

STATE OF VERMONT AGENCY OF TRANSPORTATION

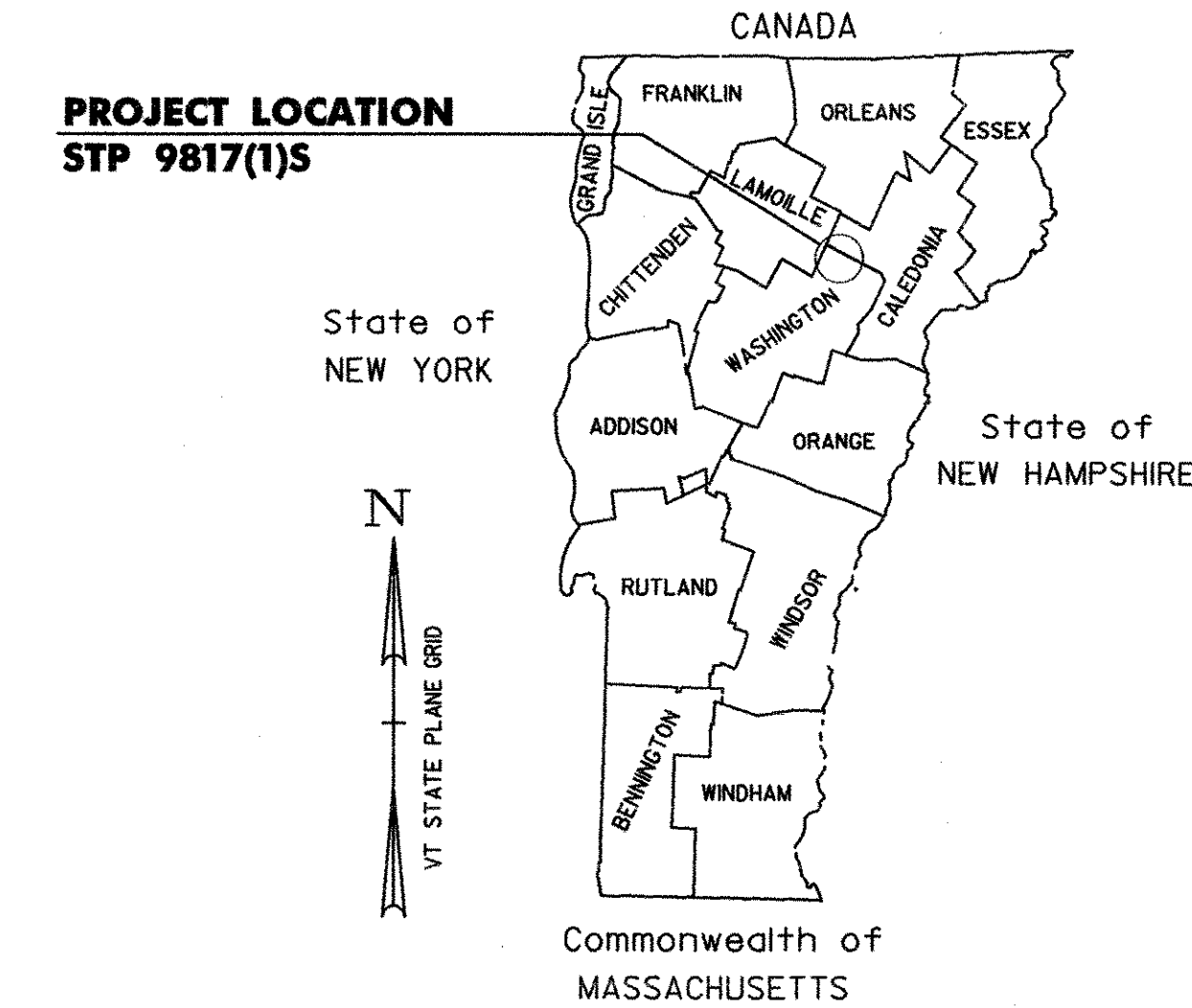
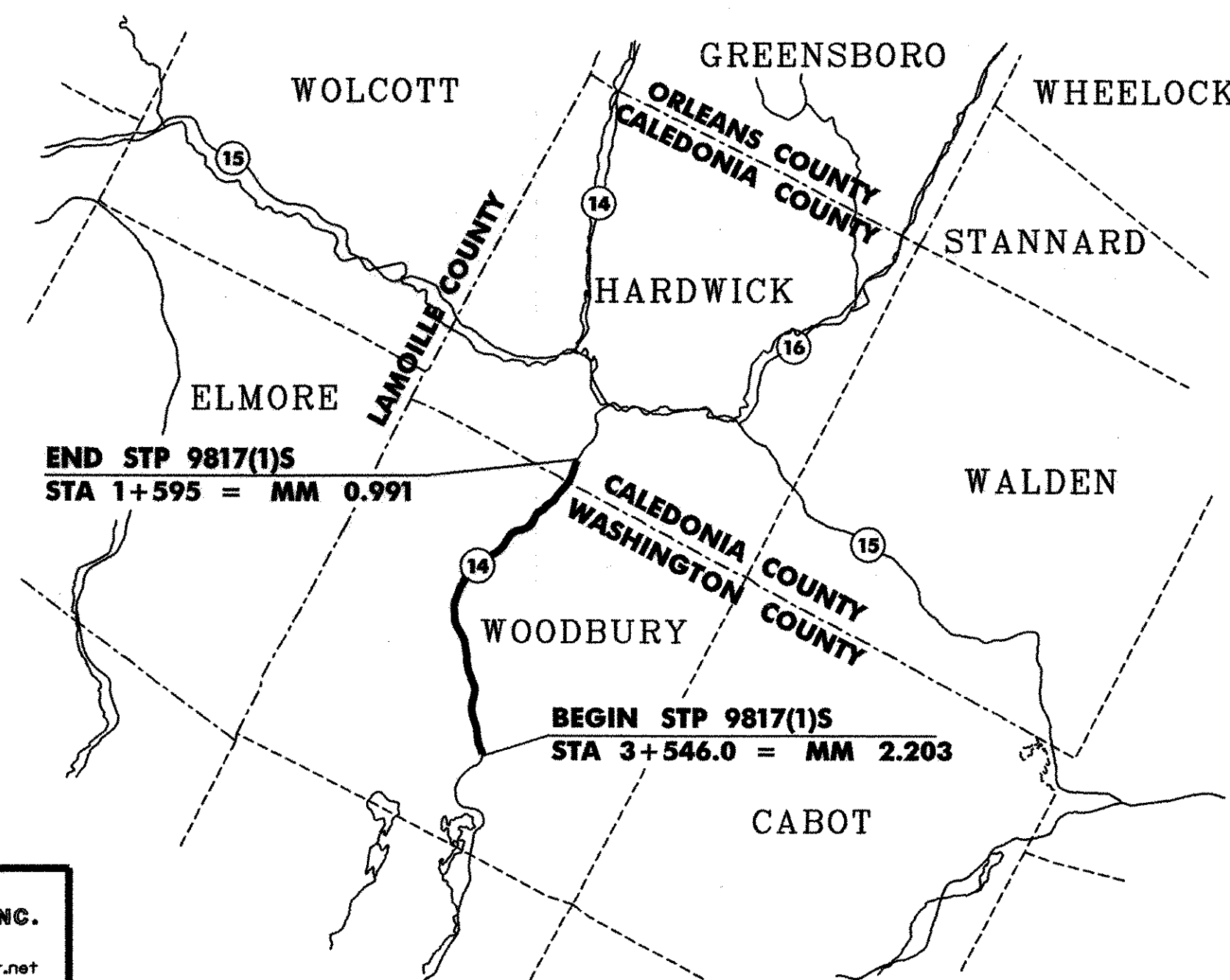


PROPOSED IMPROVEMENTS TOWNS OF WOODBURY AND HARDWICK COUNTIES OF WASHINGTON AND CALEDONIA VT ROUTE 14

BEGINNING IN THE TOWN OF WOODBURY AT STA 3+546.0 (MM 2.203) AND EXTENDING
NORTHERLY ALONG VT ROUTE 14 THROUGH THE TOWN OF WOODBURY AND INTO HARDWICK
FOR A DISTANCE OF APPROXIMATELY 10,426.9m (6.479 MILES) TO STA 1+595
(MM 0.991) IN THE TOWN OF HARDWICK

STATION TO STATION DATA	LENGTH (METERS)	(MILES)
TOWN OF WOODBURY STA 3+546.0 TO STA 12+377.9 (MM 2.203 TO MM 7.691)	8,831.9	5.488
TOWN OF HARDWICK STA 0+000 TO STA 1+595 (MM 0.000 TO MM 0.991)	1,595	
PROJECT TOTALS	<u>10,426.9</u>	<u>6.479</u>

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



WOODBURY - HARDWICK	
BITUMINOUS CONCRETE PAVEMENT SUPERPAVE MIXTURE DESIGN CRITERIA	
DESIGN LANE/DESIGN LIFE ESAL	967,500
DESIGN NUMBER OF GYRATIONS	75
PERFORMANCE GRADED ASPHALT BINDER	PG 58-34

TRAFFIC DATA

	ADT		DHV		ESAL'S (2000-2020)
	2000	2010	2000	2010	
VT ROUTE 14 TOWN OF WOODBURY STA 3+510 (MM 2.181) TO TOWN OF HARDWICK STA 1+593 (MM 0.990)	2580	3040	365	425	1,935,000

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VAOT STANDARDS

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D-8M	REINFORCED CONCRETE DROP INLET	06-13-97
D-9M	REINFORCED CONCRETE DROP INLET	06-13-97
D-10M	REINFORCED CONCRETE DROP INLET	06-13-97
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E-101M	CONSTRUCTION SIGN DETAILS	06-13-97
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E-153M	WARNING SIGN DETAILS	06-13-97
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G-IDM	STEEL BEAM GUARD RAIL	06-13-97
G-4M	YIELDING MARKER POSTS	06-13-97
G-17AM	MODIFIED ECCENTRIC LOADER TERMINAL w/WOOD POSTS (MELT)	06-13-97
G-17BM	MODIFIED ECCENTRIC LOADER TERMINAL w/WOOD POSTS (MELT)	06-13-97

RECORD PLANS

CONTRACTOR: PIKE INDUSTRIES - BERLIN, VT
 RESIDENT ENGINEER: D.W. HALE
 CONSTRUCTION BEGAN: AUGUST 9, 2000
 CONSTRUCTION COMPLETE: NOVEMBER 17, 2000
 RECORD PLANS BY: C. FIELDER & D.W. HALE

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

BY: *Donald W. Hale* RESIDENT ENGINEER
 DATE: 06-05-02

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

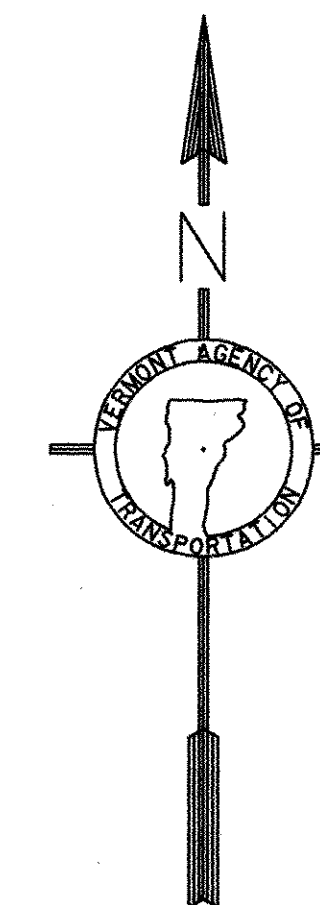
CONVENTIONAL SIGNS

COUNTY LINE	---
TOWN LINE	- - - -
LIMITS OF ACCESS	○-○-○-○
POINT OF ACCESS	○-○-○-○ X
FENCE LINE	-x-x-
STONE WALL	=====
TRAVELED WAY	=====
GUARD RAIL	○-○-○-○
RAILROAD	
SURVEY LINE	-----
CULVERT	-----
POWER POLE	⊕
TELEPHONE POLE	⊕
TREES	⊕
CONTROL OF ACCESS	///
PROPERTY LINE	-----
R.O.W. TAKING LINE	SR
SLOPE RIGHTS	○-○-○-○
TOP OF CUT	△-△-△-△
TOE OF SLOPE	○-○-○-○

DATUM	
VERTICAL	N/A
HORIZONTAL	N/A

BY: *[Signature]*

CIVIL ENGINEERING ASSOCIATES, INC.
 P.O. BOX 456 SHELburnE, VT 05482
 802-985-2323 FAX: 802-985-2271 e-mail: ceac@together.net



RIGHT-OF-WAY LIMITS, IF APPLICABLE, ARE PROVIDED
SOLELY FOR THE CONVENIENCE OF THE STATE AND ITS
CONTRACTOR DURING THE COURSE OF THIS PAVING
PROJECT. ANY REFERENCES TO OFFSETS ON THESE
PLANS ARE APPROXIMATE AND SHOULD NOT BE RELIED
UPON FOR ANY OTHER PURPOSES.

UNLESS OTHERWISE NOTED, ALL DRAWINGS AND DETAILS
ON THESE PLANS ARE DRAWN 'NOT TO SCALE'.



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

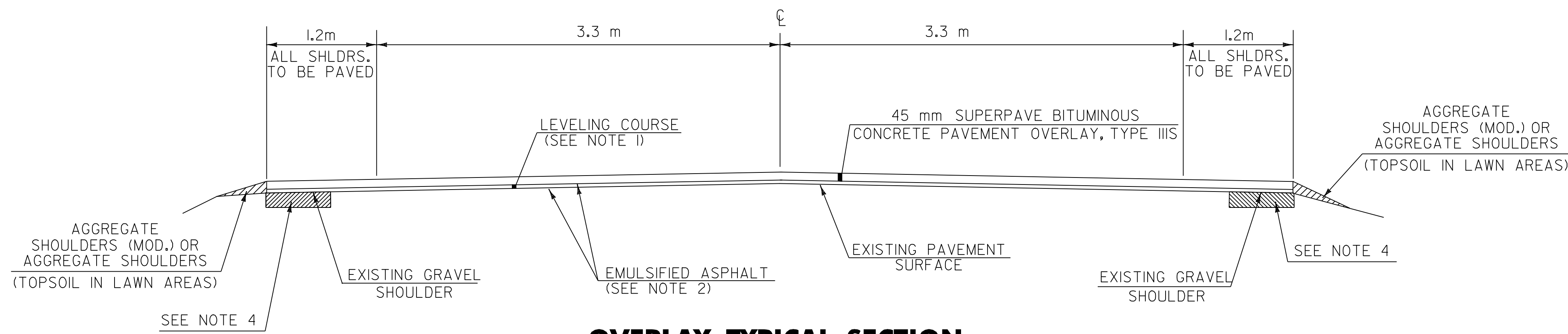
CONSTRUCTION IS TO BE CARRIED ON IN ACCORDANCE
WITH THESE PLANS AND THE STANDARD SPECIFICATIONS
FOR CONSTRUCTION DATED 1995, AS APPROVED BY THE
FEDERAL HIGHWAY ADMINISTRATION ON AUGUST 21, 1995
FOR USE ON THIS PROJECT, INCLUDING ALL SUBSEQUENT
REVISIONS AND SUCH REVISED SPECIFICATIONS AND
SPECIAL PROVISIONS AS ARE INCORPORATED IN THESE
PLANS.

/pave/97bl74/pbl74.dgn

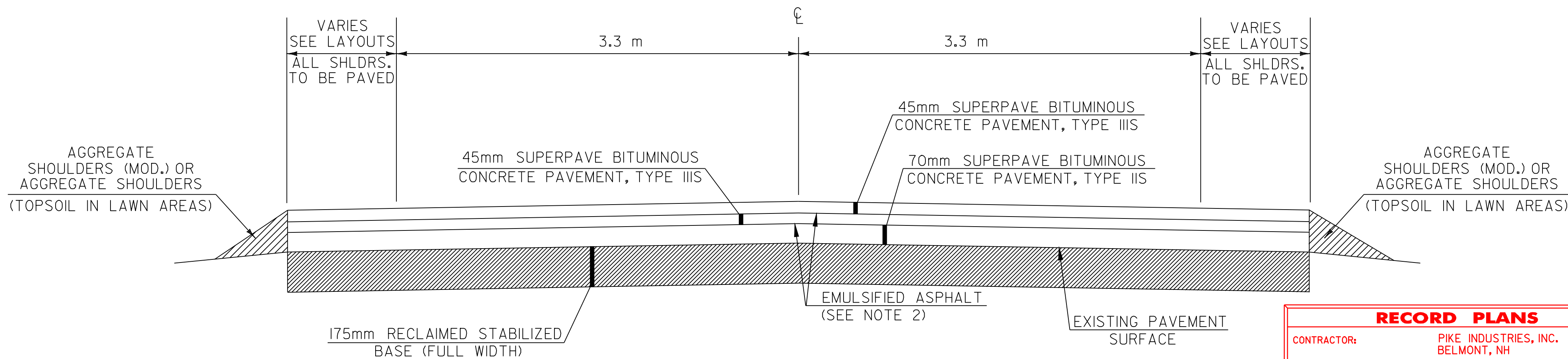
APPROVED <i>[Signature]</i> DATE 3/1/00
DIRECTOR OF PROJECT DEVELOPMENT
DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION
APPROVED _____ DATE _____
DIVISION ADMINISTRATOR
PROJECT WOODBURY - HARDWICK
AC STP 9817(1)S
SHEET 1 OF 25 SHEETS

NOTES

- THE PAVEMENT WEARING COURSE SHALL BE TYPE IIIS. THE LEVELING COURSE SHALL BE TYPE IVS UNLESS OTHERWISE DIRECTED BY THE RESIDENT ENGINEER. LEVELING HAS BEEN INCLUDED TO RESHAPE THE ROADWAY, AFTER COLD PLANING AND PRIOR TO PAVING THE TOP COURSE ALONG THE OVERLAY TYPICAL SECTION. AN ESTIMATED THICKNESS OF 15mm OF ITEM 490.30 HAS BEEN INCLUDED TO COVER THIS PROVISION.
ALL ASPHALT CEMENT USED IN THE BITUMINOUS CONCRETE PAVEMENT SHALL BE PG 58-34.
- EMULSIFIED ASPHALT SHALL BE APPLIED ON EXISTING PAVEMENT SURFACES (NOT INCLUDING RECLAIMING AREAS), BETWEEN ALL COURSES OF PAVEMENT AND ON COLD PLANED SURFACES AT THE RATE OF 0.2 L/SM OR AS DIRECTED BY THE RESIDENT ENGINEER.
- BITUMINOUS CONCRETE PAVEMENT TOLERANCE = +/- 5 mm (TOTAL THICKNESS EXCLUDING LEVELING).
- EXISTING SHOULDER MATERIAL DEEMED UNSUITABLE BY THE RESIDENT ENGINEER WILL BE EXCAVATED TO A DEPTH OF 75 mm +/- 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 SUCH AS ALL PURPOSE EXCAVATOR RENTAL, GRADER RENTAL, LOADER RENTAL, TRUCK RENTAL, AND POWER BROOM RENTAL. 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 SUBBASE OF CRUSHED GRAVEL (FINE GRADED) OR COLD PLANE GRINDINGS.
- ONE METER OF BACKING IS REQUIRED BEHIND THE FACE OF GUARD RAIL WITH 1.8m POSTS. IF THIS CANNOT BE OBTAINED THEN 2.4m POSTS SHALL BE USED.
- COLD PLANING TO BE COMPLETED ACCORDING TO THE TYPICAL OR AS NOTED OTHERWISE ON THE PLANS. A FULL DEPTH BUTT JOINT SHALL BE CONSTRUCTED AT THE PROJECT BEGINNING/END AND AT ALL SIDE ROAD APPROACHES AS DENOTED ON THE PROJECT PLANS OR AS OTHERWISE DIRECTED BY THE RESIDENT ENGINEER. COLD PLANE MATERIAL WILL BE USED ON THE PROJECT AS DIRECTED BY THE RESIDENT ENGINEER.
- ITEMS 604.40 & 604.412 ARE ESTIMATED QUANTITIES AND SHALL BE PERFORMED AT LOCATIONS INDICATED ON THE LAYOUT SHEETS AND AS DIRECTED BY THE RESIDENT ENGINEER. ALL D.I.'S SHALL BE RAISED, OR REHABILITATED SUCH THAT THE NEW GRATE ELEVATION IS LEVEL WITH THE SURROUNDING TERRAIN.
- PIPE INLET AND OUTLET AREAS, AND DITCH CLEANING THROUGH THE PROJECT, SHALL BE PERFORMED AT LOCATIONS AS INDICATED ON THE DITCH CLEANING DETAIL SHEET AND AS DIRECTED BY THE RESIDENT ENGINEER. PAYMENT WILL BE UNDER THE APPLICABLE EQUIPMENT RENTAL ITEM(S).
- ALL DRIVES SHALL RECEIVE A 1m PAVED APRON OR AS DIRECTED BY THE RESIDENT ENGINEER. ANY AND ALL REQUIRED EXCAVATION IN DRIVE AREAS SHALL BE AS DIRECTED AND WILL BE PAID FOR UNDER THE APPLICABLE RENTAL ITEM(S). IF REQUIRED, A NEW DRIVEWAY SUBBASE SHALL BE CONSTRUCTED AND WILL BE PAID FOR UNDER ITEM 301.28, SUBBASE OF CRUSHED GRAVEL (FINE GRADED). A NEW BITUMINOUS SURFACE SHALL BE CONSTRUCTED AS DIRECTED AND WILL BE PAID FOR UNDER ITEM 490.30. QUANTITIES OF THE ABOVE ITEMS HAVE BEEN INCLUDED TO PAY FOR THIS WORK.
- ESTIMATED QUANTITIES OF ITEM 608.25, EXCAVATOR RENTAL AND 608.37, TRUCK RENTAL HAVE BEEN INCLUDED FOR THE PROVISION OF CONSTRUCTING GUARD RAIL FLARES WITH EXCAVATED DITCHING MATERIAL. THE GUARD RAIL FLARES SHALL BE CAPPED WITH AN ESTIMATED 75mm DEPTH OF AGGREGATE SHOULDER MATERIAL UNLESS OTHERWISE DIRECTED BY THE RESIDENT ENGINEER. THE QUANTITIES INCLUDED REFLECT 5 TONS OF AGGREGATE SHOULDER MATERIAL FOR EACH GUARD RAIL TERMINAL.
- ITEM 616.47, BITUMINOUS CONCRETE GUTTERS AND TRAFFIC ISLANDS WILL BE PAID ONLY WHERE SPECIFIED IN THE PLANS. ALL OTHER BITUMINOUS CONCRETE PAVEMENT WORK, WHICH COULD INVOLVE SOME HAND-WORK (SUCH AS DRIVE AND SIDEROAD APPROACHES AND AROUND DRAINAGE/UTILITY STRUCTURES), SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR ITEM 490.30, SUPERPAVE BITUMINOUS CONCRETE PAVEMENT.
- ALL EDGES OF PAVEMENT SHALL BE BACKED UP FULL HEIGHT WITH COLD PLANE GRINDINGS AS DIRECTED BY THE RESIDENT ENGINEER AND WILL BE PAID FOR UNDER ITEM 402.12, AGGREGATE SHOULDERS (MOD.). ADDITIONAL MATERIAL REQUIRED AFTER THE COLD PLANE GRINDINGS ARE USED WILL BE PAID FOR UNDER ITEM 402.12, AGGREGATE SHOULDERS.
- GRASS GROWING ADJACENT TO PAVEMENT, OR THROUGH CRACKS IN THE PAVEMENT, WHICH MAY HAMPER THE PLACEMENT OF NEW BITUMINOUS CONCRETE, SHALL BE REMOVED BY THE CONTRACTOR, AS DIRECTED BY THE ENGINEER. PAYMENT FOR THIS WORK WILL NOT BE MADE DIRECTLY, BUT WILL BE CONSIDERED SUBSIDIARY TO ITEM 490.30, SUPERPAVE BITUMINOUS CONCRETE PAVEMENT (PG 58-34).



OVERLAY TYPICAL SECTION
WOODBURY
STA 3+546.0 TO 8+050



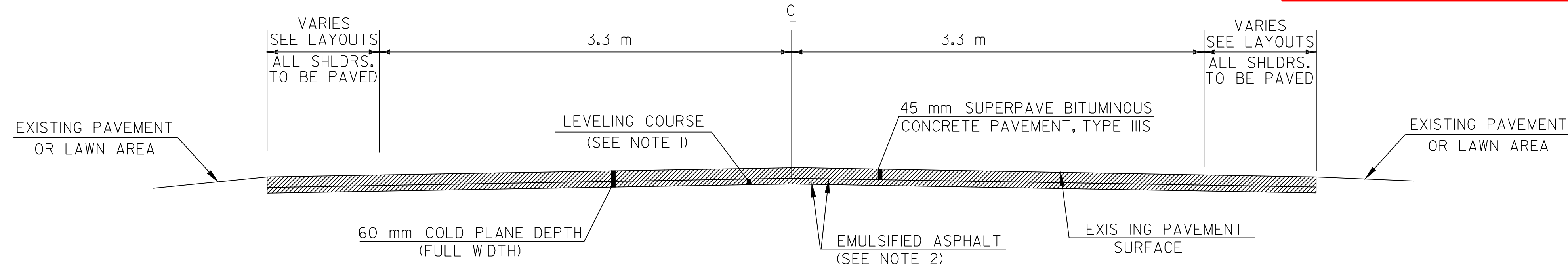
RECLAIMED STABILIZED BASE TYPICAL SECTION
WOODBURY
STA 8+050 TO 12+378
HARDWICK
STA 0+000 TO 1+000

RECORD PLANS

CONTRACTOR: PIKE INDUSTRIES, INC. BELMONT, NH
 RESIDENT ENGINEER: IAN JENIKE
 CONSTRUCTION BEGAN: FEBRUARY 22, 1993
 CONSTRUCTION COMPLETED: OCTOBER 15, 1993
 RECORD PLANS BY: CONSTRUCTION CADD

I HEREBY CERTIFY THAT ALL THE CONSTRUCTION REQUIRED BY THIS SET OF DRAWINGS HAS BEEN ACCOMPLISHED AS INDICATED HEREIN.
 BY: _____, RESIDENT ENGINEER
 DATE: _____

NOTE: ANY FURTHER INFORMATION CONCERNING FINAL QUANTITIES, AMOUNTS OR OTHER DETAILS RELATIVE TO THIS PROJECT MAY BE FOUND ON MICROFILM IN CENTRAL FILES.



COLD PLANED TYPICAL SECTION
HARDWICK
STA 1+000 TO 1+595
WOODBURY
STA 5+747 TO 5+793
0+985
PROJECT PAVING LIMITS

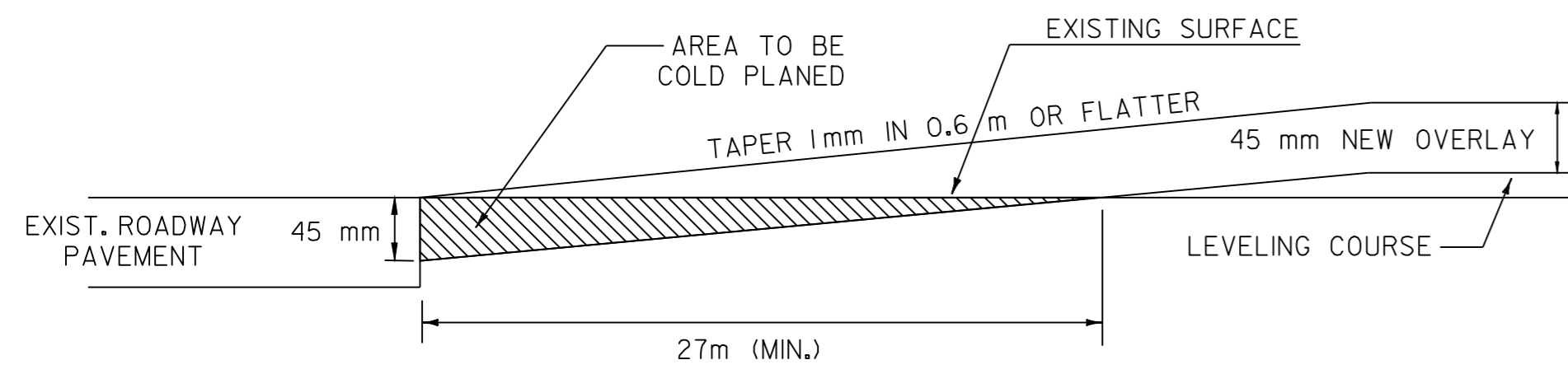
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IN DPR**



TOWN & ROUTE	BEGIN STATION	END STATION	LANE TYPICAL	WEARING DEPTH	LEVELING T/km	NOTES
WOODBURY VT ROUTE 14	3+546	8+050	1.2m-3.3m-3.3m-1.2m	45 mm	331	LEVEL & PAVE w/45mm TYPE IIIS
HARDWICK VT ROUTE 14	8+050	12+378	VARIES-3.3m-3.3m-VARIES	45 mm		RECLAIM & PAVE w/70mm TYPE IIS, 90mm TYPE IIIS (2 LIFTS)
HARDWICK VT ROUTE 14	0+000	1+000	VARIES-3.3m-3.3m-VARIES	45 mm		RECLAIM & PAVE w/70mm TYPE IIS, 90mm TYPE IIIS (2 LIFTS)
HARDWICK VT ROUTE 14	1+000	1+595	VARIES-3.3m-3.3m-VARIES	45 mm	324	COLD PLANE 60mm, LEVEL & PAVE w/45mm TYPE IIIS

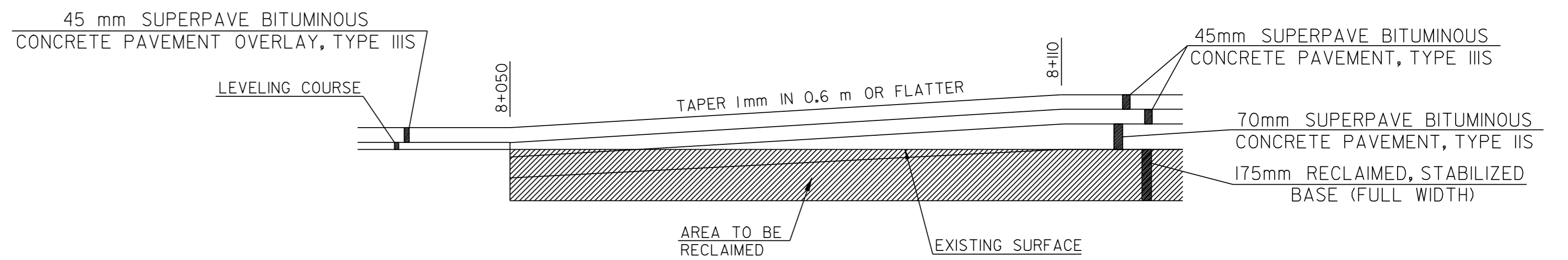
PROJECT TYPICAL SHEET #1

DESIGNED BY: BCE/PJM DATE: 10-98
 DRAWN BY: C.E.A., INC. DATE: 10-98
 DESIGN FILE NO.: /pave/97b174/pb174.dgn
 PRF FILE: pb174p1.l DATE PLOTTED: 16-MAR-2008 16:51
 PROJ. NAME: **WOODBURY - HARDWICK**
 PROJ. NO.: **STP 9817(1)S**
 SHEET **2** OF **25** SHEETS



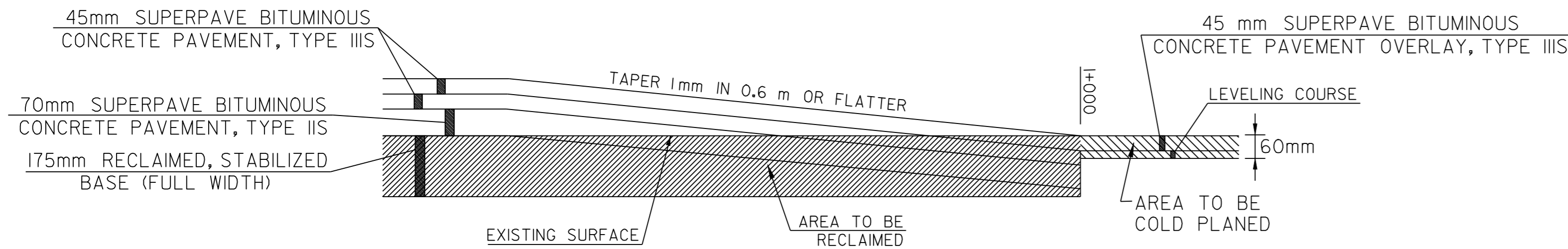
-APPROACH AREA DETAIL-

**WOODBURY
STA 3+546 TO 3+573 (BEGIN PROJECT)**



-TRANSITION AREA DETAIL-

**WOODBURY
STA 8+050 (END OVERLAY/BEGIN RECLAIMING)**



-TRANSITION AREA DETAIL-

**HARDWICK
STA 1+000 (END RECLAIMING/BEGIN COLD PLANING)**

CONSERVATION SEED MIX

RURAL AREA - SEED MIXTURE

% WT.	kg/HECTARE	NAME	PUR%	GERM%
38.0	25	CREEPING RED FESCUE	98	85
38.0	25	TALL FESCUE	95	90
4.5	3	RED TOP	95	90
15.0	10	BIRDSFOOT TREFOIL	98	85
4.5	3	ANNUAL RYEGRASS	95	85
100.0	66			

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

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

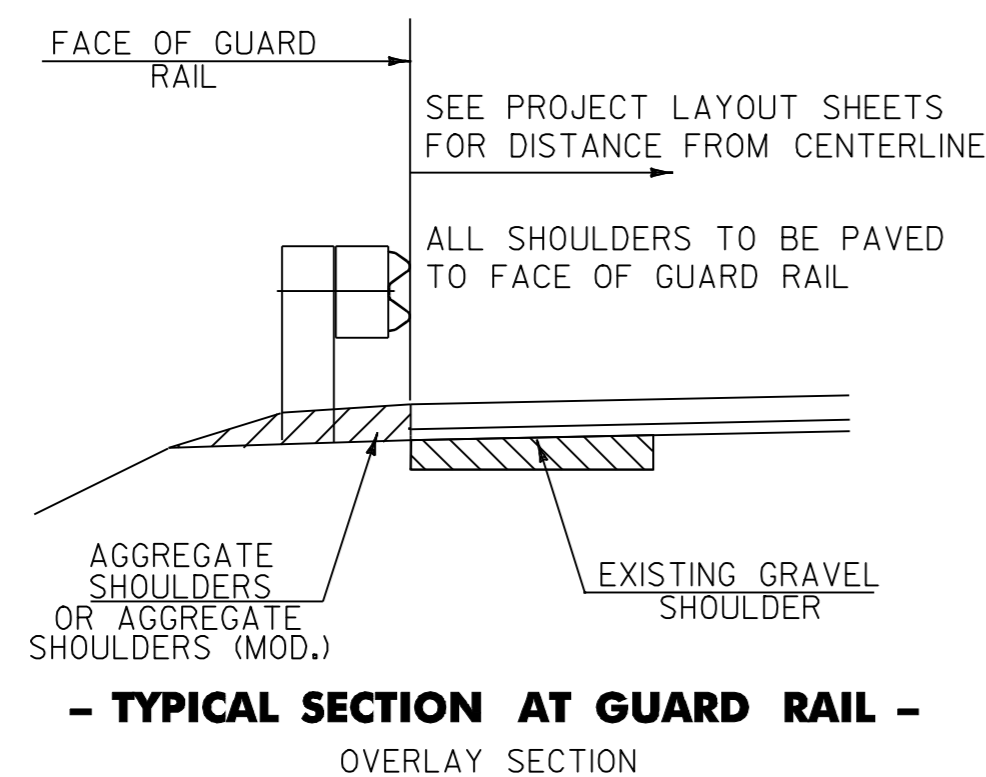
FERTILIZER:
FORMULA 10-20-10, TO BE USED WITH SEED, APPLIED AT THE RATE OF 560 kg/HECTARE. (HYDRO SEEDERS MAY USE 19-19-19 FORMULA)

AGRICULTURAL LIMESTONE:
TO BE APPLIED AT THE RATE OF 4.5 TONS/HECTARE, OR AS DIRECTED BY THE ENGINEER.

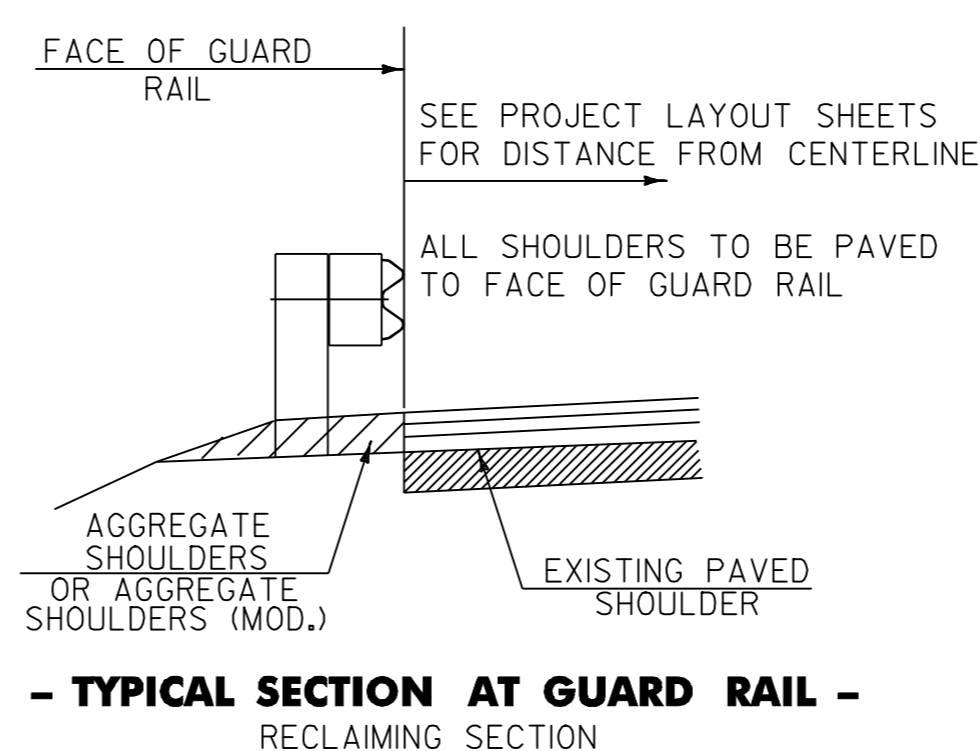
HAY MULCH:
TO BE PLACED ON EARTH SLOPES AT THE RATE OF 4.5 TONS/HECTARE, OR AS DIRECTED BY THE ENGINEER.

TOPSOIL:
TO BE USED AS INDICATED ON THE PLANS, OR AS DIRECTED BY THE ENGINEER.

MARKER POSTS:
TO BE PLACED AS INDICATED OR AS DIRECTED BY THE ENGINEER.



**- TYPICAL SECTION AT GUARD RAIL -
OVERLAY SECTION**



**- TYPICAL SECTION AT GUARD RAIL -
RECLAIMING SECTION**

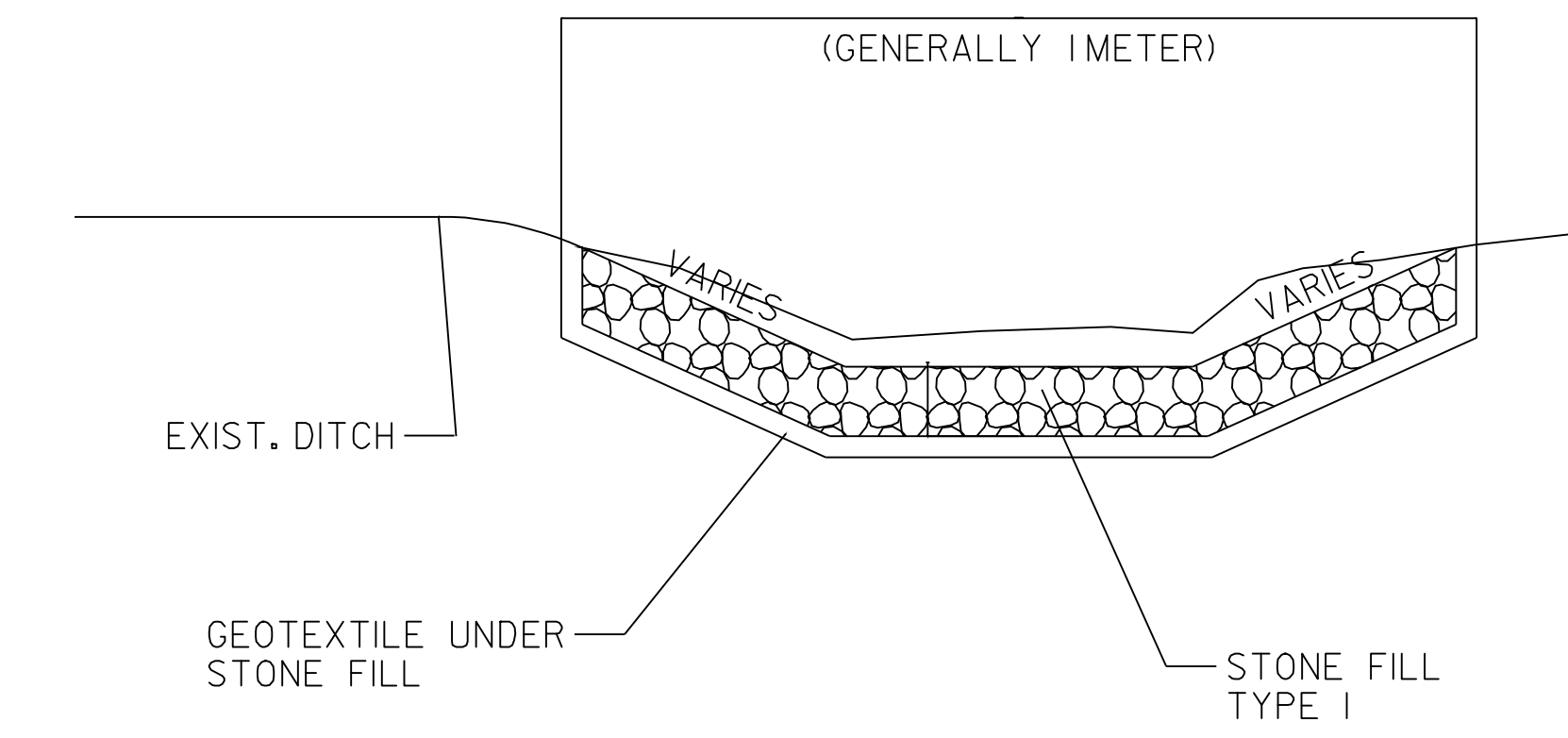
**ARCHIVED
IN DPR**

Metric

**PROJECT
TYPICAL
SHEET #2**

DESIGNED BY BCE/PJM DATE 10-98
 DRAWN BY C.E.A., INC. DATE 10-98
 DESIGN FILE NO. /pave/97b174/pb174.dgn
 PRF FILE pb174p12.1 DATE 10-98
 PLOTTED 20-MAR-2008 16:52
 PROJ. NAME **WOODBURY - HARDWICK**
 PROJ. NO. **STP 9817(1)S**
 SHEET **3** OF **25** SHEETS

LOCATION				METERS OF DITCHING			MISC. ITEMS			REMARKS	LOCATION				METERS OF DITCHING			MISC. ITEMS			REMARKS	
SITE	STATION	STATION	POS.	PERCENT GRADE			EROS. MATT.	STONE FILL TYP. I	GEOT. UNDER STONE FILL		SITE	STATION	STATION	POS.	PERCENT GRADE			EROS. MATT.	STONE FILL TYP. I	GEOT. UNDER STONE FILL		
				0-1	1-2.5	2.5-10									0-1	1-2.5	2.5-10					
				VT ROUTE 14, WOODBURY DISTRICT #6											VT ROUTE 14, WOODBURY DISTRICT #6 - CONTINUED							
191	3+380		LT&RT	3			m ²	m ³	m ²	229	10+139		LT&RT	3			m ²	m ³	m ²			
192	3+540		LT&RT	3						230	10+332		LT&RT	3								
193	3+878		LT&RT	3						231	10+557		LT&RT	3								
194	3+975		LT&RT	3						232	10+686		LT&RT	3								
195	4+184		LT&RT	3						233	10+847		LT&RT	3								
196	4+297		LT&RT	3						234	10+848	10+950	LT	15	87	40	14	47				
197	4+522		LT&RT	3						235	11+008		LT&RT	3								
198	4+780		LT&RT	3						236	11+169		LT&RT	3								
199	5+150		LT&RT	3						237	11+652		LT&RT	3								
200	5+375		LT&RT	3						238	11+668	11+761	LT	93								
201	5+472		LT&RT	3						239	11+845		LT&RT	3								
202	5+536		LT&RT	3						240	12+038		LT&RT	3								
203	5+584		LT&RT	3						241	12+328		LT&RT	3								
204	5+745		LT&RT	3						VT ROUTE 14, HARDWICK DISTRICT #6												
205	5+858		LT&RT	3						242	0+209		LT&RT	3								
206	5+922		LT&RT	3						243	0+582	0+642	RT	24	36							
207	5+970		LT&RT	3						244	0+805		LT&RT	3								
208	6+390	6+442	RT	52						245	0+866	0+927	RT	22	39							
209	6+437		LT&RT	3						PROJECT SUBTOTALS				128	677	209	122	26	87			
210	6+534		LT&RT	3						ROUNDING				--	23	1	3	4	3			
211	6+576	6+774	RT	161	37	37				PROJECT TOTALS				128	700	210	125	30	90			
212	7+290		LT&RT	3																		
213	7+290	7+445	RT	155																		
214	7+387		LT&RT	3																		
215	7+483		LT&RT	3																		
216	7+516	7+596	RT	20	60	30	9	30														
217	7+548		LT&RT	3																		
218	8+111		LT&RT	3																		
219	8+320		LT&RT	3																		
220	8+819		LT&RT	3																		
221	8+932		LT&RT	3																		
222	9+012		LT&RT	3																		
223	9+141		LT&RT	3																		
224	9+350		LT&RT	3																		
225	9+608		LT&RT	3																		
226	9+640		LT&RT	3																		
227	9+700	9+772	LT	47	25	15	3	10														
228	9+897		LT&RT	3																		



DITCH DETAIL

NOT TO SCALE

NOTES:

PIPE INLET AND OUTLET AREAS, AND DITCH CLEANING THROUGH PROJECT, SHALL BE PERFORMED AT LOCATIONS AND AS DIRECTED BY THE RESIDENT ENGINEER. PAYMENT WILL BE UNDER THE APPLICABLE EQUIPMENT RENTAL ITEM(S).

AN ESTIMATED QUANTITY OF EROSION MATTING AND STONE FILL TYPE I HAS BEEN INCLUDED. EROSION MATTING SHALL BE USED IN ALL DITCHES WITH A GRADE BETWEEN 2 AND 5 PERCENT AND STONE FILL TYPE I SHALL BE USED IN ALL DITCHES WITH A GRADE GREATER THAN 5 PERCENT OR AS DIRECTED BY THE RESIDENT ENGINEER.

**ARCHIVED
IN DPR**



**DITCH
CLEANING
DETAIL
SHEET**

PROJECT : WOODBURY - HARDWICK	PROJECT NO. : STP 9817(1)S
DESIGN FILE NAME: /pave/97bl74/pbl74.dgn	PLOT DATE: 21-MAR-2008 16:00
IPARM FILE NAME: pbl74dc.i	SURVEY DATE:
SURVEYED BY:	DRAWN BY:
SQUAD LEADER:	SHEET: 8 OF 25

TEMPORARY AND DURABLE 100 mm YELLOW LINE
 STA 4+900 TO 5+600 SOLID LT&RT
 STA 5+528 DOUBLE SOLID RT
 (WITH CENTERLINE BREAKS FOR TOWN HIGHWAYS)

TEMPORARY AND DURABLE 100 mm WHITE LINE
 STA 4+900 TO 5+600 SOLID LT&RT
 (WITH EDGE LINE BREAKS FOR TOWN HIGHWAYS)

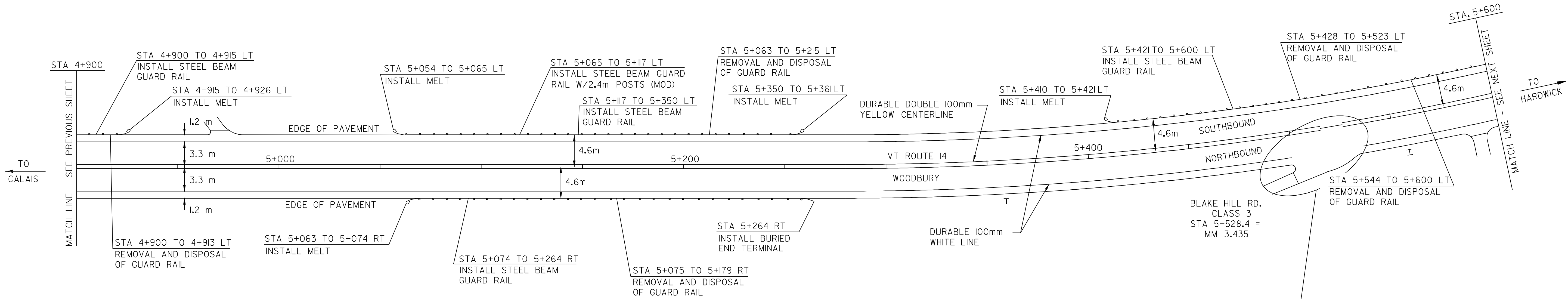
REMOVING SIGNS
 I

YIELDING MARKER POST
 STA 5+360 RT

TEMPORARY AND DURABLE 600 mm STOP BAR
 STA 5+528 RT

TEMPORARY AND DURABLE LETTER OR SYMBOL
 STA 5+528 RT "STOP"

DURABLE 200 mm WHITE LINE
 STA 5+528 RT BLAKE HILL ROAD



REMOVAL AND DISPOSAL OF GUARD RAIL
 STA 4+900 TO 4+913 LT
 STA 5+063 TO 5+215 LT
 STA 5+075 TO 5+179 RT
 STA 5+428 TO 5+523 LT
 STA 5+544 TO 5+600 LT

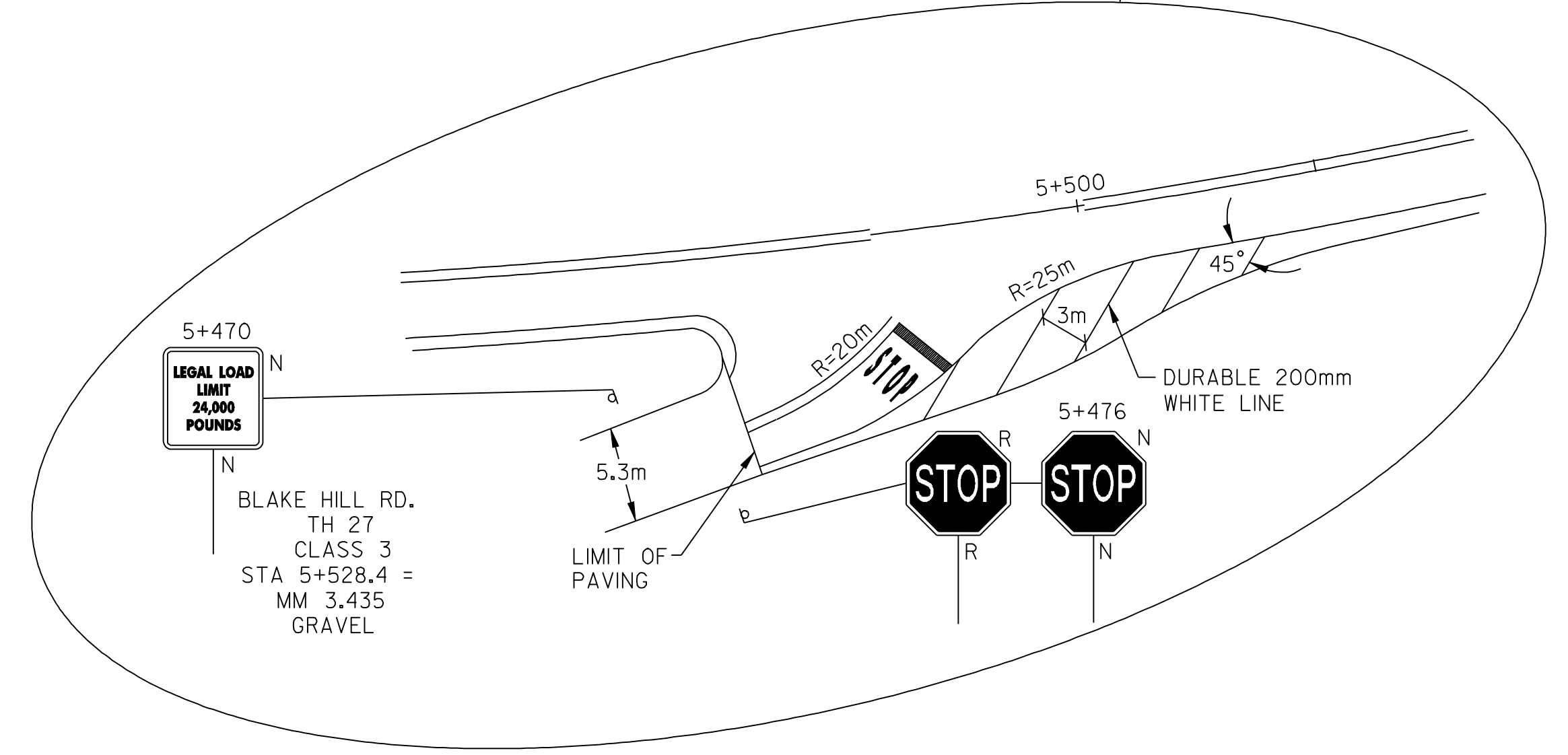
STEEL BEAM GUARD RAIL
 STA 4+900 TO 4+915 LT ✓
 STA 5+074 TO 5+264 RT ✓
 STA 5+117 TO 5+350 LT ✓
 STA 5+421 TO 5+600 LT ✓
 STA 5+065 TO 5+350 LT (PARTIAL 76.2 M)

MODIFIED ECCENTRIC LOADER TERMINAL
 ✓ STA 4+915 TO 4+926 LT
 ✓ STA 5+054 TO 5+065 LT
 ✓ STA 5+063 TO 5+074 RT
 ✓ STA 5+350 TO 5+361 LT
 ✓ STA 5+410 TO 5+421 LT
 ✓ STA 5+253 TO 5+264 RT

REMOVAL AND DISPOSAL OF GUIDE POSTS
 STA 5+074 RT - I
 STA 5+217 LT - I

STEEL BEAM GUARD RAIL W/2.4m POSTS (MOD.)
 STA 5+065 TO 5+117 LT
 STA 5+065 TO 5+350 LT (PARTIAL 106.7 M)
 STA 5+074 TO 5+253 RT

ANCHOR FOR GUARD RAIL
 STA 5+264 RT



- LEGEND
- N = NEW
 - R = REMOVE
 - R&S = REMOVE & SALVAGE
 - RET = RETAIN
 - B-TO-B = BACK TO BACK
 - ⊕ □ = CATCH BASIN/DI
 - = EXISTING THROAT DI
 - I = MARKER POST
 - ⊗ = UTILITY POLE
 - UE/T ⊗ = UTIL. POLE W/UNDERGROUND UTIL.
 - = DRIVE
 - ⊙ = MANHOLE

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IN DPR



PAVING PROJECT LAYOUT #2	
DESIGNED BY	BCE/PJM DATE 6-98
DRAWN BY	C.E.A., INC. DATE 6-98
DESIGN FILE NO.	/pave/97bl74/pbl74.dgn
PRF FILE	pbl74lo2.1 DATE PLOTTED 21-MAR-2008 16:53
PROJ. NAME	WOODBURY - HARDWICK
PROJ. NO.	STP 9817(1)S
SHEET	10 OF 25 SHEETS

DATUM	
VERTICAL	N/A
HORIZONTAL	N/A

TEMPORARY AND DURABLE 100 mm YELLOW LINE
 STA 5+600 TO 6+300 SOLID LT&RT
 STA 5+945 DOUBLE SOLID LT
 STA 5+953 DOUBLE SOLID RT
 (WITH CENTERLINE BREAKS FOR TOWN HIGHWAYS)

TEMPORARY AND DURABLE 100 mm WHITE LINE
 STA 5+600 TO 6+300 SOLID LT&RT
 (WITH EDGE LINE BREAKS FOR TOWN HIGHWAYS)

REMOVING SIGNS
 20

TEMPORARY AND DURABLE CROSSWALK W/DIAGONAL LINES
 STA 5+933 LT&RT VT ROUTE I4

DURABLE 200 mm WHITE LINE
 STA 5+953 RT TH 2

TEMPORARY AND DURABLE 600 mm STOP BAR
 STA 5+945 LT VALLEY LAKE RD
 STA 5+953 RT TH 2

TEMPORARY AND DURABLE LETTER OR SYMBOL
 STA 5+815 RT "SCHOOL"
 STA 5+945 LT "STOP"
 STA 5+953 RT 2 - "STOP"
 "YIELD"
 STA 6+074 LT "SCHOOL"

REMOVAL AND DISPOSAL OF GUARD RAIL
 STA 5+600 TO 5+633 LT
 STA 6+025 TO 6+101 LT
 STA 6+252 TO 6+300 LT

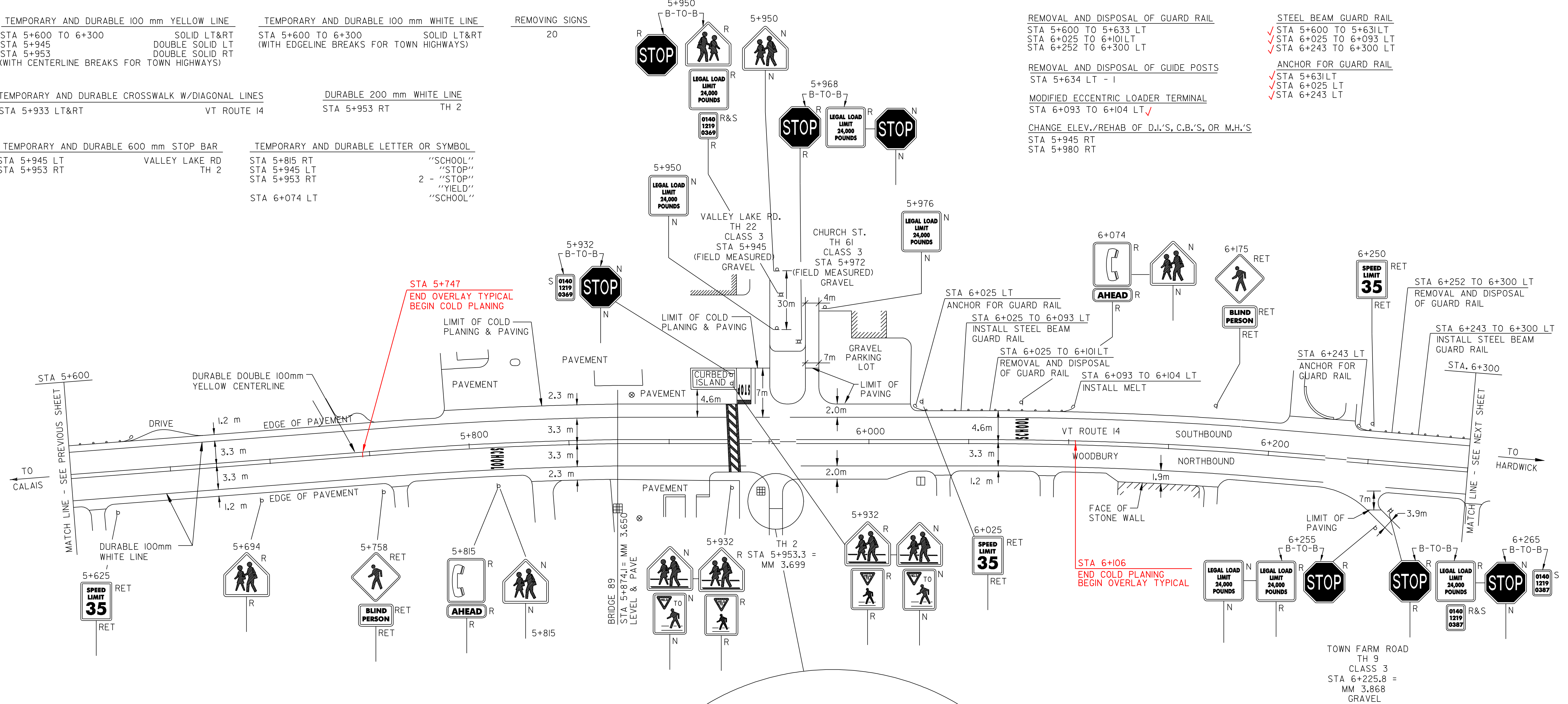
STEEL BEAM GUARD RAIL
 STA 5+600 TO 5+631 LT
 STA 6+025 TO 6+093 LT
 STA 6+243 TO 6+300 LT

REMOVAL AND DISPOSAL OF GUIDE POSTS
 STA 5+634 LT - I

ANCHOR FOR GUARD RAIL
 STA 5+631 LT
 STA 6+025 LT
 STA 6+243 LT

MODIFIED ECCENTRIC LOADER TERMINAL
 STA 6+093 TO 6+104 LT ✓

CHANGE ELEV./REHAB OF D.I.'S, C.B.'S, OR M.H.'S
 STA 5+945 RT
 STA 5+980 RT

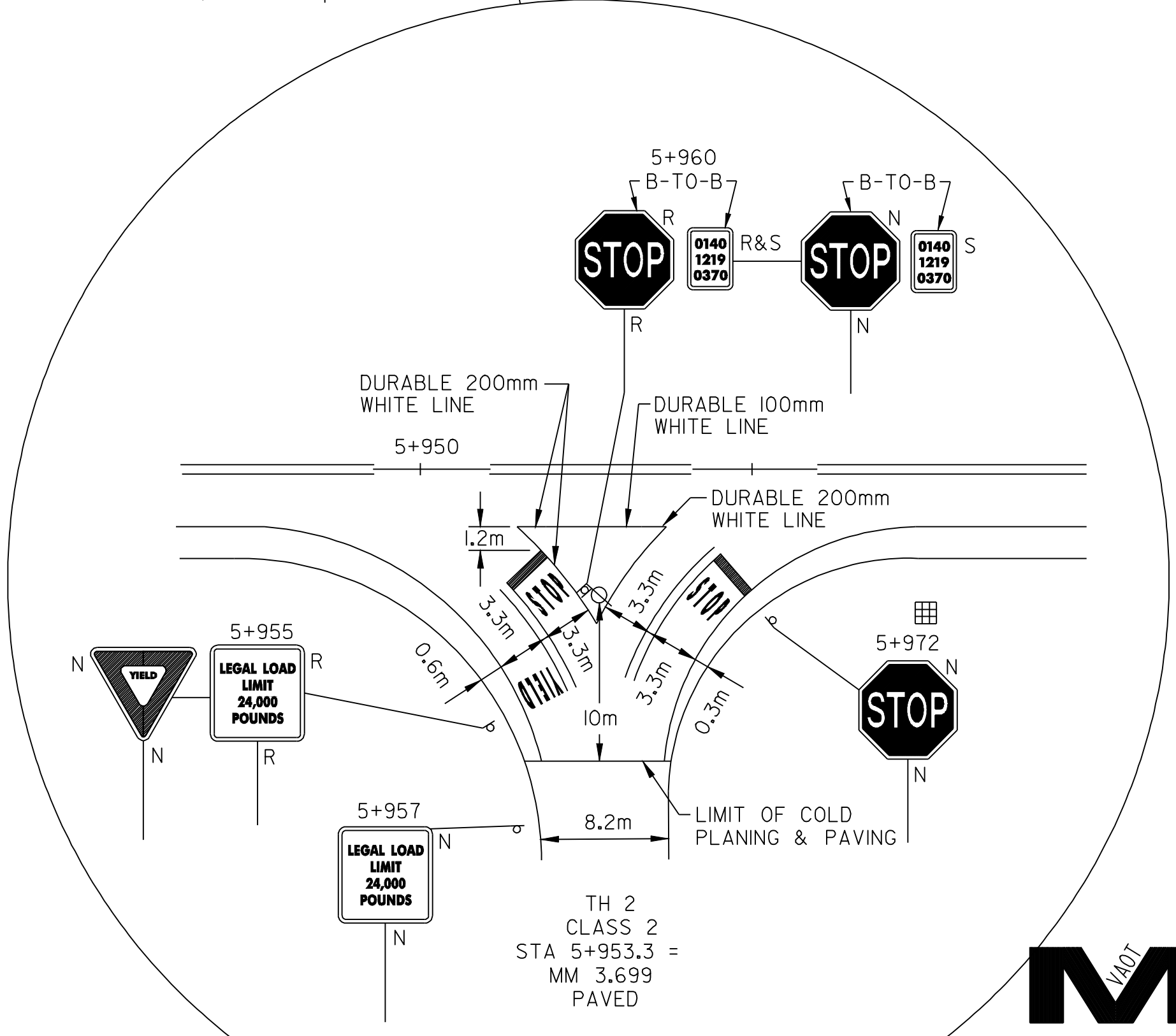


STA 5+747
 END OVERLAY TYPICAL
 BEGIN COLD PLANING

STA 6+106
 END COLD PLANING
 BEGIN OVERLAY TYPICAL

- LEGEND
- N = NEW
 - R = REMOVE
 - R&S = REMOVE & SALVAGE
 - RET = RETAIN
 - B-T-O-B = BACK TO BACK
 - ⊕ ⊞ ⊠ = CATCH BASIN/DI
 - ⊞ = EXISTING THROAT DI
 - I = MARKER POST
 - ⊗ = UTILITY POLE
 - UE/T ⊗ = UTIL. POLE W/UNDERGROUND UTIL.
 - = DRIVE
 - ⊙ = MANHOLE
 - ⊗ = WATER VALVE

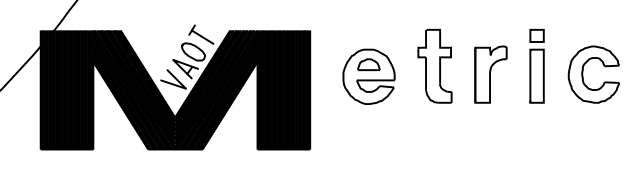
DATUM
 VERTICAL N/A
 HORIZONTAL N/A



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IN DPR

PAVING PROJECT LAYOUT #3

DESIGNED BY	BCE/PJM	DATE	6-98
DRAWN BY	C.E.A., INC.	DATE	6-98
DESIGN FILE NO.	/pave/97bt74/pbl74.dgn		
PRF FILE	pbl74lo3.1	DATE PLOTTED	21-MAR-2008 16:53
PROJ. NAME	WOODBURY - HARDWICK		
PROJ. NO.	STP 9817(1)S		
SHEET	11	OF	25 SHEETS

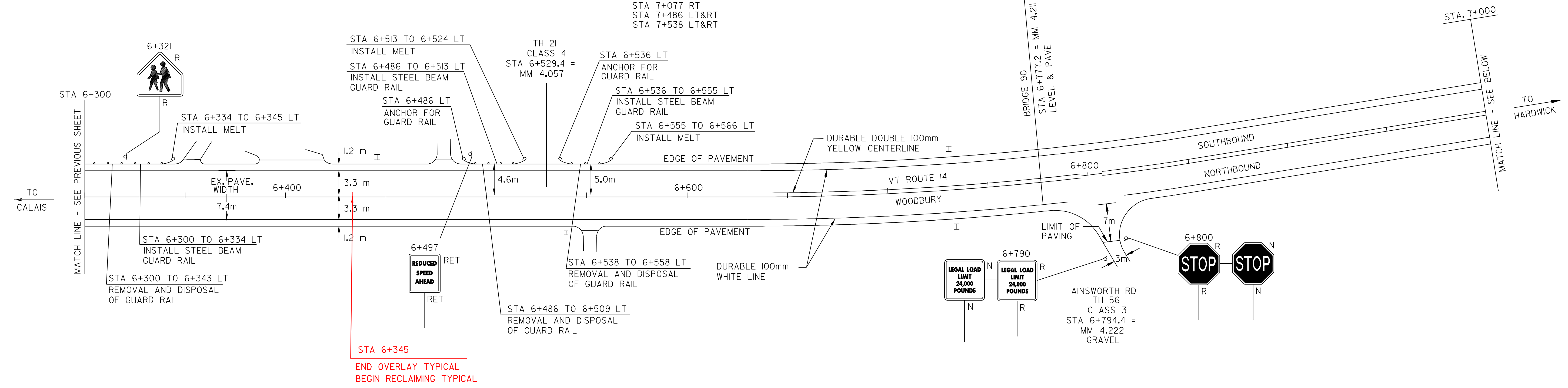


TEMPORARY AND DURABLE 100 mm YELLOW LINE
 STA 6+300 TO 7+700
 (WITH CENTERLINE BREAKS FOR TOWN HIGHWAYS)

TEMPORARY AND DURABLE 100 mm WHITE LINE
 STA 6+300 TO 7+700
 (WITH EDGE LINE BREAKS FOR TOWN HIGHWAYS)

REMOVING SIGNS
 5

YIELDING MARKER POST
 STA 6+446 LT
 STA 6+537 LT
 STA 6+733 LT&RT
 STA 7+077 RT
 STA 7+486 LT&RT
 STA 7+538 LT&RT



STA 6+345
 END OVERLAY TYPICAL
 BEGIN RECLAIMING TYPICAL

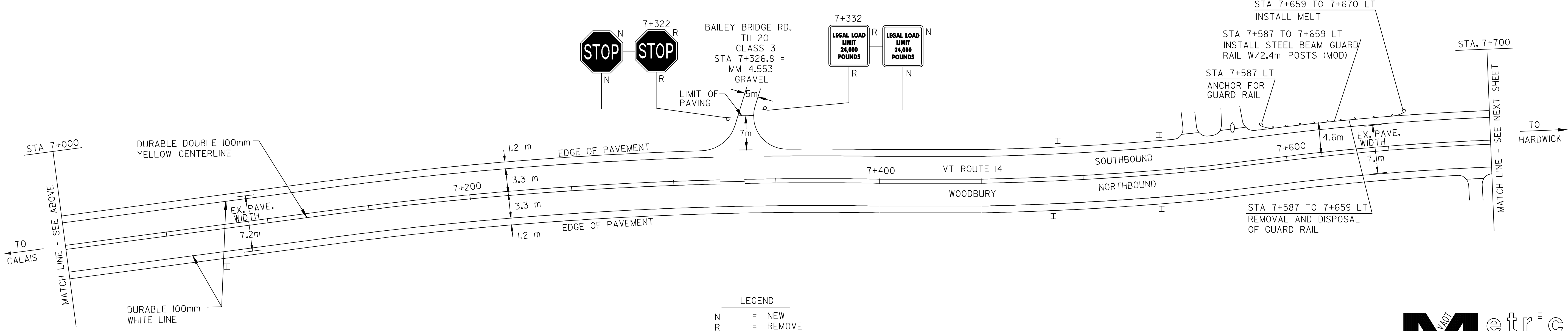
REMOVAL AND DISPOSAL OF GUARD RAIL
 STA 6+300 TO 6+343 LT
 STA 6+486 TO 6+509 LT
 STA 6+538 TO 6+558 LT
 STA 7+587 TO 7+659 LT

STEEL BEAM GUARD RAIL
 STA 6+300 TO 6+334 LT
 STA 6+486 TO 6+513 LT
 STA 6+536 TO 6+555 LT
 STA 7+598 TO 7+659 LT

MODIFIED ECCENTRIC LOADER TERMINAL
 STA 6+334 TO 6+345 LT
 STA 6+513 TO 6+524 LT
 STA 6+555 TO 6+566 LT
 STA 7+659 TO 7+670 LT
 STA 7+587 TO 7+598 LT

ANCHOR FOR GUARD RAIL
 STA 6+486 LT
 STA 6+536 LT
 STA 7+587 LT
 STA 6+345 LT
 STA 6+524 LT

STEEL BEAM GUARD RAIL W/2.4m POSTS (MOD.)
 STA 7+587 TO 7+659 LT
 STA 6+300 TO 6+345 LT
 STA 6+486 TO 6+524 LT
 STA 6+536 TO 6+555 LT




- LEGEND
- N = NEW
 - R = REMOVE
 - R&S = REMOVE & SALVAGE
 - RET = RETAIN
 - B-TO-B = BACK TO BACK
 - ⊕ ⊞ ⊠ = CATCH BASIN/DI
 - ⊞ = EXISTING THROAT DI
 - I = MARKER POST
 - ⊗ = UTILITY POLE
 - UE/T ⊗ = UTIL. POLE W/UNDERGROUND UTIL.
 - = DRIVE
 - ⊙ = MANHOLE

DATUM

VERTICAL	N/A
HORIZONTAL	N/A

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IN DPR



PAVING PROJECT LAYOUT #4

DESIGNED BY	BCE/PJM	DATE	6-98
DRAWN BY	C.E.A., INC.	DATE	6-98
DESIGN FILE NO.	/pave/97b174/pbl74.dgn		
PRF FILE	pbl74lo4.i	DATE PLOTTED	21-MAR-2008 16:55
PROJ. NAME	WOODBURY - HARDWICK		
PROJ. NO.	STP 9817(1)S		
SHEET	12	OF	25 SHEETS

TEMPORARY AND DURABLE 100 mm YELLOW LINE

STA 7+700 TO 7+741 SOLID LT&RT
 STA 7+741 TO 7+966 SOLID LT & DASHED RT
 STA 7+966 TO 7+998 DASHED
 STA 7+998 TO 8+240 DASHED LT & SOLID RT
 STA 8+240 TO 9+100 SOLID LT&RT
 STA 8+572 DOUBLE SOLID RT
 (WITH CENTERLINE BREAKS FOR TOWN HIGHWAYS)

TEMPORARY AND DURABLE 100 mm WHITE LINE

STA 7+700 TO 9+100 SOLID LT&RT
 (WITH EDGE LINE BREAKS FOR TOWN HIGHWAYS)

YIELDING MARKER POST

STA 7+900 LT&RT
 STA 8+098 RT
 STA 8+316 LT
 STA 9+005 RT

REMOVING SIGNS

5

REMOVAL AND DISPOSAL OF GUARD RAIL

STA 8+282 TO 8+461 RT
 STA 8+503 TO 8+566 LT
 STA 8+700 TO 9+023 LT
 STA 8+907 TO 8+931 RT

STEEL BEAM GUARD RAIL

8+275 STA 8+264 TO 8+462 RT
 STA 8+503 TO 8+564 LT
 STA 8+706 TO 9+037 LT
 STA 8+900 TO 8+938 RT 9+000

REHABILITATION OF C.B.'S, D.I.'S, OR M.H.'S

STA 8+707 RT
 STA 8+816 RT

MODIFIED ECCENTRIC LOADER TERMINAL

✓ STA 8+462 TO 8+473 RT
 ✓ STA 8+492 TO 8+503 LT
 ✓ STA 8+564 TO 8+575 LT
 ✓ STA 8+695 TO 8+706 LT
 ✓ STA 9+037 TO 9+048 LT
 STA 8+264 TO 8+275 RT

ANCHOR FOR GUARD RAIL

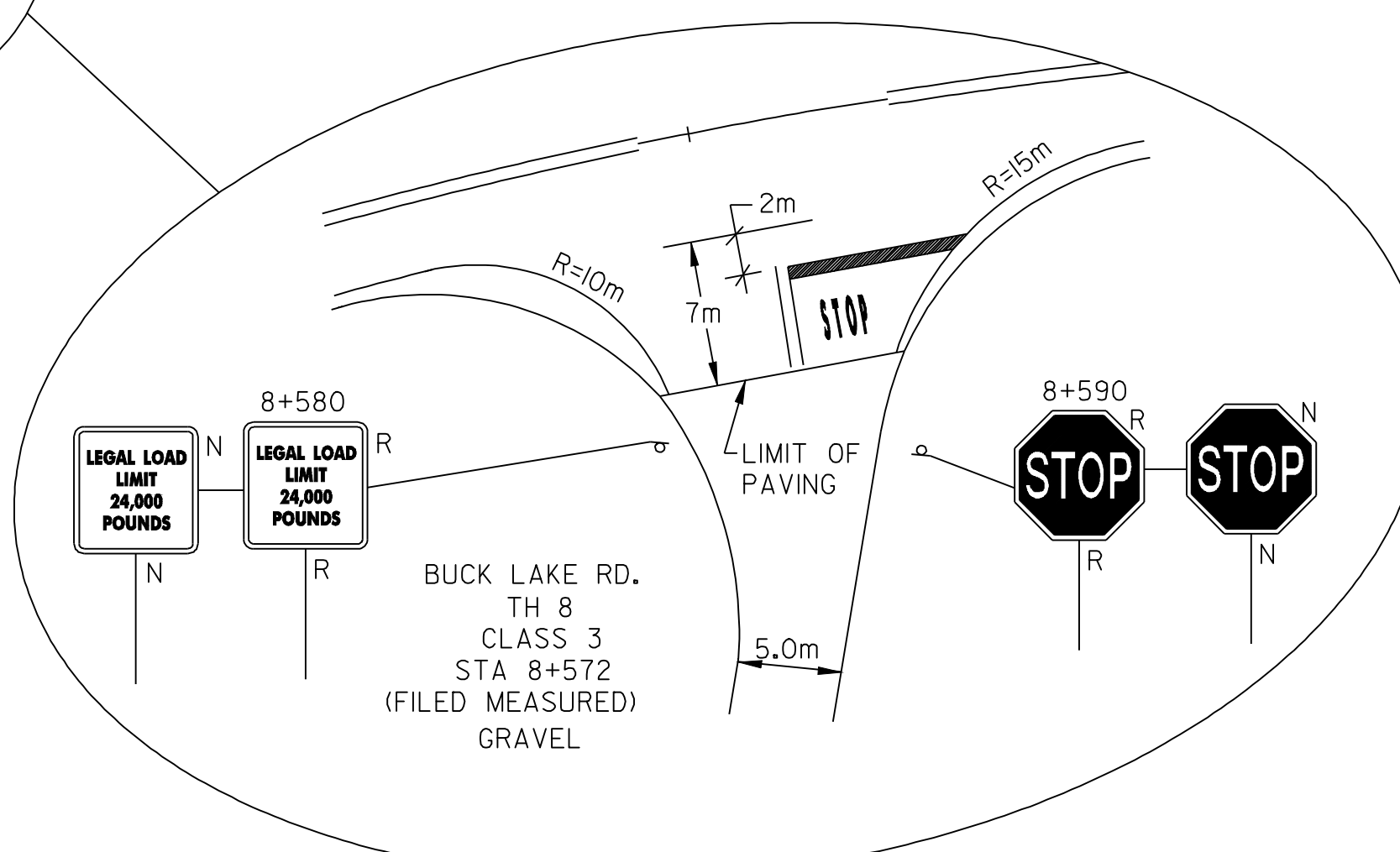
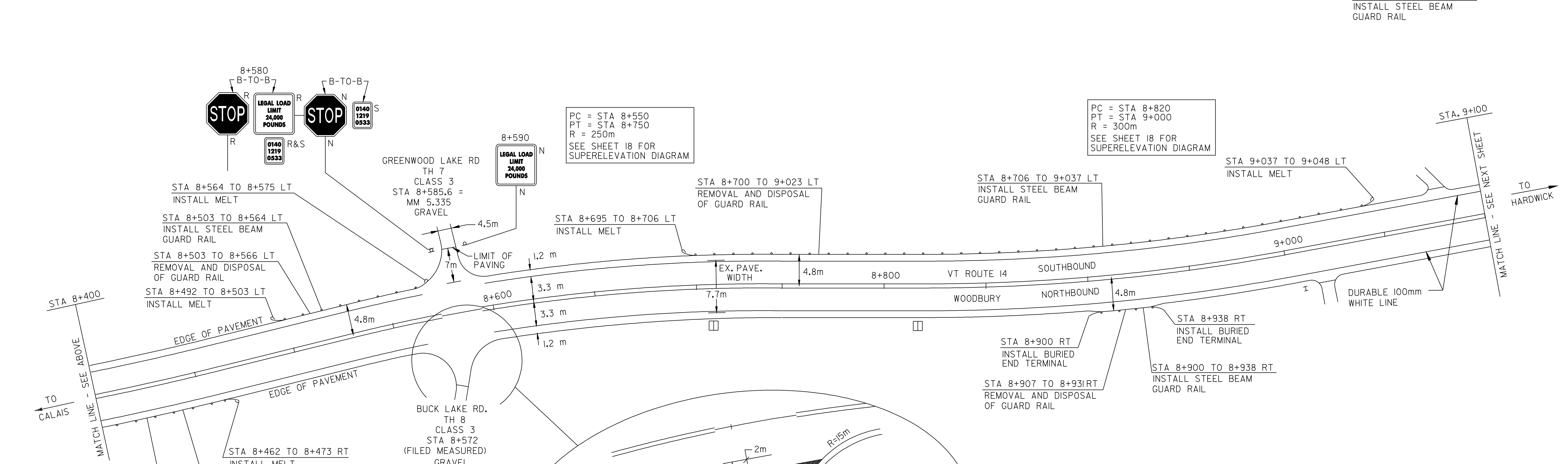
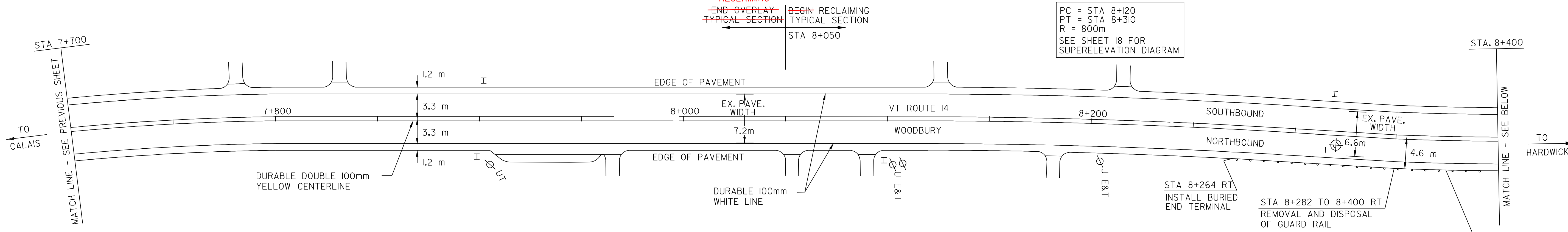
✓ STA 8+264 RT
 ✓ STA 8+900 RT
 ✓ STA 8+938 RT
 STA 9+000 RT

TEMPORARY AND DURABLE 600 mm STOP BAR

STA 8+572 RT BUCK LAKE RD

TEMPORARY AND DURABLE LETTER OR SYMBOL

STA 8+572 RT "STOP"



PC = STA 8+390
 PT = STA 8+470
 R = 450m
 SEE SHEET 18 FOR SUPERELEVATION DIAGRAM

PAVEMENT CORES - ⊕

#	TOTAL DEPTH (mm)	PCC	COMMENTS
I	140	NO	140 SOLID BOTTOM STRIPPED

DATUM

VERTICAL	N/A
HORIZONTAL	N/A

- LEGEND
- N = NEW
 - R = REMOVE
 - R&S = REMOVE & SALVAGE
 - S = SALVAGE SIGN
 - RET = RETAIN
 - ⊕ = MANHOLE
 - ⊗ = UTILITY POLE
 - ⊠ = CATCH BASIN/DI
 - ⊡ = EXISTING THROAT DI
 - ⊞ = MARKER POST
 - ⊞ = DRIVE

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PAVING PROJECT LAYOUT #5

DESIGNED BY	BCE/PJM	DATE	6-98
DRAWN BY	C.E.A., INC.	DATE	6-98
DESIGN FILE NO.	/pave/97bl74/pbl74.dgn		
PRF FILE	pbl74lo5.i	DATE PLOTTED	21-MAR-2008 16:55
PROJ. NAME	WOODBURY - HARDWICK		
PROJ. NO.	STP 9817(1)S		
SHEET	13	OF	25 SHEETS

TEMPORARY AND DURABLE 100 mm YELLOW LINE
 STA 9+100 TO 10+500
 SOLID LT&RT

TEMPORARY AND DURABLE 100 mm WHITE LINE
 STA 9+100 TO 10+500
 SOLID LT&RT

REMOVAL AND DISPOSAL OF GUARD RAIL
 STA 9+100 TO 9+521RT
 STA 9+562 TO 9+640 RT
 STA 9+862 TO 9+926 RT
 STA 10+021 TO 10+125 LT
 STA 10+064 TO 10+119 RT
 (PARTIAL 129.5 M)
 (PARTIAL 26.7 M)

STEEL BEAM GUARD RAIL
 STA 9+111 TO 9+548 RT 9+537
 STA 9+569 TO 9+641 RT
 STA 9+862 TO 9+927 RT 9+959
 STA 10+019 TO 10+137 LT 10+126
 STA 10+074 TO 10+120 RT
 STA 10+281 TO 10+330 LT

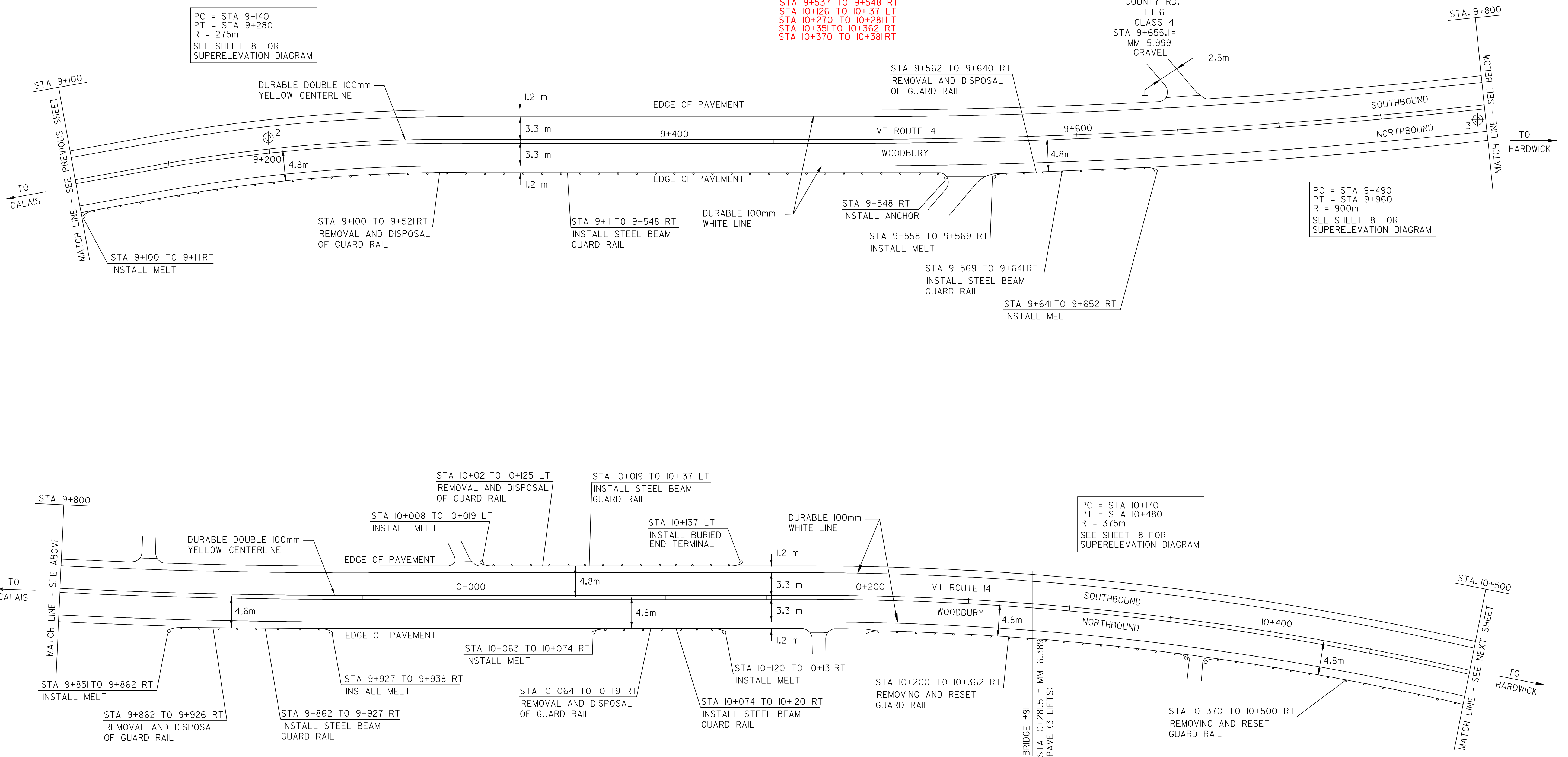
YIELDING MARKER POST
 STA 9+635 LT
 ANCHOR FOR GUARD RAIL
 STA 9+548 RT
 STA 10+137 LT
 STA 10+330 LT

STEEL BEAM GUARD RAIL W/2.4m POSTS (MOD.)
 STA 9+111 TO 9+537 RT (PARTIAL 282 M)
 STA 9+862 TO 9+959 RT (PARTIAL 62.6 M)

REMOVAL AND DISPOSAL OF GUIDE POSTS
 STA 10+063 RT - I

MODIFIED ECCENTRIC LOADER TERMINAL
 STA 9+100 TO 9+111 RT
 STA 9+558 TO 9+569 RT
 STA 9+641 TO 9+652 RT
 STA 9+851 TO 9+862 RT
 STA 9+927 TO 9+938 RT
 STA 9+959 TO 9+970 RT
 STA 10+008 TO 10+019 LT
 STA 10+063 TO 10+074 RT
 STA 10+120 TO 10+131 RT
 STA 9+537 TO 9+548 RT
 STA 10+126 TO 10+137 LT
 STA 10+270 TO 10+281 LT
 STA 10+351 TO 10+362 RT
 STA 10+370 TO 10+381 RT

REMOVING AND RESET GUARD RAIL
 STA 10+200 TO 10+362 RT
 STA 10+370 TO 10+500 RT



PC = STA 9+140
 PT = STA 9+280
 R = 275m
 SEE SHEET 18 FOR SUPERELEVATION DIAGRAM

PC = STA 9+490
 PT = STA 9+960
 R = 900m
 SEE SHEET 18 FOR SUPERELEVATION DIAGRAM

PC = STA 10+170
 PT = STA 10+480
 R = 375m
 SEE SHEET 18 FOR SUPERELEVATION DIAGRAM

DATUM

VERTICAL	N/A
HORIZONTAL	N/A

PAVEMENT CORES - ⊕

#	TOTAL DEPTH (mm)	PCC	COMMENTS
2	90	NO	90 SOLID BOTTOM SLIGHTLY STRIPPED
3	85	NO	85 SOLID BOTTOM SLIGHTLY STRIPPED

- LEGEND
- N = NEW
 - R = REMOVE
 - R&S = REMOVE & SALVAGE
 - S = SALVAGE SIGN
 - RET = RETAIN
 - ⊕ = MANHOLE
 - ⊗ = UTILITY POLE
 - ⊠ = CATCH BASIN/DI
 - H = MARKER POST
 - = DRIVE

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PAVING PROJECT LAYOUT #6

DESIGNED BY BCE/PJM DATE 6-98
 DRAWN BY C.E.A., INC. DATE 6-98
 DESIGN FILE NO. /pave/97b174/pb174.dgn
 PRF FILE pb174lo6.i DATE PLOTTED 21-MAR-2008 16:53
 PROJ. NAME **WOODBURY - HARDWICK**
 PROJ. NO. **STP 9817(1)S**
 SHEET **14** OF **25** SHEETS



TEMPORARY AND DURABLE 100 mm YELLOW LINE
 STA 10+500 TO 10+893 SOLID LT&RT
 STA 10+893 TO 10+900 SOLID LT & DASHED RT

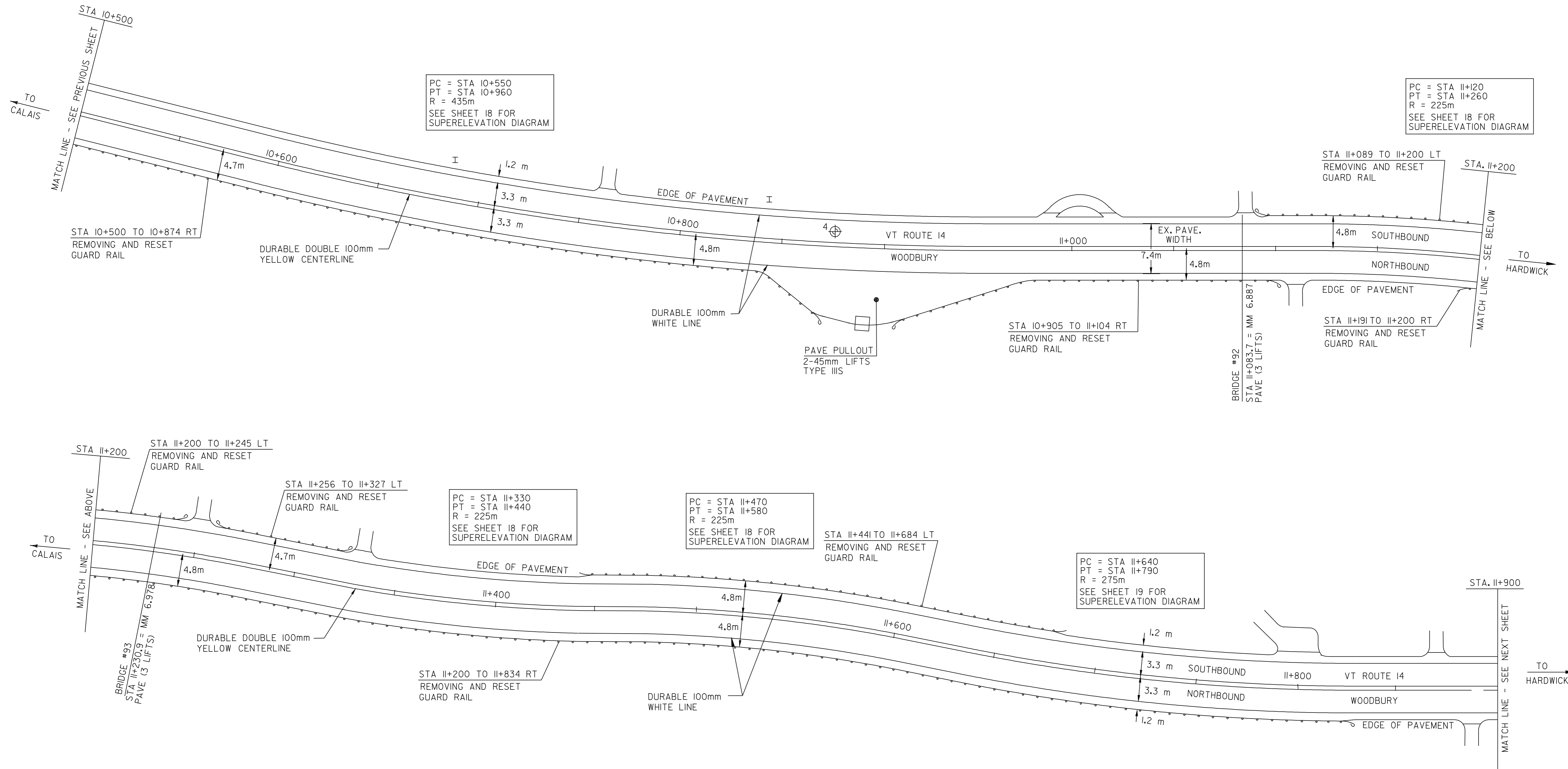
TEMPORARY AND DURABLE 100 mm WHITE LINE
 STA 10+500 TO 10+900 SOLID LT&RT

YIELDING MARKER POST
 STA 10+684 LT

REMOVING & RESET GUARD RAIL
 STA 10+500 TO 10+874 RT
 STA 10+905 TO 10+104 RT
 STA 10+089 TO 10+245 LT
 STA 10+191 TO 10+834 RT
 STA 10+256 TO 10+327 LT
 STA 10+441 TO 10+684 LT

MODIFIED ECCENTRIC LOADER TERMINAL
 STA 10+089 TO 10+100 LT
 STA 10+093 TO 10+104 RT
 STA 10+234 TO 10+245 LT
 STA 10+256 TO 10+267 LT
 STA 10+316 TO 10+327 LT
 STA 10+316 TO 10+327 LT
 STA 10+823 TO 10+834 RT

ANCHOR FOR GUARD RAIL
 STA 10+874 RT
 STA 10+905 RT
 STA 10+191 RT



PC = STA 10+550
 PT = STA 10+960
 R = 435m
 SEE SHEET 18 FOR SUPERELEVATION DIAGRAM

PC = STA 10+120
 PT = STA 10+260
 R = 225m
 SEE SHEET 18 FOR SUPERELEVATION DIAGRAM

PC = STA 10+330
 PT = STA 10+440
 R = 225m
 SEE SHEET 18 FOR SUPERELEVATION DIAGRAM

PC = STA 10+470
 PT = STA 10+580
 R = 225m
 SEE SHEET 18 FOR SUPERELEVATION DIAGRAM

PC = STA 10+640
 PT = STA 10+790
 R = 275m
 SEE SHEET 19 FOR SUPERELEVATION DIAGRAM

PAVEMENT CORES - ⊕

#	TOTAL DEPTH (mm)	PCC	COMMENTS
4	85	NO	85 SOLID BOTTOM SLIGHTLY STRIPPED

- LEGEND
- N = NEW
 - R = REMOVE
 - R&S = REMOVE & SALVAGE
 - S = SALVAGE SIGN
 - RET = RETAIN
 - ⊕ = MANHOLE
 - ⊗ = UTILITY POLE
 - ⊕ ⊞ ⊠ = CATCH BASIN/DI
 - H = MARKER POST
 - ⊥ = DRIVE

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PAVING PROJECT LAYOUT #7

DESIGNED BY BCE/PJM DATE 6-98
 DRAWN BY C.E.A., INC. DATE 6-98
 DESIGN FILE NO. /pave/97b174/pb174.dgn
 PRF FILE pb174lo7.1 DATE 21-MAR-2008 PLOTTED 16:53
 PROJ. NAME **WOODBURY - HARDWICK**
 PROJ. NO. **STP 9817(1)S**
 SHEET **15** OF **25** SHEETS

DATUM
 VERTICAL N/A
 HORIZONTAL N/A

TEMPORARY AND DURABLE 100 mm YELLOW LINE
TOWN OF WOODBURY
STA 11+900 TO 12+102 SOLID LT & DASHED RT
STA 12+102 TO 12+199 DASHED
STA 12+199 TO 12+303 DASHED LT & SOLID RT
STA 12+303 TO 12+377.9 SOLID LT&RT
TOWN OF HARDWICK
STA 0+000 TO 0+080 SOLID LT&RT
STA 0+080 TO 0+257 SOLID LT & DASHED RT
STA 0+257 TO 0+386 DASHED
STA 0+386 TO 0+576 DASHED LT & SOLID RT
STA 0+576 TO 0+900 SOLID LT&RT

TEMPORARY AND DURABLE 100 mm WHITE LINE
TOWN OF WOODBURY
STA 11+900 TO 12+377.9 SOLID LT&RT
TOWN OF HARDWICK
STA 0+000 TO 0+900 SOLID LT&RT

REMOVING AND RESET GUARD RAIL
TOWN OF WOODBURY
STA 12+308 TO 12+378 RT
TOWN OF HARDWICK
STA 0+000 TO 0+577 RT
~~STA 0+566 TO 0+641 LT~~ STA 0+577 TO 0+630 LT
~~STA 0+802 TO 0+900 LT~~
O+813

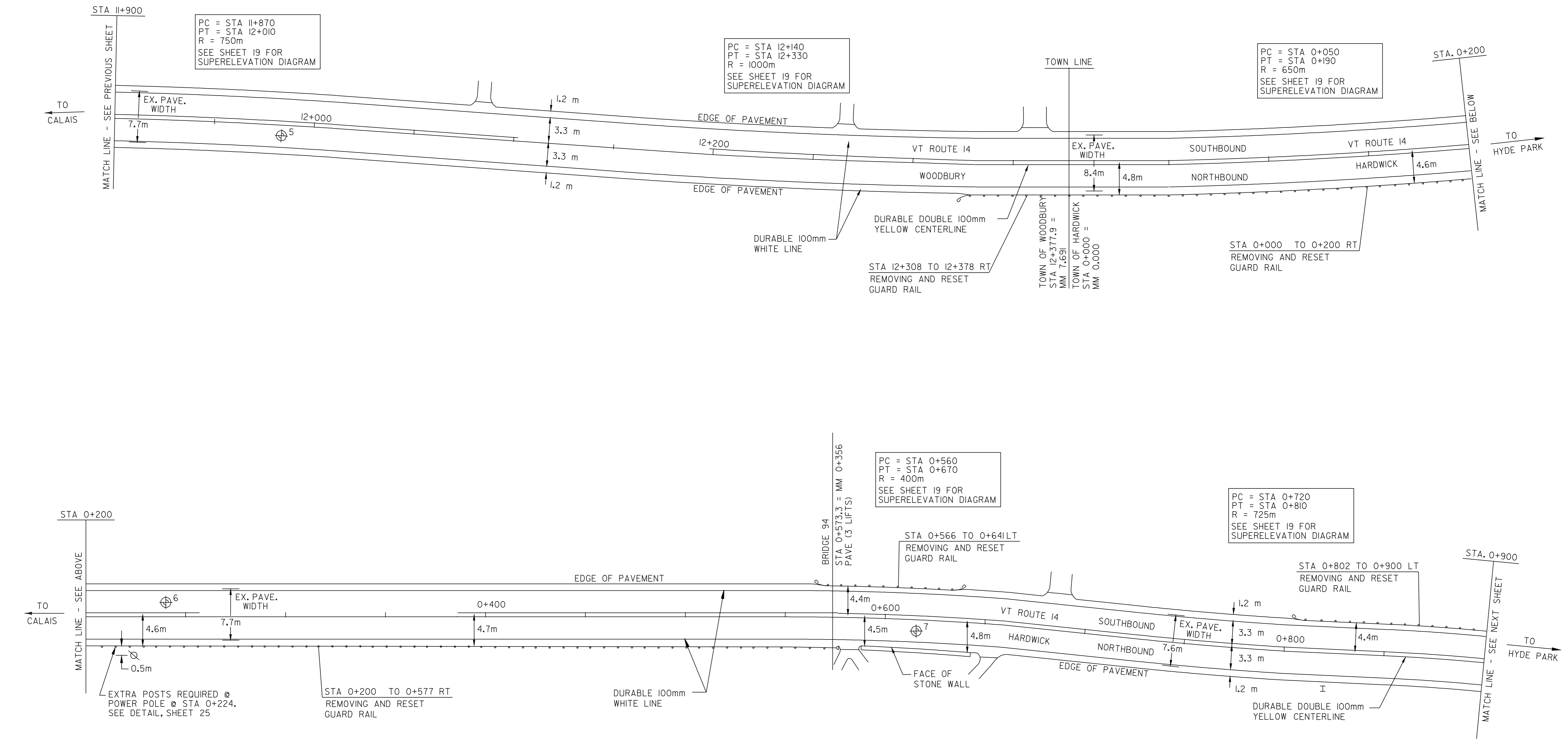
YIELDING MARKER POST
STA 0+820 RT

MODIFIED ECCENTRIC LOADER TERMINAL
TOWN OF WOODBURY
STA 11+940 TO 11+951 RT
STA 12+084 TO 12+095 RT
STA 12+308 TO 12+319 RT
TOWN OF HARDWICK
STA 0+566 TO 0+577 LT
STA 0+630 TO 0+641 LT
STA 0+802 TO 0+813 LT

ANCHOR FOR GUARD RAIL
TOWN OF HARDWICK
STA 0+577 RT

STEEL BEAM GUARD RAIL
TOWN OF WOODBURY
STA 11+951 TO 12+084 RT-PARTIAL 61m
STA 12+319 TO 12+378 RT
TOWN OF HARDWICK
STA 0+000 TO 0+577 RT

STEEL BEAM GUARD RAIL W/2.4m POSTS (MOD.)
STA 11+951 TO 12+084 RT-PARTIAL 72.4 m



PAVEMENT CORES - ⊕			
#	TOTAL DEPTH (mm)	PCC	COMMENTS
5	110	NO	110 SOLID BOTTOM STRIPPED
6	125	NO	125 SOLID, BOTTOM STRIPPED & CRACKED
7	145	NO	145 SOLID BOTTOM STRIPPED

DATUM	
VERTICAL	N/A
HORIZONTAL	N/A

- LEGEND**
- N = NEW
 - R = REMOVE
 - R&S = REMOVE & SALVAGE
 - S = SALVAGE SIGN
 - RET = RETAIN
 - ⊕ = MANHOLE
 - ⊗ = UTILITY POLE
 - ⊕ ⊗ = CATCH BASIN/DI
 - H = MARKER POST
 - |— = DRIVE

ARCHIVED
IN DPR

PAVING
PROJECT
LAYOUT #8

DESIGNED BY	BCE/PJM	DATE	6-98
DRAWN BY	C.E.A., INC.	DATE	6-98
DESIGN FILE NO.	/pave/97bl74/pbl74.dgn		
PRF FILE	pbl74lo8.1	DATE PLOTTED	21-MAR-2008 16:5
PROJ. NAME	WOODBURY - HARDWICK		
PROJ. NO.	STP 9817(1)S		
SHEET	16	OF	25 SHEETS



TEMPORARY AND DURABLE 100 mm YELLOW LINE

STA 0+900 TO I+595 SOLID LT&RT
 STA I+107 DOUBLE SOLID RT
 (WITH CENTERLINE BREAKS FOR TOWN HIGHWAYS)

TEMPORARY AND DURABLE 100 mm WHITE LINE

STA 0+900 TO I+595 SOLID LT&RT
 (WITH EDGE LINE BREAKS FOR TOWN HIGHWAYS)

REMOVING SIGNS

3

REMOVAL AND DISPOSAL OF GUARD RAIL

STA I+175 TO I+184 LT
 STA I+176 TO I+184 RT
 STA I+191 TO I+195 LT
 STA I+191 TO I+207 RT
 STA I+440 TO I+470 LT
 STA I+440 TO I+470 RT

STEEL BEAM GUARD RAIL

~~STA I+199 TO I+206 RT~~ STA I+184 TO I+191 RT
 ✓ STA I+440 TO I+470 LT
 ✓ STA I+440 TO I+470 RT

MODIFIED ECCENTRIC LOADER TERMINAL

STA 0+998 TO I+009 LT

TEMPORARY AND DURABLE 600 mm STOP BAR

STA I+107 RT CARY RD

TEMPORARY AND DURABLE LETTER OR SYMBOL

STA I+107 RT "STOP"

REMOVAL OF BRIDGE RAILING

STA I+184 TO I+191 LT&RT

ANCHOR FOR GUARD RAIL

✓ STA I+175 LT
 ✓ STA I+176 RT
 ✓ STA I+195 LT
 ✓ STA I+206 RT
 ✓ STA I+440 LT
 ✓ STA I+440 RT
 ✓ STA I+470 LT
 ✓ STA I+470 RT

H.D. STEEL BEAM GUARD RAIL

STA I+175 TO I+182.5 LT
 STA I+176 TO I+183.5 RT
 STA I+190 TO I+195 LT
 STA I+191 TO I+199 RT

BRIDGE RAILING - H.D. STEEL BEAM/CURB MOUNTED

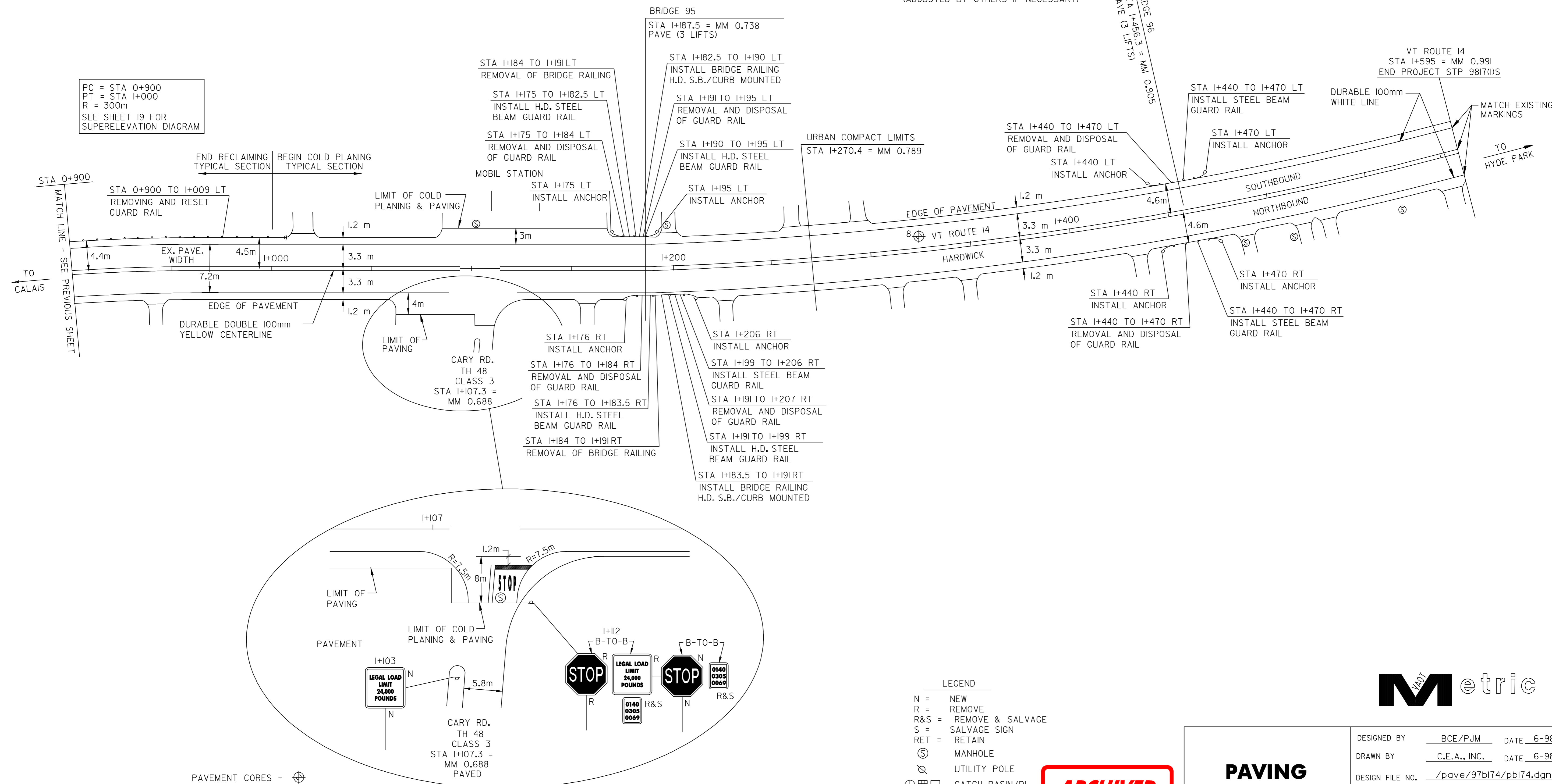
STA I+182.5 TO I+190 LT
 STA I+183.5 TO I+191 RT

REMOVING AND RESET GUARD RAIL

STA 0+900 TO ~~I+009~~ LT
 0+998

ADJUST ELEVATION OF SEWER MANHOLE

STA I+102 LT
 STA I+117 RT
 (ADJUSTED BY OTHERS IF NECESSARY)



PC = STA 0+900
 PT = STA I+000
 R = 300m
 SEE SHEET 19 FOR SUPERELEVATION DIAGRAM

TO CALAIS

TO HYDE PARK

DATUM

VERTICAL	N/A
HORIZONTAL	N/A

PAVEMENT CORES -

#	TOTAL DEPTH (mm)	PCC	COMMENTS
8	215	NO	215 SOLID BOTTOM STRIPPED

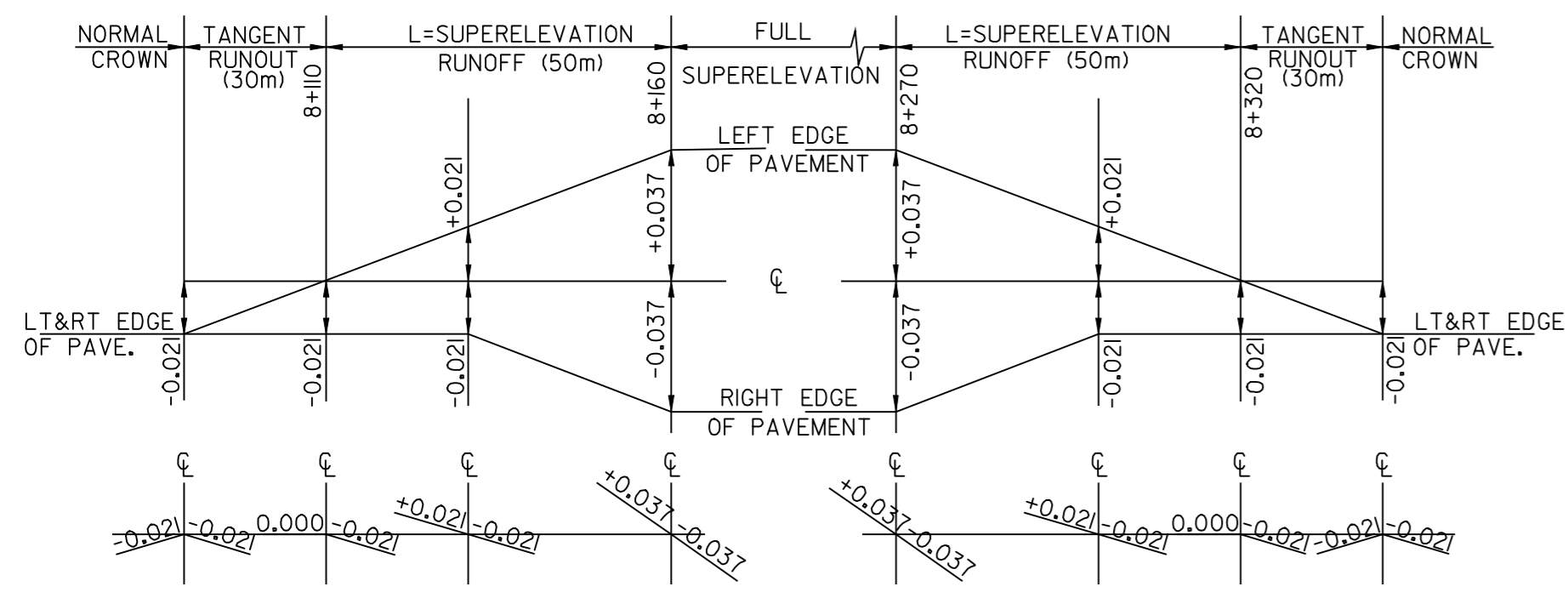
- LEGEND**
- N = NEW
 - R = REMOVE
 - R&S = REMOVE & SALVAGE
 - S = SALVAGE SIGN
 - RET = RETAIN
 - ⊙ = MANHOLE
 - ⊗ = UTILITY POLE
 - ⊕ = CATCH BASIN/DI
 - ⊥ = MARKER POST
 - = DRIVE

ARCHIVED
IN DPR

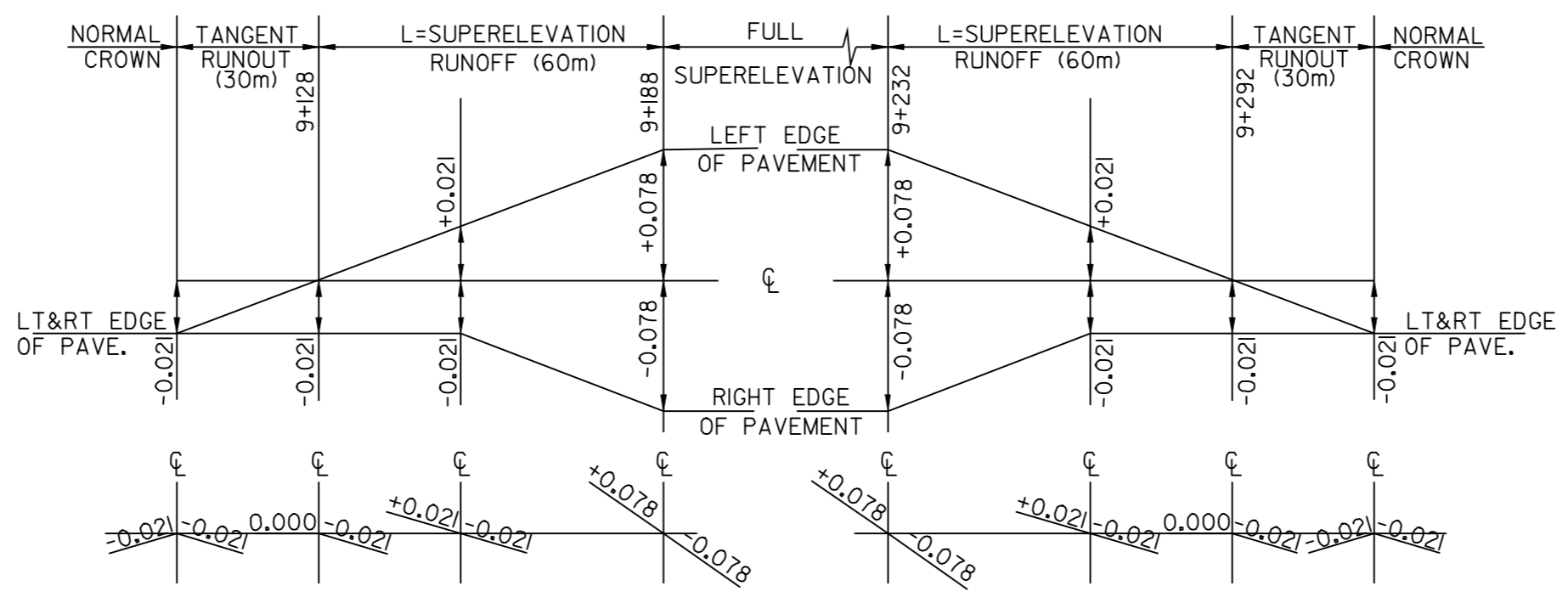
**PAVING
PROJECT
LAYOUT #9**



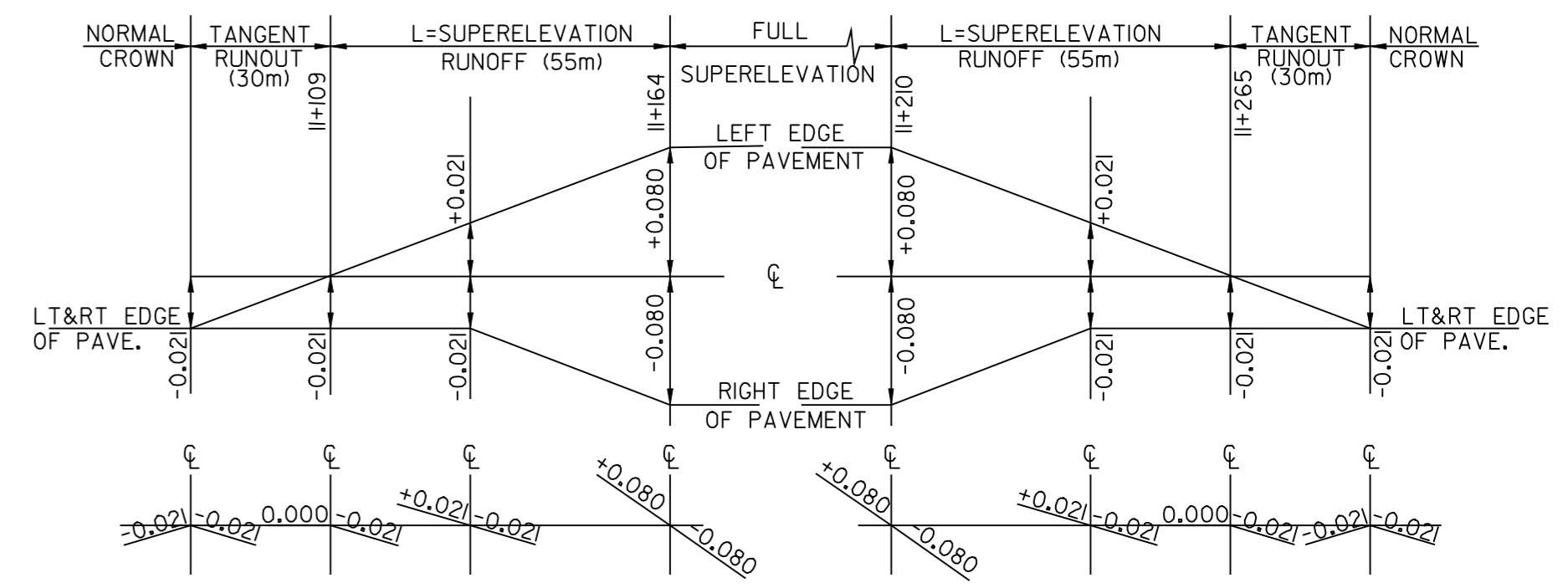
DESIGNED BY	BCE/PJM	DATE	6-98
DRAWN BY	C.E.A., INC.	DATE	6-98
DESIGN FILE NO.	/pave/97bl74/pbl74.dgn		
PRF FILE	pbl74lo9.i	DATE PLOTTED	21-MAR-2008 16:5
PROJ. NAME	WOODBURY - HARDWICK		
PROJ. NO.	STP 9817(1)S		
SHEET	17	OF	25 SHEETS



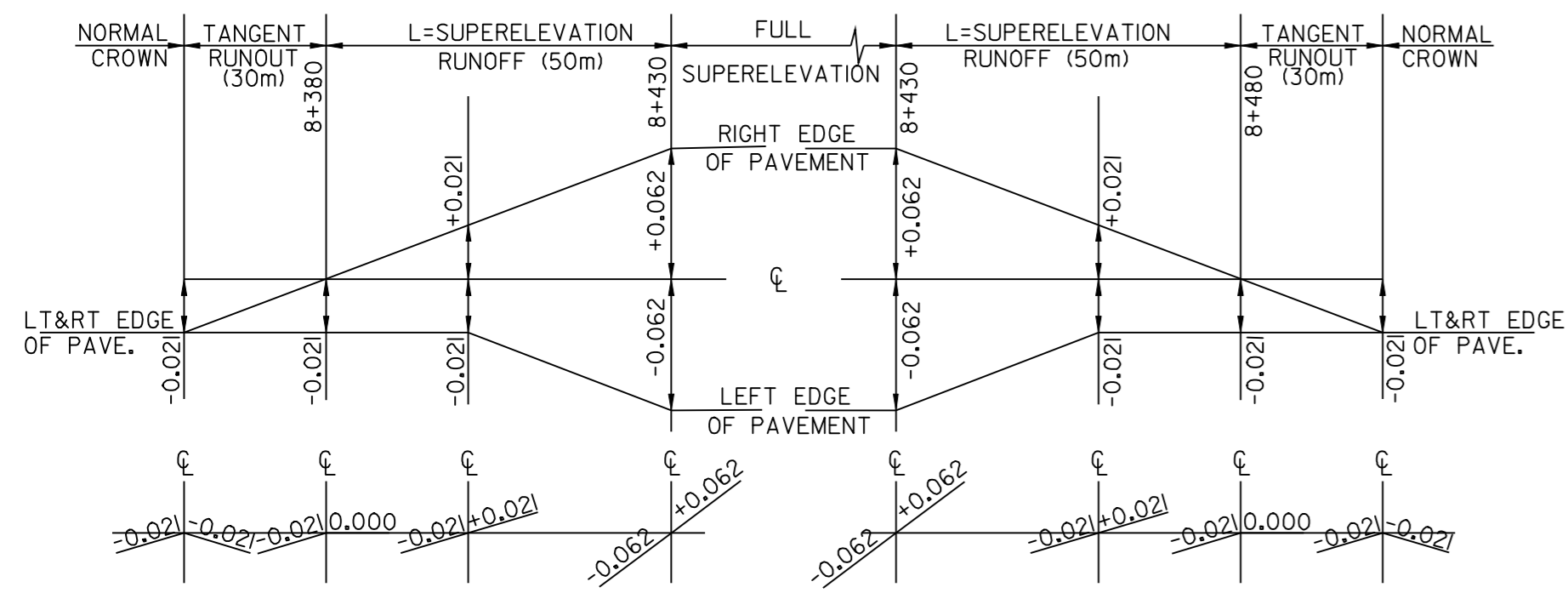
SUPERELEVATION DIAGRAM
NTS
WOODBURY
PC=8+120 R=900m
PT=8+310 V=80 kmh



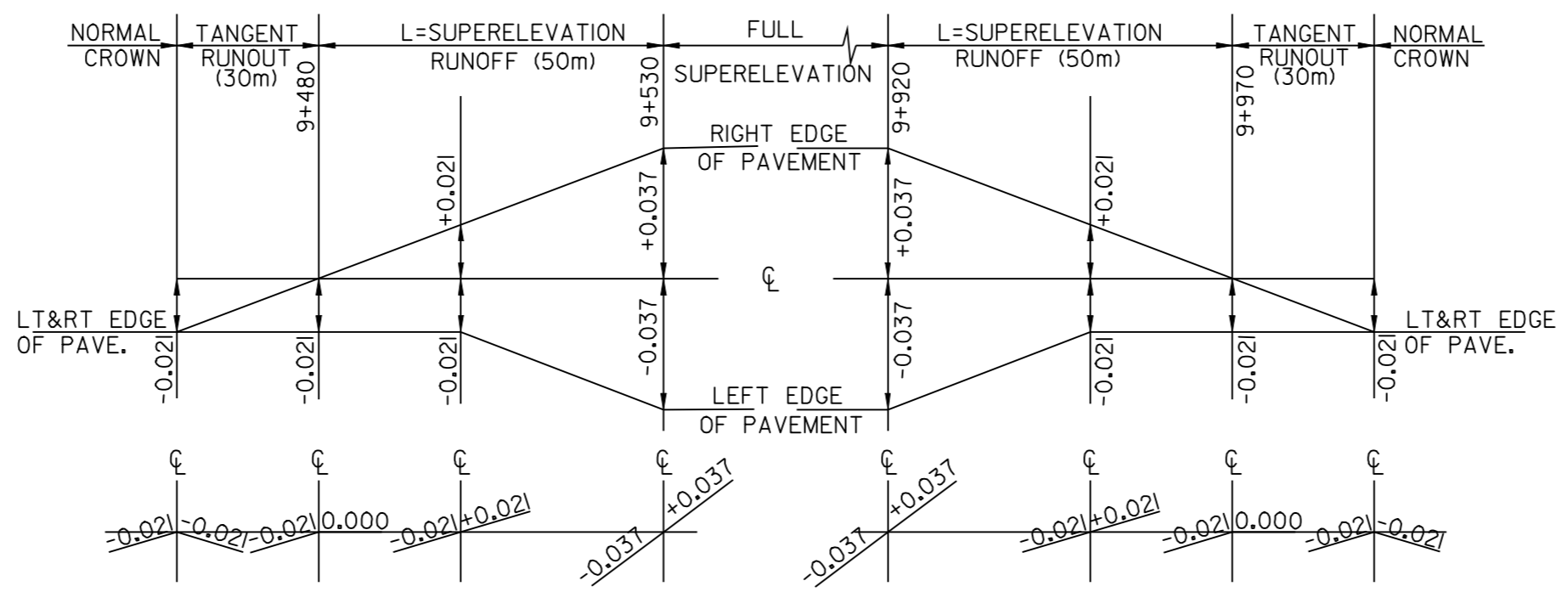
SUPERELEVATION DIAGRAM
NTS
WOODBURY
PC=9+140 R=275m
PT=9+280 V=80 kmh



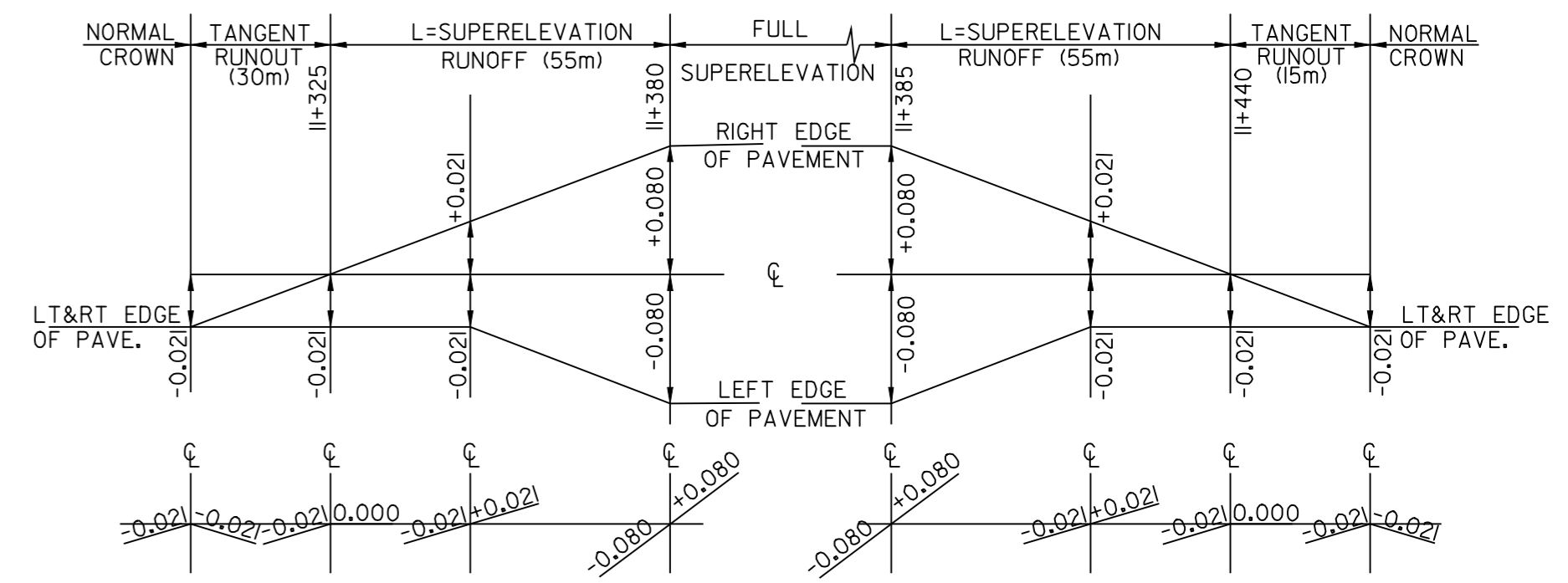
SUPERELEVATION DIAGRAM
NTS
WOODBURY
PC=11+120 R=225m
PT=11+260 V=80 kmh



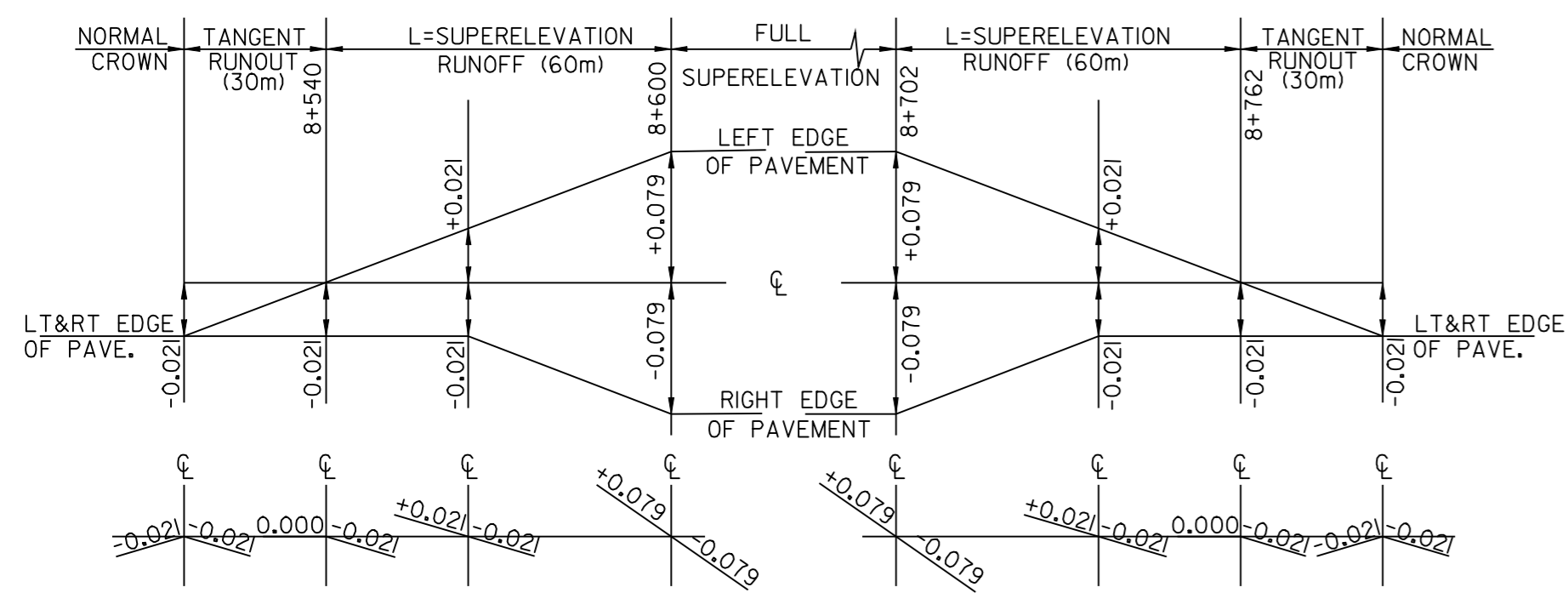
SUPERELEVATION DIAGRAM
NTS
WOODBURY
PC=8+390 R=450m
PT=8+470 V=80 kmh



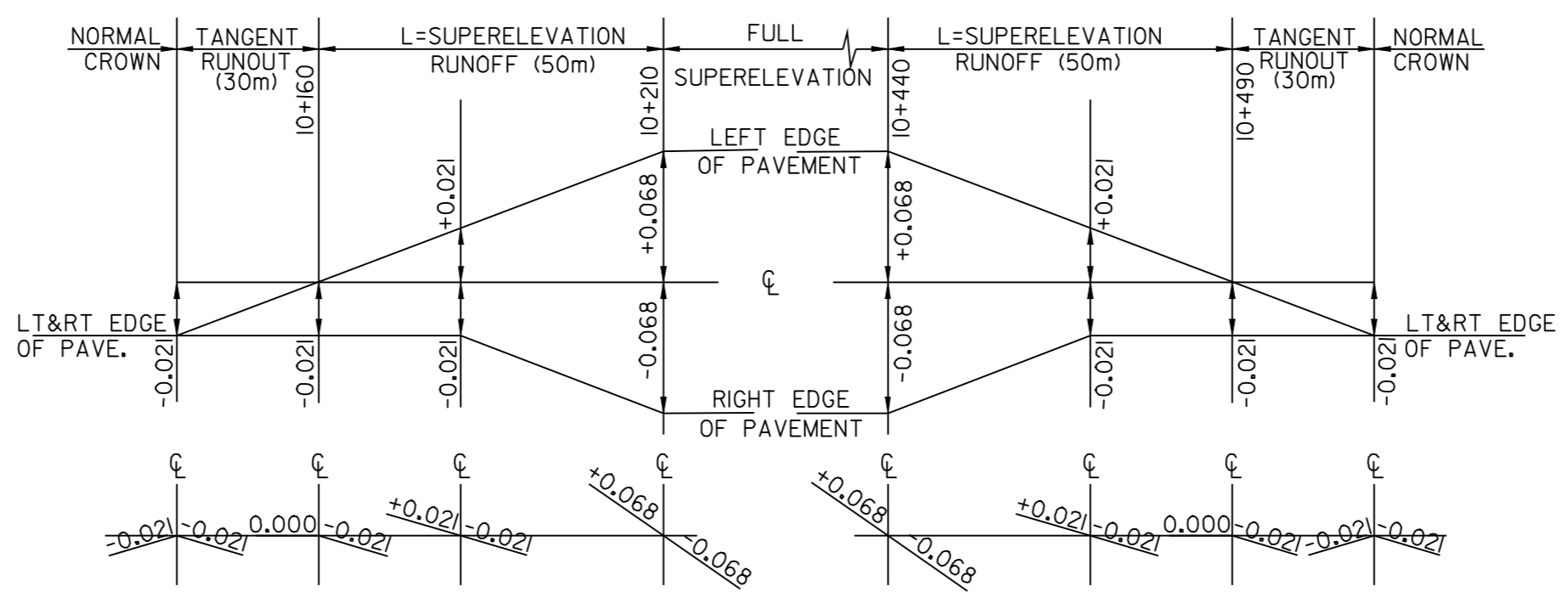
SUPERELEVATION DIAGRAM
NTS
WOODBURY
PC=9+490 R=900m
PT=9+960 V=80 kmh



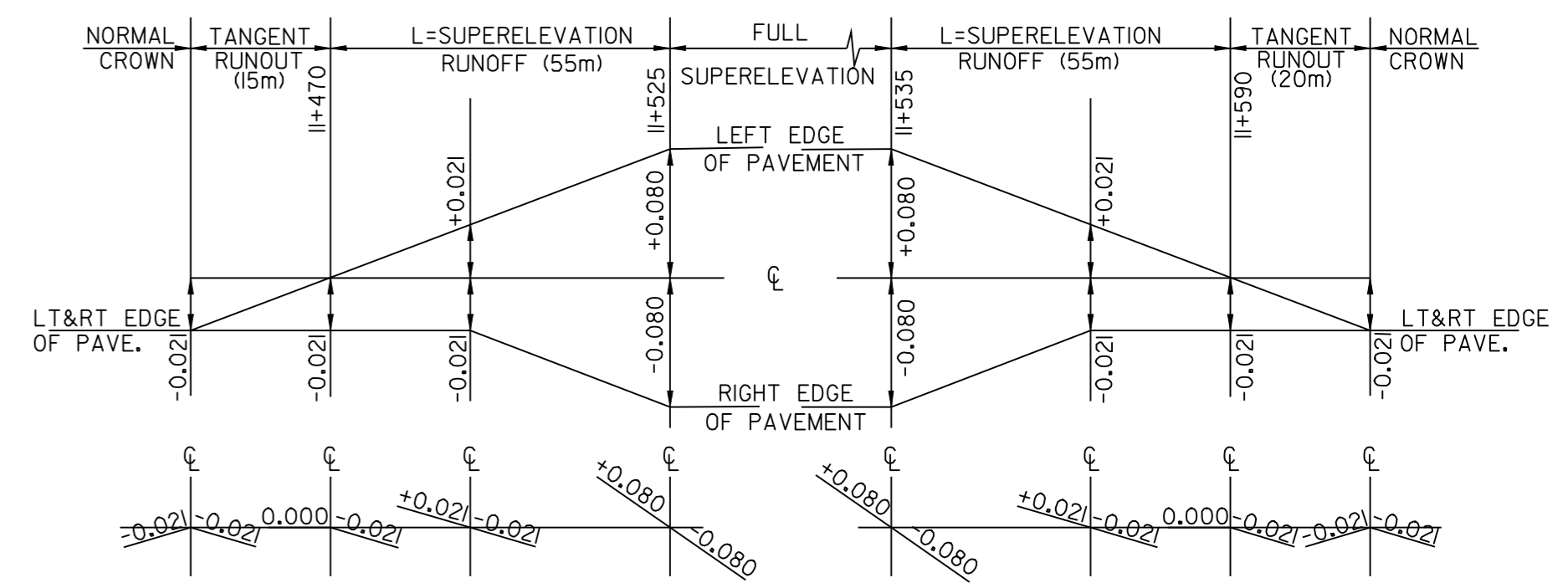
SUPERELEVATION DIAGRAM
NTS
WOODBURY
PC=11+330 R=225m
PT=11+440 V=80 kmh



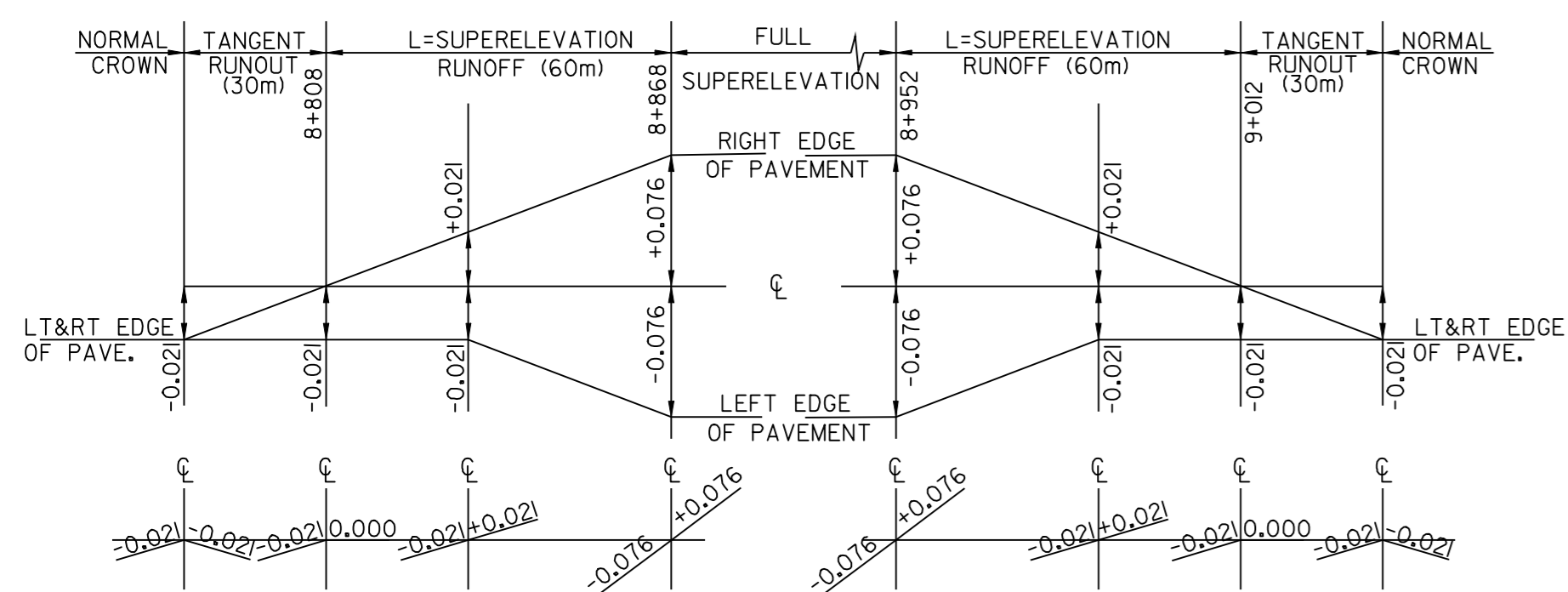
SUPERELEVATION DIAGRAM
NTS
WOODBURY
PC=8+550 R=250m
PT=8+750 V=80 kmh



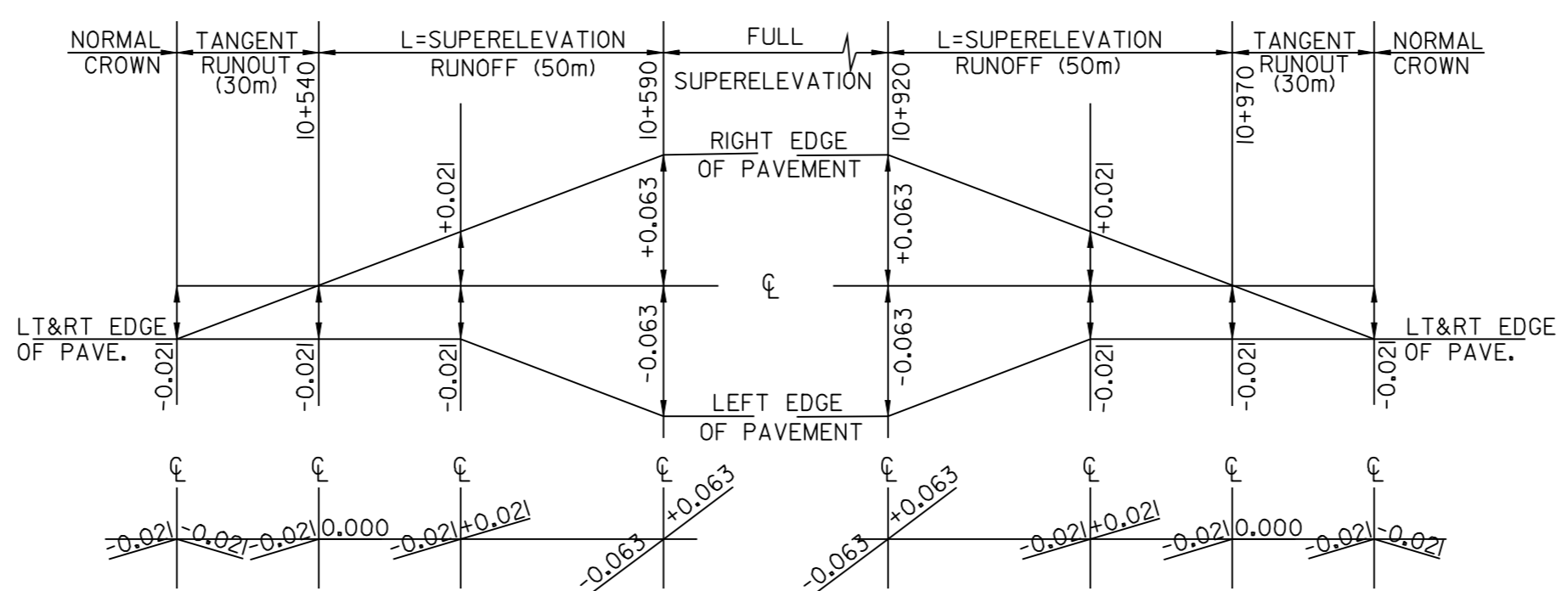
SUPERELEVATION DIAGRAM
NTS
WOODBURY
PC=10+170 R=375m
PT=10+480 V=80 kmh



SUPERELEVATION DIAGRAM
NTS
WOODBURY
PC=11+470 R=225m
PT=11+580 V=80 kmh



SUPERELEVATION DIAGRAM
NTS
WOODBURY
PC=8+820 R=300m
PT=9+000 V=80 kmh



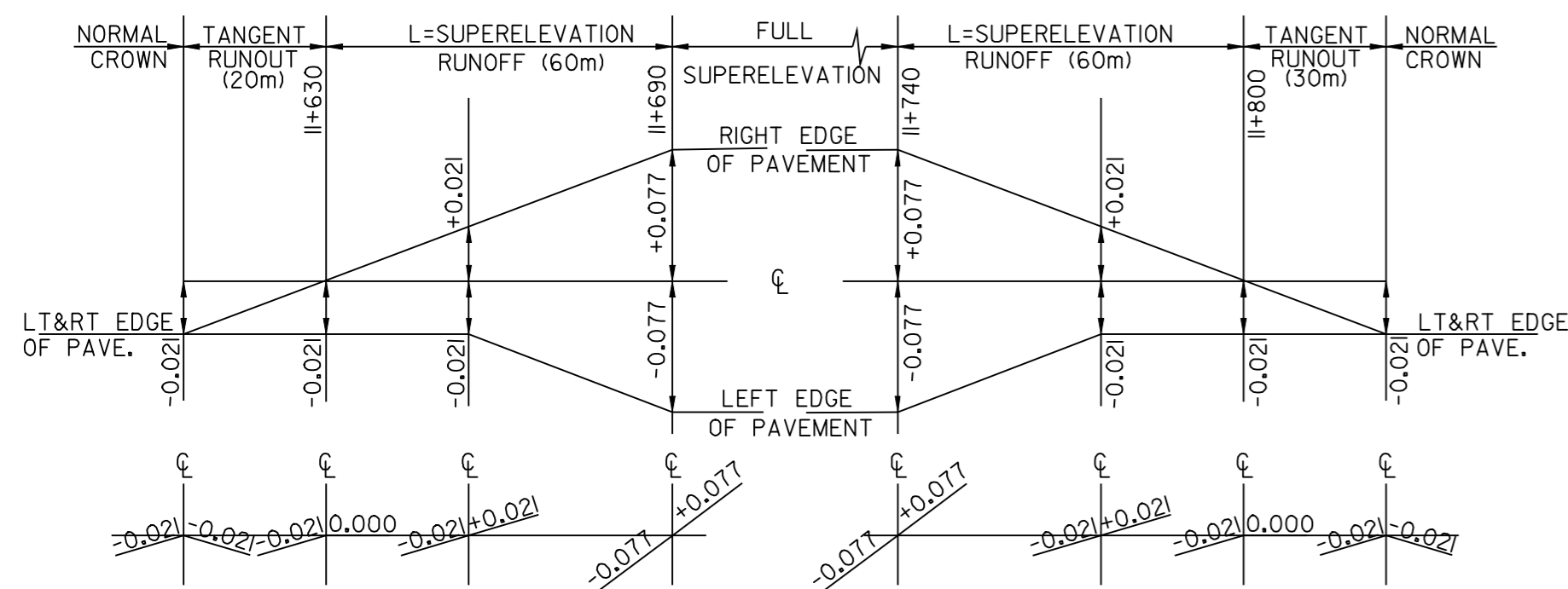
SUPERELEVATION DIAGRAM
NTS
WOODBURY
PC=10+550 R=435m
PT=10+960 V=80 kmh

**ARCHIVED
IN DPR**



**SUPERELEVATION
BANKING DIAGRAM
SHEET #1**

DESIGNED BY BCE/PJM DATE 01-00
DRAWN BY C.E.A., INC. DATE 01-00
DESIGN FILE NO. /pave/97bl74/pbl74.dgn
PRF FILE pbl74bdl.i DATE PLOTTED 11-MAR-2008 16:54
PROJ. NAME **WOODBURY - HARDWICK**
PROJ. NO. **STP 9817(1)S**
SHEET **18** OF **25** SHEETS

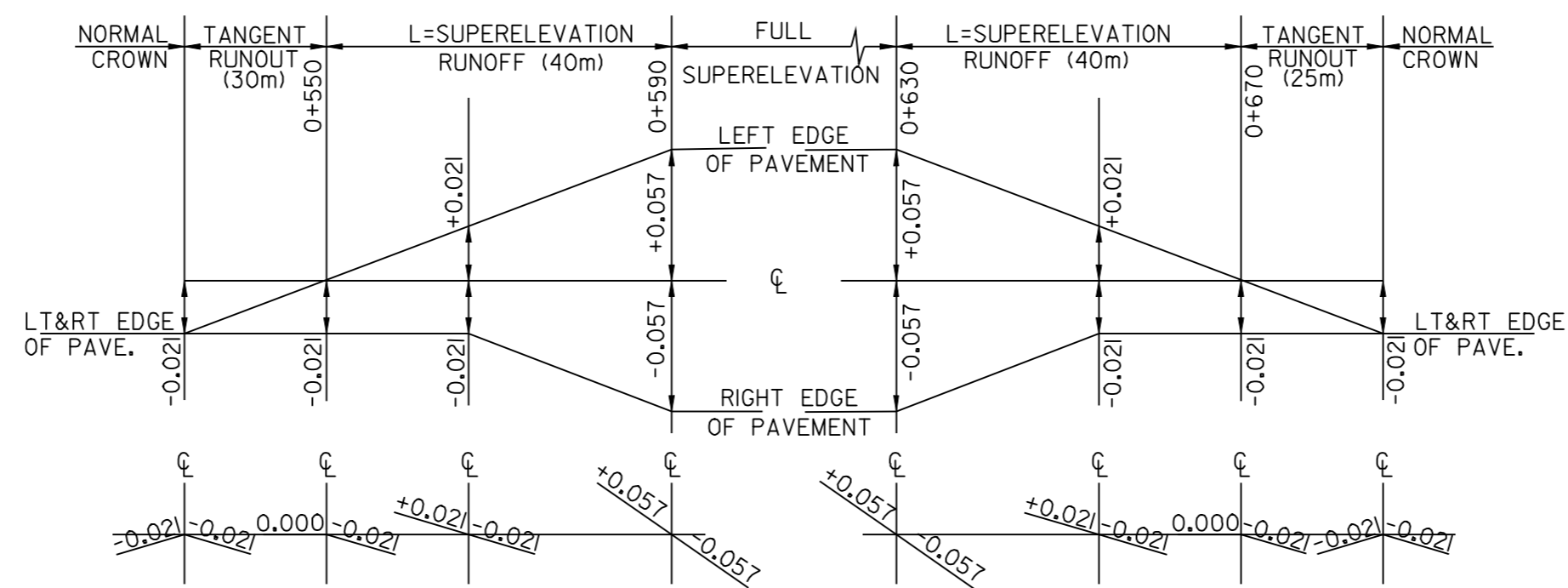


SUPERELEVATION DIAGRAM

WOODBURY

NTS

PC=11+640 R=275m
PT=11+790 V=80 km/h

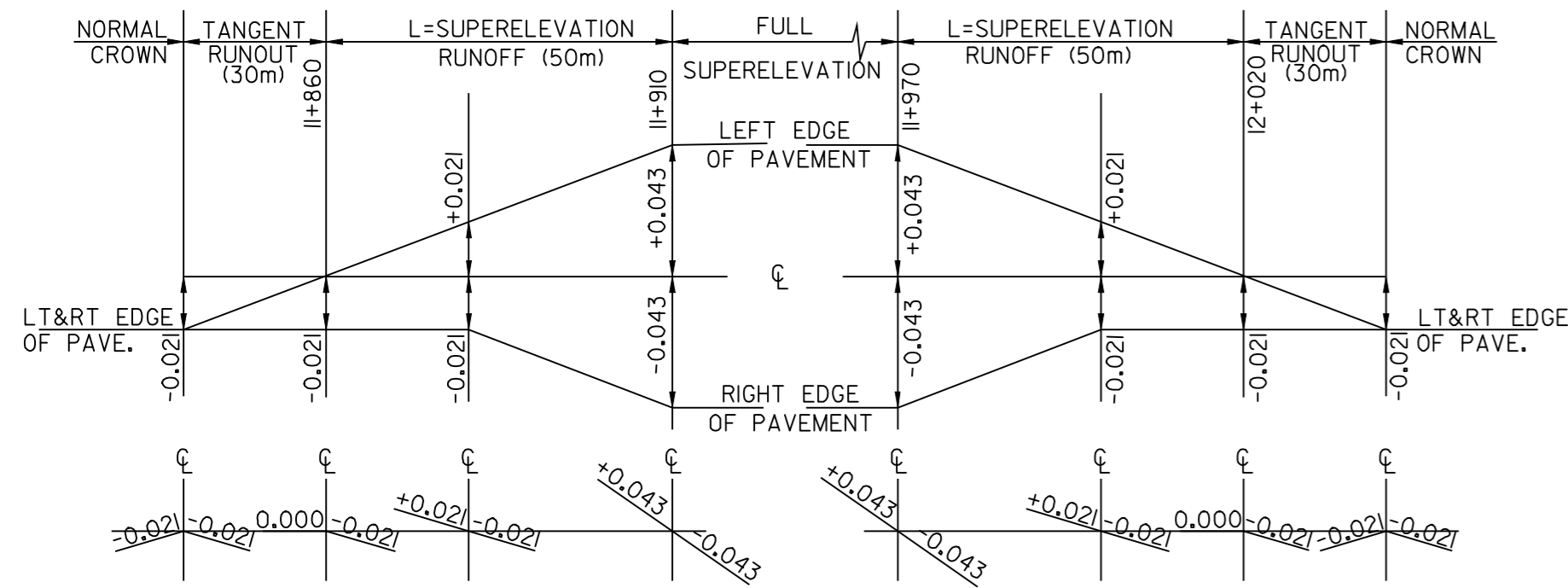


SUPERELEVATION DIAGRAM

HARDWICK

NTS

PC=0+560 R=400m
PT=0+670 V=70 km/h

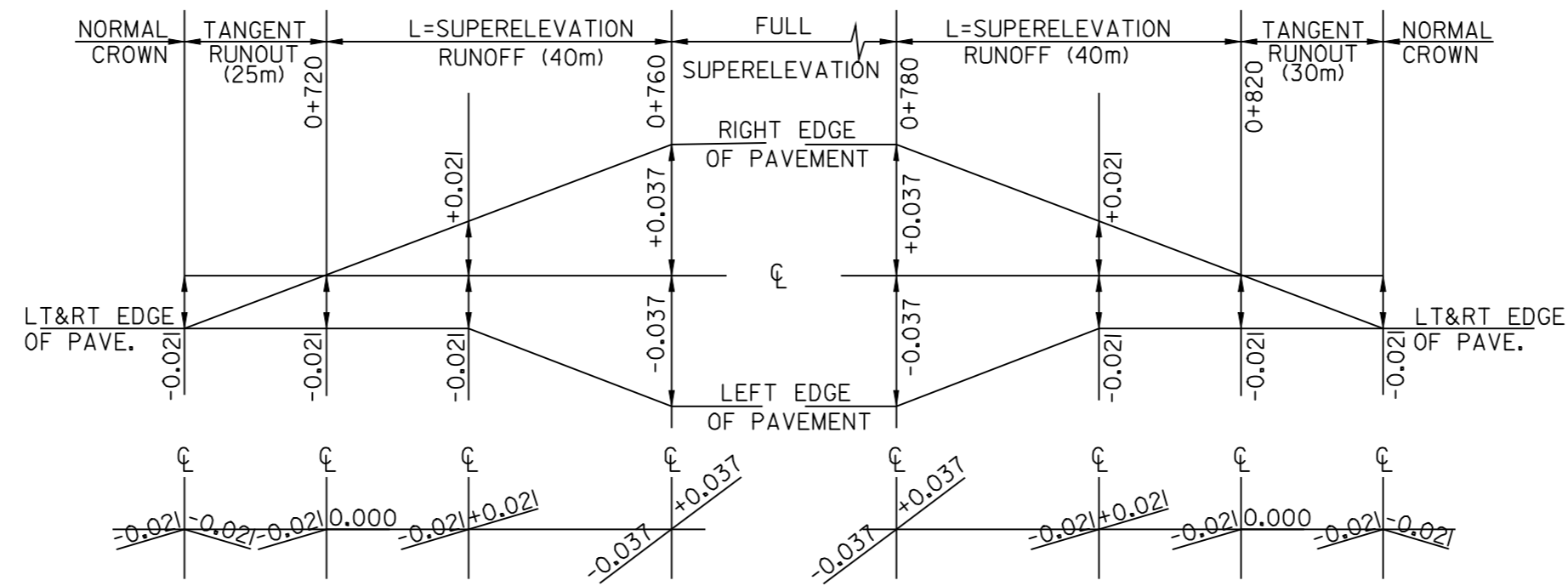


SUPERELEVATION DIAGRAM

WOODBURY

NTS

PC=11+870 R=750m
PT=12+010 V=80 km/h

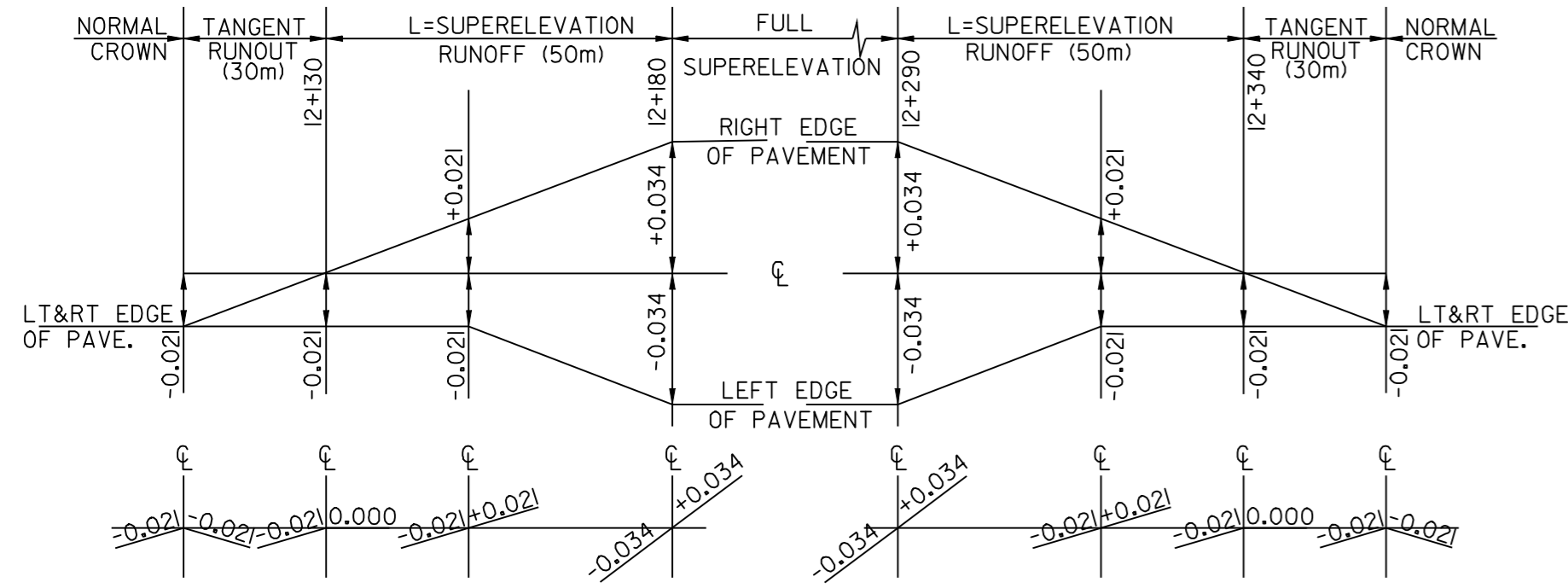


SUPERELEVATION DIAGRAM

HARDWICK

NTS

PC=0+720 R=725m
PT=0+810 V=70 km/h

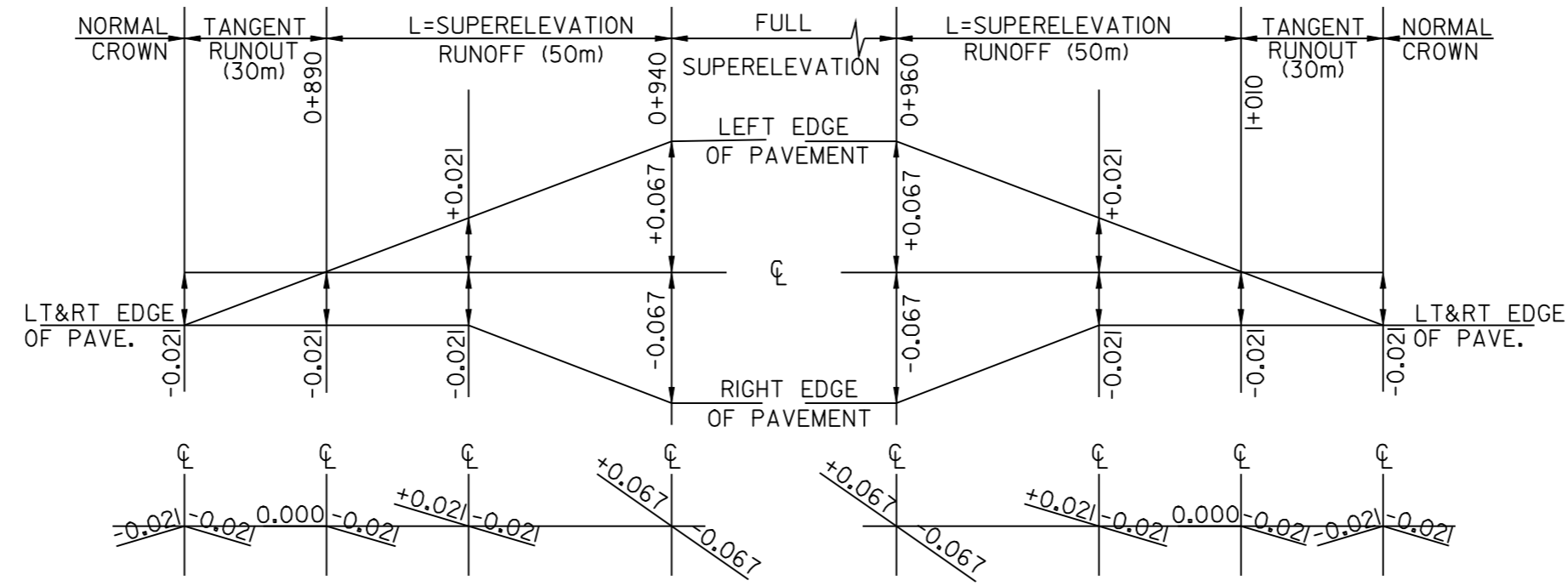


SUPERELEVATION DIAGRAM

WOODBURY

NTS

PC=12+140 R=1000m
PT=12+330 V=80 km/h

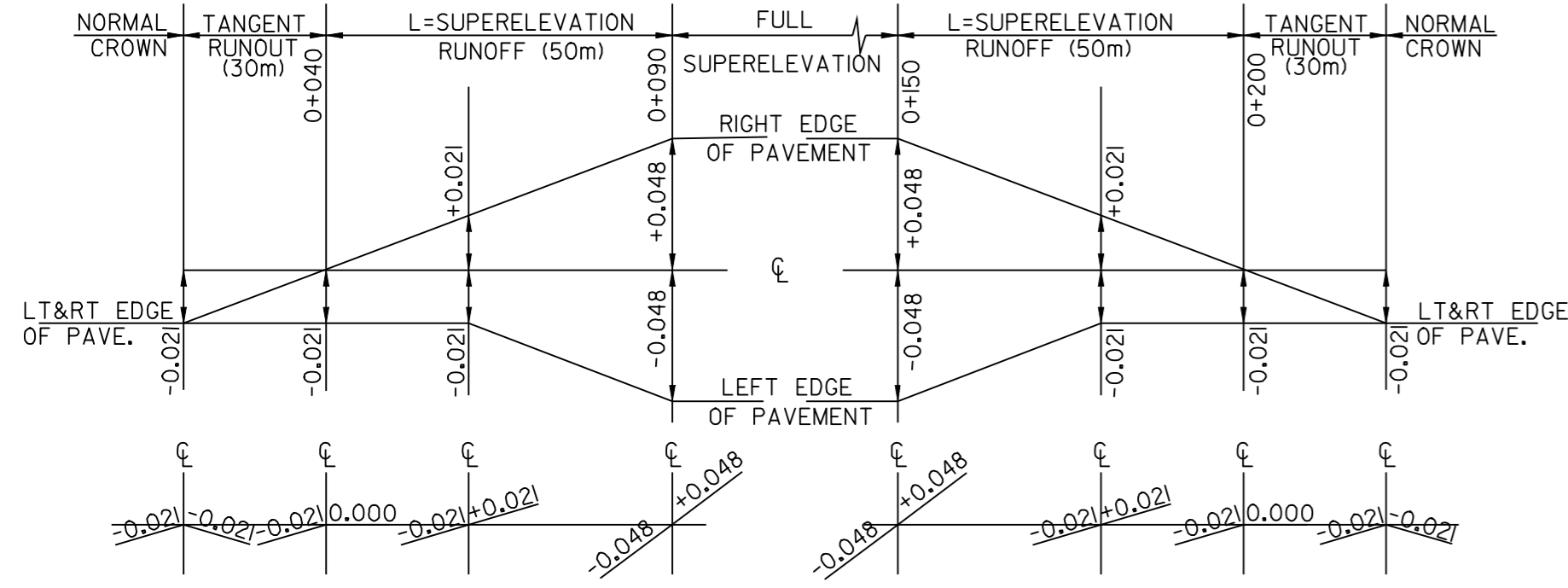


SUPERELEVATION DIAGRAM

HARDWICK

NTS

PC=0+900 R=300m
PT=1+000 V=70 km/h



SUPERELEVATION DIAGRAM

HARDWICK

NTS

PC=0+050 R=650m
PT=0+190 V=80 km/h

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IN DPR**

**SUPERELEVATION
BANKING DIAGRAM
SHEET #2**



DESIGNED BY BCE/PJM DATE 01-00
DRAWN BY C.E.A., INC. DATE 01-00
DESIGN FILE NO. /pave/97bl74/pbl74.dgn
PRF FILE pbl74bd2.1 DATE PLOTTED 20-MAR-2008 16:54
PROJ. NAME **WOODBURY - HARDWICK**
PROJ. NO. **STP 9817(1)S**
SHEET **19** OF **25** SHEETS

KILOMETER MARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS		NEW & SALVAGED SIGNS				EXIST POST REF A N	SALVAGE	NO. OF POSTS	NEW SIGN POSTS																REMARKS	SIGN DETAIL			
		E A	WIDTH (mm)	HEIGHT (mm)	"A"	"B"	SALV SIGN				SALV TIS	FLANGED CHANNEL			SQUARE STEEL (mm)			TUBULAR ALUMINUM Ø (mm)			TUBULAR STEEL Ø (mm)				W-SHAPE STEEL			DETAIL ON SHEET NUMBER	STD. SHEET NUMBER		
												1.7	3.0	4.5	44	50	63	75	100	100 MOD	75	89	100	125	FTG. SIZE	WEIGHT				POST SIZE	
																															kg/m
WOODBURY 4+155 RT		I	600	750	0.45				I		X																	REFER TO STANDARD E-12IM FOR PLACEMENT.	E-14IM		
4+160 RT		I	600	600	0.36				I		X																	BACK TO BACK	E-143M		
4+877 RT		I	600	750	0.45				I		X																	REFER TO STANDARD E-12IM FOR PLACEMENT.	E-14IM		
4+887 RT		I	600	600	0.36				I		X																	BACK TO BACK	E-143M		
5+470 RT		I	600	750	0.45				I		X																	REFER TO STANDARD E-12IM FOR PLACEMENT.	E-14IM		
5+476 RT		I	600	600	0.36				I		X																		E-143M		
5+710 RT	WOODBURY ELEMENTARY SCHOOL LEFT																														
5+815 RT		I	750	750	0.56				I		X																		E-153M		
5+932 RT		I	750	750	0.56				I		X																		E-153M		
		I	600	750	0.45																								E-146M		
5+932 LT		I	750	750	0.56				I		X																		E-153M		
		I	600	750	0.45																								E-146M		
				m ²	m ²	EA.	m ²			m	m	m	m	m	m	EA.	kg	kg	kg	EA.	kg	kg	kg	kg	EA.	EA.	kg				
				5.01		3						35.49		35.49	-41.4	2															
FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND THE TRAFFIC & SAFETY DIVISION'S "SIGN POST DESIGN GUIDELINE."																															
SHEET TOTALS				5.01		3						35.49		-41.4	2																
												PROJECT: WOODBURY - HARDWICK												PROJECT NO.: STP 9817(1)S							
																								DATE: 10-98							
												DESIGN FILE NAME: /pave/97bi74/pbi74.dgn												PLOT DATE: 21-MAR-2008 16:5							
												IPARM FILE NAME: pbi74sl.i												SURVEY DATE:							
												SURVEYED BY:												DRAWN BY: C.E.A., INC.							
												SQUAD LEADER:												SHEET: 20 OF 25							

**ARCHIVED
IN DPR**

KILOMETER MARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS		NEW & SALVAGED SIGNS				EXIST POST	NO. OF POSTS	NEW SIGN POSTS																REMARKS	SIGN DETAIL				
		E A	WIDTH (mm)	HEIGHT (mm)	"A"	"B"	SALV SIGN			SALV TIS	FLANGED CHANNEL			SQUARE STEEL (mm)			TUBULAR ALUMINUM Ø (mm)			TUBULAR STEEL Ø (mm)				W-SHAPE STEEL			DETAIL ON SHEET NUMBER	STD. SHEET NUMBER			
											1.7	3.0	4.5	44	50	63	75	100	100 MOD	FOUND-ATION	75	89	100	125	FTG. SIZE				WEIGHT	POST SIZE	
																									kg/m						kg/m

OPTION ITEMS																														
5+932 LT		I	600	600	0.36					I		X																	BACK TO BACK	E-143M
5+950 LT		I	600	750	0.45					I		X																REFER TO STANDARD E-12IM FOR PLACEMENT.	E-14IM	
5+950 LT		I	750	750	0.56					I		X																	E-153M	
5+955 RT		I	900 X 900 900		0.35					I		X																	E-146M	
5+957 RT		I	600	750	0.45					I		X																REFER TO STANDARD E-12IM FOR PLACEMENT.	E-14IM	
5+960 RT		I	750	750	0.56					I		X																BACK TO BACK	E-143M	
5+968 LT		I	600	600	0.36					I		X																	E-143M	
5+972 RT		I	750	750	0.56					I		X																	E-143M	
5+976 LT		I	600	750	0.45					I		X																REFER TO STANDARD E-12IM FOR PLACEMENT.	E-14IM	
6+074 LT		I	750	750	0.56					I		X																	E-153M	

ARCHIVED
IN DPR

				m ²	m ²	EA.	m ²		m	m	m	m	m	m	EA.	kg	kg	kg	EA.	kg	kg	kg	kg	EA.	EA.	kg			
				4.66		2						40.98																	
				46.0								40.98																	

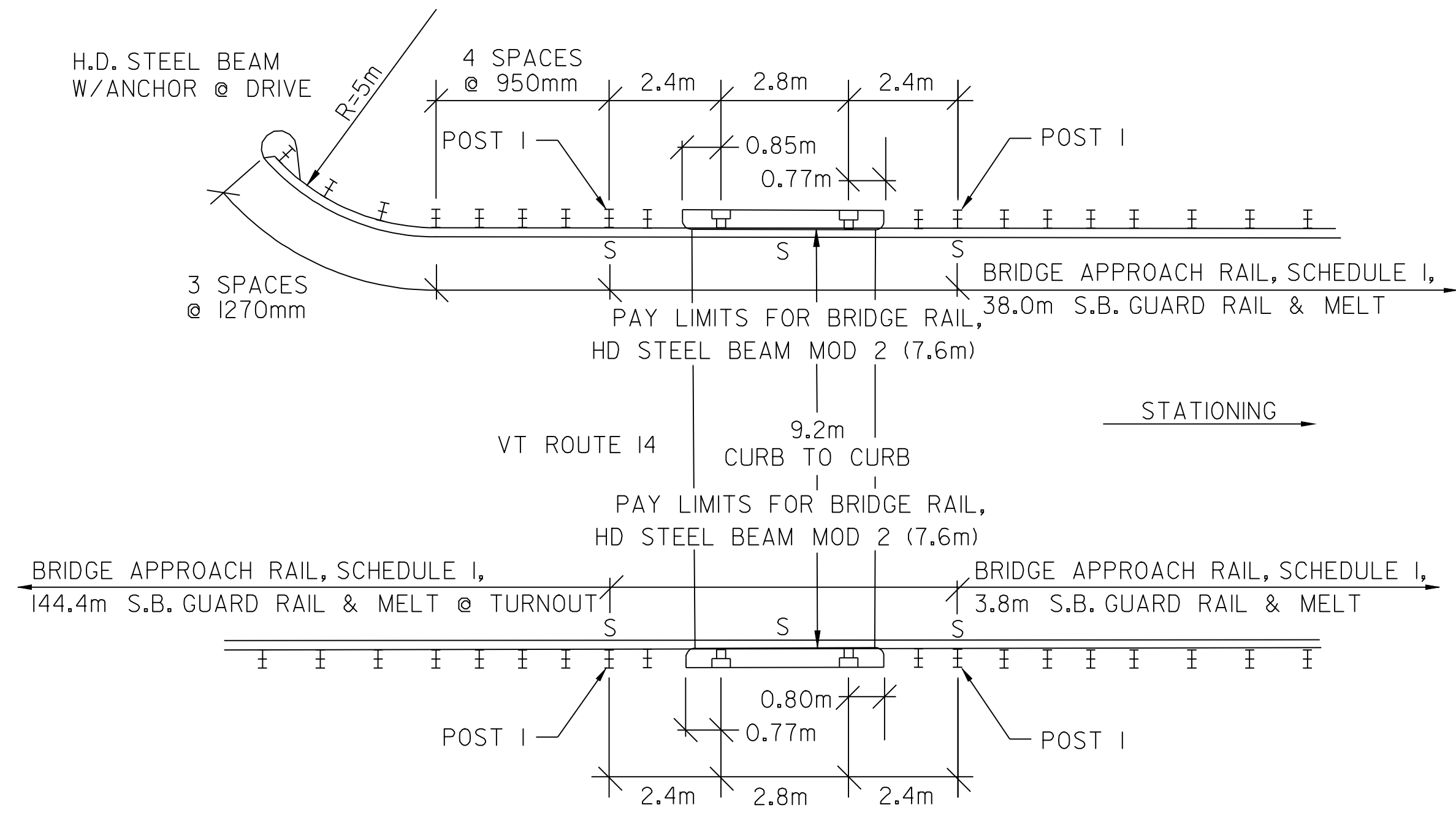
FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND THE TRAFFIC & SAFETY DIVISION'S "SIGN POST DESIGN GUIDELINE."	SHEET TOTALS	4.66	2		40.98	46.0																									

PROJECT: **WOODBURY - HARDWICK** PROJECT NO.: **STP 9817(1)S**
 DATE: 10-98
 DESIGN FILE NAME: /pave/97b174/pbl74.dgn PLOT DATE: 21-MAR-2008 16:5
 IPARM FILE NAME: pbl74s2.i SURVEY DATE:
 SURVEYED BY: DRAWN BY: C.E.A., INC.
 SQUAD LEADER: SHEET: **21** OF **25**

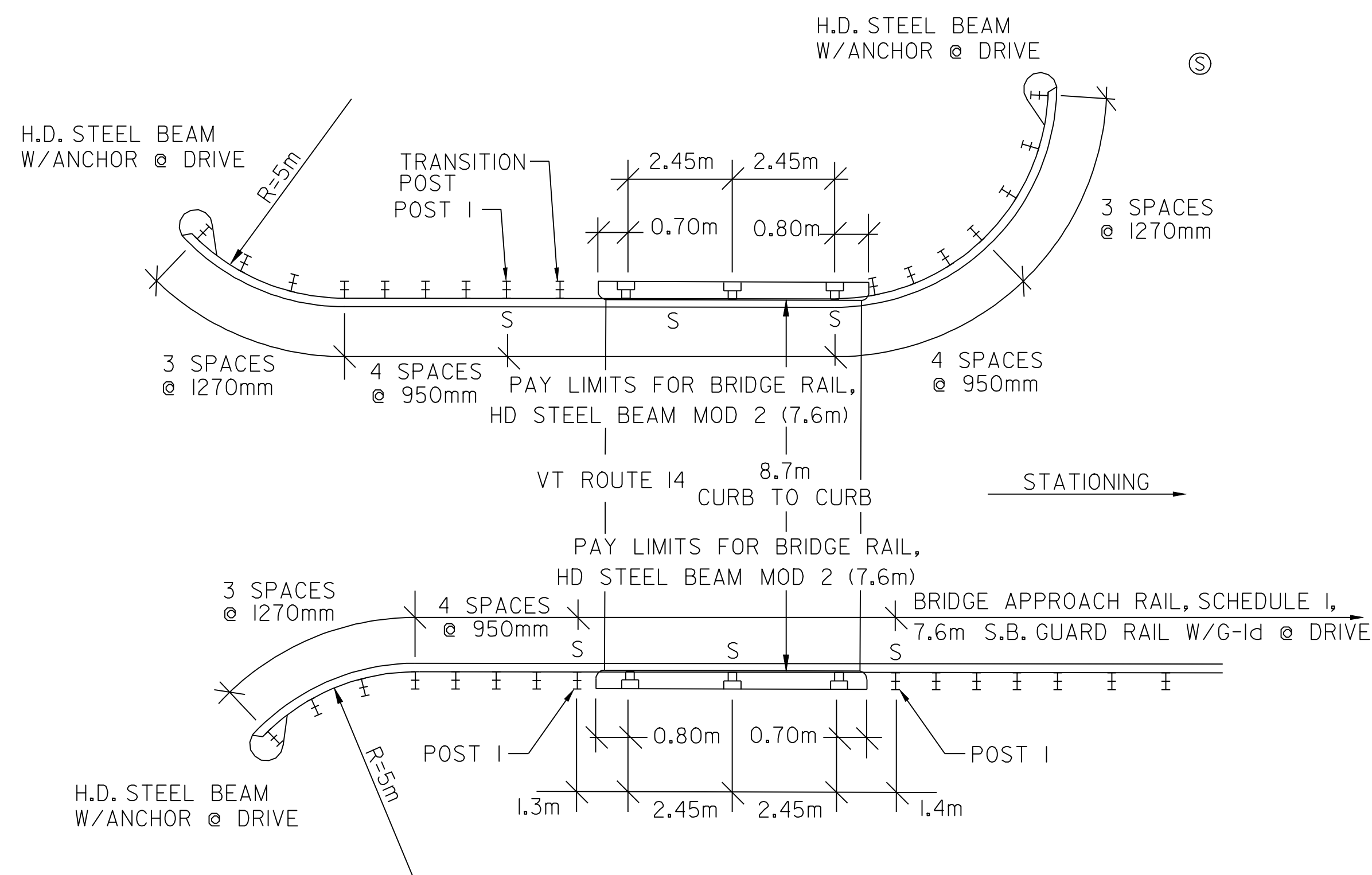
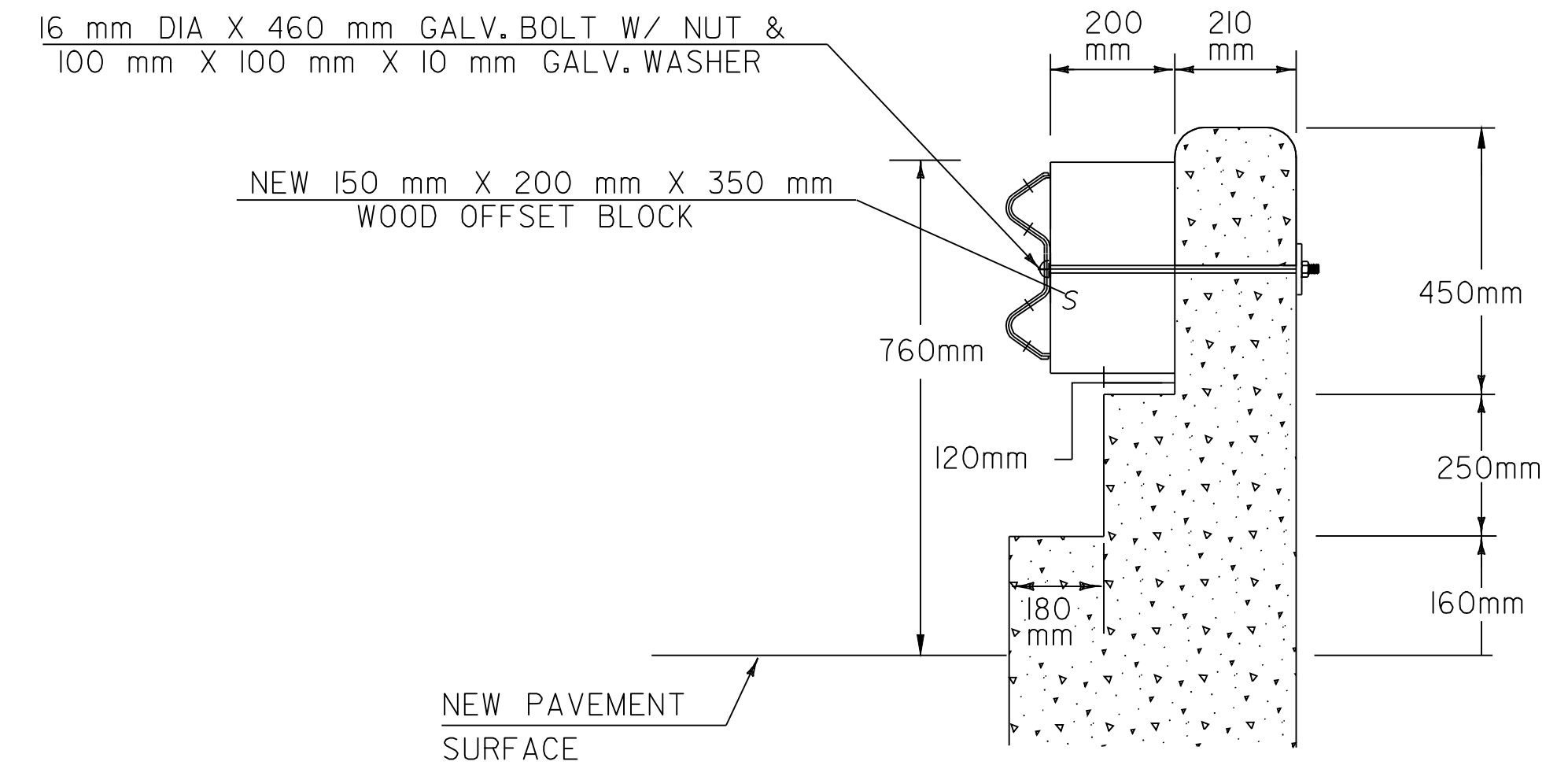
KILOMETER MARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS		NEW & SALVAGED SIGNS				EXIST. POST REF. IN SALVAGE	NO. OF POSTS	NEW SIGN POSTS																REMARKS	SIGN DETAIL					
		E A	WIDTH (mm)	HEIGHT (mm)	"A"	"B"	SALV SIGN			SALV TIS	FLANGED CHANNEL				SQUARE STEEL (mm)				TUBULAR ALUMINUM Ø (mm)			TUBULAR STEEL Ø (mm)					W-SHAPE STEEL			DETAIL ON SHEET NUMBER	STD. SHEET NUMBER	
											kg/m		44	50	63	ANCHOR	SUPPORTS	75	100	100 MOD	FOUND-ATION	75	89	100	125		FTG. SIZE		WEIGHT			POST SIZE
											1.7	3.0	4.5	3.4	3.9			5.0	1.9	2.5		2.5	kg/m	kg/m	kg/m		kg/m	600 mm				
6+255 RT		I	600	750	0.45				I	X	4.25	*																REFER TO STANDARD E-12IM FOR PLACEMENT.	E-14IM			
6+265 RT		I	600	600	0.36				I	X	4.10	*																BACK TO BACK	E-143M			
6+790 RT		I	600	750	0.45				I	X	4.50	*																REFER TO STANDARD E-12IM FOR PLACEMENT.	E-14IM			
6+800 RT		I	600	600	0.36				I	X	3.90	*																	E-143M			
7+322 LT		I	600	600	0.36				I	X	4.02	*																	E-143M			
7+332 LT		I	600	750	0.45				I	X	4.03	*																REFER TO STANDARD E-12IM FOR PLACEMENT.	E-14IM			
8+580 LT		I	600	600	0.36				I	X	4.36	*																BACK TO BACK	E-143M			
8+580 RT		I	600	750	0.45				I	X	3.97	*																REFER TO STANDARD E-12IM FOR PLACEMENT.	E-14IM			
8+590 LT		I	600	750	0.45				I	X	4.02	*																REFER TO STANDARD E-12IM FOR PLACEMENT.	E-14IM			
8+590 RT		I	600	600	0.36				I	X	3.98	*																	E-143M			
WOODBURY I+103 RT		I	600	750	0.45				I	X	4.00	*	X															REFER TO STANDARD E-12IM FOR PLACEMENT.	E-14IM			
I+112 RT		I	600	600	0.36				I	X	3.97	*																BACK TO BACK	E-143M			
				m ²	m ²	EA.	m ²			m	m	m	m	m	EA.	kg	kg	kg	EA.	kg	kg	kg	kg	EA.	EA.	kg						
				4.86		3						49.10																				
						-2						49.10																				
				14.53		-6																										
FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND THE TRAFFIC & SAFETY DIVISION'S "SIGN POST DESIGN GUIDELINE."																																
				SHEET #20	5.01	2						41.4		2																		
				SHEET #21	4.66	2						46.0		2																		
				THIS SHEET	4.86	2						55.2		1																		
				PROJECT TOTALS	14.53	-6						142.6		3																		

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IN DPR

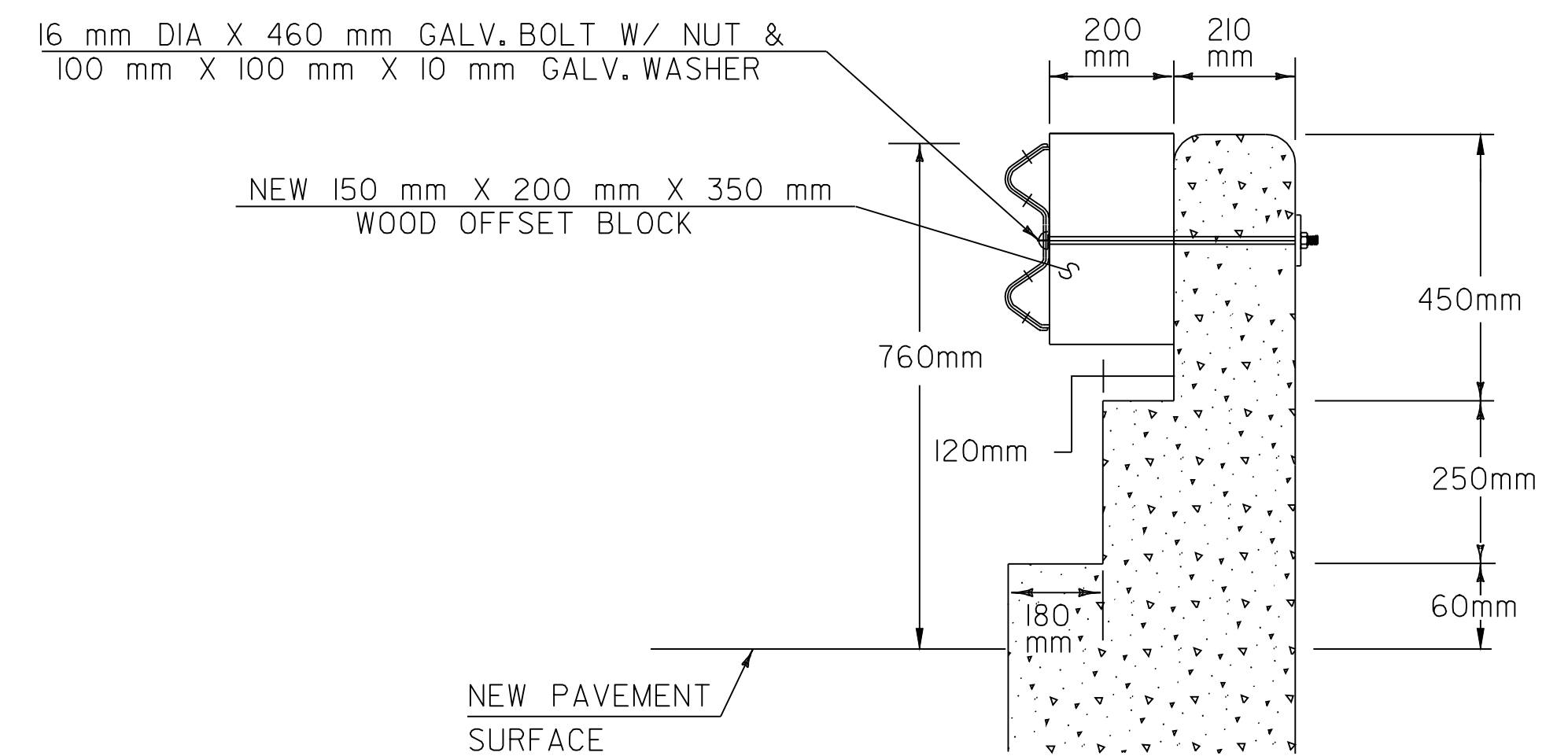
PROJECT: **WOODBURY - HARDWICK** PROJECT NO.: **STP 9817(1)S**
 DATE: 10-98
 DESIGN FILE NAME: /pave/97bi74/pbi74.dgn PLOT DATE: 21-MAR-2008 16:55
 IPARM FILE NAME: pbi74s3.i SURVEY DATE:
 SURVEYED BY: DRAWN BY: C.E.A., INC.
 SQUAD LEADER: SHEET: **22** OF **25**



WOODBURY - BRIDGE # 88
STA 4+097 = MM 2.546



HARDWICK - BRIDGE # 95
STA 1+187.5 = MM 0.738

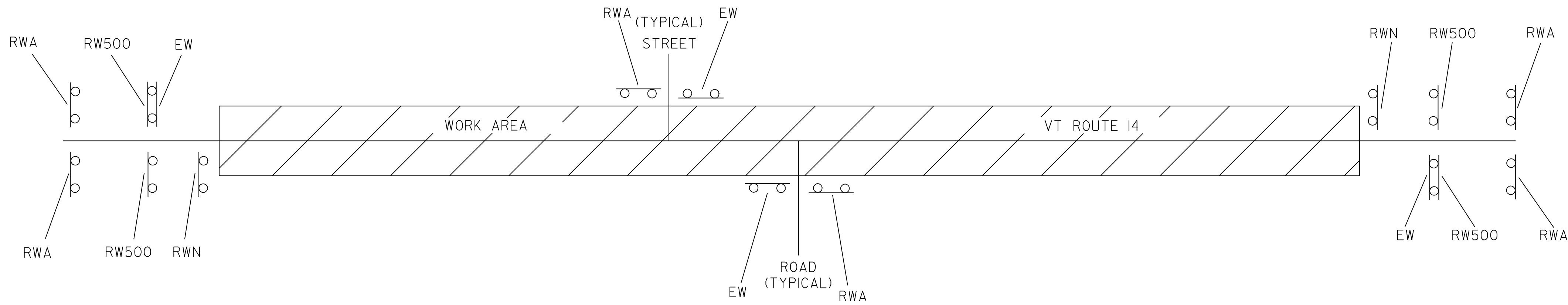


**ARCHIVED
 IN DPR**

**BRIDGE
 DETAIL
 SHEET
 #2**

Metric

DESIGNED BY BCE/PJM DATE 10-98
 DRAWN BY C.E.A., INC. DATE 10-98
 DESIGN FILE NO. /pave/97b174/pb174.dgn
 PRF FILE pb174ds2.i DATE PLOTTED 21-MAR-2008 16:51
 PROJ. NAME **WOODBURY - HARDWICK**
 PROJ. NO. **STP 9817(1)S**
 SHEET **24** OF **25** SHEETS



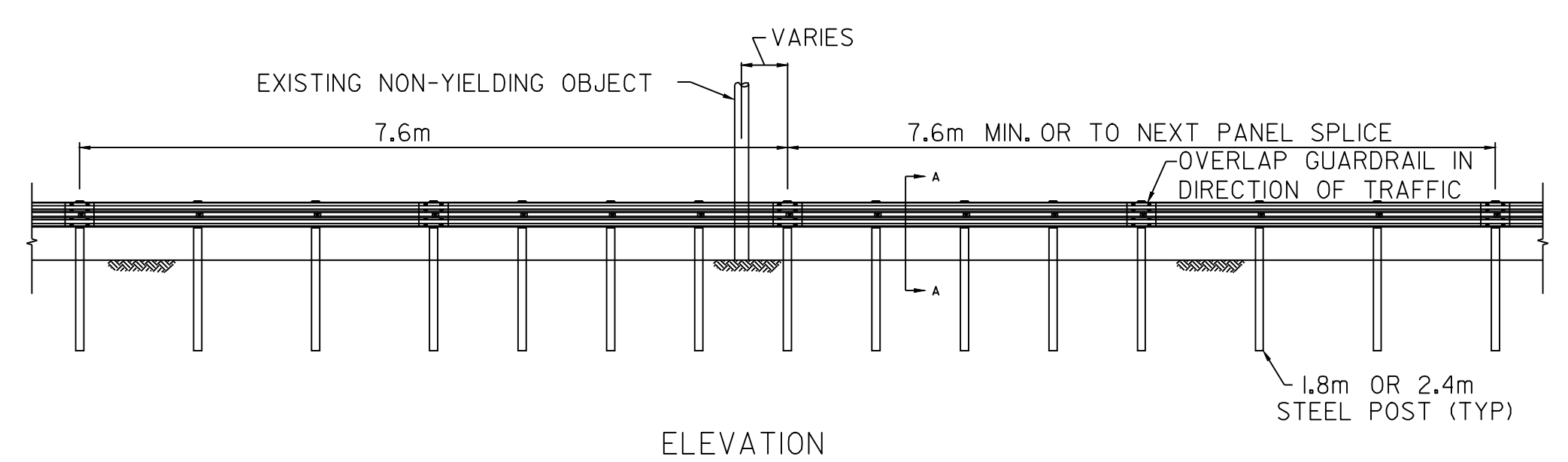
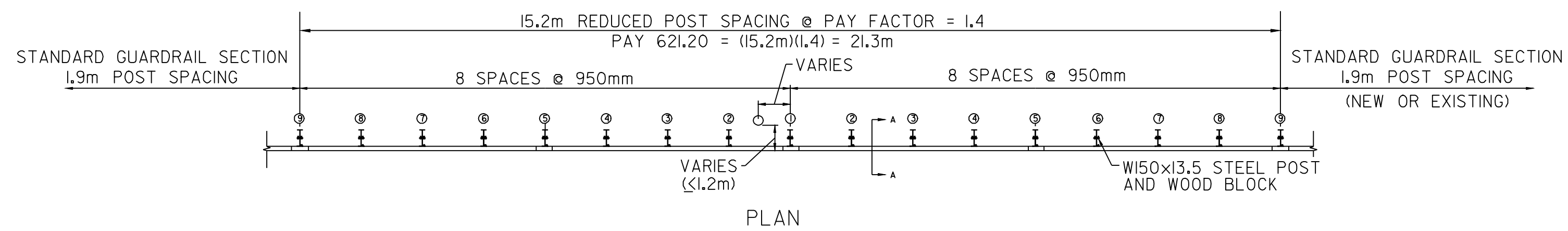
LEGEND
 RWA = ROAD WORK AHEAD
 RW500 = ROAD WORK 500 FEET
 EW = END WORK
 RWN = ROAD WORK NEXT 6 1/2 MILES

CONSTRUCTION APPROACH SIGNING

SEE STD. E-100M FOR SIGN PLACEMENT

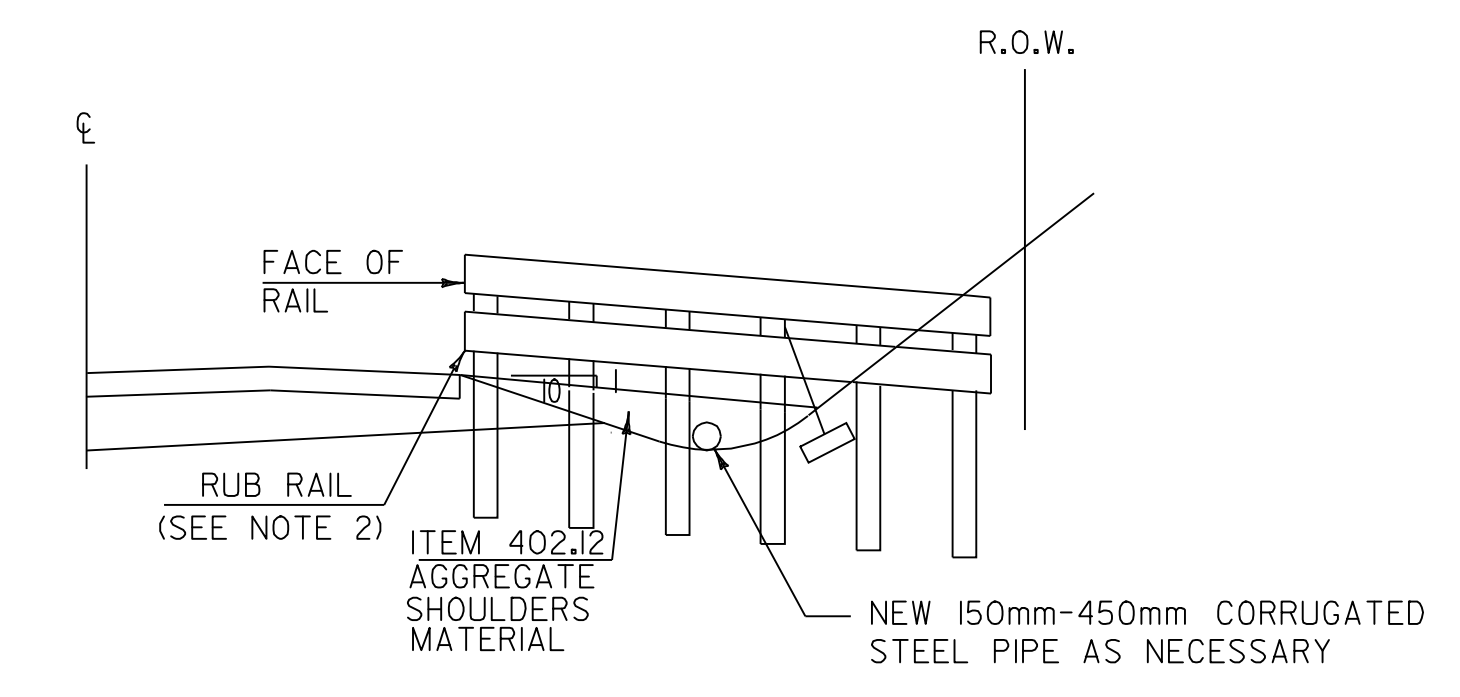
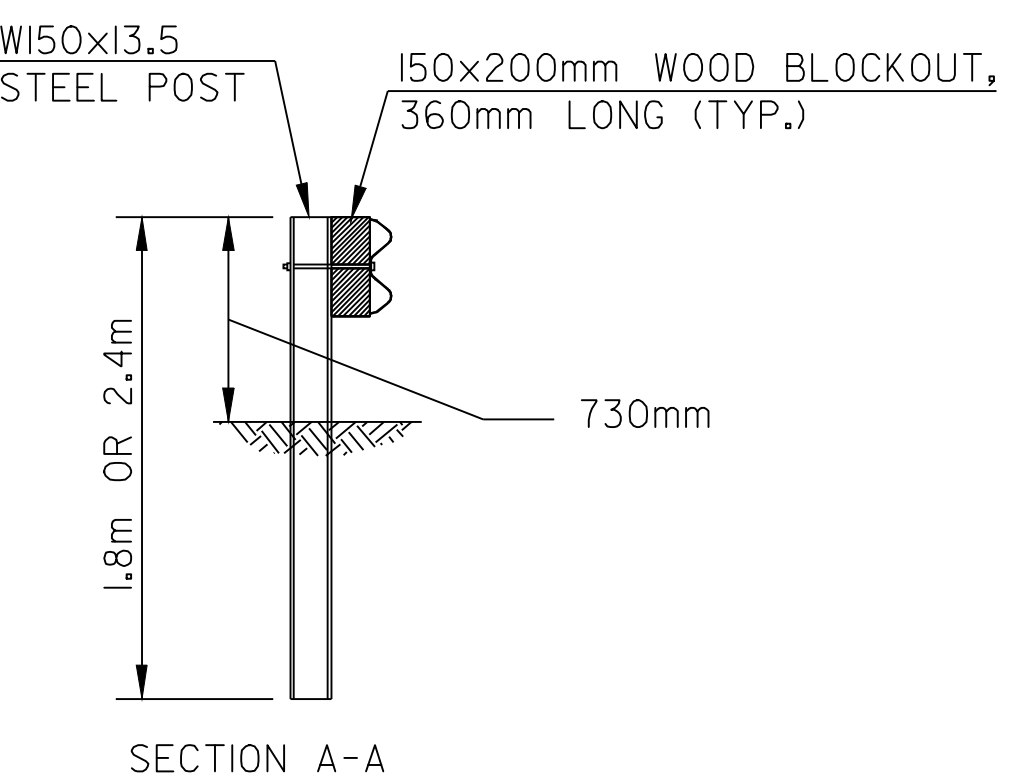
LIST OF CONSTRUCTION SIGNS

TOWN HIGHWAY	RWA	RW500	EW	RWN
BEGIN PROJECT	2	2	1	1
BLAKE HILL RD	1		1	
GILBERT RD	1		1	
BLAKE HILL RD	1		1	
VALLEY LAKE RD	1		1	
TH #2	1		1	
CHURCH STREET	1		1	
FRED McCOY RD	1		1	
AINSWORTH RD	1		1	
BAILEY BRIDGE RD	1		1	
BUCK LAKE RD	1		1	
GREENWOOD LAKE RD	1		1	
CAREY RD	1		1	
END PROJECT	2	2	1	1
TOTALS	16	4	14	2



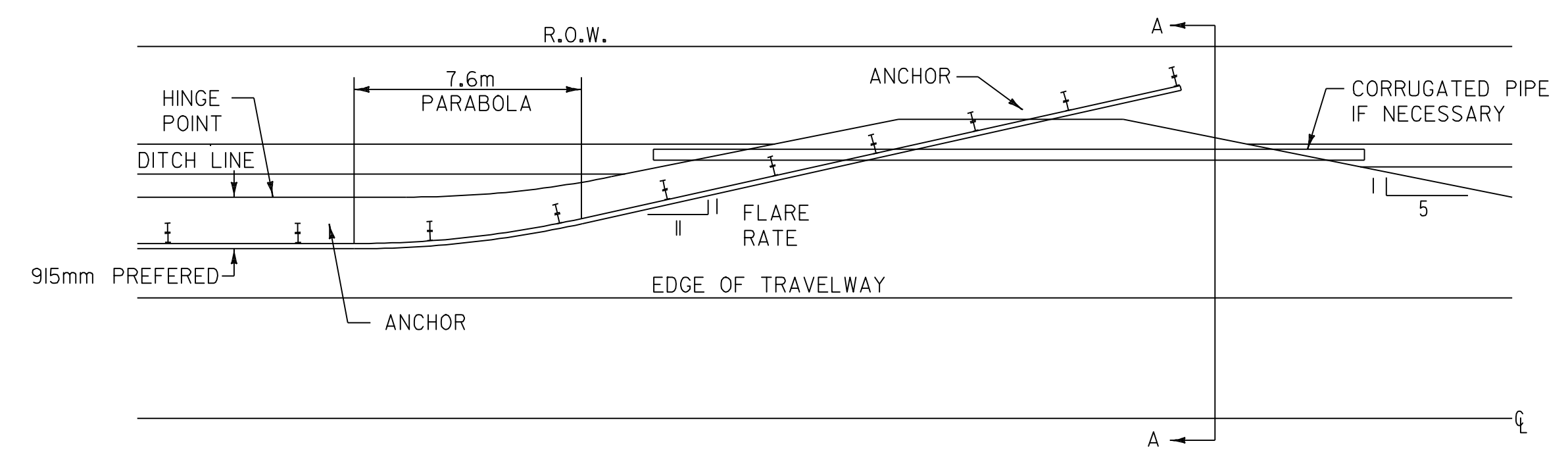
NON-YIELDING OBJECT APPROACH DETAIL

HARDWICK
 STA 0+224 RT



- HEIGHT OF RAIL SHALL REMAIN AT A CONSTANT HEIGHT RELATIVE TO ROADWAY GRADE TO POINT OF DITCH BOTTOM.
- ADDITION OF RUB RAIL IS REQUIRED WHEN OPENING BENEATH PRIMARY RAIL EXCEEDS 457 mm, RUB RAIL EXTENDS FROM THE EDGE OF SHOULDER TO THE BACK SLOPE.

SECTION A-A



DETAIL FOR BURIED GUARD RAIL ENDS INTO BACKSLOPES

**ARCHIVED
 IN DPR**

CONSTRUCTION APPROACH SIGNING, NON-YIELDING OBJECT APPROACH AND BURIED END GUARD RAIL DETAILS

DESIGNED BY BCE/PJM DATE 10-98
 DRAWN BY C.E.A., INC. DATE 10-98
 DESIGN FILE NO. /pave/97bl74/pbl74.dgn
 PRF FILE pbl74cas.i DATE 21-MAR-2008
 PROJ. NAME **WOODBURY - HARDWICK**
 PROJ. NO. **STP 9817(1)S**
 SHEET **25** OF **25** SHEETS

DATUM
 VERTICAL N/A
 HORIZONTAL N/A

