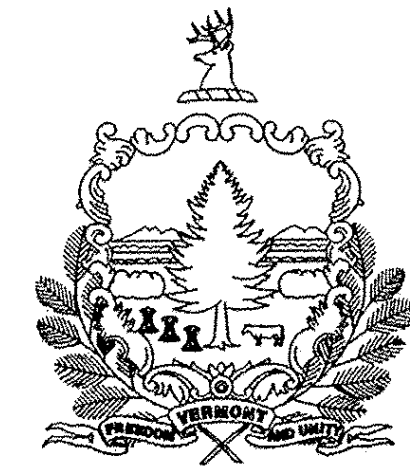
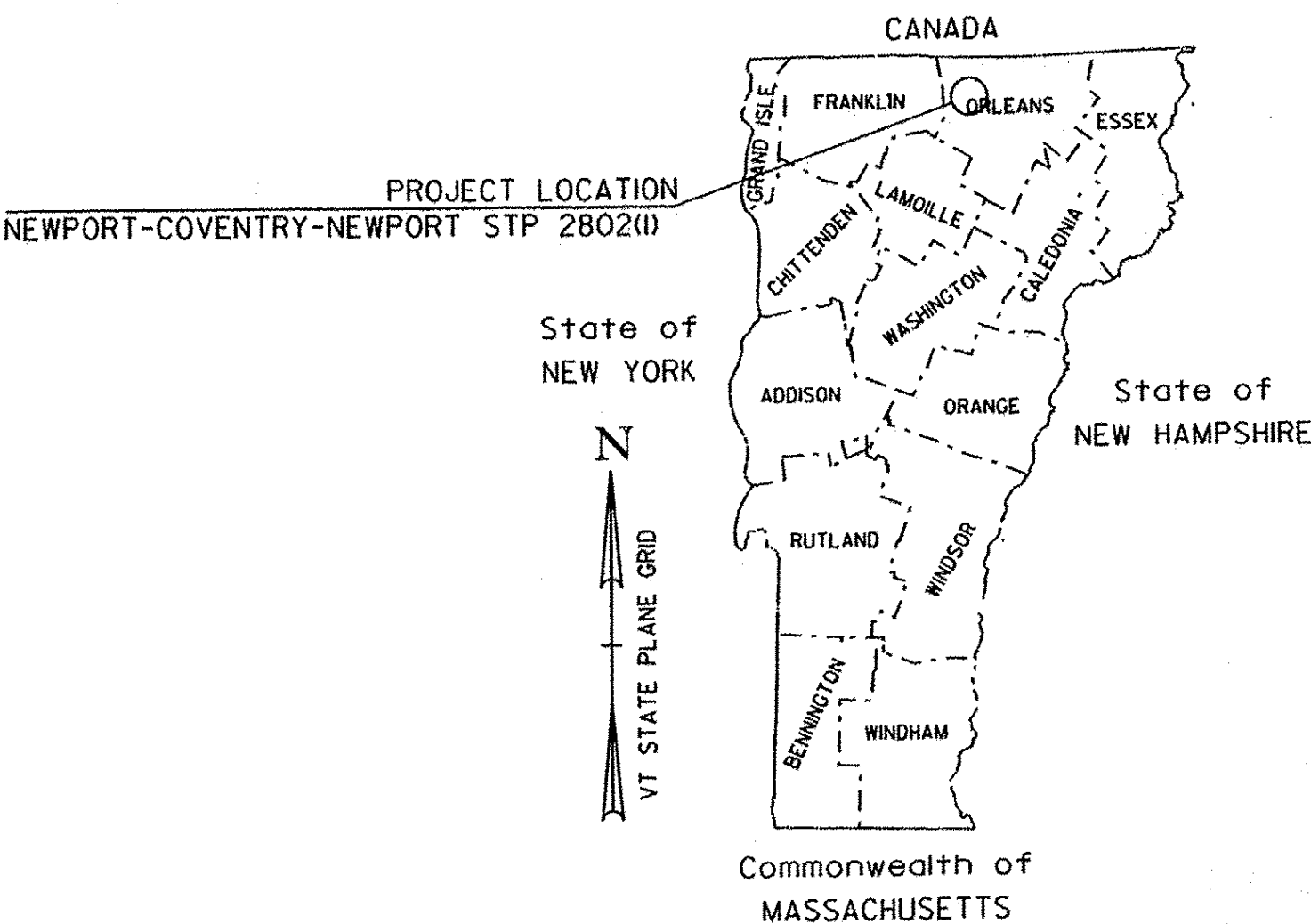


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SEE SHEET 2

STATE OF VERMONT
AGENCY OF TRANSPORTATION



PROPOSED IMPROVEMENT
TOWNS OF NEWPORT AND COVENTRY
COUNTY OF ORLEANS
VT ROUTE 105 (MINOR ARTERIAL)



RECORD PLANS

CONTRACTOR: F.W. WHITCOMB CONSTRUCTION CORP. - WALPOLE, NH
RESIDENT ENGINEER: KEVIN MCCLURE
CONSTRUCTION BEGAN: APRIL 30, 2012
CONSTRUCTION COMPLETE: NOVEMBER 5, 2013
RECORD PLANS BY: KEVIN MCCLURE & CRAIG PIERCE
I HEREBY CERTIFY THAT ALL THE CONSTRUCTION REQUIRED BY THIS SET OF DRAWINGS HAS BEEN ACCOMPLISHED AS INDICATED HEREIN.
BY Kevin McClure RESIDENT ENGINEER
DATE 10-17-14

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

PROJECT LOCATION: BEGINNING IN THE TOWN OF NEWPORT NEAR THE INTERSECTION OF LAWSON RD AT MILE MARKER 2.395 = STA. 126+45.60 AND EXTENDING EASTERLY ALONG VT ROUTE 105 FOR A DISTANCE OF 22,966.29 FT (4.350 MILES) TO AN ENDING POINT IN THE TOWN OF NEWPORT AT MILE MARKER 5.622 = STA. 296+82.17

STATION TO STATION DATA	LENGTH	
	(FEET)	(MILES)
TOWN OF NEWPORT STA. 126+45.60 TO STA. 276+66.00 (MM 2.395 TO MM 5.240)	15020.40	2.845
TOWN OF COVENTRY STA. 0+00.00 TO STA. 59+29.72 (MM 0.000 TO MM 1.123)	5929.72	1.123
TOWN OF NEWPORT STA. 276+66.00 TO STA. 296+82.17 (MM 5.240 TO MM 5.622)	2016.17	0.382
TOTAL ROADWAY LENGTH =	22966.29	4.350
TOTAL PROJECT LENGTH =	22966.29	4.350

PROJECT DESCRIPTION: WORK TO BE PERFORMED UNDER THIS PROJECT INCLUDES RECLAIMING, CONCRETE REMOVAL AND/OR COLD PLANING SEGMENTS OF EXISTING HIGHWAY AND OVERLAYING WITH AN INTERMEDIATE AND/OR LEVELING COURSE AND A WEARING COURSE, WITH PAVEMENT MARKINGS, SIGNING, CORRECTION OF SUPERELEVATION DEFICIENCIES, GUARDRAIL IMPROVEMENTS, DRAINAGE IMPROVEMENTS, PEDESTRIAN RAMPS, TRUNCATED DOMES, AND INCIDENTAL ITEMS.

TRAFFIC DATA

HIGHWAY SECTION	AADT		DHV		CUM. ESALS (2010-2020)	CUM. ESALS (2010-2030)
	2010	2020	2010	2020		
BEGIN OF PROJECT TO VT 100	2600	2800	290	320	662,000	1,561,000
VT 100 TO CITY FARM ROAD (TH*4)	3800	4100	430	460	392,000	958,000
CITY FARM ROAD (TH*4) TO END OF PROJECT	4800	5200	540	590	600,000	1,536,000

BITUMINOUS CONCRETE PAVEMENT SUPERPAVE MIXTURE DESIGN CRITERIA	
DESIGN LANE / DESIGN LIFE ESAL	780,500
DESIGN NUMBER OF GYRATIONS	65
PERFORMANCE GRADE ASPHALT BINDER	SEE SECTION 490 GENERAL SPECIAL PROVISIONS AND SPECIAL PROVISIONS

QUALITY ASSURANCE PROGRAM: LEVEL 3

CONVENTIONAL SYMBOLS

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	— — — — —
SLOPE RIGHTS	— — — — —
TOP OF CUT	— — — — —
TOE OF SLOPE	— — — — —

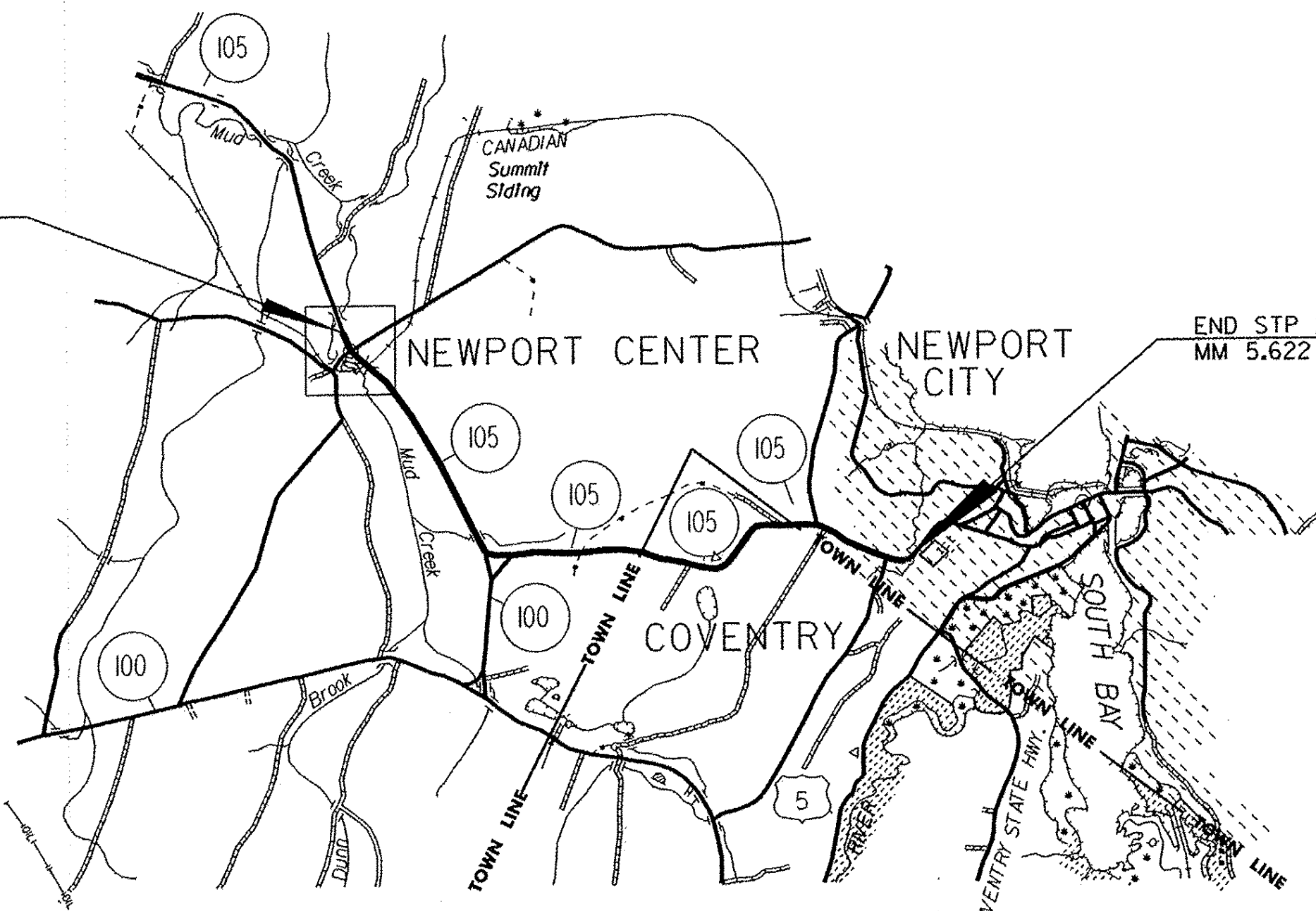
PLANS PREPARED BY:

DuBois & King, Inc.

engineering planning management development

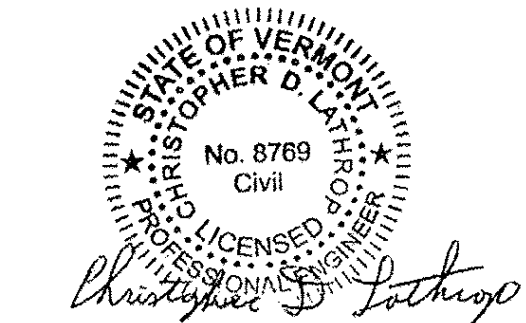
SURVEYED BY : DUBOIS & KING, INC.
SURVEYED DATE : JUNE 2010

DATUM
VERTICAL NAVD 88
HORIZONTAL NAD 83



NOT TO SCALE

PLOTTED: 8/3/2011



THESE PLANS ARE SUBJECT TO SUCH ENGINEERING CHANGES AS MAY BE REQUIRED BY THE FEDERAL HIGHWAY ADMINISTRATION OR THE DIRECTOR OF PROGRAM DEVELOPMENT. CONSTRUCTION IS TO BE CARRIED ON IN ACCORDANCE WITH THESE PLANS AND THE STANDARD SPECIFICATIONS FOR CONSTRUCTION DATED 2006, AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION ON JUNE 15, 2006 FOR USE ON THIS PROJECT, INCLUDING ALL SUBSEQUENT REVISIONS AND SUCH REVISED SPECIFICATIONS AND SPECIAL PROVISIONS AS ARE INCORPORATED IN THESE PLANS.

DIRECTOR OF PROGRAM DEVELOPMENT
APPROVED: Mike Fowler DATE 8-5-11
PROJECT MANAGER : MIKE FOWLER, P.E.
PROJECT NAME : NEWPORT-COVENTRY-NEWPORT
PROJECT NUMBER : STP 2802 (1)
SHEET 1 OF 134 SHEETS

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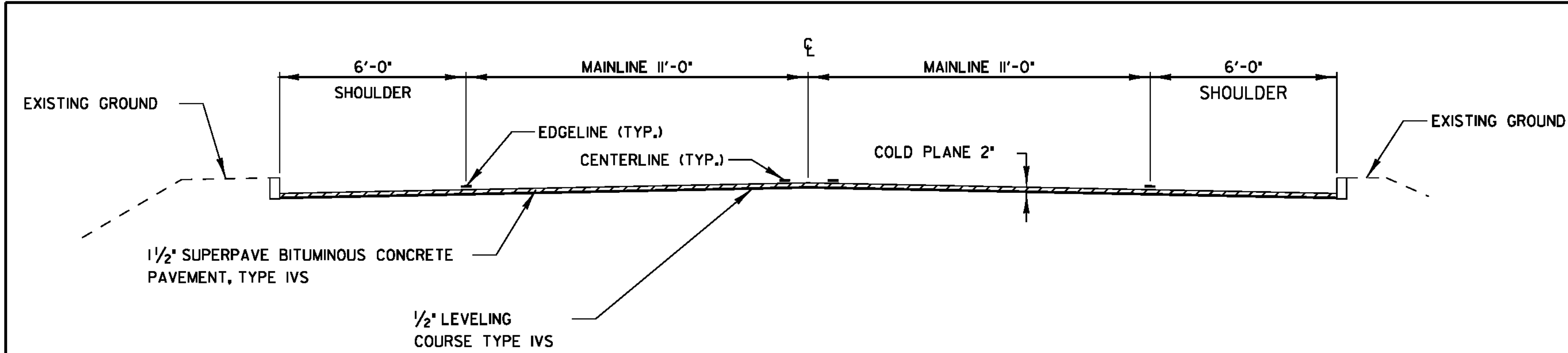
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2	INDEX OF SHEETS
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8-9	DRILLING NOTES SHEETS
10-13	QUANTITY SHEETS
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23-27	VERTICAL ALIGNMENT TABLE SHEETS
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	W/ GRATE FOR USE IN DITCHES	
D-15	PRECAST REINFORCED CONCRETE CATCH BASIN	06/01/94
	W/ CAST IRON GRATE	
	PRECAST REINFORCED MAN HOLE W/ CAST IRON GRATE	
	CAST IRON GRATE WITH FRAME, TYPE D	
	CAST IRON GRATE WITH FRAME, TYPE E	
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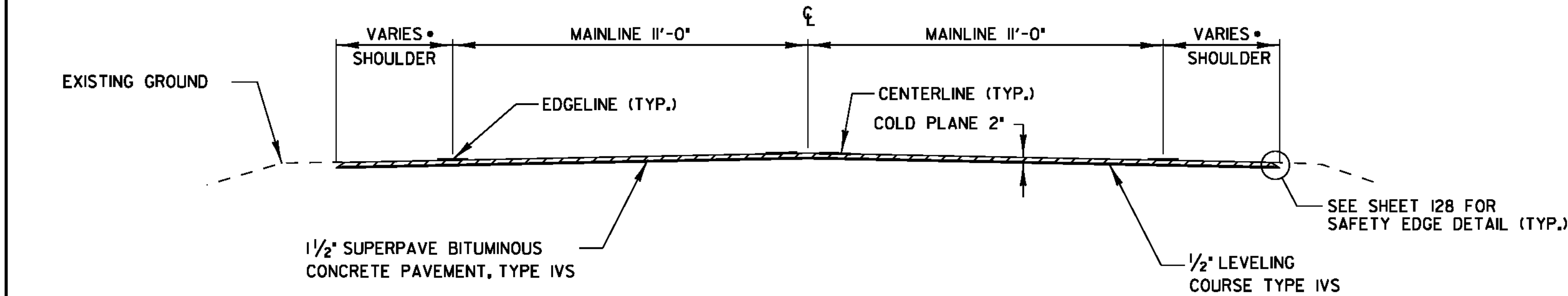
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OF
SHEETS

PROJECT NAME:	NEWPORT-COVENTRY-NEWPORT
PROJECT NUMBER:	STP 2802(I)
FILE NAME: 08b158.dgn	PLOT DATE: 8/3/2011
PROJECT LEADER: CDL	DRAWN BY: SJL
DESIGNED BY: SJL	CHECKED BY: EPD
PLOT FILE: 08b158-2.i	SHEET 2 OF 134



COLD PLANE AND OVERLAY TYPICAL SECTION

NEWPORT
STA. 126+45.60 - STA. 143+25.00



COLD PLANE AND OVERLAY TYPICAL SECTION

NEWPORT
STA. 143+25.00 - STA. 146+00.00

*SEE PROJECT PAVING LIMITS TABLE, SHEET 5

SEEDING FORMULA

RATE: DOUBLE IF HYDROSEEDING

% WT.	LBS./A.	NAME	PUR %	GERM %
38	32	CREeping RED FESCUE	98	90
29	24	SPARTAN HARD FESCUE	95	85
15	12	AZAY SHEEP'S FESCUE	95	87
15	12	ANNUAL RYE GRASS	95	90
3	--	INERTS	--	--
100.0	80 LB/A			

GENERAL NOTES

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

SEED ITEM 65115: TO BE APPLIED PER SEEDING FORMULAS OR AS DIRECTED BY THE RESIDENT ENGINEER.

FERTILIZER ITEM 65118: FORMULA 10-20-10, TO BE USED WITH SEED, APPLIED AT THE RATE OF 500 LBS./ACRE. (HYDRO SEEDERS MAY USE 19-19-19 FORMULA)

AGRICULTURAL LIMESTONE ITEM 65120: TO BE APPLIED AT THE RATE OF 2 TONS/ACRE, OR AS DIRECTED BY THE RESIDENT ENGINEER.

TOPSOIL ITEM 65135: TO BE USED WITH SEED AS INDICATED ON THE PLANS, OR AS DIRECTED BY THE RESIDENT ENGINEER.

NOTES:

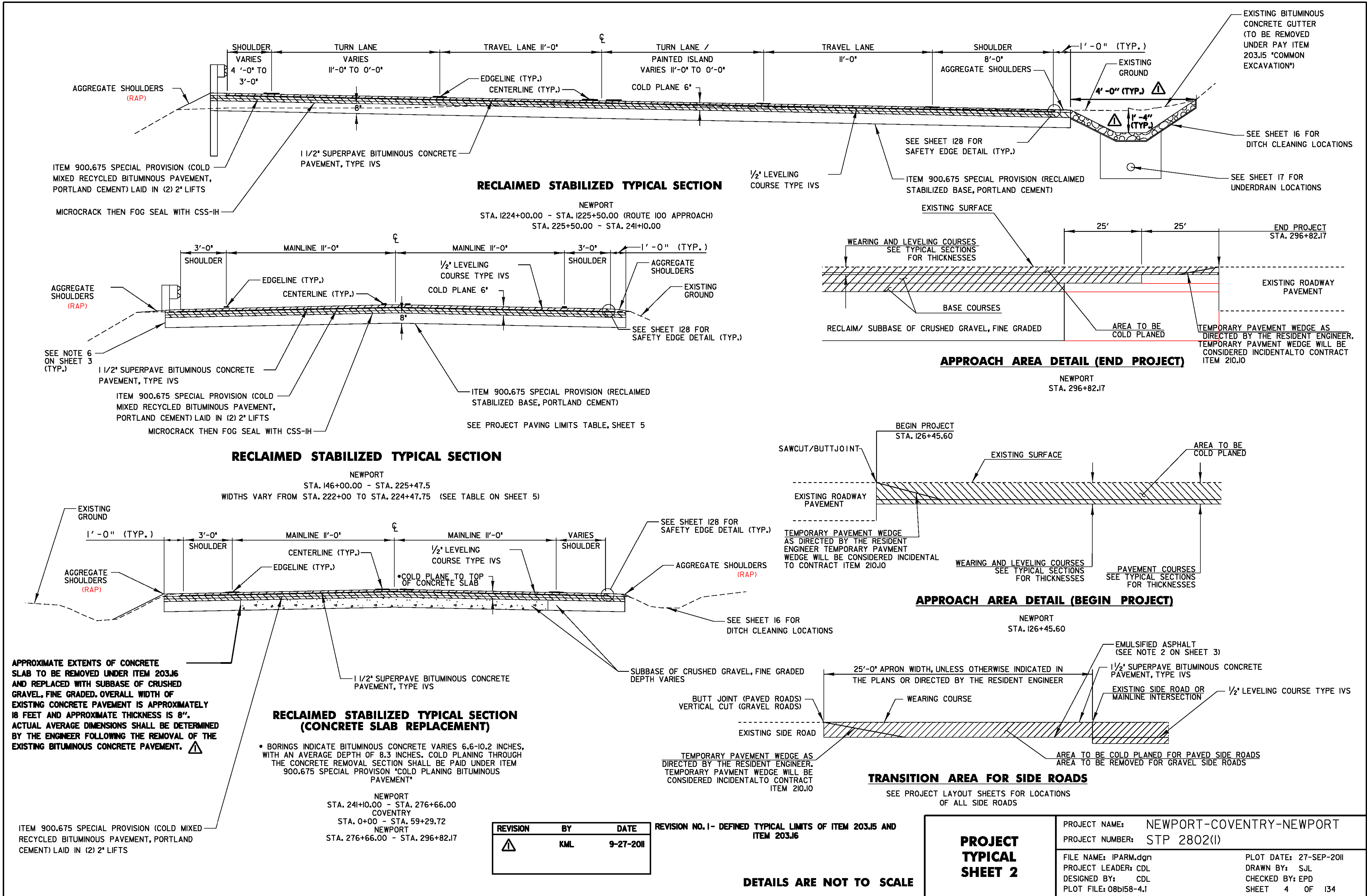
- THE WEARING COURSE SHALL BE TYPE IVS SUPERPAVE BITUMINOUS CONCRETE PAVEMENT. THE LEVELING COURSE SHALL BE TYPE IVS SUPERPAVE BITUMINOUS CONCRETE PAVEMENT UNLESS OTHERWISE DIRECTED BY THE RESIDENT ENGINEER. LEVELING HAS BEEN INCLUDED TO RESHAPE THE ROADWAY PRIOR TO PAVING THE TOP COURSE ALONG THE ENTIRE PROJECT. ALL ASPHALT CEMENT USED IN THE SUPERPAVE BITUMINOUS CONCRETE PAVEMENT SHALL BE AS SPECIFIED IN THE SECTION 490 GENERAL SPECIAL PROVISIONS.
- EMULSIFIED ASPHALT TYPE CRS-IH OR RS-IH SHALL BE APPLIED AS A TACK COAT IN BETWEEN ALL BITUMINOUS PAVEMENT COURSES (WHERE APPLICABLE) AT THE RATE OF 0.025 TO 0.04 GAL/SY OR AS DIRECTED BY THE RESIDENT ENGINEER. PAYMENT WILL BE UNDER ITEM 900.683, "SPECIAL PROVISION (EMULSIFIED ASPHALT) (RS-IH OR CRS-IH)".
- COLD PLANE SURFACES WITHIN THE MILL AND FILL SECTION SHALL HAVE SURFACE PREP BEFORE THE LEVELING COURSE IS LAID. SURFACE PREP SHALL CONSIST OF POTHOLE PATCHING AND PATCHING OF ALL LARGE CRACKS THAT ARE AT LEAST 1" IN WIDTH. COLD PLANED SURFACES SHALL HAVE A TACK COAT APPLICATION RATE OF 0.08 GAL/SQ.YD. OF CRS-IH OR RS-IH. PAYMENT WILL BE UNDER SPECIAL PROVISION ITEM 900.683, "EMULSIFIED ASPHALT".
- FOR THE PURPOSES OF QUANTITY CALCULATION IT HAS BEEN ASSUMED ITEM 900.675 SPECIAL PROVISION (COLD MIXED RECYCLED BITUMINOUS PAVEMENT, PORTLAND CEMENT) WILL REQUIRE 4% BY WEIGHT OF ITEM 415.25 EMULSIFIED ASPHALT, COLD MIX. FOR THE SAME PURPOSE IT HAS ALSO BEEN ASSUMED 1% BY WEIGHT OF PORTLAND CEMENT WILL BE REQUIRED BY MIX DESIGN. IF ITEM 415.25 EMULSIFIED ASPHALT, COLD MIX IS SPECIFIED IN THE MIX DESIGN AS A CATIONIC EMULSION AND USED IN THE PRODUCTION OF ITEM 900.675 SPECIAL PROVISION (COLD MIXED RECYCLED BITUMINOUS PAVEMENT, PORTLAND CEMENT) THEN CRS-IH SHALL BE USED FOR TACK BETWEEN SUCCESSIVE LAYERS OF COLD MIX BASE COURSE AND PRIOR TO PLACEMENT OF THE TYPE IV LEVELING COURSE. AN APPLICATION RATE OF 0.040 TO 0.060 GAL/SY SHALL BE USED AS DIRECTED BY THE RESIDENT ENGINEER.
- SUPERPAVE BITUMINOUS CONCRETE PAVEMENT TOLERANCE = +/- 1/4 INCH (TOTAL PAVEMENT THICKNESS EXCLUDING LEVELING). SUBBASE OF CRUSHED GRAVEL, FINE GRADED TOLERANCE = +/- 1 INCH (TOTAL SUBBASE THICKNESS)
- PRIOR TO RECLAIMING, ANY EXISTING SHOULDER MATERIAL DEEMED UNSUITBLE BY THE RESIDENT ENGINEER WILL BE EXCAVATED TO THE DEPTH OF RECLAIMING OR AS DIRECTED BY THE RESIDENT ENGINEER. EXCAVATED MATERIAL WILL BE SPREAD ON THE ADJACENT SLOPES OR REMOVED FROM THE PROJECT AS DIRECTED BY THE RESIDENT ENGINEER. THIS WORK WILL BE PAID FOR USING THE APPROPRIATE RENTAL ITEMS. THE METHOD OF REMOVAL AND THE USE OF RENTAL ITEMS SHALL BE APPROVED BY THE RESIDENT ENGINEER PRIOR TO ANY WORK BEING DONE. MATERIAL REMOVED SHALL BE REPLACED WITH ITEM 301.28 "SUBBASE OF CRUSHED GRAVEL, FINE GRADED". AN ADDITIONAL QUANTITY OF 301.40 "SUBBASE, RAP" HAS BEEN INCLUDED TO CORRECT SUPERELEVATION AND GRADATION DEFICIENCIES WITHIN THE RECLAIMED SECTION. IF THERE IS NOT SUFFICIENT AMOUNT OF COLD PLANE GRINDINGS AVAILABLE TO COMPLETE THESE REPAIRS, THE CONTRACTOR SHALL OBTAIN ITEM 301.28 "SUBBASE OF CRUSHED GRAVEL, FINE GRADED". THE COST ASSOCIATED WITH PROVIDING ADDITIONAL SUBBASE OF CRUSHED GRAVEL SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 301.28 "SUBBASE OF CRUSHED GRAVEL, FINE GRADED". THIS WORK IS TO BE PERFORMED ON ALL TYPICAL SECTIONS EXCEPT RECLAIMED STABILIZED BASE TYPICAL SECTION (CONCRETE SLAB REPLACEMENT).
- COLD PLANING SHALL BE COMPLETED ACCORDING TO THE TYPICAL OR AS OTHERWISE NOTED ON THE PLANS. COLD PLANING THROUGH THE MILL/FILL AND RECLAIM STABILIZED SECTION SHALL BE PAID UNDER ITEM 210.10 "COLD PLANING BITUMINOUS PAVEMENT. COLD PLANING THROUGH THE CONCRETE SLAB REPLACEMENT SECTION WILL BE PAID UNDER ITEM 900.675 SPECIAL PROVISION (COLD PLANING BITUMINOUS PAVEMENT). A FULL DEPTH BUTT JOINT SHALL BE CONSTRUCTED AT THE BEGINNING AND END OF THE PROJECT AND ALL PAVED SIDE ROAD APPROACHES AS DENOTED ON THE PROJECT PLANS OR AS OTHERWISE DIRECTED BY THE RESIDENT ENGINEER. SAWCUTTING WILL NOT BE PAID FOR SEPARATELY. IT SHALL BE CONSIDERED INCIDENTAL TO ITEM 210.10 "COLD PLANING BITUMINOUS PAVEMENT".
- ALL PAVED AND GRAVEL DRIVES SHALL RECEIVE A PAVED APRON OF 4' AND ALL FIELD DRIVES SHALL RECEIVE A 2' PAVED APRON UNLESS OTHERWISE SHOWN ON PLANS OR AS DIRECTED BY THE RESIDENT ENGINEER. ANY AND ALL REQUIRED EXCAVATION IN DRIVE AREAS SHALL BE AS SHOWN ON THE PLANS OR AS DIRECTED BY THE RESIDENT ENGINEER. THE NEW BITUMINOUS SURFACE SHALL BE CONSTRUCTED AS DIRECTED AND WILL BE PAID FOR UNDER ITEM 900.675, "SPECIAL PROVISION (HAND-PLACED BITUMINOUS CONCRETE MATERIAL, DRIVES)".
- 3' - 7' OF BACKING IS REQUIRED BEHIND THE FACE OF GUARDRAIL WITH 6 FOOT POSTS. IF THIS CANNOT BE OBTAINED THEN 8 FOOT POSTS SHALL BE USED. PAYMENT WILL BE MADE UNDER ITEM 621.20 "STEEL BEAM GUARDRAIL, GALVANIZED" AND ITEM 621.205 "STEEL BEAM GUARDRAIL, GALVANIZED W/8 FEET POSTS".
- QUANTITIES FOR ITEM 604.412, "REHAB DI, CB OR MH CLASS I", ITEM 604.415, "REHAB DI, CB OR MH CLASS II" AND ITEM 604.42, "CHANGING ELEVATION OF SEWER MANHOLES" HAVE BEEN INCLUDED IN THE QUANTITIES TO BE USED AS DIRECTED BY THE RESIDENT ENGINEER. ALL DI'S SHALL BE RAISED OR REHABILITATED SUCH THAT THE NEW GRATE ELEVATION IS LEVEL WITH THE SURROUNDING TERRAIN. DRAINAGE STRUCTURES CALLING FOR REHAB HAVE BEEN DISTRIBUTED BETWEEN ITEMS 604.412 AND 604.415 AS FOLLOWS: 80% 604.412, 20% 604.415 FOR ESTIMATING PURPOSES.
- ALL EDGES OF PAVEMENT WITHIN THE PROJECT LIMITS SHALL BE BACKED UP TO FULL HEIGHT WITH AGGREGATE SHOULDERS AS DIRECTED BY THE RESIDENT ENGINEER AND WILL BE PAID FOR UNDER ITEM 402.12 "AGGREGATE SHOULDERS".
- ESTIMATED QUANTITIES OF ITEMS 608.25, "ALL PURPOSE EXCAVATOR RENTAL, TYPE I", 608.37, "TRUCK RENTAL", AND 608.40, "LOADER RENTAL, TYPE I" HAVE BEEN INCLUDED FOR THE PROVISION OF CONSTRUCTING GUARDRAIL END SECTIONS WITH EXCAVATED DITCHING MATERIAL. AN ESTIMATED QUANTITY OF ITEM 203.30, "EARTH BORROW" HAS BEEN INCLUDED FOR USE WITH THE GUARDRAIL END SECTIONS. GUARDRAIL END SECTIONS SHALL BE CAPPED WITH AN ESTIMATED 3 INCH DEPTH OF ITEM 402.12, "AGGREGATE SHOULDERS" UNLESS OTHERWISE DIRECTED BY THE RESIDENT ENGINEER. THE QUANTITIES INCLUDED REFLECT 5 TONS OF ITEM 402.12, "AGGREGATE SHOULDERS" FOR EACH NEW GUARDRAIL END SECTION. ITEM 653.20, "TEMPORARY EROSION MATTING" SHALL BE PLACED ON SLOPES GREATER THAN 1:6 CREATED BY THE GUARDRAIL END SECTIONS. THE QUANTITIES INCLUDED REFLECT 25 SY OF ITEM 653.20, "TEMPORARY EROSION MATTING" FOR EACH NEW GUARDRAIL END SECTION. PRIOR TO THE PLACEMENT OF TEMPORARY EROSION MATTING, THE AREA SHALL BE TOPSOILED AND SEEDED USING ITEM 651.35, "TOPSOIL" AND ITEM 651.15, "SEED".
- STABILIZING AGENT FOR THE RECLAIMED STABILIZED BASE WILL BE PORTLAND CEMENT. PAYMENT WILL BE MADE UNDER ITEM 900.680 SPECIAL PROVISION (PORTLAND CEMENT FOR BASE STABILIZATION).
- ESTIMATED QUANTITIES FOR ITEM 619.17 "YIELDING MARKER POSTS" HAS BEEN INCLUDED TO DELINEATE PIPE INLETS, PIPE OUTLETS, FLUSHING BASINS AND DROP INLETS LOCATED OUTSIDE THE PAVEMENT SURFACES OR AS DIRECTED BY THE RESIDENT ENGINEER.
- IN AREAS WHERE A UTILITY POLE OR SIMILAR OBJECT IS LOCATED WITHIN 4 FEET BEHIND GUARDRAIL, A REDUCED POST SPACING SHALL BE USED. THE REDUCED SPACING IS DETAILED ON MISCELLANEOUS DETAIL SHEET 2.
- ITEM 609.10 "DUST CONTROL WITH WATER" HAS BEEN ESTIMATED AT A RATE OF 700 MGAL/MILE. THIS ITEM IS TO BE USED THROUGH THE CONCRETE SLAB REMOVAL SECTION ON THE SUBBASE OF GRAVEL, FINE GRADED PRIOR TO RECLAIMING. ONCE RECLAIMING BEGINS, ALL DUST CONTROL IS INCIDENTAL TO ITEM 301.20 "RECLAIMED STABILIZED BASE" AND ITEM 900.675 "SPECIAL PROVISION (RECLAIMED STABILIZED BASE, PORTLAND CEMENT)".
- DURABLE PAVEMENT MARKINGS ARE OPTIONED FOR THIS PROJECT. THE CONTRACTOR SHALL BID THE SAME MARKING MATERIAL FOR ALL OPTION ITEMS.

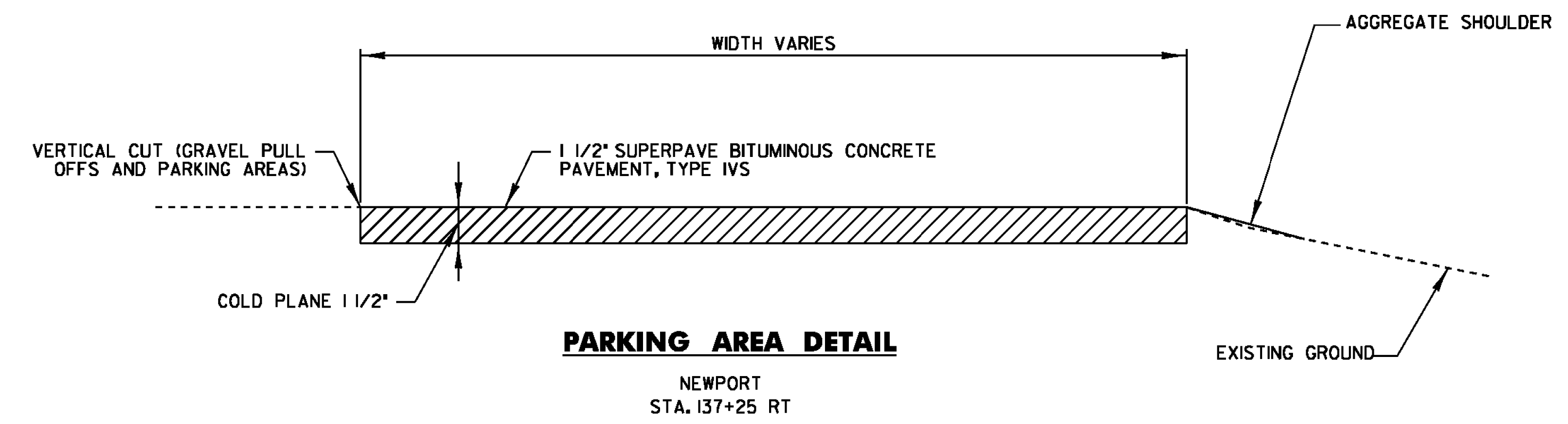
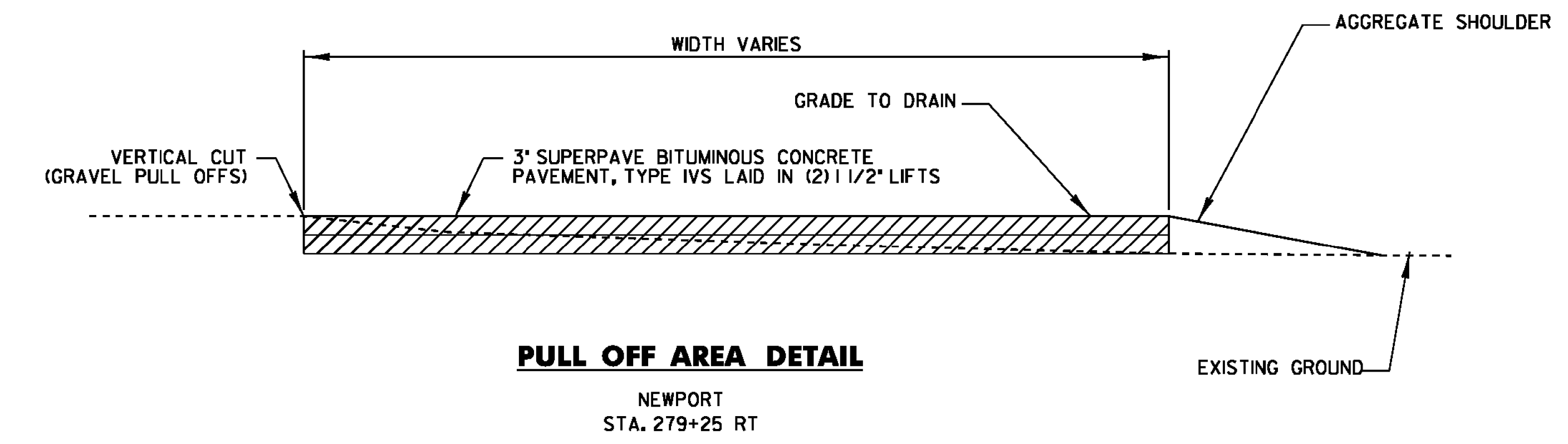
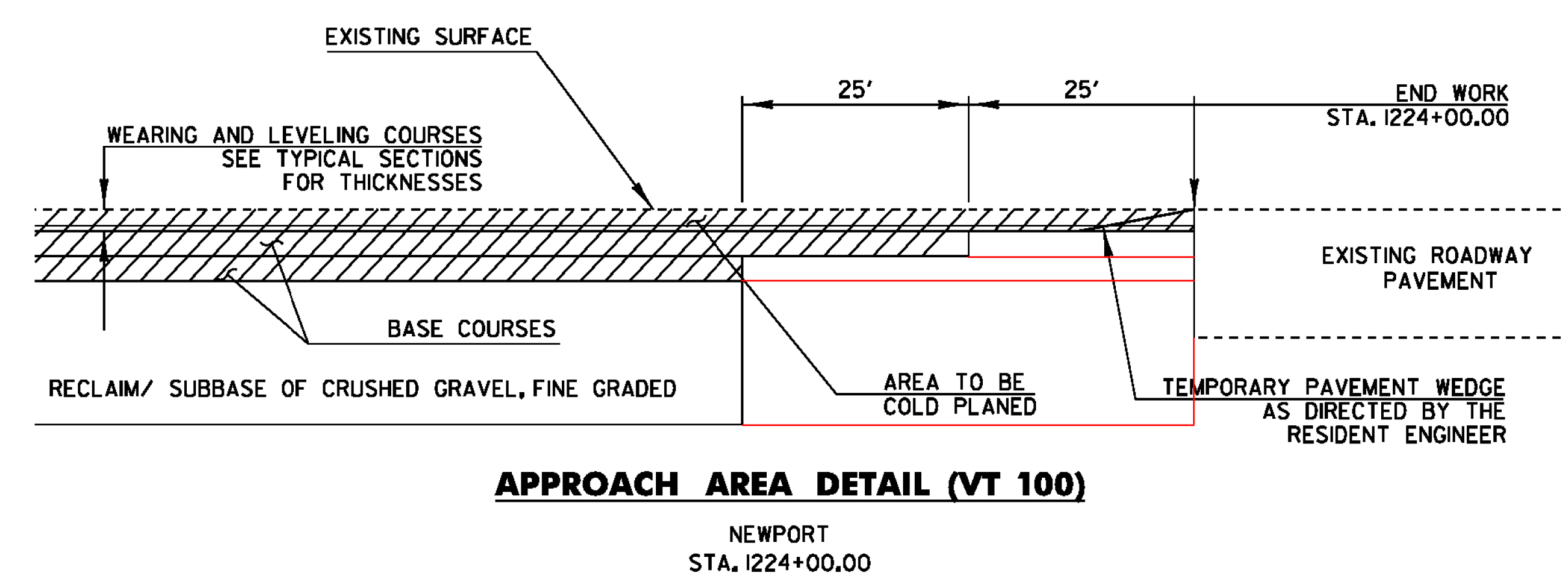
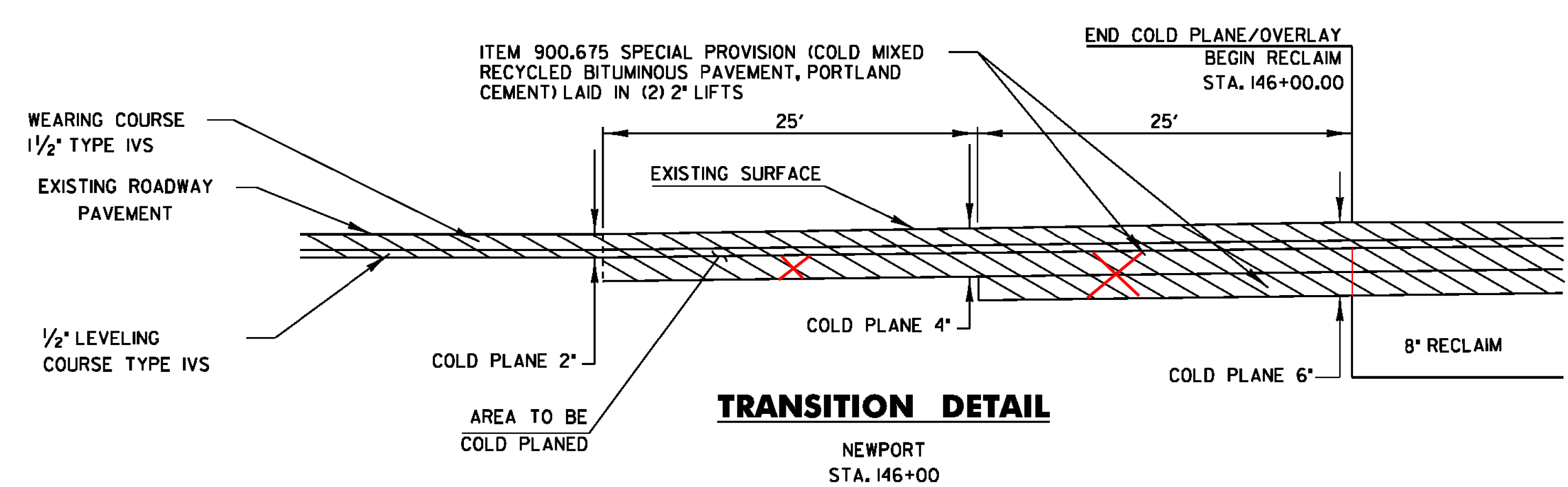
**PROJECT
TYPICAL
SHEET 1**

PROJECT NAME: NEWPORT-COVENTRY-NEWPORT
PROJECT NUMBER: STP 2802(1)

FILE NAME: 08b158.dgn
PROJECT LEADER: CDL
DESIGNED BY: CDL
PLOT FILE: 08b158-3.1
PLOT DATE: 8/3/2011
DRAWN BY: SJL
CHECKED BY: EPD
SHEET 3 OF 134

DETAILS ARE NOT TO SCALE





PROJECT PAVING LIMITS

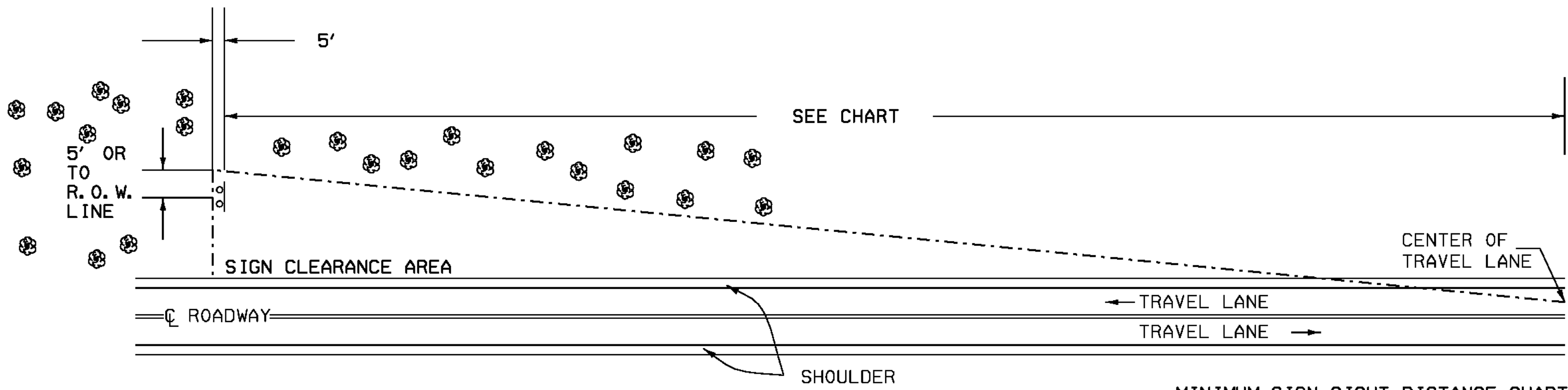
TOWN AND ROUTE	BEGIN STATION	END STATION	LANE TYPICAL	WEARING DEPTH	LEVELING TON	NOTES
NEWPORT	126+45.60	143+25	6'-11'-11'-6'	1 1/2 "	178.44	COLD PLANE 2", LEVEL, 1 1/2" TYPE IVS
	143+25	146+00	VARIES-11'-11'-VARIES	1 1/2 "	24.71	COLD PLANE 2", LEVEL, 1 1/2" TYPE IVS
	146+00	222+00	3'-11'-11'-3'	1 1/2 "	665.00	COLD PLANE 6", RECLAIM 8" WITH SPECIAL PROVISION (RECLAIMED STABILIZED BASE, PORTLAND CEMENT), THEN PAVE WITH 4" SPECIAL PROVISION (COLD MIXED RECYCLED BITUMINOUS PAVEMENT, PORTLAND CEMENT), LEVEL, 1 1/2" TYPE IVS
	222+00	225+47.75	VARIES	1 1/2 "	54.41	COLD PLANE 6", RECLAIM 8" WITH SPECIAL PROVISION (RECLAIMED STABILIZED BASE, PORTLAND CEMENT), THEN PAVE WITH 4" SPECIAL PROVISION (COLD MIXED RECYCLED BITUMINOUS PAVEMENT, PORTLAND CEMENT), LEVEL, 1 1/2" TYPE IVS
ROUTE 100	1224+00	1225+50	VARIES-VARIES-11'-11'-8'	1 1/2 "	24.13	COLD PLANE 6", RECLAIM 8" WITH SPECIAL PROVISION (RECLAIMED STABILIZED BASE, PORTLAND CEMENT), THEN PAVE WITH 4" SPECIAL PROVISION (COLD MIXED RECYCLED BITUMINOUS PAVEMENT, PORTLAND CEMENT), LEVEL, 1 1/2" TYPE IVS
	225+50	227+83	3'-11'-11'-VARIES-11'-8'	1 1/2 "	39.96	COLD PLANE 6", RECLAIM 8" WITH SPECIAL PROVISION (RECLAIMED STABILIZED BASE, PORTLAND CEMENT), THEN PAVE WITH 4" SPECIAL PROVISION (COLD MIXED RECYCLED BITUMINOUS PAVEMENT, PORTLAND CEMENT), LEVEL, 1 1/2" TYPE IVS
	227+83	230+75	3'-VARIES-11'-VARIES-11'-8'	1 1/2 "	38.31	COLD PLANE 6", RECLAIM 8" WITH SPECIAL PROVISION (RECLAIMED STABILIZED BASE, PORTLAND CEMENT), THEN PAVE WITH 4" SPECIAL PROVISION (COLD MIXED RECYCLED BITUMINOUS PAVEMENT, PORTLAND CEMENT), LEVEL, 1 1/2" TYPE IVS
	230+75	241+10	3'-11'-11'-8'	1 1/2 "	106.73	COLD PLANE 6", RECLAIM 8" WITH SPECIAL PROVISION (RECLAIMED STABILIZED BASE, PORTLAND CEMENT), THEN PAVE WITH 4" SPECIAL PROVISION (COLD MIXED RECYCLED BITUMINOUS PAVEMENT, PORTLAND CEMENT), LEVEL, 1 1/2" TYPE IVS
	241+10	243+75	3'-11'-11'-VARIES	1 1/2 "	25.97	COLD PLANE TO TOP OF CONCRETE SLAB, REMOVE CONCRETE, PLACE SUBBASE OF CRUSHED GRAVEL, FINE GRADED, THEN PAVE WITH 4" SPECIAL PROVISION (COLD MIXED RECYCLED BITUMINOUS PAVEMENT, PORTLAND CEMENT), LEVEL, 1 1/2" TYPE IVS
	243+75	276+66.00	3'-11'-11'-3'	1 1/2 "	287.96	COLD PLANE TO TOP OF CONCRETE SLAB, REMOVE CONCRETE, PLACE SUBBASE OF CRUSHED GRAVEL, FINE GRADED, THEN PAVE WITH 4" SPECIAL PROVISION (COLD MIXED RECYCLED BITUMINOUS PAVEMENT, PORTLAND CEMENT), LEVEL, 1 1/2" TYPE IVS
COVENTRY	0+00	59+29.72	3'-11'-11'-3'	1 1/2 "	518.85	COLD PLANE TO TOP OF CONCRETE SLAB, REMOVE CONCRETE, PLACE SUBBASE OF CRUSHED GRAVEL, FINE GRADED, THEN PAVE WITH 4" SPECIAL PROVISION (COLD MIXED RECYCLED BITUMINOUS PAVEMENT, PORTLAND CEMENT), LEVEL, 1 1/2" TYPE IVS
NEWPORT	276+66.00	296+82.17	3'-11'-11'-3'	1 1/2 "	176.42	COLD PLANE TO TOP OF CONCRETE SLAB, REMOVE CONCRETE, PLACE SUBBASE OF CRUSHED GRAVEL, FINE GRADED, THEN PAVE WITH 4" SPECIAL PROVISION (COLD MIXED RECYCLED BITUMINOUS PAVEMENT, PORTLAND CEMENT), LEVEL, 1 1/2" TYPE IVS

NOTE:
1. TRANSITION AT SIDE ROADS SHALL HAVE A TAPER LENGTH OF 25', UNLESS SHOWN OTHERWISE ON THE PLANS. SEE PROJECT LAYOUT SHEETS FOR LOCATION OF SIDE ROADS. A BUTT JOINT OR VERTICAL CUT WILL BE USED AT THIS LOCATION.

DETAILS ARE NOT TO SCALE

PROJECT
TYPICAL
SHEET 3

PROJECT NAME: NEWPORT-COVENTRY-NEWPORT	
PROJECT NUMBER: STP 2802(1)	
FILE NAME: 08b158.dgn	PLOT DATE: 8/3/2011
PROJECT LEADER: CDL	DRAWN BY: SJL
DESIGNED BY: CDL	CHECKED BY: EPD
PLOT FILE: 08b158-5.1	SHEET 5 OF 134



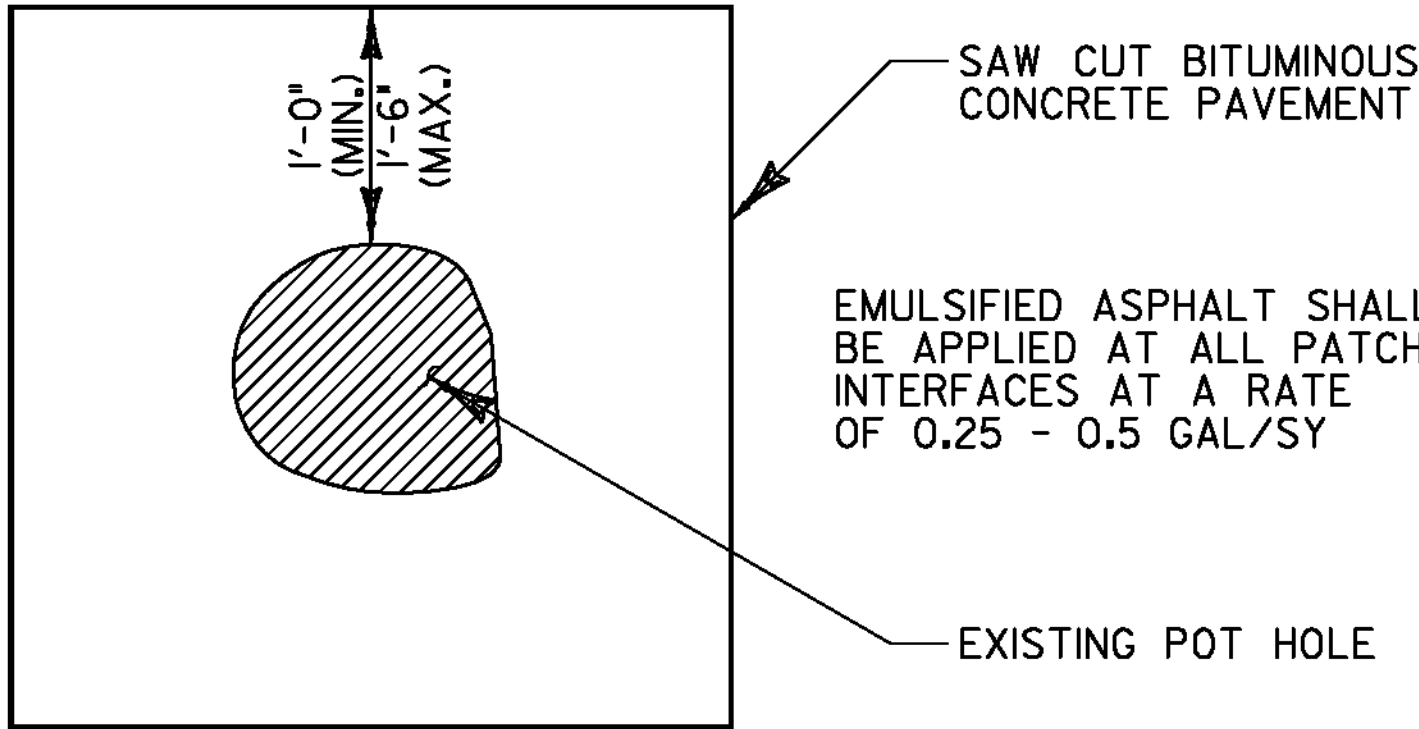
THE CONTRACTOR SHALL REMOVE ALL WOODY STEMMED GROWTH INCLUDING BRUSH, SAPLINGS, TREE LIMBS GROWING WITHIN OR PROJECTING INTO THE CLEARANCE AREA AND DOWN TO GROUND LEVEL OR AT LEAST 10 FT BELOW THE BOTTOM OF THE SIGN. PAYMENT WILL BE FOR THINNING AND TRIMMING FOR SIGNS, ITEM 201.31, AND PAID FOR PER EACH. NO CHEMICALS (POISONS OR DEFOLIANTS) ALLOWED.

MINIMUM SIGN SIGHT DISTANCE CHART

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

CLEARING LIMITS FOR SIGNS ON CONVENTIONAL ROADS

NEWPORT
STA. 229+51LT
STA. 228+75 RT
STA. 237+29 RT



TYPICAL – POT HOLE REPAIR
NOT TO SCALE

NEWPORT
STA. 126+45.60 - 146+00

TYPICAL ORDER OF OPERATIONS FOR RECLAIMED STABILIZED BASE WITH PORTLAND CEMENT PAVEMENT REHABILITATION		
STEP	DESCRIPTION	PAYMENT ITEM(S)
1	COLD PLANE EXISTING BITUMINOUS CONCRETE PAVEMENT	ITEM 210.10 "COLD PLANING, BITUMINOUS PAVEMENT"
2	REPAIR EXISTING SHOULDERS AS DIRECTED BY THE RESIDENT ENGINEER	ITEM 301.28 "SUBBASE OF CRUSHED GRAVEL, FINE GRADED" SEE NOTE 6 ON SHEET 3
3	RECLAIM EXISTING ROADBED 8" USING WATER FOR STABILIZATION AND COMPACTION	ITEM 310.20 "RECLAIMED STABILIZED BASE"
4	CORRECT SUPERELEVATION DEFICIENCIES	ITEM 301.40 "SUBBASE, RAP" SEE NOTE 6 ON SHEET 3
5	PLACE PORTLAND CEMENT ON ROADBED SURFACE AND RECLAIM ROADBED 8", CURE, MICROCRACK, AND APPLY FOG SEAL SURFACE TREATMENT OR WET CURE AS DIRECTED BY THE RESIDENT ENGINEER.	ITEM 900.675 "SPECIAL PROVISION (RECLAIMED STABILIZED BASE, PORTLAND CEMENT)", ITEM 900.680 "SPECIAL PROVISION (PORTLAND CEMENT FOR BASE STABILIZATION)" AND ITEM 900.683 "SPECIAL PROVISION (FOG SEAL SURFACE TREATMENT)"
6	PLACE 4" COLD MIX RECYCLED BITUMINOUS PAVEMENT, PORTLAND CEMENT IN (2) 2" LIFTS	ITEM 900.675 "SPECIAL PROVISION (COLD MIXED RECYCLED BITUMINOUS PAVEMENT, PORTLAND CEMENT)"
7	PLACE 1/2" LEVEL & 1 1/2" TYPE IVS WEARING COURSE	ITEM 490.30 "SUPERPAVE BITUMINOUS CONCRETE PAVEMENT"

TYPICAL ORDER OF OPERATIONS FOR RECLAIMED STABILIZED BASE WITH PORTLAND CEMENT PAVEMENT REHABILITATION (CONCRETE SLAB REMOVAL)		
STEP	DESCRIPTION	PAYMENT ITEM(S)
1	COLD PLANE EXISTING BITUMINOUS CONCRETE PAVEMENT	ITEM 210.10 "COLD PLANING, BITUMINOUS PAVEMENT"
2	REMOVE EXISTING CONCRETE SLAB, EXCAVATE ADJACENT AREA AND REPLACE WITH SUBBASE OF CRUSHED GRAVEL, FINE GRADED	ITEM 203.15 "COMMON EXCAVATION" ITEM 203.16 "SOLID ROCK EXCAVATION" ITEM 301.28 "SUBBASE OF CRUSHED GRAVEL, FINE GRADED" SEE NOTE 6 ON SHEET 3
3	INSTALL UNDERDRAIN	ITEM 605.10 "6 INCH UNDERDRAIN PIPE" ITEM 605.20 "6 INCH UNDERDRAIN CARRIER PIPE" ITEM 605.95 "UNDERDRAIN FLUSHING BASIN"
4	CORRECT SUPERELEVATION DEFICIENCIES	ITEM 301.28 "SUBBASE OF CRUSHED GRAVEL, FINE GRADED" SEE NOTE 6 ON SHEET 3
5	PLACE PORTLAND CEMENT ON ROADBED SURFACE AND RECLAIM ROADBED 8", CURE, MICROCRACK, AND APPLY FOG SEAL SURFACE TREATMENT OR WET CURE AS DIRECTED BY THE RESIDENT ENGINEER.	ITEM 900.675 "SPECIAL PROVISION (RECLAIMED STABILIZED BASE, PORTLAND CEMENT)", ITEM 900.680 "SPECIAL PROVISION (PORTLAND CEMENT FOR BASE STABILIZATION)" AND ITEM 900.683 "SPECIAL PROVISION (FOG SEAL SURFACE TREATMENT)"
6	PLACE 4" COLD MIX RECYCLED BITUMINOUS PAVEMENT, PORTLAND CEMENT IN (2) 2" LIFTS	ITEM 900.675 "SPECIAL PROVISION (COLD MIXED RECYCLED BITUMINOUS PAVEMENT, PORTLAND CEMENT)"
7	PLACE 1/2" LEVEL & 1 1/2" TYPE IVS WEARING COURSE	ITEM 490.30 "SUPERPAVE BITUMINOUS CONCRETE PAVEMENT"

NOTE:

1. THESE LISTS OF PROCEDURES FOR REHABILITATING THE EXISTING ROADBED ARE PRESENTED FOR INFORMATIONAL PURPOSES ONLY AND SHALL NOT BE CONSIDERED ALL INCLUSIVE. THE CONTRACTOR SHALL PREPARE THEIR OWN SCHEDULE OF OPERATIONS TO COMPLETE THE PROPOSED WORK UTILIZING THE APPROPRIATE PAY ITEMS AS SHOWN IN THE PLANS OR AS DIRECTED BY THE RESIDENT ENGINEER.

REVISION	BY	DATE
△	KML	9-27-2011

REVISION NO. 1- CHANGED ITEM 301.26 TO ITEM 301.28

DETAILS ARE NOT TO SCALE

PROJECT
TYPICAL
SHEET 4

PROJECT NAME: NEWPORT-COVENTRY-NEWPORT
PROJECT NUMBER: STP 2802(1)
FILE NAME: IPARM.dgn
PROJECT LEADER: CDL
DESIGNED BY: CDL
PLOT FILE: 08b158-6.1
PLOT DATE: 27-SEP-2011
DRAWN BY: SJL
CHECKED BY: EPD
SHEET 6 OF 134



STATE OF VERMONT
AGENCY OF TRANSPORTATION
MATERIALS & RESEARCH SECTION
SOILS & FOUNDATION UNIT
DRILLING NOTES

PROJECT NAME: NEWPORT-COVENTRY-NEWPORT
BORING CREW: WERNER, MAHMUTOVIC, WELLS

PROJECT NUMBER: STP 2802(1) SITE: VT-105
DATE: 06/2010 REVIEWED BY: C. EWALD

BORING No.	DATE DRILLED	MILE MARKER	OFFSET (FT)	DEPTH (FT)	SAMPLE TYPE	FIELD DESCRIPTION	LABORATORY RESULTS							
						SOIL TYPE, COLOR, MOISTURE	% MOISTURE	AASHTO CLASS.	SOIL DES.	% GRAVEL	% SAND	% FINES	LIQUID LIMIT	PLASTIC LIMIT
B-101	06/09/10	2.39	3.0 RT	0.0 - 1.30	A	Asphalt Pavement								
				1.30 - 5.00	A	Si, gry, moist	14.6	A-4	Cl Si	17.7	13.3	69.0	31	21
				NLTD										
B-102	06/09/10	2.49	3.0 RT	0.0 - 0.90	A	Asphalt Pavement								
				0.90 - 5.00	A	Si Sa, brn, moist	16.0	A-4	Sa Si	13.0	38.2	48.8	28	23
				NLTD										
B-103	06/09/10	2.59	3.0 RT	0.0 - 0.70	A	Asphalt Pavement								
				0.70 - 5.00	A	Si Sa, brn, moist	11.1	A-2-4	Gr Si Sa	20.6	47.9	31.5		
				NLTD										
B-104	06/09/10	2.69	3.0 RT	0.0 - 1.20	A	Asphalt Pavement								
				1.20 - 5.00	A	Si Sa, brn, moist	8.8	A-1-b	Gr Sa	37.2	46.8	16.0		
				NLTD										
Cont.														

NEWPORT-COVENTRY-NEWPORT STP 2802(1)

BORING No.	DATE DRILLED	MILE MARKER	OFFSET (FT)	DEPTH (FT)	SAMPLE TYPE	FIELD DESCRIPTION	LABORATORY RESULTS							
						SOIL TYPE, COLOR, MOISTURE	% MOISTURE	AASHTO CLASS.	SOIL DES.	% GRAVEL	% SAND	% FINES	LIQUID LIMIT	PLASTIC LIMIT
B-105	06/09/10	2.79	3.0 RT	0.0 - 1.10	A	Asphalt Pavement								
				Lab Note: A petroleum odor was noticeable.	1.10 - 5.00	A	Sa Si, brn, moist	5.3	A-1-b	Sa Gr	47.3	42.9	9.8	
				NLTD										
B-106	06/09/10	2.89	3.0 RT	0.0 - 1.30	A	Asphalt Pavement								
				Lab Note: A petroleum odor was noticeable.	1.30 - 5.00	A	Si Sa /w Cl, brn, wet	25.1	A-6	Si Cl	15.0	31.6	53.4	34 22
				Field Note: Water Table at 1.6 ft	NLTD									
B-107	06/09/10	2.99	3.0 LT	0.0 - 1.00	A	Asphalt Pavement								
				1.00 - 5.00	A	Si Sa, gry, moist	12.6	A-2-4	Cl Sa	28.6	39.6	31.8	24	17
				NLTD										
B-108	06/09/10	3.09	3.0 RT	0.0 - 1.10	A	Asphalt Pavement								
				1.10 - 5.00	A	Sa Si, brn, moist	10.5	A-4	Sa Gr Si	35.4	26.7	37.9		
				NLTD										
B-109	06/09/10	3.19	3.0 RT	0.0 - 1.20	A	Asphalt Pavement								
				1.20 - 5.00	A	Sa Si, brn, moist	13.4	A-4	Cl Si	11.6	32.2	56.2	27	17
				NLTD										
B-110	06/09/10	3.29	3.0 LT	0.0 - 1.10	A	Asphalt Pavement								
				1.10 - 5.00	A	Sa Si Gr, gry, moist	11.4	A-2-4	Gr Si Sa	28.3	39.4	32.3		
				NLTD										
Cont.														

NOTE: SEE PROJECT LAYOUT SHEETS FOR THE LOCATION OF BORE HOLES

NEWPORT-COVENTRY-NEWPORT STP 2802(1)

BORING No.	DATE DRILLED	MILE MARKER	OFFSET (FT)	DEPTH (FT)	SAMPLE TYPE	FIELD DESCRIPTION	LABORATORY RESULTS							
						SOIL TYPE, COLOR, MOISTURE	% MOISTURE	AASHTO CLASS.	SOIL DES.	% GRAVEL	% SAND	% FINES	LIQUID LIMIT	PLASTIC LIMIT
B-111	06/09/10	3.39	3.0 RT	0.0 - 1.20	A	Asphalt Pavement								
				1.20 - 2.50	A	Si Sa, brn, moist	7.3	A-1-b	Gr Sa	35.8	47.2	17.0		
				2.50 - 5.00	A	Si Cl, gry, moist	19.4	A-4	Cl Si	7.2	13.5	79.3	27	19
B-112	06/09/10	3.49	3.0 LT	0.0 - 1.10	A	Asphalt Pavement								
				1.10 - 5.00	A	Si Sa, gry, moist	18.1	A-4	Sa Si	8.4	39.2	52.4		
				NLTD										
B-113	06/09/10	3.59	3.0 RT	0.0 - 1.20	A	Asphalt Pavement								
				1.20 - 5.00	A	Sa Si, gry, moist	16.2	A-4	Gr Sa Si	28.4	29.6	42.0		
				NLTD										
B-114	06/15/10	3.69	8.1 LT	0.00 -0.80	A	Asphalt Pavement								
				0.80 - 1.80	SS	Gr Si Sa, brn, moist	5.4	A-1-a	Sa Gr	55.6	34.1	10.3		
				1.80 - 5.00	SS	Cl Si, brn, moist	26.8	A-4	Silt	9.3	13.4	77.3	32	30
B-115	06/15/10	3.79	4.9 RT	0.00 - 1.10	C	Asphalt Pavement								
				No Sample. Sampler plugged with Asphalt.	1.10 - 2.50									
				Field Visual Classification	2.50 - 2.80	SS	Gr Si Sa, brn, moist							
				2.80 - 4.50	SS	Cl Si, brn, moist	34.4	A-4	Silt	0.1	2.1	97.8	34	29
				NLTD										
Cont.														

NEWPORT-COVENTRY-NEWPORT STP 2802(1)

BORING No.	DATE DRILLED	MILE MARKER	OFFSET (FT)	DEPTH (FT)	SAMPLE TYPE	FIELD DESCRIPTION	LABORATORY RESULTS							
						SOIL TYPE, COLOR, MOISTURE	% MOISTURE	AASHTO CLASS.	SOIL DES.	% GRAVEL	% SAND	% FINES	LIQUID LIMIT	PLASTIC LIMIT
B-116	06/15/10	3.89	4.9 RT	0.00 - 0.90	C	Asphalt Pavement								
				Field Visual Classification	0.90 - 1.40	SS	Gravel							
				Lab Note: A petroleum odor was noticeable.	1.40 - 2.00	SS	Gr Sa, brn, moist	10.8	A-1-b	Sa Gr	46.7	42.5	10.8	
				2.00 - 4.90	SS	Cl Si, gry, moist	23.2	A-6	Si Cl	5.7	33.7	60.6	34	22
				NLTD										
B-117	06/15/10	3.99	5.7 LT	0.00 - 0.55	C	Asphalt Pavement								
				Field Visual Classification	0.55 - 0.70	SS	Gravel							
				0.70 - 1.40	SS	Si Sa Gr, brn, moist	8.4	A-1-a	Sa Gr	51.2	40.3	8.5		
				1.40 - 4.70	SS	Gr Sa Si, brn, moist	11.0	A-1-b	Si Sa Gr	42.6	32.7	24.7		
				NLTD										
B-118	06/15/10	4.09	6.0 RT	0.00 - 0.55	C	Asphalt Pavement								
				Field Visual Classification	0.55 - 0.90	SS	Gravel							
				Refusal at 1.8 feet Same material as next sample.	0.90 - 1.80	SS	Si Gr Sa, brn, moist							
				1.80 - 3.10	SS	Si Gr Sa, brn, moist	6.7	A-1-a	Sa Gr	65.9	26.9	7.2		
				3.10 - 5.10	SS	Silt, brn, moist	27.9	A-4	Silt	0.0	2.5	97.5		
				NLTD										
Cont.														

DRILLING
NOTES
SHEET 1

PROJECT NAME: NEWPORT-COVENTRY-NEWPORT
PROJECT NUMBER: STP 2802(1)

FILE NAME: 08b158.dgn
PROJECT LEADER: CDL
DESIGNED BY: BMB
PLOT FILE: 08b158_8.1

PLOT DATE: 8/3/2011
DRAWN BY: BMB
CHECKED BY: EPD
SHEET 8 OF 134

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NOTE: SEE PROJECT LAYOUT SHEETS FOR THE LOCATION OF BORE HOLES

[illegible][illegible]

C:\Soils and Foundations\Projects\Newport-Coventry-Newport\Boring Logs\Auger Notes

DRILLING NOTES SHEET 2

PROJECT NAME:	NEWPORT-COVENTRY-NEWPORT
PROJECT NUMBER:	STP 2802(I)

FILE NAME: 08b158.dgn
PROJECT LEADER: CDL
DESIGNED BY: BMB
PLOT FILE: 08b158_9.i

PLOT DATE: 8/3/2011
DRAWN BY: BMB
CHECKED BY: EPD
SHEET 9 OF 134

QUANTITY SHEET 1

STATE OF VERMONT
AGENCY OF TRANSPORTATION

[illegible][illegible][illegible]

QUANTITY SHEET 2

**STATE OF VERMONT
AGENCY OF TRANSPORTATION**

[illegible]

QUANTITY SHEET 3

**STATE OF VERMONT
AGENCY OF TRANSPORTATION**

SUMMARY OF ESTIMATED QUANTITIE

[illegible]

DETAILED SUMMARY OF QUANTITIES

[illegible]

DETAILED SUMMARY OF QUANTITIES

[illegible]

QUANTITY SHEET 4

STATE OF VERMONT
AGENCY OF TRANSPORTATION

SUMMARY OF ESTIMATED QUANTITIES

[illegible]

DETAILED SUMMARY OF QUANTITIES

[illegible]

DETAILED SUMMARY OF QUANTITIES

[illegible]

ITEM DETAIL SUMMARY SHEET 1

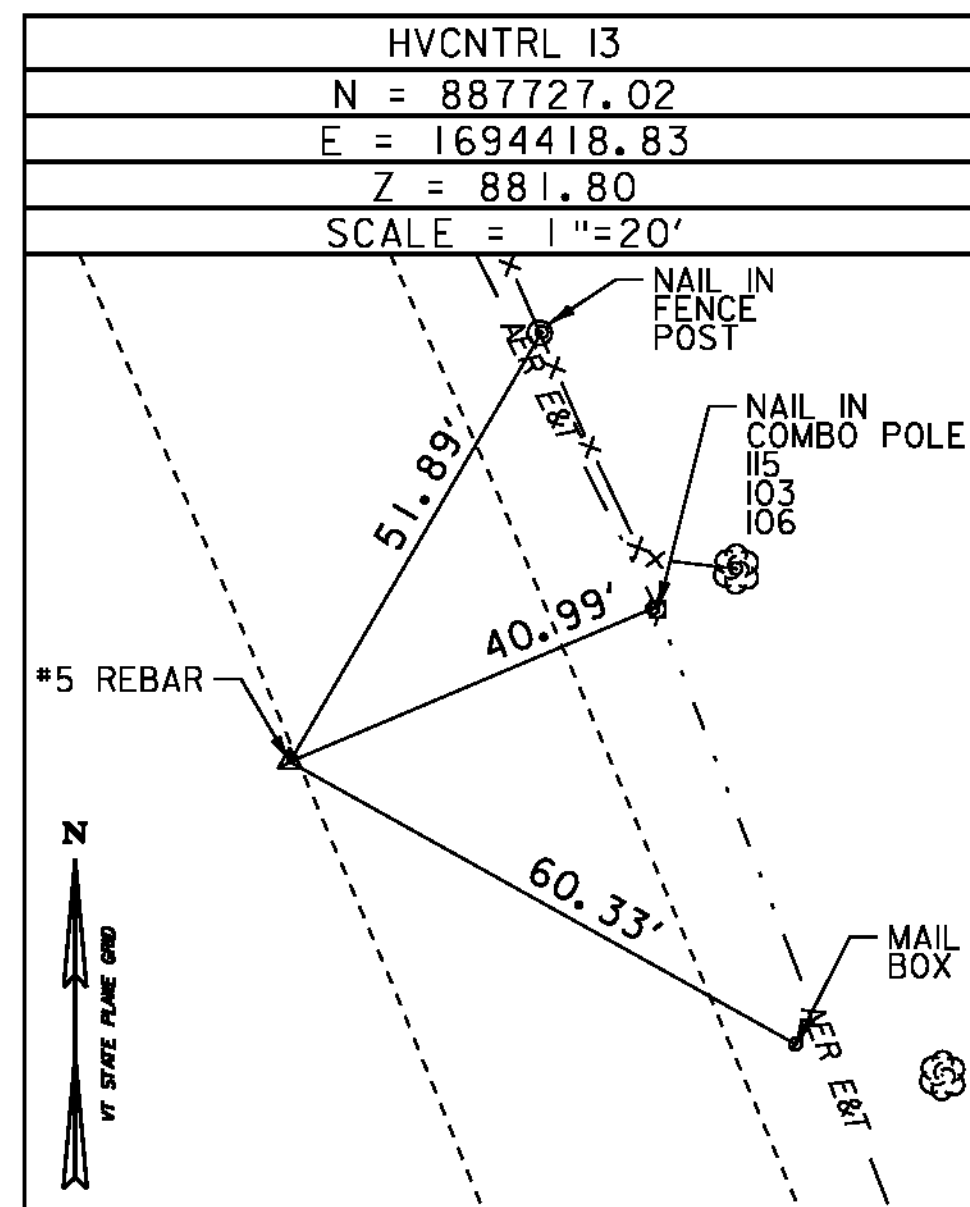
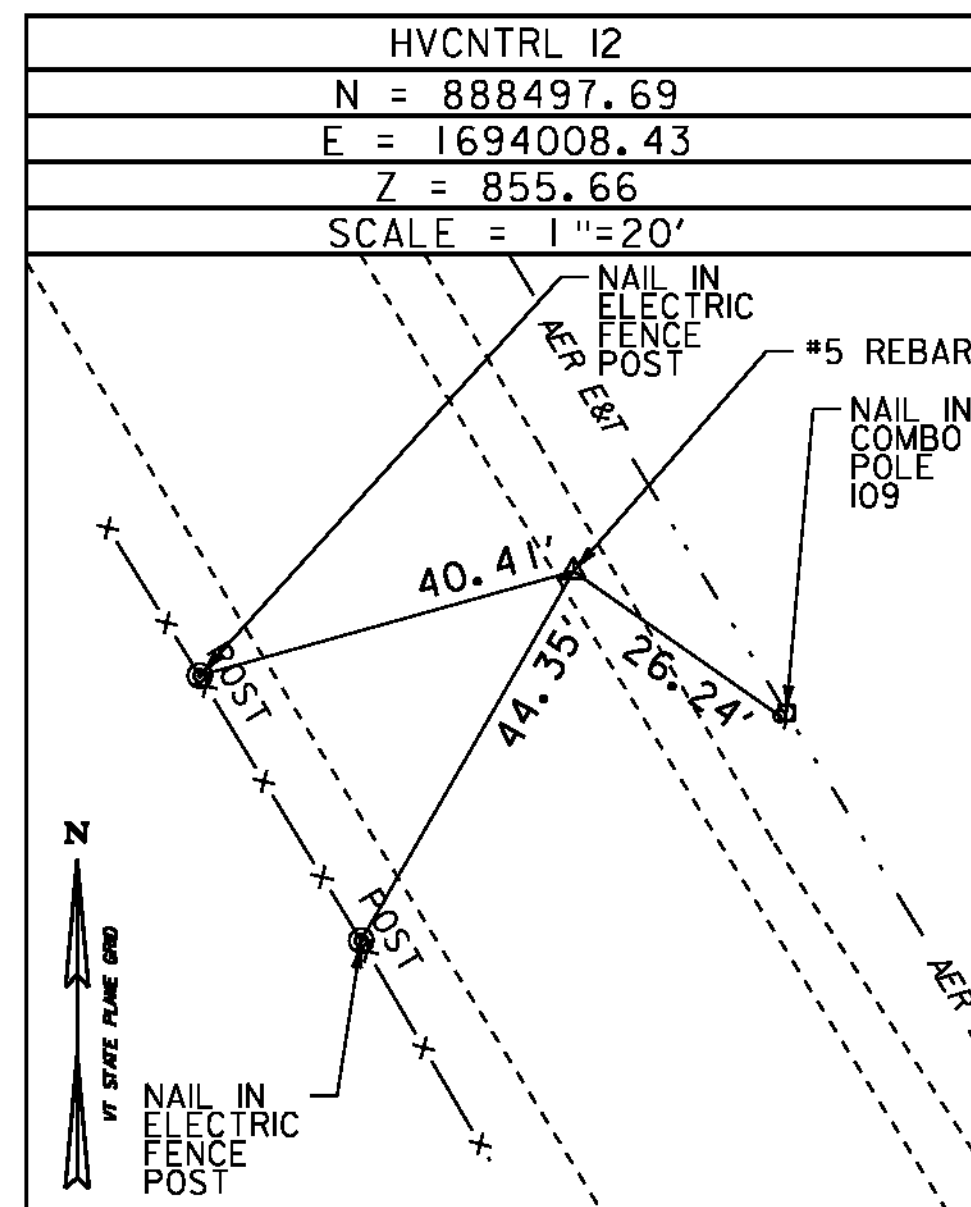
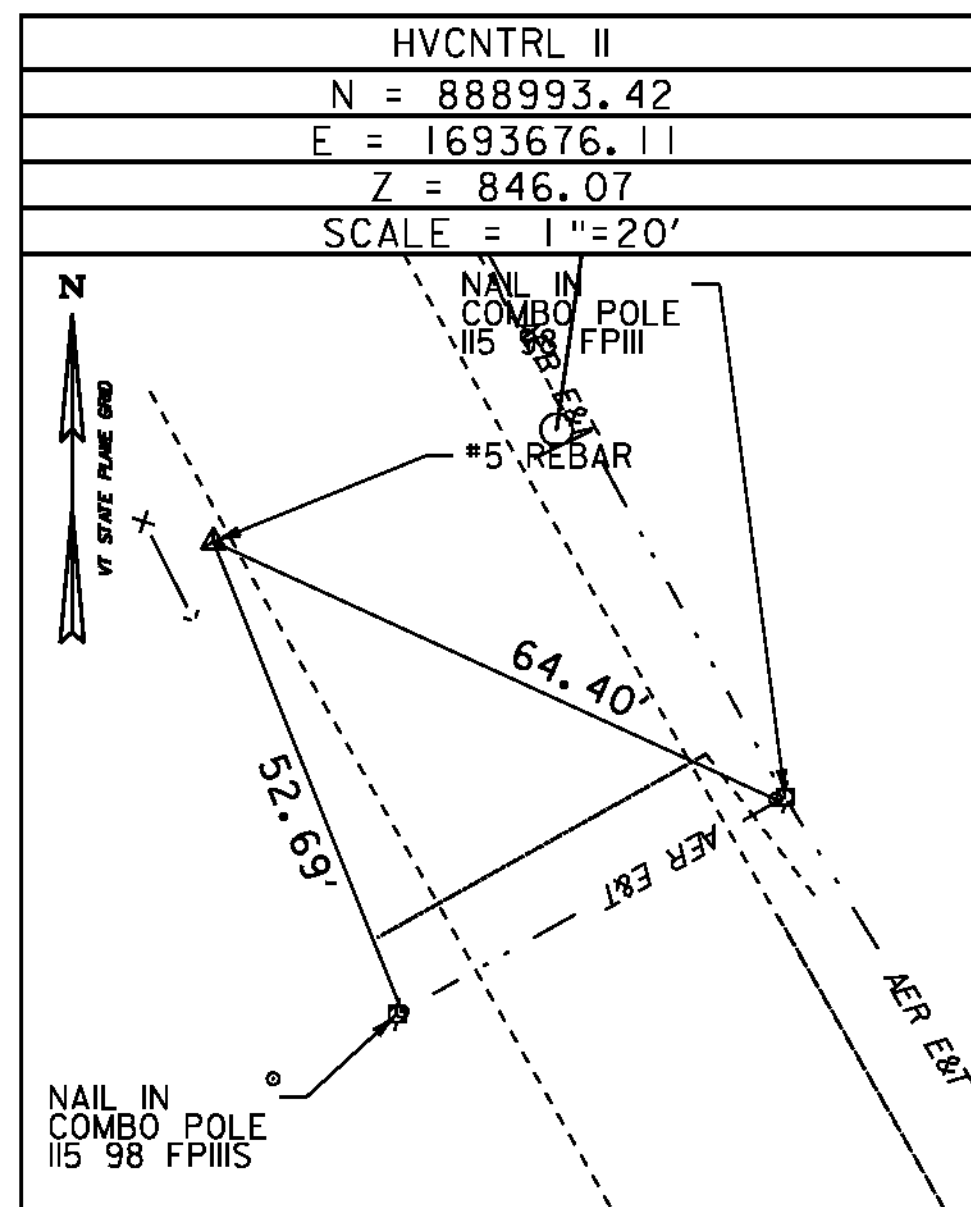
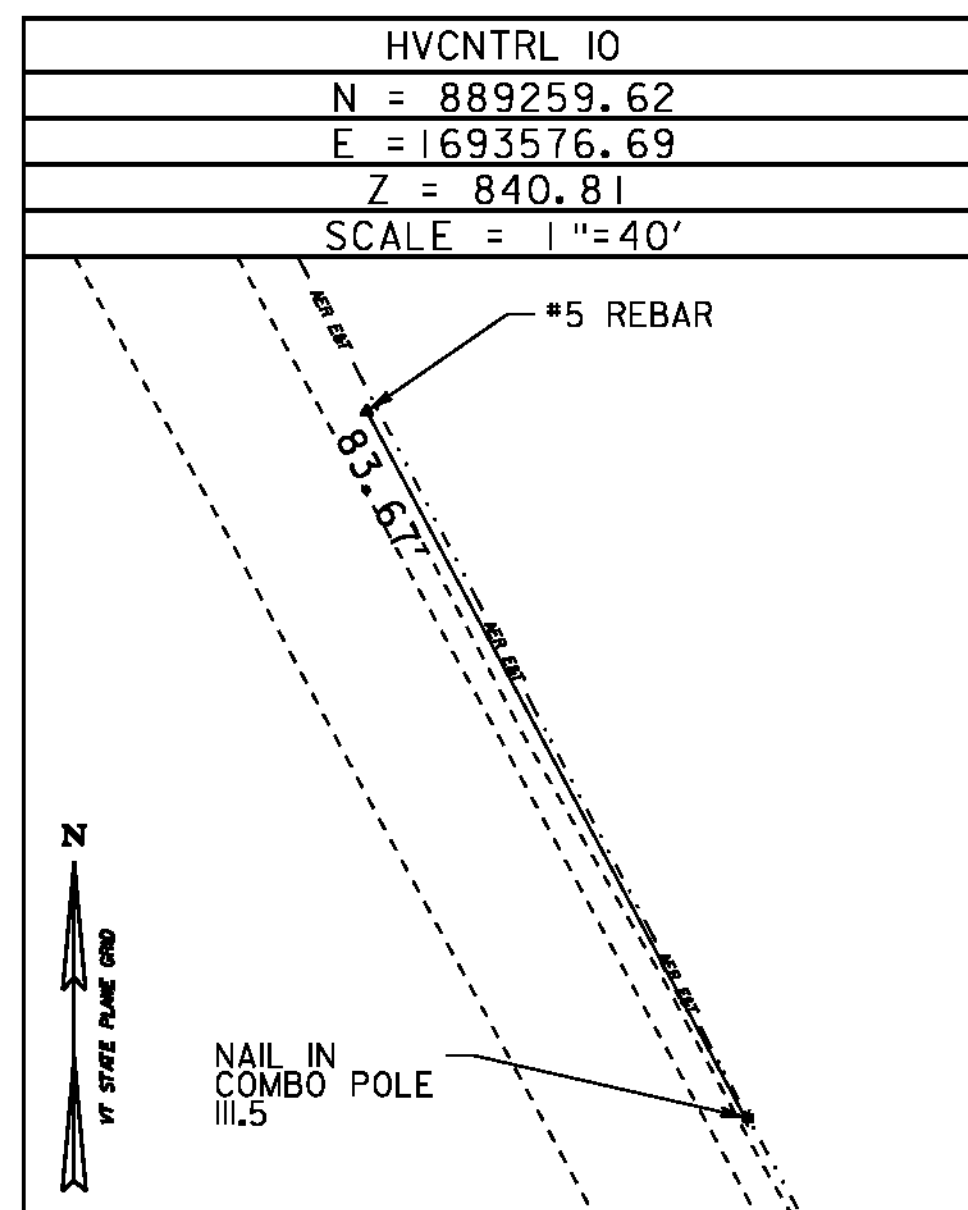
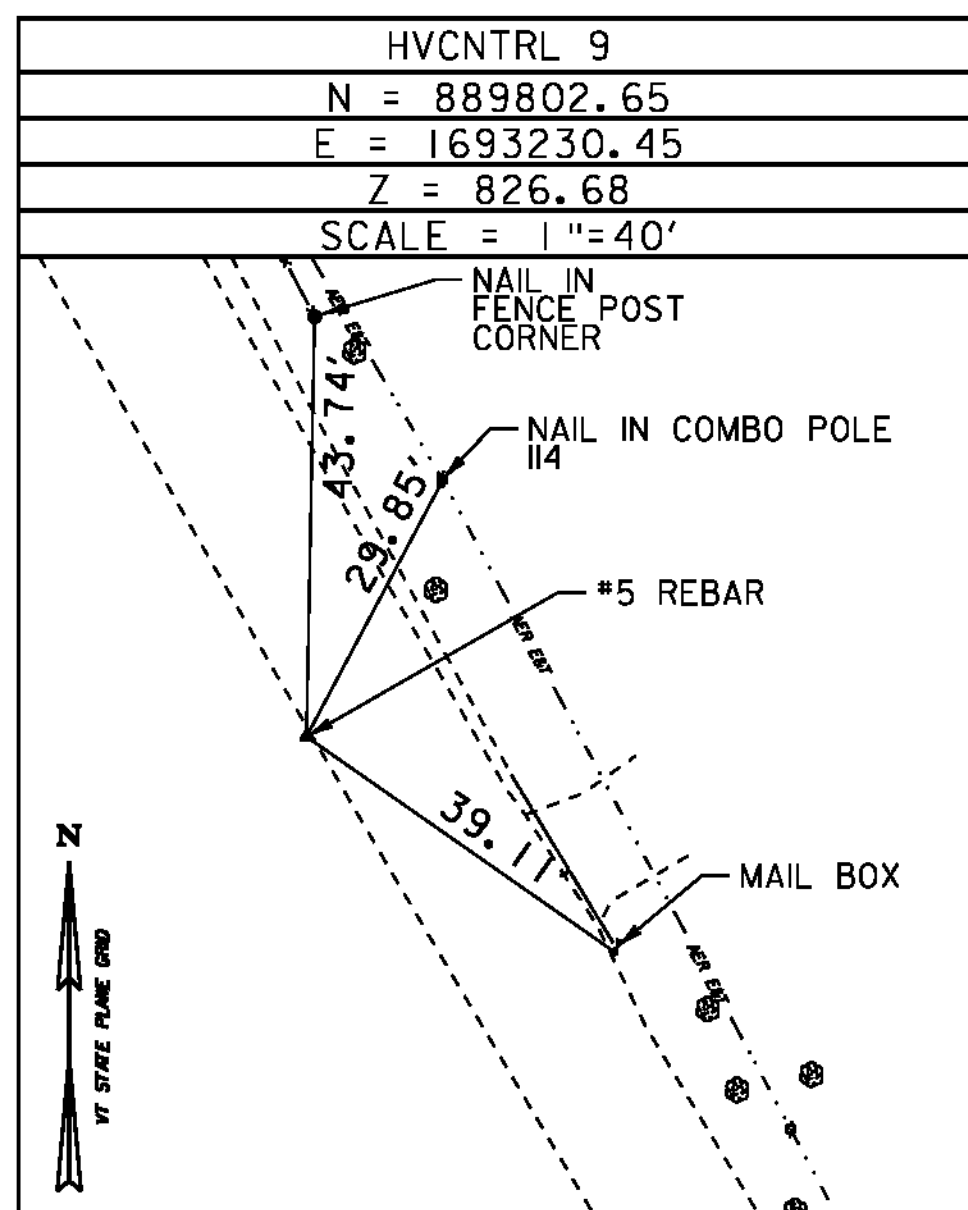
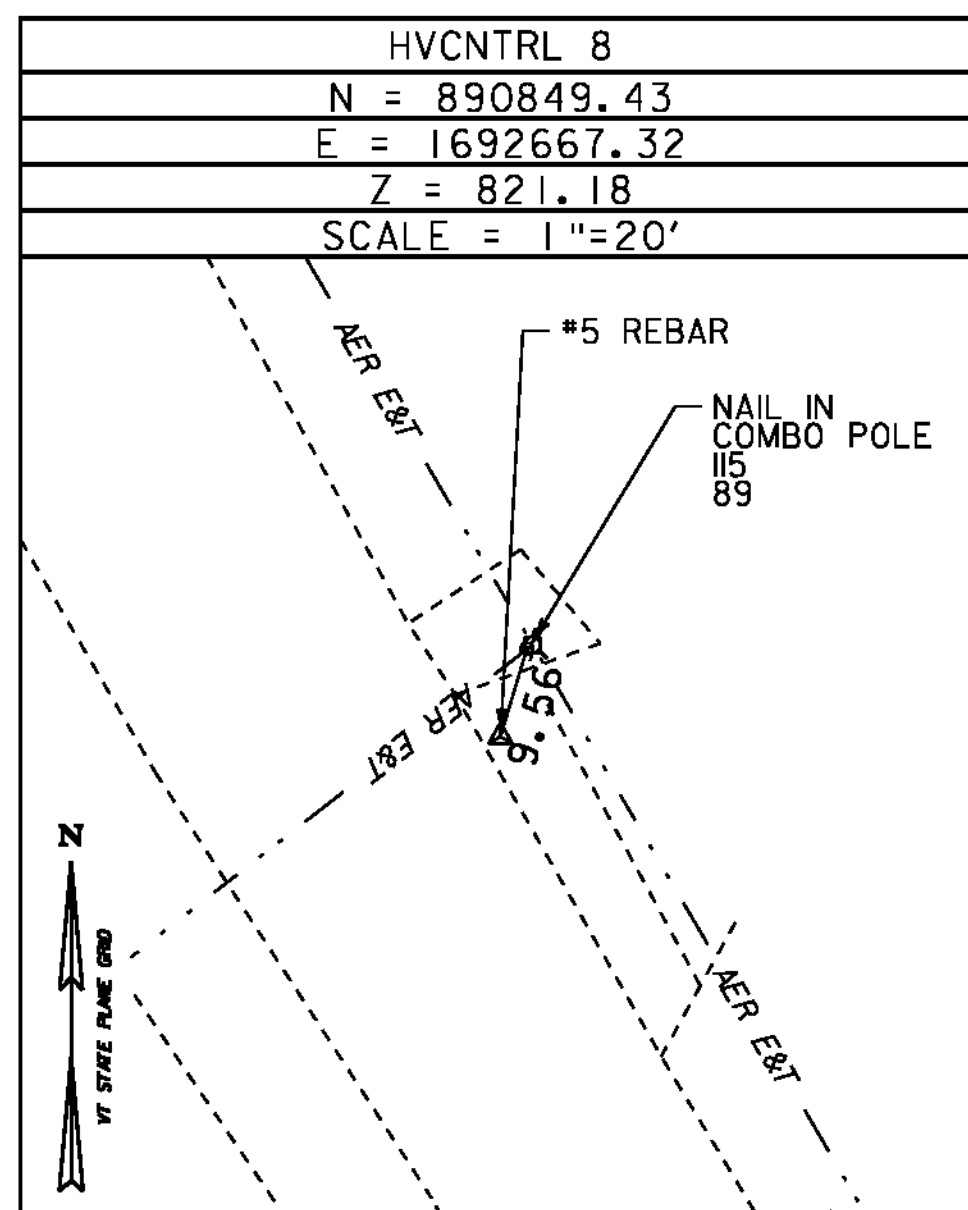
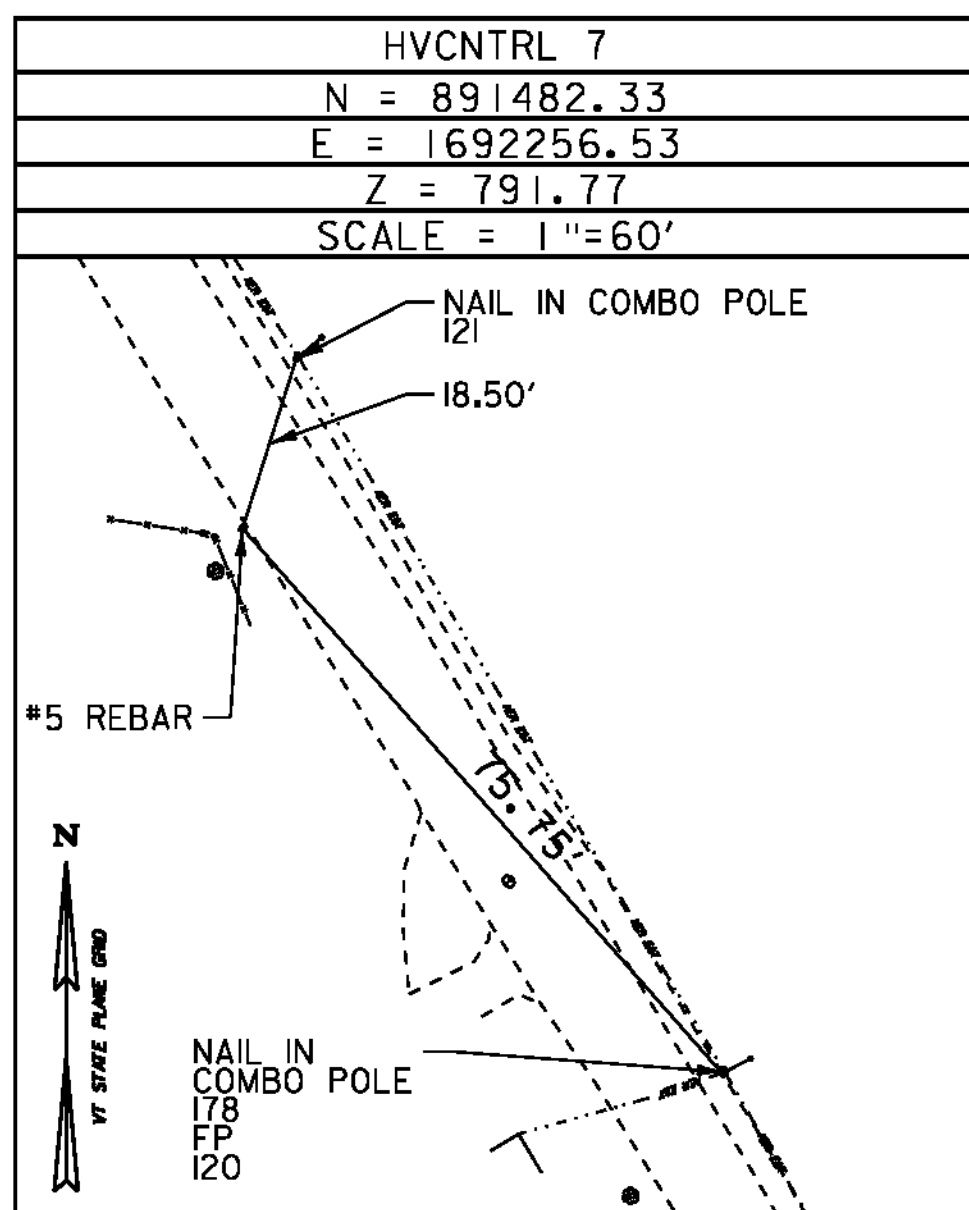
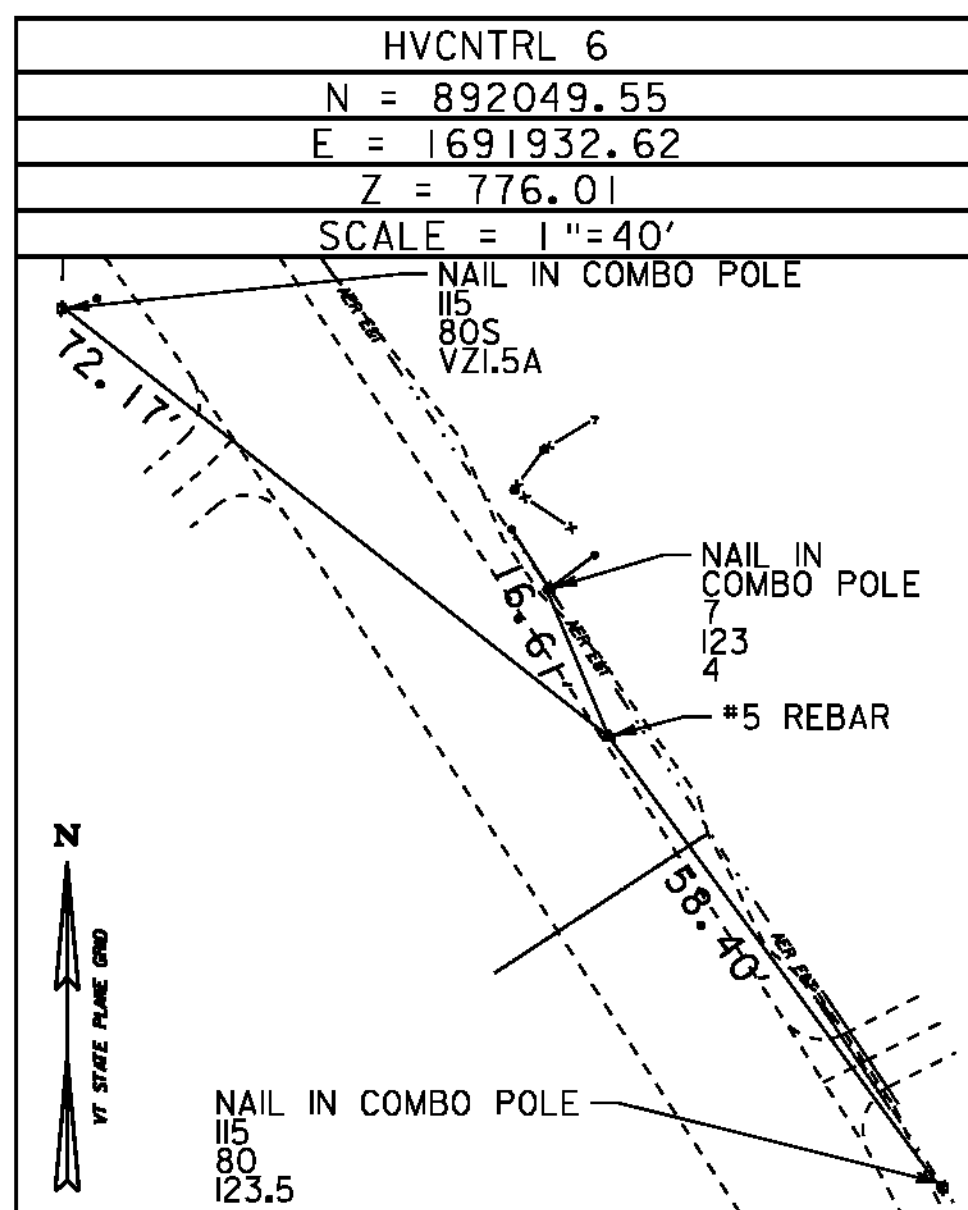
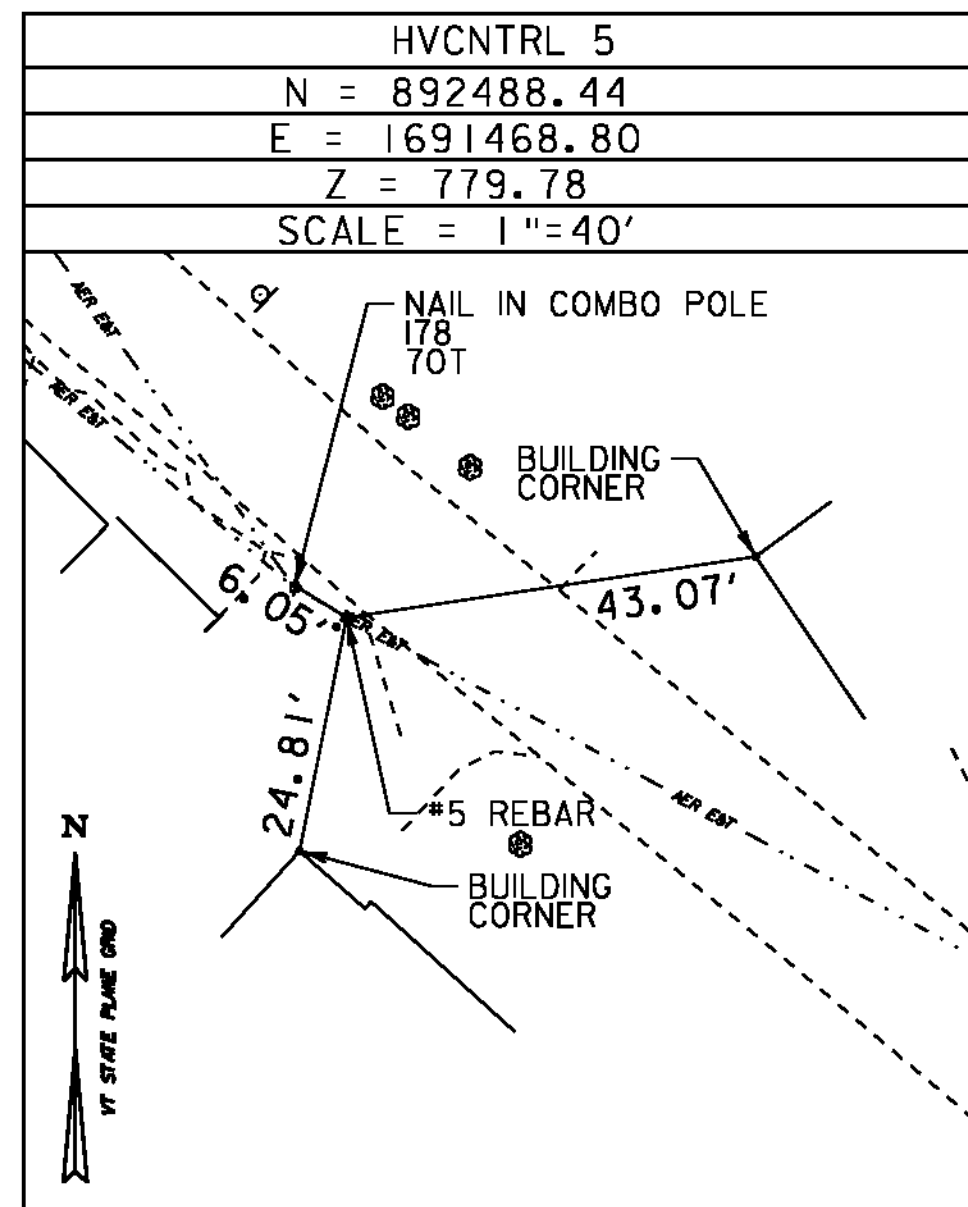
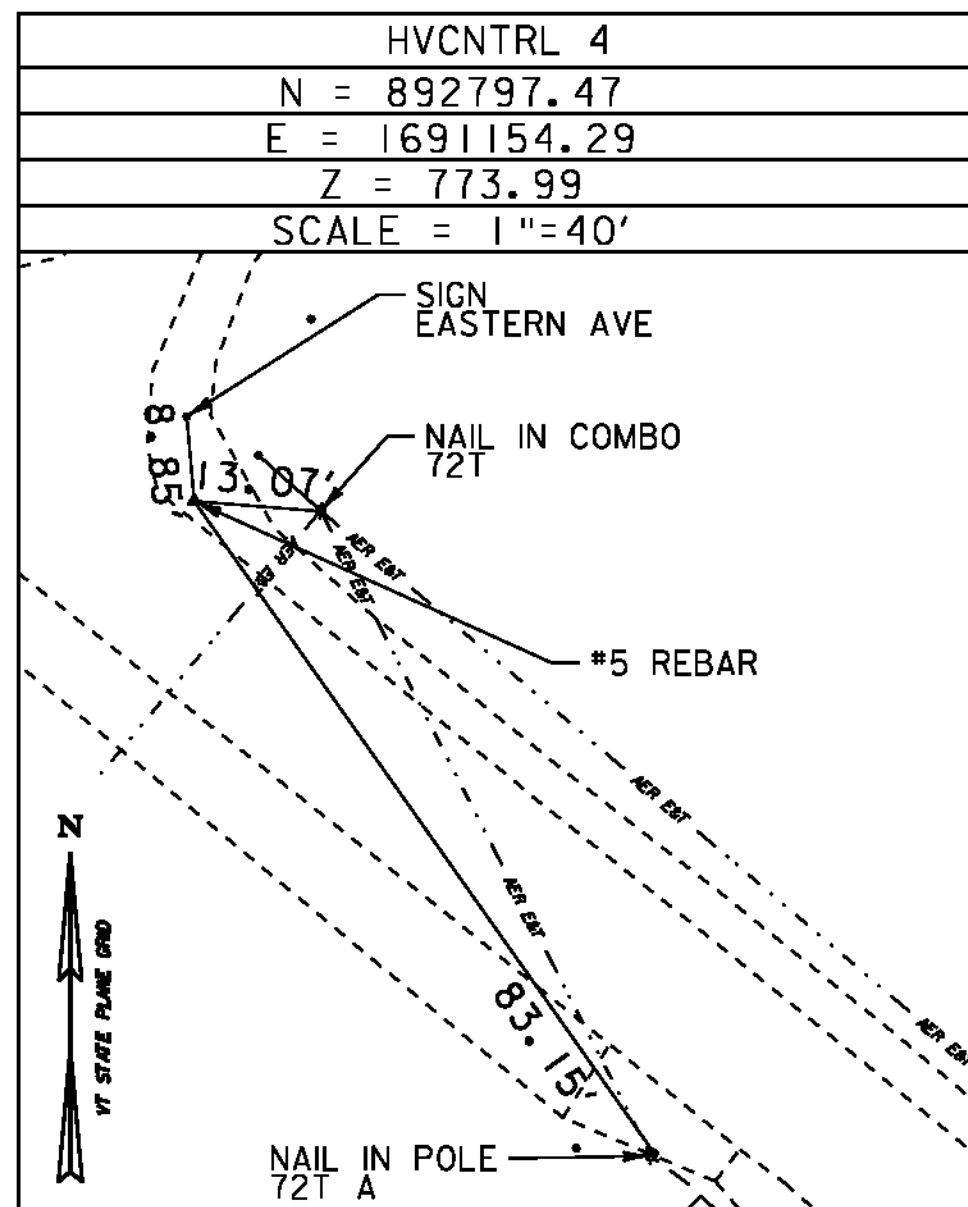
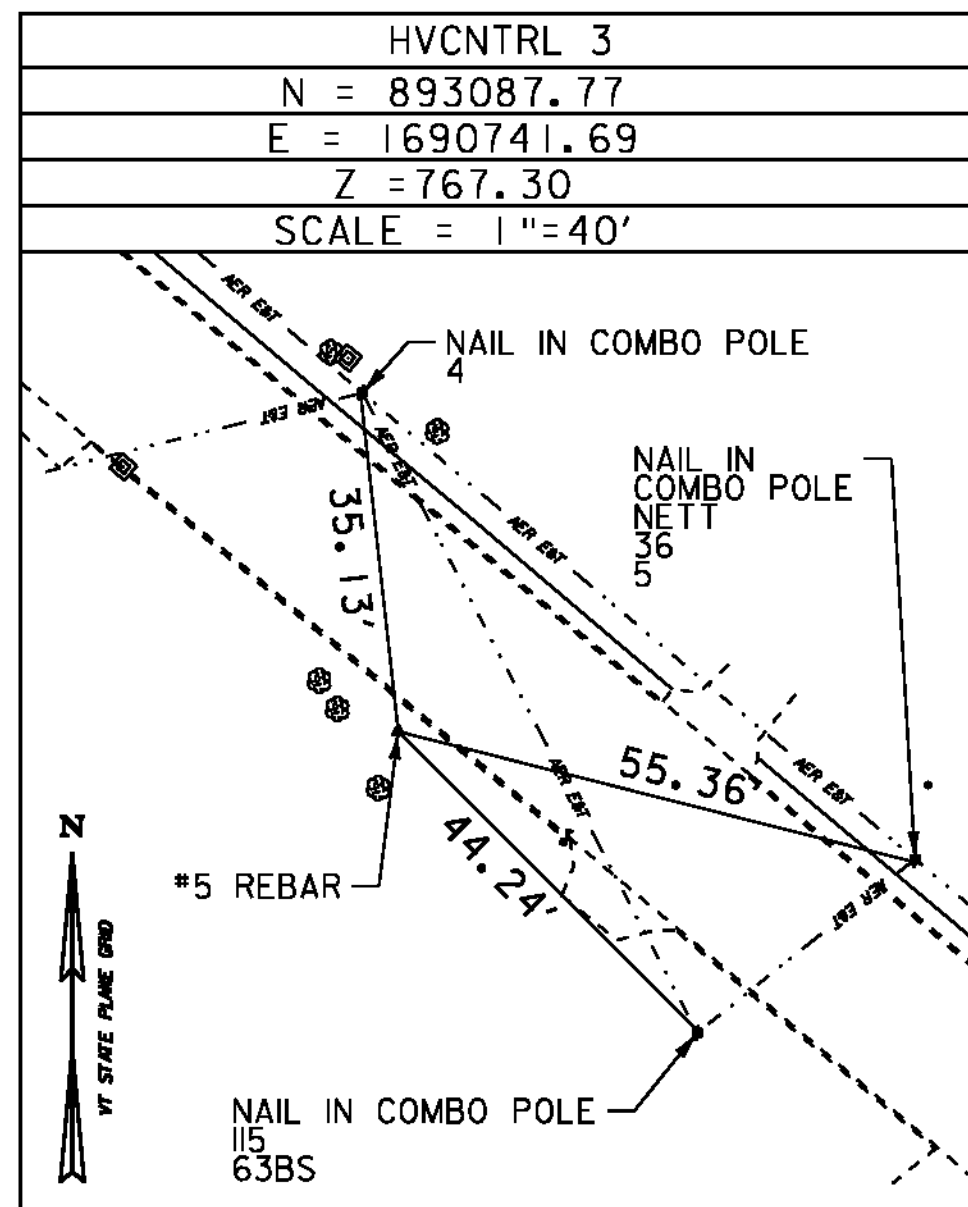
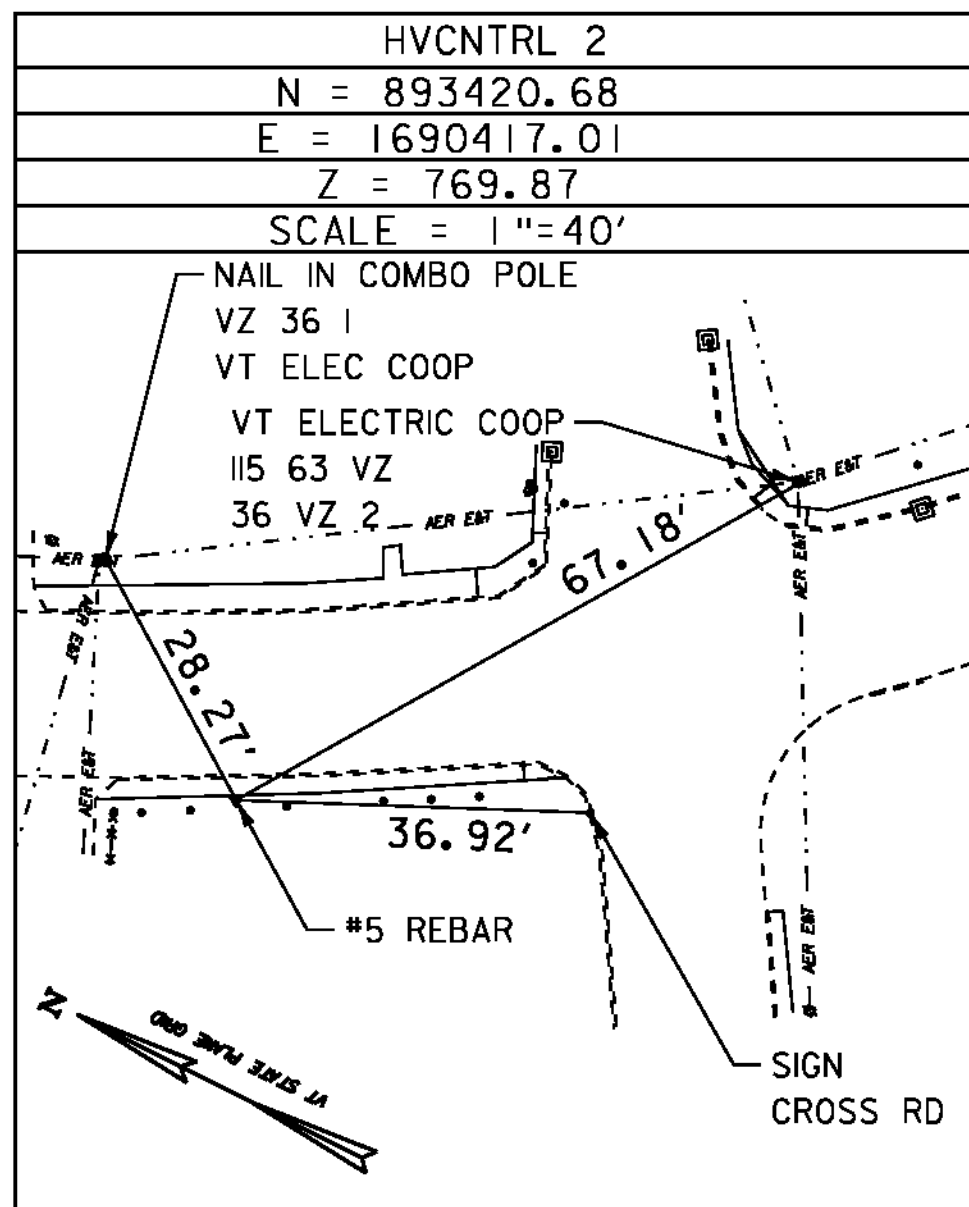
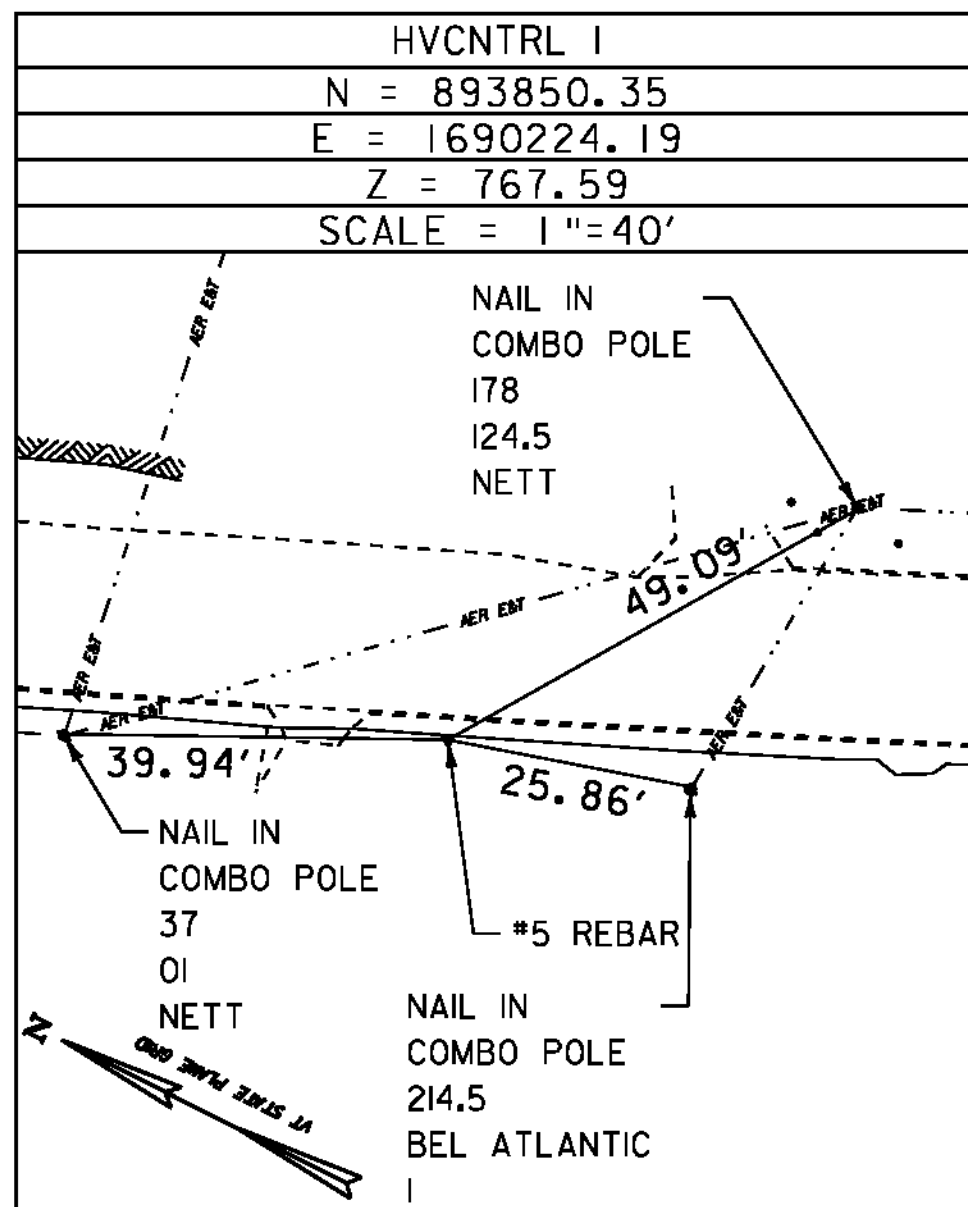
REVISION	BY	DATE
	KML	9-27-2011

ITEM DETAIL SUMMARY SHEET 2

[illegible]

[illegible]

CONTROL TIES



HVCNTRL #1

TO REACH FROM THE INTERSECTION OF VANCE HILL RD (TOWN HIGHWAY #3), CROSS ST (TOWN HIGHWAY #1) AND VERMONT ROUTE 105 HEAD WEST ALONG VERMONT ROUTE 105 A DISTANCE OF APPROXIMATELY 0.106 MI (562 FT). TURN LEFT AND GO TO THE BITUMINOUS SIDEWALK. THE POINT IS LOCATED APPROXIMATELY 0.92 FT (11 INCHES) TO THE OUTSIDE OF THE BITUMINOUS SIDEWALK. IT IS SOUTH OF A GRAVEL DRIVE AND A SINGLE POST FOUR WAY INTERSECTION WARNING SIGN AND NORTH OF A BELL ATLANTIC COMBO POLE # 214.5. THE MARK IS SET FLUSH WITH THE GROUND SURFACE ON TOP OF A # 5 REBAR.

HVCNTRL #2

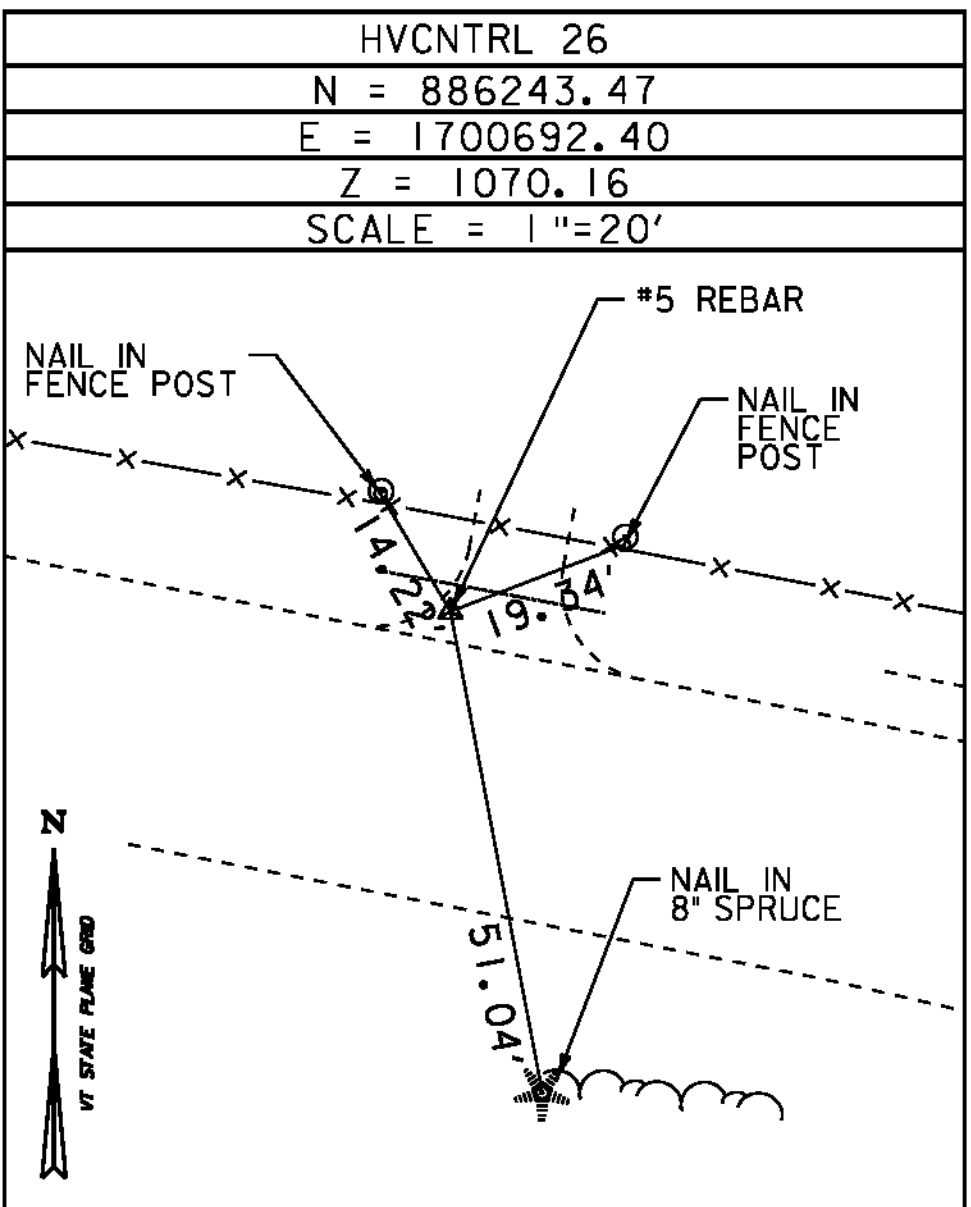
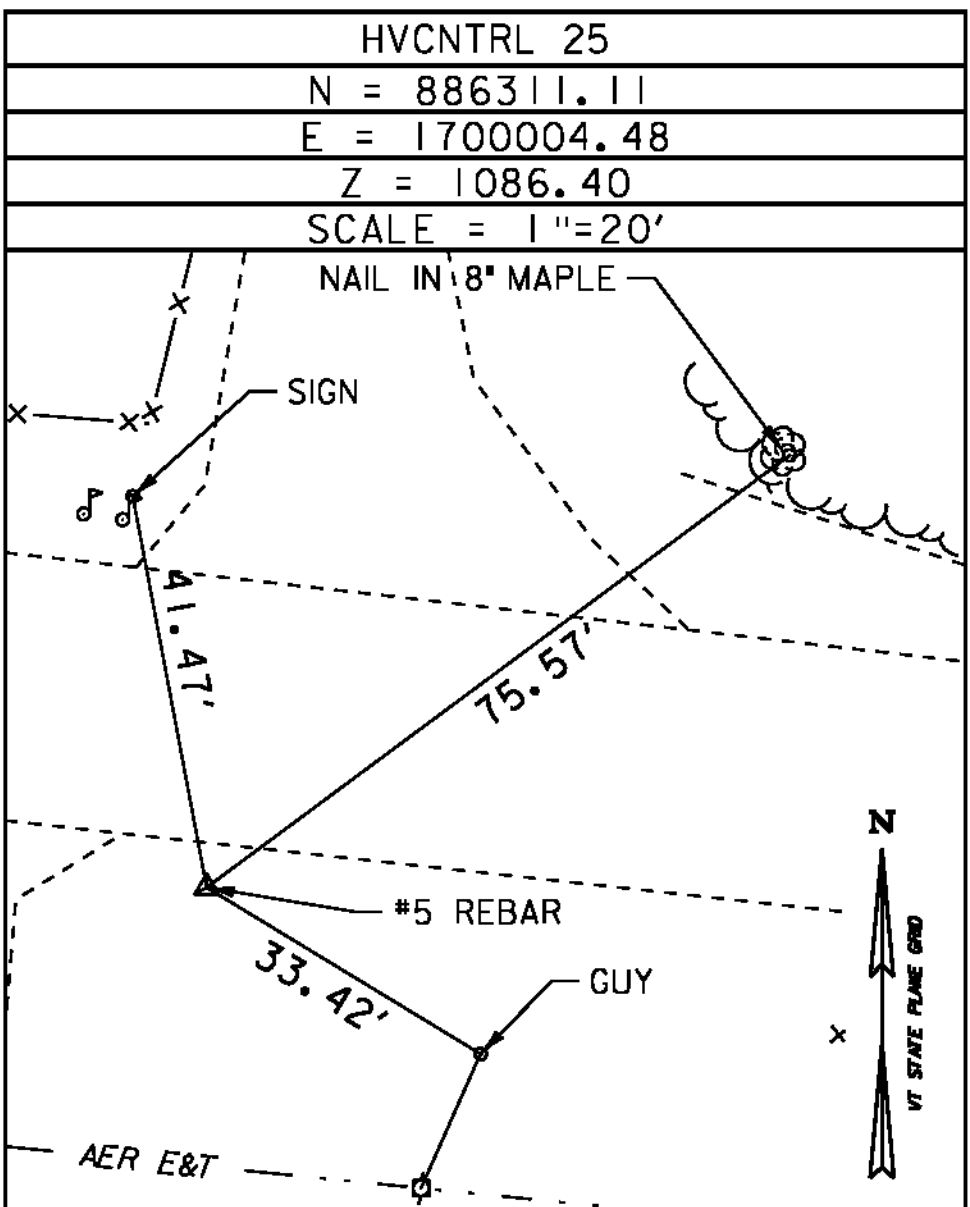
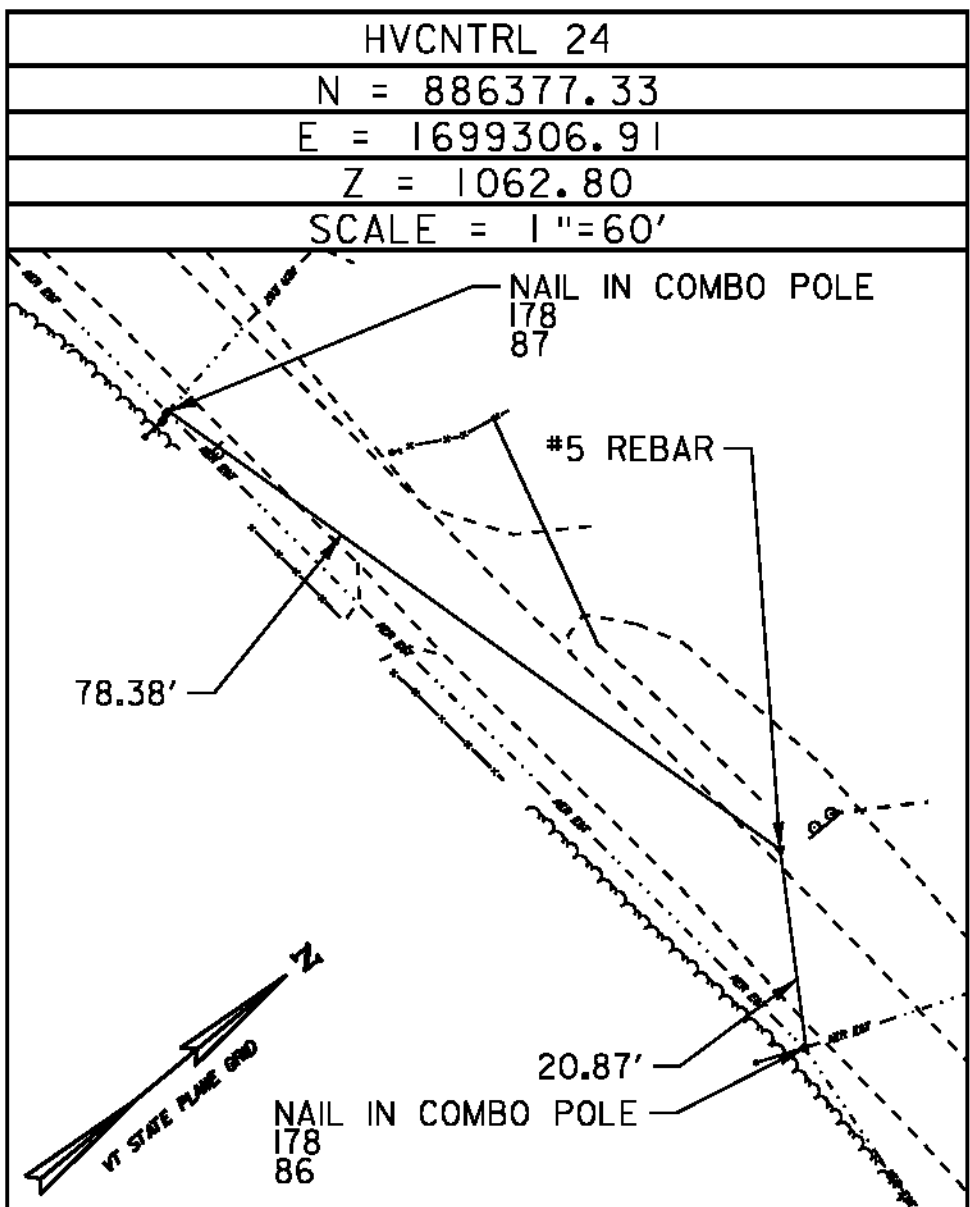
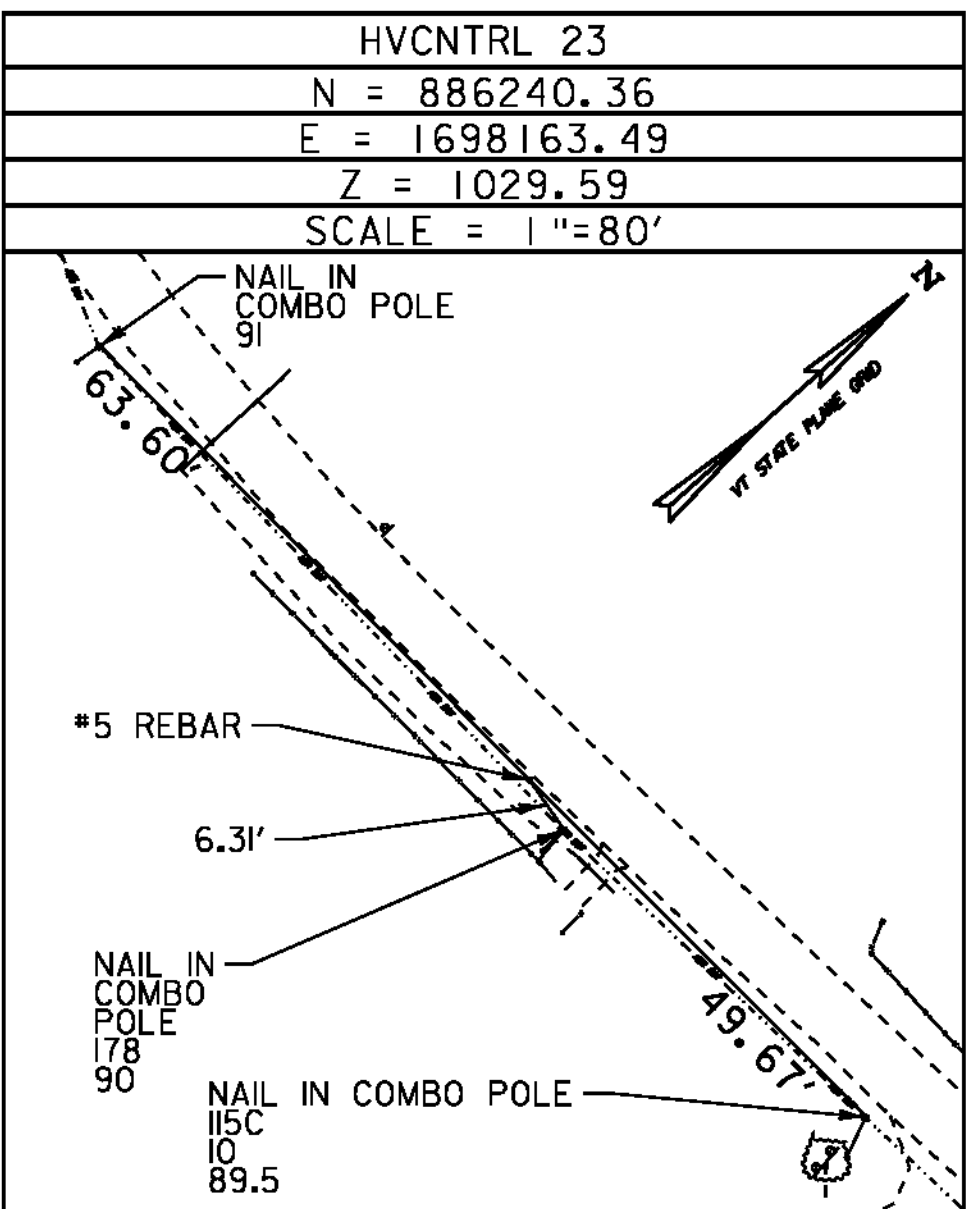
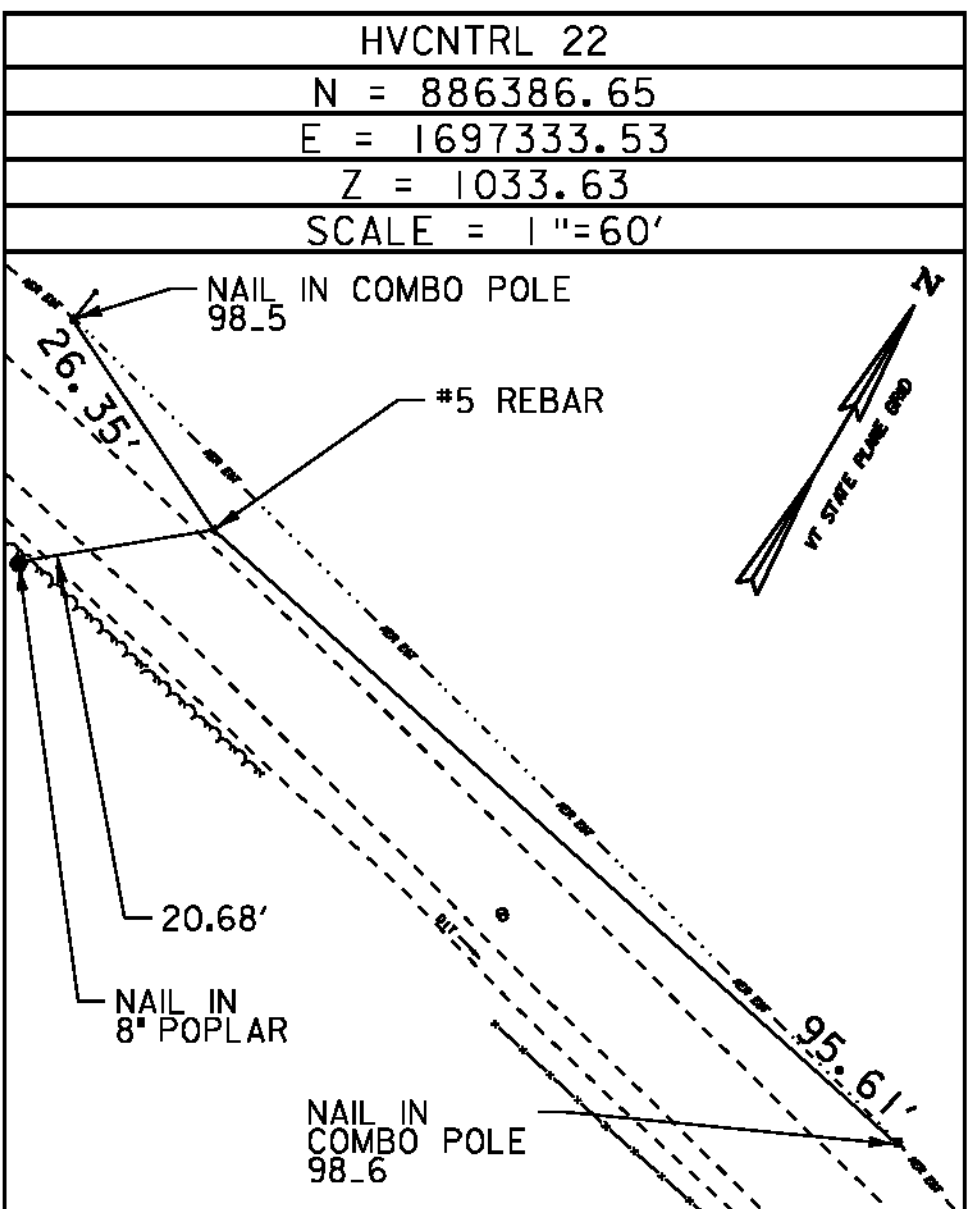
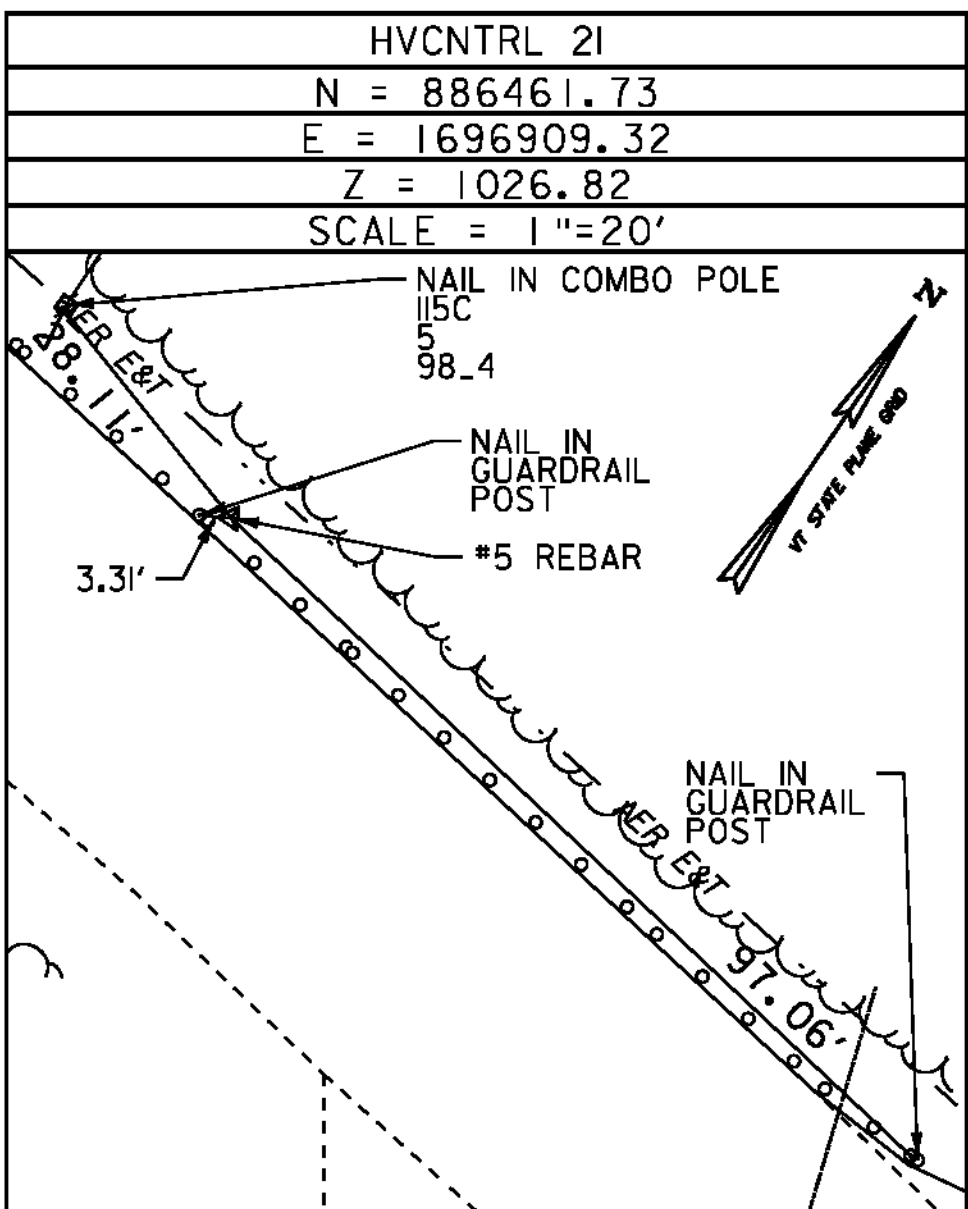
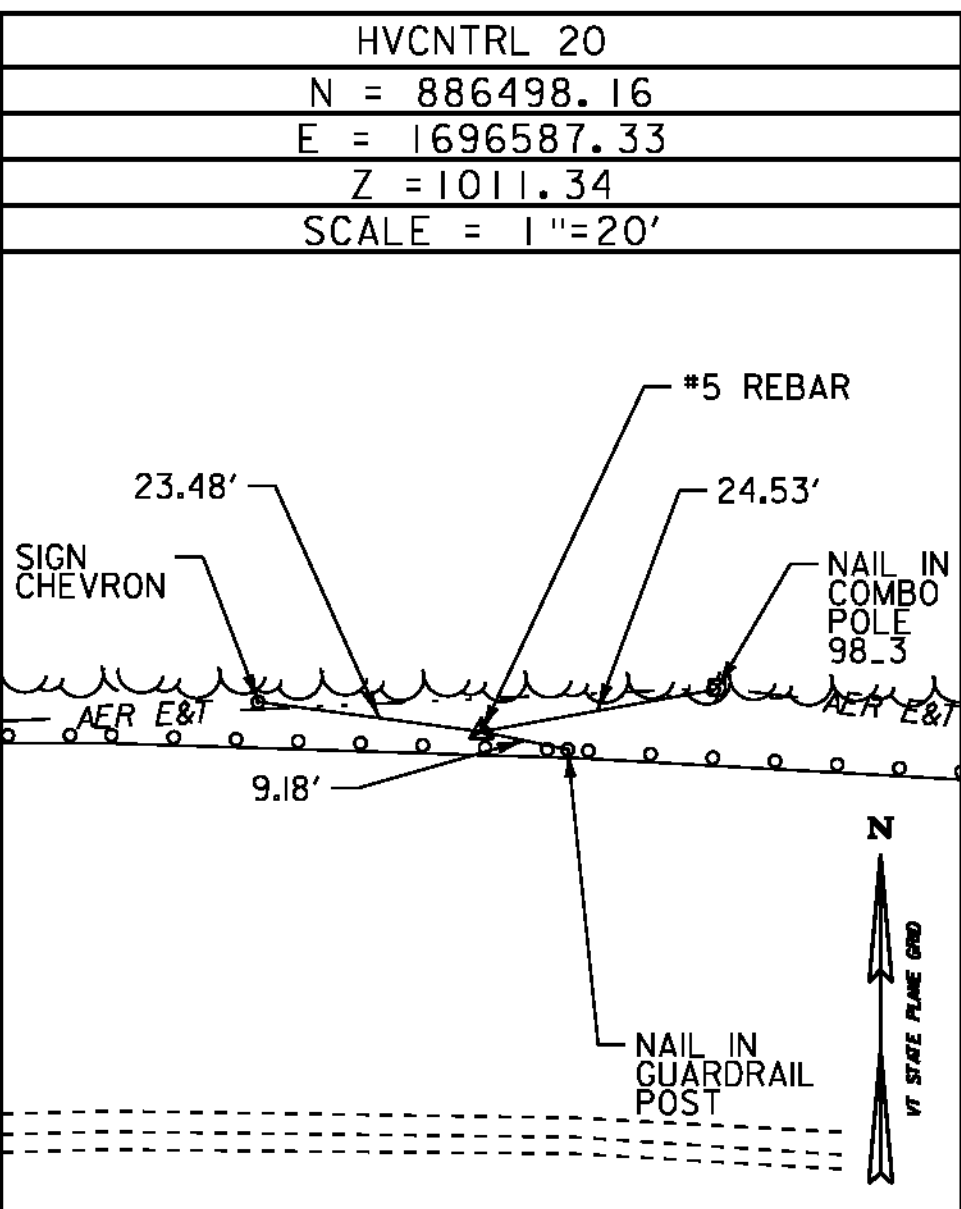
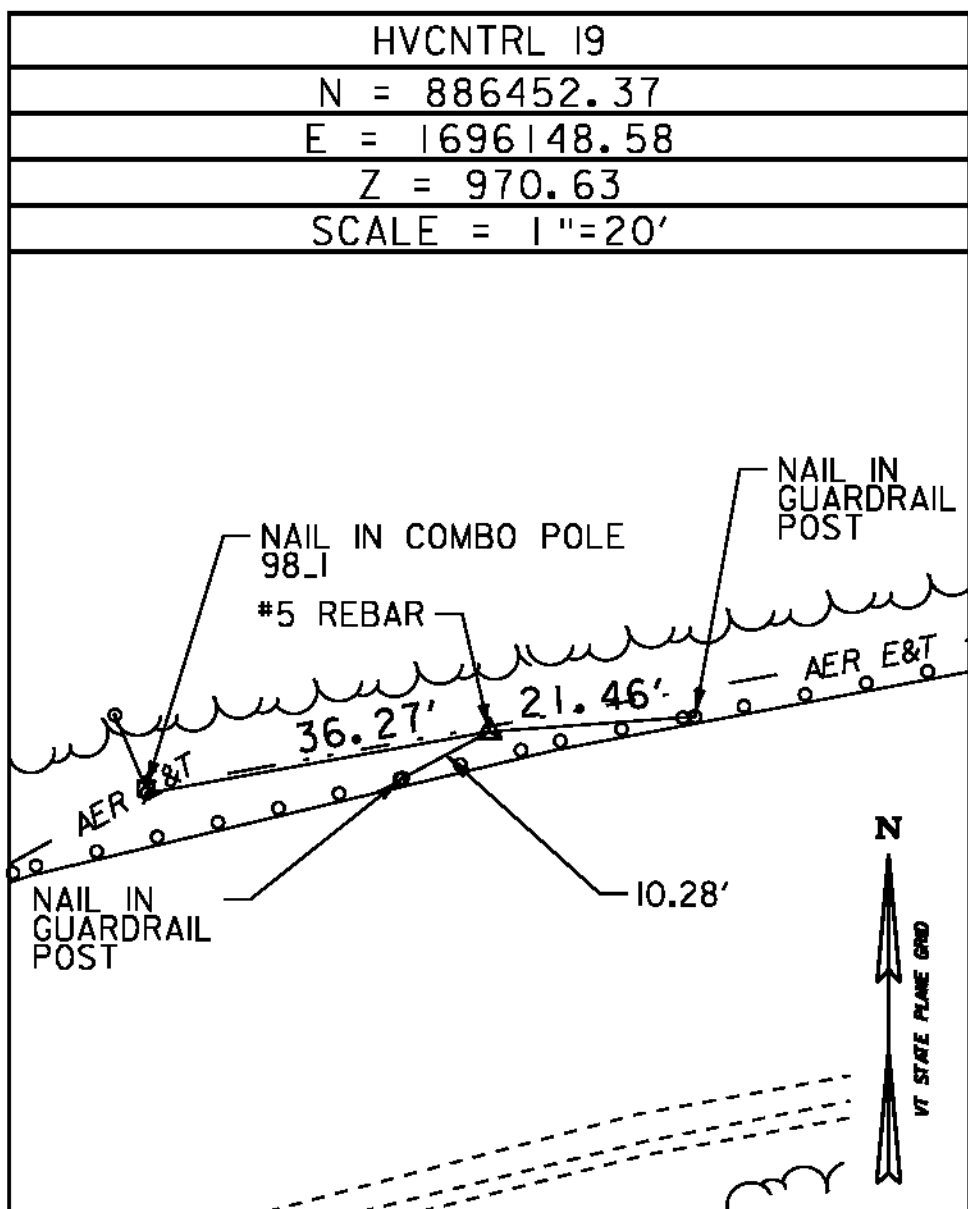
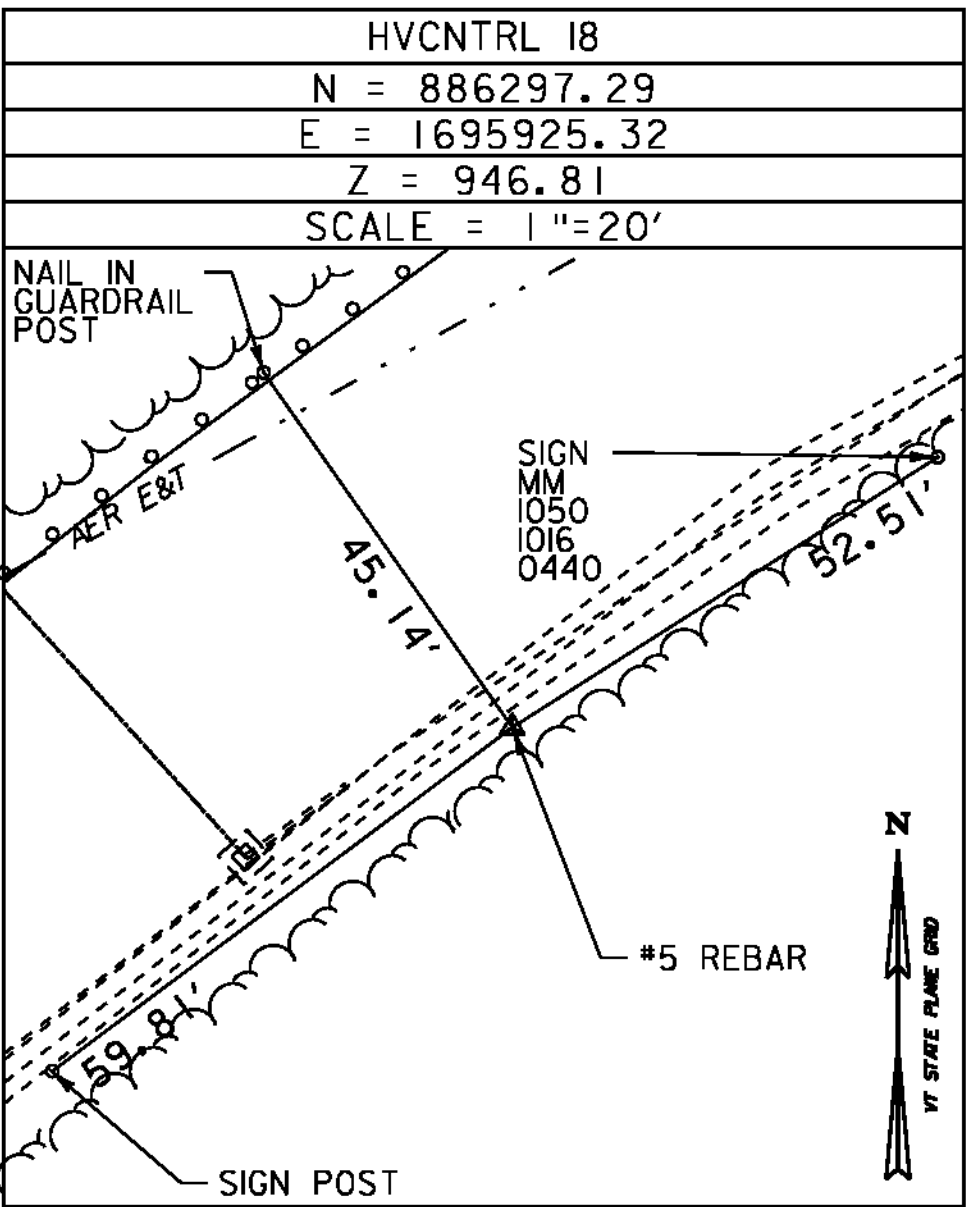
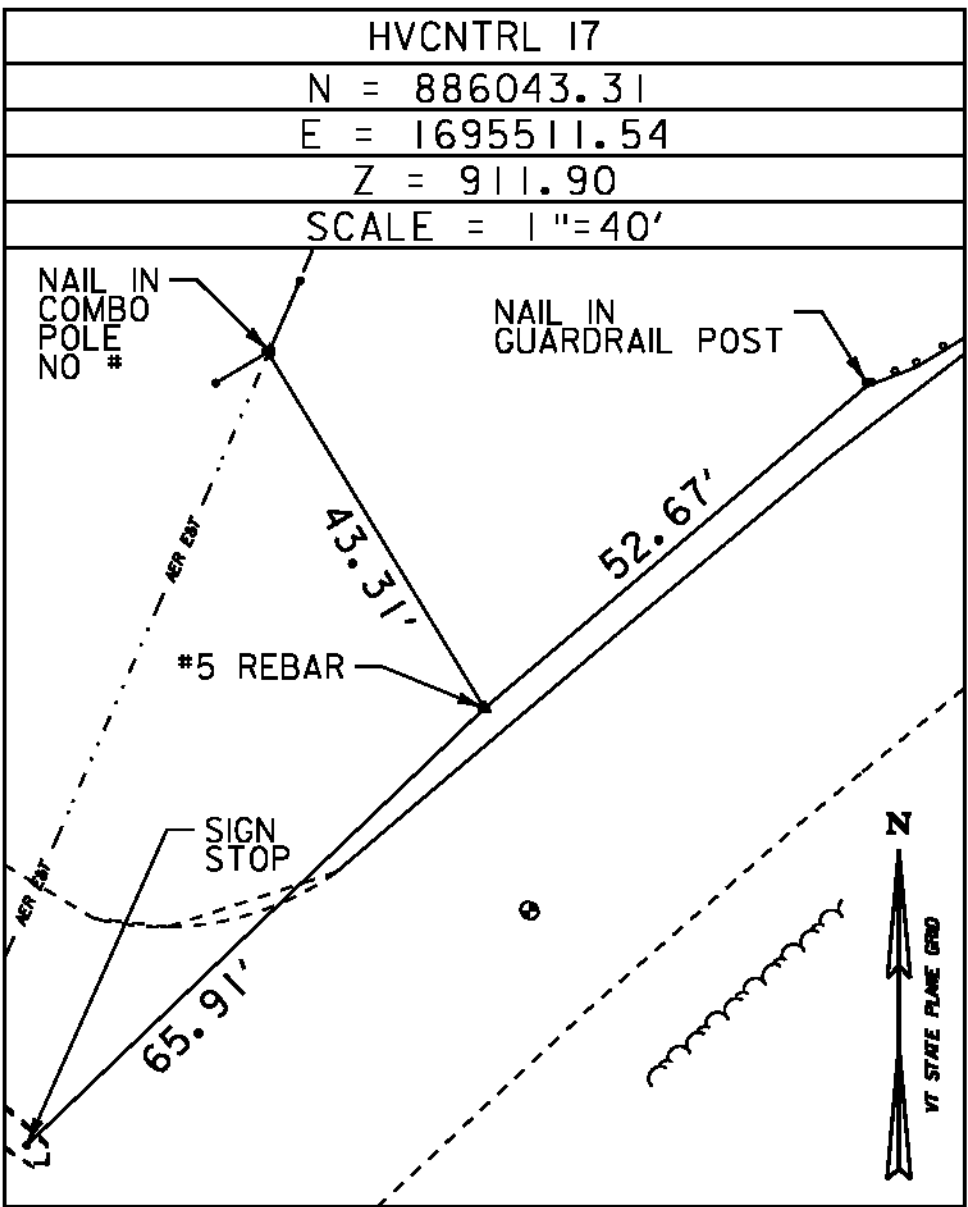
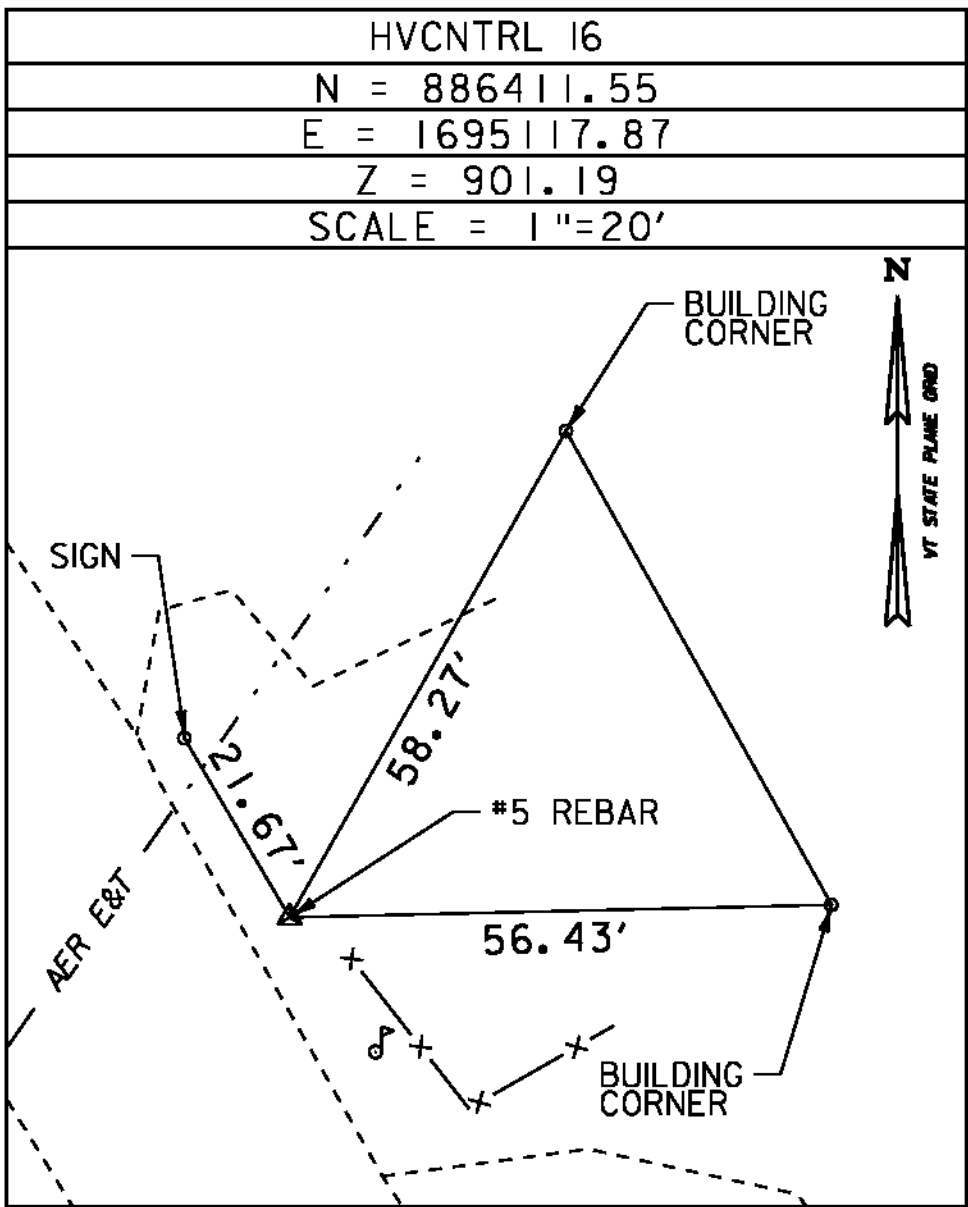
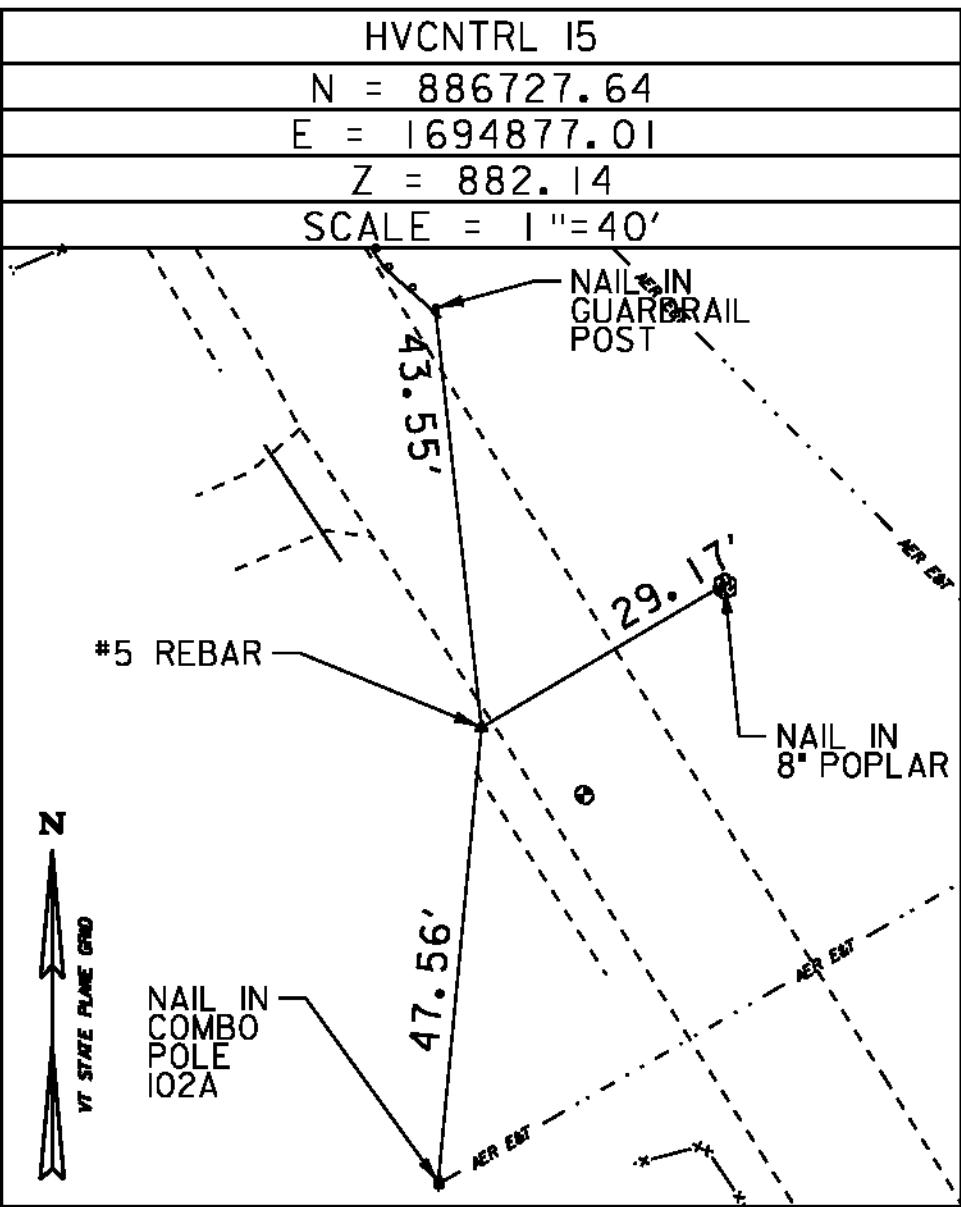
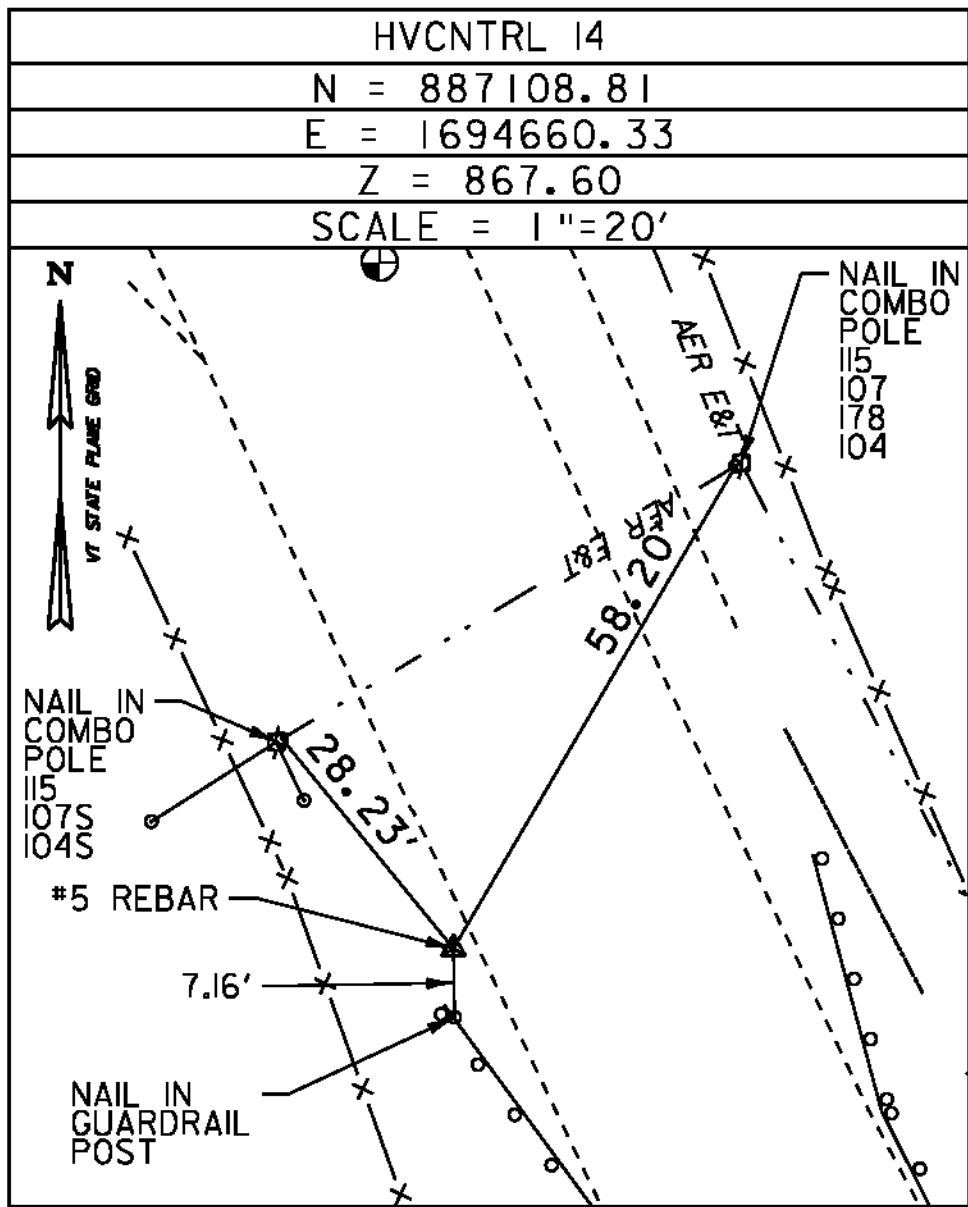
TO REACH FROM THE INTERSECTION OF VANCE HILL RD (TOWN HIGHWAY #3), CROSS ST (TOWN HIGHWAY #1) AND VERMONT ROUTE 105 HEAD WEST ALONG VERMONT ROUTE 105 A DISTANCE OF APPROXIMATELY 0.018 MI (93 FT). TURN LEFT AND GO TO THE BITUMINOUS SIDEWALK. THE POINT IS LOCATED BETWEEN THE BITUMINOUS SIDEWALK AND A ROW OF WOODEN FENCE POSTS APPROXIMATELY 1 FT (12 INCHES) TO THE OUTSIDE OF THE BITUMINOUS SIDEWALK. THE POINT IS NORTH OF THE CROSS RD STREET SIGN AND SOUTH OF A PAVED DRIVE AND GAS STATION PUMPS. THE MARK IS SET FLUSH WITH THE GROUND SURFACE ON A # 5 REBAR.

DATUM	
VERTICAL	NAVD 88
HORIZONTAL	NAD 83
ADJUSTMENT	

TIE SHEET 1

PROJECT NAME:	NEWPORT-COVENTRY-NEWPORT
PROJECT NUMBER:	STP 2802(1)
FILE NAME:	08b158.dgn
PROJECT LEADER:	CDL
DESIGNED BY:	BMB
PLOT FILE:	08b158-18.1
PLOT DATE:	8/3/2011
DRAWN BY:	BMB
CHECKED BY:	EPD
SHEET	18 OF 134

CONTROL TIES

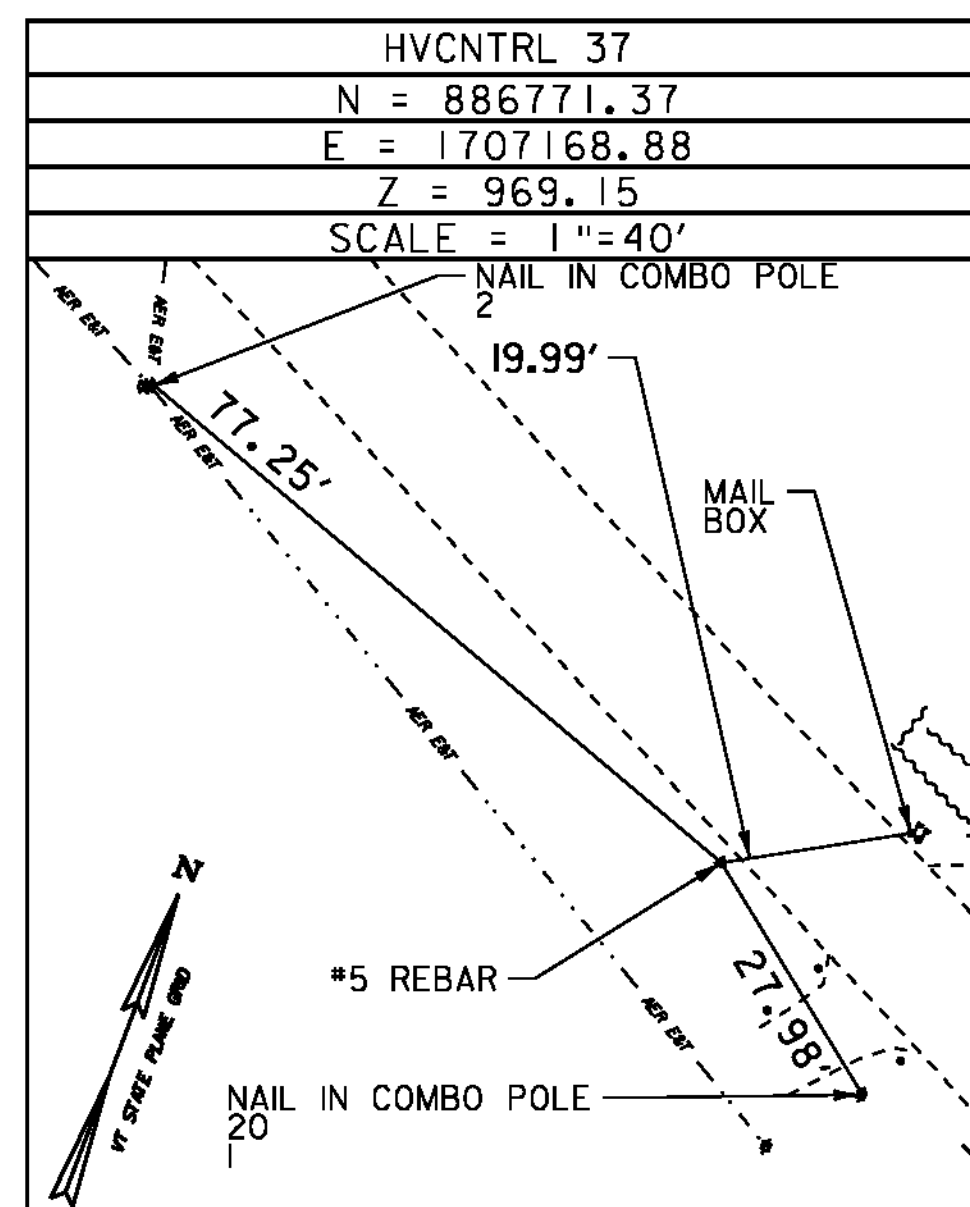


DATUM
VERTICAL NAVD 88
HORIZONTAL NAD 83
ADJUSTMENT

TIE SHEET 2

PROJECT NAME: NEWPORT-COVENTRY-NEWPORT
PROJECT NUMBER: STP 2802(1)
FILE NAME: 08b158.dgn
PROJECT LEADER: CDL
DESIGNED BY: BMB
PLOT FILE: 08b158-19.1
PLOT DATE: 8/3/2011
DRAWN BY: BMB
CHECKED BY: EPD
SHEET 19 OF 134

DATUM
VERTICAL NAVD 88
HORIZONTAL NAD 83
ADJUSTMENT _____



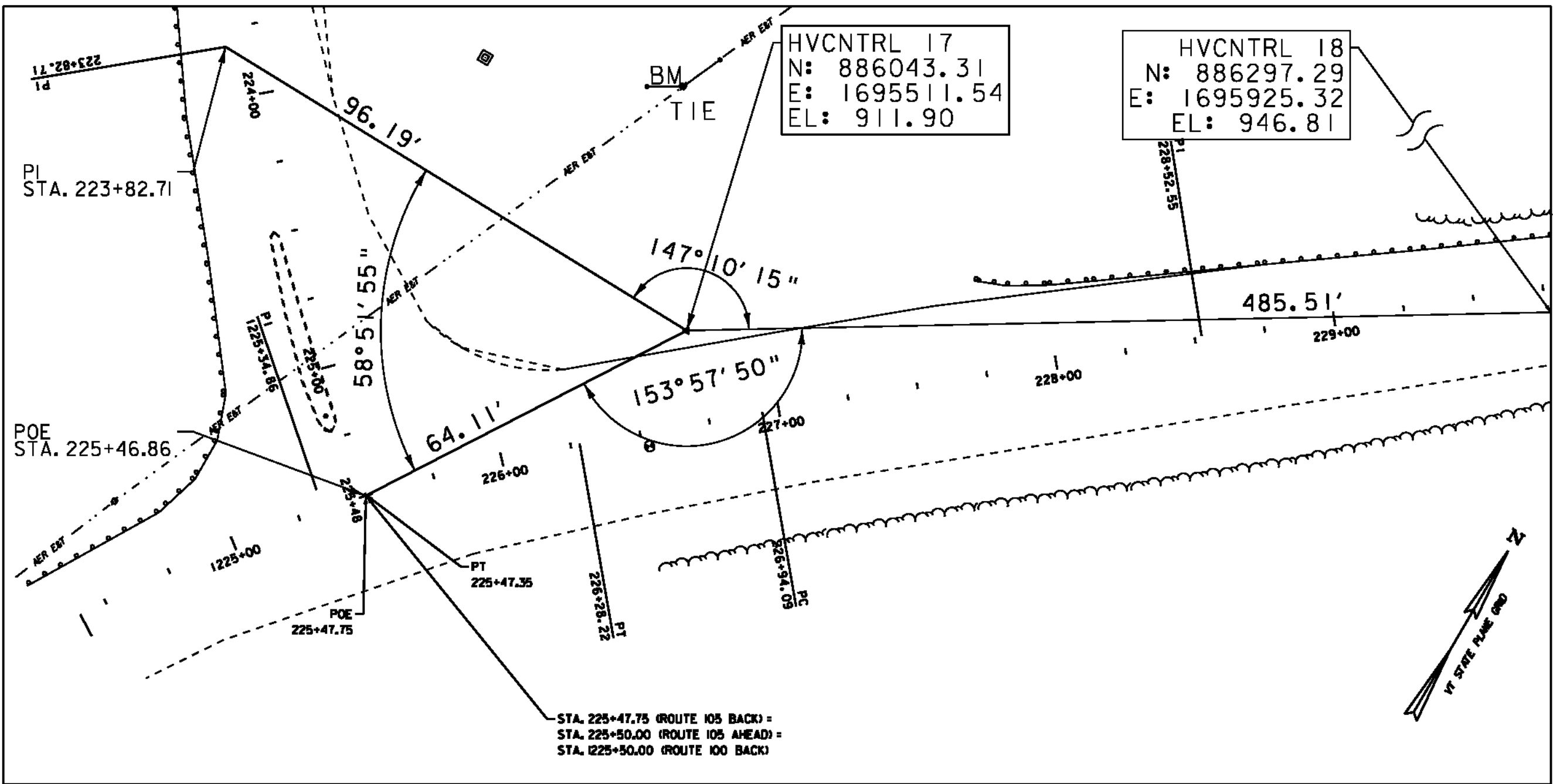
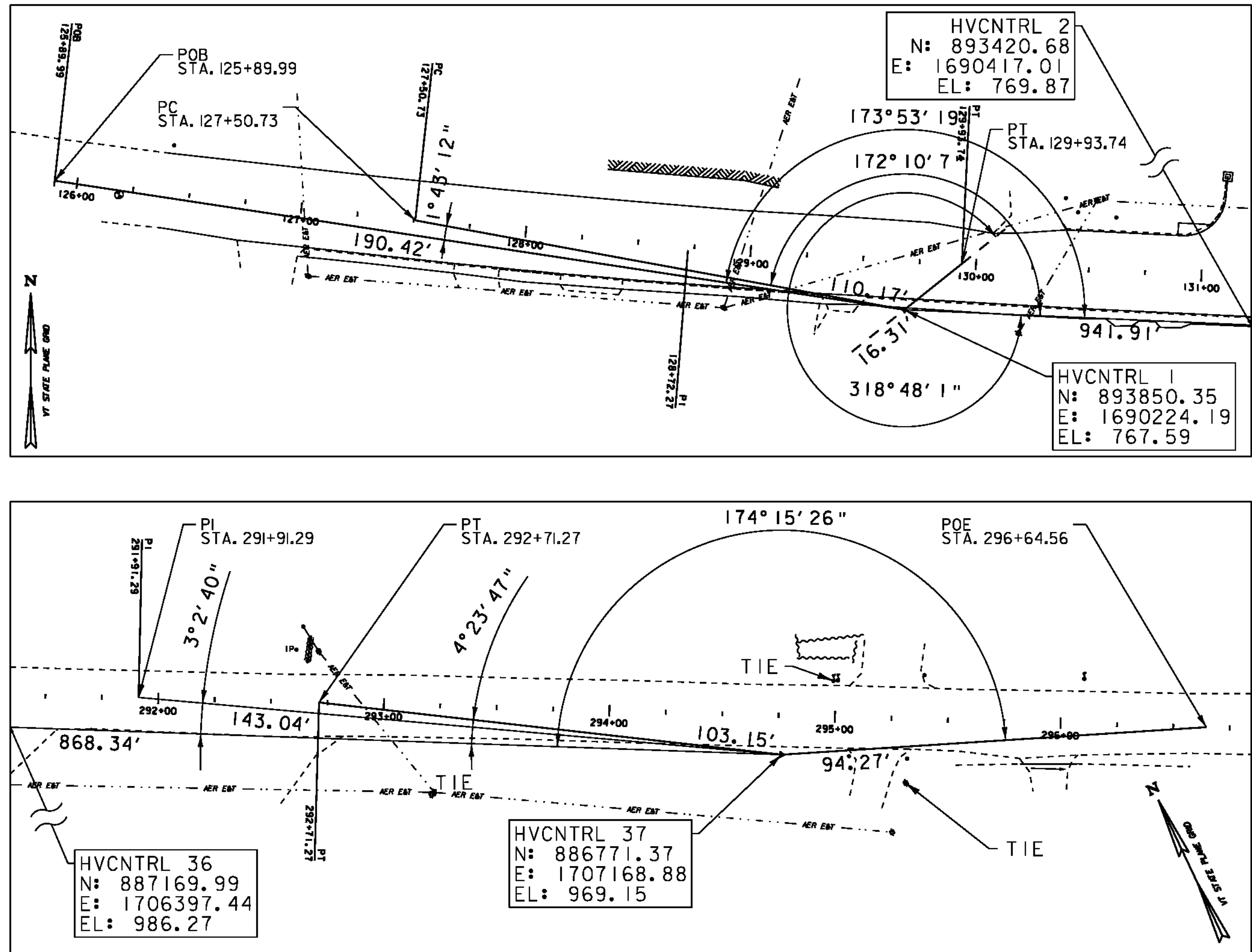
TIE SHEET 3

PROJECT NAME:	NEWPORT-COVENTRY-NEWPORT		
PROJECT NUMBER:	STP 2802(I)		
FILE NAME:	08b158.dgn	PLOT DATE:	8/3/2011
PROJECT LEADER:	CDL	DRAWN BY:	BMB
DESIGNED BY:	BMB	CHECKED BY:	EPD
PLOT FILE:	08b158-20.i	SHEET	20 OF 134

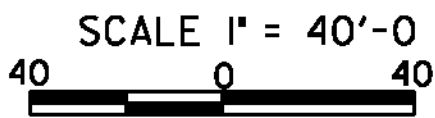
PI COORDINATES

PI	STATION	NORTHING	EASTING	PI	STATION	NORTHING	EASTING	PI	STATION	NORTHING	EASTING	PI	STATION	NORTHING	EASTING
1	STA. 128+72.27	893947.88	1690204.61	11	STA. 186+40.76	889317.71	1693518.47	21	STA. 232+94.74	886408.72	1696017.03	31	STA. 22+04.82	885691.37	1702471.06
2	STA. 135+34.11	893342.70	1690472.73	12	STA. 191+28.61	888889.07	1693751.41	22	STA. 238+01.55	886496.12	1696523.26	32	STA. 26+59.90	885685.29	1702931.24
3	STA. 142+91.77	892852.06	1691056.90	13	STA. 196+91.43	888407.67	1694043.16	23	STA. 244+85.82	886404.69	1697204.68	33	STA. 31+60.07	885693.24	1703431.35
4	STA. 145+87.16	892666.66	1691286.86	14	STA. 199+99.78	888147.70	1694209.00	24	STA. 251+79.43	886231.62	1697877.21	34	STA. 39+45.75	886387.08	1703906.16
5	STA. 152+39.79	892245.74	1691785.62	15	STA. 204+01.07	887803.11	1694414.69	25	STA. 261+06.42	886312.58	1698805.27	35	STA. 44+05.28	886804.12	1704100.90
6	STA. 161+91.89	891445.09	1692305.56	16	STA. 211+39.12	887106.10	1694661.63	26	STA. 268+40.95	886383.73	1699536.34	36	STA. 49+91.70	887270.24	1704458.73
7	STA. 167+54.38	890956.68	1692584.93	17	STA. 223+82.71	886047.63	1695319.21	27	STA. 275+54.56	886301.76	1700247.23	37	STA. 55+37.00	887254.08	1705063.23
8	STA. 174+71.59	890337.11	1692946.21	18	STA. 1223+71.20	885788.64	1695340.10	28	STA. 0+96.96	886270.57	1700453.31	38	STA. 281+12.18	887228.30	1705901.73
9	STA. 180+33.95	889847.29	1693222.49	19	STA. 1225+34.86	885928.03	1695426.59	29	STA. 2+96.66	886234.63	1700649.76	39	STA. 285+47.78	887203.05	1706336.61
10	STA. 183+66.23	889560.68	1693390.60	20	STA. 228+52.55	886134.11	1695670.41	30	STA. 12+41.80	886054.40	1701577.56	40	STA. 291+91.29	886916.00	1706922.07

ALIGNMENT TIES



DATUM	
VERTICAL	NAVD 88
HORIZONTAL	NAD 83
ADJUSTMENT	



TIE SHEET 4

PROJECT NAME:	NEWPORT-COVENTRY-NEWPORT
PROJECT NUMBER:	STP 2802(I)
FILE NAME:	08b158.dgn
PROJECT LEADER:	CDL
DESIGNED BY:	BMB
PLOT FILE:	08b158-21.i
PLOT DATE:	8/3/2011
DRAWN BY:	BMB
CHECKED BY:	EPD
SHEET	21 OF 134

Element	Type	Station	Elevation	Length	Entrance Grade	Exit Grade	K	Middle Ordinate	SSD/HSD
Linear	POB	126+39.99	751.10	72.57	6.17%				
	POVT	126+50.00	751.72						
	POVT	127+00.00	754.81						
	PVC	127+12.56	755.58						
Symmetrical Parabola	PVC	127+12.56	755.58	490	6.17%	-0.68%	71.48	-4.2	392.77
	POVC	127+50.00	757.80						
	POVC	128+00.00	760.44						
	POVC	128+50.00	762.74						
	POVC	129+00.00	764.69						
	POVC	129+50.00	766.29						
	PVI	129+57.56	770.70						
	POVC	130+00.00	767.54						
	POVC	130+50.00	768.44						
	POVC	131+00.00	768.99						
	POVC	131+50.00	769.19						
	VHIGH	131+53.63	769.19						
	POVC	132+00.00	769.04						
	PVT	132+02.56	769.02						
	PVT	132+02.56	769.02						
Linear	POVT	132+50.00	768.70	68.95	-0.68%				
	PVC	132+71.52	768.55						
Symmetrical Parabola	PVC	132+71.52	768.55	85	-0.68%	0.43%	76.25	0.12	
	POVC	133+00.00	768.41						
	PVI	133+14.02	768.26						
	VLOW	133+23.72	768.37						
	POVC	133+50.00	768.42						
	PVT	133+56.52	768.44						
Linear	PVT	133+56.52	768.44	68.21	0.43%				
	POVT	134+00.00	768.63						
	PVC	134+24.73	768.74						
Symmetrical Parabola	PVC	134+24.73	768.74	160	0.43%	-2.15%	62.11	-0.52	498.9
	POVC	134+50.00	768.79						
	VHIGH	134+51.44	768.79						
	POVC	135+00.00	768.60						
	PVI	135+04.73	769.08						
	POVC	135+50.00	768.01						
Linear	PVT	135+84.73	767.36	82.51	-2.15%				
	PVT	135+84.73	767.36						
	POVT	136+00.00	767.04						
	POVT	136+50.00	765.96						
Symmetrical Parabola	PVC	136+67.24	765.59	235	-2.15%	3.76%	39.82	1.73	
	PVC	136+67.24	765.59						
	POVC	137+00.00	765.03						
	POVC	137+50.00	764.68						
	VLOW	137+52.70	764.68						
	PVI	137+84.74	763.07						
	POVC	138+00.00	764.96						
	POVC	138+50.00	765.87						
	POVC	139+00.00	767.40						
	PVT	139+02.24	767.49						
Linear	PVT	139+02.24	767.49	66.91	3.76%				
	POVT	139+50.00	769.28						
Symmetrical Parabola	PVC	139+89.15	770.00	150	3.76%	0.33%	43.78	-0.64	390
	PVC	139+89.15	770.00						
	POVC	140+00.00	771.05						
	PVI	140+44.15	772.81						
	POVC	140+50.00	772.29						
	POVC	141+00.00	772.96						
Linear	PVT	141+19.15	773.06	5.84	0.33%				
	PVT	141+19.15	773.06						
Symmetrical Parabola	PVC	141+24.99	773.08	500	0.33%	1.15%	611.2	0.51	
	PVC	141+24.99	773.08						
	POVC	141+50.00	773.17						
	POVC	142+00.00	773.37						
	POVC	142+50.00	773.62						
	POVC	143+00.00	773.91						
	POVC	143+50.00	774.24						
	PVI	143+74.99	773.91						
	POVC	144+00.00	774.61						
	POVC	144+50.00	775.02						
	POVC	145+00.00	775.47						
	POVC	145+50.00	775.96						
	POVC	146+00.00	776.49						
	PVT	146+24.99	776.78						

Element	Type	Station	Elevation	Length	Entrance Grade	Exit Grade	K	Middle Ordinate	SSD/HSD
Linear	PVT	146+24.99	776.78	39.74	1.15%				
	POVT	146+50.00	777.06						
	PVC	146+64.73	777.23						
	PVC	146+64.73	777.23						
Symmetrical Parabola	PVI	146+89.73	777.52	50	1.15%	1.86%	70.68	0.04	
	POVC	147+00.00	777.72						
	PVT	147+14.73	777.98						
	PVT	147+14.73	777.98						
Linear	POVT	147+50.00	778.64	105.84	1.86%				
	POVT	148+00.00	779.56						
	PVC	148+20.57	779.95						
	PVC	148+20.57	779.95						
Symmetrical Parabola	POVC	148+50.00	780.40	160	1.86%	-1.50%	47.65	-0.67	401.4
	POVC	149+00.00	780.76						
	PVI	149+00.57	781.43						
	VHIGH	149+08.97	780.77						
	POVC	149+50.00	780.59						
	PVT	149+80.57	780.23						
	PVT	149+80.57	780.23						
	POVT	150+00.00	779.94						
Linear	PVC	150+22.94	779.59	42.37	-1.50%				
	PVC	150+22.94	779.59						
	POVC	150+50.00	779.26						
	PVI	150+80.44	779.03						
Symmetrical Parabola	VLOW	150+91.35	779.08	75	-1.50%	0.14%	45.53	0.15	
	PVT	150+97.94	779.08						
	PVT	150+97.94	779.08						
	POVT	151+00.00	779.08						
Linear	POVT	151+50.00	779.16	178.67	0.14%				
	POVT	152+00.00	779.23						
	POVT	152+50.00	779.30						
	PVC	152+76.61	779.34						
	PVC	152+76.61	779.34						
	VHIGH	152+81.34	779.34						
Symmetrical Parabola	POVC	153+00.00	779.29	75	0.14%	-2.15%	32.69	-0.22	507.79
	PVI	153+14.11	779.39						
	POVC	153+50.00	778.62						
	PVT	153+51.61	778.59						
	PVT	153+51.61	778.59						
	POVT	154+00.00	777.55						
Linear	PVC	154+00.63	777.53	49.03	-2.15%				
	PVC	154+00.63	777.53						
	PVI	154+00.63	776.67						
	POVC	154+50.00	776.81						
Symmetrical Parabola	VLOW	154+79.00	776.69	80	-2.15%	0.04%	36.45	0.22	
	PVT	154+80.63	776.69						
	PVT	154+80.63	776.69						
	PVC	154+82.42	776.69						
Linear	PVC	154+82.42	776.69	1.78	0.04%				
	POVC	155+00.00	776.72						
	POVC	155+50.00	776.95						
	PVI	155+57.42	776.73						
Symmetrical Parabola	POVC	156+00.00	777.42	150	0.04%	1.51%	102.4	0.27	
	PVT	156+32.42	777.86						
	PVT	156+32.42	777.86						
	POVT	156+50.00	778.12						
Linear	POVT	157+00.00	778.88	90.72	1.51%				
	PVC	157+23.14	779.23						
	PVC	157+23.14	779.23						
	POVC	157+50.00	779.66						
Symmetrical Parabola	POVC	158+00.00	780.63	450	1.51%	5.22%	121.2	2.09	
	POVC	158+50.00	781.81						
	POVC	159+00.00	783.19						
	PVI	159+48.14	782.63						
	POVC	159+50.00	784.78						
	POVC	160+00.00	786.57						
	POVC	160+50.00	788.57						
	POVC	161+00.00	790.78						
	POVC	161+50.00	793.19						
	PVT	161+73.14	794.37						
	PVT	161+73.14	794.37						
	Linear	POVT	162+00.00						
POVT		162+50.00	798.39						
PVC		162+64.28	799.13						
PVC		162+64.28	799.13						

Element	Type	Station	Elevation	Length	Entrance Grade	Exit Grade	K	Middle Ordinate	SSD/HSD
Linear	PVT	182+93.74	835.48	123.84	0.00%				
	POVT	183+00.00	835.48						
	POVT	183+50.00	835.49						
	POVT	184+00.00	835.49						
	PVC	184+17.58	835.49						
Symmetrical Parabola	PVC	184+17.58	835.49	300	0.00%	4.00%	74.97	1.5	
	POVC	184+50.00	835.56						
	POVC	185+00.00	835.94						
	POVC	185+50.00	836.66						
	PVI	185+67.58	835.49						
	POVC	186+00.00	837.71						
	POVC	186+50.00	839.10						
	POVC	187+00.00	840.81						
Linear	PVT	187+17.58	841.50	37.07	4.00%				
	POVT	187+50.00	842.80						
	PVC	187+54.65	842.98						
	PVC	187+54.65	842.98						
Symmetrical Parabola	POVC	188+00.00	844.56	150	4.00%	0.52%	43.11	-0.65	385.12
	PVI	188+29.65	845.99						
	POVC	188+50.00	845.75						
	POVC	189+00.00	846.35						
	PVT	189+04.65	846.38						
Linear	PVT	189+04.65	846.38	5.85	0.52%				
	PVC	189+10.50	846.41						
	PVC	189+10.50	846.41						
	POVC	189+50.00	846.64						
Symmetrical Parabola	POVC	190+00.00	846.99	565	0.52%	2.05%	371.1	1.08	
	POVC	190+50.00	847.40						
	POVC	191+00.00	847.89						
	POVC	191+50.00	848.44						
	PVI	191+93.00	847.89						
	POVC	192+00.00	849.06						
	POVC	192+50.00	849.74						
	POVC	193+00.00	850.50						
	POVC	193+50.00	851.32						
	POVC	194+00.00	852.21						
	POVC	194+50.00	853.16						
	PVT	194+75.50	853.68						
Linear	PVT	194+75.50	853.68	272	2.05%				
	POVT	195+00.00	854.18						
	POVT	195+50.00	855.20						
	POVT	196+00.00	856.22						
	POVT	196+50.00	857.25						
	POVT	197+00.00	858.27						
Symmetrical Parabola	PVC	197+47.50	859.24	225	2.05%	4.03%	113.4	0.56	
	PVC	197+47.50	859.24						
	POVC	197+50.00	859.30						
	POVC	198+00.00	860.44						
	POVC	198+50.00	861.81						
	PVI	198+60.00	861.55						
	POVC	199+00.00	863.39						
	POVC	199+50.00	865.20						
	PVT	199+72.50	866.08						
	PVT	199+72.50	866.08						
Linear	POVT	200+00.00	867.19	311.9	4.03%				
	POVT	200+50.00	869.21						
	POVT	201+00.00	871.22						
	POVT	201+50.00	873.24						
	POVT	202+00.00	875.26						
	POVT	202+50.00	877.27						
	PVC	202+84.40	878.66						
Symmetrical Parabola	PVC	202+84.40	878.66	480	4.03%	-3.90%	60.51	-4.76	361.39
	POVC	203+00.00	879.27						
	POVC	203+50.00	880.95						
	POVC	204+00.00	882.22						
	POVC	204+50.00	883.07						
	POVC	205+00.00	883.51						
	PVI	205+24.40	888.34						
	VHIGH	205+28.40	883.58						
	POVC	205+50.00	883.54						
	POVC	206+00.00	883.16						
	POVC	206+50.00	882.36						
	POVC	207+00.00	881.15						
	POVC	207+50.00	879.52						
	PVT	207+64.40	878.98						

Element	Type	Station	Elevation	Length	Entrance Grade	Exit Grade	K	Middle Ordinate	SSD/HSD
Linear	PVT	207+64.40	878.98	215.02	-3.90%				
	POVT	208+00.00	877.59						
	POVT	208+50.00	875.64						
	POVT	209+00.00	873.69						
	POVT	209+50.00	871.74						
	PVC	209+79.42	870.59						
	PVC	209+79.42	870.59						
Symmetrical Parabola	POVC	210+00.00	869.84	340	-3.90%	4.12%	42.39	3.41	
	POVC	210+50.00	868.43						
	POVC	211+00.00	867.60						
	VLOW	211+44.74	867.37						
	PVI	211+49.42	863.96						
	POVC	211+50.00	867.37						
	POVC	212+00.00	867.73						
	POVC	212+50.00	868.68						
	POVC	213+00.00	870.21						
PVT	213+19.42	870.97	120.94	4.12%					
PVT	213+19.42	870.97							
POVT	213+50.00	872.23							
POVT	214+00.00	874.29							
PVC	214+40.36	875.95							
Symmetrical Parabola	PVC	214+40.36	875.95	150	4.12%	6.43%	65.05	0.43	
	POVC	214+50.00	876.36						
	POVC	215+00.00	878.68						
	PVI	215+15.36	879.04						
Linear	POVC	215+50.00	881.39	82.41	6.43%				
	PVT	215+90.36	883.86						
	PVT	215+90.36	883.86						
	POVT	216+00.00	884.48						
	POVT	216+50.00	887.69						
Symmetrical Parabola	PVC	216+72.77	889.16	340	6.43%	1.24%	65.53	-2.21	377.98
	PVC	216+72.77	889.16						
	POVC	217+00.00	890.85						
	POVC	217+50.00	893.67						
	POVC	218+00.00	896.10						
	PVI	218+42.77	900.08						
	POVC	218+50.00	898.15						
	POVC	219+00.00	899.82						
	POVC	219+50.00	901.11						
	POVC	220+00.00	902.02						
Linear	PVT	220+12.77	902.19	91.9	1.24%				
	PVT	220+12.77	902.19						
	POVT	220+50.00	902.65						
	POVT	221+00.00	903.27						
Symmetrical Parabola	PVC	221+04.67	903.32	140	1.24%	2.81%	89.08	0.28	
	PVC	221+04.67	903.32						
	POVC	221+50.00	904.00						
	PVI	221+74.67	904.19						
	POVC	222+00.00	905.01						
Linear	PVT	222+44.67	906.16	63.67	2.81%				
	PVT	222+44.67	906.16						
	POVT	222+50.00	906.31						
	POVT	223+00.00	907.71						
	PVC	223+08.34	907.95						
Symmetrical Parabola	PVC	223+08.34	907.95	175	2.81%	-0.03%	61.56	-0.62	467.12
	POVC	223+50.00	908.98						
	PVI	223+95.84	910.41						
	POVC	224+00.00	909.84						
	POVC	224+50.00	910.30						
	VHIGH	224+81.30	910.38						
Linear	PVT	224+83.34	910.38	1.85	-0.03%				
	PVT	224+83.34	910.38						
	PVC	224+85.19	910.38						
Symmetrical Parabola	PVC	224+85.19	910.38	25	-0.03%	-2.00%	12.71	-0.06	561.17
	PVI	224+97.69	910.37						
	POVC	225+00.00	910.28						
Linear	PVT	225+10.19	910.12	37.56	-2.00%				
	PVT	225+10.19	910.12						
	POE	225+47.75	909.37						

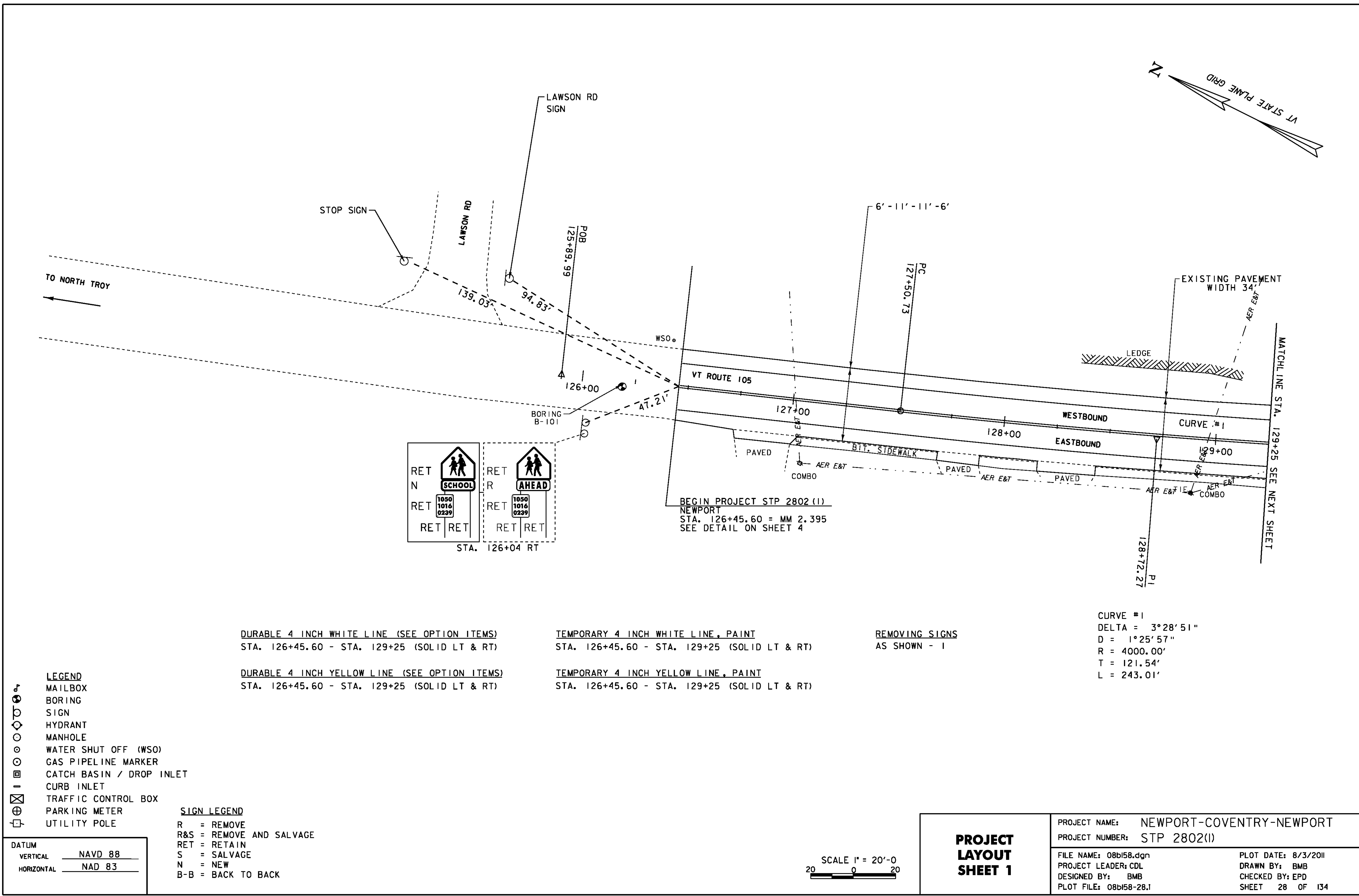
Element	Type	Station	Elevation	Length	Entrance Grade	Exit Grade	K	Middle Ordinate	SSD/HSD
Linear	POB	1223+02.10	907.19	22.9	0.16%				
	PVC	1223+25.00	907.23						
	PVC	1223+25.00	907.23						
Symmetrical Parabola	POVC	1223+50.00	907.29	100	0.16%	0.94%	127.93	0.1	
	PVI	1223+75.00	907.31						
	POVC	1224+00.00	907.56						
	PVT	1224+25.00	907.77						
	PVT	1224+25.00	907.77						
Linear	PVC	1224+50.00	908.01	25	0.94%				
	PVC	1224+50.00	908.01						
Symmetrical Parabola	PVI	225+00.00	908.48	100	0.94%	1.85%	109.84	0.11	
	POVC	225+00.00	908.59						
	PVT	225+50.00	909.40						
	PVT	225+50.00	909.40						
Linear	PVC	225+75.00	909.86	25	1.85%				
	PVC	225+75.00	909.86						
Symmetrical Parabola	PVC	225+75.00	909.86	290	1.85%	7.22%	54	1.95	
	POVC	226+00.00	910.38						
	POVC	226+50.00	911.77						
	POVC	227+00.00	913.62						
	PVI	227+20.00	912.54						
	POVC	227+50.00	915.93						
	POVC	228+00.00	918.71						
	POVC	228+50.00	921.95						
	PVT	228+65.00	923.01						
	PVT	228+65.00	923.01						
Linear	PVC	228+90.00	924.82	25	7.22%				
	PVC	228+90.00	924.82						
Symmetrical Parabola	POVC	229+00.00	925.54	600	7.22%	10.41%	187.77	2.4	
	POVC	229+50.00	929.24						
	POVC	230+00.00	933.08						
	POVC	230+50.00	937.05						
	POVC	231+00.00	941.15						
	POVC	231+50.00	945.39						
	PVI	231+90.00	946.47						
	POVC	232+00.00	949.75						
	POVC	232+50.00	954.26						
	POVC	233+00.00	958.89						
	POVC	233+50.00	963.66						
	POVC	234+00.00	968.56						
	POVC	234+50.00	973.59						
	PVT	234+90.00	977.72						
	PVT	234+90.00	977.72						
Linear	POVT	235+00.00	978.76	125	10.41%				
	POVT	235+50.00	983.96						
	POVT	236+00.00	989.17						
	PVC	236+15.00	990.73						
Symmetrical Parabola	PVC	236+15.00	990.73	370	10.41%	4.81%	66.08	-2.59	377.72
	POVC	236+50.00	994.29						
	POVC	237+00.00	999.04						
	POVC	237+50.00	1003.41						
	PVI	238+00.00	1010.00						
	POVC	238+00.00	1007.41						
	POVC	238+50.00	1011.03						
	POVC	239+00.00	1014.27						
	POVC	239+50.00	1017.13						
	PVT	239+85.00	1018.91						
Linear	PVT	239+85.00	1018.91	90	4.81%				
	POVT	240+00.00	1019.63						
Symmetrical Parabola	POVT	240+50.00	1022.04	250	4.81%	1.26%	70.32	-1.11	428.53
	PVC	240+75.00	1023.24						
	PVC	240+75.00	1023.24						
	POVC	241+00.00	1024.40						
	POVC	241+50.00	1026.45						
	PVI	242+00.00	1029.26						
	POVC	242+00.00	1028.15						
	POVC	242+50.00	1029.49						
	POVC	243+00.00	1030.47						
	PVT	243+25.00	1030.83						
Linear	PVT	243+25.00	1030.83	191.23	1.26%				
	POVT	243+50.00	1031.15						
	POVT	244+00.00	1031.78						
	POVT	244+50.00	1032.41						
	POVT	245+00.00	1033.04						
	PVC	245+16.23	1033.24						

Element	Type	Station	Elevation	Length	Entrance Grade	Exit Grade	K	Middle Ordinate	SSD/HSD					
Symmetrical Parabola	PVC	245+16.23	1033.24	345	1.26%	-1.27%	136.19	-1.09	598.49					
	POVC	245+50.00	1033.63											
	POVC	246+00.00	1034.04											
	POVC	246+50.00	1034.27											
	VHIGH	246+87.76	1034.32											
	PVI	246+88.73	1035.42											
	POVC	247+00.00	1034.32											
	POVC	247+50.00	1034.18											
	POVC	248+00.00	1033.86											
	POVC	248+50.00	1033.36											
Linear	PVT	248+61.23	1033.22	288.77	-1.27%									
	PVT	248+61.23	1033.22											
	POVT	249+00.00	1032.72											
	POVT	249+50.00	1032.09											
	POVT	250+00.00	1031.45											
	POVT	250+50.00	1030.81											
	POVT	251+00.00	1030.18											
	PVC	251+50.00	1029.54											
	PVC	251+50.00	1029.54							450	-1.27%	2.90%	107.9	2.35
	POVC	252+00.00	1029.02											
POVC	252+50.00	1028.73												
VLOW	252+87.44	1028.66												
POVC	253+00.00	1028.67												
POVC	253+50.00	1028.85												
PVI	253+75.00	1026.67												
POVC	254+00.00	1029.25												
POVC	254+50.00	1029.89												
POVC	255+00.00	1030.76												
Linear	POVC	255+50.00	1031.86	75	2.90%									
	PVT	256+00.00	1033.19											
	POVT	256+50.00	1034.64											
	PVC	256+75.00	1035.36											
Symmetrical Parabola	PVC	256+75.00	1035.36	150	2.90%	1.46%	104.49	-0.27	826.77					
	PVC	256+75.00	1035.36											
	POVC	257+00.00	1036.06											
	PVI	257+50.00	1037.54											
	POVC	257+50.00	1037.27											
	POVC	258+00.00	1038.24											
Linear	PVT	258+25.00	1038.63	25	1.46%									
	PVT	258+25.00	1038.63											
	PVC	258+50.00	1039.00											
	PVC	258+50.00	1039.00											
Symmetrical Parabola	POVC	259+00.00	1039.84	300	1.46%	4.20%	109.62	1.03						
	POVC	259+50.00	1040.91											
	PVI	260+00.00	1041.19											
	POVC	260+00.00	1042.22											
	POVC	260+50.00	1043.74											
	POVC	261+00.00	1045.50											
	PVT	261+50.00	1047.49											
	PVT	261+50.00	1047.49											
Linear	PVC	261+85.00	1048.95	35	4.20%									
PVC	261+85.00	1048.95												
Symmetrical Parabola	POVC	262+00.00	1049.57	110	4.20%	2.99%	91.2	-0.17	949.76					
	PVI	262+40.00	1051.26											
	POVC	262+50.00	1051.45											
	PVT	262+95.00	1052.91											
Linear	PVT	262+95.00	1052.91	118.61	2.99%									
	POVT	263+00.00	1053.06											
	POVT	263+50.00	1054.55											
	POVT	264+00.00	1056.05											
	PVC	264+13.61	1056.46											
Symmetrical Parabola	PVC	264+13.61	1056.46	300	2.99%	4.11%	269.28	0.42						
	POVC	264+50.00	1057.57											
	POVC	265+00.00	1059.18											
	POVC	265+50.00	1060.88											
	PVI	265+63.61	1060.94											
	POVC	266+00.00	1062.68											
	POVC	266+50.00	1064.57											
	POVC	267+00.00	1066.55											
PVT	267+13.61	1067.10												

Element	Type	Station	Elevation	Length	Entrance Grade	Exit Grade	K	Middle Ordinate	SSD/HSD
Linear	POB	276+66.00	998.41	0	2.38%				
	PVC	276+66.00	998.41						
	PVC	276+66.00	998.41						
Symmetrical Parabola	POVC	277+00.00	999.07	169	2.38%	-1.77%	40.67	-0.88	344.21
	POVC	277+50.00	999.54						
	PVI	277+50.50	1000.42						
	VHIGH	277+62.92	999.56						
	POVC	278+00.00	999.39						
	PVT	278+35.00	998.92						
	PVT	278+35.00	998.92						
Linear	POVT	278+50.00	998.66	180.19	-1.77%				
	POVT	279+00.00	997.77						
	POVT	279+50.00	996.88						
	POVT	280+00.00	996.00						
	PVC	280+15.19	995.73						
	PVC	280+15.19	995.73						
	POVC	280+50.00	995.10						
Symmetrical Parabola	PVI	280+65.19	994.84	100	-1.77%	-1.97%	511.17	-0.02	5566.27
	POVC	281+00.00	994.15						
	PVT	281+15.19	993.86						
Linear	PVT	281+15.19	993.86	56.92	-1.97%				
	POVT	281+50.00	993.17						
	PVC	281+72.11	992.74						
Symmetrical Parabola	PVC	281+72.11	992.74	150	-1.97%	-1.70%	569.91	0.05	
	POVC	282+00.00	992.20						
	PVI	282+47.11	991.26						
	POVC	282+50.00	991.26						
	POVC	283+00.00	990.36						
	PVT	283+22.11	989.98						
	PVT	283+22.11	989.98						
Linear	POVT	283+50.00	989.51	110.31	-1.70%				
	POVT	284+00.00	988.66						
	PVC	284+32.42	988.10						
	PVC	284+32.42	988.10						
Symmetrical Parabola	POVC	284+50.00	987.81	150	-1.70%	-0.75%	156.99	0.18	
	POVC	285+00.00	987.10						
	PVI	285+07.42	986.82						
	POVC	285+50.00	986.54						
	PVT	285+82.42	986.26						
	PVT	285+82.42	986.26						
	POVT	286+00.00	986.13						
Linear	POVT	286+50.00	985.76	128.91	-0.75%				
	POVT	287+00.00	985.38						
	PVC	287+11.33	985.30						
	PVC	287+11.33	985.30						
Symmetrical Parabola	POVC	287+50.00	984.98	350	-0.75%	-2.05%	269.64	-0.57	1006.37
	POVC	288+00.00	984.49						
	POVC	288+50.00	983.90						
	PVI	288+86.33	983.98						
	POVC	289+00.00	983.22						
	POVC	289+50.00	982.45						
	POVC	290+00.00	981.59						
	POVC	290+50.00	980.63						
	PVT	290+61.33	980.40						
Linear	PVT	290+61.33	980.40	82.52	-2.05%				
	POVT	291+00.00	979.61						
	PVC	291+43.85	978.71						
Symmetrical Parabola	PVC	291+43.85	978.71	25	-2.05%	-3.05%	24.85	-0.03	1085.34
	POVC	291+50.00	978.58						
	PVI	291+56.35	978.46						
Linear	PVT	291+68.85	978.07	22	-3.05%				
	PVT	291+68.85	978.07						
	PVC	291+90.85	977.40						
Symmetrical Parabola	PVC	291+90.85	977.40	25	-3.05%	-2.67%	65.01	0.01	
	POVC	292+00.00	977.13						
	PVI	292+03.35	977.02						
	PVT	292+15.85	976.69						
	PVT	292+15.85	976.69						
Linear	POVT	292+50.00	975.78	210.28	-2.67%				
	POVT	293+00.00	974.44						
	POVT	293+50.00	973.11						
	POVT	294+00.00	971.77						
	PVC	294+26.13	971.08						
	PVC	294+26.13	971.08						
Symmetrical Parabola	POVC	294+50.00	970.40	175	-2.67%	-5.18%	69.76	-0.55	517.66
	POVC	295+00.00	968.71						
	PVI	295+13.63	968.74						
	POVC	295+50.00	966.67						
	POVC	296+00.00	964.27						
	PVT	296+01.13	964.21						
Linear	PVT	296+01.13	964.21	81.04	-5.18%				
	POVT	296+50.00	961.68						
	POE	296+82.17	960.01						

VERTICAL
ALIGNMENT
TABLE
SHEET 5

PROJECT NAME:	NEWPORT-COVENTRY-NEWPORT
PROJECT NUMBER:	STP 2802(I)
FILE NAME: 08b158.dgn	PLOT DATE: 8/3/2011
PROJECT LEADER: CDL	DRAWN BY: SJL
DESIGNED BY: SJL	CHECKED BY: EPD
PLOT FILE: 08b158-27.I	SHEET 27 OF 134



- LEGEND**
- MAILBOX
 - BORING
 - SIGN
 - HYDRANT
 - MANHOLE
 - WATER SHUT OFF (WSO)
 - GAS PIPELINE MARKER
 - CATCH BASIN / DROP INLET
 - CURB INLET
 - TRAFFIC CONTROL BOX
 - PARKING METER
 - UTILITY POLE

- SIGN LEGEND**
- R = REMOVE
 - R&S = REMOVE AND SALVAGE
 - RET = RETAIN
 - S = SALVAGE
 - N = NEW
 - B-B = BACK TO BACK

DATUM
VERTICAL NAVD 88
HORIZONTAL NAD 83

DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
STA. 126+45.60 - STA. 129+25 (SOLID LT & RT)

DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
STA. 126+45.60 - STA. 129+25 (SOLID LT & RT)

TEMPORARY 4 INCH WHITE LINE, PAINT
STA. 126+45.60 - STA. 129+25 (SOLID LT & RT)

TEMPORARY 4 INCH YELLOW LINE, PAINT
STA. 126+45.60 - STA. 129+25 (SOLID LT & RT)

REMOVING SIGNS
AS SHOWN - 1

CURVE #1
DELTA = 3°28'51"
D = 1°25'57"
R = 4000.00'
T = 121.54'
L = 243.01'

SCALE 1" = 20'-0"

PROJECT LAYOUT SHEET 1	PROJECT NAME: NEWPORT-COVENTRY-NEWPORT	
	PROJECT NUMBER: STP 2802(1)	
	FILE NAME: 08b158.dgn	PLOT DATE: 8/3/2011
	PROJECT LEADER: CDL	DRAWN BY: BMB
	DESIGNED BY: BMB	CHECKED BY: EPD
	PLOT FILE: 08b158-28.1	SHEET 28 OF 134

REHAB. DROP INLETS, CATCH BASINS,
OR MANHOLES, CLASS I OR CLASS II
STA. 133+28 RT "TYPE D GRATE"
STA. 133+37 LT "TYPE D GRATE"

DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
STA. 129+25 - STA. 134+75 (SOLID LT & RT)
(WITH EDGELINE BREAKS AT CROSSWALKS)

REMOVING SIGNS
AS SHOWN - 2

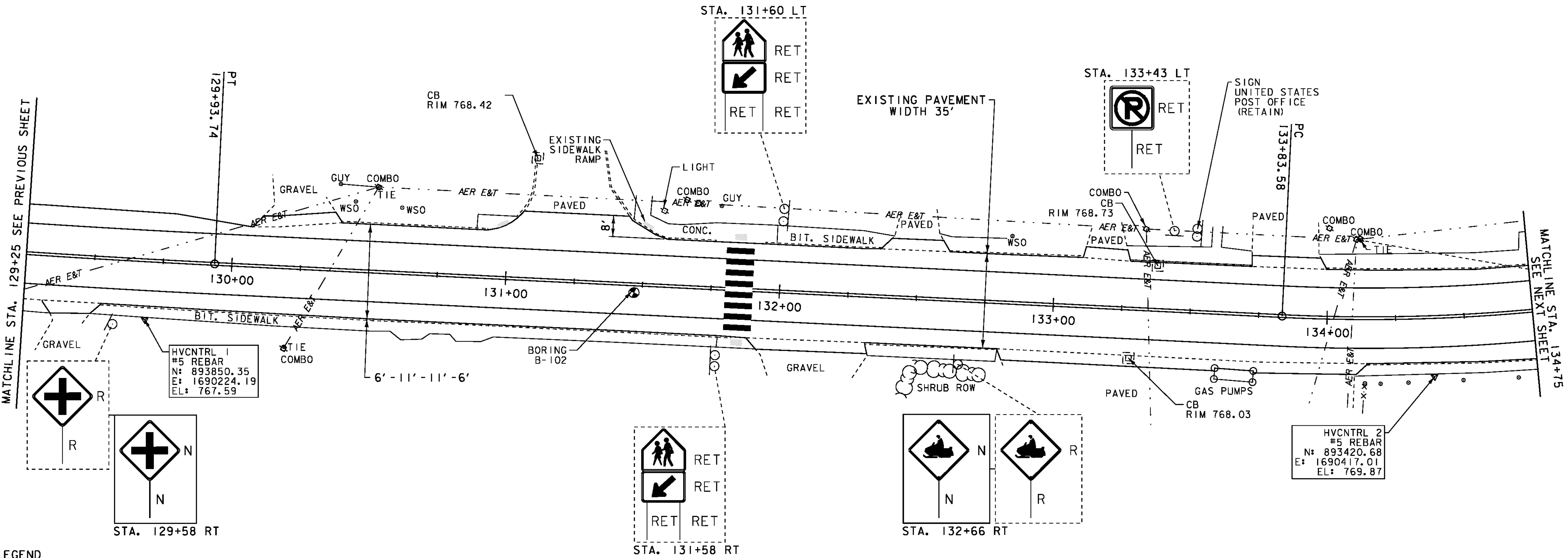
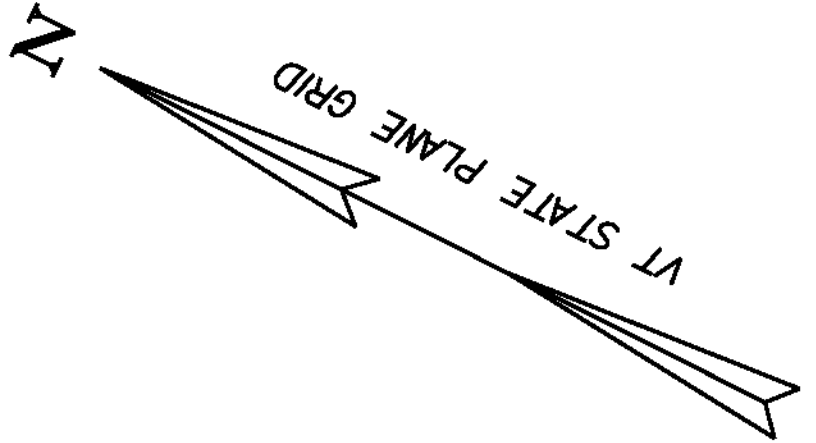
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
STA. 129+25 - STA. 134+75 (SOLID LT & RT)
(WITH CENTERLINE BREAKS AT CROSSWALKS)

DURABLE CROSSWALK MARKING (SEE OPTION ITEMS)
STA. 131+85 LT & RT

TEMPORARY 4 INCH WHITE LINE, PAINT
STA. 129+25 - STA. 134+75 (SOLID LT & RT)
(WITH EDGELINE BREAKS AT CROSSWALKS)

TEMPORARY 4 INCH YELLOW LINE, PAINT
STA. 129+25 - STA. 134+75 (SOLID LT & RT)
(WITH CENTERLINE BREAKS AT CROSSWALKS)

TEMPORARY CROSSWALK MARKING, PAINT
STA. 131+51 LT & RT



- LEGEND**
- MAILBOX
 - BORING
 - SIGN
 - HYDRANT
 - MANHOLE
 - WATER SHUT OFF (WSO)
 - GAS PIPELINE MARKER
 - CATCH BASIN / DROP INLET
 - CURB INLET
 - TRAFFIC CONTROL BOX
 - PARKING METER
 - UTILITY POLE

SIGN LEGEND

R = REMOVE
R&S = REMOVE AND SALVAGE
RET = RETAIN
S = SALVAGE
N = NEW
B-B = BACK TO BACK

DATUM
VERTICAL NAVD 88
HORIZONTAL NAD 83

SCALE 1" = 20'-0"
20 0 20

**PROJECT
LAYOUT
SHEET 2**

PROJECT NAME: NEWPORT-COVENTRY-NEWPORT
PROJECT NUMBER: STP 2802(I)
FILE NAME: 08b158.dgn
PROJECT LEADER: CDL
DESIGNED BY: BMB
PLOT FILE: 08b158-29.1
PLOT DATE: 8/2/2011
DRAWN BY: BMB
CHECKED BY: EPD
SHEET 29 OF 134

STA. 134+75 - STA. 140+25 (SOLID LT & RT)
(WITH EDGELINE BREAKS AT TOWN ROADS)

STA. 134+75 - STA. 140+25 (SOLID LT & RT)
(WITH CENTERLINE BREAKS AT TOWN ROADS)
STA. 135+27 RT (CENTERLINE TH#1)
STA. 135+32 LT (CENTERLINE TH#3)

STA. 135+09 - STA. 135+31 LT
STA. 135+28 - STA. 135+48 RT

STA.	135+20	LT	"STOP"
STA.	135+35	RT	"STOP"
STA.	136+84	LT	"SCHOOL"

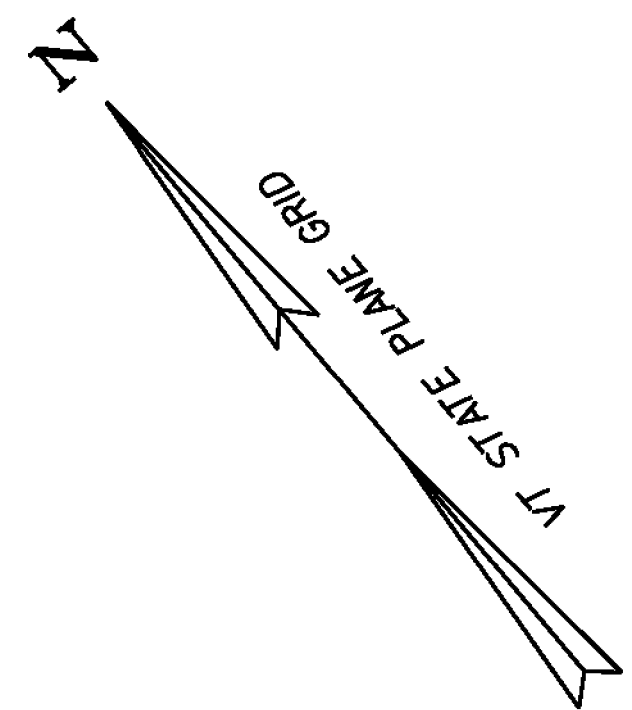
STA. 134+75 - STA. 140+25 (SOLID LT & RT)
(WITH EDGELINE BREAKS AT TOWN ROADS)

STA. 134+75 - STA. 140+25 (SOLID LT & RT)
(WITH CENTERLINE BREAKS AT TOWN ROADS)
STA. 135+27 RT (CENTERLINE TH#1)
STA. 135+32 LT (CENTERLINE TH#3)

STA. 135+09 - STA. 135+31 LT
STA. 135+28 - STA. 135+48 RT

STA.	135+20	LT	"STOP"
STA.	135+35	RT	"STOP"
STA.	136+84	LT	"SCHOOL"

AS SHOWN - 11



MAILBOX
BORING
SIGN
HYDRANT

MANHOLE
WATER SHUT OFF (WSO)
GAS PIPELINE MARKER
CATCH BASIN / DROP INLET

CURB INLET
TRAFFIC CONTROL BOX
PARKING METER
UTILITY POLE

R = REMOVE
R&S = REMOVE AND SALVAGE
RET = RETAIN
S = SALVAGE
N = NEW
B-B = BACK TO BACK

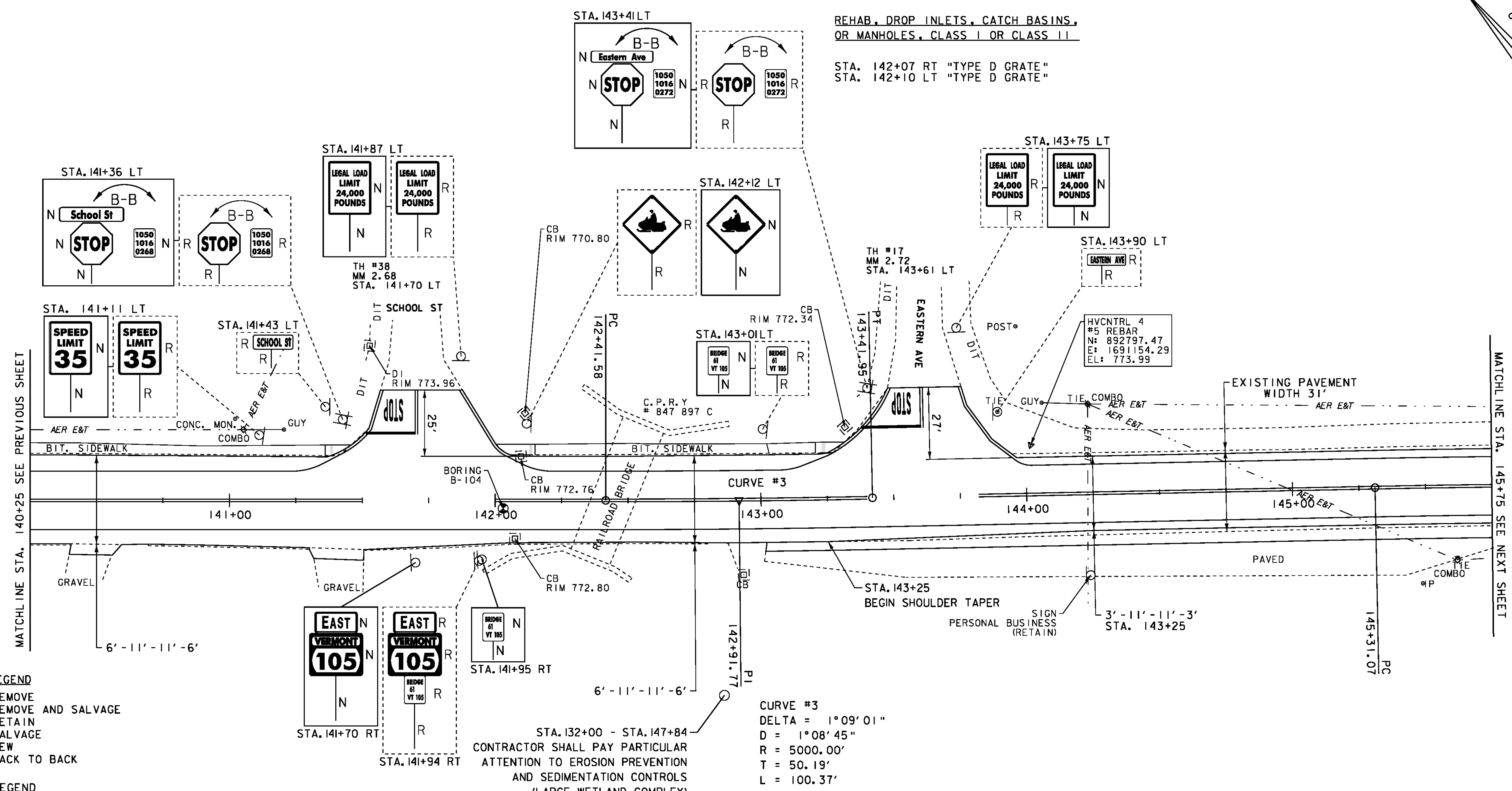
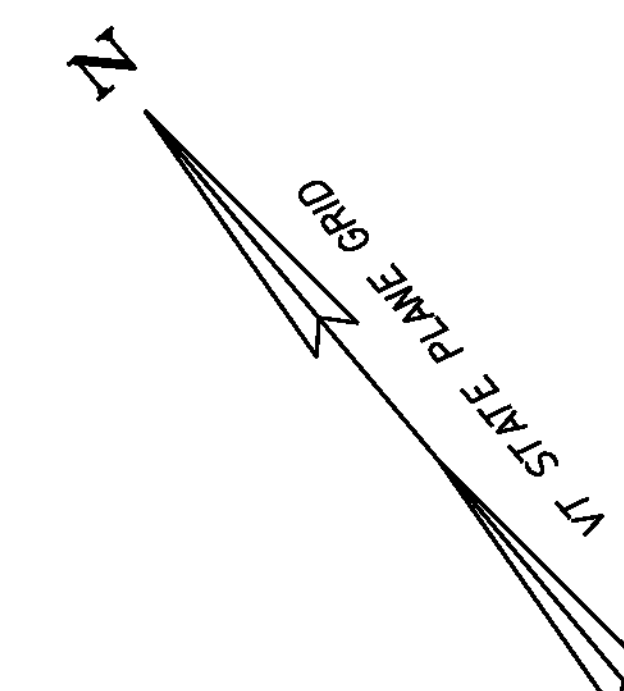
PROJECT LAYOUT SHEET 3

PROJECT NUMBER: STP 2802(I)

FILE NAME: 08b158.dgn
PROJECT LEADER: CDL
DESIGNED BY: BMB
PLOT FILE: 08b158-30.I

PLOT DATE: 8/2/2011
DRAWN BY: BMB
CHECKED BY: EPD
SHEET 30 OF 134

SCALE 1" = 20'-0"



SIGN LEGEND
R = REMOVE
R&S = REMOVE AND SALVAGE
RET = RETAIN
S = SALVAGE
N = NEW
B-B = BACK TO BACK

LEGEND
MAILBOX
BORING
SIGN
HYDRANT
MANHOLE
WATER SHUT OFF (WSO)
GAS PIPELINE MARKER
CATCH BASIN / DROP INLET
CURB INLET
TRAFFIC CONTROL BOX
PARKING METER
UTILITY POLE

DATUM
NAVD 88
NAD 83

DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
STA. 140+25 - STA. 145+75 (SOLID LT & RT)
(WITH EDGELINE BREAKS AT TOWN ROADS)

DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
STA. 140+25 - STA. 145+75 (SOLID LT & RT)
(WITH CENTERLINE BREAKS AT TOWN ROADS)
STA. 141+70 LT (CENTERLINE TH#38)
STA. 143+61 LT (CENTERLINE TH#17)

DURABLE 24 INCH STOP BAR (SEE OPTION ITEMS)
STA. 141+51 - STA. 141+70 LT
STA. 143+38 - STA. 143+61 LT

DURABLE LETTER OR SYMBOL (SEE OPTION ITEMS)
STA. 141+62 LT "STOP"
STA. 143+54 LT "STOP"

TEMPORARY 4 INCH WHITE LINE, PAINT
STA. 140+25 - STA. 145+75 (SOLID LT & RT)
(WITH EDGELINE BREAKS AT TOWN ROADS)

TEMPORARY 4 INCH YELLOW LINE, PAINT
STA. 140+25 - STA. 145+75 (SOLID LT & RT)
(WITH CENTERLINE BREAKS AT TOWN ROADS)
STA. 141+70 LT (CENTERLINE TH#38)
STA. 143+61 LT (CENTERLINE TH#17)

TEMPORARY 24 INCH STOP BAR, PAINT
STA. 141+51 - STA. 141+70 LT
STA. 143+38 - STA. 143+61 LT

TEMPORARY LETTER OR SYMBOL, PAINT
STA. 141+62 LT "STOP"
STA. 143+54 LT "STOP"

SCALE 1" = 20'-0"
20 0 20

REMOVING SIGNS
AS SHOWN - 14

PROJECT LAYOUT SHEET 4	PROJECT NAME:	NEWPORT-COVENTRY-NEWPORT	
	PROJECT NUMBER:	STP 2802(I)	
	FILE NAME:	08b158.dgn	PLOT DATE: 8/2/2011
	PROJECT LEADER:	CDL	DRAWN BY: BMB
	DESIGNED BY:	BMB	CHECKED BY: EPD
	PLOT FILE:	08b158-31.i	SHEET 31 OF 134

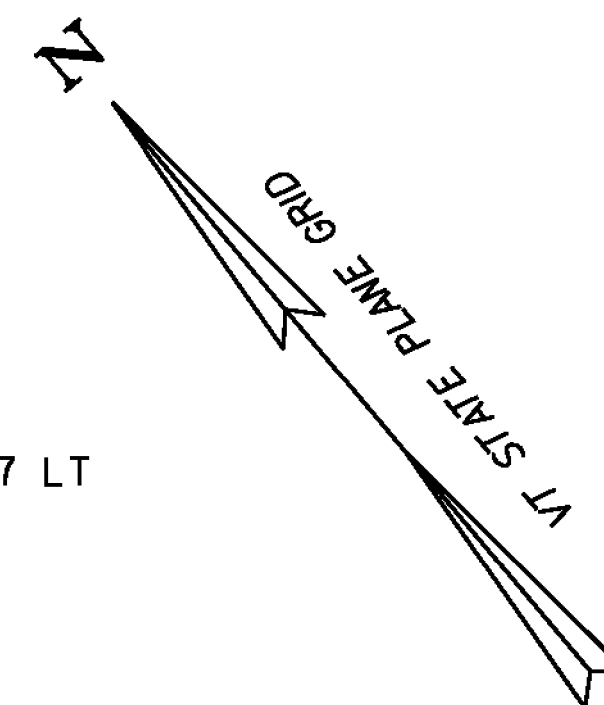
CHANGING ELEVATION
OF SEWER MANHOLES
STA. ~~151+16~~ LT

REMOVING SIGNS
AS SHOWN - 5

6 INCH UNDERDRAIN PIPE
STA. ~~147+10~~ - STA. ~~148+50~~ LT

6 INCH UNDERDRAIN CARRIER PIPE
STA. ~~148+50~~ LT

UNDERDRAIN FLUSHING BASIN
STA. ~~148+50~~ LT

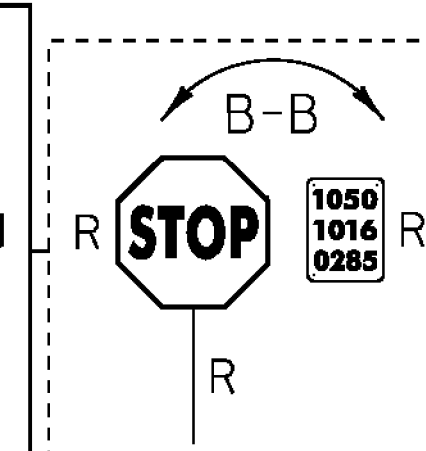
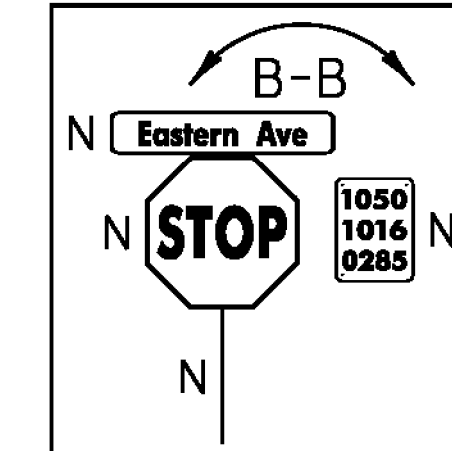


END COLD PLANE/OVERLAY STA. 146+00.00
BEGIN RECLAIM
SEE TRANSITION DETAIL ON SHEET 5

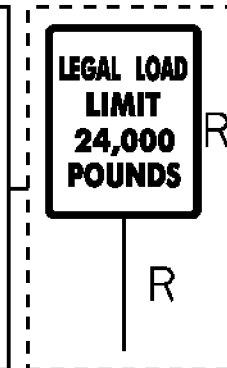
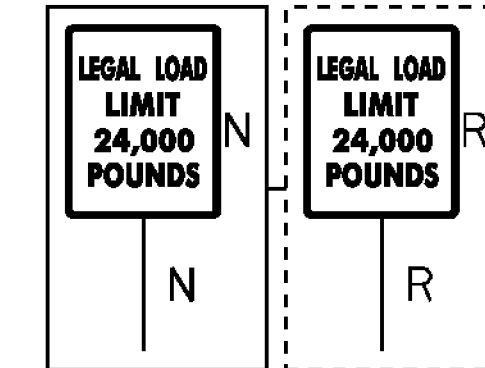
CURVE #4
DELTA = 1°17'07"
D = 1°08'45"
R = 5000.00'
T = 56.09'
L = 112.17'
NORMAL CROWN

CONTRACTOR TO NOT IMPACT
SHRUBS OR ELM TREE WITH
INSTALLATION OF UNDERDRAIN

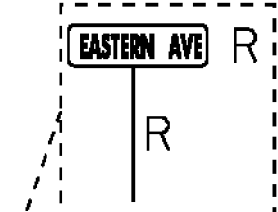
STA. 150+65 LT



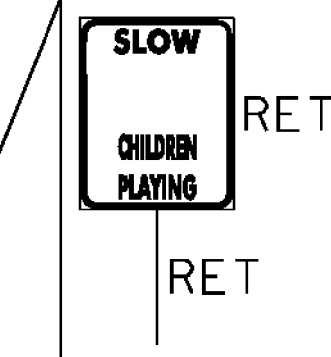
STA. 150+45 LT



STA. 150+57 LT



STA. 150+61 LT



INV. 778.61

WSO

AER E&T

DIT

COMBO

TH #40

MM 2.86

STA. 151+00 LT

RIM 778.10

COMBO

AER E&T

MHS

RIM 780.25

INV. 773.87

15" CMP

UNKNOWN COVER

29+051 STA. 150+62.18

PC

MHS

RIM 776.05

COMBO

AER E&T

DIT

WSO

INV. 778.61

AER E&T

DIT

COMBO

TH #40

MM 2.86

STA. 151+00 LT

RIM 778.10

COMBO

AER E&T

MHS

RIM 780.25

INV. 773.87

15" CMP

UNKNOWN COVER

29+051 STA. 150+62.18

PC

MHS

RIM 776.05

COMBO

AER E&T

DIT

WSO

INV. 778.61

AER E&T

DIT

COMBO

TH #40

MM 2.86

STA. 151+00 LT

RIM 778.10

COMBO

AER E&T

MHS

RIM 780.25

INV. 773.87

15" CMP

UNKNOWN COVER

29+051 STA. 150+62.18

PC

MHS

RIM 776.05

COMBO

AER E&T

DIT

WSO

INV. 778.61

AER E&T

DIT

COMBO

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MM 2.86

STA. 151+00 LT

RIM 778.10

COMBO

AER E&T

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RIM 780.25

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WSO

INV. 778.61

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DIT

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STA. 151+00 LT

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COMBO

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MHS

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29+051 STA. 150+62.18

PC

MHS

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AER E&T

DIT

WSO

INV. 778.61

AER E&T

DIT

COMBO

TH #40

MM 2.86

STA. 151+00 LT

RIM 778.10

COMBO

AER E&T

MHS

RIM 780.25

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UNKNOWN COVER

29+051 STA. 150+62.18

PC

MHS

RIM 776.05

COMBO

AER E&T

DIT

WSO

INV. 778.61

AER E&T

DIT

COMBO

TH #40

MM 2.86

STA. 151+00 LT

RIM 778.10

COMBO

AER E&T

MHS

RIM 780.25

INV. 773.87

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MHS

RIM 776.05

COMBO

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DIT

WSO

INV. 778.61

AER E&T

DIT

COMBO

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MM 2.86

STA. 151+00 LT

RIM 778.10

COMBO

AER E&T

MHS

RIM 780.25

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15" CMP

UNKNOWN COVER

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PC

MHS

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COMBO

AER E&T

DIT

WSO

INV. 778.61

AER E&T

DIT

COMBO

TH #40

MM 2.86

STA. 151+00 LT

RIM 778.10

COMBO

AER E&T

MHS

RIM 780.25

INV. 773.87

15" CMP

UNKNOWN COVER

29+051 STA. 150+62.18

PC

MHS

RIM 776.05

COMBO

AER E&T

DIT

WSO

INV. 778.61

AER E&T

DIT

COMBO

TH #40

MM 2.86

STA. 151+00 LT

RIM 778.10

COMBO

AER E&T

MHS

RIM 780.25

INV. 773.87

15" CMP

UNKNOWN COVER

29+051 STA. 150+62.18

PC

MHS

RIM 776.05

COMBO

AER E&T

DIT

WSO

INV. 778.61

AER E&T

DIT

COMBO

TH #40

MM 2.86

STA. 151+00 LT

RIM 778.10

COMBO

AER E&T

MHS

RIM 780.25

INV. 773.87

15" CMP

UNKNOWN COVER

29+051 STA. 150+62.18

PC

MHS

RIM 776.05

COMBO

AER E&T

DIT

WSO

INV. 778.61

AER E&T

DIT

COMBO

TH #40

MM 2.86

STA. 151+00 LT

RIM 778.10

COMBO

AER E&T

MHS

RIM 780.25

INV. 773.87

15" CMP

UNKNOWN COVER

29+051 STA. 150+62.18

PC

MHS

RIM 776.05

COMBO

AER E&T

DIT

WSO

INV. 778.61

AER E&T

DIT

COMBO

TH #40

MM 2.86

STA. 151+00 LT

RIM 778.10

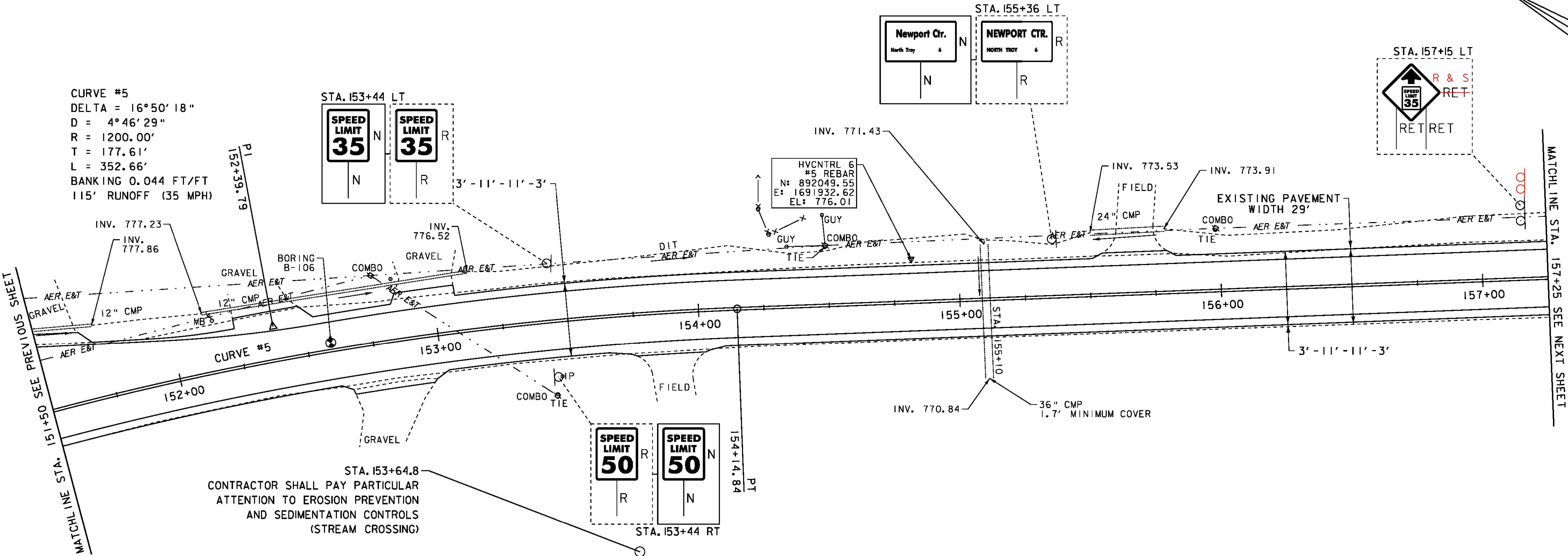
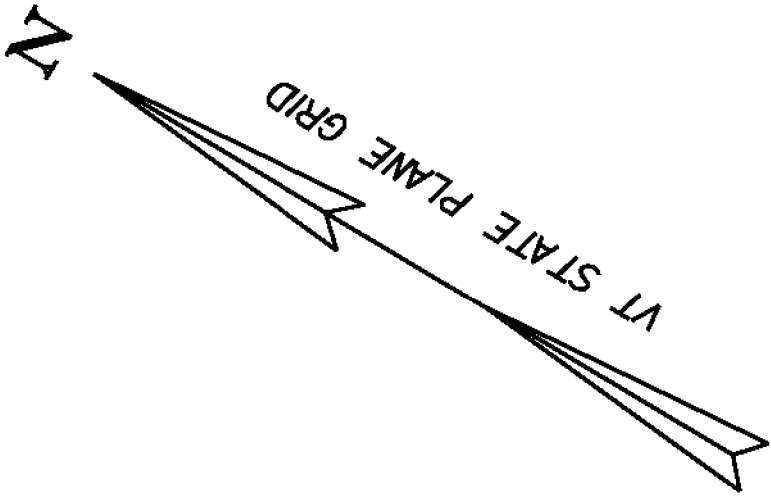
DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
STA. 151+50 - STA. 157+25 (SOLID LT & RT)
(WITH EDGE LINE BREAKS AT TOWN ROADS)

DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
STA. 151+50 - STA. 157+25 (SOLID LT & RT)

TEMPORARY 4 INCH WHITE LINE, PAINT
STA. 151+50 - STA. 157+25 (SOLID LT & RT)
(WITH EDGE LINE BREAKS AT TOWN ROADS)

TEMPORARY 4 INCH YELLOW LINE, PAINT
STA. 151+50 - STA. 157+25 (SOLID LT & RT)

REMOVING SIGNS
AS SHOWN - 3



- LEGEND**
- MAILBOX
 - BORING
 - SIGN
 - HYDRANT
 - MANHOLE
 - WATER SHUT OFF (WSO)
 - GAS PIPELINE MARKER
 - CATCH BASIN / DROP INLET
 - CURB INLET
 - TRAFFIC CONTROL BOX
 - PARKING METER
 - UTILITY POLE

- SIGN LEGEND**
- R = REMOVE
 - R&S = REMOVE AND SALVAGE
 - RET = RETAIN
 - S = SALVAGE
 - N = NEW
 - B-B = BACK TO BACK

DATUM
NAVD 88
NAD 83

SCALE 1" = 20'-0"

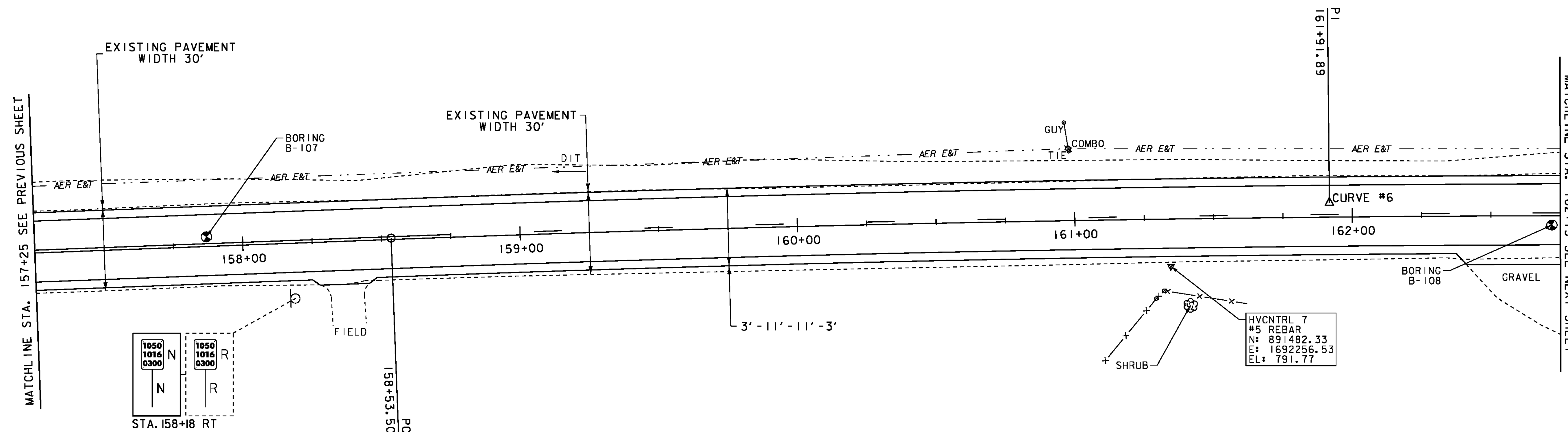
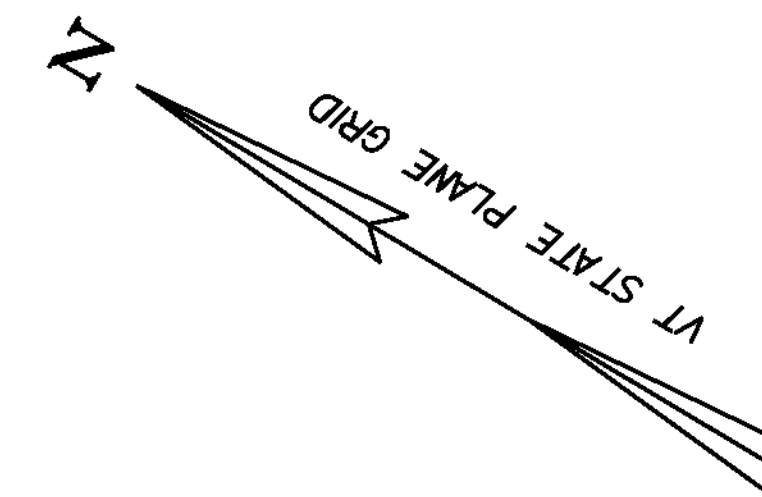
PROJECT LAYOUT SHEET 6

PROJECT NAME: NEWPORT-COVENTRY-NEWPORT
PROJECT NUMBER: STP 2802(1)

FILE NAME: 08b158.dgn
PROJECT LEADER: CDL
DESIGNED BY: BMB
PLOT FILE: 08b158-33.1

PLOT DATE: 8/3/2011
DRAWN BY: BMB
CHECKED BY: EPD
SHEET 33 OF 134

CURVE #6
DELTA = 3°13'50"
D = 0°28'39"
R = 12000.00'
T = 338.39'
L = 676.60'
NORMAL CROWN (50 MPH)



DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
STA. 157+25 - STA. 162+75 (SOLID LT & RT)
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
STA. 157+25 - STA. 158+75 (SOLID LT & RT)
STA. 158+75 - STA. 162+75 (DASHED LT)
STA. 158+75 - STA. 162+75 (SOLID RT)

TEMPORARY 4 INCH WHITE LINE, PAINT
STA. 157+25 - STA. 162+75 (SOLID LT & RT)
TEMPORARY 4 INCH YELLOW LINE, PAINT
STA. 157+25 - STA. 158+75 (SOLID LT & RT)
STA. 158+75 - STA. 162+75 (DASHED LT)
STA. 158+75 - STA. 162+75 (SOLID RT)

REMOVING SIGNS
AS SHOWN - 1

LEGEND
MAILBOX
BORING
SIGN
HYDRANT
MANHOLE
WATER SHUT OFF (WSO)
GAS PIPELINE MARKER
CATCH BASIN / DROP INLET
CURB INLET
TRAFFIC CONTROL BOX
PARKING METER
UTILITY POLE

SIGN LEGEND
R = REMOVE
R&S = REMOVE AND SALVAGE
RET = RETAIN
S = SALVAGE
N = NEW
B-B = BACK TO BACK

DATUM
NAVD 88
NAD 83

SCALE 1" = 20'-0"
20 0 20

**PROJECT
LAYOUT
SHEET 7**

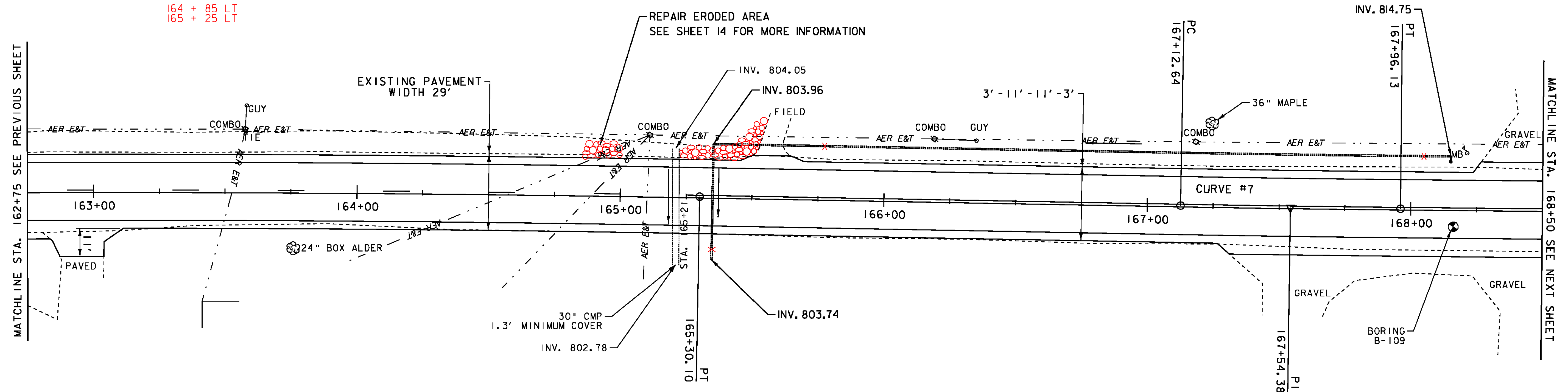
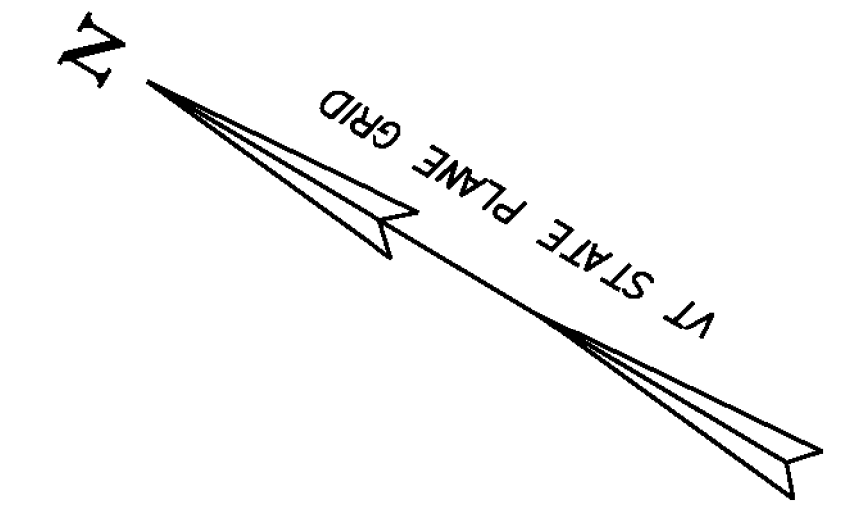
PROJECT NAME: NEWPORT-COVENTRY-NEWPORT
PROJECT NUMBER: STP 2802(I)
FILE NAME: 08b158.dgn
PROJECT LEADER: CDL
DESIGNED BY: BMB
PLOT FILE: 08b158-34.1
PLOT DATE: 8/3/2011
DRAWN BY: BMB
CHECKED BY: EPD
SHEET 34 OF 134

6 INCH UNDERDRAIN PIPE
~~STA. 165+35 LT & RT~~
~~STA. 165+35 - STA. 168+15 LT~~
6 INCH UNDERDRAIN CARRIER PIPE
~~STA. 168+15 LT~~
UNDERDRAIN FLUSHING BASIN
~~STA. 168+15 LT~~

STONE FILL TYPE I
164 + 85 LT
165 + 25 LT

DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
STA. 162+75 - STA. 168+50 (SOLID LT & RT)
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
STA. 162+75 - STA. 165+25 (DASHED LT)
STA. 162+75 - STA. 165+25 (SOLID RT)
STA. 165+25 - STA. 168+50 (SOLID LT & RT)

TEMPORARY 4 INCH WHITE LINE, PAINT
STA. 162+75 - STA. 168+50 (SOLID LT & RT)
TEMPORARY 4 INCH YELLOW LINE, PAINT
STA. 162+75 - STA. 165+25 (DASHED LT)
STA. 162+75 - STA. 165+25 (SOLID RT)
STA. 165+25 - STA. 168+50 (SOLID LT & RT)



CURVE #7
DELTA = 0°28'42"
D = 0°34'23"
R = 10000.00'
T = 41.75'
L = 83.49'
NORMAL CROWN (50 MPH)

- LEGEND**
- MAILBOX
 - BORING
 - SIGN
 - HYDRANT
 - MANHOLE
 - WATER SHUT OFF (WSO)
 - GAS PIPELINE MARKER
 - CATCH BASIN / DROP INLET
 - CURB INLET
 - TRAFFIC CONTROL BOX
 - PARKING METER
 - UTILITY POLE

SIGN LEGEND

- R = REMOVE
- R&S = REMOVE AND SALVAGE
- RET = RETAIN
- S = SALVAGE
- N = NEW
- B-B = BACK TO BACK

DATUM
NAVD 88
NAD 83

SCALE 1" = 20'-0"
20 0 20

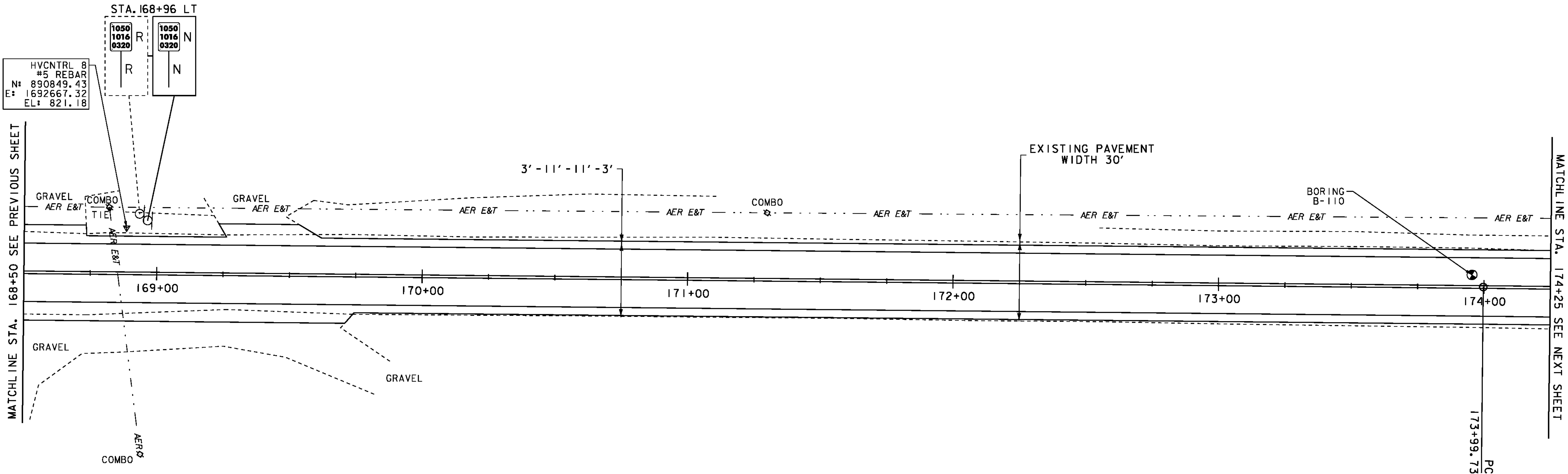
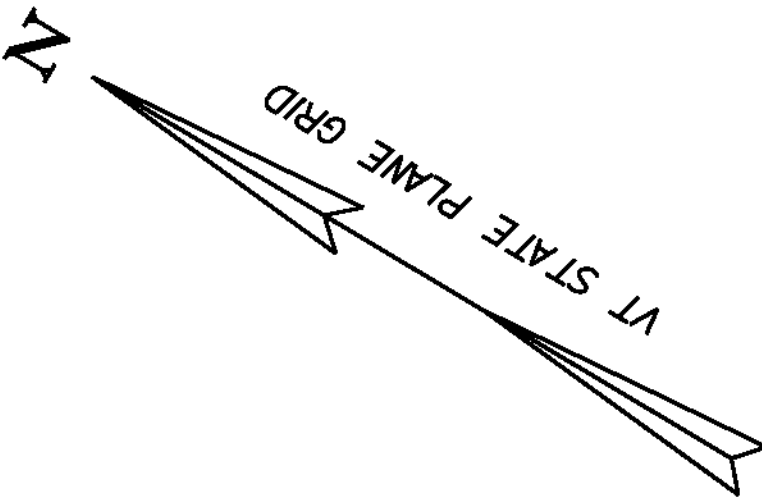
**PROJECT
LAYOUT
SHEET 8**

PROJECT NAME: NEWPORT-COVENTRY-NEWPORT
PROJECT NUMBER: STP 2802(1)
FILE NAME: 08b158.dgn
PROJECT LEADER: CDL
DESIGNED BY: BMB
PLOT FILE: 08b158-35.1
PLOT DATE: 8/3/2011
DRAWN BY: BMB
CHECKED BY: EPD
SHEET 35 OF 134

DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
STA. 168+50 - STA. 174+25 (SOLID LT & RT)
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
STA. 168+50 - STA. 174+25 (SOLID LT & RT)

TEMPORARY 4 INCH WHITE LINE, PAINT
STA. 168+50 - STA. 174+25 (SOLID LT & RT)
TEMPORARY 4 INCH YELLOW LINE, PAINT
STA. 168+50 - STA. 174+25 (SOLID LT & RT)

REMOVING SIGNS
AS SHOWN - 1



LEGEND

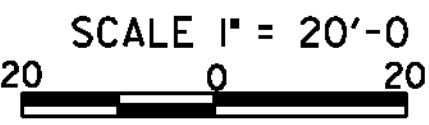
- MAILBOX
- BORING
- SIGN
- HYDRANT
- MANHOLE
- WATER SHUT OFF (WSO)
- GAS PIPELINE MARKER
- CATCH BASIN / DROP INLET
- CURB INLET
- TRAFFIC CONTROL BOX
- PARKING METER
- UTILITY POLE

SIGN LEGEND

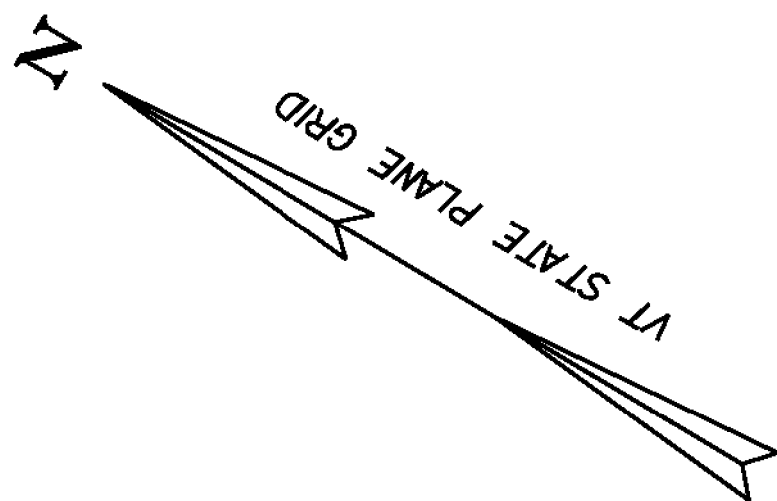
- R = REMOVE
- R&S = REMOVE AND SALVAGE
- RET = RETAIN
- S = SALVAGE
- N = NEW
- B-B = BACK TO BACK

DATUM

NAVD 88
NAD 83



PROJECT LAYOUT SHEET 9	PROJECT NAME: NEWPORT-COVENTRY-NEWPORT	
	PROJECT NUMBER: STP 2802(1)	
	FILE NAME: 08b158.dgn	PLOT DATE: 8/3/2011
	PROJECT LEADER: CDL	DRAWN BY: BMB
	DESIGNED BY: BMB	CHECKED BY: EPD
	PLOT FILE: 08b158-36.1	SHEET 36 OF 134

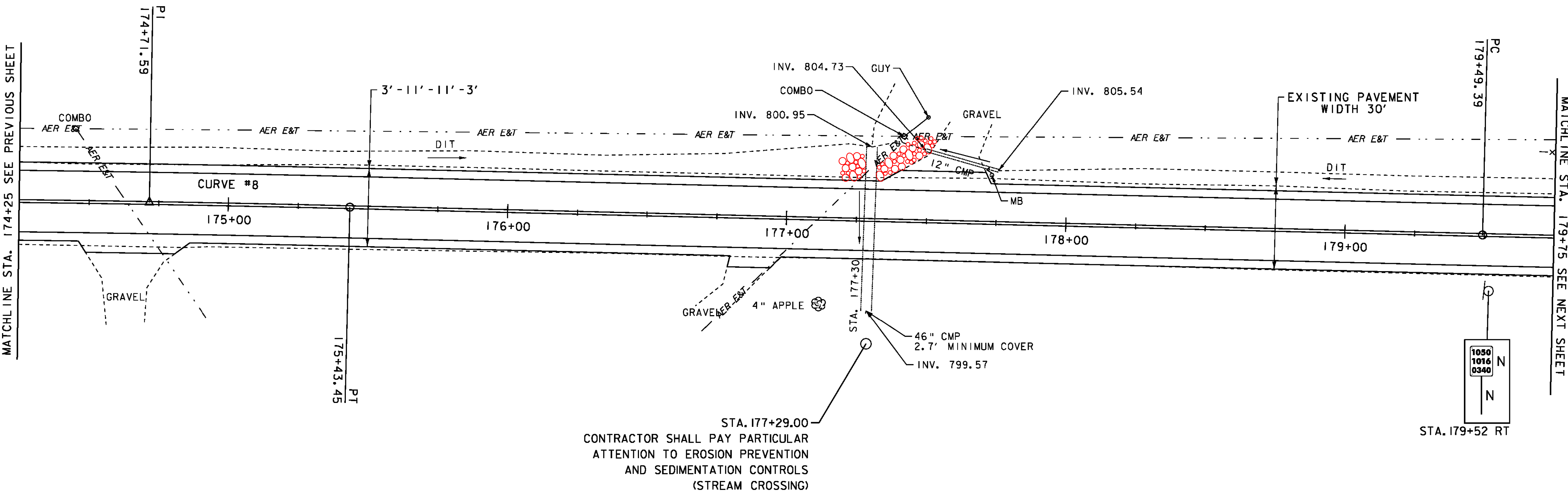


CURVE #8
DELTA = 0°49'24"
D = 0°34'23"
R = 10000.00'
T = 71.86'
L = 143.72'
NORMAL CROWN (50 MPH)

DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
STA. 174+25 - STA. 179+75 (SOLID LT & RT)
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
STA. 174+25 - STA. 179+75 (SOLID LT & RT)

TEMPORARY 4 INCH WHITE LINE, PAINT
STA. 174+25 - STA. 179+75 (SOLID LT & RT)
TEMPORARY 4 INCH YELLOW LINE, PAINT
STA. 174+25 - STA. 179+75 (SOLID LT & RT)

STONE FILL TYPE I
177 + 50 LT



- LEGEND**
- MAILBOX
 - BORING
 - SIGN
 - HYDRANT
 - MANHOLE
 - WATER SHUT OFF (WSO)
 - GAS PIPELINE MARKER
 - CATCH BASIN / DROP INLET
 - CURB INLET
 - TRAFFIC CONTROL BOX
 - PARKING METER
 - UTILITY POLE

- SIGN LEGEND**
- R = REMOVE
 - R&S = REMOVE AND SALVAGE
 - RET = RETAIN
 - S = SALVAGE
 - N = NEW
 - B-B = BACK TO BACK

DATUM
NAVD 88
NAD 83

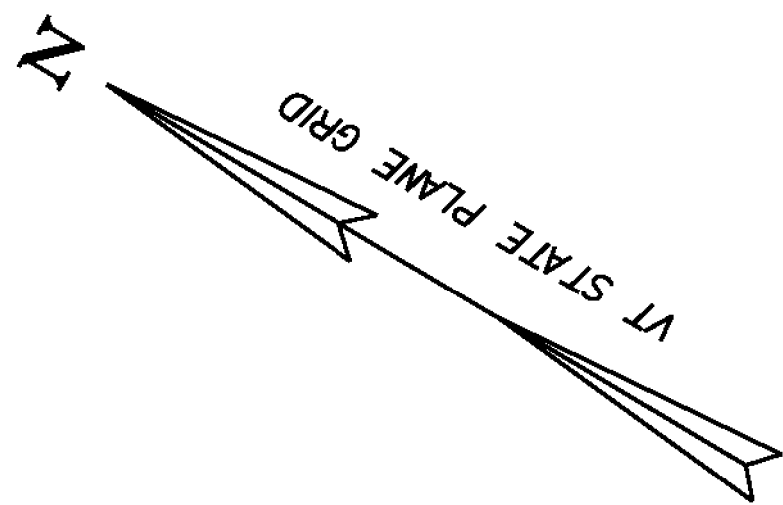
SCALE 1" = 20'-0"
20 0 20

**PROJECT
LAYOUT
SHEET 10**

PROJECT NAME: NEWPORT-COVENTRY-NEWPORT
PROJECT NUMBER: STP 2802(I)
FILE NAME: 08b158.dgn
PROJECT LEADER: CDL
DESIGNED BY: BMB
PLOT FILE: 08b158-37.1
PLOT DATE: 8/3/2011
DRAWN BY: BMB
CHECKED BY: EPD
SHEET 37 OF 134

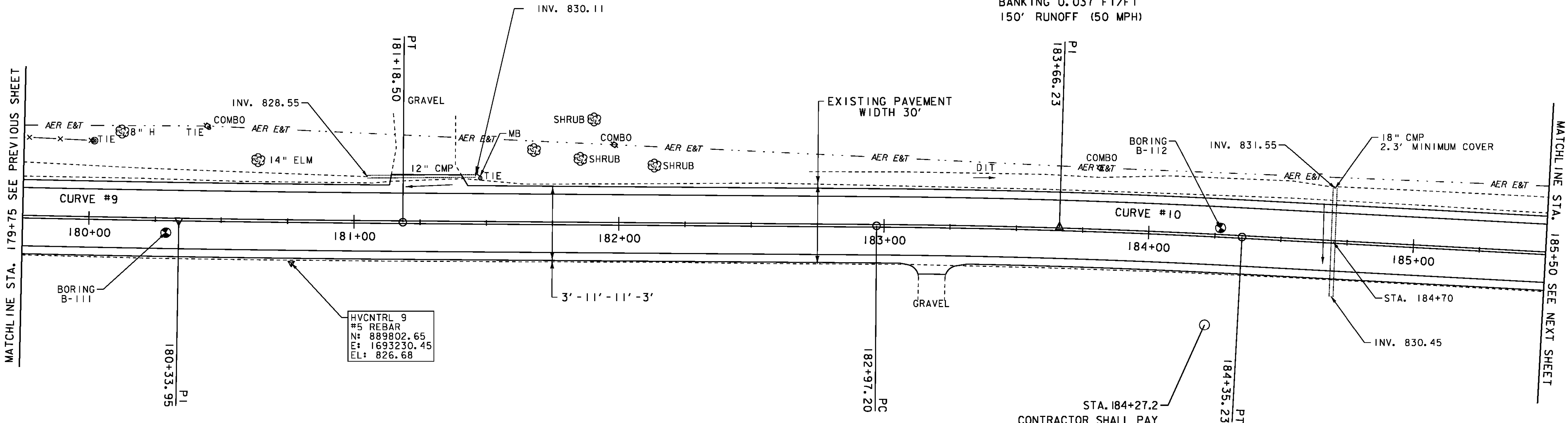
DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
STA. 179+75 - STA. 185+50 (SOLID LT & RT)
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
STA. 179+75 - STA. 185+50 (SOLID LT & RT)

TEMPORARY 4 INCH WHITE LINE, PAINT
STA. 179+75 - STA. 185+50 (SOLID LT & RT)
TEMPORARY 4 INCH YELLOW LINE, PAINT
STA. 179+75 - STA. 185+50 (SOLID LT & RT)



RELOCATE MAILBOX, SINGLE SUPPORT
STA. 181+48 LT

CURVE #10
DELTA = 2°38'10"
D = 1°54'35"
R = 3000.00'
T = 69.03'
L = 138.03'
BANKING 0.037 FT/FT
150' RUNOFF (50 MPH)



CURVE #9
DELTA = 0°58'08"
D = 0°34'23"
R = 10000.00'
T = 84.56'
L = 169.12'
NORMAL CROWN (50 MPH)

STA. 184+27.2
CONTRACTOR SHALL PAY
PARTICULAR ATTENTION
TO EROSION PREVENTION
AND SEDIMENTATION
CONTROLS (INTERMITTENT
STREAM FEEDING INTO
WETLANDS)

- LEGEND**
- MAILBOX
 - BORING
 - SIGN
 - HYDRANT
 - MANHOLE
 - WATER SHUT OFF (WSO)
 - GAS PIPELINE MARKER
 - CATCH BASIN / DROP INLET
 - CURB INLET
 - TRAFFIC CONTROL BOX
 - PARKING METER
 - UTILITY POLE

SIGN LEGEND

R = REMOVE
R&S = REMOVE AND SALVAGE
RET = RETAIN
S = SALVAGE
N = NEW
B-B = BACK TO BACK

DATUM
NAVD 88
NAD 83

SCALE 1" = 20'-0"

**PROJECT
LAYOUT
SHEET 11**

PROJECT NAME:	NEWPORT-COVENTRY-NEWPORT
PROJECT NUMBER:	STP 2802(1)
FILE NAME:	08b158.dgn
PROJECT LEADER:	CDL
DESIGNED BY:	BMB
PLOT FILE:	08b158-38.1
PLOT DATE:	8/3/2011
DRAWN BY:	BMB
CHECKED BY:	EPD
SHEET	38 OF 134

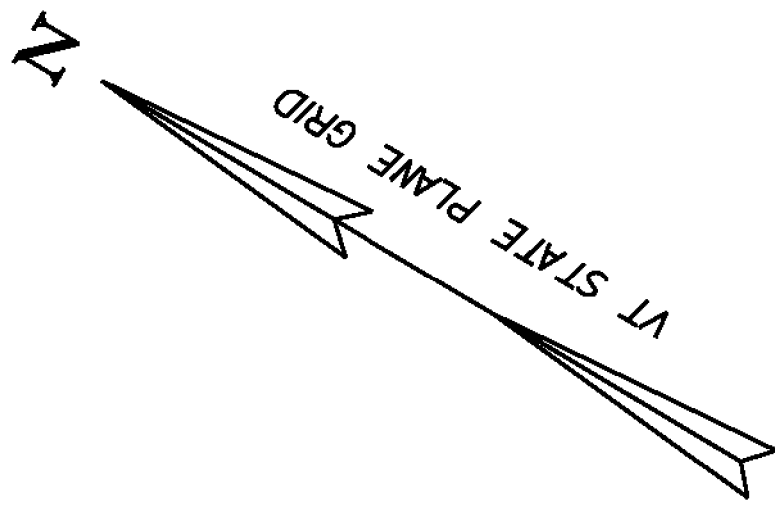
DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
STA. 185+50 - STA. 191+25 (SOLID LT & RT)

DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
STA. 185+50 - STA. 188+00 (SOLID LT & RT)
STA. 188+00 - STA. 191+25 (SOLID LT)
STA. 188+00 - STA. 191+25 (DASHED RT)

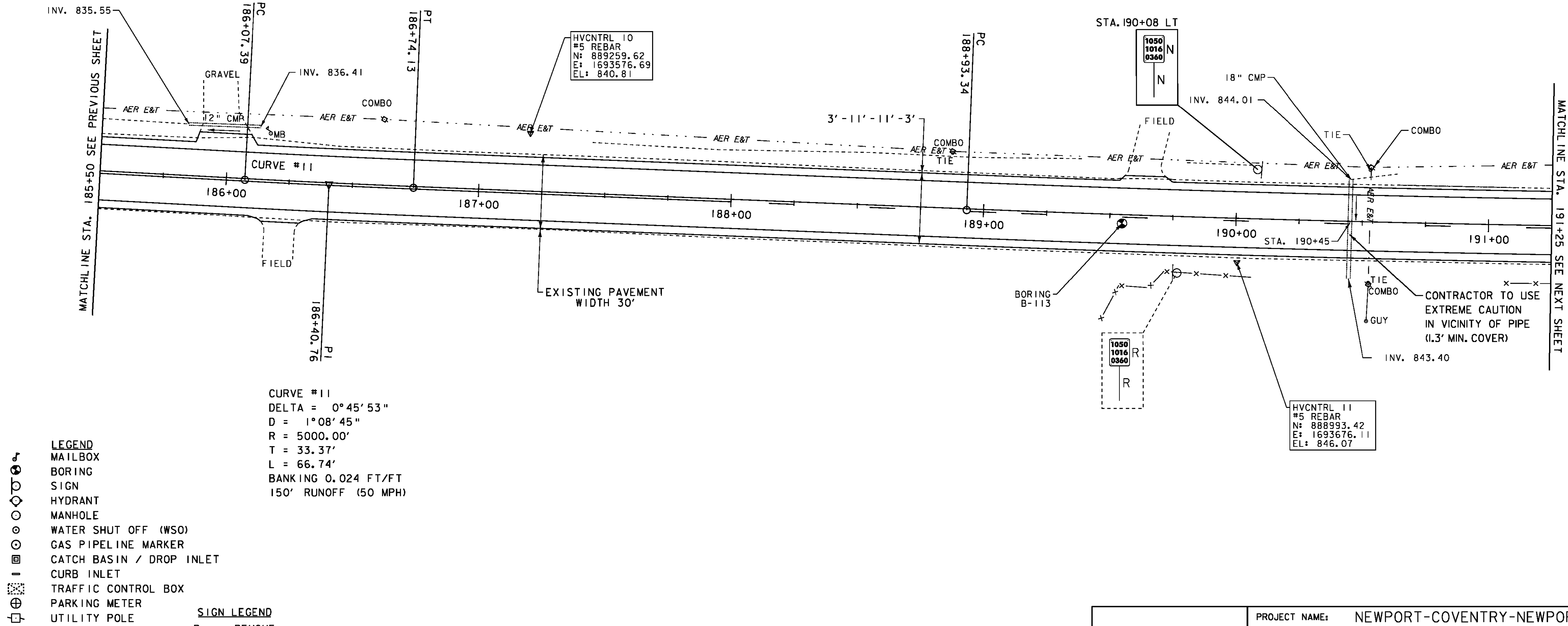
TEMPORARY 4 INCH WHITE LINE, PAINT
STA. 185+50 - STA. 191+25 (SOLID LT & RT)

TEMPORARY 4 INCH YELLOW LINE, PAINT
STA. 185+50 - STA. 188+00 (SOLID LT & RT)
STA. 188+00 - STA. 191+25 (SOLID LT)
STA. 188+00 - STA. 191+25 (DASHED RT)

REMOVING SIGNS
AS SHOWN - 1



RELOCATE MAILBOX, SINGLE SUPPORT
~~STA. 186+17 LT~~



- LEGEND**
- MAILBOX
 - BORING
 - SIGN
 - HYDRANT
 - MANHOLE
 - WATER SHUT OFF (WSO)
 - GAS PIPELINE MARKER
 - CATCH BASIN / DROP INLET
 - CURB INLET
 - TRAFFIC CONTROL BOX
 - PARKING METER
 - UTILITY POLE

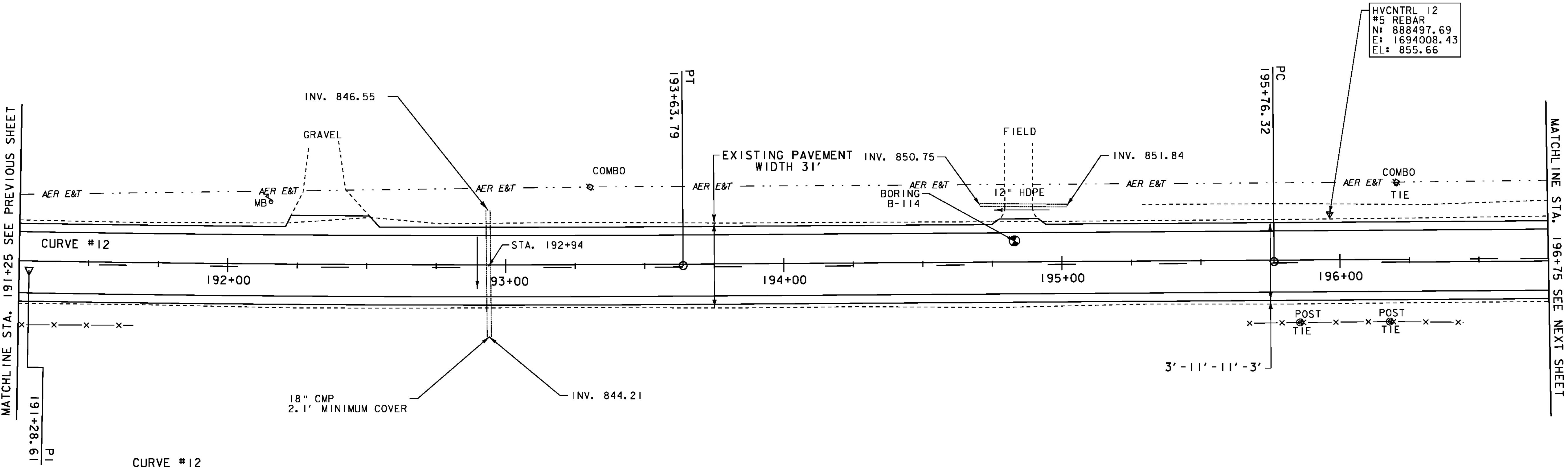
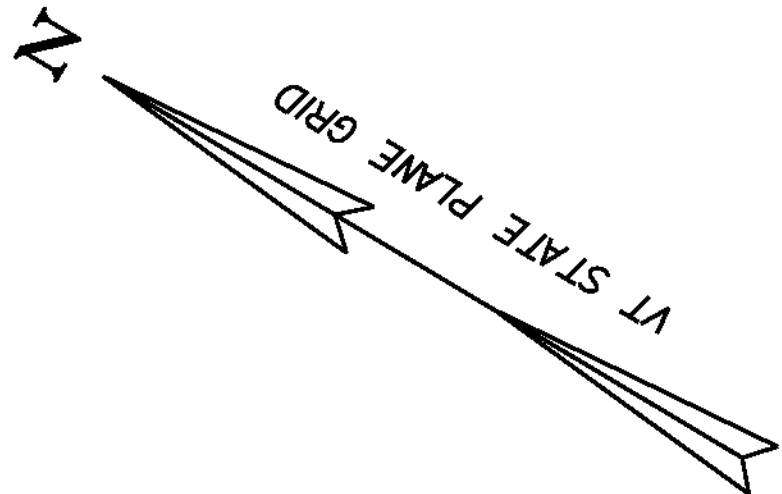
- SIGN LEGEND**
- R = REMOVE
 - R&S = REMOVE AND SALVAGE
 - RET = RETAIN
 - S = SALVAGE
 - N = NEW
 - B-B = BACK TO BACK

DATUM
NAVD 88
NAD 83

PROJECT LAYOUT SHEET 12	PROJECT NAME: NEWPORT-COVENTRY-NEWPORT	
	PROJECT NUMBER: STP 2802(1)	
	FILE NAME: 08b158.dgn	PLOT DATE: 8/3/2011
	PROJECT LEADER: CDL	DRAWN BY: BMB
	DESIGNED BY: BMB	CHECKED BY: EPD
	PLOT FILE: 08b158-39.1	SHEET 39 OF 134

DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
STA. 191+25 - STA. 196+75 (SOLID LT & RT)
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
STA. 191+25 - STA. 196+25 (SOLID LT)
STA. 191+25 - STA. 196+25 (DASHED RT)
STA. 196+25 - STA. 196+75 (DASHED LT)
STA. 196+25 - STA. 196+75 (SOLID RT)

TEMPORARY 4 INCH WHITE LINE, PAINT
STA. 191+25 - STA. 196+75 (SOLID LT & RT)
TEMPORARY 4 INCH YELLOW LINE, PAINT
STA. 191+25 - STA. 196+25 (SOLID LT)
STA. 191+25 - STA. 196+25 (DASHED RT)
STA. 196+25 - STA. 196+75 (DASHED LT)
STA. 196+25 - STA. 196+75 (SOLID RT)



HVCNTRL 12
#5 REBAR
N: 888497.69
E: 1694008.43
EL: 855.66

CURVE #12
DELTA = 2°41'44"
D = 0°34'23"
R = 10000.00'
T = 235.27'
L = 470.45'
NORMAL CROWN (50 MPH)

- LEGEND
- MAILBOX
 - BORING
 - SIGN
 - HYDRANT
 - MANHOLE
 - WATER SHUT OFF (WSO)
 - GAS PIPELINE MARKER
 - CATCH BASIN / DROP INLET
 - CURB INLET
 - TRAFFIC CONTROL BOX
 - PARKING METER
 - UTILITY POLE

SIGN LEGEND

R = REMOVE
R&S = REMOVE AND SALVAGE
RET = RETAIN
S = SALVAGE
N = NEW
B-B = BACK TO BACK

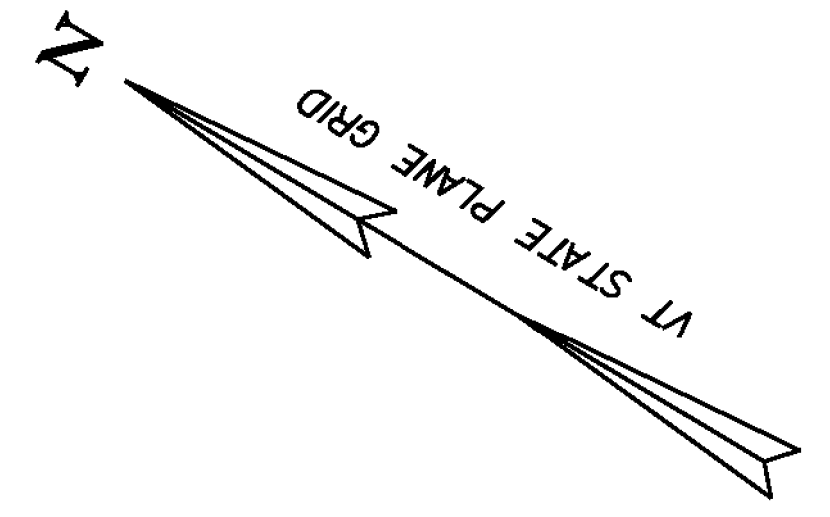
DATUM

NAVD 88
NAD 83

SCALE 1" = 20'-0"

PROJECT LAYOUT SHEET 13

PROJECT NAME: NEWPORT-COVENTRY-NEWPORT
PROJECT NUMBER: STP 2802(I)
FILE NAME: 08b158.dgn
PROJECT LEADER: CDL
DESIGNED BY: BMB
PLOT FILE: 08b158-40.I
PLOT DATE: 8/3/2011
DRAWN BY: BMB
CHECKED BY: EPD
SHEET 40 OF 134



DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
STA. 196+75 - STA. 202+50 (SOLID LT & RT)

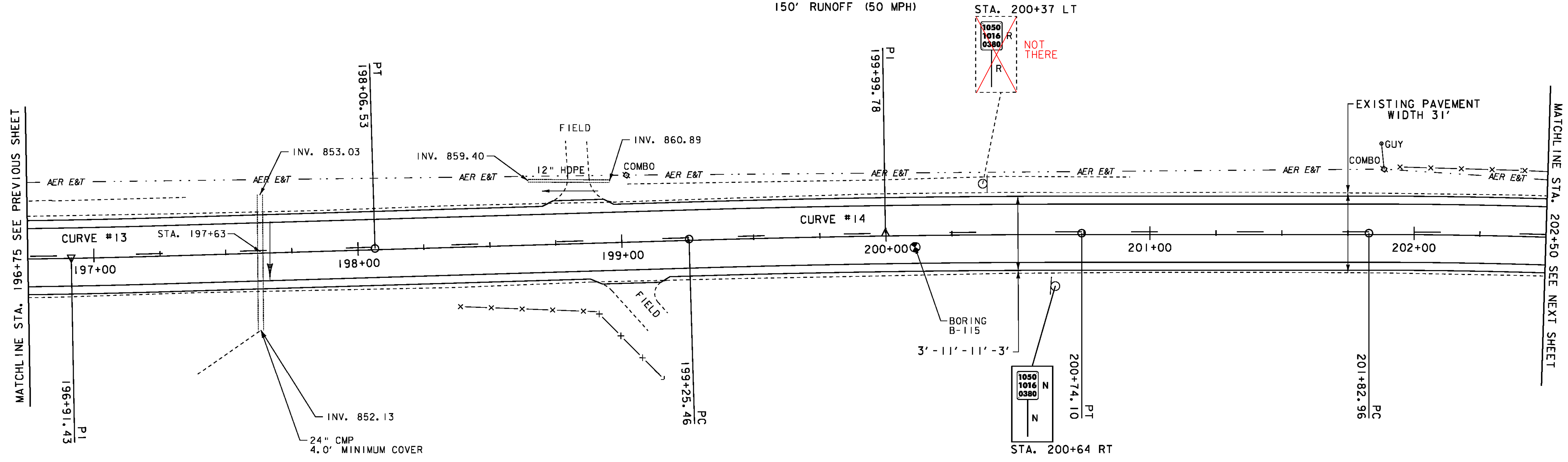
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
STA. 196+75 - STA. 202+50 (DASHED LT)
STA. 196+75 - STA. 202+50 (SOLID RT)

TEMPORARY 4 INCH WHITE LINE, PAINT
STA. 196+75 - STA. 202+50 (SOLID LT & RT)

TEMPORARY 4 INCH YELLOW LINE, PAINT
STA. 196+75 - STA. 202+50 (DASHED LT)
STA. 196+75 - STA. 202+50 (SOLID RT)

REMOVING SIGNS
AS SHOWN - 1

CURVE #14
DELTA = 1°42'12"
D = 1°08'45"
R = 5000.00'
T = 74.33'
L = 148.64'
BANKING 0.024 FT/FT
150' RUNOFF (50 MPH)



CURVE #13
DELTA = 1°19'08"
D = 0°34'23"
R = 10000.00'
T = 115.11'
L = 230.21'
NORMAL CROWN (50 MPH)

- LEGEND**
- MAILBOX
 - BORING
 - SIGN
 - HYDRANT
 - MANHOLE
 - WATER SHUT OFF (WSO)
 - GAS PIPELINE MARKER
 - CATCH BASIN / DROP INLET
 - CURB INLET
 - TRAFFIC CONTROL BOX
 - PARKING METER
 - UTILITY POLE

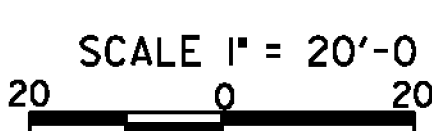
SIGN LEGEND

R = REMOVE
R&S = REMOVE AND SALVAGE
RET = RETAIN
S = SALVAGE
N = NEW
B-B = BACK TO BACK

DATUM

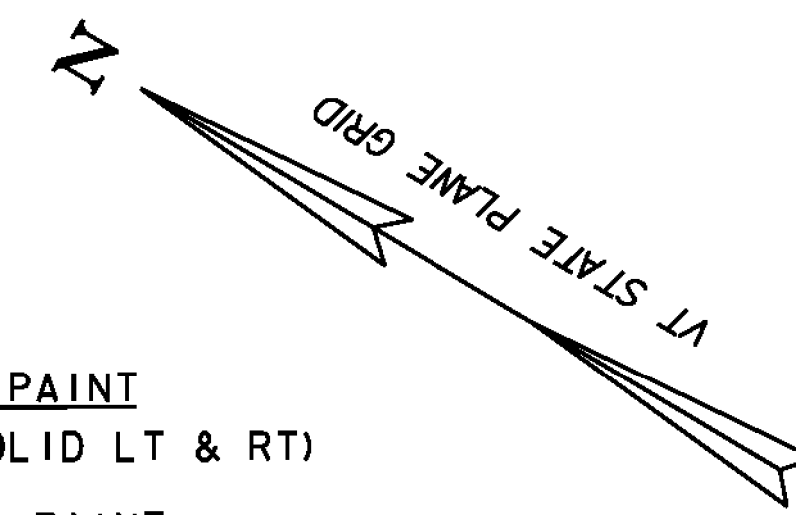
NAVD 88

NAD 83



**PROJECT
LAYOUT
SHEET 14**

PROJECT NAME: NEWPORT-COVENTRY-NEWPORT	
PROJECT NUMBER: STP 2802(1)	
FILE NAME: 08b158.dgn	PLOT DATE: 8/3/2011
PROJECT LEADER: CDL	DRAWN BY: BMB
DESIGNED BY: BMB	CHECKED BY: EPD
PLOT FILE: 08b158-41.l	SHEET 41 OF 134



CURVE #15
DELTA = 11°19'26"
D = 2°36'16"
R = 2200.00'
T = 218.11'
L = 434.81'
BANKING 0.048 FT/FT
150' RUNOFF (50 MPH)

DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
STA. 202+50 - STA. 208+25 (SOLID LT & RT)

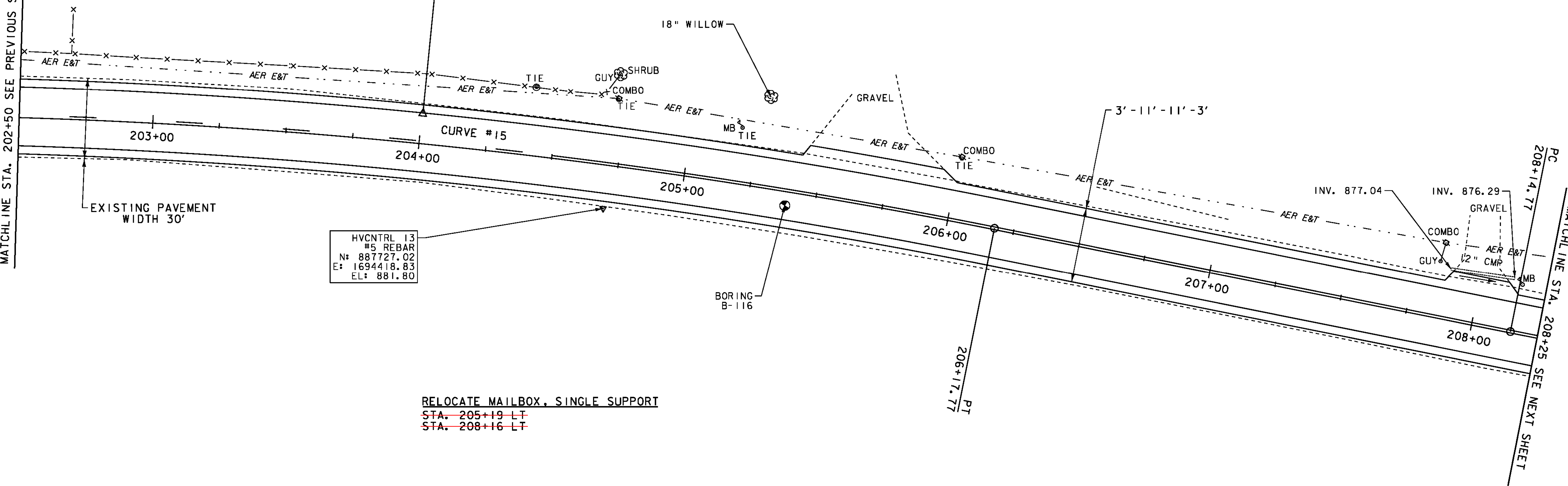
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
STA. 202+50 - STA. 204+50 (DASHED LT)
STA. 202+50 - STA. 204+50 (SOLID RT)
STA. 204+50 - STA. 208+25 (SOLID LT & RT)

TEMPORARY 4 INCH WHITE LINE, PAINT
STA. 202+50 - STA. 208+25 (SOLID LT & RT)

TEMPORARY 4 INCH YELLOW LINE, PAINT
STA. 202+50 - STA. 204+50 (DASHED LT)
STA. 202+50 - STA. 204+50 (SOLID RT)
STA. 204+50 - STA. 208+25 (SOLID LT & RT)

MATCHLINE STA. 202+50 SEE PREVIOUS SHEET

PC 208+14.77
MATCHLINE STA. 208+25 SEE NEXT SHEET



HVCNTRL 13
#5 REBAR
N: 887727.02
E: 1694418.83
EL: 881.80

RELOCATE MAILBOX, SINGLE SUPPORT
~~STA. 205+19 LT~~
~~STA. 208+16 LT~~

- LEGEND**
- MAILBOX
 - BORING
 - SIGN
 - HYDRANT
 - MANHOLE
 - WATER SHUT OFF (WSO)
 - GAS PIPELINE MARKER
 - CATCH BASIN / DROP INLET
 - CURB INLET
 - TRAFFIC CONTROL BOX
 - PARKING METER
 - UTILITY POLE

- SIGN LEGEND**
- R = REMOVE
 - R&S = REMOVE AND SALVAGE
 - RET = RETAIN
 - S = SALVAGE
 - N = NEW
 - B-B = BACK TO BACK

DATUM
NAVD 88
NAD 83

SCALE 1" = 20'-0"
20 0 20

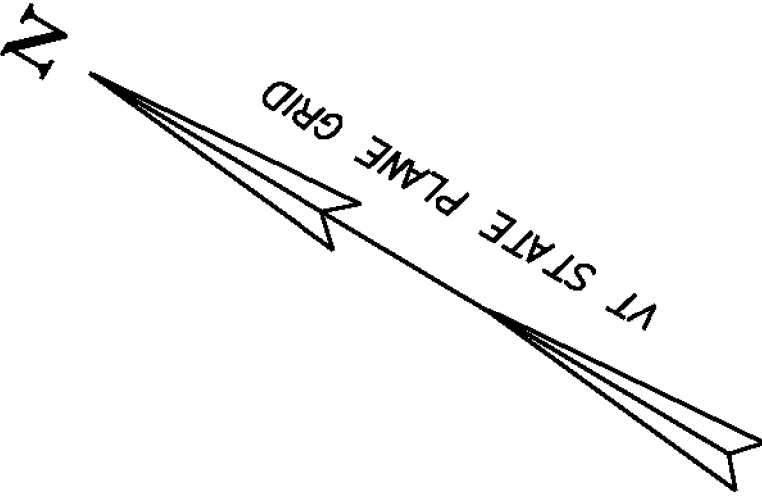
PROJECT LAYOUT SHEET 15

PROJECT NAME: NEWPORT-COVENTRY-NEWPORT	
PROJECT NUMBER: STP 2802(1)	
FILE NAME: 08b158.dgn	PLOT DATE: 8/3/2011
PROJECT LEADER: CDL	DRAWN BY: BMB
DESIGNED BY: BMB	CHECKED BY: EPD
PLOT FILE: 08b158-42.1	SHEET 42 OF 134

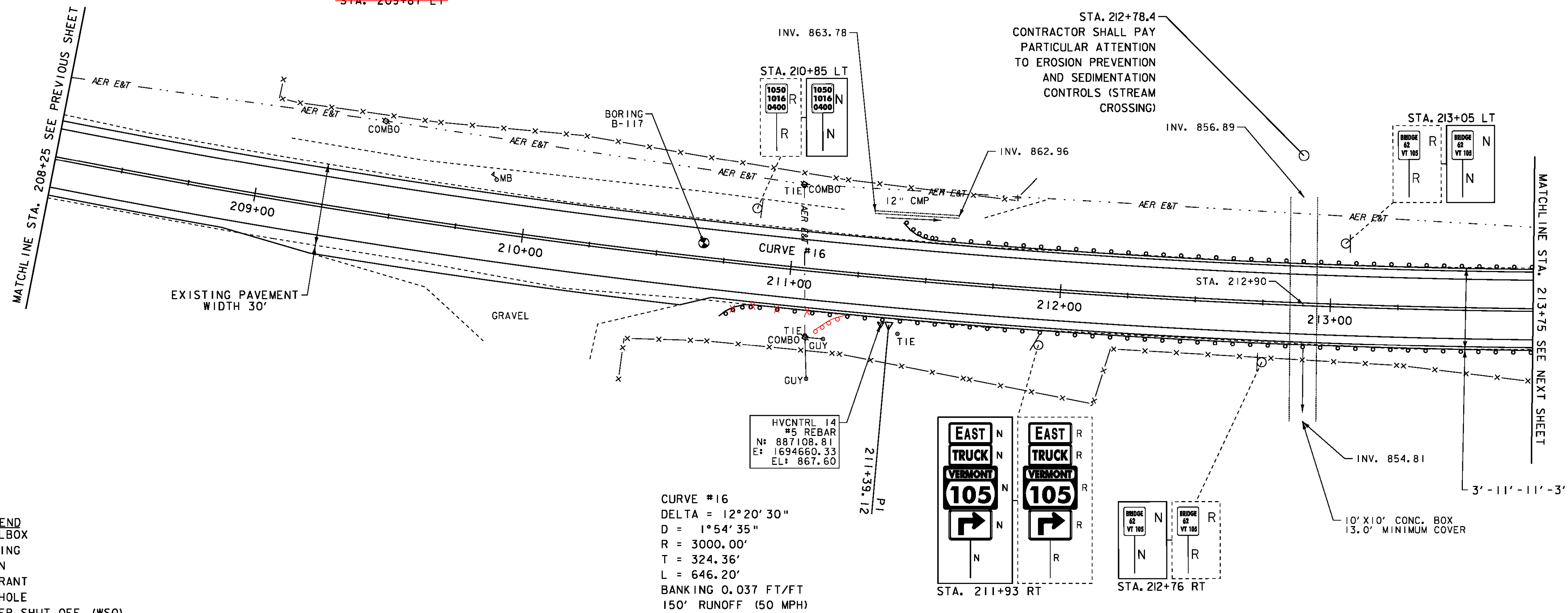
STEEL BEAM GUARDRAIL, GALVANIZED
211+18 STA. 210+75.50 - STA. 212+77.50 RT 211+30.5
STA. 211+40.00 - STA. 213+75.00 LT
STEEL BEAM GUARDRAIL,
GALVANIZED WITH 8 FT POSTS
STA. 212+77.50 - STA. 213+75.00 RT
211+30.5
ANCHOR FOR STEEL BEAM RAIL
STA. 210+75.5 RT 211+18 RT
STA. 211+40 LT
REMOVAL AND DISPOSAL OF GUARDRAIL
STA. 211+40.00 - STA. 213+75.00 RT
STA. 211+42.00 - STA. 213+75.00 LT

DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
STA. 208+25 - STA. 213+75 (SOLID LT & RT)
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
STA. 208+25 - STA. 213+75 (SOLID LT & RT)
TEMPORARY 4 INCH WHITE LINE, PAINT
STA. 208+25 - STA. 213+75 (SOLID LT & RT)
TEMPORARY 4 INCH YELLOW LINE, PAINT
STA. 208+25 - STA. 213+75 (SOLID LT & RT)

REMOVING SIGNS
AS SHOWN - 7
DELINEATOR WITH STEEL POST
STA. 210+76 RT
STA. 211+40 LT



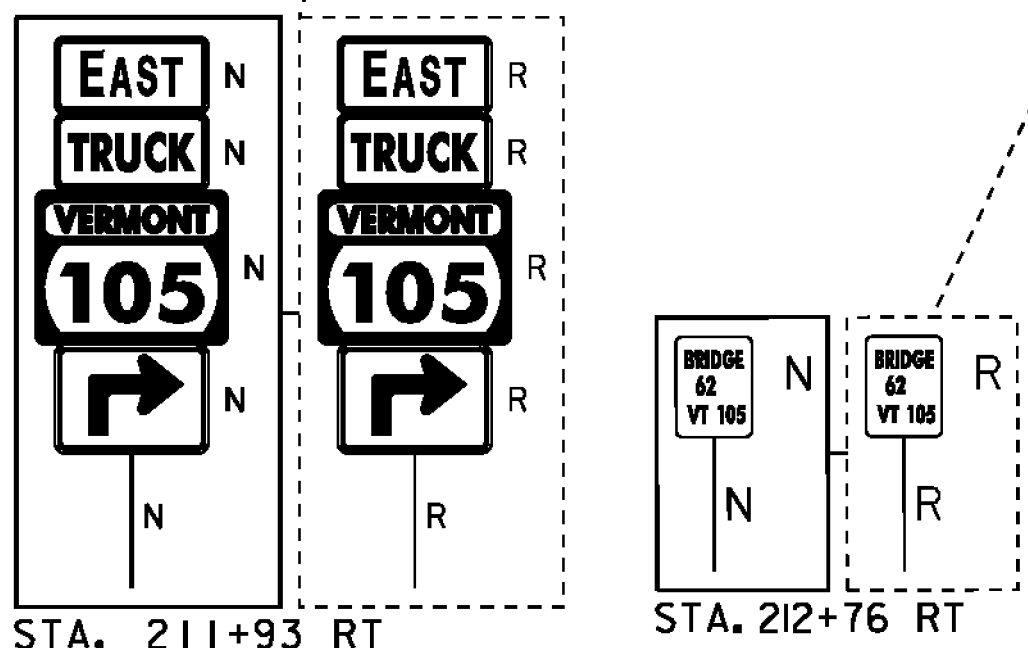
RELOCATE MAILBOX, SINGLE SUPPORT
STA. 209+87 LT



- LEGEND**
MAILBOX
BORING
SIGN
HYDRANT
MANHOLE
WATER SHUT OFF (WSO)
GAS PIPELINE MARKER
CATCH BASIN / DROP INLET
CURB INLET
TRAFFIC CONTROL BOX
PARKING METER
UTILITY POLE

- SIGN LEGEND**
R = REMOVE
R&S = REMOVE AND SALVAGE
RET = RETAIN
S = SALVAGE
N = NEW
B-B = BACK TO BACK

CURVE #16
DELTA = 12°20'30"
D = 1°54'35"
R = 3000.00'
T = 324.36'
L = 646.20'
BANKING 0.037 FT/FT
150' RUNOFF (50 MPH)



DATUM
NAVD 88
NAD 83

SCALE 1" = 20'-0"

PROJECT LAYOUT SHEET 16

PROJECT NAME: NEWPORT-COVENTRY-NEWPORT
PROJECT NUMBER: STP 2802(1)
FILE NAME: 08b158.dgn
PROJECT LEADER: CDL
DESIGNED BY: BMB
PLOT FILE: 08b158-43.1
PLOT DATE: 8/3/2011
DRAWN BY: BMB
CHECKED BY: EPD
SHEET 43 OF 134

STEEL BEAM GUARDRAIL, GALVANIZED
STA. 213+75.00 - STA. 214+94.00 LT
~~STA. 213+77.50 - STA. 213+92.00 RT~~

STEEL BEAM GUARDRAIL,
GALVANIZED WITH 8 FT POSTS
STA. 213+75.00 - STA. ~~213+77.50~~ RT
213+94

ANCHOR FOR STEEL BEAM RAIL
STA. ~~213+92~~ RT 213+94
STA. 214+94 LT

REMOVAL AND DISPOSAL OF GUARDRAIL
STA. 213+75 - STA. 214+94 LT
STA. 213+75 - STA. 213+89 RT

DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)

STA. 213+75 - STA. 219+50 (SOLID LT & RT)

DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)

STA. 213+75 - STA. 219+50 (SOLID LT & RT)

DURABLE LETTER OR SYMBOL (SEE OPTION ITEMS)

STA. 216+32 RT "STOP"

STA. 216+72 RT "AHEAD"

TEMPORARY 4 INCH WHITE LINE, PAINT

STA. 213+75 - STA. 219+50 (SOLID LT & RT)

TEMPORARY 4 INCH YELLOW LINE, PAINT

STA. 213+75 - STA. 219+50 (SOLID LT & RT)

TEMPORARY LETTER OR SYMBOL, PAINT

STA. 216+32 RT "STOP"

STA. 216+72 RT "AHEAD"

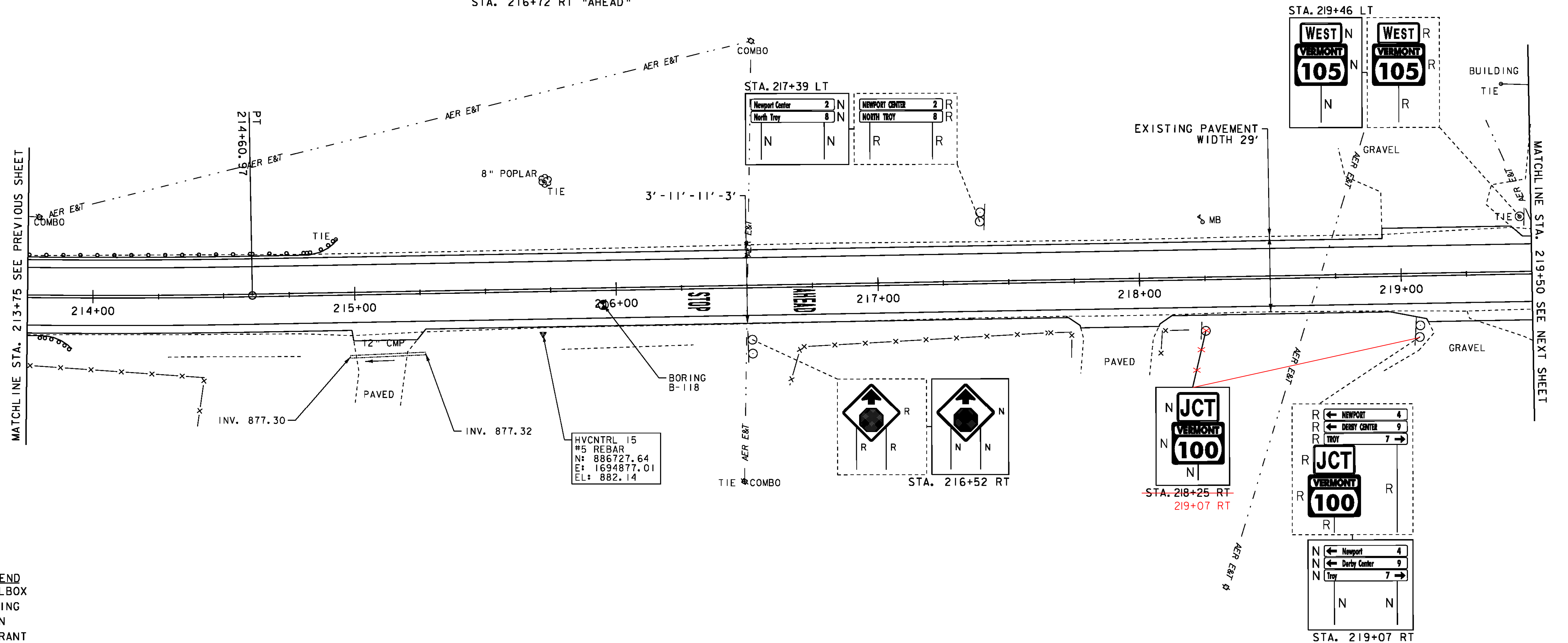
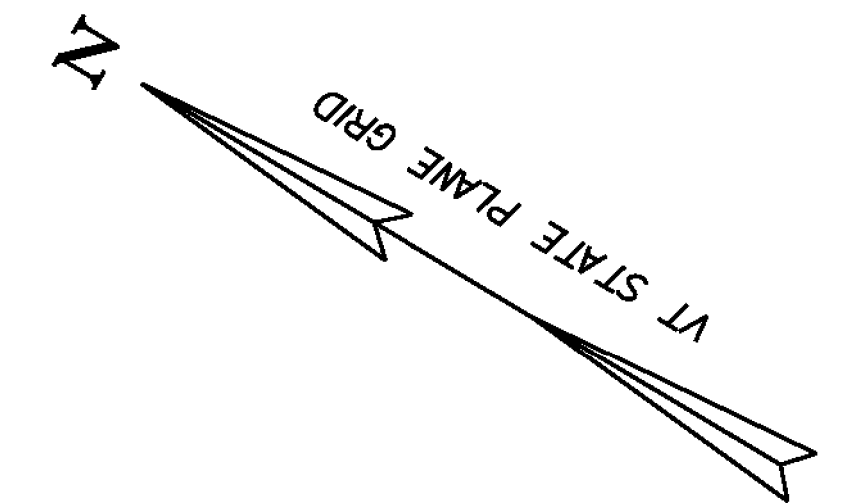
REMOVING SIGNS

AS SHOWN - 10

DELINEATOR WITH STEEL POST

STA. 213+92 RT

STA. 214+94 LT



- LEGEND**
- MAILBOX
 - BORING
 - SIGN
 - HYDRANT
 - MANHOLE
 - WATER SHUT OFF (WSO)
 - GAS PIPELINE MARKER
 - CATCH BASIN / DROP INLET
 - CURB INLET
 - TRAFFIC CONTROL BOX
 - PARKING METER
 - UTILITY POLE

SIGN LEGEND

R = REMOVE
R&S = REMOVE AND SALVAGE
RET = RETAIN
S = SALVAGE
N = NEW
B-B = BACK TO BACK

DATUM
NAVD 88
NAD 83

SCALE 1" = 20'-0"
20 0 20

**PROJECT
LAYOUT
SHEET 17**

PROJECT NAME: NEWPORT-COVENTRY-NEWPORT

PROJECT NUMBER: STP 2802(II)

FILE NAME: 08b158.dgn

PROJECT LEADER: CDL

DESIGNED BY: BMB

PLOT FILE: 08b158-44.I

PLOT DATE: 8/3/2011

DRAWN BY: BMB

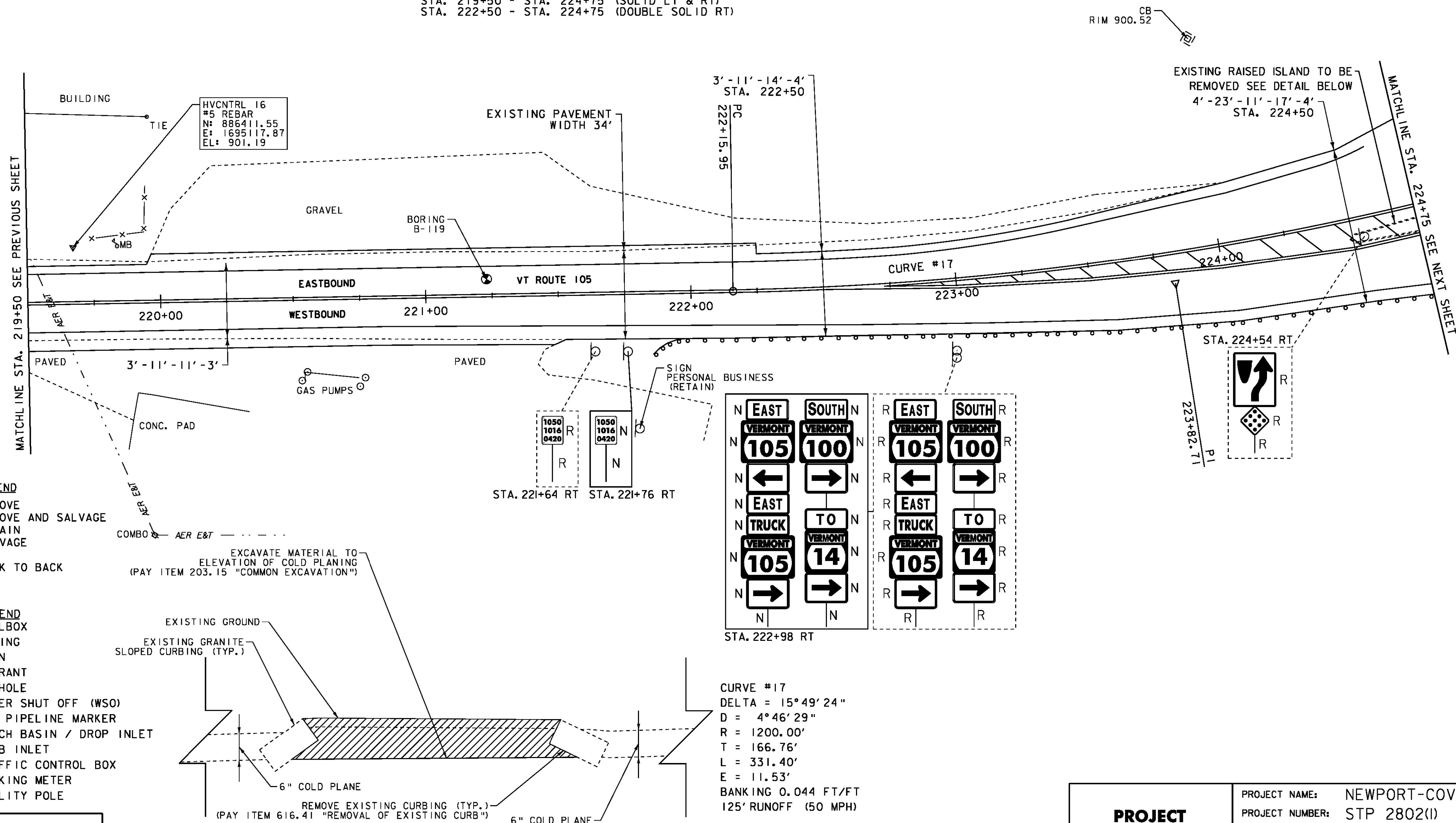
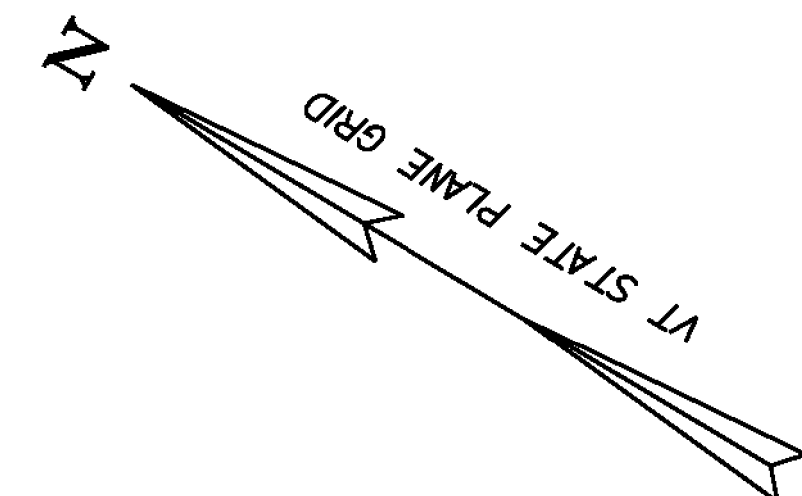
CHECKED BY: EPD

SHEET 44 OF 134

REMOVAL OF EXISTING CURB
STA. 224+49 - STA. 224+75 RT
STEEL BEAM GUARDRAIL, GALVANIZED
STA. 221+85.50 - STA. 223+25.00 RT
STEEL BEAM GUARDRAIL, GALVANIZED W/8 FEET POSTS
STA. 223+25.00 - STA. 224+75.00 RT
ANCHOR FOR STEEL BEAM RAIL
STA. 221+85.5 RT
REMOVAL AND DISPOSAL OF GUARDRAIL
STA. 221+95.00 - STA. 224+25.00 RT

DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
STA. 219+50 - STA. 224+75 (SOLID LT & RT)
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
STA. 219+50 - STA. 224+75 (SOLID LT & RT)
STA. 222+50 - STA. 224+75 (DOUBLE SOLID RT)
DURABLE 8 INCH YELLOW LINE (SEE OPTION ITEMS)
STA. 222+81 - STA. 224+75 (HATCHED RT)
TEMPORARY 4 INCH WHITE LINE, PAINT
STA. 219+50 - STA. 224+75 (SOLID LT & RT)
TEMPORARY 4 INCH YELLOW LINE, PAINT
STA. 219+50 - STA. 224+75 (SOLID LT & RT)
STA. 222+50 - STA. 224+75 (DOUBLE SOLID RT)

REMOVING SIGNS
AS SHOWN - 16
DELINEATOR WITH STEEL POST
STA. 221+86 RT



SIGN LEGEND
R = REMOVE
R&S = REMOVE AND SALVAGE
RET = RETAIN
S = SALVAGE
N = NEW
B-B = BACK TO BACK

LEGEND
MAILBOX
BORING
SIGN
HYDRANT
MANHOLE
WATER SHUT OFF (WSO)
GAS PIPELINE MARKER
CATCH BASIN / DROP INLET
CURB INLET
TRAFFIC CONTROL BOX
PARKING METER
UTILITY POLE

DATUM
NAVD 88
NAD 83

ISLAND REMOVAL

CURVE #17
DELTA = 15°49'24"
D = 4°46'29"
R = 1200.00'
T = 166.76'
L = 331.40'
E = 11.53'
BANKING 0.044 FT/FT
125' RUNOFF (50 MPH)

SCALE 1" = 20'-0"
20 0 20

PROJECT LAYOUT SHEET 18

PROJECT NAME: NEWPORT-COVENTRY-NEWPORT
PROJECT NUMBER: STP 2802(I)
FILE NAME: 08b158.dgn
PROJECT LEADER: CDL
DESIGNED BY: BMB
PLOT FILE: 08b158-45.1
PLOT DATE: 8/3/2011
DRAWN BY: BMB
CHECKED BY: EPD
SHEET 45 OF 134

DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)

STA. 224+75 RT - STA. 1224+00 LT (SOLID) (ROUTE 100)
STA. 224+75 - STA. 228+75 (SOLID LT)
STA. 1224+00 - STA. 228+75 (SOLID RT)
STA. 1224+00 - STA. 225+16 (SOLID RT) (ROUTE 100)
STA. 225+75 - STA. 227+83 (SOLID LT)
STA. 227+83 - STA. 228+75 (DOTTED LT)

DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)

STA. 224+75 - STA. 225+23 (CENTERLINE LT)
STA. 224+75 - STA. 225+23 (CENTERLINE RT)
STA. 1224+00 - STA. 1225+16 (SOLID LT & RT) (ROUTE 100)
STA. 225+75 - STA. 228+75 (CENTERLINE RT)
STA. 225+75 - STA. 228+75 (SOLID LT & RT)

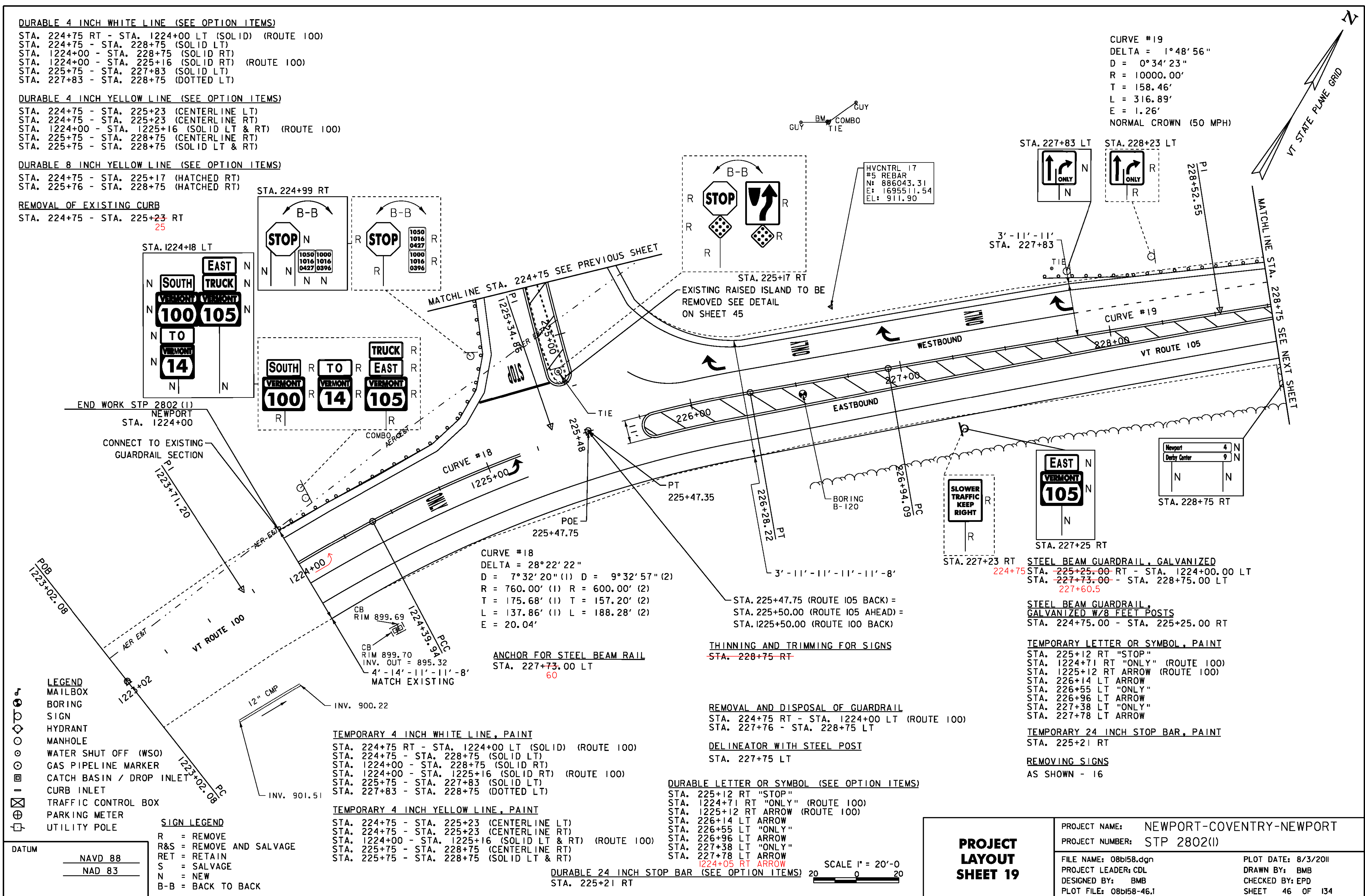
DURABLE 8 INCH YELLOW LINE (SEE OPTION ITEMS)

STA. 224+75 - STA. 225+17 (HATCHED RT)
STA. 225+76 - STA. 228+75 (HATCHED RT)

REMOVAL OF EXISTING CURB

STA. 224+75 - STA. 225+23 RT
25

CURVE #19
DELTA = 1°48'56"
D = 0°34'23"
R = 10000.00'
T = 158.46'
L = 316.89'
E = 1.26'
NORMAL CROWN (50 MPH)



- LEGEND**
- MAILBOX
 - BORING
 - SIGN
 - HYDRANT
 - MANHOLE
 - WATER SHUT OFF (WSO)
 - GAS PIPELINE MARKER
 - CATCH BASIN / DROP INLET
 - CURB INLET
 - TRAFFIC CONTROL BOX
 - PARKING METER
 - UTILITY POLE

SIGN LEGEND

R = REMOVE
R&S = REMOVE AND SALVAGE
RET = RETAIN
S = SALVAGE
N = NEW
B-B = BACK TO BACK

TEMPORARY 4 INCH WHITE LINE, PAINT

STA. 224+75 RT - STA. 1224+00 LT (SOLID) (ROUTE 100)
STA. 224+75 - STA. 228+75 (SOLID LT)
STA. 1224+00 - STA. 228+75 (SOLID RT)
STA. 1224+00 - STA. 1225+16 (SOLID RT) (ROUTE 100)
STA. 225+75 - STA. 227+83 (SOLID LT)
STA. 227+83 - STA. 228+75 (DOTTED LT)

TEMPORARY 4 INCH YELLOW LINE, PAINT

STA. 224+75 - STA. 225+23 (CENTERLINE LT)
STA. 224+75 - STA. 225+23 (CENTERLINE RT)
STA. 1224+00 - STA. 1225+16 (SOLID LT & RT) (ROUTE 100)
STA. 225+75 - STA. 228+75 (CENTERLINE RT)
STA. 225+75 - STA. 228+75 (SOLID LT & RT)

DURABLE 24 INCH STOP BAR (SEE OPTION ITEMS)
STA. 225+21 RT

THINNING AND TRIMMING FOR SIGNS

~~STA. 228+75 RT~~

REMOVAL AND DISPOSAL OF GUARDRAIL

STA. 224+75 RT - STA. 1224+00 LT (ROUTE 100)
STA. 227+76 - STA. 228+75 LT

DELINEATOR WITH STEEL POST

STA. 227+75 LT

DURABLE LETTER OR SYMBOL (SEE OPTION ITEMS)

STA. 225+12 RT "STOP"
STA. 1224+71 RT "ONLY" (ROUTE 100)
STA. 1225+12 RT ARROW (ROUTE 100)
STA. 226+14 LT ARROW
STA. 226+55 LT "ONLY"
STA. 226+96 LT ARROW
STA. 227+38 LT "ONLY"
STA. 227+78 LT ARROW
~~1224+05 RT ARROW~~

SCALE 1" = 20'-0"

PROJECT LAYOUT SHEET 19

PROJECT NAME: NEWPORT-COVENTRY-NEWPORT

PROJECT NUMBER: STP 2802(I)

FILE NAME: 08b158.dgn

PROJECT LEADER: CDL

DESIGNED BY: BMB

PLOT FILE: 08b158-46.1

PLOT DATE: 8/3/2011

DRAWN BY: BMB

CHECKED BY: EPD

SHEET 46 OF 134

COMMON EXCAVATION
STA. 234+25 - STA. 239+75 RT

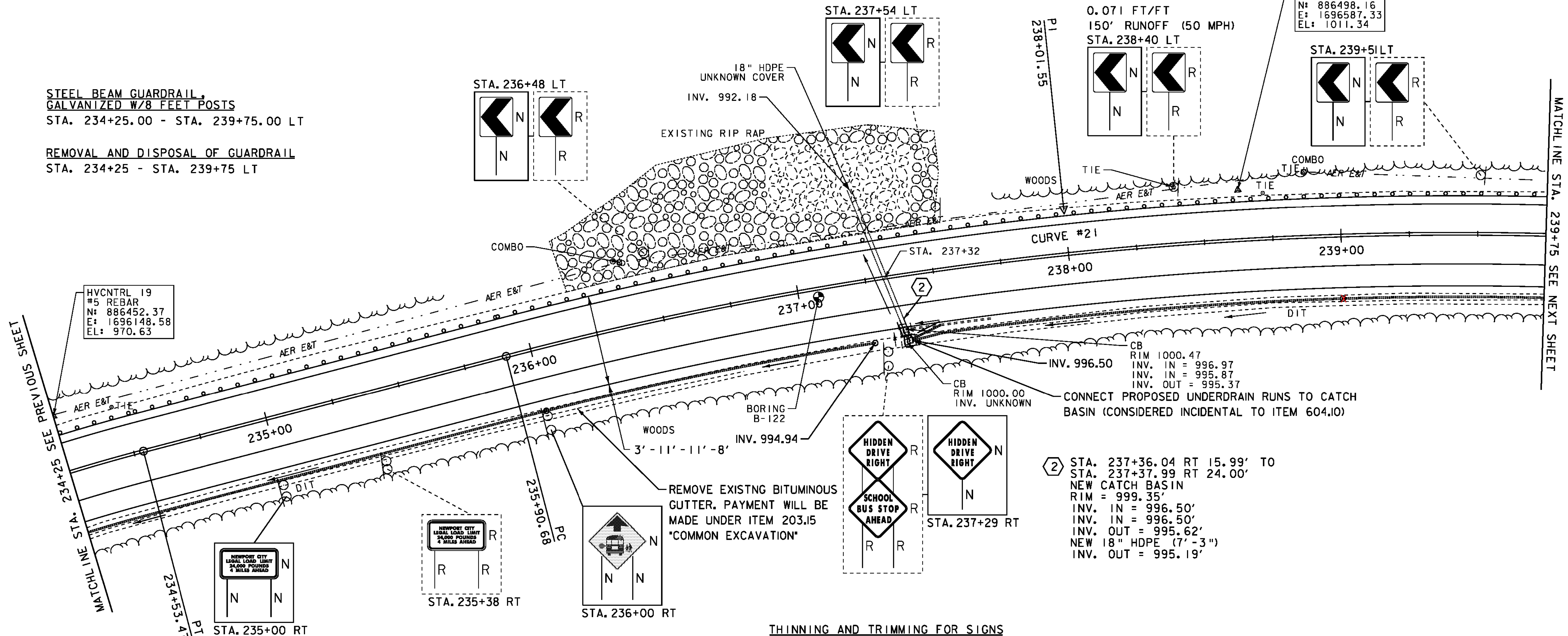
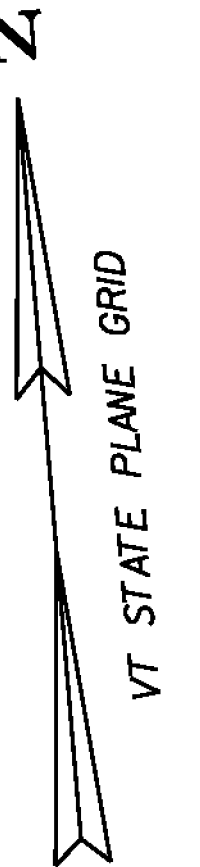
SOLID ROCK EXCAVATION
STA. 237+37 RT
STA. 237+37 RT

STEEL BEAM GUARDRAIL,
GALVANIZED W/8 FEET POSTS
STA. 234+25.00 - STA. 239+75.00 LT

REMOVAL AND DISPOSAL OF GUARDRAIL
STA. 234+25 - STA. 239+75 LT

CURVE #21
DELTA = 17°26'17"
D = 4°10'01"
R = 1375.00'
T = 210.87'
L = 418.49'
E = 16.08'
0.071 FT/FT
150' RUNOFF (50 MPH)
STA. 238+40 LT

HVCNTRL 20
#5 REBAR
N: 886498.16
E: 1696587.33
EL: 1011.34



HVCNTRL 19
#5 REBAR
N: 886452.37
E: 1696148.58
EL: 970.63

CB RIM 1000.47
INV. IN = 996.97
INV. IN = 995.87
INV. OUT = 995.37
CONNECT PROPOSED UNDERDRAIN RUNS TO CATCH BASIN (CONSIDERED INCIDENTAL TO ITEM 604.10)

2 STA. 237+36.04 RT 15.99' TO
STA. 237+37.99 RT 24.00'
NEW CATCH BASIN
RIM = 999.35'
INV. IN = 996.50'
INV. IN = 996.50'
INV. OUT = 995.62'
NEW 18" HDPE (7'-3")
INV. OUT = 995.19'

CONCRETE CATCH BASINS WITH
CAST IRON GRATE
STA. 237+37 RT "CAST IRON COVER"
STA. 237+37 RT "TYPE E GRATE"

6 INCH UNDERDRAIN PIPE
STA. 234+25 - STA. 237+25 RT 237+08
STA. 237+37 - STA. 239+75 RT 238+03 (CONNECTED TO EXISTING)
STA. 237+37 - STA. 237+50 RT (CONNECT TO EXISTING)

6 INCH UNDERDRAIN CARRIER PIPE
STA. 236+00 RT 234+27
STA. 237+25 RT 237+08
STA. 239+00 RT

UNDERDRAIN FLUSHING BASIN
STA. 236+00 RT
STA. 237+25 RT 237+08
STA. 239+00 RT

THINNING AND TRIMMING FOR SIGNS
STA. 237+29 RT

DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
STA. 234+25 - STA. 239+75 (SOLID LT & RT)

DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
STA. 234+25 - STA. 239+75 (SOLID LT & RT)

TEMPORARY 4 INCH WHITE LINE, PAINT
STA. 234+25 - STA. 239+75 (SOLID LT & RT)

TEMPORARY 4 INCH YELLOW LINE, PAINT
STA. 234+25 - STA. 239+75 (SOLID LT & RT)

STONE FILL TYPE I
234+25 ~ 237+25 RT
237+50 ~ 239+75 RT
236+40 ~ 237+55 LT

REMOVING SIGNS
AS SHOWN - 7

- LEGEND
- MAILBOX
 - BORING
 - SIGN
 - HYDRANT
 - MANHOLE
 - WATER SHUT OFF (WSO)
 - GAS PIPELINE MARKER
 - CATCH BASIN / DROP INLET
 - CURB INLET
 - TRAFFIC CONTROL BOX
 - PARKING METER
 - UTILITY POLE

SIGN LEGEND

R = REMOVE
R&S = REMOVE AND SALVAGE
RET = RETAIN
S = SALVAGE
N = NEW
B-B = BACK TO BACK

DATUM
NAVD 88
NAD 83

SCALE 1" = 20'-0"
20 0 20

PROJECT
LAYOUT
SHEET 21

PROJECT NAME: NEWPORT-COVENTRY-NEWPORT
PROJECT NUMBER: STP 2802(1)
FILE NAME: 08b158.dgn
PROJECT LEADER: CDL
DESIGNED BY: BMB
PLOT FILE: 08b158-48.1
PLOT DATE: 8/3/2011
DRAWN BY: BMB
CHECKED BY: EPD
SHEET 48 OF 134

COMMON EXCAVATION
STA. 239+75 - STA. 240+25 RT

6 INCH UNDERDRAIN PIPE
STA. ~~239+75~~ - STA. ~~240+25~~ RT
240+25 242+16

6 INCH UNDERDRAIN CARRIER PIPE
STA. ~~240+25~~ RT 242+16 RT
STA 240+20 RT
UNDERDRAIN FLUSHING BASIN
STA. ~~240+25~~ RT 242+16 RT
STA 240+20 RT
STONE FILL, TYPE I
STA. ~~241+75~~ - STA. ~~242+75~~ LT
239+75 ~ 240+26 RT

STEEL BEAM GUARDRAIL, GALVANIZED W/8 FEET POSTS
STA. 239+75.00 - STA. 243+02.00 LT

ANCHOR FOR STEEL BEAM RAIL
STA. 243+02.00 LT

REMOVAL AND DISPOSAL OF GUARDRAIL
STA. 239+75 - STA. 242+94 LT

DELINEATOR WITH STEEL POST
STA. 243+02 LT

DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
STA. 239+75 - STA. 245+25 (SOLID LT & RT)

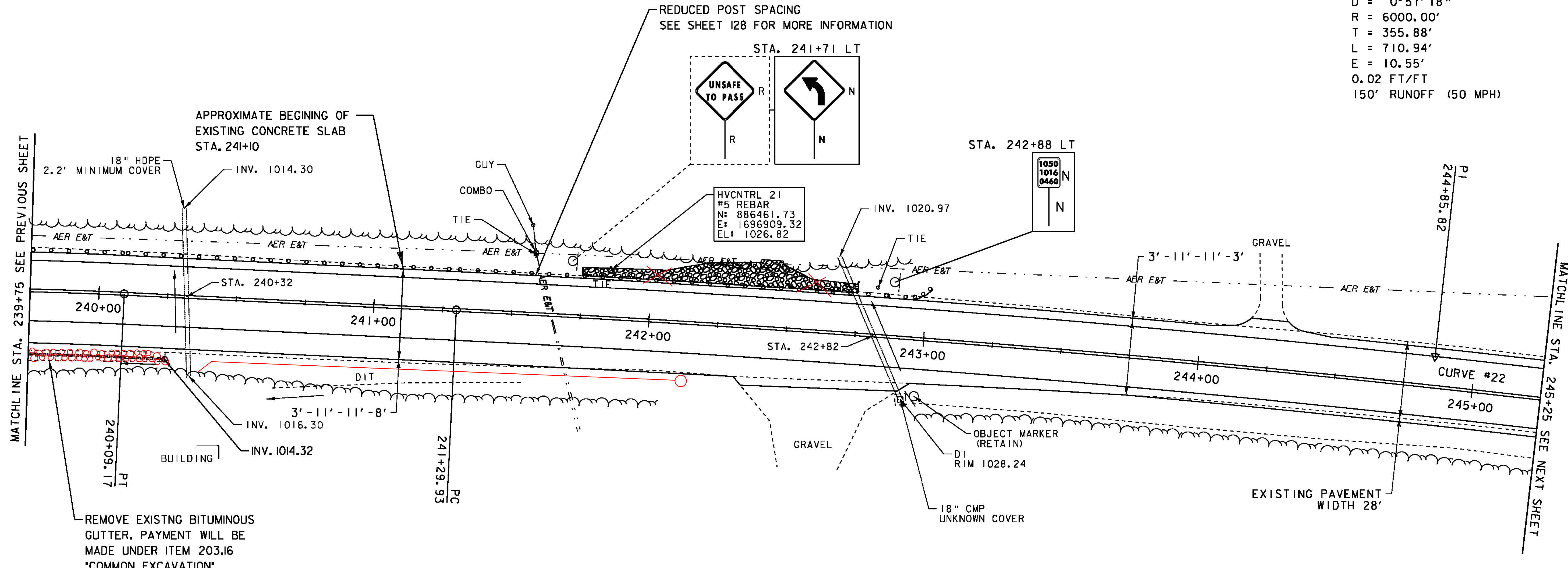
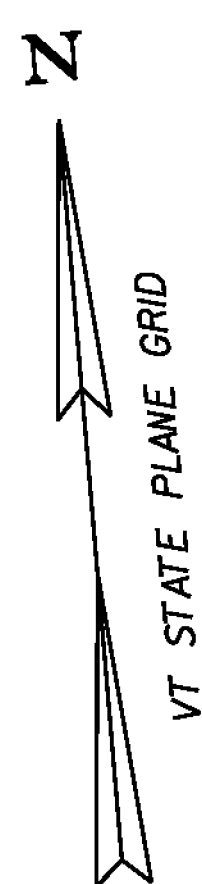
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
STA. 239+75 - STA. 245+25 (SOLID LT & RT)

TEMPORARY 4 INCH WHITE LINE, PAINT
STA. 239+75 - STA. 245+25 (SOLID LT & RT)

TEMPORARY 4 INCH YELLOW LINE, PAINT
STA. 239+75 - STA. 245+25 (SOLID LT & RT)

REMOVING SIGNS
AS SHOWN - I

CURVE #22
DELTA = 6°47'20"
D = 0°57'18"
R = 6000.00'
T = 355.88'
L = 710.94'
E = 10.55'
0.02 FT/FT
150' RUNOFF (50 MPH)



REMOVE EXISTNG BITUMINOUS
GUTTER. PAYMENT WILL BE
MADE UNDER ITEM 203.16
COMMON EXCAVATION

- LEGEND
- MAILBOX
 - BORING
 - SIGN
 - HYDRANT
 - MANHOLE
 - WATER SHUT OFF (WSO)
 - GAS PIPELINE MARKER
 - CATCH BASIN / DROP INLET
 - CURB INLET
 - TRAFFIC CONTROL BOX
 - PARKING METER
 - UTILITY POLE

SIGN LEGEND

R = REMOVE
R&S = REMOVE AND SALVAGE
RET = RETAIN
S = SALVAGE
N = NEW
B-B = BACK TO BACK

DATUM

NAVD 88
NAD 83

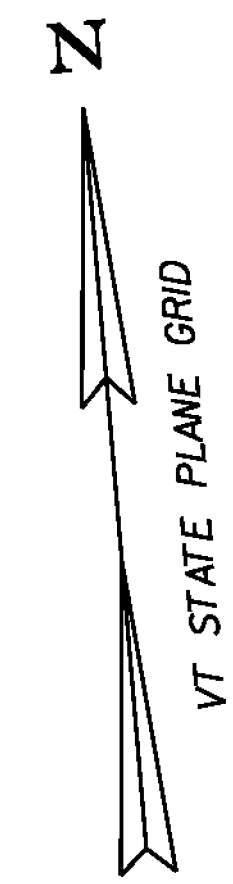
SCALE 1" = 20'-0"

PROJECT
LAYOUT
SHEET 22

PROJECT NAME: NEWPORT-COVENTRY-NEWPORT
PROJECT NUMBER: STP 2802(I)

FILE NAME: 08b158.dgn
PROJECT LEADER: CDL
DESIGNED BY: BMB
PLOT FILE: 08b158-49.1

PLOT DATE: 8/3/2011
DRAWN BY: BMB
CHECKED BY: EPD
SHEET 49 OF 134



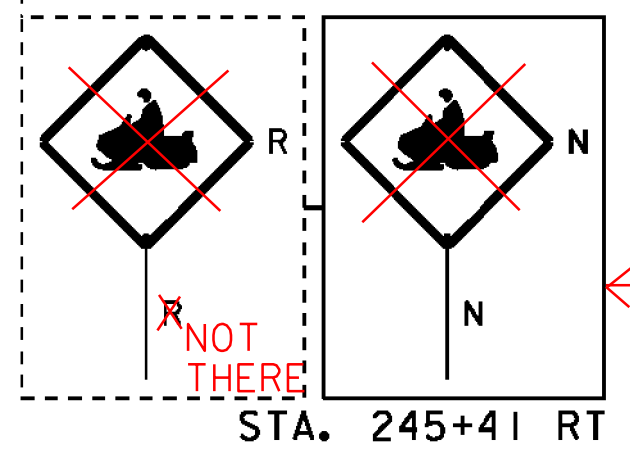
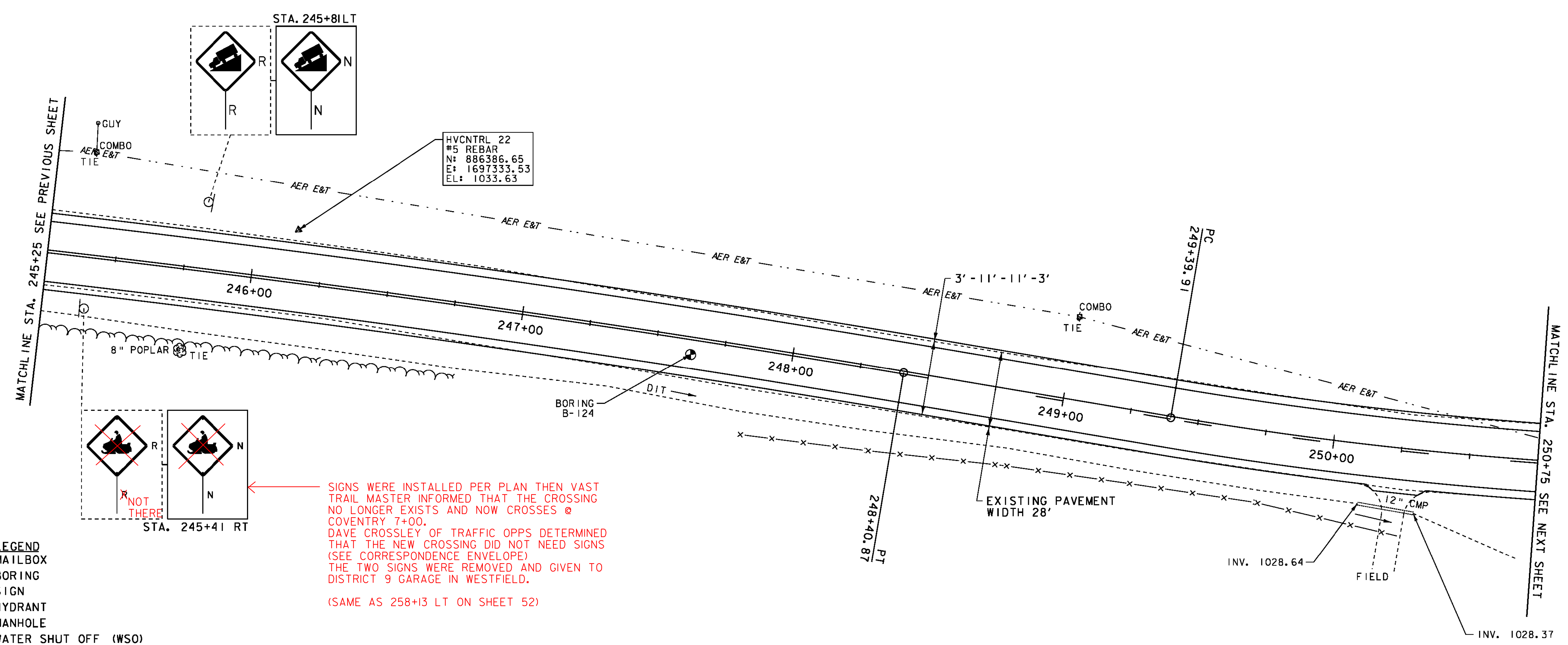
DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
STA. 245+25 - STA. 250+75 (SOLID LT & RT)

REMOVING SIGNS
AS SHOWN - 2

DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
STA. 245+25 - STA. 248+50 (SOLID LT & RT)
STA. 248+50 - STA. 250+75 (SOLID LT)
STA. 249+00 - STA. 250+75 (DASHED RT)

TEMPORARY 4 INCH WHITE LINE, PAINT
STA. 245+25 - STA. 250+75 (SOLID LT & RT)

TEMPORARY 4 INCH YELLOW LINE, PAINT
STA. 245+25 - STA. 248+50 (SOLID LT & RT)
STA. 248+50 - STA. 250+75 (SOLID LT)
STA. 249+00 - STA. 250+75 (DASHED RT)



SIGNS WERE INSTALLED PER PLAN THEN VAST TRAIL MASTER INFORMED THAT THE CROSSING NO LONGER EXISTS AND NOW CROSSES @ COVENTRY 7+00. DAVE CROSSLEY OF TRAFFIC OPPTS DETERMINED THAT THE NEW CROSSING DID NOT NEED SIGNS (SEE CORRESPONDENCE ENVELOPE) THE TWO SIGNS WERE REMOVED AND GIVEN TO DISTRICT 9 GARAGE IN WESTFIELD.
(SAME AS 258+13 LT ON SHEET 52)

- LEGEND**
- MAILBOX
 - BORING
 - SIGN
 - HYDRANT
 - MANHOLE
 - WATER SHUT OFF (WSO)
 - GAS PIPELINE MARKER
 - CATCH BASIN / DROP INLET
 - CURB INLET
 - TRAFFIC CONTROL BOX
 - PARKING METER
 - UTILITY POLE

- SIGN LEGEND**
- R = REMOVE
 - R&S = REMOVE AND SALVAGE
 - RET = RETAIN
 - S = SALVAGE
 - N = NEW
 - B-B = BACK TO BACK

DATUM
NAVD 88
NAD 83

SCALE 1" = 20'-0"
20 0 20

PROJECT LAYOUT SHEET 23

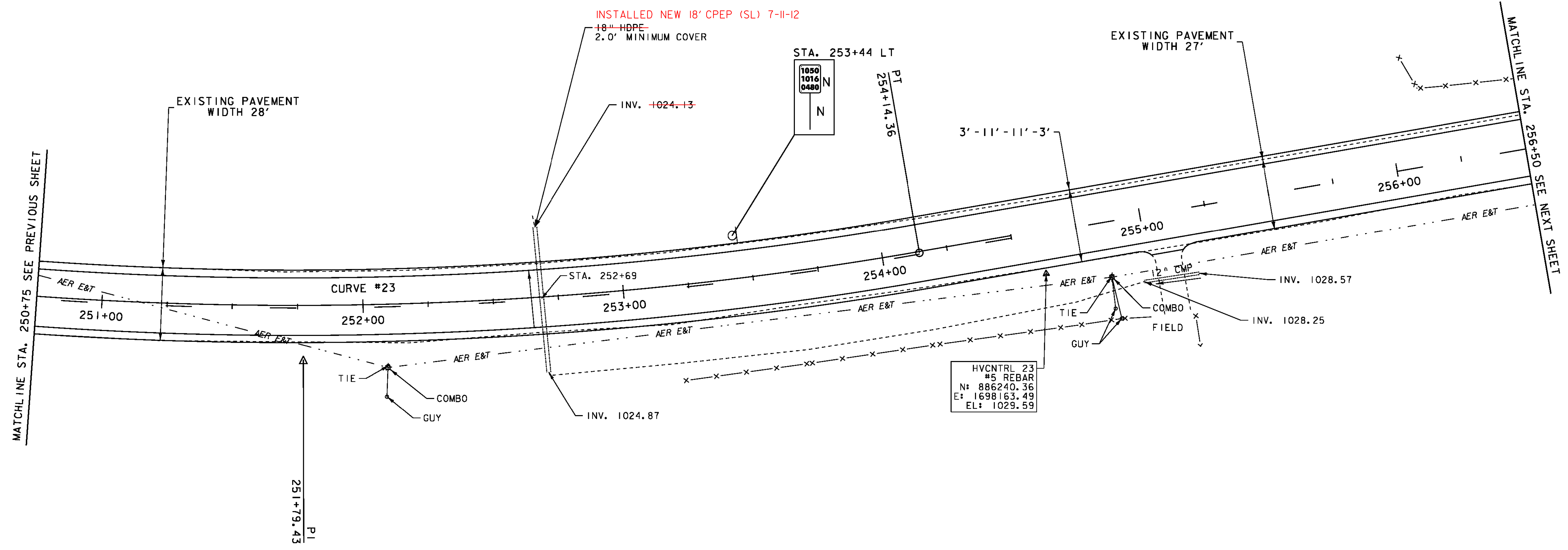
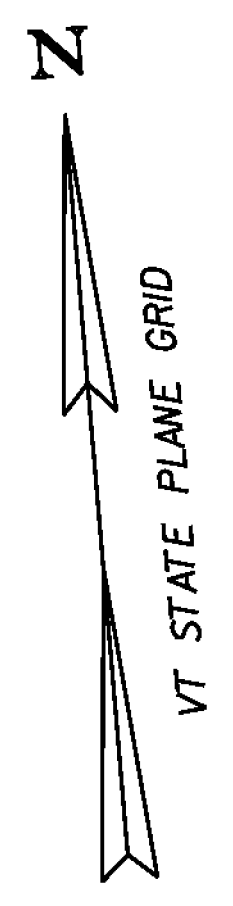
PROJECT NAME: NEWPORT-COVENTRY-NEWPORT	
PROJECT NUMBER: STP 2802(1)	
FILE NAME: 08b158.dgn	PLOT DATE: 8/3/2011
PROJECT LEADER: CDL	DRAWN BY: BMB
DESIGNED BY: BMB	CHECKED BY: EPD
PLOT FILE: 08b158-50.1	SHEET 50 OF 134

DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
STA. 250+75 - STA. 256+50 (SOLID LT & RT)

DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
STA. 250+75 - STA. 254+50 (SOLID LT)
STA. 250+75 - STA. 256+50 (DASHED RT)

TEMPORARY 4 INCH WHITE LINE, PAINT
STA. 250+75 - STA. 256+50 (SOLID LT & RT)

TEMPORARY 4 INCH YELLOW LINE, PAINT
STA. 250+75 - STA. 254+50 (SOLID LT)
STA. 250+75 - STA. 256+50 (DASHED RT)



- LEGEND**

 - MAILBOX
 - BORING
 - SIGN
 - HYDRANT
 - MANHOLE
 - WATER SHUT OFF (WSO)
 - GAS PIPELINE MARKER
 - CATCH BASIN / DROP INLET
 - CURB INLET
 - TRAFFIC CONTROL BOX
 - PARKING METER
 - UTILITY POLE
- CURVE #23**

DELTA = 19°25'01"

D = 4°05'33"

R = 1400.00'

T = 239.52'

L = 474.45'

E = 20.34'

0.064 FT/FT

150' RUNOFF (50 MPH)
- SIGN LEGEND**

R = REMOVE

R&S = REMOVE AND SALVAGE

RET = RETAIN

S = SALVAGE

N = NEW

B-B = BACK TO BACK

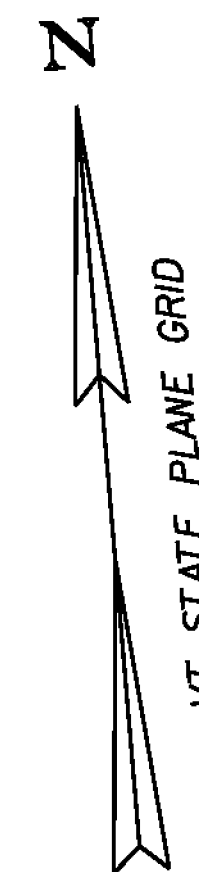
DATUM

NAVD 88

NAD 83

SCALE 1" = 20'-0"

PROJECT LAYOUT SHEET 24	PROJECT NAME: NEWPORT-COVENTRY-NEWPORT	
	PROJECT NUMBER: STP 2802(1)	
	FILE NAME: 08b158.dgn	PLOT DATE: 8/3/2011
	PROJECT LEADER: CDL	DRAWN BY: BMB
	DESIGNED BY: BMB	CHECKED BY: EPD
	PLOT FILE: 08b158-51.l	SHEET 51 OF 134



DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
STA. 256+50 - STA. 262+25 (SOLID LT & RT)

TEMPORARY 4 INCH WHITE LINE, PAINT
STA. 256+50 - STA. 262+25 (SOLID LT & RT)

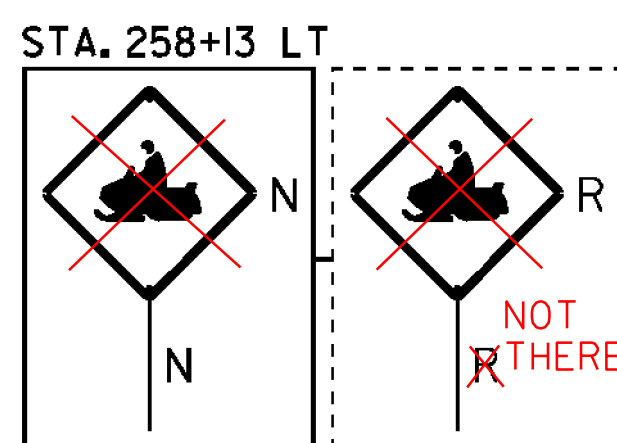
REMOVING SIGNS
AS SHOWN - 1

DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
STA. 256+50 - STA. 261+50 (DASHED RT)
STA. 261+50 - STA. 262+25 (DASHED LT)
STA. 261+50 - STA. 262+25 (SOLID RT)

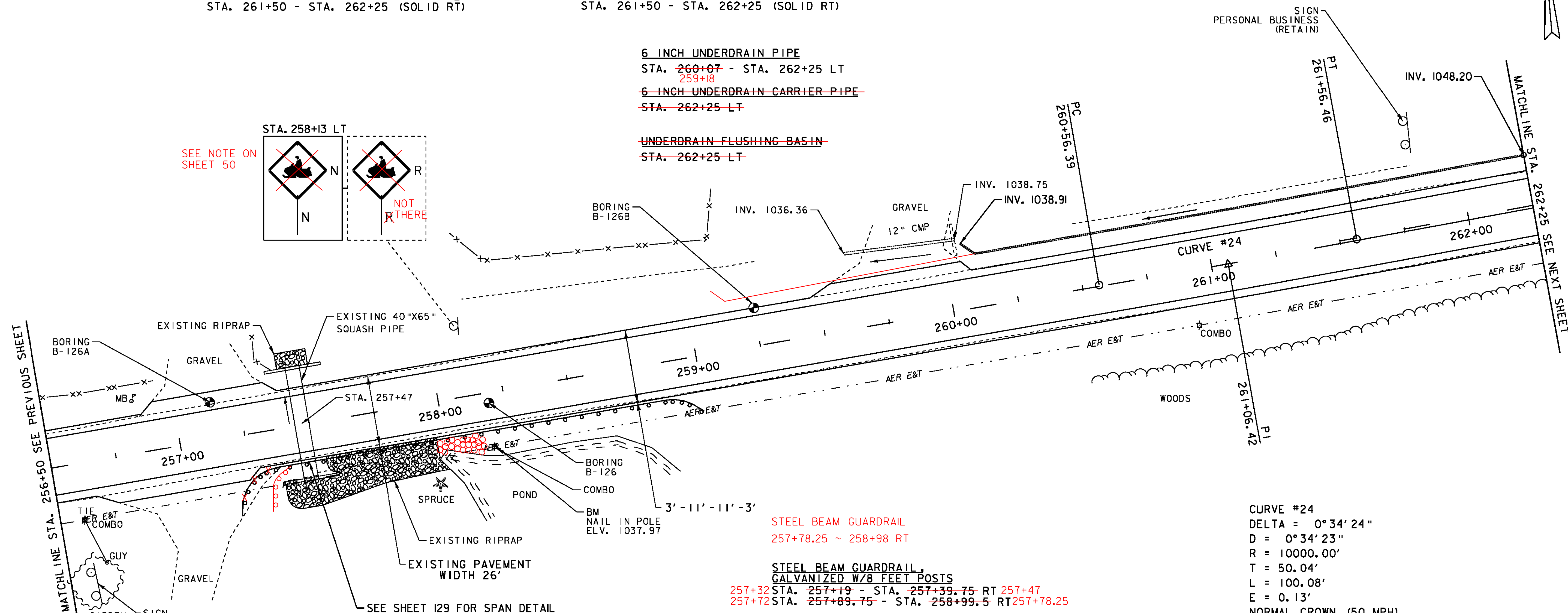
TEMPORARY 4 INCH YELLOW LINE, PAINT
STA. 256+50 - STA. 261+50 (DASHED RT)
STA. 261+50 - STA. 262+25 (DASHED LT)
STA. 261+50 - STA. 262+25 (SOLID RT)

6 INCH UNDERDRAIN PIPE
STA. ~~260+07~~ - STA. 262+25 LT
~~259+18~~
6 INCH UNDERDRAIN CARRIER PIPE
STA. ~~262+25~~ LT

UNDERDRAIN FLUSHING BASIN
STA. ~~262+25~~ LT



SEE NOTE ON
SHEET 50



STEEL BEAM GUARDRAIL
257+78.25 ~ 258+98 RT

STEEL BEAM GUARDRAIL, GALVANIZED W/8 FEET POSTS
257+32 STA. 257+19 - STA. 257+39.75 RT 257+47
257+72 STA. 257+89.75 - STA. 258+99.5 RT 257+78.25

HD STEEL BEAM GUARDRAIL, GALVANIZED/NESTED W/8 FEET POSTS
STA. 257+39.75 - STA. 257+89.75 RT
257+47 257+72

ANCHOR FOR STEEL BEAM RAIL
STA. 257+19 RT 257+32
STA. 259+00 RT
258+98

DELINEATOR WITH STEEL POST
STA. 257+19 RT
STA. 259+00 RT

CURVE #24
DELTA = 0°34'24"
D = 0°34'23"
R = 10000.00'
T = 50.04'
L = 100.08'
E = 0.13'
NORMAL CROWN (50 MPH)

- LEGEND**
- MAILBOX
 - BORING
 - SIGN
 - HYDRANT
 - MANHOLE
 - WATER SHUT OFF (WSO)
 - GAS PIPELINE MARKER
 - CATCH BASIN / DROP INLET
 - CURB INLET
 - TRAFFIC CONTROL BOX
 - PARKING METER
 - UTILITY POLE
- SIGN LEGEND**
- R = REMOVE
 - R&S = REMOVE AND SALVAGE
 - RET = RETAIN
 - S = SALVAGE
 - N = NEW
 - B-B = BACK TO BACK

DATUM
NAVD 88
NAD 83

SCALE 1" = 20'-0"
20 0 20

**PROJECT
LAYOUT
SHEET 25**

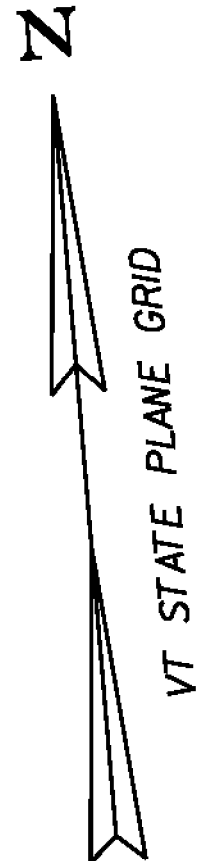
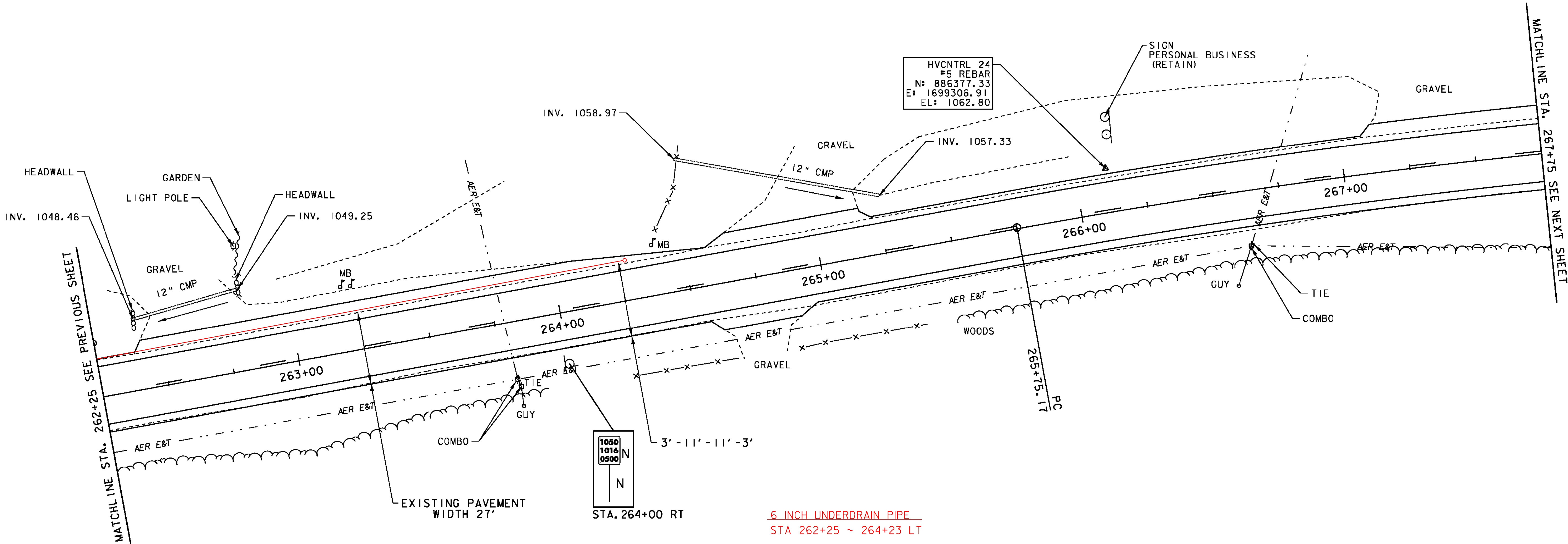
PROJECT NAME: NEWPORT-COVENTRY-NEWPORT
PROJECT NUMBER: STP 2802(1)
FILE NAME: 08b158.dgn
PROJECT LEADER: CDL
DESIGNED BY: BMB
PLOT FILE: 08b158-52.1
PLOT DATE: 8/3/2011
DRAWN BY: BMB
CHECKED BY: EPD
SHEET 52 OF 134

DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
STA. 262+25 - STA. 267+75 (SOLID LT & RT)

DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
STA. 262+25 - STA. 267+75 (DASHED LT)
STA. 262+25 - STA. 267+75 (SOLID RT)

TEMPORARY 4 INCH WHITE LINE, PAINT
STA. 262+25 - STA. 267+75 (SOLID LT & RT)

TEMPORARY 4 INCH YELLOW LINE, PAINT
STA. 262+25 - STA. 267+75 (DASHED LT)
STA. 262+25 - STA. 267+75 (SOLID RT)



- LEGEND**
- MAILBOX
 - BORING
 - SIGN
 - HYDRANT
 - MANHOLE
 - WATER SHUT OFF (WSO)
 - GAS PIPELINE MARKER
 - CATCH BASIN / DROP INLET
 - CURB INLET
 - TRAFFIC CONTROL BOX
 - PARKING METER
 - UTILITY POLE

- SIGN LEGEND**
- R = REMOVE
 - R&S = REMOVE AND SALVAGE
 - RET = RETAIN
 - S = SALVAGE
 - N = NEW
 - B-B = BACK TO BACK

DATUM
NAVD 88
NAD 83

6 INCH UNDERDRAIN PIPE
STA 262+25 ~ 264+23 LT

6 INCH UNDERDRAIN CARRIER PIPE
STA 264+23 LT

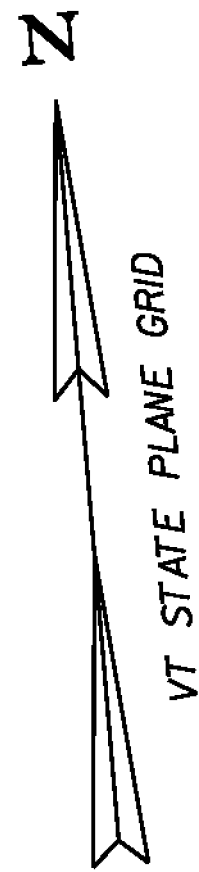
UNDERDRAIN FLUSHING BASIN
STA 264+23 LT

SCALE 1" = 20'-0"

**PROJECT
LAYOUT
SHEET 26**

PROJECT NAME:	NEWPORT-COVENTRY-NEWPORT
PROJECT NUMBER:	STP 2802(I)
FILE NAME:	08b158.dgn
PROJECT LEADER:	CDL
DESIGNED BY:	BMB
PLOT FILE:	08b158-53.1
PLOT DATE:	8/3/2011
DRAWN BY:	BMB
CHECKED BY:	EPD
SHEET	53 OF 134

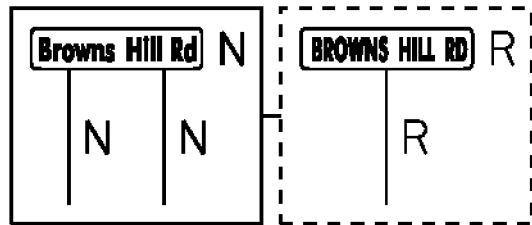
CURVE #25
DELTA = 12°08'13"
D = 2°17'31"
R = 2500.00'
T = 265.78'
L = 529.58'
E = 14.09'
BANKING 0.046 FT/FT
150' RUNOFF (50 MPH)



TH #19
MM 5.18
STA. 273+33 LT

BROWNS HILL RD

STA. 273+00 LT



EXISTING PAVEMENT
WIDTH 28'

COMBO
GUY

GRAVEL

8" MAPLE

TIE

25'

GRAVEL

TIE

GUY

COMBO

AER E&T

3' - 11' - 11' - 3'

GRAVEL

TIE

GUY

COMBO

AER E&T

3' - 11' - 11' - 3'

GRAVEL

TIE

GUY

COMBO

AER E&T

3' - 11' - 11' - 3'

GRAVEL

TIE

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AER E&T

3' - 11' - 11' - 3'

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3' - 11' - 11' - 3'

GRAVEL

TIE

GUY

COMBO

AER E&T

3' - 11' - 11' - 3'

GRAVEL

TIE

DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
STA. 273+75 - STA. 276+66.00 (SOLID LT & RT)
STA. 0+00 - STA. 2+75 (SOLID LT & RT)

DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
STA. 273+75 - STA. 275+75 (SOLID LT & RT)
STA. 275+75 - STA. 276+66.00 (SOLID LT)
STA. 275+75 - STA. 276+66.00 (DASHED RT)
STA. 0+00 - STA. 2+75 (SOLID LT)
STA. 0+00 - STA. 2+75 (DASHED RT)

TEMPORARY 4 INCH WHITE LINE, PAINT
STA. 273+75 - STA. 276+66.00 (SOLID LT & RT)
STA. 0+00 - STA. 2+75 (SOLID LT & RT)

TEMPORARY 4 INCH YELLOW LINE, PAINT
STA. 273+75 - STA. 275+75 (SOLID LT & RT)
STA. 275+75 - STA. 276+66.00 (SOLID LT)
STA. 275+75 - STA. 276+66.00 (DASHED RT)
STA. 0+00 - STA. 2+75 (SOLID LT)
STA. 0+00 - STA. 2+75 (DASHED RT)

REMOVING SIGNS
AS SHOWN - 2

CURVE #1
DELTA = 1°45'49"
D = 0°54'34"
R = 6300.00'
T = 96.96'
L = 193.91'
BANKING 0.020 FT/FT
150' RUNOFF (50 MPH)

CURVE #26
DELTA = 2°01'38"
D = 0°54'34"
R = 6300.00'
T = 111.47'
L = 222.91'
E = 0.99'
BANKING 0.020 FT/FT
150' RUNOFF (50 MPH)

RELOCATE MAILBOX, SINGLE SUPPORT
STA. ++73 LT
STA. ++76 LT
I+75 LT

STONE FILL TYPE I
2+50 LT

6 INCH UNDERDRAIN PIPE

276+09 STA. 273+75 - STA. 276+66.00 LT
STA. 0+00.00 - STA. ++33 LT 2+69 LT

605.20 UNDERDRAIN CARRIER PIPE

STA. 273+75 LT 276+09 LT
STA. 275+75 LT
STA. 0+25 LT 0+57 LT

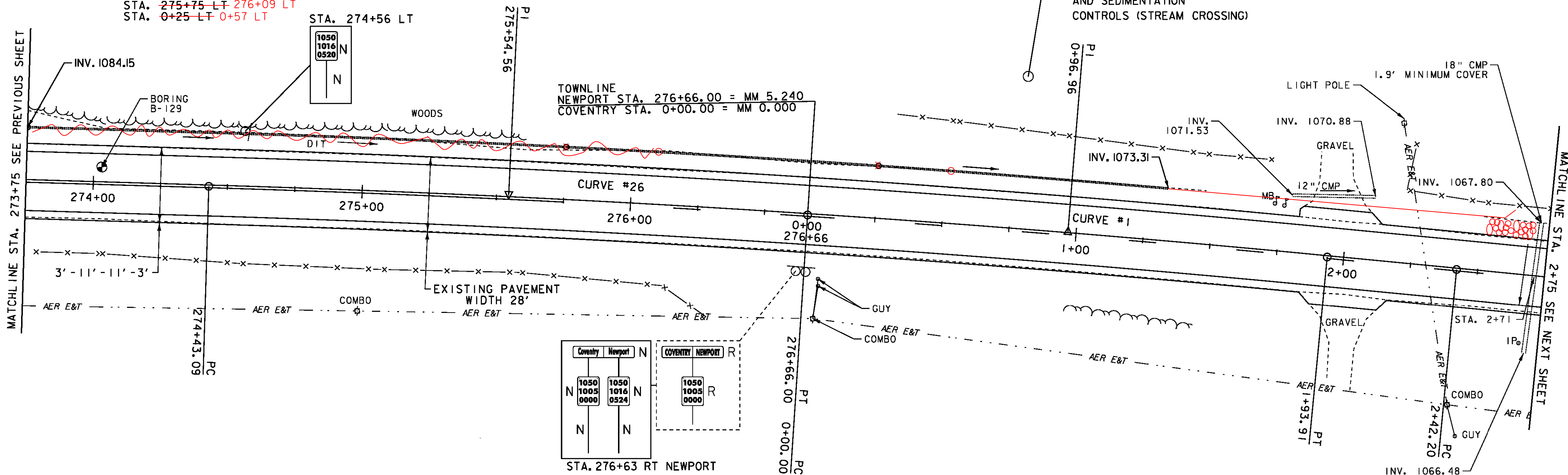
UNDERDRAIN FLUSHING BASIN

STA. 273+75 LT
STA. 275+75 LT 276+09 LT
STA. 0+25 LT 0+57 LT

STA. 274+56 LT

TOWNLINE
NEWPORT STA. 276+66.00 = MM 5.240
COVENTRY STA. 0+00.00 = MM 0.000

STA. 0+79.2
CONTRACTOR SHALL PAY
PARTICULAR ATTENTION
TO EROSION PREVENTION
AND SEDIMENTATION
CONTROLS (STREAM CROSSING)



- LEGEND**
- MAILBOX
 - BORING
 - SIGN
 - HYDRANT
 - MANHOLE
 - WATER SHUT OFF (WSO)
 - GAS PIPELINE MARKER
 - CATCH BASIN / DROP INLET
 - CURB INLET
 - TRAFFIC CONTROL BOX
 - PARKING METER
 - UTILITY POLE

SIGN LEGEND

R = REMOVE
R&S = REMOVE AND SALVAGE
RET = RETAIN
S = SALVAGE
N = NEW
B-B = BACK TO BACK

DATUM
NAVD 88
NAID 83

SCALE 1" = 20'-0"
20 0 20

**PROJECT
LAYOUT
SHEET 28**

PROJECT NAME: NEWPORT-COVENTRY-NEWPORT

PROJECT NUMBER: STP 2802(1)

FILE NAME: 08b158.dgn

PROJECT LEADER: CDL

DESIGNED BY: BMB

PLOT FILE: 08b158-55.1

PLOT DATE: 8/3/2011

DRAWN BY: BMB

CHECKED BY: EPD

SHEET 55 OF 134

DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
STA. 2+75 - STA. 8+50 (SOLID LT & RT)

TEMPORARY 4 INCH WHITE LINE, PAINT
STA. 2+75 - STA. 8+50 (SOLID LT & RT)

DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
STA. 2+75 - STA. 6+25 (SOLID LT)
STA. 2+75 - STA. 6+25 (DASHED RT)
STA. 6+25 - STA. 8+50 (DASHED LT)
STA. 6+25 - STA. 8+50 (SOLID RT)

TEMPORARY 4 INCH YELLOW LINE, PAINT
STA. 2+75 - STA. 6+25 (SOLID LT)
STA. 2+75 - STA. 6+25 (DASHED RT)
STA. 6+25 - STA. 8+50 (DASHED LT)
STA. 6+25 - STA. 8+50 (SOLID RT)

6 INCH UNDERDRAIN PIPE

STA. ~~3+60~~ - STA. ~~5+58~~ LT 3+58 ~ 5+54 LT
STA. 5+70 - STA. ~~7+00~~ LT 7+06 LT

6 INCH UNDERDRAIN CARRIER PIPE

STA. ~~3+60~~ LT 3+58 LT
STA. 7+00 LT

UNDERDRAIN FLUSHING BASIN

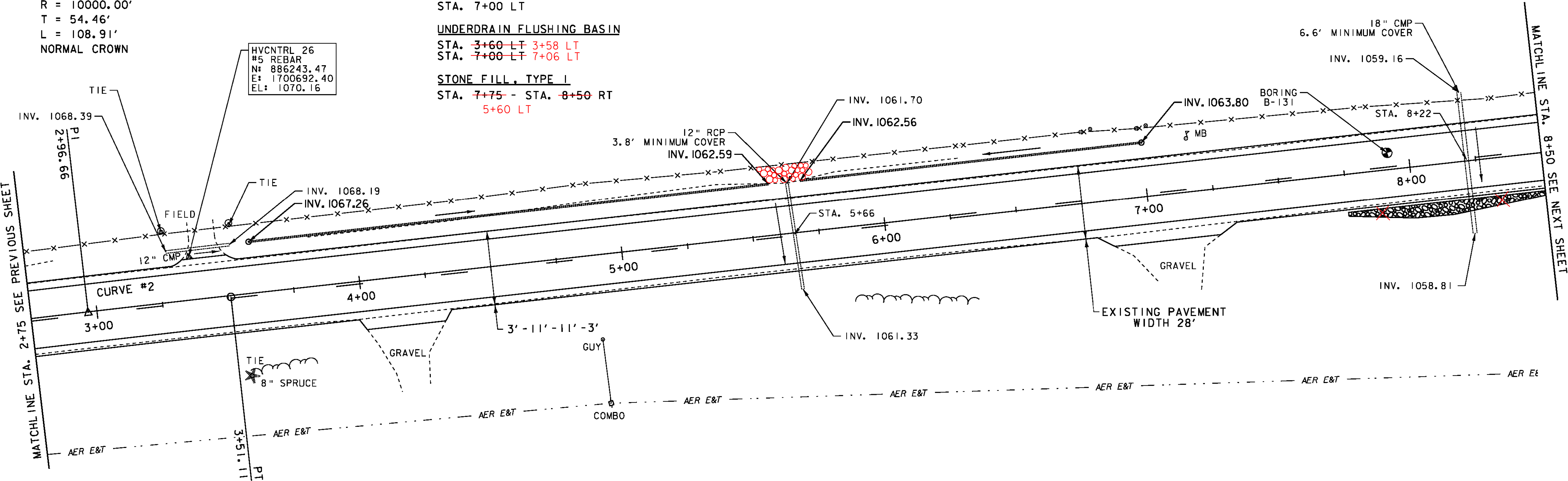
STA. ~~3+60~~ LT 3+58 LT
STA. ~~7+00~~ LT 7+06 LT

STONE FILL, TYPE I

STA. ~~7+75~~ - STA. ~~8+50~~ RT
5+60 LT

CURVE #2
DELTA = 0°37'26"
D = 0°34'23"
R = 10000.00'
T = 54.46'
L = 108.91'
NORMAL CROWN

HVCNTRL 26
#5 REBAR
N: 886243.47
E: 1700692.40
EL: 1070.16



- LEGEND**
- MAILBOX
 - BORING
 - SIGN
 - HYDRANT
 - MANHOLE
 - WATER SHUT OFF (WSO)
 - GAS PIPELINE MARKER
 - CATCH BASIN / DROP INLET
 - CURB INLET
 - TRAFFIC CONTROL BOX
 - PARKING METER
 - UTILITY POLE

SIGN LEGEND

R = REMOVE
R&S = REMOVE AND SALVAGE
RET = RETAIN
S = SALVAGE
N = NEW
B-B = BACK TO BACK

DATUM
NAVD 88
NAD 83

SCALE 1" = 20'-0"
20 0 20

**PROJECT
LAYOUT
SHEET 29**

PROJECT NAME: NEWPORT-COVENTRY-NEWPORT
PROJECT NUMBER: STP 2802(1)
FILE NAME: 08b158.dgn
PROJECT LEADER: CDL
DESIGNED BY: BMB
PLOT FILE: 08b158-56.1
PLOT DATE: 8/3/2011
DRAWN BY: BMB
CHECKED BY: EPD
SHEET 56 OF 134

DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
STA. 8+50 - STA. 14+25 (SOLID LT & RT)

TEMPORARY 4 INCH WHITE LINE, PAINT
STA. 8+50 - STA. 14+25 (SOLID LT & RT)

REMOVING SIGNS
AS SHOWN - 1

DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
STA. 8+50 - STA. 13+75 (DASHED LT)
STA. 8+50 - STA. 13+75 (SOLID RT)
STA. 13+75 - STA. 14+25 (SOLID LT & RT)

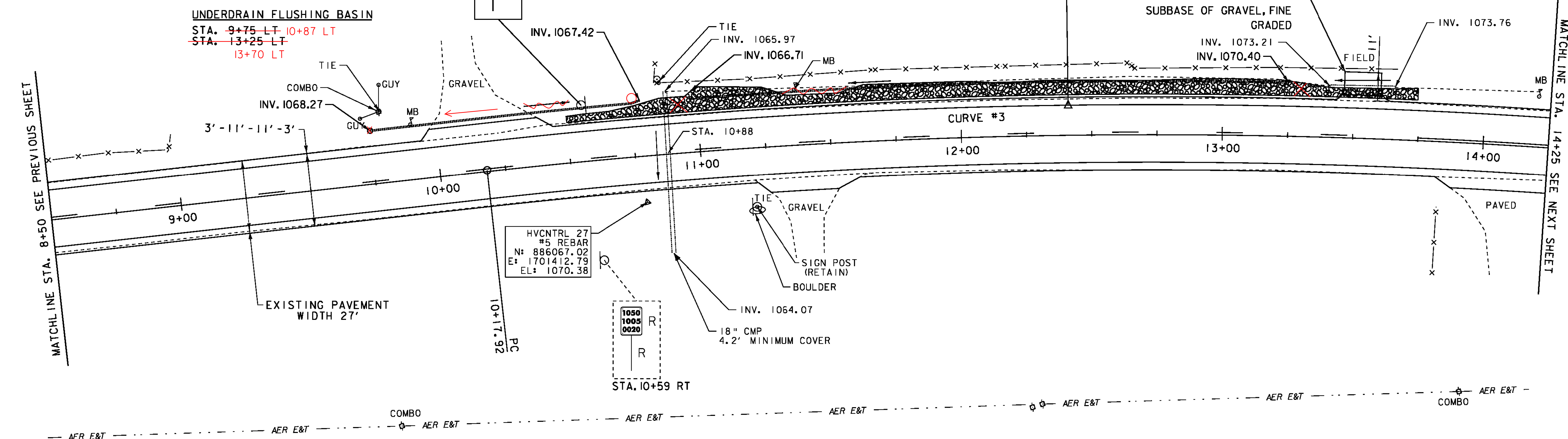
TEMPORARY 4 INCH YELLOW LINE, PAINT
STA. 8+50 - STA. 13+75 (DASHED LT)
STA. 8+50 - STA. 13+75 (SOLID RT)
STA. 13+75 - STA. 14+25 (SOLID LT & RT)

CURVE #3
DELTA = 11°07'08"
D = 2°29'28"
R = 2300.00'
T = 223.88'
L = 446.35'
BANKING 0.046 FT/FT
150' RUNOFF (50 MPH)

6 INCH UNDERDRAIN PIPE
~~STA. 9+75 - STA. 10+78 LT 9+13 ~ 10+84 LT~~
~~STA. 10+98 - STA. 13+25 LT~~
~~13+70 ~ 14+25~~
6 INCH UNDERDRAIN CARRIER PIPE
~~STA. 9+75 LT 10+87 LT~~
~~STA. 13+25 LT~~
UNDERDRAIN FLUSHING BASIN
~~STA. 9+75 LT 10+87 LT~~
~~STA. 13+25 LT~~
~~13+70 LT~~

STONE FILL, TYPE 1
STA. 10+50 - STA. 13+75 LT
11+00 ~ 11+25 LT
RELOCATE MAILBOX, SINGLE SUPPORT
~~STA. 9+91 LT~~
~~STA. 11+37 LT~~
~~STA. 14+20 LT~~

REGRADE FIELD DRIVE WITH
2 FOOT PAVED APRON AND
SUBBASE OF GRAVEL, FINE
GRADED



- LEGEND**
- MAILBOX
 - BORING
 - SIGN
 - HYDRANT
 - MANHOLE
 - WATER SHUT OFF (WSO)
 - GAS PIPELINE MARKER
 - CATCH BASIN / DROP INLET
 - CURB INLET
 - TRAFFIC CONTROL BOX
 - PARKING METER
 - UTILITY POLE

- SIGN LEGEND**
- R = REMOVE
 - R&S = REMOVE AND SALVAGE
 - RET = RETAIN
 - S = SALVAGE
 - N = NEW
 - B-B = BACK TO BACK

DATUM
NAVD 88
NAD 83

SCALE 1" = 20'-0"

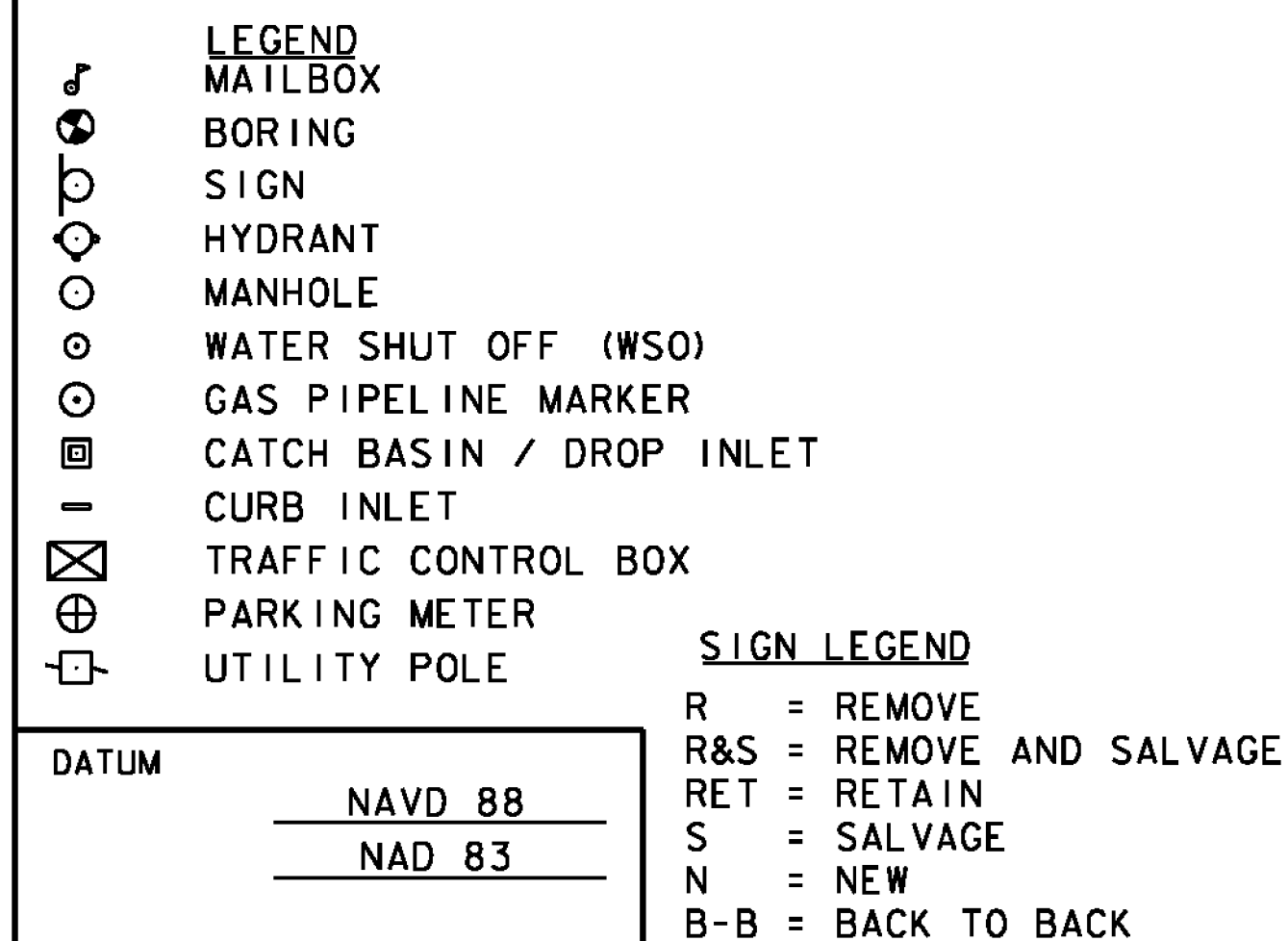
PROJECT LAYOUT SHEET 30

PROJECT NAME: NEWPORT-COVENTRY-NEWPORT
PROJECT NUMBER: STP 2802(1)
FILE NAME: 08b158.dgn
PROJECT LEADER: CDL
DESIGNED BY: BMB
PLOT FILE: 08b158-57.1
PLOT DATE: 8/3/2011
DRAWN BY: BMB
CHECKED BY: EPD
SHEET 57 OF 134

STA. 14+25 - STA. 20+25 (SOLID LT & RT)
(WITH CENTERLINE BREAKS AT TOWN ROADS)

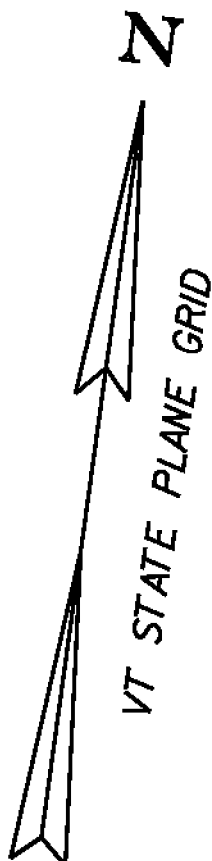
STA. 14+25 - STA. 20+25 (SOLID LT & RT)
(WITH CENTERLINE BREAKS AT TOWN ROADS)

A diagram showing a North arrow pointing towards the top-left, labeled 'N'. Below it, a line representing the 'VT STATE PLANE GRID' is shown, which is slightly tilted relative to the North arrow.



**PROJECT
LAYOUT
SHEET 31**

CHECKED BY: EPD
SHEET 58 OF 134



DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
STA. 20+25 - STA. 25+75 (SOLID LT & RT)

DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
STA. 20+25 - STA. 25+75 (SOLID LT & RT)

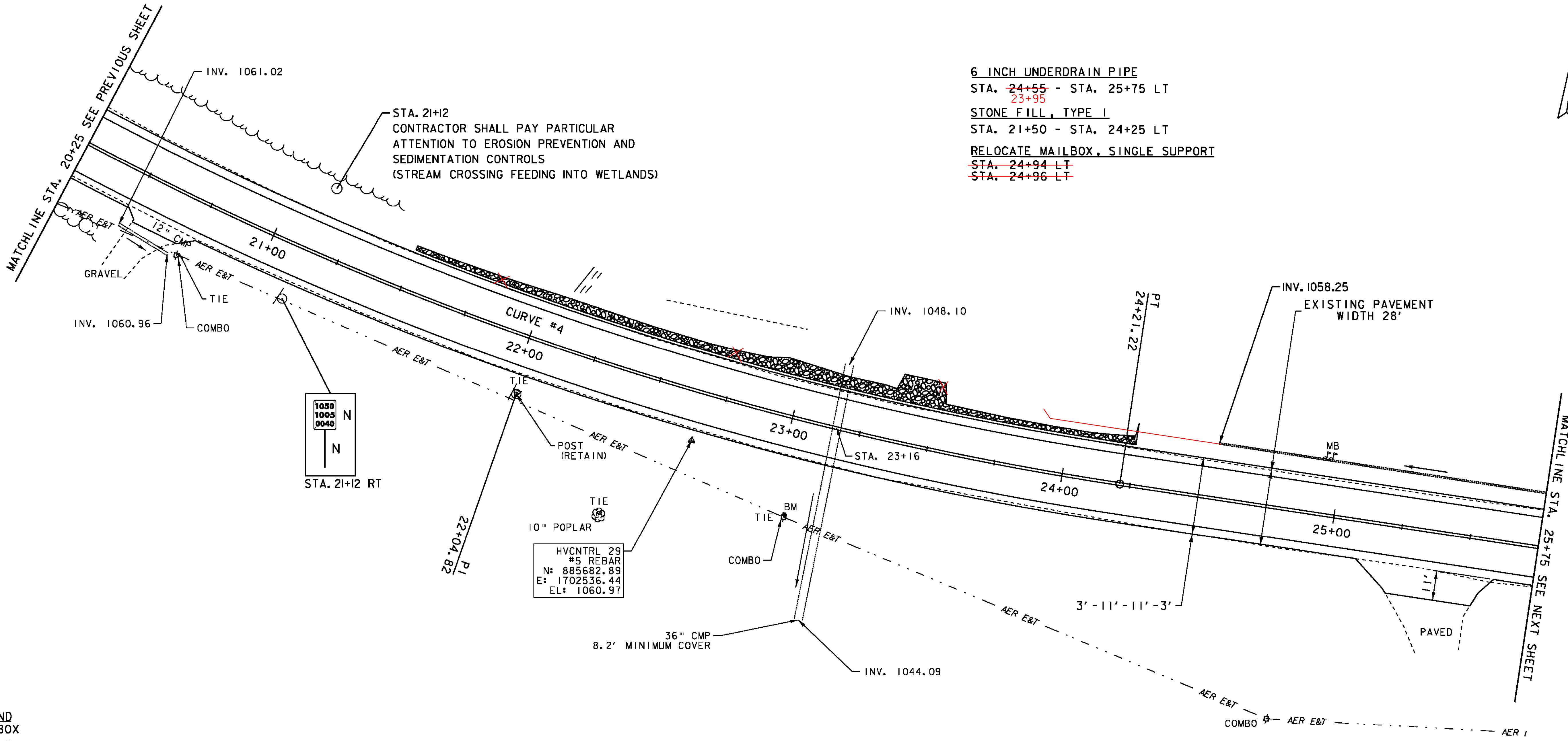
TEMPORARY 4 INCH WHITE LINE, PAINT
STA. 20+25 - STA. 25+75 (SOLID LT & RT)

TEMPORARY 4 INCH YELLOW LINE, PAINT
STA. 20+25 - STA. 25+75 (SOLID LT & RT)

6 INCH UNDERDRAIN PIPE
STA. 24+55 - STA. 25+75 LT
~~23+95~~

STONE FILL, TYPE I
STA. 21+50 - STA. 24+25 LT

RELOCATE MAILBOX, SINGLE SUPPORT
~~STA. 24+94 LT~~
~~STA. 24+96 LT~~



- LEGEND**
- MAILBOX
 - BORING
 - SIGN
 - HYDRANT
 - MANHOLE
 - WATER SHUT OFF (WSO)
 - GAS PIPELINE MARKER
 - CATCH BASIN / DROP INLET
 - CURB INLET
 - TRAFFIC CONTROL BOX
 - PARKING METER
 - UTILITY POLE

CURVE #4
DELTA = 21°21'17"
D = 4°52'34"
R = 1175.00'
T = 221.54'
L = 437.93'
BANKING 0.070 FT/FT
170' RUNOFF (50 MPH)

SIGN LEGEND

R = REMOVE
R&S = REMOVE AND SALVAGE
RET = RETAIN
S = SALVAGE
N = NEW
B-B = BACK TO BACK

DATUM
NAVD 88
NAD 83

SCALE 1" = 20'-0"

**PROJECT
LAYOUT
SHEET 32**

PROJECT NAME: NEWPORT-COVENTRY-NEWPORT
PROJECT NUMBER: STP 2802(1)

FILE NAME: 08b158.dgn
PROJECT LEADER: CDL
DESIGNED BY: BMB
PLOT FILE: 08b158-59.1

PLOT DATE: 8/3/2011
DRAWN BY: BMB
CHECKED BY: EPD
SHEET 59 OF 134

TEMPORARY 4 INCH WHITE LINE, PAINT
STA. 25+75 - STA. 31+50 (SOLID LT & RT)
TEMPORARY 4 INCH YELLOW LINE, PAINT
STA. 25+75 - STA. 31+50 (SOLID LT & RT)

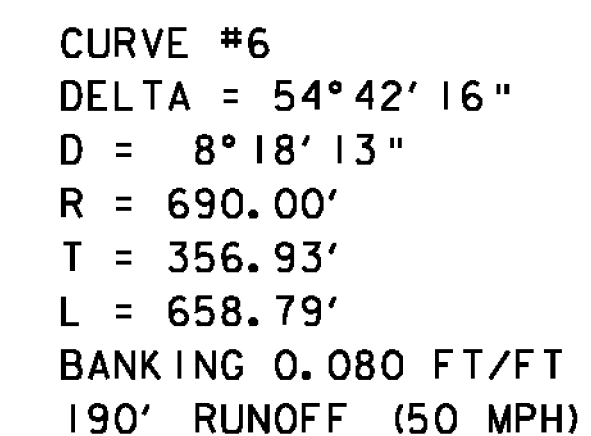
A diagram showing a North arrow pointing towards the top right. The arrow is labeled 'N' at its tip. Below the arrow, the text 'VT STATE PLANE GRID' is written vertically.

STA. 25+75 - STA. ~~25+87~~ LT 26+06 LT
~~STA. 26+00 - STA. 26+99~~ LT 26+29 ~ 27+20 LT
~~STA. 27+85 - STA. 29+50~~ LT 27+50 ~ 31+41 LT
 STA. 29+75 - STA. 31+50 LT

STA. ~~25+87~~ LT 26+06 LT
STA. ~~26+00~~ LT 26+29 LT
~~STA. 29+50 LT~~
~~STA. 29+75 LT~~
STA. ~~31+25~~ LT 31+41 LT

STA. ~~25+87~~ LT 26+06 LT
STA. ~~26+00~~ LT 26+29 LT
~~STA. 29+50 LT~~
~~STA. 29+75 LT~~
STA. ~~31+25~~ LT 31+41 LT

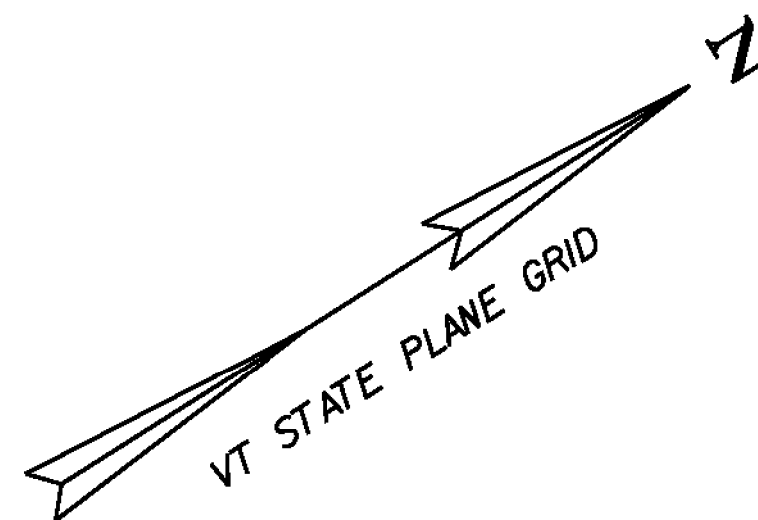
STA. 27+25 - STA. 28+25 LT



R = REMOVE
R&S = REMOVE AND SALVAGE
RET = RETAIN
S = SALVAGE
N = NEW
B-B = BACK TO BACK

SCALE 1" = 20'-0"

CHECKED BY: EPD
SHEET 60 OF 134

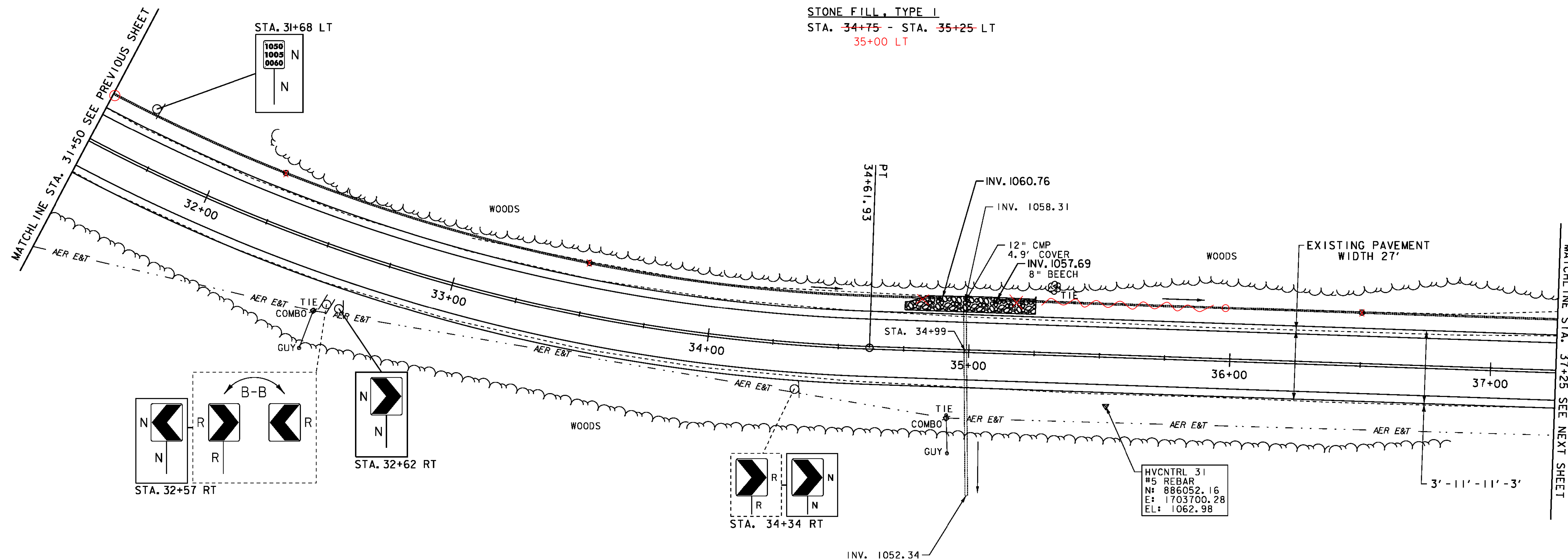


DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
STA. 31+50 - STA. 37+25 (SOLID LT & RT)
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
STA. 31+50 - STA. 37+25 (SOLID LT & RT)

TEMPORARY 4 INCH WHITE LINE, PAINT
STA. 31+50 - STA. 37+25 (SOLID LT & RT)
TEMPORARY 4 INCH YELLOW LINE, PAINT
STA. 31+50 - STA. 37+25 (SOLID LT & RT)

REMOVING SIGNS
AS SHOWN - 3

STONE FILL, TYPE I
STA. ~~34+75~~ - STA. ~~35+25~~ LT
35+00 LT



6 INCH UNDERDRAIN PIPE
STA. 31+50 - STA. ~~34+89~~ LT 34+78 LT
STA. ~~35+10~~ - STA. 37+25 LT
35+98

6 INCH UNDERDRAIN CARRIER PIPE
STA. ~~32+25~~ LT 31+50 LT
STA. ~~33+50~~ LT
STA. ~~35+10~~ LT 35+98 LT
STA. ~~36+50~~ LT

UNDERDRAIN FLUSHING BASIN
STA. ~~32+25~~ LT 31+50 LT
STA. ~~33+50~~ LT
STA. ~~35+10~~ LT 35+98 LT
STA. ~~36+50~~ LT

- LEGEND**
- MAILBOX
 - BORING
 - SIGN
 - HYDRANT
 - MANHOLE
 - WATER SHUT OFF (WSO)
 - GAS PIPELINE MARKER
 - CATCH BASIN / DROP INLET
 - CURB INLET
 - TRAFFIC CONTROL BOX
 - PARKING METER
 - UTILITY POLE

SIGN LEGEND

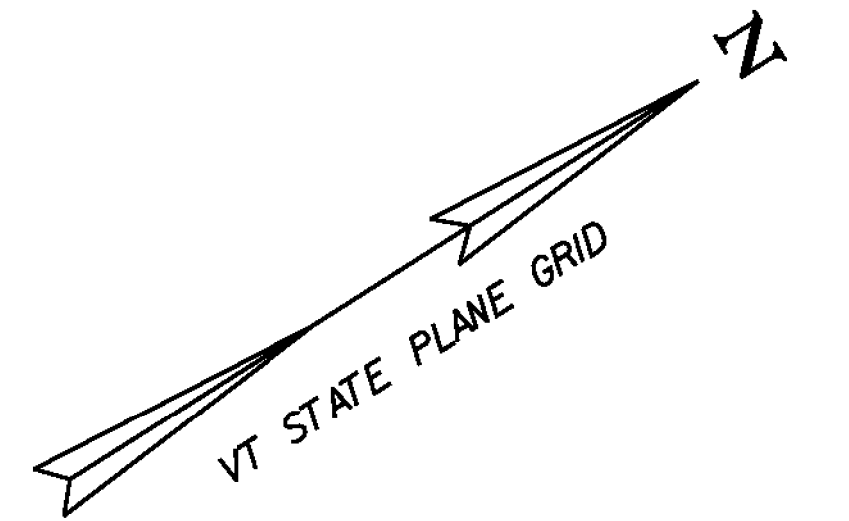
- R = REMOVE
- R&S = REMOVE AND SALVAGE
- RET = RETAIN
- S = SALVAGE
- N = NEW
- B-B = BACK TO BACK

DATUM
NAVD 88
NAD 83

SCALE 1" = 20'-0"
20 0 20

**PROJECT
LAYOUT
SHEET 34**

PROJECT NAME:	NEWPORT-COVENTRY-NEWPORT
PROJECT NUMBER:	STP 2802(I)
FILE NAME:	08b158.dgn
PROJECT LEADER:	CDL
DESIGNED BY:	BMB
PLOT FILE:	08b158-61.I
PLOT DATE:	8/3/2011
DRAWN BY:	BMB
CHECKED BY:	EPD
SHEET	61 OF 134



DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
STA. 37+25 - STA. 42+75 (SOLID LT & RT)
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
STA. 37+25 - STA. 42+75 (SOLID LT & RT)

TEMPORARY 4 INCH WHITE LINE, PAINT
STA. 37+25 - STA. 42+75 (SOLID LT & RT)
TEMPORARY 4 INCH YELLOW LINE, PAINT
STA. 37+25 - STA. 42+75 (SOLID LT & RT)

REMOVING SIGNS
AS SHOWN - 1

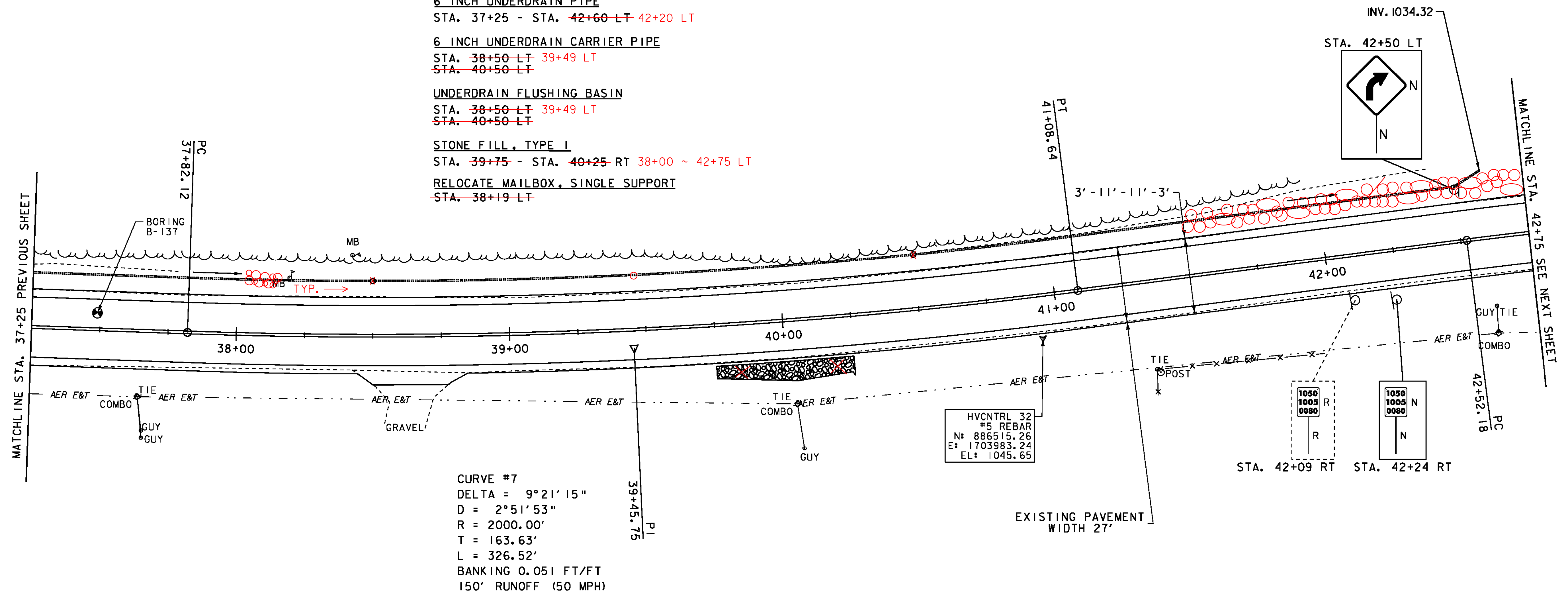
6 INCH UNDERDRAIN PIPE
STA. 37+25 - STA. ~~42+60~~ LT 42+20 LT

6 INCH UNDERDRAIN CARRIER PIPE
STA. ~~38+50~~ LT 39+49 LT
STA. ~~40+50~~ LT

UNDERDRAIN FLUSHING BASIN
STA. ~~38+50~~ LT 39+49 LT
STA. ~~40+50~~ LT

STONE FILL, TYPE I
STA. ~~39+75~~ - STA. ~~40+25~~ RT 38+00 ~ 42+75 LT

RELOCATE MAILBOX, SINGLE SUPPORT
STA. ~~38+19~~ LT



- LEGEND**
- MAILBOX
 - BORING
 - SIGN
 - HYDRANT
 - MANHOLE
 - WATER SHUT OFF (WSO)
 - GAS PIPELINE MARKER
 - CATCH BASIN / DROP INLET
 - CURB INLET
 - TRAFFIC CONTROL BOX
 - PARKING METER
 - UTILITY POLE

SIGN LEGEND

R = REMOVE
R&S = REMOVE AND SALVAGE
RET = RETAIN
S = SALVAGE
N = NEW
B-B = BACK TO BACK

DATUM
NAVD 88
NAD 83

SCALE 1" = 20'-0"
20 0 20

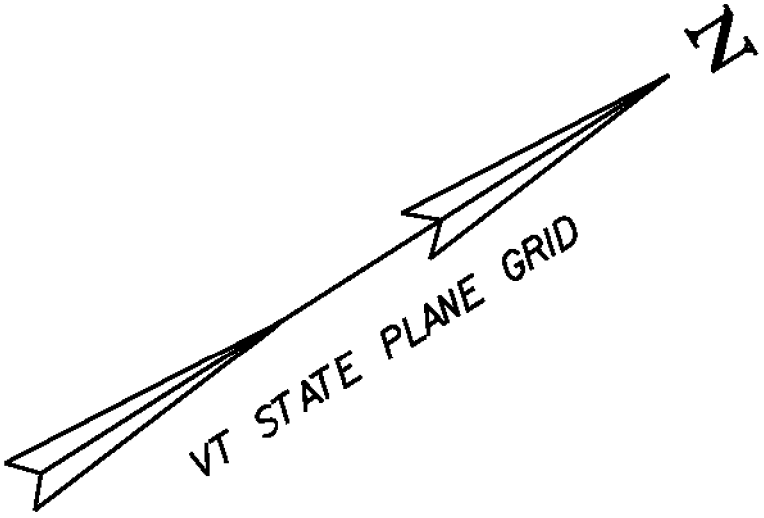
**PROJECT
LAYOUT
SHEET 35**

PROJECT NAME: NEWPORT-COVENTRY-NEWPORT
PROJECT NUMBER: STP 2802(1)
FILE NAME: 08b158.dgn
PROJECT LEADER: CDL
DESIGNED BY: BMB
PLOT FILE: 08b158-62.1
PLOT DATE: 8/3/2011
DRAWN BY: BMB
CHECKED BY: EPD
SHEET 62 OF 134

DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
STA. 42+75 - STA. 48+50 (SOLID LT & RT)
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
STA. 42+75 - STA. 48+50 (SOLID LT & RT)

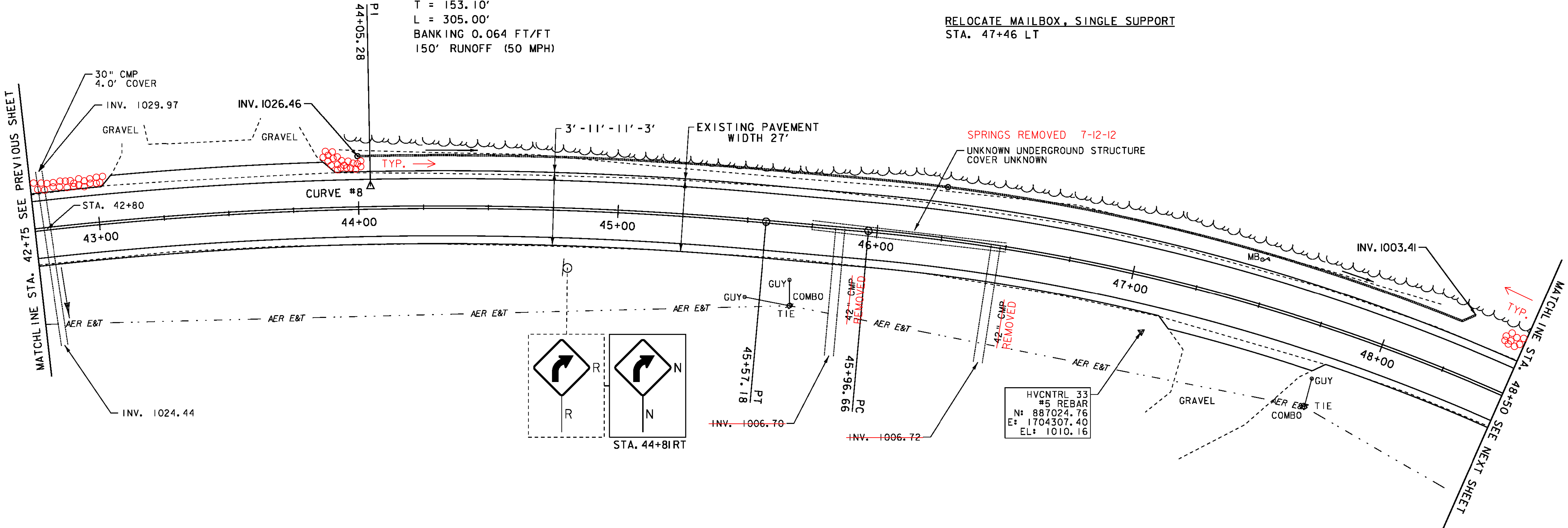
TEMPORARY 4 INCH WHITE LINE, PAINT
STA. 42+75 - STA. 48+50 (SOLID LT & RT)
TEMPORARY 4 INCH YELLOW LINE, PAINT
STA. 42+75 - STA. 48+50 (SOLID LT & RT)

REMOVING SIGNS
AS SHOWN - 1



CURVE #8
DELTA = 12°28'56"
D = 4°05'33"
R = 1400.00'
T = 153.10'
L = 305.00'
BANKING 0.064 FT/FT
150' RUNOFF (50 MPH)

RELOCATE MAILBOX, SINGLE SUPPORT
STA. 47+46 LT



6 INCH UNDERDRAIN PIPE
STA. ~~44+00~~ - STA. ~~48+29~~ LT
43+95 49+01

6 INCH UNDERDRAIN CARRIER PIPE
STA. 44+00 LT
STA. 46+25 LT

UNDERDRAIN FLUSHING BASIN
STA. ~~44+00~~ LT 43+95
STA. 46+25 LT

STONE FILL TYPE I
42+75 ~ 48+50 LT

- LEGEND
- MAILBOX
 - BORING
 - SIGN
 - HYDRANT
 - MANHOLE
 - WATER SHUT OFF (WSO)
 - GAS PIPELINE MARKER
 - CATCH BASIN / DROP INLET
 - CURB INLET
 - TRAFFIC CONTROL BOX
 - PARKING METER
 - UTILITY POLE

SIGN LEGEND

R = REMOVE
R&S = REMOVE AND SALVAGE
RET = RETAIN
S = SALVAGE
N = NEW
B-B = BACK TO BACK

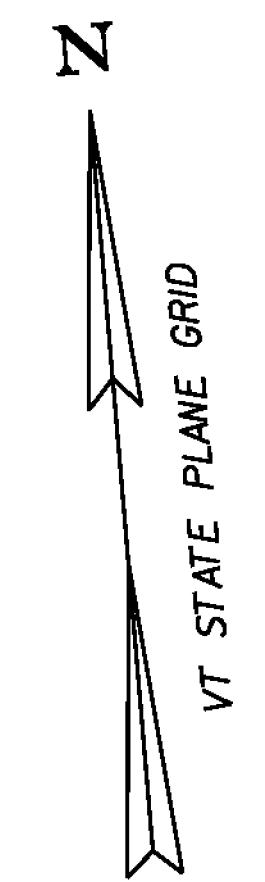
DATUM

NAVD 88
NAD 83

SCALE 1" = 20'-0"

PROJECT
LAYOUT
SHEET 36

PROJECT NAME: NEWPORT-COVENTRY-NEWPORT
PROJECT NUMBER: STP 2802(1)
FILE NAME: 08b158.dgn
PROJECT LEADER: CDL
DESIGNED BY: BMB
PLOT FILE: 08b158-63.1
PLOT DATE: 8/3/2011
DRAWN BY: BMB
CHECKED BY: EPD
SHEET 63 OF 134



DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
STA. 48+50 - STA. 54+25 (SOLID LT & RT)
(WITH EDGELINE BREAKS AT TOWN ROADS)

DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
STA. 48+50 - STA. 54+25 (SOLID LT & RT)

TEMPORARY 4 INCH WHITE LINE, PAINT
STA. 48+50 - STA. 54+25 (SOLID LT & RT)
(WITH EDGELINE BREAKS AT TOWN ROADS)

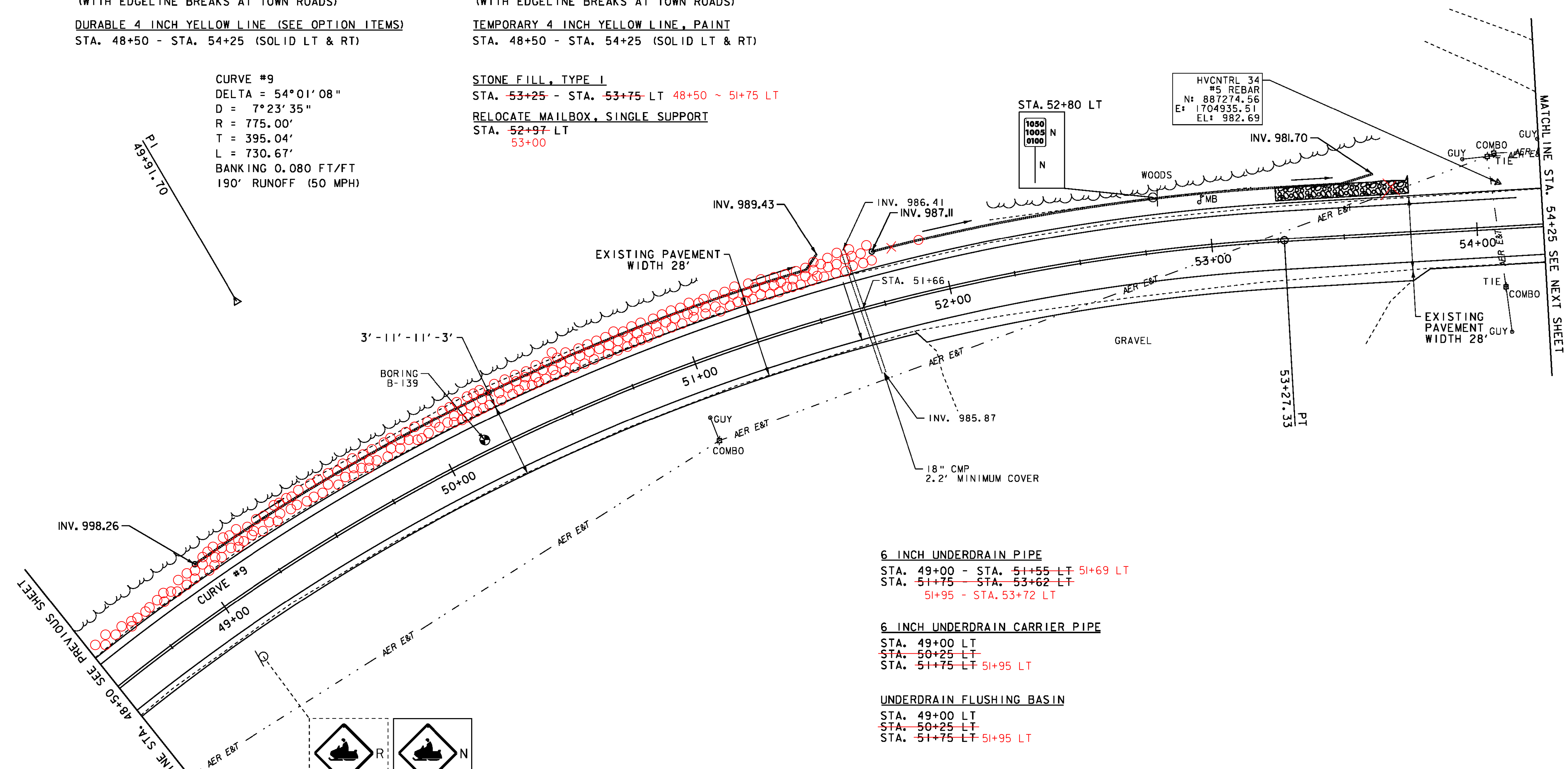
TEMPORARY 4 INCH YELLOW LINE, PAINT
STA. 48+50 - STA. 54+25 (SOLID LT & RT)

REMOVING SIGNS
AS SHOWN - 1

CURVE #9
DELTA = 54°01'08"
D = 7°23'35"
R = 775.00'
T = 395.04'
L = 730.67'
BANKING 0.080 FT/FT
190' RUNOFF (50 MPH)

STONE FILL, TYPE 1
STA. ~~53+25~~ - STA. ~~53+75~~ LT 48+50 ~ 51+75 LT

RELOCATE MAILBOX, SINGLE SUPPORT
STA. 52+97 LT
53+00



6 INCH UNDERDRAIN PIPE
STA. 49+00 - STA. ~~51+55~~ LT 51+69 LT
STA. ~~51+75~~ - STA. ~~53+62~~ LT
51+95 - STA. 53+72 LT

6 INCH UNDERDRAIN CARRIER PIPE
STA. 49+00 LT
STA. ~~50+25~~ LT
STA. ~~51+75~~ LT 51+95 LT

UNDERDRAIN FLUSHING BASIN
STA. 49+00 LT
STA. 50+25 LT
STA. ~~51+75~~ LT 51+95 LT

- LEGEND**
- MAILBOX
 - BORING
 - SIGN
 - HYDRANT
 - MANHOLE
 - WATER SHUT OFF (WSO)
 - GAS PIPELINE MARKER
 - CATCH BASIN / DROP INLET
 - CURB INLET
 - TRAFFIC CONTROL BOX
 - PARKING METER
 - UTILITY POLE

SIGN LEGEND

R = REMOVE
R&S = REMOVE AND SALVAGE
RET = RETAIN
S = SALVAGE
N = NEW
B-B = BACK TO BACK

DATUM
NAVD 88
NAD 83

SCALE 1" = 20'-0"
20 0 20

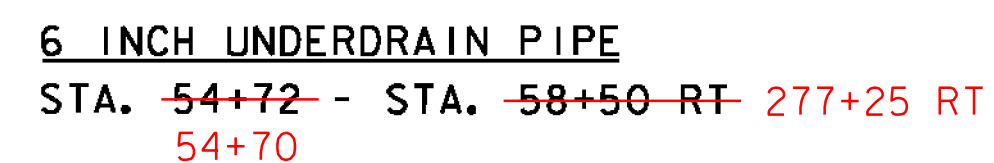
PROJECT LAYOUT SHEET 37

PROJECT NAME:	NEWPORT-COVENTRY-NEWPORT		
PROJECT NUMBER:	STP 2802(1)		
FILE NAME:	08b158.dgn	PLOT DATE:	8/3/2011
PROJECT LEADER:	CDL	DRAWN BY:	BMB
DESIGNED BY:	BMB	CHECKED BY:	EPD
PLOT FILE:	08b158-64.1	SHEET	64 OF 134

CURVE #10
DELTA = 0°13'47"
D = 0°34'23"
R = 10000.00'
T = 20.05'
L = 40.10'
NORMAL CROWN

TEMPORARY 4 INCH WHITE LINE, PAINT
STA. 54+25 - STA. 59+29.72 (SOLID LT & RT)
(WITH EDGE LINE BREAKS AT TOWN ROADS)
STA. 276+66.00 - STA. 277+25 (SOLID LT & RT)

TEMPORARY 4 INCH YELLOW LINE, PAINT
STA. 54+25 - STA. 59+29.72 (SOLID LT & RT)
(WITH CENTERLINE BREAKS AT TOWN ROADS)
STA. 276+66.00 - STA. 277+25 (SOLID LT & RT)



6 INCH UNDERDRAIN CARRIER PIPE
STA. ~~56+75 RT~~ 56+90 RT
~~STA. 58+50 RT~~

UNDERDRAIN FLUSHING BASIN
~~STA. 56+75 RT~~ 56+90 RT
~~STA. 58+50 RT~~

STONE FILL, TYPE I
STA. 54+34 - STA. 54+58 RT

TOWNLINE
COVENTRY STA. 59+29.72 = MM 1.123
NEWPORT STA. 276+66.00 = MM 5.240

Diagram illustrating a two-stage interconnection network:

- Top Stage (Switch):**
 - Inputs: R, R
 - Outputs: R, R
 - Internal Labels: NEWPORT, COVENTRY
 - Intermediate Values: 1050, 1015, 0000
- Bottom Stage (Switch):**
 - Inputs: N, N
 - Outputs: N, N
 - Internal Labels: Newport, Coventry
 - Intermediate Values: 1050, 1016, 0524 (left); 1050, 1005, 0112 (right)
- Callout Box:**
 - HVCNTRL 35
 - #5 REBAR
 - N: 887223.88
 - E: 1705489.68
 - EL: 998.79

STA. 59+26 RT COVENTRY
STA. 276+63 RT NEWPORT

- SIGN LEGEND**
- R = REMOVE
R&S = REMOVE AND SALVAGE
RET = RETAIN
S = SALVAGE
N = NEW
B-B = BACK TO BACK

DATUM	NAVD 88
	NAD 83

SCALE 1" = 20'-0"

**PROJECT
LAYOUT
SHEET 38**

PROJECT NAME:	NEWPORT-COVENTRY-NEWPORT		
PROJECT NUMBER:	STP 2802(I)		
FILE NAME:	08b158.dgn	PLOT DATE:	8/3/2011
PROJECT LEADER:	CDL	DRAWN BY:	BMB
DESIGNED BY:	BMB	CHECKED BY:	EPD
PLOT FILE:	08b158-65.1	SHEET	65 OF 134

DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
STA. 277+25 - STA. 282+75 (SOLID LT & RT)

TEMPORARY 4 INCH WHITE LINE, PAINT
STA. 277+25 - STA. 282+75 (SOLID LT & RT)

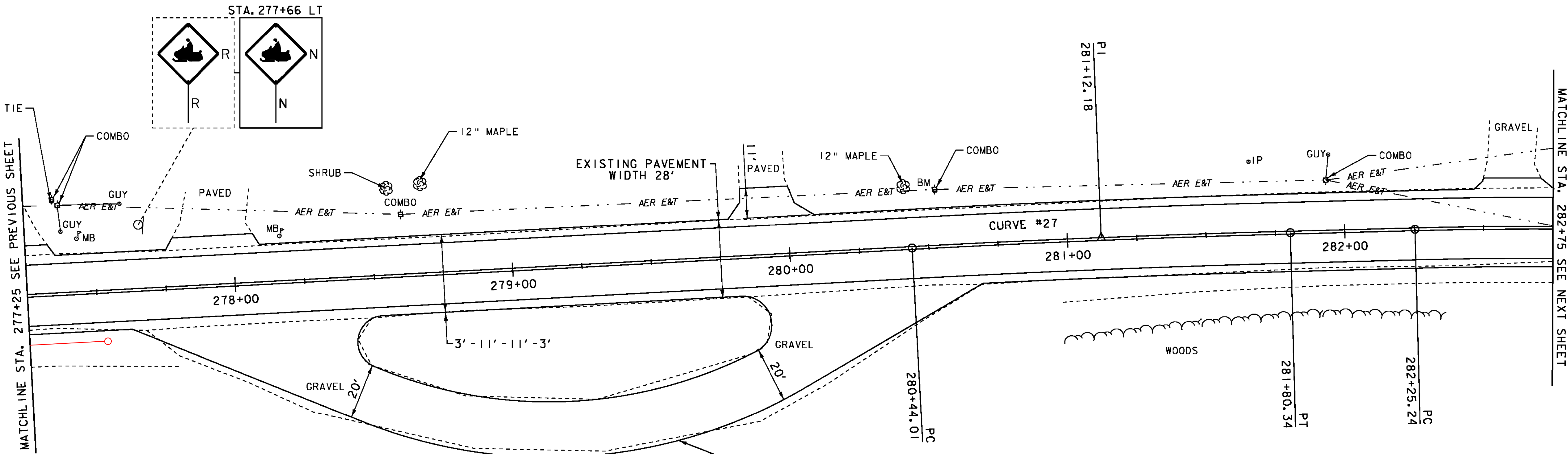
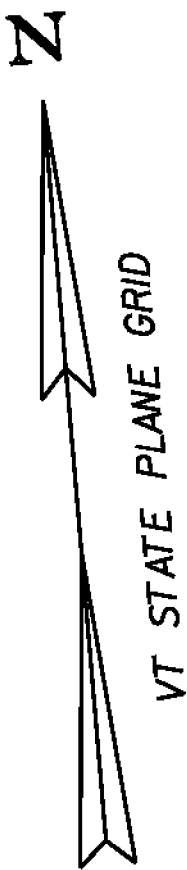
REMOVING SIGNS
AS SHOWN - 1

DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
STA. 277+25 - STA. 282+75 (SOLID LT & RT)

TEMPORARY 4 INCH YELLOW LINE, PAINT
STA. 277+25 - STA. 282+75 (SOLID LT & RT)

RELOCATE MAILBOX, SINGLE SUPPORT
277+40 LT

CURVE #27
DELTA = 1°33'44"
D = 1°08'45"
R = 5000.00'
T = 68.17'
L = 136.33'
BANKING 0.024 FT/FT
150' RUNOFF (50 MPH)



6 INCH UNDERDRAIN PIPE
STA. 277+25 ~ 277+53 RT

6 INCH UNDERDRAIN CARRIER PIPE
STA. 277+53 RT

UNDERDRAIN FLUSHING BASIN
STA. 277+53 RT

PAVE EXISTING GRAVEL PULL OFF
SEE SHEET 5 FOR DETAIL

- LEGEND**
- MAILBOX
 - BORING
 - SIGN
 - HYDRANT
 - MANHOLE
 - WATER SHUT OFF (WSO)
 - GAS PIPELINE MARKER
 - CATCH BASIN / DROP INLET
 - CURB INLET
 - TRAFFIC CONTROL BOX
 - PARKING METER
 - UTILITY POLE

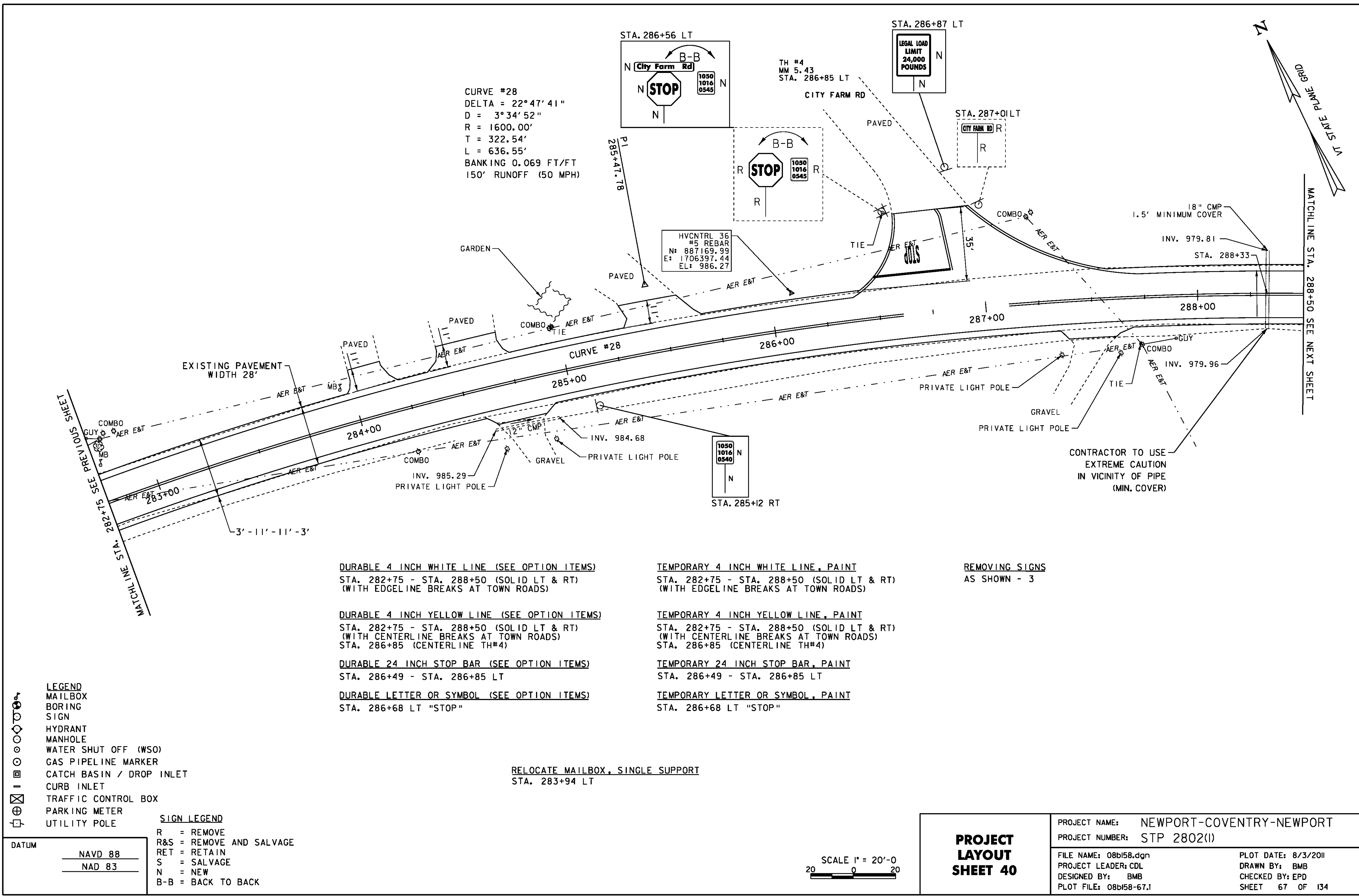
- SIGN LEGEND**
- R = REMOVE
 - R&S = REMOVE AND SALVAGE
 - RET = RETAIN
 - S = SALVAGE
 - N = NEW
 - B-B = BACK TO BACK

DATUM
NAVD 88
NAD 83

SCALE 1" = 20'-0"
20 0 20

PROJECT
LAYOUT
SHEET 39

PROJECT NAME: NEWPORT-COVENTRY-NEWPORT
PROJECT NUMBER: STP 2802(1)
FILE NAME: 08b158.dgn
PROJECT LEADER: CDL
DESIGNED BY: BMB
PLOT FILE: 08b158-66.1
PLOT DATE: 8/3/2011
DRAWN BY: BMB
CHECKED BY: EPD
SHEET 66 OF 134



DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
STA. 288+50 - STA. 294+25 (SOLID LT & RT)
(WITH EDGELINE BREAKS AT TOWN ROADS)

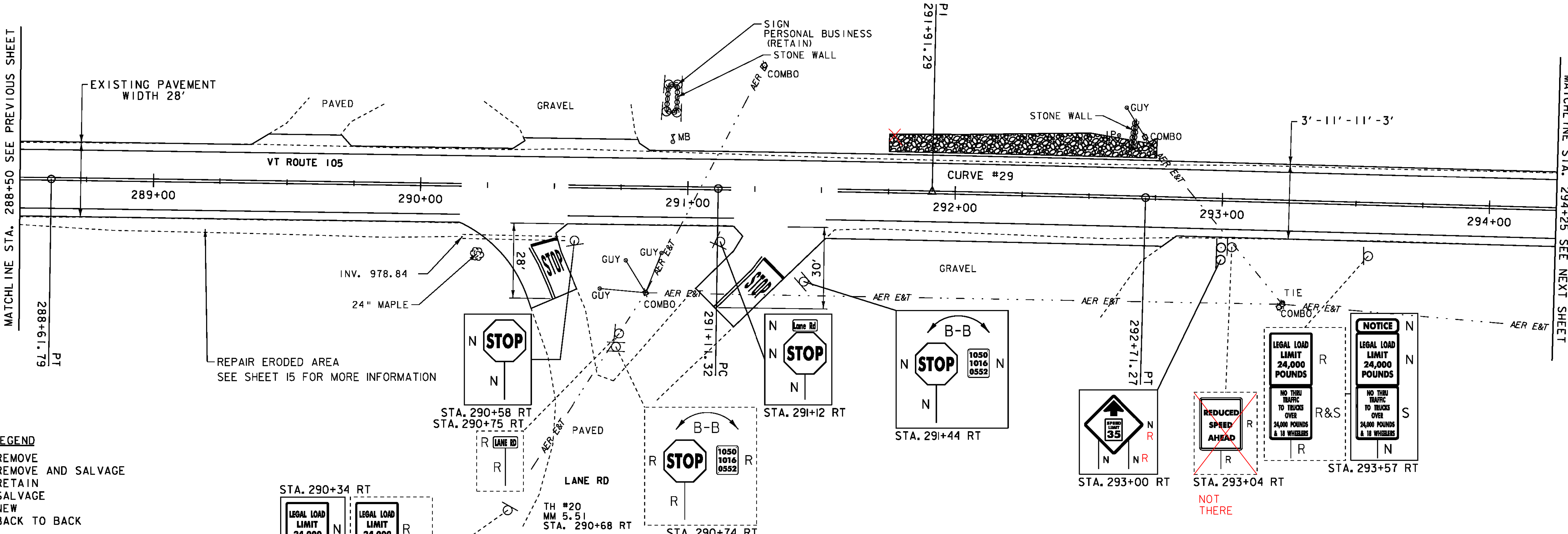
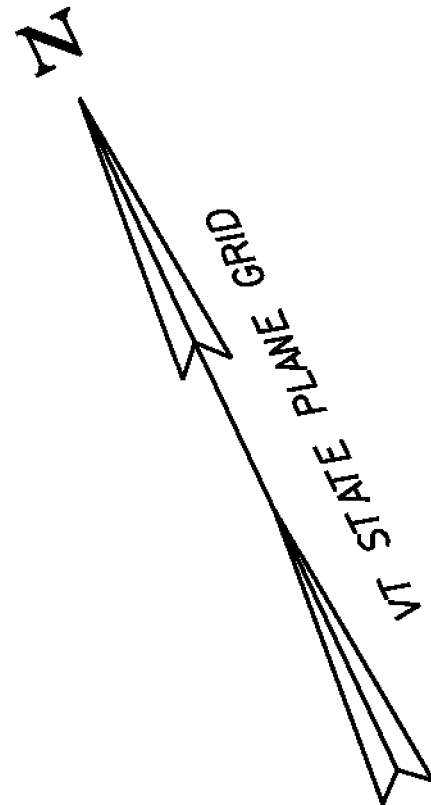
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
STA. 288+50 - STA. 294+25 (SOLID LT & RT)
(WITH CENTERLINE BREAKS AT TOWN ROADS)
STA. 290+42 RT (CENTERLINE TH#20)
STA. 291+28 RT (CENTERLINE TH#20)

TEMPORARY 4 INCH WHITE LINE, PAINT
STA. 288+50 - STA. 294+25 (SOLID LT & RT)
(WITH EDGELINE BREAKS AT TOWN ROADS)

TEMPORARY 4 INCH YELLOW LINE, PAINT
STA. 288+50 - STA. 294+25 (SOLID LT & RT)
(WITH CENTERLINE BREAKS AT TOWN ROADS)
STA. 290+42 RT (CENTERLINE TH#20)
STA. 291+28 RT (CENTERLINE TH#20)

STONE FILL, TYPE I
~~STA. 291+75 - STA. 292+75 LT~~

CURVE #29
DELTA = 0°45'49"
D = 0°28'39"
R = 12000.00'
T = 79.98'
L = 159.95'
NORMAL CROWN



SIGN LEGEND

R = REMOVE
R&S = REMOVE AND SALVAGE
RET = RETAIN
S = SALVAGE
N = NEW
B-B = BACK TO BACK

LEGEND
MAILBOX
BORING
SIGN
HYDRANT
MANHOLE
WATER SHUT OFF (WSO)
GAS PIPELINE MARKER
CATCH BASIN / DROP INLET
CURB INLET
TRAFFIC CONTROL BOX
PARKING METER
UTILITY POLE

DURABLE 24 INCH STOP BAR, (SEE OPTION ITEMS)
STA. 290+42 - STA. 290+51 RT
STA. 291+29 - STA. 291+36 RT

DURABLE LETTER OR SYMBOL, (SEE OPTION ITEMS)
STA. 290+50 RT "STOP"
STA. 291+27 RT "STOP"

TEMPORARY 24 INCH STOP BAR, PAINT
STA. 290+42 - STA. 290+51 RT
STA. 291+29 - STA. 291+36 RT

TEMPORARY LETTER OR SYMBOL, PAINT
STA. 290+50 RT "STOP"
STA. 291+27 RT "STOP"

REMOVING SIGNS
AS SHOWN - 8

ERECTING SALVAGED SIGNS
AS SHOWN - 2

DATUM
NAVD 88
NAD 83

SCALE 1" = 20'-0"
20 0 20

**PROJECT
LAYOUT
SHEET 41**

PROJECT NAME: NEWPORT-COVENTRY-NEWPORT
PROJECT NUMBER: STP 2802(I)
FILE NAME: 08b158.dgn
PROJECT LEADER: CDL
DESIGNED BY: BMB
PLOT FILE: 08b158-68.1
PLOT DATE: 8/3/2011
DRAWN BY: BMB
CHECKED BY: EPD
SHEET 68 OF 134

DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
STA. 294+25 - STA. 296+82.17 (SOLID LT & RT)

TEMPORARY 4 INCH WHITE LINE, PAINT
STA. 294+25 - STA. 296+82.17 (SOLID LT & RT)

REMOVING SIGNS
AS SHOWN - 6

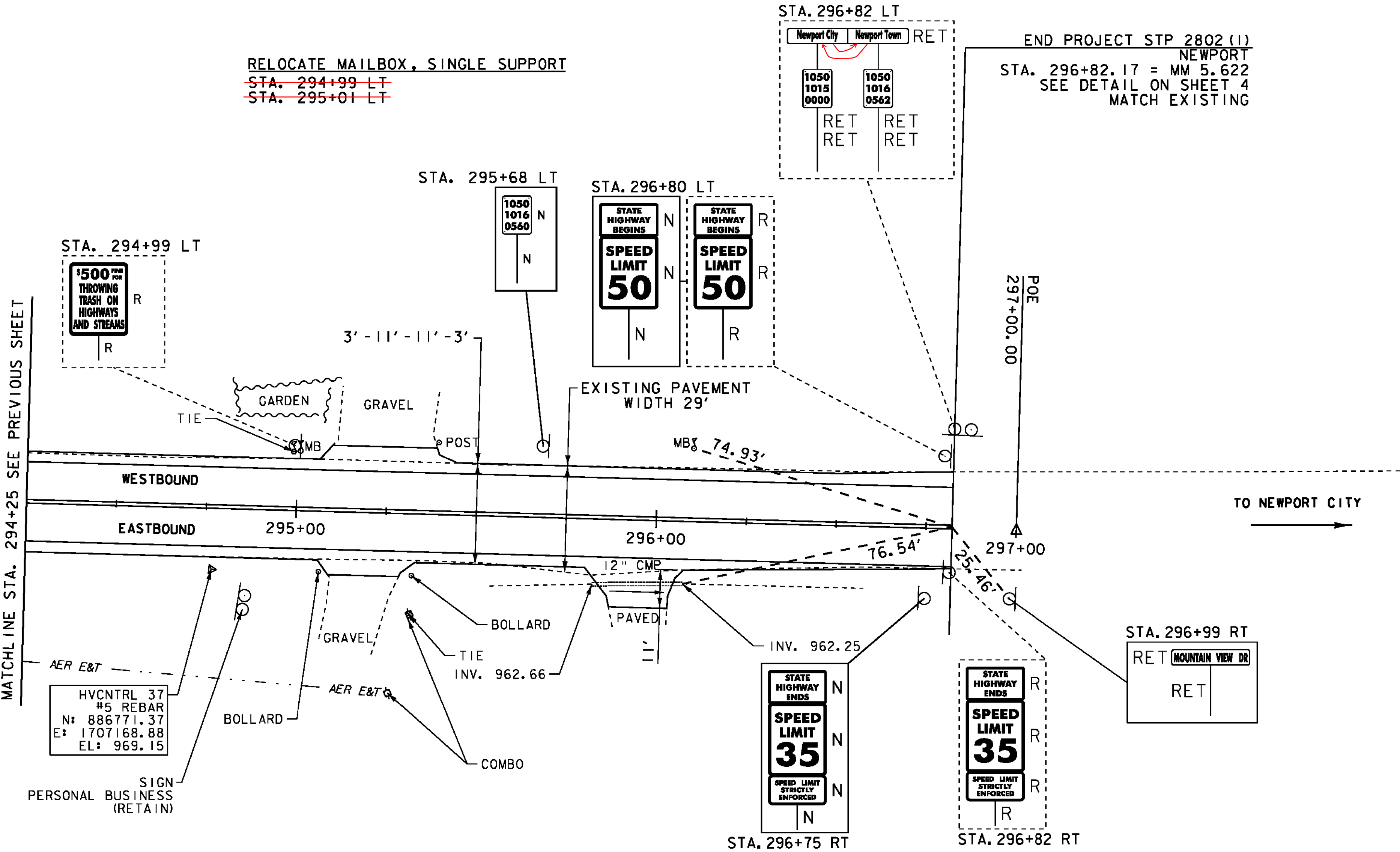
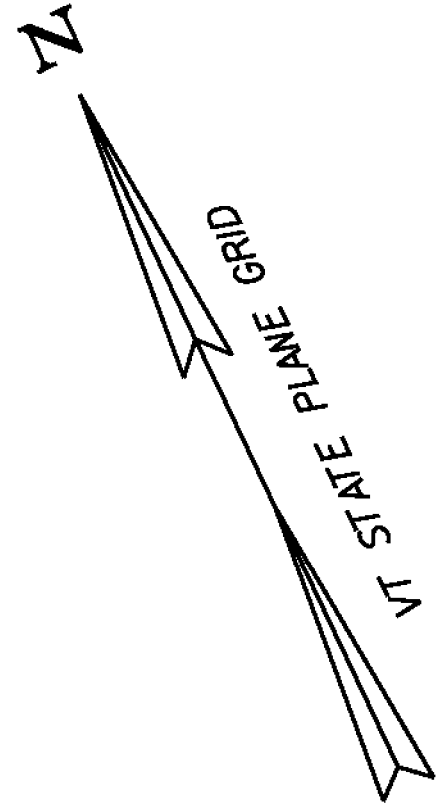
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
STA. 294+25 - STA. 296+82.17 (SOLID LT & RT)

TEMPORARY 4 INCH YELLOW LINE, PAINT
STA. 294+25 - STA. 296+82.17 (SOLID LT & RT)

RELOCATE MAILBOX, SINGLE SUPPORT
~~STA. 294+99 LT~~
~~STA. 295+01 LT~~

END PROJECT STP 2802 (I)
NEWPORT
STA. 296+82.17 = MM 5.622
SEE DETAIL ON SHEET 4
MATCH EXISTING

THINNING AND TRIMMING FOR SIGNS
296+80 LT



- LEGEND
- MAILBOX
 - BORING
 - SIGN
 - HYDRANT
 - MANHOLE
 - WATER SHUT OFF (WSO)
 - GAS PIPELINE MARKER
 - CATCH BASIN / DROP INLET
 - CURB INLET
 - TRAFFIC CONTROL BOX
 - PARKING METER
 - UTILITY POLE

SIGN LEGEND

R = REMOVE
R&S = REMOVE AND SALVAGE
RET = RETAIN
S = SALVAGE
N = NEW
B-B = BACK TO BACK

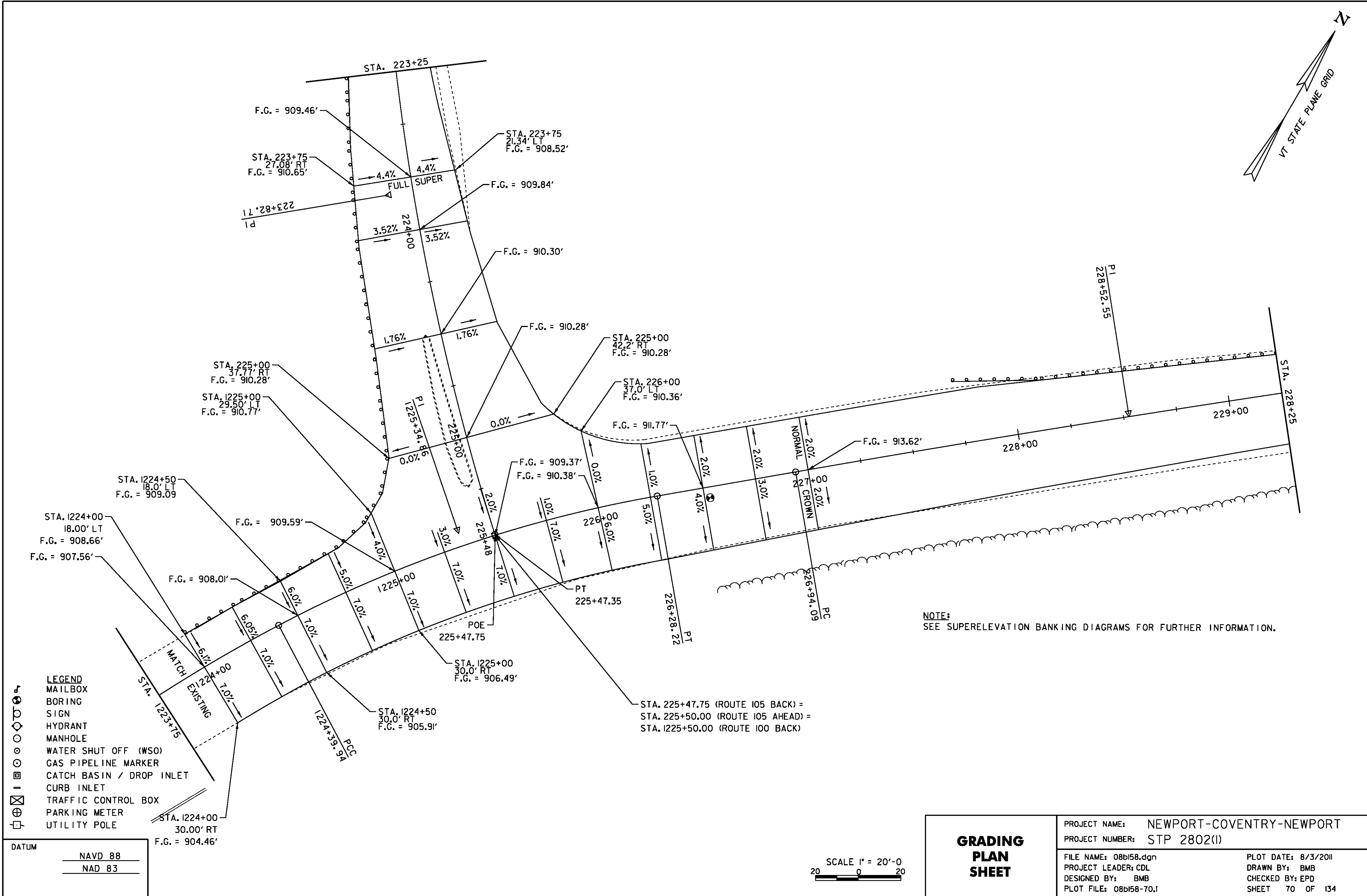
DATUM

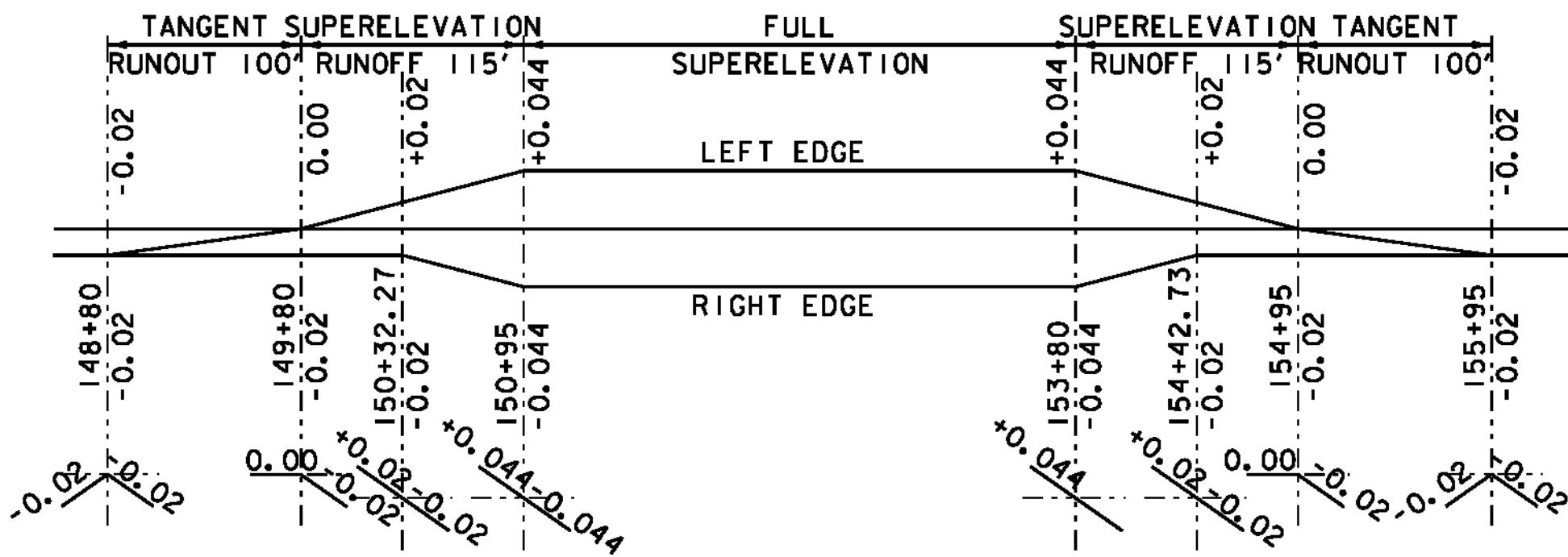
NAVD 88
NAD 83

SCALE 1" = 20'-0"

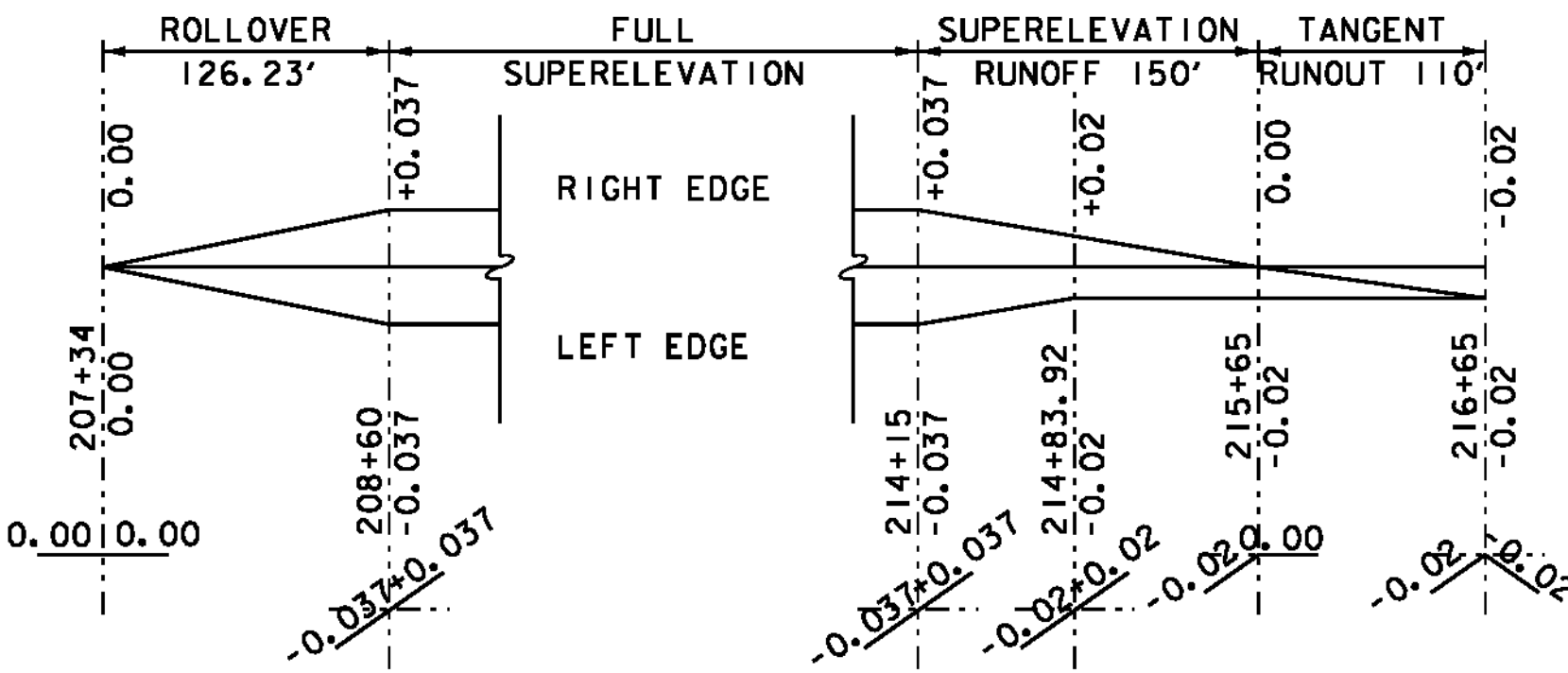
PROJECT
LAYOUT
SHEET 42

PROJECT NAME: NEWPORT-COVENTRY-NEWPORT
PROJECT NUMBER: STP 2802(I)
FILE NAME: 08b158.dgn
PROJECT LEADER: CDL
DESIGNED BY: BMB
PLOT FILE: 08b158-69.1
PLOT DATE: 8/3/2011
DRAWN BY: BMB
CHECKED BY: EPD
SHEET 69 OF 134

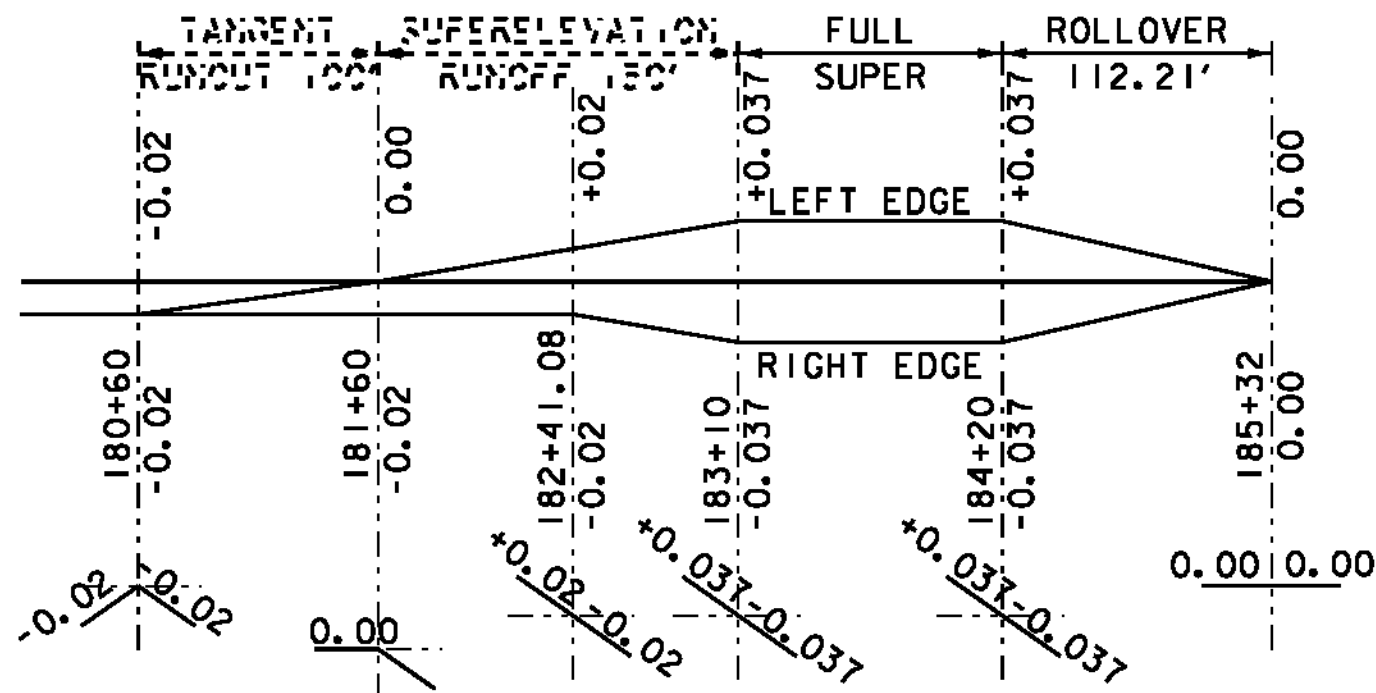




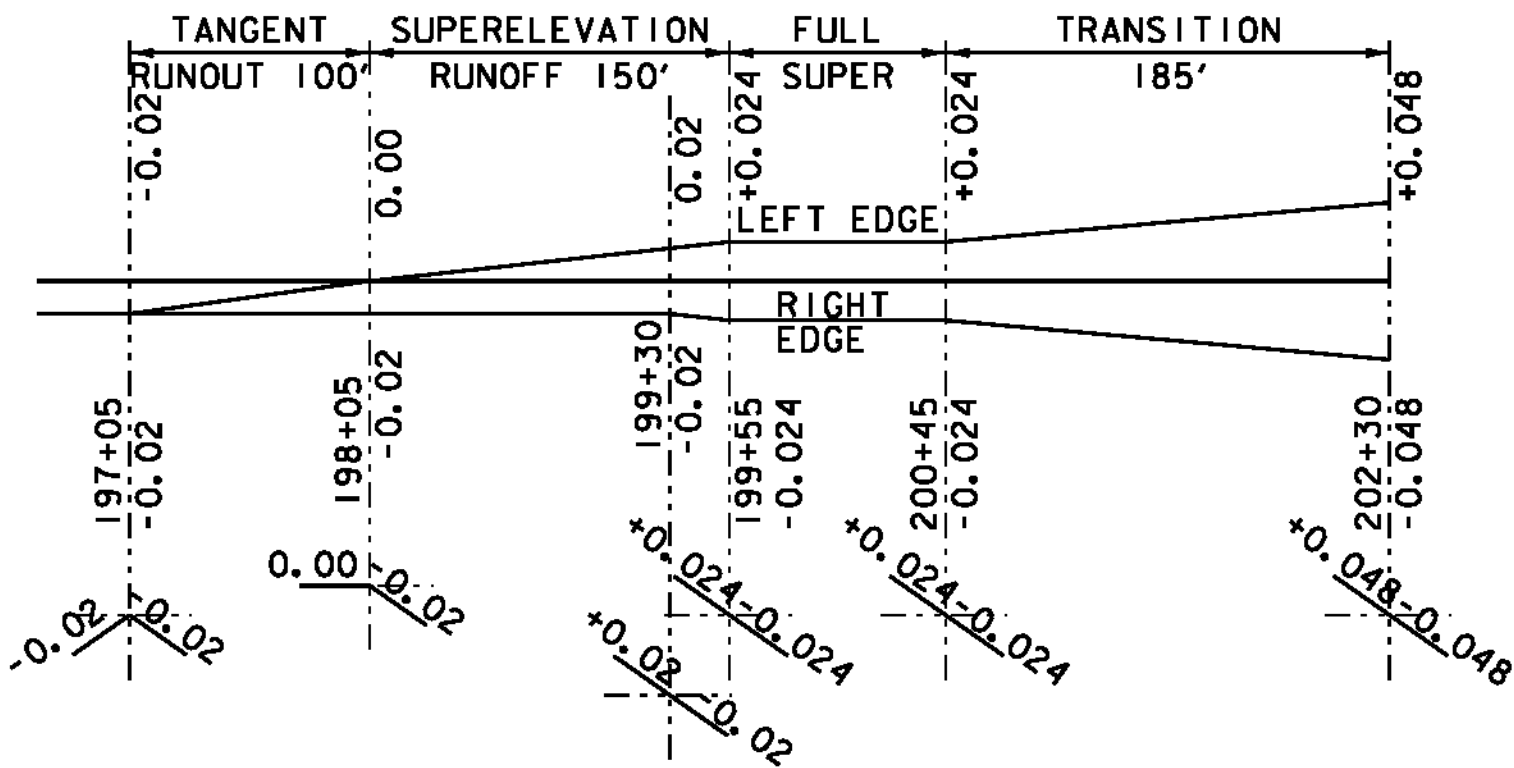
NEWPORT CURVE #5
PC = 150+62.18 R = 1200 FT - RT
PT = 154+14.84 V = 35 MPH



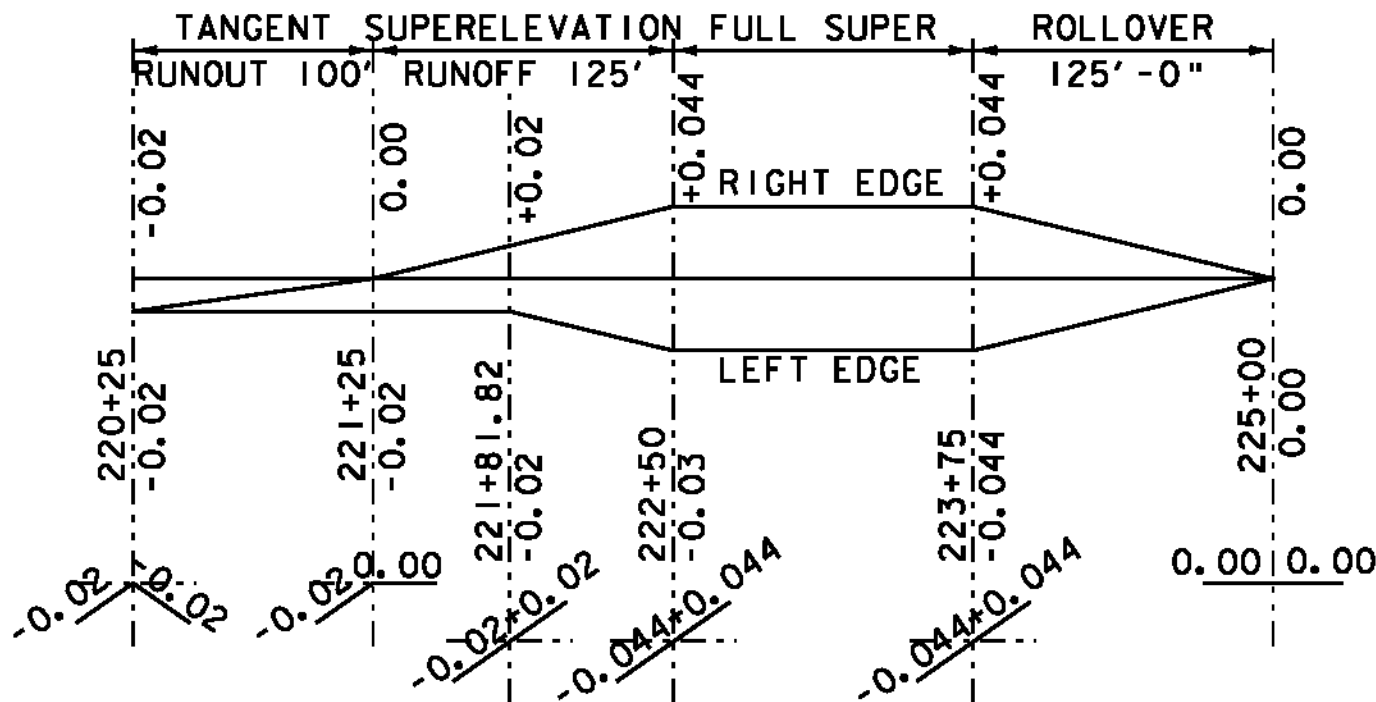
NEWPORT CURVE #16
PC = 208+14.77 R = 3000 FT - LT
PT = 214+60.97 V = 50 MPH



NEWPORT CURVE #10
PC = 182+97.20 R = 3000 FT - RT
PT = 184+35.23 V = 50 MPH

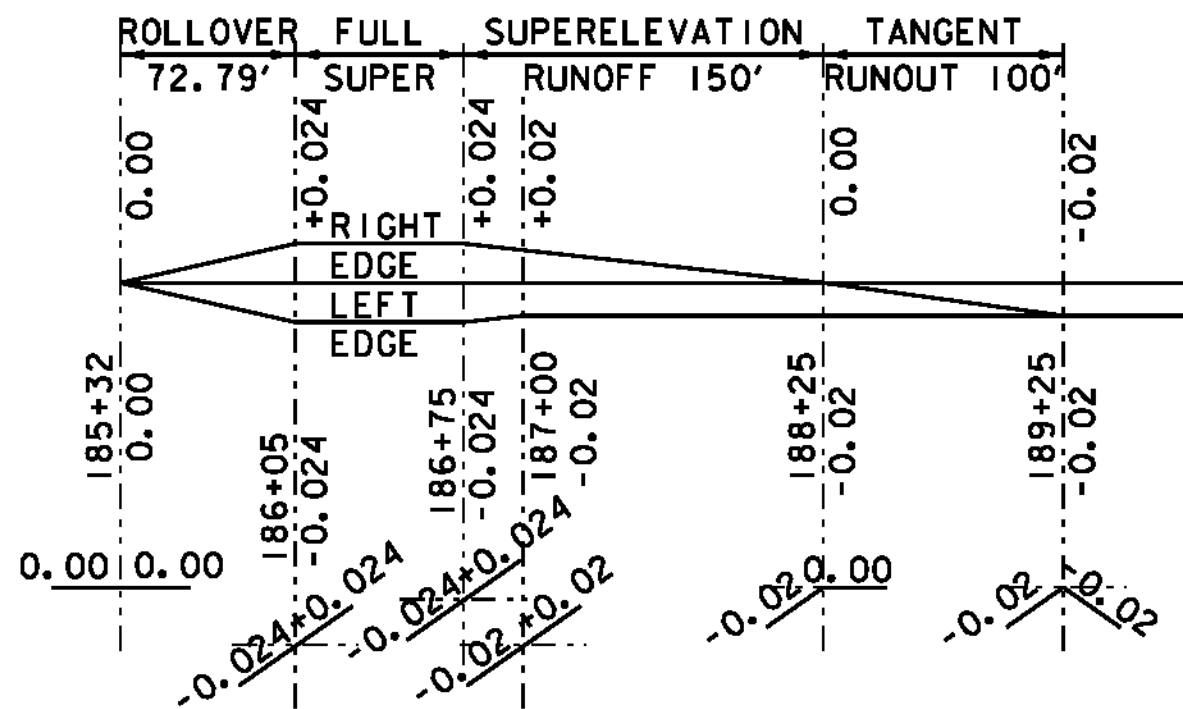


NEWPORT CURVE #14
PC = 199+25.46 R = 5000 FT - RT
PT = 200+74.10 V = 50 MPH

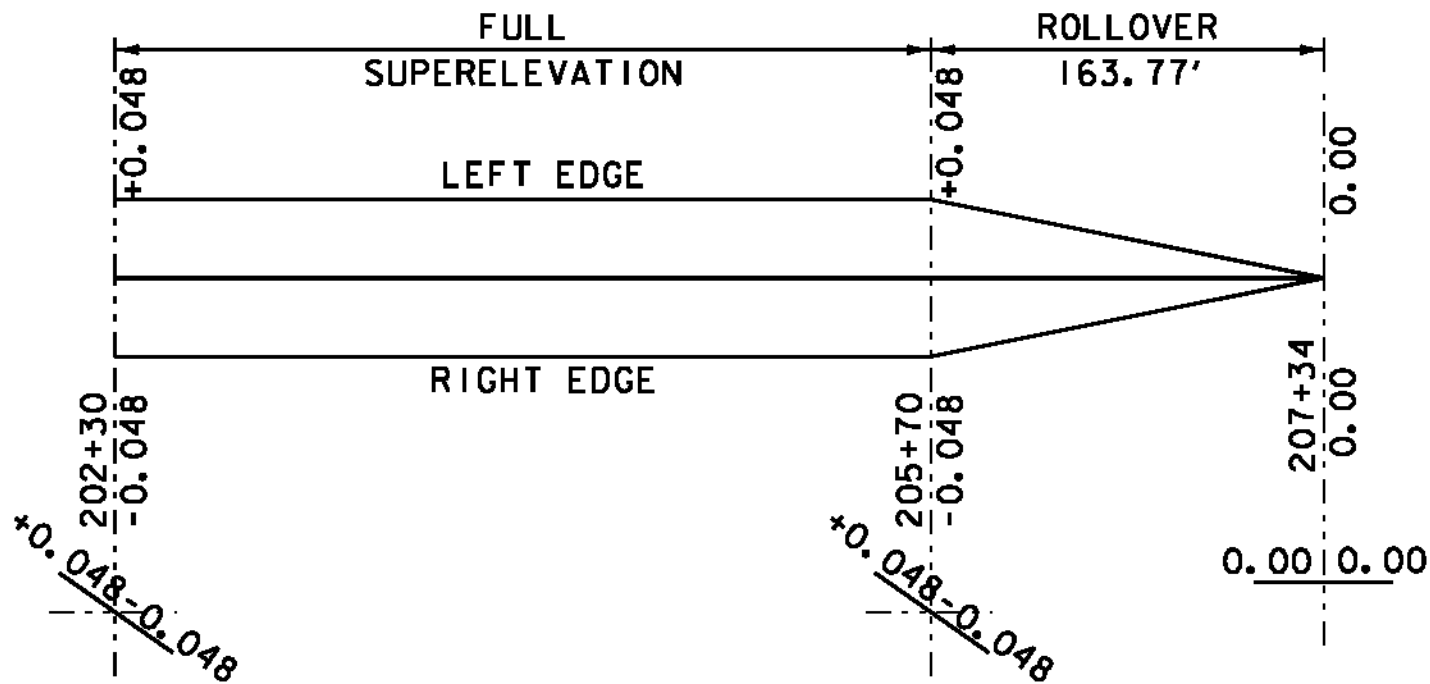


NOTE:
SEE SHEET 70 FOR ADDITIONAL INFORMATION FOR STA. 225+00 - STA. 227+00.

NEWPORT CURVE #17
PC = 222+15.95 R = 1200 FT - LT
PT = 225+47.35 V = 50 MPH



NEWPORT CURVE #11
PC = 186+07.39 R = 5000 FT - LT
PT = 186+74.13 V = 50 MPH

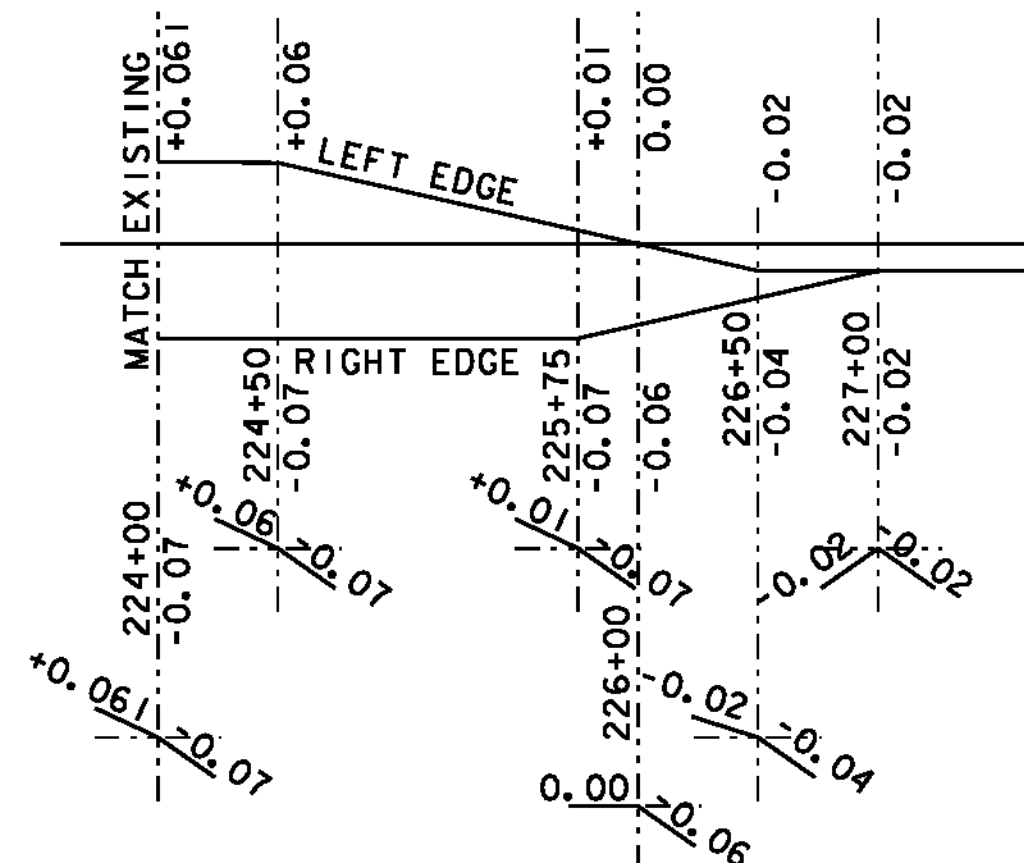


NEWPORT CURVE #15
PC = 201+82.96 R = 2200 FT - RT
PT = 206+17.77 V = 50 MPH

NOTE:
SUPERELEVATION DIAGRAMS ARE NOT TO SCALE.

**SUPERELEVATION
BANKING
DIAGRAM
SHEET 1**

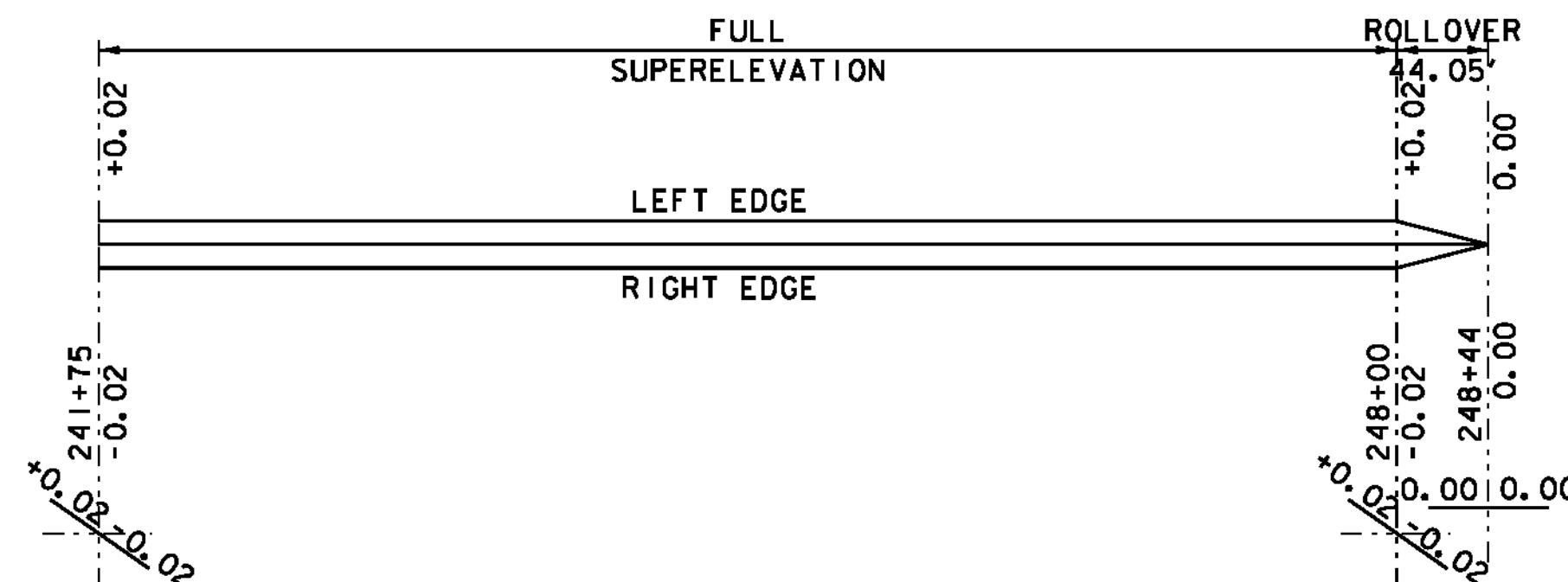
PROJECT NAME:	NEWPORT-COVENTRY-NEWPORT
PROJECT NUMBER:	STP 2802(I)
FILE NAME:	PLOT DATE: 8/3/2011
PROJECT LEADER: CDL	DRAWN BY: BMB
DESIGNED BY: SJL	CHECKED BY: EPD
PLOT FILE: 08b158-71.t	SHEET 71 OF 134



NOTE:
SEE SHEET 70 FOR ADDITIONAL INFORMATION
FOR STA. 1223+75 - STA. 227+00.

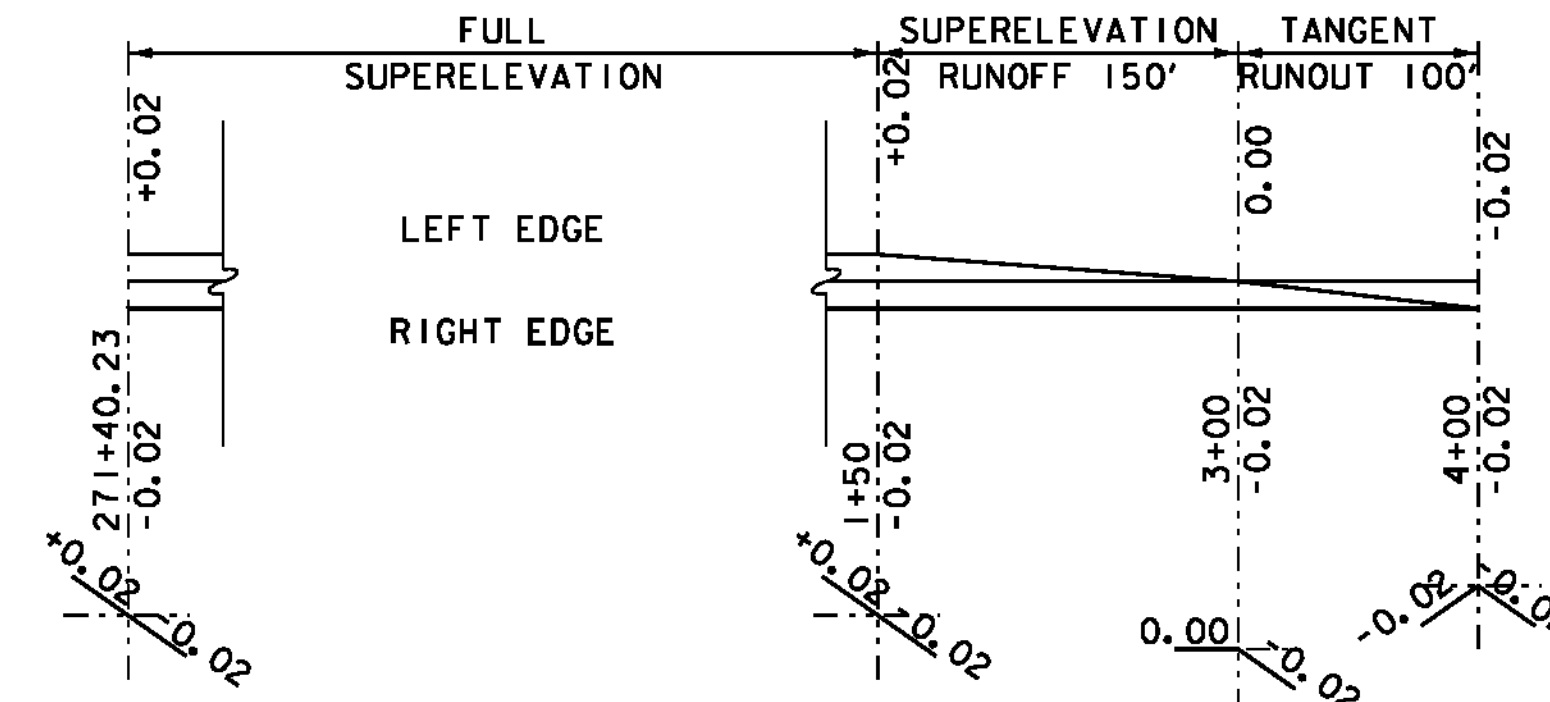
NEWPORT CURVE #18

PC = 223+02.08 R1 = 760 FT - LT
PCC = 1224+39.94 R2 = 600 FT - LT
PT = 226+28.22 V = 50 MPH



NEWPORT CURVE #22

PC = 241+29.93 R = 6000 FT - LT
PT = 248+40.87 V = 50 MPH

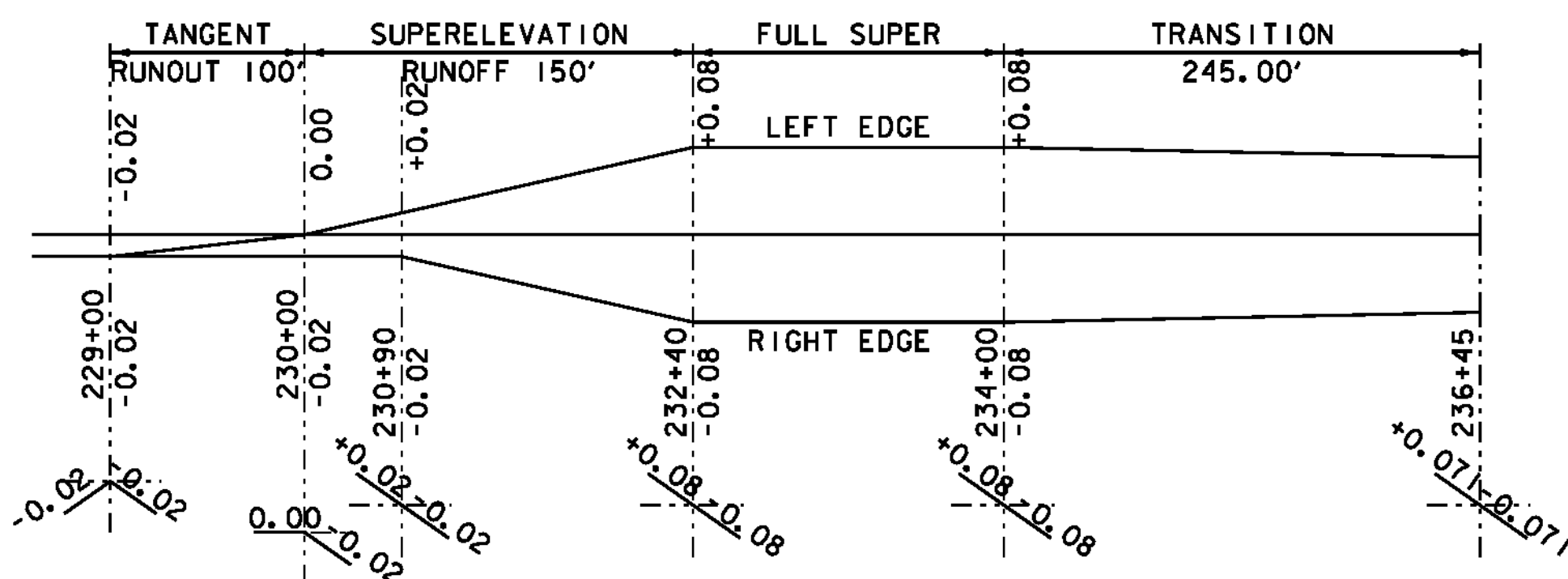


NEWPORT CURVE #26

PC = 274+43.09 R = 6300 FT - LT
PT = 276+66.00 V = 50 MPH

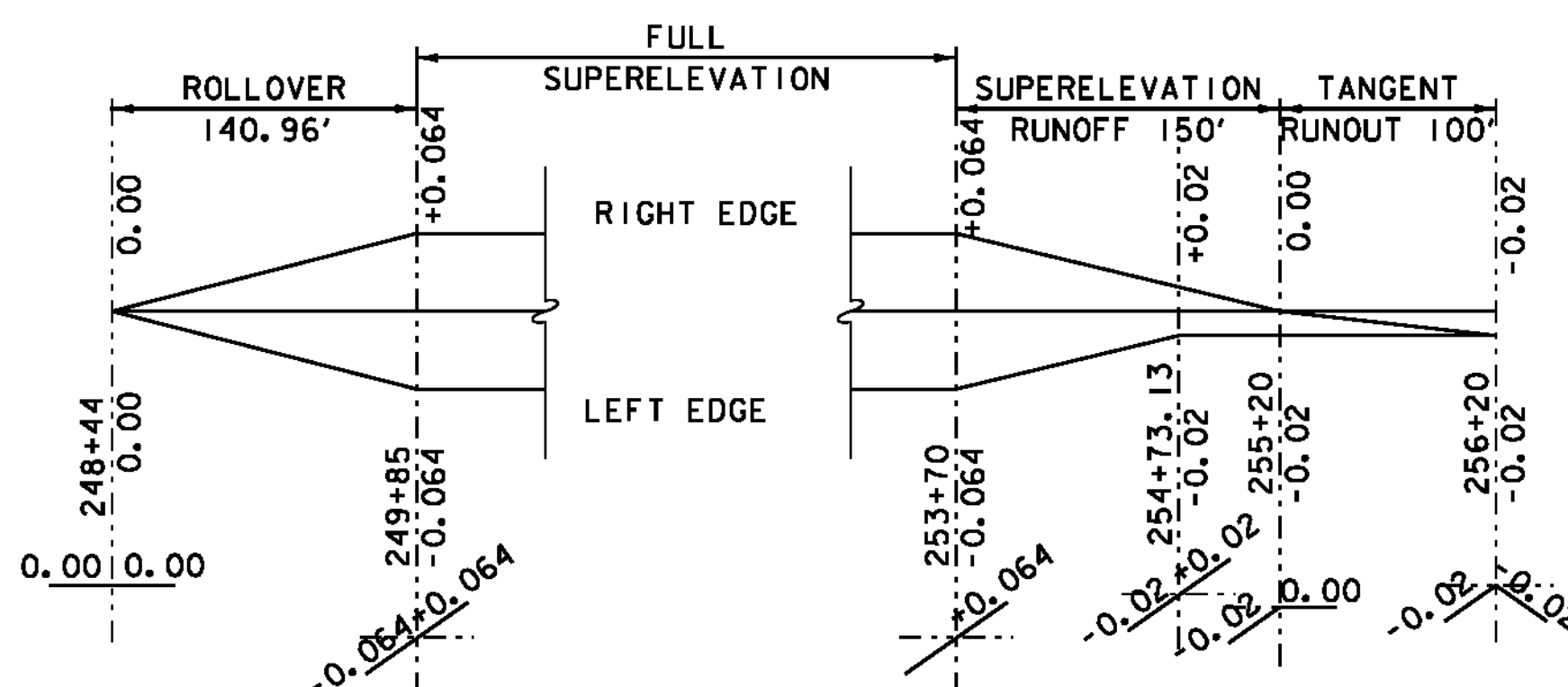
COVENTRY CURVE #1

PC = 0+00.00 R = 6300 FT - LT
PT = 1+93.91 V = 50 MPH



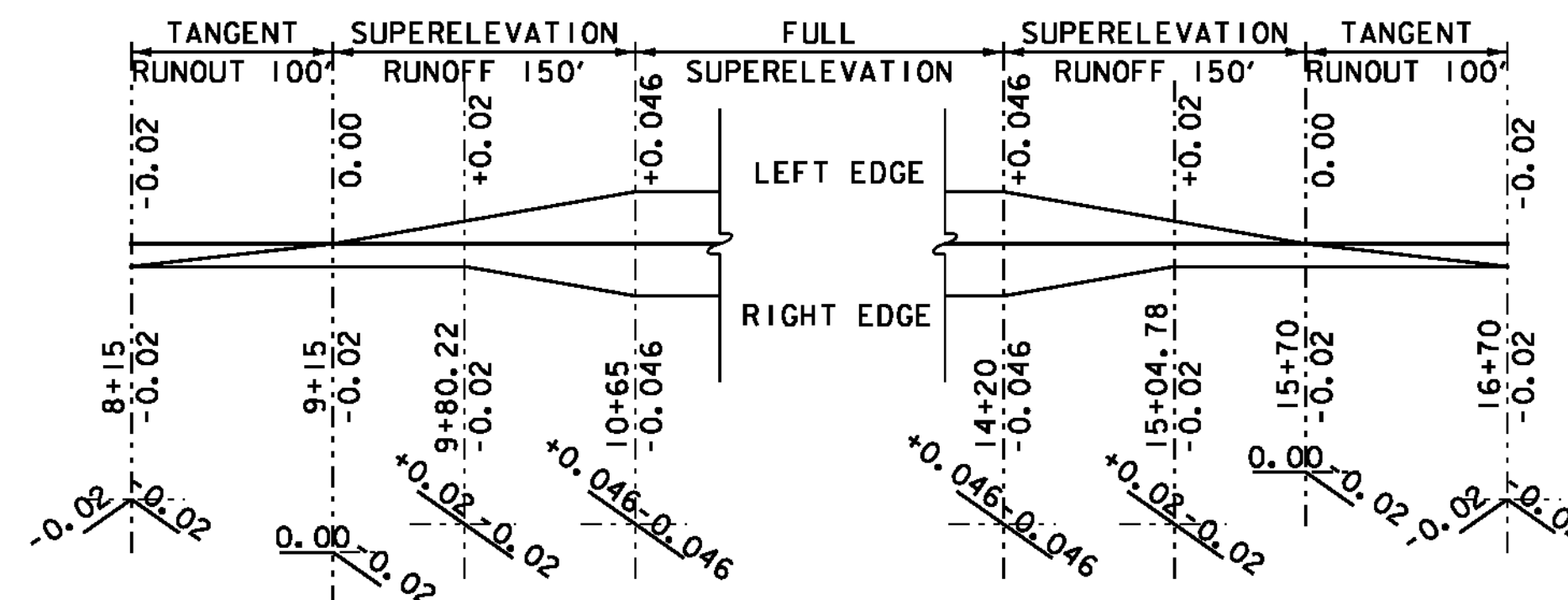
NEWPORT CURVE #20

PC = 231+29.10 R = 650 FT - LT
PT = 234+53.47 V = 45 MPH



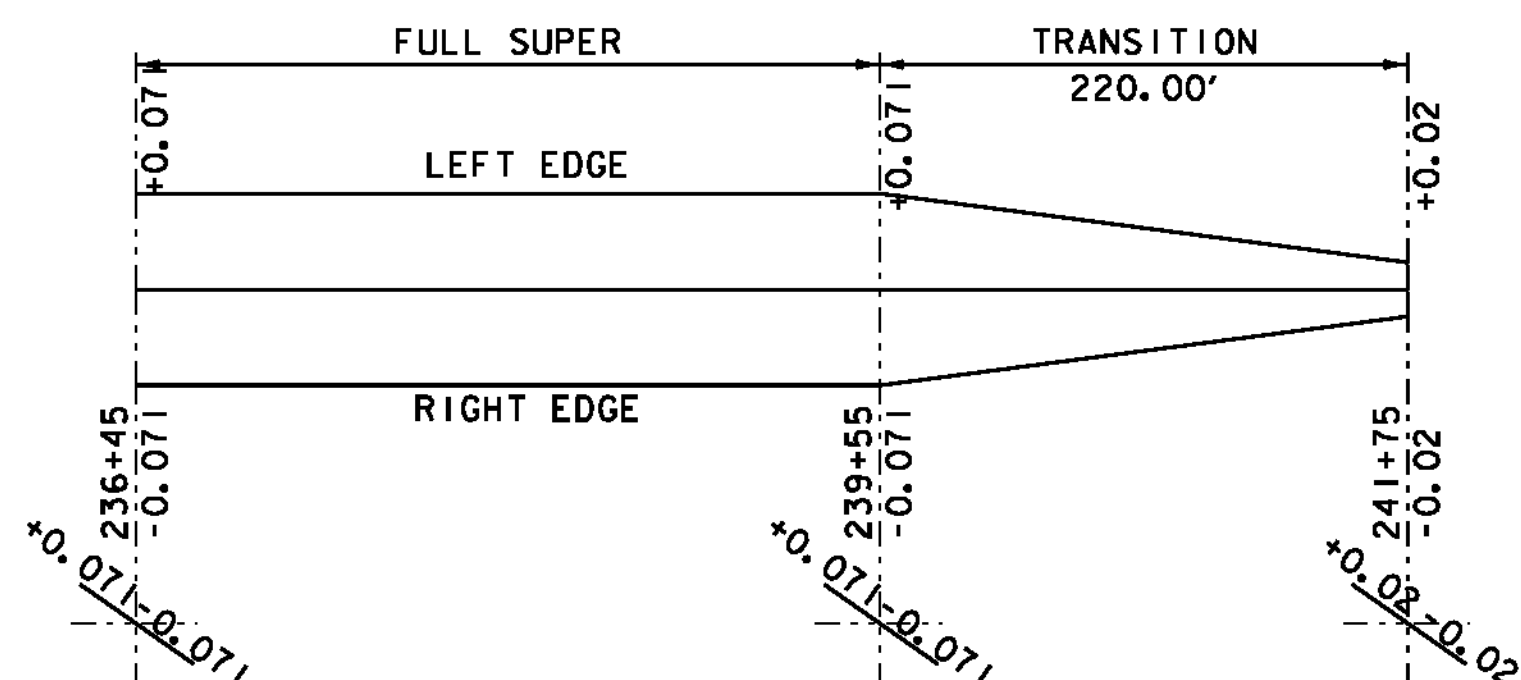
NEWPORT CURVE #23

PC = 249+39.91 R = 1400 FT - RT
PT = 254+14.36 V = 50 MPH



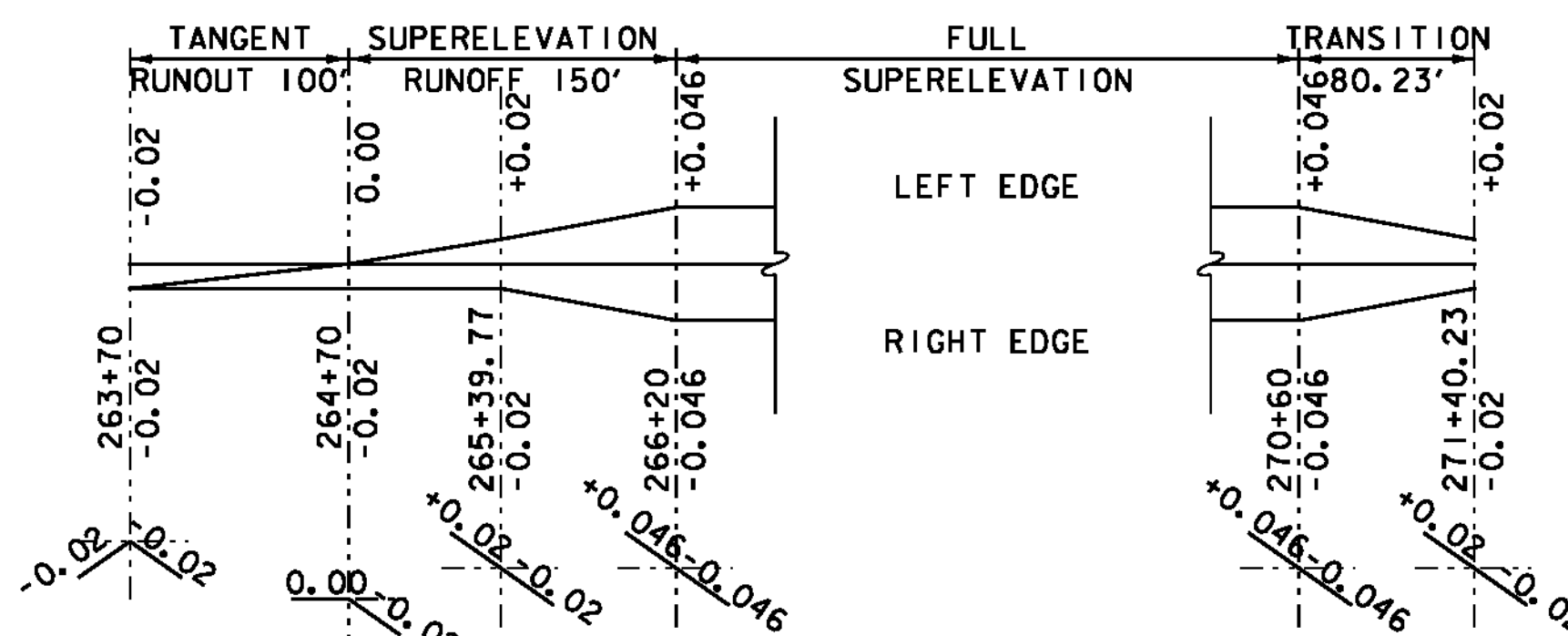
COVENTRY CURVE #3

PC = 10+17.92 R = 2300 FT - RT
PT = 14+64.27 V = 50 MPH



NEWPORT CURVE #21

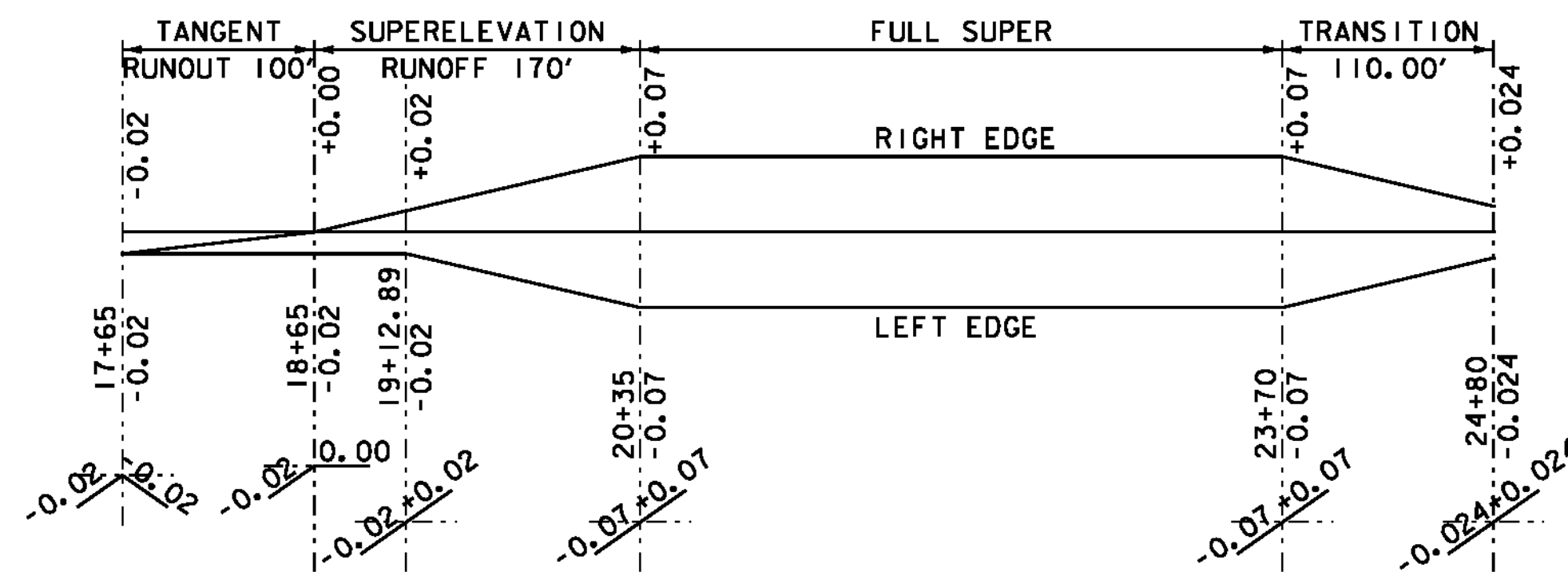
PC = 235+90.68 R = 1375 FT - LT
PT = 240+09.17 V = 50 MPH



NEWPORT CURVE #25

PC = 265+75.17 R = 2500 FT - LT
PT = 271+04.74 V = 50 MPH

NOTE:
SUPERELEVATION DIAGRAMS ARE NOT TO SCALE.

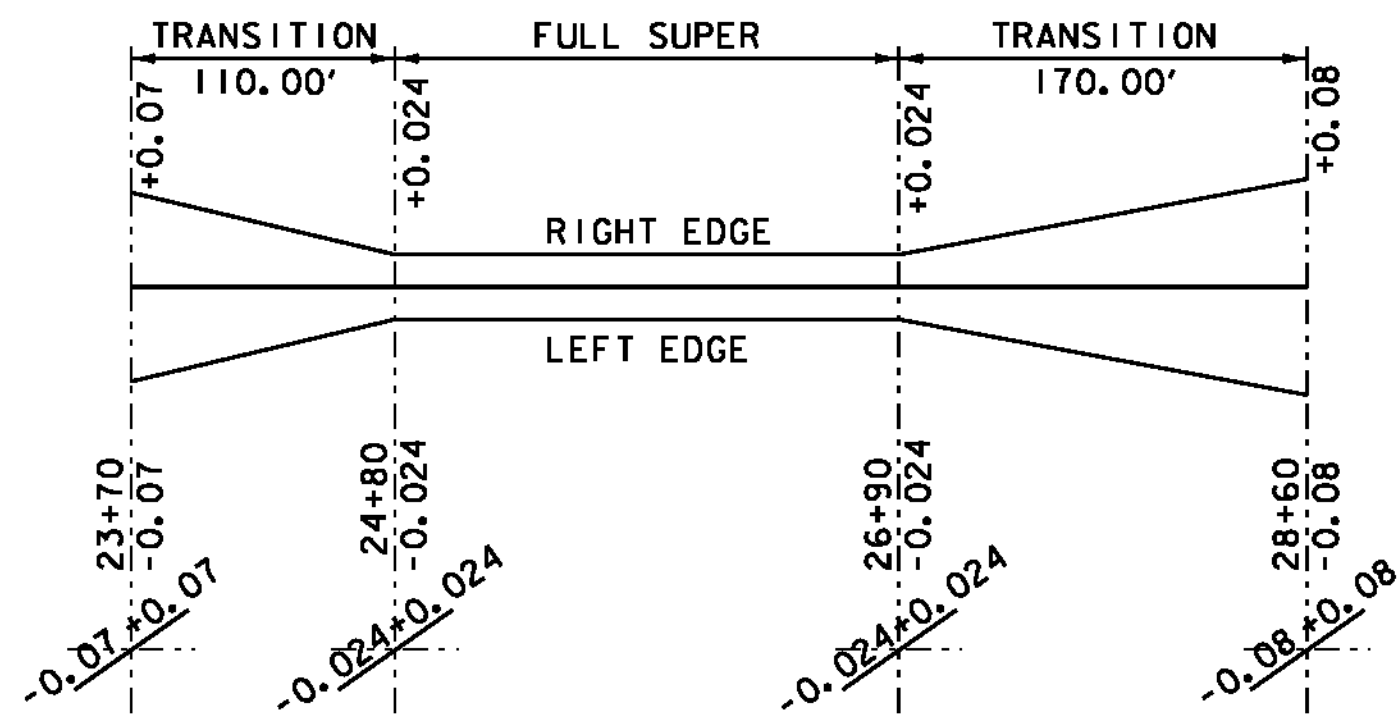


COVENTRY CURVE #4

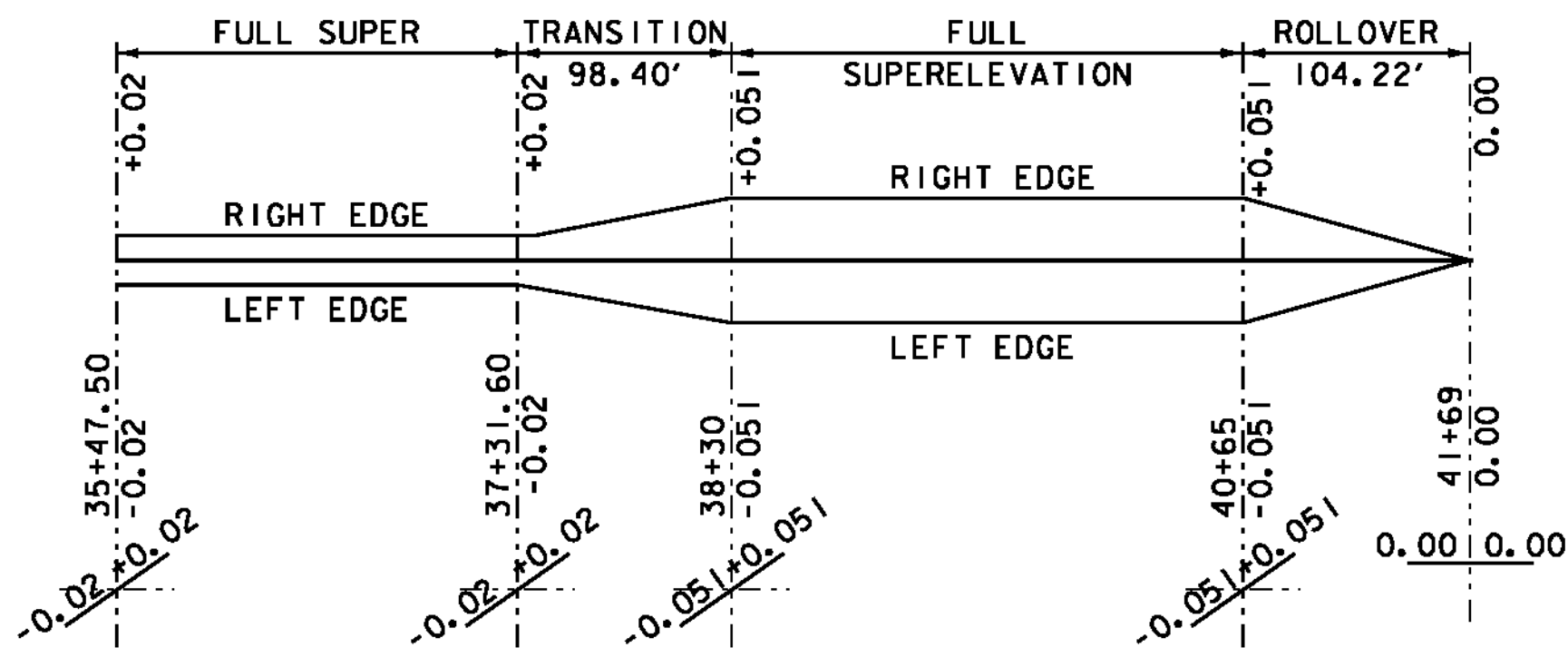
PC = 19+83.29 R = 1175 FT - LT
PT = 24+21.22 V = 50 MPH

**SUPERELEVATION
BANKING
DIAGRAM
SHEET 2**

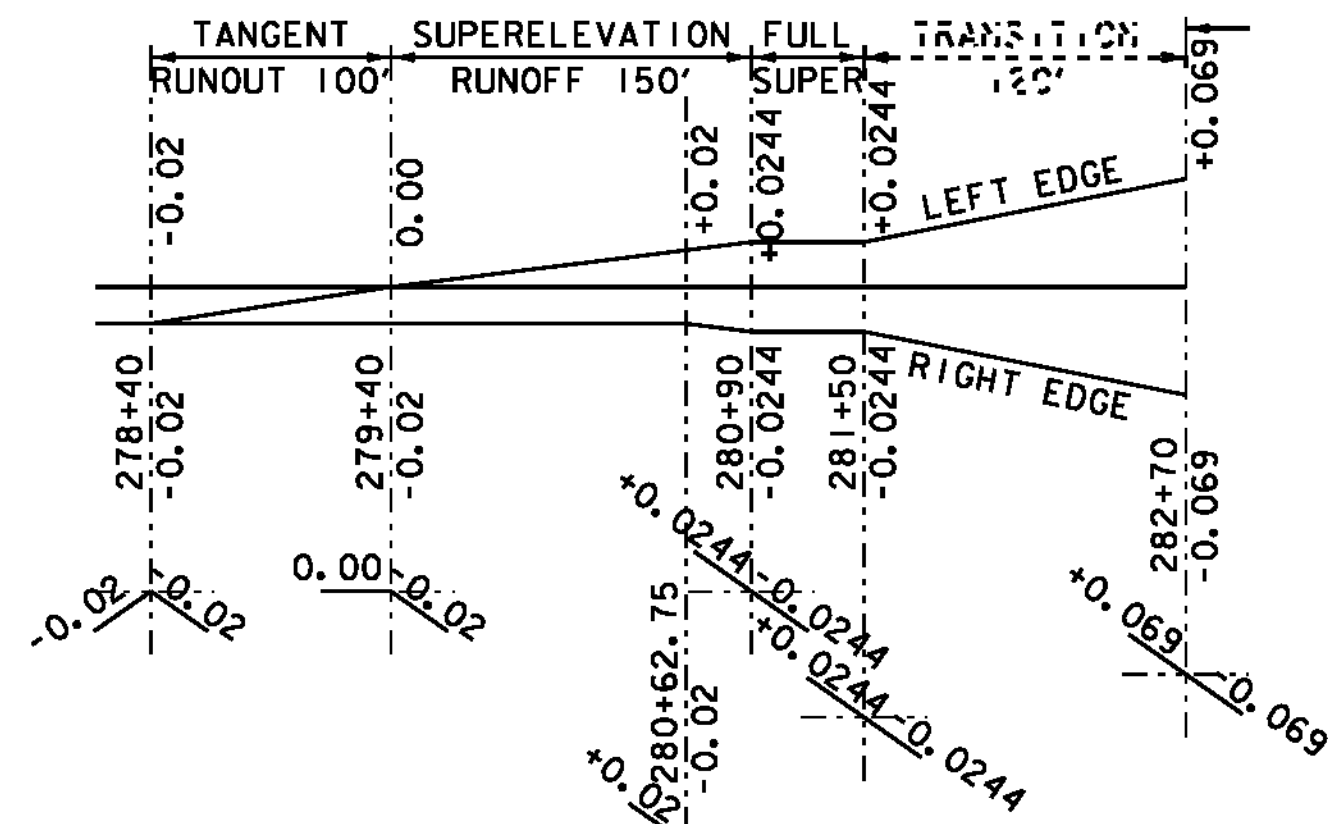
PROJECT NAME: NEWPORT-COVENTRY-NEWPORT
PROJECT NUMBER: STP 2802(I)
FILE NAME:
PROJECT LEADER: CDL
DESIGNED BY: SJL
PLOT FILE: 08b158-72.1
PLOT DATE: 8/3/2011
DRAWN BY: BMB
CHECKED BY: EPD
SHEET 72 OF 134



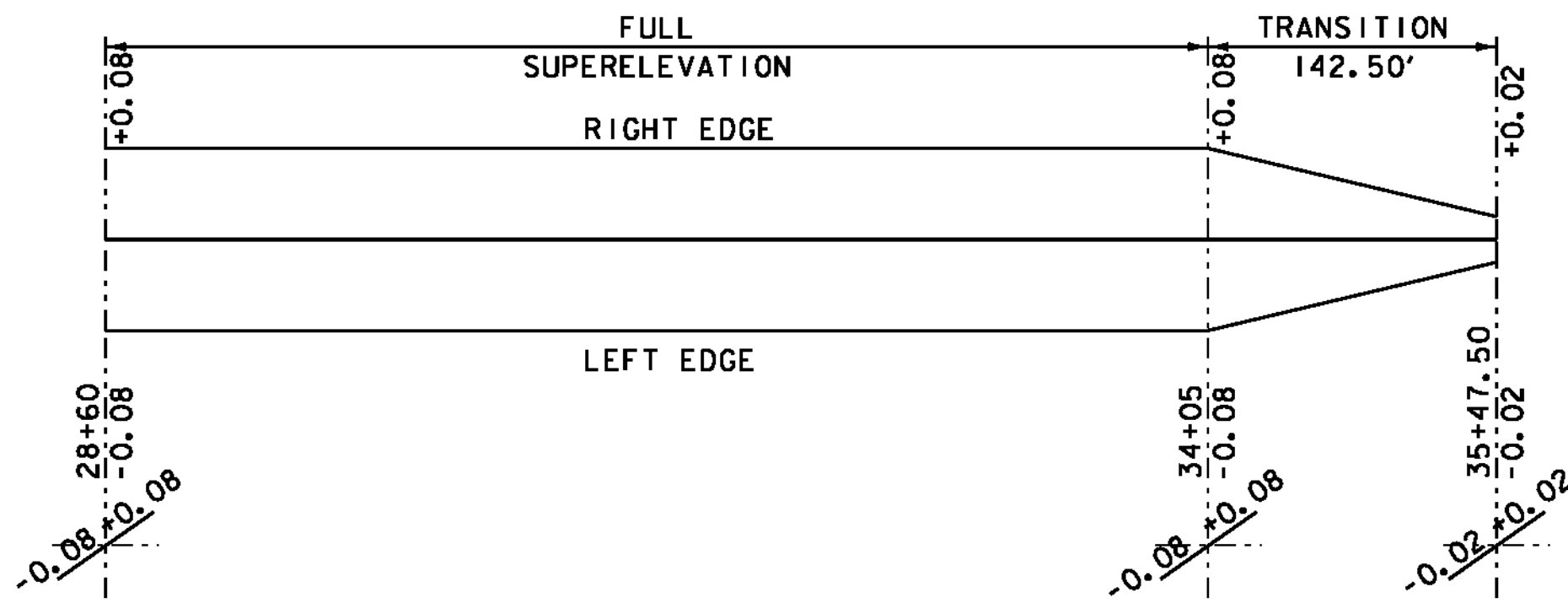
COVENTRY CURVE #5
PC = 25+87.11 R = 5000 FT - LT
PT = 27+32.68 V = 50 MPH



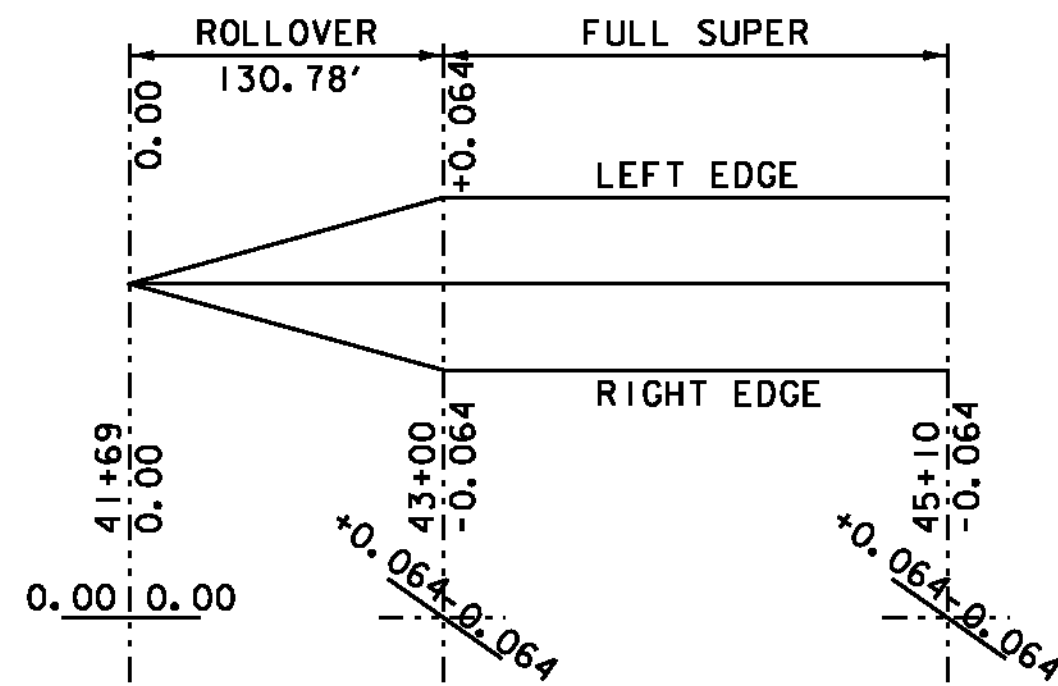
COVENTRY CURVE #7
PC = 37+82.12 R = 2000 FT - LT
PT = 41+08.64 V = 50 MPH



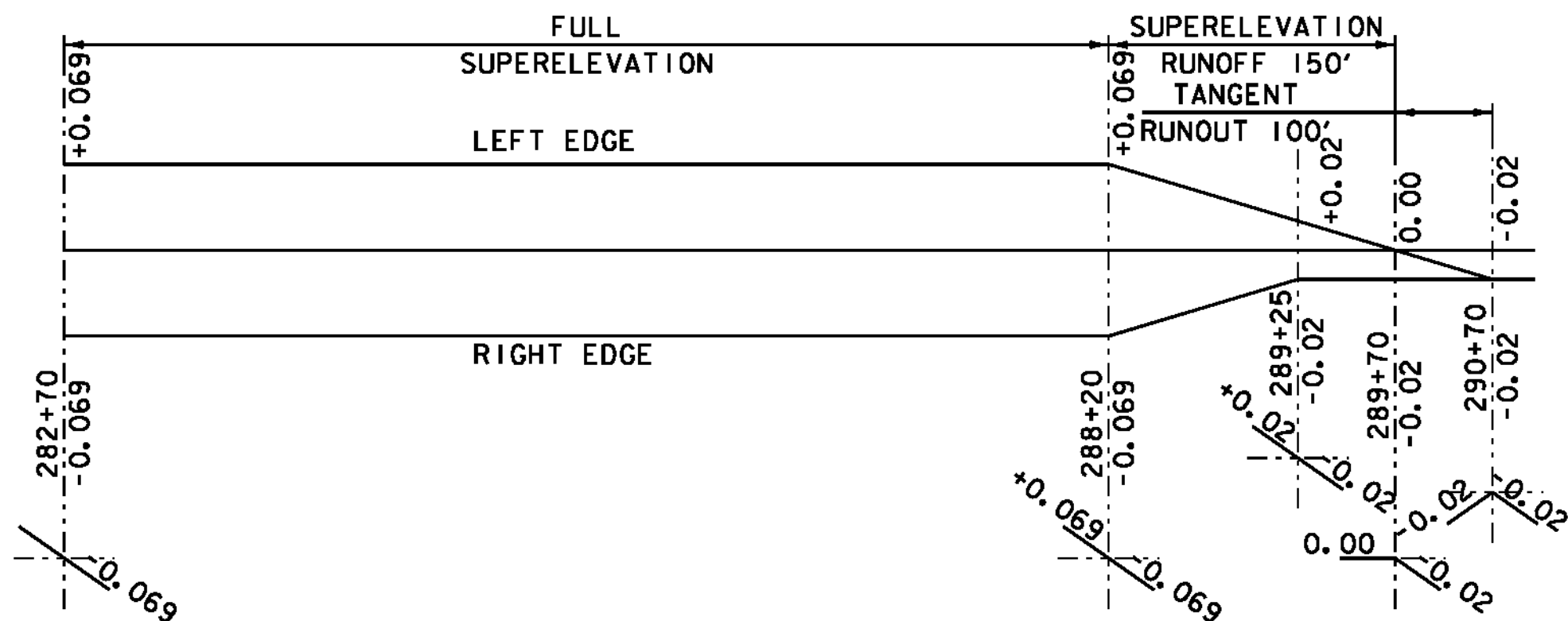
NEWPORT CURVE #27
PC = 280+44.01 R = 5000 FT - RT
PT = 281+80.34 V = 50 MPH



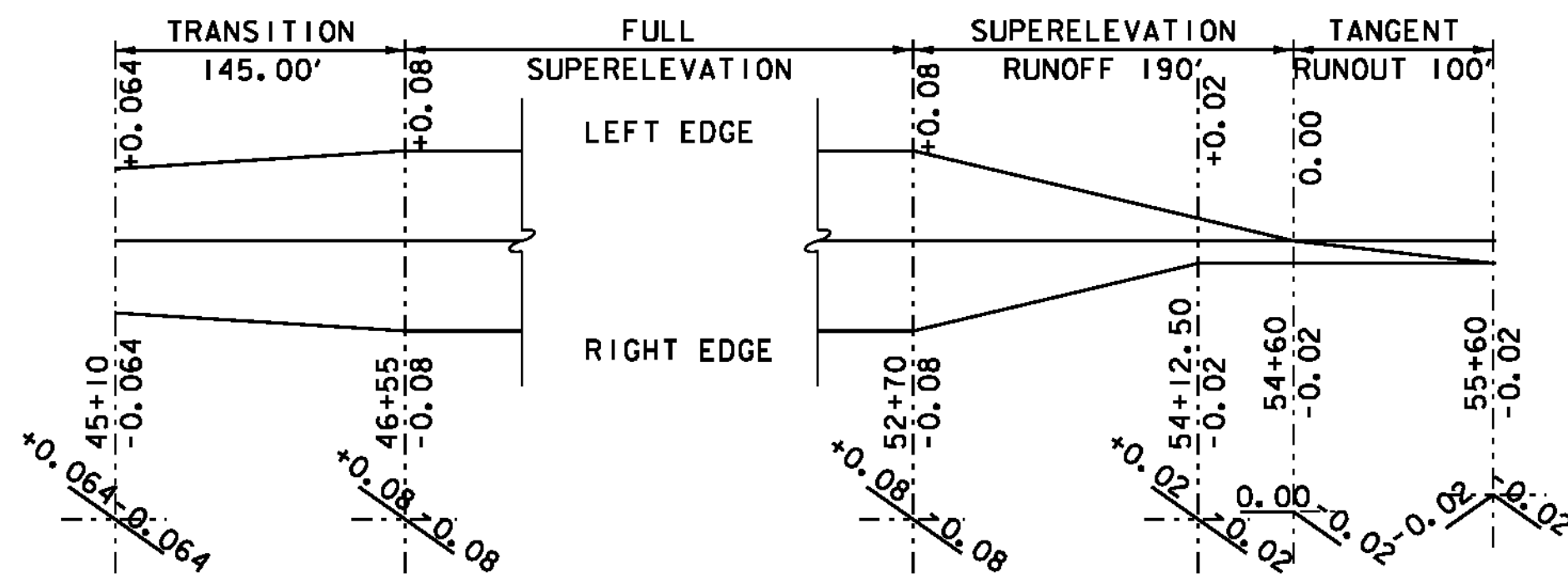
COVENTRY CURVE #6
PC = 28+03.14 R = 690 FT - LT
PT = 34+61.93 V = 45 MPH



COVENTRY CURVE #8
PC = 42+52.18 R = 1400 FT - RT
PT = 43+57.18 V = 50 MPH



NEWPORT CURVE #28
PC = 282+25.24 R = 1600 FT - RT
PT = 288+61.79 V = 50 MPH

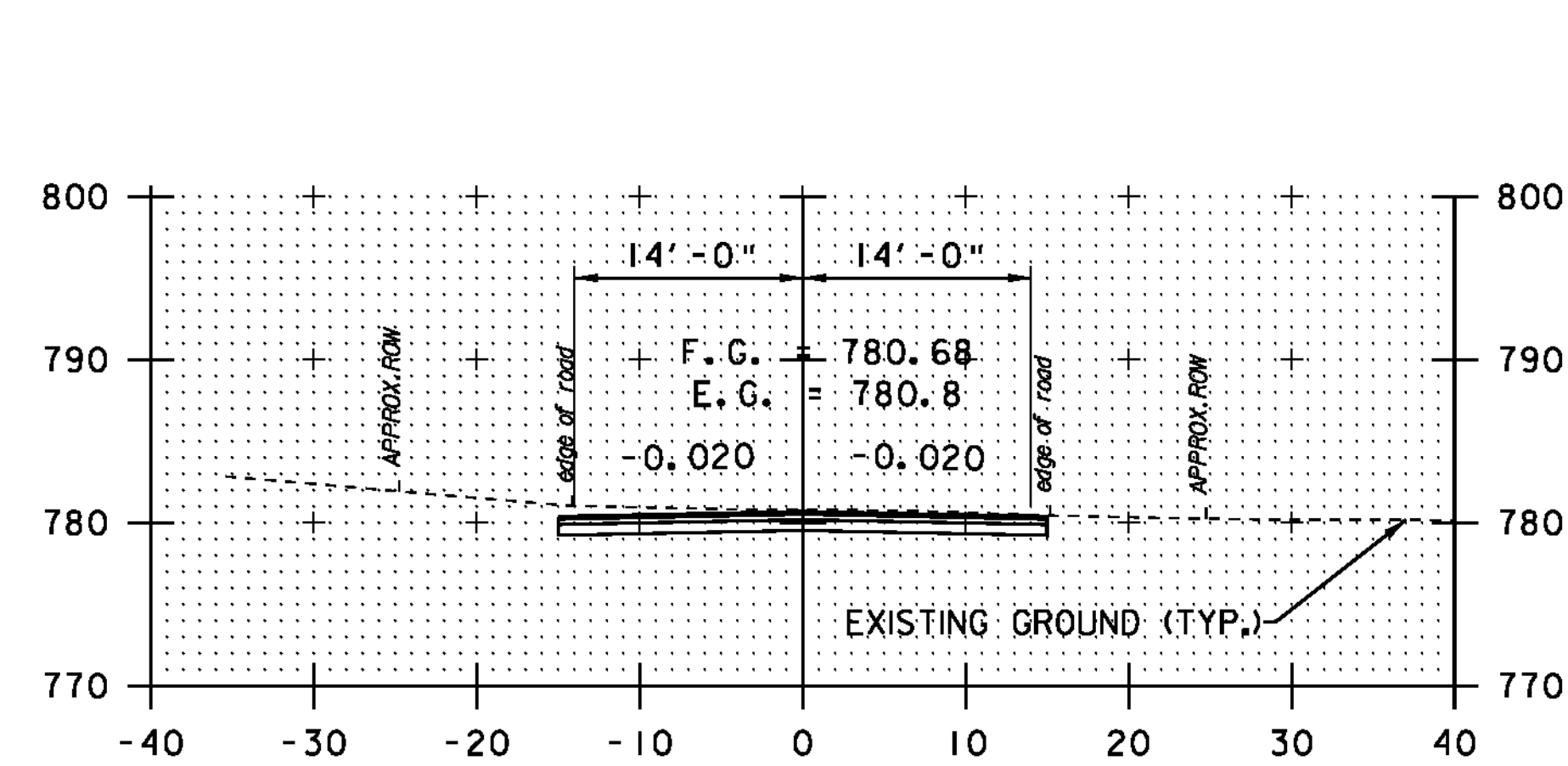


COVENTRY CURVE #9
PC = 45+96.66 R = 775 FT - RT
PT = 53+27.33 V = 50 MPH

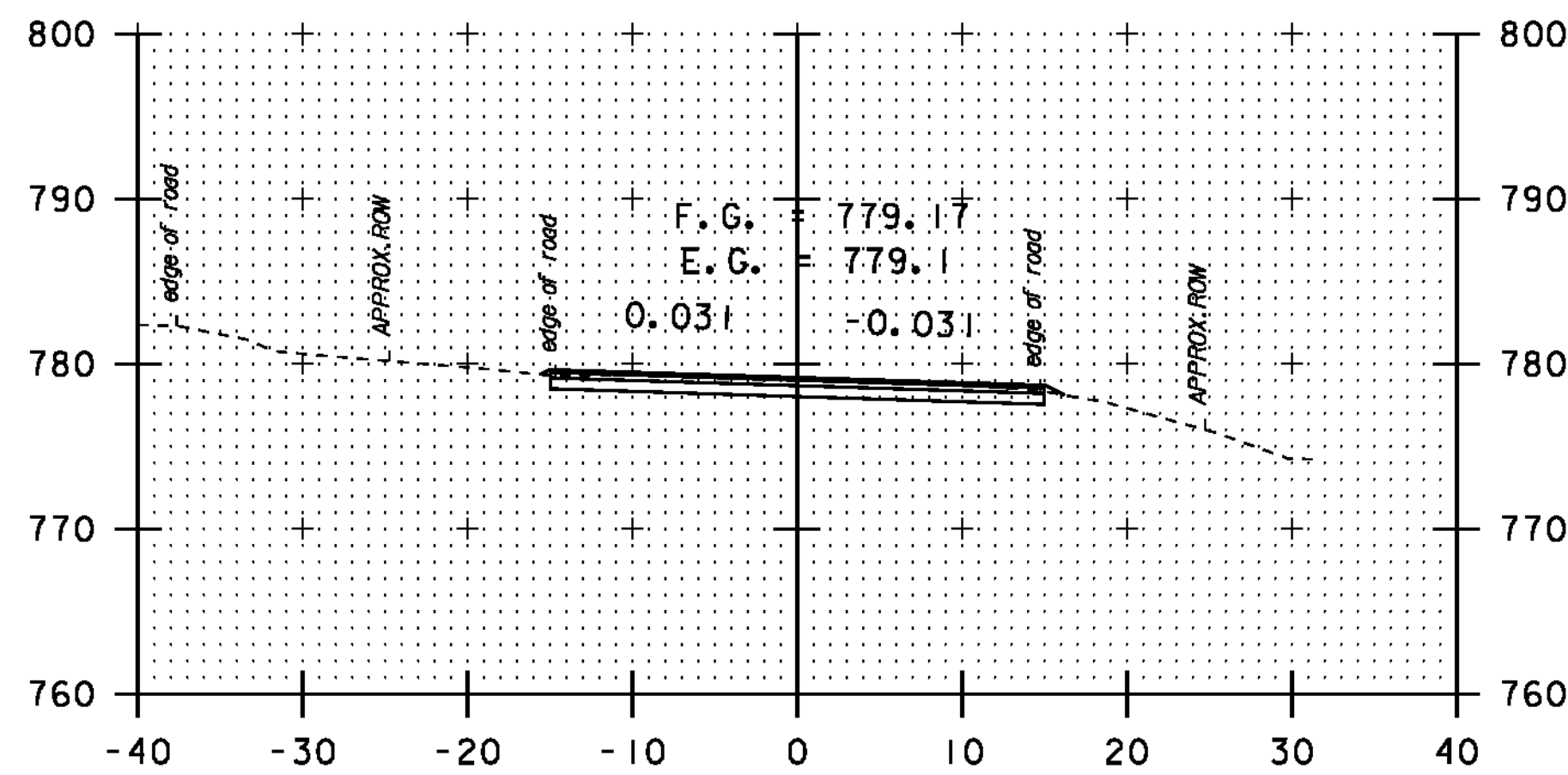
NOTE:
SUPERELEVATION DIAGRAMS ARE NOT TO SCALE.

**SUPERELEVATION
BANKING
DIAGRAM
SHEET 3**

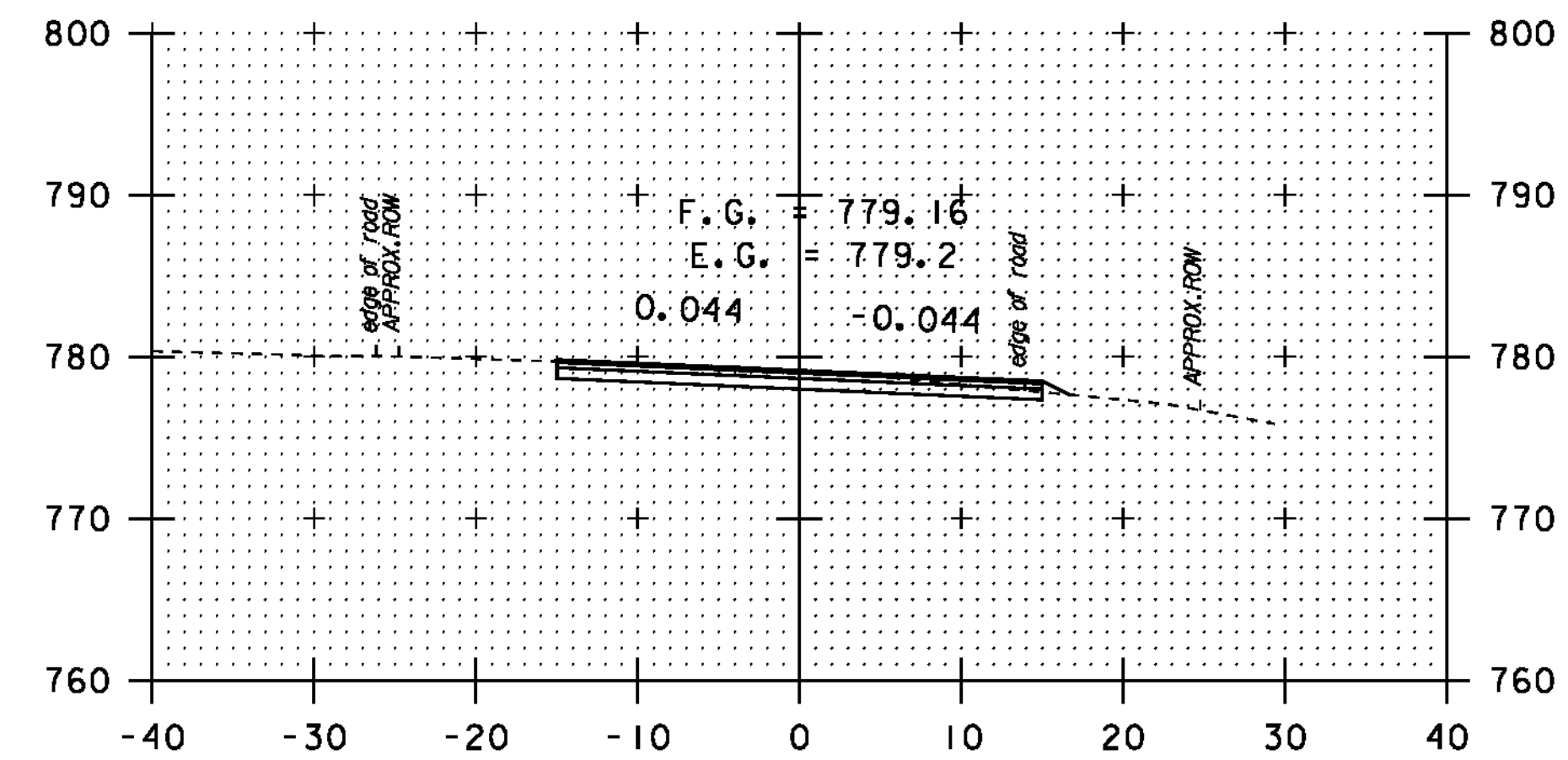
PROJECT NAME:	NEWPORT-COVENTRY-NEWPORT
PROJECT NUMBER:	STP 2802(I)
FILE NAME:	PLOT DATE: 8/3/2011
PROJECT LEADER: CDL	DRAWN BY: BMB
DESIGNED BY: SJL	CHECKED BY: EPD
PLOT FILE: 08b158-73.1	SHEET 73 OF 134



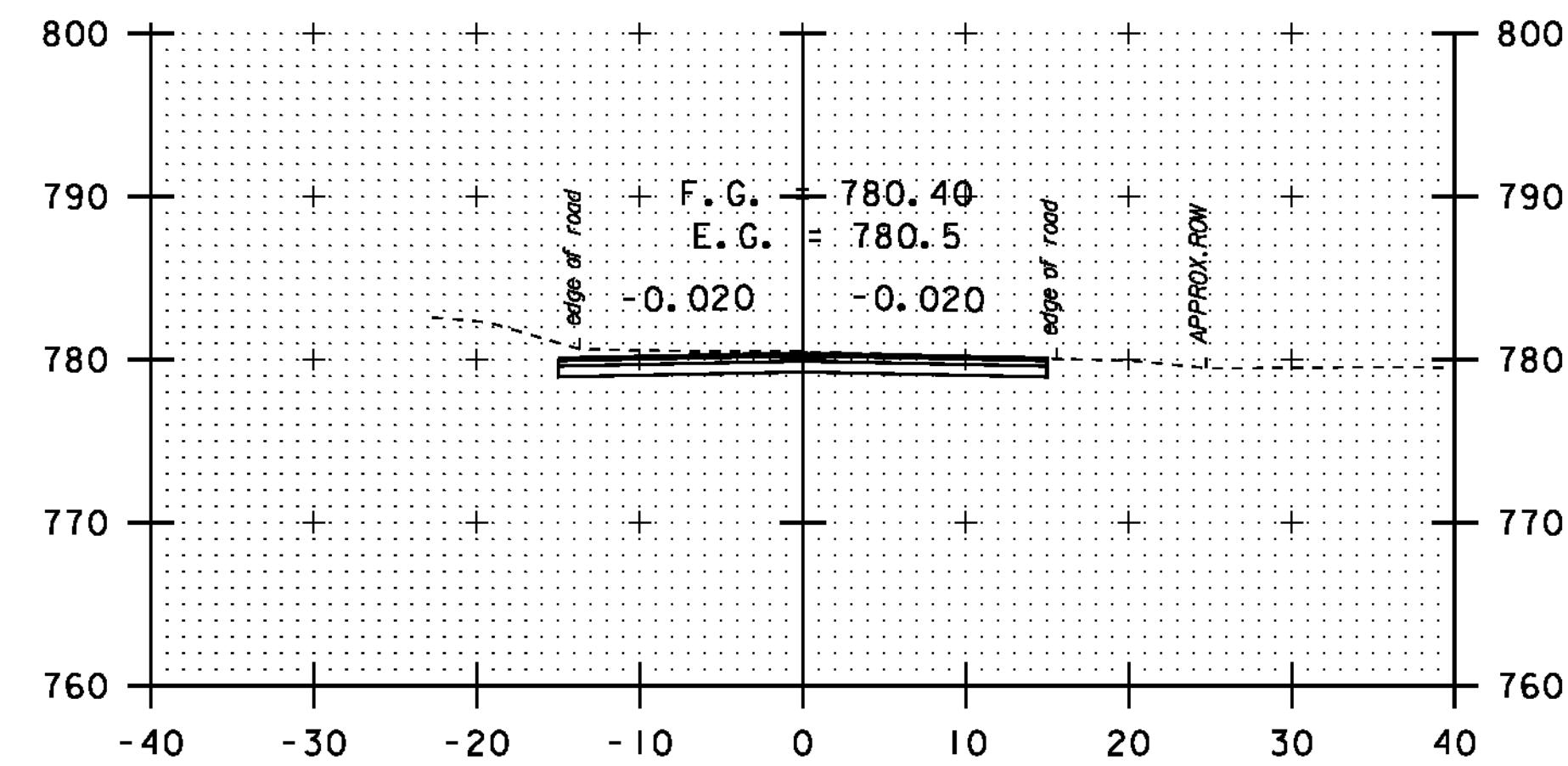
148+80



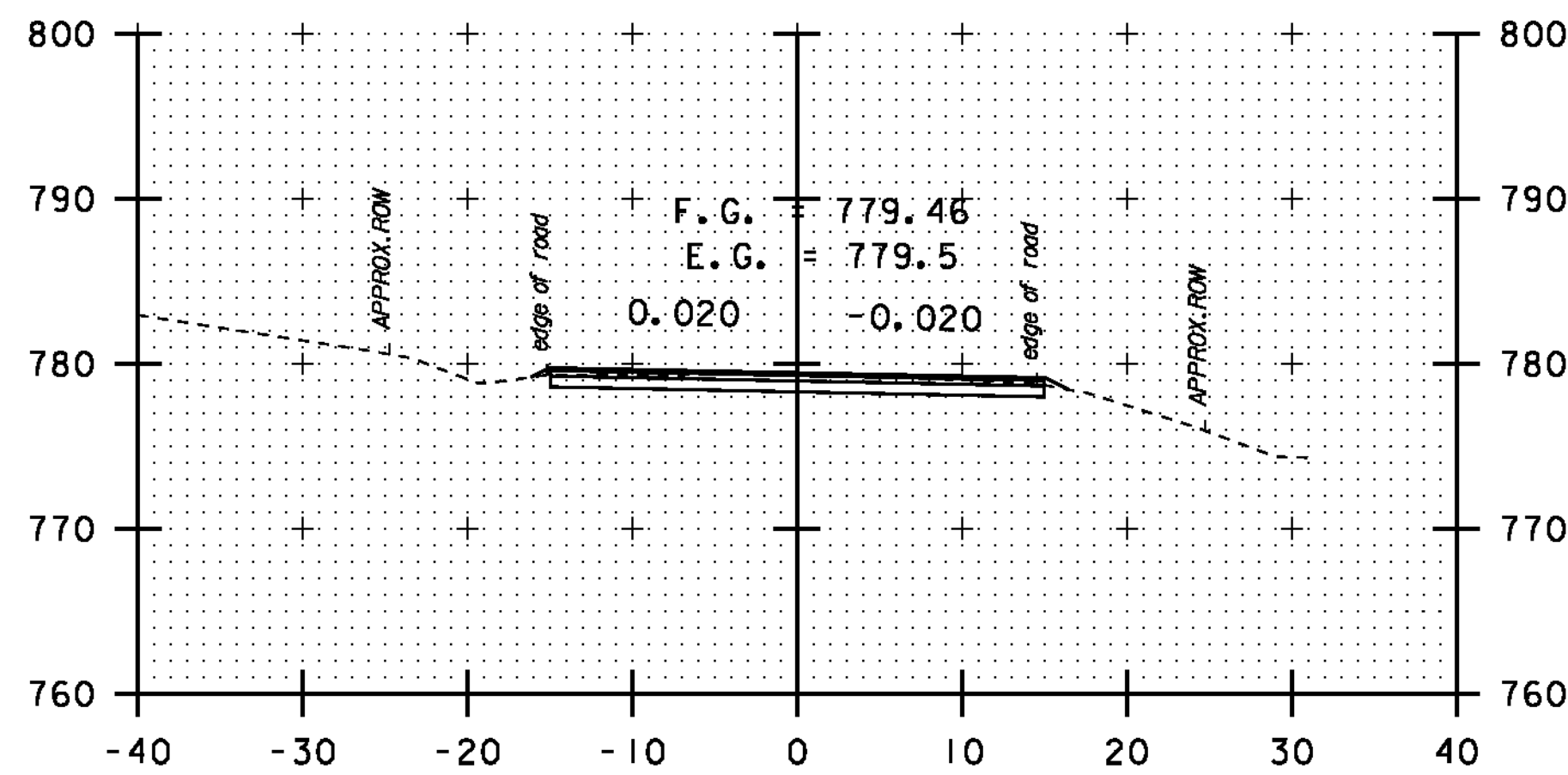
150+62



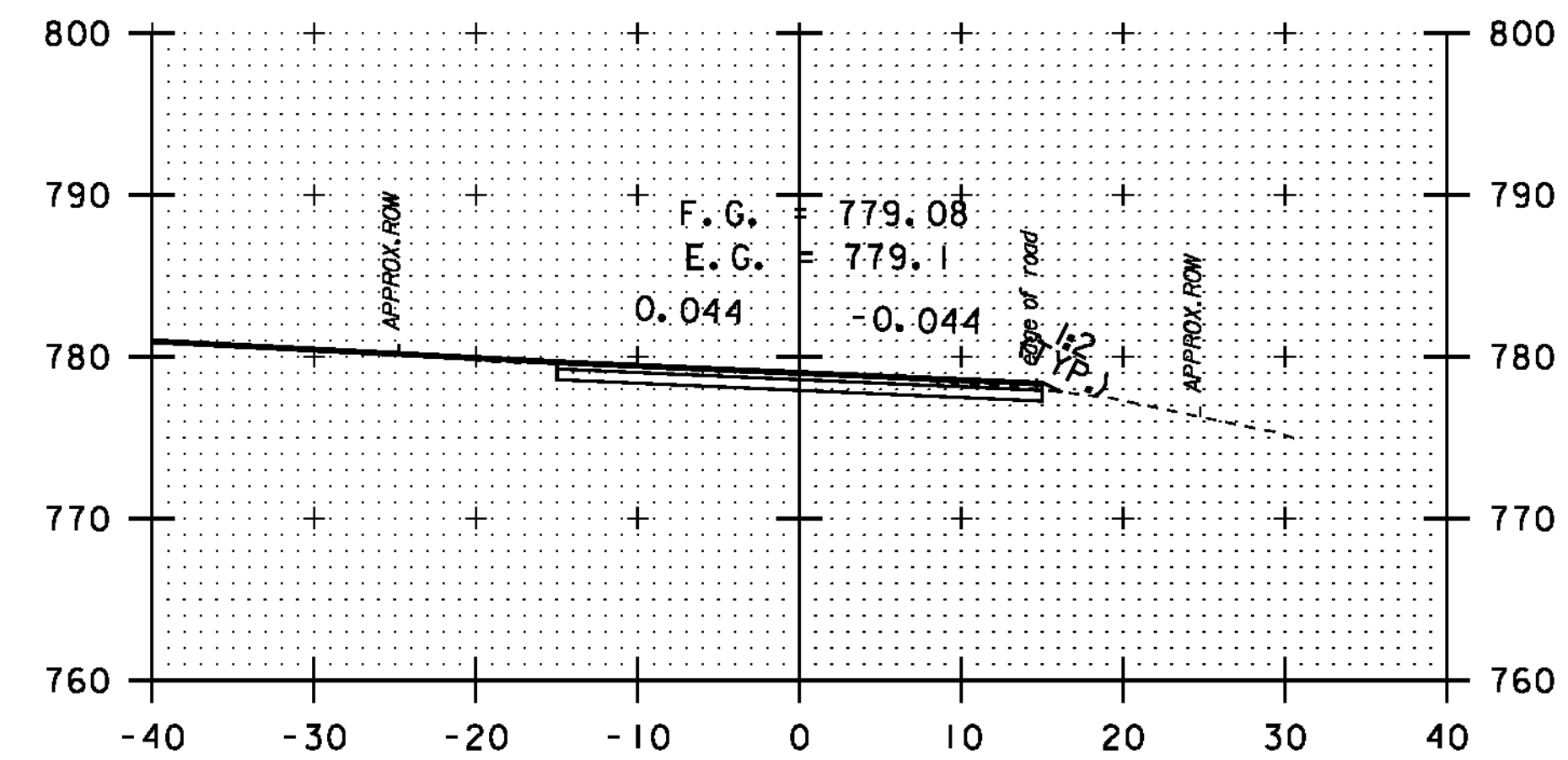
151+50



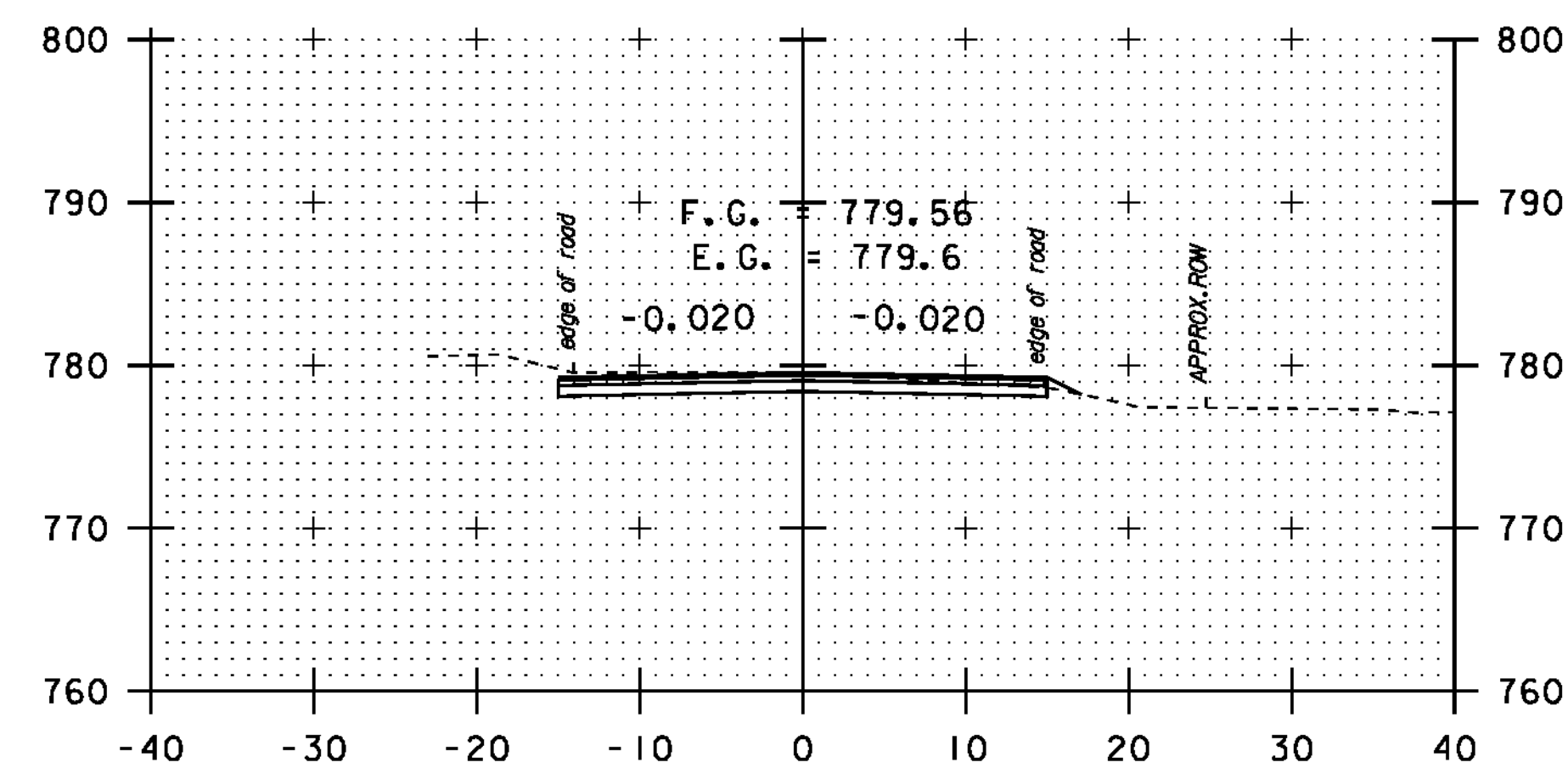
148+50



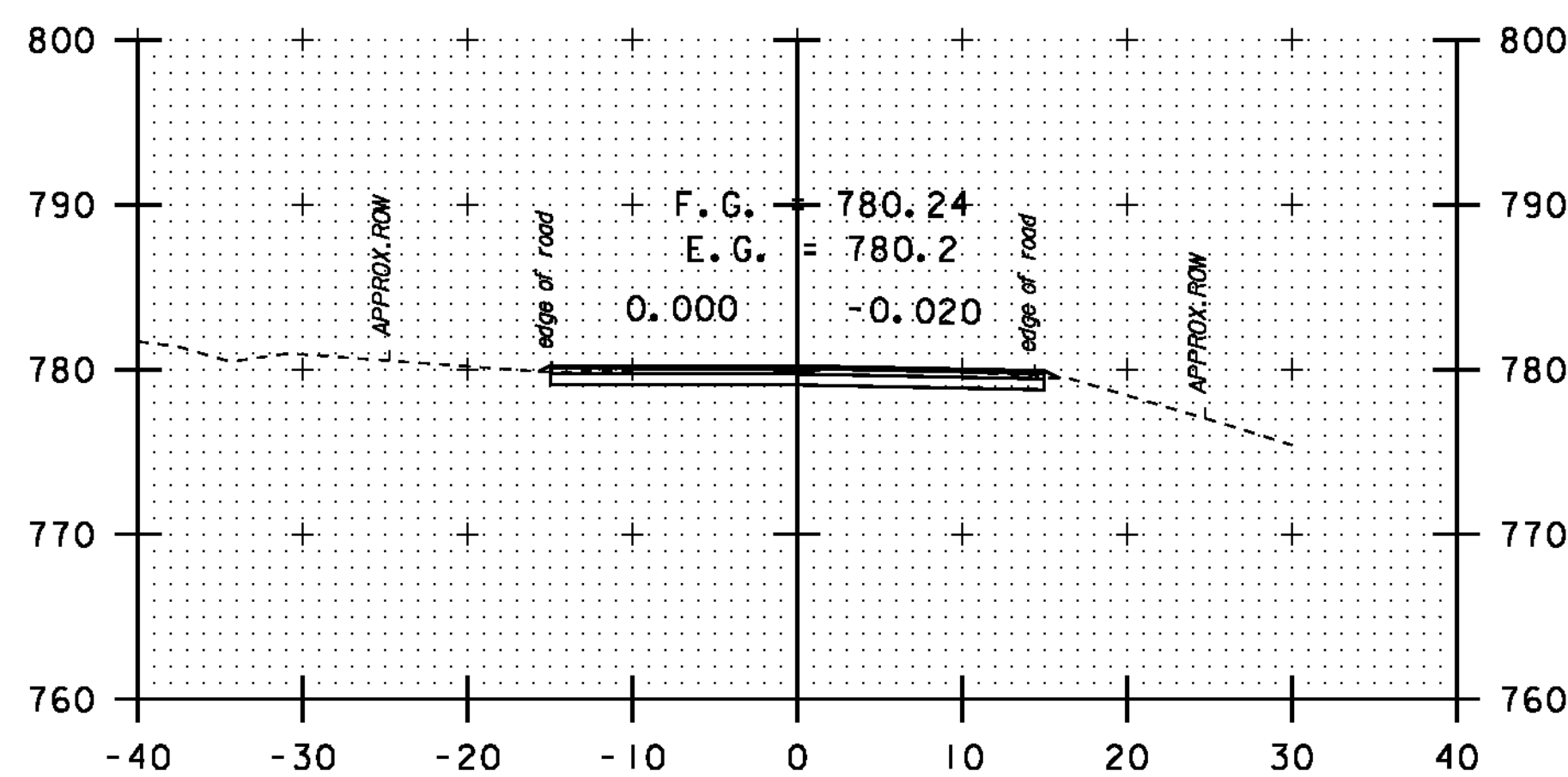
150+32



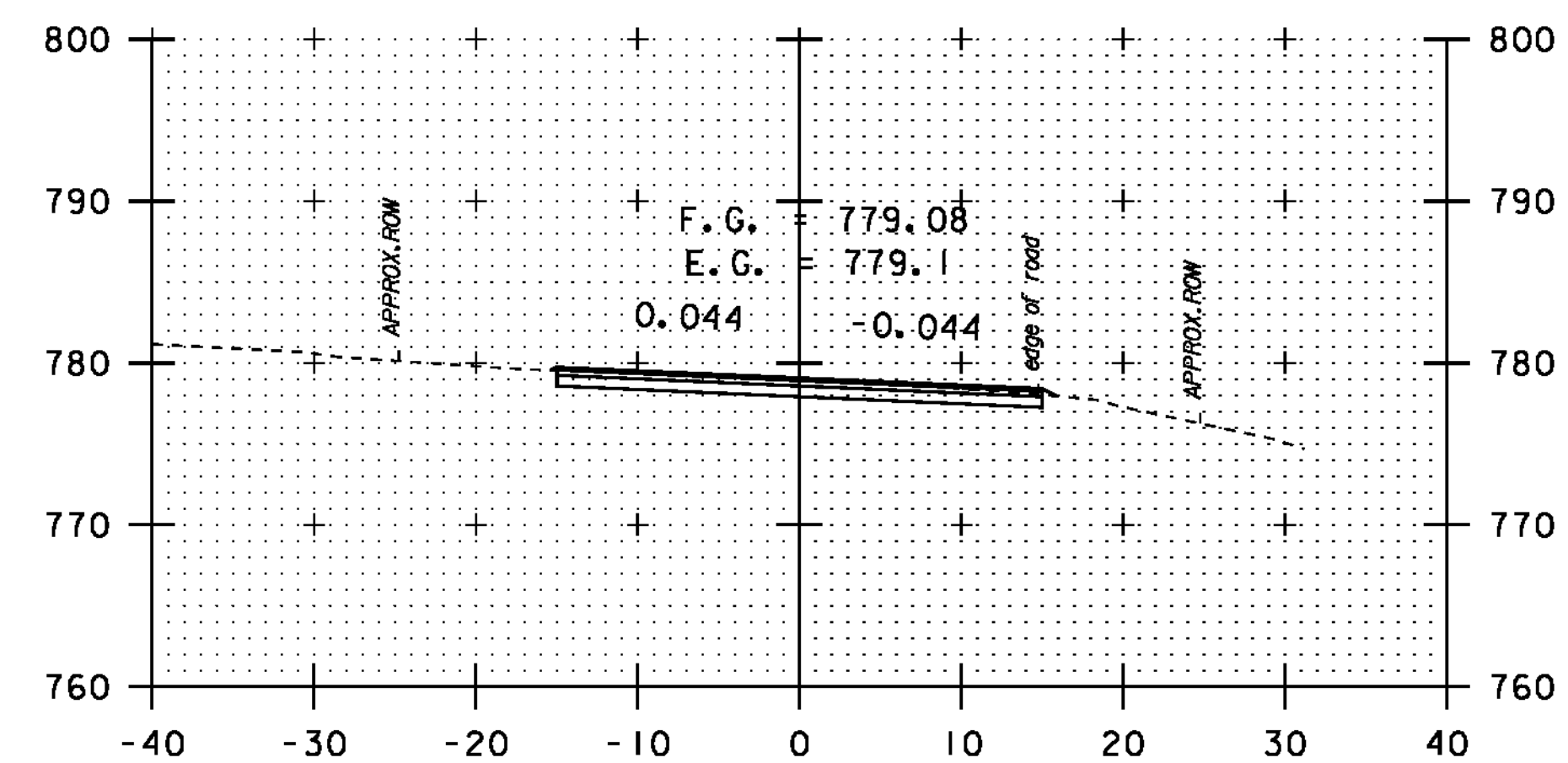
151+00



148+00



149+80



150+95

BEGIN PROJECT STA. 126+45.60

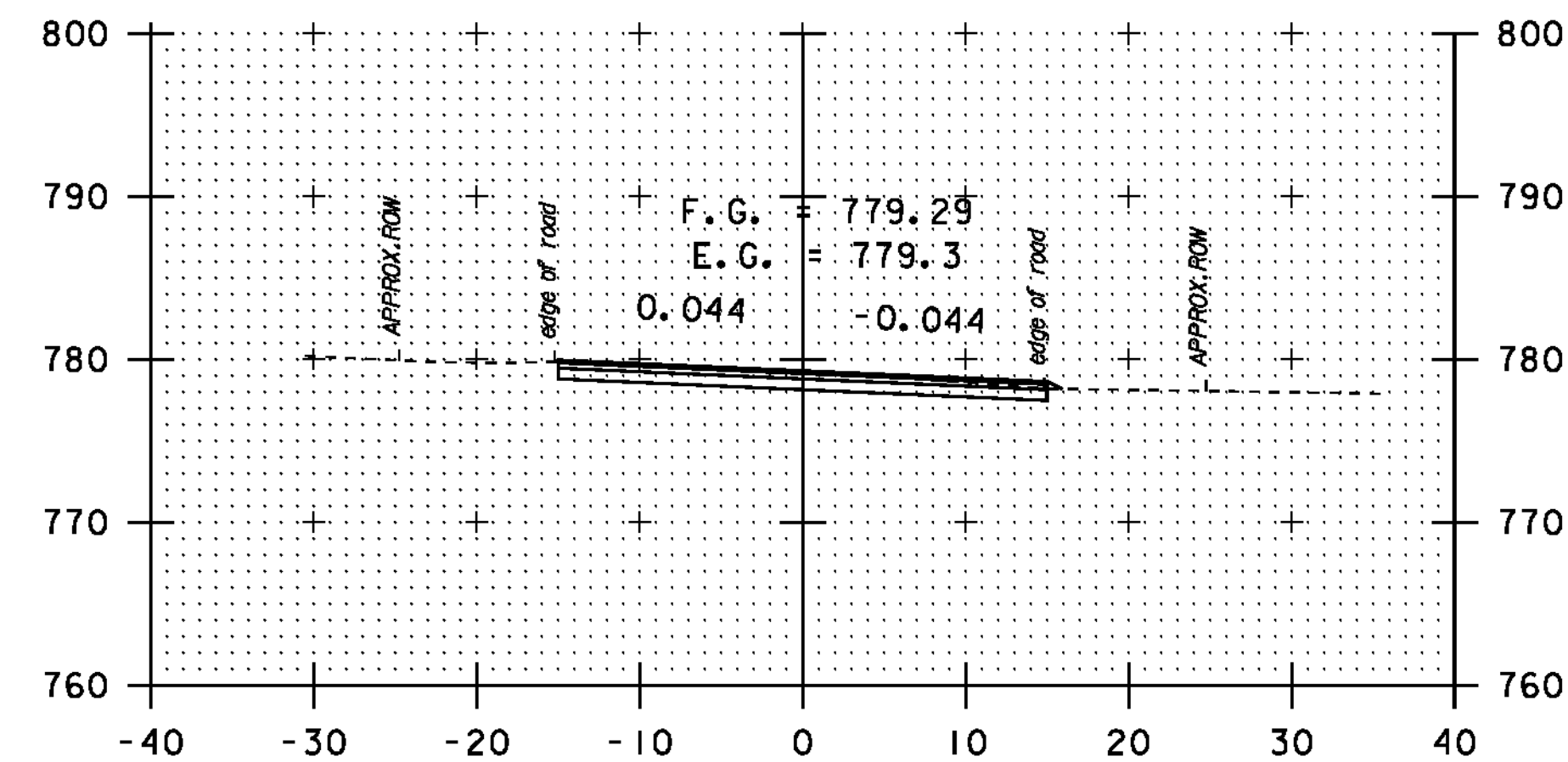
DATUM	NAVD 88
	NAD 83



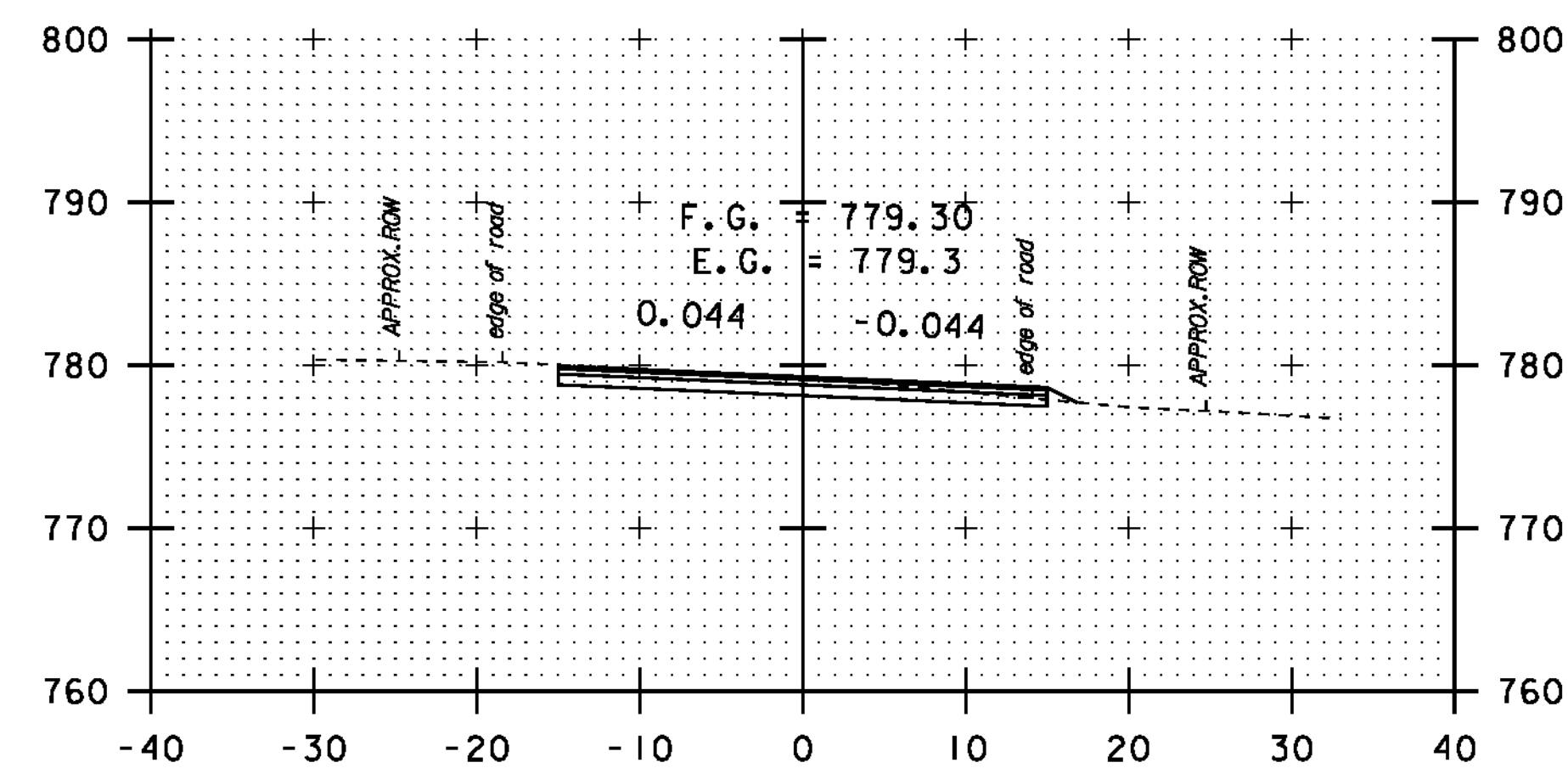
STA. 148 + 00
-
STA. 151 + 50

CROSS
SECTION
SHEET 1

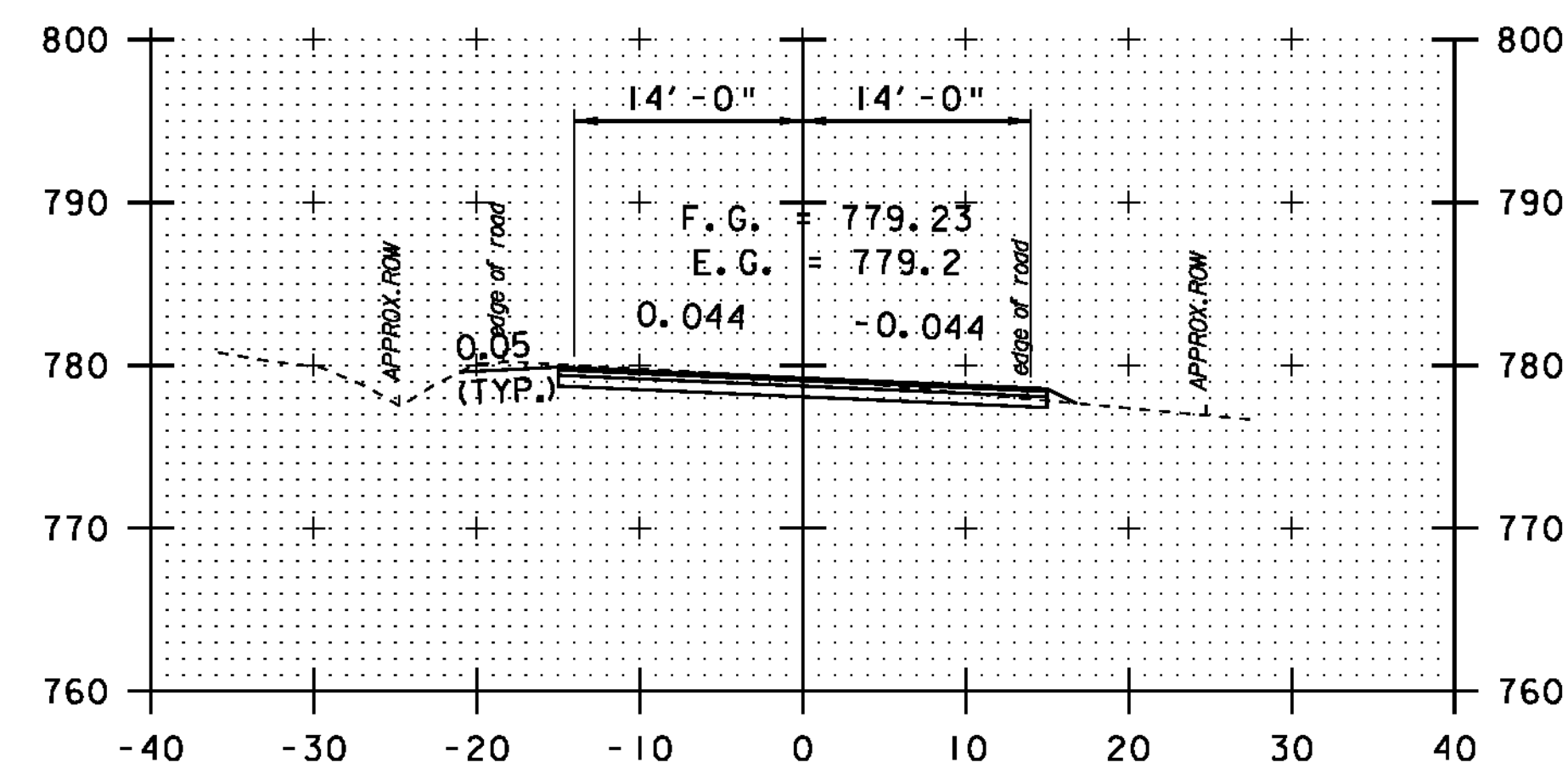
PROJECT NAME:	NEWPORT-COVENTRY-NEWPORT
PROJECT NUMBER:	STP 2802(I)
FILE NAME:	08b158.dgn
PROJECT LEADER:	CDL
DESIGNED BY:	BMB
PLOT FILE:	08b158-74.1
PLOT DATE:	8/3/2011
DRAWN BY:	BMB
CHECKED BY:	EPD
SHEET	74 OF 134



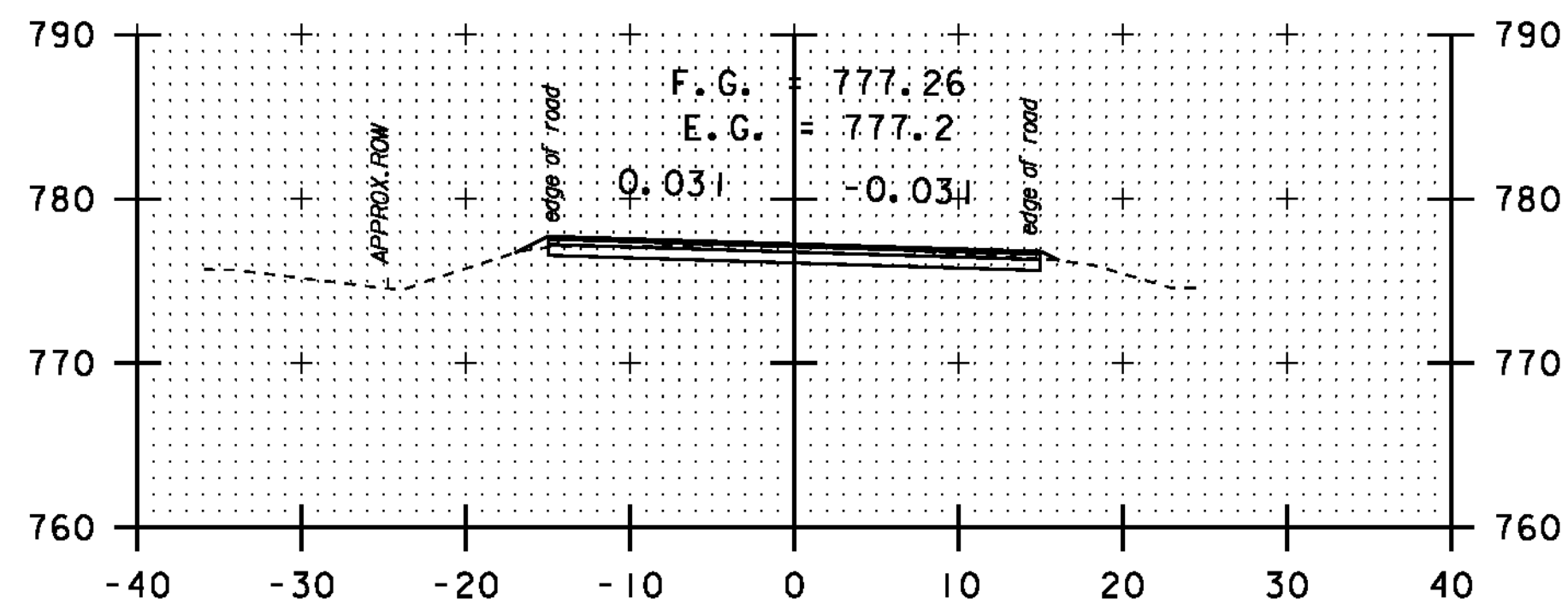
153+00



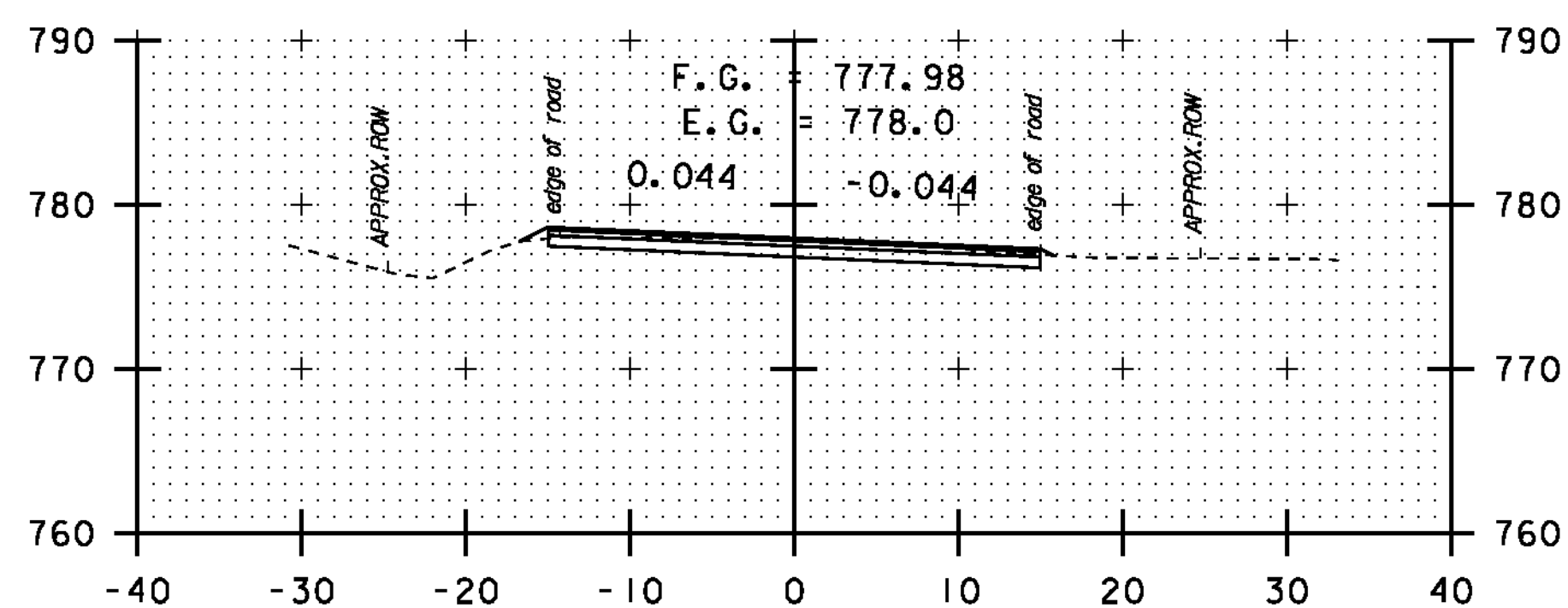
152+50



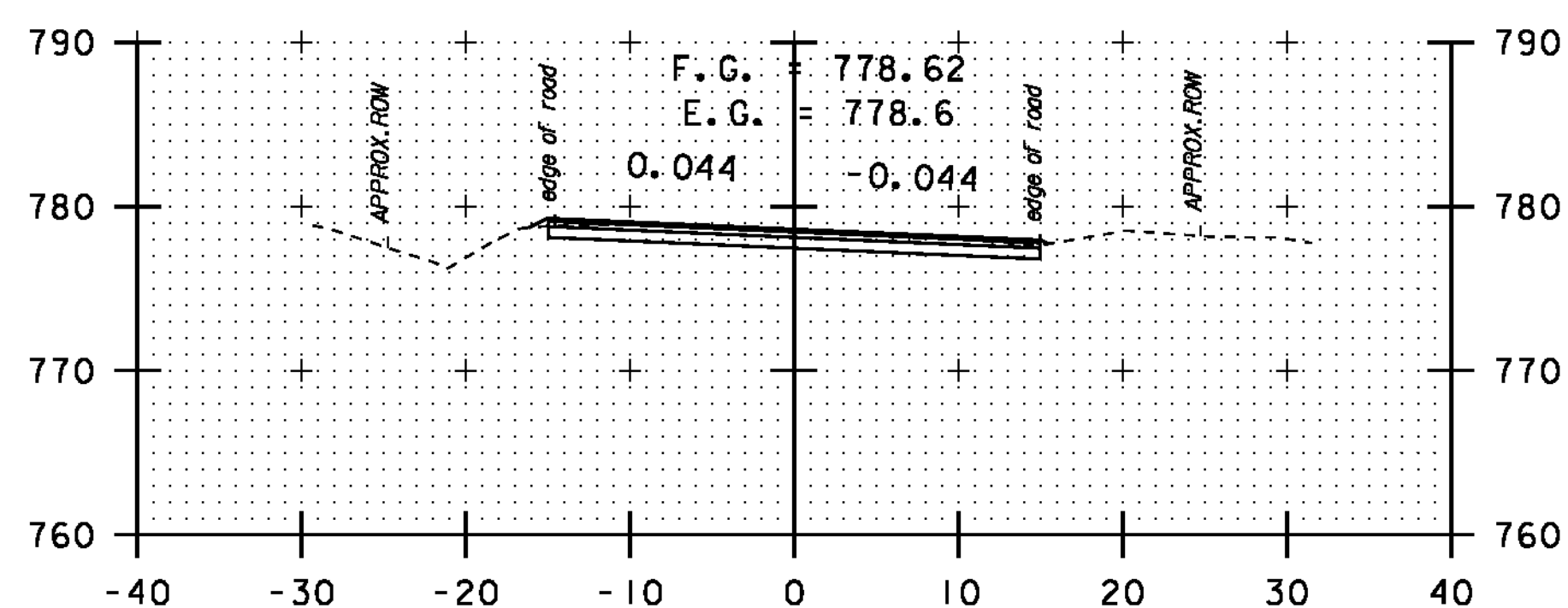
152+00



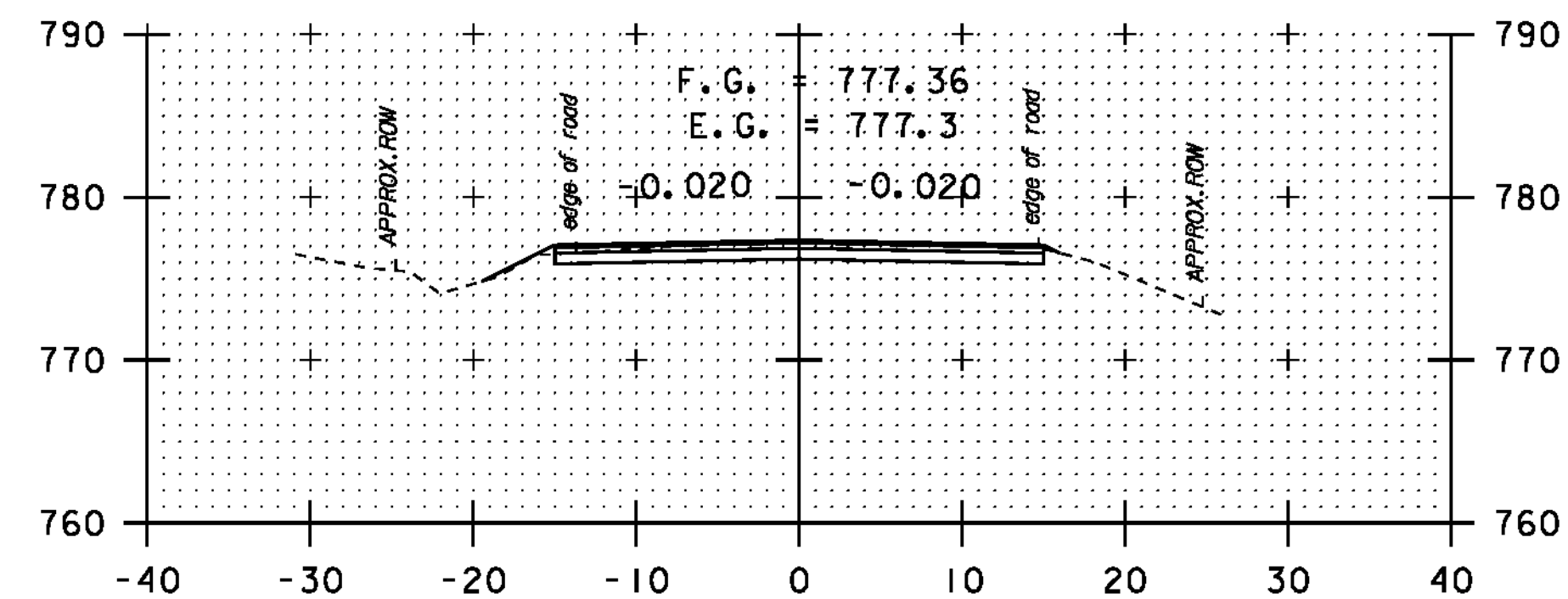
154+15



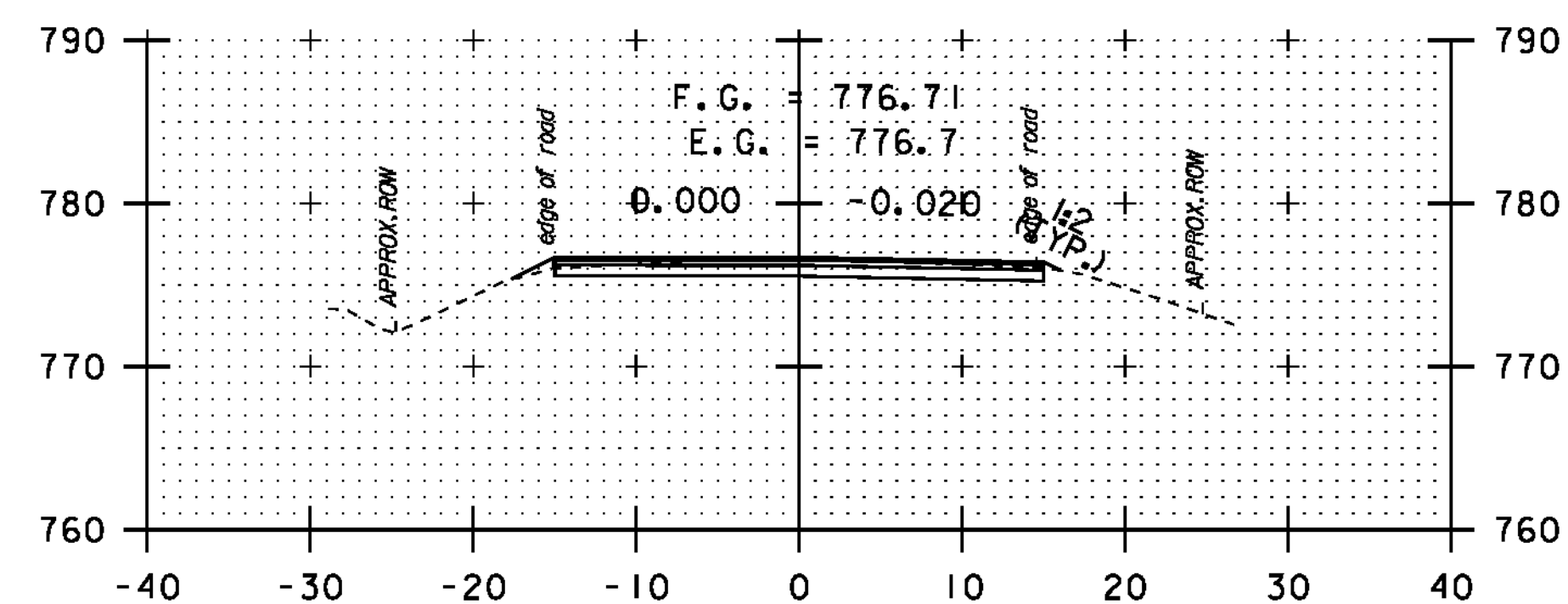
153+80



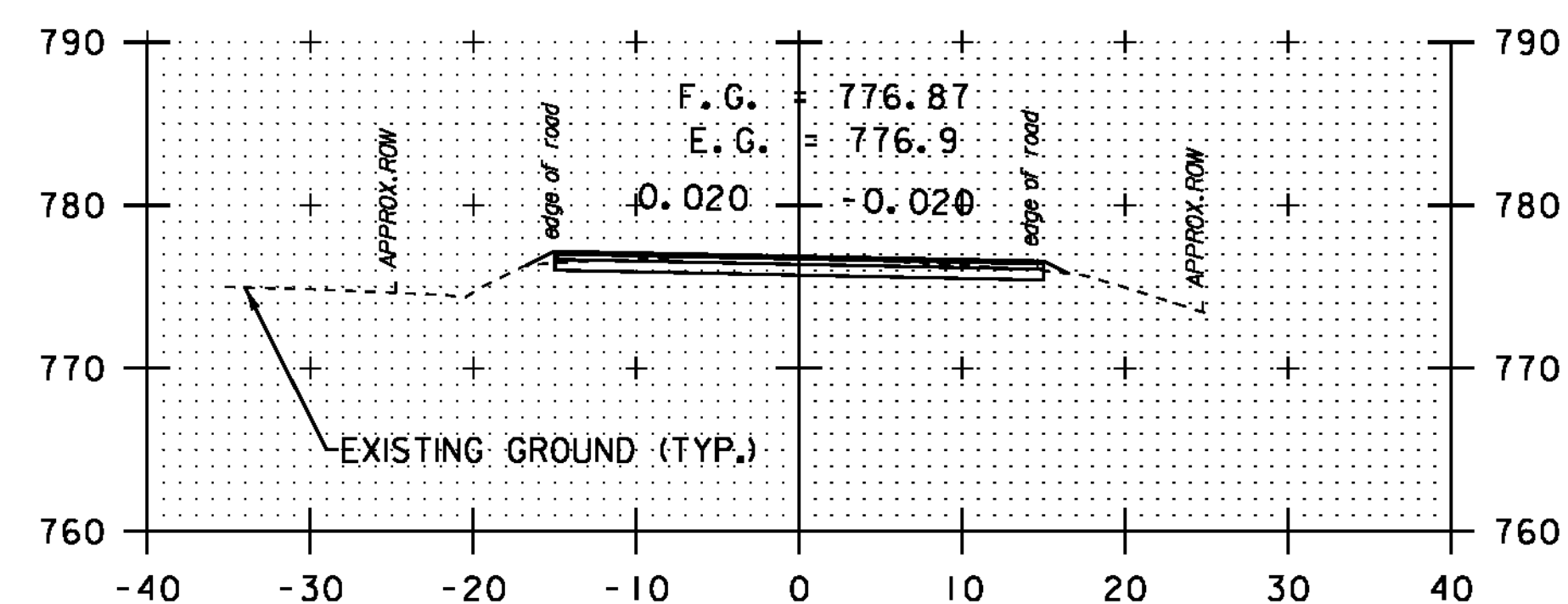
153+50



155+95



154+95



154+43

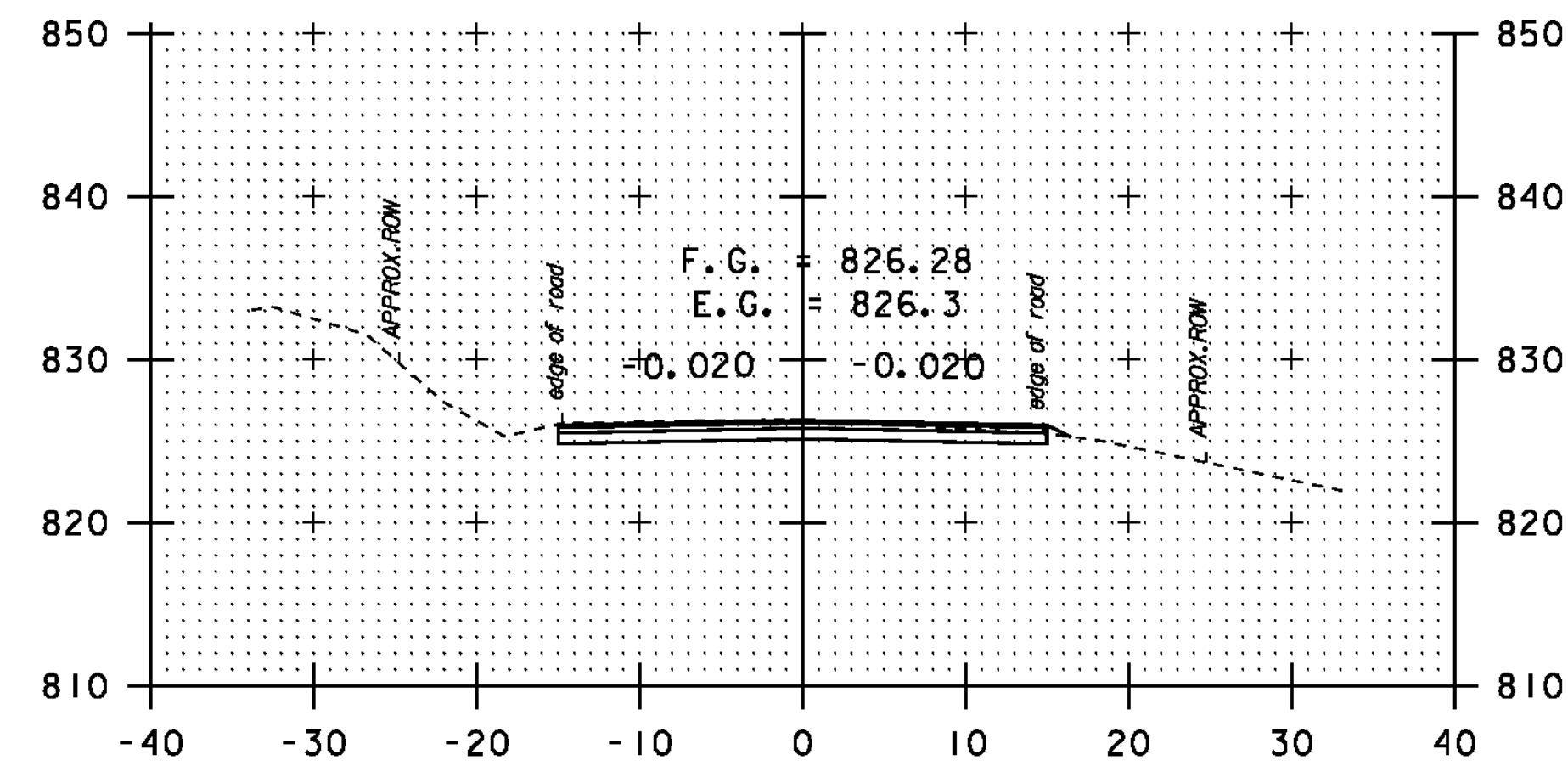
DATUM	NAVD 88
	NAD 83

SCALE 1" = 10'-0"

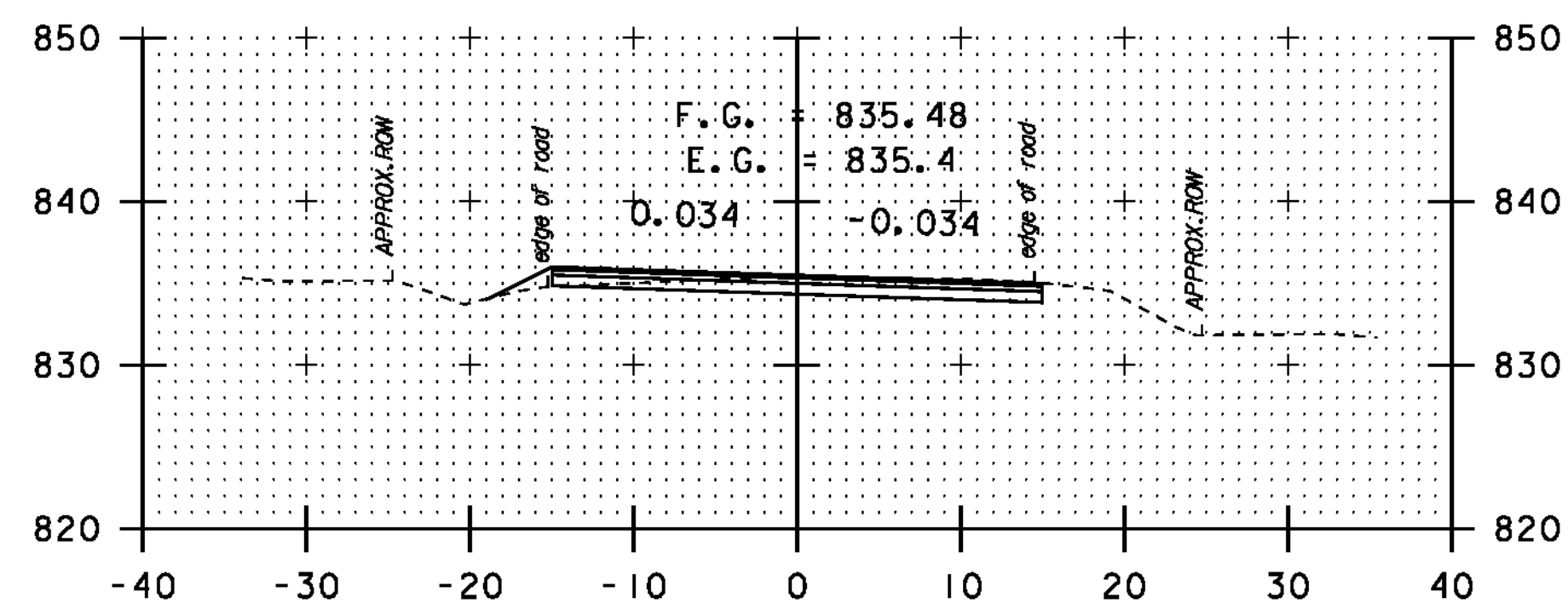
STA. 152+00
-
STA. 155+95

CROSS
SECTION
SHEET 2

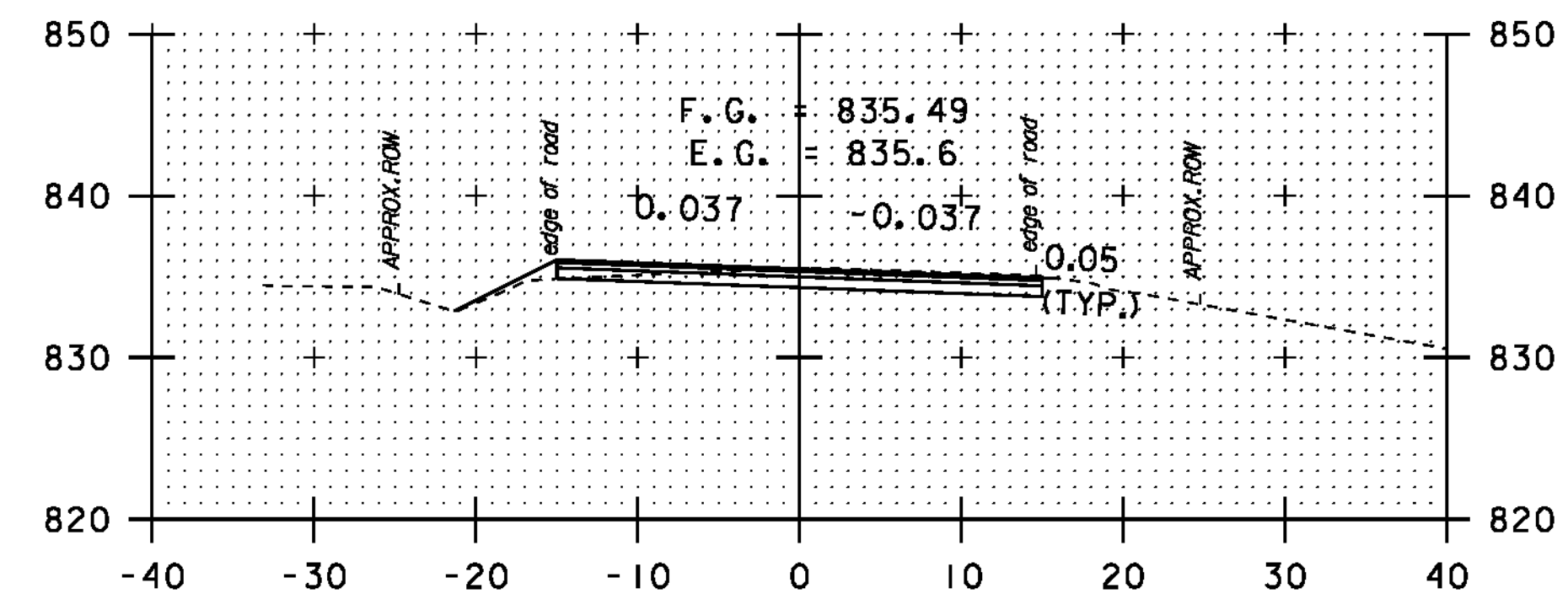
PROJECT NAME:	NEWPORT-COVENTRY-NEWPORT
PROJECT NUMBER:	STP 2802(I)
FILE NAME:	08b158.dgn
PROJECT LEADER:	CDL
DESIGNED BY:	BMB
PLOT FILE:	08b158-75.1
PLOT DATE:	8/3/2011
DRAWN BY:	BMB
CHECKED BY:	EPD
SHEET	75 OF 134



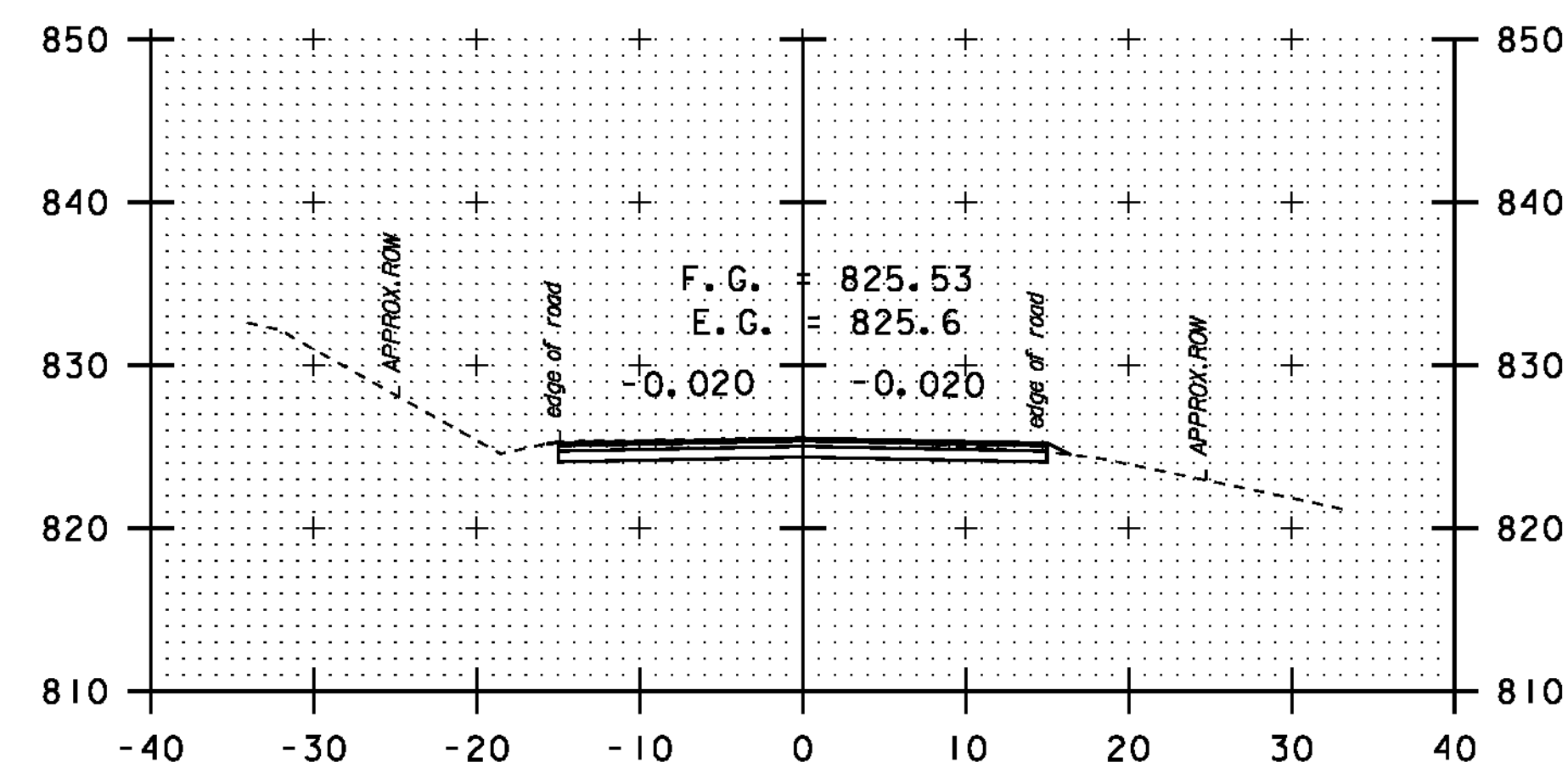
180+60



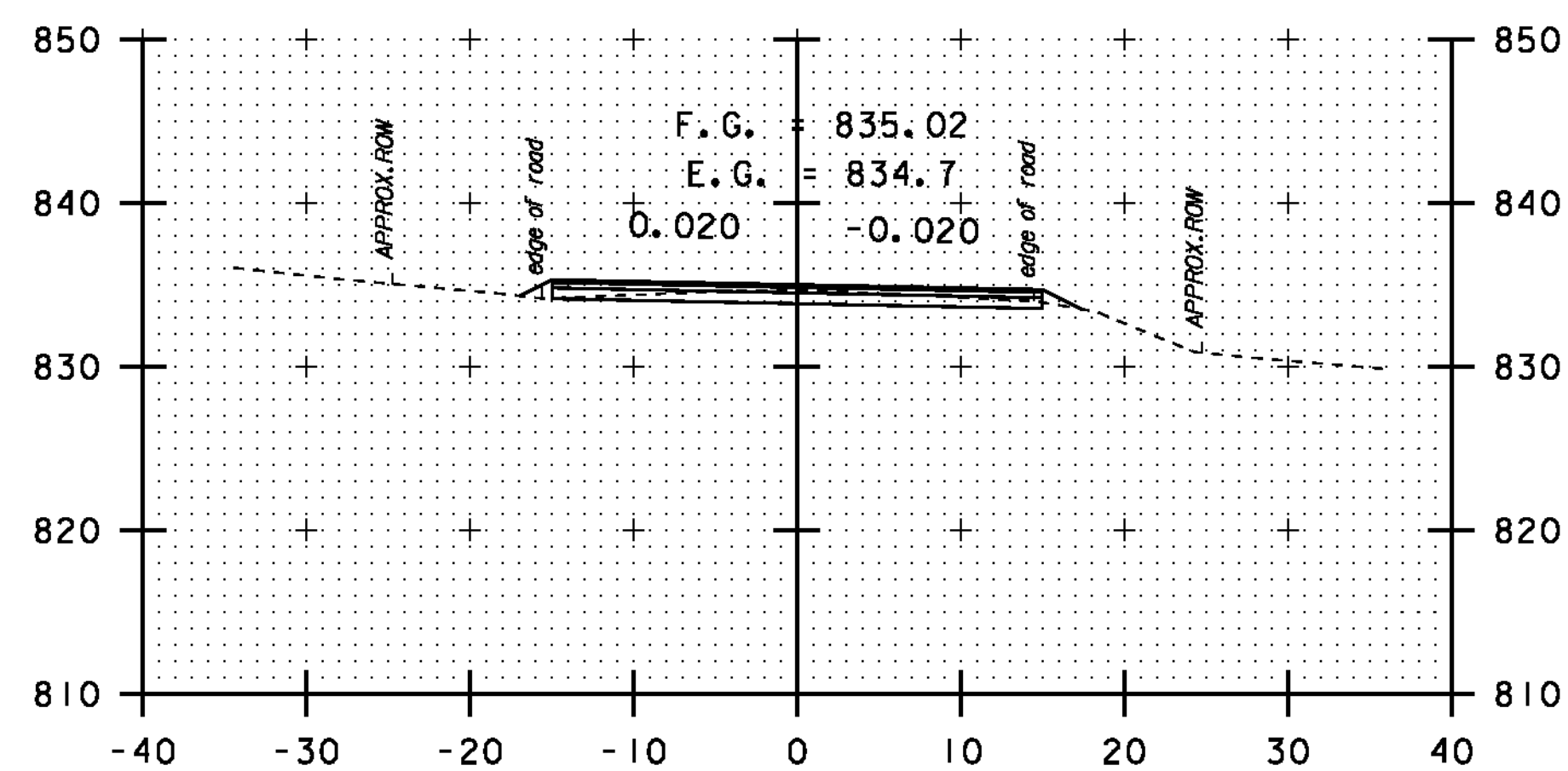
182+97



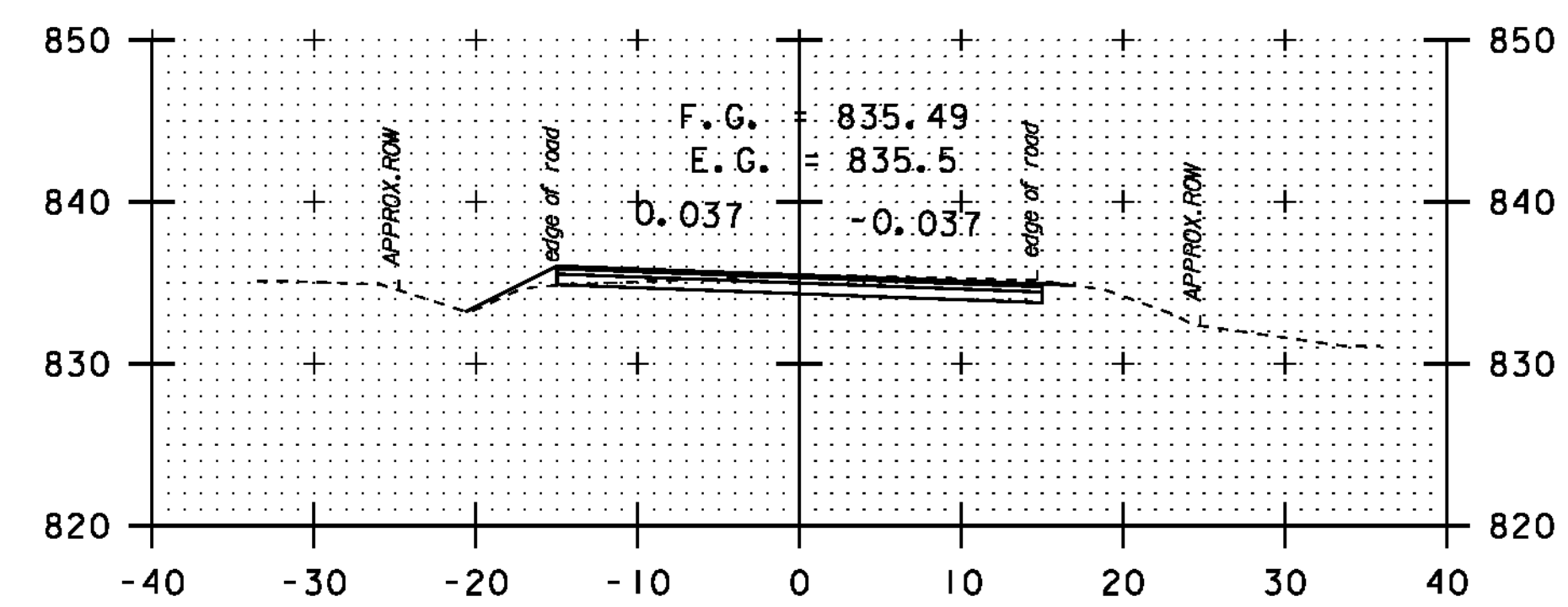
184+00



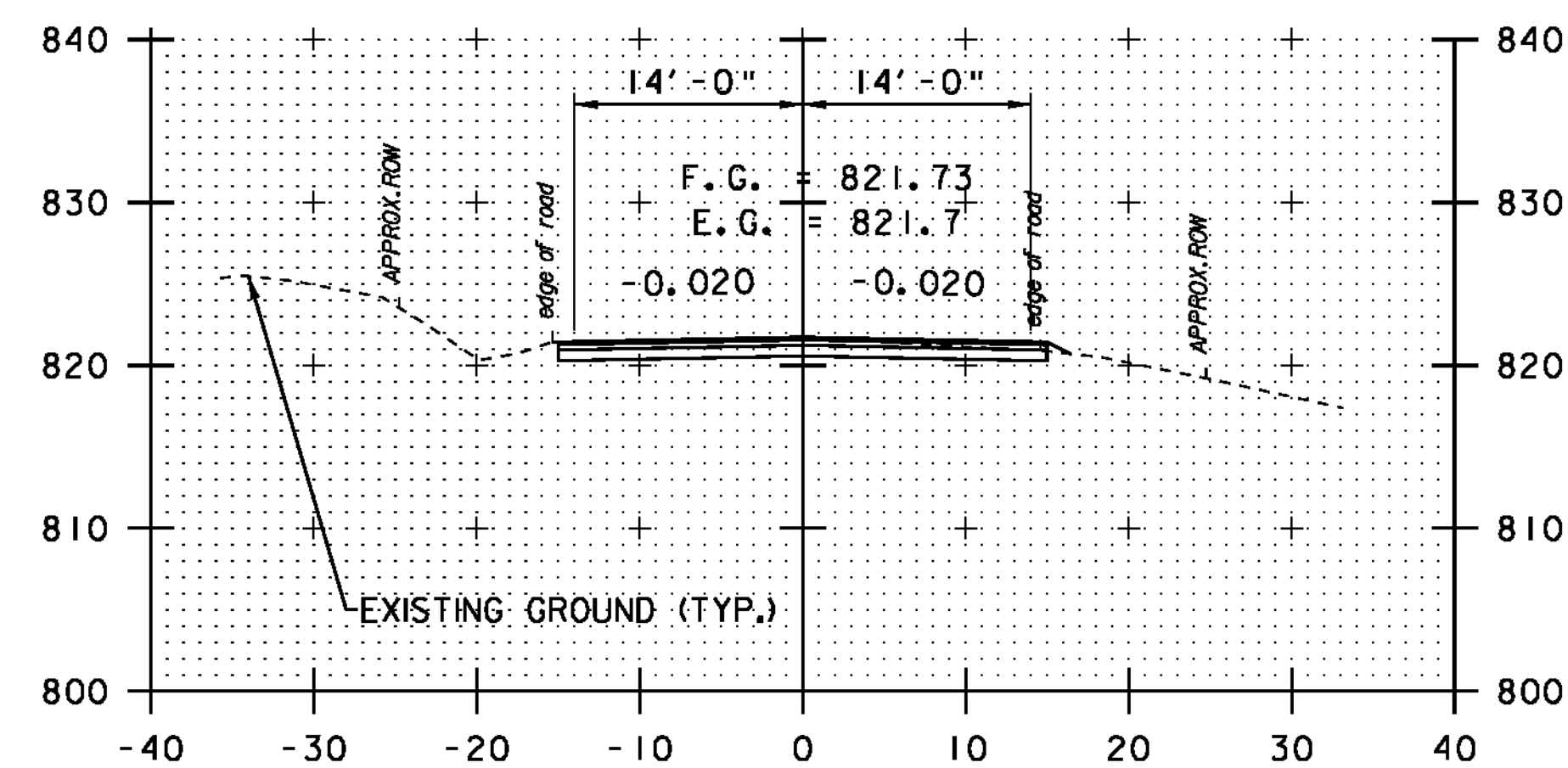
180+50



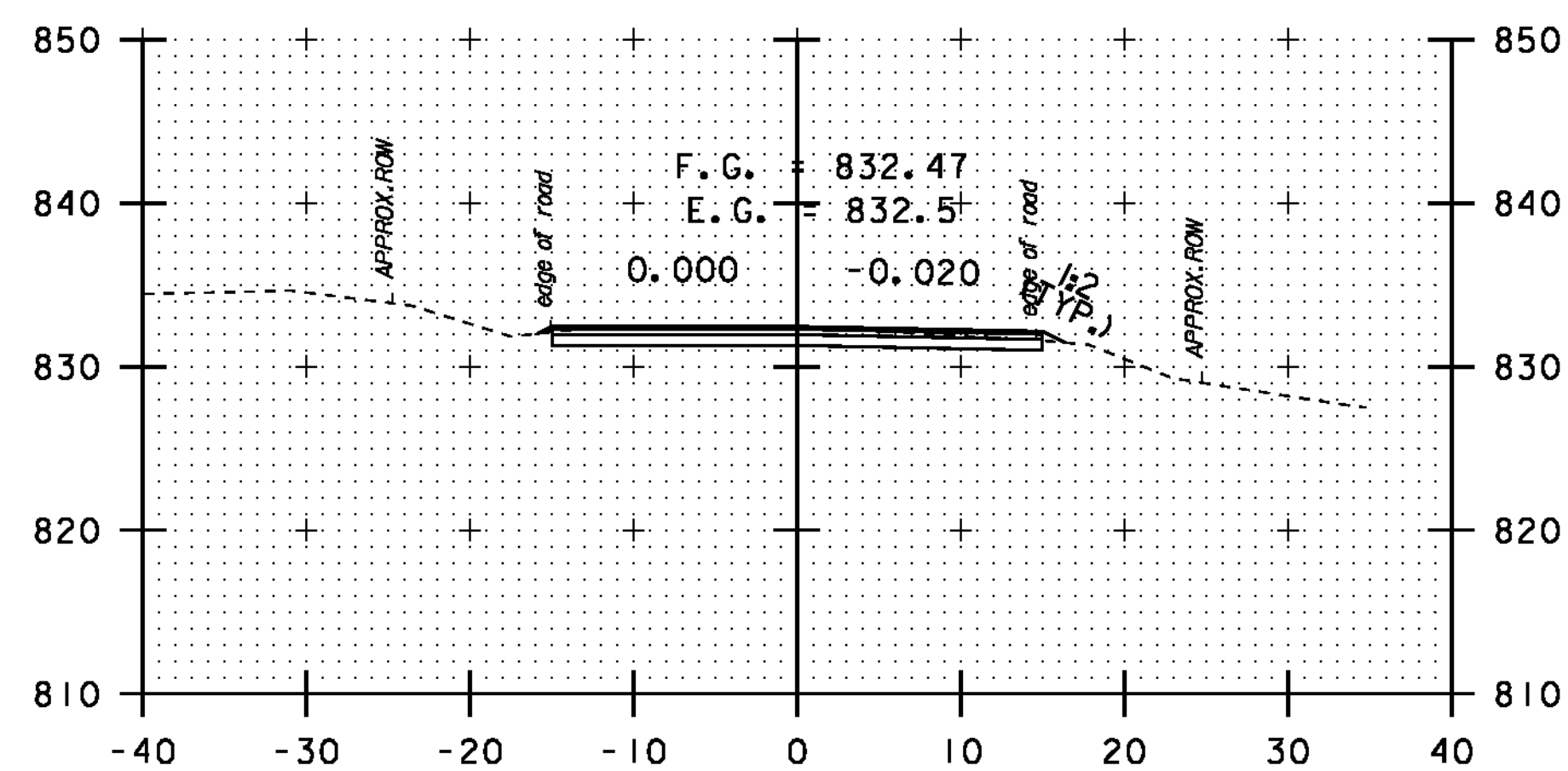
182+41



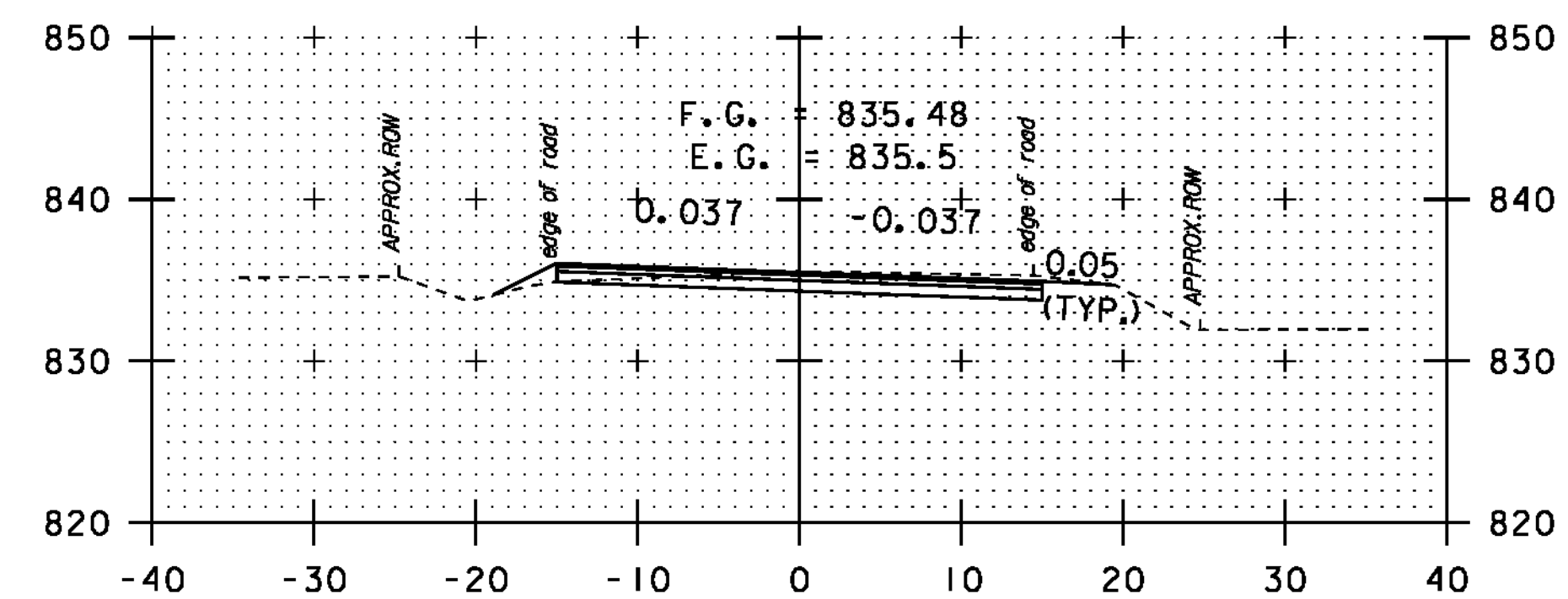
183+50



180+00



181+60



183+10

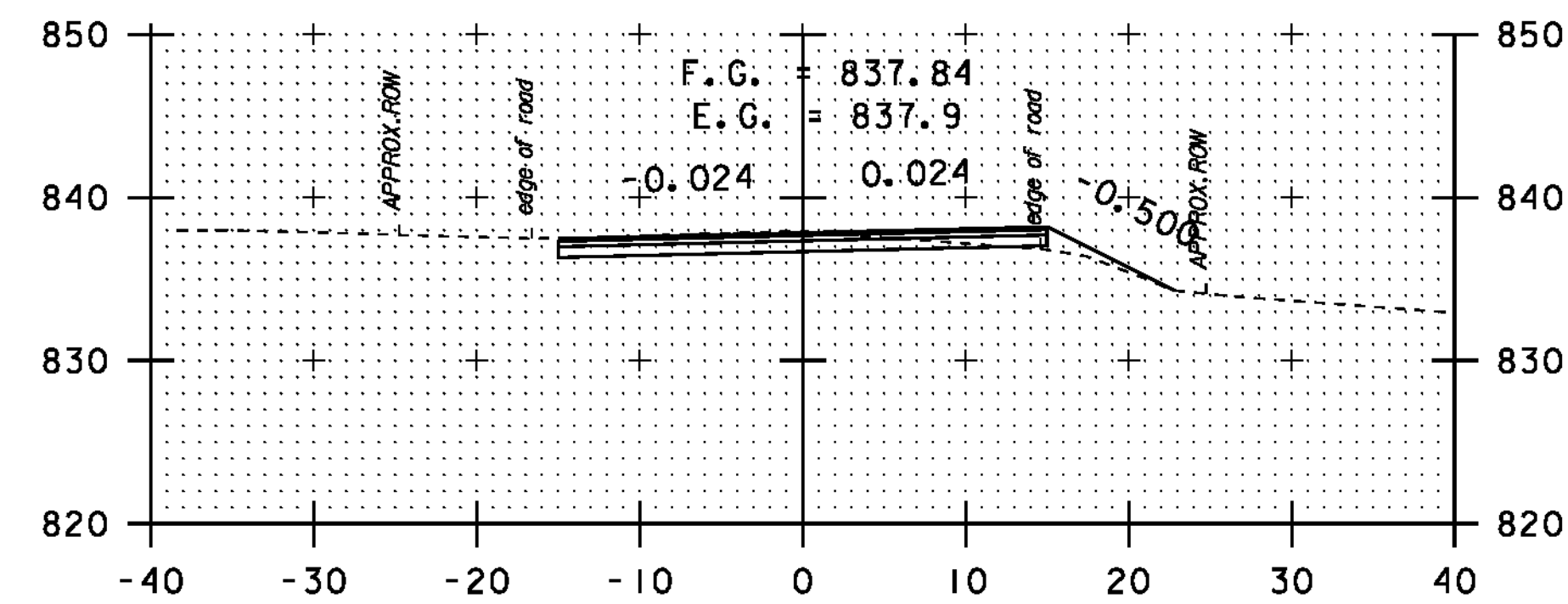
DATUM	NAVD 88
	NAD 83

SCALE 1" = 10'-0"

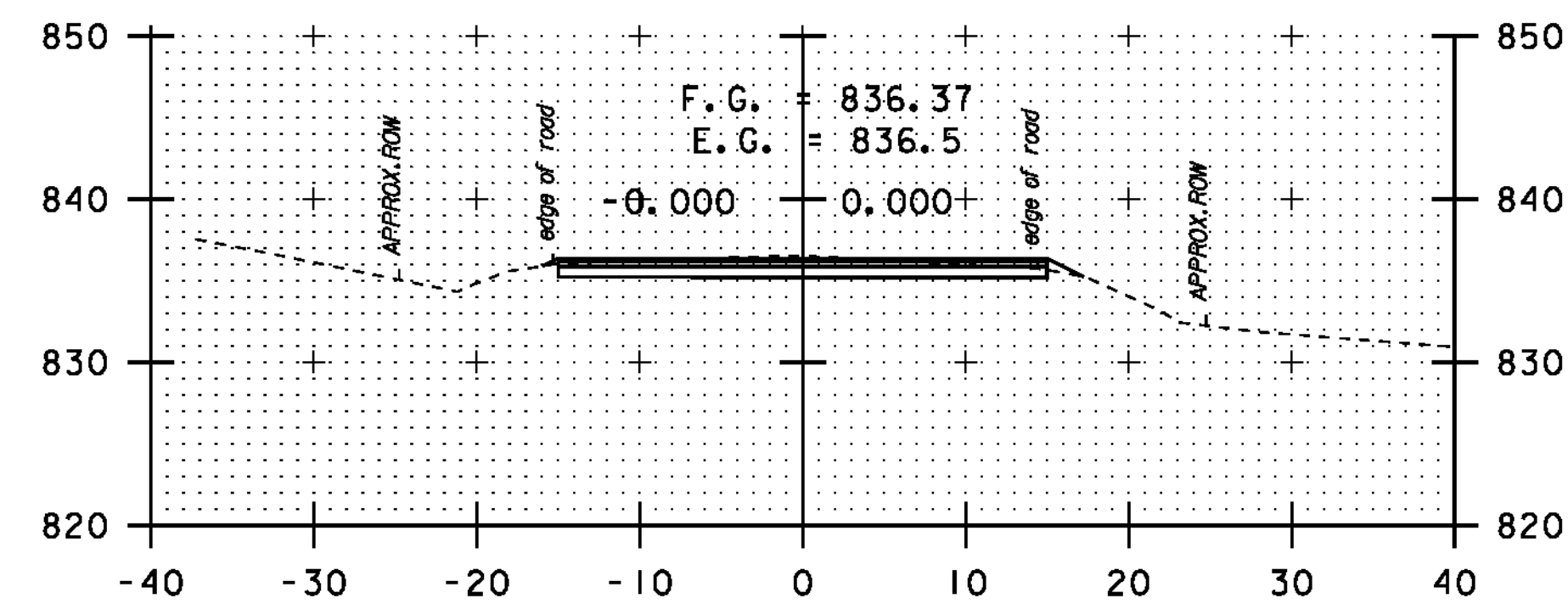
STA. 180+00
-
STA. 184+00

CROSS
SECTION
SHEET 3

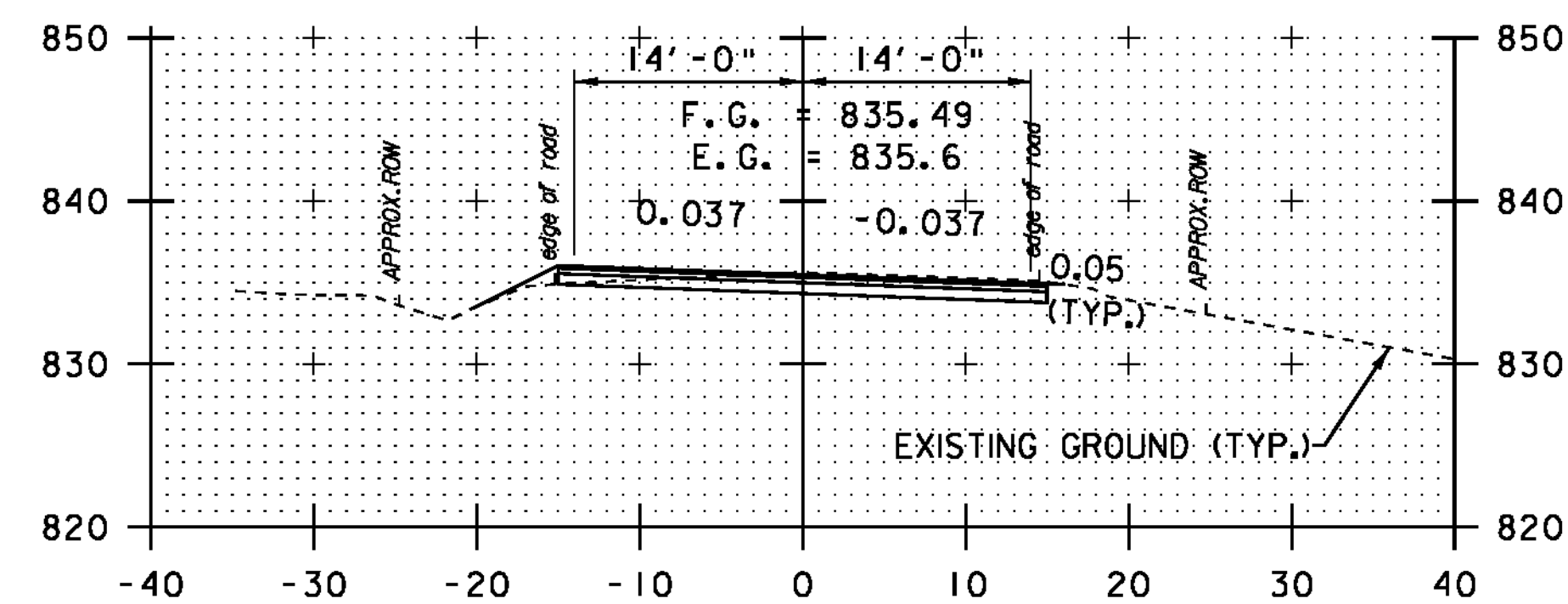
PROJECT NAME:	NEWPORT-COVENTRY-NEWPORT
PROJECT NUMBER:	STP 2802(I)
FILE NAME:	08b158.dgn
PROJECT LEADER:	CDL
DESIGNED BY:	BMB
PLOT FILE:	08b158-76.1
PLOT DATE:	8/3/2011
DRAWN BY:	BMB
CHECKED BY:	EPD
SHEET	76 OF 134



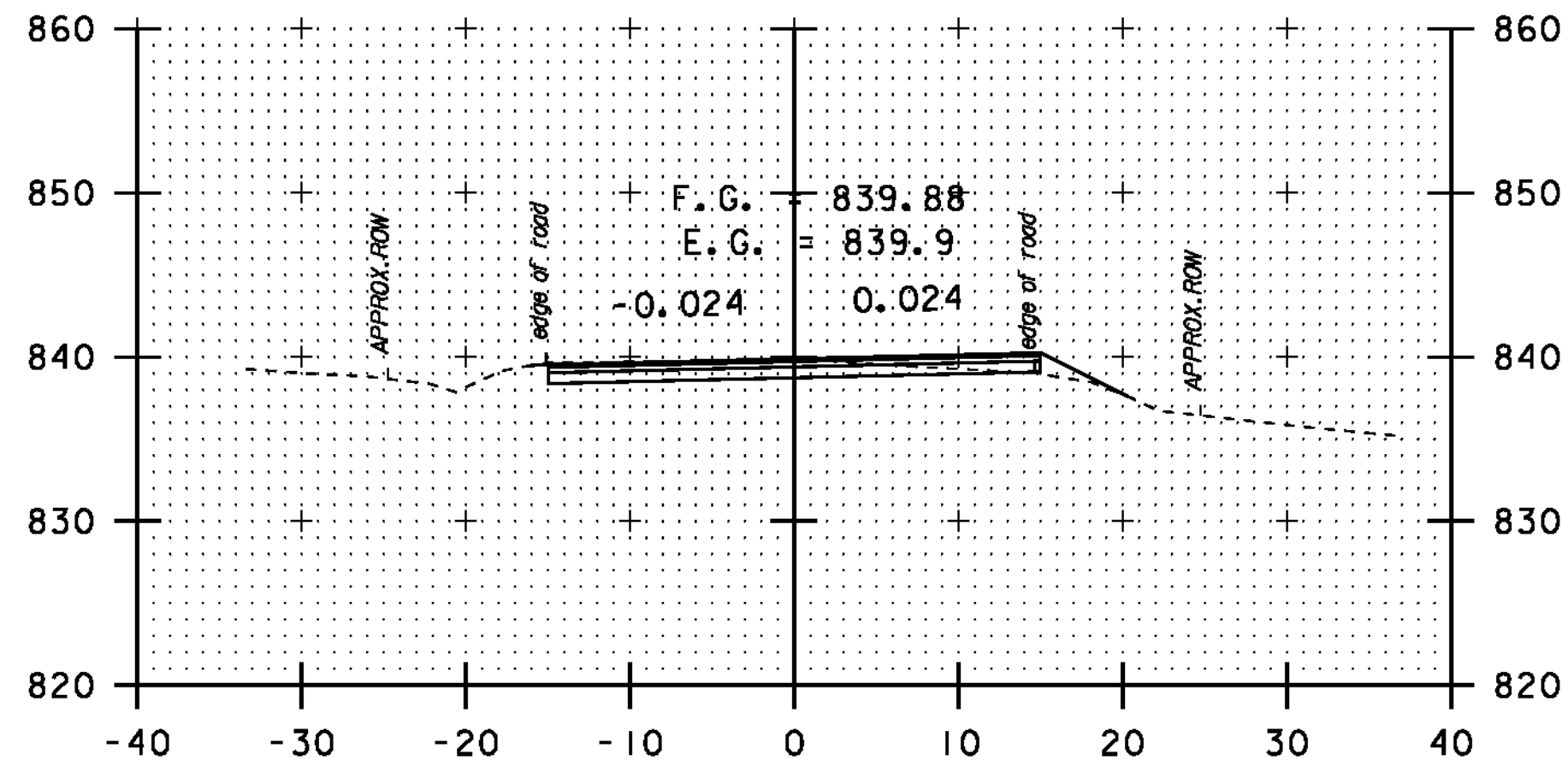
186+05



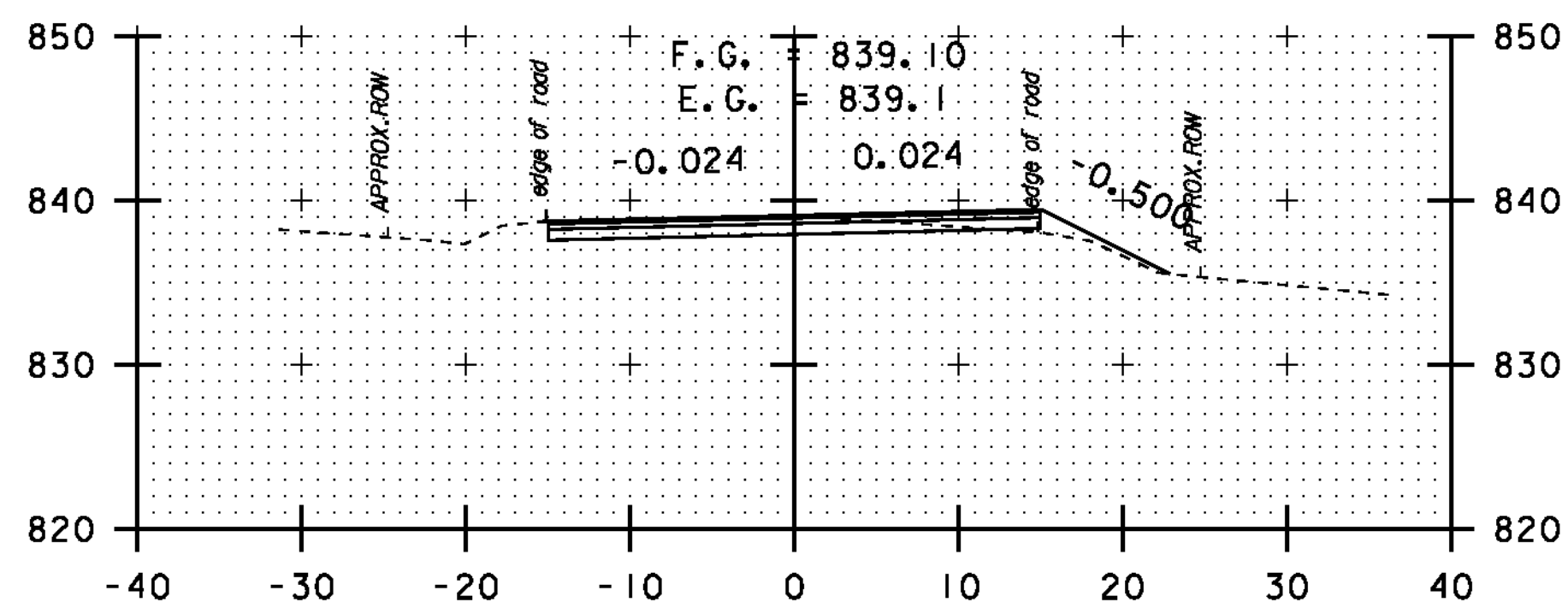
185+32



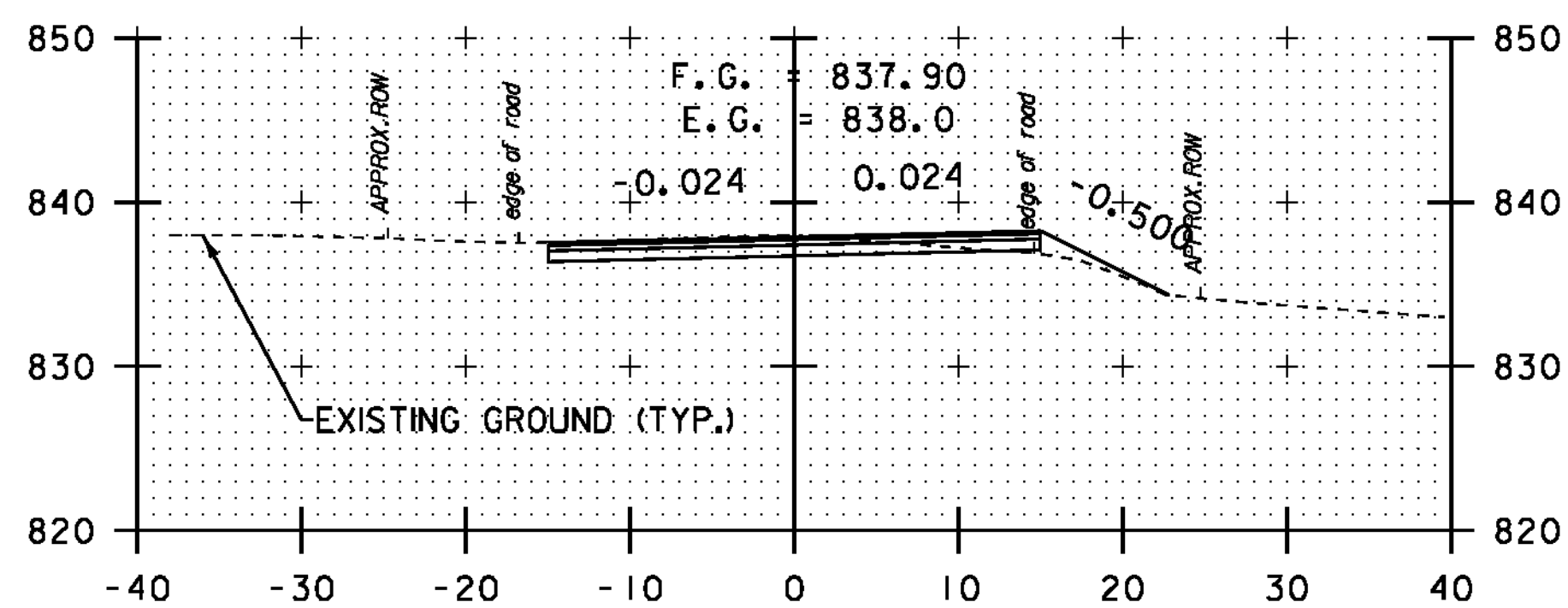
184+20



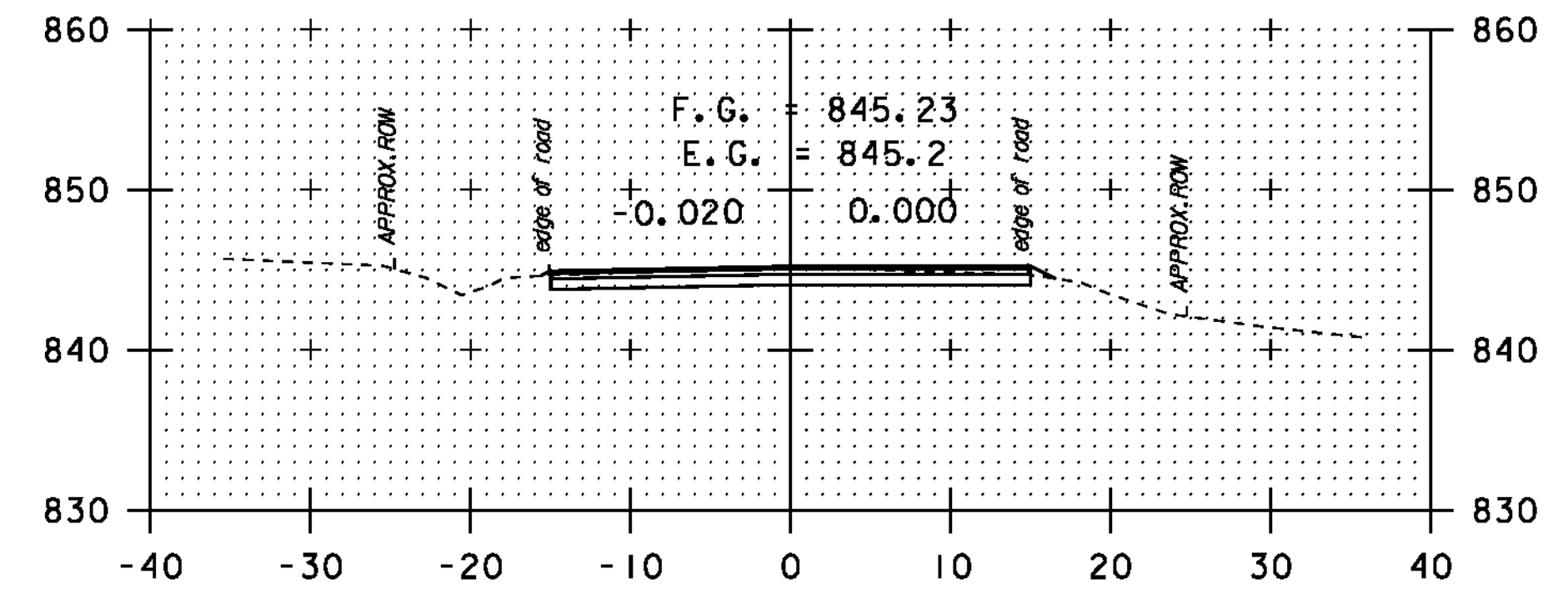
186+74



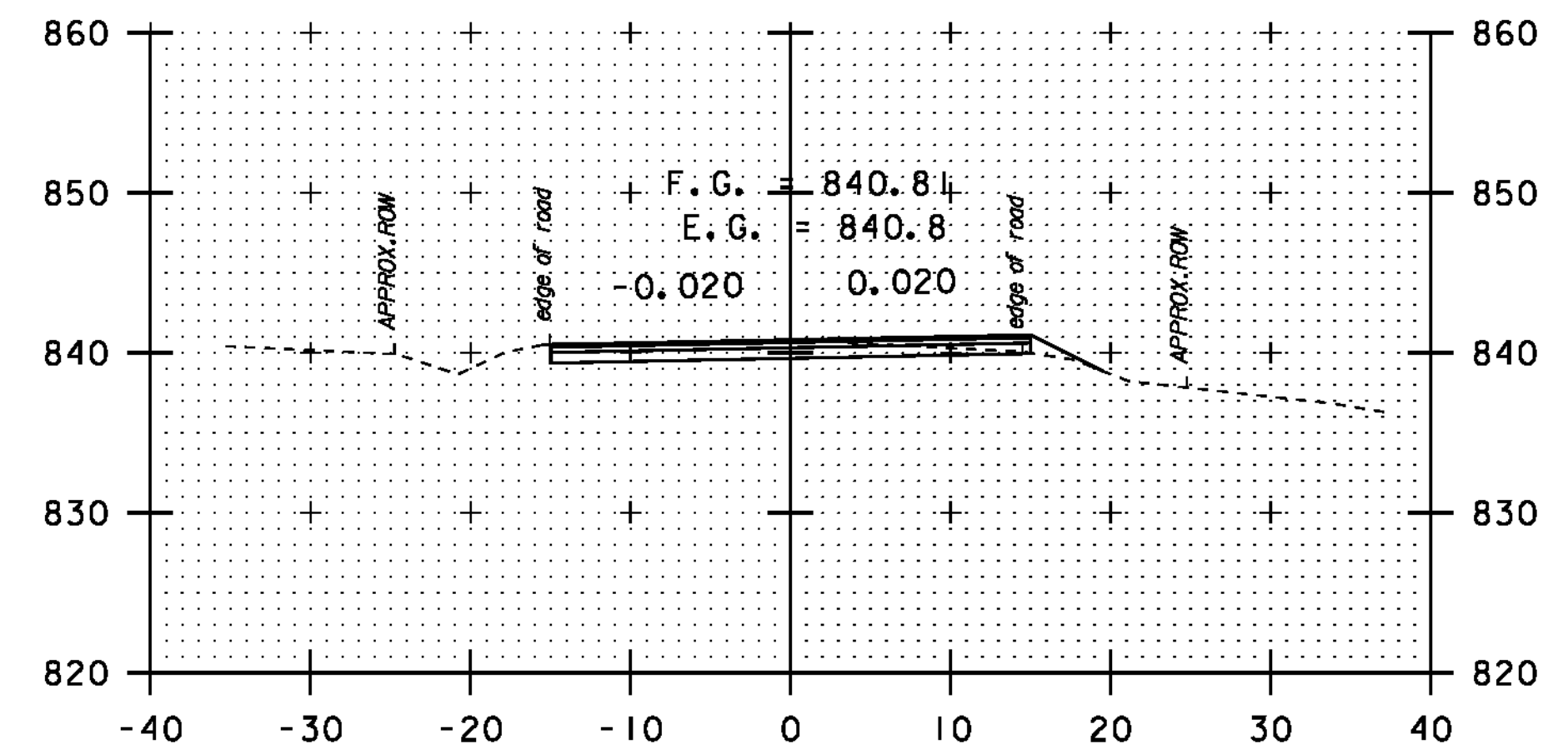
186+50



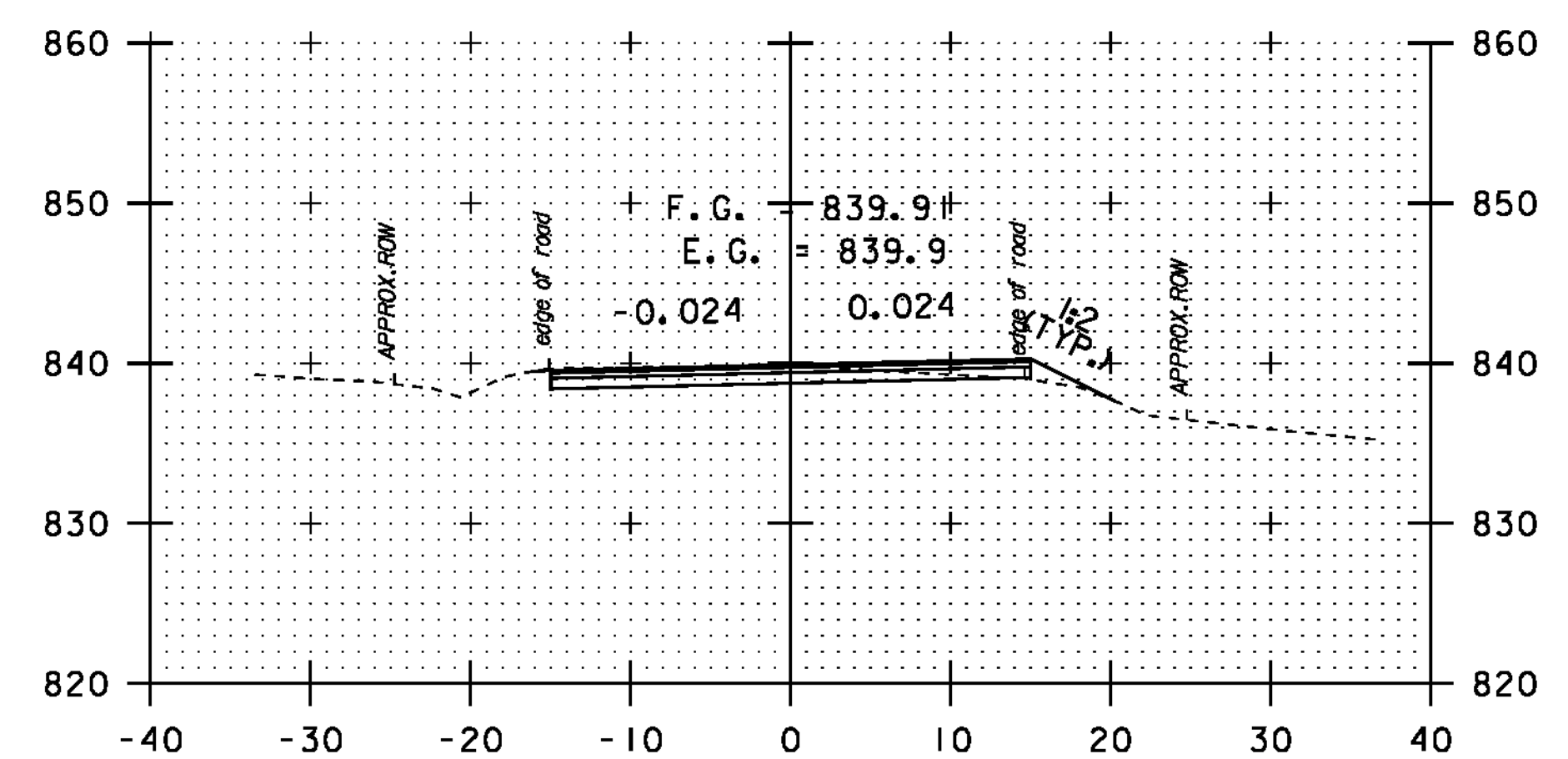
186+07



188+25



187+00



186+75

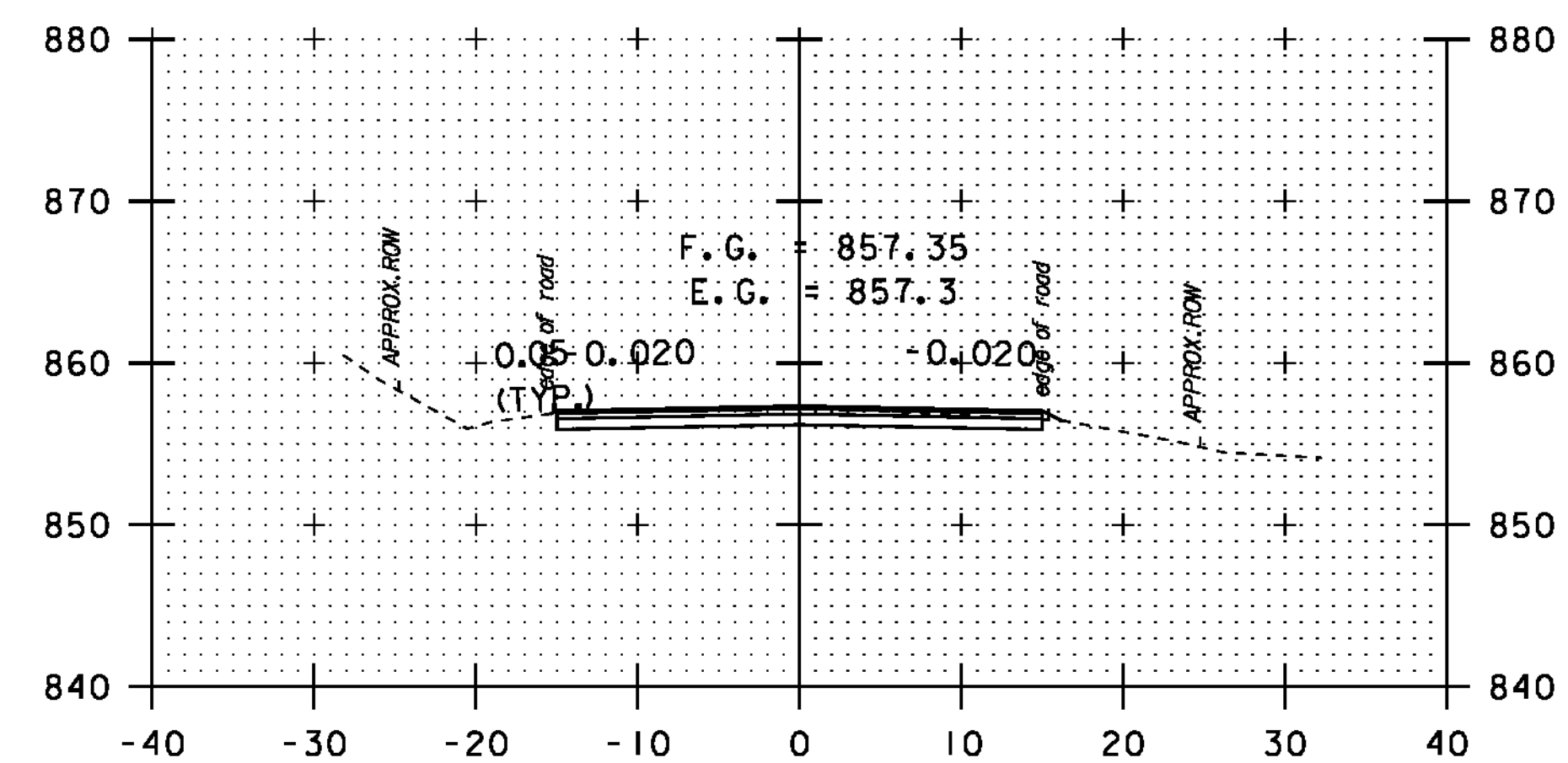
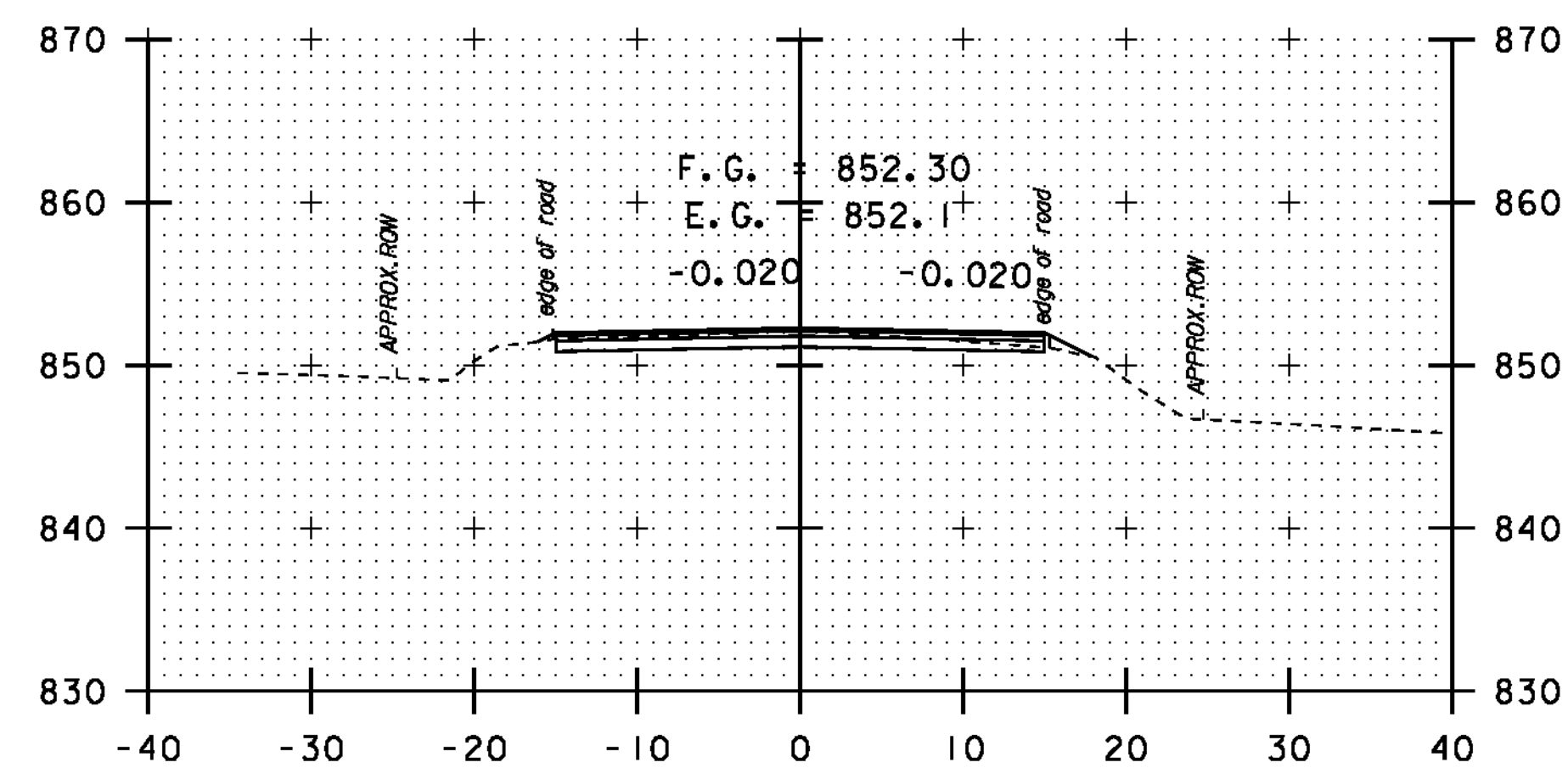
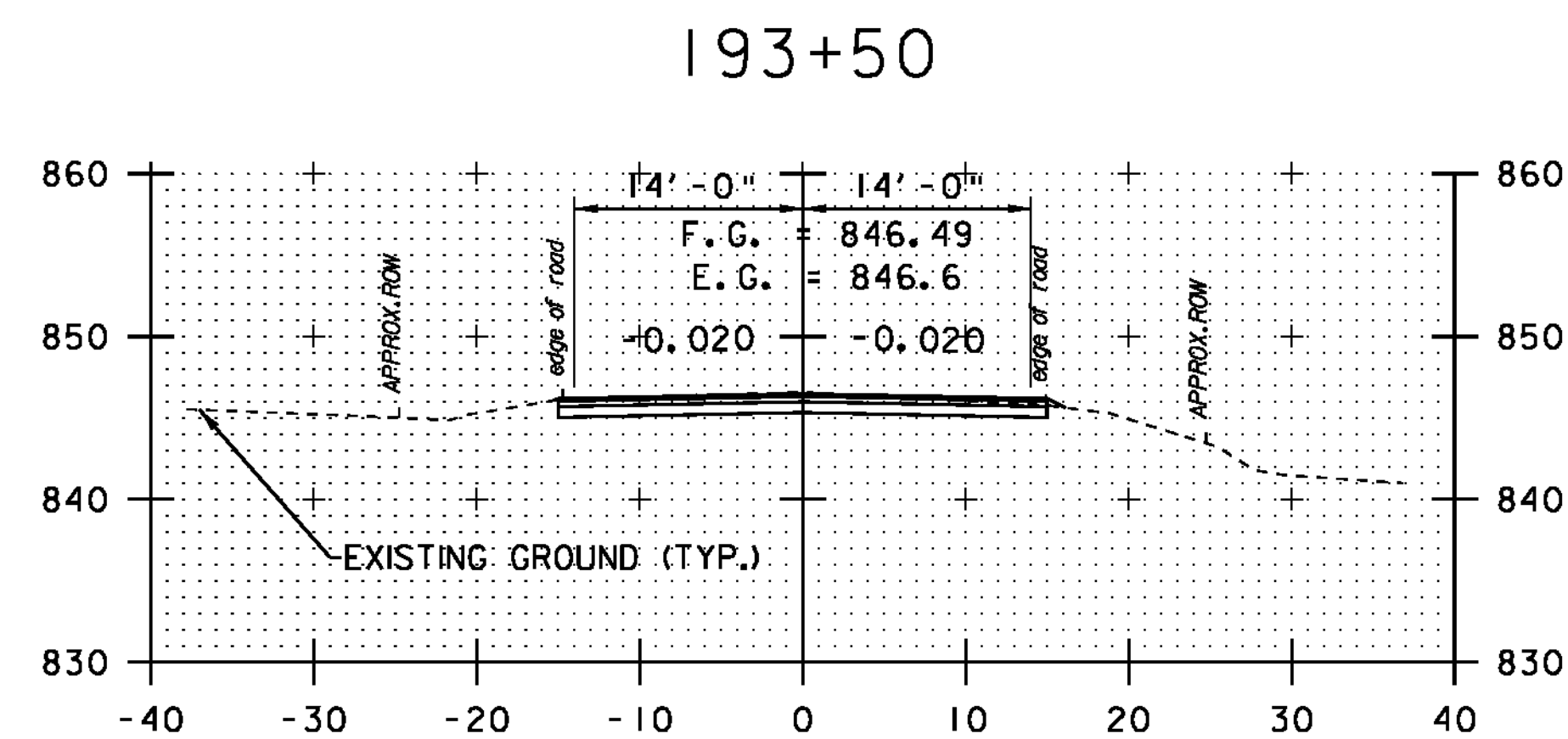
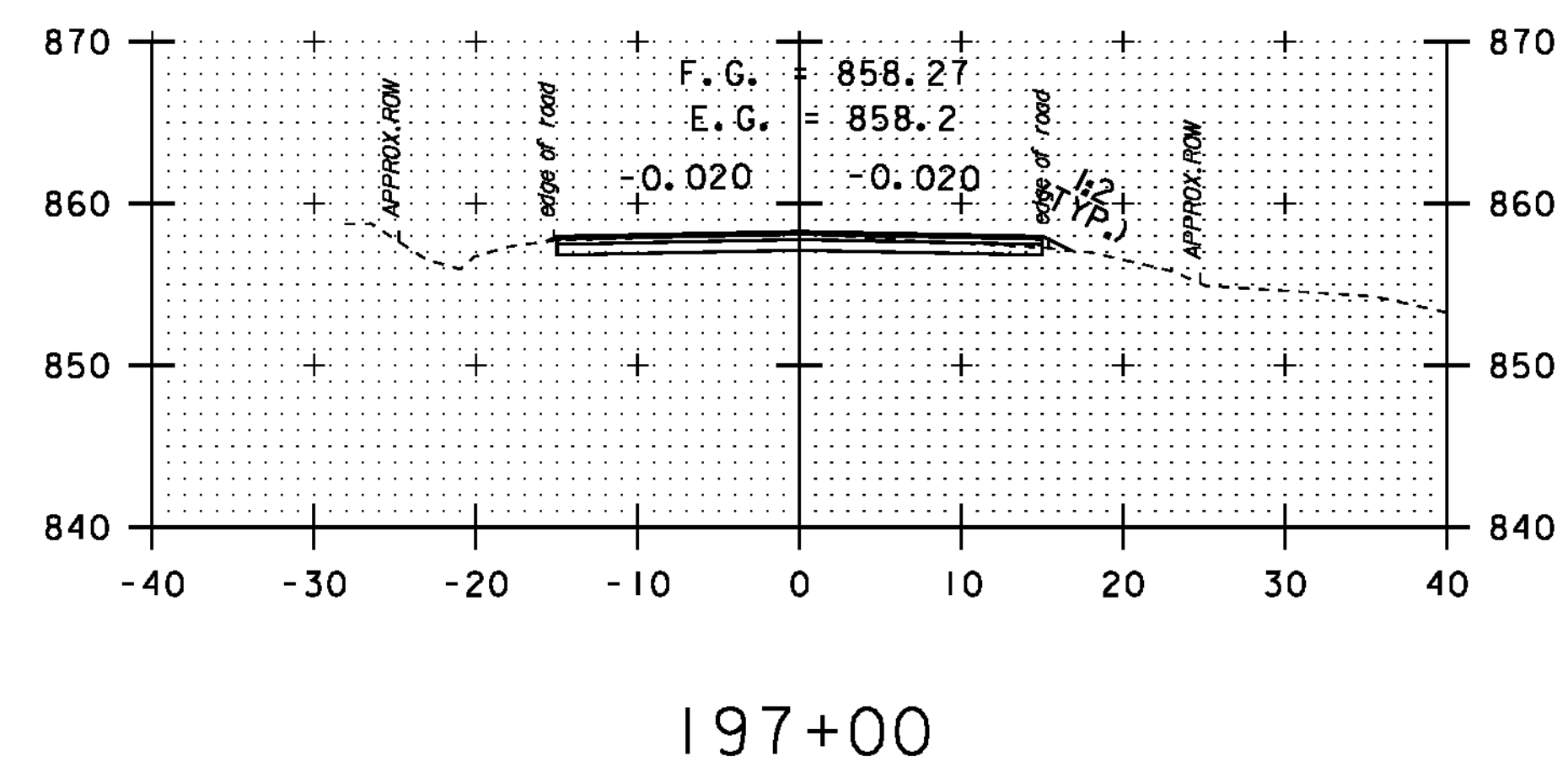
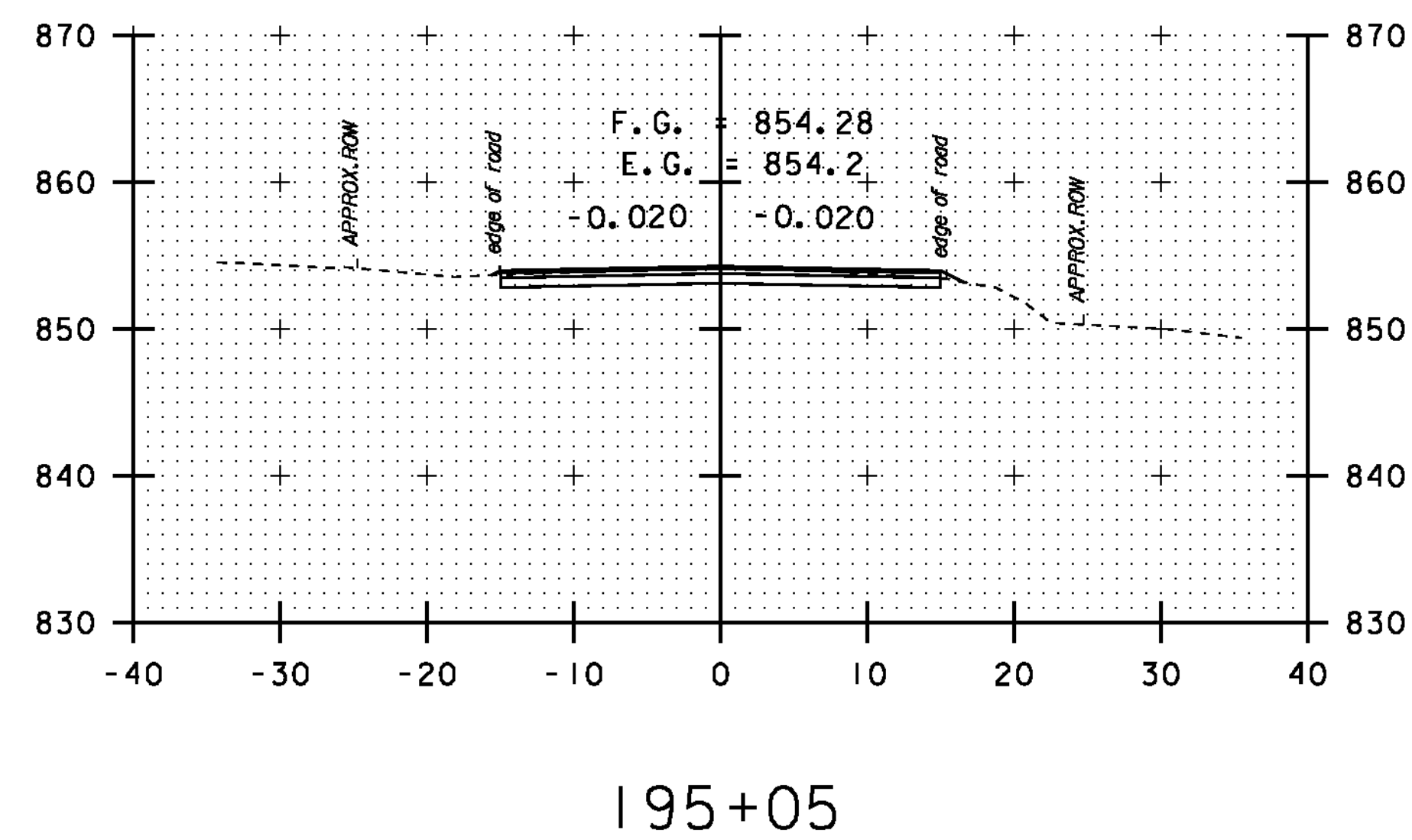
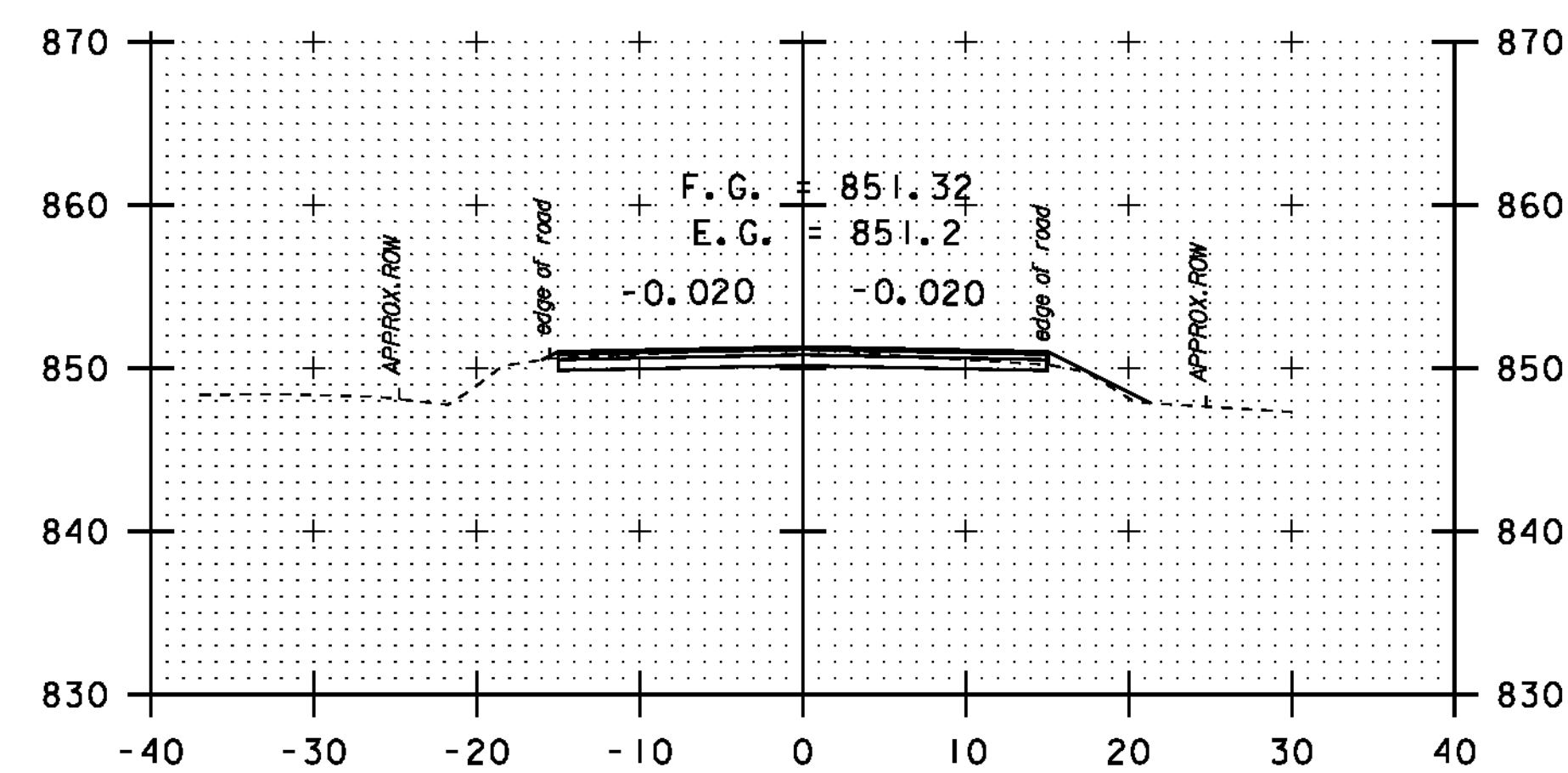
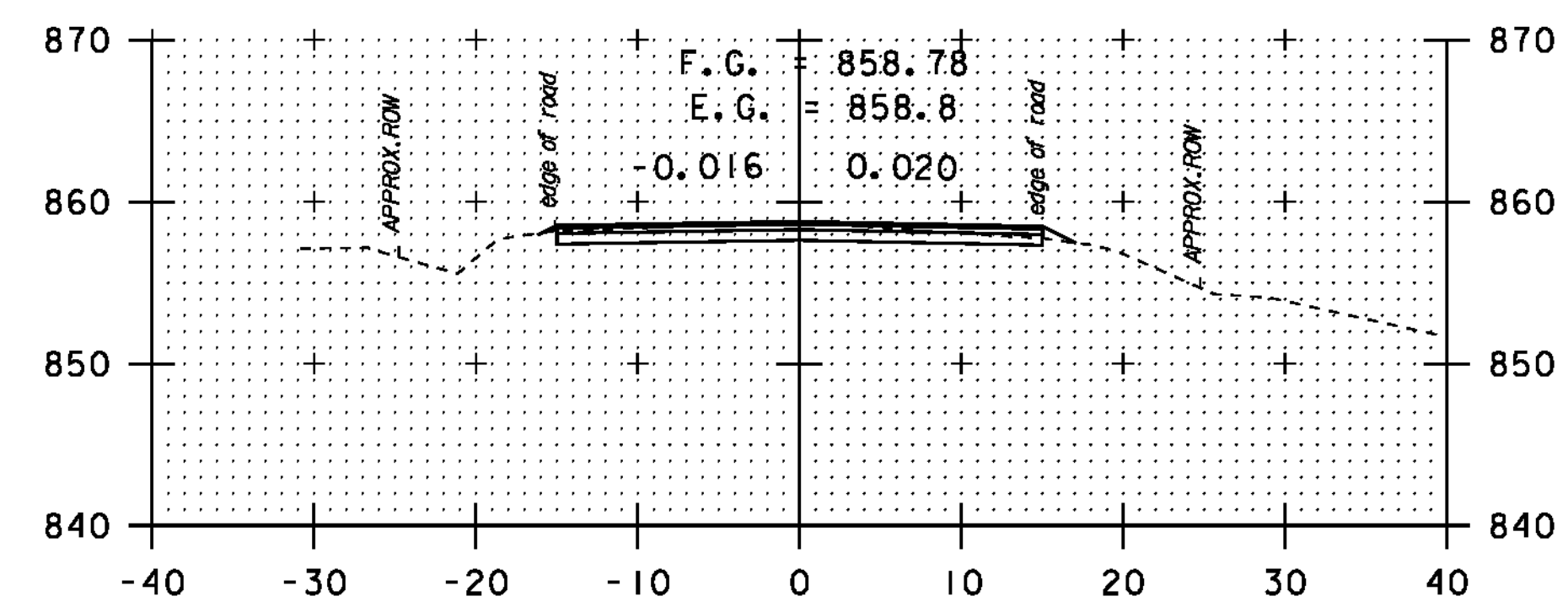
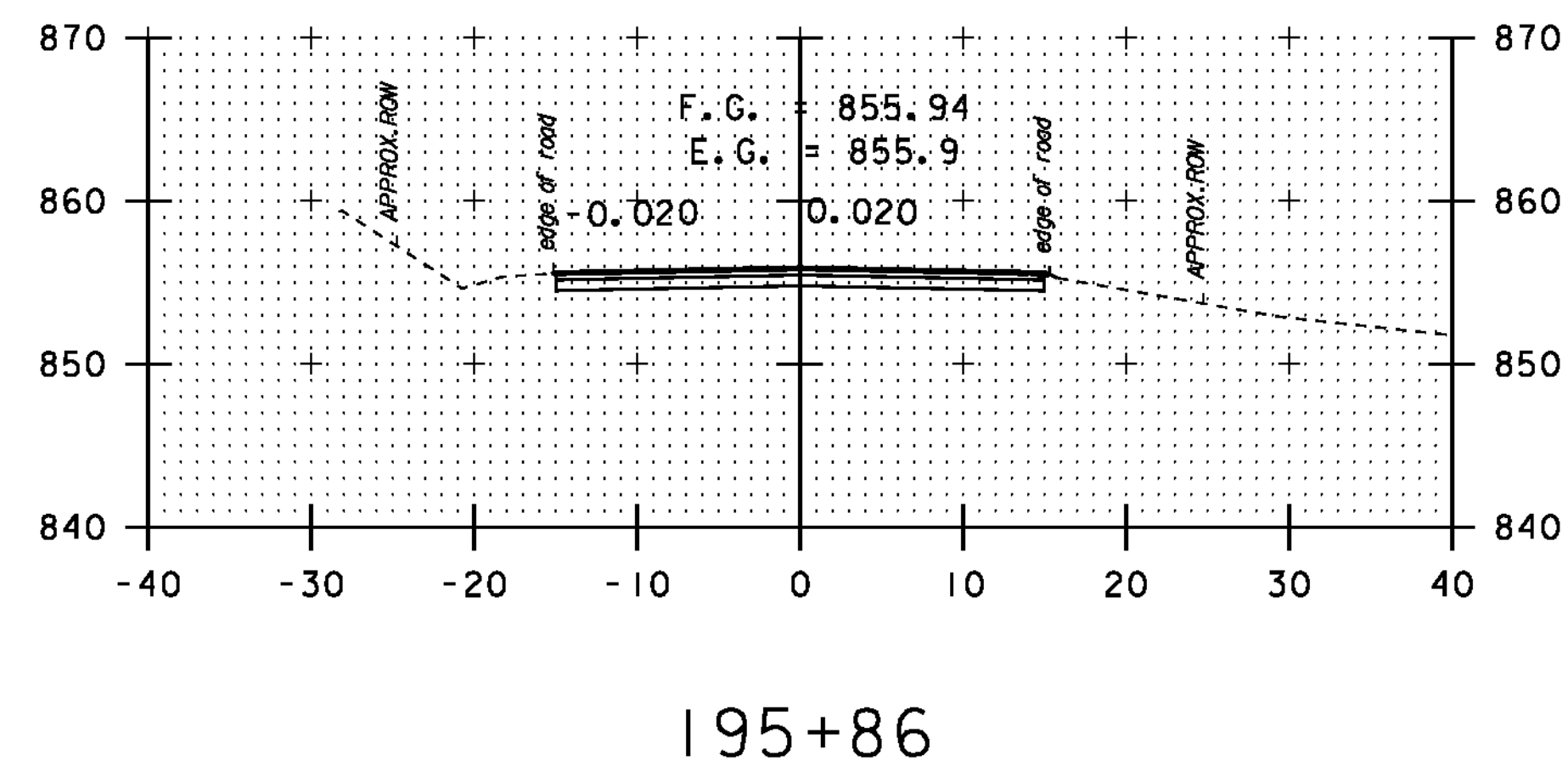
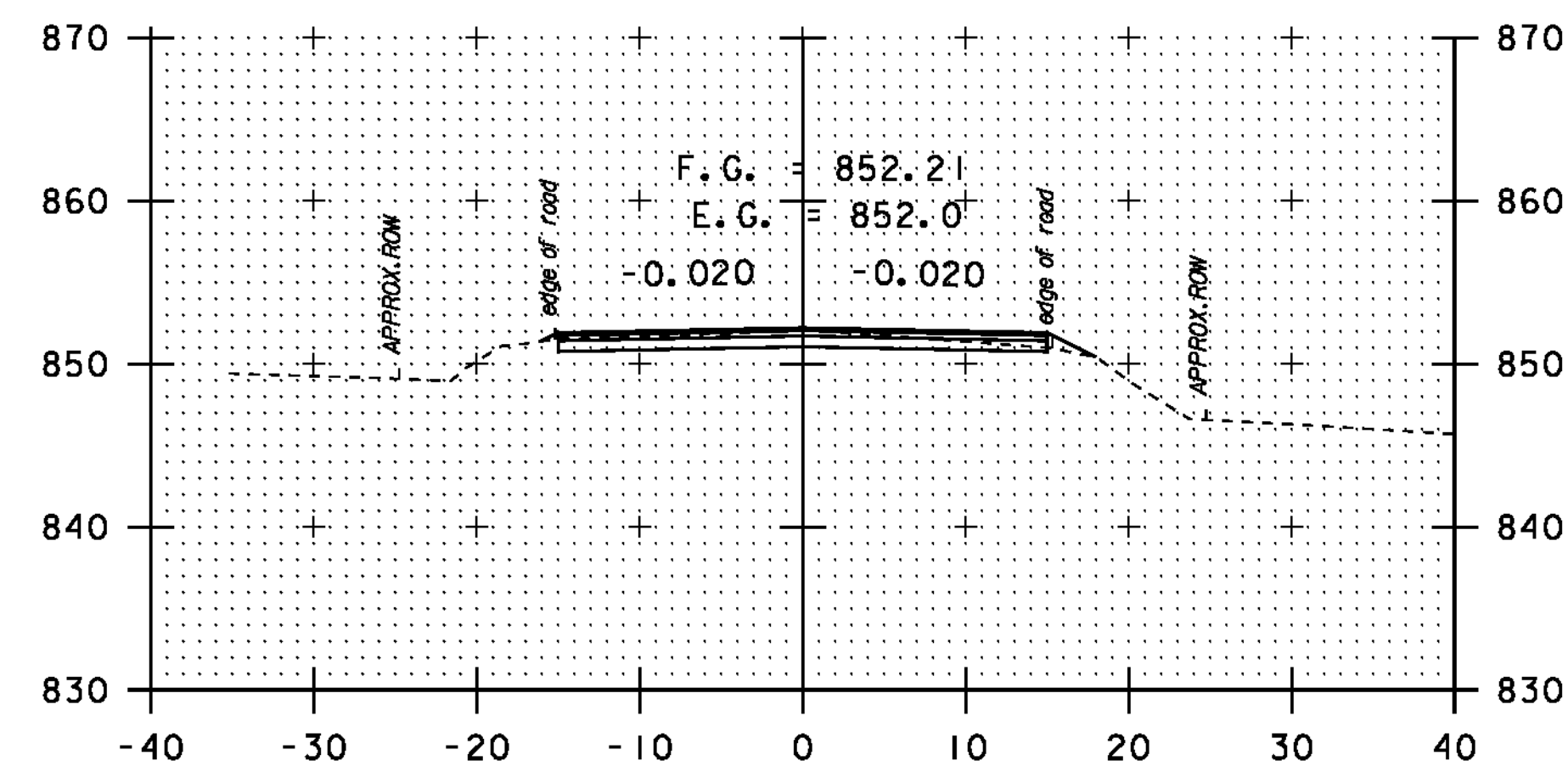
DATUM	NAVD 88
	NAD 83

SCALE 1" = 10'-0"

STA. 184+20
-
STA. 188+25

CROSS
SECTION
SHEET 4

PROJECT NAME:	NEWPORT-COVENTRY-NEWPORT
PROJECT NUMBER:	STP 2802(I)
FILE NAME:	08b158.dgn
PROJECT LEADER:	CDL
DESIGNED BY:	BMB
PLOT FILE:	08b158-77.1
PLOT DATE:	8/3/2011
DRAWN BY:	BMB
CHECKED BY:	EPD
SHEET	77 OF 134



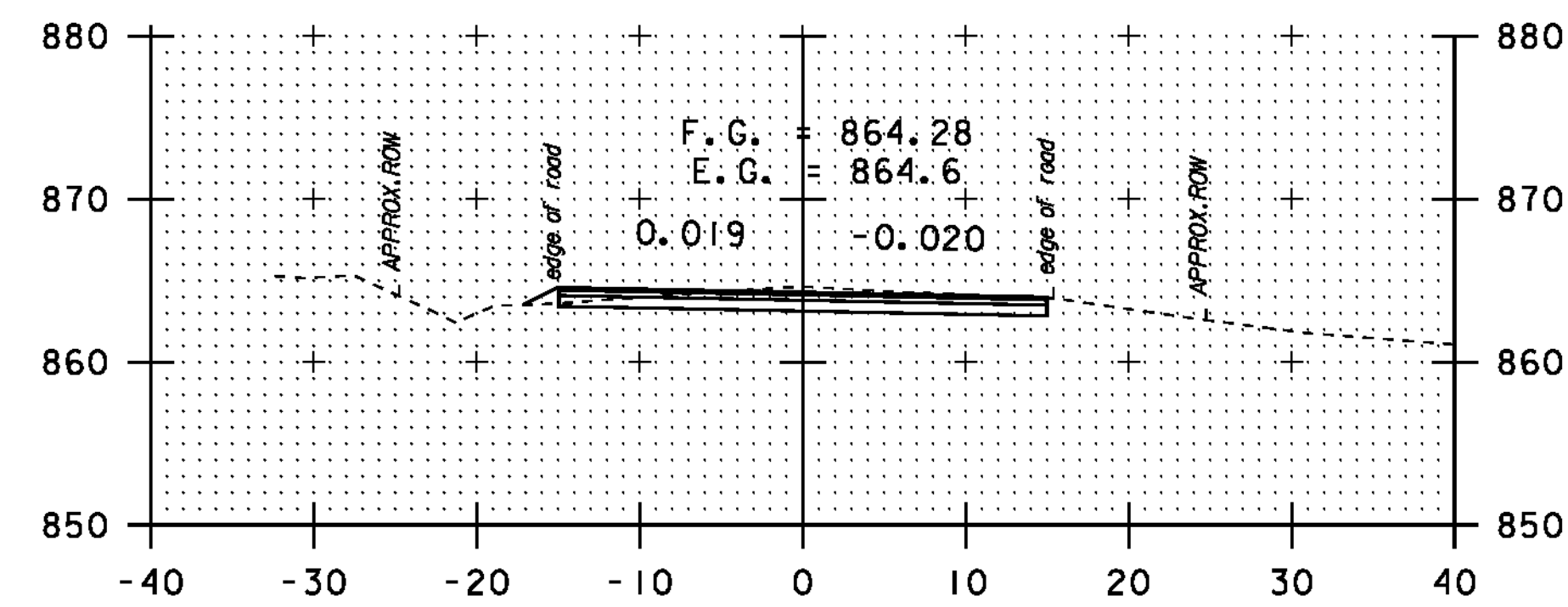
DATUM	NAVD 88
	NAD 83

SCALE 1" = 10'-0"

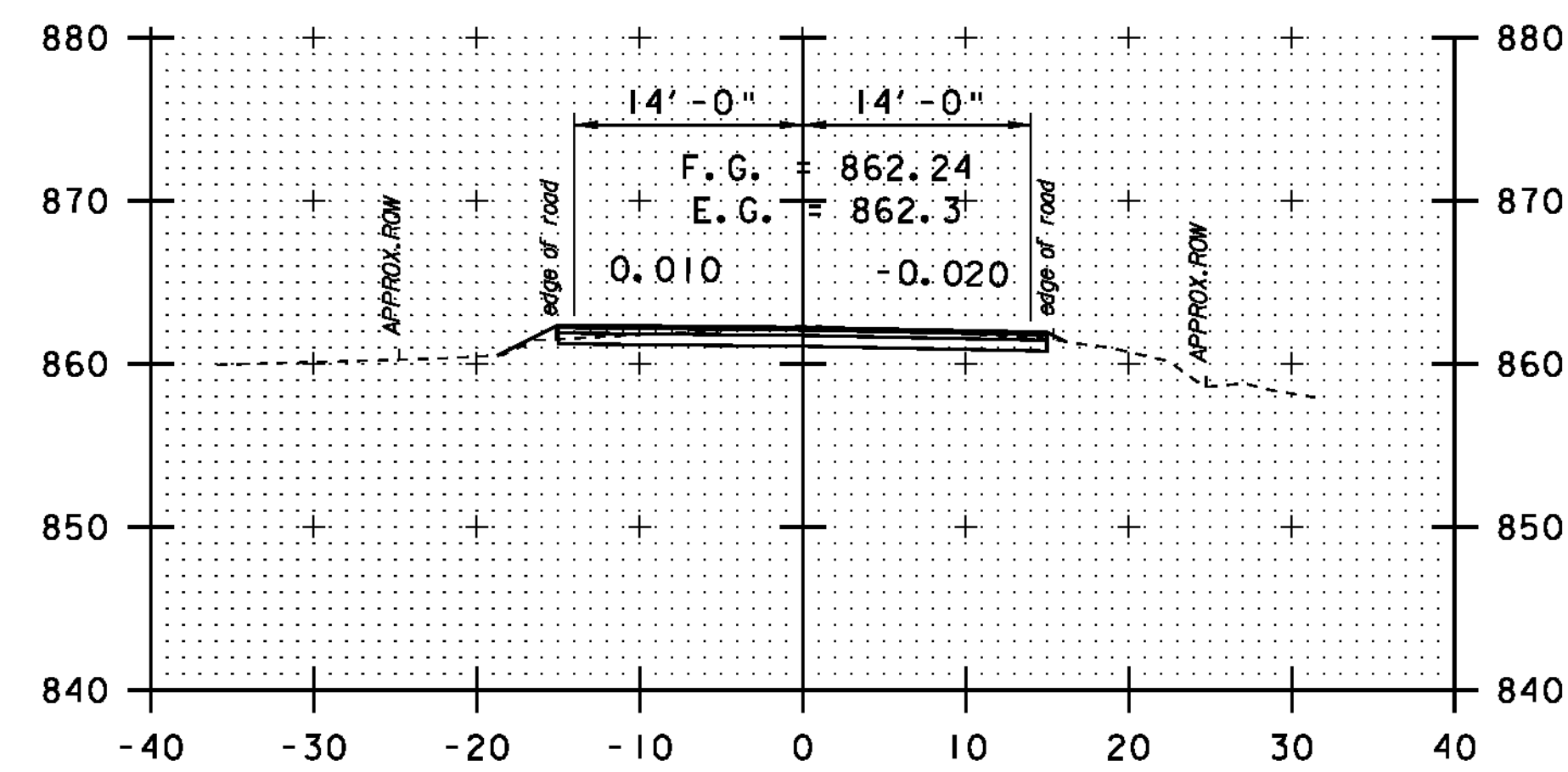
STA. 189+25
-
STA. 197+25

CROSS
SECTION
SHEET 5

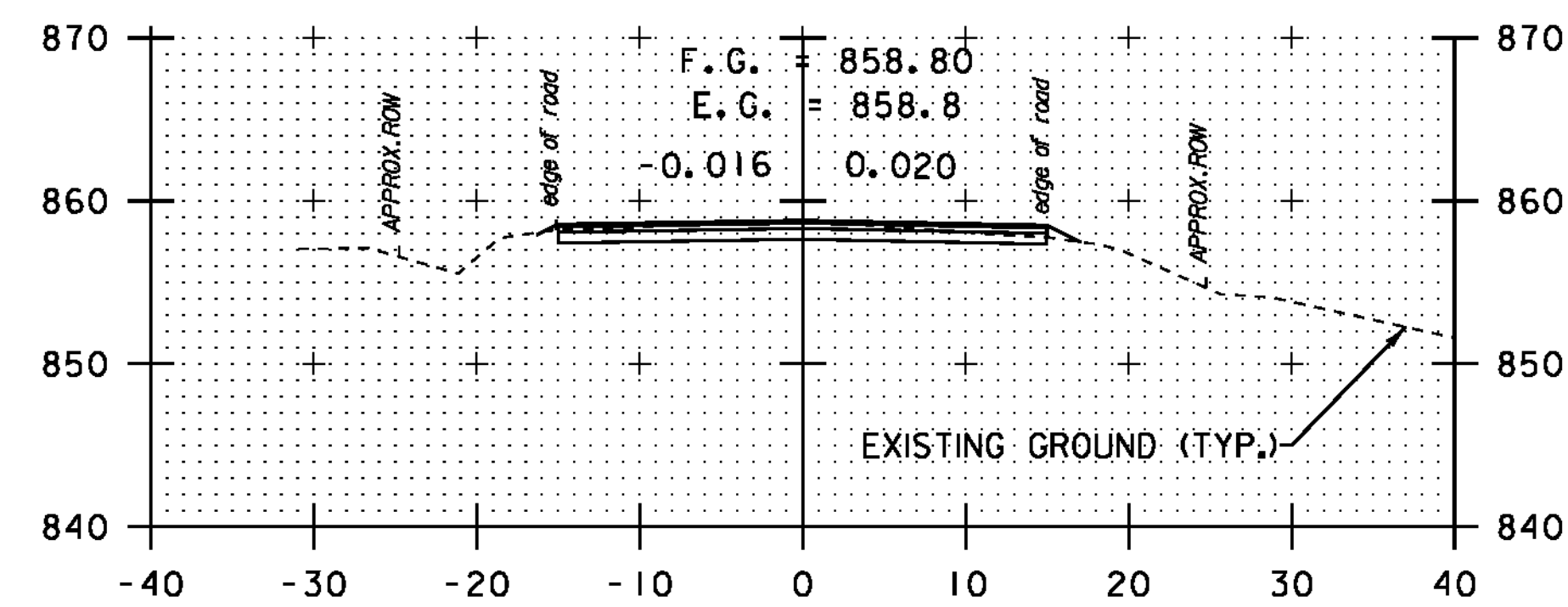
PROJECT NAME:	NEWPORT-COVENTRY-NEWPORT
PROJECT NUMBER:	STP 2802(I)
FILE NAME:	08b158.dgn
PROJECT LEADER:	CDL
DESIGNED BY:	BMB
PLOT FILE:	08b158-78.1
PLOT DATE:	8/3/2011
DRAWN BY:	BMB
CHECKED BY:	EPD
SHEET	78 OF 134



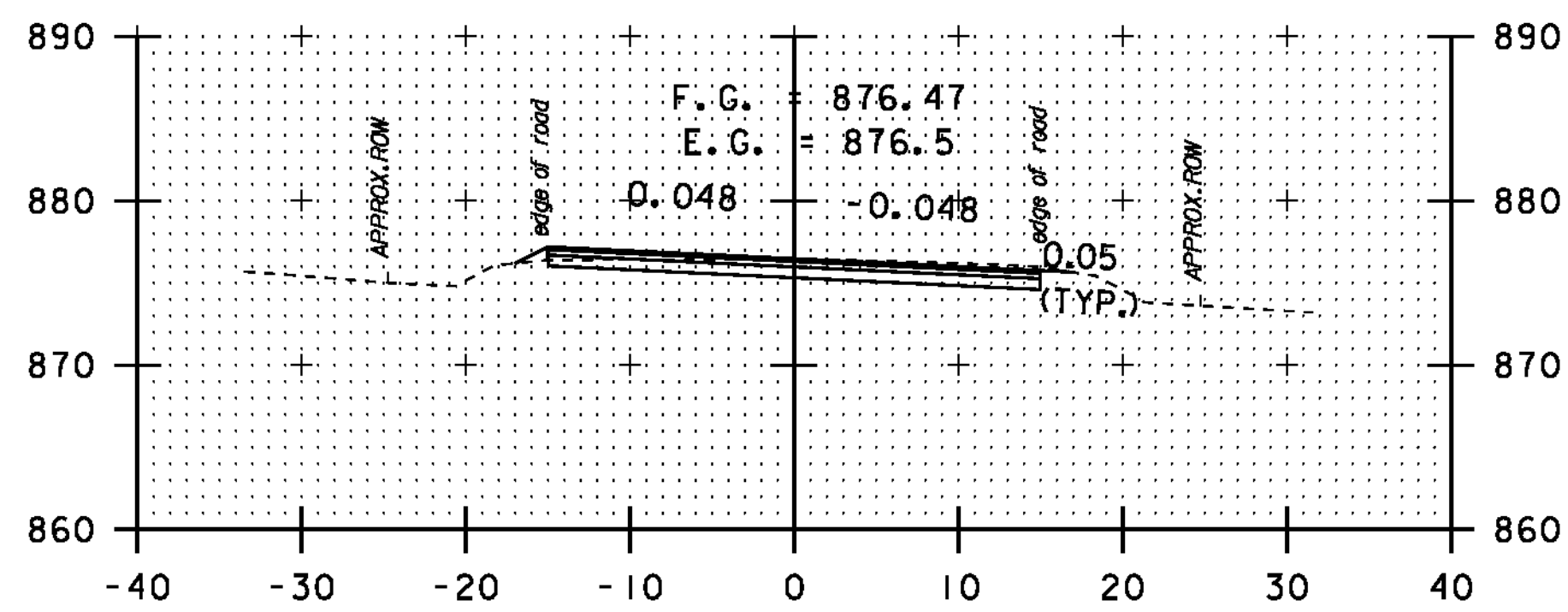
199+25



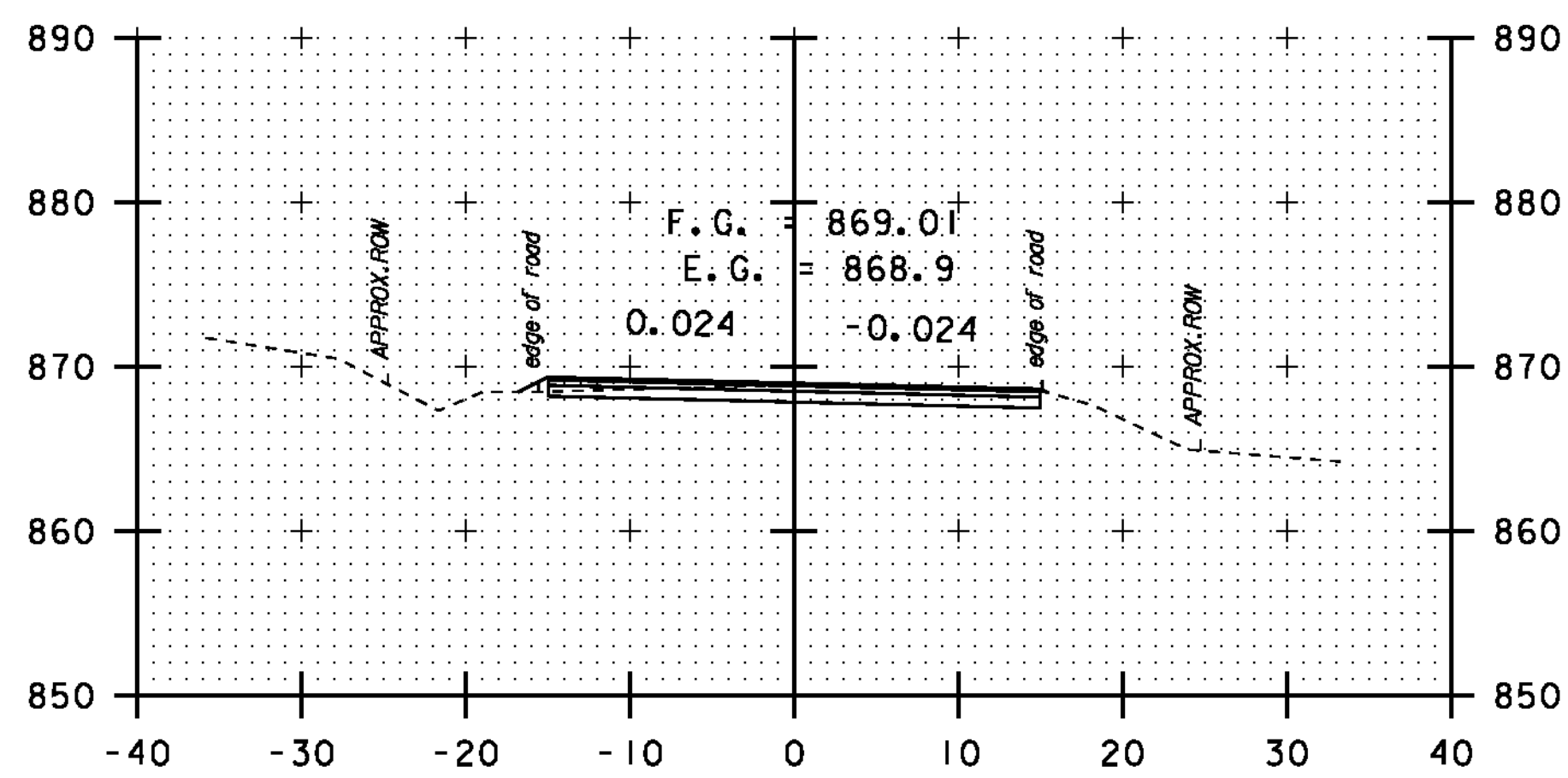
198+65



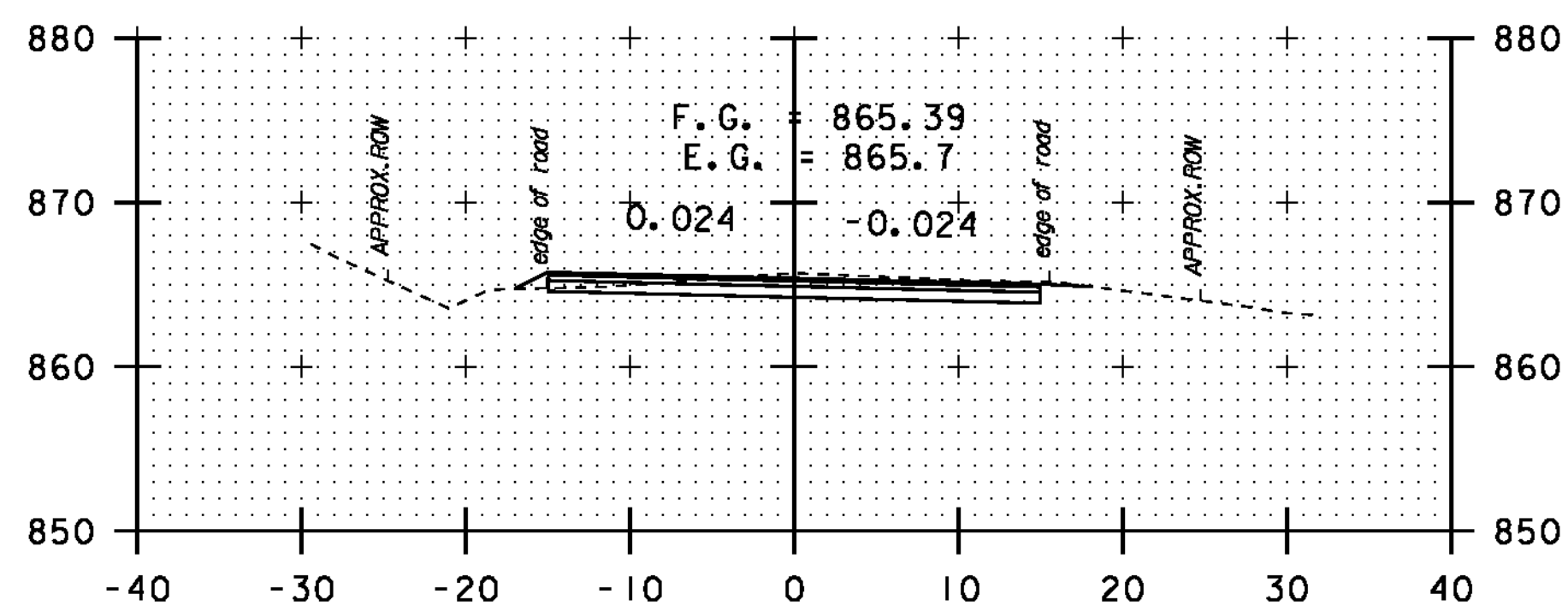
197+26



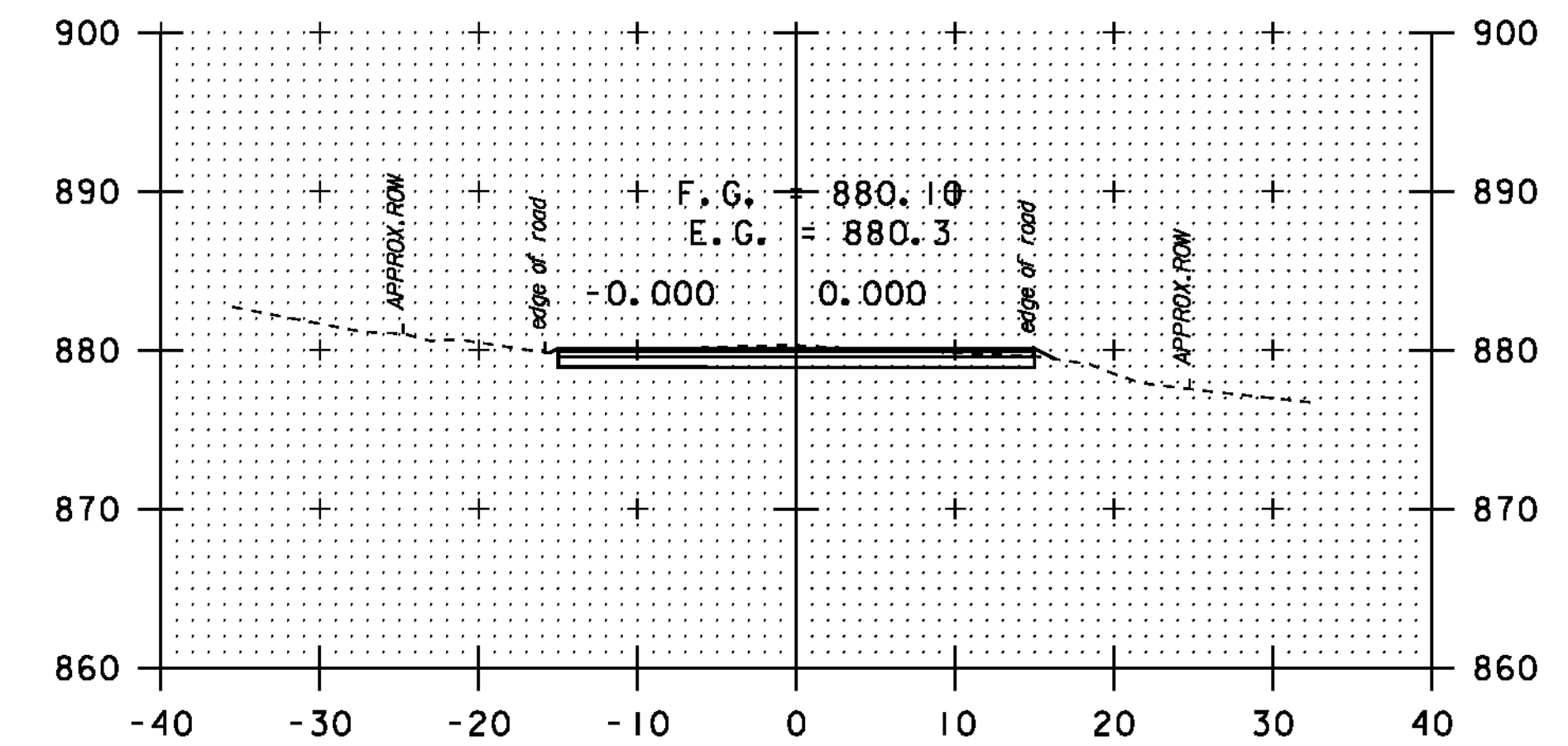
202+30



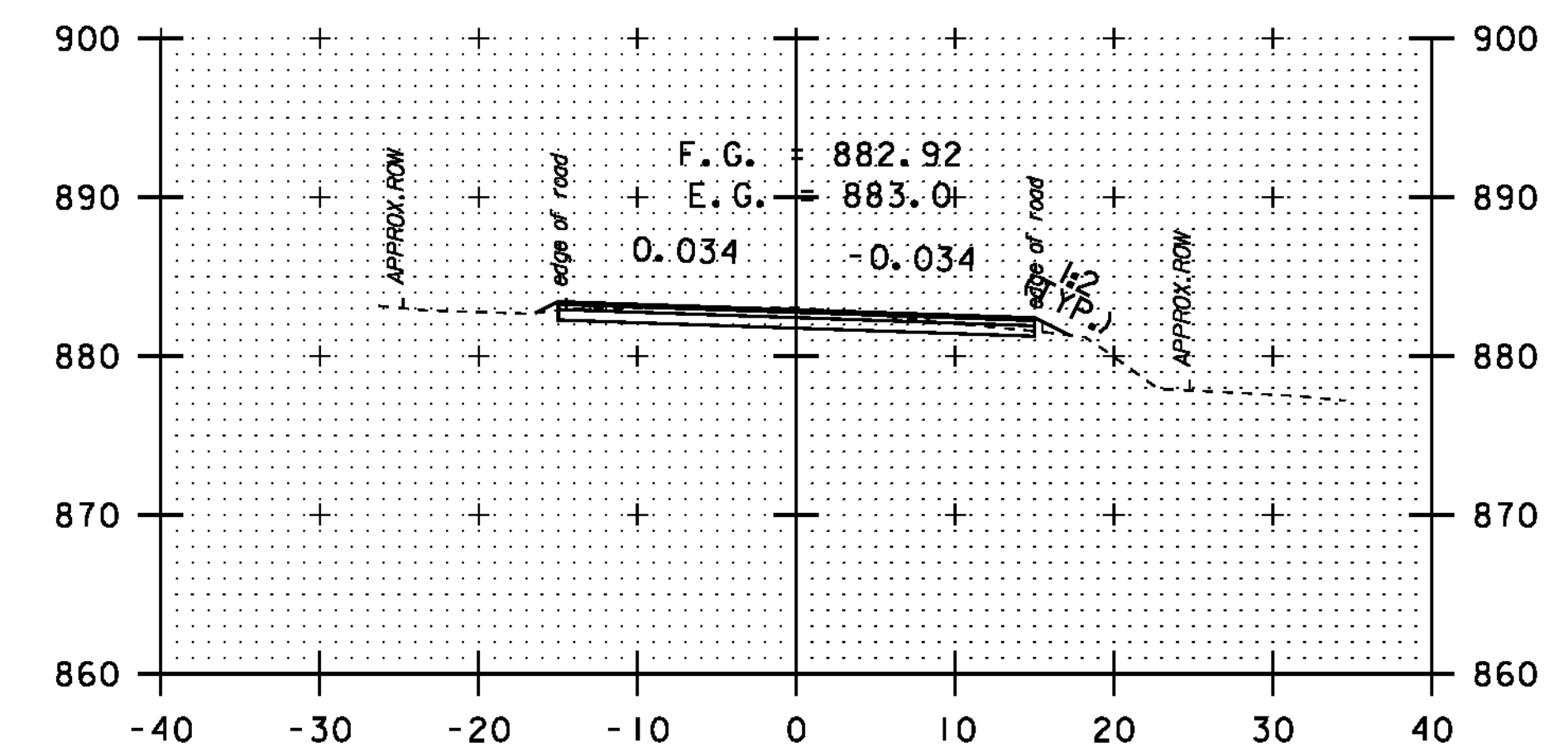
200+45



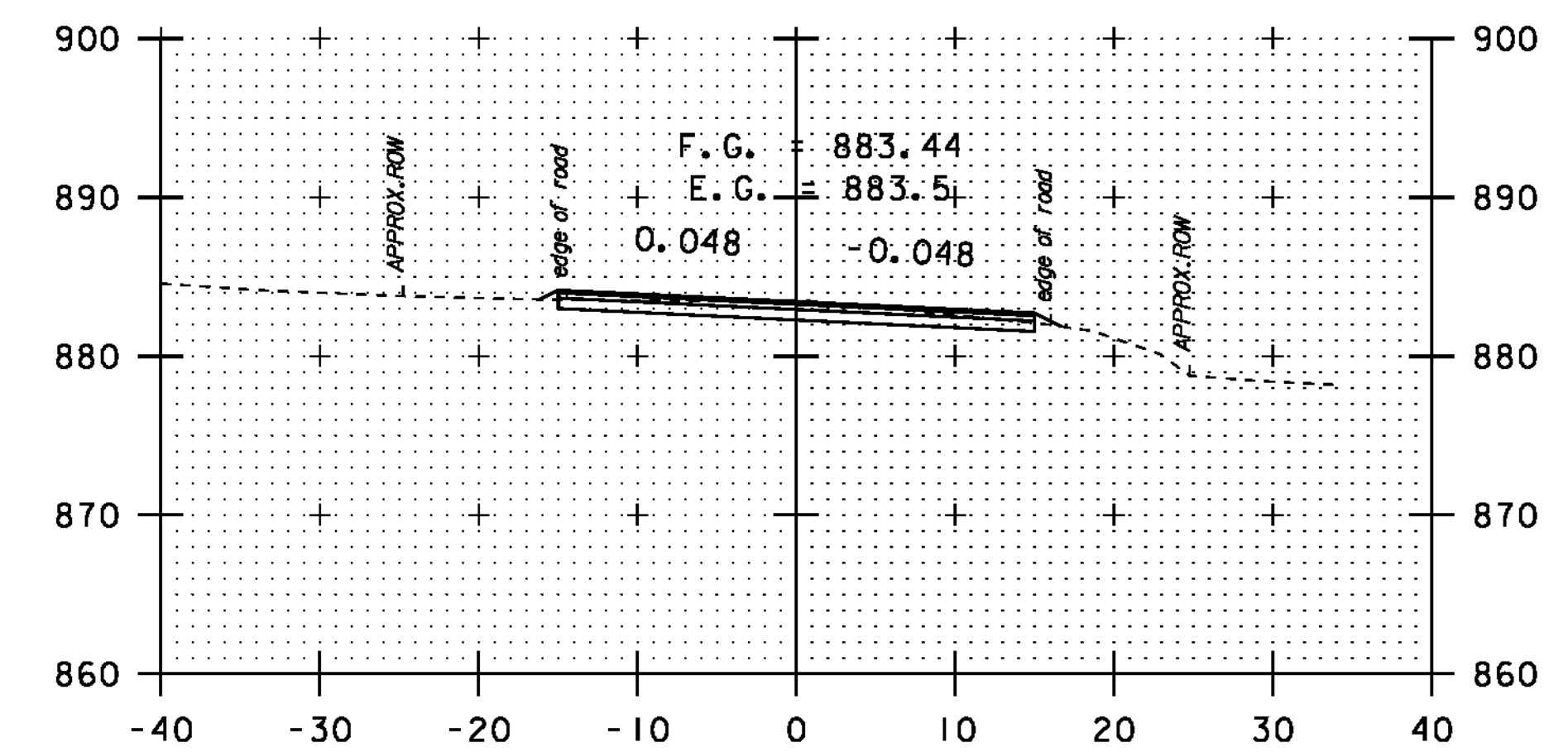
199+55



207+34



206+18



205+70

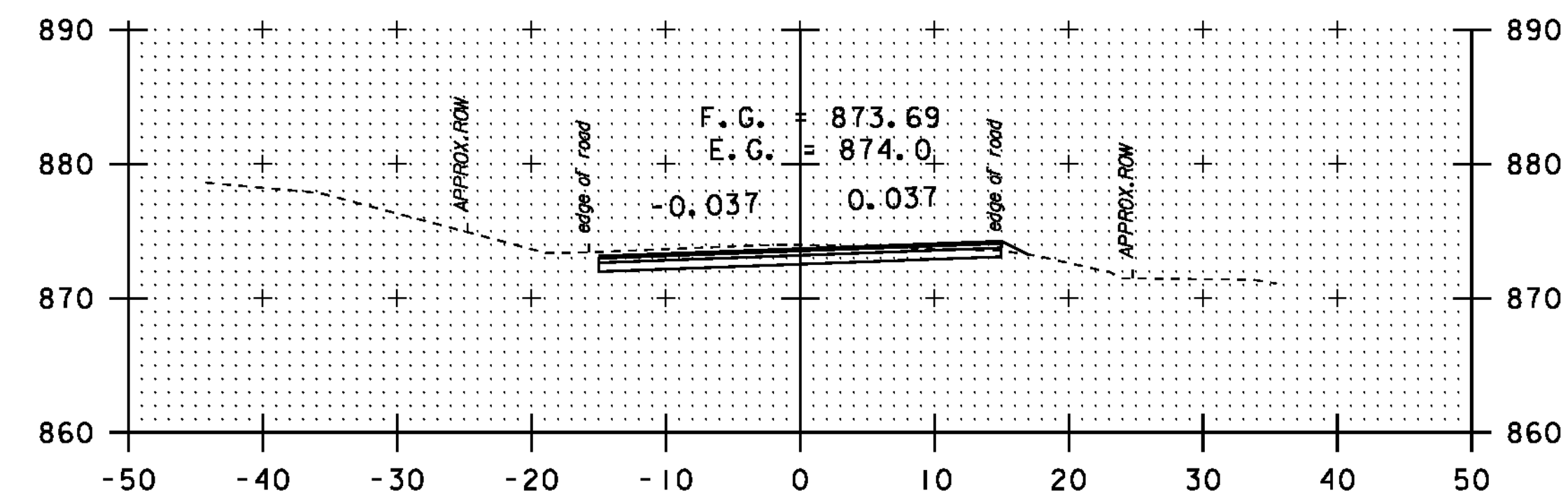
DATUM	NAVD 88
	NAD 83

SCALE 1" = 10'-0"

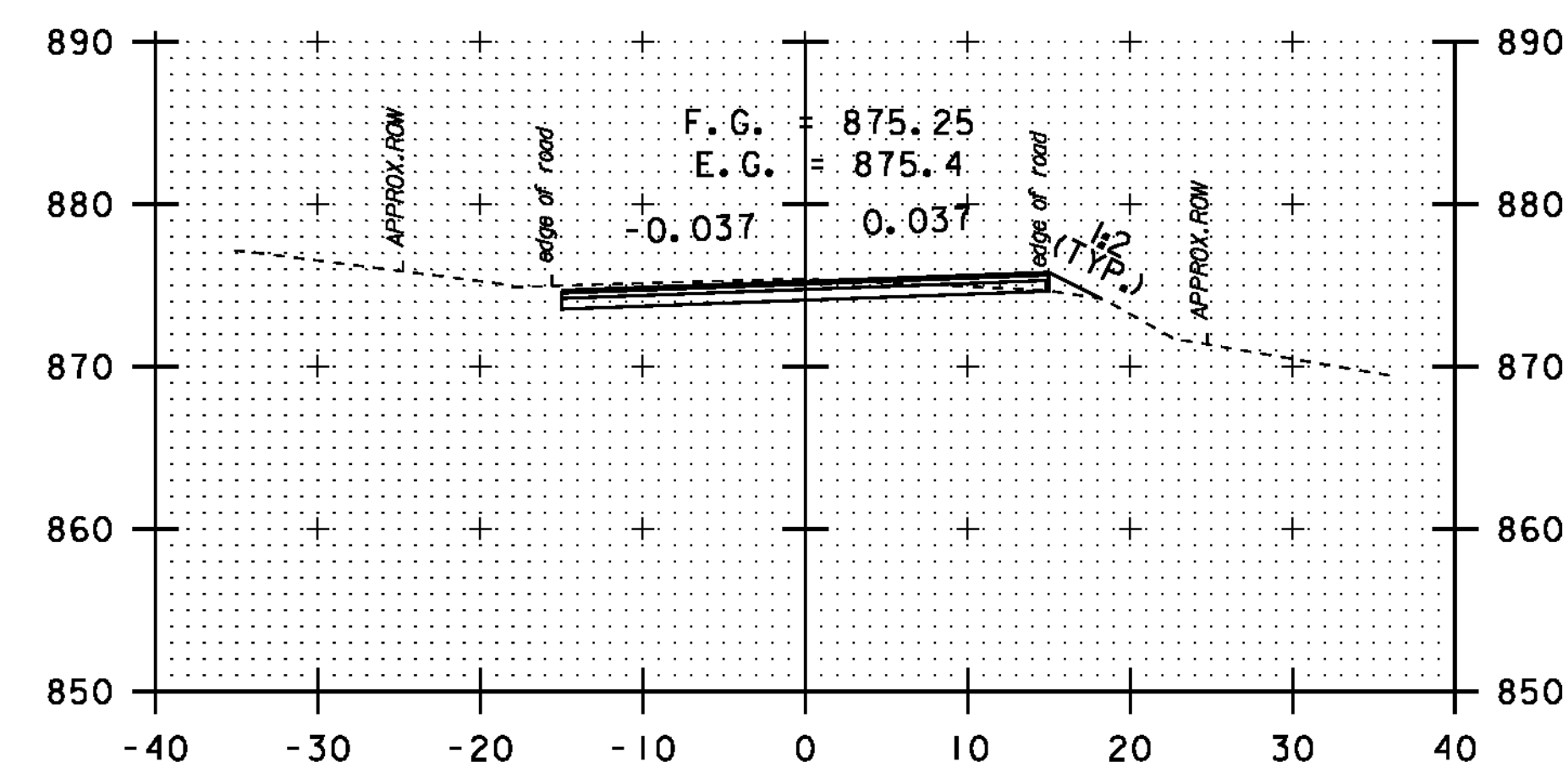
STA. 197+26
-
STA. 207+34

CROSS
SECTION
SHEET 6

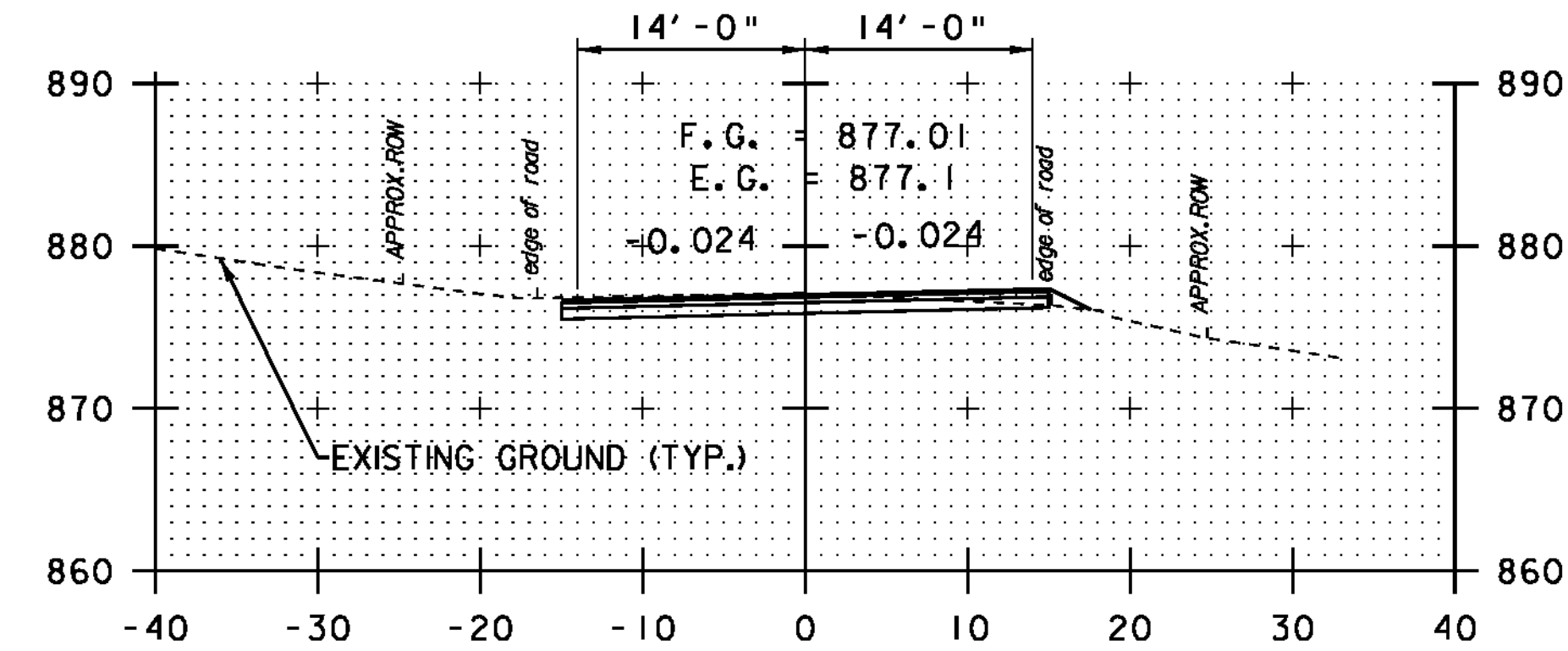
PROJECT NAME:	NEWPORT-COVENTRY-NEWPORT
PROJECT NUMBER:	STP 2802(I)
FILE NAME:	08b158.dgn
PROJECT LEADER:	CDL
DESIGNED BY:	BMB
PLOT FILE:	08b158-79.1
PLOT DATE:	8/3/2011
DRAWN BY:	BMB
CHECKED BY:	EPD
SHEET	79 OF 134



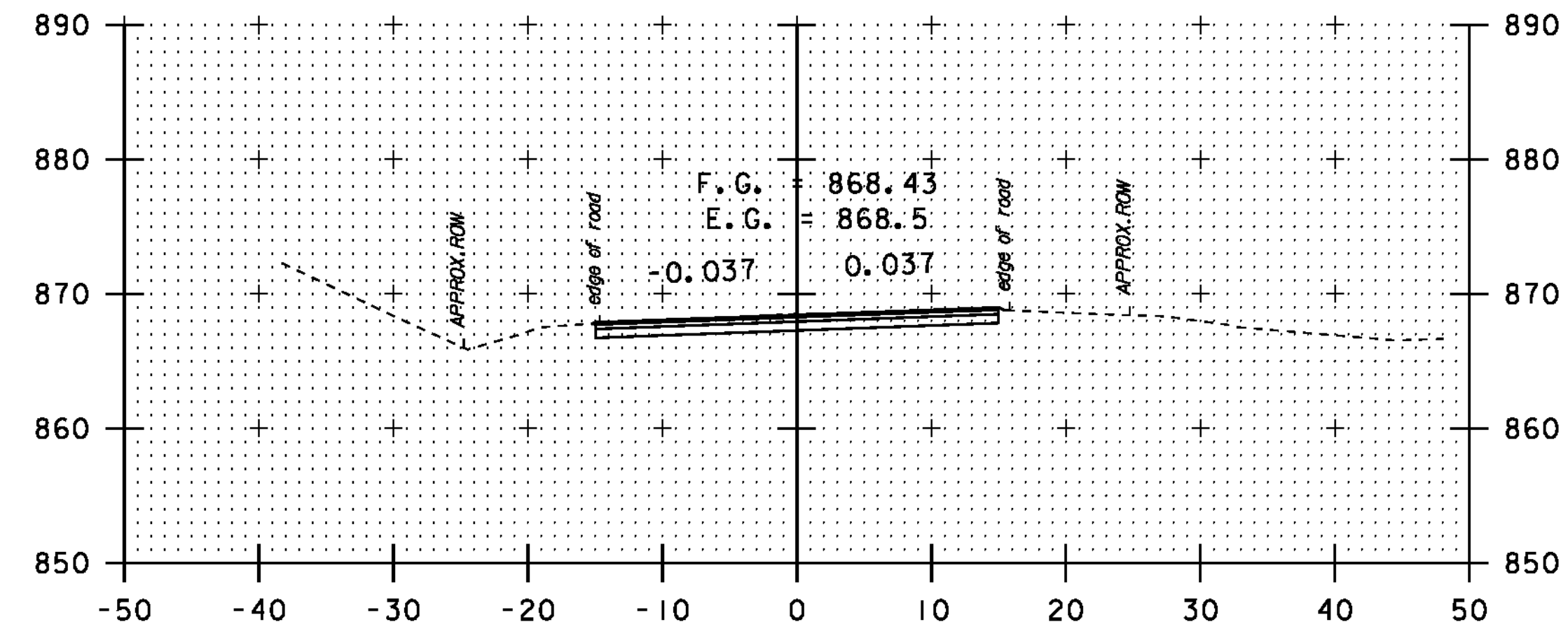
209+00



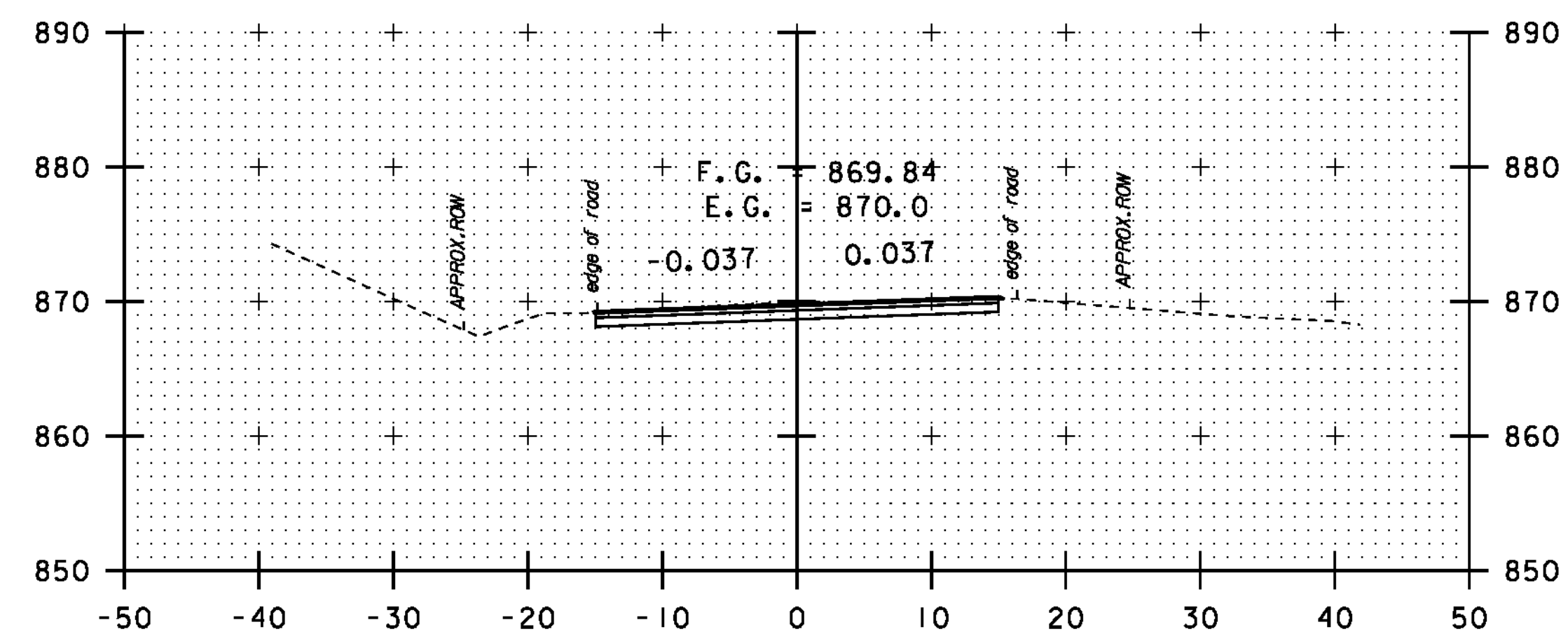
208+60



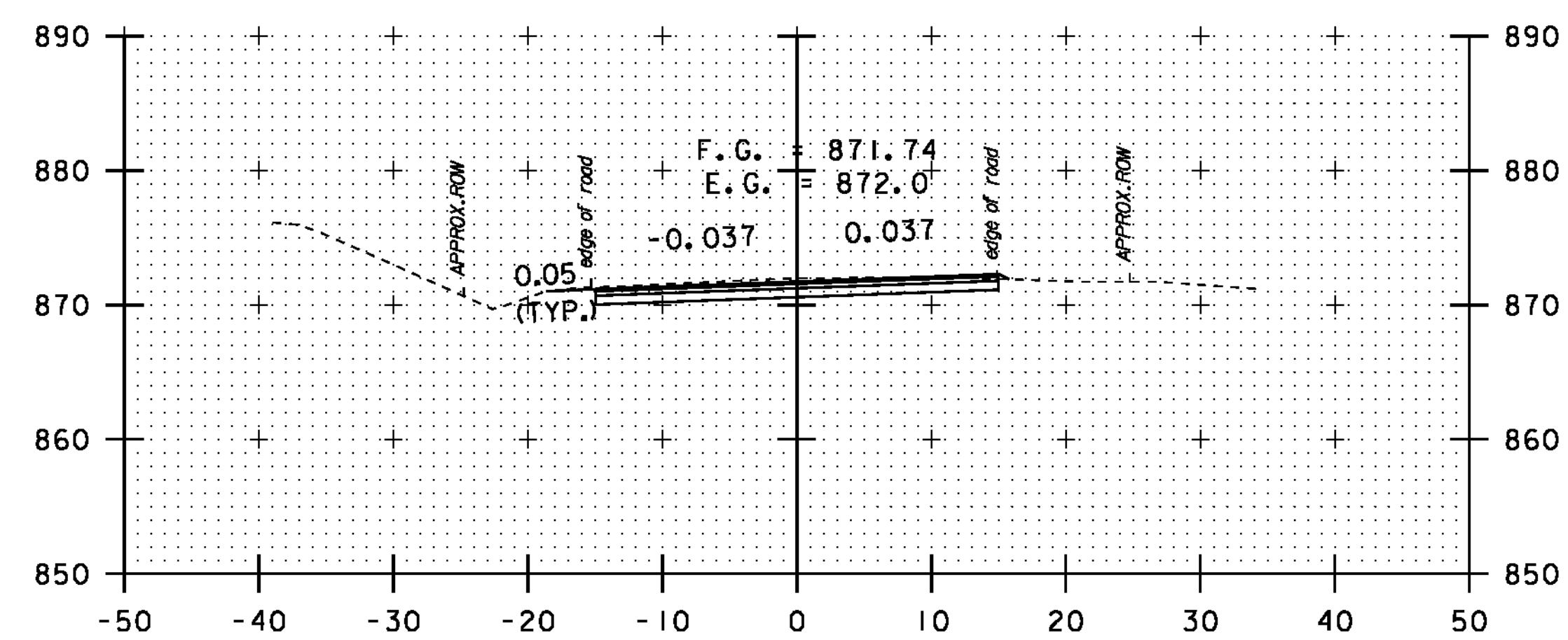
208+15



210+50



210+00



209+50

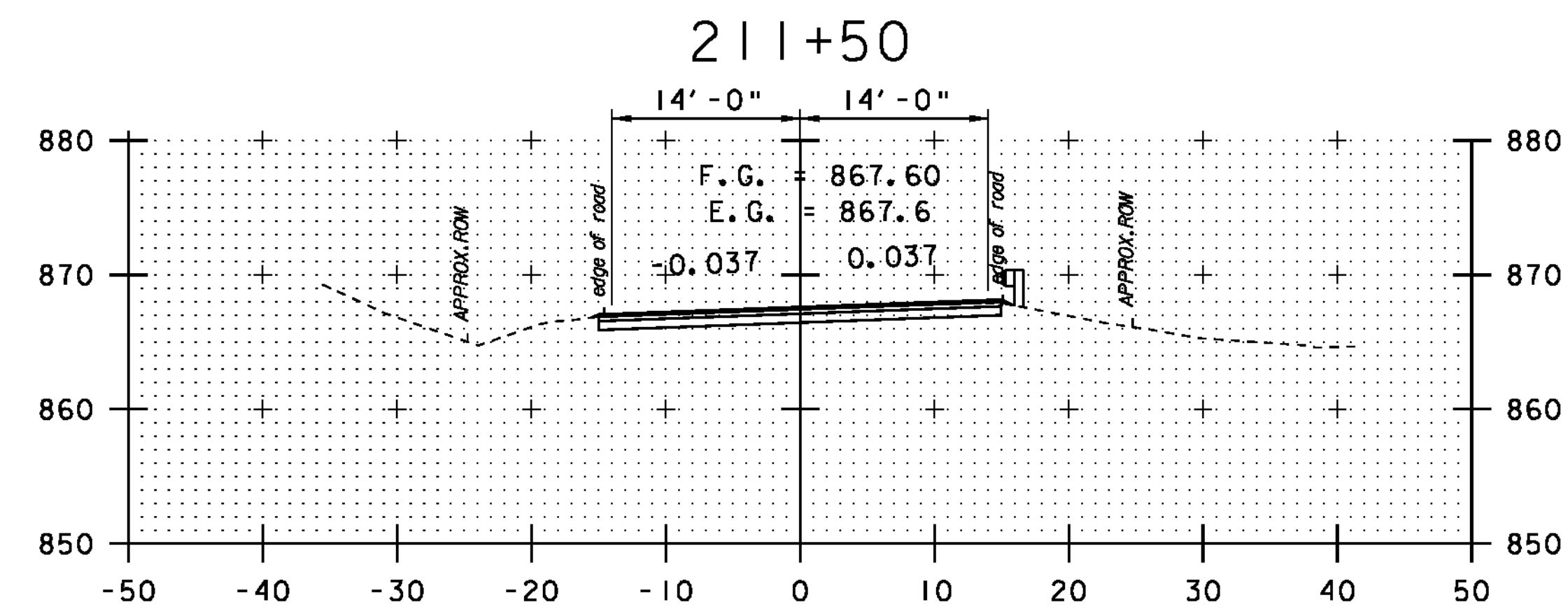
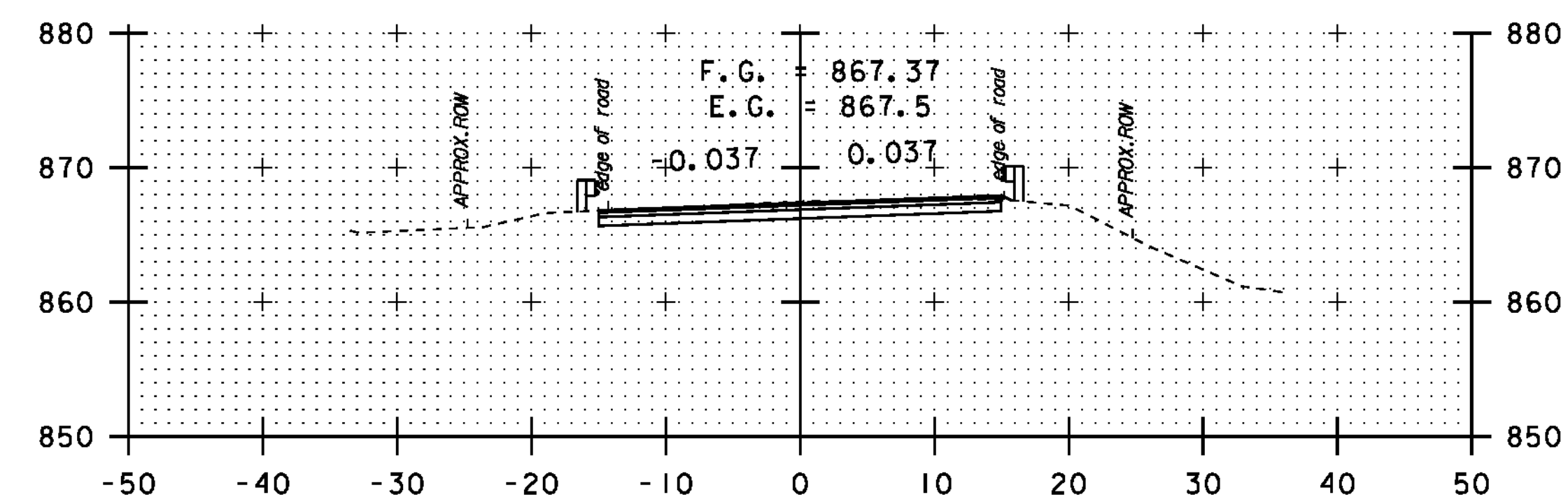
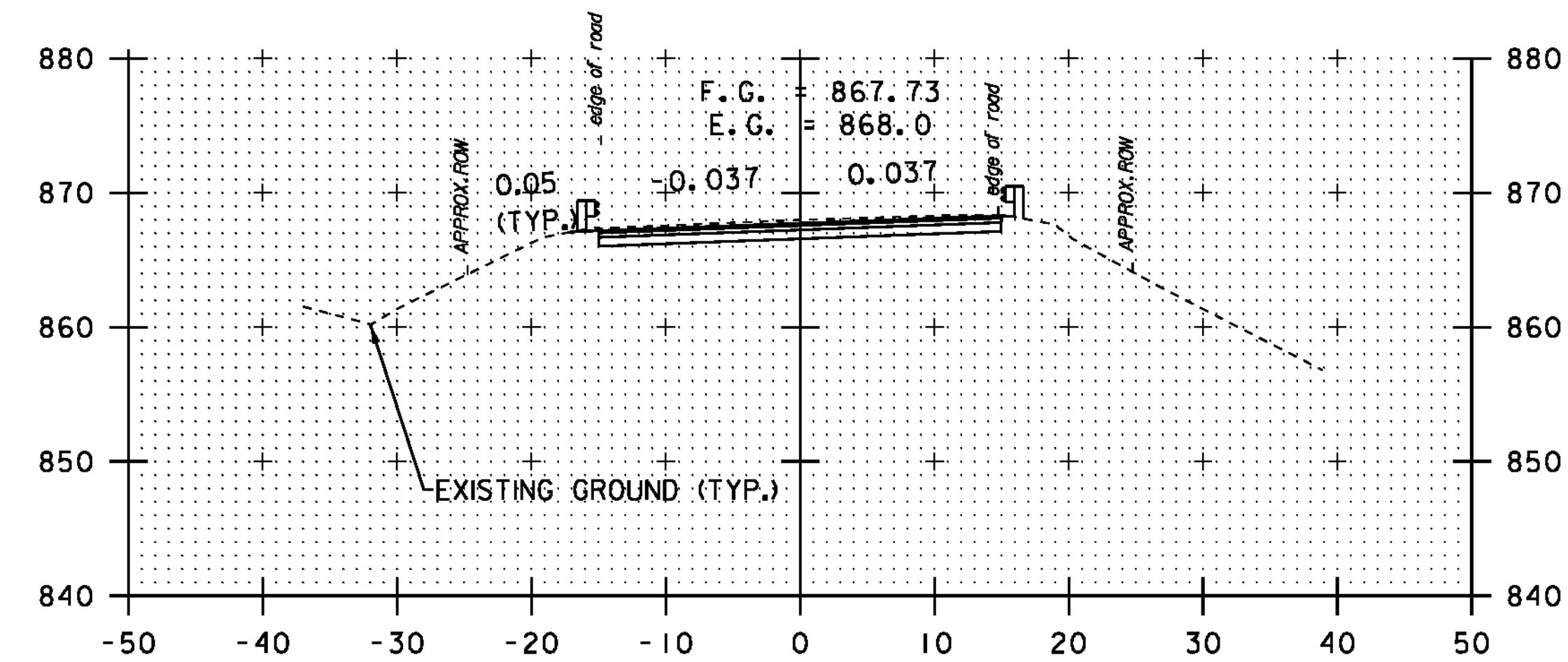
DATUM	NAVD 88
	NAD 83

SCALE 1" = 10'-0"

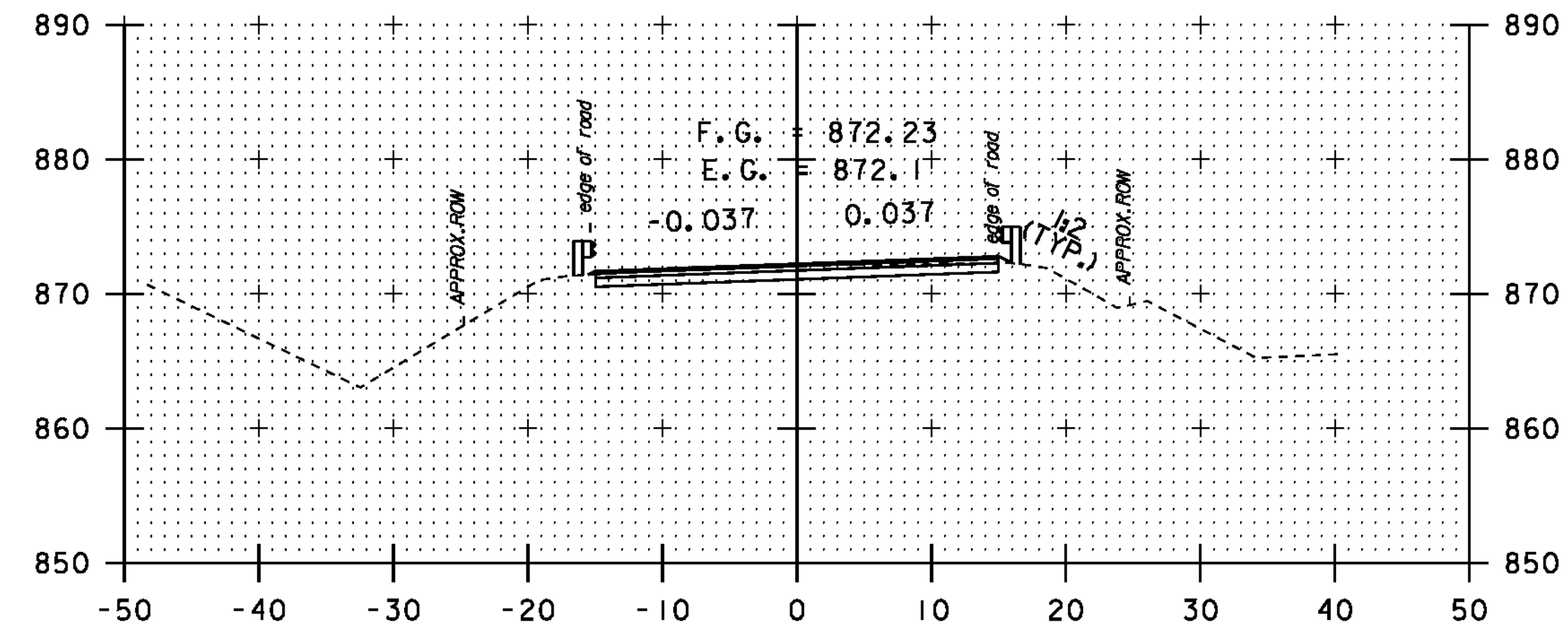
STA. 208 + 15
-
STA. 210 + 50

CROSS
SECTION
SHEET 7

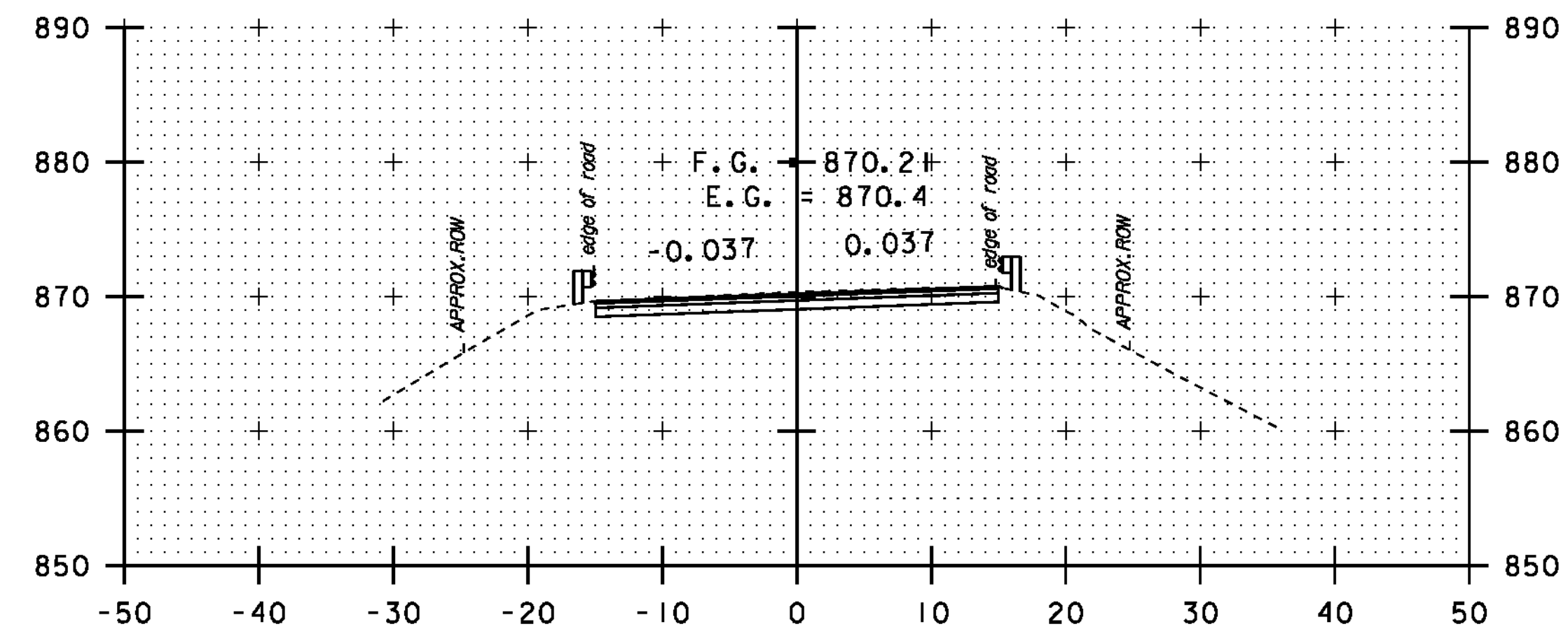
PROJECT NAME:	NEWPORT-COVENTRY-NEWPORT
PROJECT NUMBER:	STP 2802(I)
FILE NAME:	08b158.dgn
PROJECT LEADER:	CDL
DESIGNED BY:	BMB
PLOT FILE:	08b158-80.I
PLOT DATE:	8/3/2011
DRAWN BY:	BMB
CHECKED BY:	EPD
SHEET	80 OF 134



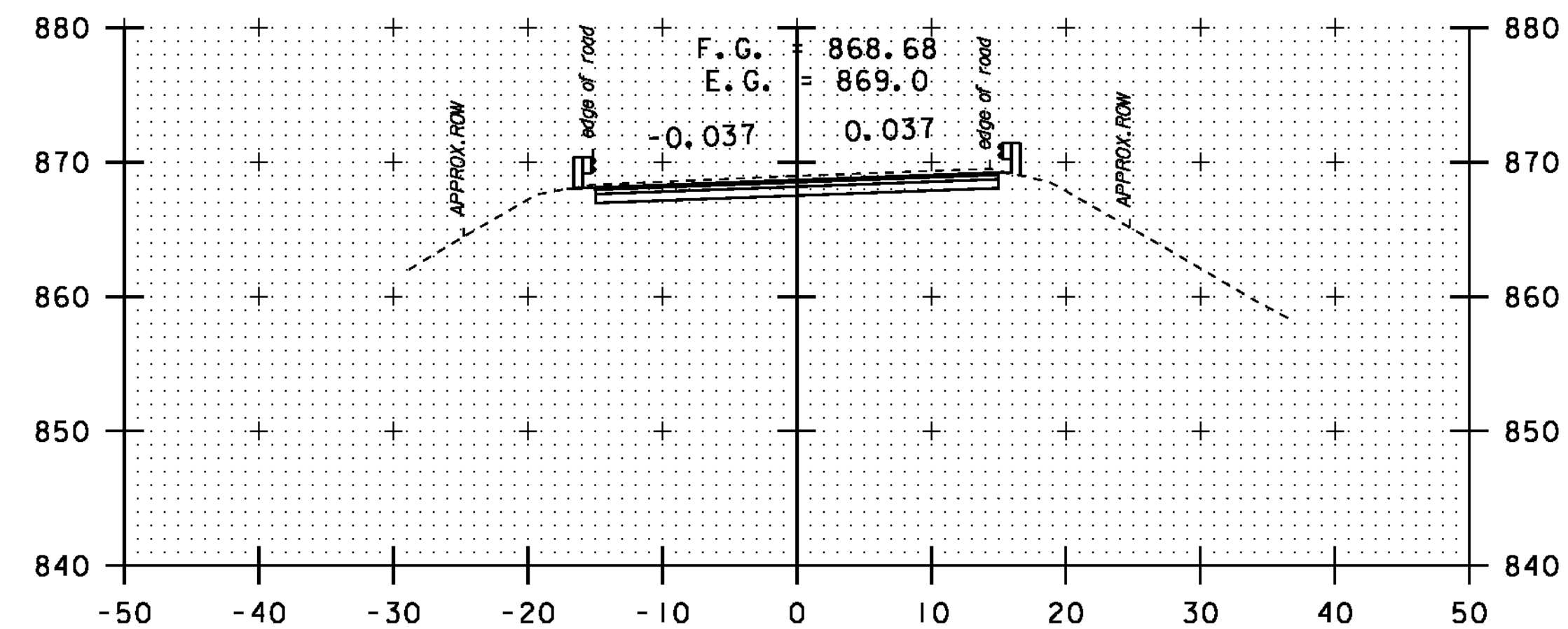
211+00



213+50



213+00



212+50

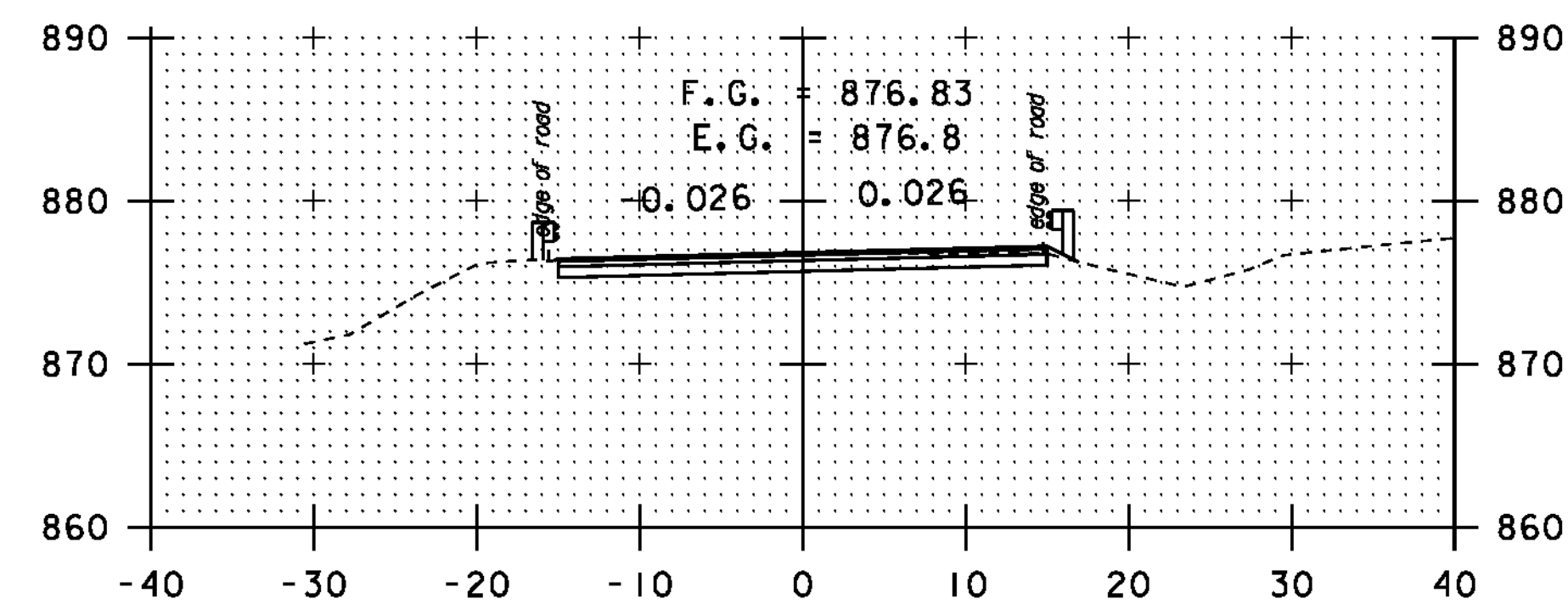
DATUM	NAVD 88
	NAD 83

SCALE 1" = 10'-0"

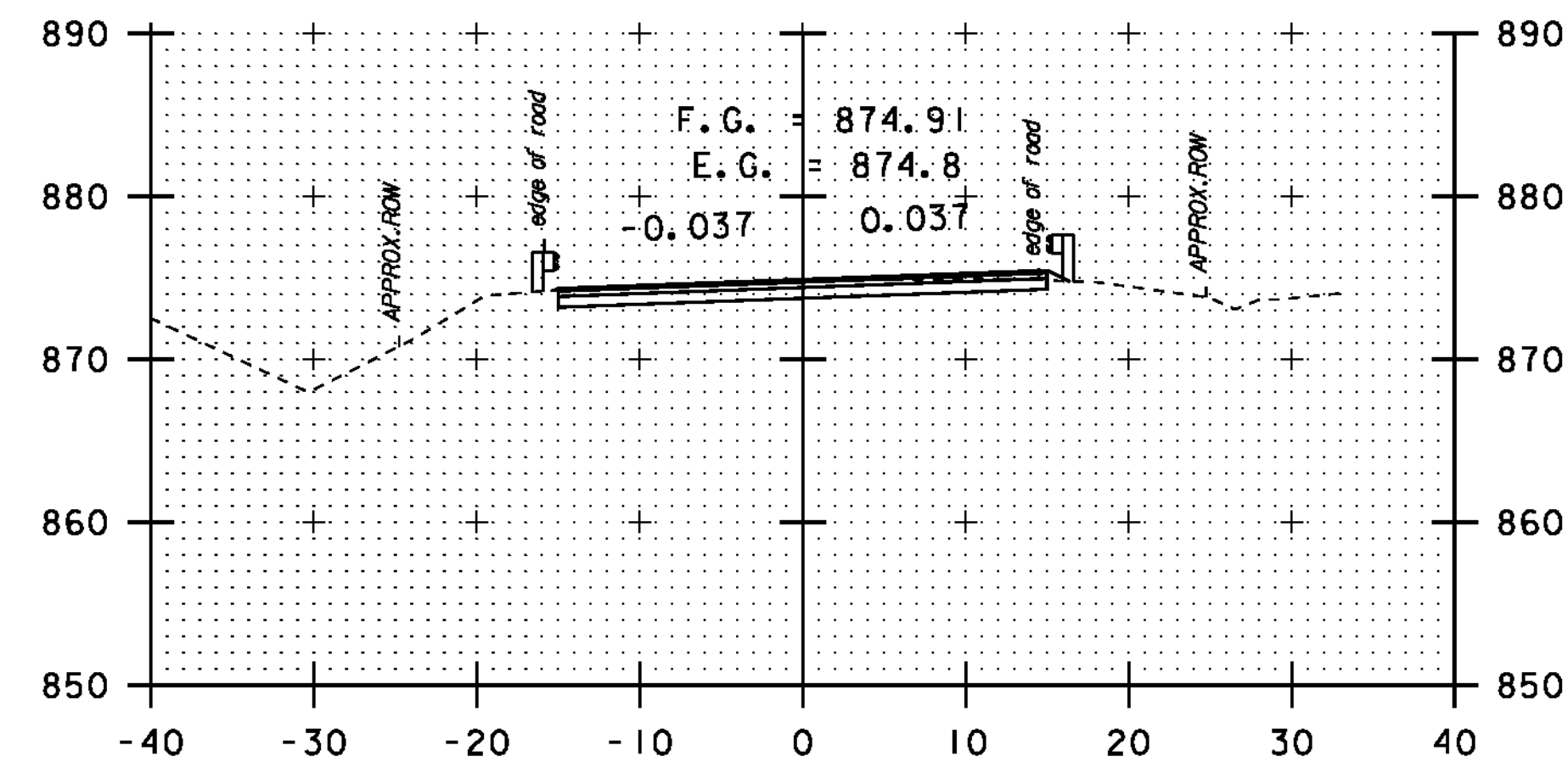
STA. 211 + 00
-
STA. 213 + 50

CROSS
SECTION
SHEET 8

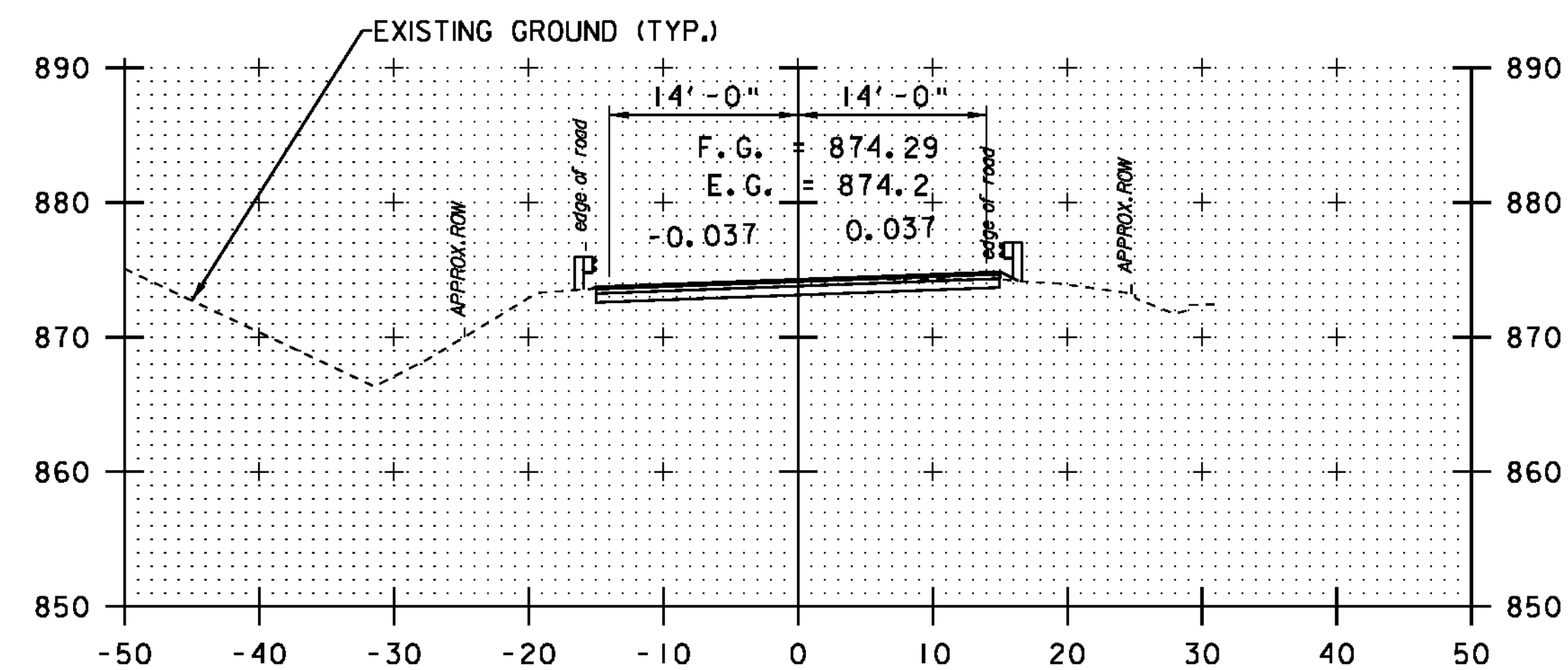
PROJECT NAME:	NEWPORT-COVENTRY-NEWPORT
PROJECT NUMBER:	STP 2802(I)
FILE NAME:	08b158.dgn
PROJECT LEADER:	CDL
DESIGNED BY:	BMB
PLOT FILE:	08b158-81.1
PLOT DATE:	8/3/2011
DRAWN BY:	BMB
CHECKED BY:	EPD
SHEET	81 OF 134



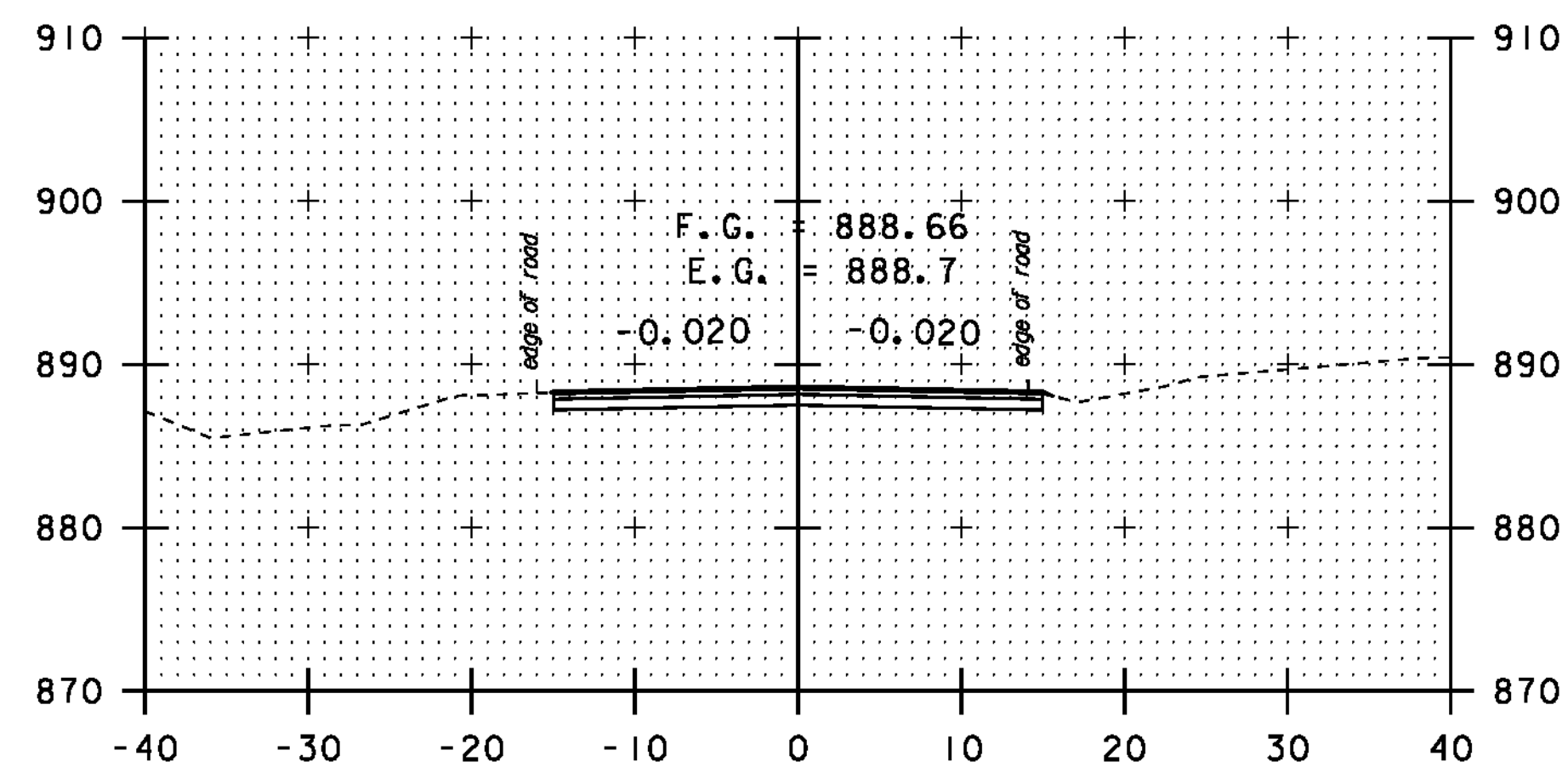
214+61



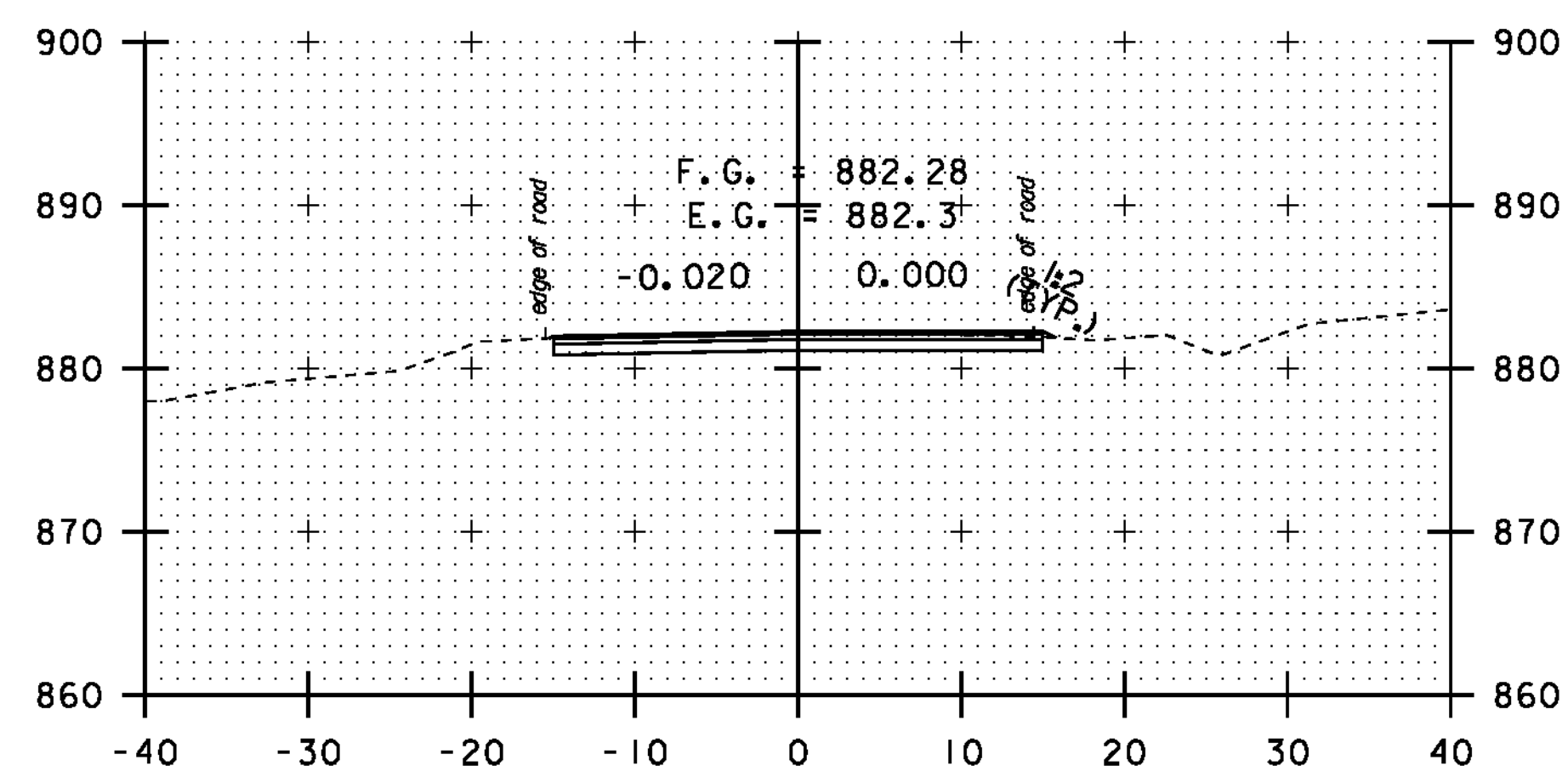
214+15



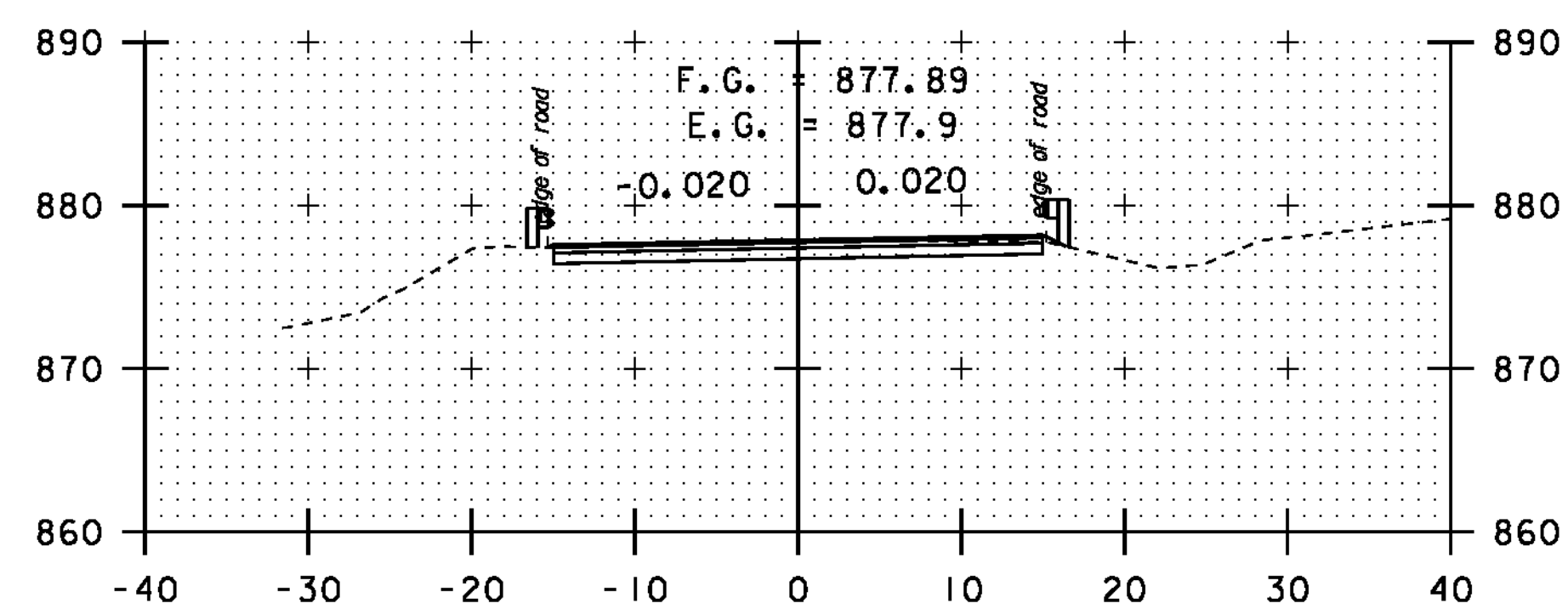
214+00



216+65



215+65



214+84

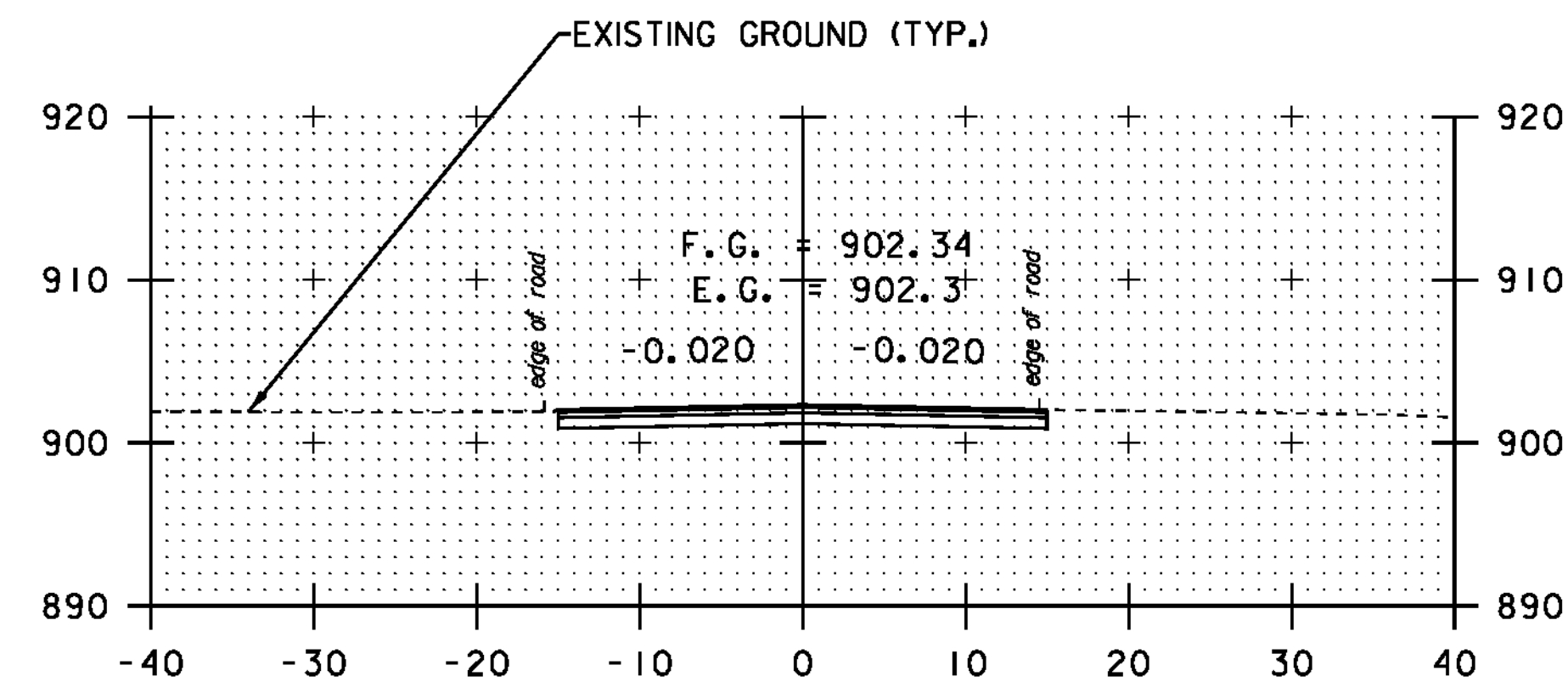
DATUM	NAVD 88
	NAD 83

SCALE 1" = 10'-0"

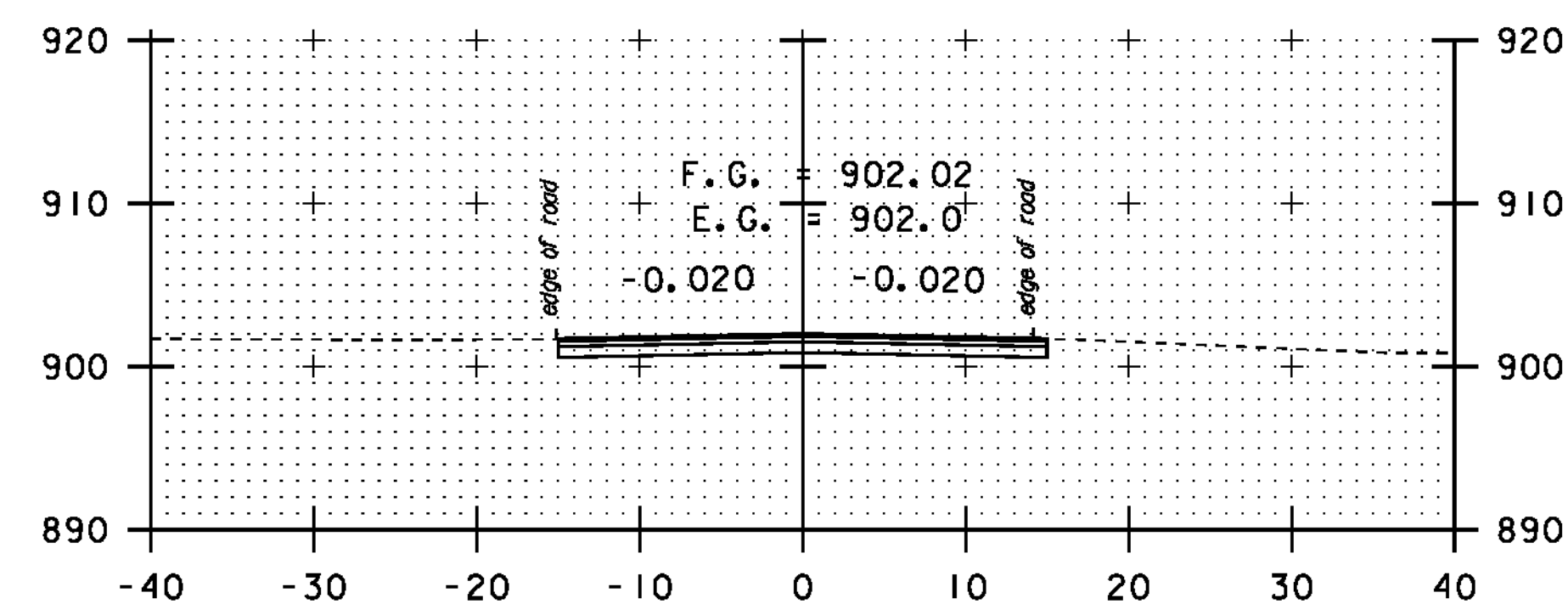
STA. 214 + 00
-
STA. 216 + 65

CROSS
SECTION
SHEET 9

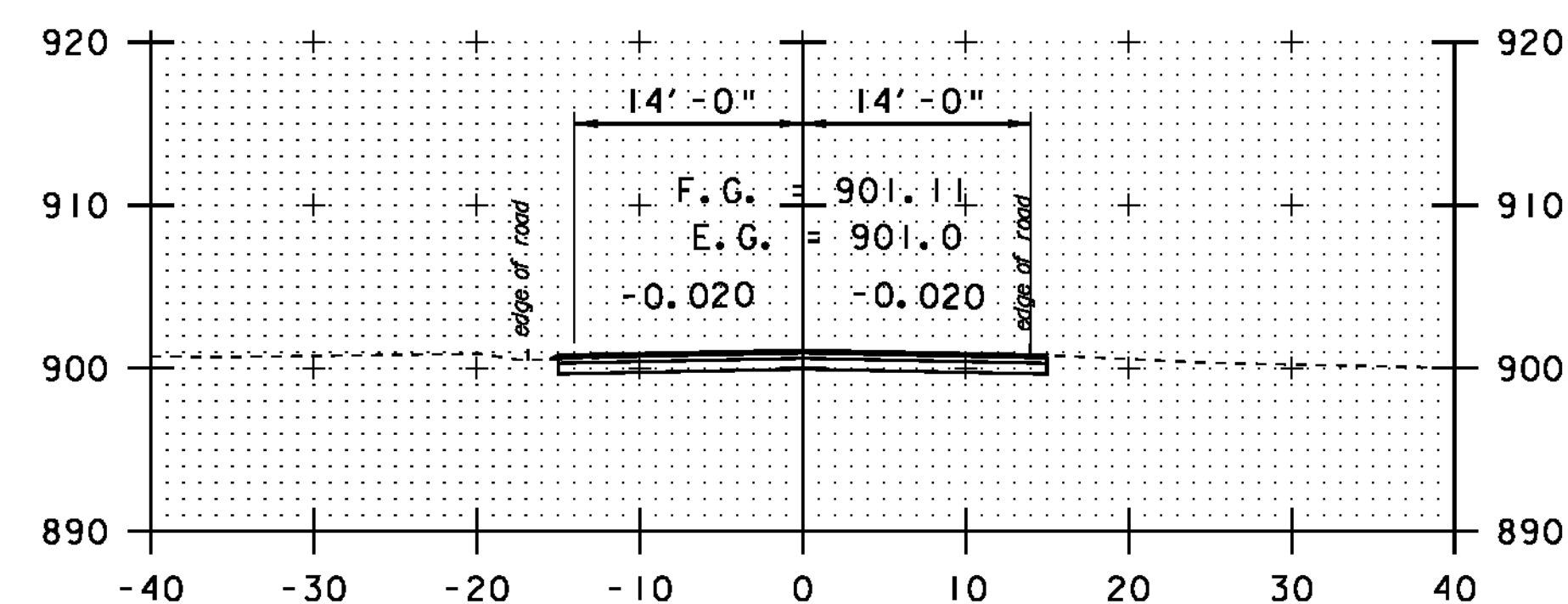
PROJECT NAME:	NEWPORT-COVENTRY-NEWPORT
PROJECT NUMBER:	STP 2802(I)
FILE NAME:	08b158.dgn
PROJECT LEADER:	CDL
DESIGNED BY:	BMB
PLOT FILE:	08b158-82.1
PLOT DATE:	8/3/2011
DRAWN BY:	BMB
CHECKED BY:	EPD
SHEET	82 OF 134



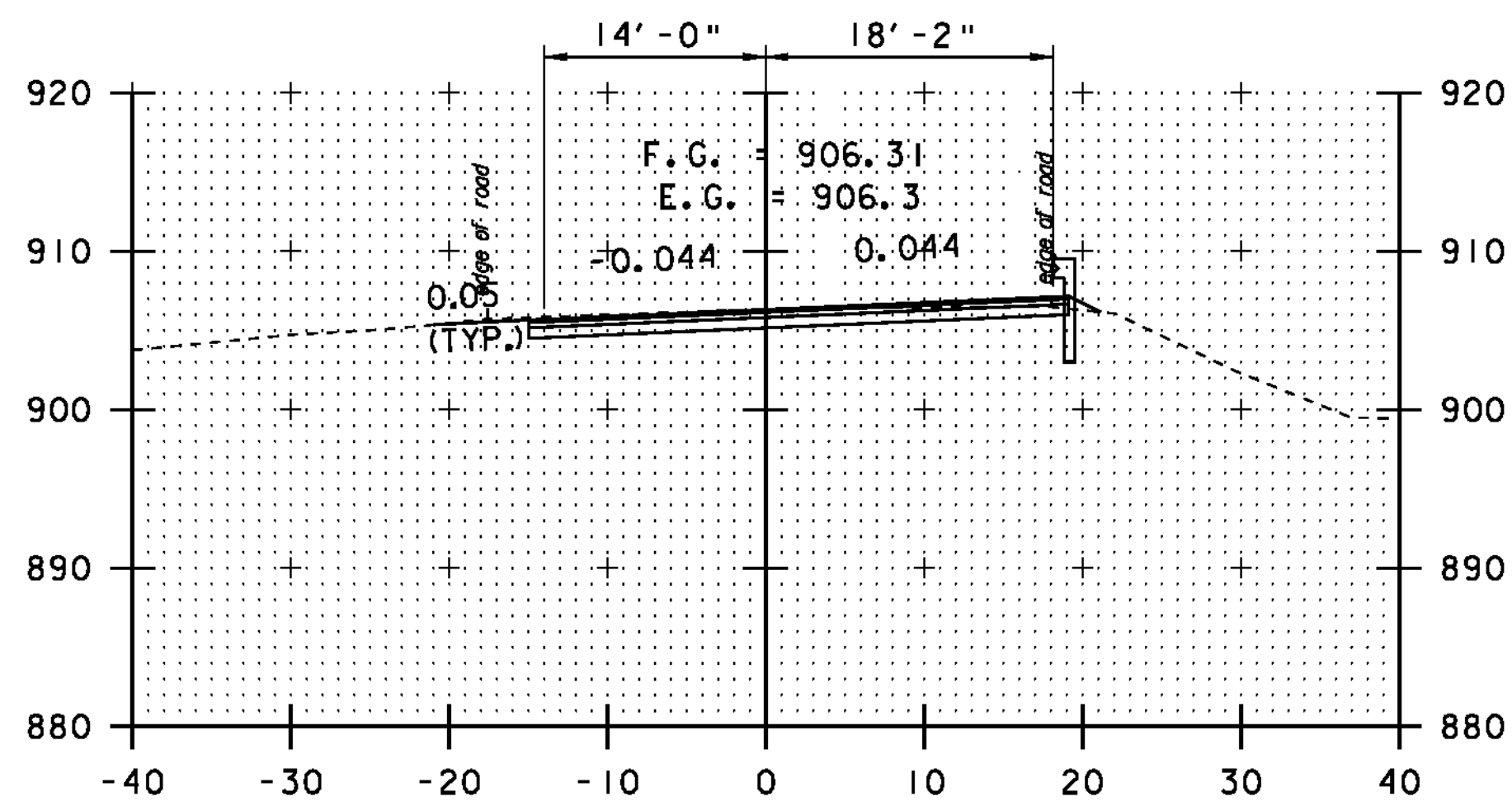
220+25



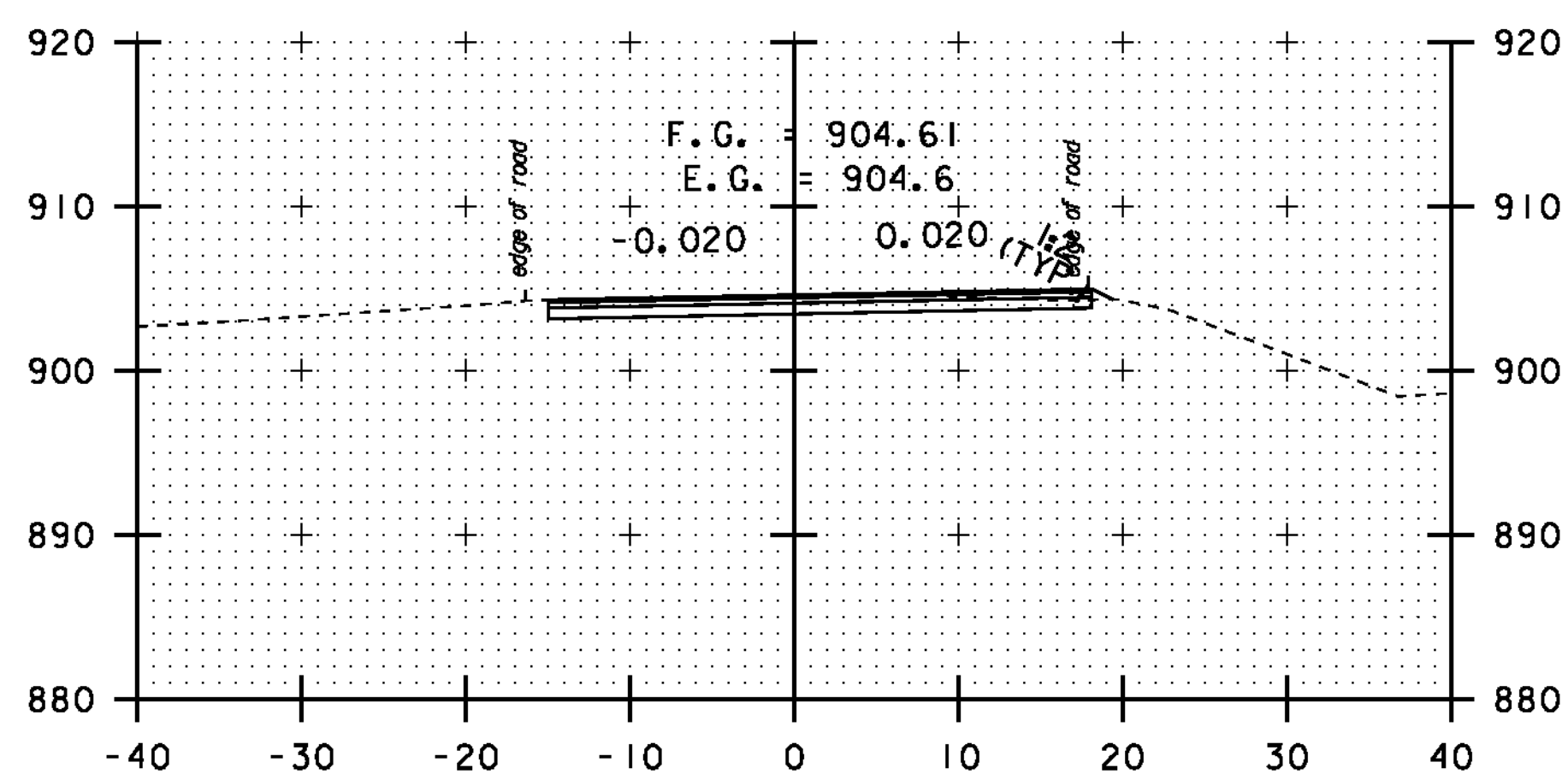
220+00



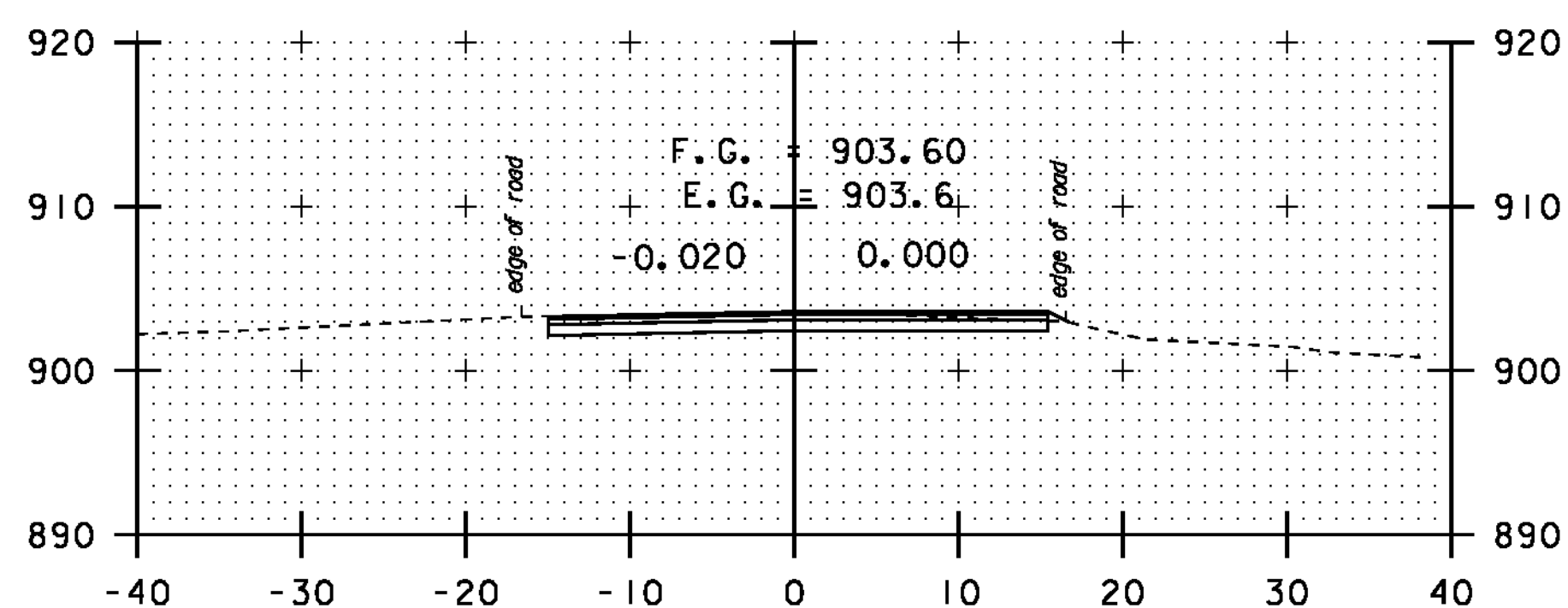
219+50



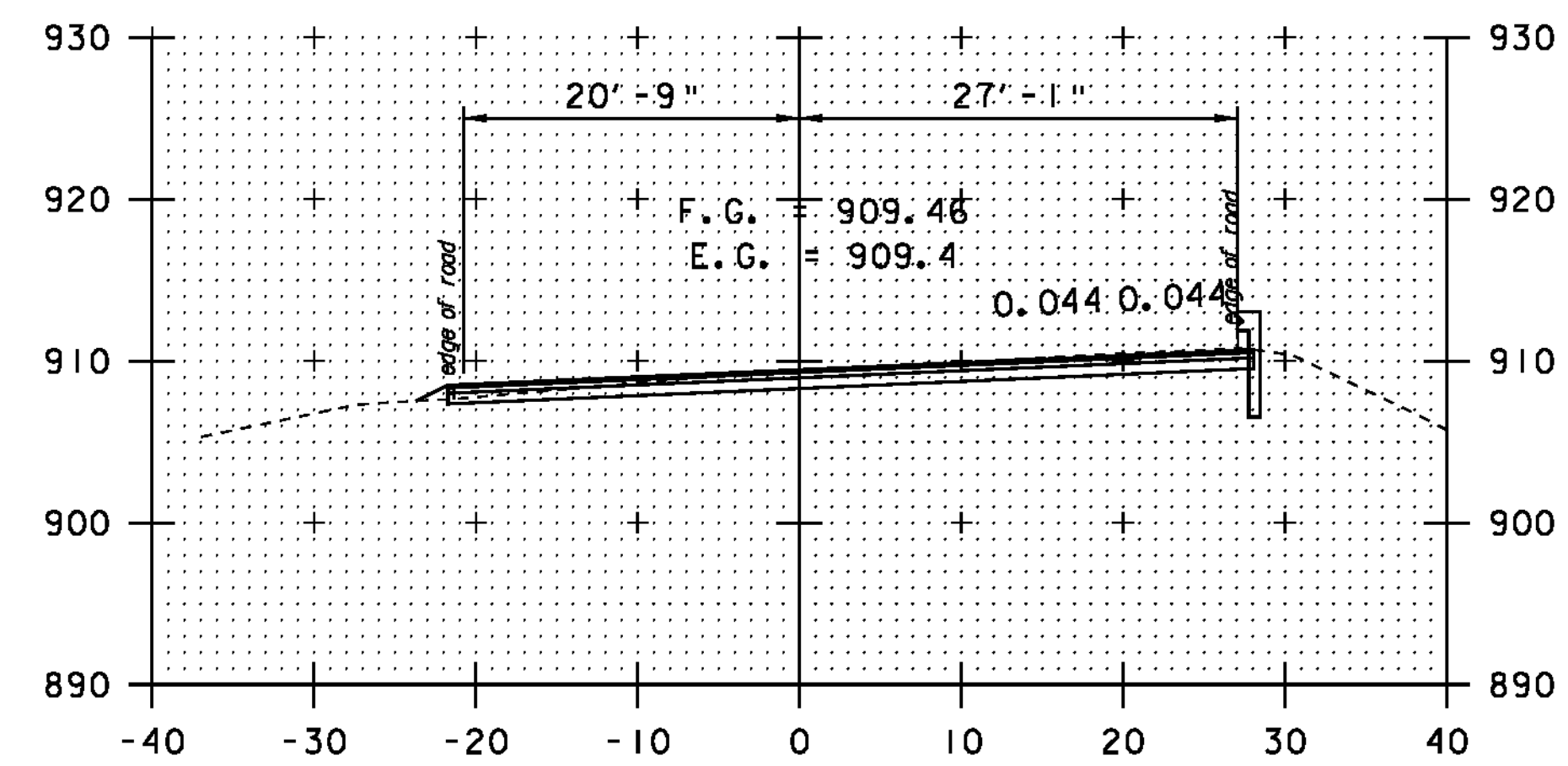
222+50



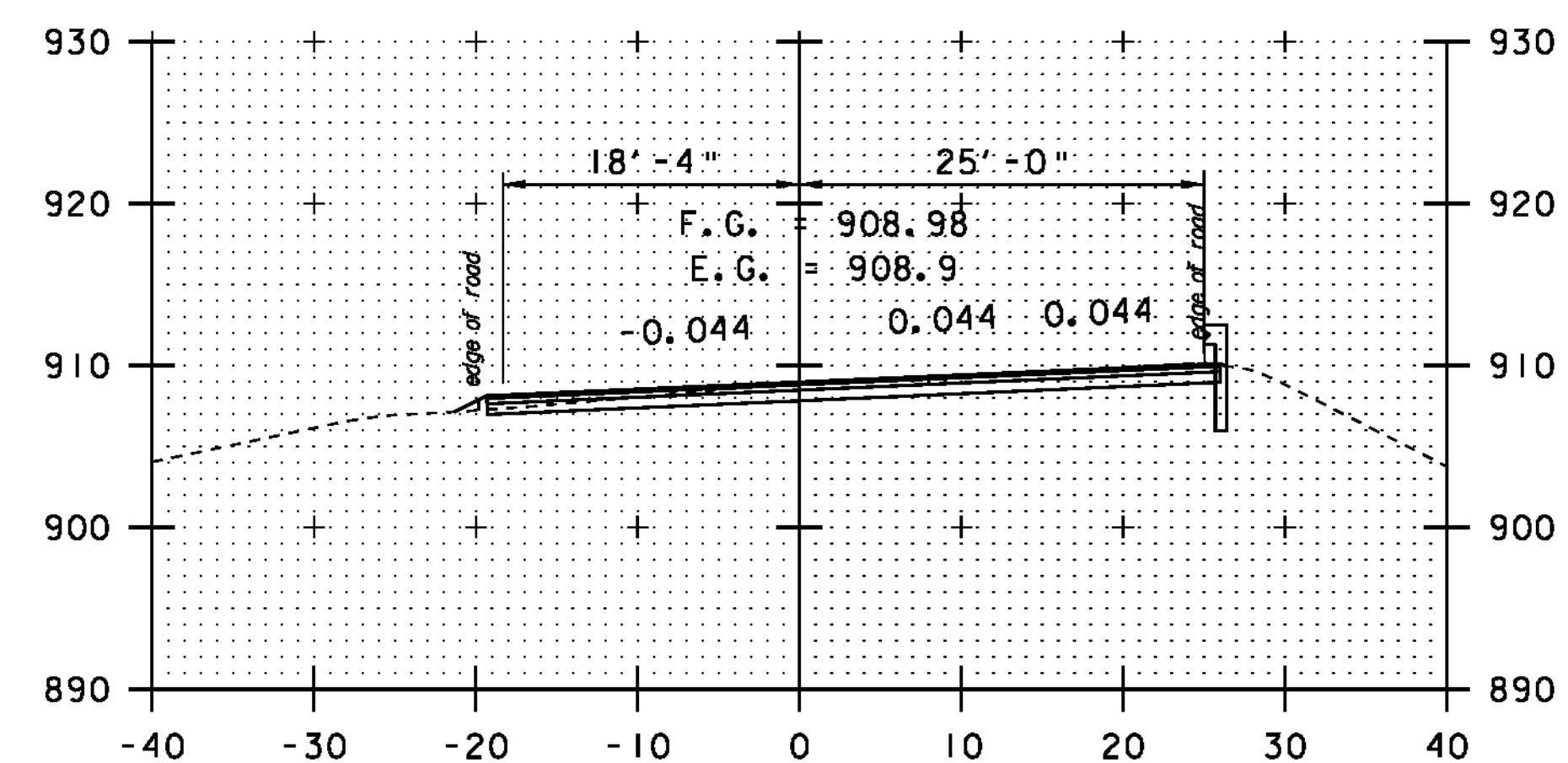
221+82



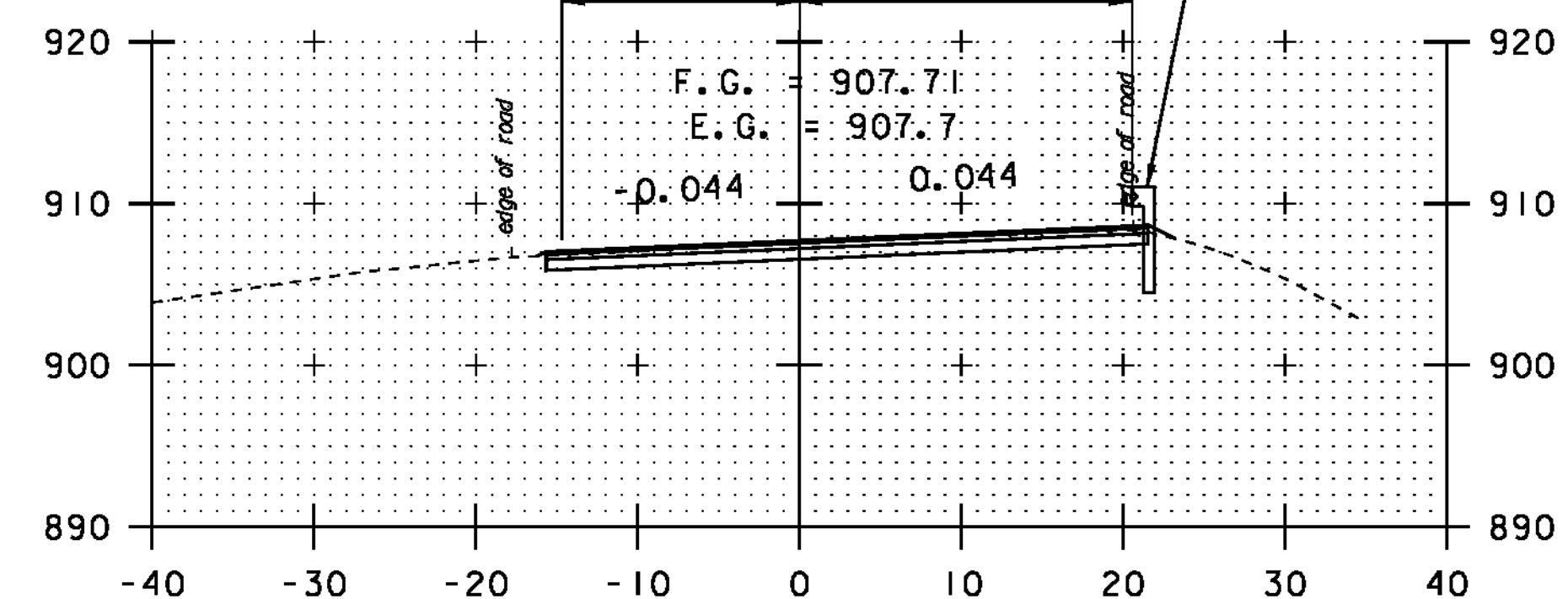
221+25



223+75



223+50



223+00

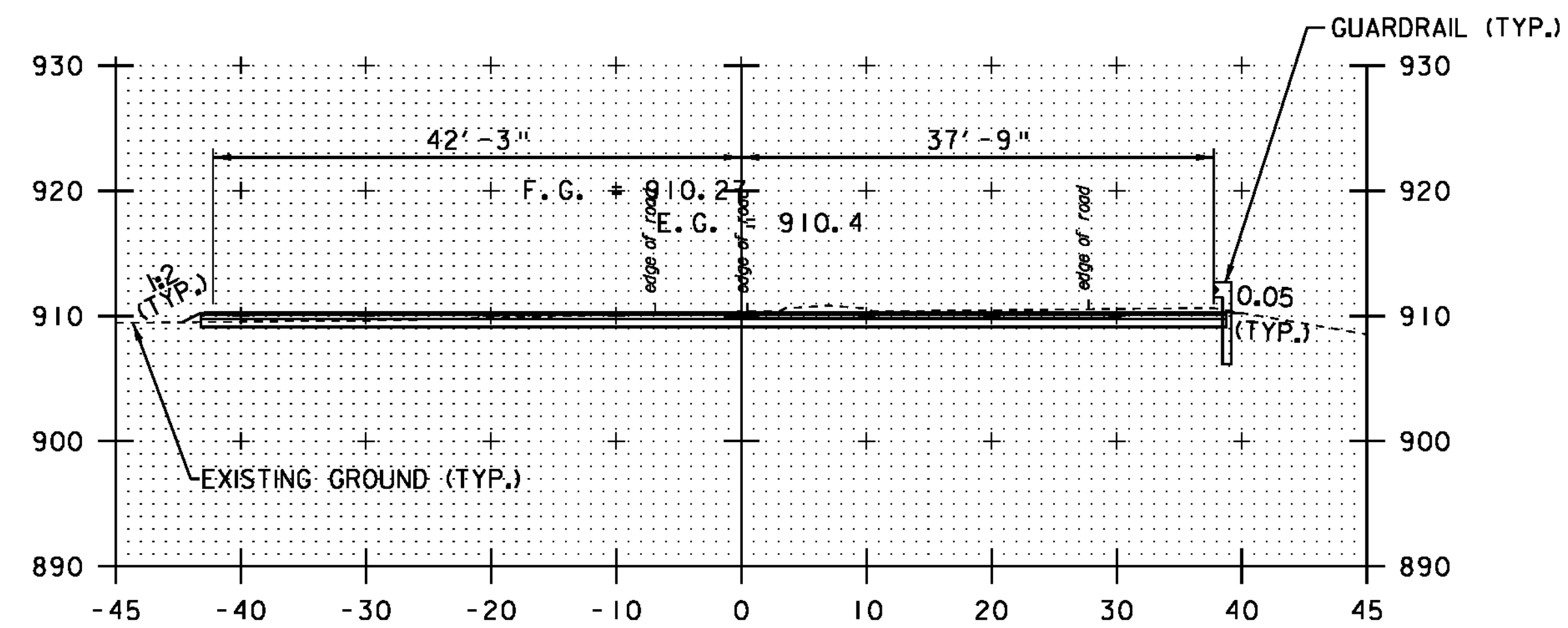
DATUM	NAVD 88
	NAD 83

SCALE 1" = 10'-0"

STA. 219 + 50
-
STA. 223 + 75

CROSS
SECTION
SHEET 10

PROJECT NAME:	NEWPORT-COVENTRY-NEWPORT
PROJECT NUMBER:	STP 2802(I)
FILE NAME:	08b158.dgn
PROJECT LEADER:	CDL
DESIGNED BY:	BMB
PLOT FILE:	08b158-83.1
PLOT DATE:	8/3/2011
DRAWN BY:	BMB
CHECKED BY:	EPD
SHEET	83 OF 134



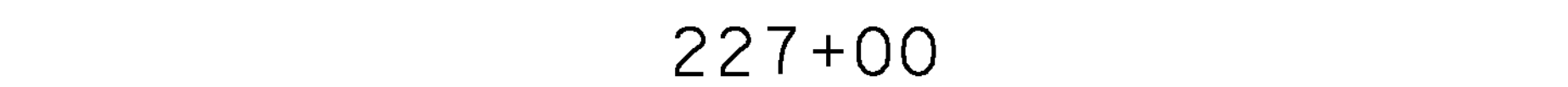
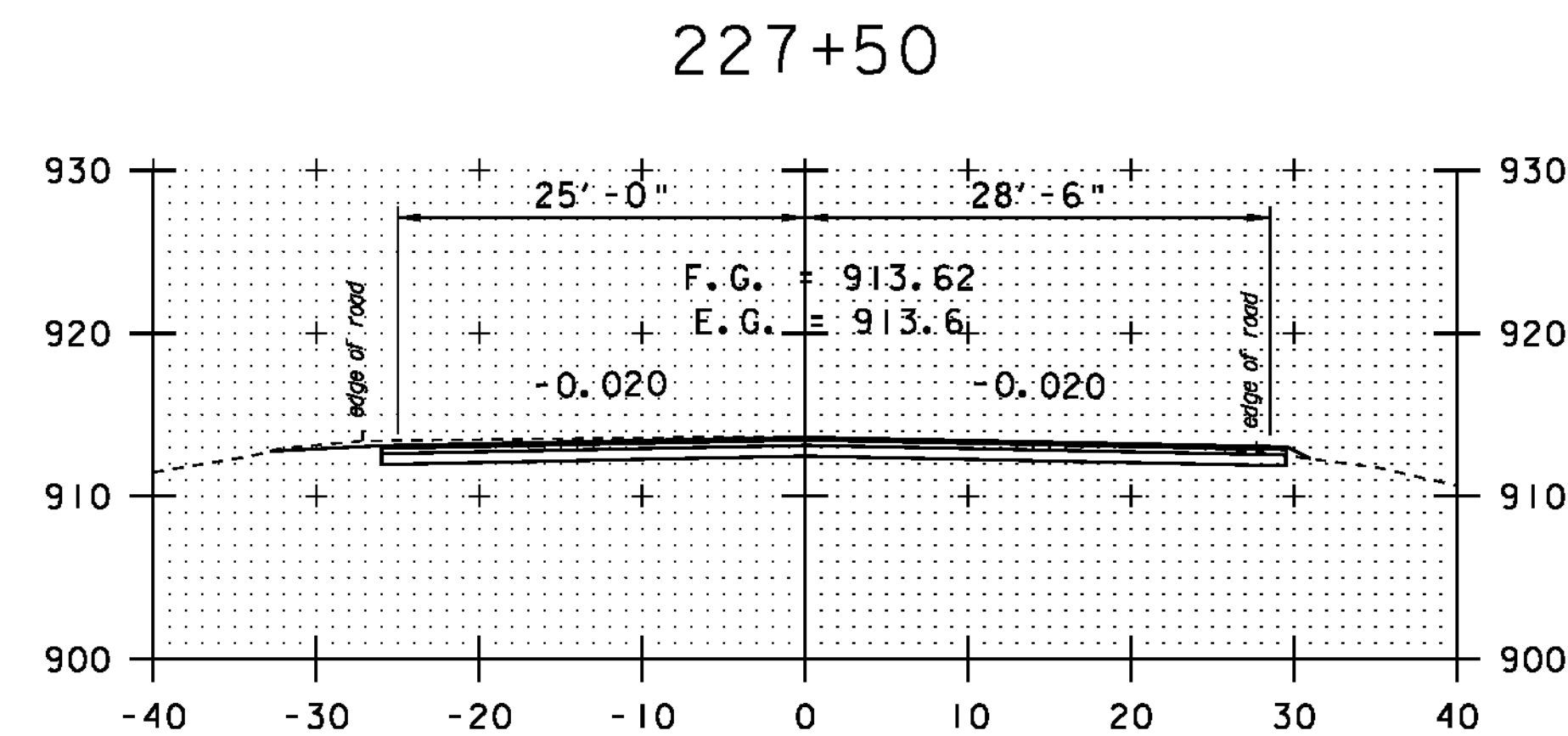
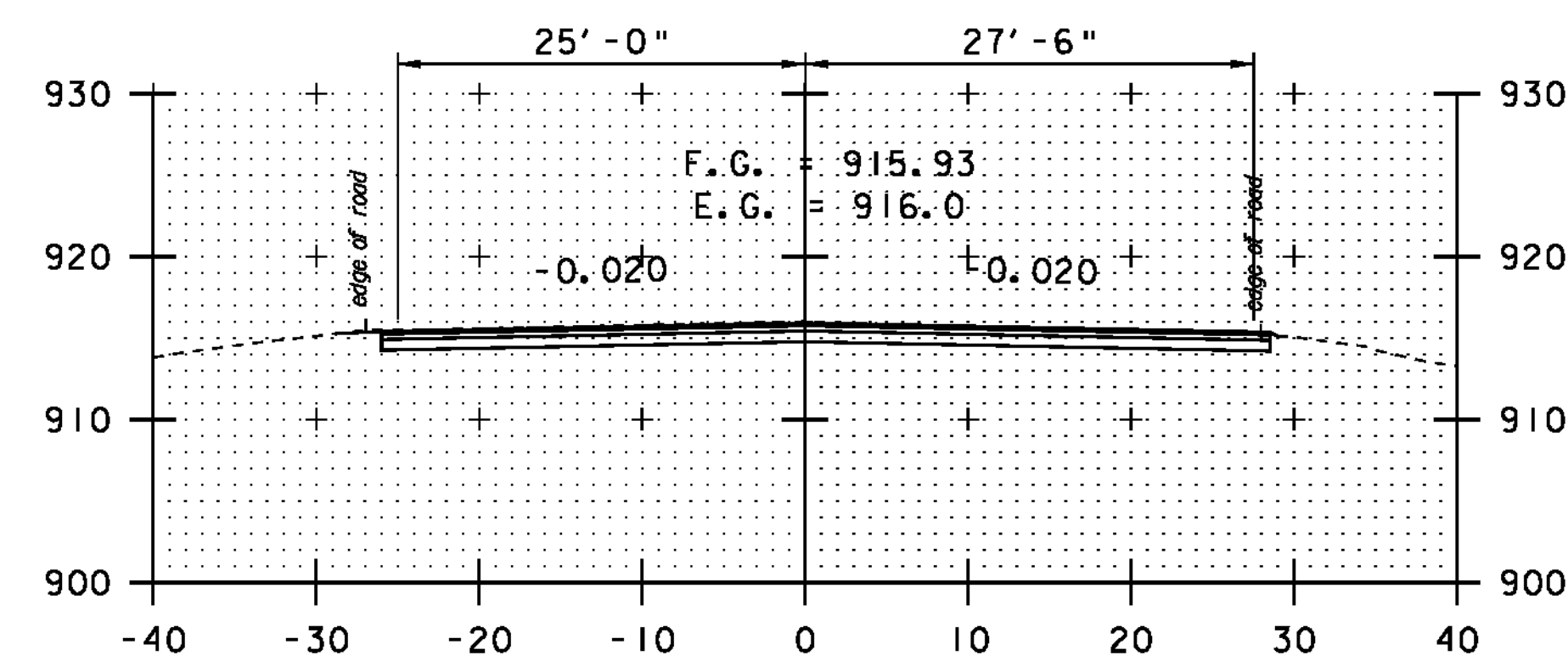
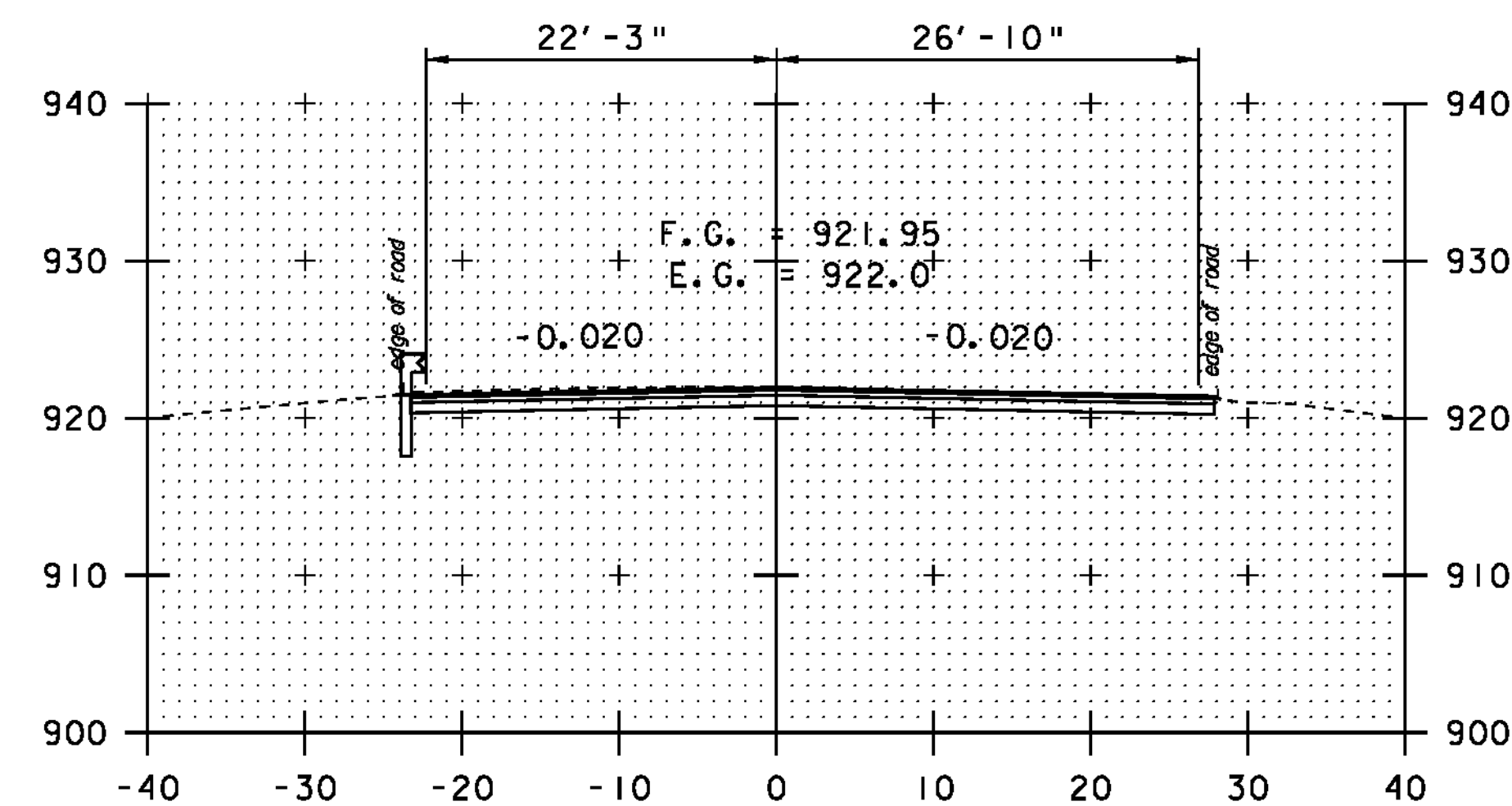
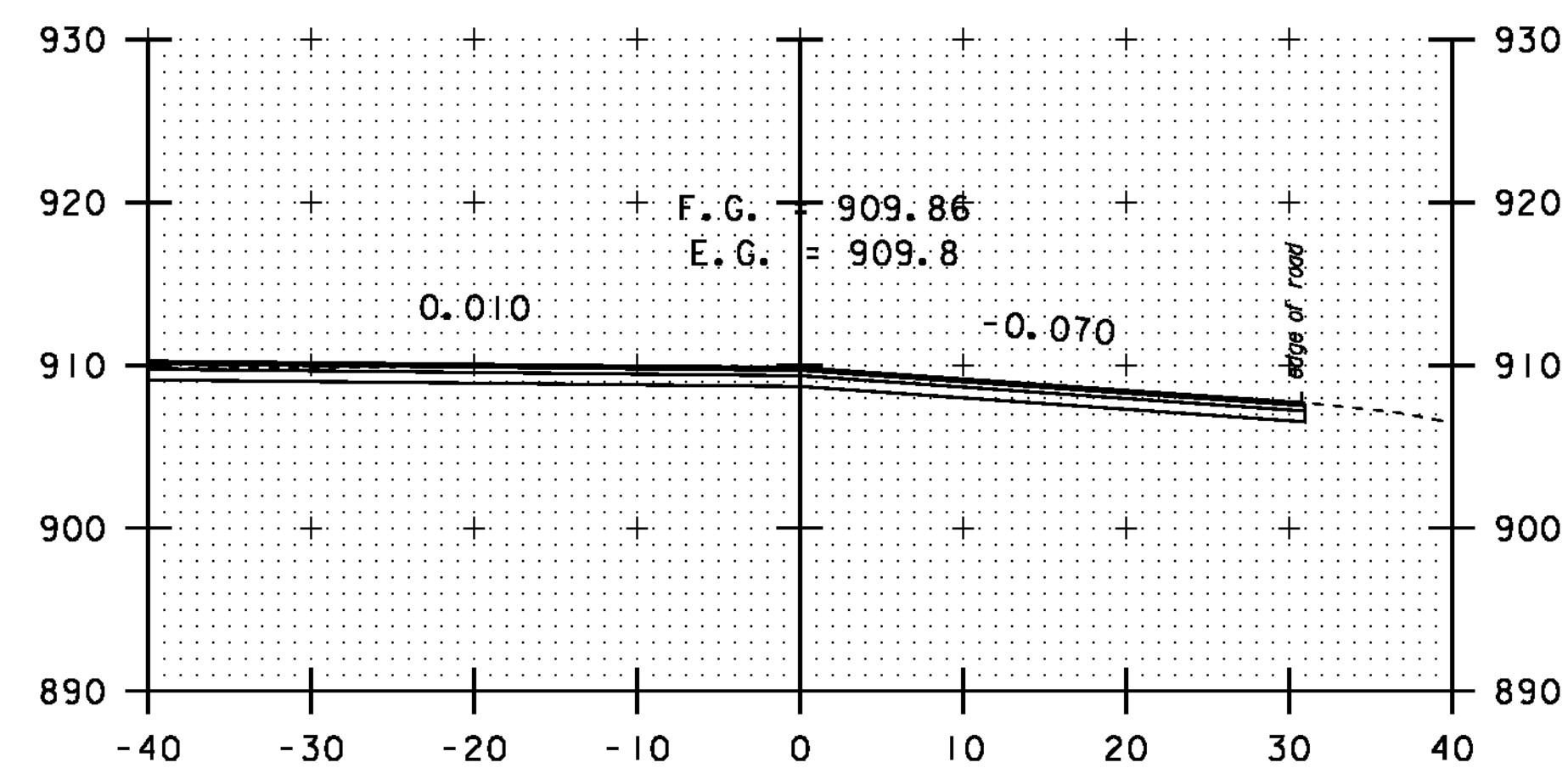
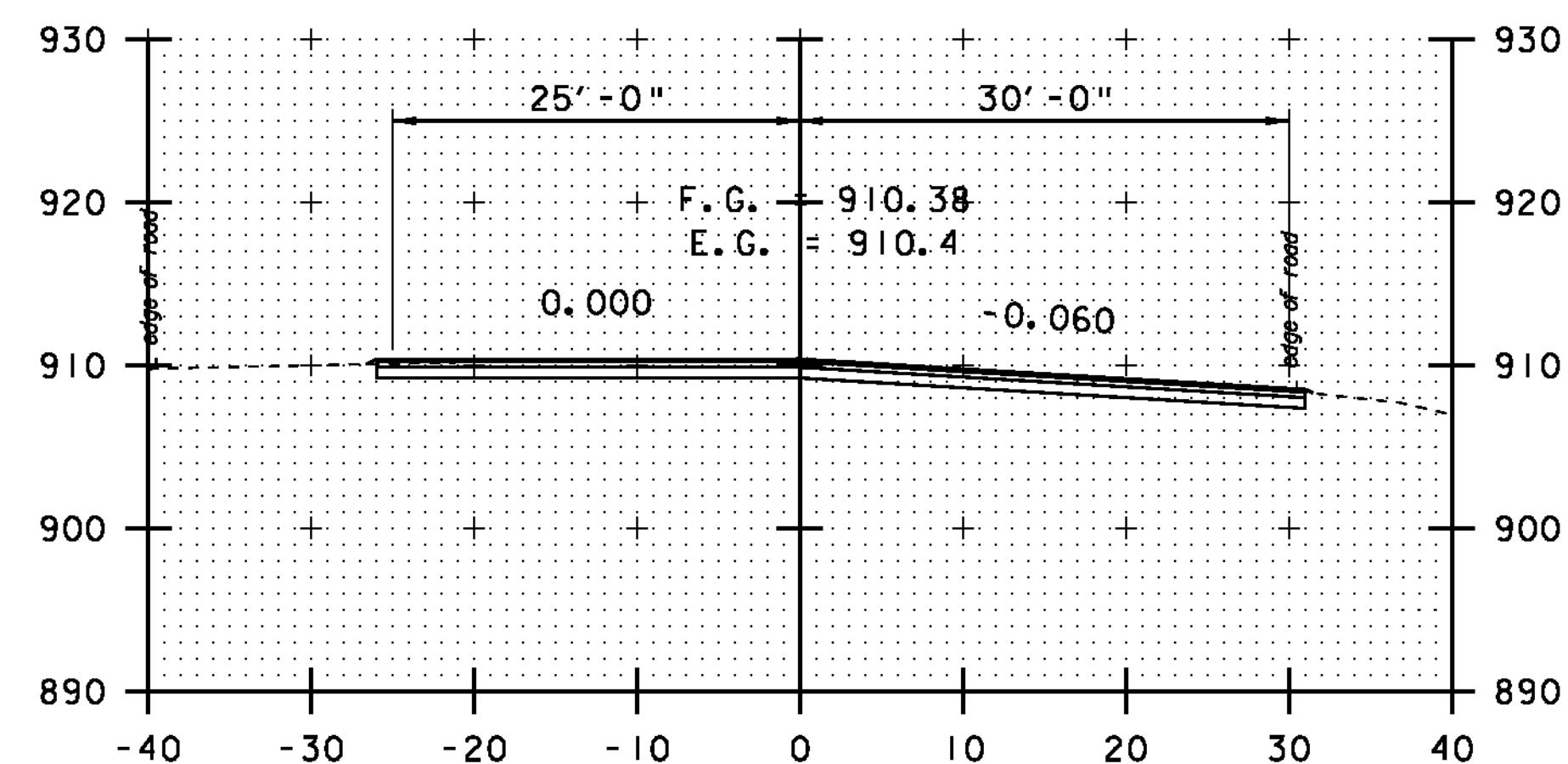
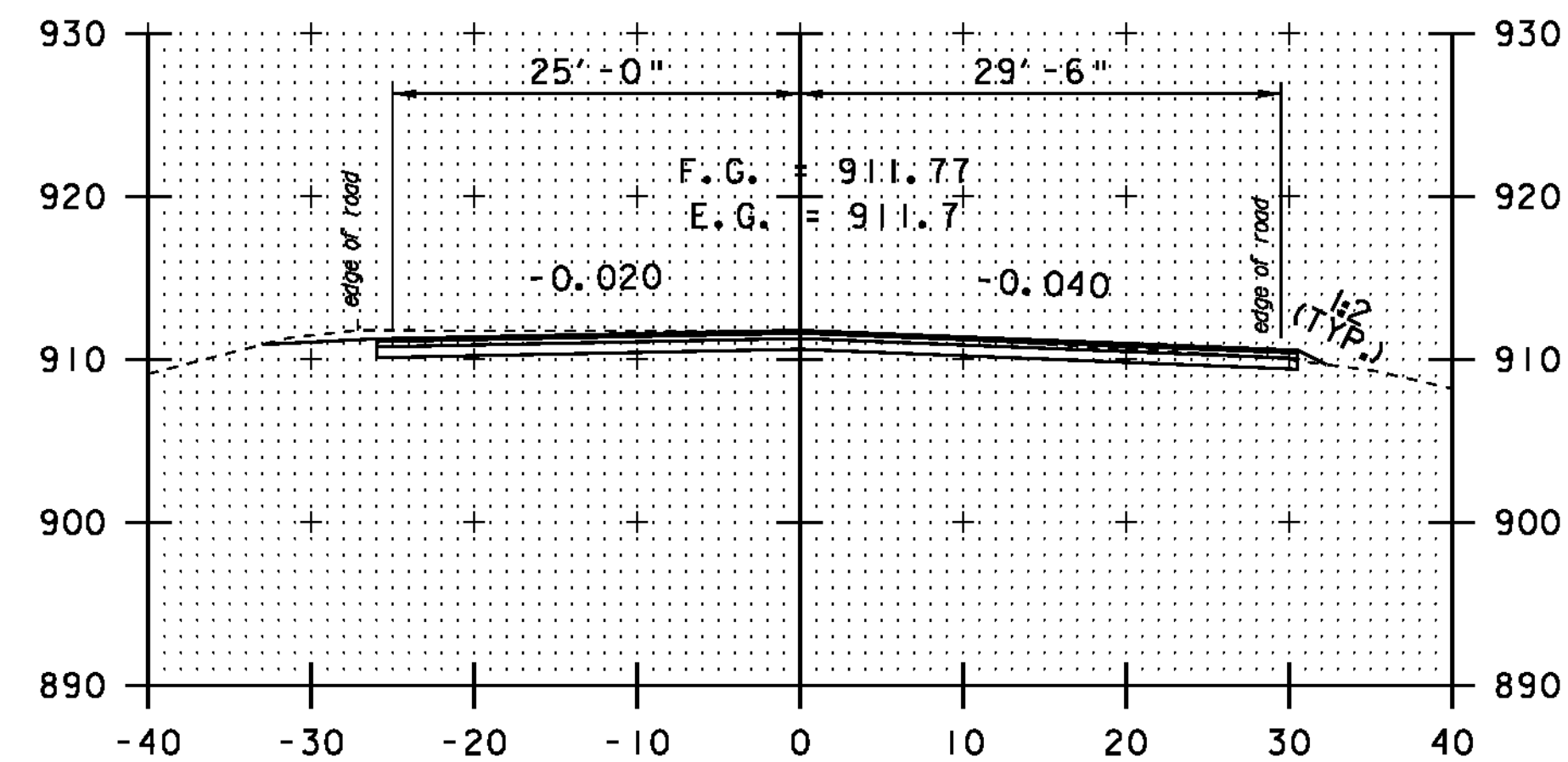
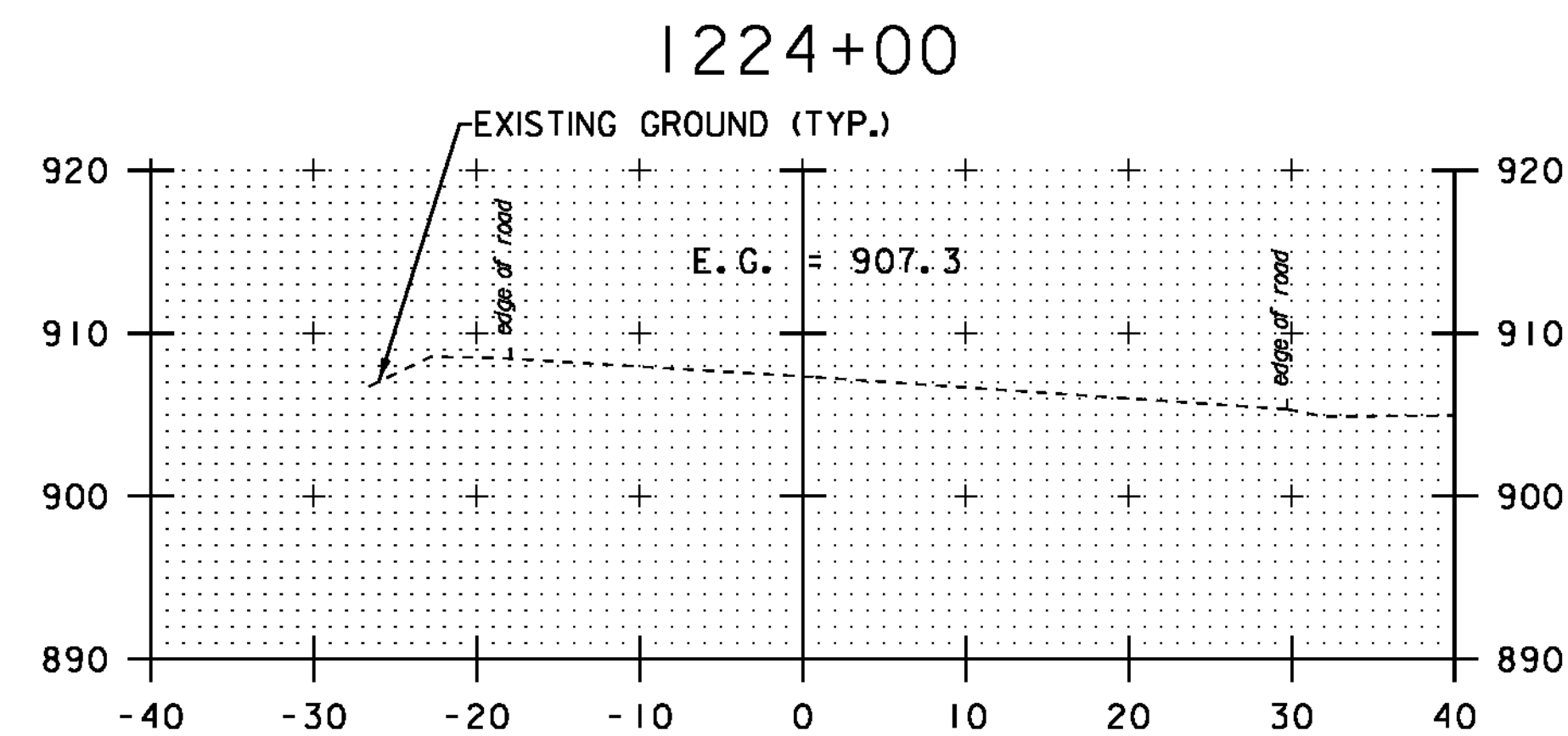
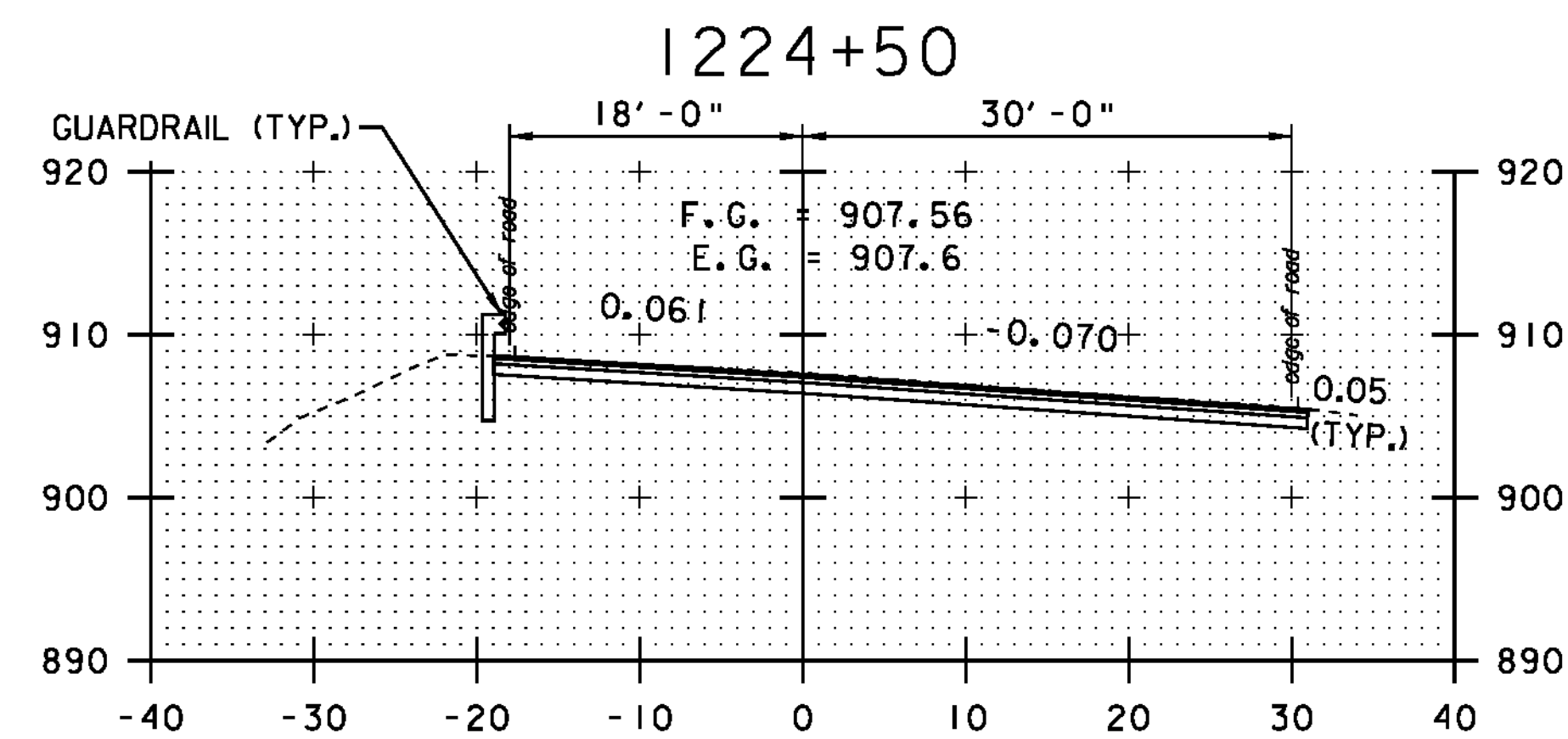
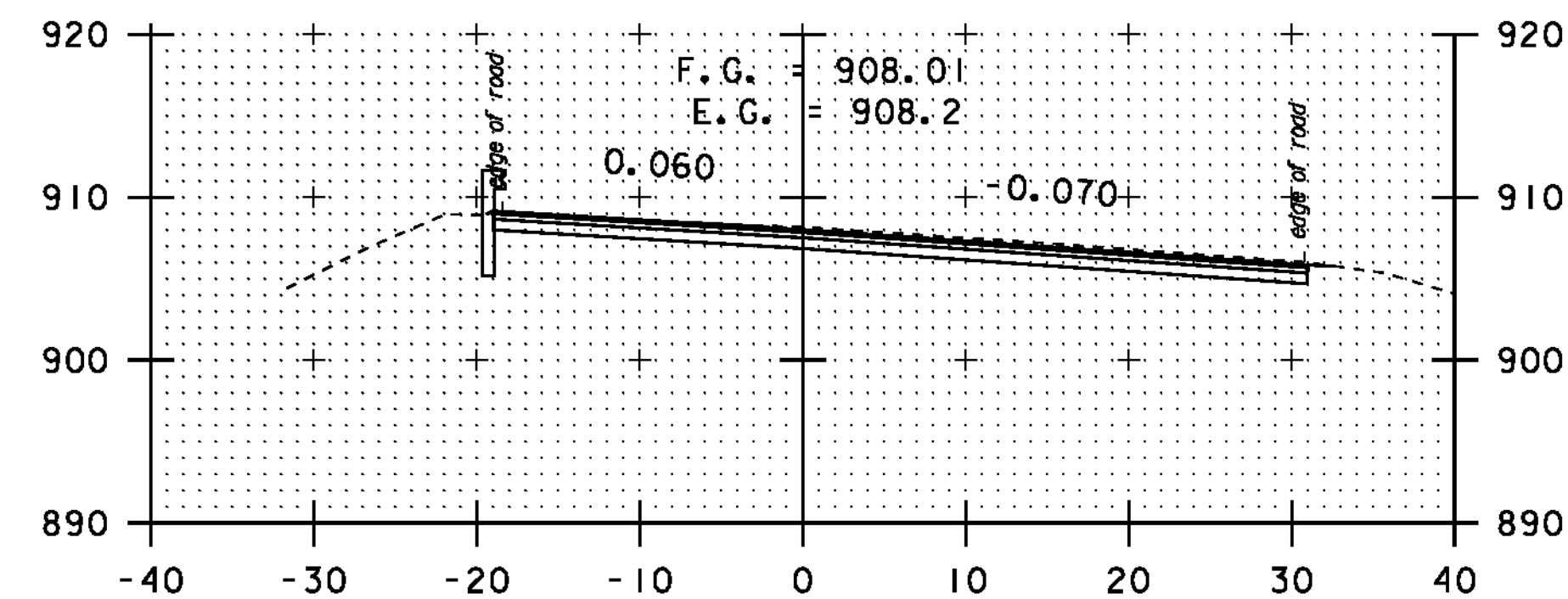
DATUM	NAVD 88
	NAD 83

SCALE 1" = 10'-0"

STA. 225 + 00

CROSS
SECTION
SHEET 11

PROJECT NAME:	NEWPORT-COVENTRY-NEWPORT
PROJECT NUMBER:	STP 2802(I)
FILE NAME:	08b158.dgn
PROJECT LEADER:	CDL
DESIGNED BY:	BMB
PLOT FILE:	08b158-84.1
PLOT DATE:	8/3/2011
DRAWN BY:	BMB
CHECKED BY:	EPD
SHEET	84 OF 134



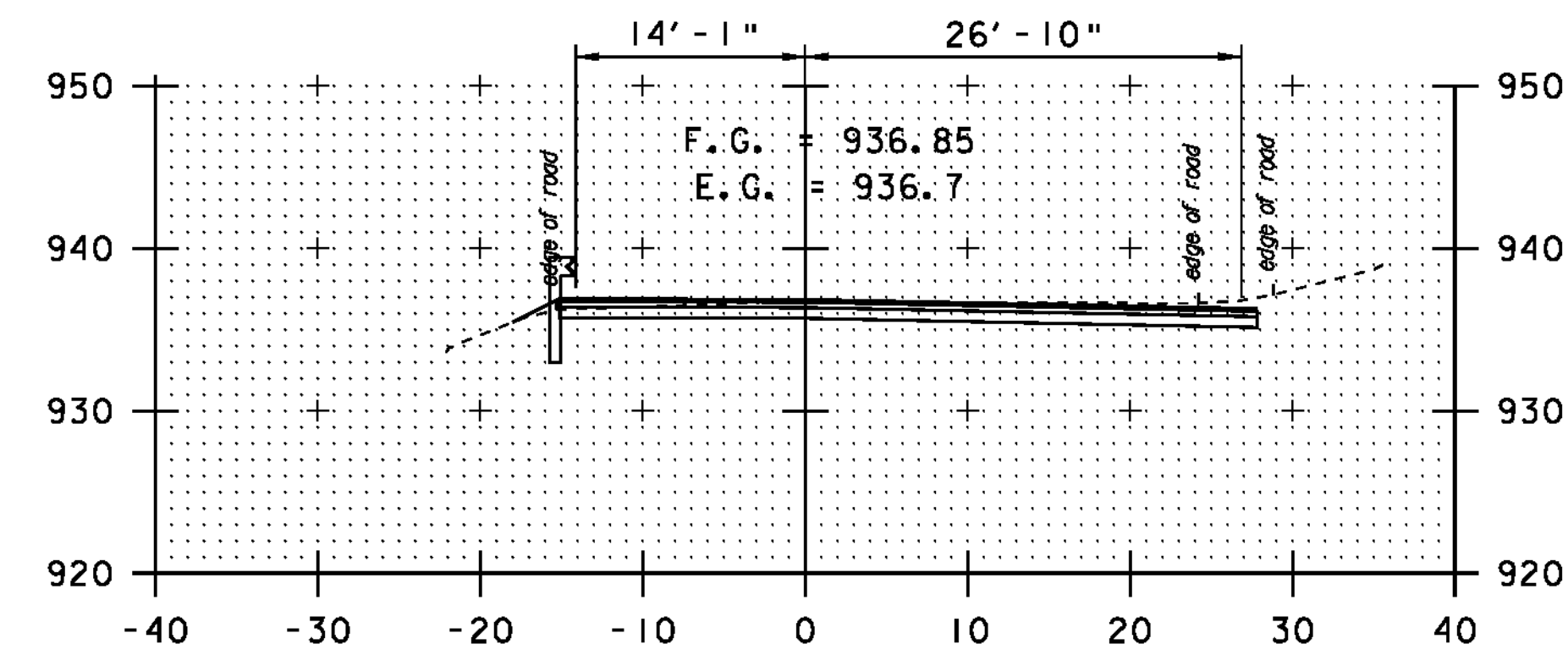
DATUM	NAVD 88
	NAD 83

SCALE 1" = 10'-0"

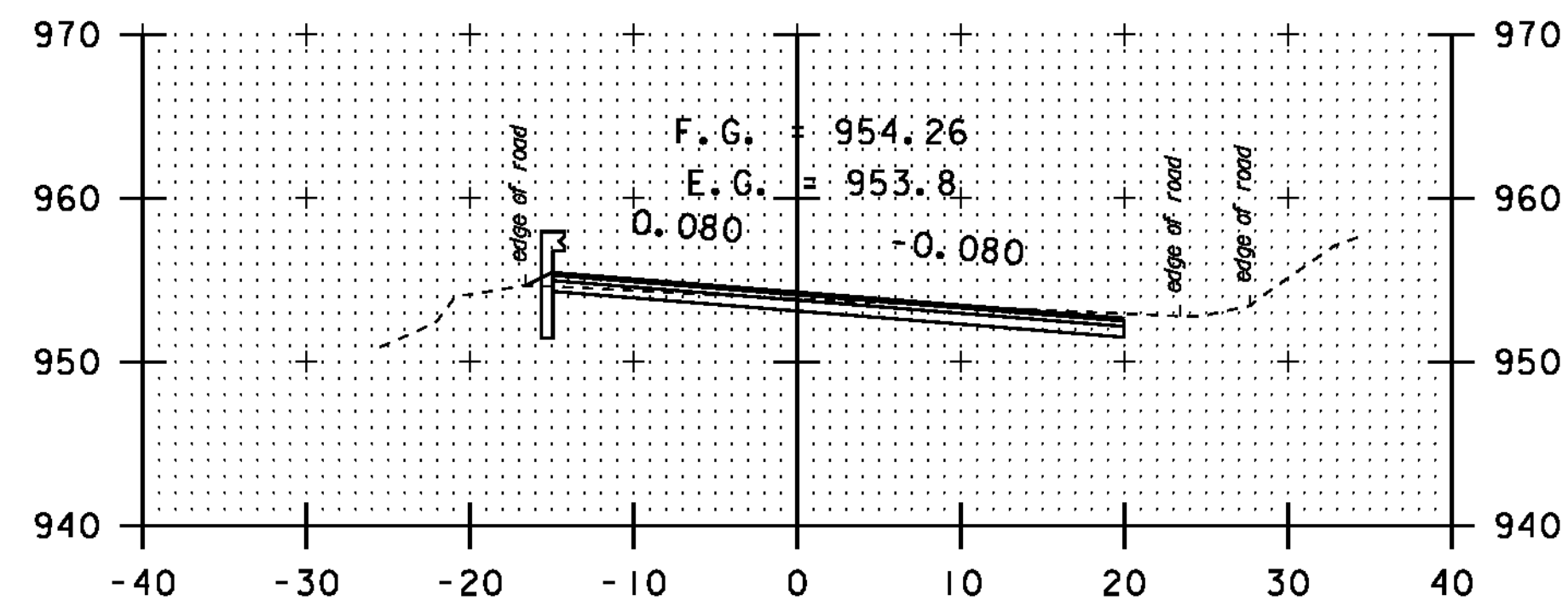
STA. 1223 + 50
-
STA. 228 + 50

CROSS
SECTION
SHEET 12

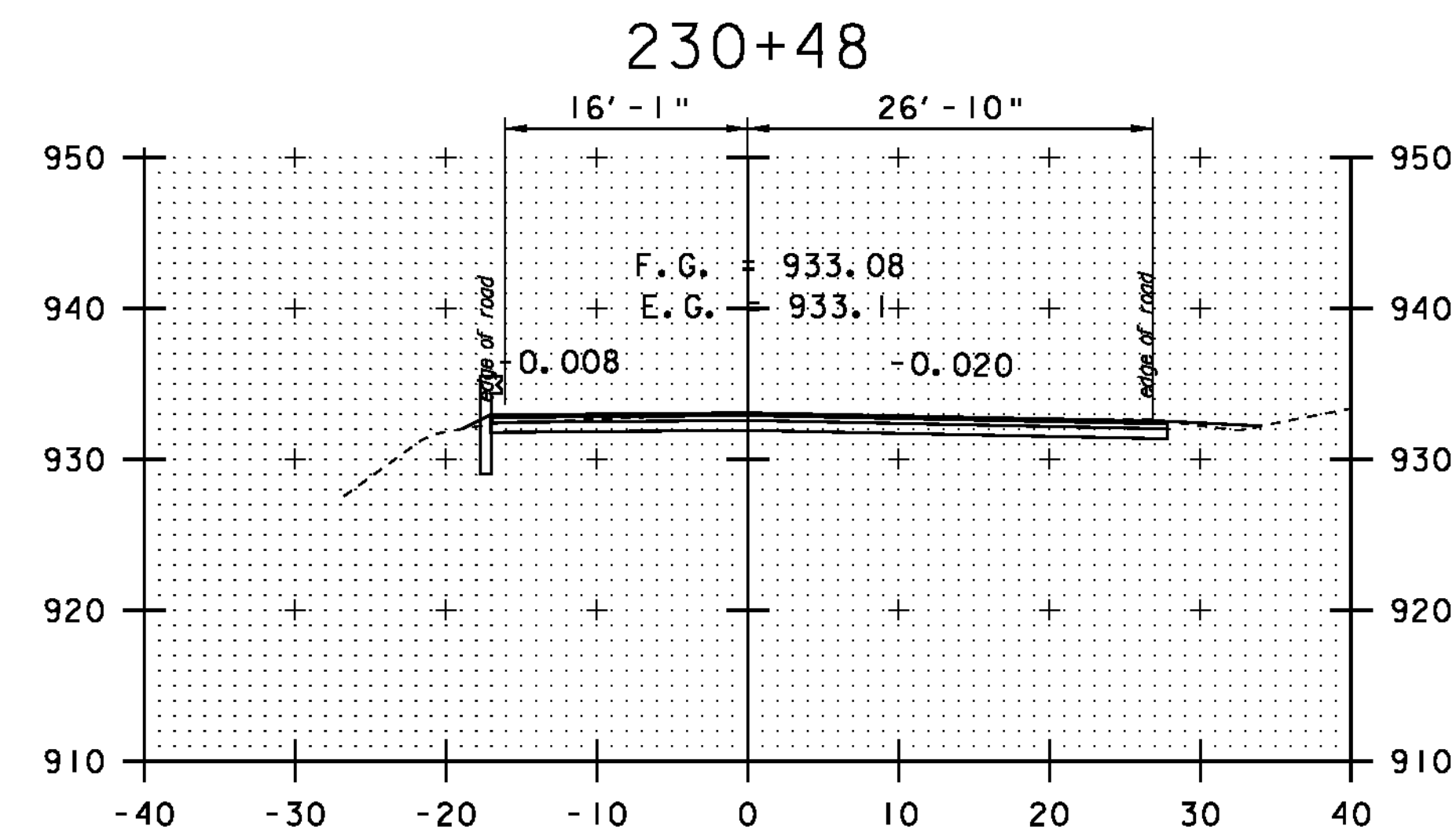
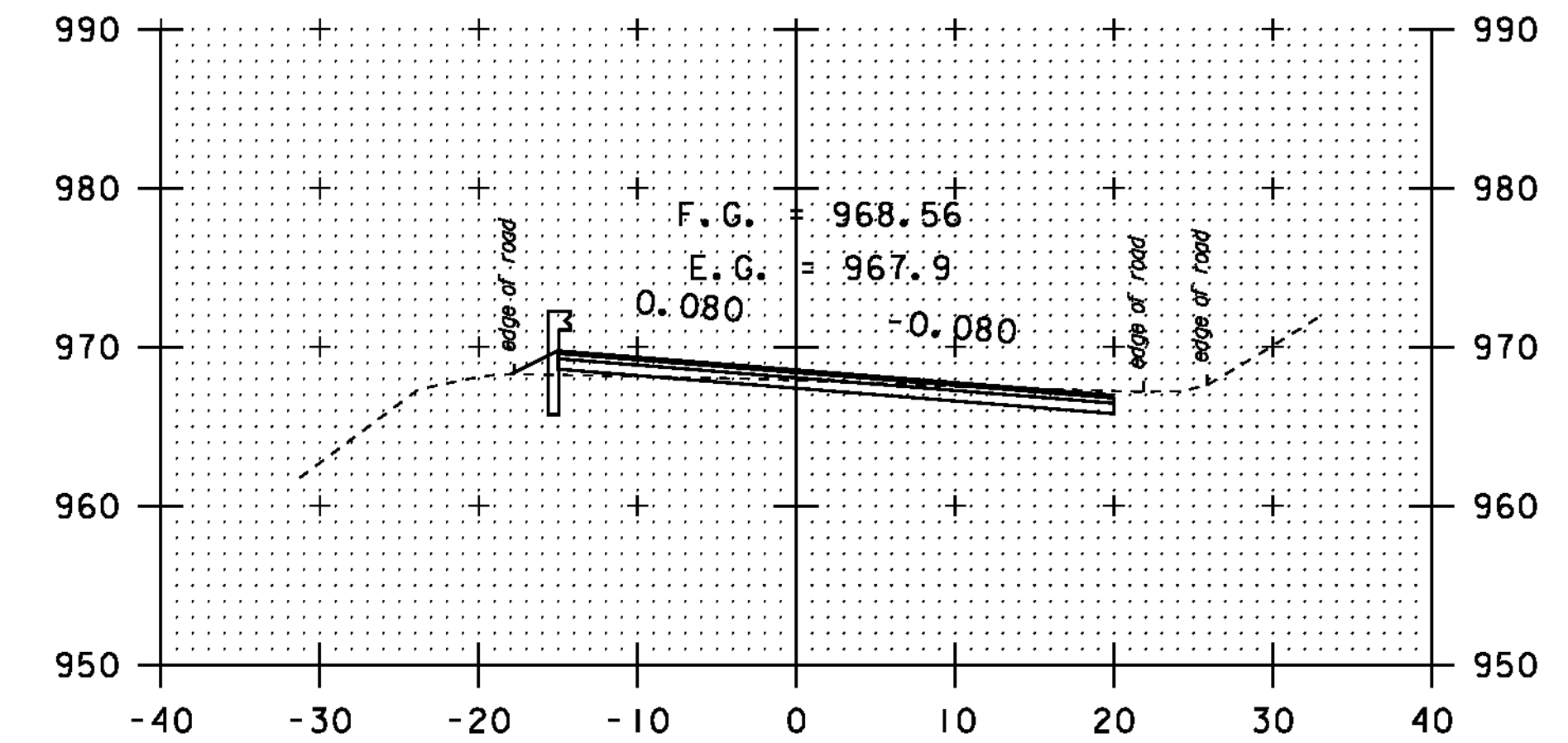
PROJECT NAME:	NEWPORT-COVENTRY-NEWPORT
PROJECT NUMBER:	STP 2802(I)
FILE NAME:	08b158.dgn
PROJECT LEADER:	CDL
DESIGNED BY:	BMB
PLOT FILE:	08b158-85.1
PLOT DATE:	8/3/2011
DRAWN BY:	BMB
CHECKED BY:	EPD
SHEET	85 OF 134



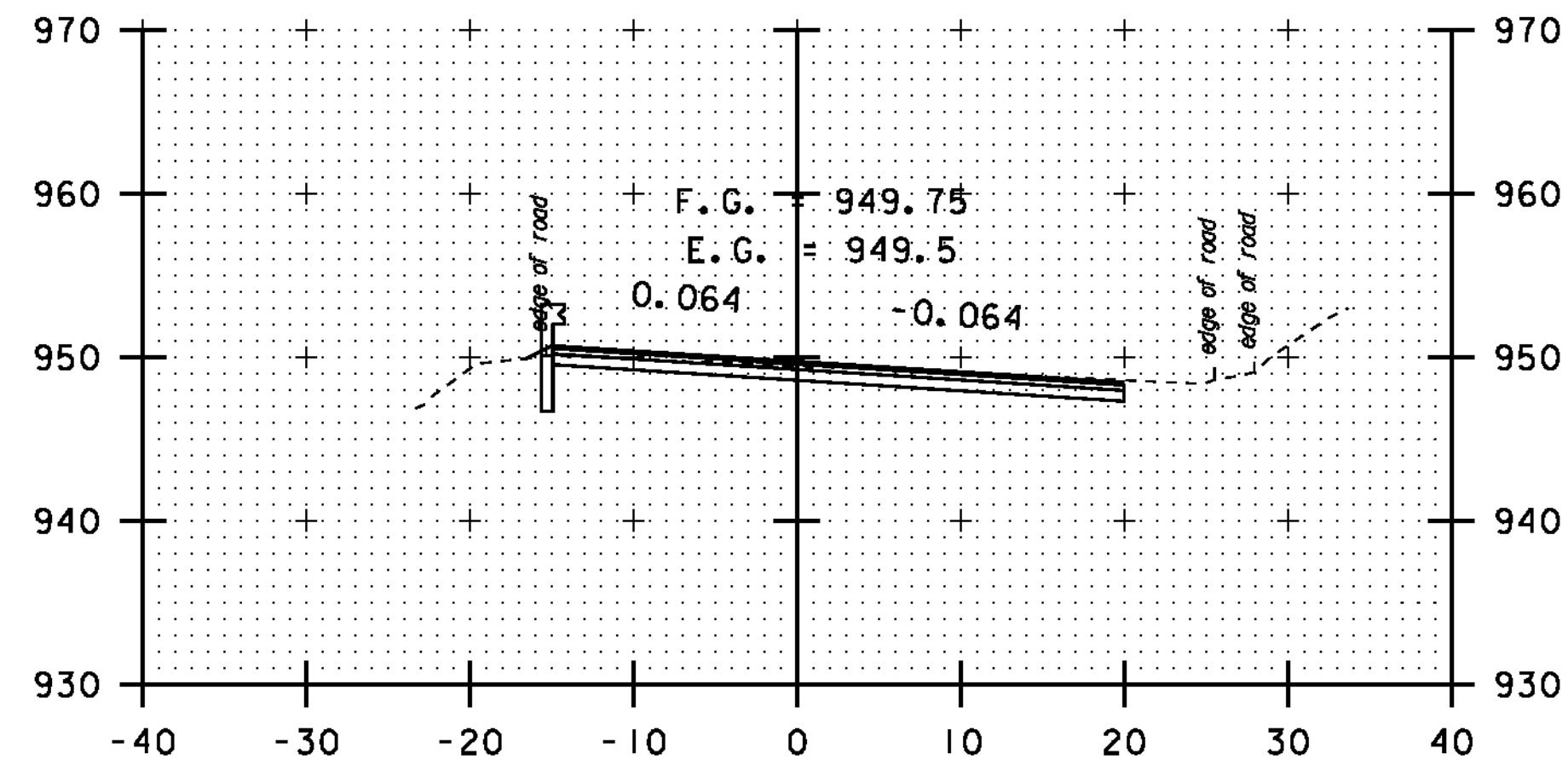
232+50



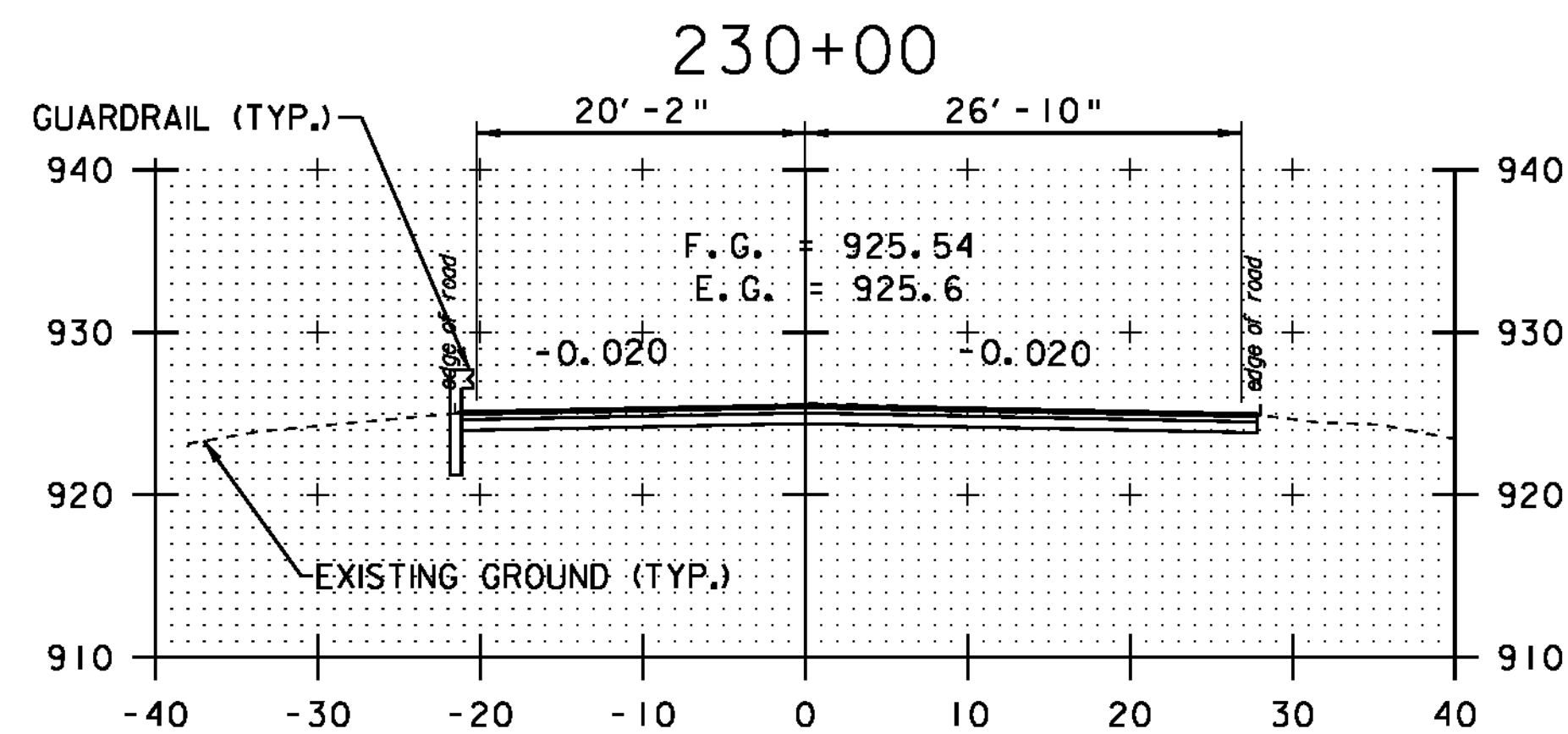
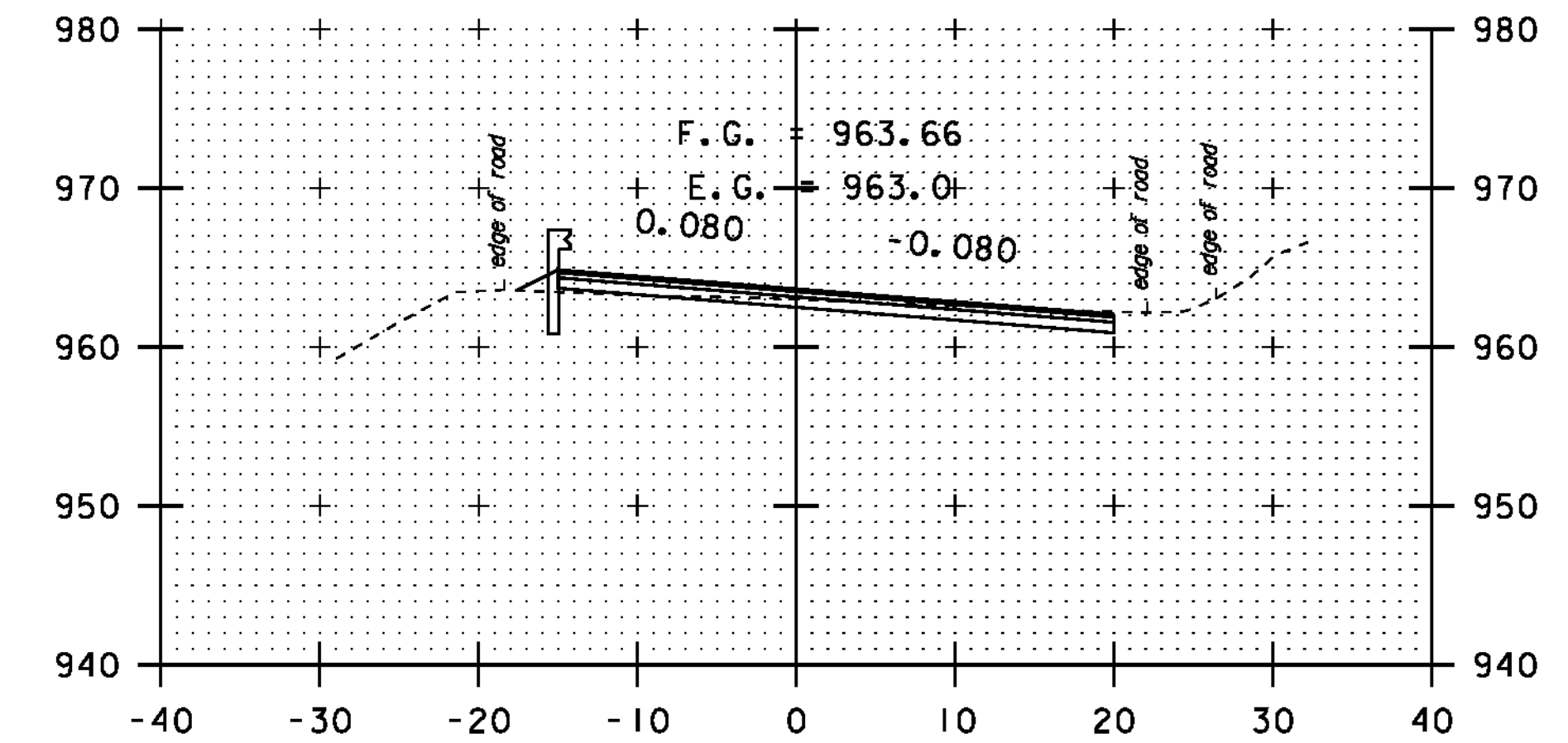
234+00



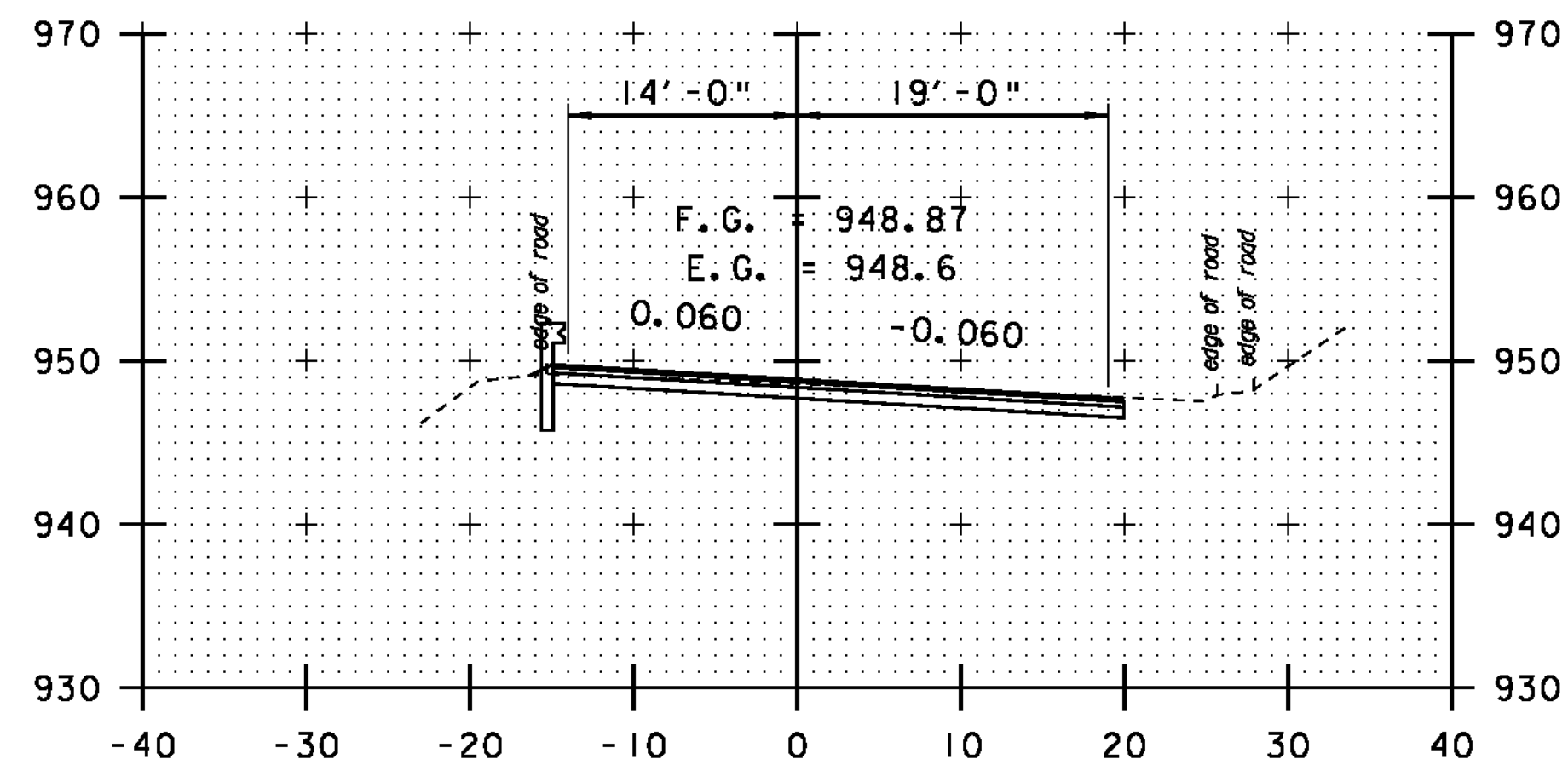
232+00



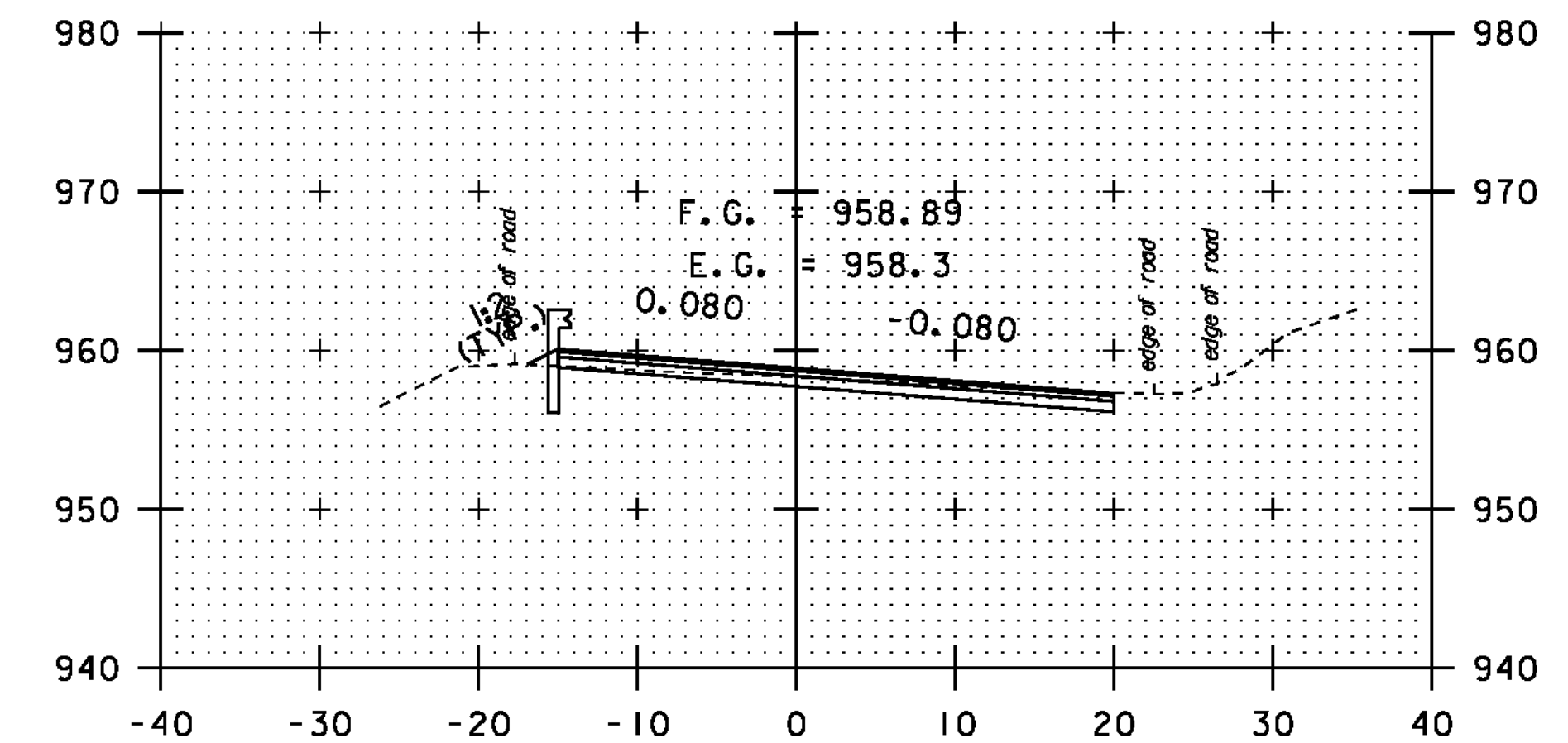
233+50



229+00



231+90



233+00

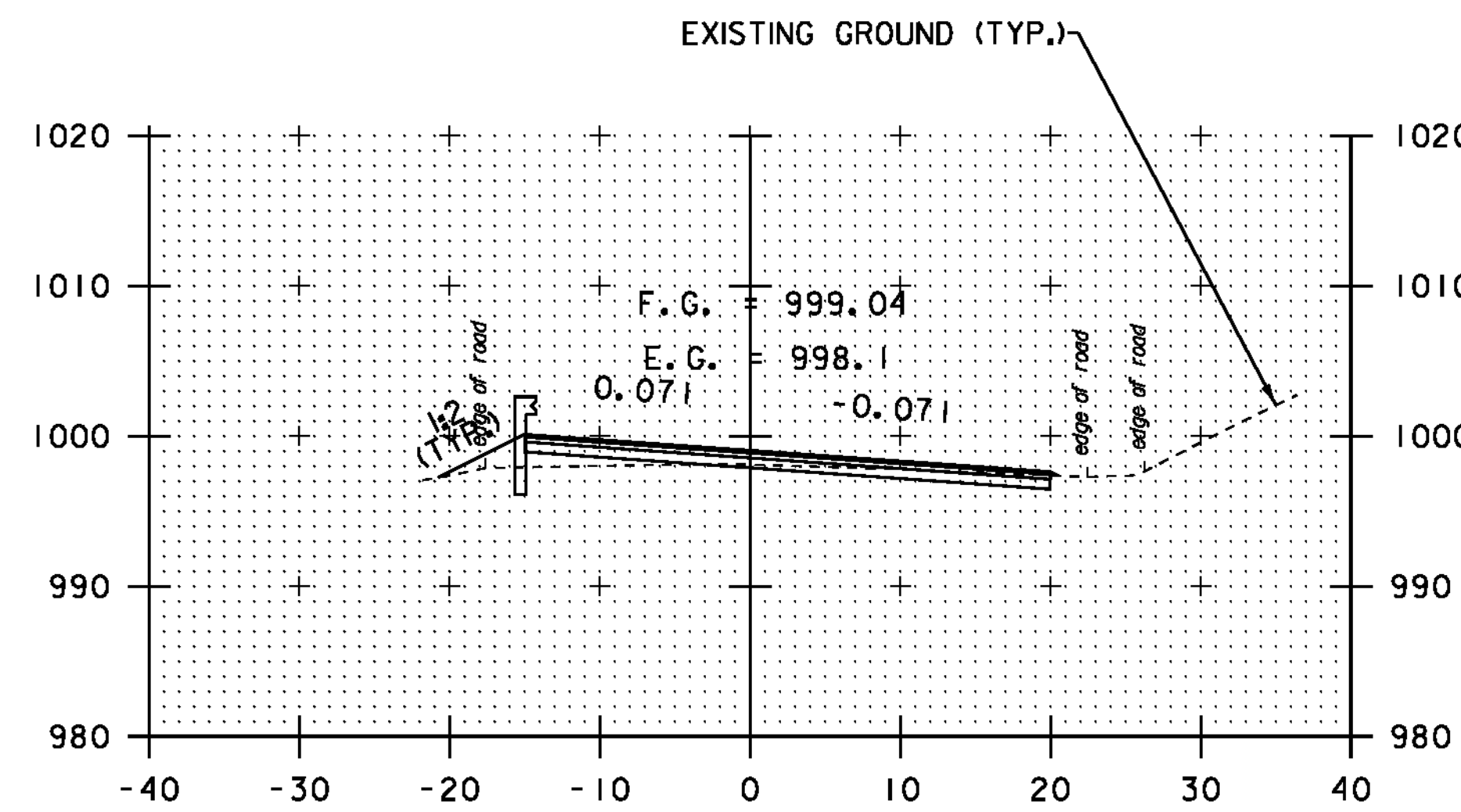
DATUM	NAVD 88
	NAD 83

SCALE 1" = 10'-0"

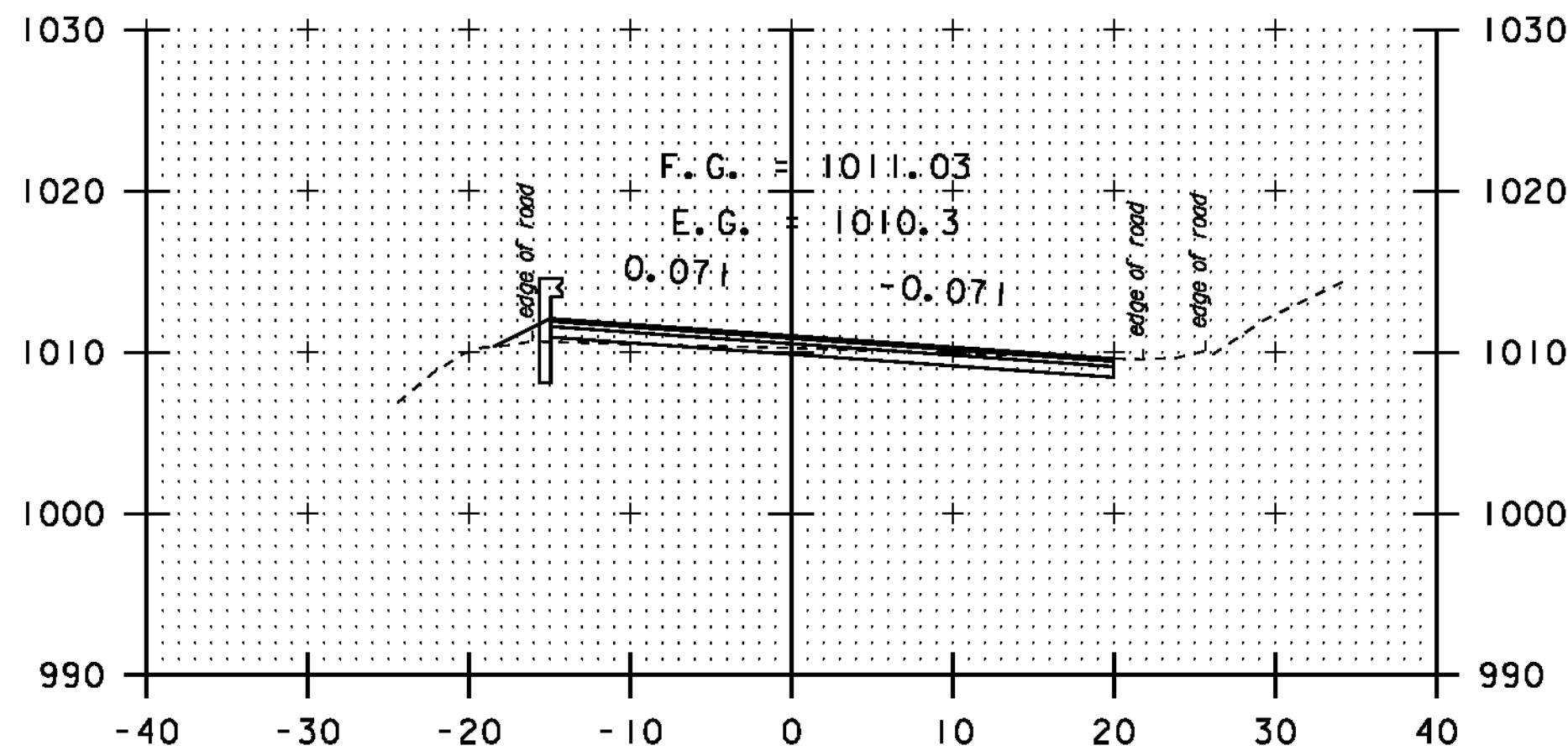
STA. 229 + 00
-
STA. 234 + 00

CROSS
SECTION
SHEET 13

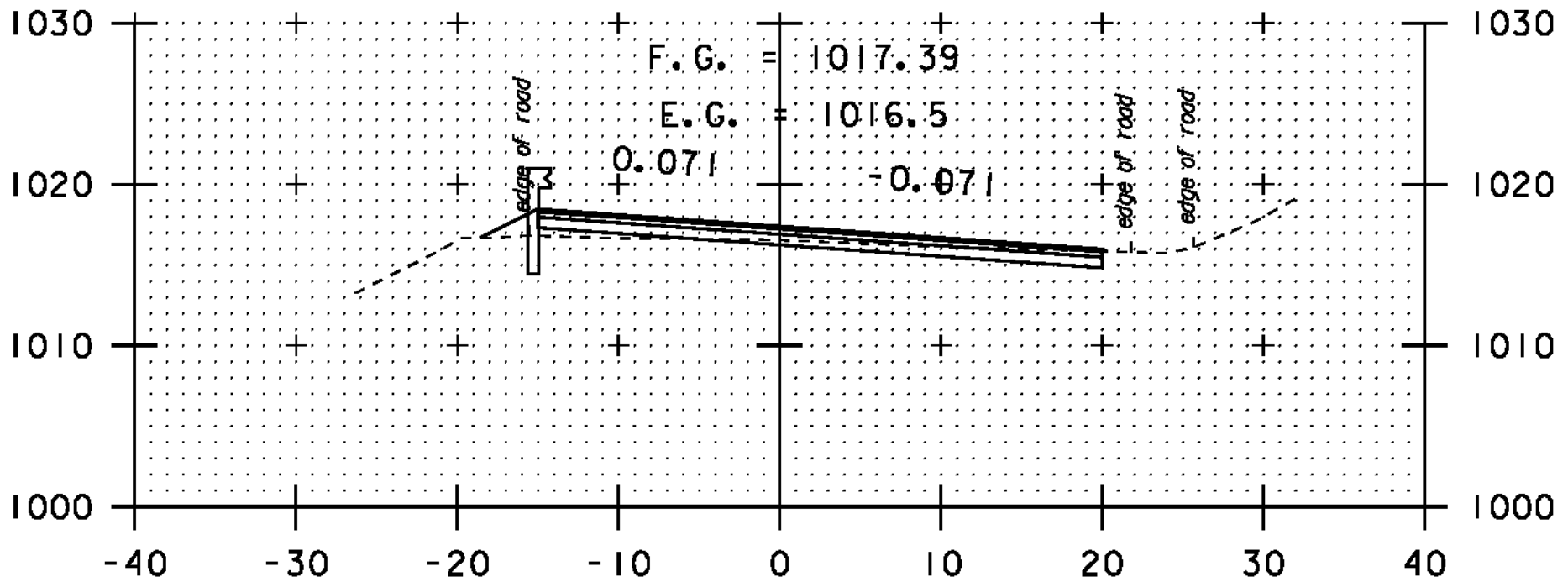
PROJECT NAME:	NEWPORT-COVENTRY-NEWPORT
PROJECT NUMBER:	STP 2802(I)
FILE NAME:	08b158.dgn
PROJECT LEADER:	CDL
DESIGNED BY:	BMB
PLOT FILE:	08b158-86.1
PLOT DATE:	8/3/2011
DRAWN BY:	BMB
CHECKED BY:	EPD
SHEET	86 OF 134



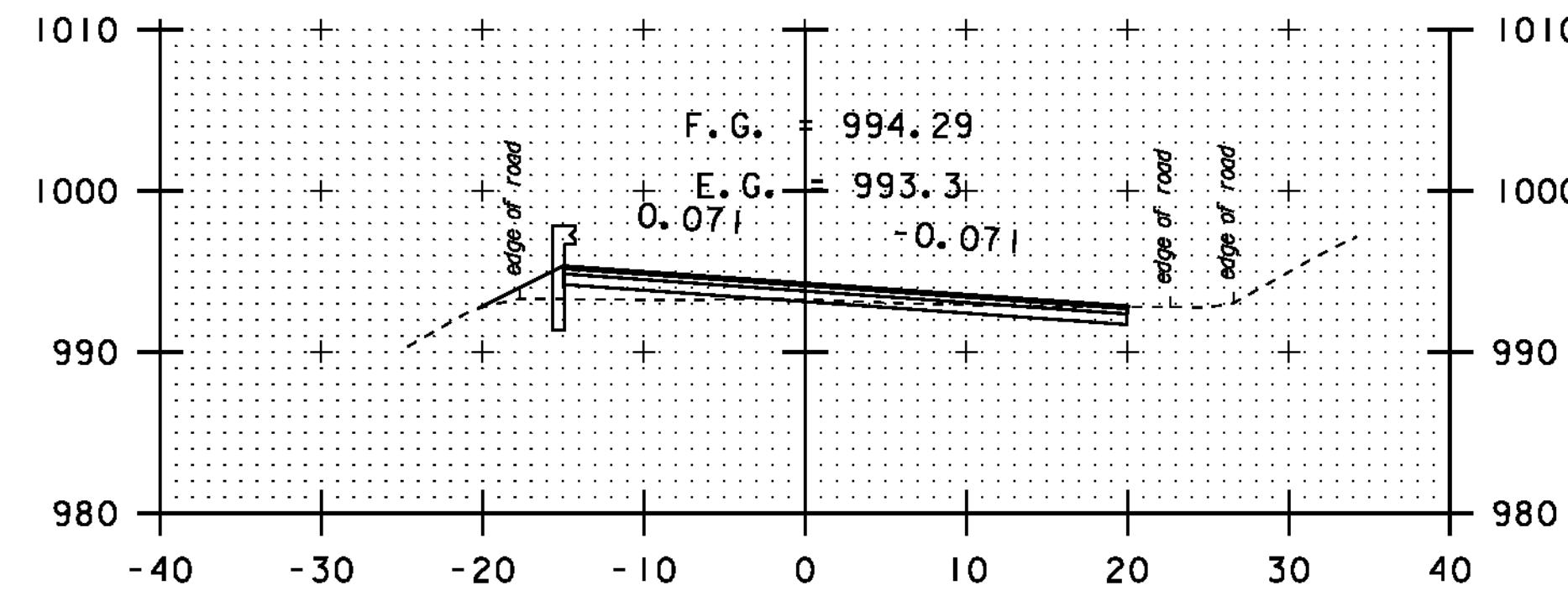
237+00



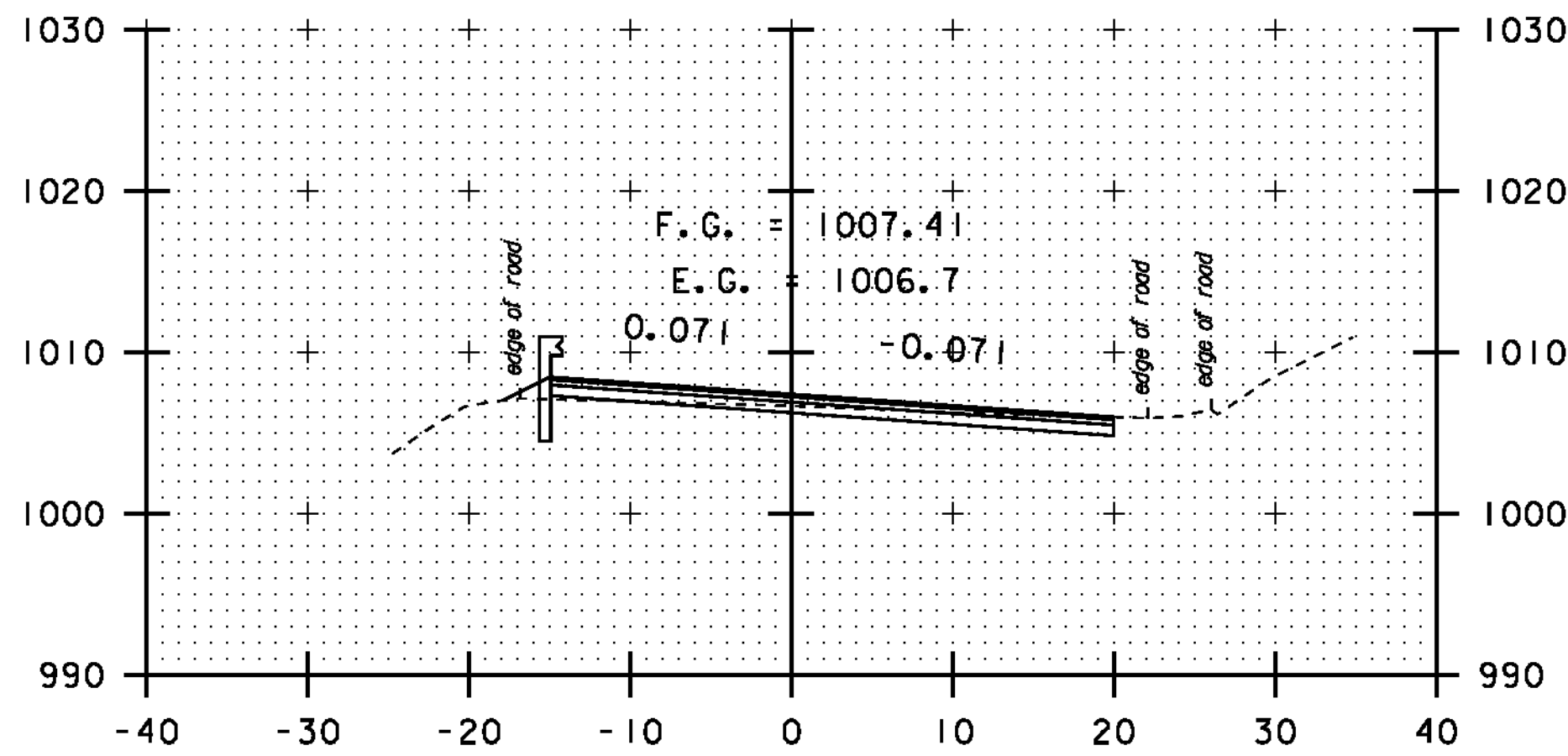
238+50



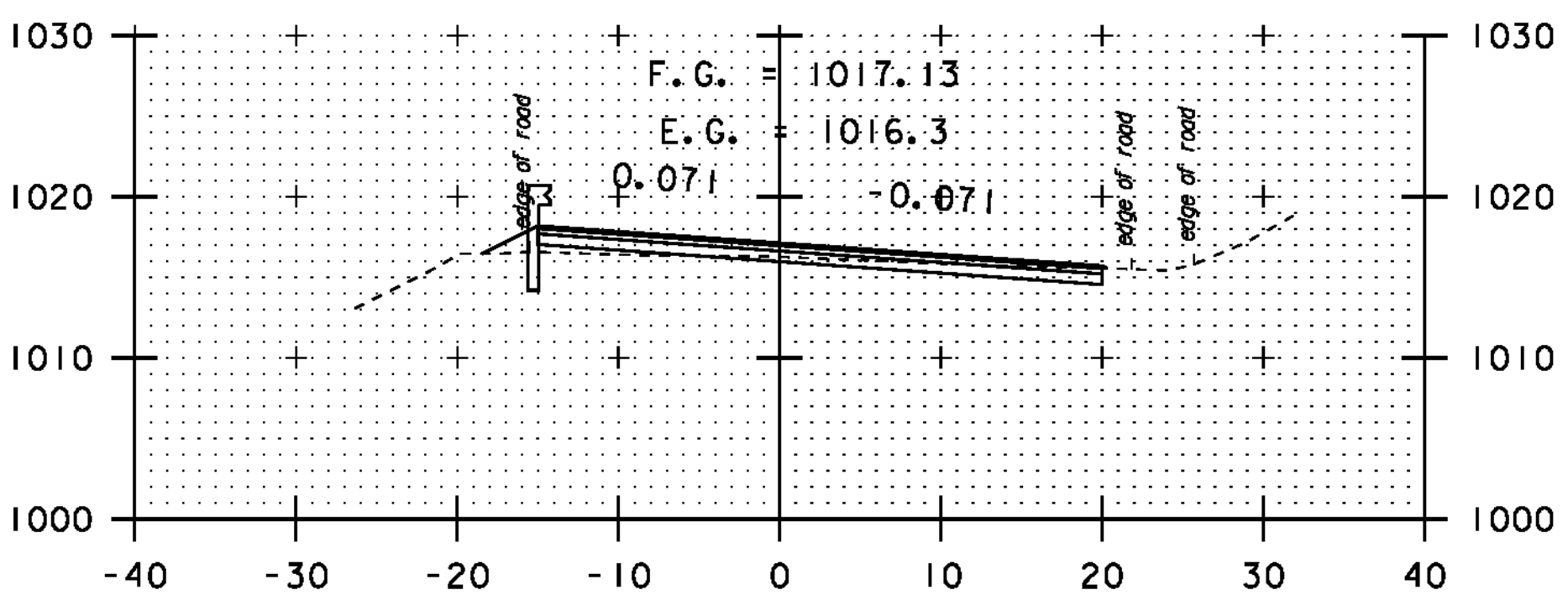
239+55



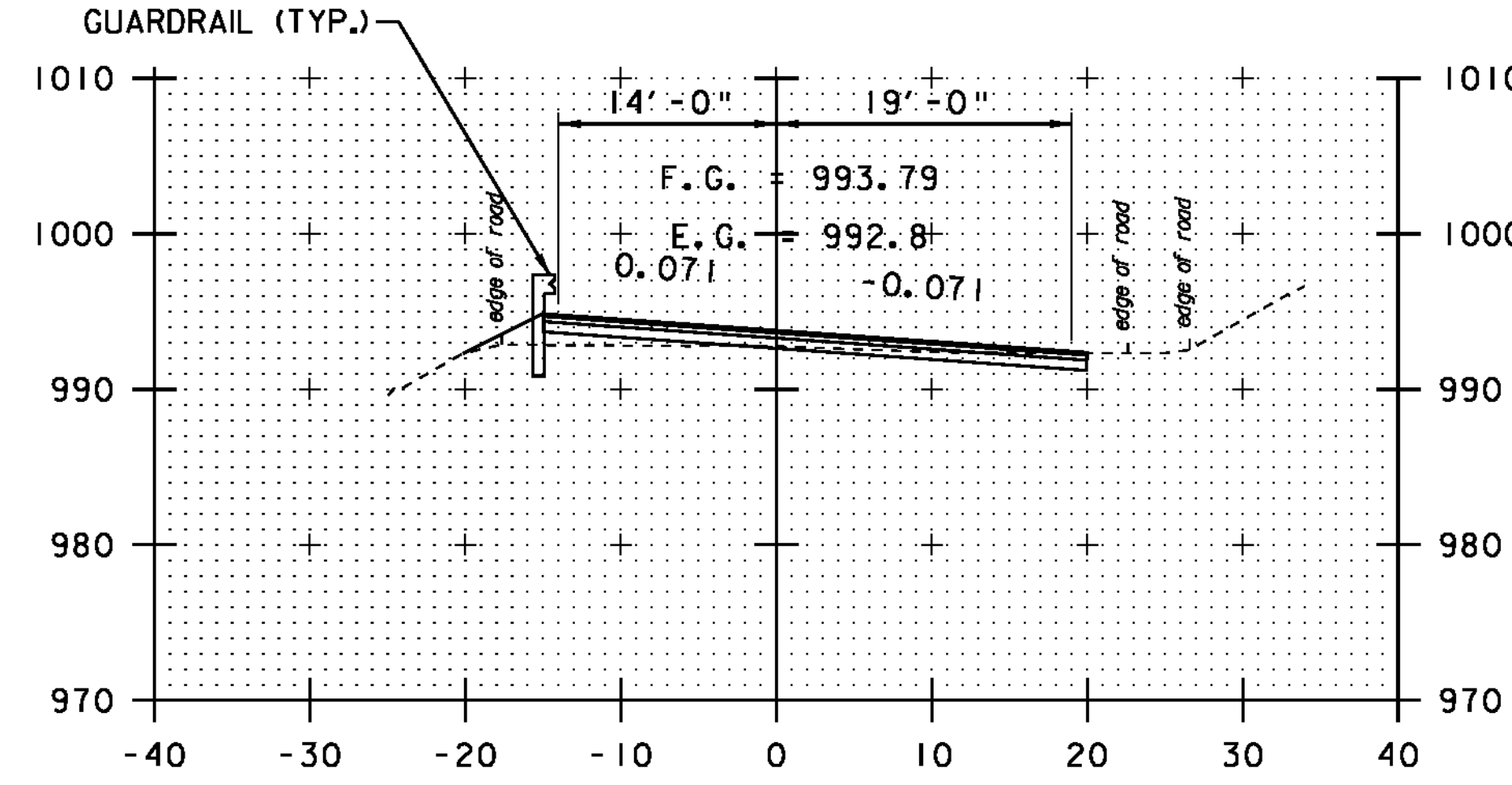
236+50



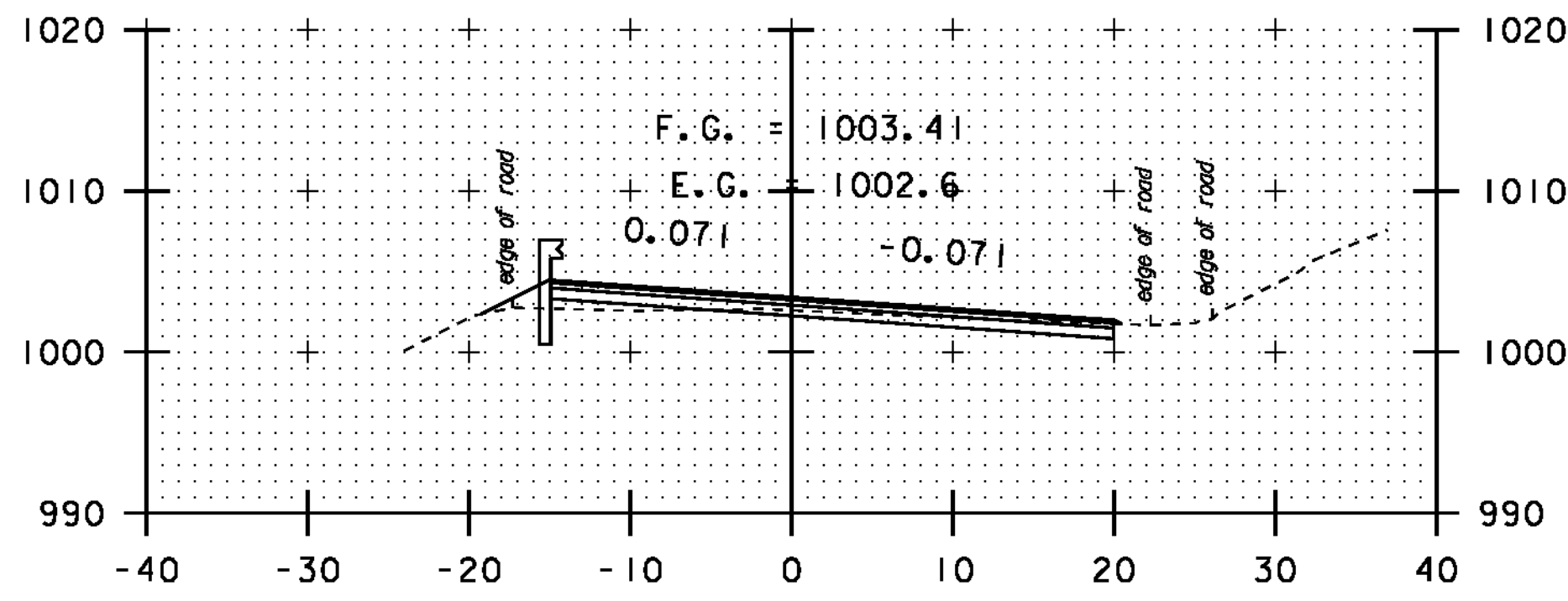
238+00



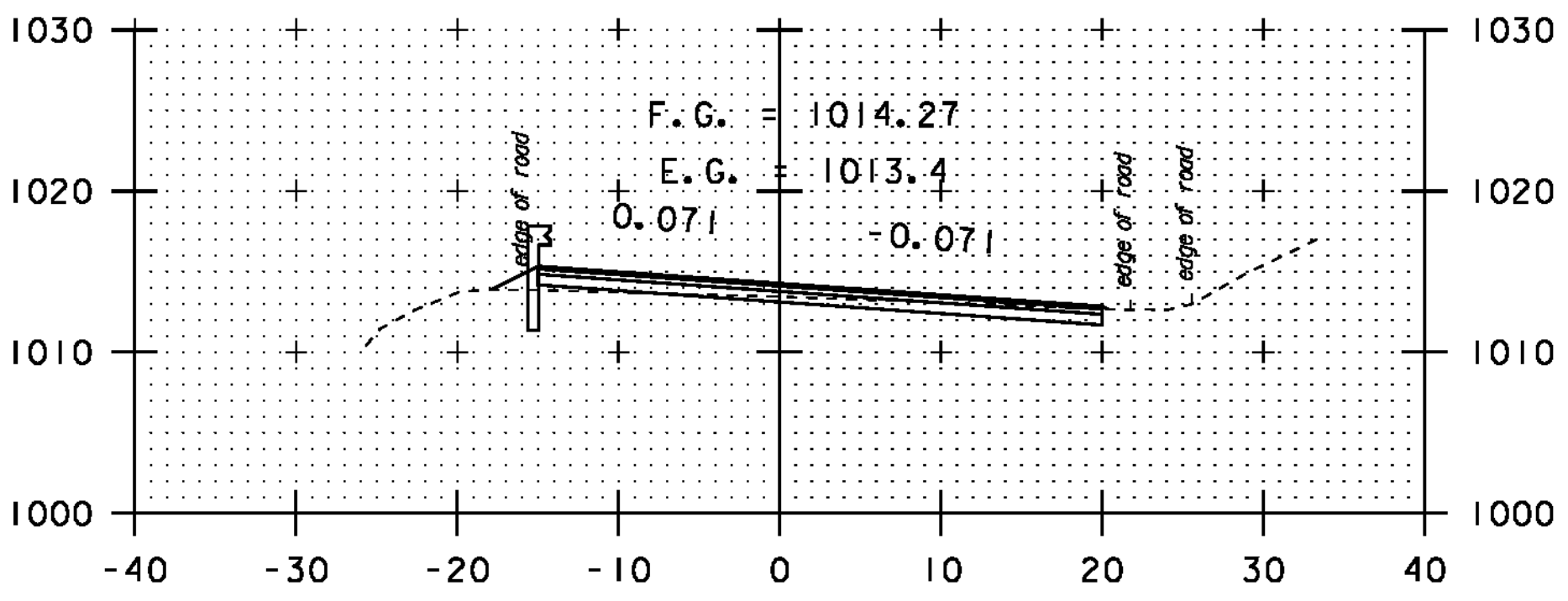
239+50



236+45

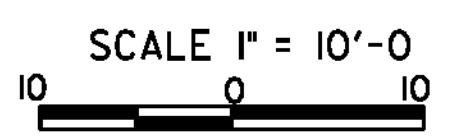


237+50



239+00

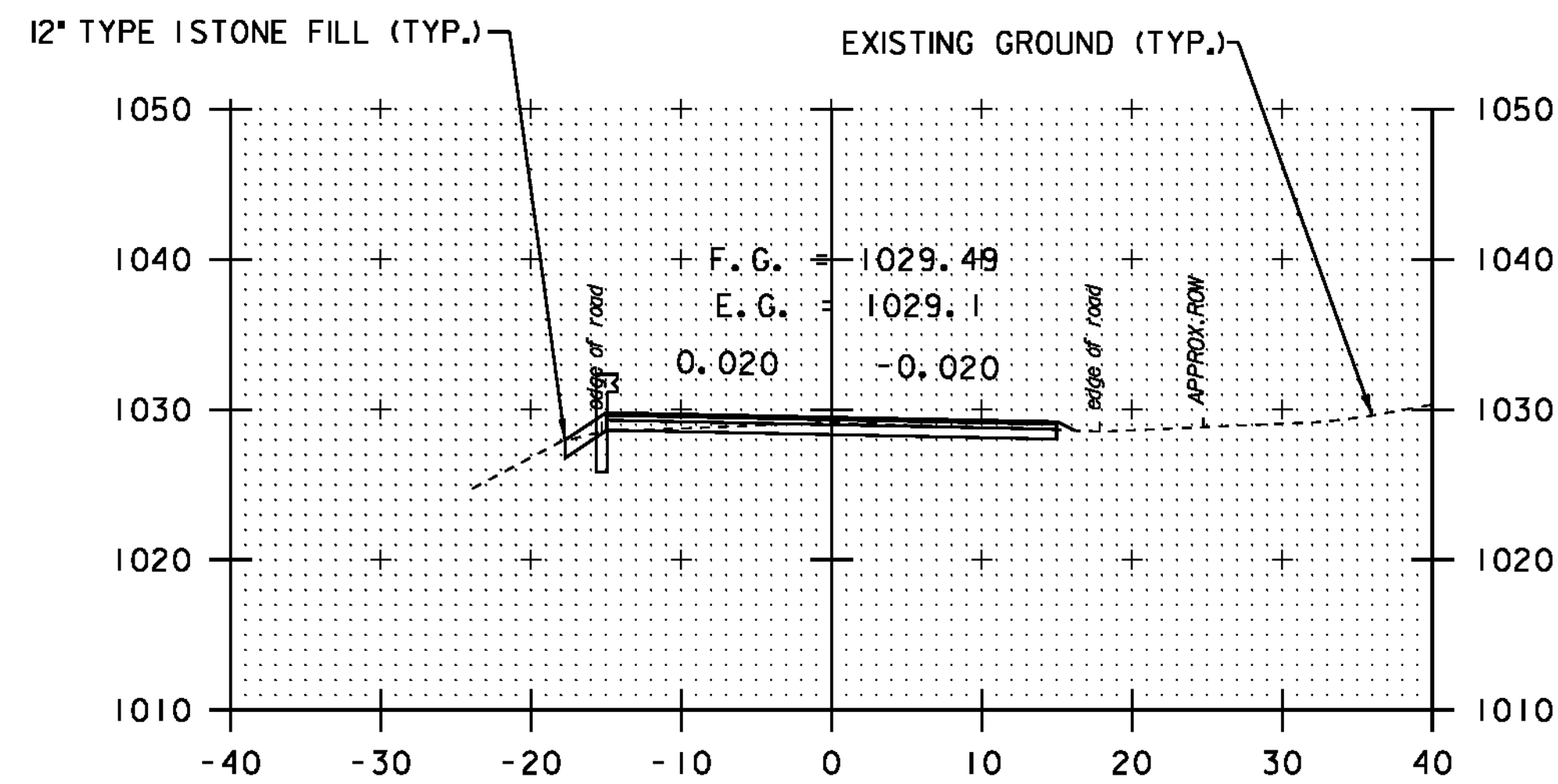
DATUM	NAVD 88
	NAD 83



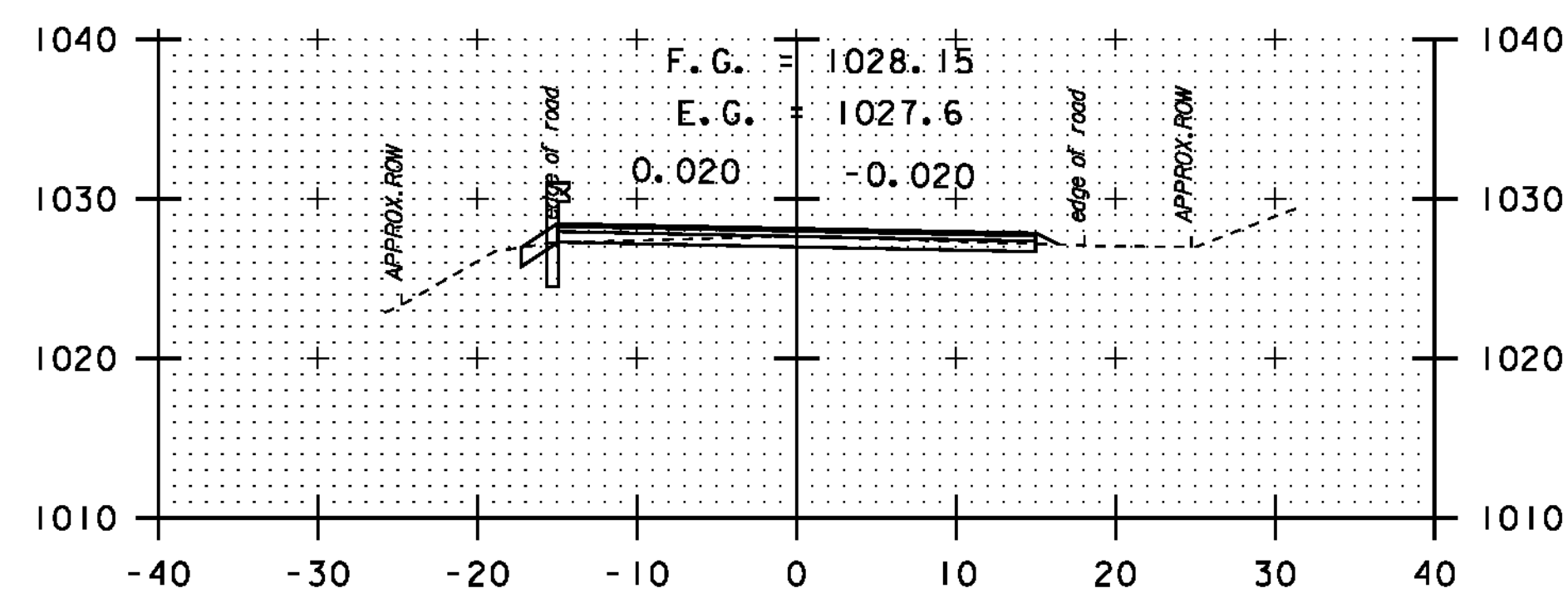
STA. 236 + 45
-
STA. 239 + 55

CROSS
SECTION
SHEET 14

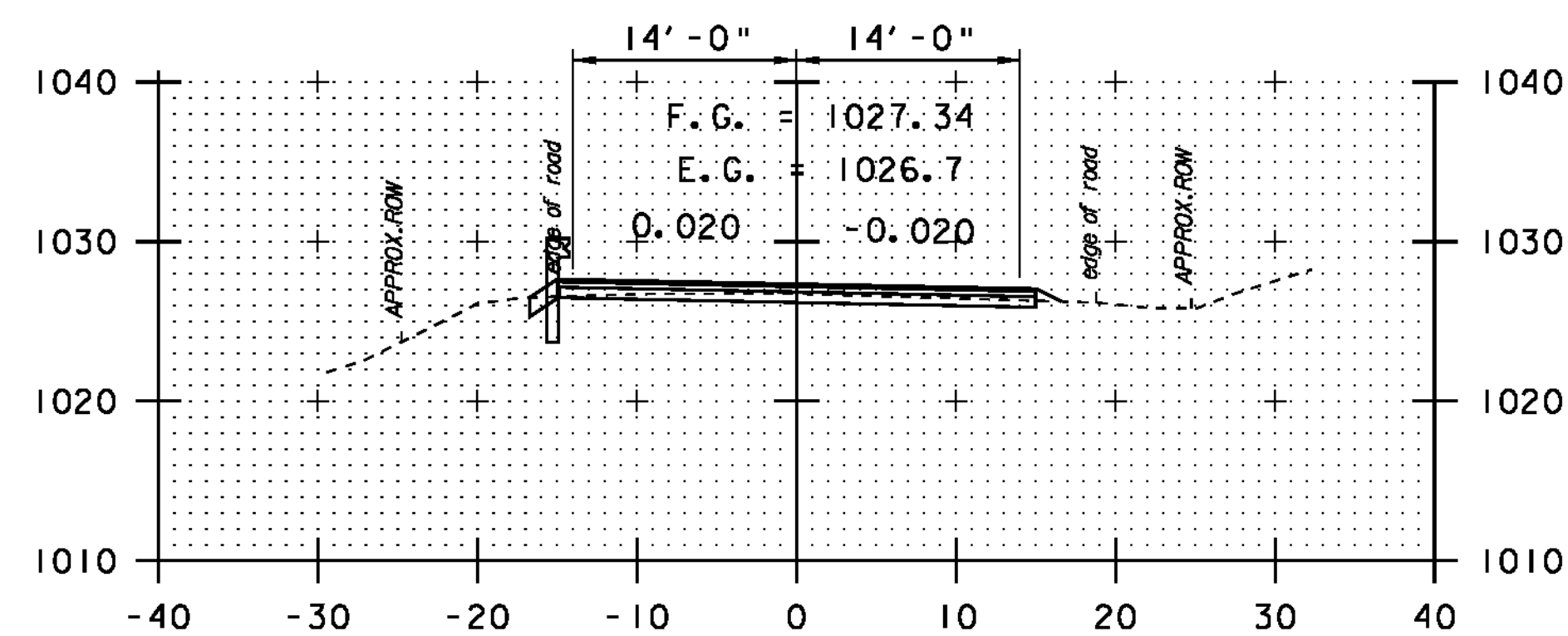
PROJECT NAME:	NEWPORT-COVENTRY-NEWPORT
PROJECT NUMBER:	STP 2802(I)
FILE NAME:	08b158.dgn
PROJECT LEADER:	CDL
DESIGNED BY:	BMB
PLOT FILE:	08b158-87.1
PLOT DATE:	8/3/2011
DRAWN BY:	BMB
CHECKED BY:	EPD
SHEET	87 OF 134



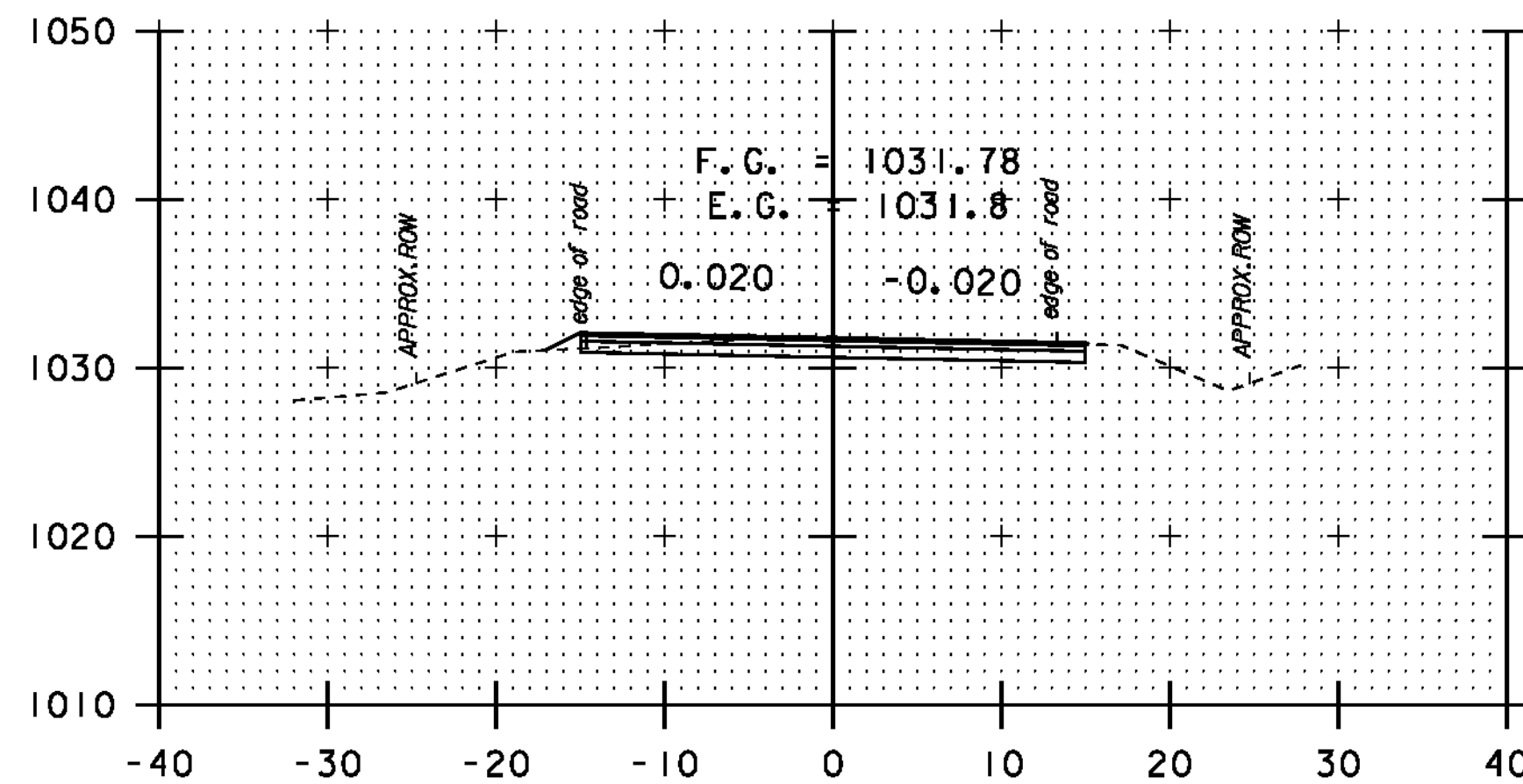
242+50



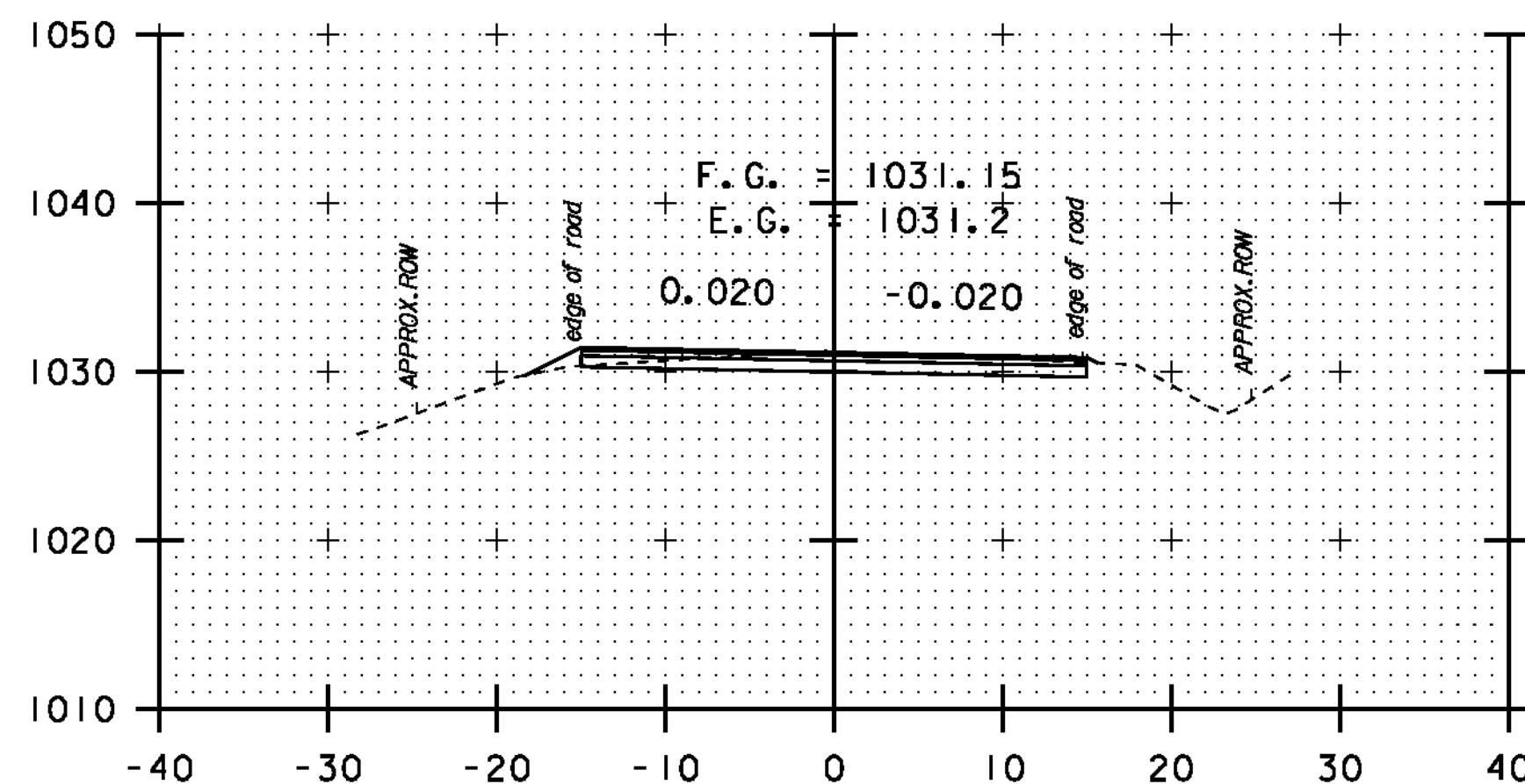
242+00



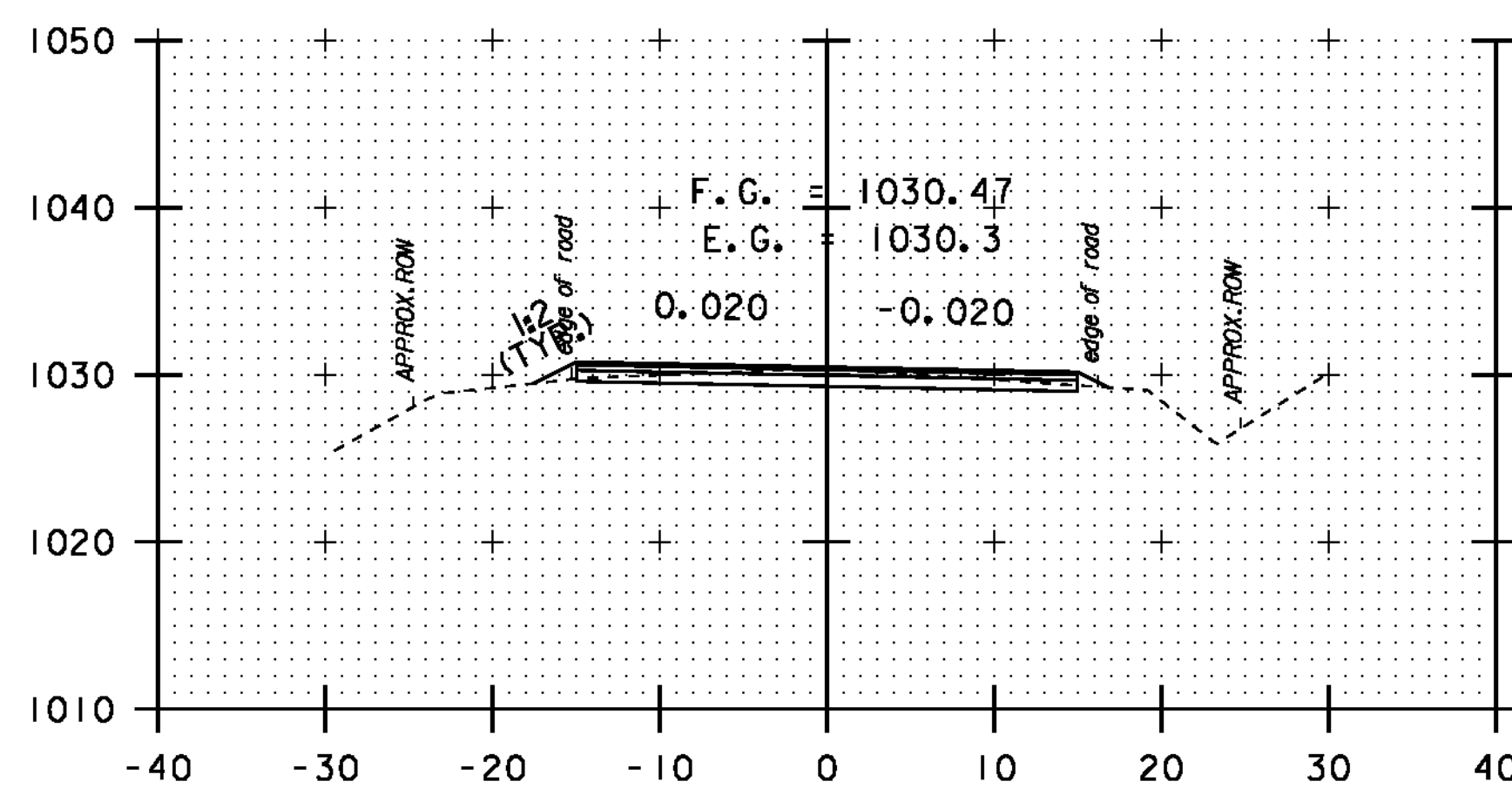
241+75



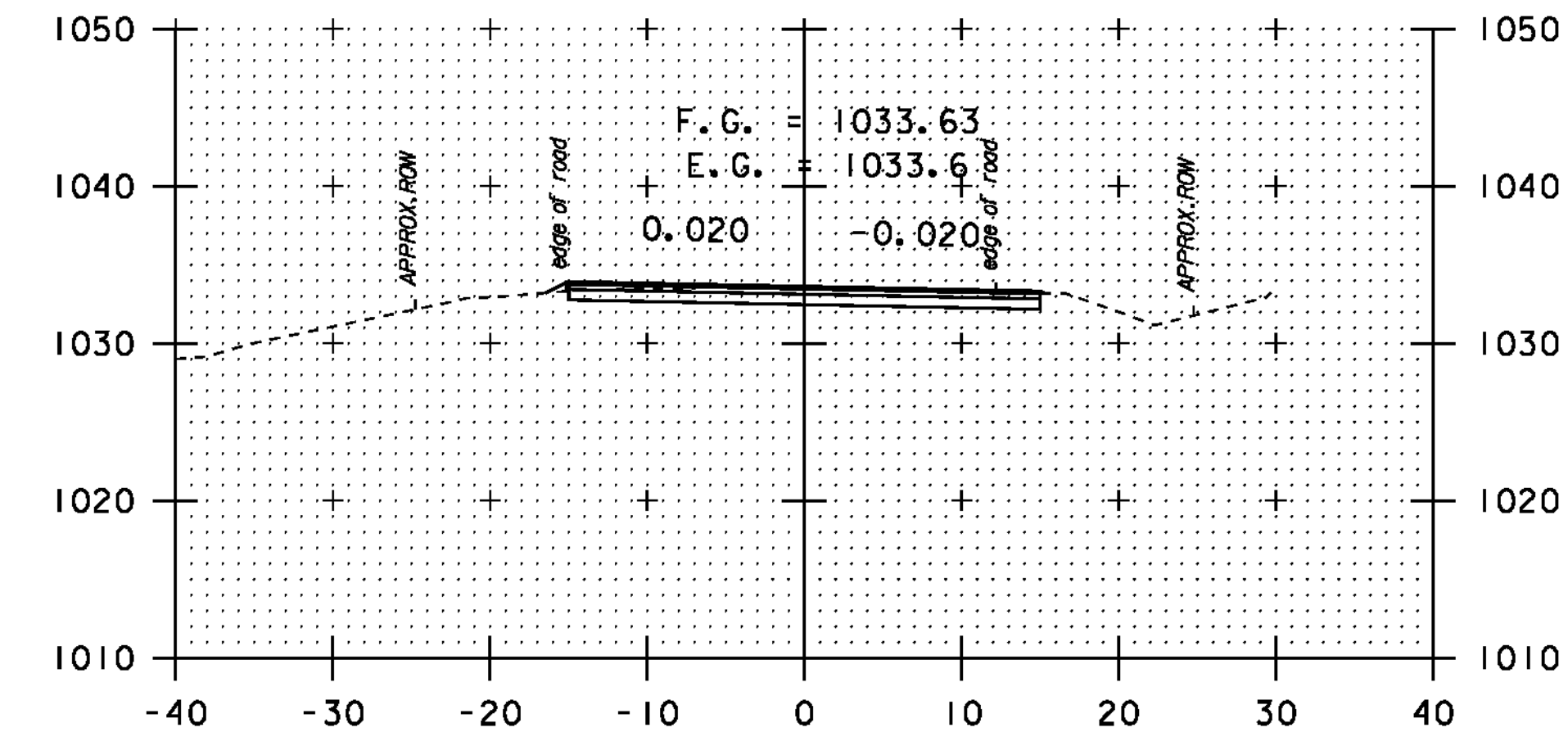
244+00



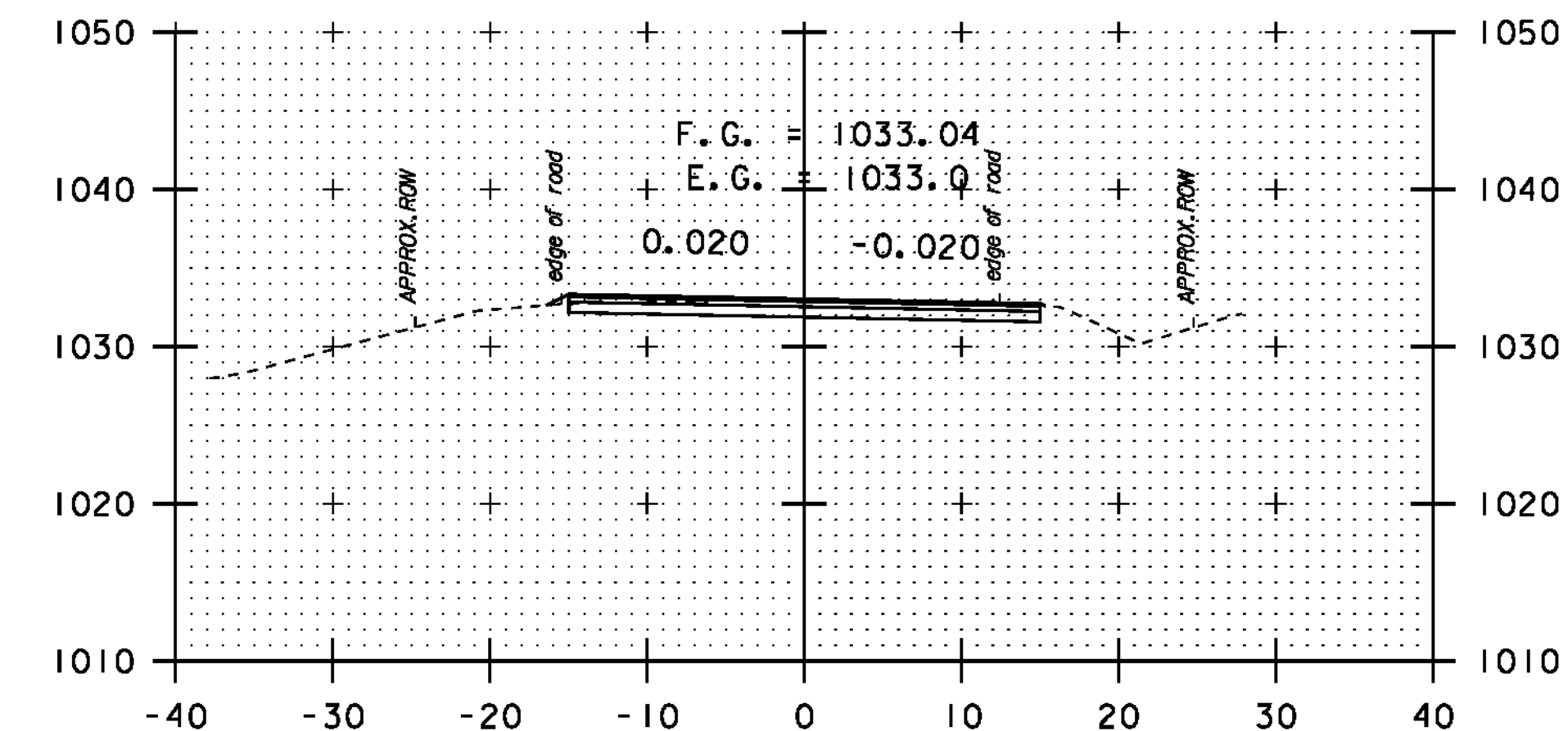
243+50



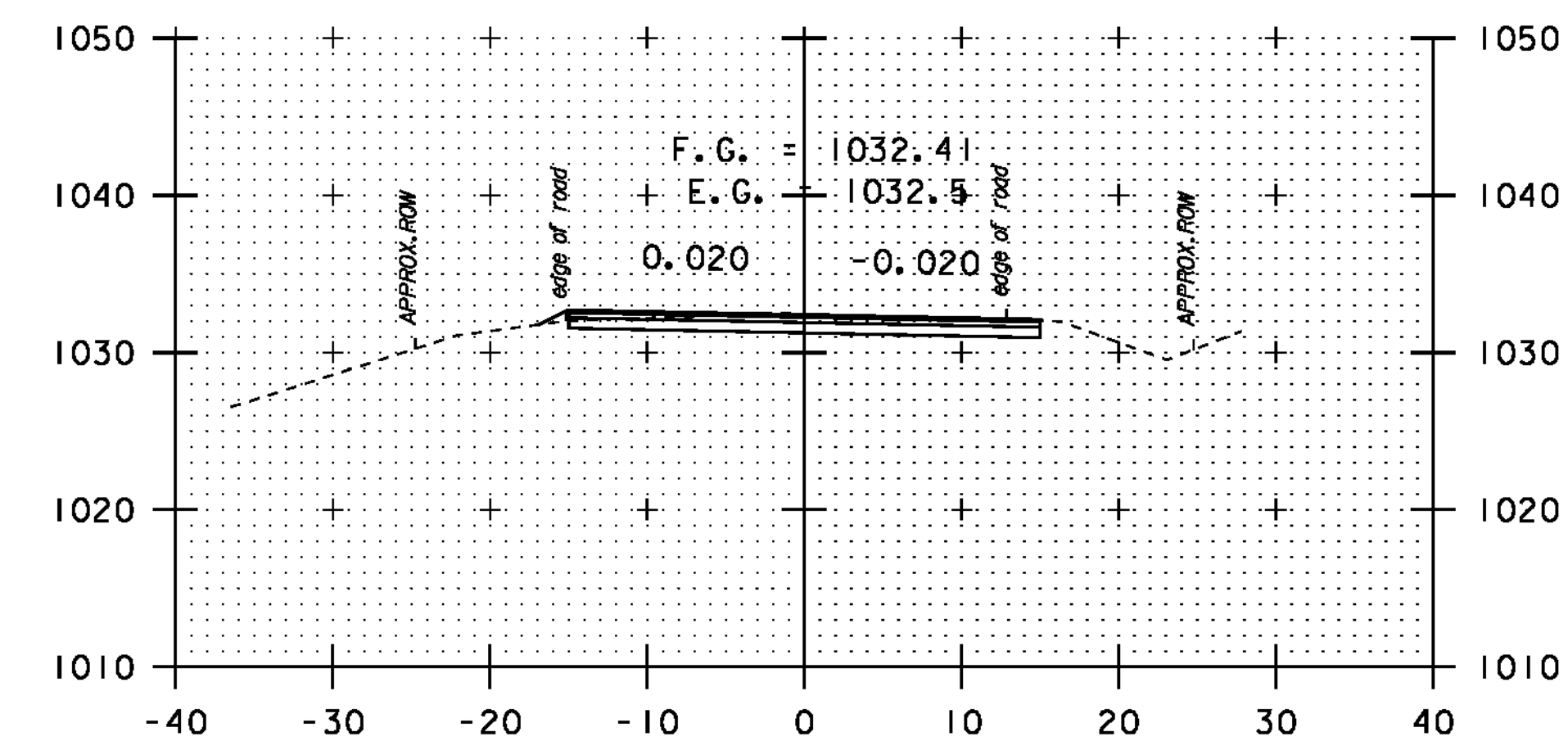
243+00



245+50



245+00



244+50

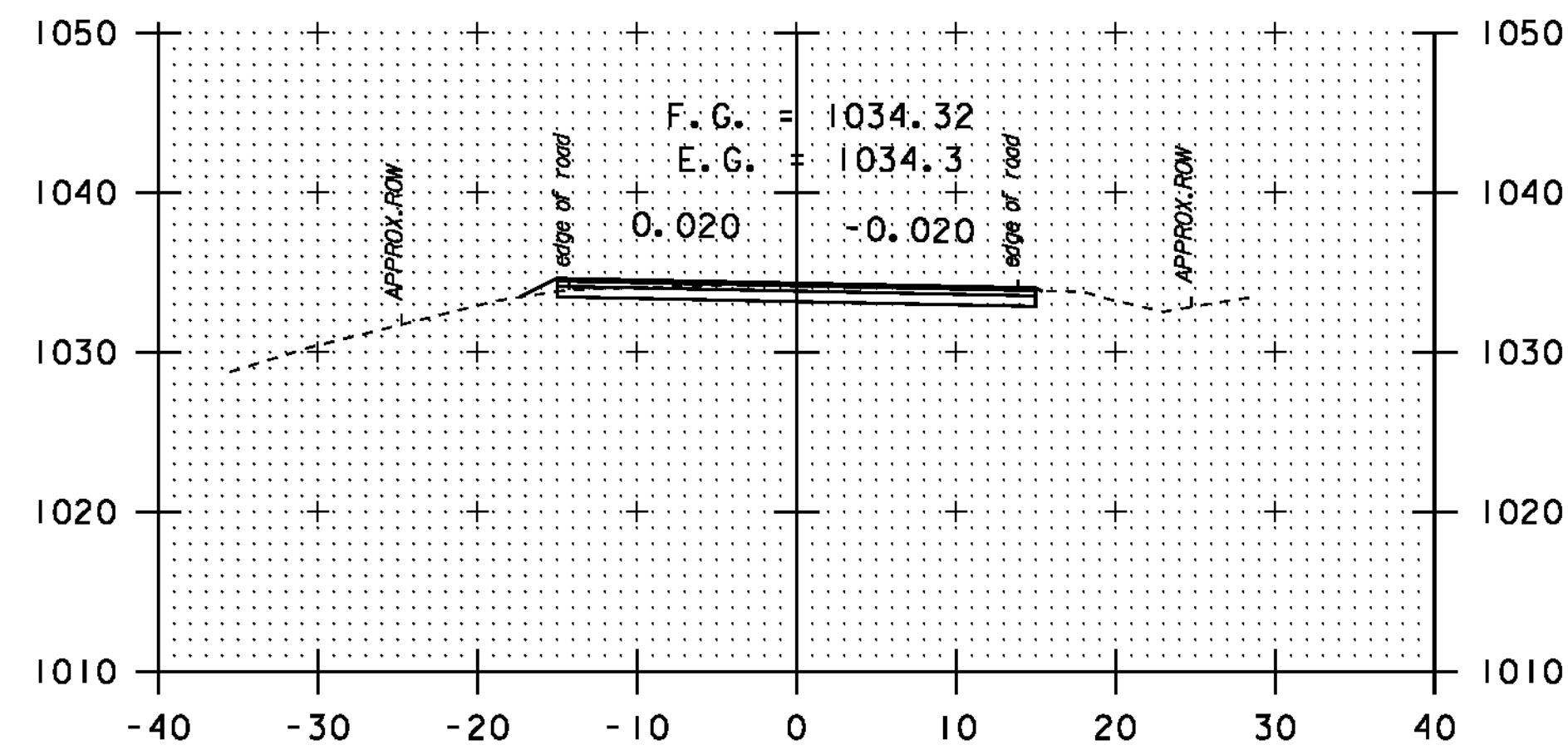
DATUM	NAVD 88
	NAD 83

SCALE 1" = 10'-0"

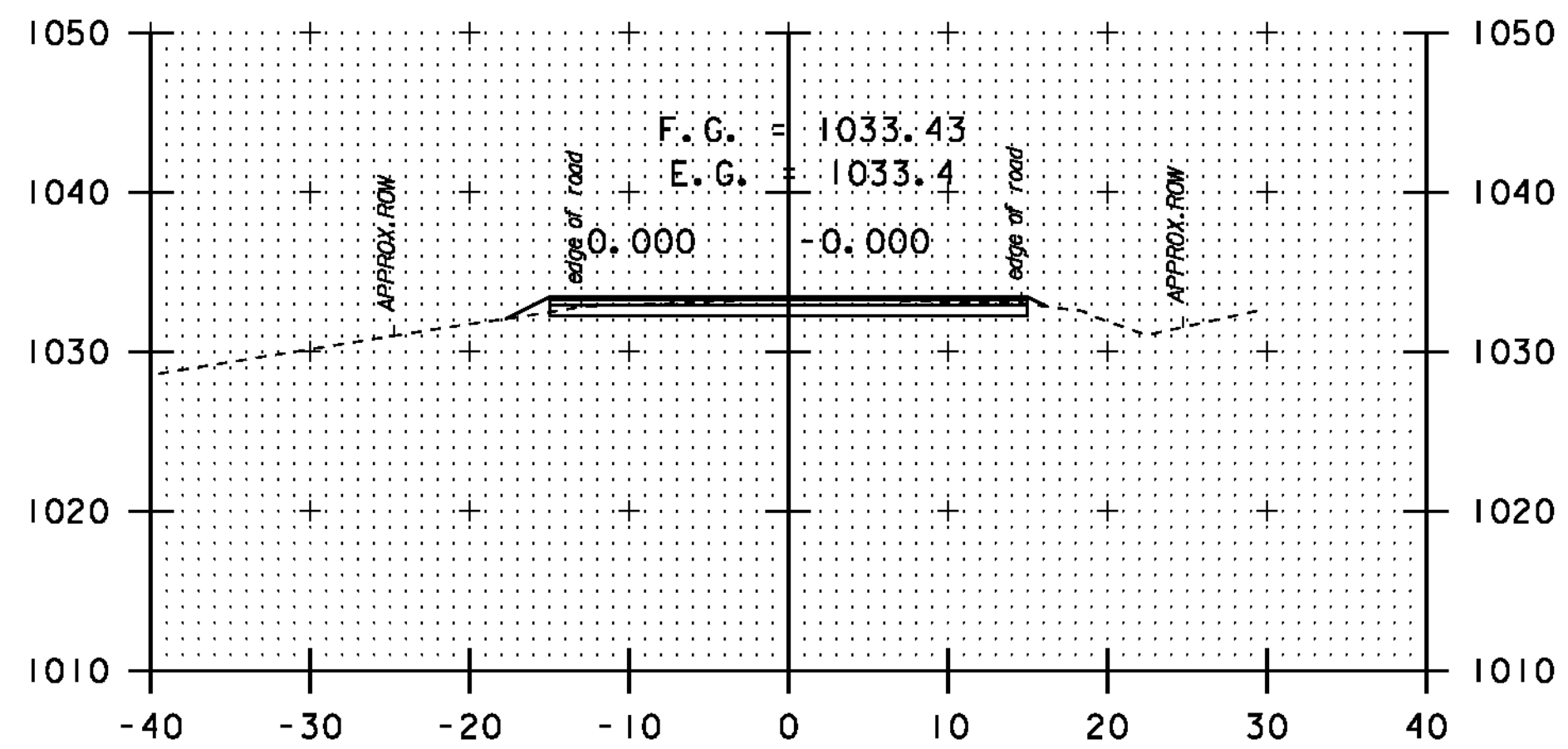
STA. 241 + 75
-
STA. 245 + 50

CROSS
SECTION
SHEET 15

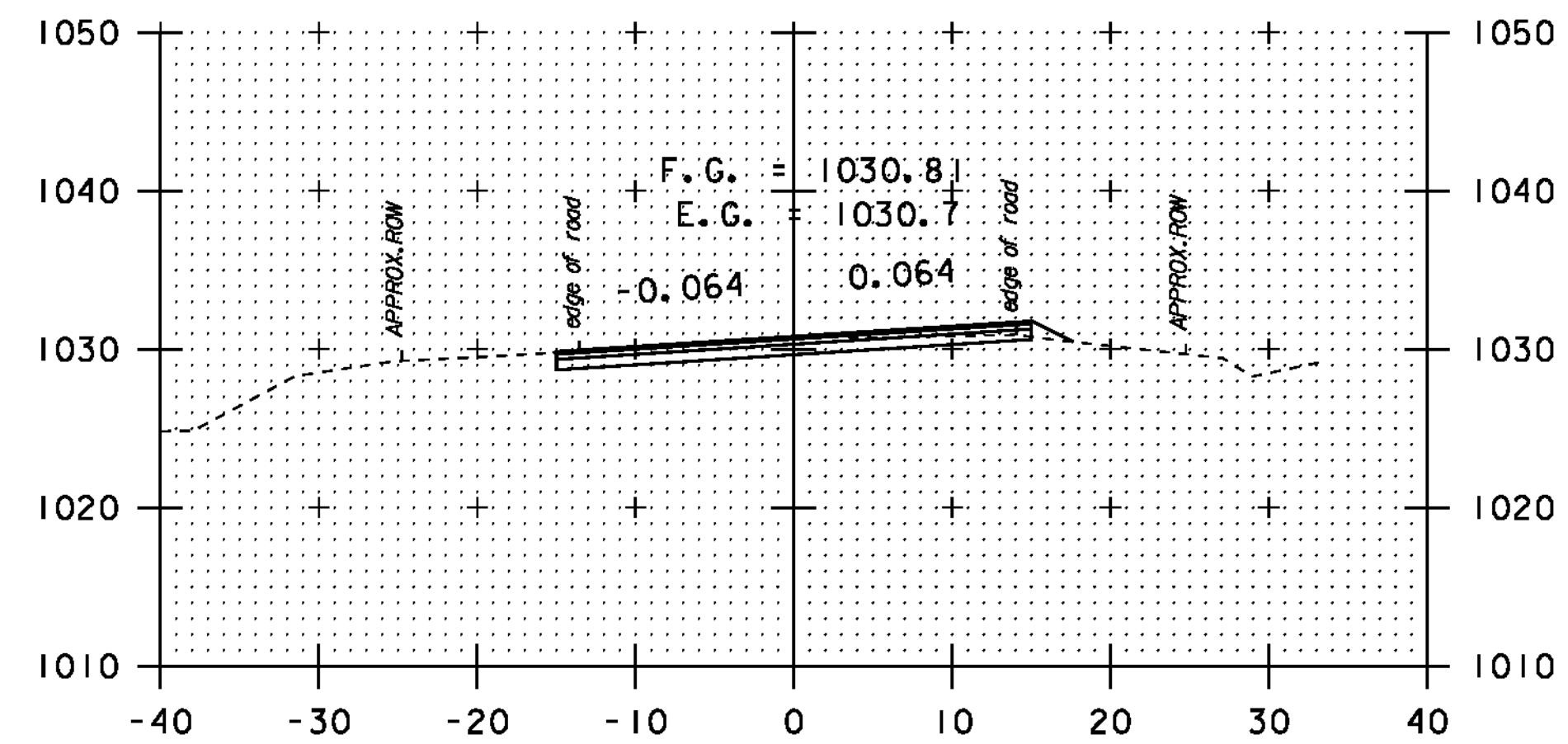
PROJECT NAME:	NEWPORT-COVENTRY-NEWPORT
PROJECT NUMBER:	STP 2802(I)
FILE NAME:	08b158.dgn
PROJECT LEADER:	CDL
DESIGNED BY:	BMB
PLOT FILE:	08b158-88.1
PLOT DATE:	8/3/2011
DRAWN BY:	BMB
CHECKED BY:	EPD
SHEET	88 OF 134



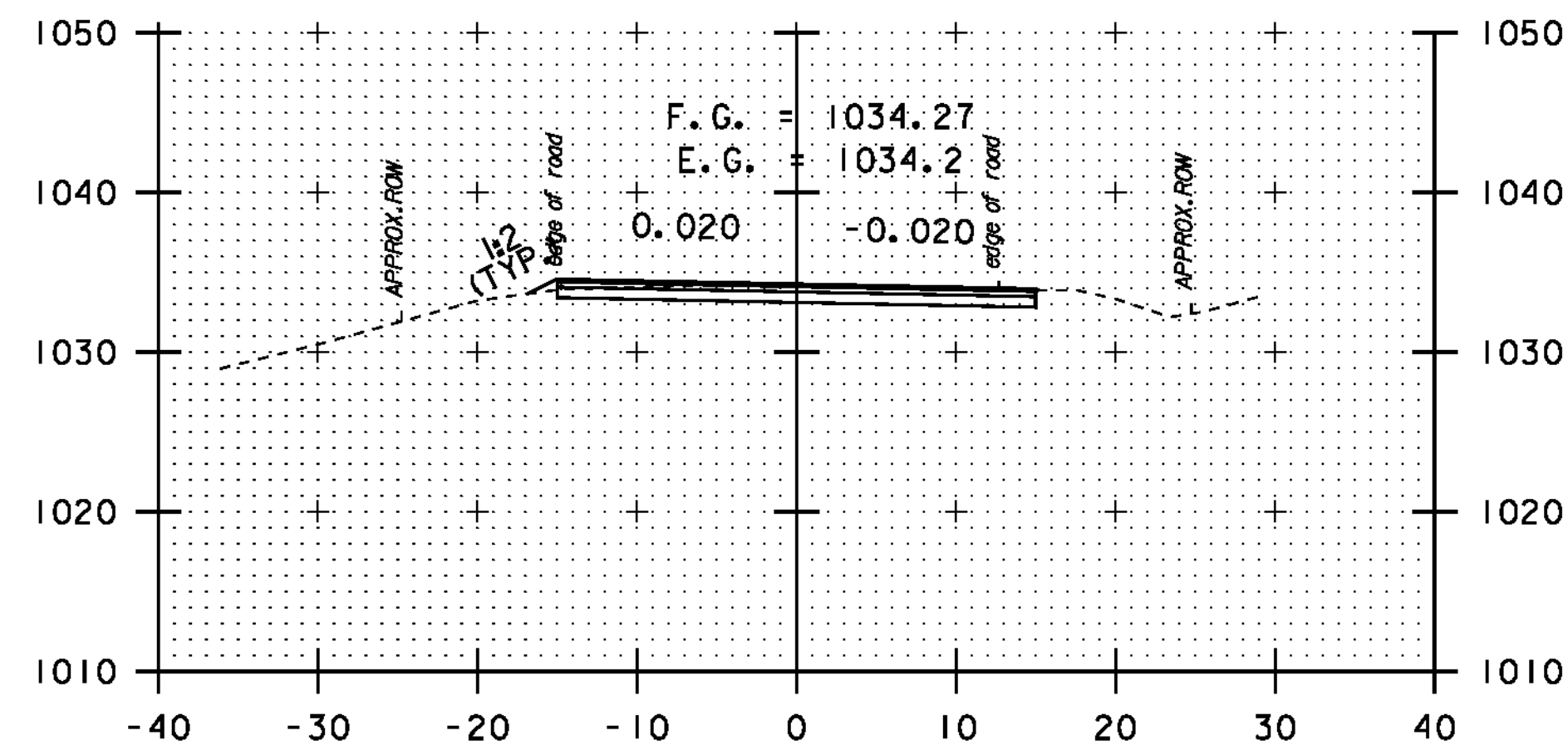
247+00



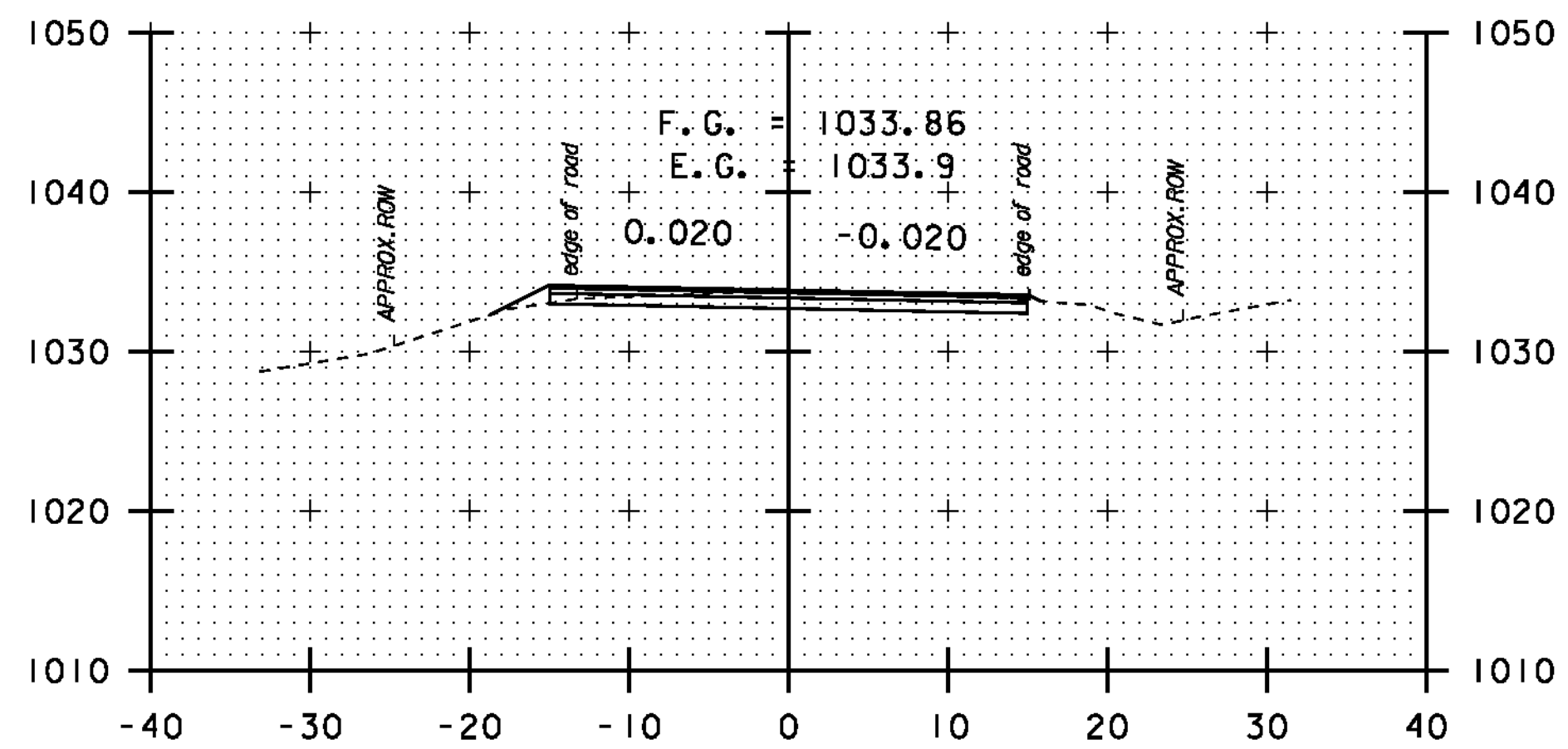
248+44



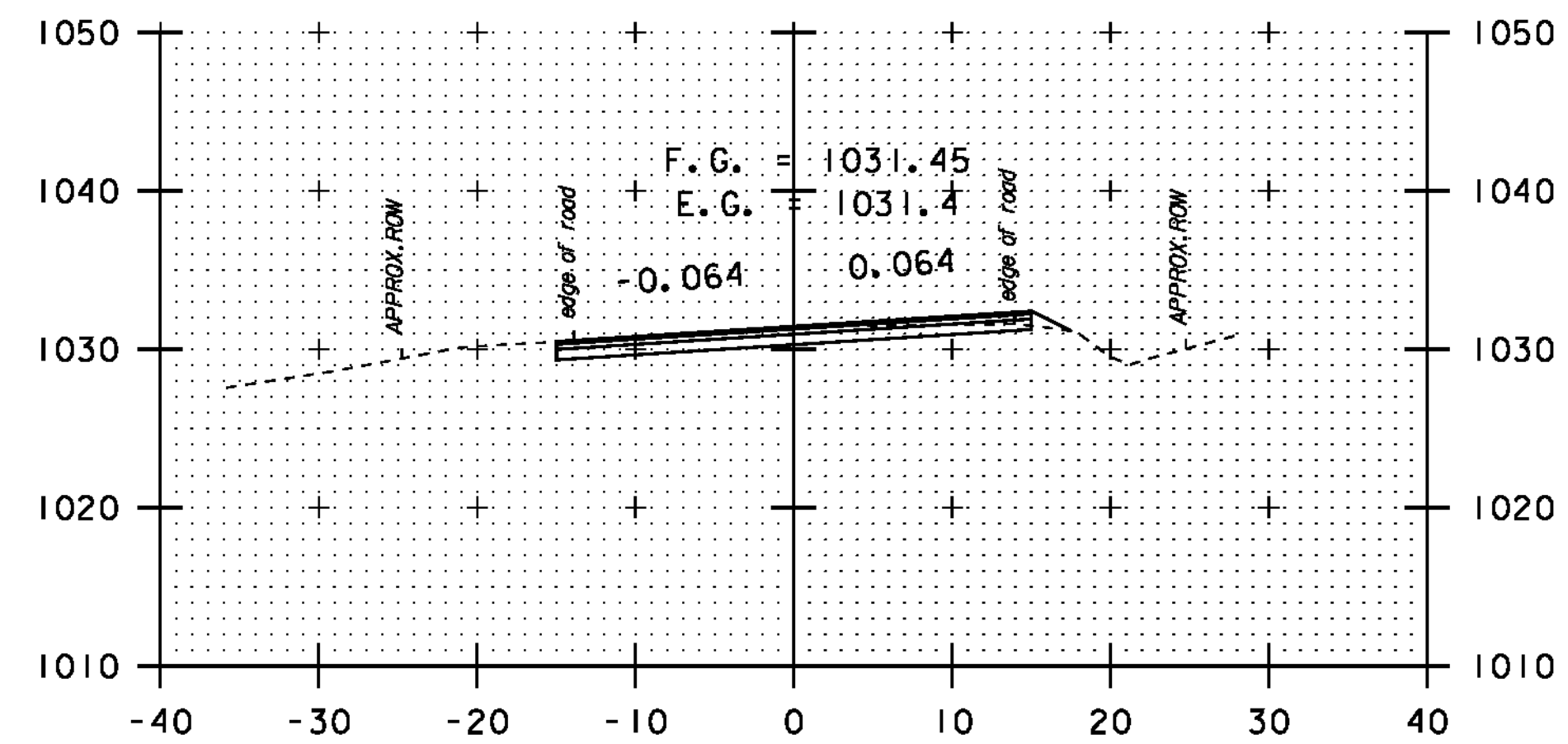
250+50



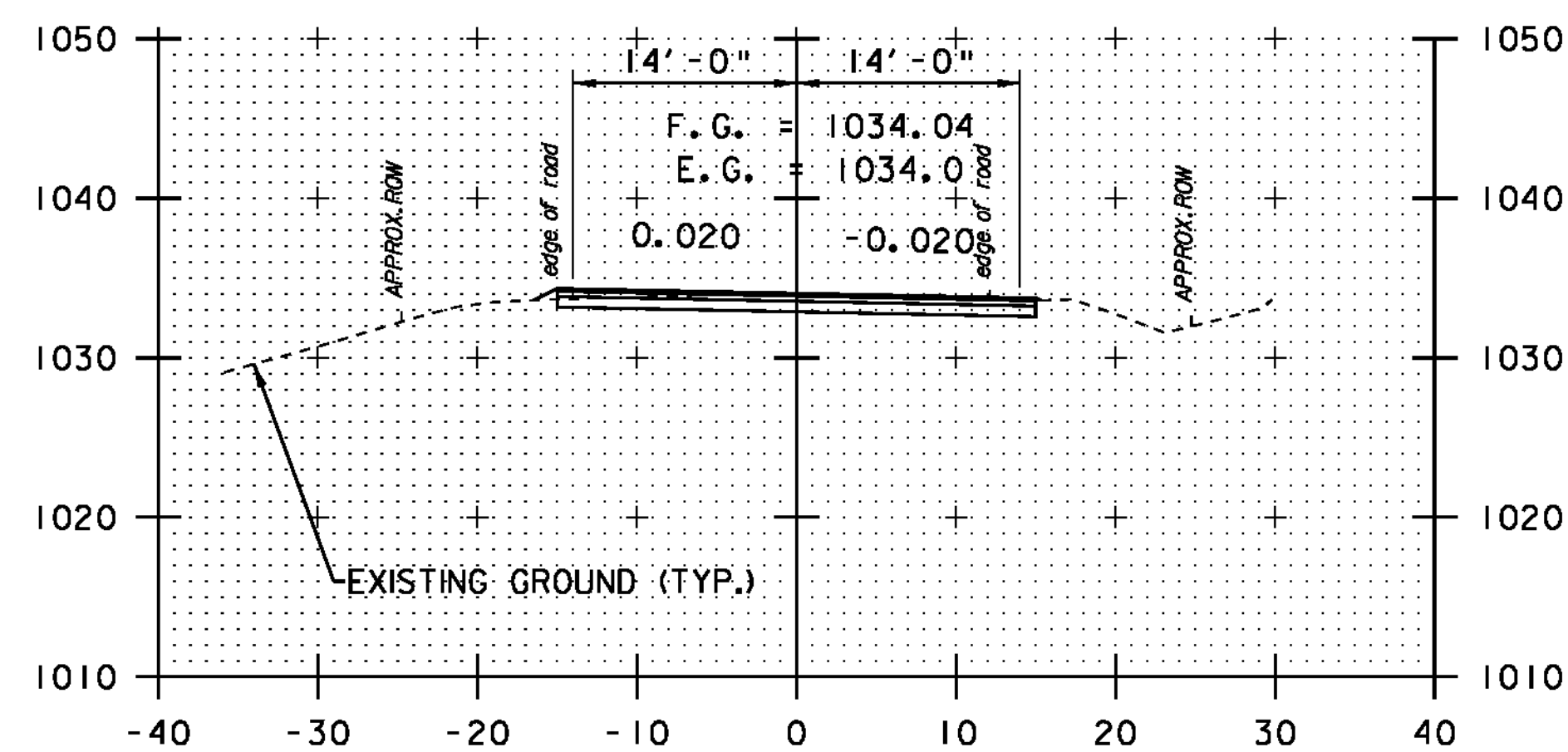
246+50



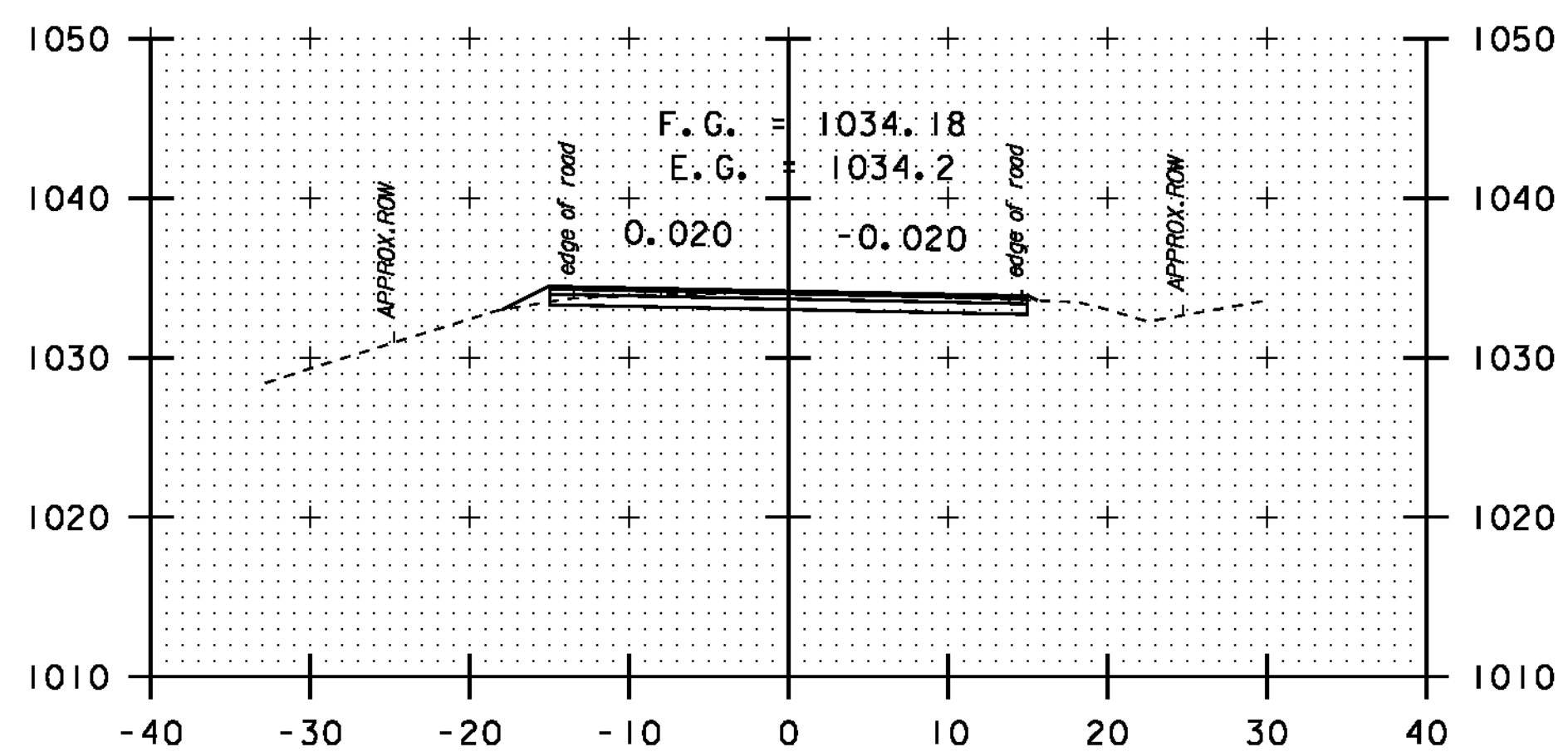
248+00



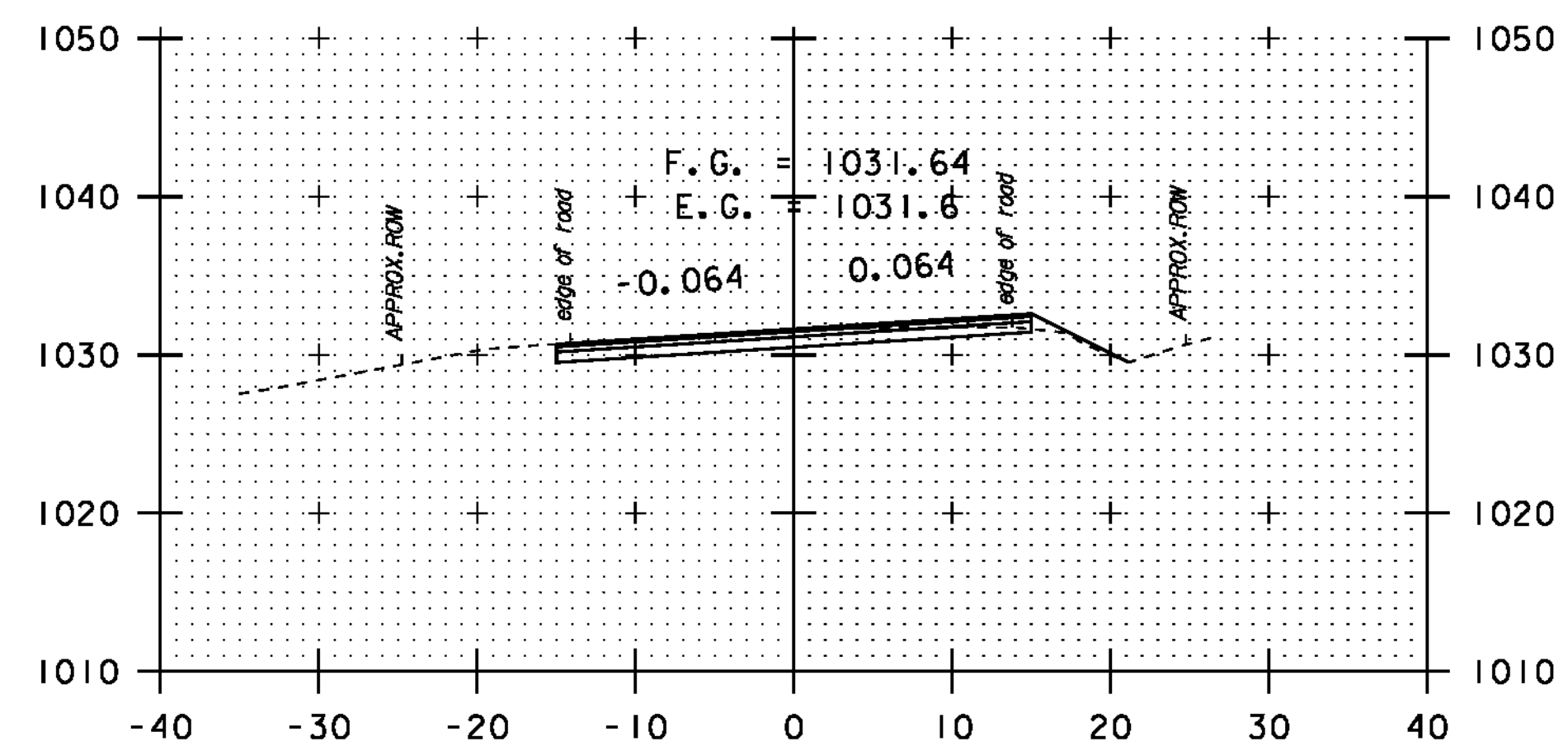
250+00



246+00



247+50



249+85

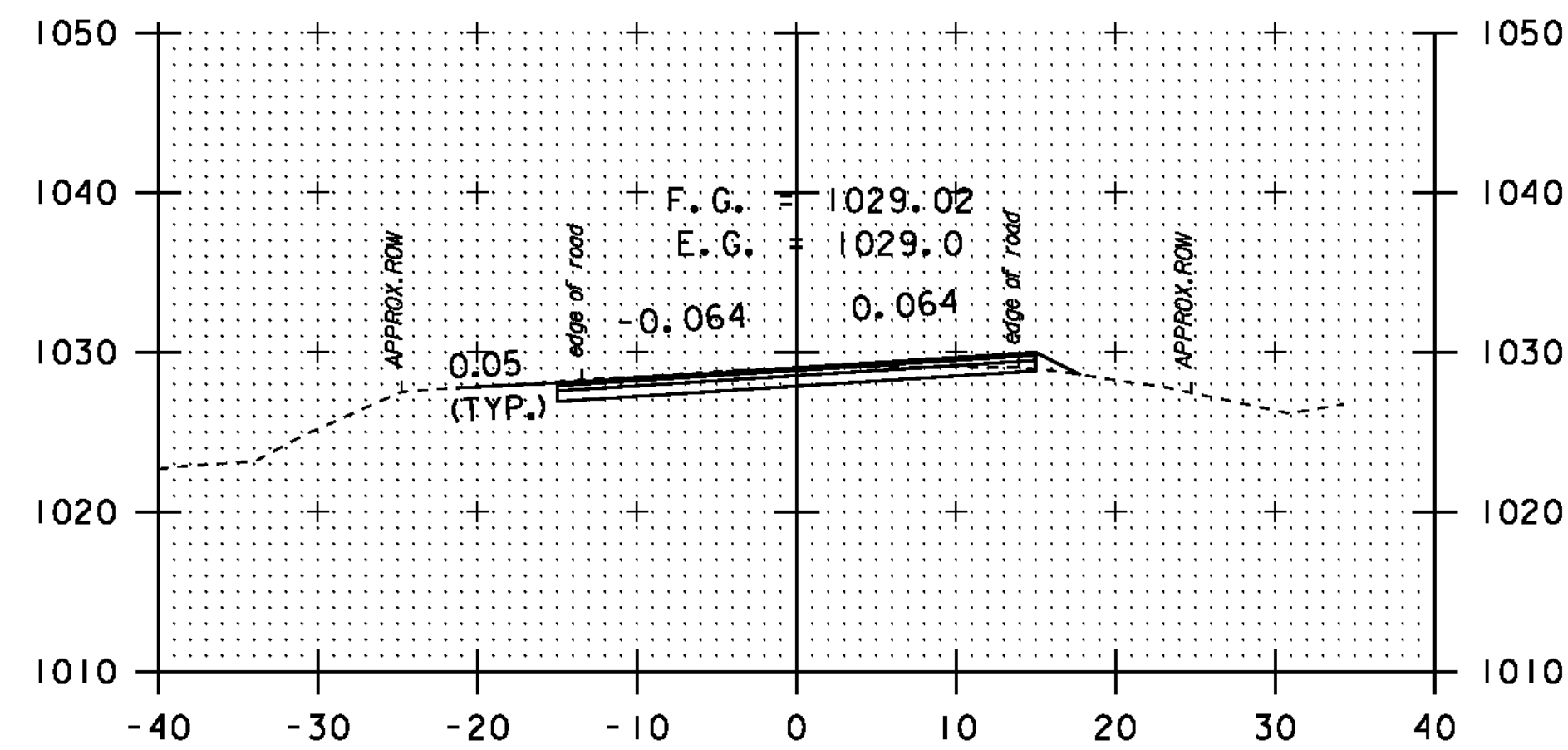
DATUM	NAVD 88
	NAD 83

SCALE 1" = 10'-0"

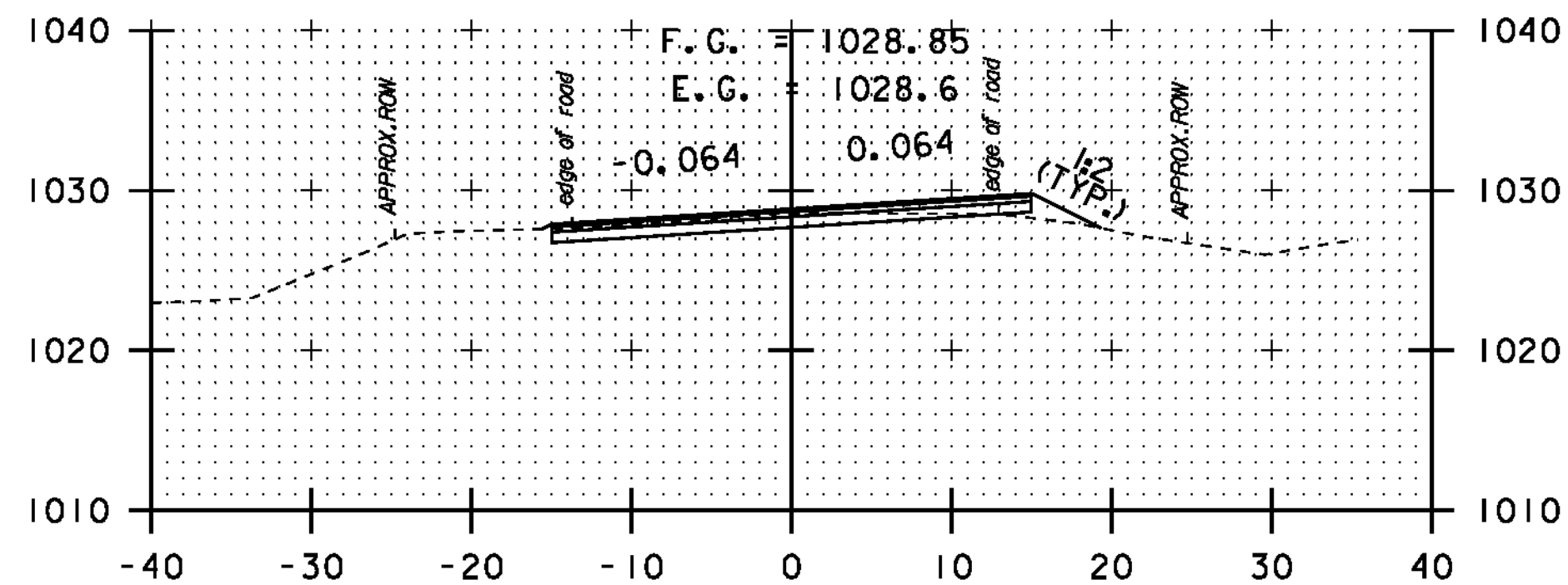
STA. 246 + 00
-
STA. 250 + 50

CROSS
SECTION
SHEET 16

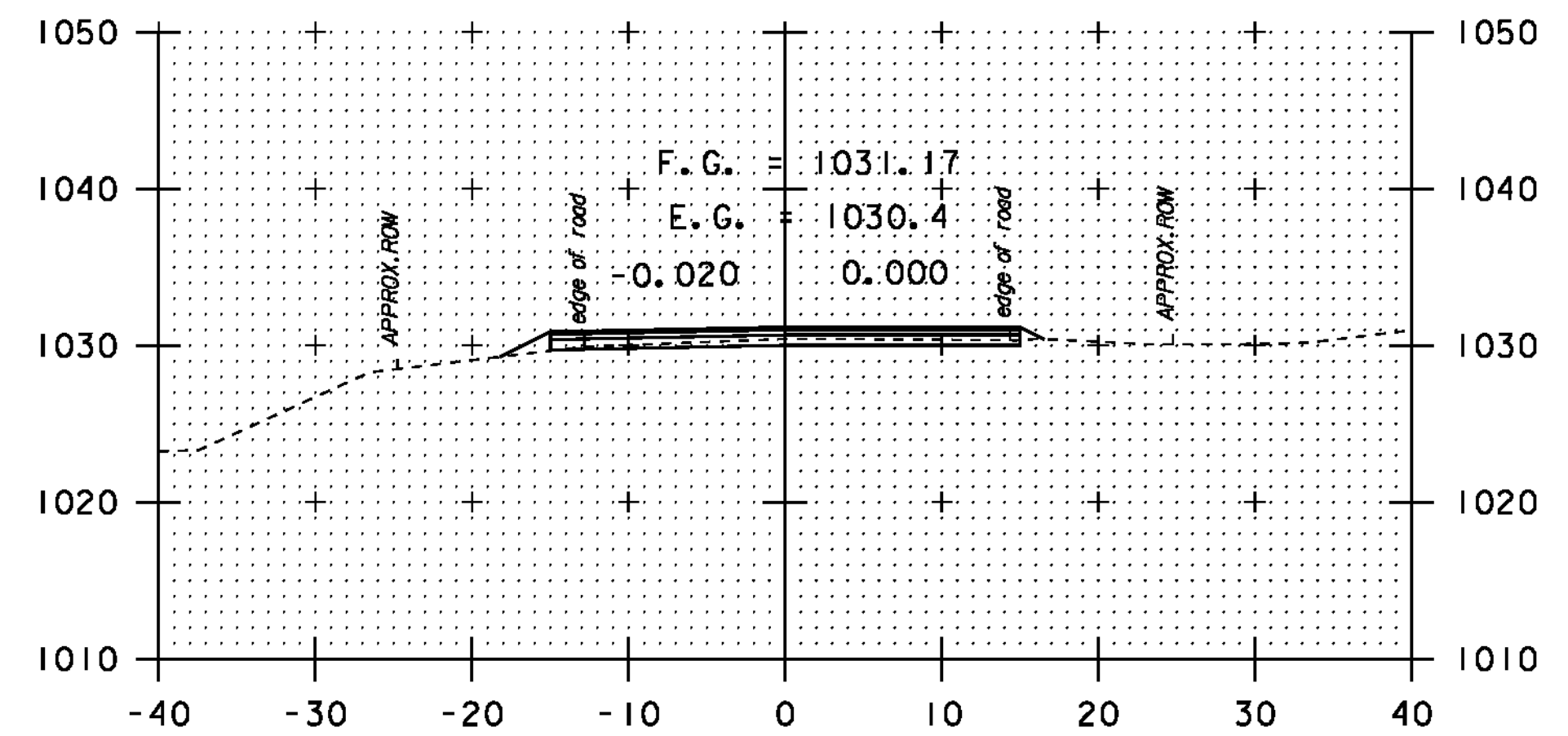
PROJECT NAME:	NEWPORT-COVENTRY-NEWPORT
PROJECT NUMBER:	STP 2802(I)
FILE NAME:	08b158.dgn
PROJECT LEADER:	CDL
DESIGNED BY:	BMB
PLOT FILE:	08b158-89.1
PLOT DATE:	8/3/2011
DRAWN BY:	BMB
CHECKED BY:	EPD
SHEET	89 OF 134



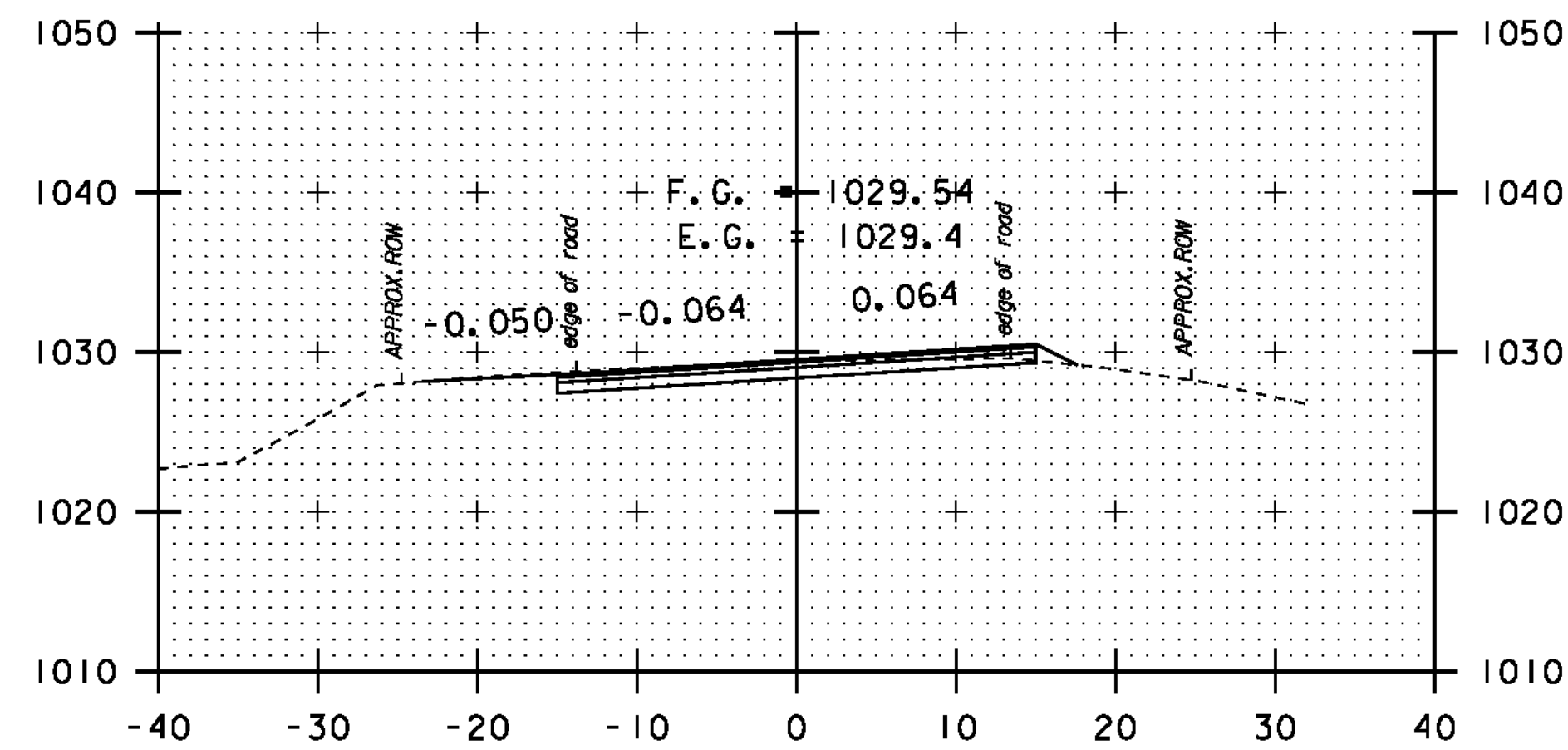
252+00



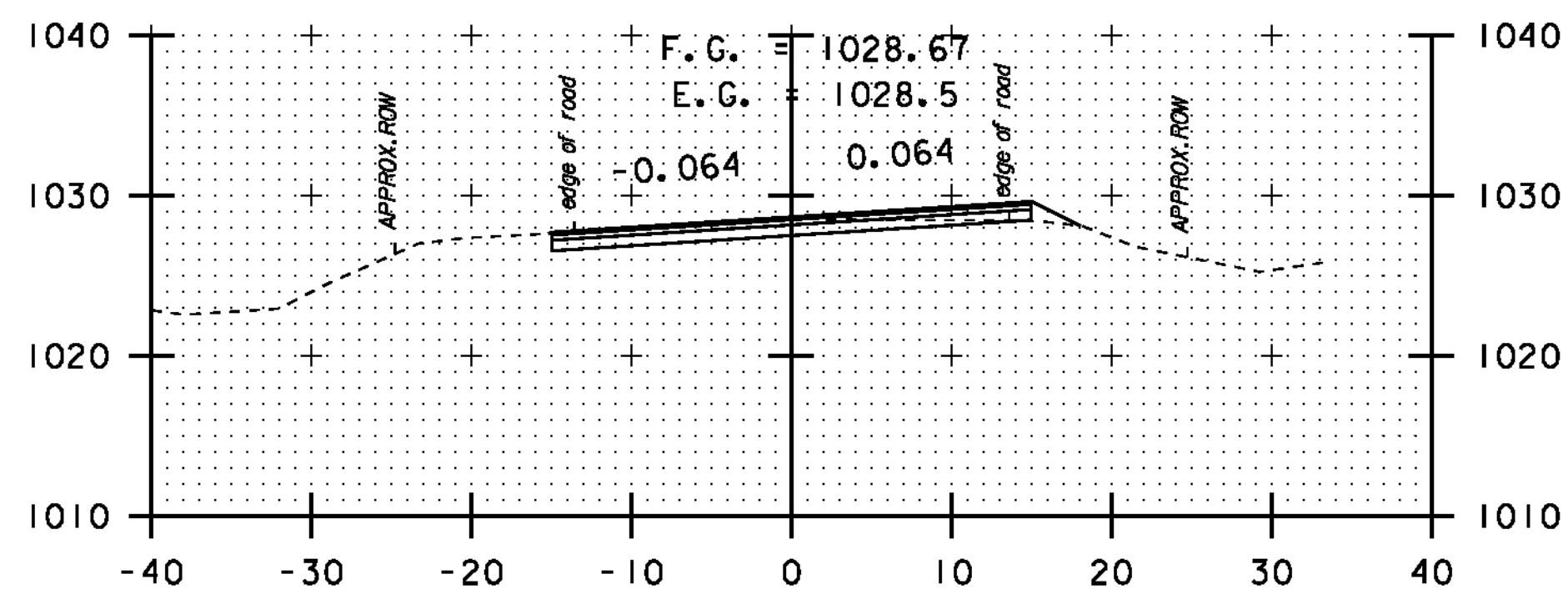
253+50



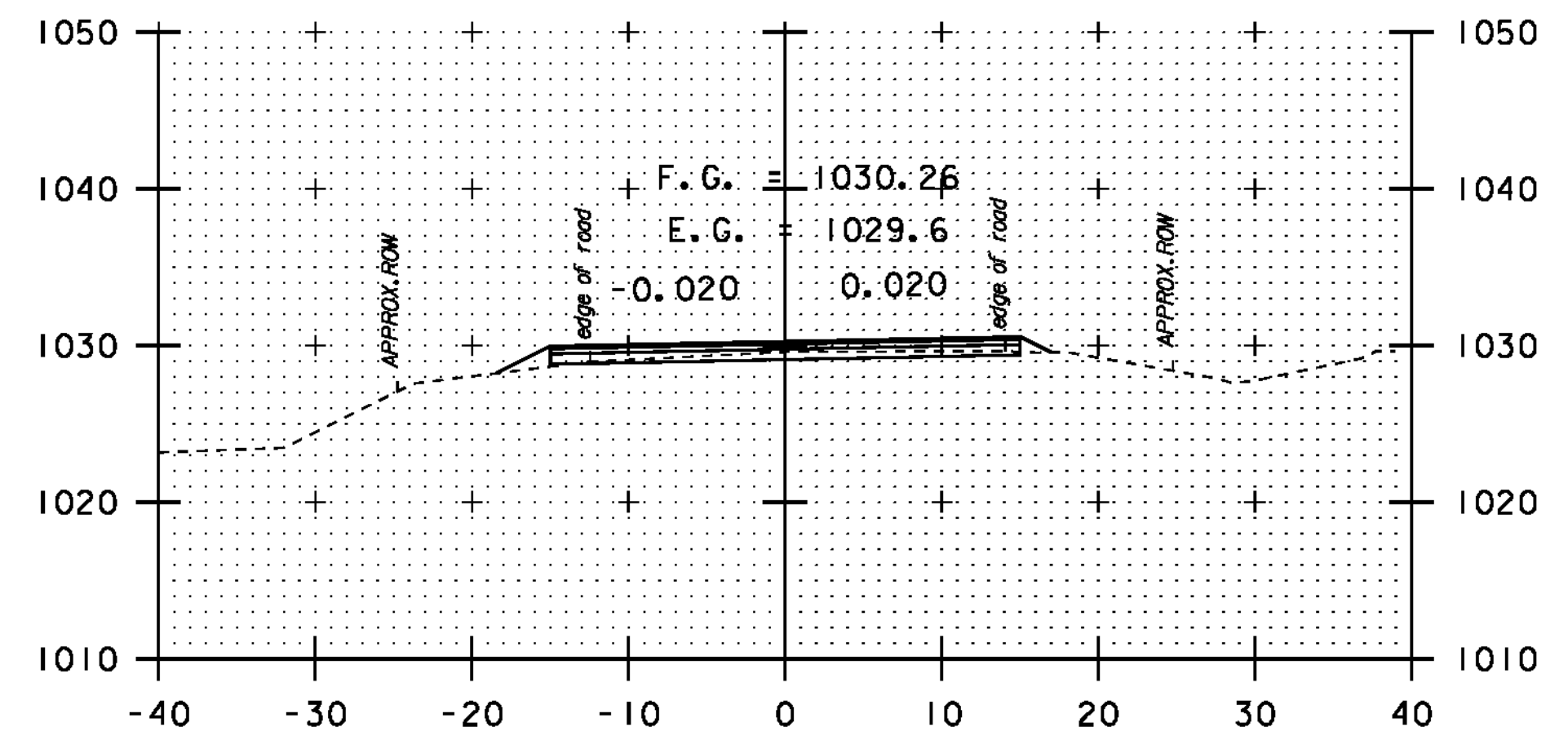
255+20



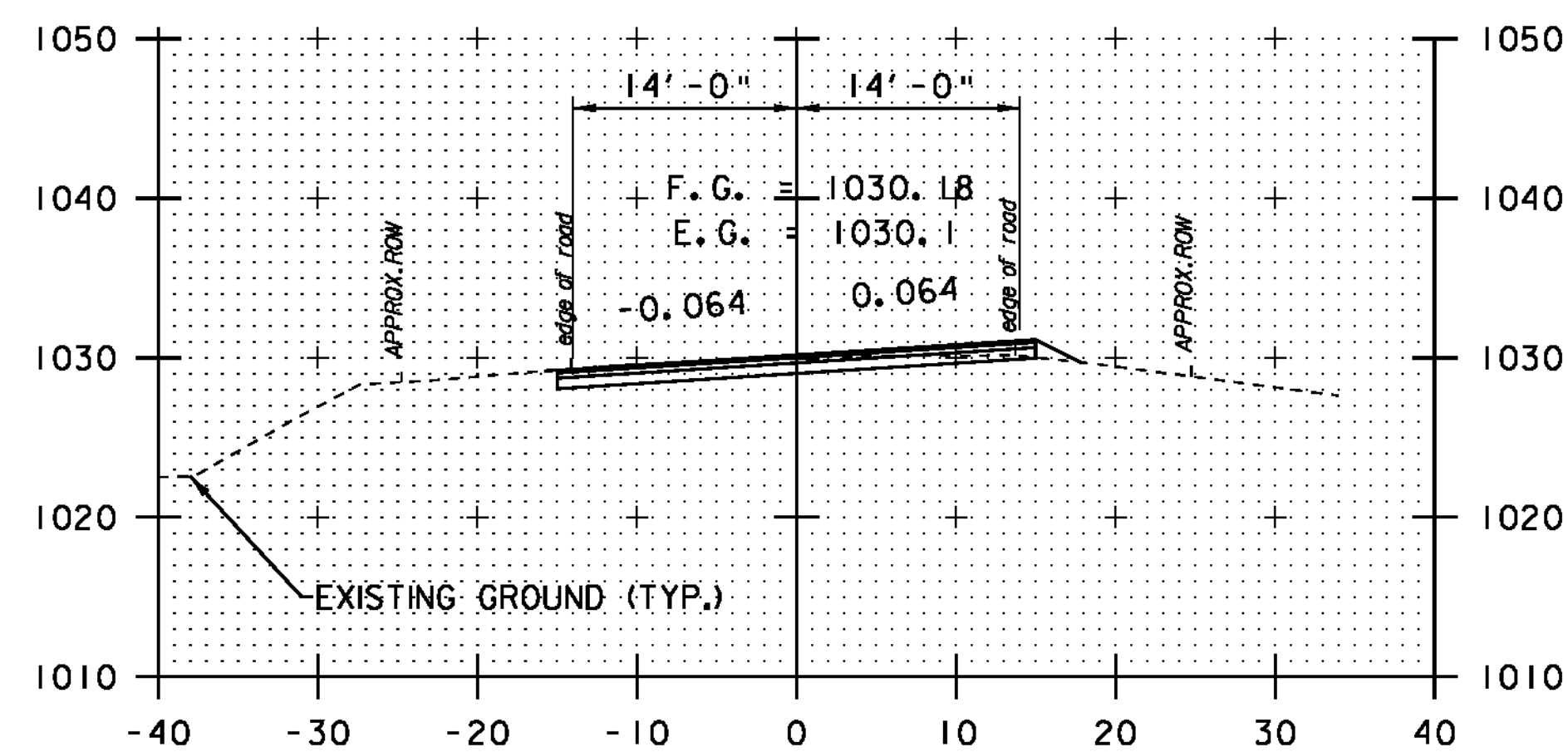
251+50



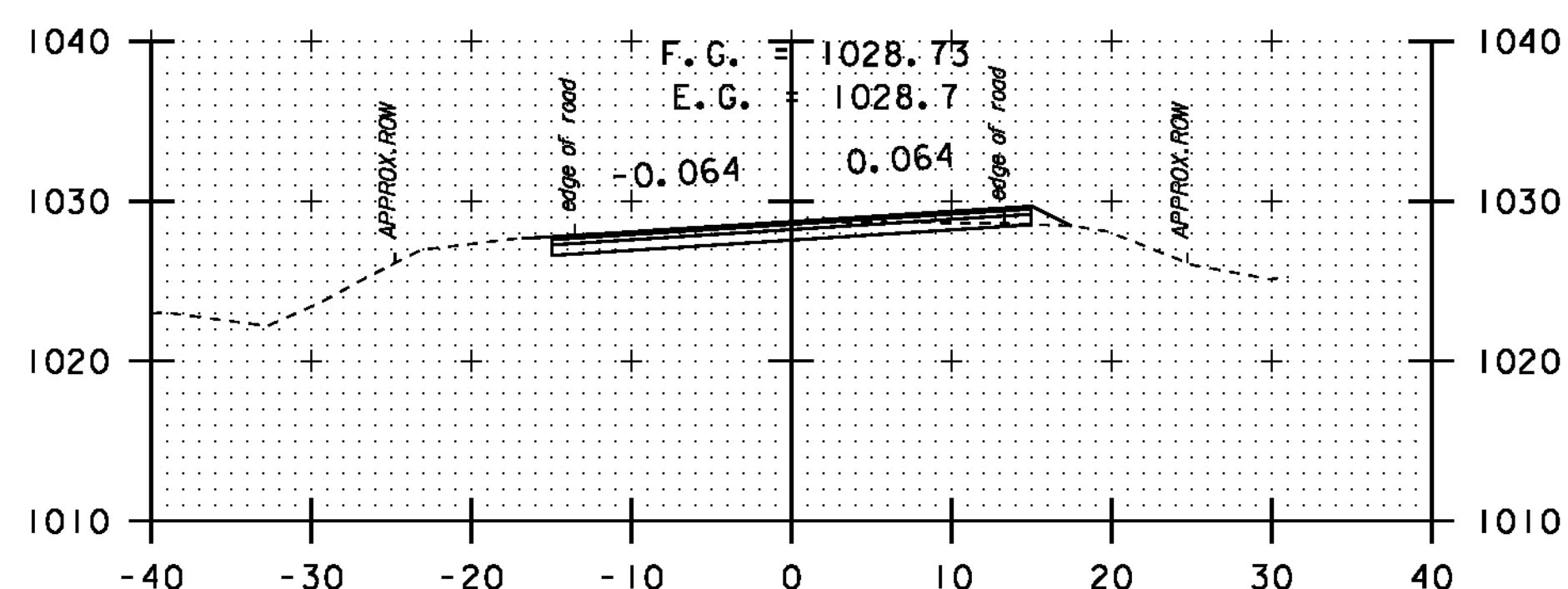
253+00



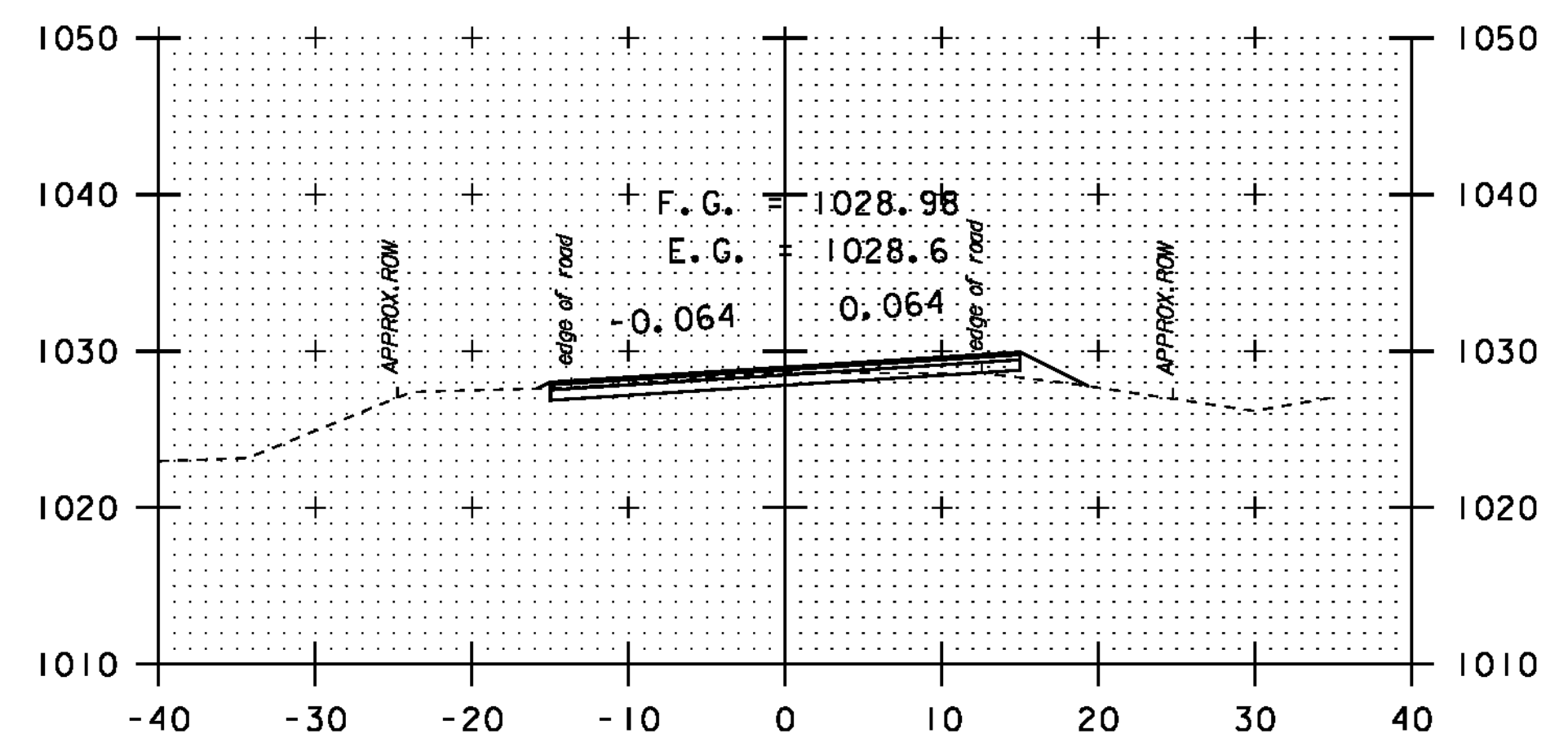
254+73



251+00



252+50



253+70

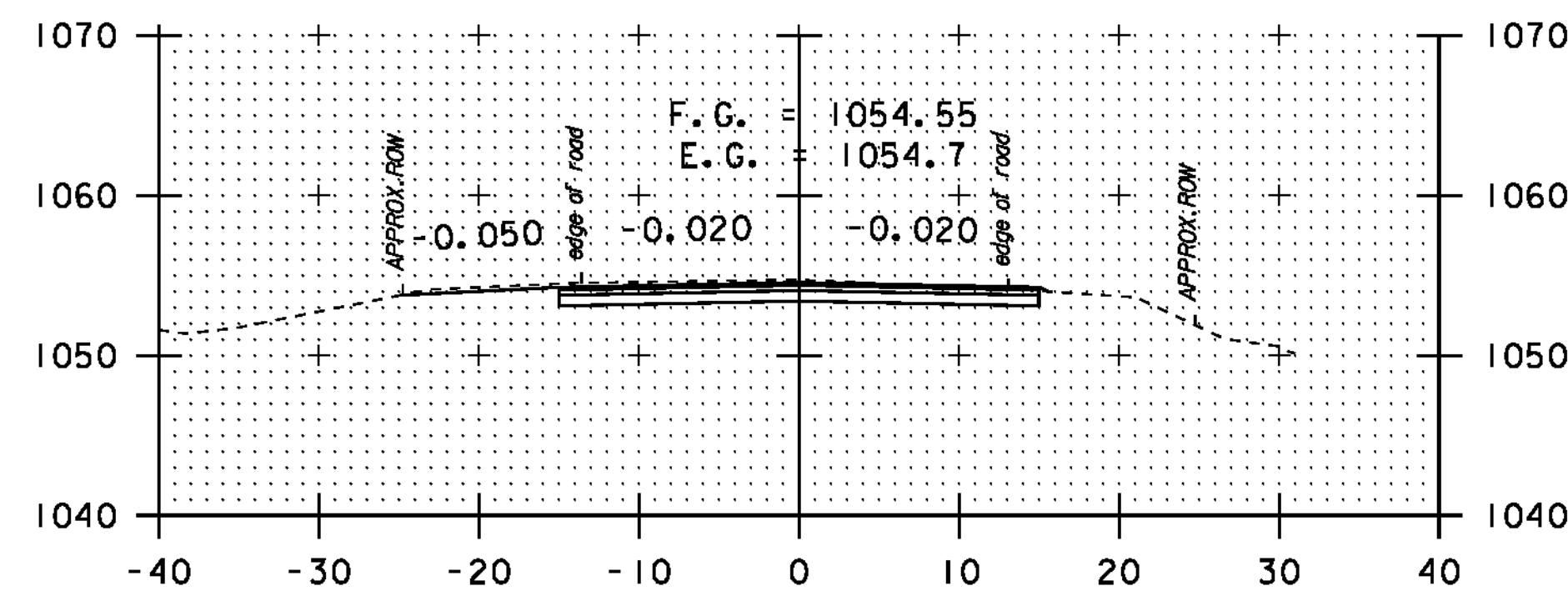
DATUM	NAVD 88
	NAD 83



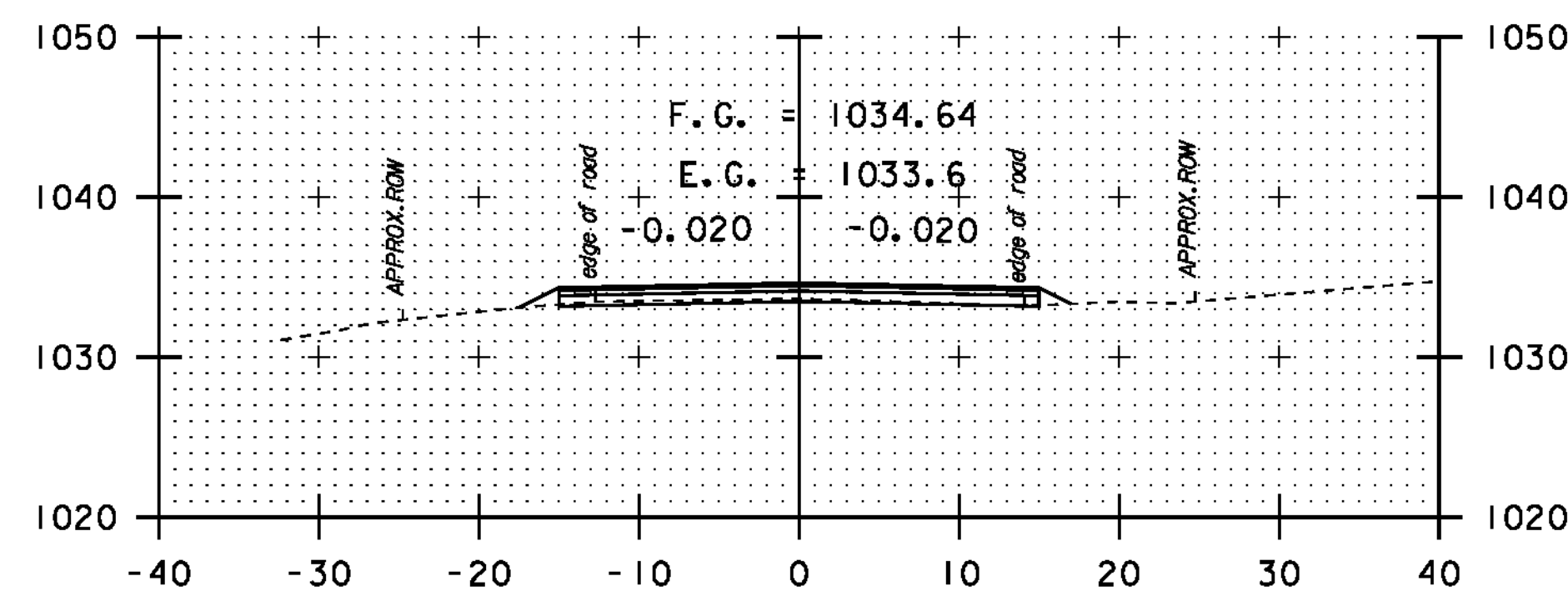
STA. 251 + 00
-
STA. 255 + 20

CROSS
SECTION
SHEET 17

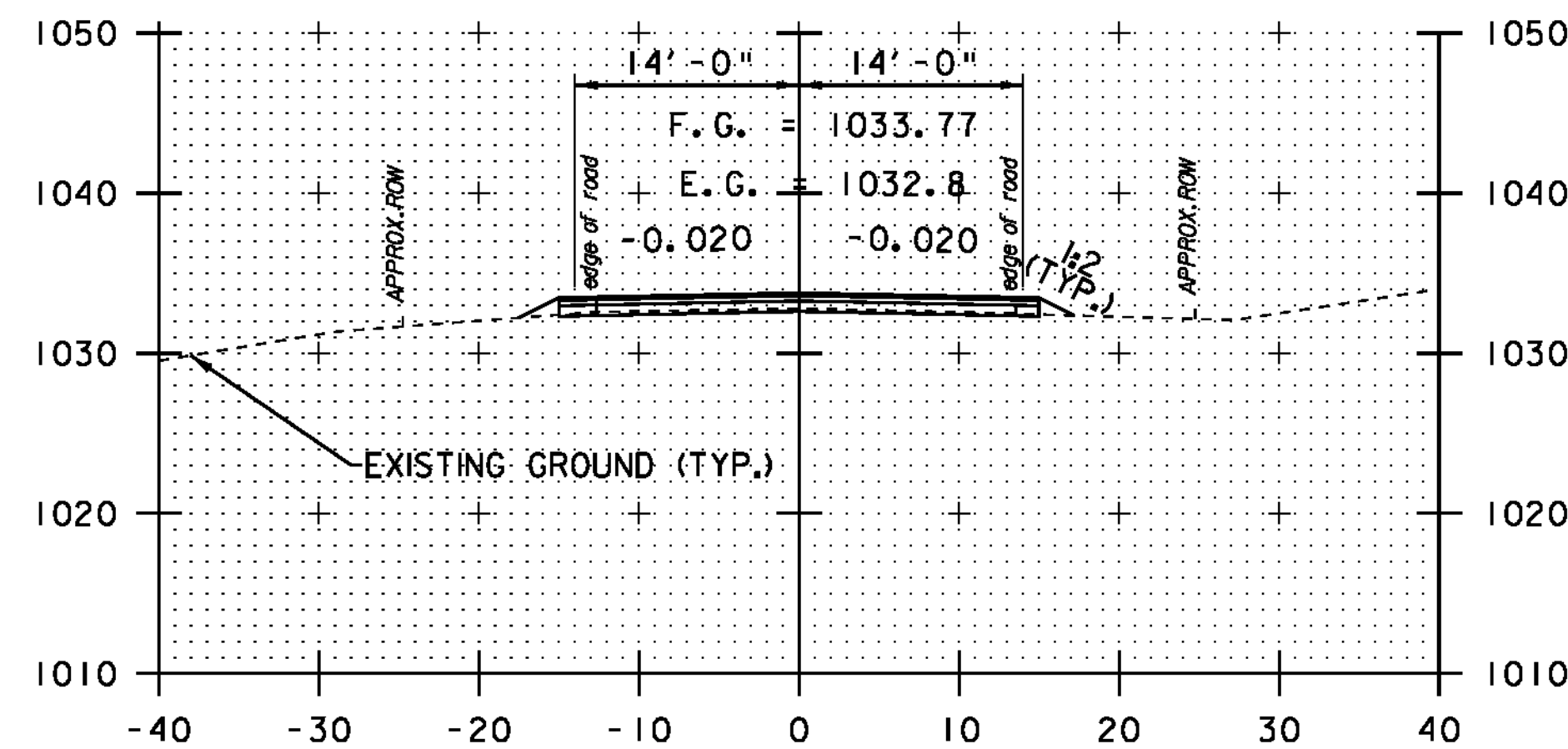
PROJECT NAME:	NEWPORT-COVENTRY-NEWPORT
PROJECT NUMBER:	STP 2802(I)
FILE NAME:	08b158.dgn
PROJECT LEADER:	CDL
DESIGNED BY:	BMB
PLOT FILE:	08b158-90.I
PLOT DATE:	8/3/2011
DRAWN BY:	BMB
CHECKED BY:	EPD
SHEET	90 OF 134



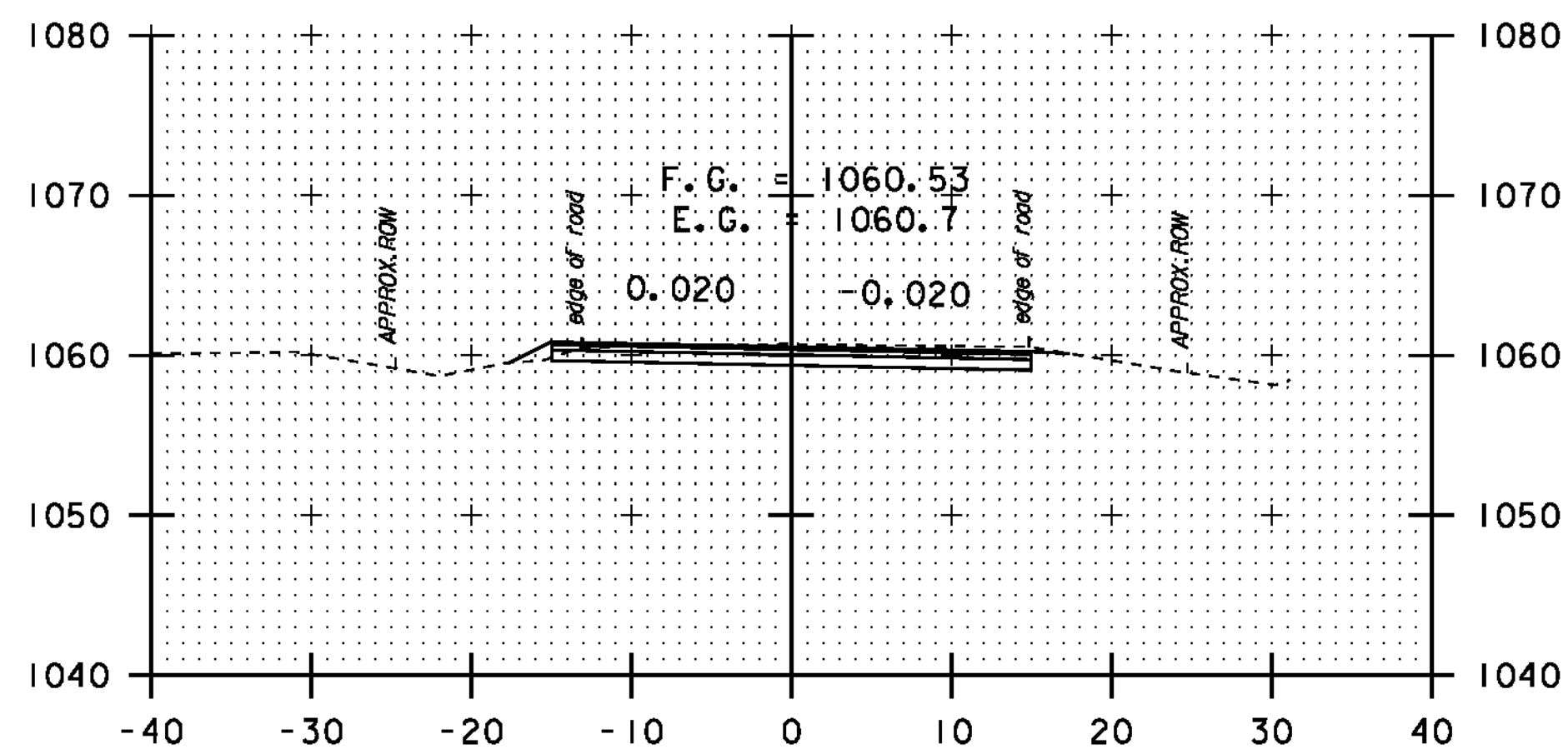
263+50



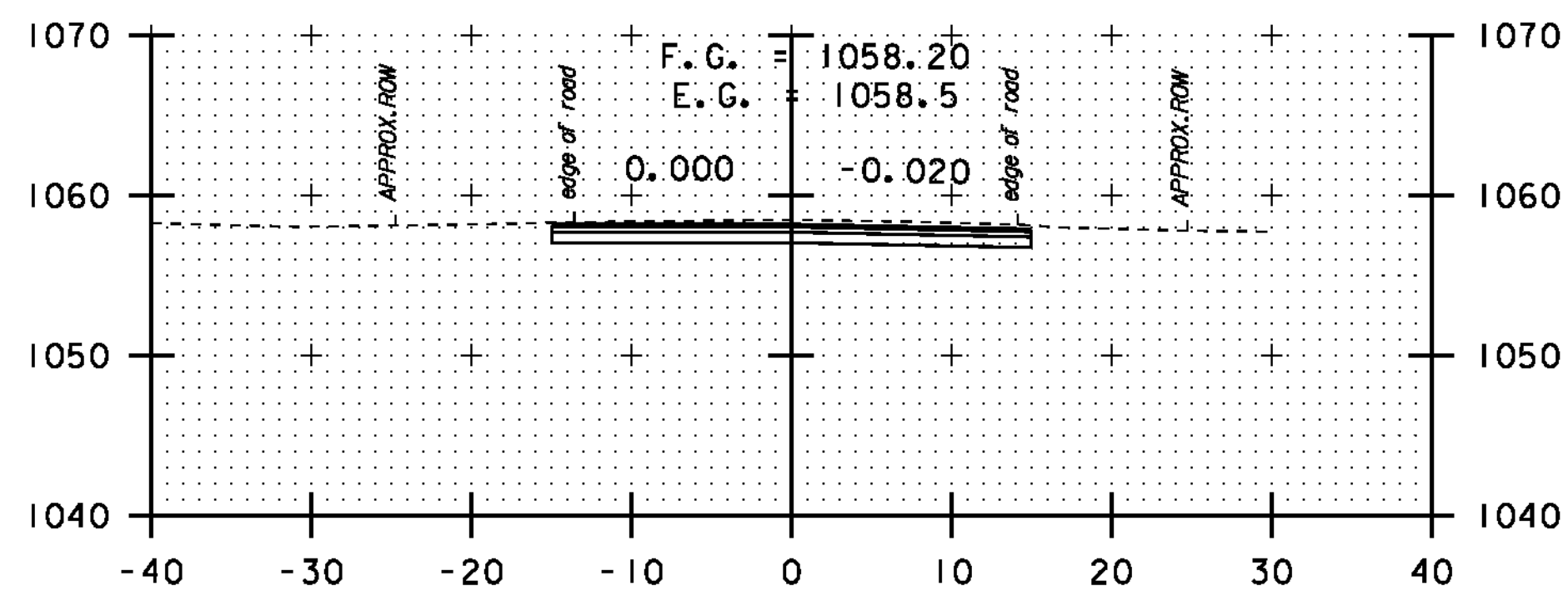
256+50



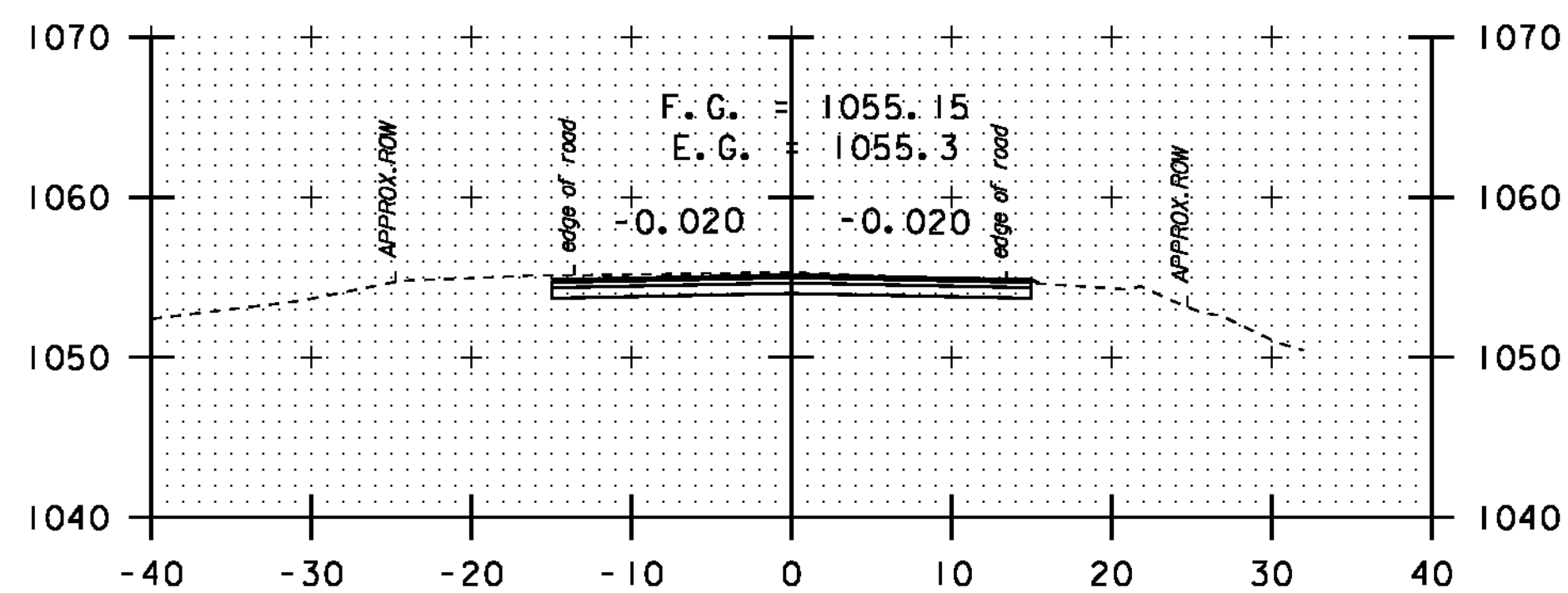
256+20



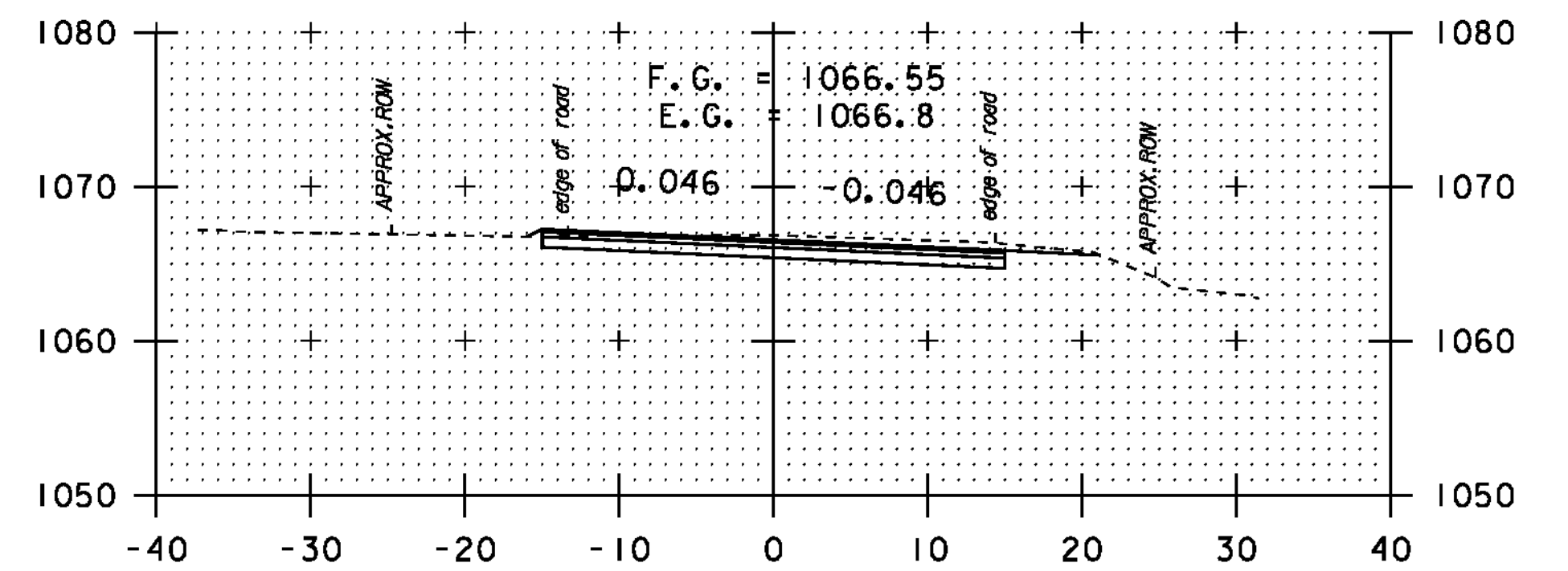
265+40



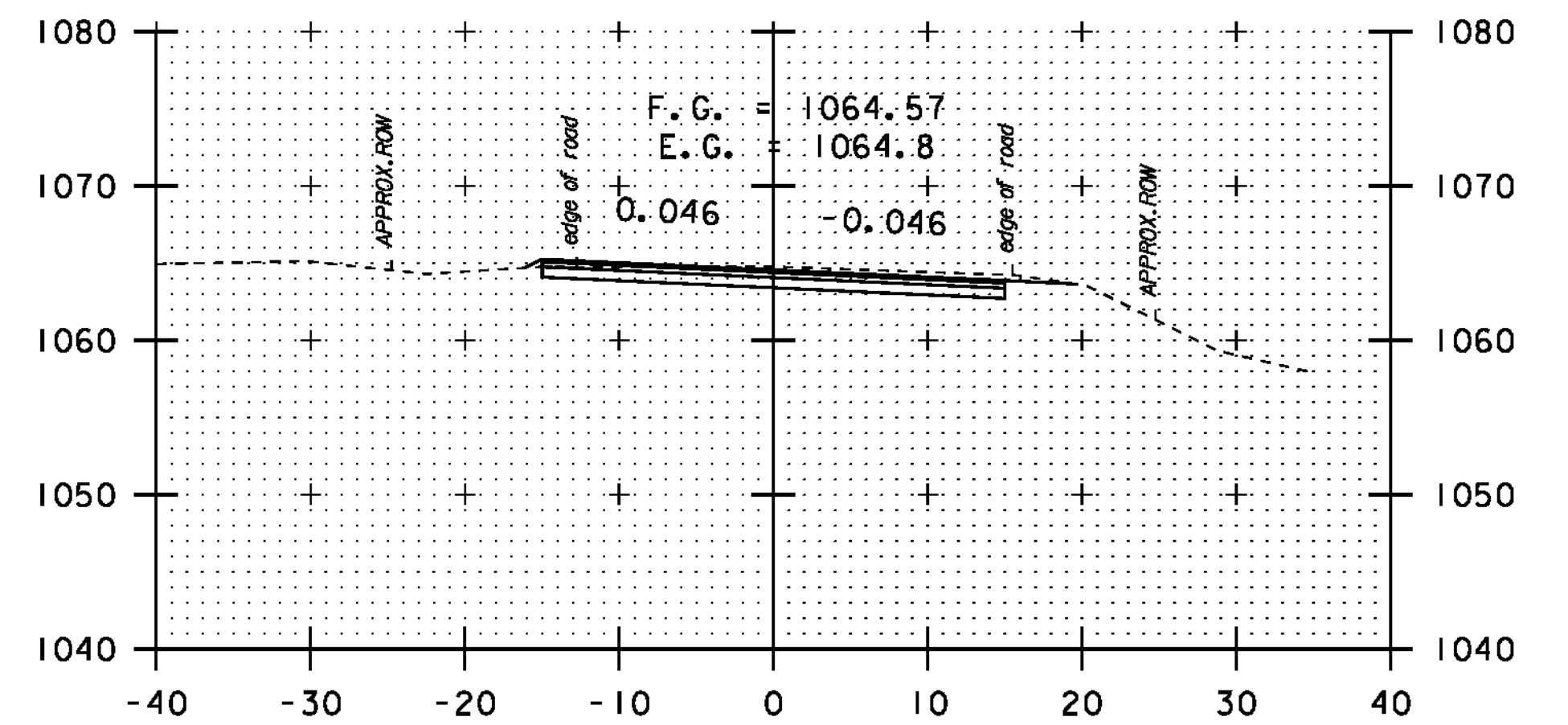
264+70



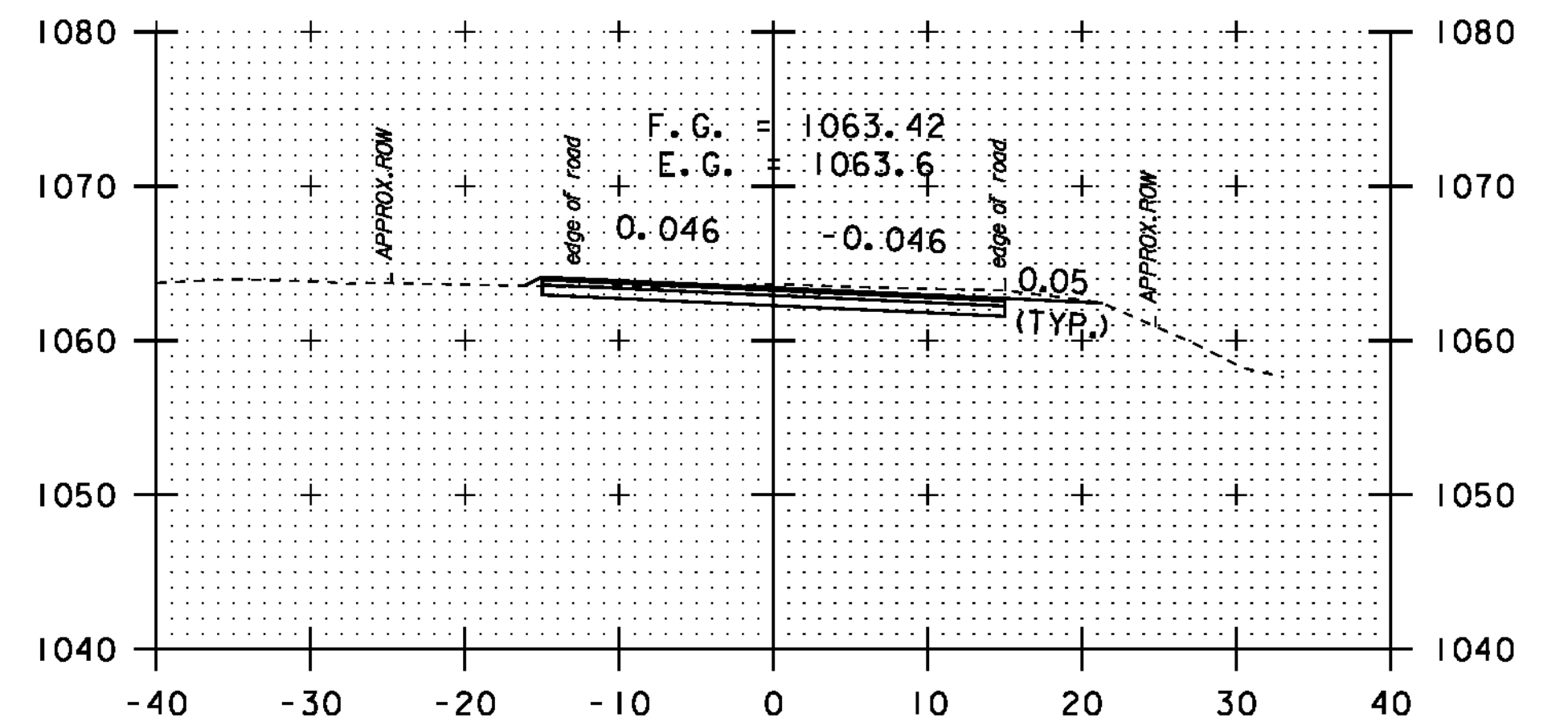
263+70



267+00



266+50



266+20

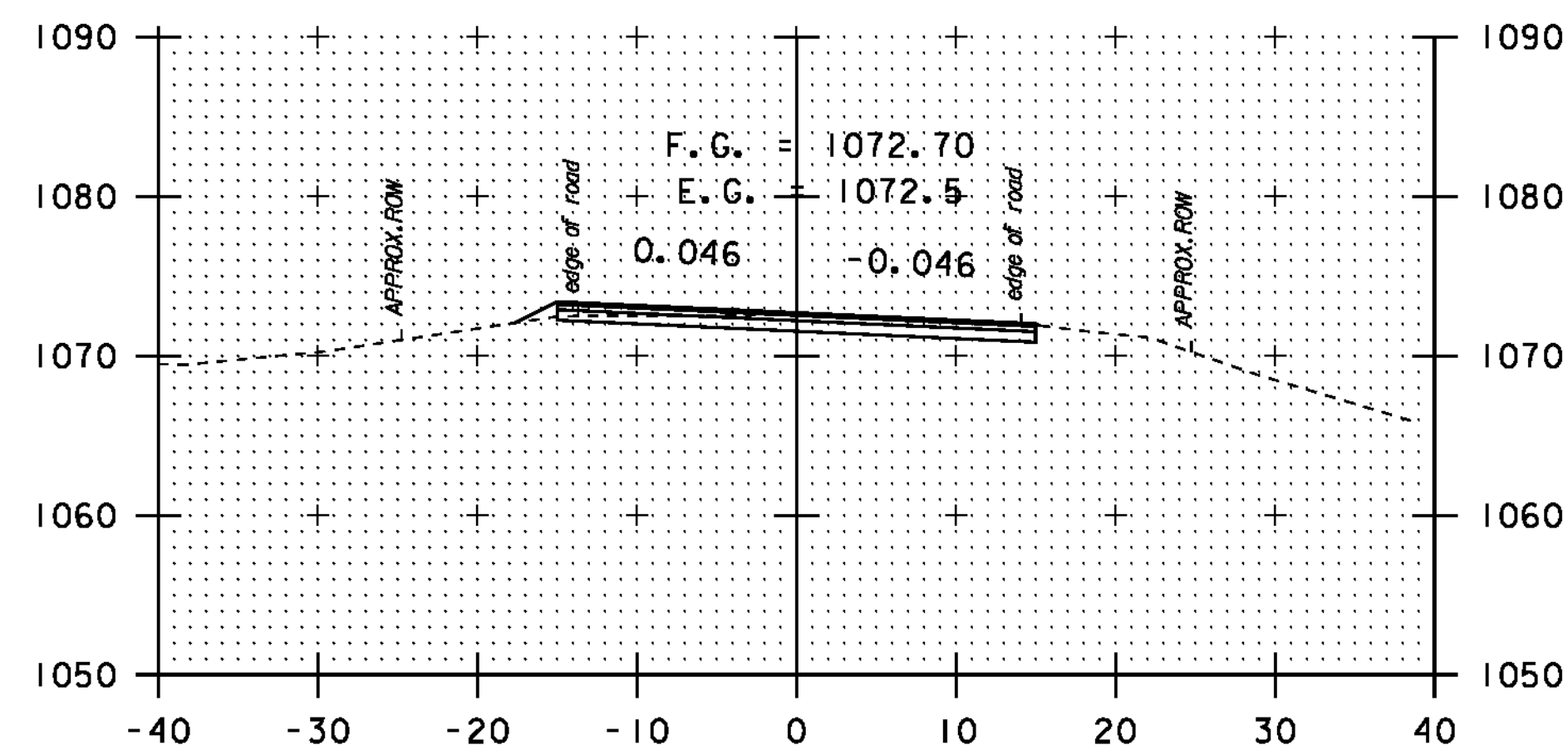
DATUM	NAVD 88
	NAD 83

SCALE 1" = 10'-0"

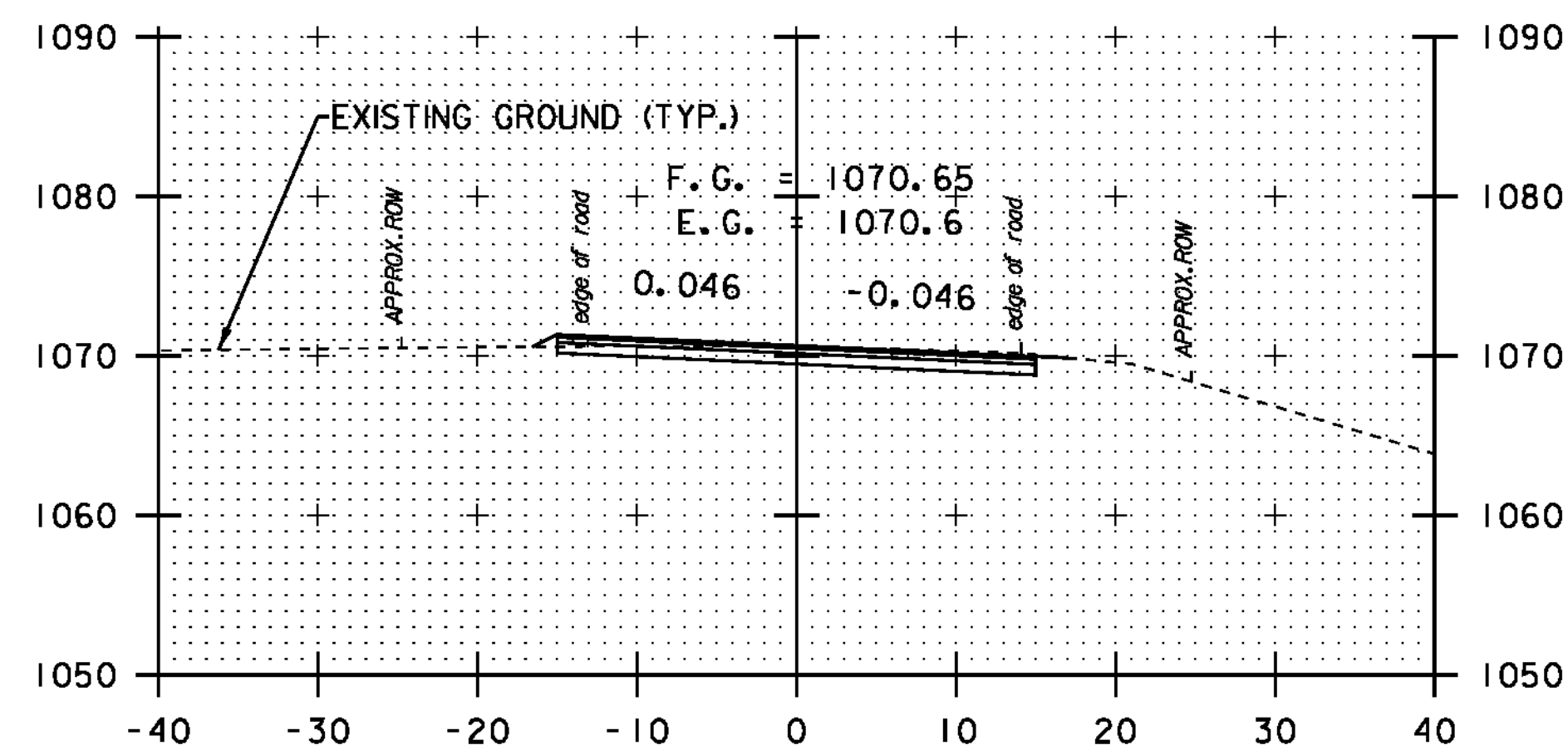
STA. 256 + 20
-
STA. 267 + 00

CROSS
SECTION
SHEET 18

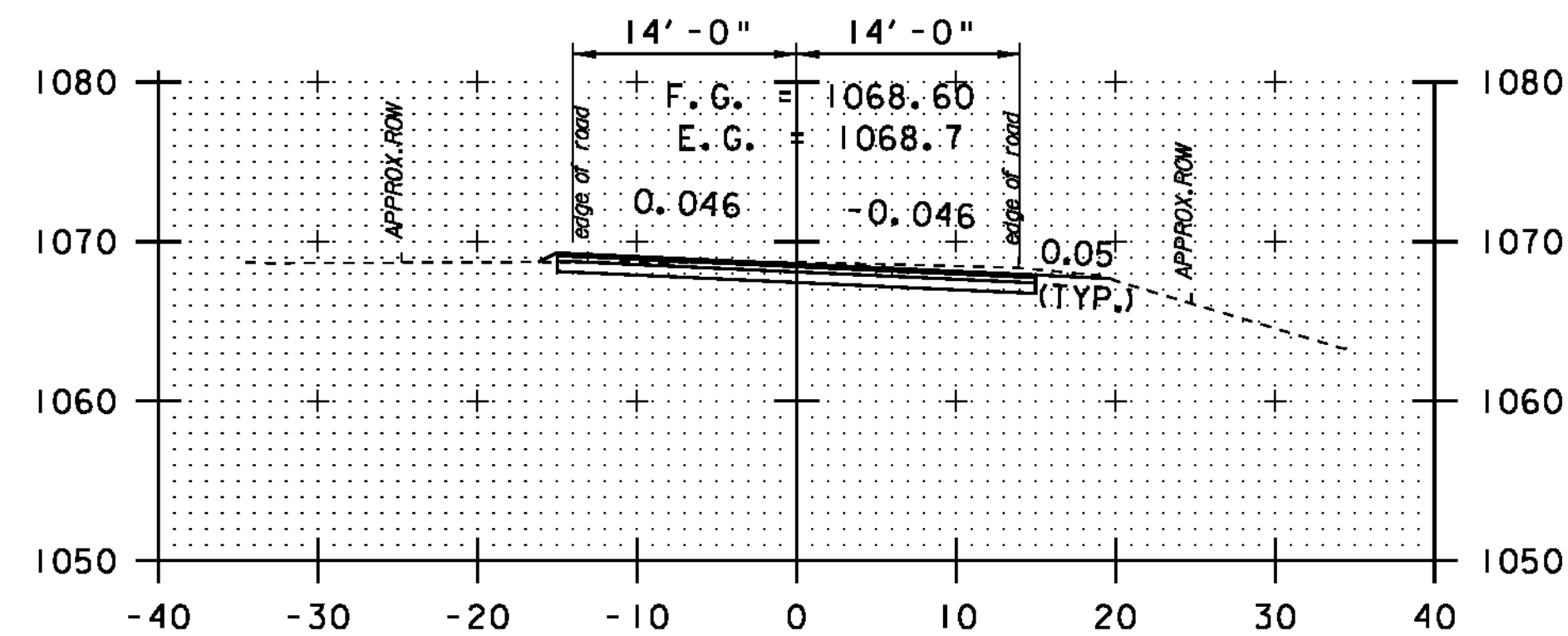
PROJECT NAME:	NEWPORT-COVENTRY-NEWPORT
PROJECT NUMBER:	STP 2802(I)
FILE NAME:	08b158.dgn
PROJECT LEADER:	CDL
DESIGNED BY:	BMB
PLOT FILE:	08b158-91.I
PLOT DATE:	8/3/2011
DRAWN BY:	BMB
CHECKED BY:	EPD
SHEET	91 OF 134



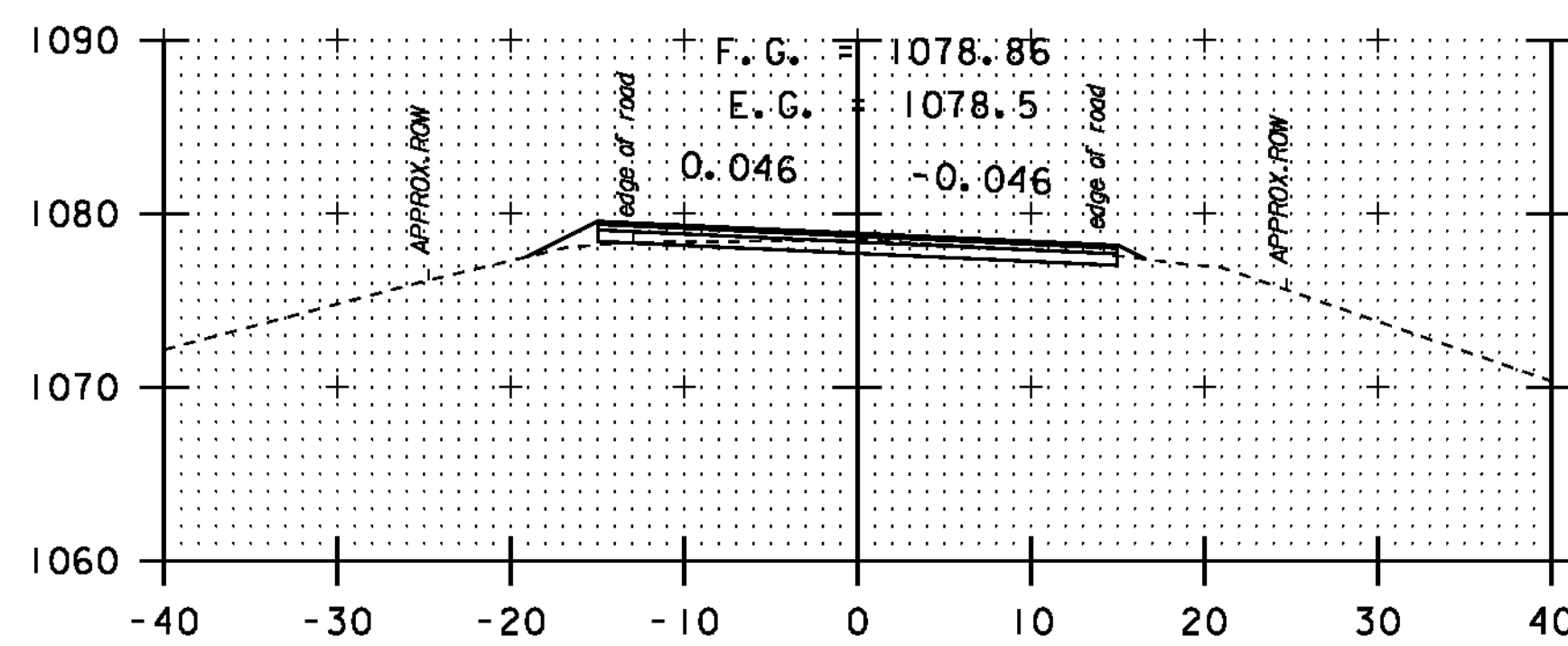
268+50



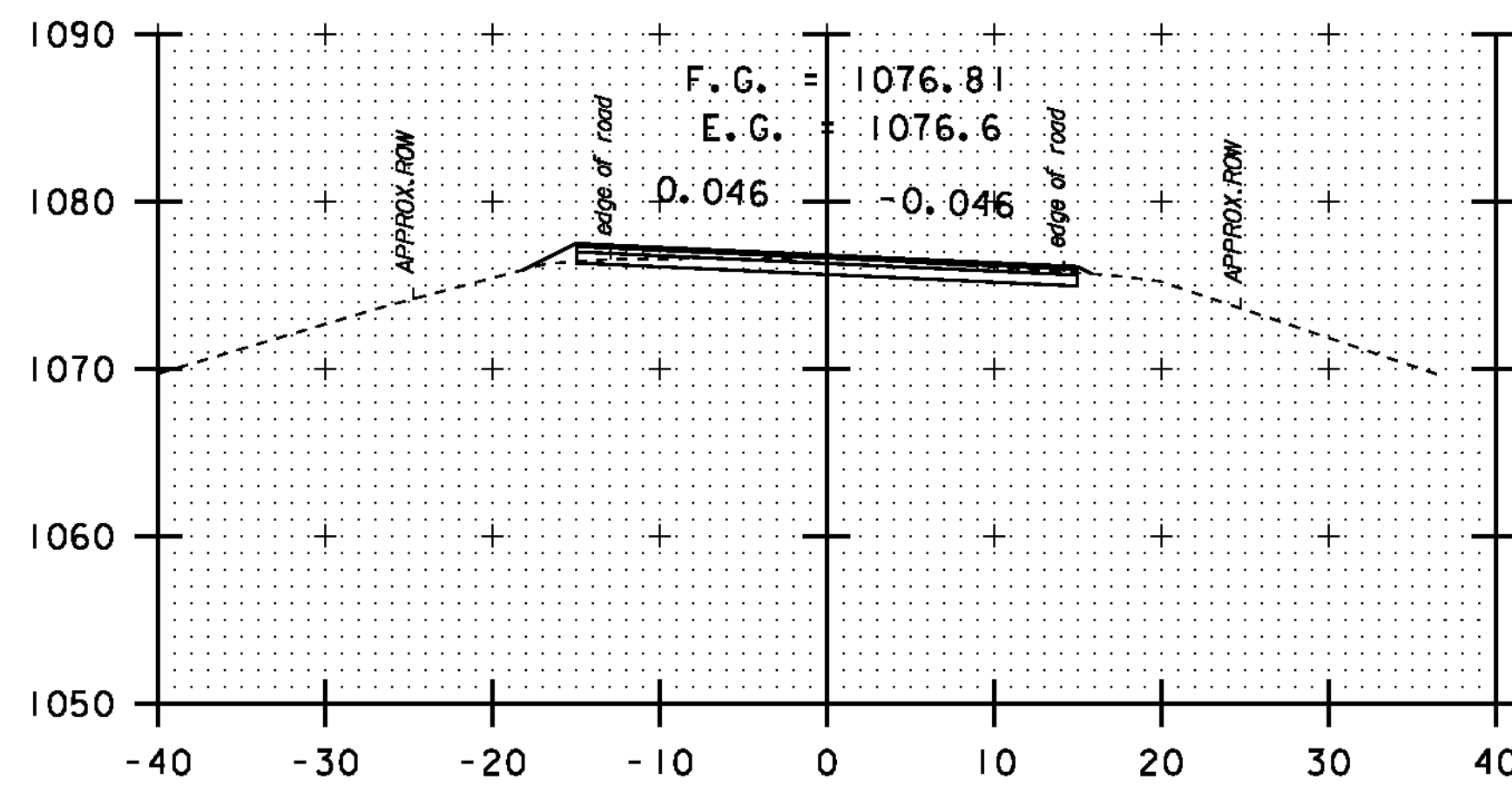
268+00



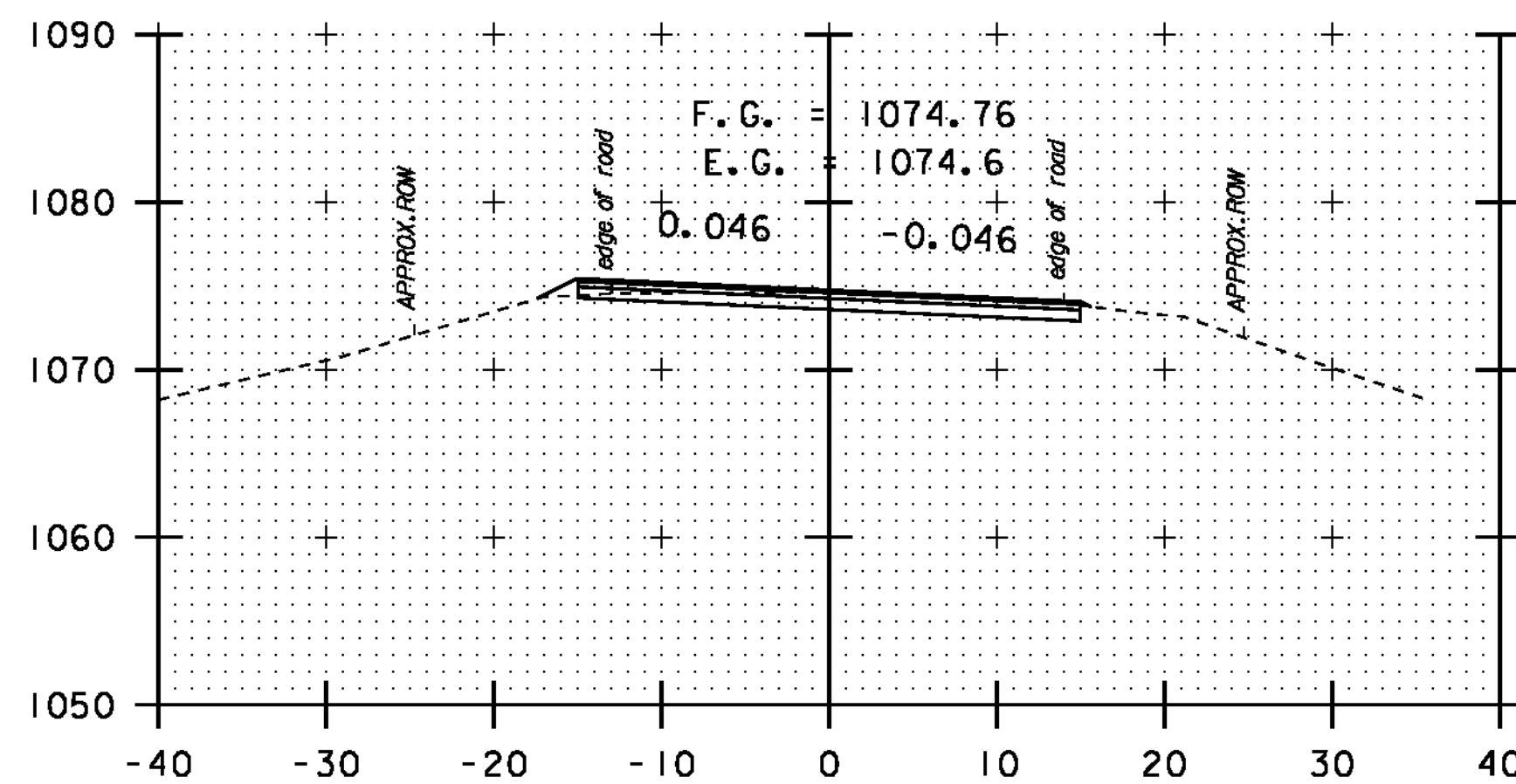
267+50



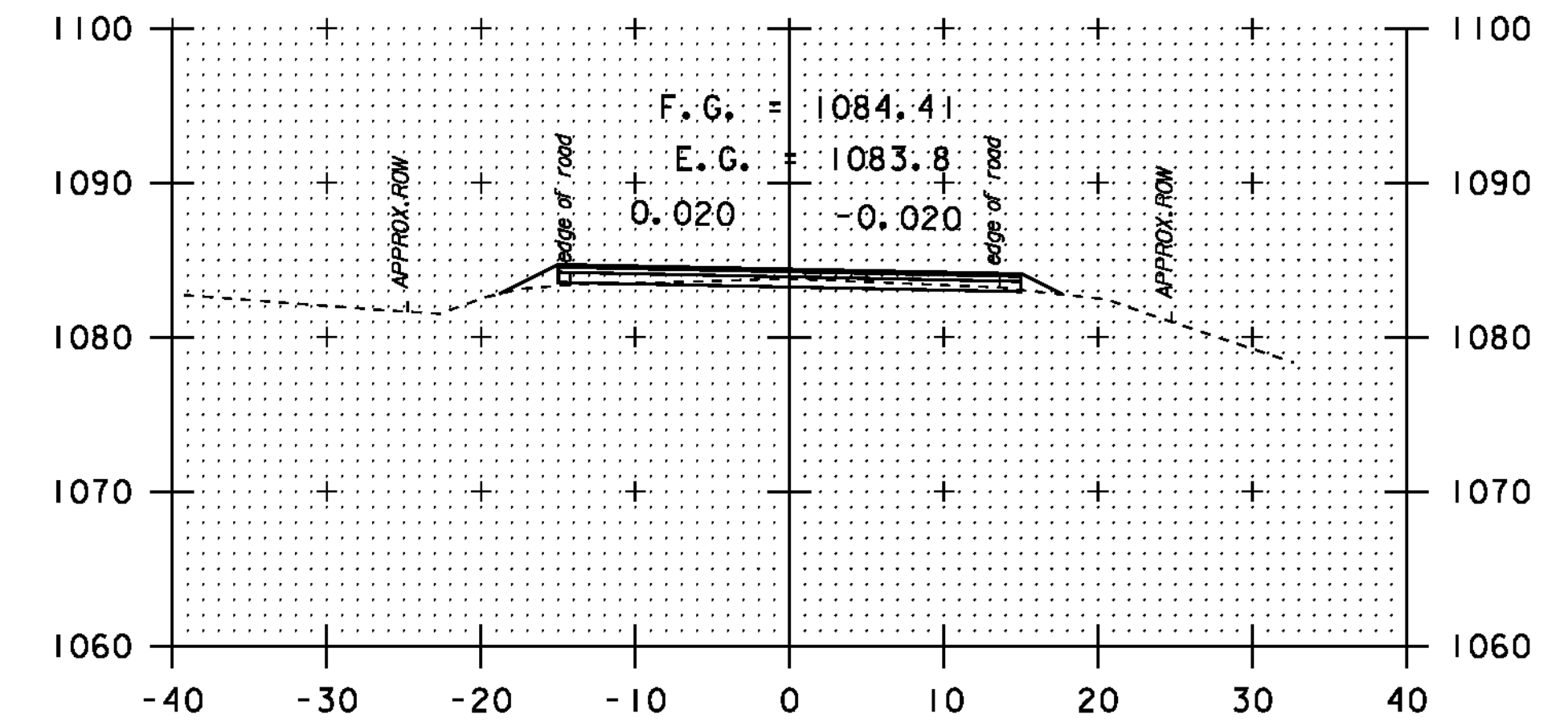
270+00



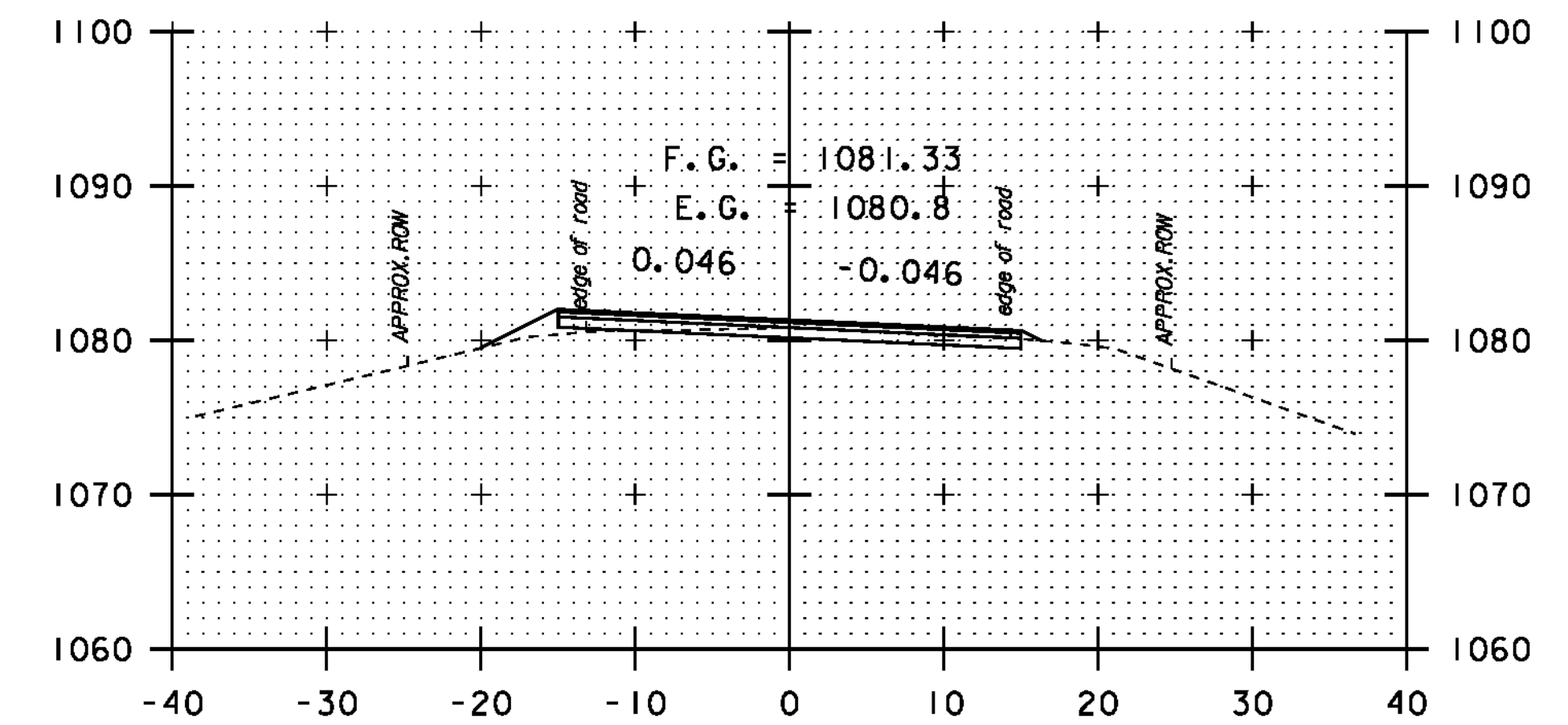
269+50



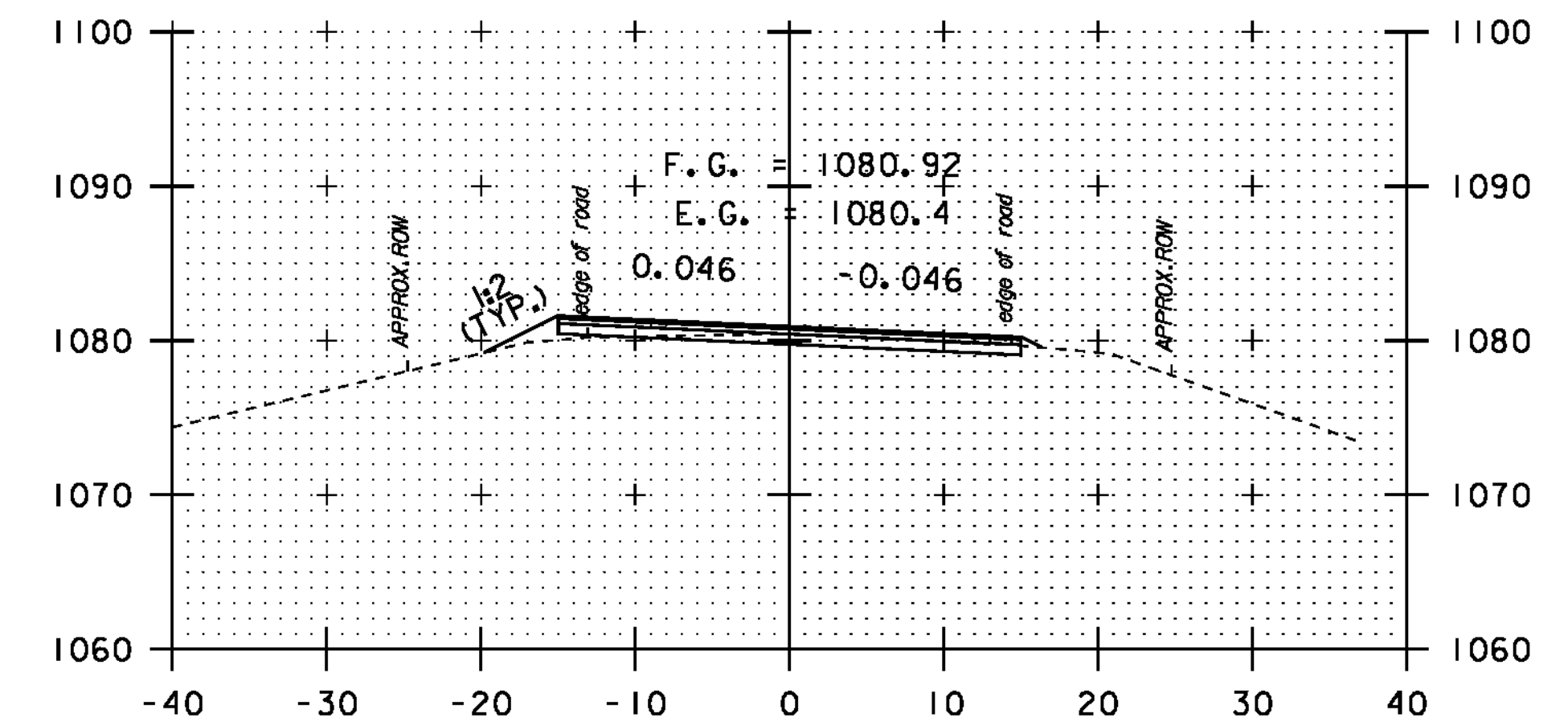
269+00



271+40



270+60



270+50

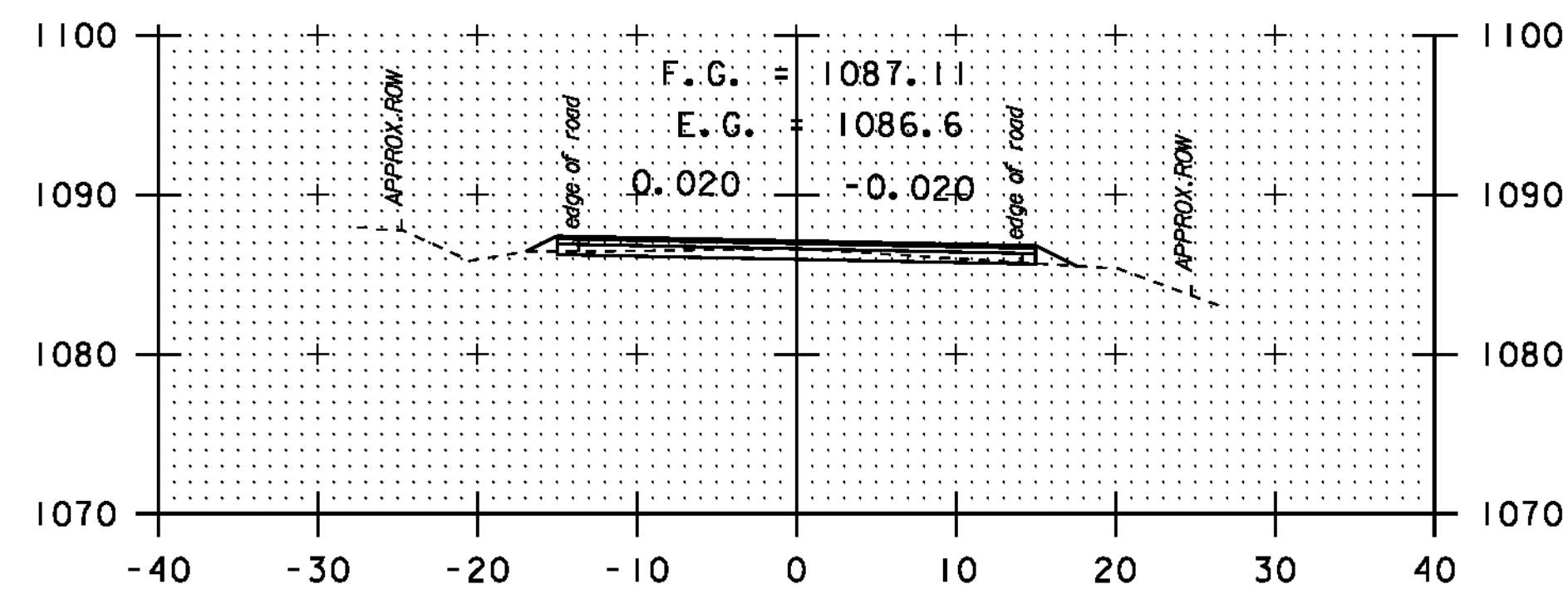
DATUM
NAVD 88
NAD 83

SCALE 1" = 10'-0"
10 0 10

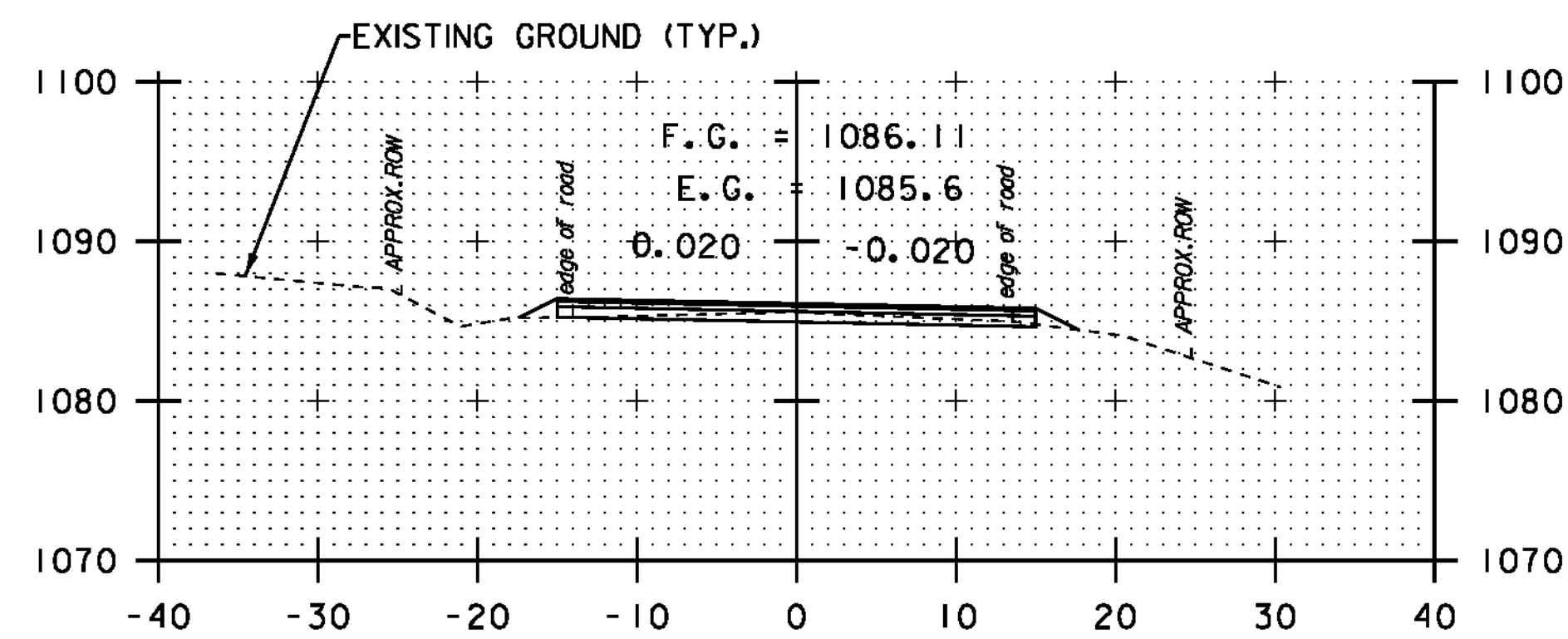
STA. 267+50
-
STA. 271+40

CROSS
SECTION
SHEET 19

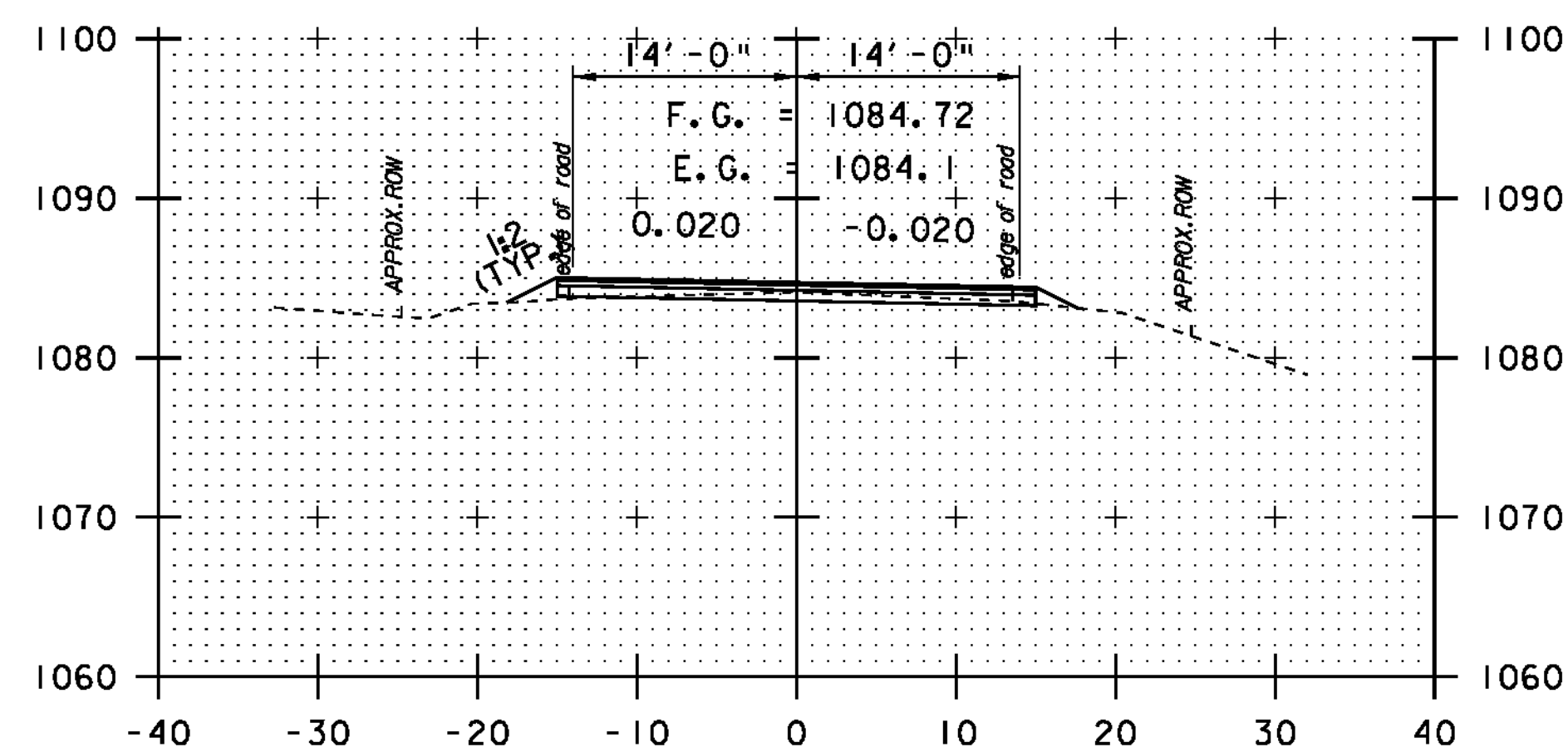
PROJECT NAME: NEWPORT-COVENTRY-NEWPORT
PROJECT NUMBER: STP 2802(I)
FILE NAME: 08b158.dgn
PROJECT LEADER: CDL
DESIGNED BY: BMB
PLOT FILE: 08b158-92.1
PLOT DATE: 8/3/2011
DRAWN BY: BMB
CHECKED BY: EPD
SHEET 92 OF 134



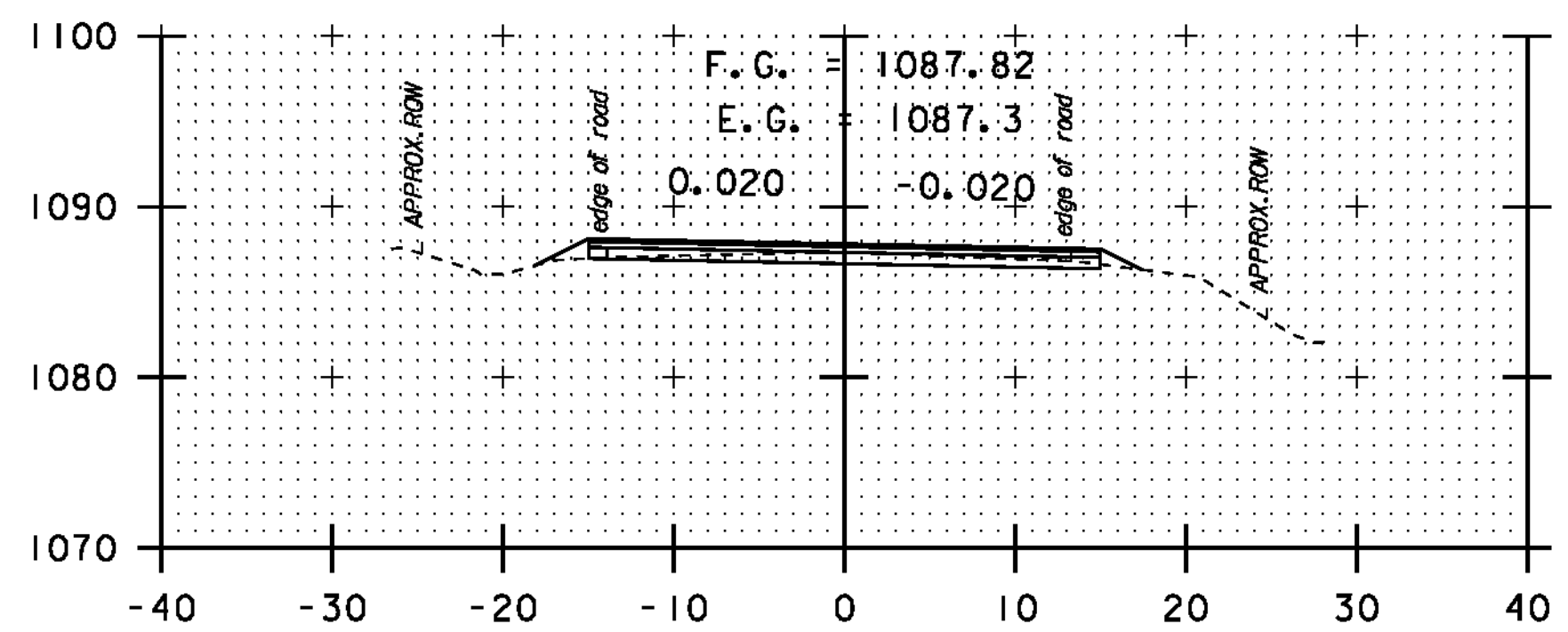
272+50



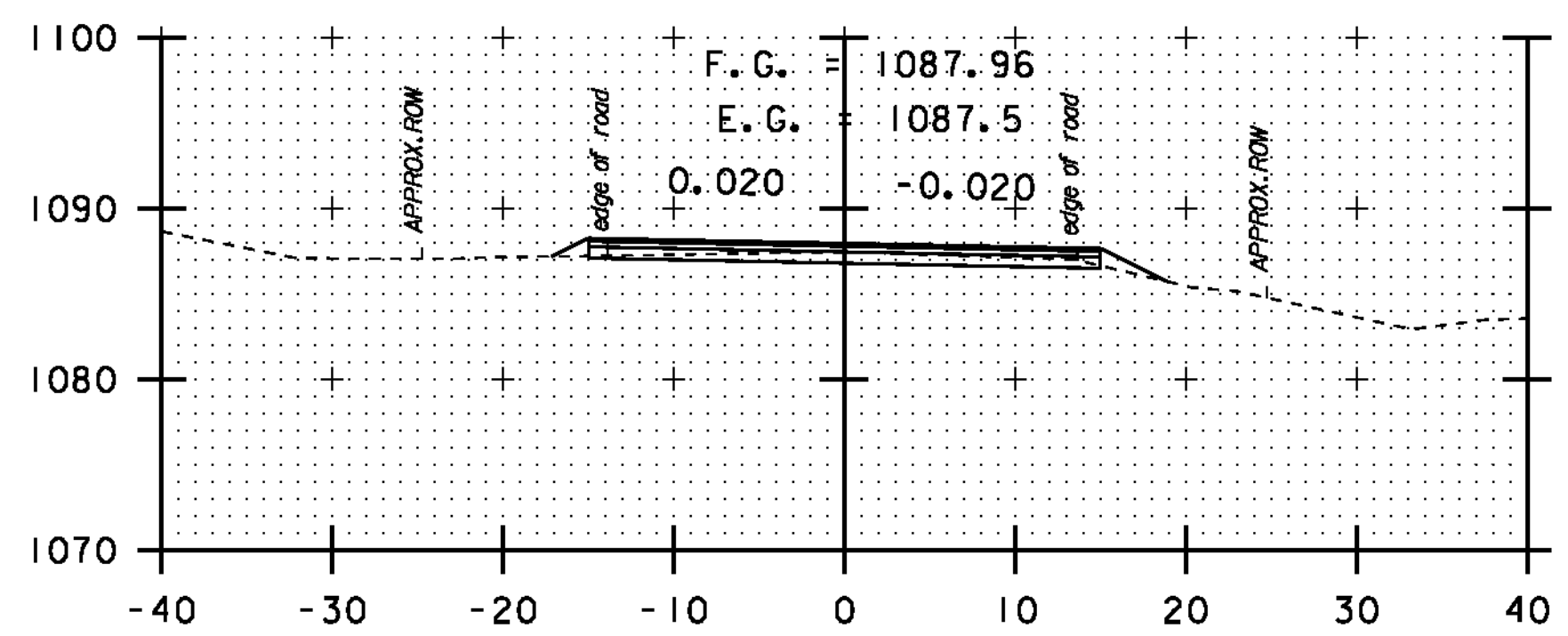
272+00



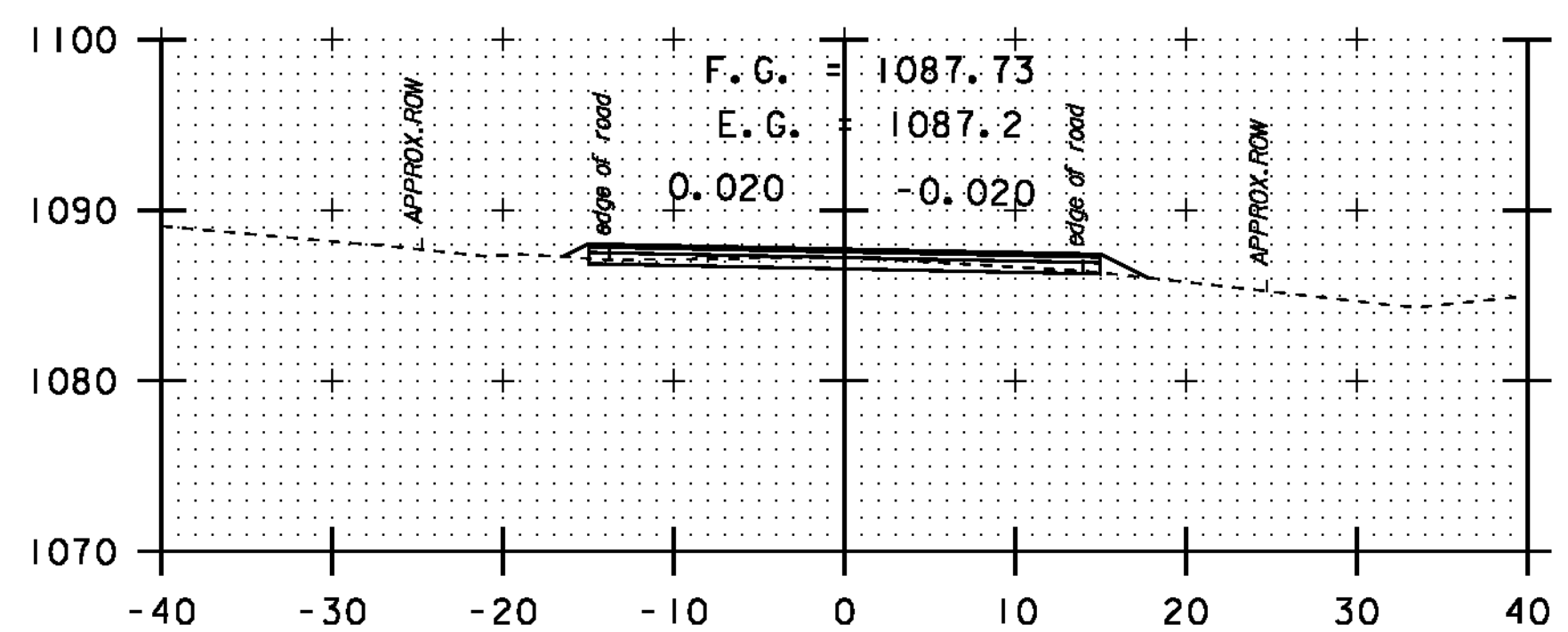
271+50



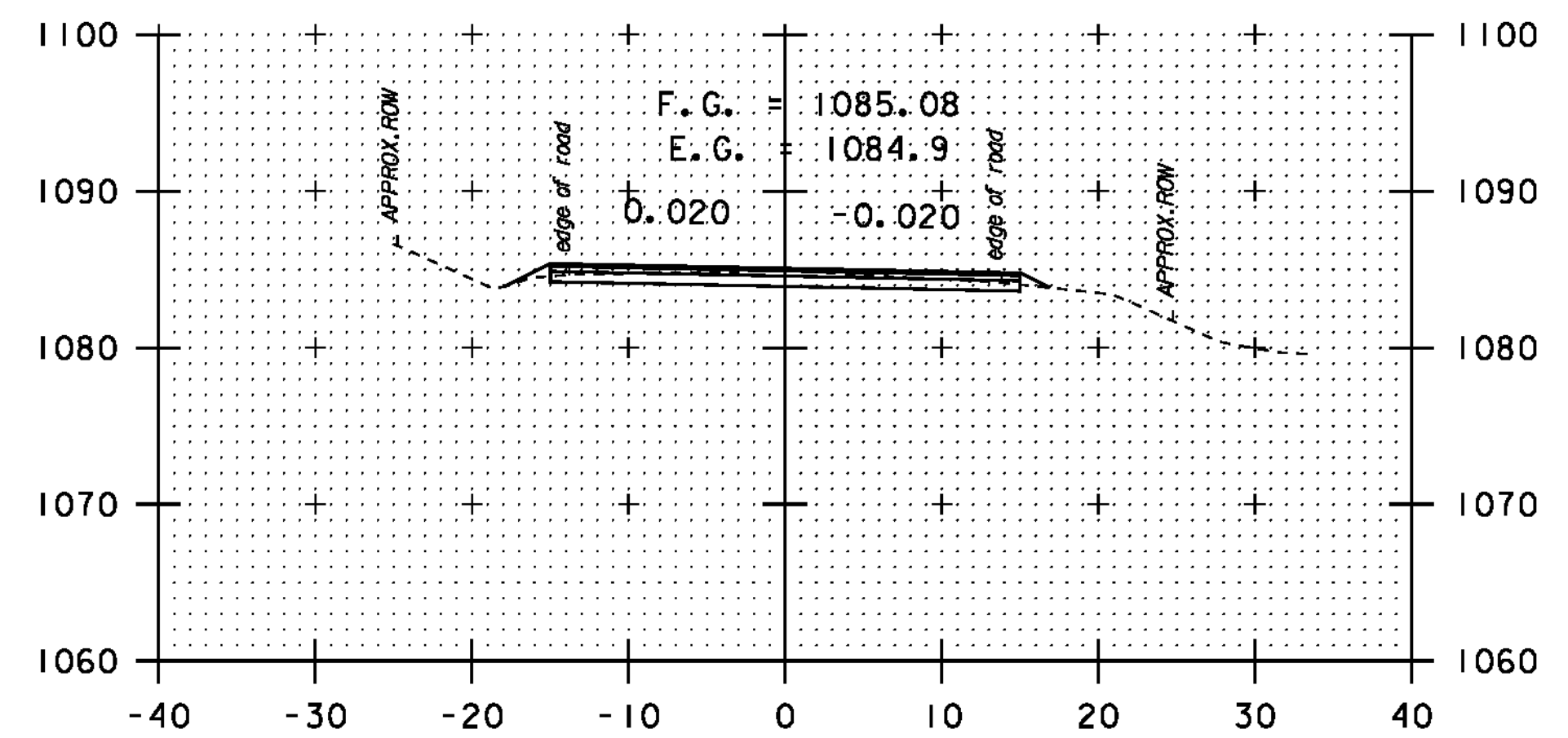
274+00



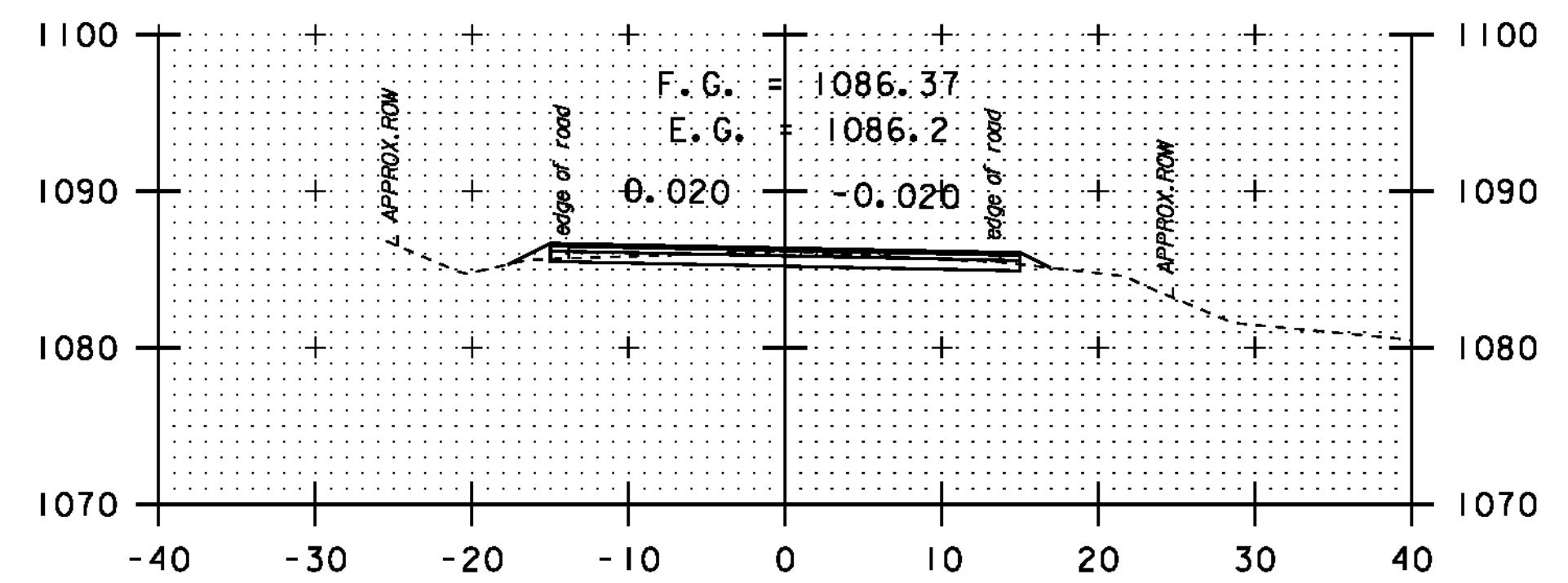
273+50



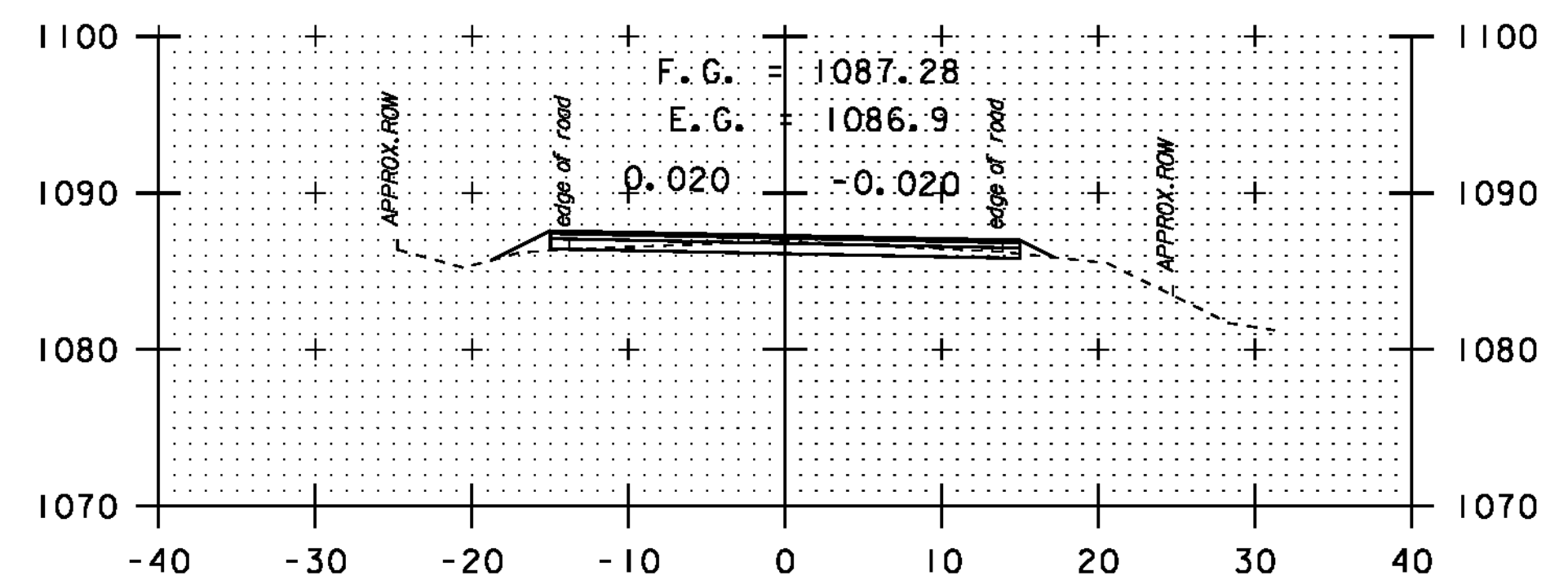
273+00



275+50



275+00



274+50

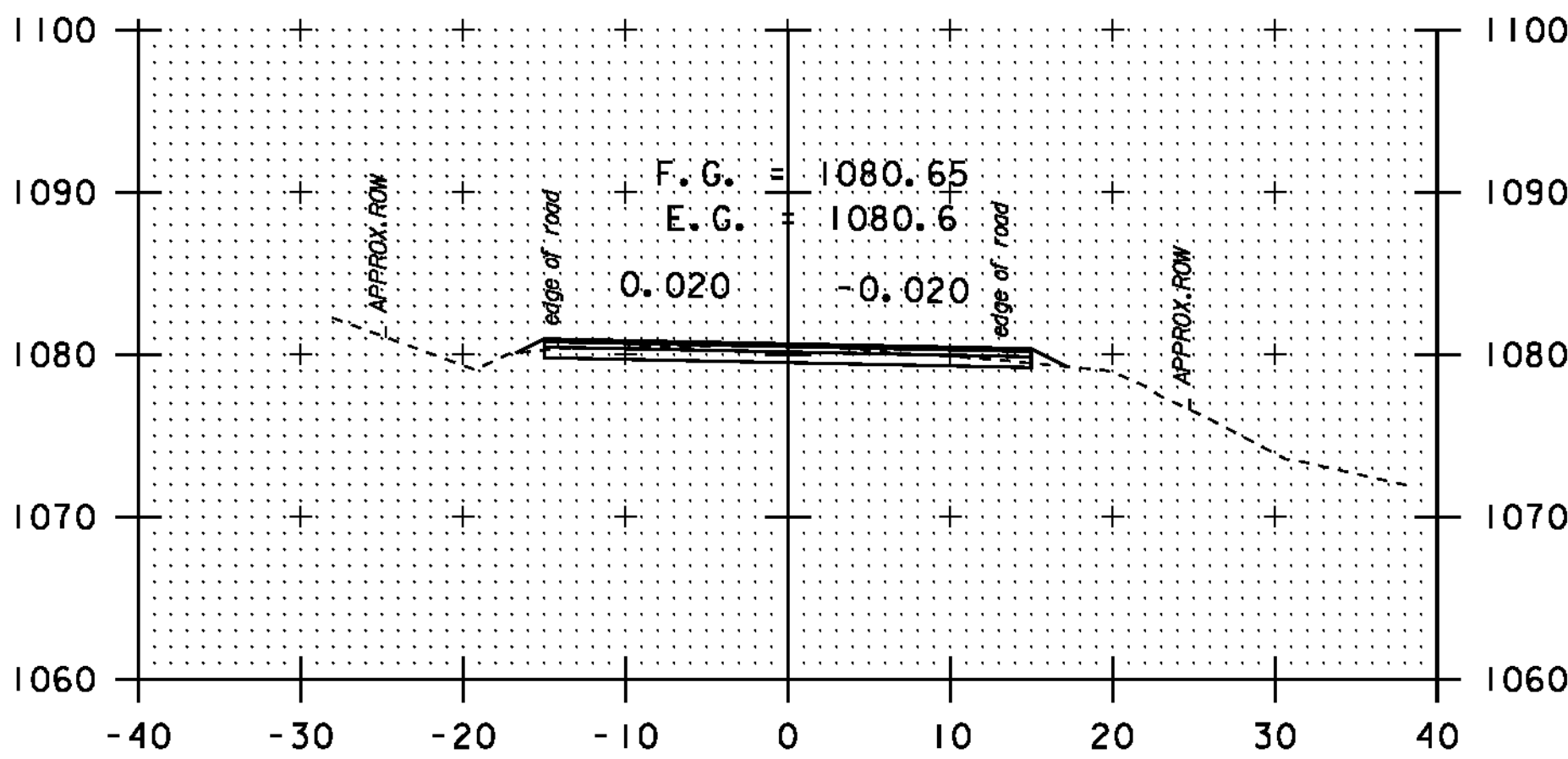
DATUM	NAVD 88
	NAD 83

SCALE 1" = 10'-0"

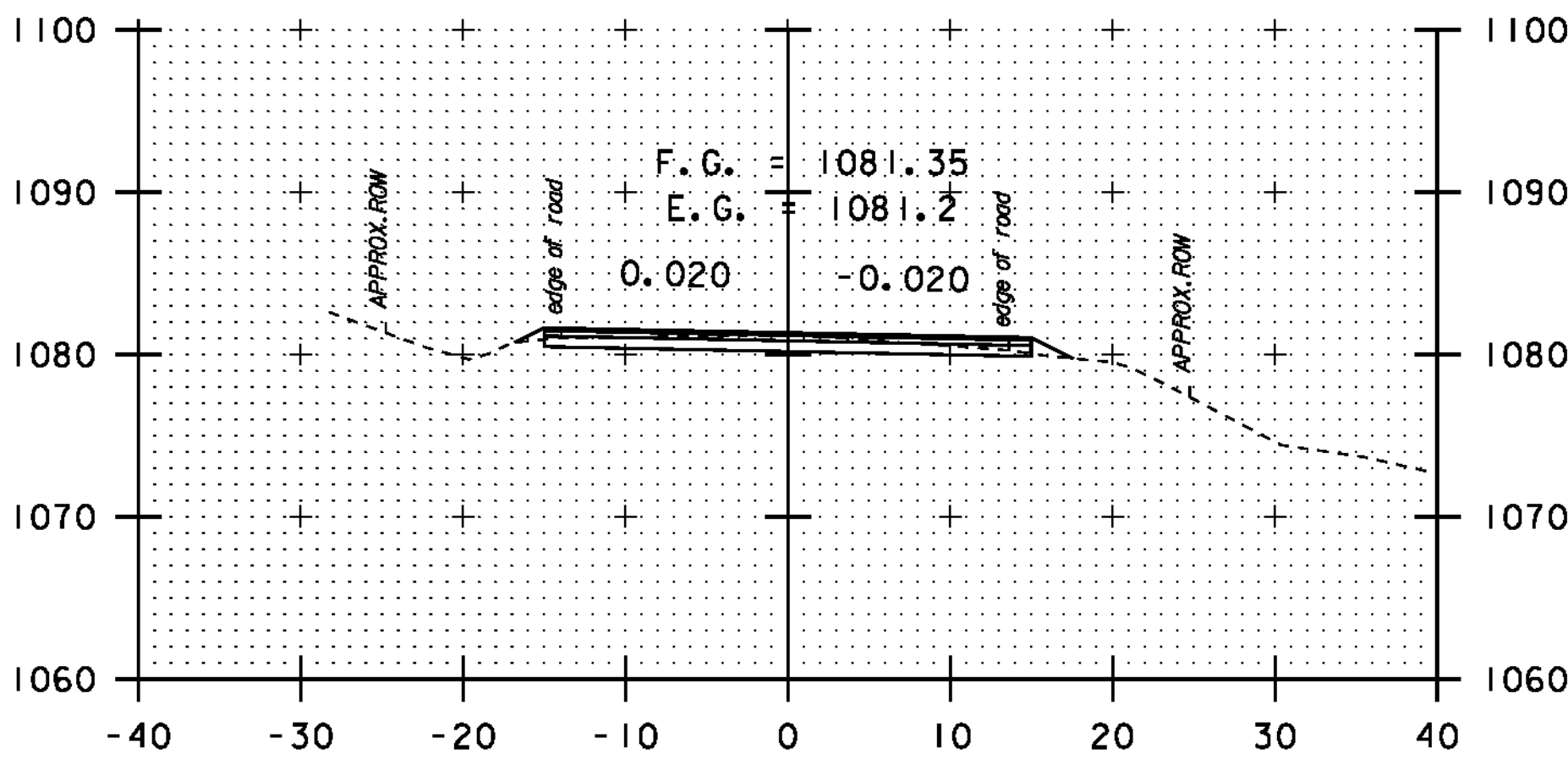
STA. 271 + 50
-
STA. 275 + 50

CROSS
SECTION
SHEET 20

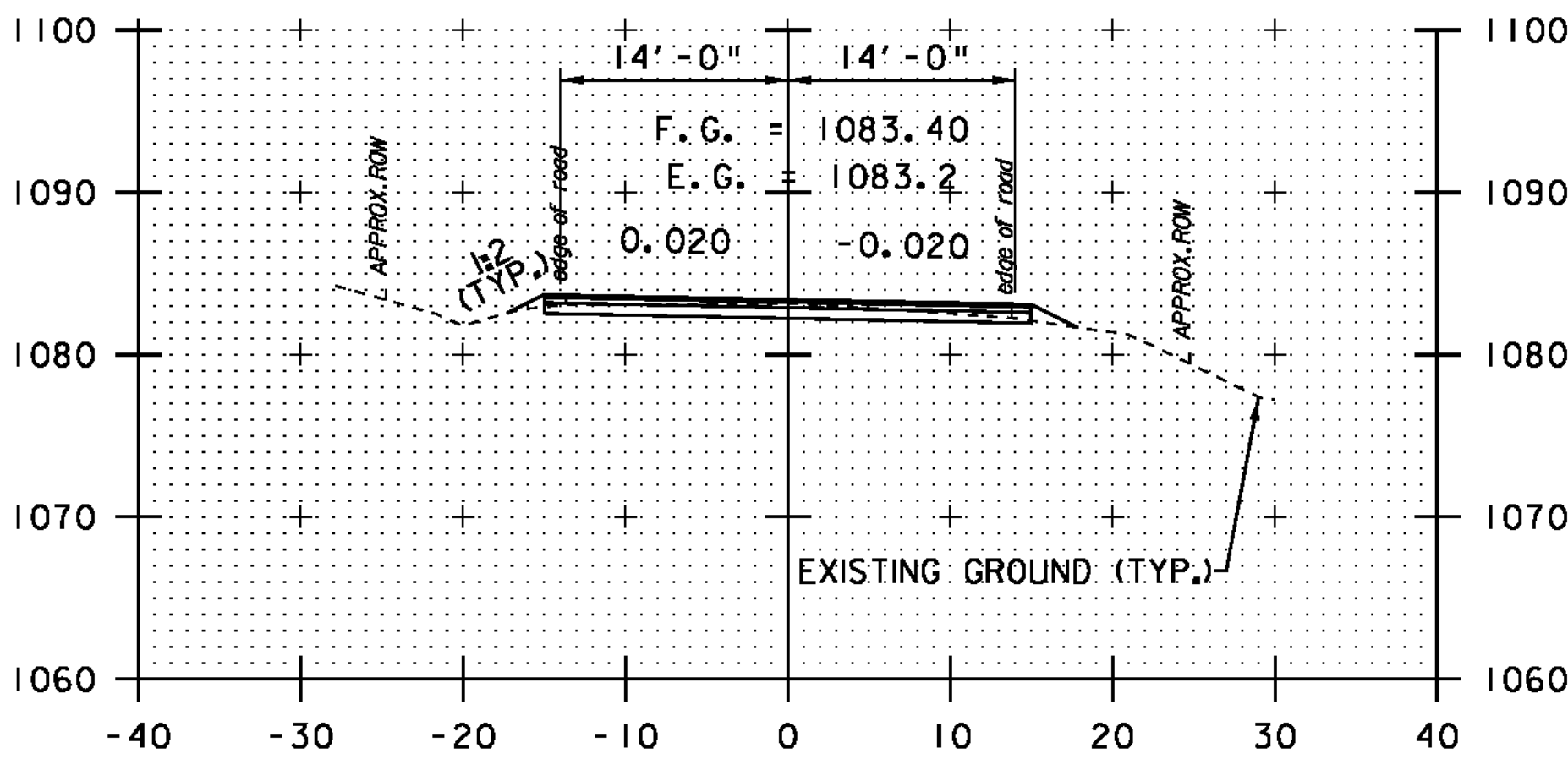
PROJECT NAME:	NEWPORT-COVENTRY-NEWPORT
PROJECT NUMBER:	STP 2802(I)
FILE NAME:	08b158.dgn
PROJECT LEADER:	CDL
DESIGNED BY:	BMB
PLOT FILE:	08b158-93.1
PLOT DATE:	8/3/2011
DRAWN BY:	BMB
CHECKED BY:	EPD
SHEET	93 OF 134



276+66



276+50



276+00

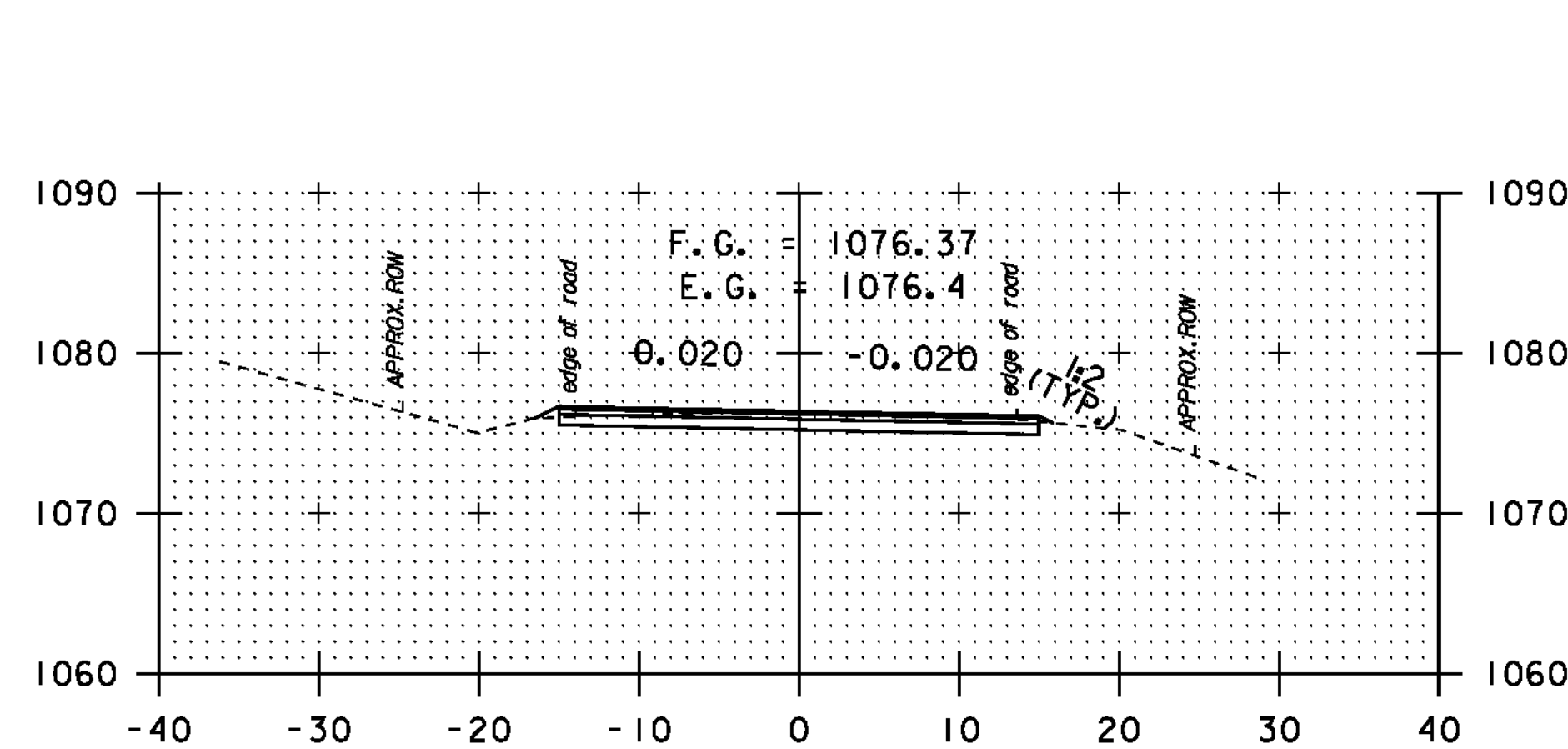
DATUM	NAVD 88
	NAD 83

SCALE 1" = 10'-0"

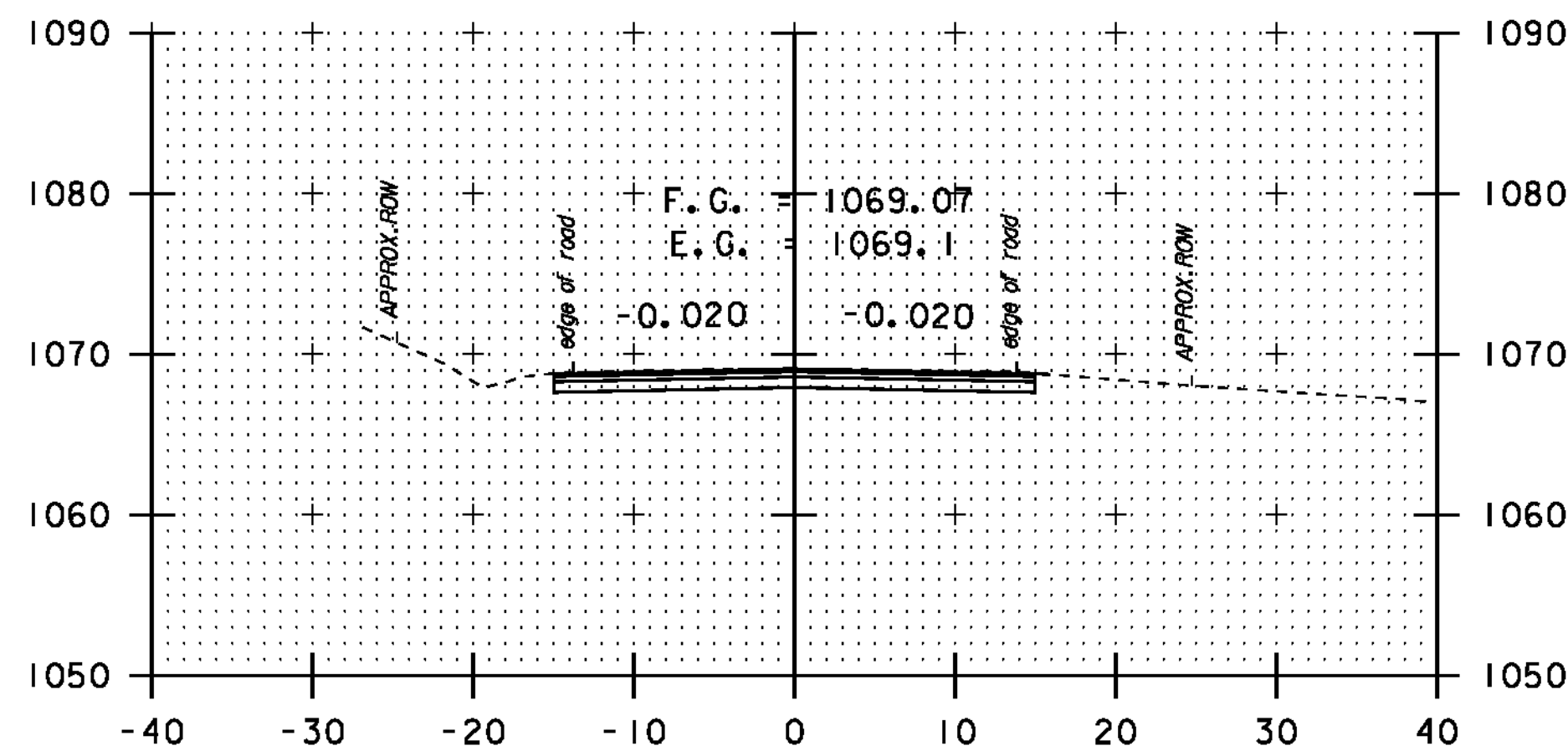
STA. 276 + 00
-
STA. 276 + 66

CROSS
SECTION
SHEET 21

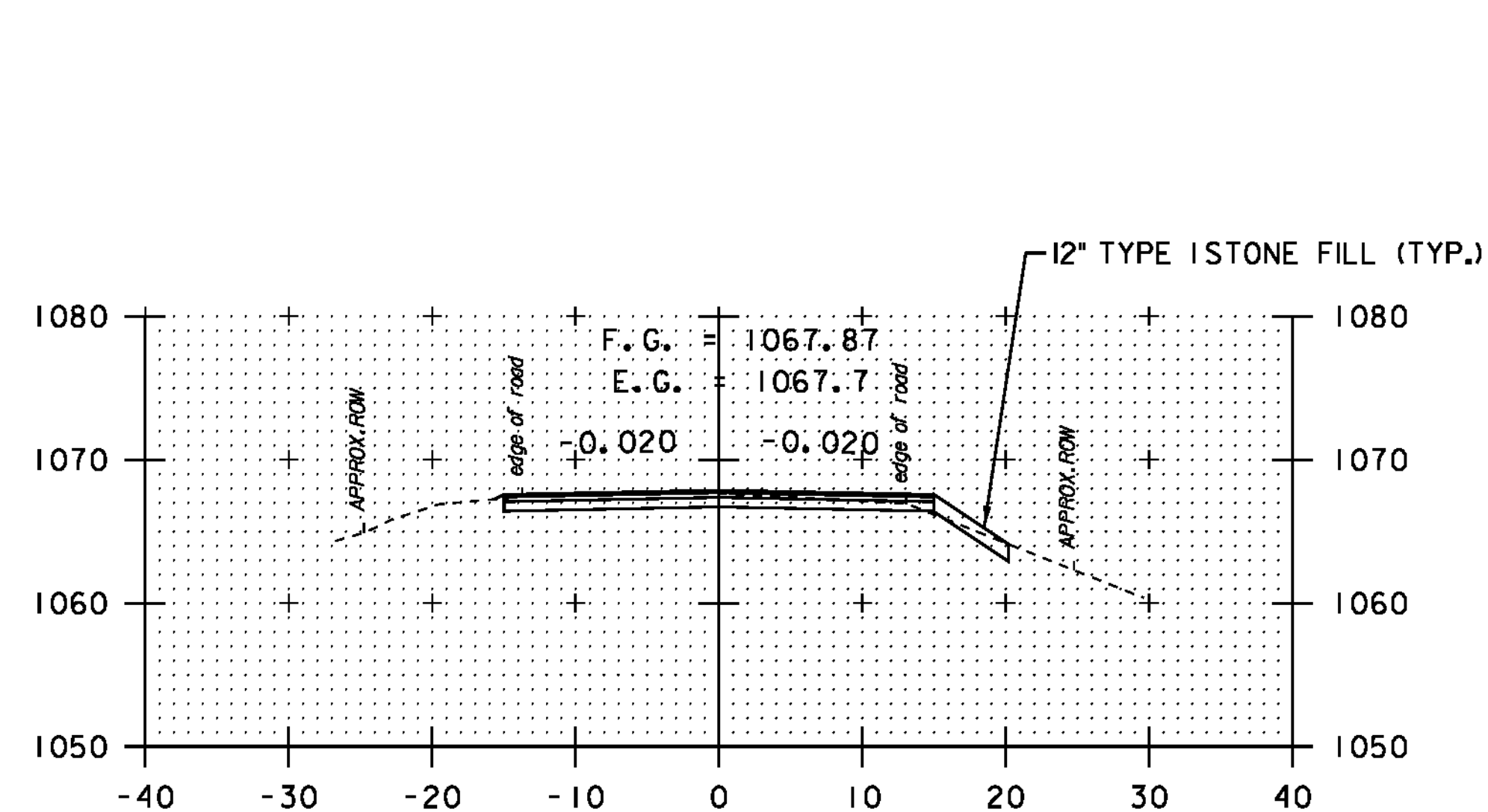
PROJECT NAME: NEWPORT-COVENTRY-NEWPORT	PLOT DATE: 8/3/2011
PROJECT NUMBER: STP 2802(1)	DRAWN BY: BMB
FILE NAME: 08b158.dgn	CHECKED BY: EPD
PROJECT LEADER: CDL	SHEET 94 OF 134
DESIGNED BY: BMB	
PLOT FILE: 08b158-94.1	



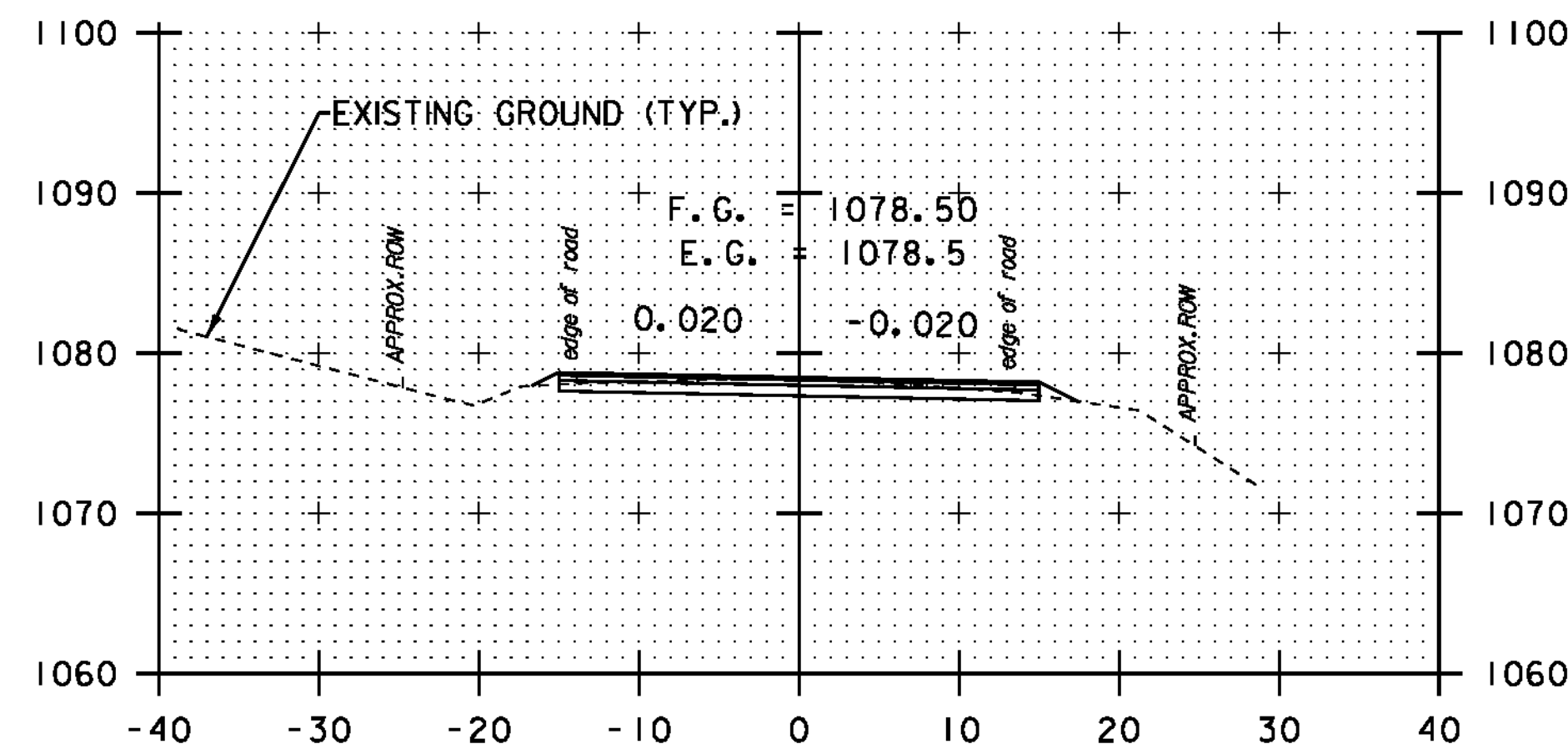
1+00



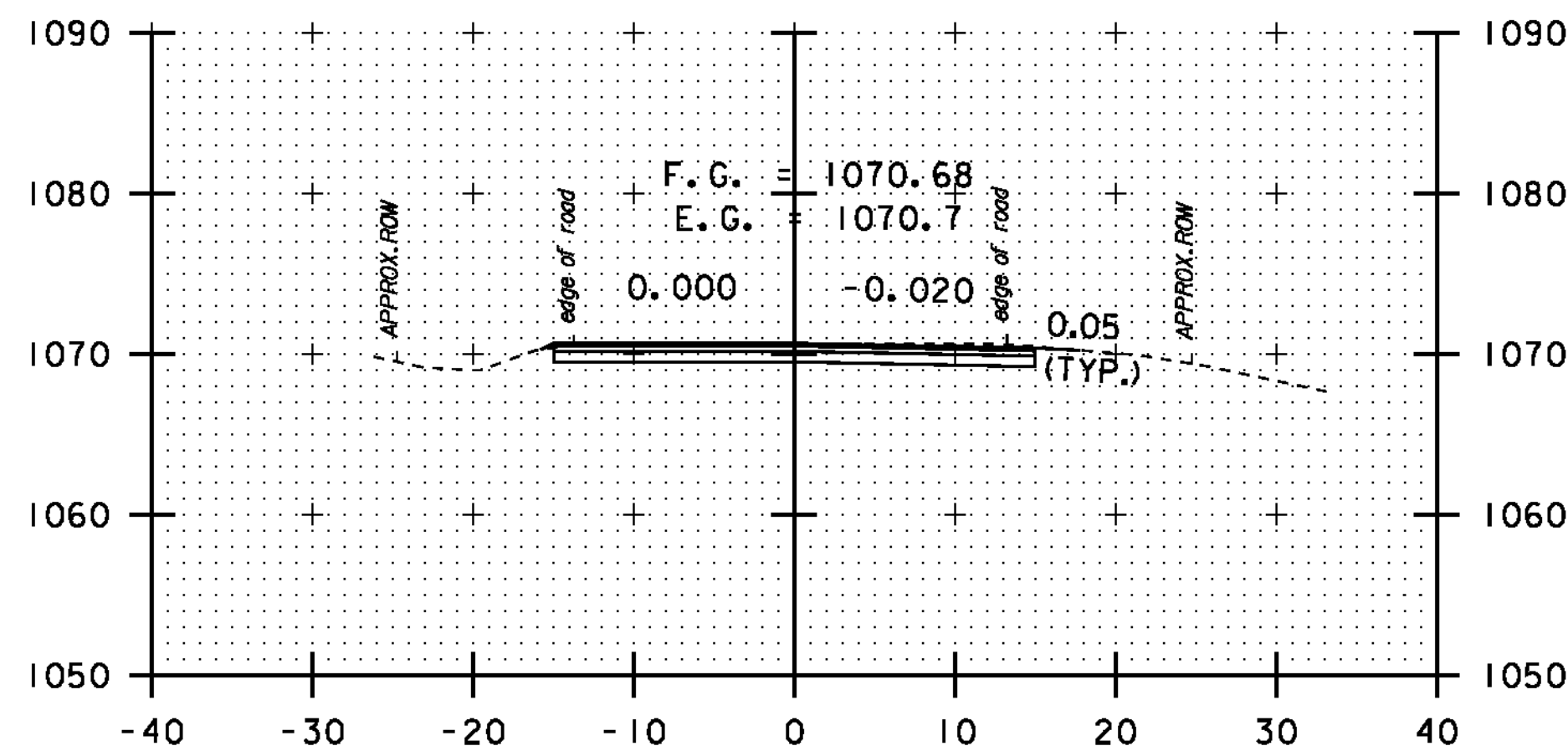
4+00



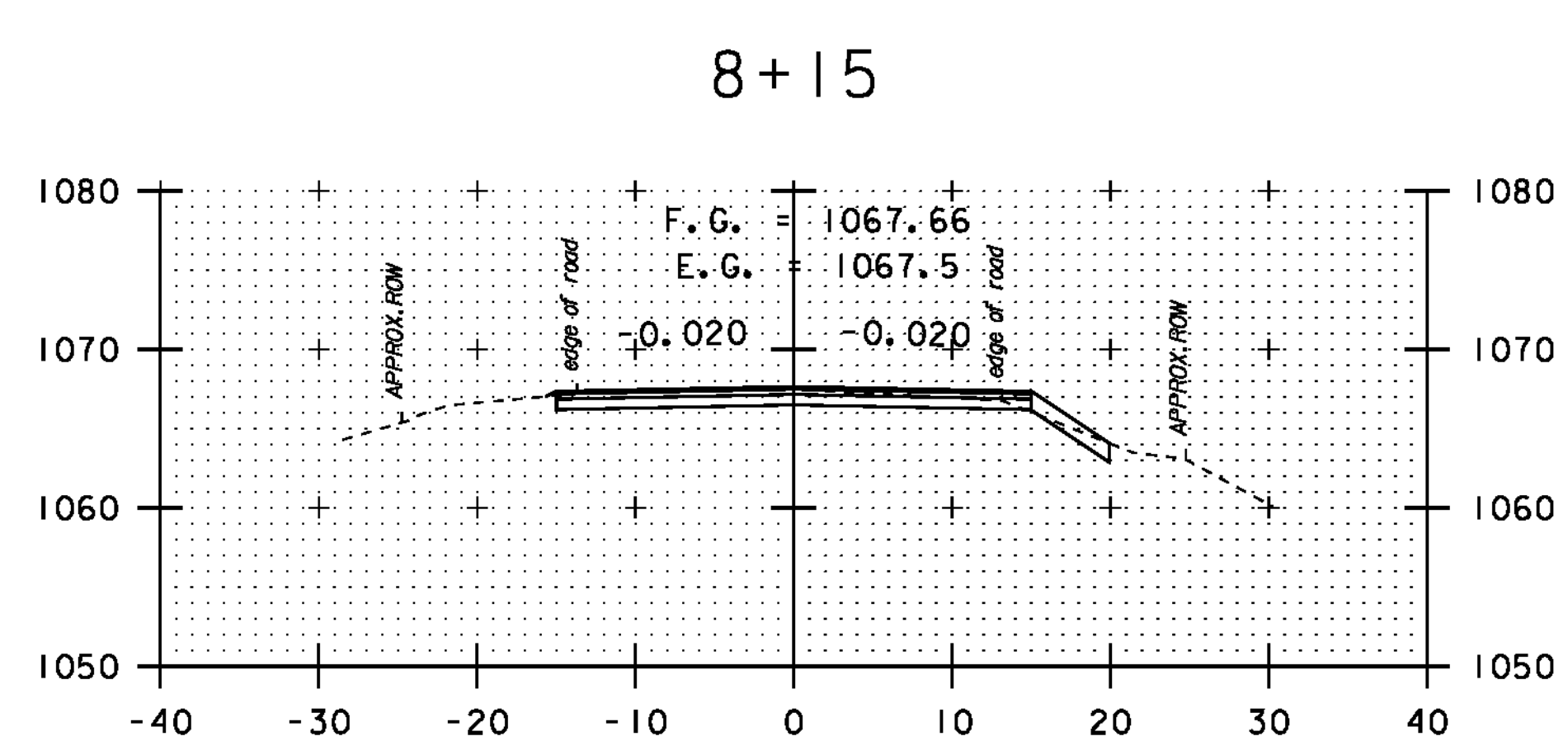
8+15



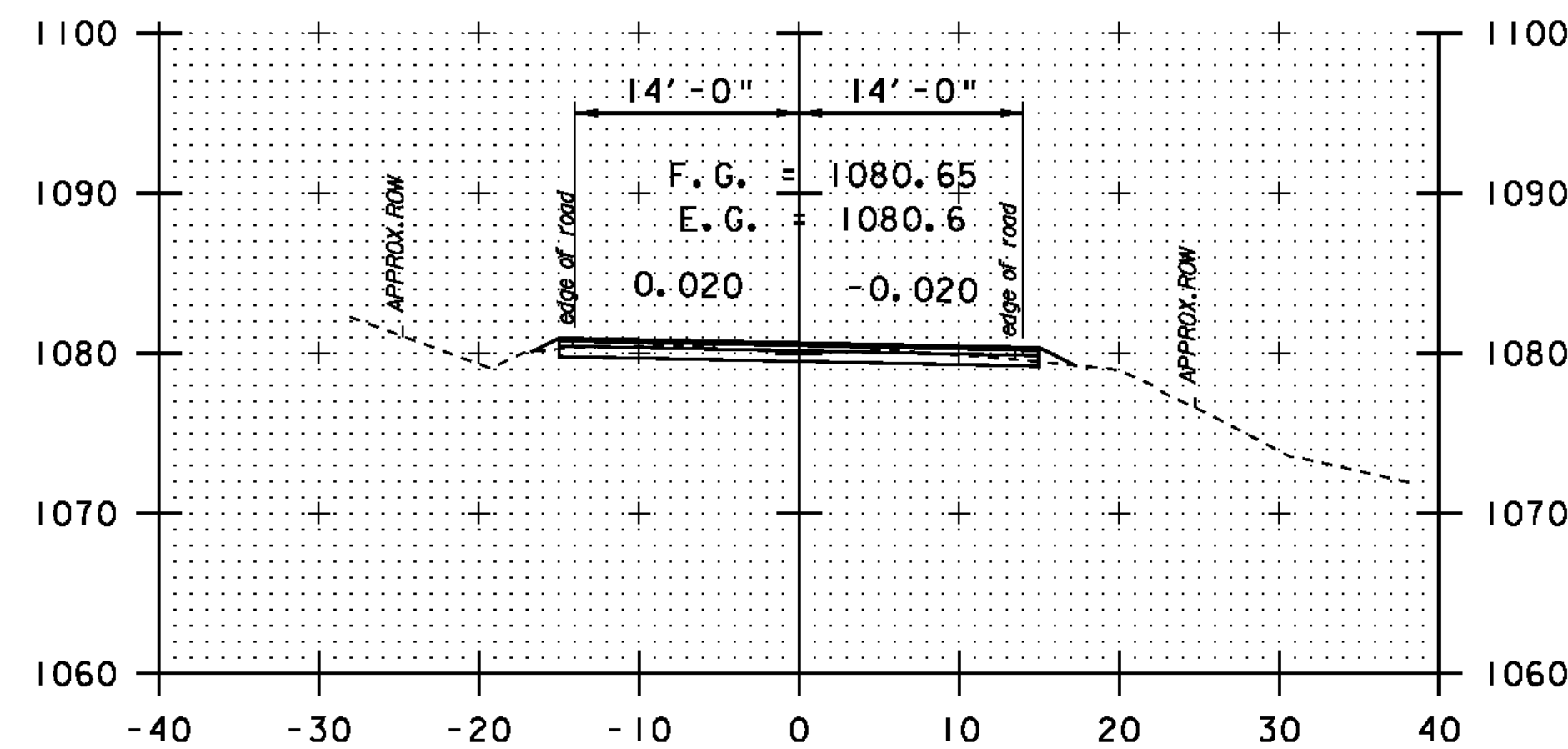
0+50



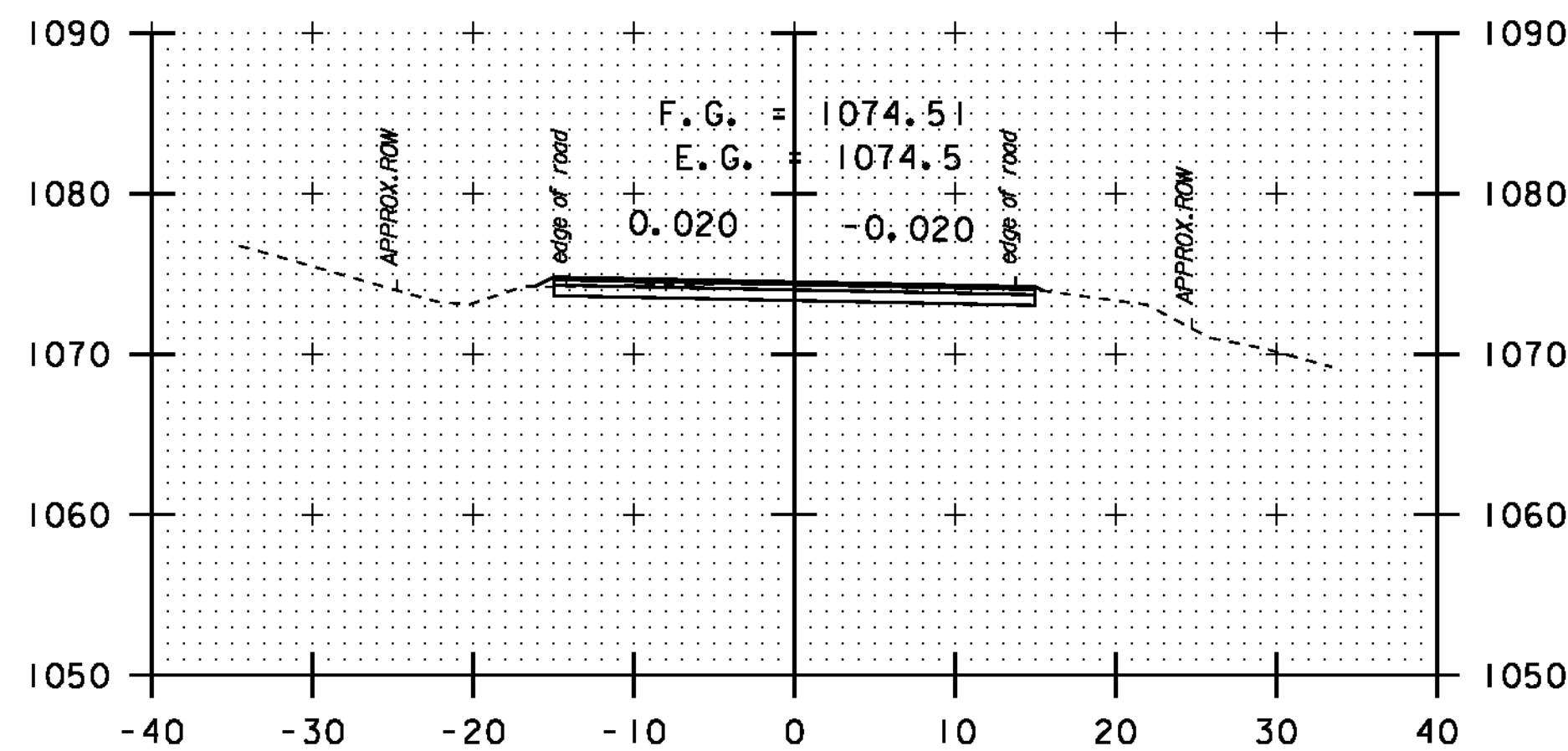
3+00



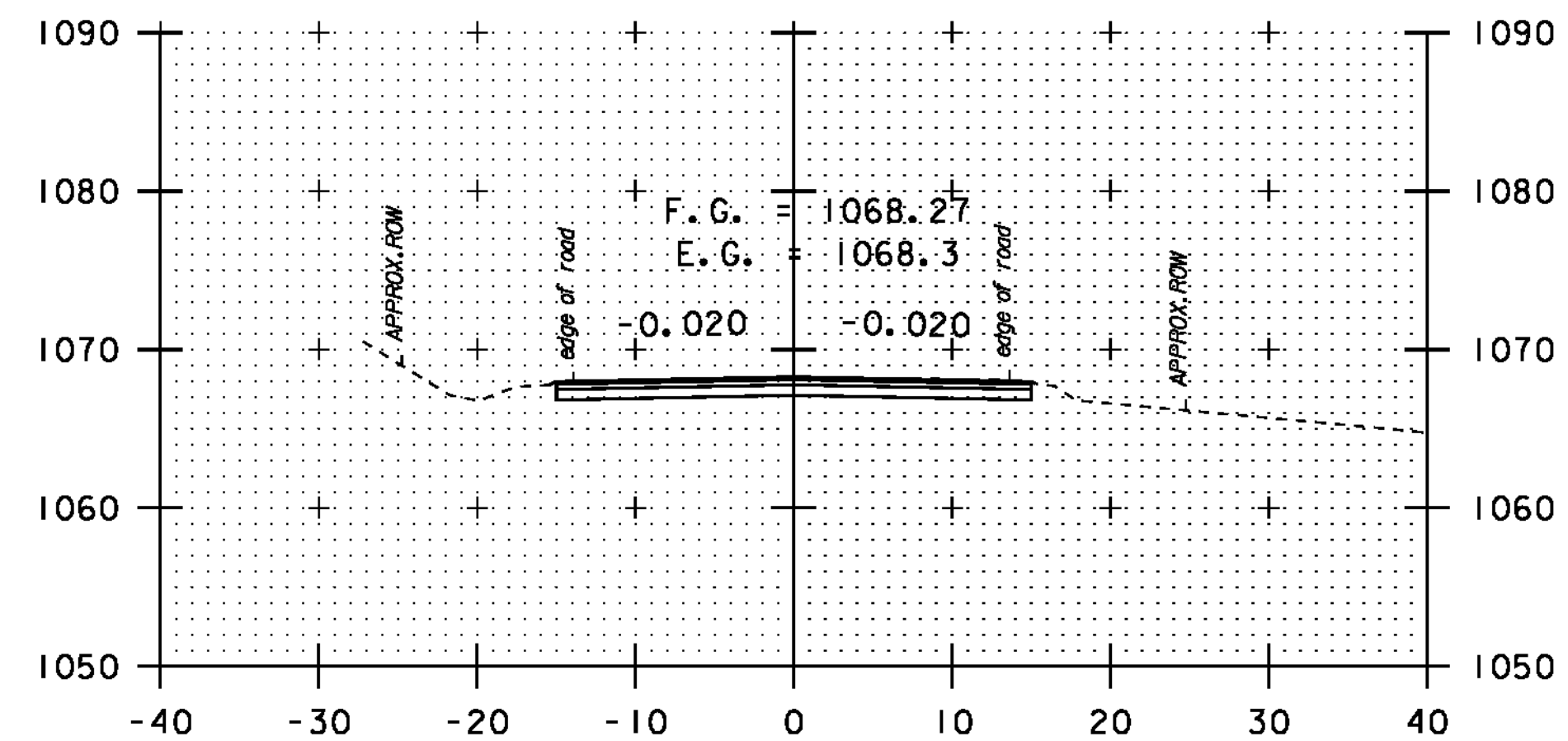
8+00



0+00



1+50



4+50

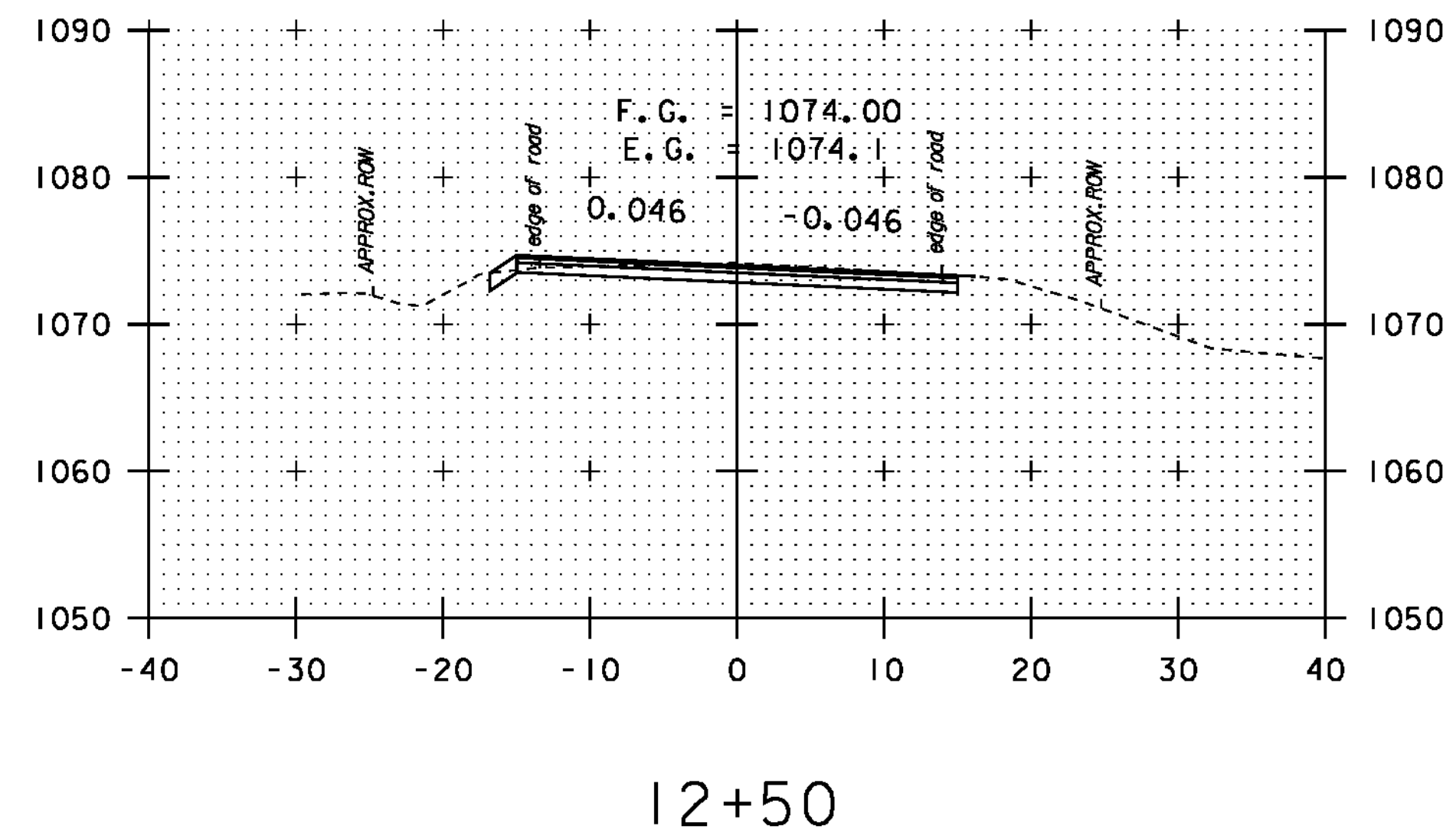
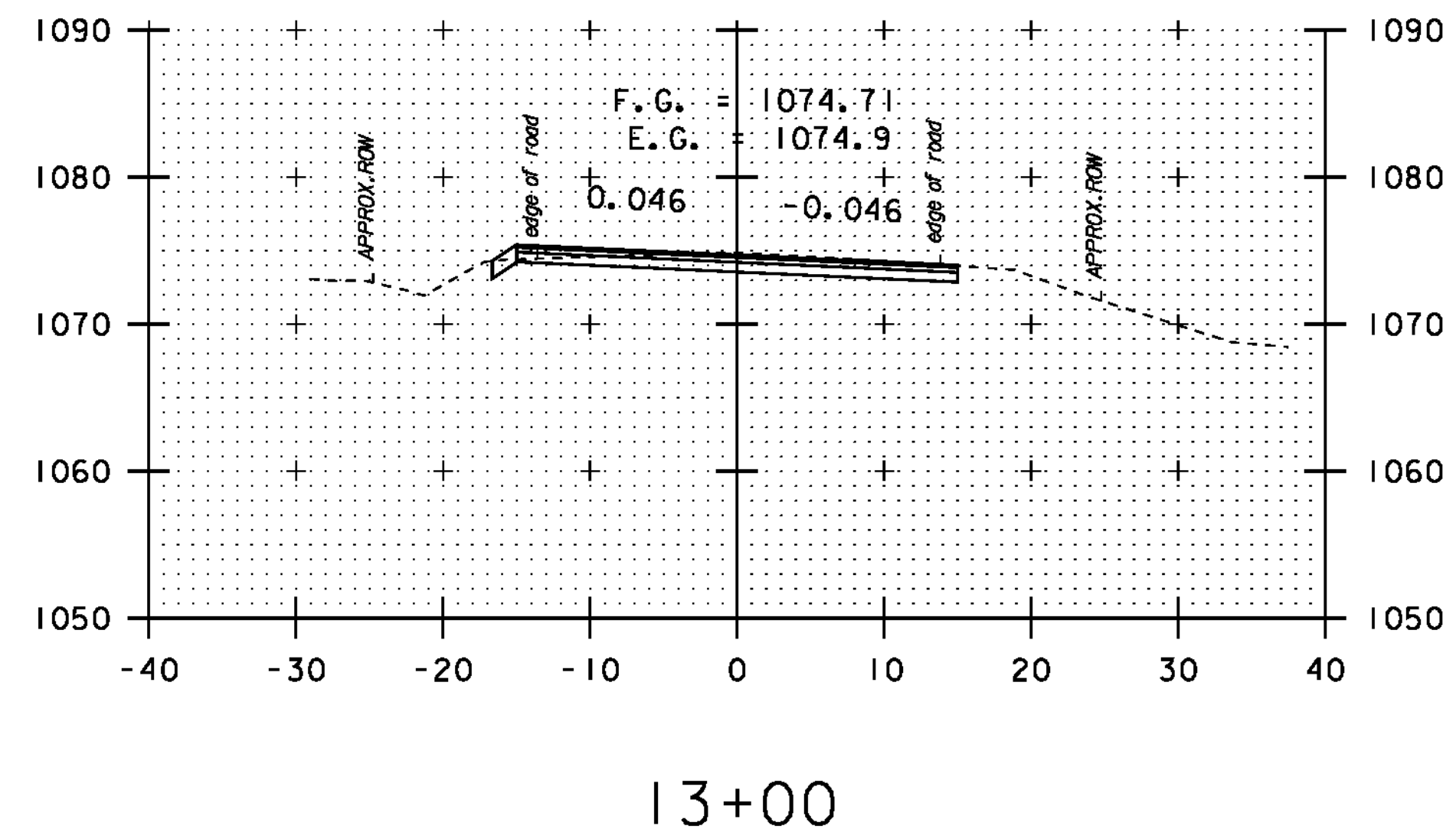
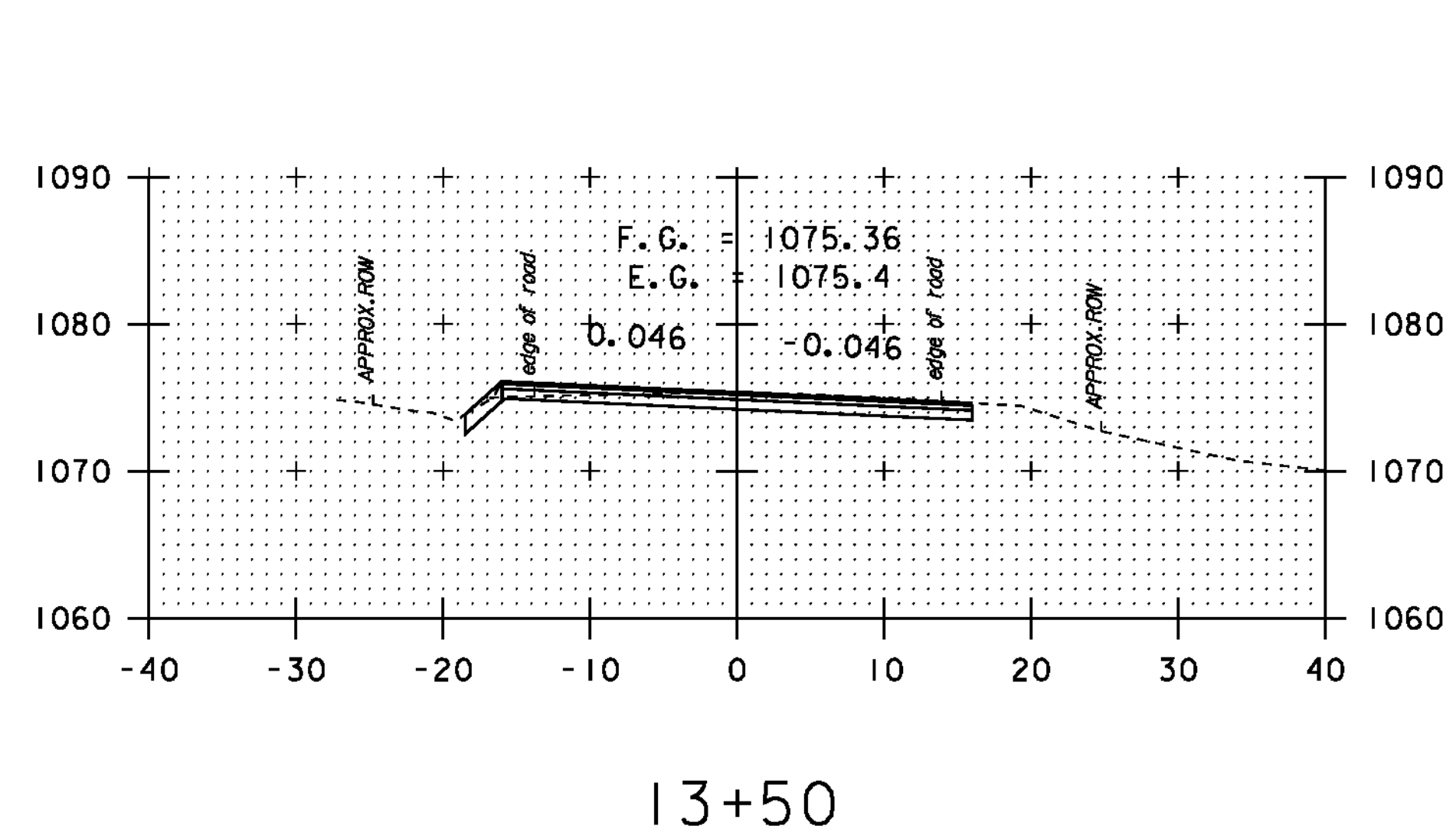
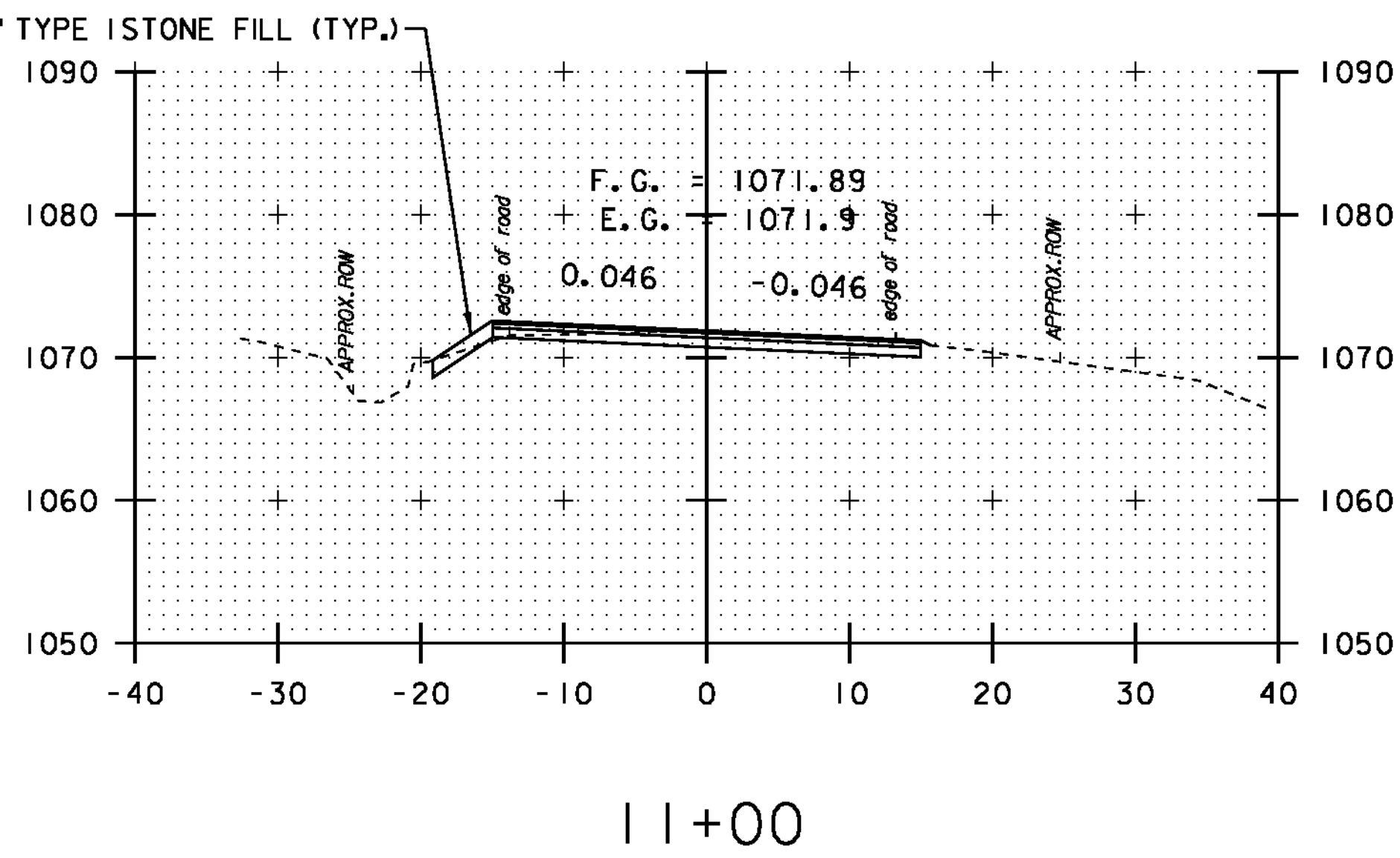
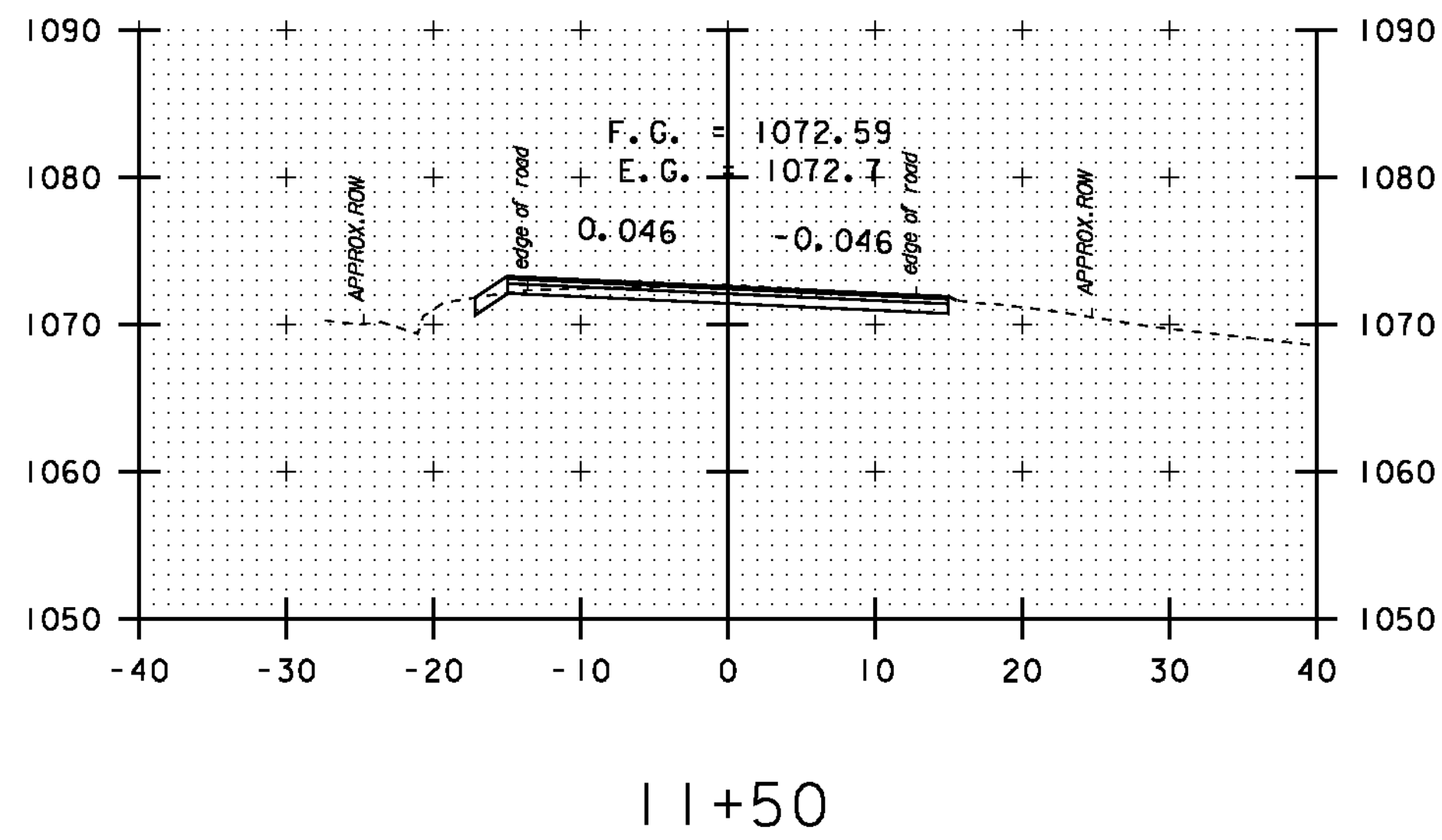
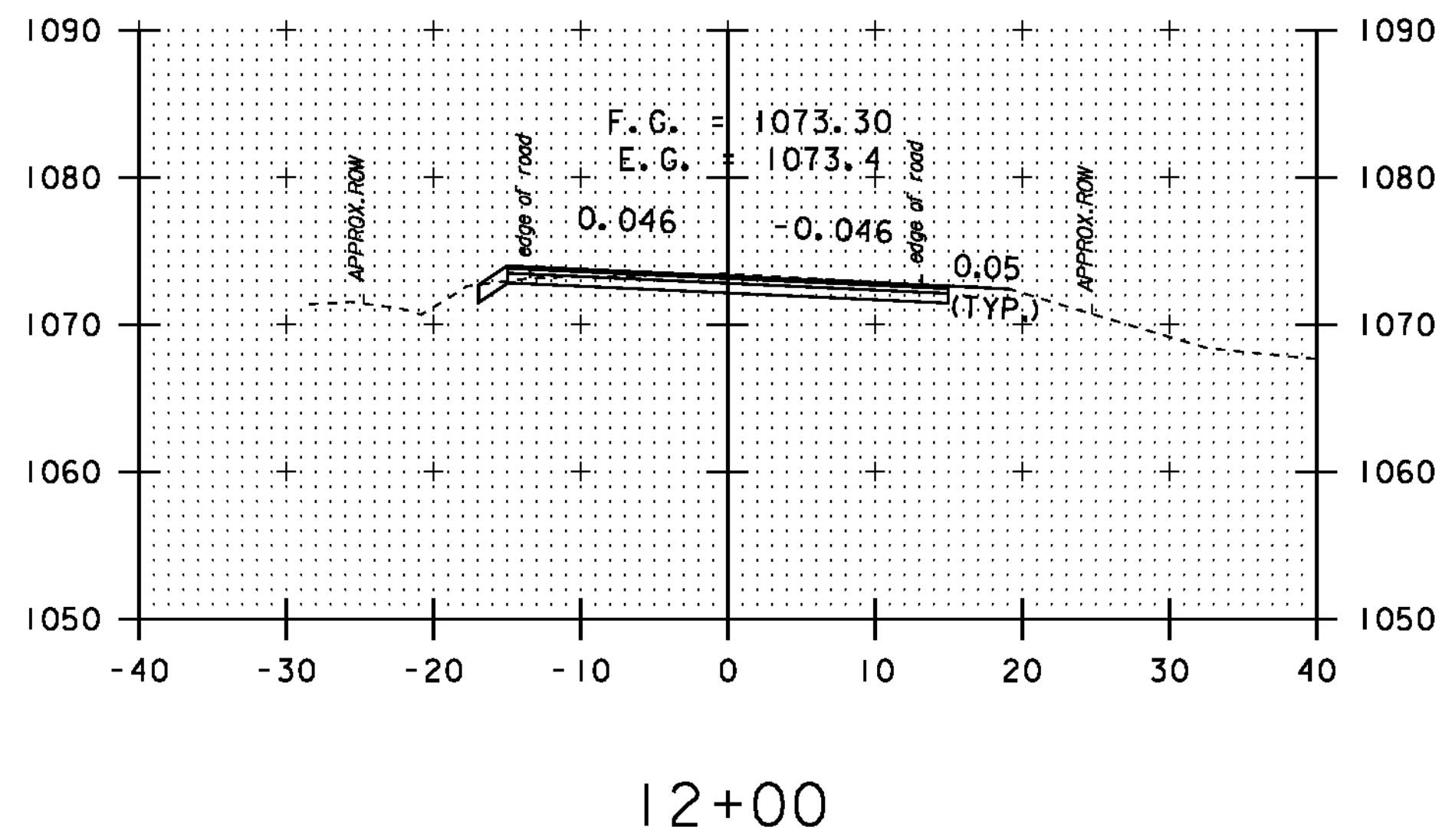
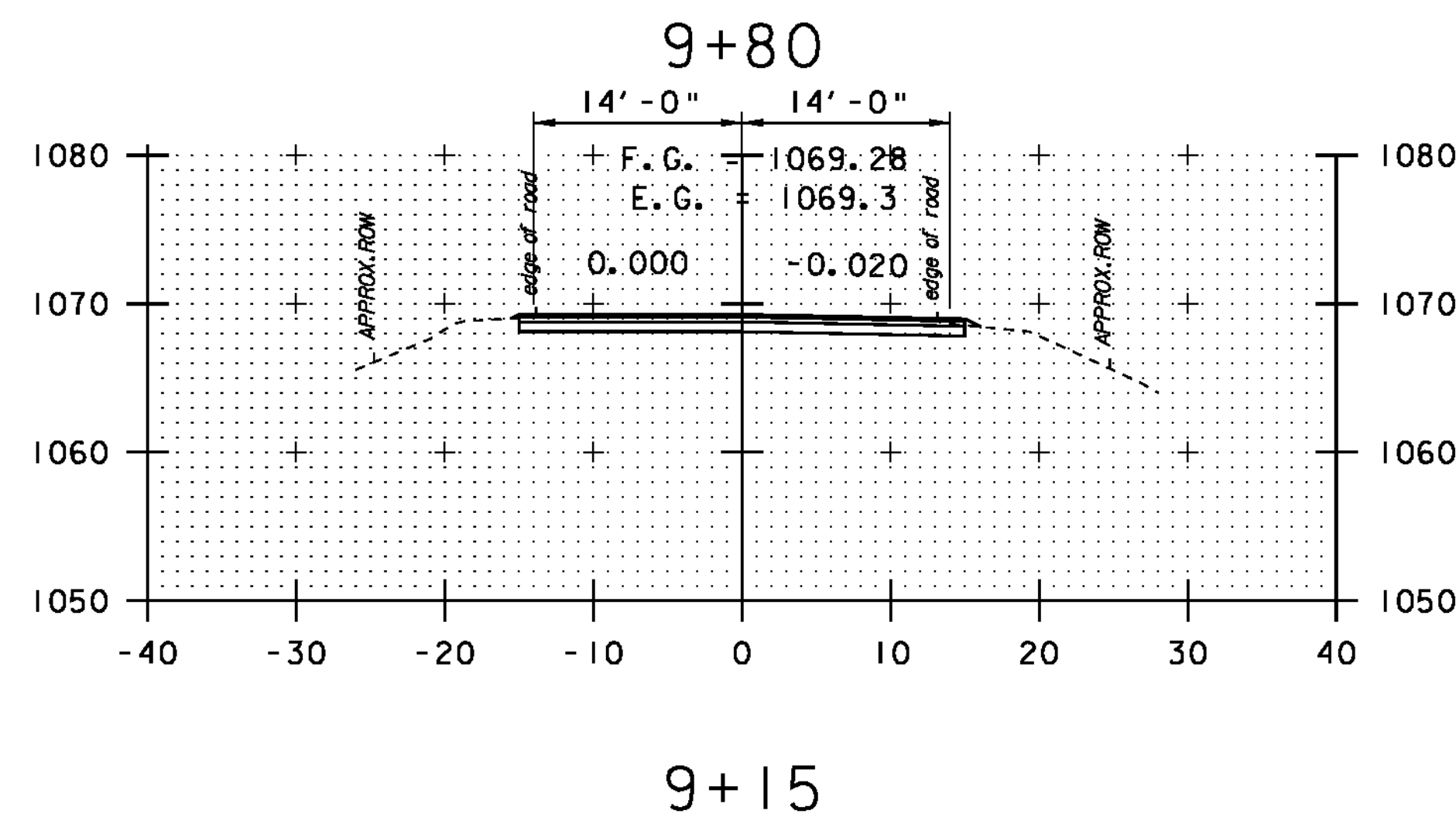
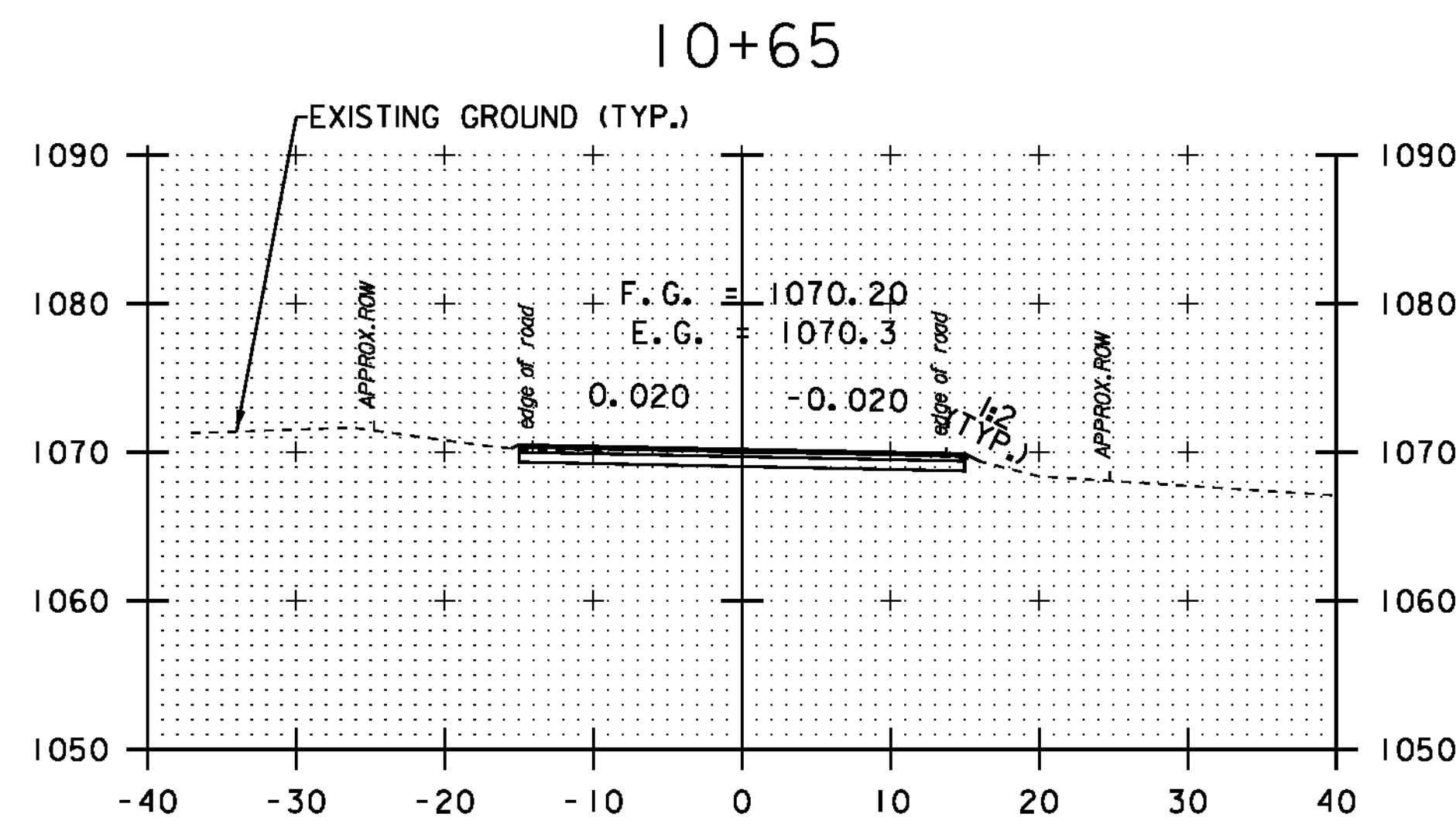
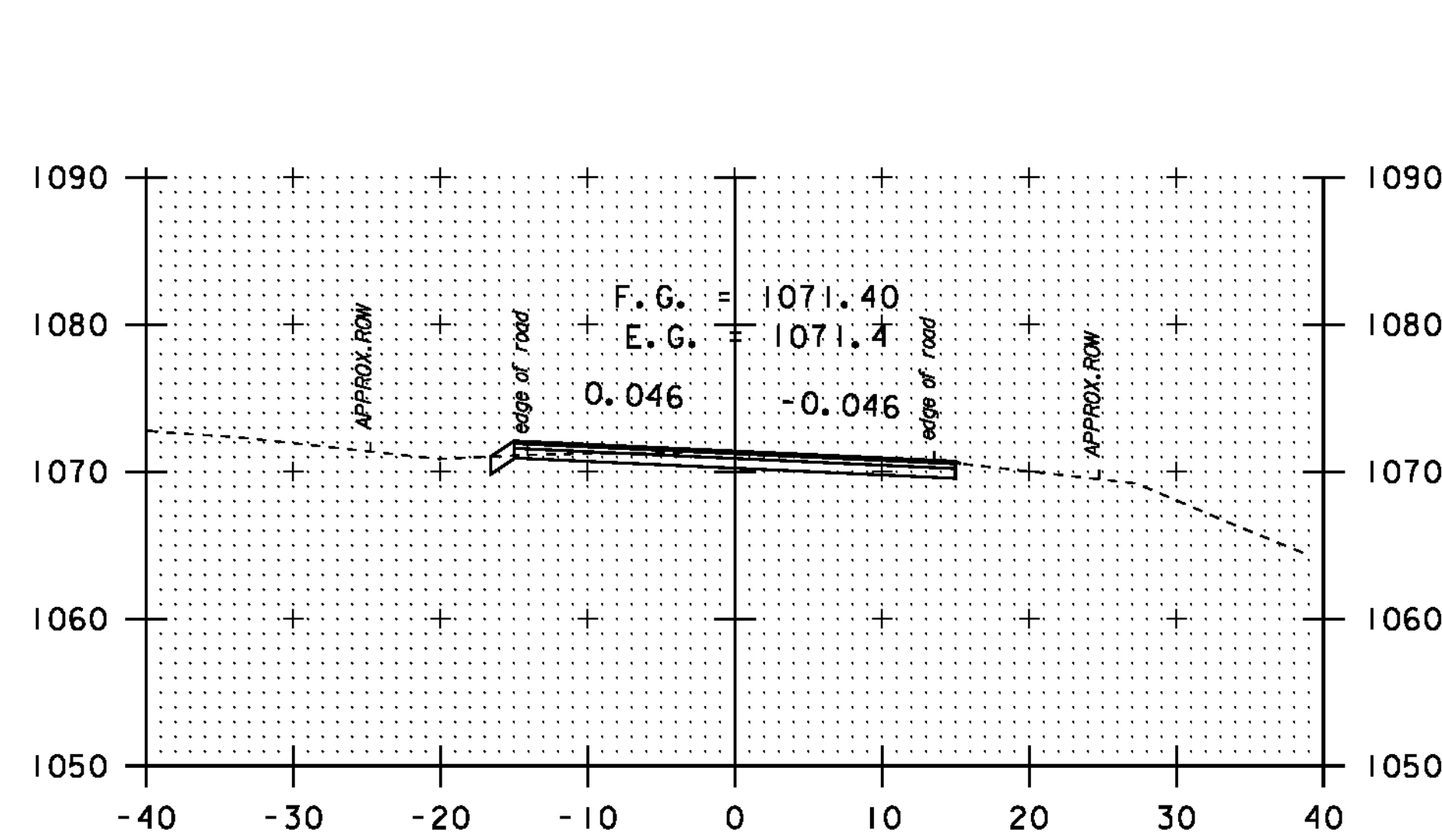
DATUM	NAVD 88
	NAD 83

SCALE 1" = 10'-0"

STA. 0+00
-
STA. 8+15

CROSS
SECTION
SHEET 22

PROJECT NAME:	NEWPORT-COVENTRY-NEWPORT
PROJECT NUMBER:	STP 2802 (I)
FILE NAME:	08b158.dgn
PROJECT LEADER:	CDL
DESIGNED BY:	BMB
PLOT FILE:	08b158-95.1
PLOT DATE:	8/3/2011
DRAWN BY:	BMB
CHECKED BY:	EPD
SHEET	95 OF 134



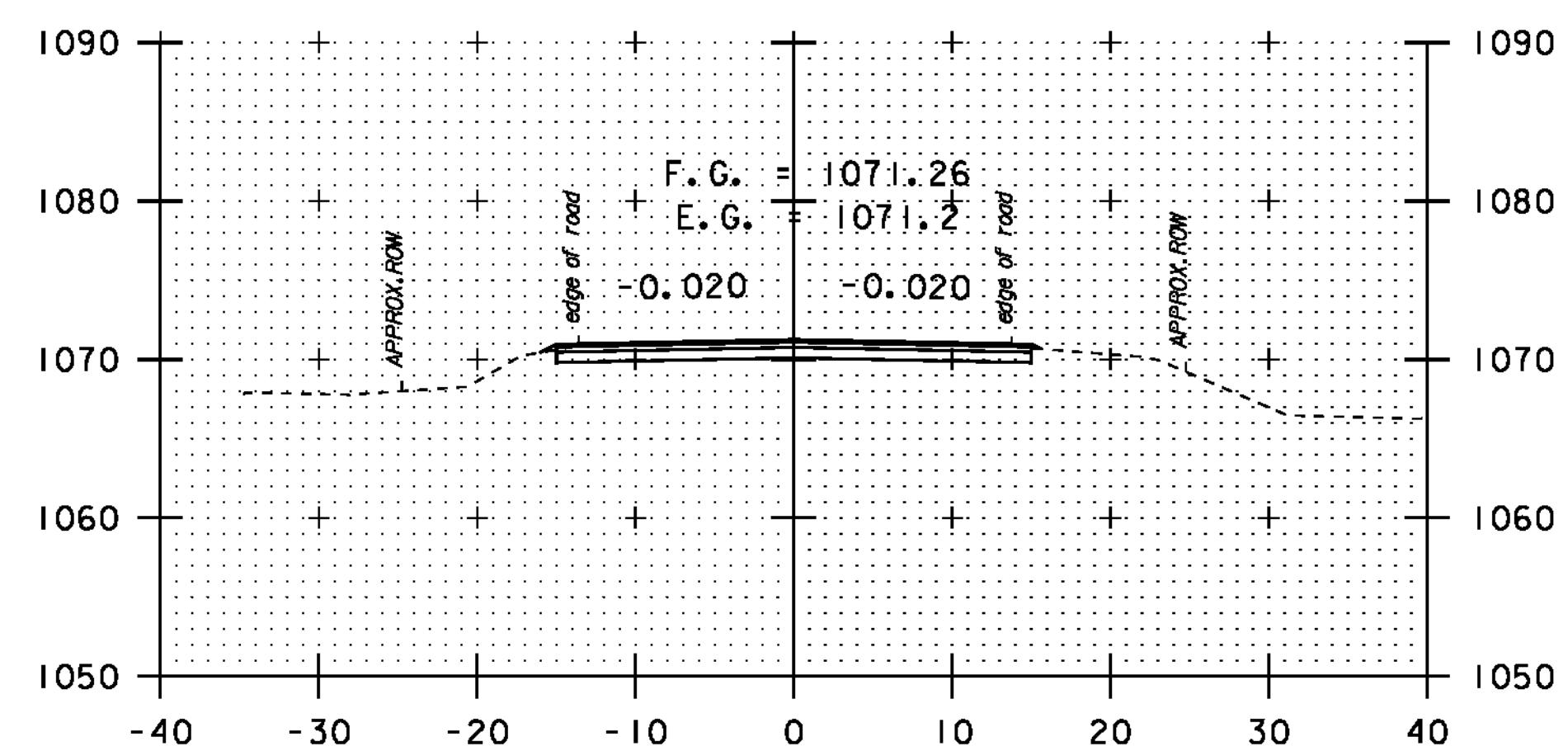
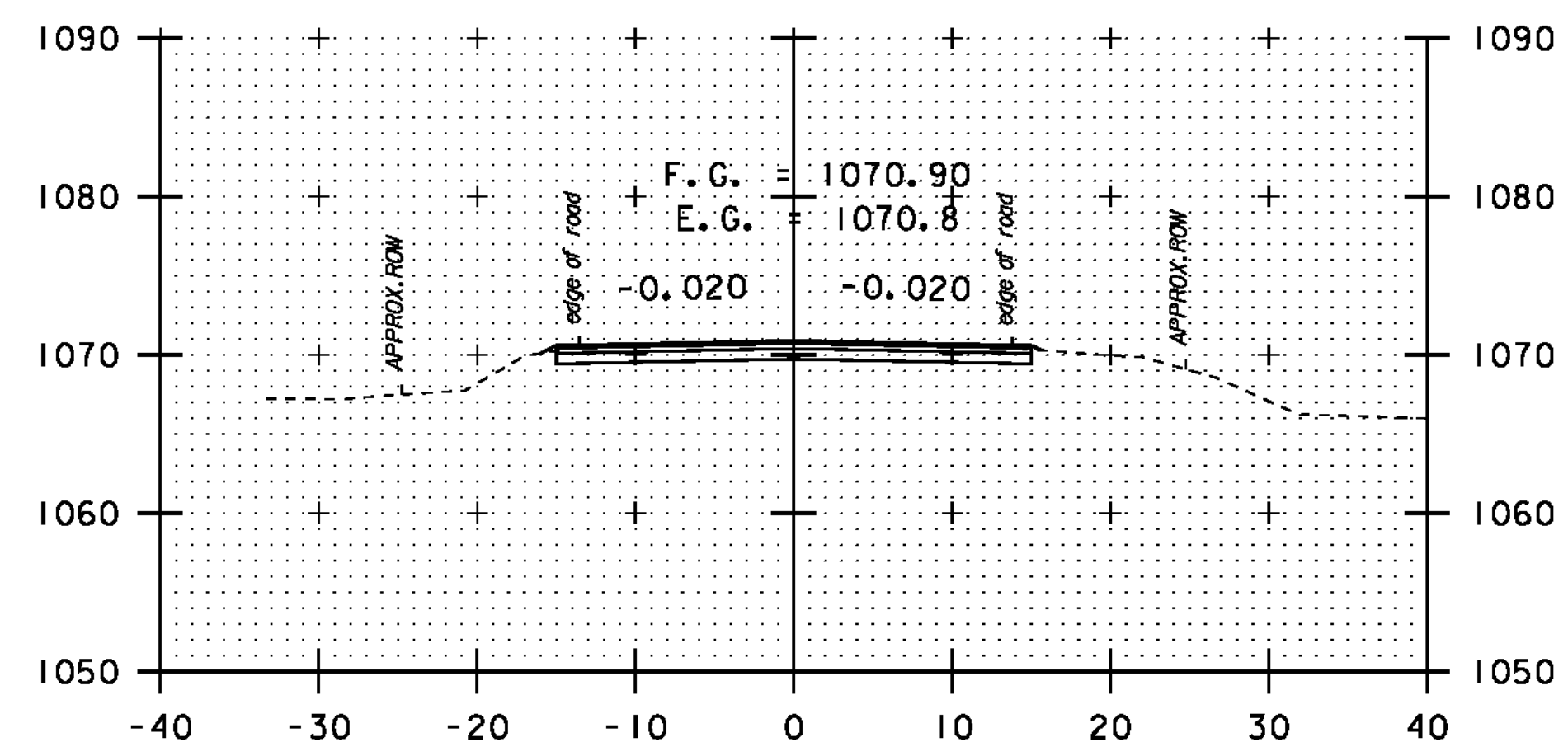
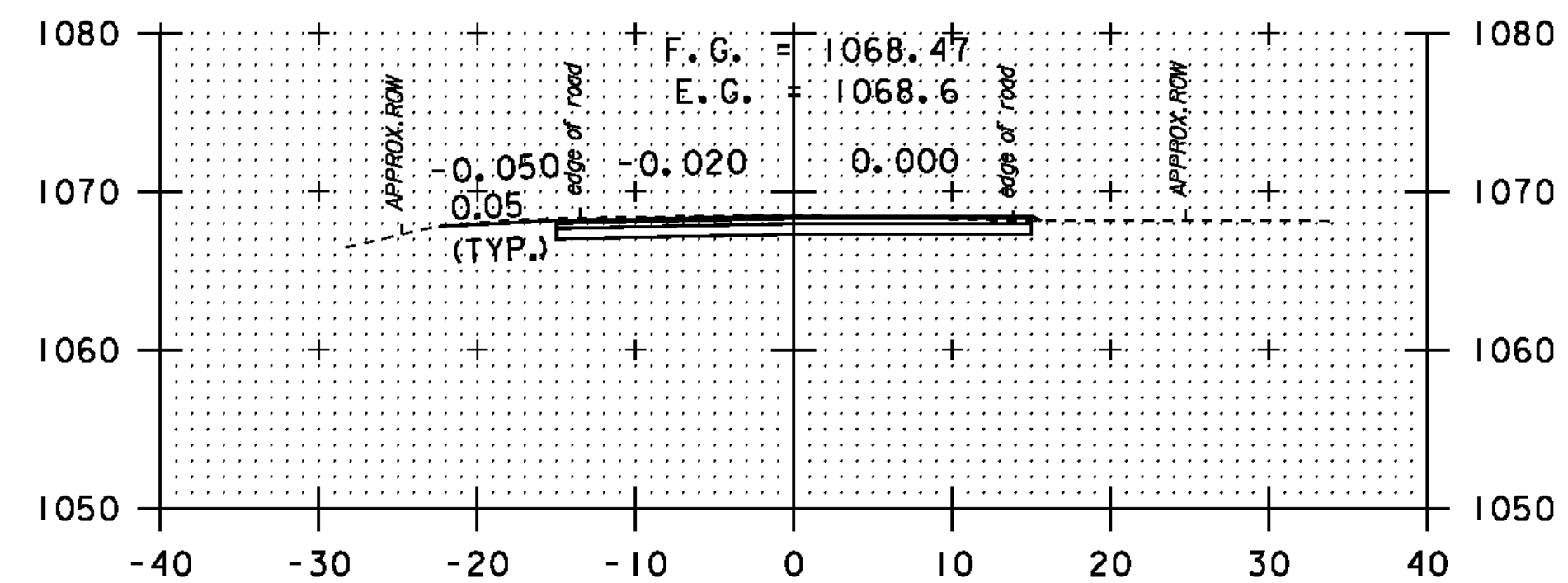
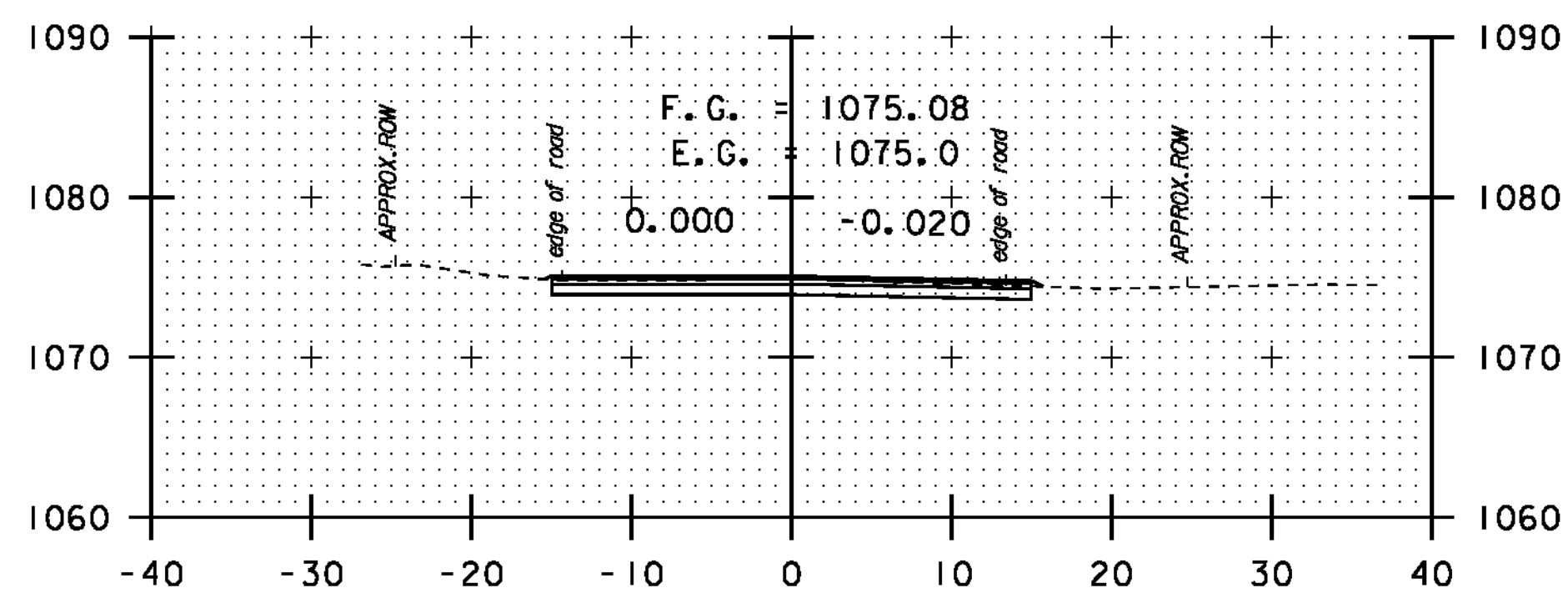
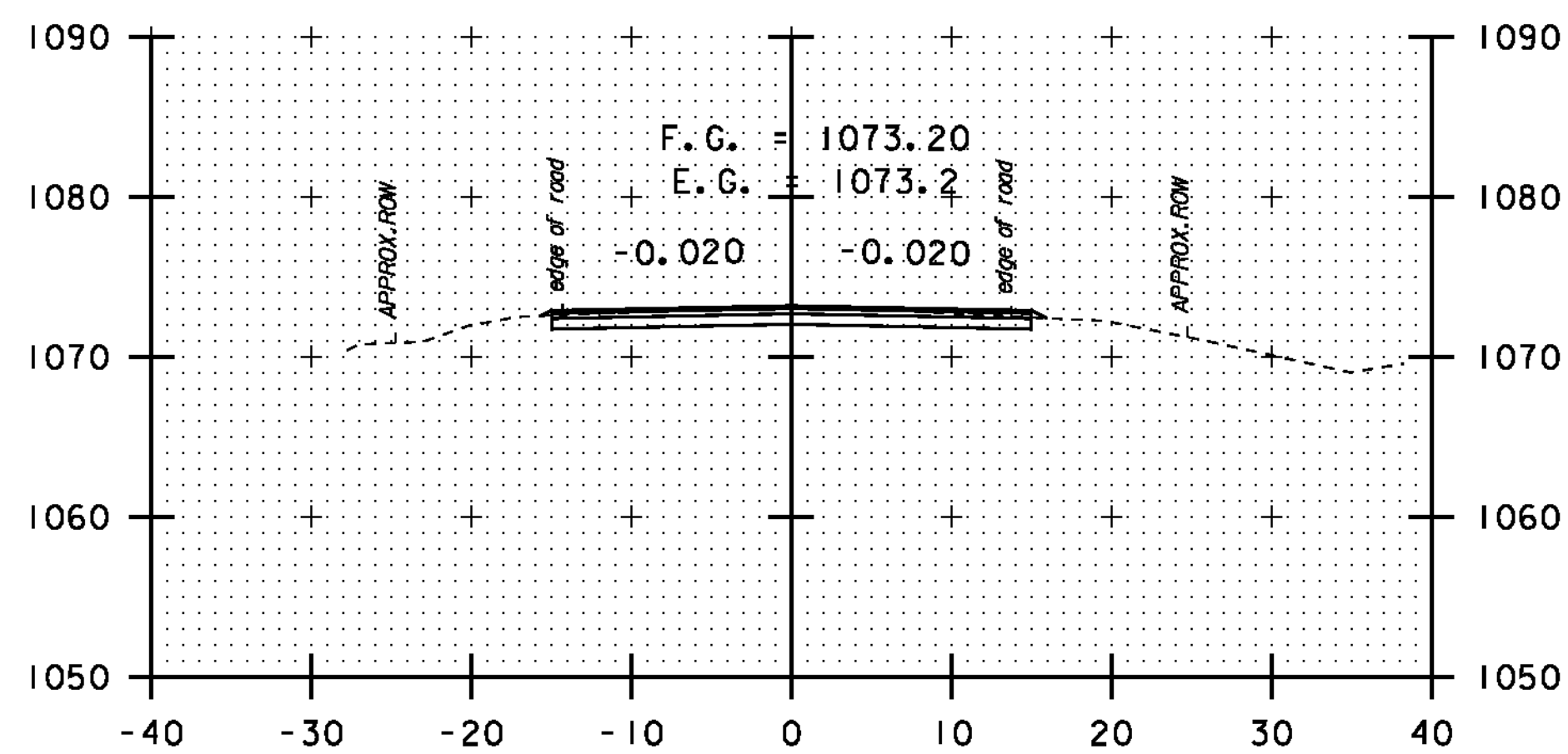
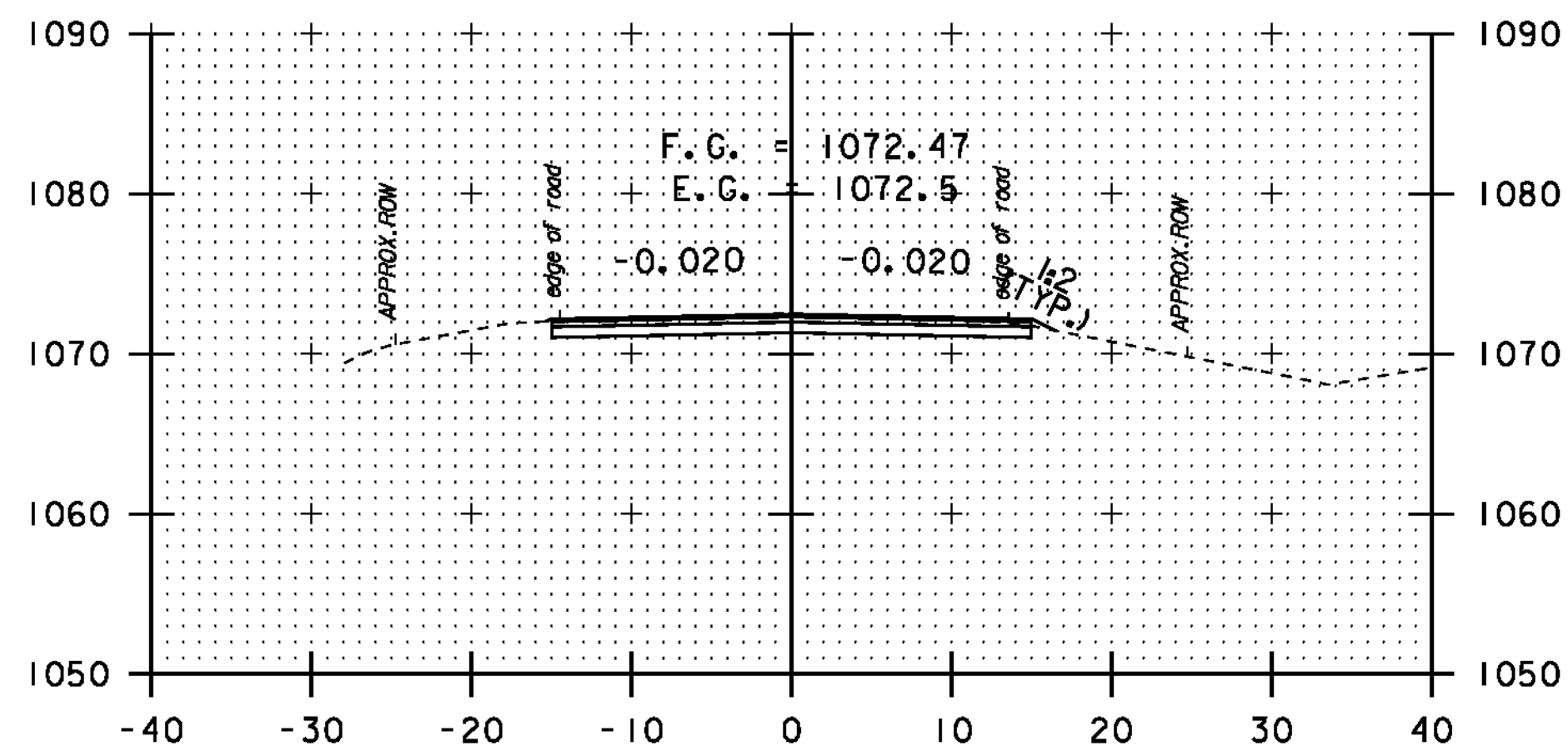
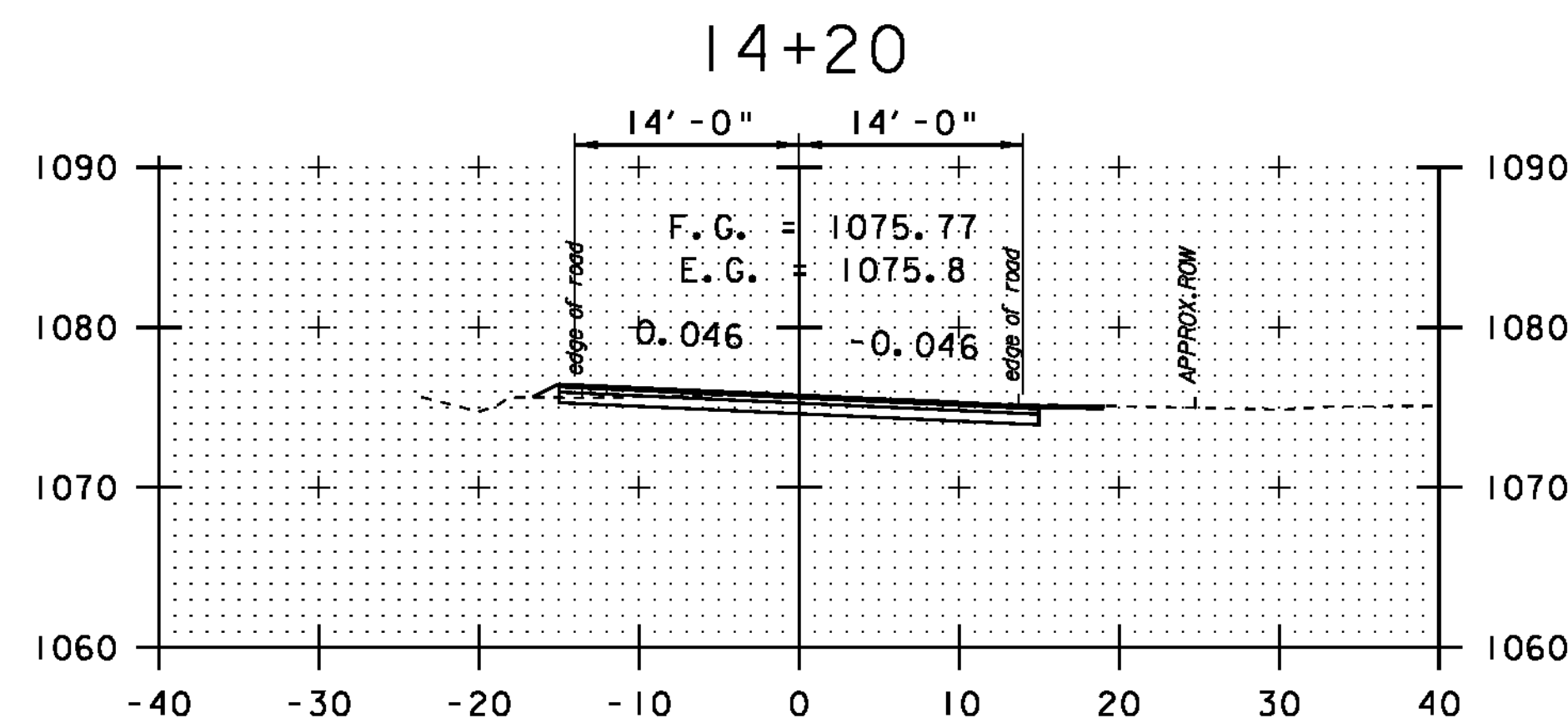
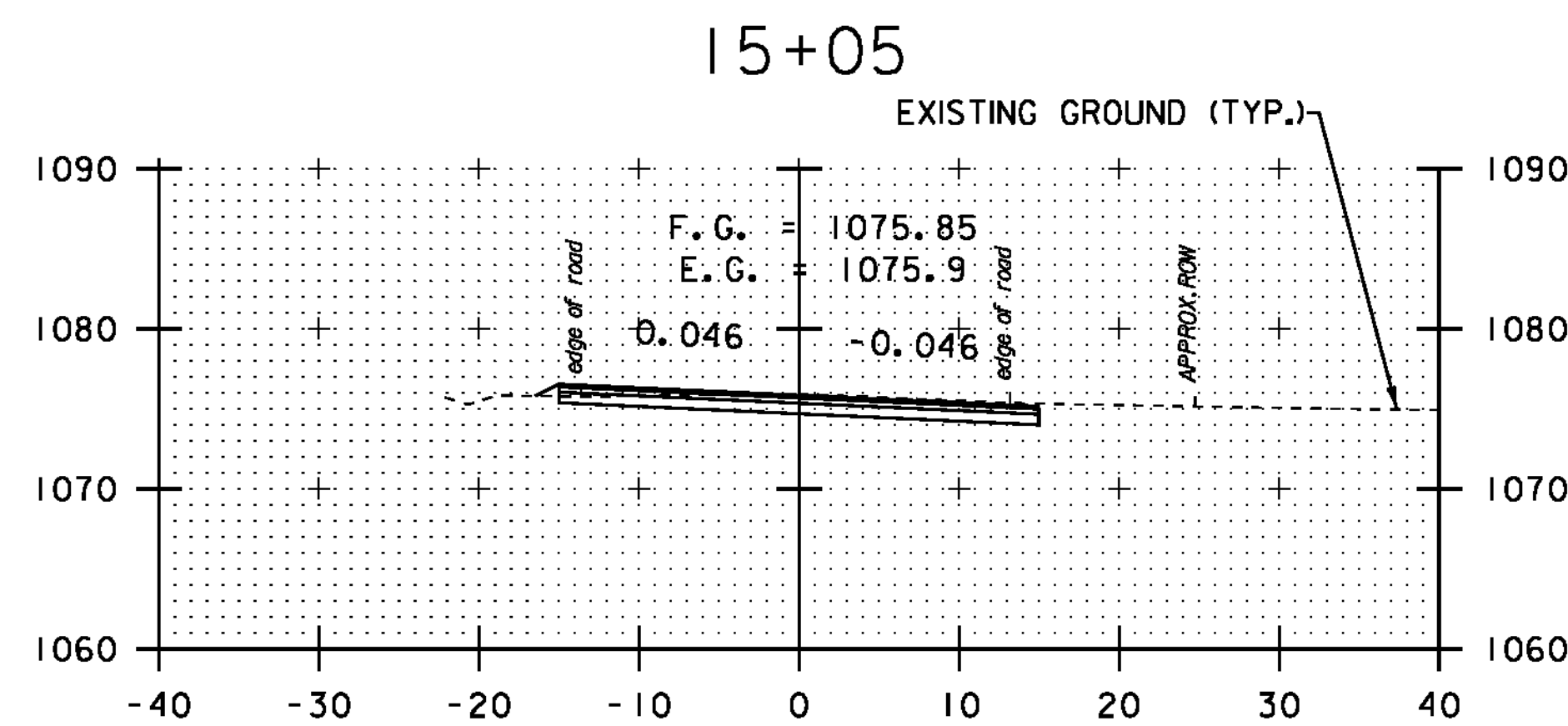
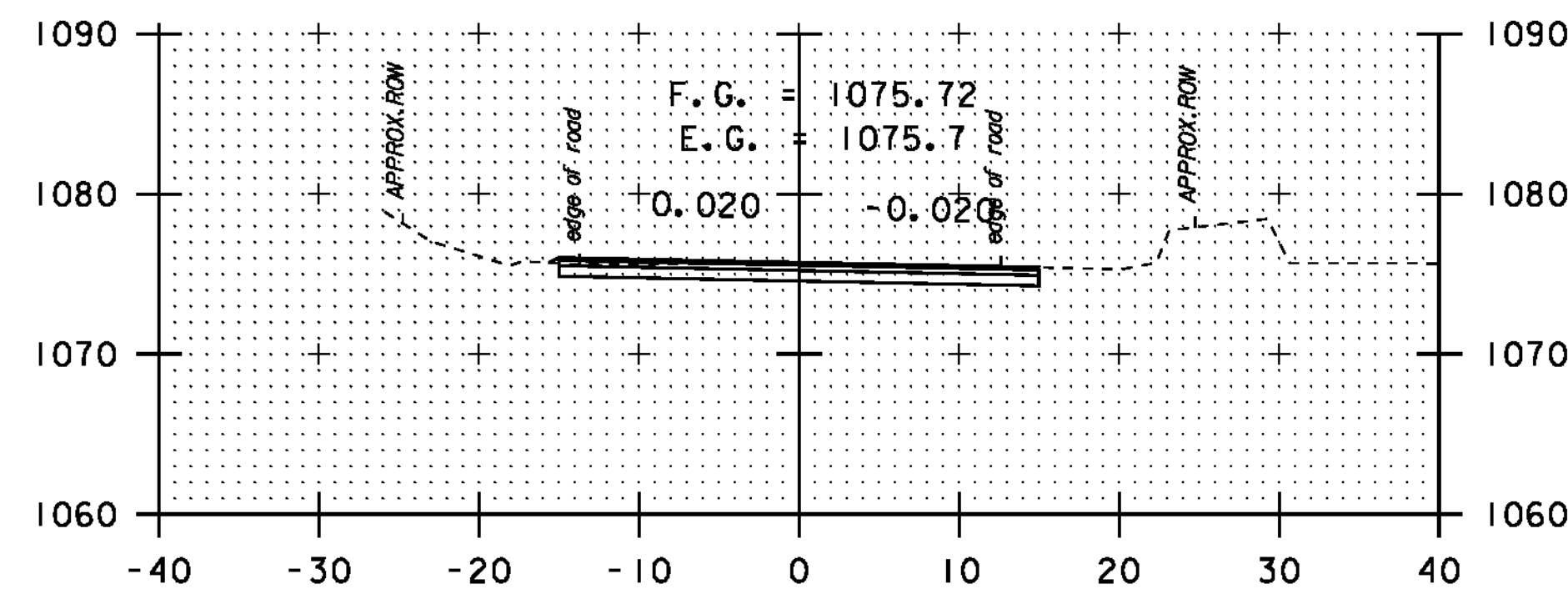
DATUM	NAVD 88
	NAD 83

SCALE 1" = 10'-0"

STA. 9+15
-
STA. 13+50

CROSS
SECTION
SHEET 23

PROJECT NAME:	NEWPORT-COVENTRY-NEWPORT
PROJECT NUMBER:	STP 2802 (I)
FILE NAME:	08b158.dgn
PROJECT LEADER:	CDL
DESIGNED BY:	SJL
PLOT FILE:	08b158-96.1
PLOT DATE:	8/3/2011
DRAWN BY:	BMB
CHECKED BY:	EPD
SHEET	96 OF 134



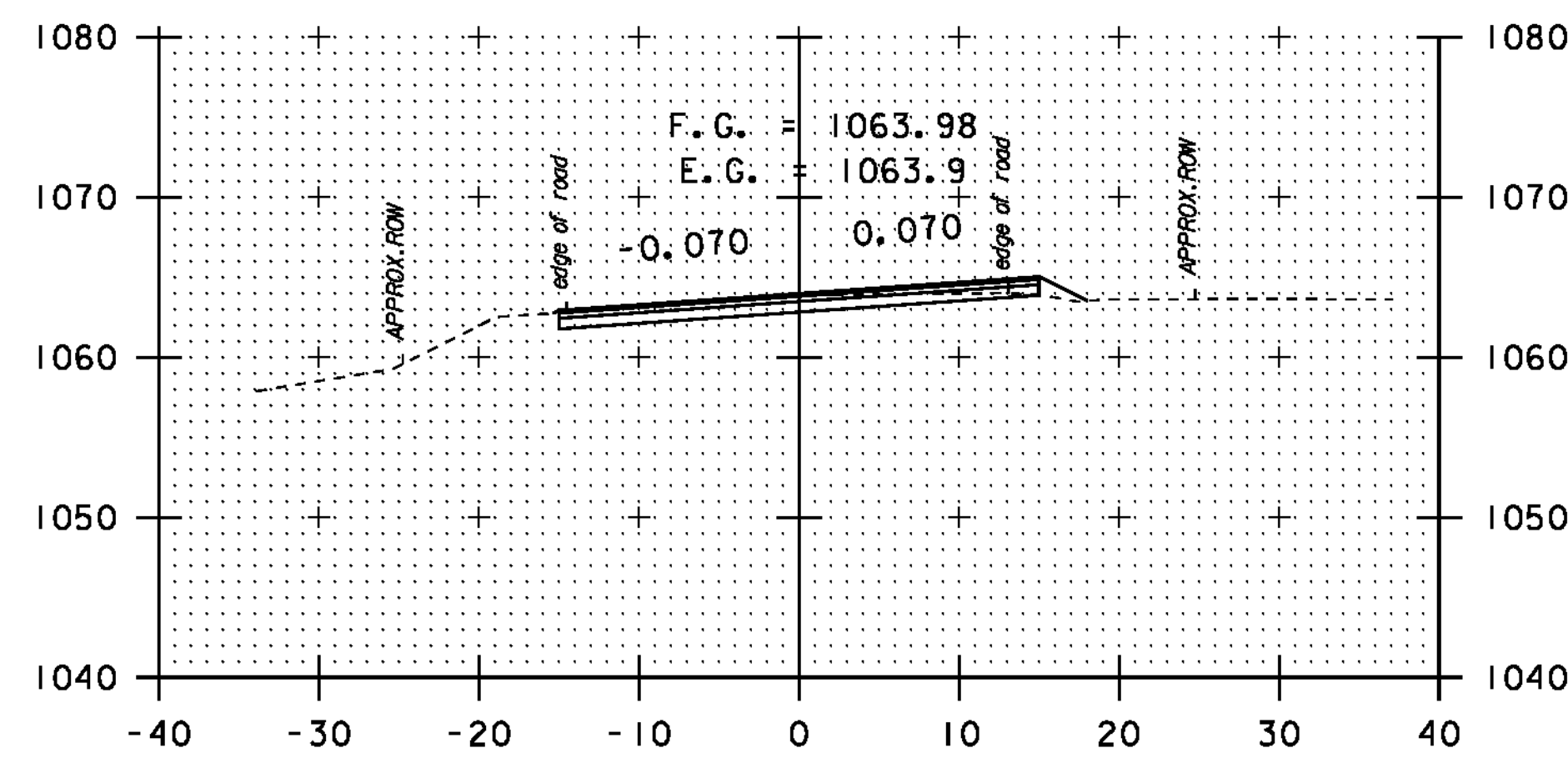
DATUM	NAVD 88
	NAD 83

SCALE 1" = 10'-0"

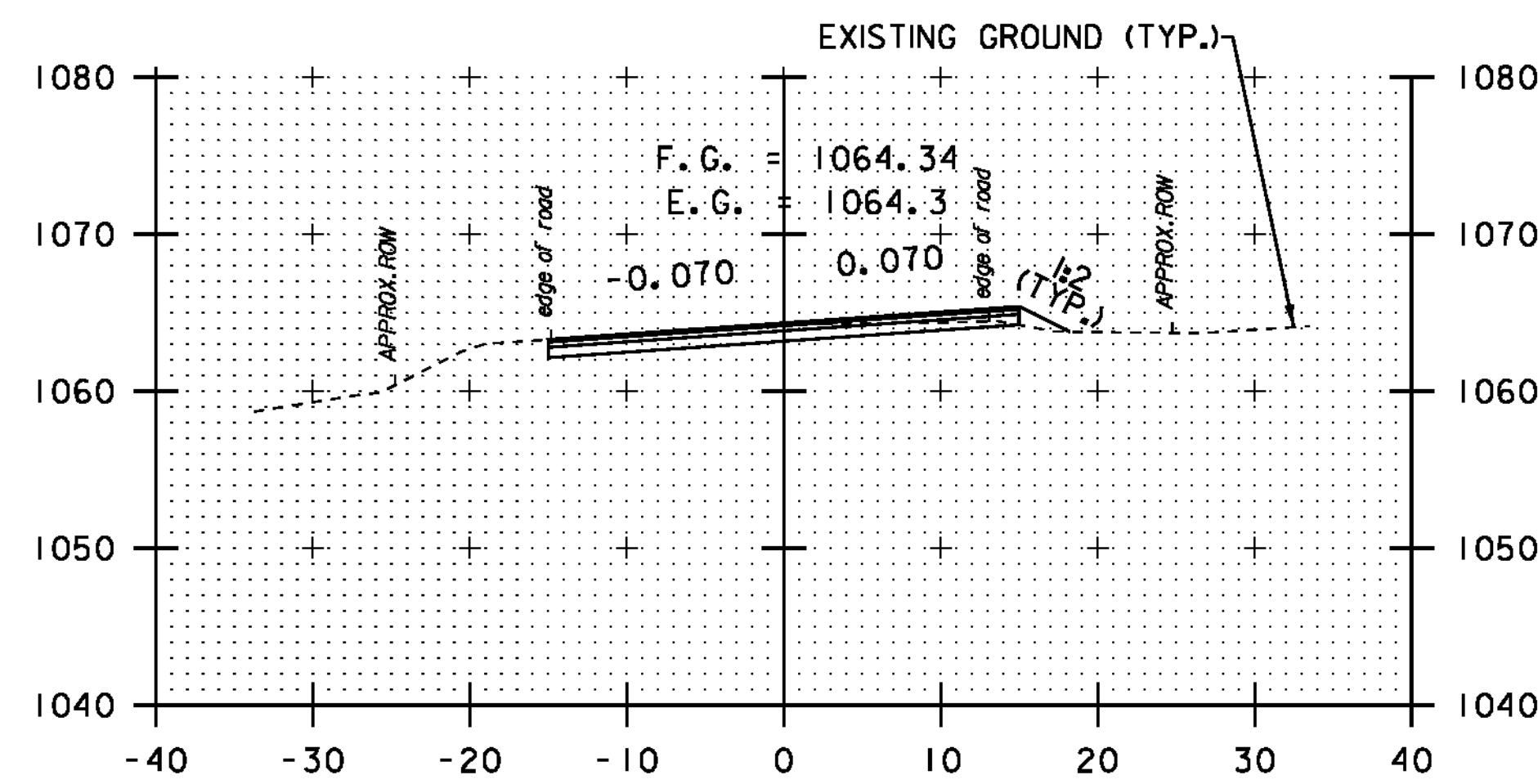
STA. 14+00
-
STA. 18+65

CROSS
SECTION
SHEET 24

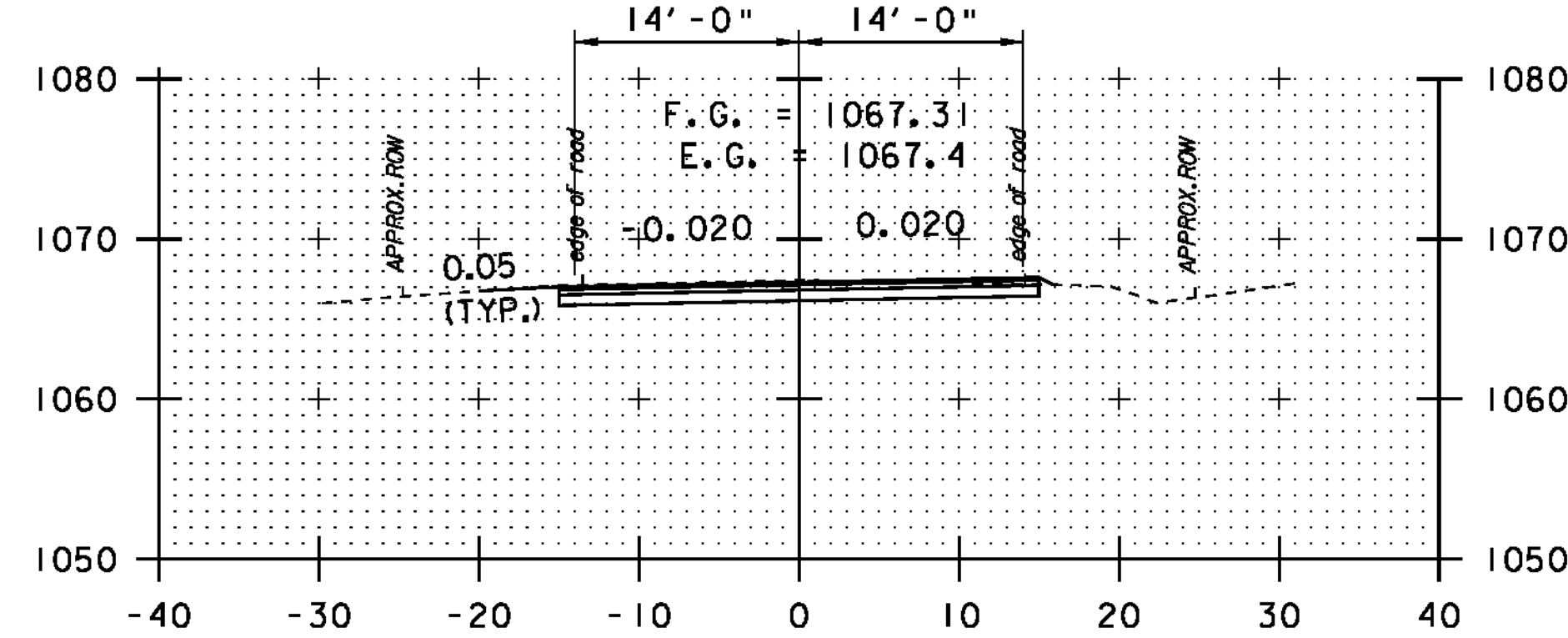
PROJECT NAME:	NEWPORT-COVENTRY-NEWPORT
PROJECT NUMBER:	STP 2802 (I)
FILE NAME:	08b158.dgn
PROJECT LEADER:	CDL
DESIGNED BY:	BMB
PLOT FILE:	08b158-97.1
PLOT DATE:	8/3/2011
DRAWN BY:	BMB
CHECKED BY:	EPD
SHEET	97 OF 134



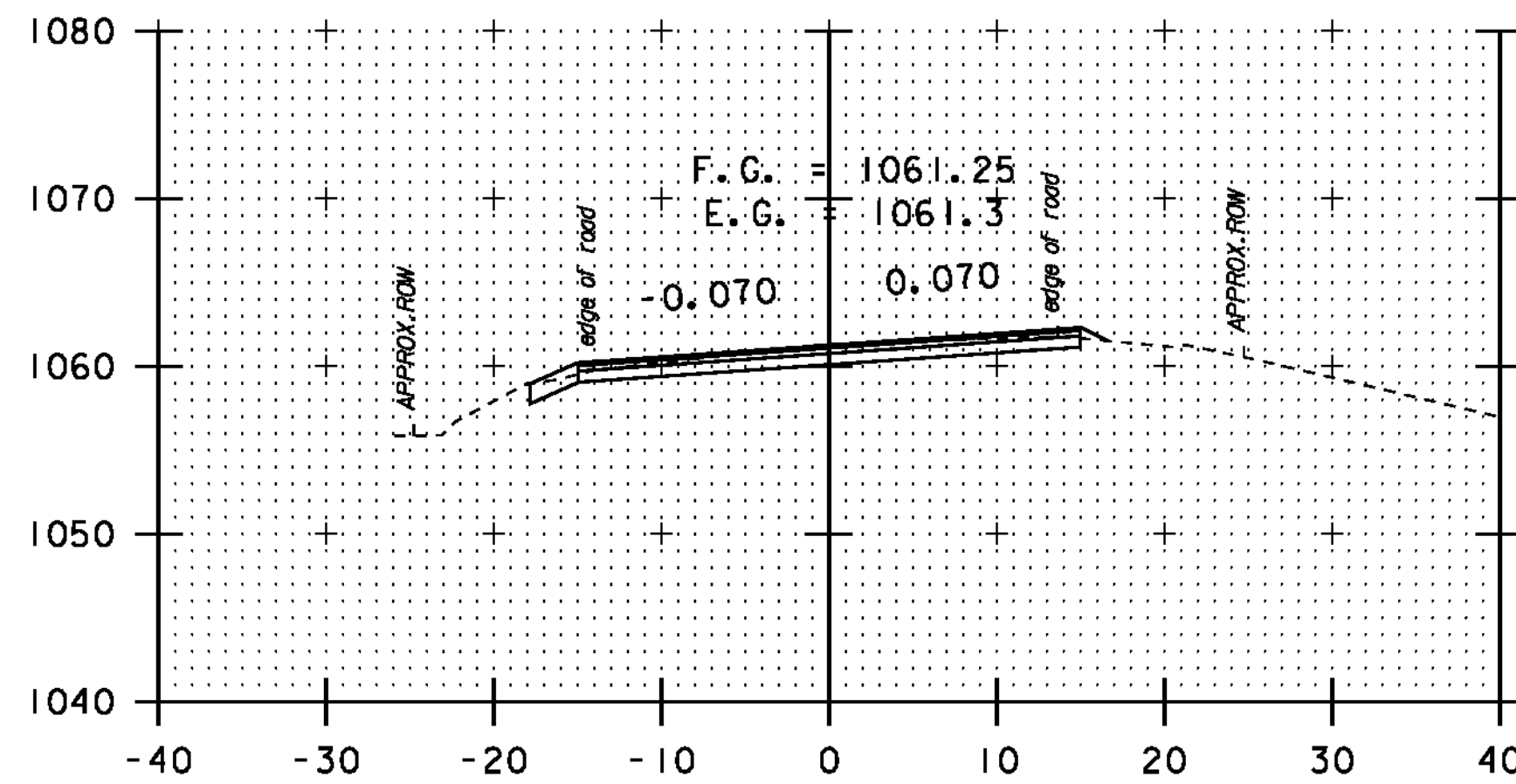
20+50



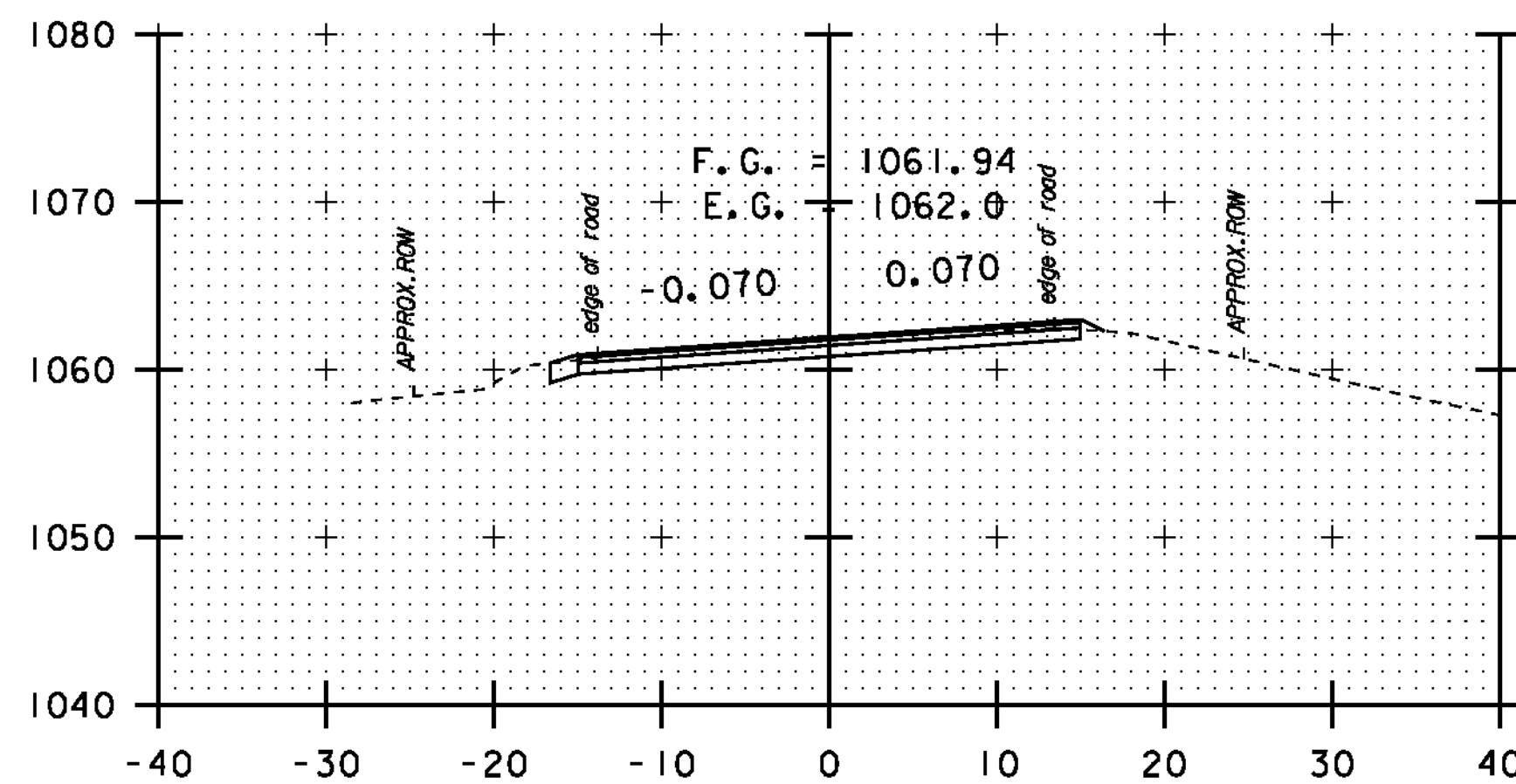
20+35



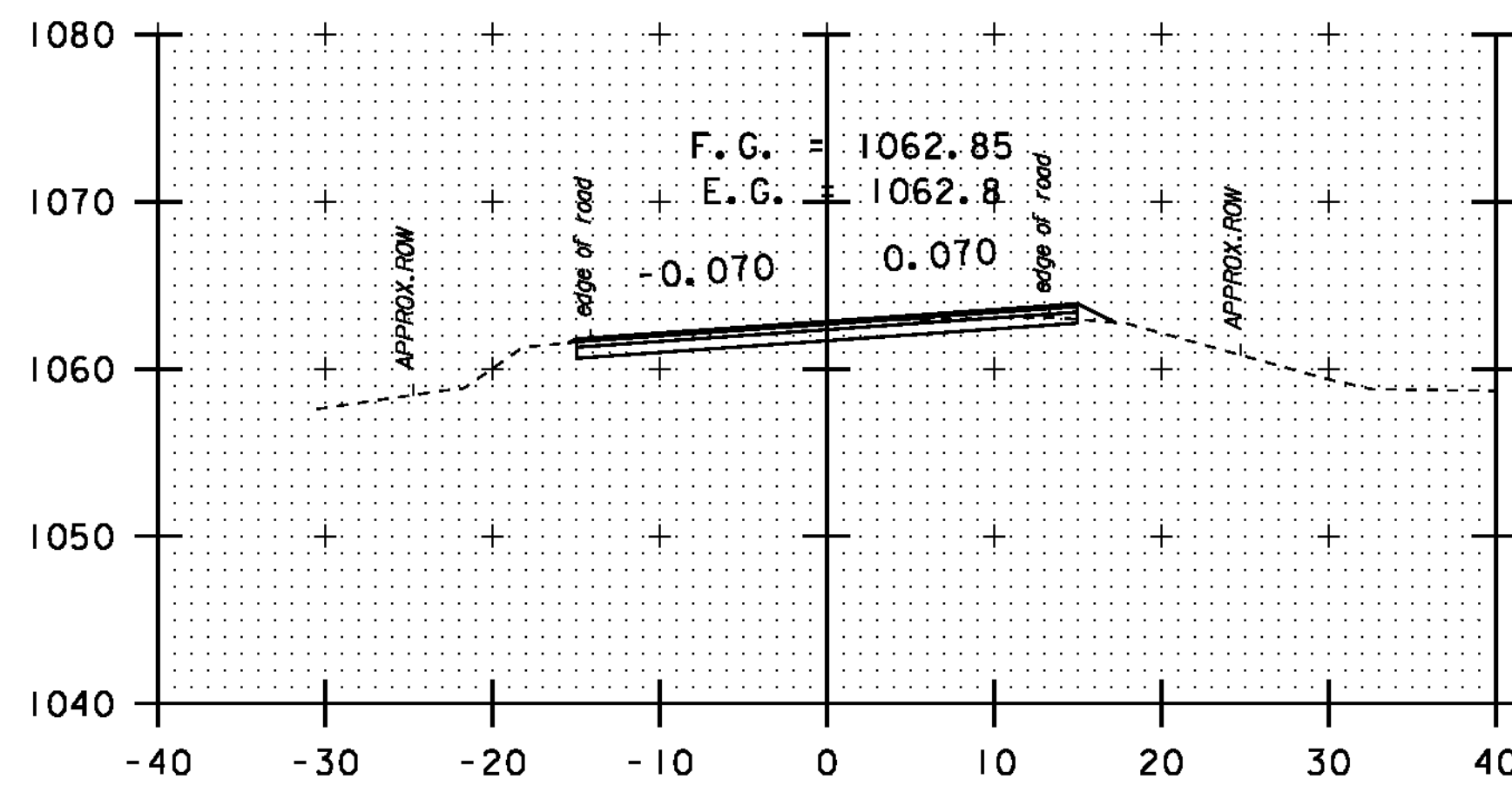
19+13



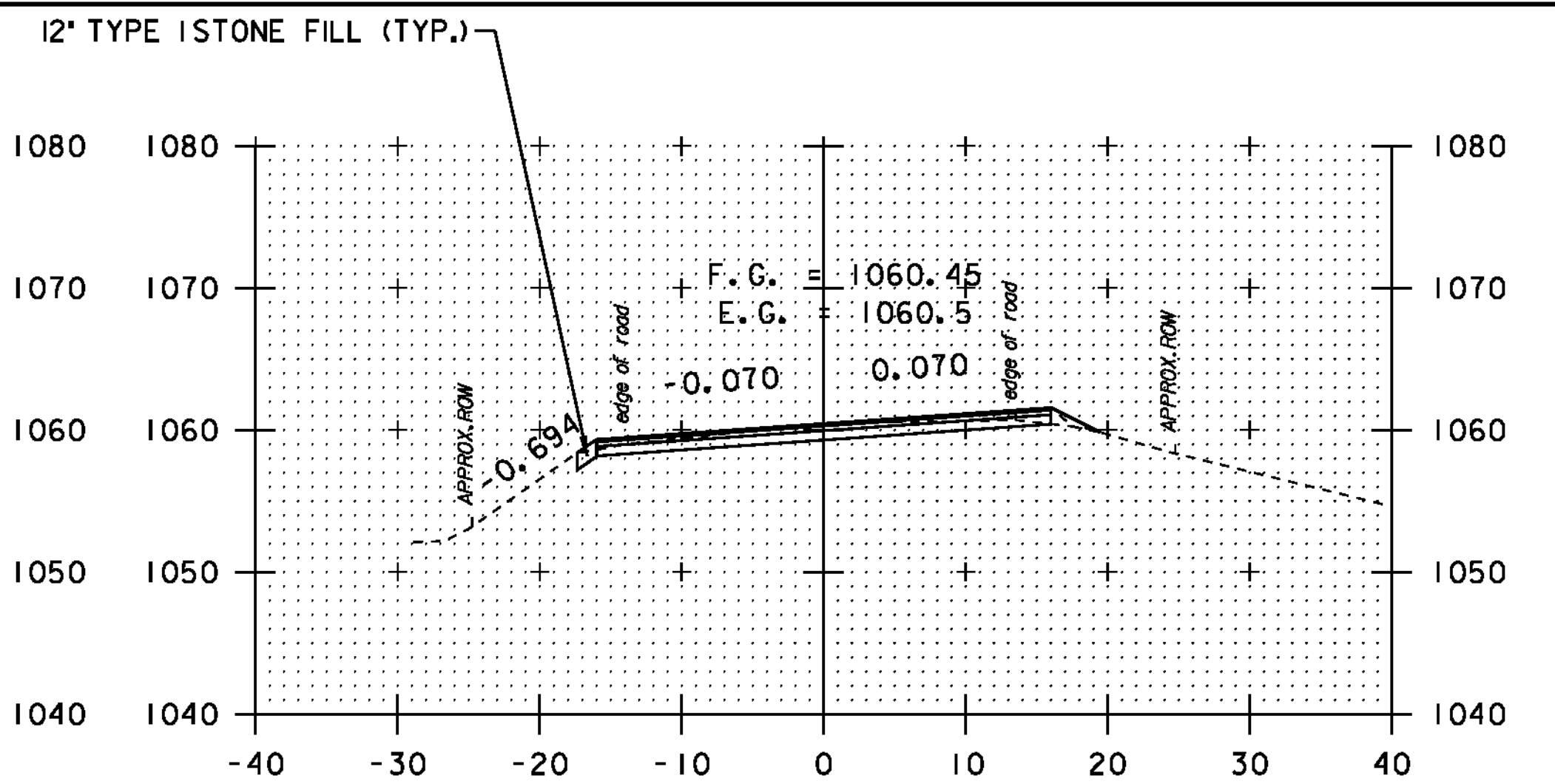
22+00



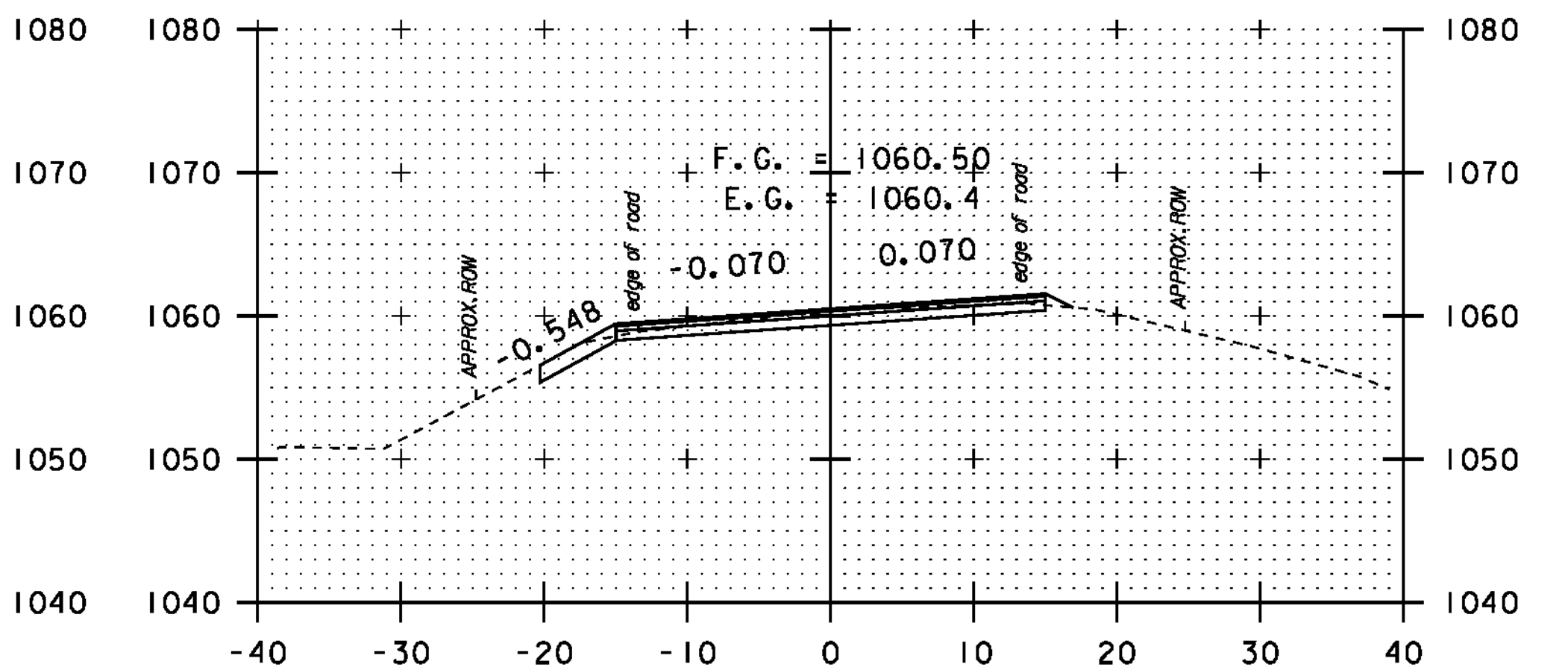
21+50



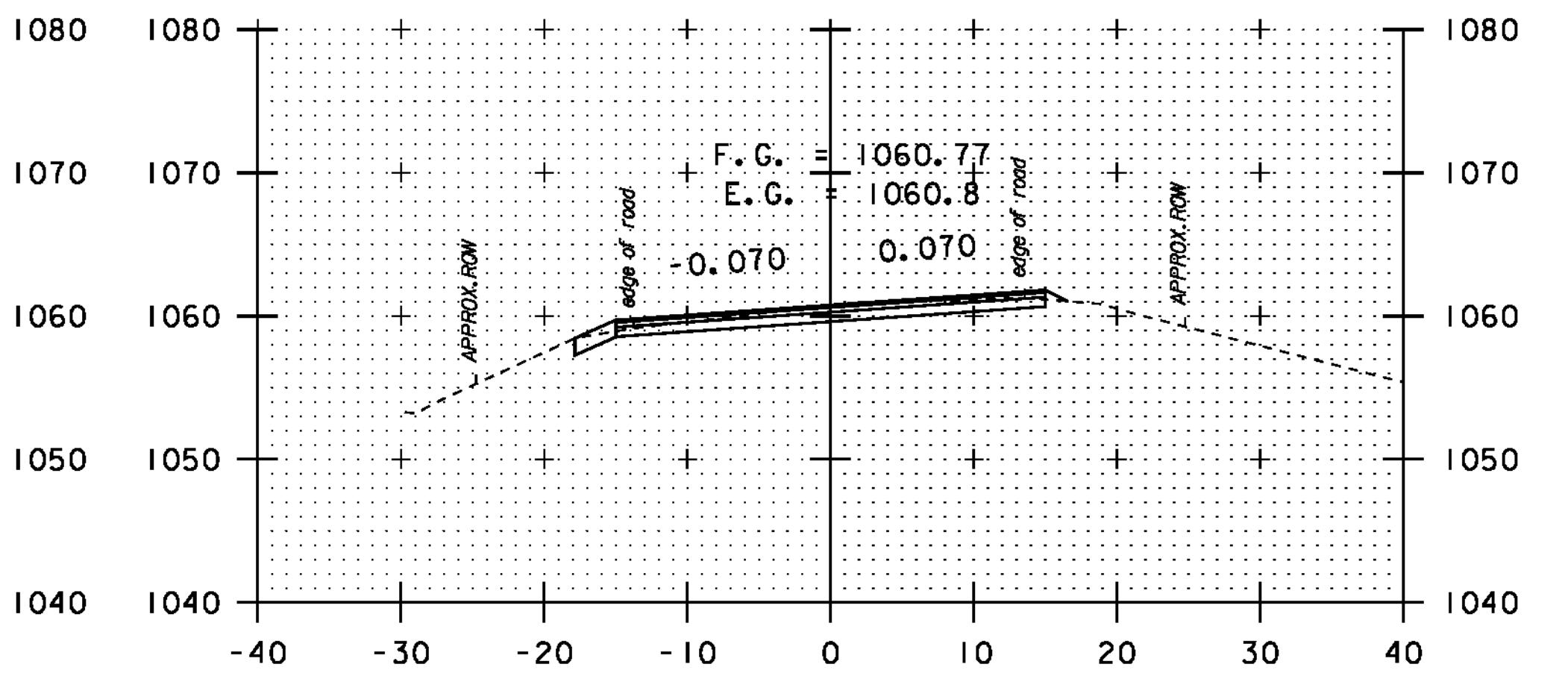
21+00



23+50



23+00



22+50

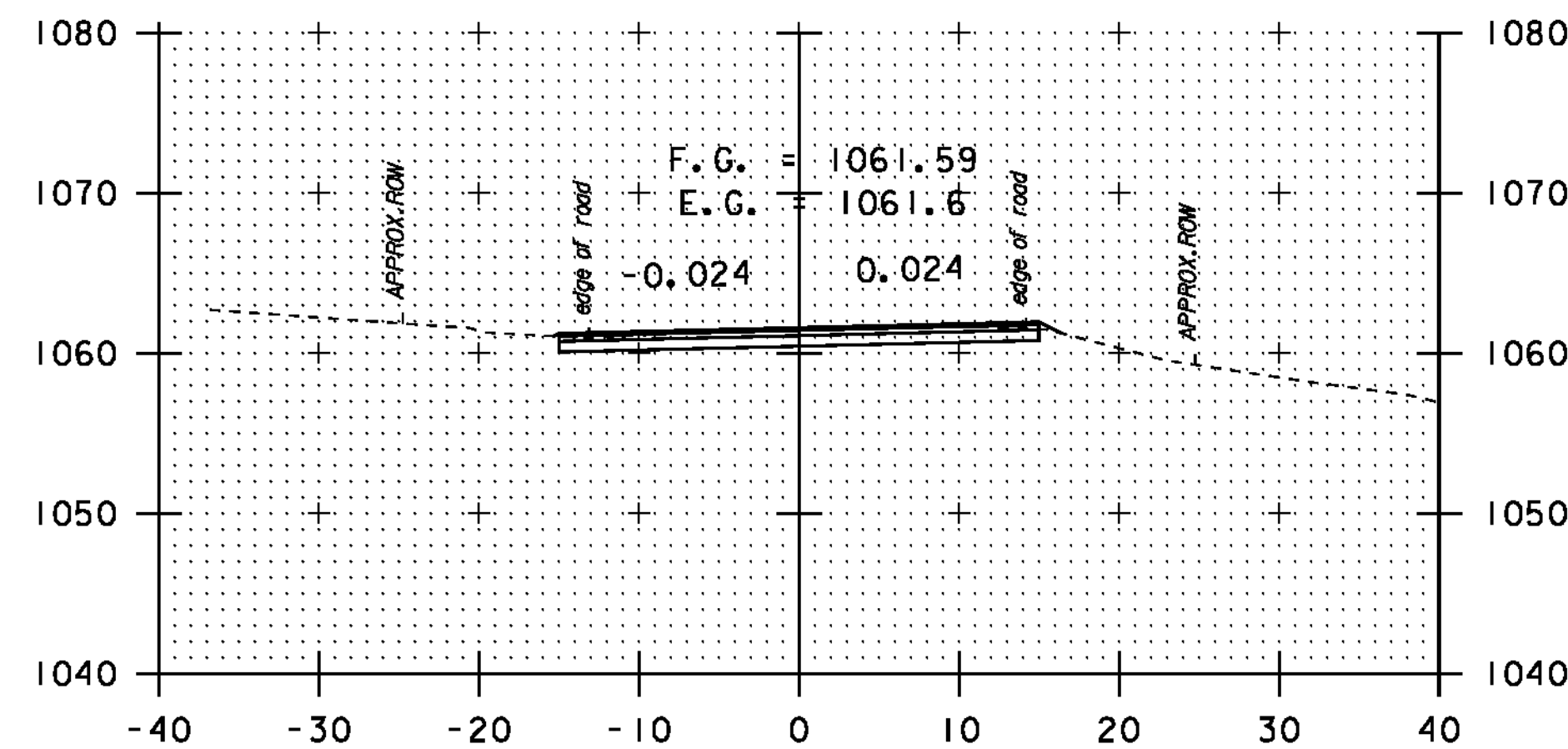
DATUM	NAVD 88
	NAD 83



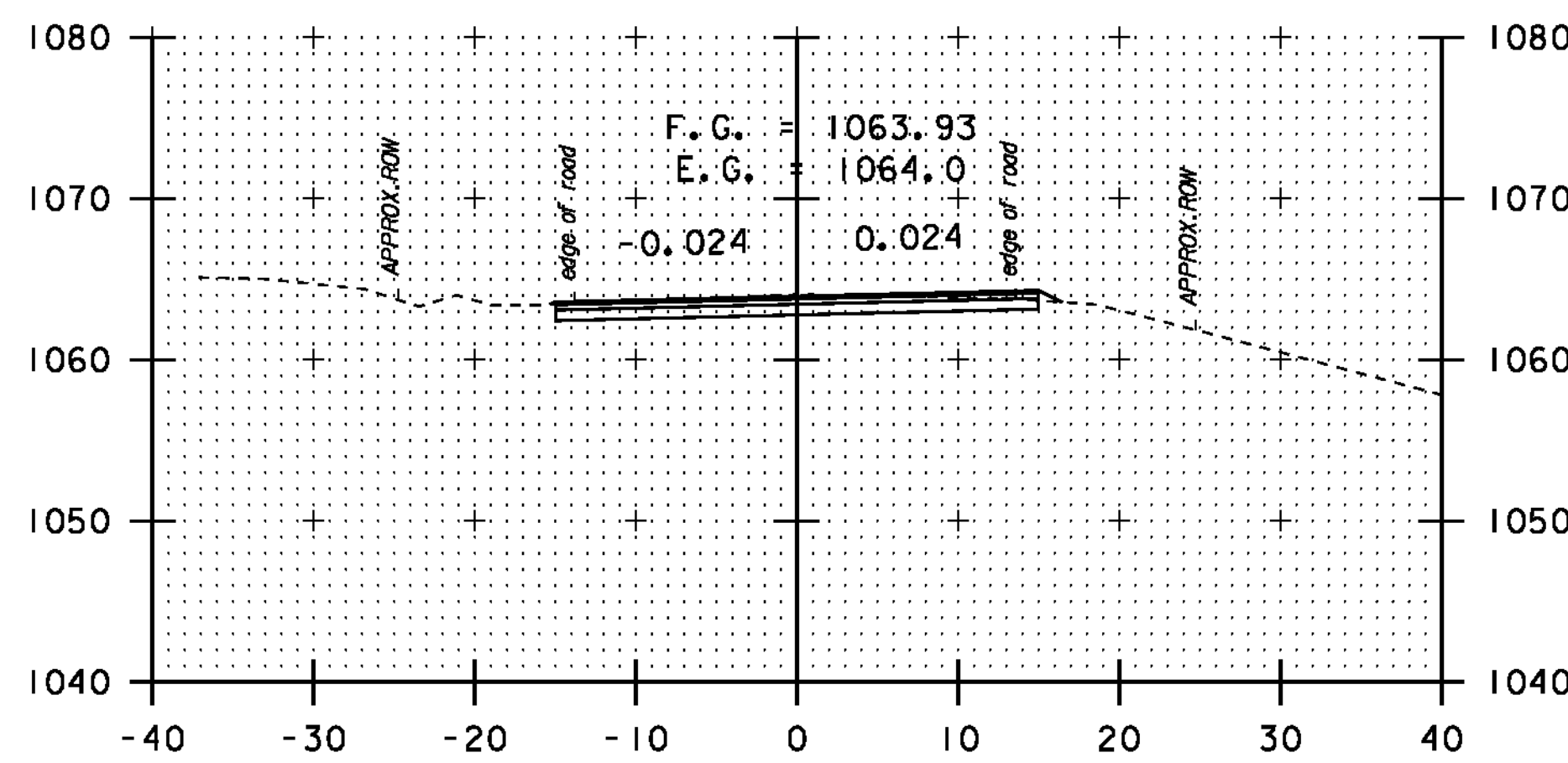
STA. 19+13
-
STA. 23+50

CROSS
SECTION
SHEET 25

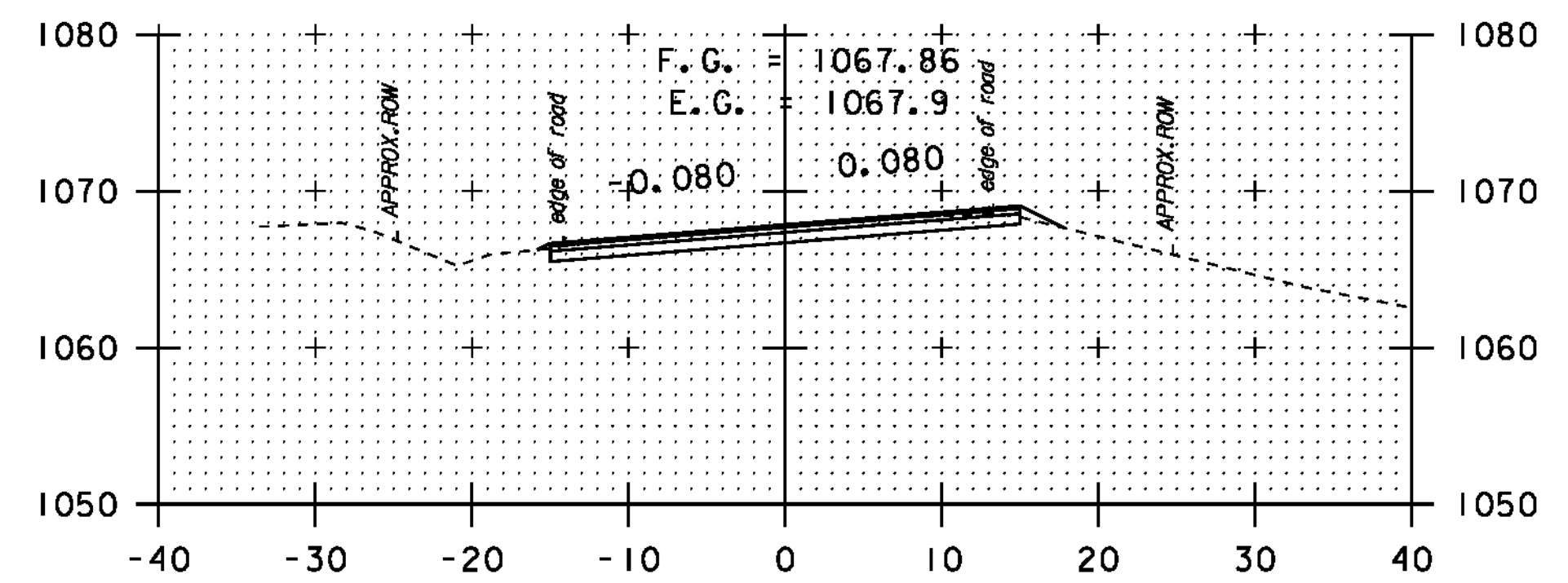
PROJECT NAME:	NEWPORT-COVENTRY-NEWPORT
PROJECT NUMBER:	STP 2802 (I)
FILE NAME:	08b158.dgn
PROJECT LEADER:	CDL
DESIGNED BY:	BMB
PLOT FILE:	08b158-98.1
PLOT DATE:	8/3/2011
DRAWN BY:	BMB
CHECKED BY:	EPD
SHEET	98 OF 134



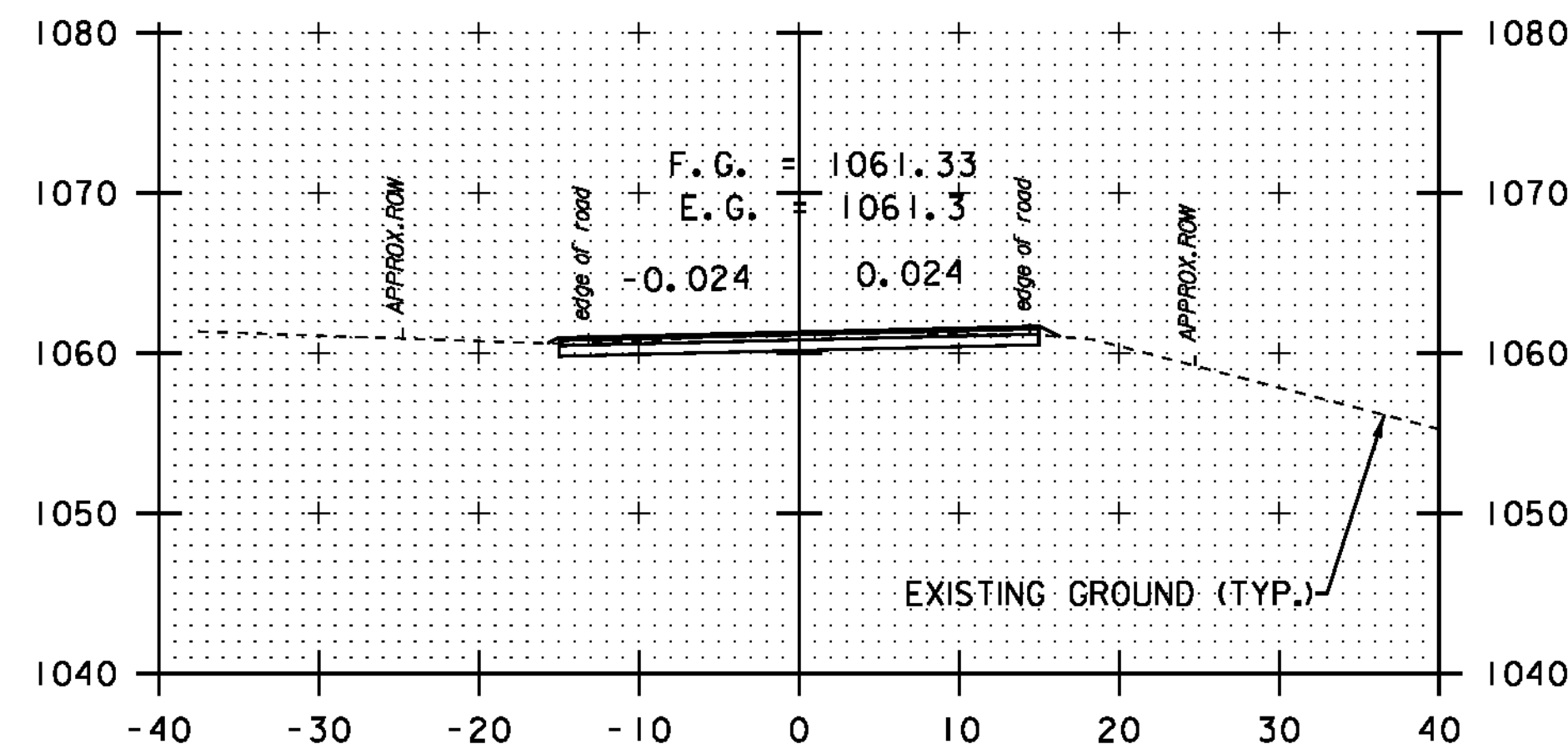
25+00



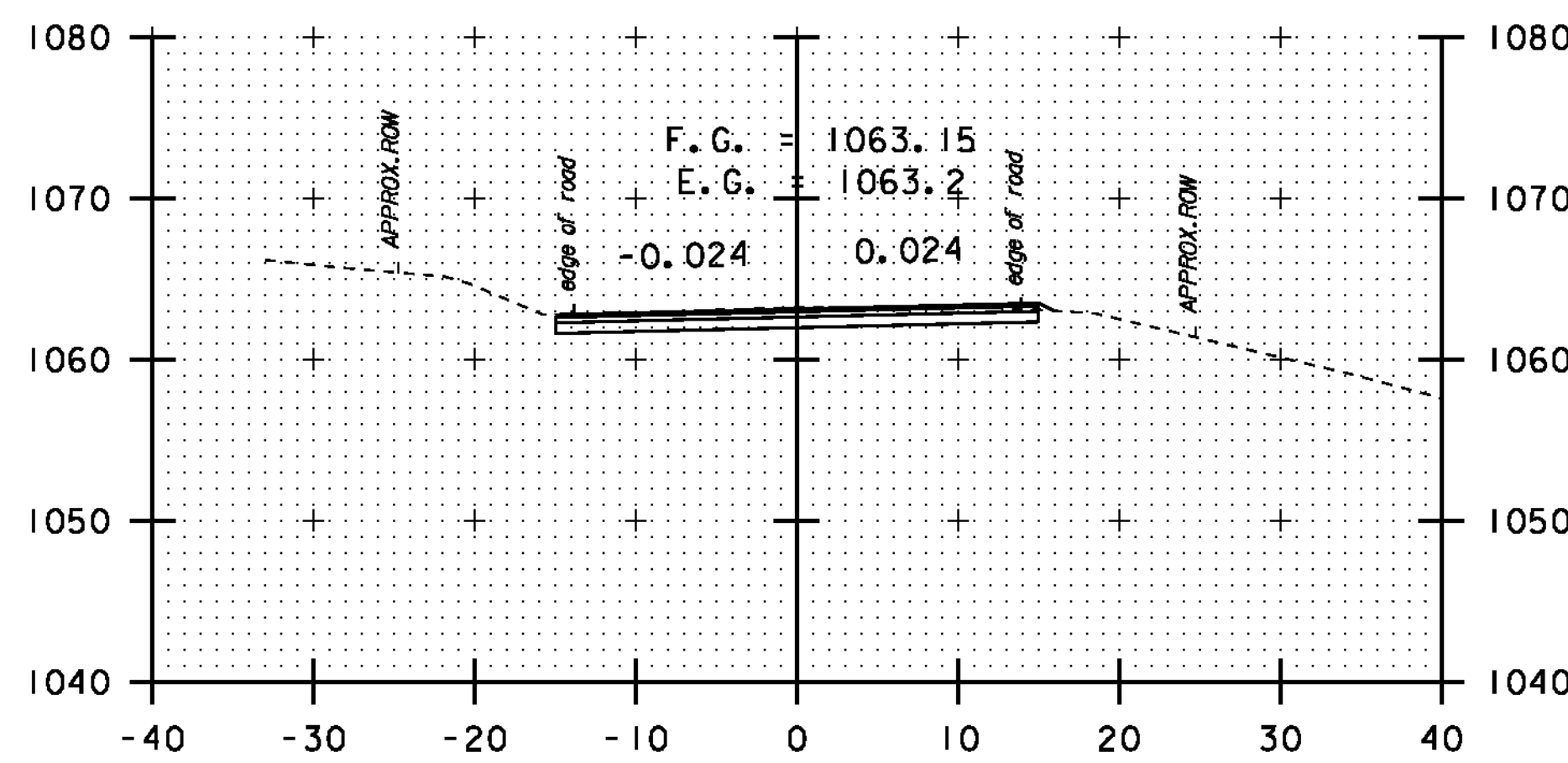
26+50



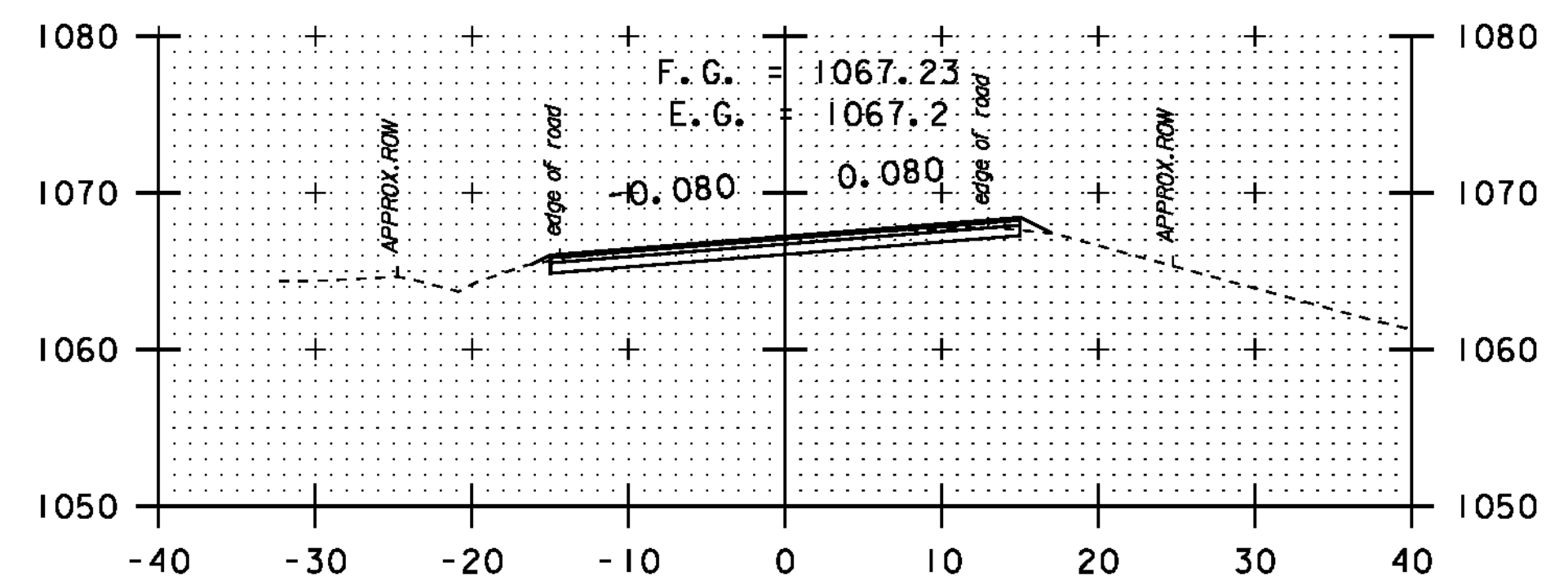
29+00



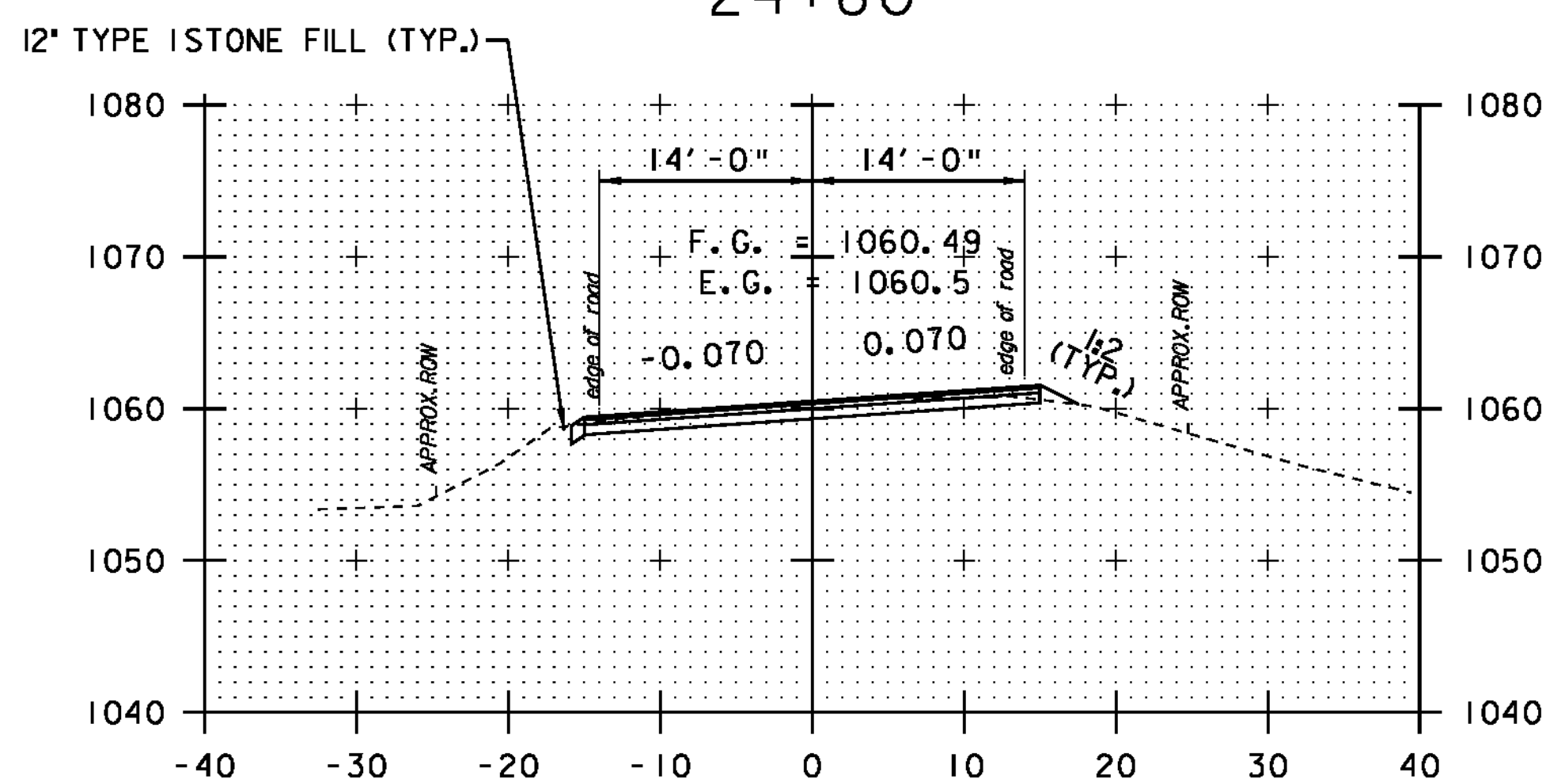
24+80



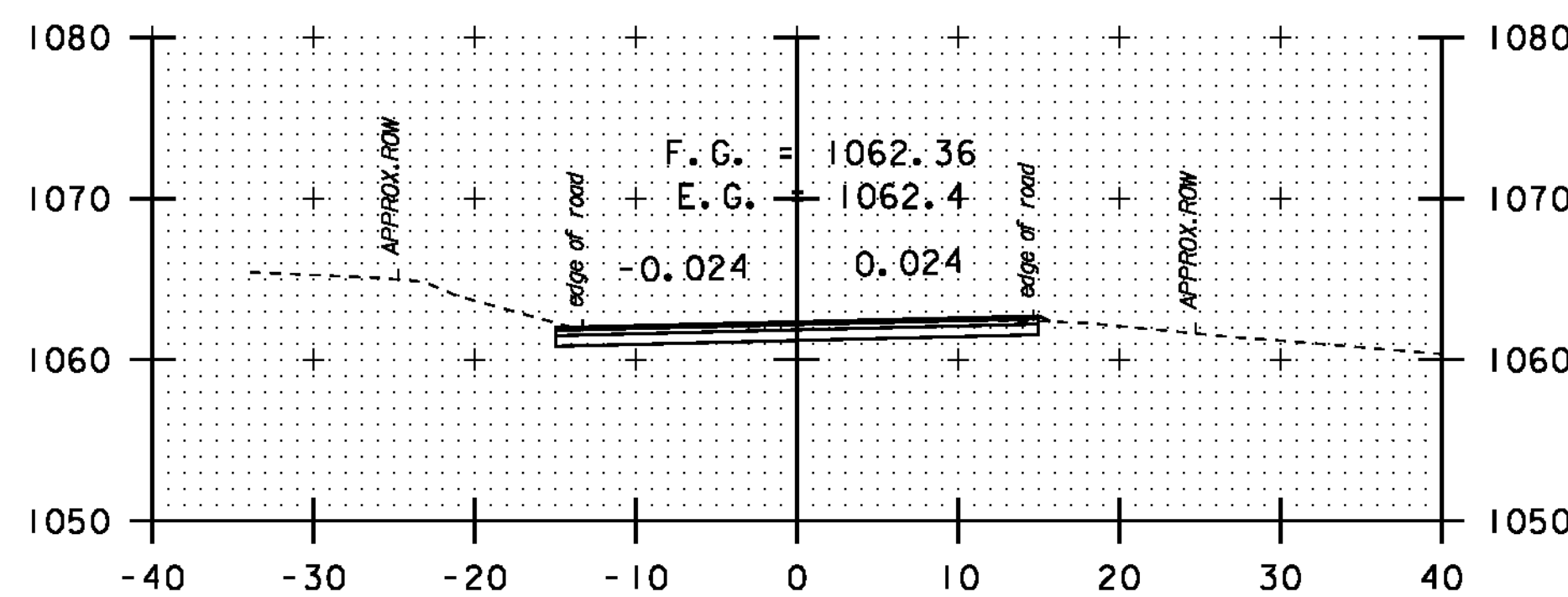
26+00



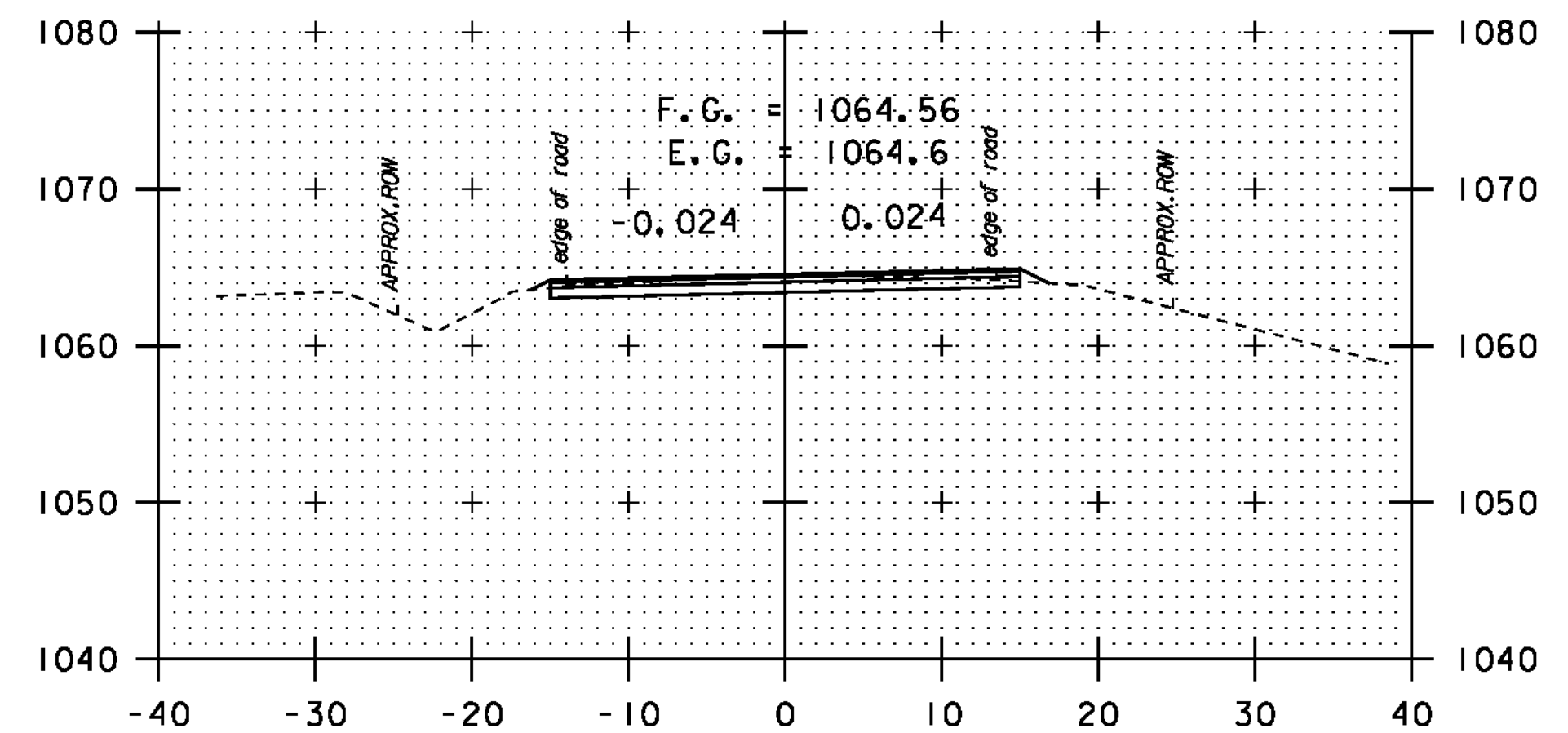
28+60



23+70



25+50



26+90

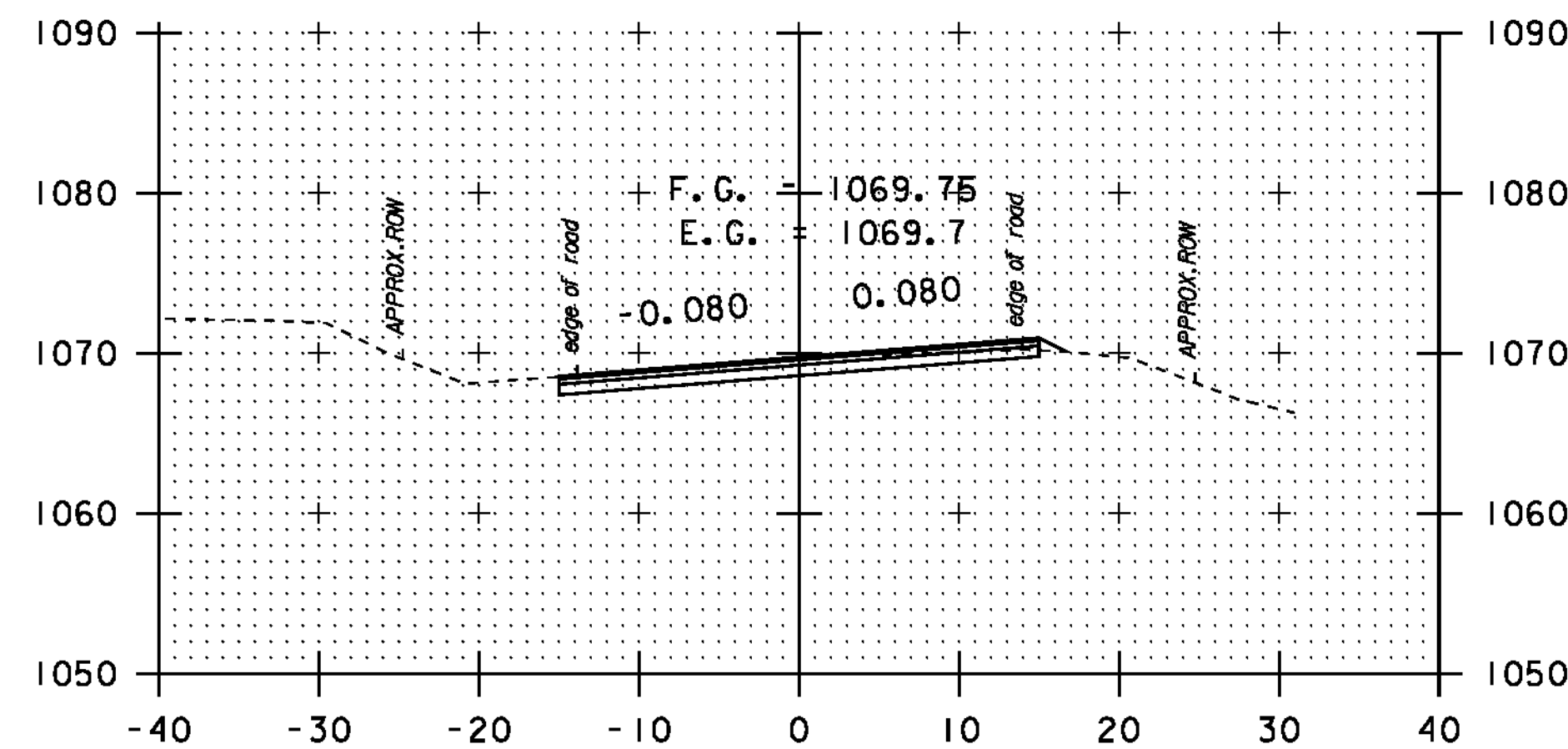
DATUM	NAVD 88
	NAD 83

SCALE 1" = 10'-0"

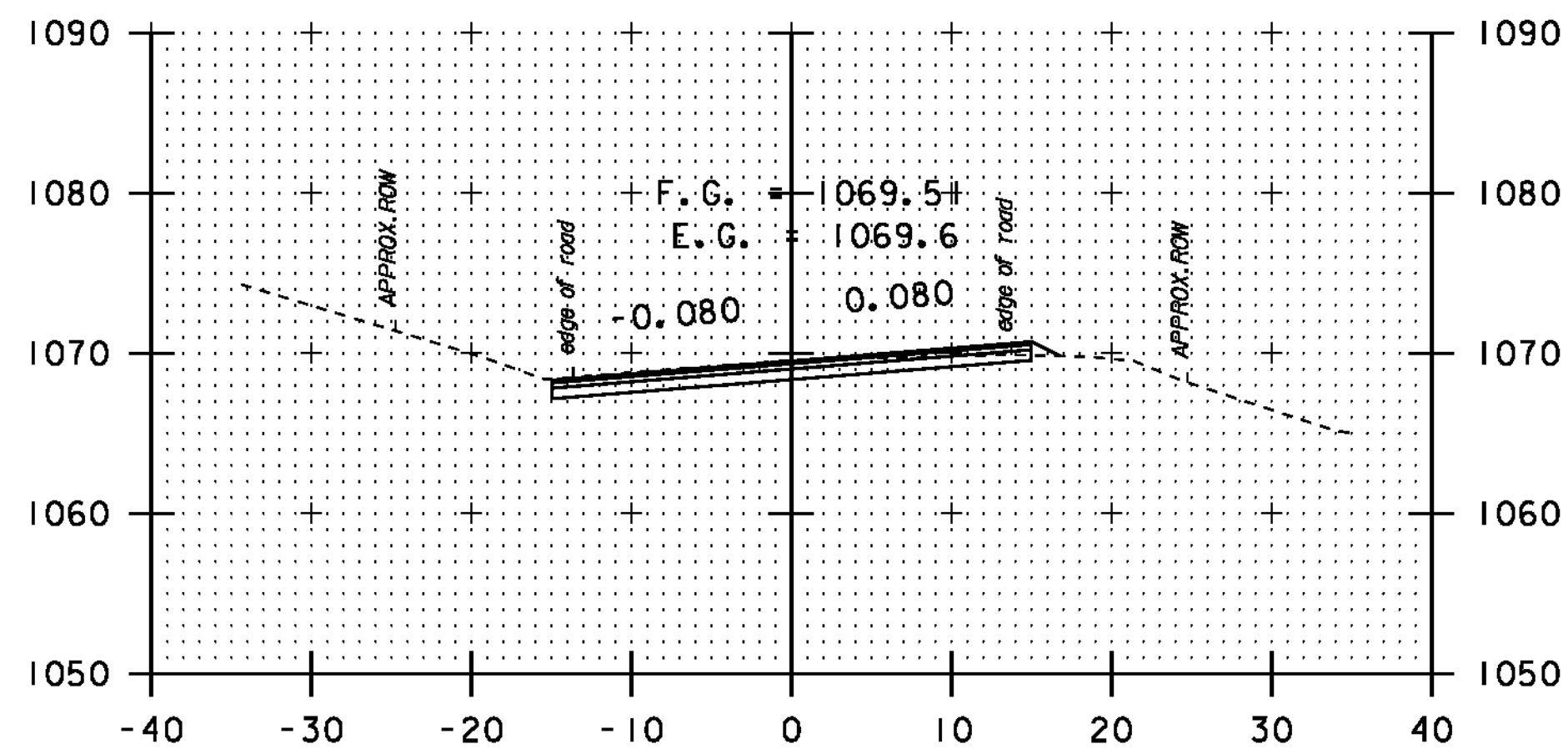
STA. 23+70
-
STA. 29+00

CROSS
SECTION
SHEET 26

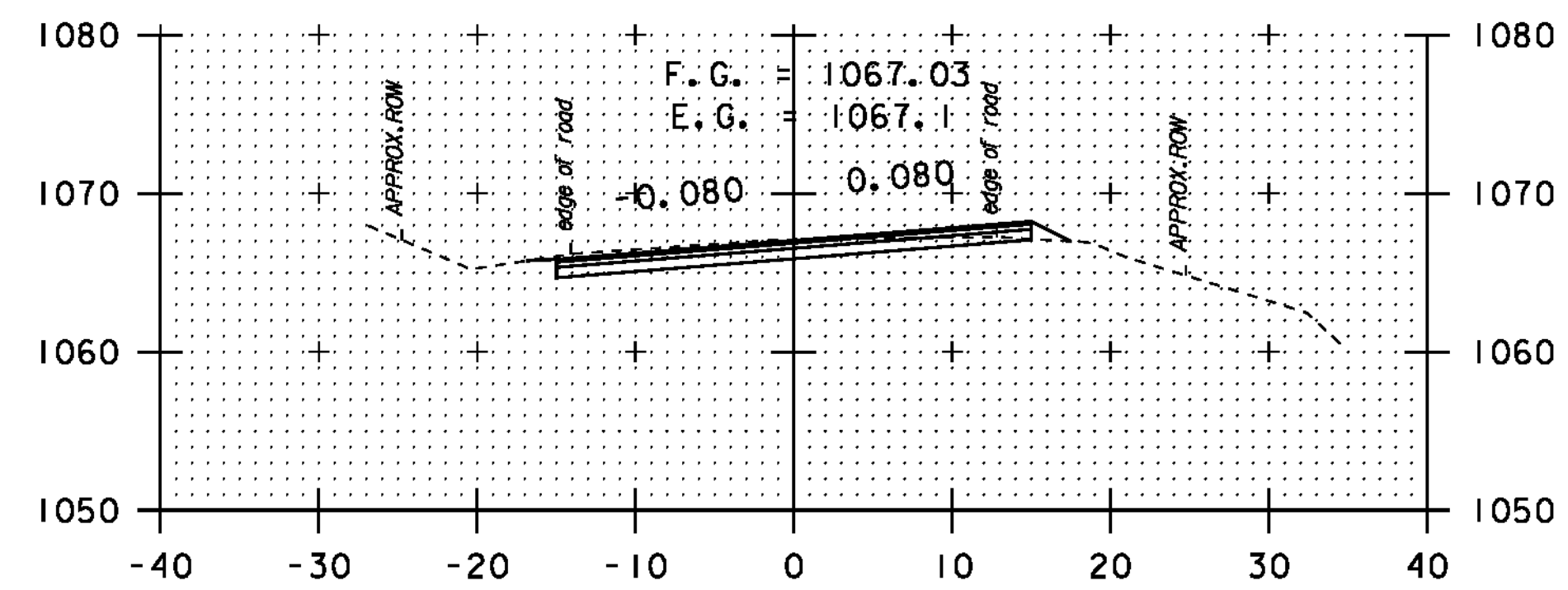
PROJECT NAME:	NEWPORT-COVENTRY-NEWPORT
PROJECT NUMBER:	STP 2802 (I)
FILE NAME:	08b158.dgn
PROJECT LEADER:	CDL
DESIGNED BY:	BMB
PLOT FILE:	08b158-99.1
PLOT DATE:	8/3/2011
DRAWN BY:	BMB
CHECKED BY:	EPD
SHEET	99 OF 134



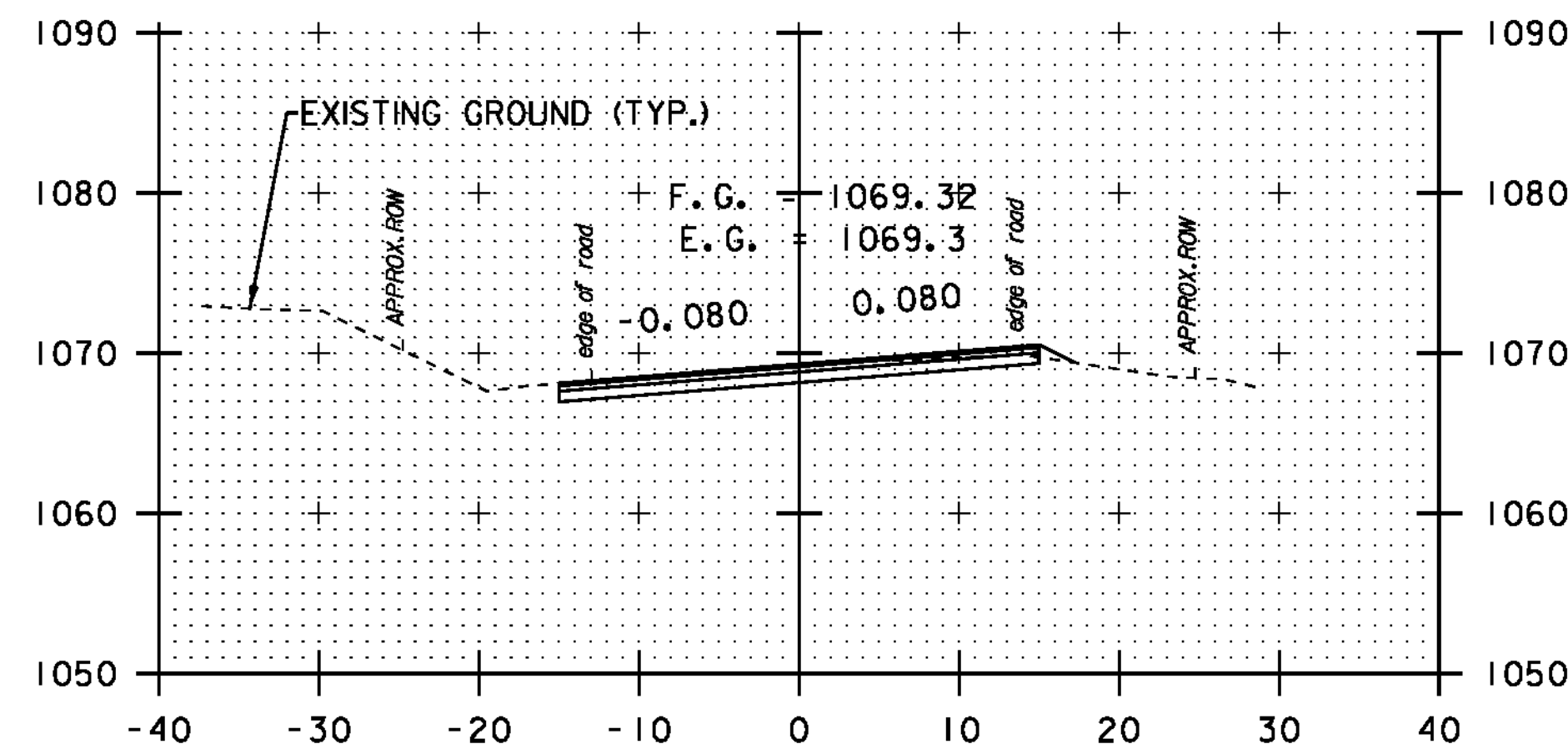
30+50



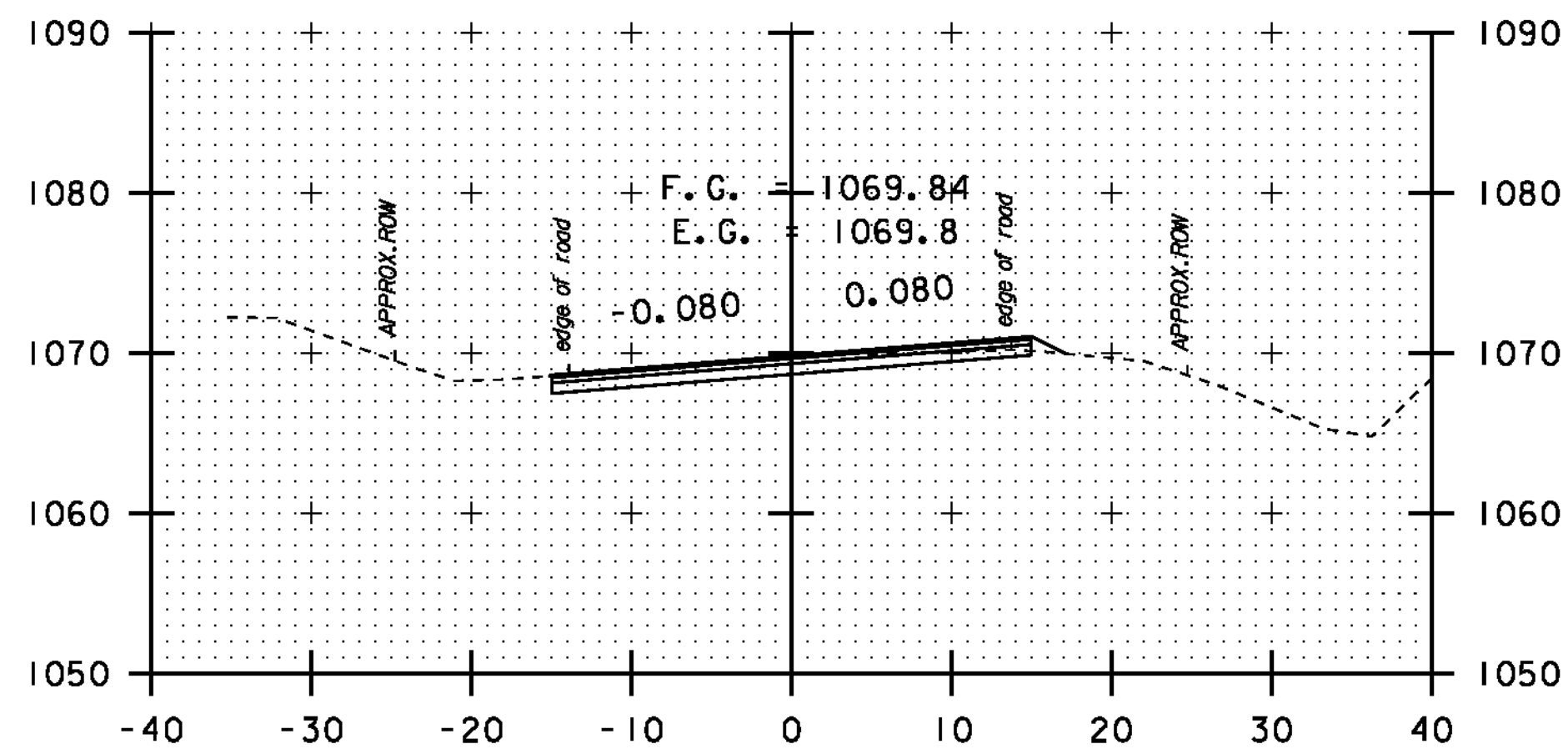
32+00



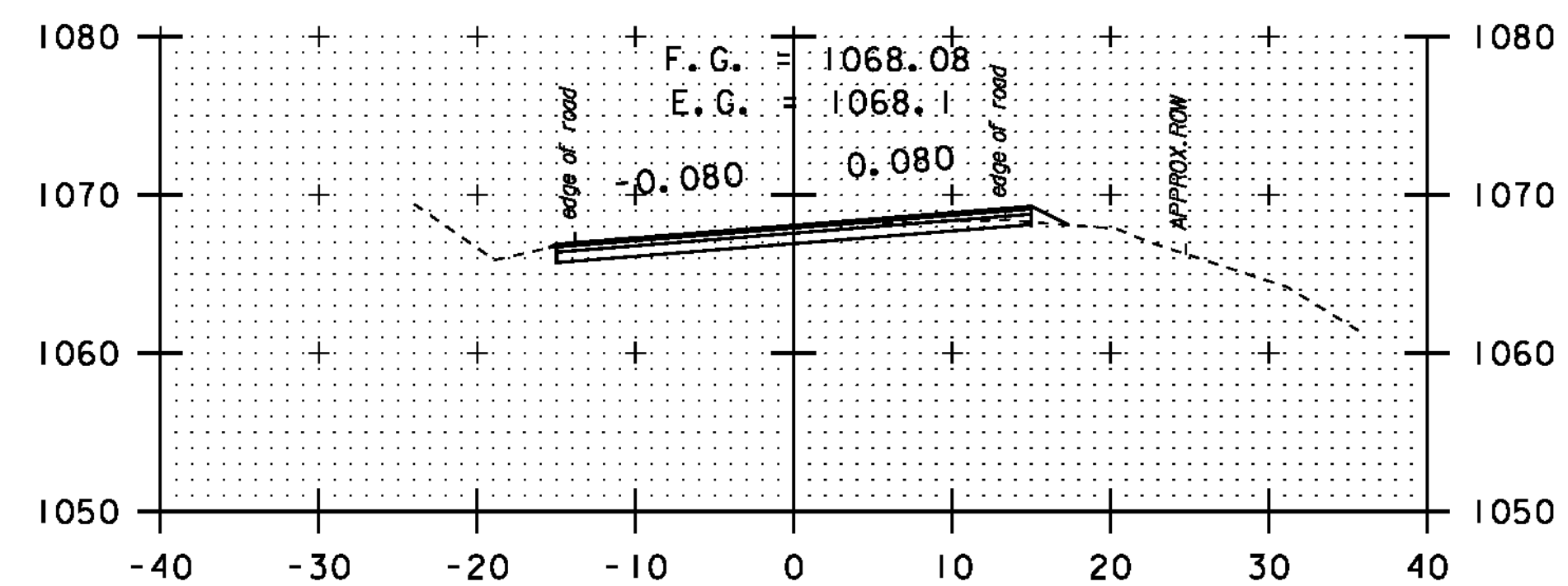
33+50



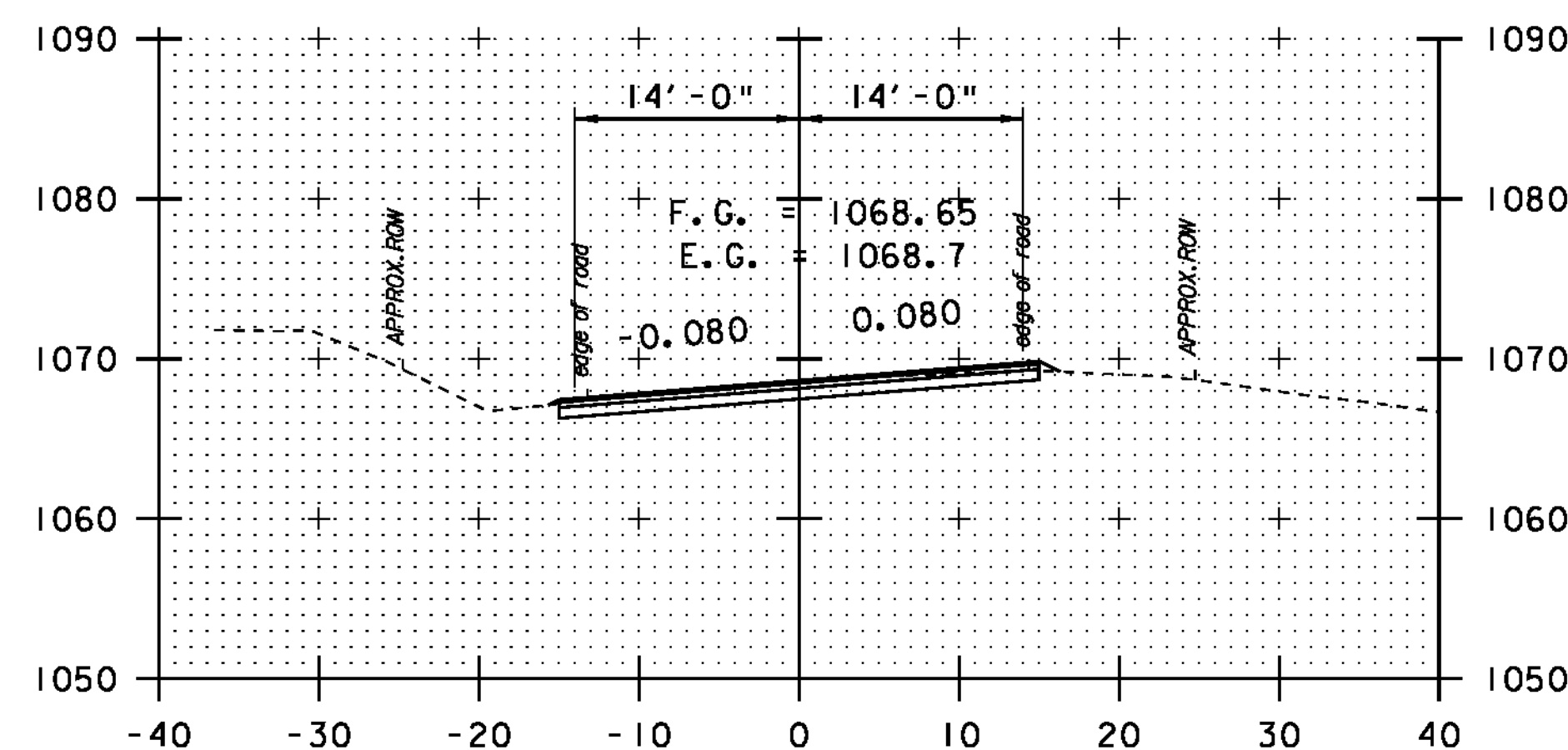
30+00



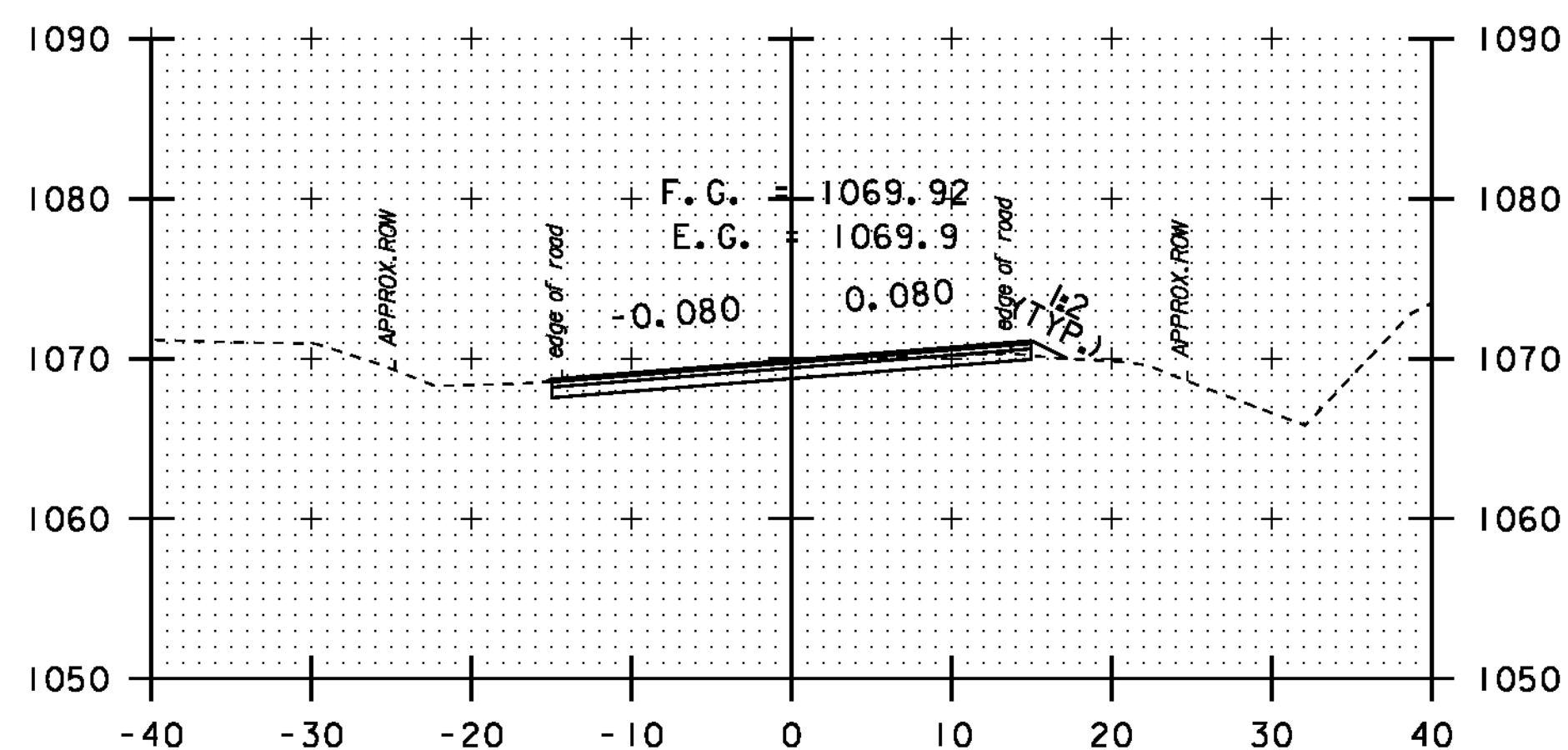
31+50



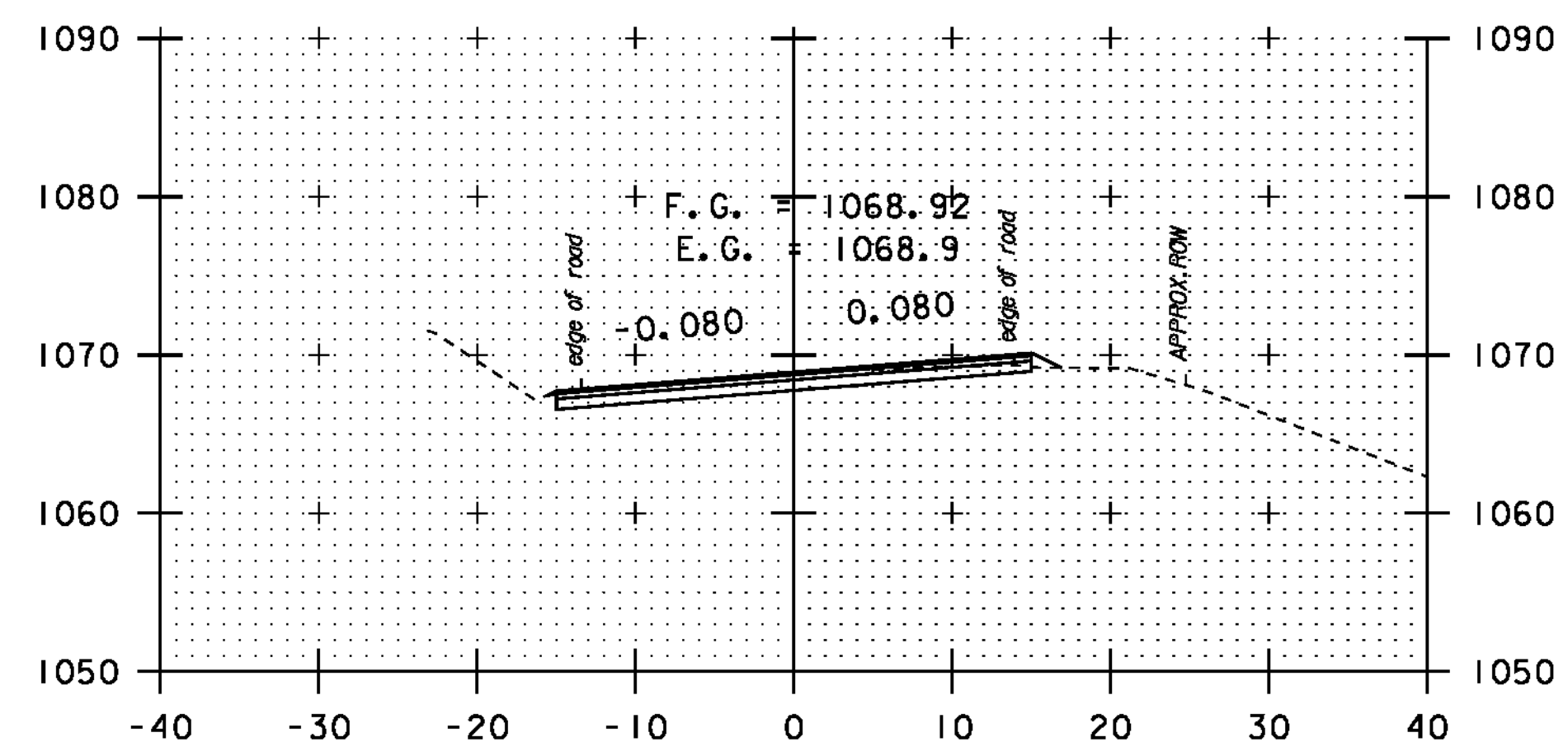
33+00



29+50



31+00



32+50

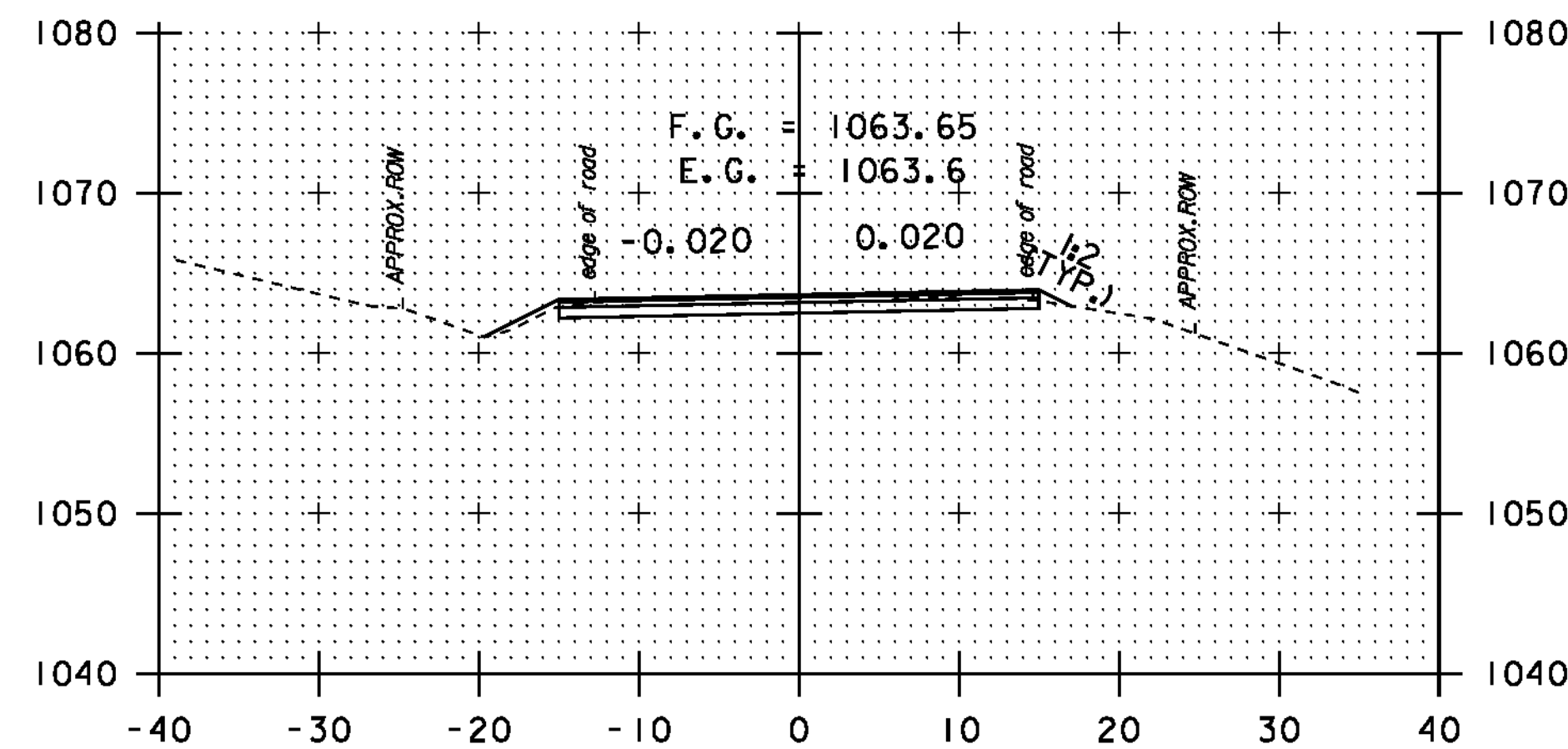
DATUM
NAVD 88
NAD 83

SCALE 1" = 10'-0"

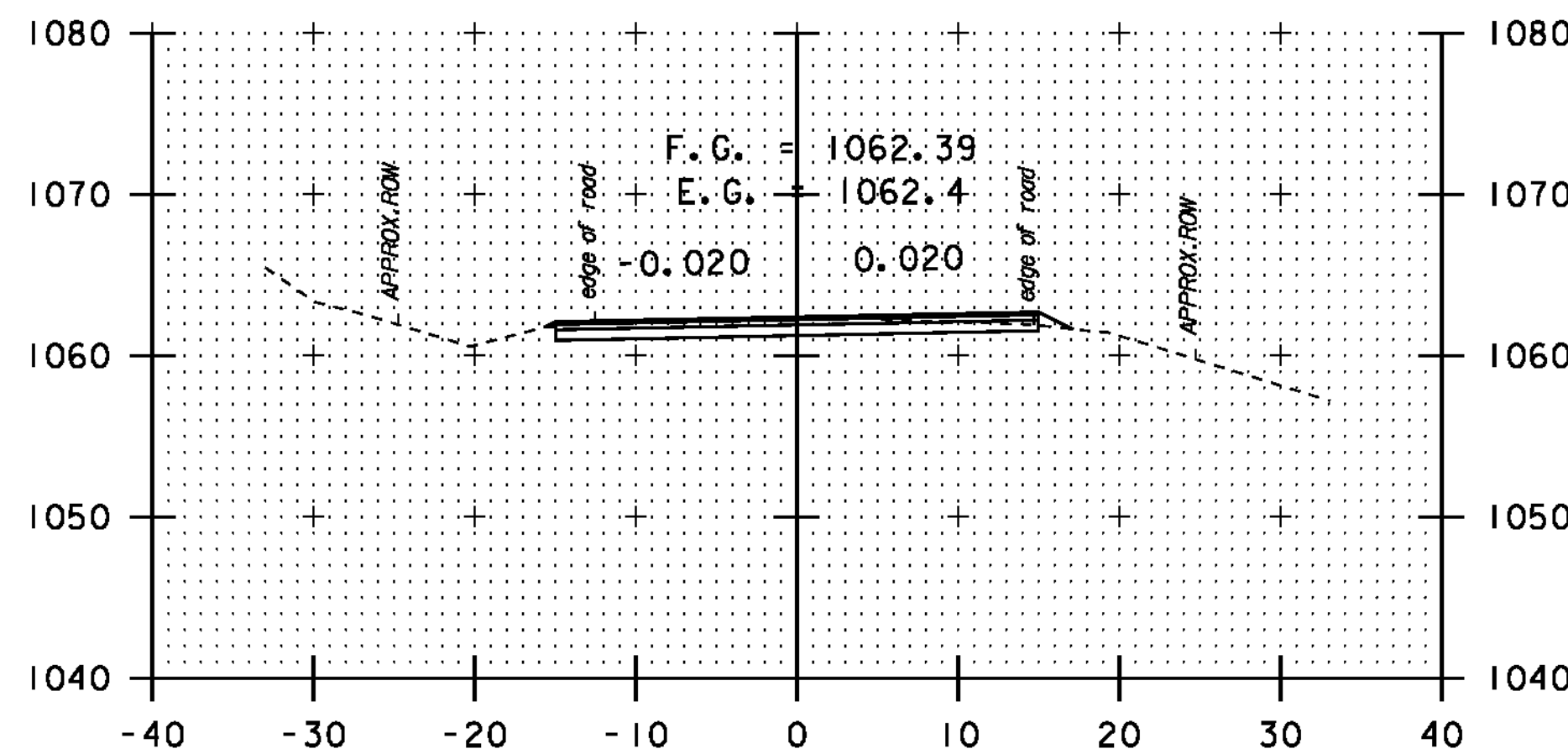
STA. 29 + 50
-
STA. 33 + 50

CROSS
SECTION
SHEET 27

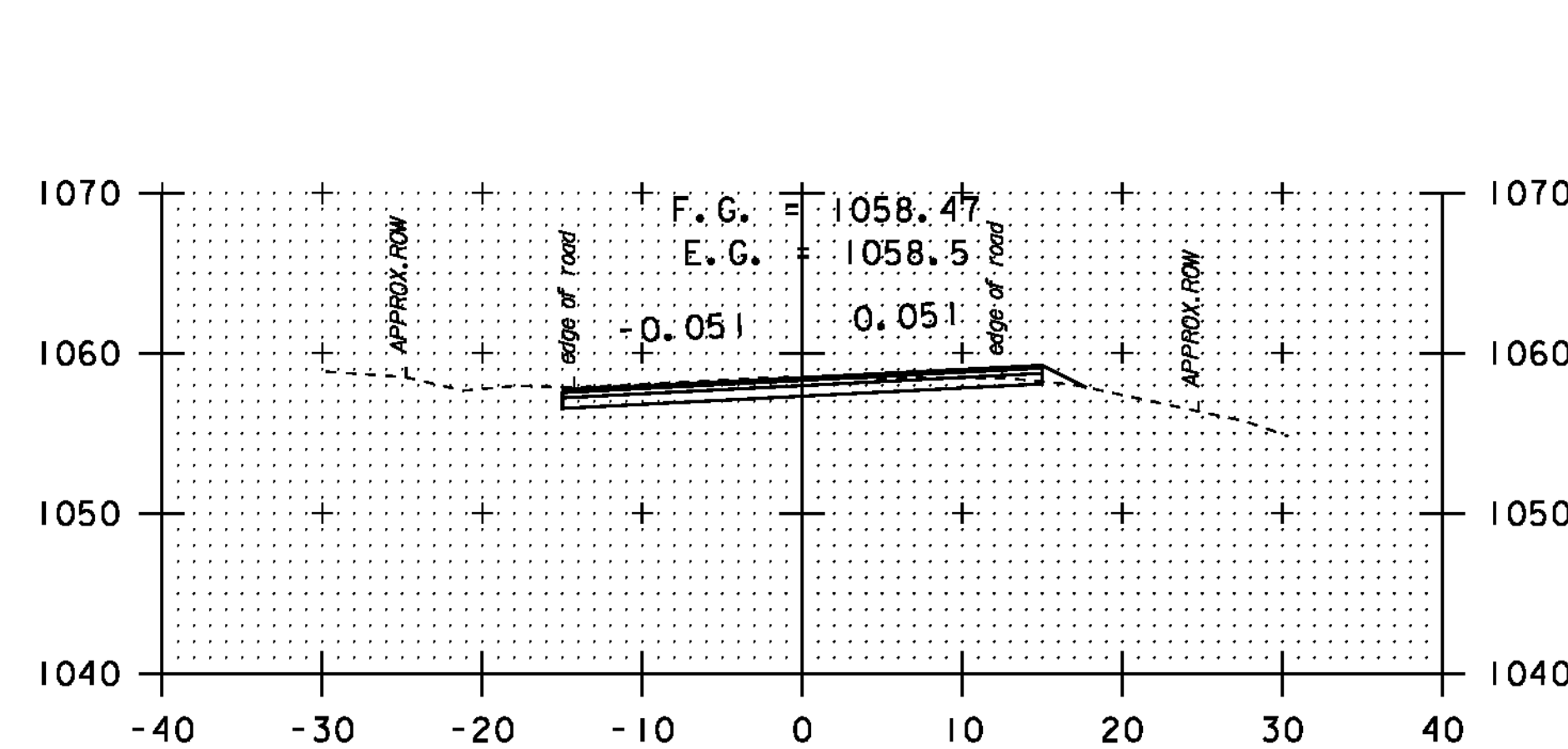
PROJECT NAME: NEWPORT-COVENTRY-NEWPORT
PROJECT NUMBER: STP 2802 (I)
FILE NAME: 08b158.dgn
PROJECT LEADER: CDL
DESIGNED BY: BMB
PLOT FILE: 08b158-100.1
PLOT DATE: 8/3/2011
DRAWN BY: BMB
CHECKED BY: EPD
SHEET 100 OF 134



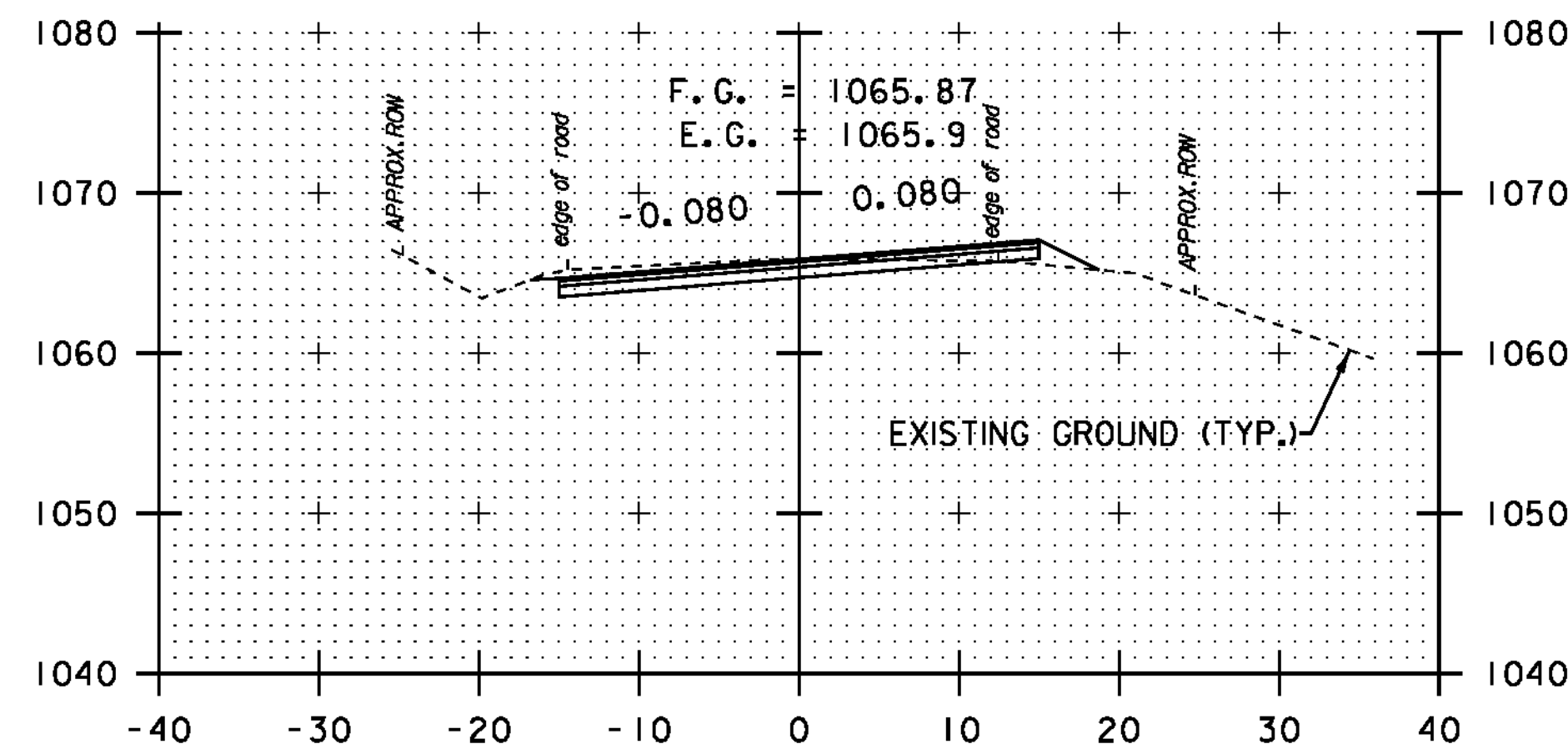
35+47



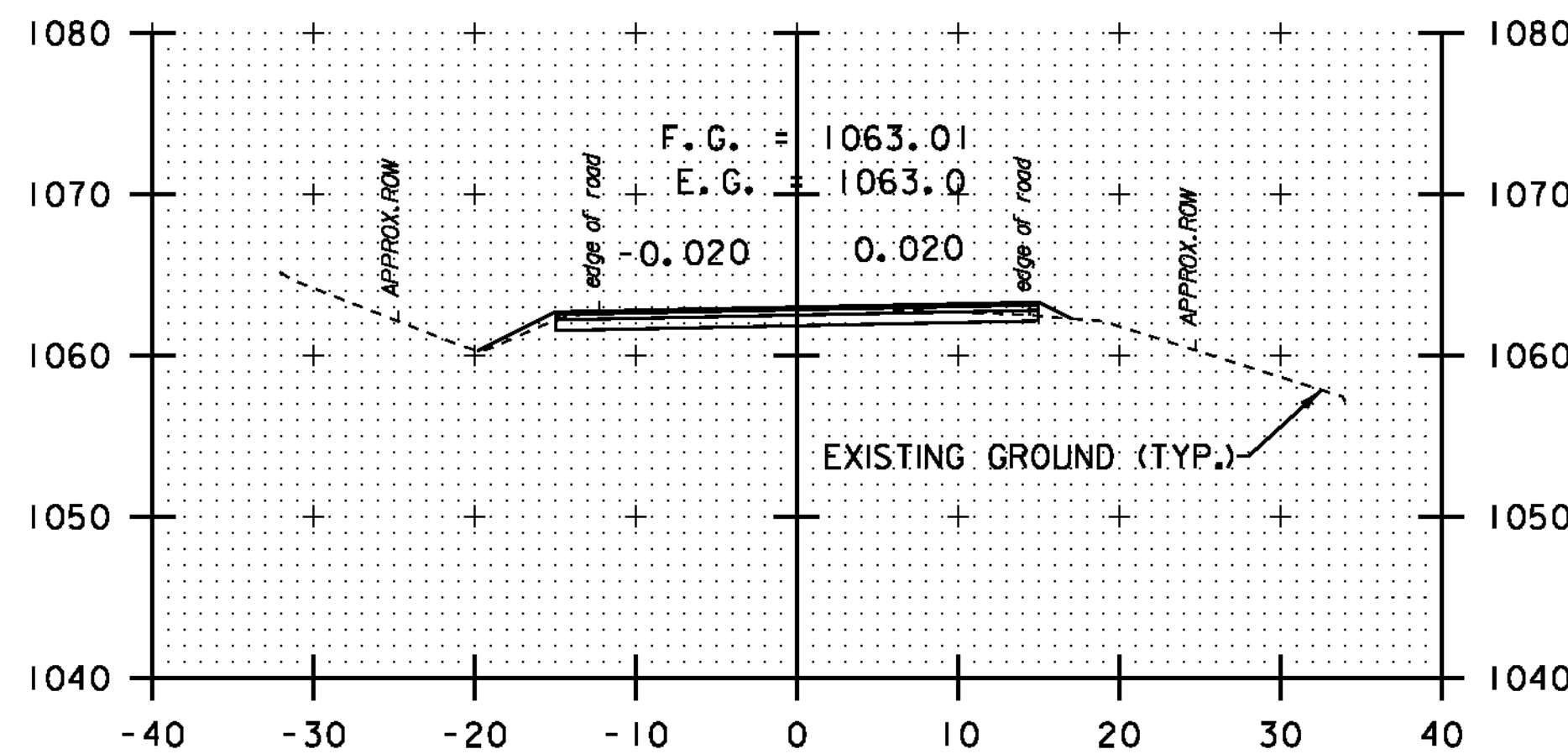
36+50



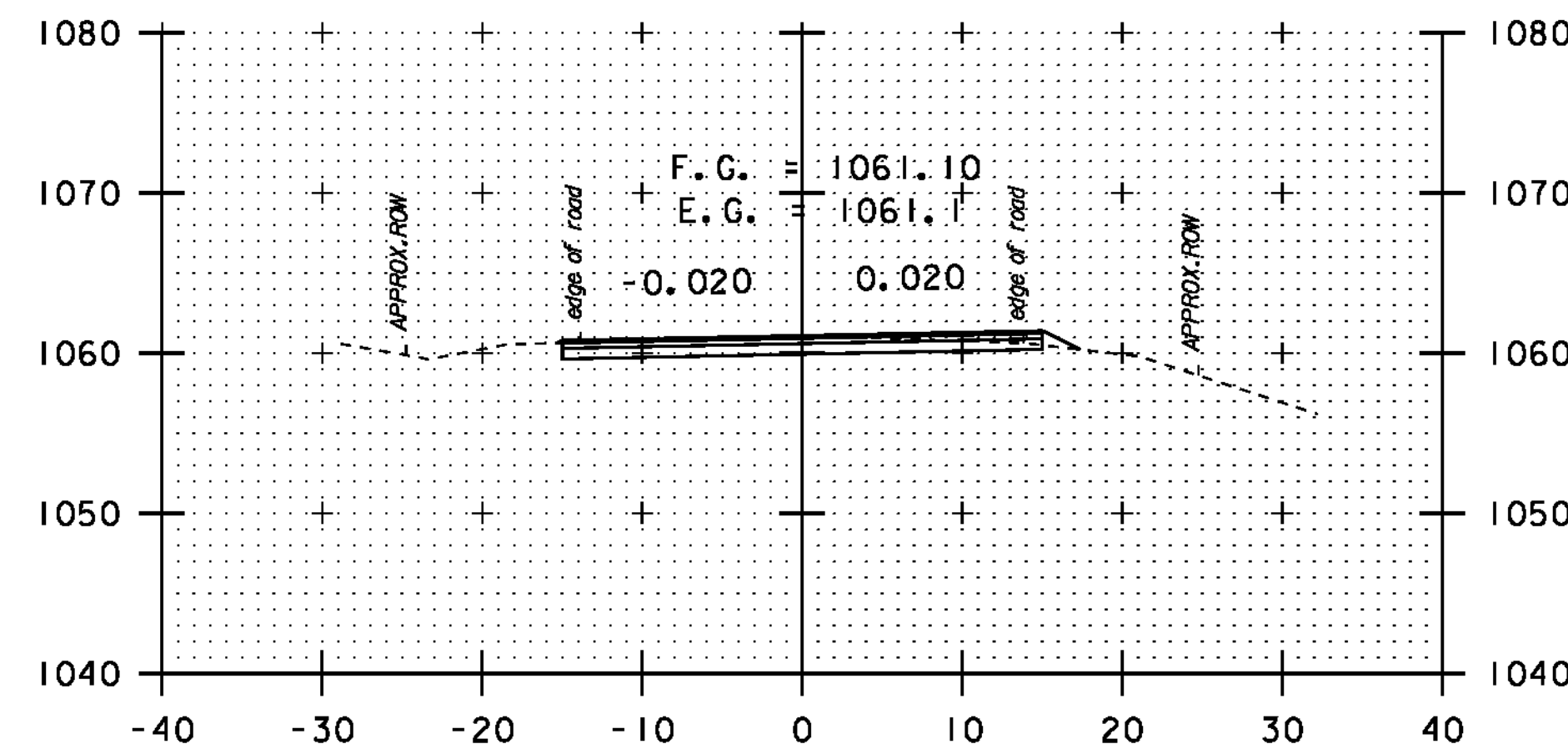
38+30



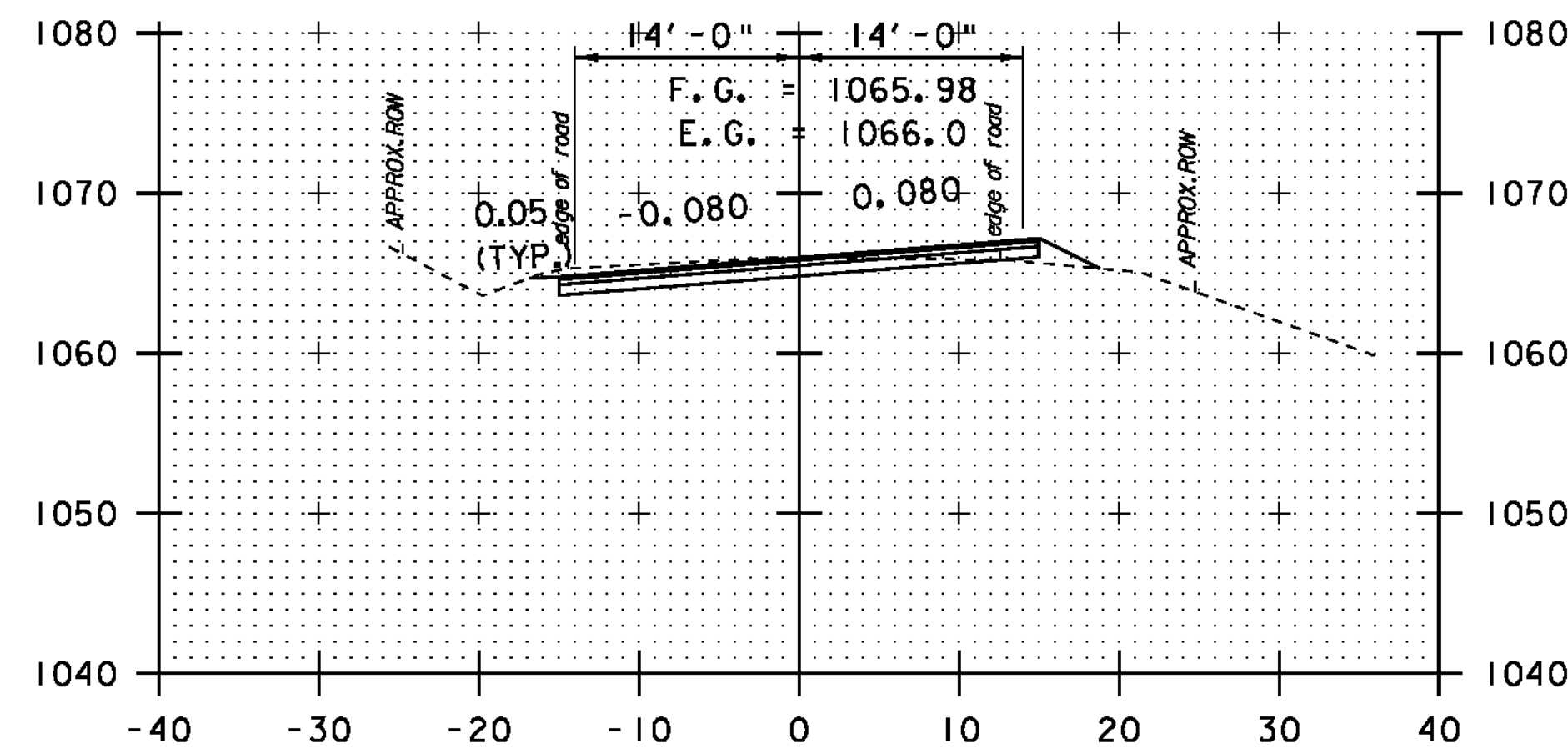
34+05



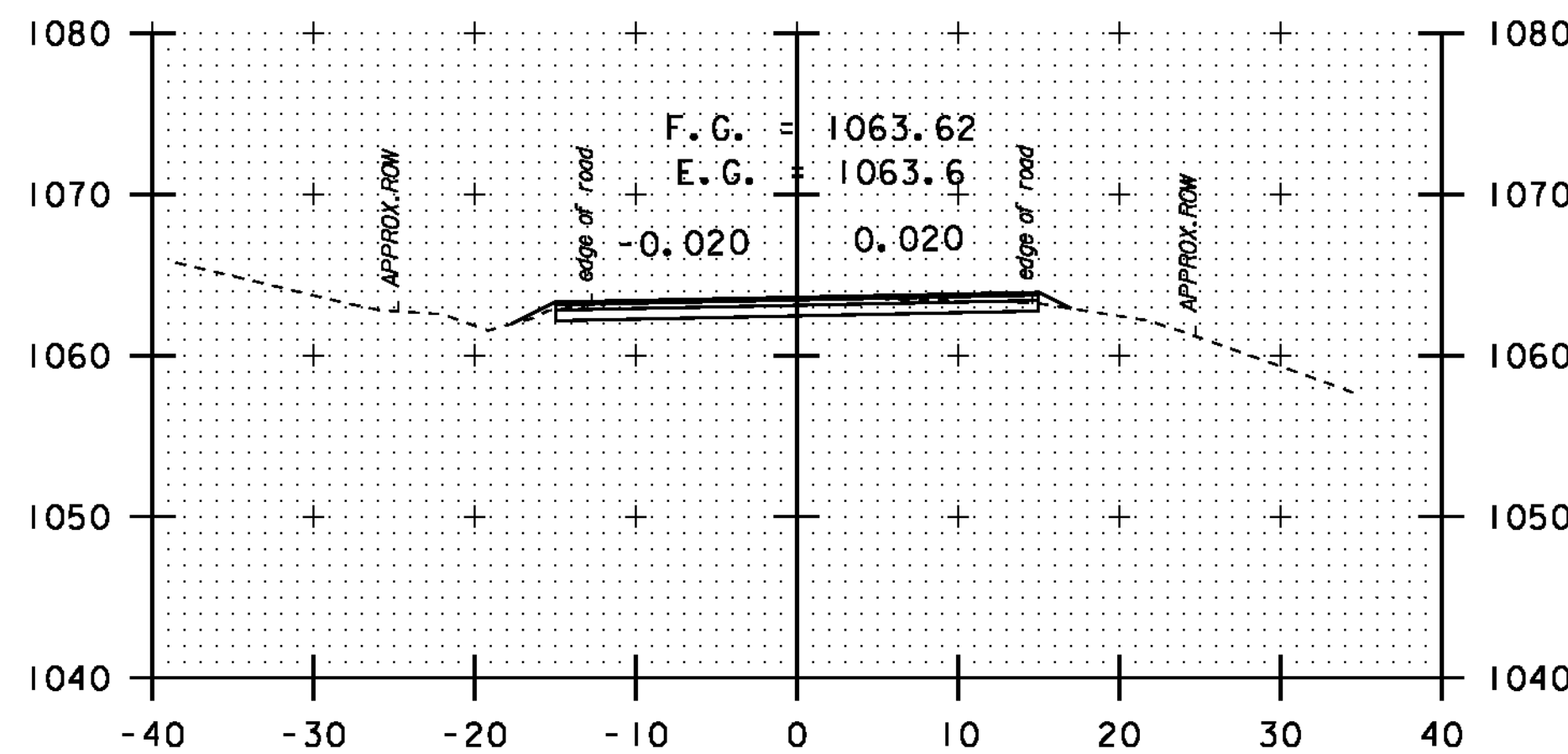
36+00



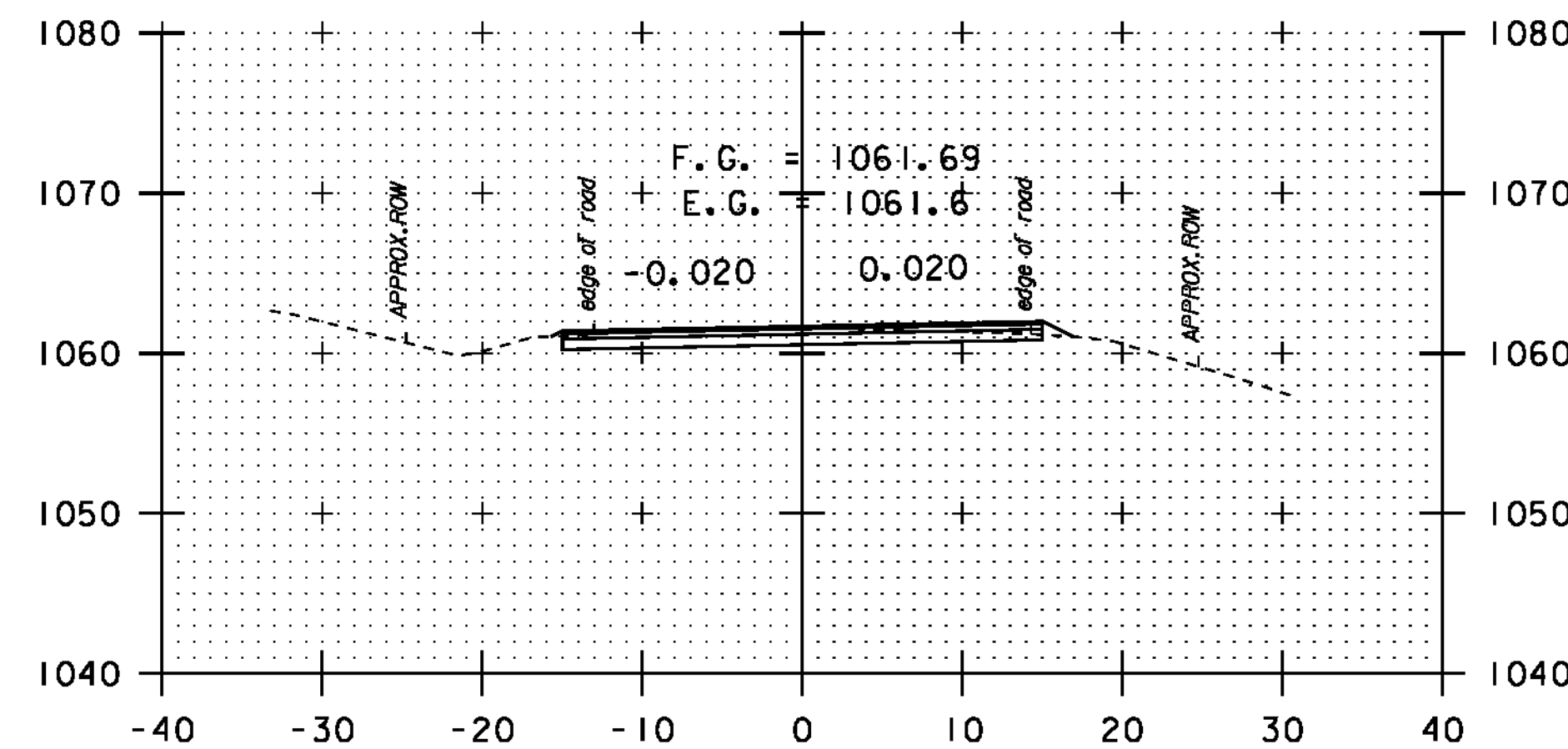
37+32



34+00



35+50



37+00

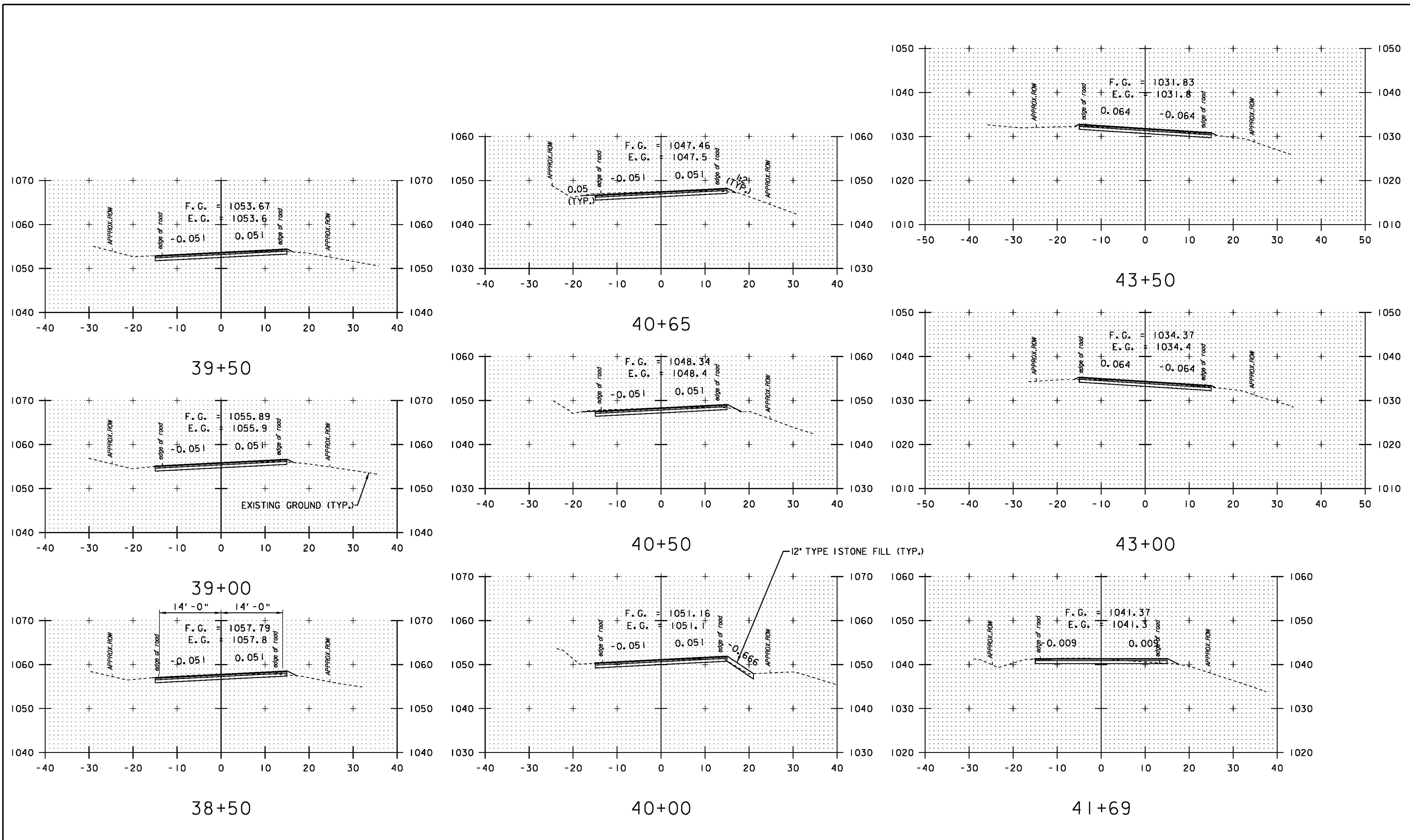
DATUM	NAVD 88
	NAD 83



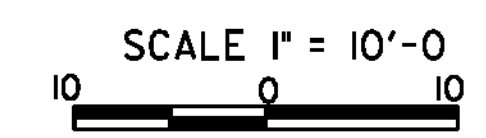
STA. 34+00
-
STA. 38+30

CROSS
SECTION
SHEET 28

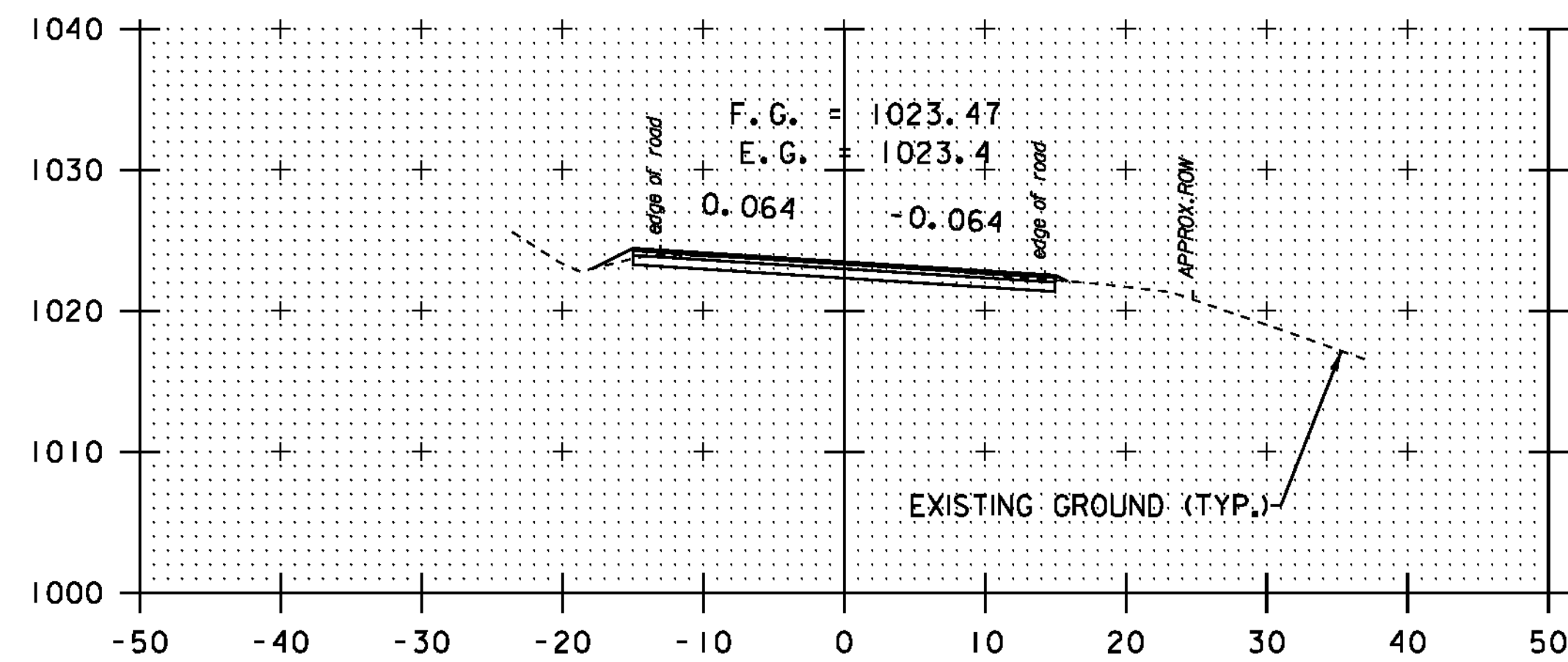
PROJECT NAME:	NEWPORT-COVENTRY-NEWPORT
PROJECT NUMBER:	STP 2802 (I)
FILE NAME:	08b158.dgn
PROJECT LEADER:	CDL
DESIGNED BY:	BMB
PLOT FILE:	08b158-101.I
PLOT DATE:	8/3/2011
DRAWN BY:	BMB
CHECKED BY:	EPD
SHEET	101 OF 134



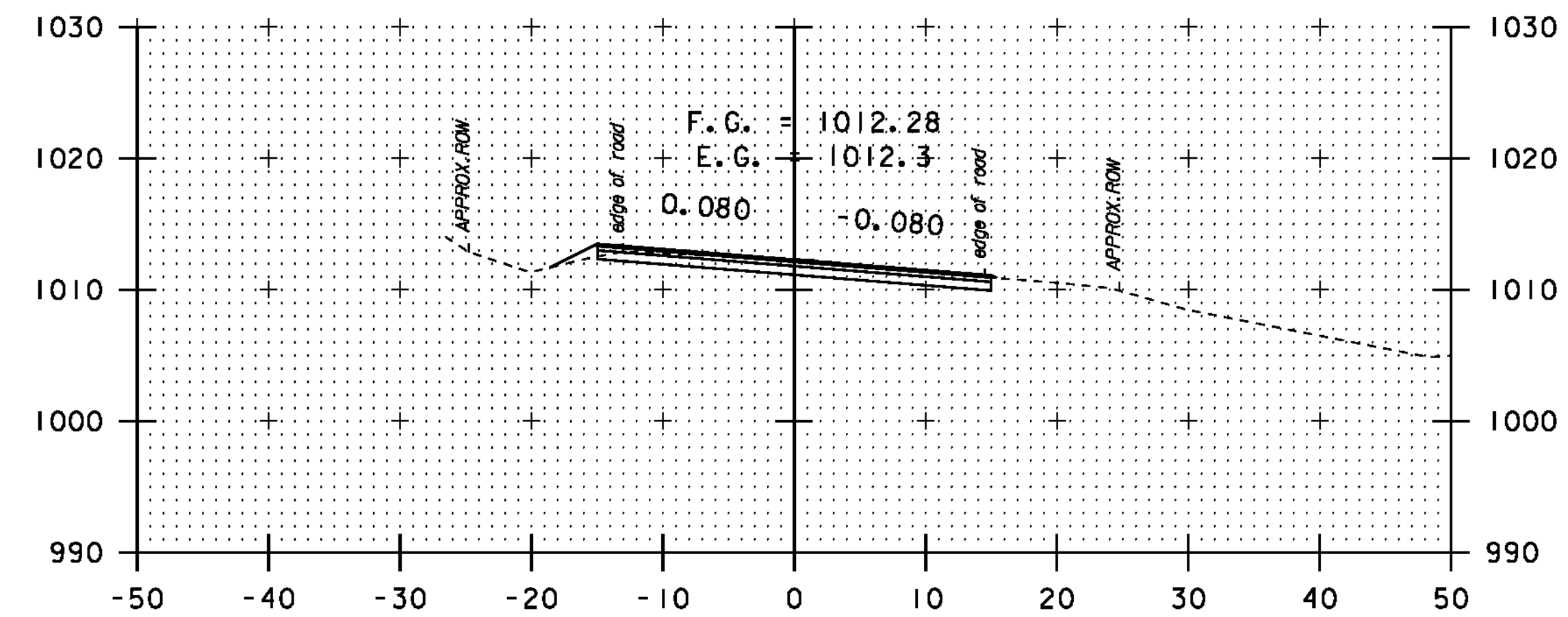
DATUM	NAVD 88
	NAD 83



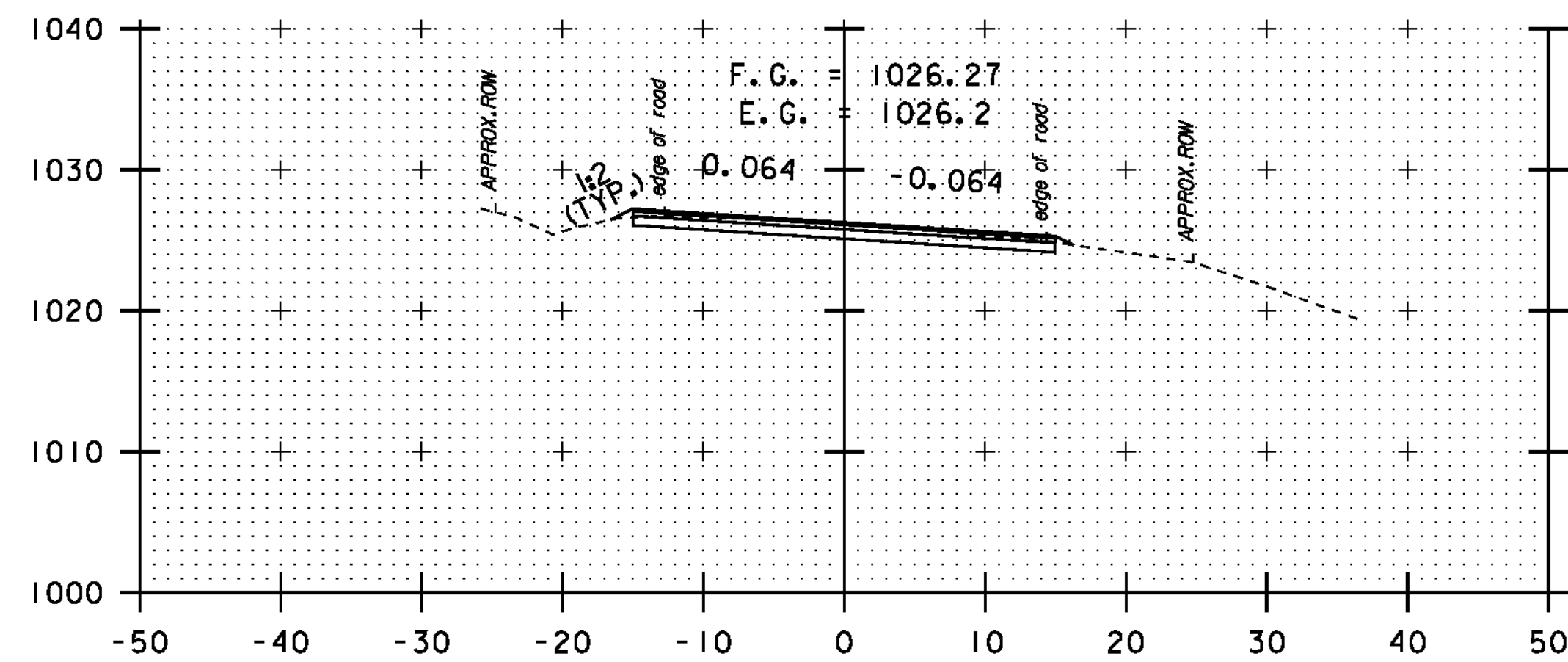
STA. 38 + 50 - STA. 43 + 50	CROSS SECTION SHEET 29	PROJECT NAME: NEWPORT-COVENTRY-NEWPORT	
		PROJECT NUMBER: STP 2802 (I)	
		FILE NAME: 08bi58.dgn	PLOT DATE: 8/3/2011
		PROJECT LEADER: CDL	DRAWN BY: BMB
		DESIGNED BY: BMB	CHECKED BY: EPD
		PLOT FILE: 08bi58-102.1	SHEET 102 OF 134



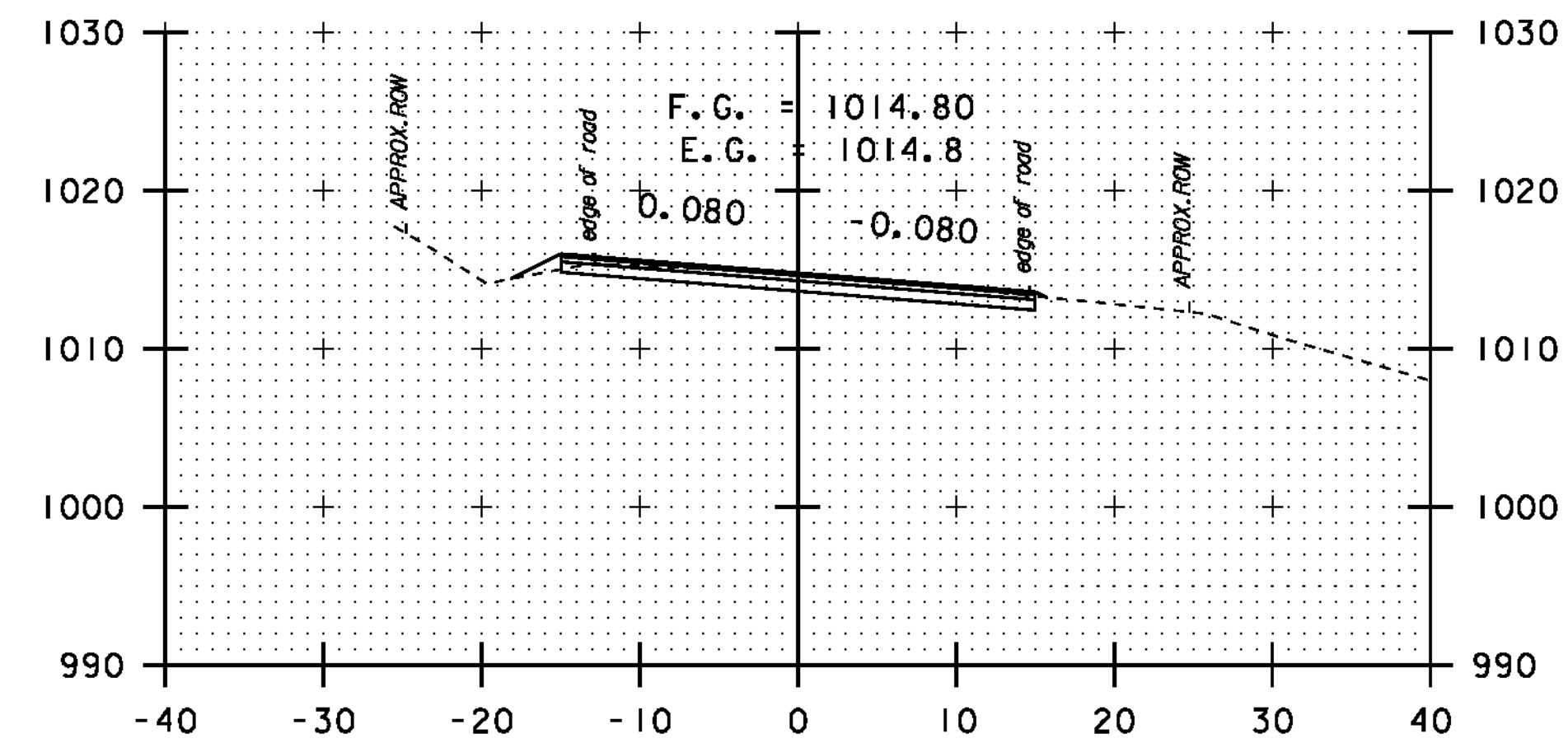
45+00



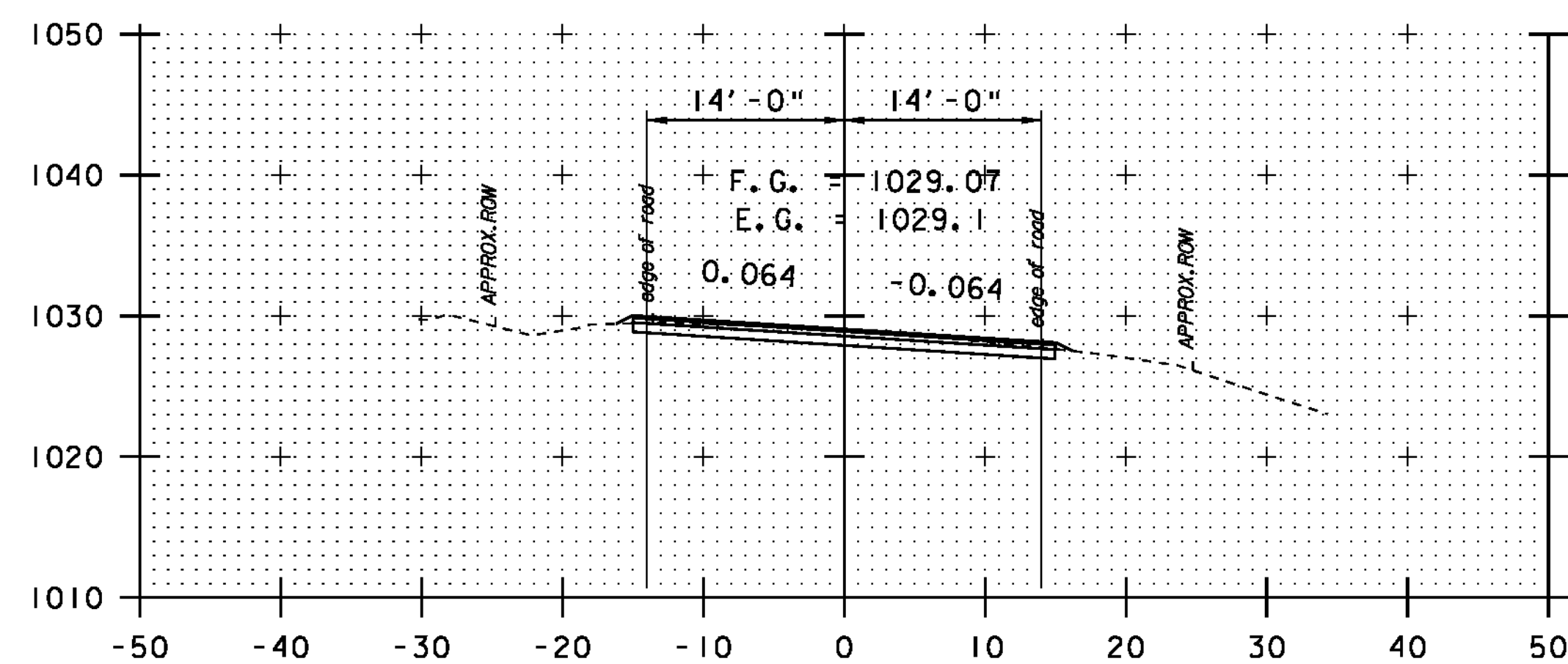
47+00



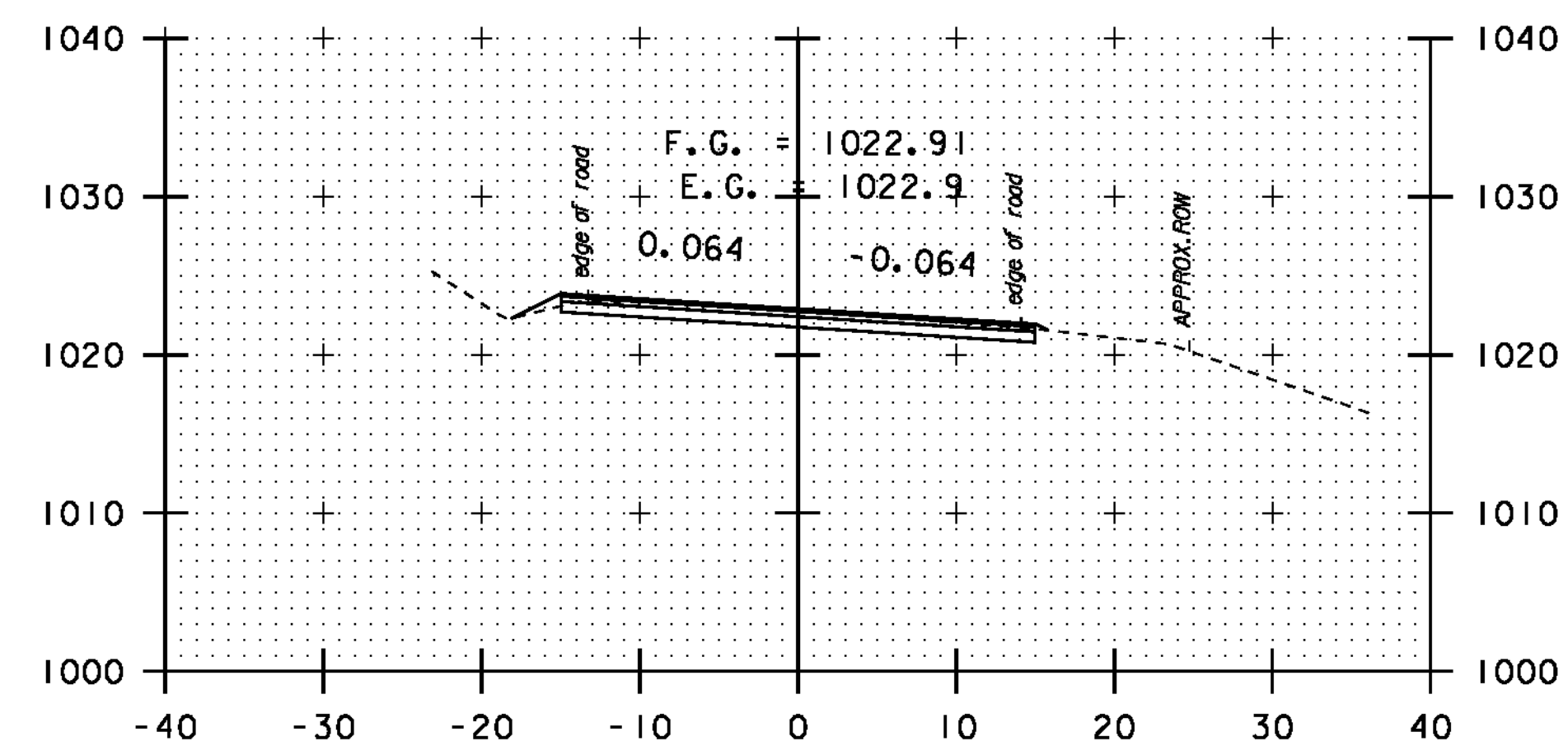
44+50



46+55



44+00



45+10

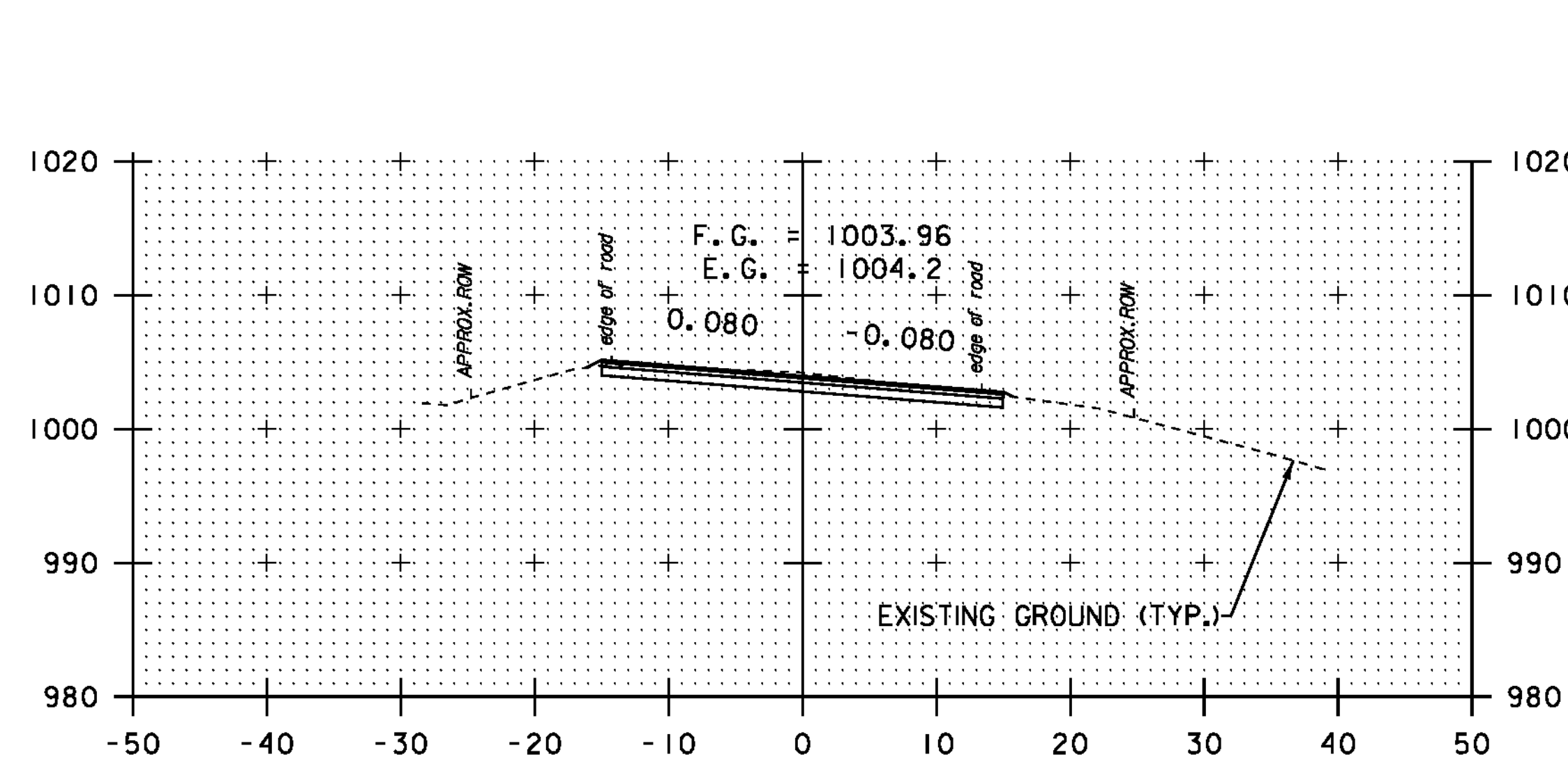
DATUM	NAVD 88
	NAD 83

SCALE 1" = 10'-0"

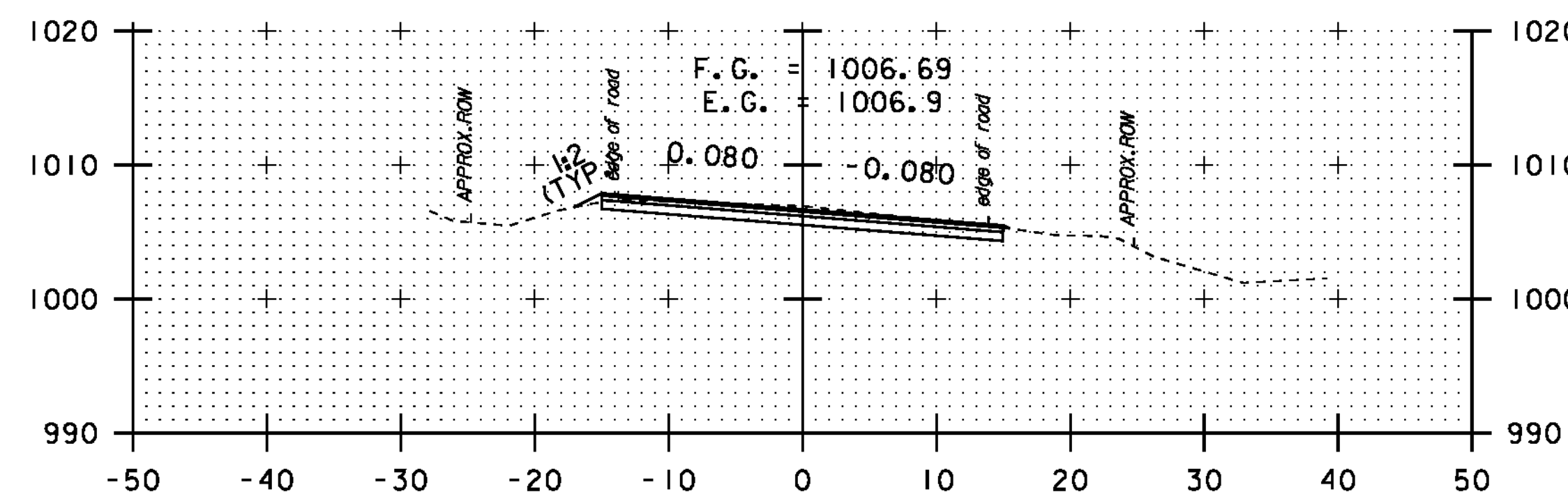
STA. 44 + 00
-
STA. 47 + 00

CROSS
SECTION
SHEET 30

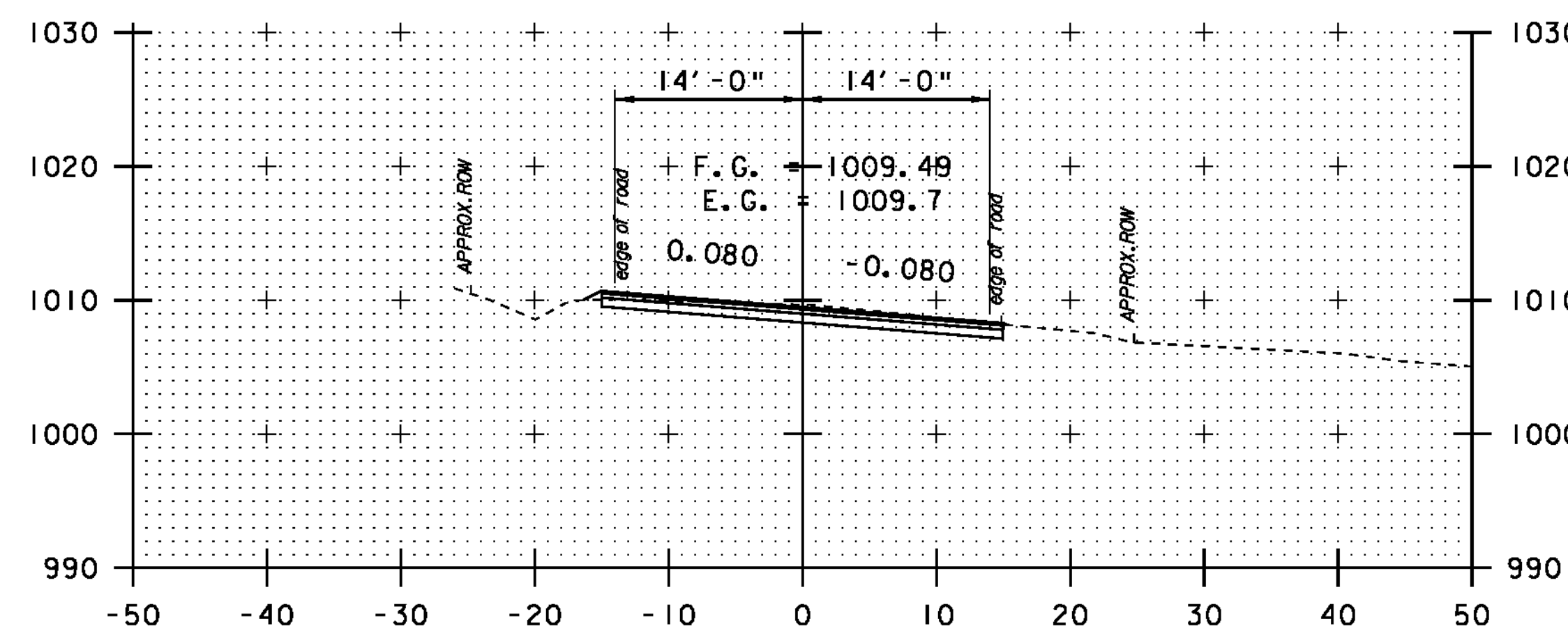
PROJECT NAME:	NEWPORT-COVENTRY-NEWPORT
PROJECT NUMBER:	STP 2802(I)
FILE NAME:	08b158.dgn
PROJECT LEADER:	CDL
DESIGNED BY:	BMB
PLOT FILE:	08b158-103.1
PLOT DATE:	8/3/2011
DRAWN BY:	BMB
CHECKED BY:	EPD
SHEET	103 OF 134



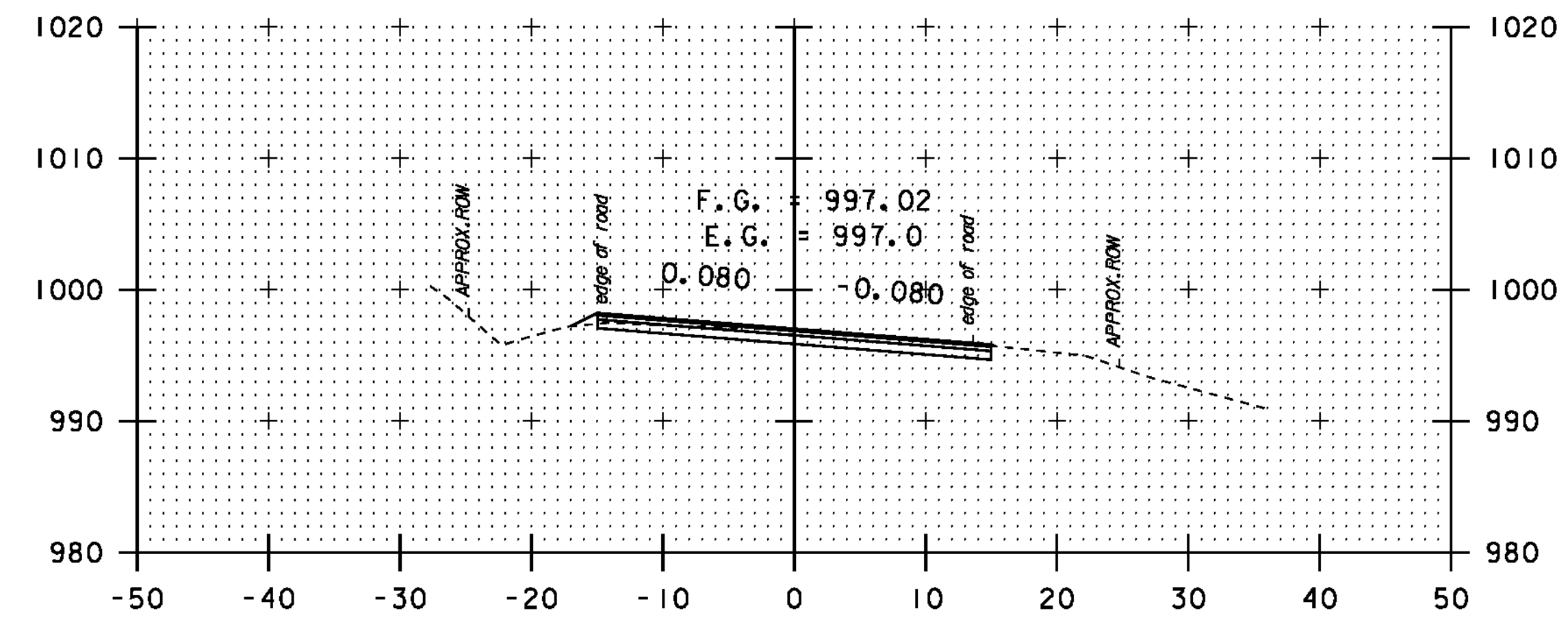
48+50



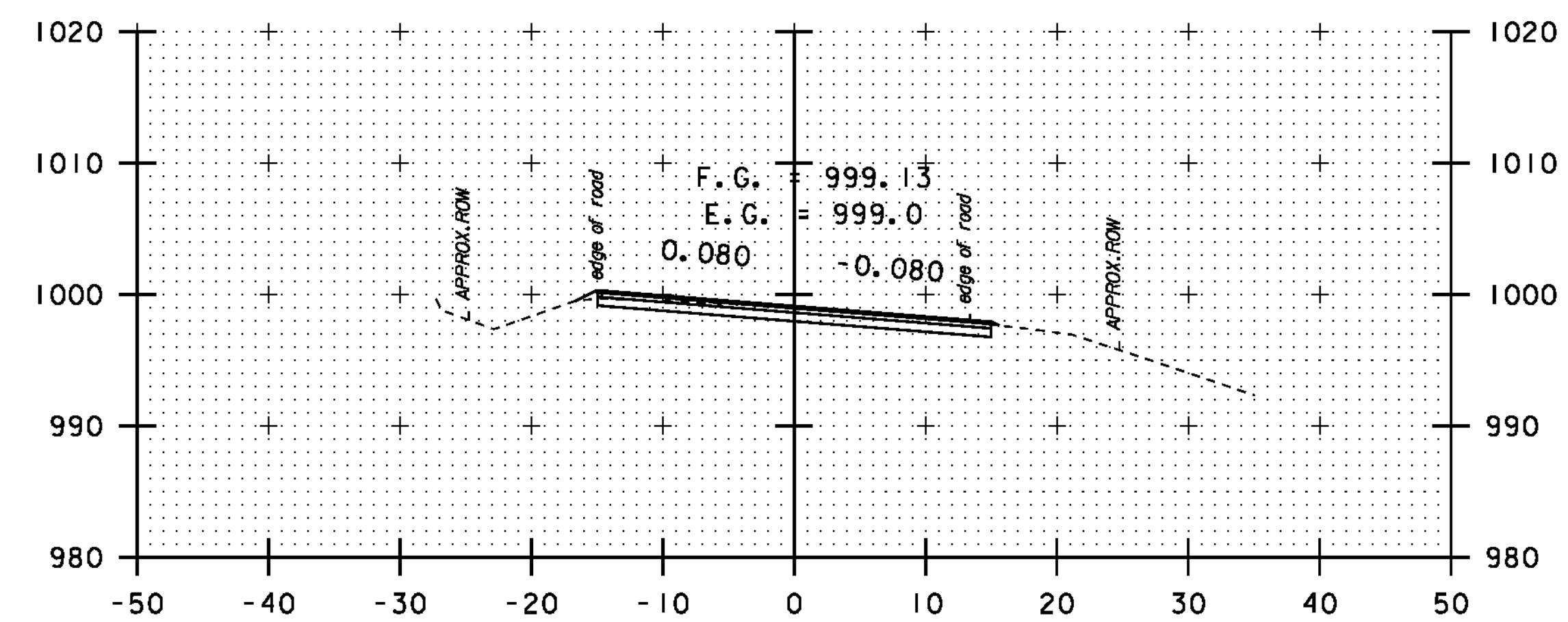
48+00



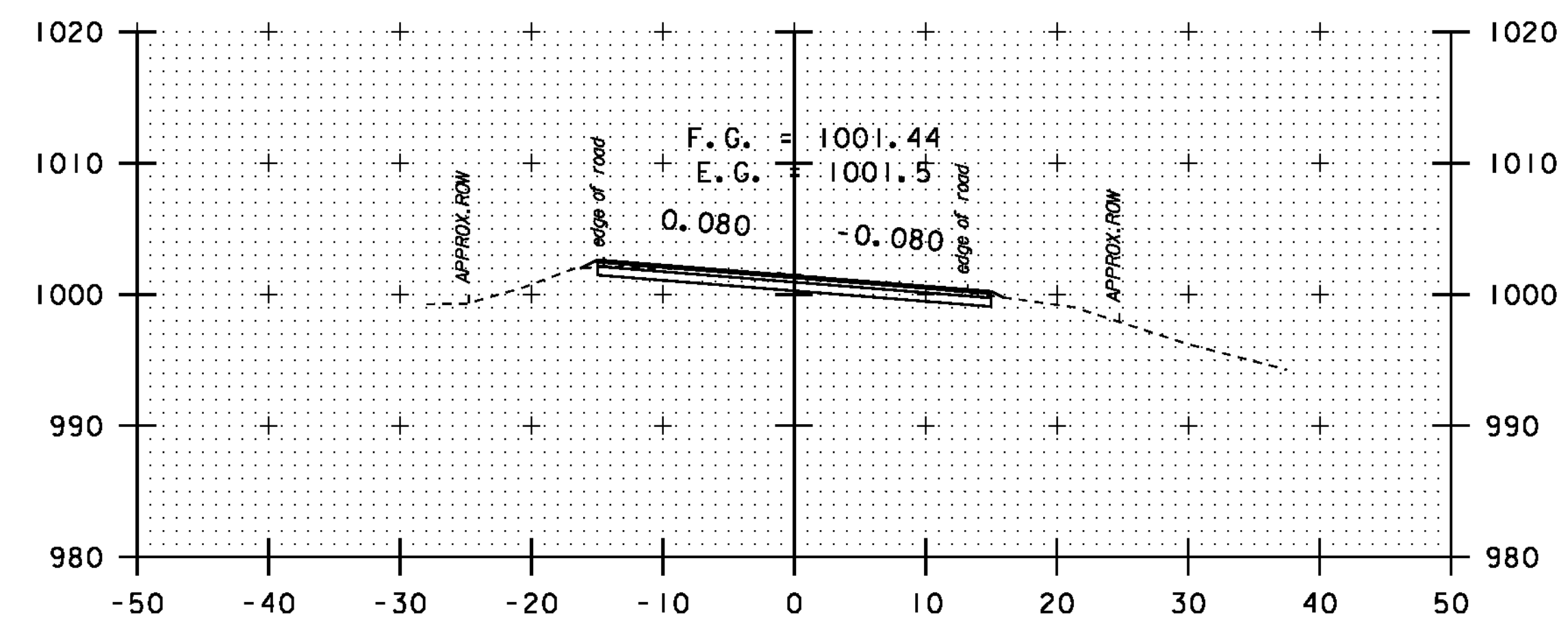
47+50



50+00



49+50



49+00

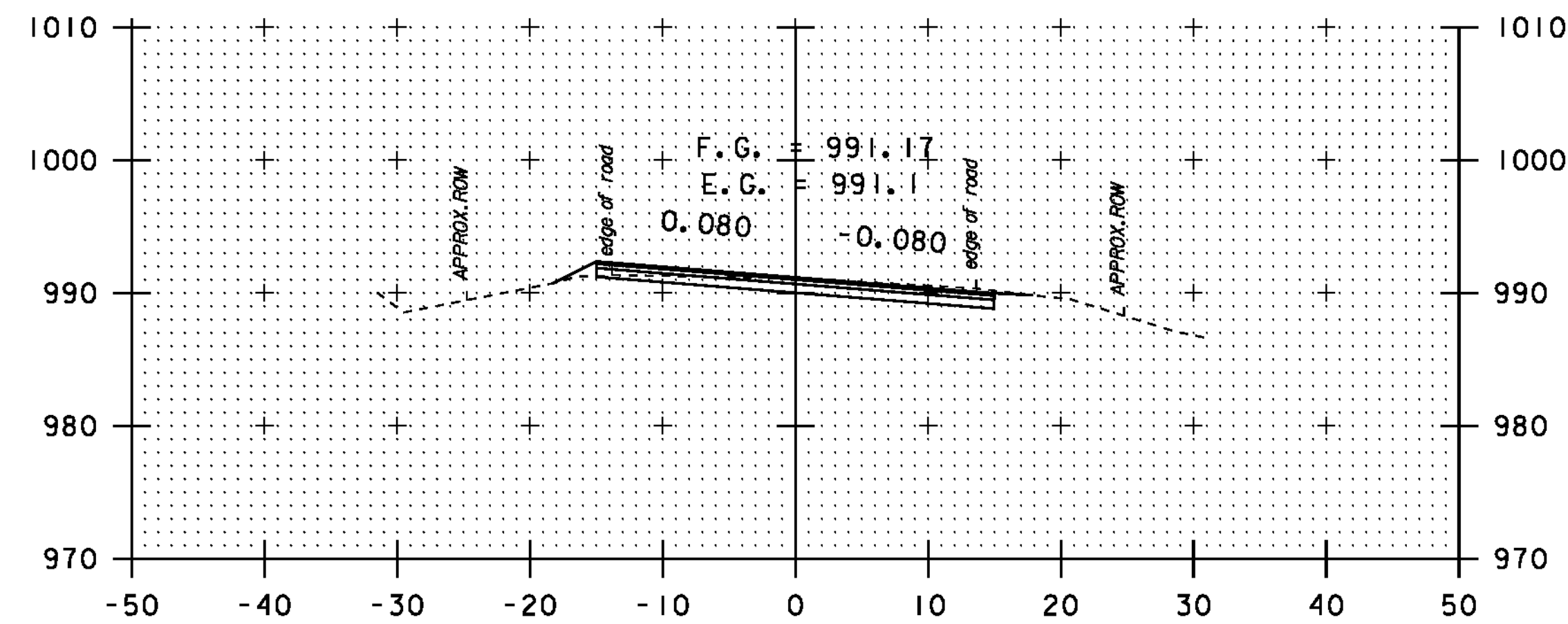
DATUM	NAVD 88
	NAD 83

SCALE 1" = 10'-0"

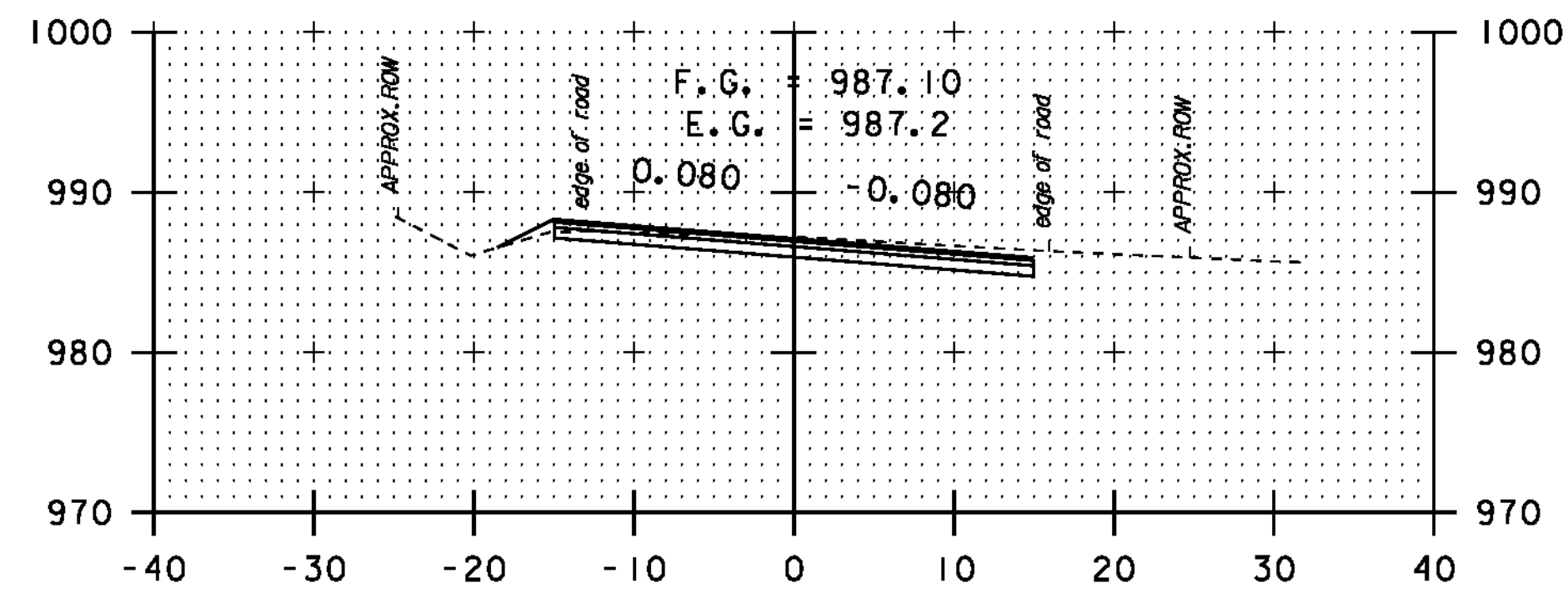
STA. 47 + 50
-
STA. 50 + 00

CROSS
SECTION
SHEET 31

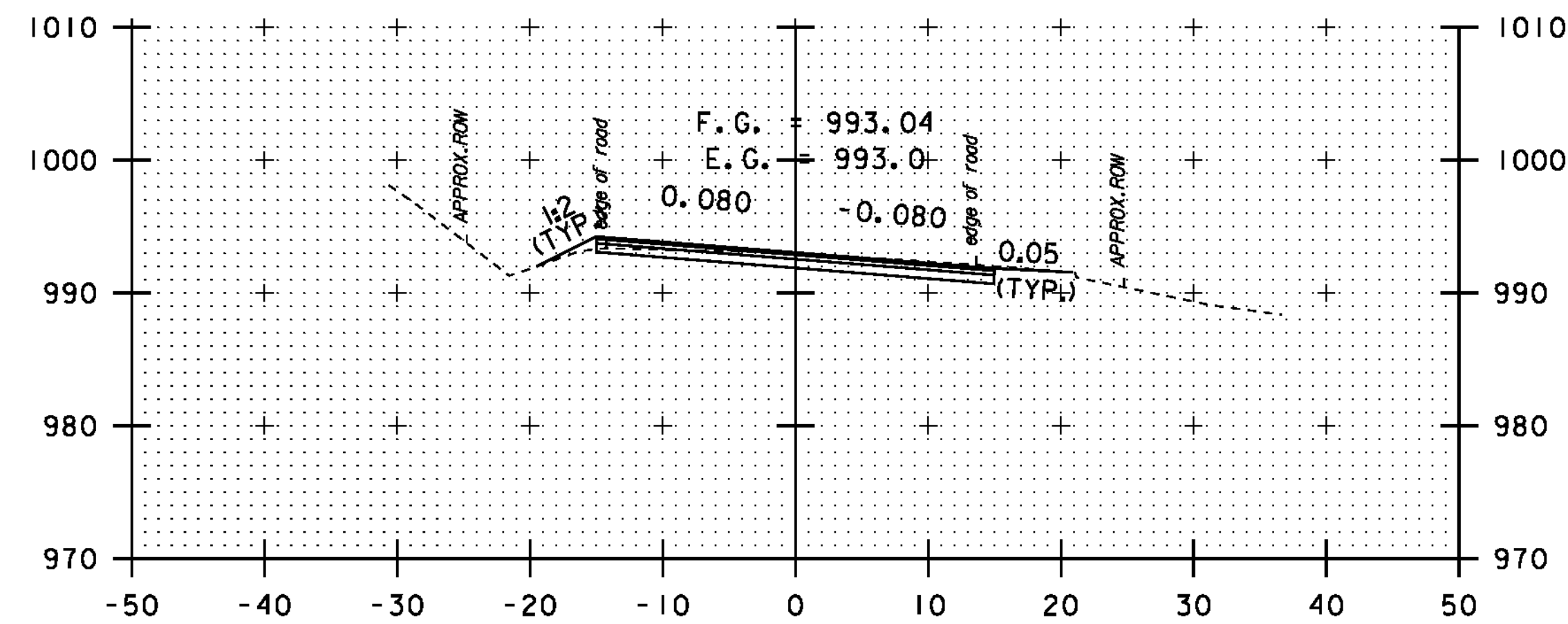
PROJECT NAME:	NEWPORT-COVENTRY-NEWPORT
PROJECT NUMBER:	STP 2802 (I)
FILE NAME:	08b158.dgn
PROJECT LEADER:	CDL
DESIGNED BY:	BMB
PLOT FILE:	08b158-I04.I
PLOT DATE:	8/3/2011
DRAWN BY:	BMB
CHECKED BY:	EPD
SHEET	I04 OF I34



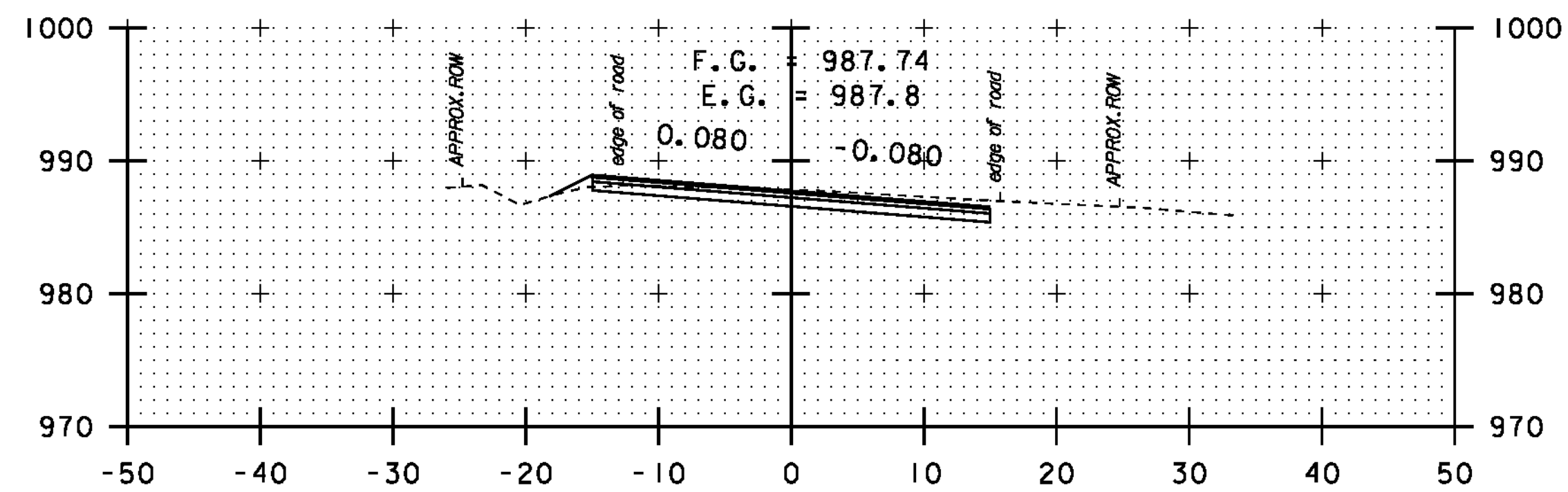
51+50



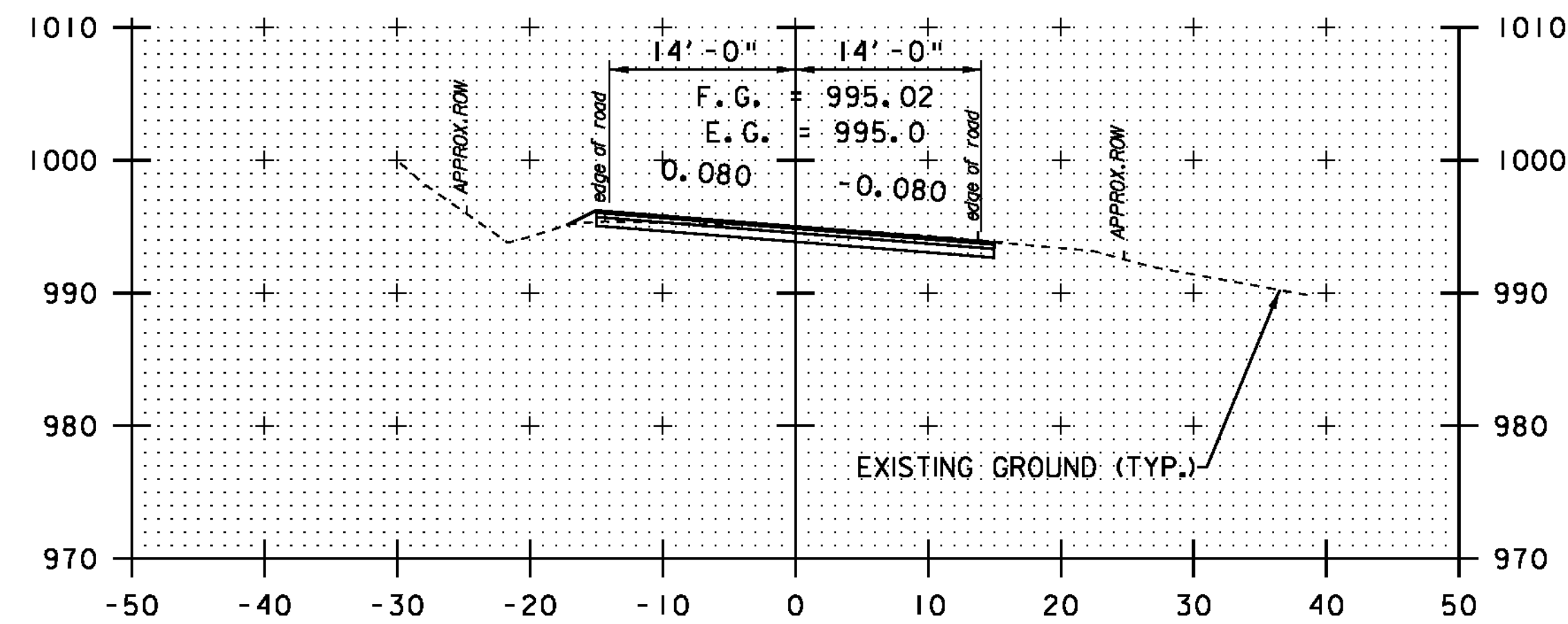
52+70



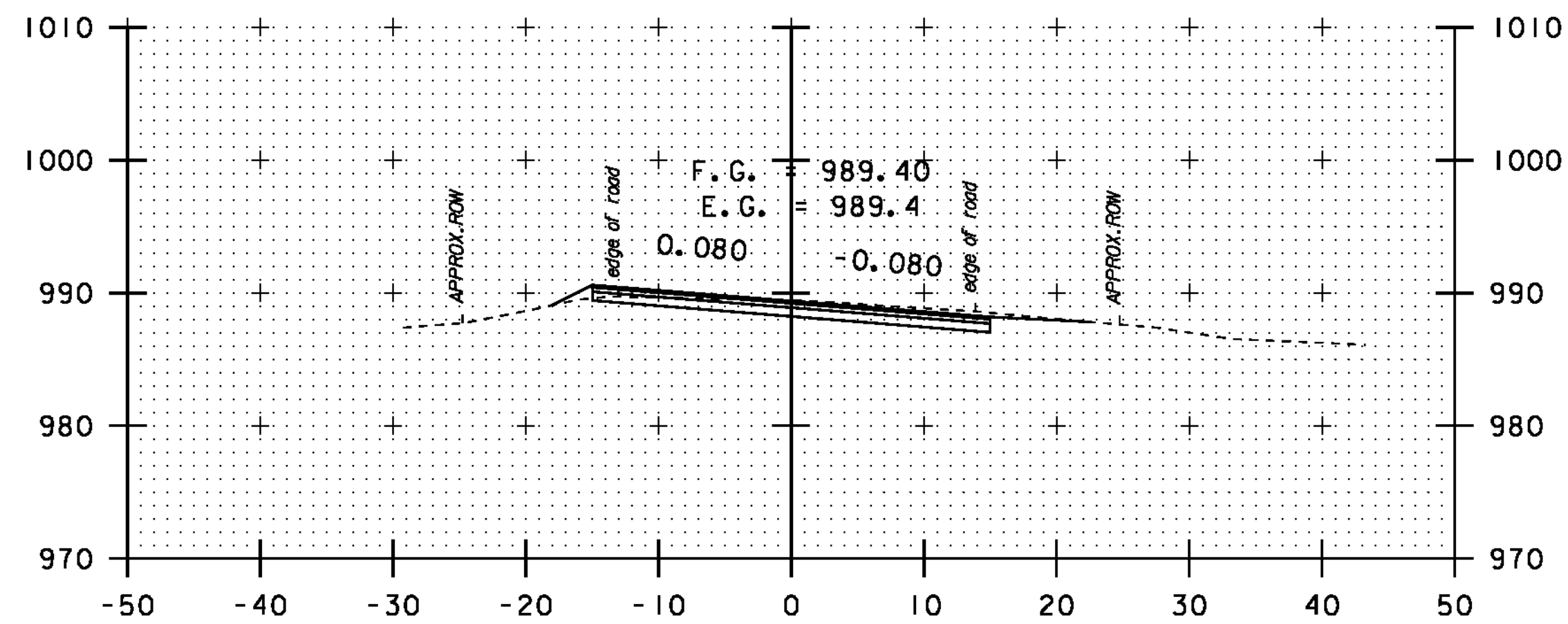
51+00



52+50



50+50



52+00

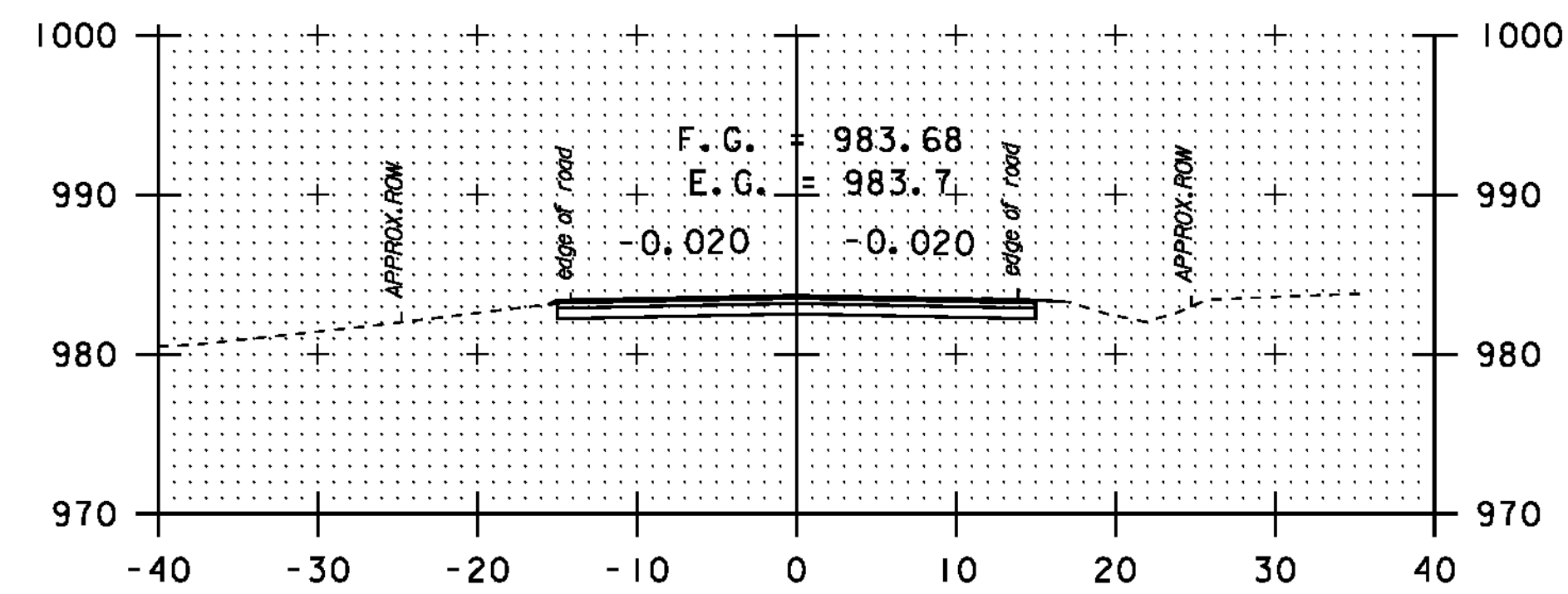
DATUM	NAVD 88
	NAD 83

SCALE 1" = 10'-0"

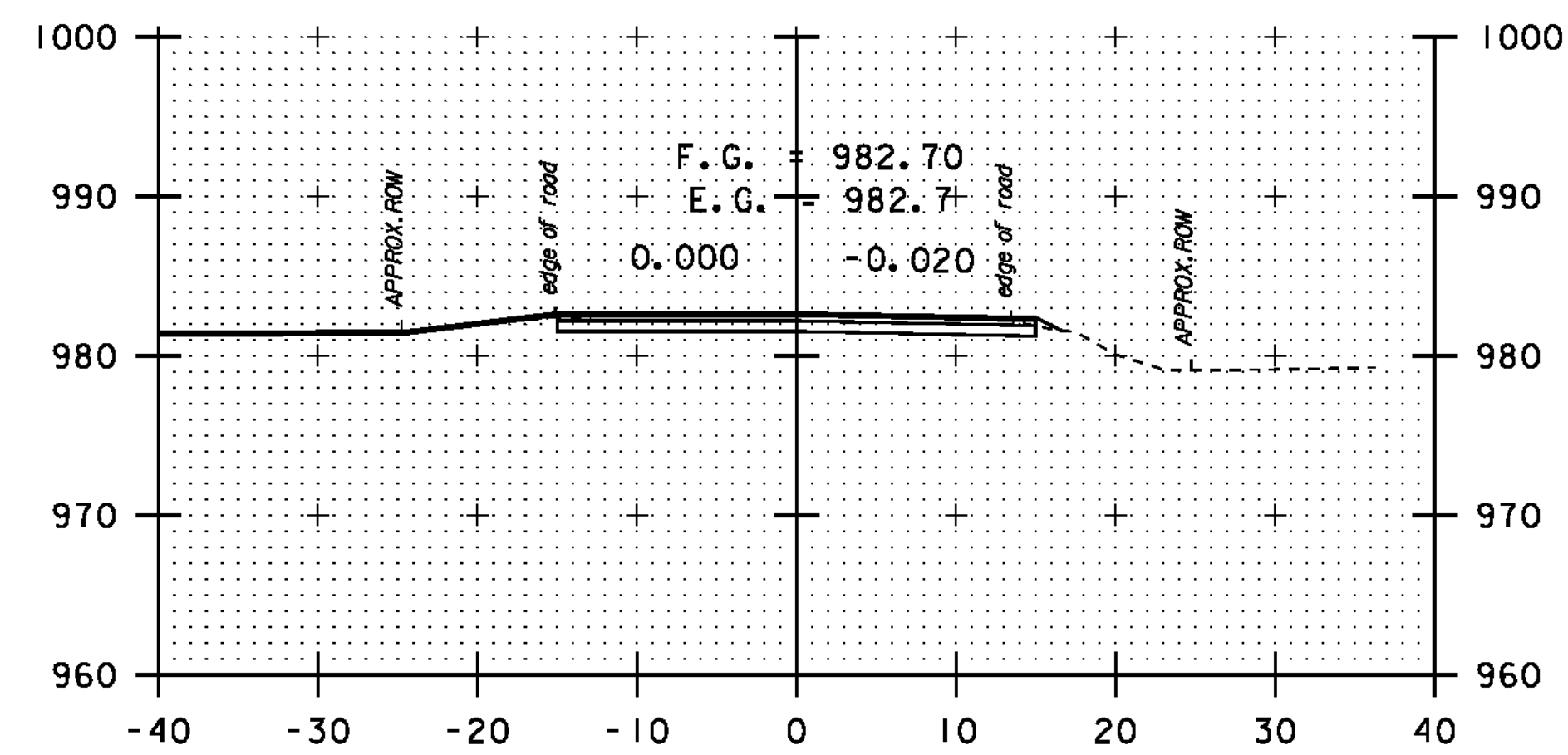
STA. 50 + 50
-
STA. 52 + 70

CROSS
SECTION
SHEET 32

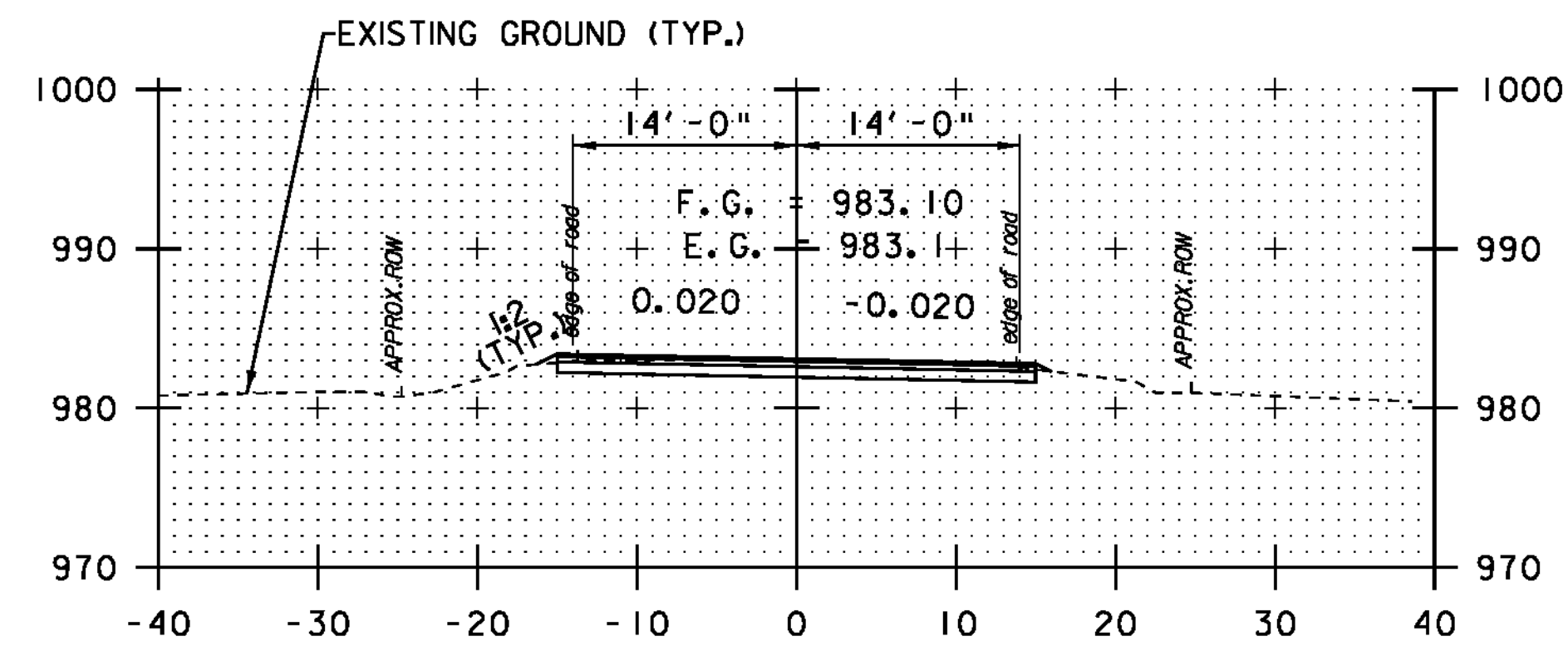
PROJECT NAME:	NEWPORT-COVENTRY-NEWPORT
PROJECT NUMBER:	STP 2802 (I)
FILE NAME:	08b158.dgn
PROJECT LEADER:	CDL
DESIGNED BY:	BMB
PLOT FILE:	08b158-105.1
PLOT DATE:	8/3/2011
DRAWN BY:	BMB
CHECKED BY:	EPD
SHEET	105 OF 134



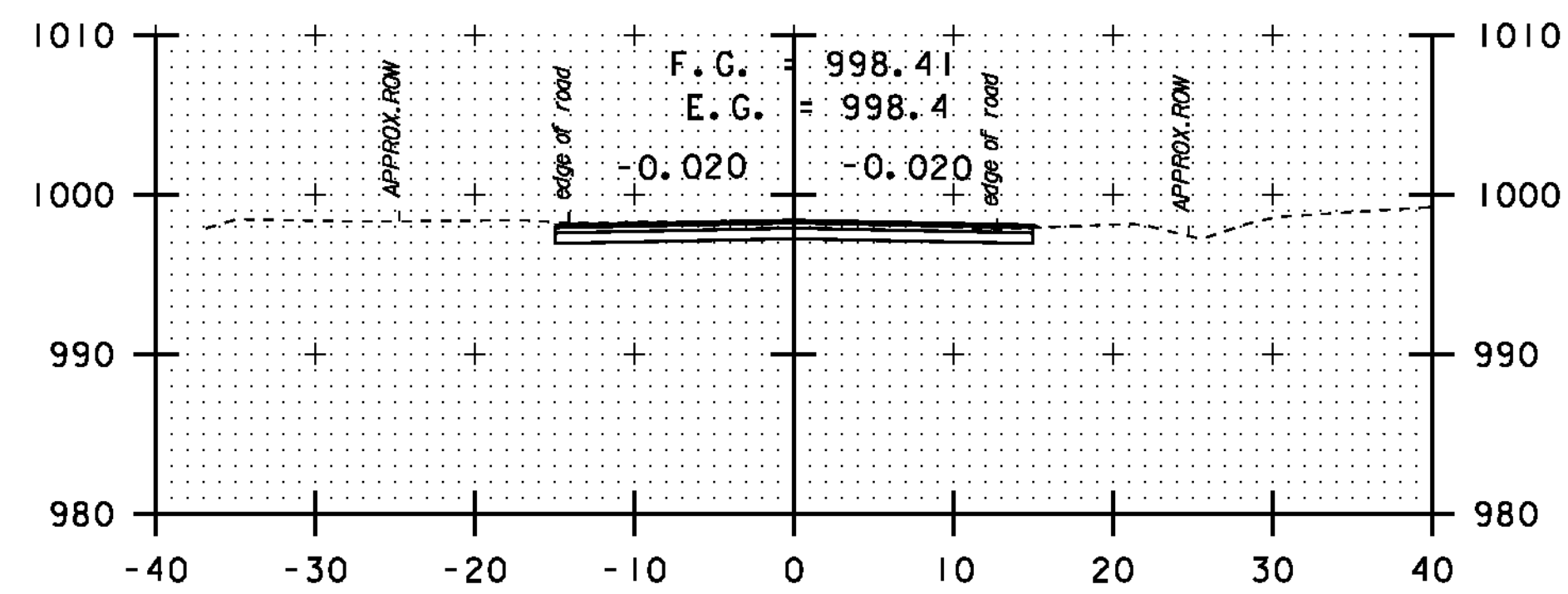
55+60



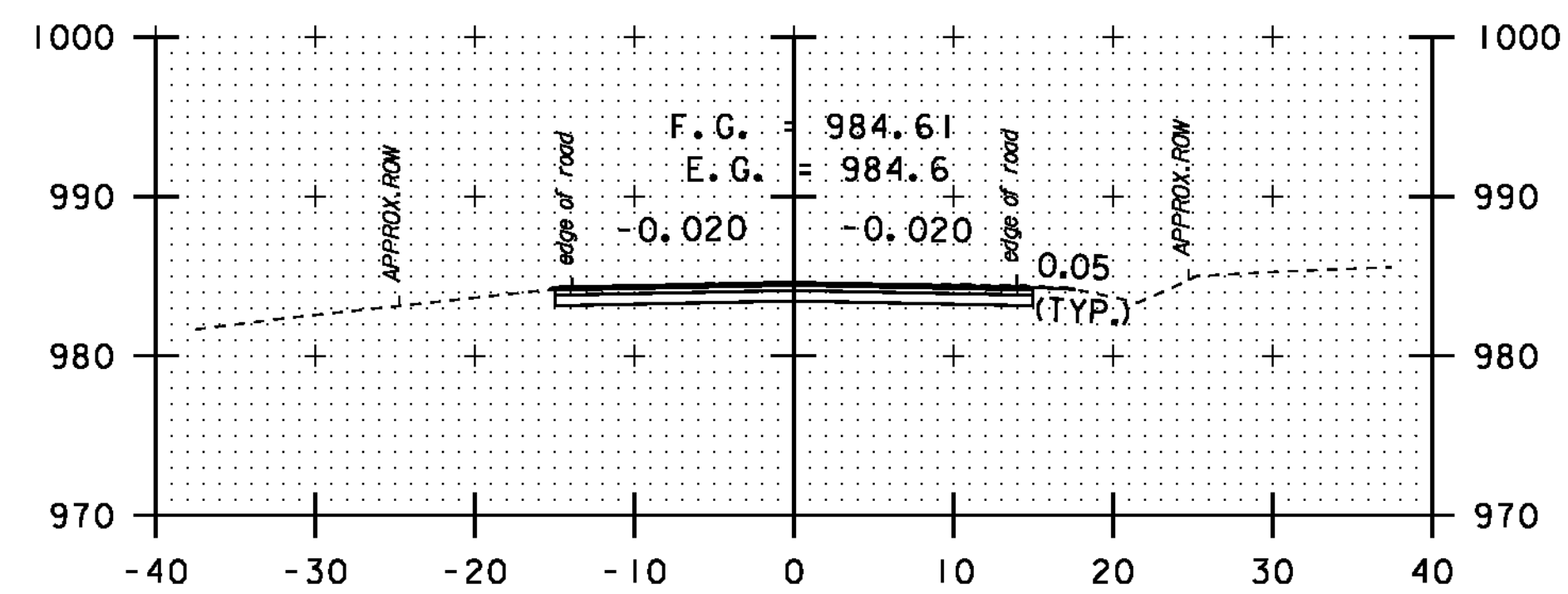
54+60



54+13



59+30



56+00

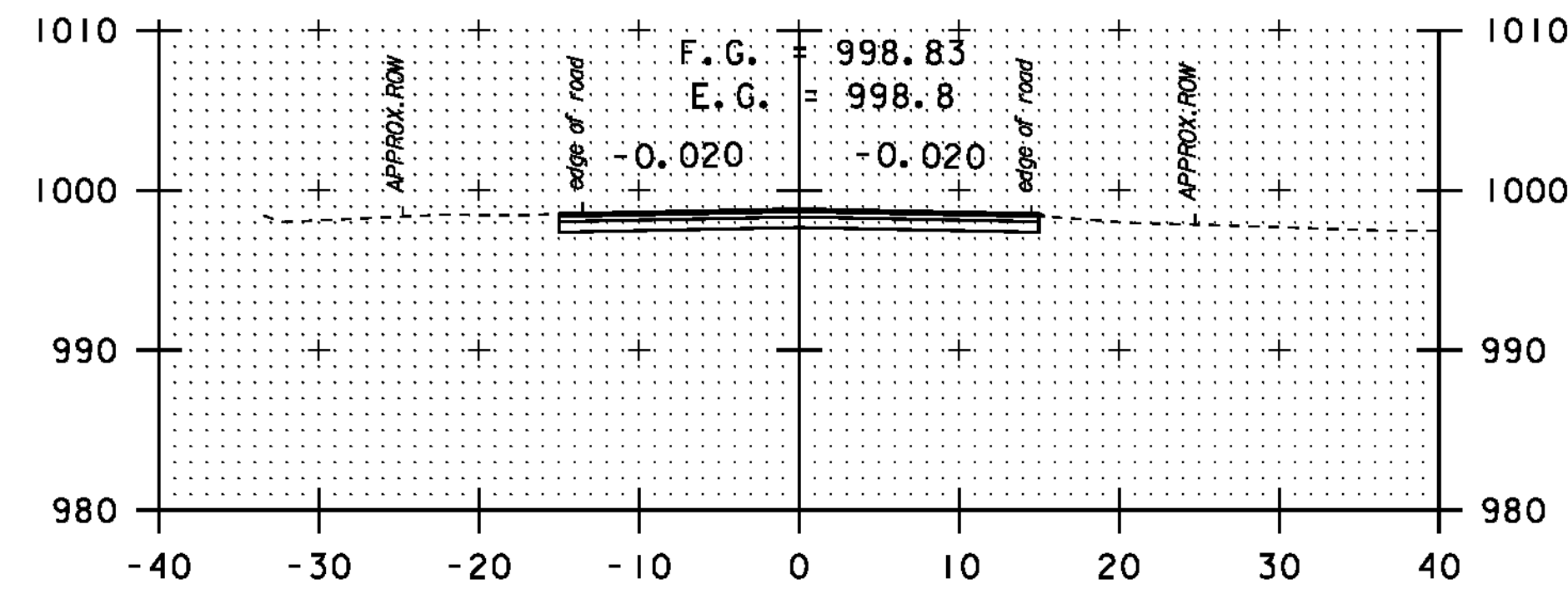
DATUM	NAVD 88
	NAD 83

SCALE 1" = 10'-0"

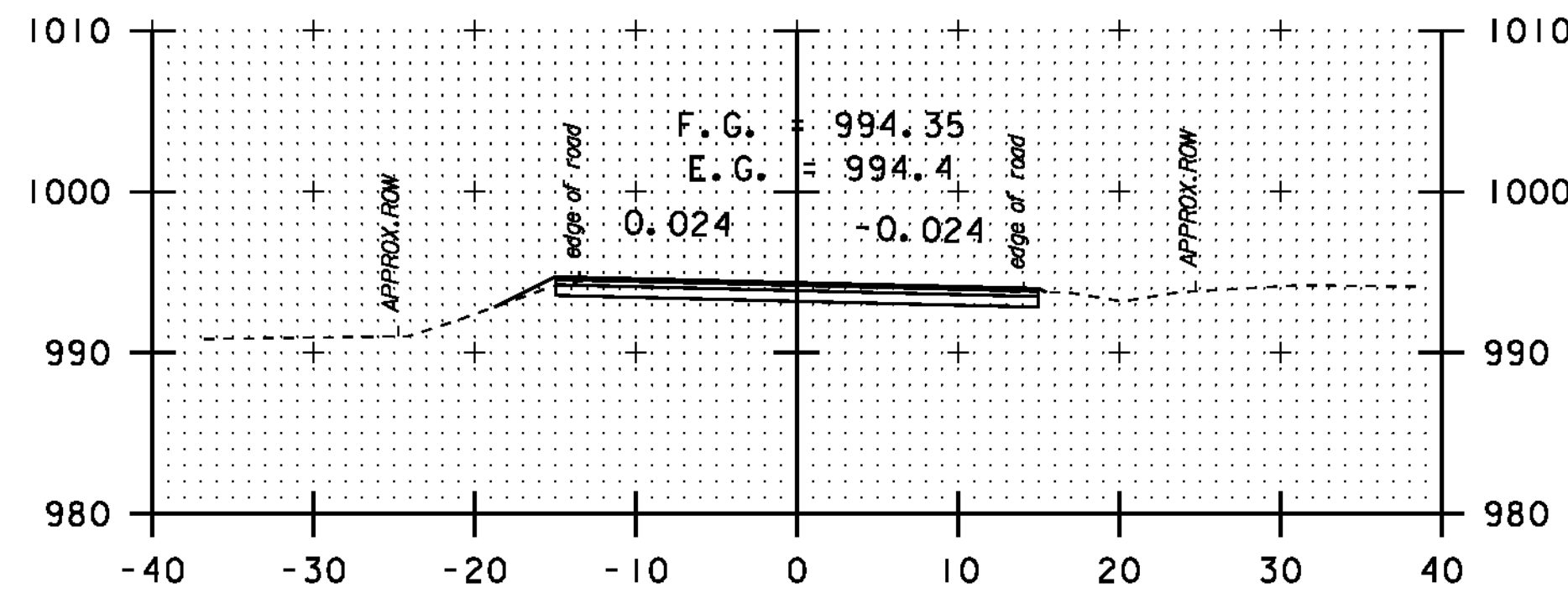
STA. 54 + 13
-
STA. 59 + 30

CROSS
SECTION
SHEET 33

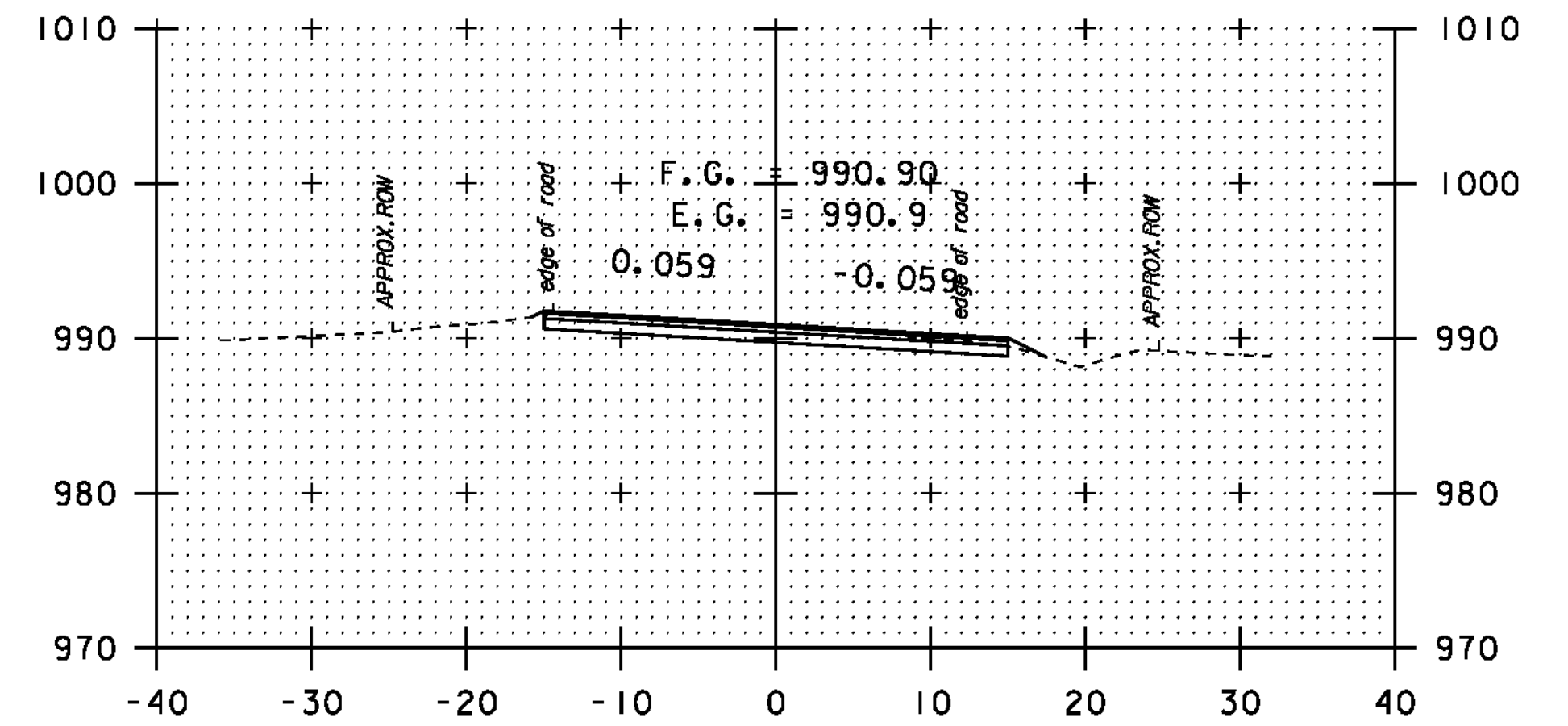
PROJECT NAME:	NEWPORT-COVENTRY-NEWPORT
PROJECT NUMBER:	STP 2802 (I)
FILE NAME:	08b158.dgn
PROJECT LEADER:	CDL
DESIGNED BY:	BMB
PLOT FILE:	08b158-106.1
PLOT DATE:	8/3/2011
DRAWN BY:	BMB
CHECKED BY:	EPD
SHEET	106 OF 134



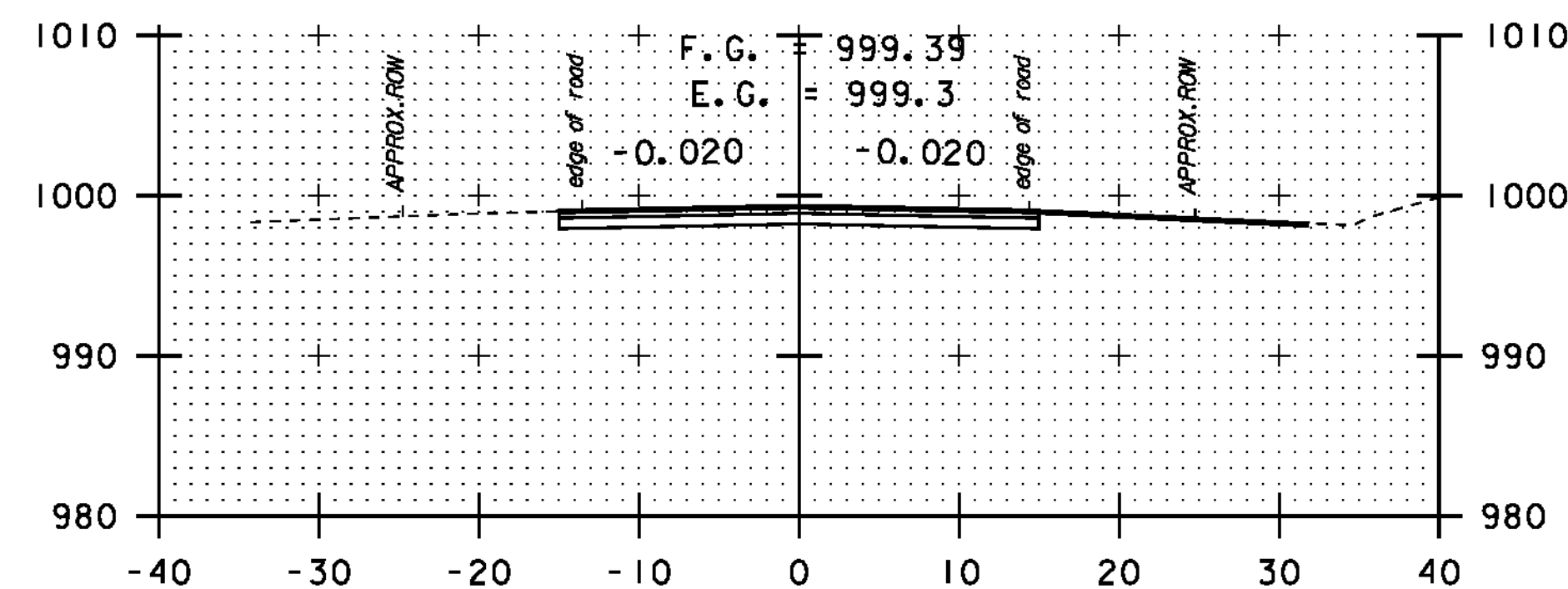
278+40



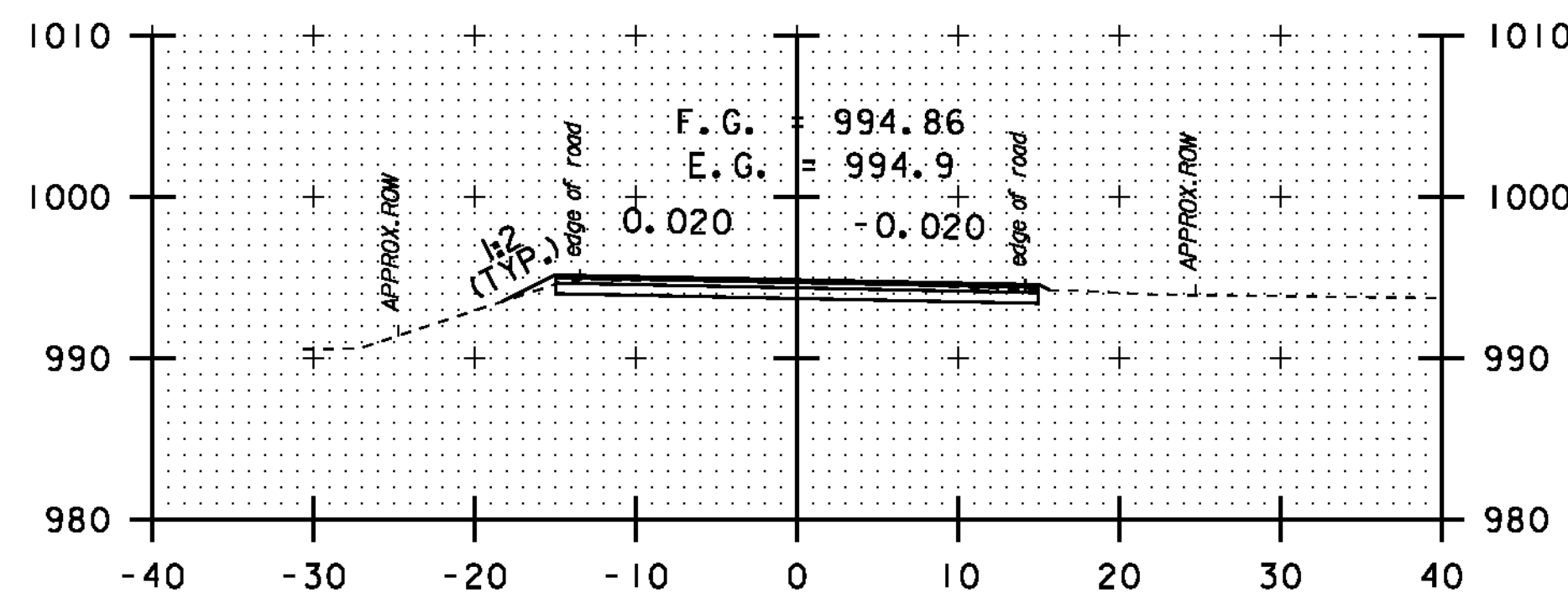
280+90



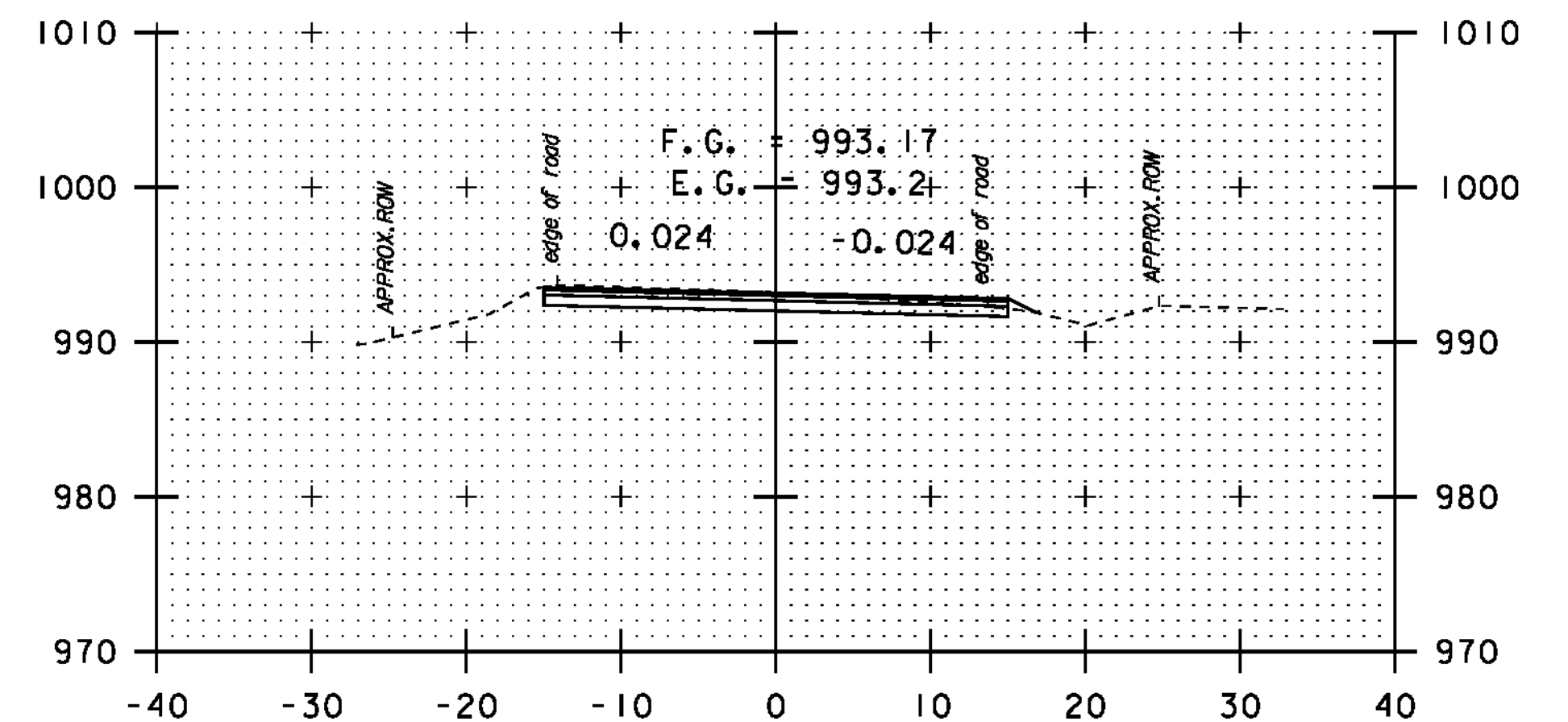
282+70



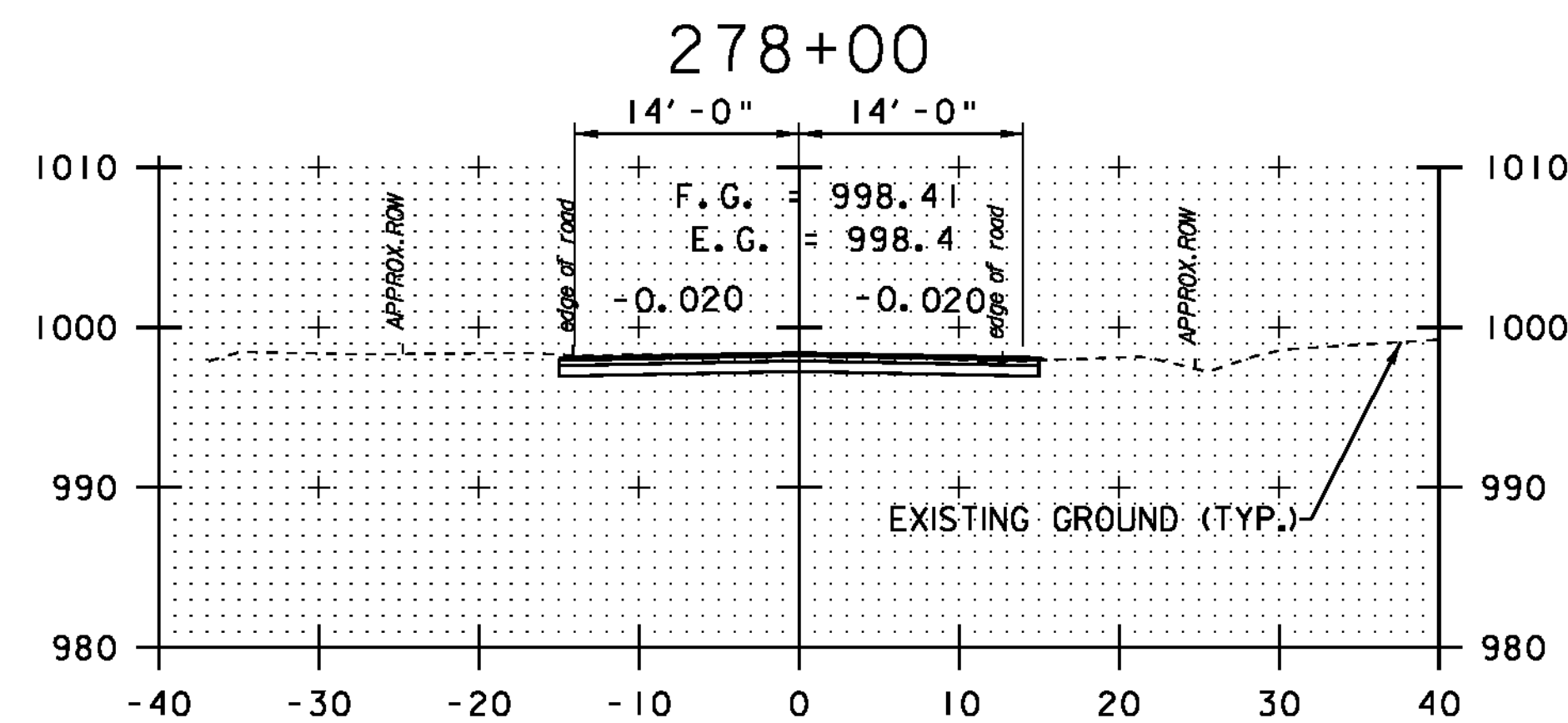
278+00



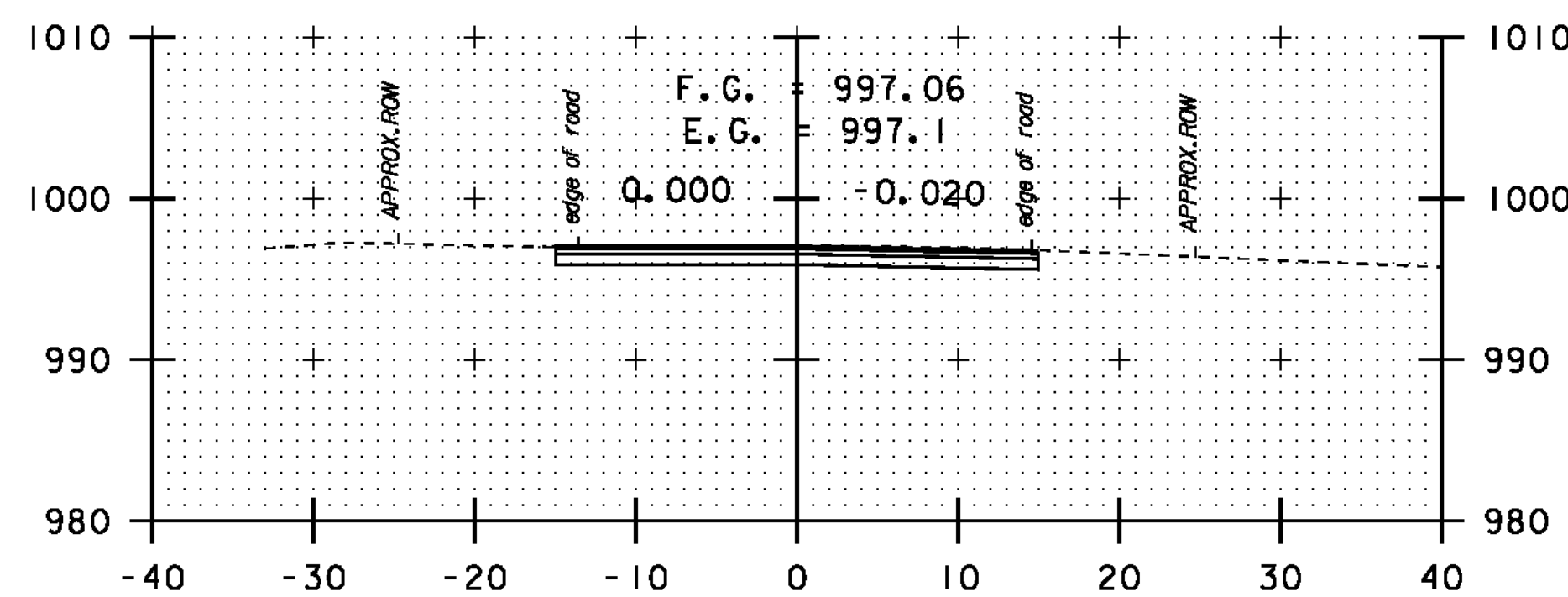
280+63



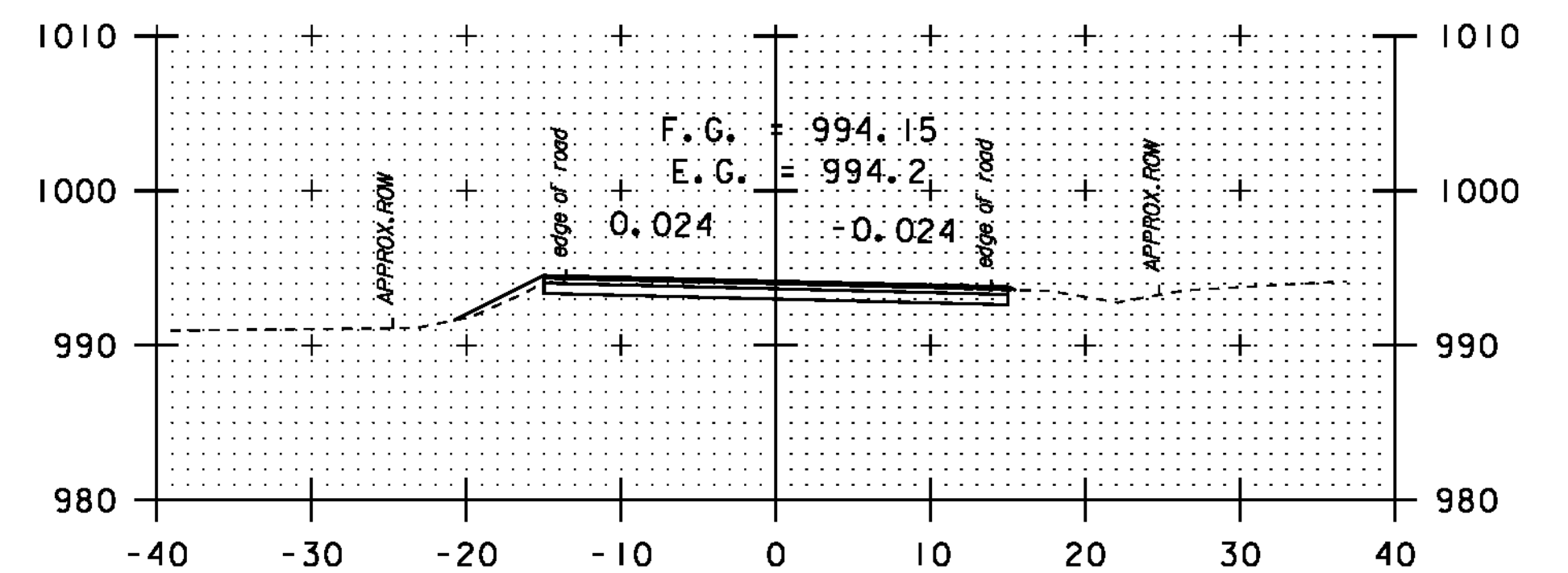
281+50



276+66



279+40



281+00

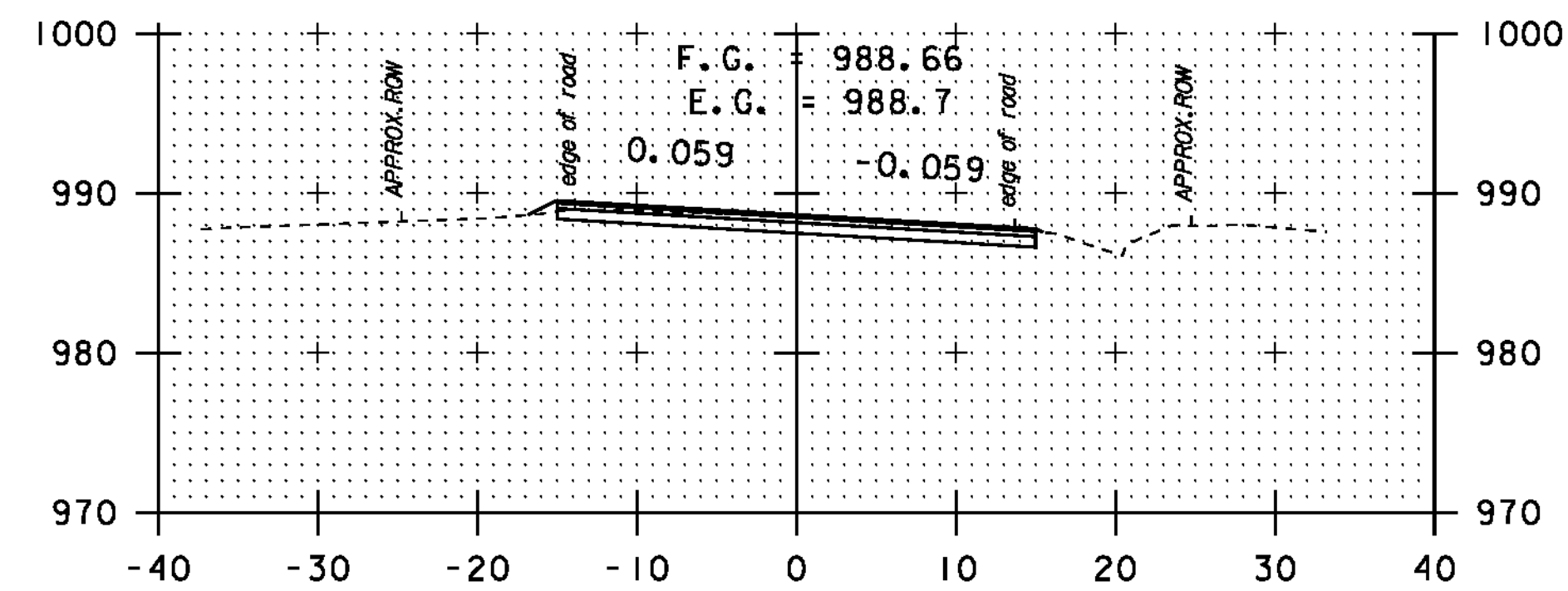
DATUM	NAVD 88
	NAD 83

SCALE 1" = 10'-0"

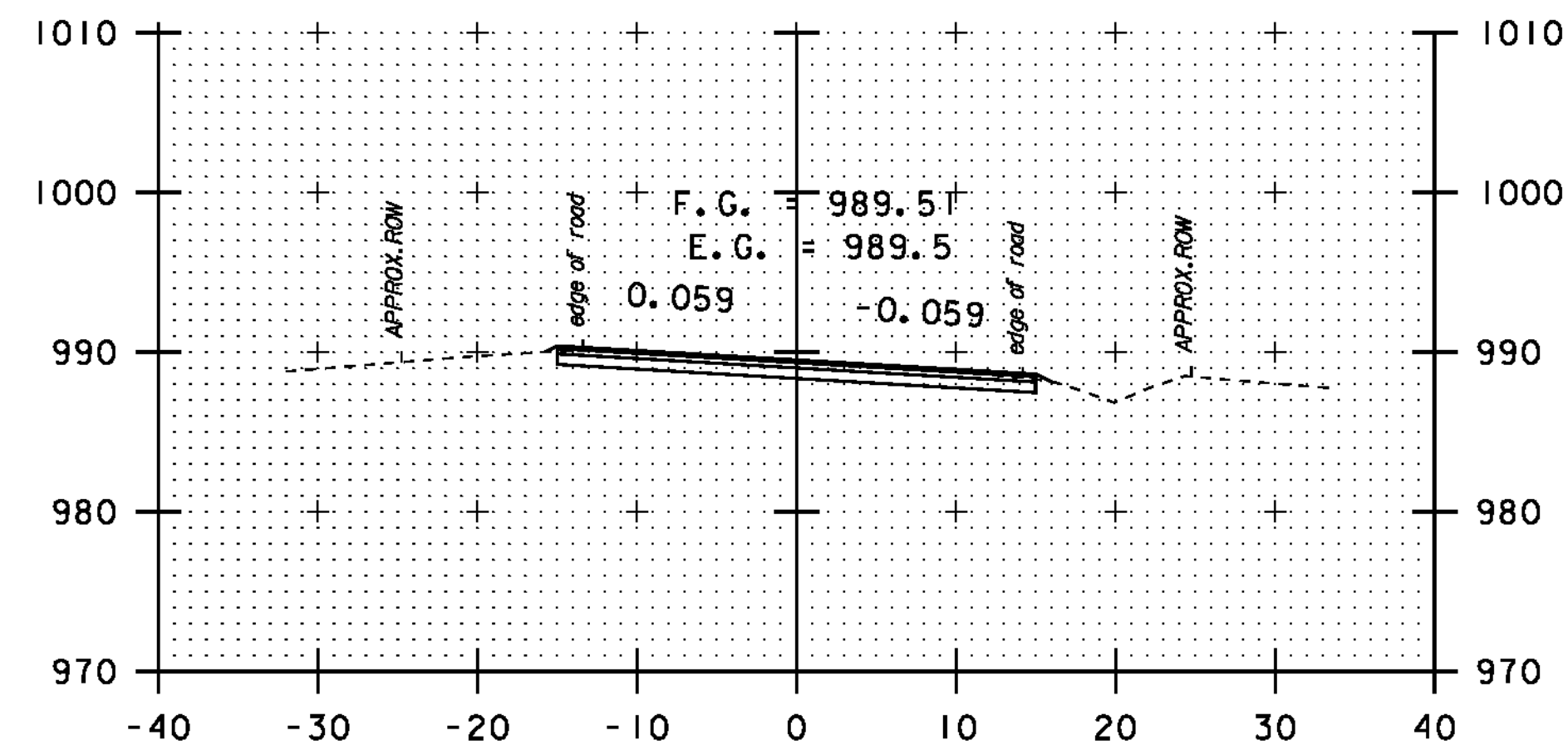
STA. 276 + 66
-
STA. 282 + 70

CROSS
SECTION
SHEET 34

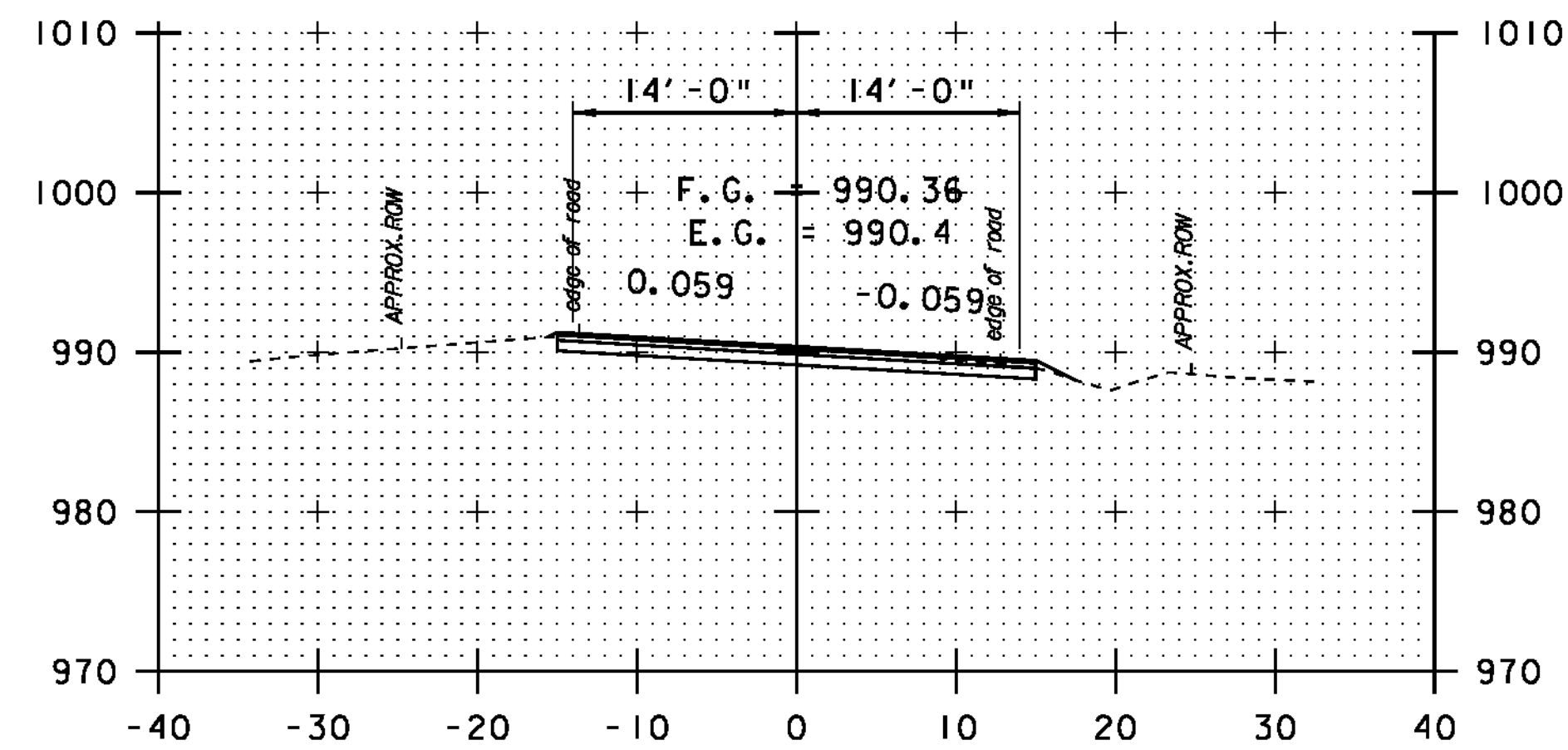
PROJECT NAME:	NEWPORT-COVENTRY-NEWPORT
PROJECT NUMBER:	STP 2802 (I)
FILE NAME:	08b158.dgn
PROJECT LEADER:	CDL
DESIGNED BY:	BMB
PLOT FILE:	08b158-107.1
PLOT DATE:	8/3/2011
DRAWN BY:	BMB
CHECKED BY:	EPD
SHEET	107 OF 134



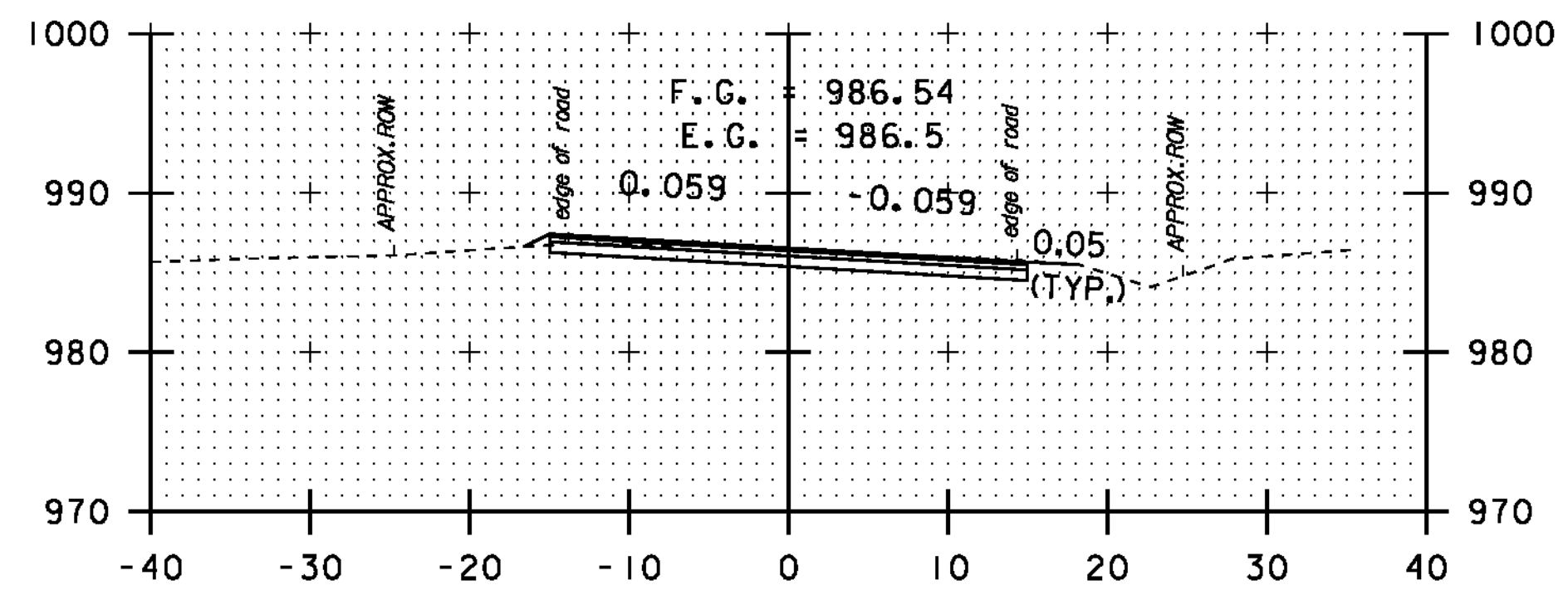
284+00



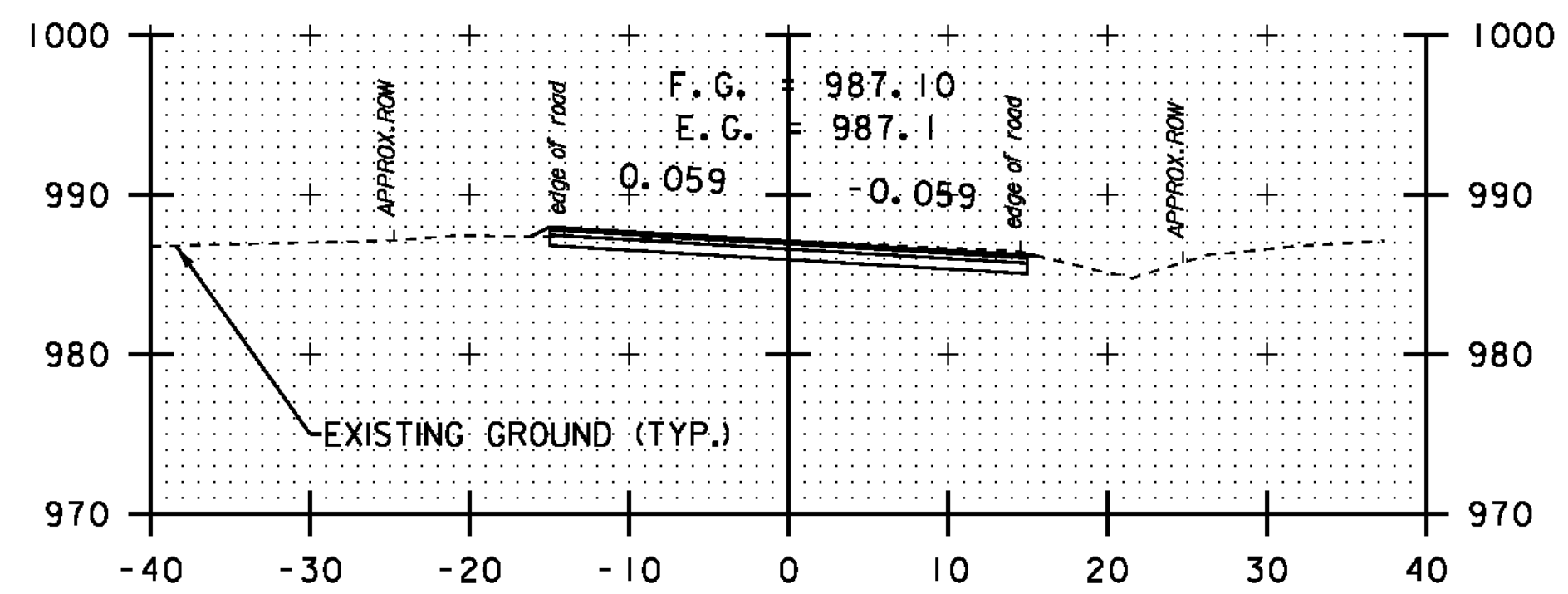
283+50



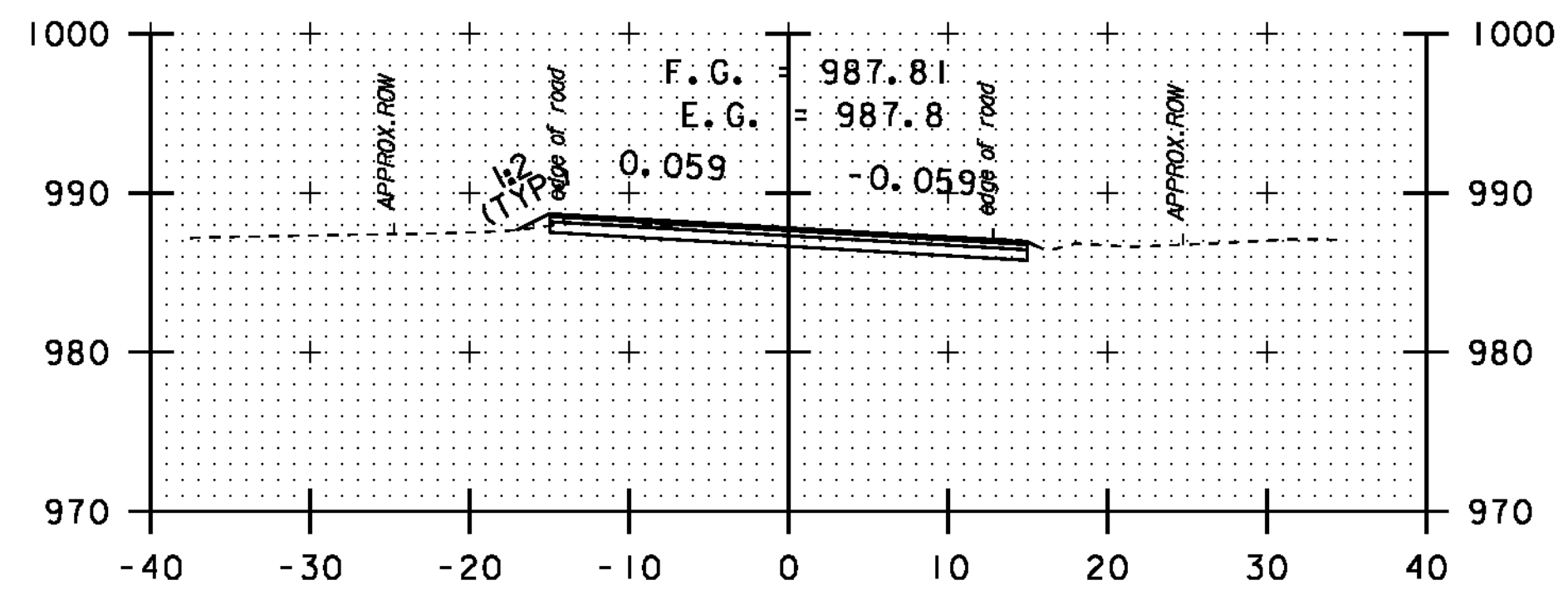
283+00



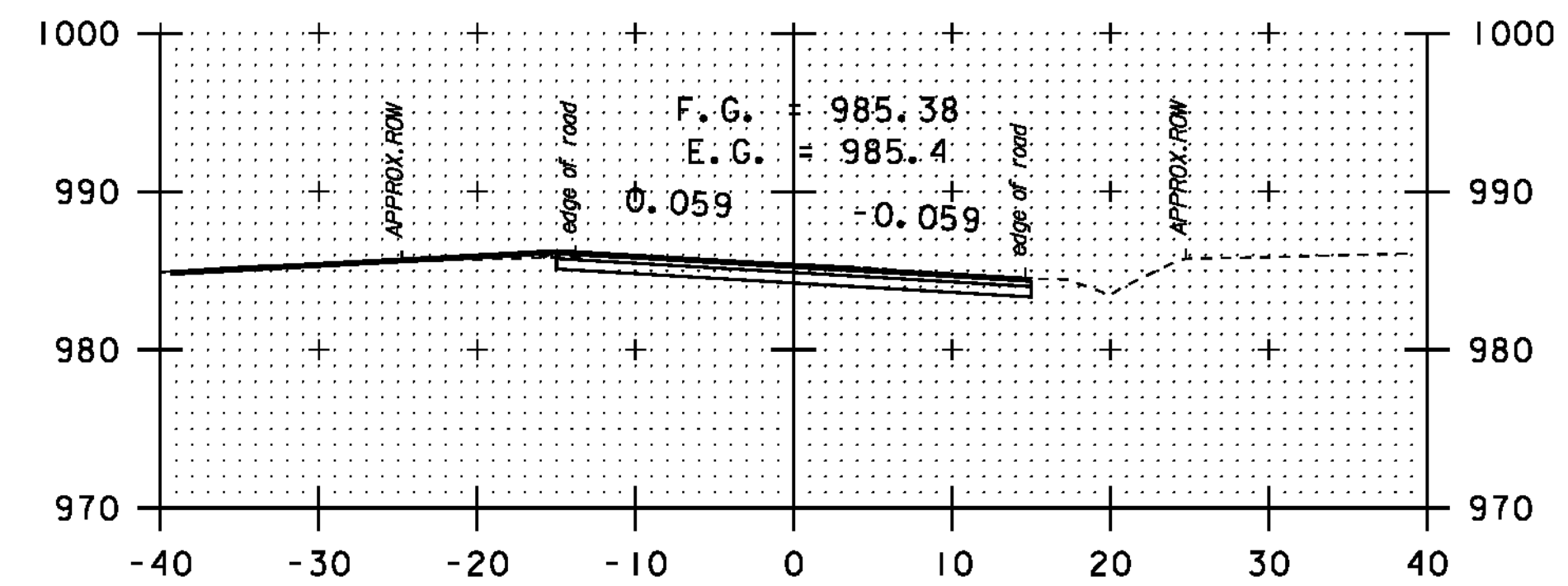
285+50



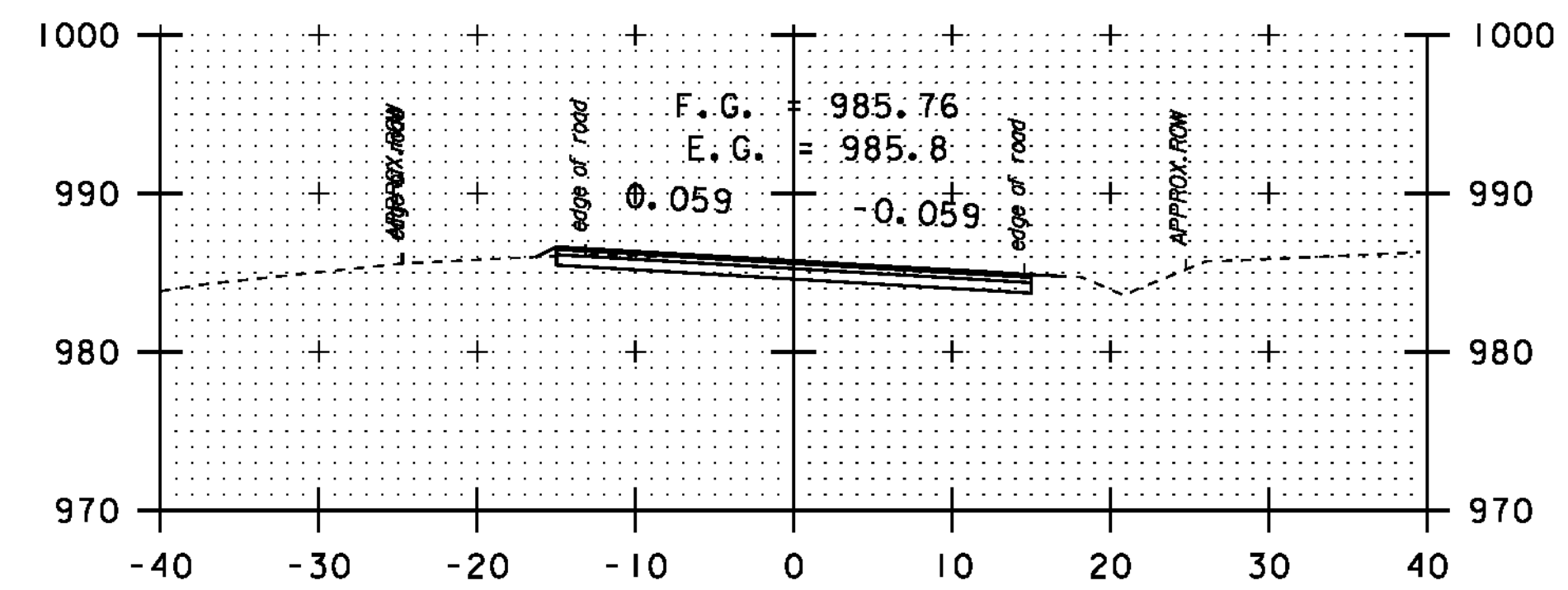
285+00



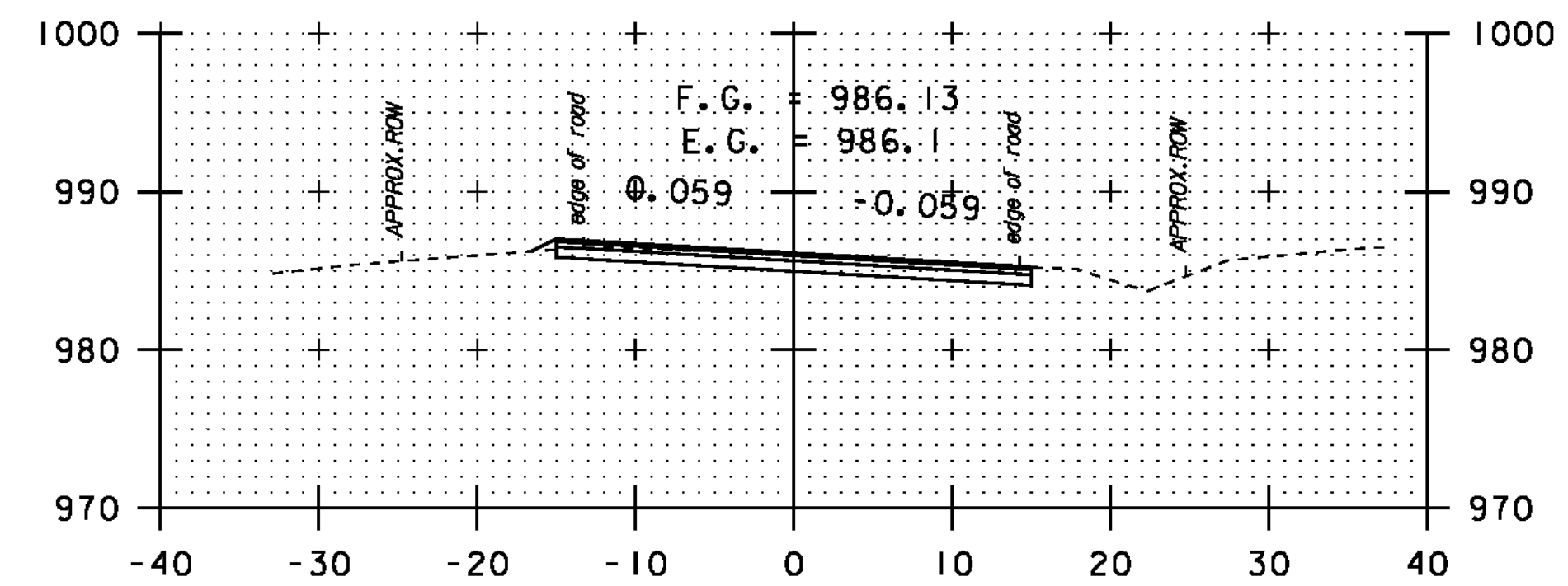
284+50



287+00



286+50



286+00

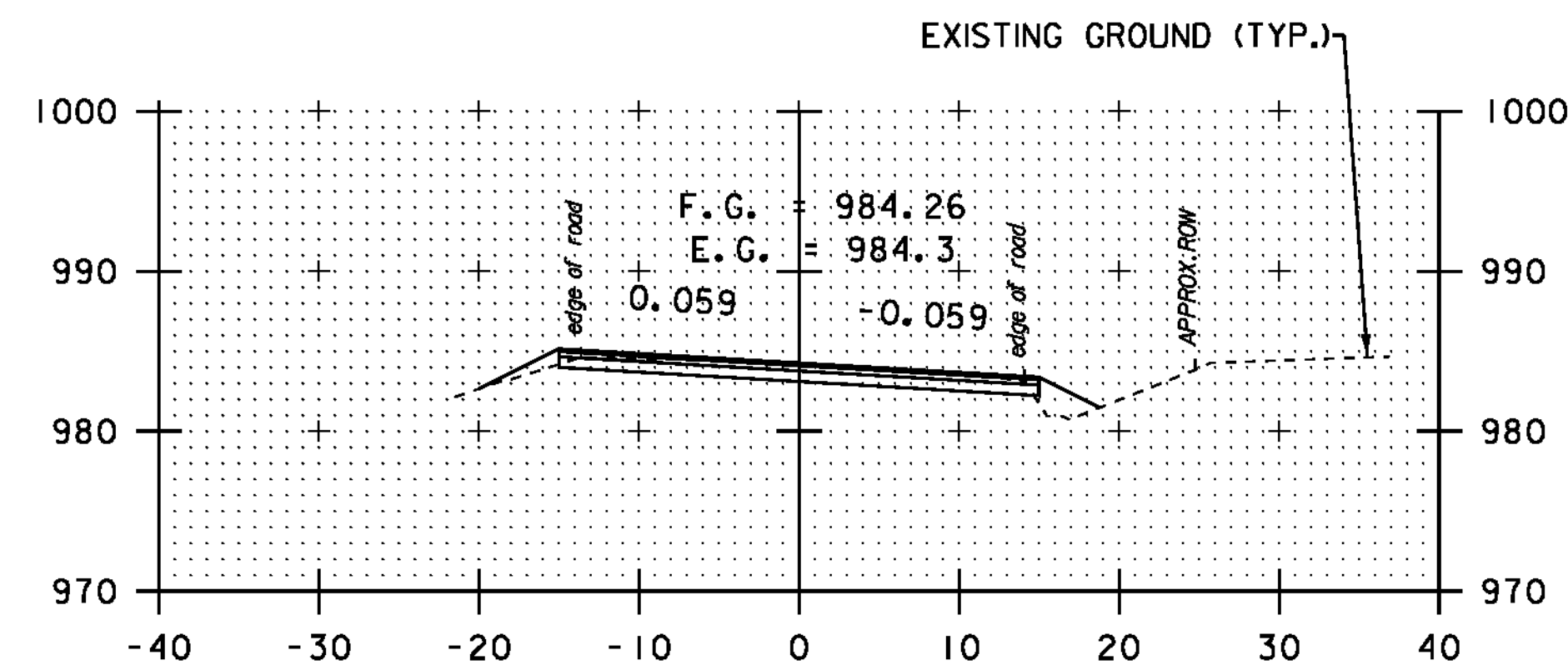
DATUM	NAVD 88
	NAD 83

SCALE 1" = 10'-0"

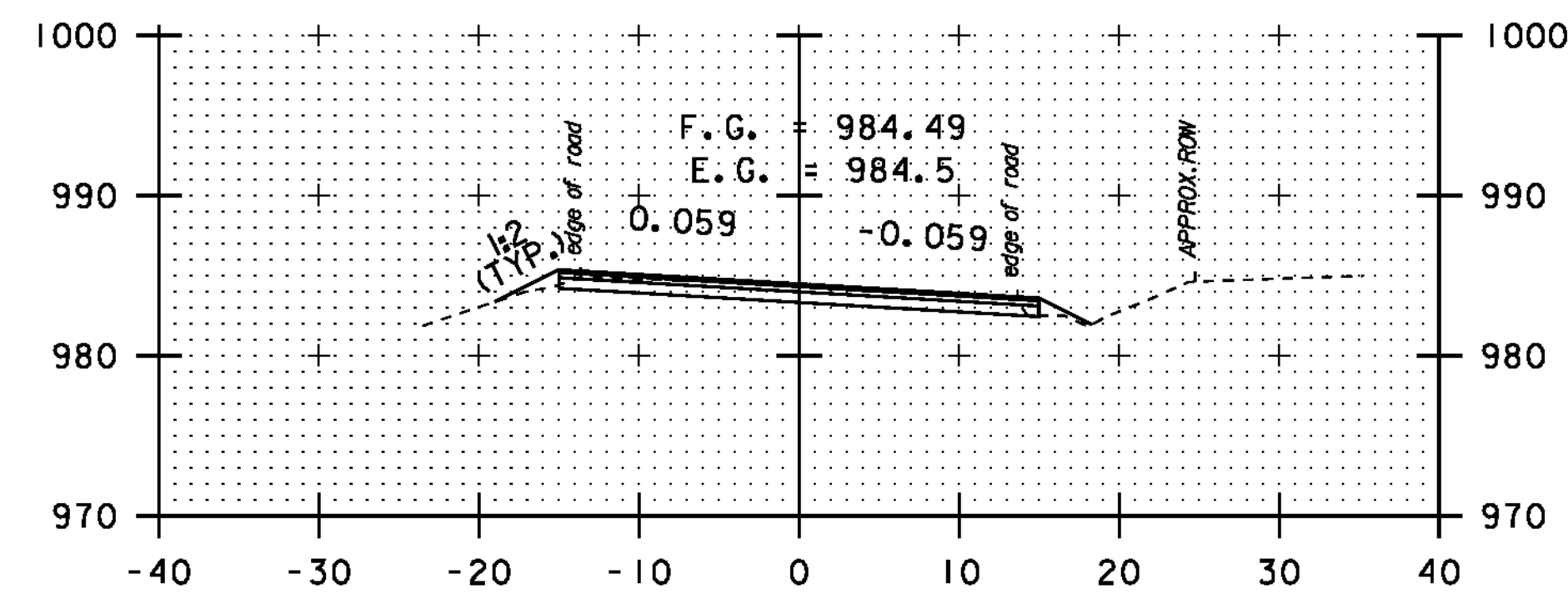
STA. 283+00
-
STA. 287+00

CROSS
SECTION
SHEET 35

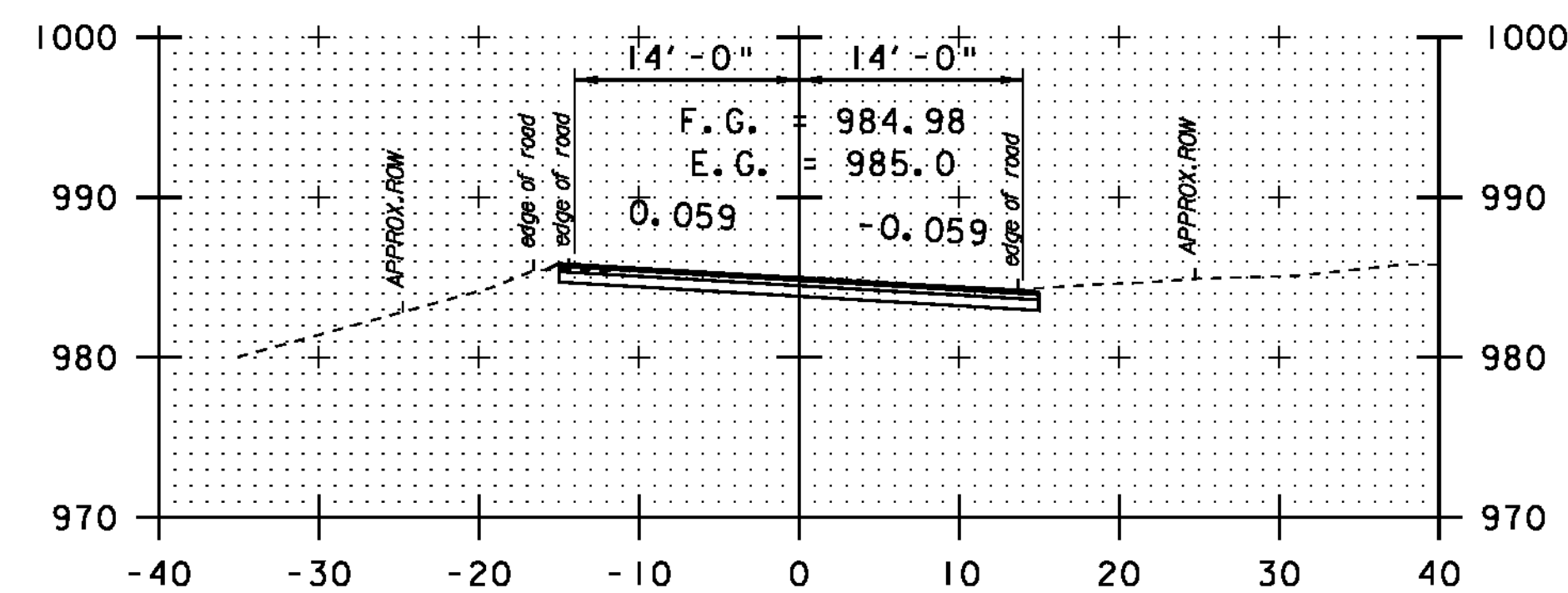
PROJECT NAME:	NEWPORT-COVENTRY-NEWPORT
PROJECT NUMBER:	STP 2802 (I)
FILE NAME:	08b158.dgn
PROJECT LEADER:	CDL
DESIGNED BY:	BMB
PLOT FILE:	08b158-108.1
PLOT DATE:	8/3/2011
DRAWN BY:	BMB
CHECKED BY:	EPD
SHEET	108 OF 134



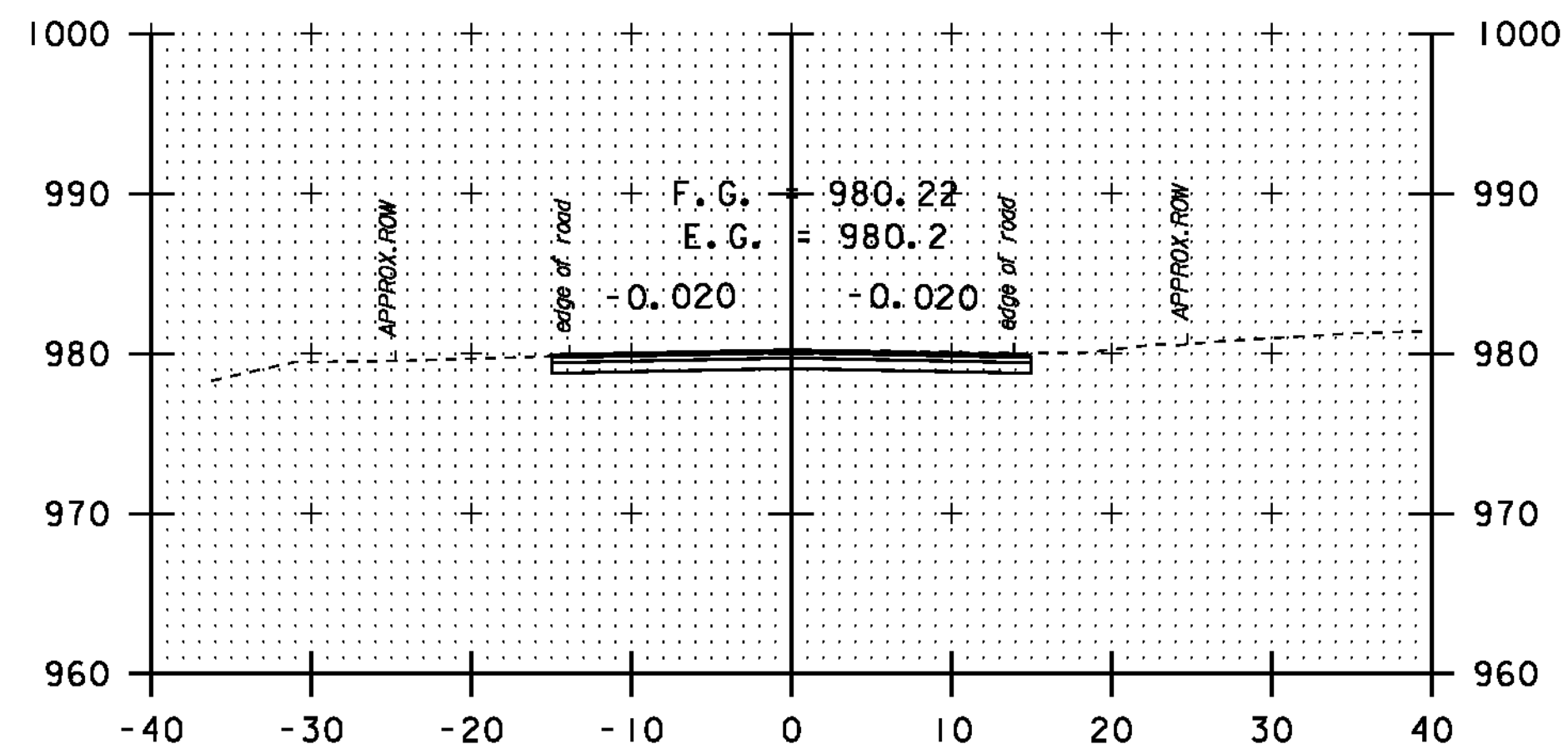
288+20



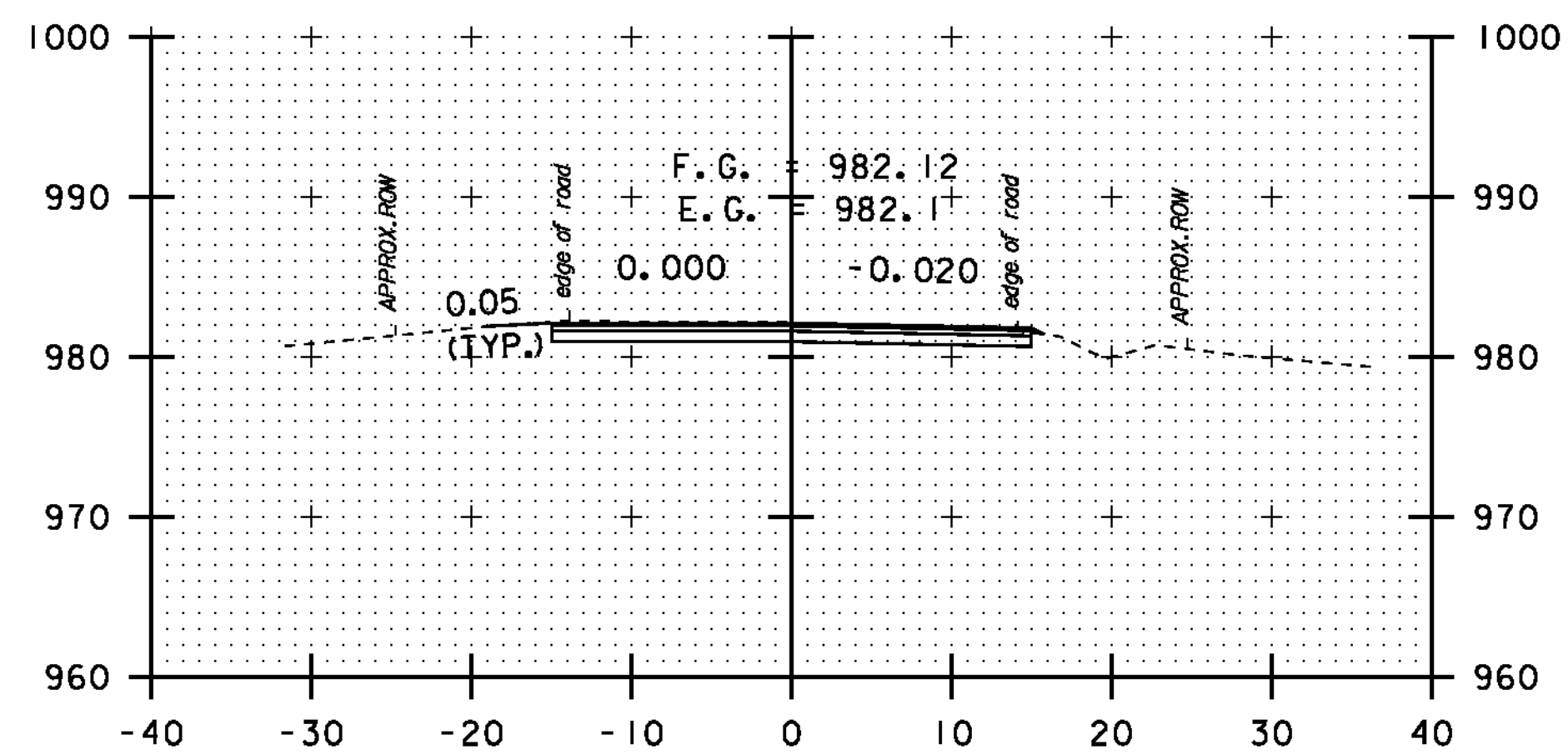
288+00



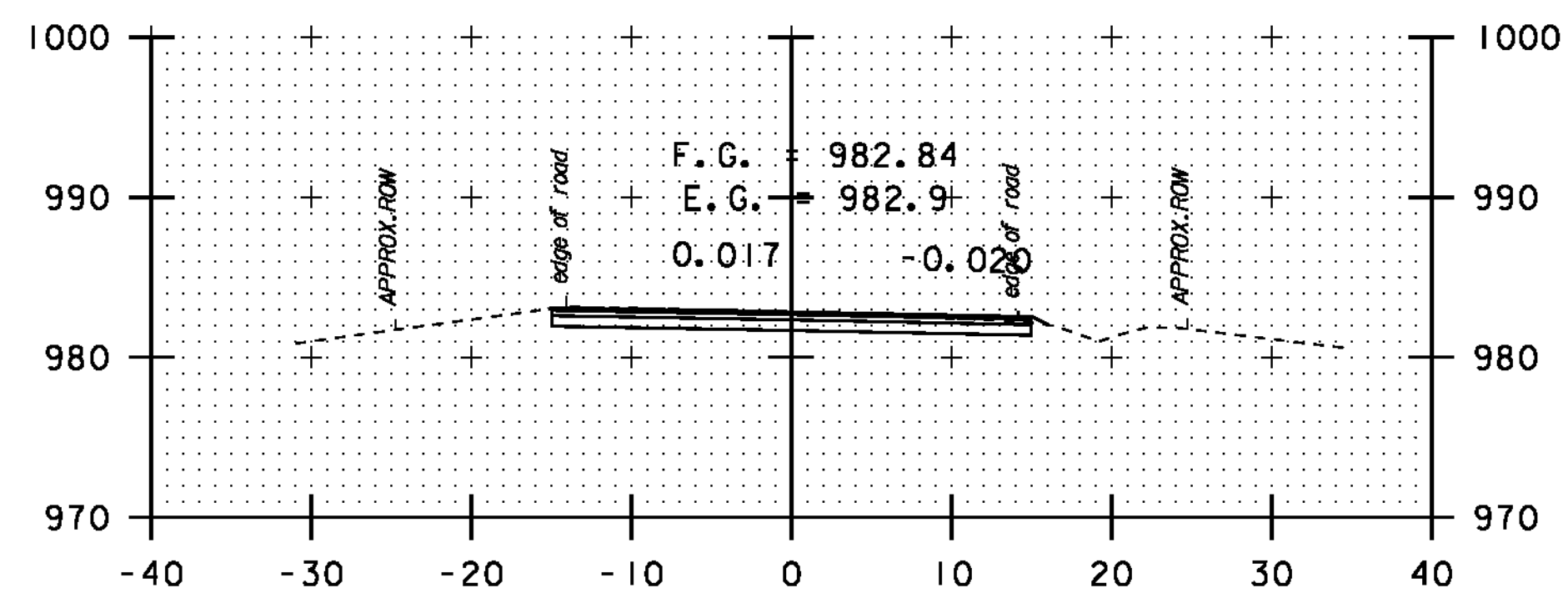
287+50



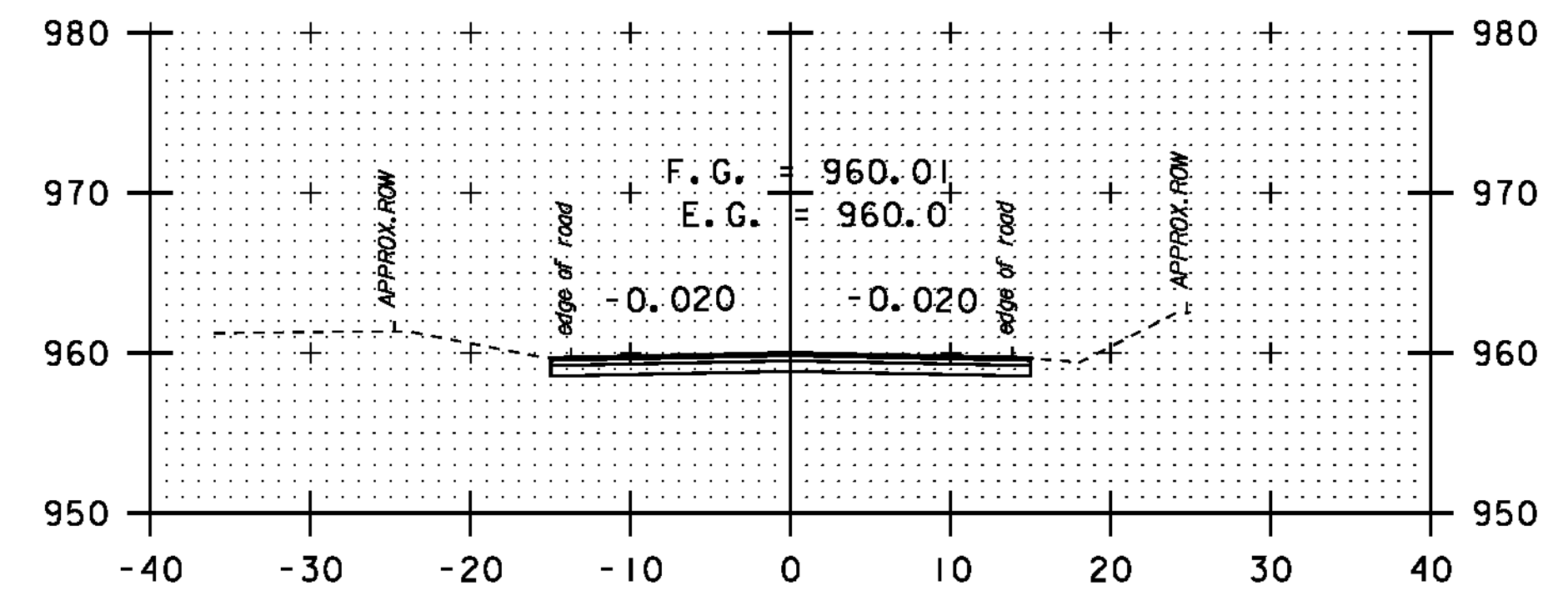
290+70



289+70

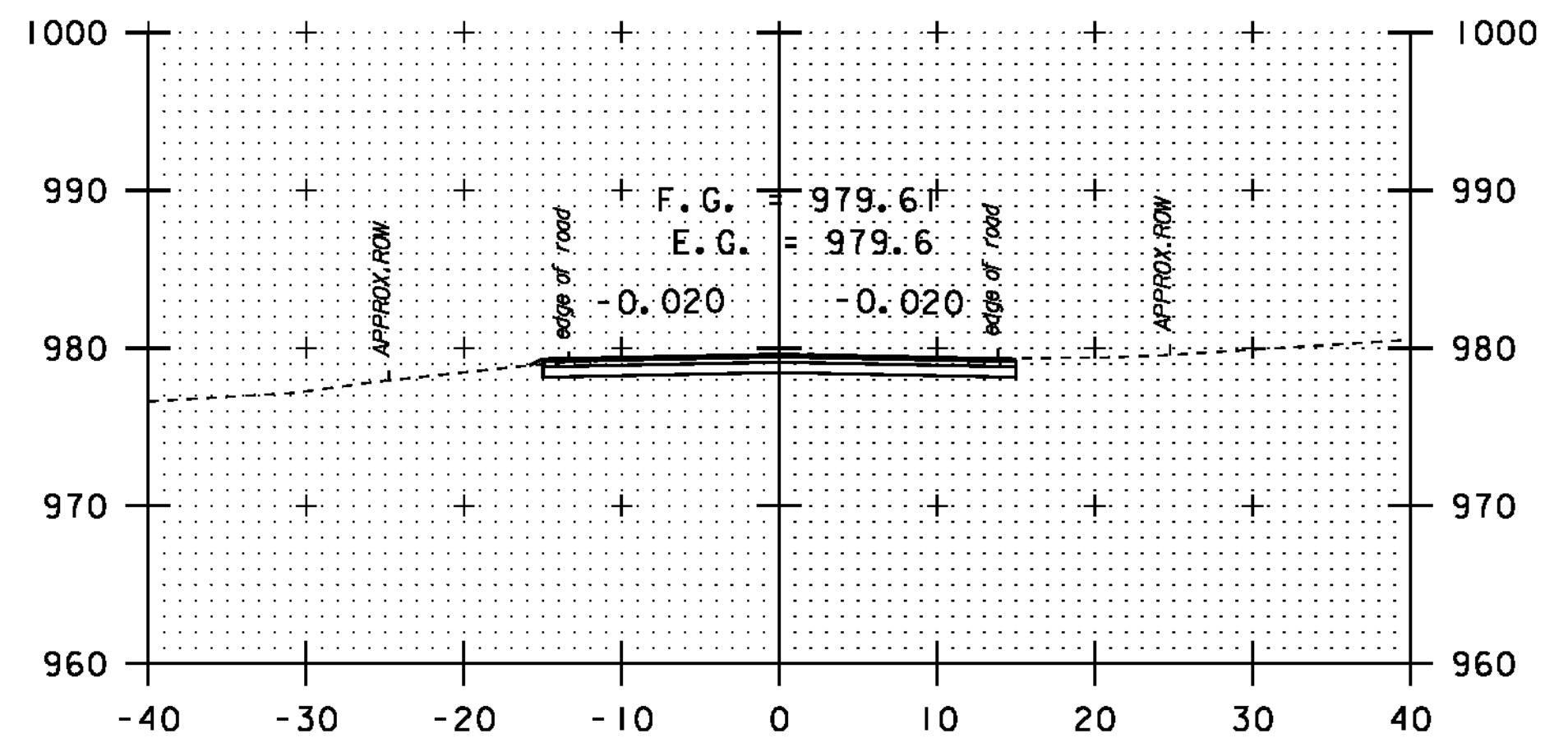


289+25



296+82.17

END PROJECT



291+00

DATUM	NAVD 88
	NAD 83

SCALE 1" = 10'-0"

STA. 287 + 50
-
STA. 296 + 82.17

CROSS
SECTION
SHEET 36

PROJECT NAME:	NEWPORT-COVENTRY-NEWPORT
PROJECT NUMBER:	STP 2802 (I)
FILE NAME:	08b158.dgn
PROJECT LEADER:	CDL
DESIGNED BY:	BMB
PLOT FILE:	08b158-109.1
PLOT DATE:	8/3/2011
DRAWN BY:	BMB
CHECKED BY:	EPD
SHEET	109 OF 134

TRAFFIC SIGN SUMMARY SHEET 1

TRAFFIC SIGN SUMMARY SHEET 1

TRAFFIC SIGN SUMMARY SHEET 2

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS			NEW & SALVAGED SIGNS				EXIST. POST RETAIN	NO. OF POSTS	FLANGED CHANNEL			SQUARE STEEL (In)			ANCHOR	SLAB	TUBULAR ALUMINUM Ø (In)			TUBULAR STEEL Ø (In)				W-SHAPE STEEL			REPAIRS REQUIRED	REMARKS	SIGN DETAIL													
		E A	WIDTH (In)	HEIGHT (In)	"A"	"B"	SALV SIGN	SALV TIS			FL	LF	LF	1.75	2.0	2.5			3.0	4.0	4.0 MOD	FOUND-ATION	3.0	3.5	4.0	5.0	FTG. SIZE				WEIGHT	POST SIZE	IN SHS	DETAIL ON DWG. NUMBER	STD. SHEET NUMBER									
																											lb/ft									lb/ft			lb/ft			24"	30"	
																											1.12	2.0								3.0	1.88	2.42	3.35	1.3	1.7			1.7
SHS = FHWA STANDARD HIGHWAY SIGNS BOOK																																												
STA. 135+09 RT NEWPORT		I	24	30	5.00					I					13.25' X		X														VR-017			E-141										
STA. 135+45 RT NEWPORT		I	30	12	2.50					I					13.75' X		X														D3-1		129											
		I	30	30	6.25																										RI-1	SHS												
		I	6	10	0.42																										VD-700 MOUNT REFERENCE PLAQUE BACK-TO-BACK WITH STOP SIGN		E-138											
STA. 135+56 LT NEWPORT		I	24	30	5.00					I					13.25' X		X														VR-017			E-141										
STA. 136+84 LT NEWPORT		I	36	36	9.00										14.0' 14.5' X		X														SI-1	FLUORESCENT YELLOW-GREEN, TYPE IX SHEETING	SHS											
		I	36	12	3.00					2																					S4-3	FLUORESCENT YELLOW-GREEN, TYPE IX SHEETING	SHS											
STA. 138+53 LT NEWPORT		I	30	30	6.25					I					14.0' X		X														W2-1	SHS												
STA. 141+11 LT NEWPORT		I	24	30	5.00					I					13.25' X		X														R2-1	SHS												
STA. 141+36 LT NEWPORT		I	36	12	3.00					I					13.75' X		X														D3-1		129											
		I	30	30	6.25																										RI-1	SHS												
		I	6	10	0.42																										VD-700 MOUNT REFERENCE PLAQUE BACK-TO-BACK WITH STOP SIGN		E-138											
FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND THE VTRANS "SIGN POST DESIGN GUIDELINE."											LF	LF	LF	LF	LF	EA.	LB	LB	LB		LB	LB	LB	LB																				
											LF			LF				LB			EA.	LB			EA.	EA.	LB	TRAFFIC SIGN SUMMARY SHEET 2		PROJECT NAME: NEWPORT-COVENTRY-NEWPORT PROJECT NUMBER: STP 2802(1)														
											LF			LF				LB			EA.	LB			EA.	EA.	LB			FILE NAME: 08b158.dgn PROJECT LEADER: CDL DESIGNED BY: BMB PLOT FILE: 08b158-III.I			PLOT DATE: 8/3/2011 DRAWN BY: BMB CHECKED BY: EPD SHEET III OF 134											

TRAFFIC SIGN SUMMARY SHEET 3

[illegible]

TRAFFIC SIGN SUMMARY SHEET 5

[illegible]

STATE OF VERMONT
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TRAFFIC SIGN SUMMARY SHEET 6

[illegible]

TRAFFIC SIGN SUMMARY SHEET 7

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS			NEW & SALVAGED SIGNS						EXIST POST REMAINING	SALVAGE	NO. OF POSTS	NEW SIGN POSTS																	REQUIRE D FRAMING	REMARKS	SIGN DETAIL																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
														FLANGED CHANNEL			SQUARE STEEL (In)				TUBULAR ALUMINUM Ø (In)			TUBULAR STEEL Ø (In)				W-SHAPE STEEL					DETAIL IN SHS	DETAIL ON DWG. NUMBER	STD. SHEET NUMBER																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														
		E A	WIDTH (In)	HEIGHT (In)	“A”	“B”	SALV SIGN	SALV TIS	I.12	2.0				3.0	1.75	2.0	2.5	ANCHOR	SPRINGS	3.0	4.0	4.0 MOD	FOUND- ATION	3.0	3.5	4.0	5.0	FTG. SIZE		WEIGHT						POST SIZE																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
																												lb/ft	lb/ft								lb/ft	24"	30"																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET 8

[illegible]

TRAFFIC SIGN SUMMARY SHEET 9

TRAFFIC SIGN SUMMARY SHEET 9

TRAFFIC SIGN SUMMARY SHEET 10

TRAFFIC SIGN SUMMARY SHEET 10

STATE OF VERMONT
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TRAFFIC SIGN SUMMARY SHEET 11

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS			NEW & SALVAGED SIGNS								NEW SIGN POSTS																REMARKS	SIGN DETAIL							
		E A	WIDTH (in)	HEIGHT (in)	“A”	“B”	SALV SIGN	SALV TIS	EXIST POST RETAIN	SALVAGE	NO. OF POSTS	FLANGED CHANNEL			SQUARE STEEL (In)			ANCHOR	FRAMES	TUBULAR ALUMINUM Ø (In)			TUBULAR STEEL Ø (In)				W-SHAPE STEEL				SCAFFOLDING REQUIRED						
												lb/ft			1.75	2.0	2.5			lb/ft			FOUND- ATION	3.0	3.5	4.0	5.0	FTG. SIZE		WEIGHT		POST SIZE					
L12	2.0	3.0	1.88	2.42	3.35	1.3	1.7	1.7	7.6	9.0	10.8	14.6	24"	30"																							
STA. 241+71 LT NEWPORT		I	30	30	6.25					I				15.0' X		X														WI-2L	SHS						
STA. 242+88 LT NEWPORT		I	6	10	0.42					I				7.0' X		X														VD-700			E-138				
STA. 245+41 RT NEWPORT		I	30	30	6.25					I				15.5' X		X														WI-6H		128					
STA. 245+81 LT NEWPORT		I	30	30	6.25					I				15.5' X		X														W7-I	SHS						
STA. 253+44 LT NEWPORT		I	6	10	0.42					I				7.0' X		X														VD-700			E-138				
STA. 258+13 LT NEWPORT		I	30	30	6.25					I				15.5' X		X														WI-6H		128					
STA. 264+00 RT NEWPORT		I	6	10	0.42					I				6.75' X		X														VD-700			E-138				
STA. 273+00 LT NEWPORT		I	42	12	3.50					2				11.25' 111.50' X		X														D3-I		129					
STA. 274+56 LT NEWPORT		I	6	10	0.42					I				7.75' X		X																E-138					
FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND THE VTRANS "SIGN POST DESIGN GUIDELINE."											LF	LF	LF	LF	LF	EA.	LB	LB	LB		LB	LB	LB	LB					TRAFFIC SIGN SUMMARY SHEET 11 PROJECT NAME: NEWPORT-COVENTRY-NEWPORT PROJECT NUMBER: STP 2802(I) FILE NAME: 08b158.dgn PROJECT LEADER: CDL DESIGNED BY: BMB PLOT FILE: 08b158-120.I PLOT DATE: 8/3/2011 DRAWN BY: BMB CHECKED BY: EPD SHEET 120 OF 134								
					TOTALS	SF 30.18	SF	EA. -	SF		LF	LF	EA.	LB	EA.	EA.	LB																				

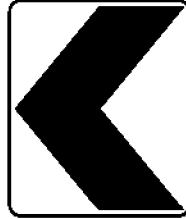
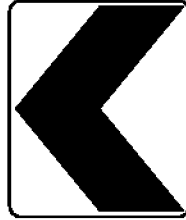
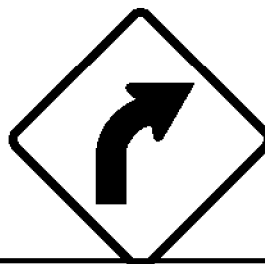
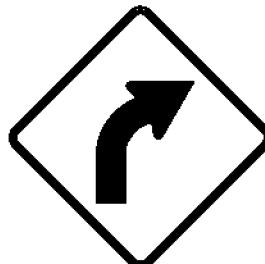
STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET 12

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS			NEW & SALVAGED SIGNS				EXIST POST RETAIN SALVAGE	NO. OF POSTS	NEW SIGN POSTS																		RE FRU STRU GURE NEE D	REMARKS	SIGN DETAIL							
											FLANGED CHANNEL			SQUARE STEEL (In)			TUBULAR ALUMINUM Ø (In)			TUBULAR STEEL Ø (In)				W-SHAPE STEEL				DETAIL IN SHS			DETAIL ON DWG. NUMBER	STD. SHEET NUMBER						
		EA	WIDTH (In)	HEIGHT (In)	"A"	"B"	SALV SIGN	SALV TIS			1.2	2.0	3.0	1.75	2.0	2.5	ANCHOR	SLEEVE	3.0	4.0	4.0 MOD	FOUND- ATION	3.0	3.5	4.0	5.0	FTG. SIZE						WEIGHT	POST SIZE				
																											lb/ft								lb/ft	lb/ft	24"	30"
STA. 276+63 RT NEWPORT STA. 0+00 RT COVENTRY	Coventry Newport	I	72	10	5.00					2					8.0' 8.25' X		X																	VD-024		i28		
	1050 1016 0524 1050 1005 0000	I	6	10	0.42																													VD-700			E-138	
		I	6	10	0.42																													VD-700			E-138	
STA. 10+56 LT COVENTRY	1050 1005 0020	I	6	10	0.42					I					7.0' X		X																	VD-700			E-138	
STA. 19+43 RT COVENTRY	LEGAL LOAD LIMIT 24,000 POUNDS	I	24	30	5.00					I					14.25' X		X																	VR-017			E-141	
STA. 19+74 RT COVENTRY	Petit Rd	I	30	12	2.50					I					14.0' X		X																	D3-1		i29		
	B-B STOP 1050 1005 0037	I	30	30	6.25																													RI-1	SHS			
		I	6	10	0.42																													VD-700 MOUNT REFERENCE PLAQUE BACK-TO-BACK WITH STOP SIGN			E-138	
STA. 21+12 RT COVENTRY	1050 1005 0040	I	6	10	0.42					I					7.5' X		X																	VD-700			E-138	
STA. 26+00 RT COVENTRY		I	30	30	6.25					I					14.75' X		X																	WI-2L	SHS			
STA. 28+06 RT COVENTRY		I	18	24	3.00					I					14.0' X		X																	WI-8L	SHS			
STA. 29+61 RT COVENTRY		I	18	24	3.00					I					13.25' X		X																	WI-8L	SHS			
FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND THE VTRANS "SIGN POST DESIGN GUIDELINE."												LF	LF	LF	LF	16- 14.5	105- 86.5		EA.	LB	LB	LB		LB	LB	LB	LB											
					TOTALS					SF 33.10	SF	EA. -	SF		LF	LF			LB			EA.	LB			EA.	EA.	LB	TRAFFIC SIGN SUMMARY SHEET 12		PROJECT NAME: NEWPORT-COVENTRY-NEWPORT PROJECT NUMBER: STP 2802(1)		FILE NAME: 08b158.dgn PROJECT LEADER: CDL DESIGNED BY: BMB PLOT FILE: 08b158-121.I		PLOT DATE: 8/3/2011 DRAWN BY: BMB CHECKED BY: EPD SHEET 121 OF 134			

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AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET 13

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS			NEW & SALVAGED SIGNS				EXIST POST RE TAIN S ALV AGE	NO. OF POST S	NEW SIGN POSTS																				RE FO R S I G N A I R M E E D	REMARKS	SIGN DETAIL											
											FLANGED CHANNEL			SQUARE STEEL (In)			TUBULAR ALUMINUM Ø (In)			TUBULAR STEEL Ø (In)				W-SHAPE STEEL				DETAIL IN SHS	DETAIL ON DWG. NUMBER	STD. SHEET NUMBER														
		EA	WIDTH (In)	HEIGHT (In)	"A"	"B"	SALV SIGN	SALV TIS			lb/ft	1.75	2.0	2.5	ANCHOR	SLEEVE	3.0	4.0	4.0 MOD	FOUND- ATION	3.0	3.5	4.0	5.0	FTG. SIZE		WEIGHT						POST SIZE											
												lb/ft					lb/ft				lb/ft				24"	30"																		
												1.12	2.0	3.0			1.88	2.42	3.35		1.3	1.7	1.7	7.6	9.0	10.8								14.6										
STA. 29+66 RT COVENTRY		I	18	24	3.00						I					13.25' X		X																	WI-8R	SHS								
STA. 31+10 RT COVENTRY		I	18	24	3.00						I					13.25' X		X																	WI-8L	SHS								
STA. 31+15 RT COVENTRY		I	18	24	3.00						I					13.75' X		X																	WI-8R	SHS								
STA. 31+68 LT COVENTRY		I	6	10	0.42						I					8.25' X		X																	VD-700			E-138						
STA. 32+57 RT COVENTRY		I	18	24	3.00						I					14.0' X		X																	WI-8L	SHS								
STA. 32+62 RT COVENTRY		I	18	24	3.00						I					14.25' X		X																	WI-8R	SHS								
STA. 34+34 RT COVENTRY		I	18	24	3.00						I					14.75' X		X																	WI-8R	SHS								
STA. 42+24 RT COVENTRY		I	6	10	0.42						I					7.5' X		X																	VD-700			E-138						
STA. 42+50 LT COVENTRY		I	30	30	6.25						I					16.5' X		X																	WI-2R	SHS								
STA. 44+81 RT COVENTRY		I	30	30	6.25						I					14.75' X		X																	WI-2R	SHS								
FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND THE VTRANS "SIGN POST DESIGN GUIDELINE."																	LF	LF	LF				LF	EA.	LB	LB	LB													TRAFFIC SIGN SUMMARY SHEET 13			PROJECT NAME: NEWPORT-COVENTRY-NEWPORT	
																																		PROJECT NUMBER: STP 2802(1)										
					TOTALS	SF 31.34	SF	EA. -	SF		LF				LF						EA.	LB			EA.		EA.	LB					FILE NAME: 08b158.dgn		PLOT DATE: 8/3/2011									
																																	PROJECT LEADER: CDL		DRAWN BY: BMB									
																																	DESIGNED BY: BMB		CHECKED BY: EPD									
																																	PLOT FILE: 08b158-122.i		SHEET 122 OF 134									

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET 14

[illegible]

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET 15

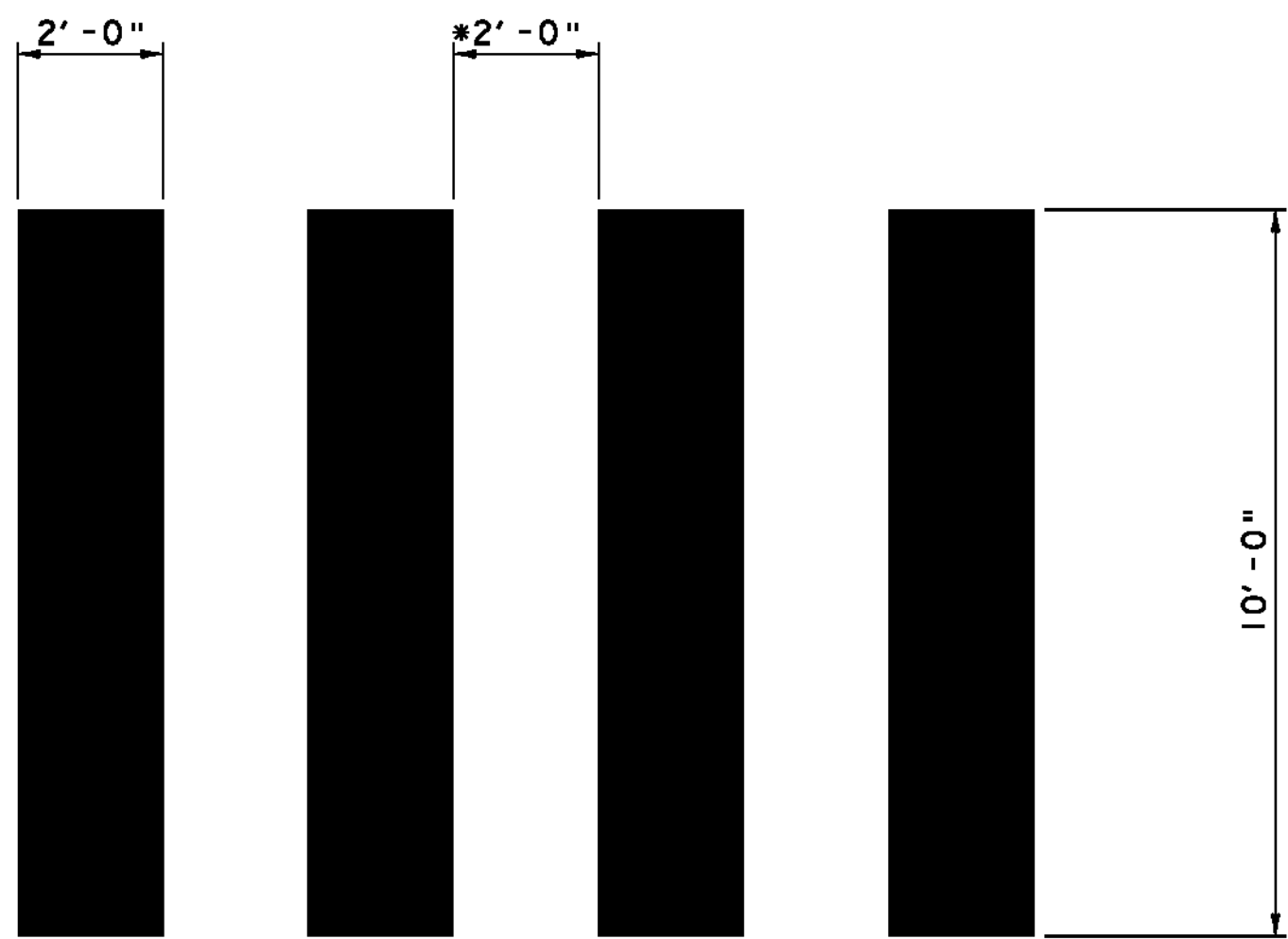
[illegible]

TRAFFIC SIGN SUMMARY SHEET 16

[illegible]

TRAFFIC SIGN SUMMARY SHEET 17

[illegible]



CROSSWALK PATTERN DETAIL

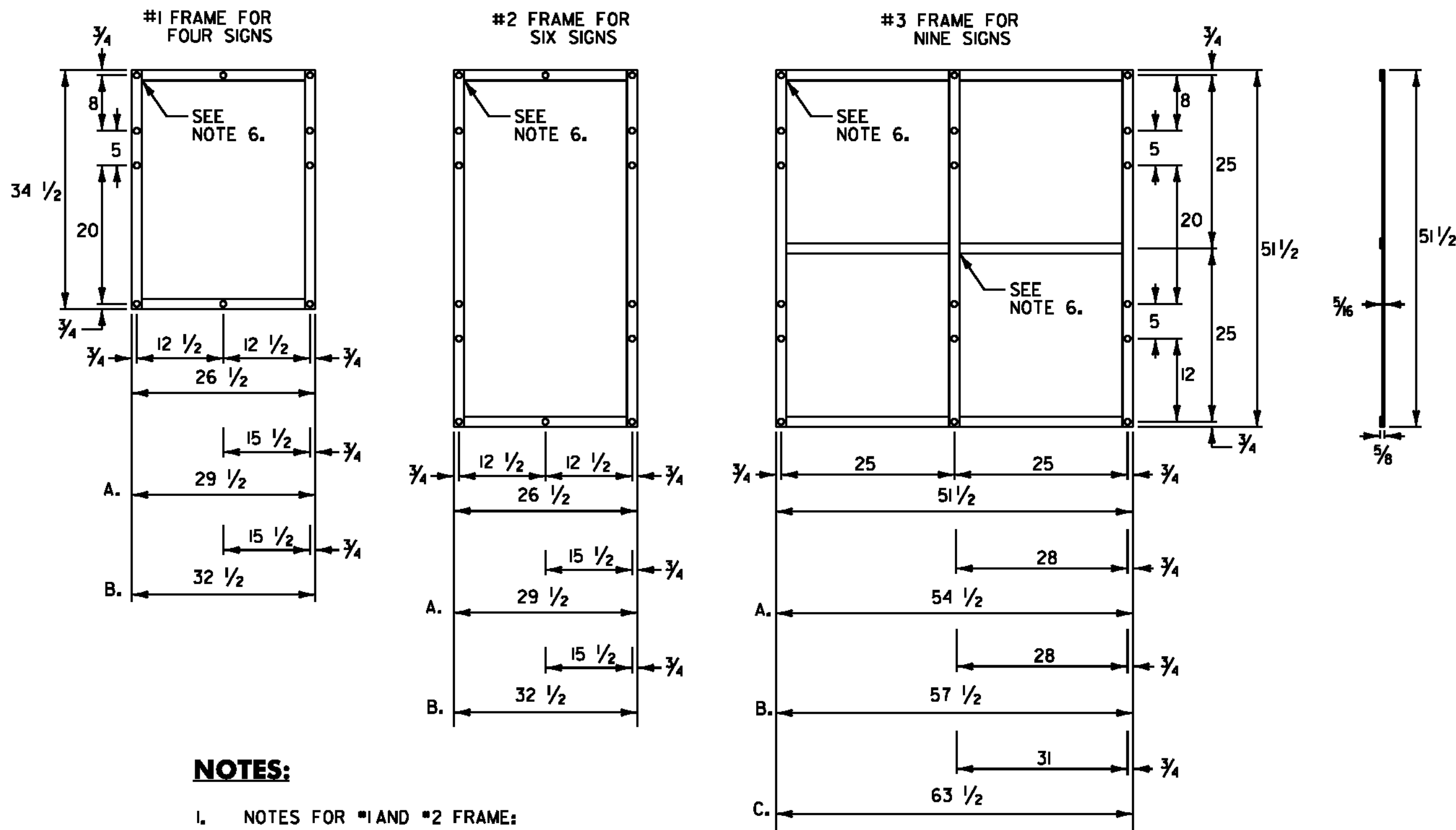
* ADJUST SPACING 12"-24" TO AVOID WHEEL PATHS

TRAFFIC SIGN NOTES

- ALL SIGN LETTERING, DIGITS, ARROWS, AND DESIGN OF SYMBOLS FOR SIGNS DETAILED AND REFERENCED IN THESE PLANS SHALL CONFORM WITH THE "STANDARD ALPHABET FOR HIGHWAY SIGNS AND PAVEMENT MARKING" AS ADOPTED BY THE U.S. DEPARTMENT OF TRANSPORTATION AND THE FEDERAL HIGHWAY ADMINISTRATION (FHWA).
- ALL COLORS SHALL CONFORM WITH THE STANDARD COLORS ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS (AASHTO) AND APPROVED BY FHWA UNLESS OTHERWISE NOTED.
- UNLESS OTHERWISE DETAILED ON THE PLANS, ALL SIGN BASE MATERIAL SHALL BE FLAT SHEET ALUMINUM WITH THE FOLLOWING MINIMUM THICKNESSES:

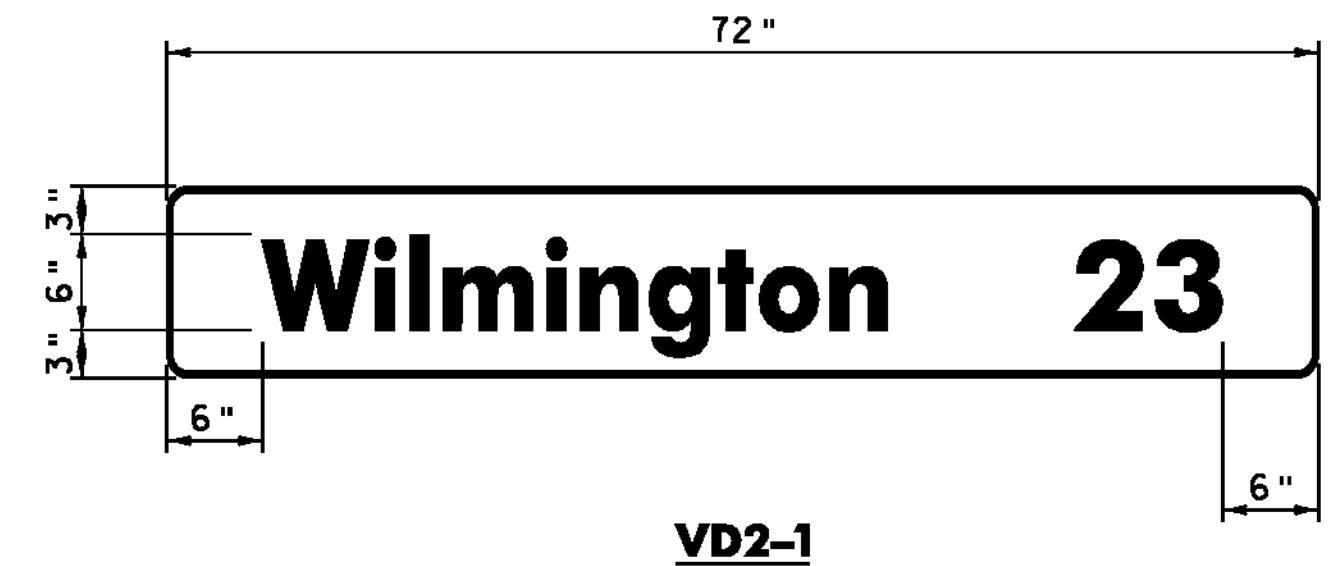
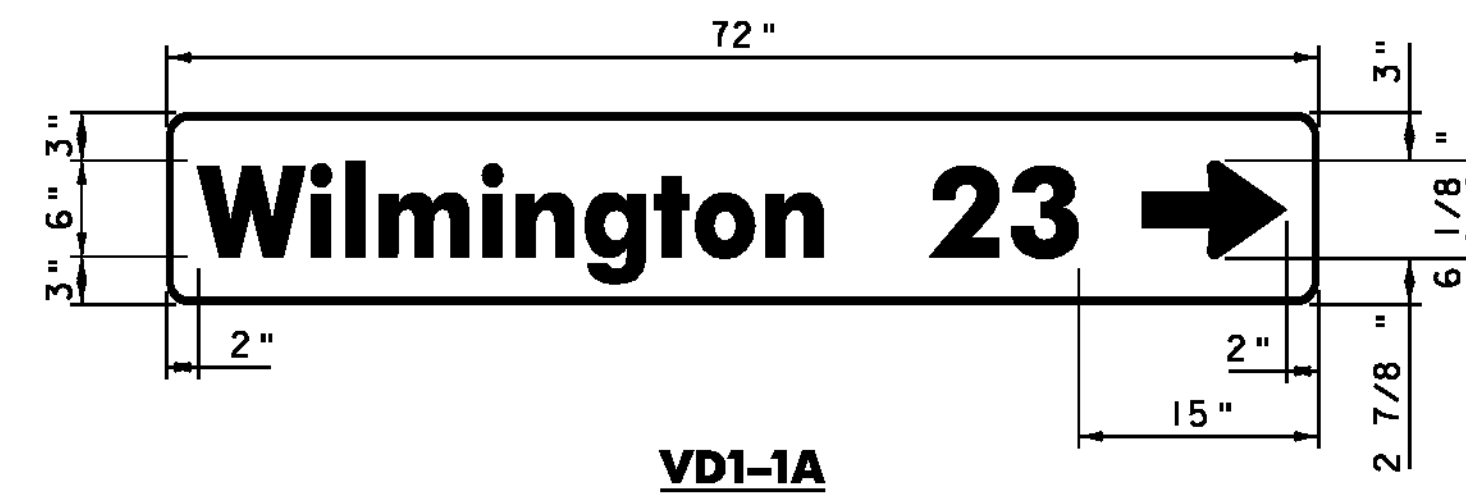
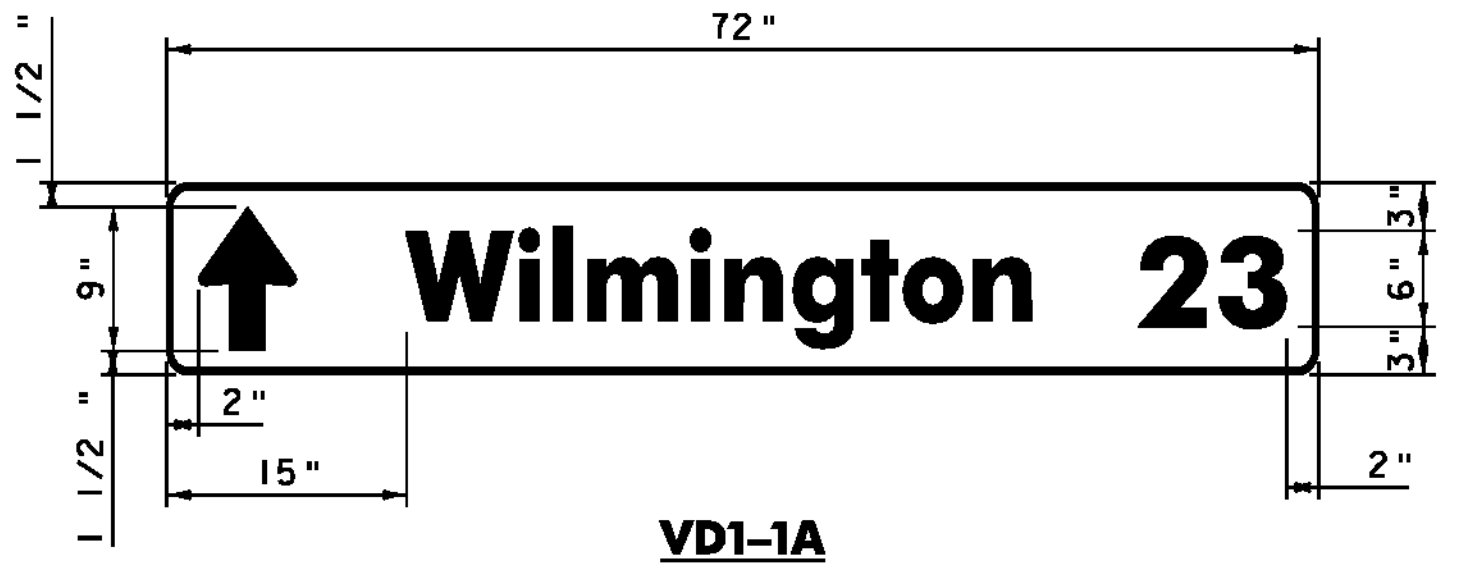
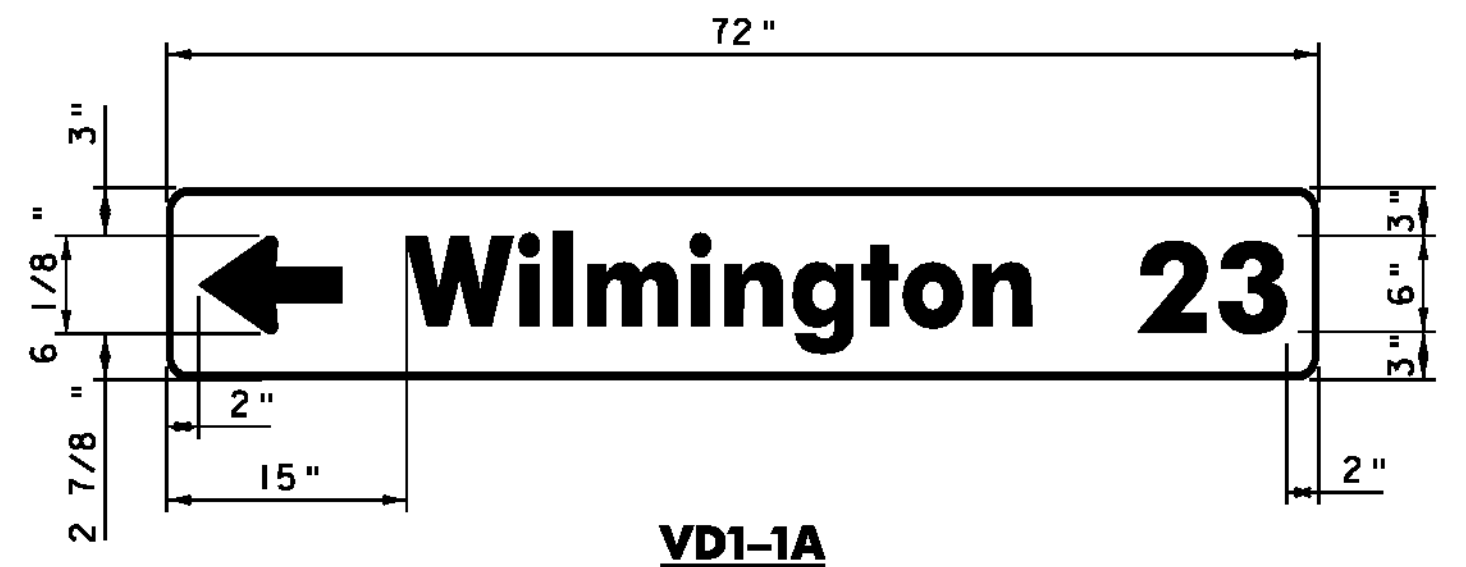
SIZES		24" X 10"	24" X 12"	36" X 12"	
		24" X 12"	36" X 15"		
		24" X 24"	36" X 18"	48" X 18"	
		24" X 30"	36" X 24"	48" X 24"	
	9" X 12"	30" X 15"	30" X 42"	48" X 30"	
	12" X 12"	30" X 18"	36" X 36"	48" X 42"	
	18" X 18"	30" X 30"	36" X 48"	48" X 48"	
	21" X 15"	30" X 42"	36" X 54"	48" X 60"	
THICKNESS		0.060"	0.080"	0.100"	0.125"

ROUTE MARKER ASSEMBLY FRAMES



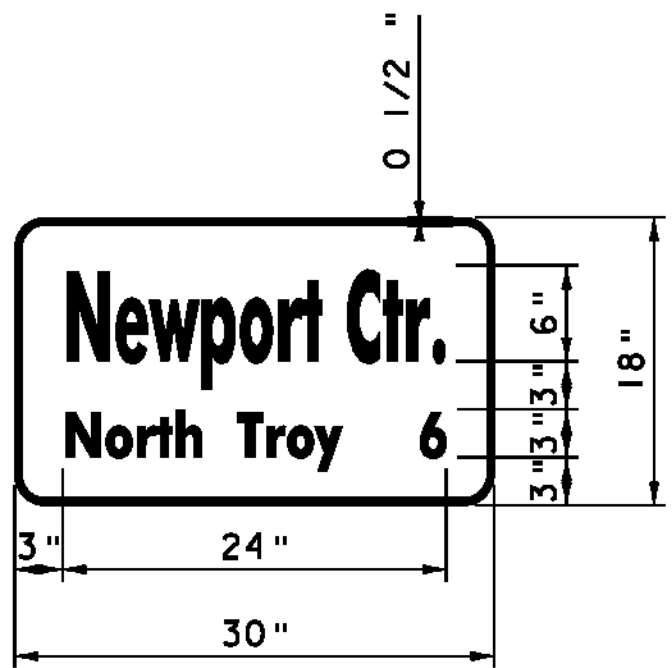
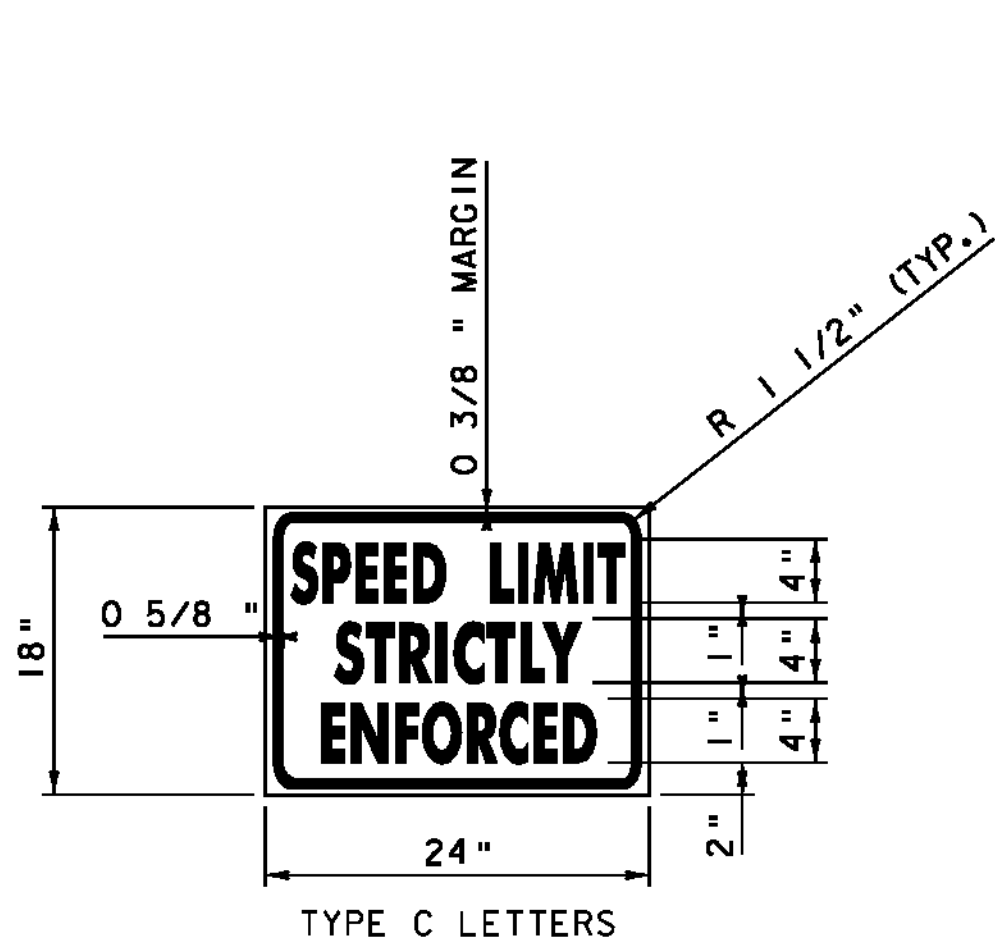
NOTES:

- NOTES FOR #1 AND #2 FRAME:
 - WITH ONE 30 INCH THREE DIGIT SIGN
 - WITH TWO 30 INCH THREE DIGIT SIGNS
- NOTES FOR #3 FRAME:
 - WITH ONE 30 INCH THREE DIGIT SIGN IN AN OUTSIDE POSITION.
 - WITH ONE 30 INCH THREE DIGIT SIGN IN THE CENTER POSITION OR TWO SUCH SIGNS IN THE OUTSIDE POSITIONS.
 - WITH THREE 30 INCH THREE DIGIT SIGNS.
- ALL HOLES SHALL BE 7/16 INCH DIAMETER. FOR OTHER SIGN COMBINATIONS THAN ABOVE, THE FRAME DIMENSIONS AND HOLE SPACING SHALL BE MODIFIED AS NECESSARY. THE FRAME SHALL BE PAINTED WITH ONE COAT OF PRIMER AND A SECOND COAT OF BLACK PAINT. THE PAINT SHALL BE OF THE TYPE USED ON EXTERIOR METAL SURFACES TO PREVENT METAL CORROSION.
- ALL DIMENSIONS SHOWN IN INCHES UNLESS OTHERWISE NOTED.
- FRAMES SHALL BE CONSTRUCTED OF 5/16 INCH X 1/2 INCH A-36 STEEL.
- ALL OVERLAPPED CONNECTIONS SHALL BE WELDED WITH TWO 1/4 INCH WIDE FILLET WELDS, 1 1/2 INCHES LONG.



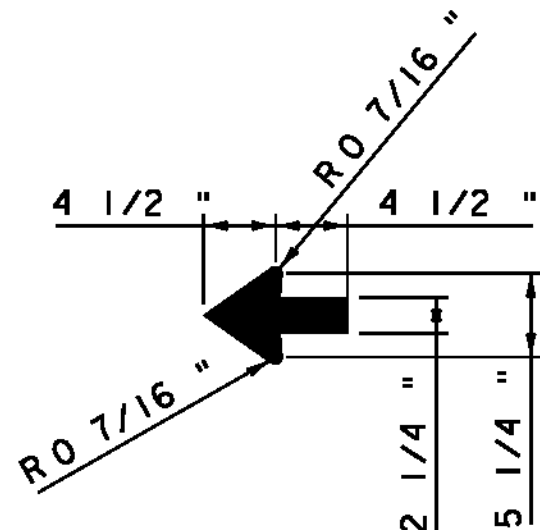
STANDARD DESTINATION SIGN NOTES VD1-1A, VD2-1

- THE DESTINATION SIGN SHOWN ON THIS SHEET SHALL HAVE WHITE RETROREFLECTIVE ASTM TYPE III OR IV TEXT, ARROWS AND BORDERS ON A GREEN RETROREFLECTIVE ASTM TYPE III OR IV BACKGROUND.
- USE THE LARGEST LETTER / THICKEST FONT AVAILABLE THAT WILL SATISFY THE MINIMUM SPACING REQUIREMENTS, AS SHOWN IN THE DETAILS ABOVE. I.E. IF A 6" SERIES C LETTER DOES NOT WORK, DUE TO THE LENGTH OF THE WORD, USE A 6" SERIES B LETTER. IF A 6" SERIES B LETTER DOES NOT WORK, USE A 5" SERIES C. IF A 5" SERIES C LETTER DOES NOT WORK, USE A 5" SERIES B. USE NO LESS THAN 80% KERNING.



VD-018

1.500" RADIUS
WHITE ON GREEN
[Newport Ctr.] 6"B
[North Troy 6] 3"B AT 90% SPACING

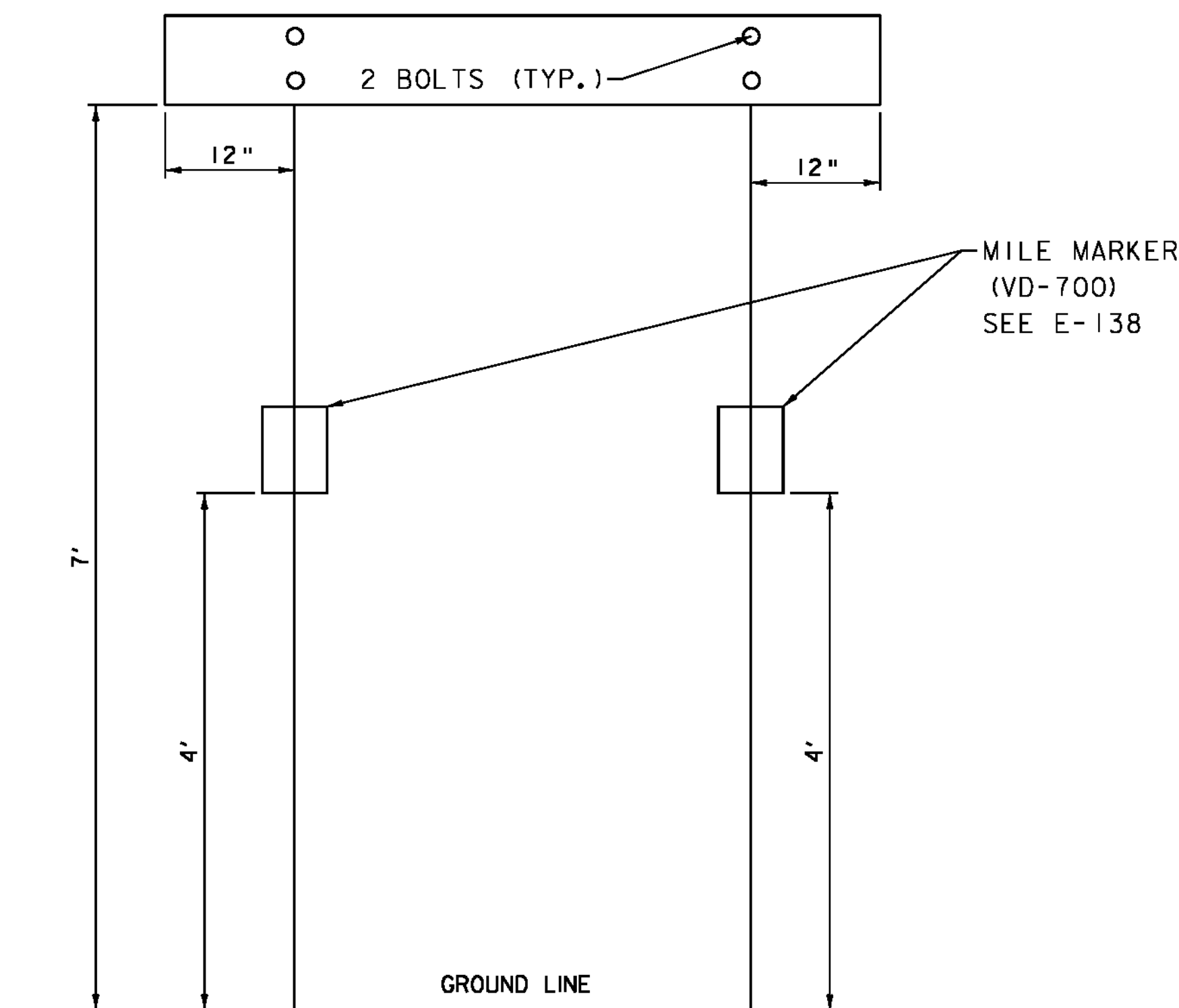


STANDARD SHS 2.25" ARROW

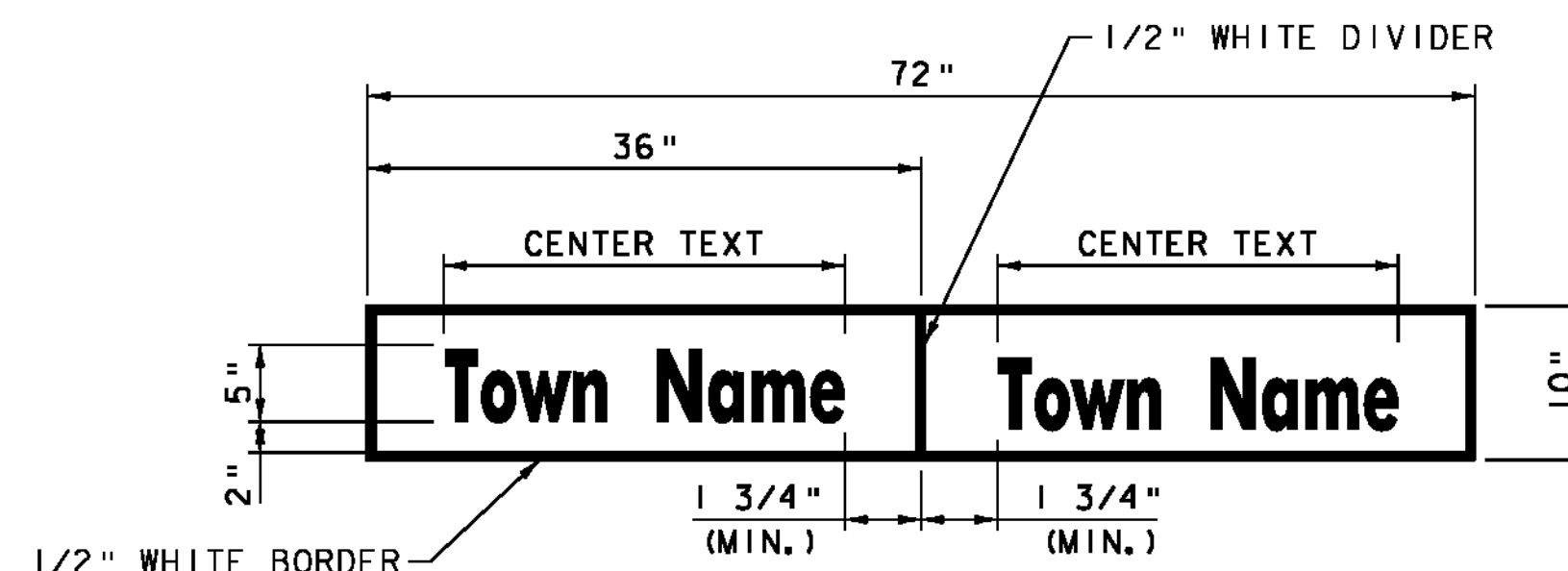
DETAILS ARE NOT TO SCALE

MISCELLANEOUS DETAIL SHEET 1

PROJECT NAME:	NEWPORT-COVENTRY-NEWPORT
PROJECT NUMBER:	STP 2802(I)
FILE NAME:	08b158.dgn
PROJECT LEADER:	CDL
DESIGNED BY:	SJL
PLOT FILE:	08b158-i27.1
PLOT DATE:	8/3/2011
DRAWN BY:	SJL
CHECKED BY:	EPD
SHEET	I27 OF I34

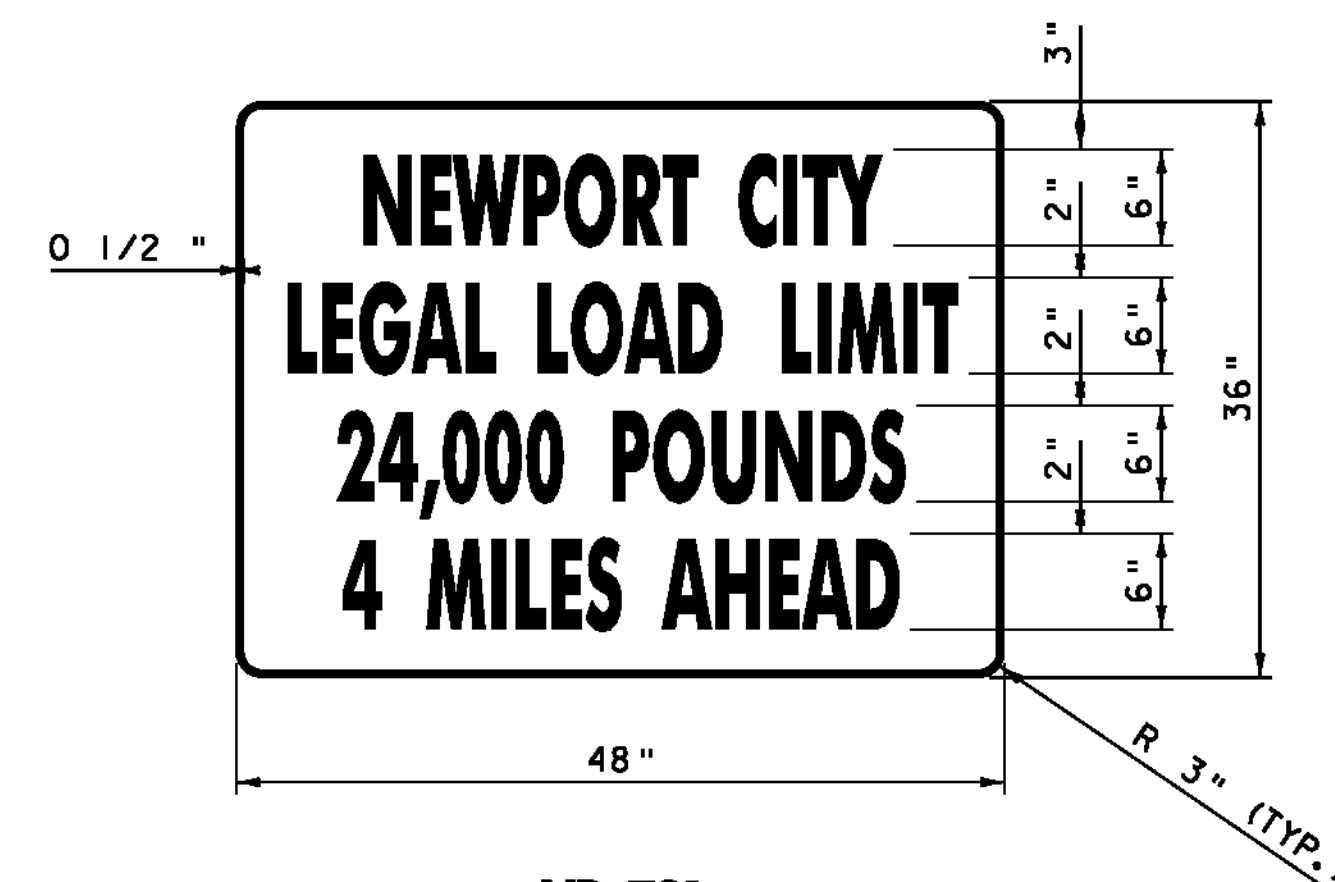


TOWN LINE SIGN PLACEMENT



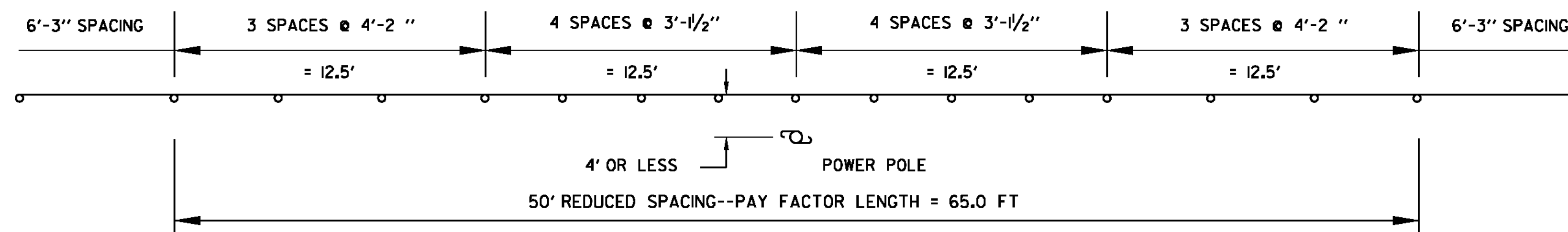
VD-024

- 1.) WORD TO WORD SPACING FOR COUNTIES AND TWO WORD TOWN NAMES IS ADJUSTABLE TO ACCOMMODATE DIMENSION REQUIREMENT.
- 2.) FONT SPACING MAY BE ADJUSTED TO MEET DIMENSION REQUIREMENT.
- 3.) DIMENSIONS SHOWN ARE APPROXIMATE AND MAY BE ADJUSTED SLIGHTLY TO ACCOMMODATE VARIOUS MANUFACTURER'S LETTER WIDTHS.



VR-731

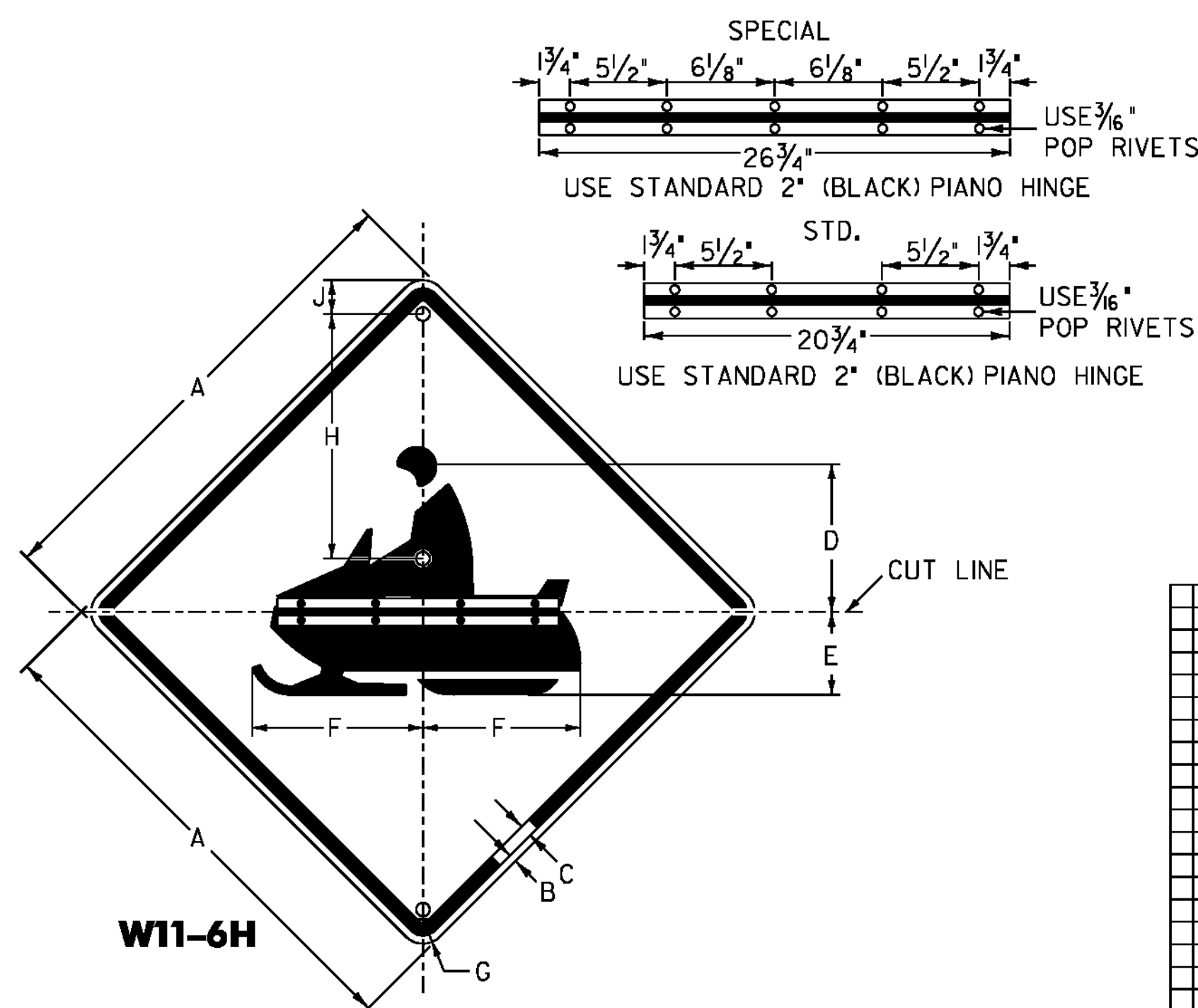
BLACK ON WHITE
TYPE C LETTERS



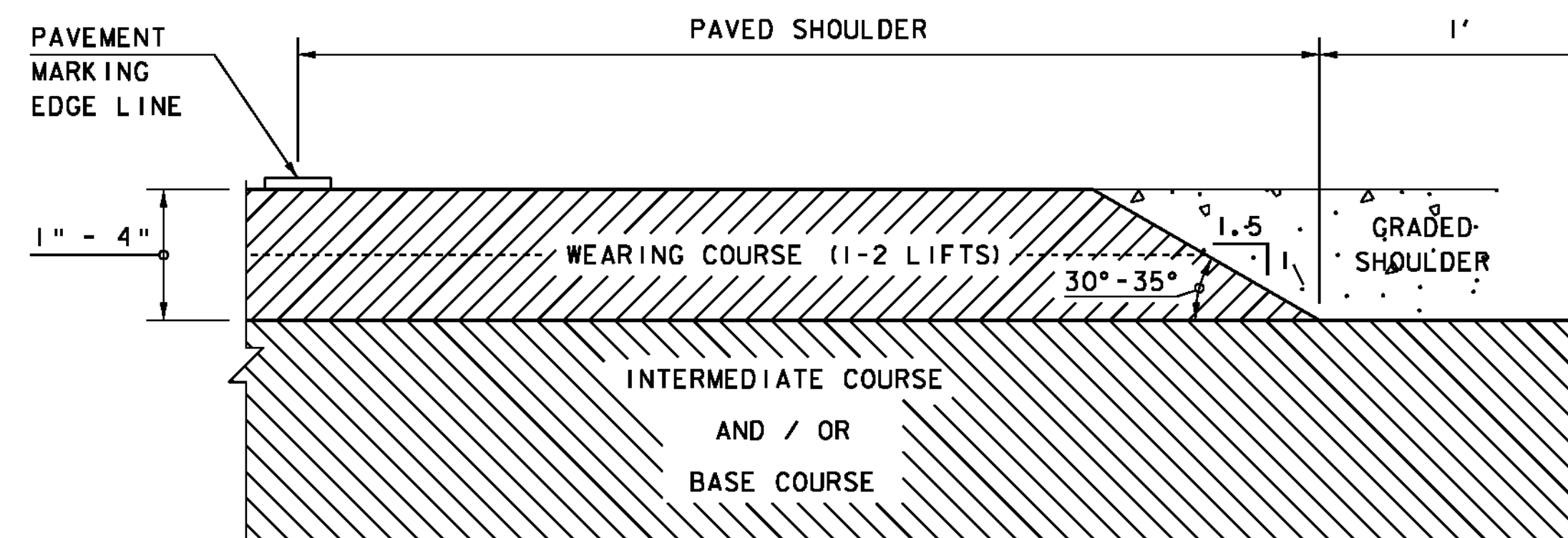
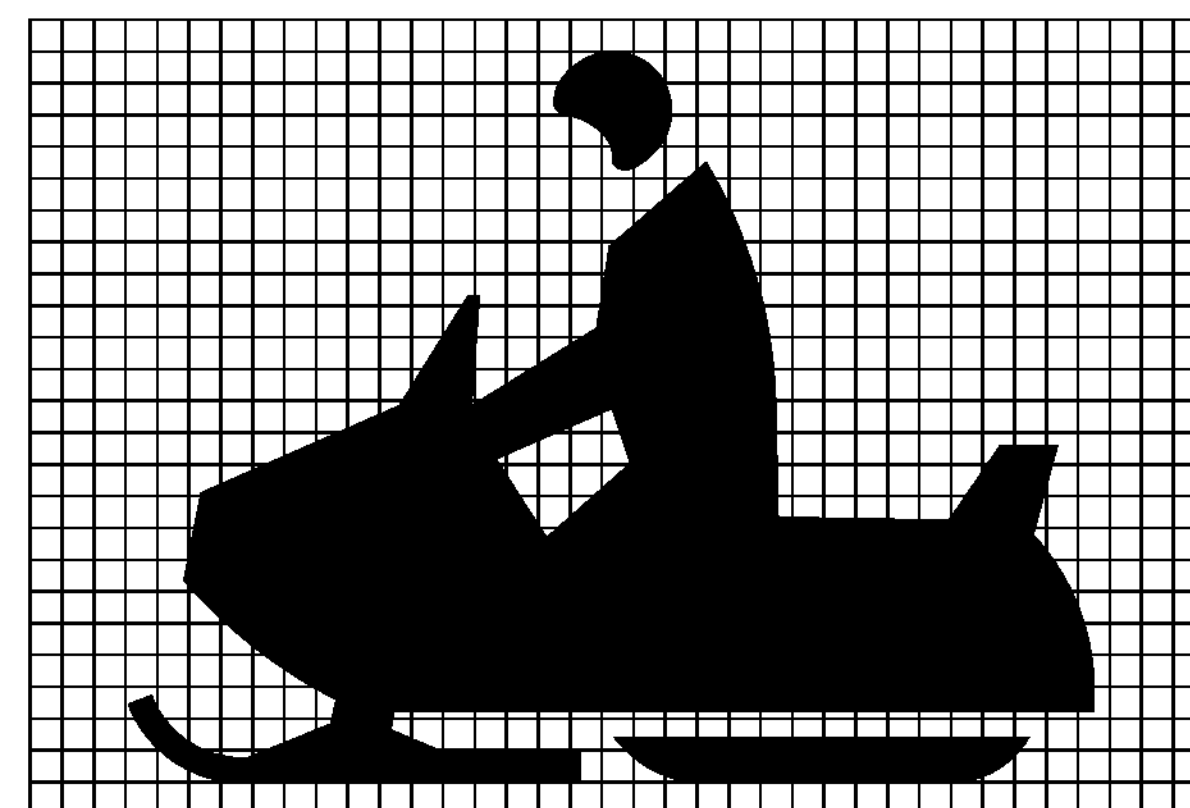
REDUCED SPACING GUARDRAIL DETAIL

OBJECTS WITHIN 4' OF GUARDRAIL (NTS)

NEWPORT
STA. 241+58 LT



SIGN	DIMENSIONS (INCHES)								
	A	B	C	D	E	F	G	H	J
STD.	30	1/2	3/4	11/16	5/16	12 1/16	17/8	14	2 1/2
SPECIAL	36	5/8	1/8	14 1/8	6 3/4	15 1/4	2 1/4	19	2 1/2



SAFETY EDGE DETAIL

NOT TO SCALE

NOTE: LEVELING COURSE MAY INCLUDE THE "SAFETY EDGE" AT THE CONTRACTOR'S CHOICE.

**MISCELLANEOUS
DETAIL SHEET 2**

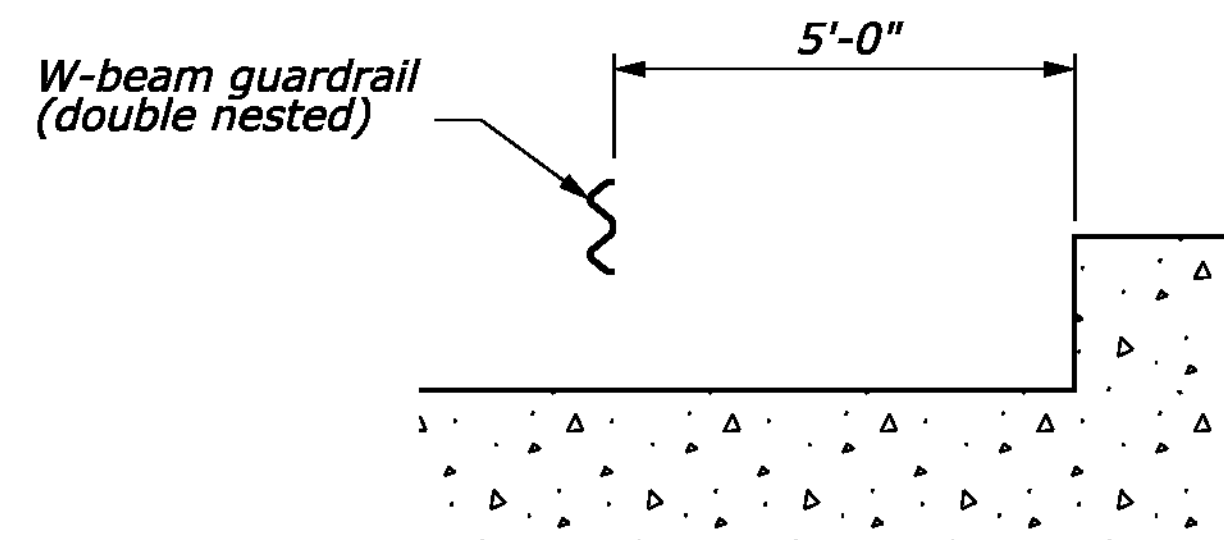
PROJECT NAME: NEWPORT-COVENTRY-NEWPORT
PROJECT NUMBER: STP 2802(I)
FILE NAME: 08b158.dgn
PROJECT LEADER: CDL
DESIGNED BY: SJL
PLOT FILE: 08b158-i28.1
PLOT DATE: 8/3/2011
DRAWN BY: SJL
CHECKED BY: EPD
SHEET 128 OF 134

DETAILS ARE NOT TO SCALE

PAY LIMIT 621.217 HD STEEL BEAM GUARDRAIL,
GALVANIZED/NESTED W/8 FEET POSTS

NOTE:

1. 25'-0" rail lengths may be used to eliminate the intermediate lap without a post. Do not place a lap without a post unless needed due to length of gap.
2. Posts 1 thru 3 are CRT posts with two blockouts. See Section B-B for details.
3. Install the back face of the nested guardrail a minimum of 5'-0" from the face of the curb-like headwall.

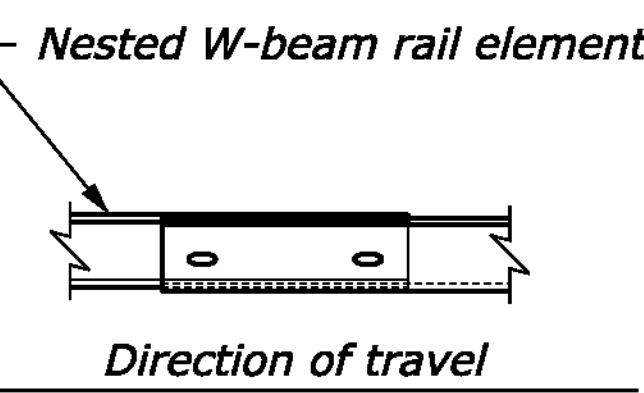


SECTION A-A
(See Note 3)

8 - 2" x 5/8" guardrail bolts and recess nuts (typ.)
Nested W-beam rail element

Post 3

ELEVATION



ENDING LAP

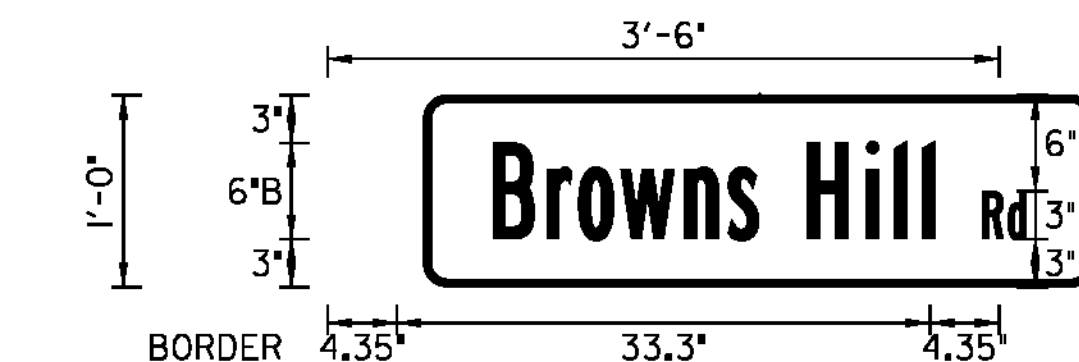
Post 4

**HD STEEL BEAM GUARDRAIL,
GALVANIZED/NESTED W/8 FEET POSTS**

CRT wood post with blockouts (typ.)
Nested W-beam rail element

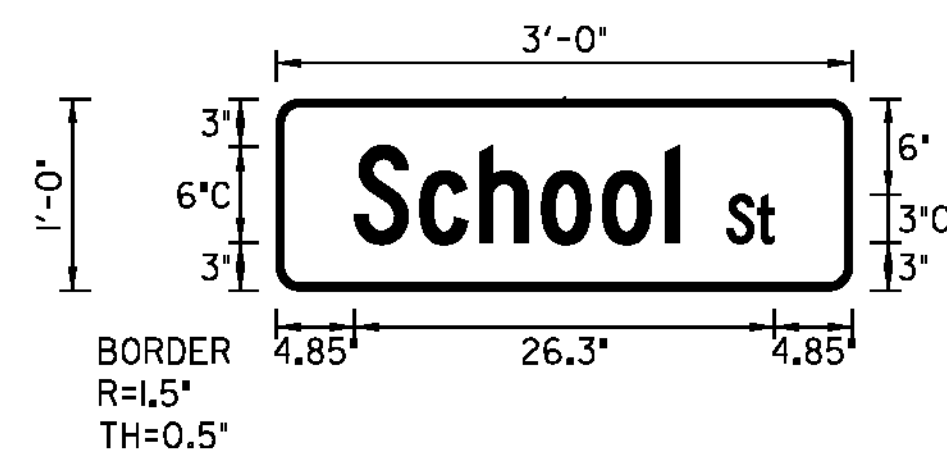
BEGINNING LAP

**INTERMEDIATE LAP
WITHOUT POST**



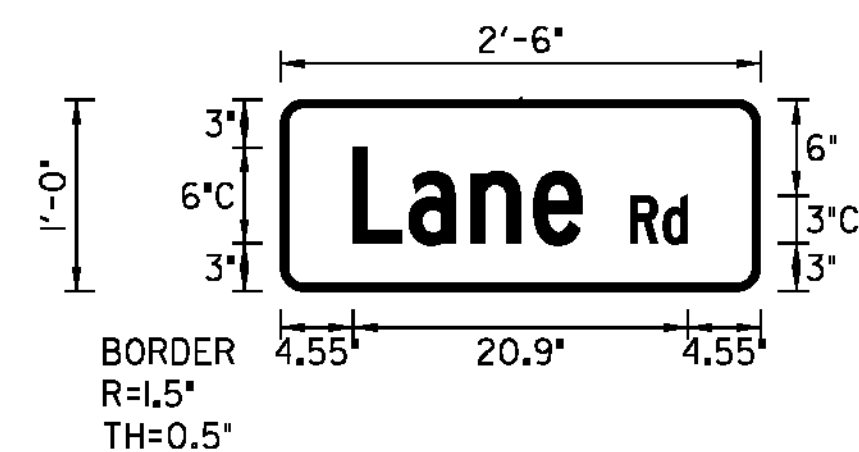
PanelStyle: Street Name 12in Tall 6in Letters.ssi
M.U.T.C.D.: 2009 Edition

D3-1



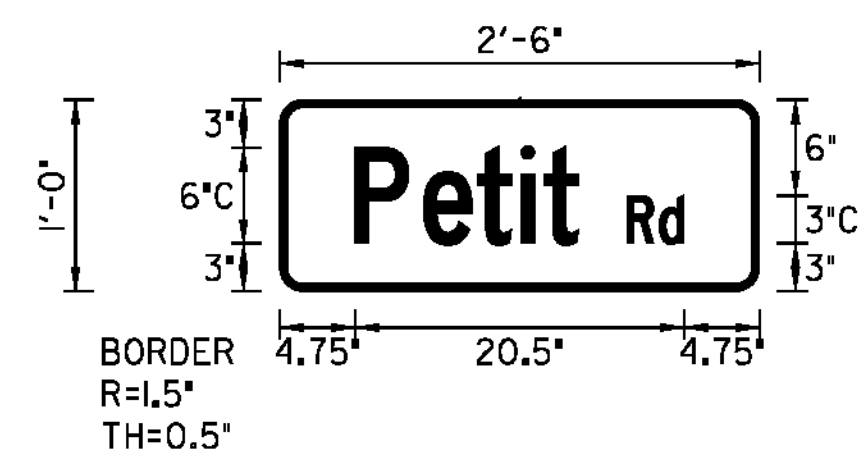
PanelStyle: Street Name 12in Tall 6in Letters.ssi
M.U.T.C.D.: 2009 Edition

D3-1



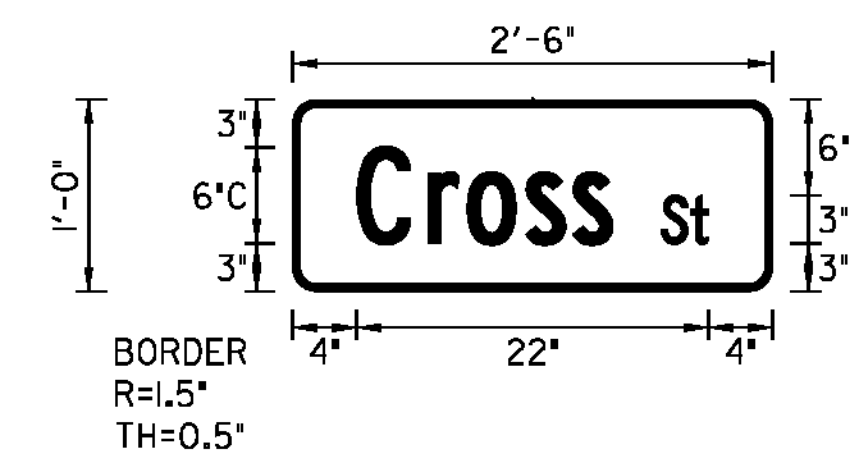
PanelStyle: Street Name 12in Tall 6in Letters.ssi
M.U.T.C.D.: 2009 Edition

D3-1



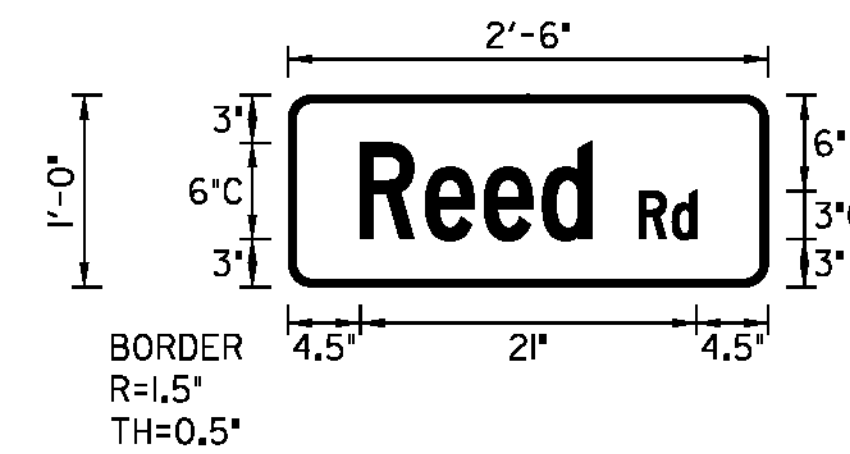
PanelStyle: Street Name 12in Tall 6in Letters.ssi
M.U.T.C.D.: 2009 Edition

D3-1



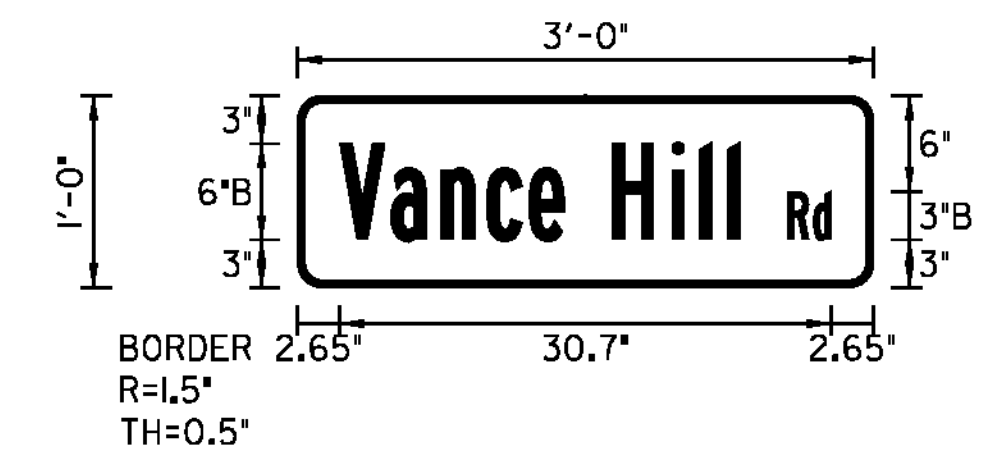
PanelStyle: Street Name 12in Tall 6in Letters.ssi
M.U.T.C.D.: 2009 Edition

D3-1



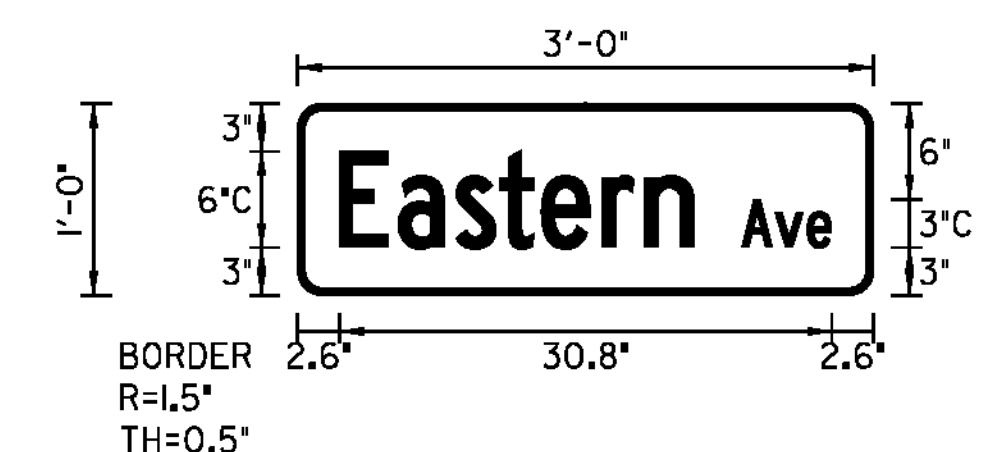
PanelStyle: Street Name 12in Tall 6in Letters.ssi
M.U.T.C.D.: 2009 Edition

D3-1



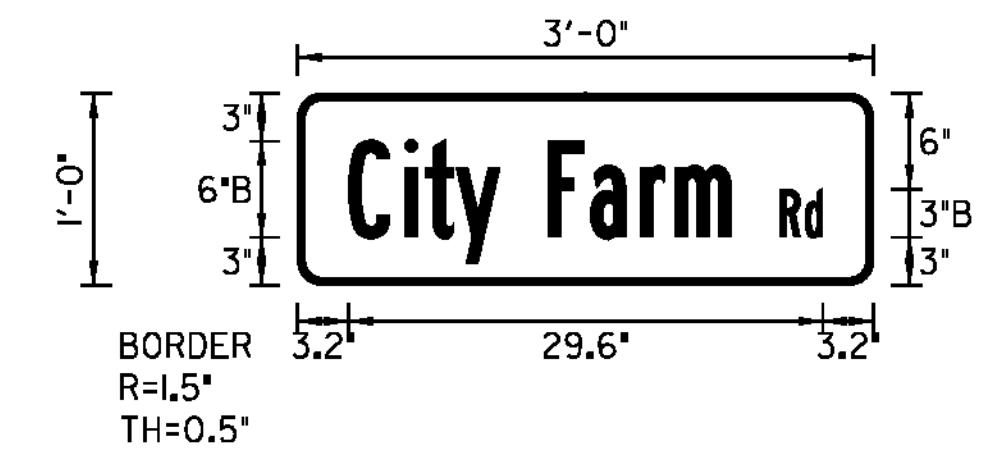
PanelStyle: Street Name 12in Tall 6in Letters.ssi
M.U.T.C.D.: 2009 Edition

D3-1



PanelStyle: Street Name 12in Tall 6in Letters.ssi
M.U.T.C.D.: 2009 Edition

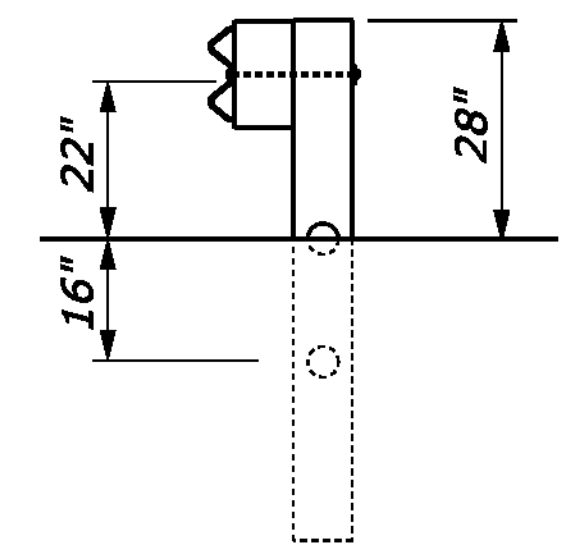
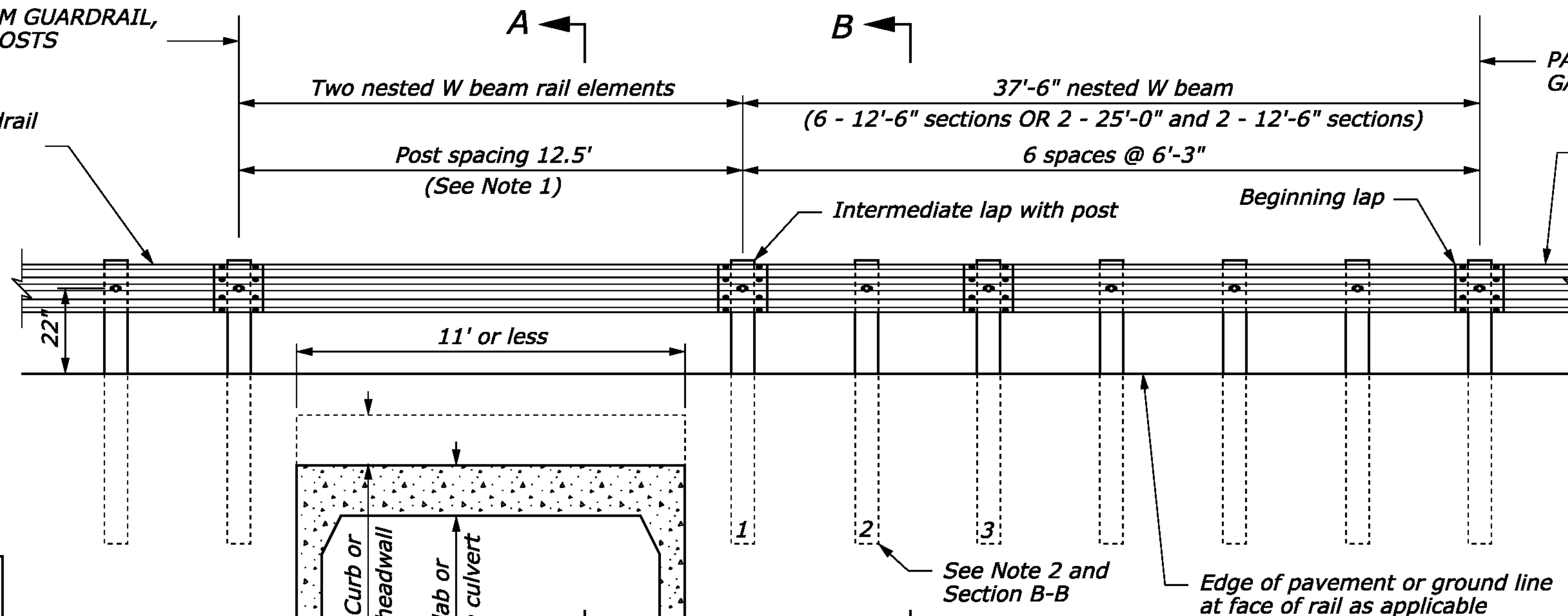
D3-1



PanelStyle: Street Name 12in Tall 6in Letters.ssi
M.U.T.C.D.: 2009 Edition

D3-1

PAY LIMIT 621.217 HD STEEL BEAM GUARDRAIL,
GALVANIZED/NESTED W/8 FEET POSTS

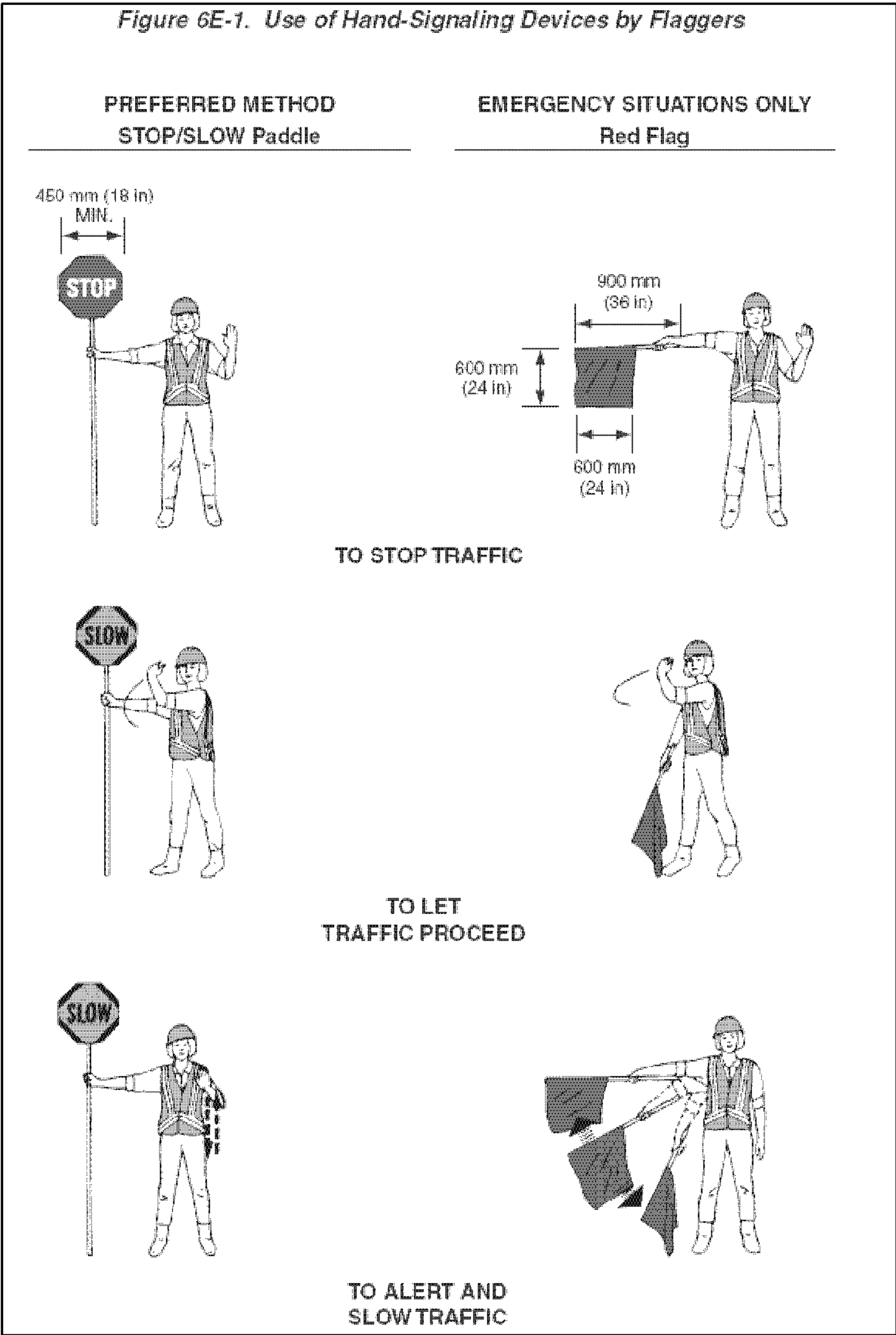
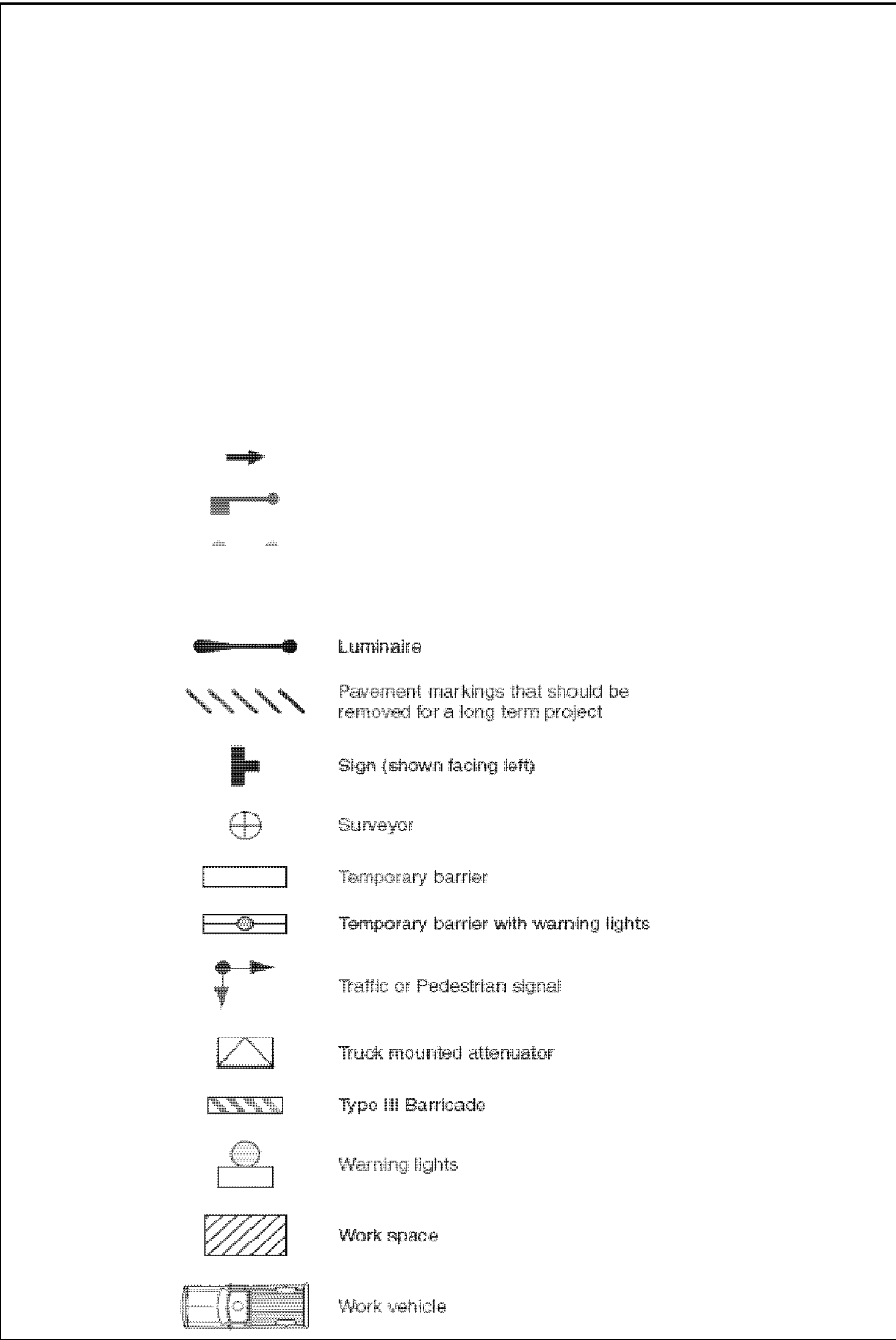


SECTION B-B
(See Note 2)

**MISCELLANEOUS
DETAIL SHEET 3**

PROJECT NAME:	NEWPORT-COVENTRY-NEWPORT
PROJECT NUMBER:	STP 2802(I)
FILE NAME:	08b158.dgn
PROJECT LEADER:	CDL
DESIGNED BY:	VTRANS
PLOT FILE:	08b158-129.1
PLOT DATE:	8/3/2011
DRAWN BY:	VTRANS
CHECKED BY:	EPD
SHEET	129 OF 134

DETAILS ARE NOT TO SCALE

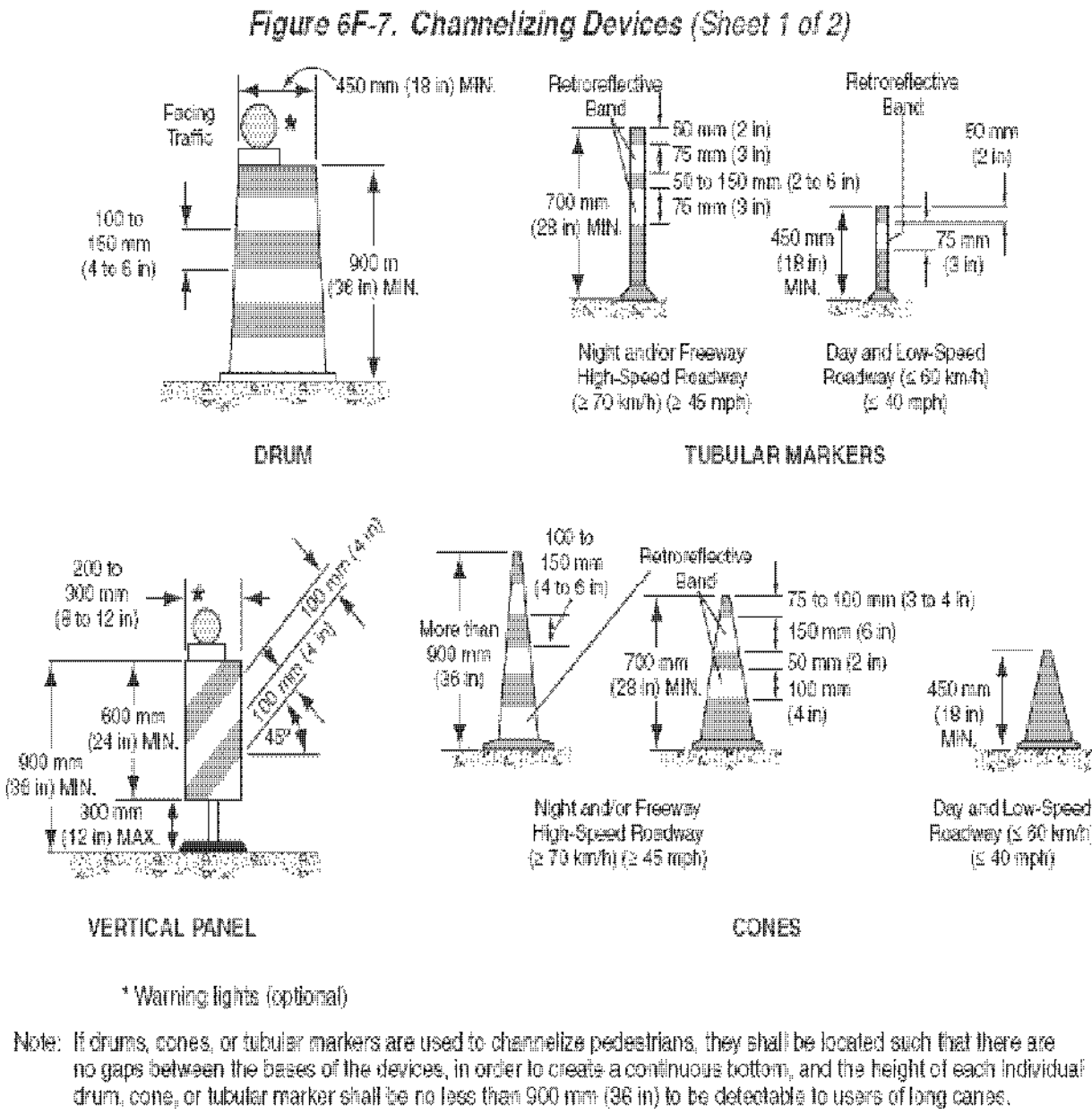


TRAFFIC CONTROL NOTES

1. ALL TEMPORARY TRAFFIC CONTROL SHALL BE IN ACCORDANCE WITH THESE PROJECT PLANS, APPLICABLE VTRANS E-SERIES STANDARD DRAWINGS, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), DATED 2009, AND ITS LATEST REVISIONS, OR AS DIRECTED BY THE RESIDENT ENGINEER.
2. THE CONTRACTOR MUST PROVIDE ACCESS THROUGH THE WORK ZONE FOR EMERGENCY VEHICLES AT ALL TIMES.
3. SIGNS SHALL ONLY BE VISIBLE TO MOTORIST AT THE TIMES WHEN THE MESSAGE IS PERTINENT, I.E. A "FLAGGER AHEAD" SIGN SHALL ONLY BE VISIBLE TO MOTORIST WHEN THE FLAGGER IS ACTUALLY PRESENT PERFORMING THEIR DUTIES.
4. A MINIMUM LANE WIDTH OF 10 FT. SHALL BE MAINTAINED.
5. SIGNALIZED INTERSECTIONS MUST BE CONTROLLED BY UNIFORMED TRAFFIC OFFICERS WHEN LANES ARE NOT IN NORMAL OPERATION EXCEPT DURING NIGHT TIME FLASHING OPERATION.
6. WHEN COLD PLANED BITUMINOUS PAVEMENT IS OPEN TO TRAFFIC, A "MOTORCYCLES USE CAUTION" SIGN, AS PER VTRANS STANDARD E-102A, SHALL BE PROVIDED.
7. THE CONTRACTOR SHOULD LEAVE NO LONGITUDINAL DROP-OFFS DURING THE OVERNIGHT HOURS. THEREFORE, THE FULL ROADWAY WIDTH SHOULD BE COLD PLANED OR PAVED DURING THE DAILY WORK PERIOD. WHEN NECESSARY, DROP-OFF PROTECTION IN THESE AREAS SHALL CONFORM TO VTRANS STANDARD E-108A.
8. MAINTAIN ACCESS TO ALL PROPERTIES AT ALL TIMES FOR EMERGENCY VEHICLES. MAINTAIN ACCESS TO ALL COMMERCIAL AND MUNICIPAL PROPERTIES DURING BUSINESS HOURS. ACCESS TO RESIDENTIAL PROPERTIES MAY BE RESTRICTED FOR A SHORT DURATION (A FEW HOURS). THIS WORK WILL BE COORDINATED WITH THE OWNER. COORDINATE MAJOR WORK ON COMMERCIAL OR MUNICIPAL ACCESSES WITH THE OWNER AT LEAST ONE WEEK PRIOR TO STARTING THE WORK. ALL ACCESSES SHALL ALSO BE KEPT FREE OF WORK AND TRAFFIC CONTROLLED BY UNIFORMED TRAFFIC OFFICERS OR FLAGGERS AS REQUIRED.
9. TRAFFIC SHALL NOT BE CHANGED FROM ONE TRAFFIC PATTERN TO THE NEXT TRAFFIC PATTERN UNTIL ALL TEMPORARY MARKINGS, SIGNING AND SIGNAL WORK ARE COMPLETED. ANY CONFLICTING MARKINGS SHALL BE REMOVED.
10. ALL NON-OPERATING SIGNAL HEADS SHALL BE REMOVED OR COMPLETELY COVERED AS DIRECTED BY THE RESIDENT ENGINEER.
11. CONSTRUCTION OPERATIONS SHALL BE ADJUSTED OR SUSPENDED DURING PEAK HOUR TRAFFIC AND SPECIAL EVENTS AS DETERMINED BY THE RESIDENT ENGINEER.
12. ALL PERMANENT SIGNS WHICH CONFLICT WITH TEMPORARY TRAFFIC CONTROL MUST BE COMPLETELY COVERED.
13. ALL REASONABLE EFFORTS SHALL BE MADE TO ACCOMMODATE PEDESTRIAN TRAVEL AT ALL TIMES. THIS CAN INCLUDE, BUT IS NOT LIMITED TO A DEDICATED PEDESTRIAN ESCORT, SIGNAGE AND CONED OFF WALKING AREAS WITHIN CLOSED LANES. FLAGGERS SHALL NOT BE USED AS PEDESTRIAN ESCORTS. WHEN EXISTING PEDESTRIAN FACILITIES ARE DISRUPTED, CLOSED, OR RELOCATED IN A TEMPORARY TRAFFIC CONTROL ZONE, THE TEMPORARY FACILITIES SHALL BE DETECTABLE, SHALL MAINTAIN ADA STANDARDS AND SHALL INCLUDE ACCESSIBILITY FEATURES CONSISTENT WITH THE FEATURES PRESENT IN THE EXISTING PEDESTRIAN FACILITY. PAYMENT WILL BE INCLUDED IN THE UNIT PRICE FOR ITEM 641.0 TRAFFIC CONTROL.
14. PLEASE NOTE THAT THE UTO (UNIFORMED TRAFFIC OFFICER), UNDER AUTHORITY GRANTED BY LAW (TITLE 23 VSA) MAY DIRECT AND CONTROL TRAFFIC. SUITABLE EXAMPLES IN WORK MIGHT INCLUDE THE DIRECTION AND CONTROLS OF TRAFFIC AT INTERSECTIONS WHERE SIGNALS ARE NOT FUNCTIONING OR ARE MALFUNCTIONING. IN THESE CASES, THE PRESENCE OF THE BLUE LIGHT MAY NOT BE SUITABLE OR NECESSARY. THE WEARING OF DEPARTMENTALLY REQUIRED AND APPROVED REFLECTIVE GARMENTS IS REQUIRED.
15. AS WORK PROGRESSES, FLAGGER AHEAD SIGNS SHALL BE MOVED ACCORDINGLY SUCH THAT THE FLAGGER STATION IS NOT MORE THAN 1000 FEET FROM THE FLAGGER AHEAD SIGN.

INTRODUCTION:

1. UNLESS OTHERWISE NOTED, THE OBJECTIVE OF THIS PLAN IS TO MINIMIZE IMPACT ON THE TRAFFIC FLOW WHILE PROVIDING A SAFE PASSAGE FOR VEHICLES AND PEDESTRIANS DURING AND AFTER CONSTRUCTION WORK HOURS.
2. THE FOLLOWING TRAFFIC CONTROL INFORMATION IS INTENDED TO BE A GENERAL OUTLINE FOR HOW THE WORK SHOULD PROCEED. IT IS THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE SPECIFIC DETAILS TO ADDRESS SPECIFIC SITUATIONS. THIS RESPONSIBILITY INCLUDES PROVIDING A PLAN DETAILING THE USE AND PLACEMENT OF SIGNS, CHANNELING DEVICES, ARROW PANELS, FLAGGERS AND UNIFORMED TRAFFIC OFFICERS (UTO'S) DURING LANE CLOSURES. IF THE CONTRACTOR DOES NOT WISH TO FOLLOW THIS OUTLINE, THE CONTRACTOR SHALL SUBMIT AN ALTERNATE PROPOSAL TO THE PAVEMENT MANAGEMENT SECTION VIA THE ENGINEER. THE CONTRACTOR MUST ALLOW AT LEAST 4 WEEKS FOR REVIEW AND APPROVAL OF THE COMPREHENSIVE PLAN AND 2 WEEKS FOR REVIEW AND APPROVAL OF MINOR CHANGES/DETAILS. ALL TRAFFIC CONTROL DETAILS MUST BE DESIGNED AND IMPLEMENTED IN ACCORDANCE WITH THE MUTCD AND VTRANS STANDARDS E-100, E-100A, E-101, E-102, E-102A, E-103, E-106, E-107, E-107A, E-108A, E-110, E-111 AND E-112. WHERE CONFLICTS EXIST, THE MUTCD SHALL GOVERN.



TRAFFIC CONTROL SHEET 1	PROJECT NAME:	NEWPORT-COVENTRY-NEWPORT	
	PROJECT NUMBER:	STP 2802(1)	
	FILE NAME:	08b158.dgn	PLOT DATE: 8/3/2011
	PROJECT LEADER:	CDL	DRAWN BY: BMB
	DESIGNED BY:	BMB	CHECKED BY: EPD
	PLOT FILE:	08b158-130.1	SHEET 130 OF 134

Figure 6C-2. Types of Tapers and Buffer Spaces

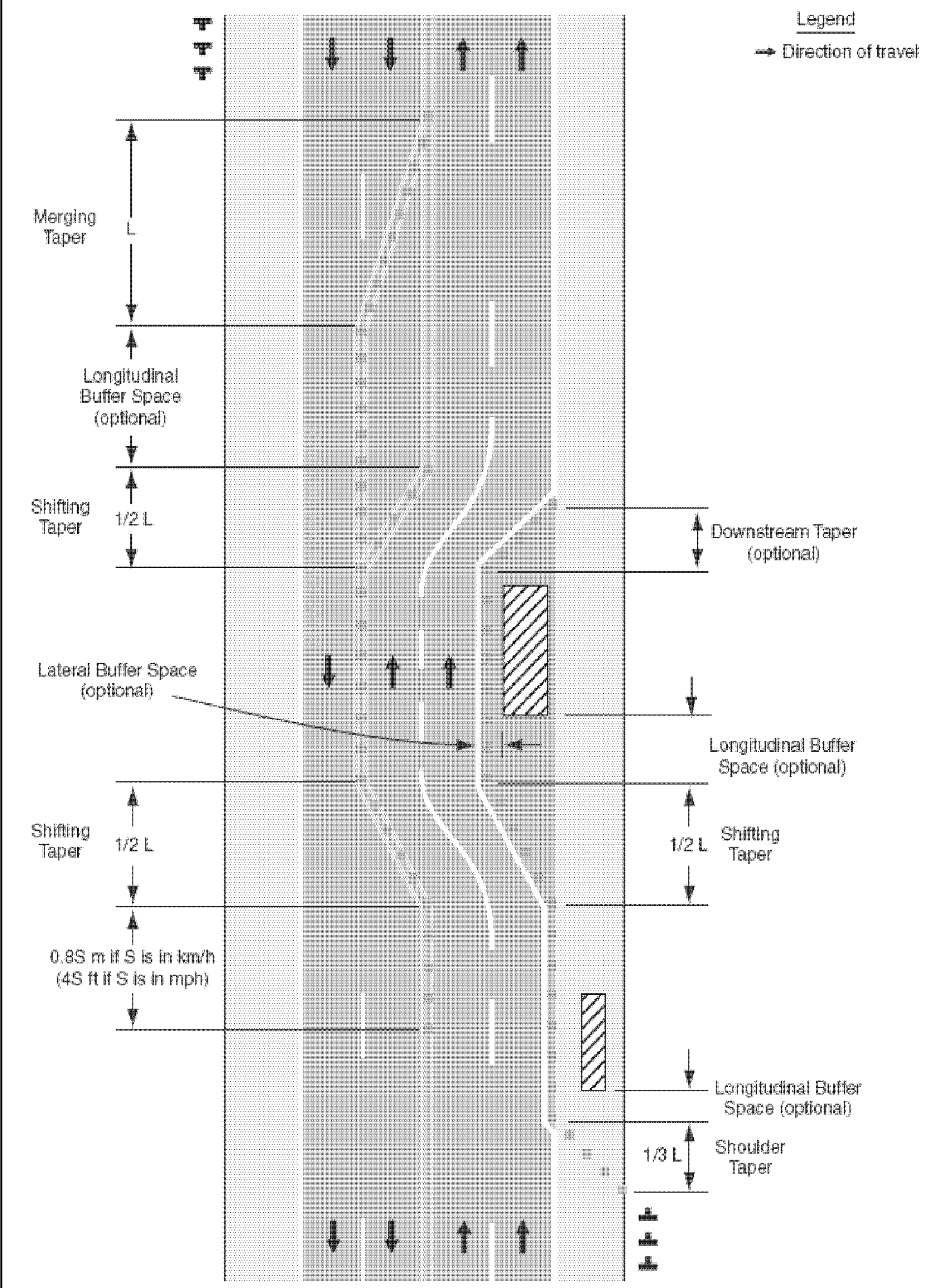
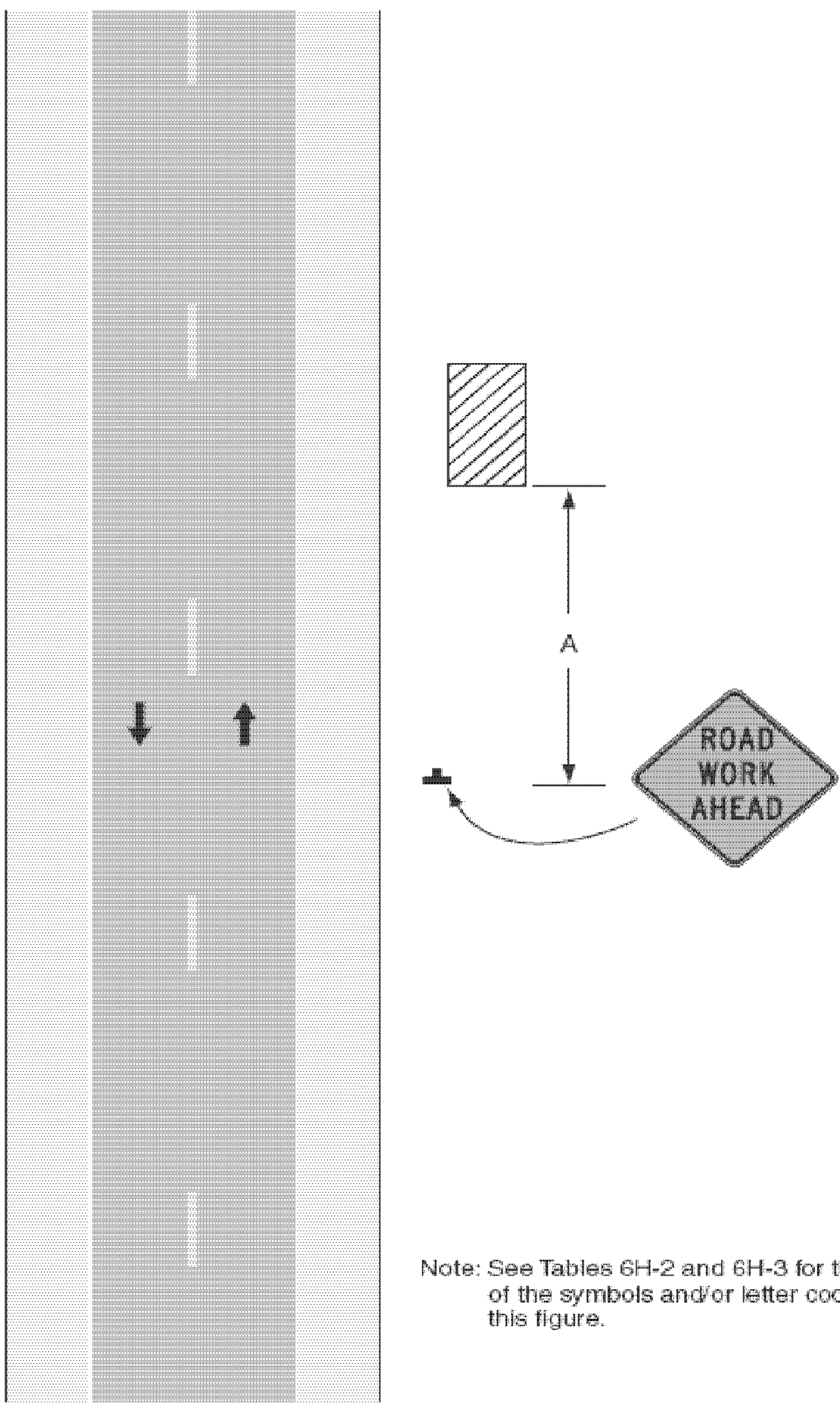


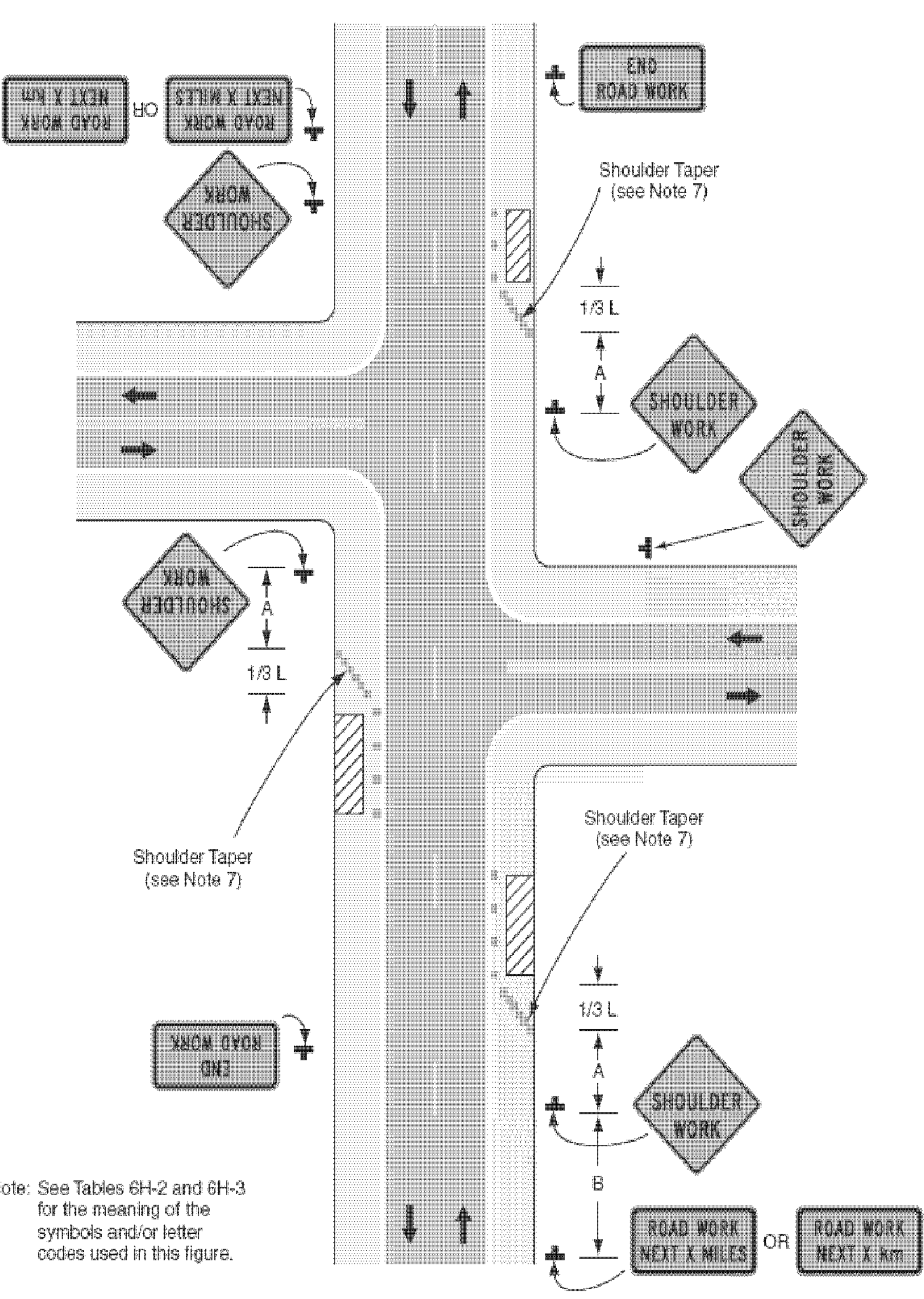
Figure 6H-1. Work Beyond the Shoulder (TA-1)



Note: See Tables 6H-2 and 6H-3 for the meaning of the symbols and/or letter codes used in this figure.

Typical Application 1

Figure 6H-3. Work on Shoulders (TA-3)



Note: See Tables 6H-2 and 6H-3 for the meaning of the symbols and/or letter codes used in this figure.

Typical Application 3

Table 6C-3. Taper Length Criteria for Temporary Traffic Control Zones

Type of Taper	Taper Length (L)*
Merging Taper	at least L
Shifting Taper	at least 0.5L
Shoulder Taper	at least 0.33L
One-Lane, Two-Way Traffic Taper	30 m (100 ft) maximum
Downstream Taper	30 m (100 ft) per lane

Table 6C-4. Formulas for Determining Taper Lengths

Speed Limit (S)	Taper Length (L) Meters	Speed Limit (S)	Taper Length (L) Feet
60 km/h or less	$L = \frac{WS^2}{155}$	40 mph or less	$L = \frac{WS^2}{50}$
70 km/h or more	$L = \frac{WS}{1.5}$	45 mph or more	$L = WS$

Where: L = taper length in meters (feet)
W = width of offset in meters (feet)
S = posted speed limit, or off-peak 85th-percentile speed prior to work starting, or the anticipated operating speed in km/h (mph)

**TRAFFIC
CONTROL
SHEET 2**

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PROJECT NUMBER: STP 2802(I)
FILE NAME: 08b158.dgn
PROJECT LEADER: CDL
DESIGNED BY: BMB
PLOT FILE: 08b158-131.I
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SHEET 131 OF 134

Figure 6H-4. Short-Duration or Mobile Operation on Shoulder (TA-4)

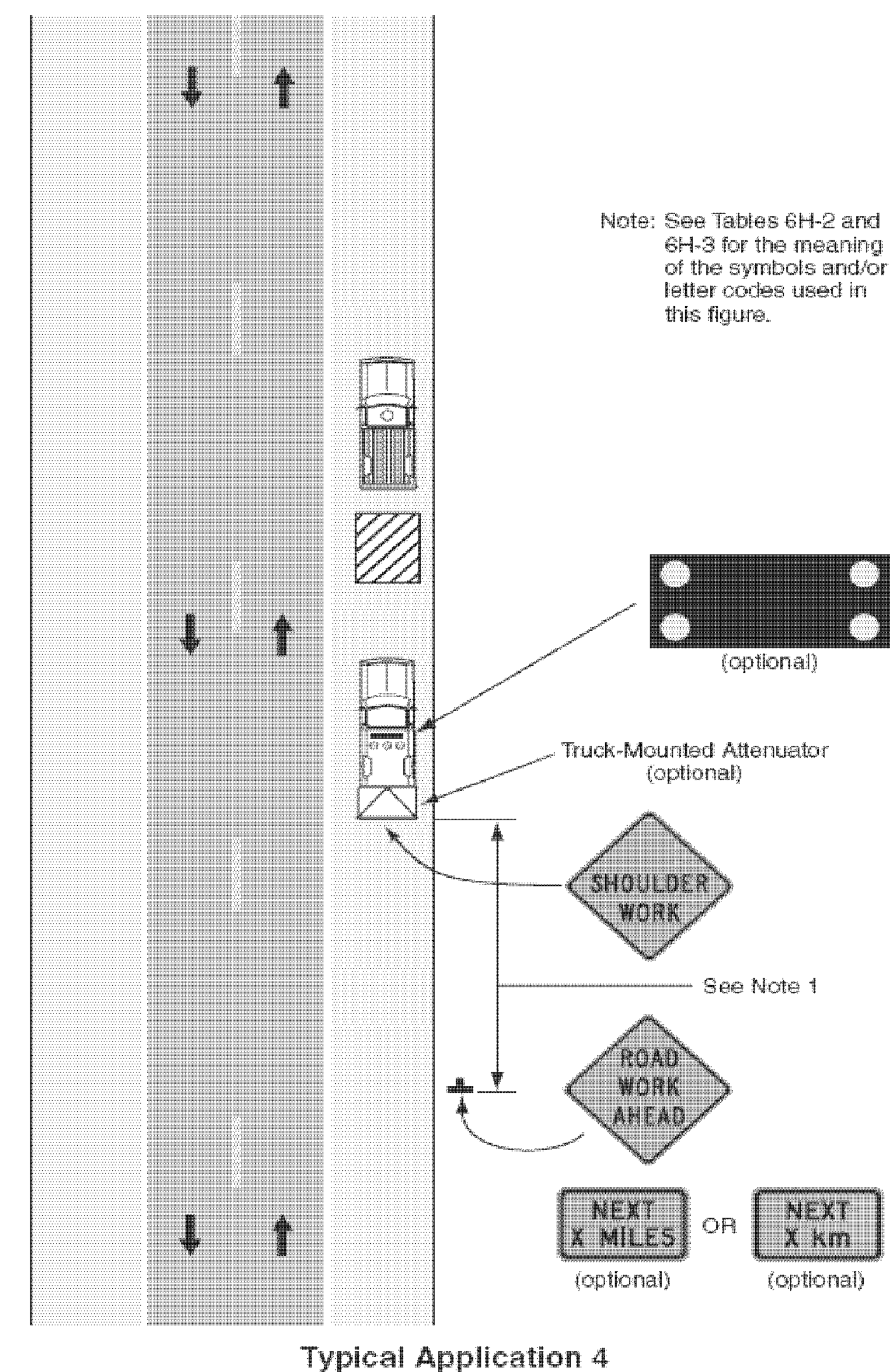


Figure 6H-6. Shoulder Work with Minor Encroachment (TA-6)

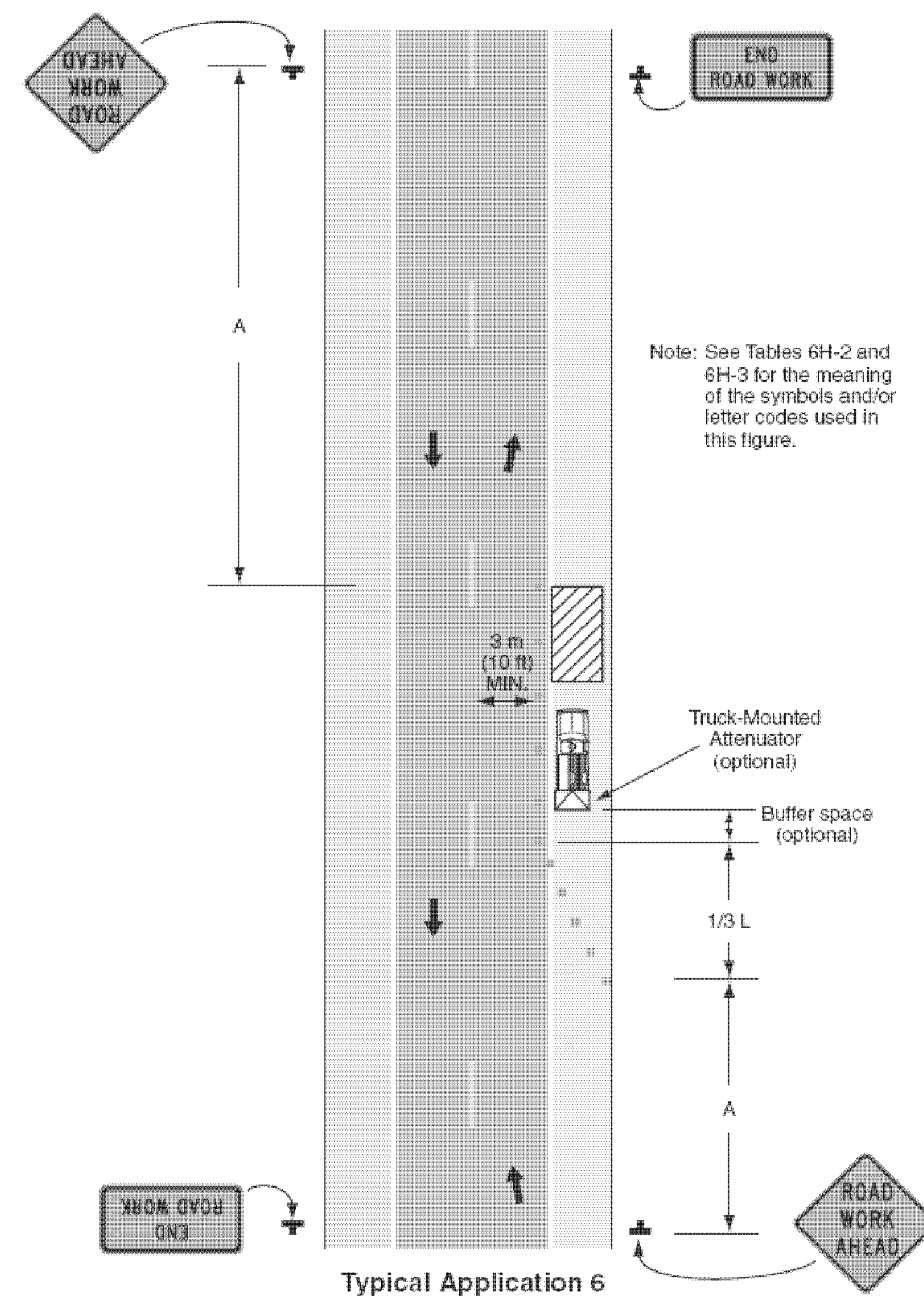
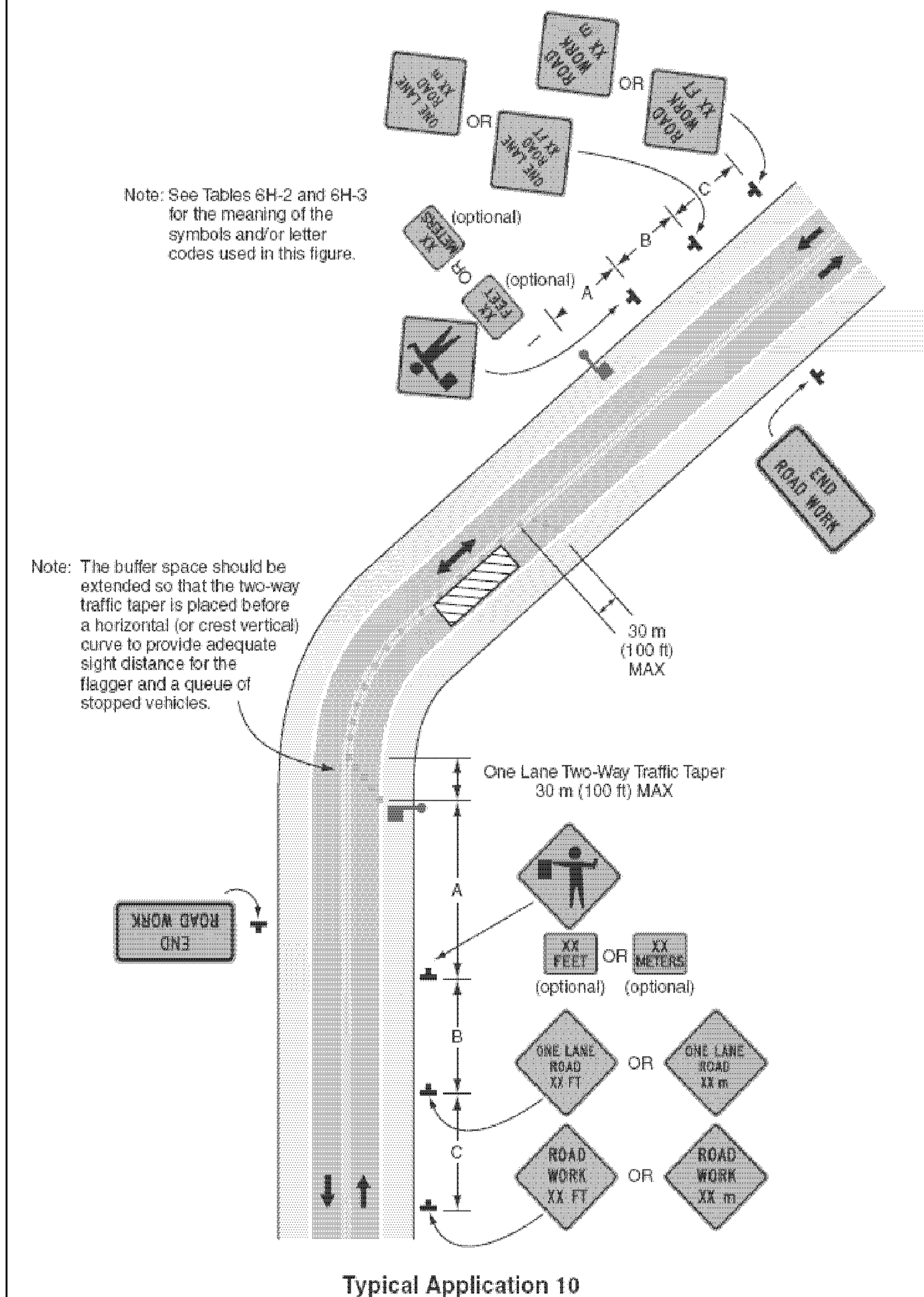


Figure 6H-10. Lane Closure on Two-Lane Road Using Flaggers (TA-10)



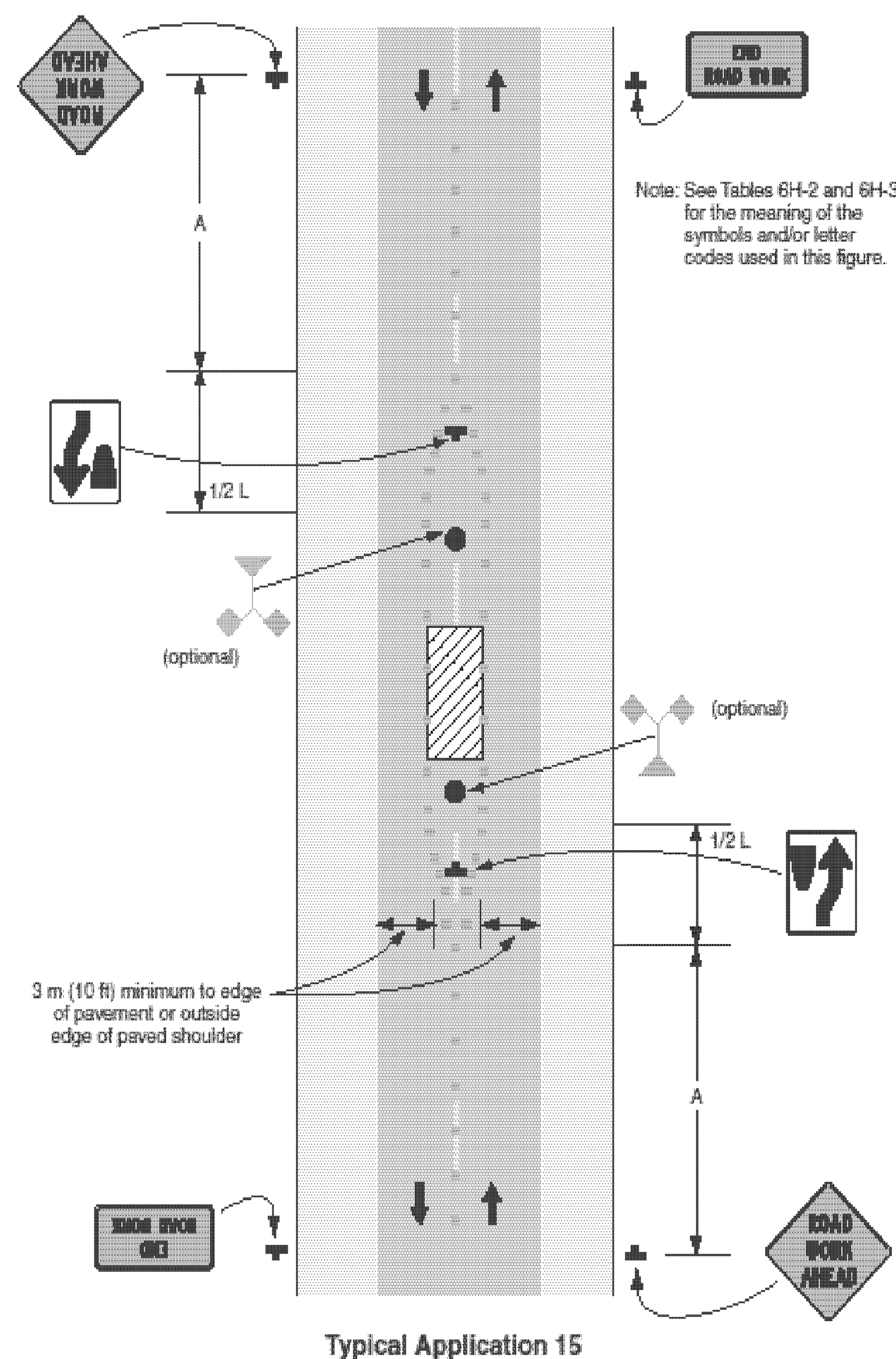
NOTES

1. IF TRUCK MOUNTED ATTENUATOR IS REQUESTED BY RESIDENT ENGINEER OR CONTRACTOR, PAYMENT FOR THIS ITEM SHALL BE INCIDENTAL TO ITEM 641.00 'TRAFFIC CONTROL'.

**TRAFFIC
CONTROL
SHEET 3**

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Figure 6H-15. Work in Center of Road with Low Traffic Volumes (TA-15)



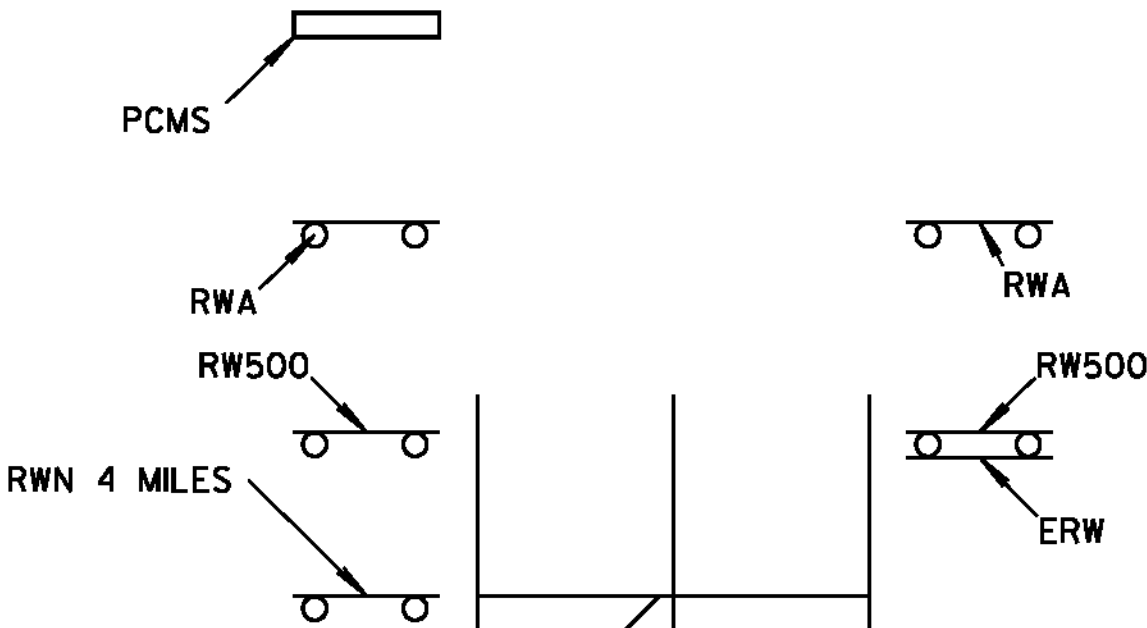
**TRAFFIC
CONTROL
SHEET 4**

PROJECT NAME:	NEWPORT-COVENTRY-NEWPORT
PROJECT NUMBER:	STP 2802(I)
FILE NAME:	08b158.dgn
PROJECT LEADER:	CDL
DESIGNED BY:	BMB
PLOT FILE:	08b158-133.1
PLOT DATE:	8/4/2011
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CHECKED BY:	EPD
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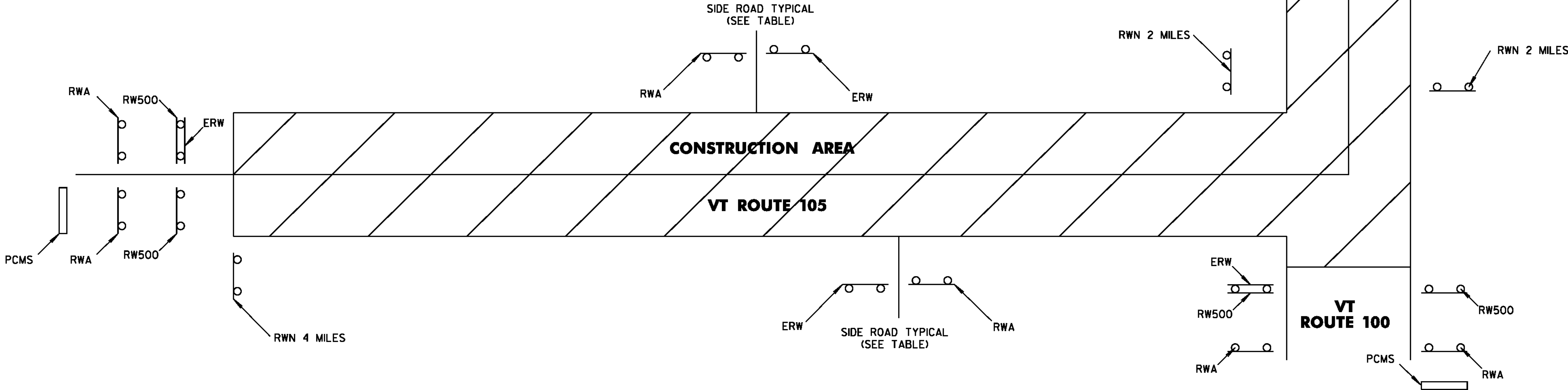
NOTES:

1. THE CONTRACTOR SHALL INCLUDE A CONSTRUCTION SIGN APPROACH PACKAGE FOR EXPECTED LANE CLOSURES AND WORK ZONE SPEED REDUCTIONS IN COMPLIANCE WITH THE TRAFFIC CONTROL NOTES AND PART 6 OF THE MUTCD. PAYMENT FOR PROVIDING THIS PACKAGE SHALL BE INCIDENTAL TO ITEM 641.10, "TRAFFIC CONTROL".
2. THE BID PRICE FOR "TRAFFIC CONTROL", ITEM 641.10, SHALL INCLUDE ALL OF THE FOLLOWING, AS NEEDED: APPROACH AND ON-PROJECT CONSTRUCTION SIGNING, PORTABLE ARROW BOARDS, BARRIERS, BARRELS, CONES, BARRICADES, TEMPORARY REGULATORY AND WARNING SIGNS, AND POSTS AS DETAILED IN VTRANS STANDARDS, THE MUTCD AND THESE PLANS. ALL ADJUSTING, RELOCATING, AND REMOVING OF THESE DEVICES AS DIRECTED BY THE RESIDENT ENGINEER SHALL ALSO BE INCLUDED. THE FOLLOWING ITEMS WILL BE PAID FOR SEPARATELY:
646.602, 646.612, 646.682, 646.692 AND 646.702 - TEMPORARY PAVEMENT MARKINGS
630.10 - UNIFORMED TRAFFIC OFFICERS
630.15 - FLAGGERS
3. PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) WILL BE PROVIDED FOR USE ALONG THIS PROJECT. THE PLACEMENT OF THESE UNITS AS WELL AS THE MESSAGE WILL BE APPROVED BY THE RESIDENT ENGINEER. THESE SIGNS WILL BE PAID FOR UNDER ITEM 641.15, "PORTABLE CHANGEABLE MESSAGE SIGN".
4. PCMS SHOULD NOT REPLACE ANY OF THE SIGNING DETAILED IN THE MUTCD AND SHOULD NOT BE USED IF STANDARD TRAFFIC CONTROL DEVICES ADEQUATELY PROVIDE THE INFORMATION THE MOTORISTS NEED TO TRAVEL SAFELY.
5. THE PCMS SHALL CONSIST OF EITHER ONE OR TWO PHASES. TYPICALLY, A PHASE SHALL CONSIST OF UP TO THREE LINES OF EIGHT CHARACTERS PER LINE. THE PCMS SHOULD BE USED AS A SUPPLEMENT AND NOT AS A SUBSTITUTE FOR CONVENTIONAL SIGNS AND PAVEMENT MARKINGS.
6. THE PCMS SHOULD COMMUNICATE WHAT INFORMATION MOTORISTS NEED TO KNOW. UNNECESSARY INFORMATION SHOULD BE AVOIDED. MESSAGES SHOULD BE UPDATED PERIODICALLY TO DESCRIBE THE WORK ACTIVITY OCCURRING SO THAT THE PCMS CONTINUES TO COMMAND THE ATTENTION OF MOTORISTS.
7. THE MUTCD 2009 SHALL BE THE STANDARD FOR ALL TRAFFIC CONTROL DEVICES. EXISTING SIGNS, SIGNALS AND MARKINGS SHALL BE VALID UNTIL SUCH TIME AS THEY ARE REPLACED OR RECONSTRUCTED. WHEN NEW TRAFFIC CONTROL DEVICES ARE ERECTED OR PLACED OR EXISTING TRAFFIC CONTROL DEVICES ARE REPLACED OR REPAIRED THE EQUIPMENT, DESIGN, METHOD OF INSTALLATION, PLACEMENT OR REPAIR SHALL CONFORM WITH SUCH STANDARDS.
8. NO CONSTRUCTION SIGNS SHALL BE INSTALLED AS TO INTERFERE OR OBSTRUCT THE VIEW OF EXISTING TRAFFIC CONTROL DEVICES, STOPPING SIGHT DISTANCE, AND CORNER SIGHT DISTANCE FROM DRIVES AND TOWN HIGHWAYS.

SIDE ROAD NAME	ROAD WORK AHEAD	END ROAD WORK	ROAD WORK 500 FT	ROAD WORK NEXT 2 MILES	ROAD WORK NEXT 4 MILES	PCMS
NEWPORT						
BEGIN PROJECT (VT 105)	2	1	2		1	1
CROSS STREET	1	1				
VANCE HILL ROAD	1	1				
SCHOOL STREET	1	1				
EASTERN AVE	1	1				
EASTERN AVE	1	1				
VT 105/ VT 100 INTERSECTION	2	1	2	2		1
BROWNS HILL ROAD	1	1				
CITY FARM ROAD	1	1				
LANE ROAD	1	1				
COVENTRY						
PETIT ROAD	1	1				
REED ROAD	1	1				
NEWPORT						
END PROJECT (VT 105)	2	1	2		1	1
TOTALS	16	13	6	2	2	3



CONSTRUCTION APPROACH SIGNING
NOT TO SCALE
SEE STD E-100, E-100A AND E-103 FOR SIGN PLACEMENT



- LEGEND
- RWA = ROAD WORK AHEAD
 - RW500 = ROAD WORK 500 FT
 - ERW = END ROAD WORK
 - RWN = ROAD WORK NEXT

CONSTRUCTION
APPROACH
SIGNING
SHEET

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