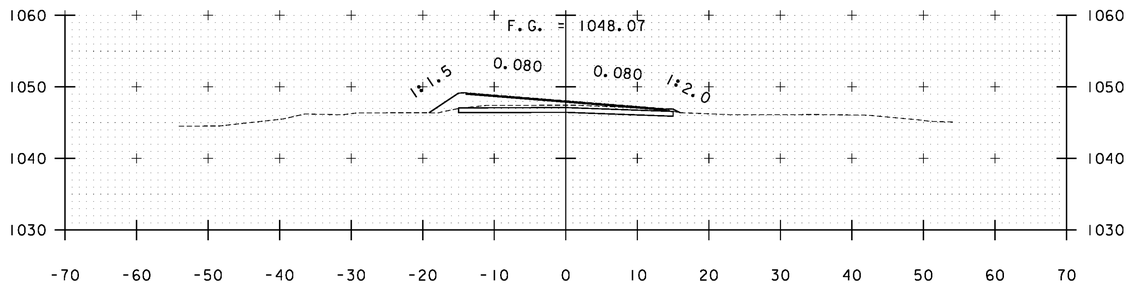
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

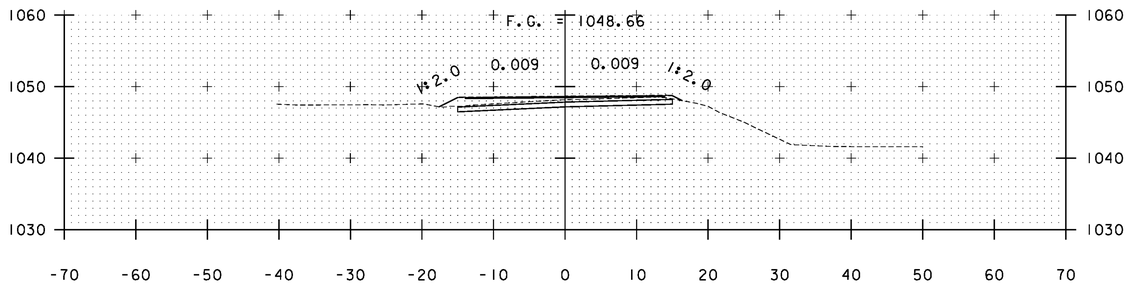
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 302 OF 444



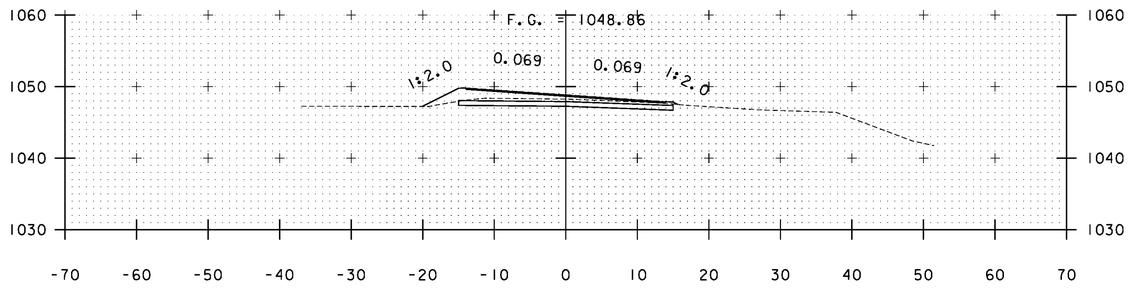
A 315+00



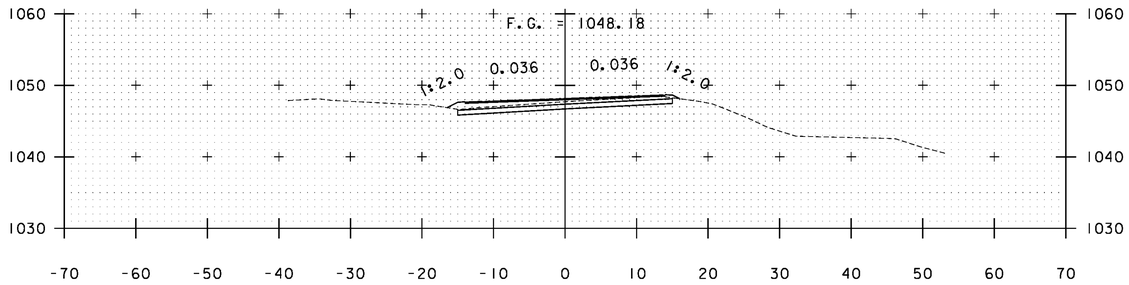
A 316+50



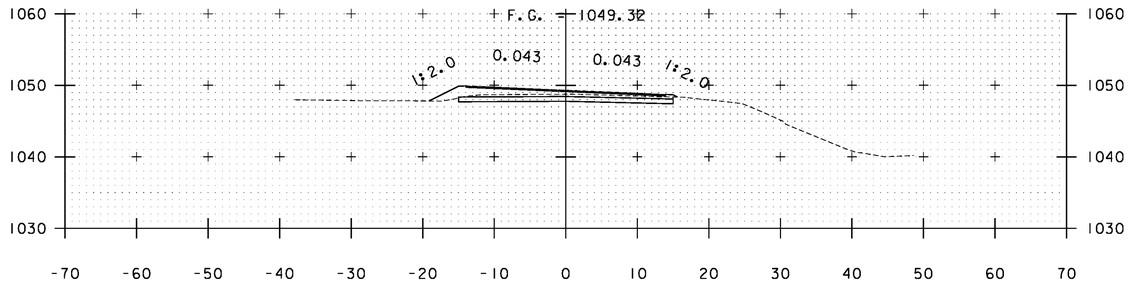
A 314+50



A 316+00



A 314+00



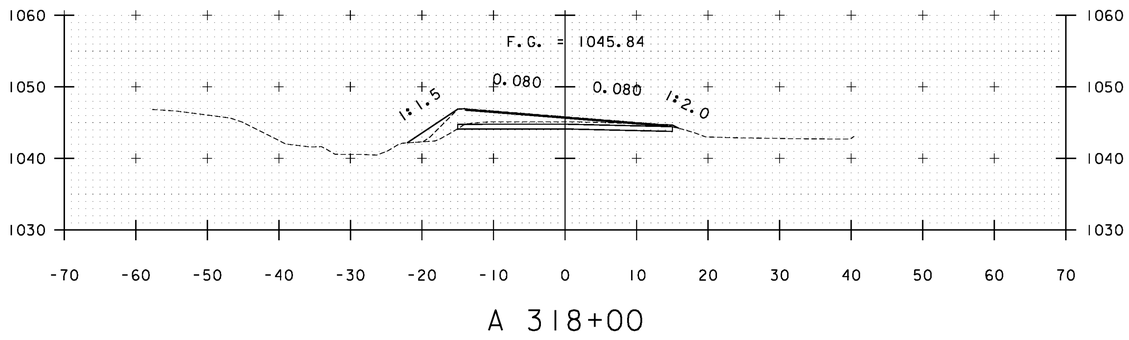
A 315+50

STA. A 314+00 TO STA. A 316+50

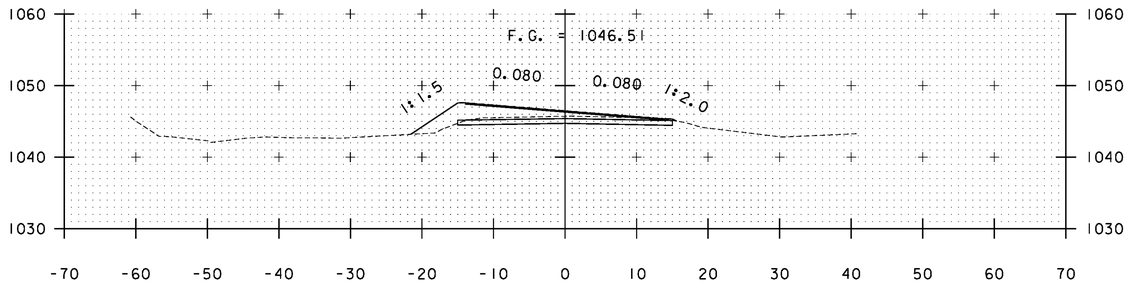
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

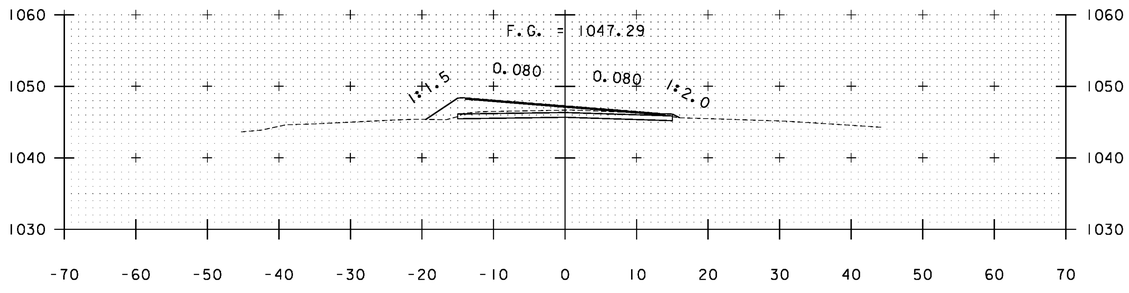
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 303 OF 444



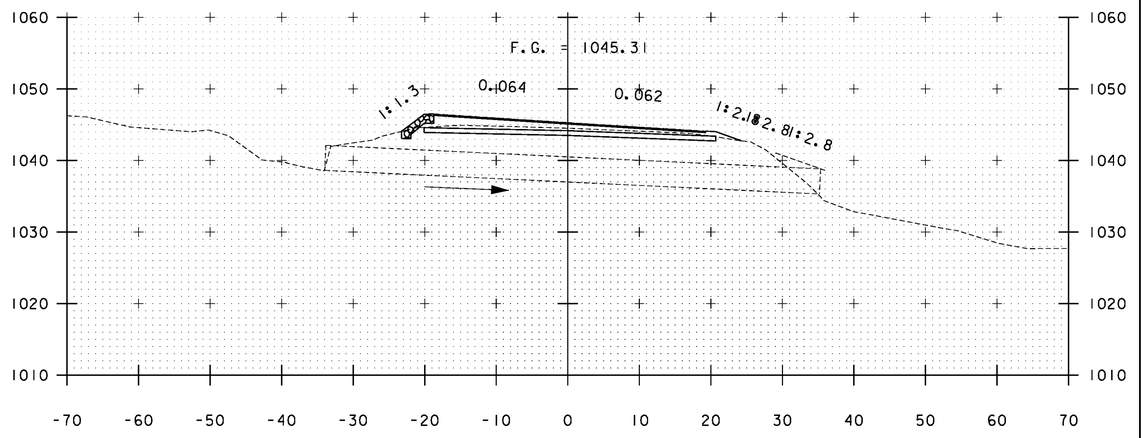
A 318+00



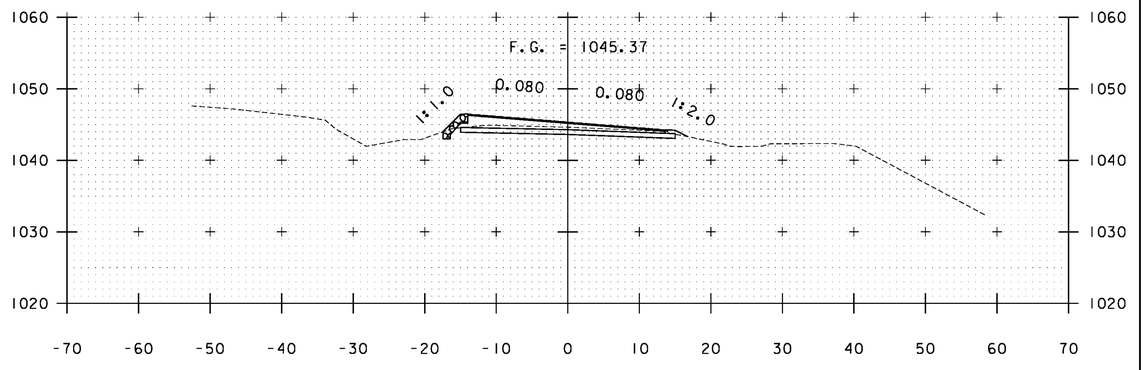
A 317+50



A 317+00



A 318+58



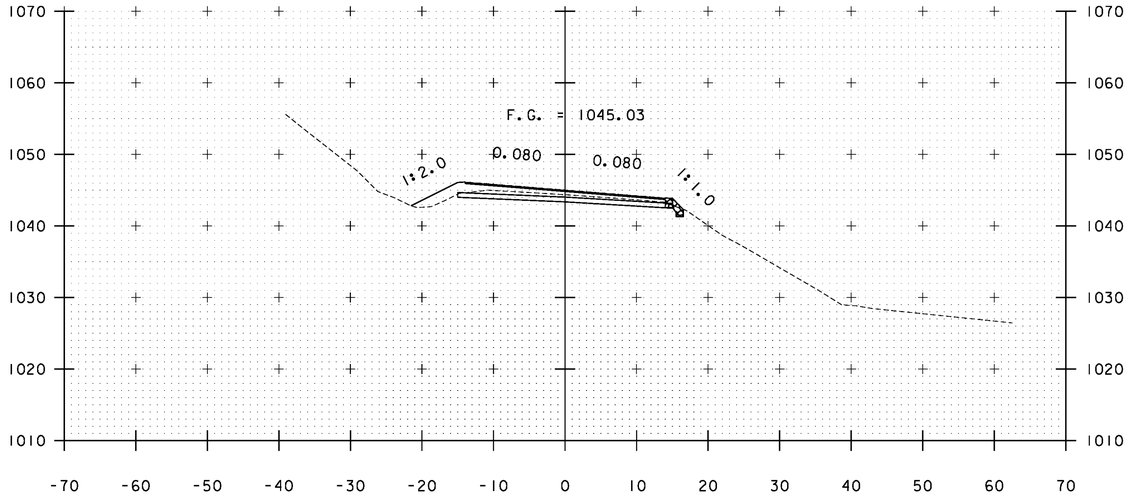
A 318+50

STA. A 317+00 TO STA. A 318+58

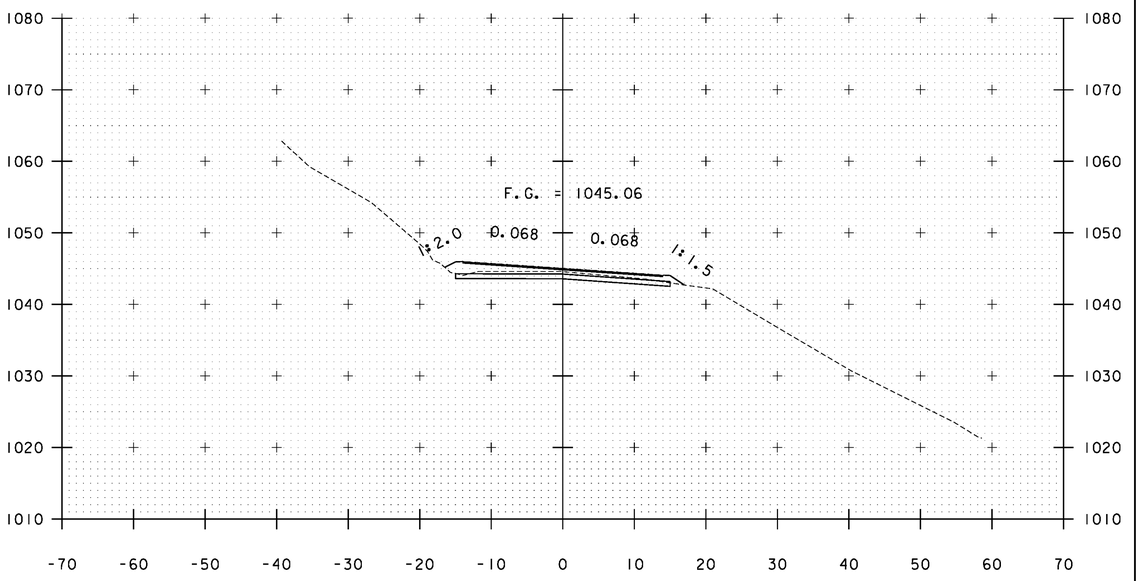
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

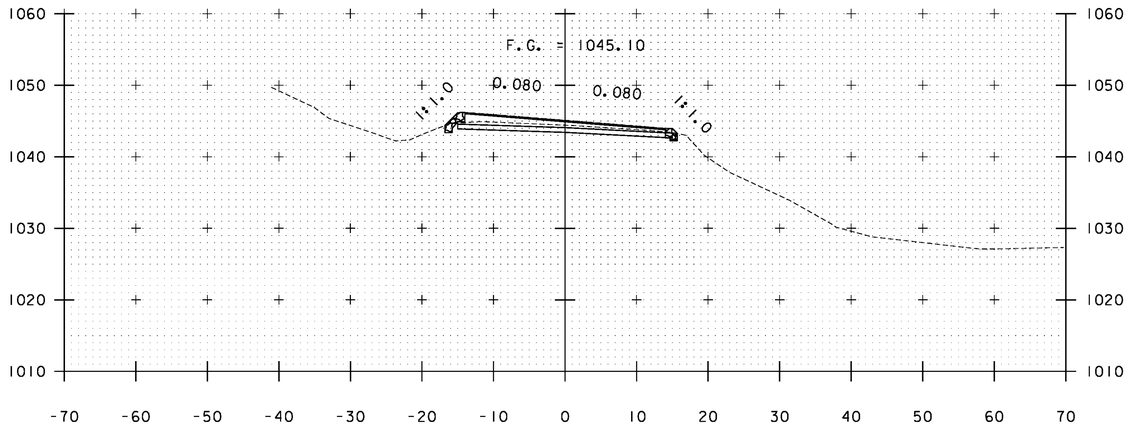
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 304 OF 444



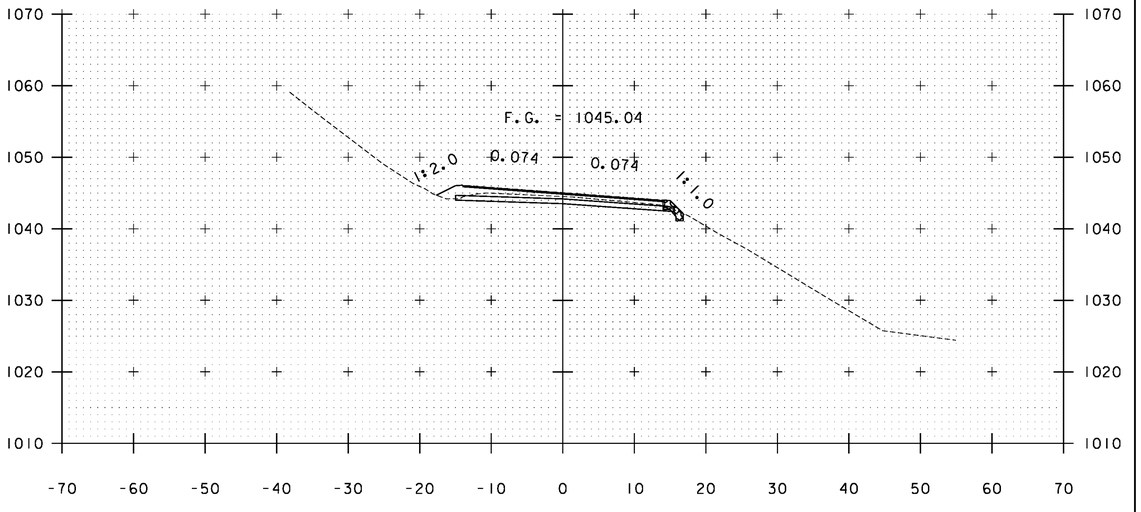
A 319+50



A 320+50



A 319+00



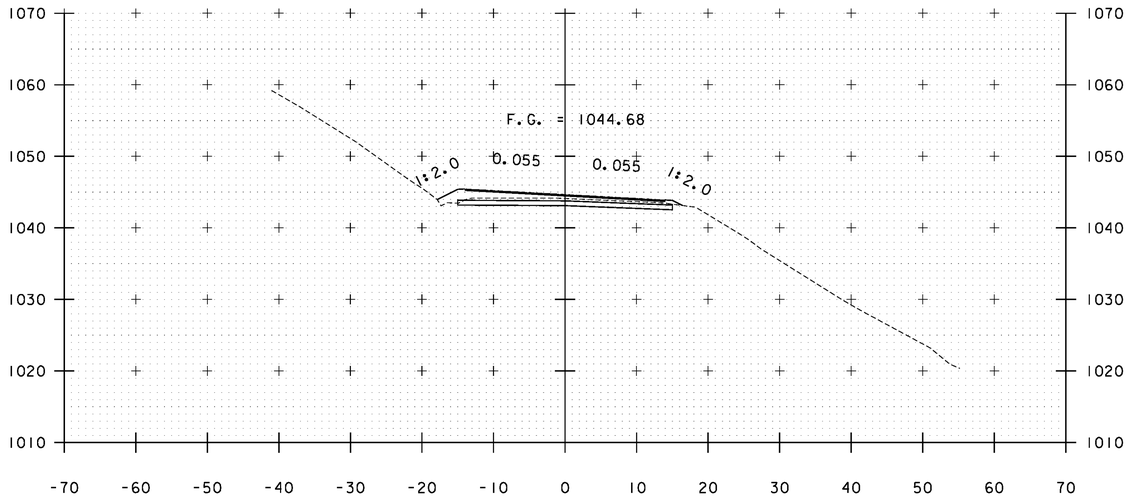
A 320+00

STA. A 319+00 TO STA. A 320+50

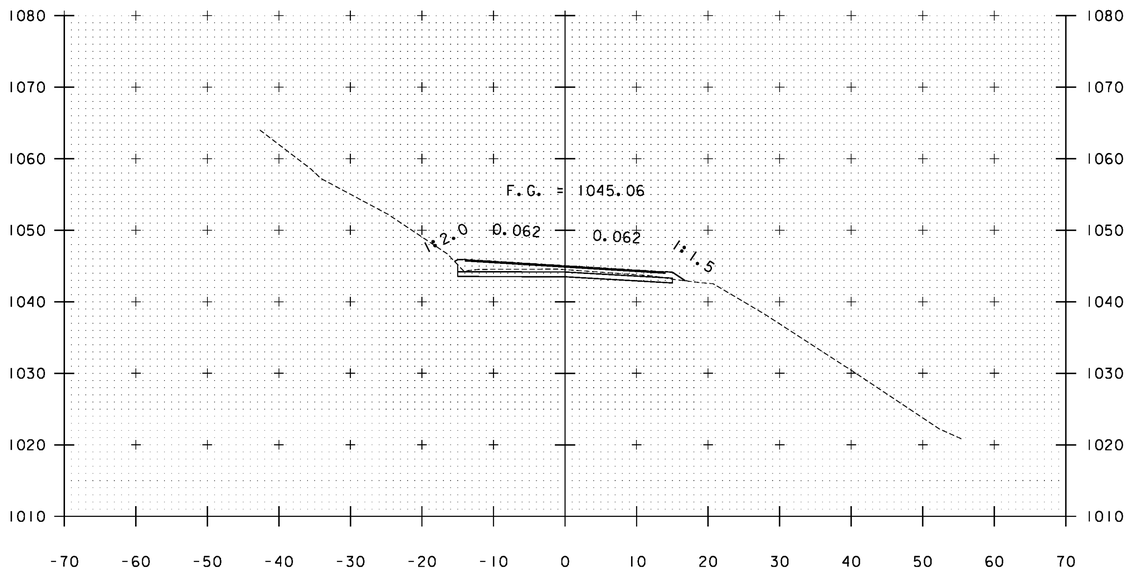
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

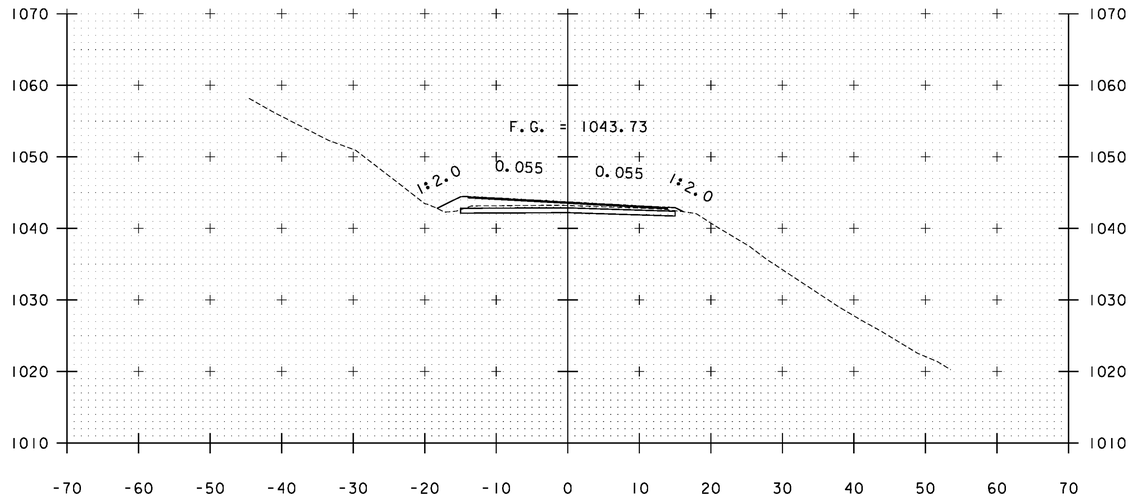
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 305 OF 444



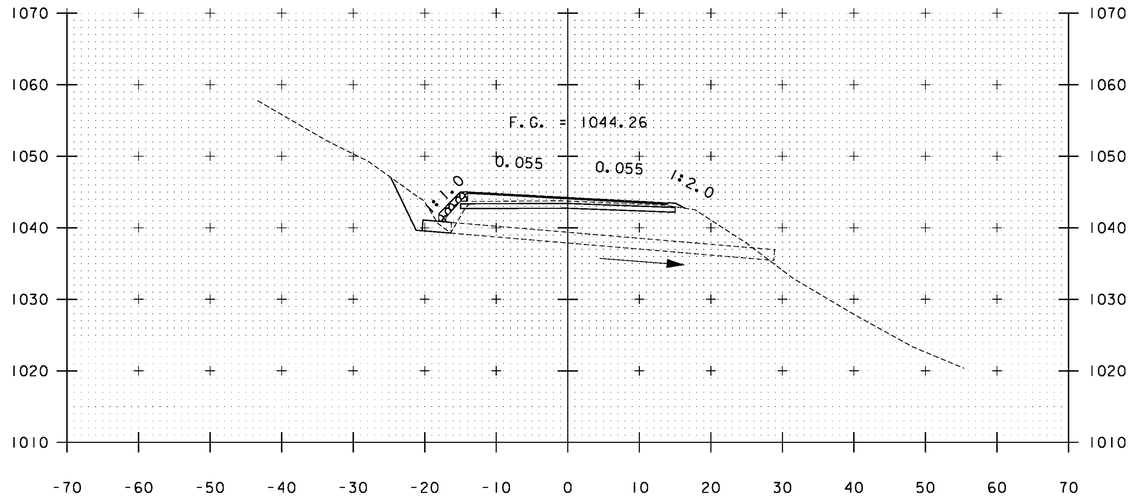
A 321+50



A 321+00



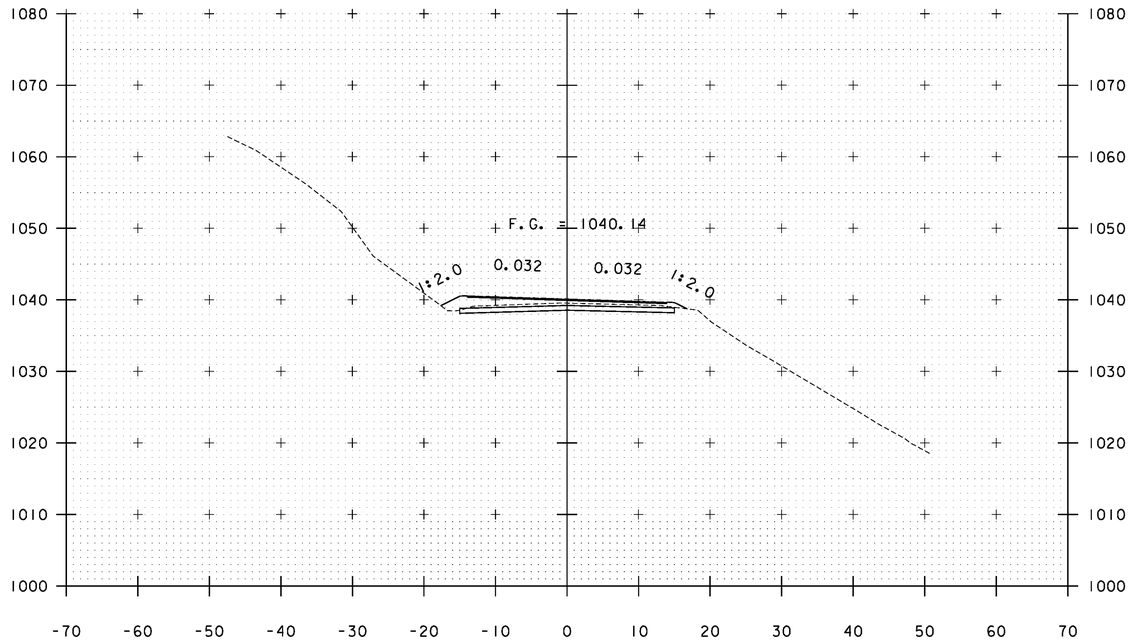
A 322+00



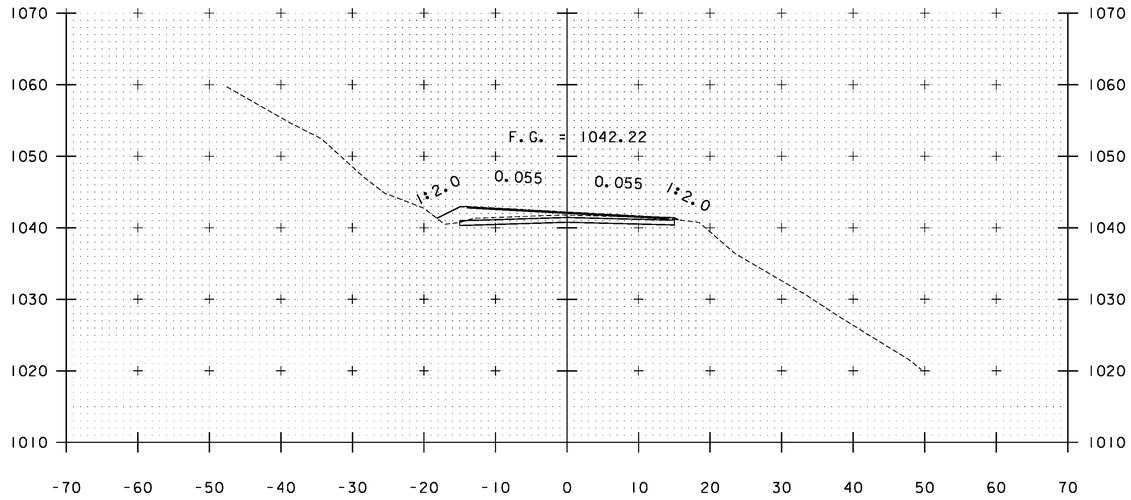
A 321+76

STA. A 321+00 TO STA. A 322+00

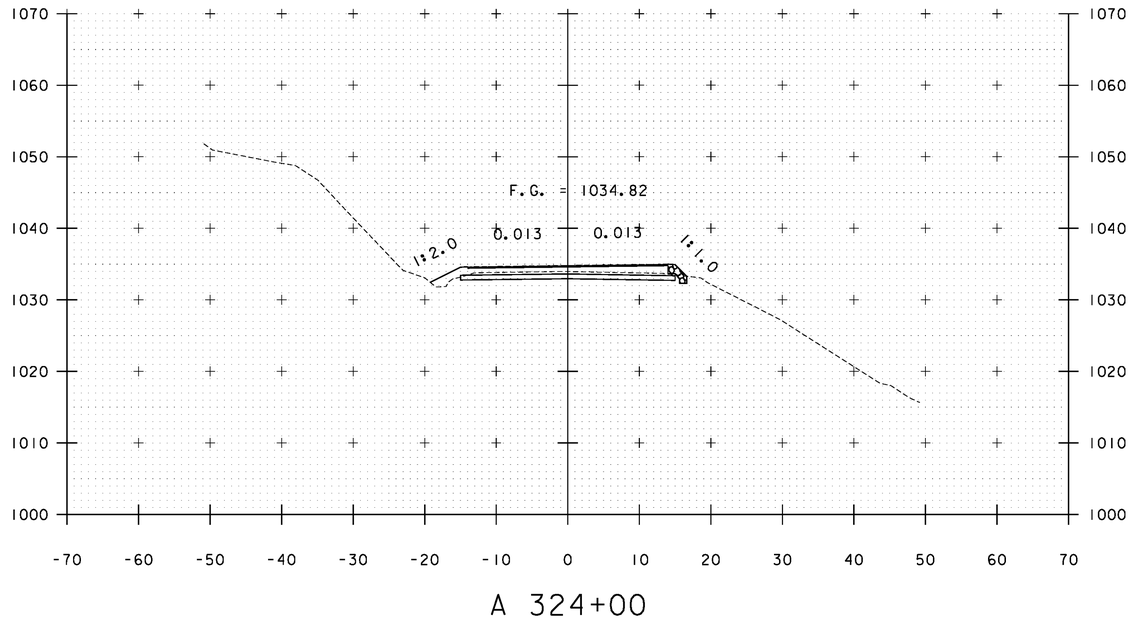
PROJECT NAME:	WARDSBORO-JAMAICA
PROJECT NUMBER:	ER STP 013-1(17)
FILE NAME: xs.dgn	PLOT DATE: 2/26/2014
PROJECT LEADER: K. UPMAL	DRAWN BY: B. KIPP
DESIGNED BY: B. KIPP	CHECKED BY: HSD
CROSS SECTIONS	SHEET 306 OF 444



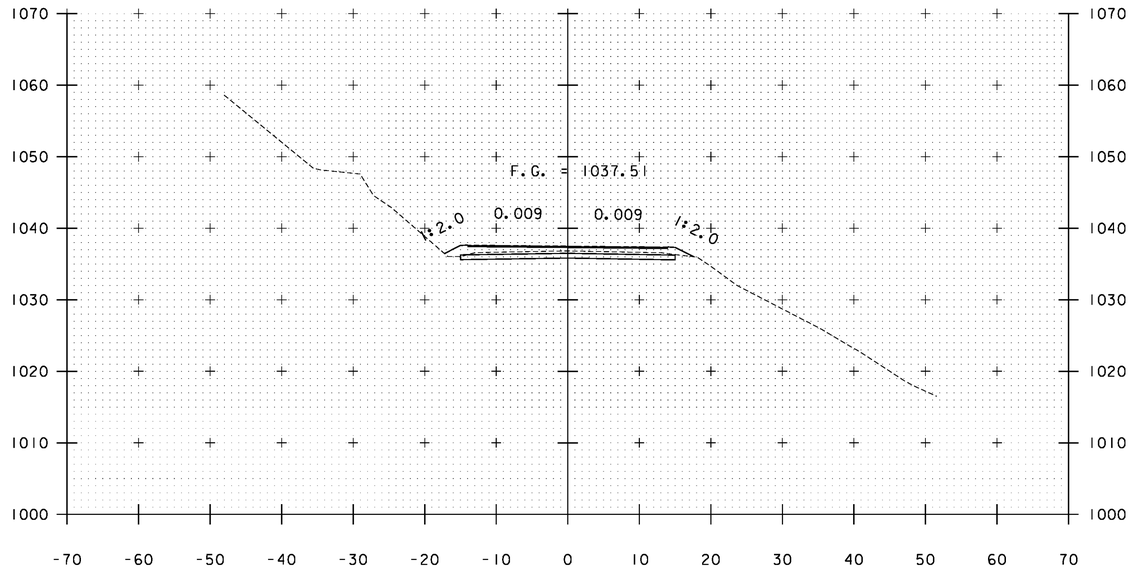
A 323+00



A 322+50



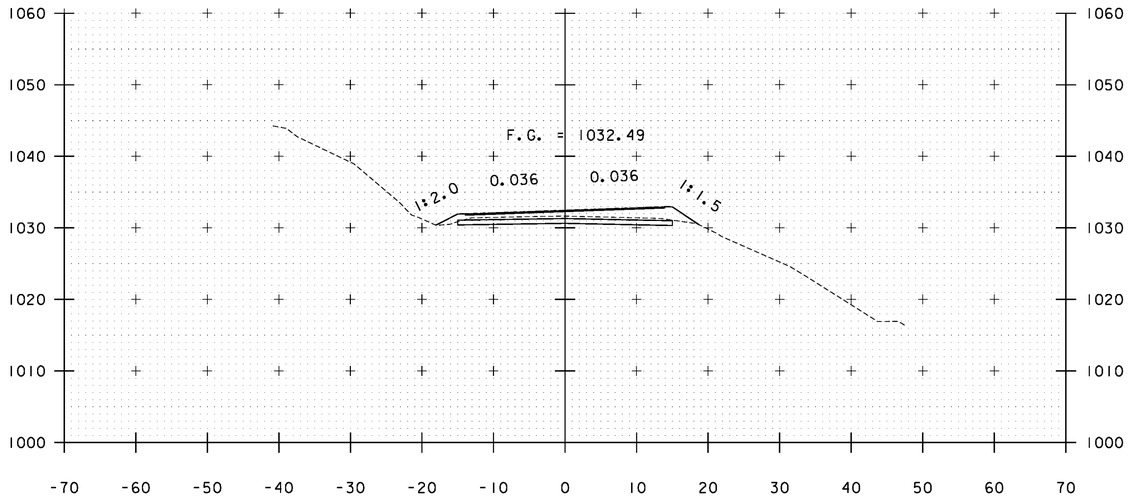
A 324+00



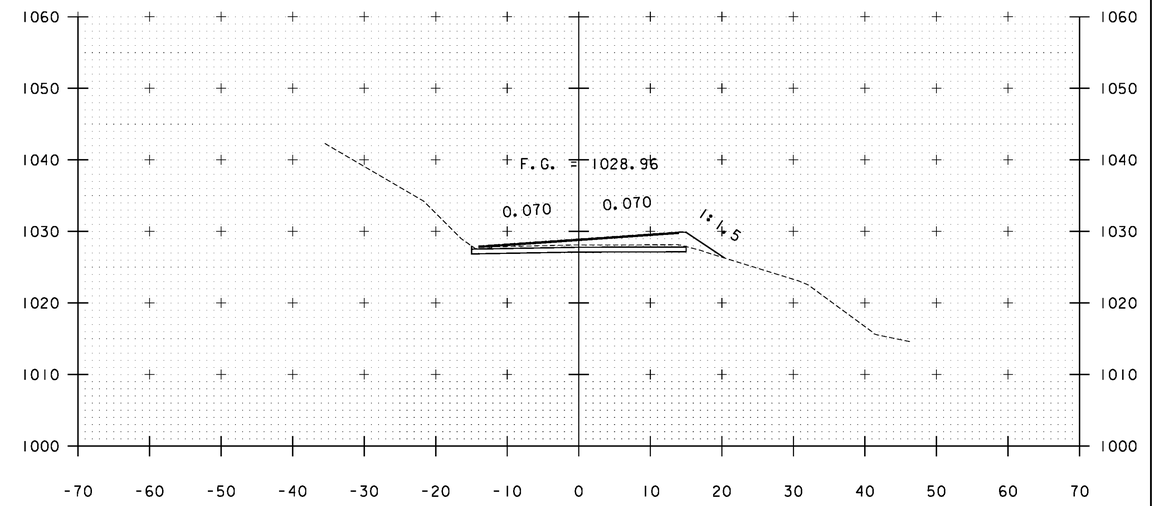
A 323+50

STA. A 322+50 TO STA. A 324+00

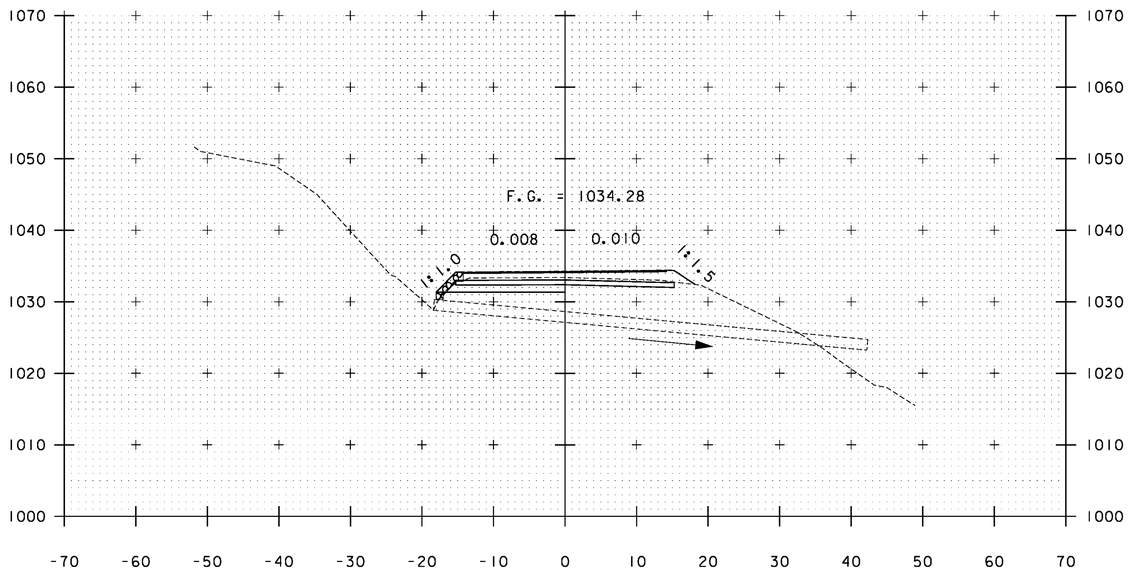
PROJECT NAME:	WARDSBORO-JAMAICA
PROJECT NUMBER:	ER STP 013-1(17)
FILE NAME: xs.dgn	PLOT DATE: 2/26/2014
PROJECT LEADER: K. UPMAL	DRAWN BY: B. KIPP
DESIGNED BY: B. KIPP	CHECKED BY: HSD
CROSS SECTIONS	SHEET 307 OF 444



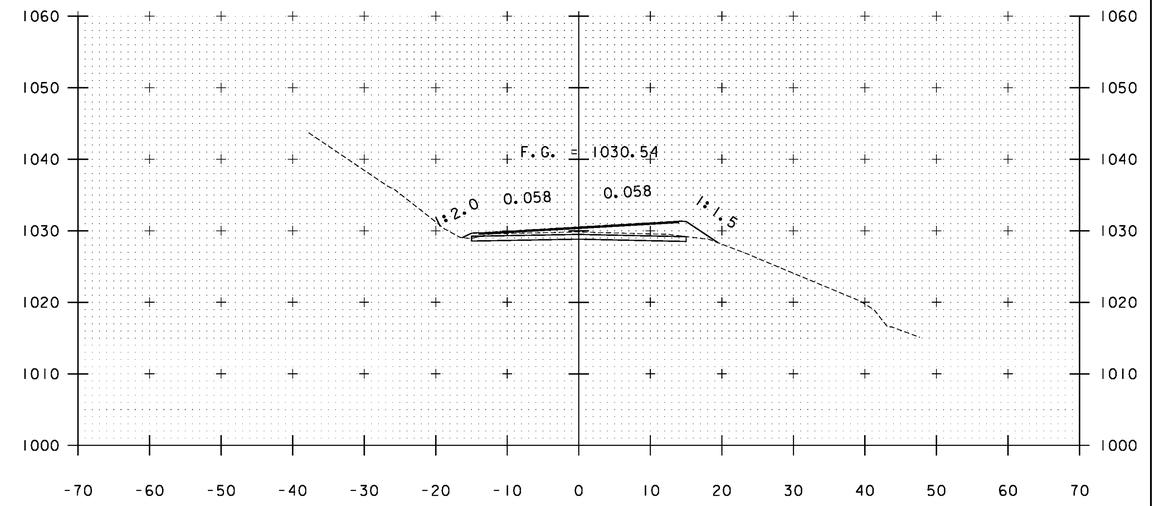
A 324+50



A 325+50



A 324+11



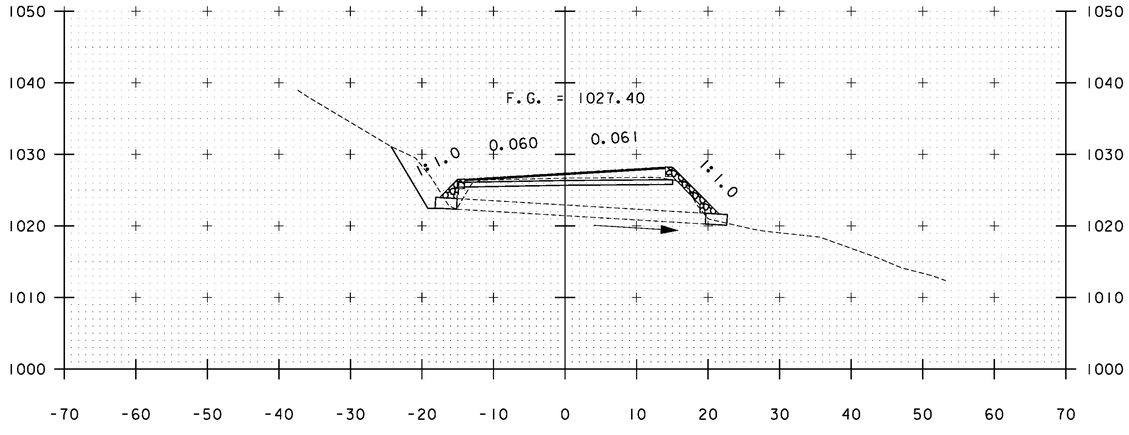
A 325+00

STA. A 324+11 TO STA. A 325+50

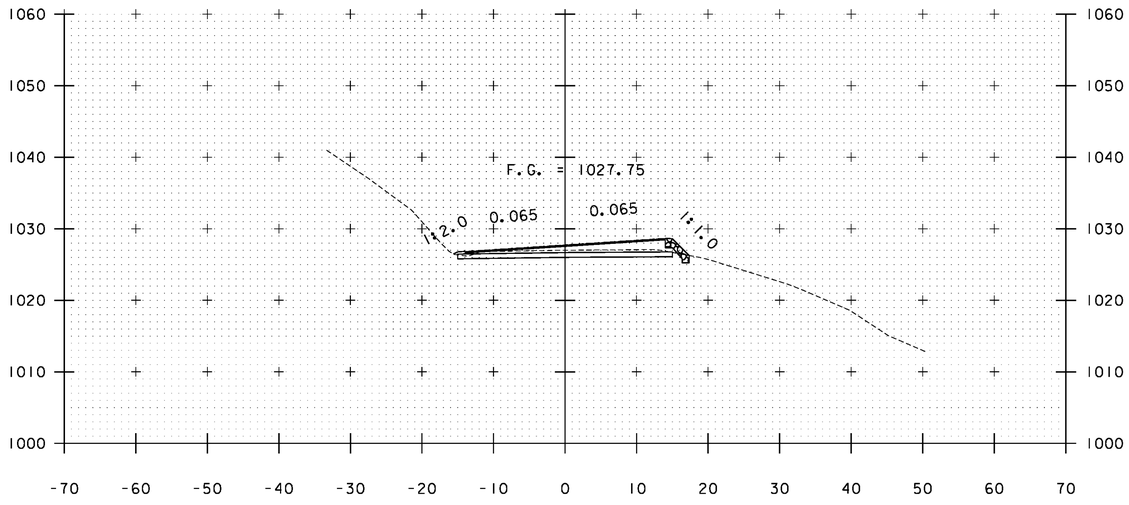
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

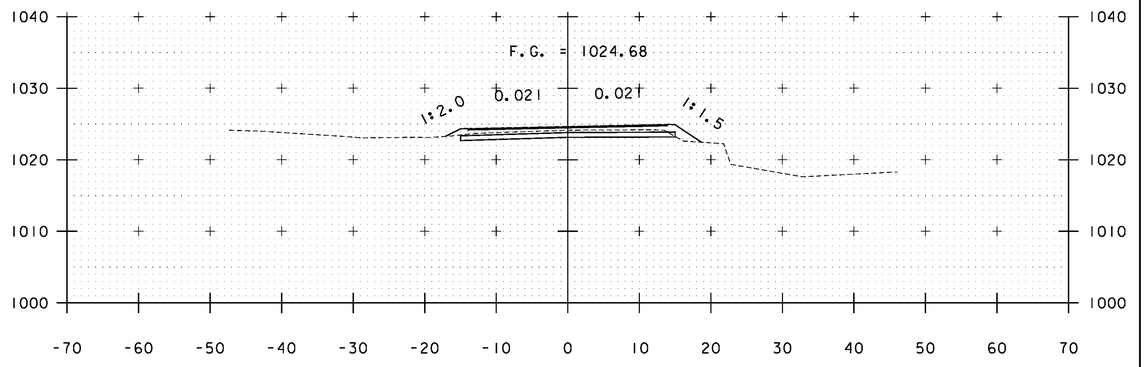
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 308 OF 444



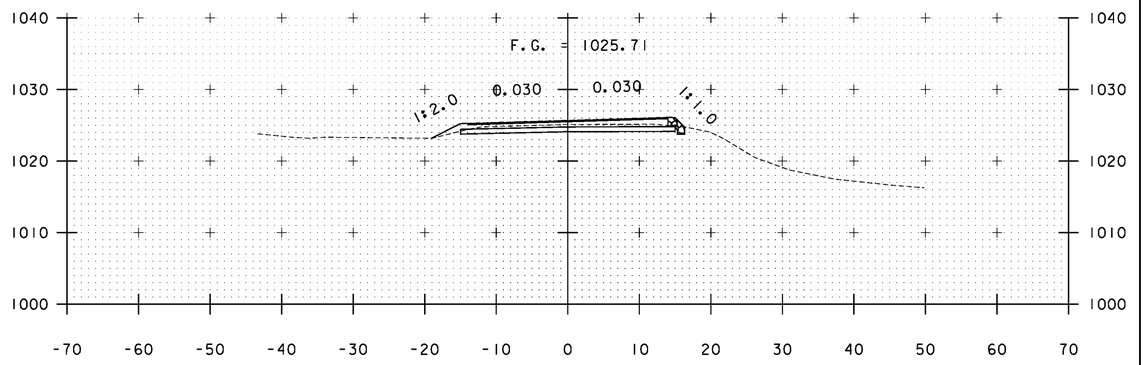
A 326+17



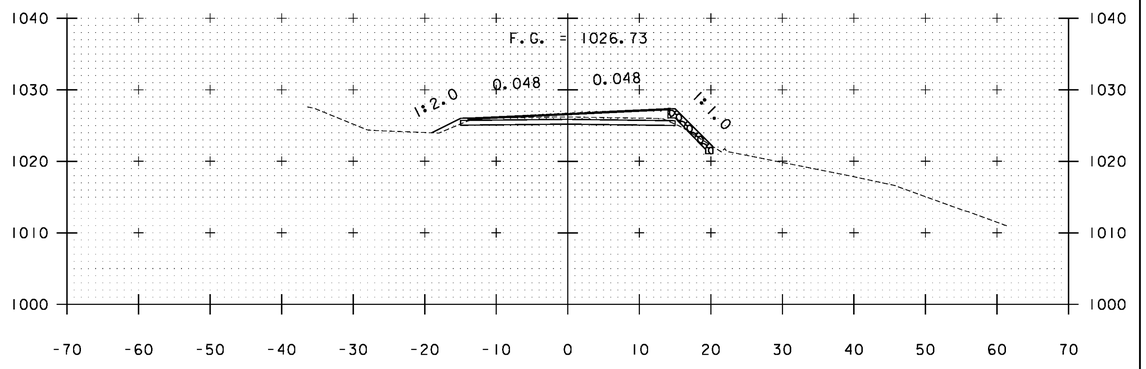
A 326+00



A 327+50



A 327+00



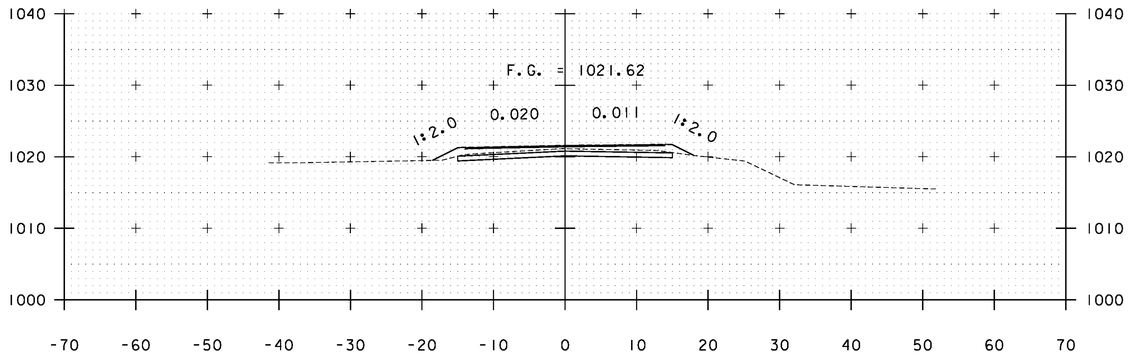
A 326+50

STA. A 326+00 TO STA. A 327+50

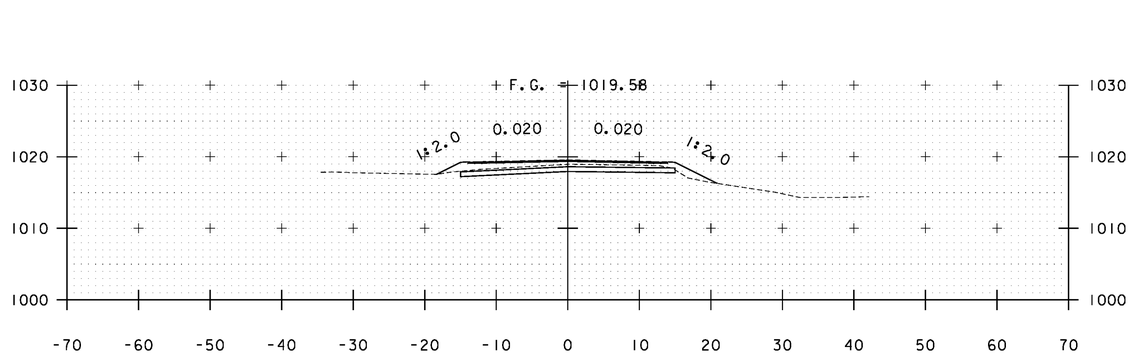
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

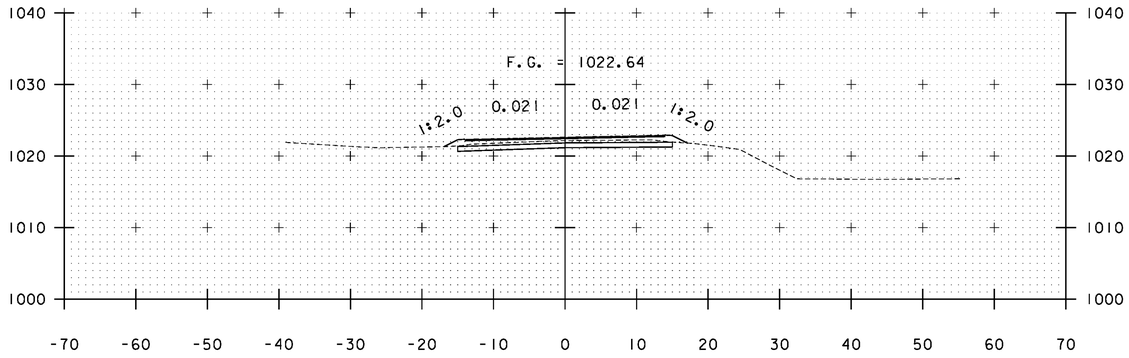
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 309 OF 444



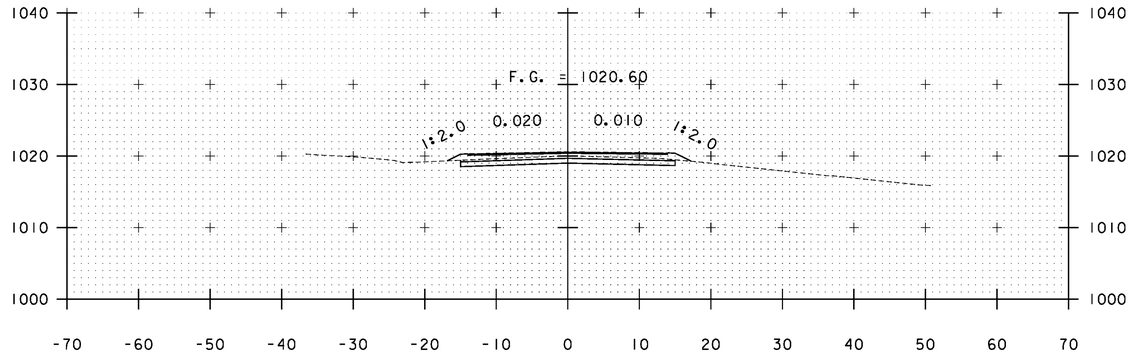
A 329+00



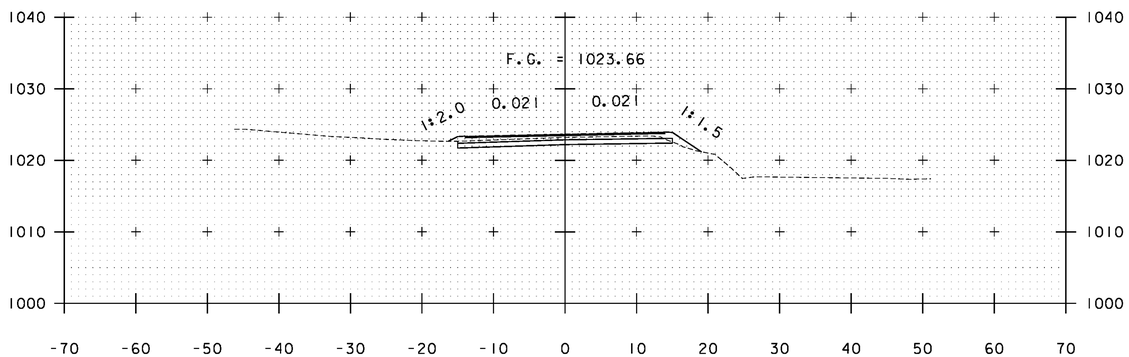
A 330+00



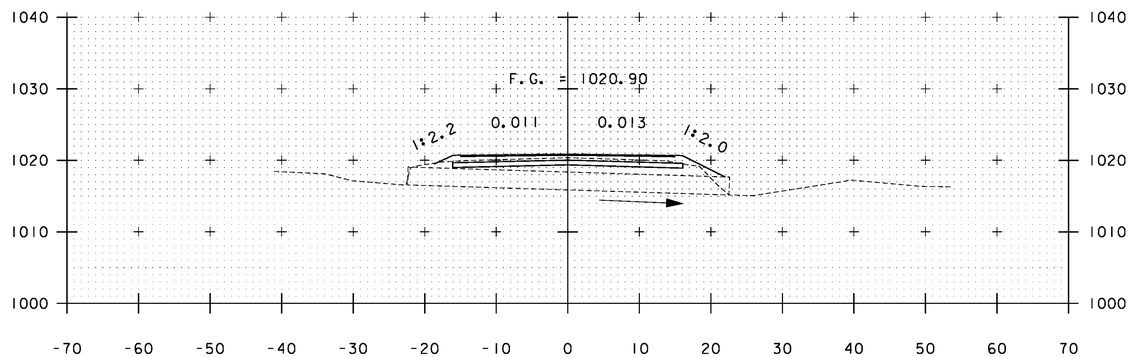
A 328+50



A 329+50



A 328+00



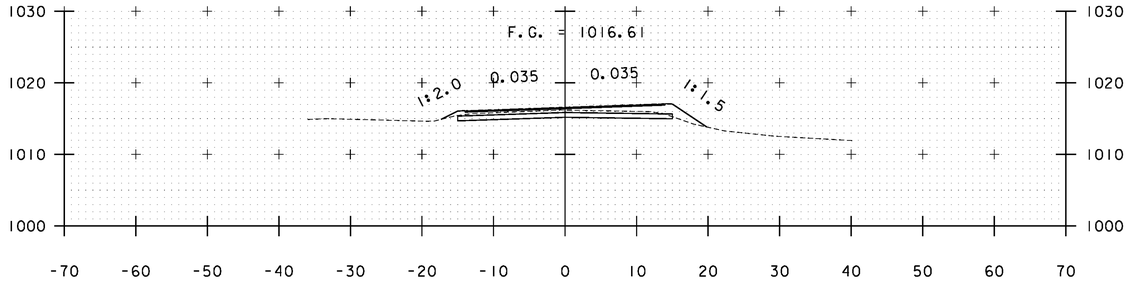
A 329+35

STA. A 328+00 TO STA. A 330+00

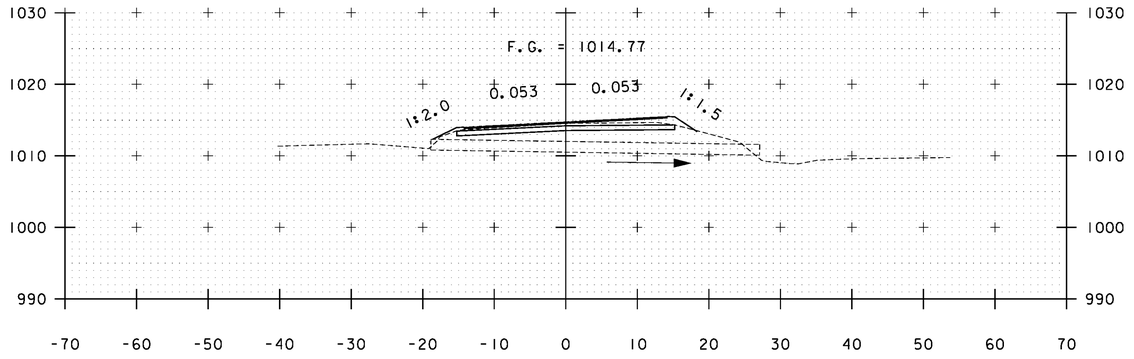
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

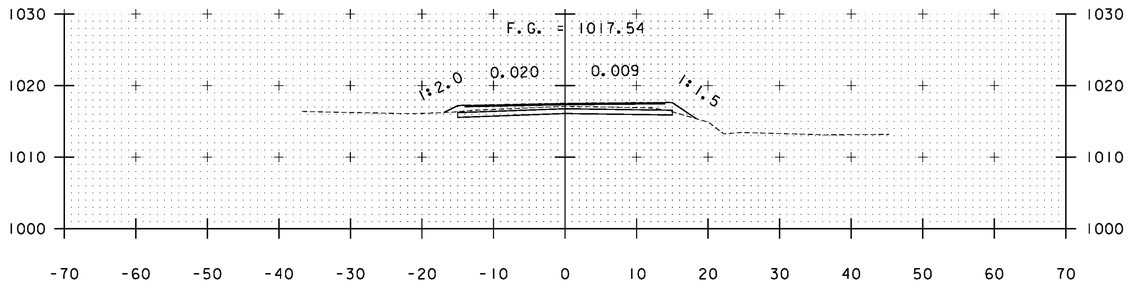
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 310 OF 444



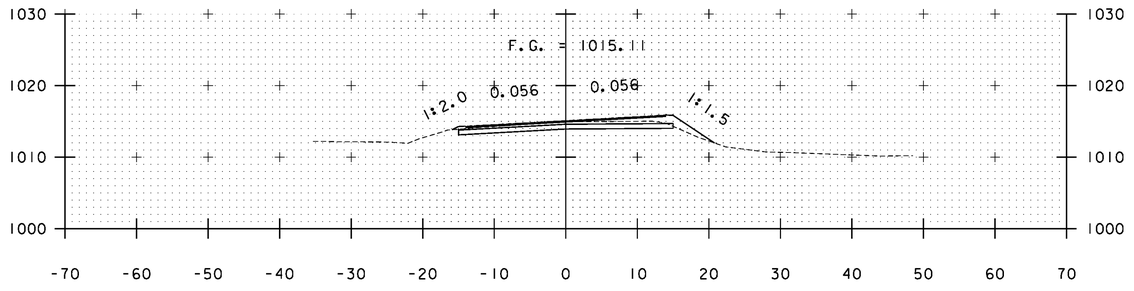
A 331+50



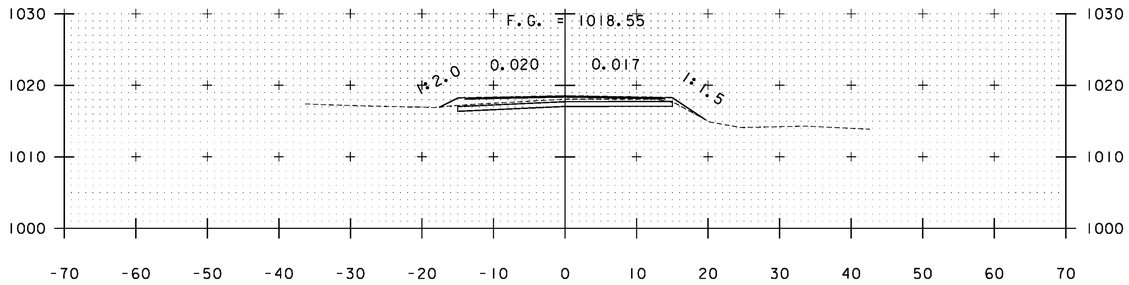
A 332+78



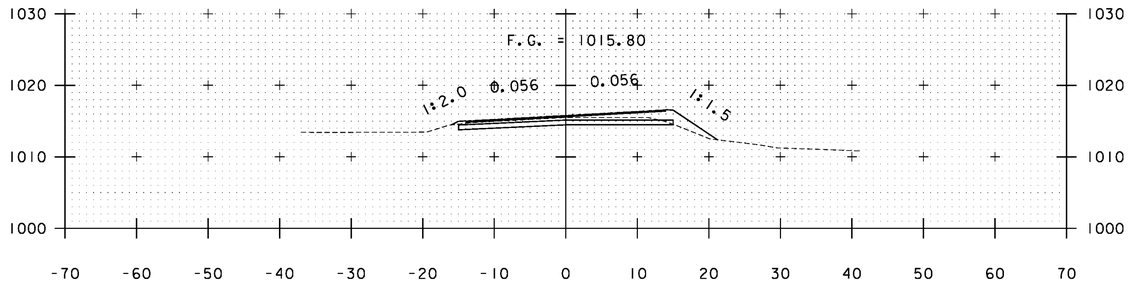
A 331+00



A 332+50



A 330+50



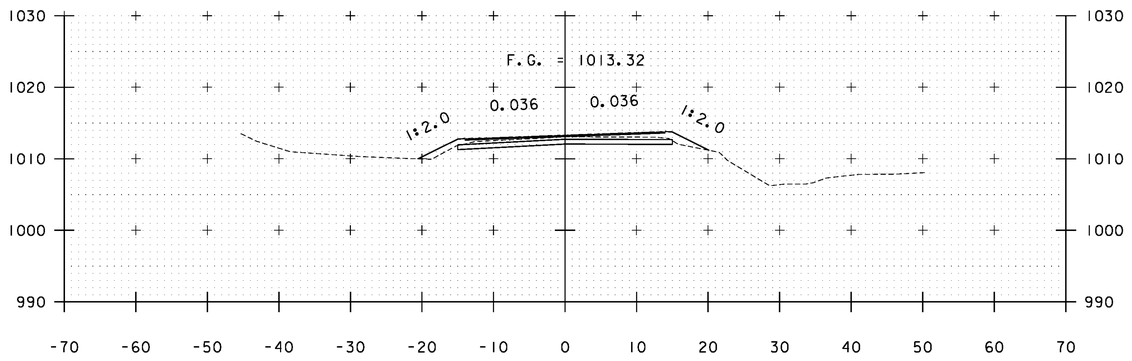
A 332+00

STA. A 330+50 TO STA. A 332+78

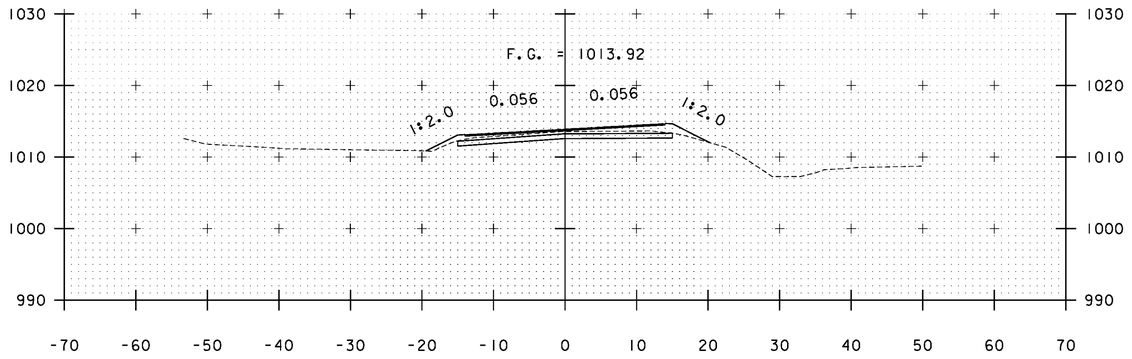
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

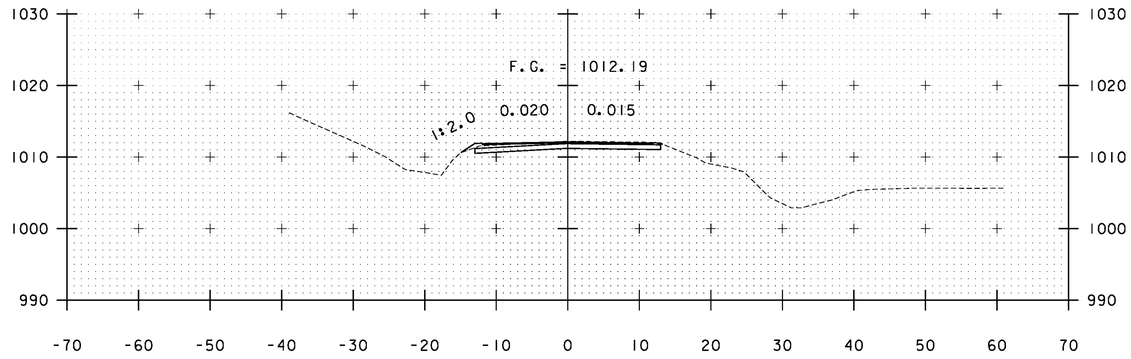
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 311 OF 444



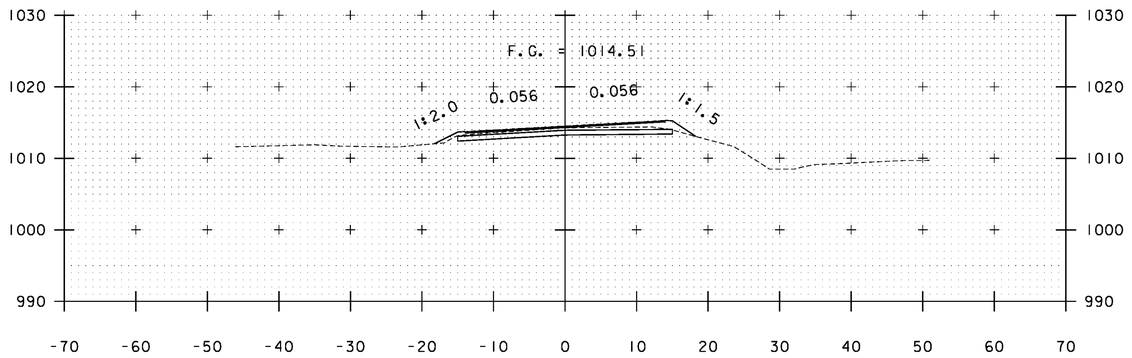
A 334+00



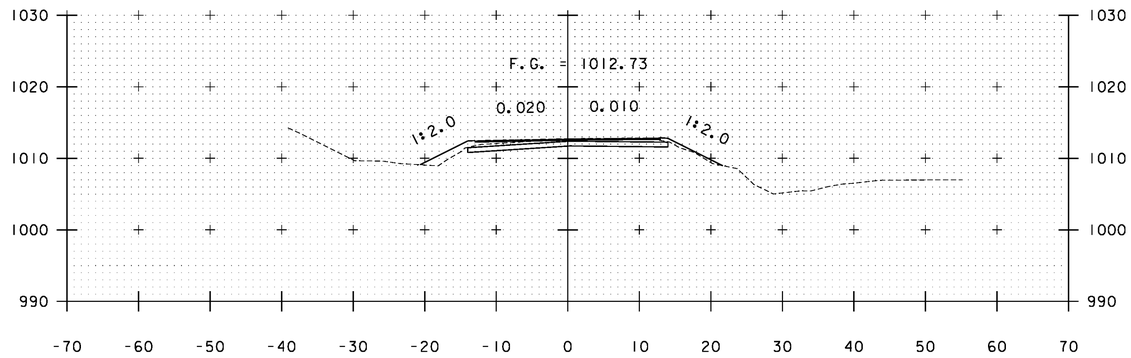
A 333+50



A 335+00



A 333+00



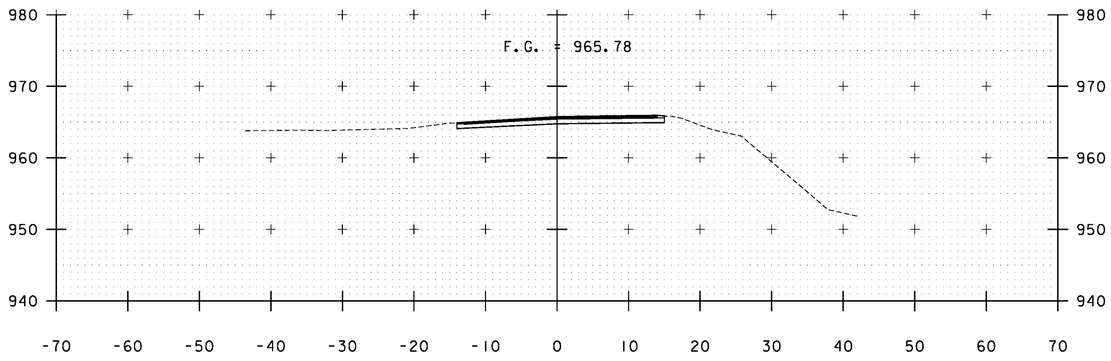
A 334+50

STA. A 333+00 TO STA. A 335+00

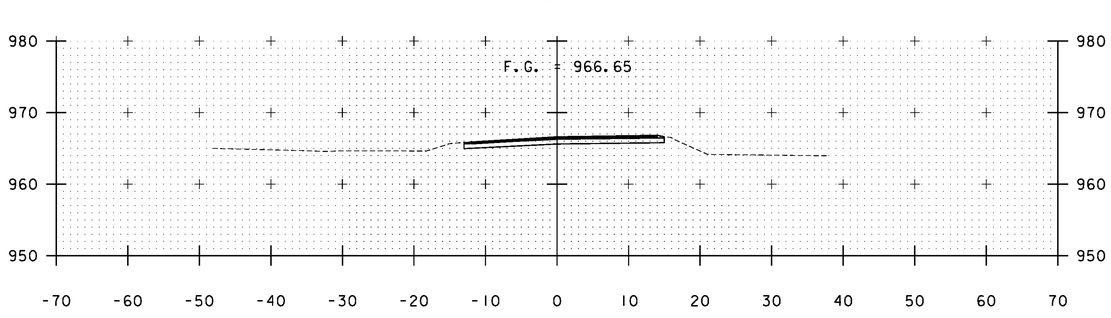
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

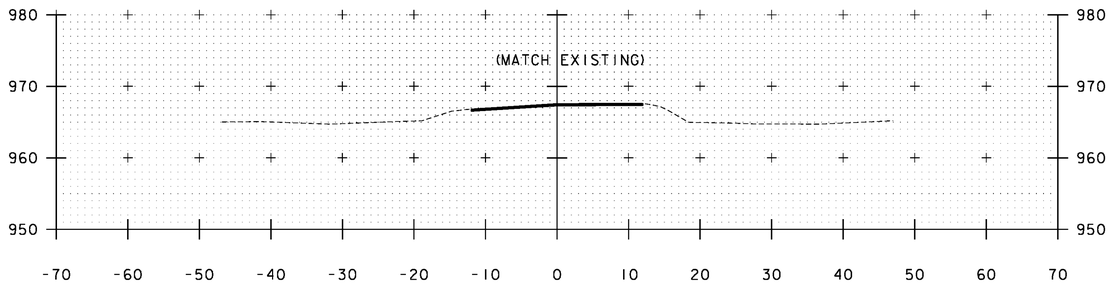
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 312 OF 444



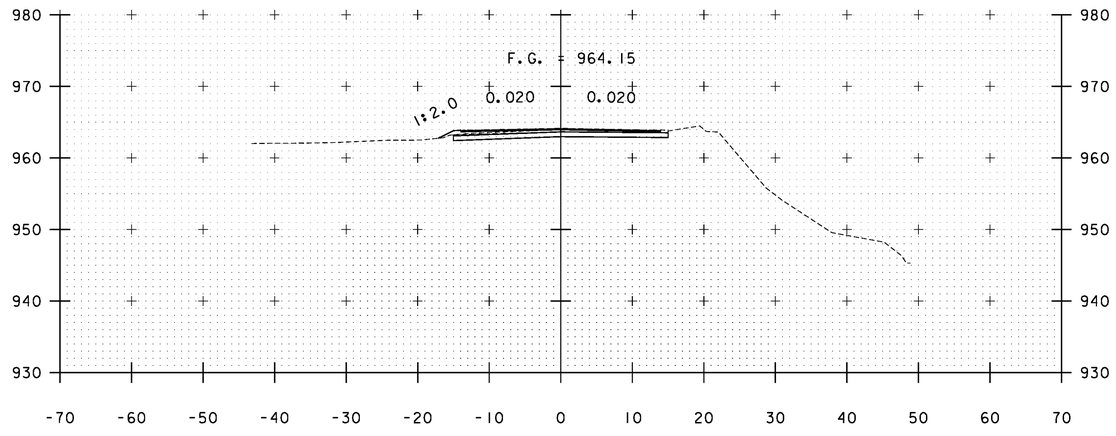
A 364+00



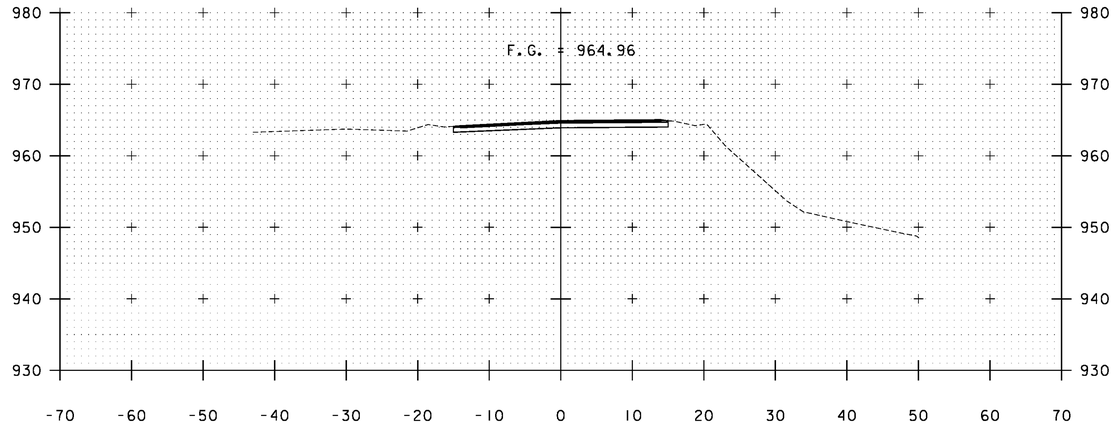
A 363+50



A 363+00



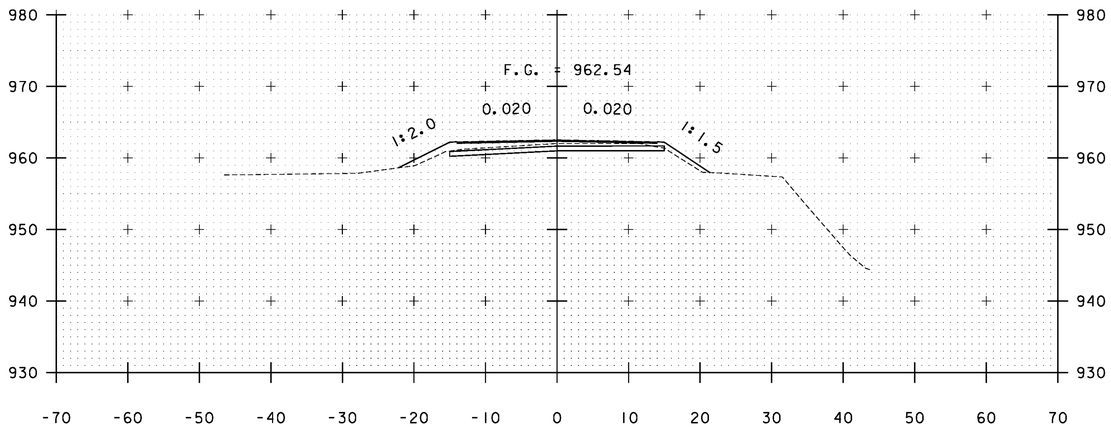
A 365+00



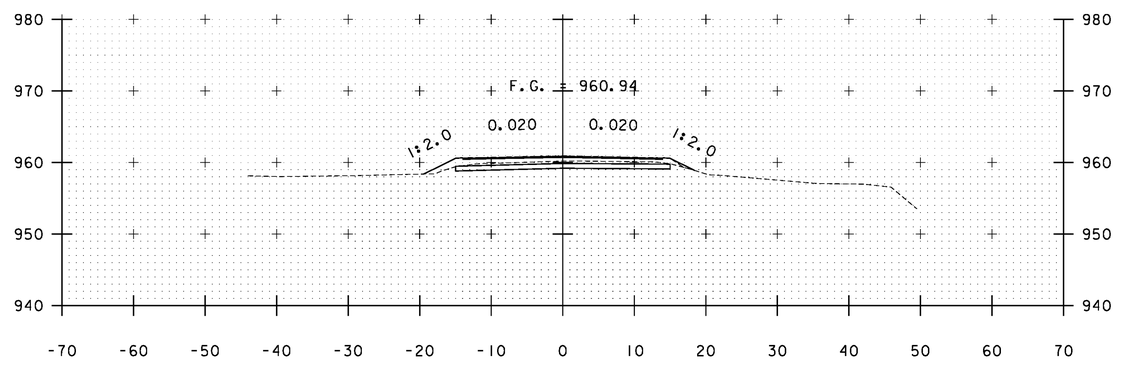
A 364+50

STA. A 363+00 TO STA. A 365+00

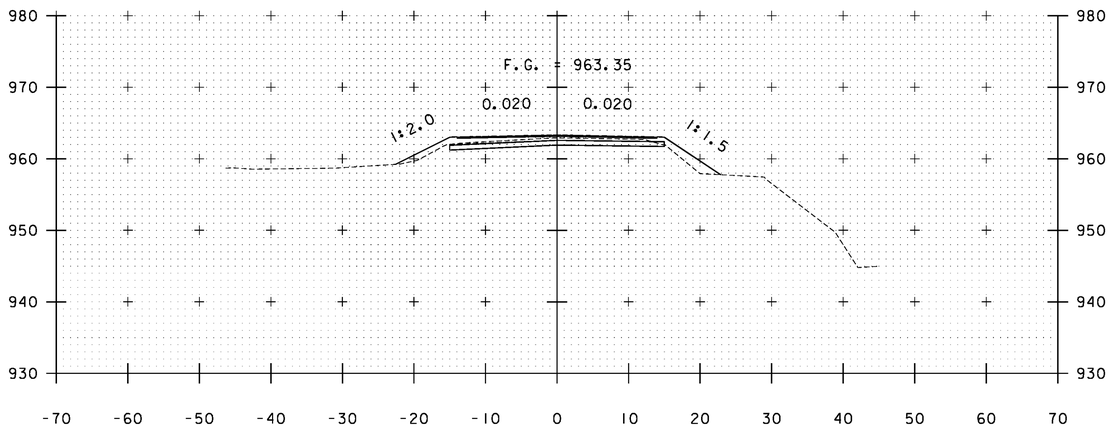
PROJECT NAME:	WARDSBORO-JAMAICA
PROJECT NUMBER:	ER STP 013-1(17)
FILE NAME: xs.dgn	PLOT DATE: 2/26/2014
PROJECT LEADER: K. UPMAL	DRAWN BY: B. KIPP
DESIGNED BY: B. KIPP	CHECKED BY: HSD
CROSS SECTIONS	SHEET 313 OF 444



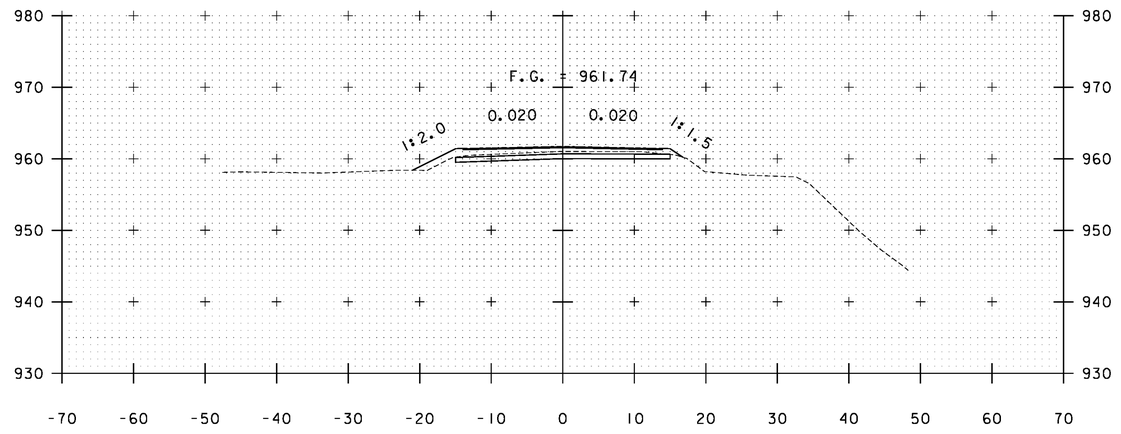
A 366+00



A 367+00



A 365+50



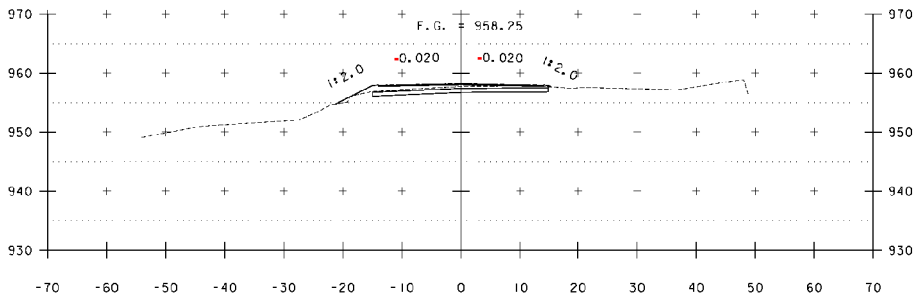
A 366+50

STA. A 365+50 TO STA. A 367+00

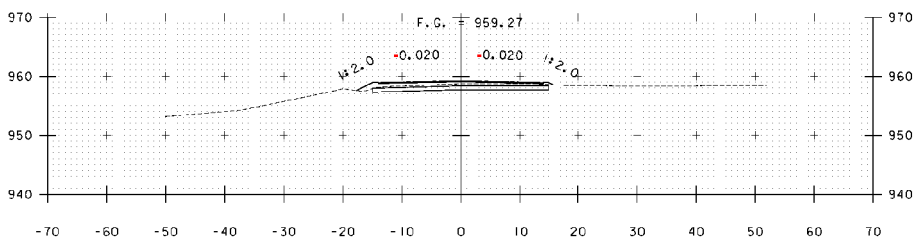
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

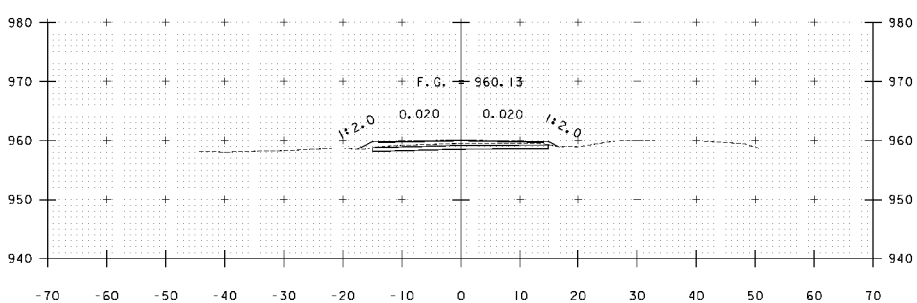
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 314 OF 444



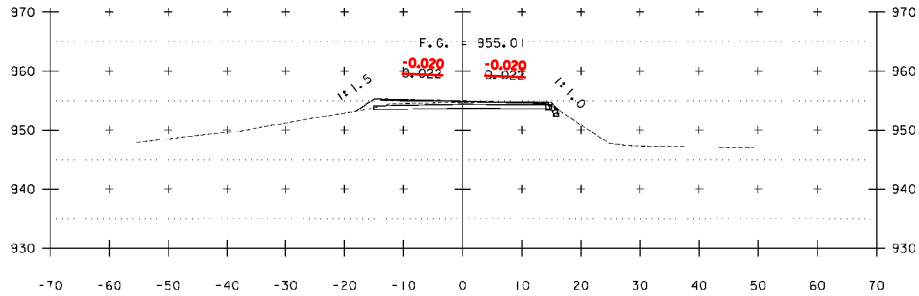
A 368+50



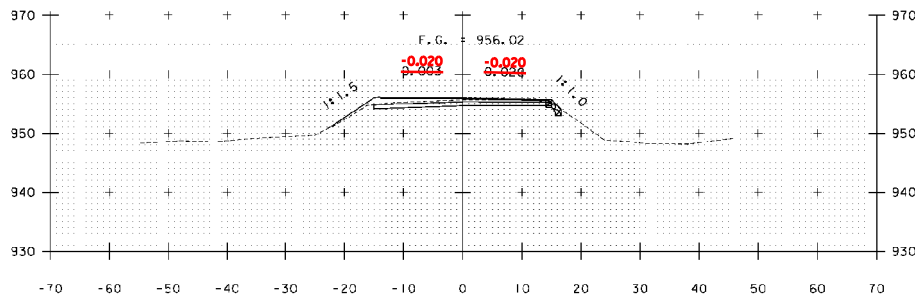
A 368+00



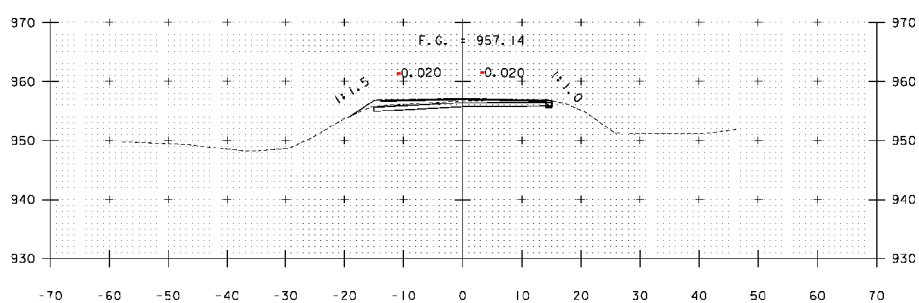
A 367+50



A 370+00



A 369+50



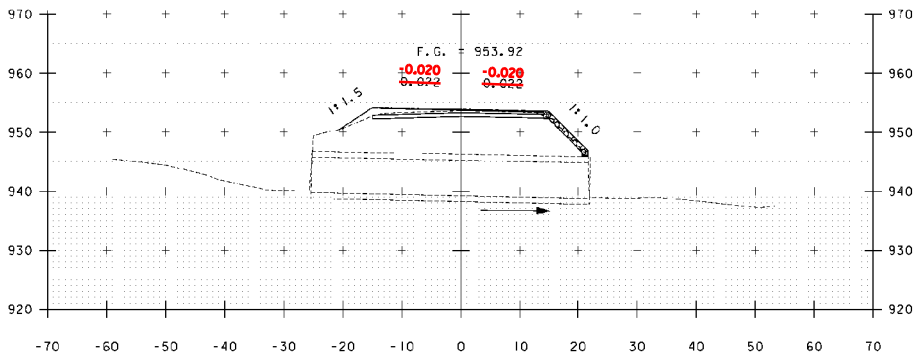
A 369+00

PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

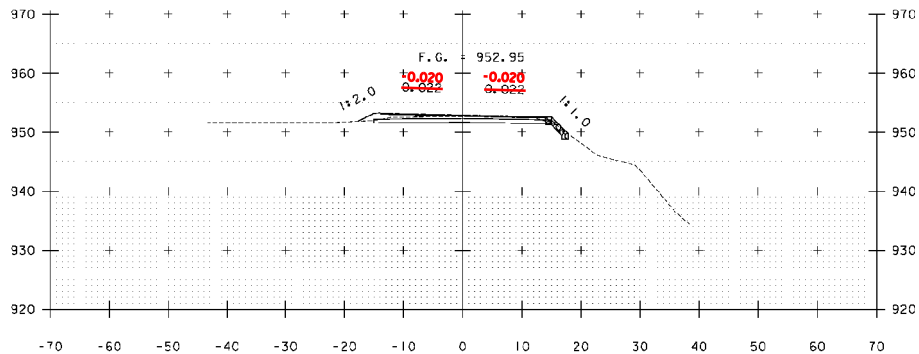
FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 315 OF 444

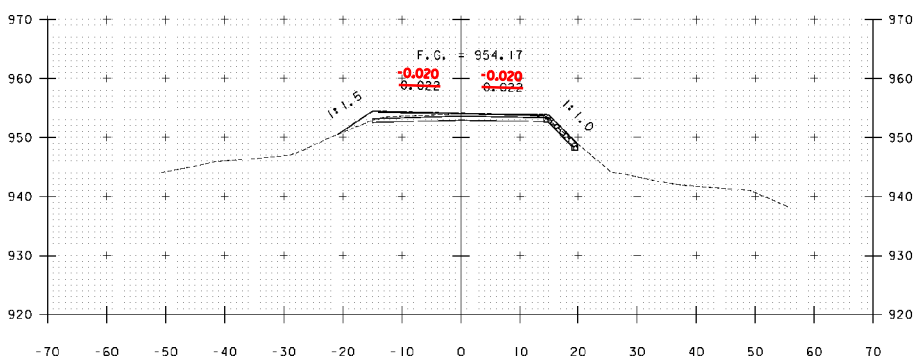
STA. A 367+50 TO STA. A 370+00



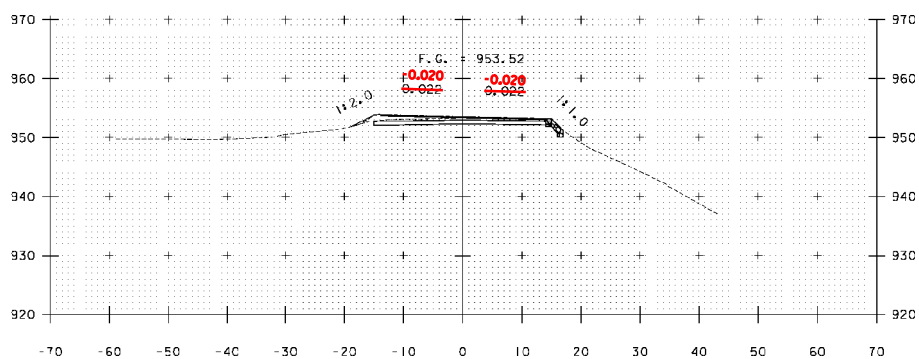
A 370+68



A 371+50



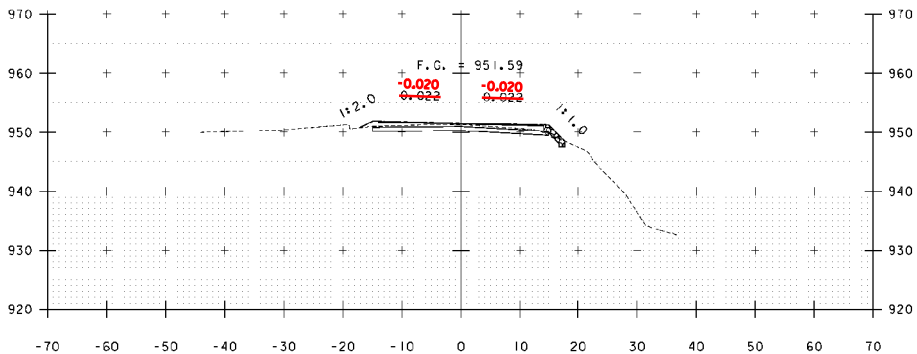
A 370+50



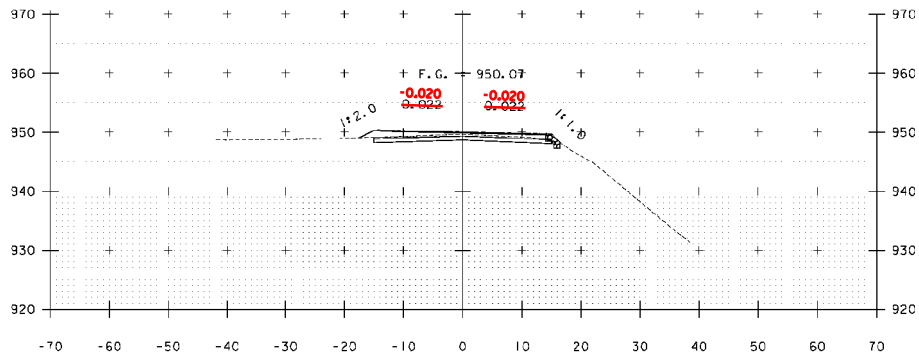
A 371+00

PROJECT NAME:	WARDSBORO-JAMAICA
PROJECT NUMBER:	ER STP 013-1(17)
FILE NAME: xs.dgn	PLOT DATE: 2/26/2014
PROJECT LEADER: K. UPMAL	DRAWN BY: B. KIPP
DESIGNED BY: B. KIPP	CHECKED BY: HSD
CROSS SECTIONS	SHEET 316 OF 444

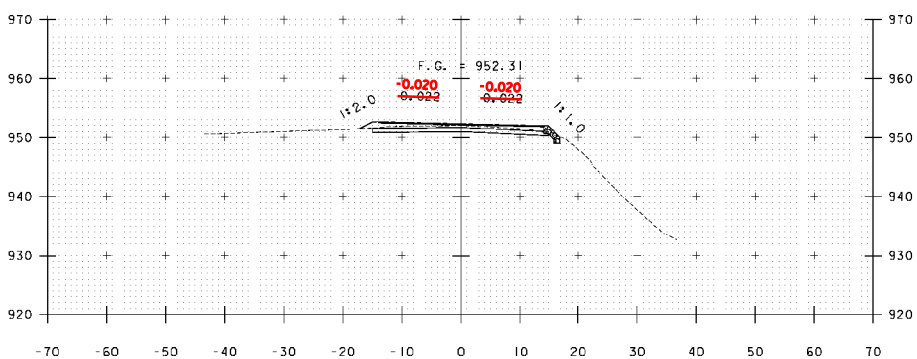
STA. A 370+50 TO STA. A 371+50



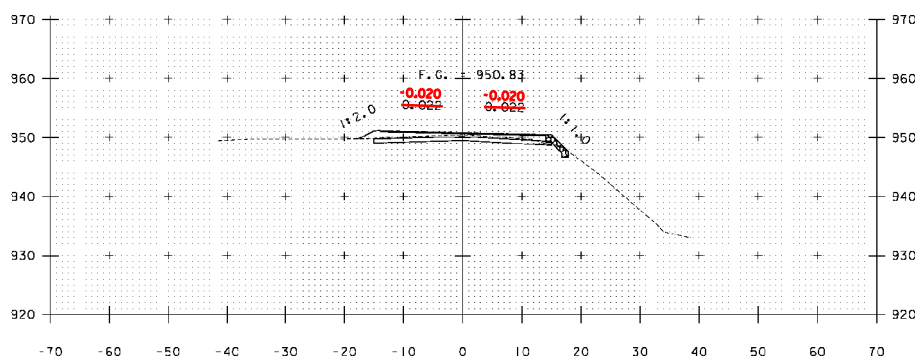
A 372+50



A 373+50



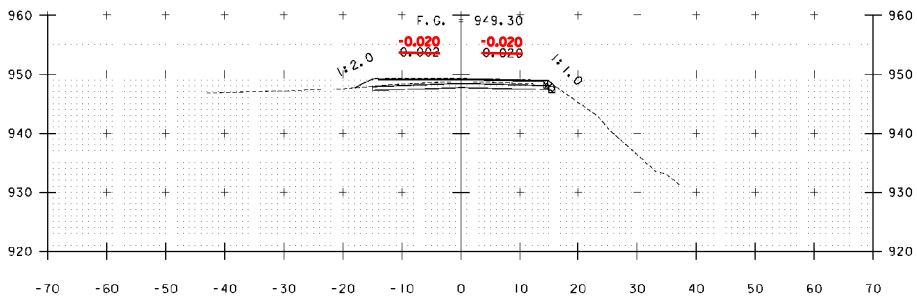
A 372+00



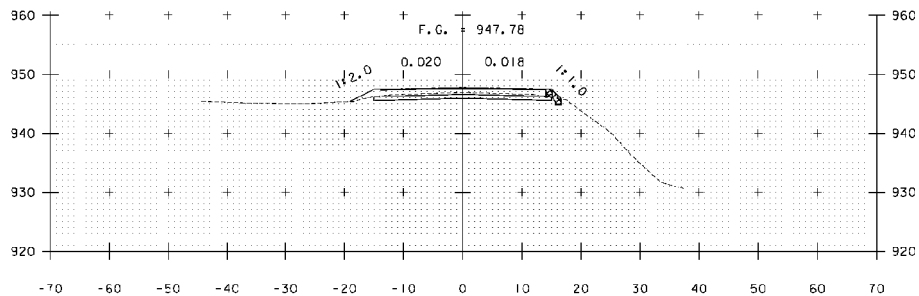
A 373+00

STA. A 372+00 TO STA. A 373+50

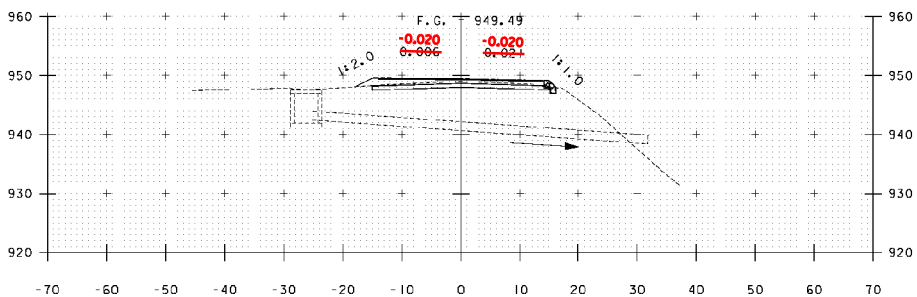
PROJECT NAME:	WARDSBORO-JAMAICA
PROJECT NUMBER:	ER STP 013-1(17)
FILE NAME: xs.dgn	PLOT DATE: 2/26/2014
PROJECT LEADER: K. UPMAL	DRAWN BY: B. KIPP
DESIGNED BY: B. KIPP	CHECKED BY: HSD
CROSS SECTIONS	SHEET 317 OF 444



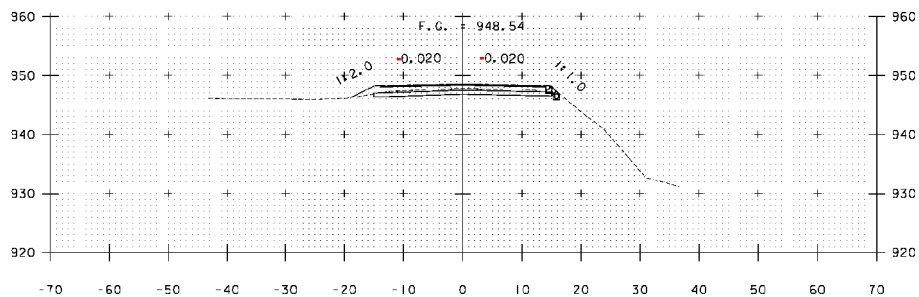
A 374+00



A 375+00



A 373+88



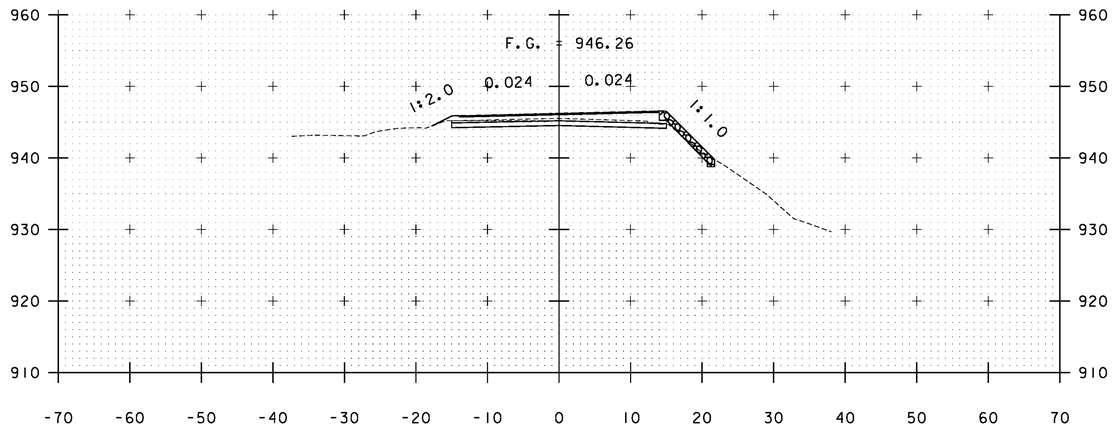
A 374+50

STA. A 373+88 TO STA. A 375+00

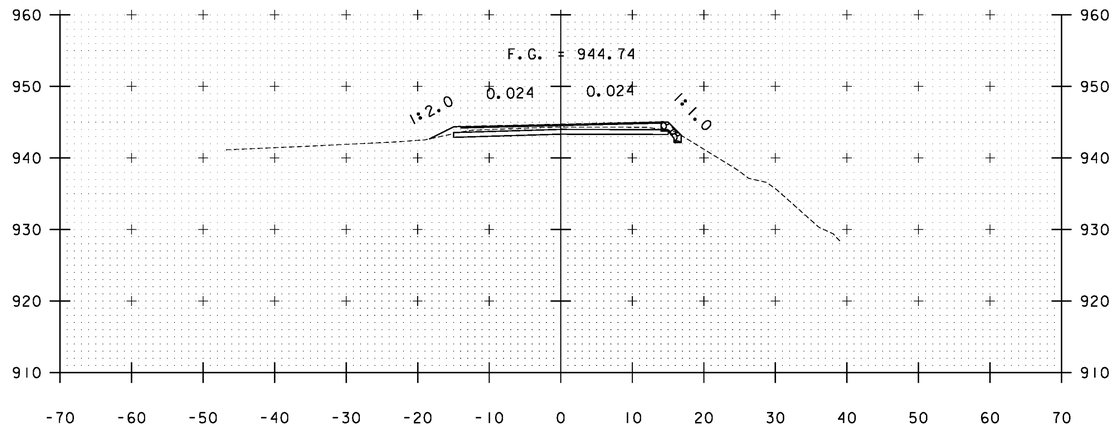
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

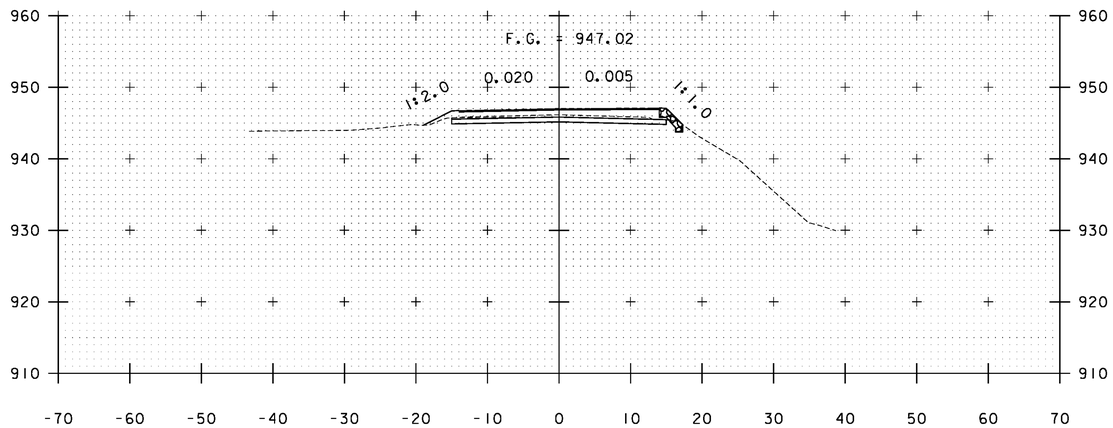
PLOT DATE: 3/18/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 318 OF 444



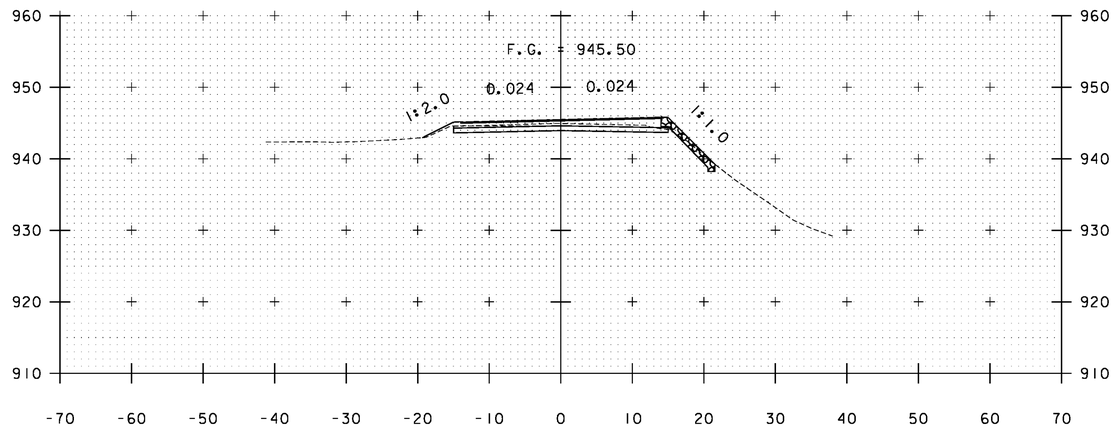
A 376+00



A 377+00



A 375+50



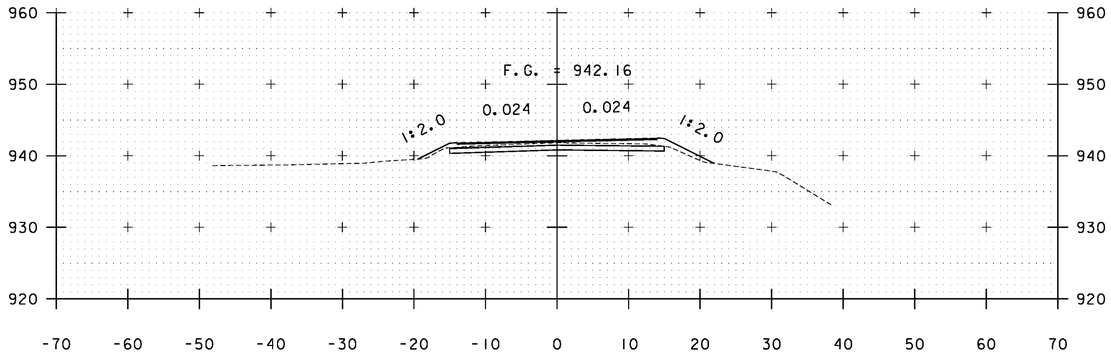
A 376+50

STA. A 375+50 TO STA. A 377+00

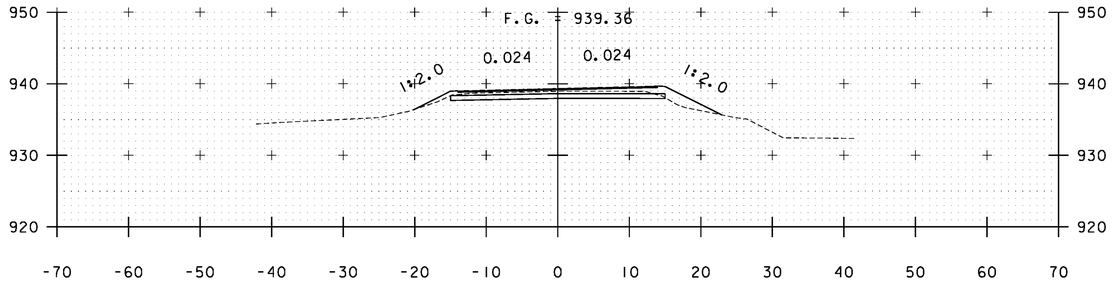
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

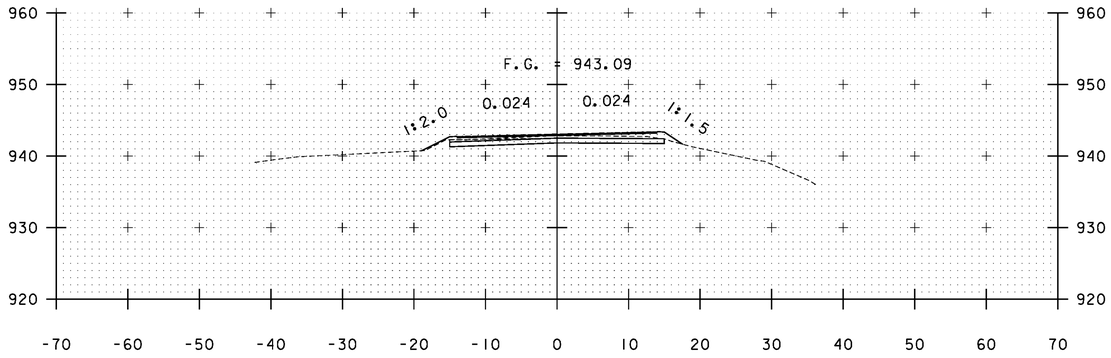
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 319 OF 444



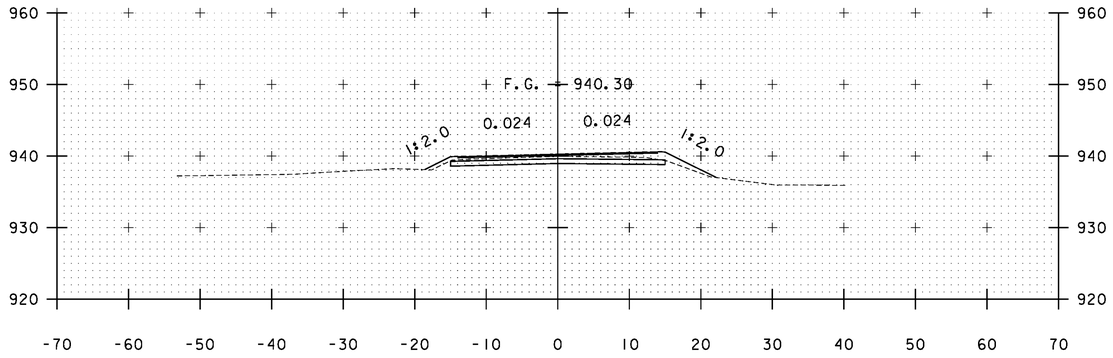
A 378+50



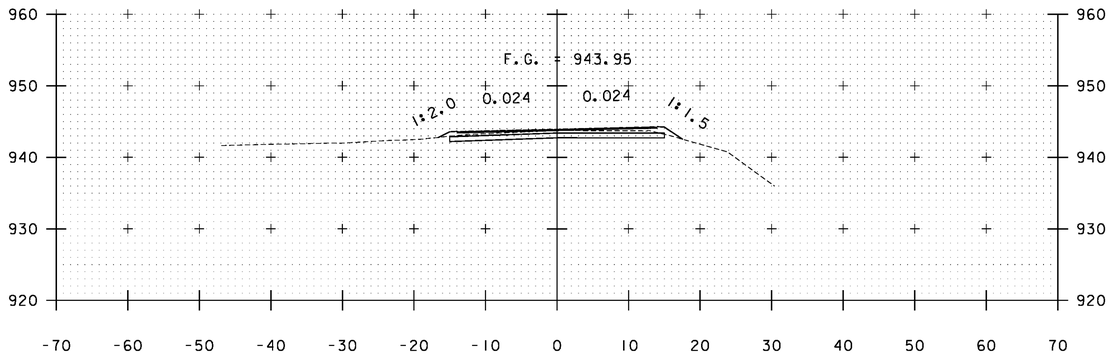
A 380+00



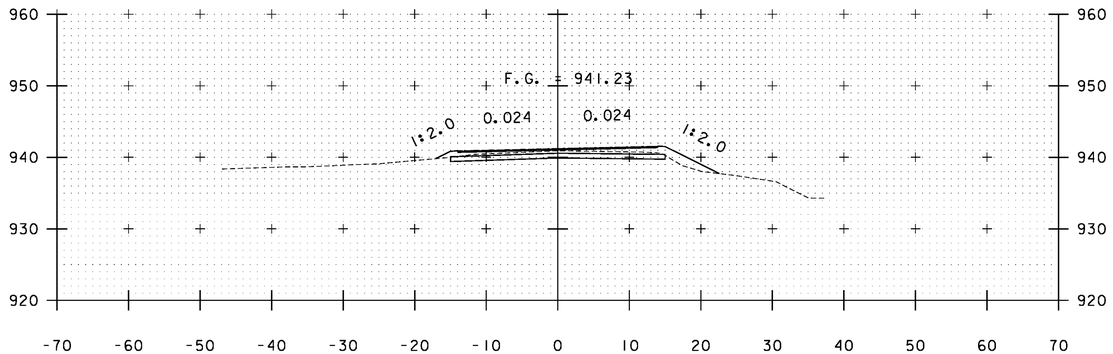
A 378+00



A 379+50



A 377+50



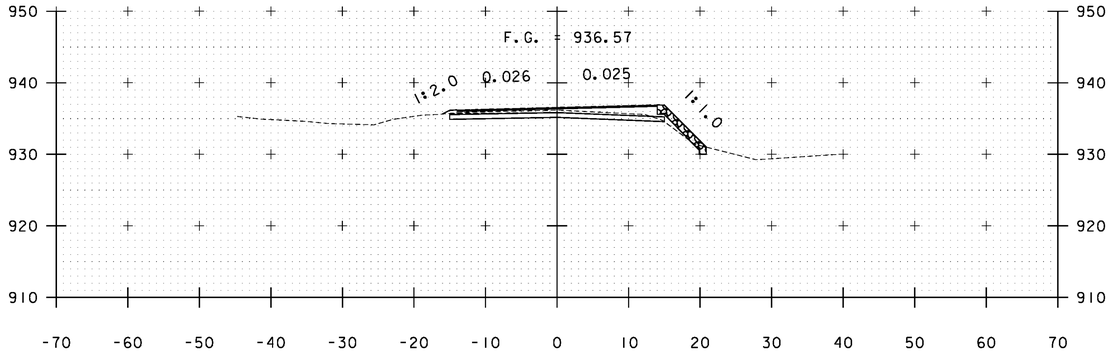
A 379+00

STA. A 377+50 TO STA. A 380+00

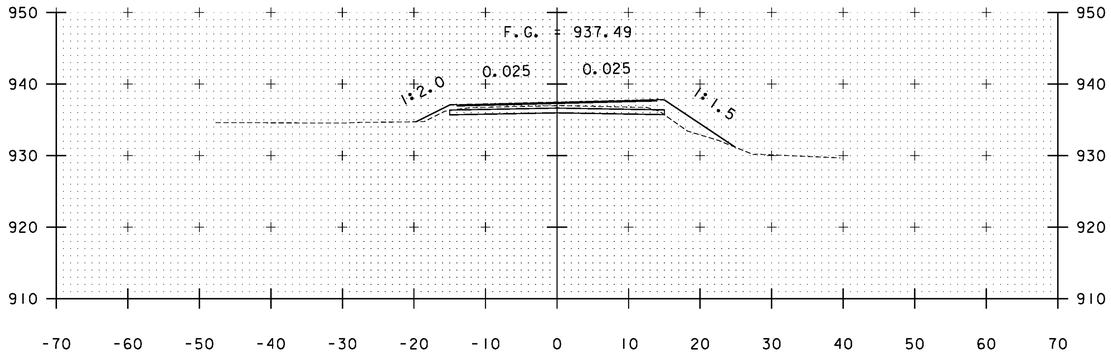
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

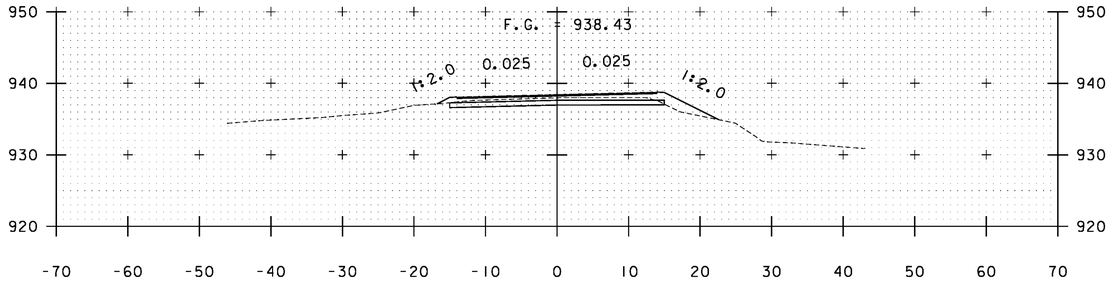
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 320 OF 444



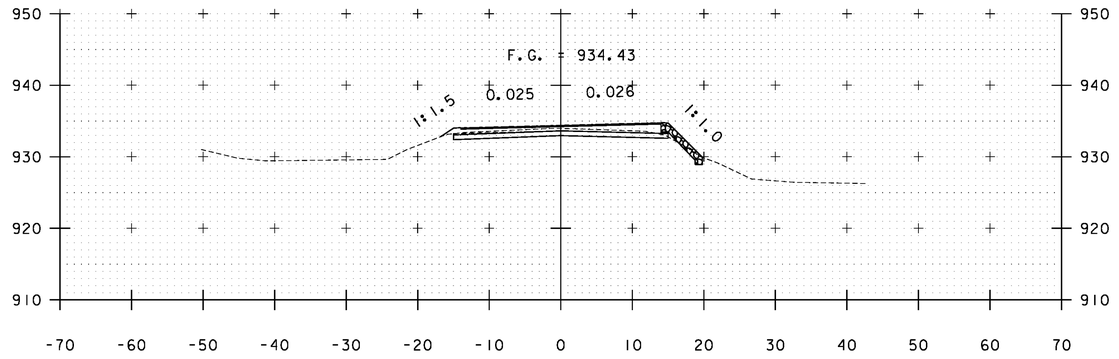
A 381+50



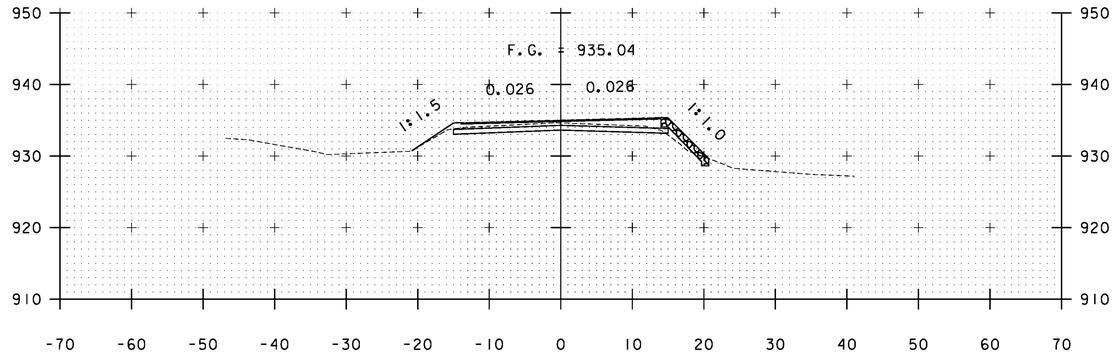
A 381+00



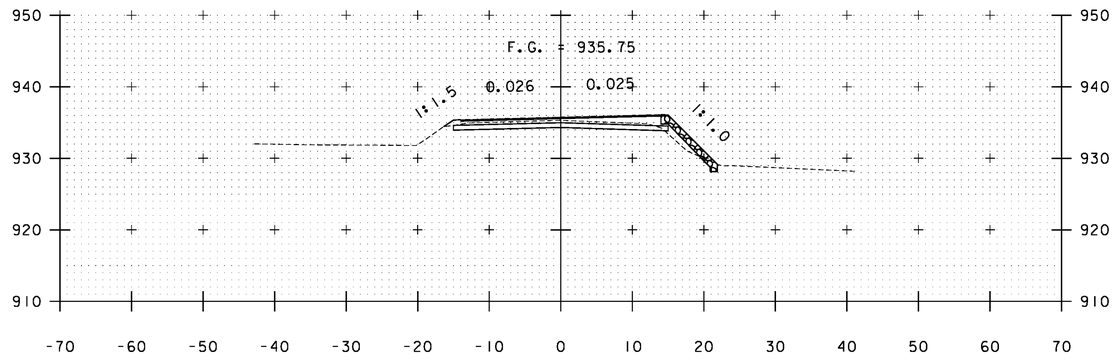
A 380+50



A 383+00



A 382+50



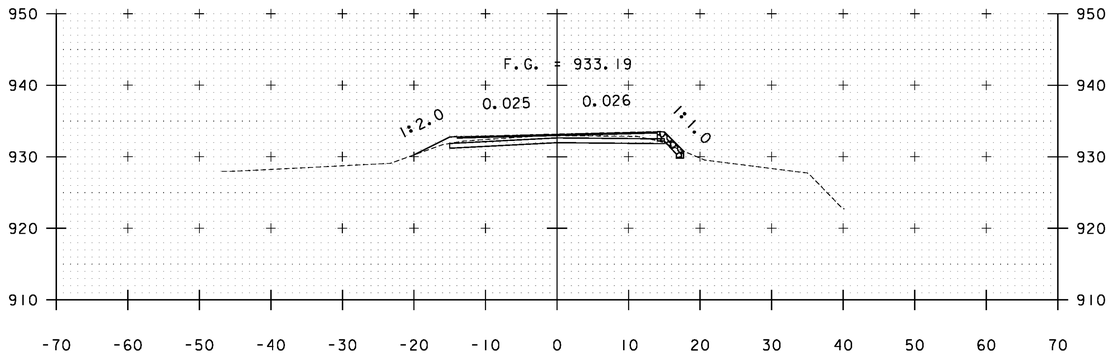
A 382+00

STA. A 380+50 TO STA. A 383+00

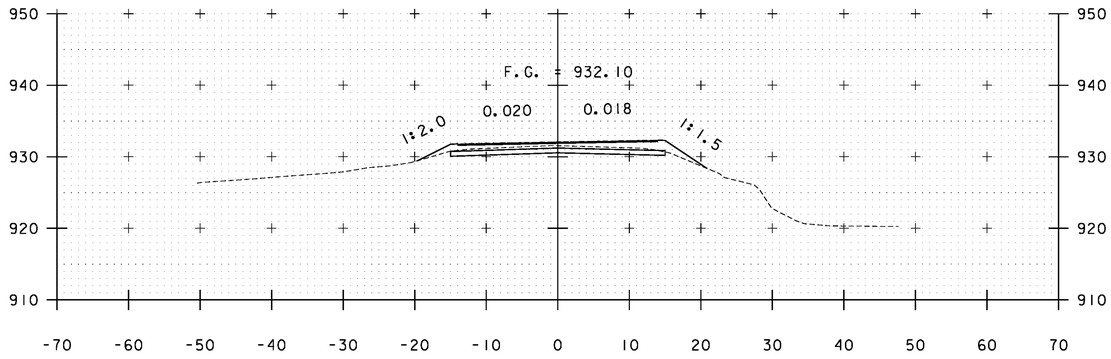
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

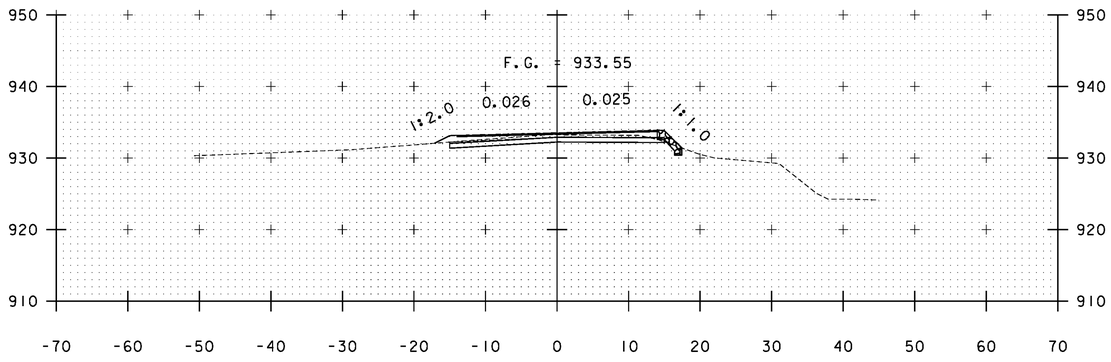
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 321 OF 444



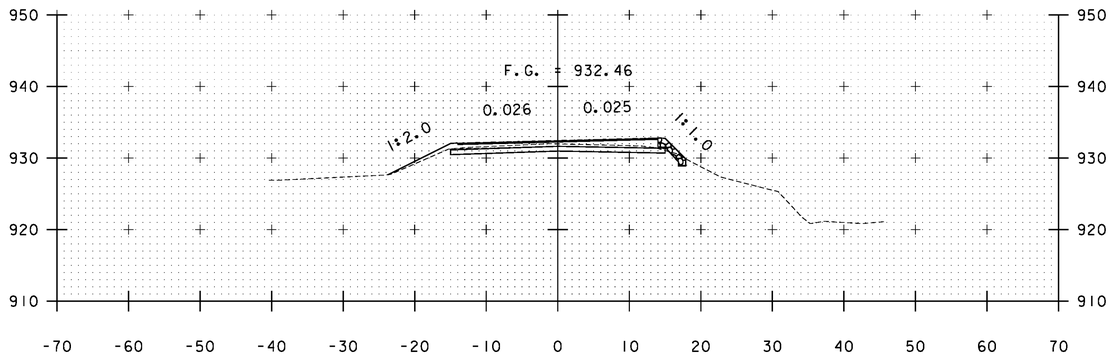
A 384+50



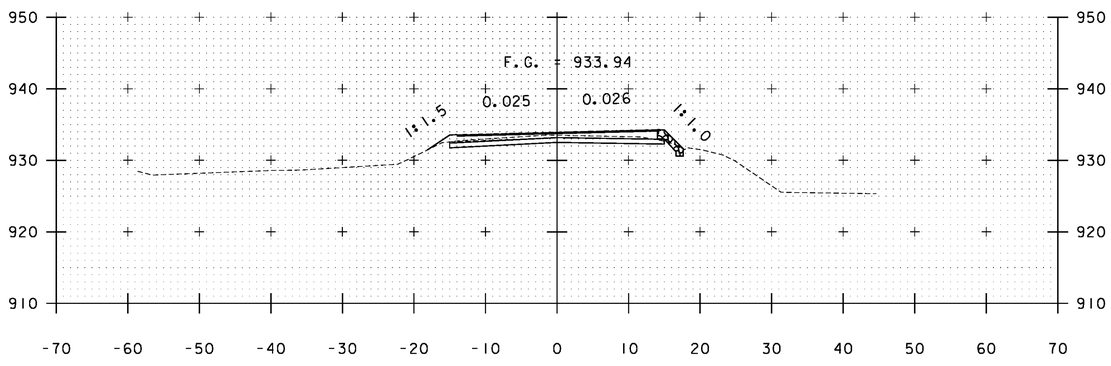
A 386+00



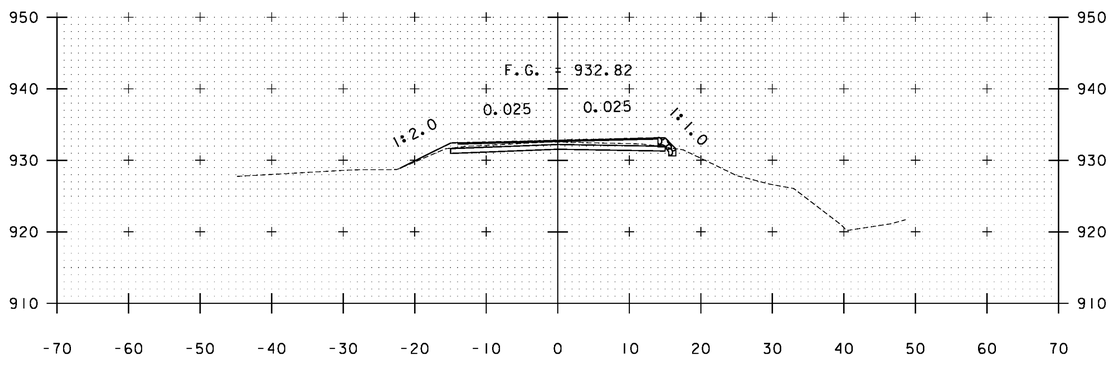
A 384+00



A 385+50



A 383+50



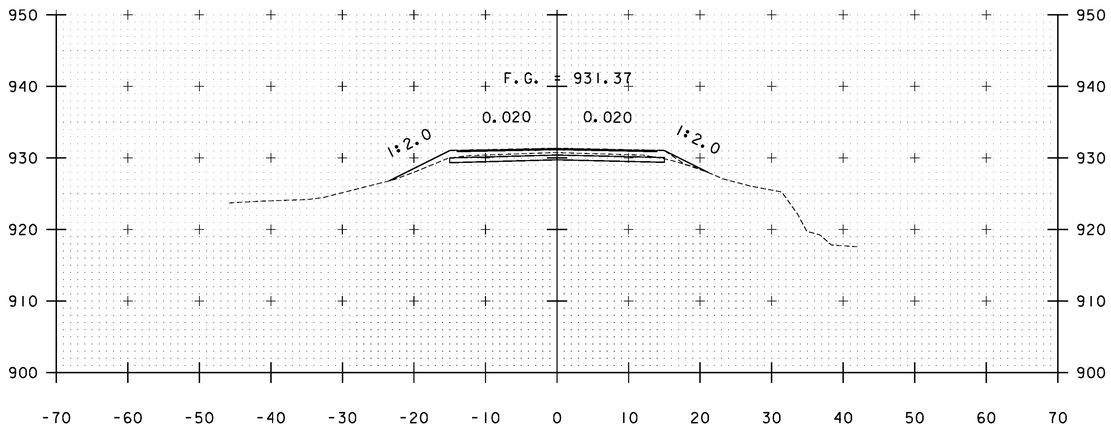
A 385+00

STA. A 383+50 TO STA. A 386+00

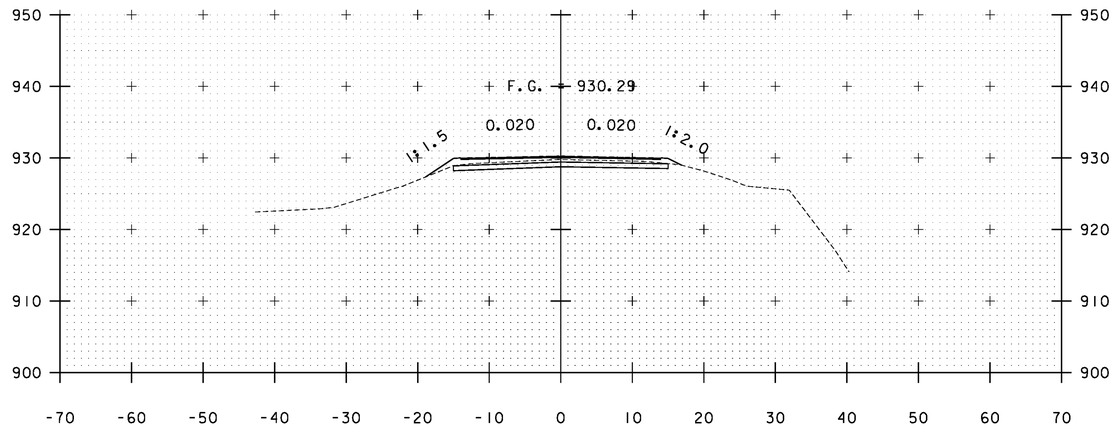
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

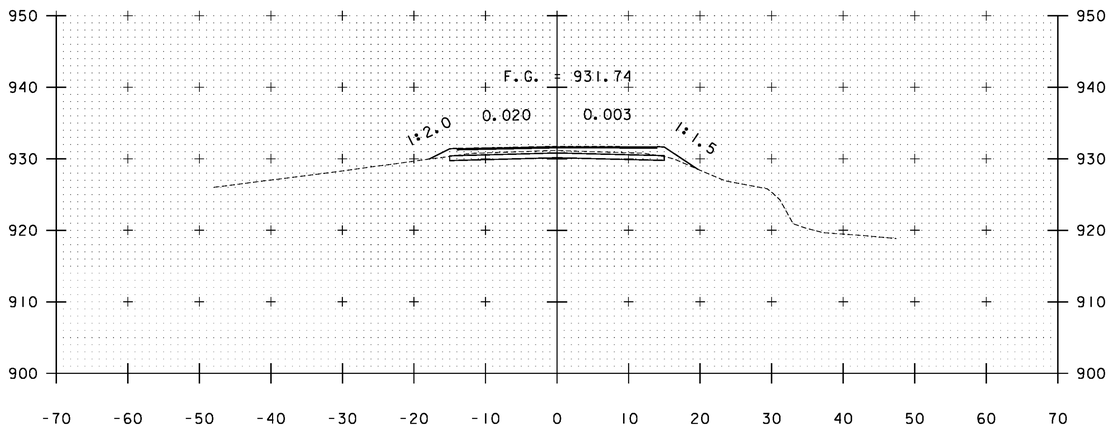
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 322 OF 444



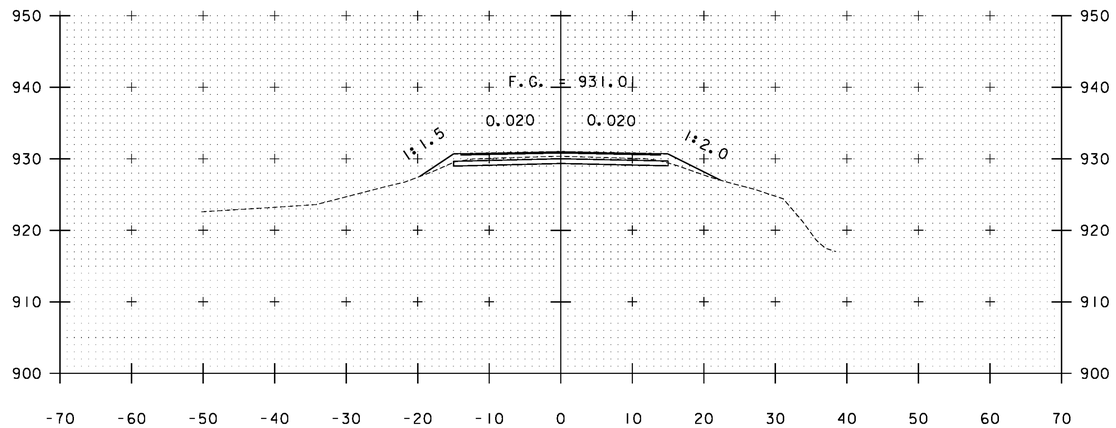
A 387+00



B 0+50



A 386+50



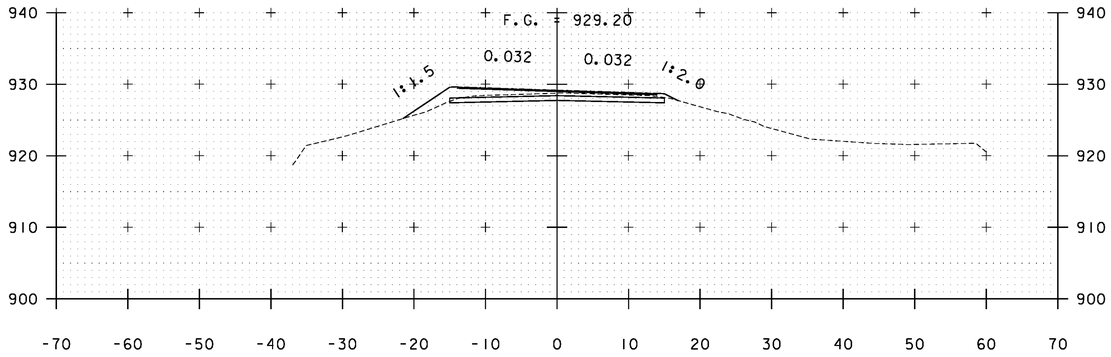
A 387+50

STA. A 386+50 TO STA. B 0+50

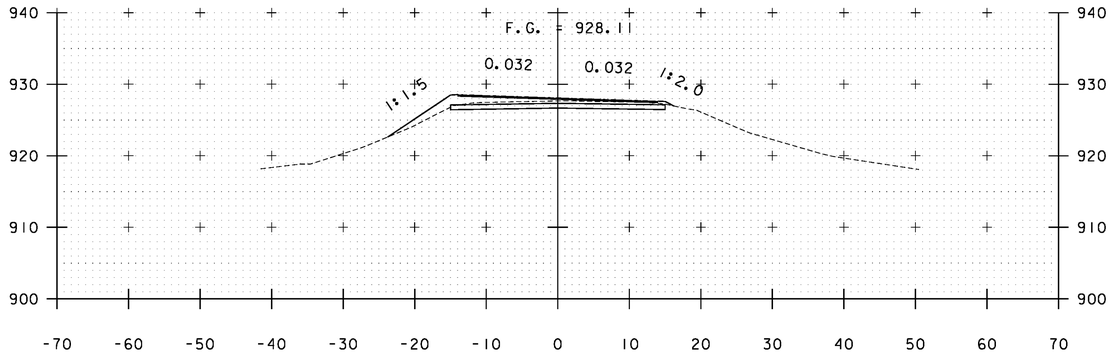
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

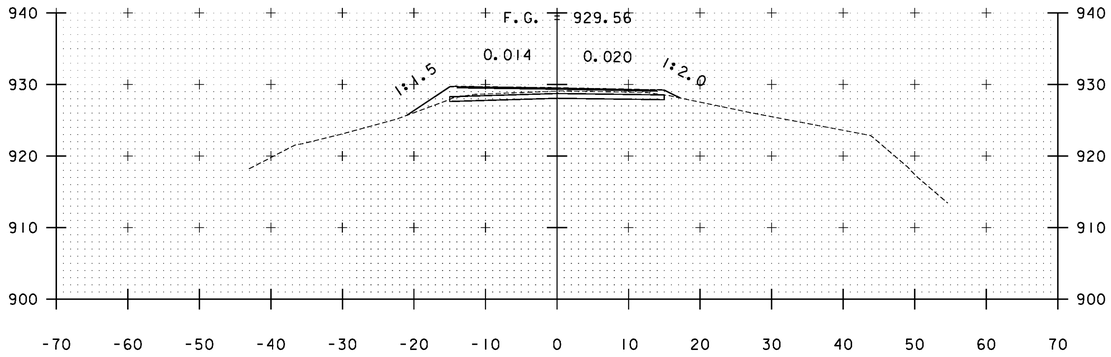
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 323 OF 444



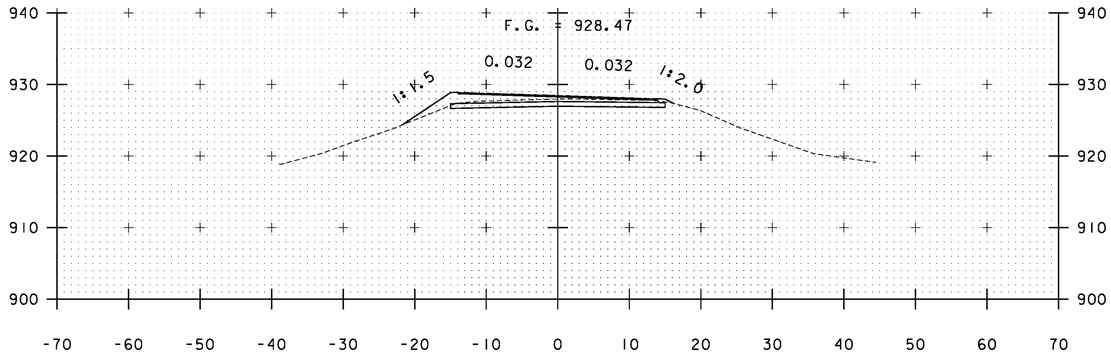
B 2+00



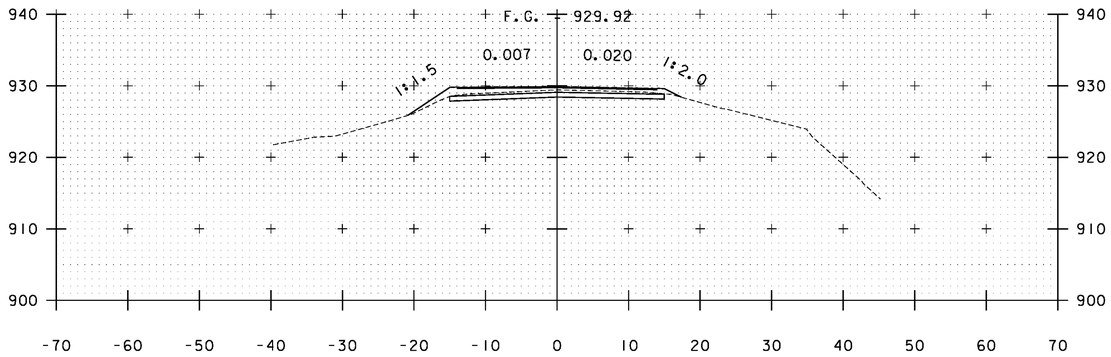
B 3+50



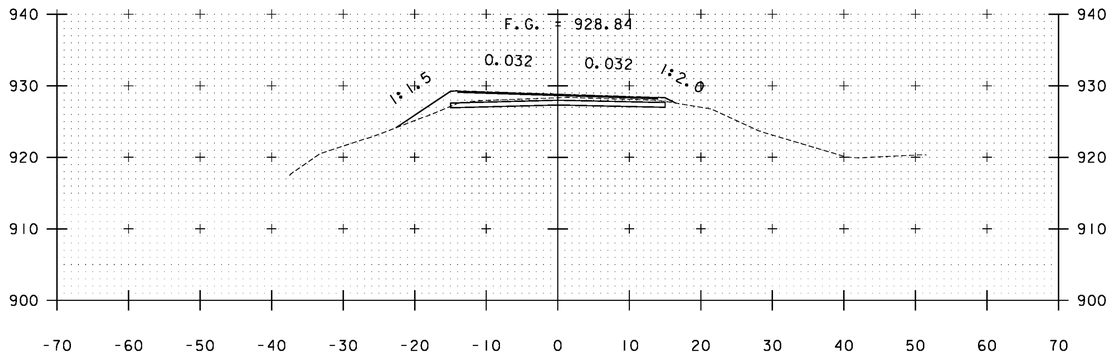
B 1+50



B 3+00



B 1+00



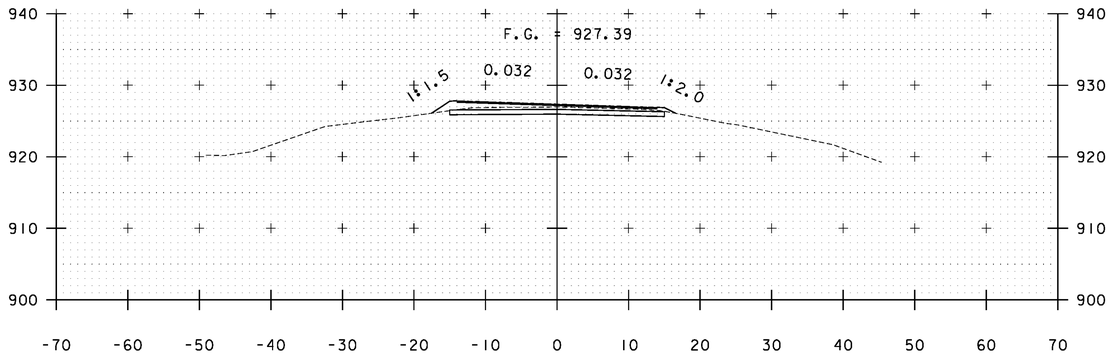
B 2+50

STA. B 1+00 TO STA. B 3+50

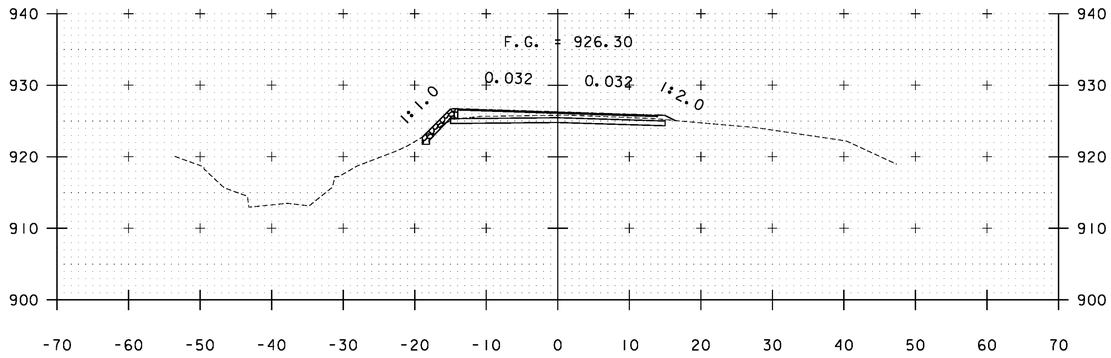
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

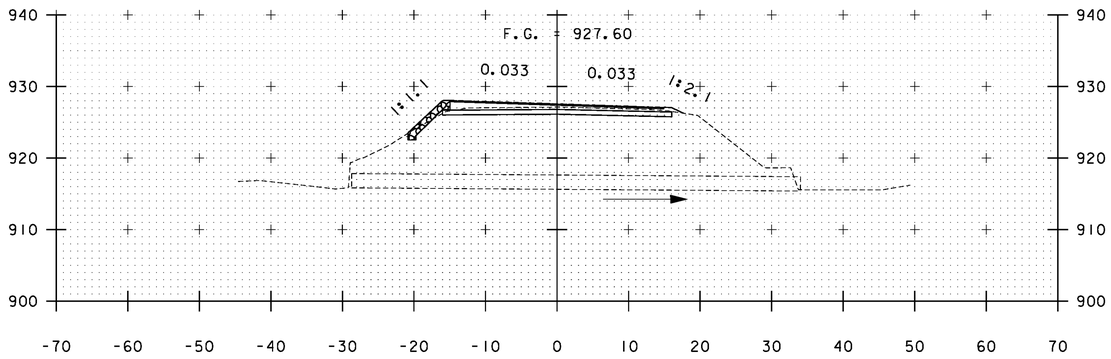
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 324 OF 444



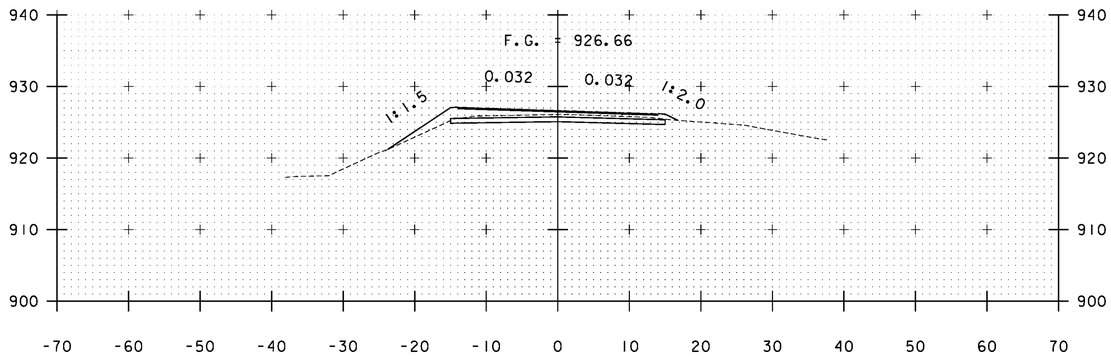
B 4+50



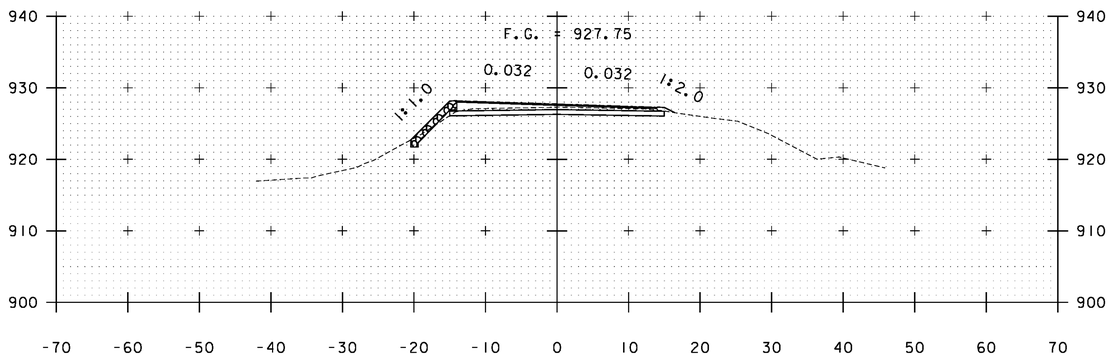
B 6+00



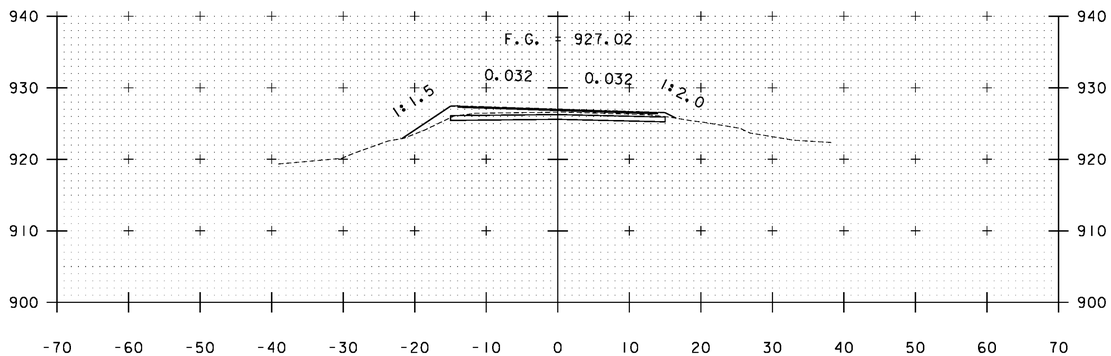
B 4+21



B 5+50



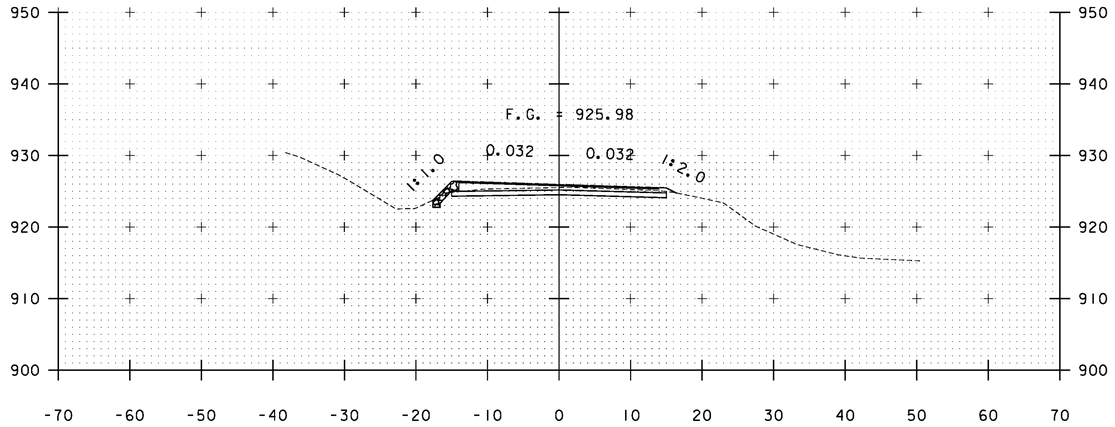
B 4+00



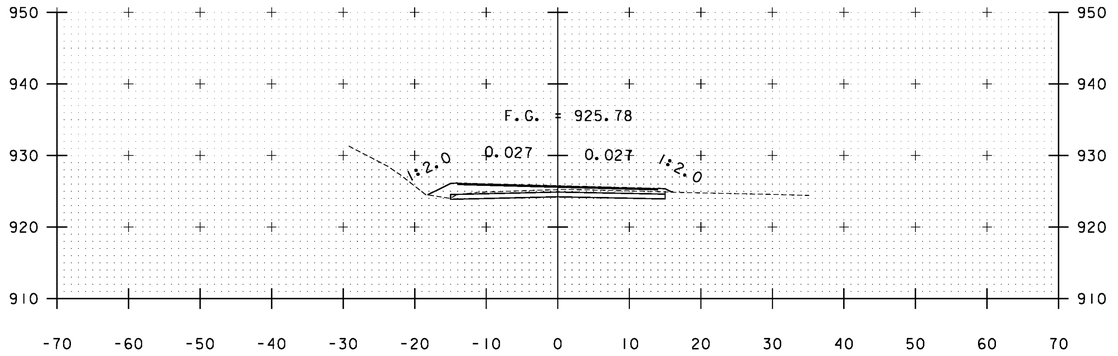
B 5+00

STA. B 4+00 TO STA. B 6+00

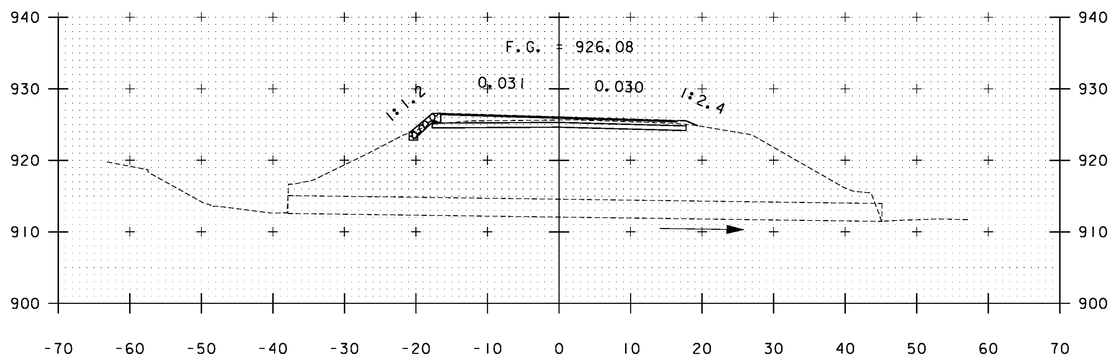
PROJECT NAME:	WARDSBORO-JAMAICA
PROJECT NUMBER:	ER STP 013-1(17)
FILE NAME: xs.dgn	PLOT DATE: 2/26/2014
PROJECT LEADER: K. UPMAL	DRAWN BY: B. KIPP
DESIGNED BY: B. KIPP	CHECKED BY: HSD
CROSS SECTIONS	SHEET 325 OF 444



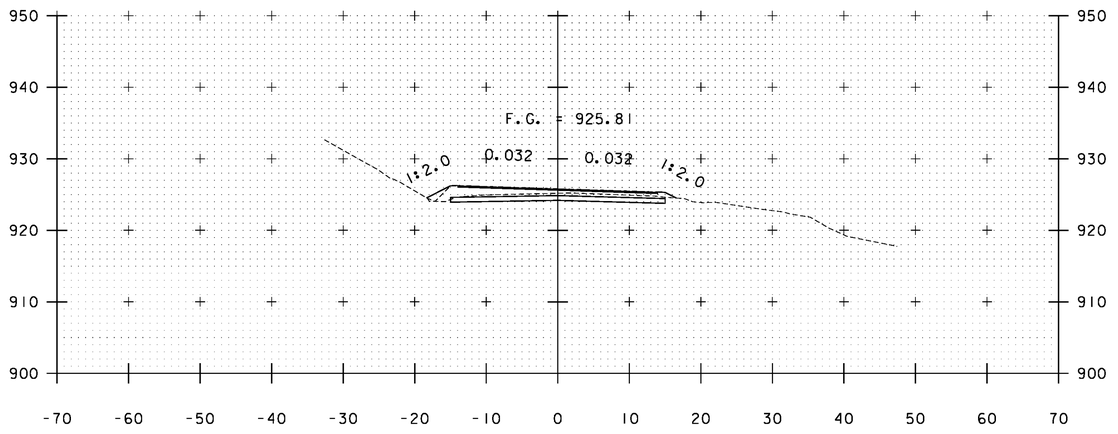
B 6+50



B 7+50



B 6+32



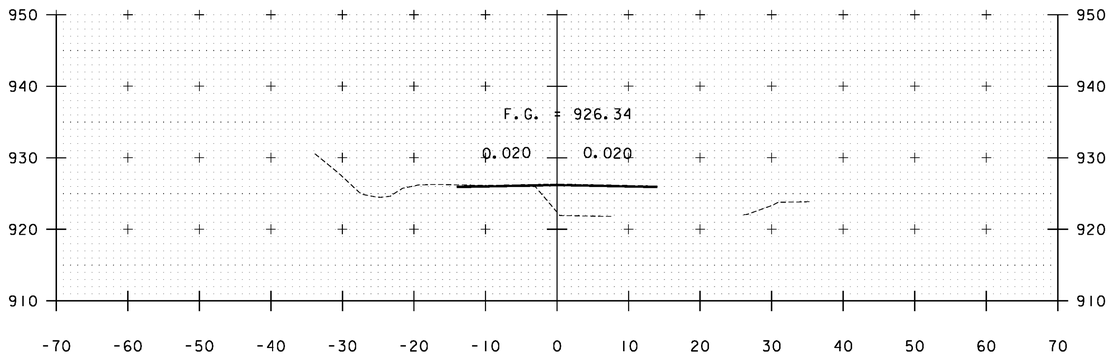
B 7+00

STA. B 6+32 TO STA. B 7+50

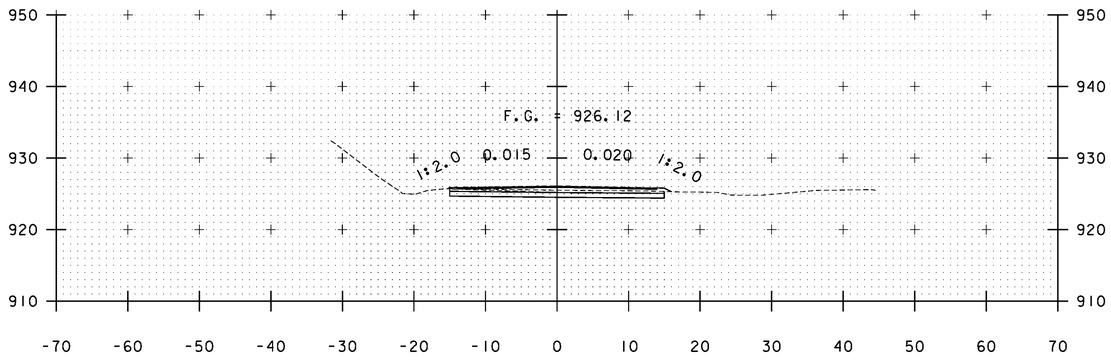
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

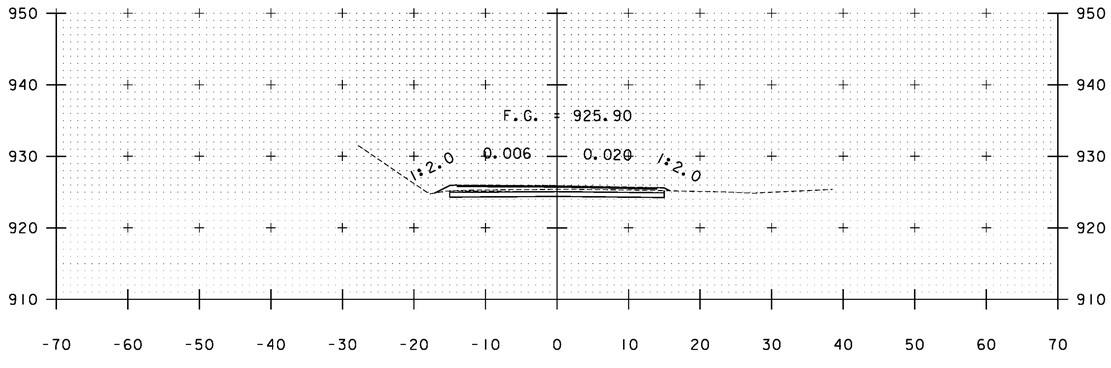
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 326 OF 444



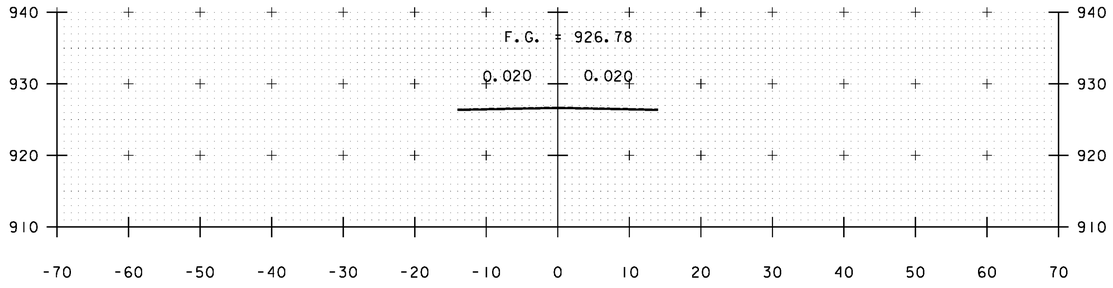
B 9+00



B 8+50

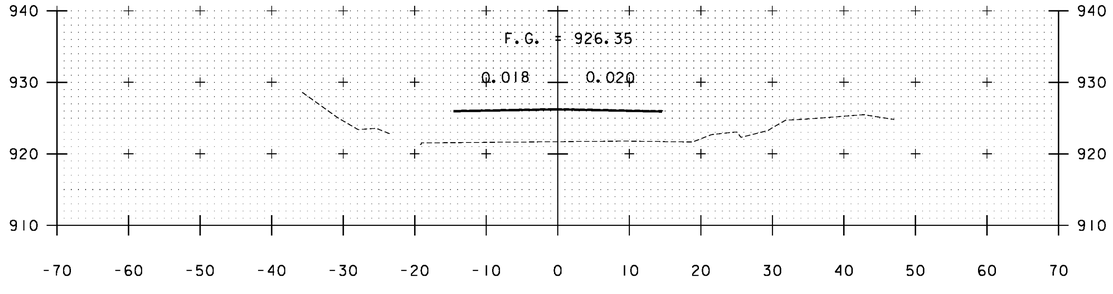


B 8+00



B 10+00

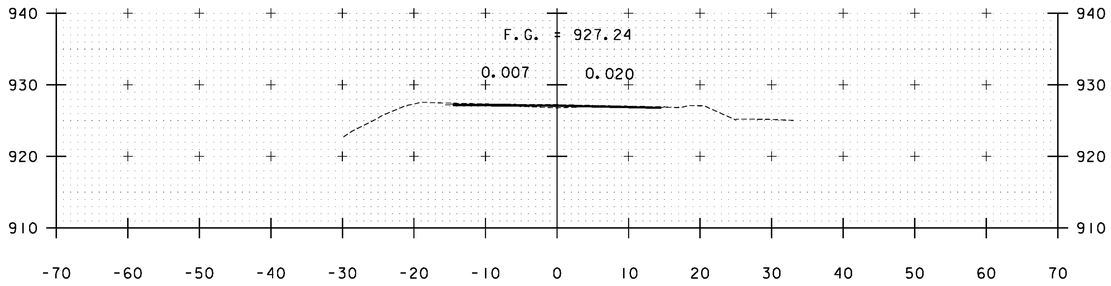
B 9+50



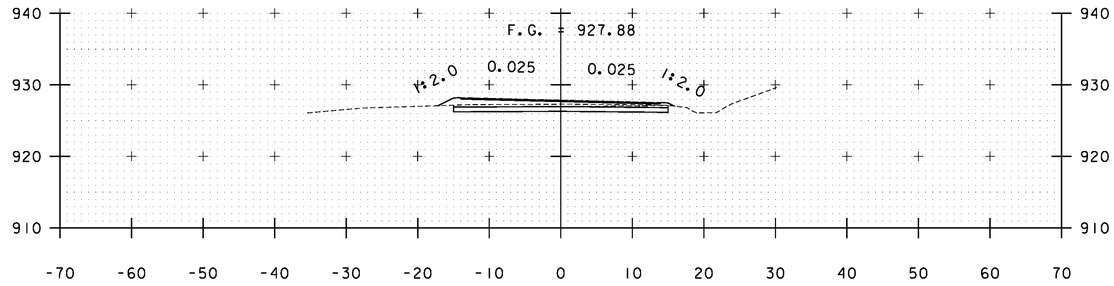
B 9+02

STA. B 8+00 TO STA. B 10+00

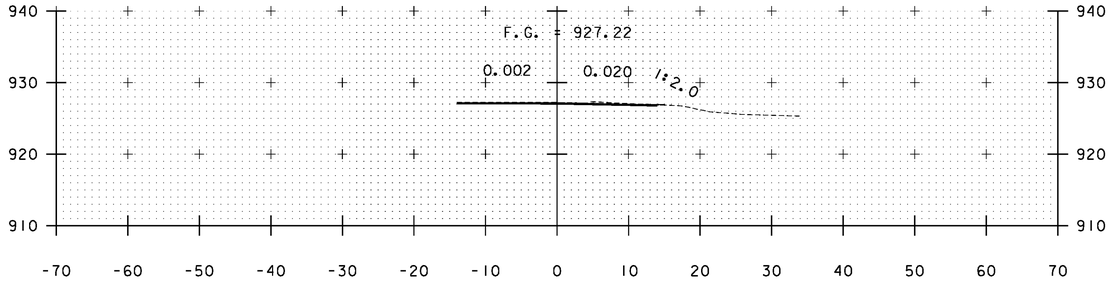
PROJECT NAME:	WARDSBORO-JAMAICA
PROJECT NUMBER:	ER STP 013-1(17)
FILE NAME: xs.dgn	PLOT DATE: 2/26/2014
PROJECT LEADER: K. UPMAL	DRAWN BY: B. KIPP
DESIGNED BY: B. KIPP	CHECKED BY: HSD
CROSS SECTIONS	SHEET 327 OF 444



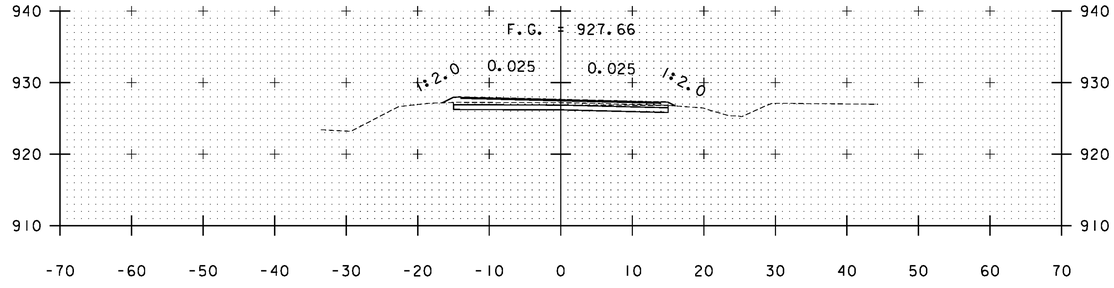
B 11+04



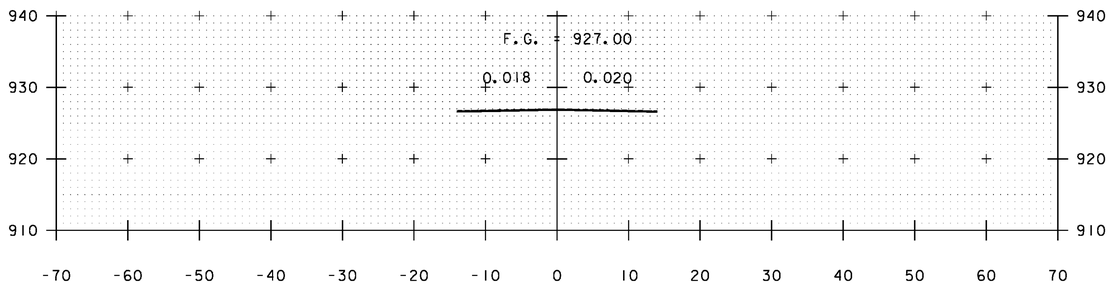
B 12+50



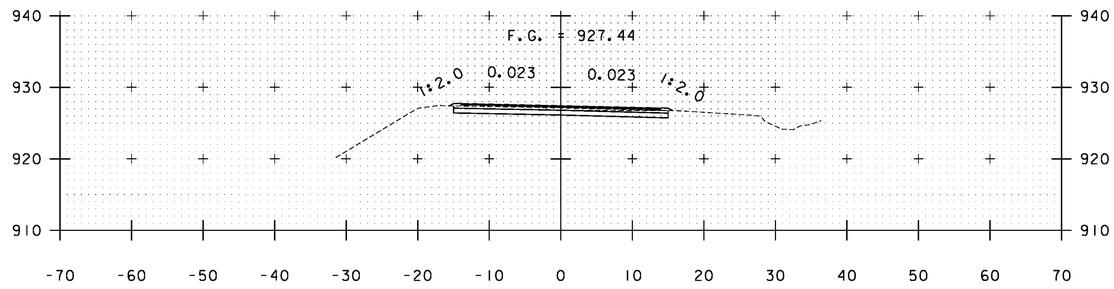
B 11+00



B 12+00



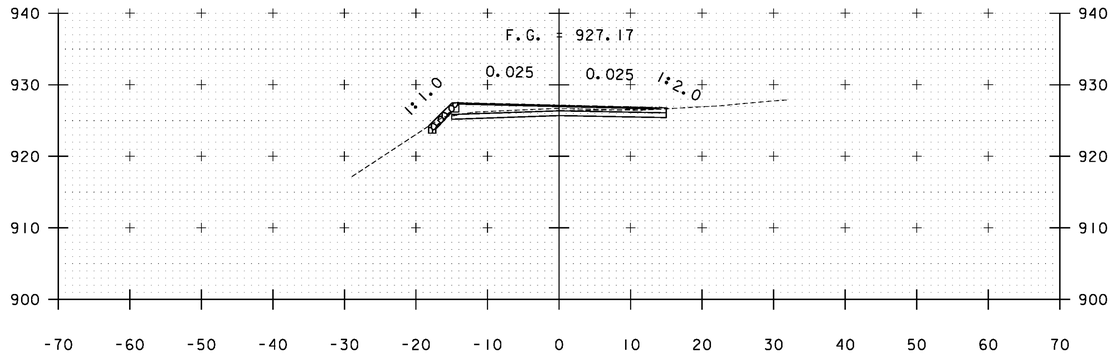
B 10+50



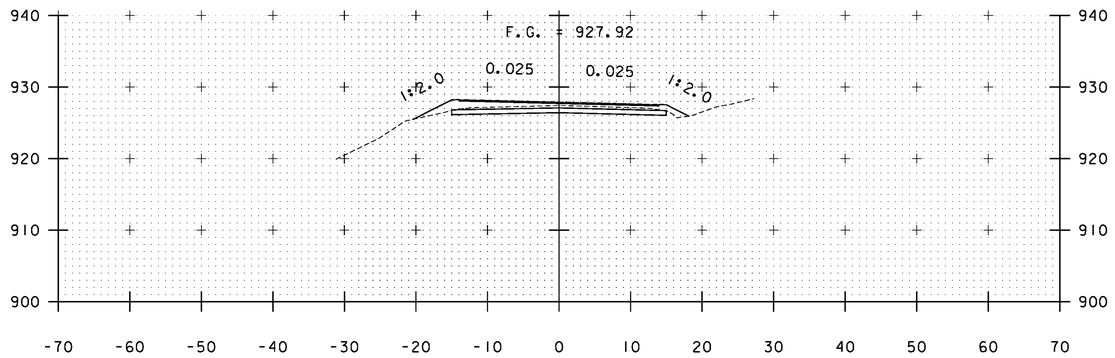
B 11+50

STA. B 10+50 TO STA. B 12+50

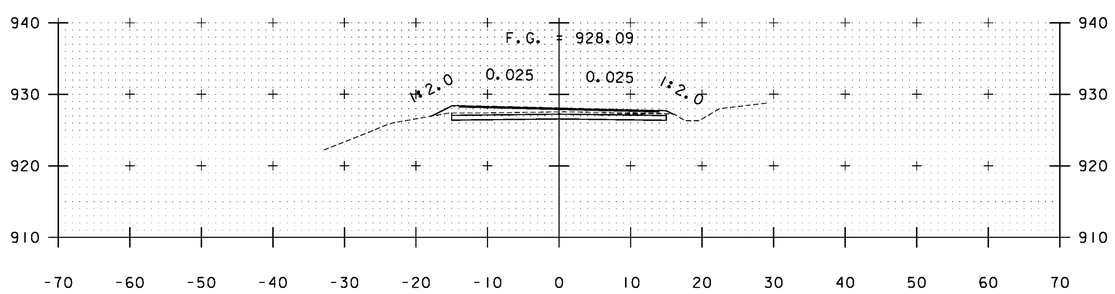
PROJECT NAME:	WARDSBORO-JAMAICA
PROJECT NUMBER:	ER STP 013-1(17)
FILE NAME: xs.dgn	PLOT DATE: 2/26/2014
PROJECT LEADER: K. UPMAL	DRAWN BY: B. KIPP
DESIGNED BY: B. KIPP	CHECKED BY: HSD
CROSS SECTIONS	SHEET 328 OF 444



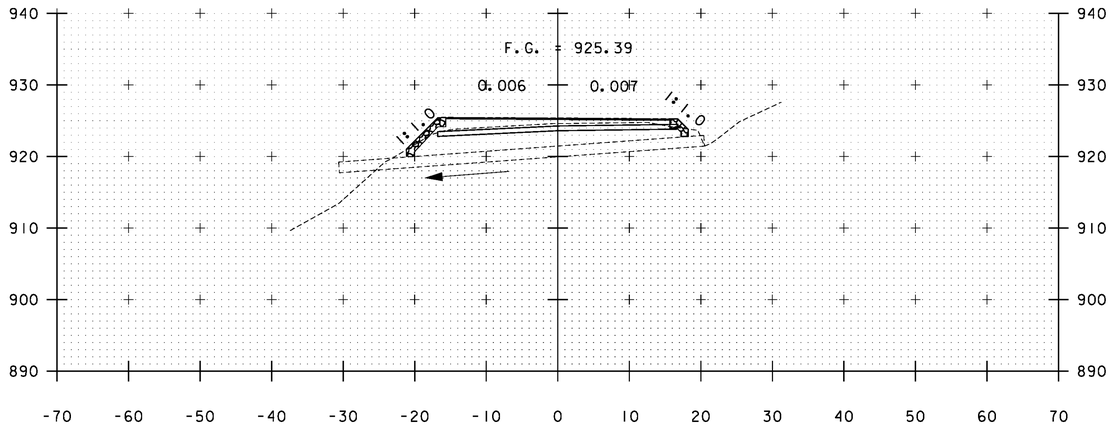
B 14+00



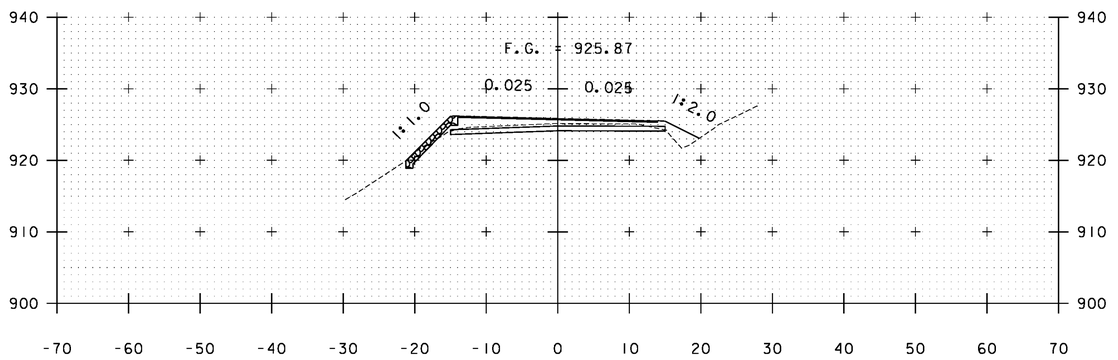
B 13+50



B 13+00



B 14+64



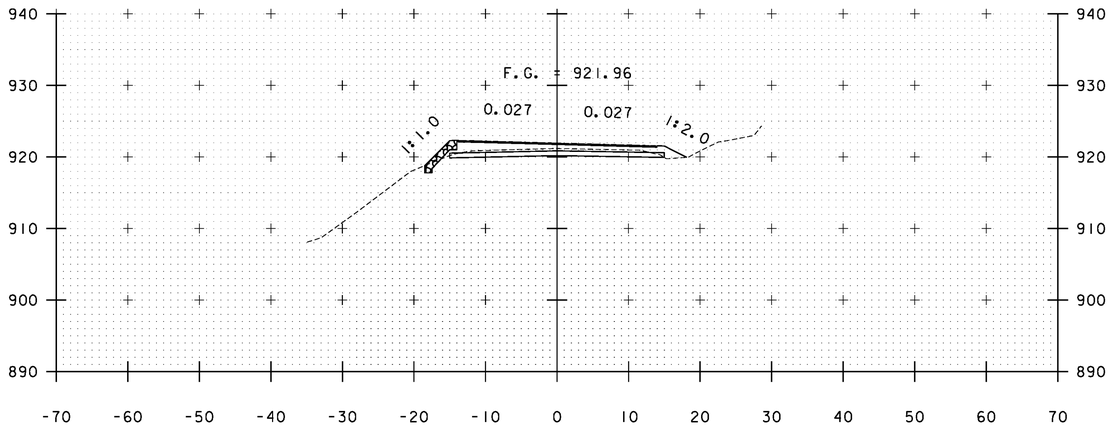
B 14+50

STA. B 13+00 TO STA. B 14+64

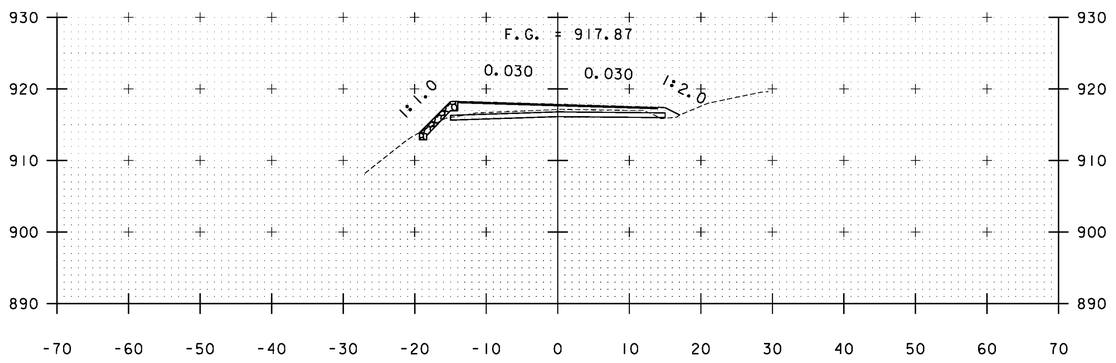
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

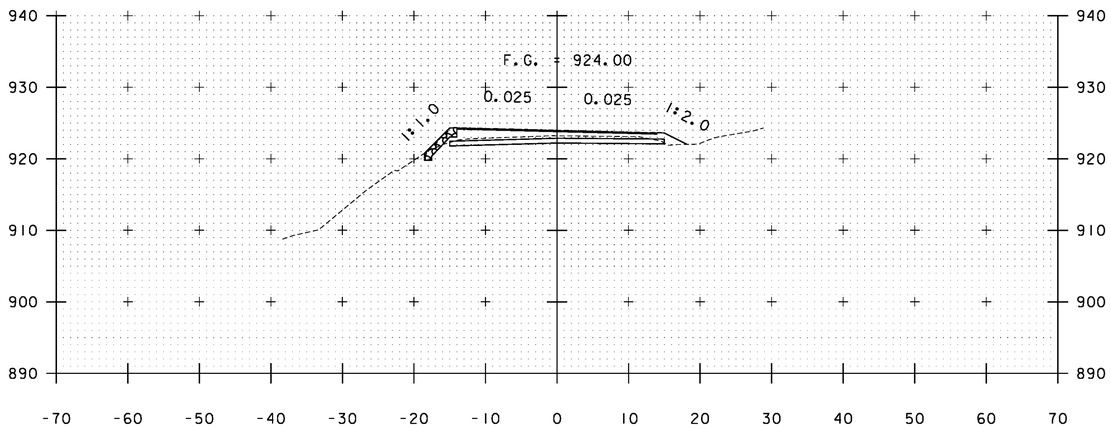
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 329 OF 444



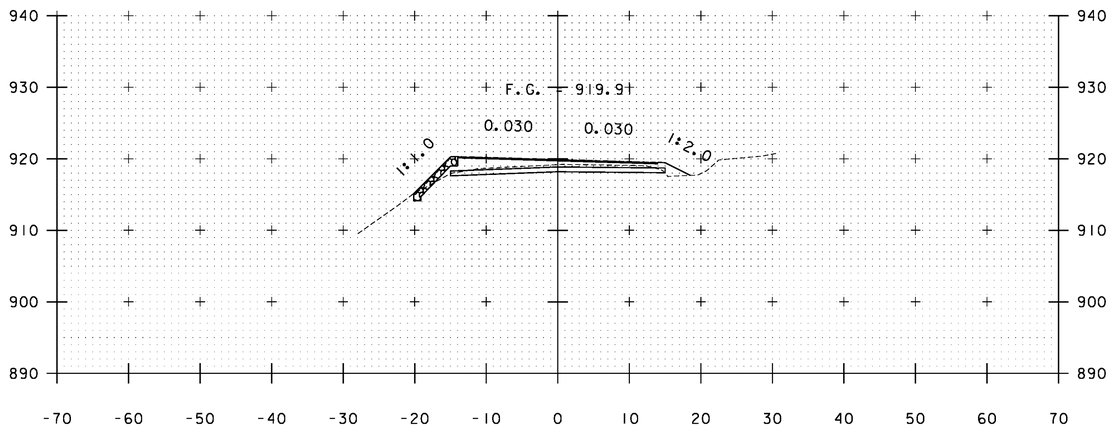
B 15+50



B 16+50



B 15+00



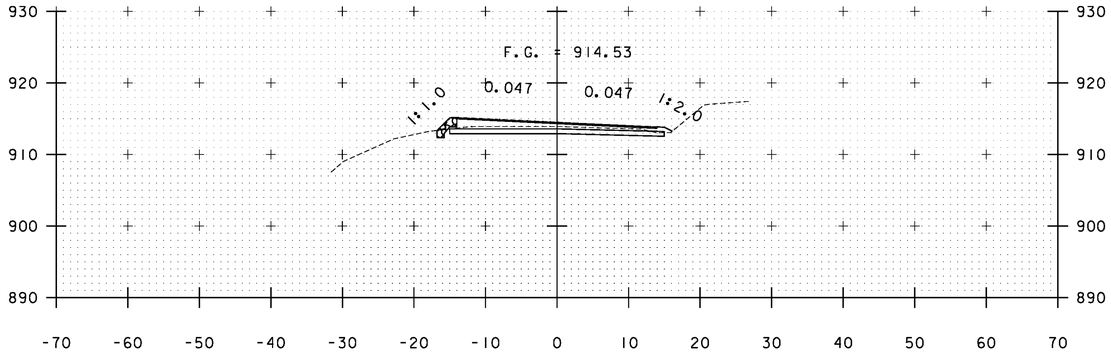
B 16+00

STA. B 15+00 TO STA. B 16+50

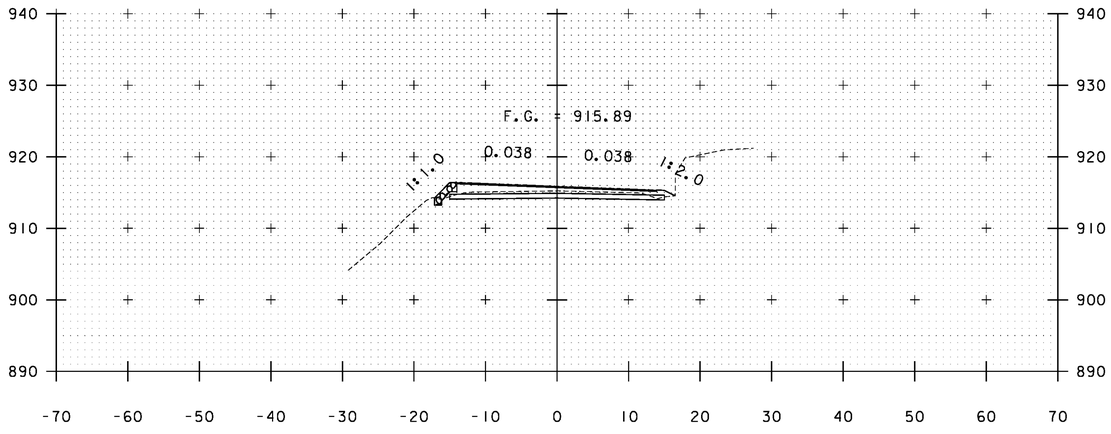
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

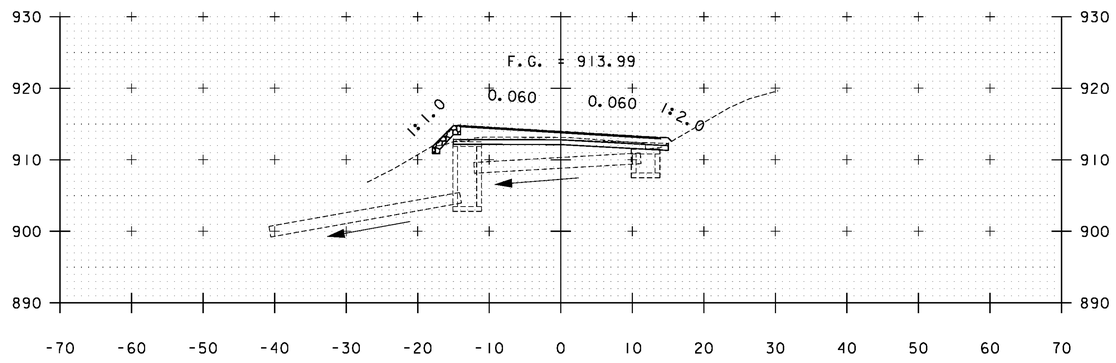
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 330 OF 444



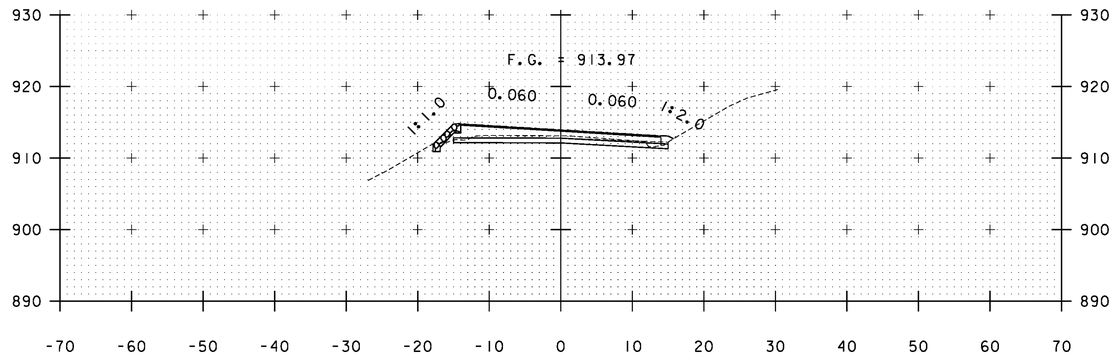
B 17+50



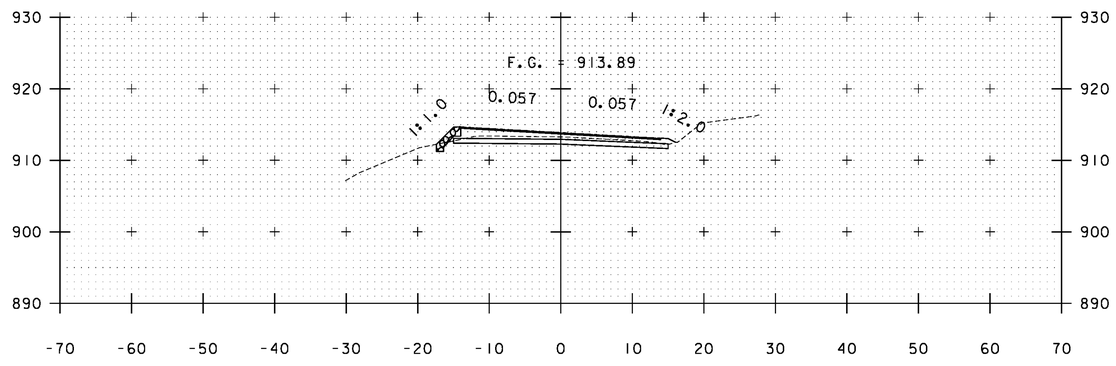
B 17+00



B 18+53



B 18+50



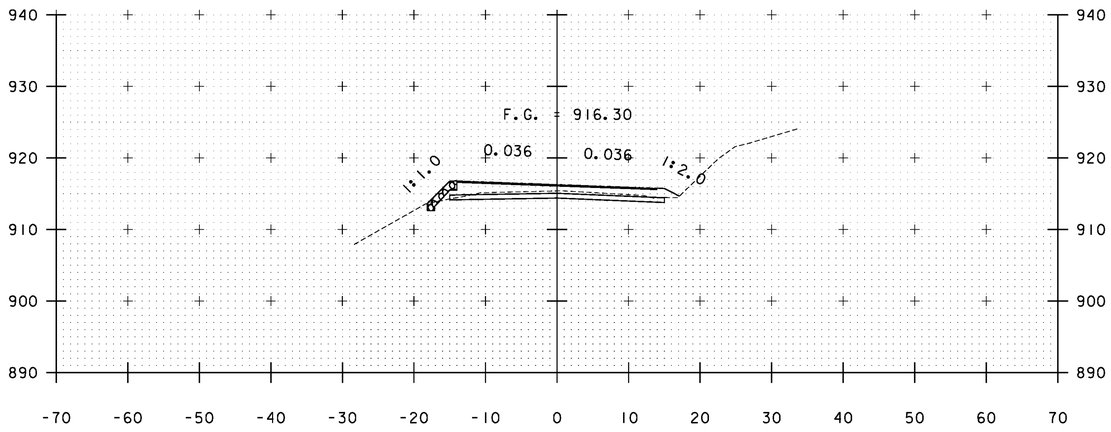
B 18+00

STA. B 17+00 TO STA. B 18+53

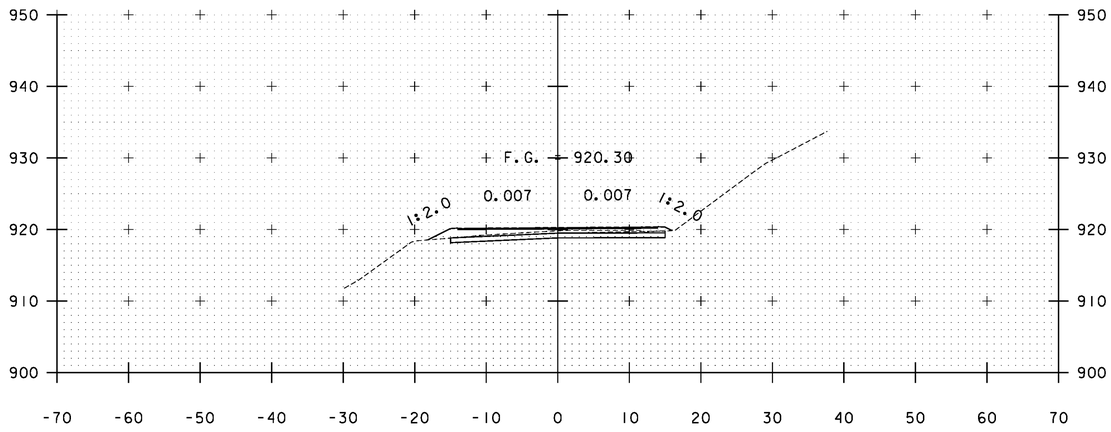
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

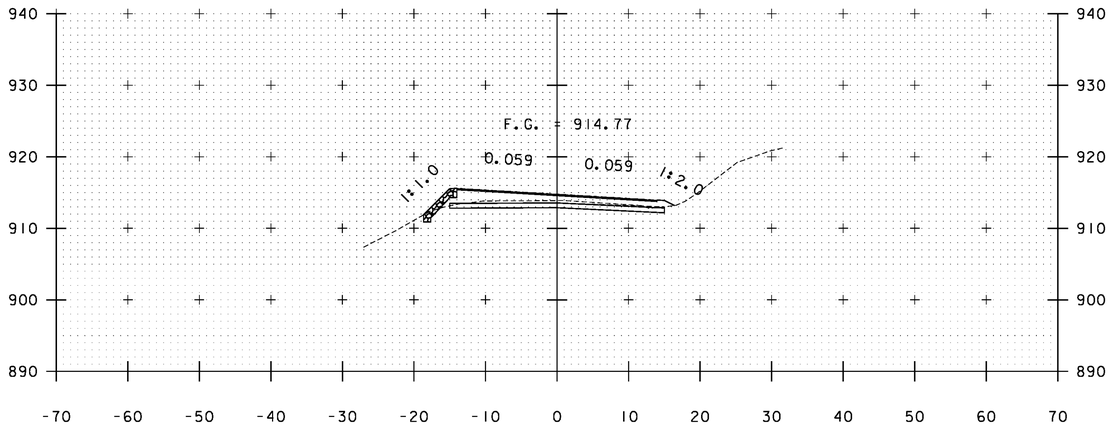
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 331 OF 444



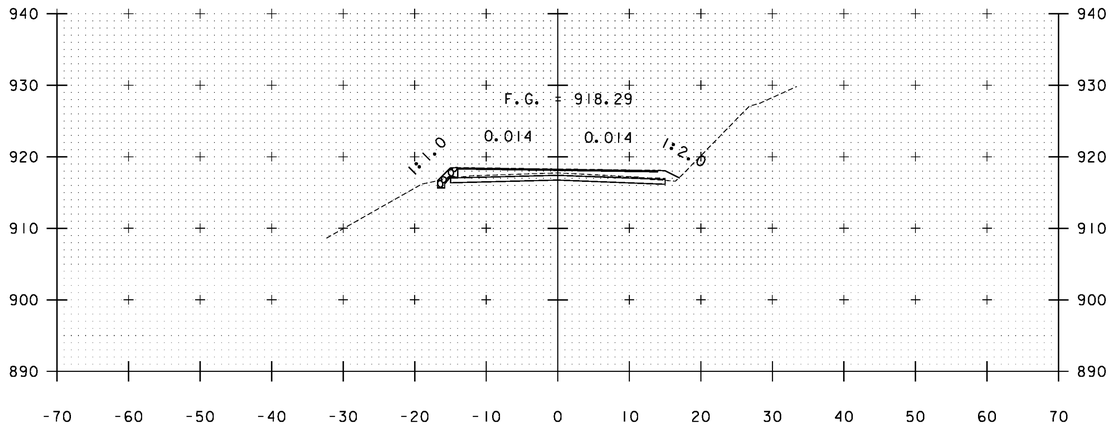
B 19+50



B 20+50



B 19+00



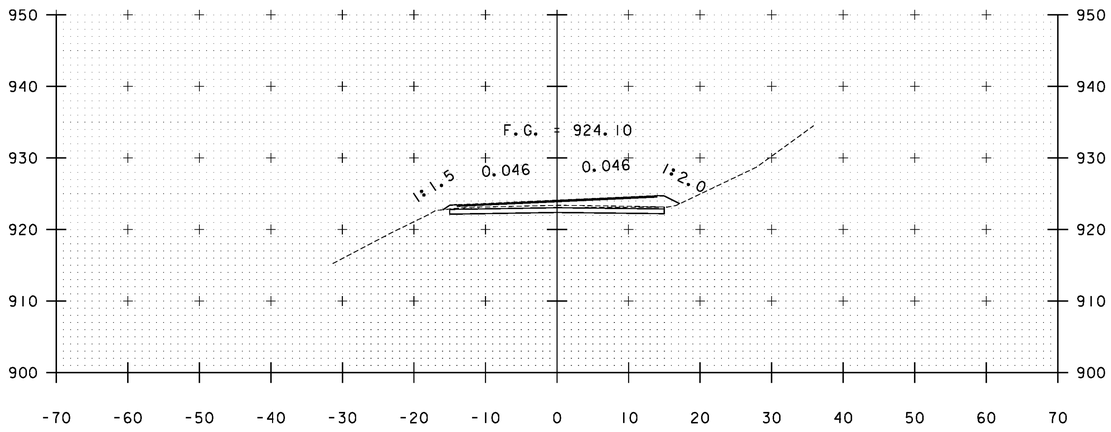
B 20+00

STA. B 19+00 TO STA. B 20+50

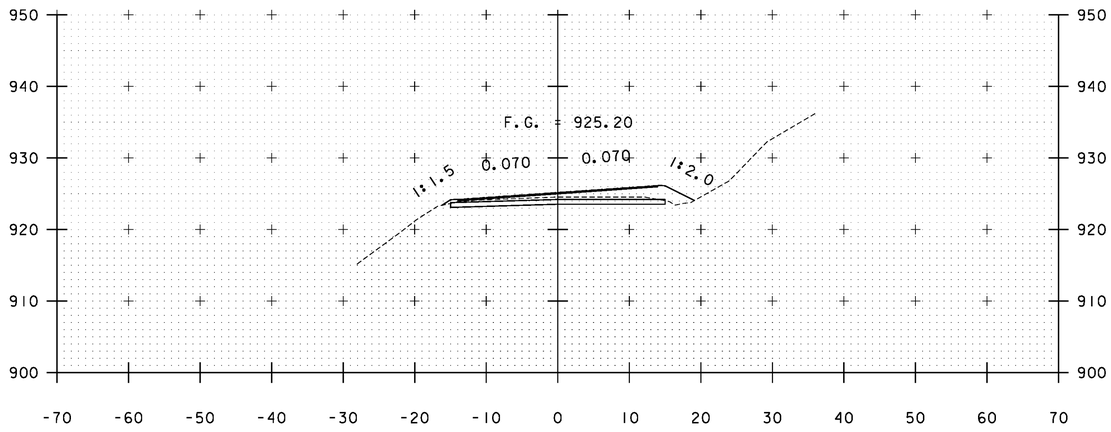
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

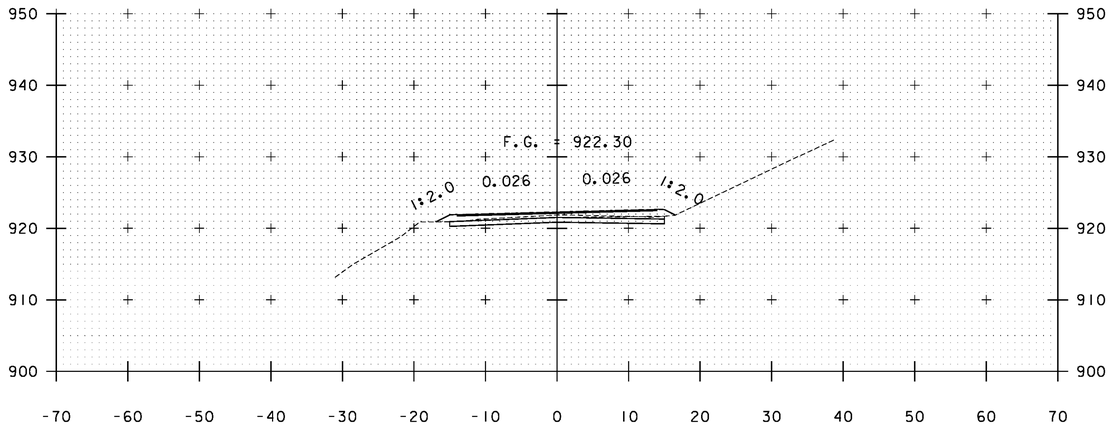
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 332 OF 444



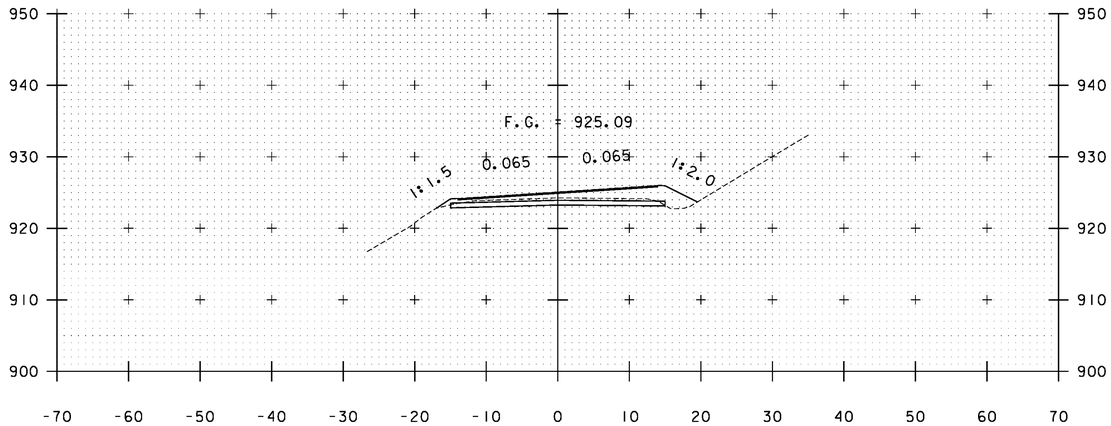
B 21+50



B 22+50



B 21+00



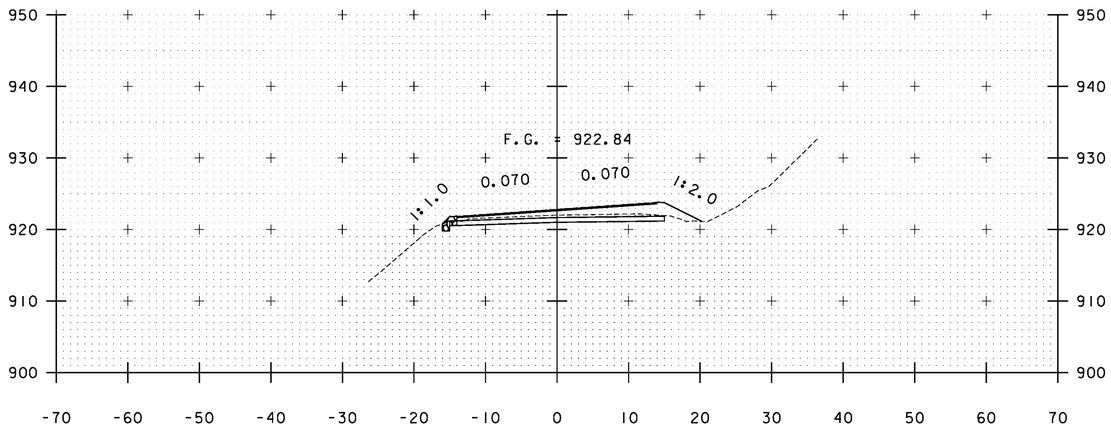
B 22+00

STA. B 21+00 TO STA. B 22+50

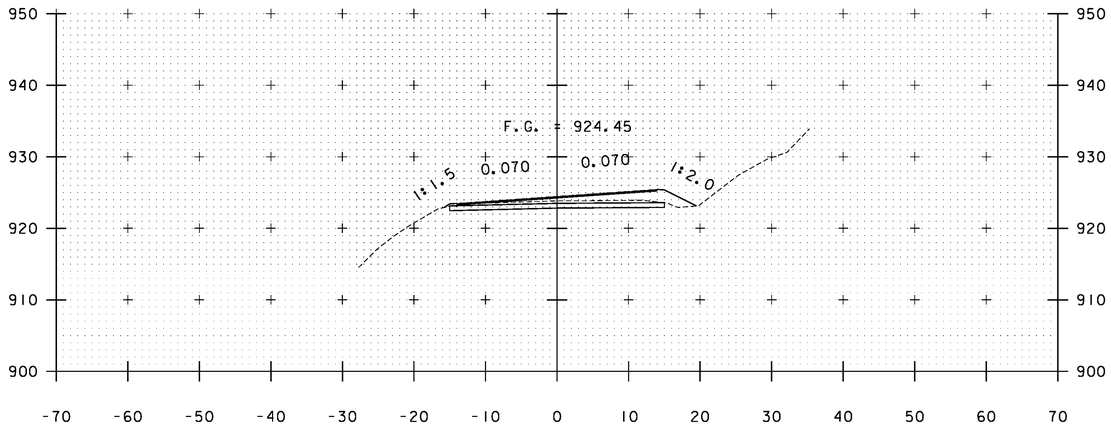
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

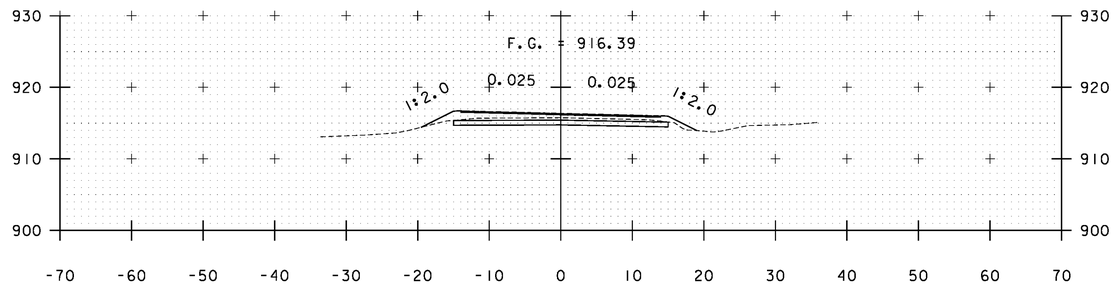
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 333 OF 444



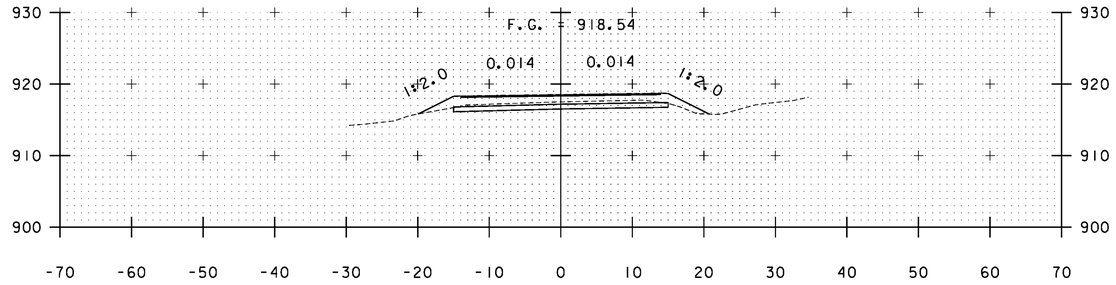
B 23+50



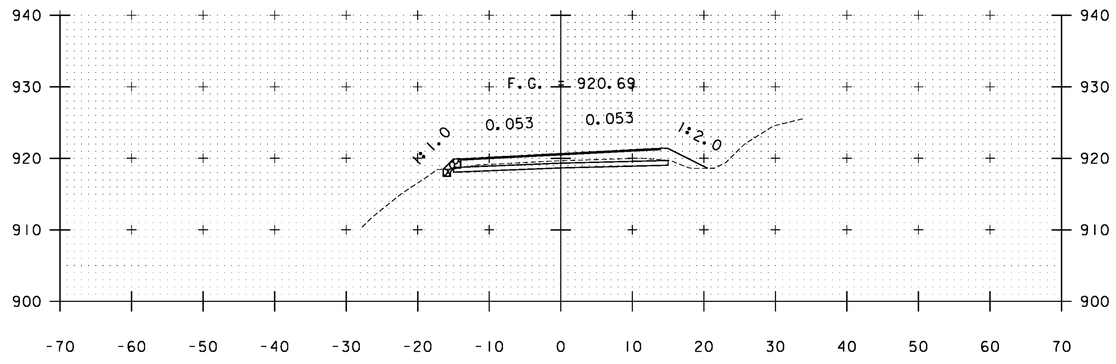
B 23+00



B 25+00



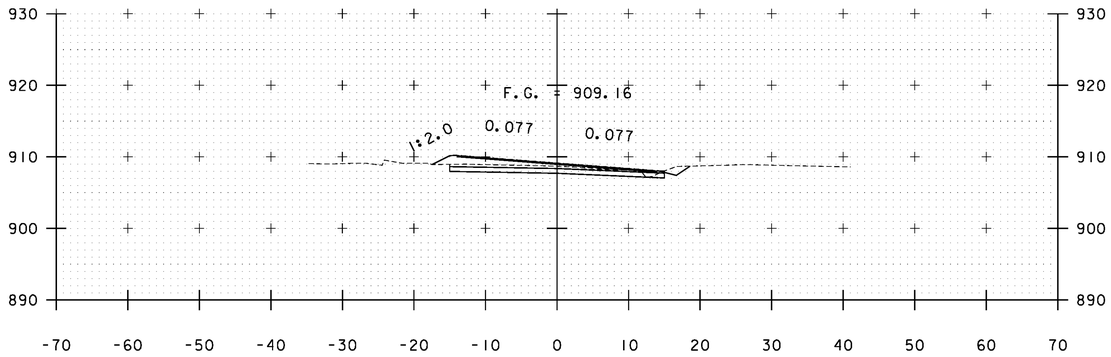
B 24+50



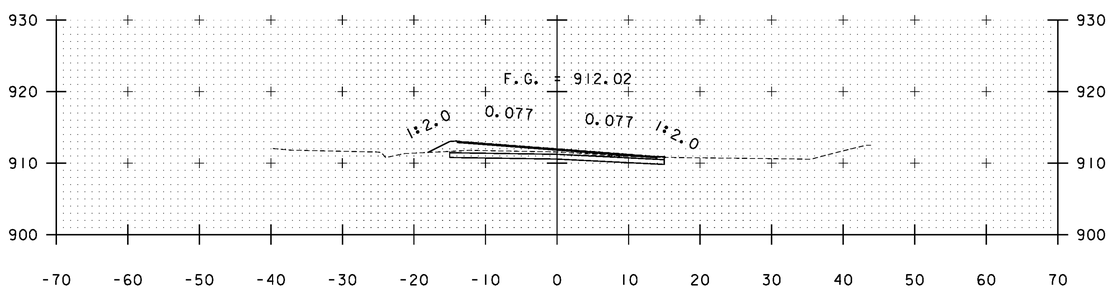
B 24+00

STA. B 23+00 TO STA. B 25+00

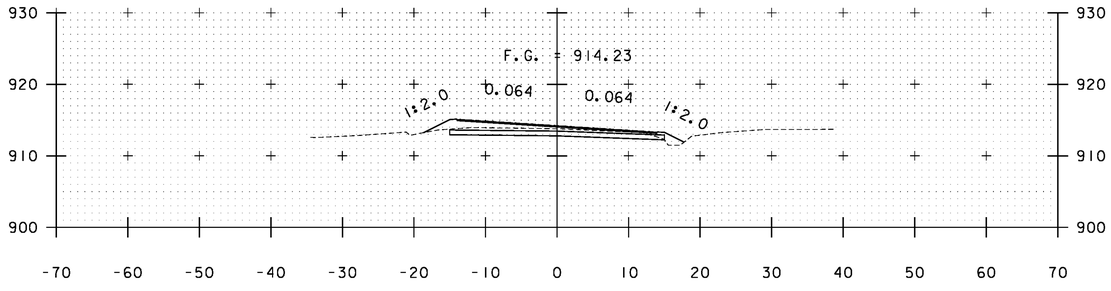
PROJECT NAME:	WARDSBORO-JAMAICA
PROJECT NUMBER:	ER STP 013-1(17)
FILE NAME: xs.dgn	PLOT DATE: 2/26/2014
PROJECT LEADER: K. UPMAL	DRAWN BY: B. KIPP
DESIGNED BY: B. KIPP	CHECKED BY: HSD
CROSS SECTIONS	SHEET 334 OF 444



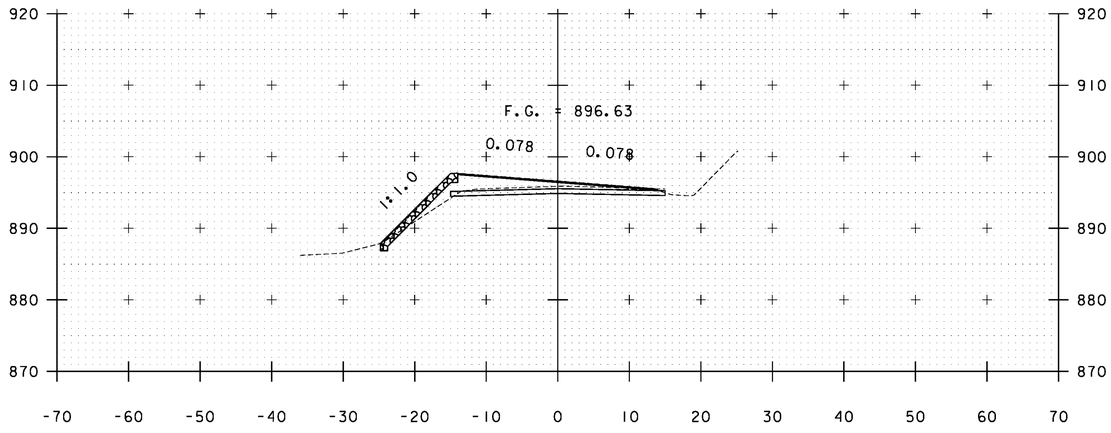
B 26+50



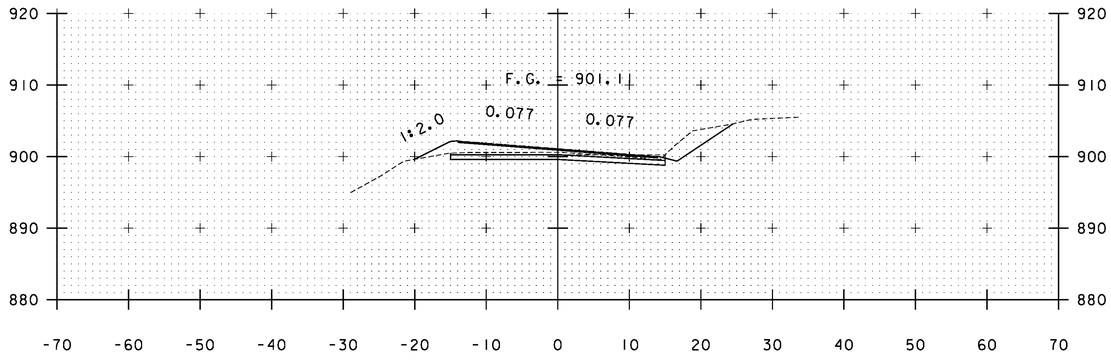
B 26+00



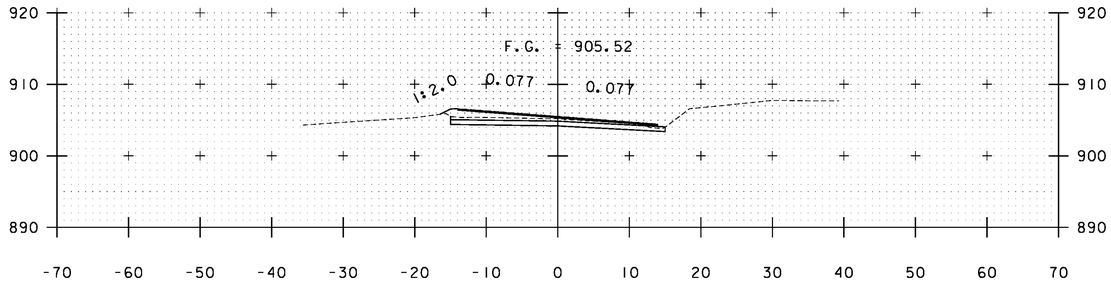
B 25+50



B 28+00



B 27+50



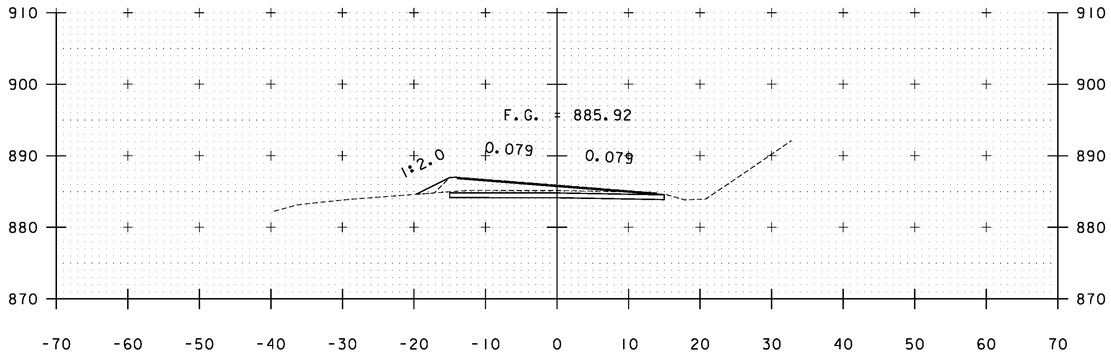
B 27+00

STA. B 25+50 TO STA. B 28+00

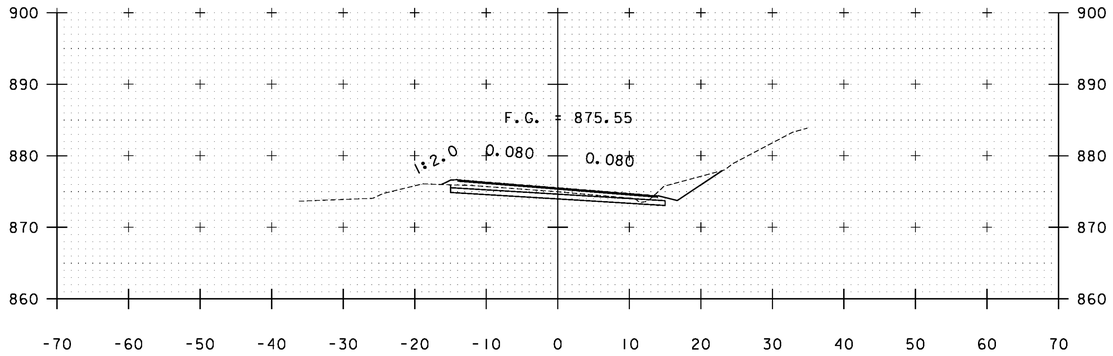
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

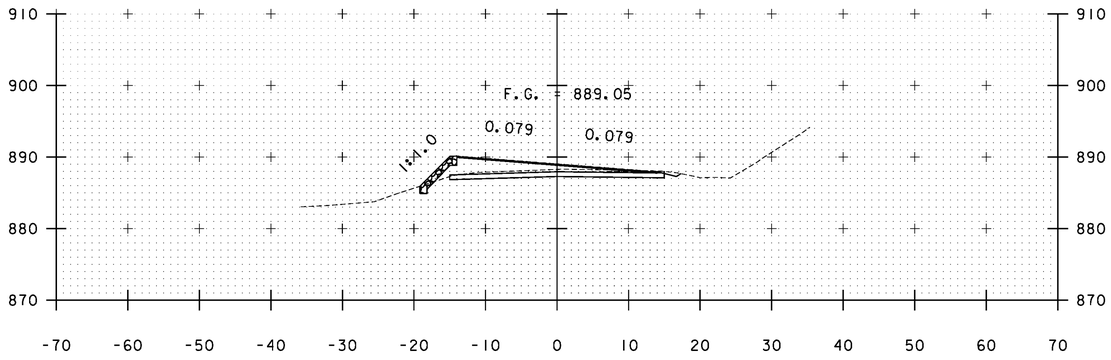
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 335 OF 444



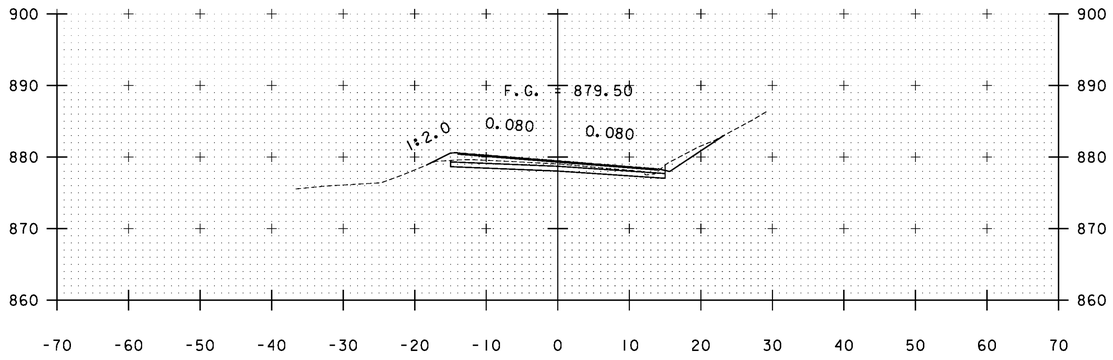
B 29+50



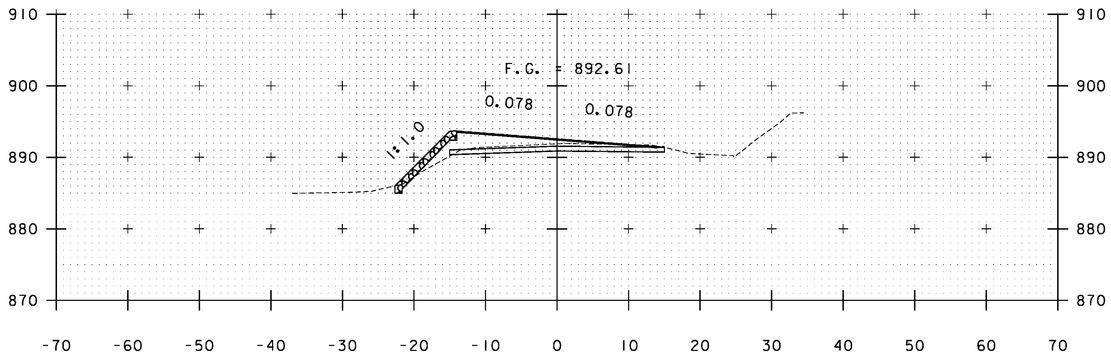
B 31+00



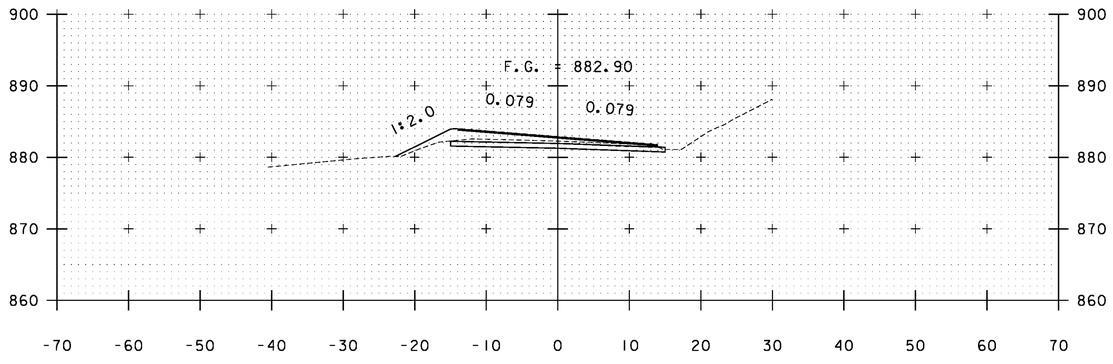
B 29+00



B 30+50



B 28+50



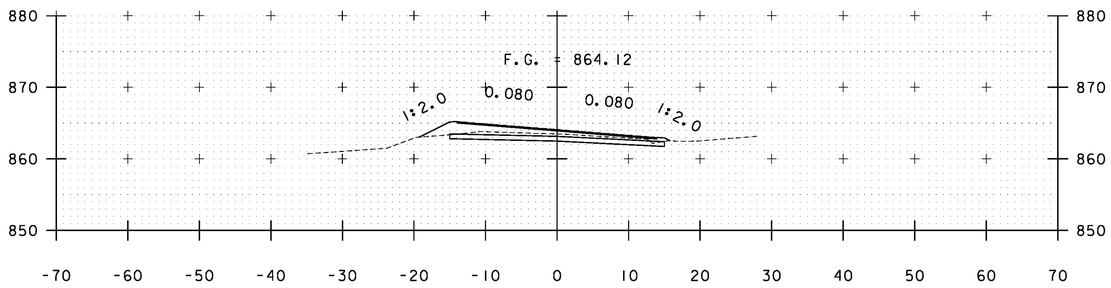
B 30+00

STA. B 28+50 TO STA. B 31+00

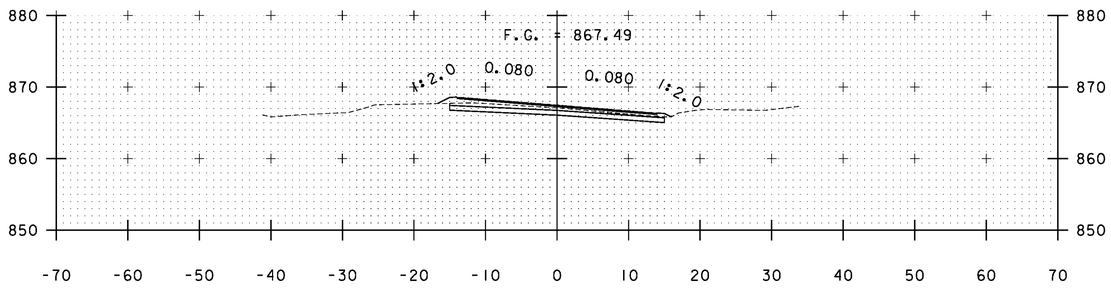
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

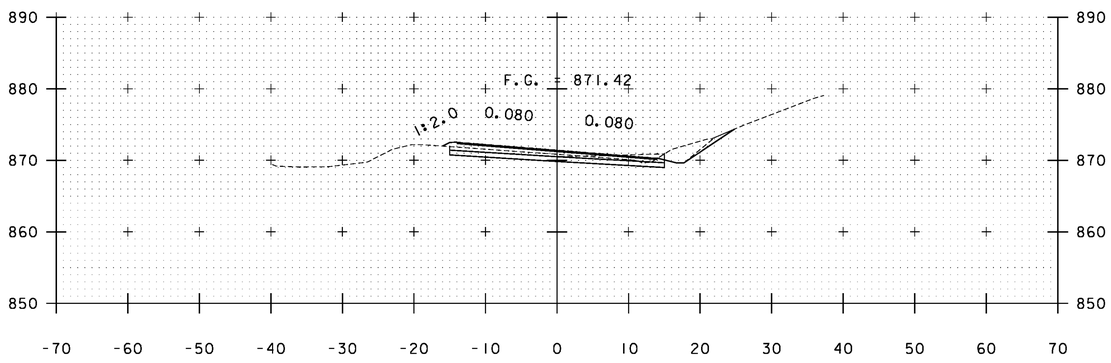
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 336 OF 444



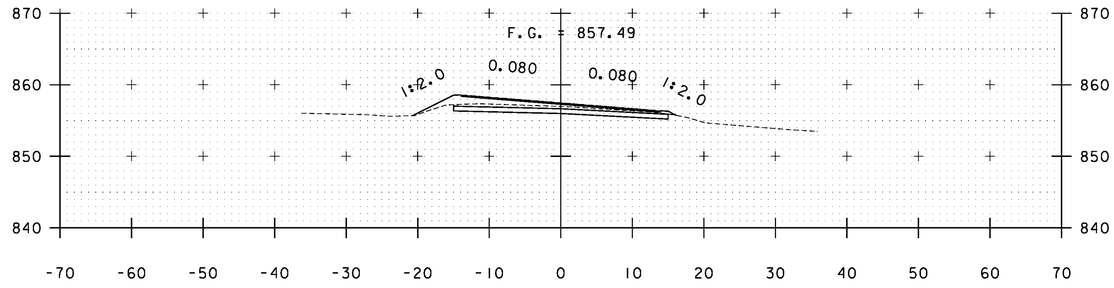
B 32+50



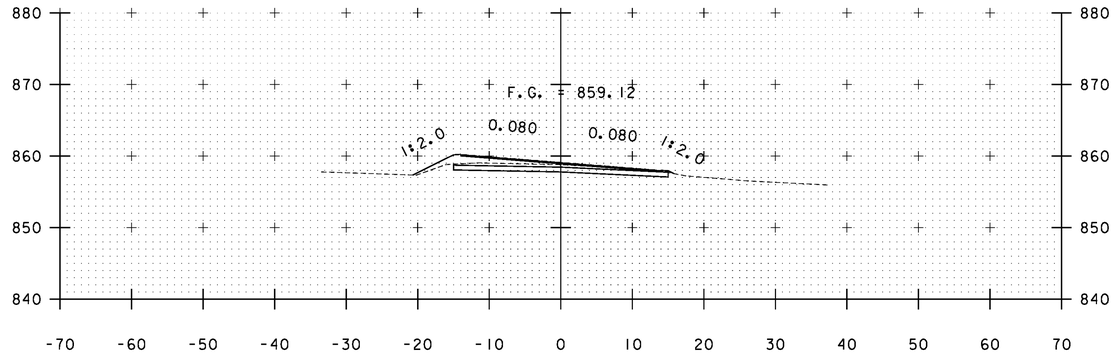
B 32+00



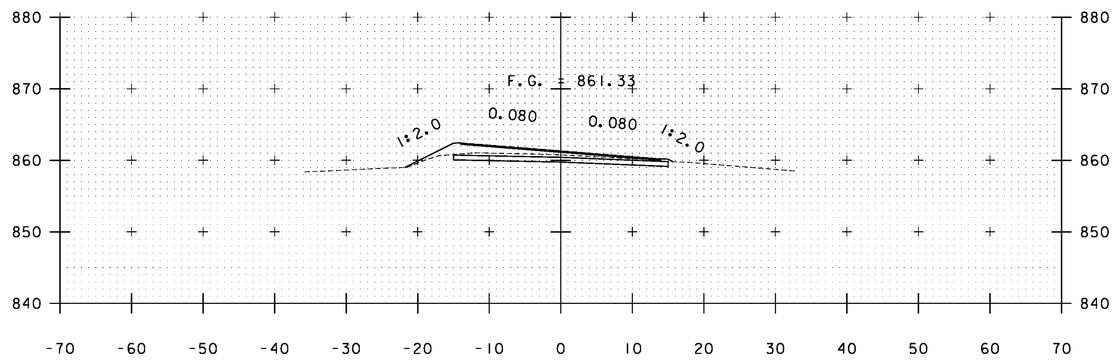
B 31+50



B 34+00



B 33+50



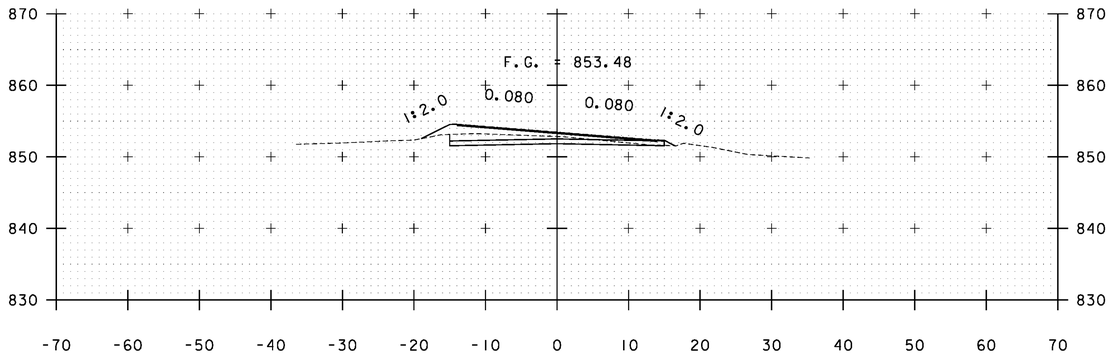
B 33+00

STA. B 31+50 TO STA. B 34+00

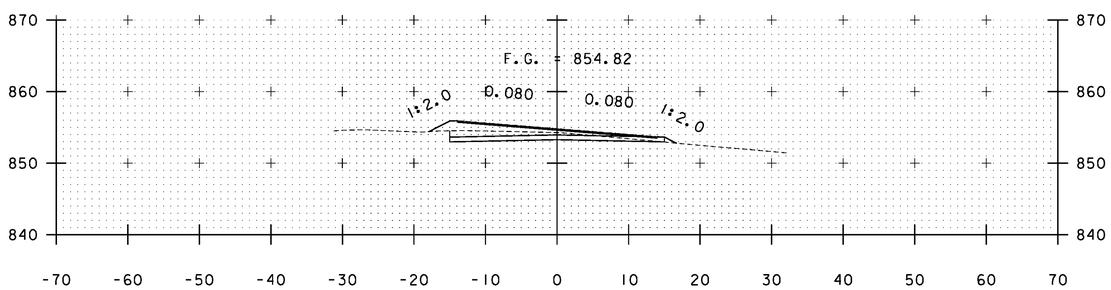
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

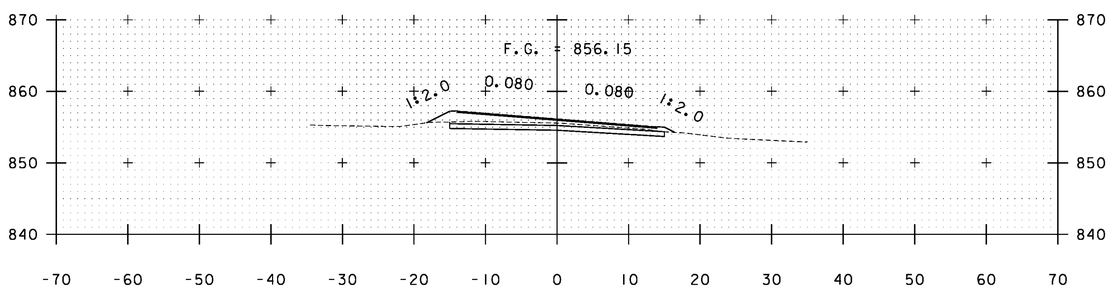
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 337 OF 444



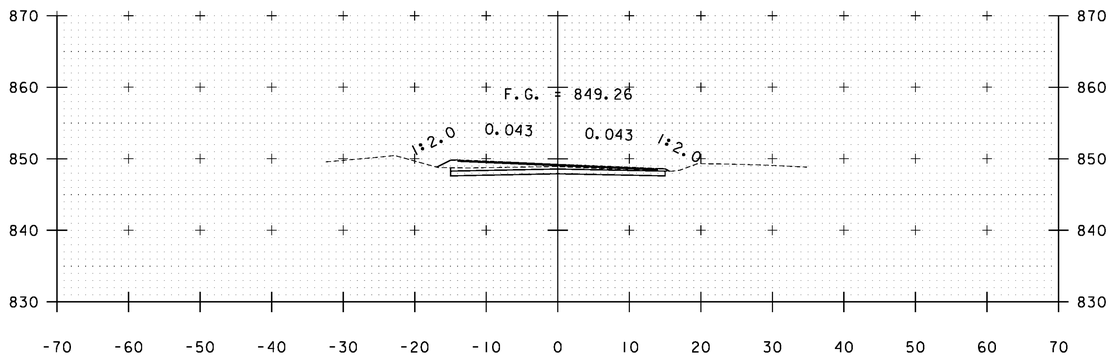
B 35+50



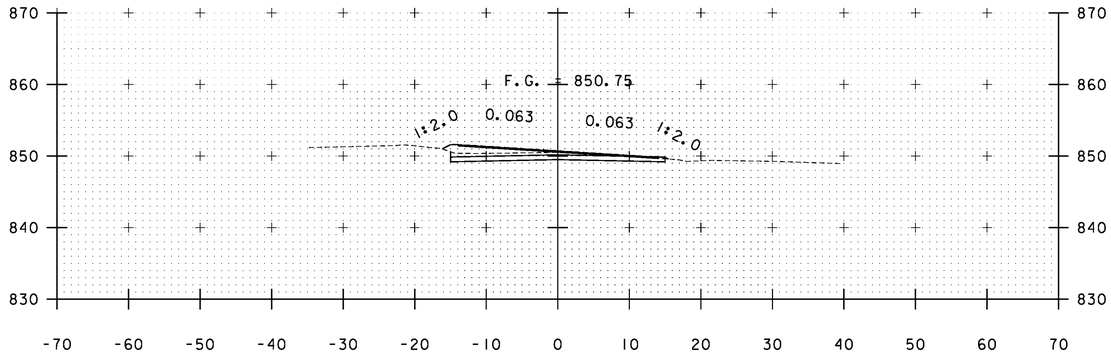
B 35+00



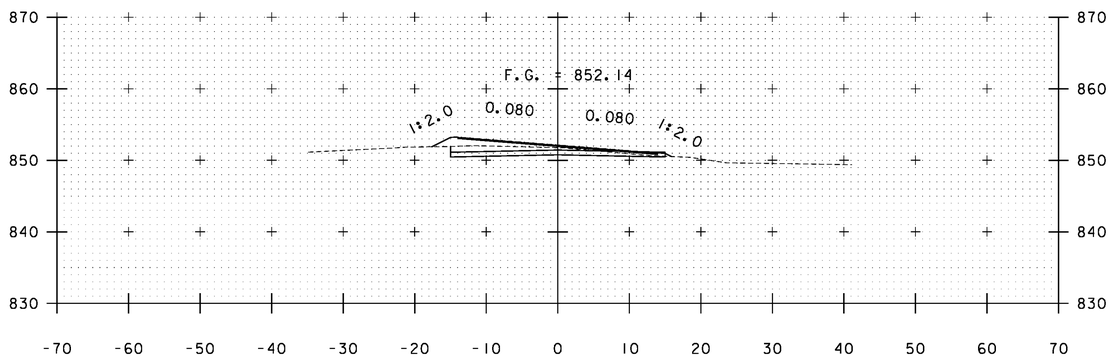
B 34+50



B 37+00



B 36+50



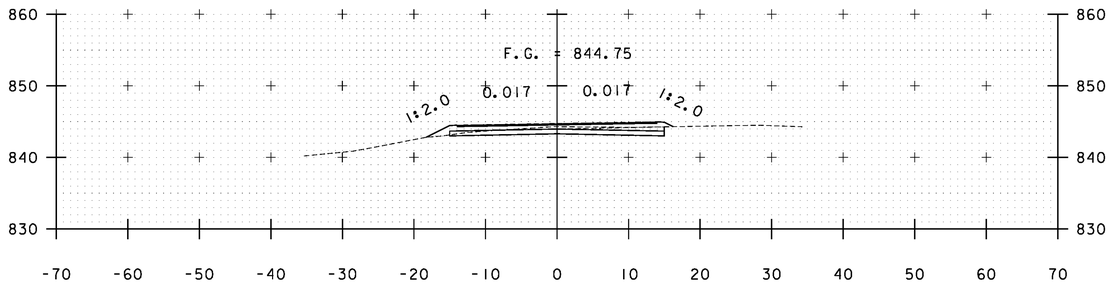
B 36+00

STA. B 34+50 TO STA. B 37+00

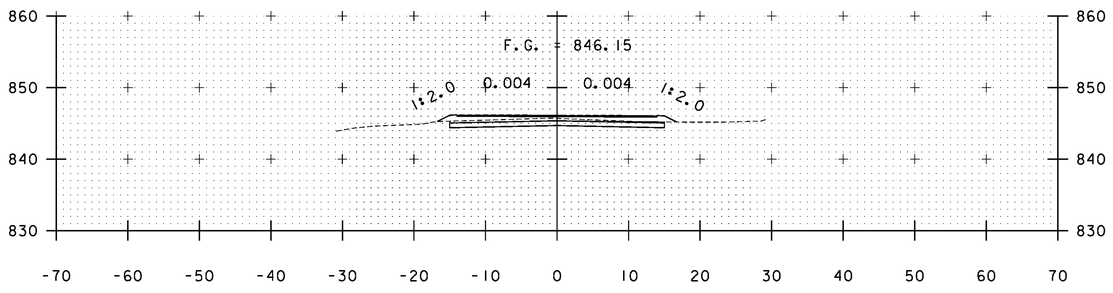
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

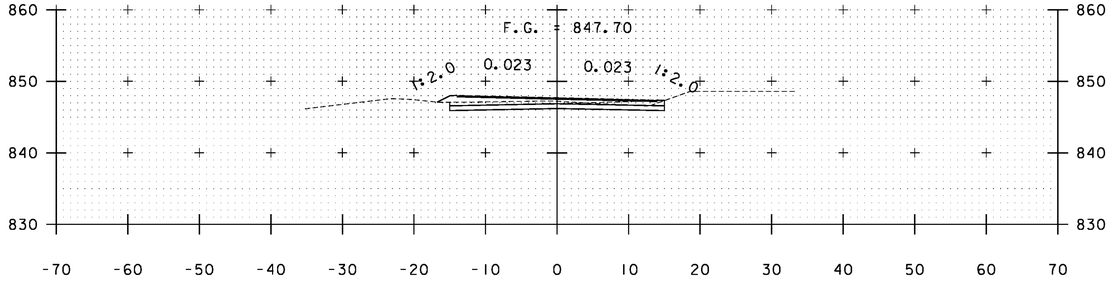
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 338 OF 444



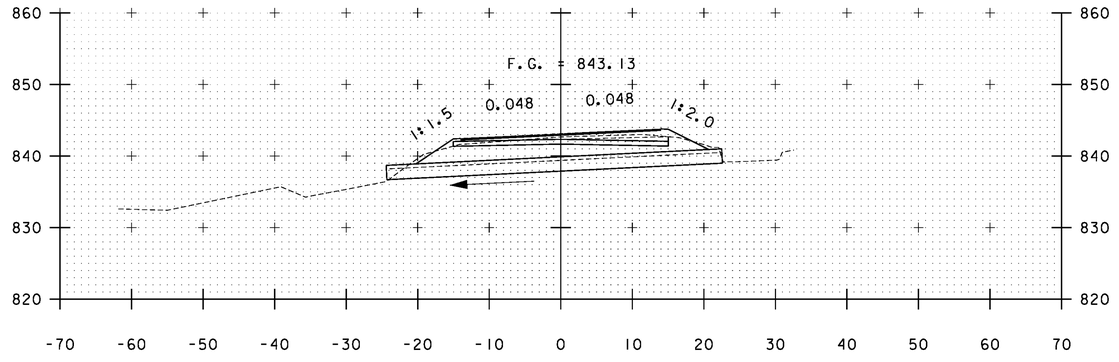
B 38+50



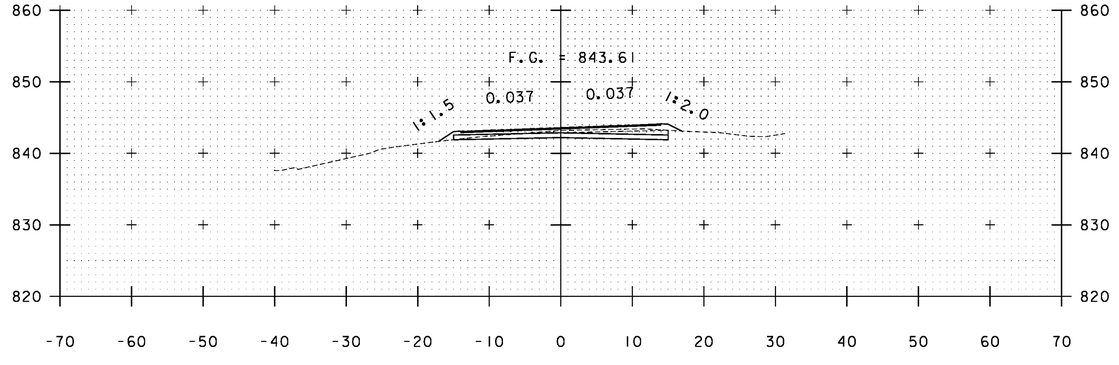
B 38+00



B 37+50



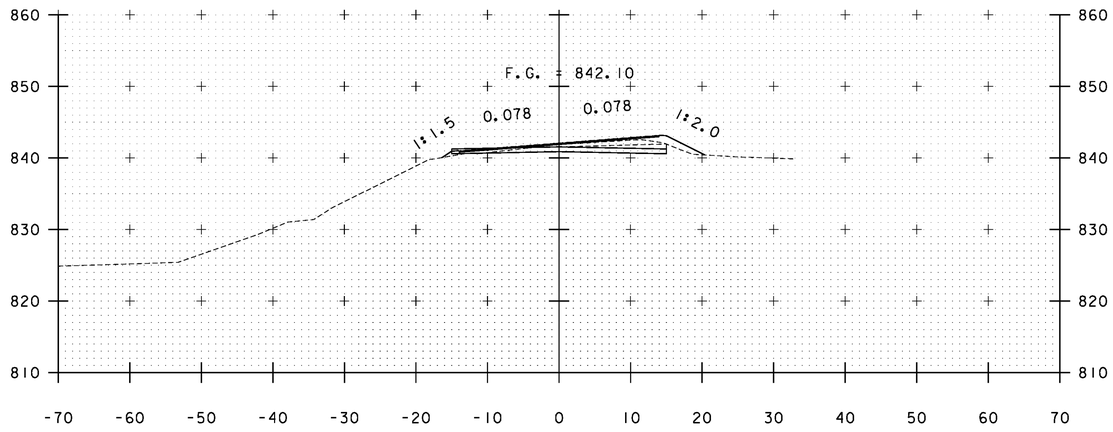
B 39+26



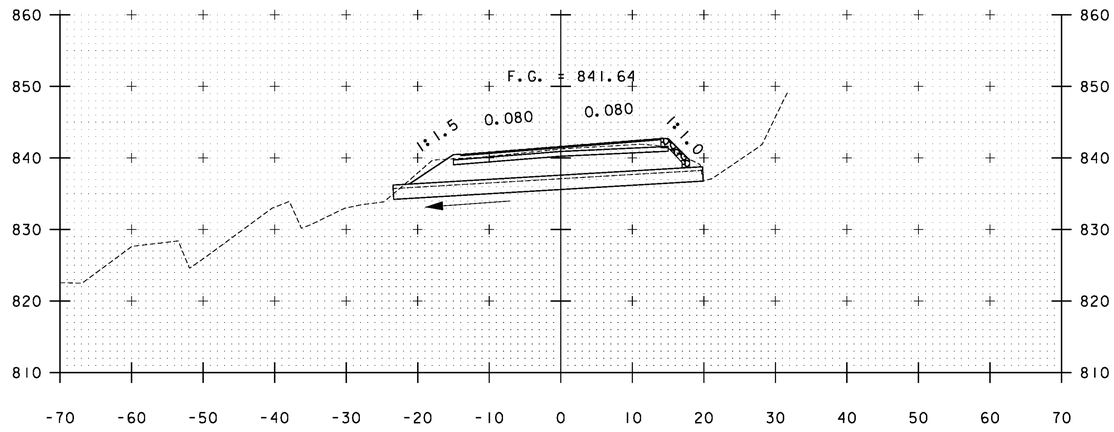
B 39+00

STA. B 37+50 TO STA. B 39+26

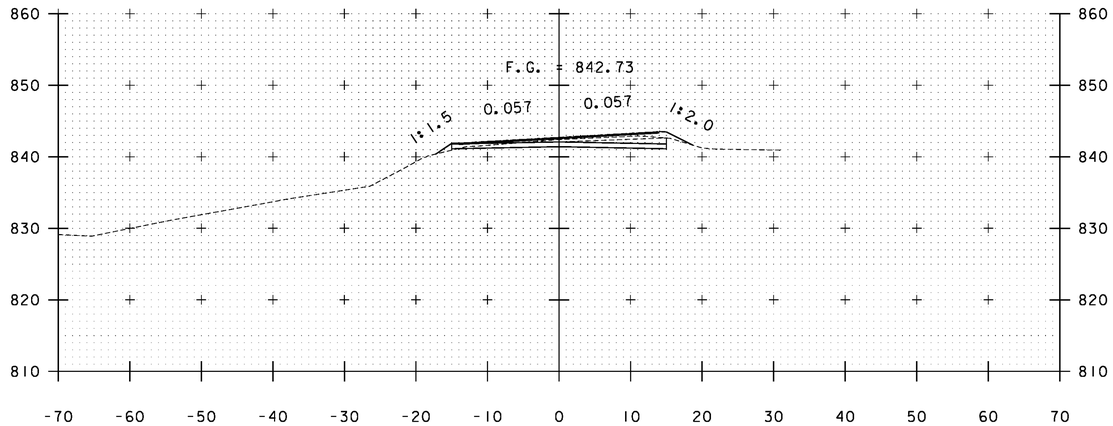
PROJECT NAME:	WARDSBORO-JAMAICA
PROJECT NUMBER:	ER STP 013-1(17)
FILE NAME: xs.dgn	PLOT DATE: 2/26/2014
PROJECT LEADER: K. UPMAL	DRAWN BY: B. KIPP
DESIGNED BY: B. KIPP	CHECKED BY: HSD
CROSS SECTIONS	SHEET 339 OF 444



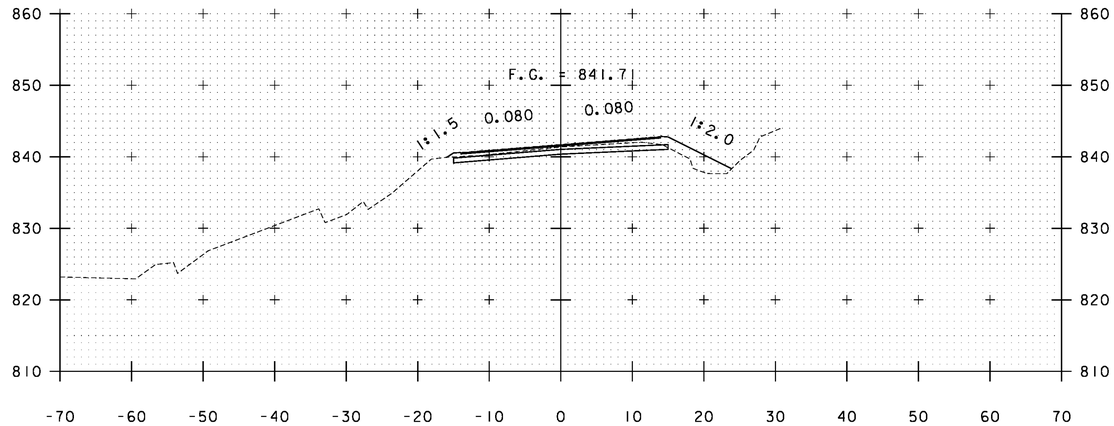
B 40+00



B 40+60



B 39+50



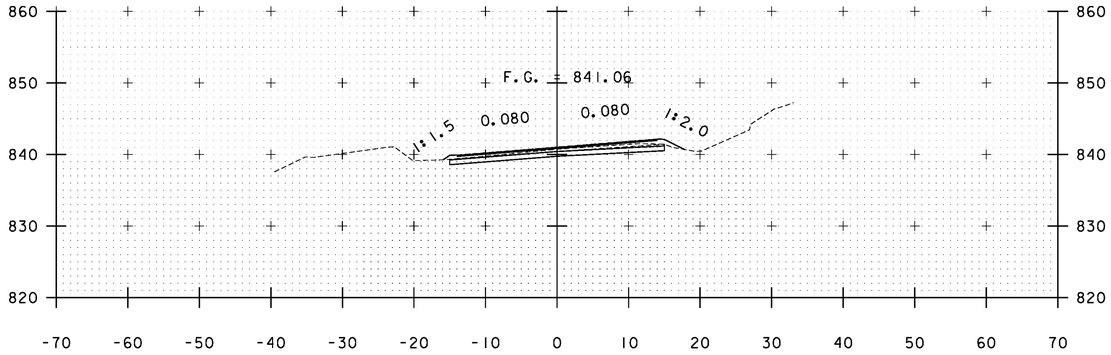
B 40+50

STA. B 39+50 TO STA. B 40+60

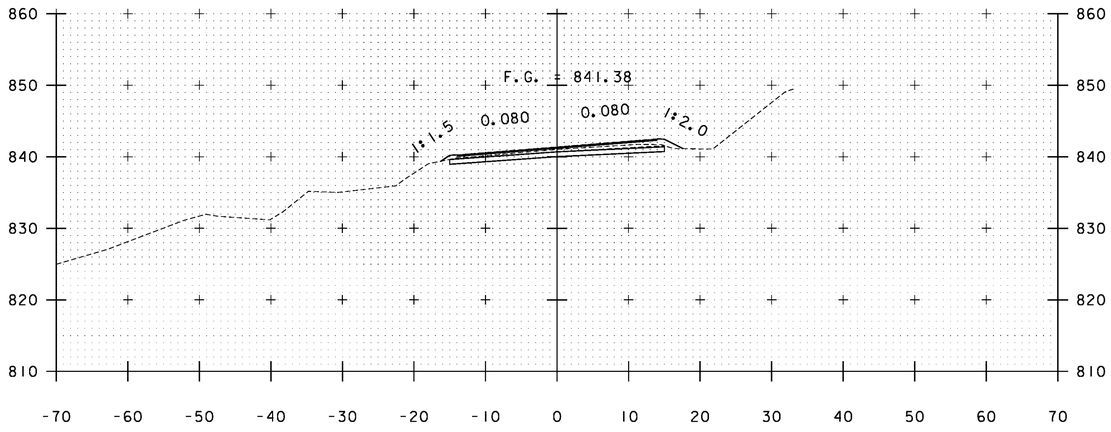
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

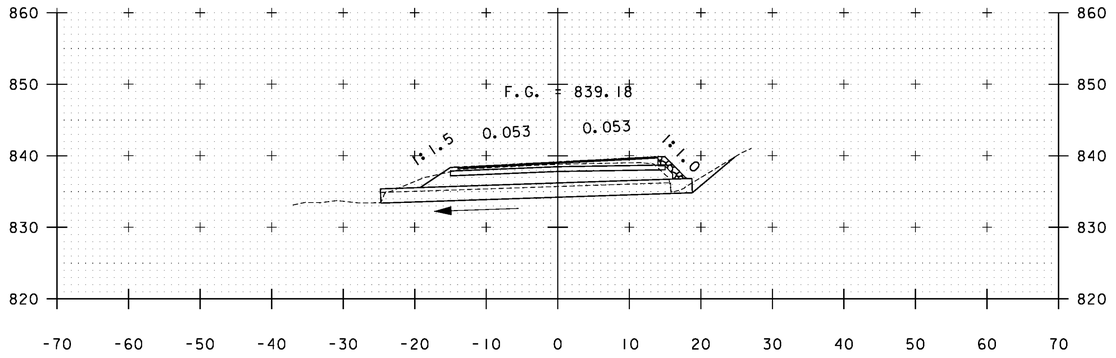
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 340 OF 444



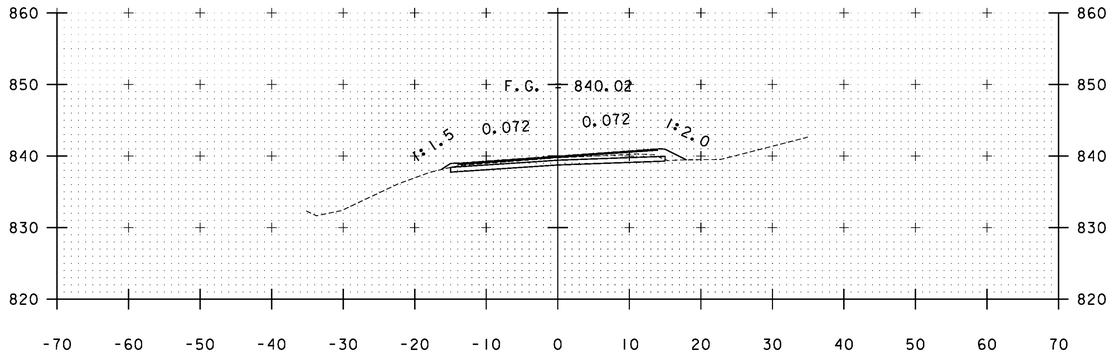
B 41+50



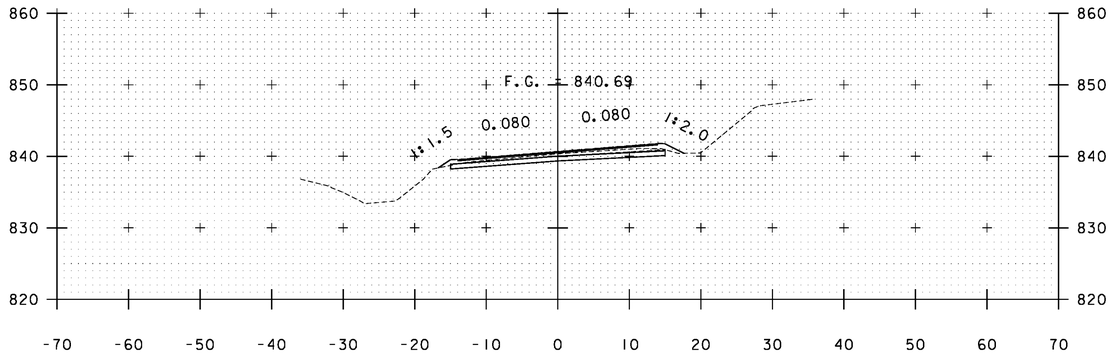
B 41+00



B 42+93



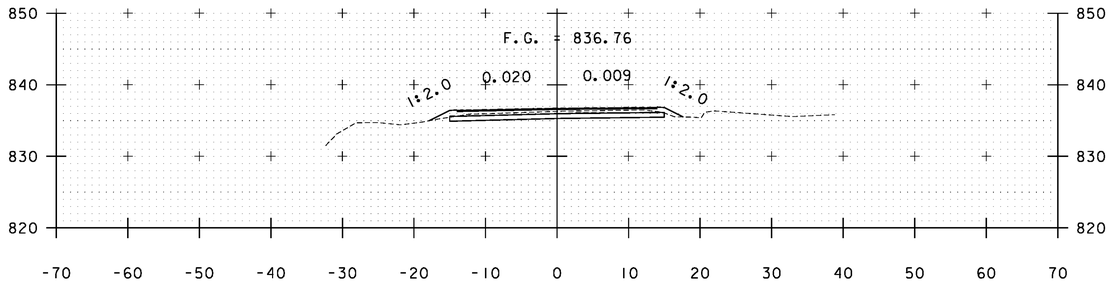
B 42+50



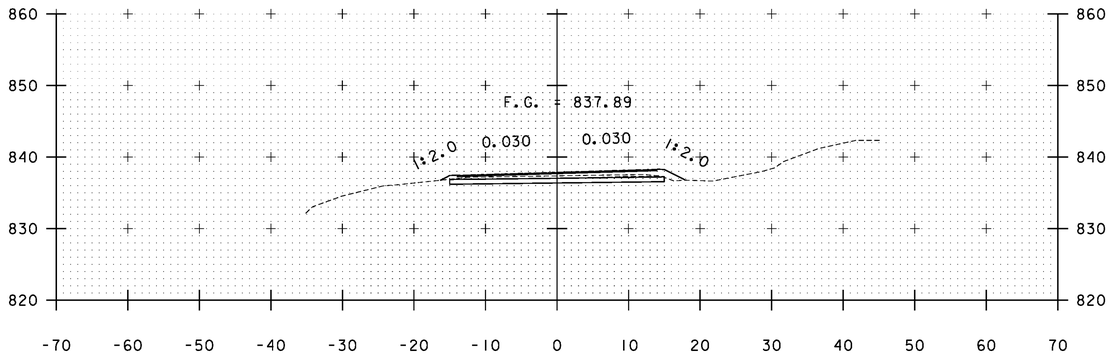
B 42+00

STA. B 41+00 TO STA. B 42+93

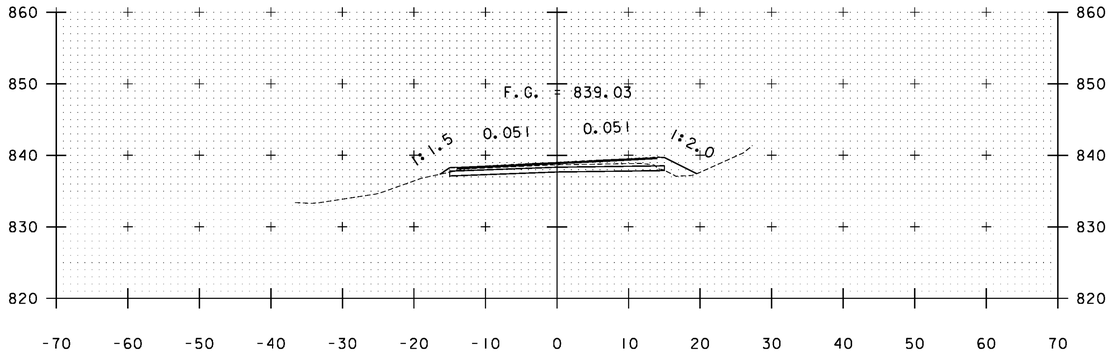
PROJECT NAME:	WARDSBORO-JAMAICA
PROJECT NUMBER:	ER STP 013-1(17)
FILE NAME: xs.dgn	PLOT DATE: 2/26/2014
PROJECT LEADER: K. UPMAL	DRAWN BY: B. KIPP
DESIGNED BY: B. KIPP	CHECKED BY: HSD
CROSS SECTIONS	SHEET 341 OF 444



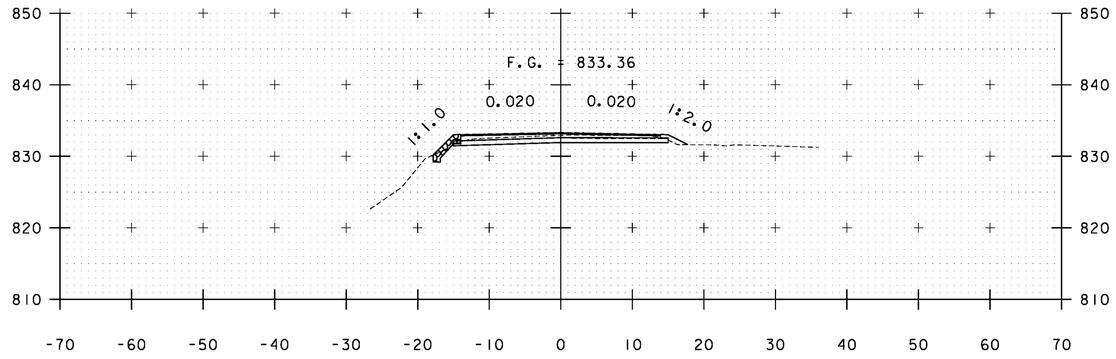
B 44+00



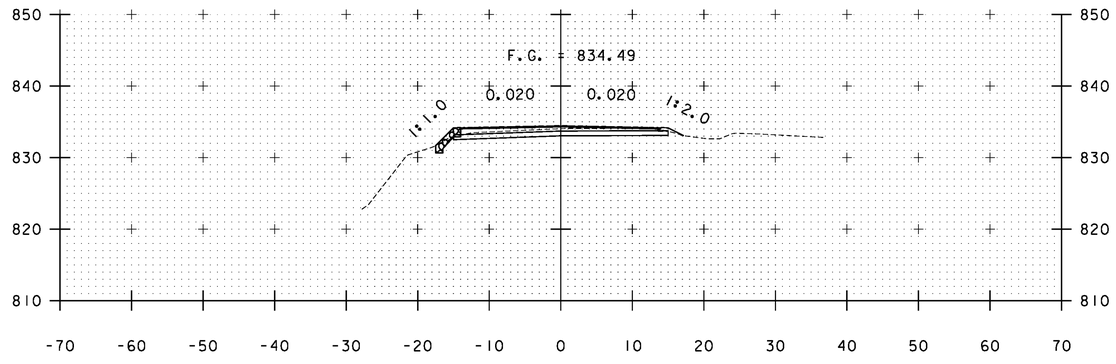
B 43+50



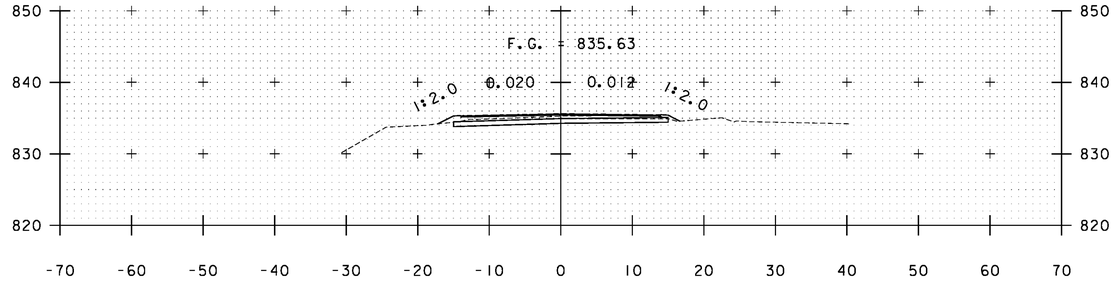
B 43+00



B 45+50



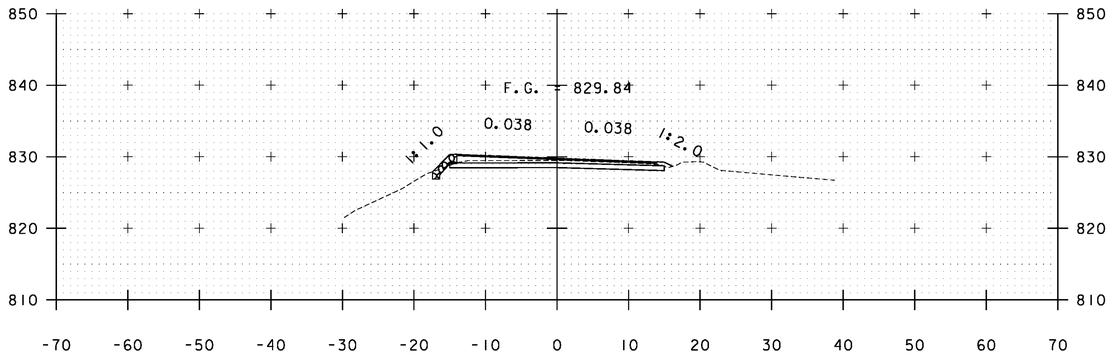
B 45+00



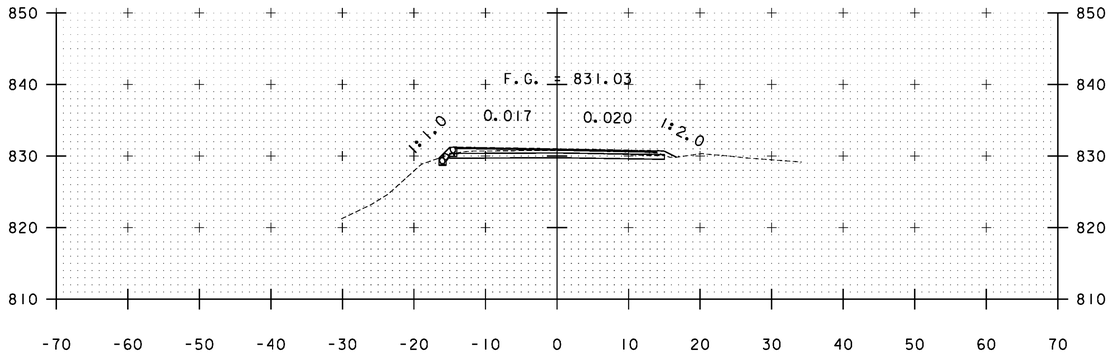
B 44+50

STA. B 43+00 TO STA. B 45+50

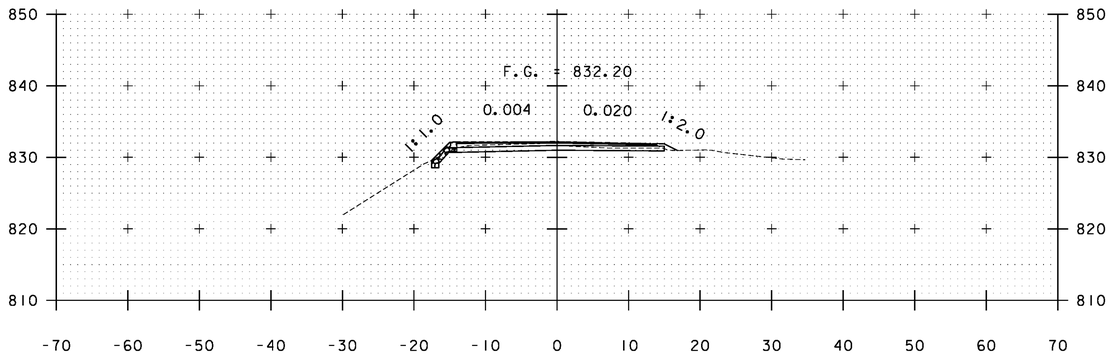
PROJECT NAME:	WARDSBORO-JAMAICA
PROJECT NUMBER:	ER STP 013-1(17)
FILE NAME: xs.dgn	PLOT DATE: 2/26/2014
PROJECT LEADER: K. UPMAL	DRAWN BY: B. KIPP
DESIGNED BY: B. KIPP	CHECKED BY: HSD
CROSS SECTIONS	SHEET 342 OF 444



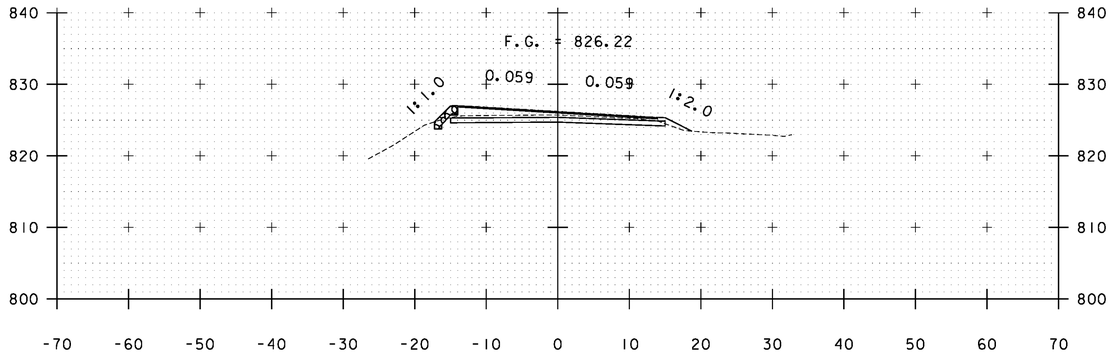
B 47+00



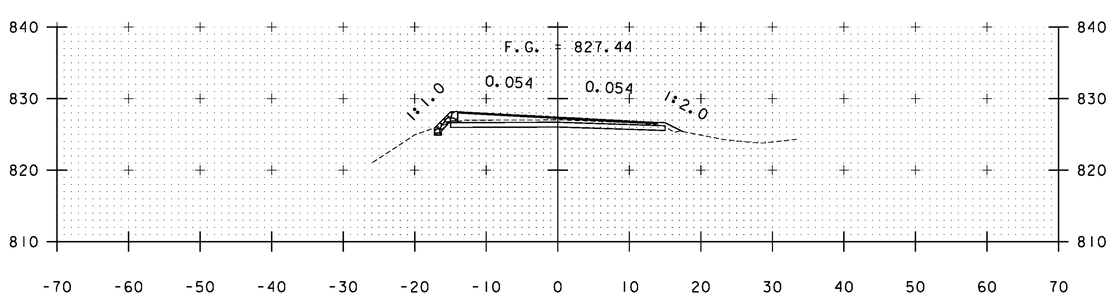
B 46+50



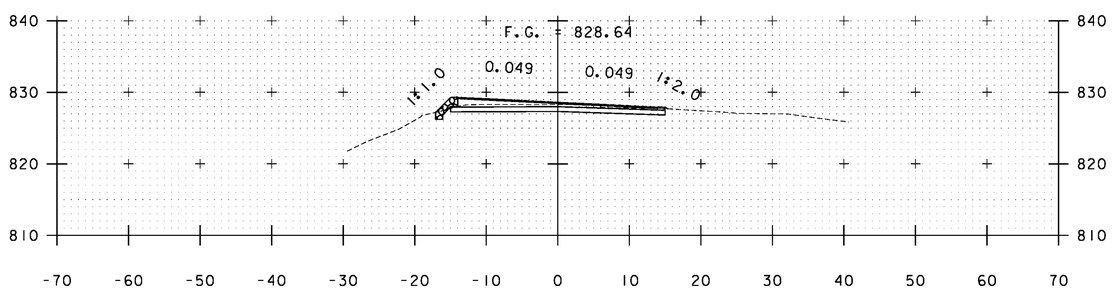
B 46+00



B 48+50



B 48+00



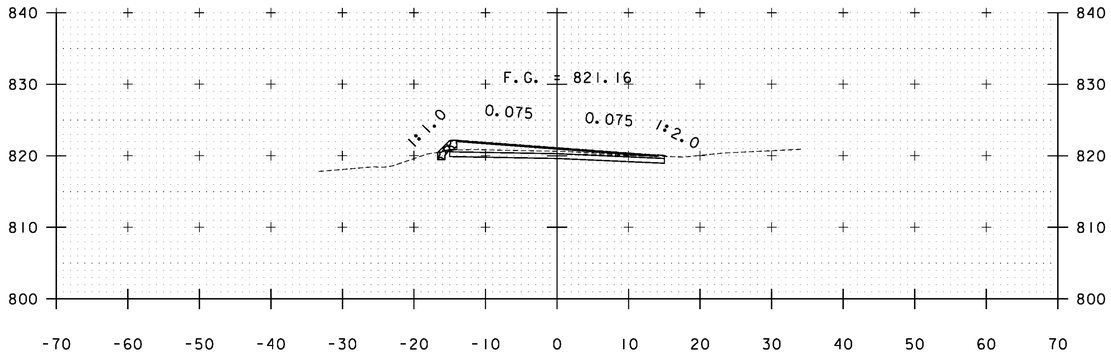
B 47+50

STA. B 46+00 TO STA. B 48+50

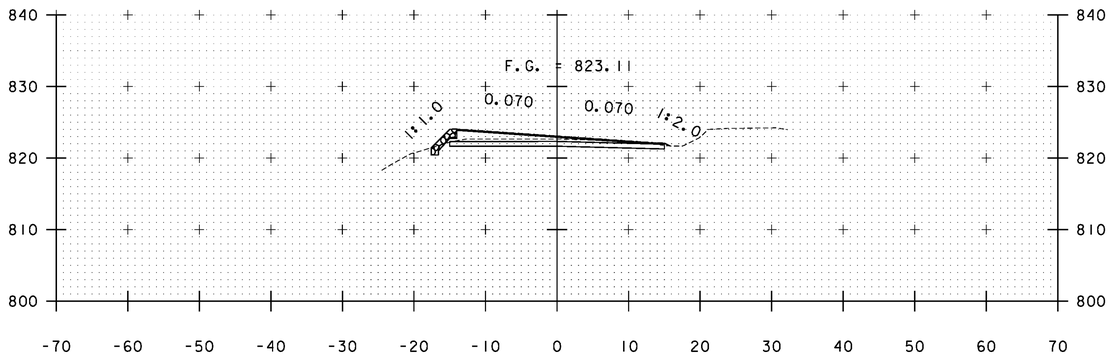
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

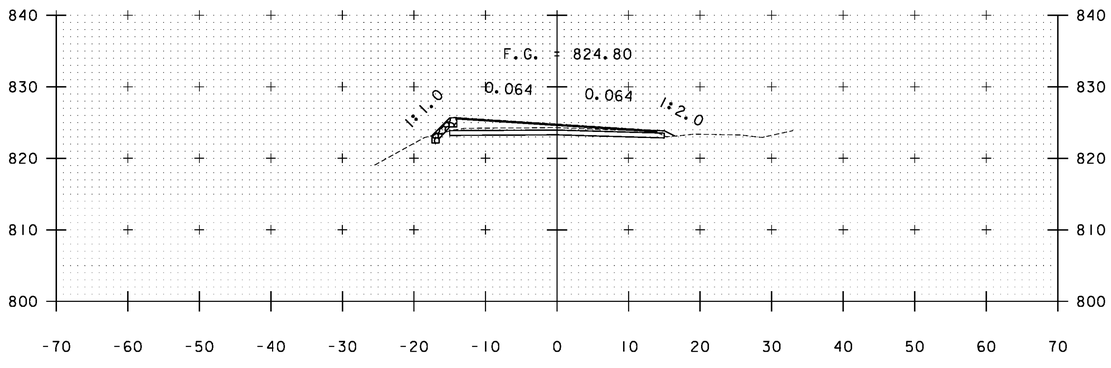
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 343 OF 444



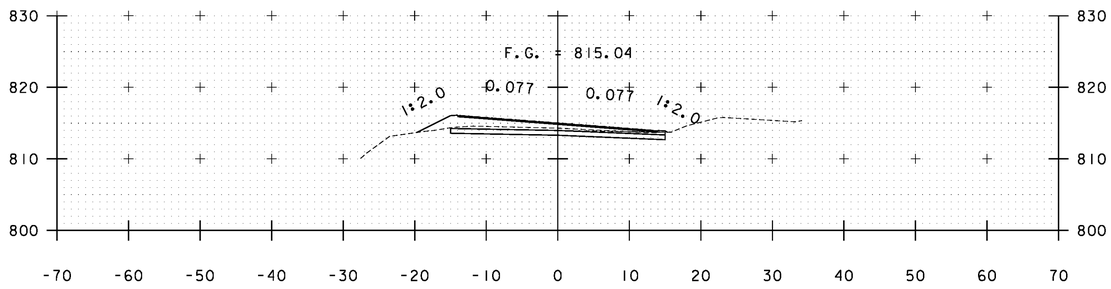
B 50+00



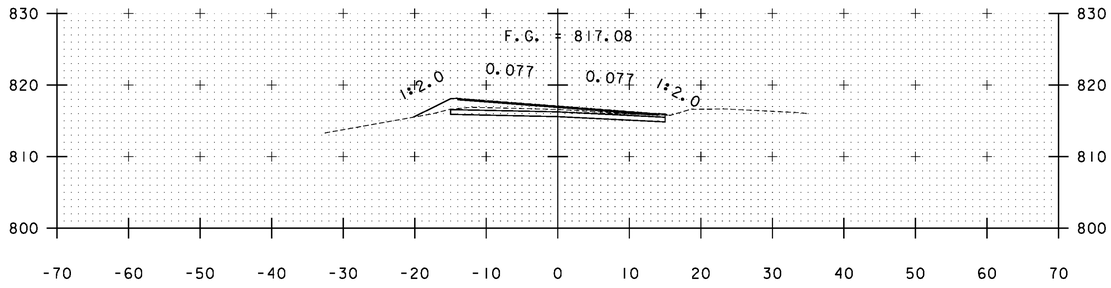
B 49+50



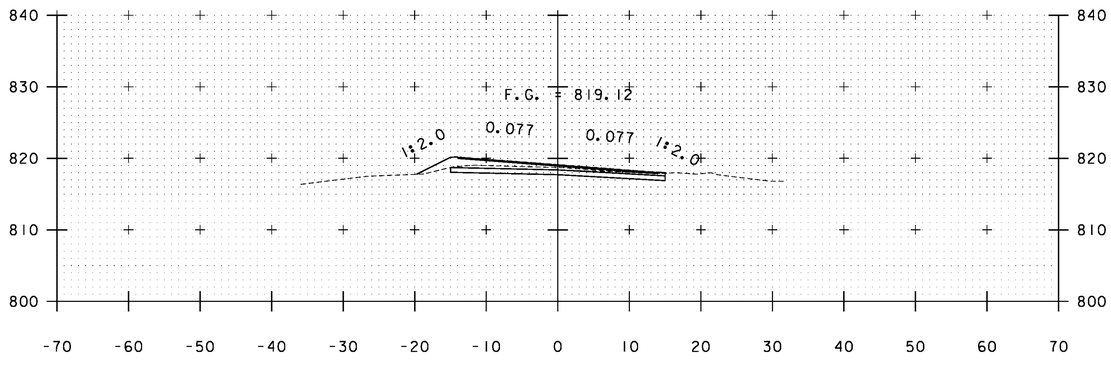
B 49+00



B 51+50



B 51+00



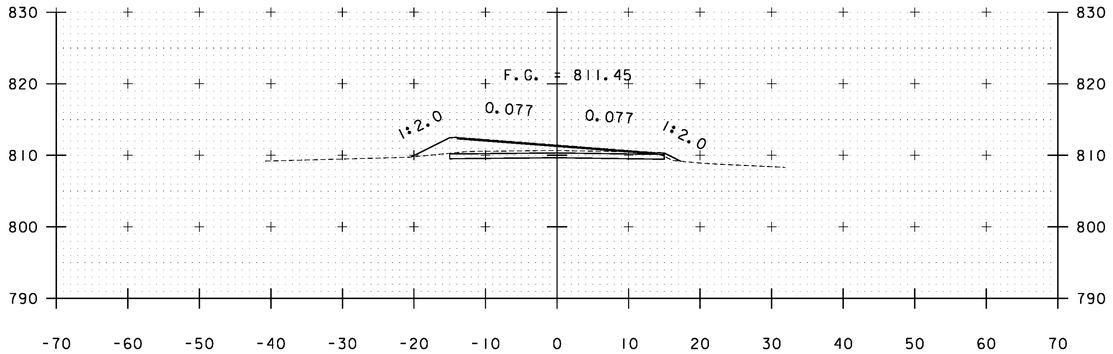
B 50+50

STA. B 49+00 TO STA. B 51+50

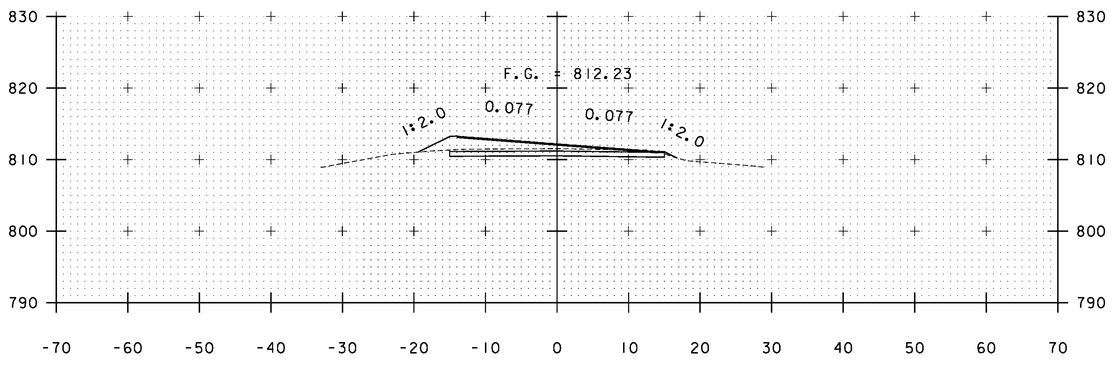
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

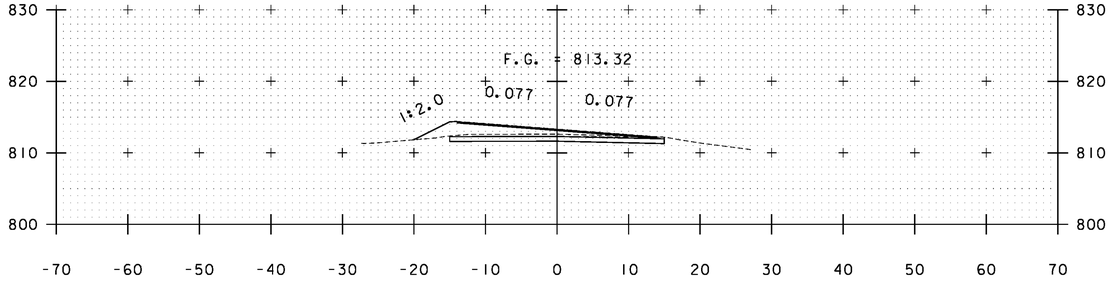
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 344 OF 444



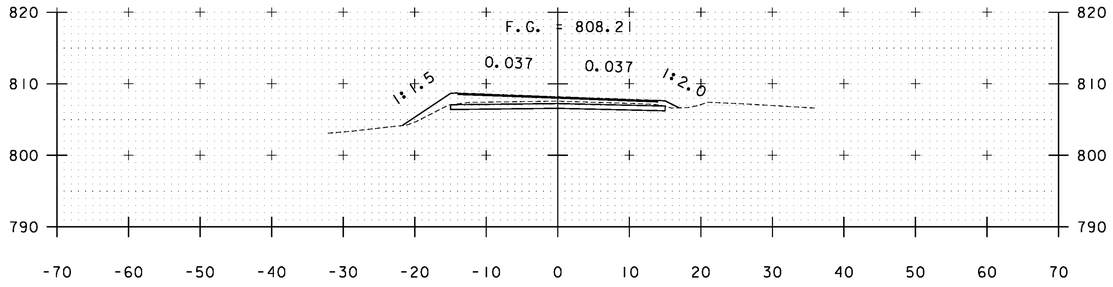
B 53+00



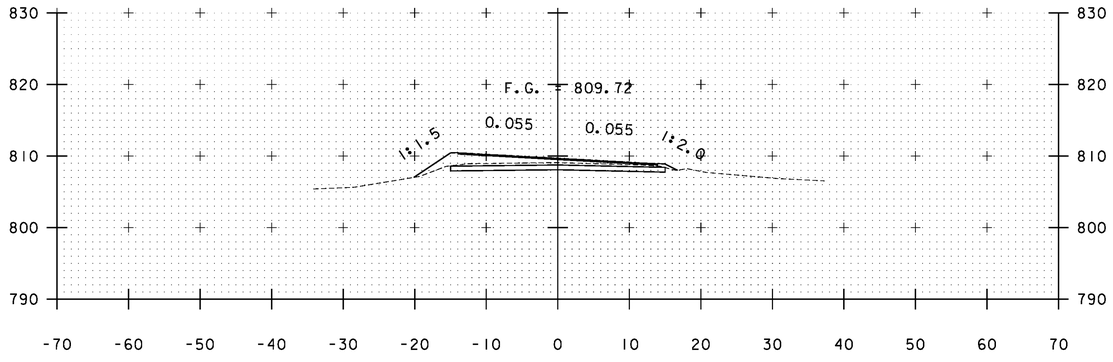
B 52+50



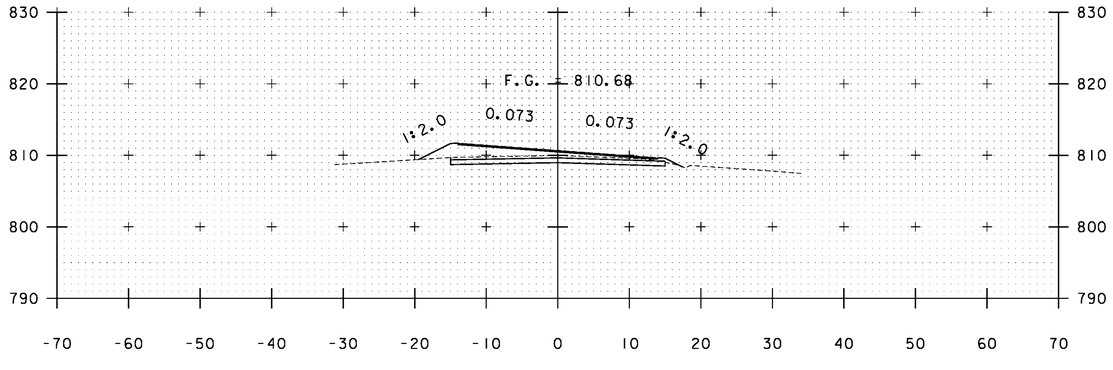
B 52+00



B 54+50



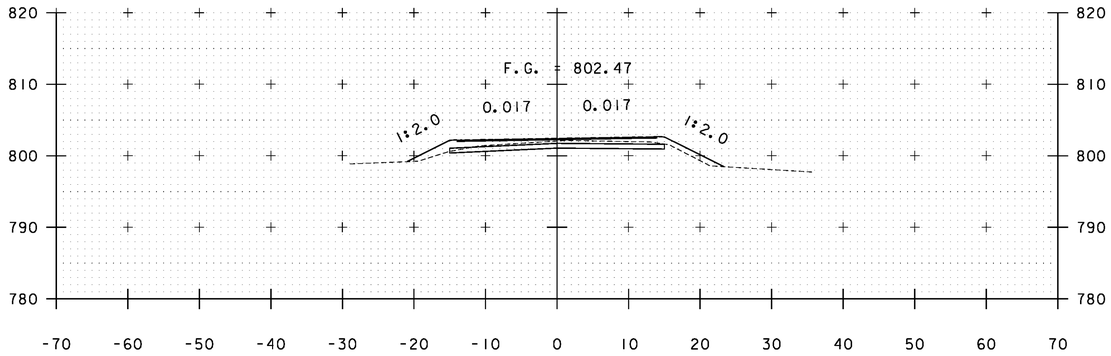
B 54+00



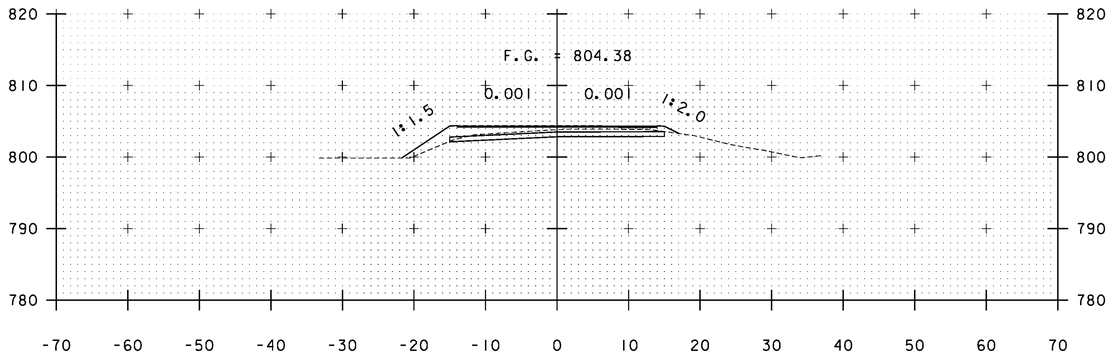
B 53+50

STA. B 52+00 TO STA. B 54+50

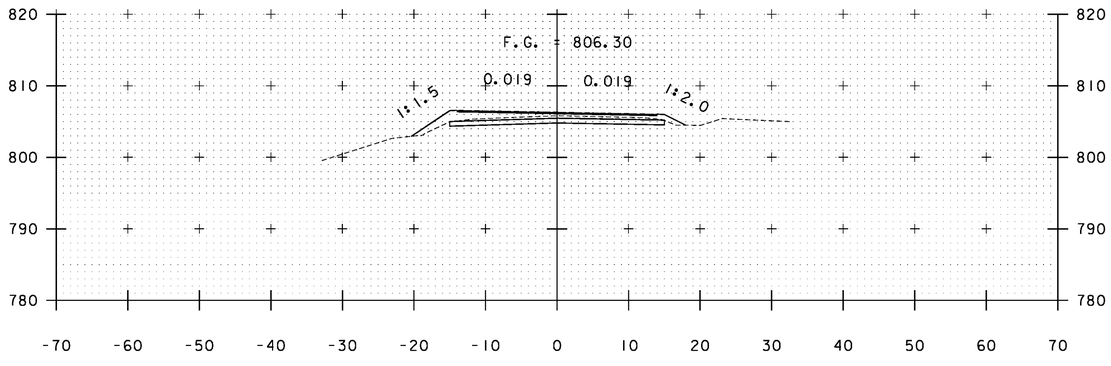
PROJECT NAME:	WARDSBORO-JAMAICA
PROJECT NUMBER:	ER STP 013-1(17)
FILE NAME: xs.dgn	PLOT DATE: 2/26/2014
PROJECT LEADER: K. UPMAL	DRAWN BY: B. KIPP
DESIGNED BY: B. KIPP	CHECKED BY: HSD
CROSS SECTIONS	SHEET 345 OF 444



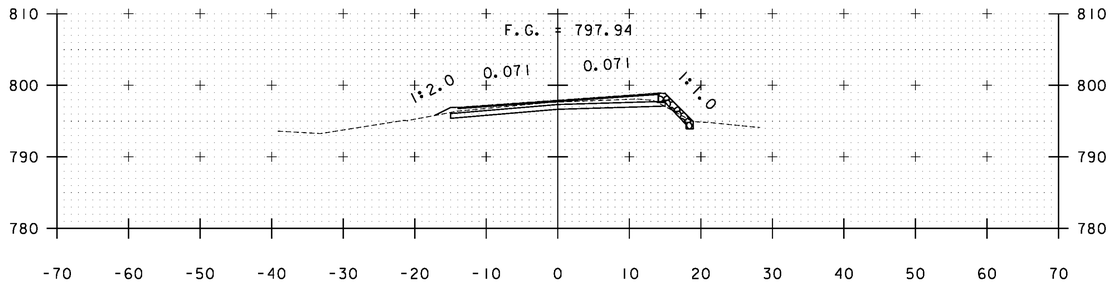
B 56+00



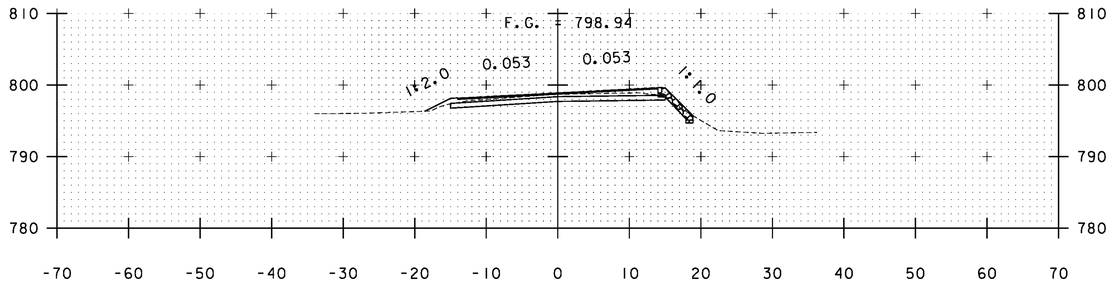
B 55+50



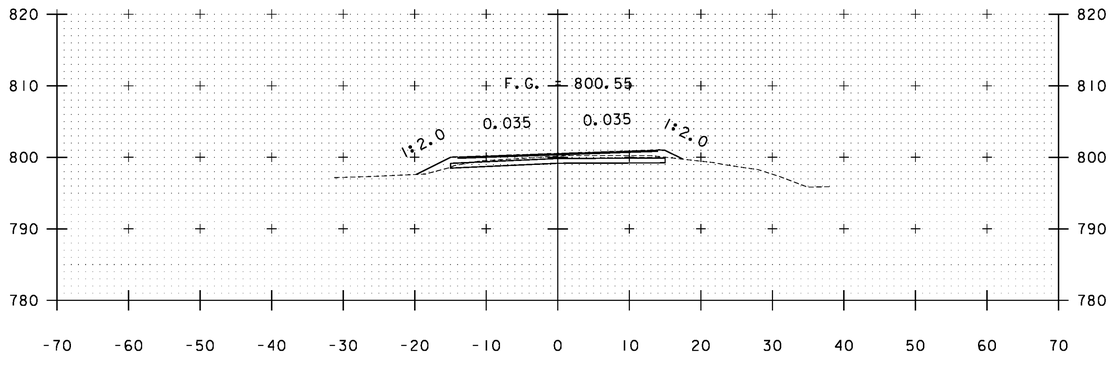
B 55+00



B 57+50



B 57+00



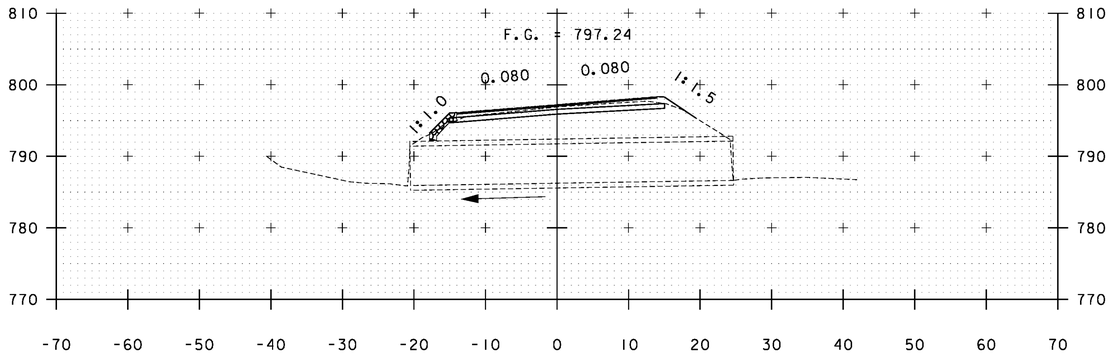
B 56+50

STA. B 55+00 TO STA. B 57+50

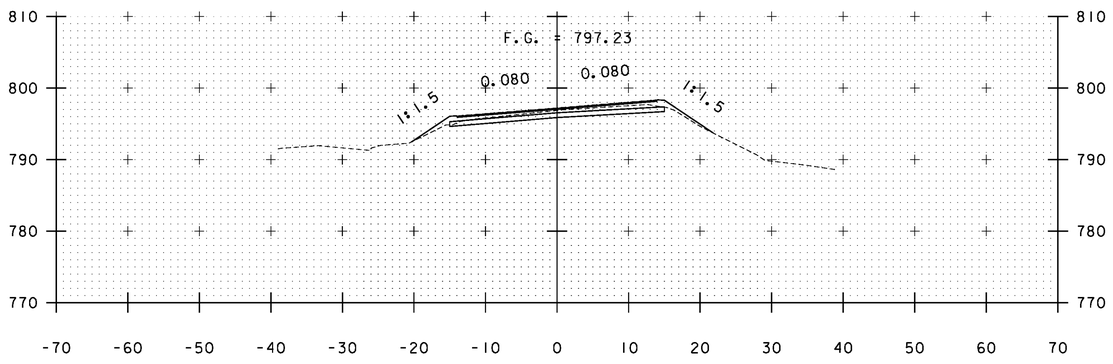
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

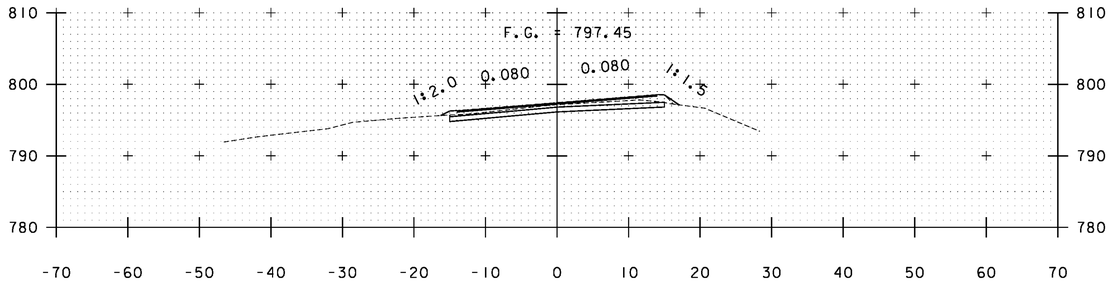
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 346 OF 444



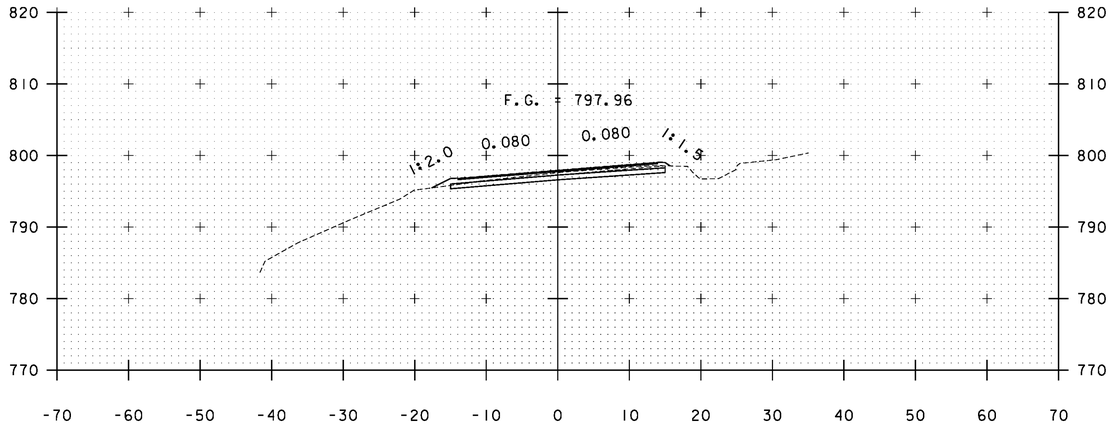
B 58+60



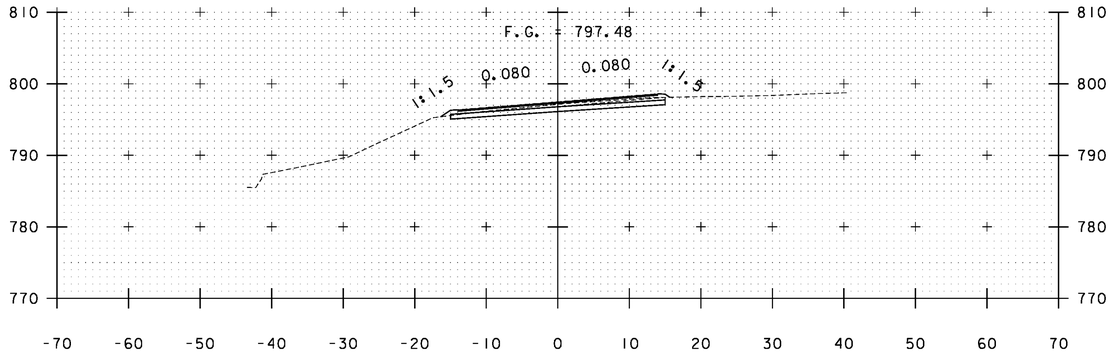
B 58+50



B 58+00



B 59+50



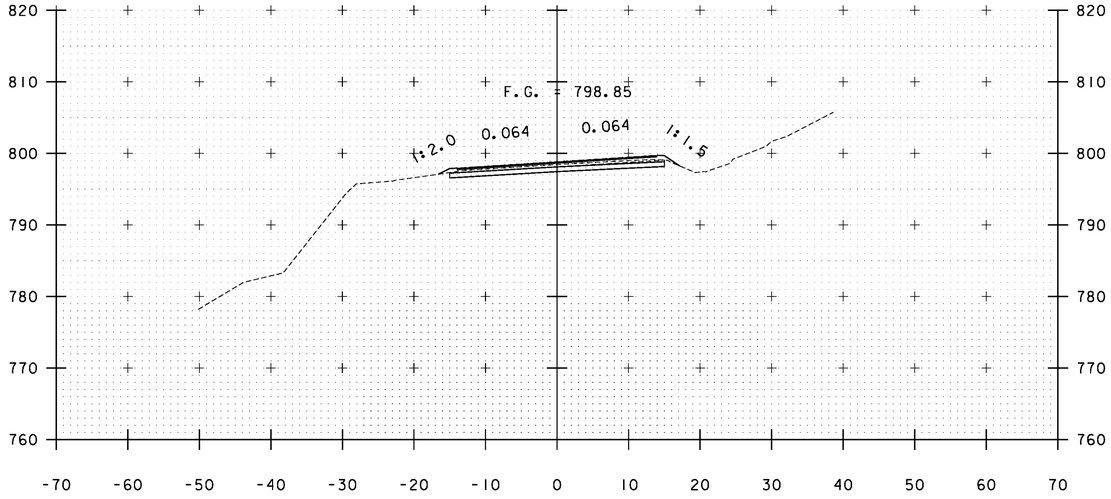
B 59+00

STA. B 58+00 TO STA. B 59+50

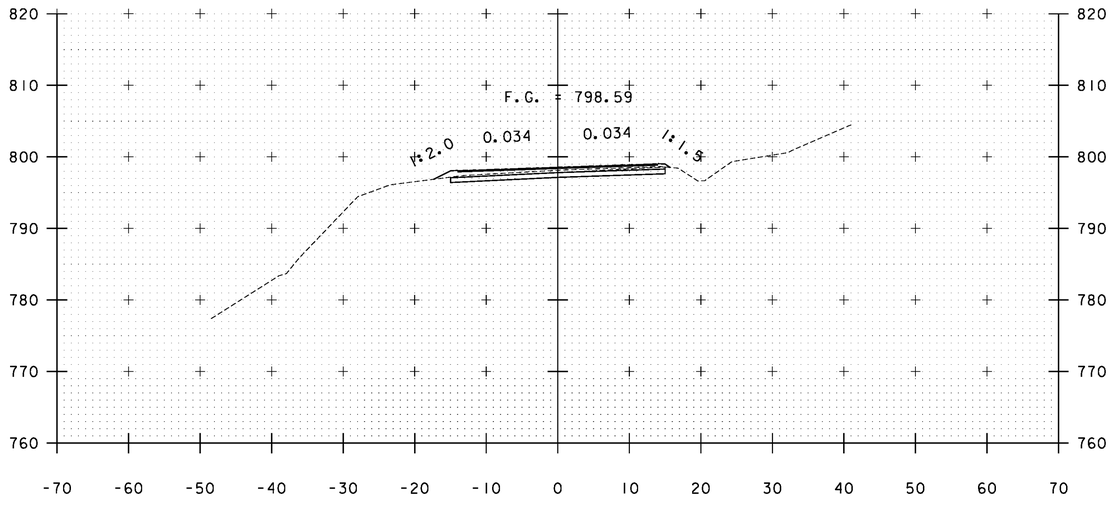
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

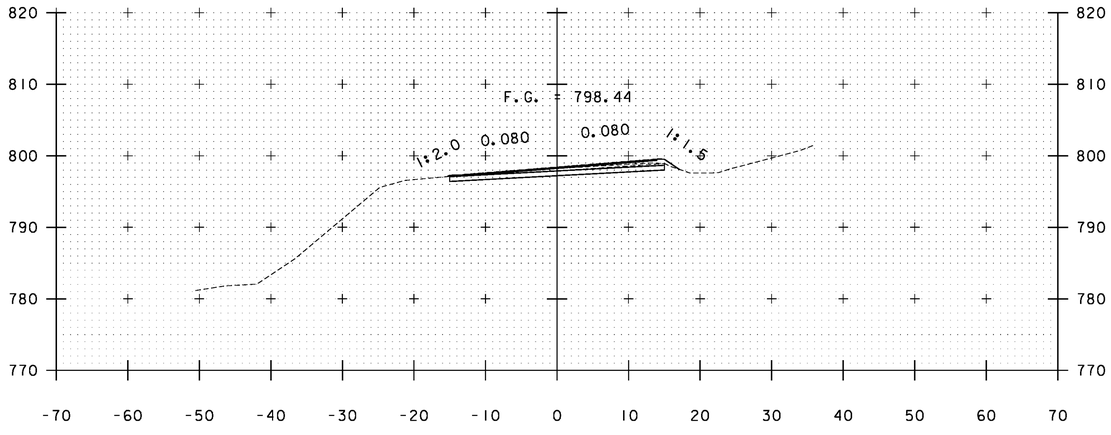
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 347 OF 444



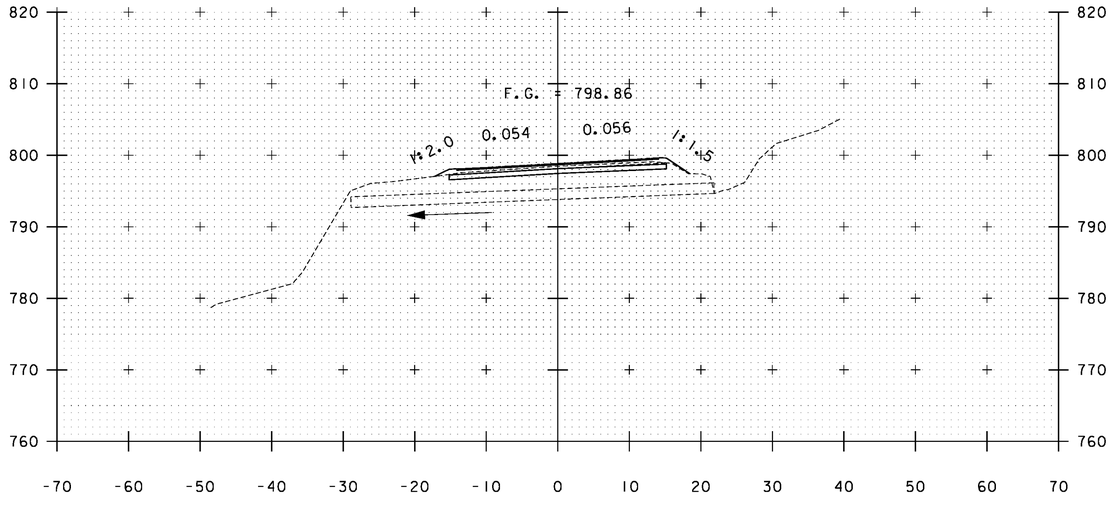
B 60+50



B 61+00



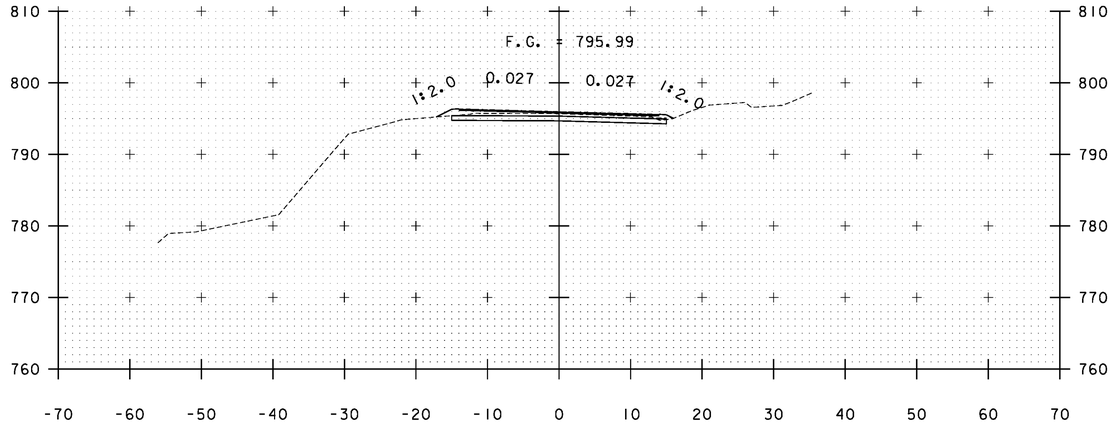
B 60+00



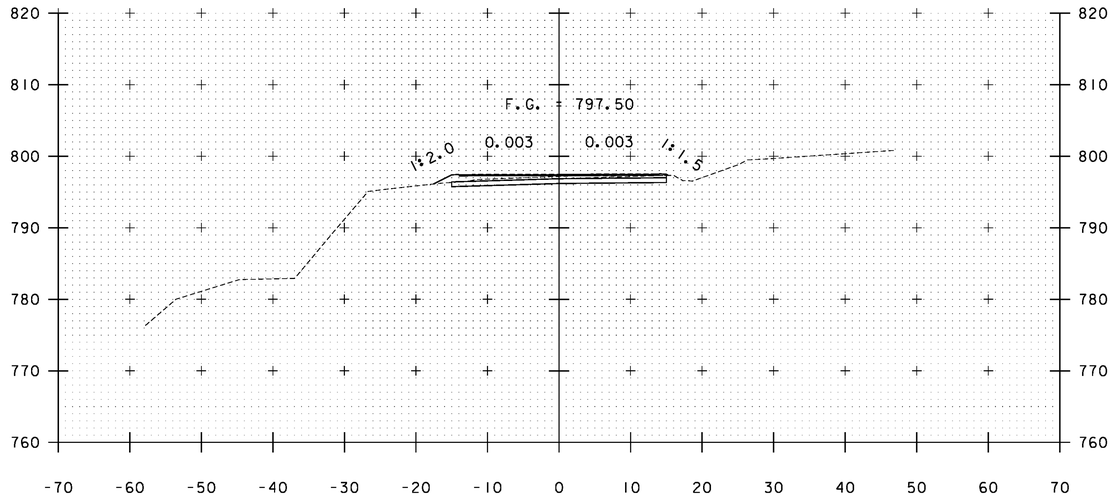
B 60+64

STA. B 60+00 TO STA. B 61+00

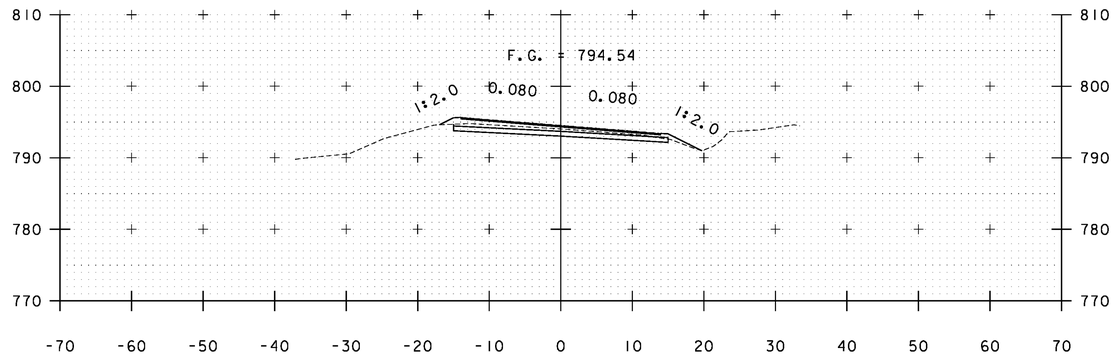
PROJECT NAME:	WARDSBORO-JAMAICA
PROJECT NUMBER:	ER STP 013-1(17)
FILE NAME: xs.dgn	PLOT DATE: 2/26/2014
PROJECT LEADER: K. UPMAL	DRAWN BY: B. KIPP
DESIGNED BY: B. KIPP	CHECKED BY: HSD
CROSS SECTIONS	SHEET 348 OF 444



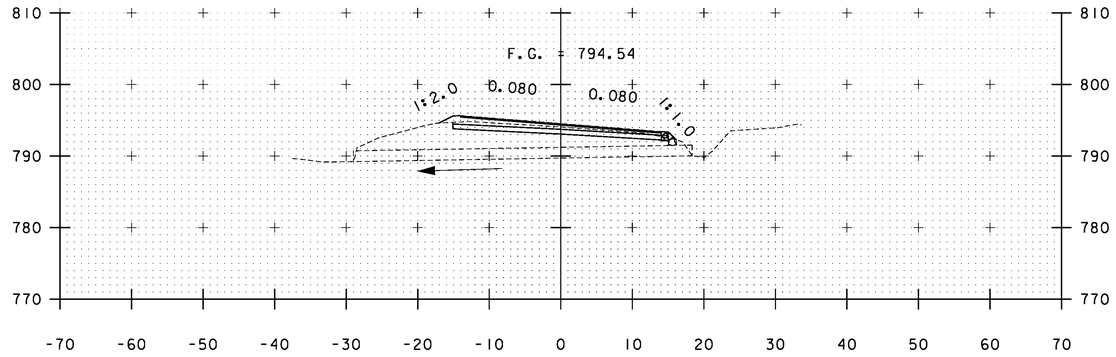
B 62+00



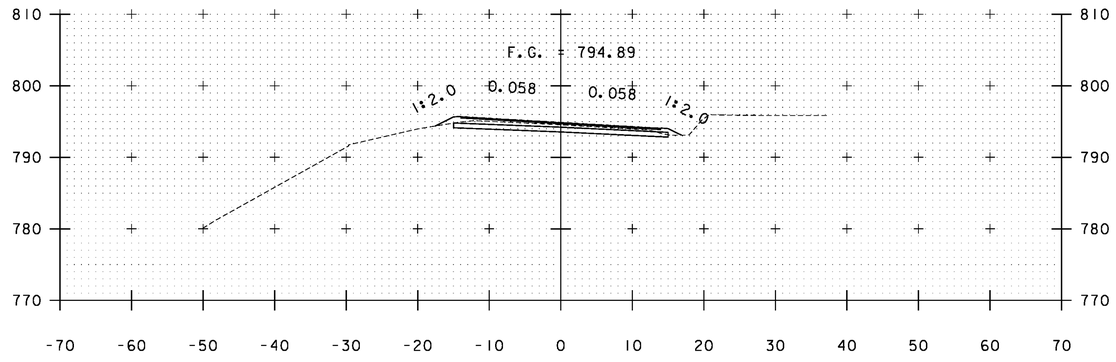
B 61+50



B 63+00



B 62+96



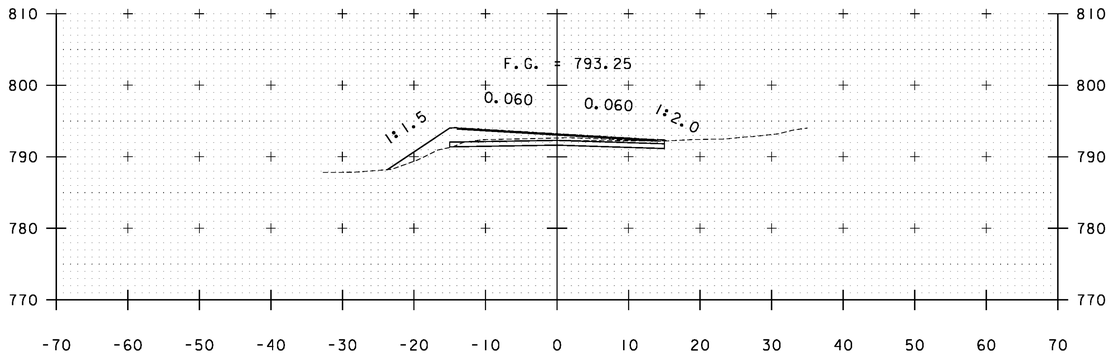
B 62+50

STA. B 61+50 TO STA. B 63+00

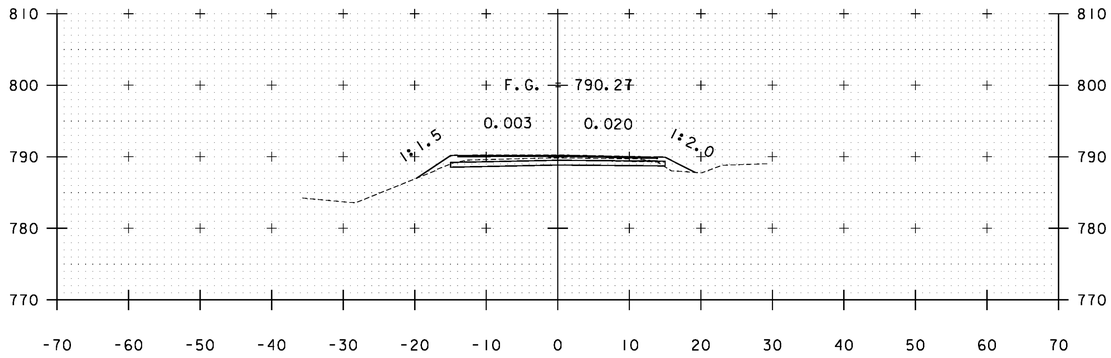
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

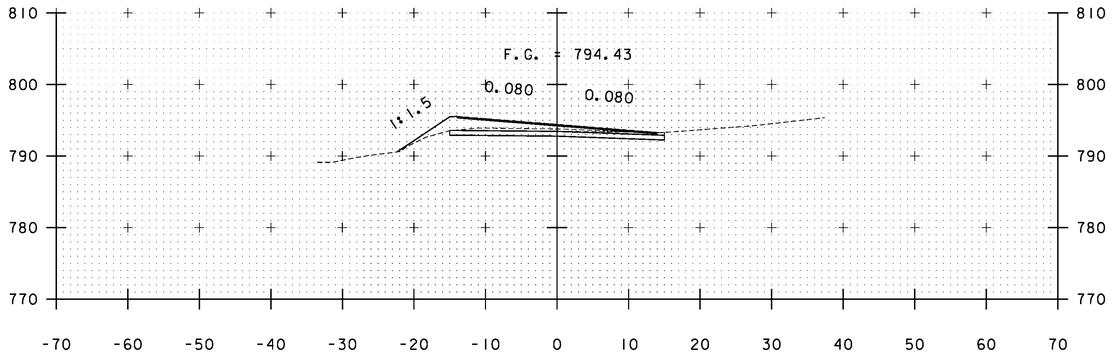
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 349 OF 444



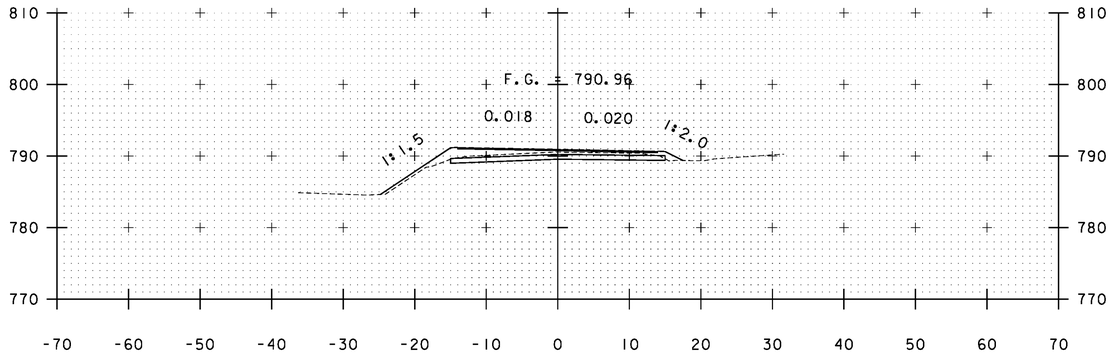
B 64+50



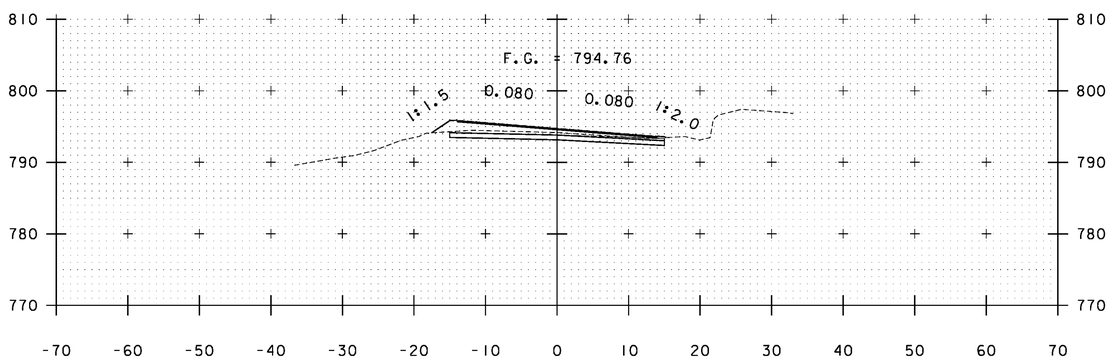
B 66+00



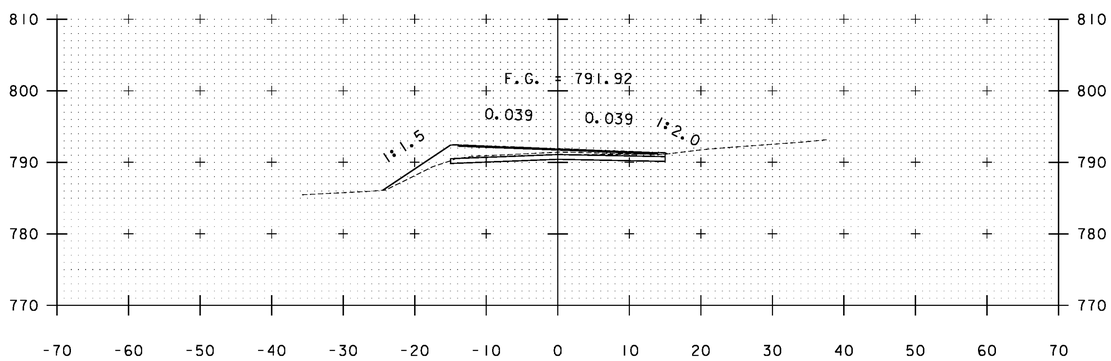
B 64+00



B 65+50



B 63+50



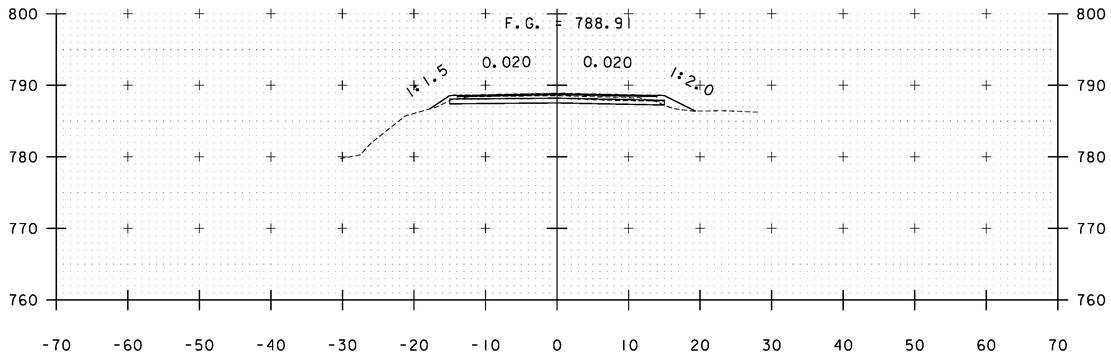
B 65+00

STA. B 63+50 TO STA. B 66+00

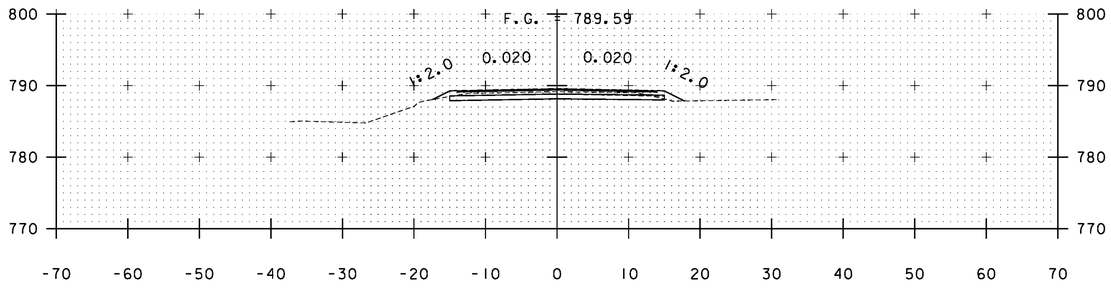
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

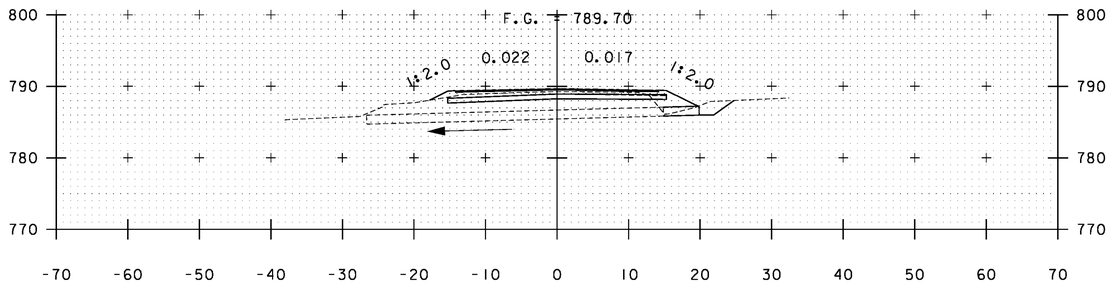
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 350 OF 444



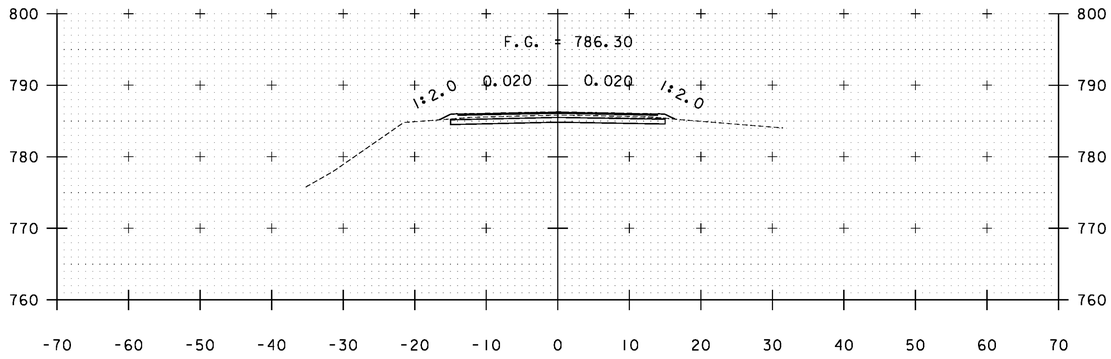
B 67+00



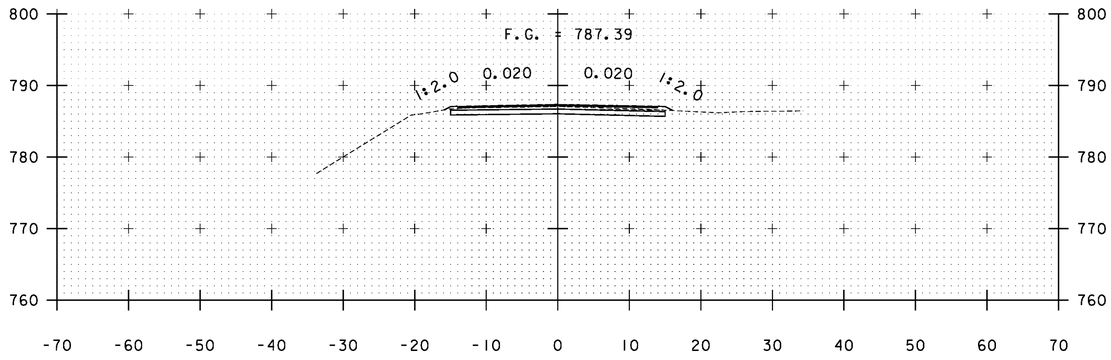
B 66+50



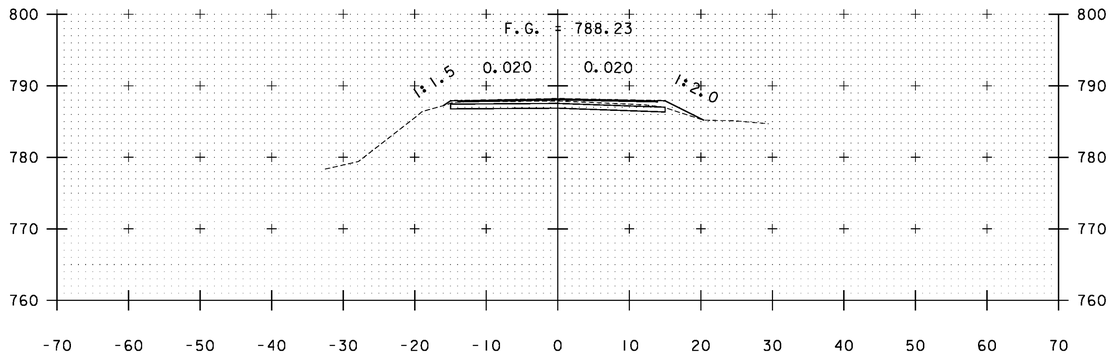
B 66+42



B 68+50



B 68+00



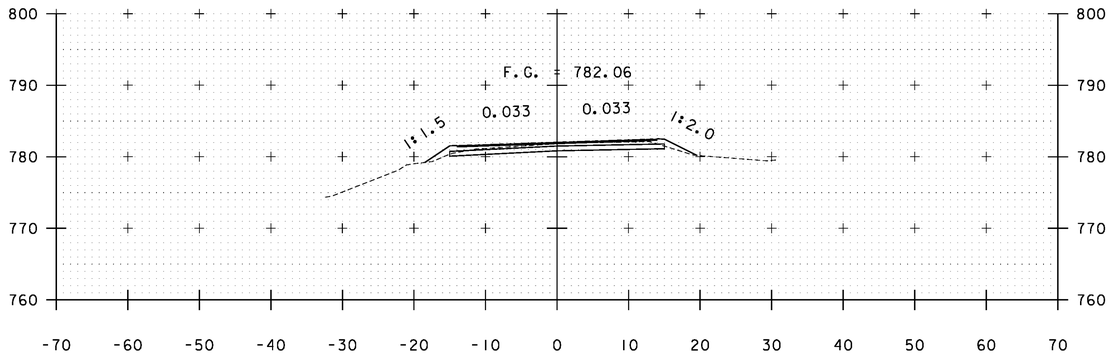
B 67+50

STA. B 66+42 TO STA. B 68+50

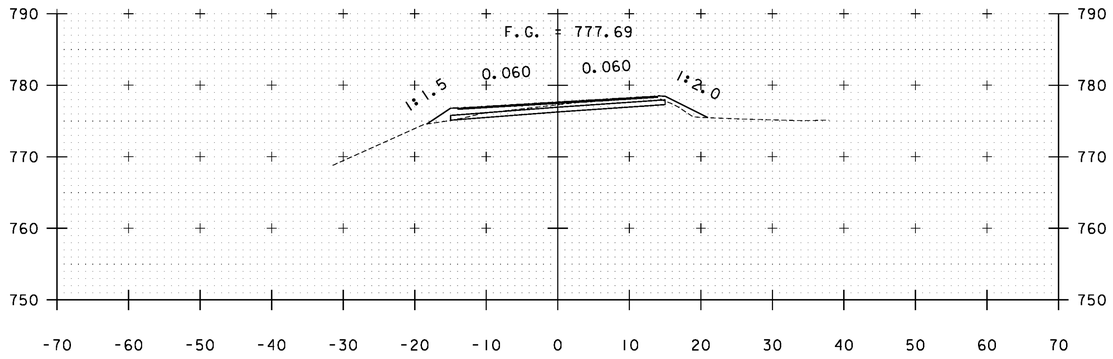
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

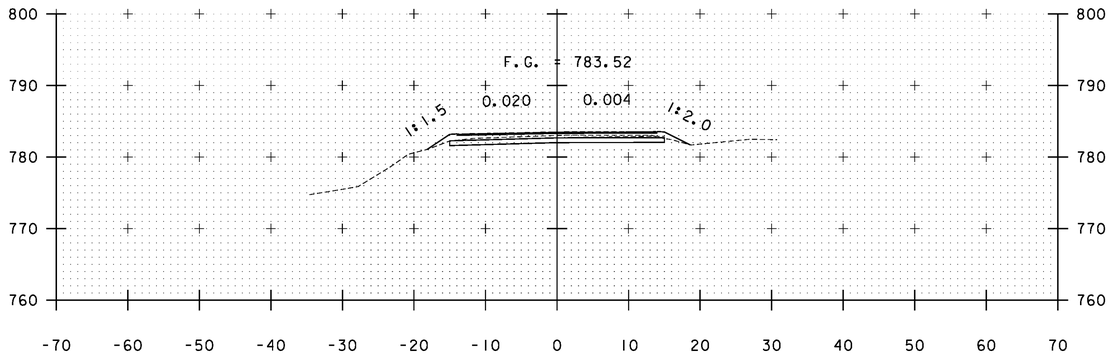
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 351 OF 444



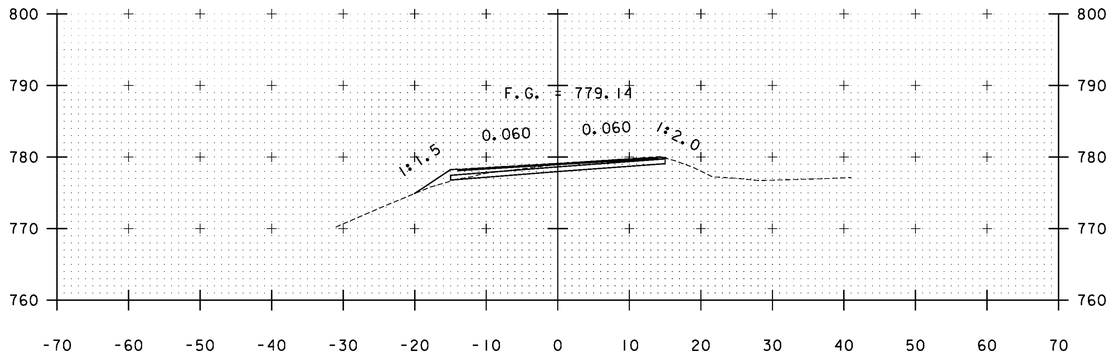
B 70+00



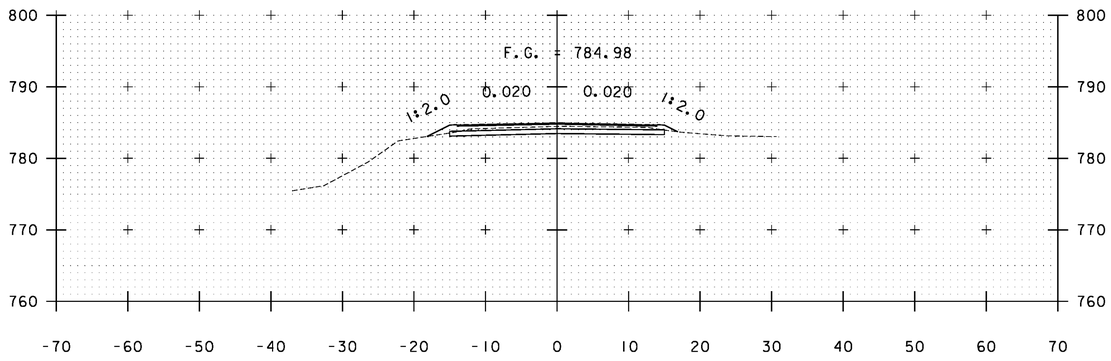
B 71+50



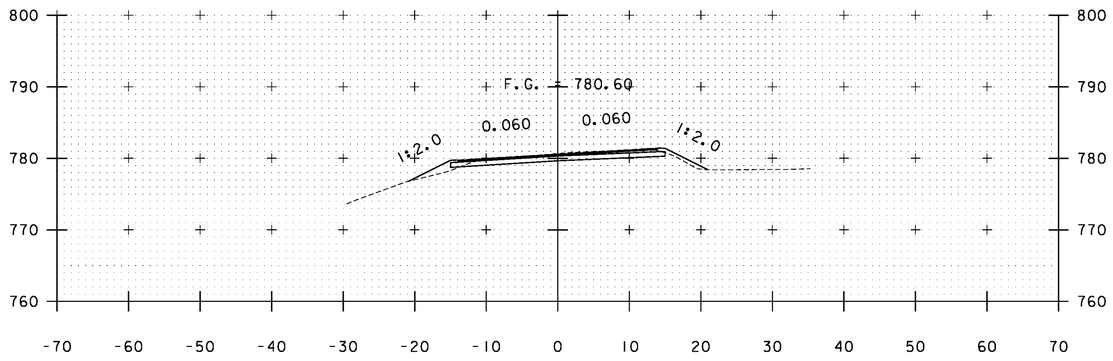
B 69+50



B 71+00



B 69+00



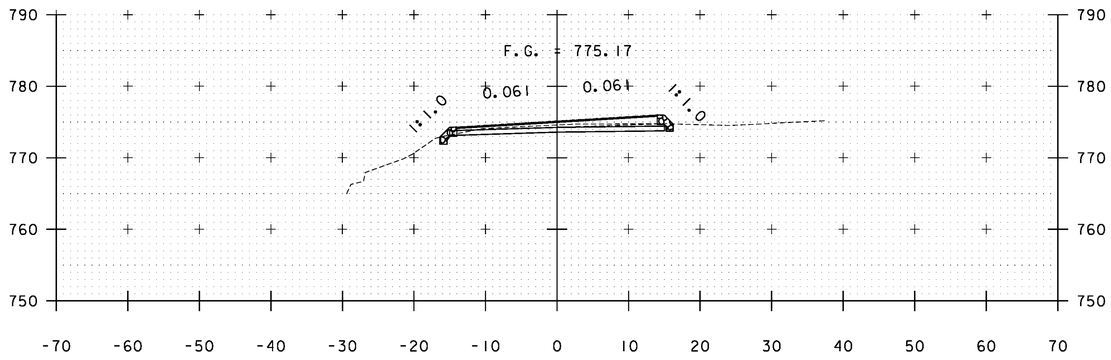
B 70+50

STA. B 69+00 TO STA. B 71+50

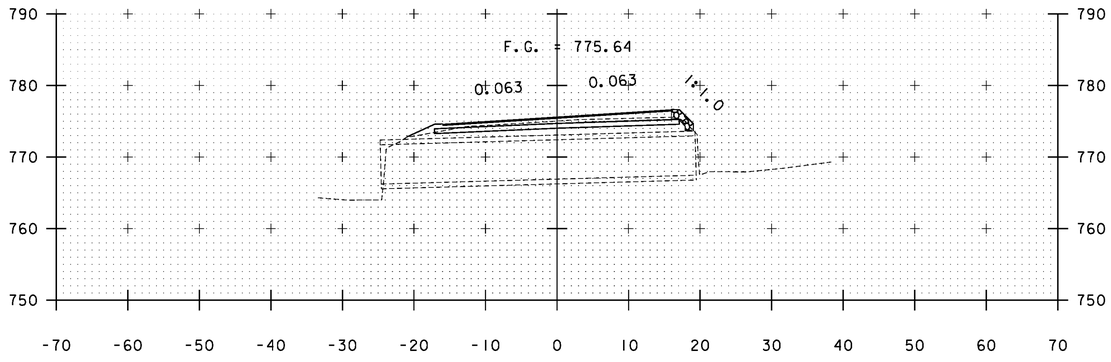
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

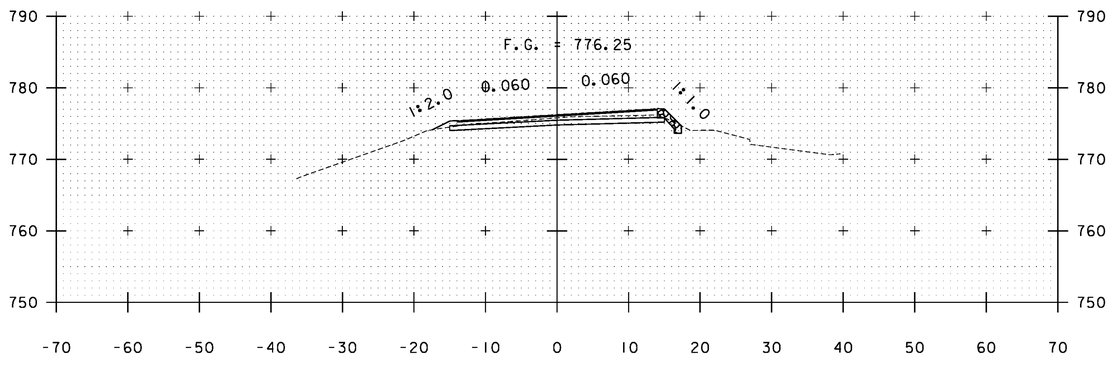
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 352 OF 444



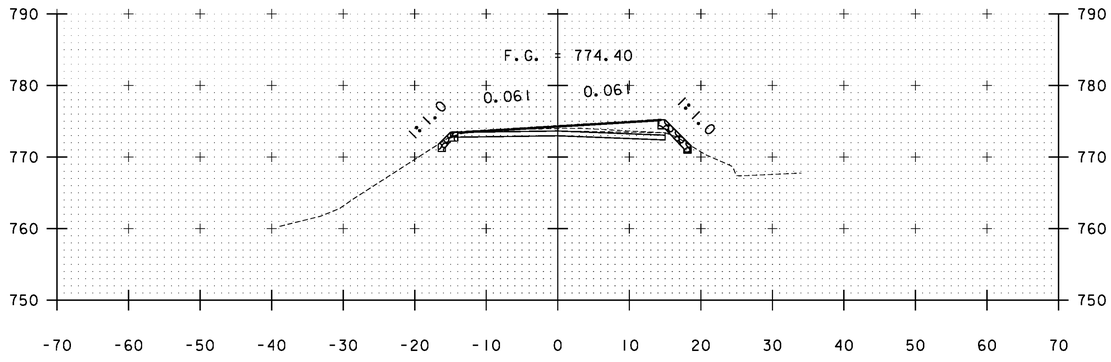
B 72+50



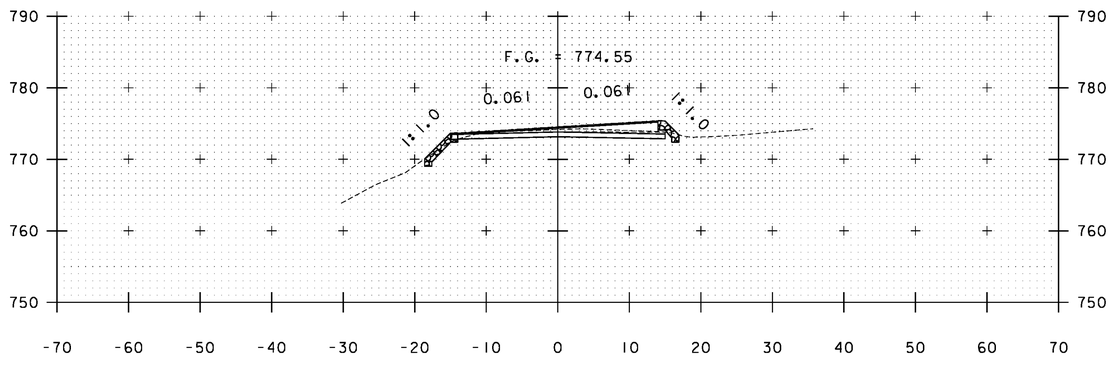
B 72+25



B 72+00



B 73+50



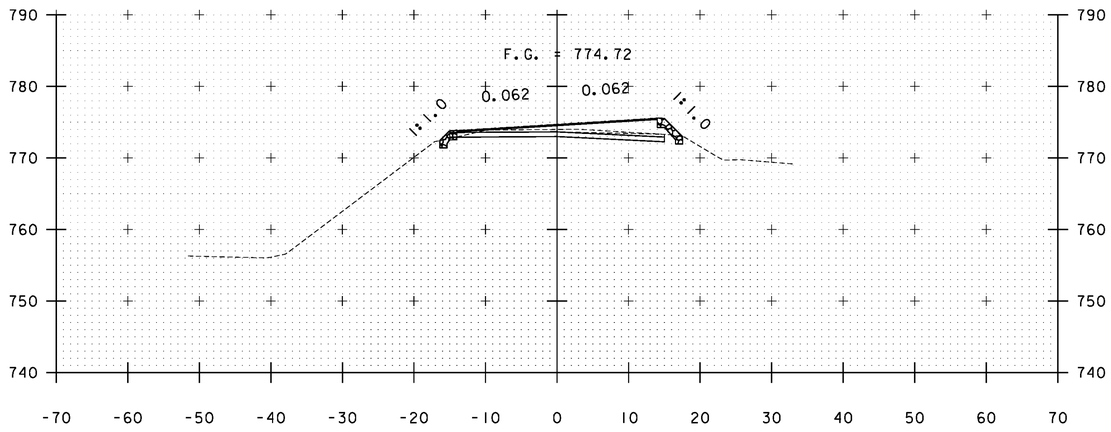
B 73+00

STA. B 72+00 TO STA. B 73+50

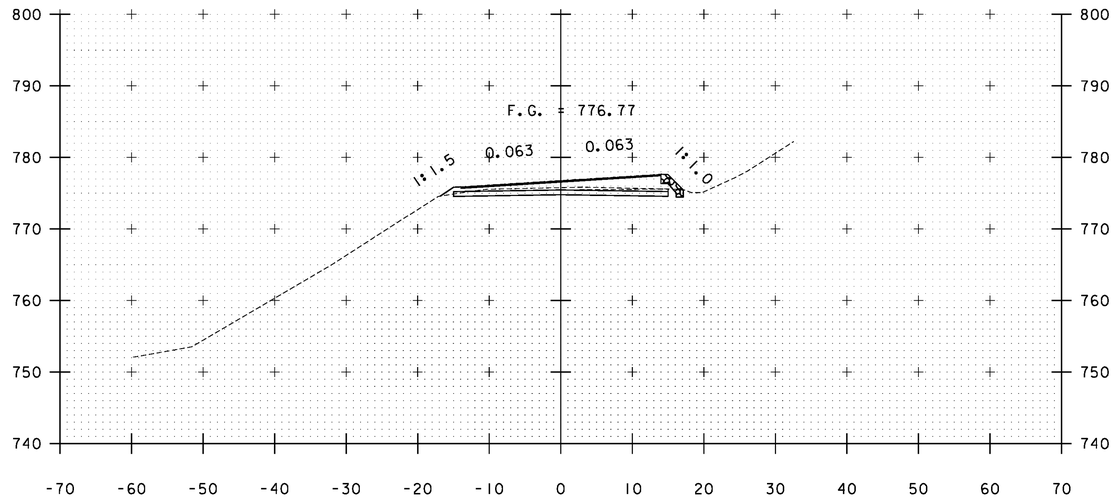
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

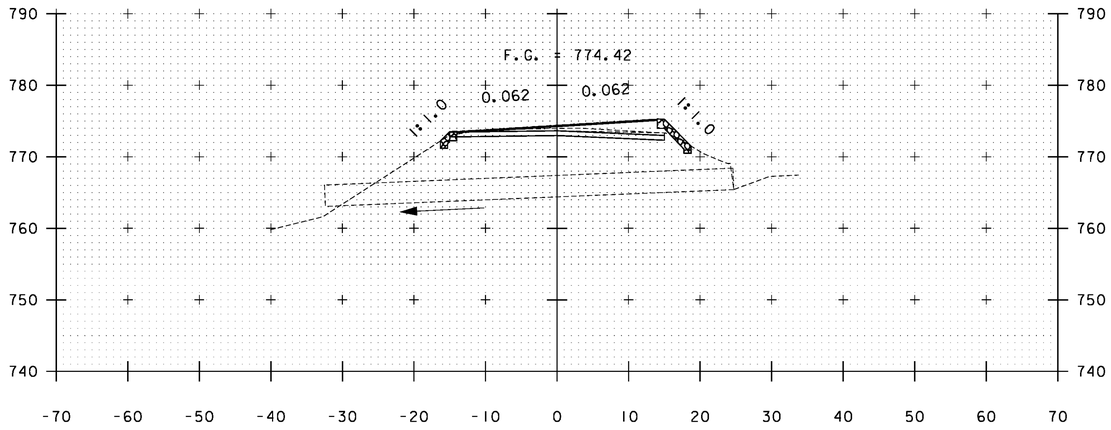
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 353 OF 444



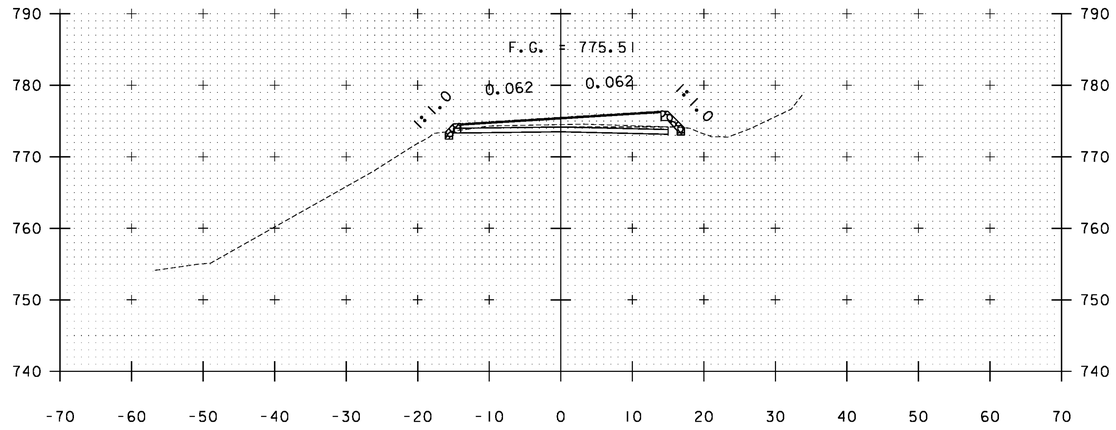
B 74+00



B 75+00



B 73+57



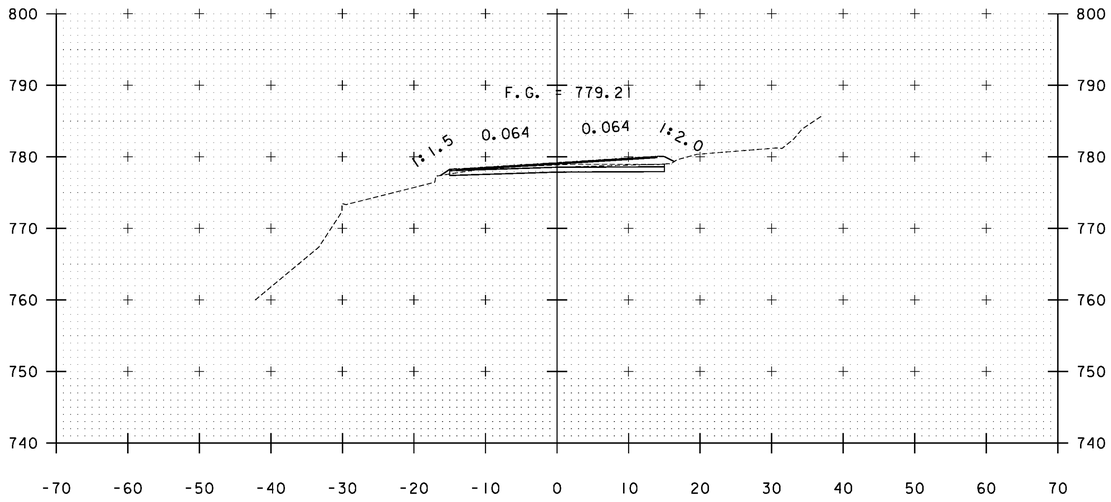
B 74+50

STA. B 73+57 TO STA. B 75+00

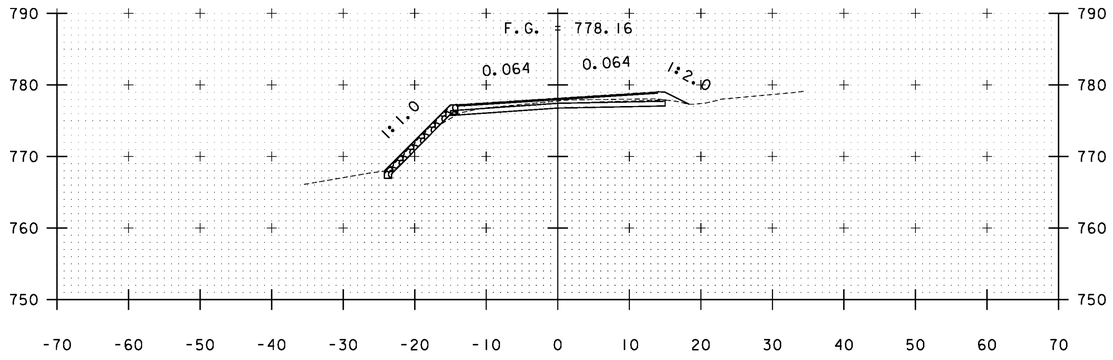
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

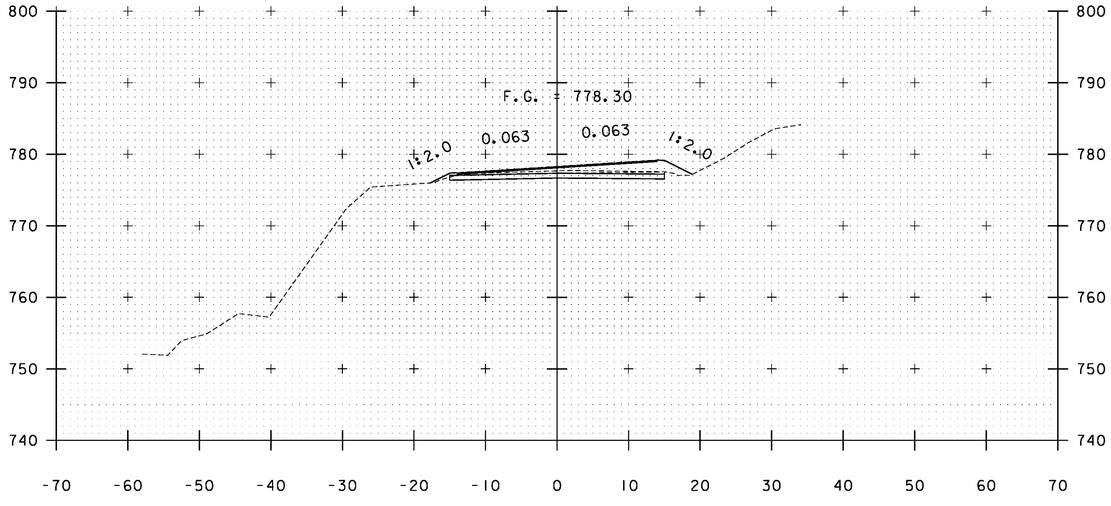
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 354 OF 444



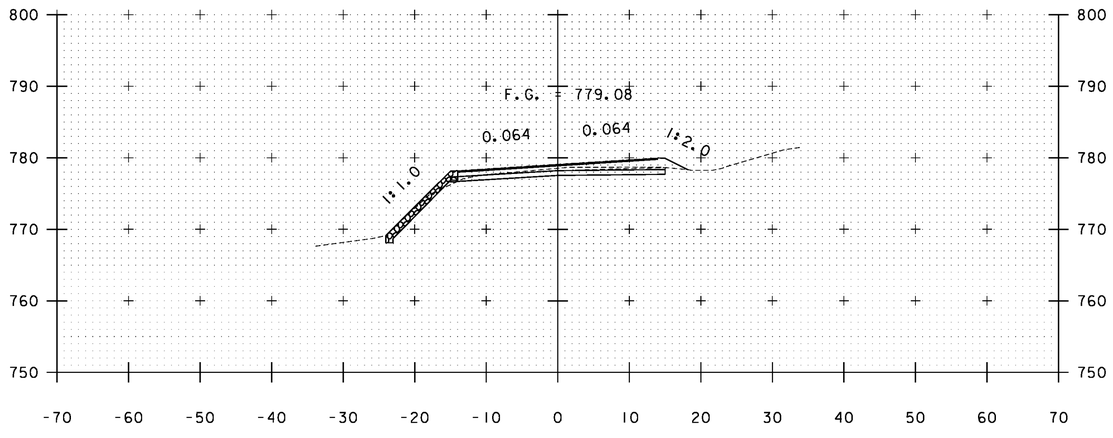
B 76+00



B 77+00



B 75+50



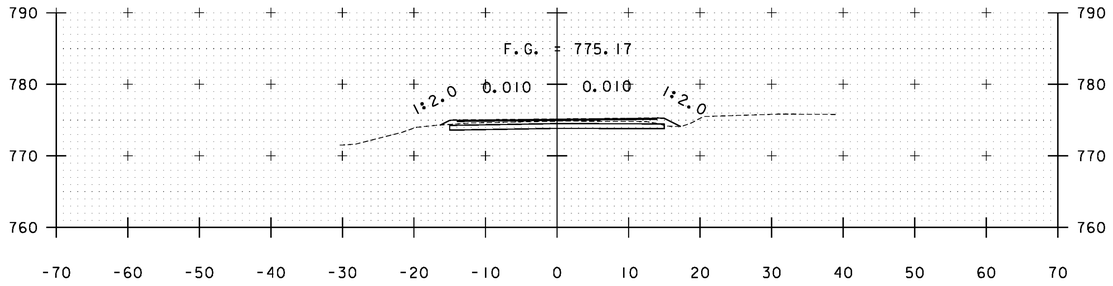
B 76+50

STA. B 75+50 TO STA. B 77+00

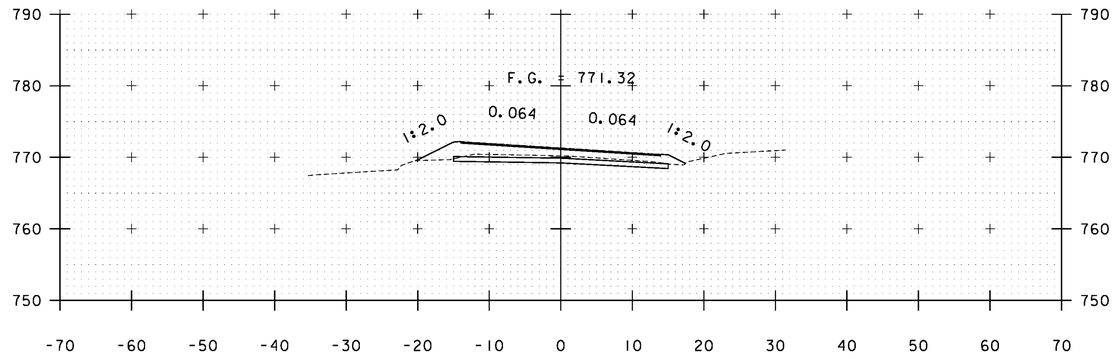
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

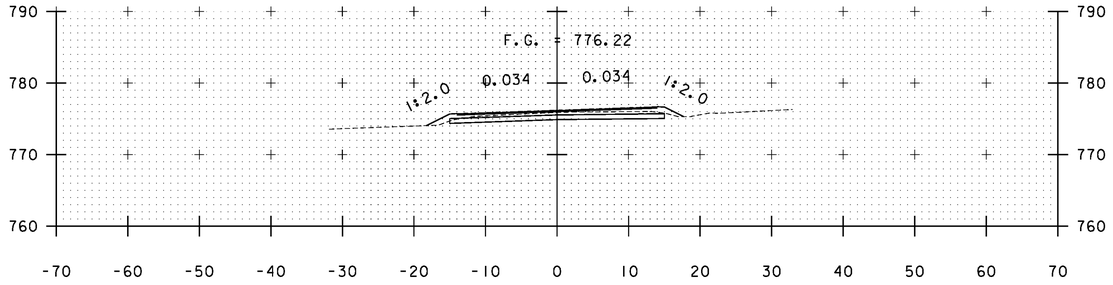
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 355 OF 444



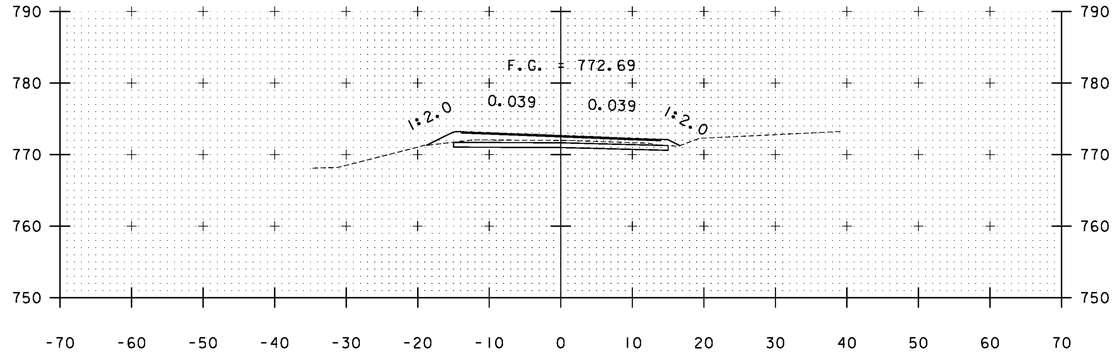
B 78+50



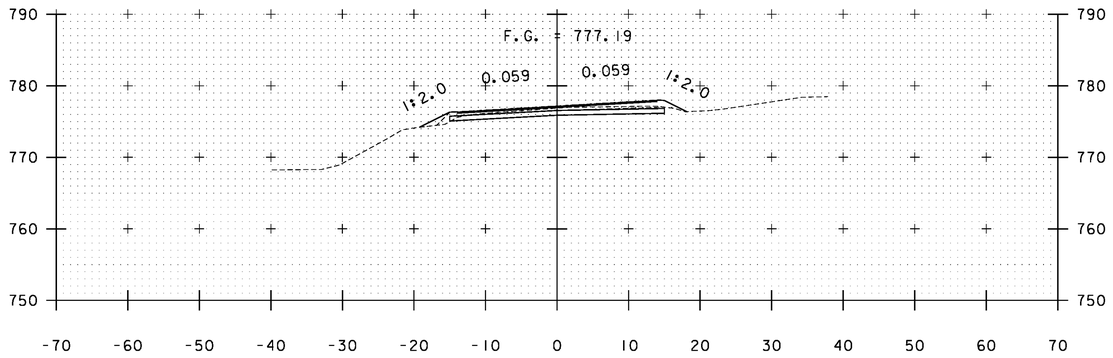
B 80+00



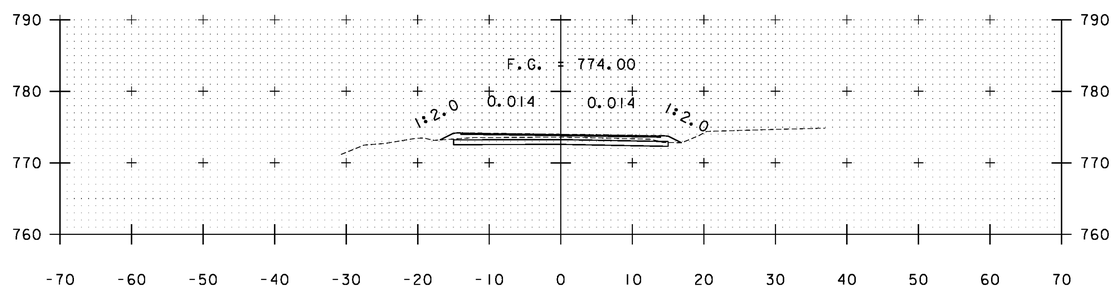
B 78+00



B 79+50



B 77+50



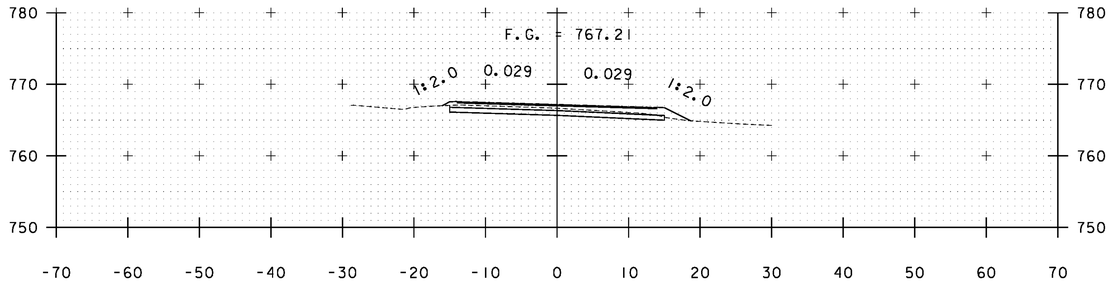
B 79+00

STA. B 77+50 TO STA. B 80+00

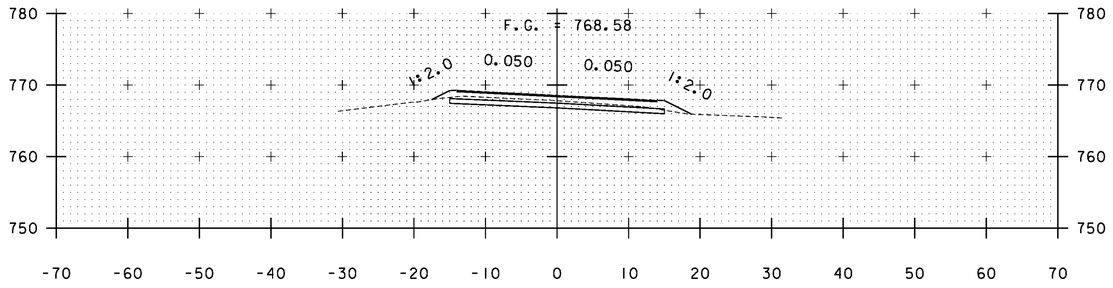
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

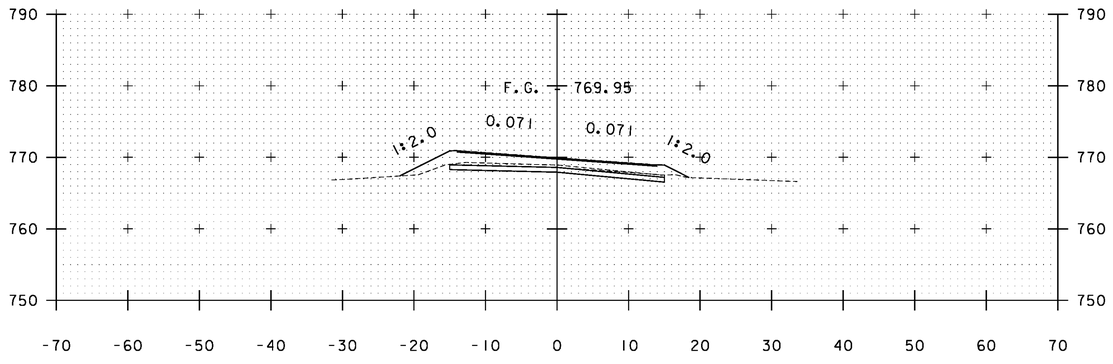
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 356 OF 444



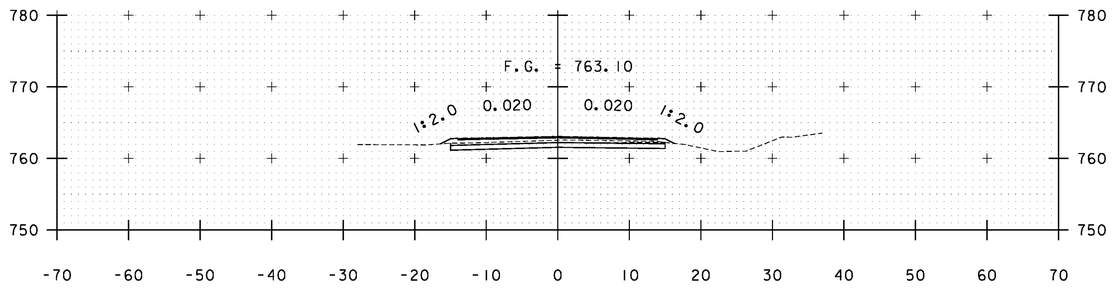
B 81+50



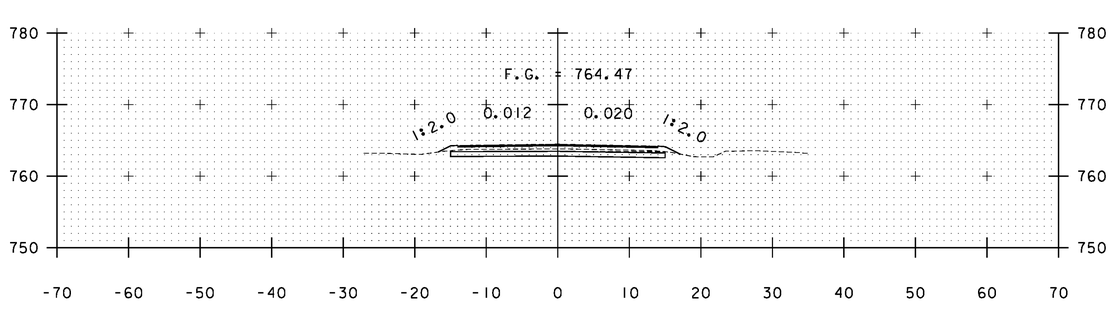
B 81+00



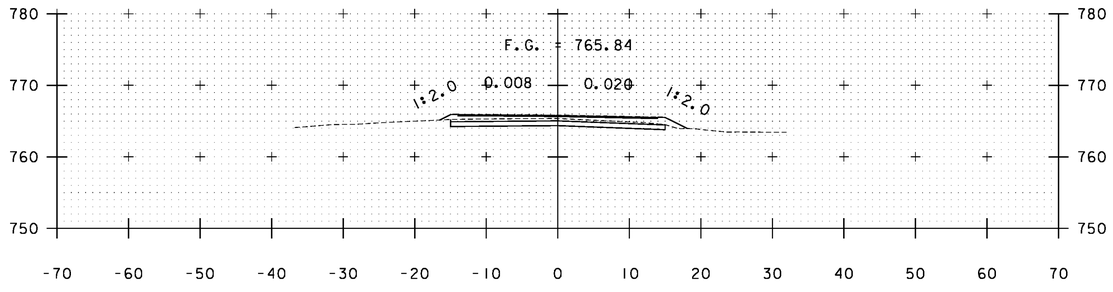
B 80+50



B 83+00



B 82+50



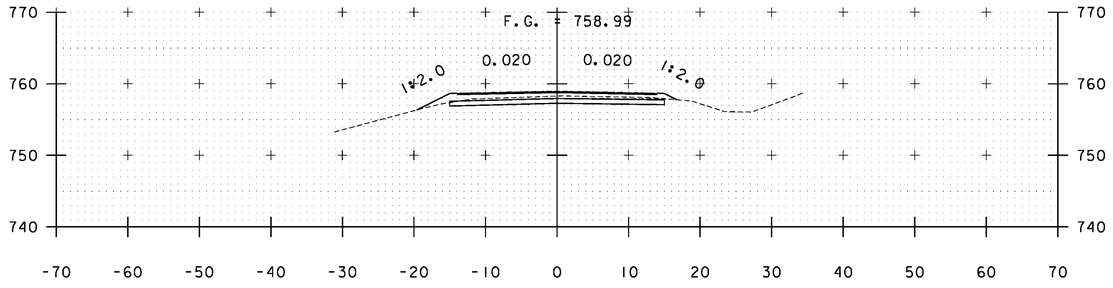
B 82+00

STA. B 80+50 TO STA. B 83+00

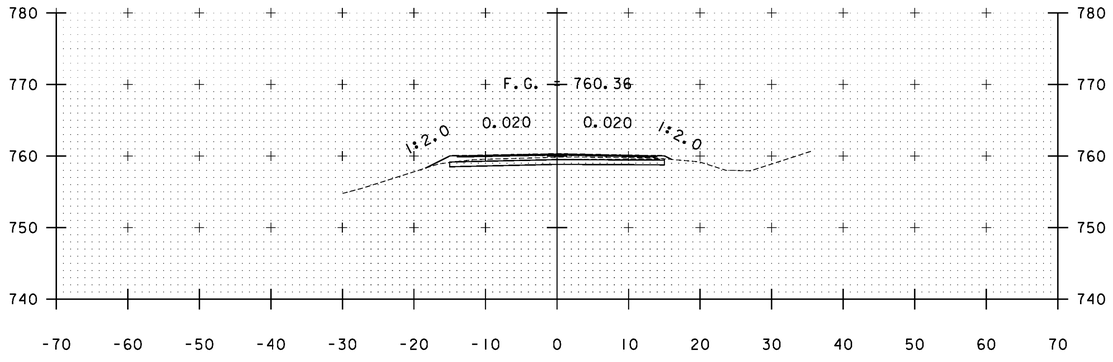
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

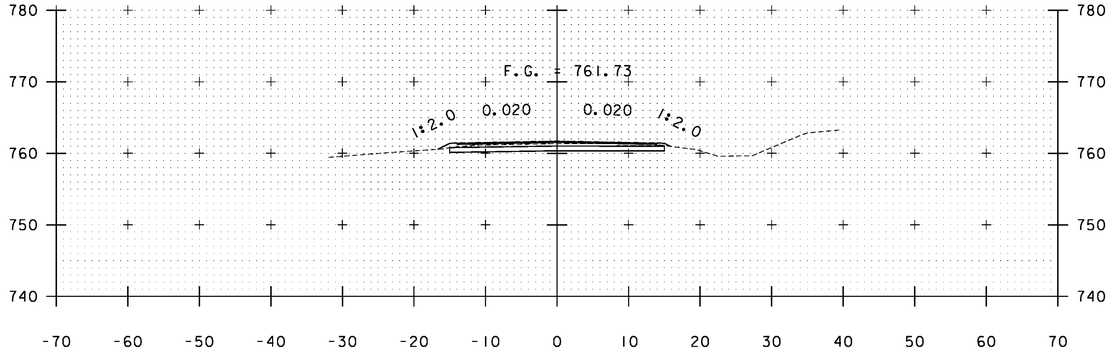
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 357 OF 444



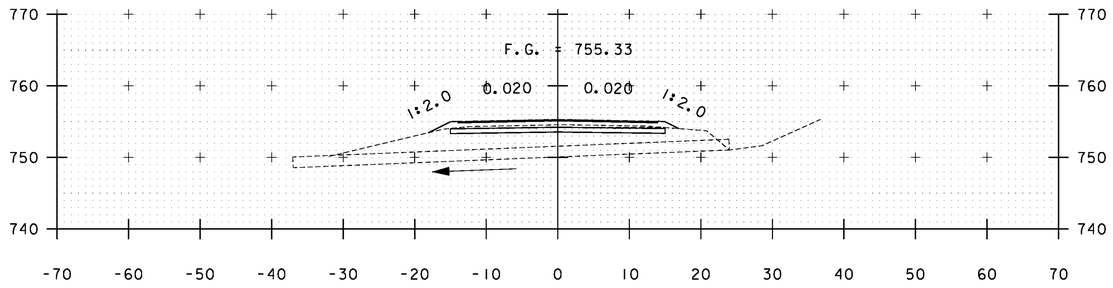
B 84+50



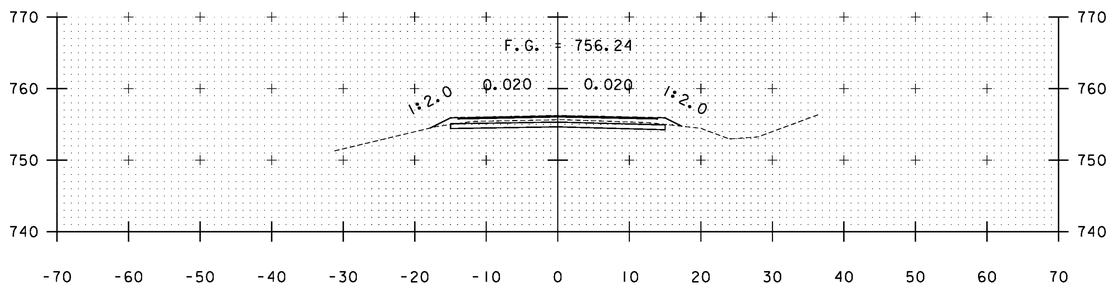
B 84+00



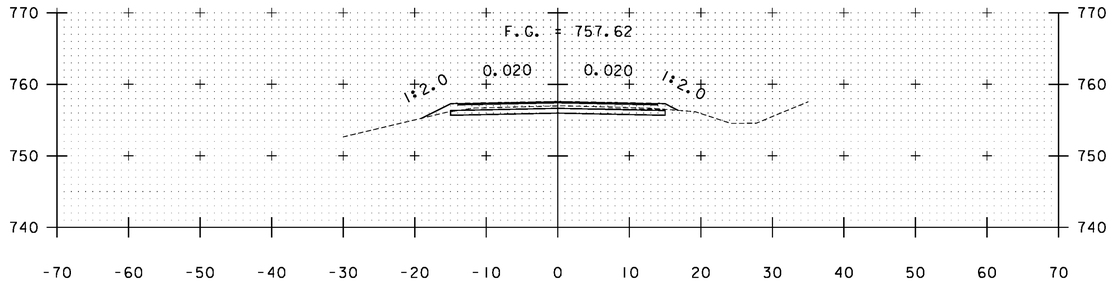
B 83+50



B 85+83



B 85+50



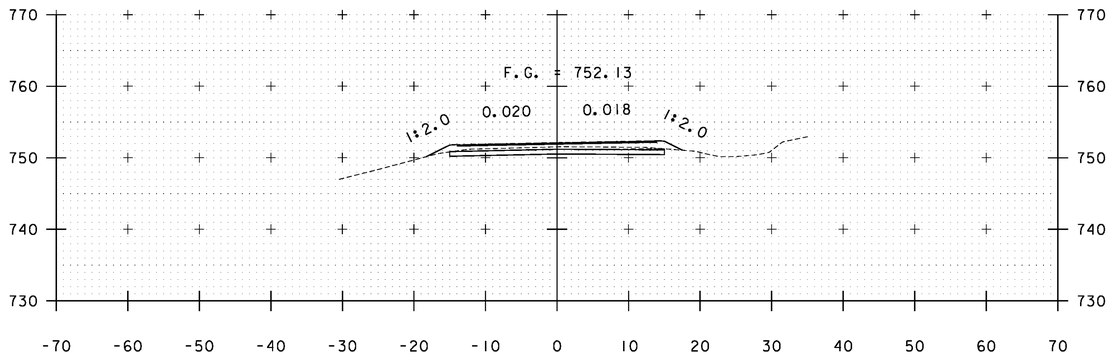
B 85+00

STA. B 83+50 TO STA. B 85+83

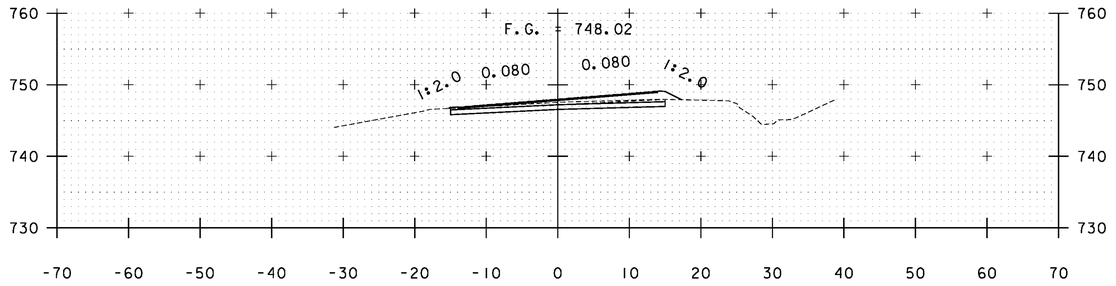
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

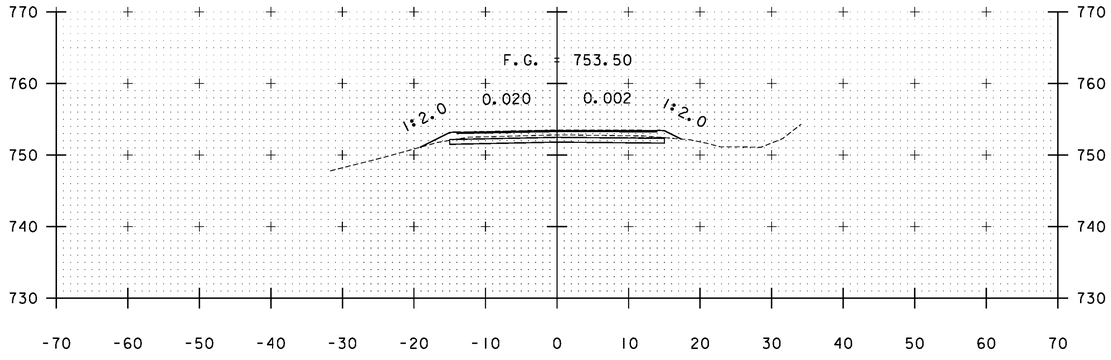
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 358 OF 444



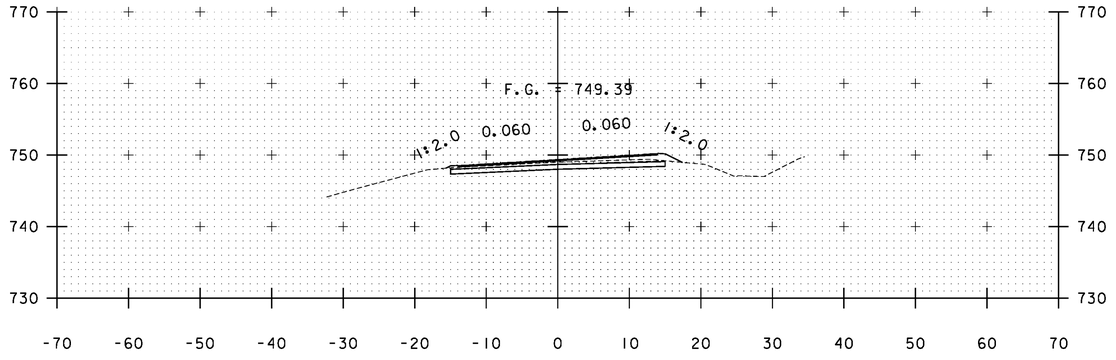
B 87+00



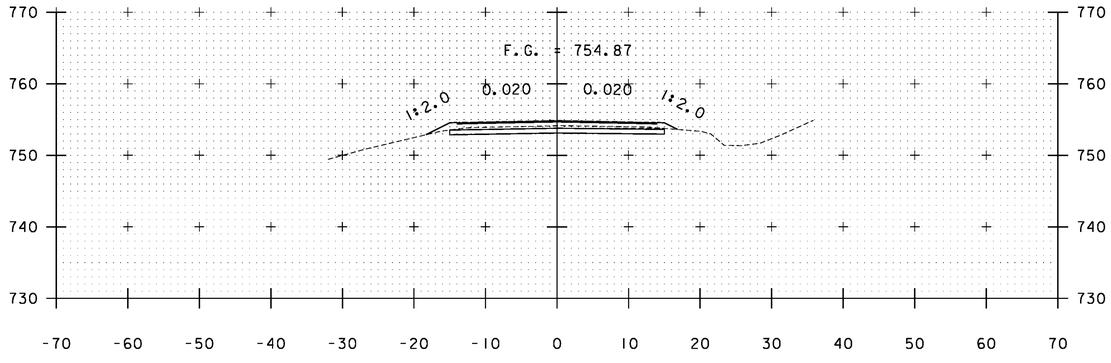
B 88+50



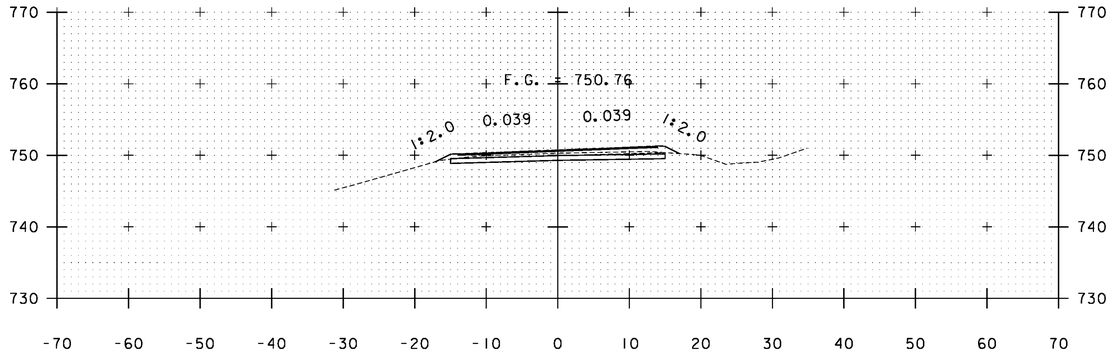
B 86+50



B 88+00



B 86+00



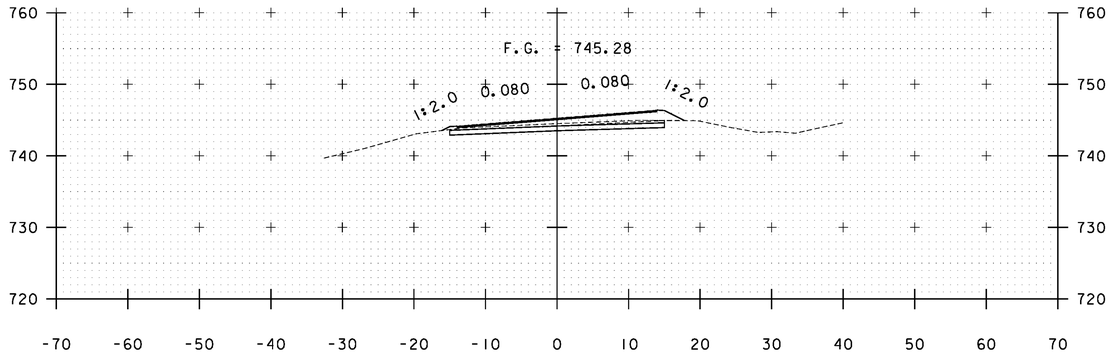
B 87+50

STA. B 86+00 TO STA. B 88+50

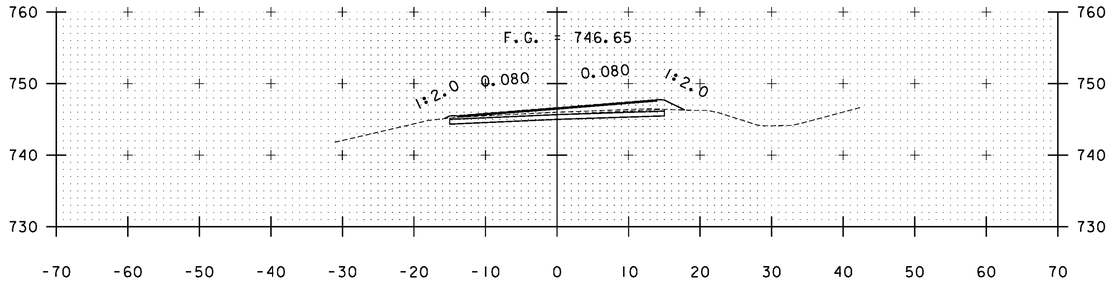
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

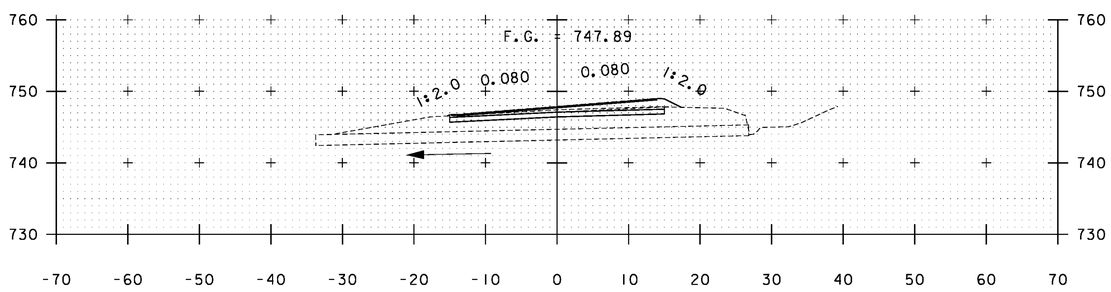
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 359 OF 444



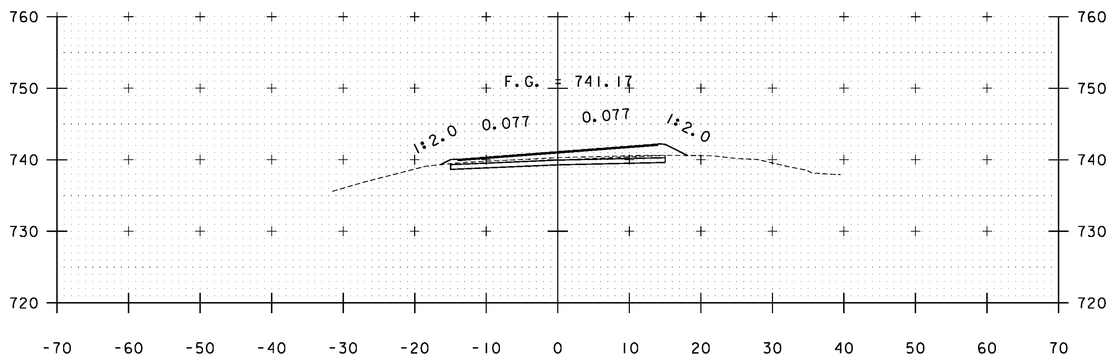
B 89+50



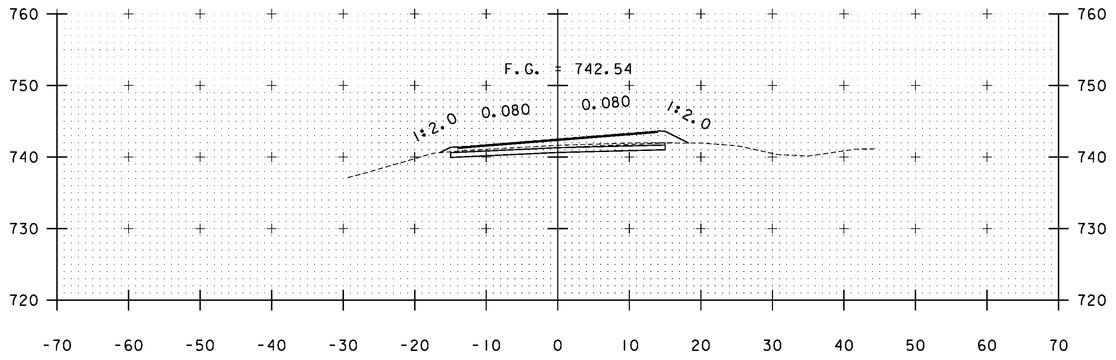
B 89+00



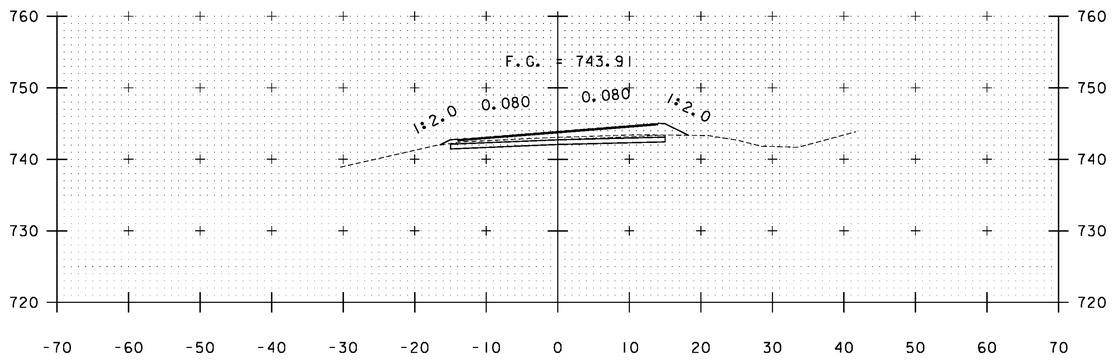
B 88+55



B 91+00



B 90+50



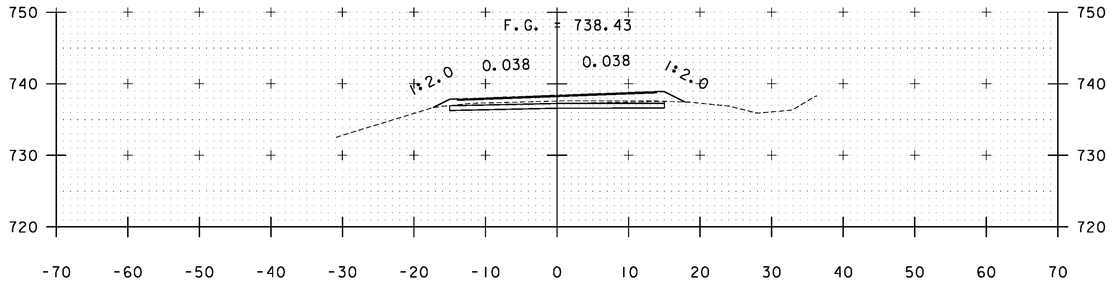
B 90+00

STA. B 88+55 TO STA. B 91+00

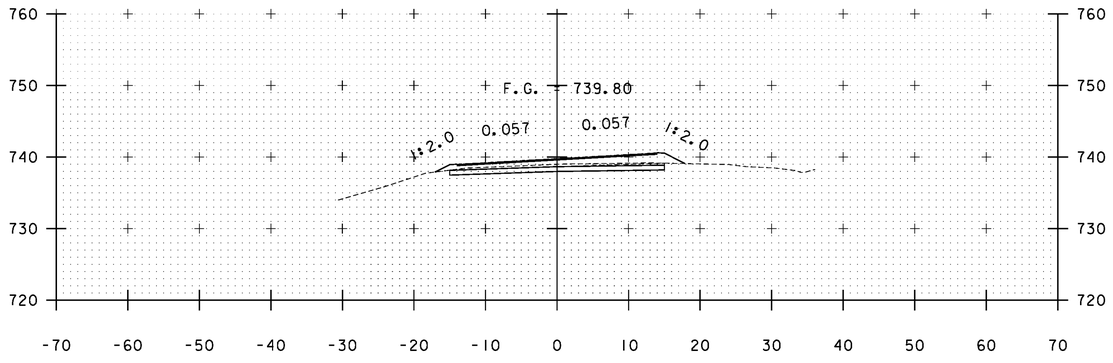
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

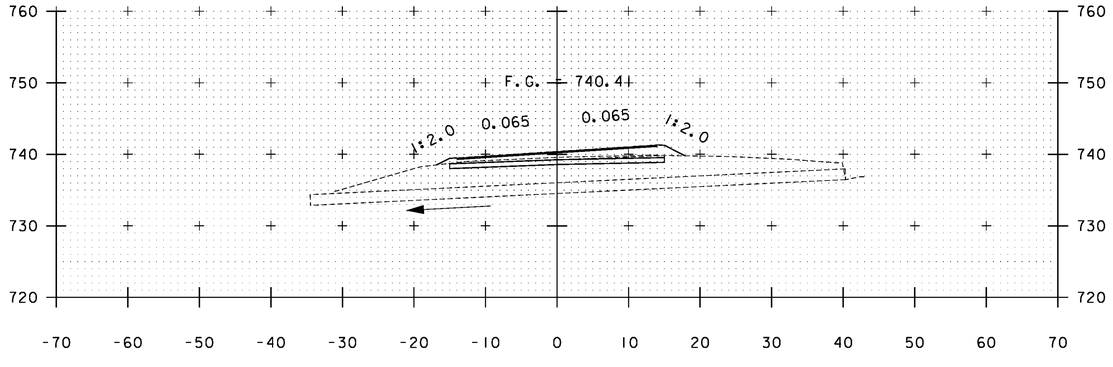
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 360 OF 444



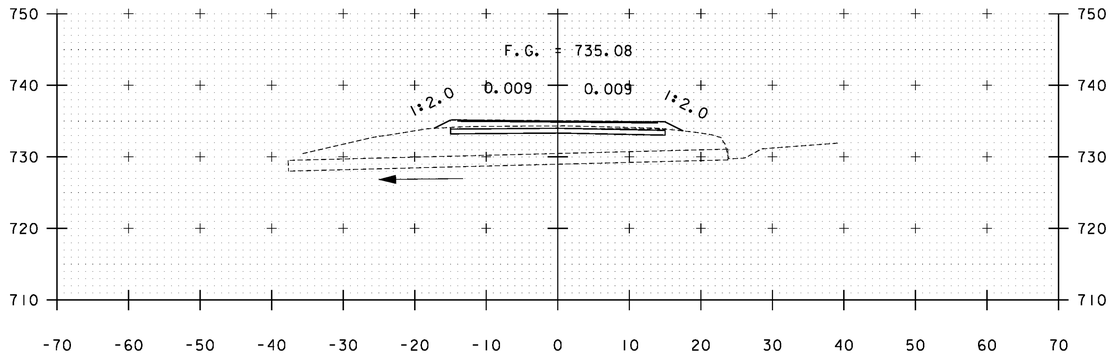
B 92+00



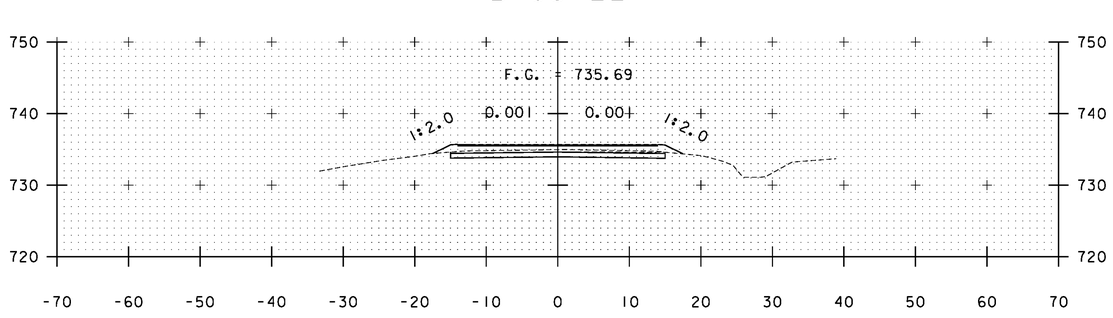
B 91+50



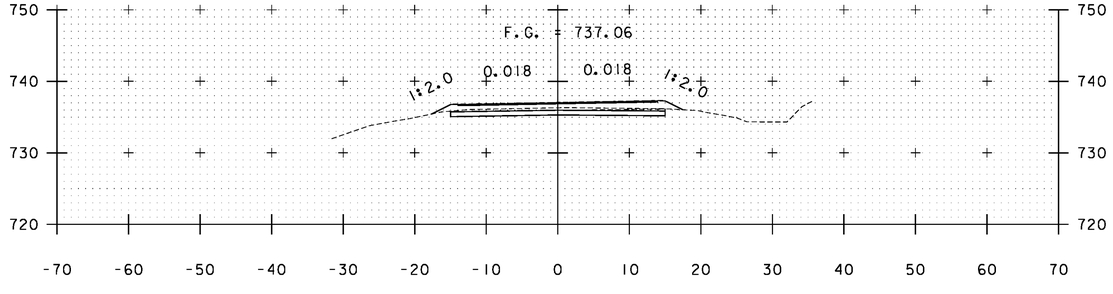
B 91+28



B 93+22



B 93+00



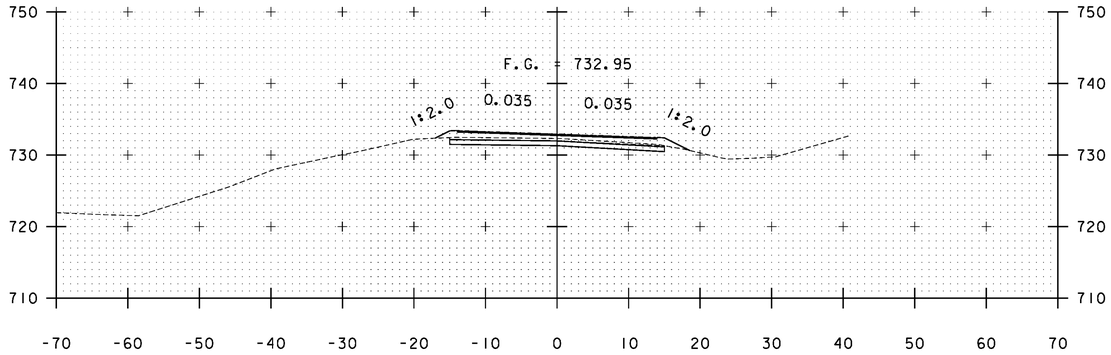
B 92+50

STA. B 91+28 TO STA. B 93+22

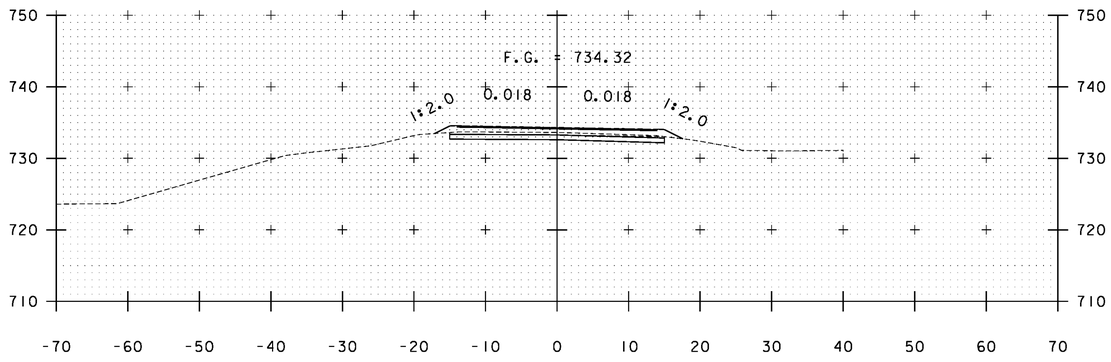
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

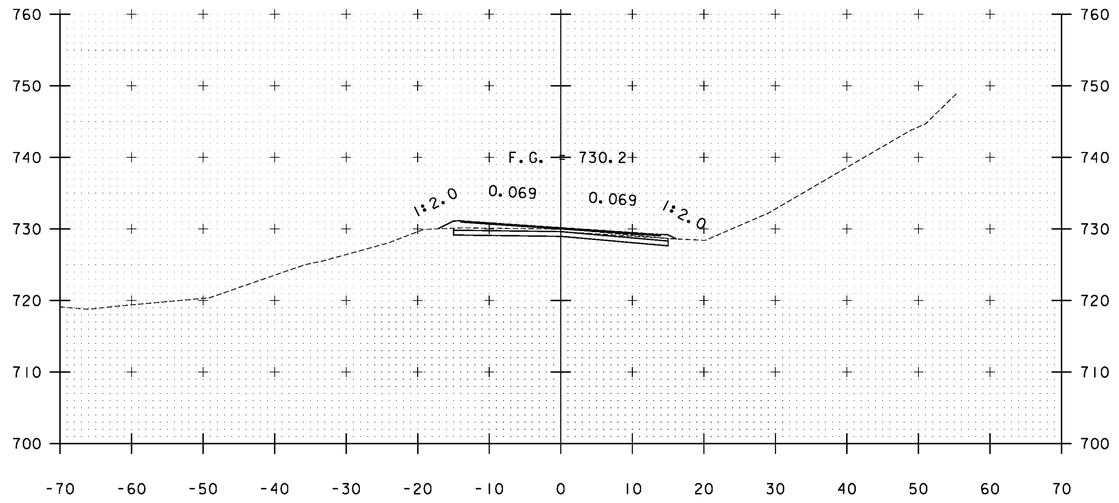
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 361 OF 444



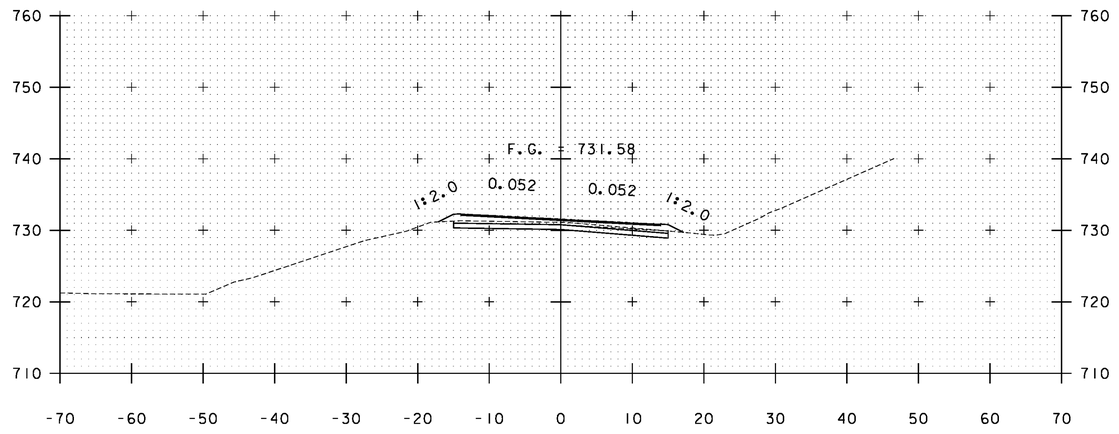
B 94+00



B 93+50



B 95+00



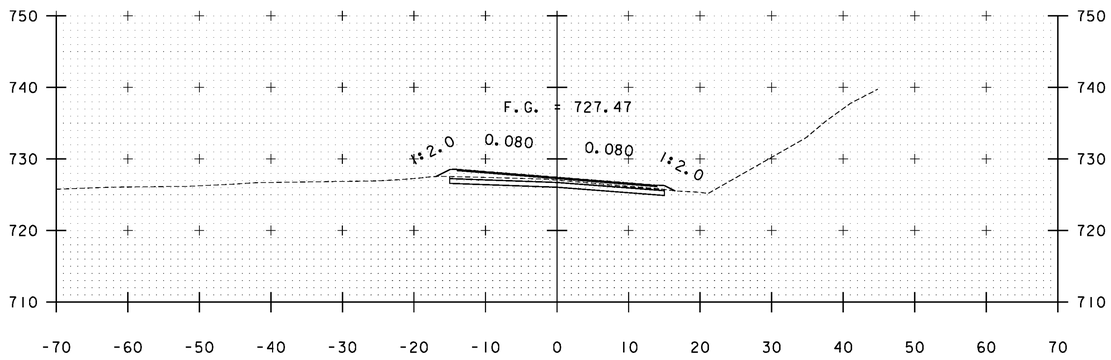
B 94+50

STA. B 93+50 TO STA. B 95+00

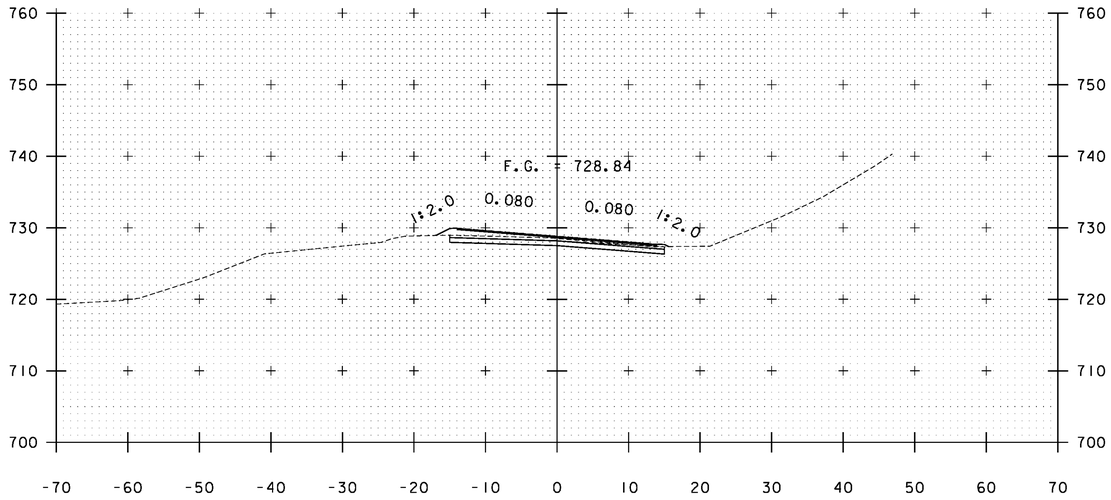
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

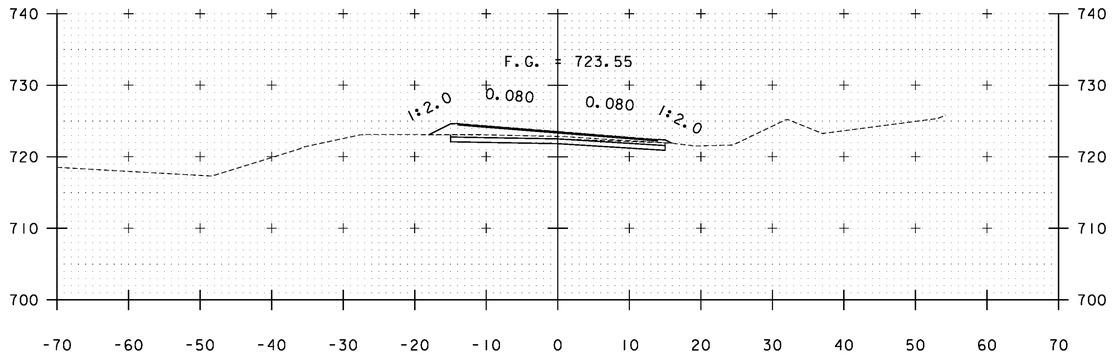
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 362 OF 444



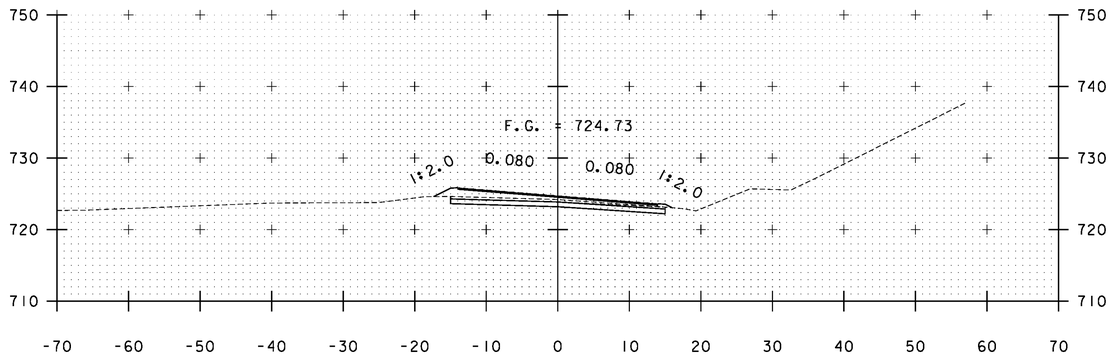
B 96+00



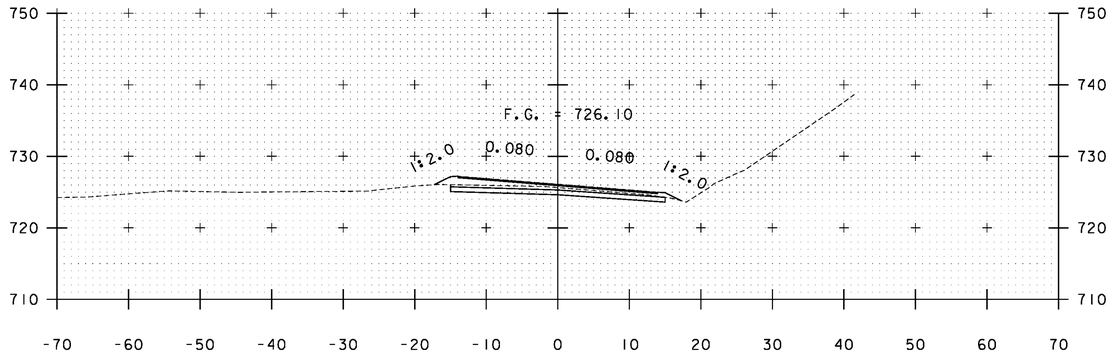
B 95+50



B 97+50



B 97+00



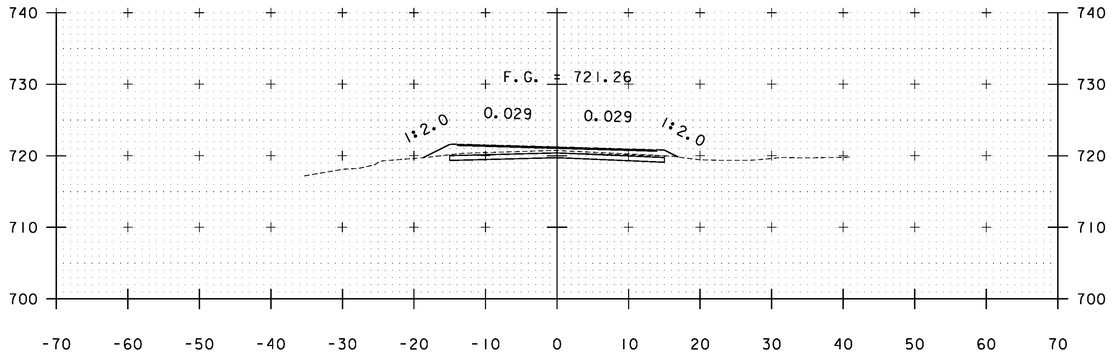
B 96+50

STA. B 95+50 TO STA. B 97+50

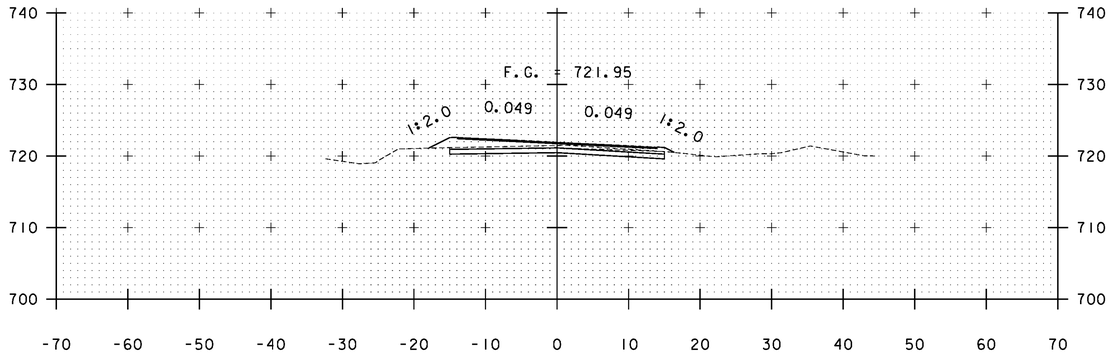
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

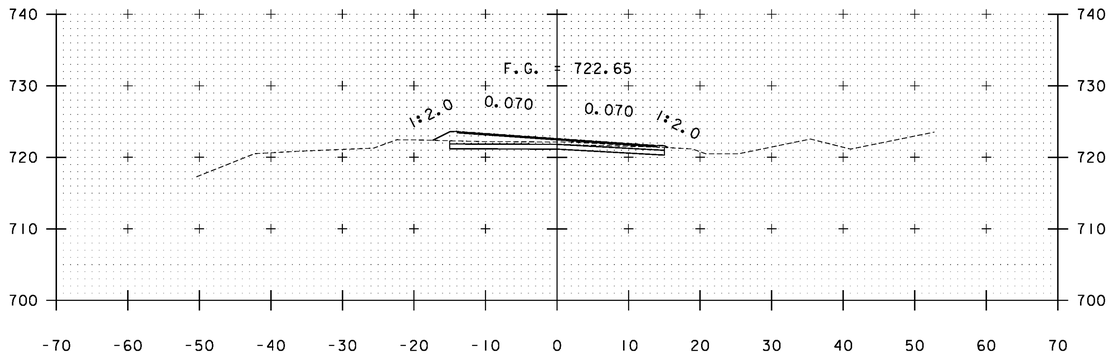
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 363 OF 444



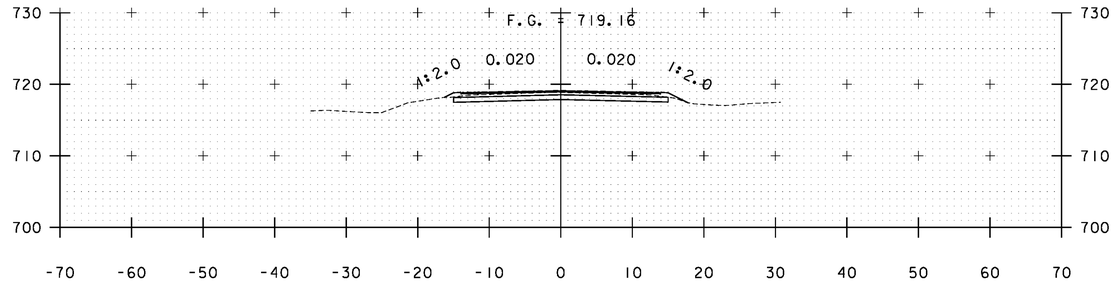
B 99+00



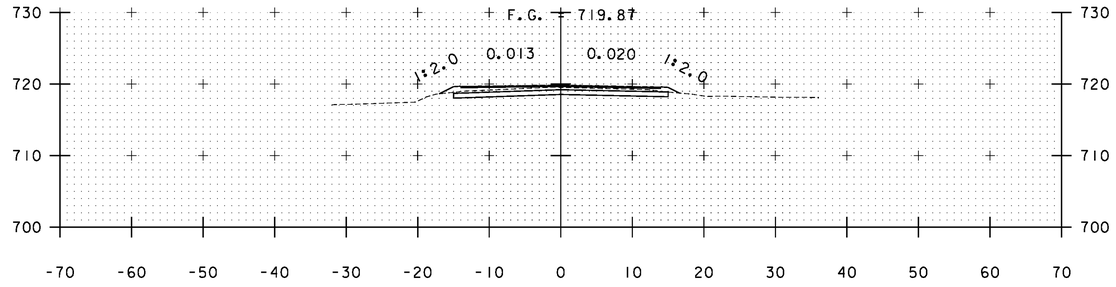
B 98+50



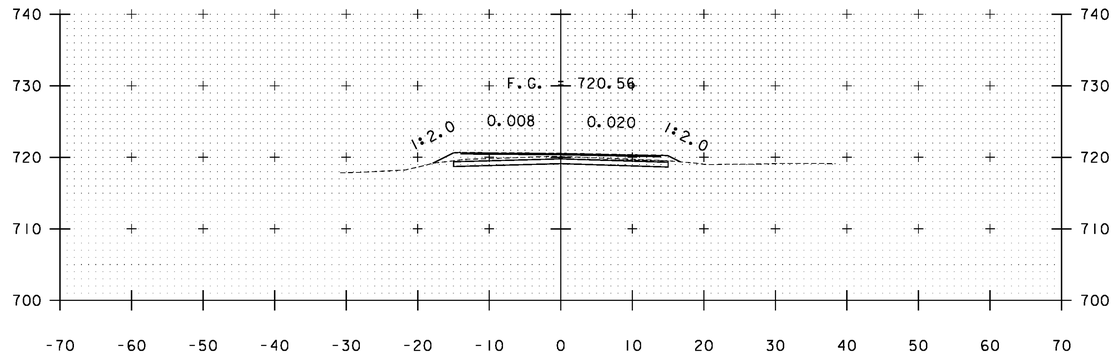
B 98+00



B 100+50



B 100+00



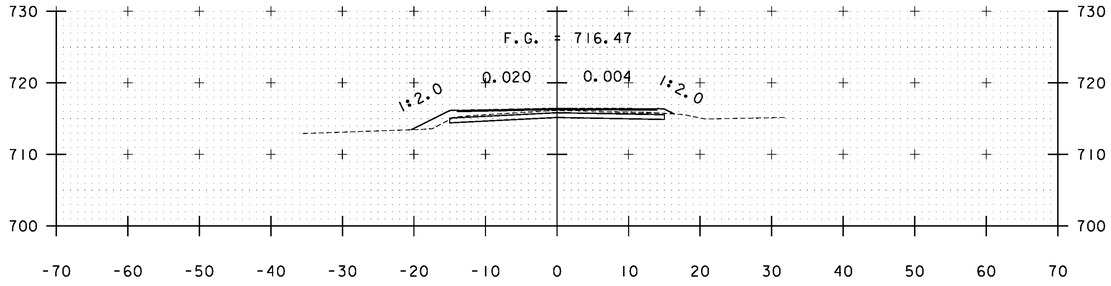
B 99+50

STA. B 98+00 TO STA. B 100+50

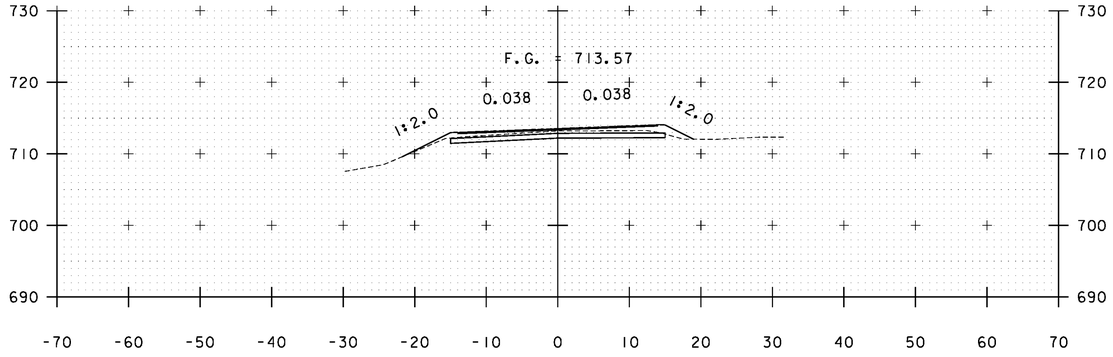
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

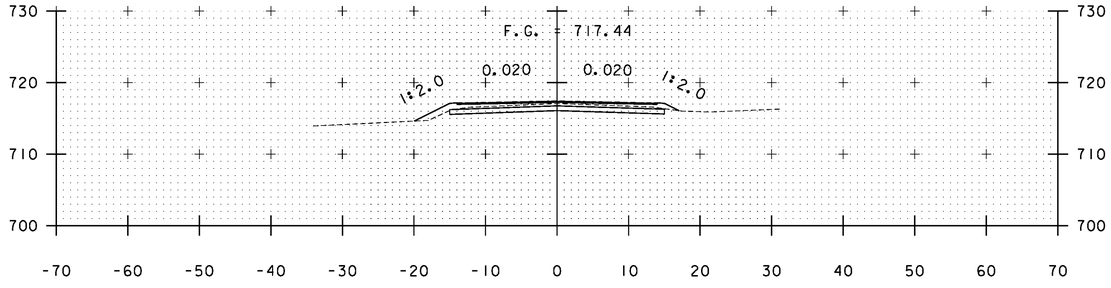
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 364 OF 444



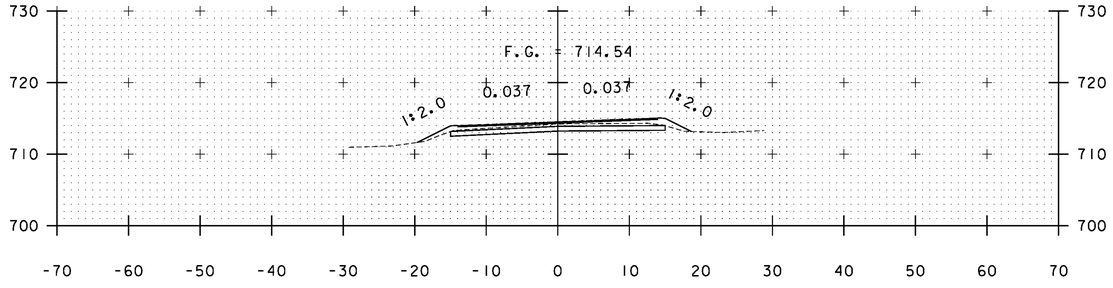
B 102+00



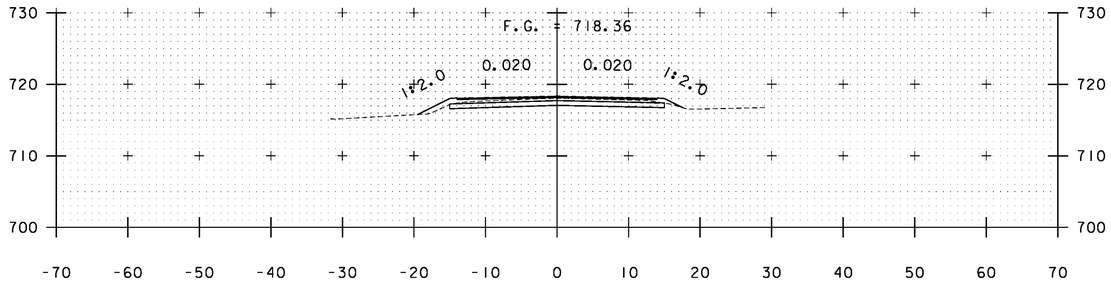
B 103+50



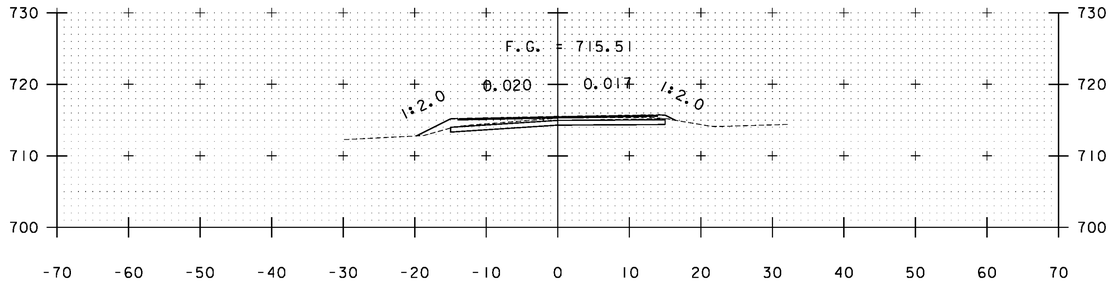
B 101+50



B 103+00



B 101+00



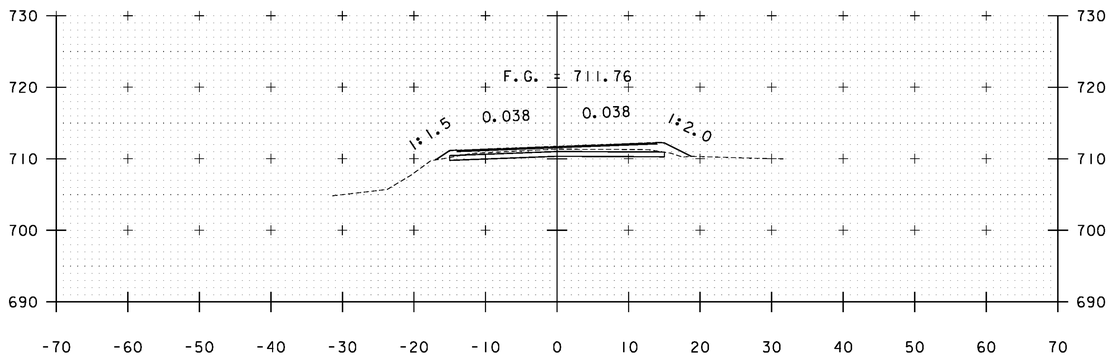
B 102+50

STA. B 101+00 TO STA. B 103+50

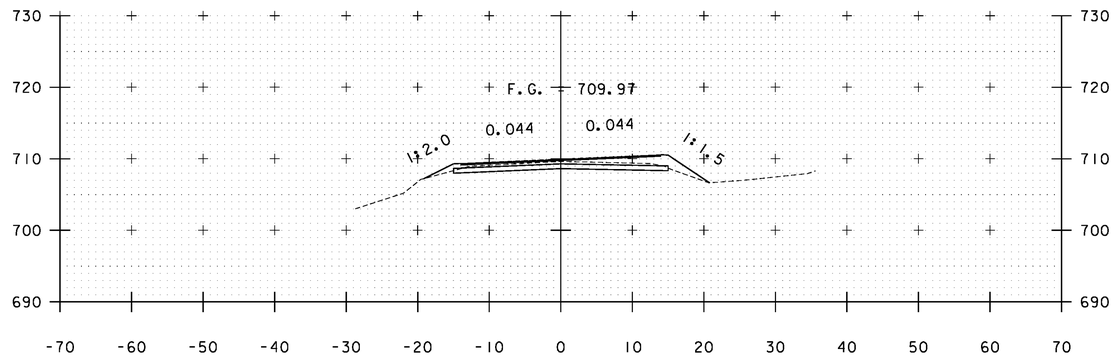
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

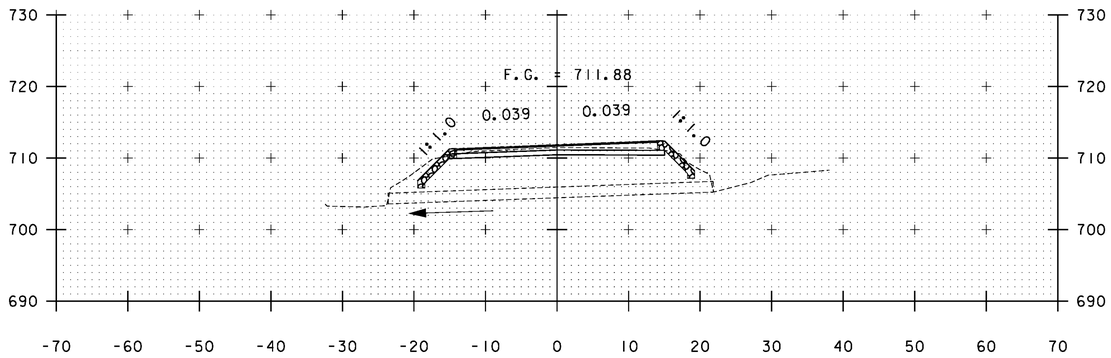
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 365 OF 444



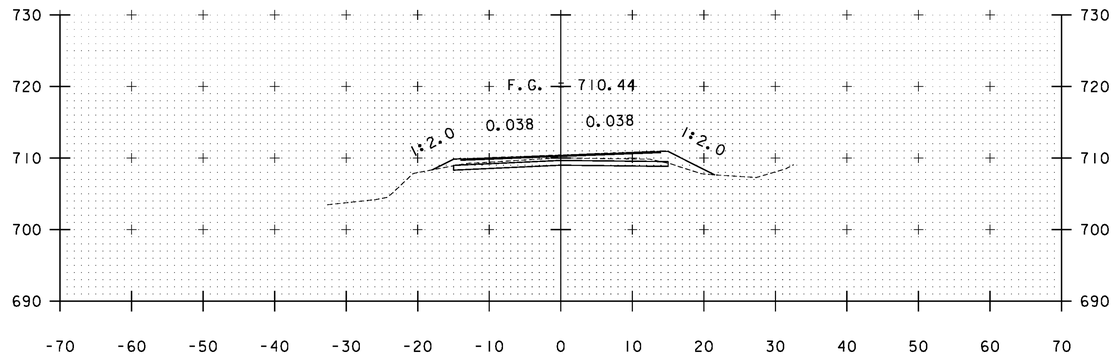
B 104+50



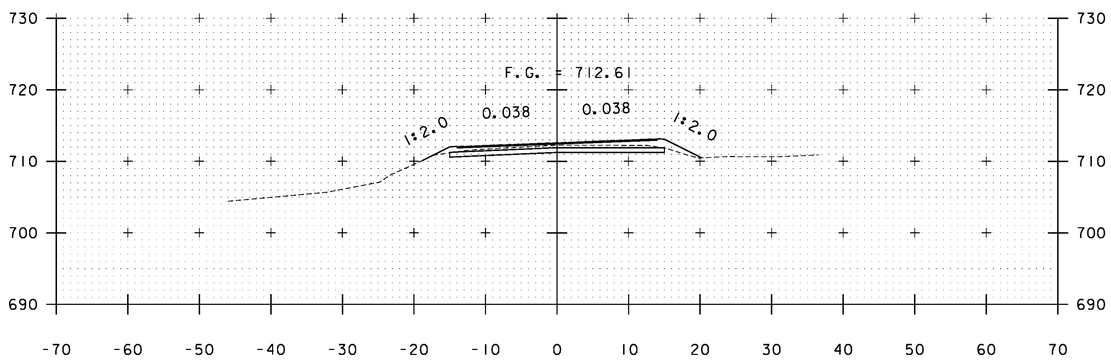
B 106+00



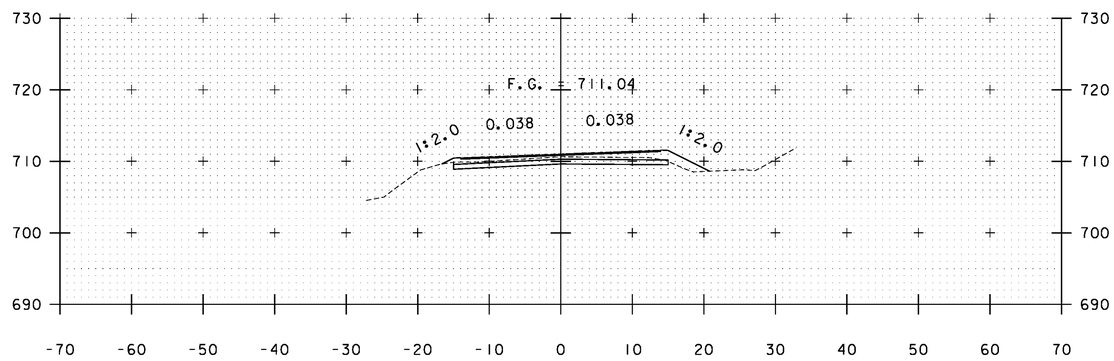
B 104+42



B 105+50



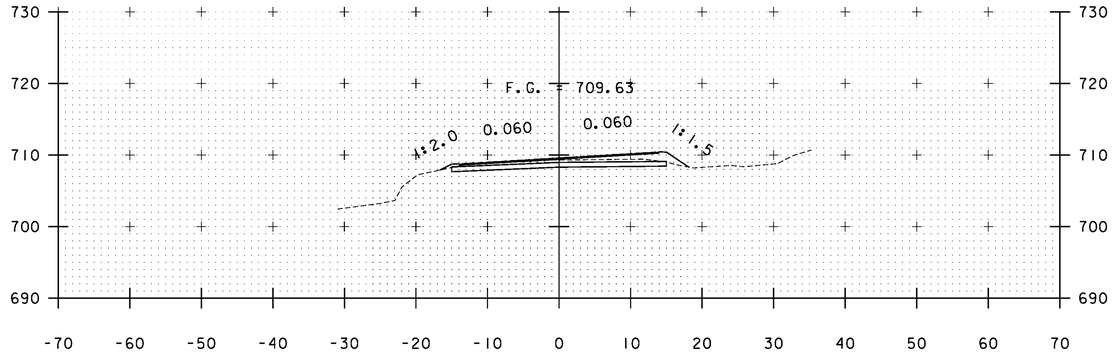
B 104+00



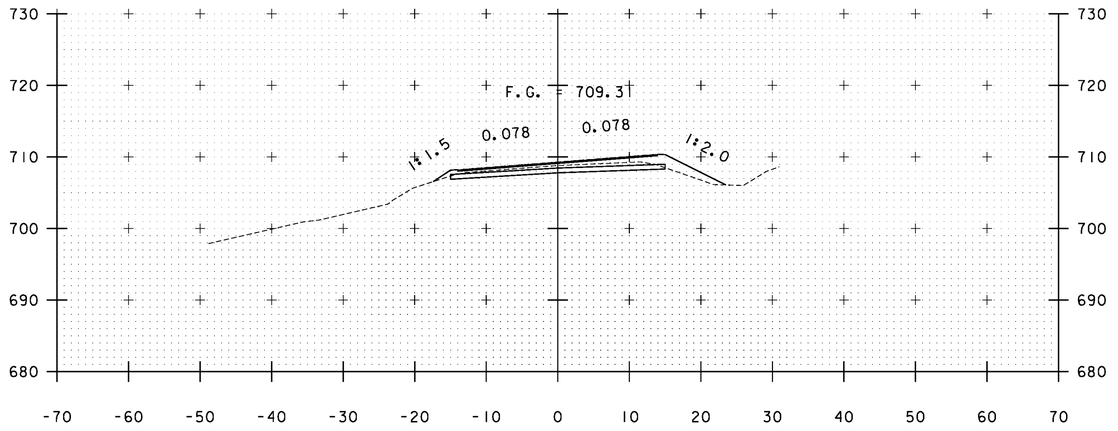
B 105+00

STA. B 104+00 TO STA. B 106+00

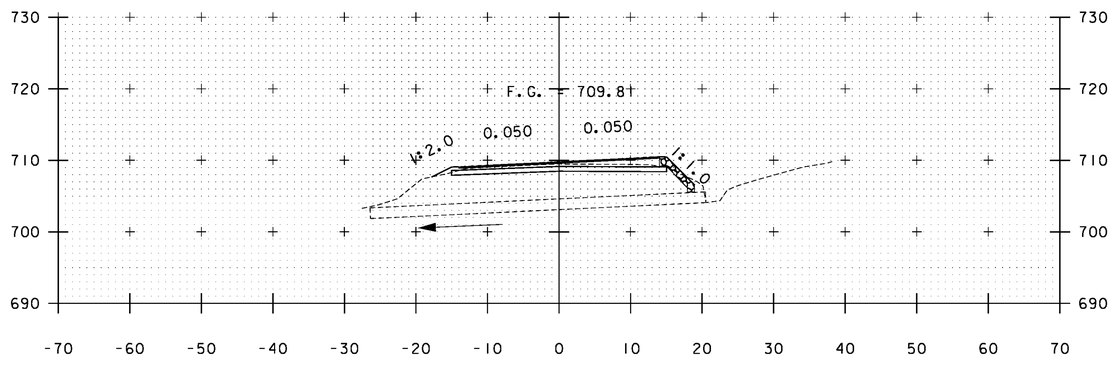
PROJECT NAME:	WARDSBORO-JAMAICA
PROJECT NUMBER:	ER STP 013-1(17)
FILE NAME: xs.dgn	PLOT DATE: 2/26/2014
PROJECT LEADER: K. UPMAL	DRAWN BY: B. KIPP
DESIGNED BY: B. KIPP	CHECKED BY: HSD
CROSS SECTIONS	SHEET 366 OF 444



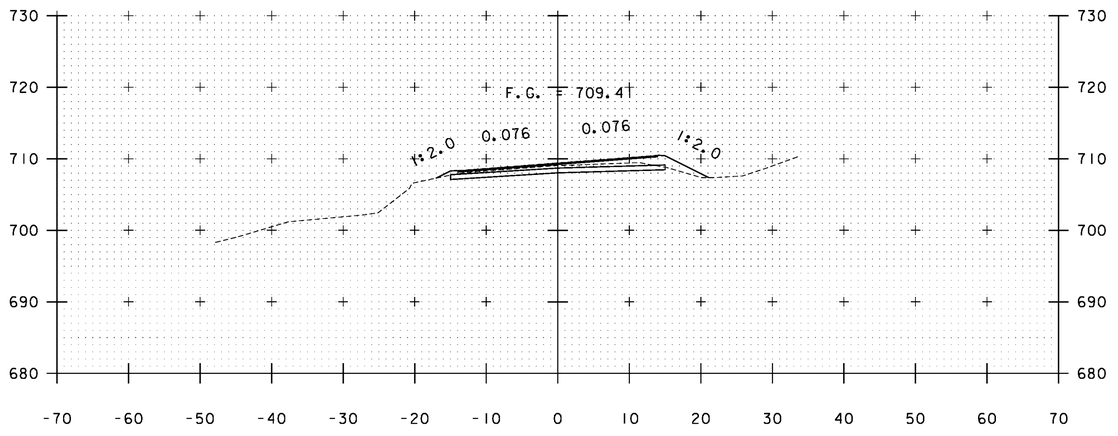
B 106+50



B 107+50



B 106+21



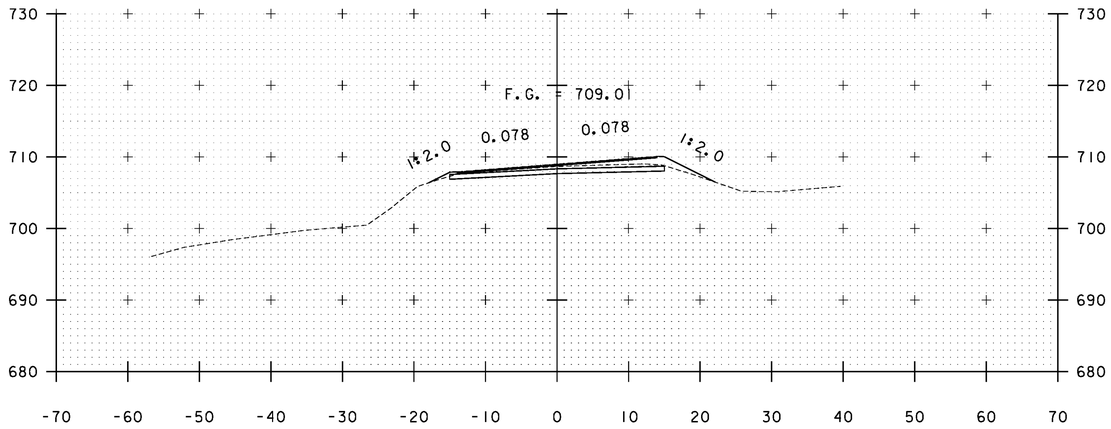
B 107+00

STA. B 106+21 TO STA. B 107+50

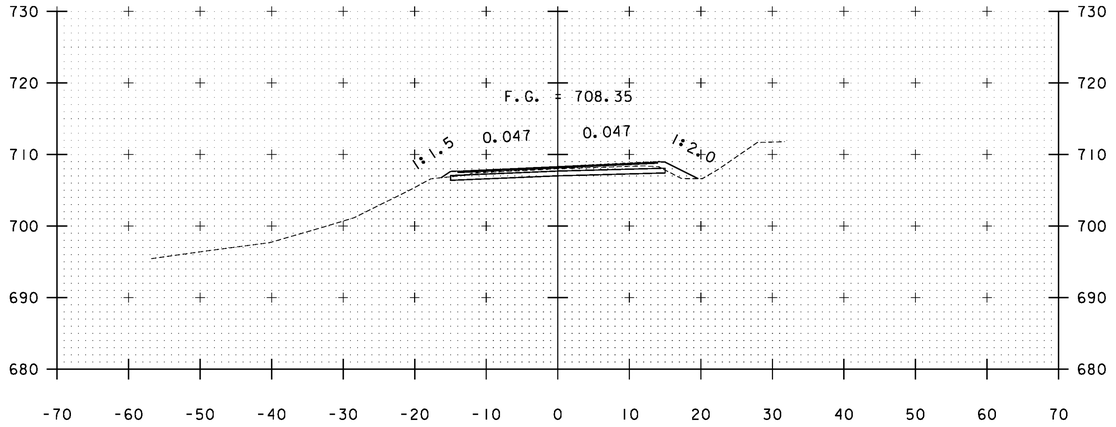
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

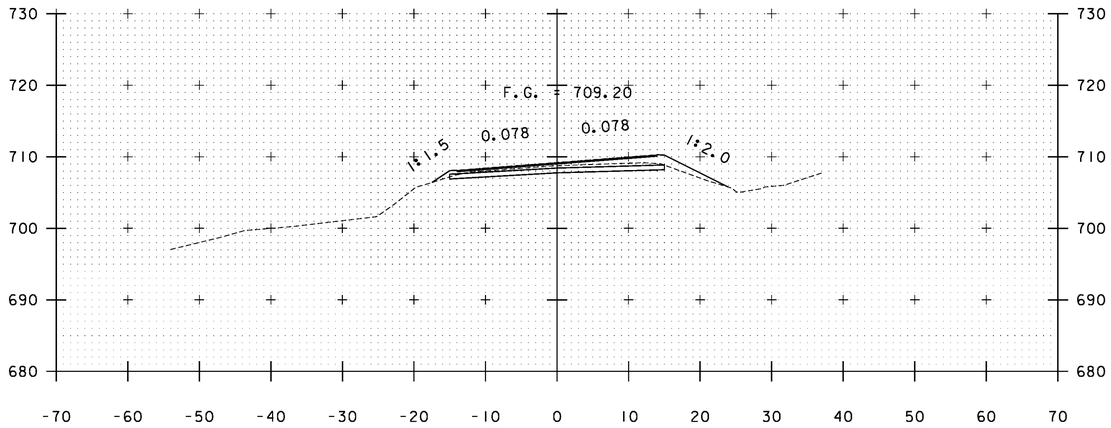
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 367 OF 444



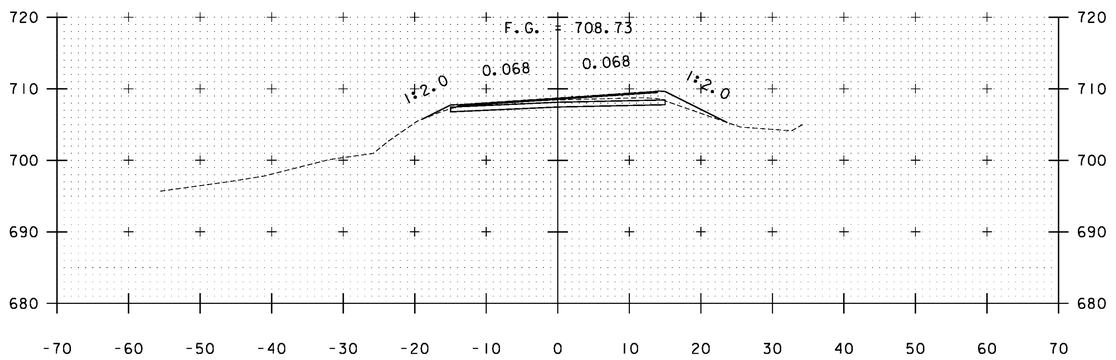
B 108+50



B 109+50



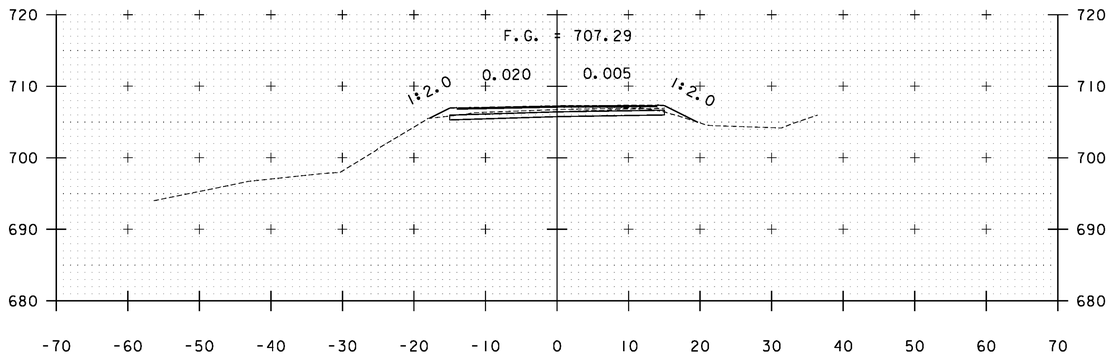
B 108+00



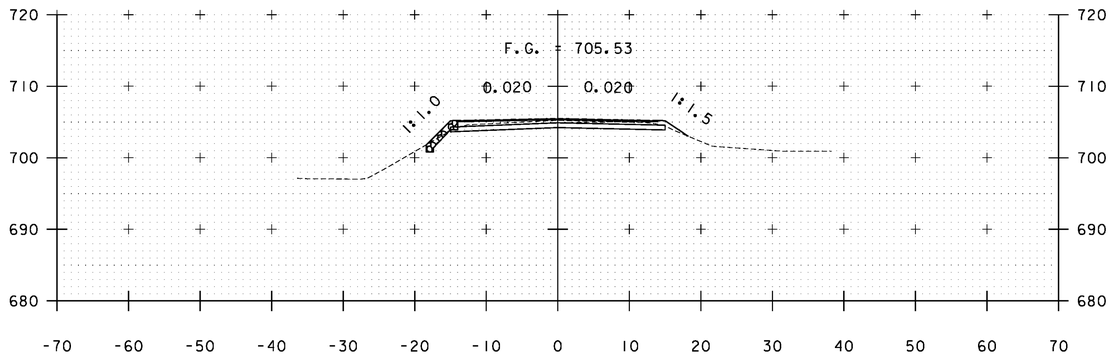
B 109+00

STA. B 108+00 TO STA. B 109+50

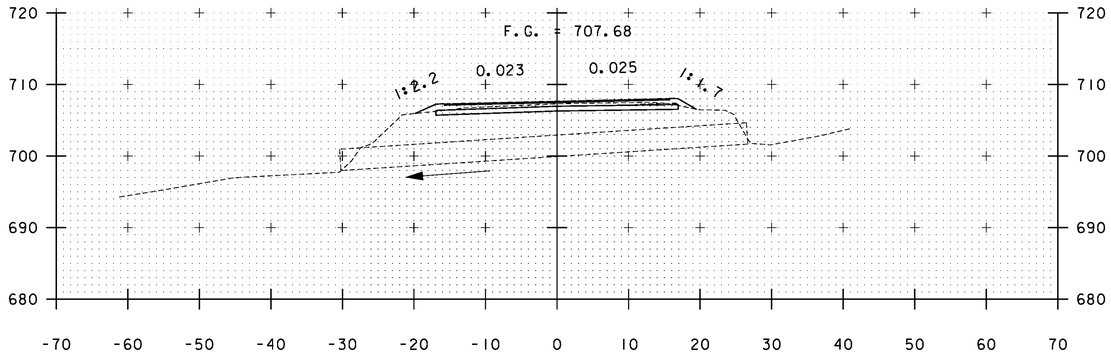
PROJECT NAME:	WARDSBORO-JAMAICA
PROJECT NUMBER:	ER STP 013-1(17)
FILE NAME: xs.dgn	PLOT DATE: 2/26/2014
PROJECT LEADER: K. UPMAL	DRAWN BY: B. KIPP
DESIGNED BY: B. KIPP	CHECKED BY: HSD
CROSS SECTIONS	SHEET 368 OF 444



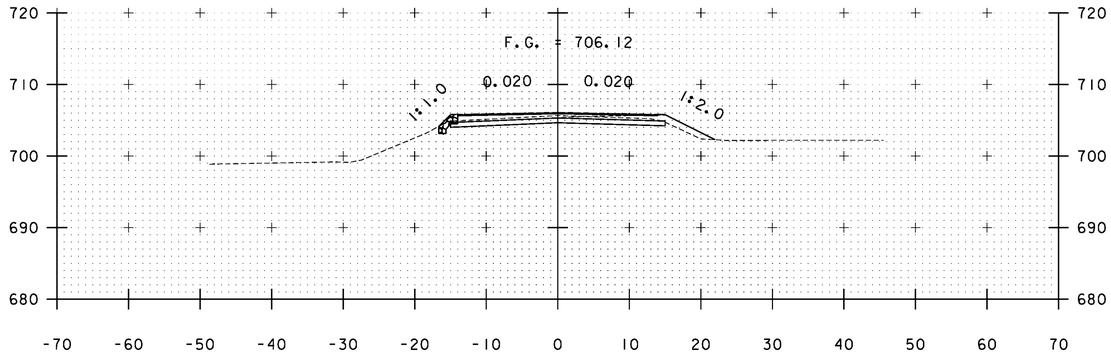
B 110+50



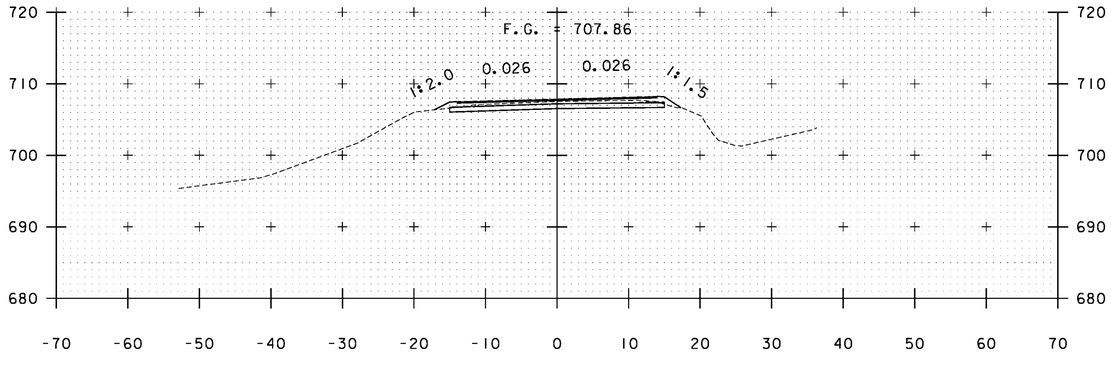
B 112+00



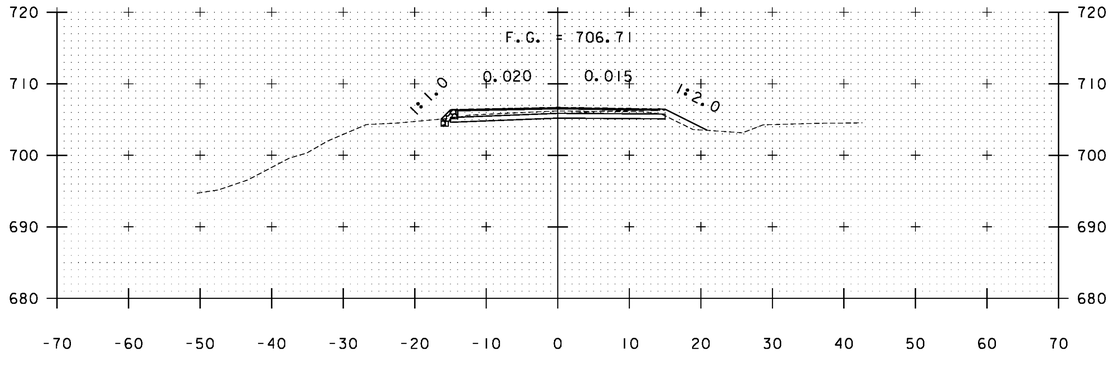
B 110+17



B 111+50



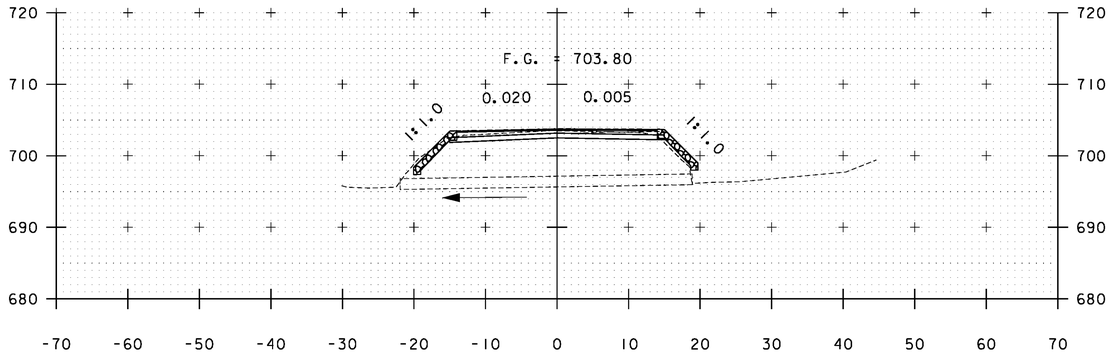
B 110+00



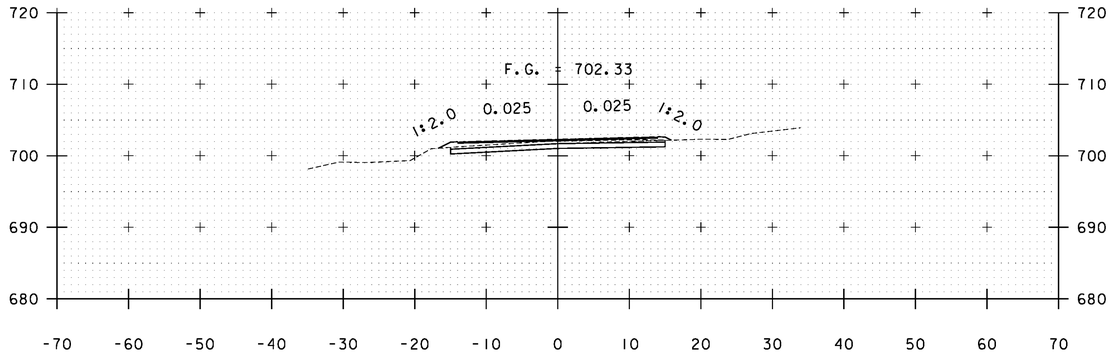
B 111+00

STA. B 110+00 TO STA. B 112+00

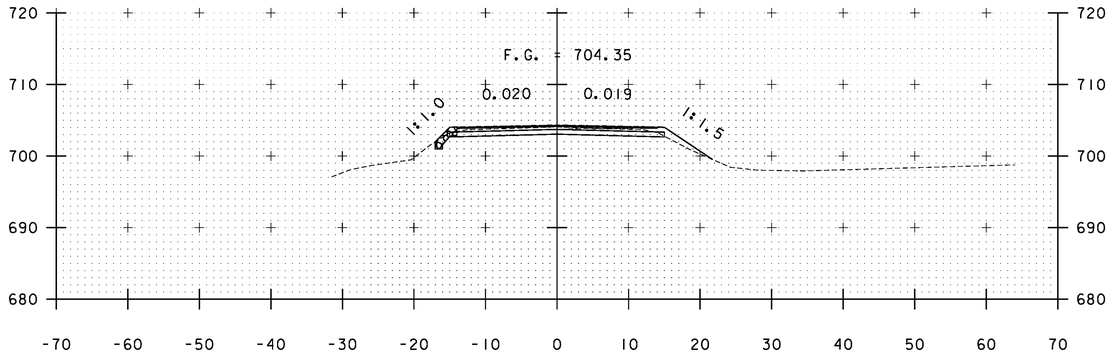
PROJECT NAME:	WARDSBORO-JAMAICA
PROJECT NUMBER:	ER STP 013-1(17)
FILE NAME: xs.dgn	PLOT DATE: 2/26/2014
PROJECT LEADER: K. UPMAL	DRAWN BY: B. KIPP
DESIGNED BY: B. KIPP	CHECKED BY: HSD
CROSS SECTIONS	SHEET 369 OF 444



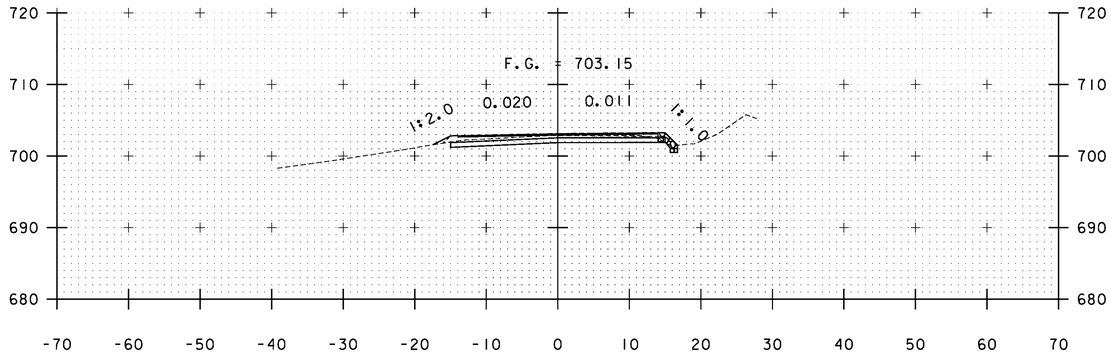
B 113+47



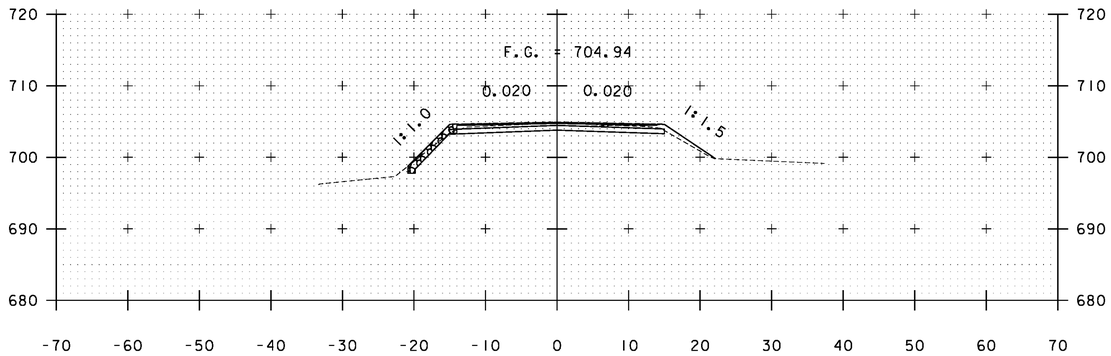
B 114+50



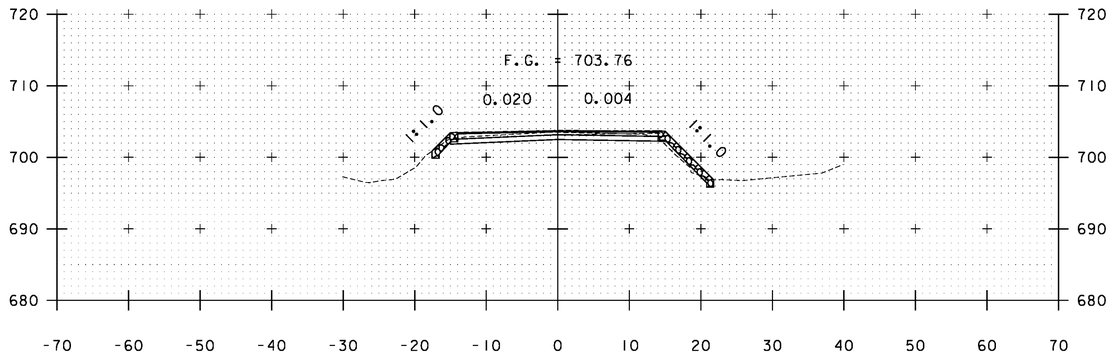
B 113+00



B 114+00



B 112+50



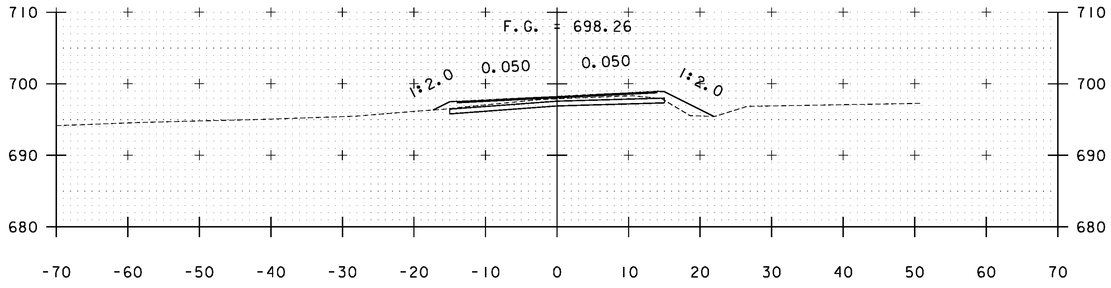
B 113+50

STA. B 112+50 TO STA. B 114+50

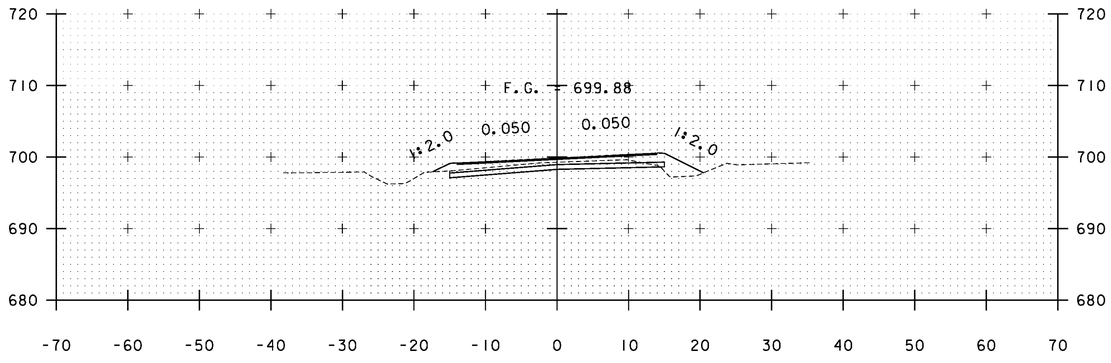
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

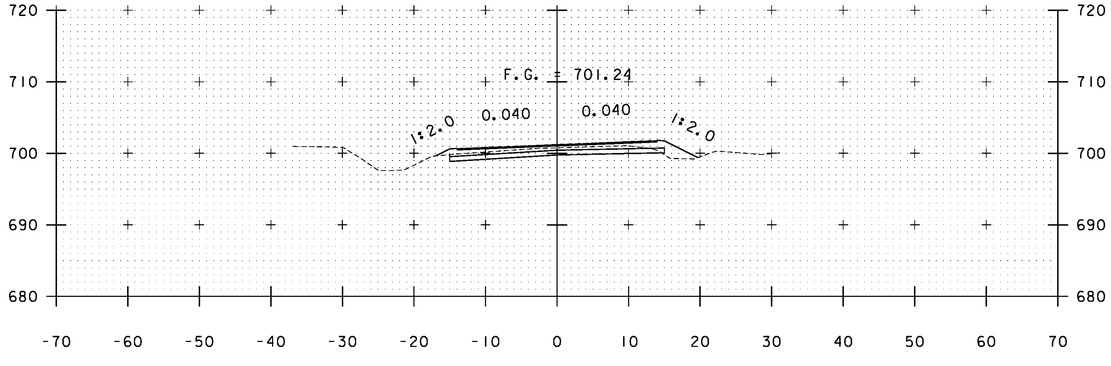
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 370 OF 444



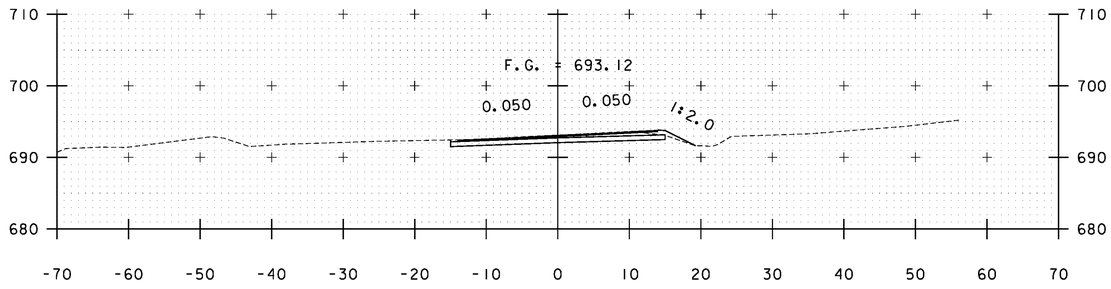
B 116+00



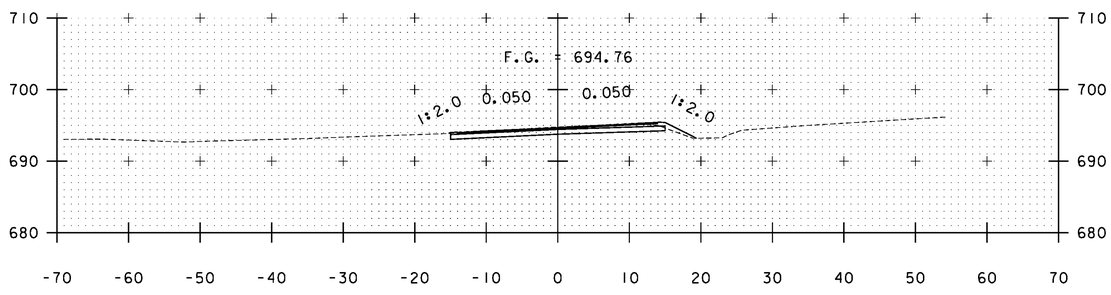
B 115+50



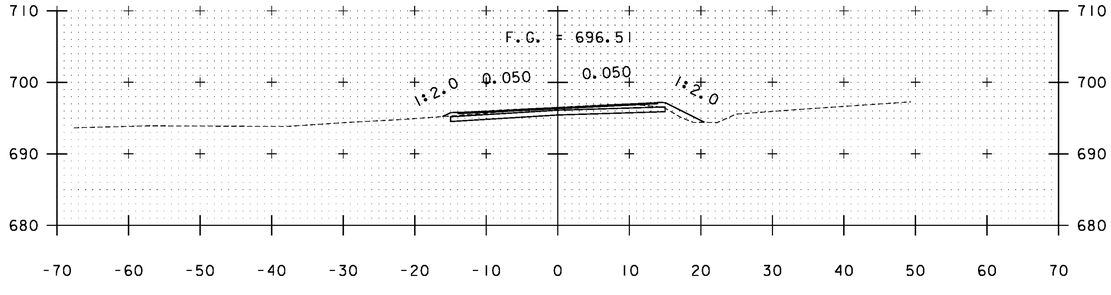
B 115+00



B 117+50



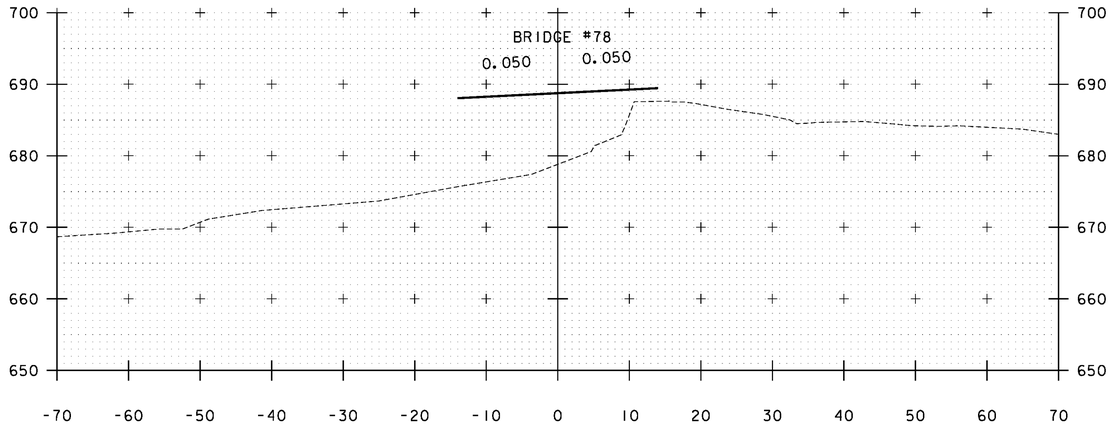
B 117+00



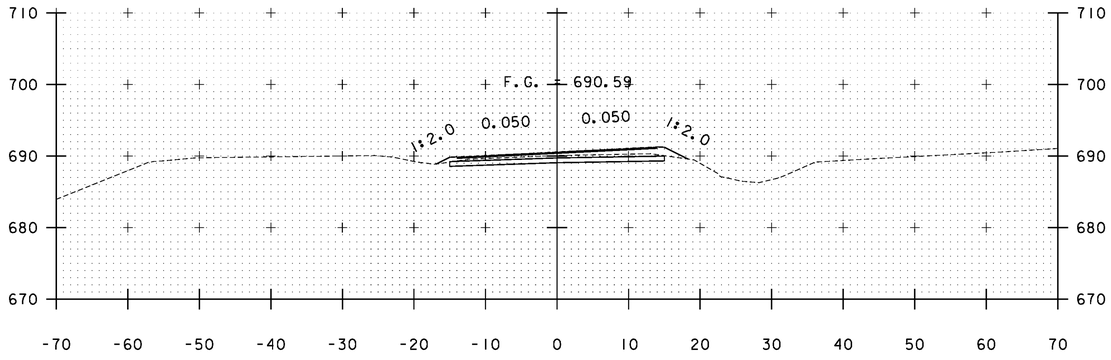
B 116+50

STA. B 115+00 TO STA. B 117+50

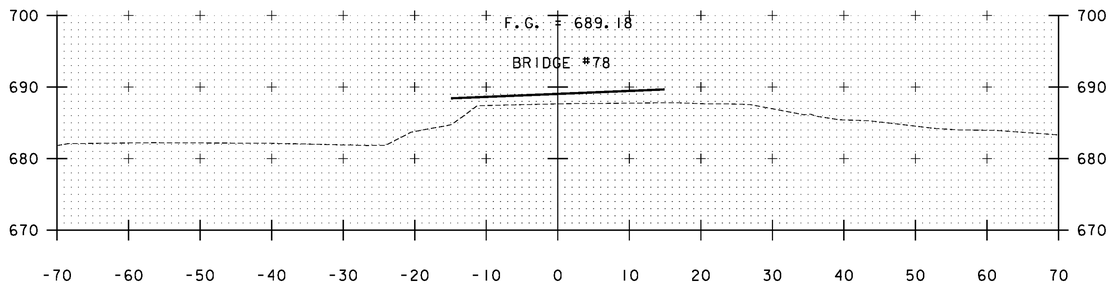
PROJECT NAME:	WARDSBORO-JAMAICA
PROJECT NUMBER:	ER STP 013-1(17)
FILE NAME: xs.dgn	PLOT DATE: 2/26/2014
PROJECT LEADER: K. UPMAL	DRAWN BY: B. KIPP
DESIGNED BY: B. KIPP	CHECKED BY: HSD
CROSS SECTIONS	SHEET 371 OF 444



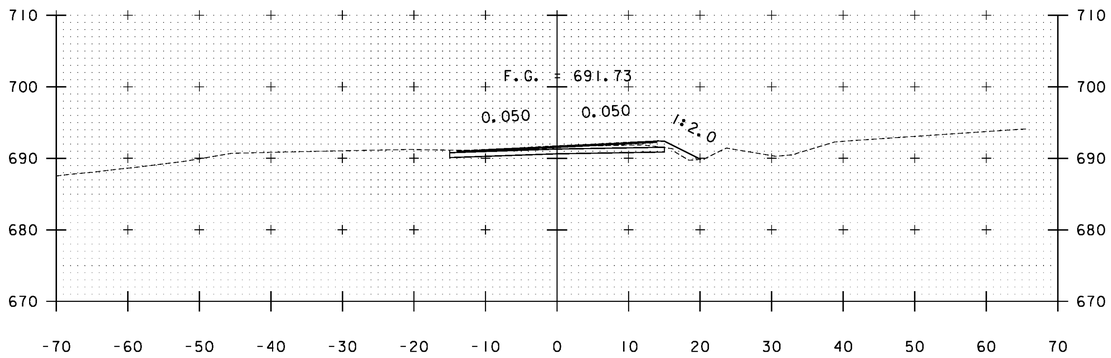
B 119+50



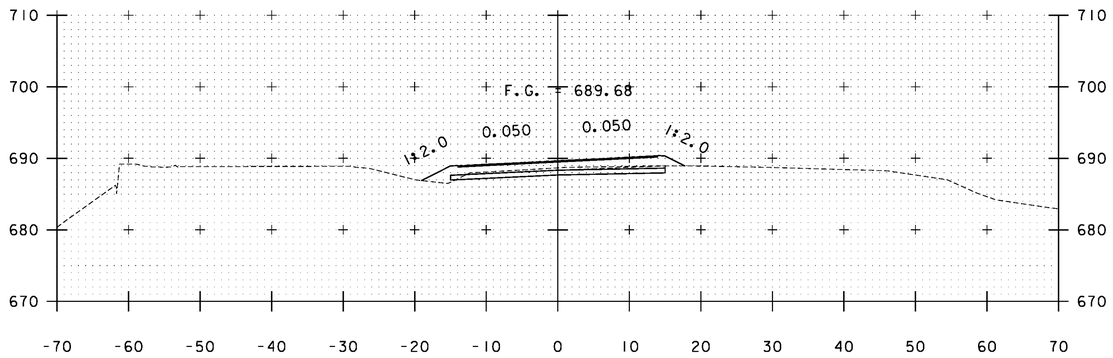
B 118+50



B 119+32



B 118+00



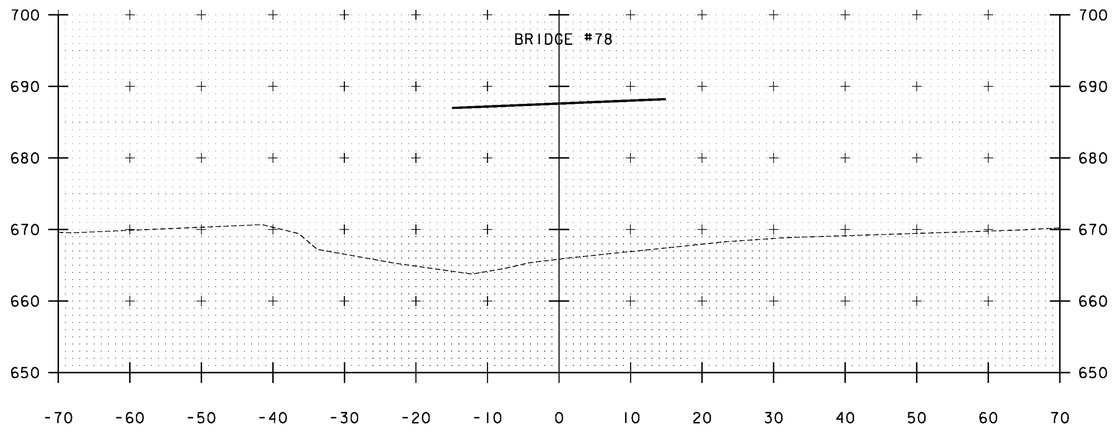
B 119+00

STA. B 118+00 TO STA. B 119+50

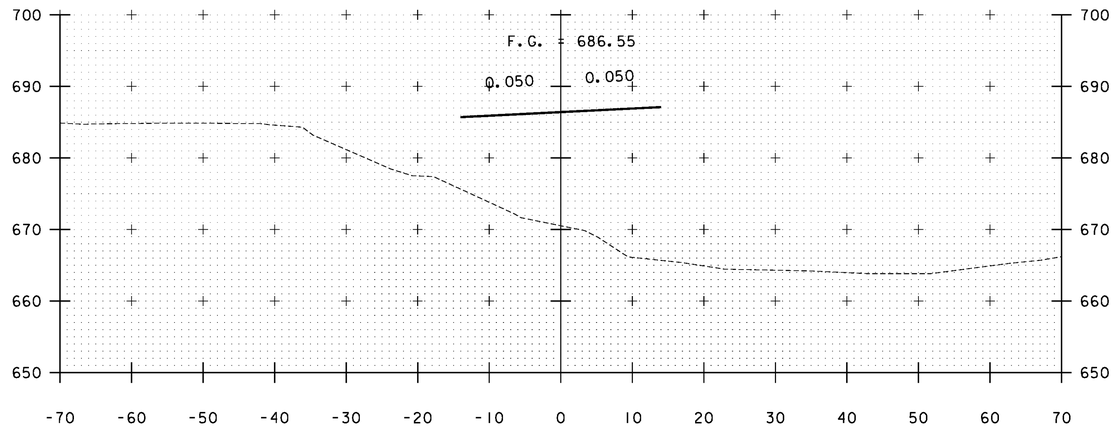
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

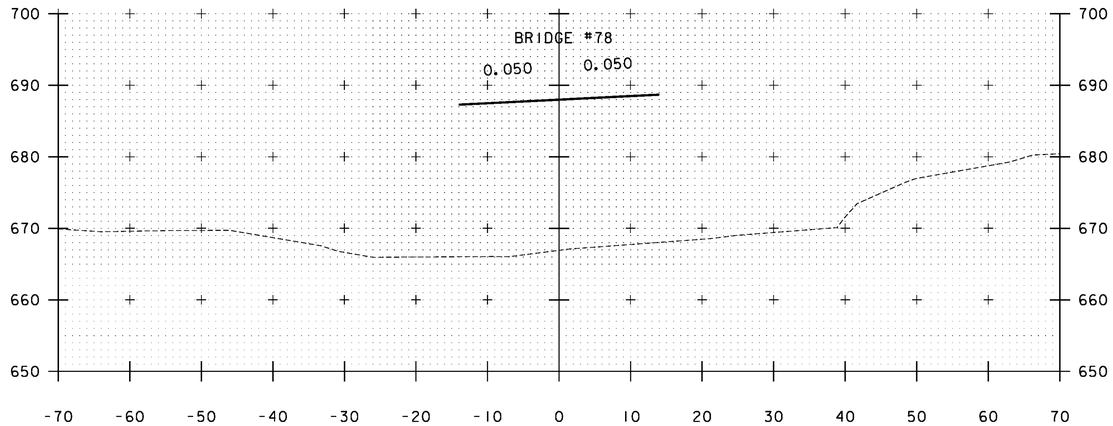
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 372 OF 444



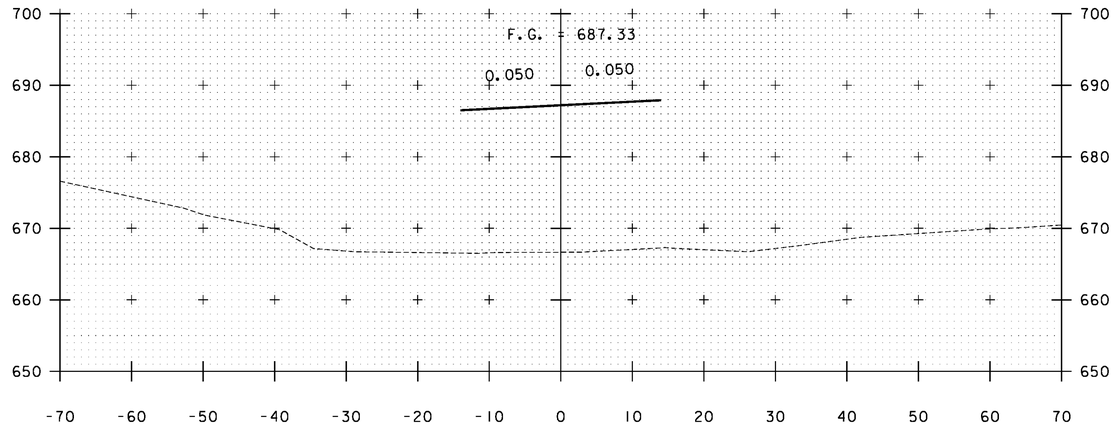
B 120+24



B 121+00



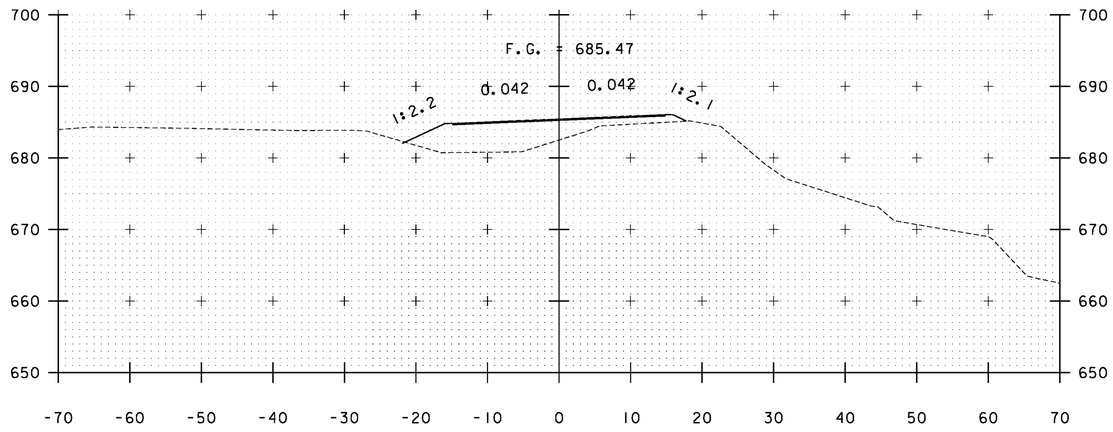
B 120+00



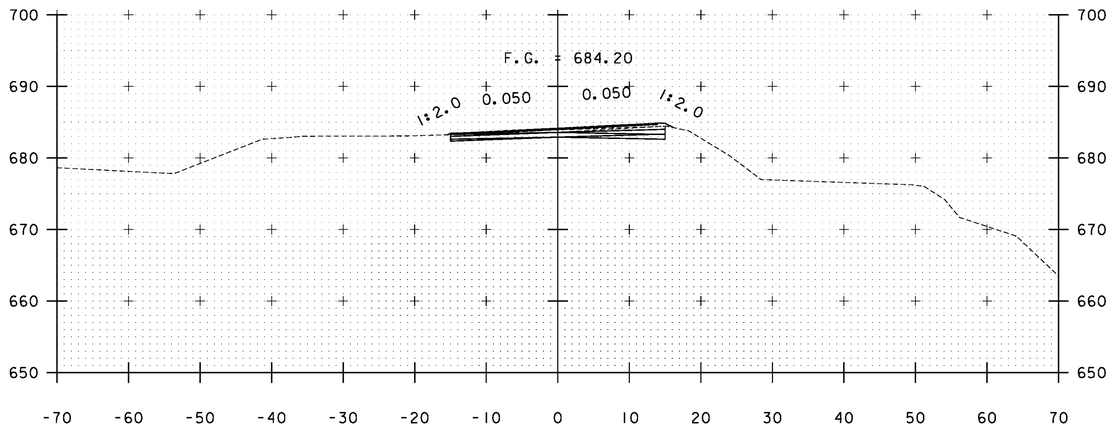
B 120+50

STA. B 120+00 TO STA. B 121+00

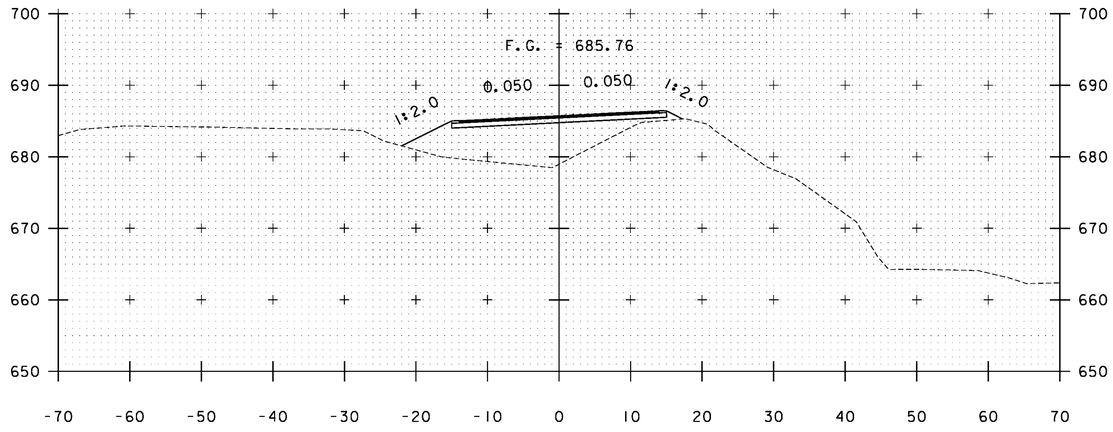
PROJECT NAME:	WARDSBORO-JAMAICA
PROJECT NUMBER:	ER STP 013-1(17)
FILE NAME: xs.dgn	PLOT DATE: 2/26/2014
PROJECT LEADER: K. UPMAL	DRAWN BY: B. KIPP
DESIGNED BY: B. KIPP	CHECKED BY: HSD
CROSS SECTIONS	SHEET 373 OF 444



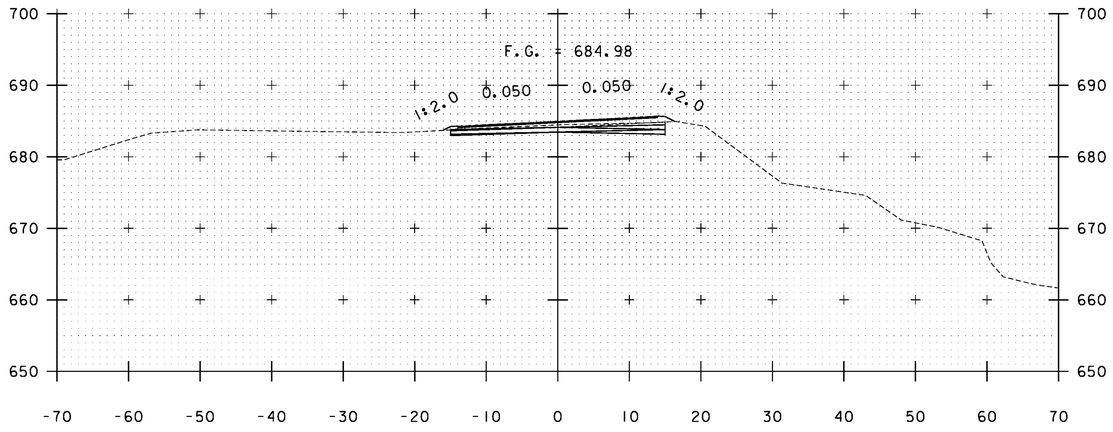
B 121+69



B 122+50



B 121+50



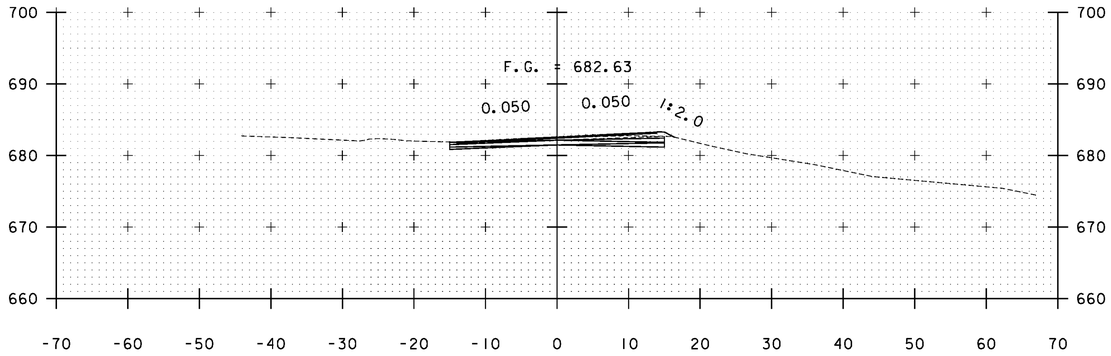
B 122+00

STA. B 121+50 TO STA. B 122+50

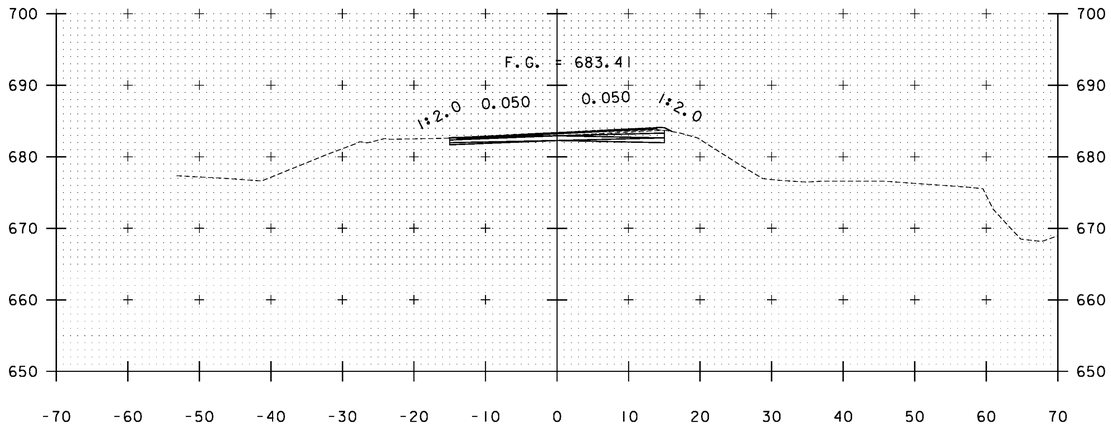
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

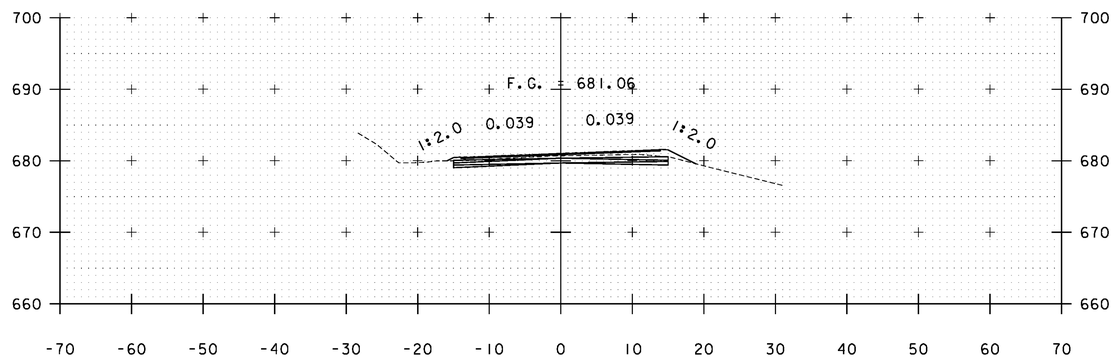
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 374 OF 444



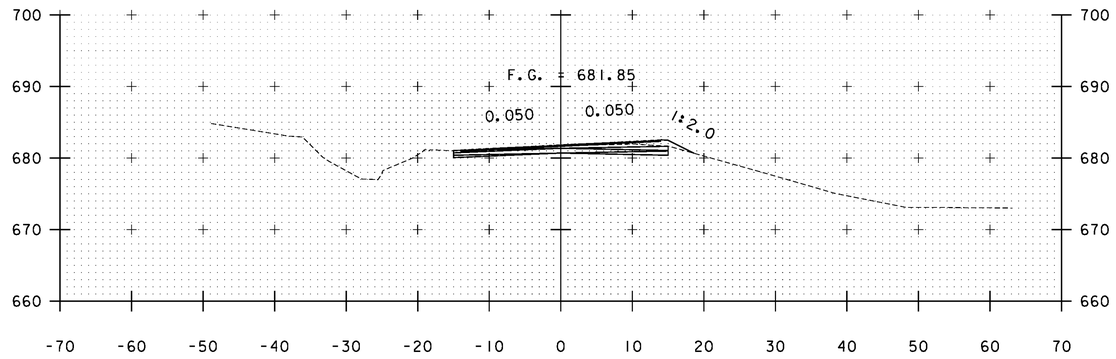
B 123+50



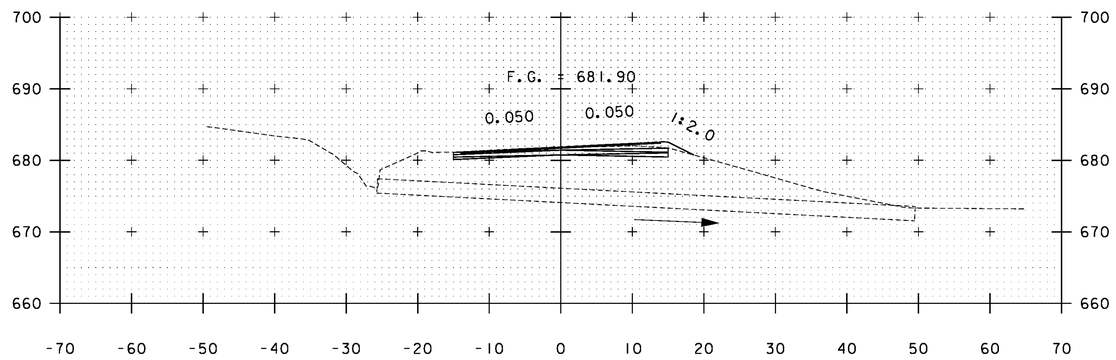
B 123+00



B 124+50



B 124+00



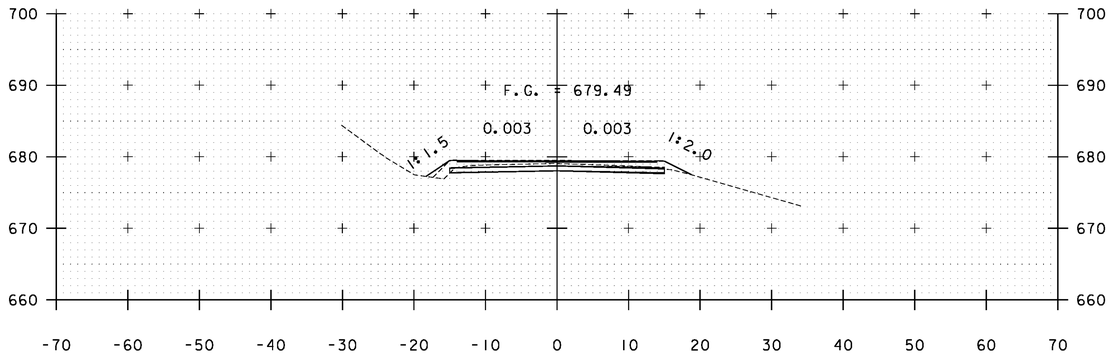
B 123+97

STA. B 123+00 TO STA. B 124+50

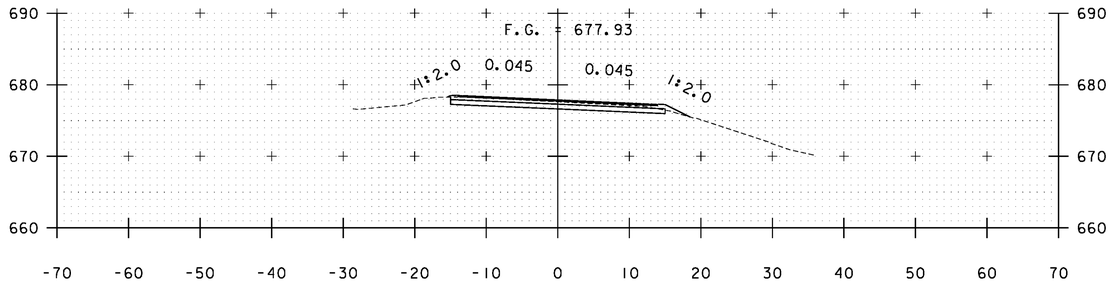
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

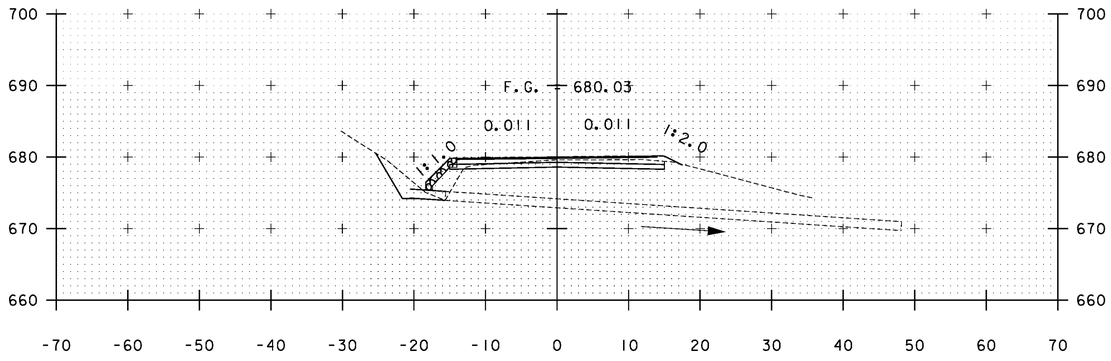
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 375 OF 444



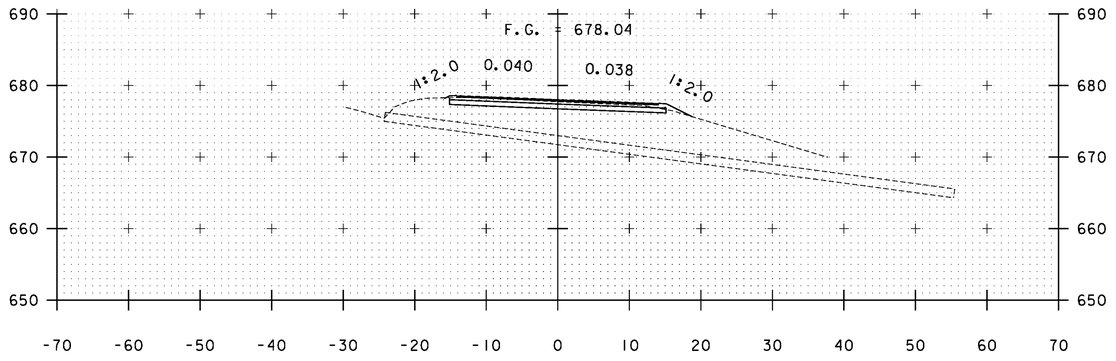
B 125+50



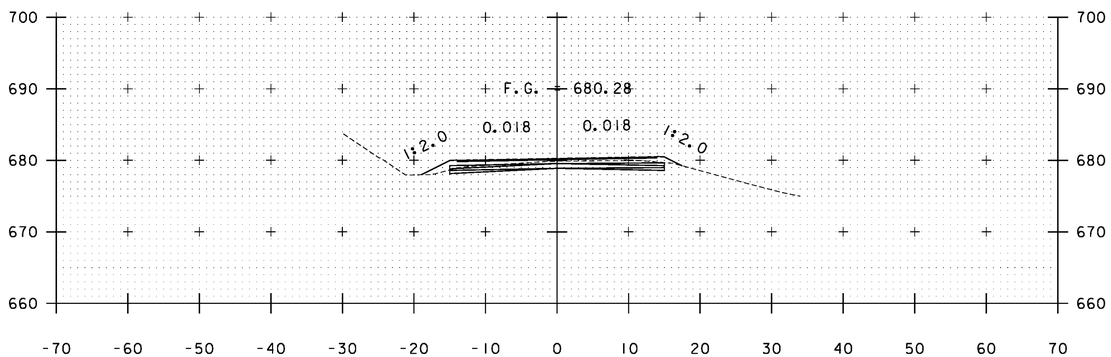
B 126+50



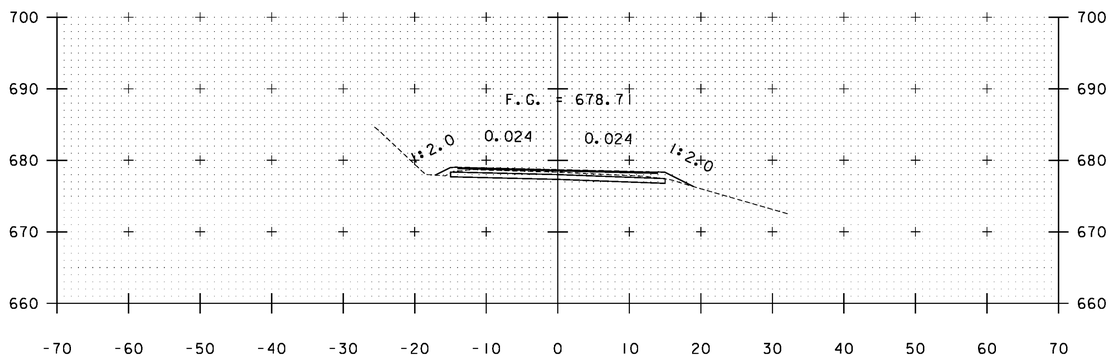
B 125+16



B 126+43



B 125+00



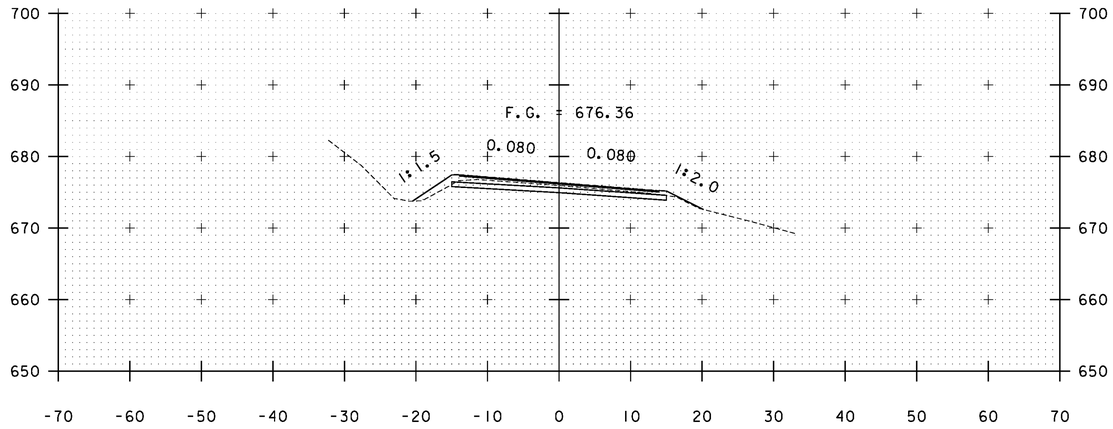
B 126+00

STA. B 125+00 TO STA. B 126+50

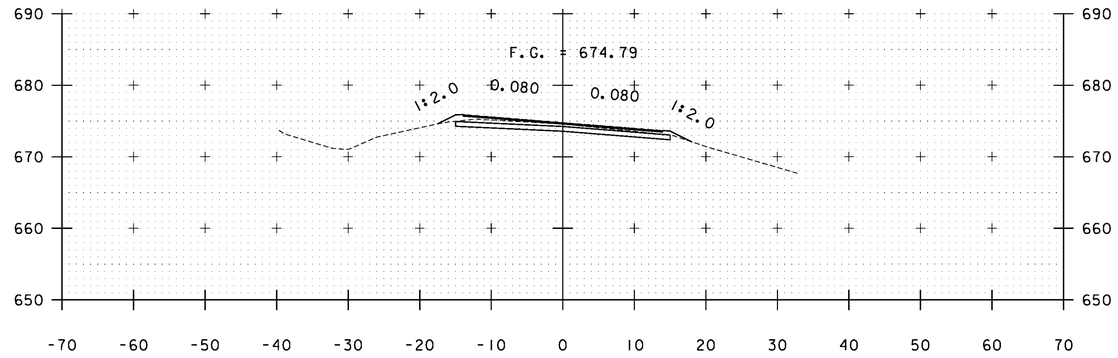
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

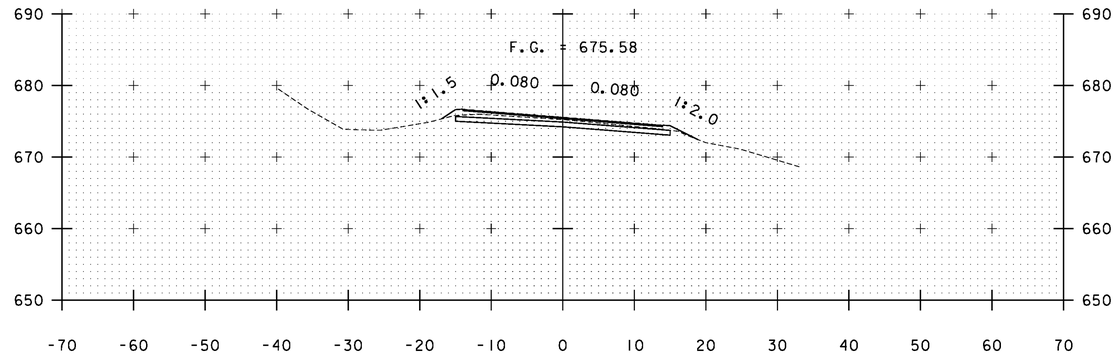
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 376 OF 444



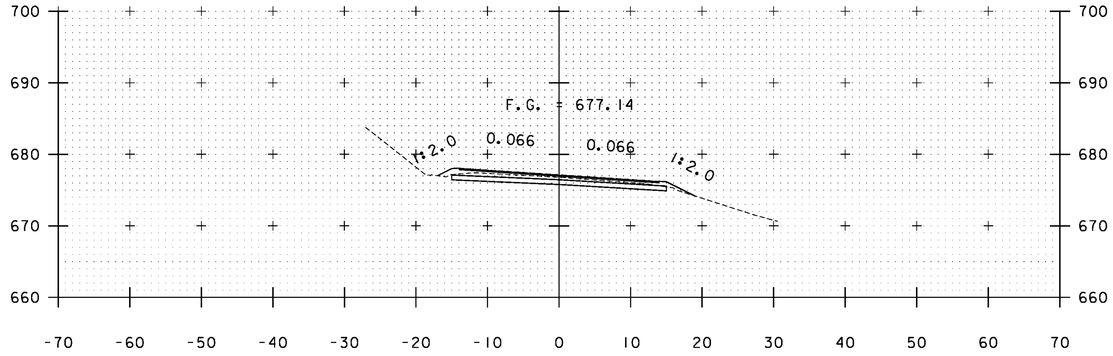
B 127+50



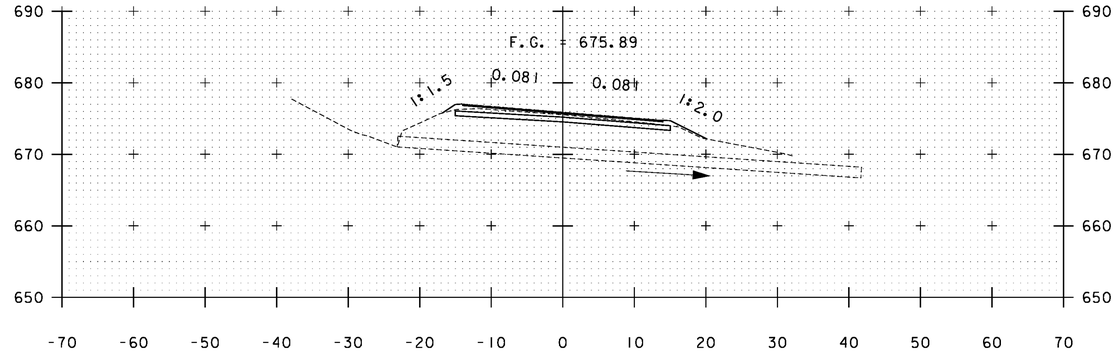
B 128+50



B 128+00



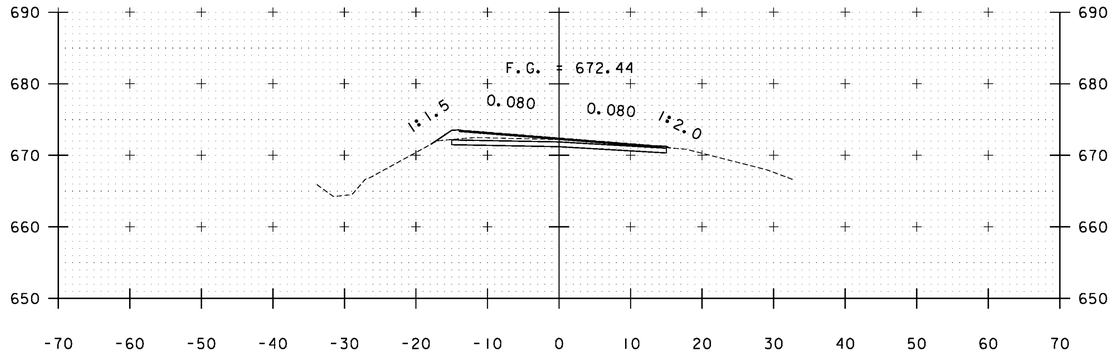
B 127+00



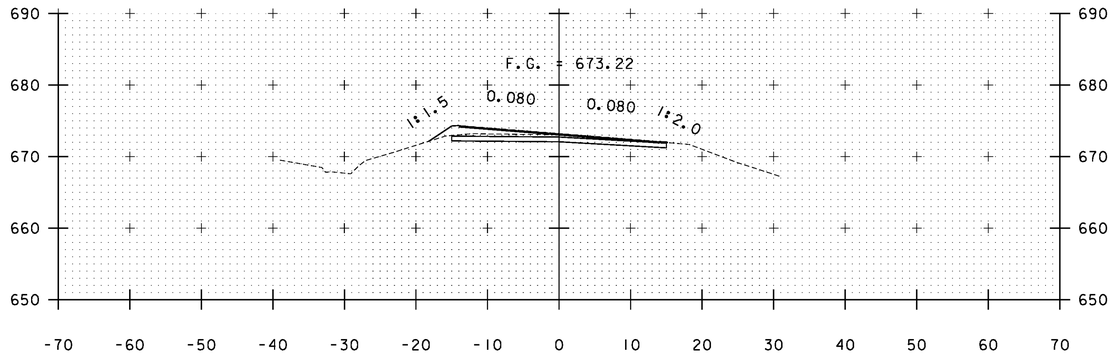
B 127+80

STA. B 127+00 TO STA. B 128+50

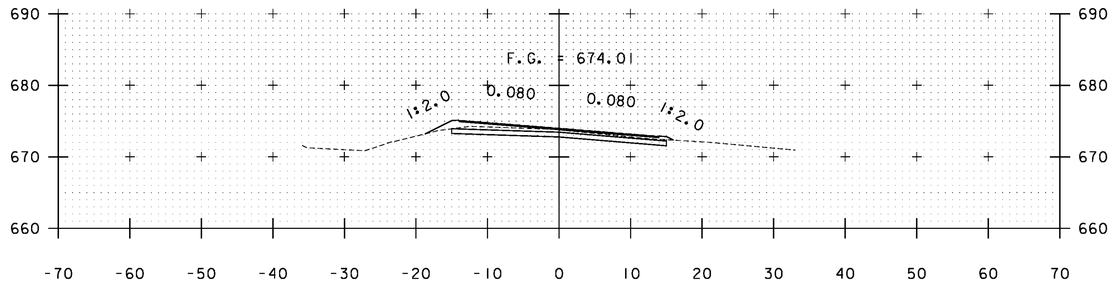
PROJECT NAME:	WARDSBORO-JAMAICA
PROJECT NUMBER:	ER STP 013-1(17)
FILE NAME: xs.dgn	PLOT DATE: 2/26/2014
PROJECT LEADER: K. UPMAL	DRAWN BY: B. KIPP
DESIGNED BY: B. KIPP	CHECKED BY: HSD
CROSS SECTIONS	SHEET 377 OF 444



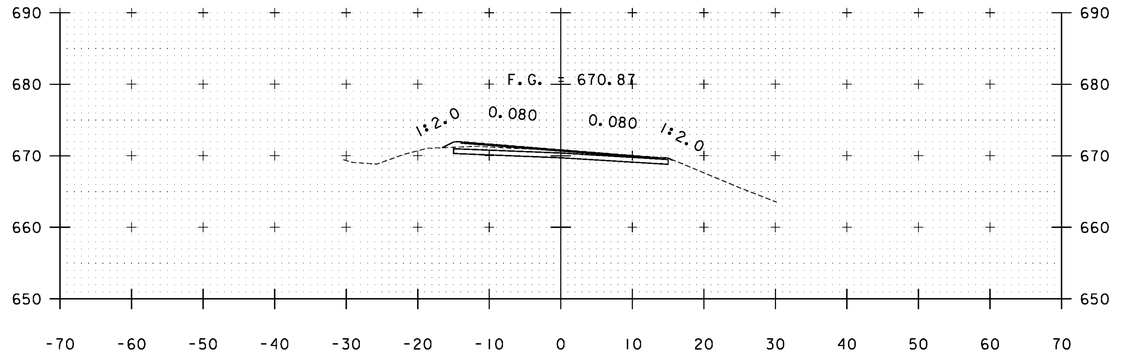
B 130+00



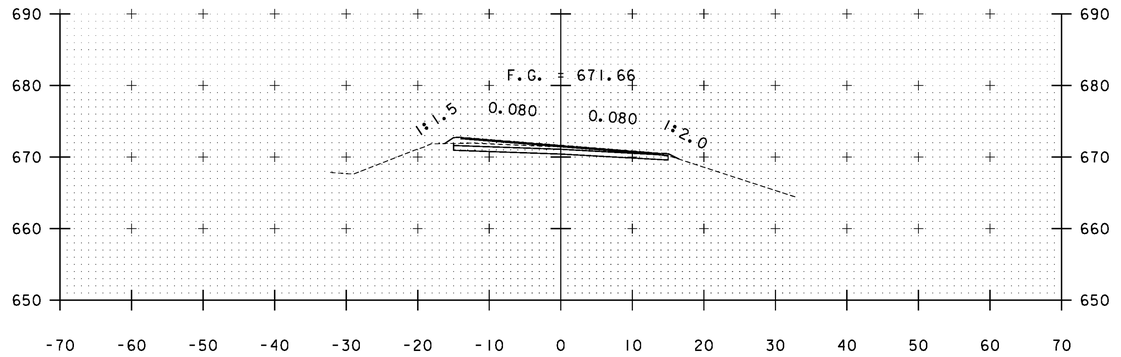
B 129+50



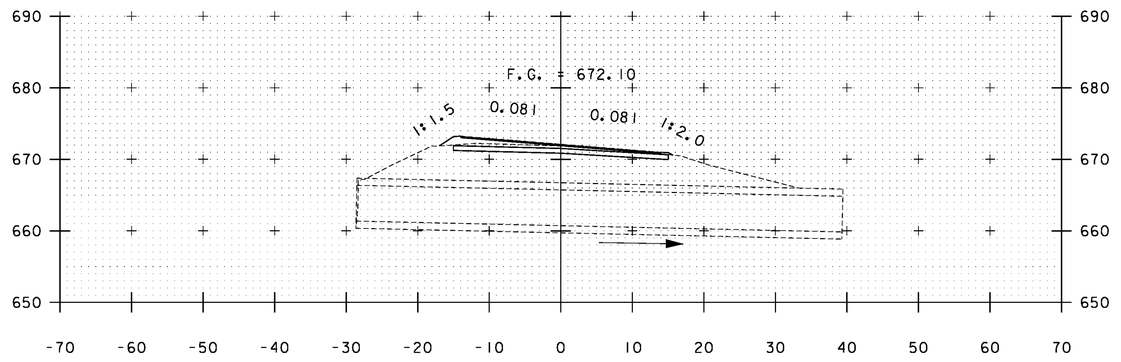
B 129+00



B 131+00



B 130+50



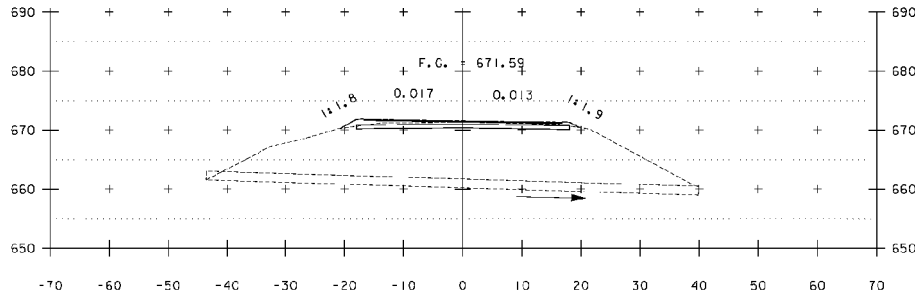
B 130+22

STA. B 129+00 TO STA. B 131+00

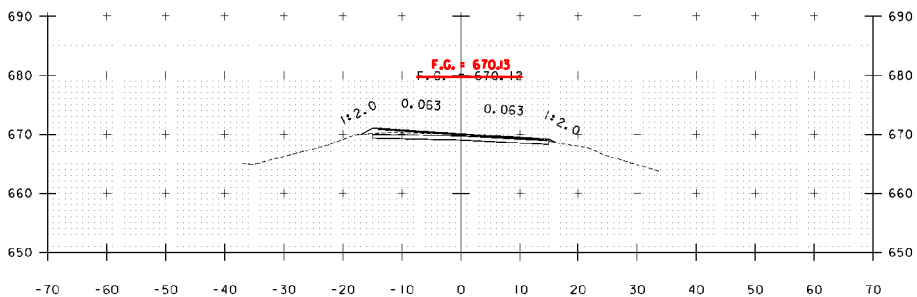
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

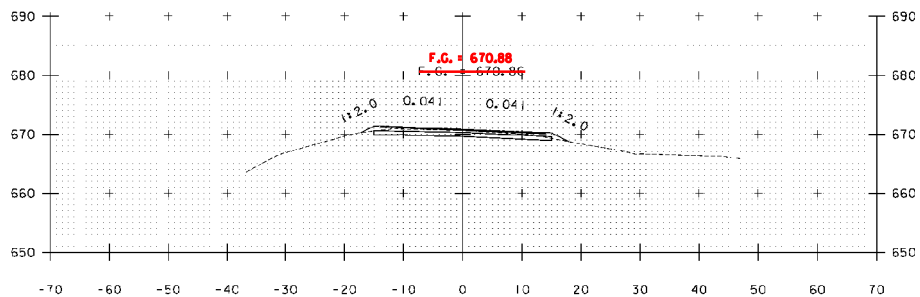
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 378 OF 444



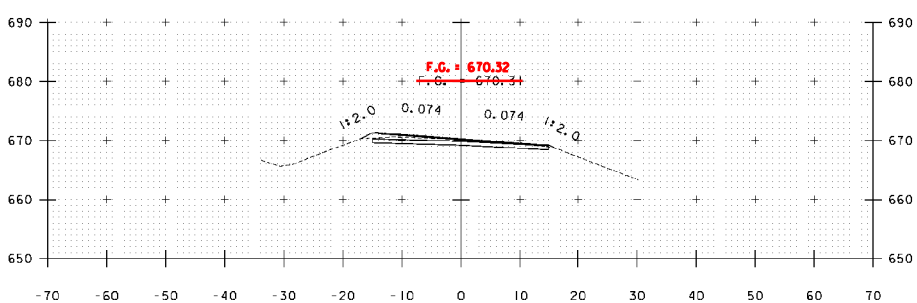
B 133+41



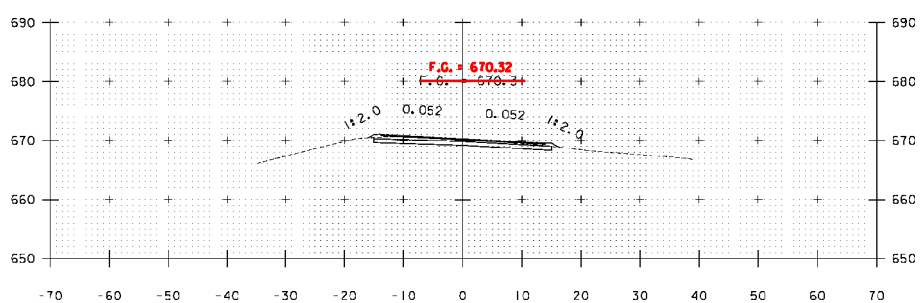
B 132+00



B 133+00



B 131+50



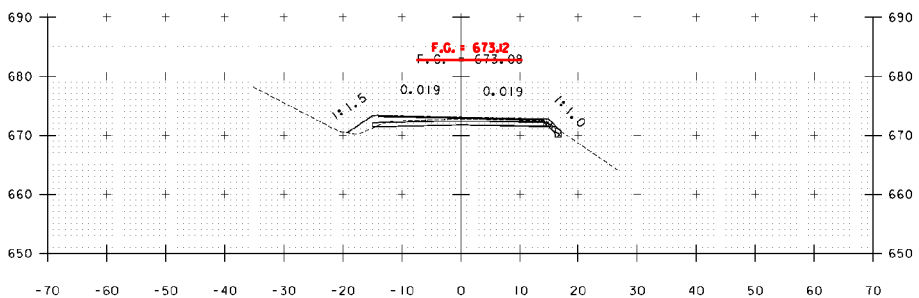
B 132+50

STA. B 131+50 TO STA. B 133+41

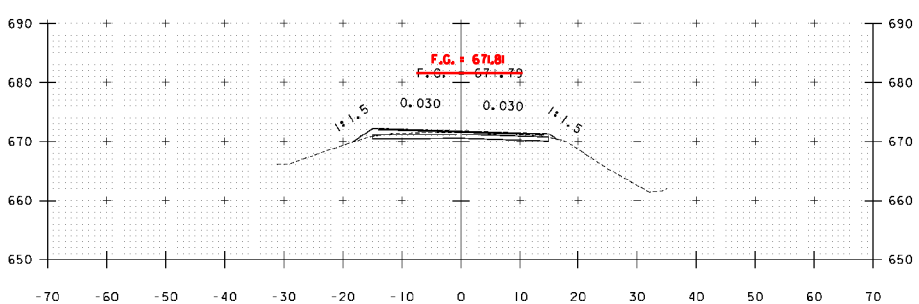
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

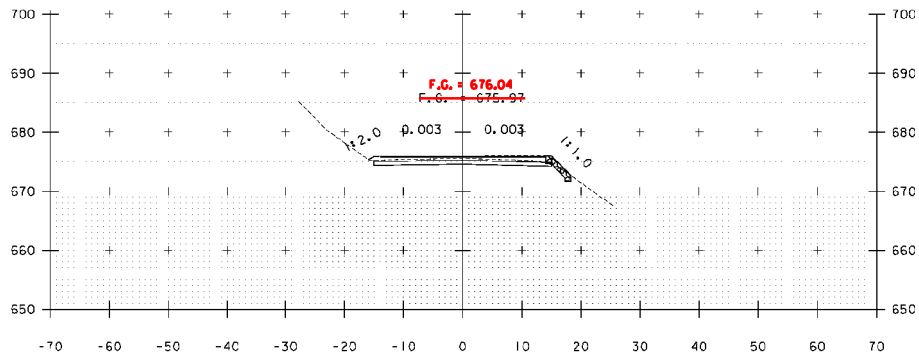
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 379 OF 444



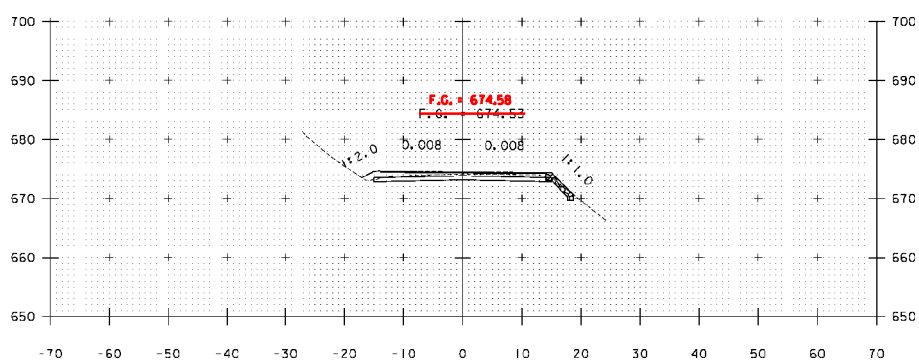
B 134+00



B 133+50



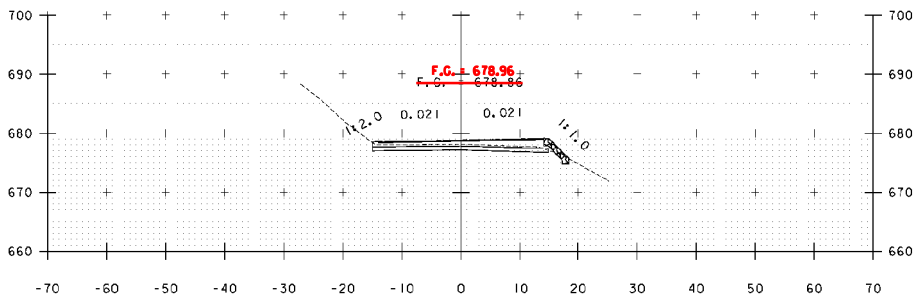
B 135+00



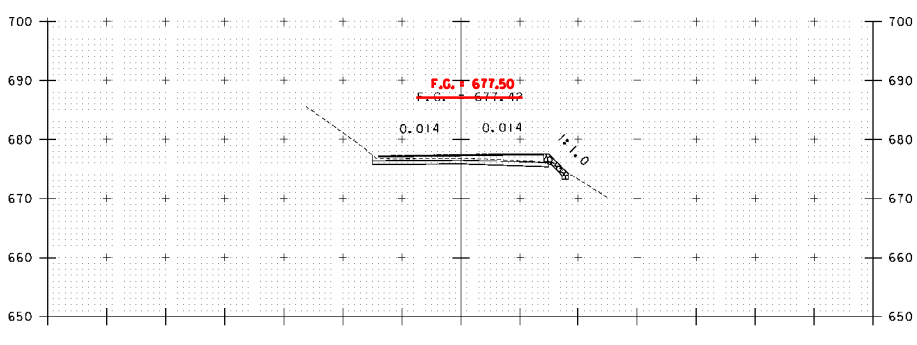
B 134+50

STA. B 133+50 TO STA. B 135+00

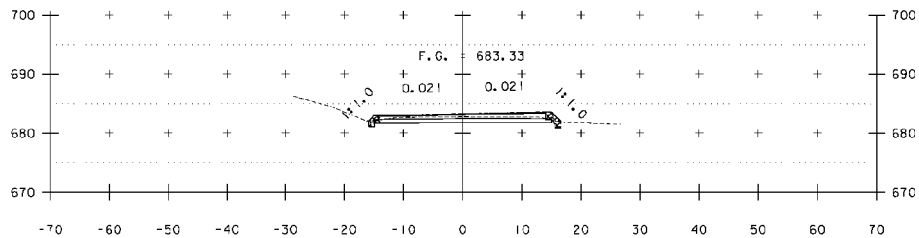
PROJECT NAME:	WARDSBORO-JAMAICA
PROJECT NUMBER:	ER STP 013-1(17)
FILE NAME: xs.dgn	PLOT DATE: 2/26/2014
PROJECT LEADER: K. UPMAL	DRAWN BY: B. KIPP
DESIGNED BY: B. KIPP	CHECKED BY: HSD
CROSS SECTIONS	SHEET 380 OF 444



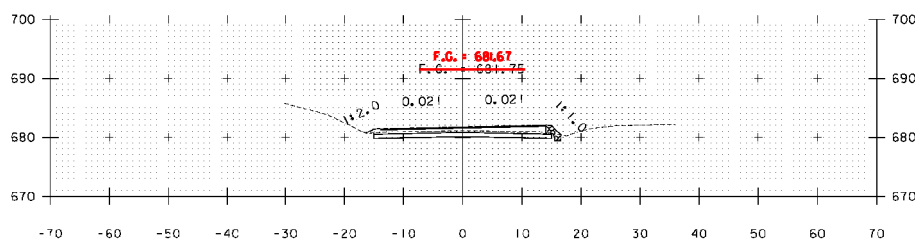
B 136+00



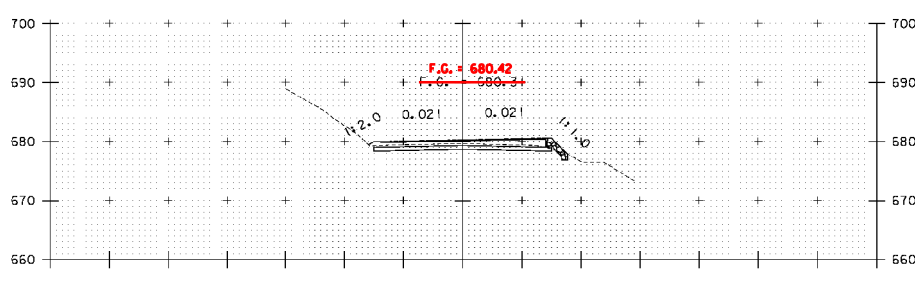
B 135+50



B 137+50



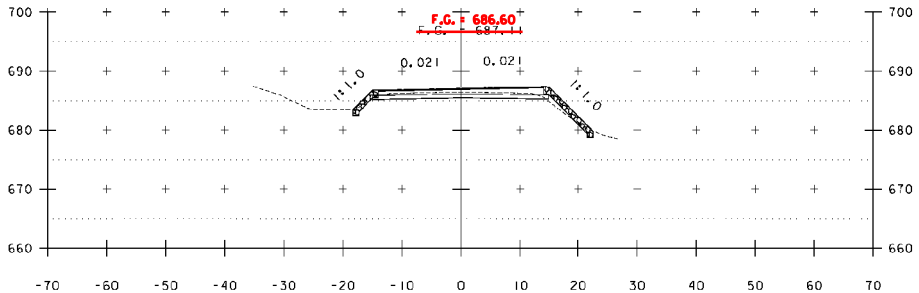
B 137+00



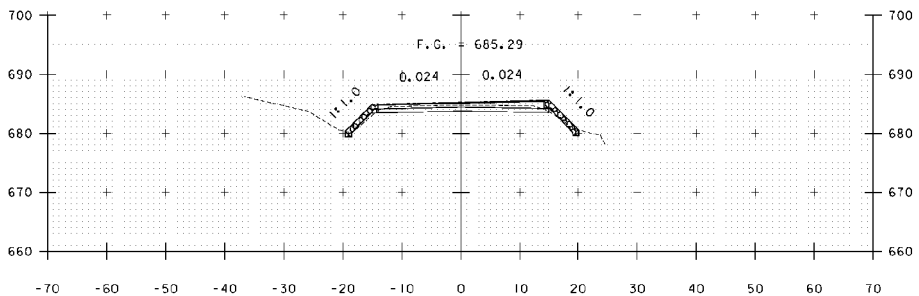
B 136+50

PROJECT NAME:	WARDSBORO-JAMAICA
PROJECT NUMBER:	ER STP 013-1(17)
FILE NAME: xs.dgn	PLOT DATE: 2/26/2014
PROJECT LEADER: K. UPMAL	DRAWN BY: B. KIPP
DESIGNED BY: B. KIPP	CHECKED BY: HSD
CROSS SECTIONS	SHEET 381 OF 444

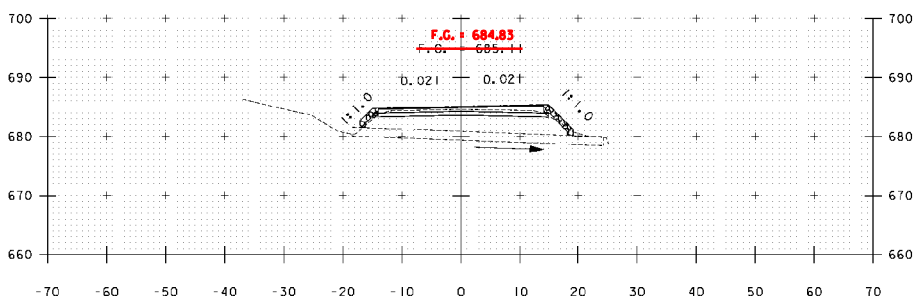
STA. B 135+50 TO STA. B 137+50



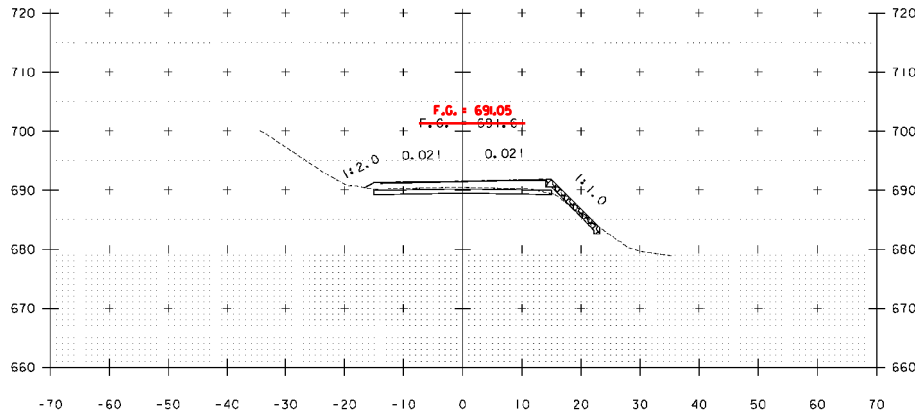
B 138+50



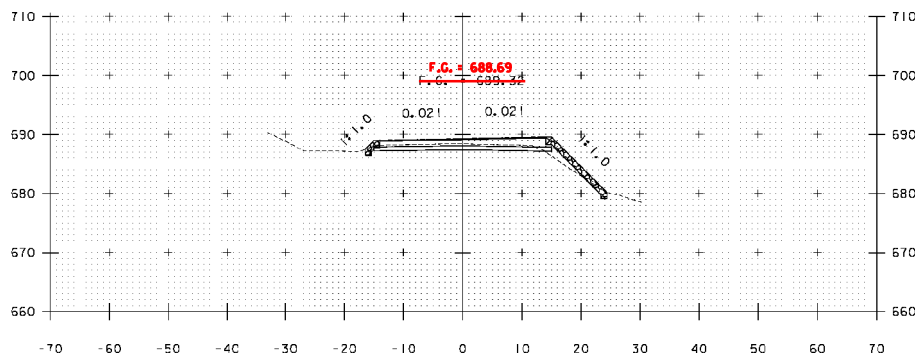
B 138+05



B 138+00



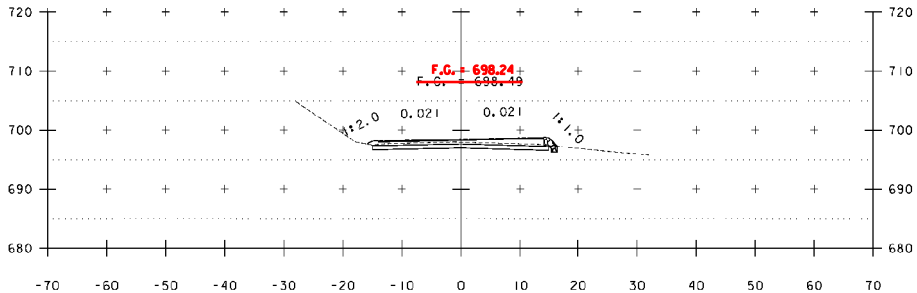
B 139+50



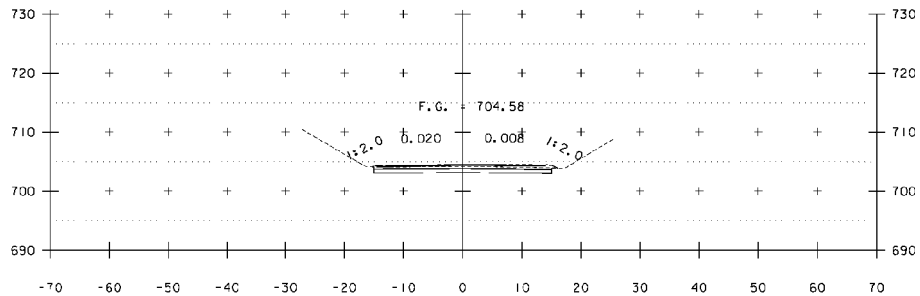
B 139+00

PROJECT NAME:	WARDSBORO-JAMAICA
PROJECT NUMBER:	ER STP 013-1(17)
FILE NAME: xs.dgn	PLOT DATE: 2/26/2014
PROJECT LEADER: K. UPMAL	DRAWN BY: B. KIPP
DESIGNED BY: B. KIPP	CHECKED BY: HSD
CROSS SECTIONS	SHEET 382 OF 444

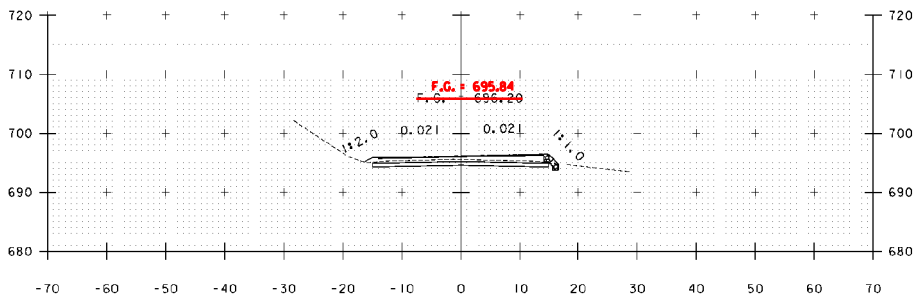
STA. B 138+00 TO STA. B 139+50



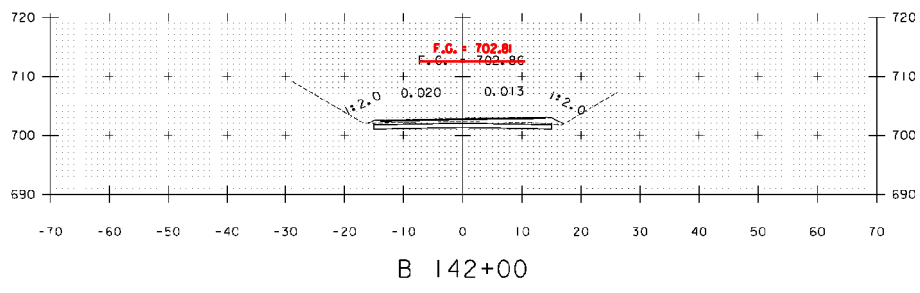
B 141+00



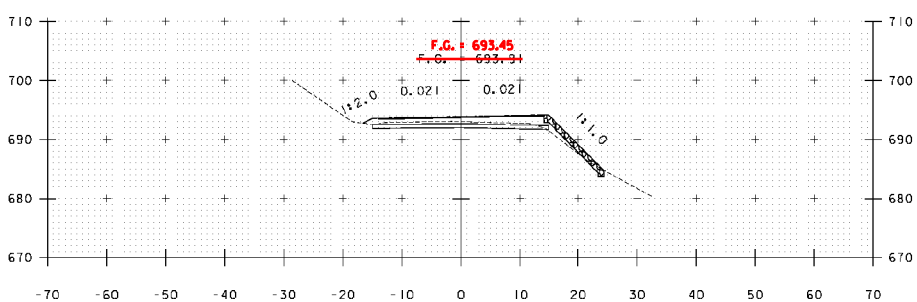
B 142+50



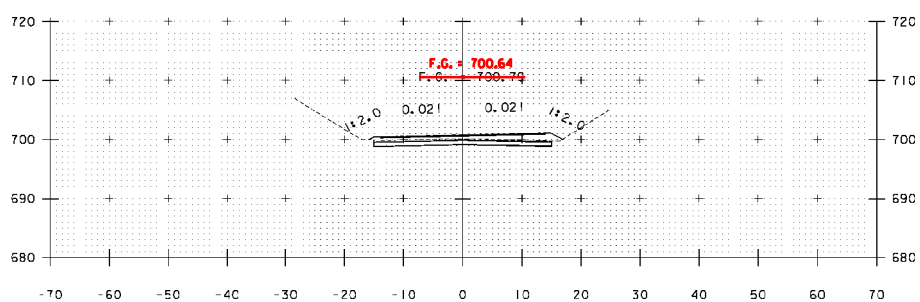
B 140+50



B 142+00



B 140+00



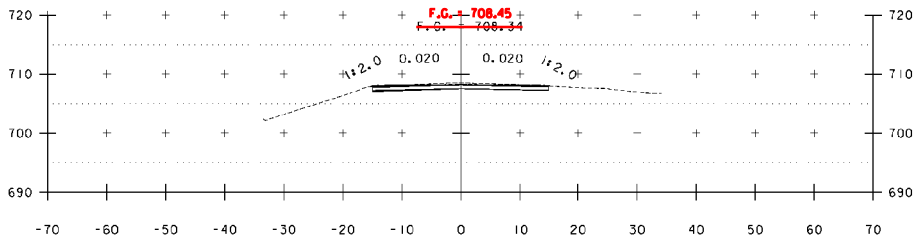
B 141+50

STA. B 140+00 TO STA. B 142+50

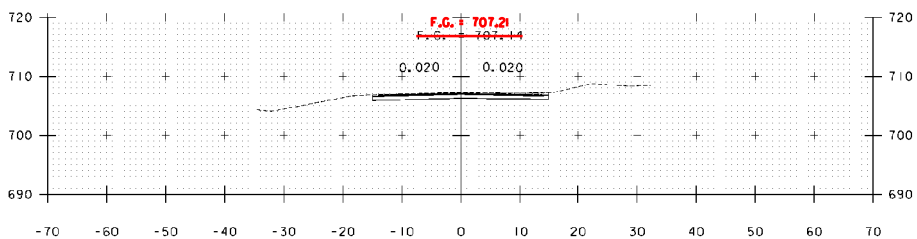
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

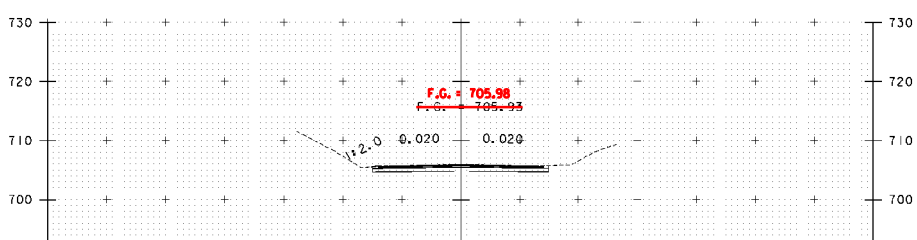
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 383 OF 444



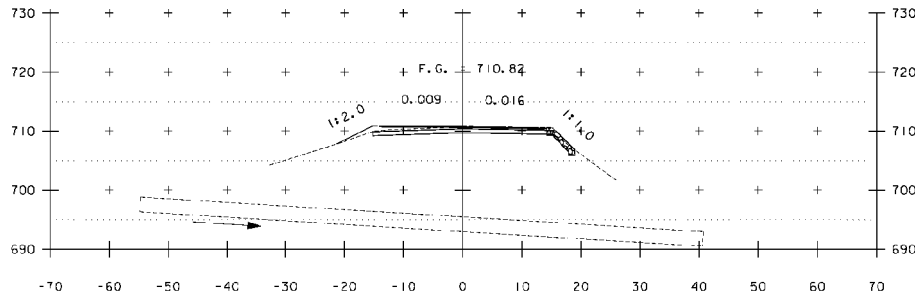
B 144+00



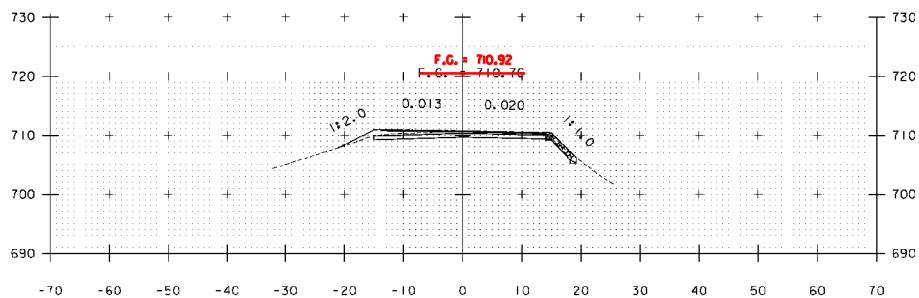
B 143+50



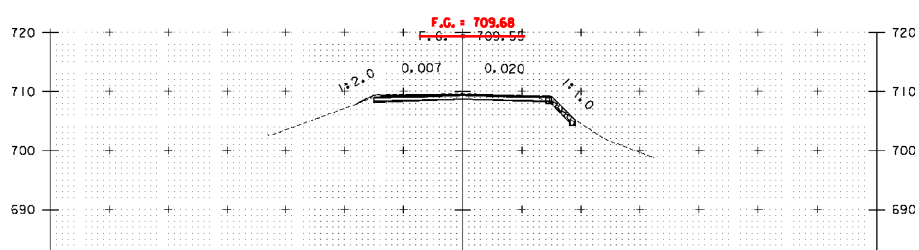
B 143+00



B 145+03



B 145+00



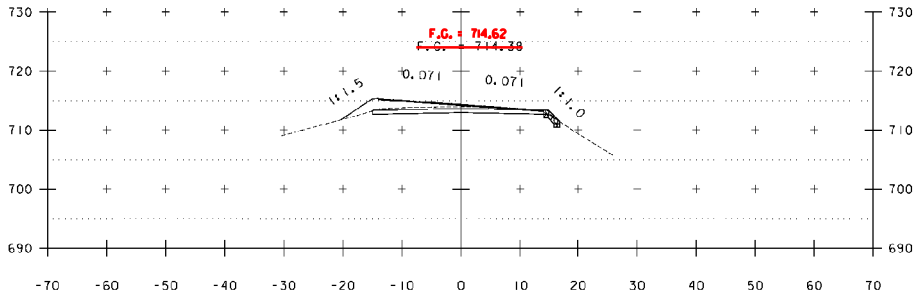
B 144+50

STA. B 143+00 TO STA. B 145+03

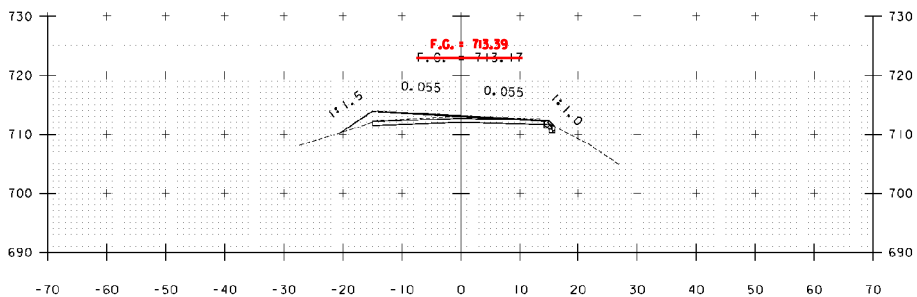
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

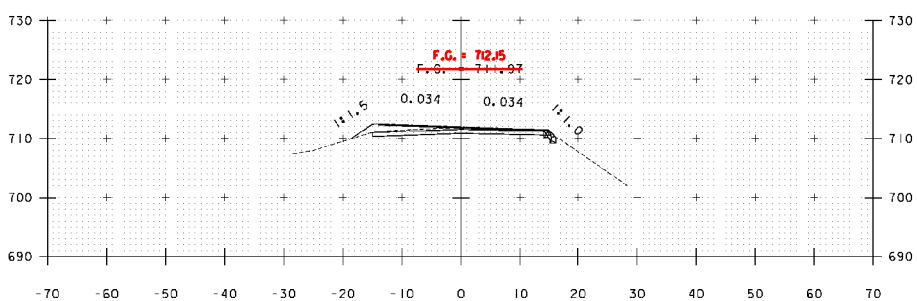
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 384 OF 444



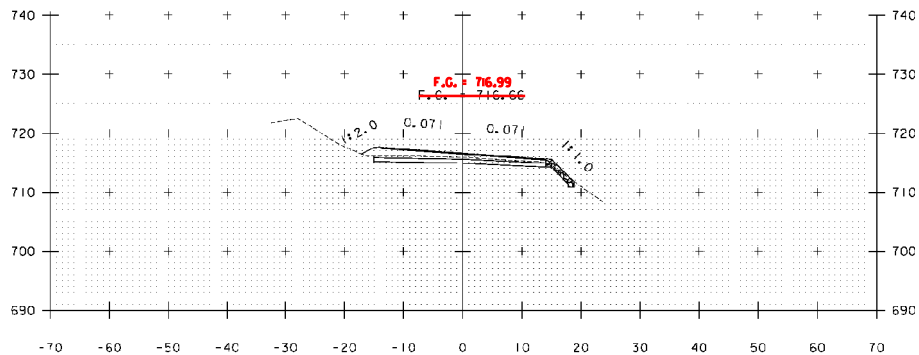
B 146+50



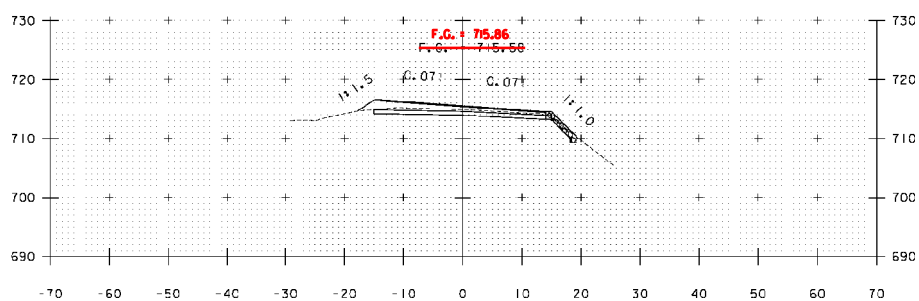
B 146+00



B 145+50



B 147+50



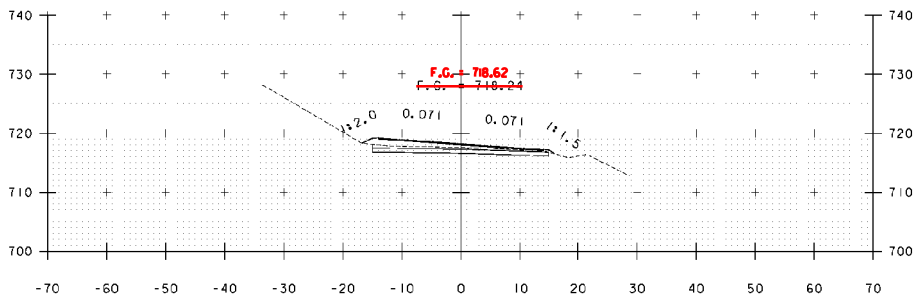
B 147+00

STA. B 145+50 TO STA. B 147+50

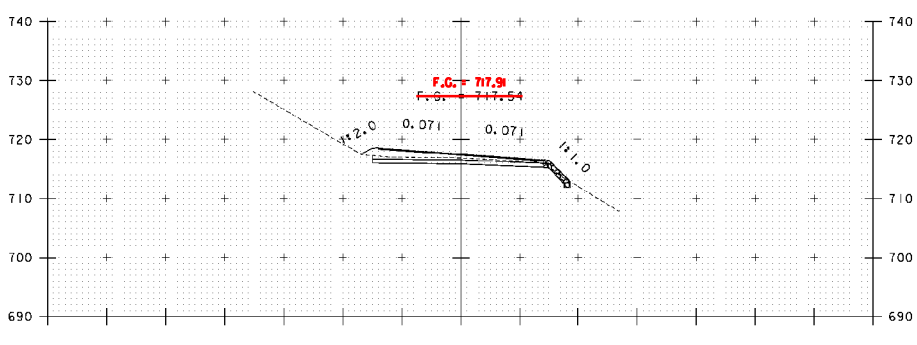
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

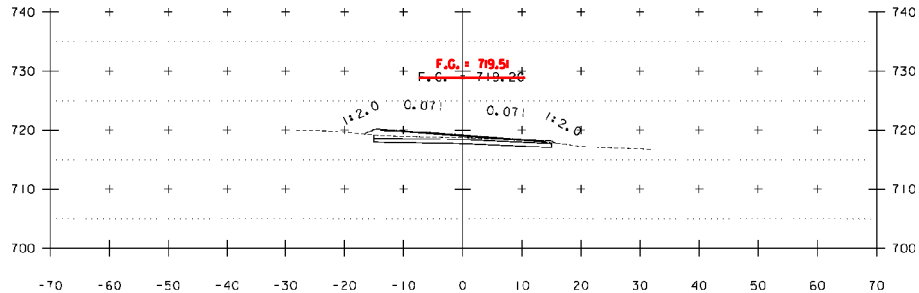
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 385 OF 444



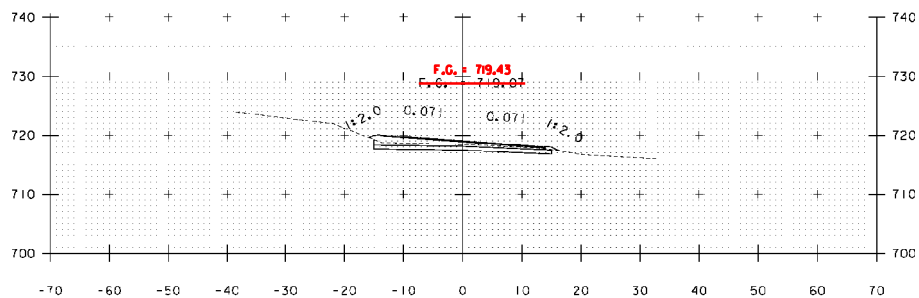
B 148+50



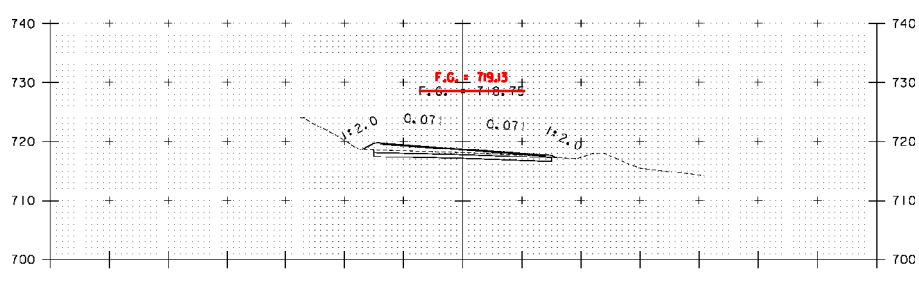
B 148+00



B 150+00



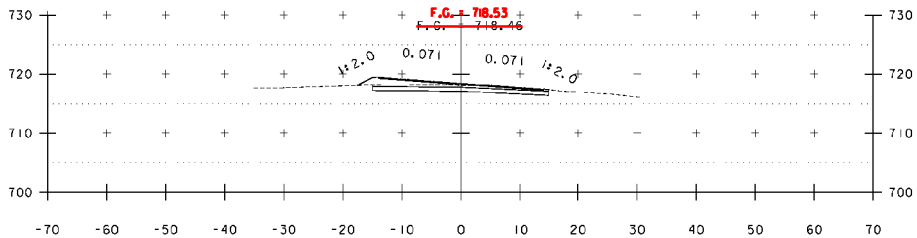
B 149+50



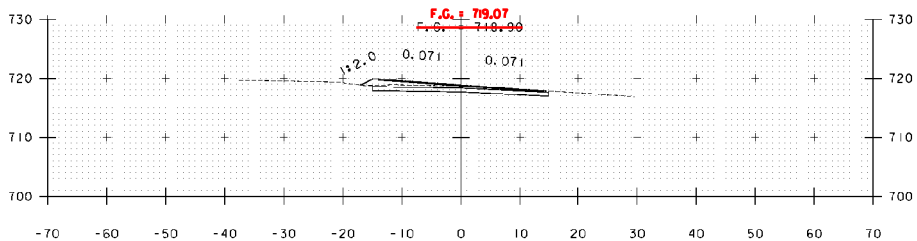
B 149+00

STA. B 148+00 TO STA. B 150+00

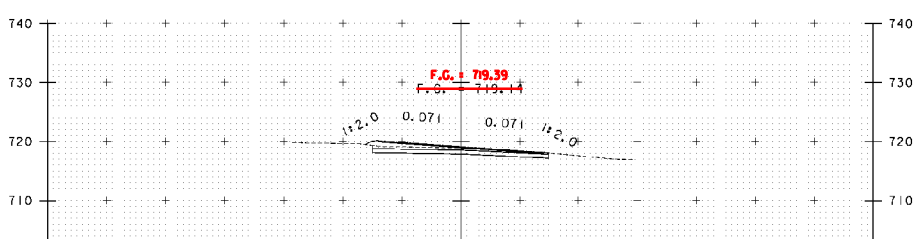
PROJECT NAME:	WARDSBORO-JAMAICA
PROJECT NUMBER:	ER STP 013-1(17)
FILE NAME: xs.dgn	PLOT DATE: 2/26/2014
PROJECT LEADER: K. UPMAL	DRAWN BY: B. KIPP
DESIGNED BY: B. KIPP	CHECKED BY: HSD
CROSS SECTIONS	SHEET 386 OF 444



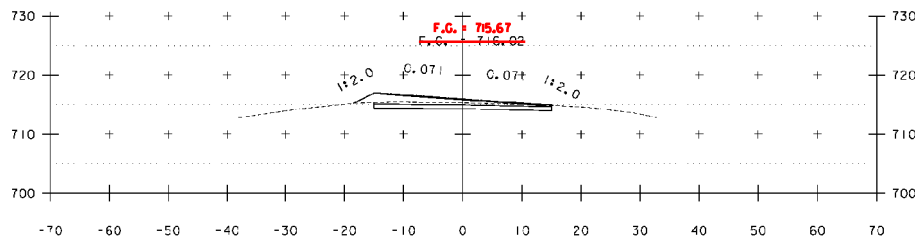
B 151+50



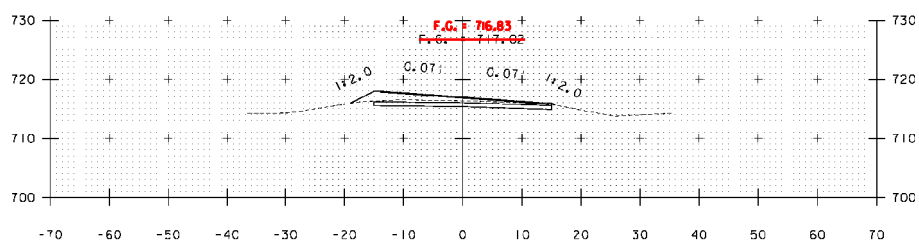
B 151+00



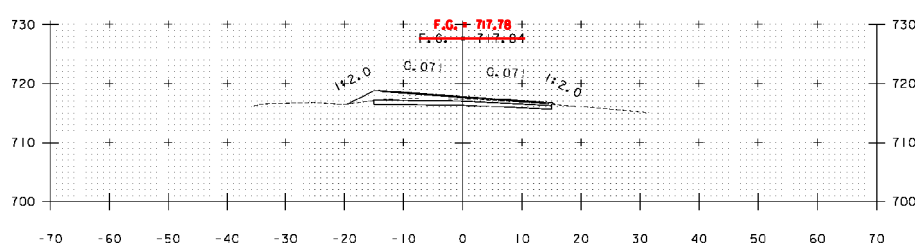
B 150+50



B 153+00



B 152+50



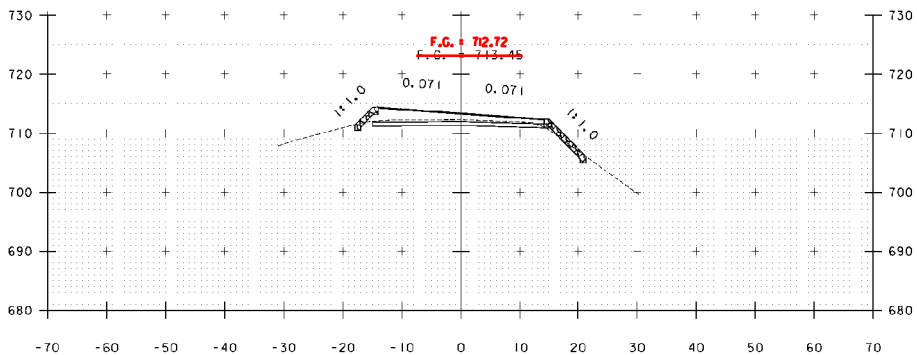
B 152+00

STA. B 150+50 TO STA. B 153+00

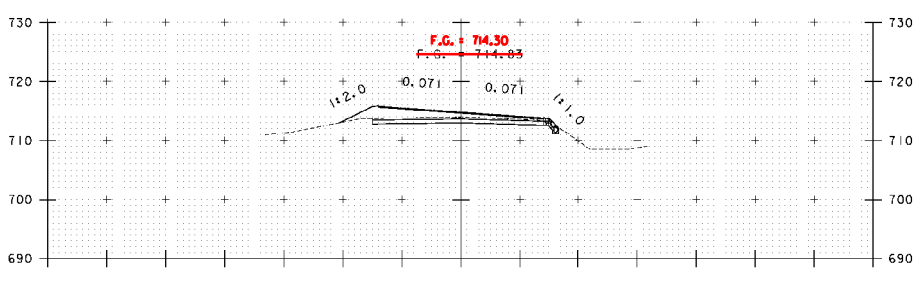
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

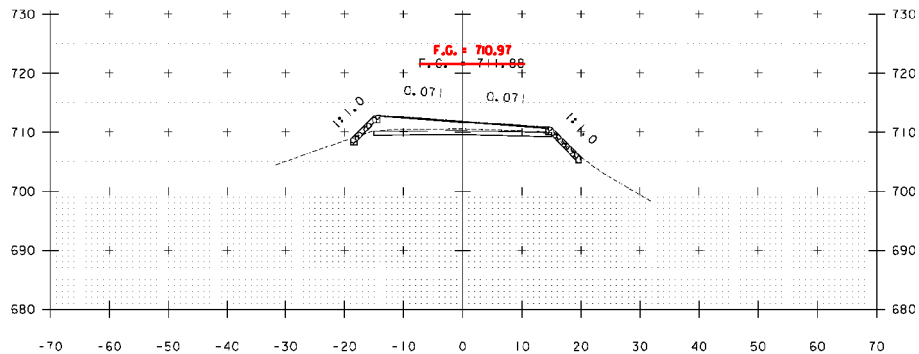
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 387 OF 444



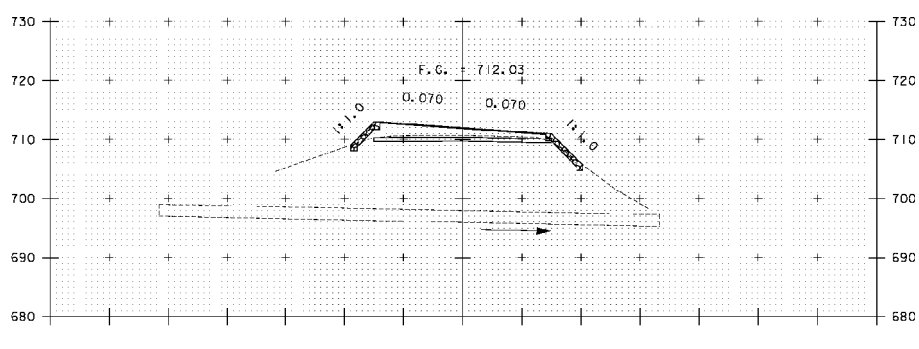
B 154+00



B 153+50



B 154+50



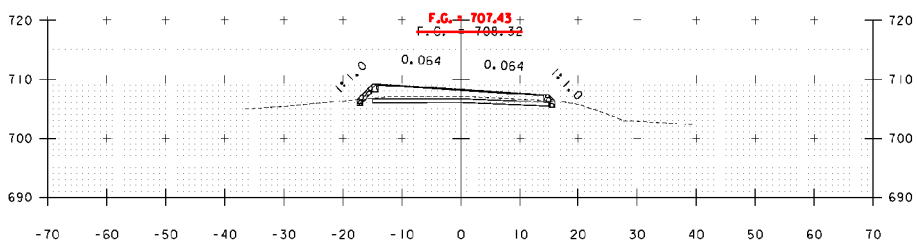
B 154+46

STA. B 153+50 TO STA. B 154+50

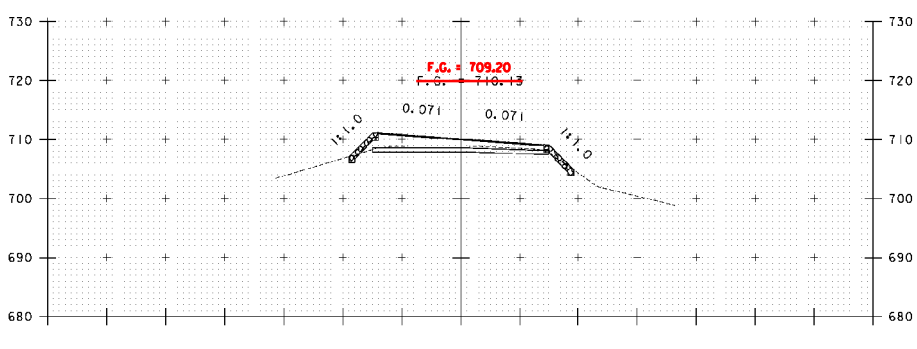
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

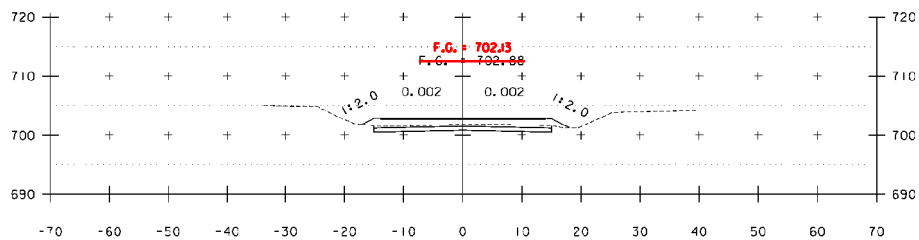
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 388 OF 444



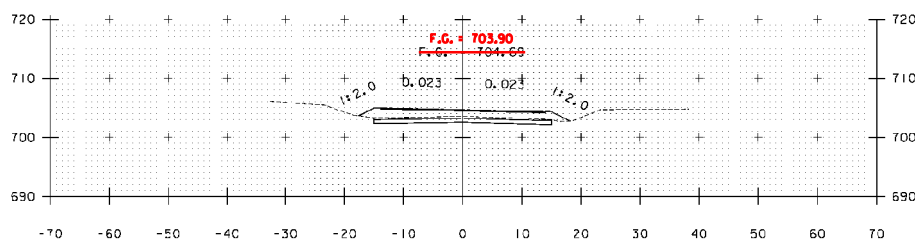
B 155+50



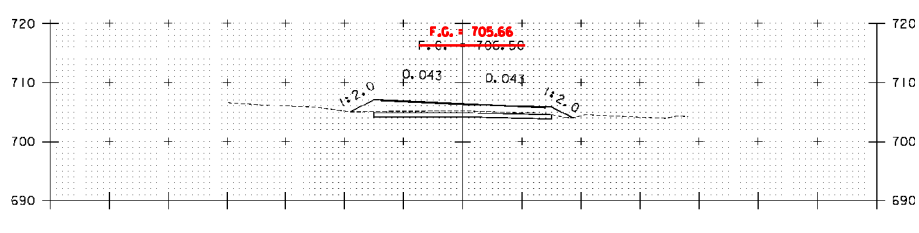
B 155+00



B 157+00



B 156+50



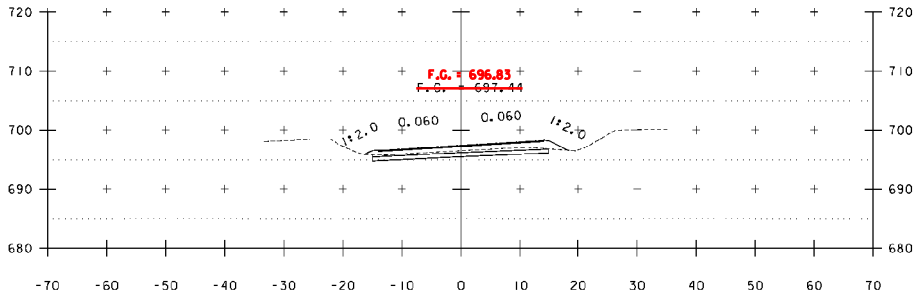
B 156+00

STA. B 155+00 TO STA. B 157+00

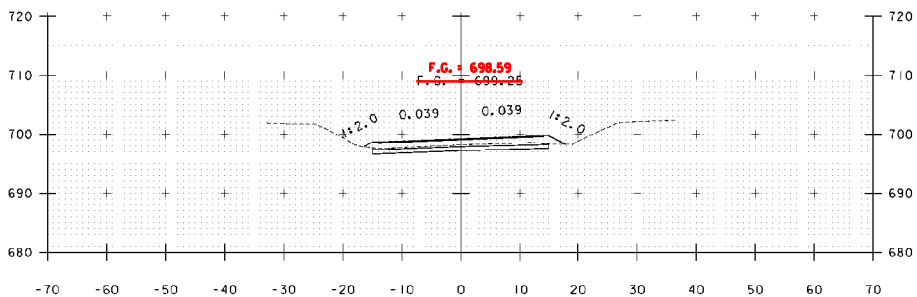
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

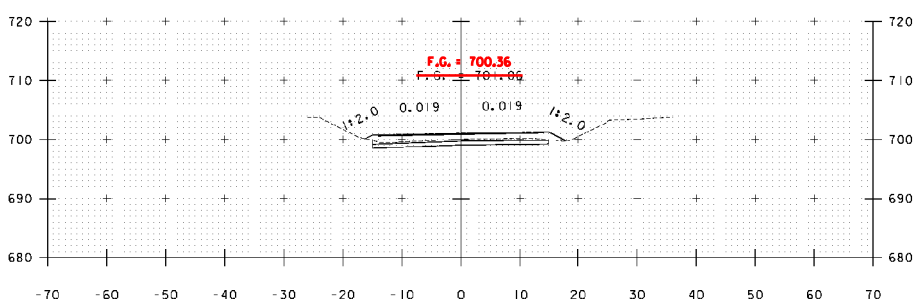
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 389 OF 444



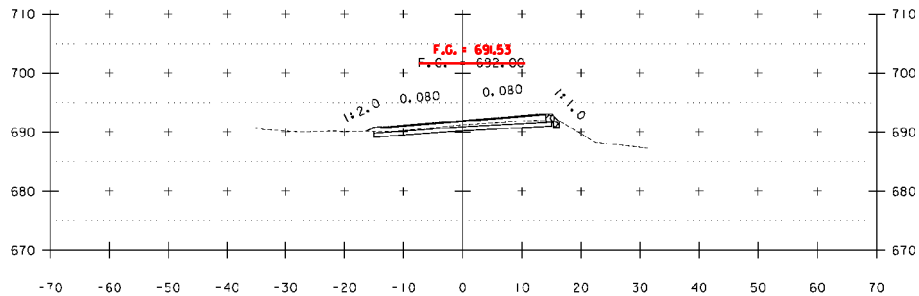
B 158+50



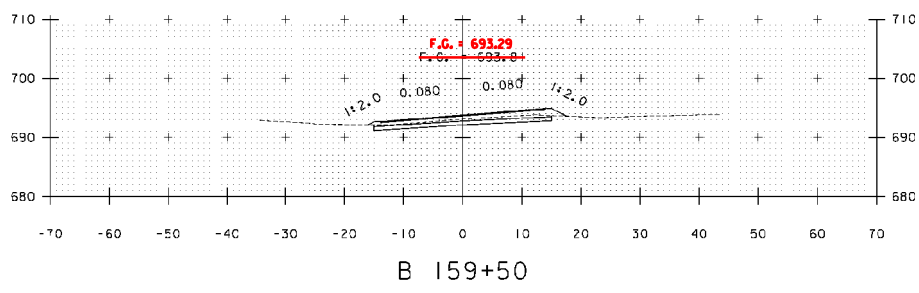
B 158+00



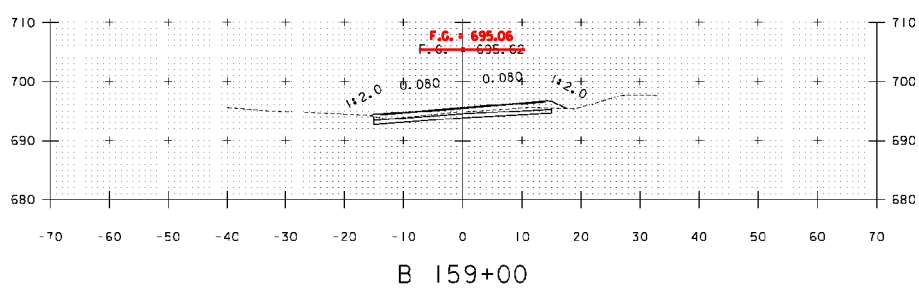
B 157+50



B 160+00



B 159+50



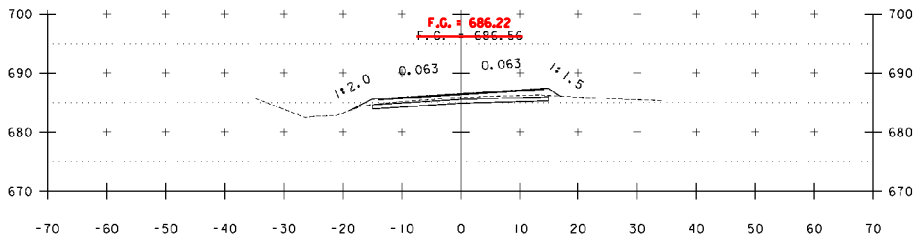
B 159+00

STA. B 157+50 TO STA. B 160+00

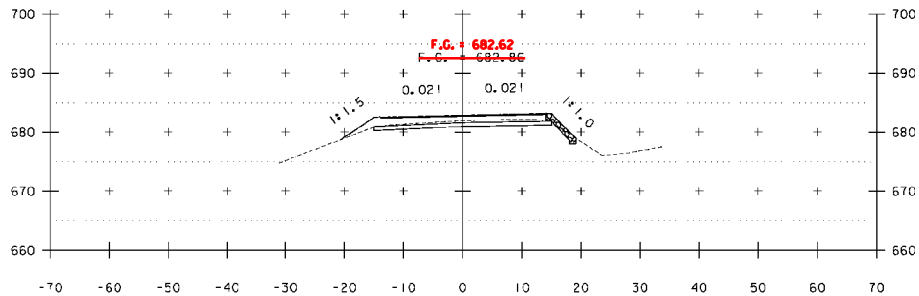
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

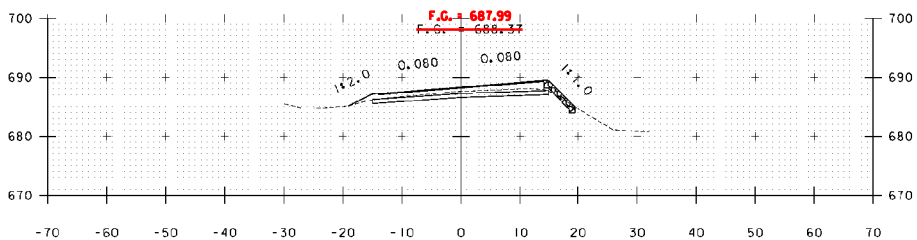
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 390 OF 444



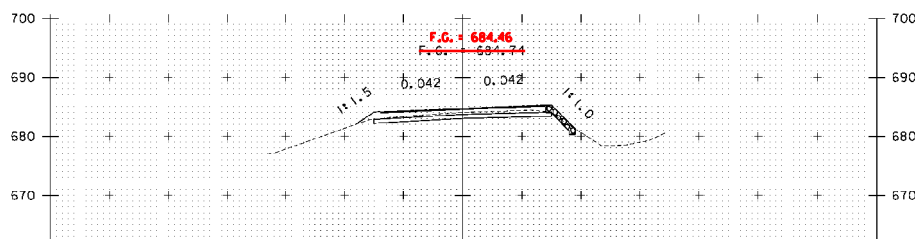
B 161+50



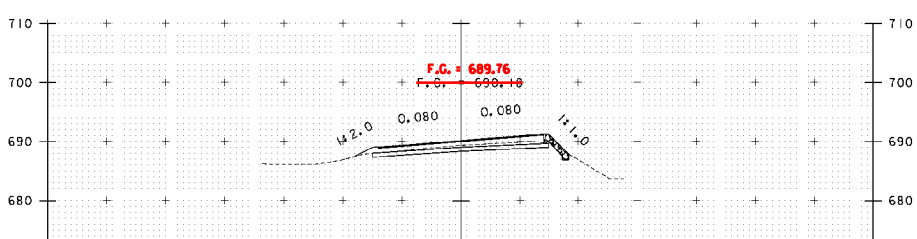
B 162+50



B 161+00



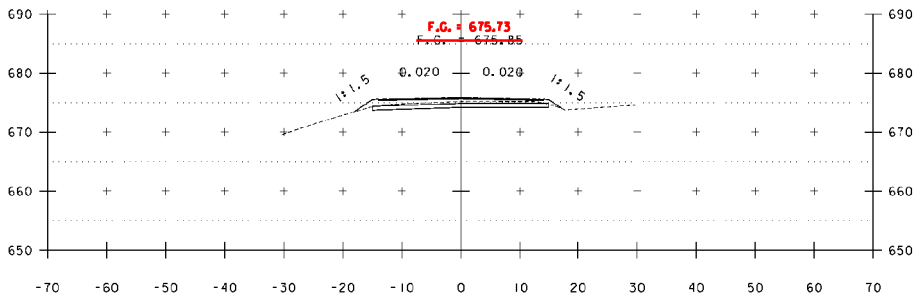
B 162+00



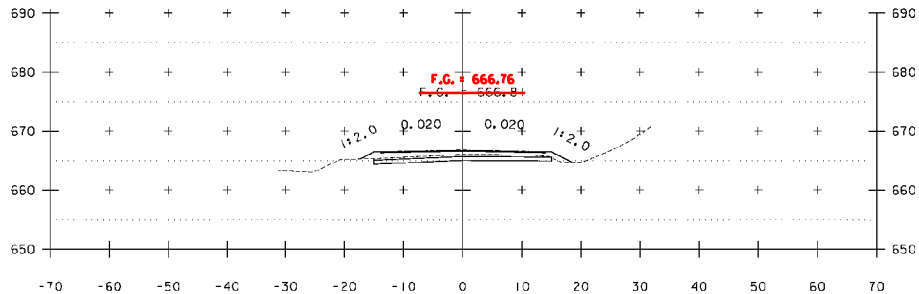
B 160+50

STA. B 160+50 TO STA. B 162+50

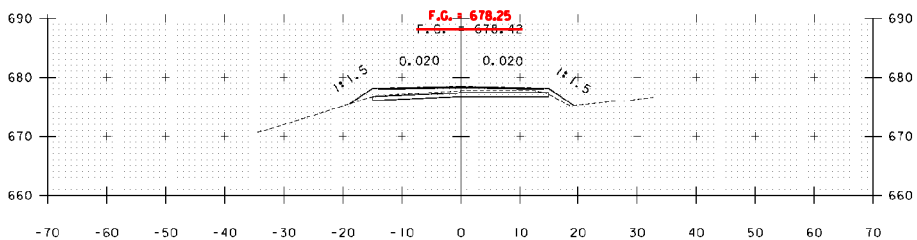
PROJECT NAME:	WARDSBORO-JAMAICA
PROJECT NUMBER:	ER STP 013-1(17)
FILE NAME: xs.dgn	PLOT DATE: 2/26/2014
PROJECT LEADER: K. UPMAL	DRAWN BY: B. KIPP
DESIGNED BY: B. KIPP	CHECKED BY: HSD
CROSS SECTIONS	SHEET 391 OF 444



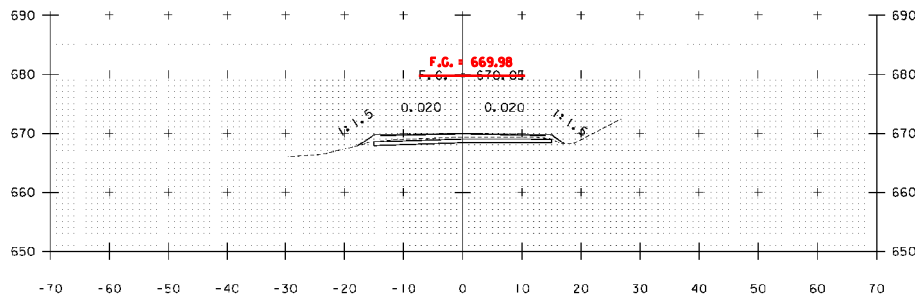
B 164+00



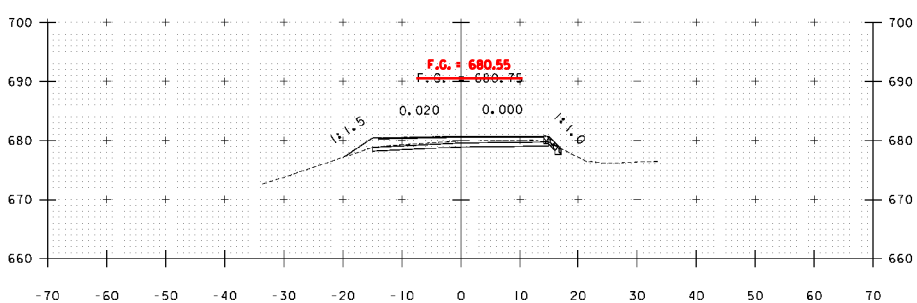
B 165+50



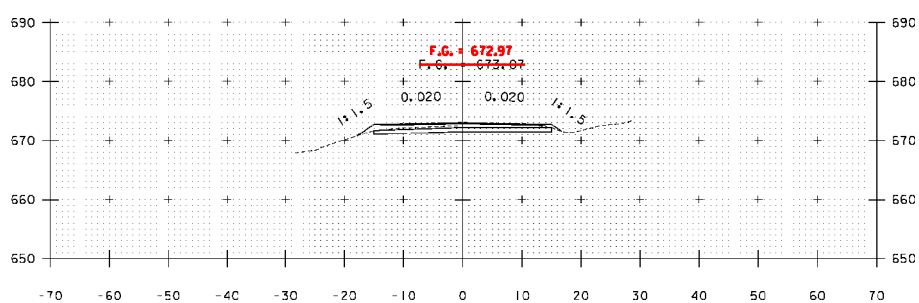
B 163+50



B 165+00



B 163+00



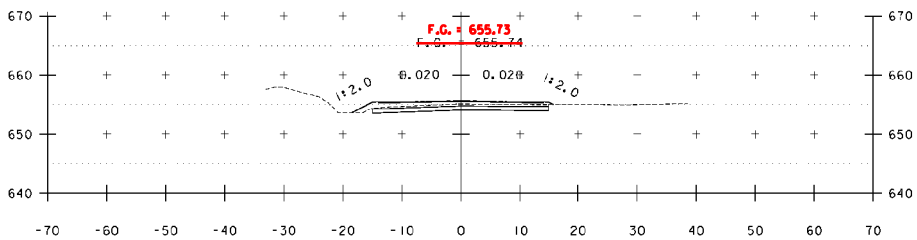
B 164+50

STA. B 163+00 TO STA. B 165+50

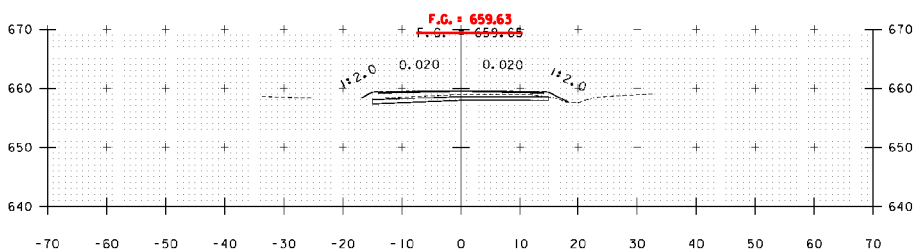
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

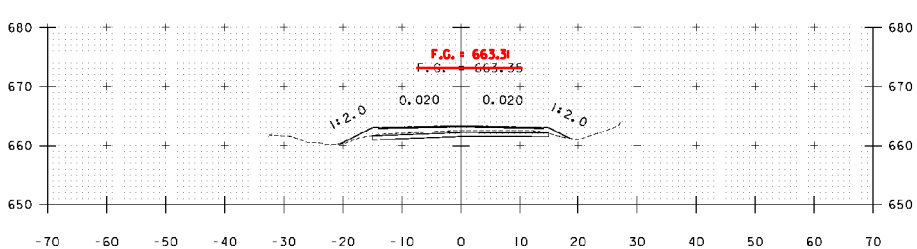
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 392 OF 444



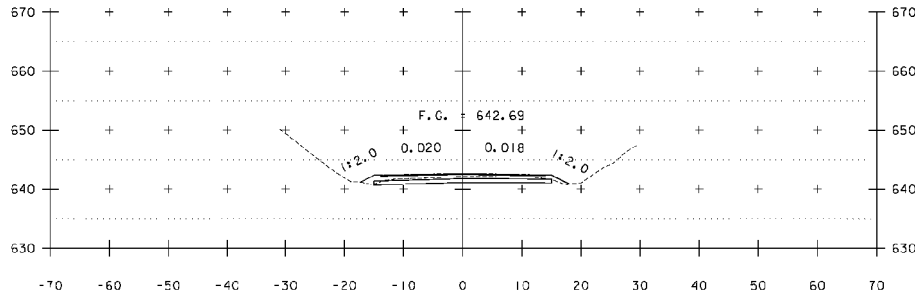
B 167+00



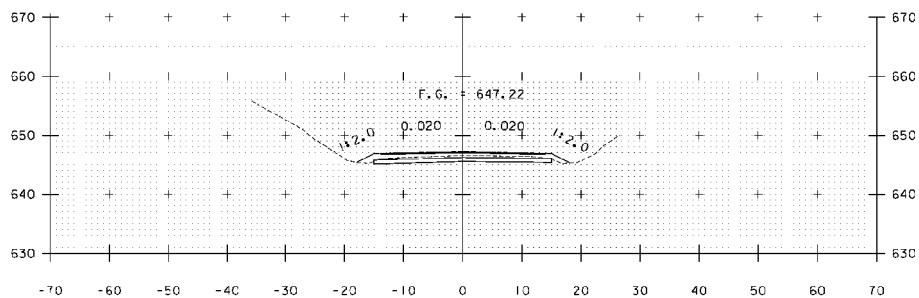
B 166+50



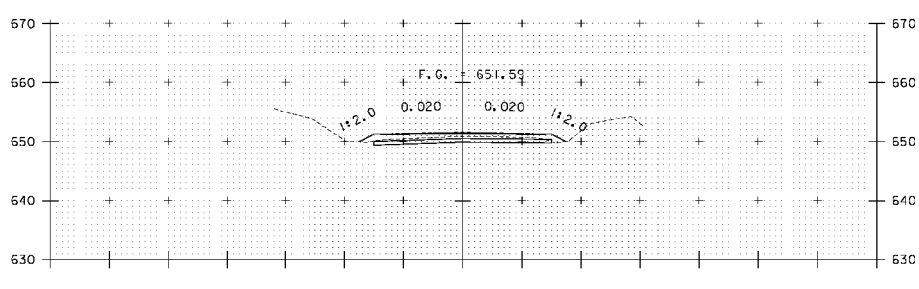
B 166+00



B 168+50



B 168+00



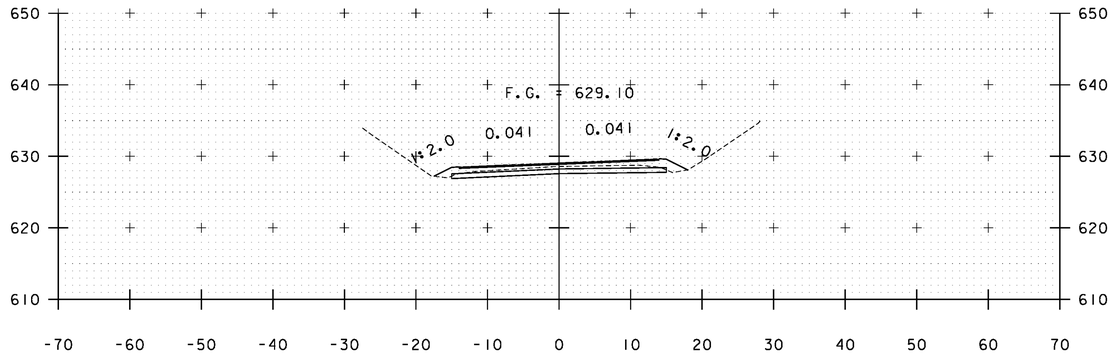
B 167+50

STA. B 166+00 TO STA. B 168+50

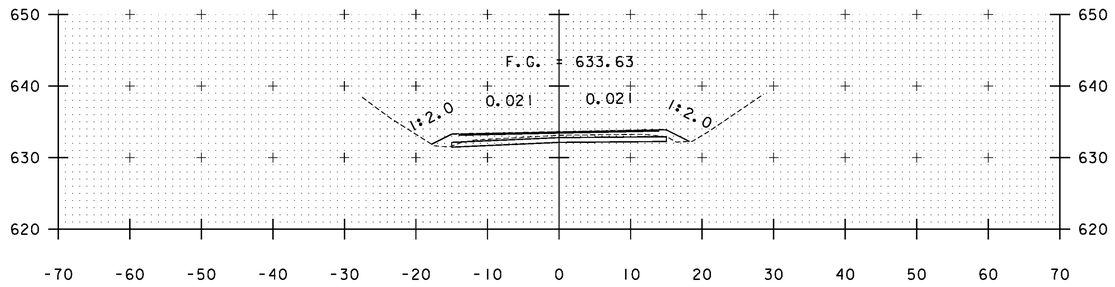
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

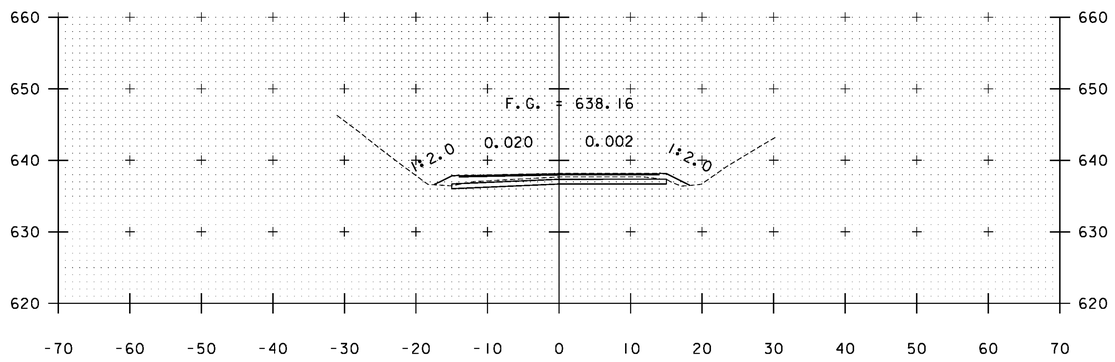
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 393 OF 444



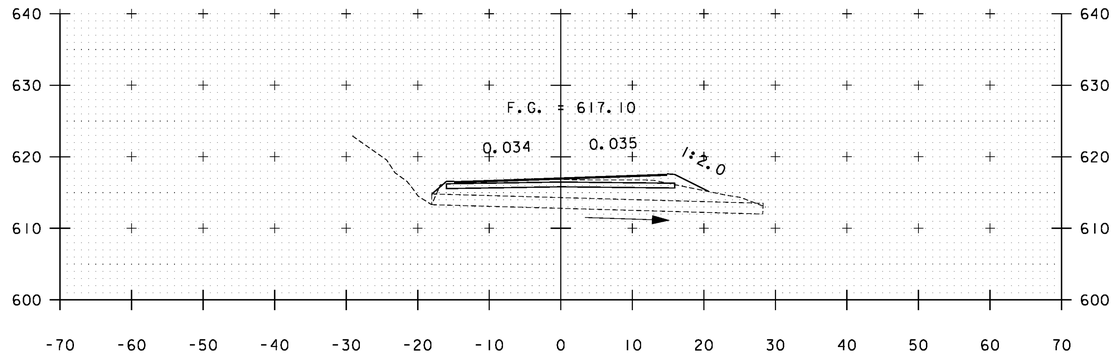
B 170+00



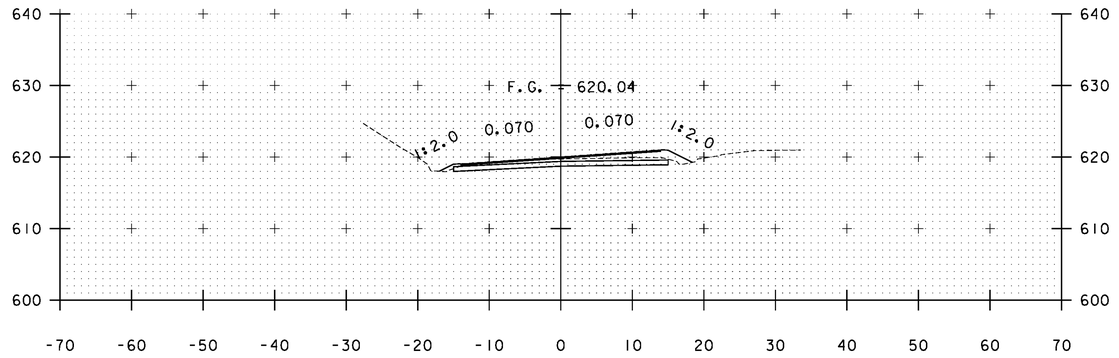
B 169+50



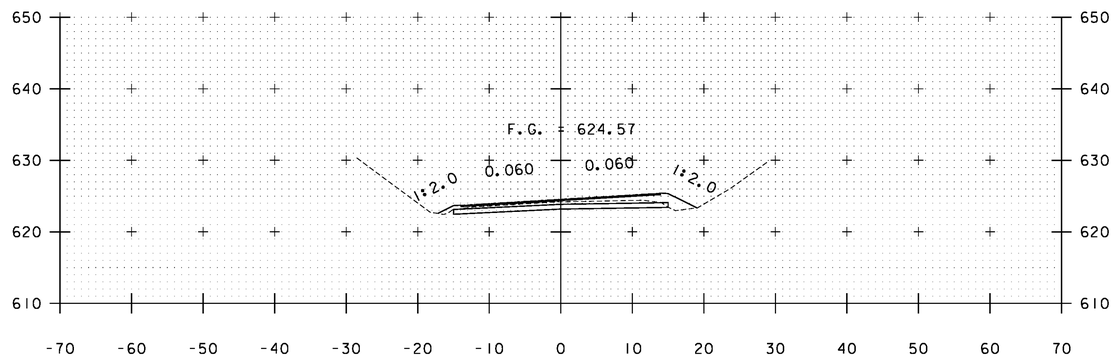
B 169+00



B 171+32



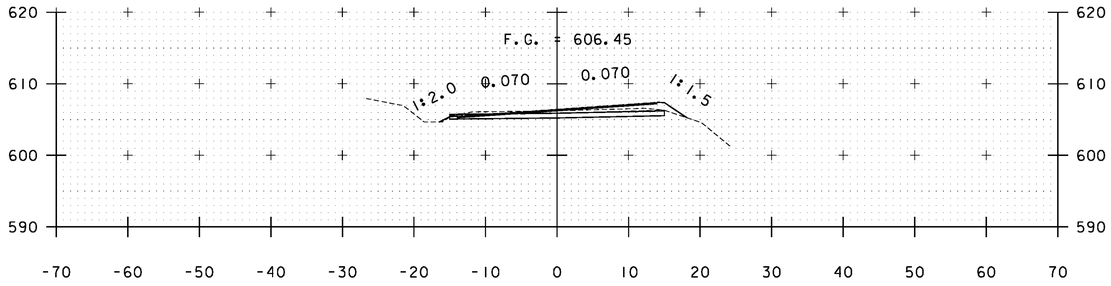
B 171+00



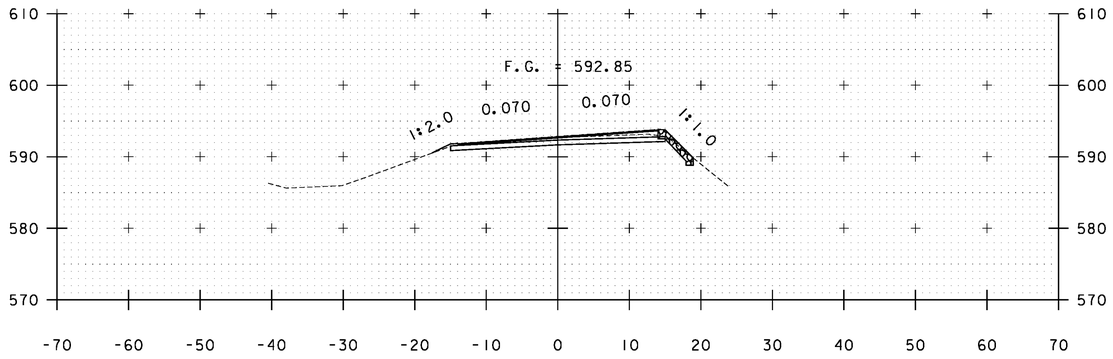
B 170+50

STA. B 169+00 TO STA. B 171+32

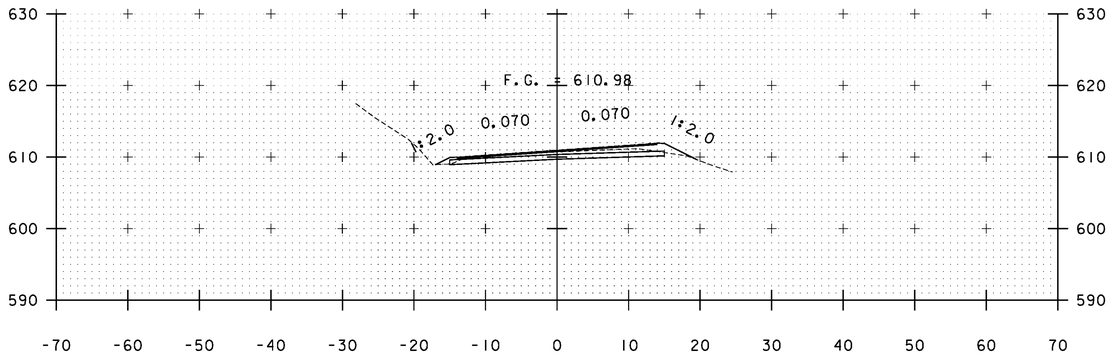
PROJECT NAME:	WARDSBORO-JAMAICA
PROJECT NUMBER:	ER STP 013-1(17)
FILE NAME: xs.dgn	PLOT DATE: 2/26/2014
PROJECT LEADER: K. UPMAL	DRAWN BY: B. KIPP
DESIGNED BY: B. KIPP	CHECKED BY: HSD
CROSS SECTIONS	SHEET 394 OF 444



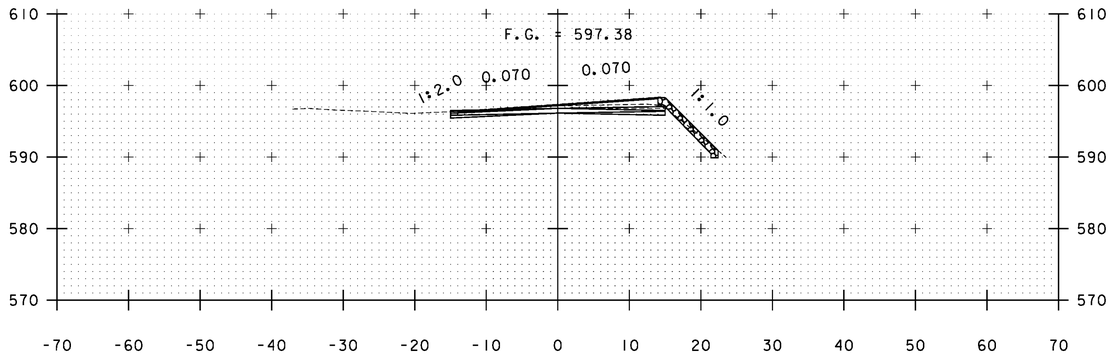
B 172+50



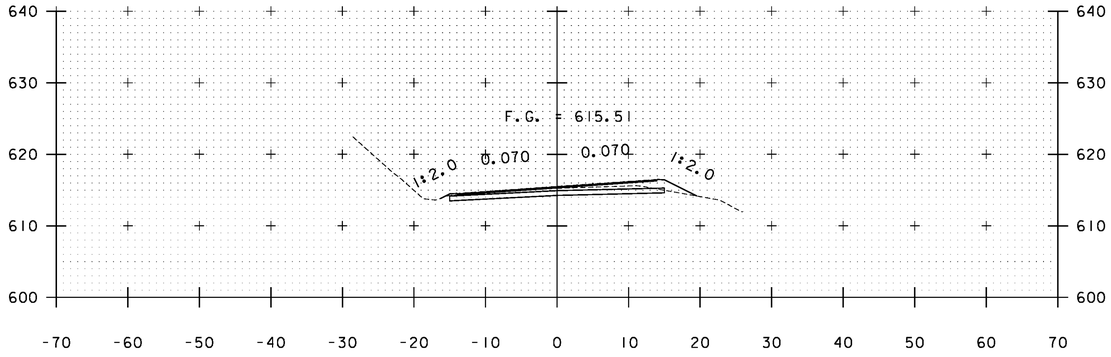
B 174+00



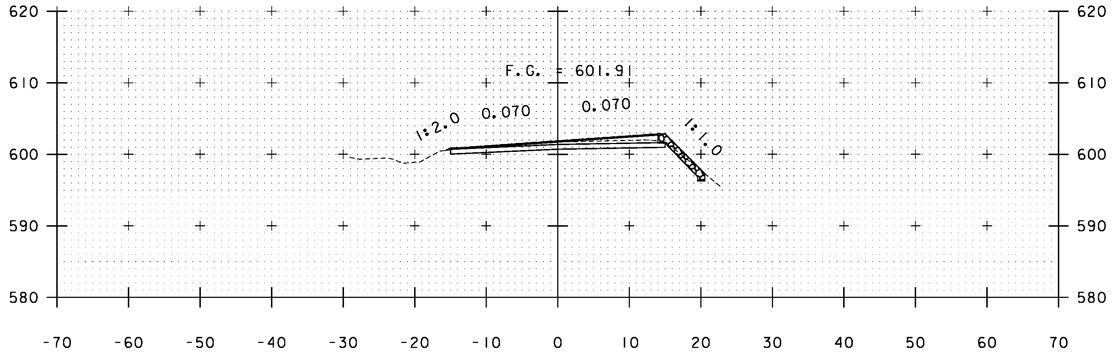
B 172+00



B 173+50



B 171+50



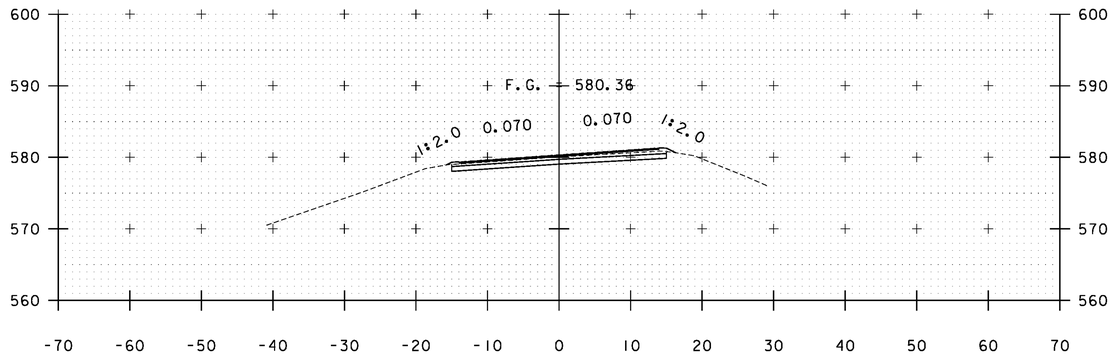
B 173+00

STA. B 171+50 TO STA. B 174+00

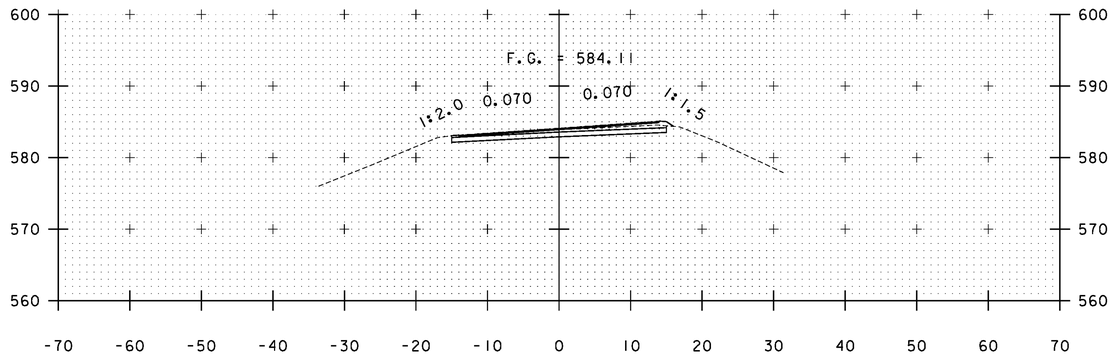
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

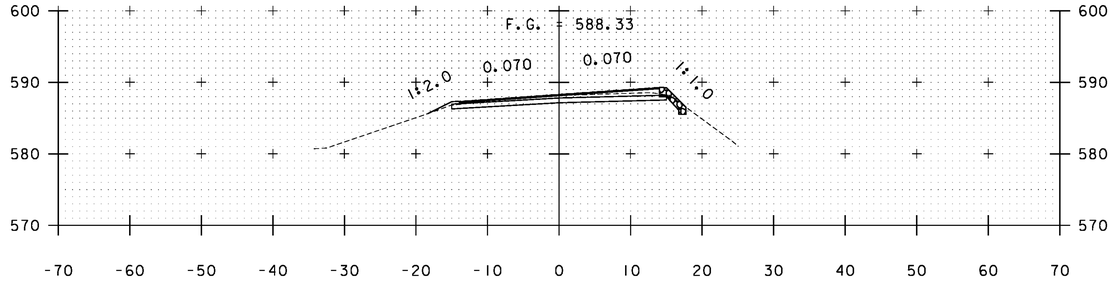
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 395 OF 444



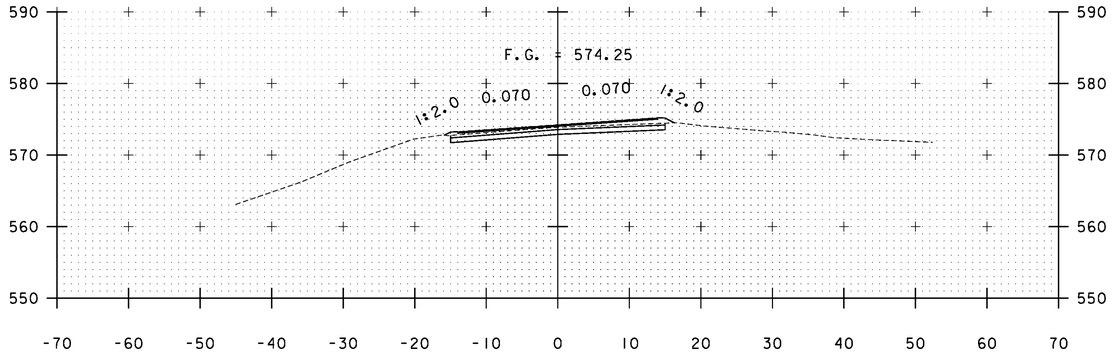
B 175+50



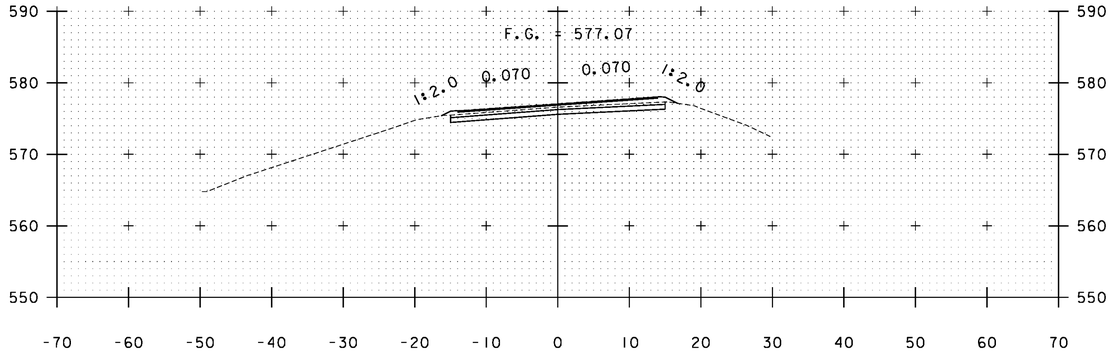
B 175+00



B 174+50



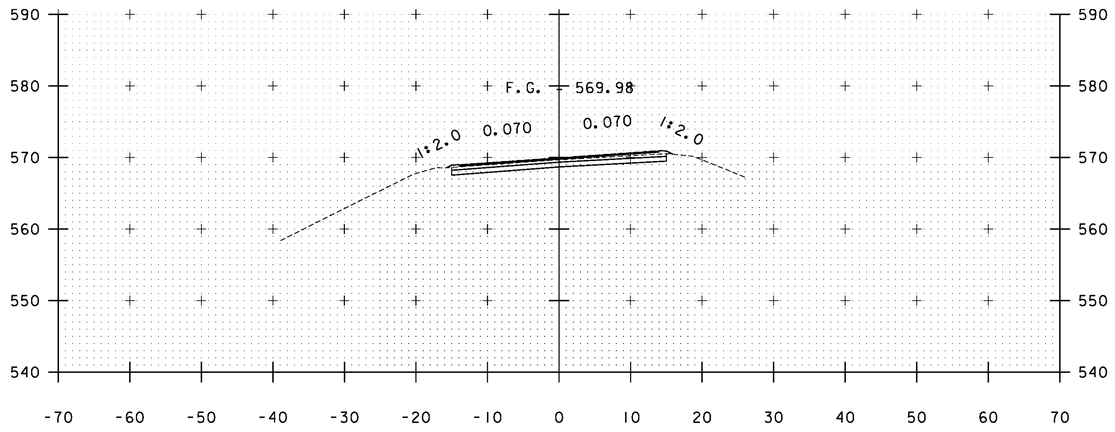
B 176+50



B 176+00

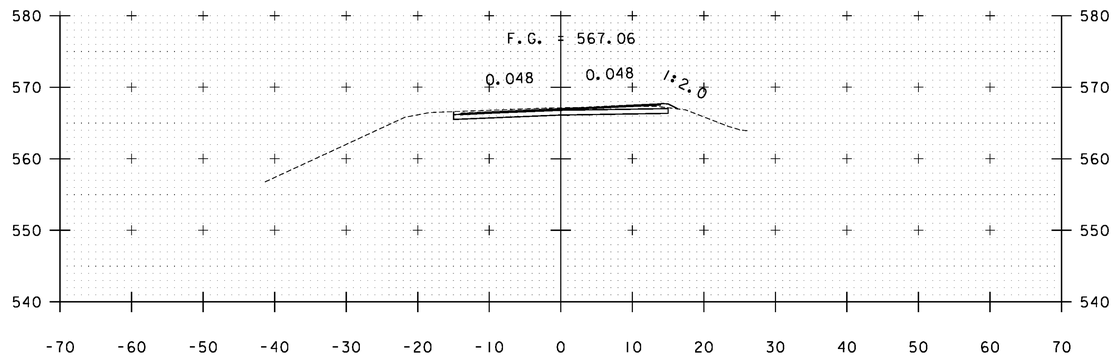
STA. B 174+50 TO STA. B 176+50

PROJECT NAME:	WARDSBORO-JAMAICA
PROJECT NUMBER:	ER STP 013-1(17)
FILE NAME: xs.dgn	PLOT DATE: 3/18/2014
PROJECT LEADER: K. UPMAL	DRAWN BY: B. KIPP
DESIGNED BY: B. KIPP	CHECKED BY: HSD
CROSS SECTIONS	SHEET 396 OF 444

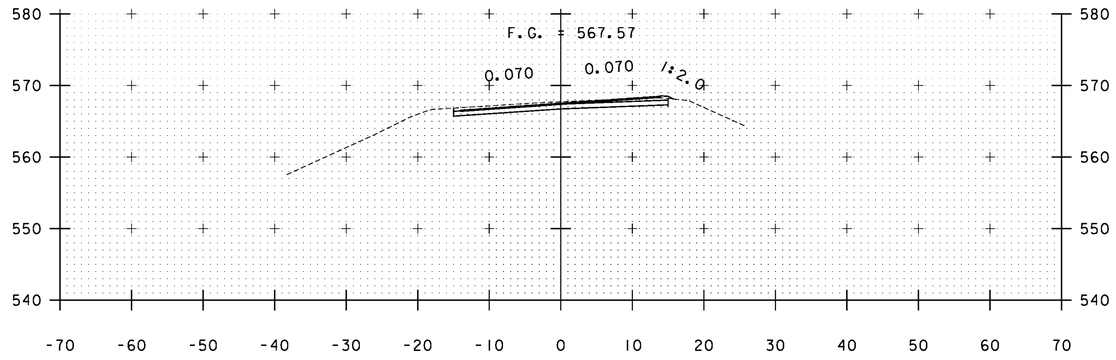


B 177+50

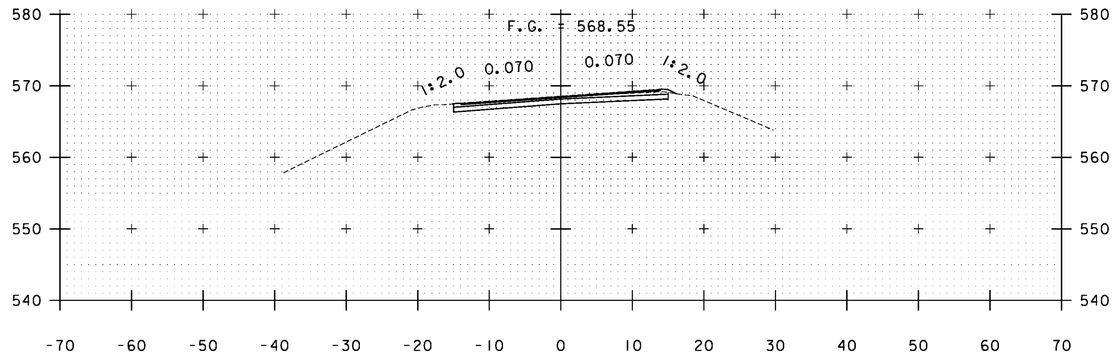
B 177+00



B 179+00



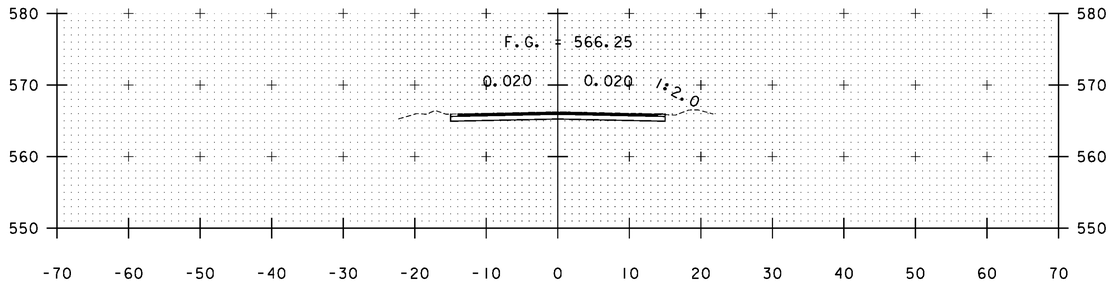
B 178+50



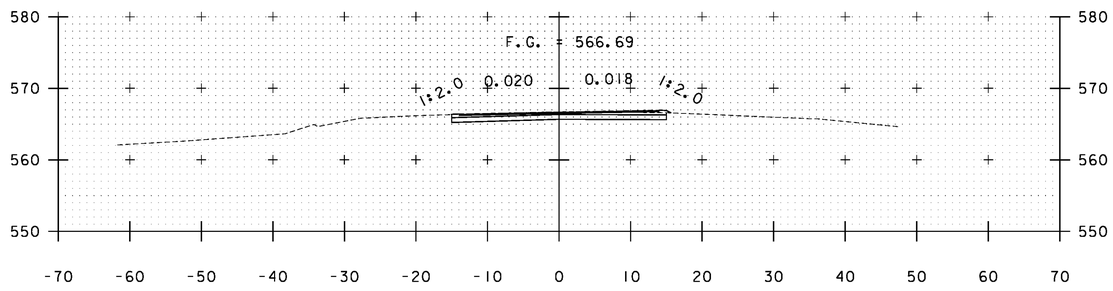
B 178+00

STA. B 177+00 TO STA. B 179+00

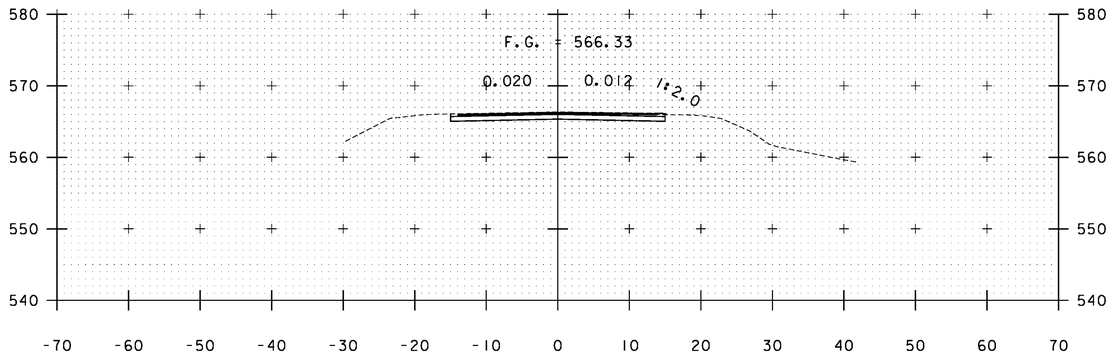
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PROJECT NUMBER:	ER STP 013-1(17)
FILE NAME: xs.dgn	PLOT DATE: 2/26/2014
PROJECT LEADER: K. UPMAL	DRAWN BY: B. KIPP
DESIGNED BY: B. KIPP	CHECKED BY: HSD
CROSS SECTIONS	SHEET 397 OF 444



B 180+12



B 179+50



B 180+00

STA. B 179+50 TO STA. B 180+12

PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

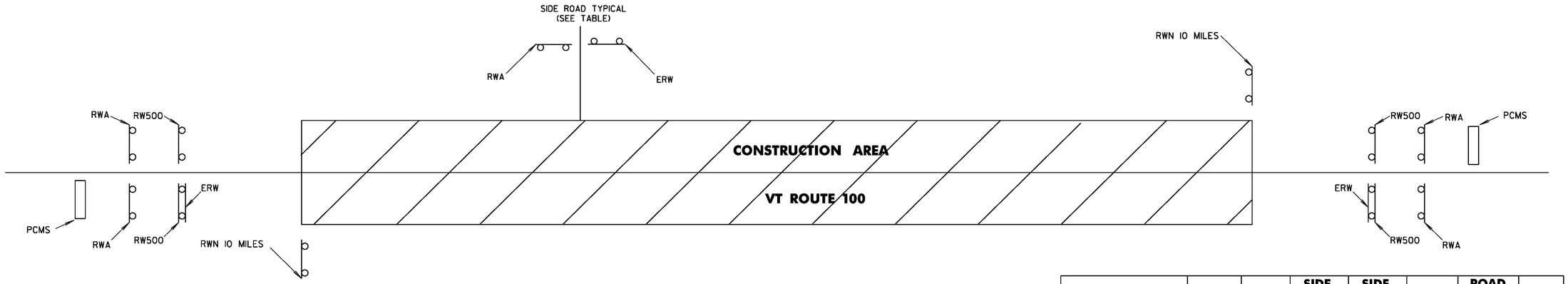
FILE NAME: xs.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CROSS SECTIONS

PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: HSD
SHEET 398 OF 444

CONSTRUCTION APPROACH SIGNING

NOT TO SCALE

SEE STD T-10, T-17 AND T-28 TO T-31 FOR SIGN PLACEMENT



NOTES:

1. THE CONTRACTOR SHALL INCLUDE A CONSTRUCTION SIGN APPROACH PACKAGE FOR EXPECTED LANE CLOSURES AND WORK ZONE SPEED REDUCTIONS IN COMPLIANCE WITH THE TRAFFIC CONTROL NOTES AND PART 6 OF THE MUTCD. PAYMENT FOR PROVIDING THIS PACKAGE SHALL BE INCIDENTAL TO ITEM 641.10, "TRAFFIC CONTROL".

2. THE BID PRICE FOR "TRAFFIC CONTROL", ITEM 641.10, SHALL INCLUDE ALL OF THE FOLLOWING, AS NEEDED: APPROACH AND ON-PROJECT CONSTRUCTION SIGNING, PORTABLE ARROW BOARDS, BARRIERS, BARRELS, CONES, BARRICADES, TEMPORARY REGULATORY AND WARNING SIGNS, AND POSTS AS DETAILED IN VTRANS STANDARDS. ALL ADJUSTING, RELOCATING, AND REMOVING OF THESE DEVICES AS DIRECTED BY THE RESIDENT ENGINEER SHALL ALSO BE INCLUDED. THE FOLLOWING ITEMS WILL BE PAID FOR SEPARATELY:

   646.600, 646.610, 646.682 AND 646.690 - TEMPORARY PAVEMENT MARKINGS
   646.76 - LINE STRIPING TARGETS
   630.10 UNIFORMED TRAFFIC OFFICER, 630.15 - FLAGGERS

3. PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) WILL BE PROVIDED FOR USE ALONG THIS PROJECT. THE PLACEMENT OF THESE UNITS AS WELL AS THE MESSAGE WILL BE APPROVED BY THE RESIDENT ENGINEER. THESE SIGNS WILL BE PAID FOR UNDER ITEM 641.15, "PORTABLE CHANGEABLE MESSAGE SIGN".

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

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

   THE PCMS SHOULD COMMUNICATE WHAT INFORMATION MOTORISTS NEED TO KNOW. UNNECESSARY INFORMATION SHOULD BE AVOIDED. MESSAGES SHOULD BE UPDATED PERIODICALLY TO DESCRIBE THE WORK ACTIVITY OCCURRING SO THAT THE PCMS CONTINUES TO COMMAND THE ATTENTION OF MOTORISTS.

   THE MUTCD 2009 SHALL BE THE STANDARD FOR ALL TRAFFIC CONTROL DEVICES. EXISTING SIGNS, SIGNALS AND MARKINGS SHALL BE VALID UNTIL SUCH TIME AS THEY ARE REPLACED OR RECONSTRUCTED. WHEN NEW TRAFFIC CONTROL DEVICES ARE ERECTED OR PLACED OR EXISTING TRAFFIC CONTROL DEVICES ARE REPLACED OR REPAIRED THE EQUIPMENT, DESIGN, METHOD OF INSTALLATION, PLACEMENT OR REPAIR SHALL CONFORM WITH SUCH STANDARDS.

5. NO CONSTRUCTION SIGNS SHALL BE INSTALLED AS TO INTERFERE OR OBSTRUCT THE VIEW OF EXISTING TRAFFIC CONTROL DEVICES, STOPPING SIGHT DISTANCE, AND CORNER SIGHT DISTANCE FROM DRIVES AND TOWN HIGHWAYS.

6. CONES SHALL BE USED TO CLEARLY DEFINE THE TRAVEL SPACE AND PROVIDE SEPARATION FROM THE WORK SPACE ALONG ITS ENTIRE LENGTH.

7. AS THE PAVING OPERATION MOVES, THE FLAGGER SIGNS SHALL BE MOVED ACCORDINGLY. AT NO TIME SHOULD THE FLAGGER SYMBOL SIGN BE MORE THAN 1000 FT FROM THE FLAGGER STATION. FLAGGER SIGNS SHALL BE COVERED OR TURNED AWAY IF FLAGGING OPERATIONS CEASE FOR MORE THAN 15 MINUTES.

8. ALL PERMANENT SIGNS THAT CONFLICT WITH TEMPORARY TRAFFIC CONTROL SHALL BE COMPLETELY COVERED, THE PAYMENT FOR WHICH SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 641.10 TRAFFIC CONTROL.

9. CONSTRUCTION ZONE SIGN LAYOUT SHALL BE IN ACCORDANCE WITH SECTION 6 OF THE 2009 MUTCD.

10. CONSTRUCTION SIGNS SHALL BE IN NEW OR LIKE NEW CONDITION PER VAOT STANDARDS.

11. DIAMOND SHAPED SIGNS SHALL BE 4'X4' WITH BLACK TEXT AND BORDER ON A RETROREFLECTIVE FLOURESCENT ORANGE BACKGROUND.

12. RETROREFLECTIVE SHEETING SHALL BE AS SPECIFIED IN THE SPECIAL PROVISIONS.

13. CONSTRUCTION ZONE SIGNS SHALL BE INSTALLED AS SPECIFIED IN THE SPECIAL PROVISIONS.

14. WHERE TEMPORARY SIGNS ARE PLACED BEHIND GUARDRAIL, THEY SHALL BE ADJUSTED SUCH THAT THE BOTTOM OF THE SIGNS ARE ABOVE THE TOP OF GUARDRAIL.

	ROAD WORK AHEAD	END ROAD WORK	SIDE ROAD WORK AHEAD	SIDE ROAD WORK 500 FT	ROAD WORK 500 FT	ROAD WORK NEXT 10 MILES	PCMS
Wardsboro							
BEGIN PROJECT (VT 100)	2	2			2	1	1
MEADOWWOOD LN	1	1					
TURKWOOD RD	1	1					
UPPER PODUNK RD	1	1					
STRATTON ARLINGTON RD	1	1					
GREEN MOUNTAIN DR	1	1					
SMEAD RD	1	1					
NEWALL HILL RD	1	1					
SHELDON HILL RD	1	1					
FITTS RD	1	1					
LOWER PODUNK RD	1	1					
BILLS RD	1	1					
BILLS RD	1	1					
GILFREATHER RD	1	1					
SCHOOL RD	1	1					
Jamaica							
SMITH RD	1	1					
HENDERSON RD	1	1					
OLD ROUTE 8	2	2					
PINEAPPLE HILL LANE	1	1					
CUSHING LANE	1	1					
COBB LANE	1	1					
RIVER RD	1	1					
EATON RD	1	1					
END PROJECT (VT 100)	2	2			2	1	1
TOTALS	27	27	0	0	4	2	2

LEGEND

RWA = ROAD WORK AHEAD
RW500 = ROAD WORK 500 FT
SRWA = SIDE ROAD WORK AHEAD
SRW500 = SIDE ROAD WORK 500 FT
ERW = END ROAD WORK
RWN = ROAD WORK NEXT 9 MILES
PCMS = PORTABLE CHANGEABLE MESSAGE SIGN

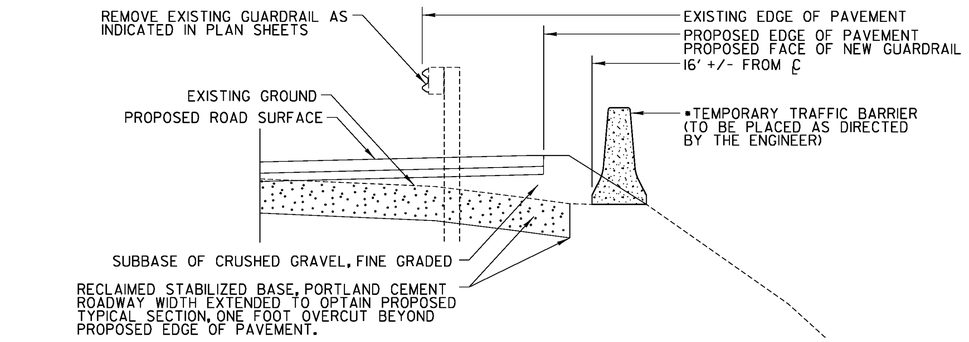
PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: d12b236_frm.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
CONSTRUCTION APPROACH SIGNING SHEET

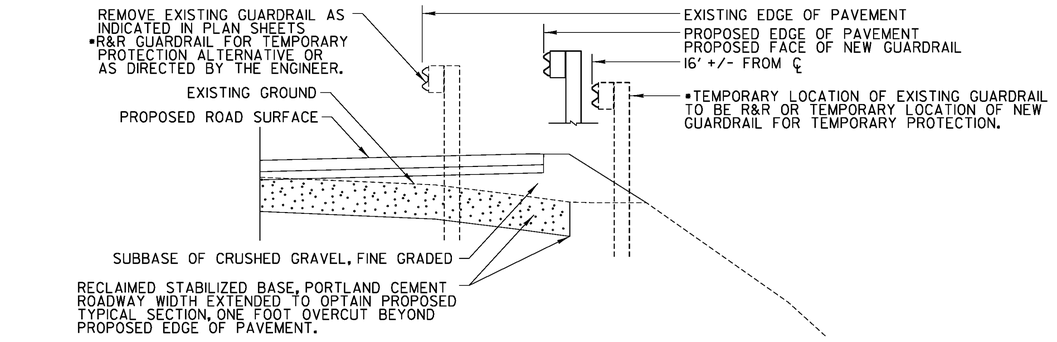
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: A. KEMPTON
SHEET 399 OF 444

CONSTRUCTION OPERATIONS TRAFFIC PROTECTION PLAN

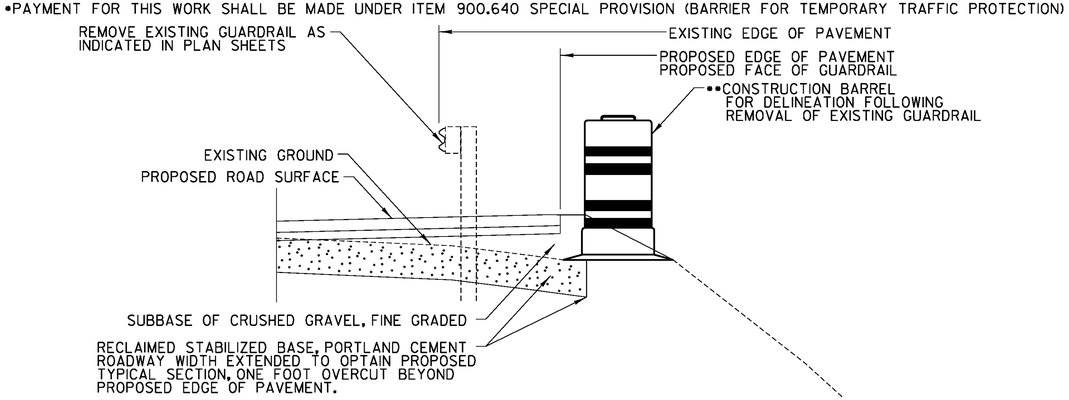
GUARDRAIL RUN NO.	BEGIN GUARDRAIL	END GUARDRAIL	POS.	RECOMMENDED TEMPORARY TRAFFIC PROTECTION	900.640 BARRIER FOR TEMPORARY TRAFFIC PROTECTION
WARDSBORO					(LF)
1	A 0+32	A 6+03	LT	DELINEATE WITH BARRELS DURING CONSTRUCTION	-
2	A 6+73	A 9+91	LT	DELINEATE WITH BARRELS DURING CONSTRUCTION	-
3	A 16+54	A 24+35	RT	DELINEATE WITH BARRELS DURING CONSTRUCTION	-
4	A 17+03	A 23+97	LT	DELINEATE WITH BARRELS DURING CONSTRUCTION	-
5	A 24+89	A 33+98	RT	DELINEATE WITH BARRELS DURING CONSTRUCTION	-
6	A 27+63	A 31+90	LT	DELINEATE WITH BARRELS DURING CONSTRUCTION	-
7	A 41+22	A 47+52	RT	INSTALL TEMPORARY BARRIER, R&R EXISTING GR OR TEMP. INSTALL NEW GR.	630
8	A 47+16	A 51+85	LT	DELINEATE WITH BARRELS DURING CONSTRUCTION	-
9	A 54+40	A 58+69	LT	DELINEATE WITH BARRELS DURING CONSTRUCTION	-
10	A 63+06	A 84+14	LT	DELINEATE WITH BARRELS DURING CONSTRUCTION	-
11	A 83+29	A 101+00	RT	DELINEATE WITH BARRELS DURING CONSTRUCTION	-
12	A 104+50	A 107+45	RT	DELINEATE WITH BARRELS DURING CONSTRUCTION	-
13	A 107+95	A 111+48	RT	DELINEATE WITH BARRELS DURING CONSTRUCTION	-
14	A 125+36	A 127+11	RT	DELINEATE WITH BARRELS DURING CONSTRUCTION	-
15	A 138+51	A 147+87	RT	DELINEATE WITH BARRELS DURING CONSTRUCTION	-
16	A 148+64	A 152+32	LT	DELINEATE WITH BARRELS DURING CONSTRUCTION	-
17	A 151+29	A 151+44	RT	DELINEATE WITH BARRELS DURING CONSTRUCTION	-
18	A 189+13	A 189+87	LT	DELINEATE WITH BARRELS DURING CONSTRUCTION	-
19	A 190+29	A 200+23	RT	DELINEATE WITH BARRELS DURING CONSTRUCTION	-
20	A 200+38	A 211+89	RT	DELINEATE WITH BARRELS DURING CONSTRUCTION	-
21	A 227+01	A 230+06	RT	DELINEATE WITH BARRELS DURING CONSTRUCTION	-
22	A 233+09	A 234+83	RT	DELINEATE WITH BARRELS DURING CONSTRUCTION	-
23	A 262+36	A 269+72	RT	DELINEATE WITH BARRELS DURING CONSTRUCTION	-
24	A 291+15	A 304+27	RT	DELINEATE WITH BARRELS DURING CONSTRUCTION	-
25	A 308+08	A 310+00	RT	INSTALL TEMPORARY BARRIER, R&R EXISTING GR OR TEMP. INSTALL NEW GR.	140
26	A 310+00	A 315+59	RT	DELINEATE WITH BARRELS DURING CONSTRUCTION	-
27	A 318+60	A 327+00	RT	INSTALL TEMPORARY BARRIER, R&R EXISTING GR OR TEMP. INSTALL NEW GR.	840
28	A 332+13	A 340+12	RT	DELINEATE WITH BARRELS DURING CONSTRUCTION	-
29	A 346+97	A 347+90	RT	DELINEATE WITH BARRELS DURING CONSTRUCTION	-
30	A 368+80	A 378+77	RT	INSTALL TEMPORARY BARRIER, R&R EXISTING GR OR TEMP. INSTALL NEW GR.	997
31	A 380+88	A 383+61	RT	DELINEATE WITH BARRELS DURING CONSTRUCTION	-
32	A 384+92	A 388+00	RT	DELINEATE WITH BARRELS DURING CONSTRUCTION	
JAMAICA					
32	B 0+00	B 0+43	RT		
33	B 12+87	B 25+00	LT	INSTALL TEMPORARY BARRIER, R&R EXISTING GR OR TEMP. INSTALL NEW GR.	1213
34	B 39+17	B 50+12	LT	DELINEATE WITH BARRELS DURING CONSTRUCTION	-
35	B 58+19	B 58+83	RT	DELINEATE WITH BARRELS DURING CONSTRUCTION	-
36	B 58+19	B 60+00	LT	DELINEATE WITH BARRELS DURING CONSTRUCTION	-
	B 60+00	B 62+72	LT	INSTALL TEMPORARY BARRIER, R&R EXISTING GR OR TEMP. INSTALL NEW GR.	272
37	B 69+92	B 73+00	LT	DELINEATE WITH BARRELS DURING CONSTRUCTION	-
	B 73+00	B 77+44	LT	INSTALL TEMPORARY BARRIER, R&R EXISTING GR OR TEMP. INSTALL NEW GR.	444
38	B 133+25	B 140+15	RT	INSTALL TEMPORARY BARRIER, R&R EXISTING GR OR TEMP. INSTALL NEW GR.	690
39	B 144+19	B 148+76	RT	INSTALL TEMPORARY BARRIER, R&R EXISTING GR OR TEMP. INSTALL NEW GR.	457
40	B 153+10	B 155+39	RT	DELINEATE WITH BARRELS DURING CONSTRUCTION	-
41	B 154+13	B 155+39	LT	DELINEATE WITH BARRELS DURING CONSTRUCTION	-
42	B 159+80	B 161+24	RT	DELINEATE WITH BARRELS DURING CONSTRUCTION	-
43	B 161+89	B 163+38	RT	DELINEATE WITH BARRELS DURING CONSTRUCTION	-
44	B 171+27	B 174+75	RT	INSTALL TEMPORARY BARRIER, R&R EXISTING GR OR TEMP. INSTALL NEW GR.	348
	B 174+75	B 176+25	RT	DELINEATE WITH BARRELS DURING CONSTRUCTION	-
45	B 173+78	B 179+61	LT	DELINEATE WITH BARRELS DURING CONSTRUCTION	-
46	B 176+54	B 179+55	RT	DELINEATE WITH BARRELS DURING CONSTRUCTION	-
				TOTALS	6031



•PAYMENT FOR THIS WORK SHALL BE MADE UNDER ITEM 900.640 SPECIAL PROVISION (BARRIER FOR TEMPORARY TRAFFIC PROTECTION)



•PAYMENT FOR THIS WORK SHALL 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 ITEM 641.10

TEMPORARY TRAFFIC PROTECTION AND DELINEATION DETAILS DURING CONSTRUCTION

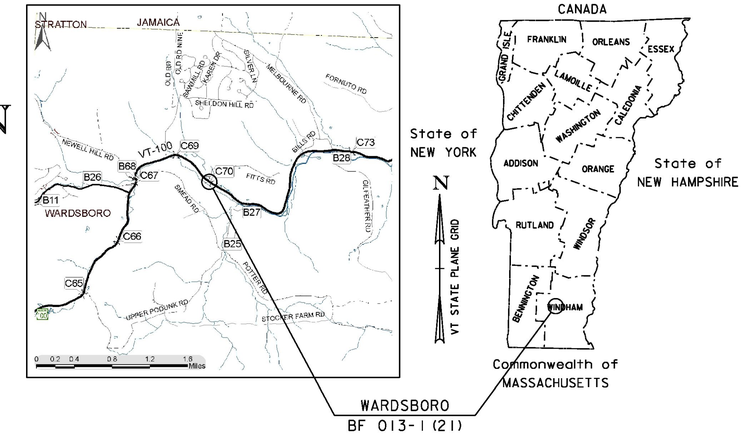
NOT TO SCALE

PROJECT NAME: WARDSBORO-JAMAICA
PROJECT NUMBER: ER STP 013-1(17)

FILE NAME: dl2b236_frm.dgn
PROJECT LEADER: K. UPMAL
DESIGNED BY: B. KIPP
PLOT DATE: 2/26/2014
DRAWN BY: B. KIPP
CHECKED BY: A. KEMPTON

CONS. OPERATIONS TRAFFIC PROTECTION PLAN SHEET 400 OF 444

STATE OF VERMONT
AGENCY OF TRANSPORTATION



PROPOSED IMPROVEMENT
BRIDGE PROJECT

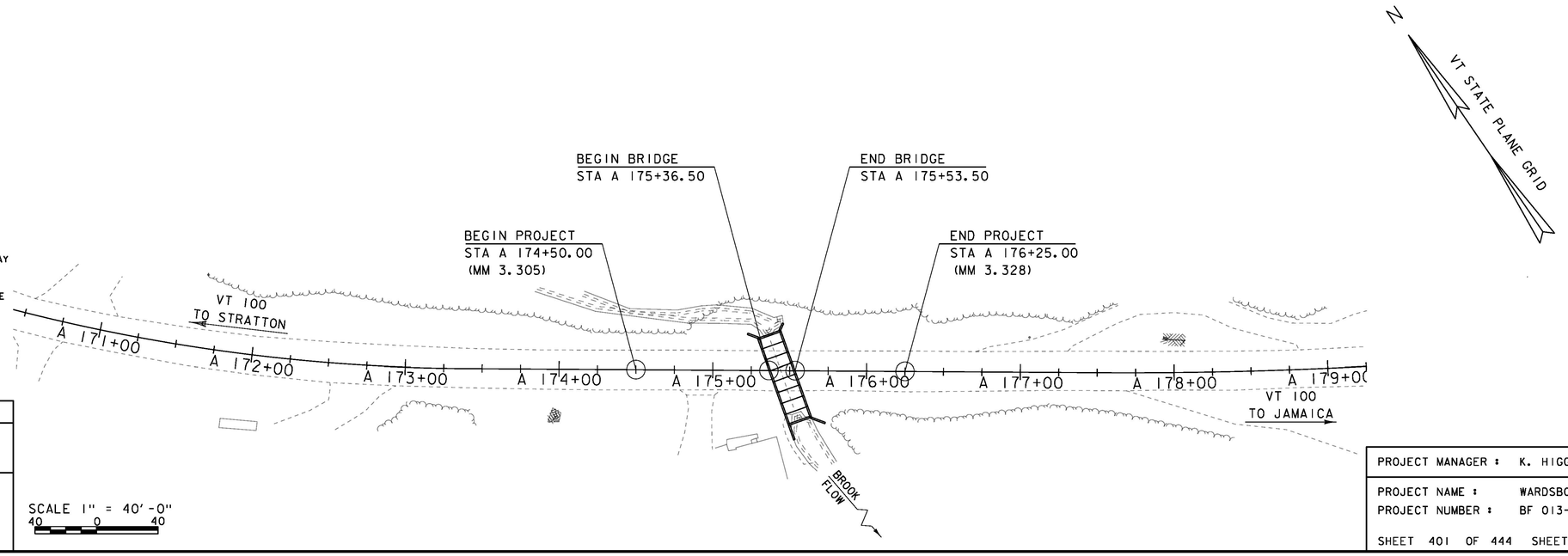
TOWN OF WARDSBORO
COUNTY OF WINDHAM

ROUTE NO : VT ROUTE 100, RURAL MINOR ARTERIAL. CULVERT NO : 70

PROJECT LOCATION: 7.7 MILES SOUTH OF THE JUNCTION OF VT ROUTE 100 AND VT ROUTE 30

PROJECT DESCRIPTION: REMOVAL OF EXISTING STRUCTURE AND REPLACEMENT WITH A NEW PRECAST STRUCTURE.

LENGTH OF STRUCTURE:	17.00 FEET
LENGTH OF ROADWAY:	158.00 FEET
LENGTH OF PROJECT:	175.00 FEET



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 2	
SURVEYED BY :	L. ORVIS
SURVEYED DATE :	09/19/2012
DATUM	
VERTICAL	NAVD88
HORIZONTAL	NAD 83 (2007)

SCALE 1" = 40'-0"
40 0 40

PROJECT MANAGER :	K. HIGGINS, P.E.
PROJECT NAME :	WARDSBORO
PROJECT NUMBER :	BF 013-1(21)
SHEET 401 OF 444 SHEETS	

STATE OF VERMONT
AGENCY OF TRANSPORTATION

PRELIMINARY INFORMATION SHEET (CULVERT)

Version 12.09.13

LRFD

INDEX OF SHEETS

PLAN SHEETS

SEE SHEET 2 FOR
INDEX OF SHEETS AND
LIST OF STANDARDS

STANDARDS LIST

FINAL HYDRAULIC REPORT

HYDROLOGIC DATA

Date: Nov 2013

DRAINAGE AREA : 1.3 sq. mi.
CHARACTER OF TERRAIN : Mountainous, mostly forested, some development
STREAM CHARACTERISTICS : Sinuous and alluvial
NATURE OF STREAMBED : Boulders and gravel

PEAK FLOW DATA

Q 2.33 =	90 cfs	Q 50 =	350 cfs
Q 10 =	225 cfs	Q 100 =	420 cfs
Q 25 =	290 cfs	Q 500 =	590 cfs

DATE OF FLOOD OF RECORD : Unknown
ESTIMATED DISCHARGE: Unknown
WATER SURFACE ELEV.: Unknown
NATURAL STREAM VELOCITY : @ Q50 = 11.7 fps
ICE CONDITIONS : Moderate
DEBRIS: Moderate
DOES THE STREAM REACH MAXIMUM HIGHWATER ELEV. RAPIDLY? No
IS ORDINARY RISE RAPID? No
IS STAGE AFFECTED BY UPSTREAM OR DOWNSTREAM CONDITIONS? No
IF YES, DESCRIBE:

WATERSHED STORAGE: <1%
HEADWATERS:
UNIFORM: X
IMMEDIATELY ABOVE SITE:

EXISTING STRUCTURE INFORMATION

STRUCTURE TYPE: Multiplate Pipe Arch
YEAR BUILT: 1957
CLEAR SPAN(NORMAL TO STREAM): 8' - 10"
VERTICAL CLEARANCE ABOVE STREAMBED: 6' - 1"
WATERWAY OF FULL OPENING: 43 sq. ft.
DISPOSITION OF STRUCTURE: Remove and replace
TYPE OF MATERIAL UNDER SUBSTRUCTURE: See borings

WATER SURFACE ELEVATIONS AT:

Q2.33 =	1289.9'	VELOCITY =	7.5 fps
Q10 =	1292.0'	"	10.3 fps
Q25 =	1293.0'	"	11.1 fps
Q50 =	1294.1'	"	11.5 fps
Q100 =	1295.6'	"	12.4 fps

LONG TERM STREAMBED CHANGES: None noted

IS THE ROADWAY OVERTOPPED BELOW Q100: No
FREQUENCY: N/A
RELIEF ELEVATION: 1296.4' @ arch
DISCHARGE OVER ROAD @Q100: N/A

UPSTREAM STRUCTURE

TOWN: Wardsboro
DISTANCE: 500'
HIGHWAY # : TH 11
STRUCTURE #:
CLEAR SPAN:
CLEAR HEIGHT:
YEAR BUILT:
FULL WATERWAY: 12.6 sq. ft.
STRUCTURE TYPE: 4' boiler pipe

DOWNSTREAM STRUCTURE

TOWN: Wardsboro
DISTANCE: 100'
HIGHWAY # :
STRUCTURE #:
CLEAR SPAN:
CLEAR HEIGHT:
YEAR BUILT:
FULL WATERWAY:
STRUCTURE TYPE: Confluence with Wardsboro Brook

LRFR LOAD RATING FACTORS

LOADING LEVELS	TRUCK						
	H-20	HL-93	3S2	6 AXLE	3A STR	4A STR	5A SEMI
TONNAGE	20	36	36	66	30	34.5	38
INVENTORY							
POSTING							
OPERATING							
COMMENTS:	TABLE TO BE COMPLETED BY CONTRACTOR'S DESIGNER						

CULVERT DESIGN CRITERIA

1. PROPOSED CULVERT IS A PRECAST CONCRETE STRUCTURE (14'-0" X 8'-0" X 60'-0" BOX).
2. CULVERT ENDS ARE SKEWED BY AN ANGLE OF VARIES°
3. CULVERT WILL BE SET AT A SLOPE OF 36.00 IN. ON 100 FT.
4. CULVERT WILL REQUIRE FISH PASSAGE ACCOMMODATIONS
5. CULVERT CONSTRUCTION WILL REQUIRE A TEMPORARY PIPE

PROPOSED STRUCTURE

STRUCTURE TYPE: Precast Concrete Box

CLEAR SPAN(NORMAL TO STREAM): 14'
VERTICAL CLEARANCE ABOVE STREAMBED: 6'
WATERWAY OF FULL OPENING: 84 sq. ft.

WATER SURFACE ELEVATIONS AT:

Q2.33 =	1288.9'	VELOCITY=	6.6 fps
Q10 =	1290.2'	"	9.3 fps
Q25 =	1290.8'	"	10.3 fps
Q50 =	1291.2'	"	11.0 fps
Q100 =	1291.8'	"	11.9 fps

IS THE ROADWAY OVERTOPPED BELOW Q100: No
FREQUENCY: N/A
RELIEF ELEVATION: 1296.4' at structure
DISCHARGE OVER ROAD @Q100: N/A

AVERAGE LOW ELEVATION OF SUPERSTRUCTURE: 1293.4' at inlet
VERTICAL CLEARANCE: @ Q50 = 2.2'

SCOUR: Scour not calculated for a box

REQUIRED CHANNEL PROTECTION: Stone Fill, Type III

PERMIT INFORMATION

AVERAGE DAILY FLOW:	3 cfs	DEPTH OR ELEVATION:
ORDINARY LOW WATER:	1 cfs	~0.5'
ORDINARY HIGH WATER:	40 cfs	~1.0'

TEMPORARY BRIDGE REQUIREMENTS

STRUCTURE TYPE: None required - road closure
CLEAR SPAN (NORMAL TO STREAM):
VERTICAL CLEARANCE ABOVE STREAMBED:
WATERWAY AREA OF FULL OPENING:

ADDITIONAL INFORMATION

TRAFFIC MAINTENANCE NOTES

1. MAINTAIN TRAFFIC ON AN OFF SITE DETOUR.
2. TRAFFIC SIGNALS ARE NOT NECESSARY.
3. SIDEWALKS ARE NOT NECESSARY

DESIGN VALUES

1. DESIGN LIVE LOAD		HL-93
2. FUTURE PAVEMENT	d_P:	3.0 INCH
3. CULVERT OPENING	D:	84.00 FT
4. MIN. MID-SPAN POS. CAMBER @ RELEASE (PRESTRESSED UNITS)	Δ:	---
5. PRESTRESSING STRAND	f_y:	---
6. PRESTRESSED CONCRETE STRENGTH	f'_c:	---
7. PRESTRESSED CONCRETE RELEASE STRENGTH	f'_{ci}:	---
8. CONCRETE, HIGH PERFORMANCE CLASS AA	f'_c:	---
9. CONCRETE, HIGH PERFORMANCE CLASS A	f'_c:	---
10. CONCRETE, HIGH PERFORMANCE CLASS B	f'_c:	---
11. CONCRETE, CLASS C	f'_c:	---
12. REINFORCING STEEL	f_y:	60 KSI
13. STRUCTURAL STEEL AASHTO M270	f_y:	---
14. SOIL UNIT WEIGHT	γ:	---
15. NOMINAL BEARING RESISTANCE OF SOIL	q_n:	---
16. SOIL BEARING RESISTANCE FACTOR (REFER TO AASHTO LRFD)	ϕ:	---
17. NOMINAL BEARING RESISTANCE OF ROCK	q_n:	---
18. ROCK BEARING RESISTANCE FACTOR (REFER TO AASHTO LRFD)	ϕ:	---
19. NOMINAL AXIAL PILE RESISTANCE	q_p:	---
20. PILE YIELD STRENGTH ASTM A572	f_y:	---
21. PILE SIZE		---
22. EST. PILE LENGTH	L_p:	
23. PILE RESISTANCE FACTOR	ϕ:	---
24. LATERAL PILE DEFLECTION	Δ:	---
25. BASIC WIND SPEED	V_{3s}:	---
26. MINIMUM GROUND SNOW LOAD	p_g:	---
27. SEISMIC DATA PGA: ---	S_s:	---
	S_1:	---

AS BUILT "REBAR" DETAIL

LEVEL I	LEVEL II	LEVEL III
TYPE:	TYPE:	TYPE:
GRADE:	GRADE:	GRADE:

TRAFFIC DATA

YEAR	ADT	DHV	% D	% T	ADTT
2016	1100	150	55	13.7	130
2036	1200	170	55	20.4	210

20 year ESAL for flexible pavement from 2016 to 2036 : 898000
40 year ESAL for flexible pavement from 2016 to 2056 : 2056000
Design Speed : 50 mph

PROJECT NAME: **WARDSBORO**
PROJECT NUMBER: **BF 013-1(21)**

FILE NAME: **s13b072pi.dgn**
PROJECT LEADER: **K. HIGGINS**
DESIGNED BY: **J. SALVATORI**
PRELIMINARY INFORMATION SHEET

PLOT DATE: 2/13/2014
DRAWN BY: **J. SALVATORI**
CHECKED BY: **G. LAROCHE**
SHEET 402 OF 444

GENERAL NOTES

1. ALL MATERIALS AND CONSTRUCTION SHALL CONFORM TO THE AGENCY OF TRANSPORTATION'S STANDARD SPECIFICATIONS FOR CONSTRUCTION, DATED 2011, AND ITS LATEST REVISIONS, AND THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS 6th EDITION, AND ITS LATEST REVISIONS.

2. THE CONTRACTOR WILL BE ALLOWED TO CLOSE THE BRIDGE FOR ONE WEEKEND (TWO CONSECUTIVE DAYS) BEGINNING ON A FRIDAY AT 6PM AND ENDING THE FOLLOWING MONDAY AT 6 AM TO PERFORM REPLACEMENT OF THE EXISTING STRUCTURE. FOLLOWING THE CLOSURE PERIOD, THE PROJECT FACILITY SHALL BE REOPENED TO A MINIMUM OF ONE-LANE, TWO-WAY TRAFFIC. DURING THE BRIDGE CLOSURE PERIOD THE CONTRACTOR WILL BE ALLOWED TO WORK 24 HOURS PER DAY. THE CONTRACTOR SHALL SCHEDULE THEIR WORK SUCH THAT THE BRIDGE IS NOT CLOSED DURING HOLIDAY PERIODS. SEE SPECIAL PROVISIONS FOR FURTHER INFORMATION AND REQUIREMENTS.

3. THE CONTRACTOR IS TO COORDINATE THE ROAD CLOSURE PERIOD WITH ANY SCHEDULED ROAD CLOSURES OF VERMONT ROUTE 30 ASSOCIATED WITH THE BRATTLEBORO IM 091-1(65) PROJECT. FOR ARRANGEMENTS CONTACT CALEB LINN, PROJECT MANAGER, PCL CIVIL CONSTRUCTORS, INC AT 802-251-0709.

4. PREPARATION OF THE SITE WILL BE ALLOWED PRIOR TO THE BRIDGE CLOSURE PERIOD. HOWEVER, EXCAVATION FOR AND PLACEMENT OF BOX SECTIONS SHALL BE PERFORMED DURING BRIDGE CLOSURE PERIOD ONLY.

5. ITEM 529.15 "REMOVAL OF STRUCTURE" SHALL BE USED FOR ALL WORK REQUIRED TO REMOVE THE EXISTING CGMPPA UNDER VT 100.

6. THE CONTRACTOR IS TO INSTALL TEMPORARY TRAFFIC BARRIER TO REMAIN IN PLACE UNTIL FINAL GRADE IS ESTABLISHED AND PROPOSED GUARDRAIL IS INSTALLED BETWEEN STATIONS 174+75 AND 176+00. PAYMENT WILL BE CONSIDERED INCLUDED IN THE BID PRICE FOR ITEM 900.645 SPECIAL PROVISION (TRAFFIC CONTROL, ALL-INCLUSIVE).

7. ALL DIMENSIONS ARE HORIZONTAL OR VERTICAL AND ARE GIVEN AT 68 DEGREES F UNLESS OTHERWISE NOTED.

8. EXCAVATED STREAM BED MATERIAL SUPPLEMENTED WITH STONE FILL, TYPE III SHALL BE PLACED INSIDE THE BOX SECTIONS AND AS SHOWN IN THE PLANS. PAYMENT SHALL BE UNDER ITEM 900.608 SPECIAL PROVISION (STONE FILL, STREAM BED MATERIAL). SEE SPECIAL PROVISIONS.

9. CONTRACTOR IS TO CONTACT RIVER MANAGEMENT ENGINEER, TODD MENEES AT 802-345-3510, A MINIMUM OF TWO WEEKS PRIOR TO THE CLOSURE PERIOD FOR APPROVAL OF STREAM BED MATERIAL AND FOR CONSULTATION REGARDING FINAL GRADING OF THE CHANNEL.

TRAFFIC CONTROL

10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DESIGN AND IMPLEMENTATION OF A SITE SPECIFIC TRAFFIC CONTROL PLAN FOR ALL STAGES OF CONSTRUCTION. THE PLAN SHALL CLEARLY DETAIL HOW TRAFFIC WILL BE MAINTAINED PRIOR TO, DURING AND AFTER THE BRIDGE CLOSURE PERIOD. THE PLAN SHALL SPECIFY ALL CONSTRUCTION ACTIVITIES REQUIRING ALTERNATING ONE WAY TRAFFIC, RELATE THOSE ACTIVITIES TO THE CONSTRUCTION SCHEDULE AND SHOW APPROPRIATE TEMPORARY TRAFFIC CONTROL. THE CONTRACTOR SHALL SUBMIT DETAILED TRAFFIC CONTROL PLANS TO THE RESIDENT ENGINEER FOR APPROVAL PER SUBSECTION 105.03. ALL COSTS SHALL BE INCLUDED IN ITEM 900.645 SPECIAL PROVISION (TRAFFIC CONTROL, ALL-INCLUSIVE). SEE SPECIAL PROVISIONS.

11. ALL TEMPORARY TRAFFIC CONTROL SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD). FOR ADDITIONAL SIGNING INSTRUCTIONS SEE THE T SERIES OF THE STANDARDS. WHERE CONFLICTS EXIST, THE MUTCD SHALL GOVERN.

12. INSTALLATION OF TEMPORARY TRAFFIC CONTROL SIGNS SHALL NOT BLOCK ANY EXISTING TRAFFIC CONTROL SIGN ASSEMBLIES. THE CONTRACTOR SHALL TRY TO MAINTAIN AT LEAST 200 FEET BETWEEN SIGN ASSEMBLIES.

13. ALL ITEMS REQUIRED TO IMPLEMENT THE CONTRACTOR'S TRAFFIC CONTROL PLAN NOT PAID UNDER A SEPARATE CONTRACT ITEM WILL NOT BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED INCLUDED IN THE BID PRICE FOR ITEM 900.645 SPECIAL PROVISION (TRAFFIC CONTROL, ALL-INCLUSIVE).

14. DURING DAYLIGHT HOURS OF THE BRIDGE CLOSURE PERIOD, FLAGGERS ARE TO BE STATIONED AT THE INTERSECTIONS OF VT 100/SMEAD ROAD AND VT 100/LOWER PODUNK ROAD.

PRECAST CONCRETE

15. DESIGN CRITERIA (PRECAST BOX):

    A. SOIL UNIT WEIGHT = 130 PCF
    B. DESIGN LIVE LOAD = HL-93
    C. NOMINAL BEARING RESISTANCE (BEDROCK) = 70 KSF
    D. NOMINAL BEARING RESISTANCE (GRANULAR BACKFILL) = 20 KSF
    E. BEARING RESISTANCE FACTOR = 0.45
    F. DESIGN FILL OVER BOX = 0-2 FEET
    G. AT-REST EARTH PRESSURE (Ko) = 0.398
    H. CONCRETE COMPRESSIVE STRENGTH = SEE SUBSECTION 540.05(e)

16. DESIGN CRITERIA (PRECAST WINGWALLS):

    A. SOIL UNIT WEIGHT = 130 PCF
    B. DESIGN LIVE LOAD = HL-93
    C. NOMINAL BEARING RESISTANCE (BEDROCK) = 8 KSF
    D. NOMINAL BEARING RESISTANCE (GRANULAR BACKFILL) = 20 KSF
    E. BEARING RESISTANCE FACTOR = 0.45
    F. DESIGN FILL OVER BOX = N/A
    G. AT-REST EARTH PRESSURE (Ko) = 0.398
    H. CONCRETE COMPRESSIVE STRENGTH = SEE SUBSECTION 540.05(e)

17. ALL CONCRETE SHALL BE PRECAST. ITEM 540.10 "PRECAST CONCRETE STRUCTURE" INCLUDES ALL BOX SEGMENTS, HEADWALLS, AND CUTOFF WALLS. ALL CONNECTIONS SHALL BE DESIGNED BY THE FABRICATOR AND SHALL BE CONSIDERED INCIDENTAL TO ITEM 540.10.

18. THE PRECAST CONCRETE STRUCTURE SHALL BE DESIGNED FOR HYDROSTATIC PRESSURE UNLESS RAPID DRAINING MATERIAL MEETING THE REQUIREMENTS OF SUBSECTION 704.18 IS USED. IF USED, RAPID DRAINING MATERIAL SHALL BE PAID AT THE UNIT PRICE BID FOR ITEM 204.30. NO WEEPHOLES IN THE BOX SECTIONS WILL BE ALLOWED.

19. THE PRECAST BOX SECTIONS ARE SHOWN FOR REFERENCE ONLY. THE ACTUAL DIMENSIONS AND SHAPE WILL BE DEPENDENT ON THE FABRICATOR. THE MINIMUM INSIDE DIMENSIONS SHALL BE 8'-0" IN HEIGHT AND 14'-0" IN WIDTH. THE EXPOSED ENDS OF THE FIRST AND LAST UNITS SHALL BE VERTICAL.

20. ALL LIFTING HOLES AND BOLT POCKETS SHALL BE FILLED WITH MORTAR TYPE IV AFTER BEING SET IN THEIR FINAL POSITION. THIS WORK WILL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 540.10. FILLING THE JOINTS BETWEEN BOX SEGMENTS WITH GROUT IS NOT REQUIRED.

21. SHEET MEMBRANE WATERPROOFING MEETING THE REQUIREMENTS OF SUBSECTION 540.02 SHALL BE APPLIED TO THE ENTIRE TOP OF THE BOX AND A TWO (2) FOOT WIDE STRIP SHALL BE PLACED AT EACH VERTICAL JOINT. MEMBRANE SHALL BE CENTERED ON THE JOINT AND COVER THE FULL HEIGHT. THE SIDES SHALL BE COVERED PRIOR TO THE TOP. ANY OVERLAPPING OF MEMBRANE SHALL BE DONE IN A SHINGLE TYPE STYLE TO SHED WATER AND SHALL OVERLAP A MINIMUM OF ONE FOOT. PAYMENT FOR MEMBRANE WILL BE INCLUDED IN THE UNIT PRICE BID FOR CONTRACT ITEM 540.10.

22. WATER REPELLENT, SILANE SHALL BE FURNISHED IN ACCORDANCE WITH SECTION 514 AND SHALL BE SHOP APPLIED TO ALL EXPOSED EXTERIOR SURFACES OF THE PRECAST CONCRETE STRUCTURE. PAYMENT FOR SILANE WILL BE INCLUDED IN THE UNIT PRICE BID FOR CONTRACT ITEM 540.10.

REINFORCING STEEL

23. ALL REINFORCING STEEL SHALL BE LEVEL I (EPOXY COATED) REINFORCING STEEL IN ACCORDANCE WITH SECTION 507. PAYMENT FOR ALL REINFORCING STEEL WILL BE INCLUDED IN THE UNIT PRICE BID FOR CONTRACT ITEM 540.10.

24. ALL REINFORCING STEEL SHALL HAVE A MINIMUM CLEAR COVER OF 2".

25. REINFORCING STEEL PLACEMENT TOLERANCES SHALL BE AS FOLLOWS:

    SPACING +/- 1"
    CLEARANCE +/- ¼"

PROJECT NAME:	WARDSBORO
PROJECT NUMBER:	BF 013-1(21)
FILE NAME: sl3b072gen.dgn	PLOT DATE: 26-FEB-2014
PROJECT LEADER: K. HIGGINS	DRAWN BY: J. SALVATORI
DESIGNED BY: J. SALVATORI	CHECKED BY: G. LAROCHE
PROJECT NOTES	SHEET 403 OF 444

STATE OF VERMONT
AGENCY OF TRANSPORTATION

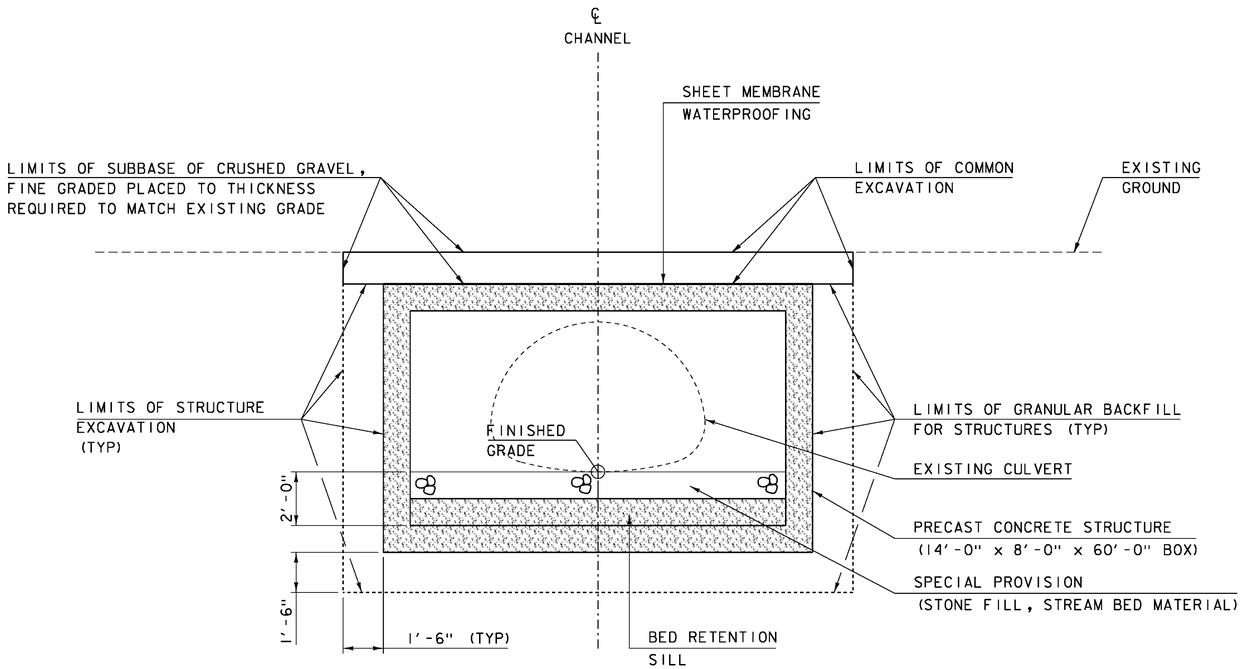
QUANTITY SHEET 1

SUMMARY OF ESTIMATED QUANTITIES									TOTALS		DESCRIPTIONS				DETAILED SUMMARY OF QUANTITIES		
							ROADWAY	BRIDGE	EROSION CONTROL	GRAND TOTAL	FINAL	UNIT	ITEMS	ITEM NUMBER	ROUND	QUANTITIES	UNIT	ITEMS
							25			25		CY	COMMON EXCAVATION	203.15				
								125		125		CY	UNCLASSIFIED CHANNEL EXCAVATION	203.27				
								575		575		CY	STRUCTURE EXCAVATION	204.25				
								310		310		CY	GRANULAR BACKFILL FOR STRUCTURES	204.30				
							50			50		TON	SUBBASE OF CRUSHED GRAVEL, FINE GRADED	301.28				
								1		1		EACH	REMOVAL OF STRUCTURE (6'-1" x 8'-10" CGMPPA)	529.15				
								1		1		LS	PRECAST CONCRETE STRUCTURE (14'-0" x 8'-0" x 60'-0" BOX)	540.10				
									1	1		MGAL	DUST CONTROL WITH WATER	609.10				
								50		50		CY	STONE FILL, TYPE II	613.11				
								75		75		CY	STONE FILL, TYPE III	613.12				
							500			500		HR	FLAGGERS	630.15				
								125		125		SY	GEOTEXTILE UNDER STONE FILL	649.31				
									120	120		SY	GEOTEXTILE FOR SILT FENCE	649.51				
									40	40		SY	GEOTEXTILE FOR FILTER CURTAIN	649.61				
									5	5		LB	SEED	651.15				
									5	5		LB	SEED, WINTER RYE	651.17				
									40	40		LB	FERTILIZER	651.18				
									1	1		TON	AGRICULTURAL LIMESTONE	651.20				
									1	1		TON	HAY MULCH	651.25				
									40	40		CY	TOPSOIL	651.35				
								125		125		SY	GRUBBING MATERIAL	651.40				
									1	1		LS	EPSC PLAN (BF 013-1(21))	652.10				
									40	40		HR	MONITORING EPSC PLAN	652.20				
									1	1		LU	MAINTENANCE OF EPSC PLAN (N.A.B.I.) (BF 013-1(21))	652.30				
									350	350		SY	TEMPORARY EROSION MATTING	653.20				
									60	60		CY	VEHICLE TRACKING PAD	653.35				
									1	1		EACH	FILTER BAG	653.45				
									230	230		LF	BARRIER FENCE	653.50				
									80	80		LF	PROJECT DEMARCATION FENCE	653.55				
								105		105		CY	SPECIAL PROVISION (STONE FILL, STREAM BED MATERIAL)	900.608				
							1			1		LS	SPECIAL PROVISION (CPM SCHEDULE)(BF 013-1(21))	900.645				
								1		1		LS	SPECIAL PROVISION (TEMPORARY RELOCATION OF STREAM)(BF 013-1(21))	900.645				
							1			1		LS	SPECIAL PROVISION (TRAFFIC CONTROL, ALL-INCLUSIVE)(BF 013-1(21))	900.645				
							1			1		LU	SPECIAL PROVISION (INCENTIVE/DISINCENTIVE)(N.A.B.I.)(BF 013-1(21))	900.650				

PROJECT NAME: WARDSBORO
PROJECT NUMBER: BF 013-1(21)

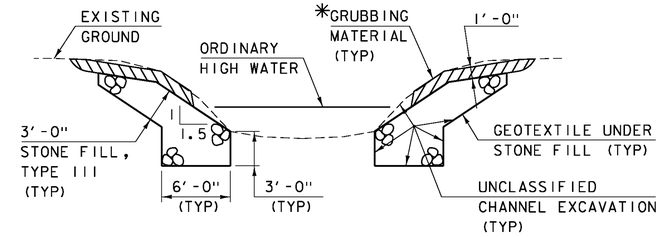
FILE NAME: s13b072qs.dgn
PROJECT LEADER: K. HIGGINS
DESIGNED BY: J. SALVATORI
QUANTITY SHEET

PLOT DATE: 17-MAR-2014
DRAWN BY: J. SALVATORI
CHECKED BY: G. LAROCHE
SHEET 404 OF 444



TYPICAL PRECAST BOX CULVERT SECTION

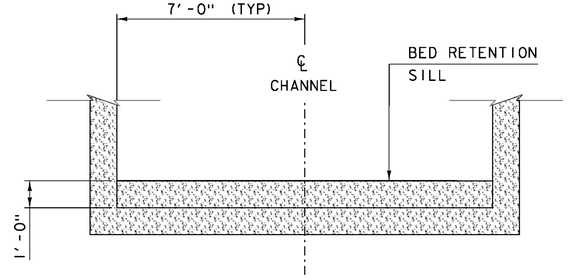
SCALE 3/8" = 1'-0"



TYPICAL CHANNEL SECTION

(NOT TO SCALE)

*GRUBBING MATERIAL SHALL NOT BE PLACED ON THE STONE FILL INSIDE THE BOX CULVERT. WHENEVER CHANNEL SLOPE INTERSECTS ROADWAY SUBBASE, GRUBBING MATERIAL SHALL BEGIN AT THE BOTTOM OF SUBBASE.



NOTES:

1. SILLS TO BE SPACED A MAXIMUM OF EVERY 8'-0" AND AT THE INLET AND OUTLET.
2. FABRICATOR TO DETAIL SILL CONNECTION.

BED RETENTION SILL DETAIL

NOT TO SCALE

PROJECT NAME: WARDSBORO	
PROJECT NUMBER: BF 013-1(21)	
FILE NAME: sl3b072typ.dgn	PLOT DATE: 26-FEB-2014
PROJECT LEADER: K. HIGGINS	DRAWN BY: J. SALVATORI
DESIGNED BY: J. SALVATORI	CHECKED BY: G. LAROCHE
TYPICAL SECTIONS	SHEET 405 OF 444

N

VT STATE PLANE GRID

WILMINGTON VERY FINE SANDY LOAM
VERY STONY
2% - 8% SLOPES
K = 0.43

MONADNOCK FINE SANDY LOAM
VERY STONY
8% - 15% SLOPES
K = 0.28

BRISSETTE, LAURA M.

N/F JOSLIN, JEAN M.

P.L.

BENCH MARK
ELEV = 1295.96

WOODS

COMB
T/202/83

PROJMKR
VT/T95T/S/222/3

COMB
T/201/82

1290

1300

GRAVEL DRIVE

COMB
T/200/81

M.PINE

GUY

VT 100
TO STRATTON

VT 100
TO JAMAICA

495'

A 173+00

A 174+00

A 175+00

A 176+00

A 177+00

A 178+00

BROOK FLOW

HVCTRL
2/2

S.BALSUM

S.PINE

2-S.CEDAR

W.SPRUCE

S.CEDAR

S.HEMLOCK

GUY POLE

HAYES, PATRICIA S.
SINNOTT, EDWARD F.

PETERSON, JOYCE D.

COLTON LOAMY FINE SAND
2% - 8% SLOPES
K = 0.17

PODUNK FINE SANDY LOAM
0% - 3% SLOPES
K = 0.24

EXISTING BRIDGE DATA
6'-1"H X 8'-10"W CGMPPA
CULVERT BUILT IN 1957
CULVERT BARREL LENGTH = 46 FT.
WATERWAY AREA = 43 SF

EXISTING CONDITIONS

SCALE 1" = 20'-0"
20 0 20

PROJECT NAME: WARDSBORO	
PROJECT NUMBER: BF 013-1(21)	
FILE NAME: sl3b072bdr_ex.dgn	PLOT DATE: 26-FEB-2014
PROJECT LEADER: K. HIGGINS	DRAWN BY: J. SALVATORI
DESIGNED BY: J. SALVATORI	CHECKED BY: G. LAROCHE
EXISTING CONDITIONS	SHEET 406 OF 444

MAINLINE CURVE (25)
DELTA = 19°22'15"
D = 4°46'29"
R = 1200.00'
T = 204.80'
L = 405.70'
E = 17.35'

MAINLINE CURVE (26)
DELTA = 5°06'37"
D = 1°58'33"
R = 2900.00'
T = 129.41'
L = 258.65'
E = 2.89'

CHANNEL CURVE (1)
DELTA = 68°26'44"
D = 381°58'19"
R = 15.00'
T = 10.20'
L = 17.92'
E = 3.14'

CHANNEL CURVE (2)
DELTA = 18°59'07"
D = 114°35'30"
R = 50.00'
T = 8.36'
L = 16.57'
E = 0.69'

N

VT STATE PLANE GRID

PI#1 CHANNEL
STA 70+40.33
N=193314.5656
E=1550628.6160

PC#1 CHANNEL
STA 70+30.13
N=193320.5477
E=1550620.3511

PT#1 CHANNEL
STA 70+48.05
N=193304.6809
E=1550626.0886

BEGIN PROJECT
STA A 174+50.00

POB CHANNEL
STA 70+00.00
N=193338.2118
E=1550595.9464

MAINLINE STATION A 175+45.00
=CHANNEL STATION 70+75.00
Δ = 70° 0" 0' RT

MAINLINE PC#26
STA A 177+51.71
N=193161.9503
E=1550790.0858

END BRIDGE
STA A 175+53.50

BENCH MARK
ELEV = 1295.96

WOODS
ROW
GRAVEL DRIVE
PROJMKR
VT/1957/S/222/3
COMB
7/201/82
GUY
M. PINE
COMB
7/200/81
VT 100
TO STRATTON
VT 100
TO JAMAICA
S 55°39'27.07" E
49.5
A 173+00
A 174+00
A 175+00
A 176+00
A 177+00
A 178+00
70+00
71+00
71+40
HVCTRL
212
CZ
2-S. CEDAR
S. PINE
M. SPRUCE
S. CEDAR
S. BALSUM
S. HEMLOCK
GUY POLE
BROOK FLOW

MAINLINE PI#26
STA A 178+81.12
N=193088.9450
E=1550896.9373

BEGIN BRIDGE
STA A 175+36.50

PC#2 CHANNEL
STA 71+16.00
N=193238.8483
E=1550609.2561

END PROJECT
STA A 176+25.00

PI#2 CHANNEL
STA 71+24.36
N=193230.7484
E=1550607.1851

POE CHANNEL
STA 71+40.00
N=193213.6753
E=1550607.9967

PT#2 CHANNEL
STA 71+32.56
N=193222.4154
E=1550607.8618

LAYOUT SHEET

SCALE 1" = 20'-0"
20 0 20

STONE FILL, TYPE II

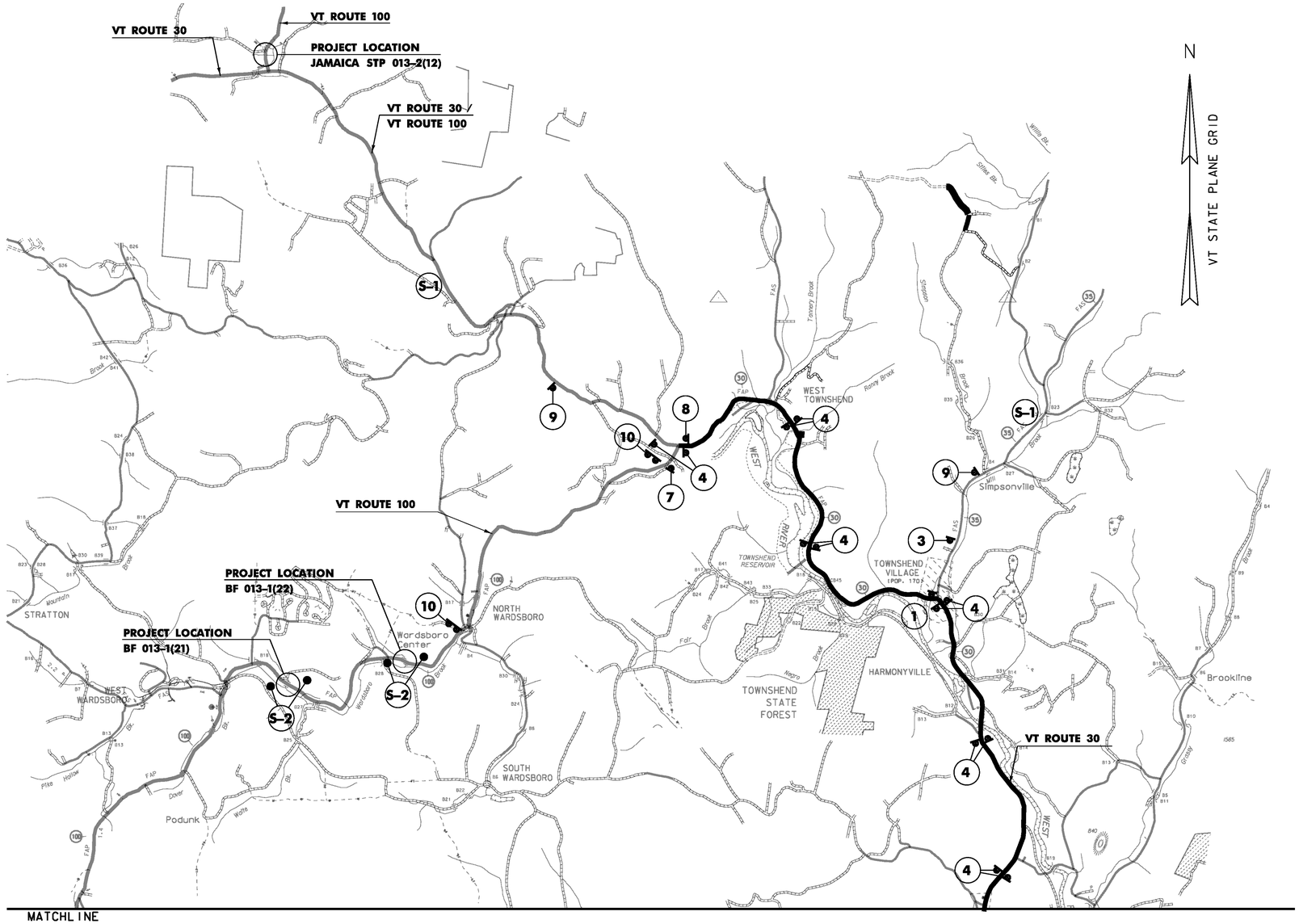
STONE FILL, TYPE III

SPECIAL PROVISION
(STONE FILL, STREAM
BED MATERIAL)

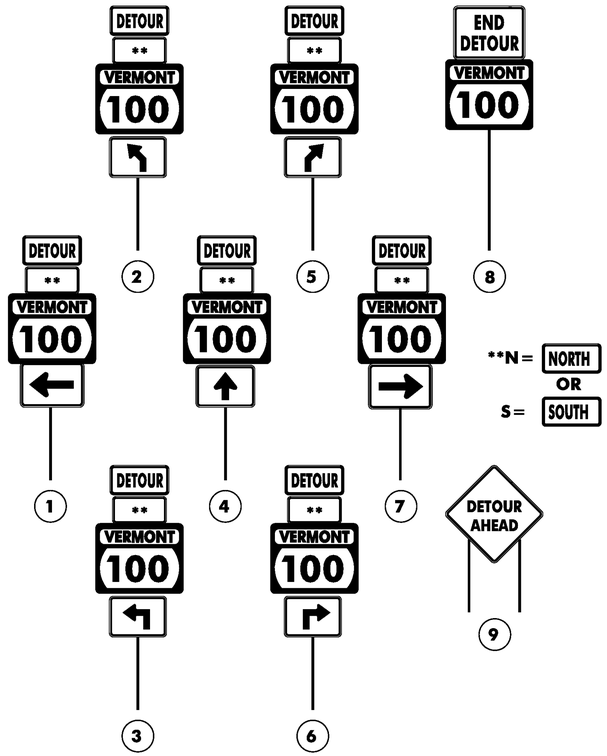
PROJECT NAME: WARDSBORO
PROJECT NUMBER: BF 013-1(21)

FILE NAME: sl3b072bdr.dgn
PROJECT LEADER: K. HIGGINS
DESIGNED BY: J. SALVATORI
LAYOUT SHEET

PLOT DATE: 26-FEB-2014
DRAWN BY: J. SALVATORI
CHECKED BY: G. LAROCHE
SHEET 407 OF 444



DETOUR PLAN 1
NOT TO SCALE



V	T		1	0	0		
C	L	O	S	E	D		

PHASE 1

S	O	U	T	H		O	F
W	A	R	D	S	-		
B	O	R	O				

PHASE 2

B	R	I	D	G	E		
C	L	O	S	E	D		

PHASE 1

*	F	R	I		M	/	D	D
*	6	P	M	-		M	O	N
	M	/	D	D		6	A	M

PHASE 3

* M = MONTH
D = DAY

S-1

*	F	R	I		M	/	D	D
*	6	P	M	-		M	O	N
	M	/	D	D		6	A	M

PHASE 2

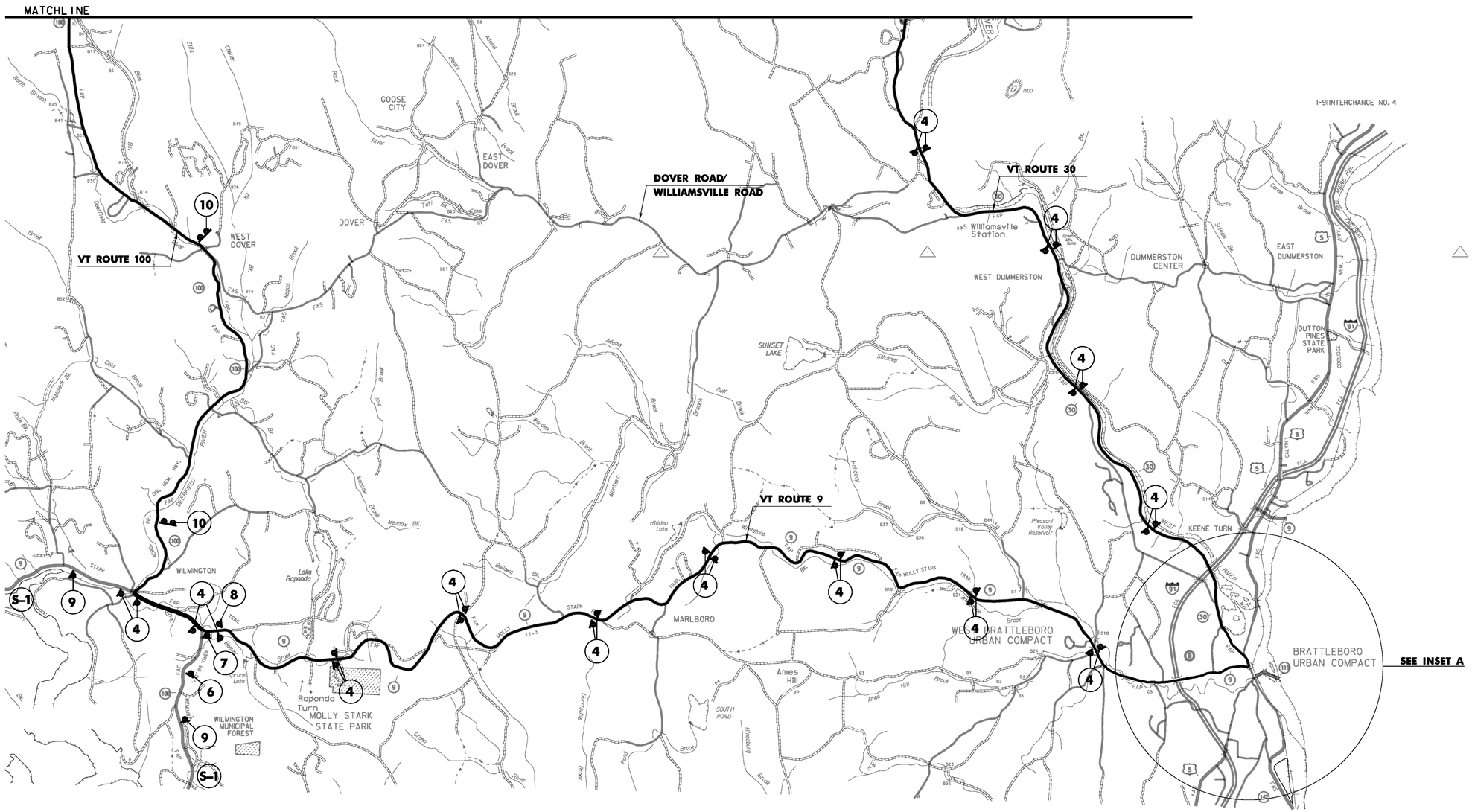
* M = MONTH
D = DAY

S-2

ROAD CLOSED							
XX MILES AHEAD							
NO THRU TRAFFIC							

10

PROJECT NAME:	WARDSBORO
PROJECT NUMBER:	BF 013-1(21)
FILE NAME: s13b074detour.dgn	PLOT DATE: 26-FEB-2014
PROJECT LEADER: K. HIGGINS	DRAWN BY: J. SALVATORI
DESIGNED BY: J. SALVATORI	CHECKED BY: M. MILLER
DETOUR PLAN 1	SHEET 408 OF 444



NOTES:

1. SEE DETOUR PLAN SHEET 3 FOR INSET A.

DETOUR PLAN 2

NOT TO SCALE

PROJECT NAME:	WARDSBORO
PROJECT NUMBER:	BF 013-1(21)
FILE NAME: sl3b074detour.dgn	PLOT DATE: 26-FEB-2014
PROJECT LEADER: K. HIGGINS	DRAWN BY: J. SALVATORI
DESIGNED BY: J. SALVATORI	CHECKED BY: M. MILLER
DETOUR PLAN 2	SHEET 409 OF 444

SIGN LEGEND	SIGN DIMENSIONS WIDTH (in)	SIGN DIMENSIONS HEIGHT (in)	SIGN COLOR
DETOUR M4-8	24	12	B/FO
NORTH M3-1 SOUTH M3-3	24	12	G/W
VERMONT 100 E-136B	30	24	G/W
M5-1L M5-1R M5-2L M5-2R	21	15	B/FO
M5-1L M5-1L M5-1L	21	15	B/FO
END DETOUR M4-8A	24	18	B/FO
DETOUR AHEAD W20-2	48	48	B/FO
ROAD CLOSED XX MILES AHEAD NO THRU TRAFFIC R11-3A	60	30	B/W

NOTES:

1. THE PORTABLE CHANGEABLE MESSAGE SIGNS SHALL BE FULLY OPERATIONAL A MINIMUM OF TWO WEEKS PRIOR TO THE CLOSURE OF VT 100.

2. DURING ACTUAL CLOSURE, ELIMINATE PHASE 3 FOR S-1 (SEE DETOUR PLAN 1).

3. DETOUR SIGNS SHALL BE LOCATED ADJACENT TO EXISTING INTERSECTION ROUTE MARKER ASSEMBLIES WHERE APPLICABLE.

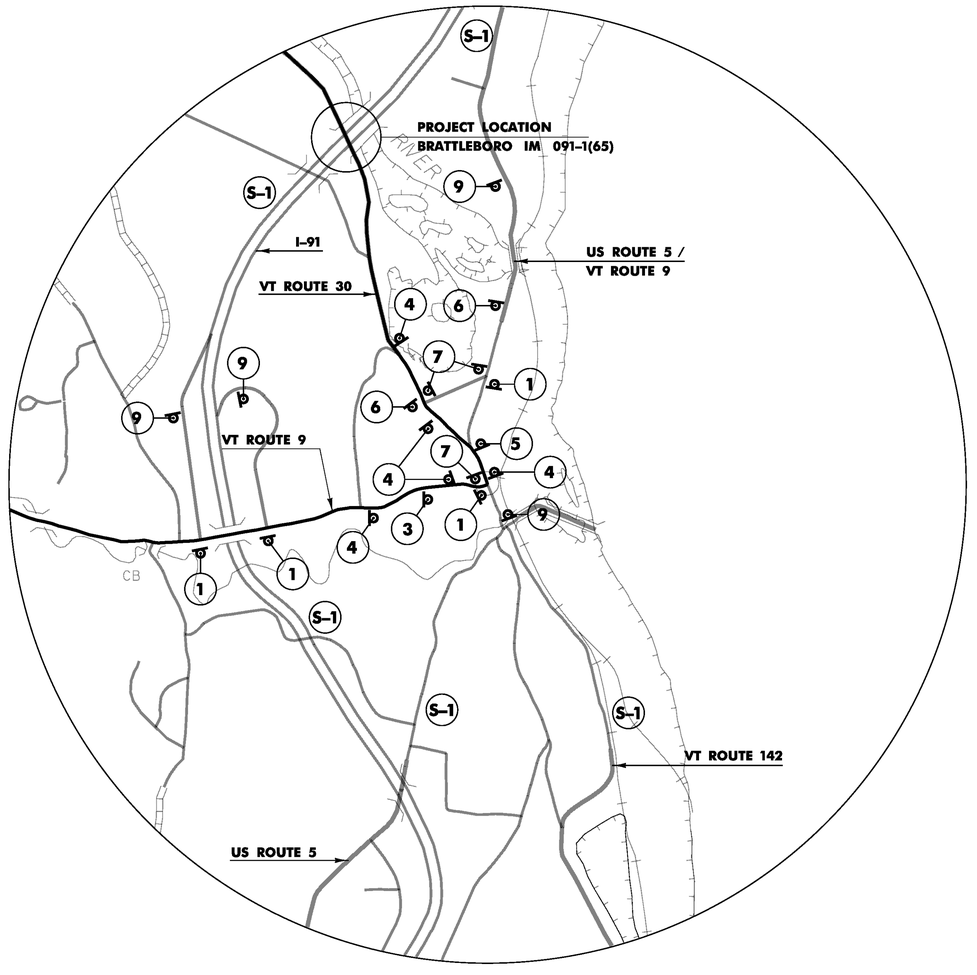
4. COVER ANY CONFLICTING EXISTING SIGNS AS DIRECTED BY THE ENGINEER.

5. CONFIRMATION ROUTE MARKERS (SIGN 4) SHALL BE INSTALLED IMMEDIATELY FOLLOWING EACH TURN AND AT ALL LOCATIONS ALONG DETOUR WHERE ROUTE MAKERS EXIST FOR THE PARENT ROUTE.

6. DETOUR SIGNING IS THE RESPONSIBILITY OF THE CONTRACTOR. PAYMENT FOR ALL TEMPORARY TRAFFIC CONTROL DEVICES FOR IMPLEMENTING THE DETOUR, INCLUDING BUT NOT LIMITED TO SIGNS, BARRICADES AND MESSAGE BOARDS, WILL BE INCLUDED IN THE UNIT PRICE BID FOR CONTRACT ITEM 900.645 SPECIAL PROVISION (TRAFFIC CONTROL, ALL - INCLUSIVE).

N

VT STATE PLANE GRID



INSET "A"
NOT TO SCALE

PROJECT NAME: WARDSBORO
PROJECT NUMBER: BF 013-1(21)

FILE NAME: sl3b074detour.dgn
PROJECT LEADER: K. HIGGINS
DESIGNED BY: J. SALVATORI
DETOUR PLAN 3

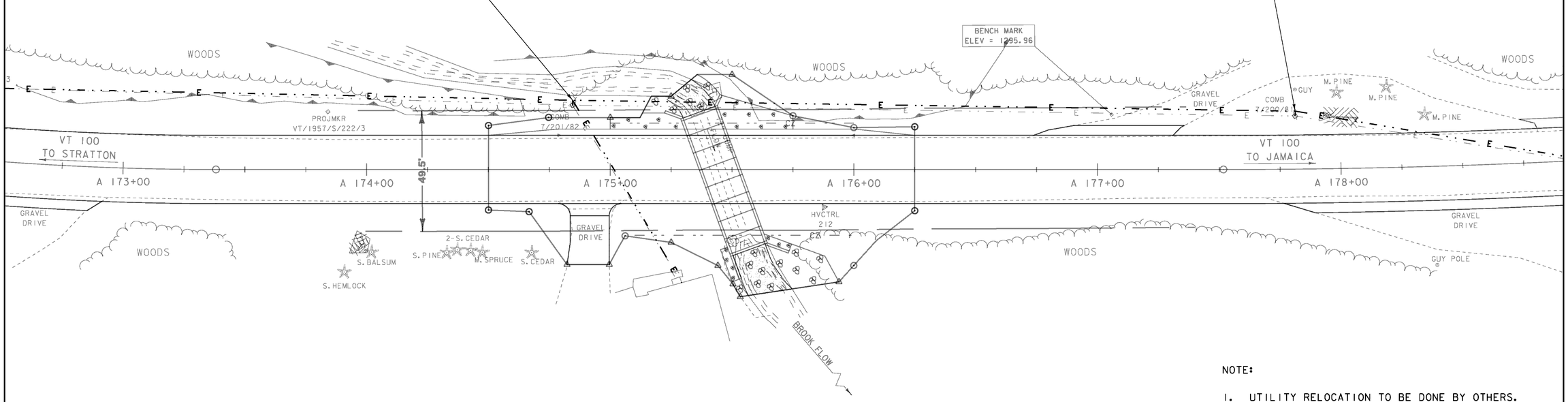
PLOT DATE: 17-MAR-2014
DRAWN BY: J. SALVATORI
CHECKED BY: M. MILLER
SHEET 410 OF 444

N

VT STATE PLANE GRID

TEMPORARILY INSTALL 4' TANGENT
ARM FOR ELECTRIC LINES ONLY.

TEMPORARILY INSTALL 4' TANGENT
ARM FOR ELECTRIC LINES ONLY.



NOTE:

1. UTILITY RELOCATION TO BE DONE BY OTHERS.

TEMPORARY UTILITY RELOCATION

SCALE 1" = 20'-0"
20 0 20

PROJECT NAME:	WARDSBORO
PROJECT NUMBER:	BF 013-1(21)
FILE NAME: s13b072bdr_util.dgn	PLOT DATE: 26-FEB-2014
PROJECT LEADER: K. HIGGINS	DRAWN BY: J. SALVATORI
DESIGNED BY: J. SALVATORI	CHECKED BY: L. WHEELER
TEMPORARY UTILITY RELOCATION	SHEET 411 OF 444

SOIL CLASSIFICATION

AASHTO	
A1	Gravel and Sand
A3	Fine Sand
A2	Silty or Clayey Gravel and Sand
A4	Silty Soil - Low Compressibility
A5	Silty Soil - Highly Compressible
A6	Clayey Soil - Low Compressibility
A7	Clayey Soil - Highly Compressible

ROCK QUALITY DESIGNATION

R.Q.D. (%)	ROCK DESCRIPTION
<25	Very Poor
25 to 50	Poor
51 to 75	Fair
76 to 90	Good
>90	Excellent

SHEAR STRENGTH

UNDRAINED SHEAR STRENGTH IN P.S.F.	CONSISTENCY
<250	Very Soft
250-500	Soft
500-1000	Med. Stiff
1000-2000	Stiff
2000-4000	Very Stiff
>4000	Hard

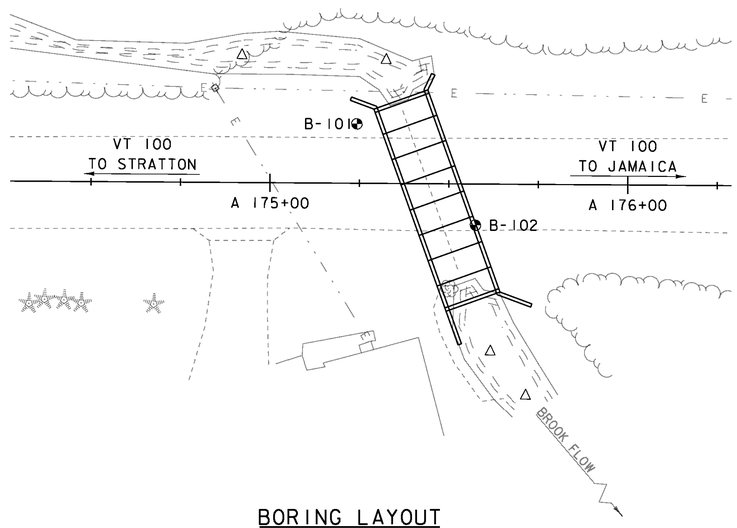
CORRELATION GUIDE OF "N" TO DENSITY/CONSISTENCY

DENSITY (GRANULAR SOILS)		CONSISTENCY (COHESIVE SOILS)	
N	DESCRIPTIVE TERM	N	DESCRIPTIVE TERM
<5	Very Loose	<2	Very Soft
5-10	Loose	2-4	Soft
11-24	Med. Dense	5-8	Med. Stiff
25-50	Dense	9-15	Stiff
>50	Very Dense	16-30	Very Stiff
		31-60	Hard
		>60	Very Hard

COMMONLY USED SYMBOLS

▼	Water Elevation
⊙	Standard Penetration Boring
⊕	Auger Boring
⊙	Rod Sounding
S	Sample
N	Standard Penetration Test Blow Count Per Foot For: 2" O.D. Sampler 1 3/8" I.D. Sampler Hammer Weight Of 140 Lbs. Hammer Fall Of 30"
VS	Field Vane Shear Test
US	Undisturbed Soil Sample
B	Blast
DC	Diamond Core
MD	Mud Drill
WA	Wash Ahead
HSA	Hollow Stem Auger
AX	Core Size 1 1/8"
BX	Core Size 1 5/8"
NX	Core Size 2 1/8"
M	Double Tube Core Barrel Used
LL	Liquid Limit
PL	Plastic Limit
PI	Plasticity Index
NP	Non Plastic
w	Moisture Content (Dry Wgt. Basis)
D	Dry
M	Moist
MTW	Moist To Wet
W	Wet
Sat	Saturated
Bo	Boulder
Gr	Gravel
Sa	Sand
Si	Silt
Cl	Clay
HP	Hardpan
Le	Ledge
NLTD	No Ledge To Depth
CNPF	Can Not Penetrate Further
TLOB	Top of Ledge Or Boulder
NR	No Recovery
Rec.	Recovery
%Rec.	Percent Recovery
RQD	Rock Quality Designation
CBR	California Bearing Ratio
<	Less Than
>	Greater Than
R	Refusal (N > 100)
VTSPG	NAD83 - See Note 7

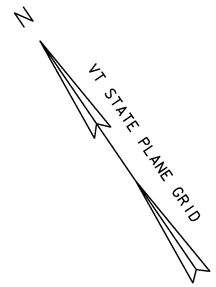
COLOR			
blk	Black	pnk	Pink
bl	Blue	pu	Purple
brn	Brown	rd	Red
dk	Dark	tn	Tan
gry	Gray	wh	White
gn	Green	yel	Yellow
lt	Light	mltc	Multicolored
or	Orange		



BORING LAYOUT

SCALE 1" = 20'-0"

20 0 20



DEFINITIONS (AASHTO)

BEDROCK (LEDGE) - Rock in its native location of indefinite thickness.

BOULDER - A rock fragment with an average dimension > 12 inches.

COBBLE - Rock fragments with an average dimension between 3 and 12 inches.

GRAVEL - Rounded particles of rock < 3" and > 0.0787" (#10 sieve).

SAND - Particles of rock < 0.0787" (#10 sieve) and > 0.0029" (#200 sieve).

SILT - Soil < 0.0029" (#200 sieve), non or slightly plastic and exhibits no strength when air-dried.

CLAY - Fine grained soil, exhibits plasticity when moist and considerable strength when air-dried.

VARVED - Alternate layers of silt and clay.

HARDPAN - Extremely dense soil, cemented layer, not softened when wet.

MUCK - Soft organic soil (containing > 10% organic material.

MOISTURE CONTENT - Weight of water divided by dry weight of soil.

FLOWING SAND - Granular soil so saturated (loose) that it flows into drill casing during extraction of wash rod.

STRIKE - Angle from magnetic north to line of intersection of bed with a horizontal plane.

DIP - Inclination of bed with a horizontal plane.

GENERAL NOTES

1. The subsurface explorations shown herein were made between 12/6/13 and 12/10/13 by the Agency.

2. Soil and rock classifications, properties and descriptions are based on engineering interpretation from available subsurface information by the Agency and may not necessarily reflect actual variations in subsurface conditions that may be encountered between individual boring or sample locations.

3. Observed water levels and/or conditions indicated are as recorded at the time of exploration and may vary according to the prevailing rainfall, methods of exploration and other factors.

4. Engineering judgment was exercised in preparing the subsurface information presented herein. Analysis and interpretation of subsurface data was performed and interpreted for Agency design and estimating purposes. Presentation of the information in the Contract is intended to provide the Contractor access to the same data available to the Agency. The subsurface information is presented in good faith and is not intended as a substitute for personal investigation, independent interpretation, independent analysis or judgment by the Contractor.

5. Pictorial structure details shown on the boring plan layout or soils profile are for illustrative purposes only and may not accurately portray final contract details.

6. Terminology used on boring logs to describe the hardness, degree of weathering, and spacing of fractures, joints and other discontinuities in the bedrock is defined in the AASHTO Manual on Subsurface Investigations, 1988.

7. Northing and Easting coordinates are shown in Vermont State Plane Grid North American Datum 1983 in meters and survey feet.

PROJECT NAME: WARDSBORO

PROJECT NUMBER: BF 013-1(21)

FILE NAME: si3b072boring.dgn
PROJECT LEADER: K HIGGINS
DESIGNED BY: J. SALVATORI
BORING LAYOUT SHEET

PLOT DATE: 26-FEB-2014
DRAWN BY: J. SALVATORI
CHECKED BY: G. LAROCHE
SHEET 412 OF 444

STATE OF VERMONT
AGENCY OF TRANSPORTATION
MATERIALS & RESEARCH SECTION
SUBSURFACE INFORMATION

BORING LOG

WARDSBORO
BF 013-1(21)
VT-100 BR-70

Boring No.: **B-101**
Page No.: 1 of 1
Pin No.: 13B072
Checked By: TDE

Boring Crew: DAIGNEAULT, JUDKINS, HOOK
Date Started: 12/06/13 Date Finished: 12/06/13
VTSPG NAD83: N 193304.08 ft E 1550611.56 ft
Station: 175+24.2 Offset: -16.60
Ground Elevation: 1291.0 ft

	Casing	Sampler
Type:	WB	SS
I.D.:	4 in	1.5 in
Hammer Wt:	N.A.	140 lb.
Hammer Fall:	N.A.	30 in.
Hammer/Rod Type:	Auto/AWJ	
Rig:	CME 55 TRACK	C_E = 1.46

Groundwater Observations

Date	Depth (ft)	Notes
12/06/13	5.9	While drilling.

Depth (ft)	Strata (1)	CLASSIFICATION OF MATERIALS (Description)	Blows/6" (N Value)	Moisture Content %	Gravel %	Sand %	Fines %
		A-1-a, SaGr, Dk/brn, Moist, Rec. = 1.0 ft, Lab Note: Lots of Broken Rock was within sample.	7-8-5-16 (13)	9.3	58.4	31.5	10.1
		A-1-a, SaGr, brn, Moist, Rec. = 0.8 ft, Lab Note: Lots of Broken Rock was within sample. Cleaned out casing with roller cone.	8-7-9-10 (16)	4.4	55.9	34.4	9.7
5		A-1-b, GrSa, brn, MTW, Rec. = 0.6 ft, Lab Note: Broken Rock was within sample. NXDC, Cleaned out casing.	4-3-12-14 (15)	11.6	38.9	51.8	9.3
		No Recovery, 6.0 ft - 6.2 ft Field Note:, NXDC, Cleaned out casing	R@2.5"				
		A-1-b, SaGr, brn-gry, MTW, Rec. = 0.6 ft, Lab Note: Lots of Broken Rock was within sample. NXDC, Cleaned out casing.	11-12-11-16 (23)	12.5	55.3	32.7	12.0
10		A-1-b, SiSaGr, brn, Moist, Rec. = 0.8 ft, Lab Note: Broken Rock was within sample. NXDC, Cleaned out casing.	27-48-R@6.0" (R)	10.6	38.1	37.3	24.6
		A-4, SaSi, Lt/brn, MTW, Rec. = 1.1 ft	17-17-21-23 (38)	19.4	6.1	39.3	54.6
		A-2-4, SiSa, brn, MTW, Rec. = 0.9 ft, Lab Note: Broken Rock was within sample. Cleaned out casing with roller cone.	17-17-16-18 (33)	16.6	16.5	56.3	27.2
15		A-2-4, GrSiSa, Lt/brn, Moist, Rec. = 0.9 ft, Lab Note: Broken Rock was within sample.	9-33-45-R@2.5" (78)	12.2	24.0	42.0	34.0
		A-2-4, SiGrSa, Lt/brn, MTW, Rec. = 1.0 ft, Lab Note: Broken Rock was within sample. NXDC, Cleaned out casing.	34-41-R@5.0" (R)	10.5	31.2	45.5	23.3
20		A-4, SaSi, Lt/brn, MTW, Rec. = 1.2 ft, Lab Note: Broken Rock was within sample. Cleaned out casing with roller cone.	25-19-25-25 (44)	17.4	12.8	39.1	48.1
		A-4, SiSa, Lt/brn, MTW, Rec. = 1.1 ft	21-24-22-25 (46)	17.8	6.1	53.1	40.8
25		A-2-4, Sa, Lt/brn, MTW, Rec. = 0.7 ft	6-18-23-22 (41)	16.8	12.7	70.3	17.0
		Hole stopped @ 26.0 ft					

Remarks:
1. Hole collapsed at 4.6 ft.

Notes:
1. Stratification lines represent approximate boundary between material types. Transition may be gradual.
2. N Values have not been corrected for hammer energy. C_E is the hammer energy correction factor.
3. Water level readings have been made at times and under conditions stated. Fluctuations may occur due to other factors than those present at the time measurements were made.

BORING LOG 2 WARDSBORO BF 013-1(21).GPJ VERMONT ACT.GDT 12/16/13

STATE OF VERMONT
AGENCY OF TRANSPORTATION
MATERIALS & RESEARCH SECTION
SUBSURFACE INFORMATION

BORING LOG

WARDSBORO
BF 013-1(21)
VT-100 BR-70

Boring No.: **B-102**
Page No.: 1 of 1
Pin No.: 13B072
Checked By: TDE

Boring Crew: GARROW, JUDKINS
Date Started: 12/10/13 Date Finished: 12/10/13
VTSPG NAD83: N 193261.92 ft E 1550623.19 ft
Station: 175+57.5 Offset: 11.50
Ground Elevation: 1296.0 ft

	Casing	Sampler
Type:	WB	SS
I.D.:	4 in	1.5 in
Hammer Wt:	N.A.	140 lb.
Hammer Fall:	N.A.	30 in.
Hammer/Rod Type:	Auto/AWJ	
Rig:	CME 55 TRACK	C_E = 1.46

Groundwater Observations

Date	Depth (ft)	Notes
12/10/13	8.9	While drilling.

Depth (ft)	Strata (1)	CLASSIFICATION OF MATERIALS (Description)	Blows/6" (N Value)	Moisture Content %	Gravel %	Sand %	Fines %
		A-1-b, GrSa, Dk/brn, Moist, Rec. = 0.7 ft	11-10-39-18 (49)	13.1	27.9	56.5	15.6
		A-1-b, SaGr, white-brn, Moist, Rec. = 0.7 ft, Lab Note: Lots of Broken & Pulverized Rock (Granite) were within sample. Cleaned out casing with roller cone.		1.0	54.3	29.6	16.1
		A-1-b, SaGr, brn, Moist, Rec. = 0.6 ft, Lab Note: Lots of Broken Rock was within sample.	4-7-8-10 (15)	11.8	44.3	44.0	11.7
5		A-1-b, GrSa, brn, Moist, Rec. = 0.5 ft, Lost water return at 4.0 feet. Lab Note: Lots of Broken & Pulverized Rock (Granite) w	6-3-2-3 (5)	12.2	41.4	48.0	10.6
		Field Note:, No Recovery, Cleaned out casing with roller cone.	7-4-4-2 (8)				
		Field Note:, No Recovery	1-WH-1-1 (1)				
10		A-1-b, SaGr, brn, Moist, Rec. = 0.8 ft, Lab Note: Lots of Broken Rock was within sample.	30-11-11-19 (22)	10.7	49.8	34.9	15.3
		A-1-b, SiSaGr, brn, Moist, Rec. = 0.6 ft, Lab Note: Broken Rock was within sample. NXDC, Cleaned out casing.	35-R@5.0" (R)	9.2	41.2	34.5	24.3
		A-4, SiSa, brn, MTW, Rec. = 1.2 ft	17-23-21-22 (44)	18.1	9.3	52.2	38.5
15		A-2-4, SiSa, brn, MTW, Rec. = 1.5 ft	13-30-30-R@5.0" (60)	14.3	12.0	52.9	35.1
		A-2-4, SiGrSa, brn, MTW, Rec. = 1.5 ft, Lab Note: Broken Rock was within sample.	25-24-22-23 (46)	11.9	27.9	46.2	25.9
20		A-2-4, GrSiSa, brn, MTW, Rec. = 1.1 ft, Lab Note: Broken Rock was within sample.	17-31-36-R@2.5" (67)	13.0	24.2	42.8	33.0
25		A-2-4, SiGrSa, brn, MTW, Rec. = 1.3 ft	17-23-30-R@2.5" (53)	16.1	25.0	54.3	20.7
		Hole stopped @ 26.7 ft					

Remarks:
1. Hole collapsed at 10.5 ft.

Notes:
1. Stratification lines represent approximate boundary between material types. Transition may be gradual.
2. N Values have not been corrected for hammer energy. C_E is the hammer energy correction factor.
3. Water level readings have been made at times and under conditions stated. Fluctuations may occur due to other factors than those present at the time measurements were made.

BORING LOG 2 WARDSBORO BF 013-1(21).GPJ VERMONT ACT.GDT 12/16/13

PROJECT NAME: WARDSBORO
PROJECT NUMBER: BF 013-1(21)

FILE NAME: sl3b072boring.dgn
PROJECT LEADER: K HIGGINS
DESIGNED BY: J. SALVATORI
BORING LOGS

PLOT DATE: 26-FEB-2014
DRAWN BY: K. FRIEDLAND
CHECKED BY: J. SALVATORI
SHEET 413 OF 444

EPSC PLAN NARRATIVE

1.1 PROJECT DESCRIPTION

THIS PROJECT INVOLVES THE REPLACEMENT OF THE EXISTING CULVERT WITH A NEW REINFORCED PRECAST CONCRETE BOX CULVERT WITH RELATED APPROACH AND CHANNEL WORK.

NOTE: AREA OF DISTURBANCE INCLUDES LIMITS OF EARTH DISTURBANCE WITHIN THE PROJECT AREA, AS WELL AS WASTE, BORROW AND STAGING AREAS, AND OTHER EARTH DISTURBING ACTIVITIES WITHIN OR DIRECTLY ADJACENT TO THE PROJECT LIMITS AS SHOWN ON THE ATTACHED EPSC PLAN.

TOTAL AREA OF DISTURBANCE AS SHOWN ON THE ATTACHED EPSC PLAN IS APPROXIMATELY 0.23 ACRES.

IT IS ANTICIPATED THAT THIS PROJECT WILL LAST ONE CONSTRUCTION SEASON.

1.2 SITE INVENTORY

1.2.1 TOPOGRAPHY

THE TOPOGRAPHY OF THE AREA IS A SADDLE THAT IS MOSTLY WELL ESTABLISHED FOREST WITH OCCASIONAL OPEN AREAS.

1.2.2 DRAINAGE, WATERWAYS, BODIES OF WATER, AND PROXIMITY TO NATURAL OR MAN-MADE WATER FEATURES

AN UNNAMED BROOK IS THE ONLY WATER SOURCE ON THE PROJECT SITE. THE BROOK IS CLASSIFIED AS STEEP, SINUOUS, NARROW, WITH A CONFINED AND ARMORED CHANNEL AT THE SITE. THE STREAM BED CONSISTS OF GRAVEL, COBBLES AND BOULDERS.

1.2.3 VEGETATION

THE VEGETATION IN THE PROJECT AREA CONSISTS OF HARDWOOD TREES AND UNDERGROWTH. THE IMPACT TO VEGETATION WILL BE LIMITED TO THAT WHICH IS DIRECTLY AFFECTED BY REPLACEMENT OF THE EXISTING CULVERT. UPON PROJECT COMPLETION, THE CHANNEL WILL BE ARMORED WITH STONE FILL TYPE III AS SPECIFIED ON THE PLANS. DISTURBED VEGETATION WILL BE REESTABLISHED WITH STANDARD SEED AND MULCH PRACTICES.

1.2.4 SOILS

ALL SOIL DATA CAME FROM THE U.S. DEPARTMENT OF AGRICULTURE SOIL CONSERVATION SERVICE FOR THE COUNTY OF WINDHAM, VERMONT. SOILS ON THE PROJECT SITE ARE AS FOLLOWS:

COLTON LOAMY FINE SAND, WITH 2-8% SLOPES. “K” FACTOR = 0.17

NOTE: K-VALUES GENERALLY INDICATE THE FOLLOWING:
0.0-0.23 = LOW EROSION POTENTIAL
0.24-0.36 = MODERATE EROSION POTENTIAL
0.37 AND HIGHER = HIGH EROSION POTENTIAL

1.2.5 SENSITIVE RESOURCE AREAS

CRITICAL HABITATS: NO
HISTORICAL OR ARCHEOLOGICAL AREAS: NO
PRIME AGRICULTURAL LAND: NO
THREATENED AND ENDANGERED SPECIES: NO
WATER RESOURCE: UNNAMED BROOK
WETLANDS: NO

1.3 RISK EVALUATION

THIS PROJECT DOES NOT FALL UNDER THE JURISDICTION OF GENERAL PERMIT 3-9020 FOR STORMWATER RUNOFF FROM CONSTRUCTION SITES. SHOULD CHANGES PRIOR TO OR DURING CONSTRUCTION RESULT IN ONE OR MORE ACRES OF EARTH DISTURBANCE OR SHOULD THE PROJECT BECOME PART OF A LARGER PLAN OF DEVELOPMENT, THE CONTRACTOR WILL BE RESPONSIBLE FOR ANY ADDITIONAL PERMITTING.

1.4 EROSION PREVENTION AND SEDIMENT CONTROL

THE EROSION CONTROL PLANS ARE MEANT AS A GUIDELINE FOR PREVENTING EROSION AND CONTROLLING SEDIMENT TRANSPORT. THE PRINCIPLES OUTLINED IN THIS NARRATIVE CONSIST OF APPLYING MEASURES THROUGHOUT CONSTRUCTION OF THE PROJECT IN ORDER TO MINIMIZE SEDIMENT TRANSPORT TO THE RECEIVING WATERS. THE MEASURES INCLUDE STABILIZATION AND STRUCTURAL PRACTICES, STORM WATER CONTROLS AND OTHER POLLUTION PREVENTION PRACTICES. THEY HAVE BEEN PROPOSED BY THE DESIGNER AS A BASIS FOR PROTECTING RESOURCES AND WILL NEED TO BE BUILT UPON BASED ON THE SPECIFIC MEANS AND METHODS OF THE CONTRACTOR. REFER TO THE LOW RISK SITE HANDBOOK AND APPROPRIATE DETAIL SHEETS FOR SPECIFIC GUIDANCE AND CONSTRUCTION DETAILING.

ALL MEASURES SHALL BE REGULARLY MAINTAINED AND SHALL BE CHECKED FOR SEDIMENT BUILD-UP. SEDIMENT SHALL BE DISPOSED OF AT AN APPROVED SITE WHERE IT WILL NOT BE SUBJECT TO EROSION.

1.4.1 MARK SITE BOUNDARIES

SITE BOUNDARIES AND AREAS CONSTRUCTION EQUIPMENT CAN ACCESS SHALL BE DELINEATED.

PROJECT DEMARCATION FENCING (PDF) SHALL BE USED TO PHYSICALLY MARK SITE BOUNDARIES.

BARRIER FENCE WILL BE INSTALLED AS PROPOSED ON THE EPSC PLAN.

1.4.2 LIMIT DISTURBANCE AREA

PREVENTING INITIAL SOIL EROSION BY MINIMIZING THE EXPOSED AREA IS MUCH MORE EFFECTIVE THAN TREATING ERODED SEDIMENT. EARTH DISTURBANCE CAN BE MINIMIZED THROUGH CONSTRUCTION PHASING BY ONLY OPENING UP EARTH AS NECESSARY. THIS CAN LIMIT THE AREA THAT WILL BE DISTURBED AND EXPOSED TO EROSION. EMPLOY TEMPORARY CONSTRUCTION STABILIZATION PRACTICES IN INCREMENTAL STAGES AS PHASES CHANGE. FOR PROJECTS WHICH FALL UNDER THE CONSTRUCTION GENERAL PERMIT, ONLY THE ACREAGE LISTED ON THE PERMIT AUTHORIZATION MAY BE EXPOSED AT ANY GIVEN TIME.

MAINTAINING VEGETATED BUFFERS ALONG STREAM BANKS, WETLANDS OR OTHER SENSITIVE AREAS IS A CRUCIAL EROSION AND SEDIMENT CONTROL MEASURE THAT SHOULD BE ESTABLISHED WHEREVER POSSIBLE.

1.4.3 SITE ENTRANCE/EXIT STABILIZATION

TRACKING OF SEDIMENT ONTO PUBLIC HIGHWAYS SHALL BE MINIMIZED TO REDUCE THE POTENTIAL FOR RUNOFF ENTERING RECEIVING WATERS. INSTALLATION SHALL COINCIDE WITH THE CONTRACTOR'S PROGRESS SCHEDULE.

STABILIZED CONSTRUCTION ENTRANCES SHALL BE INSTALLED AS PROPOSED ON THE EPSC PLAN AND ANYWHERE EQUIPMENT WILL BE GOING FROM AREAS OF EXPOSED SOILS TO PAVED SURFACES.

1.4.4 INSTALL SEDIMENT BARRIERS

SEDIMENT BARRIERS SHALL BE UTILIZED TO INTERCEPT RUNOFF AND ALLOW SUSPENDED SEDIMENT TO SETTLE OUT. THEY SHALL BE INSTALLED PRIOR TO ANY UP SLOPE WORK.

SILT FENCE WILL BE INSTALLED AS PROPOSED ON THE EPSC PLAN.

FILTER CURTAINS SHALL BE INSTALLED ON THE INLET AND OUTLET ENDS OF THE PROPOSED BOX AS SHOWN IN THE EROSION CONTROL PLAN.

1.4.5 DIVERT UPLAND RUNOFF

DIVERSIONARY MEASURES SHALL BE USED TO INTERCEPT RUNOFF FROM ABOVE THE CONSTRUCTION AND DIRECT IT AROUND THE DISTURBED AREA SO THAT CLEAN WATER DOES NOT BECOME MUDDIED WHILE TRAVELING OVER EXPOSED SOILS ON THE CONSTRUCTION SITE.

NO DIVERSIONARY MEASURES ARE ANTICIPATED ON THIS PROJECT.

1.4.6 SLOW DOWN CHANNELIZED RUNOFF

CHECK STRUCTURES SHALL BE UTILIZED TO REDUCE THE VELOCITY, AND THUS THE EROSIVE POTENTIAL, OF CONCENTRATED FLOW IN CHANNELS.

NO CHECK STRUCTURES ARE ANTICIPATED ON THIS PROJECT.

1.4.7 CONSTRUCT PERMANENT CONTROLS

PERMANENT STORMWATER TREATMENT DEVICES SHALL BE INSTALLED AS SHOWN ON THE PLANS AND IN ACCORDANCE WITH PERMIT CONDITIONS.

NO PERMANENT CONTROLS ARE ANTICIPATED ON THIS PROJECT.

1.4.8 STABILIZE EXPOSED SOILS DURING CONSTRUCTION

ALL AREAS OF DISTURBANCE MUST HAVE TEMPORARY STABILIZATION IN PLACE WITHIN 48 HOURS OF DISTURBANCE OR IN ACCORDANCE WITH THE CONSTRUCTION GENERAL PERMIT 3-9020 AUTHORIZATION.

SURFACE ROUGHENING OF ALL EXPOSED SLOPES, COMBINED WITH TEMPORARY MULCHING, SHALL BE UTILIZED ON A REGULAR BASIS. BIODEGRADABLE EROSION CONTROL MATTING OR AN EQUIVALENT SHALL BE USED TO STABILIZE ALL SLOPES STEEPER THAN 1:3.

THE FORECAST OF RAINFALL EVENTS SHALL TRIGGER IMMEDIATE PROTECTION OF EXPOSED SOILS.

1.4.9 WINTER STABILIZATION

VARIOUS MEASURES SPECIFIC TO WINTER MAY BE NECESSARY SHOULD THE PROJECT EXTEND INTO WINTER (OCTOBER 15 THROUGH APRIL 15). REFER TO THE LOW RISK SITE HANDBOOK FOR GUIDANCE.

1.4.10 STABILIZE SOIL AT FINAL GRADE

EXPOSED SOIL MUST BE STABILIZED WITHIN 48 HOURS OF REACHING FINAL GRADE.

SEED, MULCH, FERTILIZER AND LIME SHALL BE USED TO ESTABLISH PERMANENT VEGETATION. FOR SLOPES STEEPER THAN 1:3, BIODEGRADABLE EROSION CONTROL MATTING OR AN EQUIVALENT SHALL BE USED INSTEAD OF MULCH.

1.4.11 DE-WATERING ACTIVITIES

DISCHARGE FROM DEWATERING ACTIVITIES THAT FLOWS OFF OF THE CONSTRUCTION SITE MUST NOT CAUSE OR CONTRIBUTE TO A VIOLATION OF THE VERMONT WATER QUALITY STANDARDS.

TREATMENT OF DEWATERING DISCHARGE IS ANTICIPATED. A FILTER BAG LOCATION FOR TREATMENT HAS BEEN PROPOSED AND IS SHOWN ON THE PLANS. THE SPECIFIC MEANS FOR TREATMENT OF DISCHARGE SHALL BE PROVIDED BY THE CONTRACTOR AND WILL BE PAID FOR UNDER CONTRACT ITEM 653.45.

1.4.12 INSPECT YOUR SITE

INSPECT THE PROJECT SITE BASED ON SPECIAL PROVISION REQUIREMENTS OR CONSTRUCTION GENERAL PERMIT AUTHORIZATION STIPULATIONS.

1.5 SEQUENCE AND STAGING

THIS SECTION WILL BE DEVELOPED BY THE CONTRACTOR USING THE GUIDANCE OUTLINED IN THE VTRANS EPSC PLAN CONTRACTOR CHECKLIST.

1.5.1 CONSTRUCTION SEQUENCE

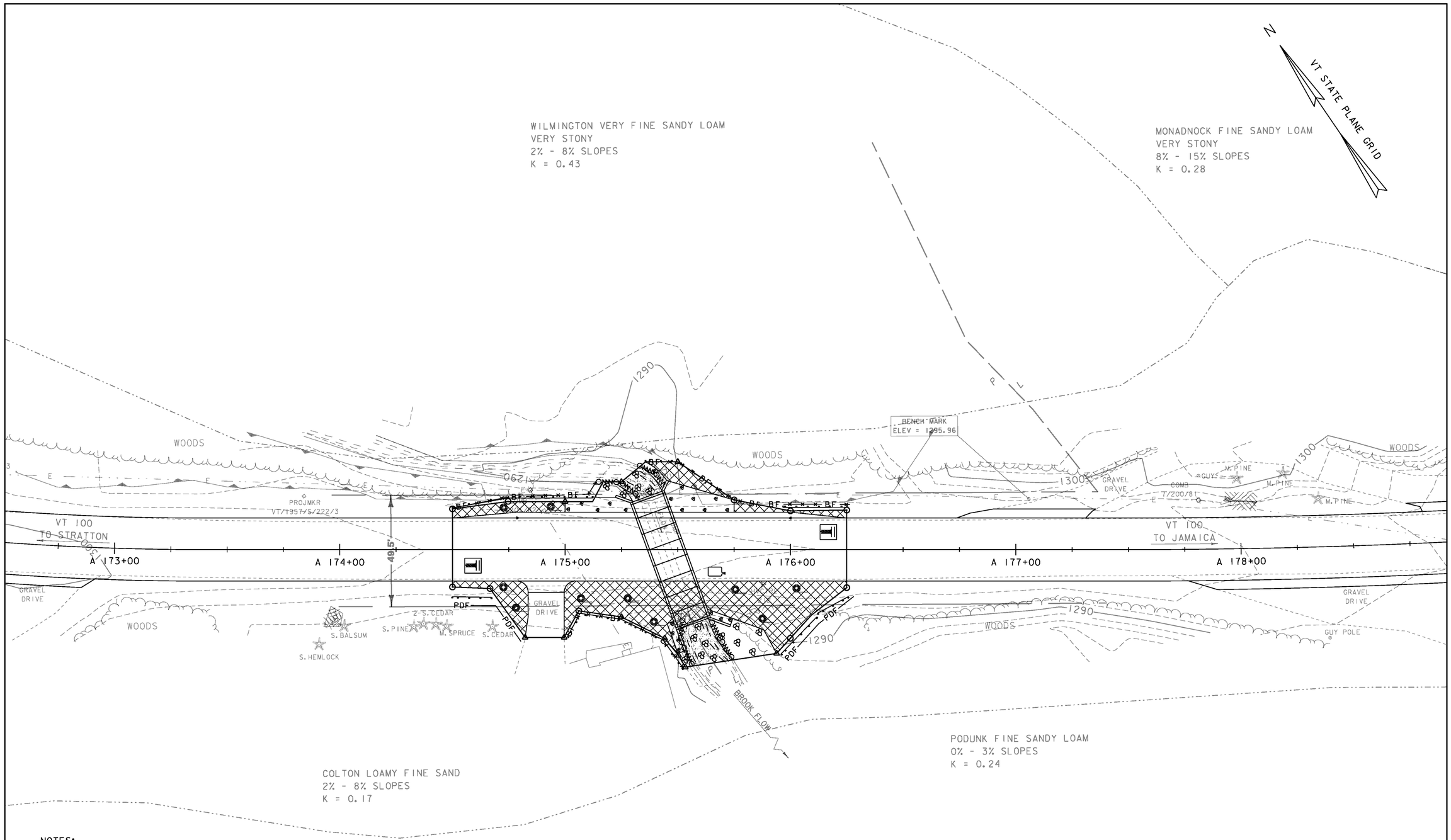
1.5.2 OFF-SITE ACTIVITIES

IN ADDITION TO THE CONTRACTOR CHECKLIST ANY ACTIVITIES OUTSIDE THE CONSTRUCTION LIMITS SHALL FOLLOW SUBSECTIONS105.25- 105.29 OF THE STANDARD SPECIFICATIONS FOR CONSTRUCTION.

PROJECT NAME: WARDSBORO
PROJECT NUMBER: BF 013-1(21)

FILE NAME: sl3b072epsc_nar.dgn
PROJECT LEADER: K. HIGGINS
DESIGNED BY: J. SALVATORI
EPSC NARRATIVE

PLOT DATE: 26-FEB-2014
DRAWN BY: J. SALVATORI
CHECKED BY: G. LAROCHE
SHEET 414 OF 444



NOTES:

1. EXISTING CONTOURS SHOWN. SEE CROSS SECTIONS FOR FINAL CONDITIONS.
2. FOR CLARITY, AREAS TO BE SEEDED AND MULCHED HAVE NOT BEEN INDICATED. ALL DISTURBED AREAS SHALL BE SEEDED AND MULCHED AS APPLICABLE.

EPSC PLAN

SCALE 1" = 20'-0"

20 0 20

PROJECT NAME: WARDSBORO	
PROJECT NUMBER: BF 013-1(21)	
FILE NAME: s13b072bdr_epsc.dgn	PLOT DATE: 26-FEB-2014
PROJECT LEADER: K. HIGGINS	DRAWN BY: J. SALVATORI
DESIGNED BY: J. SALVATORI	CHECKED BY: G. LAROCHE
EPSC PLAN	SHEET 415 OF 444

VAOT RURAL AREA MIX					
	LBS/AC				
% WEIGHT	BROADCAST	HYDROSEED	NAME	GERM %	PURITY %
37.5%	22.5	45	CREEPING RED FESCUE	85%	98%
37.5%	22.5	45	TALL FESCUE	90%	95%
5.0%	3	6	RED TOP	90%	95%
15.0%	9	18	BIRDSFOOT TREFOIL	85%	98%
5.0%	3	6	ANNUAL RYE GRASS	85%	95%
100%	60	120			

VAOT URBAN AREA MIX					
	LBS/AC				
% WEIGHT	BROADCAST	HYDROSEED	NAME	GERM %	PURITY %
42.5%	34	68	CREEPING RED FESCUE	85%	98%
10.0%	8	16	PERENNIAL RYE GRASS	90%	95%
42.5%	34	68	KENTUCKY BLUE GRASS	85%	85%
5.0%	4	8	ANNUAL RYE GRASS	85%	95%
100%	80	160			

SOIL AMENDMENT GUIDANCE			
FERTILIZER		LIME	
BROADCAST	HYDROSEED	BROADCAST	HYDROSEED
10-20-10	*FOLLOW*	PELLETIZED	*FOLLOW*
500 LBS/AC	*MANUFACTURER*	2 TONS/AC	*MANUFACTURER*

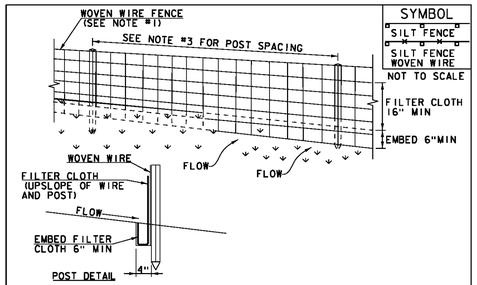
CONSTRUCTION GUIDANCE

1. RURAL SEED MIX: USE AS INDICATED IN THE PLANS AND/OR FOR ALL ESTABLISHED UPLAND (NON WETLAND) AREAS DISTURBED BY THE CONTRACTOR.
2. URBAN SEED MIX: USE AS INDICATED IN THE PLANS AND/OR FOR ALL ESTABLISHED LAWN AREAS DISTURBED BY THE CONTRACTOR.
3. ALL SEED MIXTURES: SHALL NOT HAVE A WEED CONTENT EXCEEDING 0.40% BY WEIGHT AND SHALL BE FREE OF ALL NOXIOUS SEED.
4. FERTILIZER AND LIMESTONE: SHALL FOLLOW RATES SHOWN ON PLAN OR AS DIRECTED BY THE ENGINEER
5. HAY MULCH: TO BE PLACED ON EARTH SLOPES AT THE RATE OF 2 TONS/ACRE, ACHIEVE 90% GROUND COVER OR AS DIRECTED BY THE ENGINEER.
6. TOPSOIL: TO BE USED WITH SEED AS INDICATED ON THE PLANS, OR AS DIRECTED BY THE ENGINEER.
7. HYDROSEEDING: ALTHOUGH GUIDANCE IS GIVEN ABOVE THE SITE CONDITIONS AND THE TYPE OF HYDROSEED WILL ULTIMATELY DICTATE THE AMOUNTS AND TYPES OF SOIL AMENDMENTS TO BE APPLIED
8. TURF ESTABLISHMENT: PLACING SEED, FERTILIZER, LIME AND MULCH PRIOR TO SEPTEMBER 15 AND AFTER APRIL 15 CAN BETTER ENSURE A VIGOROUS GROWTH OF GRASS.

ADAPTED FROM VTRANS TECHNICAL LANDSCAPE MANUAL FOR ROADWAYS AND TRANSPORTATION FACILITIES

TURF ESTABLISHMENT

REVISIONS		
JUNE 23, 2009	WHF	
JANUARY 15, 2010	WHF	
FEBRUARY 16, 2011	WHF	



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.

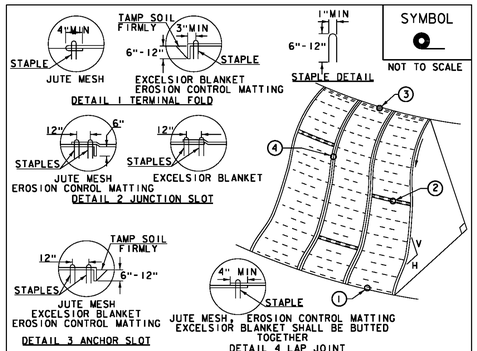
ADAPTED FROM DETAILS PROVIDED BY: NEW YORK STATE DEC ORIGINALLY DEVELOPED BY USDA-NRCS VERMONT DEPARTMENT OF ENVIRONMENTAL CONSERVATION

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 FOR GEOTEXTILE OR SILT FENCE OR GEOTEXTILE FOR SILT FENCE, WOVEN WIRE REINFORCED.

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



SYMBOL
NOT TO SCALE

CONSTRUCTION SPECIFICATIONS

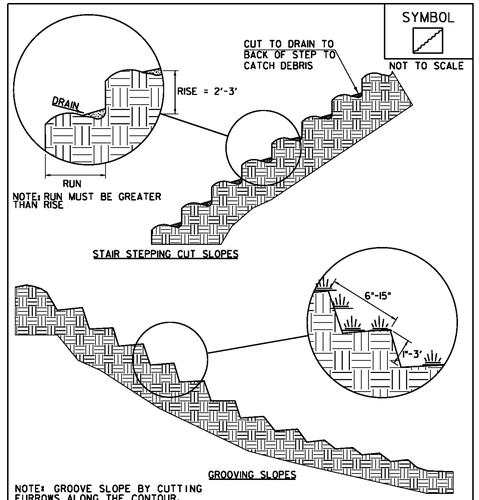
1. APPLY TO SLOPES GREATER THAN 3H:1V OR WHERE NECESSARY TO AID IN ESTABLISHING VEGETATION.
2. APPLY FERTILIZER, LIME SEED PRIOR TO PLACING MATTING.
3. STAPLES ARE TO BE PLACED ALTERNATELY, IN COLUMNS APPROXIMATELY 2' APART AND IN ROWS APPROXIMATELY 3' APART. APPROXIMATELY 175 STAPLES ARE REQUIRED PER 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 FOR TEMPORARY EROSION MATTING OR PERMANENT EROSION MATTING.

REVISIONS		
APRIL 16, 2007	JMF	
JANUARY 13, 2009	WHF	



SYMBOL
NOT TO SCALE

NOTE: GROOVE SLOPE BY CUTTING FURROWS ALONG THE CONTOUR. IRREGULARITIES IN THE SOIL SURFACE CATCH RAINWATER AND RETAIN LIME, FERTILIZER AND SEED.

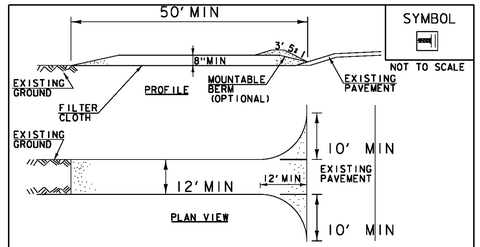
ADAPTED FROM DETAILS PROVIDED BY: NEW YORK STATE DEC ORIGINALLY DEVELOPED BY USDA-NRCS VERMONT DEPARTMENT OF ENVIRONMENTAL CONSERVATION

SURFACE ROUGHENING

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 CONSIDERED INCIDENTAL TO THE CONTRACT

REVISIONS		
APRIL 1, 2008	WHF	
JANUARY 13, 2009	WHF	



SYMBOL
NOT TO SCALE

CONSTRUCTION SPECIFICATIONS

1. STONE SIZE- USE 1-4" STONE, RECLAIMED OR RECYCLED CONCRETE EQUIVALENT.
2. LENGTH- NOT LESS THAN 50' (EXCEPT ON A SINGLE RESIDENCE LOT WHERE A 30' MINIMUM LENGTH APPLIES).
3. THICKNESS- NOT LESS THAN 8".
4. WIDTH- 12' MINIMUM, BUT NOT LESS THAN THE FULL WIDTH AT POINTS WHERE INGRESS OR EGRESS OCCURS. 24' IF SINGLE ENTRANCE TO SITE.
5. GEOTEXTILE MUST BE PLACED OVER THE ENTIRE AREA PRIOR TO PLACING STONE.
6. SURFACE WATER- ALL SURFACE WATER FLOWING OR DIVERTED TOWARD CONSTRUCTION ENTRANCES SHALL BE PIPED BENEATH THE ENTRANCE. IF PIPING IS IMPRACTICAL, A MOUNTABLE BERM WITH 5:1 SLOPES WILL BE PERMITTED.
7. MAINTENANCE- THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHTS-OF-WAY. ALL SEDIMENT SPILLED, DROPPED, WASHED OR TRACKED ONTO PUBLIC RIGHTS-OF-WAY MUST BE REMOVED IMMEDIATELY.
8. WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON AN AREA STABILIZED WITH STONE AND WHICH DRAINS INTO AN APPROVED SEDIMENT TRAPPING DEVICE.
9. PERIODIC INSPECTION AND NEEDED MAINTENANCE SHALL BE PROVIDED ACCORDING TO PERMIT REQUIREMENTS.

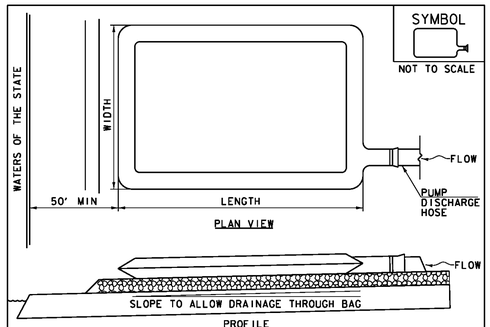
ADAPTED FROM DETAILS PROVIDED BY: NEW YORK STATE DEC ORIGINALLY DEVELOPED BY USDA-NRCS VERMONT DEPARTMENT OF ENVIRONMENTAL CONSERVATION

STABILIZED CONSTRUCTION ENTRANCE

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 FOR VEHICLE TRACKING PAD.

REVISIONS		
MARCH 24, 2008	WHF	
JANUARY 13, 2009	WHF	



SYMBOL
NOT TO SCALE

CONSTRUCTION SPECIFICATIONS

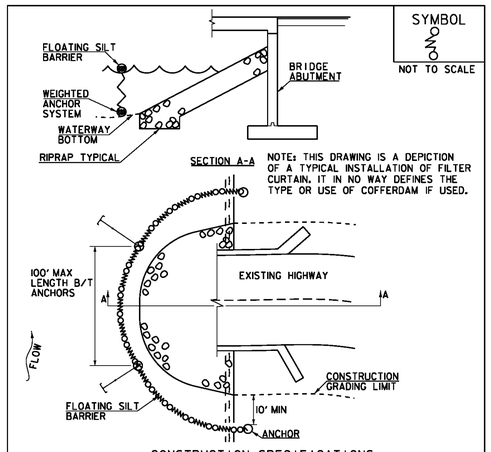
1. THE PRIMARY PURPOSE OF FILTER BAG IS TO RETAIN SILT, SAND, AND FINES DURING DEWATERING OPERATIONS.
2. FILTER BAGS SHALL BE INSTALLED ON A VEGETATED SLOPE GRADED TO ALLOW INCOMING WATER TO FLOW THROUGH THE BAG.
3. FILTER BAGS MAY ALSO BE PLACED ON COARSE AGGREGATE, STONE, OR HAYBALES TO INCREASE FILTRATION EFFICIENCY.
4. FILTER BAGS SHALL BE LOCATED A MINIMUM OF 50' FROM WATERS OF THE STATE UNLESS OTHERWISE APPROVED BY THE ENGINEER.
5. THE NECK OF THE FILTER BAG SHALL BE STRAPPED TIGHTLY TO THE DISCHARGE HOSE.
6. A FILTER BAG IS FULL WHEN IT NO LONGER CAN EFFICIENTLY FILTER SEDIMENT OR ALLOW WATER TO PASS AT A REASONABLE RATE.
7. FILTER BAG SHALL BE DISPOSED OF AS APPROVED IN THE EPSC PLAN OR AS DIRECTED BY THE ENGINEER.

FILTER BAG

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 FOR FILTER BAG (PAY ITEM 653.45) AND AS SPECIFIED IN THE CONTRACT.

REVISIONS		
MARCH 24, 2008	WHF	
JANUARY 13, 2009	WHF	



SYMBOL
NOT TO SCALE

CONSTRUCTION SPECIFICATIONS

1. FILTER CURTAIN SHALL NOT BE PLACED ACROSS A FLOWING WATERWAY, OR IN A WATERWAY WITH STREAM VELOCITIES GREATER THAN 1.5 FEET/SECOND.
2. MAXIMUM 100' LENGTH BETWEEN ANCHORS.
3. LAST SECTION SHALL TERMINATE A MINIMUM OF 10' BEYOND LIMIT OF DISTURBANCE.
4. THE WEIGHTED ANCHOR SYSTEM SHALL BE A TYPE WHICH ALLOWS THE CURTAIN TO CONFORM TO THE BOTTOM OF THE WATERWAY.
5. THE CURTAIN SHALL BE REMOVED BY SLOWLY PULLING TOWARD THE SHORE MINIMIZING THE ESCAPE OF SEDIMENTS INTO WATERWAY.

FILTER CURTAIN

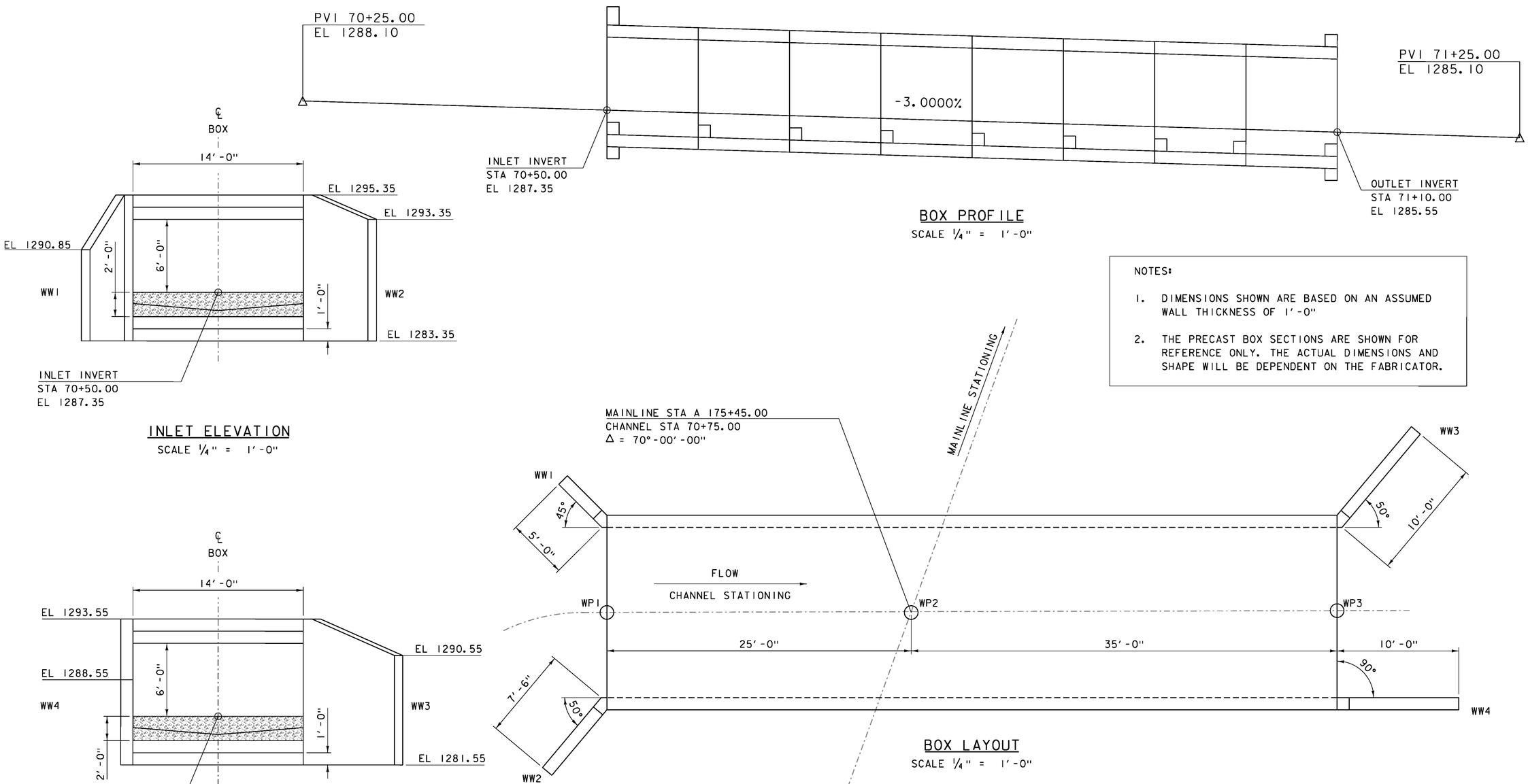
THIS WORK SHALL BE PERFORMED IN ACCORDANCE WITH SECTION 649 FOR GEOTEXTILE FOR FILTER CURTAIN (PAY ITEM 649.61).

REVISIONS		
APRIL 1, 2008	WHF	
JANUARY 13, 2009	WHF	
SEPTEMBER 4, 2009	WHF	

PROJECT NAME: WARDSBORO
PROJECT NUMBER: BF 013-1(21)

FILE NAME: sl3b072epsc_det.dgn
PROJECT LEADER: K. HIGGINS
DESIGNED BY: J. SALVATORI
EPSC DETAILS

PLOT DATE: 26-FEB-2014
DRAWN BY: J. SALVATORI
CHECKED BY: G. LAROCHE
SHEET 416 OF 444



BOX PROFILE

SCALE 1/4" = 1'-0"

NOTES:

1. DIMENSIONS SHOWN ARE BASED ON AN ASSUMED WALL THICKNESS OF 1'-0"
2. THE PRECAST BOX SECTIONS ARE SHOWN FOR REFERENCE ONLY. THE ACTUAL DIMENSIONS AND SHAPE WILL BE DEPENDENT ON THE FABRICATOR.

INLET ELEVATION

SCALE 1/4" = 1'-0"

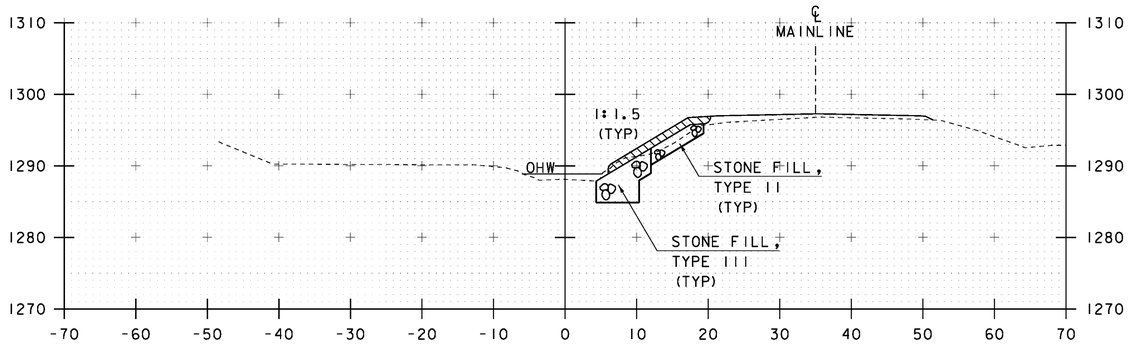
OUTLET ELEVATION

SCALE 1/4" = 1'-0"

BOX LAYOUT

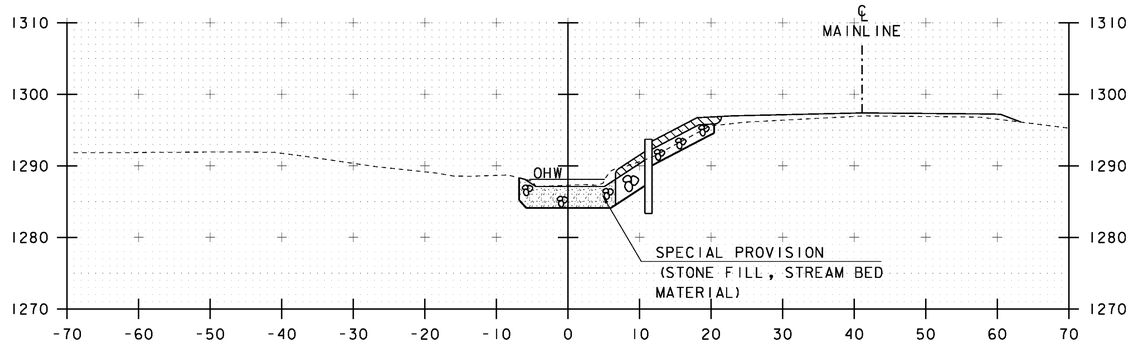
SCALE 1/4" = 1'-0"

PROJECT NAME:	WARDSBORO
PROJECT NUMBER:	BF 013-1(21)
FILE NAME: sl3b072box.dgn	PLOT DATE: 26-FEB-2014
PROJECT LEADER: K. HIGGINS	DRAWN BY: J. SALVATORI
DESIGNED BY: J. SALVATORI	CHECKED BY: G. LAROCHE
BOX LAYOUT	SHEET 417 OF 444



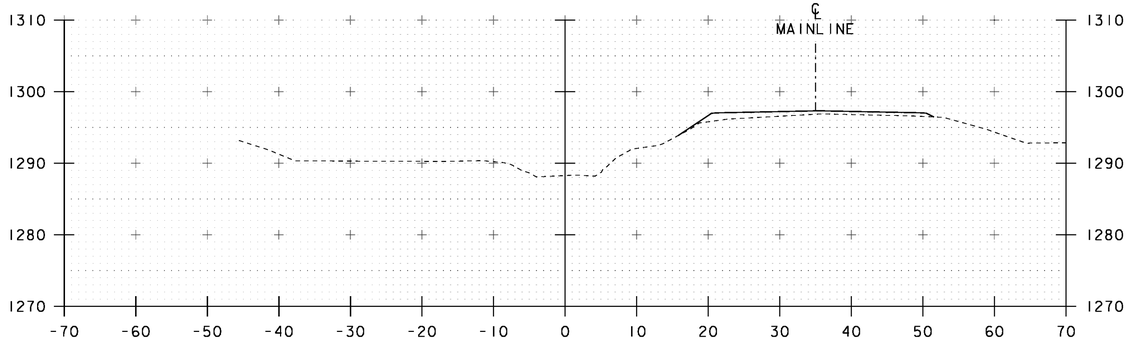
70+25

STA 70+25 RT
BEGIN UNCLASSIFIED CHANNEL EXCAVATION
BEGIN GEOTEXTILE UNDER STONE FILL
BEGIN STONE FILL, TYPE III
BEGIN GRUBBING MATERIAL

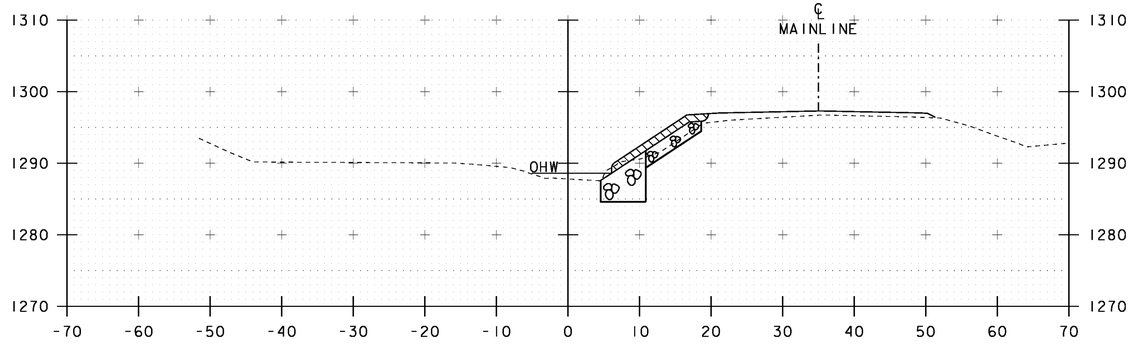


70+40

STA 70+40 LT
BEGIN UNCLASSIFIED CHANNEL EXCAVATION
BEGIN GEOTEXTILE UNDER STONE FILL
BEGIN STONE FILL, TYPE III
BEGIN GRUBBING MATERIAL



70+20



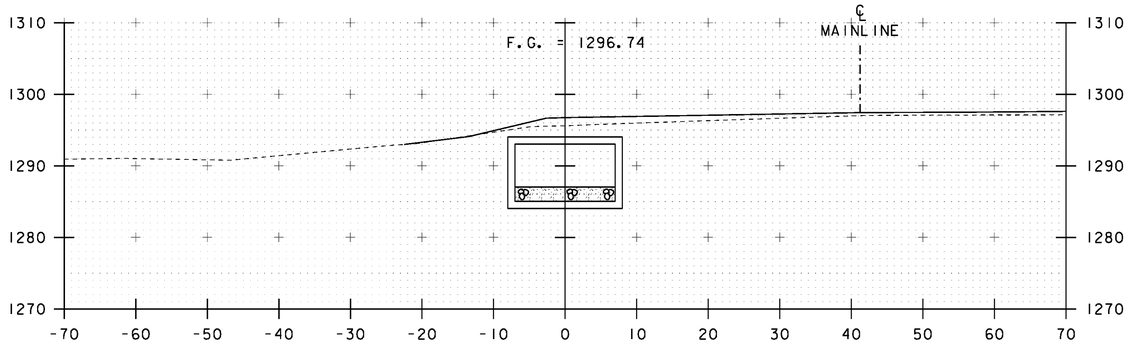
70+30

STA. 70+20 TO STA. 70+40

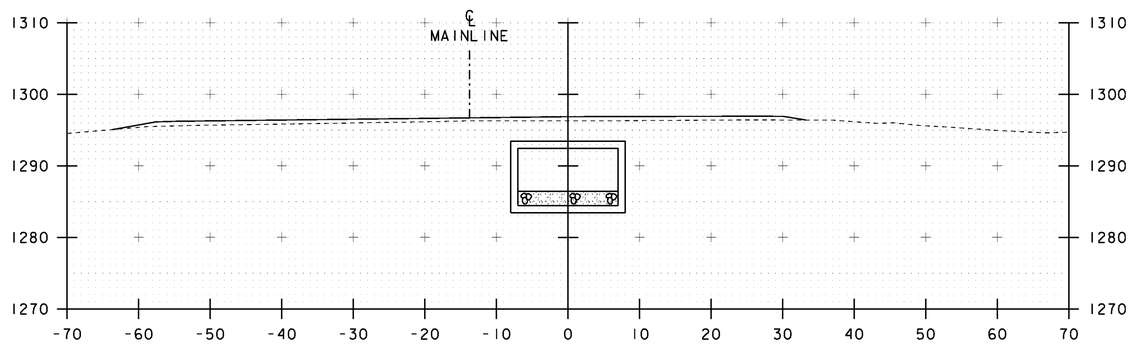
PROJECT NAME: WARDSBORO
PROJECT NUMBER: BF 013-1(21)

FILE NAME: sl3b072xsl.dgn
PROJECT LEADER: K. HIGGINS
DESIGNED BY: J. SALVATORI
CHANNEL SECTIONS 1

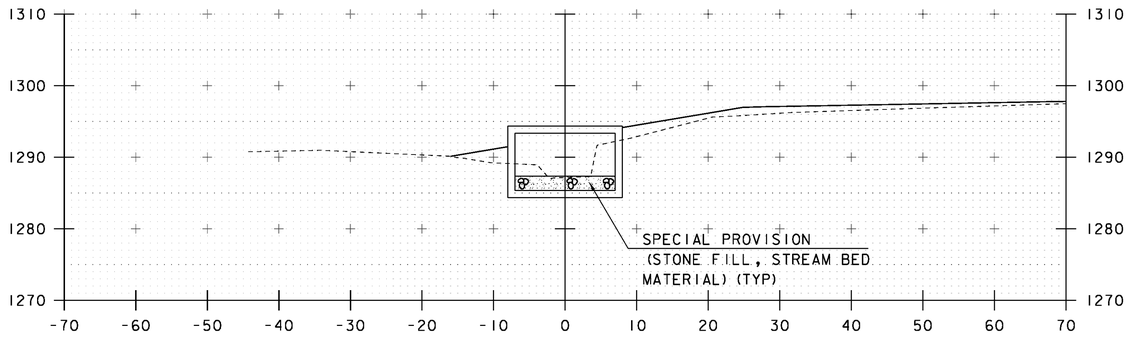
PLOT DATE: 26-FEB-2014
DRAWN BY: J. SALVATORI
CHECKED BY: G. LAROCHE
SHEET 418 OF 444



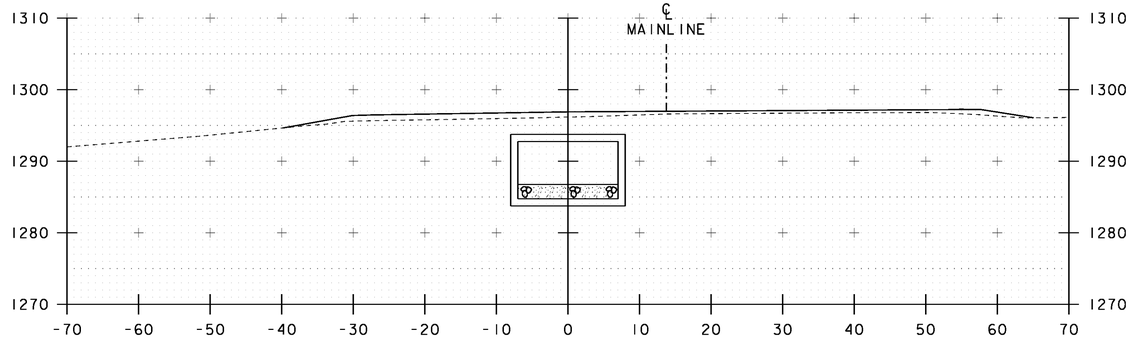
70+60



70+80



70+50



70+70

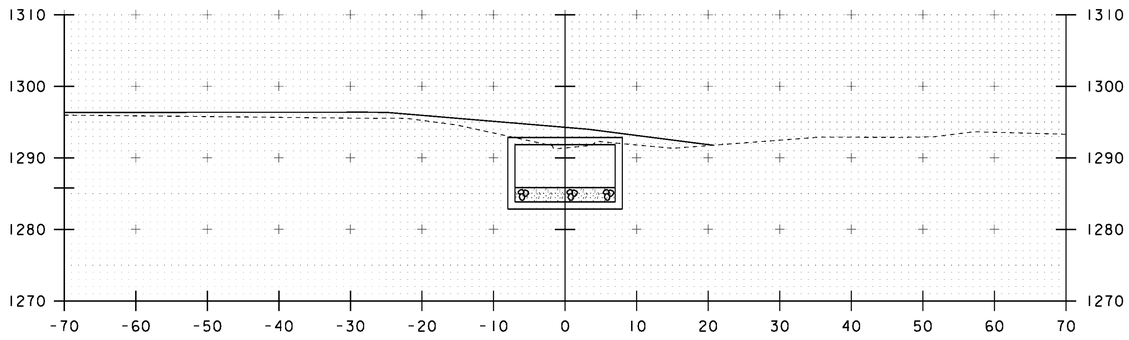
STA 70+50 LT/RT
END UNCLASSIFIED CHANNEL EXCAVATION
END GEOTEXTILE UNDER STONE FILL
END STONE FILL, TYPE III
END GRUBBING MATERIAL

STA. 70+50 TO STA. 70+80

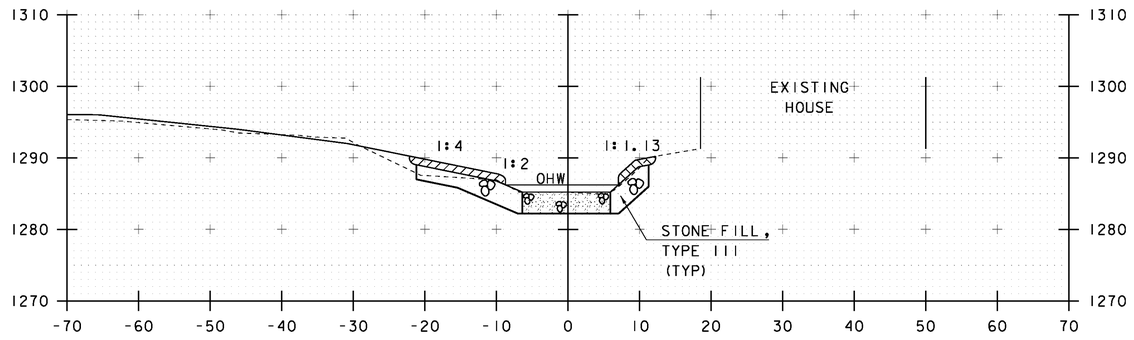
PROJECT NAME: WARDSBORO
PROJECT NUMBER: BF 013-1(21)

FILE NAME: sl3b072xsl.dgn
PROJECT LEADER: K. HIGGINS
DESIGNED BY: J. SALVATORI
CHANNEL SECTIONS 2

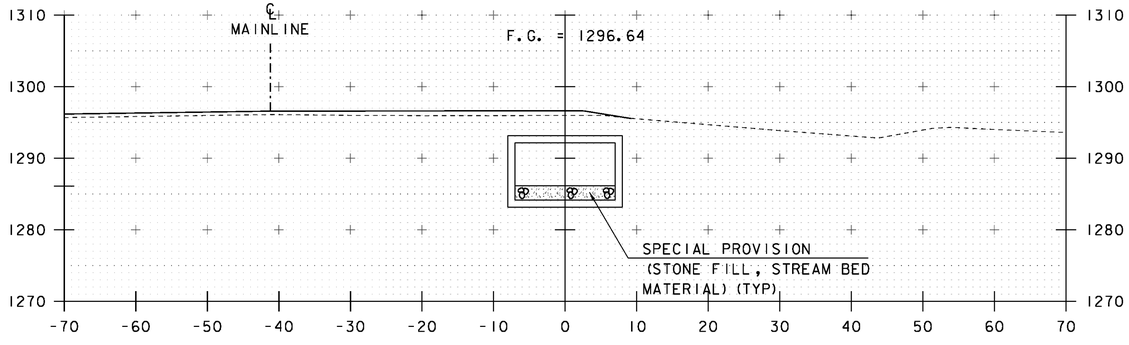
PLOT DATE: 26-FEB-2014
DRAWN BY: J. SALVATORI
CHECKED BY: G. LAROCHE
SHEET 419 OF 444



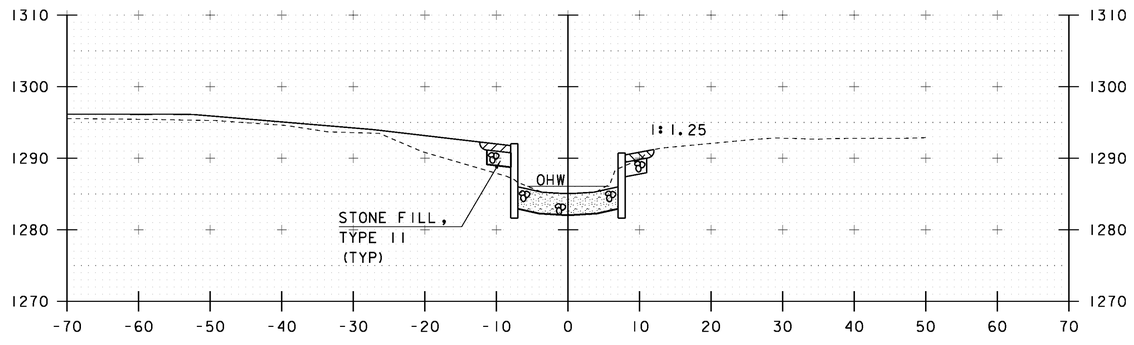
71+00



71+20



70+90



71+10

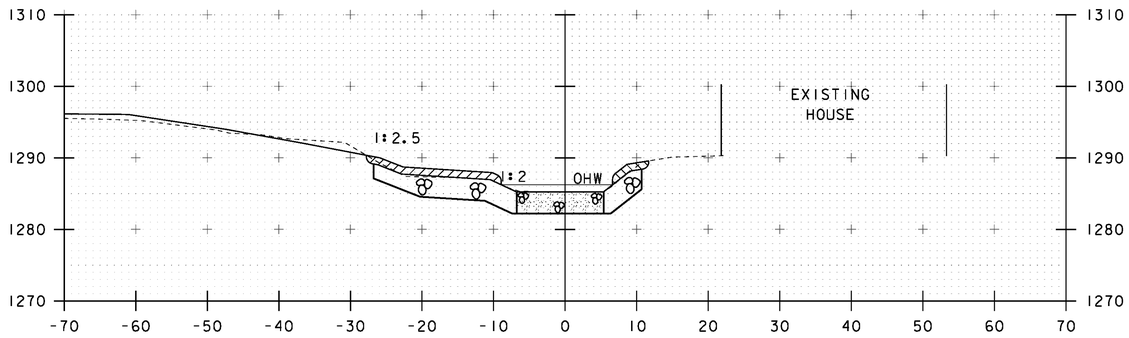
STA 71+10.00 LT/RT
BEGIN UNCLASSIFIED CHANNEL EXCAVATION
BEGIN GEOTEXTILE UNDER STONE FILL
BEGIN STONE FILL, TYPE III
BEGIN GRUBBING MATERIAL

STA. 70+90 TO STA. 71+20

PROJECT NAME: WARDSBORO
PROJECT NUMBER: BF 013-1(21)

FILE NAME: sl3b072xsl.dgn
PROJECT LEADER: K. HIGGINS
DESIGNED BY: J. SALVATORI
CHANNEL SECTIONS 3

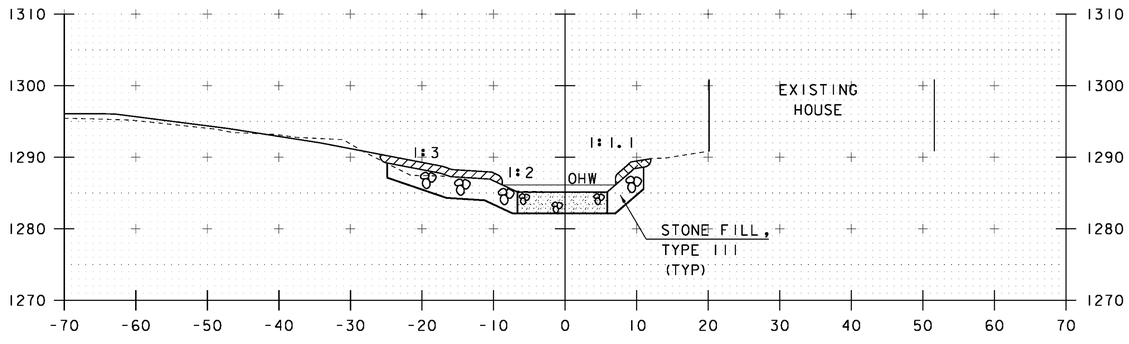
PLOT DATE: 26-FEB-2014
DRAWN BY: J. SALVATORI
CHECKED BY: G. LAROCHE
SHEET 420 OF 444



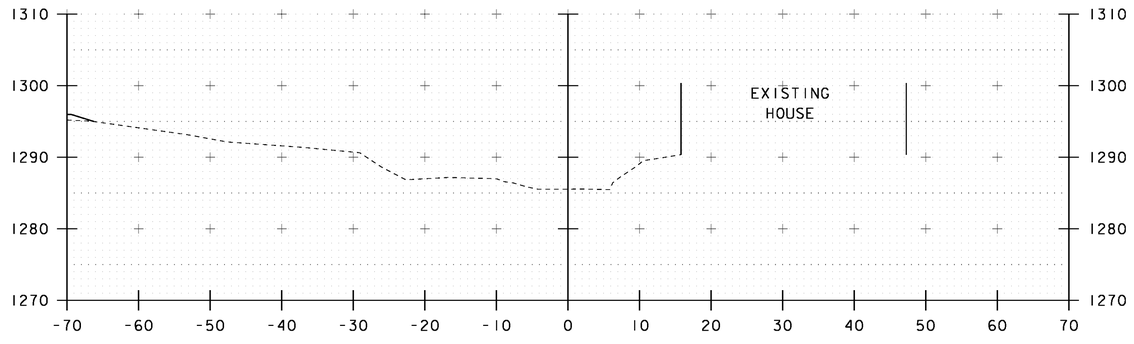
STA 71+37 LT
END UNCLASSIFIED CHANNEL EXCAVATION
END GEOTEXTILE UNDER STONE FILL
END STONE FILL, TYPE III
END GRUBBING MATERIAL

71+30

STA 71+30 RT
END UNCLASSIFIED CHANNEL EXCAVATION
END GEOTEXTILE UNDER STONE FILL
END STONE FILL, TYPE III
END GRUBBING MATERIAL



71+25



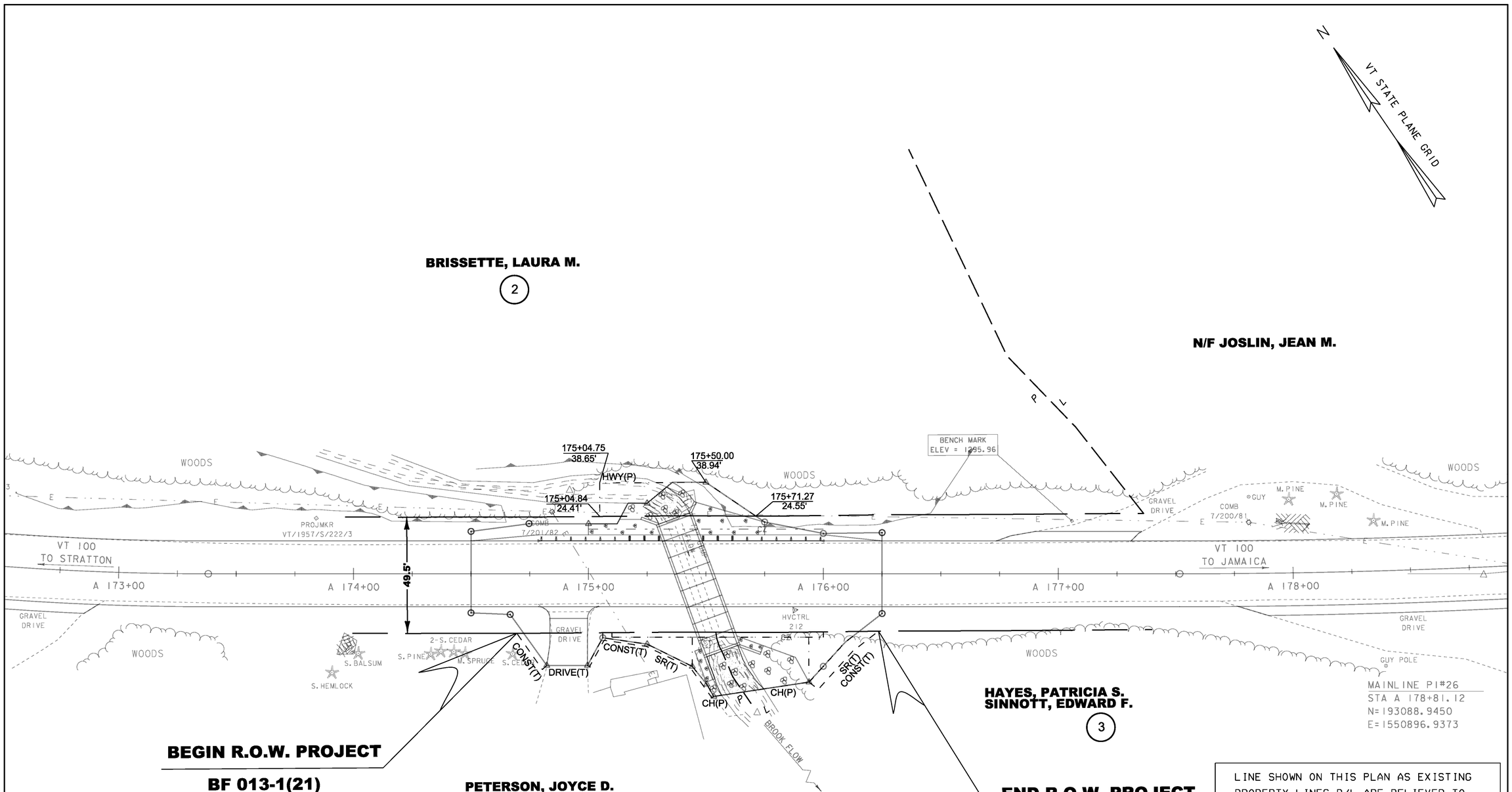
71+40

STA. 71+25 TO STA. 71+40

PROJECT NAME: WARDSBORO
PROJECT NUMBER: BF 013-1(21)

FILE NAME: sl3b072xsl.dgn
PROJECT LEADER: K. HIGGINS
DESIGNED BY: J. SALVATORI
CHANNEL SECTIONS 4

PLOT DATE: 26-FEB-2014
DRAWN BY: J. SALVATORI
CHECKED BY: G. LAROCHE
SHEET 421 OF 444



LINE SHOWN ON THIS PLAN AS EXISTING PROPERTY LINES P/L ARE BELIEVED TO BE ACCURATE BUT SHOULD NOT BE RELIED UPON FOR PURPOSES UNRELATED TO THE STATE OF VERMONT'S AQUISITION OF LAND AND RIGHTS FOR THIS PROJECT.

ROW LAYOUT SHEET

SCALE 1" = 20'-0"
20 0 20

ALL DRIVES AS INDICATED ON PLANS ARE SUBJECT TO PERMITS PURSUANT TO TITLE 19 SECTION 1111, V.S.A.

PROJECT NAME: WARDSBORO
PROJECT NUMBER: BF 013-1(21)

FILE NAME: r13b072zzz.dgn
PROJECT LEADER: K. HIGGINS
DESIGNED BY: J. SALVATORI
ROW LAYOUT SHEET

PLOT DATE: 26-FEB-2014
DRAWN BY: MR
CHECKED BY: JB
SHEET 422 OF 444

STATE OF VERMONT
AGENCY OF TRANSPORTATION

RIGHT - OF - WAY DETAIL SHEET

TABLE OF PROPERTY ACQUISITION

PARCEL NO.	PROPERTY OWNER	SHEET NO.	BEGINNING STATION	ENDING STATION	TAKE	REMAINDER	RIGHT			RECORDING DATA					REMARKS
					AREA±	AREA±	TYPE	(T)/(P)	AREA ±	TITLE	DATE	TOWN / CITY	BOOK	PAGE	
1	PETERSON, JOYCE D.	1	174+69 RT	174+82 RT			CONST	T	44 SF ±	WD		WARDSBORO			INCL. PDF
			175+00 RT				DRIVE	T							16' GRAVEL; MM 3.329
			175+00 RT	175+44 RT			CONST	T	535 SF ±						INCL. PDF & EC
			175+00 RT	175+44 RT			SLOPE RIGHT	T	308 SF ±						
			175+44 RT	175+68 RT			CHANNEL	P	439 SF ±						INCL. STONE FILL, CULVERT
															& WINGWALLS
2	BRISSETTE, LAURA M.	1	175+05 LT	175+50 LT			CHANNEL	P	643 SF ±						INCL. CULVERET,WINGWALL, STONE FILL,
															BF & EC
			175+50 LT	175+71 LT			CONST	T	151 SF ±						INC. BF
3	HAYES, PATRICIA &	1	175+53 RT	175+94 RT			CHANNEL	P	957 SF ±						INCL. CULVERT, WINGWALLS &
															STONE FILL
	SINNOTT, EDWARD F.		175+94 RT	176+15 RT			SLOPE RIGHT	T	214 SF ±						INCL. PDF & EC
			175+94 RT	176+23 RT			CONST	T	165 SF ±						

TABLE OF REVISIONS

REVISION NO.	SHEET NO.	DESCRIPTION	DATE

PLAN LEGEND

EXISTING RIGHT-OF-WAY
TAKING WITH ACCESS
TAKING WITHOUT ACCESS
CLEAR ZONE (CZ)
PROPERTY LINE (P/L)
TOE OF SLOPE
TOP OF CUT
SLOPE RIGHT (SR (P))
CONSTRUCTION RIGHT (CONST.(T))
PROJECT DEMARCATION FENCE (PDF)

EC -EROSION CONTROL
(P) -PERMANENT
(T) -TEMPORARY
DR. -DRAINAGE RIGHT
DIT. -DITCHING RIGHT
CH. -CHANNEL RIGHT
DRIVE -DRIVE RIGHT
CUL. -CULVERT RIGHT
C&T -CLEARING & TRIMMING RIGHT
SR -SLOPE RIGHT
UE -UTILITY EASEMENT

R & R - REMOVE & RESET
I & M - INSTALL & MAINTAIN

PLOT DATE 02/25/14

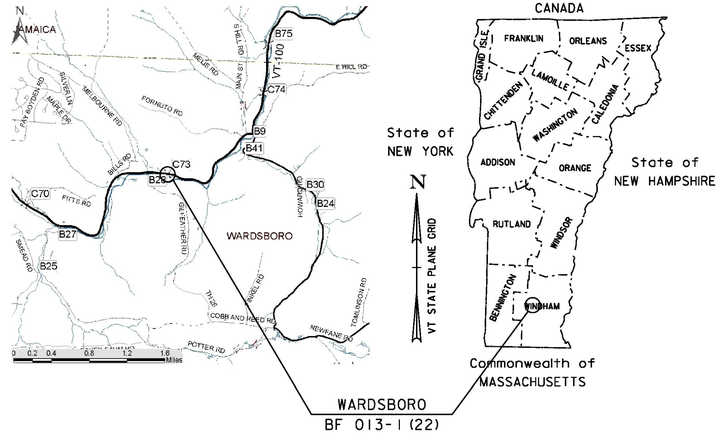
APPROVED: RYAN CLOUTIER DATE: 1-15-14
CHIEF, PLANS & TITLES

PROJECT NAME: **WARDSBORO**
PROJECT NUMBER: **BF 013-1 (21)**

FILE NAME: **r13B072detail.xls**
PROJECT LEADER: **K. HIGGINS**
DESIGNED BY: **J. SALVATORI**
R.O.W. DETAIL SHEET

PLOT DATE:
DRAWN BY: **MR**
CHECKED BY: **JB**
SHEET **423** OF **444**

STATE OF VERMONT
AGENCY OF TRANSPORTATION



PROPOSED IMPROVEMENT
BRIDGE PROJECT

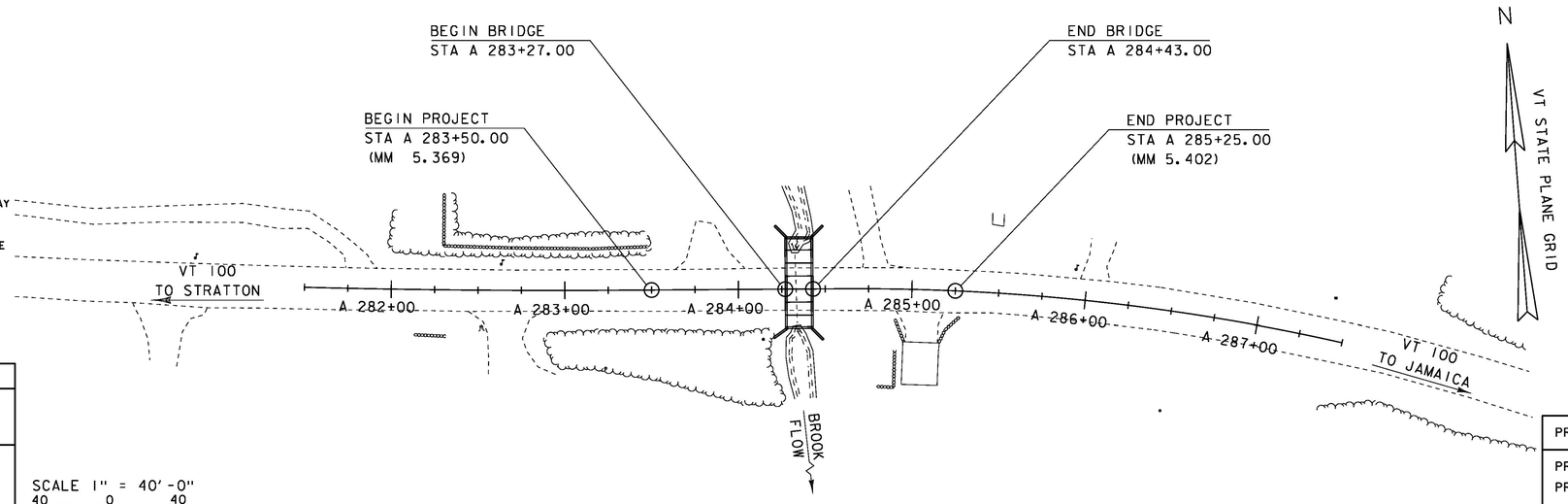
TOWN OF WARDSBORO
COUNTY OF WINDHAM

ROUTE NO : VT ROUTE 100, RURAL MINOR ARTERIAL. CULVERT NO : 73

PROJECT LOCATION: 5.6 MILES SOUTH OF THE JUNCTION OF VT ROUTE 100 AND VT ROUTE 30

PROJECT DESCRIPTION: REMOVAL OF EXISTING STRUCTURE AND REPLACEMENT WITH A NEW PRECAST STRUCTURE.

LENGTH OF STRUCTURE:	16.00 FEET
LENGTH OF ROADWAY:	159.00 FEET
LENGTH OF PROJECT:	175.00 FEET



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 2

SURVEYED BY :	L. ORVIS
SURVEYED DATE :	09/19/2012

DATUM

VERTICAL	NAVD88
HORIZONTAL	NAD 83 (2007)

SCALE 1" = 40'-0"
40 0 40

PROJECT MANAGER : K. HIGGINS, P.E.

PROJECT NAME : WARDSBORO
PROJECT NUMBER : BF 013-1(22)

SHEET 424 OF 444 SHEETS

STATE OF VERMONT
AGENCY OF TRANSPORTATION

PRELIMINARY INFORMATION SHEET (CULVERT)

Version 12.09.13

LRFD

INDEX OF SHEETS

PLAN SHEETS

SEE SHEET 2 FOR
INDEX OF SHEETS AND
LIST OF STANDARDS

STANDARDS LIST

FINAL HYDRAULIC REPORT

HYDROLOGIC DATA

Date: Nov 2013

DRAINAGE AREA : 1.2 sq. mi.
CHARACTER OF TERRAIN : Mountainous, mostly forested, some development
STREAM CHARACTERISTICS : Sinuous and alluvial
NATURE OF STREAMBED : Boulders, cobbles and gravel

PEAK FLOW DATA

Q 2.33 =	90 cfs	Q 50 =	370 cfs
Q 10 =	230 cfs	Q 100 =	450 cfs
Q 25 =	300 cfs	Q 500 =	630 cfs

DATE OF FLOOD OF RECORD : Unknown
ESTIMATED DISCHARGE: Unknown
WATER SURFACE ELEV.: Unknown
NATURAL STREAM VELOCITY : @ Q50 = 8.3 fps
ICE CONDITIONS : Moderate
DEBRIS: Moderate
DOES THE STREAM REACH MAXIMUM HIGHWATER ELEV. RAPIDLY? Yes
IS ORDINARY RISE RAPID? Yes
IS STAGE AFFECTED BY UPSTREAM OR DOWNSTREAM CONDITIONS? No
IF YES, DESCRIBE:

WATERSHED STORAGE: <1%
HEADWATERS:
UNIFORM: X
IMMEDIATELY ABOVE SITE:

EXISTING STRUCTURE INFORMATION

STRUCTURE TYPE: Multiplate Pipe Arch
YEAR BUILT: 1957
CLEAR SPAN(NORMAL TO STREAM): 8' - 2"
VERTICAL CLEARANCE ABOVE STREAMBED: 5' - 9"
WATERWAY OF FULL OPENING: 38 sq. ft.
DISPOSITION OF STRUCTURE: Remove and replace
TYPE OF MATERIAL UNDER SUBSTRUCTURE: See borings

WATER SURFACE ELEVATIONS AT:

Q2.33 =	1087.0'	VELOCITY =	5.4 fps
Q10 =	1089.7'	"	9.9 fps
Q25 =	1090.8'	"	11.1 fps
Q50 =	1092.0'	"	11.9 fps
Q100 =	1092.2'	"	12.1 fps

LONG TERM STREAMBED CHANGES: None noted

IS THE ROADWAY OVERTOPPED BELOW Q100: Yes
FREQUENCY: Below Q50
RELIEF ELEVATION: 1091.9' @ arch
DISCHARGE OVER ROAD @Q100: 90 cfs

UPSTREAM STRUCTURE

TOWN: Wardsboro
DISTANCE: 1800'
HIGHWAY # : TH
STRUCTURE #:
CLEAR SPAN:
CLEAR HEIGHT:
YEAR BUILT:
FULL WATERWAY:
STRUCTURE TYPE:

DOWNSTREAM STRUCTURE

TOWN: Wardsboro
DISTANCE: 600'
HIGHWAY # :
STRUCTURE #:
CLEAR SPAN:
CLEAR HEIGHT:
YEAR BUILT:
FULL WATERWAY:
STRUCTURE TYPE: Confluence with Wardsboro Brook

PROPOSED STRUCTURE

STRUCTURE TYPE: Precast Concrete Box

CLEAR SPAN(NORMAL TO STREAM): 14'
VERTICAL CLEARANCE ABOVE STREAMBED: 6'
WATERWAY OF FULL OPENING: 84 sq. ft.

WATER SURFACE ELEVATIONS AT:

Q2.33 =	1086.2'	VELOCITY=	7.5 fps
Q10 =	1087.6'	"	10.7 fps
Q25 =	1088.1'	"	11.7 fps
Q50 =	1088.7'	"	12.5 fps
Q100 =	1089.3'	"	13.4 fps

IS THE ROADWAY OVERTOPPED BELOW Q100: No
FREQUENCY: N/A
RELIEF ELEVATION: 1091.9' at box
DISCHARGE OVER ROAD @Q100: N/A

AVERAGE LOW ELEVATION OF SUPERSTRUCTURE: 1090.7' at inlet
VERTICAL CLEARANCE: @ Q50 = 2.0'

SCOUR: Scour not calculated for a box

REQUIRED CHANNEL PROTECTION: Stone Fill, Type III

PERMIT INFORMATION

AVERAGE DAILY FLOW:	3 cfs	DEPTH OR ELEVATION:
ORDINARY LOW WATER:	1 cfs	< 0.5'
ORDINARY HIGH WATER:	40 cfs	~1.0'

TEMPORARY BRIDGE REQUIREMENTS

STRUCTURE TYPE: None required
CLEAR SPAN (NORMAL TO STREAM):
VERTICAL CLEARANCE ABOVE STREAMBED:
WATERWAY AREA OF FULL OPENING:

ADDITIONAL INFORMATION

TRAFFIC MAINTENANCE NOTES

1. MAINTAIN TRAFFIC ON AN OFF SITE DETOUR
2. TRAFFIC SIGNALS ARE NOT NECESSARY
3. SIDEWALKS ARE NOT NECESSARY

DESIGN VALUES

1. DESIGN LIVE LOAD		HL-93
2. FUTURE PAVEMENT	d_P:	3.0 INCH
3. CULVERT OPENING	D:	84.00 FT
4. MIN. MID-SPAN POS. CAMBER @ RELEASE (PRESTRESSED UNITS)	Δ:	---
5. PRESTRESSING STRAND	f_y:	---
6. PRESTRESSED CONCRETE STRENGTH	f'_c:	---
7. PRESTRESSED CONCRETE RELEASE STRENGTH	f'_{ci}:	---
8. CONCRETE, HIGH PERFORMANCE CLASS AA	f'_c:	---
9. CONCRETE, HIGH PERFORMANCE CLASS A	f'_c:	
10. CONCRETE, HIGH PERFORMANCE CLASS B	f'_c:	---
11. CONCRETE, CLASS C	f'_c:	---
12. REINFORCING STEEL	f_y:	60 KSI
13. STRUCTURAL STEEL AASHTO M270	f_y:	---
14. SOIL UNIT WEIGHT	γ:	---
15. NOMINAL BEARING RESISTANCE OF SOIL	q_n:	---
16. SOIL BEARING RESISTANCE FACTOR (REFER TO AASHTO LRFD)	ϕ:	---
17. NOMINAL BEARING RESISTANCE OF ROCK	q_n:	---
18. ROCK BEARING RESISTANCE FACTOR (REFER TO AASHTO LRFD)	ϕ:	---
19. NOMINAL AXIAL PILE RESISTANCE	q_p:	---
20. PILE YIELD STRENGTH ASTM A572	f_y:	---
21. PILE SIZE		---
22. EST. PILE LENGTH	L_p:	
23. PILE RESISTANCE FACTOR	ϕ:	---
24. LATERAL PILE DEFLECTION	Δ:	---
25. BASIC WIND SPEED	V_{3s}:	---
26. MINIMUM GROUND SNOW LOAD	p_g:	---
27. SEISMIC DATA PGA : ---	S_s:	---
	S_1:	---

LRFR LOAD RATING FACTORS

LOADING LEVELS	TRUCK						
	H-20	HL-93	3S2	6 AXLE	3A STR	4A STR	5A SEMI
TONNAGE	20	36	36	66	30	34.5	38
INVENTORY							
POSTING							
OPERATING							
COMMENTS:	TABLE TO BE COMPLETED BY CONTRACTOR'S DESIGNER						

CULVERT DESIGN CRITERIA

1. PROPOSED CULVERT IS A PRECAST CONCRETE STRUCTURE (14'-0" x 8'-0" x 52'-6" BOX)
2. CULVERT ENDS ARE SKEWED BY AN ANGLE OF 90°
3. CULVERT WILL BE SET AT A SLOPE OF 41.60 IN. ON 100 FT.
4. CULVERT WILL REQUIRE FISH PASSAGE ACCOMMODATIONS
5. CULVERT CONSTRUCTION WILL REQUIRE A TEMPORARY PIPE

AS BUILT "REBAR" DETAIL

LEVEL I	LEVEL II	LEVEL III
TYPE:	TYPE:	TYPE:
GRADE:	GRADE:	GRADE:

TRAFFIC DATA

YEAR	ADT	DHV	% D	% T	ADTT
2016	1100	150	55	13.7	130
2036	1200	170	55	20.4	210

20 year ESAL for flexible pavement from 2016 to 2036 : 898000
40 year ESAL for flexible pavement from 2016 to 2056 : 2056000
Design Speed : 50 mph

PROJECT NAME: WARDSBORO
PROJECT NUMBER: BF 013-1(22)

FILE NAME: 13b074/s13b074excel.dgn
PROJECT LEADER: K. HIGGINS
DESIGNED BY: J. SALVATORI
PRELIMINARY INFORMATION SHEET

PLOT DATE: 2/6/2014
DRAWN BY: J. SALVATORI
CHECKED BY: G. LAROCHE
SHEET 425 OF 444

GENERAL NOTES

1. ALL MATERIALS AND CONSTRUCTION SHALL CONFORM TO THE AGENCY OF TRANSPORTATION'S STANDARD SPECIFICATIONS FOR CONSTRUCTION, DATED 2011, AND ITS LATEST REVISIONS, AND THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS 6th EDITION, AND ITS LATEST REVISIONS.

2. THE CONTRACTOR WILL BE ALLOWED TO CLOSE THE BRIDGE FOR ONE WEEKEND (TWO CONSECUTIVE DAYS) BEGINNING ON A FRIDAY AT 6PM AND ENDING THE FOLLOWING MONDAY AT 6 AM TO PERFORM REPLACEMENT OF THE EXISTING STRUCTURE. FOLLOWING THE BRIDGE CLOSURE PERIOD, THE PROJECT FACILITY SHALL BE REOPENED TO A MINIMUM OF ONE-LANE, TWO-WAY TRAFFIC. DURING THAT TIME THE CONTRACTOR WILL BE ALLOWED TO WORK 24 HOURS PER DAY. THE CONTRACTOR SHALL SCHEDULE THEIR WORK SUCH THAT THE BRIDGE IS NOT CLOSED DURING HOLIDAY PERIODS. SEE SPECIAL PROVISIONS FOR FURTHER INFORMATION AND REQUIREMENTS.

3. THE CONTRACTOR IS TO COORDINATE THE ROAD BRIDGE CLOSURE PERIOD WITH ANY SCHEDULED ROAD CLOSURES OF VERMONT ROUTE 30 ASSOCIATED WITH THE BRATTLEBORO IM 091-1(65) PROJECT. FOR ARRANGEMENTS CONTACT CALEB LINN, PROJECT MANAGER, PCL CIVIL CONSTRUCTORS, INC AT 802-251-0709.

4. PREPARATION OF THE SITE WILL BE ALLOWED PRIOR TO THE BRIDGE CLOSURE PERIOD. HOWEVER, EXCAVATION FOR AND PLACEMENT OF BOX SECTIONS SHALL BE PERFORMED DURING BRIDGE CLOSURE PERIOD ONLY.

5. ITEM 529.15 "REMOVAL OF STRUCTURE" SHALL BE USED FOR ALL WORK REQUIRED TO REMOVE THE EXISTING CGMPPA UNDER VT 100.

6. THE CONTRACTOR IS TO INSTALL TEMPORARY TRAFFIC BARRIER TO REMAIN IN PLACE UNTIL FINAL GRADE IS ESTABLISHED AND PROPOSED GUARDRAIL IS INSTALLED BETWEEN STATIONS 283+50 AND 285+25. PAYMENT WILL BE CONSIDERED INCLUDED IN THE BID PRICE FOR ITEM 900.645 SPECIAL PROVISION (TRAFFIC CONTROL, ALL-INCLUSIVE).

7. ALL DIMENSIONS ARE HORIZONTAL OR VERTICAL AND ARE GIVEN AT 68 DEGREES F UNLESS OTHERWISE NOTED.

8. EXCAVATED STREAM BED MATERIAL SUPPLEMENTED WITH STONE FILL, TYPE III SHALL BE PLACED INSIDE THE BOX SECTIONS AND AS SHOWN IN THE PLANS. PAYMENT SHALL BE UNDER ITEM 900.608 SPECIAL PROVISION (STONE FILL, STREAM BED MATERIAL). SEE SPECIAL PROVISIONS.

9. CONTRACTOR IS TO CONTACT RIVER MANAGEMENT ENGINEER, TODD MENEES AT 802-345-3510, A MINIMUM OF TWO WEEKS PRIOR TO THE CLOSURE PERIOD FOR APPROVAL OF STREAM BED MATERIAL AND FOR CONSULTATION REGARDING FINAL GRADING OF THE CHANNEL.

TRAFFIC CONTROL

10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DESIGN AND IMPLEMENTATION OF A SITE SPECIFIC TRAFFIC CONTROL PLAN FOR ALL STAGES OF CONSTRUCTION. THE PLAN SHALL CLEARLY DETAIL HOW TRAFFIC WILL BE MAINTAINED PRIOR TO, DURING AND AFTER THE BRIDGE CLOSURE PERIOD. THE PLAN SHALL SPECIFY ALL CONSTRUCTION ACTIVITIES REQUIRING ALTERNATING ONE WAY TRAFFIC, RELATE THOSE ACTIVITIES TO THE CONSTRUCTION SCHEDULE AND SHOW APPROPRIATE TEMPORARY TRAFFIC CONTROL. THE CONTRACTOR SHALL SUBMIT DETAILED TRAFFIC CONTROL PLANS TO THE RESIDENT ENGINEER FOR APPROVAL PER SUBSECTION 105.03. ALL COSTS SHALL BE INCLUDED IN ITEM 900.645 SPECIAL PROVISION (TRAFFIC CONTROL, ALL-INCLUSIVE). SEE SPECIAL PROVISIONS.

11. ALL TEMPORARY TRAFFIC CONTROL SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD). FOR ADDITIONAL SIGNING INSTRUCTIONS SEE THE T SERIES OF THE STANDARDS. WHERE CONFLICTS EXIST, THE MUTCD SHALL GOVERN.

12. INSTALLATION OF TEMPORARY TRAFFIC CONTROL SIGNS SHALL NOT BLOCK ANY EXISTING TRAFFIC CONTROL SIGN ASSEMBLIES. THE CONTRACTOR SHALL TRY TO MAINTAIN AT LEAST 200 FEET BETWEEN SIGN ASSEMBLIES.

13. ALL ITEMS REQUIRED TO IMPLEMENT THE CONTRACTOR'S TRAFFIC CONTROL PLAN NOT PAID UNDER A SEPARATE CONTRACT ITEM WILL NOT BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED INCLUDED IN THE BID PRICE FOR ITEM 900.645 SPECIAL PROVISION (TRAFFIC CONTROL, ALL-INCLUSIVE).

14. DURING DAYLIGHT HOURS OF THE CLOSURE PERIOD, FLAGGERS ARE TO BE STATIONED AT THE INTERSECTIONS OF VT 100/SMEAD ROAD AND SOUTH WARDBORO ROAD/COBB AND REED ROAD.

PRECAST CONCRETE

15. DESIGN CRITERIA (PRECAST BOX):

    A. SOIL UNIT WEIGHT = 130 PCF
    B. DESIGN LIVE LOAD = HL-93
    C. NOMINAL BEARING RESISTANCE (BEDROCK) = 70 KSF
    D. NOMINAL BEARING RESISTANCE (GRANULAR BACKFILL) = 20 KSF
    E. BEARING RESISTANCE FACTOR = 0.45
    F. DESIGN FILL OVER BOX = 0-2 FEET
    G. AT-REST EARTH PRESSURE (Ko) = 0.398
    H. CONCRETE COMPRESSIVE STRENGTH = SEE SUBSECTION 540.05(e)

16. DESIGN CRITERIA (PRECAST WINGWALLS):

    A. SOIL UNIT WEIGHT = 130 PCF
    B. DESIGN LIVE LOAD = HL-93
    C. NOMINAL BEARING RESISTANCE (BEDROCK) = 8 KSF
    D. NOMINAL BEARING RESISTANCE (GRANULAR BACKFILL) = 20 KSF
    E. BEARING RESISTANCE FACTOR = 0.45
    F. DESIGN FILL OVER BOX = N/A
    G. AT-REST EARTH PRESSURE (Ko) = 0.398
    H. CONCRETE COMPRESSIVE STRENGTH = SEE SUBSECTION 540.05(e)

17. ALL CONCRETE SHALL BE PRECAST. ITEM 540.10 "PRECAST CONCRETE STRUCTURE" INCLUDES ALL BOX SEGMENTS, HEADWALLS, AND CUTOFF WALLS. ALL CONNECTIONS SHALL BE DESIGNED BY THE FABRICATOR AND SHALL BE CONSIDERED INCIDENTAL TO ITEM 540.10.

18. THE PRECAST CONCRETE STRUCTURE SHALL BE DESIGNED FOR HYDROSTATIC PRESSURE UNLESS RAPID DRAINING MATERIAL MEETING THE REQUIREMENTS OF SUBSECTION 704.18 IS USED. IF USED, RAPID DRAINING MATERIAL SHALL BE PAID AT THE UNIT PRICE BID FOR ITEM 204.30. NO WEEPHOLES IN THE BOX SECTIONS WILL BE ALLOWED.

19. THE PRECAST BOX SECTIONS ARE SHOWN FOR REFERENCE ONLY. THE ACTUAL DIMENSIONS AND SHAPE WILL BE DEPENDENT ON THE FABRICATOR. THE MINIMUM INSIDE DIMENSIONS SHALL BE 8'-0" IN HEIGHT AND 14'-0" IN WIDTH. THE EXPOSED ENDS OF THE FIRST AND LAST UNITS SHALL BE VERTICAL.

20. ALL LIFTING HOLES AND BOLT POCKETS SHALL BE FILLED WITH MORTAR TYPE IV AFTER BEING SET IN THEIR FINAL POSITION. THIS WORK WILL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 540.10. FILLING THE JOINTS BETWEEN BOX SEGMENTS WITH GROUT IS NOT REQUIRED.

21. SHEET MEMBRANE WATERPROOFING MEETING THE REQUIREMENTS OF SUBSECTION 540.02 SHALL BE APPLIED TO THE ENTIRE TOP OF THE BOX AND A TWO (2) FOOT WIDE STRIP SHALL BE PLACED AT EACH VERTICAL JOINT. MEMBRANE SHALL BE CENTERED ON THE JOINT AND COVER THE FULL HEIGHT. THE SIDES SHALL BE COVERED PRIOR TO THE TOP. ANY OVERLAPPING OF MEMBRANE SHALL BE DONE IN A SHINGLE TYPE STYLE TO SHED WATER AND SHALL OVERLAP A MINIMUM OF ONE FOOT. PAYMENT FOR MEMBRANE WILL BE INCLUDED IN THE UNIT PRICE BID FOR CONTRACT ITEM 540.10.

22. WATER REPELLENT, SILANE SHALL BE FURNISHED IN ACCORDANCE WITH SECTION 514 AND SHALL BE SHOP APPLIED TO ALL EXPOSED EXTERIOR SURFACES OF THE PRECAST CONCRETE STRUCTURE. PAYMENT FOR SILANE WILL BE INCLUDED IN THE UNIT PRICE BID FOR CONTRACT ITEM 540.10.

REINFORCING STEEL

23. ALL REINFORCING STEEL SHALL BE LEVEL I (EPOXY COATED) REINFORCING STEEL IN ACCORDANCE WITH SECTION 507. PAYMENT FOR ALL REINFORCING STEEL WILL BE INCLUDED IN THE UNIT PRICE BID FOR CONTRACT ITEM 540.10.

24. ALL REINFORCING STEEL SHALL HAVE A MINIMUM CLEAR COVER OF 2".

25. REINFORCING STEEL PLACEMENT TOLERANCES SHALL BE AS FOLLOWS:

    SPACING +/- 1"
    CLEARANCE +/- ¼"

PROJECT NAME: WARDSBORO
PROJECT NUMBER: BF 013-1(22)

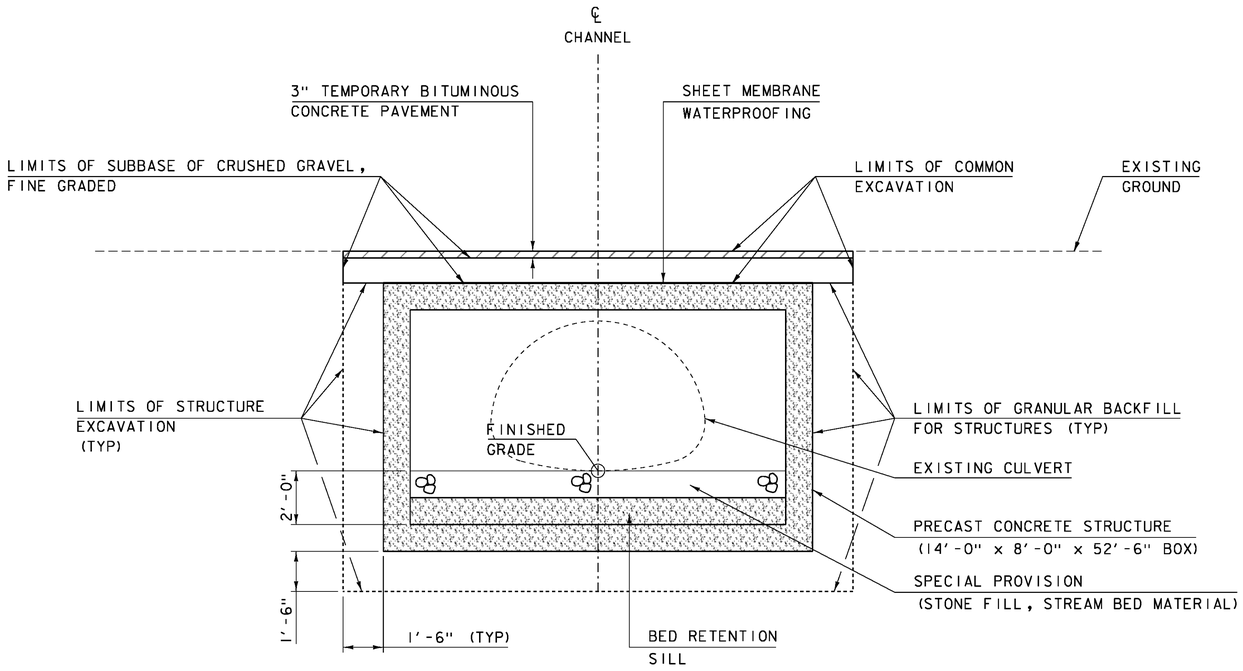
FILE NAME: sl3b074gen.dgn
PROJECT LEADER: K. HIGGINS
DESIGNED BY: J. SALVATORI
PROJECT NOTES

PLOT DATE: 17-MAR-2014
DRAWN BY: J. SALVATORI
CHECKED BY: G. LAROCHE
SHEET 426 OF 444

STATE OF VERMONT
AGENCY OF TRANSPORTATION

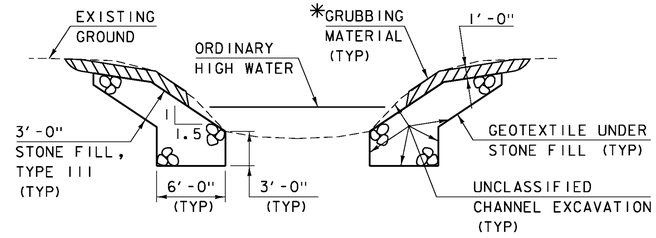
QUANTITY SHEET 1

| SUMMARY OF ESTIMATED QUANTITIES | | |



TYPICAL PRECAST BOX CULVERT SECTION

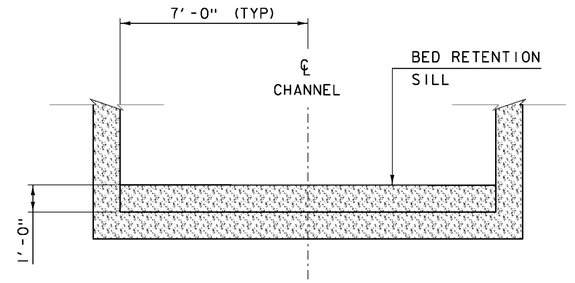
SCALE 3/8" = 1'-0"



TYPICAL CHANNEL SECTION

(NOT TO SCALE)

*GRUBBING MATERIAL SHALL NOT BE PLACED ON THE STONE FILL INSIDE THE BOX CULVERT. WHENEVER CHANNEL SLOPE INTERSECTS ROADWAY SUBBASE, GRUBBING MATERIAL SHALL BEGIN AT THE BOTTOM OF SUBBASE.



NOTES:

1. SILLS TO BE SPACED A MAXIMUM OF EVERY 8'-0" AND AT THE INLET AND OUTLET.
2. FABRICATOR TO DETAIL SILL CONNECTION.

BED RETENTION SILL DETAIL

NOT TO SCALE

PROJECT NAME:	WARDSBORO
PROJECT NUMBER:	BF 013-1(22)
FILE NAME: sl3b074typ.dgn	PLOT DATE: 26-FEB-2014
PROJECT LEADER: K. HIGGINS	DRAWN BY: J. SALVATORI
DESIGNED BY: J. SALVATORI	CHECKED BY: G. LAROCHE
TYPICAL SECTIONS	SHEET 428 OF 444

SHEEPSCOT FINE SANDY LOAM
3% - 8% SLOPES
K = 0.17

COLTON LOAMY FINE SAND
2% - 8% SLOPES
K = 0.17

N

VT STATE PLANE GRID

DEWEY, PEARL G.

APPROX LEACHFIELD

2-M. MAPLE

M. MAPLE (STUMP)

PAVED DRIVE

FIELD DRIVE

WOODS

0601

MAILBOX & M. ELM

M. MAPLE MAILBOX

HVCTRL 38

M. MAPLE

M. ASH

VT 100 TO STRATTON

A 282+00

A 283+00

A 284+00

A 285+00

A 286+00

VT 100 TO JAMAICA

A 287+00

3-ROD RIGHT OF WAY 49.50

27" CORR. FLOW

HVCTRL 235

M. ELM

M. CHERRY

M. ELM

M. MAPLE

M. MAPLE

M. ASH

M. MAPLE

GARAGE

1090

GRAVEL DRIVE

M. PINE

M. HEMLOCK

WELL 36" CONCRETE

YOUNG, JR., RAYMOND P. & NANCY L.

BROOK FLOW

DEWEY, PEARL G.

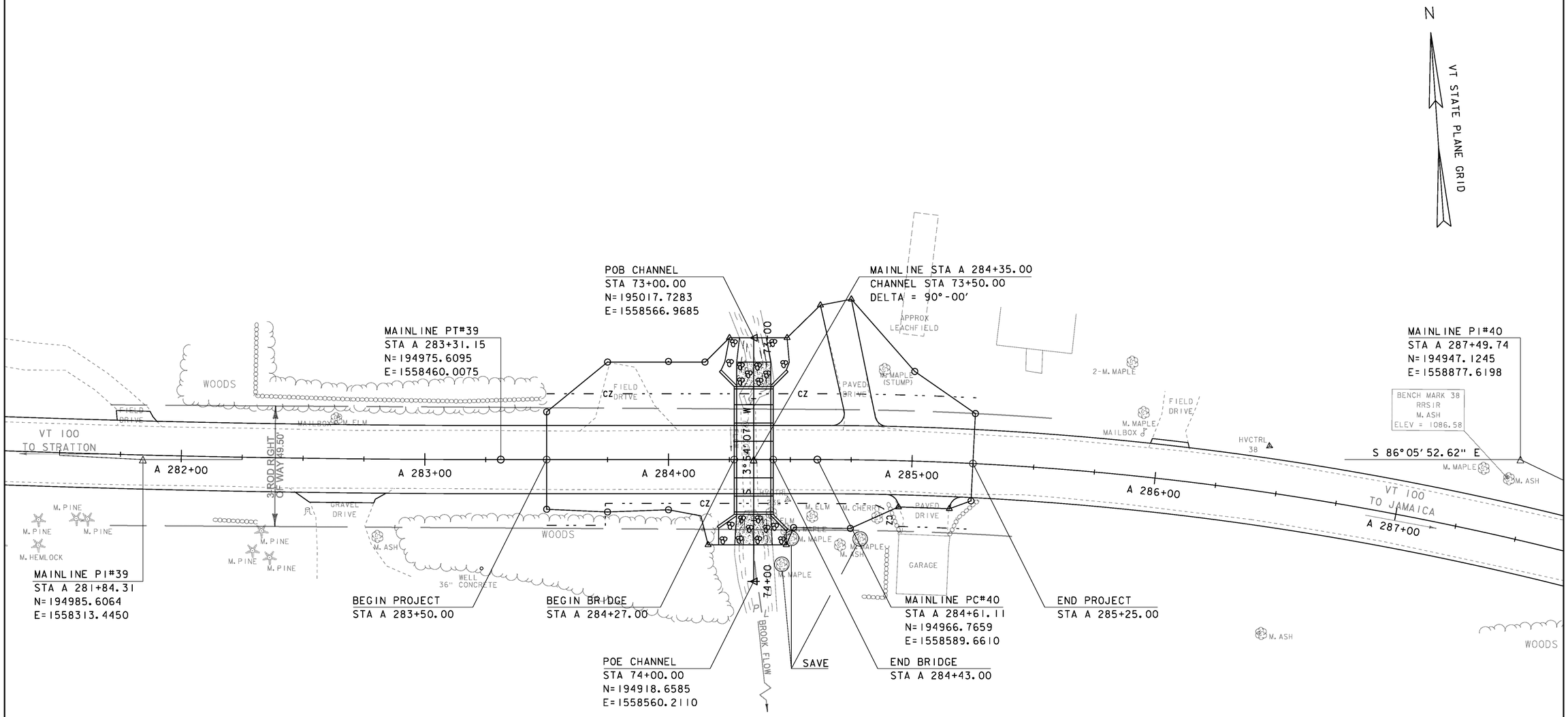
UDIFLUVENTS, LOAMY

EXISTING CONDITIONS

SCALE 1" = 20'-0"

20 0 20

PROJECT NAME:	WARDSBORO
PROJECT NUMBER:	BF 013-1(22 101/100
FILE NAME: sl3b074bdr_ex.dgn	PLOT DATE: 26-FEB-2014
PROJECT LEADER: K. HIGGINS	DRAWN BY: J. SALVATORI
DESIGNED BY: J. SALVATORI	CHECKED BY: G. LAROCHE
EXISTING CONDITIONS	SHEET 429 OF 444



LAYOUT SHEET

SCALE 1" = 20'-0"

20 0 20

MAINLINE CURVE (39)
DELTA = 2°56'14"
D = 1°00'00"
R = 5730.00'
T = 146.90'
L = 293.74'
E = 1.88'

MAINLINE CURVE (40)
DELTA = 25°36'28"
D = 4°30'41"
R = 1270.00'
T = 288.63'
L = 567.61'
E = 32.38'

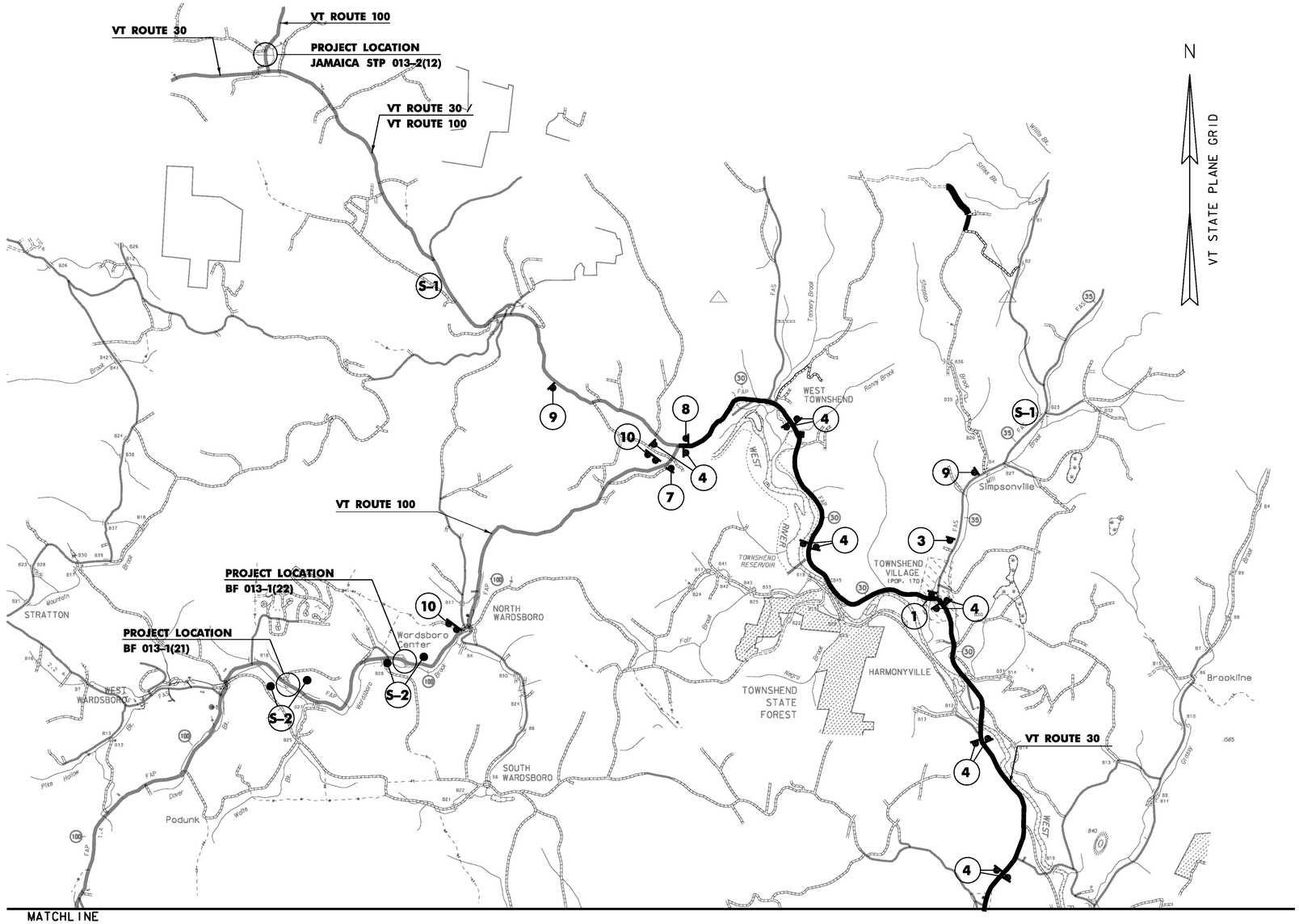
STONE FILL, TYPE III

SPECIAL PROVISION (STONE FILL, STREAM BED MATERIAL)

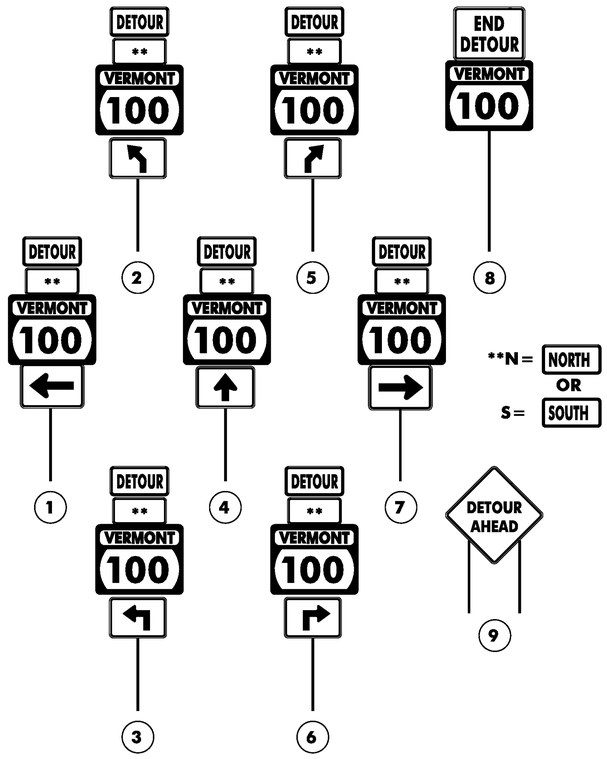
PROJECT NAME: WARDSBORO
PROJECT NUMBER: BF 013-1(22)

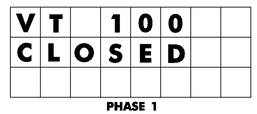
FILE NAME: sl3b074bdr.dgn
PROJECT LEADER: K. HIGGINS
DESIGNED BY: J. SALVATORI
LAYOUT SHEET

PLOT DATE: 26-FEB-2014
DRAWN BY: J. SALVATORI
CHECKED BY: G. LAROCHE
SHEET 430 OF 444

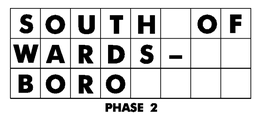


DETOUR PLAN 1
NOT TO SCALE

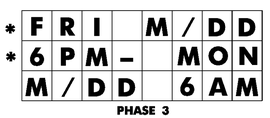




PHASE 1



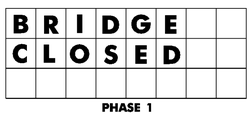
PHASE 2



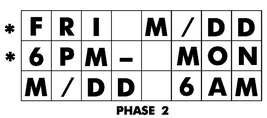
PHASE 3

* M=MONTH
D=DAY

S-1



PHASE 1



PHASE 2

* M=MONTH
D=DAY

S-2

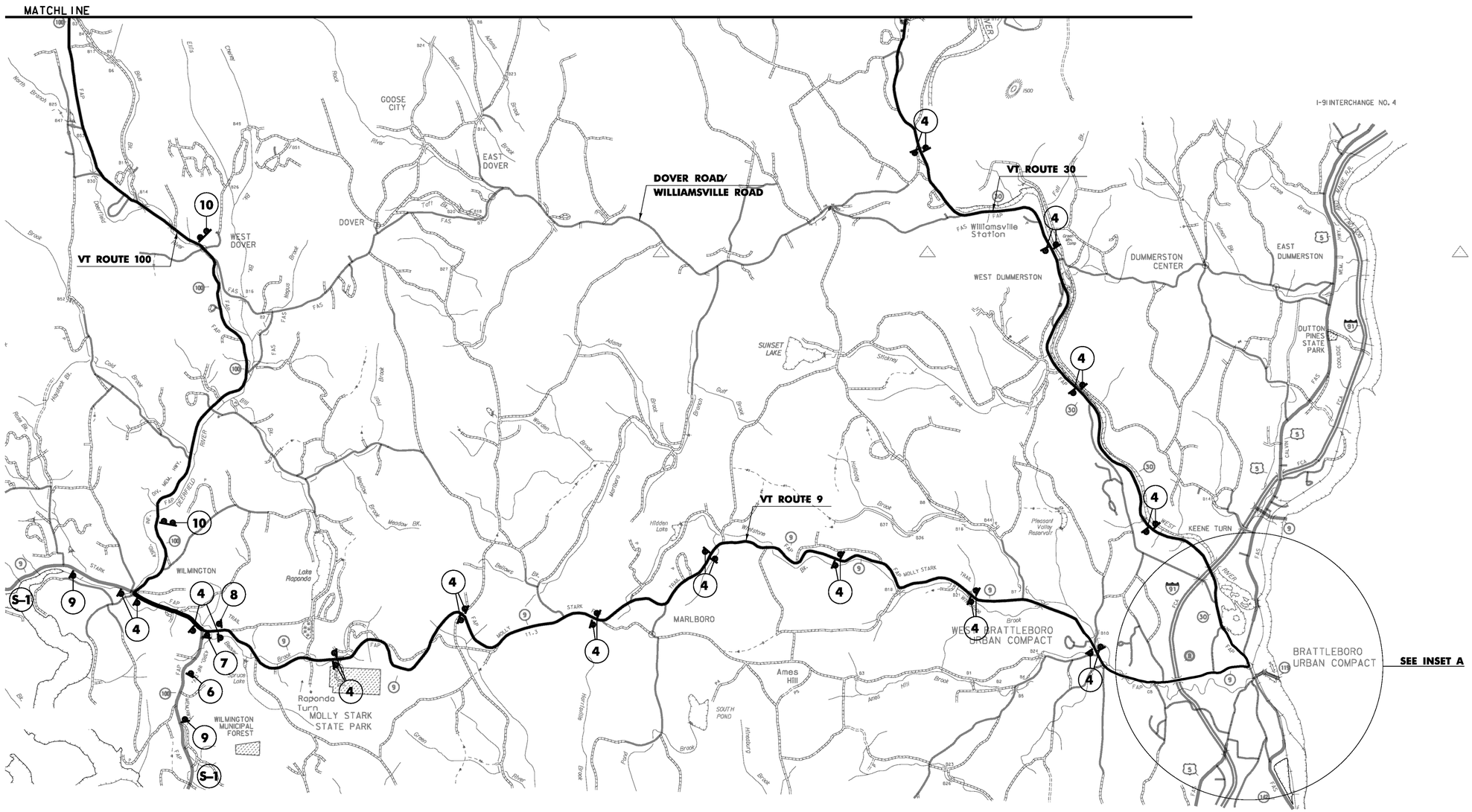


PROJECT NAME: WARDSBORO
PROJECT NUMBER: BF 013-1(22)

FILE NAME: s13b074detour.dgn
PROJECT LEADER: K. HIGGINS
DESIGNED BY: J. SALVATORI
DETOUR PLAN 1

PLOT DATE: 26-FEB-2014
DRAWN BY: J. SALVATORI
CHECKED BY: M. MILLER
SHEET 431 OF 444

MATCHLINE



NOTES:

1. SEE DETOUR PLAN SHEET 3 FOR INSET A.

DETOUR PLAN 2

NOT TO SCALE

PROJECT NAME:	WARDSBORO
PROJECT NUMBER:	BF 013-1(22)
FILE NAME: sl3b074detour.dgn	PLOT DATE: 26-FEB-2014
PROJECT LEADER: K. HIGGINS	DRAWN BY: J. SALVATORI
DESIGNED BY: J. SALVATORI	CHECKED BY: M. MILLER
DETOUR PLAN 2	SHEET 432 OF 444

SIGN LEGEND	SIGN DIMENSIONS WIDTH (in)	SIGN DIMENSIONS HEIGHT (in)	SIGN COLOR
DETOUR M4-8	24	12	B/FO
NORTH M3-1 SOUTH M3-3	24	12	G/W
VERMONT 100 E-136B	30	24	G/W
M5-1L M5-1R M5-2L M5-2R	21	15	B/FO
M5-1L M5-1L M5-1L	21	15	B/FO
END DETOUR M4-8A	24	18	B/FO
DETOUR AHEAD W20-2	48	48	B/FO
ROAD CLOSED XX MILES AHEAD NO THRU TRAFFIC R11-3A	60	30	B/W

NOTES:

1. THE PORTABLE CHANGEABLE MESSAGE SIGNS SHALL BE FULLY OPERATIONAL A MINIMUM OF TWO WEEKS PRIOR TO THE CLOSURE OF VT 100.

2. DURING ACTUAL CLOSURE, ELIMINATE PHASE 3 FOR S-1 (SEE DETOUR PLAN 1).

3. DETOUR SIGNS SHALL BE LOCATED ADJACENT TO EXISTING INTERSECTION ROUTE MARKER ASSEMBLIES WHERE APPLICABLE.

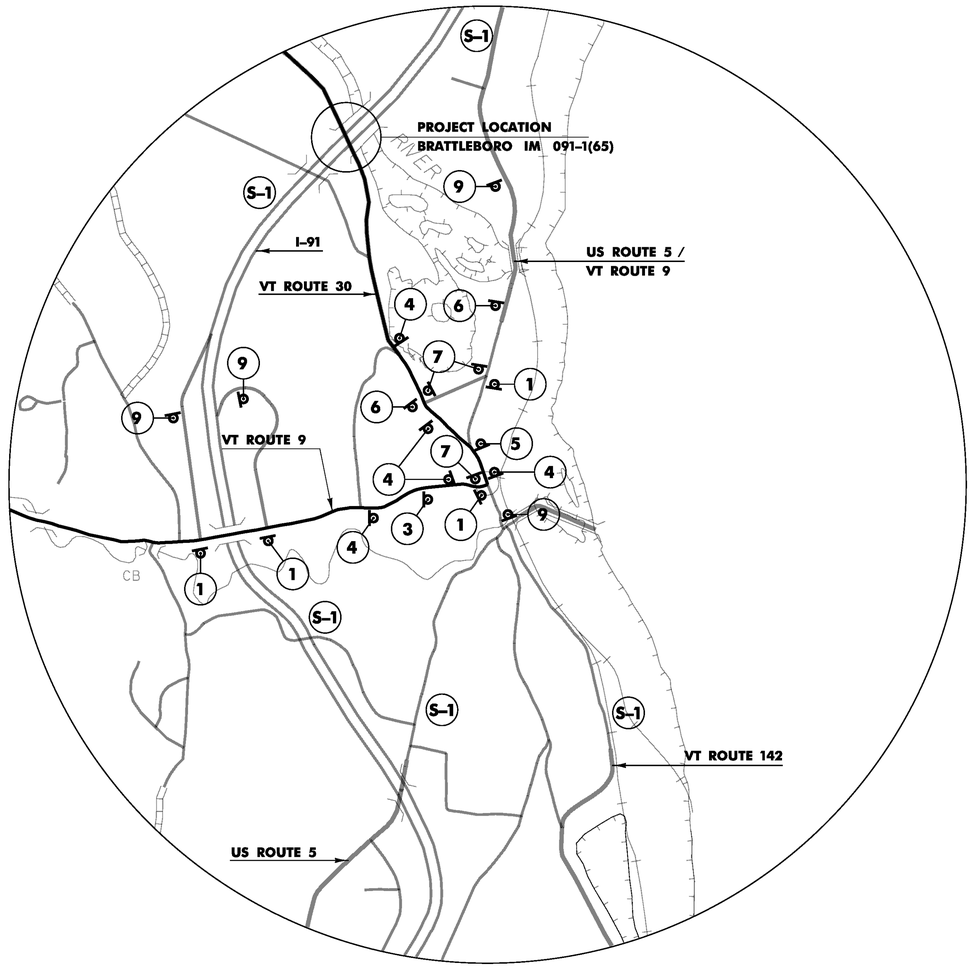
4. COVER ANY CONFLICTING EXISTING SIGNS AS DIRECTED BY THE ENGINEER.

5. CONFIRMATION ROUTE MARKERS (SIGN 4) SHALL BE INSTALLED IMMEDIATELY FOLLOWING EACH TURN AND AT ALL LOCATIONS ALONG DETOUR WHERE ROUTE MAKERS EXIST FOR THE PARENT ROUTE.

6. DETOUR SIGNING IS THE RESPONSIBILITY OF THE CONTRACTOR. PAYMENT FOR ALL TEMPORARY TRAFFIC CONTROL DEVICES FOR IMPLEMENTING THE DETOUR, INCLUDING BUT NOT LIMITED TO SIGNS, BARRICADES AND MESSAGE BOARDS, WILL BE INCLUDED IN THE UNIT PRICE BID FOR CONTRACT ITEM 900.645 SPECIAL PROVISION (TRAFFIC CONTROL, ALL - INCLUSIVE).

N

VT STATE PLANE GRID



INSET "A"
NOT TO SCALE

PROJECT NAME: WARDSBORO
PROJECT NUMBER: BF 013-1(22)

FILE NAME: s13b074detour.dgn
PROJECT LEADER: K. HIGGINS
DESIGNED BY: J. SALVATORI
DETOUR PLAN 3

PLOT DATE: 17-MAR-2014
DRAWN BY: J. SALVATORI
CHECKED BY: M. MILLER
SHEET 433 OF 444

SOIL CLASSIFICATION

AASHTO	
A1	Gravel and Sand
A3	Fine Sand
A2	Silty or Clayey Gravel and Sand
A4	Silty Soil - Low Compressibility
A5	Silty Soil - Highly Compressible
A6	Clayey Soil - Low Compressibility
A7	Clayey Soil - Highly Compressible

ROCK QUALITY DESIGNATION

R.Q.D. (%)	ROCK DESCRIPTION
<25	Very Poor
25 to 50	Poor
51 to 75	Fair
76 to 90	Good
>90	Excellent

SHEAR STRENGTH

UNDRAINED SHEAR STRENGTH IN P.S.F.	CONSISTENCY
<250	Very Soft
250-500	Soft
500-1000	Med. Stiff
1000-2000	Stiff
2000-4000	Very Stiff
>4000	Hard

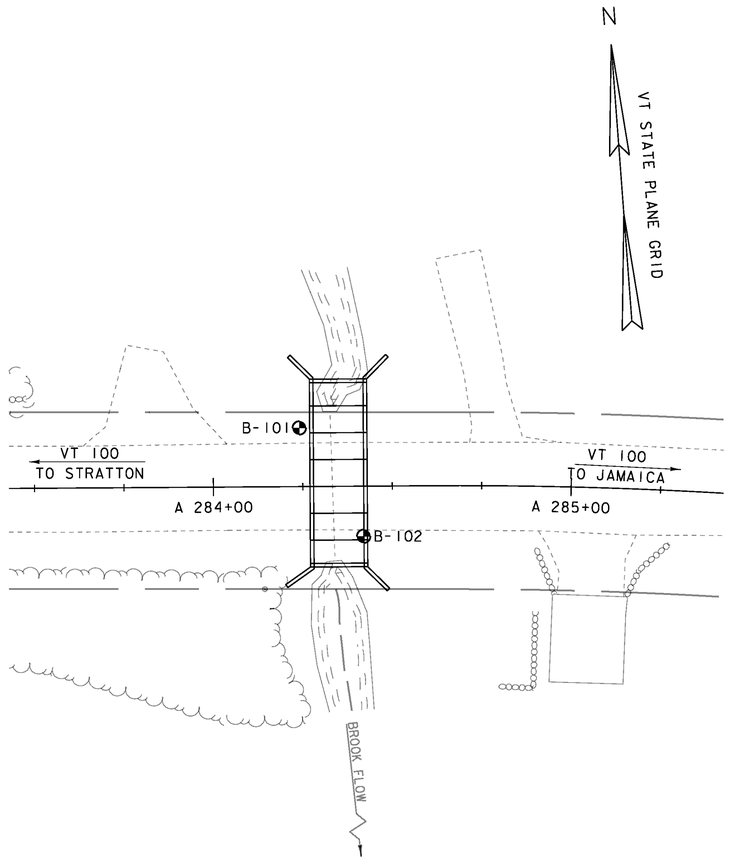
CORRELATION GUIDE OF "N" TO DENSITY/CONSISTENCY

DENSITY (GRANULAR SOILS)		CONSISTENCY (COHESIVE SOILS)	
N	DESCRIPTIVE TERM	N	DESCRIPTIVE TERM
<5	Very Loose	<2	Very Soft
5-10	Loose	2-4	Soft
11-24	Med. Dense	5-8	Med. Stiff
25-50	Dense	9-15	Stiff
>50	Very Dense	16-30	Very Stiff
		31-60	Hard
		>60	Very Hard

COMMONLY USED SYMBOLS

▼	Water Elevation
⊛	Standard Penetration Boring
⊕	Auger Boring
⊙	Rod Sounding
S	Sample
N	Standard Penetration Test Blow Count Per Foot For: 2" O.D. Sampler 1 3/8" I.D. Sampler Hammer Weight Of 140 Lbs. Hammer Fall Of 30"
VS	Field Vane Shear Test
US	Undisturbed Soil Sample
B	Blast
DC	Diamond Core
MD	Mud Drill
WA	Wash Ahead
HSA	Hollow Stem Auger
AX	Core Size 1 1/8"
BX	Core Size 1 5/8"
NX	Core Size 2 1/8"
M	Double Tube Core Barrel Used
LL	Liquid Limit
PL	Plastic Limit
PI	Plasticity Index
NP	Non Plastic
w	Moisture Content (Dry Wgt. Basis)
D	Dry
M	Moist
MTW	Moist To Wet
W	Wet
Sat	Saturated
Bo	Boulder
Gr	Gravel
Sa	Sand
Si	Silt
Cl	Clay
HP	Hardpan
Le	Ledge
NLTD	No Ledge To Depth
CNPF	Can Not Penetrate Further
TLOB	Top of Ledge Or Boulder
NR	No Recovery
Rec.	Recovery
%Rec.	Percent Recovery
RQD	Rock Quality Designation
CBR	California Bearing Ratio
<	Less Than
>	Greater Than
R	Refusal (N > 100)
VTSPG	NAD83 - See Note 7

COLOR			
blk	Black	pnk	Pink
bl	Blue	pu	Purple
brn	Brown	rd	Red
dk	Dark	tn	Tan
gry	Gray	wh	White
gn	Green	yel	Yellow
lt	Light	mltc	Multicolored
or	Orange		



BORING LAYOUT

SCALE 1" = 20'-0"

20 0 20

DEFINITIONS (AASHTO)

BEDROCK (LEDGE) - Rock in its native location of indefinite thickness.

BOULDER - A rock fragment with an average dimension > 12 inches.

COBBLE - Rock fragments with an average dimension between 3 and 12 inches.

GRAVEL - Rounded particles of rock < 3" and > 0.0787" (#10 sieve).

SAND - Particles of rock < 0.0787" (#10 sieve) and > 0.0029" (#200 sieve).

SILT - Soil < 0.0029" (#200 sieve), non or slightly plastic and exhibits no strength when air-dried.

CLAY - Fine grained soil, exhibits plasticity when moist and considerable strength when air-dried.

VARVED - Alternate layers of silt and clay.

HARDPAN - Extremely dense soil, cemented layer, not softened when wet.

MUCK - Soft organic soil (containing > 10% organic material.

MOISTURE CONTENT - Weight of water divided by dry weight of soil.

FLOWING SAND - Granular soil so saturated (loose) that it flows into drill casing during extraction of wash rod.

STRIKE - Angle from magnetic north to line of intersection of bed with a horizontal plane.

DIP - Inclination of bed with a horizontal plane.

GENERAL NOTES

1. The subsurface explorations shown herein were made between 12/4/13 and 12/5/13 by the Agency.

2. Soil and rock classifications, properties and descriptions are based on engineering interpretation from available subsurface information by the Agency and may not necessarily reflect actual variations in subsurface conditions that may be encountered between individual boring or sample locations.

3. Observed water levels and/or conditions indicated are as recorded at the time of exploration and may vary according to the prevailing rainfall, methods of exploration and other factors.

4. Engineering judgment was exercised in preparing the subsurface information presented herein. Analysis and interpretation of subsurface data was performed and interpreted for Agency design and estimating purposes. Presentation of the information in the Contract is intended to provide the Contractor access to the same data available to the Agency. The subsurface information is presented in good faith and is not intended as a substitute for personal investigation, independent interpretation, independent analysis or judgment by the Contractor.

5. Pictorial structure details shown on the boring plan layout or soils profile are for illustrative purposes only and may not accurately portray final contract details.

6. Terminology used on boring logs to describe the hardness, degree of weathering, and spacing of fractures, joints and other discontinuities in the bedrock is defined in the AASHTO Manual on Subsurface Investigations, 1988.

7. Northing and Easting coordinates are shown in Vermont State Plane Grid North American Datum 1983 in meters and survey feet.

PROJECT NAME: WARDSBORO
PROJECT NUMBER: BF 013-1(22)

FILE NAME: si3b074boring.dgn
PROJECT LEADER: K. HIGGINS
DESIGNED BY: J. SALVATORI
BORING LAYOUT SHEET

PLOT DATE: 26-FEB-2014
DRAWN BY: J. SALVATORI
CHECKED BY: G. LAROCHE
SHEET 434 OF 444

STATE OF VERMONT
AGENCY OF TRANSPORTATION
MATERIALS & RESEARCH SECTION
SUBSURFACE INFORMATION

BORING LOG

WARDSBORO
BF 013-1(22)
VT-100 BR-73

Boring No.: **B-101**
Page No.: 1 of 1
Pin No.: 13B074
Checked By: TDE

Boring Crew: DAIGNEAULT, GARROW, JUDKINS
Date Started: 12/04/13 Date Finished: 12/04/13
VTSPG NAD83: N 194985.67 ft E 1558554.00 ft
Station: 284+24 Offset: -16.40
Ground Elevation: 1092.0 ft

	Casing	Sampler
Type:	WB	SS
I.D.:	4 in	1.5 in
Hammer Wt:	N.A.	140 lb.
Hammer Fall:	N.A.	30 in.
Hammer/Rod Type:	Auto/AWJ	
Rig:	CME 55 TRACK	C_E = 1.46

Groundwater Observations

Date	Depth (ft)	Notes
12/04/13	6.0	While drilling.

Depth (ft)	Strata (1)	CLASSIFICATION OF MATERIALS (Description)	Blows/6" (N Value)	Moisture Content %	Gravel %	Sand %	Fines %
		A-1-b, GrSa, brn, Moist, Rec. = 1.1 ft	16-10-5-5 (15)	10.1	25.1	62.0	12.9
		A-1-a, SaGr, Dk/brn, Moist, Rec. = 0.3 ft, Lab Note: Lots of Broken Rock was within sample.	7-7-9-9 (16)	9.0	50.5	40.5	9.0
5		A-1-b, SaGr, brn, Moist, Rec. = 0.5 ft, Lab Note: Lots of Broken Rock was within sample.	8-5-6-8 (11)	6.9	46.7	37.6	15.7
		A-1-b, SaGr, brn, Moist, Rec. = 0.5 ft, Lab Note: Lots of Broken Rock was within sample.	6-8-10-10 (18)	8.1	48.1	40.6	11.3
		Lab Note, Sample was mostly broken Rock, brn-gry, Moist, Rec. = 0.4 ft	33-23-28-R@3.5" (51)	7.2	64.3	27.1	8.6
10		Field Note:, Cleaned out with roller cone A-1-b, SaGr, gry, Moist, Rec. = 0.3 ft, Lab Note: Lots of Broken Rock was within sample. Field Note:, Cleaned out with NXDC	14-R@1.0" (R)	8.5	49.8	36.6	13.6
		A-1-b, SiSaGr, gry, Moist, Rec. = 0.3 ft, Lab Note: Lots of Broken Rock was within sample. Field Note:, Cleaned out with NXDC	23-R@1.0" (R)	8.8	45.4	32.1	22.5
15		A-2-4, GrSiSa, gry, MTW, Rec. = 1.0 ft, Lab Note: Broken Rock was within sample.	30-35-26-R@2.5" (61)	14.4	24.3	48.6	27.1
		A-2-4, SiSa, gry, MTW, Rec. = 1.3 ft	11-19-24-31 (43)	20.1	2.8	65.1	32.1
		A-2-4, SiSa, gry, Moist, Rec. = 1.4 ft, Cleaned out with NXDC.	4-16-25-30 (41)	15.6	8.6	61.5	29.9
20		Field Note:, No Recovery Field Note:, Cleaned out with NXDC, Cobbles in cleanout.	R@1.0"				
		A-4, SaSi, gry, Moist, Rec. = 0.3 ft Field Note:, Cleaned out with NXDC	R@5.0"	9.5	17.8	41.0	41.2
		A-4, GrSiSa (HP), gry, Moist, Rec. = 1.1 ft	32-47-R@5.0" (R)	9.3	21.0	40.1	38.9
25		Hole stopped @ 25.1 ft					

Remarks:
1. Hole collapsed at 13.4 ft.

Notes:
1. Stratification lines represent approximate boundary between material types. Transition may be gradual.
2. N Values have not been corrected for hammer energy. C_E is the hammer energy correction factor.
3. Water level readings have been made at times and under conditions stated. Fluctuations may occur due to other factors than those present at the time measurements were made.

BORING LOG 2 WARDSBORO BF 013-1(22)GPJ VERMONT AOT GDT 12/16/13

STATE OF VERMONT
AGENCY OF TRANSPORTATION
MATERIALS & RESEARCH SECTION
SUBSURFACE INFORMATION

BORING LOG

WARDSBORO
BF 013-1(22)
VT-100 BR-73

Boring No.: **B-102**
Page No.: 1 of 1
Pin No.: 13B074
Checked By: TDE

Boring Crew: DAIGNEAULT, HOOK, JUDKINS
Date Started: 12/05/13 Date Finished: 12/05/13
VTSPG NAD83: N 194954.14 ft E 1558569.60 ft
Station: 284+42 Offset: 14.00
Ground Elevation: 1091.0 ft

	Casing	Sampler
Type:	WB	SS
I.D.:	4 in	1.5 in
Hammer Wt:	N.A.	140 lb.
Hammer Fall:	N.A.	30 in.
Hammer/Rod Type:	Auto/AWJ	
Rig:	CME 55 TRACK	C_E = 1.46

Groundwater Observations

Date	Depth (ft)	Notes
12/05/13		No water to depth.

Depth (ft)	Strata (1)	CLASSIFICATION OF MATERIALS (Description)	Blows/6" (N Value)	Moisture Content %	Gravel %	Sand %	Fines %
		Visual Description:, Broken Rock with sand, brn, Moist, Rec. = 0.4 ft, Insufficient sample for testing.	10-3-3-16 (6)	4.9			
		Visual Description:, Broken Rock with sand, brn, Moist, Rec. = 0.4 ft, Insufficient sample for testing.	6-5-5-7 (10)	11.0			
5		A-2-4, SiGrSa, brn, Moist, Rec. = 0.4 ft, Lab Note: Broken Rock was within sample.	4-3-3-4 (6)	11.3	28.2	50.3	21.5
		A-2-4, GrSa, brn, Moist, Rec. = 1.2 ft, Lab Note: Broken Rock was within sample. Cleaned out with roller cone.	2-4-3-4 (7)	12.6	31.4	53.0	15.6
		A-1-b, SaGr, Lt/brn, Moist, Rec. = 1.0 ft, Lab Note: Lots of Broken Rock was within sample. Cleaned out with roller cone.	20-23-26-24 (49)	9.0	57.1	30.8	12.1
10		A-1-a, SaGr, Lt/brn, Wet, Rec. = 0.4 ft, Lab Note: Lots of Broken Rock was within sample. Cleaned out with roller cone.	20-38-25-R@2.5" (63)	10.3	63.0	27.4	9.6
		A-1-b, GrSa, Lt/brn, Wet, Rec. = 0.9 ft, Lab Note: Broken Rock was within sample.	11-16-13-11 (29)	14.7	34.8	53.1	12.1
15		A-2-4, SiSa, Lt/brn, MTW, Rec. = 1.1 ft	15-25-44-R@0.0" (69)	14.6	13.7	59.5	26.8
		A-4, SiSa, brn-gry, MTW, Rec. = 1.2 ft	37-39-R@2.5" (R)	12.8	14.6	49.3	36.1
		A-2-4, GrSiSa, Lt/gry, Moist, Rec. = 0.2 ft, Lab Note: Broken Rock was within sample.	R@3.5"	11.2	22.3	47.0	30.7
20		Visual Description:, GrSiSa, Lt/gry, Moist, Rec. = 0.2 ft, Insufficient sample for testing. Field Note:, NXDC, Cleaned out casing.	R@3.5"	10.0			
		A-2-4, SiSa, Lt/gry, Moist, Rec. = 1.3 ft, Lab Note: Broken Rock was within sample.	35-22-28-R@2.5" (50)	16.2	14.9	60.1	25.0
		A-4, SiSa, Lt/gry, Moist, Rec. = 1.2 ft	15-28-R@5.0" (R)	13.0	12.6	45.5	41.9
25		Hole stopped @ 25.4 ft					

Remarks:
1. Hole collapsed at 25.4 ft.

Notes:
1. Stratification lines represent approximate boundary between material types. Transition may be gradual.
2. N Values have not been corrected for hammer energy. C_E is the hammer energy correction factor.
3. Water level readings have been made at times and under conditions stated. Fluctuations may occur due to other factors than those present at the time measurements were made.

BORING LOG 2 WARDSBORO BF 013-1(22)GPJ VERMONT AOT GDT 12/16/13

PROJECT NAME: WARDSBORO
PROJECT NUMBER: BF 013-1(22 101/100

FILE NAME: sl3b074boring.dgn
PROJECT LEADER: K. HIGGINS
DESIGNED BY: J. SALVATORI
BORING LOGS

PLOT DATE: 17-MAR-2014
DRAWN BY: J. SALVATORI
CHECKED BY: G. LAROCHE
SHEET 435 OF 444

EPSC PLAN NARRATIVE

1.1 PROJECT DESCRIPTION

THIS PROJECT INVOLVES THE REPLACEMENT OF THE EXISTING CULVERT WITH A NEW REINFORCED PRECAST CONCRETE BOX CULVERT WITH RELATED APPROACH AND CHANNEL WORK.

NOTE: AREA OF DISTURBANCE INCLUDES LIMITS OF EARTH DISTURBANCE WITHIN THE PROJECT AREA, AS WELL AS WASTE, BORROW AND STAGING AREAS, AND OTHER EARTH DISTURBING ACTIVITIES WITHIN OR DIRECTLY ADJACENT TO THE PROJECT LIMITS AS SHOWN ON THE ATTACHED EPSC PLAN.

TOTAL AREA OF DISTURBANCE AS SHOWN ON THE ATTACHED EPSC PLAN IS APPROXIMATELY 0.32 ACRES.

IT IS ANTICIPATED THAT THIS PROJECT WILL LAST ONE CONSTRUCTION SEASON.

1.2 SITE INVENTORY

1.2.1 TOPOGRAPHY

THE TOPOGRAPHY OF THE AREA IS A SADDLE THAT IS MOSTLY WELL ESTABLISHED FOREST WITH OCCASIONAL OPEN AREAS.

1.2.2 DRAINAGE, WATERWAYS, BODIES OF WATER, AND PROXIMITY TO NATURAL OR MAN-MADE WATER FEATURES

AN UNNAMED BROOK IS THE ONLY WATER SOURCE ON THE PROJECT SITE. THE BROOK IS CLASSIFIED AS STEEP, SINUOUS, NARROW, WITH A CONFINED AND ARMORED CHANNEL AT THE SITE. THE STREAM BED CONSISTS OF GRAVEL, COBBLES AND BOULDERS.

1.2.3 VEGETATION

THE VEGETATION IN THE PROJECT AREA CONSISTS OF HARDWOOD TREES AND UNDERGROWTH. THE IMPACT TO VEGETATION WILL BE LIMITED TO THAT WHICH IS DIRECTLY AFFECTED BY REPLACEMENT OF THE EXISTING CULVERT. UPON PROJECT COMPLETION, THE CHANNEL WILL BE ARMORED WITH STONE FILL TYPE III AS SPECIFIED ON THE PLANS. DISTURBED VEGETATION WILL BE REESTABLISHED WITH STANDARD SEED AND MULCH PRACTICES.

1.2.4 SOILS

ALL SOIL DATA CAME FROM THE U.S. DEPARTMENT OF AGRICULTURE SOIL CONSERVATION SERVICE FOR THE COUNTY OF WINDHAM, VERMONT. SOILS ON THE PROJECT SITE ARE AS FOLLOWS:

COLTON LOAMY FINE SAND, WITH 2-8% SLOPES. “K” FACTOR = 0.17

NOTE: K-VALUES GENERALLY INDICATE THE FOLLOWING:
0.0-0.23 = LOW EROSION POTENTIAL
0.24-0.36 = MODERATE EROSION POTENTIAL
0.37 AND HIGHER = HIGH EROSION POTENTIAL

1.2.5 SENSITIVE RESOURCE AREAS

CRITICAL HABITATS: NO
HISTORICAL OR ARCHEOLOGICAL AREAS: NO
PRIME AGRICULTURAL LAND: NO
THREATENED AND ENDANGERED SPECIES: NO
WATER RESOURCE: UNNAMED BROOK
WETLANDS: NO

1.3 RISK EVALUATION

THIS PROJECT DOES NOT FALL UNDER THE JURISDICTION OF GENERAL PERMIT 3-9020 FOR STORMWATER RUNOFF FROM CONSTRUCTION SITES. SHOULD CHANGES PRIOR TO OR DURING CONSTRUCTION RESULT IN ONE OR MORE ACRES OF EARTH DISTURBANCE OR SHOULD THE PROJECT BECOME PART OF A LARGER PLAN OF DEVELOPMENT, THE CONTRACTOR WILL BE RESPONSIBLE FOR ANY ADDITIONAL PERMITTING.

1.4 EROSION PREVENTION AND SEDIMENT CONTROL

THE EROSION CONTROL PLANS ARE MEANT AS A GUIDELINE FOR PREVENTING EROSION AND CONTROLLING SEDIMENT TRANSPORT. THE PRINCIPLES OUTLINED IN THIS NARRATIVE CONSIST OF APPLYING MEASURES THROUGHOUT CONSTRUCTION OF THE PROJECT IN ORDER TO MINIMIZE SEDIMENT TRANSPORT TO THE RECEIVING WATERS. THE MEASURES INCLUDE STABILIZATION AND STRUCTURAL PRACTICES, STORM WATER CONTROLS AND OTHER POLLUTION PREVENTION PRACTICES. THEY HAVE BEEN PROPOSED BY THE DESIGNER AS A BASIS FOR PROTECTING RESOURCES AND WILL NEED TO BE BUILT UPON BASED ON THE SPECIFIC MEANS AND METHODS OF THE CONTRACTOR. REFER TO THE LOW RISK SITE HANDBOOK AND APPROPRIATE DETAIL SHEETS FOR SPECIFIC GUIDANCE AND CONSTRUCTION DETAILING.

ALL MEASURES SHALL BE REGULARLY MAINTAINED AND SHALL BE CHECKED FOR SEDIMENT BUILD-UP. SEDIMENT SHALL BE DISPOSED OF AT AN APPROVED SITE WHERE IT WILL NOT BE SUBJECT TO EROSION.

1.4.1 MARK SITE BOUNDARIES

SITE BOUNDARIES AND AREAS CONSTRUCTION EQUIPMENT CAN ACCESS SHALL BE DELINEATED.

PROJECT DEMARCATION FENCING (PDF) SHALL BE USED TO PHYSICALLY MARK SITE BOUNDARIES.

1.4.2 LIMIT DISTURBANCE AREA

PREVENTING INITIAL SOIL EROSION BY MINIMIZING THE EXPOSED AREA IS MUCH MORE EFFECTIVE THAN TREATING ERODED SEDIMENT. EARTH DISTURBANCE CAN BE MINIMIZED THROUGH CONSTRUCTION PHASING BY ONLY OPENING UP EARTH AS NECESSARY. THIS CAN LIMIT THE AREA THAT WILL BE DISTURBED AND EXPOSED TO EROSION. EMPLOY TEMPORARY CONSTRUCTION STABILIZATION PRACTICES IN INCREMENTAL STAGES AS PHASES CHANGE. FOR PROJECTS WHICH FALL UNDER THE CONSTRUCTION GENERAL PERMIT, ONLY THE ACREAGE LISTED ON THE PERMIT AUTHORIZATION MAY BE EXPOSED AT ANY GIVEN TIME.

MAINTAINING VEGETATED BUFFERS ALONG STREAM BANKS, WETLANDS OR OTHER SENSITIVE AREAS IS A CRUCIAL EROSION AND SEDIMENT CONTROL MEASURE THAT SHOULD BE ESTABLISHED WHEREVER POSSIBLE.

1.4.3 SITE ENTRANCE/EXIT STABILIZATION

TRACKING OF SEDIMENT ONTO PUBLIC HIGHWAYS SHALL BE MINIMIZED TO REDUCE THE POTENTIAL FOR RUNOFF ENTERING RECEIVING WATERS. INSTALLATION SHALL COINCIDE WITH THE CONTRACTOR’S PROGRESS SCHEDULE.

STABILIZED CONSTRUCTION ENTRANCES SHALL BE INSTALLED AS PROPOSED ON THE EPSC PLAN AND ANYWHERE EQUIPMENT WILL BE GOING FROM AREAS OF EXPOSED SOILS TO PAVED SURFACES.

1.4.4 INSTALL SEDIMENT BARRIERS

SEDIMENT BARRIERS SHALL BE UTILIZED TO INTERCEPT RUNOFF AND ALLOW SUSPENDED SEDIMENT TO SETTLE OUT. THEY SHALL BE INSTALLED PRIOR TO ANY UP SLOPE WORK.

SILT FENCE WILL BE INSTALLED AS PROPOSED ON THE EPSC PLAN.

FILTER CURTAINS SHALL BE INSTALLED ON THE INLET AND OUTLET ENDS OF THE PROPOSED BOX AS SHOWN IN THE EROSION CONTROL PLAN.

1.4.5 DIVERT UPLAND RUNOFF

DIVERSIONARY MEASURES SHALL BE USED TO INTERCEPT RUNOFF FROM ABOVE THE CONSTRUCTION AND DIRECT IT AROUND THE DISTURBED AREA SO THAT CLEAN WATER DOES NOT BECOME MUDDIED WHILE TRAVELING OVER EXPOSED SOILS ON THE CONSTRUCTION SITE.

NO DIVERSIONARY MEASURES ARE ANTICIPATED ON THIS PROJECT.

1.4.6 SLOW DOWN CHANNELIZED RUNOFF

CHECK STRUCTURES SHALL BE UTILIZED TO REDUCE THE VELOCITY, AND THUS THE EROSIVE POTENTIAL, OF CONCENTRATED FLOW IN CHANNELS.

NO CHECK STRUCTURES ARE ANTICIPATED ON THIS PROJECT.

1.4.7 CONSTRUCT PERMANENT CONTROLS

PERMANENT STORMWATER TREATMENT DEVICES SHALL BE INSTALLED AS SHOWN ON THE PLANS AND IN ACCORDANCE WITH PERMIT CONDITIONS.

NO PERMANENT CONTROLS ARE ANTICIPATED ON THIS PROJECT.

1.4.8 STABILIZE EXPOSED SOILS DURING CONSTRUCTION

ALL AREAS OF DISTURBANCE MUST HAVE TEMPORARY STABILIZATION IN PLACE WITHIN 48 HOURS OF DISTURBANCE OR IN ACCORDANCE WITH THE CONSTRUCTION GENERAL PERMIT 3-9020 AUTHORIZATION.

SURFACE ROUGHENING OF ALL EXPOSED SLOPES, COMBINED WITH TEMPORARY MULCHING, SHALL BE UTILIZED ON A REGULAR BASIS. BIODEGRADABLE EROSION CONTROL MATTING OR AN EQUIVALENT SHALL BE USED TO STABILIZE ALL SLOPES STEEPER THAN 1:3.

THE FORECAST OF RAINFALL EVENTS SHALL TRIGGER IMMEDIATE PROTECTION OF EXPOSED SOILS.

1.4.9 WINTER STABILIZATION

VARIOUS MEASURES SPECIFIC TO WINTER MAY BE NECESSARY SHOULD THE PROJECT EXTEND INTO WINTER (OCTOBER 15 THROUGH APRIL 15). REFER TO THE LOW RISK SITE HANDBOOK FOR GUIDANCE.

1.4.10 STABILIZE SOIL AT FINAL GRADE

EXPOSED SOIL MUST BE STABILIZED WITHIN 48 HOURS OF REACHING FINAL GRADE.

SEED, MULCH, FERTILIZER AND LIME SHALL BE USED TO ESTABLISH PERMANENT VEGETATION. FOR SLOPES STEEPER THAN 1:3, BIODEGRADABLE EROSION CONTROL MATTING OR AN EQUIVALENT SHALL BE USED INSTEAD OF MULCH.

1.4.11 DE-WATERING ACTIVITIES

DISCHARGE FROM DEWATERING ACTIVITIES THAT FLOWS OFF OF THE CONSTRUCTION SITE MUST NOT CAUSE OR CONTRIBUTE TO A VIOLATION OF THE VERMONT WATER QUALITY STANDARDS.

TREATMENT OF DEWATERING DISCHARGE IS ANTICIPATED. A FILTER BAG LOCATION FOR TREATMENT HAS BEEN PROPOSED AND IS SHOWN ON THE PLANS. THE SPECIFIC MEANS FOR TREATMENT OF DISCHARGE SHALL BE PROVIDED BY THE CONTRACTOR AND WILL BE PAID FOR UNDER CONTRACT ITEM 653.45.

1.4.12 INSPECT YOUR SITE

INSPECT THE PROJECT SITE BASED ON SPECIAL PROVISION REQUIREMENTS OR CONSTRUCTION GENERAL PERMIT AUTHORIZATION STIPULATIONS.

1.5 SEQUENCE AND STAGING

THIS SECTION WILL BE DEVELOPED BY THE CONTRACTOR USING THE GUIDANCE OUTLINED IN THE VTRANS EPSC PLAN CONTRACTOR CHECKLIST.

1.5.1 CONSTRUCTION SEQUENCE

1.5.2 OFF-SITE ACTIVITIES

IN ADDITION TO THE CONTRACTOR CHECKLIST ANY ACTIVITIES OUTSIDE THE CONSTRUCTION LIMITS SHALL FOLLOW SUBSECTIONS105.25- 105.29 OF THE STANDARD SPECIFICATIONS FOR CONSTRUCTION.

IN ADDITION TO THE CONTRACTOR CHECKLIST ANY ACTIVITIES OUTSIDE THE CONSTRUCTION LIMITS SHALL FOLLOW SUBSECTIONS105.25- 105.29 OF THE STANDARD SPECIFICATIONS FOR CONSTRUCTION.

PROJECT NAME:	WARDSBORO
PROJECT NUMBER:	BF 013-1(22)
FILE NAME: sl3b074epsc_nar.dgn	PLOT DATE: 26-FEB-2014
PROJECT LEADER: K. HIGGINS	DRAWN BY: J. SALVATORI
DESIGNED BY: J. SALVATORI	CHECKED BY: G. LAROCHE
EPSC NARRATIVE	SHEET 436 OF 444

SHEEPSCOT FINE SANDY LOAM
3% - 8% SLOPES
K = 0.17

COLTON LOAMY FINE SAND
2% - 8% SLOPES
K = 0.17

N

VT STATE PLANE GRID

WOODS

FIELD DRIVE

VT 100
TO STRATTON

3 ROD RIGHT OF WAY 49.50

A 282+00

A 283+00

A 284+00

A 285+00

A 286+00

A 287+00

VT 100
TO JAMAICA

284+21
50.00' LT

283+50
27.00' LT

285+25
27.00' LT

284+10
28.58' RT

284+12
38+64 RT

284+26
38+40 RT

284+47
38.62' RT

PDF

PONDING

APPROX LEACHFIELD

PAVED DRIVE

GRAVEL DRIVE

GARAGE

WELL
36" CONCRETE

BROOK FLOW

2-M. MAPLE

M. MAPLE
MAILBOX

HVCTRL
38

M. MAPLE

M. ASH

M. PINE

M. HEMLOCK

1090

BEGIN PROJECT
STA A 283+50.00

BEGIN BRIDGE
STA A 284+27.00

END PROJECT
STA A 285+25.00

END BRIDGE
STA A 284+43.00

UDIFLUVENTS, LOAMY

NOTES:

1. EXISTING CONTOURS SHOWN. SEE CROSS SECTIONS FOR FINAL CONDITIONS.

2. FOR CLARITY, AREAS TO BE SEEDED AND MULCHED HAVE NOT BEEN INDICATED. ALL DISTURBED AREAS SHALL BE SEEDED AND MULCHED AS APPLICABLE.

EPSC PLAN

SCALE 1" = 20'-0"
20 0 20

PROJECT NAME:	WARDSBORO
PROJECT NUMBER:	BF 013-1(22) 101/100
FILE NAME: sl3b074bdr.dgn	PLOT DATE: 26-FEB-2014
PROJECT LEADER: K. HIGGINS	DRAWN BY: J. SALVATORI
DESIGNED BY: J. SALVATORI	CHECKED BY: G. LAROCHE
EPSC PLAN	SHEET 437 OF 444

VAOT RURAL AREA MIX					
	LBS/AC				
% WEIGHT	BROADCAST	HYDROSEED	NAME	GERM %	PURITY %
37.5%	22.5	45	CREEPING RED FESCUE	85%	98%
37.5%	22.5	45	TALL FESCUE	90%	95%
5.0%	3	6	RED TOP	90%	95%
15.0%	9	18	BIRDSFOOT TREFOIL	85%	98%
5.0%	3	6	ANNUAL RYE GRASS	85%	95%
100%	60	120			

VAOT URBAN AREA MIX					
	LBS/AC				
% WEIGHT	BROADCAST	HYDROSEED	NAME	GERM %	PURITY %
42.5%	34	68	CREEPING RED FESCUE	85%	98%
10.0%	8	16	PERENNIAL RYE GRASS	90%	95%
42.5%	34	68	KENTUCKY BLUE GRASS	85%	85%
5.0%	4	8	ANNUAL RYE GRASS	85%	95%
100%	80	160			

SOIL AMENDMENT GUIDANCE			
FERTILIZER		LIME	
BROADCAST	HYDROSEED	BROADCAST	HYDROSEED
10-20-10	*FOLLOW*	PELLETIZED	*FOLLOW*
500 LBS/AC	*MANUFACTURER*	2 TONS/AC	*MANUFACTURER*

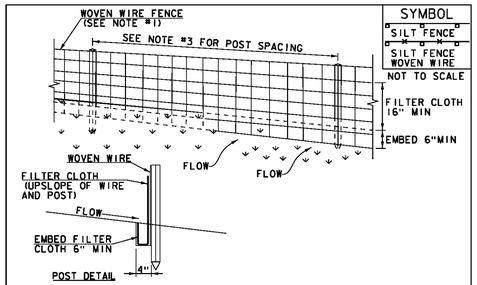
CONSTRUCTION GUIDANCE

1. RURAL SEED MIX: USE AS INDICATED IN THE PLANS AND/OR FOR ALL ESTABLISHED UPLAND (NON WETLAND) AREAS DISTURBED BY THE CONTRACTOR.
2. URBAN SEED MIX: USE AS INDICATED IN THE PLANS AND/OR FOR ALL ESTABLISHED LAWN AREAS DISTURBED BY THE CONTRACTOR.
3. ALL SEED MIXTURES: SHALL NOT HAVE A WEED CONTENT EXCEEDING 0.40% BY WEIGHT AND SHALL BE FREE OF ALL NOXIOUS SEED.
4. FERTILIZER AND LIMESTONE: SHALL FOLLOW RATES SHOWN ON PLAN OR AS DIRECTED BY THE ENGINEER
5. HAY MULCH: TO BE PLACED ON EARTH SLOPES AT THE RATE OF 2 TONS/ACRE, ACHIEVE 90% GROUND COVER OR AS DIRECTED BY THE ENGINEER.
6. TOPSOIL: TO BE USED WITH SEED AS INDICATED ON THE PLANS, OR AS DIRECTED BY THE ENGINEER.
7. HYDROSEEDING: ALTHOUGH GUIDANCE IS GIVEN ABOVE THE SITE CONDITIONS AND THE TYPE OF HYDROSEED WILL ULTIMATELY DICTATE THE AMOUNTS AND TYPES OF SOIL AMENDMENTS TO BE APPLIED
8. TURF ESTABLISHMENT: PLACING SEED, FERTILIZER, LIME AND MULCH PRIOR TO SEPTEMBER 15 AND AFTER APRIL 15 CAN BETTER ENSURE A VIGOROUS GROWTH OF GRASS.

ADAPTED FROM VTRANS TECHNICAL LANDSCAPE MANUAL FOR ROADWAYS AND TRANSPORTATION FACILITIES

TURF ESTABLISHMENT

REVISIONS		
JUNE 23, 2009	WHF	
JANUARY 15, 2010	WHF	
FEBRUARY 16, 2011	WHF	



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.

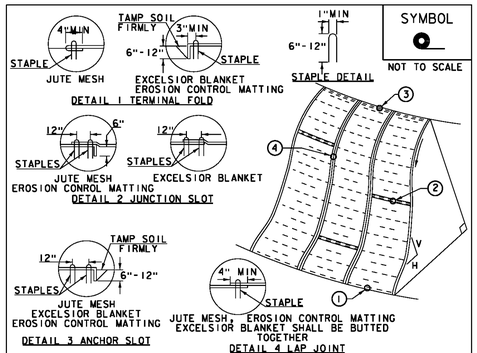
ADAPTED FROM DETAILS PROVIDED BY: NEW YORK STATE DEC ORIGINALLY DEVELOPED BY USDA-NRCS VERMONT DEPARTMENT OF ENVIRONMENTAL CONSERVATION

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 FOR GEOTEXTILE OR SILT FENCE OR GEOTEXTILE FOR SILT FENCE, WOVEN WIRE REINFORCED.

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



SYMBOL

NOT TO SCALE

CONSTRUCTION SPECIFICATIONS

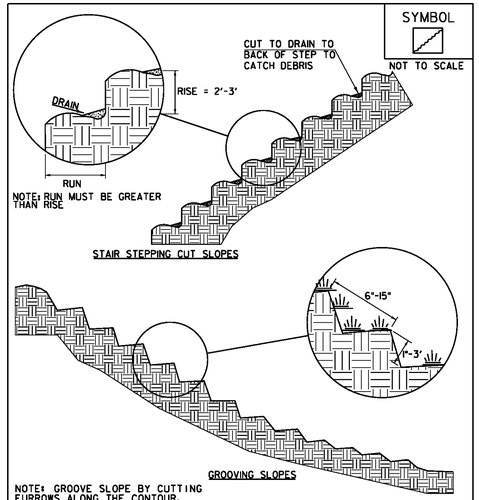
1. APPLY TO SLOPES GREATER THAN 3H:1V OR WHERE NECESSARY TO AID IN ESTABLISHING VEGETATION.
2. APPLY FERTILIZER, LIME SEED PRIOR TO PLACING MATTING.
3. STAPLES ARE TO BE PLACED ALTERNATELY, IN COLUMNS APPROXIMATELY 2' APART AND IN ROWS APPROXIMATELY 3' APART. APPROXIMATELY 175 STAPLES ARE REQUIRED PER 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 FOR TEMPORARY EROSION MATTING OR PERMANENT EROSION MATTING.

REVISIONS		
APRIL 16, 2007	JMF	
JANUARY 13, 2009	WHF	



SYMBOL

NOT TO SCALE

NOTE: GROOVE SLOPE BY CUTTING FURROWS ALONG THE CONTOUR. IRREGULARITIES IN THE SOIL SURFACE CATCH RAINWATER AND RETAIN LIME, FERTILIZER AND SEED.

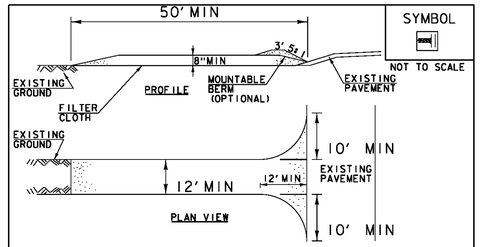
ADAPTED FROM DETAILS PROVIDED BY: NEW YORK STATE DEC ORIGINALLY DEVELOPED BY USDA-NRCS VERMONT DEPARTMENT OF ENVIRONMENTAL CONSERVATION

SURFACE ROUGHENING

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 CONSIDERED INCIDENTAL TO THE CONTRACT

REVISIONS		
APRIL 1, 2008	WHF	
JANUARY 13, 2009	WHF	



SYMBOL

NOT TO SCALE

CONSTRUCTION SPECIFICATIONS

1. STONE SIZE- USE 1-4" STONE, RECLAIMED OR RECYCLED CONCRETE EQUIVALENT.
2. LENGTH- NOT LESS THAN 50' (EXCEPT ON A SINGLE RESIDENCE LOT WHERE A 30' MINIMUM LENGTH APPLIES).
3. THICKNESS- NOT LESS THAN 8".
4. WIDTH- 12' MINIMUM, BUT NOT LESS THAN THE FULL WIDTH AT POINTS WHERE INGRESS OR EGRESS OCCURS. 24' IF SINGLE ENTRANCE TO SITE.
5. GEOTEXTILE MUST BE PLACED OVER THE ENTIRE AREA PRIOR TO PLACING STONE.
6. SURFACE WATER- ALL SURFACE WATER FLOWING OR DIVERTED TOWARD CONSTRUCTION ENTRANCES SHALL BE PIPED BENEATH THE ENTRANCE. IF PIPING IS IMPRACTICAL, A MOUNTABLE BERM WITH 5:1 SLOPES WILL BE PERMITTED.
7. MAINTENANCE- THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHTS-OF-WAY. ALL SEDIMENT SPILLED, DROPPED, WASHED OR TRACKED ONTO PUBLIC RIGHTS-OF-WAY MUST BE REMOVED IMMEDIATELY.
8. WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON AN AREA STABILIZED WITH STONE AND WHICH DRAINS INTO AN APPROVED SEDIMENT TRAPPING DEVICE.
9. PERIODIC INSPECTION AND NEEDED MAINTENANCE SHALL BE PROVIDED ACCORDING TO PERMIT REQUIREMENTS.

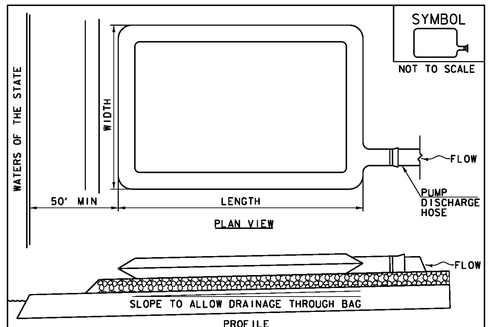
ADAPTED FROM DETAILS PROVIDED BY: NEW YORK STATE DEC ORIGINALLY DEVELOPED BY USDA-NRCS VERMONT DEPARTMENT OF ENVIRONMENTAL CONSERVATION

STABILIZED CONSTRUCTION ENTRANCE

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 FOR VEHICLE TRACKING PAD.

REVISIONS		
MARCH 24, 2008	WHF	
JANUARY 13, 2009	WHF	



SYMBOL

NOT TO SCALE

CONSTRUCTION SPECIFICATIONS

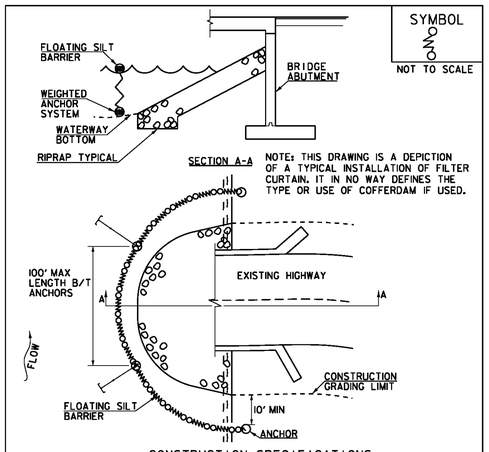
1. THE PRIMARY PURPOSE OF FILTER BAG IS TO RETAIN SILT, SAND, AND FINES DURING DEWATERING OPERATIONS.
2. FILTER BAGS SHALL BE INSTALLED ON A VEGETATED SLOPE GRADED TO ALLOW INCOMING WATER TO FLOW THROUGH THE BAG.
3. FILTER BAGS MAY ALSO BE PLACED ON COARSE AGGREGATE, STONE, OR HAYBALES TO INCREASE FILTRATION EFFICIENCY.
4. FILTER BAGS SHALL BE LOCATED A MINIMUM OF 50' FROM WATERS OF THE STATE UNLESS OTHERWISE APPROVED BY THE ENGINEER.
5. THE NECK OF THE FILTER BAG SHALL BE STRAPPED TIGHTLY TO THE DISCHARGE HOSE.
6. A FILTER BAG IS FULL WHEN IT NO LONGER CAN EFFICIENTLY FILTER SEDIMENT OR ALLOW WATER TO PASS AT A REASONABLE RATE.
7. FILTER BAG SHALL BE DISPOSED OF AS APPROVED IN THE EPSC PLAN OR AS DIRECTED BY THE ENGINEER.

FILTER BAG

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 FOR FILTER BAG (PAY ITEM 653.45) AND AS SPECIFIED IN THE CONTRACT.

REVISIONS		
MARCH 24, 2008	WHF	
JANUARY 13, 2009	WHF	



SYMBOL

NOT TO SCALE

CONSTRUCTION SPECIFICATIONS

1. FILTER CURTAIN SHALL NOT BE PLACED ACROSS A FLOWING WATERWAY, OR IN A WATERWAY WITH STREAM VELOCITIES GREATER THAN 1.5 FEET/SECOND.
2. MAXIMUM 100' LENGTH BETWEEN ANCHORS.
3. LAST SECTION SHALL TERMINATE A MINIMUM OF 10' BEYOND LIMIT OF DISTURBANCE.
4. THE WEIGHTED ANCHOR SYSTEM SHALL BE A TYPE WHICH ALLOWS THE CURTAIN TO CONFORM TO THE BOTTOM OF THE WATERWAY.
5. THE CURTAIN SHALL BE REMOVED BY SLOWLY PULLING TOWARD THE SHORE MINIMIZING THE ESCAPE OF SEDIMENTS INTO WATERWAY.

FILTER CURTAIN

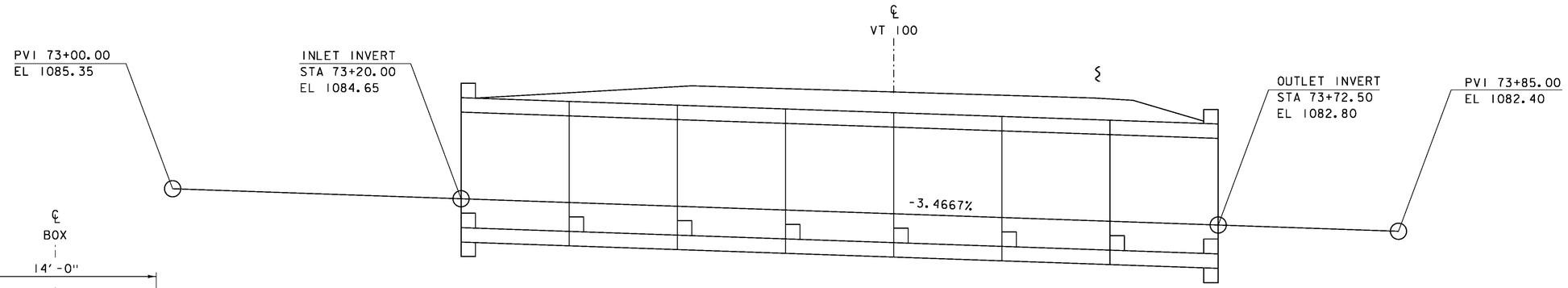
THIS WORK SHALL BE PERFORMED IN ACCORDANCE WITH SECTION 649 FOR GEOTEXTILE FOR FILTER CURTAIN (PAY ITEM 649.61).

REVISIONS		
APRIL 1, 2008	WHF	
JANUARY 13, 2009	WHF	
SEPTEMBER 4, 2009	WHF	

PROJECT NAME: WARDSBORO
PROJECT NUMBER: BF 013-1(22) 101/100

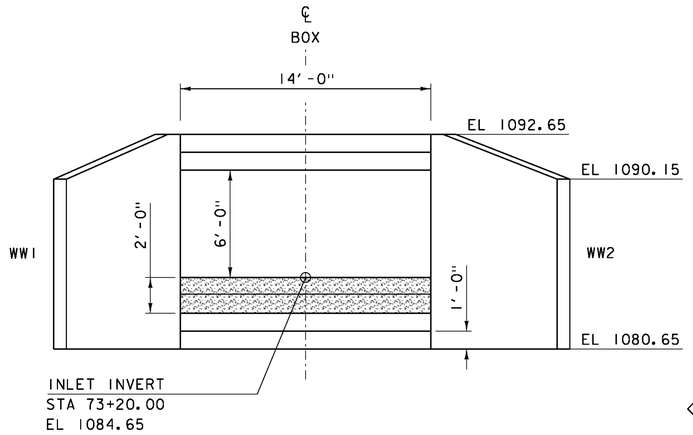
FILE NAME: sl3b074epsc_det.dgn
PROJECT LEADER: K. HIGGINS
DESIGNED BY: J. SALVATORI
EPSC DETAILS

PLOT DATE: 26-FEB-2014
DRAWN BY: J. SALVATORI
CHECKED BY: G. LAROCHE
SHEET 438 OF 444



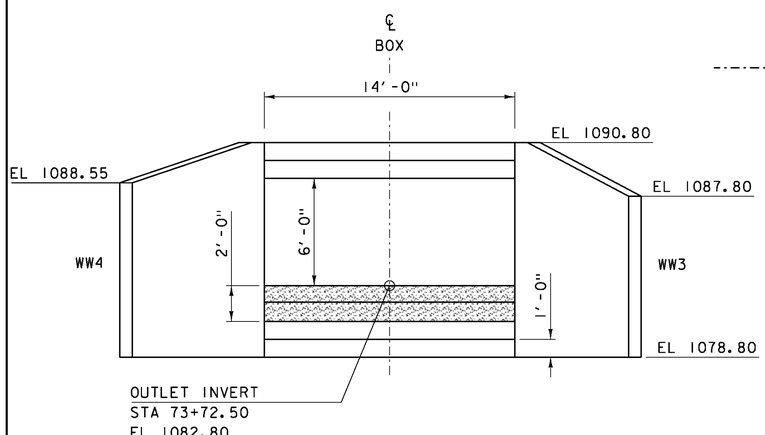
BOX PROFILE

SCALE 1/4" = 1'-0"



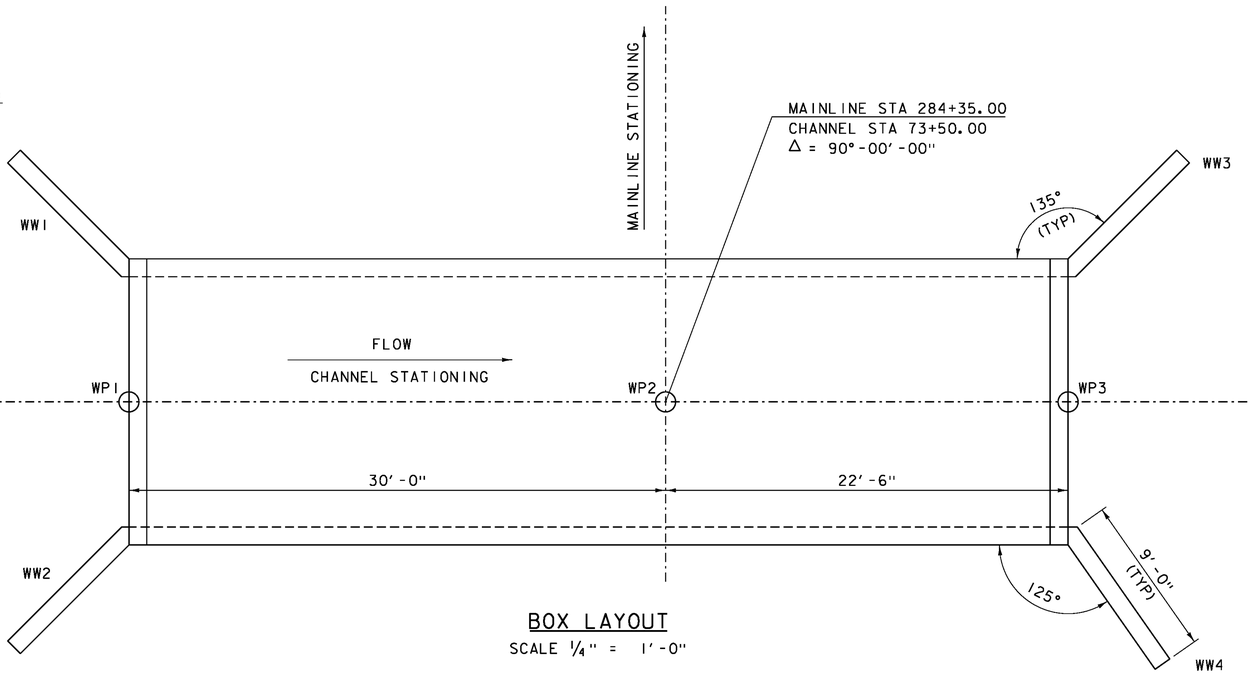
INLET ELEVATION

SCALE 1/4" = 1'-0"



OUTLET ELEVATION

SCALE 1/4" = 1'-0"



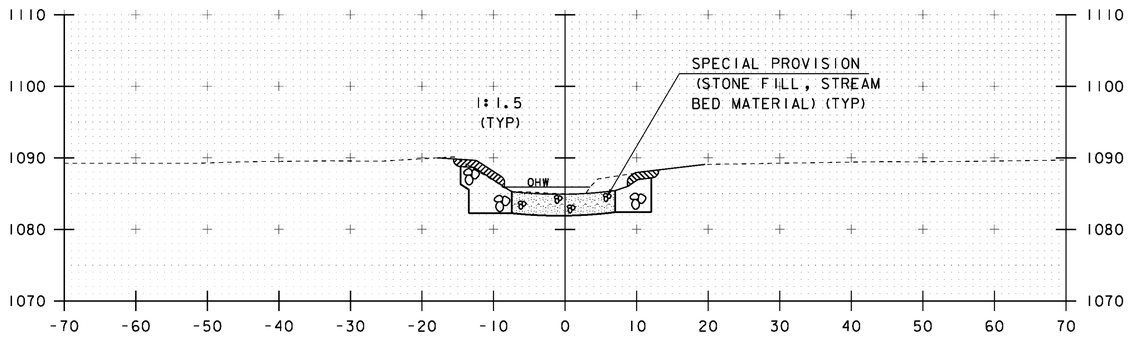
BOX LAYOUT

SCALE 1/4" = 1'-0"

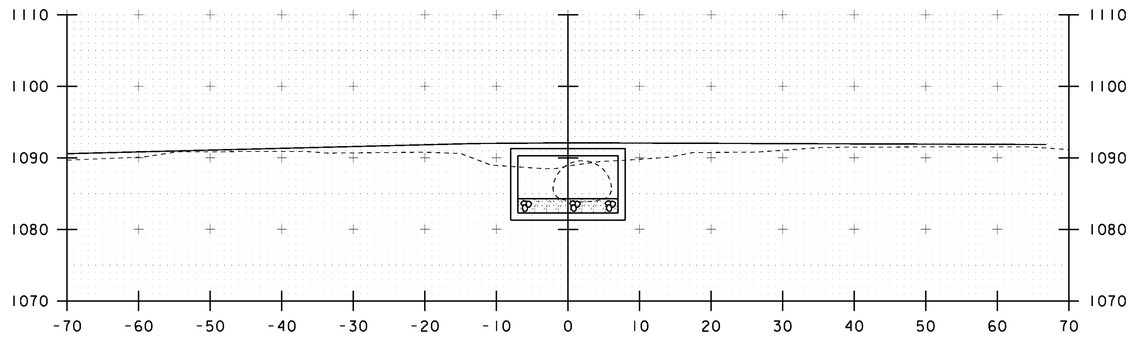
NOTES:

1. DIMENSIONS SHOWN ARE BASED ON AN ASSUMED WALL THICKNESS OF 1'-0"
2. THE PRECAST BOX SECTIONS ARE SHOWN FOR REFERENCE ONLY. THE ACTUAL DIMENSIONS AND SHAPE WILL BE DEPENDENT ON THE FABRICATOR.

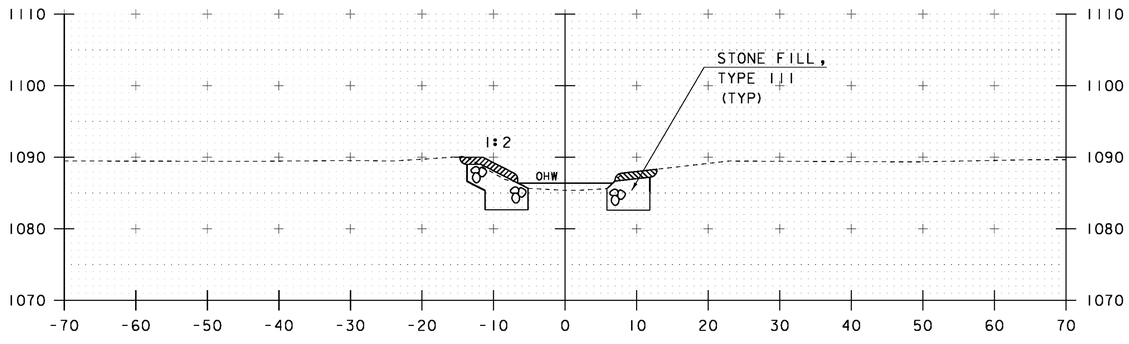
PROJECT NAME:	WARDSBORO
PROJECT NUMBER:	BF 013-1(22)
FILE NAME: sl3b074box.dgn	PLOT DATE: 26-FEB-2014
PROJECT LEADER: K. HIGGINS	DRAWN BY: J. SALVATORI
DESIGNED BY: J. SALVATORI	CHECKED BY: G. LAROCHE
BOX LAYOUT	SHEET 439 OF 444



73+10

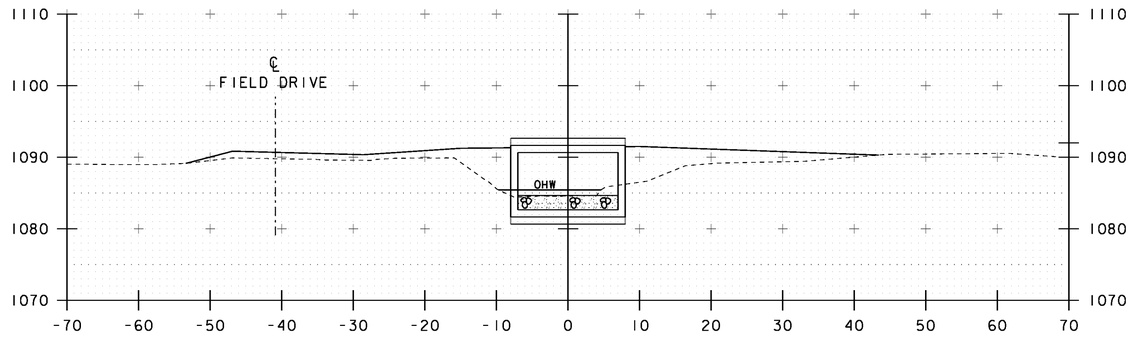


73+30



STA 73+00.00
BEGIN UNCLASSIFIED CHANNEL EXCAVATION
BEGIN GEOTEXTILE UNDER STONE FILL
BEGIN STONE FILL, TYPE III
BEGIN GRUBBING MATERIAL

73+00



STA 73+20.00
END UNCLASSIFIED CHANNEL EXCAVATION
END GEOTEXTILE UNDER STONE FILL
END STONE FILL, TYPE III
END GRUBBING MATERIAL

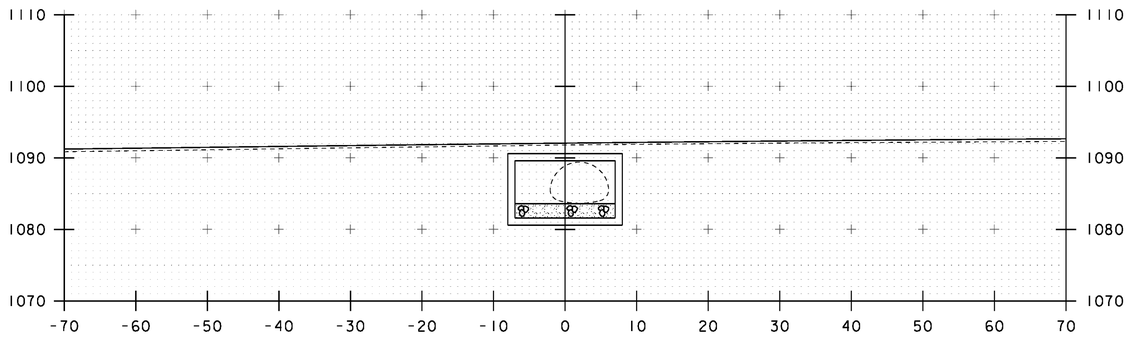
73+20

PROJECT NAME: WARDSBORO
PROJECT NUMBER: BF 013-1(22)

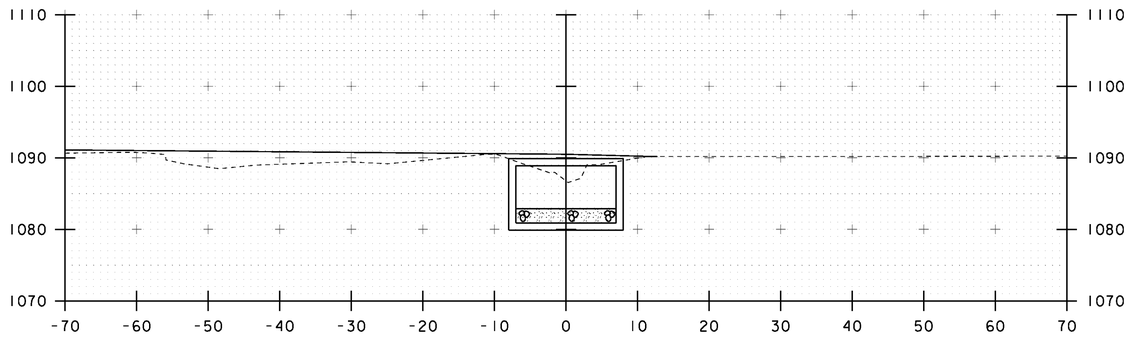
FILE NAME: sl3b074xs.dgn
PROJECT LEADER: K. HIGGINS
DESIGNED BY: J. SALVATORI
CHANNEL SECTIONS

PLOT DATE: 26-FEB-2014
DRAWN BY: J. SALVATORI
CHECKED BY: G. LAROCHE
SHEET 440 OF 444

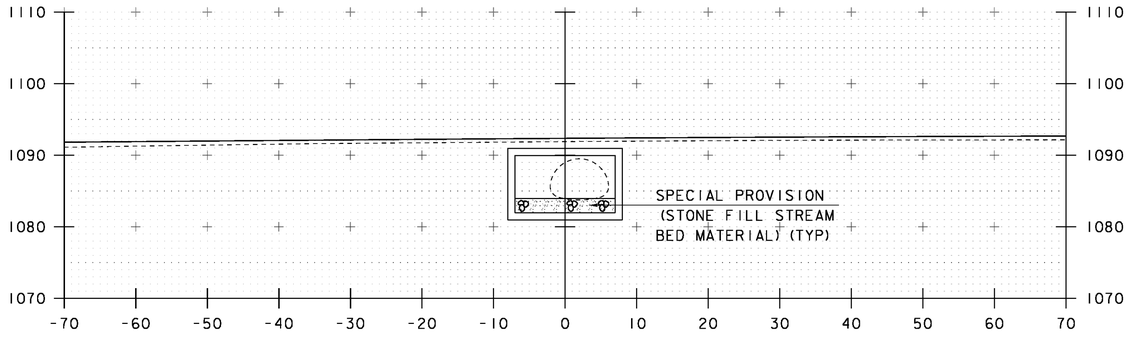
STA. 73+00 TO STA. 73+30



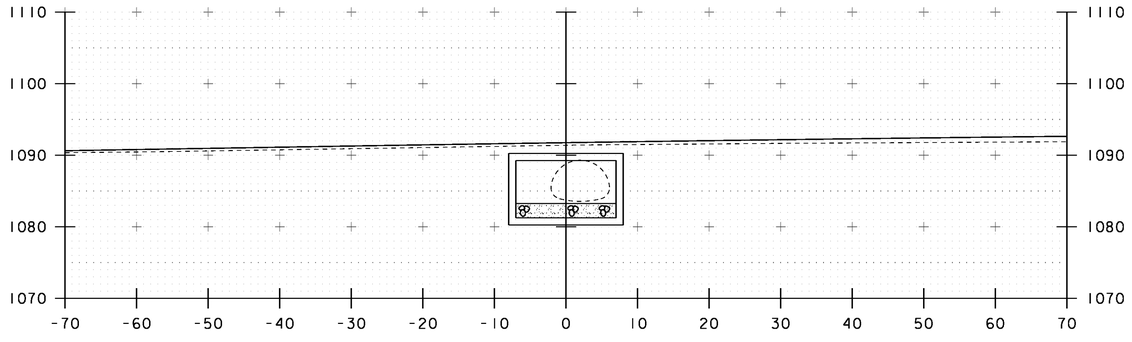
73+50



73+70



73+40



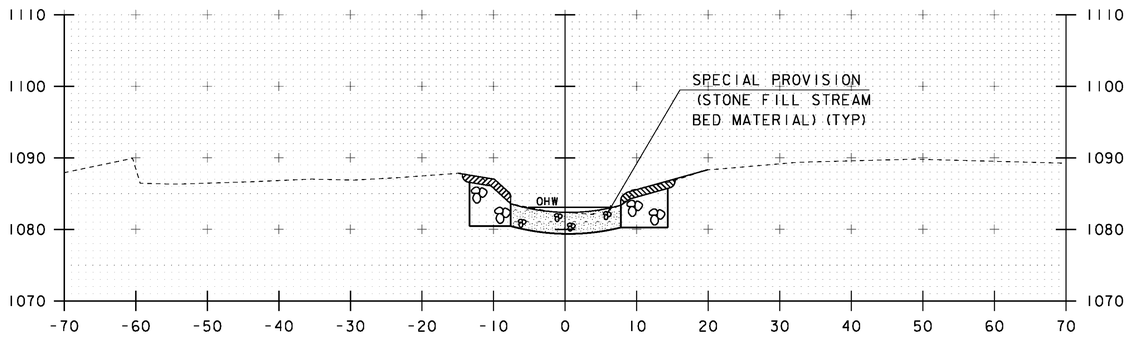
73+60

STA. 73+40 TO STA. 73+70

PROJECT NAME: WARDSBORO
PROJECT NUMBER: BF 013-1(22)

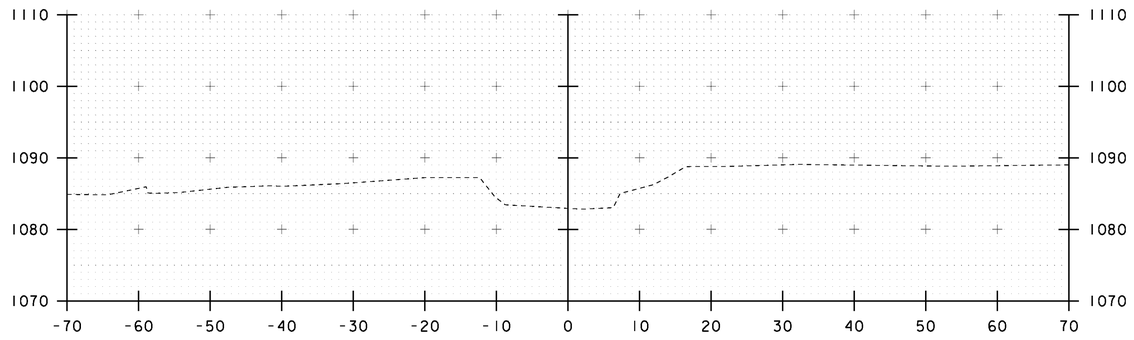
FILE NAME: sl3b074xs.dgn
PROJECT LEADER: K. HIGGINS
DESIGNED BY: J. SALVATORI
CHANNEL SECTIONS

PLOT DATE: 26-FEB-2014
DRAWN BY: J. SALVATORI
CHECKED BY: G. LAROCHE
SHEET 441 OF 444

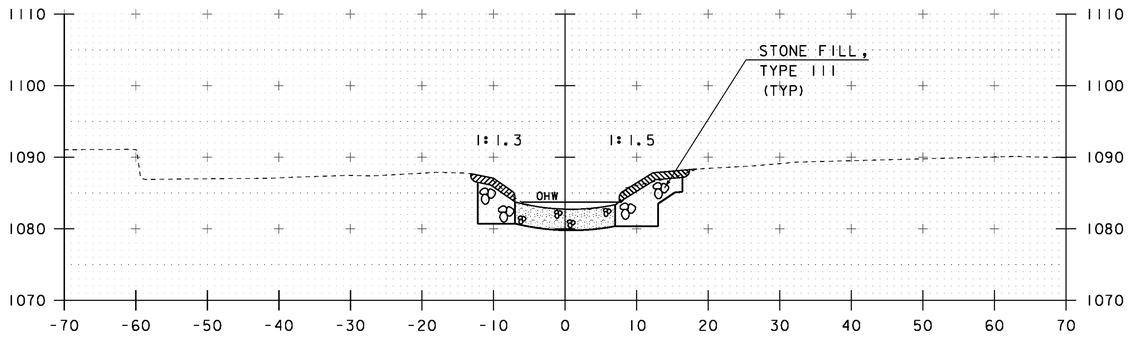


STA 73+85.00
END UNCLASSIFIED CHANNEL EXCAVATION
END GEOTEXTILE UNDER STONE FILL
END STONE FILL, TYPE III
END GRUBBING MATERIAL

73+85

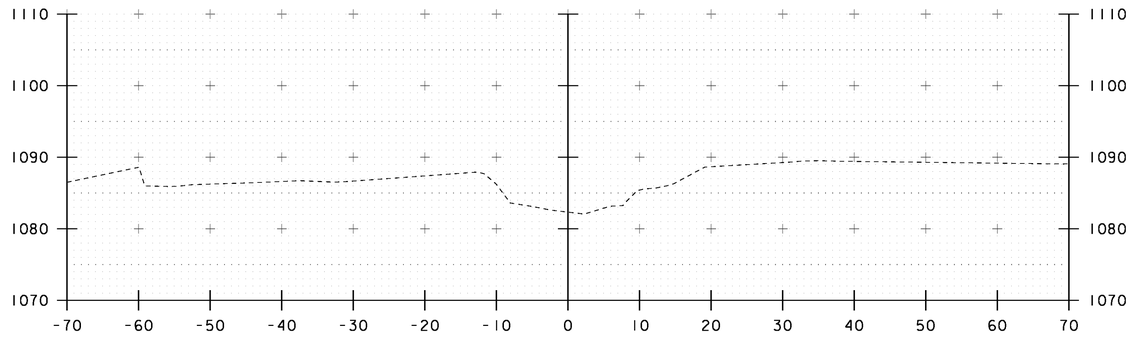


74+00



STA 73+72.50
BEGIN UNCLASSIFIED CHANNEL EXCAVATION
BEGIN GEOTEXTILE UNDER STONE FILL
BEGIN STONE FILL, TYPE III
BEGIN GRUBBING MATERIAL

73+80



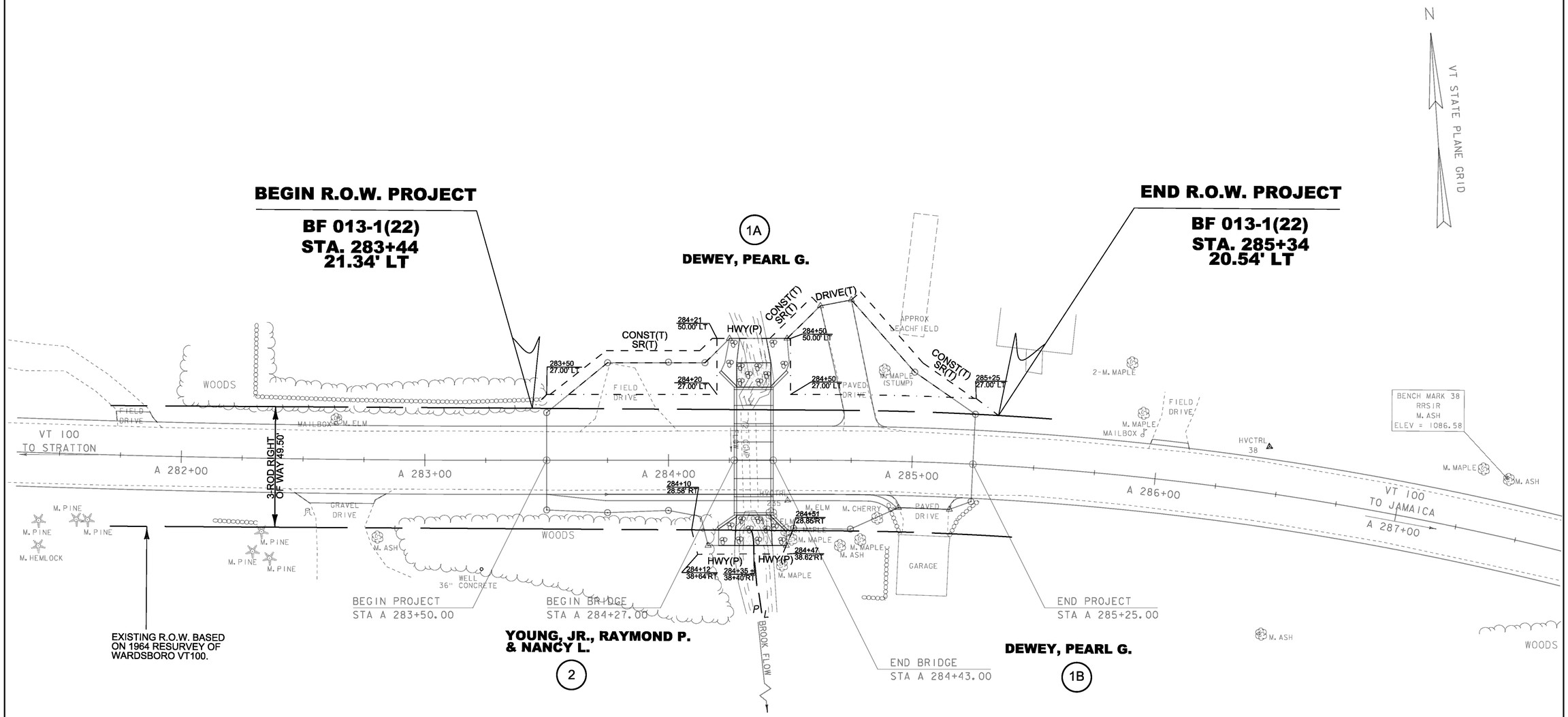
73+90

STA. 73+80 TO STA. 74+00

PROJECT NAME: WARDSBORO
PROJECT NUMBER: BF 013-1(22)

FILE NAME: sl3b074xs.dgn
PROJECT LEADER: K. HIGGINS
DESIGNED BY: J. SALVATORI
CHANNEL SECTIONS

PLOT DATE: 26-FEB-2014
DRAWN BY: J. SALVATORI
CHECKED BY: G. LAROCHE
SHEET 442 OF 444



ROW LAYOUT SHEET

SCALE 1" = 20'-0"

20 0 20

PROJECT NAME: WARDSBORO	
PROJECT NUMBER: BF 013-1(22)	
FILE NAME: sl3b074bdr.dgn	PLOT DATE: 26-FEB-2014
PROJECT LEADER: K. HIGGINS	DRAWN BY: J. BLANCHARD
DESIGNED BY: J. SALVATORI	CHECKED BY: J. BLANCHARD
ROW LAYOUT SHEET	SHEET 443 OF 444

STATE OF VERMONT
AGENCY OF TRANSPORTATION

RIGHT - OF - WAY DETAIL SHEET

TABLE OF PROPERTY ACQUISITION

PARCEL NO.	PROPERTY OWNER	SHEET NO.	BEGINNING STATION	ENDING STATION	TAKE	REMAINDER	RIGHT			RECORDING DATA					REMARKS
					AREA±	AREA±	TYPE	(T)/(P)	AREA ±	TITLE	DATE	TOWN / CITY	BOOK	PAGE	
1A	DEWEY, PEARL G.	1	283+44.11 LT	285+34.37 LT			HIGHWAY EASEMENT	P	1,833 SF±	WD		WARDSBORO			
			283+50.00 LT	284+19.93 LT			CONST. EASEMENT	T	342 SF ±						INCL. PDF & EC
			283+59 LT	284+20 LT			SLOPE RIGHT	T	696 SF ±						
			284+42 LT	284+62 LT			CONST. EASEMENT	T	108 SF ±						INCL. PDF & EC
			284+49 LT	284+62 LT			SLOPE RIGHT	T	523 SF ±						
			284+62 LT	284+83 LT			DRIVE RIGHT	T							13' WIDE PAVED; MM 5.41
			284+74 LT	285+15 LT			SLOPE RIGHT	T	523 SF ±						
			284+74 LT	285+25 LT			CONST. EASEMENT	T	302 SF ±						INCL. PDF & EC
1B			284+34.01 RT	284+50.97 RT			HIGHWAY EASEMENT	P	137 SF±						
			285+05 RT												21' WIDE DRIVE APRON; MM 5.415
2	YOUNG JR., RAYMOND & NANCY L.	1	284+09.51 RT	284+35± RT			HIGHWAY EASEMENT	P	237 SF±						

TABLE OF REVISIONS

REVISION NO.	SHEET NO.	DESCRIPTION	DATE

PLOT DATE 03/10/14

PLAN LEGEND

- EXISTING RIGHT-OF-WAY
- TAKING WITH ACCESS
- TAKING WITHOUT ACCESS
- CLEAR ZONE (CZ)
- PROPERTY LINE (PL)
- TOE OF SLOPE
- TOP OF CUT
- SLOPE RIGHT (SR (P))
- CONSTRUCTION RIGHT (CONST. (T))
- PROJECT DEMARCATION FENCE (PDF)

EC -EROSION CONTROL
(P) -PERMANENT
(T) -TEMPORARY
DR. -DRAINAGE RIGHT
DIT. -DITCHING RIGHT
CH. -CHANNEL RIGHT
DRIVE -DRIVE RIGHT
CUL. -CULVERT RIGHT
C&T -CLEARING & TRIMMING RIGHT
SR -SLOPE RIGHT
UE -UTILITY EASEMENT

APPROVED: RYAN CLOUTIER DATE: 1-01-2015
CHIEF, PLANS & TITLES

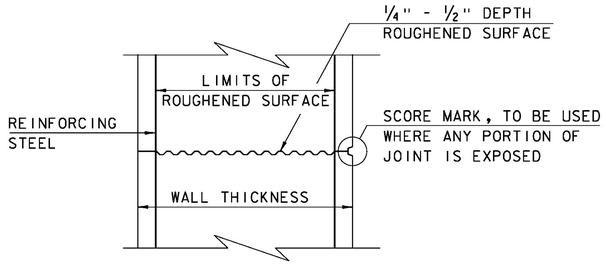
PROJECT NAME: **WARDSBORO**
PROJECT NUMBER: **BF 013-1 (22)**

FILE NAME: **r13b074detail.dgn**
PROJECT LEADER: **K. HIGGINS**
DESIGNED BY: **J. SALVATORI**
R.O.W. DETAIL SHEET #1

PLOT DATE:
DRAWN BY: **MR**
CHECKED BY: **JB**
SHEET 444 OF 444

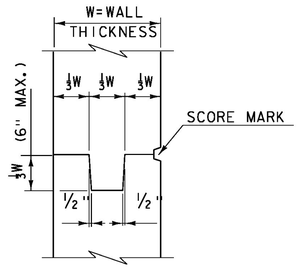
CONCRETE GENERAL NOTES

1. ALL EXPOSED EDGES OF CONCRETE SHALL BE CHAMFERED 1" x 1"
2. REINFORCING STEEL SIZE AND SPACING SHOWN IN THE PLANS IS BASED ON 60 KSI STEEL, UNLESS NOTED OTHERWISE. WITH THE ENGINEER'S PERMISSION, BAR SIZE AND SPACING MAY BE MODIFIED ACCORDING TO THE LATEST AASHTO LRFD BRIDGE DESIGN SPECIFICATION AND STRUCTURES DESIGN MANUAL WHEN USING HIGHER STRENGTH STEEL.

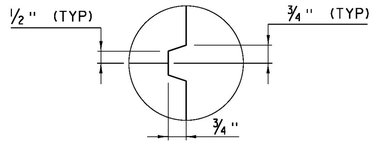


TYPICAL HORIZONTAL CONSTRUCTION JOINT
(NOT TO SCALE)

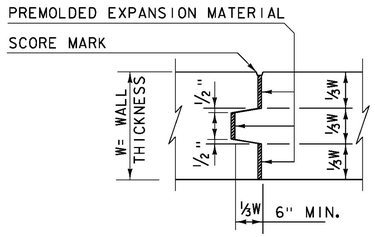
1. THE SURFACE OF THE CONCRETE CONSTRUCTION JOINTS SHALL BE CLEANED AND FREE OF LAITANCE.
2. IMMEDIATELY BEFORE NEW CONCRETE IS PLACED, ALL CONSTRUCTION JOINTS SHALL BE WETTED AND STANDING WATER REMOVED.



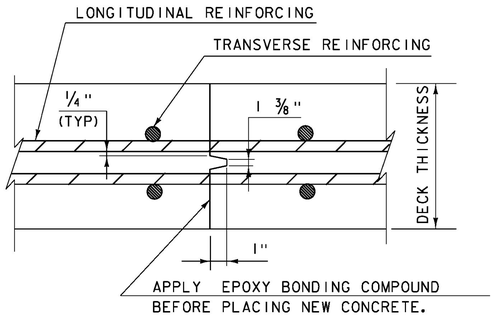
TYPICAL CONCRETE CONSTRUCTION JOINT
(NOT TO SCALE)



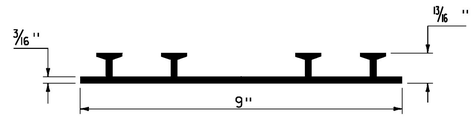
SCORE MARK DETAIL
(NOT TO SCALE)



TYPICAL CONCRETE EXPANSION JOINT
(NOT TO SCALE)



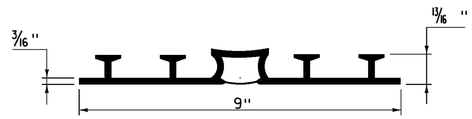
TRANSVERSE BRIDGE SLAB CONSTRUCTION JOINT DETAILS
(NOT TO SCALE)



P.V.C. WATERSTOP FOR CONSTRUCTION JOINTS
(NOT TO SCALE)

PAYMENT FOR THE P.V.C. WATERSTOP SHALL BE INCIDENTAL TO THE UNIT BID PRICE FOR THE ADJACENT CONCRETE.

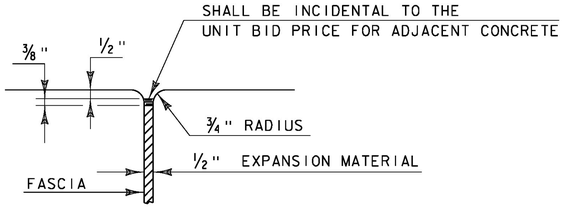
OTHER CONFIGURATIONS OF WATERSTOP MAY BE USED UPON APPROVAL OF THE ENGINEER.



P.V.C. WATERSTOP FOR EXPANSION JOINTS
(NOT TO SCALE)

PAYMENT FOR THE P.V.C. WATERSTOP SHALL BE INCIDENTAL TO THE UNIT BID PRICE FOR THE ADJACENT CONCRETE.

OTHER CONFIGURATIONS OF WATERSTOP MAY BE USED UPON APPROVAL OF THE ENGINEER.



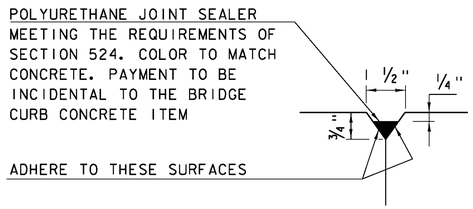
JOINT BETWEEN FASCIA AND WINGWALL
(NOT TO SCALE)

REVISIONS	
MAY 7, 2010	APPROVED FOR USE BY VAOT STRUCTURES SECTION
FEBRUARY 9, 2012	REBAR SUBSTITUTION ALLOWANCE ADDED TO CONCRETE GENERAL NOTES.

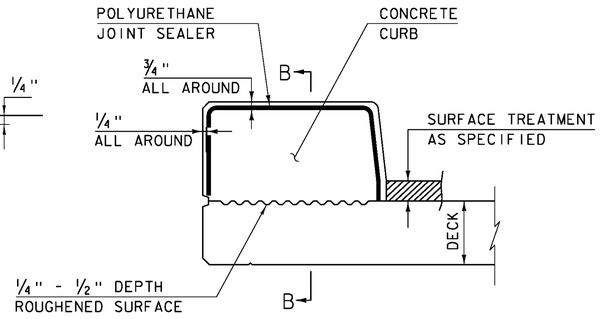
CONCRETE DETAILS AND NOTES

VERMONT AGENCY OF TRANSPORTATION
STRUCTURES - SECTION

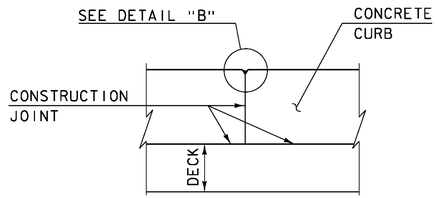
STRUCTURES DETAIL
SD-501.00



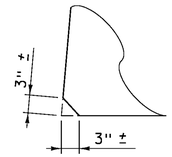
DETAIL "B"
(NOT TO SCALE)



CONCRETE CURB JOINT SECTION
(NOT TO SCALE)



SECTION B - B
(NOT TO SCALE)



ACUTE ANGLE CLIP DETAIL
(NOT TO SCALE)

1. SEE TYPICAL HORIZONTAL CONSTRUCTION JOINT DETAIL FOR ADDITIONAL INFORMATION

CONCRETE CURB JOINT NOTES

1. CONCRETE CURBS MAY BE PLACED IN ONE CONTINUOUS OPERATION IF AN APPROVED SHRINKAGE REDUCING ADMIXTURE LISTED IN THE SPECIAL PROVISIONS IS USED WITH THE CONCRETE MIX DESIGN. PAYMENT FOR THE SHRINKAGE REDUCING ADMIXTURE WILL BE INCIDENTAL TO THE BRIDGE CURB CONCRETE ITEM.

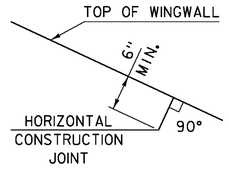
2. IF THE CONTRACTOR CHOOSES NOT TO USE AN APPROVED SHRINKAGE REDUCING ADMIXTURE, THE CURBS SHALL BE CONSTRUCTED WITH CONSTRUCTION JOINTS SPACED AT A MAXIMUM OF 15'-0" CENTER TO CENTER AND 2'-0" MINIMUM FROM THE CENTER OF NEAREST BRIDGE RAILING POST.

3. ON MULTI-SPAN CONTINUOUS SUPERSTRUCTURES, REGARDLESS OF WHETHER APPROVED SHRINKAGE REDUCING ADMIXTURE IS USED, CURB JOINTS SHALL BE LOCATED OVER THE CENTERLINE OF PIERS AND 7'-0" EACH SIDE OF THE CENTERLINE OF EACH PIER.

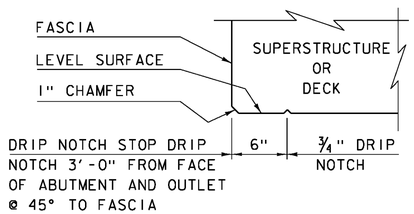
4. WHEN CURB JOINTS ARE USED THE CURBS SHALL BE PLACED IN ALTERNATE SECTIONS WITH A MINIMUM OF 48 HOUR DELAY BETWEEN ADJACENT PLACEMENTS.

5. LONGITUDINAL REINFORCING SHALL BE CONTINUOUS THROUGH CURB CONSTRUCTION JOINTS. CURB STIRRUP BARS SHALL BE TURNED AS NECESSARY TO MAINTAIN COVER IN THE FLARED CURB ENDS.

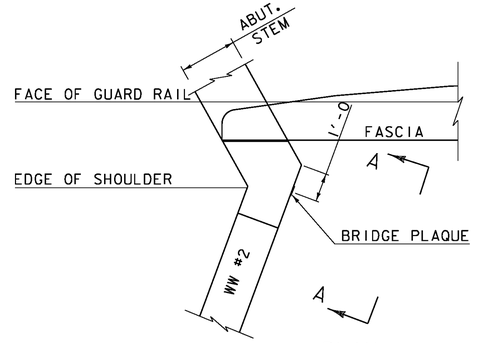
6. THE JOINT SPACING AND DETAILS SHOWN SHALL APPLY TO SIDEWALKS WHEN SHOWN IN THE PLANS.



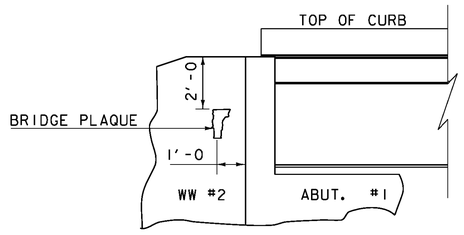
HORIZONTAL WINGWALL CONSTRUCTION JOINT
(NOT TO SCALE)



DRIP NOTCH DETAIL
(NOT TO SCALE)



PLAN



VIEW "A - A"

BRIDGE PLAQUE
(NOT TO SCALE)

THE BRIDGE PLAQUE WILL BE SUPPLIED BY THE AGENCY OF TRANSPORTATION AND SHALL BE INSTALLED BY THE CONTRACTOR AT ABUTMENT #1 ON THE RIGHT SIDE AS SHOWN OR AS DIRECTED BY THE ENGINEER.

PAYMENT FOR INSTALLATION OF THE BRIDGE PLAQUE SHALL BE INCIDENTAL TO THE ADJACENT CONCRETE.

REVISIONS	
MAY 7, 2010	APPROVED FOR USE BY VAOT STRUCTURES SECTION
JUNE 4, 2010	MODIFIED AND ADDED TWO DETAILS
OCTOBER 10, 2012	MODIFIED HORZ. JOINT WINGWALL ADD 6" MIN. DIMENSION

CONCRETE DETAILS AND NOTES

VERMONT AGENCY OF TRANSPORTATION
STRUCTURES - SECTION

STRUCTURES DETAIL
SD-502.00