

CHELSEA - BARRE TOWN  
 STP 9744(1)S  
 1999

INDEX OF SHEETS

1	TITLE SHEET
2-4	TYPICAL SHEETS
5-7	QUANTITY SHEETS
8-9	ITEM DETAIL SUMMARY SHEETS
10-11	DITCH CLEANING DETAIL SHEETS
12-25	PAVING PROJECT LAYOUT SHEETS
26-27	INTERSECTION DETAIL SHEETS
28-37	TRAFFIC SIGN SUMMARY SHEETS
38-42	BRIDGE DETAIL SHEETS
43	MISCELLANEOUS DETAILS
44	CONSTRUCTION APPROACH SIGNING

STANDARDS

C-1M	CURB DETAILS	06/13/97
C-3M	SIDEWALK RAMPS	06/13/97
D-3M	TREATED GUTTERS	06/13/97
D-5M	REINFORCED CONC. DI W/GRATE (DITCHES)	06/13/97
D-9M	REINFORCED CONCRETE DROP INLET W/ PRECAST COVER & GRATE (BOTTOM SECTION)	06/13/97
D-10M	DI W/GRANITE SLOPE EDGING	06/13/97
D-15M	PRECAST REINF CONC GRATES	06/13/97
D-16M	PRECAST CURB DI W/GRATE, RCP END SECT., ETC. CI GRATE TYPES B & C	06/13/97
E-100M	CONSTRUCTION APPROACH SIGNS	06/13/97
E-101M	CONSTRUCTION SIGN DETAILS	06/13/97
E-102M	CONSTRUCTION SIGN DETAILS	06/13/97
E-102AM	CONSTRUCTION SIGN DETAILS	06/13/97
E-106M	TRAFFIC CONTROL - MISCELLANEOUS DETAILS	06/13/97
E-107M	DELINEATION, BARRICADES AND DETOURS FOR CONSTRUCTION AREAS	06/13/97
E-107AM	BREAKAWAY BARRICADE DETAILS	06/13/97
E-108M	CONSTRUCTION ZONE LONGITUDINAL DROP-OFFS	06/13/97
E-110M	MAJOR MAINTENANCE OPERATION LANE CLOSURE	06/13/97
E-120M	STANDARD SIGN PLACEMENT - EXPRESSWAY & FREEWAY	06/13/97
E-121M	STANDARD SIGN PLACEMENT - CONVENTIONAL ROAD	06/13/97
E-138M	MILEMARKER DETAILS STATE AND TOWN HIGHWAYS	06/13/97
E-140M	REGULATORY SIGN DETAILS	06/13/97
E-141M	REGULATORY SIGN DETAILS	06/13/97
E-142M	REGULATORY SIGN DETAILS	06/13/97
E-143M	REGULATORY SIGN DETAILS	06/13/97
E-144M	REGULATORY SIGN DETAILS	06/13/97
E-146M	REGULATORY SIGN DETAILS	06/13/97
E-150M	WARNING SIGN DETAILS	06/13/97
E-153M	WARNING SIGN DETAILS	06/13/97
E-155M	WARNING SIGN DETAILS	06/13/97
E-160M	FLANGED CHANNEL STEEL SIGN POST DETAIL	06/13/97
E-164M	SQUARE STEEL SIGN POST DETAIL	06/13/97
E-191M	PAVEMENT MARKING DETAILS	06/13/97
E-192M	PAVEMENT MARKING DETAILS	06/13/97
E-193M	PAVEMENT MARKING DETAILS	06/13/97
E-197M	DELINEATOR PLACEMENT TYPICAL	06/13/97
E-198M	FREEWAY - EXPRESSWAY DELINEATORS AND MILEPOSTS	06/13/97
G-1M	STEEL BEAM GUARDRAIL (50MPH & OVER)	06/13/97
G-1DM	STEEL BEAM GUARDRAIL (40MPH & LESS)	06/13/97
G-4M	MARKER POSTS	06/13/97
G-17AM	MODIFIED ECCENTRIC LOADER TERMINAL	06/13/97
G-17BM	MODIFIED ECCENTRIC LOADER TERMINAL	06/13/97
J-3M	MAILBOX SUPPORT DETAIL (SINGLE AND MULTIPLE SUPPORT)	06/13/97

STATE OF VERMONT  
AGENCY OF TRANSPORTATION



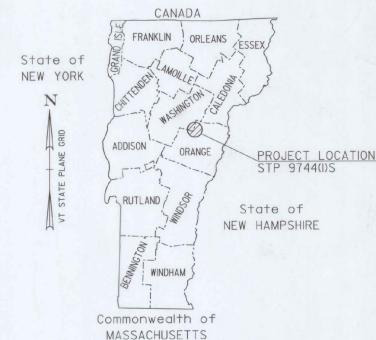
PROPOSED IMPROVEMENT  
TOWNS OF CHELSEA,  
WASHINGTON, ORANGE & BARRE  
COUNTIES OF ORANGE  
AND WASHINGTON  
VT ROUTE 110

BEGINNING IN CHELSEA ON VT ROUTE 110 AT STATION 5+399.00 (MM 3.355) AND EXTENDING NORTHERLY ALONG VT ROUTE 110 A DISTANCE OF 21796.79 METERS (13,544 MILES) TO THE INTERSECTION OF US ROUTE 302 AT STATION 1+809.60 (MM 1.124) IN BARRE.

PROJECT DATA

EROM	ID
STA 5+399.00 (MM 3.355)	STA 1+809.60 (MM 1.124)
LENGTH OF ROADWAY = 21 796.79 METERS (13.544 MILES)	
LENGTH OF PROJECT = 21 796.79 METERS (13.544 MILES)	

WORK TO BE PERFORMED UNDER THIS PROJECT INCLUDES RESURFACING, RECLAIMING, AND COLD PLANING OF THE EXISTING HIGHWAY WITH A BINDER (OR LEVELING) COURSE, WEARING COURSE, NEW PAVEMENT MARKINGS, GUARDRAIL, SIGNS AND INCIDENTAL ITEMS.



TRAFFIC DATA

1998	ADT	=	3430
1998	DHV	=	480
2008	ADT	=	4060
2008	DHV	=	560
1998-2008	ESALS	=	845,000

BITUMINOUS CONCRETE PAVEMENT SUPERPAVE MIXTURE DESIGN CRITERIA	
DESIGN LANE/DESIGN LIFE ESAL	422,500
DESIGN NUMBER OF GYRATIONS	76
PERFORMANCE GRADED ASPHALT BINDER	PG 58-34

RECORD PLANS

CONTRACTOR	Pike Industries, Belmont N.H.
RESIDENT ENGINEER	Barker, Chris
CONSTRUCTION BEGAN	Sept 15, 1999
CONSTRUCTION COMPLETED	Aug 18, 1999
RECORD PLANS BY	CADD
DATE	8/18/99

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

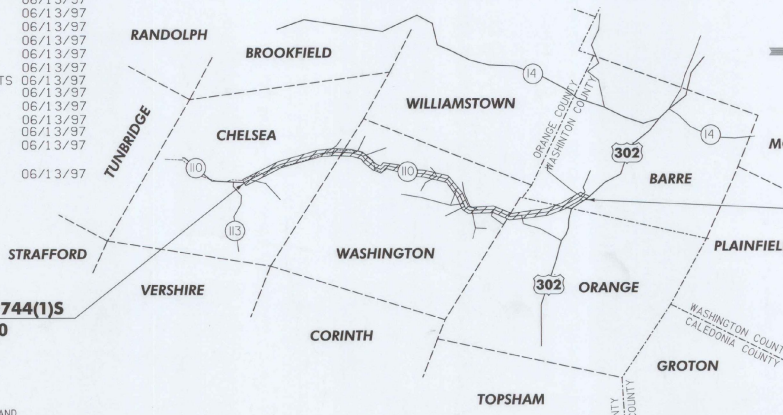
RIGHT-OF-WAY LIMITS, IF APPLICABLE, ARE PROVIDED SOLELY FOR THE CONVENIENCE OF THE STATE AND ITS CONTRACTOR DURING THE COURSE OF THIS PAVING PROJECT. ANY REFERENCES TO OFFSETS ON THESE PLANS ARE APPROXIMATE AND SHOULD NOT BE RELIED UPON FOR ANY OTHER PURPOSES.

END STP 9744(1)S  
STA 1+809.60  
(MM 1.124)



THESE PLANS ARE SUBJECT TO SUCH ENGINEERING CHANGES AS MAY BE REQUIRED BY THE FEDERAL HIGHWAY ADMINISTRATION OR THE CHIEF ENGINEER. 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 2, 1995 FOR USE ON THIS PROJECT, INCLUDING ALL SUBSEQUENT REVISIONS AND SUCH REVISED SPECIFICATIONS AND SPECIAL PROVISIONS AS ARE INCORPORATED IN THESE PLANS.

APPROVED	Jim Michel Hedges	DATE	6/15/99
DIRECTOR OF CONSTRUCTION AND MAINTENANCE			
DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION			
APPROVED		DATE	
DIVISION ADMINISTRATOR			
PROJECT	CHELSEA - BARRE	STP	9744(1)S
SHEET 1 OF 44 SHEETS			



CONVENTIONAL SIGNS

COUNTY LINE	---
TOWN LINE	---
LIMITS OF ACCESS	---X---
POINT OF ACCESS	---X---
FENCE LINE	---X---
STONE WALL	---X---
TRAVELED WAY	---X---
GUARDRAIL	---X---
RAILROAD	---X---
SURVEY LINE	---X---
CULTURE	---X---
POWER POLE	---X---
TELEPHONE POLE	---X---
TREES	---X---
CONTROL OF ACCESS	---X---
PROPERTY LINE	---X---
R.O.W. TAKING LINE	---X---
SLOPE RIGHTS	---X---
TOPE OF CUT	---X---
TOE OF SLOPE	---X---

UNLESS OTHERWISE INDICATED, THE DRAWINGS AND DETAILS OF THESE PLANS ARE NOT TO SCALE.

DATAUM	N/A
VERTICAL	N/A
HORIZONTAL	N/A
HORIZONTAL CONTROL (STATIONS)	N/A
WAS SET BY HOLDING THE ROUTE LOG STATIONING AT PROJECT CONTROL POINTS.	

METRIC PLANS PREPARED BY:



NOT TO SCALE

STATE OF VERMONT  
AGENCY OF TRANSPORTATION



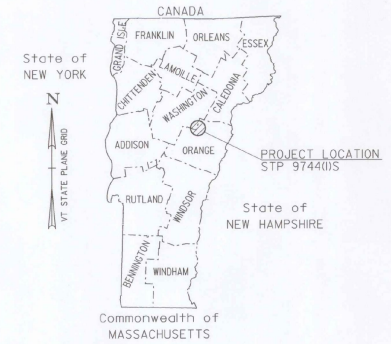
PROPOSED IMPROVEMENT  
TOWNS OF CHELSEA,  
WASHINGTON, ORANGE & BARRE  
COUNTIES OF ORANGE  
AND WASHINGTON  
VT ROUTE 110

BEGINNING IN CHELSEA ON VT ROUTE 110 AT STATION 5+399.00 (MM 3.355) AND EXTENDING  
NORTHERLY ALONG VT ROUTE 110 A DISTANCE OF 21 796.79 METERS (13.544 MILES) TO  
THE INTERSECTION OF US ROUTE 302 AT STATION 1+809.60 (MM 1.124) IN BARRE.

PROJECT DATA

EROM I0  
STA 5+399.00 (MM 3.355) STA 1+809.60 (MM 1.124)  
LENGTH OF ROADWAY = 21 796.79 METERS (13.544 MILES)  
LENGTH OF PROJECT = 21 796.79 METERS (13.544 MILES)

WORK TO BE PERFORMED UNDER THIS PROJECT INCLUDES RESURFACING, RECLAIMING,  
AND COLD PLANING OF THE EXISTING HIGHWAY WITH A BINDER (OR LEVELING) COURSE, WEARING  
COURSE, NEW PAVEMENT MARKINGS, GUARDRAIL, SIGNS AND INCIDENTAL ITEMS.



TRAFFIC DATA

1998	ADT	=	3430
1998	DHV	=	480
2008	ADT	=	4060
2008	DHV	=	560
1998-2008	ESALS	=	845,000

BITUMINOUS CONCRETE PAVEMENT SUPERPAVE MIXTURE DESIGN CRITERIA	
DESIGN LANE/DESIGN LIFE ESAL	422,500
DESIGN NUMBER OF CYRATIONS	76
PERFORMANCE GRADED ASPHALT BINDER	PG 58-34

<b>RECORD PLANS</b>	
CONTRACTOR:	PIRE INDUSTRIES, INC.
RESIDENT ENGINEER:	CHRIS BARKER
CONSTRUCTION BEGAN:	SEPT. 14, 1998
CONSTRUCTION COMPLETED:	JULY 1999
RECORD PLANS BY:	CONSTRUCTION CADD
I HEREBY CERTIFY THAT ALL THE CONSTRUCTION REQUIRED BY THESE SET OF DRAWINGS HAS BEEN ACCOMPLISHED AS INDICATED HEREIN.	
BY:	RESIDENT ENGINEER
DATE:	
NOTES: ANY FURTHER INFORMATION CONCERNING FINAL QUANTITIES, AMOUNTS OR OTHER DETAILS RELATIVE TO THIS PROJECT MAY BE FOUND ON MICROFILM IN CENTRAL FILES.	

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.

INDEX OF SHEETS

1	TITLE SHEET
2-4	TYPICAL SHEETS
5-7	QUANTITY SHEETS
8-9	ITEM DETAIL SUMMARY SHEETS
10-11	DITCH CLEANING DETAIL SHEETS
12-25	PAVING PROJECT LAYOUT SHEETS
26-27	INTERSECTION DETAIL SHEETS
28-37	TRAFFIC SIGN SUMMARY SHEETS
38-42	BRIDGE DETAIL SHEETS
43	MISCELLANEOUS DETAILS
44	CONSTRUCTION APPROACH SIGNING

STANDARDS

C-1M	CURB DETAILS	06/13/97
C-3M	SIDEWALK RAMPS	06/13/97
D-3M	TREATED CUTTERS	06/13/97
D-6M	REINFORCED CONC. DI W/GRATE (DITCHES)	06/13/97
D-8M	REINFORCED CONCRETE DROP INLET W/ PRECAST COVER & GRATE (BOTTOM SECTION)	06/13/97
D-10M	DI W/GRANITE SLOPE EDGING	06/13/97
D-15M	PRECAST REINF CONC GRATES	06/13/97
D-16M	CI GRATE W/ FRAME, TYPES D & E PRECAST CURB DI W/GRATE, RCP END SECT., ETC. CI GRATE TYPES B & C	06/13/97
E-100M	CONSTRUCTION APPROACH SIGNS	06/13/97
E-101M	CONSTRUCTION SIGN DETAILS	06/13/97
E-102M	CONSTRUCTION SIGN DETAILS	06/13/97
E-102AM	CONSTRUCTION SIGN DETAILS	06/13/97
E-106M	TRAFFIC CONTROL - MISCELLANEOUS DETAILS	06/13/97
E-107M	DELINEATION, BARRICADES AND DETOURS FOR CONSTRUCTION AREAS	06/13/97
E-107AM	BREAKAWAY BARRICADE DETAILS	06/13/97
E-108M	CONSTRUCTION ZONE LONGITUDINAL DROP-OFFS	06/13/97
E-110M	MAJOR MAINTENANCE OPERATION LANE CLOSURE	06/13/97
E-120M	STANDARD SIGN PLACEMENT - EXPRESSWAY & FREEWAY	06/13/97
E-121M	STANDARD SIGN PLACEMENT - CONVENTIONAL ROAD	06/13/97
E-138M	MILEMARKER DETAILS STATE AND TOWN HIGHWAYS	06/13/97
E-140M	REGULATORY SIGN DETAILS	06/13/97
E-141M	REGULATORY SIGN DETAILS	06/13/97
E-142M	REGULATORY SIGN DETAILS	06/13/97
E-143M	REGULATORY SIGN DETAILS	06/13/97
E-144M	REGULATORY SIGN DETAILS	06/13/97
E-146M	REGULATORY SIGN DETAILS	06/13/97
E-150M	WARNING SIGN DETAILS	06/13/97
E-153M	WARNING SIGN DETAILS	06/13/97
E-155M	WARNING SIGN DETAILS	06/13/97
E-160M	FLANGED CHANNEL STEEL SIGN POST DETAIL	06/13/97
E-164M	SQUARE STEEL SIGN POST DETAIL	06/13/97
E-191M	PAVEMENT MARKING DETAILS	06/13/97
E-192M	PAVEMENT MARKING DETAILS	06/13/97
E-193M	PAVEMENT MARKING DETAILS	06/13/97
E-197M	DELINEATOR PLACEMENT TYPICAL	06/13/97
E-198M	FREEWAY - EXPRESSWAY DELINEATORS AND MILEPOSTS	06/13/97
G-1M	STEEL BEAM GUARDRAIL (50MPH & OVER)	06/13/97
G-1DM	STEEL BEAM GUARDRAIL (40MPH & LESS)	06/13/97
G-4M	MARKER POSTS	06/13/97
G-17AM	MODIFIED ECCENTRIC LOADER TERMINAL	06/13/97
G-17BM	MODIFIED ECCENTRIC LOADER TERMINAL	06/13/97
J-3M	MAILBOX SUPPORT DETAIL (SINGLE AND MULTIPLE SUPPORT)	06/13/97

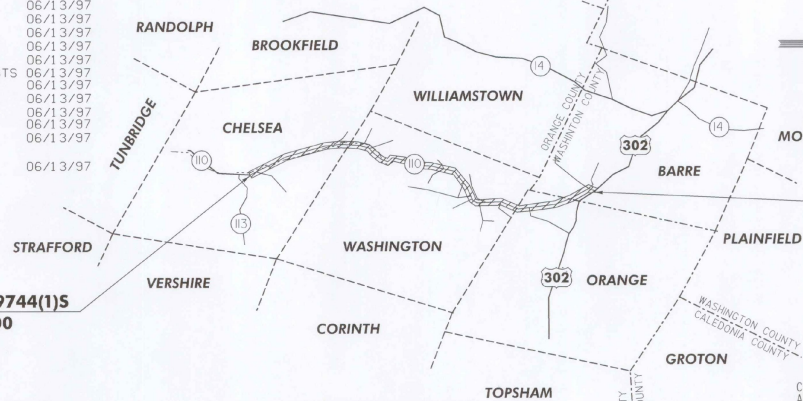
CONVENTIONAL SIGNS

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

UNLESS OTHERWISE INDICATED, THE DRAWINGS AND DETAILS OF THESE PLANS ARE NOT TO SCALE.

DATUM  
VERTICAL N/A  
HORIZONTAL N/A

HORIZONTAL CONTROL (STATIONS) WAS SET BY HOLDING THE ROUTE LOG STATIONING AT PROJECT CONTROL POINTS.



BEGIN STP 9744(1)S  
STA 5+399.00  
(MM 3.355)

END STP 9744(1)S  
STA 1+809.60  
(MM 1.124)

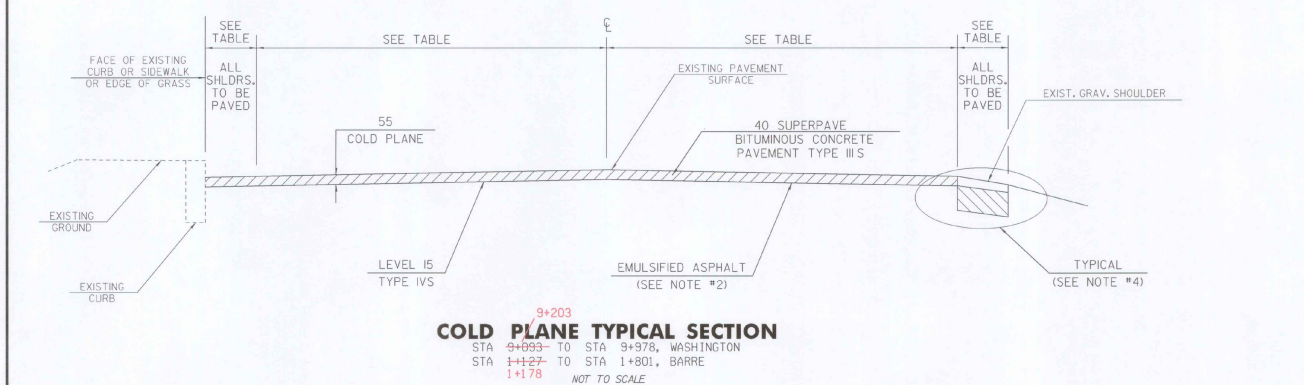
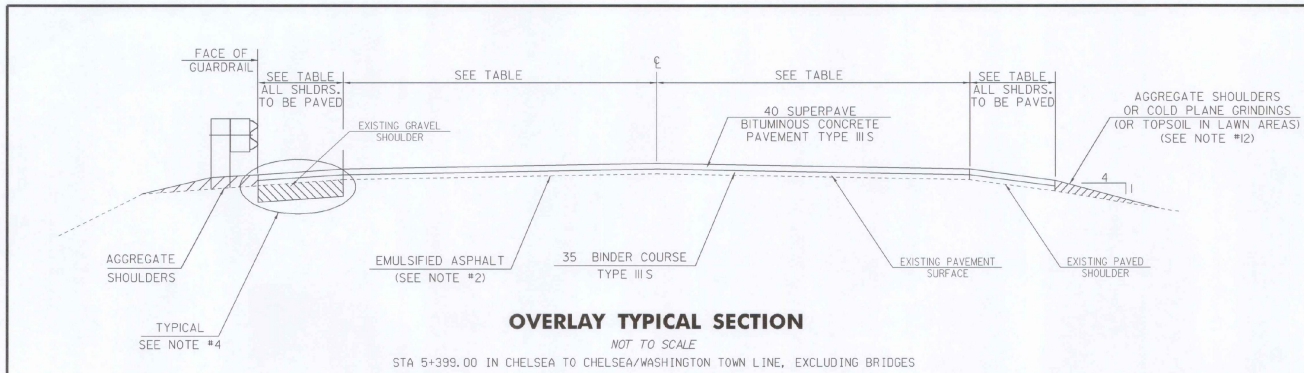
ARCHIVED  
ON CADD

METRIC PLANS PREPARED BY:

**CLD**  
CONSULTING ENGINEERS  
540 COMMERCIAL ST.  
BANDERSVILLE, NH 03019  
PH: (603) 468-9222  
FAX: (603) 468-9222

THESE PLANS ARE SUBJECT TO SUCH ENGINEERING CHANGES AS MAY BE REQUIRED BY THE FEDERAL HIGHWAY ADMINISTRATION OR THE CHIEF ENGINEER. 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.

APPROVED	DATE
DIRECTOR OF CONSTRUCTION AND MAINTENANCE	
DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	
APPROVED	DATE
DIVISION ADMINISTRATOR	
PROJECT	CHELSEA - BARRE STP 9744(1)S
SHEET	1 OF 44 SHEETS



**9+203 COLD PLANE TYPICAL SECTION**  
 STA 9+695 TO STA 9+978, WASHINGTON  
 STA 1+127 TO STA 1+801, BARRE  
 1+178 NOT TO SCALE

**PROJECT PAVING LIMITS**

TOWN	BEGIN STATION	END STATION	LANE TYPICAL (m)	WEARING DEPTH (mm)	BINDER DEPTH (mm)	LEVELING +/-km	TOTAL (+)	NOTES
VT ROUTE 110								
CHELSEA	5+399	5+622	1.1-3.6-3.6-1.1	40	35			
	5+622	6+490	0.6-3.3-3.3-0.6	40	35			55
	6+490	6+505	0.0-3.1-3.1+0.0	40		223	3	BRIDGE 12 COLD PLANE 42S, LEVEL & OVERLAY
	6+505	10+735	0.6-3.3-3.3-0.6	40	35			
	10+735	10+748	0.2-3.3-3.3-0.2	40		252	3	BRIDGE 13 COLD PLANE 55, LEVEL & OVERLAY
	10+748	11+201	0.6-3.3-3.3-0.6	40	35			
WASHINGTON	0+000	2+248	0.9-3.3-3.3-0.9	40	75			RECLAIM 250
	2+248	2+258	0.9-3.3-3.3-0.9	40		302	3	BRIDGE 15 COLD PLANE 55, LEVEL & OVERLAY
	2+258	2+867	0.9-3.3-3.3-0.9	40	75			RECLAIM 250
	2+867	2+877	0.7-3.3-3.3-0.7	40		228	3	BRIDGE 16 COLD PLANE 55, LEVEL & OVERLAY
	2+877	3+781	0.9-3.3-3.3-0.9	40	75			RECLAIM 250
	3+781	3+786	0.7-3.3-3.3-0.7	40		228	1	BRIDGE 17 COLD PLANE 55, LEVEL & OVERLAY
	3+786	9+093	0.9-3.3-3.3-0.9	40	75			RECLAIM 250
	9+093	9+199-203	0.6-3.3-3.3-0.6	40		281	27	COLD PLANE 55, LEVEL, OVERLAY RECLAIM 250
	9+199-203	9+222	1.0-3.3-3.3-1.0	40		313	10	COLD PLANE 55, LEVEL, OVERLAY
	9+222	9+593	1.2-3.6-3.6-1.2	40		346	128	COLD PLANE 55, LEVEL, OVERLAY
	9+593	9+603	0.3-3.3-3.3-0.3	40		259	3	BRIDGE 18, COLD PLANE 55, LEVEL, OVERLAY
	9+603	9+978	0.6-3.3-3.3-0.6	40		281	105	COLD PLANE 55, LEVEL, OVERLAY
	9+978	11+305	0.9-3.3-3.3-0.9	40	75			RECLAIM 250
ORANGE	0+000	2+880	0.9-3.3-3.3-0.9	40	75			RECLAIM 250
BARRE	0+000	1+127	0.9-3.6-3.6-0.9	40	75			RECLAIM 250
	1+127	1+172-179	0.6-3.6-3.6-0.6	40		302	15	COLD PLANE 55, LEVEL, OVERLAY RECLAIM 250
	1+172-179	1+650	0.6-3.3-3.3-0.6	40		281	133	COLD PLANE 55, LEVEL, OVERLAY
	1+650	1+737	VARIES SEE LAYOUT	40		420	37	COLD PLANE 55, LEVEL, OVERLAY
	1+737	1+750	VARIES SEE LAYOUT	40		432	6	BRIDGE 20, COLD PLANE 55, LEVEL, OVERLAY
	1+750	1+801	VARIES SEE LAYOUT	40		721	37	COLD PLANE 55, LEVEL, OVERLAY

**NOTES:**

- THE PAVEMENT WEARING COURSE SHALL BE TYPE III S, THE BINDER COURSE SHALL BE TYPE IS, THE LEVELING COURSE SHALL BE TYPE IIS OR TYPE IVS, ITEM 406.30, AS SHOWN ON THE TYPICALS, UNLESS DIRECTED BY THE RESIDENT ENGINEER. ALL LIQUID ASPHALT USED IN SUPERPAVE BITUMINOUS CONCRETE PAVEMENT SHALL BE PG 58-34.
  - EMULSIFIED ASPHALT SHALL BE APPLIED ON ALL EXISTING PAVEMENT SURFACES, ON COLD PLANED SURFACES AND BETWEEN ALL COURSES OF PAVEMENT AT THE RATE OF 0.07 L/m<sup>2</sup> OR AS DIRECTED BY THE RESIDENT ENGINEER.
  - SUPERPAVE BITUMINOUS CONCRETE PAVEMENT TOLERANCE = 5 mm +/- (TOTAL THICKNESS EXCLUDING LEVEL COURSE).
  - EXISTING SHOULDER MATERIAL DEEMED UNSUITABLE BY THE RESIDENT ENGINEER SHALL BE EXCAVATED TO A DEPTH OF 75 mm +/- OR AS DIRECTED BY THE ENGINEER. EXCAVATED MATERIAL SHALL BE SPREAD ON THE ADJACENT SLOPES OR REMOVED FROM THE PROJECT, AS DIRECTED BY THE RESIDENT ENGINEER.
- EXCAVATION WILL BE PAID FOR AS ALL PURPOSE EXCAVATOR OR GRADER RENTAL.  
 MATERIAL REMOVED SHALL BE REPLACED WITH SUBBASE OF CRUSHED GRAVEL (FINE GRADED).
- COLD PLANING SHALL BE COMPLETED ACCORDING TO TYPICAL OR AS DENOTED OTHERWISE ON THE PLANS.
  - ALL DRIVES, TOWN HIGHWAYS AND MAILBOX TURNOUTS SHALL RECEIVE A PAVED APRON UNLESS OTHERWISE DIRECTED BY THE RESIDENT ENGINEER. PAVER SHALL FEATHER APRON OVER EXISTING SURFACE.
  - ONE METER OF BACKING IS REQUIRED BEHIND THE FACE OF GUARDRAIL WITH 1.8 m POSTS; IF THIS CANNOT BE OBTAINED THEN 2.4 m POSTS SHALL BE USED.
  - MARKER POSTS SHALL BE PLACED AS INDICATED OR AS DIRECTED BY THE RESIDENT ENGINEER.
  - ITEMS 604.40, 604.402, 604.415, AND 604.418 ARE ESTIMATED QUANTITIES AND SHALL BE PERFORMED AS DIRECTED BY THE RESIDENT ENGINEER.
  - AN ESTIMATE QUANTITY OF EARTH BORROW HAS BEEN INCLUDED FOR THE PROVISION OF CONSTRUCTING MELT FLARES WHICH SHALL BE CARPED WITH AN ESTIMATED 75 mm DEPTH OF AGGREGATE SHOULDER MATERIAL UNLESS OTHERWISE DIRECTED BY THE RESIDENT ENGINEER. THE QUANTITIES INCLUDED REFLECT 20 CUBIC METERS OF EARTH BORROW AND 5 TONS OF AGGREGATE SHOULDER MATERIAL FOR EACH GUARDRAIL TERMINAL.
  - AGGREGATE SHOULDERS OR COLD PLANE GRINDINGS SHALL BE USED TO BACK UP THE EDGE OF PAVEMENT. A QUANTITY OF 22 TONS PER KILOMETER OF SHOULDER HAS BEEN USED FOR THIS ESTIMATE.
  - 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 SIDE ROAD APPROACHES AND AROUND DRAINAGE/UTILITY STRUCTURES), SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR ITEM 406.30, SUPERPAVE BITUMINOUS CONCRETE PAVEMENT.

**RURAL AREA - SEED MIXTURE**

% MASS	kg/ha	NAME	PUR %	GERM %
37.14	26	CREeping RED FESCUE	98	85
37.14	26	TALL FESCUE	95	90
5.71	4	RED TOP	95	90
14.30	10	BIRDFOOT TREFOIL	98	85
5.71	4	ANNUAL RYE GRASS	95	85
100.00	70			

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

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

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

AGRICULTURAL LIMESTONE:  
 TO BE APPLIED AT THE RATE OF 4500 kg/ha OR AS DIRECTED BY THE RESIDENT ENGINEER.

HAY MULCH:  
 TO BE PLACED ON EARTH SLOPES AT THE RATE OF 4500 kg/ha OR AS DIRECTED BY THE RESIDENT ENGINEER.

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

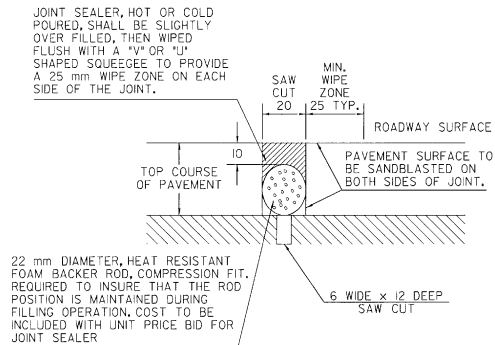
**ARCHIVED ON CADD**

NOTE: ALL DIMENSIONS IN MILLIMETERS EXCEPT AS INDICATED

DATUM \_\_\_\_\_  
 VERTICAL \_\_\_\_\_  
 HORIZONTAL \_\_\_\_\_

**PROJECT TYPICAL SHEET**

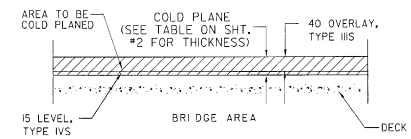
PROJECT:	CHELSEA - BARRE	PROJECT NO.:	STP 9744(1) S
DESIGN FILE NAME:	_____	PLOT DATE:	29-DEC-1999 LBS
INPUT FILE NAME:	_____	SURVEY DATE:	04/98
SURVEYED BY:	CLD Jng	DRAWN BY:	MLL
SQUAD LEADER:	JAW	SHEET:	2 OF 44



**SAW CUT JOINT DETAIL**

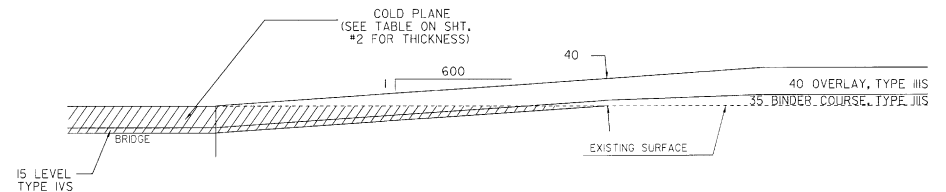
LOCATION: BARRE BRIDGE #21 (1.1m), @ STA 1+743.15 (MM 1.083) @ EXPANSION JOINT;

NOTE: JOINT IS TO BE LOCATED ACCURATELY BY STRING LING OR BY OTHER MEANS PRIOR TO PAVING, SO THAT THE SAW CUT WILL BE MADE DIRECTLY OVER THE END OF THE CONCRETE DECK. THE JOINT SHALL BE CUT DRY IN A SINGLE PASS AND BE SEALED PRIOR TO EXPOSURE TO TRAFFIC. THE JOINT SHALL BE CLEANED PRIOR TO APPLYING THE JOINT SEALER - SEE VERMONT SPECIFICATION 524 AND SPECIAL PROVISIONS



**BRIDGE COLD PLANE DETAIL**

BRIDGE #12:	STA 6+490	TO STA 6+505,	CHELSEA
BRIDGE #13:	STA 10+735	TO STA 10+748,	CHELSEA
BRIDGE #15:	STA 2+248	TO STA 2+258,	WASHINGTON
BRIDGE #16:	STA 2+867	TO STA 2+877,	WASHINGTON
BRIDGE #17:	STA 3+781	TO STA 3+786,	WASHINGTON
BRIDGE #18:	STA 9+593	TO STA 9+603,	WASHINGTON
BRIDGE #21:	STA 1+737	TO STA 1+750,	BARRE



**TRANSITION AREA DETAIL**

LOCATION

CHELSEA	STA 6+490 (BRIDGE 12)
CHELSEA	STA 6+505 (BRIDGE 12)
WASHINGTON	STA 10+735 (BRIDGE 13)
WASHINGTON	STA 10+748 (BRIDGE 13)

**ARCHIVED  
ON CADD**

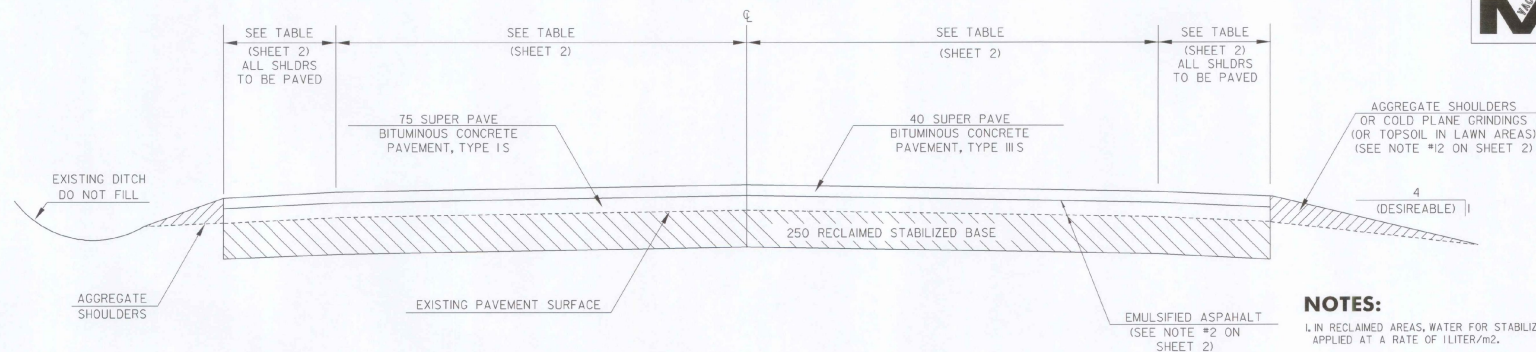
NOTE: ALL DIMENSIONS IN MILLIMETERS EXCEPT AS INDICATED

DATUM \_\_\_\_\_  
VERTICAL \_\_\_\_\_  
HORIZONTAL \_\_\_\_\_

NOT TO SCALE

**PROJECT  
TYPICAL  
SHEET**

PROJECT: CHELSEA - BARRE	PROJECT NO.: STP 9744(1)S
DESIGN FILE NAME: _____	PLOT DATE: 29-DEC-1999 13:51
IPARM FILE NAME: _____	SURVEY DATE: 4/98
SURVEYED BY: CLD	DRAWN BY: JNL
SQUAD LEADER: JAW	SHEET: 3 OF 44

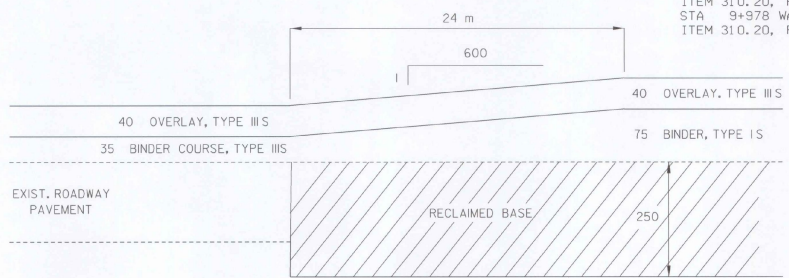


**RECLAIMED TYPICAL SECTION**

STA. 0+000 TO STA. 9+093, WASHINGTON, EXCLUDING BRIDGES  
 ITEM 31.0.20, RECLAIMED STABILIZED BASE, (MOD 1)  
 STA 9+978 WASHINGTON TO STA 1+127 BARRE 1+178  
 ITEM 31.0.20, RECLAIMED STABILIZED BASE, (MOD 2)

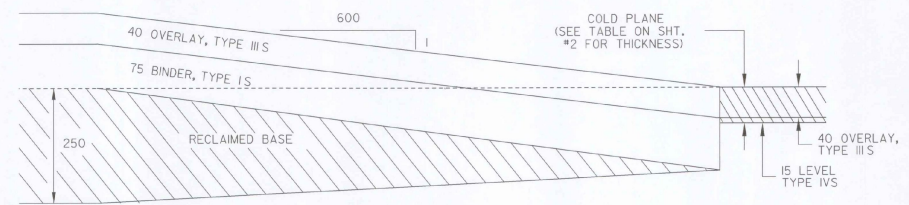
**NOTES:**

1. IN RECLAIMED AREAS, WATER FOR STABILIZATION WILL BE APPLIED AT A RATE OF 1 LITER/m<sup>2</sup>.
2. IN WASHINGTON FROM STATION 0+000 TO 9+093, CRUSHED AGGREGATE FOR STABILIZATION WILL BE APPLIED AT A DEPTH OF 75 mm FOR THE ENTIRE AREA.
3. THE PROPOSED 0.9M SHOULDER IN THE RECLAIMED AREAS MAY NOT BE ATTAINABLE IN ALL LOCATION. IF THE TYPICAL WIDTH IS NOT ATTAINABLE THE CONTRACTOR SHALL PAVE ONLY THE ATTAINABLE WIDTH.



**TRANSITION AREA DETAIL**

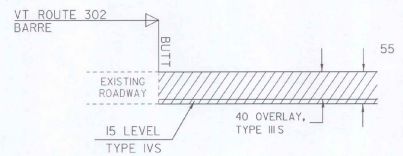
END OVERLAY/BEGIN RECLAIMING  
 STA. 0+000 WASHINGTON



**TRANSITION AREA DETAIL**

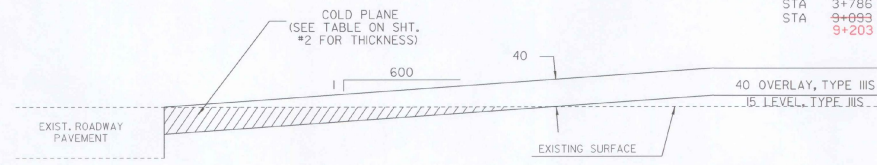
END RECLAIMING/BEGIN COLD PLANING  
 END COLD PLANING/BEGIN RECLAIMING

WASHINGTON  
 STA. 2+248 ( BRIDGE 15)  
 STA 2+258 ( BRIDGE 15)  
 STA 2+867 ( BRIDGE 16)  
 STA 2+877 ( BRIDGE 16)  
 STA 3+781 ( BRIDGE 17)  
 STA 3+786 ( BRIDGE 17)  
 9+093 WASHINGTON  
 9+203



**APPROACH AREA DETAIL**

LOCATION  
 STA 1+801, BARRE - END COLD PLANING  
 STA 1+801, BARRE - END RAMP A  
 STA 1+801, BARRE - END RAMP B



**APPROACH AREA DETAIL**

LOCATION

CHELSEA  
 STA 5+399 BEGIN PROJECT  
 (5+399 - 5+423)

NOT TO SCALE

**ARCHIVED ON CADD**

NOTE: ALL DIMENSIONS IN MILLIMETERS EXCEPT AS INDICATED

DATUM \_\_\_\_\_  
 VERTICAL \_\_\_\_\_  
 HORIZONTAL \_\_\_\_\_

**PROJECT TYPICAL SHEET**

PROJECT: CHELSEA - BARRE	PROJECT NO.: STP 9744(1)S
DESIGN FILE NAME: _____	PLOT DATE: 29-DEC-1999 10:51
IPARM FILE NAME: _____	SURVEY DATE: 4/98
SURVEYED BY: CLQ	DRAWN BY: NLL
SQUAD LEADER: JAW	SHEET: 4 OF 44





# QUANTITY SHEET



SUMMARY OF ESTIMATED QUANTITIES											DETAILED SUMMARY OF QUANTITIES			DETAILED SUMMARY OF QUANTITIES		
NON - FED	EMPLOYEE TRAINEE/SHP	BRIDGE	ROADWAY	QUANTITIES GRAND TOTAL	UNIT	ITEMS	ITEM NUMBER	RND	QUANTITIES	UNIT	ITEMS	QUANTITIES	UNIT	ITEMS		
			43800	43800	m	DURABLE 100 mm WHITE LINE	646.40	447								
			4000	4000	m	DURABLE 100 mm YELLOW LINE	646.41	413								
			225	225	m	DURABLE 200 mm WHITE LINE	646.42	5								
			45	45	m	DURABLE 200 mm YELLOW LINE	646.43	0								
			150	150	m	DURABLE 600 mm STOP BAR	646.46	6								
			109	109	EA	DURABLE LETTER OR SYMBOL	646.50	0								
			12	12	m	DURABLE CROSSWALK MARKINGS W/DIAGONAL LINES	646.51	0								
			43800	43800	m	TEMPORARY 100 mm WHITE LINE	646.60	447								
			4000	4000	m	TEMPORARY 100 mm YELLOW LINE	646.61	413								
			225	225	m	TEMPORARY 200 mm WHITE LINE	646.62	5								
			45	45	m	TEMPORARY 200 mm YELLOW LINE	646.63	0								
			150	150	m	TEMPORARY 600 mm STOP BAR	646.66	6								
			109	109	EA	TEMPORARY LETTERS OR SYMBOLS	646.70	0								
			12	12	m	TEMPORARY CROSSWALK MARKINGS W/DIAGONAL LINES	646.71	0								
			1725	1725	EA	LINE STRIPING TARGETS	646.76	33								
			36	36	m	PAINTED CURB	646.81	0								
			7100	7100	m2	GEOTEXTILE UNDER STONE FILL	649.31	100								
			85	85	kg	SEED	651.15	EST.								
			115	115	kg	FERTILIZER	651.18	EST.								
			1	1	+	AGRICULTURAL LIMESTONE	651.20	EST.								
			1	1	+	HAY MULCH	651.25	EST.								
			20	20	m3	TOPSOIL	651.35	EST.								
			4850	4850	m2	EROSION MATTING	654.10	50								
			51	51	m2	TRAFFIC SIGNS, TYPE A	675.20	0.08								
						*** BEGIN OPTION ITEMS ***										
			510	510	m	FLANGED CHANNEL SIGN POSTS	675.301	8.8								
			510	510	m	SQUARE TUBE STEEL POSTS AND ANCHORS	675.341	8.8								
						*** END OPTION ITEMS ***										
			148	148	EA	REMOVING SIGNS	675.50	0								
			32	32	EA	ERECTING SALVAGED SIGNS	675.60	0								
			50	50	EA	DELINEATORS W/ STEEL POSTS	676.10	6								
			40	40	EA	REMOVAL OF EXIST DELINEATORS	676.12	3								

**ARCHIVED  
ON CADD**

PROJECT :	CHELSEA - BARRE	PROJECT NO.:	STP 9744(0)S
DESIGN FILE NAME:		PLOT DATE:	29-DEC-1999 13:45
IPARM FILE NAME:		SURVEYED BY:	CLD
		SURVEY DATE:	04/38
		DRAWN BY:	NJ
SQUAD LEADER:	JAW	SHEET:	7 OF 44

LOCATION			CURBED SIDEWALKS					DROP INLETS				GUARDRAIL							MISC.			REMARKS						
STATION	STATION	POS.	203J5 COMM. EXCAV.	203J6 SOLID ROCK EXCAV.	30L28 SUBBASE OF CR. DRAV. FINE	616.21 VERTICAL GRANITE CURB	618J0 PORT. CEM. CONC. SDWK. 125 mm	604.40 CHANGE ELEV. D.J.	604.412 REHAB. D.J. CLASS I	604.415 REHAB. D.J. CLASS II	604.418 REHAB. D.J. CLASS III	62L20 STEEL BEAM G.R.	62L20 S.B. G.R. (2.4 m POST) (MOD)	62L21 H.D. BEAM G.R.	62L54 M.E.L.T.	62L60 ANCHOR FOR G.R.	62L75 REMOVE & RESET G.R.	62L80 REMOVE & DISP. G.R.	62L81 REMOVE & DISP. G.R.	60L005 300 mm CSP 1.7 mm	617J0 RELOCATE M.B. SINGLE SUPPORT		676J0 DELIN. W/STEEL POST	676J2 REMOVE DELIN. POSTS				
FOR LOCATIONS SEE LAYOUT SHEETS, ESTIMATED QUANTITY TO BE USED AS DIRECTED BY THE RESIDENT ENGINEER																												
5+399	11+201							1	1	1	1																	FOR LOCATIONS SEE LAYOUT SHEETS, ESTIMATED QUANTITY TO BE USED AS DIRECTED BY THE RESIDENT ENGINEER
5+399	11+201				1234																							BY THE RESIDENT ENGINEER
5+938		RT	2		5																							SUBBASE FOR SHOULDERS
6+129	6+365	LT											236		1	1												FOR WIDENING OF THE NORTH LEG OF S.A. #2
6+372	6+482	LT											110			1			15									MELT @ 6+129, ANCHOR @ 6+365, INSTALL 1-5m RADIUS PANEL
6+456	6+486	RT										30			1			7										ANCHOR @ 6+372, INSTALL 1-5m RADIUS PANEL, CONNECT TO APPROACH RAIL @ 6+482, BRIDGE # 12
6+509	6+517	LT										8				1		8										MELT @ 6+456, CONNECT TO APPROACH RAIL @ 6+486, BRIDGE # 12
6+513	6+559	RT										46			1			13										ANCHOR @ 6+517, INSTALL 1-5m RADIUS PANEL, CONNECT TO APPROACH RAIL @ 6+509, BRIDGE # 12
7+590	7+665	RT																										MELT @ 6+559, CONNECT TO APPROACH RAIL @ 6+513, BRIDGE # 12
7+852		RT																										15m SPACING
7+856	8+073	RT											217		2			79				1						MELT @ 7+856, MELT @ 8+073
7+931		RT																				1						
8+419	8+601	RT										182			2													MELT @ 8+419, MELT @ 8+601
10+496	10+525	RT																										15m SPACING
10+756	10+798	LT										42			1			15										MELT @ 10+496, MELT @ 10+525
10+956	11+104	LT										148			2			97										MELT @ 10+756, CONNECT TO APPROACH RAIL @ 10+798, BRIDGE # 13
11+125	11+170	RT																										MELT @ 10+956, MELT @ 11+104
FOR LOCATIONS SEE LAYOUT SHEETS, ESTIMATED QUANTITY TO BE USED AS DIRECTED BY THE RESIDENT ENGINEER																												
0+000	11+305				3490			3	3	15	4																	SUBBASE FOR SHOULDERS
0+812	1+148	LT										8			2		328	8										MELT @ 11+125, MELT @ 11+170
1+965	2+010	LT																										15m SPACING
2+146	2+260	LT										114			2				5									MELT @ 0+812, MELT @ 1+148, REMOVE AND RESET FROM 0+816 TO 1+144
2+238	2+242	RT										4			1			3										MELT @ 2+146, MELT @ 2+260, SPAN BRIDGE # 15, EXTEND GUARDRAIL ONTO TH #48
2+266	2+270	RT										4			1			2										MELT @ 2+238, CONNECT TO APPROACH RAIL @ 2+242, BRIDGE # 15
2+711	2+859	RT										148			1			3										MELT @ 2+270, CONNECT TO APPROACH RAIL @ 2+266, BRIDGE # 15
2+858	2+862	LT										4			1			15										MELT @ 2+711, CONNECT TO APPROACH RAIL @ 2+859, BRIDGE # 16
2+883	2+925	RT										42			1			3										USE PIPE FOR DITCH FROM 2+840 TO 2+855, MELT @ 2+858, CONNECT TO APPROACH RAIL @ 2+862, BRIDGE # 16
2+886	2+928	LT										42			1													MELT @ 2+925, CONNECT TO APPROACH RAIL @ 2+883, BRIDGE # 16
3+634	3+771	LT										137			1			12										MELT @ 2+886, CONNECT TO APPROACH RAIL @ 2+886, BRIDGE # 16
3+767	3+771	RT										4			1			12		15								MELT @ 3+634, CONNECT TO APPROACH RAIL @ 3+771, BRIDGE # 17
3+795	3+818	LT										23			1			10		15								USE PIPE FOR DITCH FROM 3+749 TO 3+764, MELT @ 3+767, CONNECT TO APPROACH RAIL @ 3+771, BRIDGE # 17
3+795	3+882	RT										87			1			10										USE PIPE FOR DITCH FROM 3+822 TO 3+837, MELT @ 3+818, CONNECT TO APPROACH RAIL @ 3+795, BRIDGE # 17
8+038	8+481	LT																443										MELT @ 3+882, CONNECT TO APPROACH RAIL @ 3+795, BRIDGE # 17
9+416		LT	3	2	5	5	10																					CONSTRUCT SIDEWALK RAMP, TYPE 6
9+416		RT	2	2	3	5	7																					CONSTRUCT SIDEWALK RAMP, TYPE 1
9+566	9+585	RT										19			1			22										ANCHOR @ 9+566, INSTALL 1-5m RADIUS PANEL, CONNECT TO APPROACH RAIL @ 9+585, BRIDGE # 18
9+583	9+587	LT										4			1			10										ANCHOR @ 9+583, INSTALL 1-5m RADIUS PANEL, CONNECT TO APPROACH RAIL @ 9+587, BRIDGE # 18
<b>ARCHIVED ON CADD</b>																												
SHEET TOTALS			7	4	4737	10	17	4	4	16	5	936	723	24	5	771	318	16	45	2	-24	32	-24	11				

REMARKS 

**ITEM  
DETAIL  
SHEET**

PROJECT :	CHELSEA - BARRE	PROJECT NO. :	SIP 9744(US)
DESIGN FILE NAME:	-----	PLOT DATE:	29-DEC-1999 13:27
PARM FILE NAME:	-----	SURVEY DATE:	6/97
SURVEYED BY:	CLD	DRAWN BY:	TDG
SQUAD LEADER:	JAW	SHEET:	8 OF 44

LOCATION			CURBED SIDEWALKS					DROP INLETS				GUARDRAIL							MISC.				REMARKS
STATION	STATION	POS.	203J5	203J6	30J28	616.21	618J0	604.40	604.412	604.415	604.418	62L20	62L20	62L21	62L54	62L60	62L75	62L80	62L81	60L0005	617J0	676J0	
			COMM. EXCAV.	SOLID ROCK EXCAV.	SUBBASE OF CR. GRAV. FINE	VERTICAL GRANITE CURB	PORT. CEM. CONC. SDWK. 125 mm	CHANGE ELEV. D.J.	REHAB. D.J. CLASS I	REHAB. D.J. CLASS II	REHAB. D.J. CLASS III	STEEL BEAM G.R.	S.B. G.R. (2.4 m POST) (MOD)	H.D. BEAM G.R.	M.E.L.T.	ANCHOR FOR G.R.	REMOVE & RESET G.R.	REMOVE & DISP. G.R.	REMOVE & DISP. G.R.	300 mm CSP L7 mm	RELOCATE M.B. SINGLE SUPPORT	DELIN. W/STEEL POST	REMOVE DELIN. POSTS
WASHINGTON			m3	m3	†	m	m2	EA	EA	EA	EA	m	m	m	EA	EA	m	m	EA	m	EA	EA	EA
9+749	9+791	RT															42						
9+755	9+808	LT															53						
ORANGE																							
0+000	2+890									2													
0+000	2+890				894																		
0+000	0+156	RT																			13	-5	-5
1+465	1+510	RT																			4	4	15m SPACING
2+075	2+120	RT																			4	-4	15m SPACING
2+473	2+621	RT										148		2			171						
BARRE																							
0+000	1+810							1	2	2	2												
0+000	1+810				466																		
0+059	0+181	LT																					
0+065	0+498	RT																					
0+186	0+459	LT																					
0+621	0+770	RT											160	1	1		160						
0+633	0+831	LT											198	1	1		211						
0+781	0+831	RT											53		2		63						
0+837	1+054	LT										226		1	1		230	8					
0+837	1+107	RT										275		1	1		239	8					
1+729	1+737	LT										8			1		4						
1+750	1+758	RT										8			1		8						
1+737		RT	2	2	3	5	7																
1+776	1+801	LT																				4	
<del>1+776</del>	<del>1+801</del>	<del>RT</del>																				<del>3</del>	



ARCHIVED  
ON CADD

SHEET * 8 SUBTOTALS	7	4	4737	10	17	4	4	16	5	936	723	-	24	5	771	318	16	45	2	-24	32	-24	11
SHEET * 9 SUBTOTALS	2	2	1363	5	7	1	2	4	2	517	559	-	6	8	923	1088	16	-	-	-20	25	-13	-10
ROUNDING	3	2	70	5	2	-	-	-	-	17	18	-	-	-	21	16	3	-	-	-6	-	-3	-
BRIDGE SHEET * 38 TOTALS	-	-	-	-	-	-	-	-	-	-	-	180	-	2	-	-	-	-	-	-	-	-	-
PROJECT TOTALS	12	8	6170	20	26	5	6	20	7	1470	1300	180	30	15	1715	1420	35	45	2	-50	57	-40	21

<b>ITEM DETAIL SHEET</b>	PROJECT :	CHelsea - BARRE	PROJECT NO. :	STP 9744(U)S
	DESIGN FILE NAME:	-----	PLOT DATE:	29-DEC-1999 13:2
	PARM FILE NAME:	-----	SURVEYED BY:	CLD
	SURVEYED BY:	-----	SQUAD LEADER:	JAW
	SURVEY DATE:	6/29	DRAWN BY:	JDC
			SHEET:	9 OF 44

LOCATION				METERS OF DITCHING			MISC. ITEMS			REMARKS	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. 1	GEOT. UNDER STONE FILL		SITE	STATION	STATION	POS.	PERCENT GRADE			EROS. MATT.	STONE FILL TYP. 1	GEOT. UNDER STONE FILL		SITE	STATION	STATION	POS.	PERCENT GRADE			EROS. MATT.	STONE FILL TYP. 1	GEOT. UNDER STONE FILL		
				0-1	1-2.5	2.5-10									0-1	1-2.5	2.5-10									0-1	1-2.5	2.5-10					
VT ROUTE 110, CHELSEA DISTRICT #4				m	m	m	m2	m3	m2		VT ROUTE 110, WASHINGTON DISTRICT #6 (CONT.)				m	m	m	m2	m3	m2		VT ROUTE 110, WASHINGTON DISTRICT #6 (CONT.)				m	m	m	m2	m3	m2		
427	5+967	6+188	RT	220						462	1+014		LT	3		3				499	5+536		LT	3		3							
428	6+243	6+352	RT	109						463	1+094		LT	3		3				500	5+649		LT&RT	6		6							
429	6+441	6+494	RT	53						464	1+175		LT	3		3				501	5+794		LT&RT	6		6							
430	6+630	6+827	LT	196						465	1+255		LT	3		3				502	5+858		LT&RT	6		6							
431	6+941	7+429	LT	488						466	1+384		LT	3		3				503	5+901	6+035	RT	53		80	80						
432	7+483	7+612	LT	129						467	1+642		LT	3		3				504	5+971	6+190	LT	98		120	120						
433	7+693	7+783	LT	90						468	1+802		LT&RT	6		6				505	6+003		RT	3		3							
434	7+870	7+902	LT	32						469	1+815		LT&RT	6		6				506	6+091	6+183	RT	62		29	29						
435	8+006	8+182	LT	176						470	1+819	2+184	RT	62		303	223	48	260	508	6+148		RT	3		3							
436	8+221	8+280	LT		59			59		471	2+189		LT&RT	6		6				507	6+228	6+359	RT			130	130						
437	8+280	8+866	LT	586						472	2+334		LT&RT	6		6				509	6+389		LT&RT	6		6							
438	8+908	9+141	LT	233						473	2+414		LT&RT	6		6				510	6+502		LT&RT	6		6							
439	9+230	9+284	RT	55						474	2+681	2+760	LT	51		28	79			511	6+614		LT&RT	6		6							
440	9+320	9+518	LT	198						475	2+720		LT&RT	6		6				512	6+711	6+845	RT	31		103	134						
441	9+556	9+749	LT	193						476	2+752		LT&RT	6		6				514	6+775		LT	3		3							
442	9+828	10+050	LT	222						477	2+943	3+133	RT	177		13	177	8	45	513	6+894	7+514	RT	107		513	107	154	1131				
443	10+152	10+454	LT	303						478	3+174	3+365	RT	113		79	192			515	6+904		LT	3		3							
444	10+491	10+520	LT		29			29		479	3+187		LT&RT	6		6				516	6+935		LT	3		3							
445	10+573	10+657	LT		84			84		480	3+188		LT&RT	6		6				517	7+194		LT	3		3							
446	10+874	11+228	RT	354						481	3+315		LT&RT	6		6				518	7+290		LT	3		3							
VT ROUTE 110, WASHINGTON DISTRICT #6										482	3+380		LT&RT	6		6				519	7+339		LT	3		3							
447	0+000	0+304	RT			304	199	63	340	483	3+504	3+764	RT	84		188	272			520	7+419		LT	3		3							
448	0+097		LT	3			3			484	3+508		LT	3		3				521	7+467		LT	3		3							
449	0+145		LT	3			3			485	3+927		LT&RT	6		6				522	7+537	7+669	RT			132		40	293				
450	0+290		LT	3			3			486	4+168		LT&RT	6		6				523	7+532		LT	3		3							
451	0+354		LT&RT	6			6			487	4+228	4+324	LT	35		62	35	19	139	524	7+693		LT&RT	6		6							
452	0+407	0+467	RT	6		53	59			488	4+410	4+635	RT	113		90	23	226		525	7+773	7+950	RT			177		53	392				
453	0+467		LT	3			3			489	4+410		LT	3		3				526	7+789		LT	3		3							
454	0+507	0+573	RT	13		53	66			490	4+554		LT	3		3				527	8+031		LT&RT	6		6							
455	0+579		LT&RT	6			6			491	4+603		LT	3		3				528	8+114	8+423	RT			309		186	993				
456	0+608	0+671	RT	25		38	53	6	36	492	4+925		LT&RT	6		6				529	8+079		LT	3		3							
457	0+660		LT	3			3			493	4+973		LT&RT	6		6				530	8+208		LT	3		3							
458	0+692		LT&RT	6			6			494	5+118		LT&RT	6		6				531	8+385		LT	3		3							
459	0+785	0+856	RT	42		37	79			495	5+193	5+232	LT			39		24	129	532	8+483	8+570	RT			87		52	282				
460	0+869		LT&RT	6			6			496	5+242	5+591	LT			349		105	770	533	8+671	8+734	RT			63		88	35				
461	0+991	1+711	RT	238		216	461	444	140	749	497	5+263		RT	3		3			534	8+658		LT	3		3							
										498	5+391		LT	3		3				535	8+674		LT	3		3							
SUBTOTALS							1111	209	1125		SUBTOTALS						1336	204	1343		SUBTOTALS							702	523	3296			
VT ROUTE 110, CHELSEA DISTRICT #4											VT ROUTE 110, WASHINGTON DISTRICT #6 (CONT.)										VT ROUTE 110, WASHINGTON DISTRICT #6 (CONT.)												
SUBTOTALS											SUBTOTALS											SUBTOTALS							3149	936	5764		

ARCHIVED  
ON  
CADD

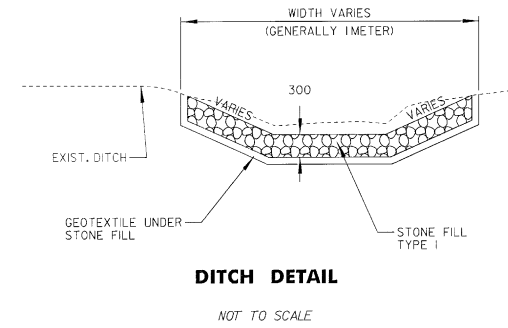


**DITCH  
CLEANING  
DETAIL  
SHEET**

PROJECT : CHELSEA - BARRE	PROJECT NO. : STP 97440US
DESIGN FILE NAME : _____	PLOT DATE : 29-DEC-1999 13:24
IPARM FILE NAME : _____	SURVEY DATE : 6/97
SURVEYED BY : CLD	DRAWN BY : SMC
SQUAD LEADER : JAW	SHEET : 10 OF 44

LOCATION				METERS OF DITCHING			MISC. ITEMS			REMARKS
SITE	STATION	STATION	POS.	PERCENT GRADE			EROS. MATT.	STONE FILL TYP. 1	GEOT. UNDER STONE FILL	
				0-1	1-2.5	2.5-10				
VT ROUTE 110, WASHINGTON DISTRICT #6 (CONT.)							m2	m3	m2	
536	8+835		LT&RT	6			6			
537	8+837		LT&RT	6			6			
538	8+980		LT&RT	6			6			
539	9+061		LT	3			3			
540	9+061	9+125	RT		64			19	143	
541	9+173		LT&RT	6			6			
542	9+222		LT&RT	6			6			
543	9+270		LT&RT	6			6			
544	9+350		LT&RT	6			6			
545	9+608		LT&RT	6			6			
546	9+624		LT&RT	6			6			
547	9+920	9+944	LT	24						
548	9+994		LT&RT	6			6			
549	10+107		LT&RT	6			6			
550	10+150	10+427	LT	206	263	242	505			
552	10+477		LT&RT	6			6			
553	10+596	10+662	RT		66	66				
554	10+670	10+733	LT		63			19	141	
555	10+831		LT&RT	6			6			
556	10+979	11+100	LT		121			37	269	
557	11+121		LT&RT	6			6			
558	11+146	11+235	LT		88	8	24	179		
559	11+282		LT&RT	6			6			
560	11+248	11+312	LT	6		58				
VT ROUTE 110, ORANGE DISTRICT #6 (CONT.)										
561	0+064		RT	3			3			
562	0+129		RT	3			3			
563	0+225		RT	3			3			
564	0+274		LT&RT	6			6			
565	0+042	0+251	LT	209						
566	0+323	0+367	LT		44	44				
567	0+377	0+467	LT	24	66	66				
568	0+467		RT	3			3			
569	0+586	0+600	LT		34	34				
570	0+692		RT	3			3			
SUBTOTALS							895	99	732	
VT ROUTE 110, ORANGE DISTRICT #6 (CONT.)										
571	0+772		RT				3			
572	0+618	0+885	LT	268						
573	0+885		RT	3			3			
574	0+966		LT&RT	6			6			
575	1+062		LT&RT	6			6			
576	1+143		LT&RT	6			6			
577	1+223		LT&RT	6			6			
578	1+304		LT&RT	6			6			
579	1+368		RT	3			3			
580	1+432		RT	3			3			
581	1+368	1+465	LT	97			97			
582	1+547	1+609	LT&RT	64			64			
583	1+609	1+770	LT	19	142	161				
584	1+867		LT&RT	6			6			
585	1+915		LT&RT	6			6			
586	1+996		LT&RT	6			6			
587	2+028		LT&RT	6			6			
588	2+091	2+166	LT	76						
589	2+253		LT&RT	6			6			
590	2+350		LT&RT	6			6			
591	2+446		LT&RT	6			6			
592	2+448		LT&RT	6			6			
593	2+449		LT&RT	6			6			
594	2+480	2+549	LT	35	35	35				
595	2+672		LT&RT	6			6			
596	2+560	2+601	LT	40			40			
597	2+610	2+697	LT	3	87	3	26	194		
598	2+770	2+881	LT		111		34	247		
VT ROUTE 110, BARRE TOWN DISTRICT #6 (CONT.)										
599	0+225		LT&RT	6			6			
600	0+579		LT&RT	6			6			
601	0+708		LT&RT	6			6			
602	0+724		LT&RT	6			6			
603	0+885		LT&RT	6			6			
604	1+094		LT&RT	6			6			
605	1+175		LT&RT	6			6			
SUBTOTALS							544	60	441	

LOCATION				METERS OF DITCHING			MISC. ITEMS			REMARKS
SITE	STATION	STATION	POS.	PERCENT GRADE			EROS. MATT.	STONE FILL TYP. 1	GEOT. UNDER STONE FILL	
				0-1	1-2.5	2.5-10				
VT ROUTE 110, BARRE TOWN DISTRICT #6 (CONT.)							m2	m3	m2	
606	1+191		LT&RT	6			6			
607	1+337	1+358	LT	21			21			
608	1+389	1+403	LT	15			15			
609	1+416		LT&RT	6			6			
610	1+529		LT&RT	6			6			
611	1+585	1+675	LT		91	91				
612	1+738		LT&RT	6			6			
613	1+740		LT&RT	6			6			
614	1+741		LT&RT	6			6			
615	1+743		LT&RT	6			6			
SUBTOTALS							169			
SHEET # 0 TOTALS							3149	936	5764	
SHEET # 11 TOTALS							1608	159	1173	
PROJECT SUBTOTALS							4757	1095	6937	
ROUNDING							43	5	63	
PROJECT TOTALS							4800	1100	7000	



NOTES:  
 PIPE INLET AND OUTLET AREAS, AND DITCH CLEANING THROUGH PROJECT, SHALL BE PERFORMED AT LOCALITIES DESIGNATED BY THE RESIDENT ENGINEER. PAYMENT WILL BE FOR APPLICABLE EQUIPMENT RENTAL (MIS).  
 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 1 AND 5 PERCENT. STONE FILL TYPE I SHALL BE USED IN ALL DITCHES WITH A GRADE GREATER THAN 5 PERCENT OR AS DIRECTED BY THE RESIDENT ENGINEER.



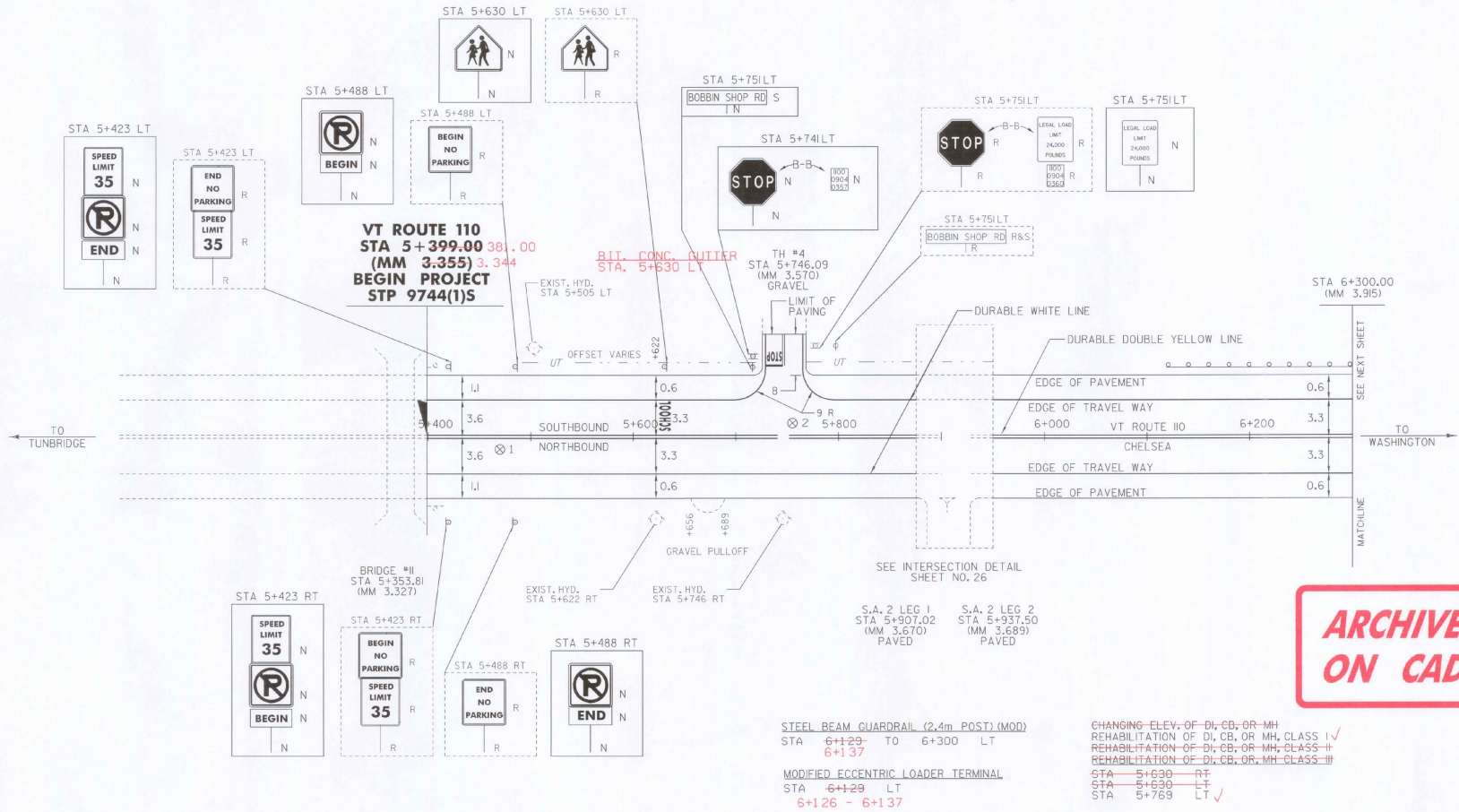
<b>DITCH CLEANING DETAIL SHEET</b>		PROJECT : CHELSEA - BARRE	PROJECT NO. : STP 97440US
DESIGN FILE NAME:	---	PLOT DATE:	29-DEC-1999 13:21
PARM FILE NAME:	---	SURVEYED BY:	CLD
SURVEYED BY:	---	SURVEY DATE:	6/97
SQUAD LEADER:	JAW	DRAWN BY:	SMC
		SHEET:	11 OF 44

TEMPORARY AND DURABLE 100 mm YELLOW LINE ✓  
 STA 5+399 TO 5+740 SOLID LT & RT ✓  
 STA 5+746 DOUBLE SOLID LT (TH 4) ✓  
 STA 5+752 TO 5+875 SOLID LT & RT ✓  
 STA 5+950 TO 6+300 SOLID LT & RT ✓

TEMPORARY AND DURABLE 100 mm WHITE LINE ✓  
 STA 5+399 TO 5+734 SOLID LT ✓  
 STA 5+399 TO 5+875 SOLID RT ✓  
 STA 5+752 TO 5+875 SOLID LT ✓  
 STA 5+950 TO 6+300 SOLID LT & RT ✓

TEMPORARY AND DURABLE LETTER OR SYMBOL ✓  
 STA 5+699.22 LT \*SCHOOL\* ✓  
 STA 5+746 LT \*STOP\* (TH 4) ✓  
 TEMPORARY AND DURABLE 600 mm STOP BAR ✓  
 STA 5+746 LT (TH 4) ✓

REMOVING SIGNS AS SHOWN - 11  
 ERECTING SALVAGED SIGNS AS SHOWN - 1



**ARCHIVED ON CADD**

PAVEMENT CORES - ⊗

1	5+470 RT	150	NO
2	5+755 LT	190	NO

DATUM \_\_\_\_\_  
 VERTICAL \_\_\_\_\_  
 HORIZONTAL \_\_\_\_\_

- LEGEND
- R = REMOVE EXISTING
  - S = SALVAGE
  - R&S = REMOVE AND SALVAGE
  - N = NEW
  - RET = RETAIN
  - B-B = BACK TO BACK
  - = NEW RAIL
  - ⊗ = EXISTING RAIL
  - ⊙ = BORING LOCATION

NOTE: ALL DIMENSIONS IN METERS EXCEPT AS INDICATED

NOT TO SCALE

<b>PAVING PROJECT LAYOUT</b>	PROJECT: CHELSEA-BARRE	PROJECT NO.: STP 9744(1) S
	DESIGN FILE NAME: _____	PLOT DATE: 29-DEC-1999 13:24
	PARM FILE NAME: _____	SURVEY DATE: 4/98
	SURVEYED BY: CLD ldc	DRAWN BY: NLL
SQUAD LEADER: JAW	SHEETS: 12 OF 44	

TEMPORARY AND DURABLE 100 mm YELLOW LINE ✓  
 STA 6+300 TO 6+656 SOLID LT & RT ✓  
 STA 6+866 TO 6+905 DASHED LT, SOLID RT ✓  
 STA 6+905 TO 7+500 SOLID LT & RT ✓

STEEL BEAM GUARDRAIL ✓  
 STA 6+456 TO 6+486 RT ✓  
 STA 6+509 TO 6+517 LT ✓  
 STA 6+513 TO 6+559 RT ✓

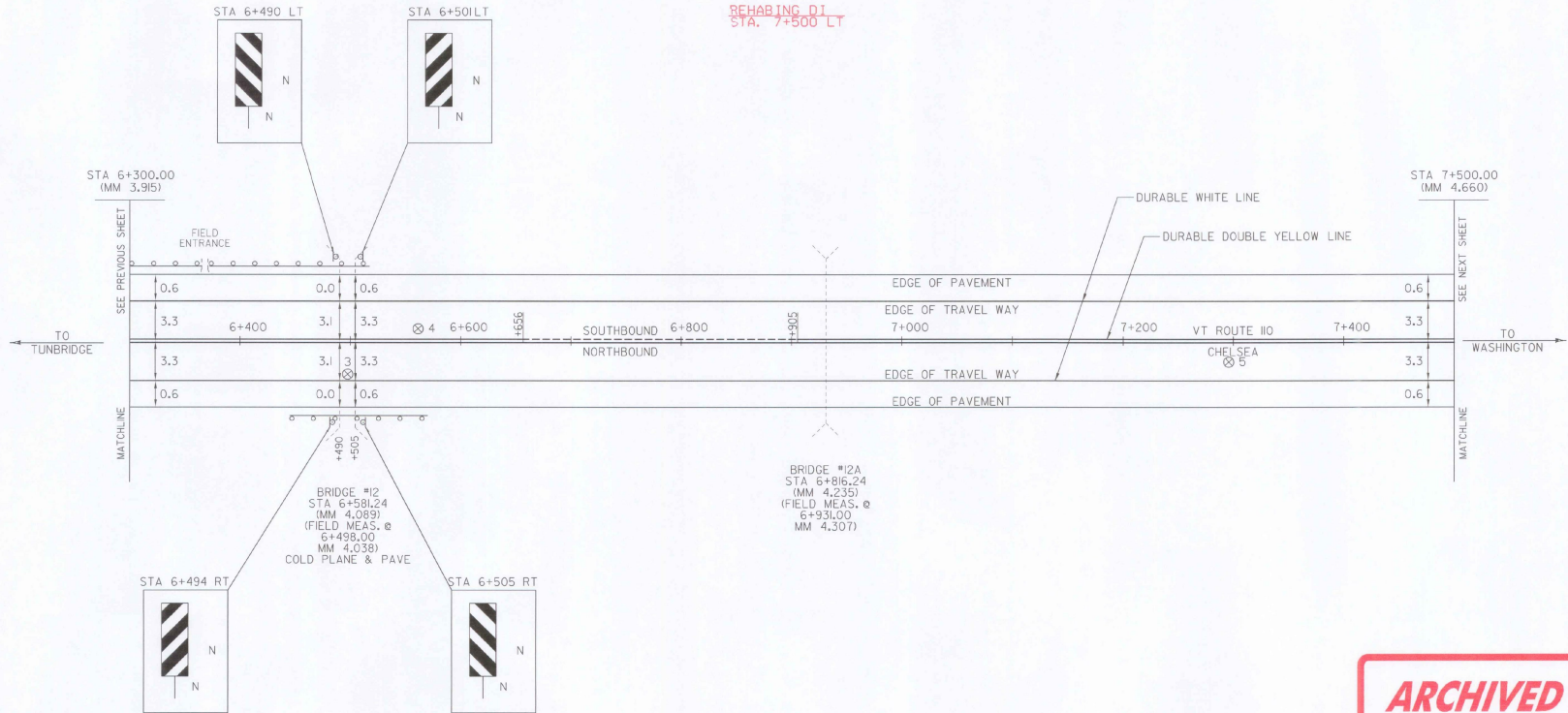
STEEL BEAM GUARDRAIL (2.4m POST) (MOD) ✓  
 STA 6+300 TO 6+365 LT ✓  
 STA 6+372 TO 6+482 LT ✓

MODIFIED ECCENTRIC LOADER TERMINAL  
 STA 6+456 RT 6+445 - 6+456  
 STA 6+559 RT 6+559 - 6+570

TEMPORARY AND DURABLE 100 mm WHITE LINE ✓  
 STA 6+300 TO 7+500 SOLID LT & RT ✓

REMOVAL & DISP. OF GUARDRAIL ✓  
 STA 6+475 TO 6+490 LT ✓  
 STA 6+487 TO 6+494 RT ✓  
 STA 6+501 TO 6+509 LT ✓  
 STA 6+505 TO 6+518 RT ✓

ANCHOR FOR STEEL BEAM RAIL ✓  
 STA 6+365 LT ✓  
 STA 6+372 LT ✓  
 STA 6+517 LT ✓



REHABING DI  
 STA. 7+500 LT

PAVEMENT CORES - ⊗

#	STA	TOTAL DEPTH (MM)	PCC
3	6+508 RT	150	YES
4	6+568 LT	180	NO
5	7+297 RT	140	NO

- LEGEND
- R = REMOVE EXISTING
  - S = SALVAGE
  - R&S = REMOVE AND SALVAGE
  - N = NEW
  - RET = RETAIN
  - B-B = BACK TO BACK
  - = NEW RAIL
  - ⊗ = EXISTING RAIL
  - ⊙ = BORING LOCATION

NOTE: ALL DIMENSIONS IN METERS EXCEPT AS INDICATED

DATUM \_\_\_\_\_  
 VERTICAL \_\_\_\_\_  
 HORIZONTAL \_\_\_\_\_

NOT TO SCALE

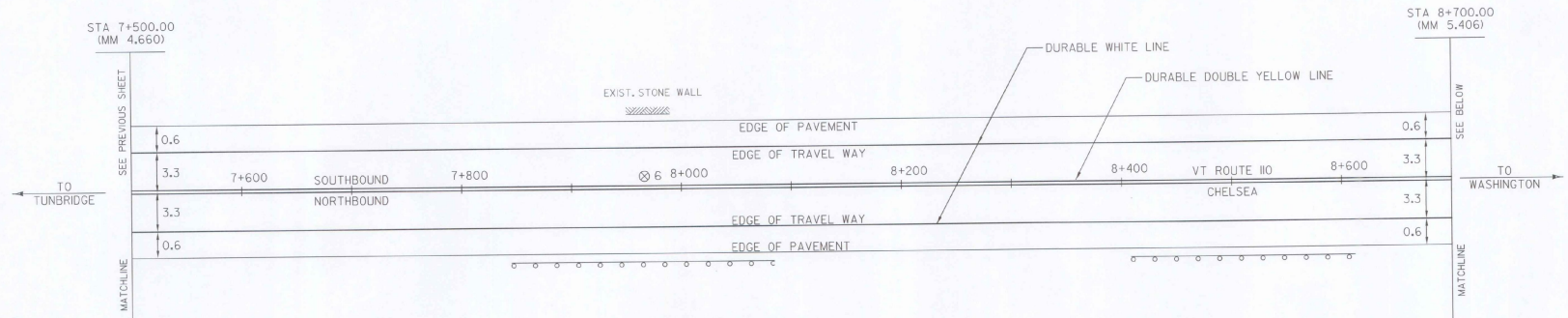
**PAVING PROJECT LAYOUT**

PROJECT: CHLSEA-BARRE	PROJECT NO.: STP 9744(1) S
DESIGN FILE NAME: _____	PLOT DATE: 29-DEC-1999 13:08
IPARM FILE NAME: _____	SURVEY DATE: 4/98
SURVEYED BY: CLD, lds	DRAWN BY: NLL
SQUAD LEADER: JAW	SHEET: 13 OF 44

**ARCHIVED ON CADD**

TEMPORARY AND DURABLE 100 mm YELLOW LINE ✓  
 STA 7+500 TO 8+700 SOLID LT & RT ✓

TEMPORARY AND DURABLE 100 mm WHITE LINE ✓  
 STA 7+500 TO 8+700 SOLID LT & RT ✓



PAVEMENT CORES - ⊗

#	STA	TOTAL DEPTH (MM)	PCC
6	7+974 LT	180	NO

RELOCATE MAIL BOX - SINGLE SUPPORT ✓  
 STA 7+852 RT ✓  
 STA 7+931 RT ✓

REMOVAL OF EXIST DELINEATORS ✓  
 STA 7+590 TO 7+665 RT (-6) 2  
 DELINEATORS W/ STEEL POST ✓  
 STA 7+590 TO 7+665 RT (-6) 7

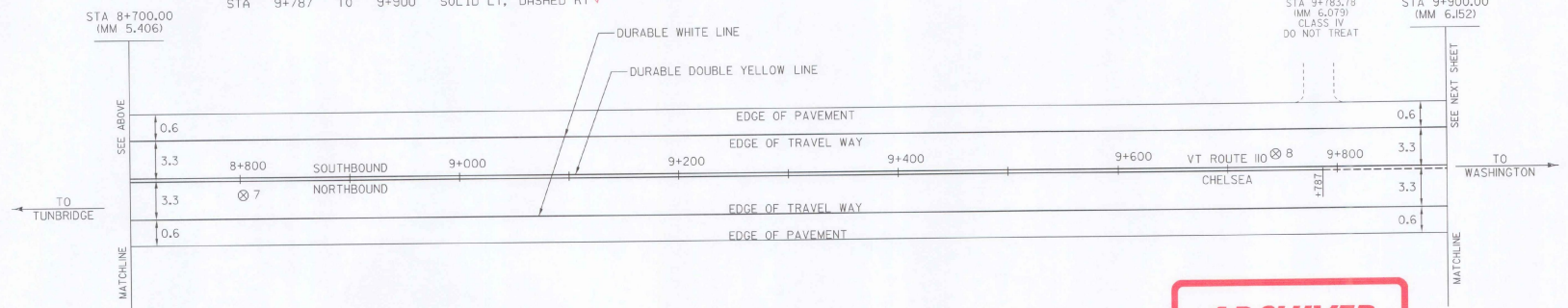
MODIFIED ECCENTRIC LOADER TERMINAL ✓  
 STA 7+856 RT  
 STA 8+073 RT 8+055 - 8+065  
 STA 8+419 RT 8+443 - 8+453  
 STA 8+601 RT 8+606 - 8+617

REMOVAL & DISP. OF GUARDRAIL ✓  
 STA 7+852 TO 7+931 RT ✓

STEEL BEAM GUARDRAIL (2.4m POST) (MOD) ✓  
 STA 7+856 TO 8+073 RT  
 STA 8+419 TO 8+601 RT

TEMPORARY AND DURABLE 100 mm YELLOW LINE ✓  
 STA 8+700 TO 9+787 SOLID LT & RT ✓  
 STA 9+787 TO 9+900 SOLID LT, DASHED RT ✓

TEMPORARY AND DURABLE 100 mm WHITE LINE ✓  
 STA 8+700 TO 9+900 SOLID LT & RT ✓



PAVEMENT CORES - ⊗

#	STA	TOTAL DEPTH (MM)	PCC
7	8+803 RT	165	NO
8	9+746 LT	140	NO

CHANGING ELEV. OF D, CB, OR MH - REHABILITATION OF D, CB, OR MH, CLASS I ✓  
 REHABILITATION OF D, CB, OR MH, CLASS II ✓  
 REHABILITATION OF D, CB, OR MH, CLASS III ✓  
 STA 9+563 LT

- LEGEND
- R = REMOVE EXISTING
  - S = SALVAGE
  - R&S = REMOVE AND SALVAGE
  - N = NEW
  - RET = RETAIN
  - B-B = BACK TO BACK
  - - - = NEW RAIL
  - > = EXISTING RAIL
  - ⊗ = BORING LOCATION

ARCHIVED  
ON CADD

NOTE: ALL DIMENSIONS IN METERS EXCEPT AS INDICATED

DATUM  
 VERTICAL \_\_\_\_\_  
 HORIZONTAL \_\_\_\_\_

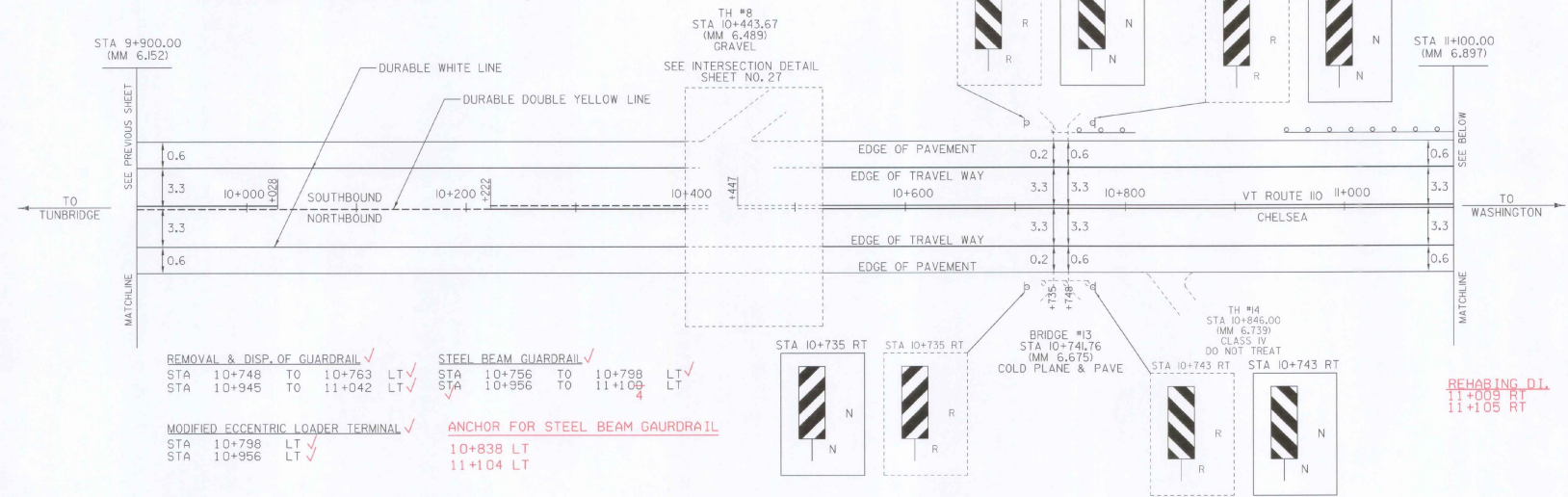
NOT TO SCALE

<b>PAVING PROJECT LAYOUT</b>	PROJECT: CHELSEA-BARRE	PROJECT NO.: STP 9744(1) S
	DESIGN FILE NAME: _____	PLOT DATE: 29-DEC-1999 13T
	IPARM FILE NAME: _____	SURVEY DATE: 4-98
	SURVEYED BY: CLQ IDG	DRAWN BY: NJL
SQUAD LEADER: JAW	SHEET: 14 OF 44	

TEMPORARY AND DURABLE 100 mm YELLOW LINE ✓  
 STA 9+900 TO 10+028 SOLID LT, DASHED RT ✓  
 STA 10+028 TO 10+222 DASHED LT, SOLID RT ✓  
 STA 10+222 TO 10+400 DASHED LT, SOLID RT ✓  
 STA 10+525 TO 11+100 SOLID LT & RT ✓

TEMPORARY AND DURABLE 100 mm WHITE LINE ✓  
 STA 9+900 TO 10+400 SOLID LT & RT ✓  
 STA 10+525 TO 11+100 SOLID LT & RT ✓

REMOVING SIGNS  
 AS SHOWN - 4



REMOVAL & DISP. OF GUARDRAIL ✓  
 STA 10+748 TO 10+763 LT ✓  
 STA 10+945 TO 11+042 LT ✓

STEEL BEAM GUARDRAIL ✓  
 STA 10+756 TO 10+798 LT ✓  
 STA 10+956 TO 11+109 LT ✓

MODIFIED ECCENTRIC LOADER TERMINAL ✓  
 STA 10+798 LT ✓  
 STA 10+956 LT ✓

ANCHOR FOR STEEL BEAM GAURDRAIL  
 10+838 LT  
 11+104 LT

REHABING DL  
 11+009 RT  
 11+105 RT

TEMPORARY AND DURABLE 100 mm YELLOW LINE ✓  
 CHELSEA STA 11+100 TO 11+201 SOLID LT & RT ✓  
 WASHINGTON STA 0+000 TO 0+540 SOLID LT & RT ✓  
 STA 0+546 TO 1+000 DOUBLE SOLID LT (S.A. 3) ✓  
 STA 0+552 TO 1+000 SOLID LT & RT ✓

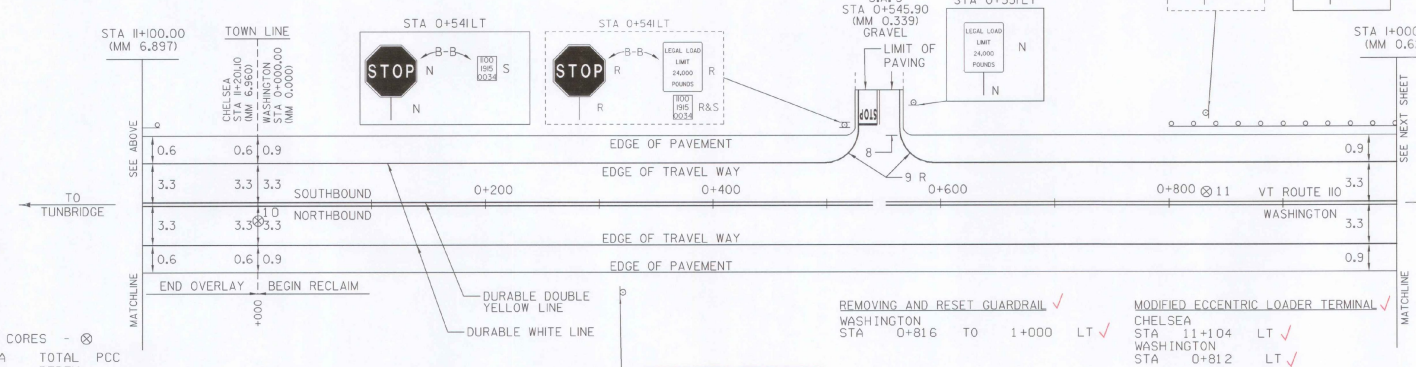
TEMPORARY AND DURABLE 100 mm WHITE LINE ✓  
 CHELSEA STA 11+100 TO 11+201 SOLID LT & RT ✓  
 WASHINGTON STA 0+000 TO 0+534 SOLID LT ✓  
 STA 0+000 TO 1+000 SOLID RT ✓  
 STA 0+558 TO 1+000 SOLID LT ✓

TEMPORARY AND DURABLE LETTER OR SYMBOL ✓  
 STA 0+546 LT \*STOP\* (S.A. 3) ✓

TEMPORARY AND DURABLE 600 mm STOP BAR ✓  
 STA 0+546 LT (S.A. 3) ✓

REMOVING SIGNS ✓  
 AS SHOWN - 6

ERECTING SALVAGED SIGNS ✓  
 AS SHOWN - 2

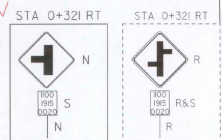


PAVEMENT CORES - ⊗

STA	TOTAL DEPTH (MM)	PCC
10 0+000 RT	150	NO
11 0+835 LT	150	NO

CHANGING ELEV. OF DI, CB, OR MH  
 REHABILITATION OF DI, CB, OR MH, CLASS I ✓  
 REHABILITATION OF DI, CB, OR MH, CLASS II ✓  
 REHABILITATION OF DI, CB, OR MH, CLASS III ✓

WASHINGTON  
 STA 0+093 RT ✓  
 STA 0+297 RT ✓  
 STA 0+356 RT ✓  
 STA 0+904 RT ✓



**ARCHIVED ON CADD**

NOT TO SCALE

- LEGEND
- R = REMOVE EXISTING
  - S = SALVAGE
  - R&S = REMOVE AND SALVAGE
  - N = NEW
  - RET = RETAIN
  - B-B = BACK TO BACK
  - o = NEW RAIL
  - o = EXISTING RAIL
  - ⊗ = BORING LOCATION

**PAVING PROJECT LAYOUT**

NOTE: ALL DIMENSIONS IN METERS EXCEPT AS INDICATED

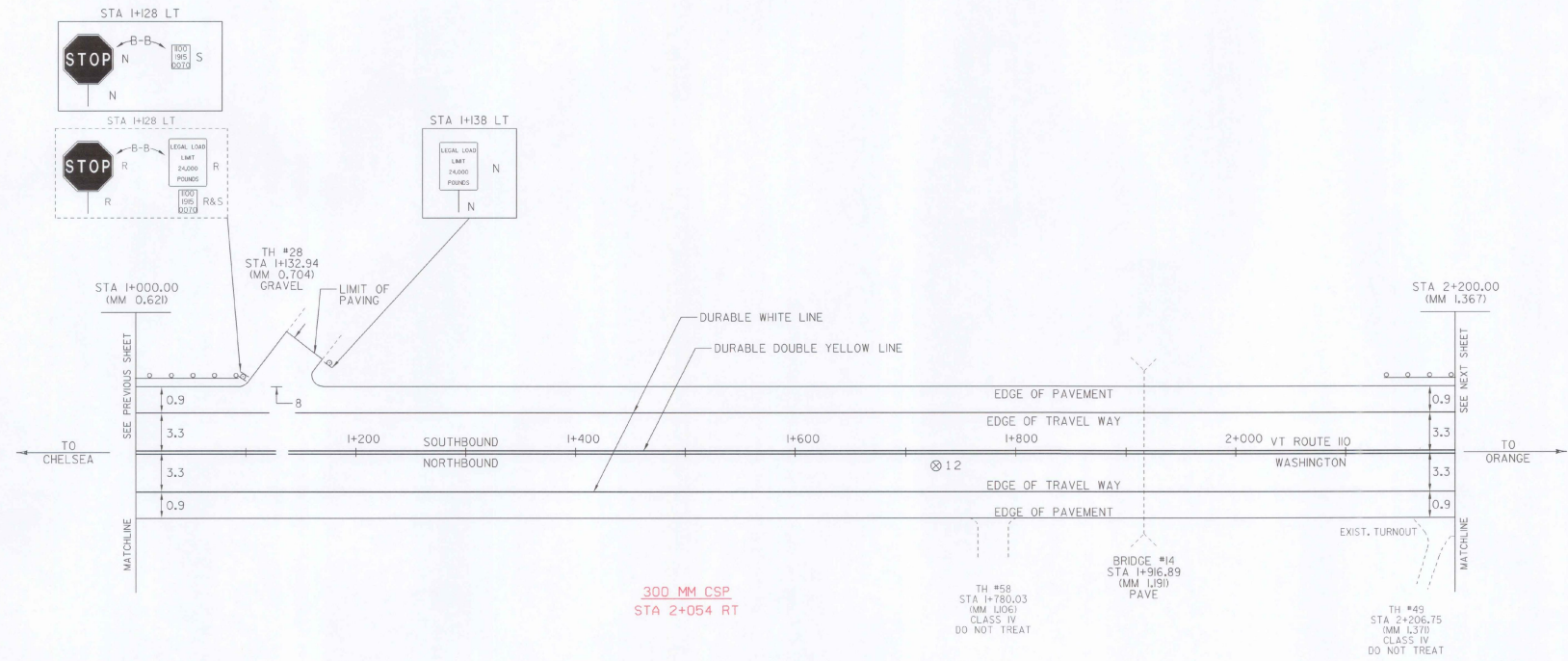
PROJECT: CHELSEA-BARRE	PROJECT NO.: STP 9744(1) S
DESIGN FILE NAME: _____	PLOT DATE: 29-DEC-1999 13:3
IPARM FILE NAME: _____	SURVEY DATE: 4/38
SURVEYED BY: CLD, lqj	DRAWN BY: NLL
SQUAD LEADER: JAW	SHEET: 15 OF 44

TEMPORARY AND DURABLE 100 mm YELLOW LINE ✓  
 STA 1+000 TO 1+127 SOLID LT & RT ✓  
 STA 1+139 TO 2+200 SOLID LT & RT ✓

TEMPORARY AND DURABLE 100 mm WHITE LINE ✓  
 STA 1+000 TO 1+121 SOLID LT ✓  
 STA 1+000 TO 2+200 SOLID RT ✓  
 STA 1+145 TO 2+200 SOLID LT ✓

REMOVING SIGNS ✓  
 AS SHOWN - 3

ERECTING SALVAGED SIGNS ✓  
 AS SHOWN - 1



- STA 1+826 - 1+837 LT MODIFIED ECCENTRIC LOADER TERMINAL ✓
- STA 1+221 - 1+232 LT
- STA 1+414 - 1+425 LT
- STA 1+524 - 1+535 LT
- STA 1+603 - 1+614 LT
- STEEL BEAM GUARDRAIL ✓
- STA 1+144 TO 1+148 LT
- STA 2+146 TO 2+200 LT
- STA 0+816 - 1+555 LT
- STA 1+232 - 1+414 LT
- STA 1+532 - 1+603 LT
- STA 1+837 - 2+261 LT

REMOVAL & DISP. OF GUARDRAIL ✓  
 STA 1+144 TO 1+148 LT ✓

REMOVING AND RESET GUARDRAIL ✓  
 STA 1+000 TO 1+144 LT ✓

REMOVAL OF EXIST. DELINEATORS -  
 STA 1+965 TO 2+010 LT (-4)

DELINEATORS W/ STEEL POST  
 STA 1+965 TO 2+010 LT (-4)  
 1+720 1+810 7

CHANGING ELEV. OF DI, CB, OR MH  
 REHABILITATION OF DI, CB, OR MH, CLASS I ✓  
 REHABILITATION OF DI, CB, OR MH, CLASS II  
 REHABILITATION OF DI, CB, OR MH, CLASS III  
 STA 1+093 RT ✓  
 STA 1+177 RT ✓  
 STA 1+732 RT  
 STA 1+785 RT ✓  
 STA 2+054 RT ✓  
 STA 1+620 RT

PAVEMENT CORES - ⊗

#	STA	TOTAL DEPTH (MM)	PCC
12	1+735 RT	125	NO

DATUM  
 VERTICAL \_\_\_\_\_  
 HORIZONTAL \_\_\_\_\_

NOT TO SCALE

- LEGEND
- R = REMOVE EXISTING
  - S = SALVAGE
  - R&S = REMOVE AND SALVAGE
  - N = NEW
  - RET = RETAIN
  - B-B = BACK TO BACK
  - o-o = NEW RAIL
  - o-o = EXISTING RAIL
  - ⊗ = BORING LOCATION

NOTE: ALL DIMENSIONS IN METERS EXCEPT AS INDICATED

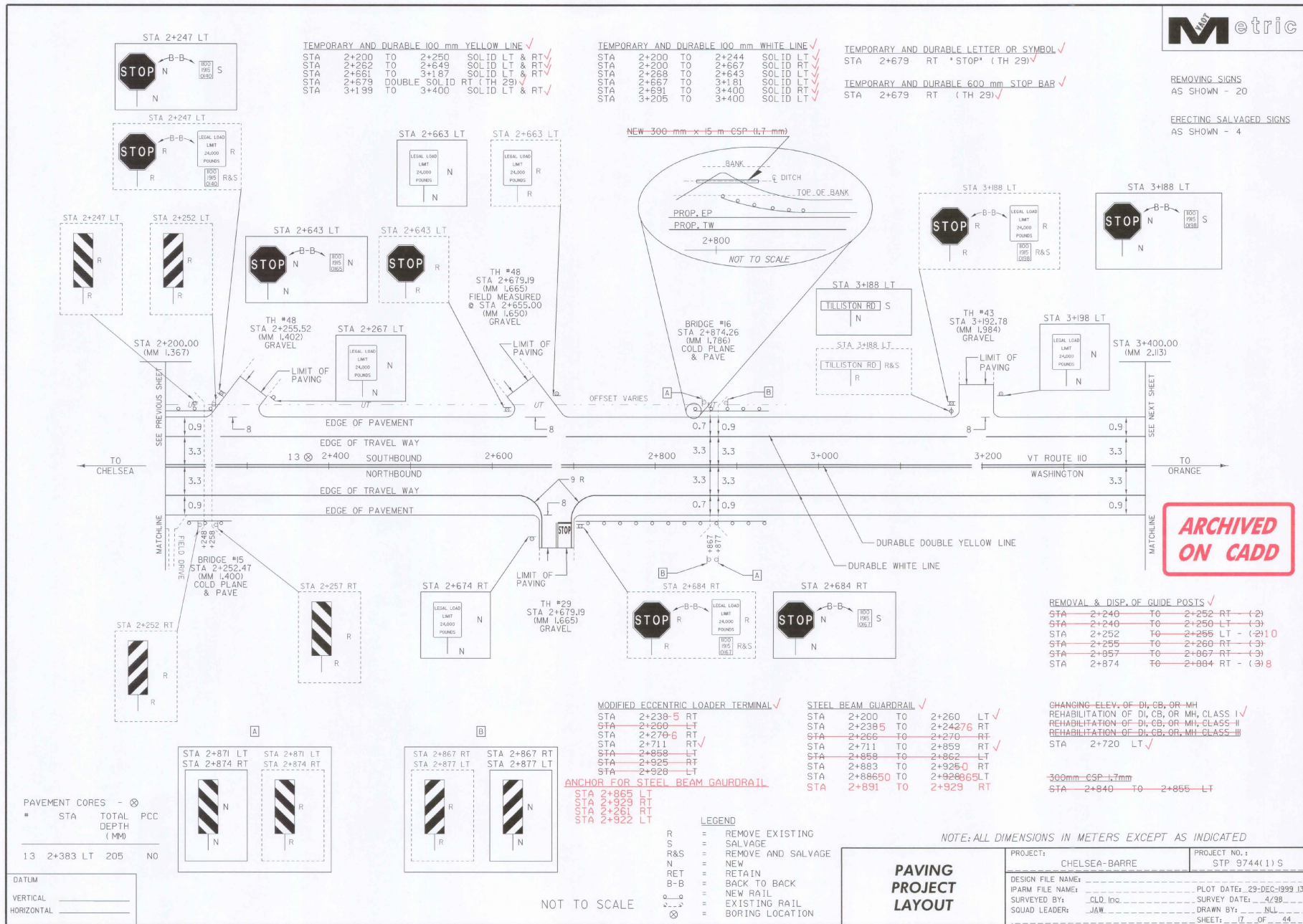
**PAVING PROJECT LAYOUT**

PROJECT: CHELSEA-BARRE	PROJECT NO.: STP 9744(1) S
DESIGN FILE NAME: _____	PLOT DATE: 29-DEC-1999 13:42
PARAM FILE NAME: _____	SURVEY DATE: 4/98
SURVEYED BY: CLD, lbg	DRAWN BY: NLL
SQUAD LEADER: JAW	SHEET: 16 OF 44

ARCHIVED ON CADD

REMOVING SIGNS  
AS SHOWN - 20

ERECTING SALVAGED SIGNS  
AS SHOWN - 4



TEMPORARY AND DURABLE 100 mm YELLOW LINE ✓

STA 2+200	TO	2+250	SOLID LT & RT ✓
STA 2+262	TO	2+649	SOLID LT & RT ✓
STA 2+661	TO	3+187	SOLID LT & RT ✓
STA 2+679	TO	3+181	DOUBLE SOLID RT (TH 29) ✓
STA 3+199	TO	3+400	SOLID LT & RT ✓

TEMPORARY AND DURABLE 100 mm WHITE LINE ✓

STA 2+200	TO	2+244	SOLID LT ✓
STA 2+200	TO	2+657	SOLID RT ✓
STA 2+268	TO	2+643	SOLID LT ✓
STA 2+667	TO	3+181	SOLID LT ✓
STA 2+691	TO	3+400	SOLID RT ✓
STA 3+205	TO	3+400	SOLID LT ✓

TEMPORARY AND DURABLE LETTER OR SYMBOL ✓

STA 2+679	RT	*STOP* (TH 29) ✓
-----------	----	------------------

TEMPORARY AND DURABLE 600 mm STOP BAR ✓

STA 2+679	RT	(TH 29) ✓
-----------	----	-----------

REMOVAL & DISP. OF GUIDE POSTS ✓

STA 2+240	TO	2+252	RT (-2)
STA 2+240	TO	2+250	LT (-3)
STA 2+252	TO	2+255	LT (-2) 10
STA 2+255	TO	2+260	RT (-3)
STA 2+857	TO	2+867	RT (-3)
STA 2+874	TO	2+884	RT (-3) 8

MODIFIED ECCENTRIC LOADER TERMINAL ✓

STA 2+238	5	RT
STA 2+260	6	LT
STA 2+270	6	RT
STA 2+711	6	RT ✓
STA 2+858	6	LT
STA 2+925	6	RT
STA 2+928	6	LT

ANCHOR FOR STEEL BEAM GAURDRAIL

STA 2+865	LT
STA 2+929	RT
STA 2+921	RT
STA 2+922	LT

STEEL BEAM GUARDRAIL ✓

STA 2+200	TO	2+260	LT ✓
STA 2+238	TO	2+242	6 RT
STA 2+266	TO	2+270	RT
STA 2+711	TO	2+859	RT ✓
STA 2+858	TO	2+862	LT
STA 2+883	TO	2+925	0 RT
STA 2+885	TO	2+928	65 LT
STA 2+891	TO	2+929	RT

CHANGING ELEV. OF DI, CB, OR MH

REHABILITATION OF DI, CB, OR MH, CLASS I ✓	
REHABILITATION OF DI, CB, OR MH, CLASS II	
REHABILITATION OF DI, CB, OR MH, CLASS III	
STA 2+720	LT ✓

PAVEMENT CORES - ⊗

#	STA	TOTAL DEPTH (MM)	PCC
13	2+383 LT	205	NO

DATUM  
VERTICAL \_\_\_\_\_  
HORIZONTAL \_\_\_\_\_

NOT TO SCALE

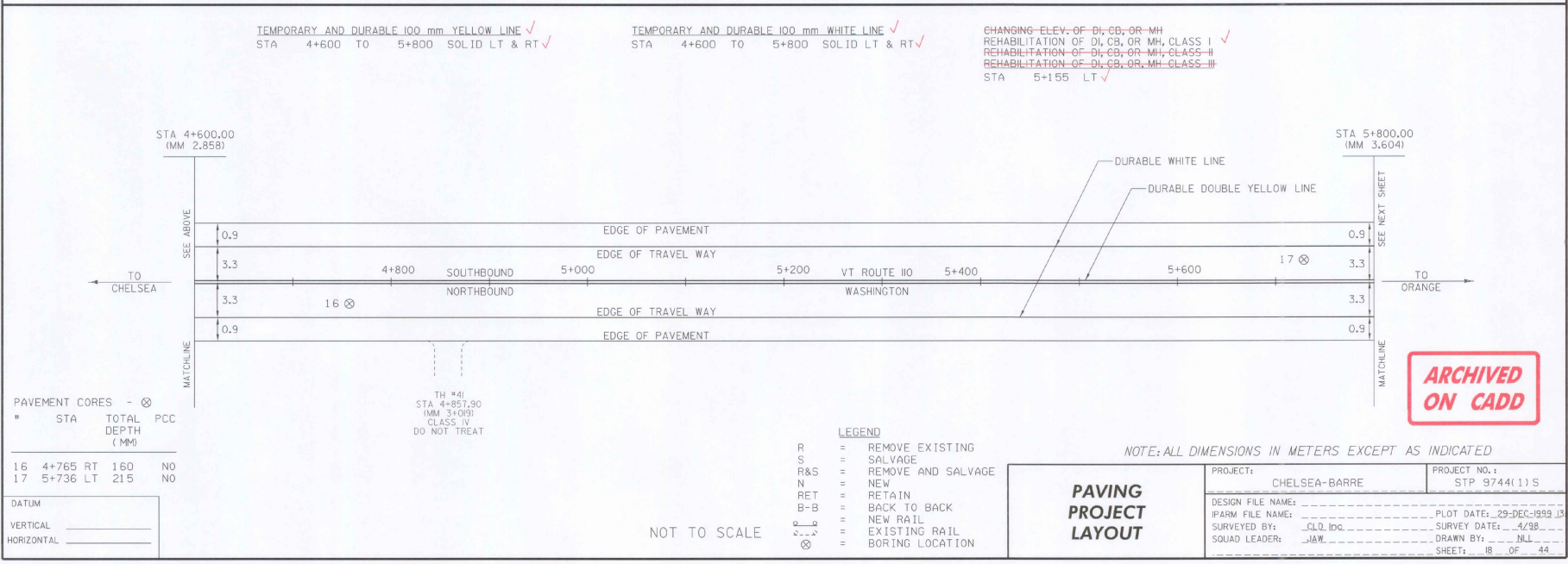
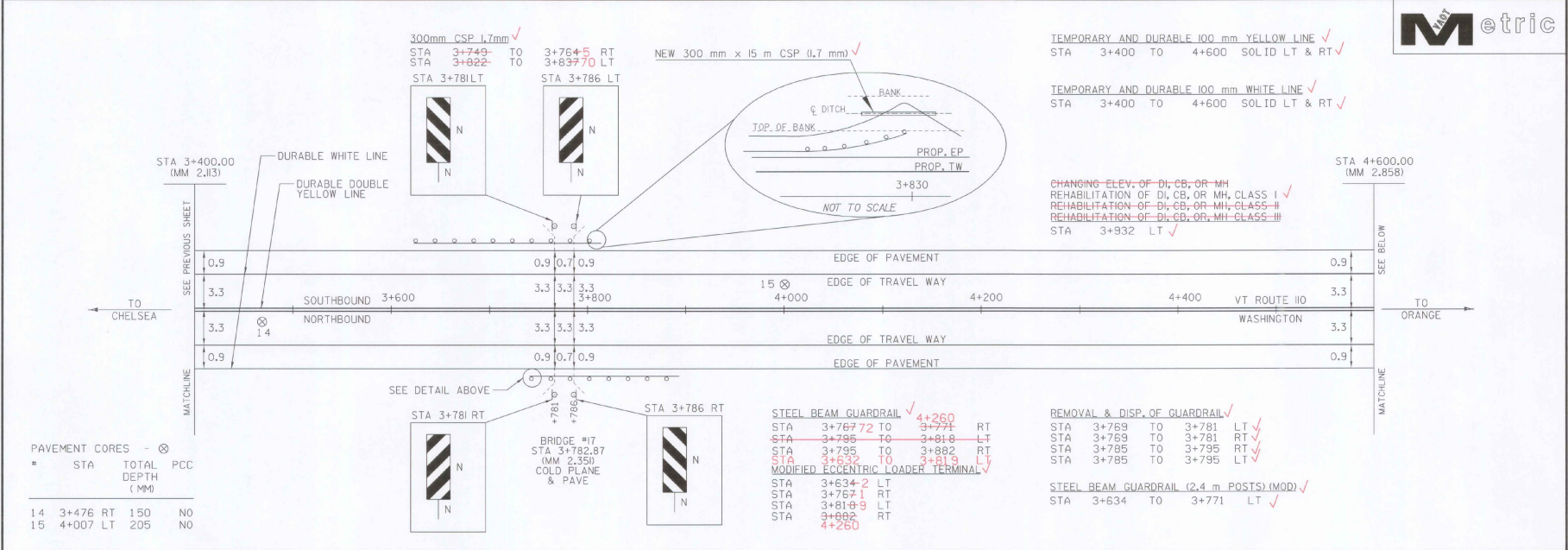
- LEGEND
- R = REMOVE EXISTING
  - S = SALVAGE
  - R&S = REMOVE AND SALVAGE
  - N = NEW
  - RET = RETAIN
  - B-B = BACK TO BACK
  - o-o = NEW RAIL
  - o-o = EXISTING RAIL
  - ⊗ = BORING LOCATION

NOTE: ALL DIMENSIONS IN METERS EXCEPT AS INDICATED

**PAVING PROJECT LAYOUT**

PROJECT:	CHelsea-BARRE	PROJECT NO.:	STP 9744(1) S
DESIGN FILE NAME:		PLOT DATE:	29-DEC-1999 13:00
IPARM FILE NAME:		SURVEY DATE:	4/98
SURVEYED BY:	CLD lcc	DRAWN BY:	NLL
SQUAD LEADER:	JAW	SHEET:	17 OF 44

ARCHIVED ON CADD





TEMPORARY AND DURABLE 100 mm YELLOW LINE ✓  
 STA 8+200 TO 8+657 SOLID LT & RT ✓  
 STA 8+653 DOUBLE SOLID RT (TH 18) ✓  
 STA 8+659 TO 8+772 SOLID LT & RT ✓  
 STA 8+788 TO 8+795 SOLID LT & RT ✓  
 STA 8+811 TO 9+206 SOLID LT & RT ✓  
 STA 9+212 DOUBLE SOLID RT (S.A. 1) ✓  
 STA 9+218 TO 9+400 SOLID LT & RT ✓

TEMPORARY AND DURABLE 100 mm WHITE LINE ✓  
 STA 8+200 TO 8+651 SOLID RT ✓  
 STA 8+200 TO 8+770 SOLID LT ✓  
 STA 8+675 TO 9+200 SOLID RT ✓  
 STA 8+788 TO 8+795 SOLID LT ✓  
 STA 8+813 TO 9+400 SOLID LT ✓  
 STA 9+224 TO 9+400 SOLID RT ✓

REMOVING SIGNS ✓  
 AS SHOWN - 11 ✓

TEMPORARY AND DURABLE 600 mm STOP BAR ✓  
 STA 8+663 RT (TH 18) ✓  
 STA 9+212 RT (S.A. 1) ✓

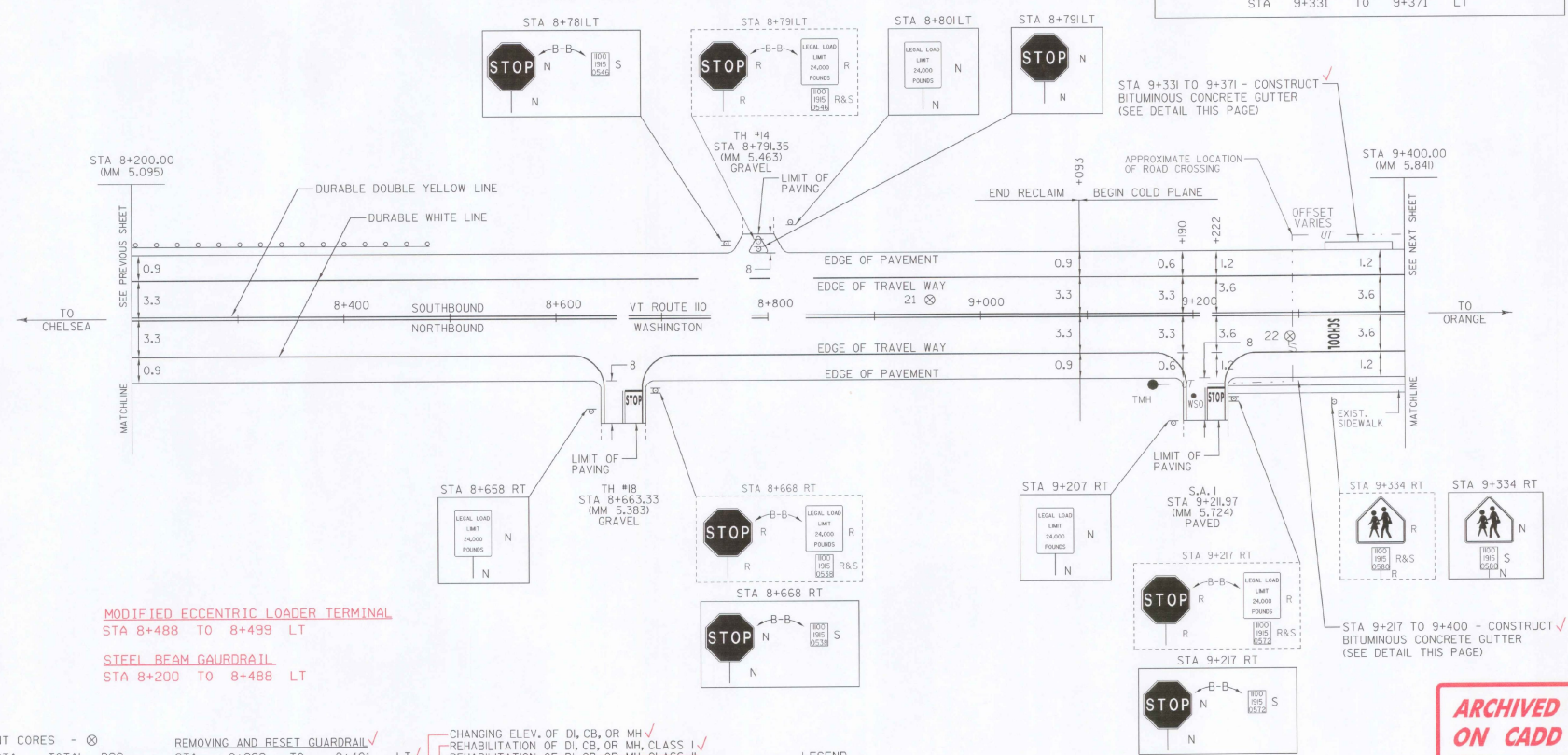
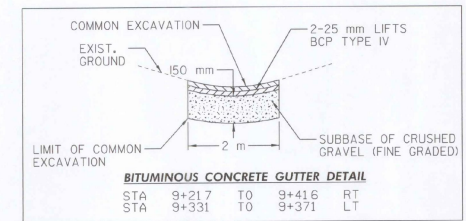
TEMPORARY AND DURABLE LETTER OR SYMBOL ✓  
 STA 8+663 RT 'STOP' (TH 18) ✓  
 STA 9+212 RT 'STOP' (S.A. 1) ✓  
 STA 9+334 RT 'SCHOOL' ✓

ERECTING SALVAGED SIGNS ✓  
 AS SHOWN - 4 ✓

ADJUST ELEVATION OF VALVE BOX ✓  
 STA 9+211 RT ✓

300MM CSP  
 STA 8+952 RT

BITUMINOUS CONCRETE GUTTERS & TRAFFIC ISLANDS ✓  
 STA 9+217 TO 9+416 RT ✓  
 STA 9+331 TO 9+371 LT ✓



MODIFIED ECCENTRIC LOADER TERMINAL  
 STA 8+488 TO 8+499 LT

STEEL BEAM GUARDRAIL  
 STA 8+200 TO 8+488 LT

PAVEMENT CORES - ⊗

#	STA	TOTAL DEPTH (MM)	PCC
21	8+958 LT	265	NO
22	9+292 RT	165	NO

REMOVING AND RESET GUARDRAIL ✓  
 STA 8+200 TO 8+481 LT ✓

- CHANGING ELEV. OF DI, CB, OR MH ✓
  - REHABILITATION OF DI, CB, OR MH, CLASS I ✓
  - REHABILITATION OF DI, CB, OR MH, CLASS II ✓
  - REHABILITATION OF DI, CB, OR MH, CLASS III ✓
- STA 8+235 RT ✓
  - STA 8+478 RT ✓
  - STA 8+952 RT ✓
  - STA 9+230 RT ✓
  - STA 9+263 RT ✓
  - STA 9+289 LT ✓
  - STA 9+371 LT ✓
  - STA 9+371 RT ✓
  - STA 8+952 RT ✓
  - STA 9+283 RT ✓

- LEGEND
- R = REMOVE EXISTING
  - S = SALVAGE
  - R&S = REMOVE AND SALVAGE
  - N = NEW
  - RET = RETAIN
  - B-B = BACK TO BACK
  - NEW RAIL = NEW RAIL
  - ⊗ = EXISTING RAIL
  - X--- = BORING LOCATION
  - UT = UNDERGROUND TELEPHONE

NOT TO SCALE

ARCHIVED ON CADD

NOTE: ALL DIMENSIONS IN METERS EXCEPT AS INDICATED

<b>PAVING PROJECT LAYOUT</b>	PROJECT: CHelsea-BARRE	PROJECT NO.: STP 9744(1) S
	DESIGN FILE NAME:	PLOT DATE: 29-DEC-1999 13:05
	IPARM FILE NAME:	SURVEY DATE: 4/2/88
	SURVEYED BY: CLD, INC	DRAWN BY: NLL
	SQUAD LEADER: JAW	SHEET: 20 OF 44

DATUM \_\_\_\_\_

VERTICAL \_\_\_\_\_

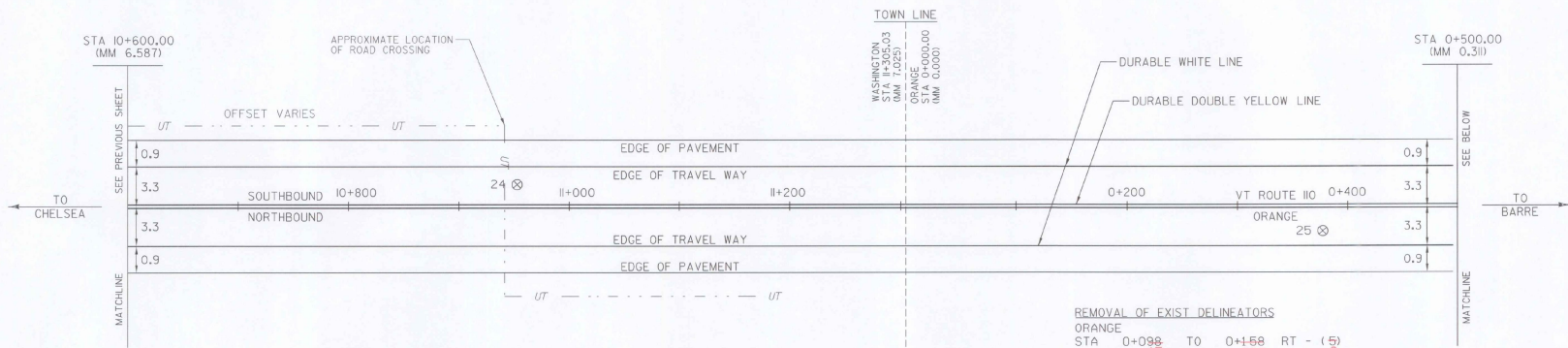
HORIZONTAL \_\_\_\_\_



TEMPORARY AND DURABLE 100 mm YELLOW LINE ✓  
 WASHINGTON  
 STA 10+600 TO 11+305 SOLID LT & RT ✓  
 ORANGE  
 STA 0+000 TO 0+500 SOLID LT & RT ✓

TEMPORARY AND DURABLE 100 mm WHITE LINE ✓  
 WASHINGTON  
 STA 10+600 TO 11+305 SOLID LT & RT ✓  
 ORANGE  
 STA 0+000 TO 0+500 SOLID LT & RT ✓

CHANGING ELEV. OF DI, CB, OR MH ✓  
 REHABILITATION OF DI, CB, OR MH, CLASS I  
 REHABILITATION OF DI, CB, OR MH, CLASS II  
 REHABILITATION OF DI, CB, OR MH, CLASS III  
 ORANGE  
 STA 0+131 LT



PAVEMENT CORES - ⊗

STA	TOTAL DEPTH (MM)	PCC
24	10+955 LT 255	NO
25	0+389 RT 230	NO

REMOVAL OF EXIST DELINEATORS  
 ORANGE  
 STA 0+098<sub>45</sub> TO 0+158<sub>225</sub> RT - (5)<sub>3</sub>

DELINEATORS W/ STEEL POST  
 ORANGE  
 STA 0+098<sub>45</sub> TO 0+158<sub>225</sub> RT - (5)<sub>13</sub>

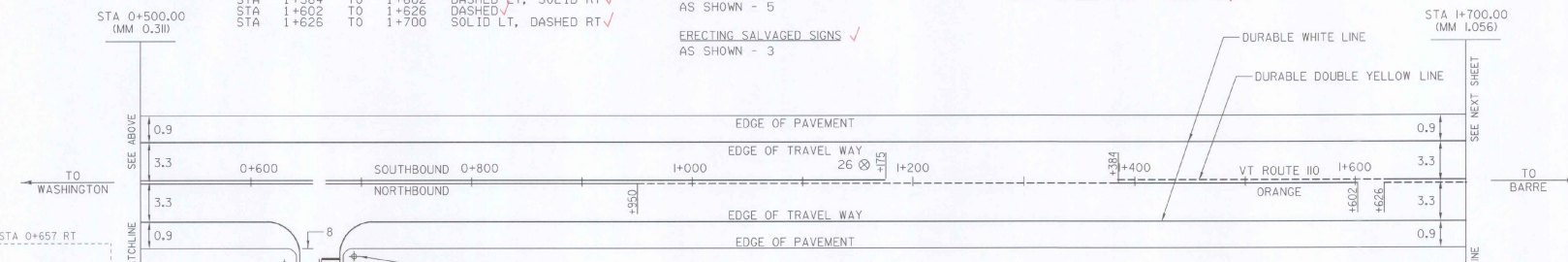
TEMPORARY AND DURABLE 100 mm YELLOW LINE ✓  
 STA 0+500 TO 0+556 SOLID LT & RT ✓  
 STA 0+662 TO 0+950 DOUBLE SOLID RT (S.A. 2) ✓  
 STA 0+668 TO 0+950 SOLID LT & RT ✓  
 STA 0+950 TO 1+175 SOLID LT, DASHED RT ✓  
 STA 1+175 TO 1+384 DASHED ✓  
 STA 1+384 TO 1+602 DASHED LT, SOLID RT ✓  
 STA 1+602 TO 1+626 DASHED ✓  
 STA 1+626 TO 1+700 SOLID LT, DASHED RT ✓

TEMPORARY AND DURABLE 100 mm WHITE LINE ✓  
 STA 0+500 TO 0+650 SOLID RT ✓  
 STA 0+500 TO 1+700 SOLID LT ✓  
 STA 0+674 TO 1+700 SOLID RT ✓

TEMPORARY AND DURABLE LETTER OR SYMBOL ✓  
 STA 0+662 RT 'STOP' (S.A. 2) ✓  
 TEMPORARY AND DURABLE 600 mm STOP BAR ✓  
 STA 0+622 RT (S.A. 2) ✓

REMOVING SIGNS ✓  
 AS SHOWN - 5

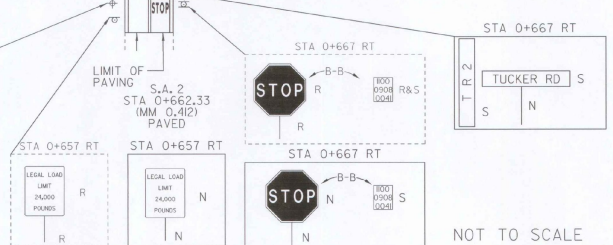
ERECTING SALVAGED SIGNS ✓  
 AS SHOWN - 3



PAVEMENT CORES - ⊗

STA	TOTAL DEPTH (MM)	PCC
26	1+172 LT 205	NO

DATUM  
 VERTICAL \_\_\_\_\_  
 HORIZONTAL \_\_\_\_\_



NOT TO SCALE

LEGEND

- R = REMOVE EXISTING
- S = SALVAGE
- R&S = REMOVE AND SALVAGE
- N = NEW
- RET = RETAIN
- B-B = BACK TO BACK
- N-B = NEW RAIL
- ⊗ = EXISTING RAIL
- ⊕ = BORING LOCATION
- UT = UNDERGROUND TELEPHONE

REMOVAL OF EXIST DELINEATORS ✓  
 STA 1+465 TO 1+510 RT - (4) ✓

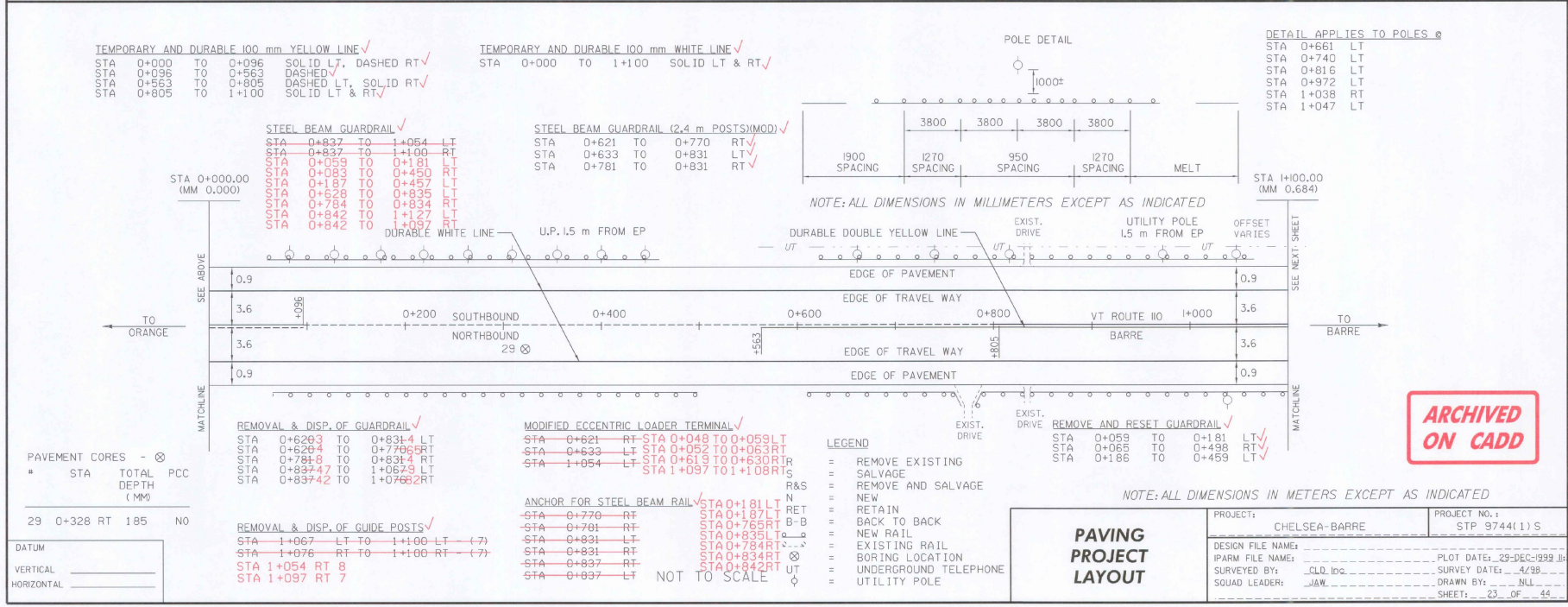
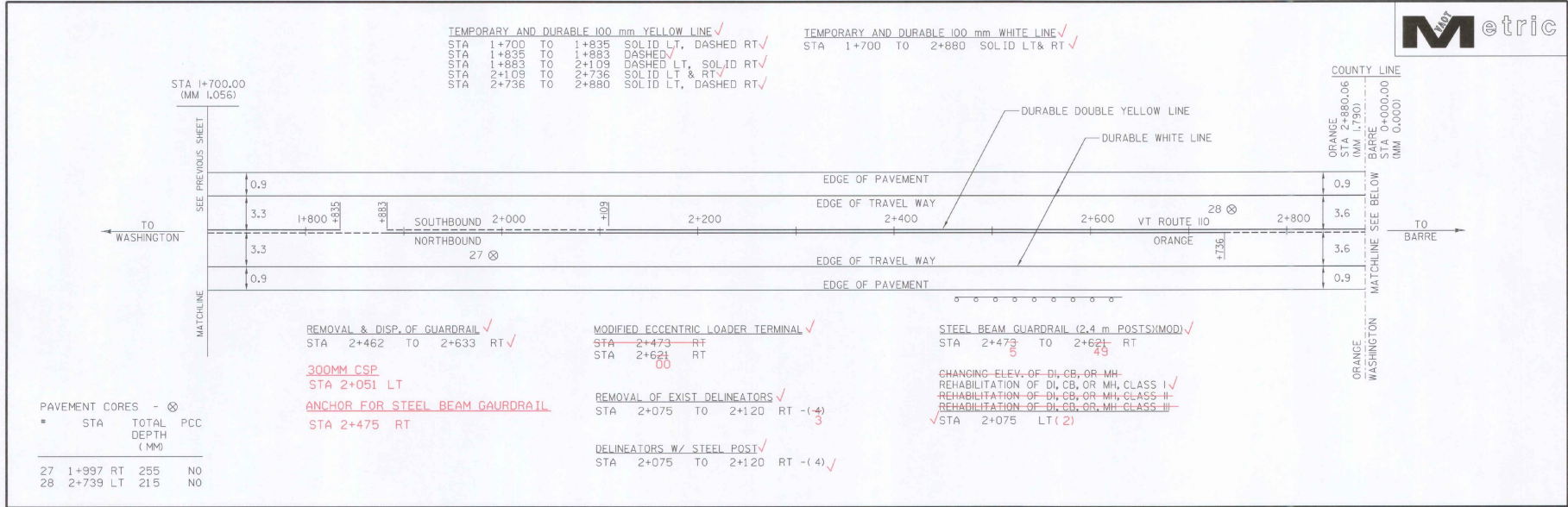
DELINEATORS W/ STEEL POST ✓  
 STA 1+465 TO 1+510 RT - (4) ✓

ARCHIVED  
ON CADD

NOTE: ALL DIMENSIONS IN METERS EXCEPT AS INDICATED

**PAVING  
PROJECT  
LAYOUT**

PROJECT: CHELSEA-BARRE	PROJECT NO.: STP 9744(1) S
DESIGN FILE NAME: _____	PLOT DATE: 29-DEC-1999 IN 3
IPARM FILE NAME: _____	SURVEY DATE: 4/98
SURVEYED BY: CLO, JDC	DRAWN BY: NLL
SQUAD LEADER: JAW	SHEET: 22 OF 44



ARCHIVED  
ON CADD

<b>PAVING PROJECT LAYOUT</b>		PROJECT: CHELSEA-BARRE	PROJECT NO.: STP 9744(1) S
DESIGN FILE NAME:		PLOT DATE: 29-DEC-1999 11:42	
IPARM FILE NAME:		SURVEY DATE: 4/28	
SURVEYED BY: CLD, lpc		SURVEY DATE: 4/28	
SOUND LEADER: JAW		DRAWN BY: NIL	
		SHEET: 23 OF 44	

TEMPORARY AND DURABLE 100 mm YELLOW LINE ✓

STA 1+100	TO 1+208	SOLID LT & RT ✓
STA 1+220	TO 1+275	SOLID LT & RT ✓
STA 1+287	TO 1+472	SOLID LT & RT ✓
STA 1+478	DOUBLE SOLID LT (TH 55) ✓	
STA 1+484	TO 1+530	SOLID LT & RT ✓
STA 1+536	DOUBLE SOLID RT (TH 85) ✓	
STA 1+542	TO 1+650	SOLID LT & RT ✓

TEMPORARY AND DURABLE 100 mm WHITE LINE ✓

STA 1+100	TO 1+202	SOLID RT ✓
STA 1+100	TO 1+466	SOLID LT ✓
STA 1+226	TO 1+269	SOLID RT ✓
STA 1+293	TO 1+524	SOLID RT ✓
STA 1+490	TO 1+650	SOLID LT ✓
STA 1+548	TO 1+650	SOLID RT ✓

TEMPORARY AND DURABLE LETTER OR SYMBOL ✓

STA 1+478	LT *STOP* (TH 55) ✓
STA 1+536	RT *STOP* (TH 85) ✓
STA 1+577	RT *STOP AHEAD* ✓

TEMPORARY AND DURABLE 600 mm STOP BAR ✓

STA 1+478	LT (TH 55) ✓
STA 1+536	RT (TH 85) ✓

REMOVING SIGNS ✓  
AS SHOWN - 16

ERECTING SALVAGED SIGNS ✓  
AS SHOWN - 4

CHANGING ELEV. OF DL, CB, OR MH ✓  
REHABILITATION OF DL, CB, OR MH, CLASS I ✓  
REHABILITATION OF DL, CB, OR MH, CLASS II ✓  
REHABILITATION OF DL, CB, OR MH, CLASS III ✓

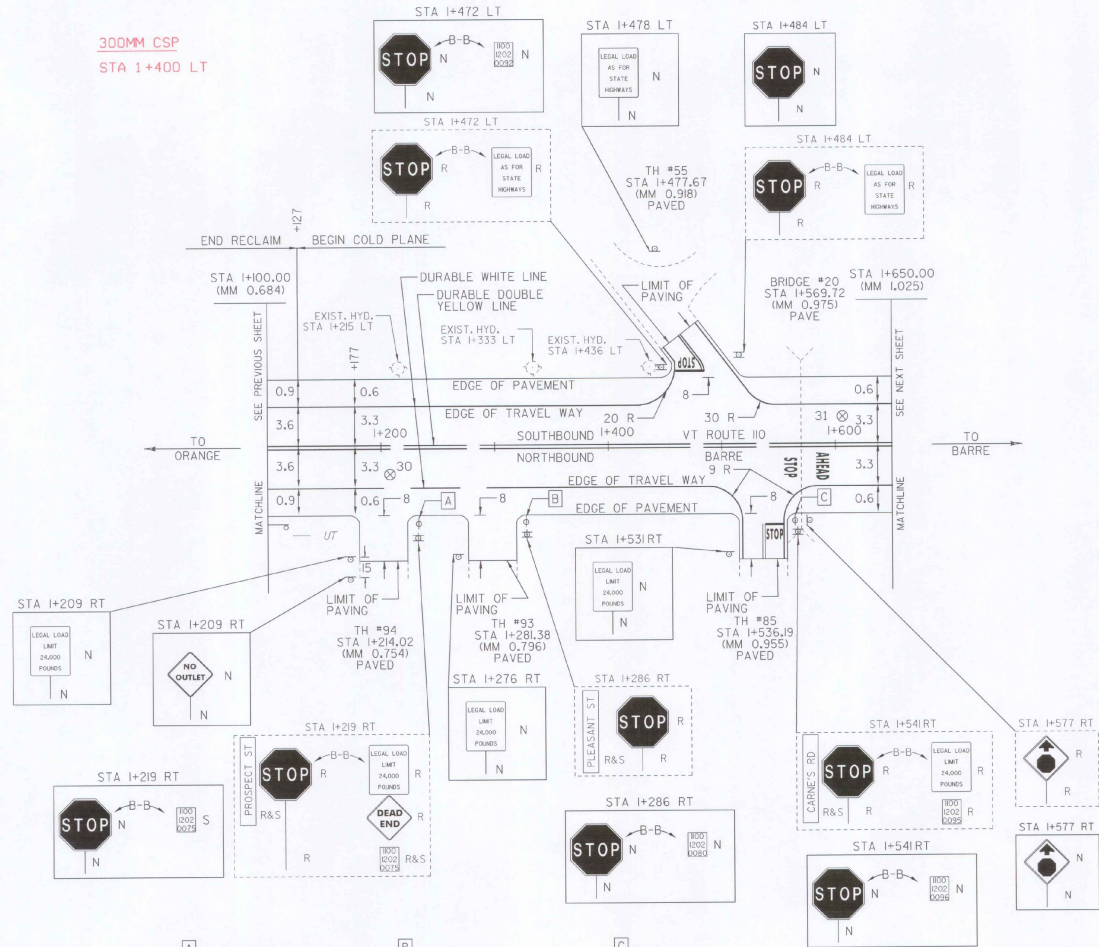
STA 1+318 LT ✓  
STA 1+400 LT ✓

STEEL BEAM GUARDRAIL ✓  
STA 1+100 TO 1+107 RT ✓

MODIFIED ECCENTRIC LOADER TERMINAL ✓  
STA 1+102 RT ✓

REMOVAL & DISP. OF GUIDE POSTS ✓  
STA 1+102 LT ✓  
STA 1+102 RT ✓

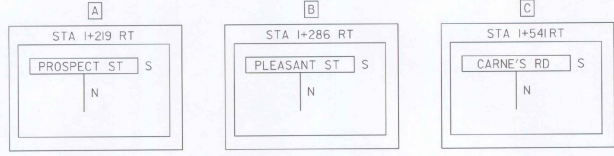
300MM CSP  
STA 1+400 LT



PAVEMENT CORES - ⊗

#	STA	TOTAL DEPTH (MM)	PCC
30	1+202 RT	215	NO
31	1+603 LT	205	NO

DATUM \_\_\_\_\_  
VERTICAL \_\_\_\_\_  
HORIZONTAL \_\_\_\_\_



NOT TO SCALE

- LEGEND
- R = REMOVE EXISTING
  - S = SALVAGE
  - R&S = REMOVE AND SALVAGE
  - N = NEW
  - RET = RETAIN
  - B-B = BACK TO BACK
  - = NEW RAIL
  - ⊗ = EXISTING RAIL
  - ⊙ = BORING LOCATION
  - ⊕ = UNDERGROUND TELEPHONE

NOTE: ALL DIMENSIONS IN METERS EXCEPT AS INDICATED

<b>PAVING PROJECT LAYOUT</b>	PROJECT: CHelsea-BARRE	PROJECT NO.: STP 9744(1) S
	DESIGN FILE NAME: _____	PLOT DATE: 29-DEC-1998
	IPARM FILE NAME: _____	SURVEY DATE: 4/98
	SURVEYED BY: CLO, JDC	DRAWN BY: NLI
SQUAD LEADER: JAW	SHEET: 24 OF 44	

ARCHIVED ON CADD

**TEMPORARY AND DURABLE 100 mm YELLOW LINE**

STA 1+650	TO	1+701	SOLID LT & RT
STA 1+707	DOUBLE SOLID LT (S.A. 2)		
STA 1+711	DOUBLE SOLID LT (TH #84)		
STA 1+716	DOUBLE SOLID LT (TH #125)		
STA 1+722	TO 1+784	DOUBLE SOLID LT & RT	
STA 1+764	TO 1+793	SOLID LT & RT	
STA 1+776	TO 1+801	SOLID LT (RAMP B)	
STA 1+787	TO 1+801	SOLID RT (RAMP A)	
STA 1+793	TO 1+801	DOUBLE SOLID LT & RT	

**TEMPORARY AND DURABLE 100 mm WHITE LINE**

STA 1+650	TO	1+695	SOLID LT
STA 1+650	TO	1+699	SOLID RT
STA 1+707	SOLID LT (S.A. 2)		
STA 1+711	SOLID RT (TH #84)		
STA 1+716	SOLID LT (TH #125)		
STA 1+723	TO 1+801	SOLID RT	
STA 1+728	TO 1+801	SOLID LT	
STA 1+776	TO 1+801	SOLID LT (RAMP B)	
STA 1+787	TO 1+801	SOLID RT (RAMP A)	
STA 1+801	SOLID RT - 15 M (VT RTE 302)		
STA 1+801	SOLID LT - 25 M (VT RTE 302)		

**TEMPORARY AND DURABLE 200 mm WHITE LINE**

STA 1+771	TO	1+776	LT (RAMP B)
STA 1+782	TO	1+787	RT (RAMP A)
STA 1+801	RT	46 M (RAMP A)	
STA 1+801	LT	46 M (RAMP B)	

**TEMPORARY AND DURABLE 200 mm YELLOW LINE**

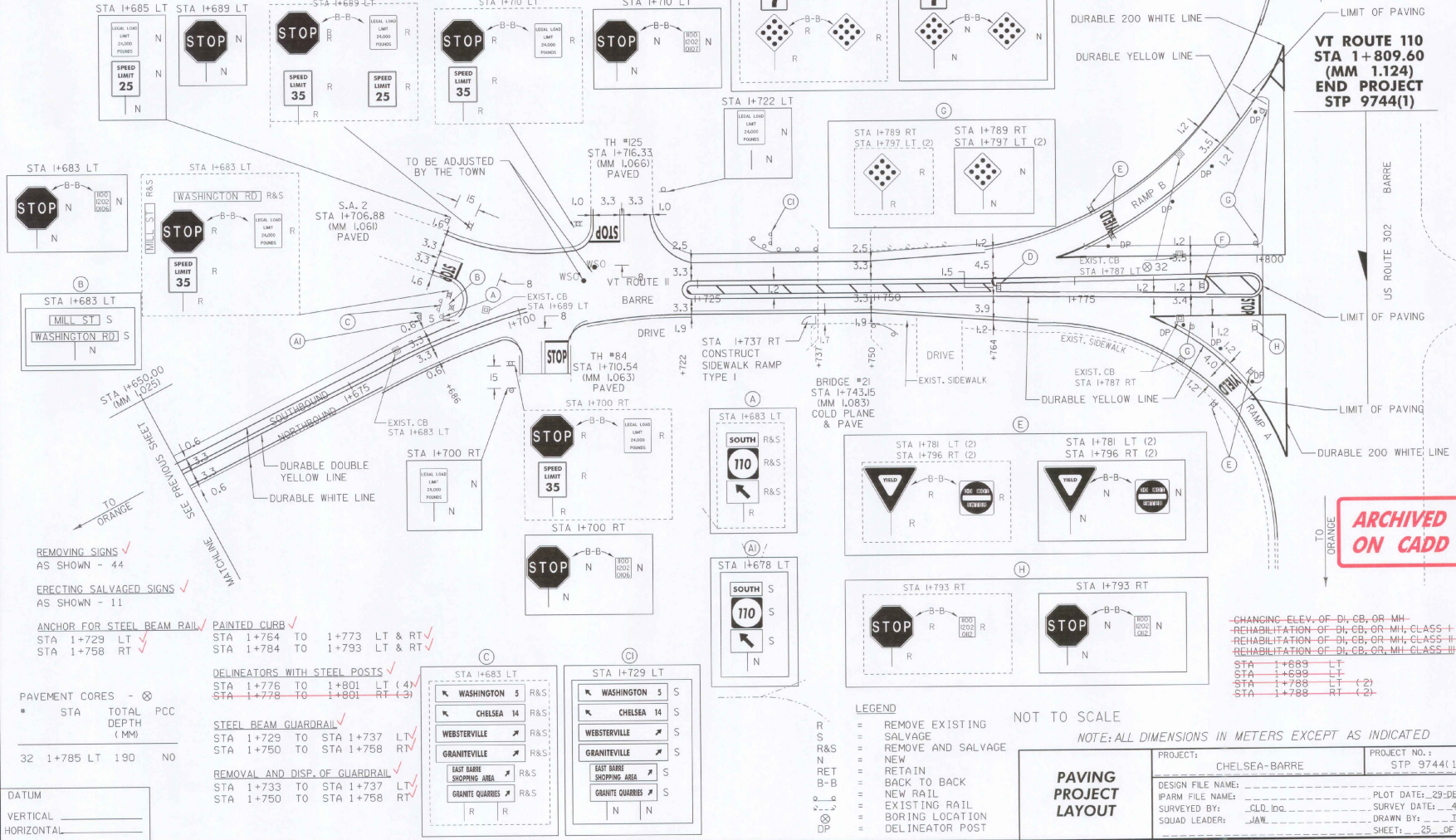
STA 1+722	TO	1+764	LT & RT
STA 1+793	TO	1+800	LT & RT

**TEMPORARY AND DURABLE LETTER OR SYMBOL**

STA 1+707	LT - *STOP* (S.A. 2)
STA 1+711	RT - *STOP* (TH #84)
STA 1+716	LT - *STOP* (TH #125)
STA 1+781	LT - *YIELD* (RAMP B)
STA 1+796	RT - *YIELD* (RAMP A)
STA 1+797	RT - *STOP*

**TEMPORARY AND DURABLE 600 mm STOP BAR**

STA 1+707	LT (S.A. 2)
STA 1+711	RT (TH #84)
STA 1+716	LT (TH #125)
STA 1+800	RT



**VT ROUTE 110  
STA 1+809.60  
(MM 1.124)  
END PROJECT  
STP 9744(1)**

**ARCHIVED  
ON CADD**

- REMOVING SIGNS ✓  
AS SHOWN - 44
- ERECTING SALVAGED SIGNS ✓  
AS SHOWN - 11
- ANCHOR FOR STEEL BEAM RAIL ✓
- PAINTED CURB ✓
- STA 1+729 LT ✓
- STA 1+758 RT ✓
- STA 1+764 TO 1+773 LT & RT ✓
- STA 1+784 TO 1+793 LT & RT ✓

**DELINEATORS WITH STEEL POSTS**

STA 1+776	TO	1+801	LT (4)
STA 1+778	TO	1+801	RT (3)

**STEEL BEAM GUARDRAIL**

STA 1+729	TO	STA 1+737	LT
STA 1+750	TO	STA 1+758	RT

**REMOVAL AND DISP. OF GUARDRAIL**

STA 1+733	TO	STA 1+737	LT
STA 1+750	TO	STA 1+758	RT

**PAVEMENT CORES**

32	1+785	LT	190	NO
----	-------	----	-----	----

DATUM \_\_\_\_\_  
VERTICAL \_\_\_\_\_  
HORIZONTAL \_\_\_\_\_

WASHINGTON	5	S
CHELSEA	14	S
WEBSTERVILLE		S
GRANITEVILLE		S
LAST BARRE SHOPPING AREA		S
GRANITE QUARRIES		S

- LEGEND**
- R = REMOVE EXISTING
  - S = SALVAGE
  - R&S = REMOVE AND SALVAGE
  - N = NEW
  - RET = RETAIN
  - B-B = BACK TO BACK
  - = NEW RAIL
  - = EXISTING RAIL
  - = BORING LOCATION
  - = DELINEATOR POST

NOT TO SCALE

NOTE: ALL DIMENSIONS IN METERS EXCEPT AS INDICATED

**PROJECT LAYOUT**

PROJECT:	CHELSEA-BARRE	PROJECT NO.:	STP 9744(1) S
DESIGN FILE NAME:		PLOT DATE:	29-DEC-1999
PARM FILE NAME:		SURVEY DATE:	4/98
SURVEYED BY:	CLD DGC	DRAWN BY:	ITS
SQUAD LEADER:	JAW	SHEET:	25 OF 44

TEMPORARY AND DURABLE 100 mm YELLOW LINE ✓

STA 5+875	TO	5+901	SOLID LT & RT	✓
STA 5+913	TO	5+932	SOLID LT & RT	✓
STA 5+944	TO	5+950	SOLID LT & RT	✓
STA 5+907	DOUBLE SOLID RT	(14 M ONTO S.A. 2 LEG 1)	✓	
STA 5+931	DOUBLE SOLID RT	(16 M ONTO S.A. 2 LEG 2)	✓	

TEMPORARY AND DURABLE 100 mm WHITE LINE ✓

STA 5+875	TO	5+950	SOLID LT	✓
STA 5+875	TO	5+892	SOLID RT	✓
STA 5+892	TO	5+912	DOTTED RT	✓
STA 5+912	TO	5+927	SOLID RT	✓
STA 5+927	TO	5+947	DOTTED RT	✓
STA 5+947	TO	5+950	SOLID RT	✓
STA 5+907	DOUBLE SOLID LT & RT	(S.A. 2 LEG 1)	✓	
STA 5+938	DOUBLE SOLID LT & RT	(S.A. 2 LEG 2)	✓	

TEMPORARY AND DURABLE 600 mm STOP BAR ✓

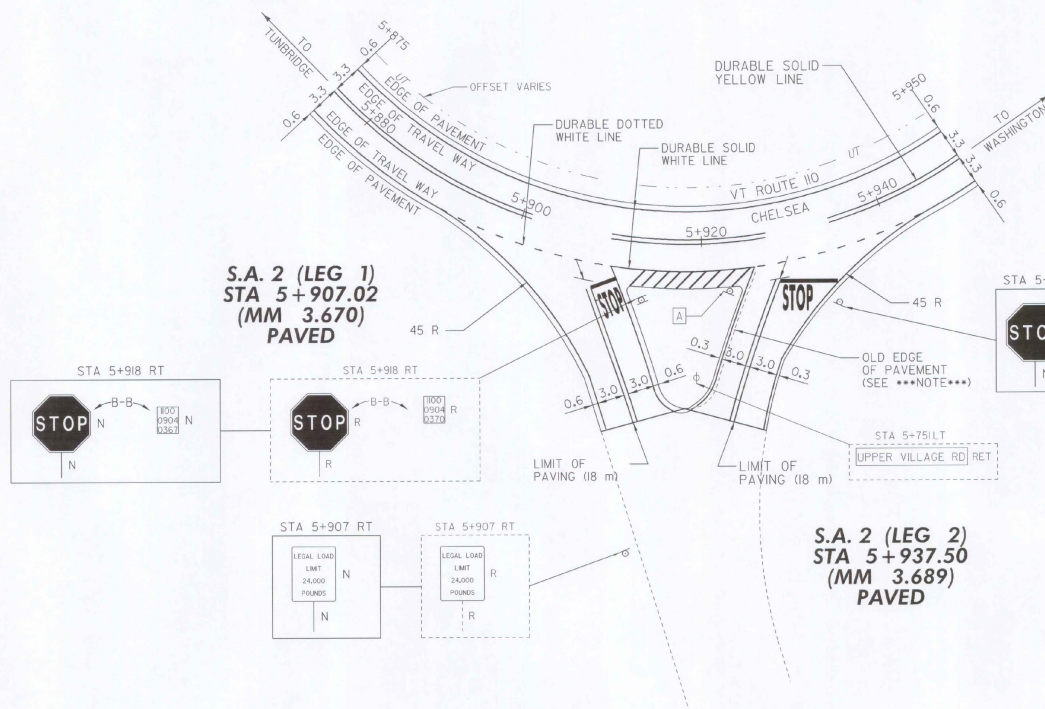
STA 5+907	RT (S.A. 2 LEG 1)	✓
STA 5+938	RT (S.A. 2 LEG 2)	✓

TEMPORARY AND DURABLE 200 mm WHITE LINE  
~~STA 5+917 TO 5+932 DIAGONALS~~

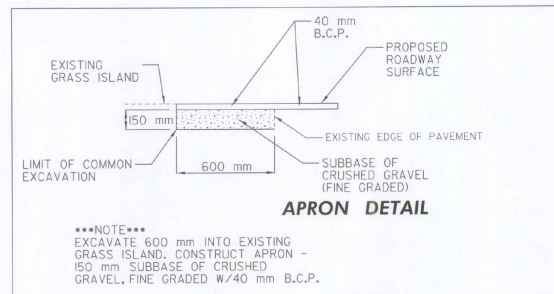
TEMPORARY AND DURABLE LETTER OR SYMBOL ✓

STA 5+907	RT (S.A. 2 LEG 1)	- 'STOP' ✓
STA 5+938	RT (S.A. 2 LEG 2)	- 'STOP' ✓

REMOVING SIGNS ✓  
 AS SHOWN - 4



**ARCHIVED  
ON CADD**



DATUM  
 VERTICAL \_\_\_\_\_  
 HORIZONTAL \_\_\_\_\_

NOT TO SCALE

- LEGEND
- R = REMOVE EXISTING
  - N = NEW
  - RET = RETAIN
  - B-B = BACK TO BACK
  - UT = UNDERGROUND TELEPHONE

**INTERSECTION  
DETAIL  
SHEET #1**

NOTE: ALL DIMENSIONS IN METERS EXCEPT AS INDICATED

PROJECT: CHELSEA - BARRE	PROJECT NO.: STP 9744(1) S
DESIGN FILE NAME: _____	PLOT DATE: 29-DEC-1999 1:28
IPARM FILE NAME: _____	SURVEY DATE: 4/98
SURVEYED BY: JJA	DRAWN BY: SMC
SQUAD LEADER: _____	SHEET: 26 OF 44

TEMPORARY AND DURABLE 100 mm YELLOW LINE ✓  
 STA 10+400 TO 10+448 SOLID LT & RT ✓  
 STA 10+460 TO 10+525 SOLID LT & RT ✓  
 STA 10+444 DOUBLE SOLID LT (20 M ONTO TH #8) ✓

TEMPORARY AND DURABLE 100 mm WHITE LINE ✓  
 STA 10+400 TO 10+443 SOLID LT ✓  
 STA 10+400 TO 10+525 SOLID RT ✓  
 STA 10+465 TO 10+525 SOLID LT ✓  
 STA 10+444 SOLID LT & RT (TH #8) ✓

TEMPORARY AND DURABLE 600 mm STOP BAR ✓  
 STA 10+444 LT ✓

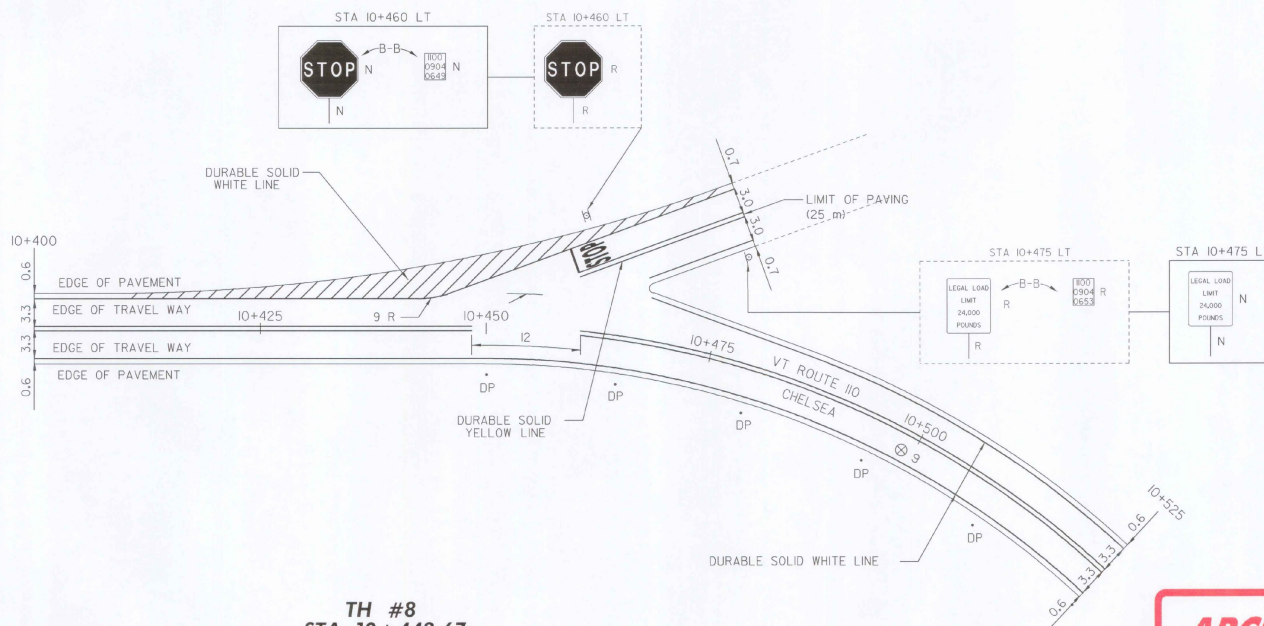
TEMPORARY AND DURABLE 200 mm WHITE LINE  
~~STA 10+412 TO 10+473 SOLID LT~~

REMOVAL OF EXIST DELINEATORS ✓  
~~STA 10+450 TO 10+525 RT (6)~~  
~~STA 10+487 TO 10+547 (2)~~

TEMPORARY AND DURABLE LETTER OR SYMBOL ✓  
 STA 10+444 LT (TH #8) - 'STOP' ✓

DELINEATORS W/STEEL POST ✓  
~~STA 10+450 TO 10+525 RT (6)~~  
~~STA 10+487 TO 10+547 (5)~~

REMOVING SIGNS ✓  
 AS SHOWN - 3



**TH #8  
 STA 10+443.67  
 (MM 6.489)  
 GRAVEL**

**ARCHIVED  
 ON CADD**

PAVEMENT CORES - ⊗

STA	TOTAL DEPTH (MM)	PCC
9 10+496 RT	165	NO

**LEGEND**

- R = REMOVE EXISTING
- N = NEW
- RET = RETAIN
- B-B = BACK TO BACK
- DP = DELINEATOR POST
- ⊗ = BORING LOCATION

NOTE: ALL DIMENSIONS IN METERS EXCEPT AS INDICATED

DATUM  
 VERTICAL \_\_\_\_\_  
 HORIZONTAL \_\_\_\_\_

NOT TO SCALE

**INTERSECTION  
 DETAIL  
 SHEET #2**

PROJECT: CHELSEA - BARRE	PROJECT NO.: STP 9744(1) S
DESIGN FILE NAME: _____	PLOT DATE: 29-DEC-1999 11:27
IPARM FILE NAME: _____	SURVEY DATE: 4/98
SURVEYED BY: JZA	DRAWN BY: SMC
SQUAD LEADER: JAW	SHEET: 27 OF 44



STATE OF VERMONT  
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET



KILOMETER MARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS		NEW & SALVAGED SIGNS				EXIST. POSTS	NO. OF POSTS	FLANGED CHANNEL					SQUARE STEEL			NEW SIGN POSTS			TUBULAR STEEL			W-SHAPE STEEL			REMARKS	SIGN DETAIL					
		E.A.	WIDTH (mm)	HEIGHT (mm)	"A"	"B"	SALV SIGN			SALV TIS	RIPRAP	SALV SIGN	kg/m		kg/m		kg/m		kg/m		kg/m		kg/m		POST SIZE	SHEET NUMBER		DETAIL ON SHEET NUMBER	STD. SHEET NUMBER				
													1.7	3.0	4.5	4.4	5.0	6.3	7.5	100	100	75	89	100						125	600	750	WEIGHT
													4.5	3.4	3.9	5.0	5.0	5.0	1.9	2.5	2.5	11.3	13.4	16.1						21.7	600	750	WEIGHT
OPTION ITEMS																																	
STA 5+907 RT		1	600	750	0.45				1			4.0	X																	E-141M			
STA 5+918 RT		1	750	750	0.56				1			3.7	X																	E-143M E-138M			
STA 5+942 RT		1	750	750	0.56				1			4.0	X																	E-143M			
STA 6+490 LT		1	300	900	0.27				1			3.2	X																	E-107M			
STA 6+494 RT		1	300	900	0.27				1			3.2	X																	E-107M			
STA 6+501 LT		1	300	900	0.27				1			3.2	X																	E-107M			
STA 6+505 RT		1	300	900	0.27				1			3.2	X																	E-107M			
STA 10+460 LT		1	750	750	0.56				1			4.0	X																	E-143M E-138M			
STA 10+475 LT		1	600	750	0.45				1			3.7	X																	E-141M			
STA 10+735 RT		1	300	900	0.27				1			3.2	X																	E-107M			
STA 10+739 LT		1	300	900	0.27				1			3.2	X																	E-107M			
STA 10+743 RT		1	300	900	0.27				1			3.2	X																	E-107M			
STA 10+748 LT		1	300	900	0.27				1			3.2	X																	E-107M			
WASHINGTON STA 0+321 RT		1	750	750	0.56				1			-																		E-155M			
									1																								

ARCHIVED  
ON CADD

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.'

TOTALS	m <sup>2</sup>	m <sup>2</sup>	E.A.	m <sup>2</sup>		m	m	m	EA	kg	kg	kg	kg	kg	kg	EA	kg	EA	EA	kg
	5.36		0			64.4	45.0	64.4												

PROJECT :	CHELSEA - BARRE	PROJECT NO. :	STP 9744(I)S
DESIGN FILE NAME:		PLOT DATE:	29-DEC-1999
IPARM FILE NAME:		SURVEY DATE:	04/98
SURVEYED BY:	CLD	DRAWN BY:	NLI
SQUAD LEADER:	UW	SHEET:	29 OF 44

KILOMETER MARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS		NEW & SALVAGED SIGNS				EXIST. POST	NO. OF POSTS	FLANGED CHANNEL		SQUARE STEEL		NEW SIGN POSTS			W-SHAPE STEEL				REMARKS	SIGN DETAIL								
		E	A	WIDTH (mm)	HEIGHT (mm)	"A"	"B"			SALV SIGN	SALV TIS	kg/m	kg/m	TUBULAR ALUMINUM		TUBULAR STEEL		FTG. SIZE		WEIGHT		POST SIZE	DETAIL ON SHEET NUMBER	STD. SHEET NUMBER						
														Ø (mm)	100 MOD.	Ø (mm)	125	600 mm	750 mm											
STA 0+541 LT	1100 1915 0034	1	750	750	0.56		1	1	4.0	X											BACK TO BACK	E-143M E-138M								
STA 0+551 LT	1100 1915 0034	1	600	750	0.45		1	1	4.0	X												E-141M								
STA 0+832 LT		1	750	750	0.56			1													RETAIN EXISTING SIGN & POST NEW SIGN TO DISTRICT	E-155M								
STA 1+128 LT	1100 1915 0070	1	750	750	0.56		1	1	3.7	X											BACK TO BACK	E-143M E-138M								
STA 1+138 LT		1	600	750	0.45		1	1	3.7	X												E-141M								
STA 2+247 LT	1100 1915 0140	1	750	750	0.56		1	1	3.7	X											BACK TO BACK	E-143M E-138M								
STA 2+267 LT	PRAY RD.						1	1	3.7																					
STA 2+267 LT		1	600	750	0.45		1	1	3.7	X												E-141M								
STA 2+643 LT	1100 1915 0165	1	750	750	0.56		1	1	3.7	X											BACK TO BACK	E-143M E-138M								
STA 2+643 LT		1	150	200	0.03		1	1	3.7	X												E-141M								
STA 2+663 LT		1	600	750	0.45		1	1	4.3	X												E-141M								
STA 2+674 RT		1	600	750	0.45		1	1	3.7	X												E-141M								
STA 2+684 RT	1100 1915 0167	1	750	750	0.56		1	1	3.7	X											BACK TO BACK	E-143M E-138M								
STA 2+867 RT		1	300	900	0.27		1	1	3.2	X												E-107M								
STA 2+871 LT		1	300	900	0.27		1	1	3.2	X												E-107M								
STA 2+874 RT		1	300	900	0.27		1	1	3.2	X												E-107M								
<p>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 &amp; SAFETY DIVISION'S *SIGN POST DESIGN GUIDELINE.*</p>										m	m	m	m	EA	kg	kg	kg	kg	kg	kg	kg	kg	kg	kg	EA	EA	kg			
<b>TOTALS</b>										6.45	5.4				64.4	51.5	64.4													

ARCHIVED  
ON CADD

PROJECT : CHELSEA - BARRE PROJECT NO.: STP 9744(U)S  
 DESIGN FILE NAME: IPARM FILE NAME: PLOT DATE: 29-DEC-1999  
 SURVEYED BY: CLD SURVEY DATE: 04-288  
 SQUAD LEADER: JAE DRAWN BY: DLJ  
 SHEET: 30 OF 44

















**BRIDGE QUANTITY SHEET**

STATION	STATION	POS.	BRIDGE NO.	OFFSET BLOCK	525.10	525.40	525.40	525.40	525.40	525.40	529.20	621.21	621.21	621.60	REMARKS
				mm	REMOV. OF EXISTING RAILING	H.D.S.B. CURB MTD.	MOD 1	MOD 2	H.D.S.B. FASCIA MTD.	PARTIAL REMOVAL OF STRUCTURE	EA	H.D. STEEL BEAM G.R.	H.D. BEAM G.R. (MOD)	ANCHOR FOR S.B. RAIL	
					m	m	m	m	m		m	m	m	EA	
CHELSEA															
6+482	6+509	LT	12	150	11			11.4				19.8			FOR DETAILS SEE SHEET 39
6+486	6+513	RT	12	150	11			11.4				19.8			FOR DETAILS SEE SHEET 39
10+748	10+756	LT	13									9.9			CONSTRUCT BRIDGE APPROACH RAIL, SCHEDULE I, 4.9 m STEEL BEAM GUARDRAIL, MELT
WASHINGTON															
2+242	2+266	RT	15	150		7-6-0				1		11.3			FOR DETAILS SEE SHEET 40
2+247	2+252	LT	15		6-0					1		11.3			FOR DETAILS SEE SHEET 40
2+859	2+883	RT	16	200	6-0				7.6	1		19.8			FOR DETAILS SEE SHEET 41
2+862	2+886	LT	16	200	6-0				7.6	1		19.8			FOR DETAILS SEE SHEET 41
3+771	3+795	LT	17	150	5		7.6					19.8			FOR DETAILS SEE SHEET 41
3+771	3+795	RT	17	200	4				7.6	1		19.8			FOR DETAILS SEE SHEET 41
9+585	9+607	RT	18	150	11.3	3.8						15.2	7.6	1	FOR DETAILS SEE SHEET 42
9+587	9+605	LT	18	150	8-7.6							15.2	7.6	1	FOR DETAILS SEE SHEET 42
1+737	BARRE	RT	21							1					FOR DETAILS SEE SHEET 42
SUBTOTAL					72	11.4	7.6	22.8	22.8	4		178.9	15.2	2	
ROUNDING					0	0.6	0.4	0.2	0.2	0		1.1	0.8	0	
TOTALS					72	12	8	23	23	4		180	16	2	

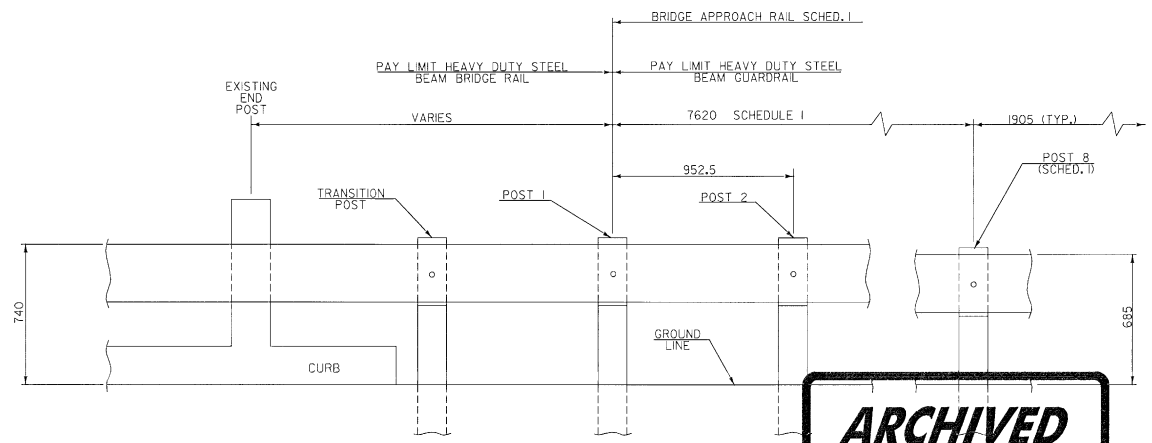
**GENERAL NOTES**

- BRIDGE RAIL SHALL BE HEAVY DUTY STEEL BEAM RAIL.
- BRIDGE APPROACH RAIL HEIGHT SHALL BE TRANSITIONED TO NORMAL ROADWAY RAIL HEIGHT IN 7.62 METERS.
- APPROACH RAILING SHALL BE HEAVY DUTY STEEL BEAM RAIL.
- FOR BRIDGE RAILING, THE TRANSITION POST SHALL HAVE AN OFFSET BLOCK AND BE LOCATED AS CLOSE AS PRACTICAL TO THE MID-POINT BETWEEN THE BRIDGE END POST AND APPROACH RAIL POST 1.
- SPLICES SHALL LAP IN DIRECTION OF TRAFFIC FLOW.
- JOINT SEALER, HOT Poured, OR JOINT SEALER, COLD Poured, SHALL BE INSTALLED ONLY AT BRIDGE EXPANSION JOINTS ON ANY BRIDGE GREATER THAN 9 METERS IN LENGTH AS DIRECTED BY THE RESIDENT ENGINEER, AN ESTIMATED QUANTITY HAS BEEN INCLUDED FOR THIS PROVISION.
- FOR BRIDGE RAILING AND POST DETAILS, APPROACH RAIL DETAILS AND RELATED NOTES NOT SHOWN ON THESE PLANS, SEE STANDARD G-111.
- THE COST OF SIGNING, TRAFFIC CONES, ETC., REQUIRED FOR TRAFFIC CONTROL DURING CONSTRUCTION ON THE BRIDGES WILL BE SUBSIDIARY TO ALL OTHER ITEMS IN THE CONTRACT.
- THESE DOCUMENTS HAVE BEEN PREPARED BASED ON LIMITED FIELD INVESTIGATION. ACTUAL FIELD CONDITIONS MAY REQUIRE MODIFICATIONS TO THE CONSTRUCTION DETAILS AND WORK QUANTITIES. THE CONTRACTOR SHALL PERFORM THE WORK IN ACCORDANCE WITH FIELD CONDITIONS. ALL DIMENSIONS AND JOINT LOCATIONS SHALL BE FIELD CHECKED BY THE CONTRACTOR PRIOR TO SUBMISSION OF FABRICATION DRAWINGS FOR APPROVAL.
- THE CONTRACTOR'S ATTENTION IS CALLED TO THE FACT THAT ALL LANES SHALL BE OPENED TO TRAFFIC DURING NON-WORKING HOURS. THEREFORE, NO GAPS BETWEEN EXISTING RAILING AND NEW RAILING WILL BE PERMITTED. DETAILS FOR TEMPORARY RAIL, IF REQUIRED TO BRIDGE THESE GAPS, SHALL BE SUBMITTED FOR APPROVAL. THE CONTRACTOR WILL BE ALLOWED TO WORK ON THE RAIL ON ONLY ONE SIDE OF THE BRIDGE AT A TIME. TWO-WAY TRAFFIC SHALL BE MAINTAINED AT ALL TIMES. ANY TEMPORARY RAIL REQUIRED SHALL BE PAID SUBSIDIARY TO 'HEAVY DUTY STEEL BEAM BRIDGE RAIL.'
- AN ESTIMATED QUANTITY OF ITEM 501.22 CONCRETE CLASS A AND ITEM 507.15 REINFORCING STEEL HAVE BEEN ADDED TO REPAIR DAMAGED BRIDGE POSTS IF NECESSARY. REMOVAL OF EXISTING DAMAGED POSTS WILL BE AS DIRECTED BY THE ENGINEER AND WILL BE CONSIDERED SUBSIDIARY TO ITEM 501.22 AND 507.15.

ITEM 501.22 CONCRETE CLASS A 1 m3 (EST.)  
 ITEM 507.15 REINFORCING STEEL 100 kg (EST.)

**BRIDGE APPROACH RAILING**

SCHEDULE I		
POST NO.	SPACING	PAYMENT FACTOR
1	952.5	1.4 x 3810
2	952.5	
3	952.5	
4	952.5	
5	1270	1.2 x 3810
6	1270	
7	1270	
8	1270	1.0 (TYP.)
9	1905 (TYP.)	



**BRIDGE APPROACH RAILING**

NOT TO SCALE

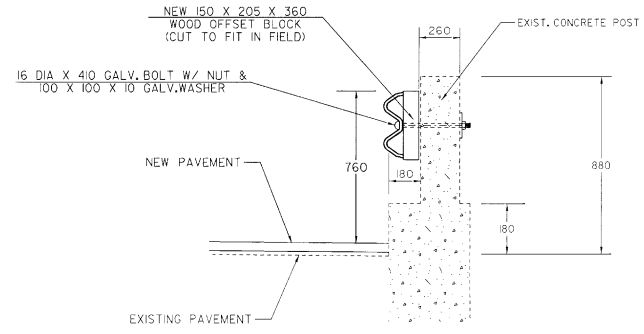
**ARCHIVED  
ON CADD**

DATUM  
 VERTICAL \_\_\_\_\_  
 HORIZONTAL \_\_\_\_\_

**BRIDGE  
DETAIL  
SHEET #1**

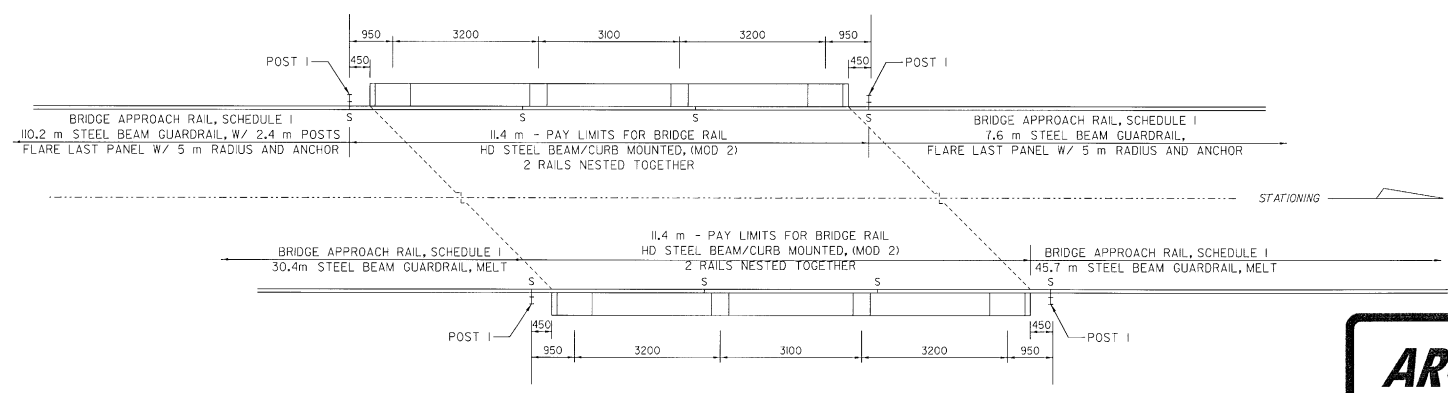
NOTE: ALL DIMENSIONS IN MILLIMETERS EXCEPT AS INDICATED

PROJECT:	CHELSEA - BARRE	PROJECT NO.:	STP 9744(1) S
DESIGN FILE NAME:		PLOT DATE:	29-DEC-1999 11:00
PARM FILE NAME:		SURVEY DATE:	3/98
SURVEYED BY:	N/A	DRAWN BY:	SMC
SQUAD LEADER:	JAW	SHEET:	3B OF 44



**BR #12 BRIDGE POST DETAIL**

NOT TO SCALE



**BR #12 @ STA 6 + 498.00, CHELSEA  
(MM 4.038)**

NOT TO SCALE

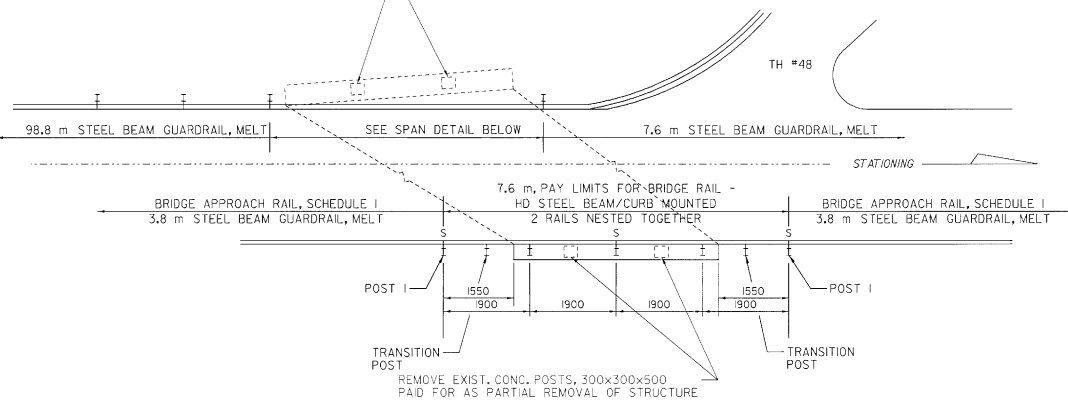
**ARCHIVED  
ON CADD**

NOTE: ALL DIMENSIONS IN MILLIMETERS EXCEPT AS INDICATED

DATUM	_____
VERTICAL	_____
HORIZONTAL	_____

<b>BRIDGE DETAIL SHEET #2</b>	PROJECT: CHELSEA - BARRE	PROJECT NO.: STP 9744(1) S
	DESIGN FILE NAME: _____	PLOT DATE: 29-DEC-1999
	IPARM FILE NAME: _____	SURVEY DATE: 4/98
	SURVEYED BY: JZA	DRAWN BY: SMC
	SQUAD LEADER: JAW	SHEET: 39 OF 44

REMOVE EXIST. CONC. POSTS, 300x300x500  
PAID FOR AS PARTIAL REMOVAL OF STRUCTURE

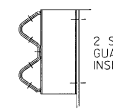


**BR #15 @ STA 2+252.47, WASHINGTON  
(MM 1.400)**

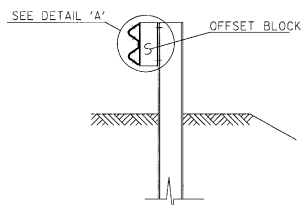
NOT TO SCALE

**NOTES**

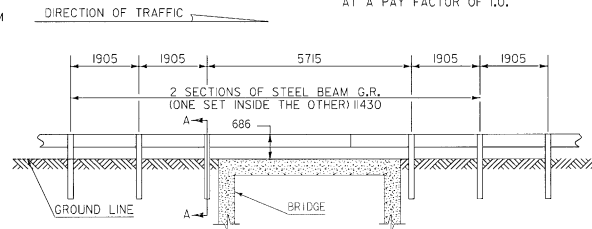
1. SEE STANDARD G-M & Q-IDM FOR STEEL BEAM GUARDRAIL DETAILS.
2. THIS DETAIL TO BE USED AS INDICATED ON THE ITEM DETAIL SHEET OR AS DIRECTED BY THE ENGINEER.
3. THIS WORK SHALL BE PAID FOR AS STEEL BEAM GUARDRAIL AT A PAY FACTOR OF 1.0.



DETAIL A



SECTION A-A

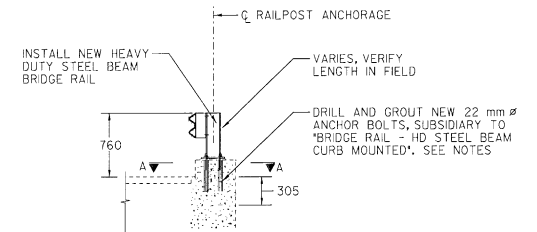
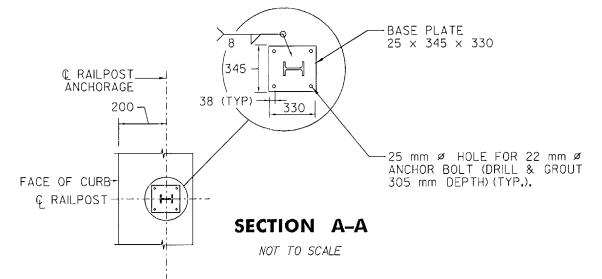


**DETAIL OF STEEL BEAM GUARDRAIL AT  
BRIDGE #15 @ STA 2+252.47, WASHINGTON  
(MM 1.400)**

NOT TO SCALE

**NOTES**

1. NEW BRIDGE RAILING POSTS SHALL BE SET NORMAL TO GRADE.
2. ALL WELDING SHALL CONFORM TO THE PROVISIONS OF SUBSECTION 506.10.
3. NEW ASTM A-449-M 22 mm DIAMETER ANCHOR BOLTS TO BE GROUTED IN PLACE SHALL BE FURNISHED WITH ONE NUT AND ONE WASHER. BOLTS, NUTS AND WASHERS SHALL BE FURNISHED UNDER "HEAVY DUTY STEEL BEAM BRIDGE RAIL."
4. GROUT NEW BOLTS WITH A TWO COMPONENT ADHESIVE MORTAR. DRILLING AND GROUTING NEW ANCHOR BOLTS SHALL BE SUBSIDIARY TO "HEAVY DUTY STEEL BEAM BRIDGE RAIL."
5. A MINIMUM PULLOUT STRENGTH OF 13 600 kg SHALL BE ATTAINED ON ALL NEW BOLTS THAT ARE GROUTED IN PLACE. A SAMPLE GROUTED BOLT WILL BE TESTED BEFORE MATERIALS ARE APPROVED FOR USE, AND THEN RANDOM BOLTS WILL BE FIELD TESTED BY THE STATE OF VERMONT TO ENSURE THIS STRENGTH IS BEING ATTAINED. 48-HOURS ADVANCE NOTICE IS REQUIRED TO ALERT THE VAOT AS TO WHEN THE CONTRACTOR WILL BE READY FOR THIS TESTING.



**PROPOSED RAIL SECTION  
BRIDGE #15**

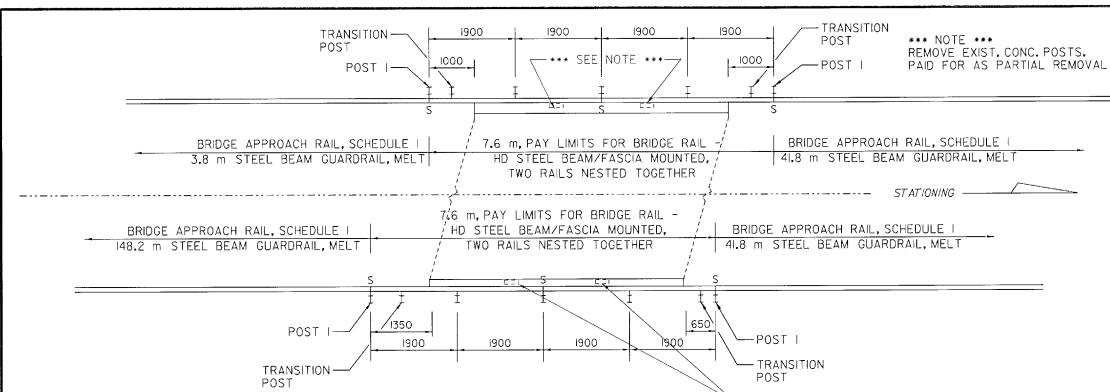
NOT TO SCALE

NOTE: ALL DIMENSIONS IN MILLIMETERS EXCEPT AS INDICATED

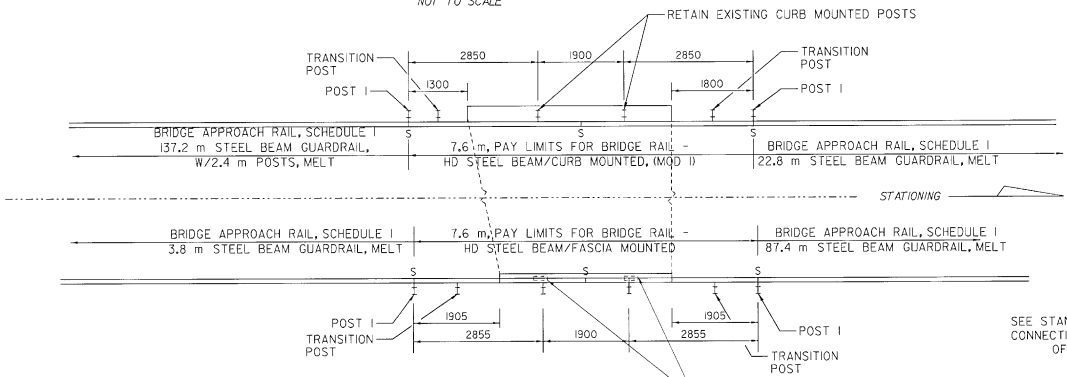
**ARCHIVED  
ON CADD  
DETAIL  
SHEET #3**

DATUM	
VERTICAL	
HORIZONTAL	

PROJECT:	CHELSEA - BARRE	PROJECT NO.:	STP 9744(1) S
DESIGN FILE NAME:		PLOT DATE:	29-DEC-1999 JK-51
IPARM FILE NAME:		SURVEY DATE:	4/98
SURVEYED BY:	JAW	DRAWN BY:	SMC
SQUAD LEADER:	JAW	SHEET:	40 OF 44



**BR #16 @ STA 2+874.26, WASHINGTON  
(MM 0.786)**  
NOT TO SCALE

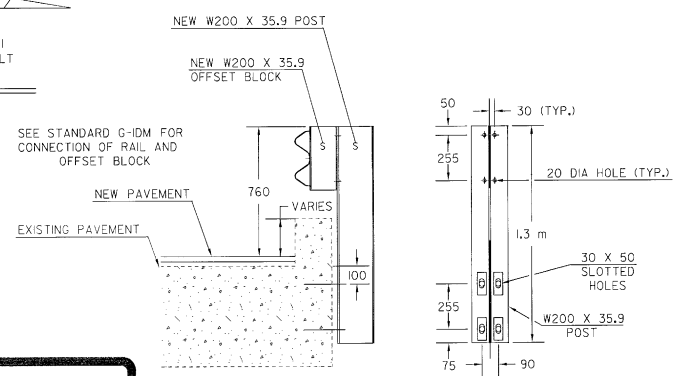


**BR #17 @ STA 3+782.87, WASHINGTON  
(MM 2.351)**  
NOT TO SCALE

\*\*\* NOTE \*\*\*  
REMOVE EXIST. CONC. POSTS.  
PAID FOR AS PARTIAL REMOVAL OF STRUCTURE

**NOTES**

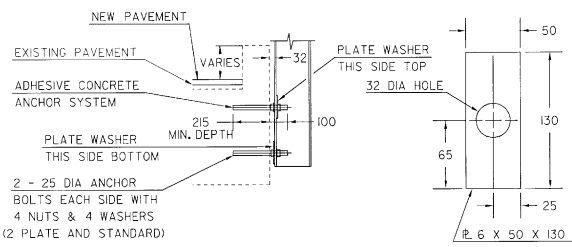
- ANCHOR BOLTS SHALL BE ASTM A 307M, 25 mm DIAMETER BY 355 mm IN LENGTH WITH A MINIMUM THREAD LENGTH OF 100 mm.
- ANCHOR BOLTS, NUTS AND WASHERS SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM A53M (AASHTO M 232) AND SHALL CONFORM TO VT SPECIFICATION 714 UNLESS OTHERWISE NOTED.
- INSTALLATION OF NEW ANCHOR BOLTS AND POSTS SHALL BE SUBSIDIARY TO THE BRIDGE RAIL ITEM.
- POSTS, BRACKETS AND PLATE WASHERS SHALL BE ASTM A36M STEEL.
- A MINIMUM PULLOUT STRENGTH OF 13 600 kg SHALL BE ATTAINED ON ALL NEW BOLTS THAT ARE GROUTED IN PLACE. A SAMPLE GROUTED BOLT WILL BE TESTED BEFORE MATERIALS ARE APPROVED FOR USE, AND THEN RANDOM BOLTS WILL BE FIELD TESTED BY THE STATE OF VERMONT TO ENSURE THIS STRENGTH IS BEING ATTAINED. 48-HOURS ADVANCE NOTICE IS REQUIRED TO ALERT THE VAOT AS TO WHEN THE CONTRACTOR WILL BE READY FOR THIS TESTING.
- NEW BRIDGE RAILING POSTS SHALL BE SET NORMAL TO GRADE.



**FASCIA MOUNTED STEEL POST DETAIL**

NOT TO SCALE

NOTE: ALL DIMENSIONS IN MILLIMETERS EXCEPT AS INDICATED



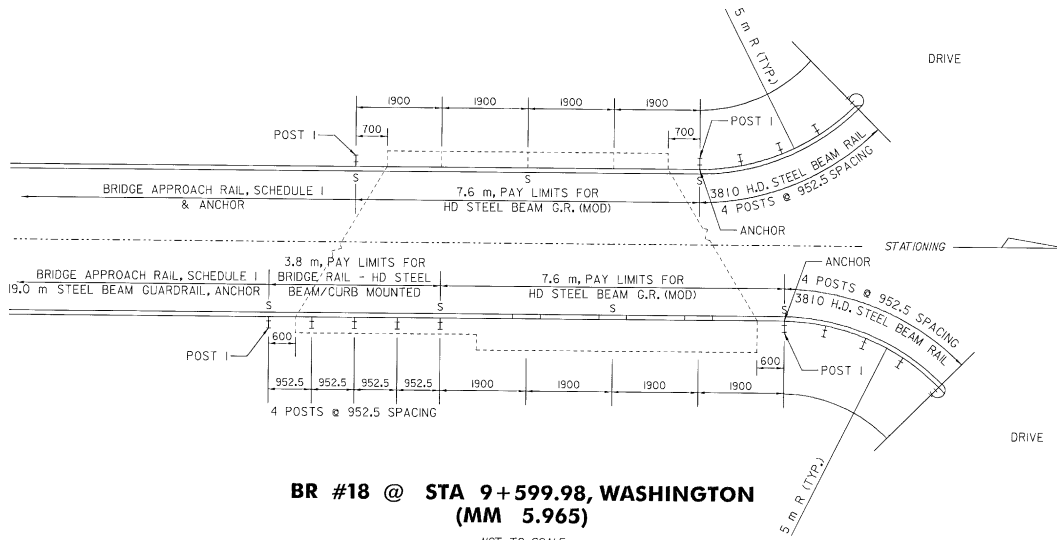
**ANCHORAGE DETAIL**  
N.T.S.

**PLATE WASHER DETAIL**  
N.T.S.

**ARCHIVED  
ON CADD**

DATUM	_____
VERTICAL	_____
HORIZONTAL	_____

<b>BRIDGE DETAIL SHEET #4</b>		PROJECT: CHELSEA - BARRE	PROJECT NO.: STP 9744(1) S
DESIGN FILE NAME: _____	PLOT DATE: 29-DEC-1999	SURVEYED BY: JZA	
SURVEYED BY: JZA	SURVEY DATE: 4/98	DRAWN BY: SMC	
SQUAD LEADER: JAW	DRAWN BY: SMC	SHEET: 41 OF 44	

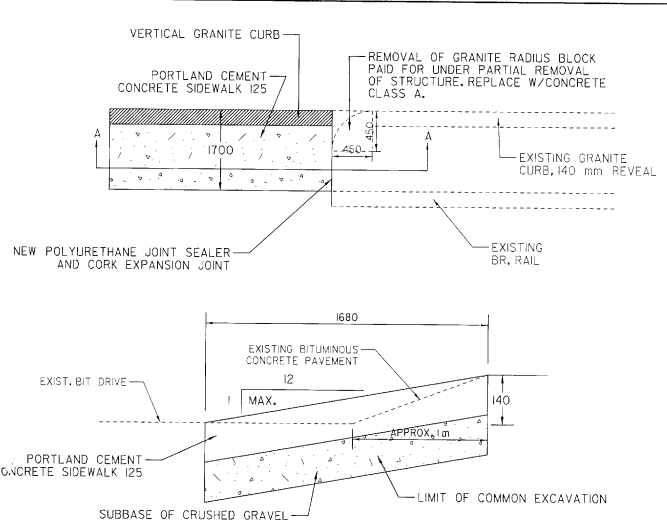


**BR #18 @ STA 9+599.98, WASHINGTON  
(MM 5.965)**

NOT TO SCALE

**NOTES**

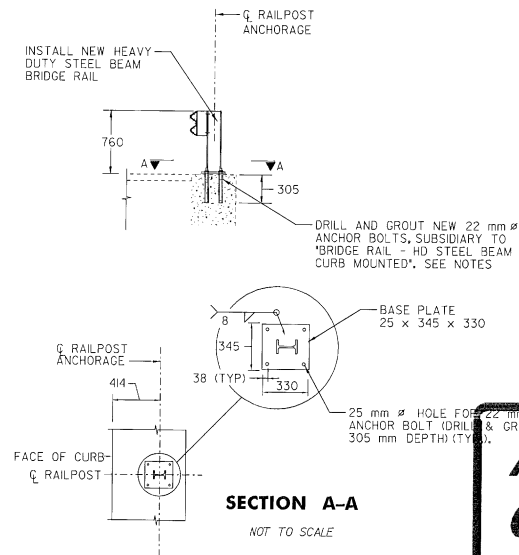
1. NEW BRIDGE RAILING POSTS SHALL BE SET NORMAL TO GRADE.
2. ALL WELDING SHALL CONFORM TO THE PROVISIONS OF SUBSECTION 506.10.
3. NEW ASTM A-449M 22 mm DIAMETER ANCHOR BOLTS TO BE GROUTED IN PLACE SHALL BE FURNISHED WITH ONE NUT AND ONE WASHER. BOLTS, NUTS AND WASHERS SHALL BE FURNISHED UNDER 'HEAVY DUTY STEEL BEAM BRIDGE RAIL'.
4. GROUT NEW BOLTS WITH A TWO COMPONENT ADHESIVE MORTAR. DRILLING AND GROUTING NEW ANCHOR BOLTS SHALL BE SUBSIDIARY TO 'HEAVY DUTY STEEL BEAM BRIDGE RAIL'.
5. A MINIMUM PULLOUT STRENGTH OF 13 600 kg SHALL BE ATTAINED ON ALL NEW BOLTS THAT ARE GROUTED IN PLACE. A SAMPLE GROUTED BOLT WILL BE TESTED BEFORE MATERIALS ARE APPROVED FOR USE, AND THEN RANDOM BOLTS WILL BE FIELD TESTED BY THE STATE OF VERMONT TO ENSURE THIS STRENGTH IS BEING ATTAINED. 48-HOURS ADVANCE NOTICE IS REQUIRED TO ALERT THE VAOT AS TO WHEN THE CONTRACTOR WILL BE READY FOR THIS TESTING.



**SECTION A-A**

**BRIDGE #21  
STA 1+737.00 RT, CHELSEA  
SIDEWALK RAMP  
PLAN VIEW**

NOT TO SCALE

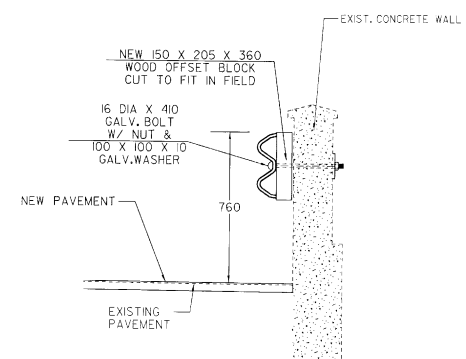


**SECTION A-A**

NOT TO SCALE

**BRIDGE #18  
PROPOSED RAIL SECTION  
H.D. STEEL BEAM  
G.R. CURB MNTD.**

NOT TO SCALE



**BRIDGE #18 BRIDGE POST DETAIL  
H.D. STEEL BEAM G.R. (MOD)**

NOT TO SCALE

**ARCHIVED  
ON CADD**

NOTE: ALL DIMENSIONS IN MILLIMETERS EXCEPT AS INDICATED

DATUM	
VERTICAL	
HORIZONTAL	

<b>BRIDGE DETAIL SHEET #5</b>	PROJECT: CHELSEA - BARRE	PROJECT NO.: STP 9744(1)S
	DESIGN FILE NAME:	
	PARM FILE NAME:	PLOT DATE: 29-DEC-1999
	SURVEYED BY: JVA	SURVEY DATE: 4/98
	SOLID LEADER: JAW	DRAWN BY: SMC
		SHEET: 42 OF 44