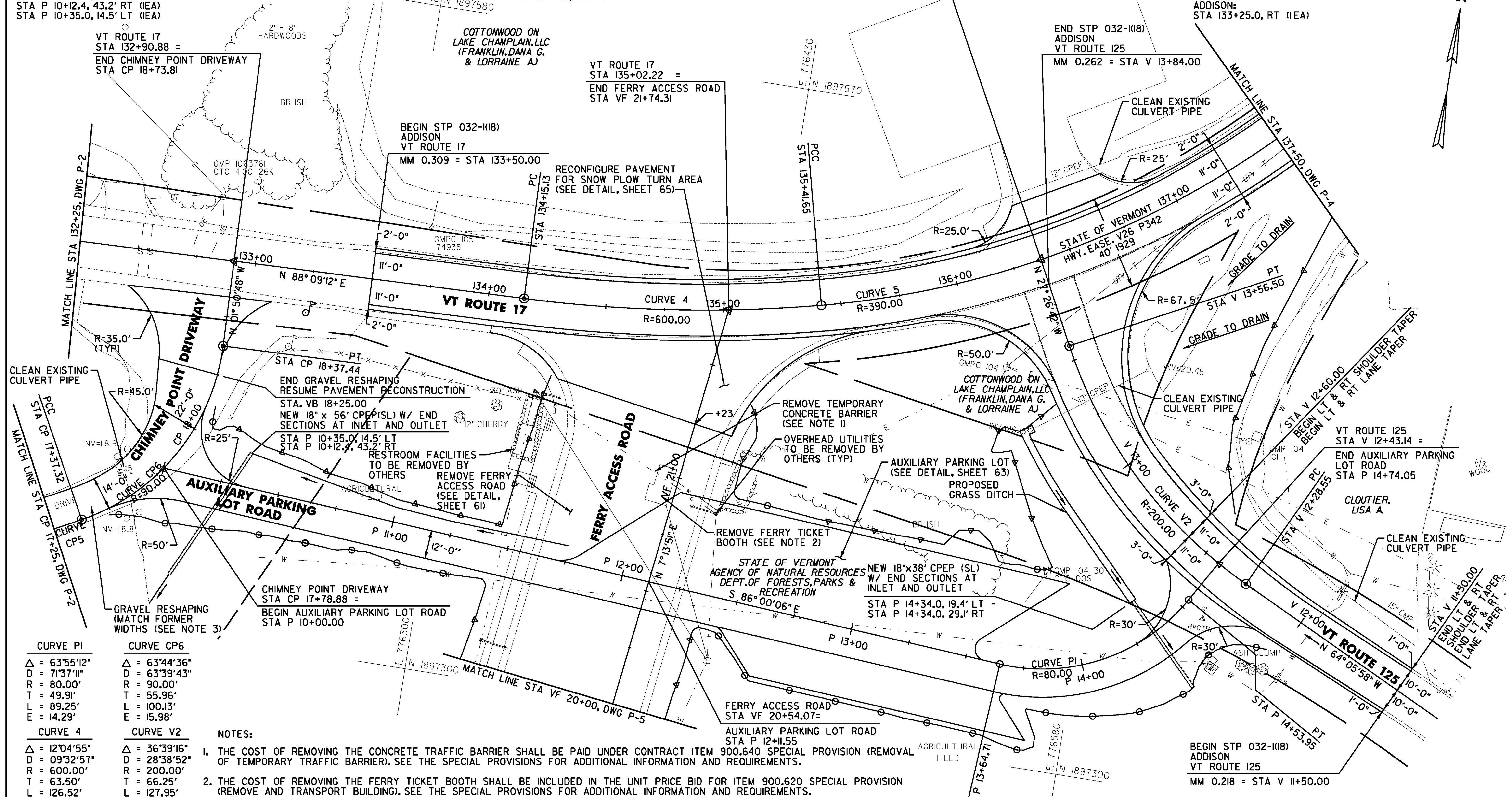


900.675 SPECIAL PROVISION (HAND-PLACED BITUMINOUS CONCRETE MATERIAL, DRIVES)  
 ADDISON:  
 STA 136+50.0, LT (76.1SY)  
 601.7015 18" CPEP(SL)  
 ADDISON:  
 STA P 14+34.0, 19.4' LT (1EA)  
 STA P 14+34.0, 29.1' RT (1EA)  
 STA P 10+12.4, 43.2' RT (1EA)  
 STA P 10+35.0, 14.5' LT (1EA)

601.2615 18" CPEP(SL)  
 ADDISON:  
 STA P 14+34.0, 19.4' LT - STA P 14+34.0, 29.1' RT (38.0 LF)  
 STA P 10+35.0, 14.5' RT - STA P 10+12.4, 43.2' RT (56.0 LF)  
 900.620 SPECIAL PROVISION (REMOVE AND TRANSPORT BUILDING)  
 ADDISON:  
 STA NF 20+95, 6.0' LT (1EA)

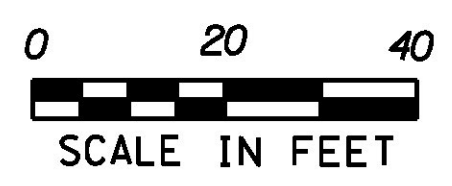
VT ROUTE 17  
 STA 136+37.11 =  
 VT ROUTE 125  
 STA V 13+95.08

601.995 CLEANING CULV. PIPE, IN-PLACE (O TO 24 IN., INCL.)  
 ADDISON:  
 STA 136+16.0 - STA 136+86.0 LT (64.0 LF)  
 STA CP 17+60.0 LT/RT (30.0 LF)  
 STA V 12+43.0 - STA V 12+93.0 (51.0 LF)  
 STA V 13+32.0 LT/RT (54.0 LF)  
 617.10 RELOCATE MAILBOX, SINGLE SUPPORT  
 ADDISON:  
 STA 133+25.0, RT (1EA)



CURVE PI	CURVE CP6
Δ = 63°55'12"	Δ = 63°44'36"
D = 71°37'11"	D = 63°39'43"
R = 80.00'	R = 90.00'
T = 49.91'	T = 55.96'
L = 89.25'	L = 100.13'
E = 14.29'	E = 15.98'
CURVE 4	CURVE V2
Δ = 12°04'55"	Δ = 36°39'16"
D = 09°32'57"	D = 28°38'52"
R = 600.00'	R = 200.00'
T = 63.50'	T = 66.25'
L = 126.52'	L = 127.95'
E = 3.35'	E = 10.69'
CURVE 5	CURVE CP5
Δ = 52°52'04"	Δ = 14°05'21"
D = 14°41'28"	D = 06°44'26"
R = 390.00'	R = 850.00'
T = 193.89'	T = 105.04'
L = 359.86'	L = 209.02'
E = 45.54'	E = 6.47'

- NOTES:
1. THE COST OF REMOVING THE CONCRETE TRAFFIC BARRIER SHALL BE PAID UNDER CONTRACT ITEM 900.640 SPECIAL PROVISION (REMOVAL OF TEMPORARY TRAFFIC BARRIER). SEE THE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION AND REQUIREMENTS.
  2. THE COST OF REMOVING THE FERRY TICKET BOOTH SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 900.620 SPECIAL PROVISION (REMOVE AND TRANSPORT BUILDING). SEE THE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION AND REQUIREMENTS.
  3. THE EDGE OF GRAVEL DRIVEWAY SHOWN ON THIS PLAN WAS BASED ON A FIELD SURVEY PERFORMED IN DECEMBER 2011. THE PURPOSE OF THE GRAVEL RESHAPING IS TO RESTORE THE GRAVEL DRIVEWAY TO APPROXIMATE WIDTH AND LOCATION CORRESPONDING TO THE CONDITIONS BEFORE THE NEW LAKE CHAMPLAIN BRIDGE WAS CONSTRUCTED.
  4. LOCATION OF UTILITIES, PUBLIC AND/OR PRIVATE, INDICATED ON THE PLANS AS EXISTING AND/OR TO BE CONSTRUCTED ARE APPROXIMATE ONLY. THEIR EXACT LOCATIONS SHALL BE DETERMINED IN THE FIELD. ADDITIONAL UTILITY LINES, WHETHER ABANDONED OR IN SERVICE, MAY EXIST AND IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO CONDUCT HIS OPERATIONS AND TAKE NECESSARY PRECAUTIONS SUCH THAT INTERFERENCE WITH OR DAMAGE TO THESE OR OTHER FACILITIES DURING THE COURSE OF CONSTRUCTION IS PREVENTED. PRIOR TO ANY EXCAVATION, THE CONTRACTOR IS TO CALL DIG SAFELY VERMONT AT 1-888-344-7233 TO HAVE UNDERGROUND UTILITIES LOCATED.



<b>PROJECT LAYOUT SHEET #3</b>	PROJECT NAME: LAKE CHAMPLAIN SITE RESTORATION	PLOT DATE: 7/12/2012
	PROJECT NUMBER: STP 032-I(18)	DRAWN BY: W.G.P.
	FILE NAME: z12E008.L.03.dgn	DESIGNED BY: B.T.H.
	PROJECT LEADER: D.E.G.	CHECKED BY: D.E.G.
	DWG. NO.: P-3	SHEET 20 OF 100

FILE NAME = I:\2012\30\CA\DWG\MSTN\z12E008.L.03.dgn  
 DATE/TIME = 7/12/2012  
 USER = 4666