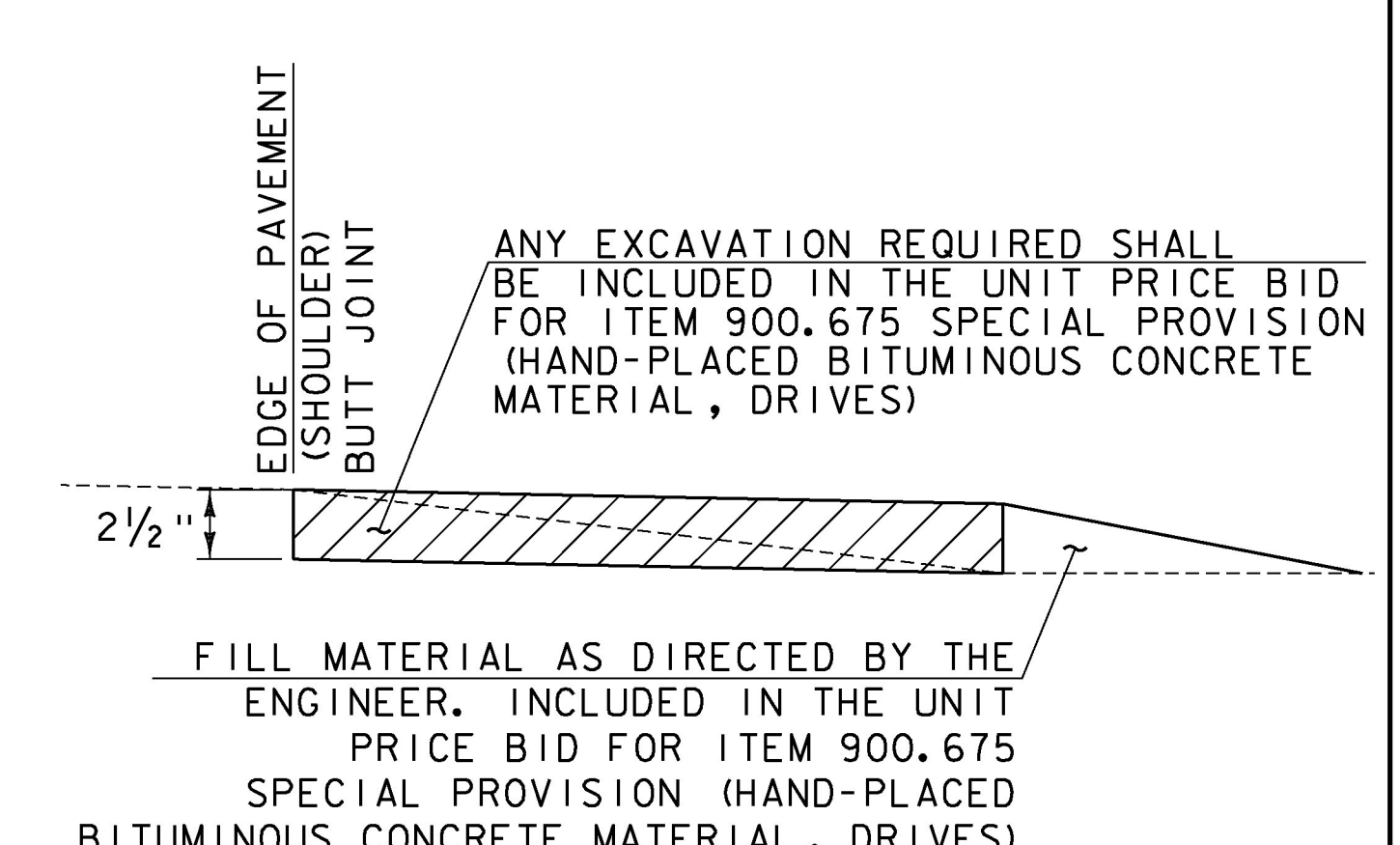
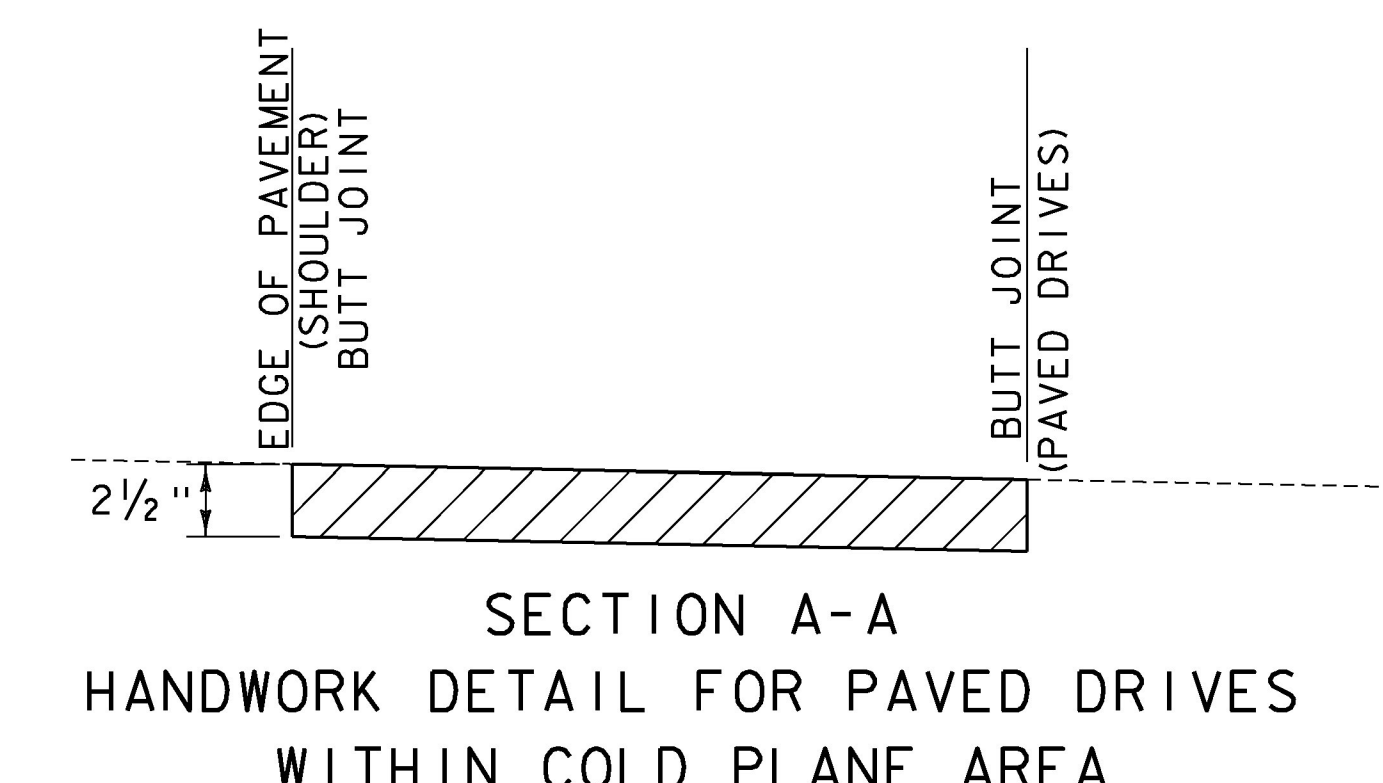
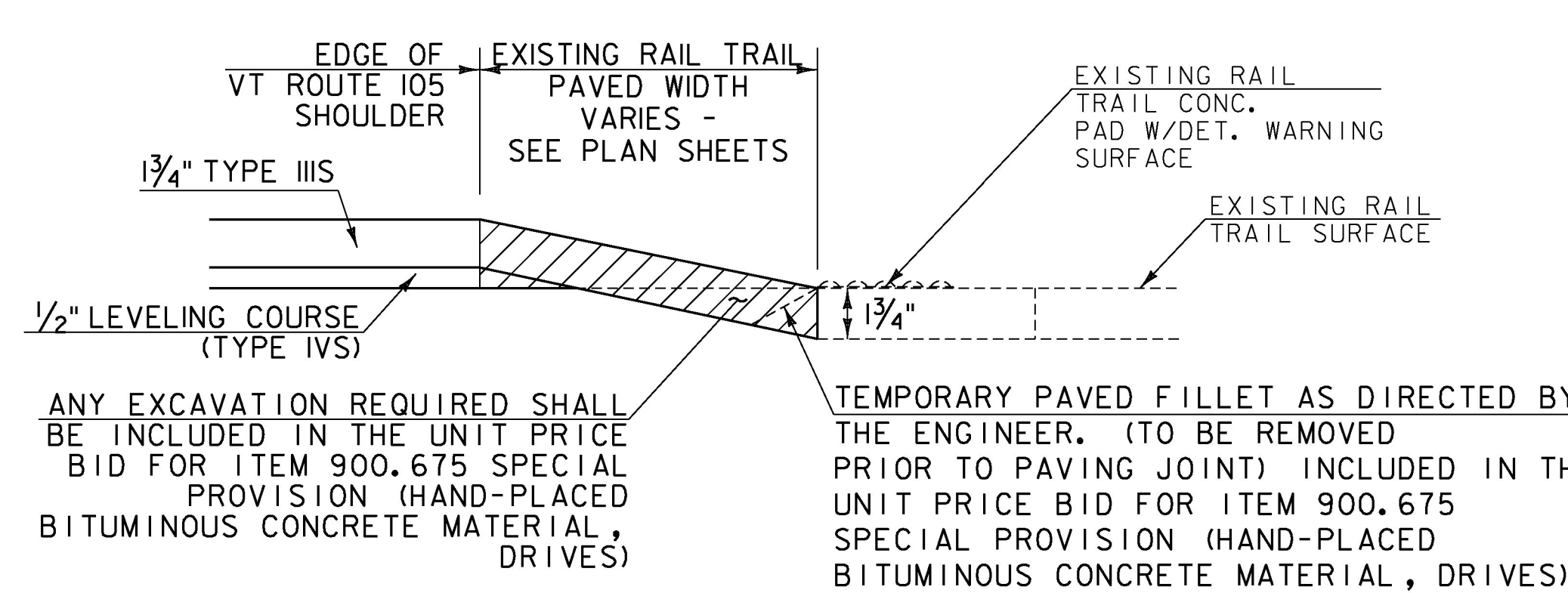
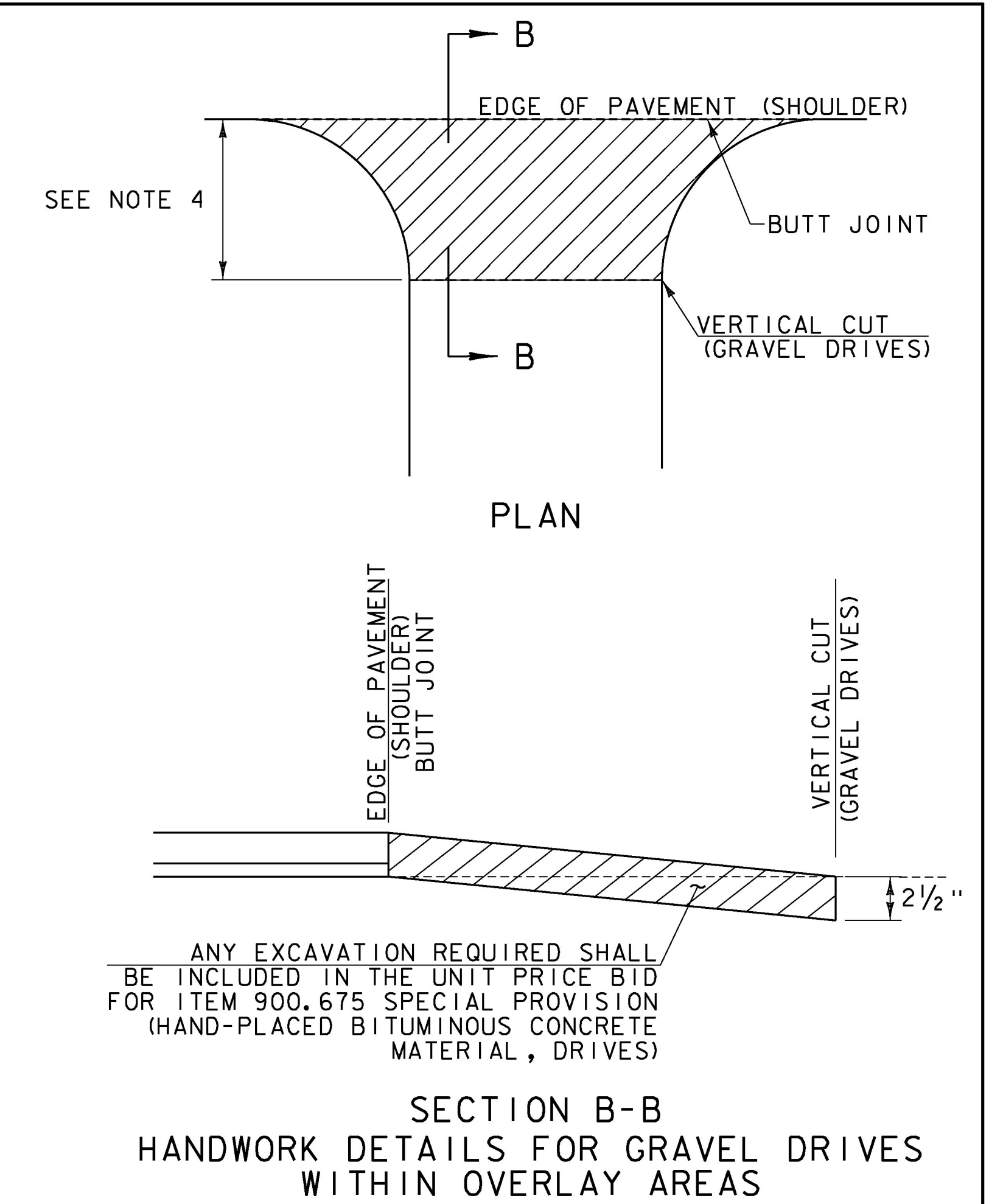
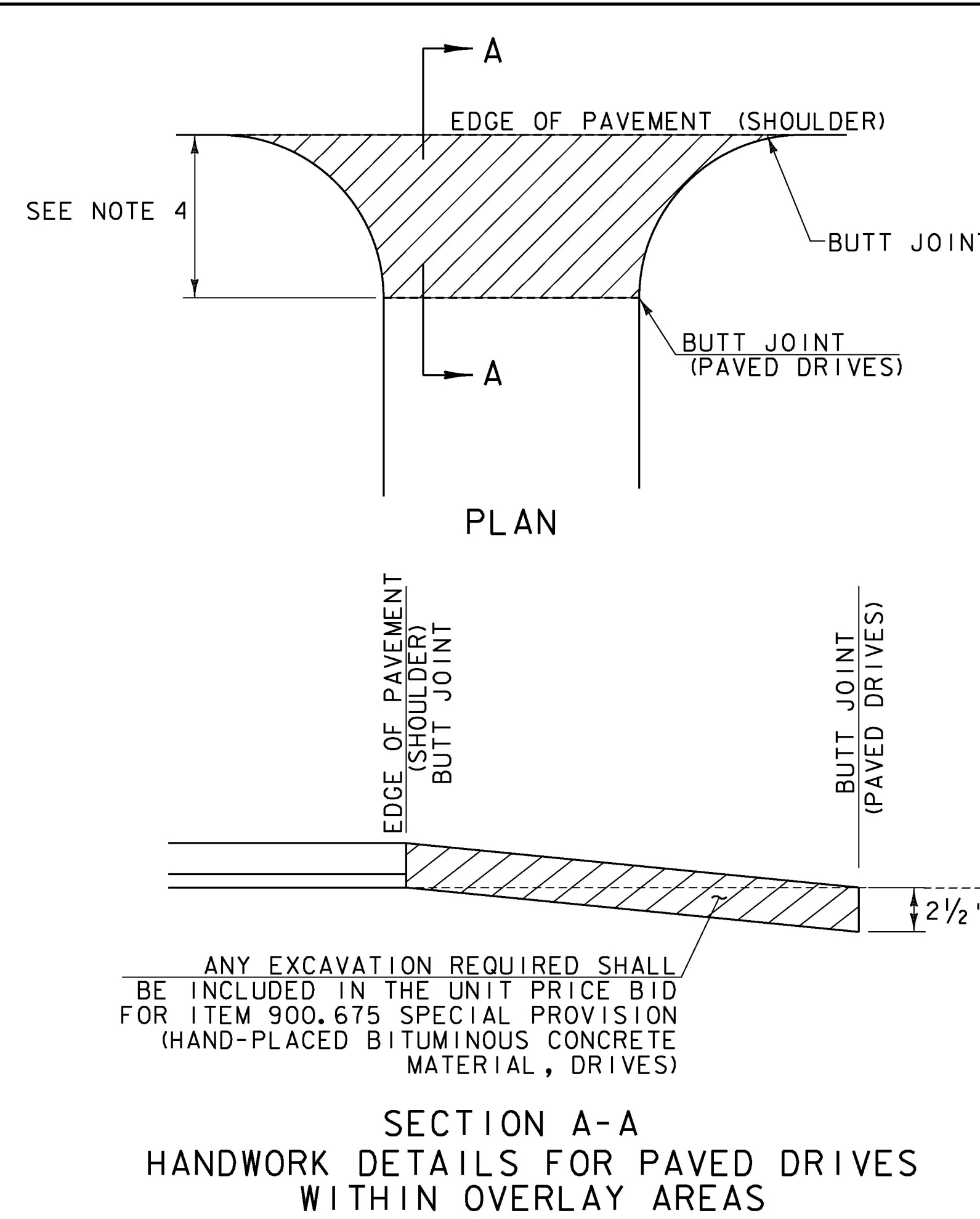


| STATION | POSITION | QUANTITY (SY) |
|--------------------|----------|---------------|
| VT ROUTE 105 | | |
| ENOSBURGH | | |
| E 83+13 | LT | 40 |
| E 85+03 | LT | 51 |
| E 85+49 | RT | 39 |
| E 91+46 | RT | 52 |
| E 92+10 | RT | 20 |
| E 93+95 | LT | 11 |
| E 94+31 | RT | 20 |
| E 94+56 | LT | 25 |
| E 95+43 | LT | 18 |
| E 101+57 | LT | 20 |
| E 103+67 | RT | 13 |
| E 105+53 | RT | 56 |
| E 114+14 | LT | 41 |
| E 117+47 | RT | 5 |
| E 120+89 | LT | 43 |
| E 128+61 | RT | 17 |
| E 129+10 | LT | 89 |
| E 130+87 | LT | 35 |
| E 133+05 | LT | 19 |
| E 136+50 | LT | 35 |
| E 139+18 | RT | 15 |
| E 139+94 | LT | 36 |
| E 144+52 | LT | 27 |
| E 145+30 | LT | 32 |
| E 145+39 | RT | 15 |
| E 152+52 | RT | 7 |
| E 153+60 | LT | 34 |
| E 155+70 | LT | 36 |
| E 157+69 | LT | 81 |
| E 158+85 | RT | 15 |
| E 160+50 | LT | 29 |
| E 164+83 | LT | 23 |
| E 168+80 | LT | 28 |
| E 172+37 | LT | 51 |
| E 189+11 | LT | 113 |
| E 190+79 | RT | 6 |
| E 190+84 | LT | 49 |
| E 197+09 | LT | 37 |
| E 203+36 | LT | 119 |
| E 206+18 | LT | 25 |
| E 207+56 | LT | 47 |
| E 209+40 | LT | 32 |
| E 214+96 | LT | 47 |
| E 215+71 | RT | 7 |
| E 231+15 | LT | 19 |
| E 238+97 | LT | 21 |
| E 243+10 | LT | 5 |
| E 245+01 | LT | 21 |
| E 247+14 | LT | 9 |
| E 249+75 | LT | 10 |
| E 252+25 | RT | 31 |
| E 254+14 | LT | 9 |
| E 254+48 | RT | 65 |
| E 254+86 | LT | 17 |
| E 255+36 | RT | 13 |
| E 255+98 | RT | 15 |
| E 257+40 | RT | 23 |
| E 258+41 | RT | 15 |
| E 260+08 | LT | 9 |
| E 260+08 | RT | 24 |
| E 272+75 | LT | 7 |
| ENOSBURGH SUBTOTAL | | 1873 |

| STATION | POSITION | QUANTITY (SY) |
|--------------------|----------|---------------|
| VT ROUTE 105 | | |
| BERKSHIRE | | |
| B 2+82 | LT | 45 |
| B 11+30 | LT | 13 |
| B 21+58 | LT | 7 |
| B 27+93 | LT | 27 |
| B 29+45 | LT | 12 |
| B 30+29 | LT | 41 |
| B 31+45 | LT | 16 |
| B 33+88 | LT | 4 |
| B 37+40 | RT | 41 |
| B 38+20 | LT | 15 |
| B 42+61 | LT | 32 |
| B 43+75 | LT | 37 |
| B 47+58 | RT | 35 |
| B 48+07 | LT | 49 |
| B 49+53 | RT | 74 |
| B 51+09 | LT | 17 |
| B 51+61 | RT | 15 |
| B 52+22 | LT | 9 |
| B 53+38 | LT | 41 |
| B 55+42 | LT | 13 |
| B 56+47 | LT | 20 |
| B 56+81 | RT | 78 |
| B 58+30 | LT | 5 |
| B 58+35 | RT | 17 |
| B 59+42 | RT | 9 |
| B 59+96 | RT | 11 |
| B 60+48 | RT | 27 |
| B 61+92 | RT | 47 |
| B 62+90 | RT | 15 |
| B 67+93 | LT | 69 |
| B 79+19 | RT | 63 |
| B 79+50 | LT | 7 |
| B 81+83 | LT | 34 |
| B 88+89 | LT | 8 |
| B 99+45 | LT | 9 |
| B 105+47 | LT | 6 |
| B 111+99 | RT | 12 |
| B 112+06 | LT | 4 |
| B 115+61 | LT | 67 |
| B 145+00 | LT | 22 |
| B 156+37 | LT | 4 |
| B 173+90 | LT | 5 |
| BERKSHIRE SUBTOTAL | | 1082 |

| STATION | POSITION | QUANTITY (SY) |
|---------------------|----------|---------------|
| VT ROUTE 105 | | |
| RICHFORD | | |
| R 0+18 | RT | 32 |
| R 0+95 | LT | 7 |
| R 4+27 | LT | 17 |
| R 4+44 | RT | 30 |
| R 5+57 | RT | 52 |
| R 8+00 | RT | 11 |
| R 15+93 | LT | 29 |
| R 19+61 | RT | 8 |
| R 20+10 | LT | 23 |
| R 20+87 | LT | 31 |
| R 23+56 | RT | 45 |
| R 30+24 | RT | 35 |
| R 36+45 | RT | 24 |
| R 40+79 | LT | 14 |
| R 46+66 | RT | 25 |
| R 49+04 | LT | 43 |
| R 51+15 | LT | 15 |
| R 52+97 | RT | 13 |
| R 53+88 | LT | 25 |
| R 56+37 | RT | 13 |
| R 57+11 | LT | 70 |
| R 66+12 | LT | 24 |
| R 70+41 | LT | 16 |
| R 73+55 | LT | 15 |
| R 74+04 | LT | 11 |
| R 75+64 | LT | 15 |
| R 76+88 | RT | 47 |
| R 78+70 | LT | 9 |
| R 79+00 | LT | 13 |
| RICHFORD SUBTOTAL | | 712 |
| RAIL TRAIL SUBTOTAL | | 814 |
| PROJECT SUBTOTAL | | 4481 |
| ROUNDING | | 69 |
| TOTAL | | 4550 |



| ENOSBURGH: | | BERKSHIRE: | |
|-------------------|--------|------------------|--------|
| STA. E 175+03, RT | 13 SY | STA. B 20+04, LT | 114 SY |
| STA. E 175+68, LT | 11 SY | STA. B 21+67, RT | 51 SY |
| STA. E 200+35, LT | 33 SY | STA. B 43+59, RT | 88 SY |
| STA. E 202+77, RT | 104 SY | STA. B 45+34, LT | 116 SY |
| STA. E 249+08, RT | 102 SY | STA. B 66+95, LT | 27 SY |
| STA. E 250+50, LT | 41 SY | STA. B 68+77, RT | 114 SY |

- NOTES:
- PAVING DEPTH SHALL BE A MINIMUM OF 1 1/2" AND A MAXIMUM OF 2 1/2".
 - THE COST OF PROVIDING AND PLACING SUBBASE MATERIAL, CLEANING EXISTING PAVED SURFACES, INCLUDING POWER EQUIPMENT, AND FOR FILLING JOINTS, CRACKS AND HOLES WILL NOT BE PAID DIRECTLY BUT WILL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 900.675 SPECIAL PROVISION (HAND-PLACED BITUMINOUS CONCRETE MATERIAL, DRIVES).
 - EXCAVATION NEEDED TO ACHIEVE PROPER DRIVE SLOPES WILL NOT BE PAID DIRECTLY BUT WILL BE CONSIDERED INCIDENTAL TO CONTRACT ITEM 900.675 SPECIAL PROVISION (HAND-PLACED BITUMINOUS CONCRETE MATERIAL, DRIVES).
 - FIELD DRIVES 2' - 0" (MIN.); RESIDENTIAL AND COMMERCIAL DRIVES 4' - 0" (MIN.); OR AS DIRECTED BY THE ENGINEER.

LEGEND

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



NOT TO SCALE

| | |
|--------------------|--------------------|
| PROJECT NAME: | ENOSBURGH-RICHFORD |
| PROJECT NUMBER: | STP 2969(1) |
| FILE NAME: | z16v104detall.dgn |
| PROJECT LEADER: | G. EDWARDS |
| DESIGNED BY: | D. DRAPER |
| DRIVE DETAIL SHEET | |
| PLOT DATE: | 4/2/2018 |
| DRAWN BY: | D. DRAPER |
| CHECKED BY: | J. LITTLE |
| SHEET | II OF 222 |