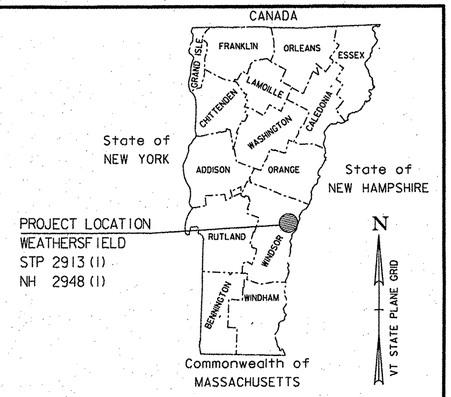
INDEX OF SHEETS

SEE SHEET 2

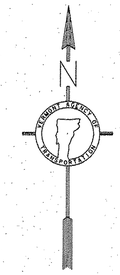
STATE OF VERMONT
AGENCY OF TRANSPORTATION

PROPOSED IMPROVEMENT
TOWN OF WEATHERSFIELD
COUNTY OF WINDSOR
VT ROUTE 131 (MAJOR COLLECTOR)
VT ROUTE 131 & VT ROUTE 12 (PRINCIPAL ARTERIAL)



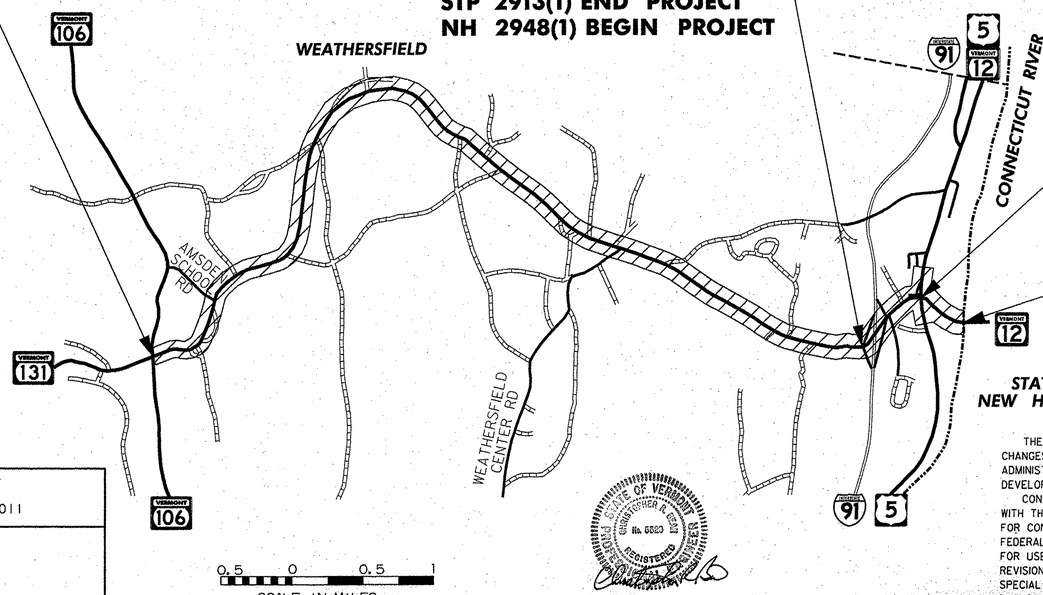
WEATHERSFIELD
STP 2913(1)
VT ROUTE 131
SEE SHEET 19 OF 234

WEATHERSFIELD
NH 2948(1)
VT ROUTE 131 & VT ROUTE 12
SEE SHEET 208 OF 234



STA 70+00.00 (MM 1.326)
VT ROUTE 131 BEGIN PROJECT
STP 2913(1)

STA 428+75.00 (MM 8.120)
VT ROUTE 131
STP 2913(1) END PROJECT
NH 2948(1) BEGIN PROJECT



STA 455+65.50 (MM 8.630)
END VT ROUTE 131
STA 20+82.00 (MM 0.394)
END VT ROUTE 12

STA 0+96.00 (MM 0.018)
VT ROUTE 12 END PROJECT
NH 2948(1)

0.5 0 0.5 1
SCALE IN MILES

STATE OF NEW HAMPSHIRE

RECORD PLANS

CONTRACTOR: PIKE INDUSTRIES, INC. – BERLIN, VT

RESIDENT ENGINEER: CHRIS BARKER

CONSTRUCTION BEGAN: JULY 18, 2013

CONSTRUCTION COMPLETE: SEPTEMBER 24, 2014

RECORD PLANS BY: CHRIS BARKER & PERCY BANNERMAN

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

BY _____ RESIDENT ENGINEER

DATE 02/05/15

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.

QUALITY ASSURANCE PROGRAM: LEVEL 3

CONSULTING ENGINEERS
540 Commercial Street, Manchester, NH 03101
(603) 668-8223 • Fax: (603) 668-8802
cld@cldengineers.com • www.cldengineers.com
Maine • New Hampshire • Vermont

CONVENTIONAL SYMBOLS

COUNTY LINE
TOWN LINE
LIMITS OF ACCESS
POINT OF ACCESS
FENCE LINE
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

SURVEYED BY : VTRANS
SURVEYED DATE : 03-14-2011

DATUM
VERTICAL NAVD88
HORIZONTAL NAD83 (96)

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 2011, AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION ON JULY 20, 2011 FOR USE ON THIS PROJECT, INCLUDING ALL SUBSEQUENT REVISIONS AND SUCH REVISED SPECIFICATIONS AND SPECIAL PROVISIONS AS ARE INCORPORATED IN THESE PLANS.

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

DIRECTOR OF PROGRAM DEVELOPMENT
APPROVED _____ DATE 2-11-13

PROJECT MANAGER : MICHAEL FOWLER

PROJECT NAME : WEATHERSFIELD
PROJECT NUMBER : STP 2913 (1) / NH 2948 (1)

SHEET 1 OF 234 SHEETS

STATE OF VERMONT
AGENCY OF TRANSPORTATION

COMPOSITE INDEX OF SHEETS

INDEX OF STANDARD PLANS

STD	DATE	DESCRIPTION
C-3A	3/10/2008	SIDEWALK RAMPS
C-3B	3/10/2008	SIDEWALK RAMPS AND MEDIAN ISLANDS
C-10	2/11/2008	CURBING
D-3	6/1/1994	TREATED GUTTERS
D-15	6/1/1994	PRECAST REINF. CONC. CATCH BASIN W/CAST IRON GRATE, PRECAST REINF. CONC. MANHOLE W/ CAST IRON COVER, CAST IRON GRATE WITH FRAME, TYPE D - CAST IRON GRATE WITH FRAME, TYPE E
D-30	8/13/2007	UNDERDRAIN CONSTRUCTION DETAILS
E-100	1/2/2004	CONSTRUCTION APPROACH SIGNS
E-100A	1/2/2004	SIDE ROAD CONSTRUCTION APPROACH SIGNS
E-101	5/30/2003	CONSTRUCTION SIGN DETAILS
E-102	6/30/2003	CONSTRUCTION SIGN DETAILS
E-102A	5/1/2004	CONSTRUCTION SIGN DETAILS
E-108	6/8/2009	CONSTRUCTION ZONE LONGITUDINAL DROP OFFS
E-108A	6/8/2009	CONSTRUCTION ZONE LONGITUDINAL DROP OFFS FOR PAVING
E-110	8/8/1995	MAJOR MAINTENANCE OPERATION LANE CLOSURE
E-121	8/8/1995	STANDARD SIGN PLACEMENT - CONVENTIONAL ROAD
E-123	3/16/2004	GUIDE SIGN PLACEMENT - MISCELLANEOUS DETAILS
E-131	8/8/1995	GUIDE SIGN DETAILS
E-136B	8/8/1995	STATE ROUTE MARKER SIGN DETAILS
E-138	5/30/2003	MILEMARKER DETAILS - STATE AND TOWN HIGHWAYS
E-141	9/20/1995	REGULATORY SIGN DETAILS
E-143	6/15/2004	REGULATORY SIGN DETAILS
E-145B	12/23/1994	REGULATORY SIGN DETAILS - LANE USE CONTROL SIGNS (THREE LANE APPROACHES)
E-164	6/8/2009	SQUARE STEEL SIGN POST
E-170	11/4/1999	TRAFFIC CONTROL SIGNALS PEDESTAL POST MOUNTED
E-171A	8/9/1995	TRAFFIC CONTROL SIGNALS GENERAL NOTES & DETAILS
E-171B	8/9/1995	TRAFFIC CONTROL SIGNALS MISC. DETAILS
E-171C	8/9/1995	TRAFFIC CONTROL SIGNALS CANTILEVER MOUNTING DETAILS
		PED. PUSH BUTTON ACCESSIBILITY DETAIL
E-192	10/12/2000	PAVEMENT MARKING DETAILS
E-193	8/18/1995	PAVEMENT MARKING DETAILS
G-1	1/3/2000	STEEL BEAM GUARDRAIL WITH STEEL POSTS, STEEL BEAM GUARDRAIL WITH WOOD POSTS
G-1d	1/3/2000	STEEL BEAM GUARDRAIL APPROACH AND TRAILING END TERMINAL, ANCHOR FOR STEEL BEAM RAIL, STEEL BEAM MEDIAN BARRIER

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14	COMPOSITE MISCELLANEOUS DETAILS SHEET
15-16	COMPOSITE DRILLING NOTES SHEETS 1-2
17	COMPOSITE TEMPORARY TRAFFIC CONTROL NOTES
18	COMPOSITE TEMPORARY TRAFFIC CONTROL PLAN
	WEATHERSFIELD STP 2913(I)
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20	GENERAL NOTES
21-22	PROJECT TYPICAL SHEETS 1-2
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26-28	ITEM DETAIL SUMMARY SHEETS 1-3
29	UNDERDRAIN DETAIL SHEET
30-31	BRIDGE RAILING DETAIL SHEETS 1-2
32	HANDWORK/MAILBOX PULLOFF DETAIL SHEET
33	DITCH CLEANING SHEET
34-66	ROADWAY LAYOUT SHEETS 1-33
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209	GENERAL NOTES SHEET
210	PROJECT TYPICAL SHEET
211	CURBED ISLAND DETAILS SHEET
212-214	QUANTITY SUMMARY SHEETS 1-3
215	HANDWORK DETAIL SHEET
216	ITEM DETAIL SUMMARY SHEET
217-227	ROADWAY LAYOUT SHEETS 1-10
228	TRAFFIC SIGNAL GENERAL NOTES
229	ALTERATION TO TRAFFIC SIGNALS SHEET
230-233	TRAFFIC SIGN SUMMARY SHEET 1-4
234	SIGN DETAIL SHEET

BRIDGE JOINT ASPHALTIC PLUG (STRUCTURES DETAIL SD-516.10)

COMPOSITE INDEX OF SHEETS

PROJECT NAME: WEATHERSFIELD

PROJECT NUMBER: STP 2913(I) / NH 2948(I)

FILE NAME: 10c228.dgn
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: p10C228_2

PLOT DATE: 2/7/2013
DRAWN BY: JLS
CHECKED BY: PTS
SHEET 2 OF 234

GPS CONTROL POINTS

HVCTRL #1

DOWNERS
NORTH = 327798.690
EAST = 1636576.849
ELEV. = 611.908

GENERAL LOCATION, WEATHERSFIELD, VT, IN THE VILLAGE OF DOWNERS. OWNERSHIP, JOHN AND LINDA DIGGINS, 4185 TYSON ROAD, P.O.BOX 300, READING, VT 05062.

TO REACH FROM THE INTERSECTION OF VT ROUTE 131 AND VT ROUTE 106 AT DOWNERS GO SOUTH ALONG VT ROUTE 106 FOR 0.05 MI (0.1 KM) (0.08 KM) TO THE COUNTRY CREEMEE RESTAURANT ON THE LEFT AND THE SITE OF THE MARK ON THE LEFT IN A LAWN JUST SOUTH OF THE RESTAURANT. THE MARK IS SET IN THE TOP OF THE WEST END OF A 0.7 M (2.3 FT) X 1.0 M (3.3 FT) (3.3 FT) ROCK OUTCROP WHICH PROJECTS ABOUT 5 CM (2 INCHES) ABOVE GROUND SURFACE. IS 18.7 M (61.4 FT) EAST-SOUTHEAST OF AND ABOUT 0.4 M (1.3 FT) (1.3 FT) HIGHER THAN THE CENTERLINE OF VT ROUTE 106, 16.0 M (52.5 FT) SOUTH OF THE SOUTHWEST CORNER OF THE RESTAURANT, 15.1 M (49.5 FT) EAST OF THE CENTER OF THE SOUTHEAST (INLET) END OF A 45 CM (18 INCH) DIAMETER PLASTIC CULVERT WITH MARKER POST, 9.1 M (29.9 FT) NORTHWEST OF THE NORTHWEST CORNER OF A MOBILE HOME AND 11.9 M (39.0 FT) (39.0 FT) WEST OF POLE NO 42A/105/1.

HVCTRL #2

DOWNERS AZ MK
NORTH = 328821.660
EAST = 1636456.151
ELEV. = 613.708

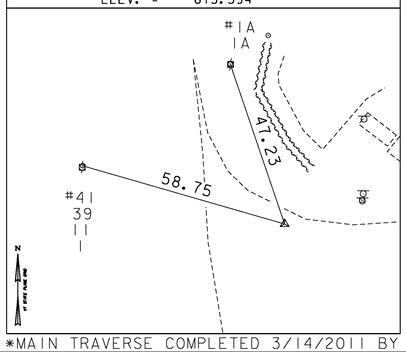
GENERAL LOCATION, WEATHERSFIELD, VT, IN THE VILLAGE OF DOWNERS.

TO REACH FROM THE INTERSECTION OF VT ROUTE 131 AND VT ROUTE 106 AT DOWNERS GO NORTH ALONG VT ROUTE 106 FOR 0.2 MI (0.3 KM) TO THE SITE OF THE MARK ON THE LEFT AT THE NORTH END OF A GRAVEL PULLOUT. THE MARK IS SET 5 CM (2 INCHES) BELOW GROUND SURFACE IN THE TOP OF A 30 CM (12 INCH) DIAMETER CONCRETE MONUMENT. IS 12.2 M (40.0 FT) NORTHWEST OF AND ABOUT LEVEL WITH THE CENTERLINE OF VT ROUTE 106, 28.9 M (94.8 FT) SOUTHWEST OF THE CENTERLINE OF APPLE RIDGE ROAD, 3.8 M (12.5 FT) EAST-SOUTHEAST OF THE CENTER OF A STONE WALL, 49.1 M (161.1 FT) NORTH-NORTHEAST OF POLE NO 36/4 AND 4.9 M (16.1 FT) SOUTH-SOUTHWEST OF POLE NO 41/35/1/5 AND A FIBERGLASS WITNESS POST.

TRAVERSE TIES

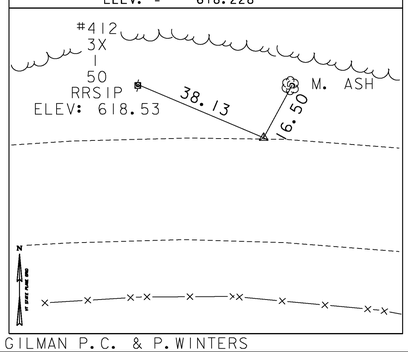
HVCTRL #3

NORTH = 328188.198
EAST = 1636564.622
ELEV. = 613.394



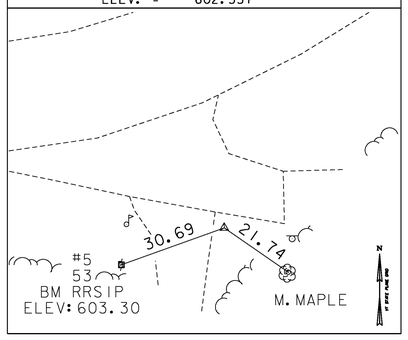
HVCTRL #4

NORTH = 328377.743
EAST = 1637325.593
ELEV. = 618.228



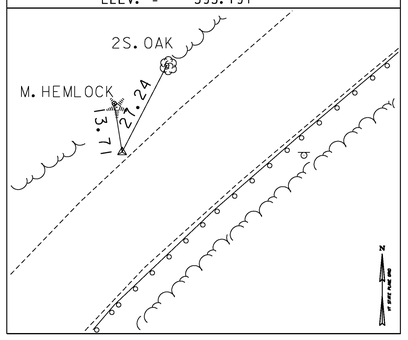
HVCTRL #5

NORTH = 328188.632
EAST = 1637869.198
ELEV. = 602.357



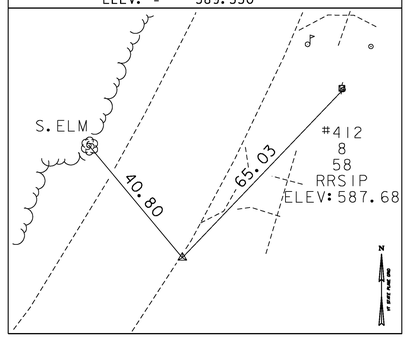
HVCTRL #6

NORTH = 328752.504
EAST = 1638170.111
ELEV. = 593.791



HVCTRL #7

NORTH = 328964.645
EAST = 1638416.505
ELEV. = 589.530

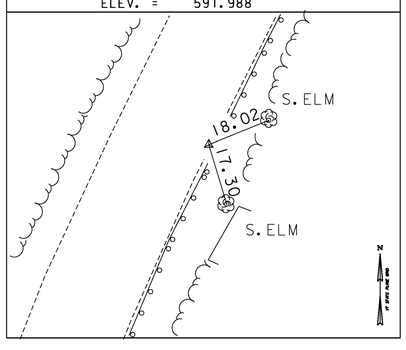


*MAIN TRAVERSE COMPLETED 3/14/2011 BY R. GILMAN P.C. & P. WINTERS

TRAVERSE TIES

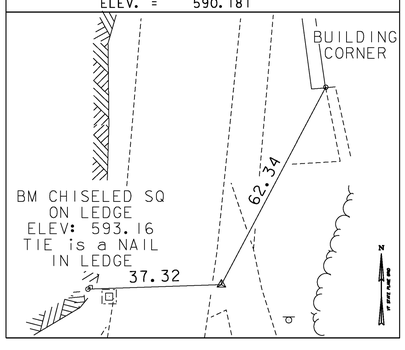
HVCTRL #8

NORTH = 329563.864
EAST = 1638598.001
ELEV. = 591.988



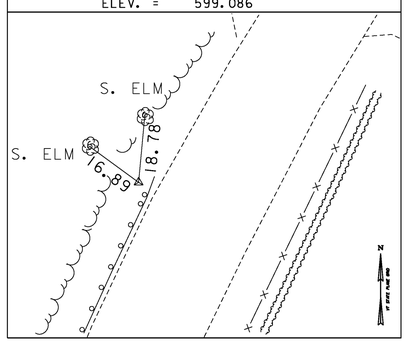
HVCTRL #9

NORTH = 330000.930
EAST = 1638795.020
ELEV. = 590.181



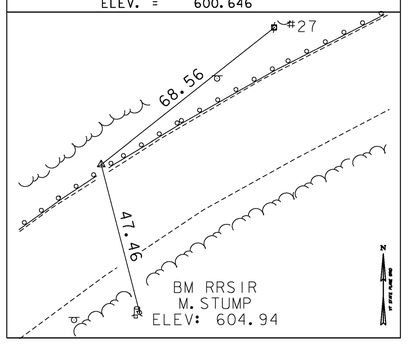
HVCTRL #10

NORTH = 330423.198
EAST = 1638848.360
ELEV. = 599.086



HVCTRL #11

NORTH = 330964.331
EAST = 1639278.594
ELEV. = 600.646



HVCTRL #12

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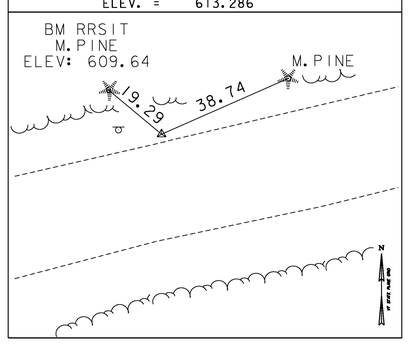
EAST = 1639954.831
ELEV. = 613.286



DATUM
VERTICAL NAVD 88
HORIZONTAL NAD 83 (96)
ADJUSTMENT COMPASS

PROJECT NAME: WEATHERSFIELD
PROJECT NUMBER: STP 2913(I) / NH 2948(I)

FILE NAME: survey\x10c228t1.dgn
PROJECT LEADER: M. FOWLER
DESIGNED BY: VTrans
TIE SHEET 1

PLOT DATE: 2/7/2013
DRAWN BY: R. BULLOCK
CHECKED BY: VTrans
SHEET 3 OF 234

GPS CONTROL POINTS

HVCTRL #17

ROBERTS AZ MK
NORTH = 334726.676
EAST = 1642200.343
ELEV. = 793.196

GENERAL LOCATION, WEATHERSFIELD, VT.

TO REACH FROM THE I-91 BRIDGES OVER VT ROUTE 131 AT EXIT 8 IN ASCUTNEY GO WEST ALONG VT ROUTE 131 FOR 4.7 MI (7.6 KM) TO THE INTERSECTION OF PIPER ROAD LEFT. CONTINUE STRAIGHT AHEAD AND GO SOUTHWEST ALONG VT ROUTE 131 FOR 0.25 MI (0.4 KM) (0.40 KM) TO THE SITE OF THE MARK ON THE LEFT AT THE SOUTHWEST CORNER OF A LARGE FIELD. THE MARK IS SET FLUSH WITH THE GROUND SURFACE IN THE TOP OF A 2.4 M (7.9 FT) X 2.0 M (6.6 FT) ROCK OUTCROP. IT IS 12.2 M (40.0 FT) (40.0 FT) EAST-SOUTHEAST OF AND ABOUT 0.4 M (1.3 FT) LOWER THAN THE CENTERLINE OF VT ROUTE 131, 23.0 M (75.5 FT) SOUTHEAST OF POLE NO 4122/27A/1/92/14A, 3.9 M (12.8 FT) NORTHWEST OF A GUY ANCHOR AND 4.1 M (13.5 FT) NORTHEAST OF POLE NO 4122/27/14/1 AND A FIBERGLASS WITNESS POST.

HVCTRL #18

ROBERTS
NORTH = 335986.793
EAST = 1642432.811
ELEV. = 811.450

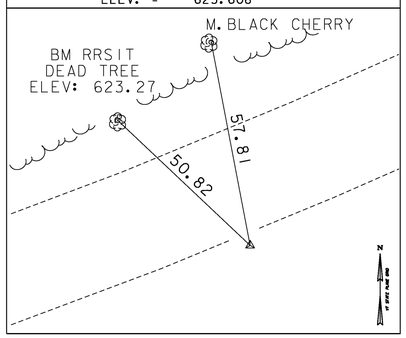
GENERAL LOCATION, WEATHERSFIELD, VT.

TO REACH FROM THE I-91 BRIDGES OOVER VT ROUTE 131 AT EXIT 8 IN ASCUTNEY GO WEST ALONG VT ROUTE 131 FOR 4.7 MI (7.6 KM) TO THE INTERSECTION OF PIPER ROAD LEFT AND THE SITE OF THE MARK ON THE LEFT IN A FIELD. THE MARK IS SET FLUSH WITH THE GROUND SURFACE IN THE TOP OF A 0.6 M (2.0 FT) X 0.5 M (1.6 FT) ROCK OUTCROP. IT IS 18.6 M (61.0 FT) SOUTHEAST OF AND ABOUT 1.6 M (5.2 FT) LOWER THAN THE CENTERLINE OF VT ROUTE 131, 18.7 M (61.4 FT) SOUTHWEST OF THE CENTERLINE OF PIPER ROAD, 16.3 M (53.5 FT) WEST-NORTHWEST OF POLE NO 1AA/97AA AND 13.4 M (44.0 FT) SOUTHWEST OF A LOAD LIMIT SIGN AND A FIBERGLASS WITNESS POST.

TRAVERSE TIES

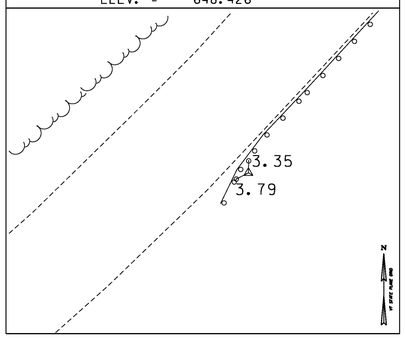
HVCTRL #13

NORTH = 331388.570
EAST = 1640807.009
ELEV. = 623.608



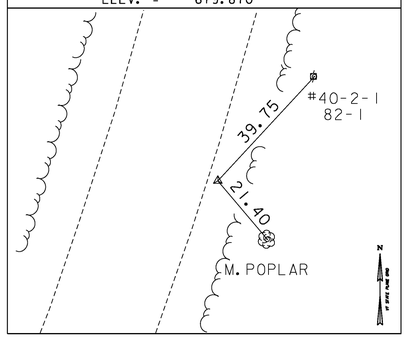
HVCTRL #14

NORTH = 331851.045
EAST = 1641634.440
ELEV. = 648.426



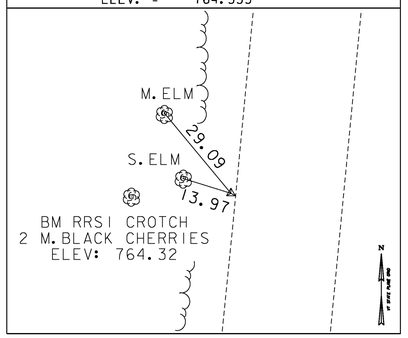
HVCTRL #15

NORTH = 332313.360
EAST = 1641909.599
ELEV. = 679.870



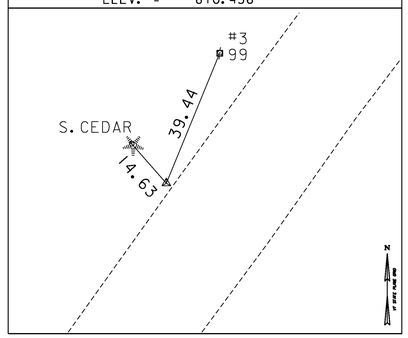
HVCTRL #16

NORTH = 334177.012
EAST = 1642087.729
ELEV. = 764.333



HVCTRL #19

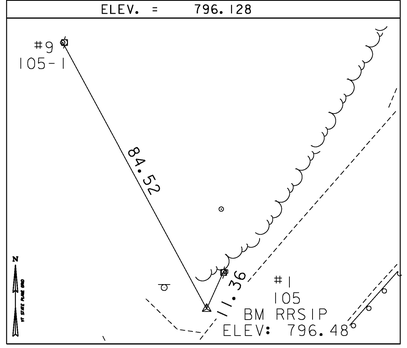
NORTH = 336339.960
EAST = 1642576.390
ELEV. = 810.436



TRAVERSE TIES

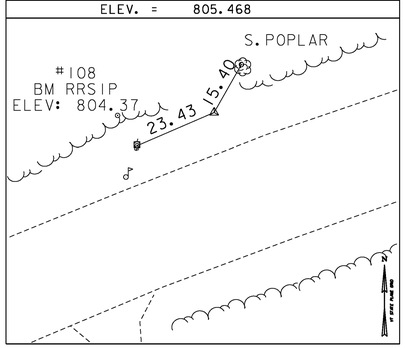
HVCTRL #20

NORTH = 337338.348
EAST = 1643305.889
ELEV. = 796.128



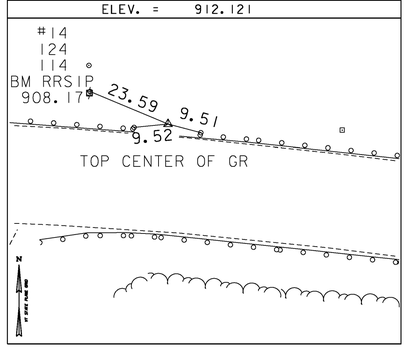
HVCTRL #21

NORTH = 337771.664
EAST = 1643907.658
ELEV. = 805.468



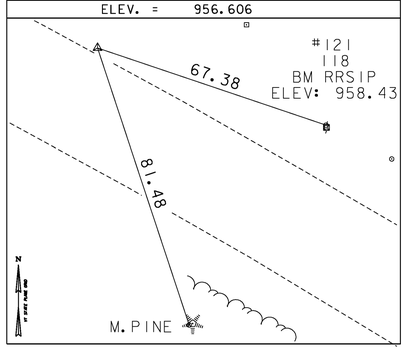
HVCTRL #22

NORTH = 337973.891
EAST = 1645313.767
ELEV. = 912.121



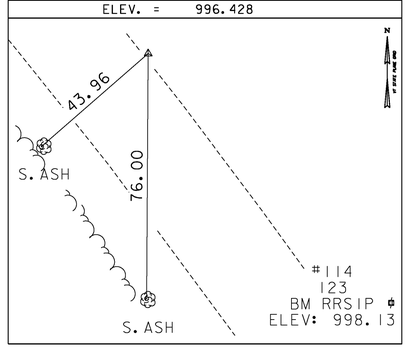
HVCTRL #23

NORTH = 337802.855
EAST = 1645885.046
ELEV. = 956.606



HVCTRL #24

NORTH = 337290.547
EAST = 1646571.746
ELEV. = 996.428



DATUM
VERTICAL NAVD 88
HORIZONTAL NAD 83 (96)
ADJUSTMENT COMPASS

PROJECT NAME: WEATHERSFIELD
PROJECT NUMBER: STP 2913(1) / NH 2948(1)

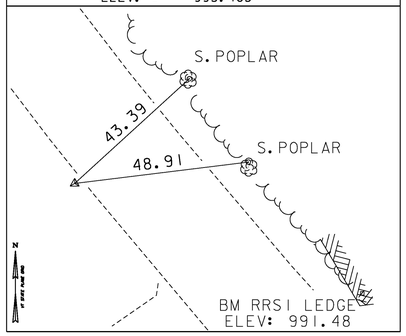
FILE NAME: survey\x10c228t1.dgn
PROJECT LEADER: M. Fowler
DESIGNED BY: VTrans
TIE SHEET 2

PLOT DATE: 2/7/2013
DRAWN BY: R. Bullock
CHECKED BY: VTrans
SHEET 4 OF 234

TRAVERSE TIES

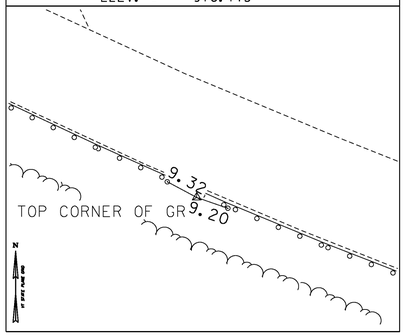
HVCTRL #25

NORTH =	336776.642
EAST =	1646900.093
ELEV. =	993.403



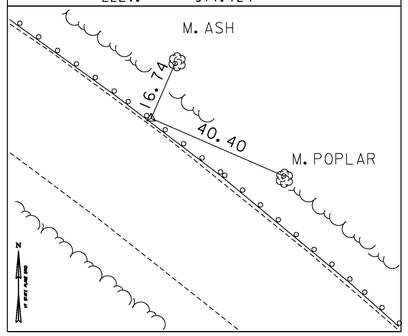
HVCTRL #26

NORTH =	336438.936
EAST =	1647349.339
ELEV. =	976.113



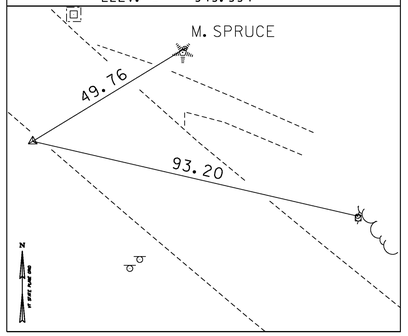
HVCTRL #27

NORTH =	336146.669
EAST =	1648084.540
ELEV. =	971.724



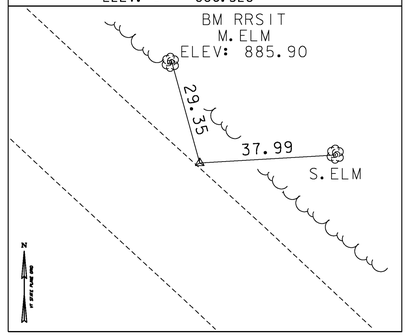
HVCTRL #28

NORTH =	335780.346
EAST =	1648424.051
ELEV. =	949.994



HVCTRL #29

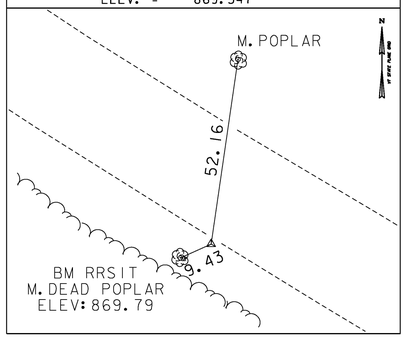
NORTH =	335175.718
EAST =	1649192.303
ELEV. =	886.528



TRAVERSE TIES

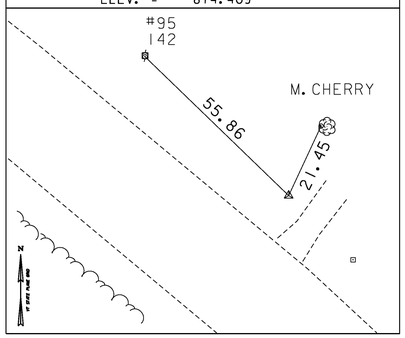
HVCTRL #30

NORTH =	334723.041
EAST =	1649692.034
ELEV. =	869.347



HVCTRL #31

NORTH =	334287.300
EAST =	1650422.019
ELEV. =	874.409



HVCTRL #32

STOODLEY AZ MK

NORTH =	333903.505
EAST =	1650841.494
ELEV. =	864.807

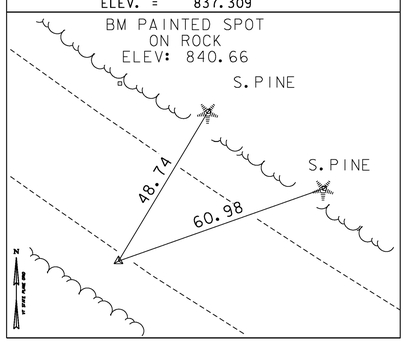
GENERAL LOCATION, WEATHERSFIELD, VT.

TO REACH FROM THE I-91 BRIDGES OVER VT ROUTE 131 AT EXIT 8 IN ASCUTNEY GO WEST ALONG VT ROUTE 131 FOR 2.7 MI (4.3 KM) TO THE INTERSECTION OF A GRAVEL DRIVE RIGHT, LEADING TO WRIGHTS HOUSE NO 3123 AND THE SITE OF THE MARK ON THE RIGHT IN A LAWN, JUST NORTHWEST OF THE DRIVE. THE MARK IS SET IN THE TOP OF A 0.4 M (1.3 FT) X 0.2 M (0.7 FT) ROCK OUTCROP WHICH PROJECTS ABOUT 5 CM (2 INCHES) ABOVE GROUND SURFACE. IT IS 6.7 M (22.0 FT) NORTHEAST OF AND ABOUT 0.7 M (2.3 FT) LOWER THAN THE CENTERLINE OF VT ROUTE 131, 11.8 M (38.7 FT) NORTHWEST OF THE CENTERLINE OF THE GRAVEL DRIVE, 51.8 M (169.9 FT) SOUTH-SOUTHEAST OF POLE NO 14/93/144 AND 19.4 M (63.6 FT) SOUTH OF A CONCRETE RIGHT OF WAY BOUND.

TRAVERSE TIES

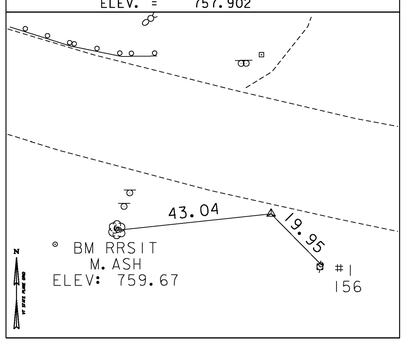
HVCTRL #33

NORTH =	332960.782
EAST =	1651776.055
ELEV. =	837.309



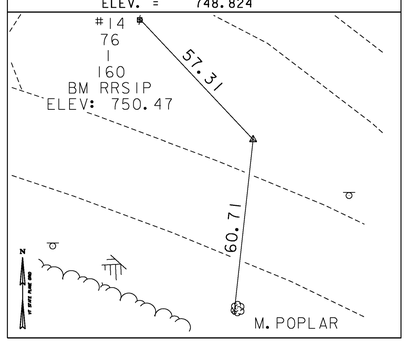
HVCTRL #34

NORTH =	332493.519
EAST =	1652729.921
ELEV. =	757.902



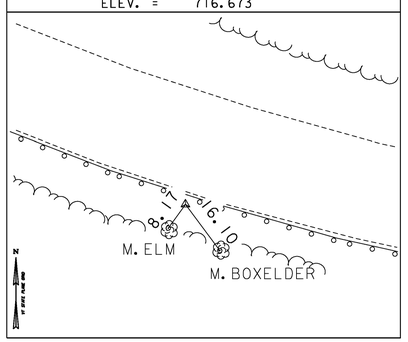
HVCTRL #35

NORTH =	332361.000
EAST =	1653629.495
ELEV. =	748.824



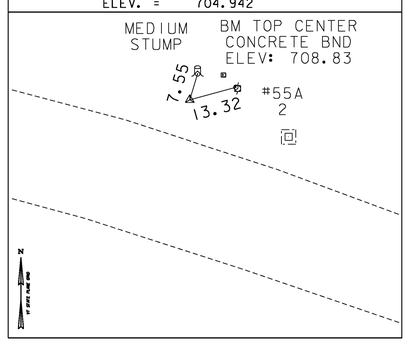
HVCTRL #36

NORTH =	331758.651
EAST =	1654580.002
ELEV. =	716.673



HVCTRL #37

NORTH =	331732.818
EAST =	1655347.661
ELEV. =	704.942



DATUM

VERTICAL NAVD 88

HORIZONTAL NAD 83 (96)

ADJUSTMENT COMPASS

PROJECT NAME: WEATHERSFIELD

PROJECT NUMBER: STP 2913(1) / NH 2948(1)

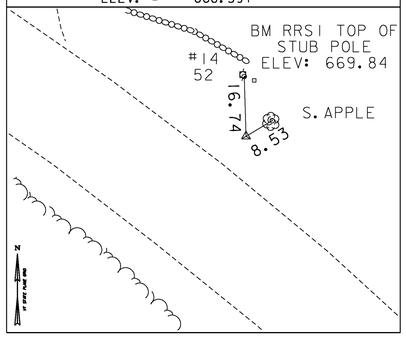
FILE NAME: survey\x10c228t1.dgn
PROJECT LEADER: M. Fowler
DESIGNED BY: VTrans
TIE SHEET 3

PLOT DATE: 2/7/2013
DRAWN BY: R. Bullock
CHECKED BY: VTrans
SHEET 5 OF 234

TRAVERSE TIES

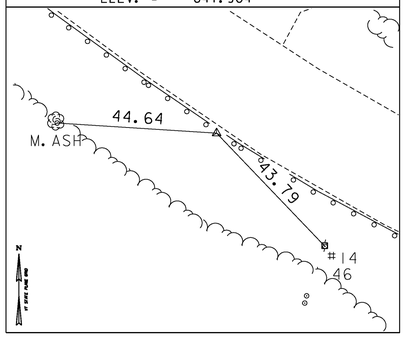
HVCTRL #38

NORTH =	331409.375
EAST =	1656056.868
ELEV. =	668.591



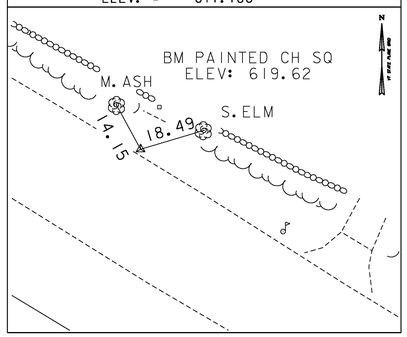
HVCTRL #39

NORTH =	330507.225
EAST =	1656877.406
ELEV. =	641.904



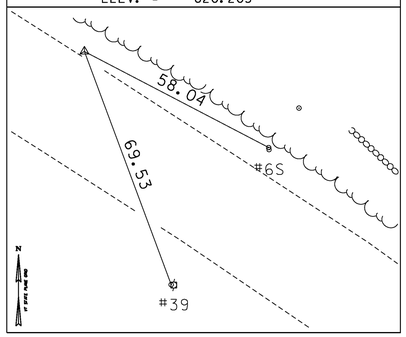
HVCTRL #40

NORTH =	330251.896
EAST =	1657911.177
ELEV. =	617.786



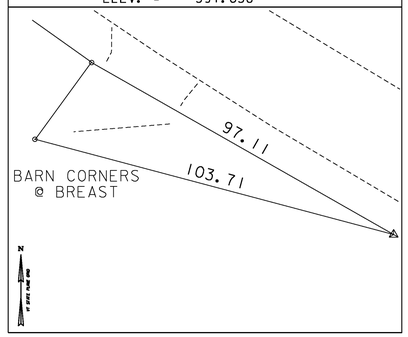
HVCTRL #41

NORTH =	329998.716
EAST =	1658311.583
ELEV. =	620.205



HVCTRL #42

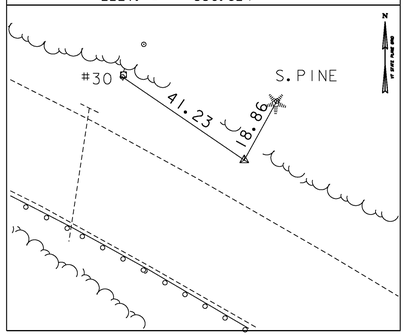
NORTH =	329263.265
EAST =	1659173.757
ELEV. =	591.658



TRAVERSE TIES

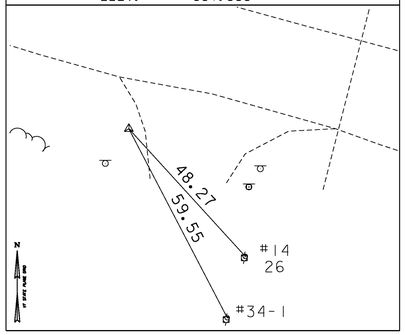
HVCTRL #43

NORTH =	328970.848
EAST =	1660028.319
ELEV. =	550.624



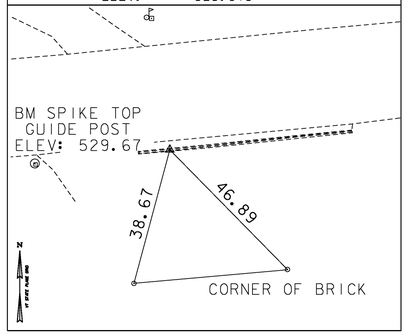
HVCTRL #44

NORTH =	328664.569
EAST =	1660590.571
ELEV. =	531.333



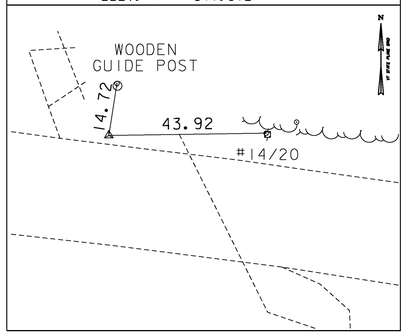
HVCTRL #45

NORTH =	328578.268
EAST =	1661309.311
ELEV. =	525.815



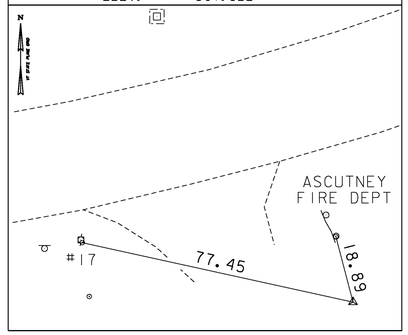
HVCTRL #46

NORTH =	328614.618
EAST =	1661811.256
ELEV. =	517.972



HVCTRL #47

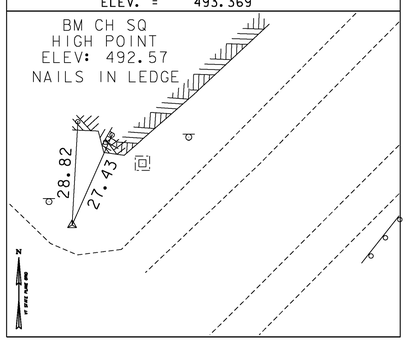
NORTH =	328503.817
EAST =	1662594.667
ELEV. =	501.822



TRAVERSE TIES

HVCTRL #48

NORTH =	328892.836
EAST =	1662992.062
ELEV. =	493.369



HVCTRL #49

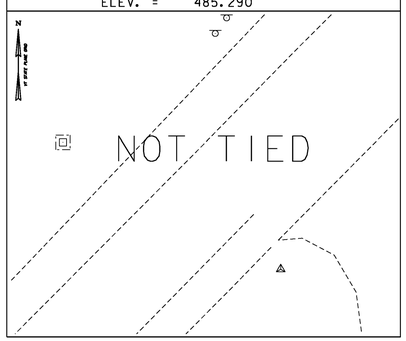
191 EXIT 8

NORTH =	328857.664
EAST =	1663159.661
ELEV. =	509.239

GENERAL LOCATION, WEATHERSFIELD, VT. THE MARK IS LOCATED IN THE MEDIAN JUST SOUTH OF THE I-91 BRIDGES OVER VT ROUTE 131 AT EXIT 8 (ASCUTNEY EXIT), BETWEEN I-91 NORTHBOUND MILE MARKERS 51.30 AND 51.35. IT IS IN AN AREA BORDERED BY A STEEL BEAM GUARD RAIL. THE MARK IS SET FLUSH WITH THE GROUND SURFACE IN THE TOP OF A 30 CM (12 INCH) DIAMETER CONCRETE MONUMENT. IT IS 2.6 M (8.5 FT) EAST OF AND ABOUT 0.2 M (0.7 FT) LOWER THAN THE EAST EDGE OF PAVEMENT OF THE I-91 SOUTHBOUND LANE, 10.4 M (34.1 FT) WEST OF AND ABOUT 0.9 M (3.0 FT) HIGHER THAN THE WEST EDGE OF PAVEMENT OF THE I-91 NORTHBOUND LANE, 9.7 M (31.8 FT) SOUTH-SOUTHEAST OF THE SOUTHEAST CORNER OF THE CONCRETE CURB OF THE SOUTHBOUND BRIDGE, 25.6 M (84.0 FT) SOUTHWEST OF THE SOUTHWEST CORNER OF THE CONCRETE CURB OF THE NORTHBOUND BRIDGE, 76.8 M (252.0 FT) NORTH OF THE CENTER OF A 60 CM (24 INCH) SQUARE METAL DRAIN GRATE AND 0.3 M (1.0 FT) NORTH-NORTHWEST OF A FIBERGLASS WITNESS POST.

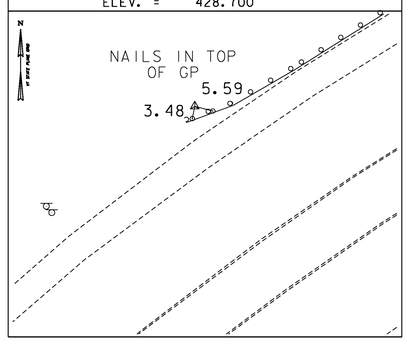
HVCTRL #50

NORTH =	329178.038
EAST =	1663366.629
ELEV. =	485.290



HVCTRL #51

NORTH =	330245.369
EAST =	1664392.714
ELEV. =	428.700



DATUM

VERTICAL NAVD 88

HORIZONTAL NAD 83 (96)

ADJUSTMENT COMPASS

PROJECT NAME: WEATHERSFIELD

PROJECT NUMBER: STP 2913(I) / NH 2948(I)

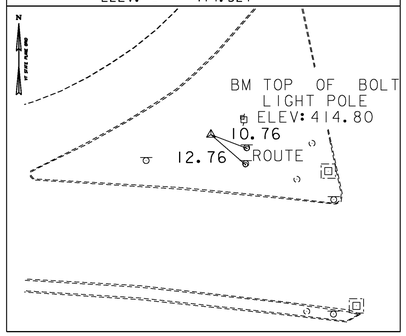
FILE NAME: survey\x10c228t1.dgn
PROJECT LEADER: M. Fowler
DESIGNED BY: VTrans
TIE SHEET 4

PLOT DATE: 2/7/2013
DRAWN BY: R. Bullock
CHECKED BY: VTrans
SHEET 6 OF 234

TRAVERSE TIES

HVCTRL #52

NORTH = 330394.629
EAST = 1664948.174
ELEV. = 414.321



HVCTRL #93

STOODLEY
NORTH = 332946.939
EAST = 1651726.664
ELEV. = 855.740

GENERAL LOCATION, WEATHERSFIELD, VT. OWNERSHIP, GORDON STOODLEY, ROUTE 131, JARVIS ROAD EXTENSION 13, PERKINSVILLE, VT 05151.
TO REACH FROM THE I-91 BRIDGES OVER VT ROUTE 131 AT EXIT 8 IN ASCUTNEY GO WEST ALONG VT ROUTE 131 FOR 2.4 MI (3.9 KM) TO THE SITE OF THE MARK ON THE LEFT, ON TOP OF A SMALL KNOLL. IT IS ABOUT 65 M (213.3 FT) SOUTHEAST OF THE INTERSECTION OF VT ROUTE 131 AND JARVIS ROAD EXTENSION. THE MARK IS SET IN THE TOP OF A 1.8 M (5.9 FT) X 1.6 M (5.2 FT) ROCK OUTCROP WHICH PROJECTS ABOUT 0.5 M (1.6 FT) ABOVE GROUND SURFACE. IT IS 17.0 M (55.8 FT) SOUTHWEST OF AND ABOUT 10 M (32.8 FT) HIGHER THAN THE CENTERLINE OF VT ROUTE 131, 20.6 M (67.6 FT) EAST OF THE CENTERLINE OF A GRAVEL DRIVE LEADING TO MR. STOODLEYS RESIDENCE, 32.0 M (105.0 FT) EAST NORTHEAST OF POLE NO 4/8/149, 52.0 M (170.6 FT) NORTH OF THE NORTH CORNER OF MR. STOODLEYS GARAGE, AND 3.7 M (12.1 FT) SOUTHWEST OF A FIBERGLASS WITNESS POST.

ALIGNMENT TIES

NORTH =	NORTH =	NORTH =	NORTH =	NORTH =
EAST =	EAST =	EAST =	EAST =	EAST =
ELEV. =	ELEV. =	ELEV. =	ELEV. =	ELEV. =

ALIGNMENT TIES

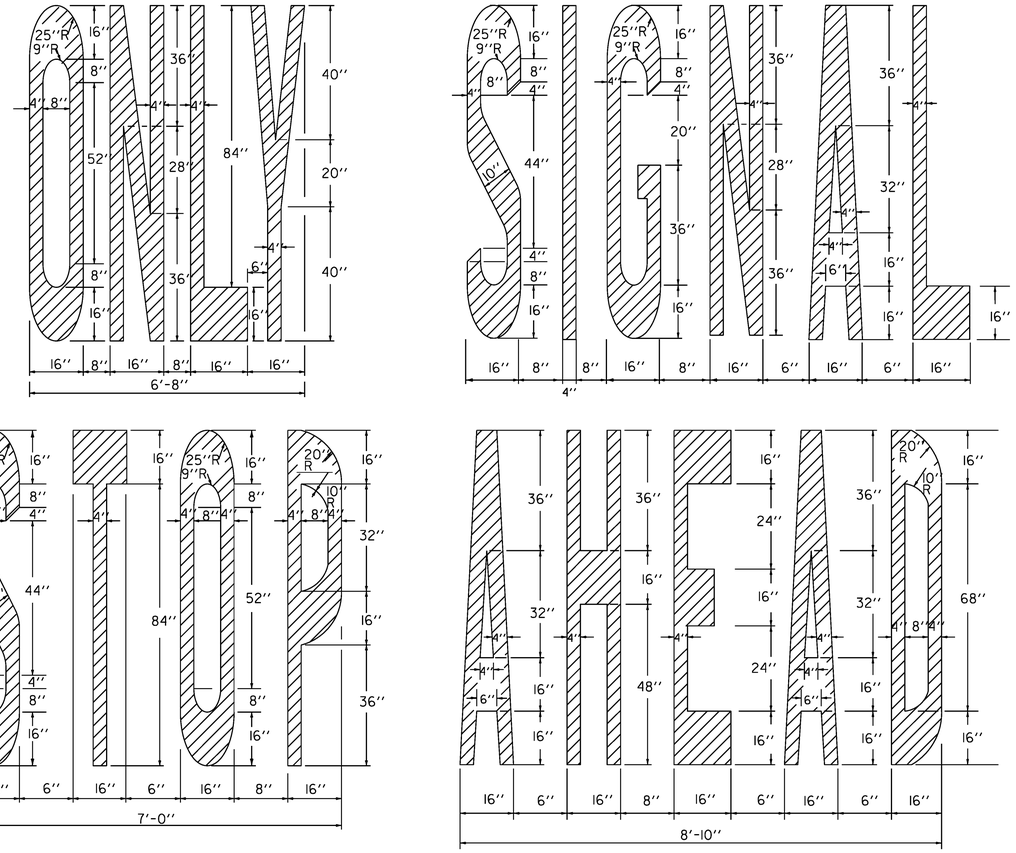
NORTH =	NORTH =	NORTH =	NORTH =	NORTH =
EAST =	EAST =	EAST =	EAST =	EAST =
ELEV. =	ELEV. =	ELEV. =	ELEV. =	ELEV. =

DATUM
VERTICAL NAVD 88
HORIZONTAL NAD 83 (96)
ADJUSTMENT COMPASS

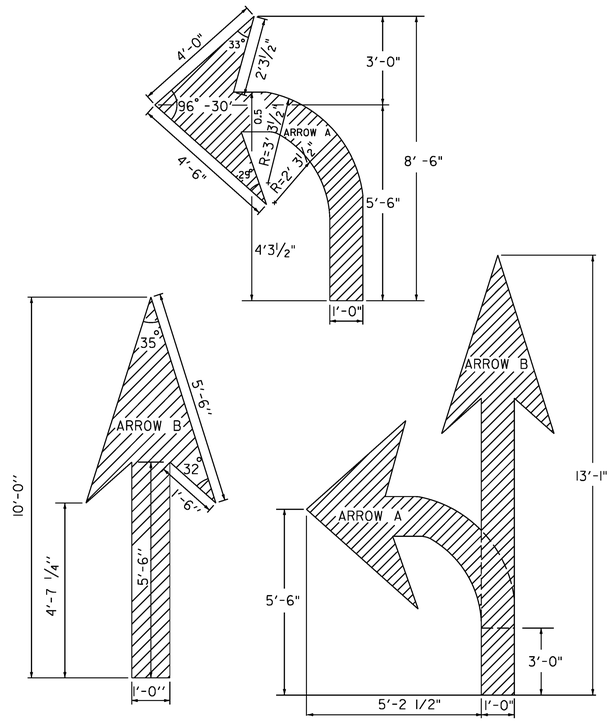
PROJECT NAME: WEATHERSFIELD
PROJECT NUMBER: STP 2913(I) / NH 2948(I)

FILE NAME: survey\x10c228t1.dgn
PROJECT LEADER: M. Fowler
DESIGNED BY: VTrans
TIE SHEET 5

PLOT DATE: 2/7/2013
DRAWN BY: R. Bullock
CHECKED BY: VTrans
SHEET 7 OF 234

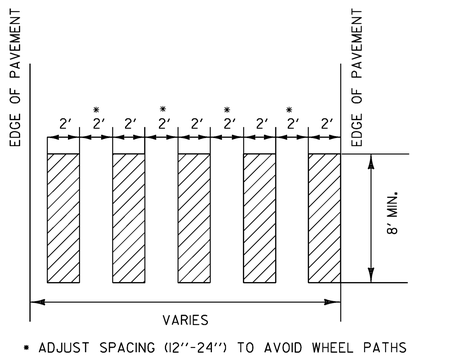


PAVEMENT MARKING DETAILS



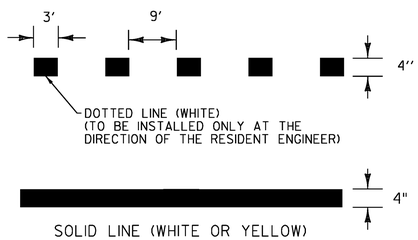
TO BE PAID AS TWO SYMBOLS

ARROW DETAILS

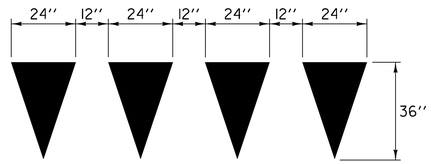


▪ ADJUST SPACING (12''-24'') TO AVOID WHEEL PATHS

BLOCK PATTERN CROSSWALK DETAIL



PAVEMENT MARKING LINE DETAILS



YIELD LINE DETAILS

NOTE

1. EACH TRIANGLE SHALL BE PAID AS ONE EACH TEMPORARY LETTER OR SYMBOL, PAINT OR DURABLE LETTER OR SYMBOL

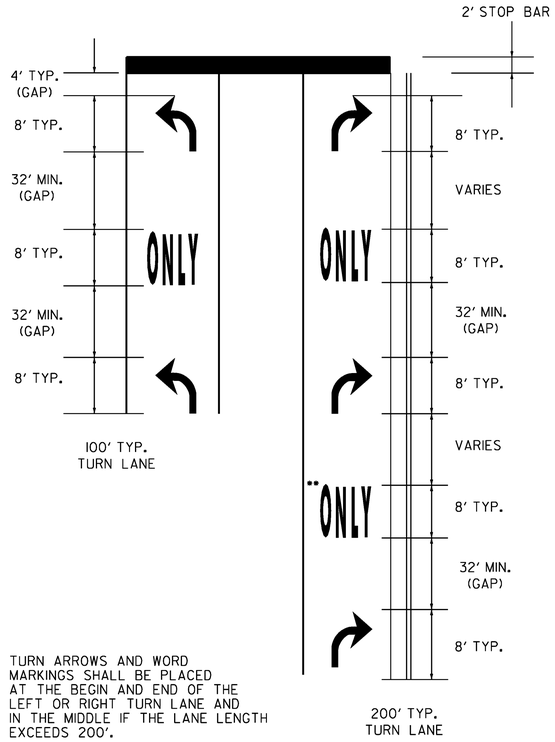
NOT TO SCALE

COMPOSITE TYPICAL PAVEMENT MARKINGS 1

PROJECT NAME: WEATHERSFIELD

PROJECT NUMBER: STP 2913(1) / NH 2948(1)

FILE NAME: 10c228.dgn	PLOT DATE: 2/7/2013
PROJECT LEADER: PTS	DRAWN BY: JLS
DESIGNED BY: NLL	CHECKED BY: PTS
IPARM FILE NAME: p10C228_8	SHEET 8 OF 234



TURN ARROWS AND WORD MARKINGS SHALL BE PLACED AT THE BEGIN AND END OF THE LEFT OR RIGHT TURN LANE AND IN THE MIDDLE IF THE LANE LENGTH EXCEEDS 200'.

IF LANE LENGTH IS LESS THAN 50 FEET, ONLY ONE TURN ARROW PLACED AT THE BEGINNING OF THE SOLID LANE LINE, IS REQUIRED.

THE "ONLY" WORD MARKINGS SHALL BE USED TO SUPPLEMENT LANE-USE ARROW MARKINGS

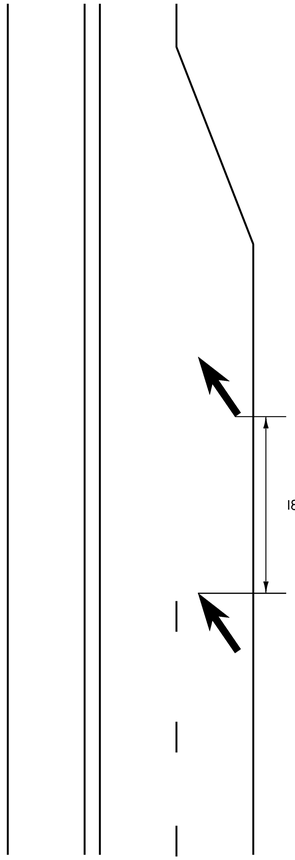
THE LONGITUDINAL SPACE BETWEEN WORD OR SYMBOL MESSAGE MARKINGS, SHOULD BE AT LEAST FOUR TIMES THE HEIGHT OF THE CHARACTERS FOR LOW SPEED ROADS, BUT NOT MORE THAN TEN TIMES THE HEIGHT OF THE CHARACTERS UNDER ANY CONDITIONS.

STOP BARS ARE INSTALLED ONLY WHERE A STOP SIGN OR TRAFFIC SIGNAL ARE LOCATED.

** A SECOND "ONLY" IS OPTIONAL WHEN SPACE PERMITS. ARROW MARKINGS START AT THE BEGINNING OF THE SOLID LANE LINE.

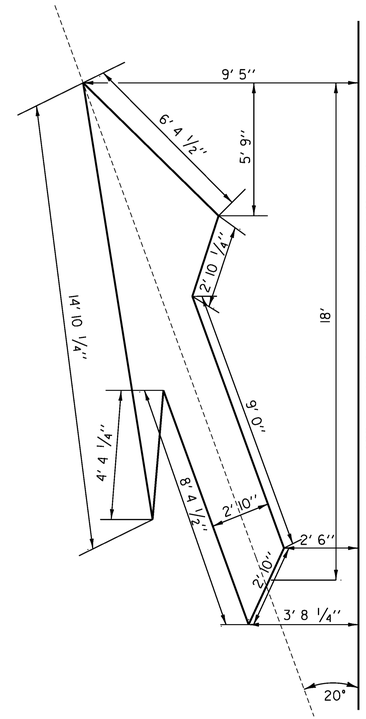
EXCLUSIVE TURN LANES (LEFT OR RIGHT) LANE LINES SHALL BE SOLID AND EXTEND BACK FROM THE STOP LINE TO THE POINT OF FULL LANE WIDTH OF THE TURN LANE.

TYPICAL MARKINGS FOR TURN LANES



FIRST LANE REDUCTION ARROW SHALL BE PLACED OPPOSITE THE LAST DASH.
ARROWS TO BE PLACED EVERY 180'(MAX.) BETWEEN LAST DASH AND BEGINNING OF LANE TAPER.
FOR LEFT LANE USE MIRROR IMAGE.

LANE REDUCTION TRANSITION MARKINGS



LANE REDUCTION ARROW

NOT TO SCALE

COMPOSITE TYPICAL PAVEMENT MARKINGS 2

PROJECT NAME: WEATHERSFIELD

PROJECT NUMBER: STP 2913(1) / NH 2948(1)

FILE NAME: 10c228.dgn
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: p10C228_9

PLOT DATE: 2/7/2013
DRAWN BY: JLS
CHECKED BY: PTS
SHEET 9 OF 234

STATE OF VERMONT
AGENCY OF TRANSPORTATION

COMPOSITE QUANTITY SHEET 1

SUMMARY OF ESTIMATED QUANTITIES								TOTALS		DESCRIPTIONS				DETAILED SUMMARY OF QUANTITIES		
STP 2913(1)					NH 2948(1)											
ROADWAY (MAJOR COLLECTOR)	TRAINING (MAJOR COLLECTOR)	BRIDGE (MAJOR COLLECTOR)	FULL C.E. ITEMS (MAJOR COLLECTOR)		ROADWAY (PRINCIPAL ARTERIAL)	FULL C.E. ITEMS (PR ARTERIAL)		GRAND TOTAL	FINAL	UNIT	ITEMS	ITEM NUMBER	ROUND	QUANTITIES	UNIT	ITEMS
					4			4		EACH	THINNING AND TRIMMING FOR SIGNS	201.31	-			FOR INDIVIDUAL BREAKDOWNS SEE SHEETS 23 - 25 AND 212 - 214
					86			86		CY	COMMON EXCAVATION	203.15	1.4			
1350					500			1850		CY	EARTH BORROW	203.30	-			
300								300		LF	SHOULDER BERM REMOVAL	203.40	6			
1005								1005		CY	TRENCH EXCAVATION OF EARTH	204.20	8.8			
205								205		CY	TRENCH EXCAVATION OF ROCK	204.21	EST.			
1					1			2		CY	TRENCH EXCAVATION OF EARTH, EXPLORATORY (N.A.B.I.)	204.22	-			
117600					38750			156350		SY	COLD PLANING, BITUMINOUS PAVEMENT	210.10	1488			
5410					21			5431		TON	SUBBASE OF CRUSHED GRAVEL, FINE GRADED	301.28	56.3			
400								400		TON	SUBBASE, RAP	301.40	-			
120500								120500		SY	RECLAIMED STABILIZED BASE	310.20	1141			
30								30		CY	AGGREGATE SURFACE COURSE	401.10	1.9			
5500					600			6100		TON	AGGREGATE SHOULDERS, RAP	402.13	44			
1					1			2		LU	PRICE ADJUSTMENT, ASPHALT CEMENT (N.A.B.I.)	406.50	-			
13900								13900		CWT	EMULSIFIED ASPHALT, COLD MIX	415.25	135			
26500					4600			31100		TON	SUPERPAVE BITUMINOUS CONCRETE PAVEMENT	490.30	299			
1					1			2		LU	AIR VOIDS PAY ADJUSTMENT (N.A.B.I.)	490.31	-			
1					1			2		LU	MAT DENSITY PAY ADJUSTMENT (N.A.B.I.)	490.32	-			
1					1			2		LU	SURFACE TOLERANCE PAY ADJUSTMENT (N.A.B.I.)	490.33	-			
1					1			2		LU	LONGITUDINAL JOINT COMPACTION PAY ADJUSTMENT (N.A.B.I.)	490.34	-			
		150						150		LF	BRIDGE EXPANSION JOINT, ASPHALTIC PLUG	516.10	4			
					5			5		CY	CONCRETE, CLASS B	541.25	0.2			
		25						25		CF	RAPID SETTING CONCRETE REPAIR MATERIAL WITH COARSE AGGREGATE	580.20	EST.			
1					2			3		EACH	REHAB. DROP INLETS, CATCH BASINS, OR MANHOLES, CLASS I	604.412	EST.			
1					1			2		EACH	REHAB. DROP INLETS, CATCH BASINS, OR MANHOLES, CLASS II	604.415	EST.			
3700								3700		LF	6 INCH UNDERDRAIN PIPE	605.10	20			
320					15			335		HR	POWER GRADER RENTAL	608.15	EST.			
190					40			230		HR	ALL PURPOSE EXCAVATOR RENTAL, TYPE I	608.25	EST.			
140					25			165		HR	POWER BROOM RENTAL, TYPE I	608.30	EST.			
190					80			270		HR	TRUCK RENTAL	608.37	EST.			
190					40			230		HR	LOADER RENTAL, TYPE I	608.40	EST.			
1570								1570		CY	STONE FILL, TYPE I	613.10	13.9			
					10			10		CY	STONE FILL, TYPE II	613.11	1.1			
					260			260		LF	REMOVING AND RESETTING CURB	616.40	2			
					455			455		LF	REMOVAL OF EXISTING CURB	616.41	4			
33								33		EACH	RELOCATE MAILBOX, SINGLE SUPPORT	617.10	-			
					15			15		SY	PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH	618.10	-			
					25			25		SF	DETECTABLE WARNING SURFACE	618.30	1			
150								150		EACH	YIELDING MARKER POSTS	619.17	EST.			
620								620		LF	REMOVAL OF EXISTING FENCE	620.55	7			

PROJECT NAME: WEATHERSFIELD
PROJECT NUMBER: STP 2913(1) / NH 2948(1)

FILE NAME: 10c228.dgn
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: p10C228_10

PLOT DATE: 2/7/2013
DRAWN BY: WWG
CHECKED BY: PTS
SHEET 10 OF 234

STATE OF VERMONT
AGENCY OF TRANSPORTATION

COMPOSITE QUANTITY SHEET 2

SUMMARY OF ESTIMATED QUANTITIES									TOTALS		DESCRIPTIONS				DETAILED SUMMARY OF QUANTITIES		
	STP 2913(1)				NH 2948(1)												
	ROADWAY (MAJOR COLLECTOR)	TRAINING (MAJOR COLLECTOR)	BRIDGE (MAJOR COLLECTOR)	FULL C.E. ITEMS (MAJOR COLLECTOR)	ROADWAY (PRINCIPAL ARTERIAL)	FULL C.E. ITEMS (PR ARTERIAL)	GRAND TOTAL	FINAL	UNIT	ITEMS	ITEM NUMBER	ROUND	QUANTITIES	UNIT	ITEMS
	4900				3250		8150		LF	STEEL BEAM GUARDRAIL, GALVANIZED	621.20	62			
	7100						7100		LF	STEEL BEAM GUARDRAIL, GALVANIZED W/8 FEET POSTS	621.205	56.5			
	50						50		LF	STEEL BEAM GUARDRAIL, GALVANIZED/NESTED	621.206	-			
	75						75		LF	HD STEEL BEAM GUARDRAIL, GALVANIZED	621.21	8			
	54				20		74		EACH	ANCHOR FOR STEEL BEAM RAIL	621.60	-			
	100						100		LF	REMOVE AND RESET GUARDRAIL	621.75	-			
	5						5		EACH	REPLACE GUARDRAIL POST ASSEMBLY	621.76	EST.			
	1						1		EACH	REPLACE GUARDRAIL BEAM UNIT	621.77	EST.			
	11400				3200		14600		LF	REMOVAL AND DISPOSAL OF GUARDRAIL	621.80	154.5			
	3						3		EACH	REMOVAL AND DISPOSAL OF GUIDE POSTS	621.81	-			
					1		1		EACH	ADJUST ELEVATION OF VALVE BOX	629.20	-			
	1650				161		1811		HR	UNIFORMED TRAFFIC OFFICERS	630.10	EST.			
	4925				575		5500		HR	FLAGGERS	630.15	EST.			
				0.5		0.5	1		LS	FIELD OFFICE, ENGINEERS	631.10	-			
						1	1		LS	TESTING EQUIPMENT, CONCRETE	631.16	-			
				0.5		0.5	1		LS	TESTING EQUIPMENT, BITUMINOUS	631.17	-			
				1500		1500	3000		DL	FIELD OFFICE TELEPHONE (N.A.B.I.)	631.26	-			
		520					520		HR	EMPLOYEE TRAINEESHIP	634.10	-			
	0.5				0.5		1		LS	MOBILIZATION/DEMOBILIZATION	635.11	-			
					1		1		LS	TRAFFIC CONTROL (NH 2948(1)) (PRINCIPAL ARTERIAL)	641.10				
	1						1		LS	TRAFFIC CONTROL (STP 2913(1)) (MAJOR COLLECTOR)	641.10	-			
	3				5		8		EACH	PORTABLE CHANGEABLE MESSAGE SIGN	641.15	-			
										BEGIN OPTION AA					
	71800				12600		84400		LF	DURABLE 4 INCH WHITE LINE, THERMOPLASTIC	646.402	850			
	71800				12600		84400		LF	DURABLE 4 INCH WHITE LINE, EPOXY PAINT	646.403	850			
	71800				12600		84400		LF	DURABLE 4 INCH WHITE LINE, POLYUREA	646.404	850			
										END OPTION AA					
										BEGIN OPTION BB					
	71300				10700		82000		LF	DURABLE 4 INCH YELLOW LINE, THERMOPLASTIC	646.412	783			
	71300				10700		82000		LF	DURABLE 4 INCH YELLOW LINE, EPOXY PAINT	646.413	783			
	71300				10700		82000		LF	DURABLE 4 INCH YELLOW LINE, POLYUREA	646.414	783			
										END OPTION BB					
										BEGIN OPTION CC					
					300		300		LF	DURABLE 6 INCH WHITE LINE, THERMOPLASTIC	646.422	21			
					300		300		LF	DURABLE 6 INCH WHITE LINE, EPOXY PAINT	646.423	21			
					300		300		LF	DURABLE 6 INCH WHITE LINE, POLYUREA	646.424	21			
										END OPTION CC					

PROJECT NAME: WEATHERSFIELD

PROJECT NUMBER: STP 2913(1) / NH 2948(1)

FILE NAME: 10c228.dgn
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: p10C228_11

PLOT DATE: 2/7/2013
DRAWN BY: WWG
CHECKED BY: PTS
SHEET 11 OF 234

STATE OF VERMONT
AGENCY OF TRANSPORTATION

COMPOSITE QUANTITY SHEET 3

| SUMMARY OF ESTIMATED QUANTITIES | | |

STATE OF VERMONT
AGENCY OF TRANSPORTATION

COMPOSITE QUANTITY SHEET 4

SUMMARY OF ESTIMATED QUANTITIES

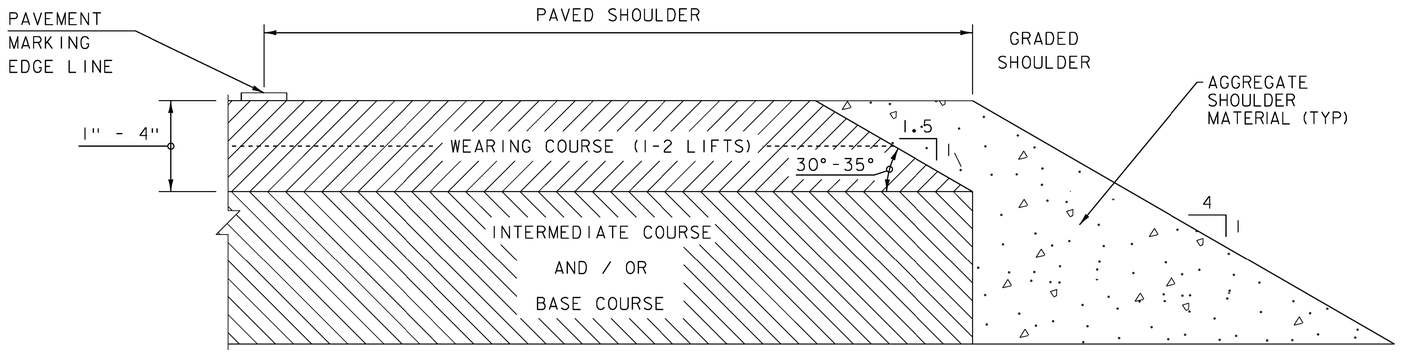
STP 2913(1)					NH 2948(1)		TOTALS		DESCRIPTIONS				DETAILED SUMMARY OF QUANTITIES		
ROADWAY (MAJOR COLLECTOR)	TRAINING (MAJOR COLLECTOR)	BRIDGE (MAJOR COLLECTOR)	FULL C.E. ITEMS (MAJOR COLLECTOR)		ROADWAY (PRINCIPAL ARTERIAL)	FULL C.E. ITEMS (PR ARTERIAL)	GRAND TOTAL	FINAL	UNIT	ITEMS	ITEM NUMBER	ROUND	QUANTITIES	UNIT	ITEMS
60					1		61		TON	HAY MULCH	651.25	EST.			
135					25		160		CY	TOPSOIL	651.35	EST.			
1650							1650		SY	GRUBBING MATERIAL	651.40	24.8			
10300					500		10800		SY	TEMPORARY EROSION MATTING	653.20	91.8			
2950							2950		LF	EROSION LOG	653.60	25			
18					240		258		SF	TRAFFIC SIGNS, TYPE A	675.20	2.49			
					590		590		LB	TUBULAR STEEL SIGN POST	675.33	3			
240					450		690		LF	SQUARE TUBE SIGN POST AND ANCHOR	675.341	-			
					6		6		EACH	FOUNDATION FOR TUBULAR STEEL POST	675.43	-			
20					68		88		EACH	REMOVING SIGNS	675.50	-			
20					10		30		EACH	ERECTING SALVAGED SIGNS	675.60	-			
60					20		80		EACH	DELINEATOR WITH STEEL POST	676.10	4			
					20		20		EACH	REMOVAL OF EXISTING DELINEATOR	676.12	-			
15							15		EACH	REMOVE AND REPLACE REFLECTOR UNIT	676.15	-			
					1		1		EACH	TRAFFIC CONTROL SIGNAL SYSTEM, INTERSECTION	678.15	-			
1					1		2		LU	PRICE ADJUSTMENT, FUEL (N.A.B.I.)	690.50	-			
120500							120500		SY	SPECIAL PROVISION (COLD MIXED RECYCLED BITUMINOUS PAVEMENT, PORTLAND CEMENT)	900.675	1141			
2625					440		3065		SY	SPECIAL PROVISION (HAND-PLACED BITUMINOUS CONCRETE MATERIAL, DRIVES)	900.675	17			
120500							120500		SY	SPECIAL PROVISION (RECLAIMED STABILIZED BASE, PORTLAND CEMENT)	900.675	1141			
					50		50		TON	SPECIAL PROVISION (BITUMINOUS CONCRETE PAVEMENT SURFACE PREPARATION, TYPE I)	900.680	EST.			
43300					3380		46680		TON	SPECIAL PROVISION (MATERIAL TRANSFER VEHICLE)	900.680	503			
1800							1800		TON	SPECIAL PROVISION (PORTLAND CEMENT FOR BASE STABILIZATION)	900.680	12			
140							140		TON	SPECIAL PROVISION (PORTLAND CEMENT FOR COLD MIXED RECYCLING)	900.680	-			
750					390		1140		CWT	SPECIAL PROVISION (EMULSIFIED ASPHALT) (RS-1H OR CRS-1H)	900.683	13			
1535							1535		CWT	SPECIAL PROVISION (FOG SEAL SURFACE TREATMENT)	900.683	15			

PROJECT NAME: WEATHERSFIELD

PROJECT NUMBER: STP 2913(1) / NH 2948(1)

FILE NAME: 10c228.dgn
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: p10C228_13

PLOT DATE: 2/7/2013
DRAWN BY: WWG
CHECKED BY: PTS
SHEET 13 OF 234



SAFETY EDGE DETAIL

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

SEEDING FORMULA

RATE: DOUBLE IF HYDROSEEDING

% WT.	LBS./A.	NAME	PUR %	GERM %
37.5	22.5	CREEPING RED FESCUE	98	85
37.5	22.5	TALL FESCUE	95	90
5.0	3.0	RED TOP	95	90
15.0	9.0	BIRDSFOOT TREFOIL	98	85
5.0	3.0	ANNUAL RYEGRASS	95	85
100.0	60.0			

SEEDING NOTES

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

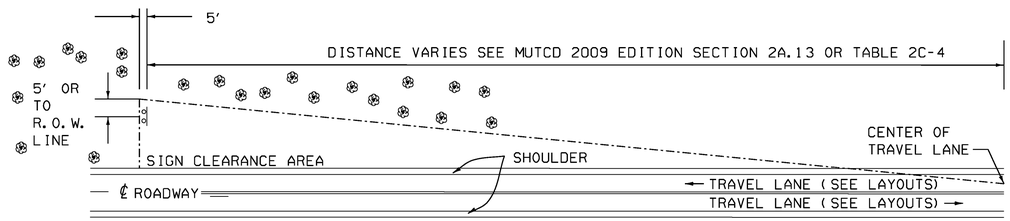
SEED: TO BE APPLIED PER SEEDING FORMULAS OR AS DIRECTED BY THE ENGINEER.

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

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

HAY MULCH: TO BE PLACED ON THE EARTH SLOPES AT THE RATE OF 2 TONS/ACRE, OR AS DIRECTED BY THE ENGINEER.

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



THINNING AND TRIMMING DETAIL

THINNING AND TRIMMING MAY BE REQUIRED AT SIGN LOCATIONS AS NOTED BELOW OR AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL REMOVE ALL WOODY STEMMED GROWTH INCLUDING BRUSH, SAPLINGS AND TREE LIMBS GROWING WITHIN OR PROJECTING INTO THE CLEARANCE AREA AND DOWN TO GROUND LEVEL. PAYMENT WILL BE MADE UNDER ITEM 201.31, THINNING AND TRIMMING FOR SIGNS. NO CHEMICALS (POISONS OR DEFOLIANTS) WILL BE ALLOWED.

LOCATION

VT 12

~~2+50 RT~~

~~3+25 LT~~

4+00 RT

~~19+80 RT~~

NOT TO SCALE

COMPOSITE MISCELLANEOUS DETAILS SHEET

PROJECT NAME: WEATHERSFIELD

PROJECT NUMBER: STP 2913(1) / NH 2948(1)

FILE NAME: 10c228.dgn
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: p10C228_14

PLOT DATE: 2/7/2013
DRAWN BY: WWG
CHECKED BY: PTS
SHEET 14 OF 234

Project No: **23036.1000.32000**
Client: **Vermont Agency of Transportation**
Contractor: **Mike's Boring & Coring**
Driller: **D. Johnson**
Inspector: **K. Owens**

STP 2913(1) Weathersfield

Auger Probe Drilling Notes

BORING NO.	DATE DRILLED	MILE MARKER	OFFSET (FT)	DEPTH (FT)	SAMPLE TYPE	FIELD DESCRIPTION: SOIL TYPE, COLOR, MOISTURE	LAB: % MOISTURE	AASHTO CLASS.	SOIL DES.	% GRAVEL	% SAND	% FINES	LIQUID LIMIT	PLASTIC LIMIT
B-101	7/12/2011	0.00	7.3	0.0 - 0.4		Asphalt Pavement								
				0.4 - 0.7		Subbase								
				0.7 - 5.0	Auger	f.m.c. SAND, S. f. Gravel, lit. silt, brn, moist	8.5	A-2-4	SM	23.7	57.2	19.1		
						End of Boring @ 5.0 feet								
B-102	7/12/2011	0.20	9.4	0.0 - 0.3		Asphalt Pavement (Layer 1)								
				0.3 - 0.5		Asphalt Pavement (Layer 2)								
				0.5 - 0.8		Concrete								
				0.8 - 1.0		Subbase								
				1.0 - 3.0	Auger	f.m.c. SAND, S. f.c. Gravel, lit. silt, brn, moist	6.4	A-2-4	SM	23.7	60.9	15.4		
						Auger refusal @ 3.0'								
B-103	7/12/2011	0.40	7.4	0.0 - 0.5		Asphalt Pavement								
				0.5 - 0.7		Concrete								
				0.7 - 5.0	Auger	f.m.c. SAND, lit. silt, lit. f. gravel, l. brn, moist		A-2-4	SM					
						End of Boring @ 5.0 feet								
B-104	7/12/2011	0.60	7.4	0.0 - 0.3		Asphalt Pavement								
				0.3 - 0.8		Concrete								
				0.8 - 2.0	Auger	f.m.c. SAND and f.c. GRAVEL, tr. silt, brn, moist	3.7	A-1-b	SP	38.2	52.2	9.5		
						Auger refusal @ 2.0'								
B-105	7/12/2011	0.80	4.7	0.0 - 0.2		Asphalt Pavement (Layer 1)								
				0.2 - 0.4		Asphalt Pavement (Layer 2)								
				0.4 - 0.8		Concrete								
				0.8 - 0.9		Subbase								
				0.9 - 5.0	Auger	f.m.c. SAND, S. f.c. Gravel, lit. silt, brn, moist		A-1-b	SM					
						End of Boring @ 5.0'								
B-106	7/12/2011	1.00	5.2	0.0 - 0.4		Asphalt Pavement								
				0.4 - 0.5		Subbase								
				0.5 - 5.0	Auger	f. GRAVEL and f.m.c. SAND, lit. silt, brn, moist	5.9	A-1-b	GP	48.2	41.0	10.8		
						End of Boring @ 5.0'								
B-107	7/12/2011	1.20	7.4	0.0 - 0.4		Asphalt Pavement (Layer 1)								
				0.4 - 0.5		Asphalt Pavement (Layer 2)								
				0.5 - 0.6		Subbase								
				0.6 - 5.0	Auger	SILT, S. f.m.c. Sand, lit. f.c. gravel, brn, moist		A-4	ML					
						End of Boring @ 5.0'								

Project No: **23036.1000.32000**
Client: **Vermont Agency of Transportation**
Contractor: **Mike's Boring & Coring**
Driller: **D. Johnson**
Inspector: **K. Owens**

STP 2913(1) Weathersfield

Auger Probe Drilling Notes

BORING NO.	DATE DRILLED	MILE MARKER	OFFSET (FT)	DEPTH (FT)	SAMPLE TYPE	FIELD DESCRIPTION: SOIL TYPE, COLOR, MOISTURE	LAB: % MOISTURE	AASHTO CLASS.	SOIL DES.	% GRAVEL	% SAND	% FINES	LIQUID LIMIT	PLASTIC LIMIT
B-108	7/12/2011	1.40	6.4	0.0 - 0.6		Asphalt Pavement (Layer 1)								
				0.6 - 1.0		Asphalt Pavement (Layer 2)								
				1.0 - 5.0	Auger	SILT, lit. f.m.c. sand, tr. f.c. gravel, brn, moist		A-4	ML					
						End of Boring @ 5.0'								
B-109	7/12/2011	1.60	7.7	0.0 - 0.8		Asphalt Pavement								
				0.8 - 1.0		Subbase								
				1.0 - 5.0	Auger	f.m.c. SAND and SILT, tr. f.c. gravel, brn, moist	12.1	A-4	SM	8.3	54.0	37.8		
						End of Boring @ 5.0'								
B-110	7/12/2011	1.80	9.0	0.0 - 0.5		Asphalt Pavement								
				0.5 - 0.6		Concrete								
				0.6 - 0.7		Subbase								
				0.7 - 5.0	Auger	f.m.c. SAND, S. Silt, tr. f. gravel, brn, moist	15.8	A-2-4	SM	8.1	66.6	25.3		
						End of Boring @ 5.0 feet								
B-111	7/12/2011	2.00	7.8	0.0 - 0.5		Asphalt Pavement								
				0.5 - 0.7		Subbase								
				0.7 - 5.0	Auger	f.m.c. SAND, S. Silt, tr. f.c. gravel, brn, moist		A-2-4	SM					
						End of Boring @ 5.0 feet								
B-112	7/12/2011	2.20	7.8	0.0 - 0.5		Asphalt Pavement								
				0.5 - 0.8		Concrete								
				0.8 - 2.0		SILT, S. f.m.c. Sand, lit. f. gravel, brn, moist		A-4	ML					
				2.0 - 5.0	Auger	SILT, S. f.m.c. Sand, tr. f. gravel, gray, moist		A-4	ML					
						End of Boring @ 5.0 feet								
B-113	7/13/2011	2.40	6.2	0.0 - 0.5		Asphalt Pavement								
				0.5 - 0.7		Subbase								
				0.7 - 5.0	Auger	SILT, S. f.m.c. Sand, lit. f.c. gravel, brn, moist	10.2	A-4	ML	22.8	30.3	47.0		
						End of Boring @ 5.0 feet								
B-114	7/13/2011	2.60	6.5	0.0 - 0.5		Asphalt Pavement								
				0.5 - 0.7		Subbase								
				0.7 - 5.0	Auger	f.m.c. SAND, S. Silt, S. f.c. Gravel, brn, moist		A-1-b	SM					
						End of Boring @ 5.0 feet								

Project No: **23036.1000.32000**
Client: **Vermont Agency of Transportation**
Contractor: **Mike's Boring & Coring**
Driller: **D. Johnson**
Inspector: **K. Owens**

STP 2913(1) Weathersfield

Auger Probe Drilling Notes

BORING NO.	DATE DRILLED	MILE MARKER	OFFSET (FT)	DEPTH (FT)	SAMPLE TYPE	FIELD DESCRIPTION: SOIL TYPE, COLOR, MOISTURE	LAB: % MOISTURE	AASHTO CLASS.	SOIL DES.	% GRAVEL	% SAND	% FINES	LIQUID LIMIT	PLASTIC LIMIT
B-115	7/13/2011	2.80	6.3	0.0 - 0.5		Asphalt Pavement								
				0.5 - 0.6		Subbase								
				0.6 - 3.0		f.m.c. SAND, S. Silt, S. f. Gravel, l. brn, moist		A-1-b	SM					
				3.0 - 5.0	Auger	f.c. GRAVEL, S. f.m.c. Sand, tr. silt, brn, moist	2.4	A-1-a	GP	57.2	34.4	8.4		
						End of Boring @ 5.0 feet								
B-116	7/13/2011	3.00	7.6	0.0 - 0.5		Asphalt Pavement								
				0.5 - 0.7		Subbase								
				0.7 - 5.0	Auger	f.m.c. SAND, S. f.c. Gravel, S. Silt, brn/dk. brn, moist	16.1	A-2-4	SM	20.6	59.4	20.0		
						End of Boring @ 5.0 feet								
B-117	7/13/2011	3.20	7.4	0.0 - 0.5		Asphalt Pavement								
				0.5 - 0.7		Subbase								
				0.7 - 3.5		f.m.c. SAND, lit. silt, lit. f.c. gravel, brn, moist		A-2-4	SM					
				3.5 - 5.0	Auger	f.m.c. SAND, lit. silt, lit. f.c. gravel, dk. brn, moist		A-2-4	SM					
						End of Boring @ 5.0 feet								
B-118	7/13/2011	3.40	7.3	0.0 - 0.7		Asphalt Pavement								
				0.7 - 0.8		Subbase								
				0.8 - 5.0	Auger	f.m.c SAND, S. Silt, lit. f.c. gravel, brn, moist		A-2-4	SM					
						End of Boring @ 5.0 feet								
B-119	7/13/2011	3.60	7.4	0.0 - 0.7		Asphalt Pavement								
				0.7 - 0.8		Subbase								
				0.8 - 5.0	Auger	f.m.c. SAND, S. f.c. Gravel, lit. silt, brn, moist	10.3	A-2-4	SM	26.9	55.4	17.7		
						End of Boring @ 5.0 feet								
B-120	7/13/2011	3.80	6.3	0.0 - 0.8		Asphalt Pavement								
				0.8 - 1.0		Subbase								
				1.0 - 5.0	Auger	f.m.c. SAND and f.c. GRAVEL, lit. silt, brn, moist	7.3	A-1-b	SM	40.4	41.6	18.1		
						End of Boring @ 5.0 feet								
B-121	7/13/2011	4.00	7.6	0.0 - 0.9		Asphalt Pavement								
				0.9 - 1.0		Subbase								
				1.0 - 5.0	Auger	f.m.c. SAND, S. Silt, S. f.c. Gravel, brn, moist		A-1-b	SM					
						End of Boring @ 5.0 feet								

Project No: **23036.1000.32000**
Client: **Vermont Agency of Transportation**
Contractor: **Mike's Boring & Coring**
Driller: **D. Johnson**
Inspector: **K. Owens**

STP 2913(1) Weathersfield

Auger Probe Drilling Notes

BORING NO.	DATE DRILLED	MILE MARKER	OFFSET (FT)	DEPTH (FT)	SAMPLE TYPE	FIELD DESCRIPTION: SOIL TYPE, COLOR, MOISTURE	LAB: % MOISTURE	AASHTO CLASS.	SOIL DES.	% GRAVEL	% SAND	% FINES	LIQUID LIMIT	PLASTIC LIMIT
B-122	7/13/2011	4.20	7.4	0.0 - 0.5		Asphalt Pavement								
				0.5 - 0.7		Subbase								
				0.7 - 3.5		f.m.c. SAND, lit. silt, lit. f.c. gravel, brn, moist		A-2-4	SM					
				3.5 - 5.0	Auger	f.m.c. SAND, lit. silt, lit. f.c. gravel, dk. brn, moist		A-2-4	SM					
						End of Boring @ 5.0 feet								
B-123	7/13/2011	4.40	7.3	0.0 - 0.7		Asphalt Pavement								
				0.7 - 0.8		Subbase								
				0.8 - 3.9	Auger	f.m.c. SAND and f.c. GRAVEL, lit. silt, brn, moist	3.8	A-1-b	SM	38.7	47.8	13.4		
						Auger refusal @ 3.9 feet								
B-124	7/13/2011	4.60	7.4	0.0 - 0.5		Asphalt Pavement								
				0.5 - 0.8		Subbase								
				0.8 - 5.0	Auger	f.m.c. SAND, S. Silt, S. f. Gravel, brn, moist		A-1-b	SM					
						End of Boring @ 5.0 feet								
B-125	7/13/2011	4.80	6.7	0.0 - 1.0		Asphalt Pavement								
				1.0 - 1.1		Subbase								
				1.1 - 3.5	Auger	f.m.c. SAND, S. f.c. Gravel, tr. silt, brn, moist	6.9	A-1-b	SP	31.5	58.9	9.6		
				3.5 - 5.0	Auger	Cl. SILT, S. f.m.c. Sand, lit. f.c. gravel, tr. org., gray, moist	16.4	A-4	ML	18.2	33.1	48.7		
						End of Boring @ 5.0 feet								
B-126	7/13/2011	5.00	5.9	0.0 - 0.5		Asphalt Pavement								
				0.5 - 0.7		Subbase								
				0.7 - 5.0	Auger	f.m.c. SAND, S. Silt, lit. f.c. gravel, brn, moist		A-2-4	SM					
						End of Boring @ 5.0 feet								
B-127	7/13/2011	5.20	8.4	0.0 - 0.8		Asphalt Pavement								
				0.8 - 1.0		Subbase								
				1.0 - 2.5		f.m.c. SAND, S. Silt, lit. f.c. gravel, brn, moist		A-2-4	SM					
				2.5 - 5.0	Auger	f.m.c. SAND, S. Silt, S. f.c. Gravel, gray, moist	7.6	A-1-b	SM	33.9	41.0	25.2		
						End of Boring @ 5.0 feet								
B-128	7/13/2011	5.40	7.3	0.0 - 0.6		Asphalt Pavement								
				0.6 - 0.8		Subbase								
				0.8 - 5.0	Auger	f.m.c. SAND, S. f.c. Gravel, lit. silt, brn, moist	8.8	A-2-4	SM	28.1	53.8	18.0		
						End of Boring @ 5.0 feet								

NOTE
BORING MILE MARK LOCATIONS NOTED IN THE AUGER DRILLING NOTES ARE BASED ON A VEHICLE ODOMETER AND ARE APPROXIMATE. SEE ROADWAY LAYOUT SHEETS FOR BORE HOLE LOCATIONS.

COMPOSITE DRILLING NOTES SHEET 1

PROJECT NAME: WEATHERSFIELD
PROJECT NUMBER: STP 2913(1) / NH 2948(1)

FILE NAME: 10c228.dgn
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: p10C228_15

PLOT DATE: 2/7/2013
DRAWN BY: JLS
CHECKED BY: PTS
SHEET 15 OF 234

Project No: **23036.1000.32000**
Client: **Vermont Agency of Transportation**
Contractor: **Mike's Boring & Coring**
Driller: **D. Johnson**
Inspector: **K. Owens**

STP 2913(1) Weathersfield

Auger Probe Drilling Notes

BORING NO.	DATE DRILLED	MILE MARKER	OFFSET (FT)	DEPTH (FT)	SAMPLE TYPE	FIELD DESCRIPTION: SOIL TYPE, COLOR, MOISTURE	LABORATORY RESULTS: % MOISTURE	AASHTO CLASS.	SOIL DES.	% GRAVEL	% SAND	% FINES	LIQUID LIMIT	PLASTIC LIMIT
B-129	7/13/2011	5.60	6.3	0.0 - 0.8		Asphalt Pavement								
				0.8 - 1.0		Subbase								
				1.0 - 3.5		f.m.c. SAND, lit. silt, lit. f.c. gravel, brn, moist		A-2-4	SM					
				3.5 - 5.0	Auger	f.m.c. SAND and cl. SILT, lit. f.c. gravel, tr. org., gray, moist	17.4	A-4	SM	18.4	44.3	37.3		
						End of Boring @ 5.0 feet								
B-130	7/13/2011	5.80	6.9	0.0 - 1.0		Asphalt Pavement								
				1.0 - 1.3		Subbase								
				1.3 - 5.0	Auger	f.m.c. SAND, S. Silt, S. f.c. Gravel, brn/dk. brn, moist		A-1-b	SM					
						End of Boring @ 5.0 feet								
B-131	7/13/2011	6.00	5.7	0.0 - 0.7		Asphalt Pavement								
				0.7 - 0.8		Subbase								
				0.8 - 5.0	Auger	f.m.c. SAND, S. Silt, S. f.c. Gravel, dk. brn, moist	10.0	A-1-b	SM	32.6	45.7	21.6		
						End of Boring @ 5.0 feet								
B-132	7/13/2011	6.20	8.1	0.0 - 0.8		Asphalt Pavement								
				0.8 - 0.9		Subbase								
				0.9 - 5.0	Auger	f.m.c. SAND, S. Silt, lit. f.c. gravel, brn, moist		A-2-4	SM					
						Auger refusal @ 5.0 feet								
B-133	7/13/2011	6.40	7.2	0.0 - 0.6		Asphalt Pavement								
				0.6 - 0.7		Subbase								
				0.7 - 1.0		Boulder								
				1.0 - 4.5	Auger	f.m.c. SAND, S. f.c. Gravel, lit. silt, brn, moist	7.5	A-1-b	SM	36.7	49.6	13.7		
						Auger refusal @ 4.5 feet								
B-134	7/13/2011	6.60	6.9	0.0 - 0.4		Asphalt Pavement								
				0.4 - 0.6		Subbase								
				0.6 - 4.8	Auger	f. GRAVEL and f.m.c. SAND, S. Silt, brn, moist	7.6	A-1-b	SM	42.1	37.3	20.6		
				4.8 - 5.0		Cl. SILT, S. f.m.c. Sand, tr. f.c. gravel, gray, moist		A-4	ML					
						End of Boring @ 5.0 feet								
B-135	7/13/2011	6.80	7.4	0.0 - 0.3		Asphalt Pavement								
				0.3 - 5.0	Auger	SILT, S. f.m.c. Sand, S. f.c. Gravel, gray, moist		A-4	ML					
						End of Boring @ 5.0 feet								

Project No: **23036.1000.32000**
Client: **Vermont Agency of Transportation**
Contractor: **Mike's Boring & Coring**
Driller: **D. Johnson**
Inspector: **K. Owens**

STP 2913(1) Weathersfield

Auger Probe Drilling Notes

BORING NO.	DATE DRILLED	MILE MARKER	OFFSET (FT)	DEPTH (FT)	SAMPLE TYPE	FIELD DESCRIPTION: SOIL TYPE, COLOR, MOISTURE	LABORATORY RESULTS: % MOISTURE	AASHTO CLASS.	SOIL DES.	% GRAVEL	% SAND	% FINES	LIQUID LIMIT	PLASTIC LIMIT
B-136	7/13/2011	7.00	2.1^	0.0 - 0.3		Asphalt Pavement								
				0.3 - 0.5		Concrete								
				0.5 - 0.7		Subbase								
				0.7 - 3.5		f.m.c. SAND, S. Silt, lit. f.c. gravel, l. brn, moist		A-2-4	SM					
				3.5 - 5.0	Auger	SILT, lit. f.m.c. sand, tr. f.c. gravel, brn/gray, moist		A-4	ML					
						End of Boring @ 5.0 feet								
B-137	7/13/2011	7.20	3.5^	0.0 - 0.3		Asphalt Pavement								
				0.3 - 0.6		Concrete								
				0.6 - 0.8		Subbase								
				0.8 - 2.5		f.m.c. SAND, S. Silt, S. f.c. Gravel, l. brn, moist		A-1-b	SM					
				2.5 - 5.0	Auger	SILT, lit. f.m.c. sand, tr. f.c. gravel, brn/gray, moist		A-4	ML					
						End of Boring @ 5.0 feet								
B-138	7/13/2011	8.3*	1.5^	0.0 - 0.5		Asphalt Pavement								
				0.5 - 0.7		Concrete								
				0.7 - 4.0	Auger	f.c. GRAVEL, S. f.m.c. Sand, tr. silt, l. brn, moist	2.0	A-1-a	GP	62.3	28.9	8.8		
				4.0 - 5.0		SILT, S. f.m.c. Sand, tr. f.c. gravel, brn, moist		A-4	ML					
						End of Boring @ 5.0 feet								
B-139	7/13/2011	8.5*	8.0	0.0 - 0.6		Asphalt Pavement								
				0.6 - 0.8		Concrete								
				0.8 - 2.0		f.c. GRAVEL, S. f.m.c. Sand, lit. silt, l. brn, moist		A-1-a	GP					
				2.0 - 4.5	Auger	SILT, S. f.m.c. Sand, lit. f.c. gravel, l. brn, moist		A-4	ML					
						Auger refusal @ 4.5 feet								
B-140	7/13/2011	8.6*	3.6^	0.0 - 0.5		Asphalt Pavement								
				0.5 - 0.9		Concrete								
				0.9 - 5.0	Auger	f.c. GRAVEL, S. f.m.c. Sand, lit. silt, l. brn, moist		A-1-a	GP					
						Auger refusal @ 4.5 feet								

^Boring offsets were determined from white, shoulder line
*Mile Markers for B-138 through B-140 are referenced to VT Route 12

NOTE
BORING MILE MARK LOCATIONS NOTED IN THE AUGER DRILLING NOTES ARE BASED ON A VEHICLE ODOMETER AND ARE APPROXIMATE. SEE ROADWAY LAYOUT SHEETS FOR BORE HOLE LOCATIONS.

COMPOSITE DRILLING NOTES SHEET 2

PROJECT NAME: WEATHERSFIELD
PROJECT NUMBER: STP 2913(1) / NH 2948(1)

FILE NAME: 10c228.dgn
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: p10C228_16

PLOT DATE: 2/7/2013
DRAWN BY: JLS
CHECKED BY: PTS
SHEET 16 OF 234

PEDESTRIAN TEMPORARY TRAFFIC CONTROL NOTES

1. THE CONTRACTOR SHALL MAINTAIN PEDESTRIAN THROUGH MOVEMENTS FROM ONE END OF THE CONSTRUCTION AREA TO THE OTHER, ON AT LEAST ONE SIDE OF THE STREET DURING CONSTRUCTION. ANY SIDEWALK CLOSURES SHALL MEET THE REQUIREMENTS OF THE MUTCD, PART 6.

2. PEDESTRIAN ACCESS SHALL BE PROVIDED TO ALL ADJACENT PROPERTIES, BUILDINGS, RESIDENCES AND COMMERCIAL PROPERTIES AT ALL TIMES. THIS MAY INCLUDE TEMPORARY WALKWAYS SPANNING THE CONSTRUCTION AREA.

3. IF SIDEWALKS ARE CLOSED, A TEMPORARY PEDESTRIAN ACCESS ROUTE (TPAR) SHALL BE PROVIDED ON THE SAME SIDE OF THE ROAD AS THE CLOSED SIDEWALK, IF POSSIBLE. SIGNS AND BARRICADES SHALL BE USED TO PROVIDE ADVANCE NOTICE OF THE CLOSURE AND THE ROUTE OF ANY PEDESTRIAN DETOURS. THE TPAR SHALL HAVE A MINIMUM UNOBSTRUCTED WIDTH OF 4 FEET. IF THE TPAR IS LESS THAN 5 FEET IN WIDTH, A 5 FOOT BY 5 FOOT PASSING SPACE SHOULD BE PROVIDED AT LEAST EVERY 200 FEET. THE SURFACE OF THE TPAR SHALL BE SMOOTH AND CONTINUOUS FOR THE LENGTH OF THE TPAR. THE TPAR SHALL MAINTAIN THE SAME LEVEL OF ACCESSIBILITY AND DETECTABILITY AS THE FACILITY THAT IS BEING CLOSED. THE TPAR SHALL NOT LEAD PEDESTRIANS INTO CONFLICTS WITH VEHICLES, EQUIPMENT, OR CONSTRUCTION OPERATIONS.

4. IF THE TPAR IS ADJACENT TO MOVING TRAFFIC, CONSTRUCTION OPERATIONS/EQUIPMENT, OR DROP-OFFS, THEN CRASH WORTHY CHANNELIZING DEVICES THAT MEET THE REQUIREMENTS OF THE MUTCD SHALL BE USED.

5. THE CONTRACTOR SHALL NOT STORE OR PLACE ANY CONSTRUCTION MATERIALS, EQUIPMENT OR SIGNS IN THE PEDESTRIAN PATH OR TRAVEL.

6. THE CONTRACTOR'S OPERATIONS SHALL NOT OCCUPY SIDEWALKS EXCEPT WHERE PROPER PROTECTION AND A TPAR HAVE BEEN PROVIDED.

7. THE CONTRACTOR SHALL PROVIDE A TEMPORARY PEDESTRIAN TRAFFIC CONTROL PLAN FOR REVIEW AND APPROVAL BY THE ENGINEER A MINIMUM OF THREE WEEKS BEFORE SUCH PLAN IS IMPLEMENTED. THIS PLAN SHALL DETAIL THE CONSTRUCTION PHASING AND SCHEDULE, AND THE SPECIFIC METHODS OF MAINTAINING SAFE PEDESTRIAN ACCESS THROUGHOUT THE CONSTRUCTION AREA. THIS PLAN SHALL PROVIDE THE LOCATION AND DETAILS OF TEMPORARY CONSTRUCTION SIGNING, MARKINGS, BARRICADES, CHANNELIZING DEVICES, TPARS AND METHODS TO MAINTAIN ACCESS TO ADJACENT PROPERTIES, BUSINESSES, RESIDENCES, ETC. PAYMENT WILL BE INCLUDED IN THE UNIT PRICE BID FOR CONTRACT ITEM 641.10 TRAFFIC CONTROL.

TEMPORARY TRAFFIC CONTROL NOTES

1. THE LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) SHALL BE THE STANDARD FOR ALL TRAFFIC CONTROL DEVICES, EXISTING SIGNS AND MARKINGS SHALL BE VALID UNTIL SUCH TIME AS THEY ARE REPLACED OR RECONSTRUCTED. WHEN NEW TRAFFIC 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.

2. CONSTRUCTION ZONE SIGN LAYOUT SHALL BE IN ACCORDANCE WITH SECTION 6 OF THE LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).

3. THE CONTRACTOR SHALL SUBMIT A TRAFFIC CONTROL PLAN FOR APPROVAL BY THE ENGINEER PRIOR TO THE START OF CONSTRUCTION. THE COST OF PREPARING THIS PLAN (AND MAKING CHANGES IF NECESSARY) SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 641.10, TRAFFIC CONTROL.

4. THE CONTRACTOR IS REQUIRED TO OBTAIN PERMISSION FROM
WILLIAM LAMBERT
THE STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION
ADMINISTRATOR BUREAU OF TRAFFIC
TEL. (603) 271-2291
FOR THE PLACEMENT OF MUTCD COMPLIANT CONSTRUCTION WARNING SIGN PACKAGE AND FOR THE PLACEMENT OF PORTABLE CHANGEABLE MESSAGE SIGNS WITHIN THE STATE OF NEW HAMPSHIRE.

5. DIG SAFE SHALL BE NOTIFIED PRIOR TO THE INSTALLATION OF ANY SIGNS IN NEW HAMPSHIRE AT TEL. (888) 344-7233

6. THE BID PRICE FOR TRAFFIC CONTROL, ITEM 641.10, SHALL INCLUDE ALL OF THE FOLLOWING, AS NEEDED: APPROACH AND ON-PROJECT CONSTRUCTION SIGNING, PORTABLE FLASHING ARROW BOARDS, BARRIERS, BARRELS, CONES, BARRICADES, TEMPORARY REGULATORY AND WARNING SIGNS, AND POSTS AS DETAILED IN VAOT STANDARDS. ALL ADJUSTING, RELOCATING AND REMOVING OF THESE DEVICES AS DIRECTED BY THE ENGINEER SHALL ALSO BE INCLUDED IN THE UNIT BID PRICE.

7. THE CONTRACTOR SHALL INCLUDE A CONSTRUCTION SIGN PACKAGE FOR EXPECTED LANE CLOSURES AND WORK ZONE SPEED REDUCTIONS IN COMPLIANCE WITH THE LATEST EDITION OF THE MUTCD. PAYMENT FOR PROVIDING THIS PACKAGE SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 641.10, TRAFFIC CONTROL.

8. PORTABLE CHANGEABLE MESSAGE SIGNS WILL BE PROVIDED FOR USE ALONG THIS PROJECT AND ARE TO BE USED AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL POSITION PORTABLE CHANGEABLE MESSAGE SIGNS WARNING MOTORISTS OF THE EXPECTED ROADWAY CONDITIONS AHEAD. THE MESSAGE TO BE DISPLAYED SHALL BE SUBMITTED TO THE ENGINEER IN ADVANCE FOR APPROVAL. MESSAGES SHOULD BE UPDATED PERIODICALLY TO DESCRIBE THE WORK ACTIVITY OCCURRING SO THAT THE PCMS CONTINUES TO COMMAND THE ATTENTION OF MOTORISTS. THE COST OF PROVIDING THESE MESSAGE SIGNS SHALL BE PAID UNDER ITEM 641.15, PORTABLE CHANGEABLE MESSAGE SIGN.

9. CONSTRUCTION SIGNS SHALL BE IN NEW OR LIKE NEW CONDITION PER VAOT STANDARDS.

10. RETROREFLECTIVE SHEETING SHALL BE MINIMUM AASHTO M268 (ASTM D 4956) TYPE III OR VII AS NOTED ON VAOT STANDARD E-100 AND IN THE SPECIAL PROVISIONS.

11. DIAMOND SHAPED SIGNS SHALL BE 48" X 48" WITH BLACK TEXT AND BORDER ON A RETROREFLECTIVE FLUORESCENT ORANGE BACKGROUND.

12. 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.

13. ALL PERMANENT SIGNS THAT CONFLICT WITH TEMPORARY TRAFFIC CONTROL SHALL BE COMPLETELY COVERED, THE PAYMENT FOR WHICH SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 641.10 TRAFFIC CONTROL.

14. WHERE TEMPORARY SIGNS ARE PLACED BEHIND GUARDRAIL, THEY SHALL BE ADJUSTED SUCH THAT THE BOTTOM OF THE SIGNS ARE ABOVE THE TOP OF GUARDRAIL.

15. ALL TEMPORARY CONSTRUCTION SIGNS SHALL BE MOUNTED ON STANDS OR POSTS THAT COMPLY WITH NATIONAL COOPERATIVE HIGHWAY RESEARCH PROGRAM REPORT 350 (NCHRP 350).

16. SEE VAOT STANDARD E-100 FOR ADDITIONAL SIGN PLACEMENT DETAILS.

17. AS THE PAVING OPERATION MOVES, FLAGGER SIGNS SHALL BE MOVED ACCORDINGLY. AT NO TIME SHOULD THE FLAGGER SYMBOL SIGN BE MORE THAN 1000 FEET FROM THE FLAGGER STATION. FLAGGER SIGNS SHALL BE COVERED OR TURNED AWAY FROM TRAFFIC WHEN FLAGGING OPERATIONS CEASE FOR LONGER THAN 15 MINUTES.

18. CONES SHALL BE USED TO CLEARLY DEFINE THE TRAVEL SPACE AND PROVIDE SEPARATION FROM THE WORK SPACE ALONG ITS ENTIRE LENGTH.

19. UNIFORMED TRAFFIC OFFICERS SHALL BE USED TO CONTROL TRAFFIC AT THE SIGNALIZED INTERSECTION.

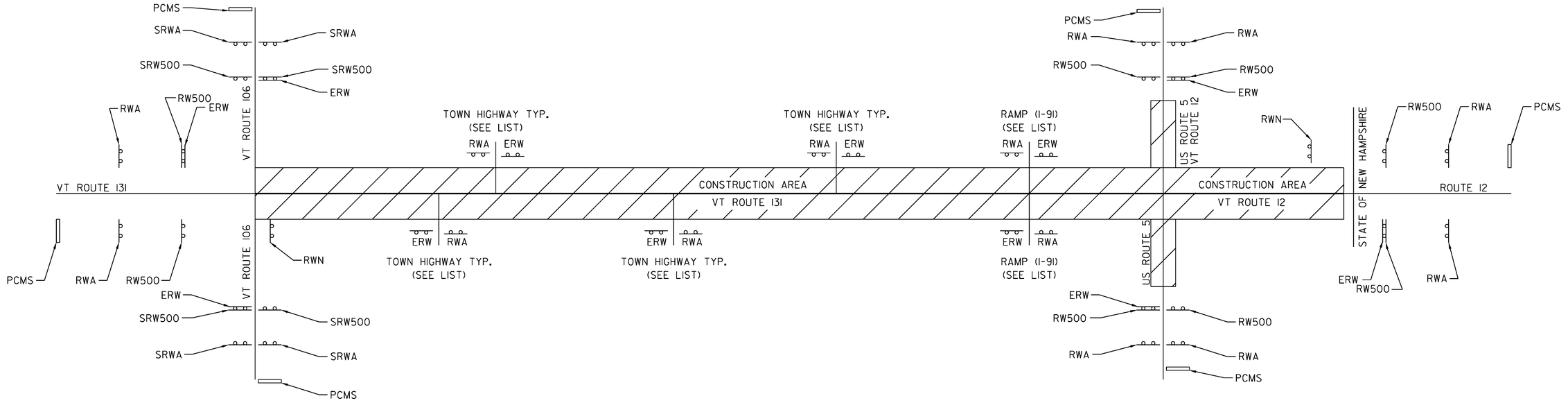
COMPOSITE TEMPORARY TRAFFIC CONTROL NOTES

PROJECT NAME: WEATHERSFIELD

PROJECT NUMBER: STP 2913(1) / NH 2948(1)

FILE NAME: 10c228.dgn
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: p10C228_17

PLOT DATE: 2/7/2013
DRAWN BY: WWG
CHECKED BY: PTS
SHEET 17 OF 234



STP 2913(I)
LIST OF TOWN/STATE HIGHWAYS
FOR CONSTRUCTION SIGNS

TOWN/STATE HIGHWAY NAME	ROAD WORK AHEAD (RWA)	END ROAD WORK (ERW)	ROAD WORK 500' (RW500)	ROAD WORK NEXT 8 MILES (RWN)	SIDE ROAD WORK AHEAD (SRWA)	SIDE ROAD WORK 500' (SRW500)	PCMS
STP 2913(I)							
VT 131							
BEGINNING OF PROJECT	2	3	2	1	4	4	3
TH 82	1	1					
TH 82	1	1					
TH 94	-	-					
TH 94	-	-					
TH 10	1	1					
TH 11	1	1					
TH 8	1	1					
TH 5	1	1					
TH 4	1	1					
TH 65	1	1					
TH 7	1	1					
TH 9	1	1					
TH 79	1	1					
TH 8	1	1					
TH 14	1	1					
TH 14	1	1					
TH 28	1	1					
TH 29	1	1					
TH 1	1	1					
TH 37	1	1					
TH 102	1	1					
TH 88	1	1					
TH 46	1	1					
TOTAL	23	24	2	1	4	4	3

NH 2948(I)
LIST OF TOWN/STATE HIGHWAYS
FOR CONSTRUCTION SIGNS

TOWN/STATE HIGHWAY NAME	ROAD WORK AHEAD (RWA)	END ROAD WORK (ERW)	ROAD WORK 500' (RW500)	ROAD WORK NEXT 8 MILES (RWN)	PCMS
NH 2948(I)					
VT 131					
SOUTHBOUND ON		1			
SOUTHBOUND OFF	1				1
NORTHBOUND OFF	1				1
NORTHBOUND ON		1			
TH 40	1	1			
TH 74	-	-			
US ROUTE 5	4	2	4		2
TH 33	-	-			
TH 56	-	-			
OLD VT 12	-	-			
END PROJECT	2	1	2	1	1
TOTAL	9	6	6	1	5

NOT TO SCALE

COMPOSITE TEMPORARY TRAFFIC CONTROL PLAN

PROJECT NAME: WEATHERSFIELD

PROJECT NUMBER: STP 2913(I) / NH 2948(I)

FILE NAME: 10c228.dgn
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: p10C228_18

PLOT DATE: 2/7/2013
DRAWN BY: WWG
CHECKED BY: PTS
SHEET 18 OF 234

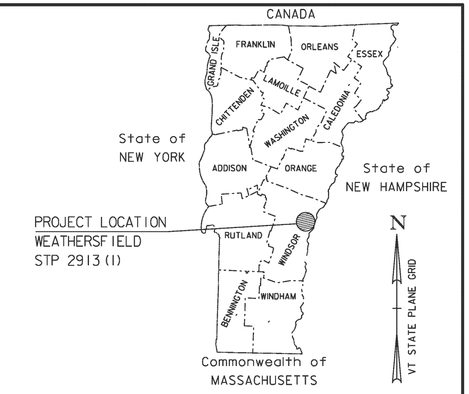
INDEX OF SHEETS

SEE SHEET 2

STATE OF VERMONT
AGENCY OF TRANSPORTATION

PROPOSED IMPROVEMENT

TOWN OF WEATHERSFIELD
COUNTY OF WINDSOR
VT ROUTE 131 (MAJOR COLLECTOR)



SUPERPAVE BITUMINOUS CONCRETE PAVEMENT MIXTURE DESIGN CRITERIA	
DESIGN LANE/DESIGN LIFE ESAL	1,693,500
DESIGN NUMBER OF GYRATIONS	65
PERFORMANCE GRADED ASPHALT BINDER	SEE SUBSECTION 490.03(b)

VT 131
BEGINNING AT THE INTERSECTION OF VT ROUTE 131 AND VT ROUTE 106 IN WEATHERSFIELD AT STATION 70+00.00 (MM 1.326) AND EXTENDING EASTERLY ALONG VT ROUTE 131 A DISTANCE OF 35,875.00 FEET (6.795 MILES) TO STATION 428+75.00 (MM 8.120).

TRAFFIC DATA

LOCATION	AADT		DHV		ESALs	
	2012	2022	2012	2022	2012-2022	2012-2032
VT 131						
BEGIN PROJECT TO AMSDEN SCHOOL ROAD	3000	3100	340	350	1,386,000	3,387,000
AMSDEN SCHOOL ROAD TO WEATHERSFIELD CENTER ROAD	3200	3300	360	370	974,000	2,141,000
WEATHERSFIELD CENTER ROAD TO I-91 RAMPS A & B	5800	5900	650	670	1,094,000	2,417,000

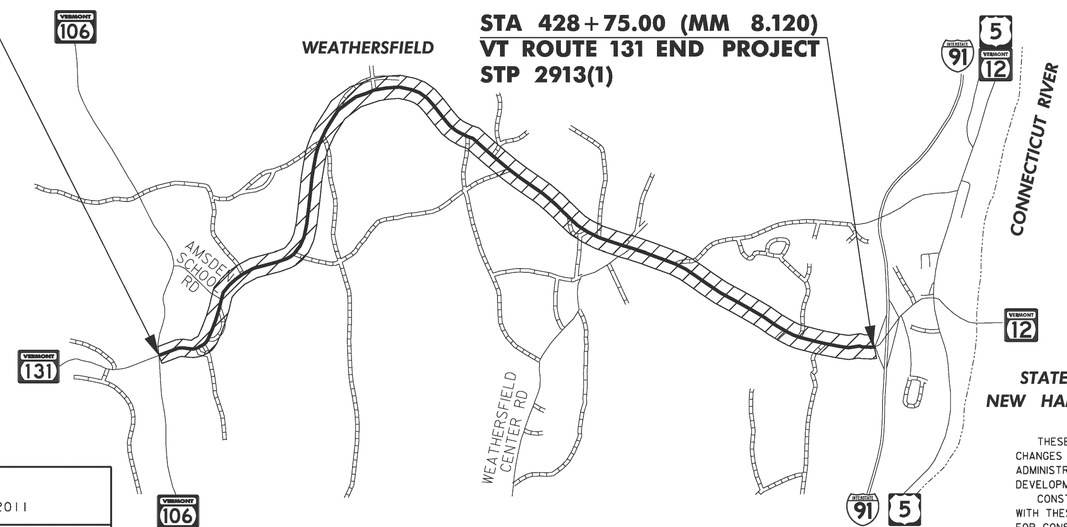
WEATHERSFIELD STA 70+00.00 (MM 1.326) STA 428+75.00 (MM 8.120)

LENGTH OF ROADWAY = 35,875 FEET (6.795 MILES)
LENGTH OF PROJECT = 35,875 FEET (6.795 MILES)

WORK TO BE PERFORMED UNDER THIS PROJECT INCLUDES COLD PLANING, RECLAIMING AND PAVING OF THE EXISTING HIGHWAY, NEW PAVEMENT MARKINGS, GUARDRAIL AND OTHER HIGHWAY RELATED ITEMS.

STA 70+00.00 (MM 1.326)
VT ROUTE 131 BEGIN PROJECT
STP 2913(1)

STA 428+75.00 (MM 8.120)
VT ROUTE 131 END PROJECT
STP 2913(1)



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VERMONT AGENCY OF TRANSPORTATION

QUALITY ASSURANCE PROGRAM: LEVEL 3

CLD CONSULTING ENGINEERS
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Maine • New Hampshire • Vermont

CONVENTIONAL SYMBOLS

COUNTY LINE
TOWN LINE
LIMITS OF ACCESS
POINT OF ACCESS
FENCE LINE
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

SURVEYED BY : VTRANS
SURVEYED DATE : 03-14-2011

DATUM
VERTICAL NAVD88
HORIZONTAL NAD83(96)

STATE OF NEW HAMPSHIRE

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 2011, AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION ON JULY 20, 2011 FOR USE ON THIS PROJECT, INCLUDING ALL SUBSEQUENT REVISIONS AND SUCH REVISED SPECIFICATIONS AND SPECIAL PROVISIONS AS ARE INCORPORATED IN THESE PLANS.

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

PROJECT MANAGER : MICHAEL FOWLER

PROJECT NAME : WEATHERSFIELD
PROJECT NUMBER : STP 2913(I)

SHEET 19 OF 234 SHEETS

GENERAL NOTES

1. PLEASE NOTE THAT ALL PROPOSED IMPACTS BEYOND THE EDGE OF EXISTING PAVEMENT WITHIN THE AREAS DEFINED AS HISTORIC PROPERTIES (FOUND IN THE ARCMAP DATABASE) SHALL BE REPORTED TO AND EVALUATED BY THE VTRANS HPO BEFORE CONSTRUCTION BEGINS. THIS STIPULATION IS PER THE SECTION 106 REVIEW.

2. ALL PROPOSED WORK TO BE PERFORMED WITHIN THE EXISTING RIGHT-OF-WAY.

3. COLD PLANING SHALL BE COMPLETED ACCORDING TO THE TYPICALS OR AS DENOTED OTHERWISE ON THE PLANS. A FULL DEPTH BUTT JOINT SHALL BE CONSTRUCTED AT THE PROJECT BEGIN AND END, AND ALL PAVED SIDE ROAD APPROACHES AS SHOWN ON THE PROJECT PLANS OR AS OTHERWISE DIRECTED BY THE ENGINEER. ALL JOINTS SHALL BE SAW CUT, INCIDENTAL TO ITEM 210.10, COLD PLANING, BITUMINOUS PAVEMENT.

4. THE CONTRACTOR SHALL USE CAUTION WHEN COLD PLANING AND PAVING OPERATIONS OCCUR ON BRIDGE DECKS. SHOULD ANY DAMAGE OCCUR TO THE DECK OR MEMBRANE AS A RESULT OF THESE OPERATIONS THE ENGINEER SHALL CONTACT THE VAOT CONSTRUCTION STRUCTURES ENGINEER TO PROVIDE AN ASSESSMENT OF THE DAMAGE AND RECOMMEND ANY NECESSARY REPAIRS. THE CONSTRUCTION STRUCTURES ENGINEER WILL ALSO DETERMINE IF THE DAMAGE WAS AVOIDABLE. IF THE CONTRACTOR IS DETERMINED BY THE ENGINEER TO BE AT FAULT FOR THE DAMAGE, THE RECOMMENDED REPAIRS SHALL BE COMPLETED BY THE CONTRACTOR AT NO COST TO THE STATE.

5. PRIOR TO PAVING IN COLD PLANE APPROACH AREAS, ANY EXISTING SHOULDER MATERIAL DEEMED UNSUITABLE BY THE ENGINEER SHALL BE EXCAVATED TO A DEPTH OF 3" OR AS DIRECTED BY THE ENGINEER. EXCAVATION SHALL BE PAID FOR UNDER ITEM 608.25, ALL PURPOSE EXCAVATOR RENTAL, TYPE I. MATERIAL REMOVED SHALL BE REPLACED WITH ITEM 301.28, SUBBASE OF CRUSHED GRAVEL, FINE GRADED. EXCAVATED MATERIAL SHALL BE SPREAD ON THE ADJACENT SLOPES OR REMOVED FROM THE PROJECT AS DIRECTED BY THE ENGINEER. THIS WORK SHALL BE DONE BEFORE THE INTERMEDIATE COURSE IS PLACED. SEE THE PAVING PROJECT LIMITS TABLE ON SHEET 21 FOR PROPOSED PAVEMENT WIDTHS.

6. ITEM 203.40, SHOULDER BERM REMOVAL HAS BEEN INCLUDED FOR THE REMOVAL OF BUILT UP SAND, SOD ETC ADJACENT TO THE SHOULDER, IN GUARDRAIL AREAS, TO ALLOW FREE DRAINAGE OFF THE SHOULDER.

7. PRIOR TO RECLAIMING, ANY EXISTING SHOULDER MATERIAL DEEMED UNSUITABLE BY THE ENGINEER WILL BE EXCAVATED TO THE DEPTH OF RECLAIMING OR AS DIRECTED BY THE ENGINEER. EXCAVATED MATERIAL WILL BE SPREAD ON THE ADJACENT SLOPES OR REMOVED FROM THE PROJECT AS DIRECTED BY THE ENGINEER. THIS WORK WILL BE PAID FOR USING THE APPROPRIATE RENTAL ITEMS. THE METHOD OF REMOVAL AND THE USE OF RENTAL ITEM(S) SHALL BE APPROVED BY THE 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 ITEM 301.28, SUBBASE OF CRUSHED GRAVEL, FINE GRADED HAS BEEN INCLUDED TO CORRECT SUPERELEVATION AND GRADATION DEFICIENCIES WITHIN THE RECLAIMED SECTION. THIS WORK IS TO BE PERFORMED ON ALL TYPICAL SECTIONS.

8. STABILIZING AGENT FOR THE SECOND RECLAIM PASS WILL BE PORTLAND CEMENT. IT HAS BEEN ASSUMED THAT 1% BY WEIGHT OF PORTLAND CEMENT WILL BE REQUIRED BY MIX DESIGN. PAYMENT WILL BE MADE UNDER ITEM 900.680, SPECIAL PROVISION (PORTLAND CEMENT FOR BASE STABILIZATION).

9. DURING THE FIRST RECLAIM PASS, WATER SHALL BE USED AS A STABILIZING AGENT AND FOR COMPACTION FOR THE RECLAIMED STABILIZED BASE AS DIRECTED BY THE ENGINEER. PAYMENT SHALL BE CONSIDERED INCIDENTAL TO ITEM 310.20, RECLAIMED STABILIZED BASE, THE FIRST RECLAIM PASS SHALL BE PERFORMED OVER THE FULL WIDTH OF THE EXISTING ROADWAY. THIS WORK SHALL BE PAID UNDER ITEM 310.20, RECLAIMED STABILIZED BASE. THE SECOND PASS SHALL BE PERFORMED FULL WIDTH PER THE TYPICAL SECTION. THIS WORK SHALL BE PAID UNDER ITEM 900.675, SPECIAL PROVISION (RECLAIMED STABILIZED BASE, PORTLAND CEMENT).

10. THE COLD MIXED RECYCLED BITUMINOUS PAVEMENT SHALL BE PRODUCED FROM THE COLD PLANE GRINDINGS GENERATED FROM THE PROJECT AND PAID FOR UNDER ITEM 900.675, SPECIAL PROVISION (COLD MIXED RECYCLED BITUMINOUS PAVEMENT, PORTLAND CEMENT). IF THERE IS NOT A SUFFICIENT AMOUNT OF COLD PLANE GRINDINGS AVAILABLE TO PRODUCE THE 2 1/2" LIFT OF PORTLAND CEMENT STABILIZED COLD MIX, THE CONTRACTOR SHALL OBTAIN THE NECESSARY MATERIAL FROM ANOTHER SOURCE. THE COST ASSOCIATED WITH PROVIDING ADDITIONAL COLD PLANE GRINDINGS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 900.675, SPECIAL PROVISION (COLD MIXED RECYCLED BITUMINOUS PAVEMENT, PORTLAND CEMENT).

11. 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.

12. SUPERPAVE BITUMINOUS CONCRETE PAVEMENT TOLERANCE = 1/4" +/- (TOTAL THICKNESS EXCLUDING LEVEL COURSE).
SUBBASE TOLERANCE = 1.0" +/- (TOTAL THICKNESS).

13. EMULSIFIED ASPHALT TYPE RS-1H OR CRS-1H SHALL BE APPLIED AS A TACK COAT IN BETWEEN ALL BITUMINOUS PAVEMENT COURSES (WHERE APPLICABLE) AT THE RATE OF 0.025 TO 0.040 GAL/SY OR AS DIRECTED BY THE ENGINEER. PAYMENT WILL BE UNDER ITEM 900.683, SPECIAL PROVISION (EMULSIFIED ASPHALT) (RS-1H OR CRS-1H). 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-1H SHALL BE USED FOR TACK BETWEEN SUCCESSIVE LAYERS OF COLD MIX BASE COURSE AND PRIOR TO PLACEMENT OF THE TYPE IIS INTERMEDIATE COURSE. AN APPLICATION RATE OF 0.040 TO 0.060 GAL/SY SHALL BE USED AS DIRECTED BY THE ENGINEER.

14. THE WEARING COURSE SHALL BE TYPE IVS SUPERPAVE BITUMINOUS CONCRETE PAVEMENT, THE INTERMEDIATE COURSE SHALL BE TYPE IIS SUPERPAVE BITUMINOUS CONCRETE PAVEMENT, AND THE BASE COURSE SHALL BE SPECIAL PROVISION (COLD MIXED RECYCLED BITUMINOUS PAVEMENT, PORTLAND CEMENT). ALL ASPHALT CEMENT USED IN THE SUPERPAVE BITUMINOUS CONCRETE PAVEMENT SHALL BE AS SPECIFIED IN SUBSECTION 490.03(b).

15. ALL SIDE ROADS ARE TO BE PAVED 25 FEET FROM THE EDGE OF MAINLINE SHOULDER UNLESS OTHERWISE SPECIFIED IN THE PLANS OR DIRECTED BY THE ENGINEER.

16. ALL EDGES OF PAVEMENT SHALL BE BACKED UP TO FULL HEIGHT WITH AGGREGATE SHOULDER MATERIAL AS DIRECTED BY THE ENGINEER AND WILL BE PAID UNDER ITEM 402.13, AGGREGATE SHOULDERS, RAP.

17. ALL PAVED AND GRAVEL DRIVES SHALL RECEIVE A 4' PAVED APRON AND ALL FIELD DRIVES SHALL RECEIVE A 2' PAVED APRON UNLESS OTHERWISE SHOWN ON PLANS OR AS DIRECTED BY THE ENGINEER. ANY AND ALL REQUIRED EXCAVATION IN DRIVE AREAS SHALL BE AS SHOWN ON THE PLANS OR AS DIRECTED BY THE 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). BITUMINOUS CONCRETE MATERIAL PLACED BY MECHANICAL METHODS AT THESE LOCATIONS IS EXCLUDED. ALL OTHER BITUMINOUS MATERIALS PLACED WITHIN THE PROJECT LIMITS, WHETHER BY HAND OR MECHANICAL METHODS, SHALL BE PAID UNDER THE APPROPRIATE CONTRACT PAY ITEM FOR SUPERPAVE BITUMINOUS CONCRETE PAVEMENT.

18. MAILBOX PULL-OFFS TO BE PAVED AS NOTED ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

19. ASPHALTIC PLUG-TYPE JOINT SHALL BE INSTALLED AT THE FOLLOWING LOCATIONS. SEE BRIDGE JOINT ASPHALTIC PLUG (STRUCTURES DETAIL SD-516.10).

BRIDGE #10 - ~~106+87 (MM 2.024) 44' ASPHALTIC JOINT~~
~~107+59 (MM 2.038) 44' ASPHALTIC JOINT~~ ONLY 1.5" PAVEMENT
BRIDGE #11 - 126+15 (MM 2.389) 29' ASPHALTIC JOINT
126+57 (MM 2.397) 29' ASPHALTIC JOINT

20. COMPACTION, GRADING, AND CLEAN UP OF ITEM 301.28, SUBBASE OF CRUSHED GRAVEL, FINE GRADED, ITEM 402.13, AGGREGATE SHOULDERS, RAP AND ITEM 651.35, TOPSOIL, IS TO BE INCLUDED IN THE CONTRACT UNIT PRICE OF EACH ITEM.

21. ITEMS 604.412 AND 604.415 ARE ESTIMATED ITEMS AND SHALL BE PERFORMED AT LOCATIONS SHOWN ON THE ROADWAY LAYOUT SHEETS OR AS DIRECTED BY THE ENGINEER. ALL DI'S SHALL BE RAISED OR REHABILITATED SUCH THAT THE NEW GRATE ELEVATION MATCHES WITH THE SURROUNDING TERRAIN. DRAINAGE STRUCTURES CALLING FOR REHAB HAVE BEEN DISTRIBUTED BETWEEN ITEMS 604.412 AND 604.415. FOR ESTIMATING PURPOSES THE DISTRIBUTION IS AS FOLLOWS: 604.412 80%, 604.415 20%. WITH A MINIMUM OF ONE FOR ITEM 604.415.

22. AN ESTIMATED QUANTITY OF ITEM 608.15, POWER GRADER RENTAL HAS BEEN INCLUDED FOR REMOVING BUILT UP SAND, SOD ETC. ADJACENT TO THE SHOULDER, IN NON-GUARDRAIL AREAS, TO ALLOW FREE DRAINAGE OFF THE SHOULDER.

23. ITEM 653.20 TEMPORARY EROSION MATTING HAS BEEN INCLUDED FOR AREAS WITH PROPOSED SIDE SLOPES STEEPER THAN 1:2 BUT FLATTER THAN 1:1.5 AS DIRECTED BY THE ENGINEER.

24. ALL STONE SLOPES (NOT IN DITCHES) SHALL BE STABILIZED WITH ITEM 613.10, STONE FILL, TYPE I; ITEM 649.31, GEOTEXTILE UNDER STONE FILL; ITEM 653.20, TEMPORARY EROSION MATTING; ITEM 651.40, GRUBBING MATERIAL; ITEM 651.15, SEED; ITEM 651.18, FERTILIZER AND ITEM 651.20, AGRICULTURAL LIMESTONE.

25. ITEM 653.60, EROSION LOG AND/OR ITEM 649.51, GEOTEXTILE FOR SILT FENCE IS TO BE USED AT LOCATIONS DETERMINED IN THE FIELD BY THE ENGINEER.

26. DAMAGE TO ANY DI'S, CROSS-CULVERTS OR OTHER DRAINAGE FEATURES SHALL BE REPAIRED OR REPLACED AS DIRECTED BY THE ENGINEER AT NO ADDITIONAL COST TO THE STATE.

27. AN ESTIMATED QUANTITY OF ITEM 619.17, YIELDING MARKER POSTS HAS BEEN INCLUDED TO DELINEATE PIPE INLETS, PIPE OUTLETS AND DROP INLETS LOCATED OUTSIDE OF THE PAVEMENT SURFACE OR AS DIRECTED BY THE ENGINEER.

28. STEEL BEAM GUARDRAIL WITH STEEL POSTS SHALL BE USED ON THIS PROJECT.

29. 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, ITEM 621.206, STEEL BEAM GUARDRAIL, GALVANIZED/NESTED, ITEM 621.21, HD STEEL BEAM GUARDRAIL, GALVANIZED AND ITEM 621.205, STEEL BEAM GUARDRAIL, GALVANIZED W/8 FEET POSTS.

30. ESTIMATED QUANTITIES OF ITEM 608.25, ALL PURPOSE EXCAVATOR RENTAL, TYPE I, ITEM 608.37, TRUCK RENTAL AND ITEM 608.40, LOADER RENTAL, TYPE I HAVE BEEN INCLUDED FOR THE PROVISION OF CONSTRUCTING GUARDRAIL FLARES.
25 CUBIC YARDS OF ITEM 203.30, EARTH BORROW HAS BEEN INCLUDED TO PROVIDE FOR FLARE CONSTRUCTION. THE GUARDRAIL FLARES SHALL BE CAPPED WITH AN ESTIMATED 3 INCH DEPTH OF DITCHING MATERIAL OR TOPSOIL UNLESS OTHERWISE DIRECTED BY THE ENGINEER. ITEM 653.20, TEMPORARY EROSION MATTING SHALL BE PLACED ON SLOPES GREATER THAN 1:6 CREATED BY THE GUARDRAIL FLARE. THE QUANTITIES REFLECT 25 SY OF ITEM 653.20, TEMPORARY EROSION MATTING FOR EACH NEW GUARDRAIL FLARE.

31. DURABLE PAVEMENT MARKINGS ARE OPTIONED FOR THIS PROJECT. THE CONTRACTOR SHALL BID THE SAME MARKING MATERIAL FOR ALL OPTION ITEMS.

32. ALL EXISTING SIGNS SHALL BE RETAINED UNLESS OTHERWISE NOTED.

33. WHEN FINISHED GRADE HAS BEEN MET, THE CONTRACTOR IS RESPONSIBLE FOR ENSURING THAT ALL SIGNS BEING RETAINED ARE IN CONFORMANCE WITH VTRANS STANDARD E-121 AS DIRECTED BY THE ENGINEER.

GENERAL NOTES

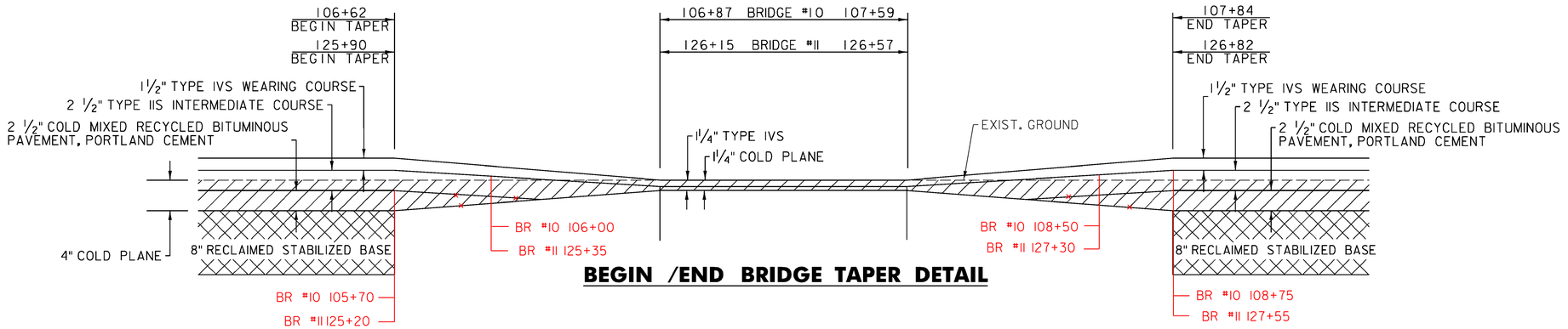
PROJECT NAME: WEATHERSFIELD
PROJECT NUMBER: STP 2913(I)

FILE NAME: 10c228.dgn
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: p10C228_20

PLOT DATE: 2/7/2013
DRAWN BY: WWG
CHECKED BY: PTS
SHEET 20 OF 234

PROJECT PAVING LIMITS

TOWN	BEGIN STATION	END STATION	LT SHOULDER	LANE TYPICAL	RT SHOULDER	WEARING DEPTH (in)	INTERMEDIATE DEPTH (in)	NOTES
VT 131						TYPE IVS	TYPE IIS	
WEATHERSFIELD	70+00	70+75	VARIES	11.0-11.0	VARIES	1 1/2"	2 1/2"	COLD PLANE AND PAVE (SEE APPROACH AREA DETAIL ON NEXT SHEET)
	70+75	80+00	3.0	11.0-11.0	3.0	1 1/2"	2 1/2"	COLD PLANE 4", RECLAIM 8", PAVE COLD MIX, INTERMEDIATE AND WEARING
	80+00	80+50	3.0	11.0-11.0	VARIES	1 1/2"	2 1/2"	COLD PLANE 4", RECLAIM 8", PAVE COLD MIX, INTERMEDIATE AND WEARING
	80+50	81+00	3.0	11.0-11.0	VARIES	1 1/2"	2 1/2"	COLD PLANE 4", RECLAIM 8", PAVE COLD MIX, INTERMEDIATE AND WEARING
	81+00	106+00	3.0	11.0-11.0	3.0	1 1/2"	2 1/2"	COLD PLANE 4", RECLAIM 8", PAVE COLD MIX, INTERMEDIATE AND WEARING
	106+00	106+87	4.0	11.0-11.0	VARIES	1 1/2"	2 1/2"	COLD PLANE 4", RECLAIM 8", PAVE COLD MIX, INTERMEDIATE AND WEARING
	106+87	107+59	5.0	11.0-11.0	5.0	1 1/4"		COLD PLANE 1 1/4", LEVEL AND OVERLAY APPROACHES AND BRIDGE #10
	107+59	108+45	5.0	11.0-11.0	3.0	1 1/2"	2 1/2"	COLD PLANE 4", RECLAIM 8", PAVE COLD MIX, INTERMEDIATE AND WEARING
	108+45	108+85	VARIES	11.0-11.0	3.0	1 1/2"	2 1/2"	COLD PLANE 4", RECLAIM 8", PAVE COLD MIX, INTERMEDIATE AND WEARING
	108+85	125+18	3.0	11.0-11.0	3.0	1 1/2"	2 1/2"	COLD PLANE 4", RECLAIM 8", PAVE COLD MIX, INTERMEDIATE AND WEARING
	125+18	126+15	VARIES	11.0-11.0	VARIES	1 1/2"	2 1/2"	COLD PLANE 4", RECLAIM 8", PAVE COLD MIX, INTERMEDIATE AND WEARING
	126+15	126+57	4.0	11.0-11.0	4.0	1 1/4"		COLD PLANE 1 1/4", LEVEL AND OVERLAY APPROACHES AND BRIDGE #11
	126+57	127+14	4.0	11.0-11.0	4.0	1 1/2"	2 1/2"	COLD PLANE 4", RECLAIM 8", PAVE COLD MIX, INTERMEDIATE AND WEARING
	127+14	127+39	4.0	11.0-11.0	3.0	1 1/2"	2 1/2"	COLD PLANE 4", RECLAIM 8", PAVE COLD MIX, INTERMEDIATE AND WEARING
	127+39	428+00	3.0	11.0-11.0	3.0	1 1/2"	2 1/2"	COLD PLANE 4", RECLAIM 8", PAVE COLD MIX, INTERMEDIATE AND WEARING
	428+00	428+75	3.0	11.0-11.0	3.0	1 1/2"	2 1/2"	COLD PLANE AND PAVE (SEE APPROACH AREA DETAIL ON NEXT SHEET)



BEGIN /END BRIDGE TAPER DETAIL

NOT TO SCALE

PROJECT TYPICAL SHEET 1

PROJECT NAME: WEATHERSFIELD

PROJECT NUMBER: STP 2913(I)

FILE NAME: 10c228.dgn
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: p10C228_21

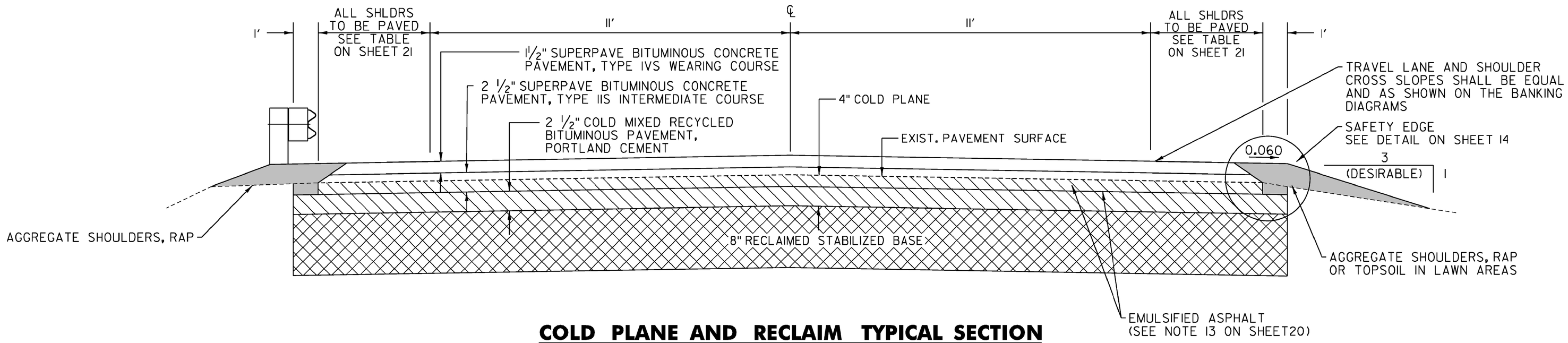
PLOT DATE: 2/7/2013
DRAWN BY: WWG
CHECKED BY: PTS
SHEET 21 OF 234

POSSIBLE ORDER OF OPERATIONS FOR RECLAIMED STABILIZED BASE WITH PORTLAND CEMENT PAVEMENT REHABILITATION

STEP	DESCRIPTION	PAYMENT ITEM(S)
1	COLD PLANE EXISTING ROADWAY 4"	ITEM 210.10 COLD PLANING, BITUMINOUS PAVEMENT
2	REPAIR EXISTING SHOULDERS AS DIRECTED BY THE ENGINEER	ITEM 301.28 SUBBASE OF CRUSHED GRAVEL, FINE GRADED
3	RECLAIM EXISTING ROADBED 8" AS SHOWN ON PROJECT TYPICAL SHEETS USING WATER FOR STABILIZATION AND COMPACTION	ITEM 310.20 RECLAIMED STABILIZED BASE: WATER USED FOR STABILIZATION SHALL BE CONSIDERED INCIDENTAL TO ITEM 310.20 PER SPECIFICATION AS DIRECTED BY THE ENGINEER
4	CORRECT SUPERELEVATION DEFICIENCIES	ITEM 301.28 SUBBASE OF CRUSHED GRAVEL, FINE GRADED SEE NOTE 7 ON SHEET 20
5	PLACE PORTLAND CEMENT ON ROADBED SURFACE AND RECLAIM ROADBED 8", CURE, MICROCRACK, AND APPLY FOG SEAL SURFACE TREATMENT	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 2 1/2" COLD MIXED RECYCLED BITUMINOUS PAVEMENT, PORTLAND CEMENT	ITEM 415.25 EMULSIFIED ASPHALT, COLD MIX; ITEM 900.675 SPECIAL PROVISION (COLD MIXED RECYCLED BITUMINOUS PAVEMENT, PORTLAND CEMENT); ITEM 900.680 SPECIAL PROVISION (PORTLAND CEMENT FOR COLD MIXED RECYCLING)
7	PLACE 2 1/2" TYPE IIS INTERMEDIATE COURSE	ITEM 490.30 SUPERPAVE BITUMINOUS CONCRETE PAVEMENT
8	1 1/2" TYPE IVS WEARING COURSE	ITEM 490.30 SUPERPAVE BITUMINOUS CONCRETE PAVEMENT

RECLAIM OPERATIONS NOTES

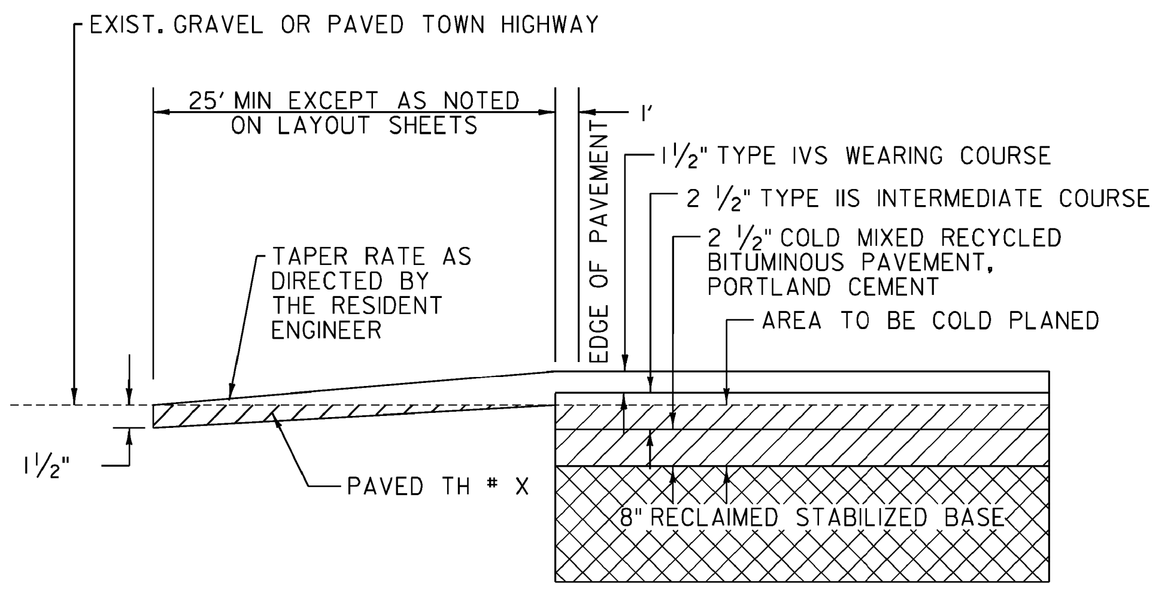
1. THIS LIST OF PROCEDURES FOR REHABILITATING THE EXISTING ROADBED IS PRESENTED FOR INFORMATIONAL PURPOSES ONLY AND SHALL NOT BE CONSIDERED ALL INCLUSIVE. THE CONTRACTOR SHALL PREPARE THEIR OWN SCHEDULE OF OPERATIONS TO COMPLETE THE PROPOSED WORK UTILIZING THE APPROPRIATE PAY ITEMS AS SHOWN IN THE PLANS OR AS DIRECTED BY THE ENGINEER.
2. AN ESTIMATED QUANTITY OF ITEM 301.40, SUBBASE, RAP, HAS BEEN INCLUDED WITHIN THE CONTRACT TO BE USED AT THE DISCRETION OF THE ENGINEER TO CORRECT CROSS-SLOPE DEFICIENCIES WHICH SHOULD PRINCIPALLY EXIST WITHIN THE HORIZONTAL CURVED SECTIONS OF THE ROADWAY.



COLD PLANE AND RECLAIM TYPICAL SECTION

LOCATION

WEATHERSFIELD - 70+00 - 428+75

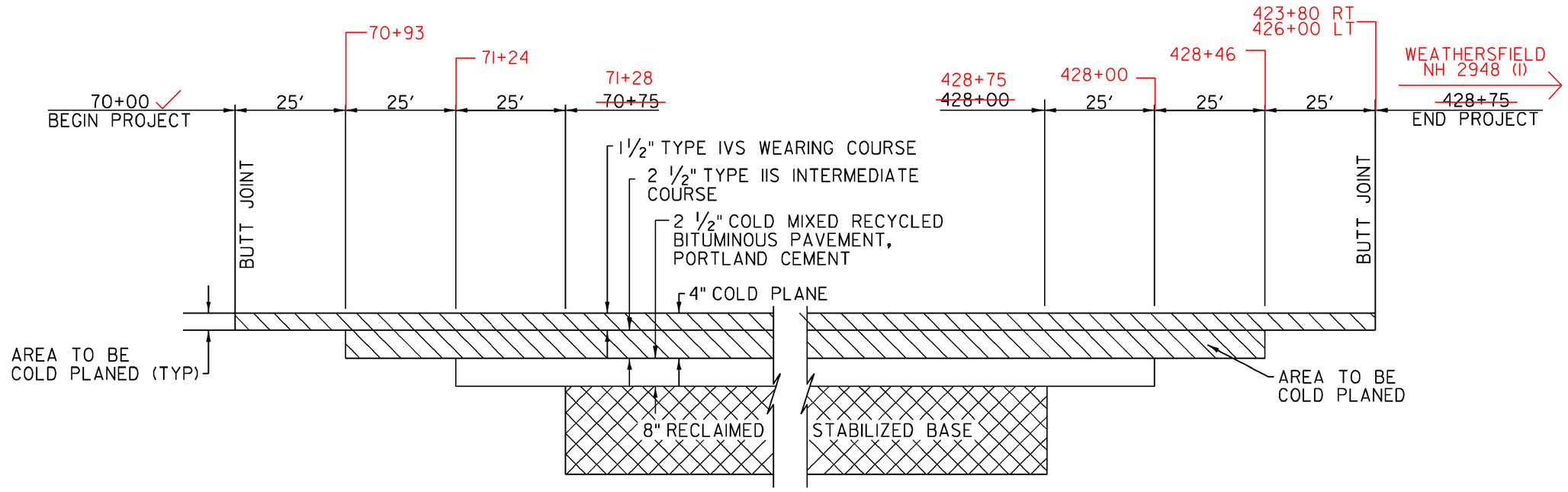


TOWN HIGHWAY TRANSITION DETAIL AT COLD PLANE AND RECLAIM AREAS

LOCATION

WEATHERSFIELD

TH 82 - 83+50 (BRANCH BROOK RD)	TH 9 - 253+20 (GRAVELIN RD)	
TH 82 - 85+75 (BRANCH BROOK RD)	TH 79 - 264+90 (CASCADE FALLS RD)	
TH 94 - 97+25 (AMSDEN HOLLOW RD)	TH 8 - 271+30 (GULF RD)	
TH 94 - 104+25 (AMSDEN HOLLOW RD)	TH 14 - 301+65 (JARVIS RD EXT)	
TH 10 - 106+64 (AMSDEN SCHOOL RD)	TH 14 - 308+85 (JARVIS RD EXT)	
TH 11 - 119+25 (LOTTERY LN)	TH 28 - 314+75 (SOUTH MOUNTAIN RD)	
TH 8 - 137+75 (GULF RD)	TH 29 - 322+75 (WHEELER CAMP RD)	
TH 5 - 180+45 (LITTLE ASCUTNEY RD)	TH 1 - 327+40 (WEATHERSFIELD CENTER RD)	
TH 4 - 184+00 (PIPER RD)	TH 37 - 344+00 (THRASHER RD)	
TH 65 - 199+30 (HENRY GOULD RD)	TH 102 - 392+55 (LAVIGNE RD)	
TH 7 - 211+50 (ASCUTNEY NOTCH RD)	TH 88 - 400+65 (VICTORY DR)	
	TH 46 - 404+70 (GOULDEN RIDGE RD)	



APPROACH AREA DETAIL – MAINLINE IN RECLAIM AREAS

NOT TO SCALE

PROJECT TYPICAL SHEET 2

PROJECT NAME: WEATHERSFIELD

PROJECT NUMBER: STP 2913(I)

FILE NAME: 10c228.dgn
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: p10C228_22

PLOT DATE: 2/7/2013
DRAWN BY: WWG
CHECKED BY: PTS
SHEET 22 OF 234

STATE OF VERMONT
AGENCY OF TRANSPORTATION

QUANTITY SHEET 1

SUMMARY OF ESTIMATED QUANTITIES

ROADWAY (MAJOR COLLECTOR)	TRAINING (MAJOR COLLECTOR)	BRIDGE (MAJOR COLLECTOR)	FULL C.E. ITEMS (MAJOR COLLECTOR)
1350			
300			
1005			
205			
1			
117600		COD #001 22000	
5410			
400			
120500			
30			
5500			
1			
13900			
26500			
1			
1			
1			
1			
		150	
		25	
1			
1			
3700			
320			
190		COD #006 390	
140			
190		COD #006 490	
190			
1570		COD #006 2970	
33			
150			
620			
4900			
7100			
50			
75			
54			
100		COD #003 B900	
5		COD #003 105	
1			

TOTALS

GRAND TOTAL	FINAL
1350	0
300	109
1005	1196.3
205	304.28
1	0
~~117600~~	115930
5410	21453.3
400	0
120500	121597
30	0
5500	1847
1	14160.55
13900	8487.8
26500	26489.98
1	40109.5
1	5654.82
1	33984.84
1	-3817.67
150	59.5
25	0
1	0
1	0
3700	3663
320	7
~~190~~	485.5
140	206.5
~~190~~	509.5
190	0
~~1570~~	2249.2
33	49
150	141
620	573
4900	4610.5
7100	7382.5
50	75
75	130
54	58
~~100~~	8481
~~5~~	45
1	2

DESCRIPTIONS

UNIT	ITEMS	ITEM NUMBER	ROUND
CY	EARTH BORROW	203.30	-
LF	SHOULDER BERM REMOVAL	203.40	6
CY	TRENCH EXCAVATION OF EARTH	204.20	8.8
CY	TRENCH EXCAVATION OF ROCK	204.21	EST.
CY	TRENCH EXCAVATION OF EARTH, EXPLORATORY (N.A.B.I.)	204.22	-
SY	COLD PLANING, BITUMINOUS PAVEMENT	210.10	1135
TON	SUBBASE OF CRUSHED GRAVEL, FINE GRADED	301.28	56
TON	SUBBASE, RAP	301.40	-
SY	RECLAIMED STABILIZED BASE	310.20	1141
CY	AGGREGATE SURFACE COURSE	401.10	1.9
TON	AGGREGATE SHOULDERS, RAP	402.13	43
LU	PRICE ADJUSTMENT, ASPHALT CEMENT (N.A.B.I.)	406.50	-
CWT	EMULSIFIED ASPHALT, COLD MIX	415.25	135
TON	SUPERPAVE BITUMINOUS CONCRETE PAVEMENT	490.30	246
LU	AIR VOIDS PAY ADJUSTMENT (N.A.B.I.)	490.31	-
LU	MAT DENSITY PAY ADJUSTMENT (N.A.B.I.)	490.32	-
LU	SURFACE TOLERANCE PAY ADJUSTMENT (N.A.B.I.)	490.33	-
LU	LONGITUDINAL JOINT COMPACTION PAY ADJUSTMENT (N.A.B.I.)	490.34	-
LF	BRIDGE EXPANSION JOINT, ASPHALTIC PLUG	516.10	4
CF	RAPID SETTING CONCRETE REPAIR MATERIAL WITH COARSE AGGREGATE	580.20	EST.
EACH	REHAB. DROP INLETS, CATCH BASINS, OR MANHOLES, CLASS I	604.412	EST.
EACH	REHAB. DROP INLETS, CATCH BASINS, OR MANHOLES, CLASS II	604.415	EST.
LF	6 INCH UNDERDRAIN PIPE	605.10	20
HR	POWER GRADER RENTAL	608.15	EST.
HR	ALL PURPOSE EXCAVATOR RENTAL, TYPE I	608.25	EST.
HR	POWER BROOM RENTAL, TYPE I	608.30	EST.
HR	TRUCK RENTAL	608.37	EST.
HR	LOADER RENTAL, TYPE I	608.40	EST.
CY	STONE FILL, TYPE I	613.10	13.9
EACH	RELOCATE MAILBOX, SINGLE SUPPORT	617.10	-
EACH	YIELDING MARKER POSTS	619.17	EST.
LF	REMOVAL OF EXISTING FENCE	620.55	7
LF	STEEL BEAM GUARDRAIL, GALVANIZED	621.20	39.5
LF	STEEL BEAM GUARDRAIL, GALVANIZED W/8 FEET POSTS	621.205	56.5
LF	STEEL BEAM GUARDRAIL, GALVANIZED/NESTED	621.206	-
LF	HD STEEL BEAM GUARDRAIL, GALVANIZED	621.21	8
EACH	ANCHOR FOR STEEL BEAM RAIL	621.60	-
LF	REMOVE AND RESET GUARDRAIL	621.75	-
EACH	REPLACE GUARDRAIL POST ASSEMBLY	621.76	EST.
EACH	REPLACE GUARDRAIL BEAM UNIT	621.77	EST.

DETAILED SUMMARY OF QUANTITIES

QUANTITIES	UNIT	ITEMS
		COLD PLANING, BITUMINOUS PAVEMENT
114156	SY	VT 131
2309	SY	TOWN HIGHWAYS
116465	SY	PROJECT SUBTOTAL
1135	SY	ROUNDING
117600	SY	PROJECT TOTAL
		SUBBASE OF CRUSED GRAVEL, FINE GRADED
4842	TON	TO CORRECT SUPERELEVATION DEFICIENCIES
512	TON	RECONSTRUCTED TOWN HIGHWAYS
5354	TON	PROJECT SUBTOTAL
56	TON	ROUNDING
5410	TON	PROJECT TOTAL
		RECLAIMED STABILIZED BASE
119359	SY	VT 131
119359	SY	PROJECT SUBTOTAL
1141	SY	ROUNDING
120500	SY	PROJECT TOTAL
		SUPERPAVE BITUMINOUS CONCRETE PAVEMENT
16265	TON	VT 131, TYPE II S, INTERMEDIATE COURSE
9788	TON	VT 131, TYPE IV S, WEARING COURSE
201	TON	TOWN HIGHWAYS, TYPE IV S, WEARING COURSE
26254	TON	PROJECT SUBTOTAL
246	TON	ROUNDING
26500	TON	PROJECT TOTAL
		SPECIAL PROVISION (COLD MIXED RECYCLED BITUMINOUS PAVEMENT, PORTLAND CEMENT)
119359	SY	VT 131
119359	SY	PROJECT SUBTOTAL
1141	SY	ROUNDING
120500	SY	PROJECT TOTAL
		REFERENCE CALCULATION BINDER
		FOR FINAL QUANTITY SUMMARY

PROJECT NAME: WEATHERSFIELD
PROJECT NUMBER: STP 2913(I)

FILE NAME: 10c228.dgn
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: p10C228_23

PLOT DATE: 2/7/2013
DRAWN BY: SNG
CHECKED BY: PTS
SHEET 23 OF 234

STATE OF VERMONT
AGENCY OF TRANSPORTATION

QUANTITY SHEET 2

SUMMARY OF ESTIMATED QUANTITIES				TOTALS		DESCRIPTIONS				DETAILED SUMMARY OF QUANTITIES		
ROADWAY (MAJOR COLLECTOR)	TRAINING (MAJOR COLLECTOR)	BRIDGE (MAJOR COLLECTOR)	FULL C.E. ITEMS (MAJOR COLLECTOR)	GRAND TOTAL	FINAL	UNIT	ITEMS	ITEM NUMBER	ROUND	QUANTITIES	UNIT	ITEMS
11400				11400	11450	LF	REMOVAL AND DISPOSAL OF GUARDRAIL	621.80	104.5			
3				3	2	EACH	REMOVAL AND DISPOSAL OF GUIDE POSTS	621.81	-			
1650		COD #005 650		~~1650~~	77	HR	UNIFORMED TRAFFIC OFFICERS	630.10	EST.			
4925		COD #005 11700		~~4925~~	9653.75	HR	FLAGGERS	630.15	EST.			
			0.5	~~0.5~~	1	LS	FIELD OFFICE, ENGINEERS	631.10	-			
			0.5	~~0.5~~	1	LS	TESTING EQUIPMENT, BITUMINOUS	631.17	-			
			1500	1500		DL	FIELD OFFICE TELEPHONE (N.A.B.I.)	631.26	-			
	520			~~520~~	520	HR	EMPLOYEE TRAINEESHIP	634.10	-			
~~0.5~~				~~0.5~~	1	LS	MOBILIZATION/DEMOBILIZATION	635.11	-			
1				1	1	LS	TRAFFIC CONTROL (STP 2913(1)) (MAJOR COLLECTOR)	641.10	-			
3				3	3	EACH	PORTABLE CHANGEABLE MESSAGE SIGN	641.15	-			
							BEGIN OPTION AA					
71800				71800	0	LF	DURABLE 4 INCH WHITE LINE, THERMOPLASTIC	646.402	720			
71800				71800	0	LF	DURABLE 4 INCH WHITE LINE, EPOXY PAINT	646.403	720			
71800				71800	71603	LF	DURABLE 4 INCH WHITE LINE, POLYUREA	646.404	720			
							END OPTION AA					
							BEGIN OPTION BB					
71300				71300	0	LF	DURABLE 4 INCH YELLOW LINE, THERMOPLASTIC	646.412	670			
71300				71300	0	LF	DURABLE 4 INCH YELLOW LINE, EPOXY PAINT	646.413	670			
71300				71300	67342	LF	DURABLE 4 INCH YELLOW LINE, POLYUREA	646.414	670			
							END OPTION BB					
							BEGIN OPTION FF					
340				340	358	LF	DURABLE 24 INCH STOP BAR, THERMOPLASTIC	646.482	19			
340				340	0	LF	DURABLE 24 INCH STOP BAR, EPOXY PAINT	646.483	19			
340				340	0	LF	DURABLE 24 INCH STOP BAR, POLYUREA	646.484	19			
							END OPTION FF					
							BEGIN OPTION GG					
69				69	69	EACH	DURABLE LETTER OR SYMBOL, THERMOPLASTIC	646.492	-			
69				69	0	EACH	DURABLE LETTER OR SYMBOL, EPOXY PAINT	646.493	-			
69				69	0	EACH	DURABLE LETTER OR SYMBOL, POLYUREA	646.494	-			
							END OPTION GG					
215400				215400	210411	LF	TEMPORARY 4 INCH WHITE LINE, PAINT	646.602	2160			
213900				213900	217869	LF	TEMPORARY 4 INCH YELLOW LINE, PAINT	646.612	2010			
680				680	45	LF	TEMPORARY 24 INCH STOP BAR, PAINT	646.682	38			
207				207	22	EACH	TEMPORARY LETTER OR SYMBOL, PAINT	646.692	-			
3400				3400	1492	EACH	LINE STRIPING TARGETS	646.76	EST.			
7070				7070	3380	SY	GEOTEXTILE UNDER STONE FILL	649.31	74.5			
630				630	0	SY	GEOTEXTILE FOR SILT FENCE	649.51	5			
1710				1710	3471	LB	SEED	651.15	0.8			
14250				14250	15185	LB	FERTILIZER	651.18	EST.			

PROJECT NAME: WEATHERSFIELD
PROJECT NUMBER: STP 2913(1)

FILE NAME: 10c228.dgn
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: pl0C228_24

PLOT DATE: 2/7/2013
DRAWN BY: SNG
CHECKED BY: PTS
SHEET 24 OF 234

STATE OF VERMONT
AGENCY OF TRANSPORTATION

QUANTITY SHEET 3

SUMMARY OF ESTIMATED QUANTITIES

ROADWAY (MAJOR COLLECTOR)	TRAINING (MAJOR COLLECTOR)	BRIDGE (MAJOR COLLECTOR)	FULL C.E. ITEMS (MAJOR COLLECTOR)
60			
60			
135			
1650			
10300		COD #002 1000	
2950			
18			
240			
20			
20			
60			
15			
1			
120500			
2625			
120500			
43300			
1800			
140			
750			
1535			
		400	
		18600	
		341	

TOTALS

GRAND TOTAL	FINAL
60	24.73
60	40.16
135	118.8
1650	50
~~10300~~	100
2950	0
18	17.2
240	222
20	23
20	23
60	65
15	30
1	0
120500	116955
2625	2130.4
120500	116955
43300	30244
1800	1322.53
140	161.44
750	652.55
1535	0
400	333.7
18600	36905
341	341

DESCRIPTIONS

UNIT	ITEMS	ITEM NUMBER	ROUND
TON	AGRICULTURAL LIMESTONE	651.20	EST.
TON	HAY MULCH	651.25	EST.
CY	TOPSOIL	651.35	EST.
SY	GRUBBING MATERIAL	651.40	24.8
SY	TEMPORARY EROSION MATTING	653.20	91.8
LF	EROSION LOG	653.60	25
SF	TRAFFIC SIGNS, TYPE A	675.20	0.83
LF	SQUARE TUBE SIGN POST AND ANCHOR	675.341	-
EACH	REMOVING SIGNS	675.50	-
EACH	ERECTING SALVAGED SIGNS	675.60	-
EACH	DELINEATOR WITH STEEL POST	676.10	4
EACH	REMOVE AND REPLACE REFLECTOR UNIT	676.15	-
LU	PRICE ADJUSTMENT, FUEL (N.A.B.I.)	690.50	-
SY	SPECIAL PROVISION (COLD MIXED RECYCLED BITUMINOUS PAVEMENT, PORTLAND CEMENT)	900.675	1141
SY	SPECIAL PROVISION (HAND-PLACED BITUMINOUS CONCRETE MATERIAL, DRIVES)	900.675	11
SY	SPECIAL PROVISION (RECLAIMED STABILIZED BASE, PORTLAND CEMENT)	900.675	1141
TON	SPECIAL PROVISION (MATERIAL TRANSFER VEHICLE)	900.680	468
TON	SPECIAL PROVISION (PORTLAND CEMENT FOR BASE STABILIZATION)	900.680	12
TON	SPECIAL PROVISION (PORTLAND CEMENT FOR COLD MIXED RECYCLING)	900.680	-
CWT	SPECIAL PROVISION (EMULSIFIED ASPHALT) (RS-1H OR CRS-1H)	900.683	8
CWT	SPECIAL PROVISION (FOG SEAL SURFACE TREATMENT)	900.683	15
CY	COD #001 STONE FILL, TYPE II	613.11	
SY	COD #002 SUPPLEMENTAL AGREEMENT (FIBERLOCK)	900.575	
LF	COD #003 CHAIN LINK FENCE, 4 FEET	620.11	

DETAILED SUMMARY OF QUANTITIES

QUANTITIES	UNIT	ITEMS

PROJECT NAME: WEATHERSFIELD
PROJECT NUMBER: STP 2913(1)

FILE NAME: 10c228.dgn
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: p10C228_25

PLOT DATE: 2/7/2013
DRAWN BY: SNG
CHECKED BY: PTS
SHEET 25 OF 234

REFERENCE FINAL CALCULATION BINDER FOR FINAL ITEM QUANTITIES

LOCATION			DROP INLETS			GUARDRAIL																	REMARKS
			604.412	604.415		613.10	621.20	621.205	621.206	621.21	621.60	621.75	621.76	621.77	621.80	621.81	649.31	651.15	651.40	653.20	676.10			
STA	STA	POS	REHAB. DI, CB, OR MH, CLASS I	REHAB. DI, CB, OR MH, CLASS II		STONE FILL, TYPE I	STEEL BEAM GUARDRAIL GALV.	STEEL BEAM GUARDRAIL GALV. W/8' POSTS	STEEL BEAM GUARDRAIL GALV./ NESTED	HD STEEL BEAM GUARDRAIL GALV.	ANCHOR FOR STEEL BEAM RAIL	REMOVE AND RESET GUARDRAIL	REPLACE GUARDRAIL POST ASSEMBLY	REPLACE GUARDRAIL BEAM UNIT	REMOVAL & DISPOSAL OF GUARDRAIL	REMOVAL & DISPOSAL OF GUIDE POSTS	GEOTEXT. UNDER STONE FILL	SEED	GRUBBING MATERIAL	TEMP. EROSION MATTING	DELIN. W/ STEEL POST			
			EACH	EACH		CY	LF	LF	LF	LF	EACH	LF	EACH	EACH	LF	EACH	SY	LB	SY	SY	EACH			
WEATHERSFIELD																								
70+00.0	428+75.0	LT/RT											5	1				1632.0		3985				ESTIMATED QUANTITY TO BE USED AS DIRECTED BY THE ENGINEER
70+00.0	428+75.0	LT/RT				1014.4											4563.0	57.0		4598.0				SEE DITCH CLEANING SHEET FOR DETAILS
85+89.0	91+09.0	RT													520.0									
85+67.0	91+15.0	RT						554.0			2										2			ANCHOR @ 85+67, ANCHOR @ 91+15, SEE STANDARD G-1d
97+53.0	103+37.0	RT													584.0									
97+49.5	103+37.0	RT						589.5			1										1			ANCHOR @ 97+49.5, SEE STANDARD G-1d
103+37.0	104+37.0	RT										100.0												ATTACH TO EXISTING ANCHOR
98+00.0	102+50.0	RT				87.0											403.6	3.2	260.9	260.9				
98+50.0	99+75.0	RT				15.7											87.5	0.6	47.0	47.0				
103+50.0	104+00.0	RT				15.1											63.5	0.6	45.4	45.4				
104+09.0		LT	~~1~~ 0																					
	BRIDGE 10																							
106+17.0	107+83.0	RT																			2			RETAIN EXIST. STEEL BEAM GUARDRAIL
	BRIDGE 10																							
106+83.0	107+02.0	LT													25.0									
106+83.0	107+02.0	LT								34.5	1										1			ANCHOR @ 106+83, SEE STANDARD G-1d , SEE BRIDGE DETAIL ON SHEET 30
107+02.0	107+74.0	LT																						RETAIN EXIST. STEEL BEAM BRIDGE RAIL
107+74.0	108+49.0	LT													75.0									
107+74.0	107+99.0	LT								32.5														SEE BRIDGE DETAIL ON SHEET 30
107+99.0	108+49.0	LT					52.0				1										1			ANCHOR @ 108+49, SEE STANDARD G-1d
112+29.0	116+72.0	LT													443.0									
112+25.0	117+25.0	LT						504.0			2										2			ANCHOR @ 112+25, ANCHOR @ 117+25, SEE STANDARD G-1d
115+00.0	116+00.0	LT				25.6											110.3	1.0	76.8	76.8				
	BRIDGE 11																							
124+78.0	125+65.5	LT													87.5									
124+78.0	125+65.5	LT						89.5			1										1			ANCHOR @ 124+78, SEE STANDARD G-1d, ATTACH TO EXIST. @ 125+65.5
125+65.5	126+92.5	LT																						RETAIN EXIST. STEEL BEAM GUARDRAIL
126+92.5	127+30.0	LT													37.5									
126+92.5	127+80.0	LT					89.5				1										1			ANCHOR @ 127+80, SEE STANDARD G-1d, ATTACH TO EXIST. @ 126+92.5
	BRIDGE 11																							
124+80.0	125+17.5	RT													37.5									
124+80.0	125+17.5	RT					39.5				1										1			ANCHOR @ 124+80, SEE STANDARD G-1d, ATTACH TO EXIST. @ 125+17.5
125+17.5	126+83.5	RT																						RETAIN EXIST. STEEL BEAM GUARDRAIL
126+83.5	127+21.0	RT													37.5									
126+83.5	127+21.0	RT					39.5				1										1			ANCHOR @ 127+21, SEE STANDARD G-1d, ATTACH TO EXIST @ 126+83.5
140+49.0	143+34.0	RT													285.0									
140+50.0	143+37.5	RT					291.5				2										2			ANCHOR @ 140+50, ANCHOR @ 143+37.5, SEE STANDARD G-1d
141+93.0	143+60.0	LT													167.0									
141+93.0	144+18.0	LT						229.0			2										2			ANCHOR @ 141+93, ANCHOR @ 144+18, SEE STANDARD G-1d
142+25.0	142+90.0	LT				11.9											57.7	0.4	35.6	35.6				
198+80.0	202+98.0	RT													418.0									
198+80.0	203+05.0	RT					429.0				2										2			ANCHOR @ 198+80, ANCHOR @ 203+05, SEE STANDARD G-1d
SUBTOTAL SHEET 26			~~1~~ 0	0		1169.7	941.0	1966.0	0.0	67.0	17	100.0	5	1	2717.0	0	5285.6	1694.8	465.7	9048.7	19			

ITEM DETAIL SUMMARY SHEET 1

PROJECT NAME: WEATHERSFIELD

PROJECT NUMBER: STP 2913(1)

FILE NAME: 10c228.dgn
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: p10C228_26

PLOT DATE: 2/7/2013
DRAWN BY: WWG
CHECKED BY: PTS
SHEET 26 OF 234

REFERENCE FINAL CALCULATION BINDER FOR FINAL ITEM QUANTITIES

LOCATION			DROP INLETS			GUARDRAIL																	REMARKS
			604.412	604.415		613.10	621.20	621.205	621.206	621.21	621.60	621.75	621.76	621.77	621.80	621.81	649.31	651.15	651.40	653.20	676.10			
STA	STA	POS	REHAB. DI, CB, OR MH, CLASS I	REHAB. DI, CB, OR MH, CLASS II		STONE FILL, TYPE I	STEEL BEAM GUARDRAIL GALV.	STEEL BEAM GUARDRAIL GALV. W/8' POSTS	STEEL BEAM GUARDRAIL GALV./ NESTED	HD STEEL BEAM GUARDRAIL GALV.	ANCHOR FOR STEEL BEAM RAIL	REMOVE AND RESET GUARDRAIL	REPLACE GUARDRAIL POST ASSEMBLY	REPLACE GUARDRAIL BEAM UNIT	REMOVAL & DISPOSAL OF GUARDRAIL	REMOVAL & DISPOSAL OF GUIDE POSTS	GEOTEXT. UNDER STONE FILL	SEED	GRUBBING MATERIAL	TEMP. EROSION MATTING	DELIN. W/ STEEL POST			
			EACH	EACH		CY	LF	LF	LF	LF	EACH	LF	EACH	EACH	LF	EACH	SY	LB	SY	SY	EACH			
201+70.0	203+44.0	LT													174.0								
201+44.0	202+20.0	LT					89.5				1										1			ANCHOR @ 201+44, SEE STANDARD G-1d
202+20.0	202+82.5	LT						62.5																
202+82.5	203+45.0	LT					64.5				1										1			ANCHOR @ 203+45, SEE STANDARD G-1d
211+88.0	222+20.0	LT													1032.0									
211+88.0	217+00.5	LT					514.5				1										1			ANCHOR @ 211+88, SEE STANDARD G-1d
217+00.5	222+38.0	LT						537.5			1										1			ANCHOR @ 222+38, SEE STANDARD G-1d
212+25.0	218+25.0	RT													600.0									
212+25.0	213+00.0	RT					77.0				1										1			ANCHOR @ 212+25, SEE STANDARD G-1d
213+00.0	214+87.5	RT						187.5																
214+87.5	218+25.0	RT					339.5				1										1			ANCHOR @ 218+25, SEE STANDARD G-1d
217+00.0	218+00.0	LT				23.5											103.9	0.9	70.5	70.5				
218+59.0	220+37.0	RT													178.0									
218+60.0	220+35.0	RT					179.0				2										2			ANCHOR @ 218+60, ANCHOR @ 220+35, SEE STANDARD G-1d
220+72.0	222+12.0	RT													140.0									
220+72.0	222+09.5	RT						141.5			2										2			ANCHOR @ 220+72, ANCHOR @ 222+09.5, SEE STANDARD G-1d
235+75.0	236+25.0	LT				11.5											52.1	0.4	34.5	34.5				
246+21.0	249+45.0	RT													324.0									
246+20.0	249+45.0	RT						329.0			2										2			ANCHOR @ 246+20, ANCHOR @ 249+45, SEE STANDARD G-1d
253+43.0	258+77.0	LT													534.0									
253+34.0	258+75.0	LT					566.5				2										2			ANCHOR @ 253+34, ANCHOR @ 258+75, SEE STANDARD G-1d
256+54.0	259+55.0	RT													301.0									
256+55.0	259+55.0	RT						304.0			2										2			ANCHOR @ 256+55, ANCHOR @ 259+55, SEE STANDARD G-1d
288+38.0	291+65.0	RT													327.0									
287+90.0	291+65.0	RT						379.0			2										2			ANCHOR @ 287+90, ANCHOR @ 291+65, SEE STANDARD G-1d
298+75.0	299+50.0	LT				18.0											79.6	0.7	54.1	54.1				
306+19.0	308+57.0	RT													238.0									
306+20.0	308+57.5	RT						241.5			2										2			ANCHOR @ 306+20, ANCHOR @ 308+57.5, SEE STANDARD G-1d
306+53.0	314+18.0	LT													765.0									
306+53.0	314+59.0	LT					839.5				1										1			ANCHOR @ 306+53, SEE STANDARD G-1d, ATTACH TO GUARDRAIL ON TH 28
314+55.0	314+59.0	LT													12.5									REMOVE FIRST PANEL FROM GUARDRAIL ON LEFT ON TH 28
327+01.0	328+88.0	LT													187.0									
327+01.0	328+01.0	LT					102.0				1										1			ANCHOR @ 327+01, SEE STANDARD G-1d
328+01.0	328+26.0	LT							25.0															SEE BRIDGE DETAIL ON SHEET 31
328+26.0	328+88.5	LT					64.5				1										1			ANCHOR @ 328+88.5, SEE STANDARD G-1d
327+86.0	328+37.0	RT													51.0									
327+86.0	328+00.0	RT					27.0				1										1			ANCHOR @ 327+86, SEE STANDARD G-1d
328+00.0	328+25.0	RT							25.0															SEE BRIDGE DETAIL ON SHEET 31
328+25.0	328+42.5	RT					27.0				1										1			ANCHOR @ 328+42.5, SEE STANDARD G-1d
330+11.0		LT														1								
330+79.0	332+29.0	LT													150.0									
330+79.0	332+29.0	LT						154.0			2										2			ANCHOR @ 330+79, ANCHOR @ 332+29, SEE STANDARD G-1d
SUBTOTAL SHEET 27			0	0		53.0	2890.5	2336.5	50.0	0.0	27	0.0	0	0	5013.5	1	235.6	2.0	159.1	159.1	27			

ITEM DETAIL SUMMARY SHEET 2

PROJECT NAME: WEATHERSFIELD

PROJECT NUMBER: STP 2913(I)

FILE NAME: I0c228.dgn
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: pI0C228_27

PLOT DATE: 2/7/2013
DRAWN BY: WWG
CHECKED BY: PTS
SHEET 27 OF 234

REFERENCE FINAL CALCULATION BINDER FOR FINAL ITEM QUANTITIES

LOCATION			DROP INLETS			GUARDRAIL																	REMARKS
			604.412	604.415		613.10	621.20	621.205	621.206	621.21	621.60	621.75	621.76	621.77	621.80	621.81	649.31	651.15	651.40	653.20	676.10		
STA	STA	POS	REHAB. DI, CB, OR MH, CLASS I	REHAB. DI, CB, OR MH, CLASS II		STONE FILL, TYPE I	STEEL BEAM GUARDRAIL GALV.	STEEL BEAM GUARDRAIL GALV. W/8' POSTS	STEEL BEAM GUARDRAIL GALV./ NESTED	HD STEEL BEAM GUARDRAIL GALV.	ANCHOR FOR STEEL BEAM RAIL	REMOVE AND RESET GUARDRAIL	REPLACE GUARDRAIL POST ASSEMBLY	REPLACE GUARDRAIL BEAM UNIT	REMOVAL & DISPOSAL OF GUARDRAIL	REMOVAL & DISPOSAL OF GUIDE POSTS	GEOTEXT. UNDER STONE FILL	SEED	GRUBBING MATERIAL	TEMP. EROSION MATTING	DELIN. W/ STEEL POST			
			EACH	EACH		CY	LF	LF	LF	LF	EACH	LF	EACH	EACH	LF	EACH	SY	LB	SY	SY	EACH			
331+14.0	341+37.0	RT													1023.0								
331+13.0	341+38.0	RT					1029.0				2										2			ANCHOR @ 331+13, ANCHOR @ 341+38, SEE STANDARD G-1d
358+43.0	368+32.0	RT													989.0								
357+93.0	368+30.5	RT						1041.5			2										2			ANCHOR @ 357+93, ANCHOR @ 368+30.5, SEE STANDARD G-1d
358+75.0	360+00.0	RT				17.0											91.5	0.6	50.9	50.9				
362+00.0	366+00.0	RT				71.0											340.1	2.6	213.1	213.1				
368+81.0	371+11.0	RT													230.0								
368+75.0	371+12.5	RT						241.5			2										2			ANCHOR @ 368+75, ANCHOR @ 371+12.5, SEE STANDARD G-1d
377+75.0	381+50.0	LT				111.6											454.8	4.2	334.9	334.9				
383+00.0	385+50.0	RT				66.6											280.3	2.5	199.8	199.8				
382+18.0	385+55.0	RT													337.0								
381+29.5	385+54.5	RT						429.0			2										2			ANCHOR @ 381+29.5, ANCHOR @ 385+54.5, SEE STANDARD G-1d
386+50.0	387+25.0	RT				21.5											90.5	0.8	64.6	64.6				
389+18.0	392+44.0	RT													326.0								
388+93.5	392+44.0	RT						364.5			1										1			ANCHOR @ 388+93.5, SEE STANDARD G-1d, ATTACH TO EXISTING RAIL ON TH 102.
389+75.0	392+25.0	RT				45.7											217.1	1.7	137.1	137.1				
392+57.0	399+17.0	RT													660.0								
392+58.0	399+17.5	RT						664.5			1										1			ANCHOR @ 399+17.5, SEE STANDARD G-1d, ATTACH TO EXISTING RAIL ON TH 102.
410+45.0		LT		~~1~~																				
411+32.0	412+49.0	RT														2								
SUBTOTAL SHEET 26			~~1~~ 0	0		1169.7	941.0	1966.0	0.0	67.0	17	100.0	5	1	2717.0	0	5285.6	1694.8	465.7	9048.7	19			
SUBTOTAL SHEET 27			0	0		53.0	2890.5	2336.5	50.0	0.0	27	0.0	0	0	5013.5	1	235.6	2.0	159.1	159.1	27			
SUBTOTAL SHEET 28			0	~~1~~ 0		333.4	1029.0	2741.0	0.0	0.0	10	0.0	0	0	3565.0	2	1474.3	12.4	1000.4	1000.4	10			
PROJECT SUBTOTAL			~~1~~ 0	~~1~~ 0		1556.1	4860.5	7043.5	50.0	67.0	54	100.0	5	1	11295.5	3	6995.5	1709.2	1625.2	10208.2	56			
TOTAL ROUNDING			0	0		13.9	39.5	56.5	0.0	8.0	0	0.0	0	0	104.5	0	74.5	0.8	24.8	91.8	4			
PROJECT TOTAL			~~1~~ 0	~~1~~ 0		1570.0	4900.0	7100.0	50.0	75.0	54	100.0	5	1	11400.0	3	7070.0	1710.0	1650.0	10300.0	60			

ITEM DETAIL SUMMARY SHEET 3

PROJECT NAME: WEATHERSFIELD

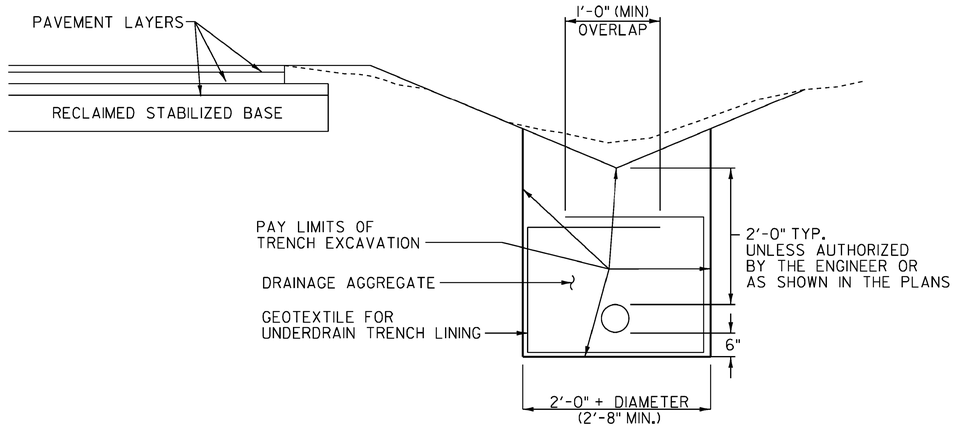
PROJECT NUMBER: STP 2913(1)

FILE NAME: 10c228.dgn
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: p10C228_28

PLOT DATE: 2/7/2013
DRAWN BY: WWG
CHECKED BY: PTS
SHEET 28 OF 234

REFERENCE FINAL CALCULATION BINDER FOR FINAL ITEM QUANTITIES

LOCATION				605.10	605.20	204.20	619.17	REMARKS
				6 INCH UNDERDRAIN PIPE	6 INCH U.D. CARRIER PIPE	TRENCH EXCAVATION OF EARTH	YIELDING MARKER POSTS	
SITE	STA	STA	POS	LF	LF	CY	EA	
	WEATHERSFIELD							
	70+00	428+75	LT/RT				136	INLETS AND OUTLETS OF CULVERTS
1	79+75	81+75	RT	200		18.5	1	
2	85+00	87+10	LT	210		72.7	1	
3	90+75	93+60	LT	285		81.7	1	
4	113+50	115+30	RT	180		36.0	1	
5	203+50	206+00	RT	250		71.7	1	
6	283+25	285+50	RT	225		66.8	1	
7	302+50	306+00	LT	350		100.4	1	
8	322+00	326+75	RT	475		169.1	1	
9	364+25	367+60	LT	335		49.0	1	
10	367+75	371+00	LT	325		109.3	1	
11	383+50	385+30	LT	180		69.4	1	
12	390+25	393+50	LT	325		59.1	1	
13	394+00	396+00	LT	200		37.1	1	
14	396+20	397+60	LT	140		55.4	1	
		PROJECT SUBTOTAL		3680		996.2	150	
			ROUNDING	20		8.8	0	
		PROJECT TOTALS		3700		1005	150	



UNDERDRAIN DETAIL

UNDERDRAIN NOTES

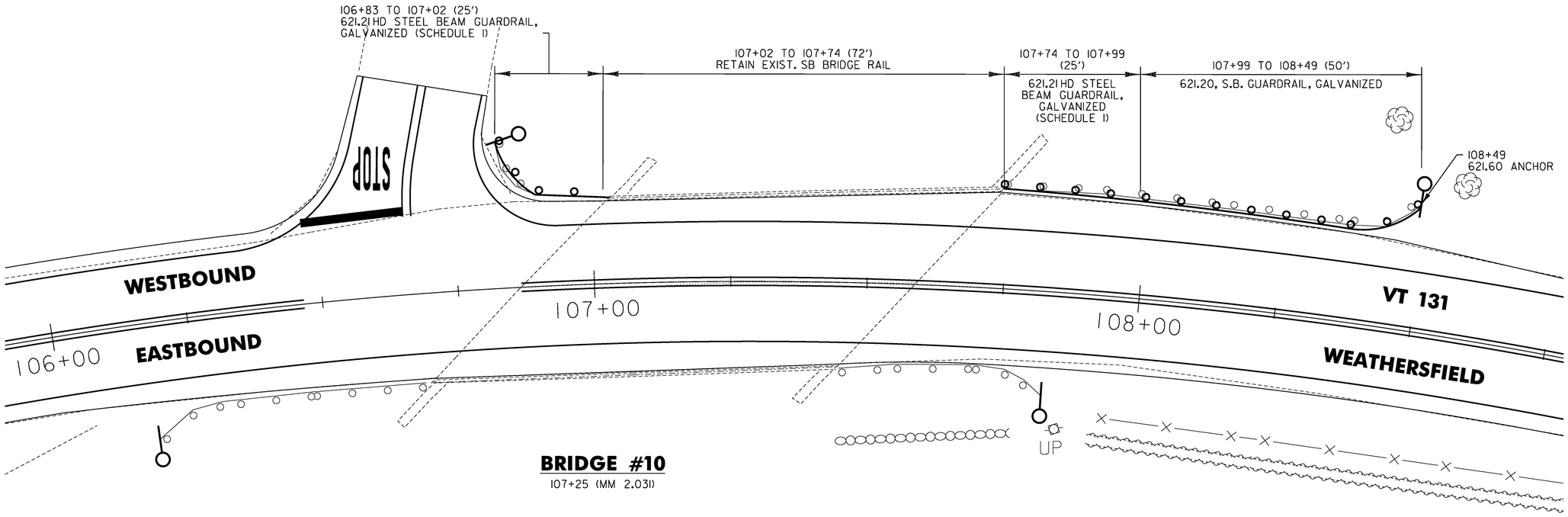
1. GEOTEXTILE FOR UNDERDRAIN TRENCH LINING SHALL NOT BE PLACED AROUND UNDERDRAIN WHEN COVER ABOVE PIPE IS LESS THAN 1 FOOT.
2. DRAINAGE AGGREGATE SHALL MEET THE REQUIREMENTS OF SUBSECTION 704.16.
3. GEOTEXTILE FOR UNDERDRAIN TRENCH LINING AND DRAINAGE AGGREGATE ITEMS ARE INCLUDED IN THE UNIT PRICE BID FOR PAY ITEM 605.10 6 INCH UNDERDRAIN PIPE.

UNDERDRAIN DETAIL SHEET

PROJECT NAME: WEATHERSFIELD
PROJECT NUMBER: STP 2913(1)

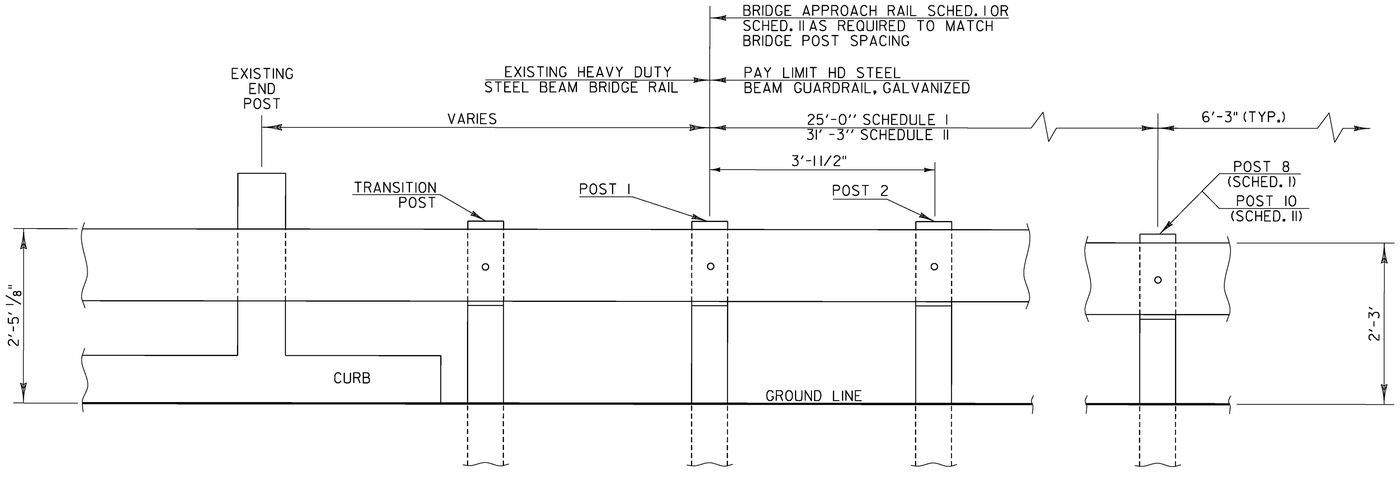
FILE NAME: 10c228.dgn
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: p10C228_29

PLOT DATE: 2/7/2013
DRAWN BY: SNG
CHECKED BY: PTS
SHEET 29 OF 234



BRIDGE #10

107+25 (MM 2.031)



BRIDGE APPROACH RAILING

BRIDGE APPROACH RAILING

WHEN A RAIL PANEL SPLICE OCCURS AT POST NO. I USE SCHEDULE I FOR APPROACH RAILING. WHEN A RAIL PANEL SPLICE OCCURS AT THE BRIDGE END POST USE SCHEDULE II FOR APPROACH RAILING.

SCHEDULE I

POST NO.	SPACING	PAYMENT FACTOR
I		
2	3'-1.5"	
3	3'-1.5"	
4	3'-1.5"	1.4 x 12'-6"
5	3'-1.5"	
6	4'-2"	
7	4'-2"	1.2 x 12'-6"
8	4'-2"	
9	6'-3" (TYP.)	1.0 (TYP.)

SCHEDULE II

POST NO.	SPACING	PAYMENT FACTOR
I		
2	3'-1.5"	
3	3'-1.5"	
4	3'-1.5"	
5	3'-1.5"	1.4 X 18'-9"
6	3'-1.5"	
7	3'-1.5"	
8	4'-2"	
9	4'-2"	1.2 x 12'-6"
10	4'-2"	
11	6'-3" (TYP.)	1.0 (TYP.)

NOT TO SCALE

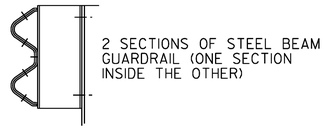
BRIDGE RAILING DETAIL SHEET 1

PROJECT NAME: WEATHERSFIELD

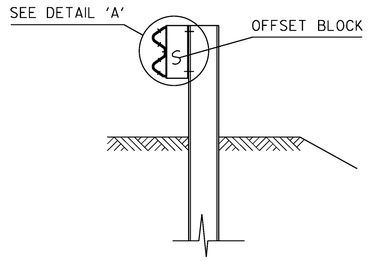
PROJECT NUMBER: STP 2913(I)

FILE NAME: 10c228.dgn
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: p10C228_30

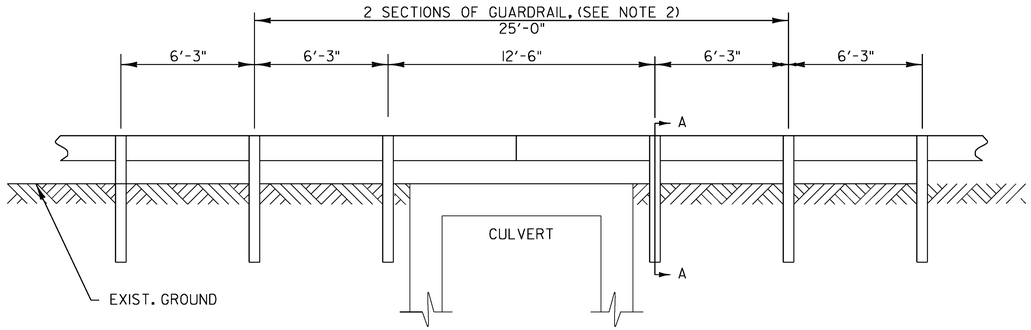
PLOT DATE: 2/7/2013
DRAWN BY: WWG
CHECKED BY: PTS
SHEET 30 OF 234



DETAIL 'A'



SECTION A–A



DETAIL OF STEEL BEAM GUARDRAIL AT SMALL CULVERTS

BRIDGE #16
328+12 LT & RT

STEEL BEAM GUARDRAIL AT SMALL CULVERT NOTES

1. SEE VAOT STANDARDS G-1& G-1d FOR STEEL BEAM GUARDRAIL DETAILS.
2. THIS WORK SHALL BE PAID UNDER ITEM 621.206 STEEL BEAM GUARDRAIL, GALVANIZED/NESTED.
3. THIS DETAIL TO BE USED AS INDICATED ON THE ITEM DETAIL SHEET OR AS DIRECTED BY THE ENGINEER.

NOT TO SCALE

BRIDGE RAILING DETAIL SHEET 2

PROJECT NAME: WEATHERSFIELD	
PROJECT NUMBER: STP 2913(1)	
FILE NAME: 10c228.dgn	PLOT DATE: 2/7/2013
PROJECT LEADER: PTS	DRAWN BY: WWG
DESIGNED BY: NLL	CHECKED BY: PTS
IPARM FILE NAME: p10C228_31	SHEET 31 OF 234

REFERENCE FINAL CALCULATION BINDER FOR FINAL ITEM QUANTITIES

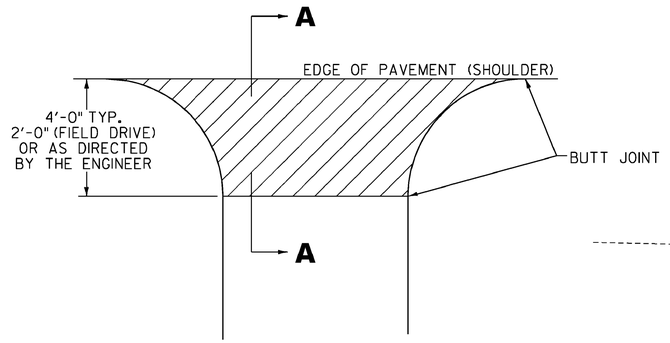
LOCATION OF DRIVES

STATION	POSTION	QUANTITY (SY)
71+04	LT	14
71+70	RT	17
73+40	LT	69
73+41	RT	18
75+19	RT	56
76+37	LT	26
77+15	RT	18
79+26	LT	3
93+34	RT	8
93+95	RT	15
94+76	RT	21
95+99	LT	8
96+19	RT	48
96+99	LT	9
97+84	LT	19
103+80	LT	11
105+06	RT	42
108+97	LT	17
109+14	RT	19
110+27	LT	4
112+00	LT	28
123+76	RT	43
123+79	LT	15
127+53	RT	5
128+72	LT	11
129+00	RT	18
129+52	LT	6
141+79	LT	10
143+84	RT	4
150+43	LT	11
150+75	RT	24
163+45	RT	8
165+64	RT	6
167+41	RT	22
168+04	LT	10
170+54	RT	3
177+67	LT	11
180+58	RT	3
185+02	LT	3
190+37	LT	4
192+10	RT	13
192+16	LT	7
194+05	RT	18
194+58	LT	17
194+71	RT	9
198+49	RT	26
206+42	RT	9
206+60	LT	17
208+08	LT	21
208+62	RT	10
211+35	RT	11
218+39	RT	11
220+53	RT	10
223+95	LT	19
225+62	LT	17
225+64	RT	17
229+70	LT	14
230+42	RT	10
234+03	LT	18

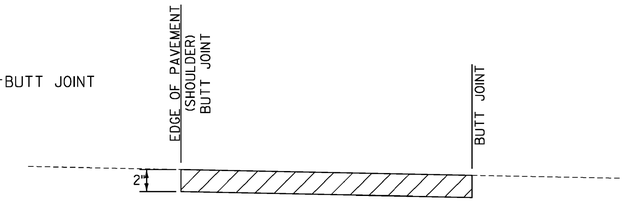
STATION	POSTION	QUANTITY (SY)
239+61	LT	4
242+08	RT	4
246+11	RT	3
246+54	LT	21
253+20	LT	11
259+22	LT	25
259+67	RT	4
260+23	LT	11
262+46	LT	7
264+54	RT	4
268+00	RT	11
272+98	LT	20
273+73	LT	3
275+18	LT	11
277+87	LT	11
279+70	LT	19
285+18	LT	2
285+78	RT	7
291+18	LT	19
301+64	LT	10
302+41	RT	11
306+46	LT	2
311+88	RT	19
315+13	RT	17
319+85	RT	21
321+41	LT	5
324+70	LT	11
325+81	LT	22
326+93	LT	2
328+54	RT	11
329+18	LT	20
330+30	LT	11
332+52	LT	15
333+96	LT	11
341+32	LT	24
341+58	RT	11
349+48	LT	11
353+63	RT	18
353+68	LT	17
354+52	LT	11
356+08	RT	7
358+74	LT	3
362+24	LT	21
371+22	RT	4
373+71	LT	19
383+16	LT	8
385+65	RT	2
387+84	LT	19
388+29	RT	11
392+46	LT	19
393+77	LT	11
401+33	LT	10
402+26	LT	11
402+26	RT	11
404+24	LT	28
405+43	LT	11
406+00	RT	18
406+47	RT	12
408+78	RT	29

STATION	POSTION	QUANTITY (SY)
409+02	LT	15
411+49	RT	11
411+50	LT	20
412+33	RT	10
413+10	LT	2
414+06	RT	18
415+64	RT	11
416+42	LT	11
417+57	RT	11
420+38	LT	5
421+01	RT	23
422+60	LT	17
422+94	RT	20
424+16	RT	17
425+69	RT	25
426+32	LT	29
427+05	RT	31
WEATHERSFIELD SUBTOTAL		**1968**
PULLOFFS		
80+05	LT	52
118+20	LT	129
201+00	LT	156
300+45	RT	161
343+95	RT	148
PULLOFF SUBTOTAL		**646**

WEATHERSFIELD SUBTOTAL	1968
PULLOFF SUBTOTAL	646
ROUNDING	11
PROJECT TOTAL	2625

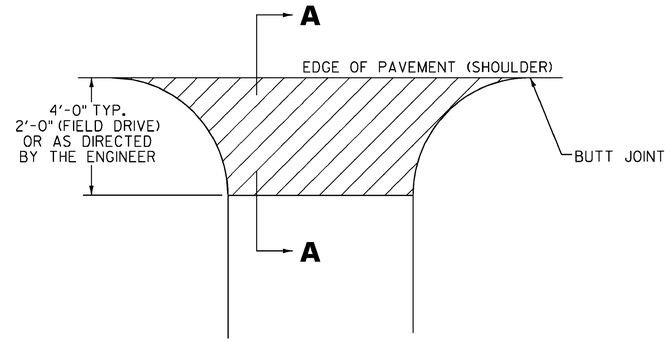


PLAN

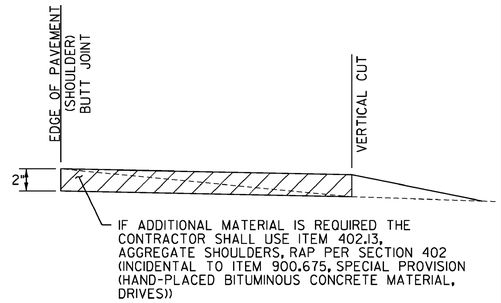


SECTION A - A

HANDWORK DETAILS FOR PAVED DRIVES



PLAN



SECTION A - A

HANDWORK DETAILS FOR GRAVEL DRIVES

NOTES

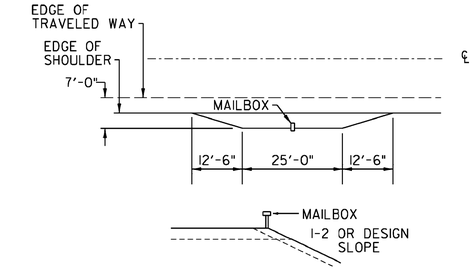
1. PAVING LIFT NOT TO EXCEED 2" (50mm).

2. THE COST OF PLACING SUBBASE MATERIAL, CLEANING EXISTING PAVED SURFACES, INCLUDING POWER EQUIPMENT, AND FOR FILLING JOINTS, CRACKS AND HOLES AT LEAST 24 HOURS BEFORE PAVING, WILL NOT BE PAID DIRECTLY BUT WILL BE CONSIDERED INCIDENTAL TO ITEM 900.675, SPECIAL PROVISION (HAND-PLACED BITUMINOUS CONCRETE MATERIAL, DRIVES).

3. EXCAVATION NEEDED TO ACHIEVE PROPER DRIVE SLOPES WILL NOT BE PAID DIRECTLY BUT WILL BE CONSIDERED INCIDENTAL TO ITEM 900.675, SPECIAL PROVISION (HAND-PLACED BITUMINOUS CONCRETE MATERIAL, DRIVES).

LEGEND

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



TURNOUT AT MAILBOX

TURNOUT AT MAILBOX NOT NECESSARY IF SHOULDER WIDTH IS 8'-0" OR GREATER

HANDWORK /MAILBOX PULLOFF DETAIL SHEET

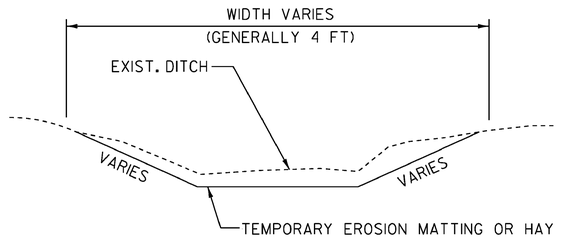
PROJECT NAME: WEATHERSFIELD

PROJECT NUMBER: STP 2913(I)

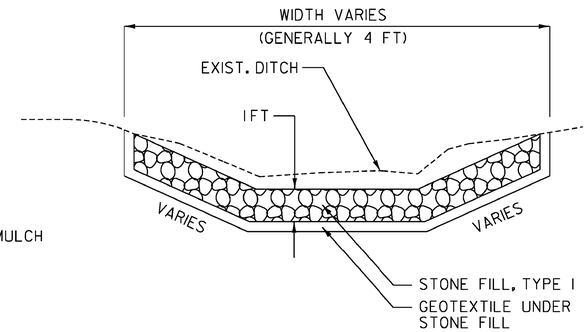
FILE NAME: 10c228.dgn
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: p10C228_32

PLOT DATE: 2/7/2013
DRAWN BY: WWG
CHECKED BY: PTS
SHEET 32 OF 234

LOCATION			FEET OF DITCHING PERCENT GRADE		613.10 STONE FILL. TYP. I	613.11 STONE FILL. TYP. II	649.31 GEOT. UNDER STONE FILL	651.15 SEED	653.20 TEMP EROS. MATT.	REMARKS
STA	STA	POS	0-2.5	2.5-10	(CY)	(CY)	(SY)	(LB)	(SY)	
72+00	74+60	RT	260					1.4	116	
79+50	81+70	RT	220					1.2	98	
82+00	87+00	LT		500	74.1		333			
87+00	95+50	LT	850					4.7	378	
98+25	100+75	LT	250					1.4	111	
110+40	119+50	RT	910					5.0	404	
119+50	122+00	RT		250	37.0		167			
144+00	146+75	RT		275	40.7		183			
154+30										
~~154+80~~	159+50	RT		470	~~69.6~~	26.04	313			154+30-159+75 & 158+95-159+50 RT
161+80	166+19									
~~161+70~~	~~170+50~~	RT		880	~~130.4~~	24.72	587			161+80-162+25 & 165+75-166+19 RT
168+50	172+00	LT		350	51.9		233			
180+80	190+25	LT	945			28.9		5.2	420	
192+50	193+70	RT								
194+40	198+00	RT	360			21.0		2.0	160	
190+25	191+51	RT								
194+75	199+00	LT	425					2.3	189	
205+75	206+30									
~~203+50~~	~~206+25~~	RT	275			15.28		1.5	122	
206+55	208+37	RT				51.48				
204+00	207+80	LT		380	56.3		253			
208+78	209+42	RT				17.78				
222+15	233+00	RT		1085	160.7		723			
222+50	225+25	LT		275	40.7		183			
237+00	240+80	RT	380					2.1	169	
240+50	244+25	LT	375					2.1	167	
249+00	252+80	LT	380					2.1	169	
249+75	256+40	RT	665					3.7	296	
260+50	262+30	LT		180	26.7		120			
283+97	285+68									
~~283+25~~	~~287+10~~	LT	385		12.98			2.1	171	
283+25	285+60	RT	235					1.3	104	
290+89	291+86	LT			4.67					
292+75	294+00	LT		125	18.5		83			
301+80	306+25	LT		445	65.9		297			
302+75	306+25	RT		350	51.9		233			
320+15	326+80	RT	665					3.7	296	
344+20	348+50	LT		430	63.7		287			
358+90	360+75	LT	185					1.0	82	
362+50	372+50	LT	1000					5.5	444	
374+25	378+75	RT	450					2.5	200	
383+30	387+70	LT	440					2.4	196	
391+95	396+69				28.43					
~~389+90~~	~~397+70~~	LT		780	~~115.6~~		520			
404+50	405+22	LT		72	10.7		48			
416+65	420+15	LT	350					1.9	156	
621.60 ANCHOR FOR SB RAIL								1.9	150.0	
WEATHERSFIELD SUBTOTAL			**10005**	**6847**	**1014.4**		**4563**	**57.0**	**4598**	SEE ITEM DETAIL SHEET FOR ROUNDING AND PROJECT TOTAL



DITCH DETAIL 0 TO 2.5 PERCENT
NOT TO SCALE



DITCH DETAIL > 2.5 PERCENT
NOT TO SCALE

DITCHING NOTES

GRADES LESS THAN 1 PERCENT SHALL USE ITEM 651.15, SEED AND ITEM 651.25, HAY MULCH.

GRADES BETWEEN 1 AND 2.5 PERCENT SHALL USE ITEM 651.25, HAY MULCH OR ITEM 653.20, TEMPORARY EROSION MATTING AS DIRECTED BY THE ENGINEER.

GRADES OVER 2.5 PERCENT SHALL USE ITEM 649.31, GEOTEXTILE UNDER STONE FILL AND ITEM 613.10, STONE FILL TYPE I AS DIRECTED BY THE ENGINEER.

PIPE INLET AND OUTLET AREAS AND DITCH CLEANING THROUGHOUT THE PROJECT SHALL BE PERFORMED AT LOCATIONS INDICATED ON THIS SHEET AND AS DIRECTED BY THE ENGINEER. PAYMENT WILL BE UNDER THE APPLICABLE EQUIPMENT RENTAL ITEM(S).

NOT TO SCALE

DITCH CLEANING SHEET

PROJECT NAME: WEATHERSFIELD
PROJECT NUMBER: STP 2913(I)

FILE NAME: 10c228.dgn
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: p10C228_33

PLOT DATE: 2/7/2013
DRAWN BY: WWG
CHECKED BY: PTS
SHEET 33 OF 234

TEMPORARY 4" WHITE LINE, PAINT
DURABLE 4" WHITE LINE (OPTION BID ITEM)
70+00 TO 74+50 SOLID LT
70+00 TO 74+50 SOLID RT

TEMPORARY 4" YELLOW LINE, PAINT
DURABLE 4" YELLOW LINE (OPTION BID ITEM)
70+04 TO 74+50 SOLID LT & RT

TEMPORARY 24" STOP BAR, PAINT
DURABLE 24" STOP BAR (OPTION BID ITEM)
70+04 TO 70+16 LT

TEMPORARY LETTER OR SYMBOL, PAINT
DURABLE LETTER OR SYMBOL (OPTION BID ITEM)
70+17 LT - "STOP"

70+00.00 (MM 1.326)
VT ROUTE 131 BEGIN PROJECT
STP 2913(1)

70+75.00
BEGIN 8" RECLAIM

70+51 LT
STOP RET
RET CROSS TRAFFIC DOES NOT STOP
RET RET RET

70+41 RT
STOP RET
RET CROSS TRAFFIC DOES NOT STOP
RET RET RET

VT 106 TO WEST WINDSOR
VT 106 TO SPRINGFIELD
VT 131 TO CAVENDISH
VT 131 WEATHERSFIELD

WORLD OF DISCOVERY
FIRE DEPT
US POST OFFICE
EXIST. PAVED DRIVE
EXIST. GRAVEL DRIVE
EXIST. PIPE 15" CGMP
EXIST. PIPE 12" CGMP
GUY WIRE
GUIDE POST
LIGHT POLE
SMH
MH
GRAVEL
ARCH
AER E&T
T&E
UP
DP
LIC

WESTBOUND
EASTBOUND
4" WL
4" YL
4" YL
4" WL
N 71°53'57.81" E
28'
70+00
71+00
72+00
73+00
74+00
62.1'
65.4'
3'
11'
11'
3'
MATCH LINE 74+50

NOT TO SCALE

LEGEND

R	=	REMOVE EXISTING
S	=	SALVAGE
R&S	=	REMOVE AND SALVAGE
N	=	NEW
RET	=	RETAIN
B-B	=	BACK TO BACK
	=	EXISTING GUARDRAIL
	=	PROPOSED GUARDRAIL
YL	=	YELLOW LINE
WL	=	WHITE LINE
	=	DELINEATOR
	=	UNDERDRAIN
	=	BORING

ROADWAY LAYOUT SHEET 1

PROJECT NAME: WEATHERSFIELD
PROJECT NUMBER: STP 2913(I)

FILE NAME: 10c228.dgn
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: p10C228_34
PLOT DATE: 3/7/2013
DRAWN BY: WWG
CHECKED BY: PTS
SHEET 34 OF 234

TEMPORARY 4" WHITE LINE, PAINT
DURABLE 4" WHITE LINE (OPTION BID ITEM)
74+50 TO 80+50 SOLID LT
74+50 TO 80+50 SOLID RT

TEMPORARY 4" YELLOW LINE, PAINT
DURABLE 4" YELLOW LINE (OPTION BID ITEM)
74+50 TO 80+50 SOLID LT & RT

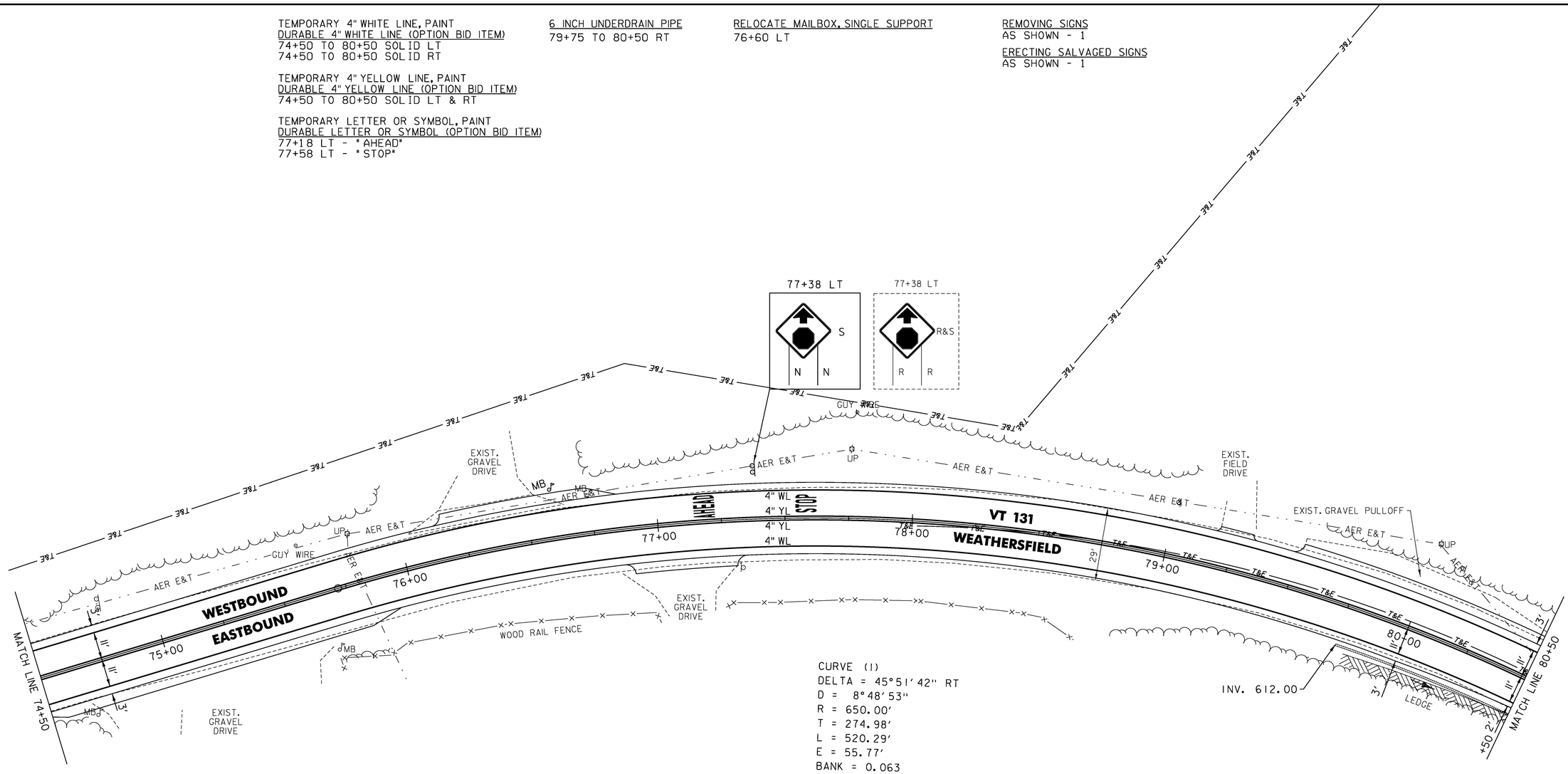
TEMPORARY LETTER OR SYMBOL, PAINT
DURABLE LETTER OR SYMBOL (OPTION BID ITEM)
77+18 LT - "AHEAD"
77+58 LT - "STOP"

6 INCH UNDERDRAIN PIPE
79+75 TO 80+50 RT

RELOCATE MAILBOX, SINGLE SUPPORT
76+60 LT

REMOVING SIGNS
AS SHOWN - 1

ERECTING SALVAGED SIGNS
AS SHOWN - 1



CURVE (1)
DELTA = 45°51'42" RT
D = 8°48'53"
R = 650.00'
T = 274.98'
L = 520.29'
E = 55.77'
BANK = 0.063

NOT TO SCALE

LEGEND

R	=	REMOVE EXISTING
S	=	SALVAGE
R&S	=	REMOVE AND SALVAGE
N	=	NEW
RET	=	RETAIN
B-B	=	BACK TO BACK
	=	EXISTING GUARDRAIL
	=	PROPOSED GUARDRAIL
YL	=	YELLOW LINE
WL	=	WHITE LINE
	=	DELINEATOR
	=	UNDERDRAIN
	=	BORING

ROADWAY LAYOUT SHEET 2

PROJECT NAME: WEATHERSFIELD
PROJECT NUMBER: STP 2913(1)

FILE NAME: 10c228.dgn
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: p10C228_35
PLOT DATE: 3/7/2013
DRAWN BY: WWG
CHECKED BY: PTS
SHEET 35 OF 234

TEMPORARY 4" WHITE LINE, PAINT
DURABLE 4" WHITE LINE (OPTION BID ITEM)
80+50 TO 86+50 SOLID LT
80+50 TO 83+10 SOLID RT
83+90 TO 85+36 SOLID RT
86+15 TO 86+50 SOLID RT

TEMPORARY 4" YELLOW LINE, PAINT
DURABLE 4" YELLOW LINE (OPTION BID ITEM)
80+50 TO 83+30 SOLID LT & RT
83+70 TO 85+55 SOLID LT & RT
85+95 TO 86+50 SOLID LT & RT

6 INCH UNDERDRAIN PIPE
80+50 TO 81+75 RT
85+00 TO 86+50 LT

STEEL BEAM GUARDRAIL, GALVANIZED
W/8 FEET POSTS
85+67 TO 86+50 RT

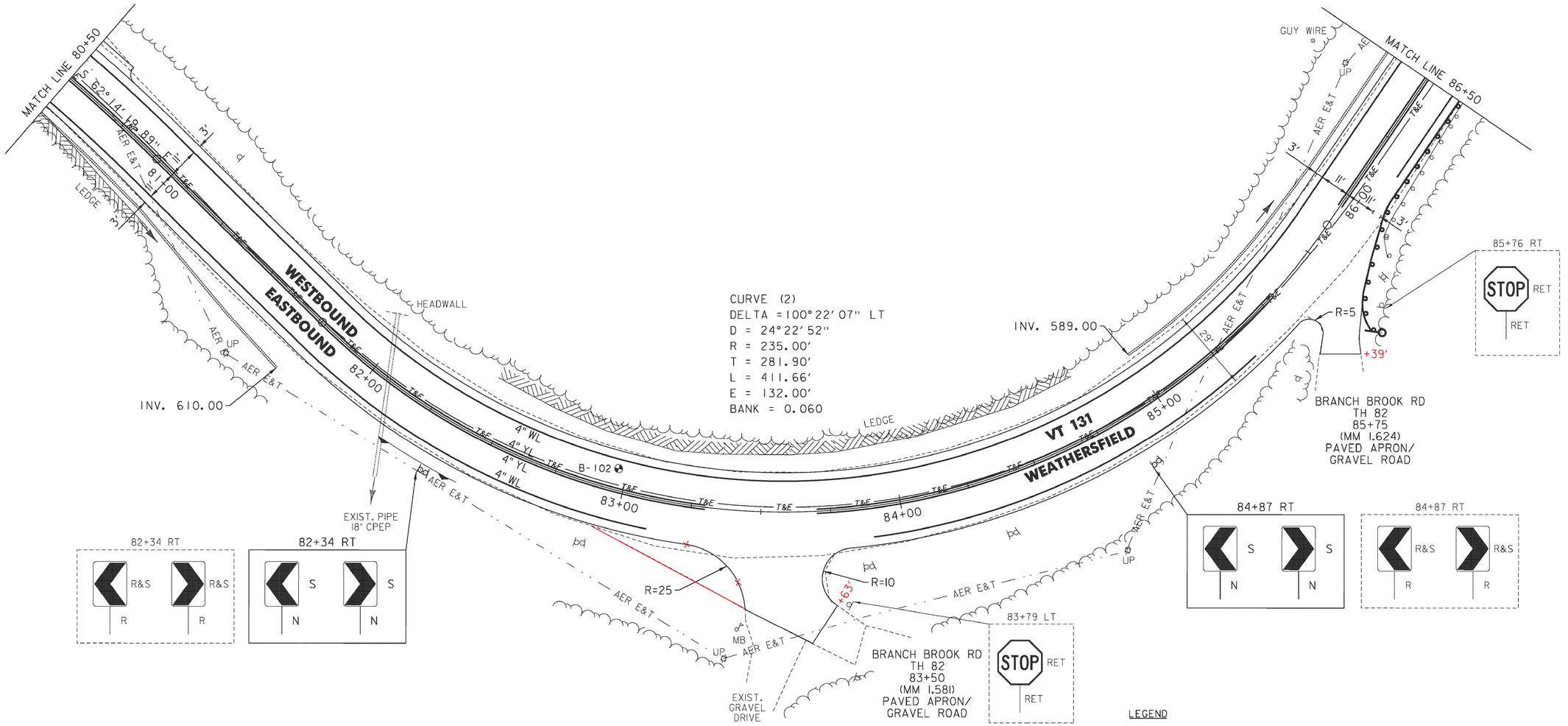
ANCHOR FOR STEEL BEAM RAIL
85+67 RT

REMOVAL AND DISPOSAL OF GUARDRAIL
85+89 TO 86+50 RT

DELINEATOR WITH STEEL POST
85+67 RT

REMOVING SIGNS
AS SHOWN - 4

ERECTING SALVAGED SIGNS
AS SHOWN - 4



NOT TO SCALE

LEGEND

R	=	REMOVE EXISTING
S	=	SALVAGE
R&S	=	REMOVE AND SALVAGE
N	=	NEW
RET	=	RETAIN
B-B	=	BACK TO BACK
	=	EXISTING GUARDRAIL
	=	PROPOSED GUARDRAIL
YL	=	YELLOW LINE
WL	=	WHITE LINE
	=	DELINEATOR
	=	UNDERDRAIN
	=	BORING

ROADWAY LAYOUT SHEET 3

PROJECT NAME: WEATHERSFIELD
PROJECT NUMBER: STP 2913(I)

FILE NAME: 10c228.dgn
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: p10C228_36

PLOT DATE: 3/7/2013
DRAWN BY: WWG
CHECKED BY: PTS
SHEET 36 OF 234

TEMPORARY 4" WHITE LINE, PAINT
DURABLE 4" WHITE LINE (OPTION BID ITEM)
86+50 TO 98+50 SOLID LT
86+50 TO 96+85 SOLID RT
97+65 TO 98+50 SOLID RT

TEMPORARY 4" YELLOW LINE, PAINT
DURABLE 4" YELLOW LINE (OPTION BID ITEM)
86+50 TO 97+05 SOLID LT & RT
97+45 TO 98+50 SOLID LT & RT

REMOVAL OF EXISTING FENCE
96+25 TO 96+78 LT

6 INCH UNDERDRAIN PIPE
86+50 TO 87+10 LT
90+75 TO 93+60 LT

STONE FILL, TYPE I
GEOTEXTILE UNDER STONE FILL
98+00 TO 98+50 RT

STEEL BEAM GUARDRAIL, GALVANIZED
W/8 FEET POSTS
86+50 TO 91+15 RT
97+49.5 TO 98+50 RT

ANCHOR FOR STEEL BEAM RAIL
91+15 RT
97+49.5 RT

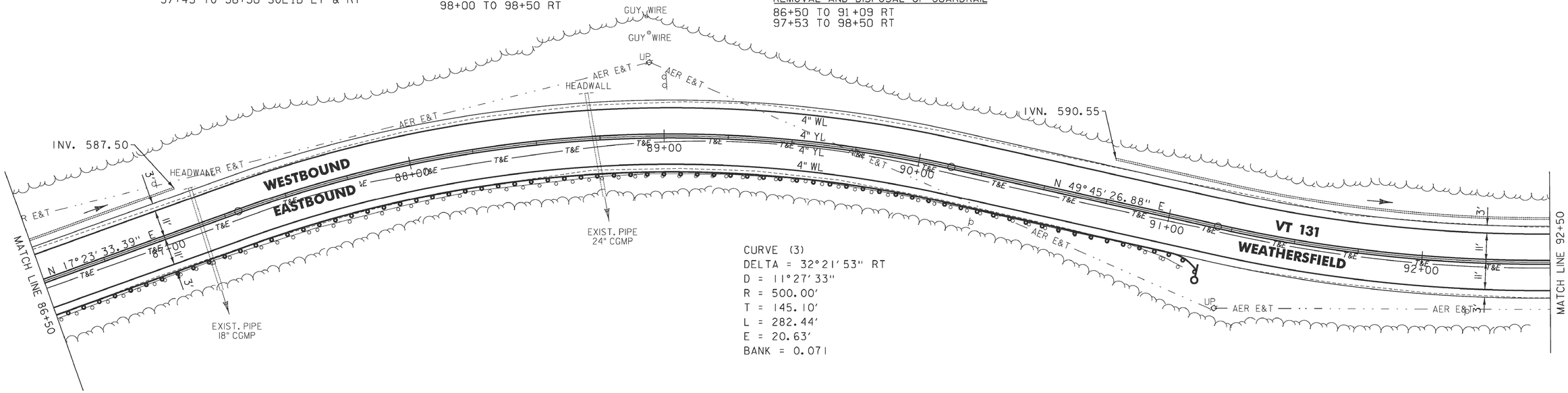
REMOVAL AND DISPOSAL OF GUARDRAIL
86+50 TO 91+09 RT
97+53 TO 98+50 RT

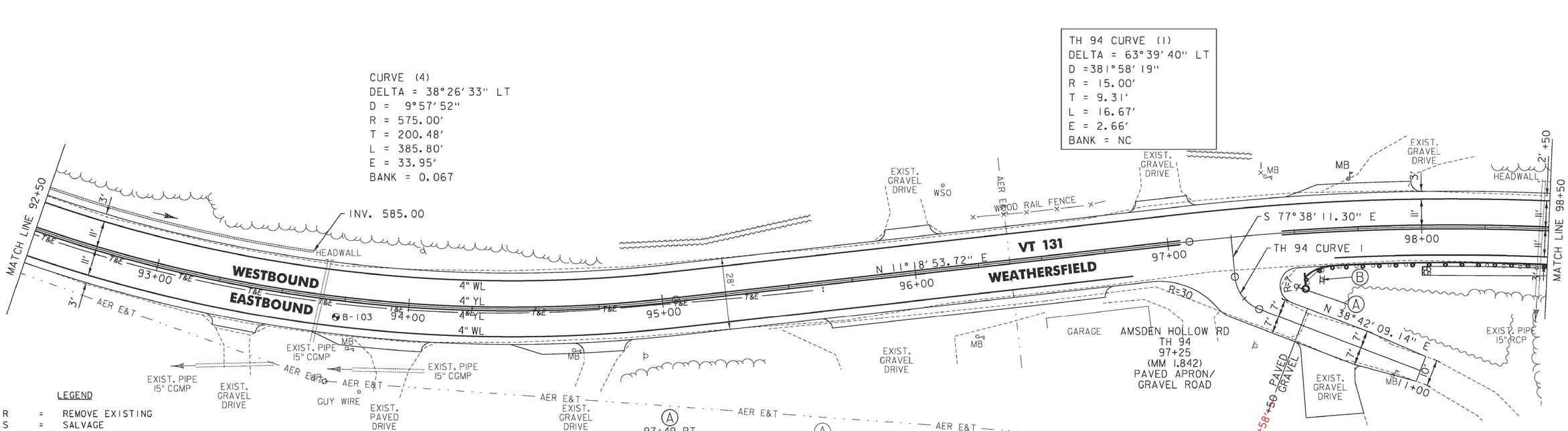
DELINEATOR WITH STEEL POST
91+15 RT
97+49.5 RT

RELOCATE MAILBOX, SINGLE SUPPORT
97+72 LT
10+91 RT (TH 94)

REMOVING SIGNS
AS SHOWN - 3

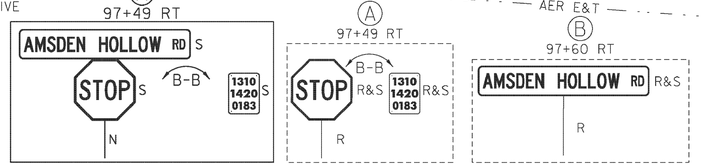
ERECTING SALVAGED SIGNS
AS SHOWN - 3





LEGEND

R	=	REMOVE EXISTING
S	=	SALVAGE
R&S	=	REMOVE AND SALVAGE
N	=	NEW
RET	=	RETAIN
B-B	=	BACK TO BACK
	=	EXISTING GUARDRAIL
	=	PROPOSED GUARDRAIL
YL	=	YELLOW LINE
WL	=	WHITE LINE
	=	DELINEATOR
	=	UNDERDRAIN
	=	BORING



NOT TO SCALE

ROADWAY LAYOUT SHEET 4

PROJECT NAME: WEATHERSFIELD
PROJECT NUMBER: STP 2913(I)

FILE NAME: 10c228.dgn
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: p10C228_37

PLOT DATE: 3/7/2013
DRAWN BY: WWG
CHECKED BY: PTS
SHEET 37 OF 234

TEMPORARY 4" WHITE LINE, PAINT
DURABLE 4" WHITE LINE (OPTION BID ITEM)
98+50 TO 106+35 SOLID LT
98+50 TO 104+29 SOLID RT
105+09 TO 109+50 SOLID RT
106+35 TO 106+61 SOLID LT (TH 10)
106+81 TO 106+94 SOLID LT (TH 10)
106+94 TO 109+50 SOLID LT

TEMPORARY 4" YELLOW LINE, PAINT
DURABLE 4" YELLOW LINE (OPTION BID ITEM)
98+50 TO 104+49 SOLID LT & RT
104+89 TO 106+47 SOLID LT & RT
106+67 TO 106+71 DOUBLE SOLID LT (TH 10)
106+87 TO 109+50 SOLID LT & RT

TEMPORARY 24" STOP BAR, PAINT
DURABLE 24" STOP BAR (OPTION BID ITEM)
106+47 TO 106+66 LT (TH 10)

TEMPORARY LETTER OR SYMBOL, PAINT
DURABLE LETTER OR SYMBOL (OPTION BID ITEM)
106+62 LT - "STOP" (TH 10)

REHAB. DROP INLETS, CATCH BASINS, OR MANHOLES, CLASS I
104+09 LT

STONE FILL, TYPE I
GEOTEXTILE UNDER STONE FILL
98+50 TO 99+75 LT
98+50 TO 102+50 RT
103+50 TO 104+00 RT

STEEL BEAM GUARDRAIL, GALVANIZED
107+99 TO 108+49 LT

STEEL BEAM GUARDRAIL, GALVANIZED W/8 FEET POSTS
98+50 TO 103+37 RT

REMOVE AND RESET GUARDRAIL
103+37 TO 104+37 RT

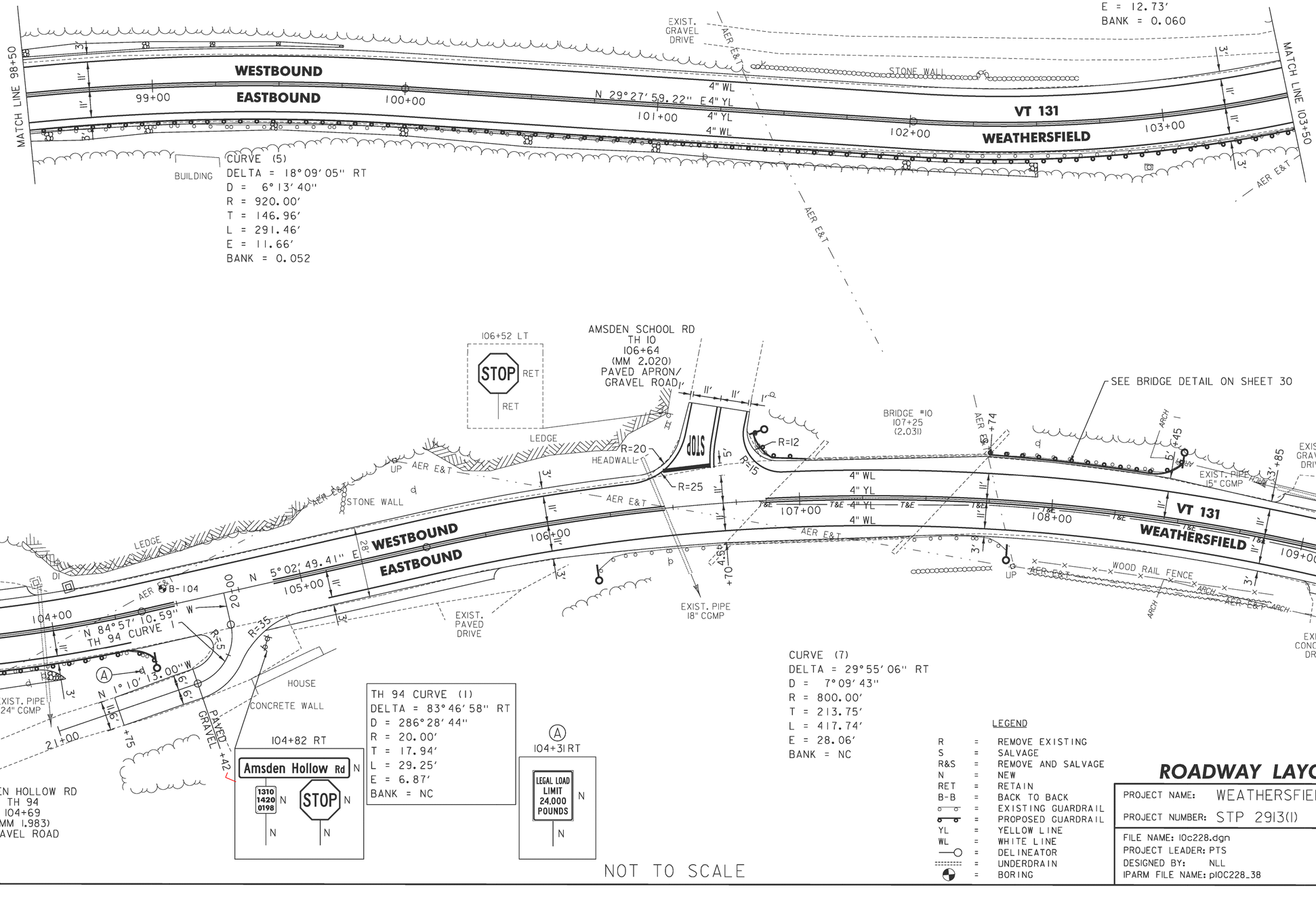
H.D. STEEL BEAM GUARDRAIL, GALVANIZED
106+83 TO 107+02 LT
107+74 TO 107+99 LT

ANCHOR FOR STEEL BEAM RAIL
106+83 LT
108+49 LT

CURVE (6)
DELTA = 24°25'10" LT
D = 10°25'03"
R = 550.00'
T = 119.01'
L = 234.41'
E = 12.73'
BANK = 0.060

REMOVAL AND DISPOSAL OF GUARDRAIL
98+50 TO 103+37 RT
106+83 TO 107+02 LT
107+74 TO 108+49 LT

DELINEATOR WITH STEEL POST
106+17 RT
106+83 LT
107+83 RT
108+49 LT



NOT TO SCALE

LEGEND

R	=	REMOVE EXISTING
S	=	SALVAGE
R&S	=	REMOVE AND SALVAGE
N	=	NEW
RET	=	RETAIN
B-B	=	BACK TO BACK
	=	EXISTING GUARDRAIL
	=	PROPOSED GUARDRAIL
YL	=	YELLOW LINE
WL	=	WHITE LINE
	=	DELINEATOR
	=	UNDERDRAIN
	=	BORING

ROADWAY LAYOUT SHEET 5

PROJECT NAME: WEATHERSFIELD
PROJECT NUMBER: STP 2913(I)

FILE NAME: 10c228.dgn
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: pl0C228_38

PLOT DATE: 3/7/2013
DRAWN BY: WWG
CHECKED BY: PTS
SHEET 38 OF 234

TEMPORARY 4" WHITE LINE, PAINT
DURABLE 4" WHITE LINE (OPTION BID ITEM)
109+50 TO 118+83 SOLID LT
109+50 TO 121+50 SOLID RT
118+83 TO 119+13 SOLID LT (TH 11)
119+34 TO 119+64 SOLID LT (TH 11)
119+64 TO 121+50 SOLID LT

TEMPORARY 4" YELLOW LINE, PAINT
DURABLE 4" YELLOW LINE (OPTION BID ITEM)
109+50 TO 119+05 SOLID LT & RT
119+23 DOUBLE SOLID LT (TH 11)
119+45 TO 121+50 SOLID LT & RT

TEMPORARY 24" STOP BAR, PAINT
DURABLE 24" STOP BAR (OPTION BID ITEM)
119+02 TO 119+23 LT (TH 11)

TEMPORARY LETTER OR SYMBOL, PAINT
DURABLE LETTER OR SYMBOL (OPTION BID ITEM)
119+17 LT - "STOP" (TH 11)

6 INCH UNDERDRAIN PIPE
113+50 TO 115+30 RT

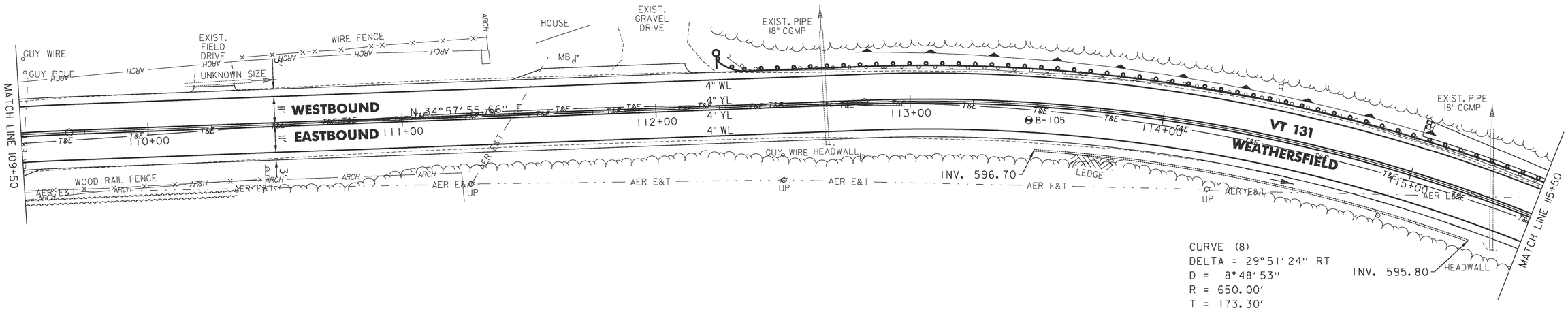
STONE FILL, TYPE I
GEOTEXTILE UNDER STONE FILL
115+00 TO 116+00 LT

STEEL BEAM GUARDRAIL, GALVANIZED
W/8 FEET POSTS
112+25 TO 117+25 LT

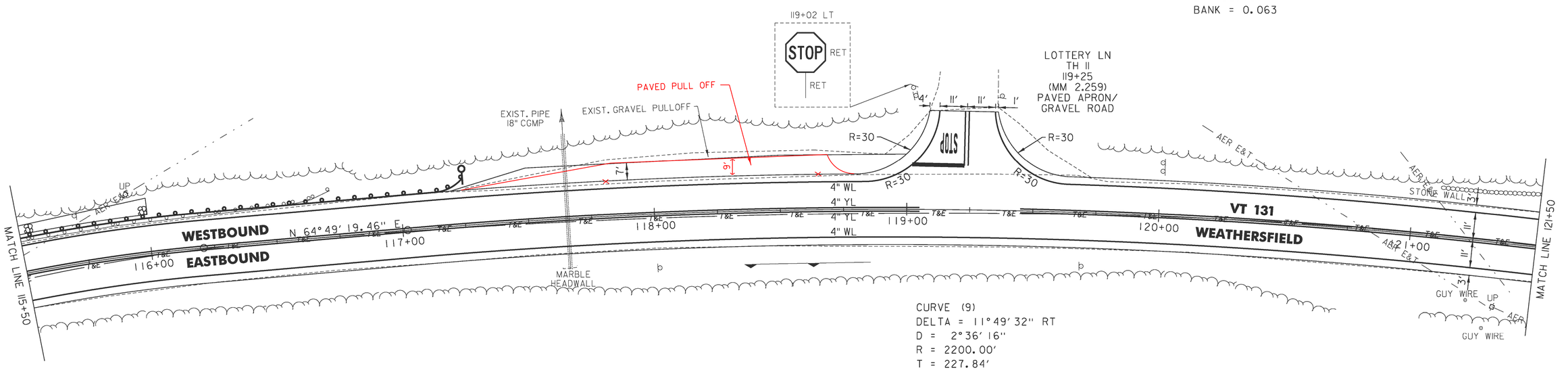
ANCHOR FOR STEEL BEAM RAIL
112+25 LT
117+25 LT

REMOVAL AND DISPOSAL OF GUARDRAIL
112+29 TO 116+72 LT

DELINEATOR WITH STEEL POST
112+25 LT
117+25 LT



CURVE (8)
DELTA = 29° 51' 24" RT
D = 8° 48' 53"
R = 650.00'
T = 173.30'
L = 338.71'
E = 22.70'
BANK = 0.063



CURVE (9)
DELTA = 11° 49' 32" RT
D = 2° 36' 16"
R = 2200.00'
T = 227.84'
L = 454.06'
E = 11.77'
BANK = 0.027

NOT TO SCALE

LEGEND

R	=	REMOVE EXISTING
S	=	SALVAGE
R&S	=	REMOVE AND SALVAGE
N	=	NEW
RET	=	RETAIN
B-B	=	BACK TO BACK
	=	EXISTING GUARDRAIL
	=	PROPOSED GUARDRAIL
YL	=	YELLOW LINE
WL	=	WHITE LINE
	=	DELINEATOR
	=	UNDERDRAIN
	=	BORING

ROADWAY LAYOUT SHEET 6

PROJECT NAME: WEATHERSFIELD
PROJECT NUMBER: STP 2913(I)

FILE NAME: 10c228.dgn
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: p10C228_39

PLOT DATE: 3/7/2013
DRAWN BY: WWG
CHECKED BY: PTS
SHEET 39 OF 234

TEMPORARY 4" WHITE LINE, PAINT
DURABLE 4" WHITE LINE (OPTION BID ITEM)
121+50 TO 133+50 SOLID LT
121+50 TO 133+50 SOLID RT

TEMPORARY 4" YELLOW LINE, PAINT
DURABLE 4" YELLOW LINE (OPTION BID ITEM)
121+50 TO 133+50 SOLID LT & RT

STEEL BEAM GUARDRAIL, GALVANIZED
124+80 TO 125+17.5 RT
126+83.5 TO 127+21 RT
126+92.5 TO 127+80 LT

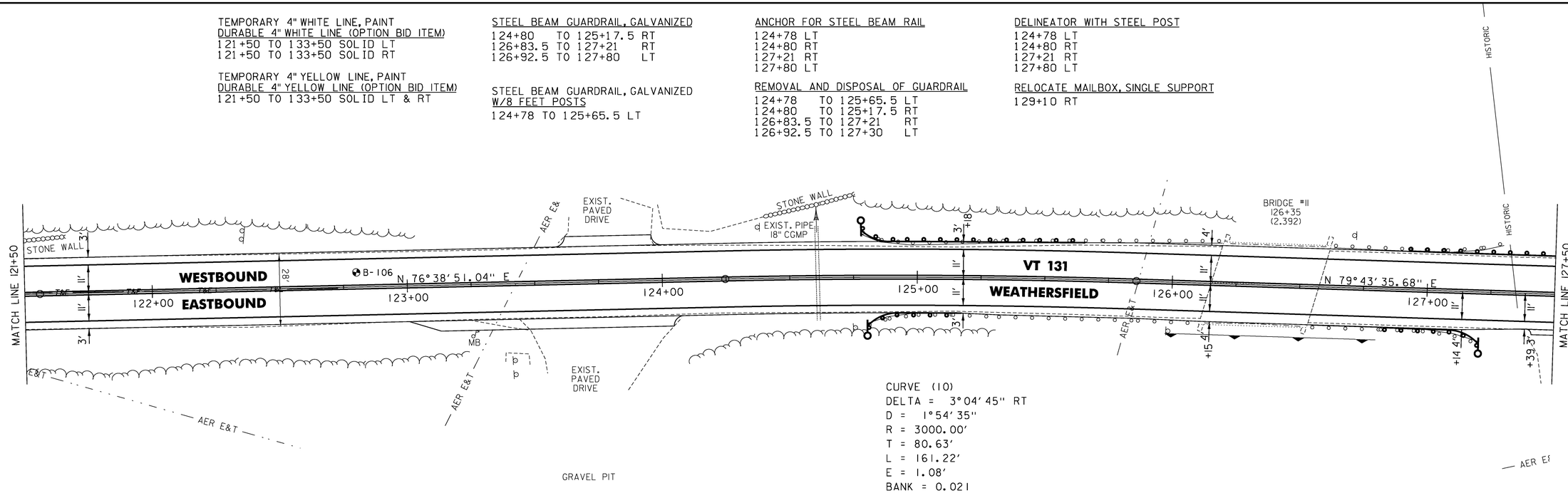
STEEL BEAM GUARDRAIL, GALVANIZED
W/8 FEET POSTS
124+78 TO 125+65.5 LT

ANCHOR FOR STEEL BEAM RAIL
124+78 LT
124+80 RT
127+21 RT
127+80 LT

REMOVAL AND DISPOSAL OF GUARDRAIL
124+78 TO 125+65.5 LT
124+80 TO 125+17.5 RT
126+83.5 TO 127+21 RT
126+92.5 TO 127+30 LT

DELINEATOR WITH STEEL POST
124+78 LT
124+80 RT
127+21 RT
127+80 LT

RELOCATE MAILBOX, SINGLE SUPPORT
129+10 RT



NOT TO SCALE

LEGEND

R	=	REMOVE EXISTING
S	=	SALVAGE
R&S	=	REMOVE AND SALVAGE
N	=	NEW
RET	=	RETAIN
B-B	=	BACK TO BACK
	=	EXISTING GUARDRAIL
	=	PROPOSED GUARDRAIL
YL	=	YELLOW LINE
WL	=	WHITE LINE
	=	DELINEATOR
	=	UNDERDRAIN
	=	BORING

ROADWAY LAYOUT SHEET 7

PROJECT NAME: WEATHERSFIELD
PROJECT NUMBER: STP 2913(1)

FILE NAME: 10c228.dgn
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: p10C228_40

PLOT DATE: 3/7/2013
DRAWN BY: WWG
CHECKED BY: PTS
SHEET 40 OF 234

TEMPORARY 4" WHITE LINE, PAINT
DURABLE 4" WHITE LINE (OPTION BID ITEM)
133+50 TO 145+50 SOLID LT
133+50 TO 137+41 SOLID RT
137+41 TO 137+76 SOLID RT (TH 8)
137+96 TO 138+23 SOLID RT (TH 8)
138+23 TO 145+50 SOLID RT

TEMPORARY 4" YELLOW LINE, PAINT
DURABLE 4" YELLOW LINE (OPTION BID ITEM)
133+50 TO 137+57 SOLID LT & RT
137+77 TO 137+86 DOUBLE SOLID RT (TH 8)
137+97 TO 145+50 SOLID LT & RT

TEMPORARY 24" STOP BAR, PAINT
DURABLE 24" STOP BAR (OPTION BID ITEM)
137+78 TO 138+03 RT (TH 8)

TEMPORARY LETTER OR SYMBOL, PAINT
DURABLE LETTER OR SYMBOL (OPTION BID ITEM)
137+89 RT - "STOP" (TH 8)

STONE FILL, TYPE I
GEOTEXTILE UNDER STONE FILL
142+25 TO 142+90 LT

STEEL BEAM GUARDRAIL, GALVANIZED
140+50 TO 143+37.5 RT

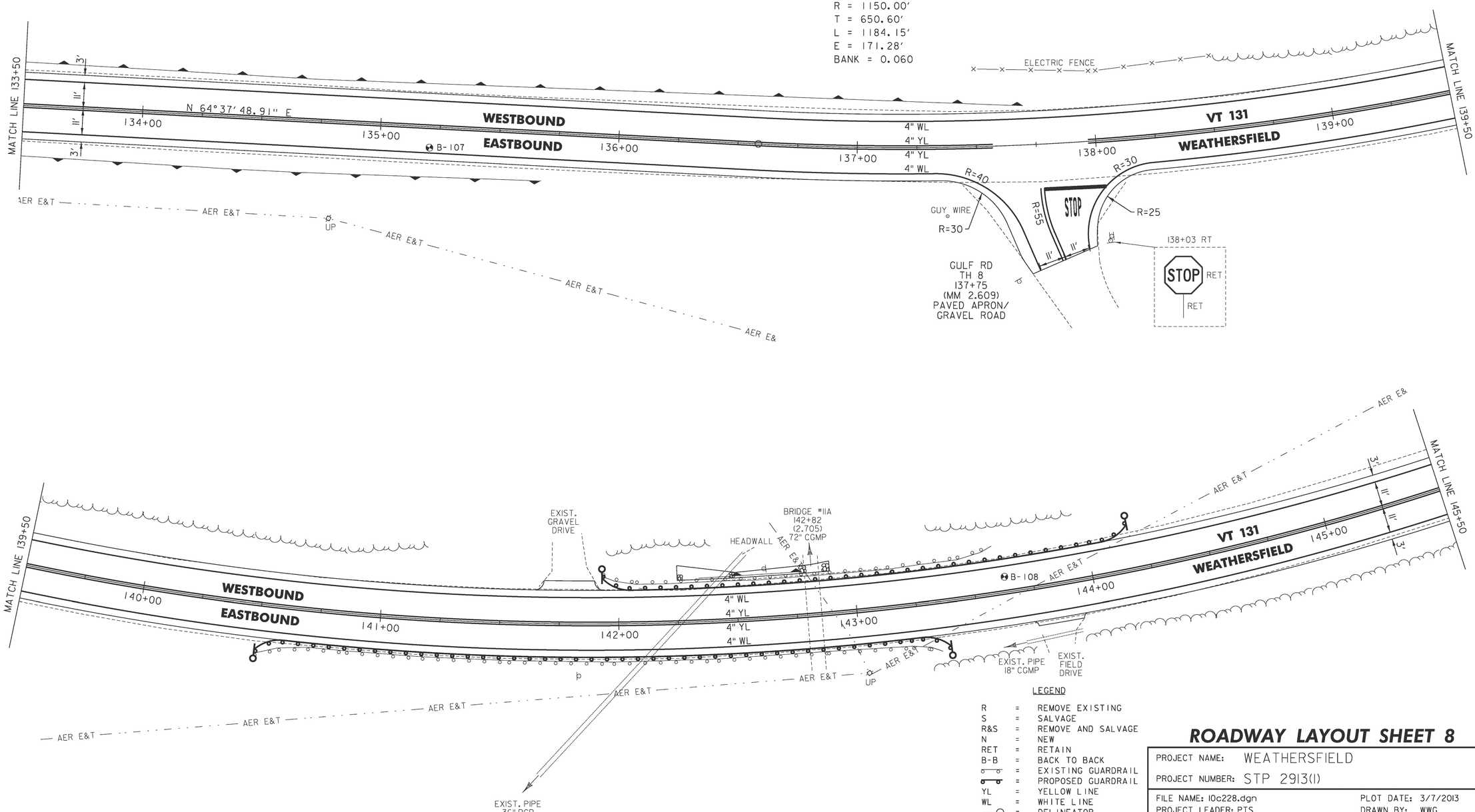
STEEL BEAM GUARDRAIL, GALVANIZED
W/8 FEET POSTS
141+93 TO 144+18 LT

ANCHOR FOR STEEL BEAM RAIL
140+50 RT
141+93 LT
143+37.5 RT
144+18 LT

REMOVAL AND DISPOSAL OF GUARDRAIL
140+49 TO 143+34 RT
141+93 TO 143+60 LT

DELINEATOR WITH STEEL POST
140+50 RT
141+93 LT
143+37.5 RT
144+18 LT

CURVE (12)
DELTA = 58°59'50" LT
D = 4°58'56"
R = 1150.00'
T = 650.60'
L = 1184.15'
E = 171.28'
BANK = 0.060



NOT TO SCALE

LEGEND

R	=	REMOVE EXISTING
S	=	SALVAGE
R&S	=	REMOVE AND SALVAGE
N	=	NEW
RET	=	RETAIN
B-B	=	BACK TO BACK
	=	EXISTING GUARDRAIL
	=	PROPOSED GUARDRAIL
YL	=	YELLOW LINE
WL	=	WHITE LINE
	=	DELINEATOR
	=	UNDERDRAIN
	=	BORING

ROADWAY LAYOUT SHEET 8

PROJECT NAME: WEATHERSFIELD
PROJECT NUMBER: STP 2913(1)

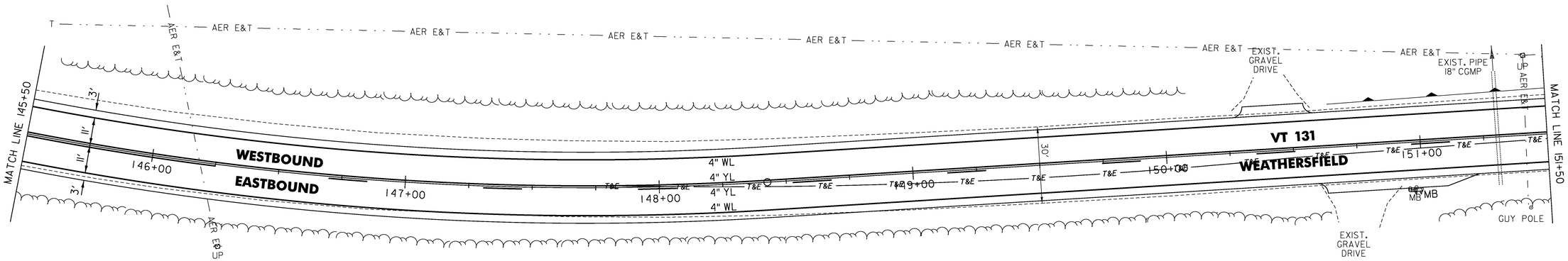
FILE NAME: 10c228.dgn
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: p10C228_41

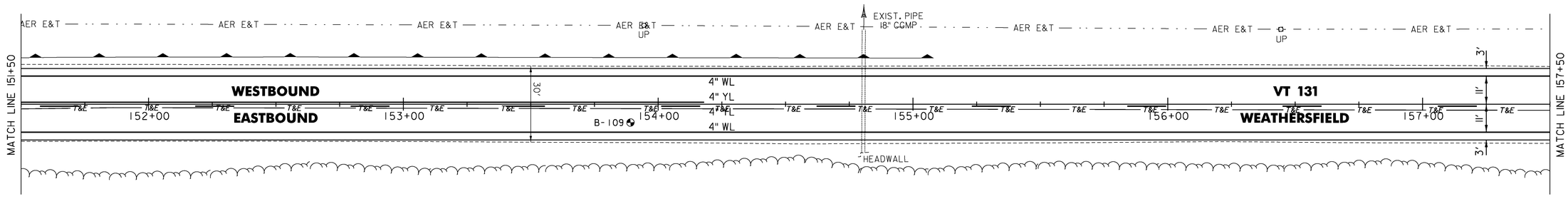
PLOT DATE: 3/7/2013
DRAWN BY: WWG
CHECKED BY: PTS
SHEET 41 OF 234

TEMPORARY 4" WHITE LINE, PAINT
DURABLE 4" WHITE LINE (OPTION BID ITEM)
145+50 TO 157+50 SOLID LT
145+50 TO 157+50 SOLID RT

TEMPORARY 4" YELLOW LINE, PAINT
DURABLE 4" YELLOW LINE (OPTION BID ITEM)
145+50 TO 146+25 SOLID LT & RT
146+25 TO 154+18 SOLID LT, DASHED RT
154+18 TO 157+50 DASHED CL

RELOCATE MAILBOX, SINGLE SUPPORT
150+95 RT
150+97 RT





NOT TO SCALE

LEGEND

R	=	REMOVE EXISTING
S	=	SALVAGE
R&S	=	REMOVE AND SALVAGE
N	=	NEW
RET	=	RETAIN
B-B	=	BACK TO BACK
	=	EXISTING GUARDRAIL
	=	PROPOSED GUARDRAIL
YL	=	YELLOW LINE
WL	=	WHITE LINE
	=	DELINEATOR
	=	UNDERDRAIN
	=	BORING

ROADWAY LAYOUT SHEET 9

PROJECT NAME: WEATHERSFIELD
PROJECT NUMBER: STP 2913(I)

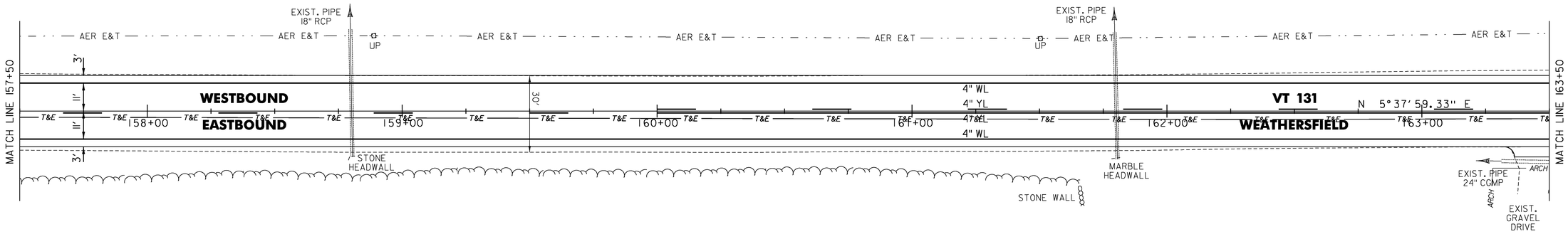
FILE NAME: 10c228.dgn
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: p10C228_42

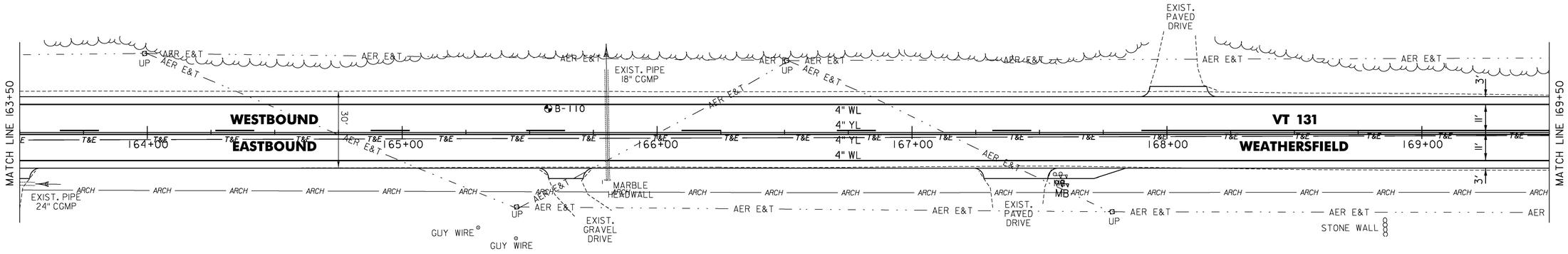
PLOT DATE: 3/7/2013
DRAWN BY: WWG
CHECKED BY: PTS
SHEET 42 OF 234

TEMPORARY 4" WHITE LINE, PAINT
DURABLE 4" WHITE LINE (OPTION BID ITEM)
157+50 TO 169+50 SOLID LT
157+50 TO 169+50 SOLID RT

TEMPORARY 4" YELLOW LINE, PAINT
DURABLE 4" YELLOW LINE (OPTION BID ITEM)
157+50 TO 160+00 DASHED CL
160+00 TO 167+90 DASHED LT, SOLID RT
167+90 TO 169+50 SOLID LT & RT

RELOCATE MAILBOX, SINGLE SUPPORT
167+57 RT
167+59 RT





NOT TO SCALE

LEGEND

R	=	REMOVE EXISTING
S	=	SALVAGE
R&S	=	REMOVE AND SALVAGE
N	=	NEW
RET	=	RETAIN
B-B	=	BACK TO BACK
	=	EXISTING GUARDRAIL
	=	PROPOSED GUARDRAIL
YL	=	YELLOW LINE
WL	=	WHITE LINE
	=	DELINEATOR
	=	UNDERDRAIN
	=	BORING

ROADWAY LAYOUT SHEET 10

PROJECT NAME: WEATHERSFIELD
PROJECT NUMBER: STP 2913(I)

FILE NAME: 10c228.dgn
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: p10C228_43

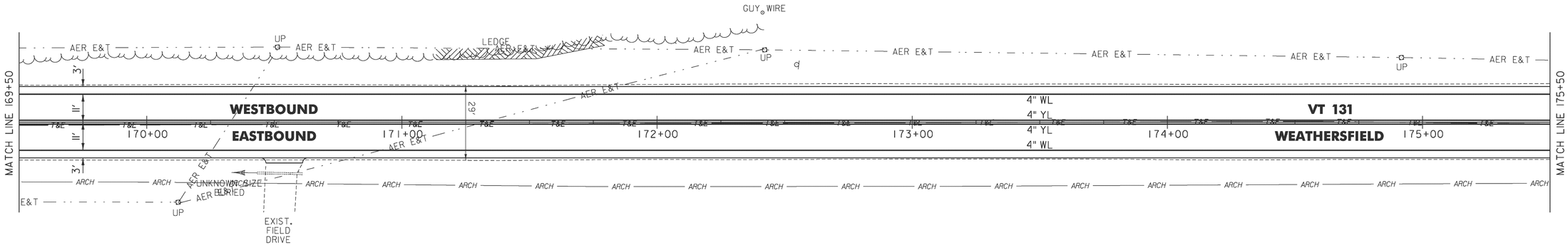
PLOT DATE: 3/7/2013
DRAWN BY: WWG
CHECKED BY: PTS
SHEET 43 OF 234

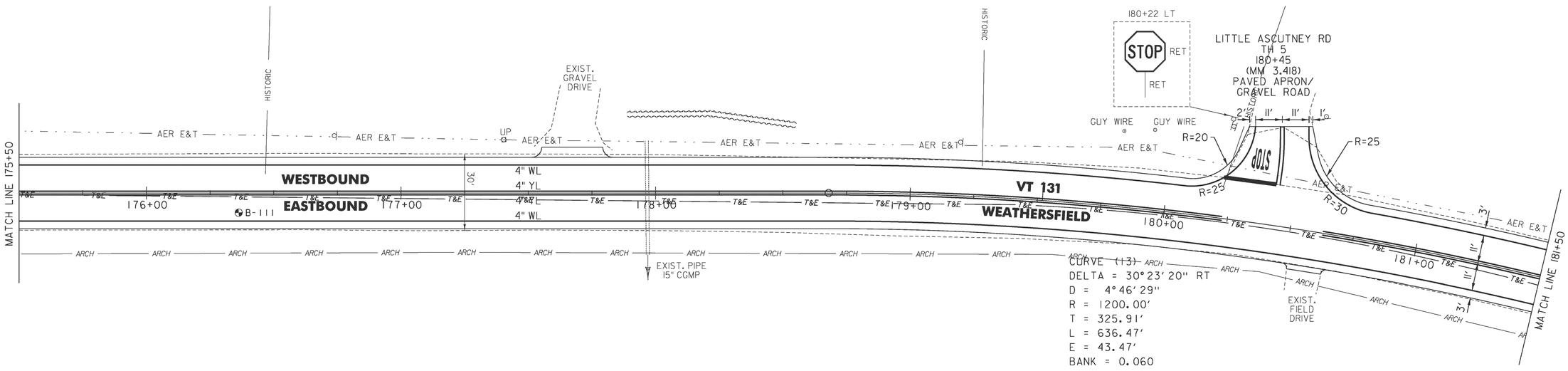
TEMPORARY 4" WHITE LINE, PAINT
DURABLE 4" WHITE LINE (OPTION BID ITEM)
169+50 TO 180+07 SOLID LT
169+50 TO 181+50 SOLID RT
180+07 TO 180+30 SOLID LT (TH 5)
180+50 TO 180+81 SOLID LT (TH 5)
180+81 TO 181+50 SOLID LT

TEMPORARY 4" YELLOW LINE, PAINT
DURABLE 4" YELLOW LINE (OPTION BID ITEM)
169+50 TO 180+23 SOLID LT & RT
180+40 TO 180+43 DOUBLE SOLID LT (TH 5)
180+63 TO 181+50 SOLID LT & RT

TEMPORARY 24" STOP BAR, PAINT
DURABLE 24" STOP BAR (OPTION BID ITEM)
180+22 TO 180+42 LT (TH 5)

TEMPORARY LETTER OR SYMBOL, PAINT
DURABLE LETTER OR SYMBOL (OPTION BID ITEM)
180+37 LT - "STOP" (TH 5)





NOT TO SCALE

LEGEND

R	=	REMOVE EXISTING
S	=	SALVAGE
R&S	=	REMOVE AND SALVAGE
N	=	NEW
RET	=	RETAIN
B-B	=	BACK TO BACK
	=	EXISTING GUARDRAIL
	=	PROPOSED GUARDRAIL
YL	=	YELLOW LINE
WL	=	WHITE LINE
	=	DELINEATOR
	=	UNDERDRAIN
	=	BORING

ROADWAY LAYOUT SHEET 11

PROJECT NAME: WEATHERSFIELD
PROJECT NUMBER: STP 2913(I)

FILE NAME: I0c228.dgn
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: pI0C228_44

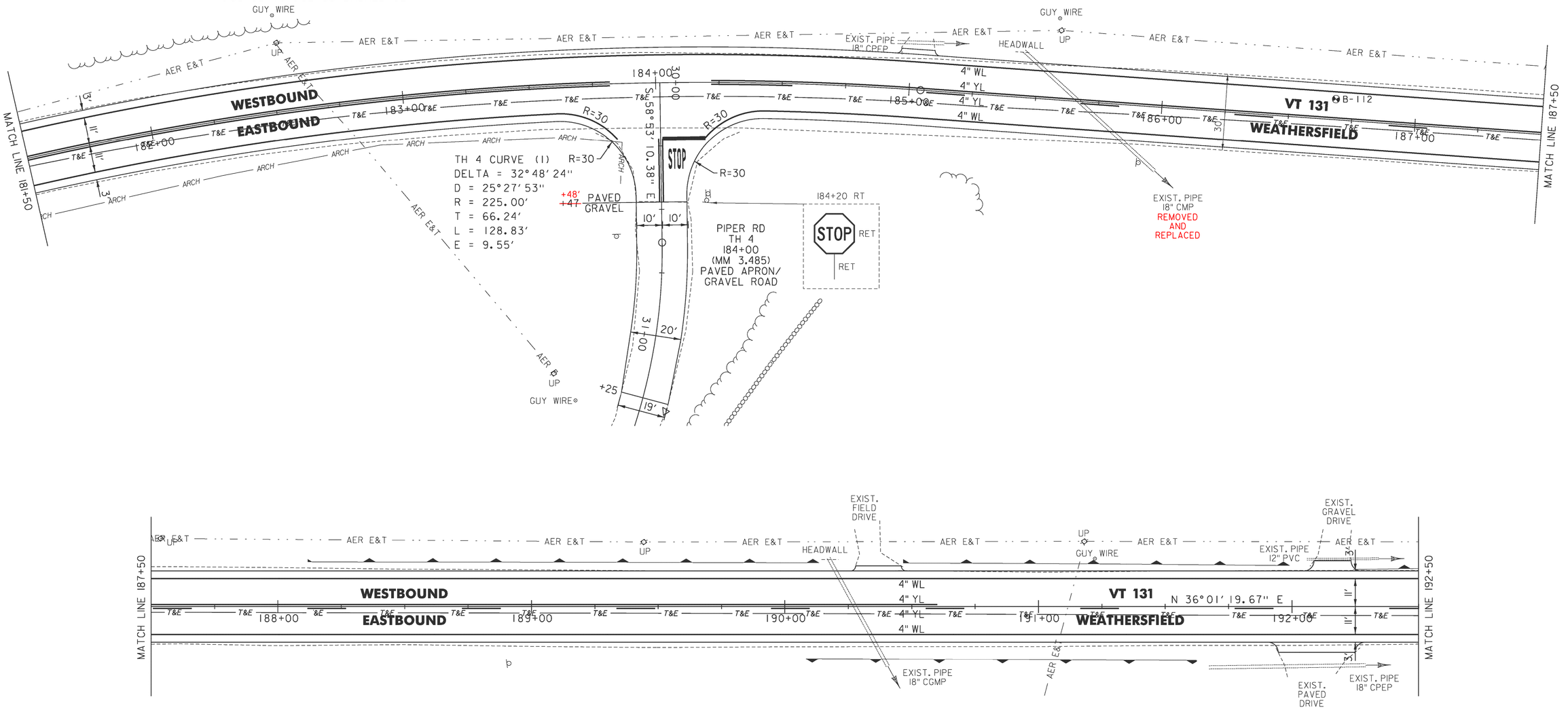
PLOT DATE: 3/7/2013
DRAWN BY: WWG
CHECKED BY: PTS
SHEET 44 OF 234

TEMPORARY 4" WHITE LINE, PAINT
DURABLE 4" WHITE LINE (OPTION BID ITEM)
181+50 TO 192+50 SOLID LT
181+50 TO 183+61 SOLID RT
183+61 TO 183+84 SOLID RT (TH 4)
184+20 TO 184+43 SOLID RT (TH 4)
184+43 TO 192+50 SOLID RT

TEMPORARY 4" YELLOW LINE, PAINT
DURABLE 4" YELLOW LINE (OPTION BID ITEM)
181+50 TO 183+78 SOLID LT & RT
184+02 DOUBLE SOLID RT (TH 4)
184+18 TO 184+54 SOLID LT & RT
184+54 TO 190+60 SOLID LT, DASHED RT
190+60 TO 192+50 DASHED CL

TEMPORARY 24" STOP BAR, PAINT
DURABLE 24" STOP BAR (OPTION BID ITEM)
184+03 TO 184+20 RT (TH 4)

TEMPORARY LETTER OR SYMBOL, PAINT
DURABLE LETTER OR SYMBOL (OPTION BID ITEM)
184+08 RT - "STOP" (TH 4)



NOT TO SCALE

LEGEND

R	=	REMOVE EXISTING
S	=	SALVAGE
R&S	=	REMOVE AND SALVAGE
N	=	NEW
RET	=	RETAIN
B-B	=	BACK TO BACK
	=	EXISTING GUARDRAIL
	=	PROPOSED GUARDRAIL
YL	=	YELLOW LINE
WL	=	WHITE LINE
	=	DELINEATOR
	=	UNDERDRAIN
	=	BORING

ROADWAY LAYOUT SHEET 12

PROJECT NAME: WEATHERSFIELD
PROJECT NUMBER: STP 2913(I)

FILE NAME: 10c228.dgn
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: pl0C228_45

PLOT DATE: 3/7/2013
DRAWN BY: WWG
CHECKED BY: PTS
SHEET 45 OF 234

TEMPORARY 4" WHITE LINE, PAINT
DURABLE 4" WHITE LINE (OPTION BID ITEM)
192+50 TO 198+90 SOLID LT
192+50 TO 203+50 SOLID RT
199+70 TO 203+50 SOLID LT

TEMPORARY 4" YELLOW LINE, PAINT
DURABLE 4" YELLOW LINE (OPTION BID ITEM)
192+50 TO 192+72 DASHED CL
192+72 TO 198+80 DASHED LT, SOLID RT
198+80 TO 199+10 SOLID LT & RT
199+50 TO 203+50 SOLID LT & RT

STEEL BEAM GUARDRAIL, GALVANIZED
198+80 TO 203+05 RT
201+44 TO 202+20 LT
202+82.5 TO 203+45 LT

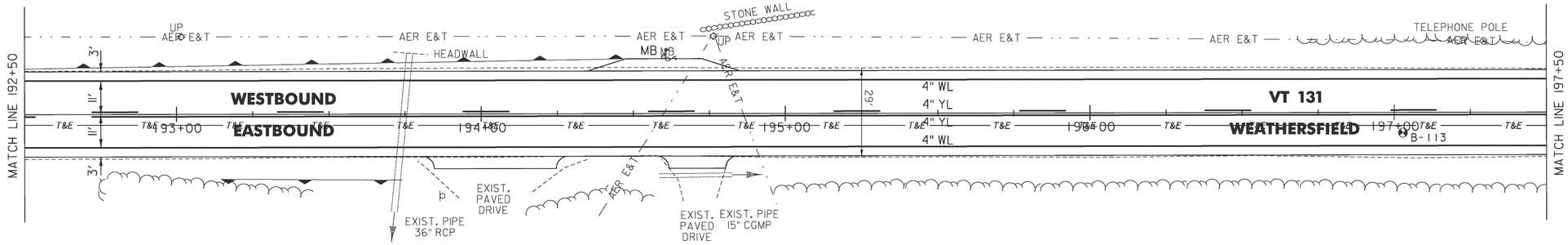
STEEL BEAM GUARDRAIL, GALVANIZED
W/8 FEET POSTS
202+20 TO 202+82.5 LT

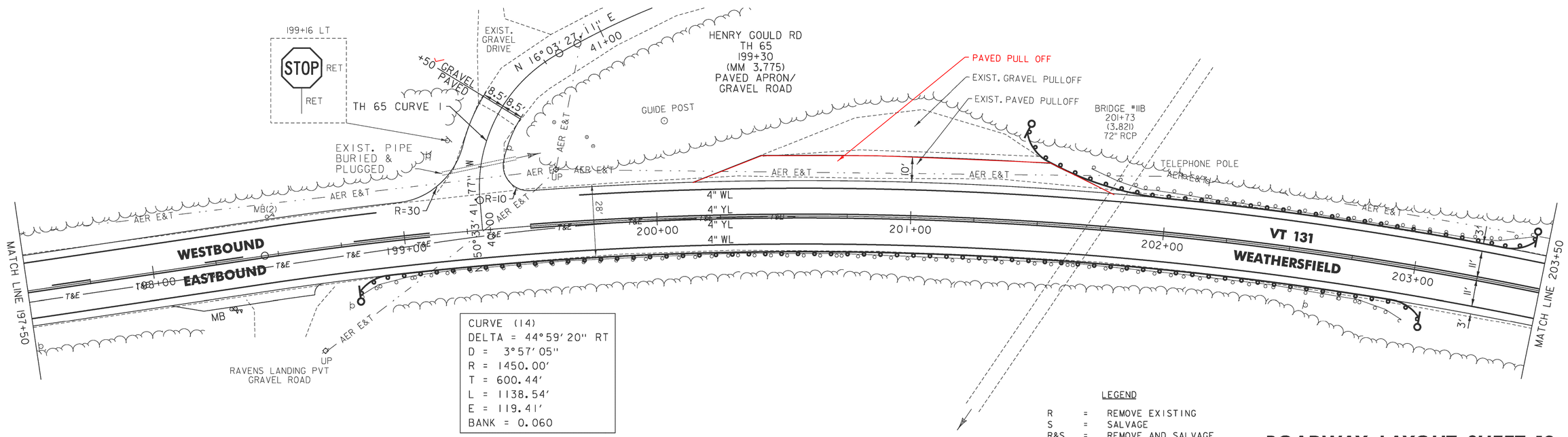
ANCHOR FOR STEEL BEAM RAIL
198+80 RT
201+44 LT
203+05 RT
203+45 LT

REMOVAL AND DISPOSAL OF GUARDRAIL
198+80 TO 202+98 RT
201+70 TO 203+44 LT

DELINEATOR WITH STEEL POST
198+80 RT
201+44 LT
203+05 RT
203+45 LT

RELOCATE MAILBOX, SINGLE SUPPORT
194+60 LT
198+29 RT
198+30 RT





CURVE (14)
DELTA = 44°59'20" RT
D = 3°57'05"
R = 1450.00'
T = 600.44'
L = 1138.54'
E = 119.41'
BANK = 0.060

NOT TO SCALE

LEGEND

R	=	REMOVE EXISTING
S	=	SALVAGE
R&S	=	REMOVE AND SALVAGE
N	=	NEW
RET	=	RETAIN
B-B	=	BACK TO BACK
	=	EXISTING GUARDRAIL
	=	PROPOSED GUARDRAIL
YL	=	YELLOW LINE
WL	=	WHITE LINE
	=	DELINEATOR
	=	UNDERDRAIN
	=	BORING

ROADWAY LAYOUT SHEET 13

PROJECT NAME: WEATHERSFIELD
PROJECT NUMBER: STP 2913(I)

FILE NAME: I0c228.dgn
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: pI0C228_46

PLOT DATE: 3/7/2013
DRAWN BY: WWG
CHECKED BY: PTS
SHEET 46 OF 234

TEMPORARY 4" WHITE LINE, PAINT
DURABLE 4" WHITE LINE (OPTION BID ITEM)
203+50 TO 211+15 SOLID LT
203+50 TO 215+50 SOLID RT
211+15 TO 211+49 SOLID LT (TH 7)
211+65 TO 211+89 SOLID LT (TH 7)
211+89 TO 215+50 SOLID LT

TEMPORARY 4" YELLOW LINE, PAINT
DURABLE 4" YELLOW LINE (OPTION BID ITEM)
203+50 TO 211+32 SOLID LT & RT
211+52 TO 211+57 DOUBLE SOLID LT (TH 7)
211+72 TO 215+50 SOLID LT & RT

TEMPORARY 24" STOP BAR, PAINT
DURABLE 24" STOP BAR (OPTION BID ITEM)
211+33 TO 211+51 LT (TH 7)

TEMPORARY LETTER OR SYMBOL, PAINT
DURABLE LETTER OR SYMBOL (OPTION BID ITEM)
211+44 LT - "STOP" (TH 7)

6 INCH UNDERDRAIN PIPE
203+50 TO 206+00 RT

STEEL BEAM GUARDRAIL, GALVANIZED
211+88 TO 215+50 LT
212+25 TO 213+00 RT
214+87.5 TO 215+50 RT

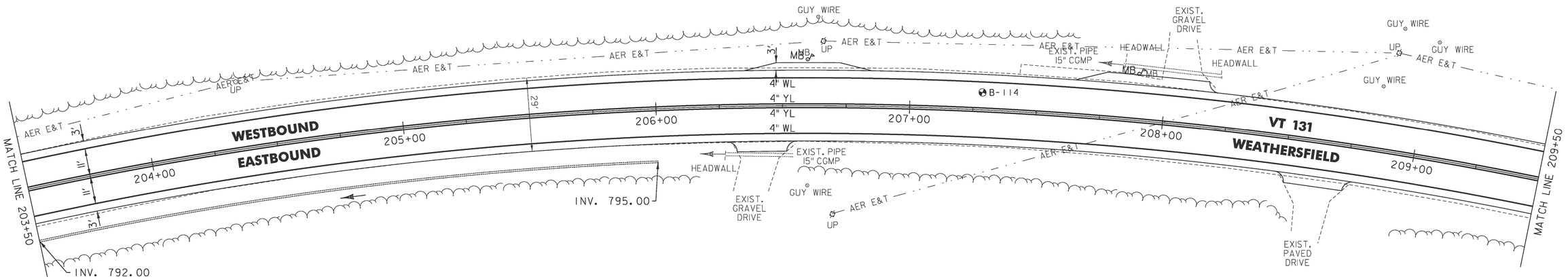
STEEL BEAM GUARDRAIL, GALVANIZED
W/8 FEET POSTS
213+00 TO 214+87.5 RT

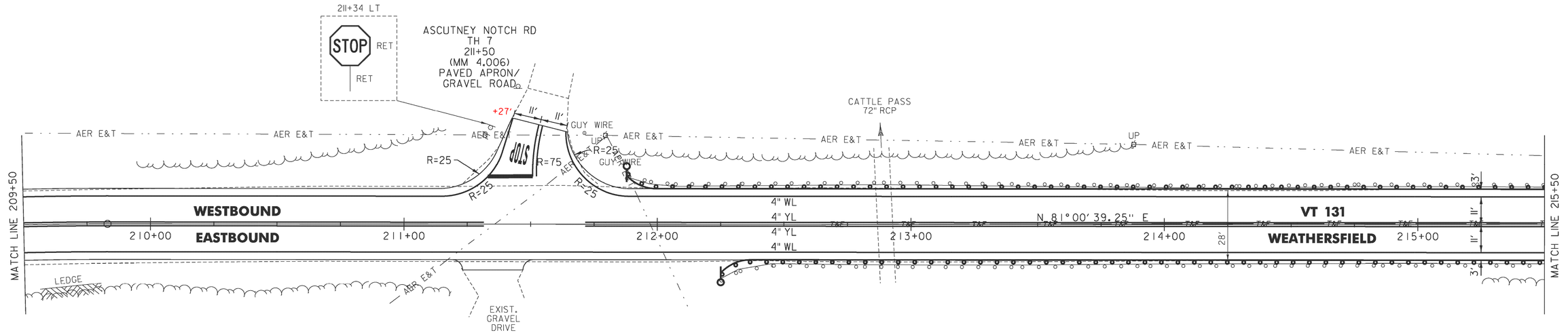
ANCHOR FOR STEEL BEAM RAIL
211+88 LT
212+25 RT

REMOVAL AND DISPOSAL OF GUARDRAIL
211+88 TO 215+50 LT
212+25 TO 215+50 RT

DELINEATOR WITH STEEL POST
211+88 LT
212+25 RT

RELOCATE MAILBOX, SINGLE SUPPORT
206+60 LT
207+89 LT





NOT TO SCALE

LEGEND

R	=	REMOVE EXISTING
S	=	SALVAGE
R&S	=	REMOVE AND SALVAGE
N	=	NEW
RET	=	RETAIN
B-B	=	BACK TO BACK
	=	EXISTING GUARDRAIL
	=	PROPOSED GUARDRAIL
YL	=	YELLOW LINE
WL	=	WHITE LINE
	=	DELINEATOR
	=	UNDERDRAIN
	=	BORING

ROADWAY LAYOUT SHEET 14

PROJECT NAME: WEATHERSFIELD
PROJECT NUMBER: STP 2913(I)

FILE NAME: 10c228.dgn
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: pl0C228_47

PLOT DATE: 3/7/2013
DRAWN BY: WWG
CHECKED BY: PTS
SHEET 47 OF 234

TEMPORARY 4" WHITE LINE, PAINT
DURABLE 4" WHITE LINE (OPTION BID ITEM)
215+50 TO 227+50 SOLID LT
215+50 TO 227+50 SOLID RT

TEMPORARY 4" YELLOW LINE, PAINT
DURABLE 4" YELLOW LINE (OPTION BID ITEM)
215+50 TO 227+50 SOLID LT & RT

STONE FILL, TYPE I
GEOTEXTILE UNDER STONE FILL
217+00 TO 218+00 LT

STEEL BEAM GUARDRAIL, GALVANIZED
215+50 TO 217+00.5 LT
215+50 TO 218+25 RT
218+60 TO 220+35 RT

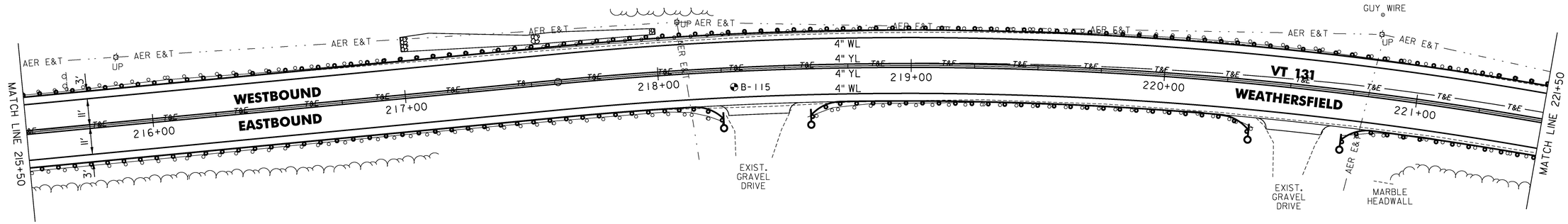
STEEL BEAM GUARDRAIL, GALVANIZED
W/8 FEET POSTS
217+00.5 TO 222+38 LT
220+72 TO 222+09.5 RT

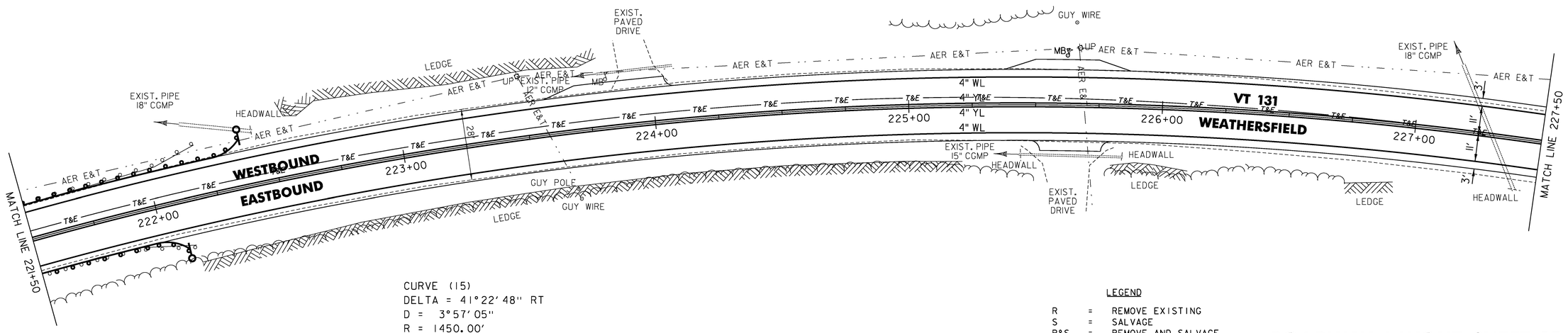
ANCHOR FOR STEEL BEAM RAIL
218+25 RT
218+60 RT
220+35 RT
220+72 RT
222+09.5 RT
222+38 LT

REMOVAL AND DISPOSAL OF GUARDRAIL
215+50 TO 222+20 LT
215+50 TO 218+25 RT
218+59 TO 220+37 RT
220+72 TO 222+12 RT

DELINEATOR WITH STEEL POST
218+25 RT
218+60 RT
220+35 RT
220+72 RT
222+09.5 RT
222+38 LT

RELOCATE MAILBOX, SINGLE SUPPORT
225+62 LT





CURVE (15)
DELTA = 41°22'48" RT
D = 3°57'05"
R = 1450.00'
T = 547.62'
L = 1047.22'
E = 99.96'
BANK = 0.063

NOT TO SCALE

LEGEND

R	=	REMOVE EXISTING
S	=	SALVAGE
R&S	=	REMOVE AND SALVAGE
N	=	NEW
RET	=	RETAIN
B-B	=	BACK TO BACK
	=	EXISTING GUARDRAIL
	=	PROPOSED GUARDRAIL
YL	=	YELLOW LINE
WL	=	WHITE LINE
	=	DELINEATOR
	=	UNDERDRAIN
	=	BORING

ROADWAY LAYOUT SHEET 15

PROJECT NAME: WEATHERSFIELD
PROJECT NUMBER: STP 2913(I)

FILE NAME: 10c228.dgn
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: p10C228_48

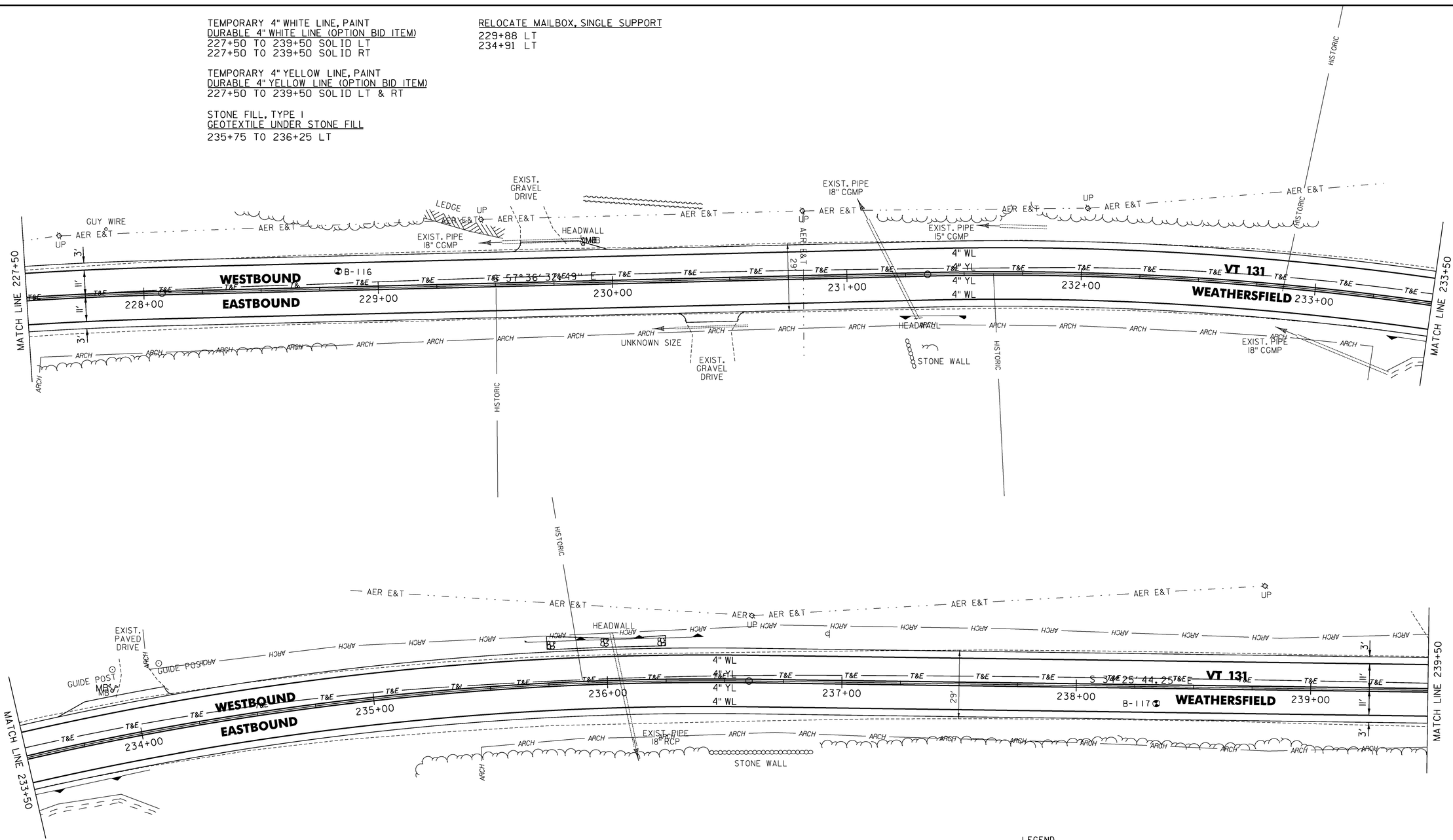
PLOT DATE: 3/7/2013
DRAWN BY: WWG
CHECKED BY: PTS
SHEET 48 OF 234

TEMPORARY 4" WHITE LINE, PAINT
DURABLE 4" WHITE LINE (OPTION BID ITEM)
227+50 TO 239+50 SOLID LT
227+50 TO 239+50 SOLID RT

TEMPORARY 4" YELLOW LINE, PAINT
DURABLE 4" YELLOW LINE (OPTION BID ITEM)
227+50 TO 239+50 SOLID LT & RT

STONE FILL, TYPE I
GEOTEXTILE UNDER STONE FILL
235+75 TO 236+25 LT

RELOCATE MAILBOX, SINGLE SUPPORT
229+88 LT
234+91 LT



CURVE (16)
DELTA = 23° 10' 48" RT
D = 4° 24' 27"
R = 1300.00'
T = 266.62'
L = 525.94'
E = 27.06'
BANK = 0.067

NOT TO SCALE

LEGEND

R	=	REMOVE EXISTING
S	=	SALVAGE
R&S	=	REMOVE AND SALVAGE
N	=	NEW
RET	=	RETAIN
B-B	=	BACK TO BACK
	=	EXISTING GUARDRAIL
	=	PROPOSED GUARDRAIL
YL	=	YELLOW LINE
WL	=	WHITE LINE
	=	DELINEATOR
	=	UNDERDRAIN
	=	BORING

ROADWAY LAYOUT SHEET 16

PROJECT NAME: WEATHERSFIELD
PROJECT NUMBER: STP 2913(I)

FILE NAME: 10c228.dgn
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: p10C228_49

PLOT DATE: 3/7/2013
DRAWN BY: WWG
CHECKED BY: PTS
SHEET 49 OF 234

TEMPORARY 4" WHITE LINE, PAINT
DURABLE 4" WHITE LINE (OPTION BID ITEM)
239+50 TO 251+50 SOLID LT
239+50 TO 251+50 SOLID RT

TEMPORARY 4" YELLOW LINE, PAINT
DURABLE 4" YELLOW LINE (OPTION BID ITEM)
239+50 TO 251+50 SOLID LT & RT

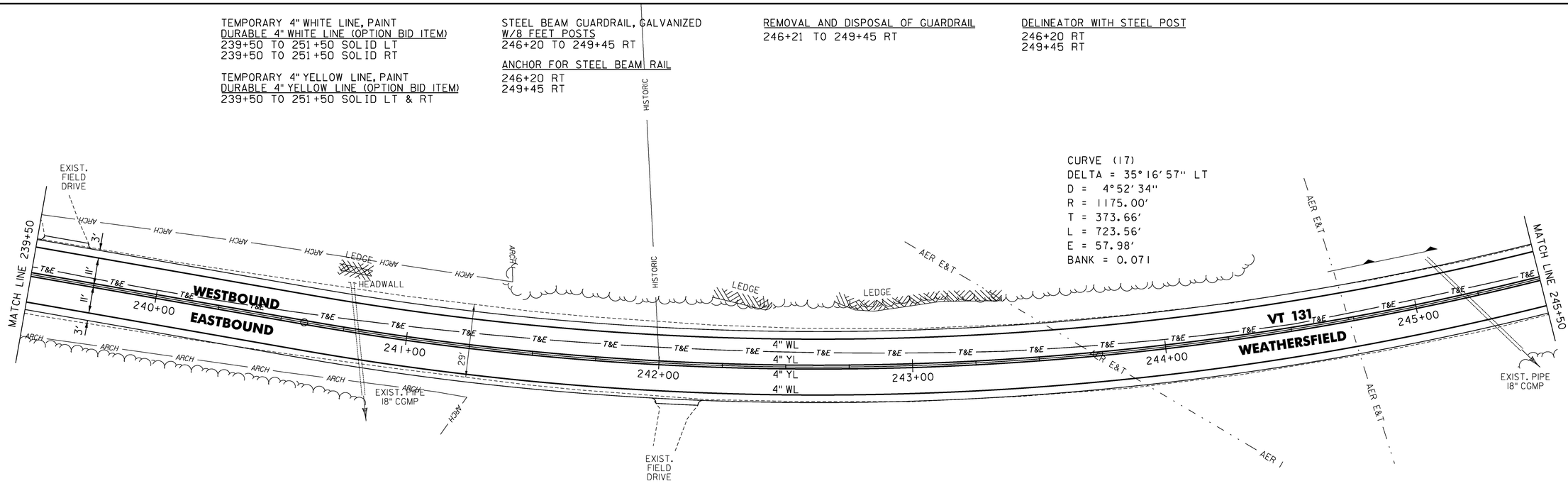
STEEL BEAM GUARDRAIL, GALVANIZED
W/8 FEET POSTS
246+20 TO 249+45 RT

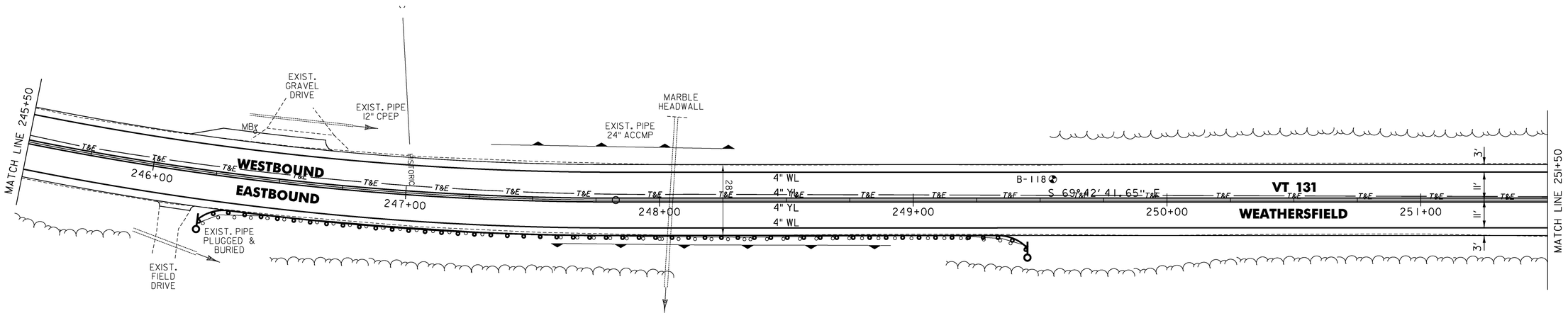
ANCHOR FOR STEEL BEAM RAIL
246+20 RT
249+45 RT

REMOVAL AND DISPOSAL OF GUARDRAIL
246+21 TO 249+45 RT

DELINEATOR WITH STEEL POST
246+20 RT
249+45 RT

CURVE (17)
DELTA = 35°16'57" LT
D = 4°52'34"
R = 1175.00'
T = 373.66'
L = 723.56'
E = 57.98'
BANK = 0.071





NOT TO SCALE

LEGEND

R	=	REMOVE EXISTING
S	=	SALVAGE
R&S	=	REMOVE AND SALVAGE
N	=	NEW
RET	=	RETAIN
B-B	=	BACK TO BACK
	=	EXISTING GUARDRAIL
	=	PROPOSED GUARDRAIL
YL	=	YELLOW LINE
WL	=	WHITE LINE
	=	DELINEATOR
	=	UNDERDRAIN
	=	BORING

ROADWAY LAYOUT SHEET 17

PROJECT NAME: WEATHERSFIELD
PROJECT NUMBER: STP 2913(I)

FILE NAME: I0c228.dgn
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: pI0C228_50

PLOT DATE: 3/7/2013
DRAWN BY: WWG
CHECKED BY: PTS
SHEET 50 OF 234

TEMPORARY 4" WHITE LINE, PAINT
DURABLE 4" WHITE LINE (OPTION BID ITEM)
251+50 TO 262+50 SOLID LT
251+50 TO 252+83 SOLID RT
252+83 TO 253+11 SOLID RT (TH 9)
253+32 TO 253+45 SOLID RT (TH 9)
253+45 TO 262+50 SOLID RT

TEMPORARY 4" YELLOW LINE, PAINT
DURABLE 4" YELLOW LINE (OPTION BID ITEM)
251+50 TO 252+98 SOLID LT & RT
253+17 TO 253+21 DOUBLE SOLID RT (TH 9)
253+38 TO 262+50 SOLID LT & RT

TEMPORARY 24" STOP BAR, PAINT
DURABLE 24" STOP BAR (OPTION BID ITEM)
253+18 TO 253+32 RT (TH 9)

TEMPORARY LETTER OR SYMBOL, PAINT
DURABLE LETTER OR SYMBOL (OPTION BID ITEM)
253+25 RT - "STOP" (TH 9)

STEEL BEAM GUARDRAIL, GALVANIZED
253+34 TO 258+75 LT

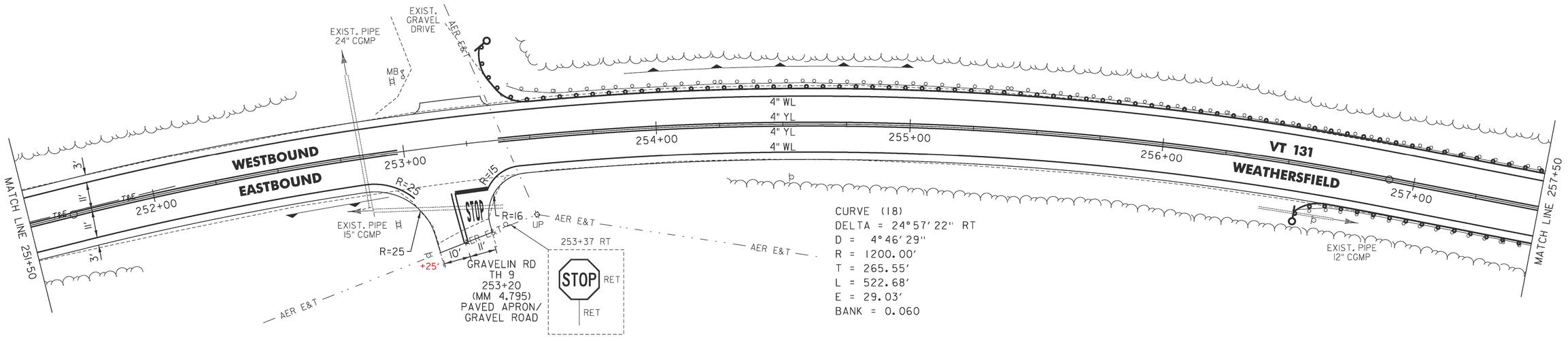
STEEL BEAM GUARDRAIL, GALVANIZED
W/8 FEET POSTS
256+55 TO 259+55 RT

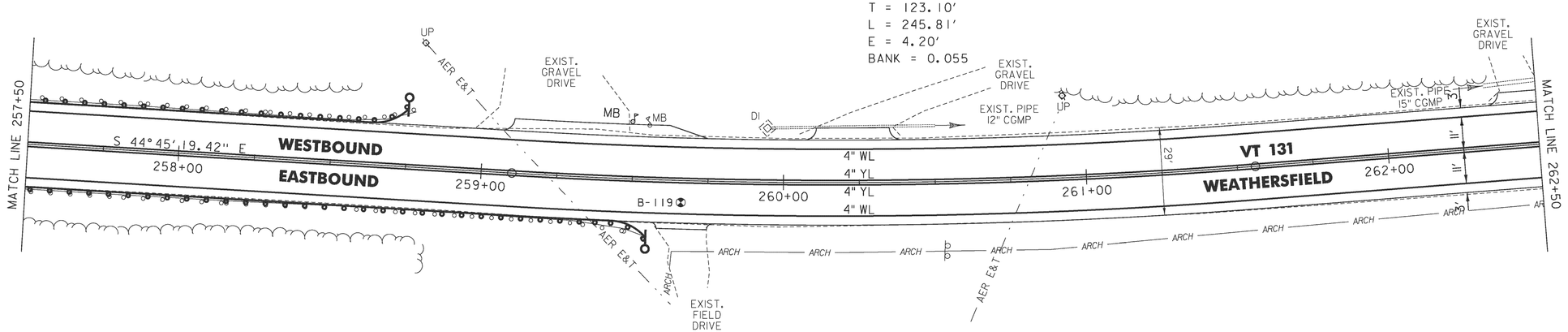
ANCHOR FOR STEEL BEAM RAIL
253+34 LT
256+55 RT
258+75 LT
259+55 RT

REMOVAL AND DISPOSAL OF GUARDRAIL
253+43 TO 258+77 LT
256+54 TO 259+55 RT

DELINEATOR WITH STEEL POST
253+34 LT
256+55 RT
258+75 LT
259+55 RT

RELOCATE MAILBOX, SINGLE SUPPORT
259+50 LT





NOT TO SCALE

LEGEND

R	=	REMOVE EXISTING
S	=	SALVAGE
R&S	=	REMOVE AND SALVAGE
N	=	NEW
RET	=	RETAIN
B-B	=	BACK TO BACK
	=	EXISTING GUARDRAIL
	=	PROPOSED GUARDRAIL
YL	=	YELLOW LINE
WL	=	WHITE LINE
	=	DELINEATOR
	=	UNDERDRAIN
	=	BORING

ROADWAY LAYOUT SHEET 18

PROJECT NAME: WEATHERSFIELD
PROJECT NUMBER: STP 2913(I)

FILE NAME: 10c228.dgn
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: pl0C228_51

PLOT DATE: 3/7/2013
DRAWN BY: WWG
CHECKED BY: PTS
SHEET 51 OF 234

TEMPORARY 4" WHITE LINE, PAINT
DURABLE 4" WHITE LINE (OPTION BID ITEM)
262+50 TO 264+50 SOLID LT
262+50 TO 270+90 SOLID RT
265+30 TO 274+50 SOLID LT
271+70 TO 274+50 SOLID RT

TH 79 CURVE (1)
DELTA = 21°18'21"
D = 114°35'30"
R = 50.00'
T = 9.41'
L = 18.59'
E = 0.88'
BANK = NC

TEMPORARY 4" YELLOW LINE, PAINT
DURABLE 4" YELLOW LINE (OPTION BID ITEM)
262+50 TO 264+70 SOLID LT & RT
265+10 TO 271+10 SOLID LT & RT
271+23 TO 271+30 DOUBLE SOLID RT (TH 8)
271+50 TO 274+50 SOLID LT & RT

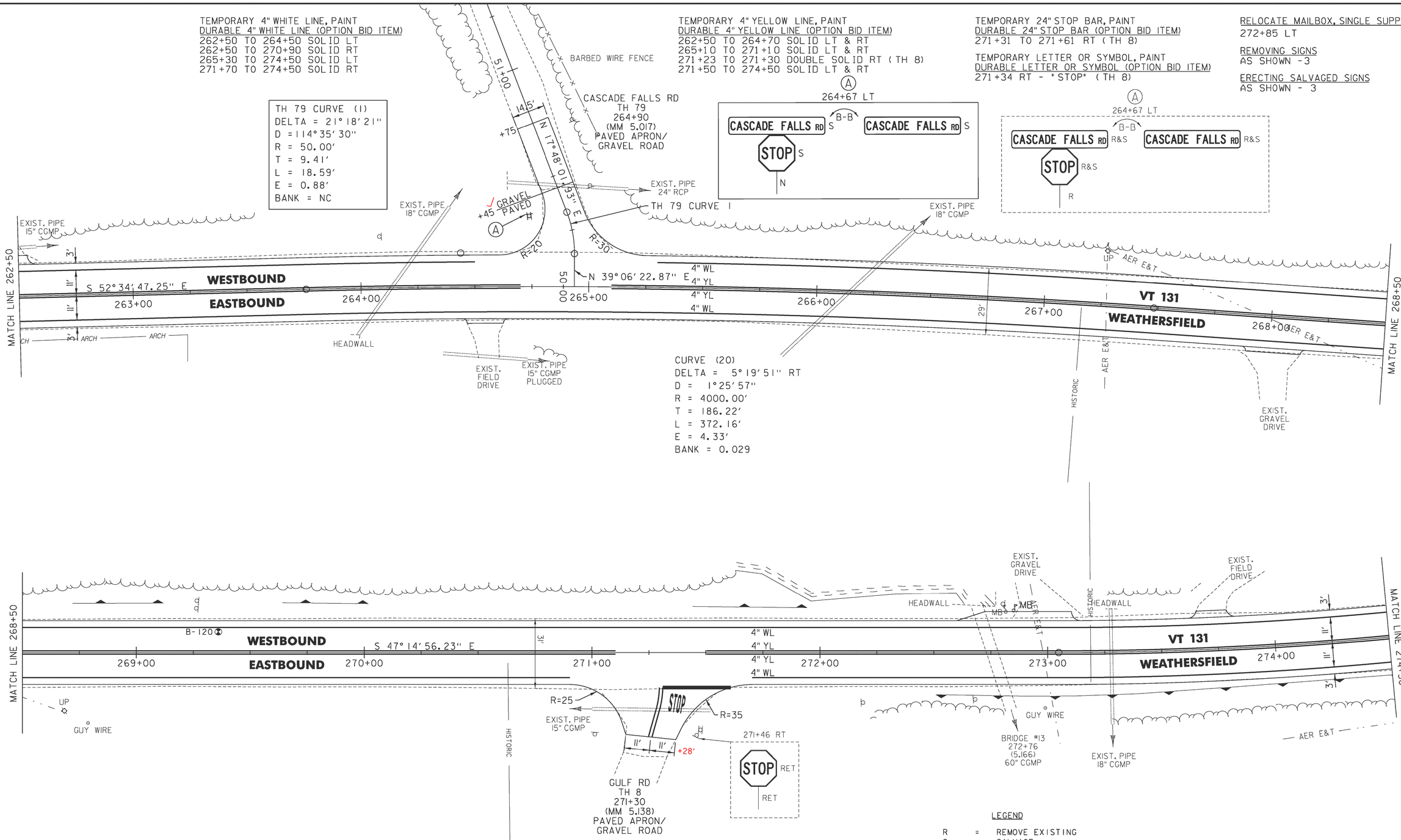
TEMPORARY 24" STOP BAR, PAINT
DURABLE 24" STOP BAR (OPTION BID ITEM)
271+31 TO 271+61 RT (TH 8)

TEMPORARY LETTER OR SYMBOL, PAINT
DURABLE LETTER OR SYMBOL (OPTION BID ITEM)
271+34 RT - "STOP" (TH 8)

RELOCATE MAILBOX, SINGLE SUPPORT
272+85 LT

REMOVING SIGNS
AS SHOWN -3

ERECTING SALVAGED SIGNS
AS SHOWN - 3



LEGEND

R	=	REMOVE EXISTING
S	=	SALVAGE
R&S	=	REMOVE AND SALVAGE
N	=	NEW
RET	=	RETAIN
B-B	=	BACK TO BACK
	=	EXISTING GUARDRAIL
	=	PROPOSED GUARDRAIL
YL	=	YELLOW LINE
WL	=	WHITE LINE
	=	DELINEATOR
	=	UNDERDRAIN
	=	BORING

NOT TO SCALE

ROADWAY LAYOUT SHEET 19

PROJECT NAME: WEATHERSFIELD
PROJECT NUMBER: STP 2913(1)

FILE NAME: 10c228.dgn
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: p10C228_52

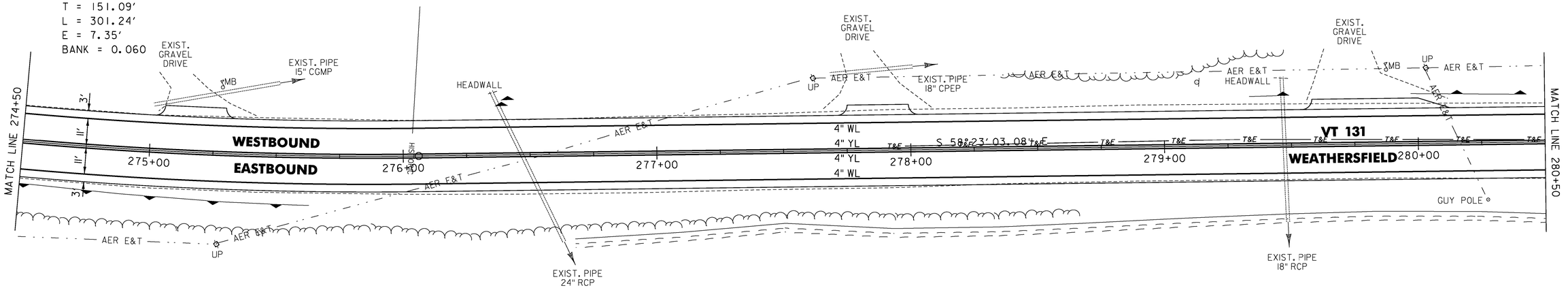
PLOT DATE: 3/7/2013
DRAWN BY: WWG
CHECKED BY: PTS
SHEET 52 OF 234

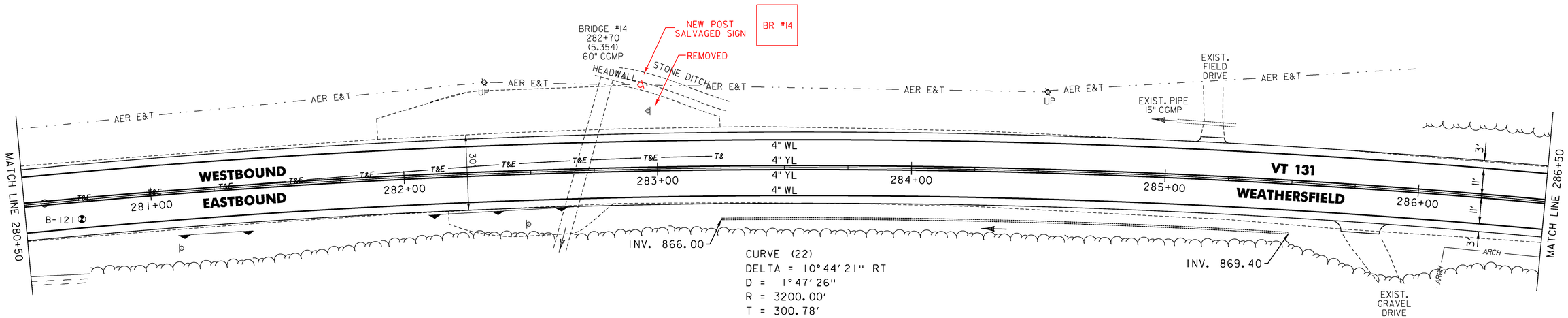
TEMPORARY 4" WHITE LINE, PAINT
DURABLE 4" WHITE LINE (OPTION BID ITEM)
274+50 TO 286+50 SOLID LT
274+50 TO 286+50 SOLID RT

TEMPORARY 4" YELLOW LINE, PAINT
DURABLE 4" YELLOW LINE (OPTION BID ITEM)
274+50 TO 286+50 SOLID LT & RT

6 INCH UNDERDRAIN PIPE
283+25 TO 285+50 RT

CURVE (21)
DELTA = 11°08'07" LT
D = 3°41'47"
R = 1550.00'
T = 151.09'
L = 301.24'
E = 7.35'
BANK = 0.060





CURVE (22)
DELTA = 10°44'21" RT
D = 1°47'26"
R = 3200.00'
T = 300.78'
L = 599.79'
E = 14.10'
BANK = 0.035

NOT TO SCALE

LEGEND

R	=	REMOVE EXISTING
S	=	SALVAGE
R&S	=	REMOVE AND SALVAGE
N	=	NEW
RET	=	RETAIN
B-B	=	BACK TO BACK
	=	EXISTING GUARDRAIL
	=	PROPOSED GUARDRAIL
YL	=	YELLOW LINE
WL	=	WHITE LINE
	=	DELINEATOR
	=	UNDERDRAIN
	=	BORING

ROADWAY LAYOUT SHEET 20

PROJECT NAME: WEATHERSFIELD
PROJECT NUMBER: STP 2913(I)

FILE NAME: 10c228.dgn
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: pl0C228_53

PLOT DATE: 3/7/2013
DRAWN BY: WWG
CHECKED BY: PTS
SHEET 53 OF 234

TEMPORARY 4" WHITE LINE, PAINT
DURABLE 4" WHITE LINE (OPTION BID ITEM)
286+50 TO 298+50 SOLID LT
286+50 TO 298+50 SOLID RT

TEMPORARY 4" YELLOW LINE, PAINT
DURABLE 4" YELLOW LINE (OPTION BID ITEM)
286+50 TO 298+50 SOLID LT & RT

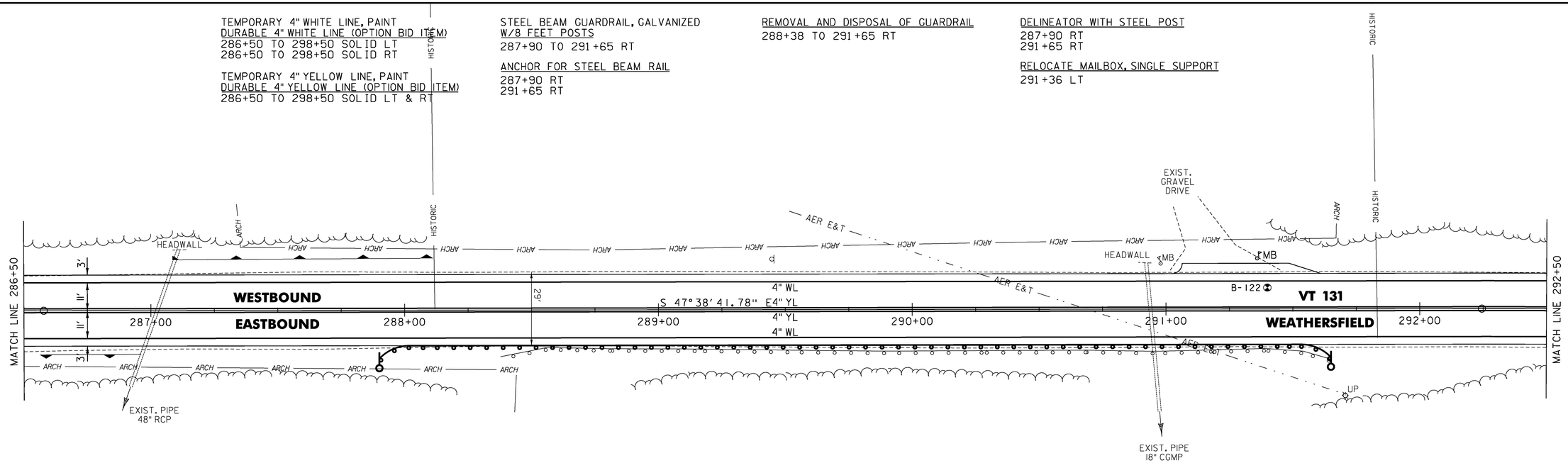
STEEL BEAM GUARDRAIL, GALVANIZED
W/8 FEET POSTS
287+90 TO 291+65 RT

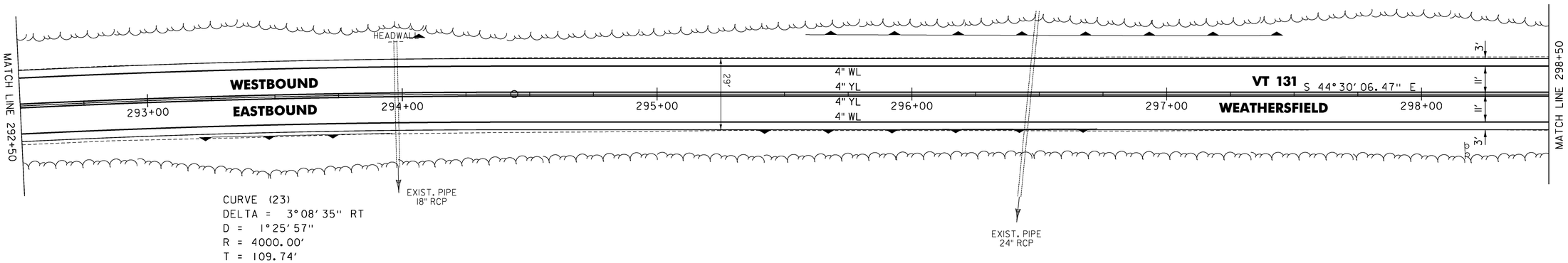
ANCHOR FOR STEEL BEAM RAIL
287+90 RT
291+65 RT

REMOVAL AND DISPOSAL OF GUARDRAIL
288+38 TO 291+65 RT

DELINEATOR WITH STEEL POST
287+90 RT
291+65 RT

RELOCATE MAILBOX, SINGLE SUPPORT
291+36 LT





CURVE (23)
DELTA = 3°08'35" RT
D = 1°25'57"
R = 4000.00'
T = 109.74'
L = 219.43'
E = 1.51'
BANK = 0.029

NOT TO SCALE

LEGEND

R	=	REMOVE EXISTING
S	=	SALVAGE
R&S	=	REMOVE AND SALVAGE
N	=	NEW
RET	=	RETAIN
B-B	=	BACK TO BACK
	=	EXISTING GUARDRAIL
	=	PROPOSED GUARDRAIL
YL	=	YELLOW LINE
WL	=	WHITE LINE
	=	DELINEATOR
	=	UNDERDRAIN
	=	BORING

ROADWAY LAYOUT SHEET 21

PROJECT NAME: WEATHERSFIELD
PROJECT NUMBER: STP 2913(I)

FILE NAME: 10c228.dgn
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: p10C228_54

PLOT DATE: 3/7/2013
DRAWN BY: WWG
CHECKED BY: PTS
SHEET 54 OF 234

TEMPORARY 4" WHITE LINE, PAINT
DURABLE 4" WHITE LINE (OPTION BID ITEM)
298+50 TO 310+50 SOLID LT
298+50 TO 301+24 SOLID RT
302+04 TO 308+57 SOLID RT
309+19 TO 310+50 SOLID RT

TEMPORARY 4" YELLOW LINE, PAINT
DURABLE 4" YELLOW LINE (OPTION BID ITEM)
298+50 TO 301+44 SOLID LT & RT
301+84 TO 308+61 SOLID LT & RT
309+01 TO 310+50 SOLID LT & RT

6 INCH UNDERDRAIN PIPE
302+50 TO 306+00 LT

STONE FILL, TYPE I
GEOTEXTILE UNDER STONE FILL
298+75 TO 299+50 LT

STEEL BEAM GUARDRAIL, GALVANIZED
306+53 TO 310+50 LT

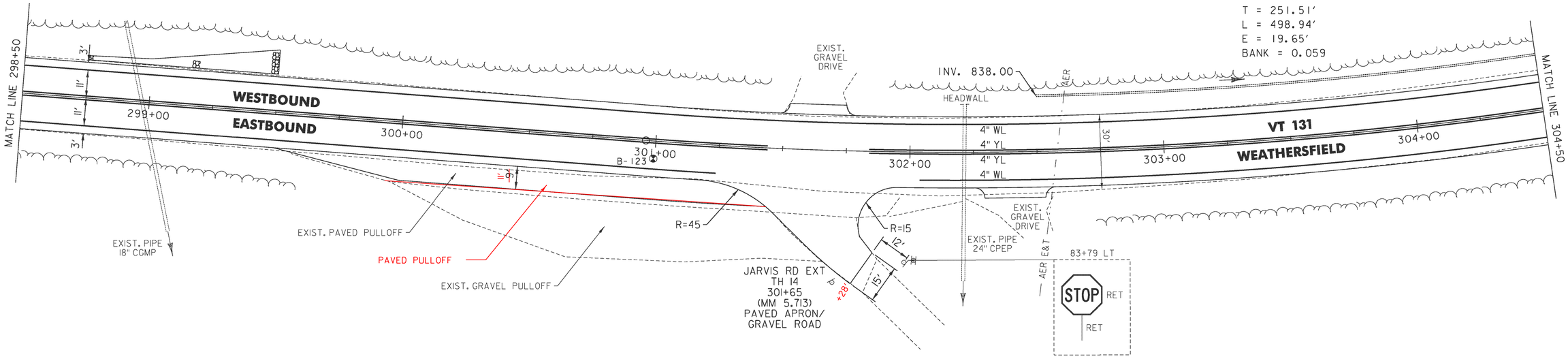
STEEL BEAM GUARDRAIL, GALVANIZED
W/8 FEET POSTS
306+20 TO 308+57.5 RT

ANCHOR FOR STEEL BEAM RAIL
306+20 RT
306+53 LT
308+57.5 RT

REMOVAL AND DISPOSAL OF GUARDRAIL
306+19 TO 308+57 RT
306+53 TO 310+50 LT

DELINEATOR WITH STEEL POST
306+20 RT
306+53 LT
308+57.5 RT

CURVE (24)
DELTA = 17°52'02" LT
D = 3°34'52"
R = 1600.00'
T = 251.51'
L = 498.94'
E = 19.65'
BANK = 0.059



LEGEND

R	=	REMOVE EXISTING
S	=	SALVAGE
R&S	=	REMOVE AND SALVAGE
N	=	NEW
RET	=	RETAIN
B-B	=	BACK TO BACK
	=	EXISTING GUARDRAIL
	=	PROPOSED GUARDRAIL
YL	=	YELLOW LINE
WL	=	WHITE LINE
	=	DELINEATOR
	=	UNDERDRAIN
	=	BORING

NOT TO SCALE

ROADWAY LAYOUT SHEET 22

PROJECT NAME: WEATHERSFIELD
PROJECT NUMBER: STP 2913(I)

FILE NAME: 10c228.dgn
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: pl0C228_55

PLOT DATE: 3/7/2013
DRAWN BY: WWG
CHECKED BY: PTS
SHEET 55 OF 234

TEMPORARY 4" WHITE LINE, PAINT
DURABLE 4" WHITE LINE (OPTION BID ITEM)
310+50 TO 314+30 SOLID LT
310+50 TO 321+50 SOLID RT
314+30 TO 314+61 SOLID LT (TH 28)
314+84 TO 315+16 SOLID LT (TH 28)
315+16 TO 321+50 SOLID LT

TEMPORARY 4" YELLOW LINE, PAINT
DURABLE 4" YELLOW LINE (OPTION BID ITEM)
310+50 TO 314+55 SOLID LT & RT
314+73 TO 314+75 DOUBLE SOLID LT (TH 28)
314+95 TO 321+50 SOLID LT & RT

TEMPORARY 24" STOP BAR, PAINT
DURABLE 24" STOP BAR (OPTION BID ITEM)
314+53 TO 314+74 LT (TH 28)

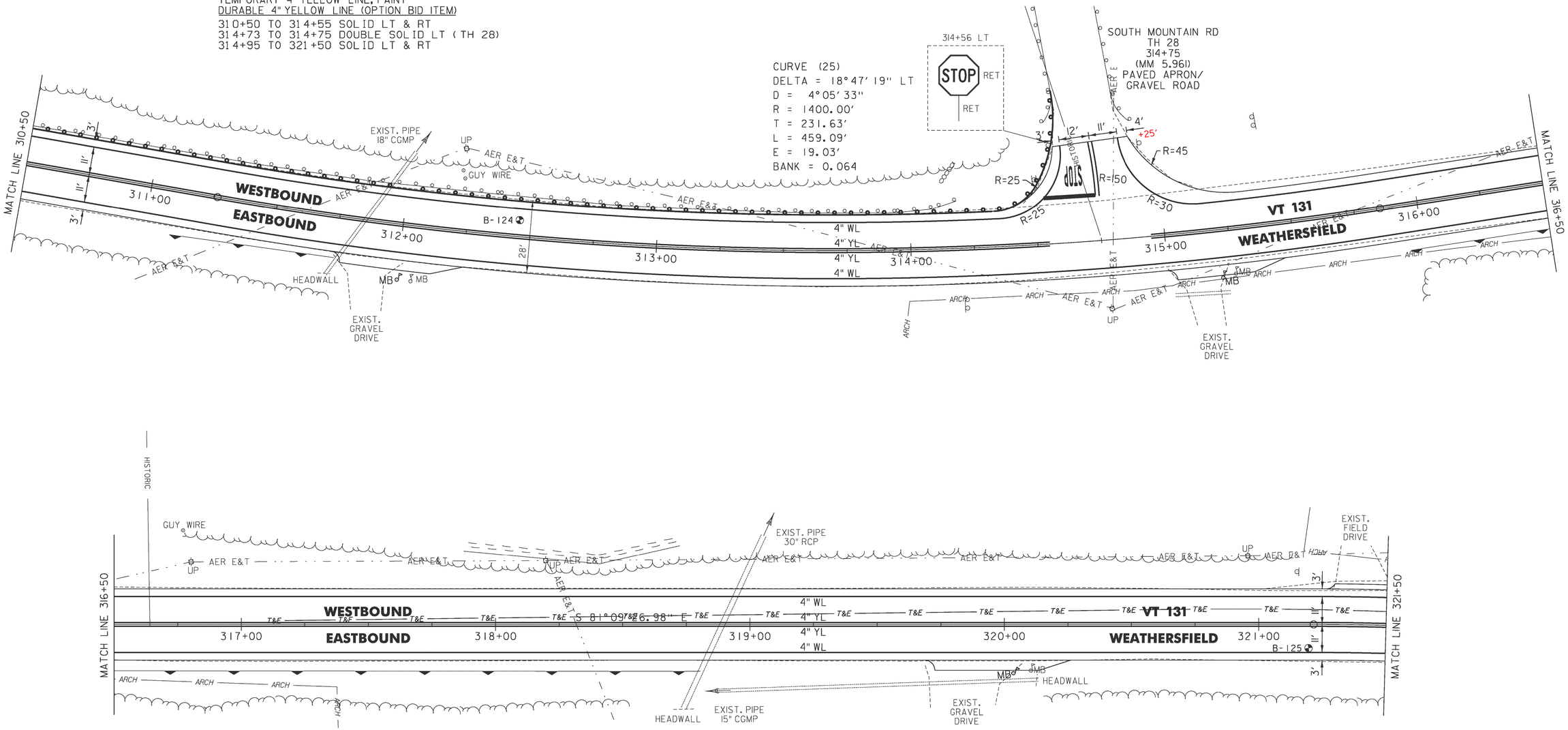
TEMPORARY LETTER OR SYMBOL, PAINT
DURABLE LETTER OR SYMBOL (OPTION BID ITEM)
314+66 LT - "STOP" (TH 28)

STEEL BEAM GUARDRAIL, GALVANIZED
310+50 TO 314+59 LT

REMOVAL AND DISPOSAL OF GUARDRAIL
310+50 TO 314+18 LT
314+55 TO 314+59 LT (TH 28)

RELOCATE MAILBOX, SINGLE SUPPORT
312+00 LT
315+22 RT
320+04 RT

CURVE (25)
DELTA = 18°47'19" LT
D = 4°05'33"
R = 1400.00'
T = 231.63'
L = 459.09'
E = 19.03'
BANK = 0.064



NOT TO SCALE

LEGEND

R	=	REMOVE EXISTING
S	=	SALVAGE
R&S	=	REMOVE AND SALVAGE
N	=	NEW
RET	=	RETAIN
B-B	=	BACK TO BACK
	=	EXISTING GUARDRAIL
	=	PROPOSED GUARDRAIL
YL	=	YELLOW LINE
WL	=	WHITE LINE
	=	DELINEATOR
	=	UNDERDRAIN
	=	BORING

ROADWAY LAYOUT SHEET 23

PROJECT NAME: WEATHERSFIELD
PROJECT NUMBER: STP 2913(I)

FILE NAME: 10c228.dgn
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: pl0C228_56

PLOT DATE: 3/7/2013
DRAWN BY: WWG
CHECKED BY: PTS
SHEET 56 OF 234

TEMPORARY 4" WHITE LINE, PAINT
DURABLE 4" WHITE LINE (OPTION BID ITEM)
321+50 TO 322+31 SOLID LT
321+50 TO 326+95 SOLID RT
322+31 TO 322+60 SOLID LT (TH 29)
322+80 TO 323+10 SOLID LT (TH 29)
323+10 TO 331+50 SOLID LT
326+95 TO 327+25 SOLID RT (TH 1)
327+55 TO 327+85 SOLID RT (TH 1)
327+85 TO 331+50 SOLID RT

TEMPORARY 4" YELLOW LINE, PAINT
DURABLE 4" YELLOW LINE (OPTION BID ITEM)
321+50 TO 322+52 SOLID LT & RT
322+71 DOUBLE SOLID LT (TH 29) (21' LONG)
322+92 TO 327+20 SOLID LT & RT
327+40 DOUBLE SOLID RT (TH 1) (19' LONG)
327+60 TO 331+50 SOLID LT & RT

TEMPORARY 24" STOP BAR, PAINT
DURABLE 24" STOP BAR (OPTION BID ITEM)
322+50 TO 322+70 LT (TH 29)
327+41 TO 327+65 RT (TH 1)

TEMPORARY LETTER OR SYMBOL, PAINT
DURABLE LETTER OR SYMBOL (OPTION BID ITEM)
322+64 LT - "STOP" (TH 29)
327+49 RT - "STOP" (TH 1)

6 INCH UNDERDRAIN PIPE
322+00 TO 326+75 RT

STEEL BEAM GUARDRAIL, GALVANIZED
327+01 TO 328+01 LT
327+86 TO 328+00 RT
328+25 TO 328+42.5 RT
328+26 TO 328+88.5 LT
331+13 TO 331+50 RT

STEEL BEAM GUARDRAIL, GALVANIZED
W/8 FEET POSTS
330+79 TO 331+50 LT

STEEL BEAM GUARDRAIL,
GALVANIZED/NESTED
328+00 TO 328+25 RT
328+01 TO 328+26 LT

ANCHOR FOR STEEL BEAM RAIL
327+01 LT
327+86 RT
328+42.5 RT
328+88.5 LT
330+79 LT
331+13 RT

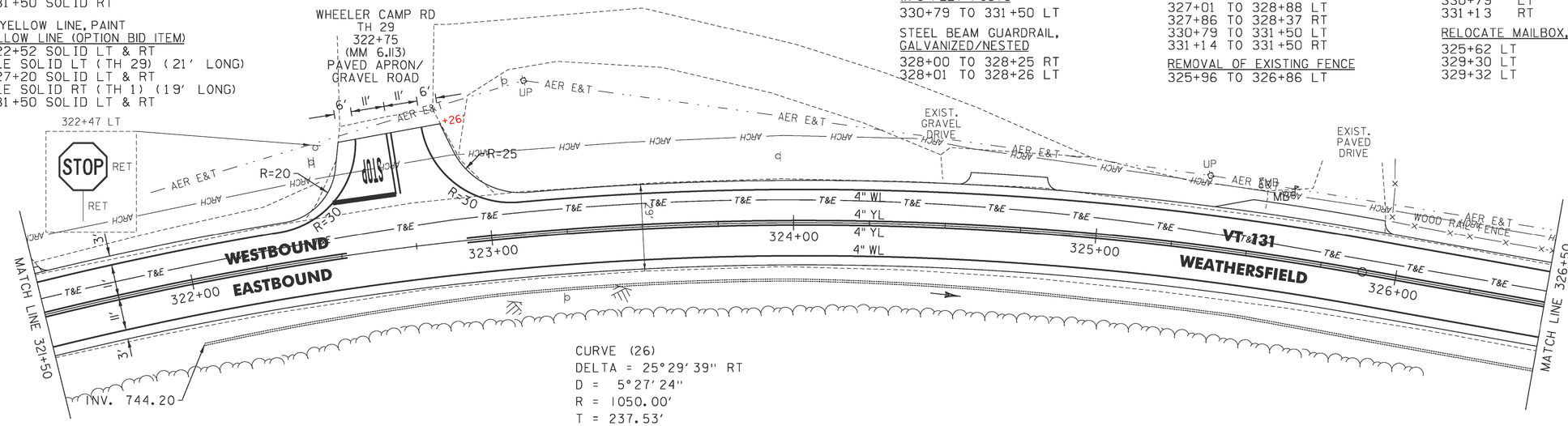
REMOVAL AND DISPOSAL OF GUARDRAIL
327+01 TO 328+88 LT
327+86 TO 328+37 RT
330+79 TO 331+50 LT
331+14 TO 331+50 RT

REMOVAL OF EXISTING FENCE
325+96 TO 326+86 LT

REMOVAL AND
DISPOSAL OF GUIDE POSTS
330+11 LT (1)

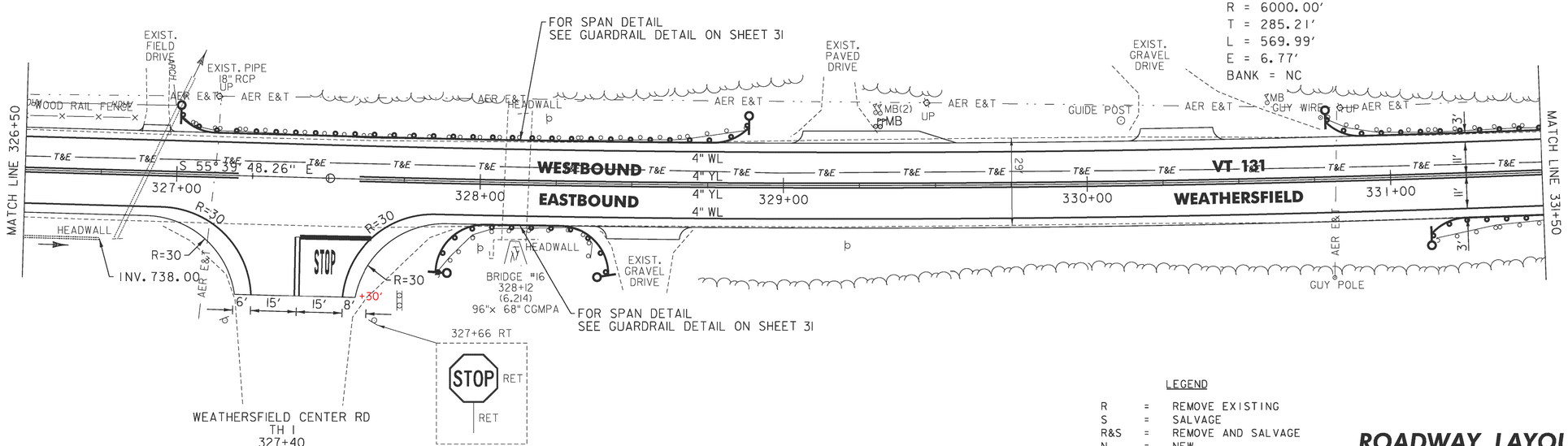
DELINEATOR WITH STEEL POST
327+01 LT
327+86 RT
328+42.5 RT
328+88.5 LT
330+79 LT
331+13 RT

RELOCATE MAILBOX, SINGLE SUPPORT
325+62 LT
329+30 LT
329+32 LT



CURVE (26)
DELTA = 25°29'39" RT
D = 5°27'24"
R = 1050.00'
T = 237.53'
L = 467.20'
E = 26.53'
BANK = 0.060

CURVE (27)
DELTA = 5°26'35" LT
D = 0°57'18"
R = 6000.00'
T = 285.21'
L = 569.99'
E = 6.77'
BANK = NC



NOT TO SCALE

LEGEND

R	=	REMOVE EXISTING
S	=	SALVAGE
R&S	=	REMOVE AND SALVAGE
N	=	NEW
RET	=	RETAIN
B-B	=	BACK TO BACK
	=	EXISTING GUARDRAIL
	=	PROPOSED GUARDRAIL
YL	=	YELLOW LINE
WL	=	WHITE LINE
	=	DELINEATOR
	=	UNDERDRAIN
	=	BORING

ROADWAY LAYOUT SHEET 24

PROJECT NAME: WEATHERSFIELD
PROJECT NUMBER: STP 2913(I)

FILE NAME: 10c228.dgn
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: pl0C228_57

PLOT DATE: 3/7/2013
DRAWN BY: WWG
CHECKED BY: PTS
SHEET 57 OF 234

TEMPORARY 4" WHITE LINE, PAINT
DURABLE 4" WHITE LINE (OPTION BID ITEM)
331+50 TO 343+50 SOLID LT
331+50 TO 343+50 SOLID RT

TEMPORARY 4" YELLOW LINE, PAINT
DURABLE 4" YELLOW LINE (OPTION BID ITEM)
331+50 TO 343+50 SOLID LT & RT

STEEL BEAM GUARDRAIL, GALVANIZED
331+50 TO 341+38 RT

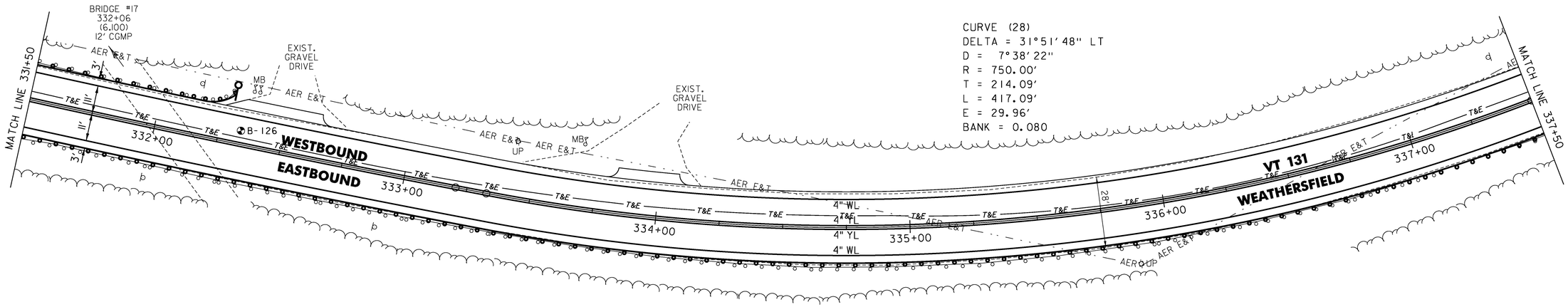
STEEL BEAM GUARDRAIL, GALVANIZED
W/8 FEET POSTS
331+50 TO 332+29 LT

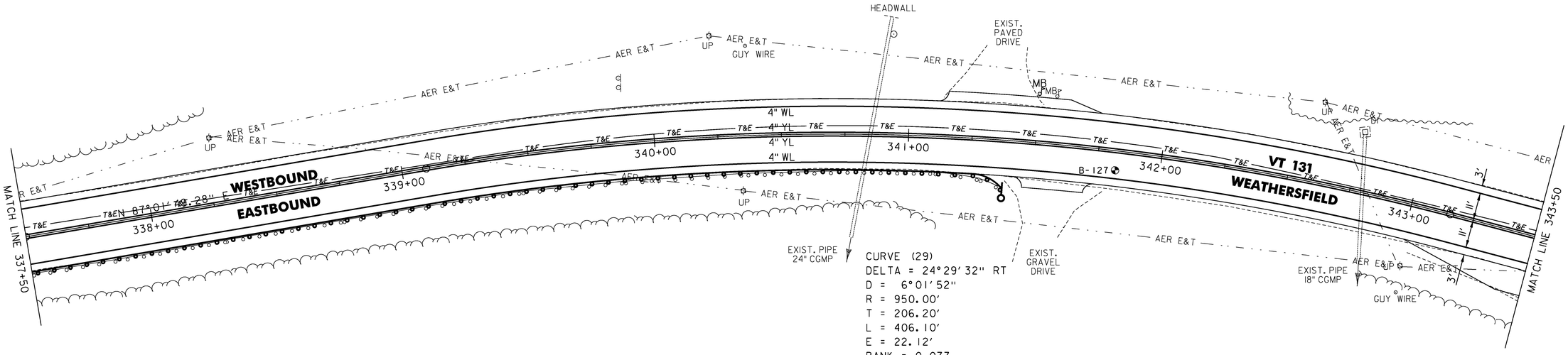
ANCHOR FOR STEEL BEAM RAIL
332+29 LT
341+38 RT

REMOVAL AND DISPOSAL OF GUARDRAIL
331+50 TO 332+29 LT
331+50 TO 341+37 RT

DELINEATOR WITH STEEL POST
332+29 LT
341+38 RT

RELOCATE MAILBOX, SINGLE SUPPORT
341+50 LT





LEGEND

R	=	REMOVE EXISTING
S	=	SALVAGE
R&S	=	REMOVE AND SALVAGE
N	=	NEW
RET	=	RETAIN
B-B	=	BACK TO BACK
	=	EXISTING GUARDRAIL
	=	PROPOSED GUARDRAIL
YL	=	YELLOW LINE
WL	=	WHITE LINE
	=	DELINEATOR
	=	UNDERDRAIN
	=	BORING

NOT TO SCALE

ROADWAY LAYOUT SHEET 25

PROJECT NAME: WEATHERSFIELD
PROJECT NUMBER: STP 2913(I)

FILE NAME: l0c228.dgn
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: pl0C228_58

PLOT DATE: 3/7/2013
DRAWN BY: WWG
CHECKED BY: PTS
SHEET 58 OF 234

TEMPORARY 4" WHITE LINE, PAINT
DURABLE 4" WHITE LINE (OPTION BID ITEM)
343+50 TO 343+78 SOLID LT
343+50 TO 355+50 SOLID RT
343+78 TO 344+11 SOLID LT (TH 37)
344+13 TO 344+18 SOLID LT (TH 37)
344+18 TO 355+50 SOLID LT

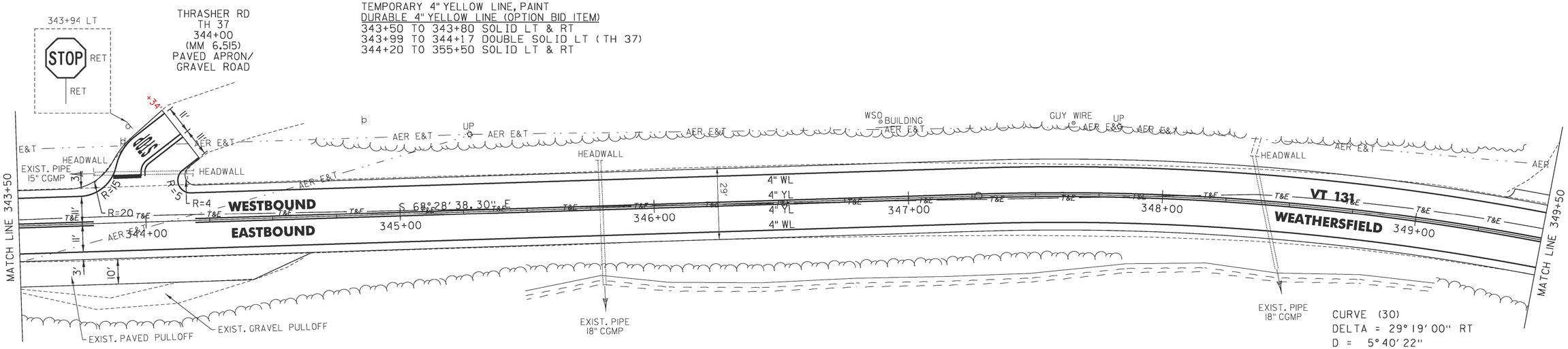
TEMPORARY 4" YELLOW LINE, PAINT
DURABLE 4" YELLOW LINE (OPTION BID ITEM)
343+50 TO 343+80 SOLID LT & RT
343+99 TO 344+17 DOUBLE SOLID LT (TH 37)
344+20 TO 355+50 SOLID LT & RT

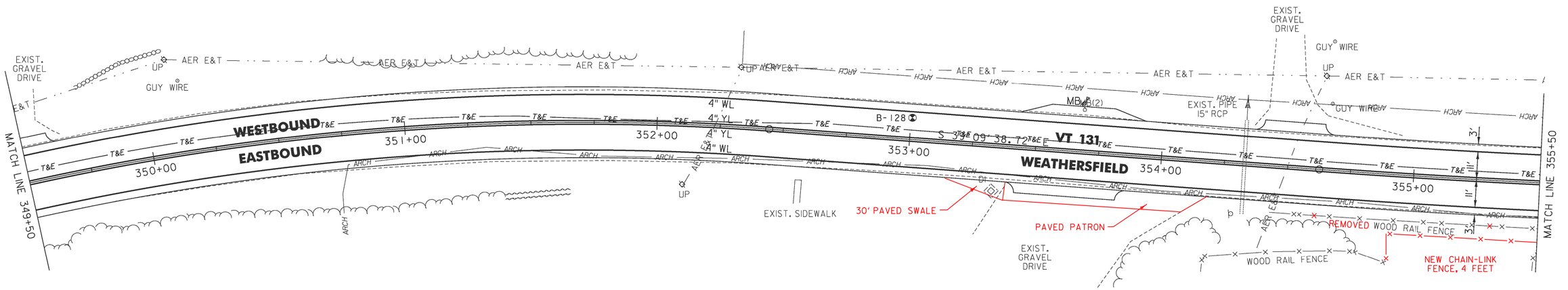
TEMPORARY 24" STOP BAR, PAINT
DURABLE 24" STOP BAR (OPTION BID ITEM)
343+88 TO 343+99 LT (TH 37)

TEMPORARY LETTER OR SYMBOL, PAINT
DURABLE LETTER OR SYMBOL (OPTION BID ITEM)
344+00 LT - "STOP" (TH 37)

REMOVAL OF EXISTING FENCE
354+44 TO 355+50 RT

RELOCATE MAILBOX, SINGLE SUPPORT
353+68 LT





LEGEND

R	=	REMOVE EXISTING
S	=	SALVAGE
R&S	=	REMOVE AND SALVAGE
N	=	NEW
RET	=	RETAIN
B-B	=	BACK TO BACK
	=	EXISTING GUARDRAIL
	=	PROPOSED GUARDRAIL
YL	=	YELLOW LINE
WL	=	WHITE LINE
	=	DELINEATOR
	=	UNDERDRAIN
	=	BORING

NOT TO SCALE

ROADWAY LAYOUT SHEET 26

PROJECT NAME: WEATHERSFIELD
PROJECT NUMBER: STP 2913(1)

FILE NAME: 10c228.dgn
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: pl0C228_59

PLOT DATE: 3/7/2013
DRAWN BY: WWG
CHECKED BY: PTS
SHEET 59 OF 234

TEMPORARY 4" WHITE LINE, PAINT
DURABLE 4" WHITE LINE (OPTION BID ITEM)
355+50 TO 367+50 SOLID LT
355+50 TO 367+50 SOLID RT

TEMPORARY 4" YELLOW LINE, PAINT
DURABLE 4" YELLOW LINE (OPTION BID ITEM)
355+50 TO 367+50 SOLID LT & RT

STONE FILL, TYPE I
GEOTEXTILE UNDER STONE FILL
358+75 TO 360+00 RT
362+00 TO 366+00 RT

6 INCH UNDERDRAIN PIPE
364+25 TO 367+50 LT

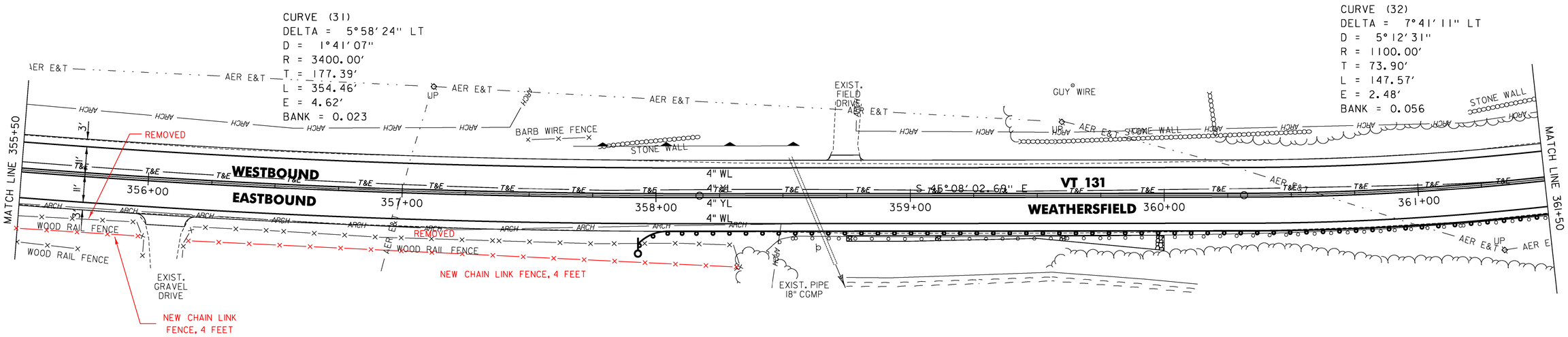
REMOVAL OF EXISTING FENCE
355+50 TO 355+97 RT
356+18 TO 358+33 RT

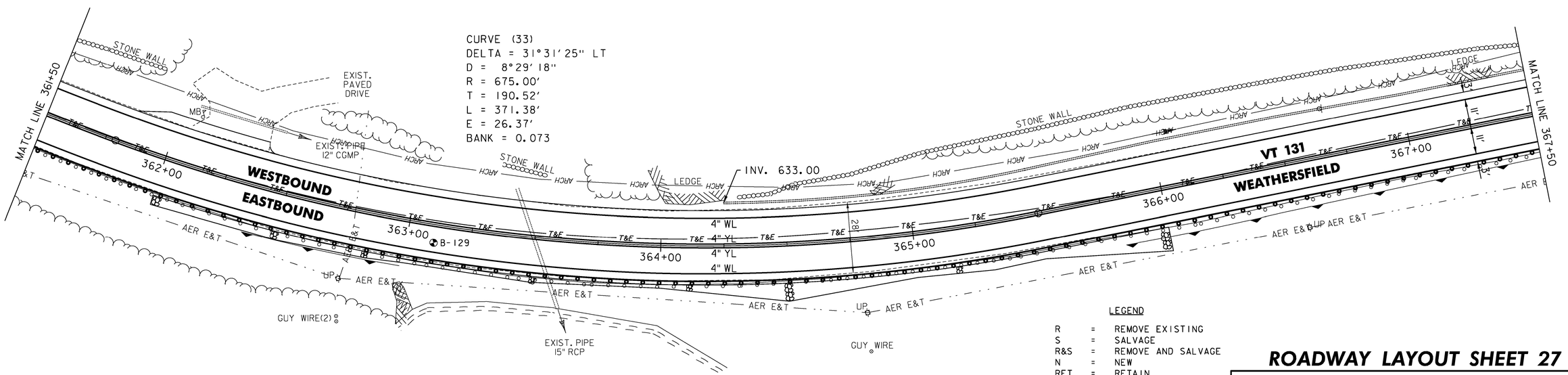
STEEL BEAM GUARDRAIL, GALVANIZED
W/8 FEET POSTS
357+93 TO 367+50 RT

ANCHOR FOR STEEL BEAM RAIL
357+93 RT

REMOVAL AND DISPOSAL OF GUARDRAIL
358+43 TO 367+50 RT

DELINEATOR WITH STEEL POST
357+93 RT





NOT TO SCALE

LEGEND

R	=	REMOVE EXISTING
S	=	SALVAGE
R&S	=	REMOVE AND SALVAGE
N	=	NEW
RET	=	RETAIN
B-B	=	BACK TO BACK
	=	EXISTING GUARDRAIL
	=	PROPOSED GUARDRAIL
YL	=	YELLOW LINE
WL	=	WHITE LINE
	=	DELINEATOR
	=	UNDERDRAIN
	=	BORING

ROADWAY LAYOUT SHEET 27

PROJECT NAME: WEATHERSFIELD
PROJECT NUMBER: STP 2913(1)

FILE NAME: 10c228.dgn
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: pl0C228_60

PLOT DATE: 3/7/2013
DRAWN BY: WWG
CHECKED BY: PTS
SHEET 60 OF 234

TEMPORARY 4" WHITE LINE, PAINT
DURABLE 4" WHITE LINE (OPTION BID ITEM)
367+50 TO 379+50 SOLID LT
367+50 TO 379+50 SOLID RT

TEMPORARY 4" YELLOW LINE, PAINT
DURABLE 4" YELLOW LINE (OPTION BID ITEM)
367+50 TO 379+50 SOLID LT & RT

STONE FILL, TYPE I
GEOTEXTILE UNDER STONE FILL
377+75 TO 379+50 LT

6 INCH UNDERDRAIN PIPE
367+50 TO 367+60 LT
367+75 TO 371+00 LT

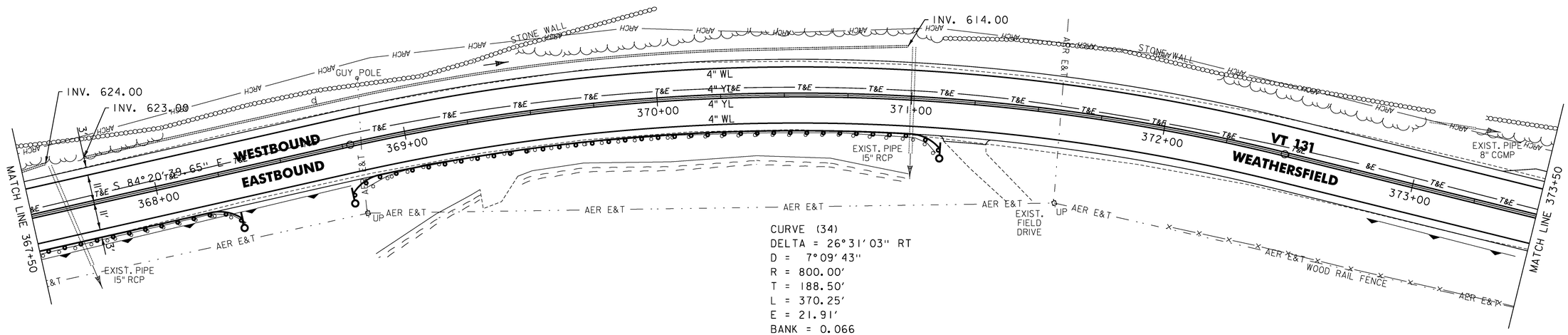
STEEL BEAM GUARDRAIL, GALVANIZED
W/8 FEET POSTS
367+50 TO 368+30.5 RT
368+75 TO 371+12.5 RT

ANCHOR FOR STEEL BEAM RAIL
368+30.5 RT
368+75 RT
371+12.5 RT

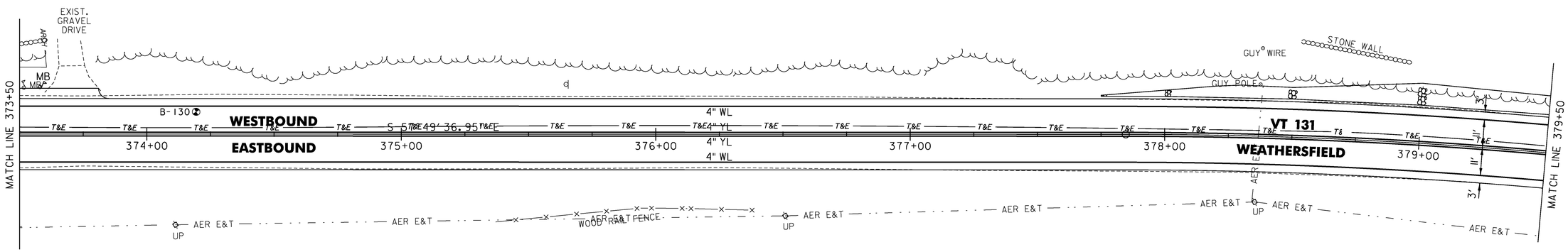
REMOVAL AND DISPOSAL OF GUARDRAIL
367+50 TO 368+32 RT
368+81 TO 371+11 RT

DELINEATOR WITH STEEL POST
368+30.5 RT
368+75 RT
371+12.5 RT

RELOCATE MAILBOX, SINGLE SUPPORT
373+58 LT



CURVE (34)
DELTA = 26°31'03" RT
D = 7°09'43"
R = 800.00'
T = 188.50'
L = 370.25'
E = 21.91'
BANK = 0.066



NOT TO SCALE

LEGEND

R	=	REMOVE EXISTING
S	=	SALVAGE
R&S	=	REMOVE AND SALVAGE
N	=	NEW
RET	=	RETAIN
B-B	=	BACK TO BACK
	=	EXISTING GUARDRAIL
	=	PROPOSED GUARDRAIL
YL	=	YELLOW LINE
WL	=	WHITE LINE
	=	DELINEATOR
	=	UNDERDRAIN
	=	BORING

ROADWAY LAYOUT SHEET 28

PROJECT NAME: WEATHERSFIELD
PROJECT NUMBER: STP 2913(I)

FILE NAME: 10c228.dgn
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: p10C228_61
PLOT DATE: 3/7/2013
DRAWN BY: WWG
CHECKED BY: PTS
SHEET 61 OF 234

TEMPORARY 4" WHITE LINE, PAINT
DURABLE 4" WHITE LINE (OPTION BID ITEM)
379+50 TO 391+50 SOLID LT
379+50 TO 391+50 SOLID RT

TEMPORARY 4" YELLOW LINE, PAINT
DURABLE 4" YELLOW LINE (OPTION BID ITEM)
379+50 TO 391+50 SOLID LT & RT

STONE FILL, TYPE I
GEOTEXTILE UNDER STONE FILL
379+50 TO 381+50 LT
383+00 TO 385+50 RT
386+50 TO 387+25 RT
389+75 TO 391+50 RT

6 INCH UNDERDRAIN PIPE
383+50 TO 385+30 LT
390+25 TO 391+50 LT

STEEL BEAM GUARDRAIL, GALVANIZED
W/8 FEET POSTS
381+29.5 TO 385+54.5 RT
388+93.5 TO 391+50 RT

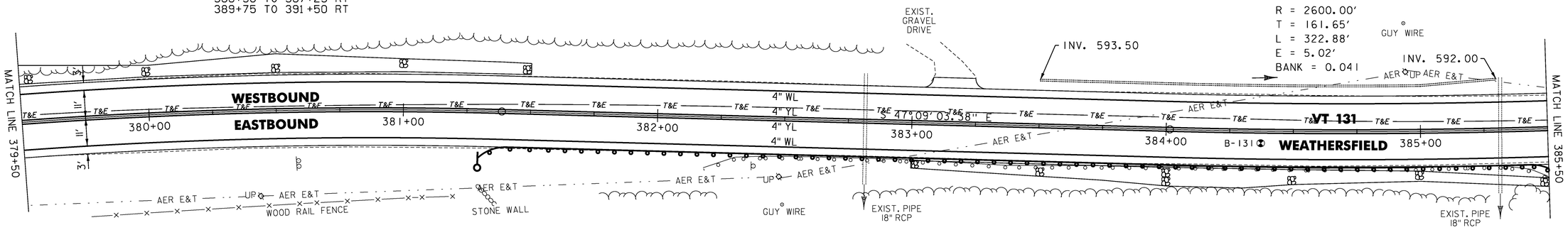
ANCHOR FOR STEEL BEAM RAIL
381+29.5 RT
385+54.5 RT
388+93.5 RT

REMOVAL AND DISPOSAL OF GUARDRAIL
382+18 TO 385+55 RT
389+18 TO 391+50 RT

DELINEATOR WITH STEEL POST
381+29.5 RT
385+54.5 RT
388+93.5 RT

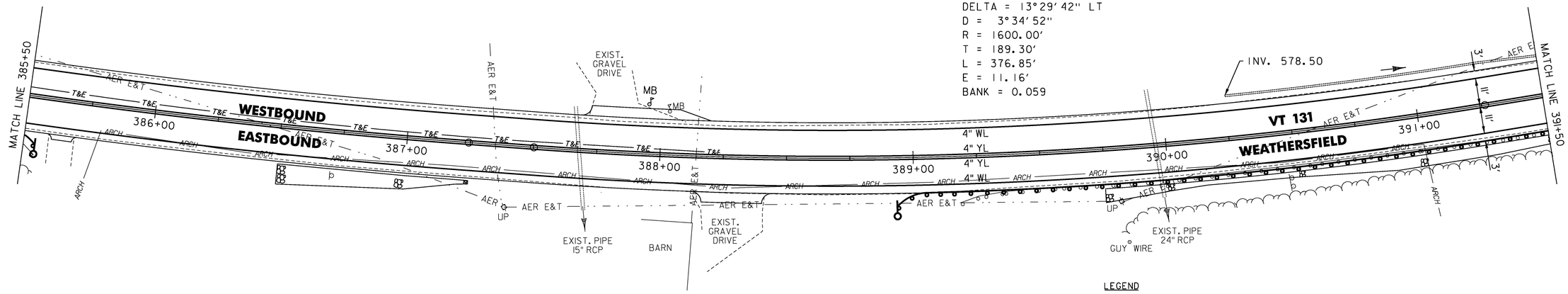
RELOCATE MAILBOX, SINGLE SUPPORT
387+95 LT

CURVE (36)
DELTA = 7°06'55" LT
D = 2°12'13"
R = 2600.00'
T = 161.65'
L = 322.88'
E = 5.02'
BANK = 0.041



CURVE (35)
DELTA = 10°40'34" RT
D = 3°00'56"
R = 1900.00'
T = 177.53'
L = 354.03'
E = 8.28'
BANK = 0.053

CURVE (37)
DELTA = 13°29'42" LT
D = 3°34'52"
R = 1600.00'
T = 189.30'
L = 376.85'
E = 11.16'
BANK = 0.059



NOT TO SCALE

LEGEND

R	=	REMOVE EXISTING
S	=	SALVAGE
R&S	=	REMOVE AND SALVAGE
N	=	NEW
RET	=	RETAIN
B-B	=	BACK TO BACK
	=	EXISTING GUARDRAIL
	=	PROPOSED GUARDRAIL
YL	=	YELLOW LINE
WL	=	WHITE LINE
	=	DELINEATOR
	=	UNDERDRAIN
	=	BORING

ROADWAY LAYOUT SHEET 29

PROJECT NAME: WEATHERSFIELD
PROJECT NUMBER: STP 2913(I)

FILE NAME: 10c228.dgn
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: p10C228_62

PLOT DATE: 3/7/2013
DRAWN BY: WWG
CHECKED BY: PTS
SHEET 62 OF 234

TEMPORARY 4" WHITE LINE, PAINT
DURABLE 4" WHITE LINE (OPTION BID ITEM)
391+50 TO 400+23 SOLID LT
391+50 TO 392+14 SOLID RT
392+94 TO 403+50 SOLID RT
400+23 TO 400+41 SOLID LT (TH 88)
400+58 TO 401+09 SOLID LT (TH 88)
401+09 TO 403+50 SOLID LT

TEMPORARY 4" YELLOW LINE, PAINT
DURABLE 4" YELLOW LINE (OPTION BID ITEM)
391+50 TO 392+34 SOLID LT & RT
392+74 TO 400+41 SOLID LT & RT
400+51 TO 400+61 DOUBLE SOLID LT (TH 88)
400+81 TO 403+50 SOLID LT & RT

TEMPORARY 24" STOP BAR, PAINT
DURABLE 24" STOP BAR (OPTION BID ITEM)
400+38 TO 400+60 LT (TH 88)

TEMPORARY LETTER OR SYMBOL, PAINT
DURABLE LETTER OR SYMBOL (OPTION BID ITEM)
400+51 LT - "STOP" (TH 88)

CURVE (38)
DELTA = 4°49'39" LT
D = 3°05'49"
R = 1850.00'
T = 77.98'
L = 155.87'
E = 1.64'
BANK = 0.032

6 INCH UNDERDRAIN PIPE
391+50 TO 393+50 LT
394+00 TO 396+00 LT
396+20 TO 397+60 LT

STONE FILL, TYPE I
GEOTEXTILE UNDER STONE FILL
391+50 TO 392+25 RT

REMOVAL OF EXISTING FENCE
401+14 TO 402+06 RT
402+45 TO 402+55 RT

STEEL BEAM GUARDRAIL, GALVANIZED
W/8 FEET POSTS
391+50 TO 392+44 RT
392+58 TO 399+17.5 RT

ANCHOR FOR STEEL BEAM RAIL
399+17.5 RT

REMOVAL AND DISPOSAL OF GUARDRAIL
391+50 TO 392+44 RT
392+57 TO 399+17 RT

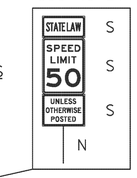
DELINEATOR WITH STEEL POST
399+17.5 RT

RELOCATE MAILBOX, SINGLE SUPPORT
392+42 LT
392+44 LT
392+46 LT
392+48 LT

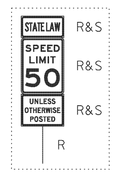
REMOVING SIGNS
AS SHOWN - 6

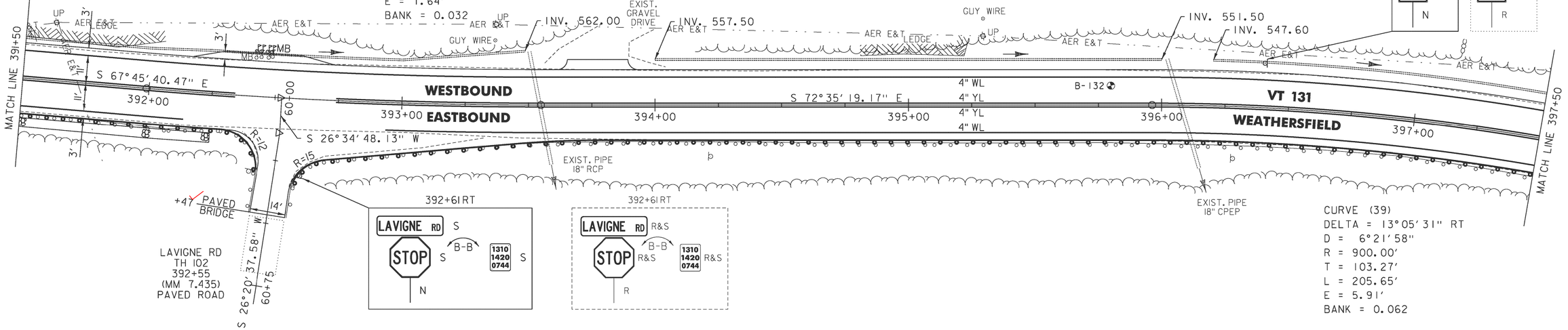
ERECTING SALVAGED SIGNS
AS SHOWN - 6

396+40 LT

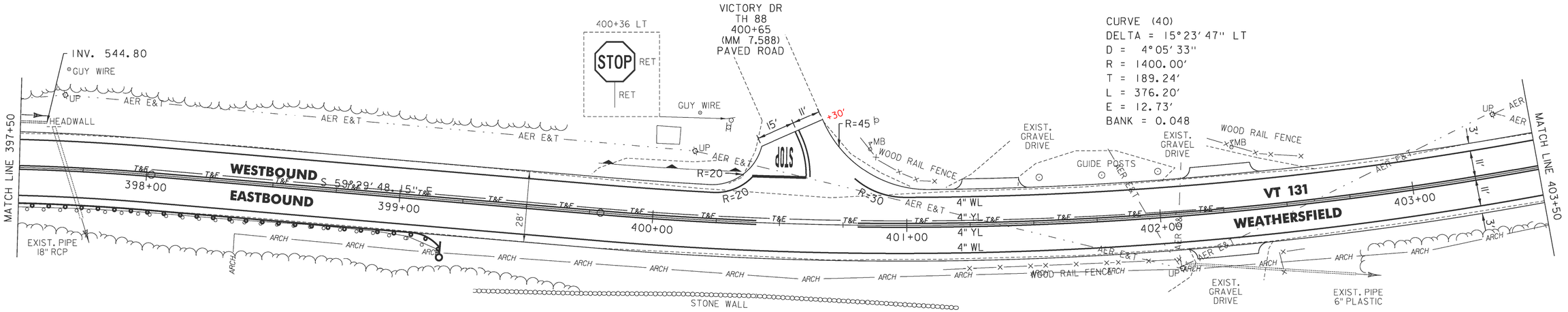


396+40 LT





CURVE (39)
DELTA = 13°05'31" RT
D = 6°21'58"
R = 900.00'
T = 103.27'
L = 205.65'
E = 5.91'
BANK = 0.062



CURVE (40)
DELTA = 15°23'47" LT
D = 4°05'33"
R = 1400.00'
T = 189.24'
L = 376.20'
E = 12.73'
BANK = 0.048

LEGEND

R	=	REMOVE EXISTING
S	=	SALVAGE
R&S	=	REMOVE AND SALVAGE
N	=	NEW
RET	=	RETAIN
B-B	=	BACK TO BACK
	=	EXISTING GUARDRAIL
	=	PROPOSED GUARDRAIL
YL	=	YELLOW LINE
WL	=	WHITE LINE
	=	DELINEATOR
	=	UNDERDRAIN
	=	BORING

NOT TO SCALE

ROADWAY LAYOUT SHEET 30

PROJECT NAME: WEATHERSFIELD
PROJECT NUMBER: STP 2913(I)

FILE NAME: 10c228.dgn
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: pl0C228_63

PLOT DATE: 3/7/2013
DRAWN BY: WWG
CHECKED BY: PTS
SHEET 63 OF 234

TEMPORARY 4" WHITE LINE, PAINT
DURABLE 4" WHITE LINE (OPTION BID ITEM)
403+50 TO 415+50 SOLID LT
403+50 TO 404+30 SOLID RT (TH 46)
404+30 TO 404+55 SOLID RT (TH 46)
404+76 TO 405+01 SOLID RT
405+01 TO 415+50 SOLID RT

TEMPORARY 4" YELLOW LINE, PAINT
DURABLE 4" YELLOW LINE (OPTION BID ITEM)
403+50 TO 404+45 SOLID LT & RT
404+65 DOUBLE SOLID RT (TH 46) (20' LONG)
404+85 TO 415+50 SOLID LT & RT

TEMPORARY 24" STOP BAR, PAINT
DURABLE 24" STOP BAR (OPTION BID ITEM)
404+66 TO 404+84 RT (TH 46)

TEMPORARY LETTER OR SYMBOL, PAINT
DURABLE LETTER OR SYMBOL (OPTION BID ITEM)
404+72 RT - "STOP" (TH 46)

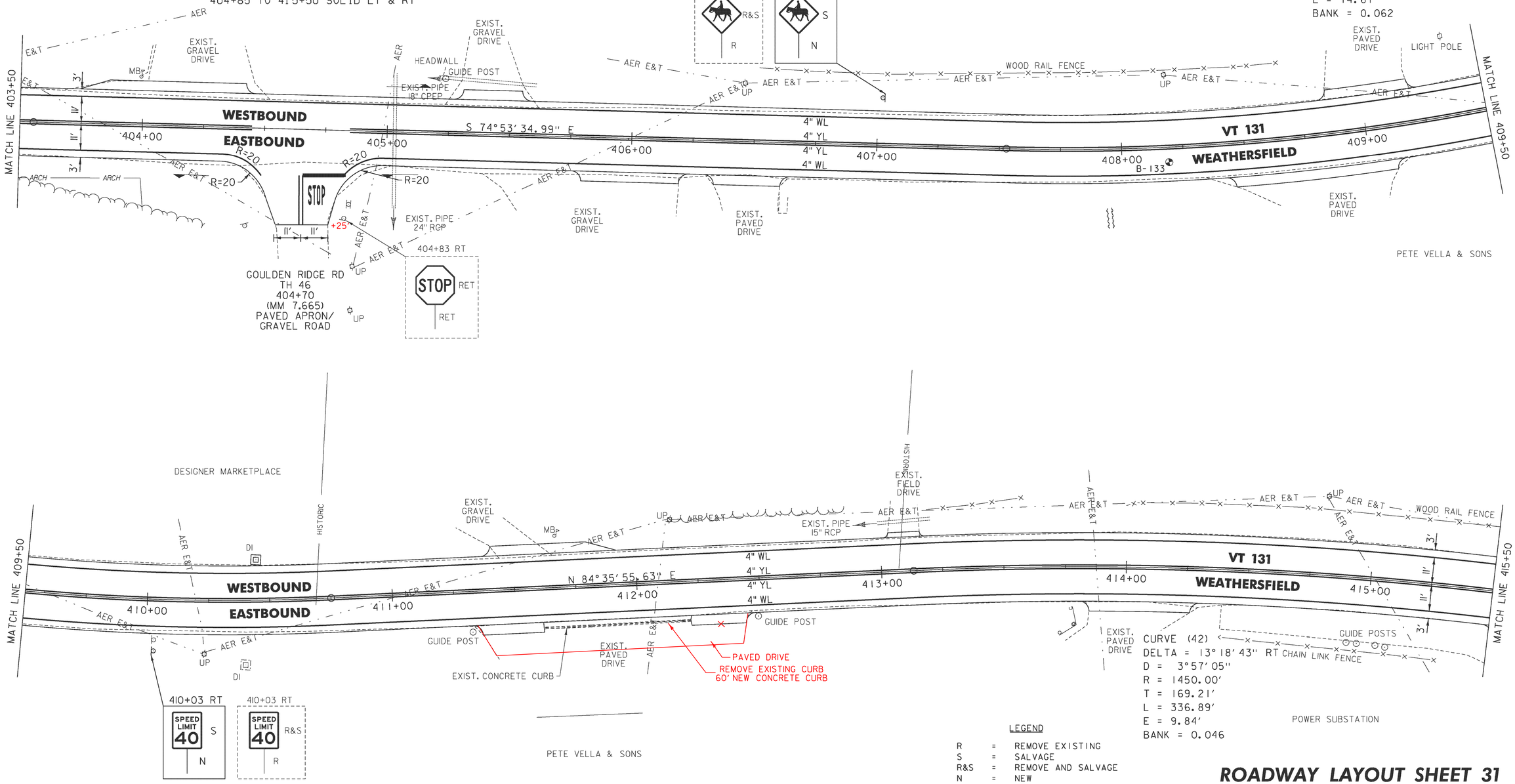
REHAB DROP INLETS, CATCH BASINS, OR MANHOLES, CLASS II
410+45 LT

REMOVAL AND DISPOSAL OF GUIDE POSTS
411+32 RT (1)
412+49 RT (1)

REMOVING SIGNS
AS SHOWN - 2

ERECTING SALVAGED SIGNS
AS SHOWN - 2

CURVE (41)
DELTA = 20°30'29" LT
D = 6°21'58"
R = 900.00'
T = 162.81'
L = 322.14'
E = 14.61'
BANK = 0.062



CURVE (42)
DELTA = 13°18'43" RT
D = 3°57'05"
R = 1450.00'
T = 169.21'
L = 336.89'
E = 9.84'
BANK = 0.046

PETE VELLA & SONS

LEGEND

R	=	REMOVE EXISTING
S	=	SALVAGE
R&S	=	REMOVE AND SALVAGE
N	=	NEW
RET	=	RETAIN
B-B	=	BACK TO BACK
	=	EXISTING GUARDRAIL
	=	PROPOSED GUARDRAIL
YL	=	YELLOW LINE
WL	=	WHITE LINE
	=	DELINEATOR
	=	UNDERDRAIN
	=	BORING

NOT TO SCALE

ROADWAY LAYOUT SHEET 31

PROJECT NAME: WEATHERSFIELD
PROJECT NUMBER: STP 2913(I)

FILE NAME: 10c228.dgn
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: p10C228_64

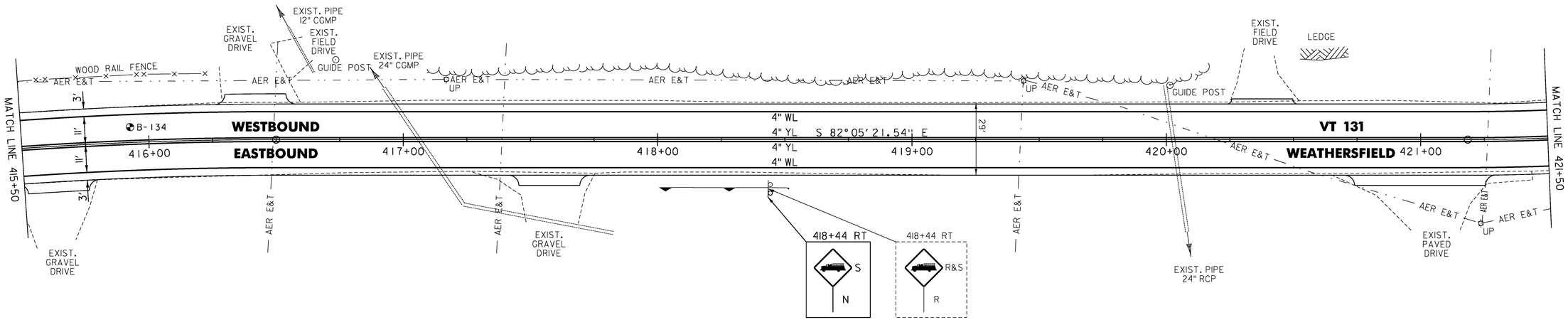
PLOT DATE: 3/7/2013
DRAWN BY: WWG
CHECKED BY: PTS
SHEET 64 OF 234

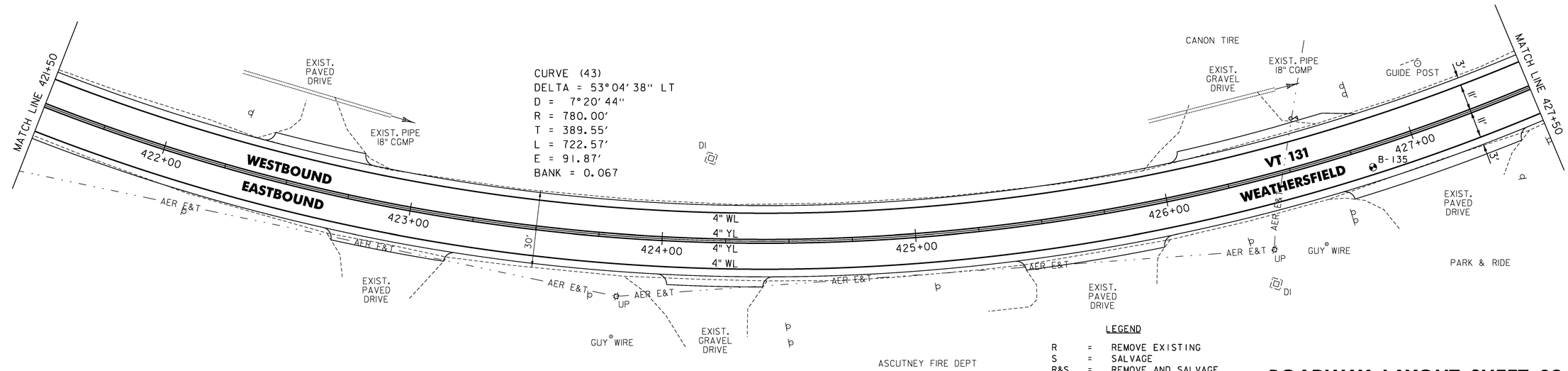
TEMPORARY 4" WHITE LINE, PAINT
DURABLE 4" WHITE LINE (OPTION BID ITEM)
415+50 TO 427+50 SOLID LT
415+50 TO 427+50 SOLID RT

TEMPORARY 4" YELLOW LINE, PAINT
DURABLE 4" YELLOW LINE (OPTION BID ITEM)
415+50 TO 427+50 SOLID LT & RT

REMOVING SIGNS
AS SHOWN - 1

ERECTING SALVAGED SIGNS
AS SHOWN - 1





NOT TO SCALE

LEGEND

R	=	REMOVE EXISTING
S	=	SALVAGE
R&S	=	REMOVE AND SALVAGE
N	=	NEW
RET	=	RETAIN
B-B	=	BACK TO BACK
	=	EXISTING GUARDRAIL
	=	PROPOSED GUARDRAIL
YL	=	YELLOW LINE
WL	=	WHITE LINE
	=	DELINEATOR
	=	UNDERDRAIN
	=	BORING

ROADWAY LAYOUT SHEET 32

PROJECT NAME: WEATHERSFIELD
PROJECT NUMBER: STP 2913(I)

FILE NAME: 10c228.dgn
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: p10C228_65

PLOT DATE: 3/7/2013
DRAWN BY: WWG
CHECKED BY: PTS
SHEET 65 OF 234

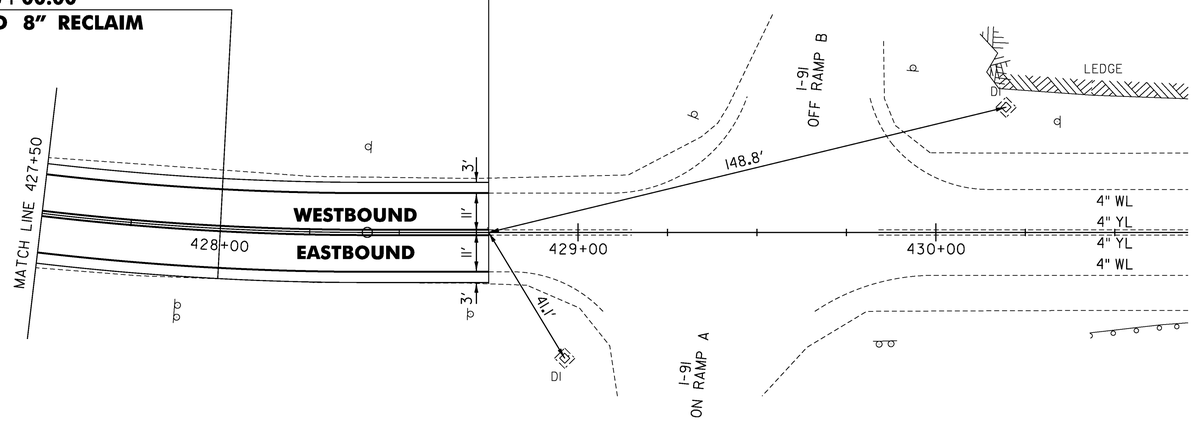
TEMPORARY 4" WHITE LINE, PAINT
DURABLE 4" WHITE LINE (OPTION BID ITEM)
427+50 TO 428+75 SOLID LT
427+50 TO 428+75 SOLID RT

TEMPORARY 4" YELLOW LINE, PAINT
DURABLE 4" YELLOW LINE (OPTION BID ITEM)
427+50 TO 428+75 SOLID LT & RT

428+75.00 (MM 8.120)
VT ROUTE 131
VT ROUTE 131 END PROJECT
STP 2913(1)

NH 2948(1) BEGIN PROJECT
VT ROUTE 131

428+00.00
END 8" RECLAIM



NOT TO SCALE

LEGEND

R	=	REMOVE EXISTING
S	=	SALVAGE
R&S	=	REMOVE AND SALVAGE
N	=	NEW
RET	=	RETAIN
B-B	=	BACK TO BACK
	=	EXISTING GUARDRAIL
	=	PROPOSED GUARDRAIL
YL	=	YELLOW LINE
WL	=	WHITE LINE
	=	DELINEATOR
	=	UNDERDRAIN
	=	BORING

ROADWAY LAYOUT SHEET 33

PROJECT NAME: WEATHERSFIELD
PROJECT NUMBER: STP 2913(1)

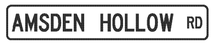
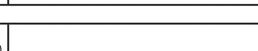
FILE NAME: 10c228.dgn
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: p10C228_66

PLOT DATE: 3/7/2013
DRAWN BY: WWG
CHECKED BY: PTS
SHEET 66 OF 234

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET #1

SHSM = FHWA 2004 STANDARD HIGHWAY SIGNS AND MARKINGS BOOK AND THE 2012 SUPPLEMENT TO THE 2004 EDITION

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS EA	WIDTH (in)	HEIGHT (in)	NEW & SALVAGED SIGNS "A"	"B"	SALV SIGN	SALV TIS	EXIST POST RETAIN	SALVAGE	NEW SIGN POSTS NO. OF POSTS	SQUARE STEEL (in) 1.75 lb/ft 1.88	2.0 lb/ft 2.42	2.5 lb/ft 3.35	ANCHOR	SLEEVE	TUBULAR ALUMINUM Ø (in) 3.0 lb/ft 1.3	4.0 lb/ft 1.7	4.0 MOD lb/ft 1.7	FOUNDATION	TUBULAR STEEL Ø (in) 3.0 lb/ft 7.6	3.5 lb/ft 9.0	4.0 lb/ft 10.8	5.0 lb/ft 14.6	W-SHAPE STEEL FTG. SIZE 24"	30"	WEIGHT	POST SIZE	SIGN FRAME REQUIRED	REMARKS	SIGN DETAIL SHSM	DETAIL ON SHEET NUMBER	STD. SHEET NUMBER
WEATHERSFIELD VT 131																																		
77+38 LT							1 ✓				2		10.0 X 10.0		X																			
82+34 RT							1 ✓				1		14.75 X		X																			
82+34 RT							1 ✓				1		15.0 X		X																			
84+87 RT							1 ✓				1		14.0 X		X																			
84+87 RT							1 ✓				1		14.0 X		X																			
97+49 RT							1 ✓ 1				1		13.75 X		X																			
							1 ✓ 1 ✓																								BACK TO BACK			
104+31 RT		1	24	30	5.00 ✓						1		12.25 X		X																VR-017			E-141
104+82 RT		1	66	12	5.50 ✓						2		14.5 X 14.25		X																TOWN HIGHWAY SIGN SHALL BE A DOUBLE SIDED SIGN AND SHALL BE INSTALLED WITH A 12 INCH BRACKET.		68	
		1 1	6 30	10 30	0.42 ✓ 6.25 ✓																										VD-700 RI-1 BACK TO BACK	X		E-138
264+67 LT							1 ✓ 1 ✓				1		15.0 X		X																			
							1 ✓																											
	MM						1																											
FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND VTRANS "SIGN POST DESIGN GUIDELINE."												FT	FT 165 ~~147.5~~ ✓	FT		EA	LB	LB	LB		LB	LB	LB	LB										
SHEET TOTALS					SF 17.17 ✓	SF	EA. 11 ~~13~~	SF				FT 165 ~~147.5~~ ✓					LB			EA.	LB				EA.	EA.	LB							

TRAFFIC SIGN SUMMARY SHEET #1

PROJECT NAME: WEATHERSFIELD
PROJECT NUMBER: STP 2913(1)

FILE NAME: z10c228s_tss.dgn
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: p10C228_67

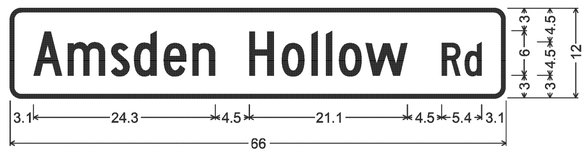
PLOT DATE: 2/7/2013
DRAWN BY: SNG
CHECKED BY: PTS
SHEET 67 OF 234

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET #2

SHSM = FHWA 2004 STANDARD HIGHWAY SIGNS AND MARKINGS BOOK AND THE 2012 SUPPLEMENT TO THE 2004 EDITION

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS EA	SIGN DIMENSIONS WIDTH (in)	SIGN DIMENSIONS HEIGHT (in)	NEW & SALVAGED SIGNS "A"	NEW & SALVAGED SIGNS "B"	NEW & SALVAGED SIGNS SALV SIGN	NEW & SALVAGED SIGNS SALV TIS	EXIST POST RETAIN	EXIST POST SALVAGE	NEW SIGN POSTS NO. OF POSTS	SQUARE STEEL (in) 1.75 lb/ft 1.88	SQUARE STEEL (in) 2.0 lb/ft 2.42	SQUARE STEEL (in) 2.5 lb/ft 3.35	ANCHOR	SLEEVE	TUBULAR ALUMINUM Ø (in) 3.0 lb/ft 1.3	TUBULAR ALUMINUM Ø (in) 4.0 lb/ft 1.7	TUBULAR ALUMINUM Ø (in) 4.0 MOD lb/ft 1.7	FOUNDATION	TUBULAR STEEL Ø (in) 3.0 lb/ft 7.6	TUBULAR STEEL Ø (in) 3.5 lb/ft 9.0	TUBULAR STEEL Ø (in) 4.0 lb/ft 10.8	TUBULAR STEEL Ø (in) 5.0 lb/ft 14.6	W-SHAPE STEEL FTG. SIZE 24"	W-SHAPE STEEL FTG. SIZE 30"	W-SHAPE STEEL WEIGHT	W-SHAPE STEEL POST SIZE	SIGN FRAME REQUIRED	REMARKS	SIGN DETAIL SHSM	SIGN DETAIL DETAIL ON SHEET NUMBER	SIGN DETAIL STD. SHEET NUMBER
392+61 RT	LAVIGNE RD						1✓				1		14.0 X		X																		
	STOP 1310 1420 0744						1✓ 1✓																								BACK TO BACK			
396+40 LT	STATE LAW						1✓				1		16.75 X		X																		
	SPEED LIMIT 50						1✓																										
	UNLESS OTHERWISE POSTED						1✓																										
407+02 LT							1✓				1		14.0 X		X																		
410+03 RT	SPEED LIMIT 40						1✓				1		14.5 X		X																		
418+44 RT							1✓				1		15.5 X		X																		
282+85 LT	BR #14						1✓																										
	SUBTOTAL SHEET 67 SUBTOTAL SHEET 68				17.17✓		~~11~~ 13 ~~9~~ 10						~~165~~ 147.5 ~~75~~ 74.75																					
	ROUNDING				~~0.83~~																												
	PROJECT TOTALS				SF ~~18~~ 17.17	SF	EA. ~~20~~ 23	SF				FT ~~240~~ 222.25			EA		LB			EA.	LB				EA.	EA.	LB						



D3-1; 1.5" Radius, 0.5" Border, White on Green;
[Amsden Hollow] C 2K; [Rd] C 2K;

NOTE
SEE SIGN GENERAL NOTES ON SHEET 234.

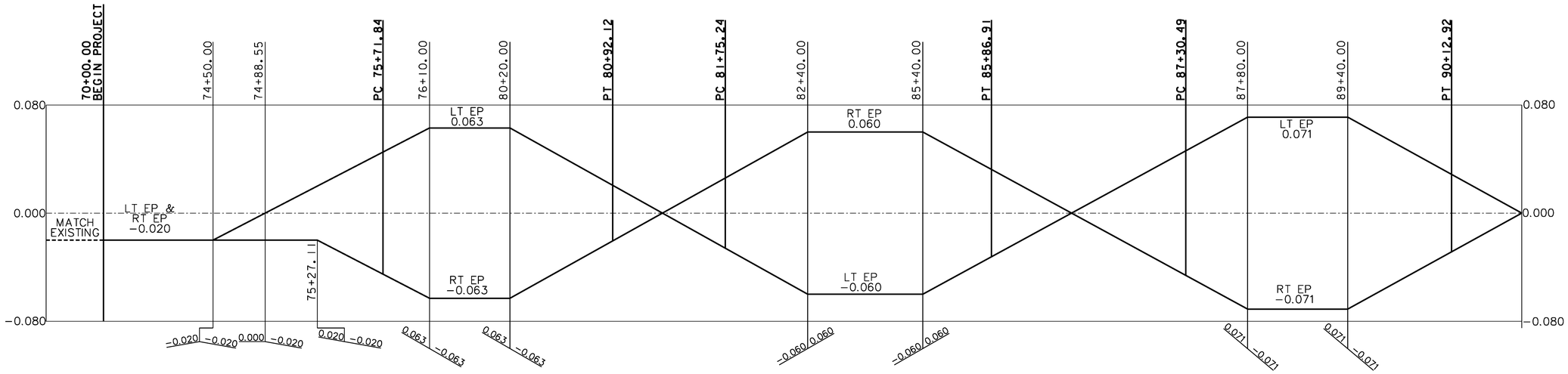
FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND VTRANS "SIGN POST DESIGN GUIDELINE."

TRAFFIC SIGN SUMMARY SHEET #2

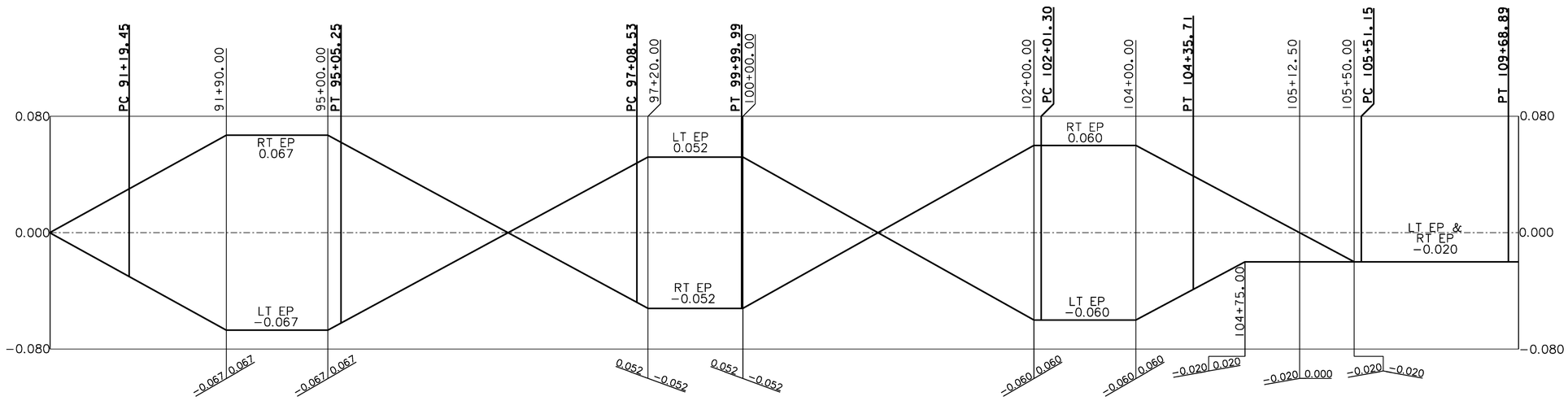
PROJECT NAME: WEATHERSFIELD
PROJECT NUMBER: STP 2913(I)

FILE NAME: z10c228s_tss.dgn
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: p10C228_68

PLOT DATE: 2/7/2013
DRAWN BY: SNG
CHECKED BY: PTS
SHEET 68 OF 234



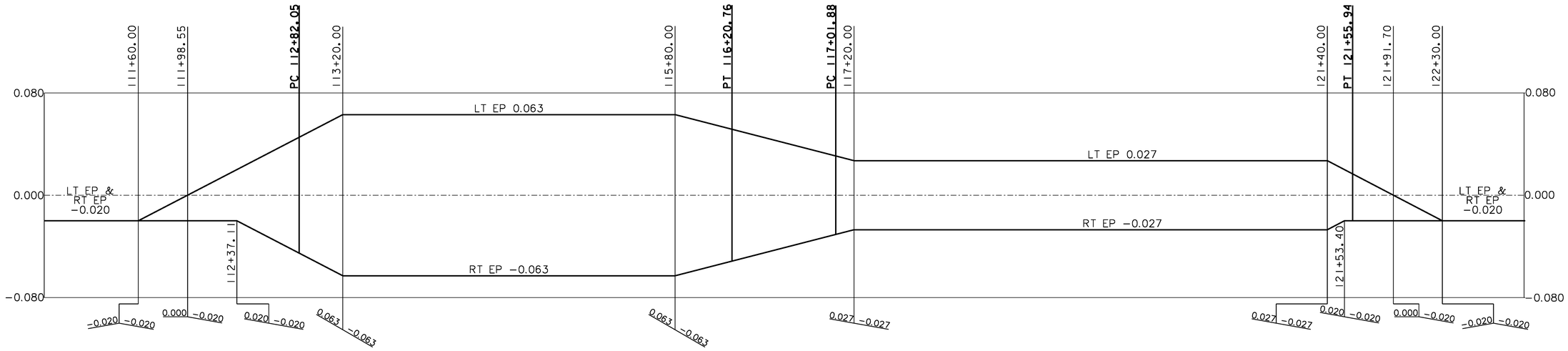
CURVE 1 – WEATHERSFIELD **CURVE 2 – WEATHERSFIELD** **CURVE 3 – WEATHERSFIELD**



CURVE 4 – WEATHERSFIELD **CURVE 5 – WEATHERSFIELD** **CURVE 6 – WEATHERSFIELD** **CURVE 7 – WEATHERSFIELD**

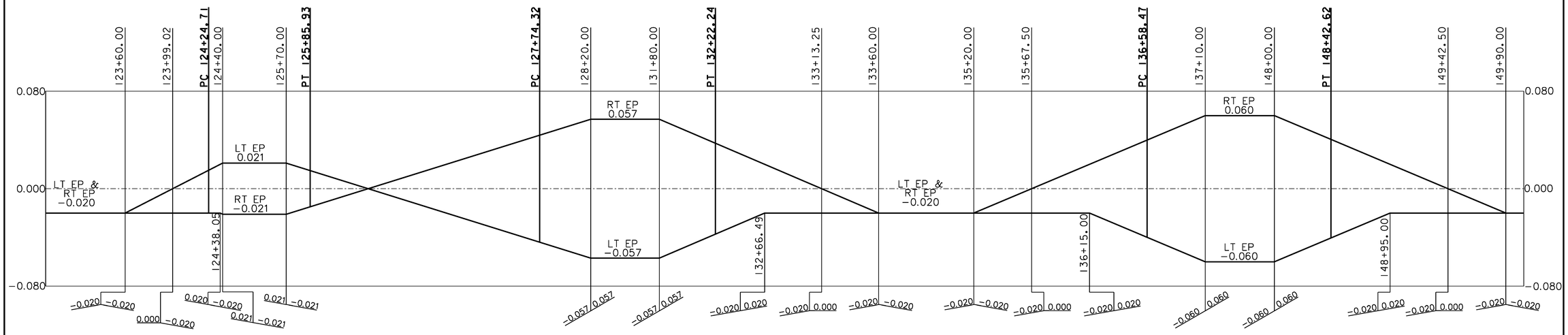
BANKING DIAGRAM 1

PROJECT NAME: WEATHERSFIELD	
PROJECT NUMBER: STP 2913(1)	
FILE NAME: 10c228.dgn	PLOT DATE: 2/7/2013
PROJECT LEADER: PTS	DRAWN BY: JLS
DESIGNED BY: NLL	CHECKED BY: PTS
IPARM FILE NAME: p10C228_69	SHEET 69 OF 234



CURVE 8 – WEATHERSFIELD

CURVE 9 – WEATHERSFIELD



CURVE 10 – WEATHERSFIELD

CURVE 11 – WEATHERSFIELD

CURVE 12 – WEATHERSFIELD

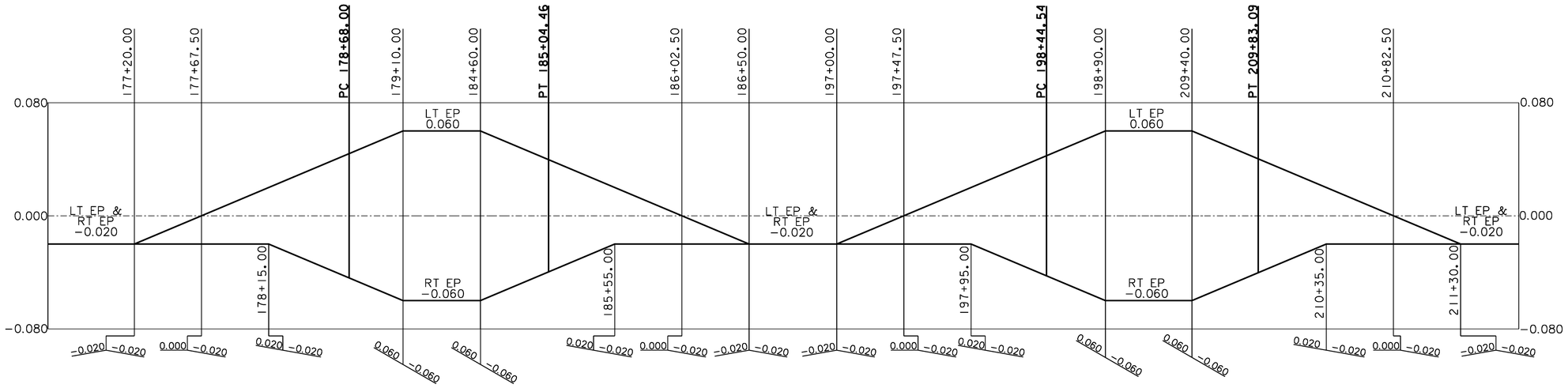
BANKING DIAGRAM 2

PROJECT NAME: WEATHERSFIELD

PROJECT NUMBER: STP 2913(1)

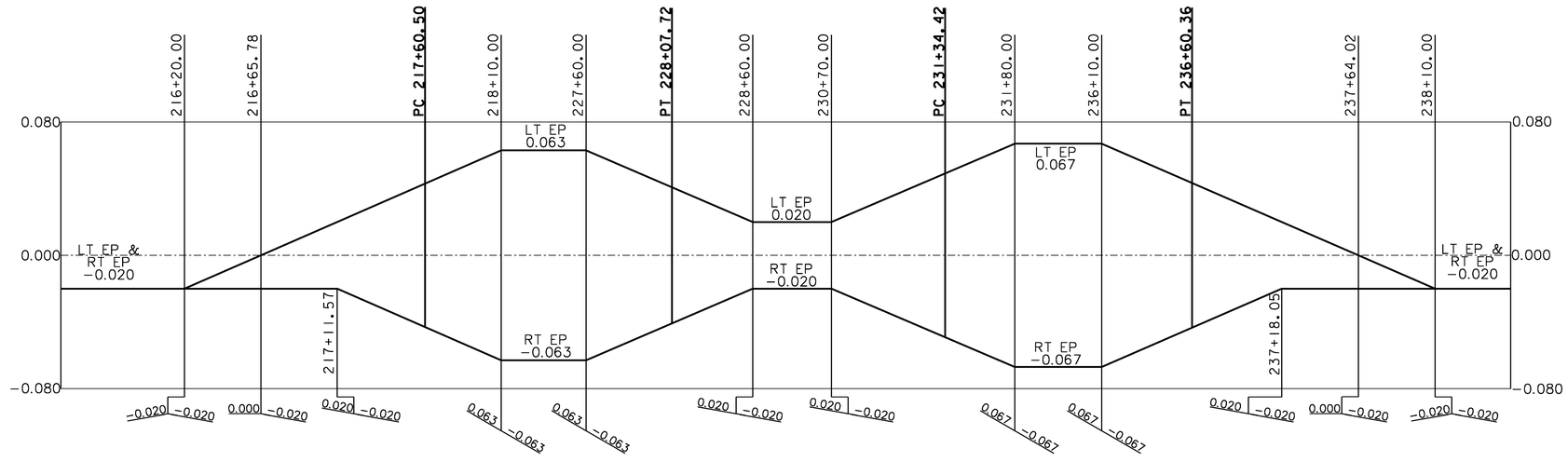
FILE NAME: 10c228.dgn
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: p10C228_70

PLOT DATE: 2/7/2013
DRAWN BY: JLS
CHECKED BY: PTS
SHEET 70 OF 234



CURVE 13 – WEATHERSFIELD

CURVE 14 – WEATHERSFIELD

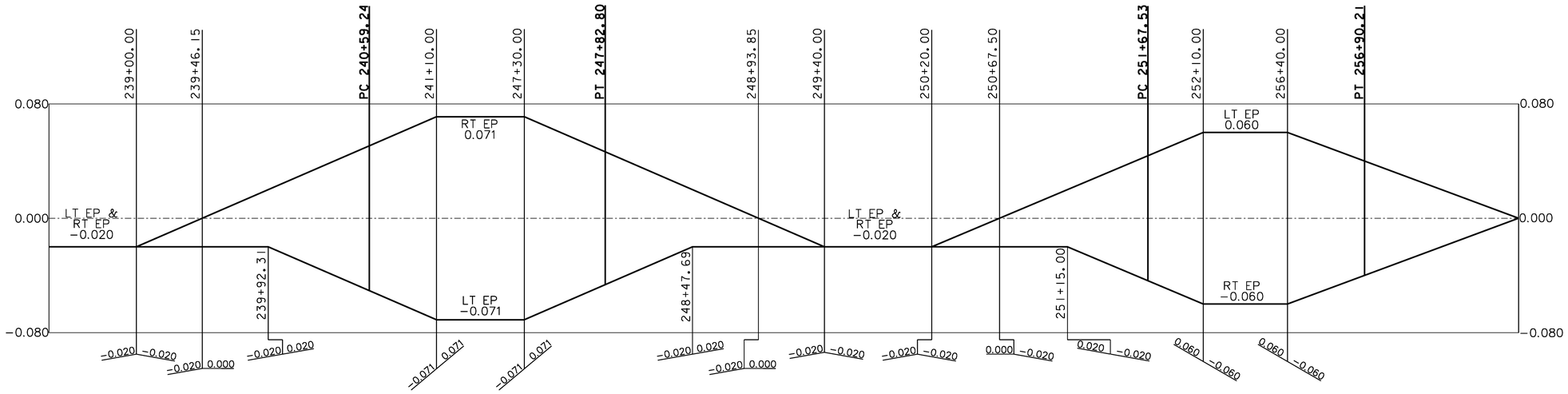


CURVE 15 – WEATHERSFIELD

CURVE 16 – WEATHERSFIELD

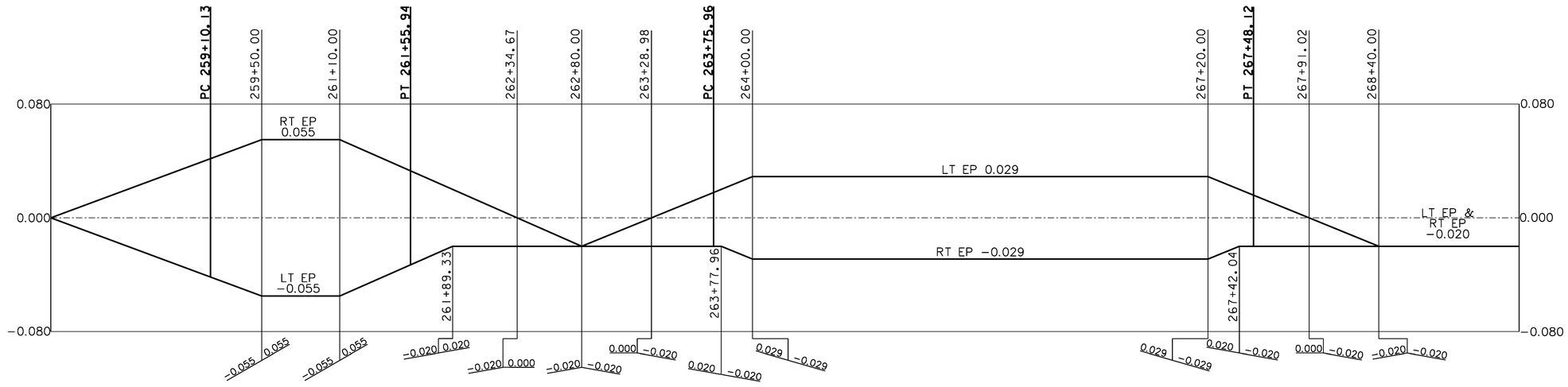
BANKING DIAGRAM 3

PROJECT NAME: WEATHERSFIELD	
PROJECT NUMBER: STP 2913(1)	
FILE NAME: 10c228.dgn	PLOT DATE: 2/7/2013
PROJECT LEADER: PTS	DRAWN BY: JLS
DESIGNED BY: NLL	CHECKED BY: PTS
IPARM FILE NAME: p10C228_71	SHEET 71 OF 234



CURVE 17 – WEATHERSFIELD

CURVE 18 – WEATHERSFIELD



CURVE 19 – WEATHERSFIELD

CURVE 20 – WEATHERSFIELD

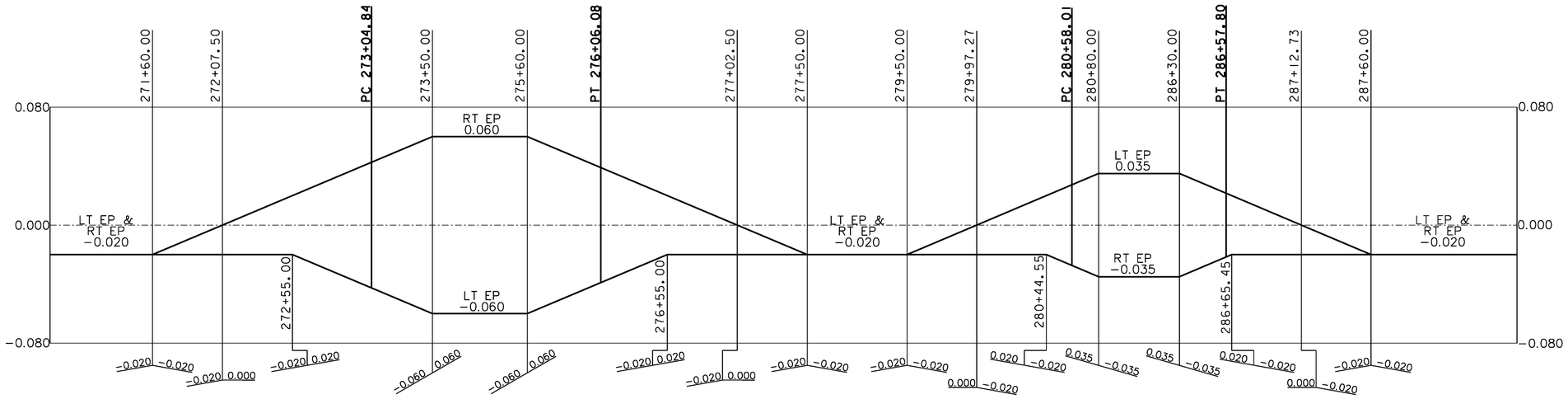
BANKING DIAGRAM 4

PROJECT NAME: WEATHERSFIELD

PROJECT NUMBER: STP 2913(1)

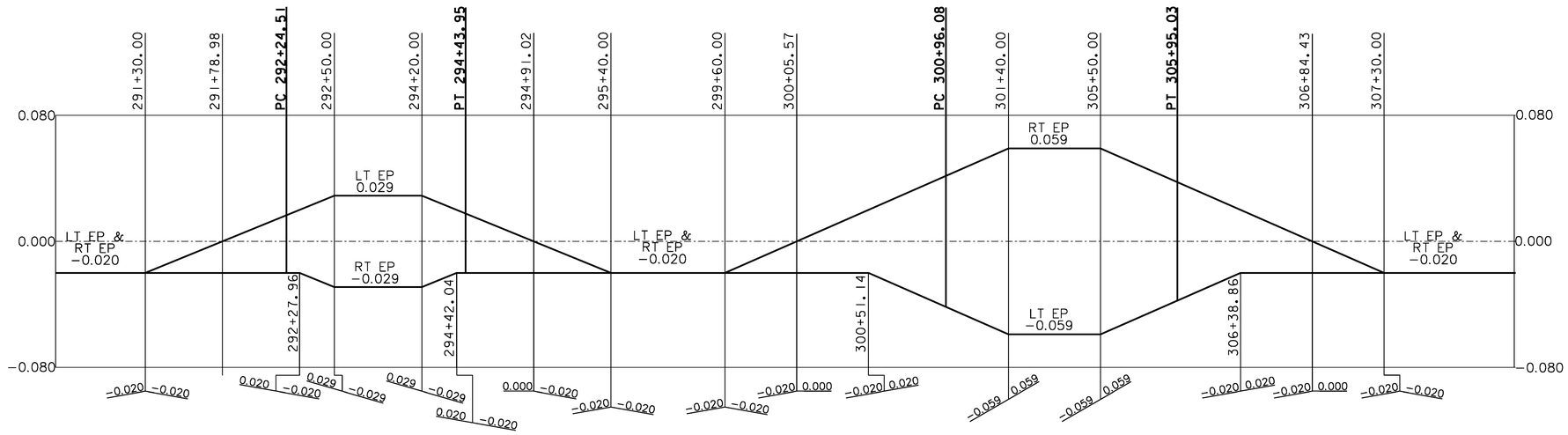
FILE NAME: 10c228.dgn
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: p10C228_72

PLOT DATE: 2/7/2013
DRAWN BY: JLS
CHECKED BY: PTS
SHEET 72 OF 234



CURVE 21 – WEATHERSFIELD

CURVE 22 – WEATHERSFIELD

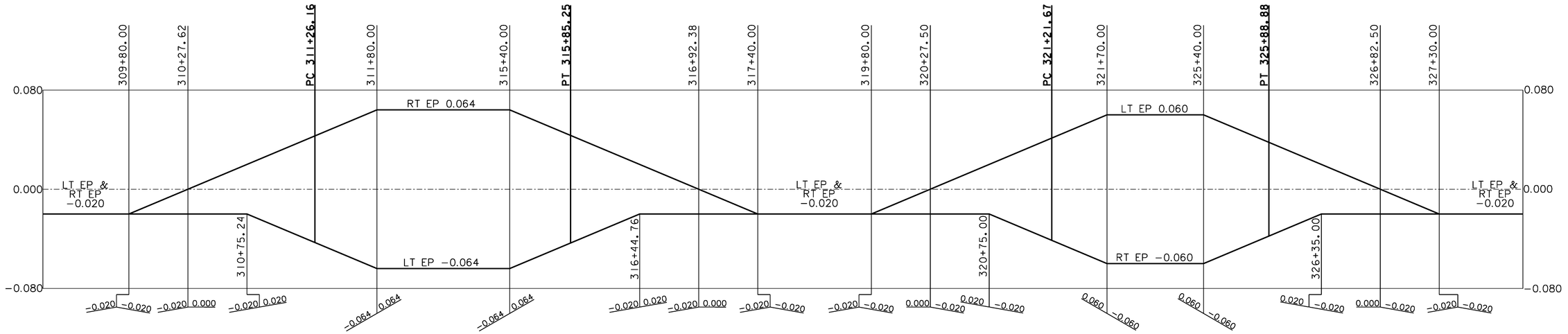


CURVE 23 – WEATHERSFIELD

CURVE 24 – WEATHERSFIELD

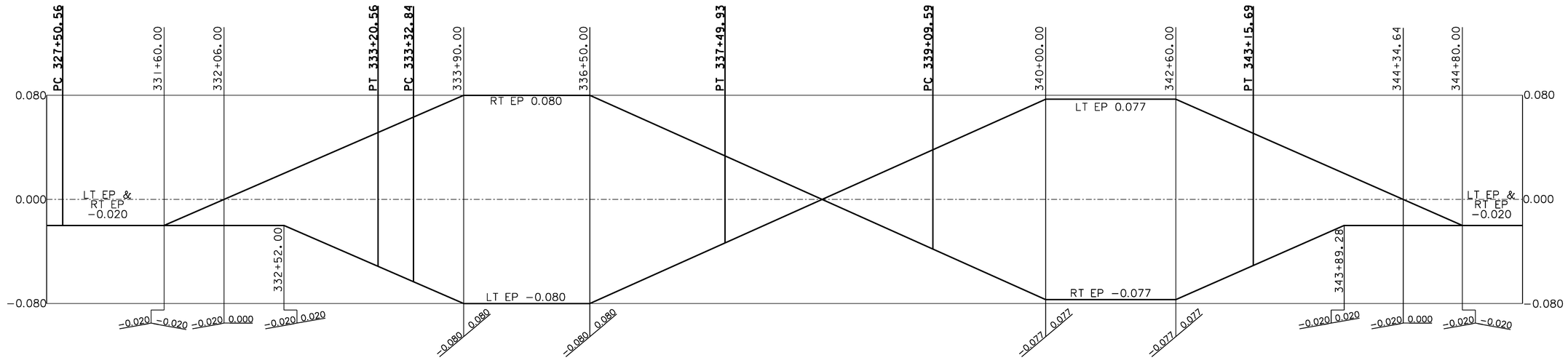
BANKING DIAGRAM 5

PROJECT NAME: WEATHERSFIELD	
PROJECT NUMBER: STP 2913(1)	
FILE NAME: 10c228.dgn	PLOT DATE: 2/7/2013
PROJECT LEADER: PTS	DRAWN BY: JLS
DESIGNED BY: NLL	CHECKED BY: PTS
IPARM FILE NAME: p10C228_73	SHEET 73 OF 234



CURVE 25 – WEATHERSFIELD

CURVE 26 – WEATHERSFIELD



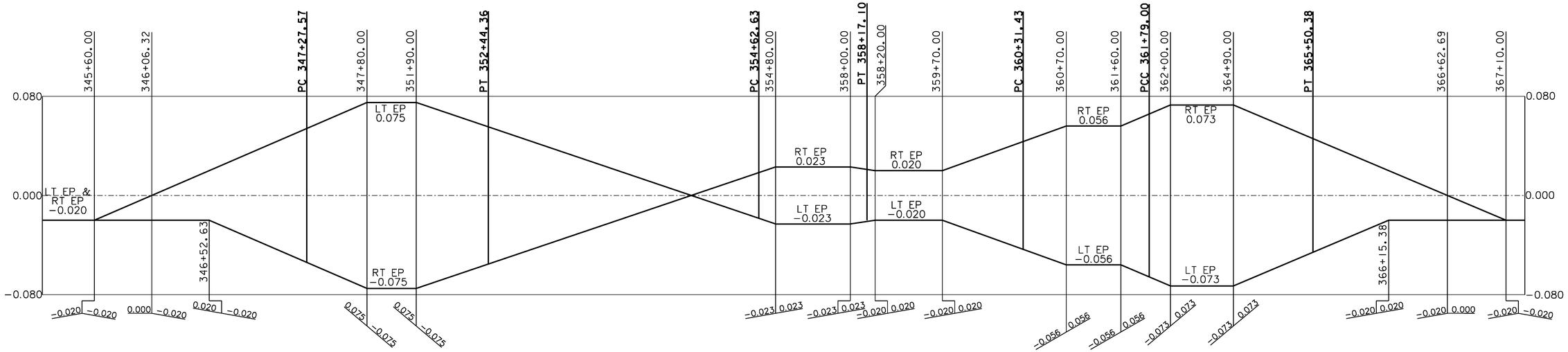
CURVE 27 – WEATHERSFIELD

CURVE 28 – WEATHERSFIELD

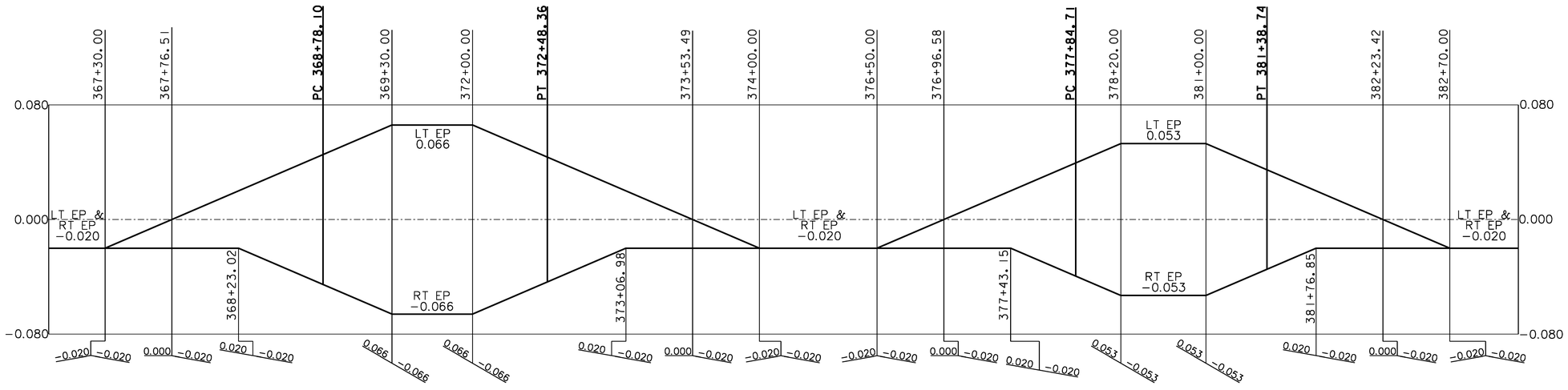
CURVE 29 – WEATHERSFIELD

BANKING DIAGRAM 6

PROJECT NAME: WEATHERSFIELD	
PROJECT NUMBER: STP 2913(1)	
FILE NAME: 10c228.dgn	PLOT DATE: 2/7/2013
PROJECT LEADER: PTS	DRAWN BY: JLS
DESIGNED BY: NLL	CHECKED BY: PTS
IPARM FILE NAME: p10C228_74	SHEET 74 OF 234



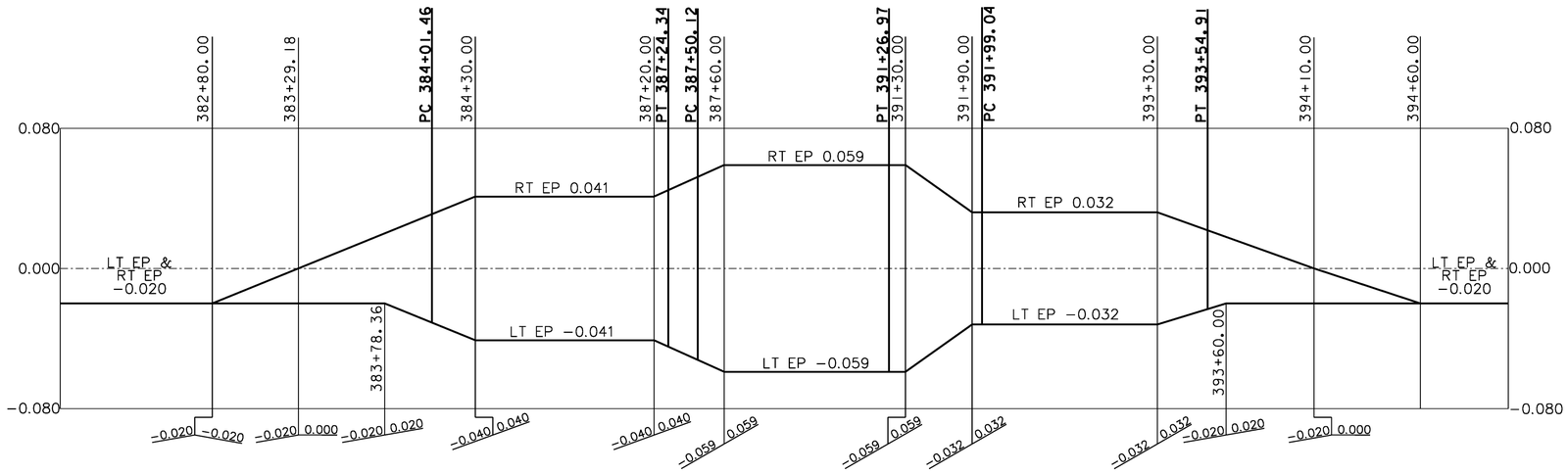
CURVE 30 – WEATHERSFIELD **CURVE 31 – WEATHERSFIELD** **CURVE 32 – WEATHERSFIELD** **CURVE 33 – WEATHERSFIELD**



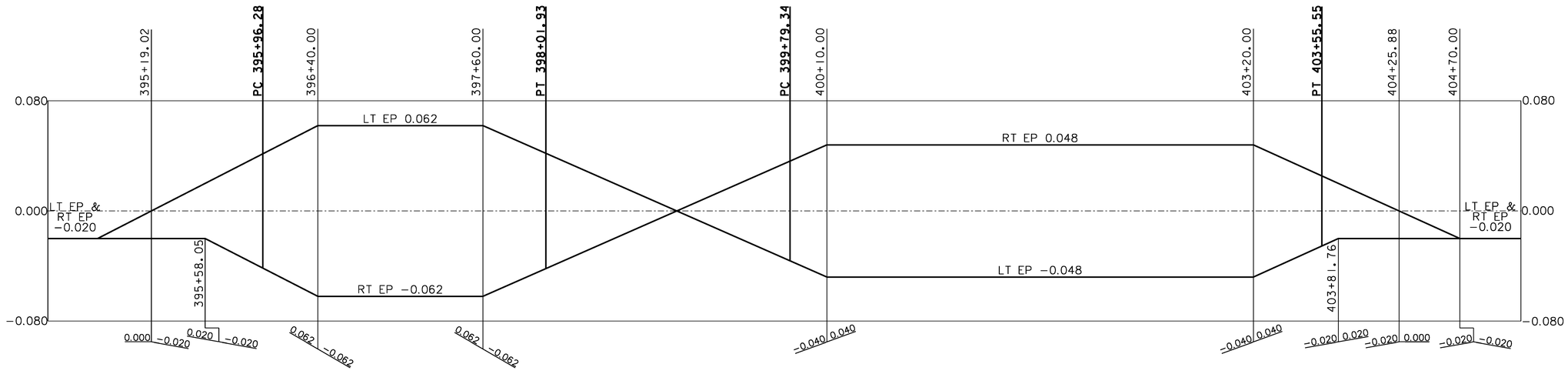
CURVE 34 – WEATHERSFIELD **CURVE 35 – WEATHERSFIELD**

BANKING DIAGRAM 7

PROJECT NAME: WEATHERSFIELD	
PROJECT NUMBER: STP 2913(1)	
FILE NAME: 10c228.dgn	PLOT DATE: 2/7/2013
PROJECT LEADER: PTS	DRAWN BY: JLS
DESIGNED BY: NLL	CHECKED BY: PTS
IPARM FILE NAME: p10C228_75	SHEET 75 OF 234



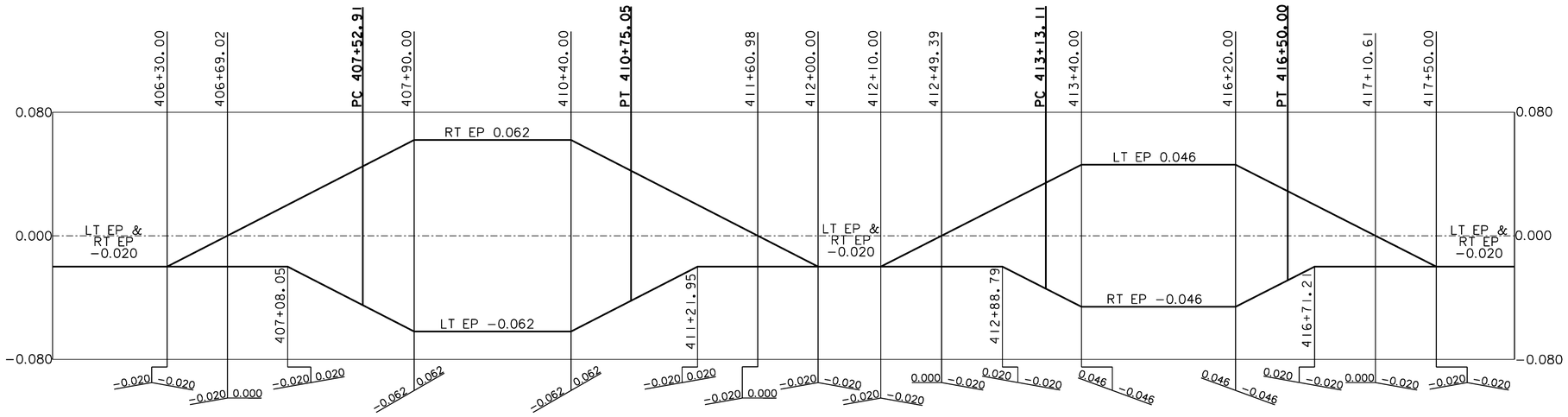
CURVE 36 – WEATHERSFIELD **CURVE 37 – WEATHERSFIELD** **CURVE 38 – WEATHERSFIELD**



CURVE 39 – WEATHERSFIELD **CURVE 40 – WEATHERSFIELD**

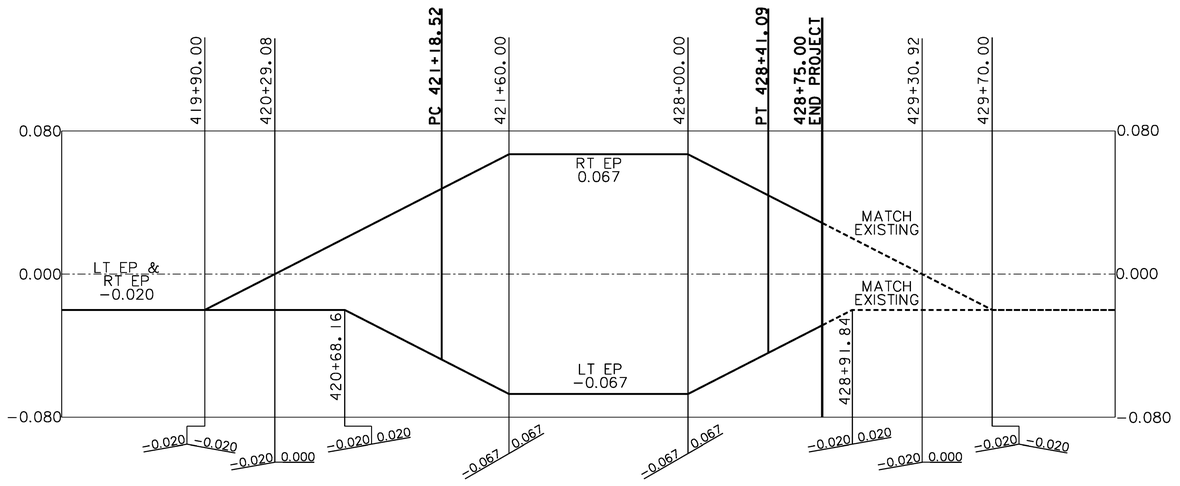
BANKING DIAGRAM 8

PROJECT NAME: WEATHERSFIELD	
PROJECT NUMBER: STP 2913(1)	
FILE NAME: 10c228.dgn	PLOT DATE: 2/7/2013
PROJECT LEADER: PTS	DRAWN BY: JLS
DESIGNED BY: NLL	CHECKED BY: PTS
IPARM FILE NAME: p10C228_76	SHEET 76 OF 234



CURVE 41 – WEATHERSFIELD

CURVE 42 – WEATHERSFIELD



CURVE 43 – WEATHERSFIELD

BANKING DIAGRAM 9

PROJECT NAME: WEATHERSFIELD	
PROJECT NUMBER: STP 2913(1)	
FILE NAME: 10c228.dgn	PLOT DATE: 2/7/2013
PROJECT LEADER: PTS	DRAWN BY: JLS
DESIGNED BY: NLL	CHECKED BY: PTS
IPARM FILE NAME: p10C228_77	SHEET 77 OF 234

VT ROUTE 131

Element	Point Type	Station	Northing	Easting	Radius	Length	Delta / Theta	Rotation Direction	Maximum Banking	Design Speed (mph)
Tangent	POB	69+80.00	328149.063	1636527.444						
	PC	75+71.84	328332.939	1637089.992						
Curve 1	PC	75+71.84	328332.939	1637089.992	650	520.29	45°51'42.31"	Right	0.063	35
	PI	78+46.82	328418.373	1637351.368						
	CC		327715.106	1637291.939						
	PT	80+92.12	328290.289	1637594.700						
Tangent	PT	80+92.12	328290.289	1637594.700						
	PC	81+75.24	328251.573	1637668.252						
Curve 2	PC	81+75.24	328251.573	1637668.252	235	411.66	100°22'06.72"	Left	0.060	35
	PI	84+57.14	328120.268	1637917.703						
	CC		328459.523	1637777.712						
	PT	85+86.91	328389.278	1638001.968						
Tangent	PT	85+86.91	328389.278	1638001.968						
	PC	87+30.49	328526.294	1638044.887						
Curve 3	PC	87+30.49	328526.294	1638044.887	500	282.44	32°21'53.49"	Right	0.071	35
	PI	88+75.58	328664.757	1638088.259						
	CC		328376.835	1638522.026						
	PT	90+12.92	328758.493	1638199.014						
Tangent	PT	90+12.92	328758.493	1638199.014						
	PC	91+19.45	328827.313	1638280.328						
Curve 4	PC	91+19.45	328827.313	1638280.328	575	385.80	38°26'33.16"	Left	0.067	35
	PI	93+19.93	328956.825	1638433.355						
	CC		329266.220	1637908.864						
	PT	95+05.25	329153.404	1638472.688						
Tangent	PT	95+05.25	329153.404	1638472.688						
	PC	97+08.53	329352.732	1638512.572						
Curve 5	PC	97+08.53	329352.732	1638512.572	920	291.46	18°09'05.50"	Right	0.052	35
	PI	98+55.49	329496.837	1638541.406						
	CC		329172.227	1639414.690						
	PT	99+99.99	329624.788	1638613.698						
Tangent	PT	99+99.99	329624.788	1638613.698						
	PC	102+01.30	329800.059	1638712.726						
Curve 6	PC	102+01.30	329800.059	1638712.726	550	234.41	24°25'09.81"	Left	0.060	35
	PI	103+20.31	329903.676	1638771.270						
	CC		330070.612	1638233.872						
	PT	104+35.71	330022.226	1638781.740						
Tangent	PT	104+35.71	330022.226	1638781.740						
	PC	105+51.15	330137.217	1638791.895						
Curve 7	PC	105+51.15	330137.217	1638791.895	800	417.74	29°55'06.25"	Right	NC	35
	PI	107+64.89	330350.137	1638810.700						
	CC		330066.838	1639588.794						
	PT	109+68.89	330525.304	1638933.196						
Tangent	PT	109+68.89	330525.304	1638933.196						
	PC	112+82.05	330781.940	1639112.664						
Curve 8	PC	112+82.05	330781.940	1639112.664	650	338.71	29°51'23.80"	Right	0.063	35
	PI	114+55.34	330923.955	1639211.976						
	CC		330409.437	1639645.337						
	PT	116+20.76	330997.681	1639368.807						
Tangent	PT	116+20.76	330997.681	1639368.807						
	PC	117+01.88	331032.190	1639442.216						
Curve 9	PC	117+01.88	331032.190	1639442.216	2200	454.06	11°49'31.58"	Right	0.027	35
	PI	119+29.72	331129.121	1639648.411						
	CC		329041.210	1640378.164						
	PT	121+55.94	331181.739	1639870.093						
Tangent	PT	121+55.94	331181.739	1639870.093						
	PC	124+24.71	331243.809	1640131.600						
Curve 10	PC	124+24.71	331243.809	1640131.600	3000	161.22	3°04'44.64"	Right	0.021	35
	PI	125+05.34	331262.430	1640210.050						
	CC		328324.906	1640824.424						
	PT	125+85.93	331276.810	1640289.386						
Tangent	PT	125+85.93	331276.810	1640289.386						
	PC	127+74.32	331310.408	1640474.753						
Curve 11	PC	127+74.32	331310.408	1640474.753	1700	447.92	15°05'46.78"	Left	0.057	50
	PI	129+99.58	331350.583	1640696.405						
	CC		332983.153	1640171.565						
	PT	132+22.24	331447.098	1640899.944						
Tangent	PT	132+22.24	331447.098	1640899.944						
	PC	136+58.47	331634.006	1641294.108						

VT ROUTE 131

Element	Point Type	Station	Northing	Easting	Radius	Length	Delta / Theta	Rotation Direction	Maximum Banking	Design Speed (mph)
Curve 12	PC	136+58.47	331634.006	1641294.108	1150	1184.15	58°59'49.58"	Left	0.060	50
	PI	143+09.07	331912.761	1641881.965						
	CC		332673.102	1640801.381						
	PT	148+42.62	332560.219	1641945.827						
Tangent	PT	148+42.62	332560.219	1641945.827						
	PC	178+68.00	335570.988	1642242.794						
Curve 13	PC	178+68.00	335570.988	1642242.794	1200	636.47	30°23'20.34"	Right	0.060	50
	PI	181+93.90	335895.323	1642274.785						
	CC		335453.197	1643436.999						
	PT	185+04.46	336158.914	1642466.451						
Tangent	PT	185+04.46	336158.914	1642466.451						
	PC	198+44.54	337242.759	1643254.550						
Curve 14	PC	198+44.54	337242.759	1643254.550	1450	1138.54	44°59'19.58"	Right	0.060	50
	PI	204+44.99	337728.392	1643607.670						
	CC		336390.018	1644427.296						
	PT	209+83.09	337822.209	1644200.738						
Tangent	PT	209+83.09	337822.209	1644200.738						
	PC	217+60.50	337943.678	1644968.606						
Curve 15	PC	217+60.50	337943.678	1644968.606	1450	1047.22	41°22'48.26"	Right	0.063	50
	PI	223+08.12	338029.241	1645509.502						
	CC		336511.486	1645195.164						
	PT	228+07.72	337735.884	1645971.920						
Tangent	PT	228+07.72	337735.884	1645971.920						
	PC	231+34.42	337560.871	1646247.793						
Curve 16	PC	231+34.42	337560.871	1646247.793	1300	525.94	23°10'48.24"	Right	0.067	50
	PI	234+01.04	337418.046	1646472.927						
	CC		336463.135	1645551.391						
	PT	236+60.36	337198.134	1646623.667						
Tangent	PT	236+60.36	337198.134	1646623.667						
	PC	240+59.24	336869.129	1646849.186						
Curve 17	PC	240+59.24	336869.129	1646849.186	1175	723.56	35°16'57.39"	Left	0.071	50
	PI	244+32.90	336560.920	1647060.450						
	CC		337533.455	1647818.358						
	PT	247+82.80	336431.353	1647410.932						
Tangent	PT	247+82.80	336431.353	1647410.932						
	PC	251+67.53	336297.950	1647771.792						
Curve 18	PC	251+67.53	336297.950	1647771.792	1200	522.68	24°57'22.23"	Right	0.060	50
	PI	254+33.08	336205.871	1648020.869						
	CC		335172.399	1647355.696						
	PT	256+90.21	336017.297	1648207.839						
Tangent	PT	256+90.21	336017.297	1648207.839						
	PC	259+10.13	335861.133	1648362.676						
Curve 19	PC	259+10.13	335861.133	1648362.676	1800	245.81	7°49'27.83"	Left	0.055	50
	PI	260+33.22	335773.719	1648449.346						
	CC		337128.479	1649640.890						
	PT	261+55.94	335698.919	1648547.110						

HORIZONTAL ALIGNMENT SHEET 1

PROJECT NAME: WEATHERSFIELD

PROJECT NUMBER: STP 2913(I)

FILE NAME: 10c228.dgn
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: p10C228_78

PLOT DATE: 2/7/2013
DRAWN BY: JLS
CHECKED BY: PTS
SHEET 78 OF 234

VT ROUTE 131

Element	Point Type	Station	Northing	Easting	Radius	Length	Delta / Theta	Rotation Direction	Maximum Banking	Design Speed (mph)
Tangent	PT	261+55.94	335698.919	1648547.110						
	PC	263+75.96	335565.221	1648721.852						
Curve 20	PC	263+75.96	335565.221	1648721.852	4000	372.16	5°19'51.02"	Right	0.029	50
	PI	265+62.17	335452.066	1648869.744						
	CC		332388.419	1646291.228						
	PT	267+48.12	335325.660	1649006.484						
Tangent	PT	267+48.12	335325.660	1649006.484						
	PC	273+04.84	334947.748	1649415.292						
Curve 21	PC	273+04.84	334947.748	1649415.292	1550	301.24	11°08'06.85"	Left	0.060	50
	PI	274+55.94	334845.183	1649526.242						
	CC		336085.929	1650467.454						
	PT	276+06.08	334765.976	1649654.911						
Tangent	PT	276+06.08	334765.976	1649654.911						
	PC	280+58.01	334529.067	1650039.763						
Curve 22	PC	280+58.01	334529.067	1650039.763	3200	599.79	10°44'21.30"	Right	0.035	50
	PI	283+58.79	334371.394	1650295.900						
	CC		331804.004	1648362.256						
	PT	286+57.80	334168.753	1650518.170						
Tangent	PT	286+57.80	334168.753	1650518.170						
	PC	292+24.51	333786.946	1650936.961						
Curve 23	PC	292+24.51	333786.946	1650936.961	4000	219.43	3°08'35.31"	Right	0.029	50
	PI	293+34.26	333713.009	1651018.060						
	CC		330831.010	1648242.069						
	PT	294+43.95	333634.736	1651094.983						
Tangent	PT	294+43.95	333634.736	1651094.983						
	PC	300+96.08	333169.614	1651552.087						
Curve 24	PC	300+96.08	333169.614	1651552.087	1600	498.94	17°52'01.62"	Left	0.059	50
	PI	303+47.60	332990.227	1651728.380						
	CC		334291.104	1652693.252						
	PT	305+95.03	332873.581	1651951.209						
Tangent	PT	305+95.03	332873.581	1651951.209						
	PC	311+26.16	332627.253	1652421.770						
Curve 25	PC	311+26.16	332627.253	1652421.770	1400	459.09	18°47'18.88"	Left	0.064	50
	PI	313+57.79	332519.830	1652626.979						
	CC		333867.586	1653071.057						
	PT	315+85.25	332484.225	1652855.851						
Tangent	PT	315+85.25	332484.225	1652855.851						
	PC	321+21.67	332401.767	1653385.896						
Curve 26	PC	321+21.67	332401.767	1653385.896	1050	467.20	25°29'38.72"	Right	0.060	50
	PI	323+59.21	332365.254	1653620.607						
	CC		331364.247	1653224.491						
	PT	325+88.88	332231.272	1653816.748						
Tangent	PT	325+88.88	332231.272	1653816.748						
	PC	327+50.56	332140.073	1653950.257						
Curve 27	PC	327+50.56	332140.073	1653950.257	6000	569.99	5°26'34.90"	Left	NC	50
	PI	330+35.77	331979.199	1654185.766						
	CC		337094.502	1657334.578						
	PT	333+20.56	331841.390	1654435.474						
Tangent	PT	333+20.56	331841.390	1654435.474						
	PC	333+32.84	331835.453	1654446.230						
Curve 28	PC	333+32.84	331835.453	1654446.230	750	417.09	31°51'47.56"	Left	0.080	50
	PI	335+46.93	331732.008	1654633.671						
	CC		332492.092	1654808.619						
	PT	337+49.93	331743.099	1654847.474						
Tangent	PT	337+49.93	331743.099	1654847.474						
	PC	339+09.59	331751.371	1655006.918						
Curve 29	PC	339+09.59	331751.371	1655006.918	950	406.10	24°29'32.42"	Right	0.077	50
	PI	341+15.79	331762.053	1655212.840						
	CC		330802.646	1655056.135						
	PT	343+15.69	331686.405	1655404.661						
Tangent	PT	343+15.69	331686.405	1655404.661						
	PC	347+27.57	331535.297	1655787.825						
Curve 30	PC	347+27.57	331535.297	1655787.825	1010	516.79	29°18'59.58"	Right	0.075	50
	PI	349+91.75	331438.377	1656033.587						
	CC		330595.722	1655417.287						
	PT	352+44.36	331233.536	1656200.418						
Tangent	PT	352+44.36	331233.536	1656200.418						
	PC	354+62.63	331064.291	1656338.257						

VT ROUTE 131

Element	Point Type	Station	Northing	Easting	Radius	Length	Delta / Theta	Rotation Direction	Maximum Banking	Design Speed (mph)
Curve 31	PC	354+62.63	331064.291	1656338.257	3400	354.46	5°58'23.96"	Left	0.023	50
	PI	356+40.02	330926.745	1656450.281						
	CC		333211.386	1658974.540						
	PT	358+17.10	330801.603	1656576.009						
Tangent	PT	358+17.10	330801.603	1656576.009						
	PC	360+31.43	330650.402	1656727.920						
Curve 32	PC	360+31.43	330650.402	1656727.920	1100	147.57	7°41'11.48"	Left	0.056	50
	PI	361+05.33	330598.272	1656780.295						
	CC		331430.037	1657503.915						
	PCC	361+79.00	330553.615	1656839.171						
Curve 33	PCC	361+79.00	330553.615	1656839.171	675	371.38	31°31'25.45"	Left	0.073	50
	PI	363+69.52	330438.481	1656990.968						
	CC		331091.420	1657247.082						
	PT	365+50.38	330419.705	1657180.561						
Tangent	PT	365+50.38	330419.705	1657180.561						
	PC	368+78.10	330387.409	1657506.688						
Curve 34	PC	368+78.10	330387.409	1657506.688	800	370.25	26°31'02.70"	Right	0.066	50
	PI	370+66.61	330368.832	1657694.274						
	CC		329591.303	1657427.848						
	PT	372+48.36	330268.458	1657853.831						
Tangent	PT	372+48.36	330268.458	1657853.831						
	PC	377+84.71	329982.862	1658307.822						
Curve 35	PC	377+84.71	329982.862	1658307.822	1900	354.03	10°40'33.57"	Right	0.053	50
	PI	379+62.23	329888.332	1658458.090						
	CC		328374.620	1657296.113						
	PT	381+38.74	329767.601	1658588.244						
Tangent	PT	381+38.74	329767.601	1658588.244						
	PC	384+01.46	329588.930	1658780.860						
Curve 36	PC	384+01.46	329588.930	1658780.860	2600	322.88	7°06'55.25"	Left	0.041	50
	PI	385+63.11	329478.996	1658899.374						
	CC		331495.114	1660549.041						
	PT	387+24.34	329384.590	1659030.591						
Tangent	PT	387+24.34	329384.590	1659030.591						
	PC	387+50.12	329369.534	1659051.518						
Curve 37	PC	387+50.12	329369.534	1659051.518	1600	376.85	13°29'41.85"	Left	0.059	50
	PI	389+39.43	329258.978	1659205.181						
	CC		330668.318	1659985.948						
	PT	391+26.97	329187.334	1659380.401						
Tangent	PT	391+26.97	329187.334	1659380.401						
	PC	391+99.04	329160.061	1659447.102						
Curve 38	PC	391+99.04	329160.061	1659447.102	1850	155.87	4°49'38.70"	Left	0.032	50
	PI	392+77.02	329130.548	1659519.282						
	CC		330872.449	1660147.266						
	PT	393+54.91	329107.214	1659593.691						
Tangent	PT	393+54.91	329107.214	1659593.691						
	PC	395+96.28	329034.988	1659824.003						

HORIZONTAL ALIGNMENT SHEET 2

PROJECT NAME: WEATHERSFIELD

PROJECT NUMBER: STP 2913(I)

FILE NAME: I0c228.dgn
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: pI0C228_79

PLOT DATE: 2/7/2013
DRAWN BY: JLS
CHECKED BY: PTS
SHEET 79 OF 234

VT ROUTE 131

Element	Point Type	Station	Northing	Easting	Radius	Length	Delta / Theta	Rotation Direction	Maximum Banking	Design Speed (mph)
Curve 39	PC	395+96.28	329034.988	1659824.003	900	205.65	13°05'31.03"	Right	0.062	40
	PI	396+99.55	329004.086	1659922.545						
	CC		328176.225	1659554.697						
	PT	398+01.93	328951.665	1660011.526						
Tangent	PT	398+01.93	328951.665	1660011.526						
	PC	399+79.34	328861.609	1660164.390						
Curve 40	PC	399+79.34	328861.609	1660164.390	1400	376.20	15°23'46.84"	Left	0.048	40
	PI	401+68.59	328765.552	1660327.441						
	CC		330067.849	1660875.013						
	PT	403+55.55	328716.232	1660510.143						
Tangent	PT	403+55.55	328716.232	1660510.143						
	PC	407+52.91	328612.670	1660893.775						
Curve 41	PC	407+52.91	328612.670	1660893.775	900	322.14	20°30'29.38"	Left	0.062	40
	PI	409+15.73	328570.237	1661050.961						
	CC		329481.567	1661128.335						
	PT	410+75.05	328585.563	1661213.051						
Tangent	PT	410+75.05	328585.563	1661213.051						
	PC	413+13.11	328607.971	1661450.048						
Curve 42	PC	413+13.11	328607.971	1661450.048	1450	336.89	13°18'42.83"	Right	0.046	40
	PI	414+82.31	328623.898	1661618.502						
	CC		327164.409	1661586.536						
	PT	416+50.00	328600.610	1661786.098						
Tangent	PT	416+50.00	328600.610	1661786.098						
	PC	421+18.52	328536.128	1662250.162						
Curve 43	PC	421+18.52	328536.128	1662250.162	780	722.57	53°04'37.82"	Left	0.067	40
	PI	425+08.07	328482.514	1662636.005						
	CC		329308.705	1662357.513						
	PT	428+41.09	328758.767	1662910.657						
Tangent	PT	428+41.09	328758.767	1662910.657						
	PC	439+74.48	329562.519	1663709.751						

TOWN HIGHWAY 94

Element	Point Type	Station	Northing	Easting	Radius	Length	Delta / Theta	Rotation Direction	Maximum Banking	Design Speed (mph)
Tangent	PT	10+00.00	329368.857	1638515.949						
	PC	10+15.56	329365.525	1638531.151						
Curve 1	PC	10+15.56	329365.525	1638531.151	15	16.67	63°39'39.56"	Left	NC	
	PI	10+24.87	329363.531	1638540.247						
	CC		329380.177	1638534.363						
	PT	10+32.23	329370.797	1638546.069						
Tangent	PT	10+32.23	329370.797	1638546.069						
	PC	11+01.20	329424.618	1638589.191						

TOWN HIGHWAY 94

Element	Point Type	Station	Northing	Easting	Radius	Length	Delta / Theta	Rotation Direction	Maximum Banking	Design Speed (mph)
Tangent	PT	20+00.00	330055.390	1638784.669						
	PT	20+12.76	330054.268	1638797.377						
Curve 1	PT	20+12.76	330054.268	1638797.377	20	29.25	83°46'57.59"	Left	NC	
	CC		330034.345	1638795.617						
	PI	20+30.70	330052.690	1638815.247						
	PC	20+42.00	330034.754	1638815.613						
Tangent	PC	20+42.00	330034.754	1638815.613						
	PT	21+03.12	329973.650	1638816.862						

TOWN HIGHWAY 4

Element	Point Type	Station	Northing	Easting	Radius	Length	Delta / Theta	Rotation Direction	Maximum Banking	Design Speed (mph)
Tangent	PT	30+00.00	336073.284	1642409.628						
	PC	30+63.04	336040.707	1642463.602						
Curve 1	PC	30+63.04	336040.707	1642463.602	225	128.83	32°48'23.65"	Right	NC	
	PI	31+29.28	336006.481	1642520.308						
	CC		335848.075	1642347.335						
	PT	31+91.87	335946.990	1642549.427						
Tangent	PT	31+91.87	335946.990	1642549.427						
	POT	32+36.56	335906.851	1642569.073						

TOWN HIGHWAY 65

Element	Point Type	Station	Northing	Easting	Radius	Length	Delta / Theta	Rotation Direction	Maximum Banking	Design Speed (mph)
Tangent	PT	40+00.00	337311.128	1643307.449						
	PC	40+11.79	337318.618	1643298.343						
Curve 1	PC	40+11.79	337318.618	1643298.343	60	69.76	66°37'08.88"	Right	NC	
	PI	40+51.22	337343.664	1643267.893						
	CC		337364.956	1643336.458						
	PT	40+81.55	337381.552	1643278.799						
Tangent	PT	40+81.55	337381.552	1643278.799						
	PC	40+89.67	337389.350	1643281.043						

TOWN HIGHWAY 79

Element	Point Type	Station	Northing	Easting	Radius	Length	Delta / Theta	Rotation Direction	Maximum Banking	Design Speed (mph)
Tangent	PT	50+00.00	335492.325	1648814.275						
	PC	50+14.59	335503.651	1648823.481						
Curve 1	PC	50+14.59	335503.651	1648823.481	50	18.59	21°18'20.95"	Left	NC	
	PI	50+24.00	335510.949	1648829.413						
	CC		335535.189	1648784.682						
	PT	50+33.19	335519.904	1648832.288						
Tangent	PT	50+33.19	335519.904	1648832.288						
	POT	52+31.81	335709.017	1648893.008						

TOWN HIGHWAY 102

Element	Point Type	Station	Northing	Easting	Radius	Length	Delta / Theta	Rotation Direction	Maximum Banking	Design Speed (mph)
Tangent	PT	60+00.00	329140.512	1659496.962						
	PI	60+14.00	329127.405	1659492.041						
Tangent	PI	60+14.00	329127.405	1659492.041						
	POT	60+82.38	329066.131	1659461.699						

HORIZONTAL ALIGNMENT SHEET 3

PROJECT NAME: WEATHERSFIELD

PROJECT NUMBER: STP 2913(I)

FILE NAME: I0c228.dgn
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: pI0C228_80

PLOT DATE: 2/7/2013
DRAWN BY: JLS
CHECKED BY: PTS
SHEET 80 OF 234

Element	Type	Station	Elevation	Length	Entrance Grade	Exit Grade	K	Middle Ordinate	SSD/HSD
Linear	POB	69+83.43	613.71	162	-0.47%				
	POVT	70+00.00	613.63						
	POVT	70+50.00	613.40						
	POVT	71+00.00	613.17						
	PVC	71+45.00	612.96						
Symmetrical Parabola	PVC	71+45.00	612.96	150	-0.47%	3.41%	39	0.73	
	POVC	71+50.00	612.94						
	VLOW	71+63.03	612.91						
	POVC	72+00.00	613.09						
	PVI	72+20.00	612.61						
	POVC	72+50.00	613.89						
	PVT	72+95.00	615.16						
Linear	PVT	72+95.00	615.16	65	3.41%				
	POVT	73+00.00	615.33						
	POVT	73+50.00	617.04						
	PVC	73+60.00	617.38						
Symmetrical Parabola	PVC	73+60.00	617.38	200	3.41%	-0.79%	48	-1.05	357
	POVC	74+00.00	618.57						
	POVC	74+50.00	619.59						
	PVI	74+60.00	620.78						
	POVC	75+00.00	620.09						
	VHIGH	75+22.32	620.14						
	POVC	75+50.00	620.06						
	PVT	75+60.00	619.99						
Linear	PVT	75+60.00	619.99	455	-0.79%				
	POVT	76+00.00	619.68						
	POVT	76+50.00	619.28						
	POVT	77+00.00	618.89						
	POVT	77+50.00	618.49						
	POVT	78+00.00	618.09						
	POVT	78+50.00	617.70						
	POVT	79+00.00	617.30						
	POVT	79+50.00	616.91						
	POVT	80+00.00	616.51						
	PVC	80+15.00	616.39						
Symmetrical Parabola	PVC	80+15.00	616.39	300	-0.79%	-5.38%	65	-1.72	385
	POVC	80+50.00	616.02						
	POVC	81+00.00	615.17						
	POVC	81+50.00	613.93						
	PVI	81+65.00	615.21						
	POVC	82+00.00	612.31						
	POVC	82+50.00	610.31						
	POVC	83+00.00	607.93						
	PVT	83+15.00	607.14						
Linear	PVT	83+15.00	607.14	245	-5.38%				
	POVT	83+50.00	605.26						
	POVT	84+00.00	602.57						
	POVT	84+50.00	599.88						
	POVT	85+00.00	597.19						
	POVT	85+50.00	594.50						
	PVC	85+60.00	593.96						
Symmetrical Parabola	PVC	85+60.00	593.96	200	-5.38%	1.59%	29	1.74	
	POVC	86+00.00	592.09						
	POVC	86+50.00	590.53						
	PVI	86+60.00	588.58						
	POVC	87+00.00	589.84						
	VLOW	87+14.31	589.81						
	POVC	87+50.00	590.03						
	PVT	87+60.00	590.17						
Linear	PVT	87+60.00	590.17	190	1.59%				
	POVT	88+00.00	590.81						
	POVT	88+50.00	591.61						
	POVT	89+00.00	592.40						
	PVC	89+50.00	593.20						
Symmetrical Parabola	PVC	89+50.00	593.20	250	1.59%	-2.54%	60	-1.29	386
	POVC	90+00.00	593.79						
	VHIGH	90+46.31	593.97						
	POVC	90+50.00	593.96						
	PVI	90+75.00	595.19						
	POVC	91+00.00	593.73						
	POVC	91+50.00	593.08						
	PVT	92+00.00	592.01						
Linear	PVT	92+00.00	592.01	60	-2.54%				
	POVT	92+50.00	590.74						
	PVC	92+60.00	590.49						

Element	Type	Station	Elevation	Length	Entrance Grade	Exit Grade	K	Middle Ordinate	SSD/HSD
Symmetrical Parabola	PVC	92+60.00	590.49	180	-2.54%	0.94%	52	0.78	
	POVC	93+00.00	589.63						
	PVI	93+50.00	588.20						
	VLOW	93+91.55	588.82						
	POVC	94+00.00	588.82						
	PVT	94+40.00	589.04						
Linear	PVT	94+40.00	589.04	430	0.94%				
	POVT	94+50.00	589.14						
	POVT	95+00.00	589.60						
	POVT	95+50.00	590.07						
	POVT	96+00.00	590.54						
	POVT	96+50.00	591.01						
	POVT	97+00.00	591.48						
	POVT	97+50.00	591.94						
	POVT	98+00.00	592.41						
	POVT	98+50.00	592.88						
	PVC	98+70.00	593.07						
Symmetrical Parabola	PVC	98+70.00	593.07	300	0.94%	-1.02%	154	-0.73	703
	POVC	99+00.00	593.32						
	POVC	99+50.00	593.61						
	POVC	100+00.00	593.74						
	VHIGH	100+13.91	593.74						
	PVI	100+20.00	594.47						
	POVC	100+50.00	593.70						
	POVC	101+00.00	593.50						
	POVC	101+50.00	593.14						
	PVT	101+70.00	592.95						
Linear	PVT	101+70.00	592.95	210	-1.02%				
	POVT	102+00.00	592.64						
	POVT	102+50.00	592.14						
	POVT	103+00.00	591.63						
	POVT	103+50.00	591.12						
	PVC	103+80.00	590.82						
Symmetrical Parabola	PVC	103+80.00	590.82	200	-1.02%	3.83%	41	1.21	
	POVC	104+00.00	590.66						
	VLOW	104+21.93	590.60						
	POVC	104+50.00	590.70						
	PVI	104+80.00	589.80						
	POVC	105+00.00	591.34						
	POVC	105+50.00	592.59						
	PVT	105+80.00	593.63						
Linear	PVT	105+80.00	593.63	40	3.83%				
	POVT	106+00.00	594.39						
	PVC	106+20.00	595.16						
Symmetrical Parabola	PVC	106+20.00	595.16	120	3.83%	1.00%	42	-0.42	442
	POVC	106+50.00	596.20						
	PVI	106+80.00	597.46						
	POVC	107+00.00	597.47						
	PVT	107+40.00	598.06						
Linear	PVT	107+40.00	598.06	65	1.00%				
	POVT	107+50.00	598.16						
	POVT	108+00.00	598.66						
	PVC	108+05.00	598.71						
Symmetrical Parabola	PVC	108+05.00	598.71	80	1.00%	-0.38%	58	-0.14	818
	PVI	108+45.00	599.11						
	POVC	108+50.00	598.98						
	VHIGH	108+62.78	599.00						
	PVT	108+85.00	598.95						
Linear	PVT	108+85.00	598.95	155	-0.38%				
	POVT	109+00.00	598.90						
	POVT	109+50.00	598.70						
	POVT	110+00.00	598.51						
	PVC	110+40.00	598.36						

VERTICAL ALIGNMENT SHEET 1

PROJECT NAME: WEATHERSFIELD

PROJECT NUMBER: STP 2913(I)

FILE NAME: I0c228.dgn
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: pI0C228_8I

PLOT DATE: 2/7/2013
DRAWN BY: JLS
CHECKED BY: PTS
SHEET 8I OF 234

Element	Type	Station	Elevation	Length	Entrance Grade	Exit Grade	K	Middle Ordinate	SSD/HSD
Symmetrical Parabola	PVC	110+40.00	598.36	130	-0.38%	0.97%	96	0.22	
	POVC	110+50.00	598.32						
	VLOW	110+76.89	598.29						
	POVC	111+00.00	598.31						
	PVI	111+05.00	598.11						
	POVC	111+50.00	598.57						
	PVT	111+70.00	598.74						
Linear	PVT	111+70.00	598.74	35	0.97%				
	POVT	112+00.00	599.03						
	PVC	112+05.00	599.08						
Symmetrical Parabola	PVC	112+05.00	599.08	250	0.97%	0.16%	309	-0.25	1457
	POVC	112+50.00	599.48						
	POVC	113+00.00	599.86						
	PVI	113+30.00	600.29						
	POVC	113+50.00	600.15						
	POVC	114+00.00	600.36						
	POVC	114+50.00	600.49						
	PVT	114+55.00	600.50						
Linear	PVT	114+55.00	600.50	370	0.16%				
	POVT	115+00.00	600.57						
	POVT	115+50.00	600.65						
	POVT	116+00.00	600.73						
	POVT	116+50.00	600.81						
	POVT	117+00.00	600.89						
	POVT	117+50.00	600.97						
	POVT	118+00.00	601.06						
	PVC	118+25.00	601.10						
Symmetrical Parabola	PVC	118+25.00	601.10	170	0.16%	3.91%	45	0.80	
	POVC	118+50.00	601.20						
	POVC	119+00.00	601.84						
	PVI	119+10.00	601.23						
	POVC	119+50.00	603.02						
	PVCC	119+95.00	604.56						
Symmetrical Parabola	PVCC	119+95.00	604.56	130	3.91%	4.63%	181	0.12	
	POVC	120+00.00	604.75						
	POVC	120+50.00	606.79						
	PVI	120+60.00	607.10						
	POVC	121+00.00	608.97						
	PVRC	121+25.00	610.11						
Symmetrical Parabola	PVRC	121+25.00	610.11	250	4.63%	-0.21%	52	-1.51	348
	POVC	121+50.00	611.21						
	POVC	122+00.00	613.04						
	PVI	122+50.00	615.90						
	POVC	123+00.00	615.25						
	POVC	123+50.00	615.62						
	VHIGH	123+64.10	615.64						
	PVT	123+75.00	615.63						
Linear	PVT	123+75.00	615.63	115	-0.21%				
	POVT	124+00.00	615.58						
	POVT	124+50.00	615.47						
	PVC	124+90.00	615.39						
Symmetrical Parabola	PVC	124+90.00	615.39	100	-0.21%	0.69%	111	0.11	
	POVC	125+00.00	615.37						
	VLOW	125+13.35	615.36						
	PVI	125+40.00	615.28						
	POVC	125+50.00	615.42						
	PVCC	125+90.00	615.63						
Symmetrical Parabola	PVCC	125+90.00	615.63	80	0.69%	2.66%	41	0.20	
	POVC	126+00.00	615.71						
	PVI	126+30.00	615.91						
	POVC	126+50.00	616.49						
	PVRC	126+70.00	616.97						
Symmetrical Parabola	PVRC	126+70.00	616.97	250	2.66%	1.09%	160	-0.49	814
	POVC	127+00.00	617.74						
	POVC	127+50.00	618.89						
	PVI	127+95.00	620.29						
	POVC	128+00.00	619.89						
	POVC	128+50.00	620.74						
	POVC	129+00.00	621.42						
	PVT	129+20.00	621.65						
Linear	PVT	129+20.00	621.65	35	1.09%				
	POVT	129+50.00	621.98						
	PVC	129+55.00	622.04						

Element	Type	Station	Elevation	Length	Entrance Grade	Exit Grade	K	Middle Ordinate	SSD/HSD
Symmetrical Parabola	PVC	129+55.00	622.04	250	1.09%	0.30%	317	-0.25	1494
	POVC	130+00.00	622.50						
	POVC	130+50.00	622.93						
	PVI	130+80.00	623.40						
	POVC	131+00.00	623.29						
	POVC	131+50.00	623.56						
	POVC	132+00.00	623.76						
	PVT	132+05.00	623.78						
Linear	PVT	132+05.00	623.78	205	0.30%				
	POVT	132+50.00	623.91						
	POVT	133+00.00	624.07						
	POVT	133+50.00	624.22						
	POVT	134+00.00	624.37						
	PVC	134+10.00	624.40						
Symmetrical Parabola	PVC	134+10.00	624.40	640	0.30%	6.87%	97	5.25	
	POVC	134+50.00	624.60						
	POVC	135+00.00	625.09						
	POVC	135+50.00	625.83						
	POVC	136+00.00	626.83						
	POVC	136+50.00	628.08						
	POVC	137+00.00	629.59						
	PVI	137+30.00	625.37						
	POVC	137+50.00	631.36						
	POVC	138+00.00	633.38						
	POVC	138+50.00	635.66						
	POVC	139+00.00	638.20						
	POVC	139+50.00	640.99						
	POVC	140+00.00	644.04						
	PVT	140+50.00	647.35						
Linear	PVT	140+50.00	647.35	180	6.87%				
	POVT	140+50.00	647.35						
	POVT	141+00.00	650.78						
	POVT	141+50.00	654.22						
	POVT	142+00.00	657.65						
	PVC	142+30.00	659.71						
Symmetrical Parabola	PVC	142+30.00	659.71	600	6.87%	2.05%	125	-3.61	518
	POVC	142+50.00	661.07						
	POVC	143+00.00	664.33						
	POVC	143+50.00	667.38						
	POVC	144+00.00	670.23						
	POVC	144+50.00	672.88						
	POVC	145+00.00	675.33						
	PVI	145+30.00	680.32						
	POVC	145+50.00	677.58						
	POVC	146+00.00	679.63						
	POVC	146+50.00	681.48						
	POVC	147+00.00	683.13						
	POVC	147+50.00	684.58						
	POVC	148+00.00	685.82						
	PVCC	148+30.00	686.48						
Symmetrical Parabola	PVCC	148+30.00	686.48	210	2.05%	1.61%	480	-0.11	2570
	POVC	148+50.00	686.88						
	POVC	149+00.00	687.86						
	PVI	149+35.00	688.63						
	POVC	149+50.00	688.79						
	POVC	150+00.00	689.66						
	PVT	150+40.00	690.32						
Linear	PVT	150+40.00	690.32	105	1.61%				
	POVT	150+50.00	690.49						
	POVT	151+00.00	691.29						
	PVC	151+45.00	692.02						

VERTICAL ALIGNMENT SHEET 2

PROJECT NAME: WEATHERSFIELD

PROJECT NUMBER: STP 2913(1)

FILE NAME: 10c228.dgn
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: p10C228_82

PLOT DATE: 2/7/2013
DRAWN BY: JLS
CHECKED BY: PTS
SHEET 82 OF 234

Element	Type	Station	Elevation	Length	Entrance Grade	Exit Grade	K	Middle Ordinate	SSD/HSD
Symmetrical Parabola	PVC	151+45.00	692.02	100	1.61%	2.31%	143	0.09	
	POVC	151+50.00	692.10						
	PVI	151+95.00	692.83						
	POVC	152+00.00	693.01						
	PVT	152+45.00	693.98						
Linear	PVT	152+45.00	693.98	95	2.31%				
	POVT	152+50.00	694.10						
	POVT	153+00.00	695.25						
	PVC	153+40.00	696.18						
Symmetrical Parabola	PVC	153+40.00	696.18	400	2.31%	6.96%	86	2.32	
	POVC	153+50.00	696.41						
	POVC	154+00.00	697.77						
	POVC	154+50.00	699.42						
	POVC	155+00.00	701.36						
	PVI	155+40.00	700.80						
	POVC	155+50.00	703.59						
	POVC	156+00.00	706.12						
	POVC	156+50.00	708.93						
	POVC	157+00.00	712.03						
	PVT	157+40.00	714.72						
Linear	PVT	157+40.00	714.72	815	6.96%				
	POVT	157+50.00	715.42						
	POVT	158+00.00	718.90						
	POVT	158+50.00	722.38						
	POVT	159+00.00	725.86						
	POVT	159+50.00	729.34						
	POVT	160+00.00	732.82						
	POVT	160+50.00	736.30						
	POVT	161+00.00	739.78						
	POVT	161+50.00	743.26						
	POVT	162+00.00	746.74						
	POVT	162+50.00	750.22						
	POVT	163+00.00	753.70						
	POVT	163+50.00	757.18						
	POVT	164+00.00	760.67						
	POVT	164+50.00	764.15						
	POVT	165+00.00	767.63						
	POVT	165+50.00	771.11						
	PVC	165+55.00	771.46						
Symmetrical Parabola	PVC	165+55.00	771.46	540	6.96%	2.47%	120	-3.03	509
	POVC	166+00.00	774.50						
	POVC	166+50.00	777.69						
	POVC	167+00.00	780.67						
	POVC	167+50.00	783.45						
	POVC	168+00.00	786.01						
	PVI	168+25.00	790.25						
	POVC	168+50.00	788.37						
	POVC	169+00.00	790.52						
	POVC	169+50.00	792.46						
	POVC	170+00.00	794.20						
	POVC	170+50.00	795.73						
	PVT	170+95.00	796.92						
Linear	PVT	170+95.00	796.92	760	2.47%				
	POVT	171+00.00	797.04						
	POVT	171+50.00	798.28						
	POVT	172+00.00	799.52						
	POVT	172+50.00	800.75						
	POVT	173+00.00	801.99						
	POVT	173+50.00	803.22						
	POVT	174+00.00	804.46						
	POVT	174+50.00	805.69						
	POVT	175+00.00	806.93						
	POVT	175+50.00	808.16						
	POVT	176+00.00	809.40						
	POVT	176+50.00	810.63						
	POVT	177+00.00	811.87						
	POVT	177+50.00	813.11						
	POVT	178+00.00	814.34						
	POVT	178+50.00	815.58						
	PVC	178+55.00	815.70						

Element	Type	Station	Elevation	Length	Entrance Grade	Exit Grade	K	Middle Ordinate	SSD/HSD
Symmetrical Parabola	PVC	178+55.00	815.70	600	2.47%	-2.10%	131	-3.43	532
	POVC	179+00.00	816.74						
	POVC	179+50.00	817.70						
	POVC	180+00.00	818.48						
	POVC	180+50.00	819.07						
	POVC	181+00.00	819.47						
	POVC	181+50.00	819.67						
	PVI	181+55.00	823.11						
	VHIGH	181+79.15	819.71						
	POVC	182+00.00	819.69						
	POVC	182+50.00	819.51						
	POVC	183+00.00	819.15						
	POVC	183+50.00	818.59						
	POVC	184+00.00	817.85						
	POVC	184+50.00	816.91						
	PVT	184+55.00	816.80						
Linear	PVT	184+55.00	816.80	585	-2.10%				
	POVT	185+00.00	815.86						
	POVT	185+50.00	814.81						
	POVT	186+00.00	813.76						
	POVT	186+50.00	812.70						
	POVT	187+00.00	811.65						
	POVT	187+50.00	810.60						
	POVT	188+00.00	809.55						
	POVT	188+50.00	808.50						
	POVT	189+00.00	807.45						
	POVT	189+50.00	806.40						
	POVT	190+00.00	805.34						
	PVC	190+40.00	804.50						
Symmetrical Parabola	PVC	190+40.00	804.50	400	-2.10%	-0.57%	261	0.77	
	POVC	190+50.00	804.30						
	POVC	191+00.00	803.31						
	POVC	191+50.00	802.42						
	POVC	192+00.00	801.63						
	PVI	192+40.00	800.30						
	POVC	192+50.00	800.93						
	POVC	193+00.00	800.33						
	POVC	193+50.00	799.83						
	POVC	194+00.00	799.42						
	PVT	194+40.00	799.16						
Linear	PVT	194+40.00	799.16	735	-0.57%				
	POVT	194+50.00	799.10						
	POVT	195+00.00	798.82						
	POVT	195+50.00	798.54						
	POVT	196+00.00	798.25						
	POVT	196+50.00	797.97						
	POVT	197+00.00	797.68						
	POVT	197+50.00	797.40						
	POVT	198+00.00	797.11						
	POVT	198+50.00	796.83						
	POVT	199+00.00	796.55						
	POVT	199+50.00	796.26						
	POVT	200+00.00	795.98						
	POVT	200+50.00	795.69						
	POVT	201+00.00	795.41						
	POVT	201+50.00	795.12						
	PVC	201+75.00	794.98						

VERTICAL ALIGNMENT SHEET 3

PROJECT NAME: WEATHERSFIELD

PROJECT NUMBER: STP 2913(I)

FILE NAME: I0c228.dgn
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: pI0C228_83

PLOT DATE: 2/7/2013
DRAWN BY: JLS
CHECKED BY: PTS
SHEET 83 OF 234

Element	Type	Station	Elevation	Length	Entrance Grade	Exit Grade	K	Middle Ordinate	SSD/HSD
Symmetrical Parabola	PVC	201+75.00	794.98	820	-0.57%	7.85%	97	8.63	
	POVC	202+00.00	794.87						
	VLOW	202+30.36	794.82						
	POVC	202+50.00	794.84						
	POVC	203+00.00	795.07						
	POVC	203+50.00	795.56						
	POVC	204+00.00	796.30						
	POVC	204+50.00	797.30						
	POVC	205+00.00	798.56						
	POVC	205+50.00	800.07						
	PVI	205+85.00	792.65						
	POVC	206+00.00	801.84						
	POVC	206+50.00	803.87						
	POVC	207+00.00	806.15						
	POVC	207+50.00	808.69						
	POVC	208+00.00	811.49						
	POVC	208+50.00	814.54						
	POVC	209+00.00	817.86						
	POVC	209+50.00	821.42						
	PVT	209+95.00	824.85						
Linear	PVT	209+95.00	824.85	1467	7.85%				
	POVT	210+00.00	825.25						
	POVT	210+50.00	829.17						
	POVT	211+00.00	833.10						
	POVT	211+50.00	837.03						
	POVT	212+00.00	840.96						
	POVT	212+50.00	844.88						
	POVT	213+00.00	848.81						
	POVT	213+50.00	852.74						
	POVT	214+00.00	856.67						
	POVT	214+50.00	860.59						
	POVT	215+00.00	864.52						
	POVT	215+50.00	868.45						
	POVT	216+00.00	872.37						
	POVT	216+50.00	876.30						
	POVT	217+00.00	880.23						
	POVT	217+50.00	884.16						
	POVT	218+00.00	888.08						
	POVT	218+50.00	892.01						
	POVT	219+00.00	895.94						
	POVT	219+50.00	899.87						
	POVT	220+00.00	903.79						
	POVT	220+50.00	907.72						
	POVT	221+00.00	911.65						
	POVT	221+50.00	915.58						
	POVT	222+00.00	919.50						
	POVT	222+50.00	923.43						
	POVT	223+00.00	927.36						
	POVT	223+50.00	931.28						
	POVT	224+00.00	935.21						
	POVT	224+50.00	939.14						
	PVC	224+62.00	940.08						
Symmetrical Parabola	PVC	224+62.00	940.08	360	7.85%	4.89%	121	-1.34	544
	POVC	225+00.00	943.01						
	POVC	225+50.00	946.67						
	POVC	226+00.00	950.14						
	PVI	226+42.00	954.22						
	POVC	226+50.00	953.39						
	POVC	227+00.00	956.44						
	POVC	227+50.00	959.28						
	POVC	228+00.00	961.92						
	PVT	228+22.00	963.02						
Linear	PVT	228+22.00	963.02	503	4.89%				
	POVT	228+50.00	964.39						
	POVT	229+00.00	966.83						
	POVT	229+50.00	969.27						
	POVT	230+00.00	971.72						
	POVT	230+50.00	974.16						
	POVT	231+00.00	976.60						
	POVT	231+50.00	979.05						
	POVT	232+00.00	981.49						
	POVT	232+50.00	983.94						
	POVT	233+00.00	986.38						
	PVC	233+25.00	987.60						

Element	Type	Station	Elevation	Length	Entrance Grade	Exit Grade	K	Middle Ordinate	SSD/HSD
Symmetrical Parabola	PVC	233+25.00	987.60	800	4.89%	-3.20%	99	-8.08	462
	POVC	233+50.00	988.79						
	POVC	234+00.00	990.98						
	POVC	234+50.00	992.92						
	POVC	235+00.00	994.61						
	POVC	235+50.00	996.04						
	POVC	236+00.00	997.22						
	POVC	236+50.00	998.15						
	POVC	237+00.00	998.82						
	PVI	237+25.00	1007.15						
	POVC	237+50.00	999.25						
	POVC	238+00.00	999.42						
	VHIGH	238+08.70	999.42						
	POVC	238+50.00	999.33						
	POVC	239+00.00	999.00						
	POVC	239+50.00	998.41						
	POVC	240+00.00	997.57						
	POVC	240+50.00	996.48						
	POVC	241+00.00	995.13						
	PVT	241+25.00	994.37						
Linear	PVT	241+25.00	994.37	528	-3.20%				
	POVT	241+50.00	993.57						
	POVT	242+00.00	991.97						
	POVT	242+50.00	990.37						
	POVT	243+00.00	988.77						
	POVT	243+50.00	987.18						
	POVT	244+00.00	985.58						
	POVT	244+50.00	983.98						
	POVT	245+00.00	982.38						
	POVT	245+50.00	980.78						
	POVT	246+00.00	979.19						
	POVT	246+50.00	977.59						
	PVC	246+53.00	977.49						
Symmetrical Parabola	PVC	246+53.00	977.49	280	-3.20%	-0.23%	94	1.04	
	POVC	247+00.00	976.11						
	POVC	247+50.00	974.89						
	PVI	247+93.00	973.02						
	POVC	248+00.00	973.94						
	POVC	248+50.00	973.25						
	POVC	249+00.00	972.83						
	PVCC	249+33.00	972.70						
	PVCC	249+33.00	972.70	170	-0.23%	0.36%	287	0.13	
	POVC	249+50.00	972.66						
	VLOW	249+99.07	972.62						
	POVC	250+00.00	972.62						
	PVI	250+18.00	972.50						
	POVC	250+50.00	972.66						
	POVC	251+00.00	972.80						
	PVT	251+03.00	972.81						
Linear	PVT	251+03.00	972.81	50	0.36%				
	POVT	251+50.00	972.98						
	PVC	251+53.00	972.99						
Symmetrical Parabola	PVC	251+53.00	972.99	100	0.36%	-0.55%	109	-0.11	1229
	VHIGH	251+92.57	973.06						
	POVC	252+00.00	973.06						
	PVI	252+03.00	973.17						
	POVC	252+50.00	972.91						
	PVT	252+53.00	972.89						
Linear	PVT	252+53.00	972.89	187	-0.55%				
	POVT	253+00.00	972.63						
	POVT	253+50.00	972.36						
	POVT	254+00.00	972.08						
	PVC	254+40.00	971.86						

VERTICAL ALIGNMENT SHEET 4

PROJECT NAME: WEATHERSFIELD

PROJECT NUMBER: STP 2913(1)

FILE NAME: 10c228.dgn
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: p10C228_84

PLOT DATE: 2/7/2013
DRAWN BY: JLS
CHECKED BY: PTS
SHEET 84 OF 234

Element	Type	Station	Elevation	Length	Entrance Grade	Exit Grade	K	Middle Ordinate	SSD/HSD
Symmetrical Parabola	PVC	254+40.00	971.86	600	-0.55%	-7.55%	86	-5.25	430
	POVC	254+50.00	971.80						
	POVC	255+00.00	971.32						
	POVC	255+50.00	970.55						
	POVC	256+00.00	969.48						
	POVC	256+50.00	968.13						
	POVC	257+00.00	966.48						
	PVI	257+40.00	970.20						
	POVC	257+50.00	964.54						
	POVC	258+00.00	962.31						
	POVC	258+50.00	959.79						
	POVC	259+00.00	956.98						
	POVC	259+50.00	953.88						
	POVC	260+00.00	950.48						
	PVT	260+40.00	947.56						
Linear	PVT	260+40.00	947.56	365	-7.55%				
	POVT	260+50.00	946.80						
	POVT	261+00.00	943.03						
	POVT	261+50.00	939.25						
	POVT	262+00.00	935.48						
	POVT	262+50.00	931.70						
	POVT	263+00.00	927.93						
	POVT	263+50.00	924.16						
	POVT	264+00.00	920.38						
	PVC	264+05.00	920.01						
Symmetrical Parabola	PVC	264+05.00	920.01	750	-7.55%	-2.53%	150	4.70	
	POVC	264+50.00	916.68						
	POVC	265+00.00	913.14						
	POVC	265+50.00	909.76						
	POVC	266+00.00	906.56						
	POVC	266+50.00	903.52						
	POVC	267+00.00	900.65						
	POVC	267+50.00	897.94						
	PVI	267+80.00	891.70						
	POVC	268+00.00	895.41						
	POVC	268+50.00	893.04						
	POVC	269+00.00	890.83						
	POVC	269+50.00	888.80						
	POVC	270+00.00	886.93						
	POVC	270+50.00	885.23						
	POVC	271+00.00	883.69						
	POVC	271+50.00	882.33						
	PVT	271+55.00	882.20						
Linear	PVT	271+55.00	882.20	690	-2.53%				
	POVT	272+00.00	881.06						
	POVT	272+50.00	879.79						
	POVT	273+00.00	878.52						
	POVT	273+50.00	877.26						
	POVT	274+00.00	875.99						
	POVT	274+50.00	874.72						
	POVT	275+00.00	873.46						
	POVT	275+50.00	872.19						
	POVT	276+00.00	870.92						
	POVT	276+50.00	869.66						
	POVT	277+00.00	868.39						
	POVT	277+50.00	867.12						
	POVT	278+00.00	865.86						
	PVC	278+45.00	864.71						
Symmetrical Parabola	PVC	278+45.00	864.71	240	-2.53%	1.26%	63	1.14	
	POVC	278+50.00	864.59						
	POVC	279+00.00	863.56						
	POVC	279+50.00	862.93						
	PVI	279+65.00	861.67						
	POVC	280+00.00	862.69						
	VLOW	280+05.18	862.69						
	POVC	280+50.00	862.84						
	PVCC	280+85.00	863.19						
	PVCC	280+85.00	863.19	80	1.26%	3.14%	43	0.19	
	POVC	281+00.00	863.41						
	PVI	281+25.00	863.69						
	POVC	281+50.00	864.51						
	PVT	281+65.00	864.95						

Element	Type	Station	Elevation	Length	Entrance Grade	Exit Grade	K	Middle Ordinate	SSD/HSD
Linear	PVT	281+65.00	864.95	170	3.14%				
	POVT	282+00.00	866.05						
	POVT	282+50.00	867.62						
	POVT	283+00.00	869.19						
	PVC	283+35.00	870.29						
Symmetrical Parabola	PVC	283+35.00	870.29	380	3.14%	-1.33%	85	-2.12	431
	POVC	283+50.00	870.74						
	POVC	284+00.00	872.08						
	POVC	284+50.00	873.12						
	POVC	285+00.00	873.86						
	PVI	285+25.00	876.25						
	POVC	285+50.00	874.32						
	POVC	286+00.00	874.47						
	VHIGH	286+01.88	874.47						
	POVC	286+50.00	874.34						
	POVC	287+00.00	873.91						
	PVT	287+15.00	873.72						
Linear	PVT	287+15.00	873.72	205	-1.33%				
	POVT	287+50.00	873.26						
	POVT	288+00.00	872.59						
	POVT	288+50.00	871.93						
	POVT	289+00.00	871.26						
	PVC	289+20.00	870.99						
Symmetrical Parabola	PVC	289+20.00	870.99	360	-1.33%	-5.10%	96	-1.70	466
	POVC	289+50.00	870.55						
	POVC	290+00.00	869.60						
	POVC	290+50.00	868.38						
	PVI	291+00.00	868.60						
	POVC	291+50.00	865.17						
	POVC	292+00.00	863.16						
	POVC	292+50.00	860.90						
	PVT	292+80.00	859.42						
Linear	PVT	292+80.00	859.42	55	-5.10%				
	POVT	293+00.00	858.40						
	PVC	293+35.00	856.62						
Symmetrical Parabola	PVC	293+35.00	856.62	330	-5.10%	-0.35%	69	1.96	
	POVC	293+50.00	855.87						
	POVC	294+00.00	853.60						
	POVC	294+50.00	851.70						
	PVI	295+00.00	848.20						
	POVC	295+50.00	848.98						
	POVC	296+00.00	848.16						
	POVC	296+50.00	847.69						
	PVT	296+65.00	847.63						
Linear	PVT	296+65.00	847.63	395	-0.35%				
	POVT	297+00.00	847.50						
	POVT	297+50.00	847.33						
	POVT	298+00.00	847.15						
	POVT	298+50.00	846.98						
	POVT	299+00.00	846.81						
	POVT	299+50.00	846.63						
	POVT	300+00.00	846.46						
	POVT	300+50.00	846.28						
	PVC	300+60.00	846.25						
Symmetrical Parabola	PVC	300+60.00	846.25	200	-0.35%	-2.68%	86	-0.58	563
	POVC	301+00.00	846.02						
	POVC	301+50.00	845.46						
	PVI	301+60.00	845.90						
	POVC	302+00.00	844.62						
	POVC	302+50.00	843.48						
	PVCC	302+60.00	843.22						

VERTICAL ALIGNMENT SHEET 5

PROJECT NAME: WEATHERSFIELD

PROJECT NUMBER: STP 2913(1)

FILE NAME: 10c228.dgn
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: p10C228_85

PLOT DATE: 2/7/2013
DRAWN BY: JLS
CHECKED BY: PTS
SHEET 85 OF 234

Element	Type	Station	Elevation	Length	Entrance Grade	Exit Grade	K	Middle Ordinate	SSD/HSD
Symmetrical Parabola	PVCC	302+60.00	843.22	260	-2.68%	-8.28%	46	-1.82	323
	POVC	303+00.00	841.98						
	POVC	303+50.00	839.94						
	PVI	303+90.00	839.74						
	POVC	304+00.00	837.36						
	POVC	304+50.00	834.24						
	POVC	305+00.00	830.58						
	PVT	305+20.00	828.97						
Linear	PVT	305+20.00	828.97	210	-8.28%				
	POVT	305+50.00	826.49						
	POVT	306+00.00	822.34						
	POVT	306+50.00	818.20						
	POVT	307+00.00	814.06						
	PVC	307+30.00	811.58						
Symmetrical Parabola	PVC	307+30.00	811.58	100	-8.28%	-7.99%	348	0.04	
	POVC	307+50.00	809.93						
	PVI	307+80.00	807.44						
	POVC	308+00.00	805.85						
	PVT	308+30.00	803.44						
Linear	PVT	308+30.00	803.44	285	-7.99%				
	POVT	308+50.00	801.84						
	POVT	309+00.00	797.84						
	POVT	309+50.00	793.85						
	POVT	310+00.00	789.85						
	POVT	310+50.00	785.85						
	POVT	311+00.00	781.85						
	PVC	311+15.00	780.65						
Symmetrical Parabola	PVC	311+15.00	780.65	200	-7.99%	-6.40%	126	0.40	
	POVC	311+50.00	777.91						
	POVC	312+00.00	774.15						
	PVI	312+15.00	772.66						
	POVC	312+50.00	770.59						
	POVC	313+00.00	767.23						
	PVT	313+15.00	766.26						
Linear	PVT	313+15.00	766.26	55	-6.40%				
	POVT	313+50.00	764.02						
	PVC	313+70.00	762.74						
Symmetrical Parabola	PVC	313+70.00	762.74	200	-6.40%	-3.25%	63	0.79	
	POVC	314+00.00	760.89						
	POVC	314+50.00	758.12						
	PVI	314+70.00	756.34						
	POVC	315+00.00	755.75						
	POVC	315+50.00	753.77						
	PVT	315+70.00	753.09						
Linear	PVT	315+70.00	753.09	35	-3.25%				
	POVT	316+00.00	752.11						
	PVC	316+05.00	751.95						
Symmetrical Parabola	PVC	316+05.00	751.95	200	-3.25%	0.37%	55	0.90	
	POVC	316+50.00	750.67						
	POVC	317+00.00	749.68						
	PVI	317+05.00	748.70						
	POVC	317+50.00	749.14						
	VLOW	317+84.59	749.04						
	POVC	318+00.00	749.06						
	PVT	318+05.00	749.07						
Linear	PVT	318+05.00	749.07	345	0.37%				
	POVT	318+50.00	749.24						
	POVT	319+00.00	749.42						
	POVT	319+50.00	749.61						
	POVT	320+00.00	749.79						
	POVT	320+50.00	749.98						
	POVT	321+00.00	750.16						
	PVC	321+50.00	750.35						
Symmetrical Parabola	PVC	321+50.00	750.35	300	0.37%	-2.57%	102	-1.10	517
	VHIGH	321+87.67	750.42						
	POVC	322+00.00	750.41						
	POVC	322+50.00	750.23						
	PVI	323+00.00	750.90						
	POVC	323+50.00	749.13						
	POVC	324+00.00	748.21						
	PVT	324+50.00	747.05						

Element	Type	Station	Elevation	Length	Entrance Grade	Exit Grade	K	Middle Ordinate	SSD/HSD
Linear	PVT	324+50.00	747.05	265	-2.57%				
	POVT	325+00.00	745.76						
	POVT	325+50.00	744.48						
	POVT	326+00.00	743.19						
	POVT	326+50.00	741.91						
	POVT	327+00.00	740.62						
	PVC	327+15.00	740.24						
Symmetrical Parabola	PVC	327+15.00	740.24	180	-2.57%	-6.60%	45	-0.91	358
	POVC	327+50.00	739.20						
	POVC	328+00.00	737.24						
	PVI	328+05.00	737.92						
	POVC	328+50.00	734.73						
	PVT	328+95.00	731.98						
Linear	PVT	328+95.00	731.98	45	-6.60%				
	POVT	329+00.00	731.65						
	PVC	329+40.00	729.01						
Symmetrical Parabola	PVC	329+40.00	729.01	350	-6.60%	-0.39%	56	2.72	
	POVC	329+50.00	728.36						
	POVC	330+00.00	725.37						
	POVC	330+50.00	722.83						
	POVC	331+00.00	720.73						
	PVI	331+15.00	717.46						
	POVC	331+50.00	719.07						
	POVC	332+00.00	717.85						
	POVC	332+50.00	717.08						
	PVT	332+90.00	716.78						
Linear	PVT	332+90.00	716.78	125	-0.39%				
	POVT	333+00.00	716.75						
	POVT	333+50.00	716.55						
	POVT	334+00.00	716.36						
	PVC	334+15.00	716.30						
Symmetrical Parabola	PVC	334+15.00	716.30	200	-0.39%	-0.09%	667	0.07	
	POVC	334+50.00	716.17						
	POVC	335+00.00	716.02						
	PVI	335+15.00	715.91						
	POVC	335+50.00	715.91						
	POVC	336+00.00	715.84						
	PVT	336+15.00	715.82						
Linear	PVT	336+15.00	715.82	40	-0.09%				
	POVT	336+50.00	715.79						
	PVC	336+55.00	715.79						
Symmetrical Parabola	PVC	336+55.00	715.79	430	-0.09%	-2.81%	158	-1.46	611
	POVC	337+00.00	715.69						
	POVC	337+50.00	715.42						
	POVC	338+00.00	715.00						
	POVC	338+50.00	714.41						
	PVI	338+70.00	715.60						
	POVC	339+00.00	713.67						
	POVC	339+50.00	712.77						
	POVC	340+00.00	711.71						
	POVC	340+50.00	710.50						
	PVT	340+85.00	709.55						
Linear	PVT	340+85.00	709.55	220	-2.81%				
	POVT	341+00.00	709.13						
	POVT	341+50.00	707.72						
	POVT	342+00.00	706.32						
	POVT	342+50.00	704.91						
	POVT	343+00.00	703.51						
	PVC	343+05.00	703.37						

VERTICAL ALIGNMENT SHEET 6

PROJECT NAME: WEATHERSFIELD

PROJECT NUMBER: STP 2913(1)

FILE NAME: 10c228.dgn
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: p10C228_86

PLOT DATE: 2/7/2013
DRAWN BY: JLS
CHECKED BY: PTS
SHEET 86 OF 234

Element	Type	Station	Elevation	Length	Entrance Grade	Exit Grade	K	Middle Ordinate	SSD/HSD
Symmetrical Parabola	PVC	343+05.00	703.37	200	-2.81%	-5.84%	66	-0.76	456
	POVC	343+50.00	701.95						
	POVC	344+00.00	700.01						
	PVI	344+05.00	700.55						
	POVC	344+50.00	697.70						
	POVC	345+00.00	695.00						
	PVT	345+05.00	694.71						
Linear	PVT	345+05.00	694.71	130	-5.84%				
	POVT	345+50.00	692.08						
	POVT	346+00.00	689.16						
	PVC	346+35.00	687.12						
Symmetrical Parabola	PVC	346+35.00	687.12	100	-5.84%	-4.41%	70	0.18	
	POVC	346+50.00	686.26						
	PVI	346+85.00	684.20						
	POVC	347+00.00	683.63						
	PVT	347+35.00	682.00						
Linear	PVT	347+35.00	682.00	120	-4.41%				
	POVT	347+50.00	681.33						
	POVT	348+00.00	679.13						
	POVT	348+50.00	676.93						
	PVC	348+55.00	676.70						
Symmetrical Parabola	PVC	348+55.00	676.70	100	-4.41%	-3.59%	122	0.10	
	POVC	349+00.00	674.80						
	PVI	349+05.00	674.50						
	POVC	349+50.00	672.88						
	PVT	349+55.00	672.70						
Linear	PVT	349+55.00	672.70	180	-3.59%				
	POVT	350+00.00	671.09						
	POVT	350+50.00	669.29						
	POVT	351+00.00	667.49						
	PVC	351+35.00	666.24						
Symmetrical Parabola	PVC	351+35.00	666.24	200	-3.59%	-2.39%	166	0.30	
	POVC	351+50.00	665.71						
	POVC	352+00.00	664.03						
	PVI	352+35.00	662.64						
	POVC	352+50.00	662.50						
	POVC	353+00.00	661.13						
	PVT	353+35.00	660.25						
Linear	PVT	353+35.00	660.25	150	-2.39%				
	POVT	353+50.00	659.89						
	POVT	354+00.00	658.70						
	POVT	354+50.00	657.50						
	PVC	354+85.00	656.67						
Symmetrical Parabola	PVC	354+85.00	656.67	200	-2.39%	-0.65%	115	0.43	
	POVC	355+00.00	656.32						
	POVC	355+50.00	655.30						
	PVI	355+85.00	654.28						
	POVC	356+00.00	654.49						
	POVC	356+50.00	653.91						
	PVT	356+85.00	653.62						
Linear	PVT	356+85.00	653.62	70	-0.65%				
	POVT	357+00.00	653.53						
	POVT	357+50.00	653.20						
	PVC	357+55.00	653.17						
Symmetrical Parabola	PVC	357+55.00	653.17	300	-0.65%	-3.04%	126	-0.89	602
	POVC	358+00.00	652.79						
	POVC	358+50.00	652.19						
	POVC	359+00.00	651.39						
	PVI	359+05.00	652.19						
	POVC	359+50.00	650.39						
	POVC	360+00.00	649.19						
	POVC	360+50.00	647.79						
	PVT	360+55.00	647.64						
Linear	PVT	360+55.00	647.64	110	-3.04%				
	POVT	361+00.00	646.27						
	POVT	361+50.00	644.75						
	PVC	361+65.00	644.30						
Symmetrical Parabola	PVC	361+65.00	644.30	120	-3.04%	-2.04%	120	0.15	
	POVC	362+00.00	643.28						
	PVI	362+25.00	642.47						
	POVC	362+50.00	642.01						
	PVT	362+85.00	641.25						

Element	Type	Station	Elevation	Length	Entrance Grade	Exit Grade	K	Middle Ordinate	SSD/HSD
Linear	PVT	362+85.00	641.25	95	-2.04%				
	POVT	363+00.00	640.95						
	POVT	363+50.00	639.93						
	PVC	363+80.00	639.32						
Symmetrical Parabola	PVC	363+80.00	639.32	150	-2.04%	-3.32%	117	-0.24	914
	POVC	364+00.00	638.89						
	POVC	364+50.00	637.68						
	PVI	364+55.00	637.79						
	POVC	365+00.00	636.25						
	PVT	365+30.00	635.29						
Linear	PVT	365+30.00	635.29	455	-3.32%				
	POVT	365+50.00	634.63						
	POVT	366+00.00	632.97						
	POVT	366+50.00	631.31						
	POVT	367+00.00	629.64						
	POVT	367+50.00	627.98						
	POVT	368+00.00	626.32						
	POVT	368+50.00	624.66						
	POVT	369+00.00	623.00						
	POVT	369+50.00	621.33						
	PVC	369+85.00	620.17						
Symmetrical Parabola	PVC	369+85.00	620.17	370	-3.32%	2.95%	59	2.90	
	POVC	370+00.00	619.69						
	POVC	370+50.00	618.37						
	POVC	371+00.00	617.47						
	POVC	371+50.00	617.00						
	PVI	371+70.00	614.02						
	VLOW	371+80.94	616.91						
	POVC	372+00.00	616.95						
	POVC	372+50.00	617.32						
	POVC	373+00.00	618.12						
	POVC	373+50.00	619.34						
	PVT	373+55.00	619.48						
Linear	PVT	373+55.00	619.48	65	2.95%				
	POVT	374+00.00	620.81						
	PVC	374+20.00	621.40						
Symmetrical Parabola	PVC	374+20.00	621.40	410	2.95%	-4.35%	56	-3.74	348
	POVC	374+50.00	622.21						
	POVC	375+00.00	623.20						
	POVC	375+50.00	623.74						
	VHIGH	375+85.86	623.85						
	POVC	376+00.00	623.83						
	PVI	376+25.00	627.46						
	POVC	376+50.00	623.49						
	POVC	377+00.00	622.69						
	POVC	377+50.00	621.45						
	POVC	378+00.00	619.77						
	PVT	378+30.00	618.55						
Linear	PVT	378+30.00	618.55	365	-4.35%				
	POVT	378+50.00	617.68						
	POVT	379+00.00	615.50						
	POVT	379+50.00	613.33						
	POVT	380+00.00	611.16						
	POVT	380+50.00	608.98						
	POVT	381+00.00	606.81						
	POVT	381+50.00	604.64						
	PVC	381+95.00	602.68						
Symmetrical Parabola	PVC	381+95.00	602.68	180	-4.35%	-0.72%	50	0.82	
	POVC	382+00.00	602.47						
	POVC	382+50.00	600.60						
	PVI	382+85.00	598.77						
	POVC	383+00.00	599.23						
	POVC	383+50.00	598.37						
	PVT	383+75.00	598.12						

VERTICAL ALIGNMENT SHEET 7

PROJECT NAME: WEATHERSFIELD

PROJECT NUMBER: STP 2913(1)

FILE NAME: 10c228.dgn
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: p10C228_87

PLOT DATE: 2/7/2013
DRAWN BY: JLS
CHECKED BY: PTS
SHEET 87 OF 234

Element	Type	Station	Elevation	Length	Entrance Grade	Exit Grade	K	Middle Ordinate	SSD/HSD
Linear	PVT	383+75.00	598.12	400	-0.72%				
	POVT	384+00.00	597.94						
	POVT	384+50.00	597.59						
	POVT	385+00.00	597.23						
	POVT	385+50.00	596.87						
	POVT	386+00.00	596.51						
	POVT	386+50.00	596.15						
	POVT	387+00.00	595.79						
	POVT	387+50.00	595.43						
	PVC	387+75.00	595.25						
Symmetrical Parabola	PVC	387+75.00	595.25	240	-0.72%	-7.56%	35	-2.05	278
	POVC	388+00.00	594.98						
	POVC	388+50.00	593.91						
	PVI	388+95.00	594.39						
	POVC	389+00.00	592.12						
	POVC	389+50.00	589.63						
	POVC	390+00.00	586.42						
	PVT	390+15.00	585.31						
Linear	PVT	390+15.00	585.31	75	-7.56%				
	POVT	390+50.00	582.67						
	PVC	390+90.00	579.64						
Symmetrical Parabola	PVC	390+90.00	579.64	260	-7.56%	-3.94%	72	1.18	
	POVC	391+00.00	578.89						
	POVC	391+50.00	575.36						
	POVC	392+00.00	572.17						
	PVI	392+20.00	569.81						
	POVC	392+50.00	569.33						
	POVC	393+00.00	566.84						
	PVT	393+50.00	564.70						
Linear	PVT	393+50.00	564.70	425	-3.94%				
	POVT	394+00.00	562.73						
	POVT	394+50.00	560.76						
	POVT	395+00.00	558.79						
	POVT	395+50.00	556.82						
	POVT	396+00.00	554.85						
	POVT	396+50.00	552.88						
	POVT	397+00.00	550.92						
	POVT	397+50.00	548.95						
	PVC	397+75.00	547.96						
Symmetrical Parabola	PVC	397+75.00	547.96	250	-3.94%	-1.18%	91	0.86	
	POVC	398+00.00	547.01						
	POVC	398+50.00	545.32						
	PVI	399+00.00	543.04						
	POVC	399+50.00	542.76						
	POVC	400+00.00	541.89						
	PVT	400+25.00	541.56						
Linear	PVT	400+25.00	541.56	125	-1.18%				
	POVT	400+50.00	541.26						
	POVT	401+00.00	540.67						
	PVC	401+50.00	540.08						
Symmetrical Parabola	PVC	401+50.00	540.08	250	-1.18%	-3.27%	120	-0.65	643
	POVC	402+00.00	539.38						
	POVC	402+50.00	538.48						
	PVI	402+75.00	538.60						
	POVC	403+00.00	537.37						
	POVC	403+50.00	536.04						
	PVT	404+00.00	534.51						
Linear	PVT	404+00.00	534.51	20	-3.27%				
	PVC	404+20.00	533.86						
Symmetrical Parabola	PVC	404+20.00	533.86	120	-3.27%	-0.14%	38	0.47	
	POVC	404+50.00	533.00						
	PVI	404+80.00	531.90						
	POVC	405+00.00	532.08						
	PVT	405+40.00	531.81						
Linear	PVT	405+40.00	531.81	305	-0.14%				
	POVT	405+50.00	531.80						
	POVT	406+00.00	531.73						
	POVT	406+50.00	531.65						
	POVT	407+00.00	531.58						
	POVT	407+50.00	531.51						
	POVT	408+00.00	531.44						
	PVC	408+45.00	531.37						

Element	Type	Station	Elevation	Length	Entrance Grade	Exit Grade	K	Middle Ordinate	SSD/HSD
Symmetrical Parabola	PVC	408+45.00	531.37	210	-0.14%	-2.51%	89	-0.62	562
	POVC	408+50.00	531.36						
	POVC	409+00.00	531.12						
	PVI	409+50.00	531.22						
	POVC	410+00.00	529.80						
	POVC	410+50.00	528.71						
	PVT	410+55.00	528.59						
Linear	PVT	410+55.00	528.59	235	-2.51%				
	POVT	411+00.00	527.46						
	POVT	411+50.00	526.20						
	POVT	412+00.00	524.95						
	POVT	412+50.00	523.70						
	PVC	412+90.00	522.69						
Symmetrical Parabola	PVC	412+90.00	522.69	140	-2.51%	0.62%	45	0.55	
	POVC	413+00.00	522.45						
	POVC	413+50.00	521.59						
	PVI	413+60.00	520.94						
	POVC	414+00.00	521.29						
	VLOW	414+02.13	521.29						
	PVT	414+30.00	521.37						
Linear	PVT	414+30.00	521.37	60	0.62%				
	POVT	414+50.00	521.50						
	PVC	414+90.00	521.75						
Symmetrical Parabola	PVC	414+90.00	521.75	120	0.62%	-3.02%	33	-0.55	356
	POVC	415+00.00	521.79						
	VHIGH	415+10.55	521.81						
	PVI	415+50.00	522.12						
	POVC	416+00.00	520.60						
	PVT	416+10.00	520.31						
Linear	PVT	416+10.00	520.31	125	-3.02%				
	POVT	416+50.00	519.10						
	POVT	417+00.00	517.60						
	PVC	417+35.00	516.54						
Symmetrical Parabola	PVC	417+35.00	516.54	110	-3.02%	-1.92%	101	0.15	
	POVC	417+50.00	516.10						
	PVI	417+90.00	514.88						
	POVC	418+00.00	514.79						
	PVT	418+45.00	513.82						
Linear	PVT	418+45.00	513.82	175	-1.92%				
	POVT	418+50.00	513.73						
	POVT	419+00.00	512.76						
	POVT	419+50.00	511.80						
	POVT	420+00.00	510.84						
	PVC	420+20.00	510.45						
Symmetrical Parabola	PVC	420+20.00	510.45	200	-1.92%	-1.63%	675	0.07	
	POVC	420+50.00	509.88						
	POVC	421+00.00	508.96						
	PVI	421+20.00	508.53						
	POVC	421+50.00	508.08						
	POVC	422+00.00	507.23						
	PVT	422+20.00	506.90						
Linear	PVT	422+20.00	506.90	1085	-1.63%				
	POVT	422+50.00	506.41						
	POVT	423+00.00	505.60						
	POVT	423+50.00	504.78						
	POVT	424+00.00	503.97						
	POVT	424+50.00	503.16						
	POVT	425+00.00	502.34						
	POVT	425+50.00	501.53						
	POVT	426+00.00	500.71						
	POVT	426+50.00	499.90						
	POVT	427+00.00	499.08						
	POVT	427+50.00	498.27						
	POVT	428+00.00	497.46						
	POVT	428+50.00	496.64						
	POVT	428+75.00	496.23						

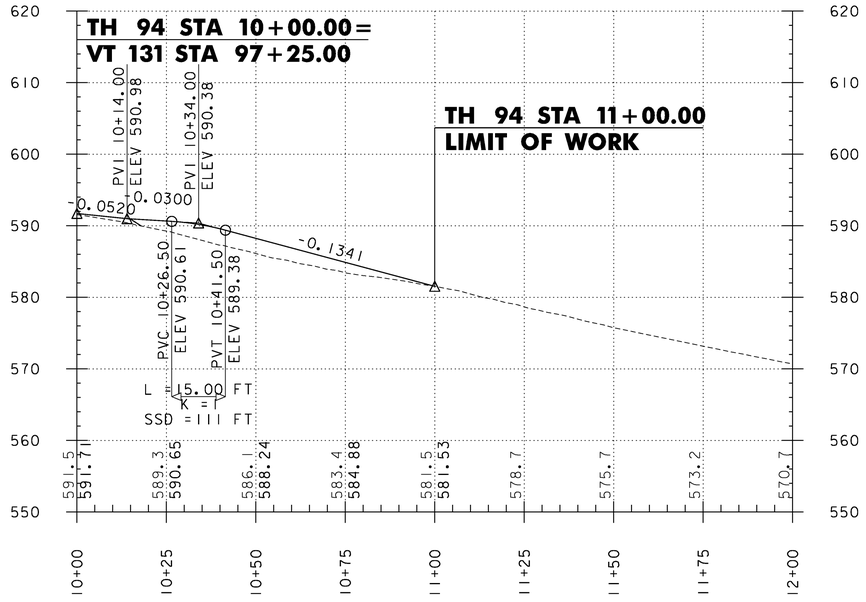
VERTICAL ALIGNMENT SHEET 8

PROJECT NAME: WEATHERSFIELD

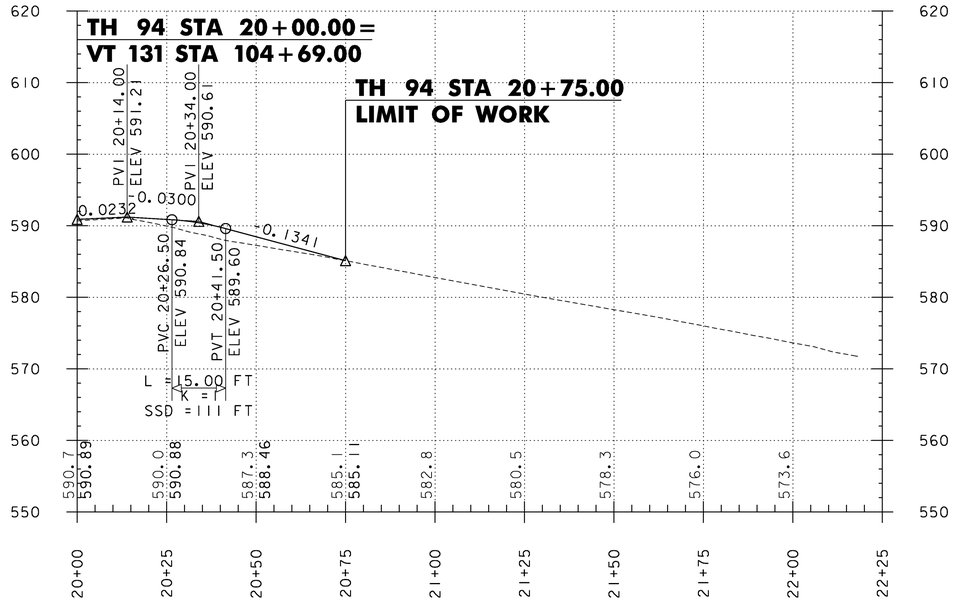
PROJECT NUMBER: STP 2913(1)

FILE NAME: 10c228.dgn
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: p10C228_88

PLOT DATE: 2/7/2013
DRAWN BY: JLS
CHECKED BY: PTS
SHEET 88 OF 234



TH 94



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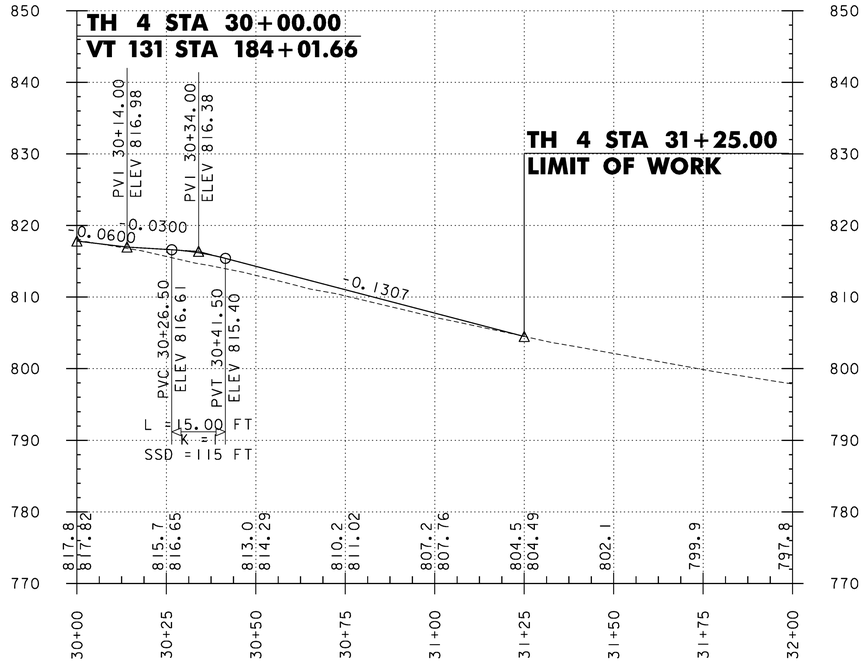

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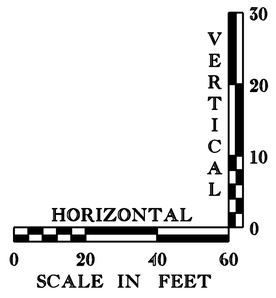
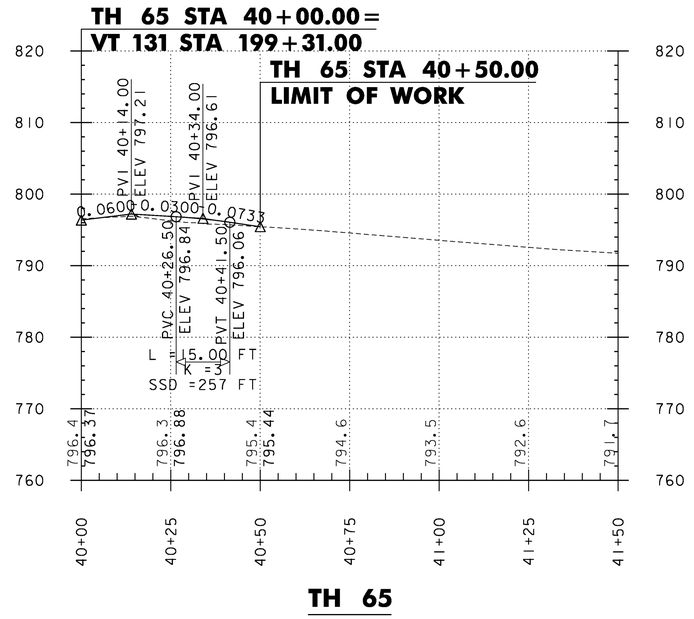


TOWN HIGHWAY PROFILES 1

PROJECT NAME: WEATHERSFIELD
PROJECT NUMBER: STP 2913(I)

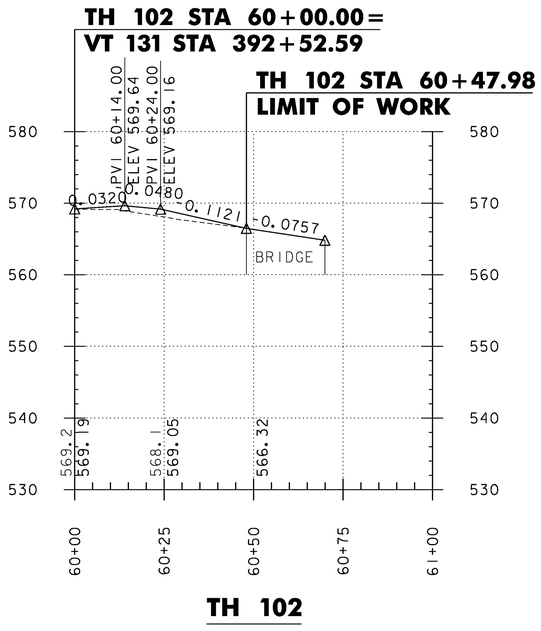
FILE NAME: 10c228.dgn
PROJECT LEADER: PTS
DESIGNED BY: JLS
IPARM FILE NAME: pl0C228_89

PLOT DATE: 2/7/2013
DRAWN BY: JLS
CHECKED BY: PTS
SHEET 89 OF 234

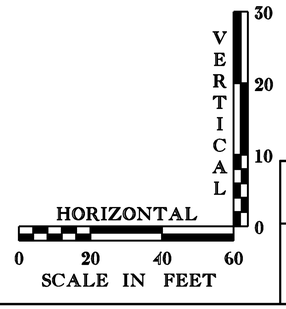


TH 65

TH 79



TH 102



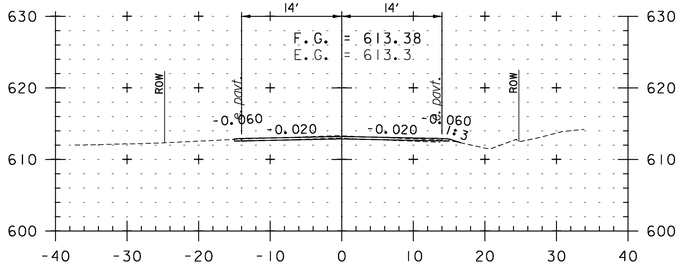
TOWN HIGHWAY PROFILES 2

PROJECT NAME: WEATHERSFIELD

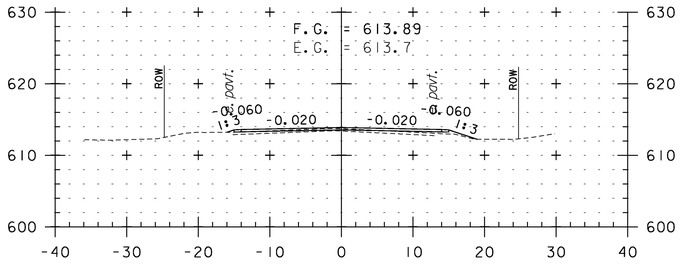
PROJECT NUMBER: STP 2913(I)

FILE NAME: 10c228.dgn
PROJECT LEADER: PTS
DESIGNED BY: JLS
IPARM FILE NAME: p10C228_90

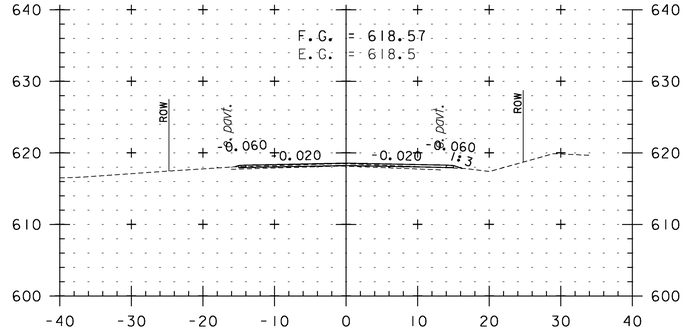
PLOT DATE: 2/7/2013
DRAWN BY: JLS
CHECKED BY: PTS
SHEET 90 OF 234



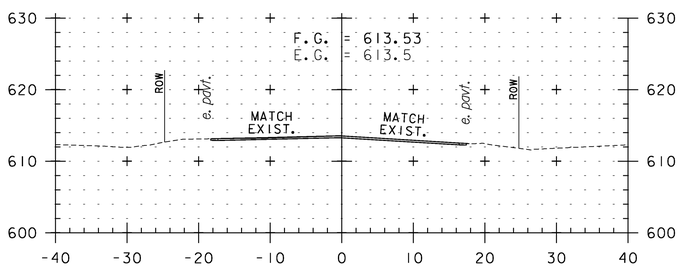
71+00



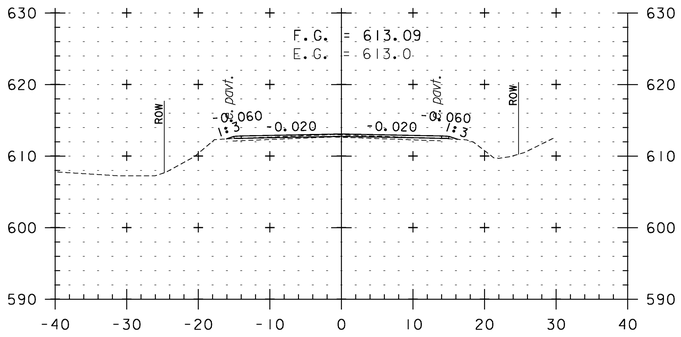
72+50



74+00



70+50



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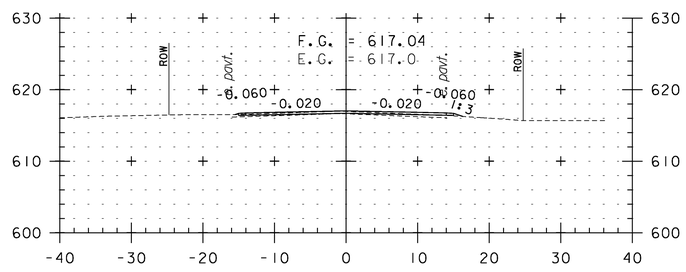

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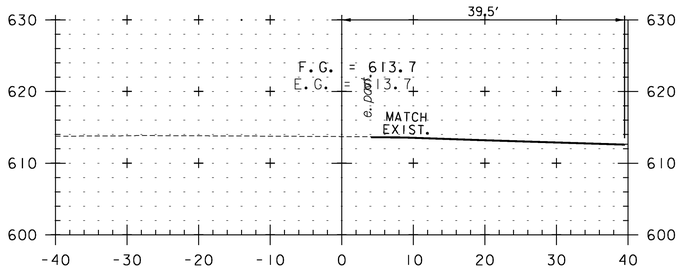
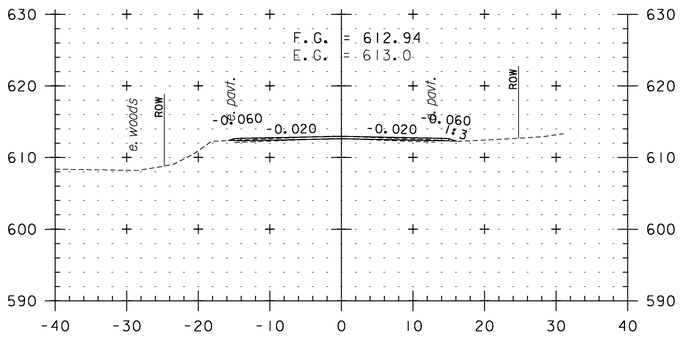
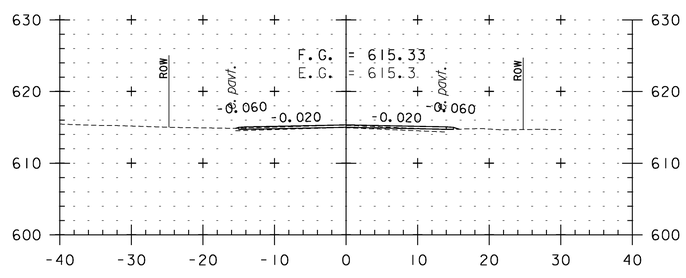


70+00
BEGIN PROJECT



71+50



73+00

0 10 20
SCALE IN FEET

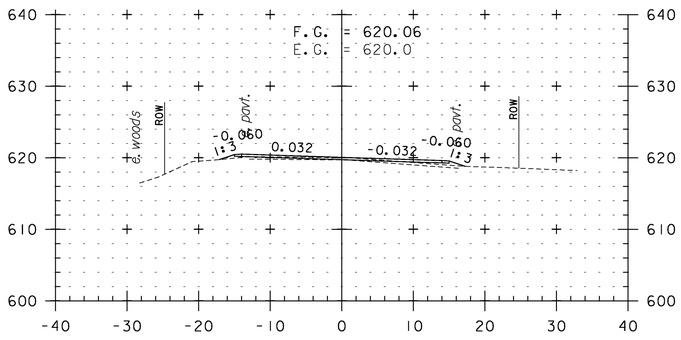
STA. 70+00 TO STA. 74+00

CROSS SECTION SHEET 1

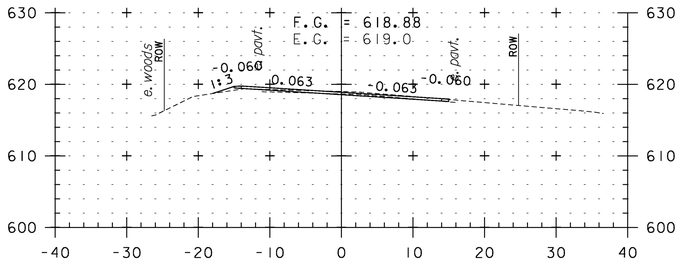
PROJECT NAME: WEATHERSFIELD
PROJECT NUMBER: STP 2913(1)

FILE NAME: 10c228
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: p10C228_91

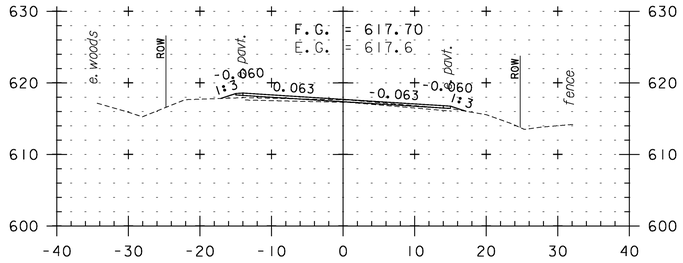
PLOT DATE: 2/7/2013
DRAWN BY: WWG
CHECKED BY: PTS
SHEET 91 OF 234



75+50



77+00



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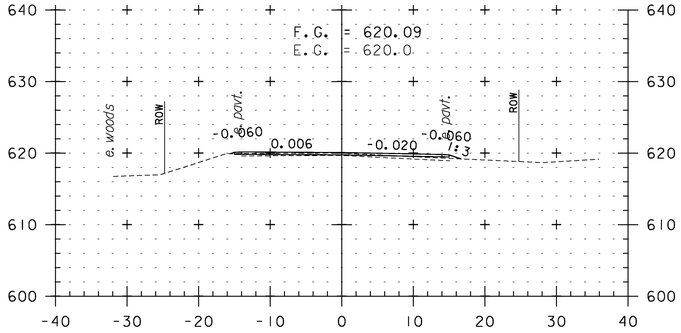
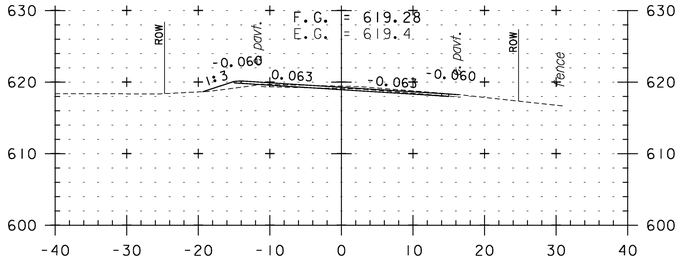


75+00



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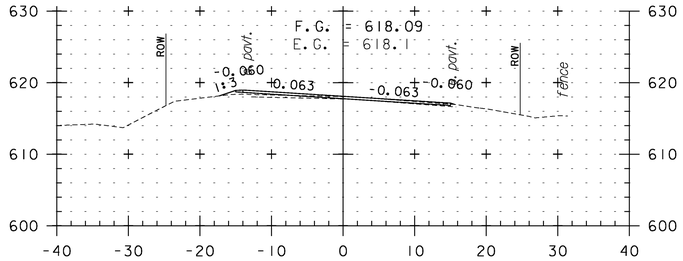

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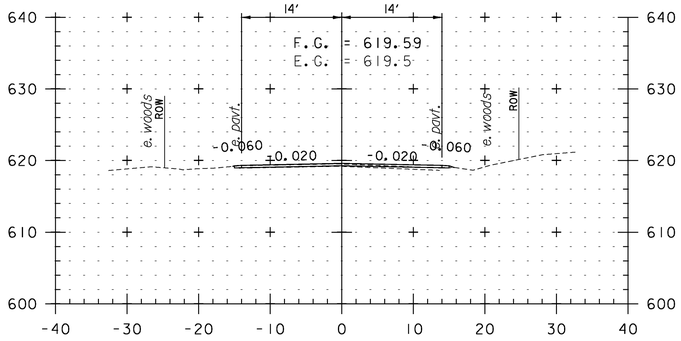

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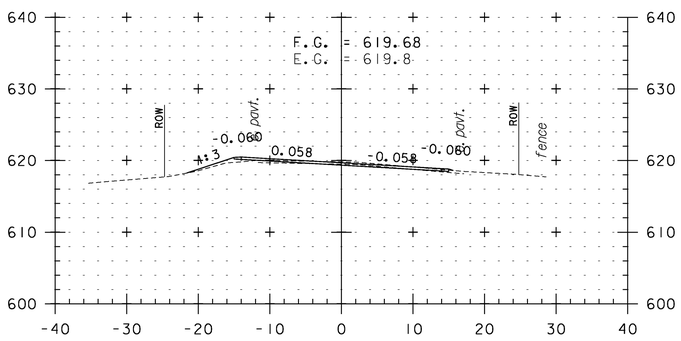

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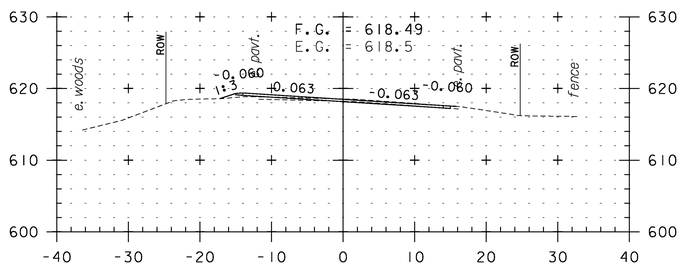


77+50

0 10 20
SCALE IN FEET

STA. 74+50 TO STA. 78+50

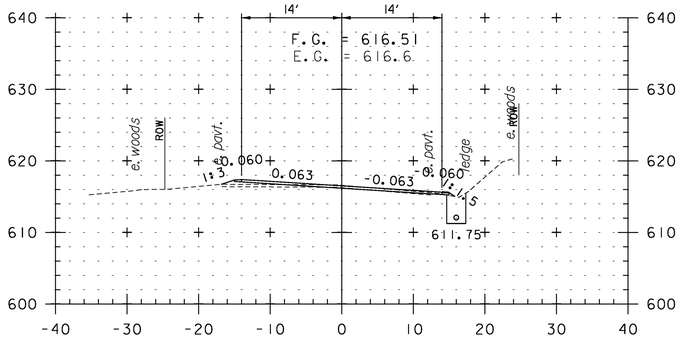
CROSS SECTION SHEET 2

PROJECT NAME: WEATHERSFIELD

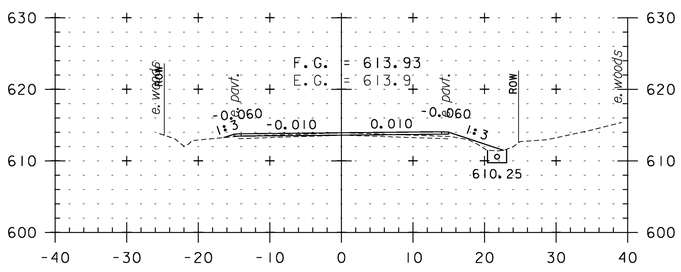
PROJECT NUMBER: STP 2913(1)

FILE NAME: 10c228
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: p10C228_92

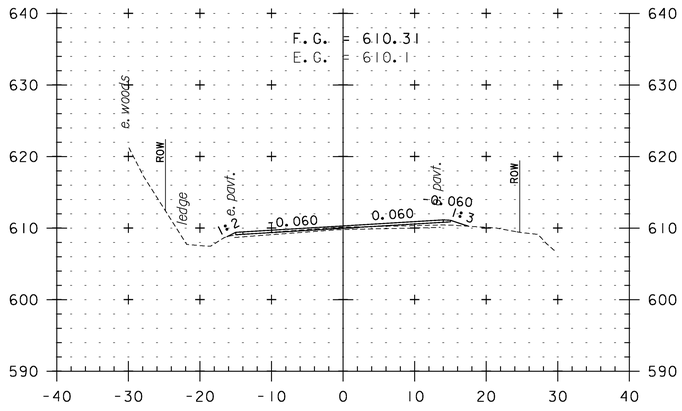
PLOT DATE: 2/7/2013
DRAWN BY: WWG
CHECKED BY: PTS
SHEET 92 OF 234



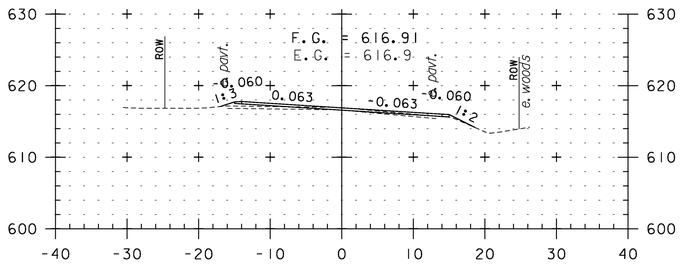
80+00



81+50



82+50



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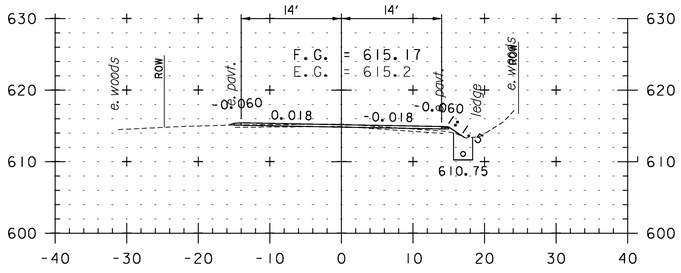

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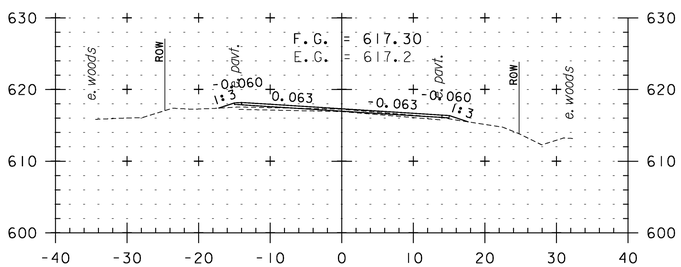
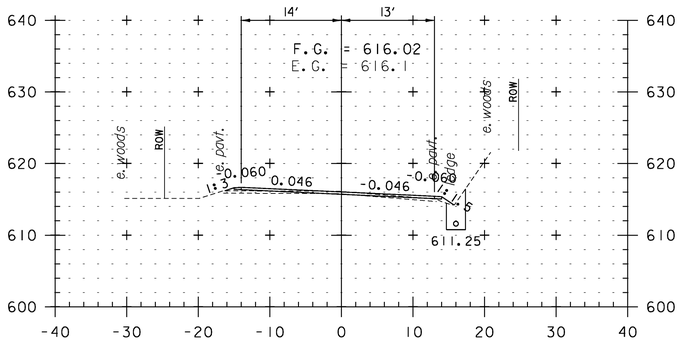
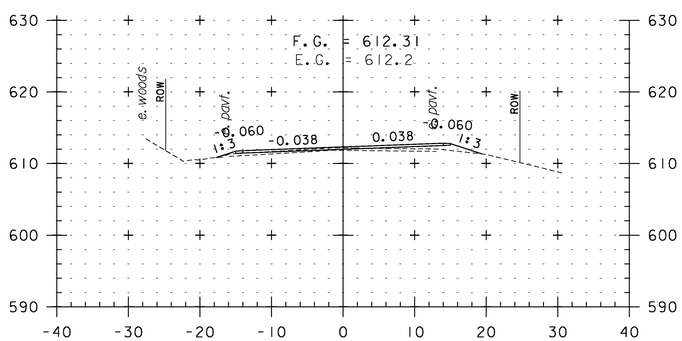


79+00



80+50



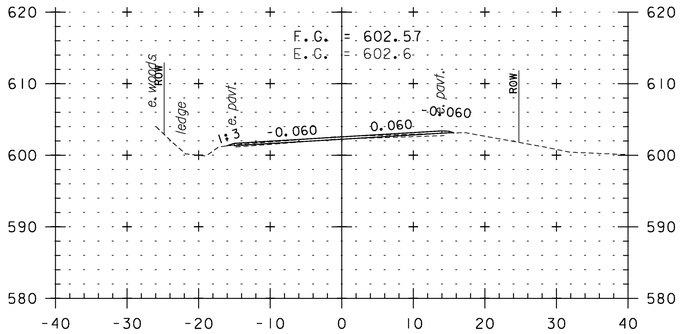
82+00

CROSS SECTION SHEET 3

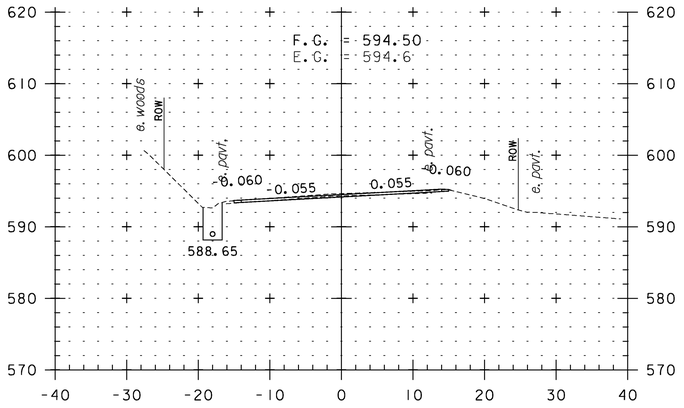
0 10 20
SCALE IN FEET

STA. 79+00 TO STA. 82+50

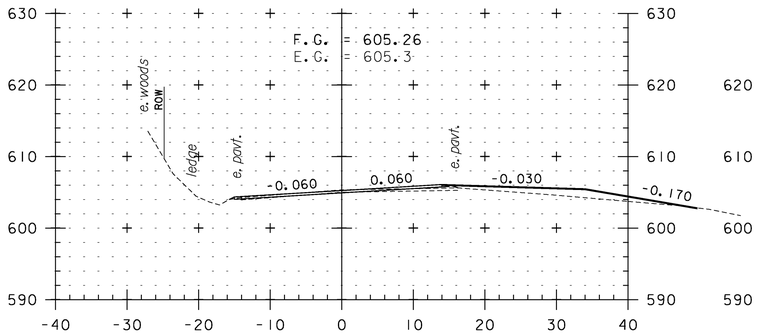
PROJECT NAME: WEATHERSFIELD	
PROJECT NUMBER: STP 2913(1)	
FILE NAME: 10c228	PLOT DATE: 2/7/2013
PROJECT LEADER: PTS	DRAWN BY: WWG
DESIGNED BY: NLL	CHECKED BY: PTS
IPARM FILE NAME: p10C228_93	SHEET 93 OF 234



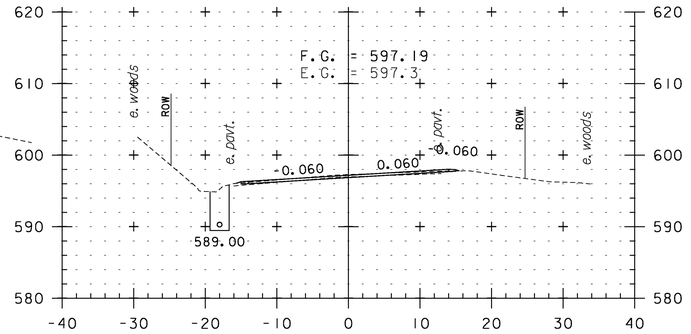
84+00



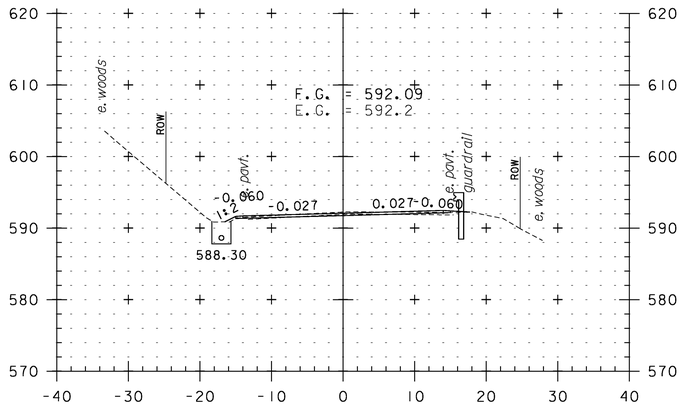
85+50



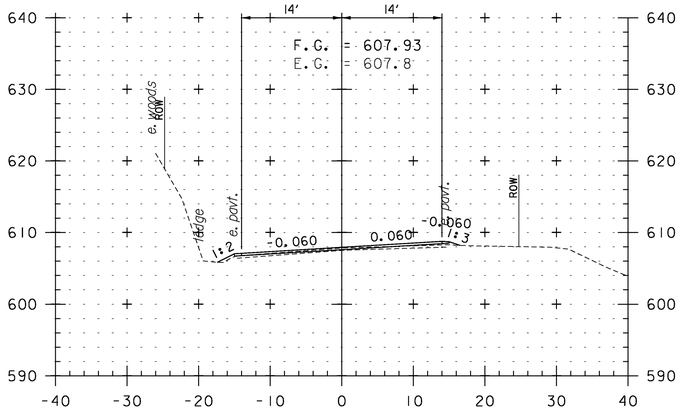
83+50
TH 82



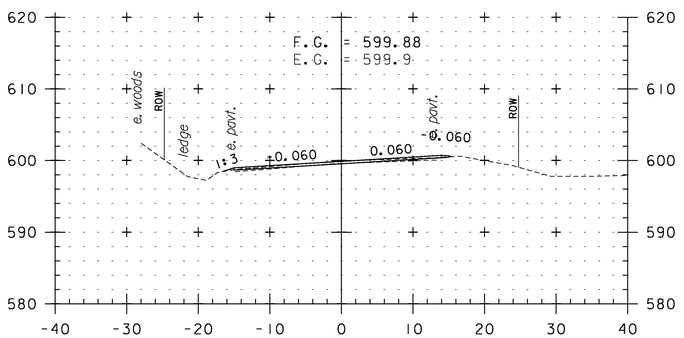
85+00



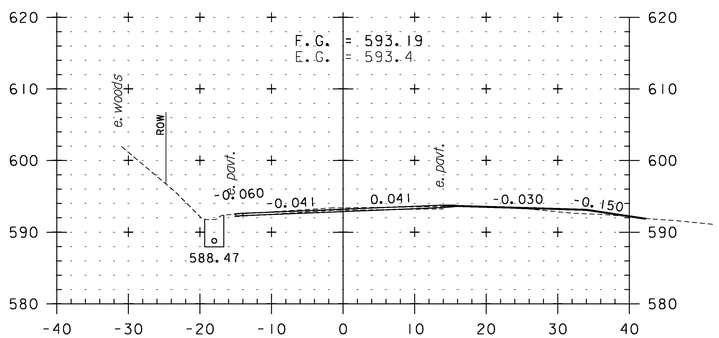
86+00



83+00



84+50



85+75
TH 82

CROSS SECTION SHEET 4

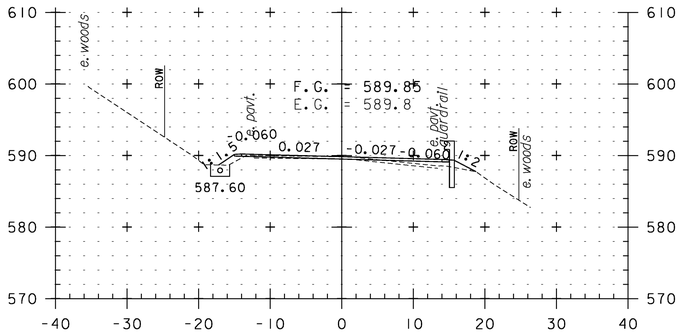
0 10 20
SCALE IN FEET

STA. 83+00 TO STA. 86+00

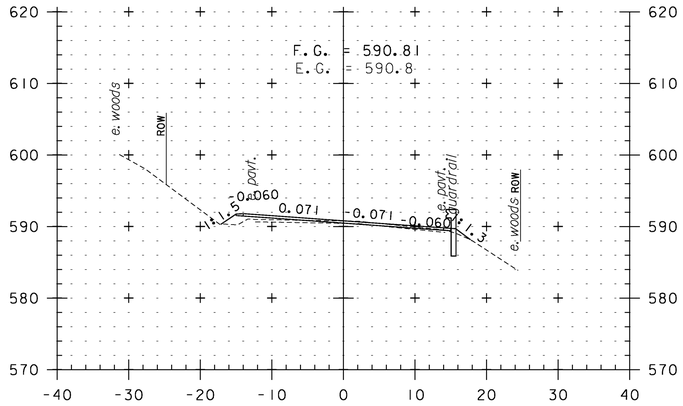
PROJECT NAME: WEATHERSFIELD
PROJECT NUMBER: STP 2913(1)

FILE NAME: 10c228
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: p10C228_94

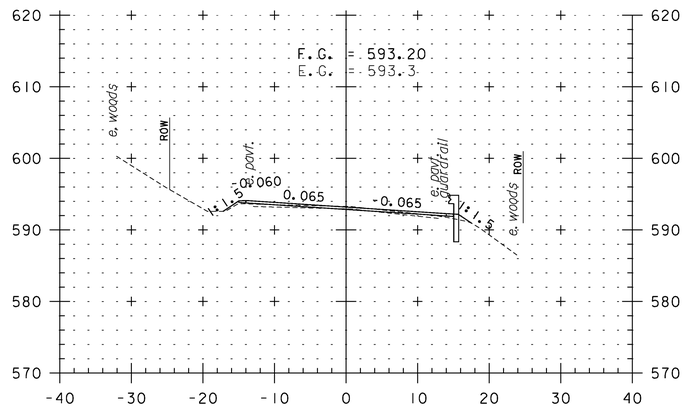
PLOT DATE: 2/7/2013
DRAWN BY: WWG
CHECKED BY: PTS
SHEET 94 OF 234



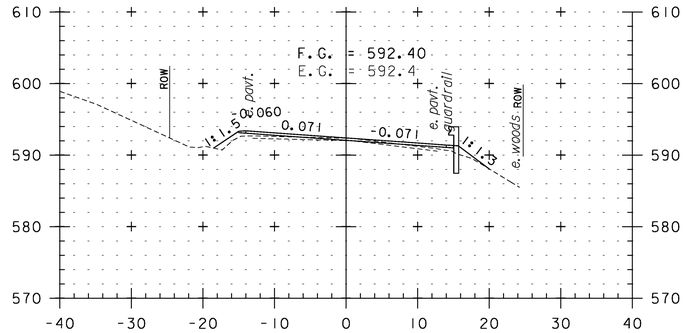
87+00



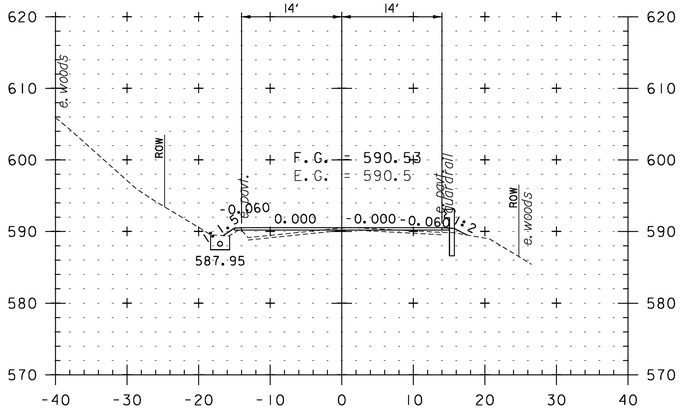
88+00



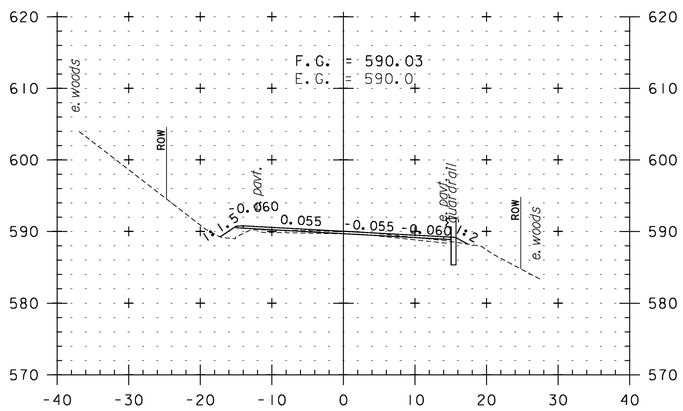
89+50



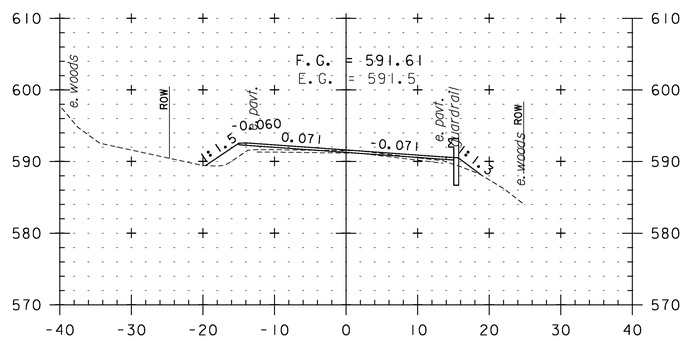
89+00



86+50



87+50

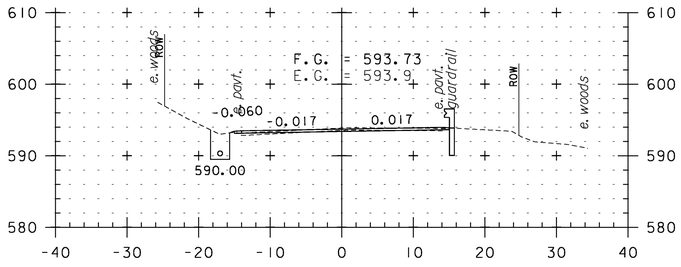


88+50

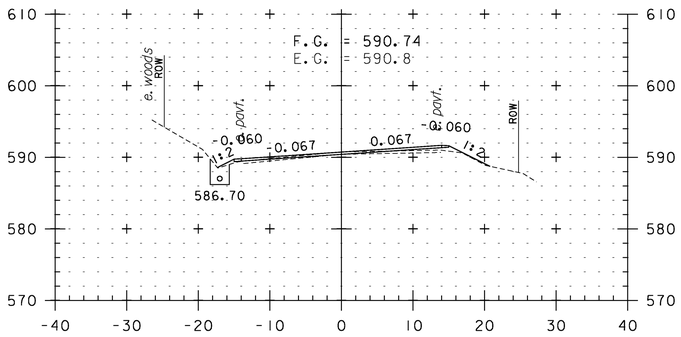
CROSS SECTION SHEET 5

STA. 86+50 TO STA. 89+50

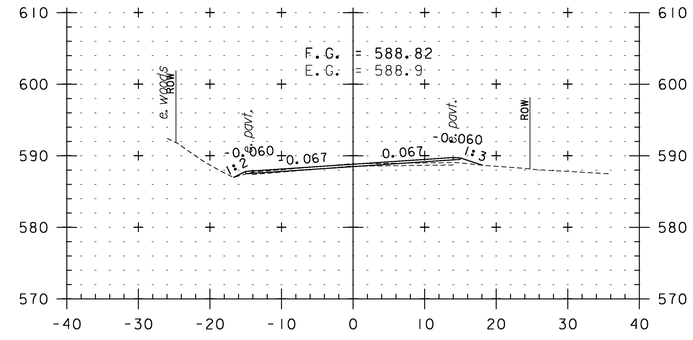
PROJECT NAME: WEATHERSFIELD	
PROJECT NUMBER: STP 2913(1)	
FILE NAME: 10c228	PLOT DATE: 2/7/2013
PROJECT LEADER: PTS	DRAWN BY: WWG
DESIGNED BY: NLL	CHECKED BY: PTS
IPARM FILE NAME: p10C228_95	SHEET 95 OF 234



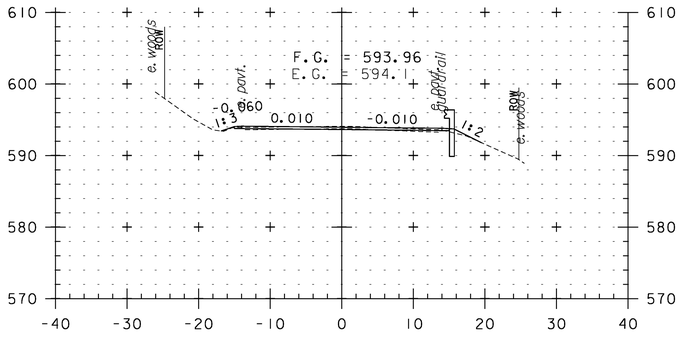
91+00



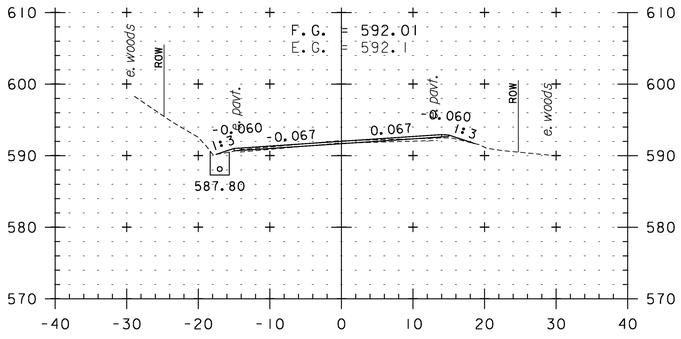
92+50



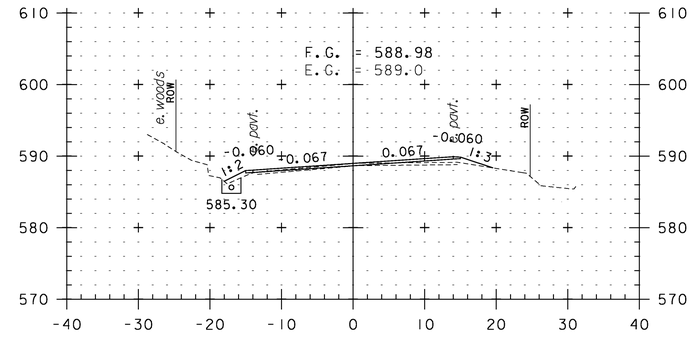
94+00



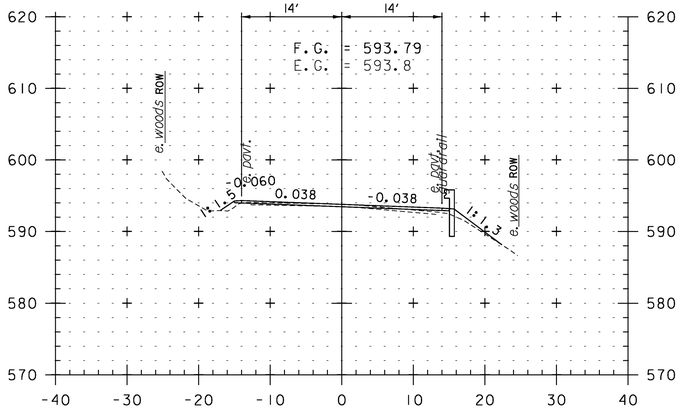
90+50



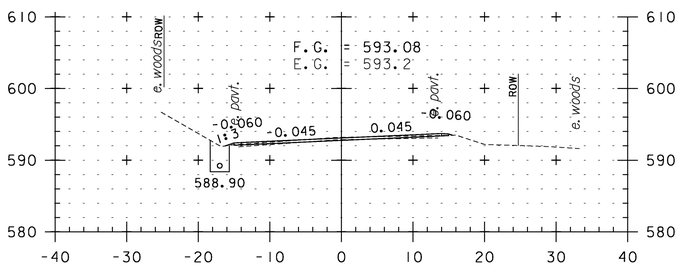
92+00



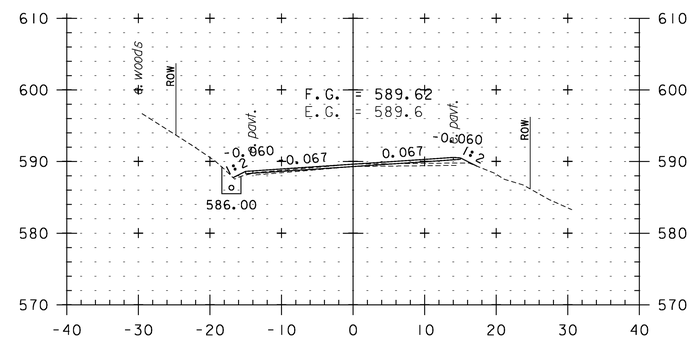
93+50



90+00



91+50



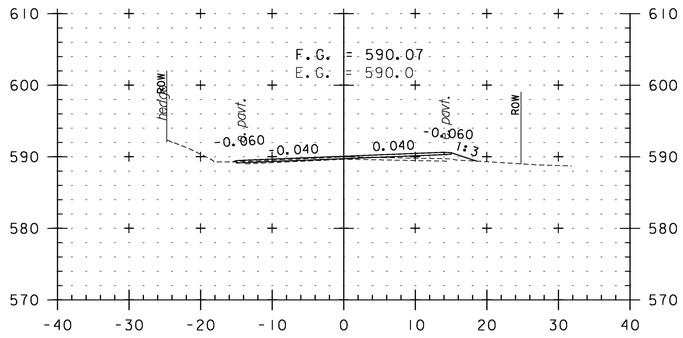
93+00

0 10 20
SCALE IN FEET

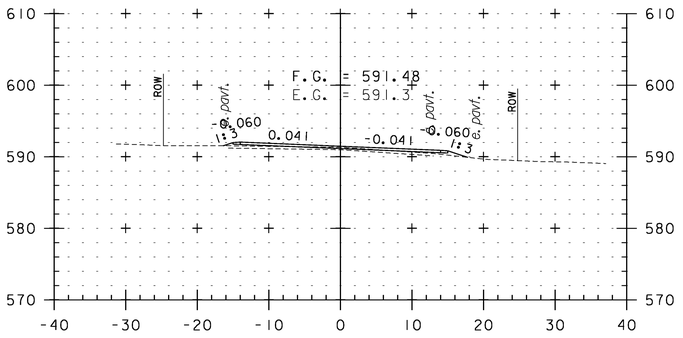
STA. 90+00 TO STA. 94+00

CROSS SECTION SHEET 6

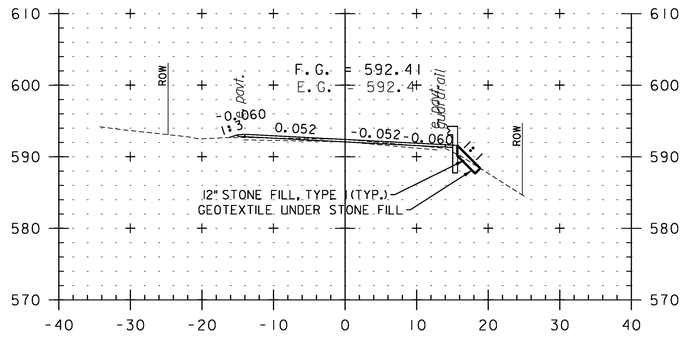
PROJECT NAME: WEATHERSFIELD	
PROJECT NUMBER: STP 2913(1)	
FILE NAME: 10c228	PLOT DATE: 2/7/2013
PROJECT LEADER: PTS	DRAWN BY: WWG
DESIGNED BY: NLL	CHECKED BY: PTS
IPARM FILE NAME: p10C228_96	SHEET 96 OF 234



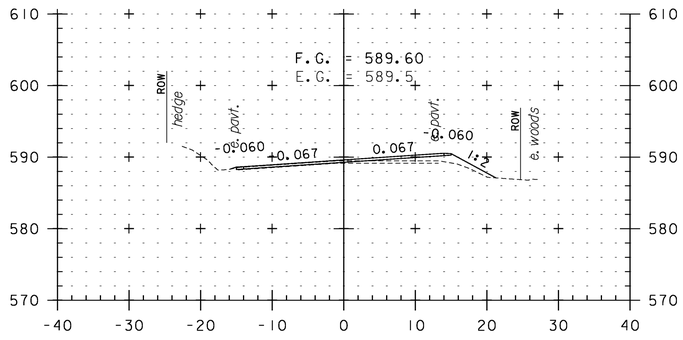
95+50



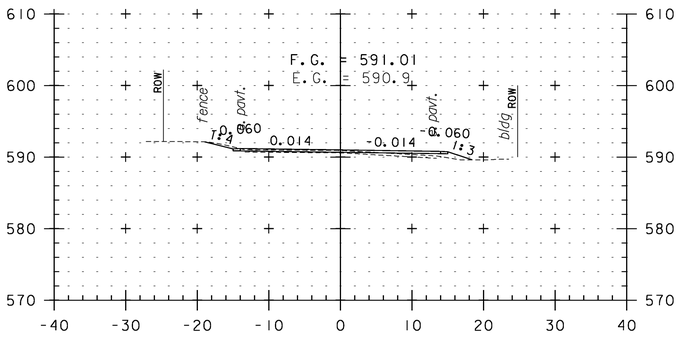
97+00



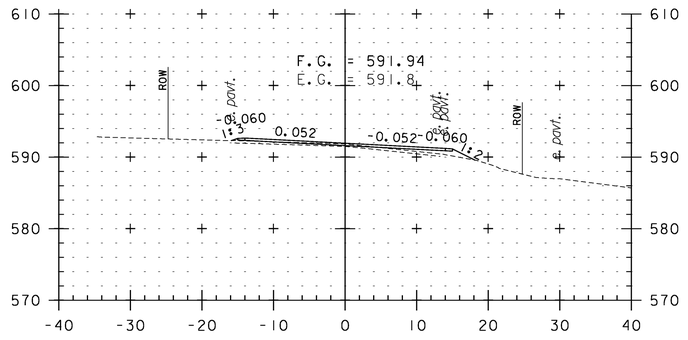
98+00



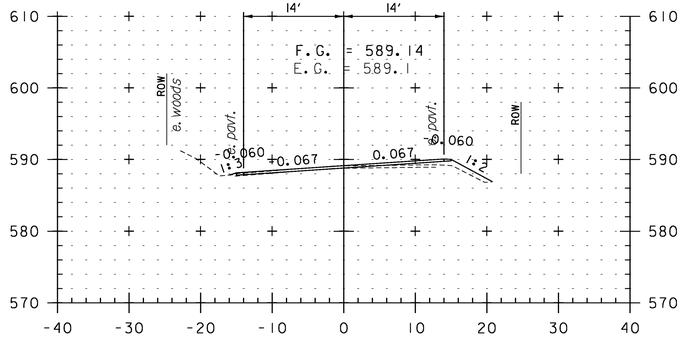
95+00



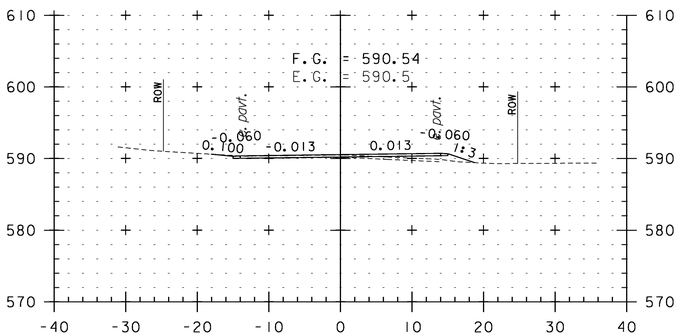
96+50



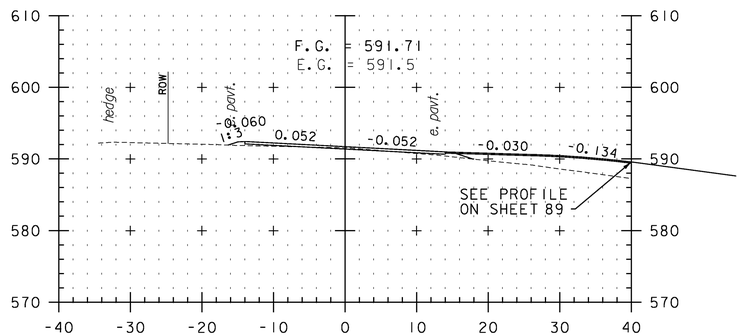
97+50



94+50



96+00



97+25
TH 94

CROSS SECTION SHEET 7

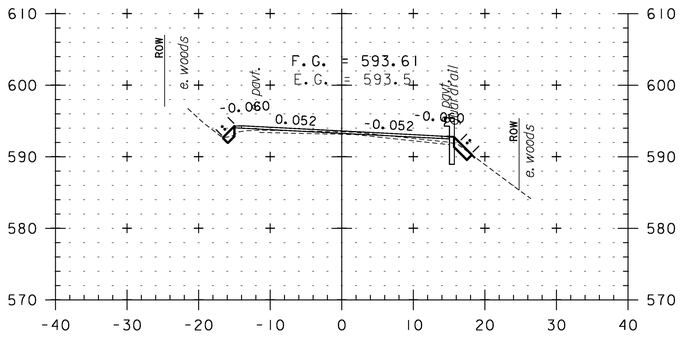
0 10 20
SCALE IN FEET

STA. 94+50 TO STA. 98+00

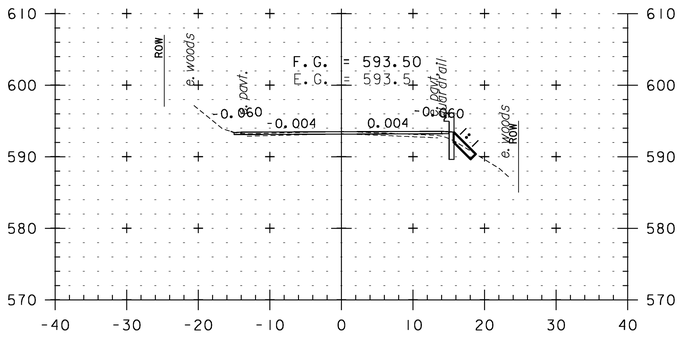
PROJECT NAME: WEATHERSFIELD
PROJECT NUMBER: STP 2913(1)

FILE NAME: 10c228
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: p10C228_97

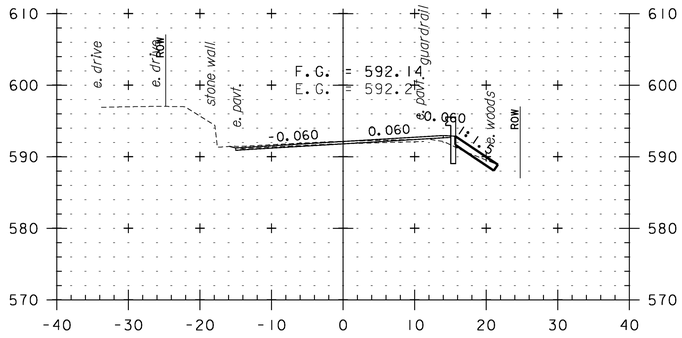
PLOT DATE: 2/7/2013
DRAWN BY: WWG
CHECKED BY: PTS
SHEET 97 OF 234



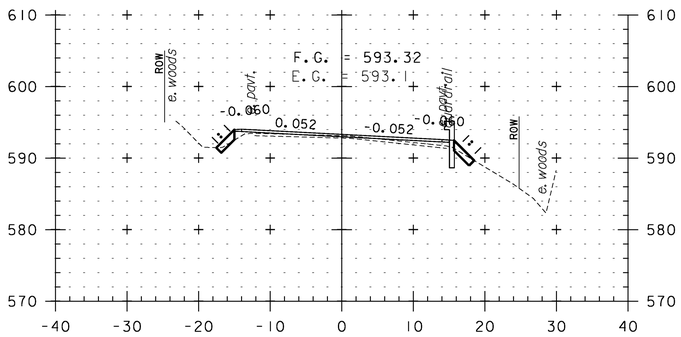
99+50



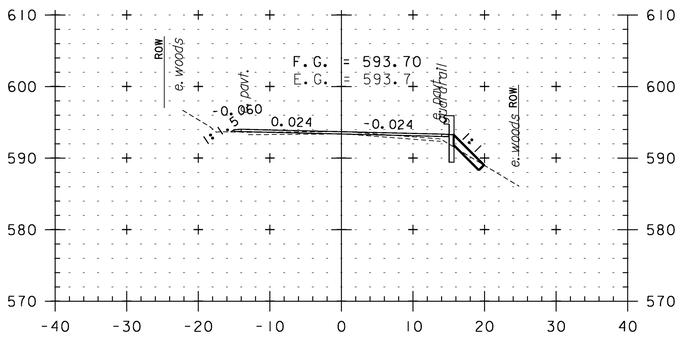
101+00



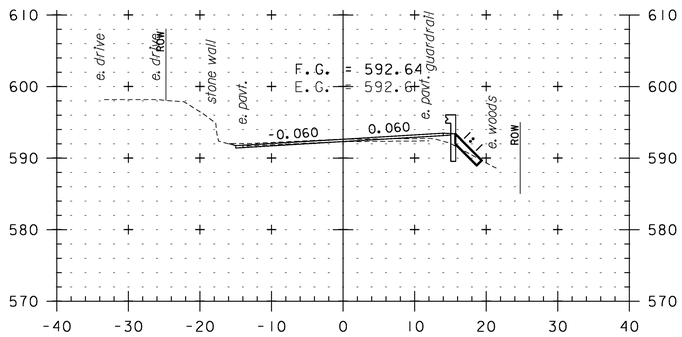
102+50



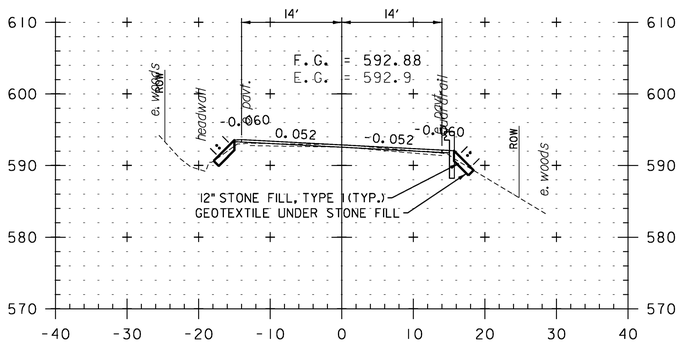
99+00



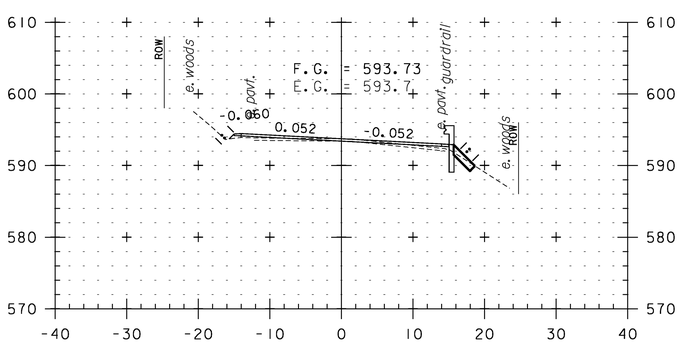
100+50



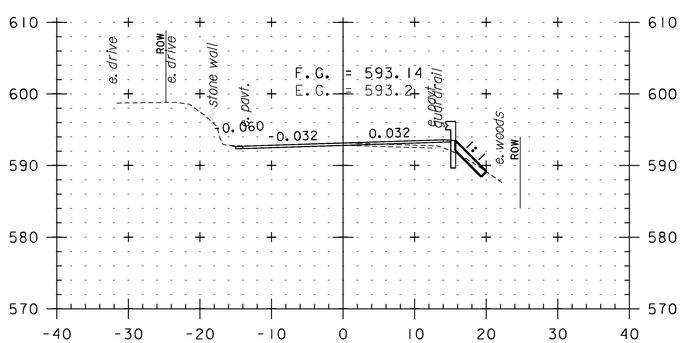
102+00



98+50



100+00



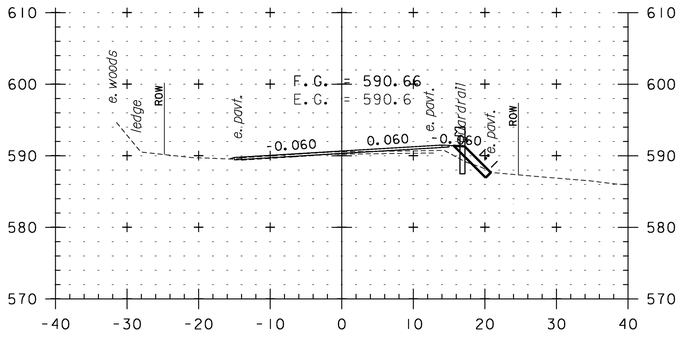
101+50

CROSS SECTION SHEET 8

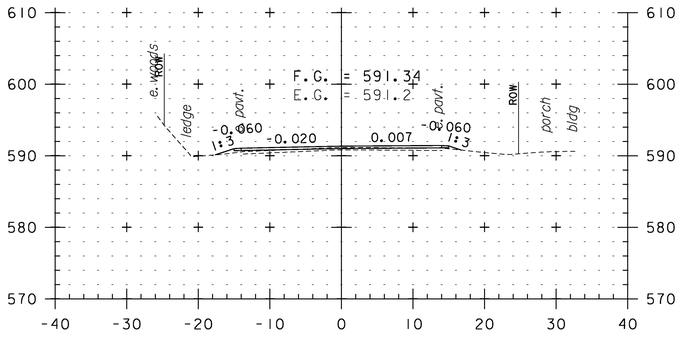
0 10 20
SCALE IN FEET

STA. 98+50 TO STA. 102+50

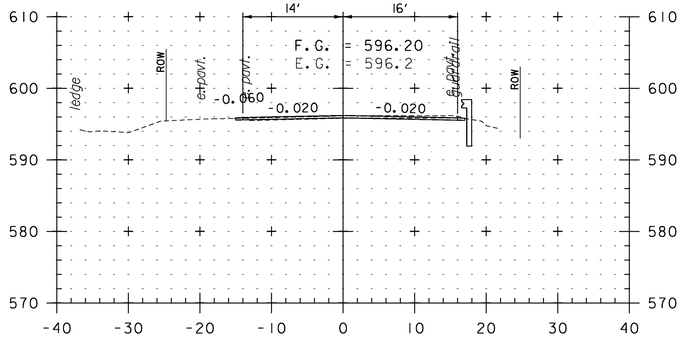
PROJECT NAME: WEATHERSFIELD	
PROJECT NUMBER: STP 2913(1)	
FILE NAME: 10c228	PLOT DATE: 2/7/2013
PROJECT LEADER: PTS	DRAWN BY: WWG
DESIGNED BY: NLL	CHECKED BY: PTS
IPARM FILE NAME: p10C228_98	SHEET 98 OF 234



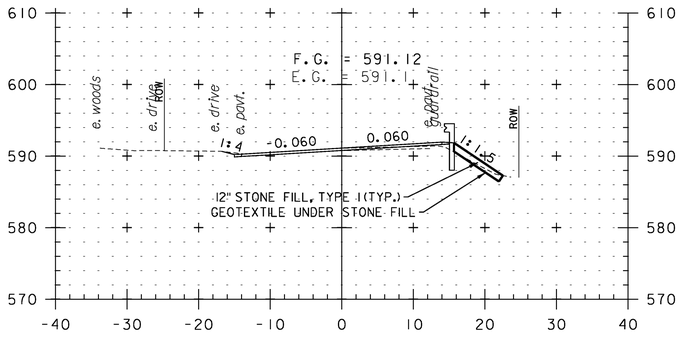
104+00



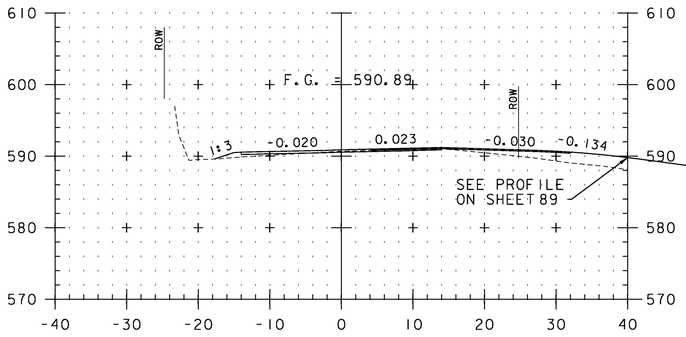
105+00



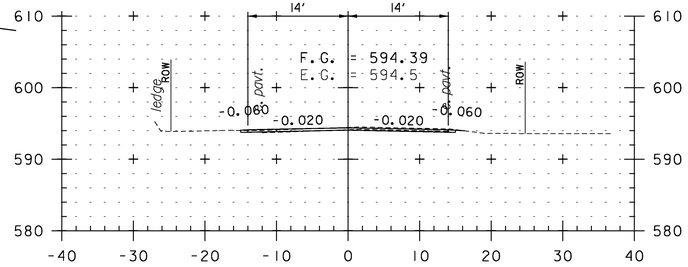
106+50



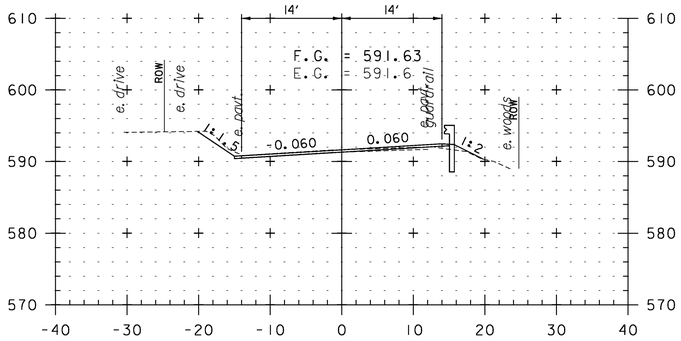
103+50



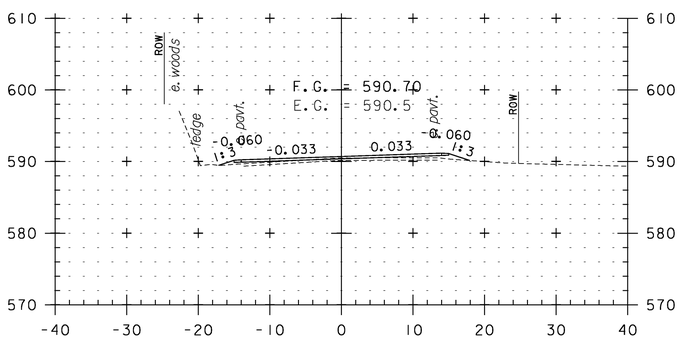
104+69
TH 94



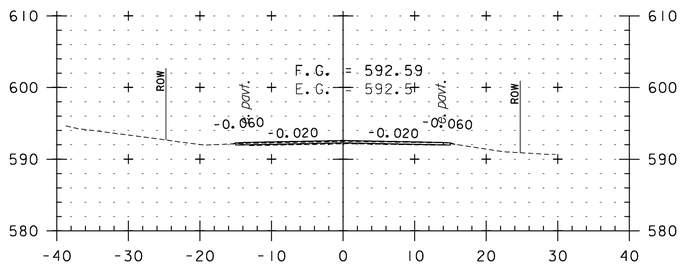
106+00



103+00



104+50



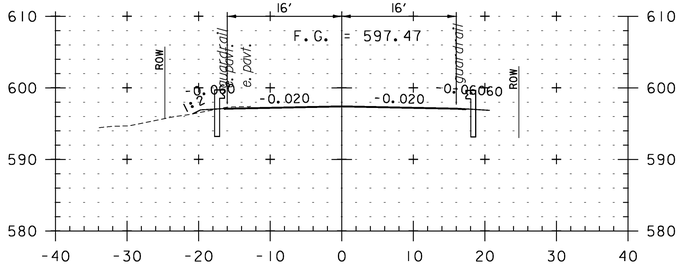
105+50

CROSS SECTION SHEET 9

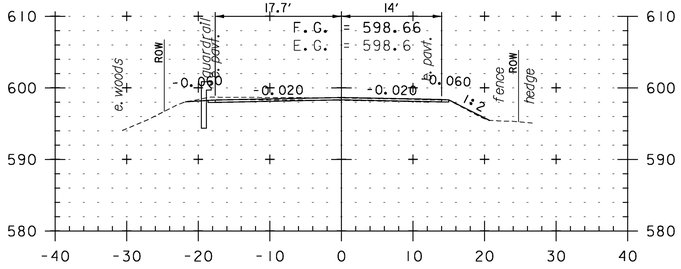
PROJECT NAME:	WEATHERSFIELD
PROJECT NUMBER:	STP 2913(1)
FILE NAME: 10c228	PLOT DATE: 2/7/2013
PROJECT LEADER: PTS	DRAWN BY: WWG
DESIGNED BY: NLL	CHECKED BY: PTS
IPARM FILE NAME: p10C228_99	SHEET 99 OF 234

0 10 20
SCALE IN FEET

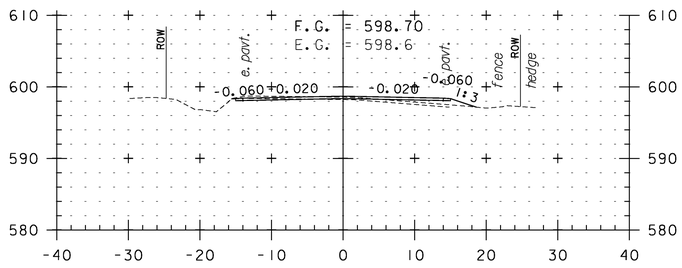
STA. 103+00 TO STA. 106+50



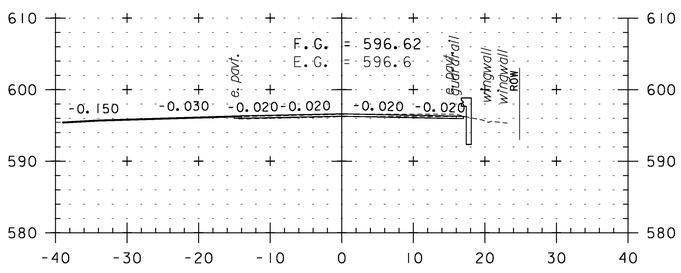
107+00
BRIDGE 10



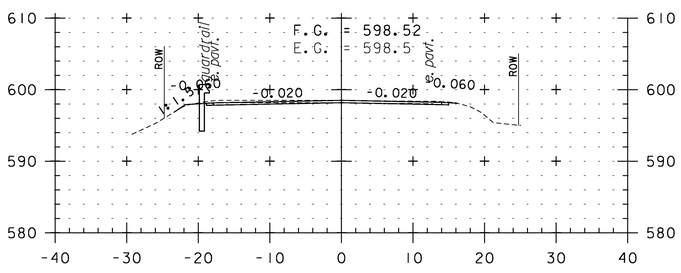
108+00



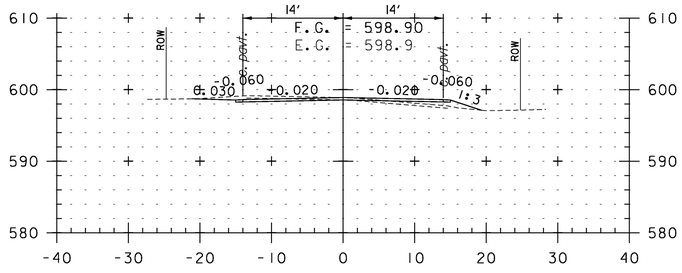
109+50



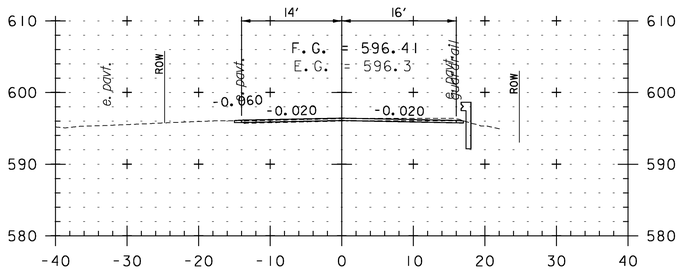
106+64
TH 10



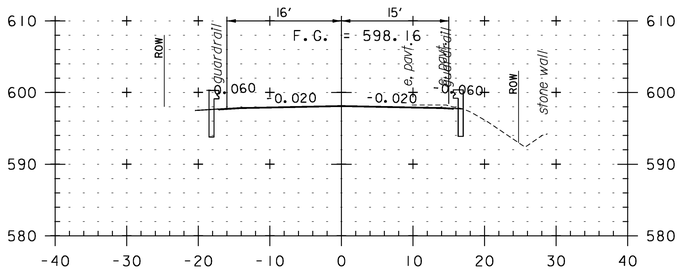
107+86
BRIDGE 10 APPROACH



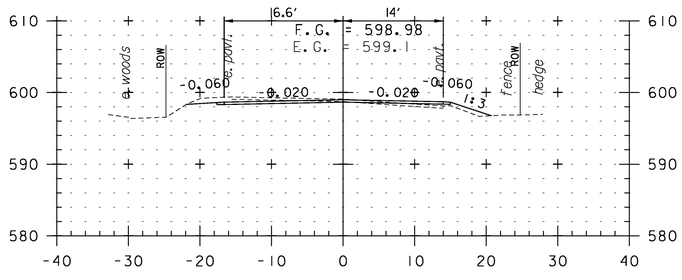
109+00



106+57
BRIDGE 10 APPROACH



107+50
BRIDGE 10



108+50

0 10 20
SCALE IN FEET

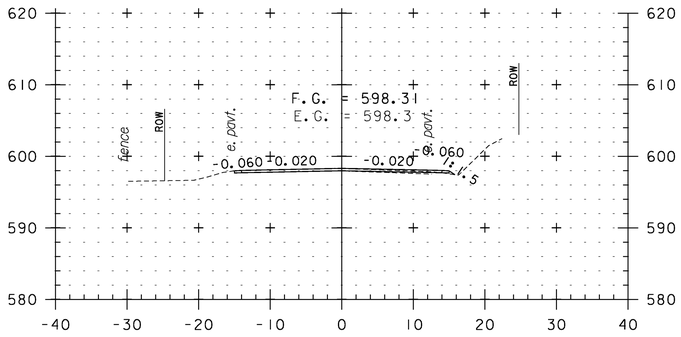
STA. 106+57 TO STA. 109+50

CROSS SECTION SHEET 10

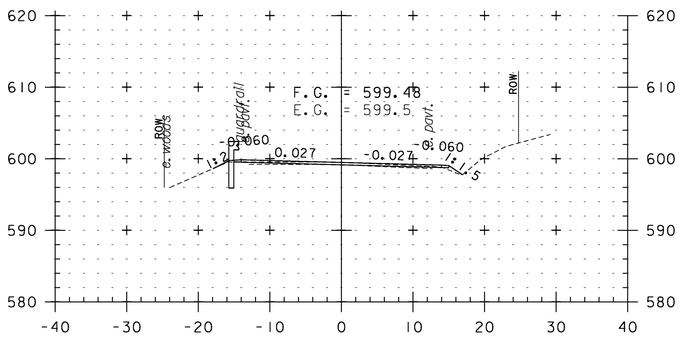
PROJECT NAME: WEATHERSFIELD
PROJECT NUMBER: STP 2913(1)

FILE NAME: 10c228
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: p10C228_100

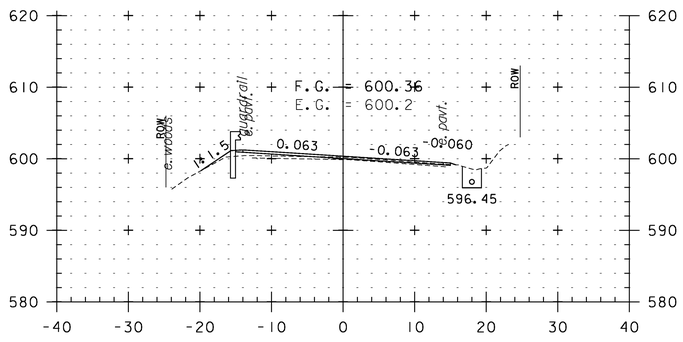
PLOT DATE: 2/7/2013
DRAWN BY: WWG
CHECKED BY: PTS
SHEET 100 OF 234



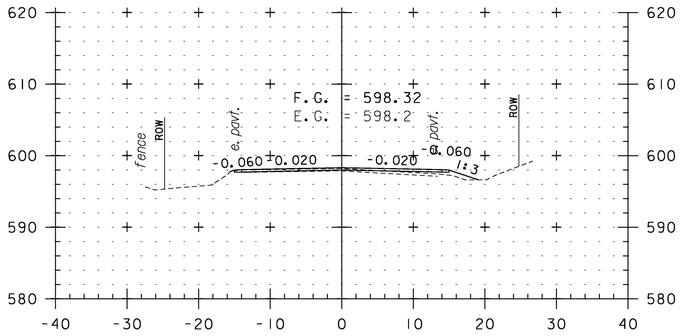
111+00



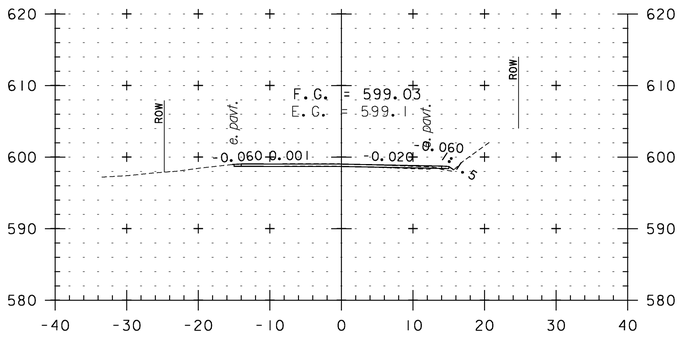
112+50



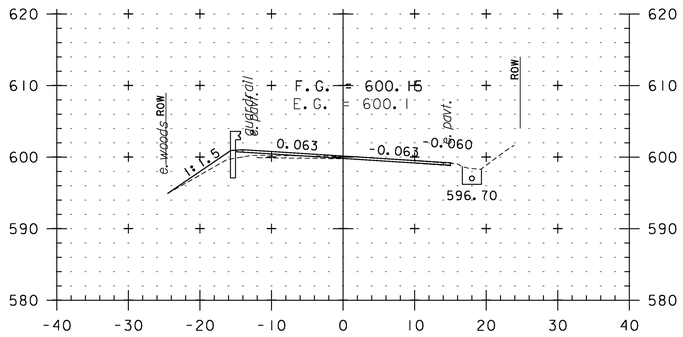
114+00



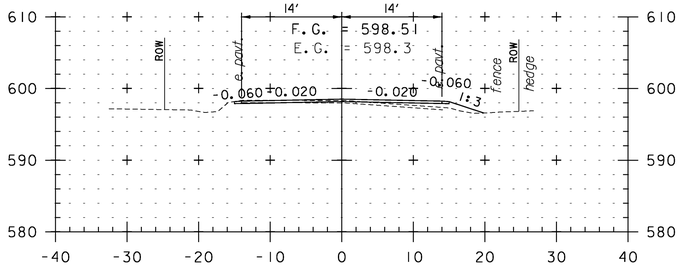
110+50



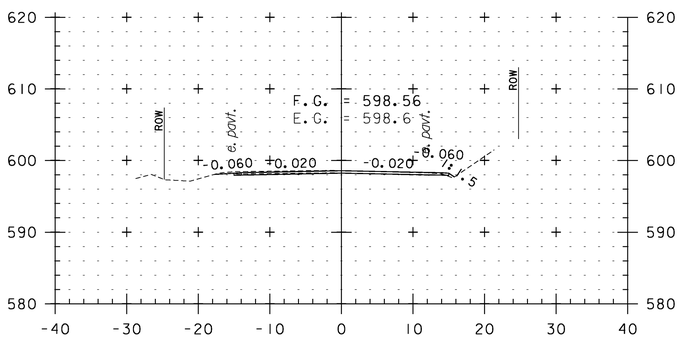
112+00



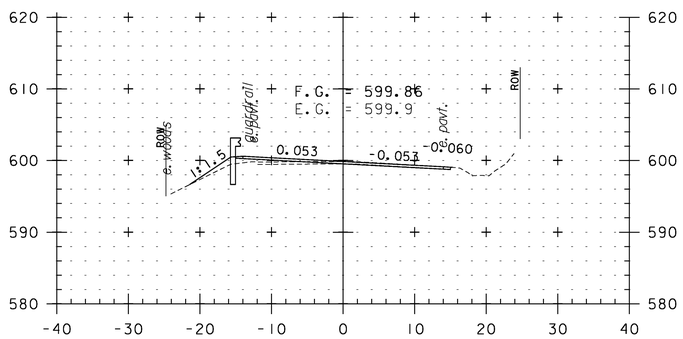
113+50



110+00



111+50



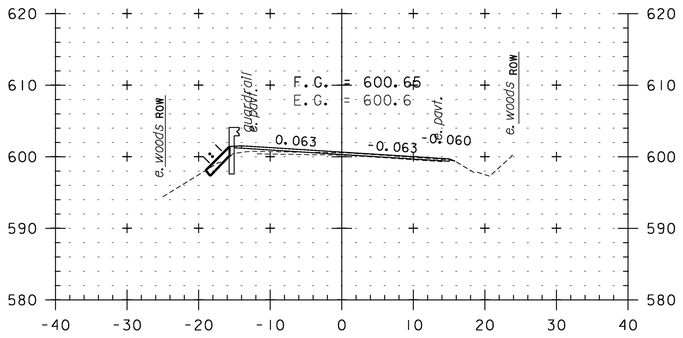
113+00

CROSS SECTION SHEET 11

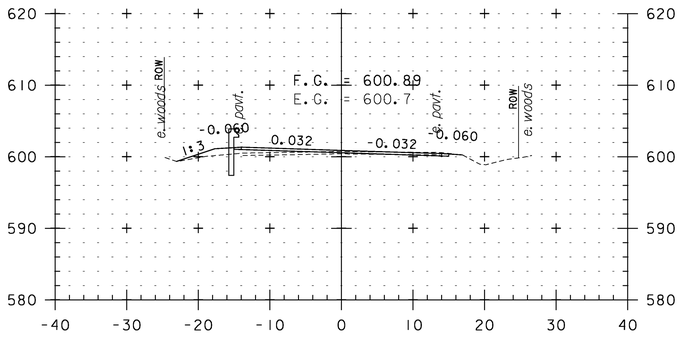
0 10 20
SCALE IN FEET

STA. 110+00 TO STA. 114+00

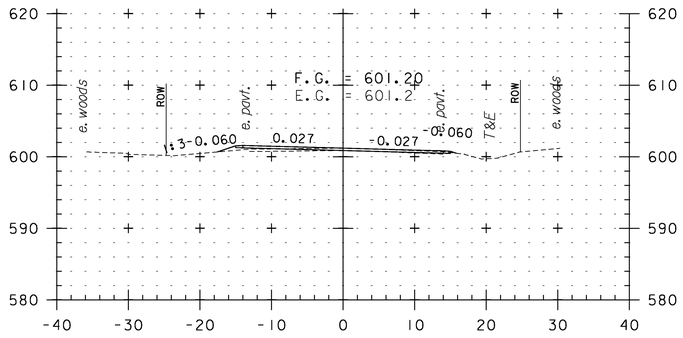
PROJECT NAME: WEATHERSFIELD	
PROJECT NUMBER: STP 2913(1)	
FILE NAME: 10c228	PLOT DATE: 2/7/2013
PROJECT LEADER: PTS	DRAWN BY: WWG
DESIGNED BY: NLL	CHECKED BY: PTS
IPARM FILE NAME: p10C228_101	SHEET 101 OF 234



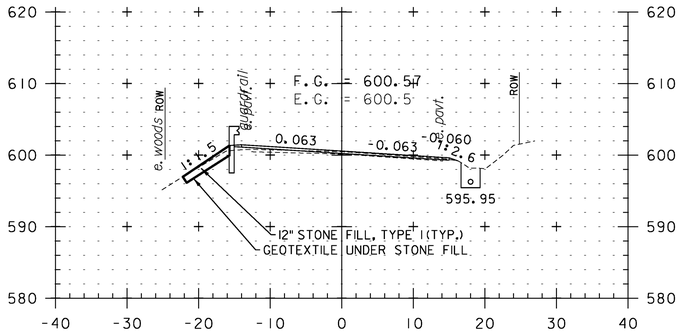
115+50



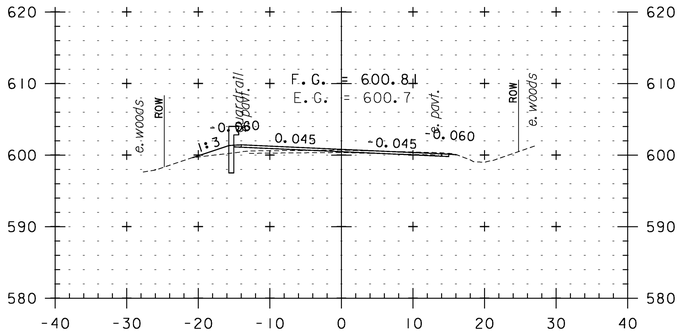
117+00



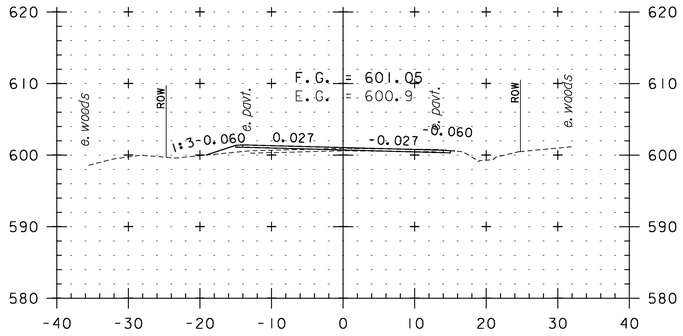
118+50



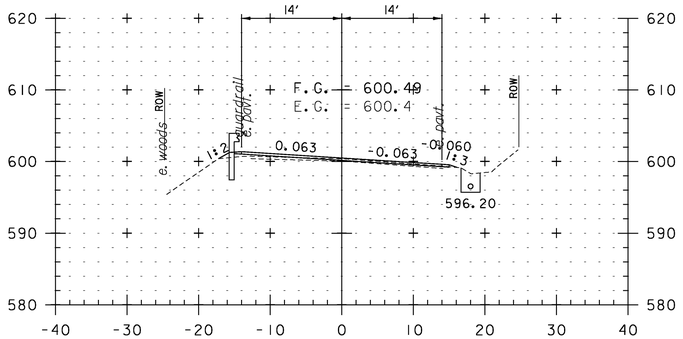
115+00



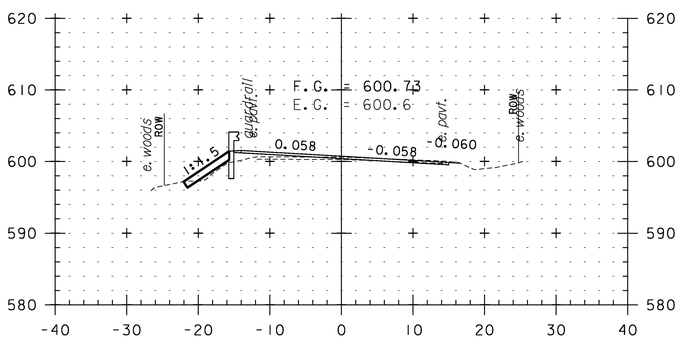
116+50



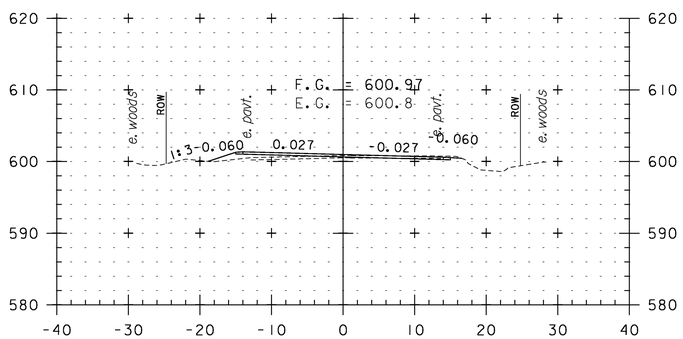
118+00



114+50



116+00



117+50

CROSS SECTION SHEET 12

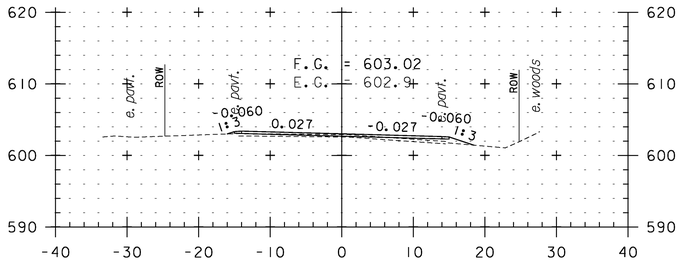
0 10 20
SCALE IN FEET

STA. 114+50 TO STA. 118+50

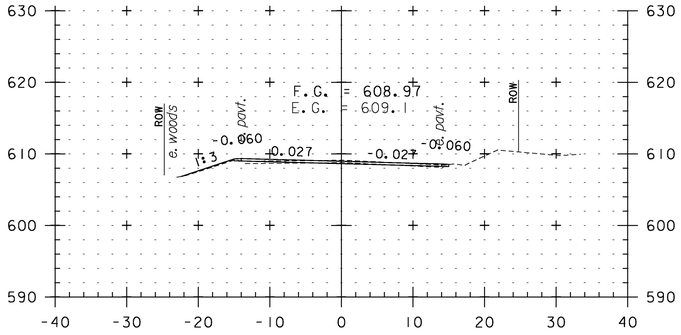
PROJECT NAME: WEATHERSFIELD
PROJECT NUMBER: STP 2913(1)

FILE NAME: 10c228
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: p10C228_102

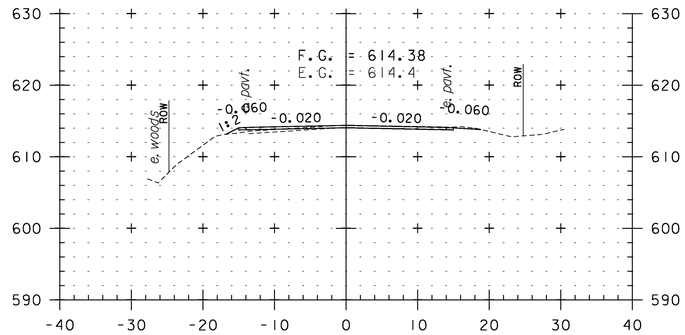
PLOT DATE: 2/7/2013
DRAWN BY: WWG
CHECKED BY: PTS
SHEET 102 OF 234



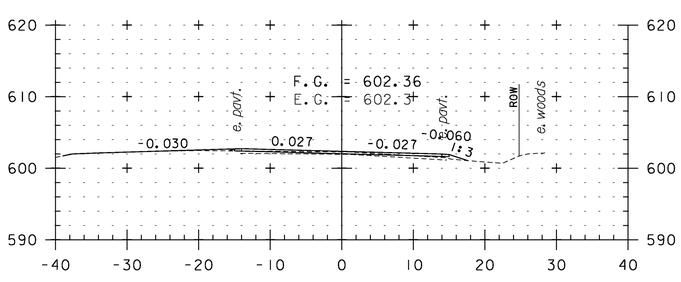
119+50



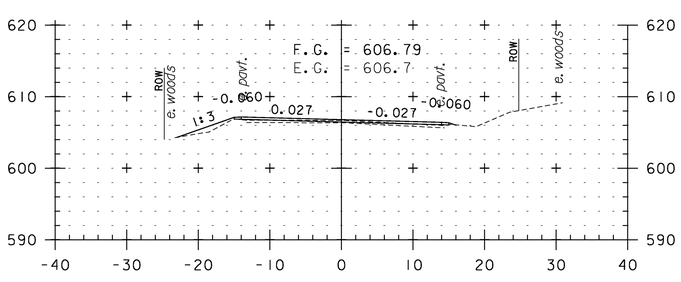
121+00



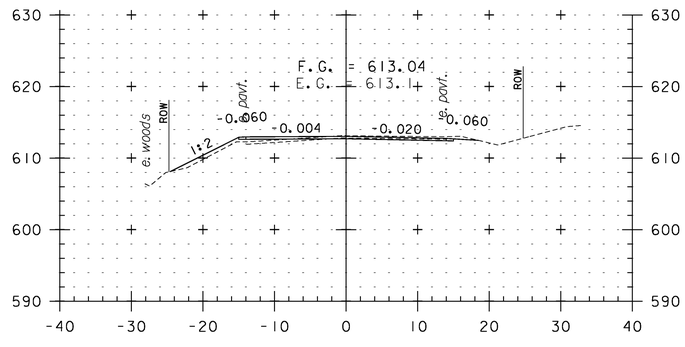
122+50



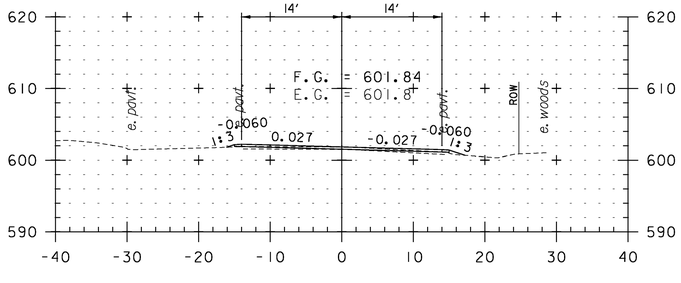
119+25
TH 11



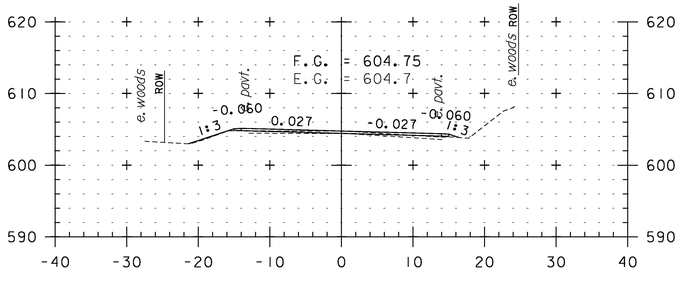
120+50



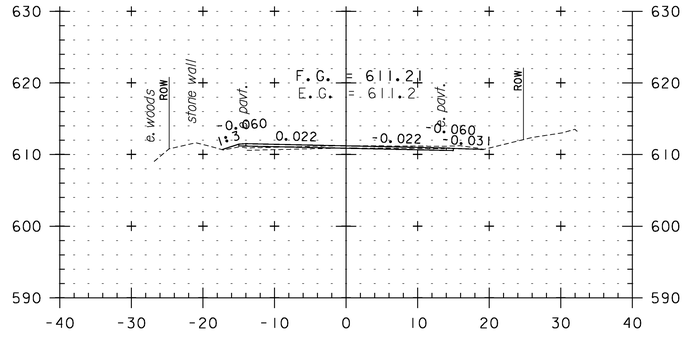
122+00



119+00



120+00



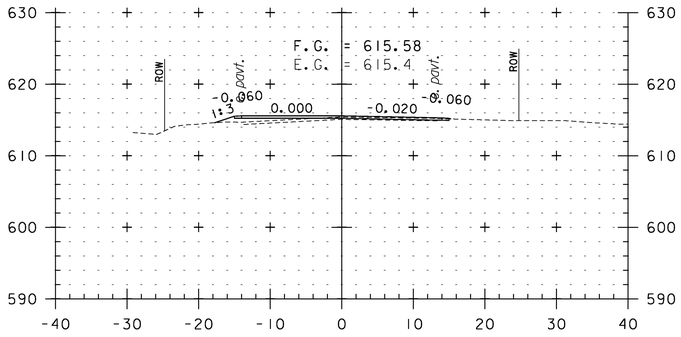
121+50

CROSS SECTION SHEET 13

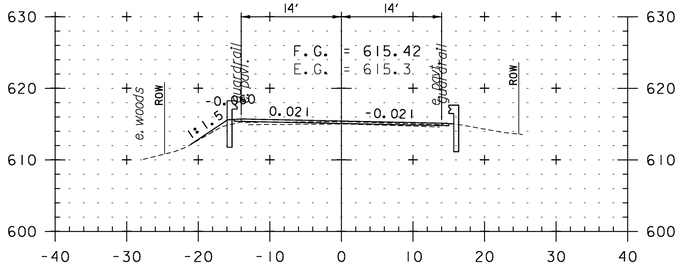
0 10 20
SCALE IN FEET

STA. 119+00 TO STA. 122+50

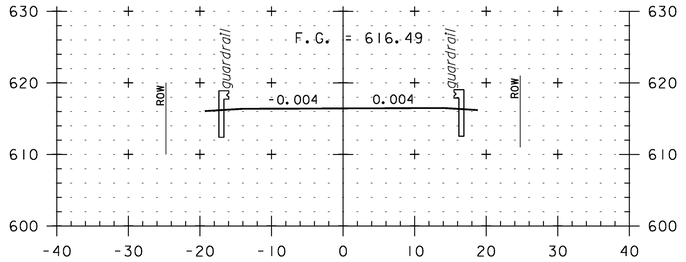
PROJECT NAME: WEATHERSFIELD	
PROJECT NUMBER: STP 2913(1)	
FILE NAME: 10c228	PLOT DATE: 2/7/2013
PROJECT LEADER: PTS	DRAWN BY: WWG
DESIGNED BY: NLL	CHECKED BY: PTS
IPARM FILE NAME: p10C228_103	SHEET 103 OF 234



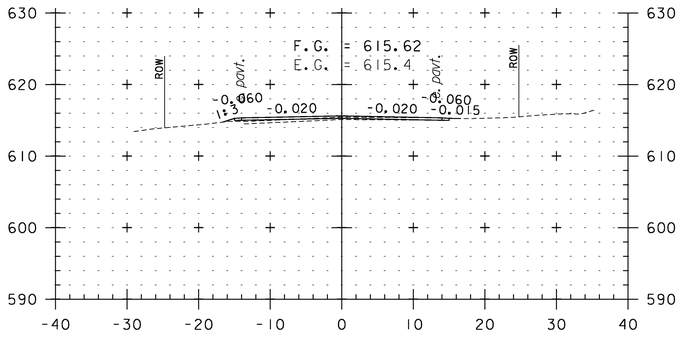
124+00



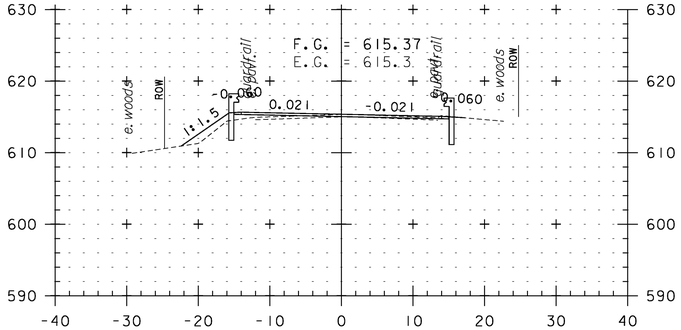
125+50



126+50
BRIDGE 11

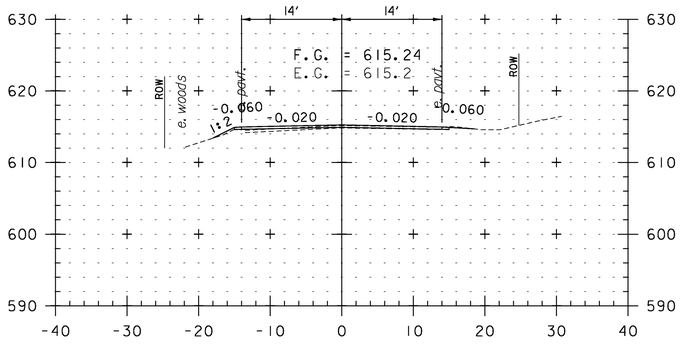


123+50

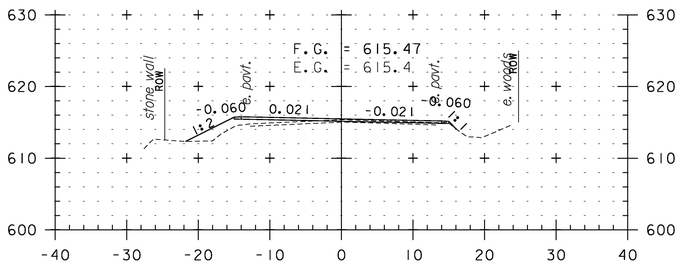


125+00

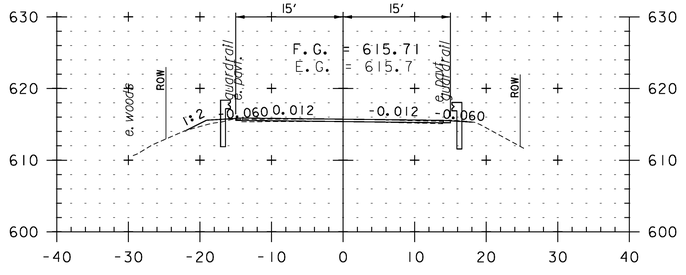
126+10
BRIDGE 11 APPROACH



123+00



124+50



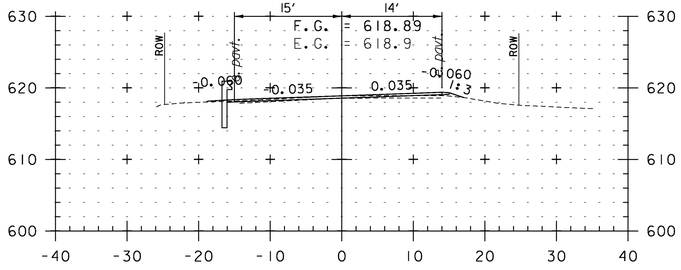
126+00

CROSS SECTION SHEET 14

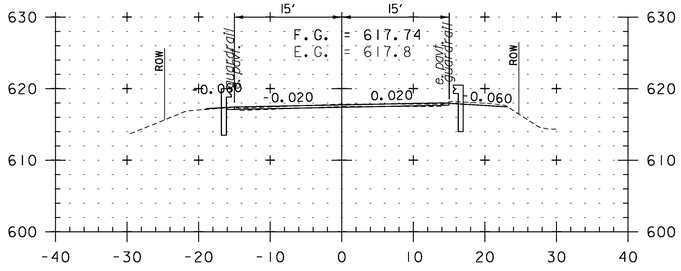
0 10 20
SCALE IN FEET

STA. 123+00 TO STA. 126+50

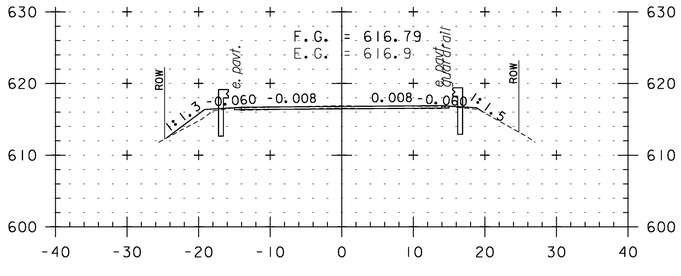
PROJECT NAME: WEATHERSFIELD	
PROJECT NUMBER: STP 2913(1)	
FILE NAME: 10c228	PLOT DATE: 2/7/2013
PROJECT LEADER: PTS	DRAWN BY: WWG
DESIGNED BY: NLL	CHECKED BY: PTS
IPARM FILE NAME: p10C228_104	SHEET 104 OF 234



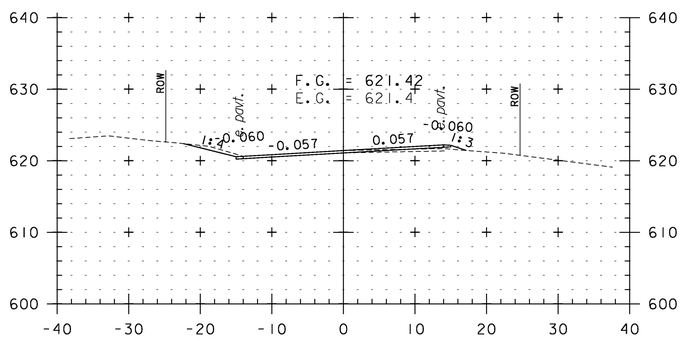
127+50



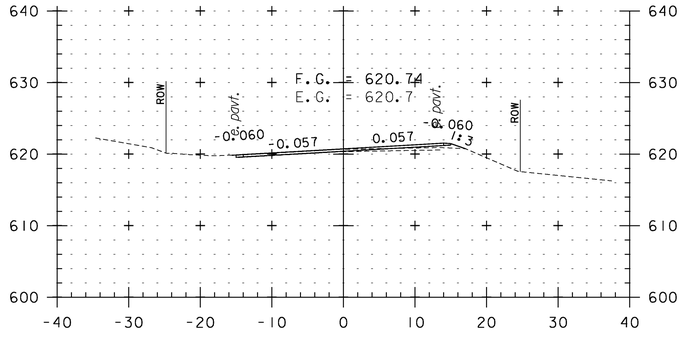
127+00



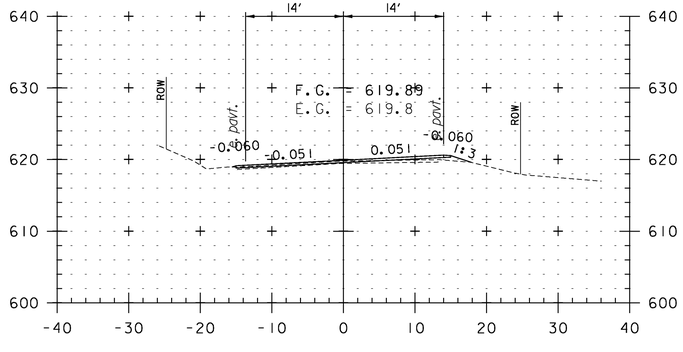
126+63
BRIDGE 11 APPROACH



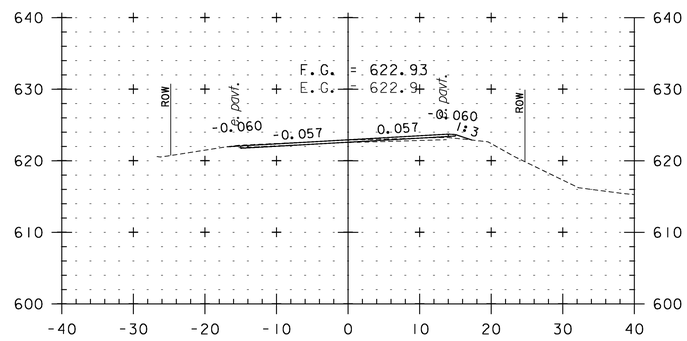
129+00



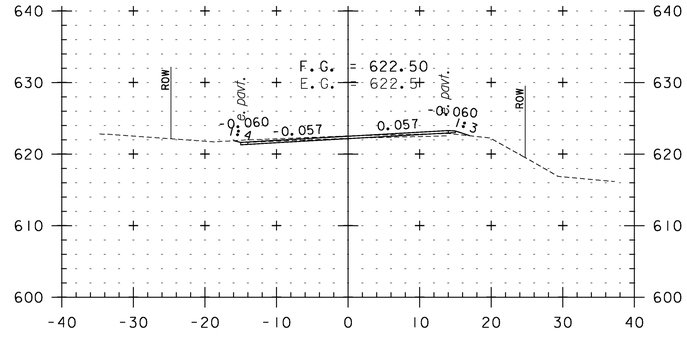
128+50



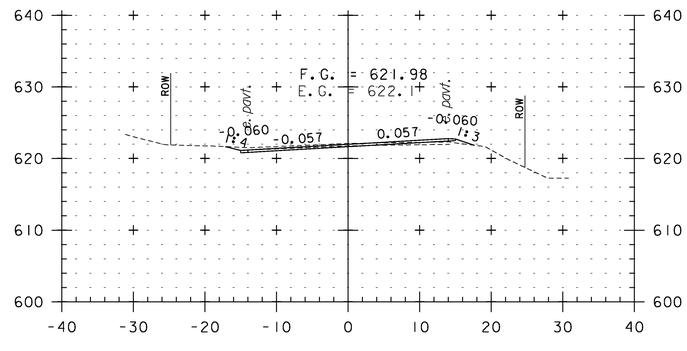
128+00



130+50



130+00



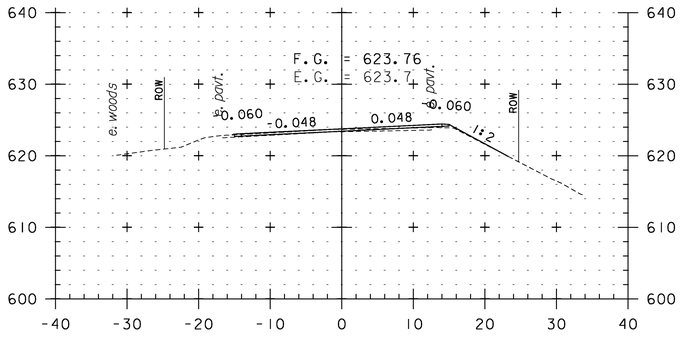
129+50

CROSS SECTION SHEET 15

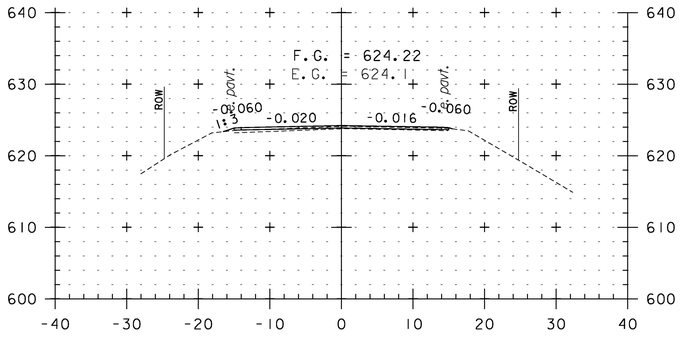
PROJECT NAME: WEATHERSFIELD	
PROJECT NUMBER: STP 2913(1)	
FILE NAME: 10c228	PLOT DATE: 2/7/2013
PROJECT LEADER: PTS	DRAWN BY: WWG
DESIGNED BY: NLL	CHECKED BY: PTS
IPARM FILE NAME: p10C228_105	SHEET 105 OF 234

0 10 20
SCALE IN FEET

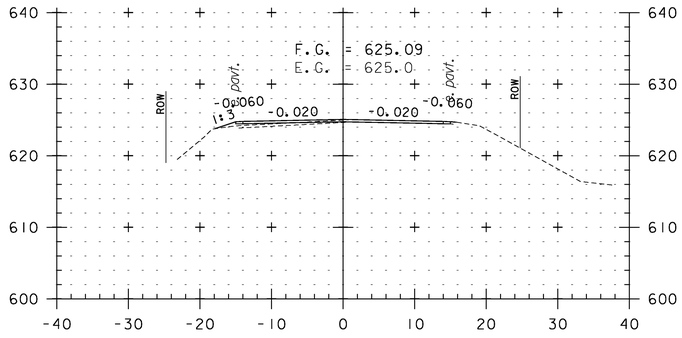
STA. 126+63 TO STA. 130+50



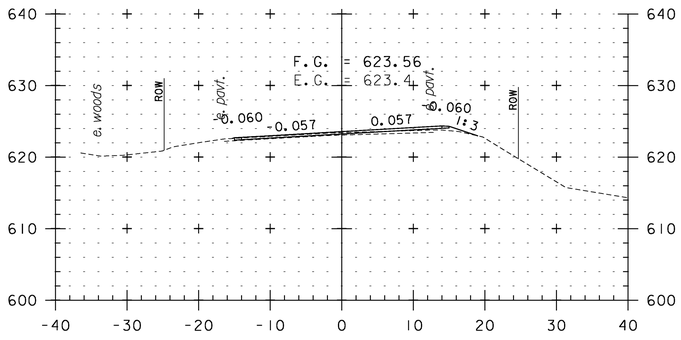
132+00



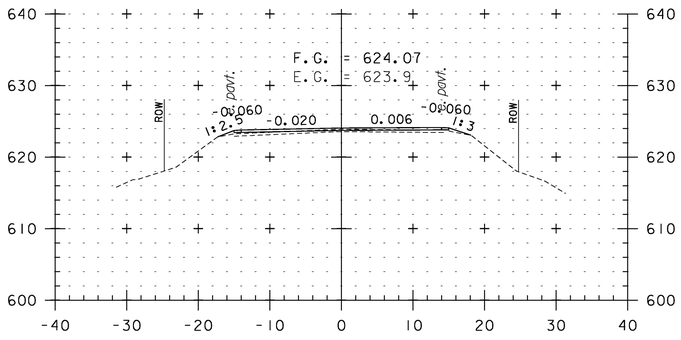
133+50



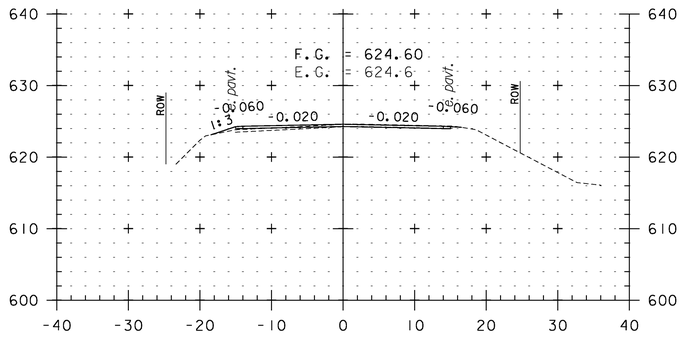
135+00



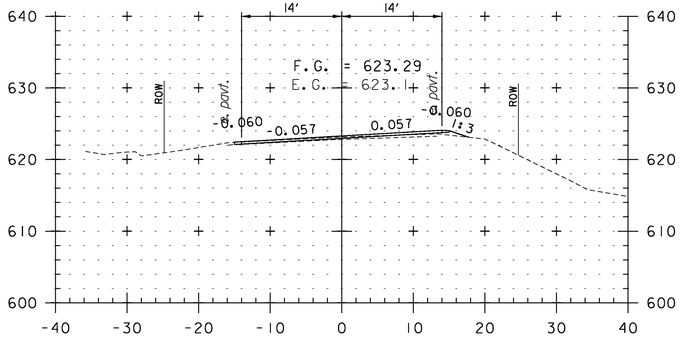
131+50



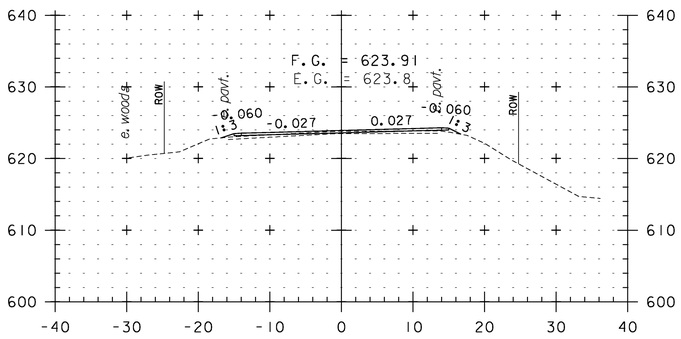
133+00



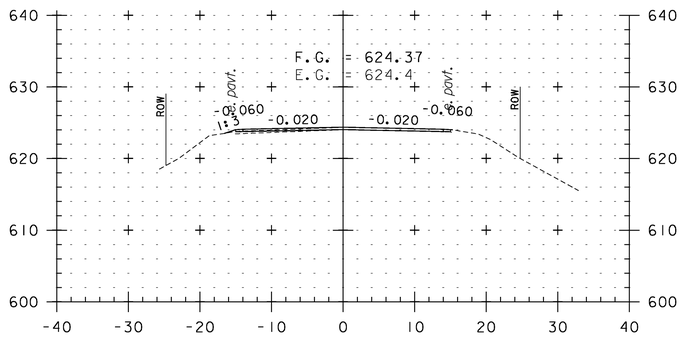
134+50



131+00



132+50



134+00

0 10 20
SCALE IN FEET

STA. 131+00 TO STA. 135+00

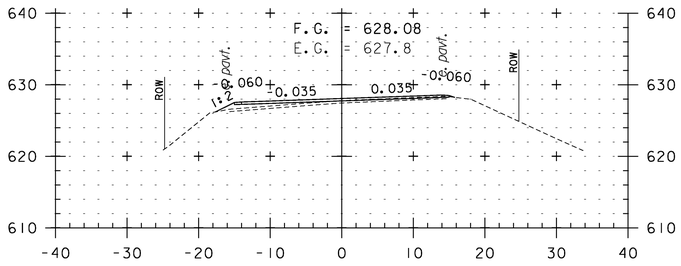
CROSS SECTION SHEET 16

PROJECT NAME: WEATHERSFIELD

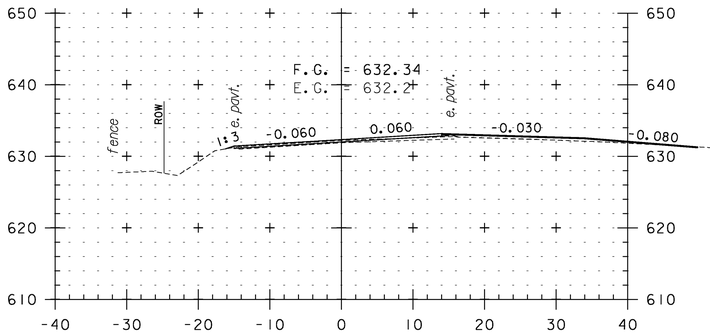
PROJECT NUMBER: STP 2913(1)

FILE NAME: 10c228
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: p10C228_106

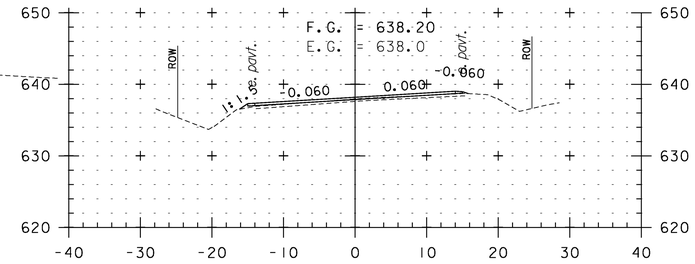
PLOT DATE: 2/7/2013
DRAWN BY: WWG
CHECKED BY: PTS
SHEET 106 OF 234



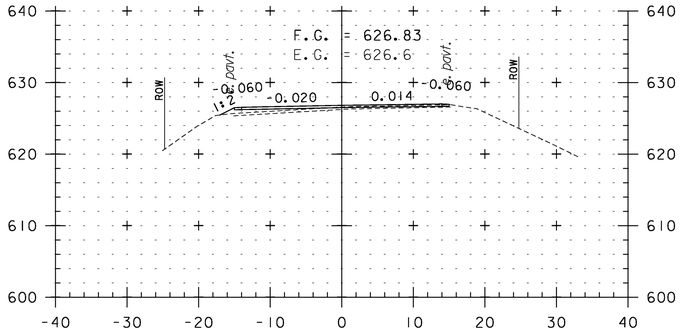
136+50



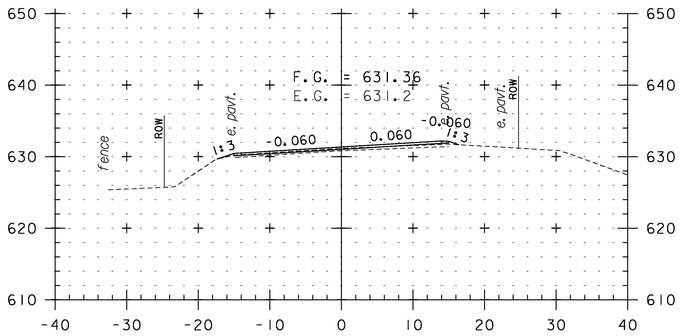
137+75
TH 8



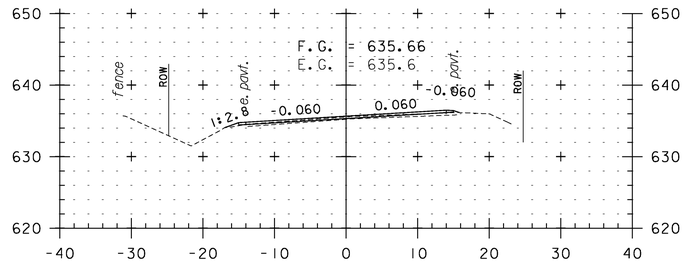
139+00



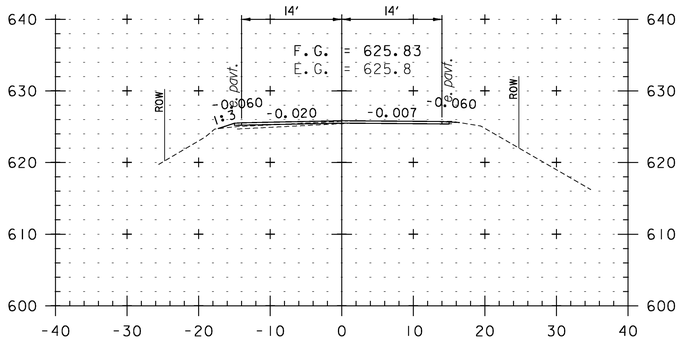
136+00



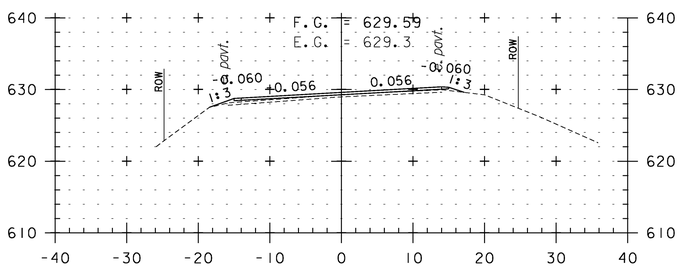
137+50



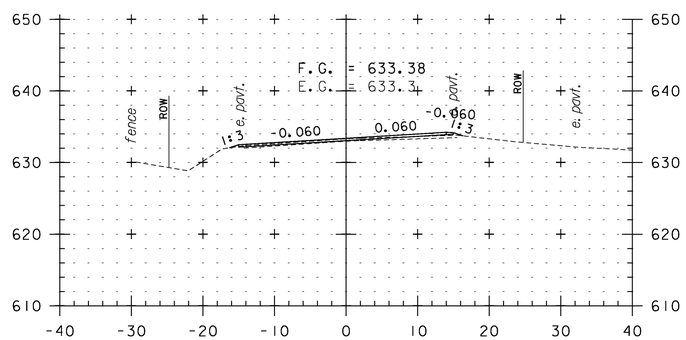
138+50



135+50



137+00



138+00

CROSS SECTION SHEET 17

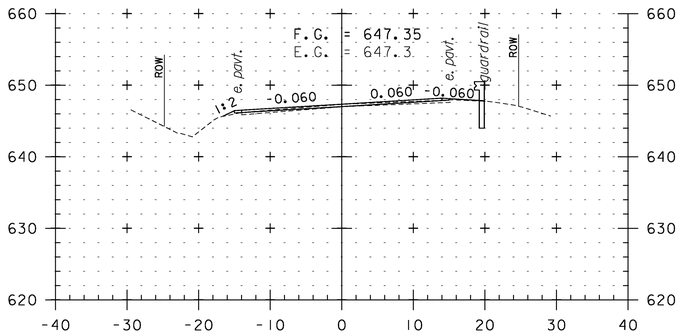
0 10 20
SCALE IN FEET

STA. 135+50 TO STA. 139+00

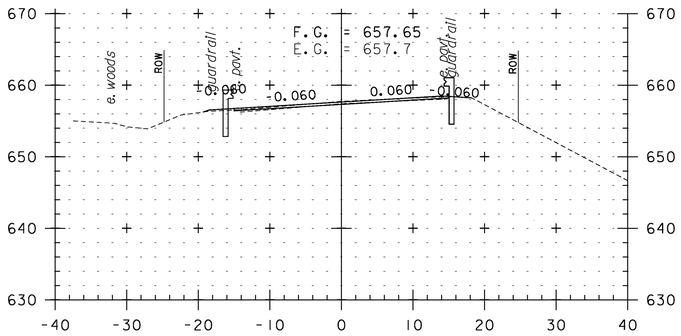
PROJECT NAME: WEATHERSFIELD
PROJECT NUMBER: STP 2913(1)

FILE NAME: 10c228
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: p10C228_107

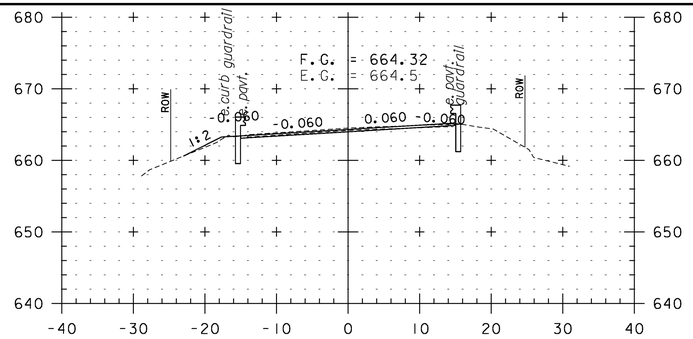
PLOT DATE: 2/7/2013
DRAWN BY: WWG
CHECKED BY: PTS
SHEET 107 OF 234



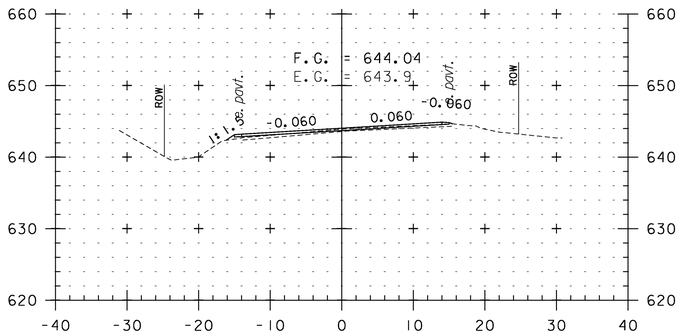
140+50



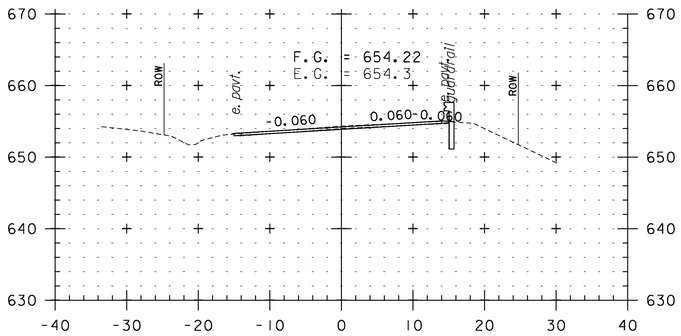
142+00



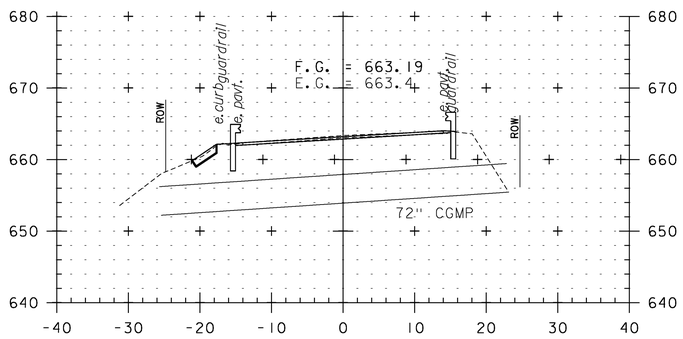
143+00



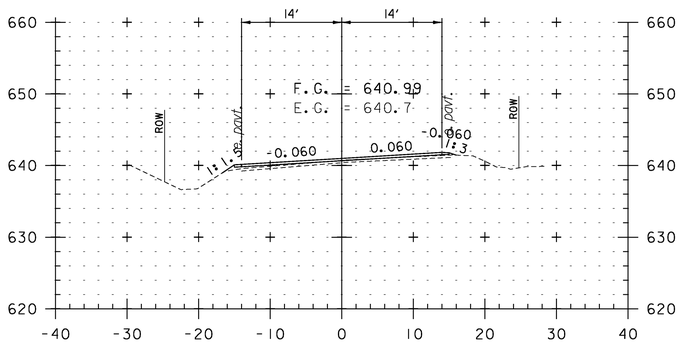
140+00



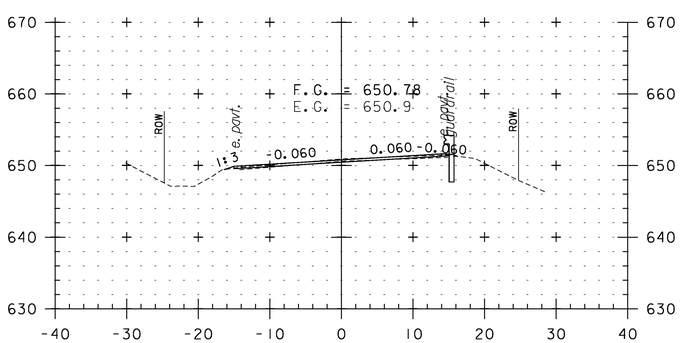
141+50



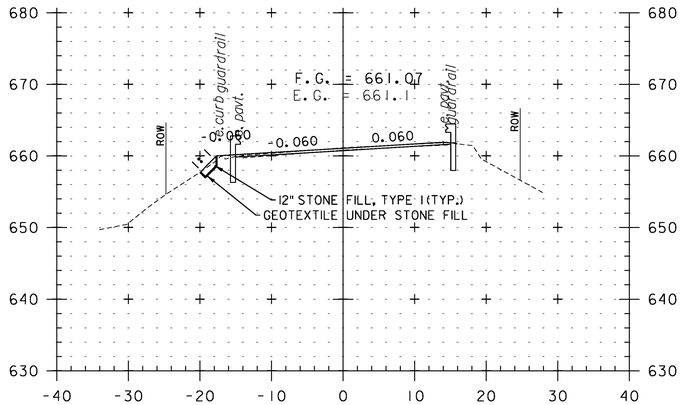
142+82
BRIDGE 11A



139+50



141+00



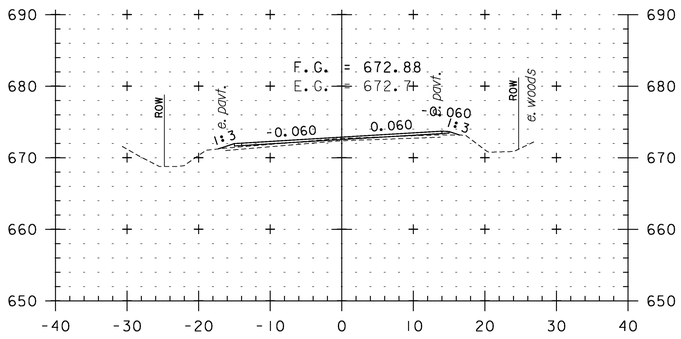
142+50

CROSS SECTION SHEET 18

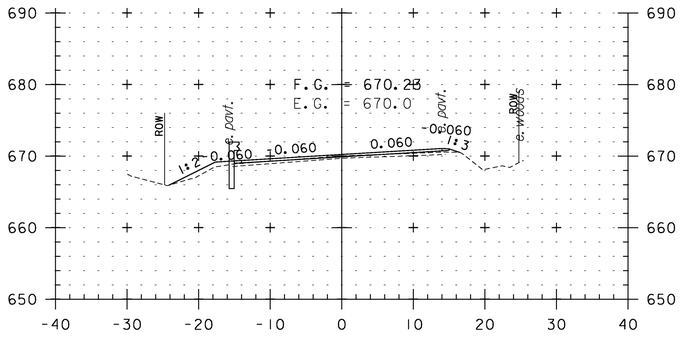
0 10 20
SCALE IN FEET

STA. 139+50 TO STA. 143+00

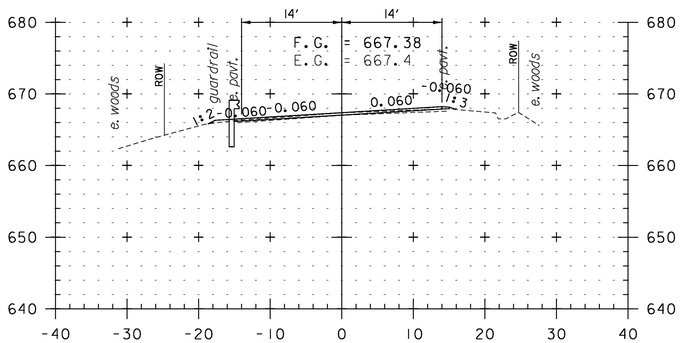
PROJECT NAME: WEATHERSFIELD	
PROJECT NUMBER: STP 2913(1)	
FILE NAME: 10c228	PLOT DATE: 2/7/2013
PROJECT LEADER: PTS	DRAWN BY: WWG
DESIGNED BY: NLL	CHECKED BY: PTS
IPARM FILE NAME: p10C228_108	SHEET 108 OF 234



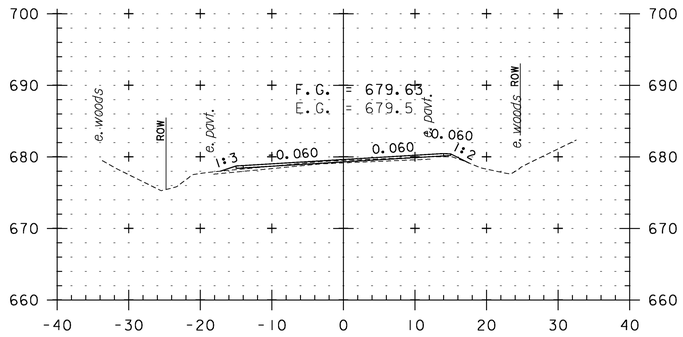
144+50



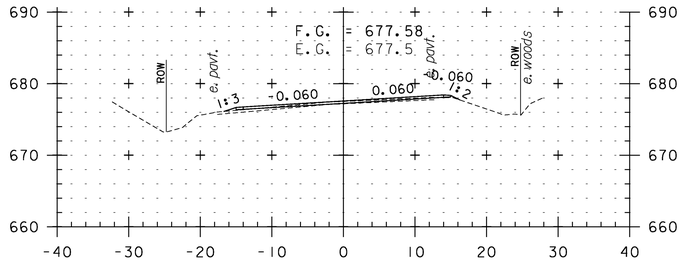
144+00



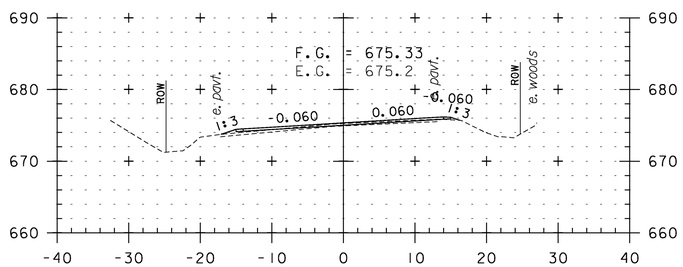
143+50



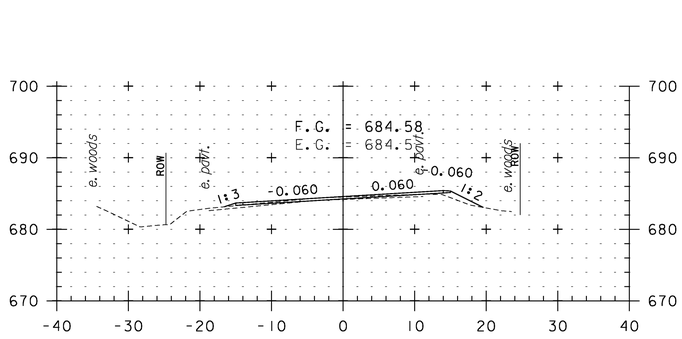
146+00



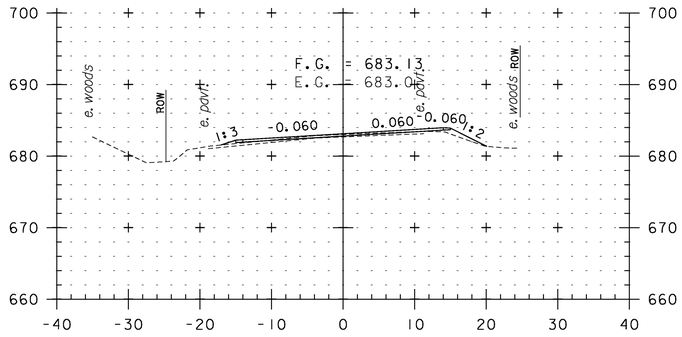
145+50



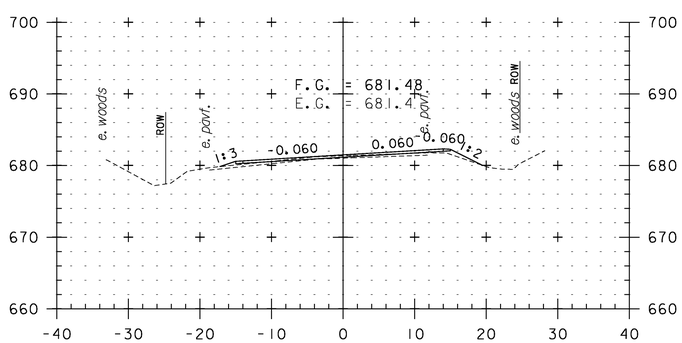
145+00



147+50



147+00

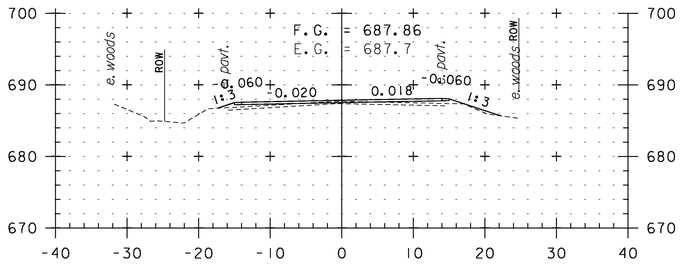


146+50

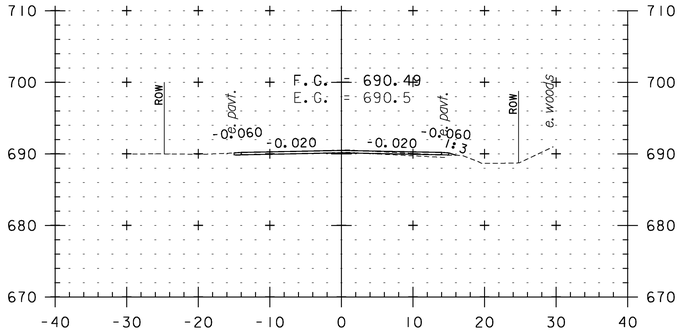
CROSS SECTION SHEET 19

STA. 143+50 TO STA. 147+50

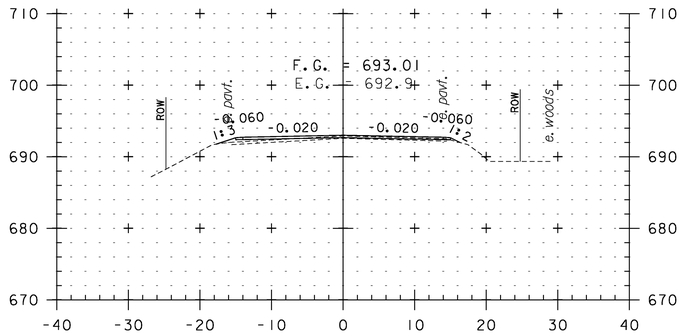
PROJECT NAME: WEATHERSFIELD	
PROJECT NUMBER: STP 2913(1)	
FILE NAME: 10c228	PLOT DATE: 2/7/2013
PROJECT LEADER: PTS	DRAWN BY: WWG
DESIGNED BY: NLL	CHECKED BY: PTS
IPARM FILE NAME: p10C228_109	SHEET 109 OF 234



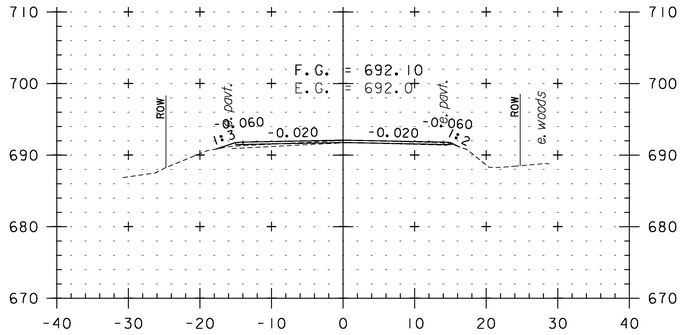
149+00



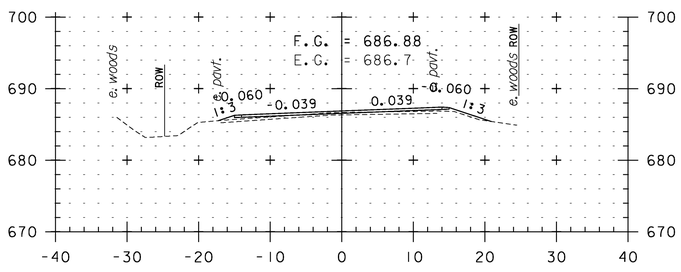
150+50



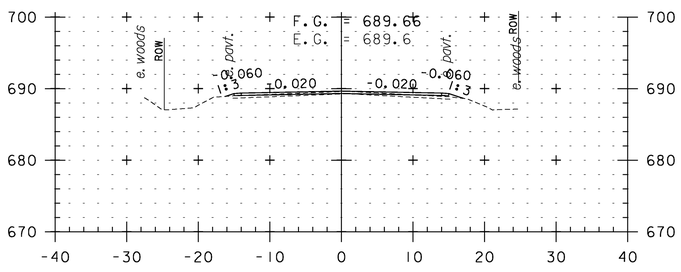
152+00



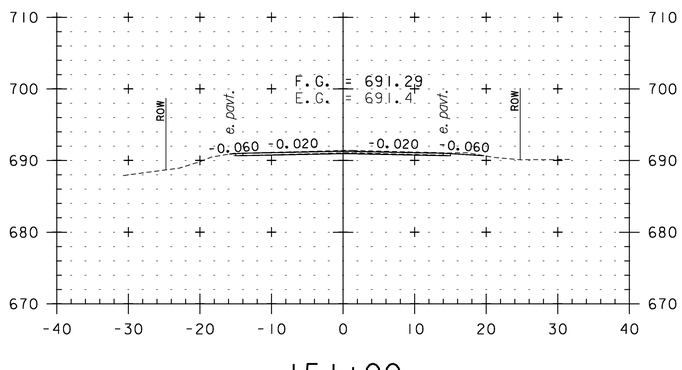
151+50



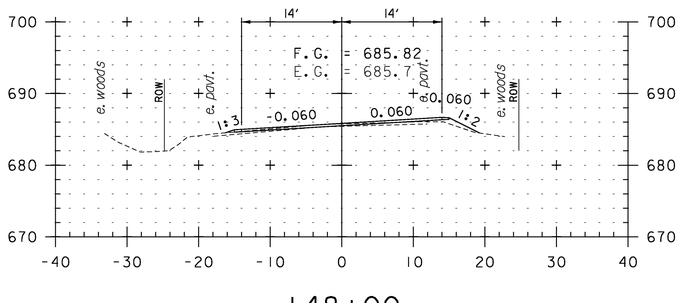
148+50



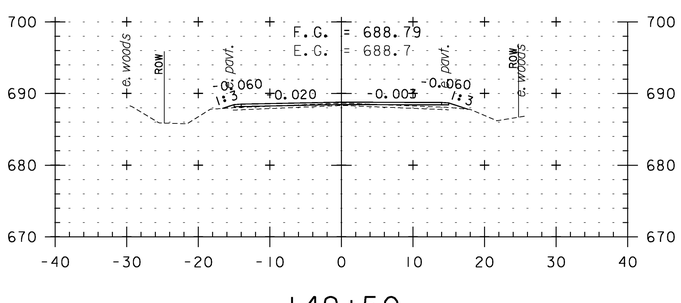
150+00



151+00



148+00



149+50

0 10 20
SCALE IN FEET

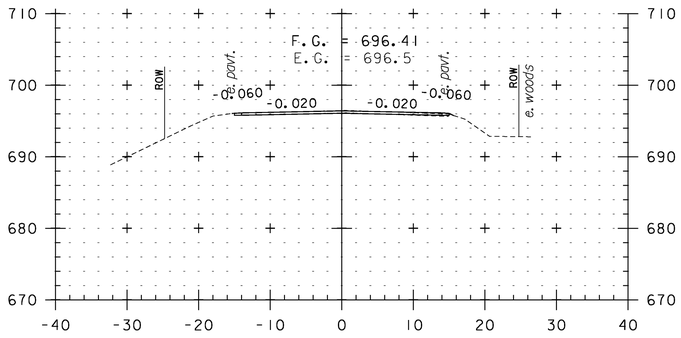
STA. 148+00 TO STA. 152+00

CROSS SECTION SHEET 20

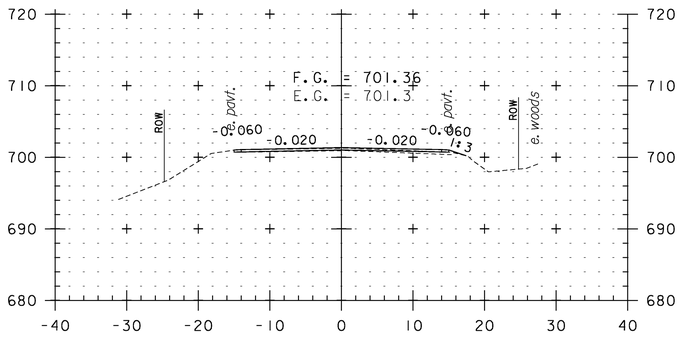
PROJECT NAME: WEATHERSFIELD
PROJECT NUMBER: STP 2913(1)

FILE NAME: 10c228
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: p10C228_110

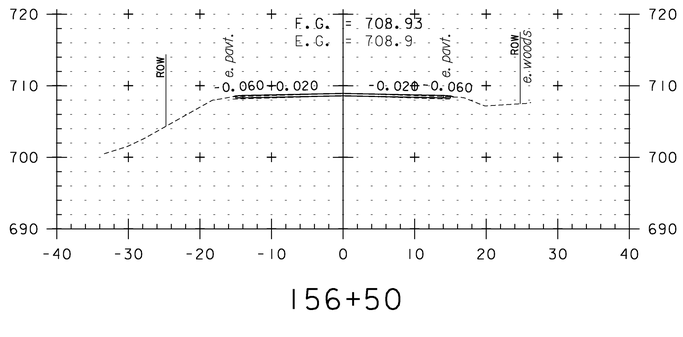
PLOT DATE: 2/7/2013
DRAWN BY: WWG
CHECKED BY: PTS
SHEET 110 OF 234



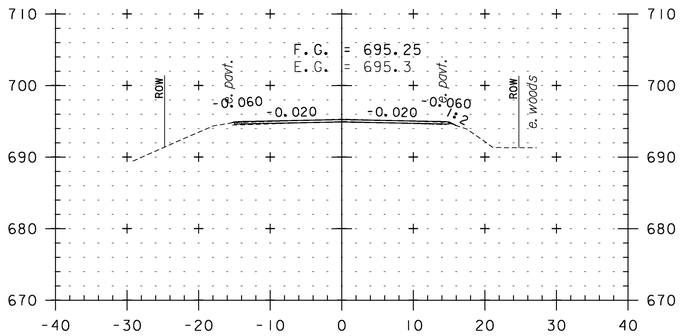
153+50



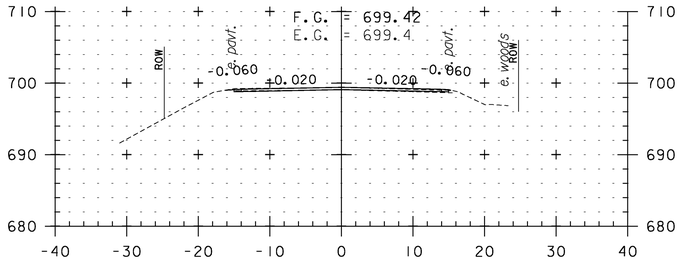
155+00



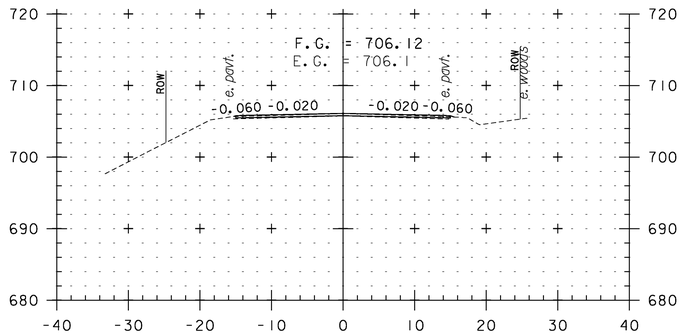
156+50



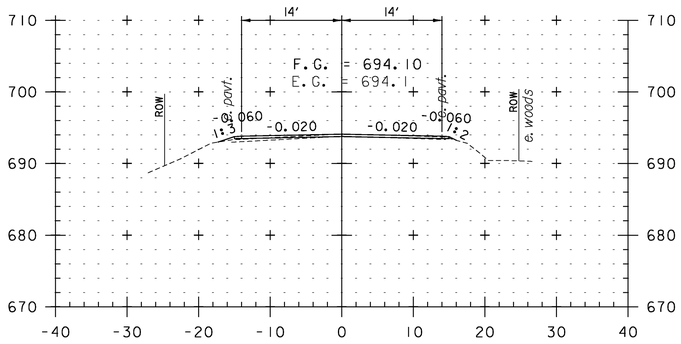
153+00



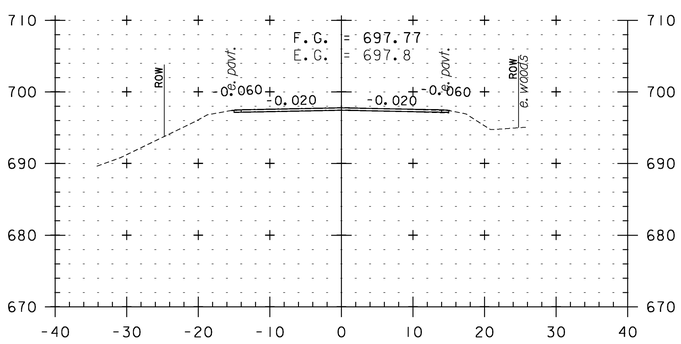
154+50



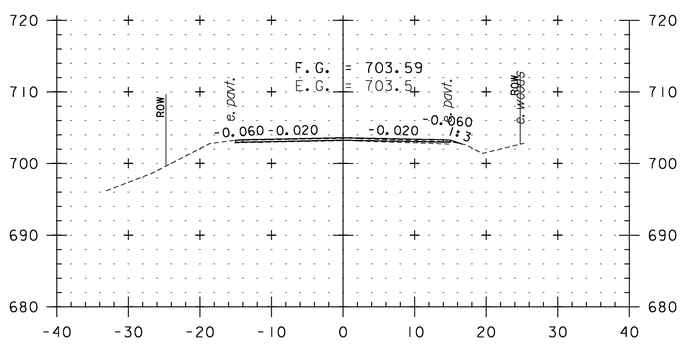
156+00



152+50



154+00



155+50

CROSS SECTION SHEET 21

0 10 20
SCALE IN FEET

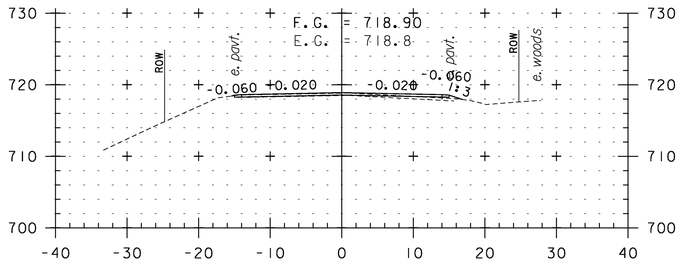
STA. 152+50 TO STA. 156+50

PROJECT NAME: WEATHERSFIELD

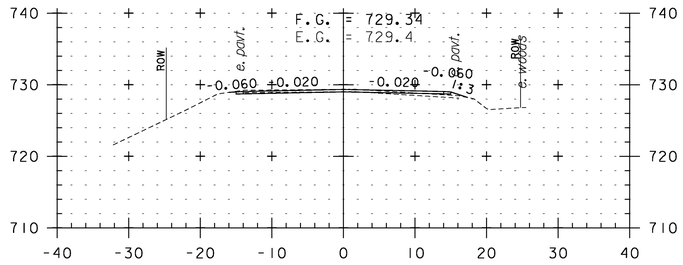
PROJECT NUMBER: STP 2913(1)

FILE NAME: 10c228
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: p10C228_III

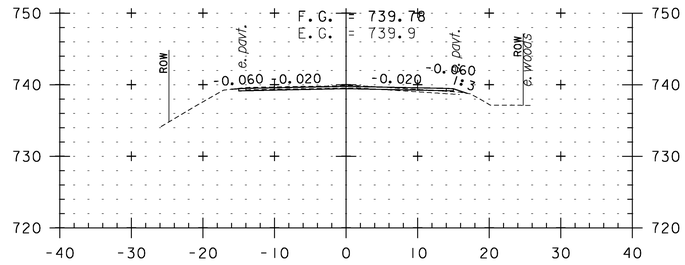
PLOT DATE: 2/7/2013
DRAWN BY: WWG
CHECKED BY: PTS
SHEET III OF 234



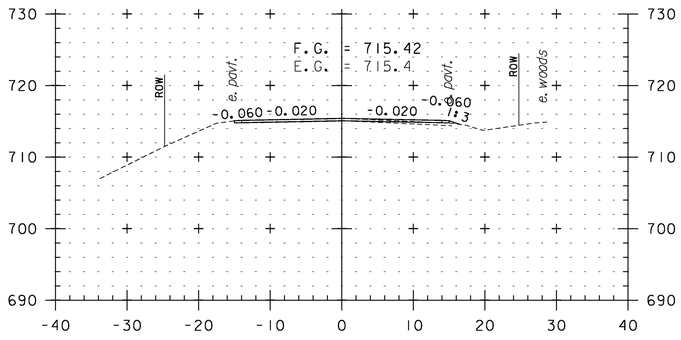
158+00



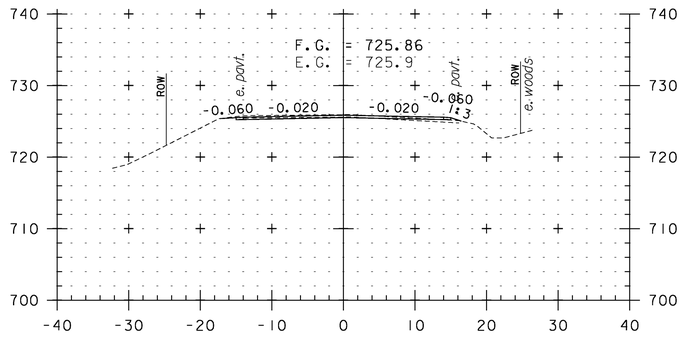
159+50



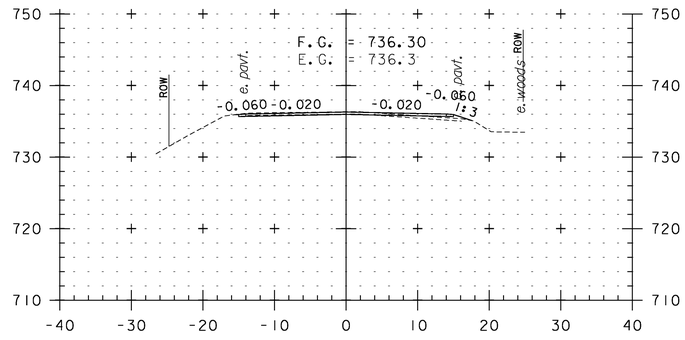
161+00



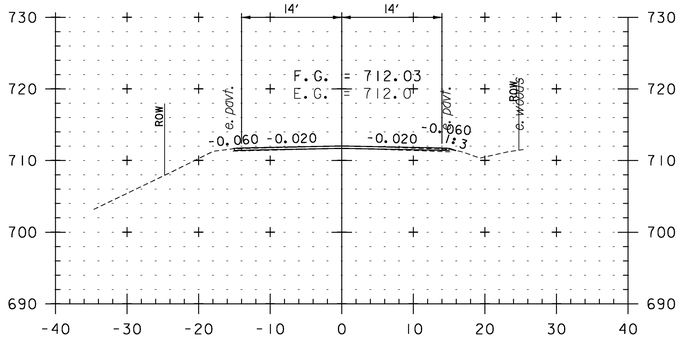
157+50



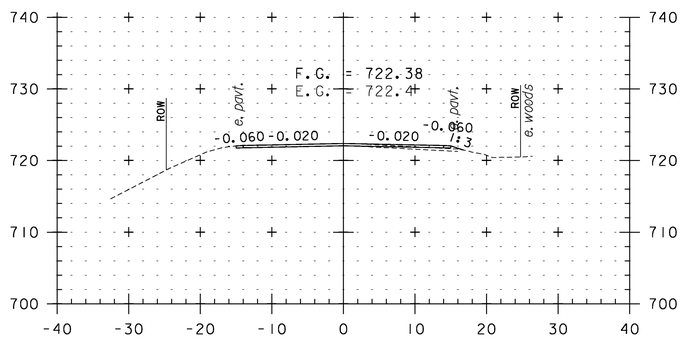
159+00



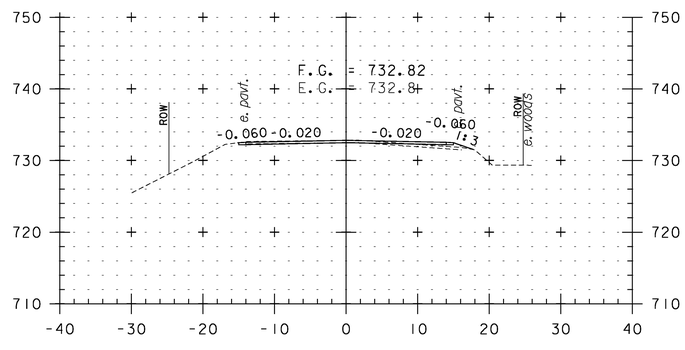
160+50



157+00



158+50



160+00

CROSS SECTION SHEET 22

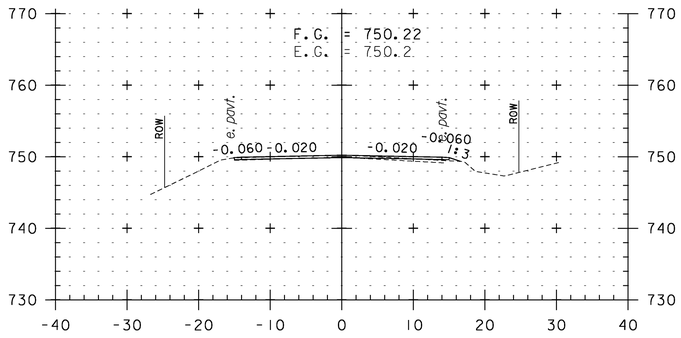
0 10 20
SCALE IN FEET

STA. 157+00 TO STA. 161+00

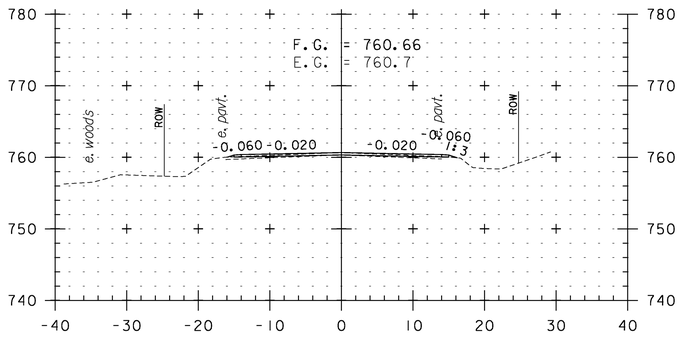
PROJECT NAME: WEATHERSFIELD
PROJECT NUMBER: STP 2913(1)

FILE NAME: 10c228
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: p10C228_112

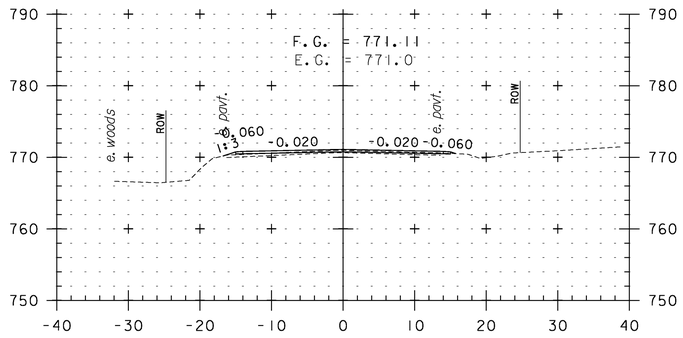
PLOT DATE: 2/7/2013
DRAWN BY: WWG
CHECKED BY: PTS
SHEET 112 OF 234



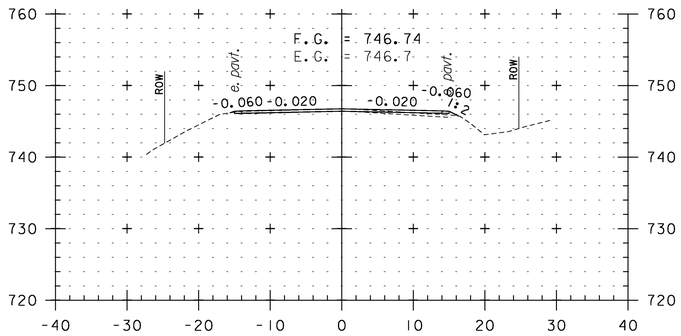
162+50



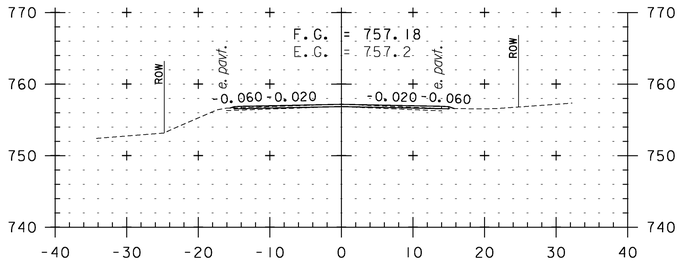
164+00



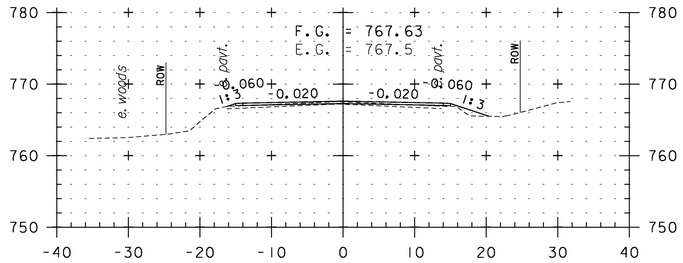
165+50



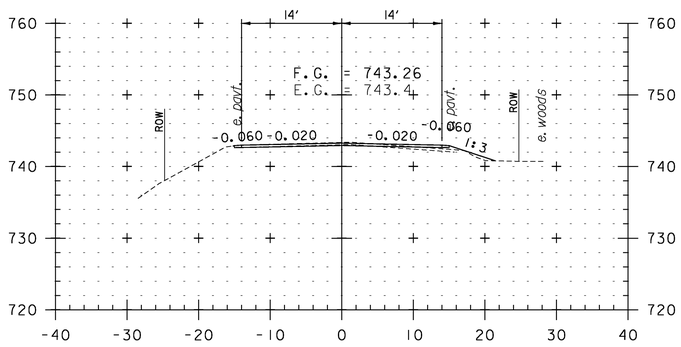
162+00



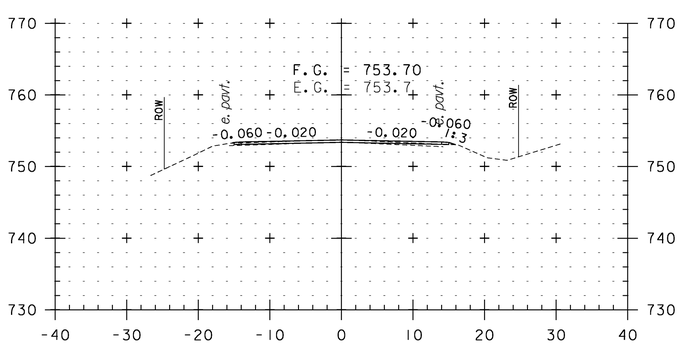
163+50



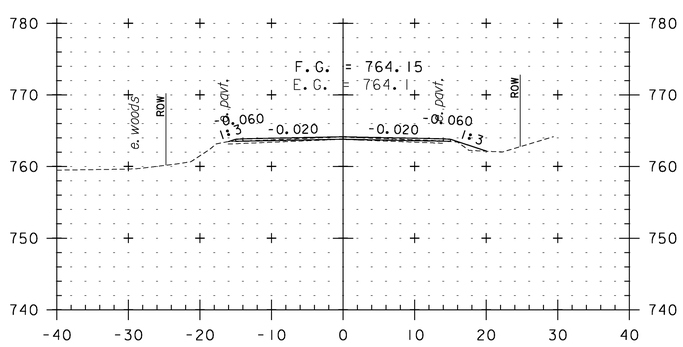
165+00



161+50



163+00



164+50

CROSS SECTION SHEET 23

0 10 20
SCALE IN FEET

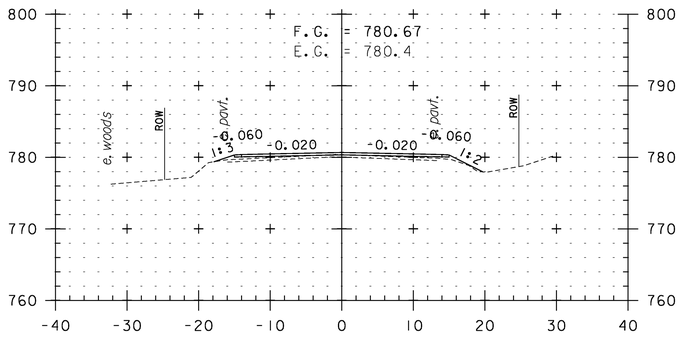
STA. 161+50 TO STA. 165+50

PROJECT NAME: WEATHERSFIELD

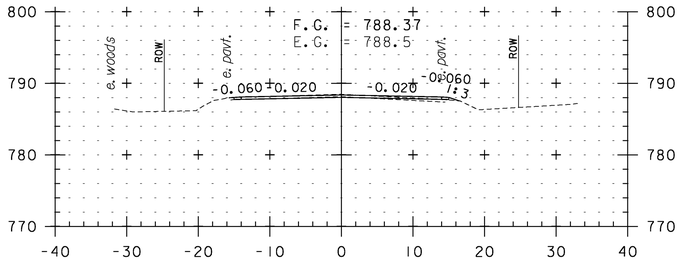
PROJECT NUMBER: STP 2913(1)

FILE NAME: 10c228
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: p10C228_113

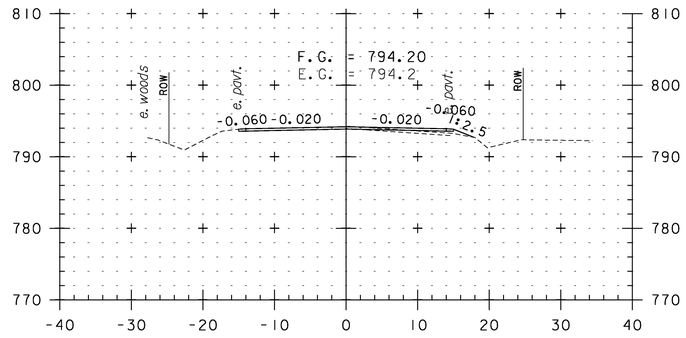
PLOT DATE: 2/7/2013
DRAWN BY: WWG
CHECKED BY: PTS
SHEET 113 OF 234



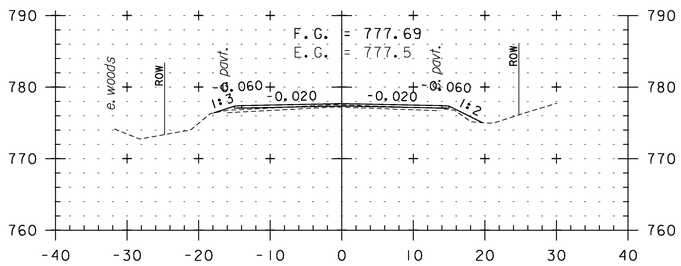
167+00



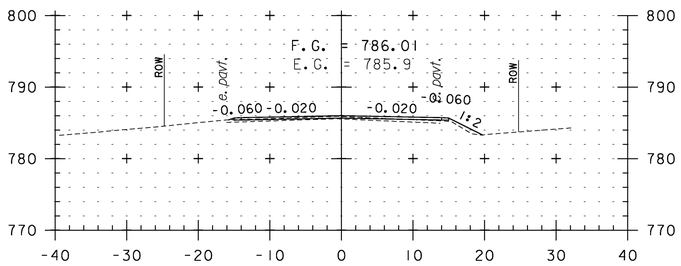
168+50



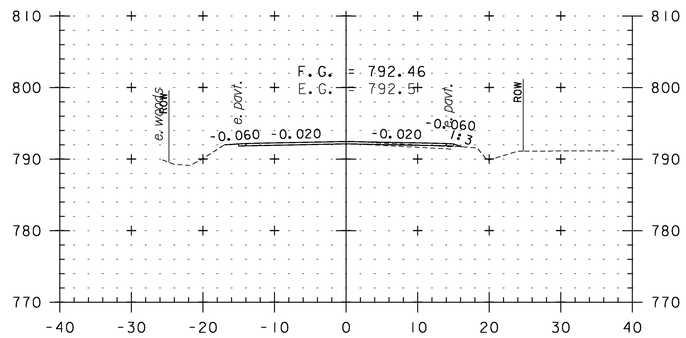
170+00



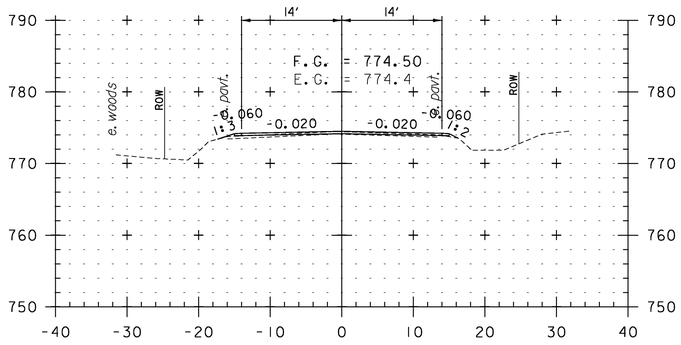
166+50



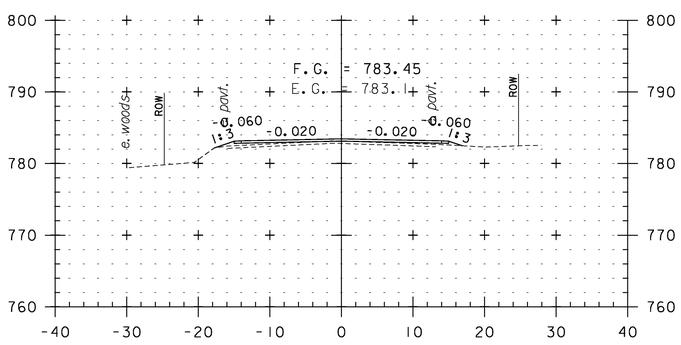
168+00



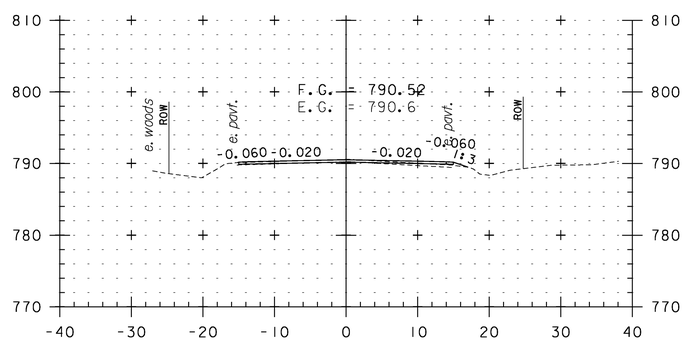
169+50



166+00



167+50



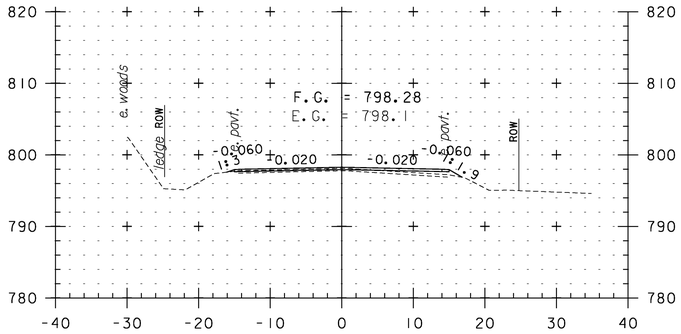
169+00

CROSS SECTION SHEET 24

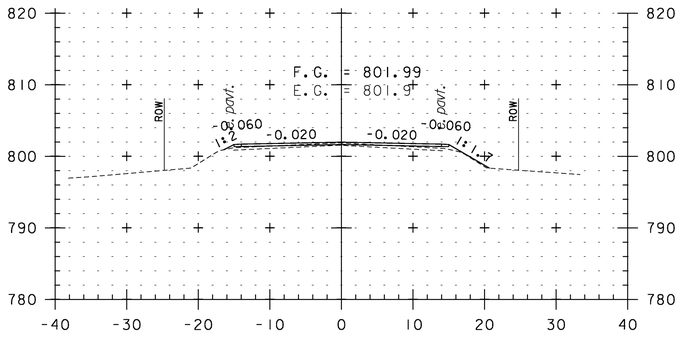
0 10 20
SCALE IN FEET

STA. 166+00 TO STA. 170+00

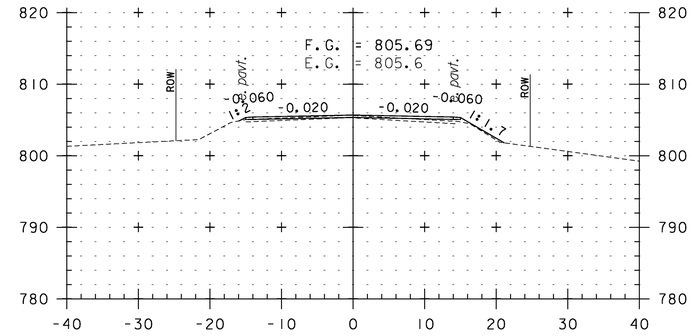
PROJECT NAME: WEATHERSFIELD	
PROJECT NUMBER: STP 2913(1)	
FILE NAME: 10c228	PLOT DATE: 2/7/2013
PROJECT LEADER: PTS	DRAWN BY: WWG
DESIGNED BY: NLL	CHECKED BY: PTS
IPARM FILE NAME: p10C228_114	SHEET 114 OF 234



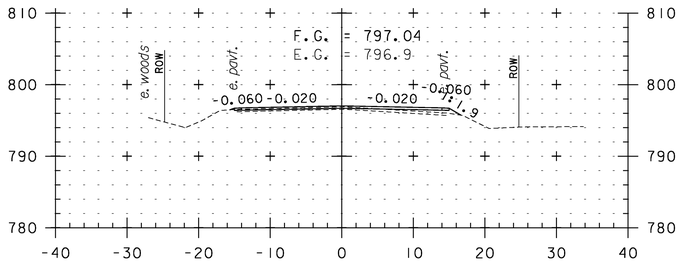
171+50



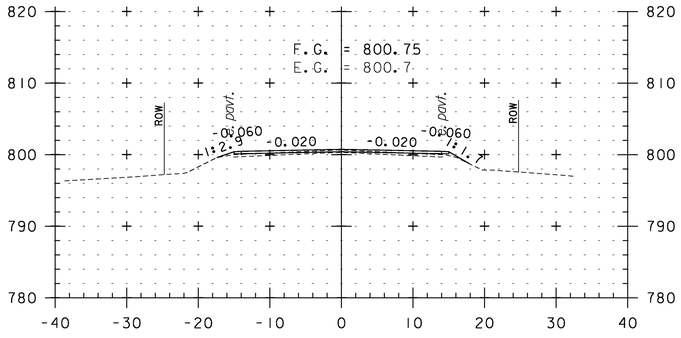
173+00



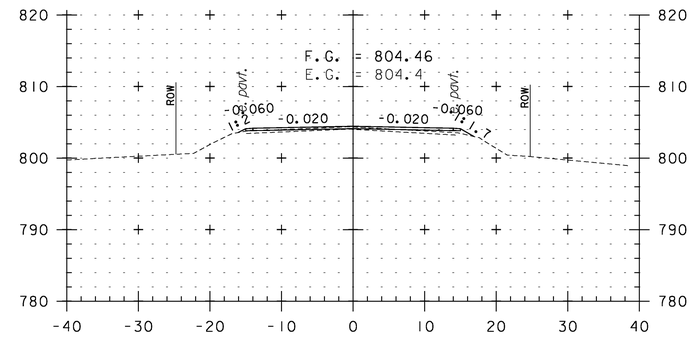
174+50



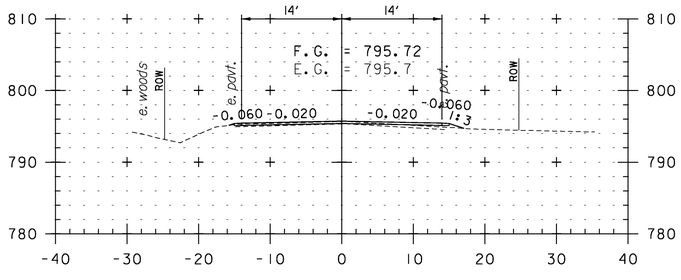
171+00



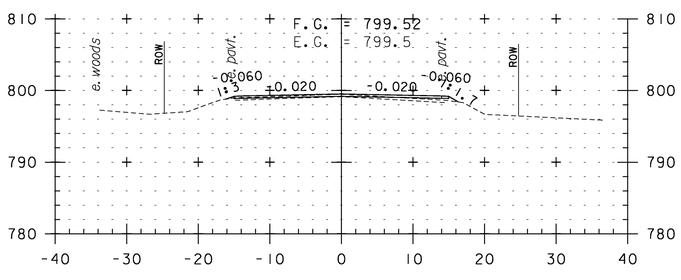
172+50



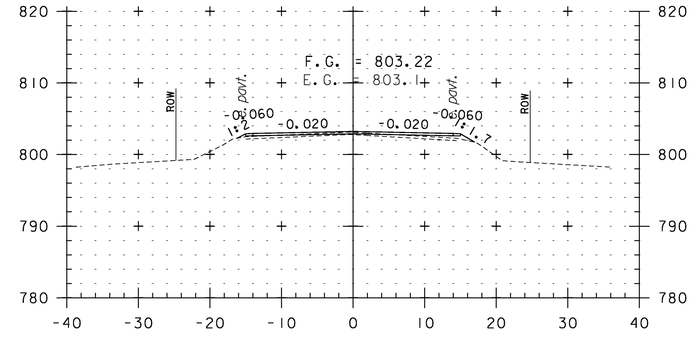
174+00



170+50



172+00



173+50

CROSS SECTION SHEET 25

PROJECT NAME: WEATHERSFIELD

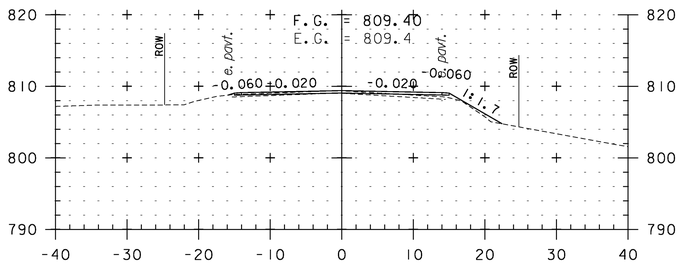
PROJECT NUMBER: STP 2913(1)

FILE NAME: 10c228
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: p10C228_115

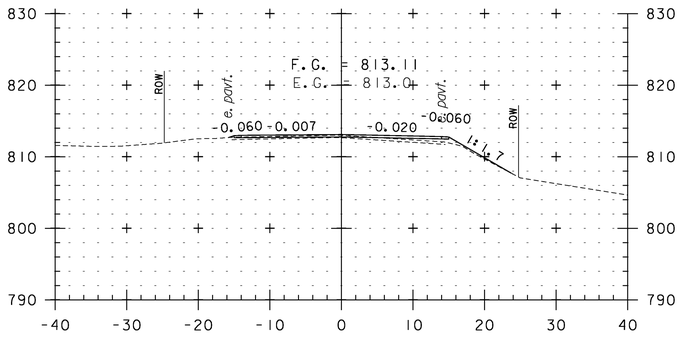
PLOT DATE: 2/7/2013
DRAWN BY: WWG
CHECKED BY: PTS
SHEET 115 OF 234

0 10 20
SCALE IN FEET

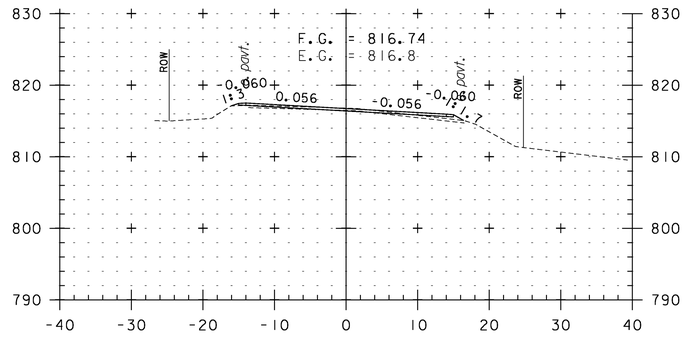
STA. 170+50 TO STA. 174+50



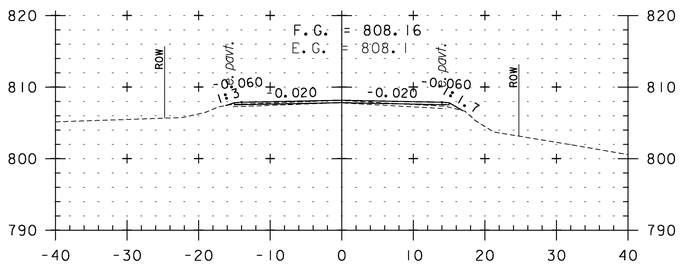
176+00



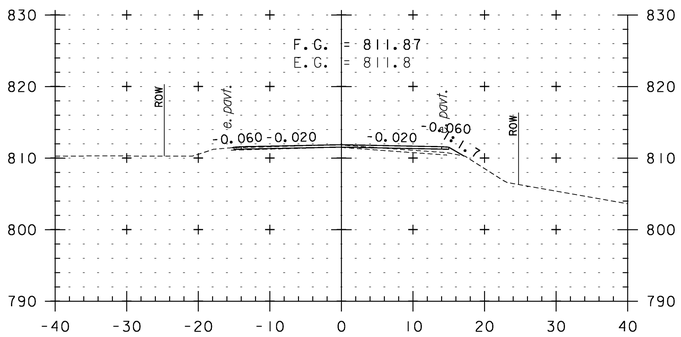
177+50



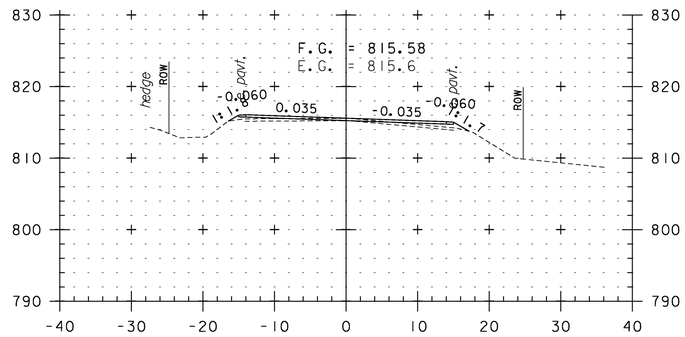
179+00



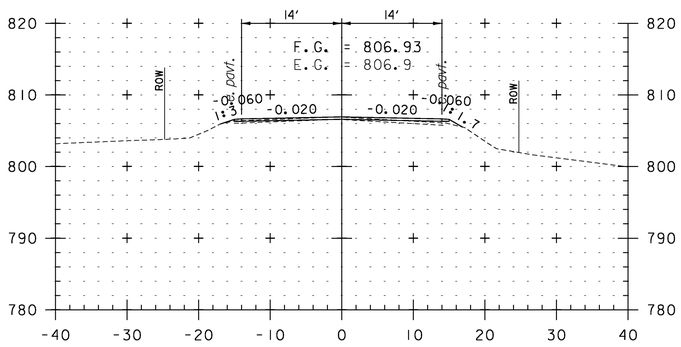
175+50



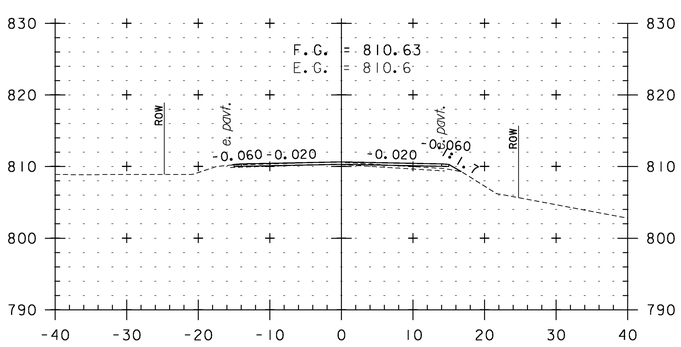
177+00



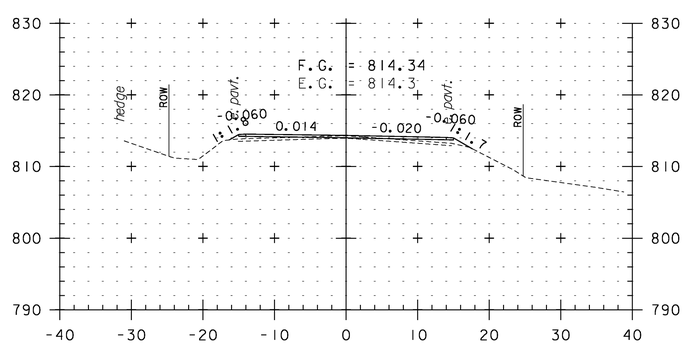
178+50



175+00



176+50



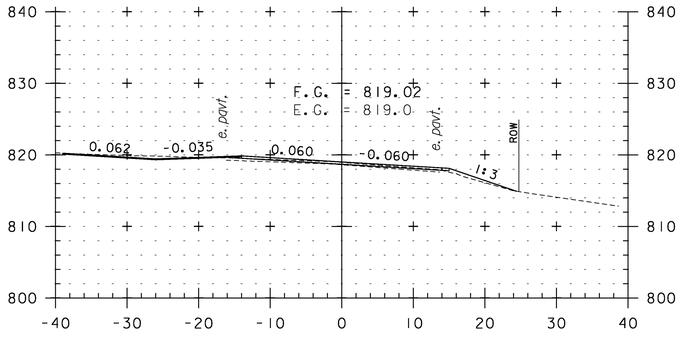
178+00

CROSS SECTION SHEET 26

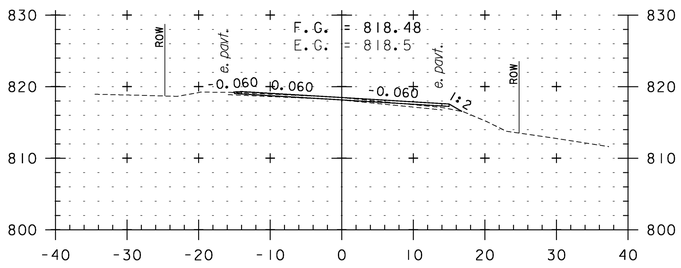
0 10 20
SCALE IN FEET

STA. 175+00 TO STA. 179+00

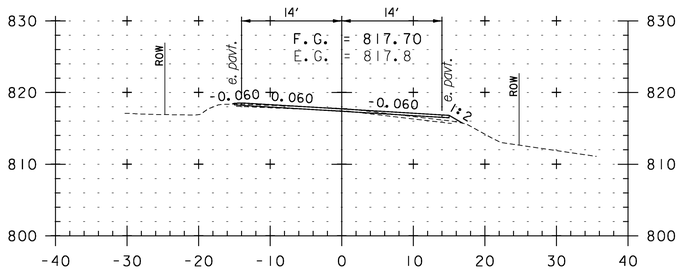
PROJECT NAME: WEATHERSFIELD	
PROJECT NUMBER: STP 2913(1)	
FILE NAME: 10c228	PLOT DATE: 2/7/2013
PROJECT LEADER: PTS	DRAWN BY: WWG
DESIGNED BY: NLL	CHECKED BY: PTS
IPARM FILE NAME: p10C228_116	SHEET 116 OF 234



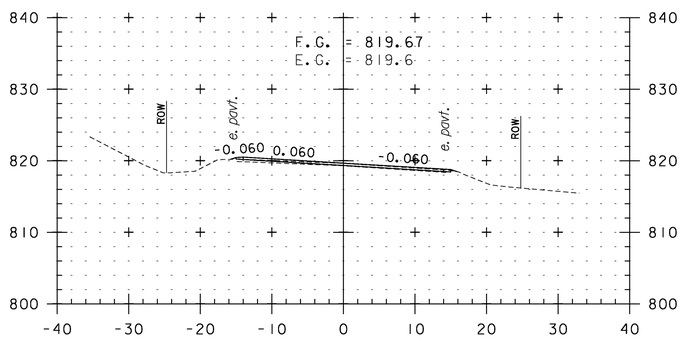
180+45
TH 5



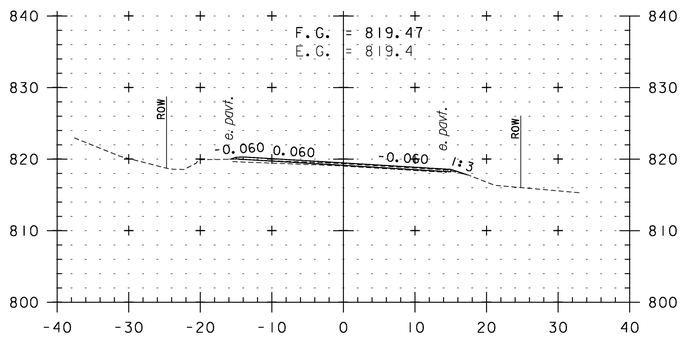
180+00



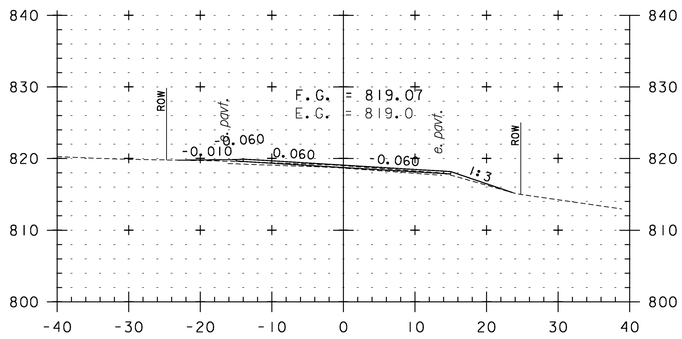
179+50



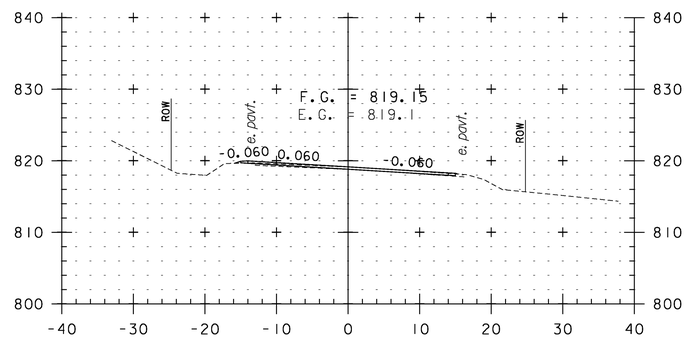
181+50



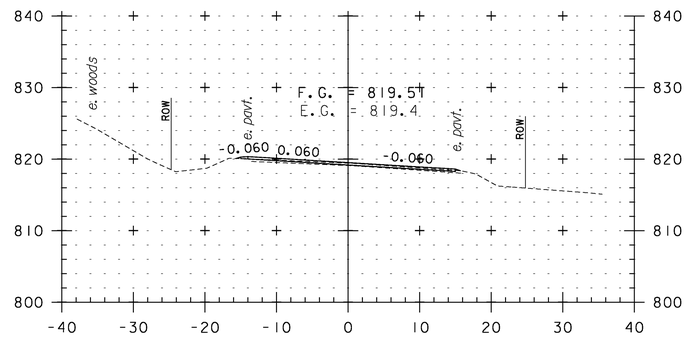
181+00



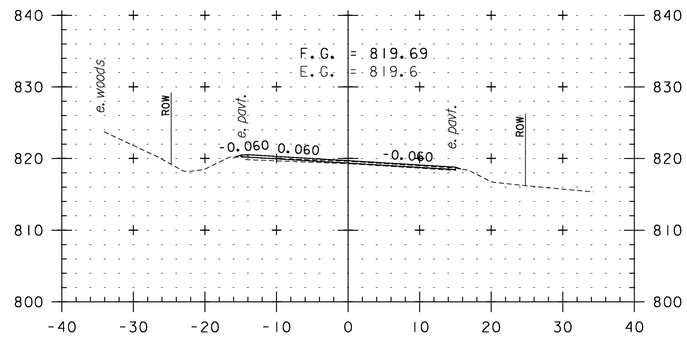
180+50



183+00



182+50



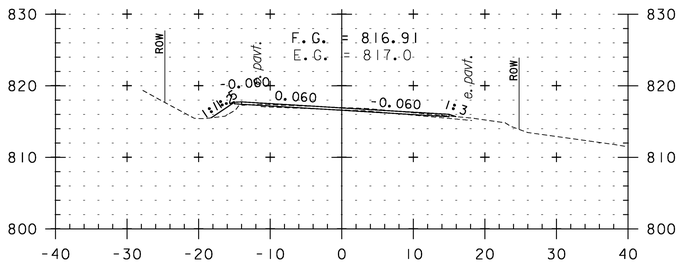
182+00

CROSS SECTION SHEET 27

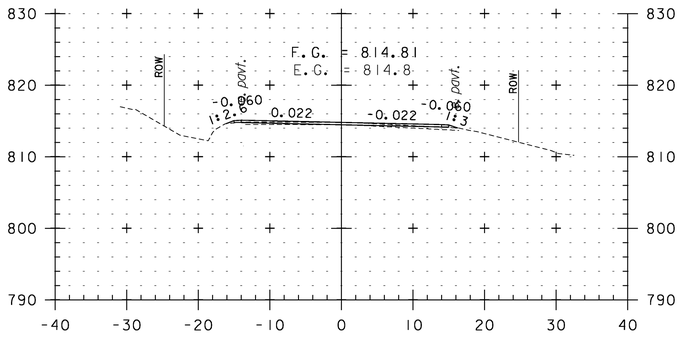
0 10 20
SCALE IN FEET

STA. 179+50 TO STA. 183+00

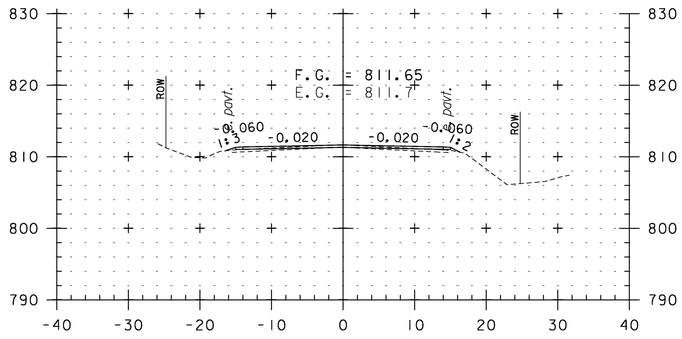
PROJECT NAME: WEATHERSFIELD	
PROJECT NUMBER: STP 2913(1)	
FILE NAME: 10c228	PLOT DATE: 2/7/2013
PROJECT LEADER: PTS	DRAWN BY: WWG
DESIGNED BY: NLL	CHECKED BY: PTS
IPARM FILE NAME: p10C228_117	SHEET 117 OF 234



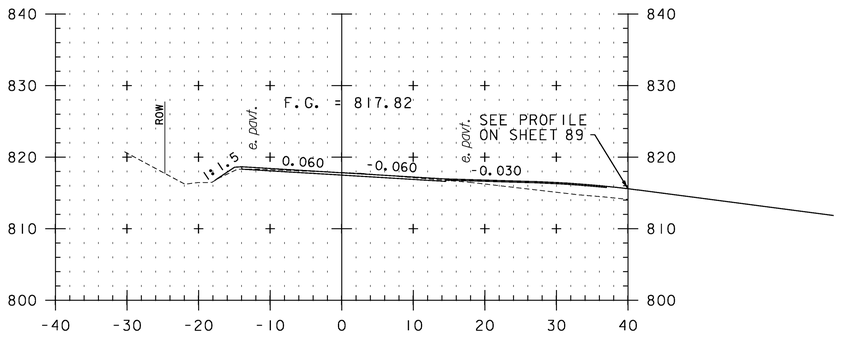
184+50



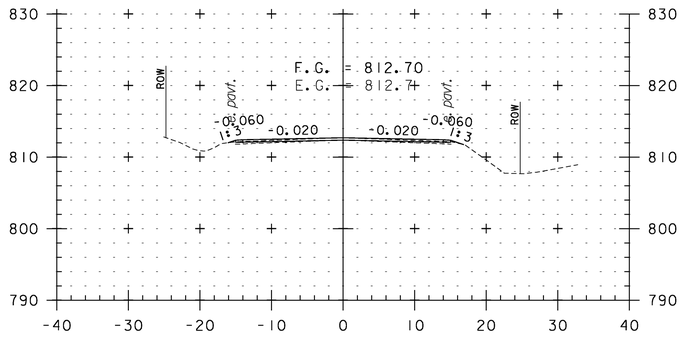
185+50



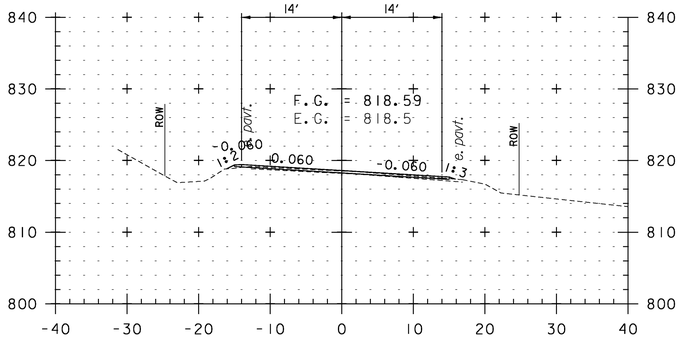
187+00



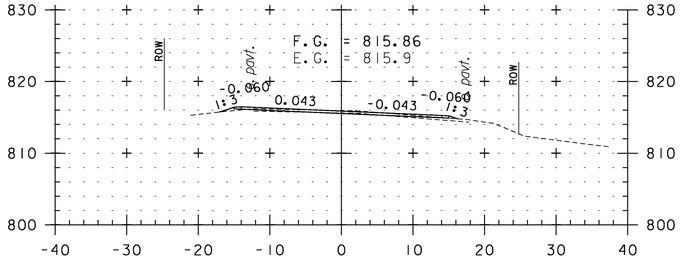
184+02
TH 4



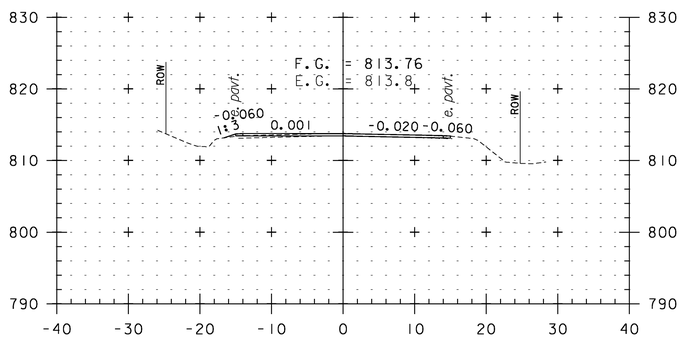
186+50



183+50



185+00



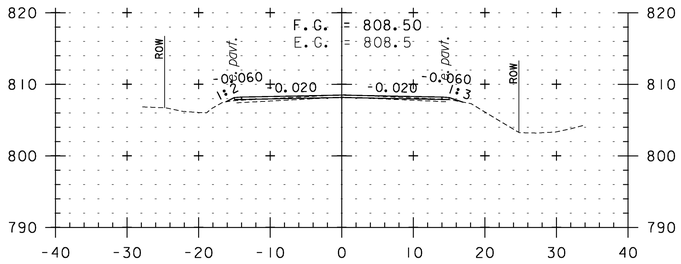
186+00

CROSS SECTION SHEET 28

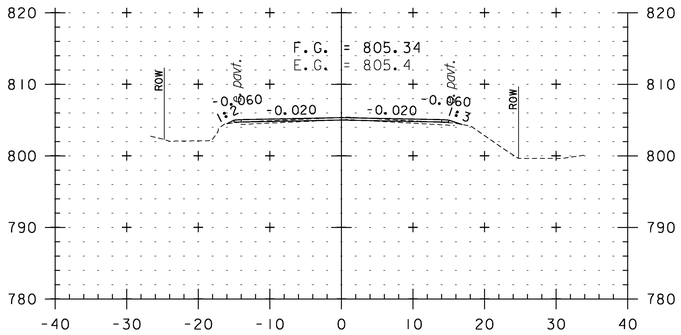
0 10 20
SCALE IN FEET

STA. 183+50 TO STA. 187+00

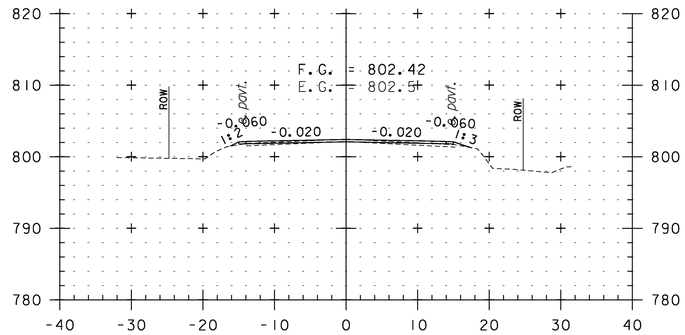
PROJECT NAME: WEATHERSFIELD	
PROJECT NUMBER: STP 2913(1)	
FILE NAME: 10c228	PLOT DATE: 2/7/2013
PROJECT LEADER: PTS	DRAWN BY: WWG
DESIGNED BY: NLL	CHECKED BY: PTS
IPARM FILE NAME: p10C228_118	SHEET 118 OF 234



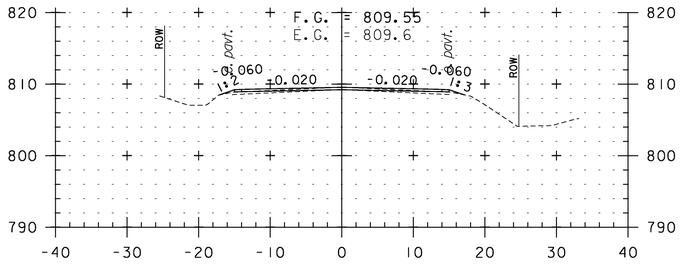
188+50



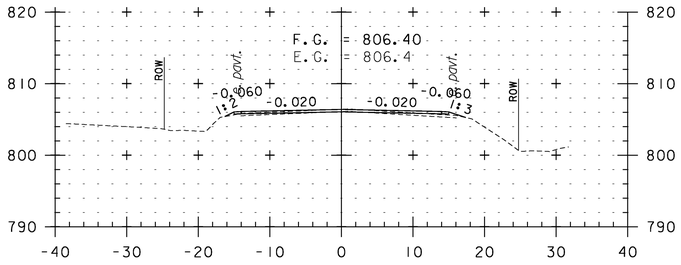
190+00



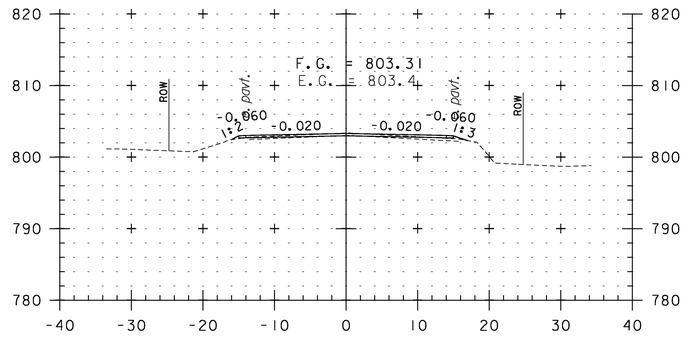
191+50



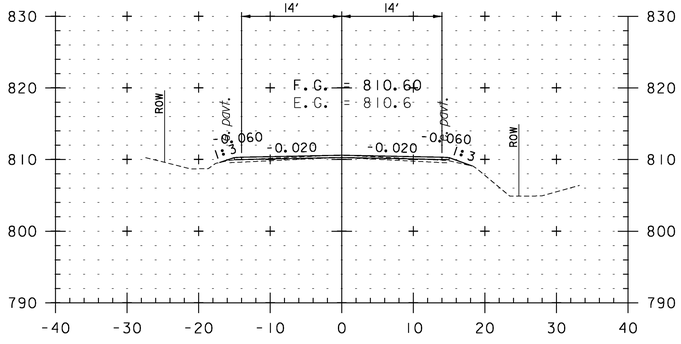
188+00



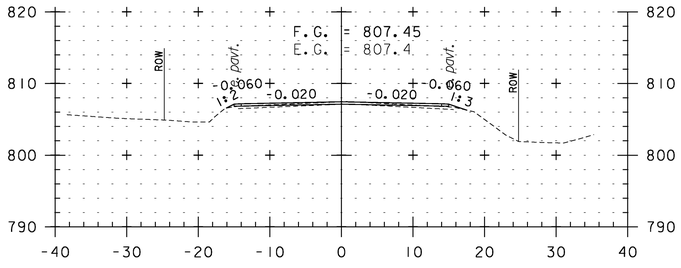
189+50



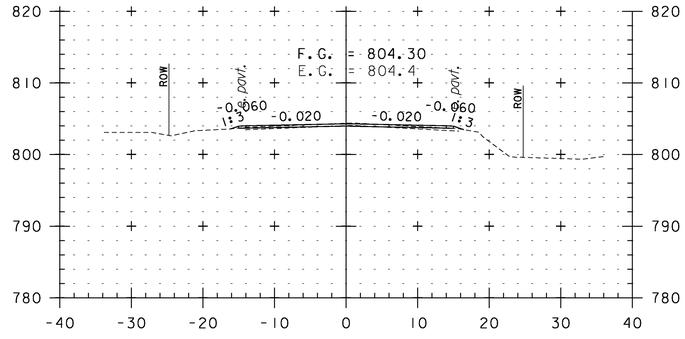
191+00



187+50



189+00



190+50

0 10 20
SCALE IN FEET

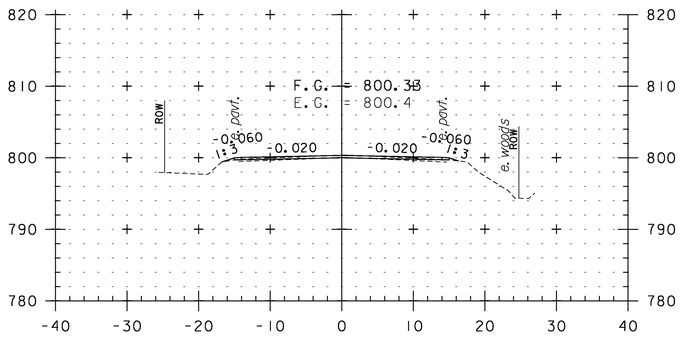
STA. 187+50 TO STA. 191+50

CROSS SECTION SHEET 29

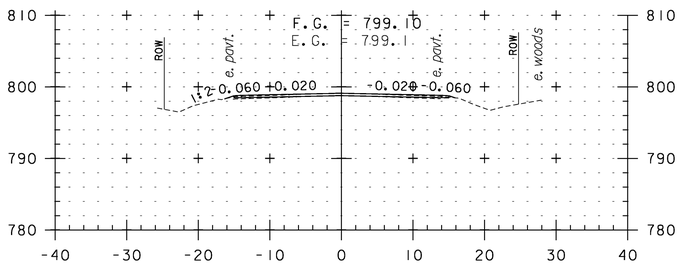
PROJECT NAME: WEATHERSFIELD
PROJECT NUMBER: STP 2913(1)

FILE NAME: 10c228
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: p10C228_119

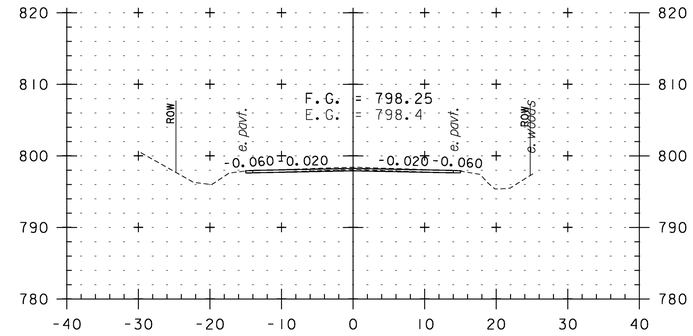
PLOT DATE: 2/7/2013
DRAWN BY: WWG
CHECKED BY: PTS
SHEET 119 OF 234



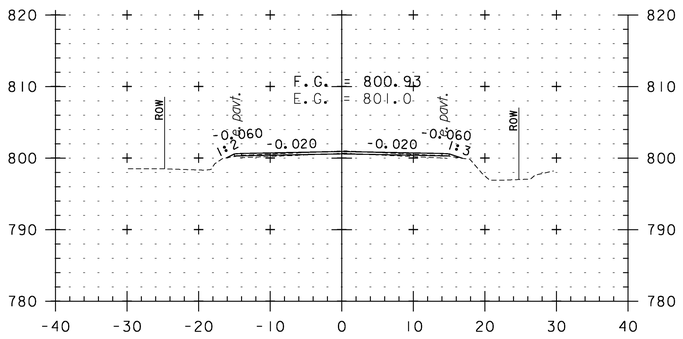
193+00



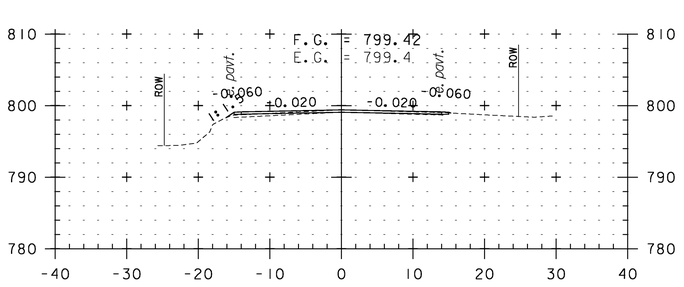
194+50



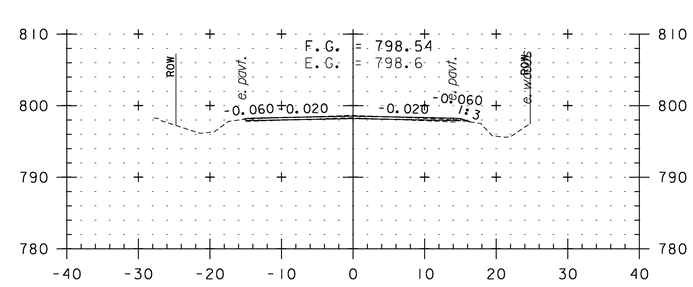
196+00



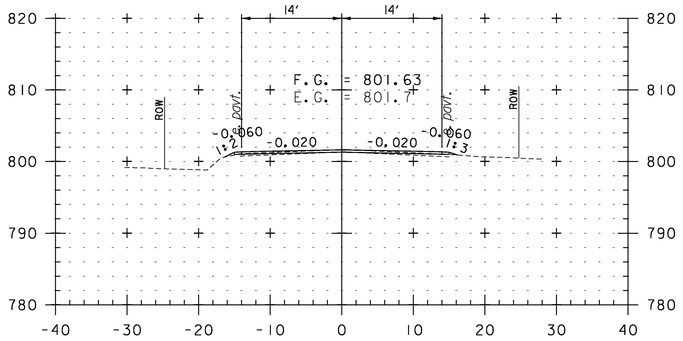
192+50



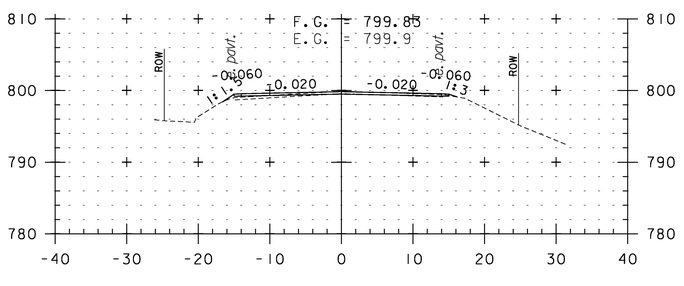
194+00



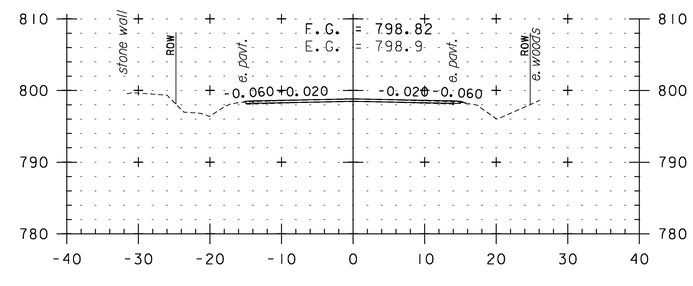
195+50



192+00



193+50



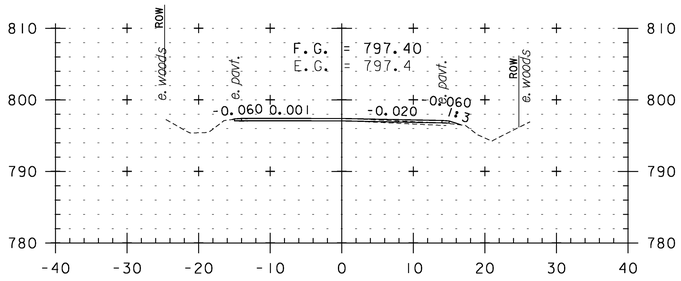
195+00

CROSS SECTION SHEET 30

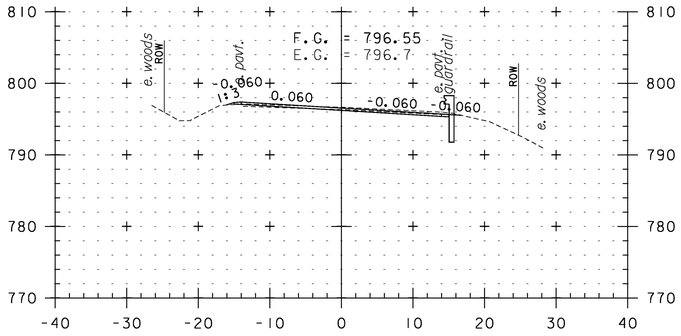
0 10 20
SCALE IN FEET

STA. 192+00 TO STA. 196+00

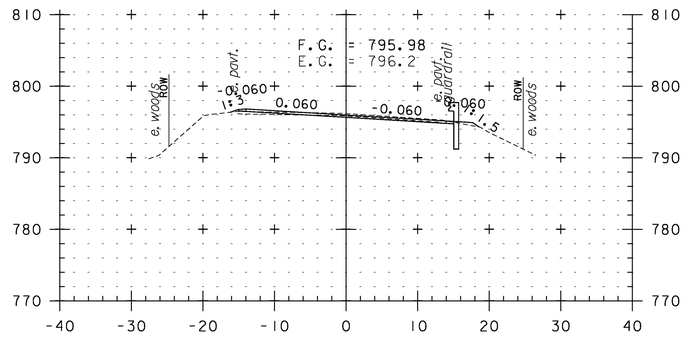
PROJECT NAME: WEATHERSFIELD	
PROJECT NUMBER: STP 2913(1)	
FILE NAME: 10c228	PLOT DATE: 2/7/2013
PROJECT LEADER: PTS	DRAWN BY: WWG
DESIGNED BY: NLL	CHECKED BY: PTS
IPARM FILE NAME: p10C228_120	SHEET 120 OF 234



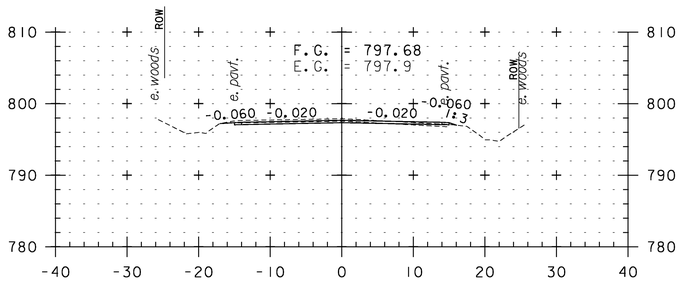
197+50



199+00

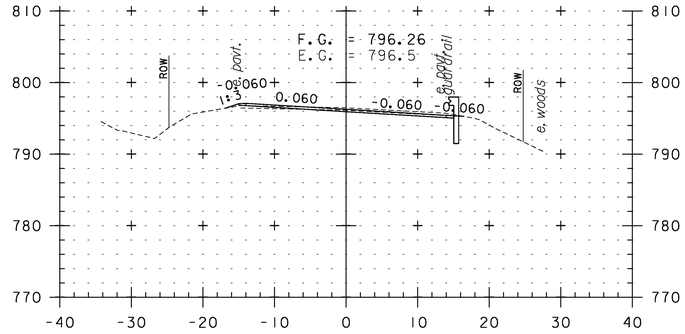


200+00

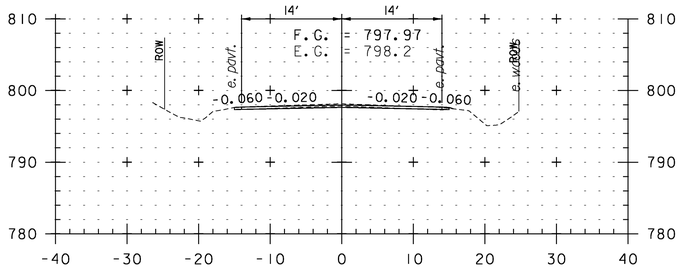


197+00

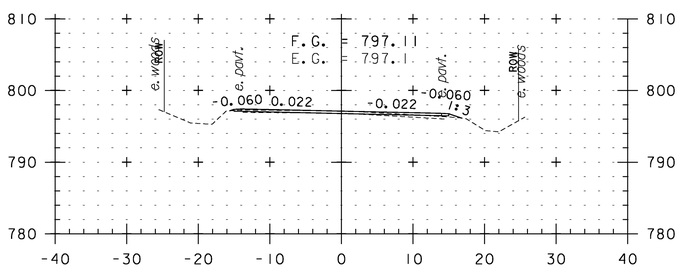
198+50



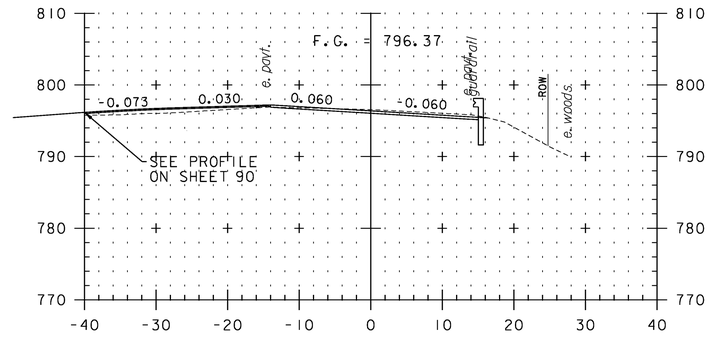
199+50



196+50



198+00



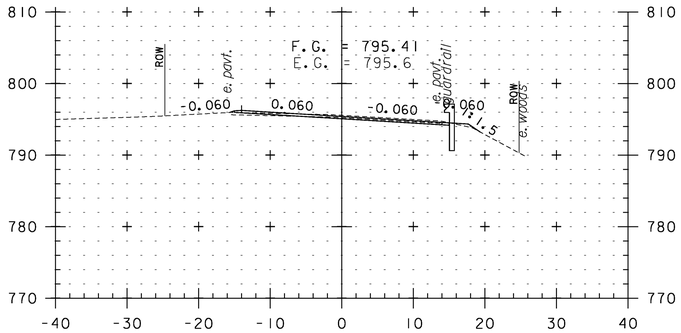
199+31
TH 65

CROSS SECTION SHEET 31

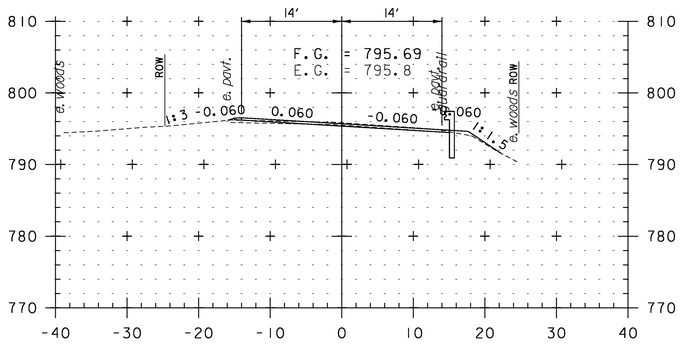
0 10 20
SCALE IN FEET

STA. 196+50 TO STA. 200+00

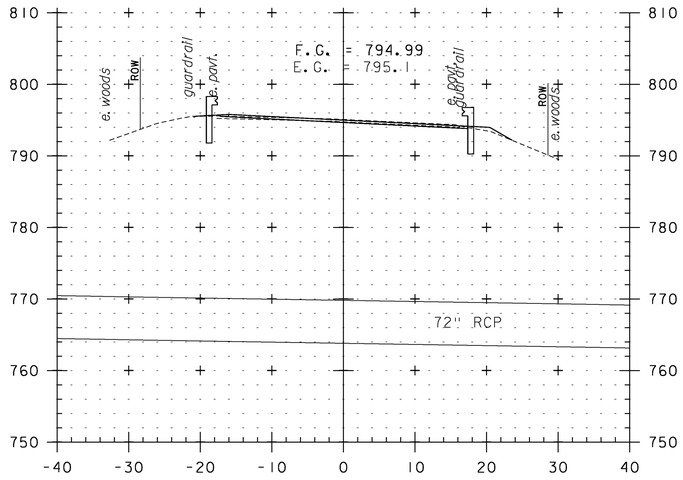
PROJECT NAME: WEATHERSFIELD	
PROJECT NUMBER: STP 2913(1)	
FILE NAME: 10c228	PLOT DATE: 2/7/2013
PROJECT LEADER: PTS	DRAWN BY: WWG
DESIGNED BY: NLL	CHECKED BY: PTS
IPARM FILE NAME: p10C228_121	SHEET 121 OF 234



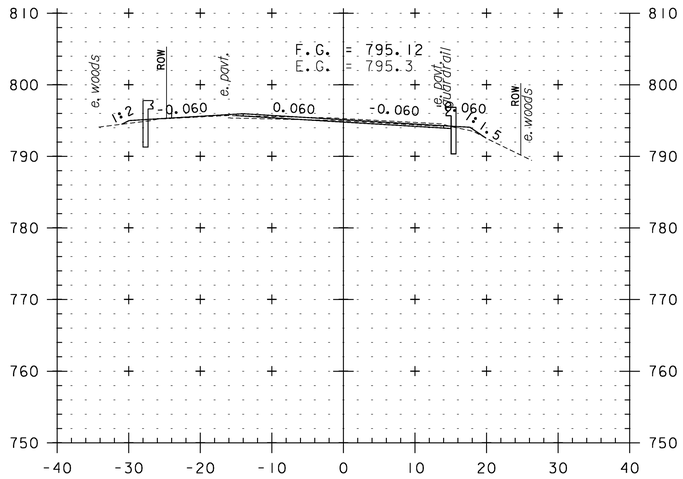
201+00



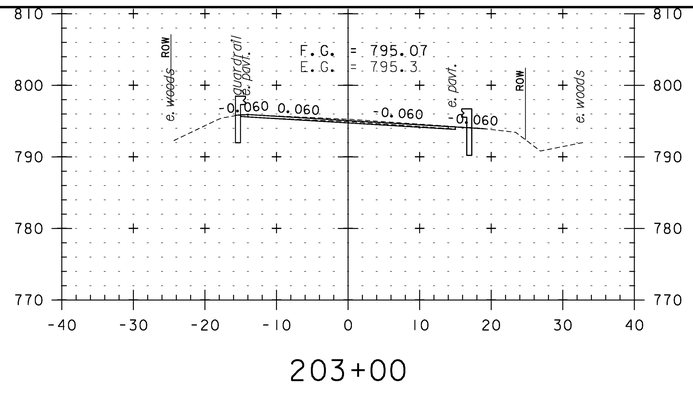
200+50



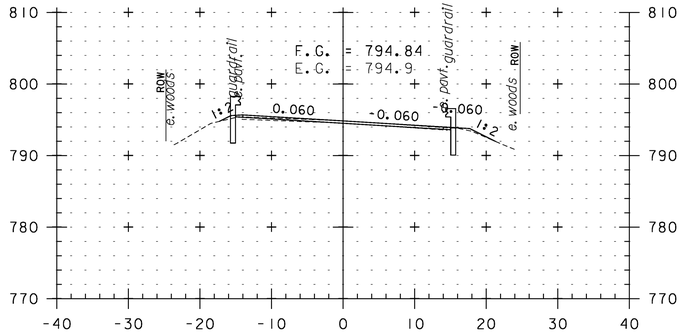
201+73
BRIDGE 11B



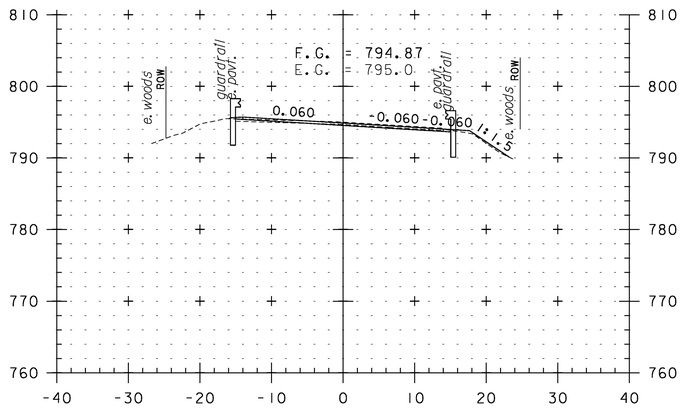
201+50



203+00



202+50



202+00

0 10 20
SCALE IN FEET

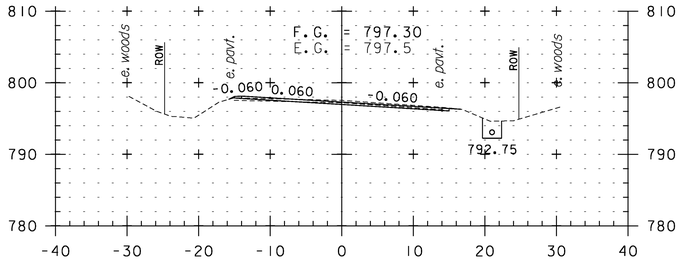
STA. 200+50 TO STA. 203+00

CROSS SECTION SHEET 32

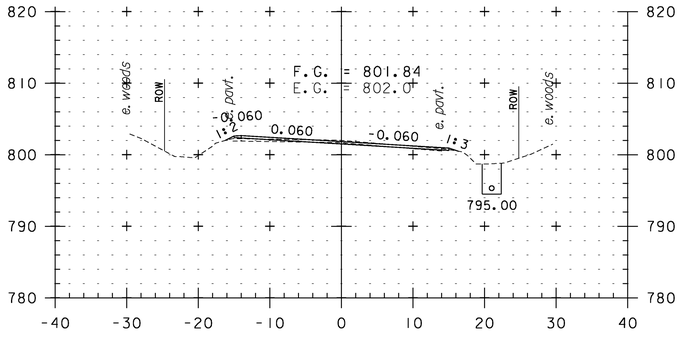
PROJECT NAME: WEATHERSFIELD
PROJECT NUMBER: STP 2913(1)

FILE NAME: 10c228
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: p10C228_122

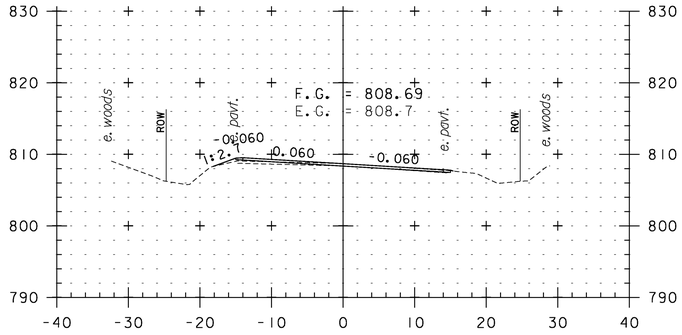
PLOT DATE: 2/7/2013
DRAWN BY: WWG
CHECKED BY: PTS
SHEET 122 OF 234



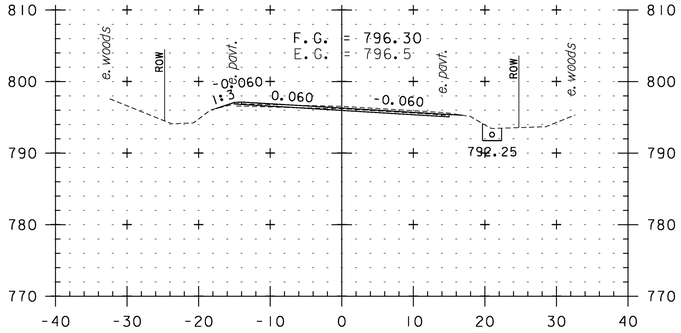
204+50



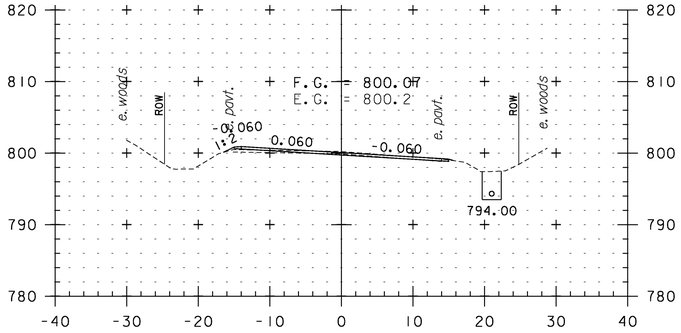
206+00



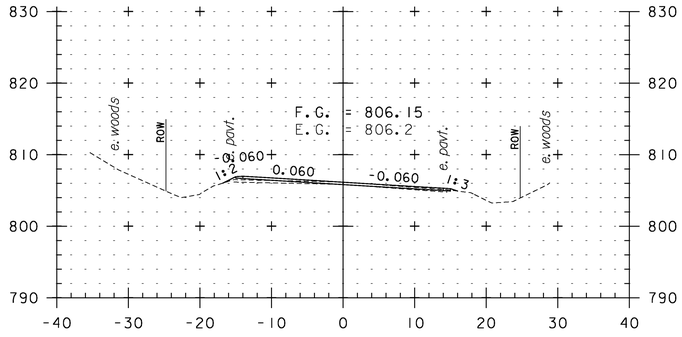
207+50



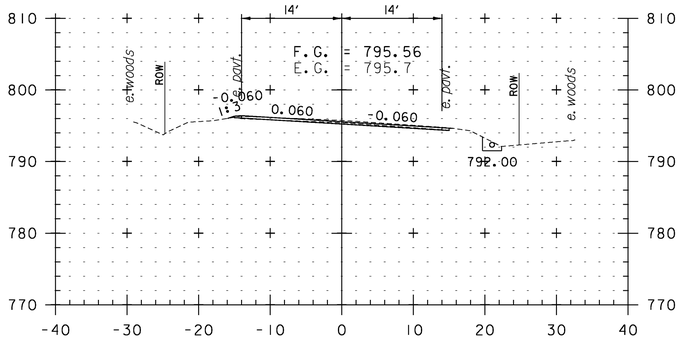
204+00



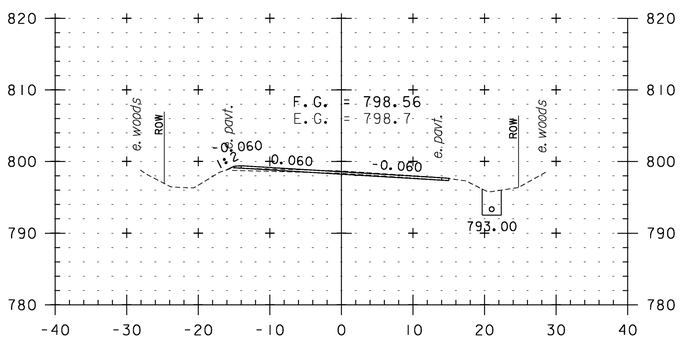
205+50



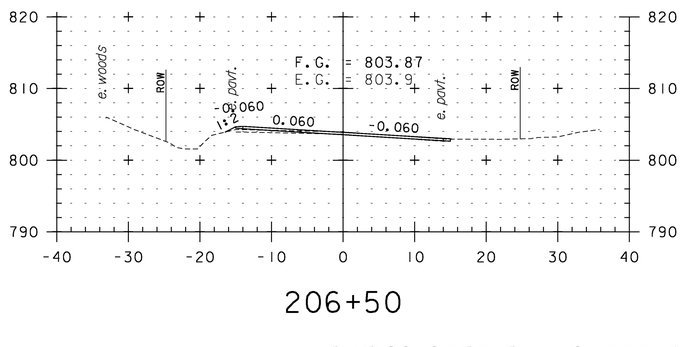
207+00



203+50



205+00



206+50

CROSS SECTION SHEET 33

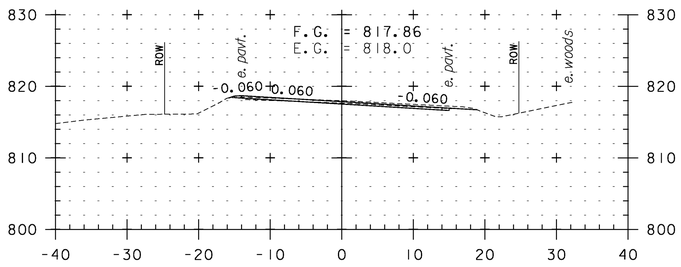
0 10 20
SCALE IN FEET

STA. 203+50 TO STA. 207+50

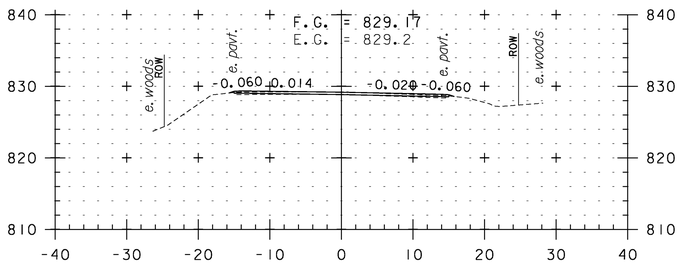
PROJECT NAME: WEATHERSFIELD
PROJECT NUMBER: STP 2913(1)

FILE NAME: 10c228
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: p10C228_123

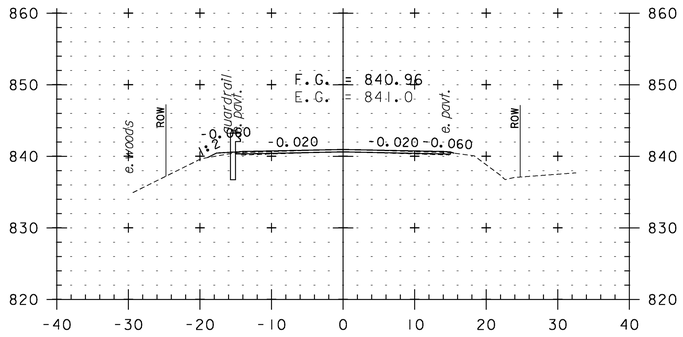
PLOT DATE: 2/7/2013
DRAWN BY: WWG
CHECKED BY: PTS
SHEET 123 OF 234



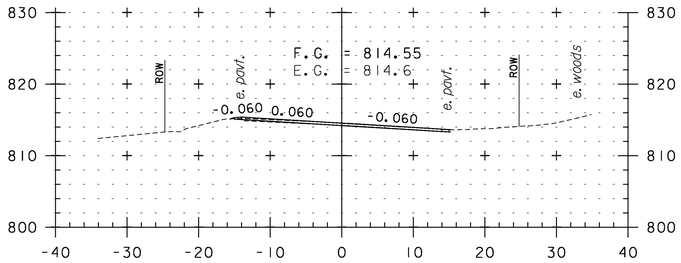
209+00



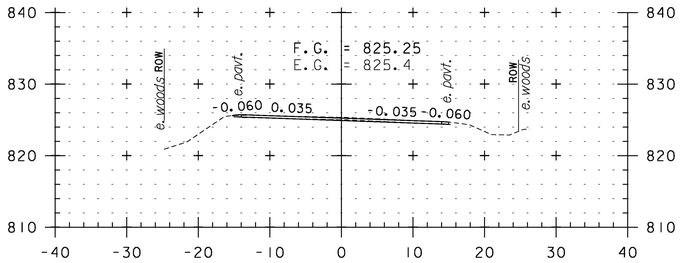
210+50



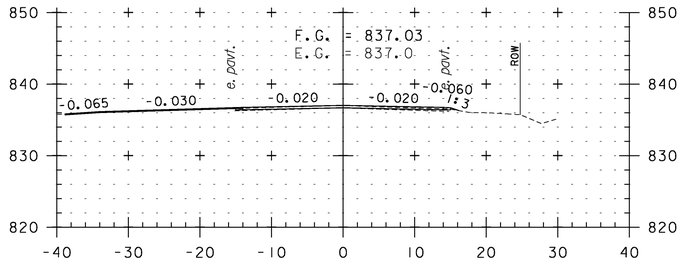
212+00



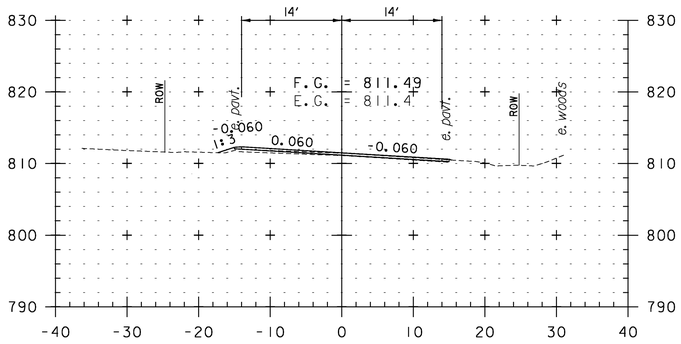
208+50



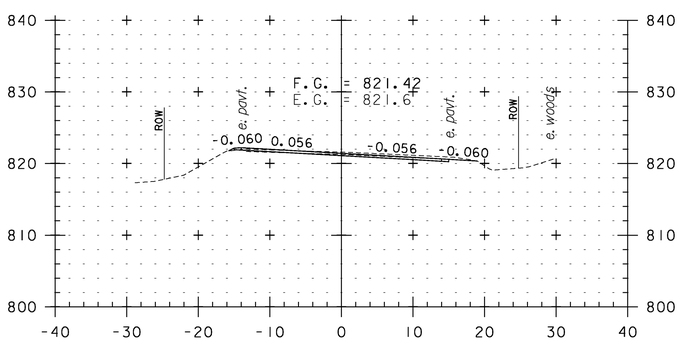
210+00



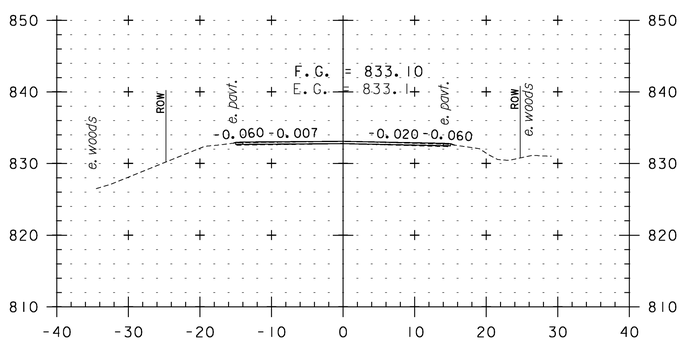
211+50
TH 7



208+00



209+50



211+00

CROSS SECTION SHEET 34

0 10 20
SCALE IN FEET

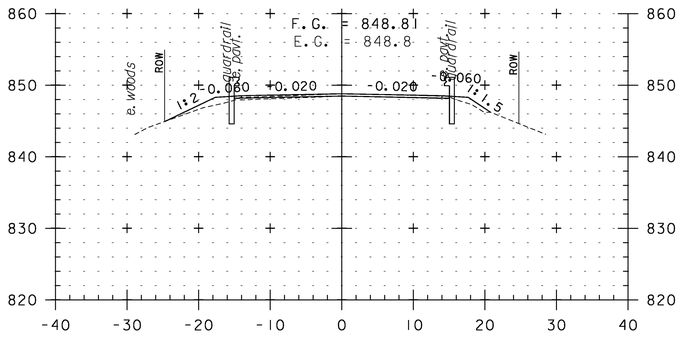
STA. 208+00 TO STA. 212+00

PROJECT NAME: WEATHERSFIELD

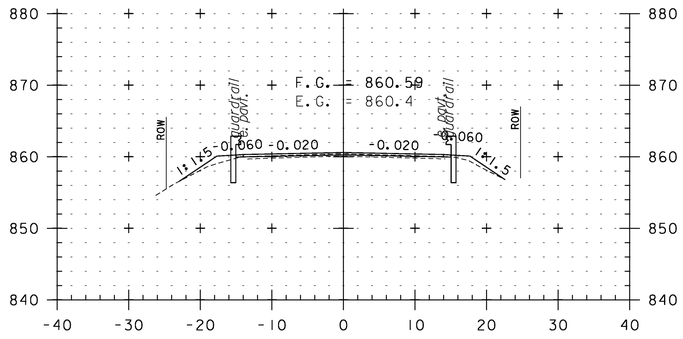
PROJECT NUMBER: STP 2913(1)

FILE NAME: 10c228
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: p10C228_124

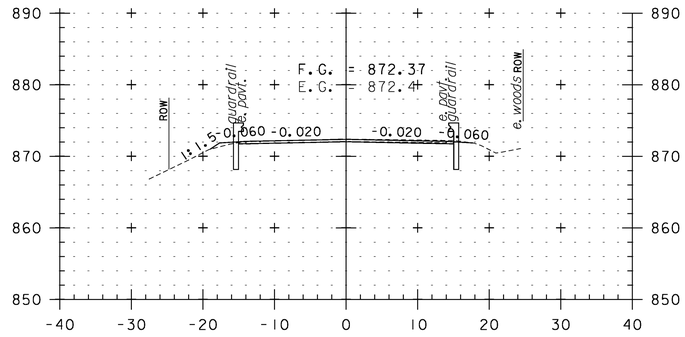
PLOT DATE: 2/7/2013
DRAWN BY: WWG
CHECKED BY: PTS
SHEET 124 OF 234



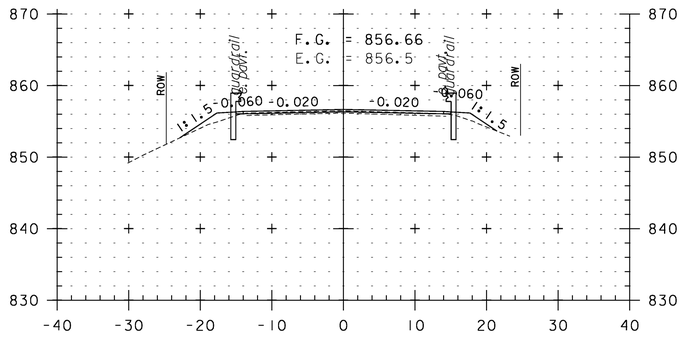
213+00



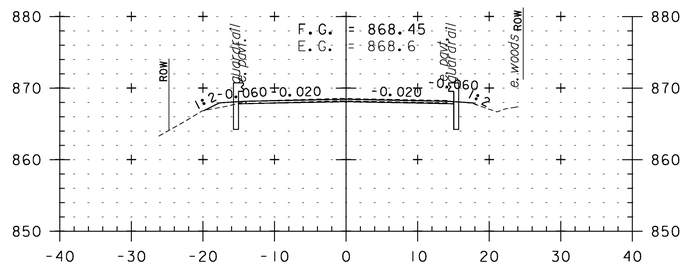
214+50



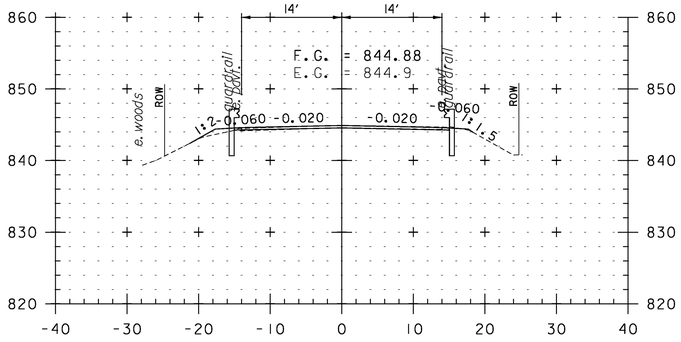
216+00



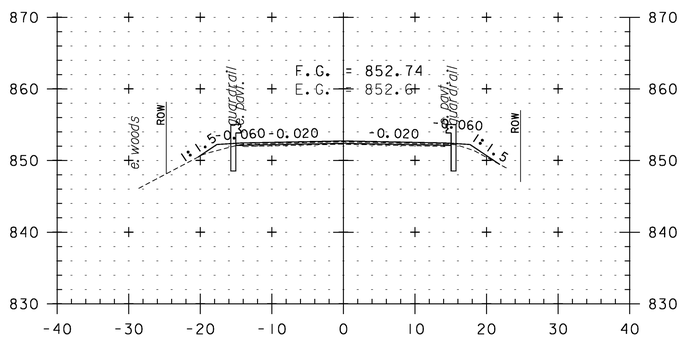
214+00



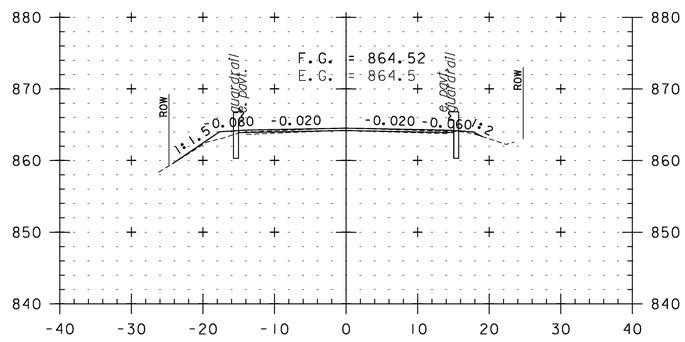
215+50



212+50



213+50



215+00

CROSS SECTION SHEET 35

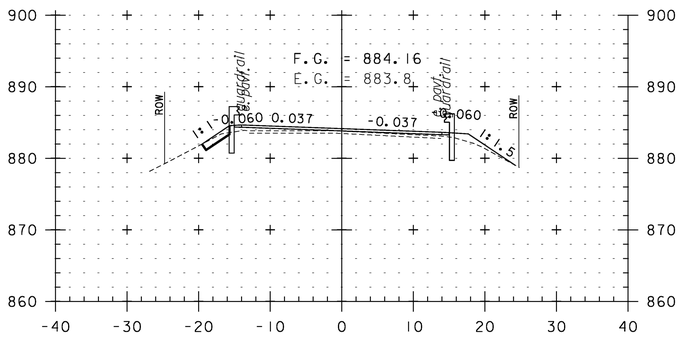
0 10 20
SCALE IN FEET

STA. 212+50 TO STA. 216+00

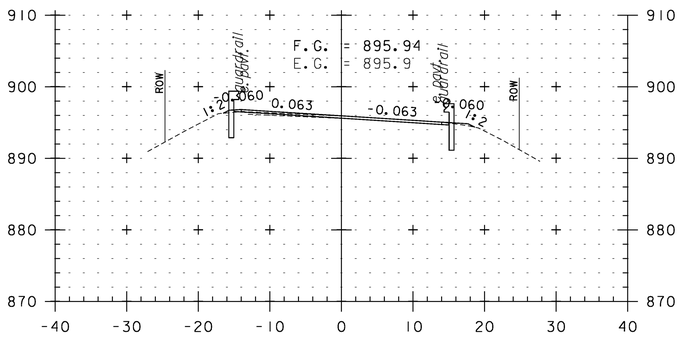
PROJECT NAME: WEATHERSFIELD
PROJECT NUMBER: STP 2913(1)

FILE NAME: 10c228
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: p10C228_125

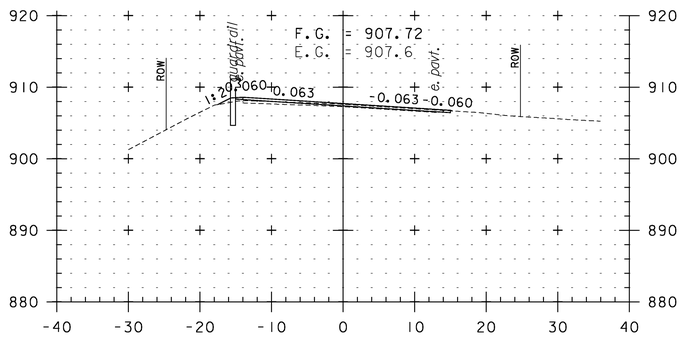
PLOT DATE: 2/7/2013
DRAWN BY: WWG
CHECKED BY: PTS
SHEET 125 OF 234



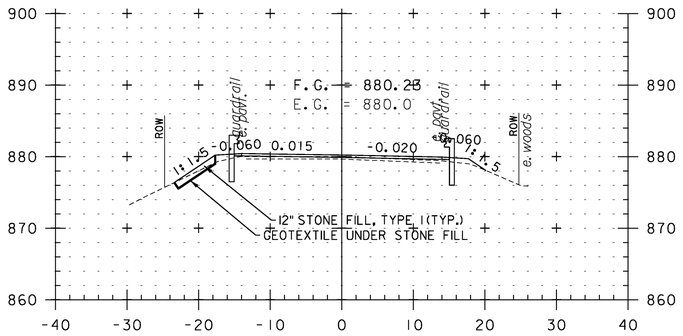
217+50



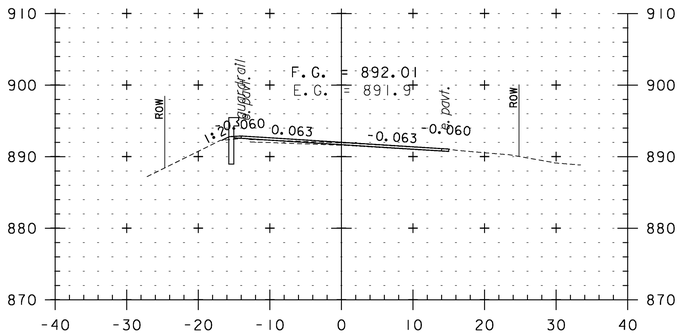
219+00



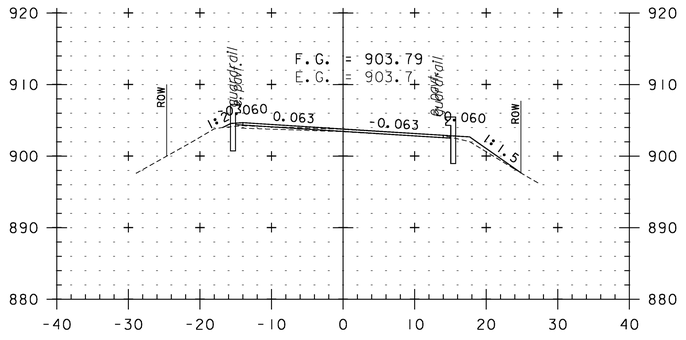
220+50



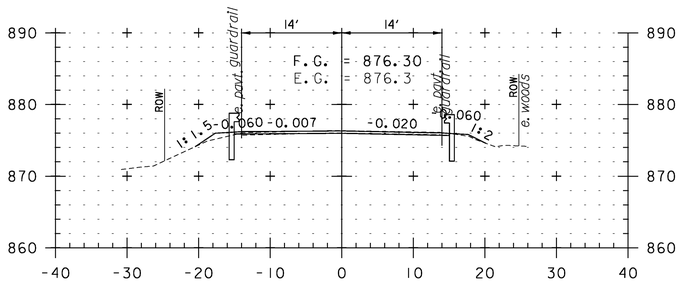
217+00



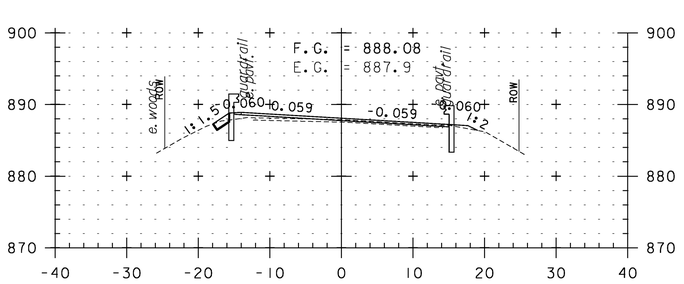
218+50



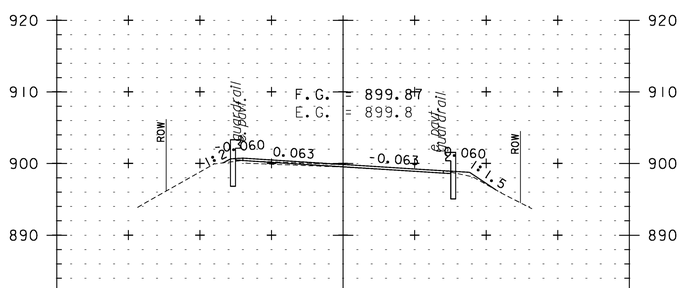
220+00



216+50



218+00



219+50

0 10 20
SCALE IN FEET

STA. 216+50 TO STA. 220+50

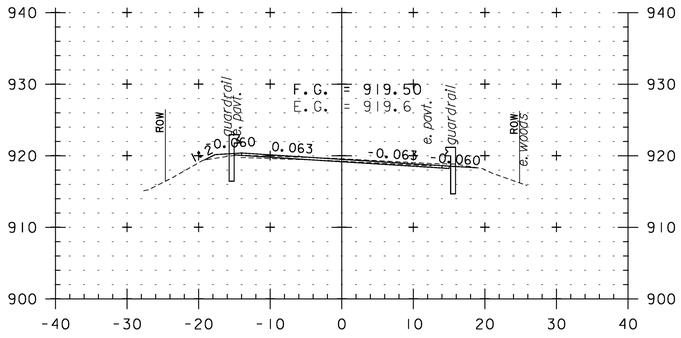
CROSS SECTION SHEET 36

PROJECT NAME: WEATHERSFIELD

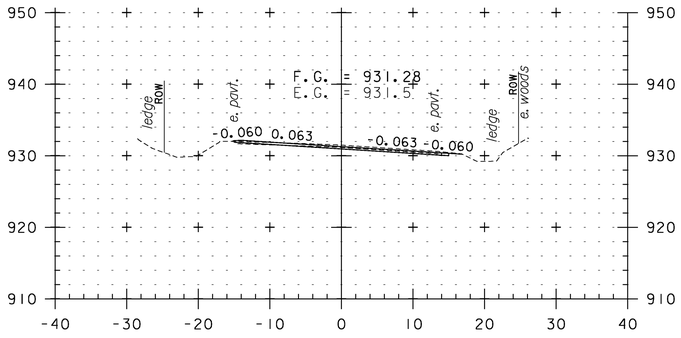
PROJECT NUMBER: STP 2913(1)

FILE NAME: 10c228
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: p10C228_126

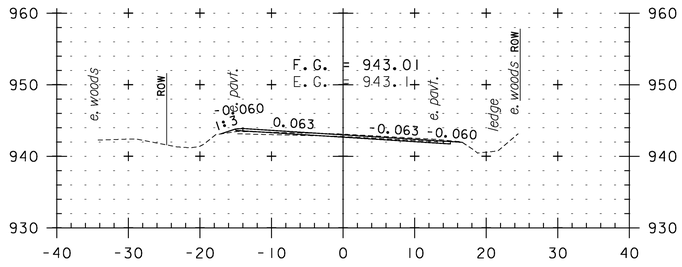
PLOT DATE: 2/7/2013
DRAWN BY: WWG
CHECKED BY: PTS
SHEET 126 OF 234



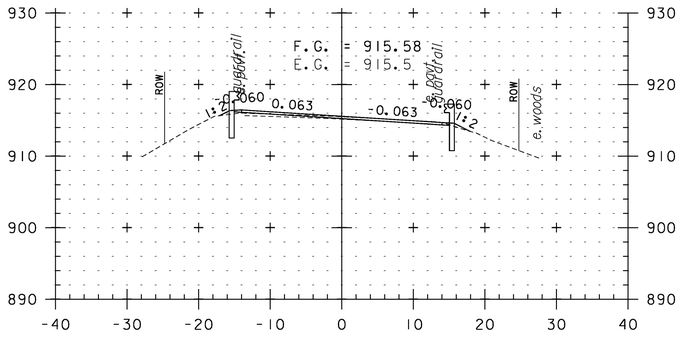
222+00



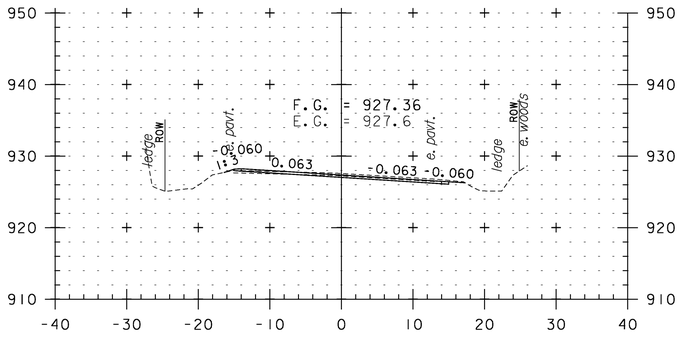
223+50



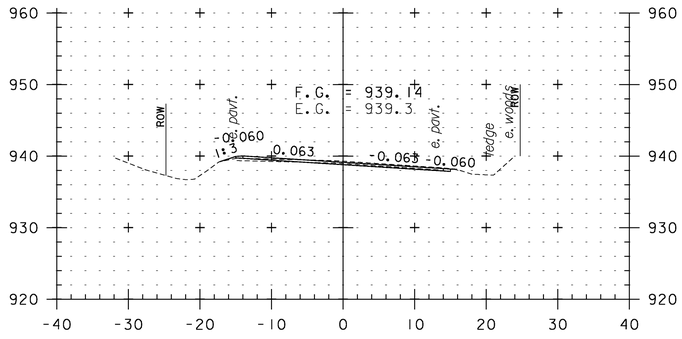
225+00



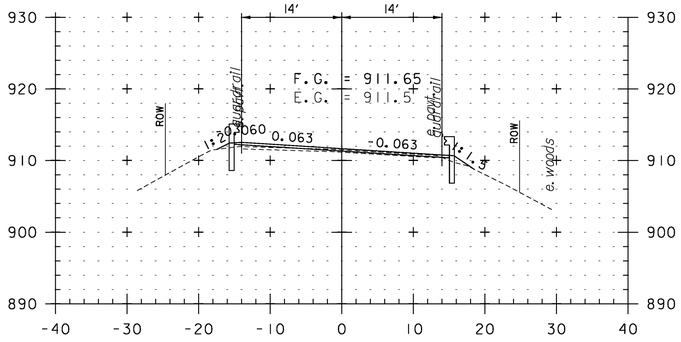
221+50



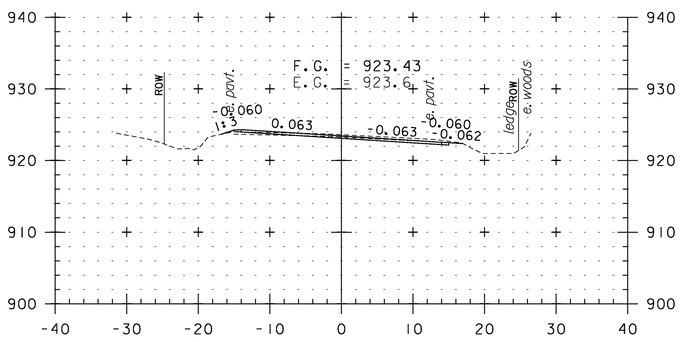
223+00



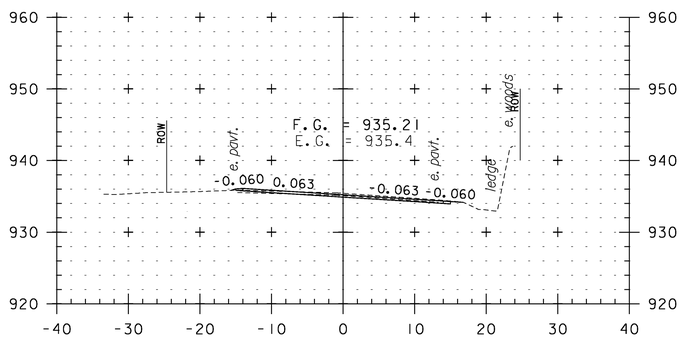
224+50



221+00



222+50



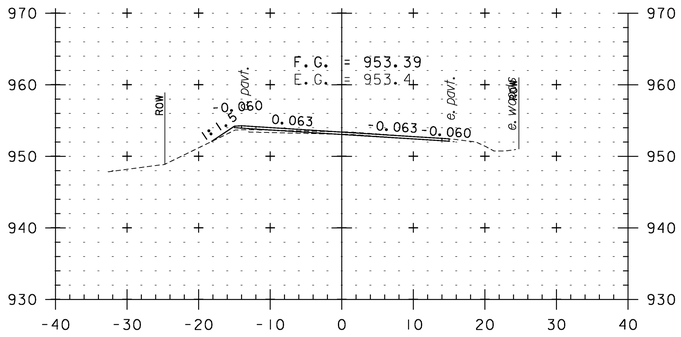
224+00

CROSS SECTION SHEET 37

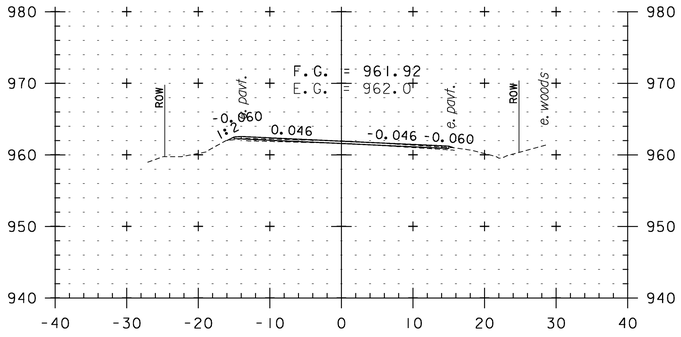
0 10 20
SCALE IN FEET

STA. 221+00 TO STA. 225+00

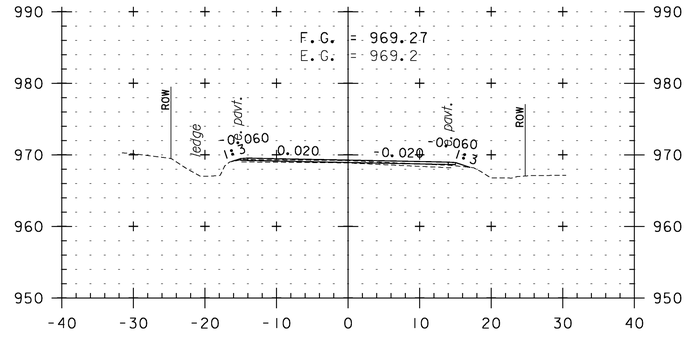
PROJECT NAME: WEATHERSFIELD	
PROJECT NUMBER: STP 2913(1)	
FILE NAME: 10c228	PLOT DATE: 2/7/2013
PROJECT LEADER: PTS	DRAWN BY: WWG
DESIGNED BY: NLL	CHECKED BY: PTS
IPARM FILE NAME: p10C228_127	SHEET 127 OF 234



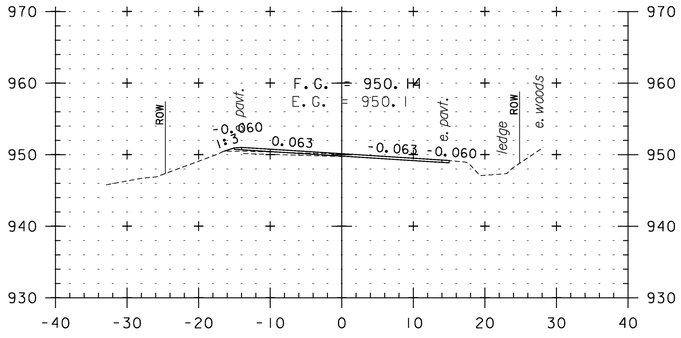
226+50



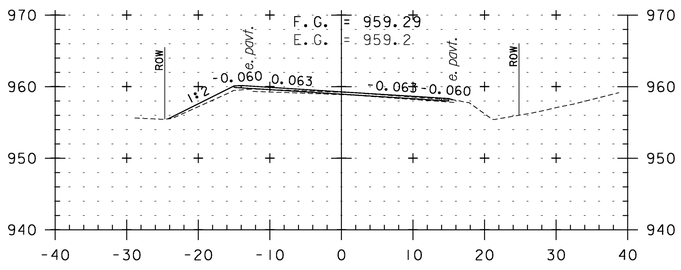
228+00



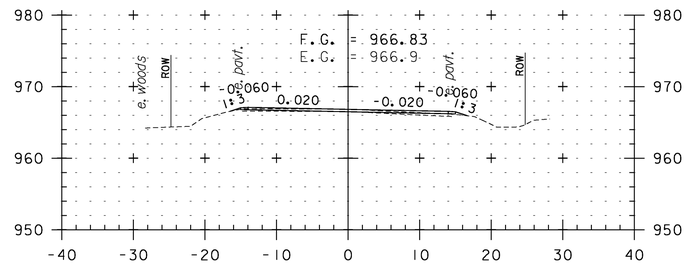
229+50



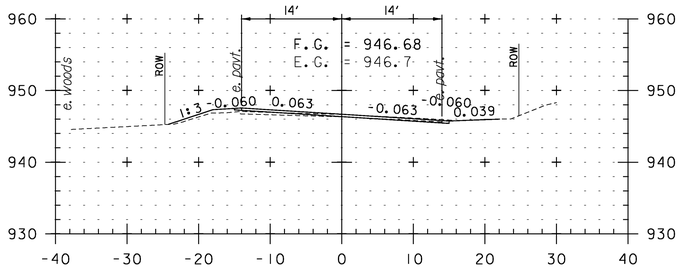
226+00



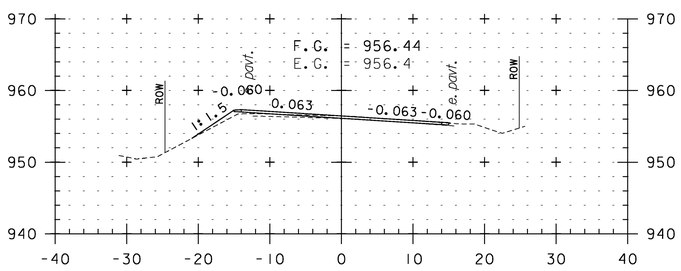
227+50



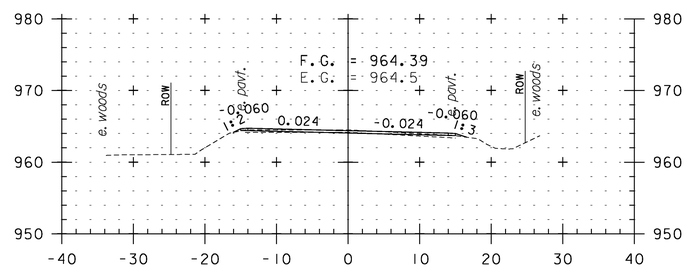
229+00



225+50



227+00



228+50

0 10 20
SCALE IN FEET

STA. 225+50 TO STA. 229+50

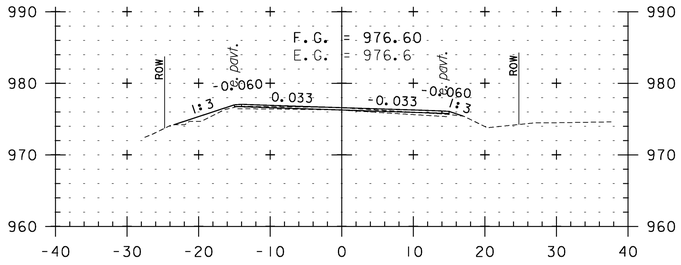
CROSS SECTION SHEET 38

PROJECT NAME: WEATHERSFIELD

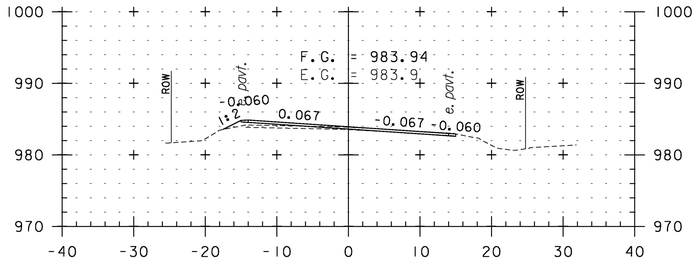
PROJECT NUMBER: STP 2913(1)

FILE NAME: 10c228
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: p10C228_128

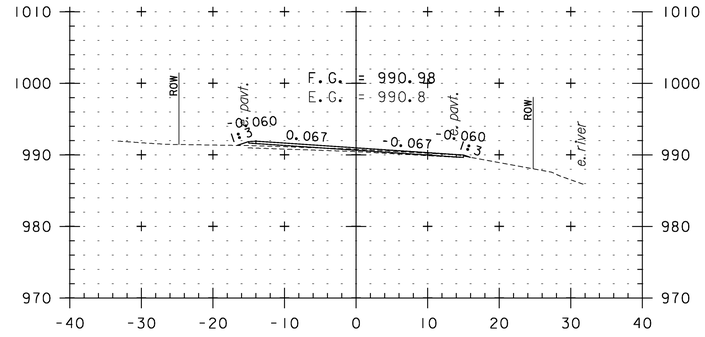
PLOT DATE: 2/7/2013
DRAWN BY: WWG
CHECKED BY: PTS
SHEET 128 OF 234



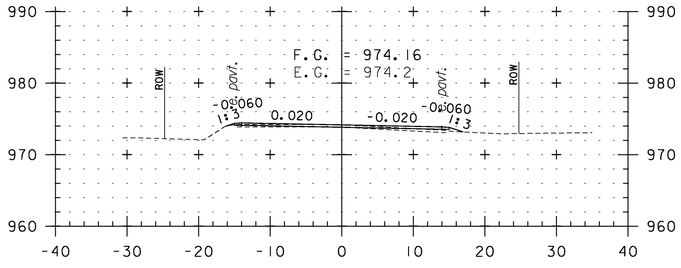
231+00



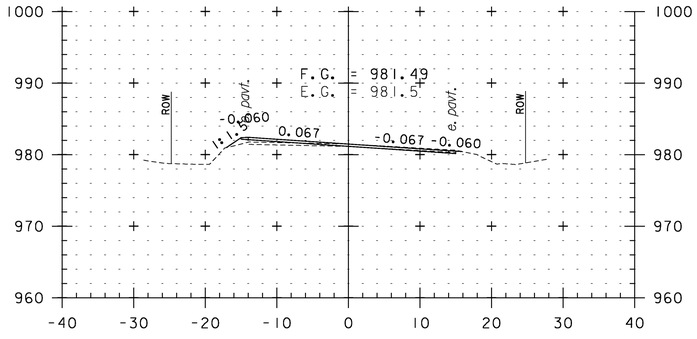
232+50



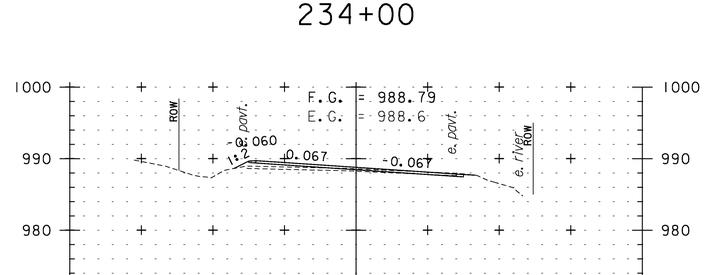
234+00



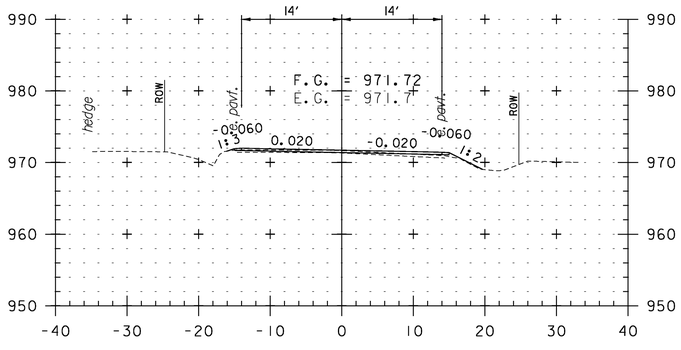
230+50



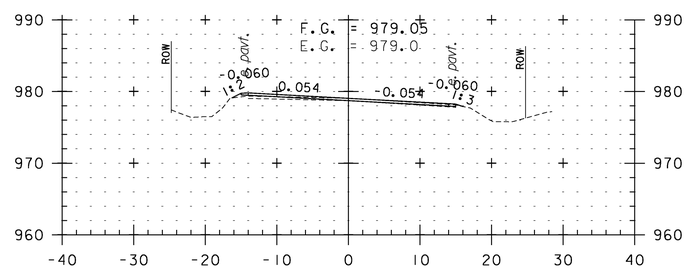
232+00



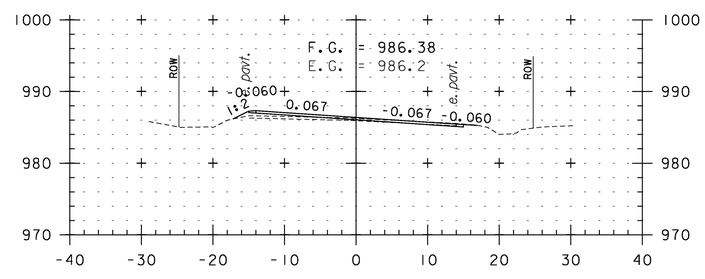
233+50



230+00



231+50



233+00

0 10 20
SCALE IN FEET

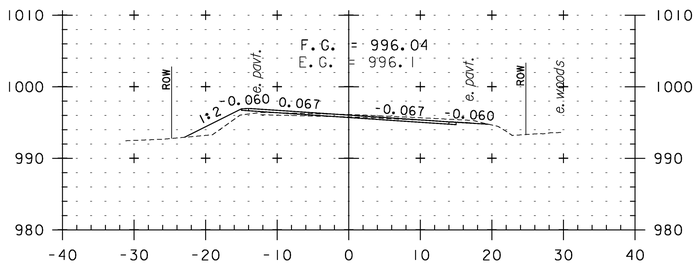
STA. 230+00 TO STA. 234+00

CROSS SECTION SHEET 39

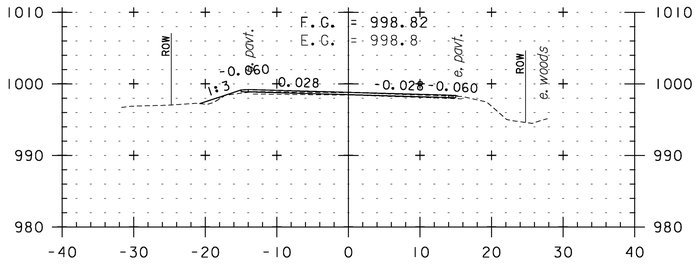
PROJECT NAME: WEATHERSFIELD
PROJECT NUMBER: STP 2913(1)

FILE NAME: 10c228
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: p10C228_129

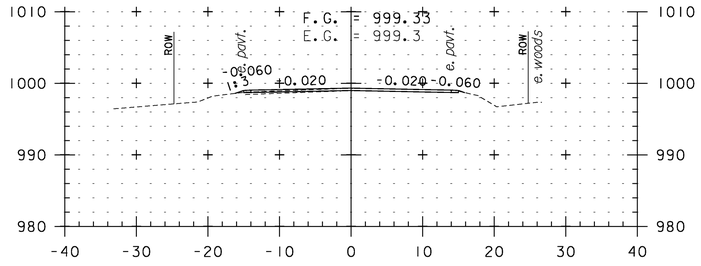
PLOT DATE: 2/7/2013
DRAWN BY: WWG
CHECKED BY: PTS
SHEET 129 OF 234



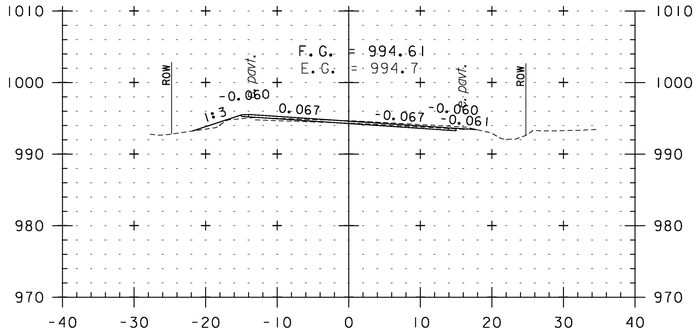
235+50



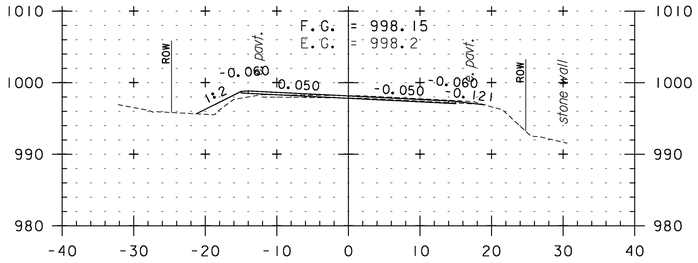
237+00



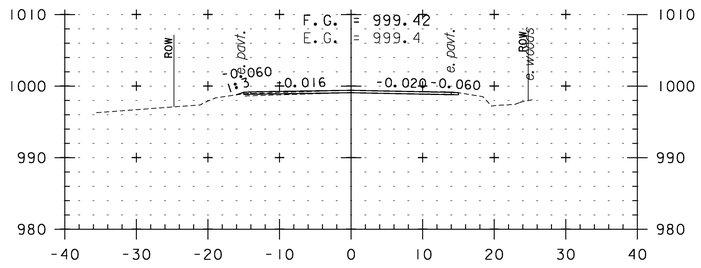
238+50



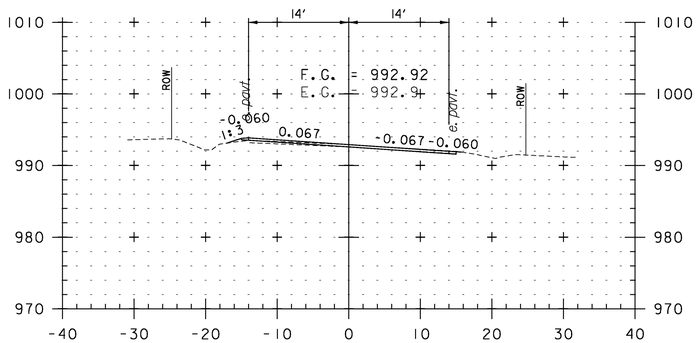
235+00



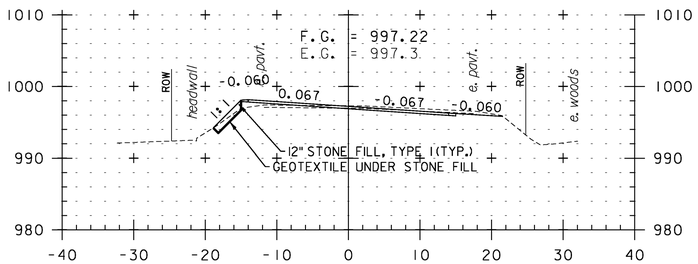
236+50



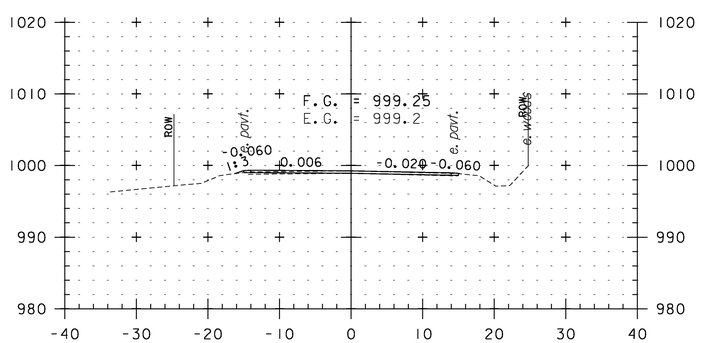
238+00



234+50



236+00



237+50

CROSS SECTION SHEET 40

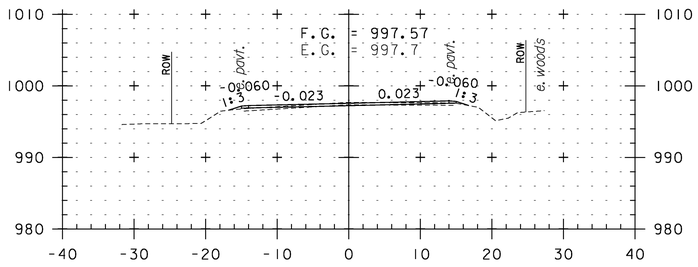
0 10 20
SCALE IN FEET

STA. 234+50 TO STA. 238+50

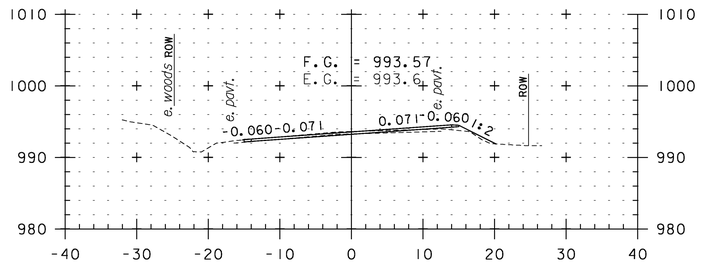
PROJECT NAME: WEATHERSFIELD
PROJECT NUMBER: STP 2913(1)

FILE NAME: 10c228
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: p10C228_130

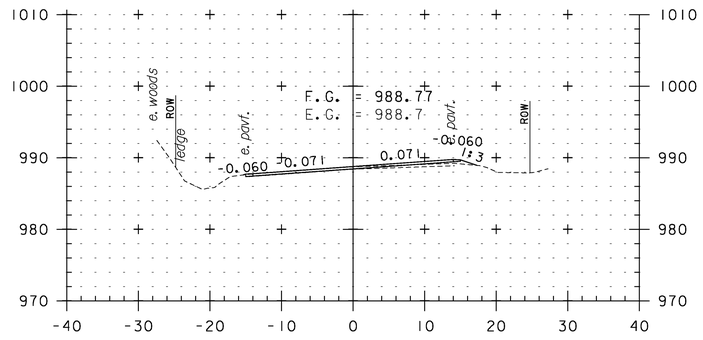
PLOT DATE: 2/7/2013
DRAWN BY: WWG
CHECKED BY: PTS
SHEET 130 OF 234



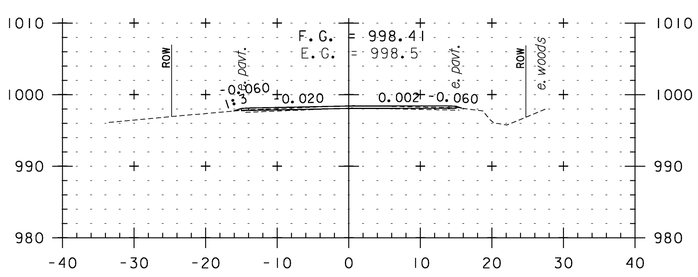
240+00



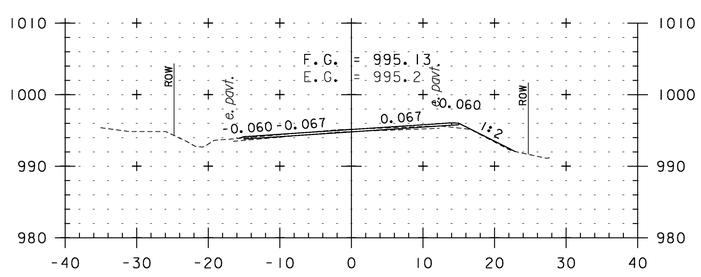
241+50



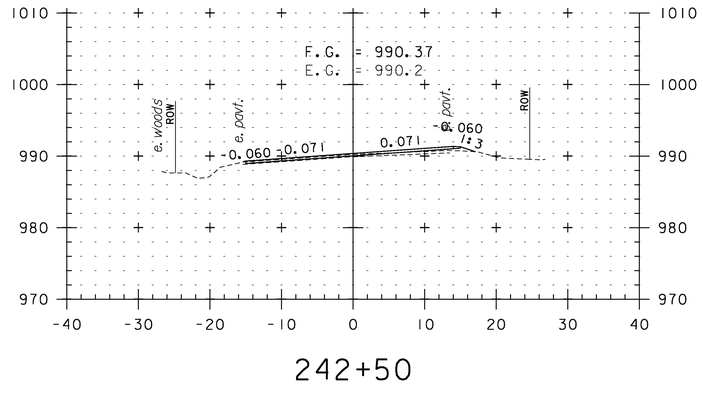
243+00



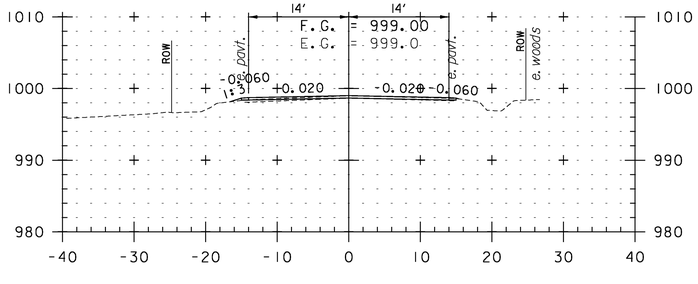
239+50



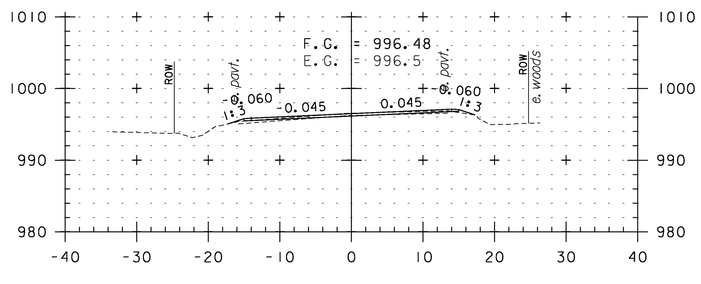
241+00



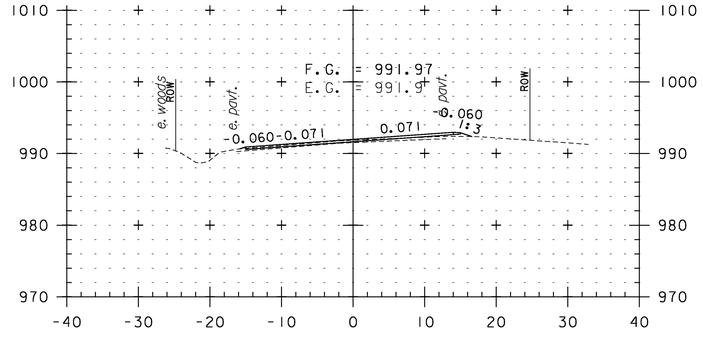
242+50



239+00



240+50



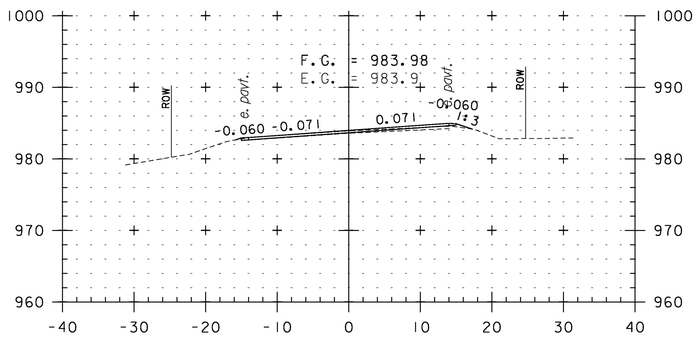
242+00

CROSS SECTION SHEET 41

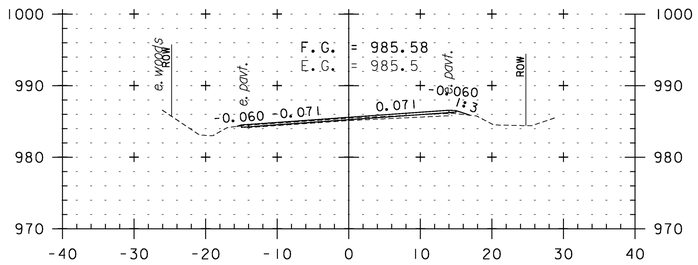
0 10 20
SCALE IN FEET

STA. 239+00 TO STA. 243+00

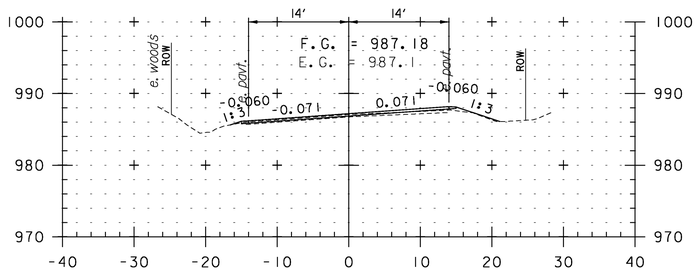
PROJECT NAME: WEATHERSFIELD	
PROJECT NUMBER: STP 2913(1)	
FILE NAME: 10c228	PLOT DATE: 2/7/2013
PROJECT LEADER: PTS	DRAWN BY: WWG
DESIGNED BY: NLL	CHECKED BY: PTS
IPARM FILE NAME: p10C228_131	SHEET 131 OF 234



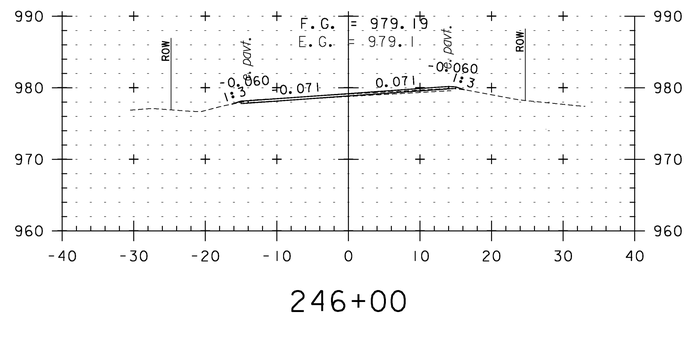
244+50



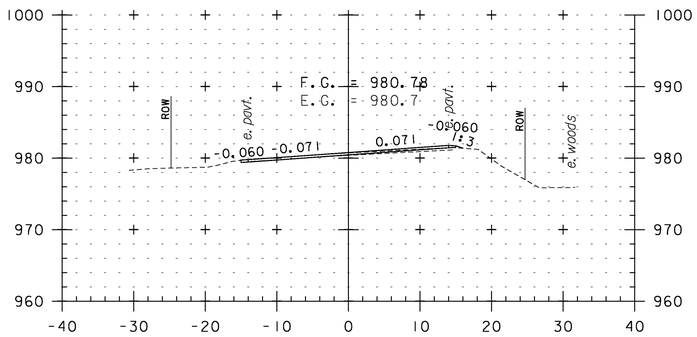
244+00



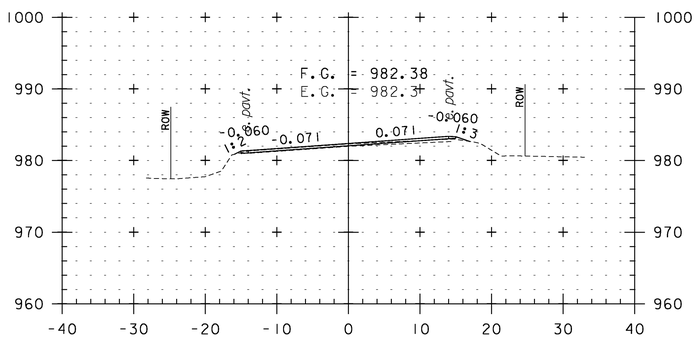
243+50



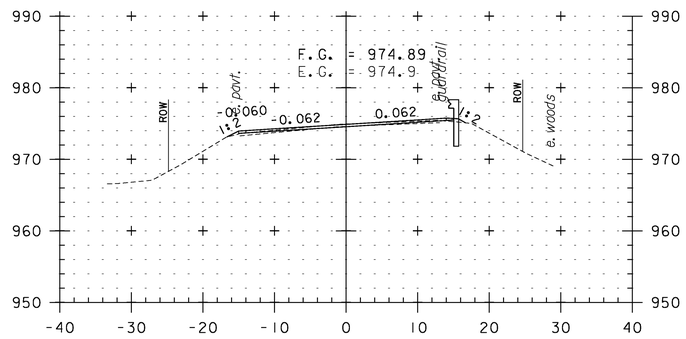
246+00



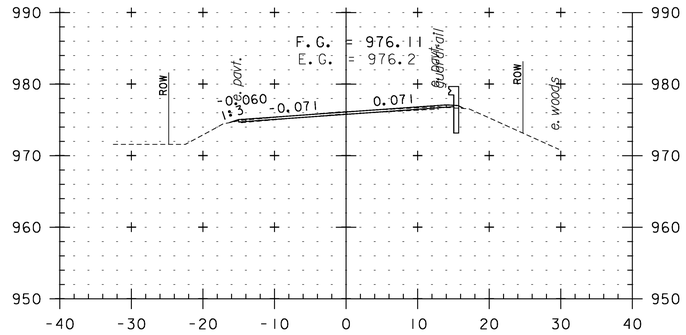
245+50



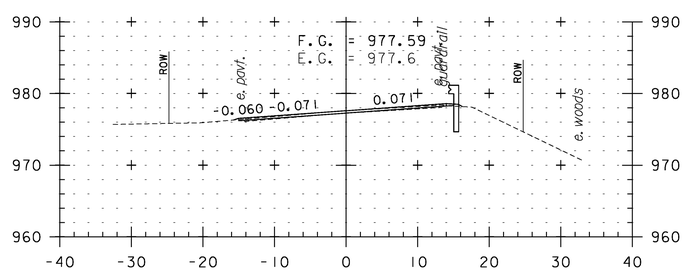
245+00



247+50



247+00



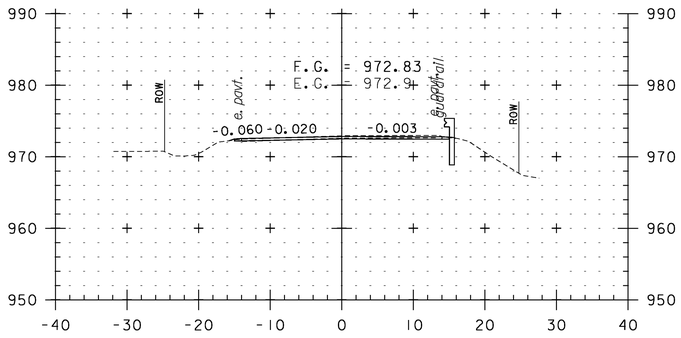
246+50

CROSS SECTION SHEET 42

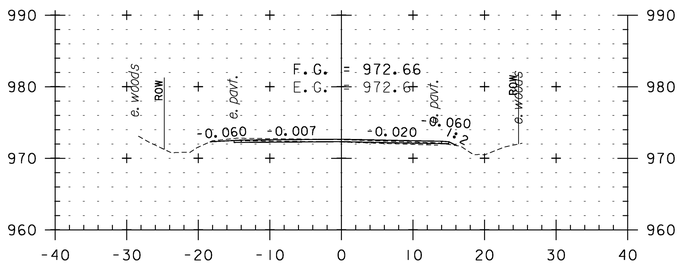
0 10 20
SCALE IN FEET

STA. 243+50 TO STA. 247+50

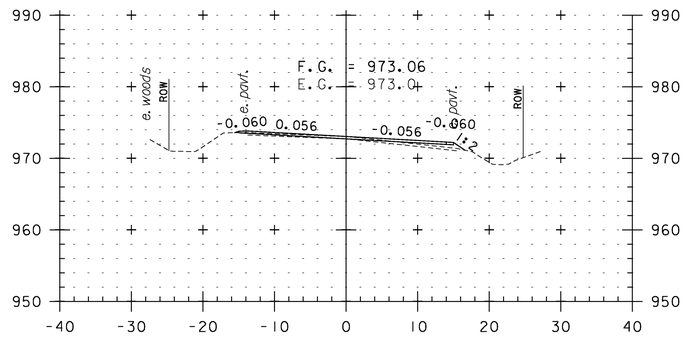
PROJECT NAME: WEATHERSFIELD	
PROJECT NUMBER: STP 2913(1)	
FILE NAME: 10c228	PLOT DATE: 2/7/2013
PROJECT LEADER: PTS	DRAWN BY: WWG
DESIGNED BY: NLL	CHECKED BY: PTS
IPARM FILE NAME: p10C228_132	SHEET 132 OF 234



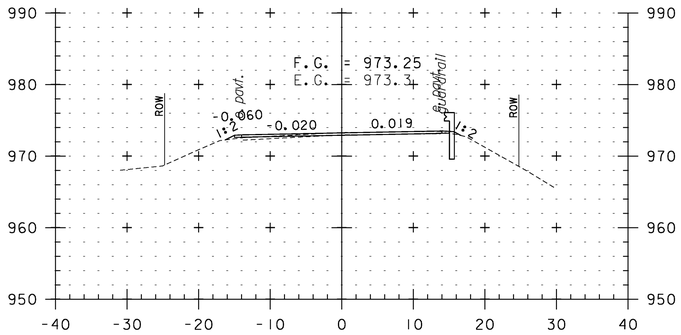
249+00



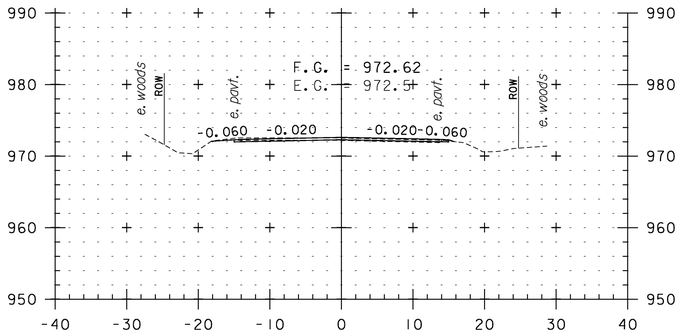
250+50



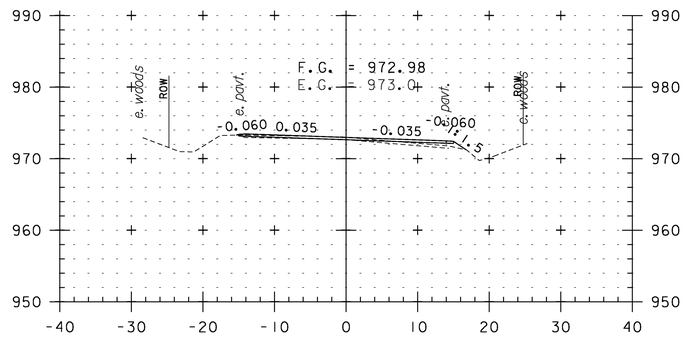
252+00



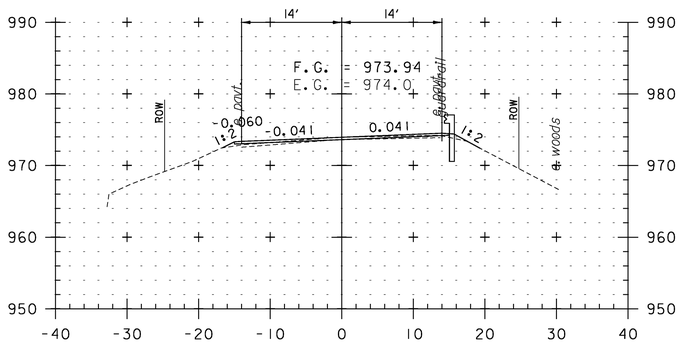
248+50



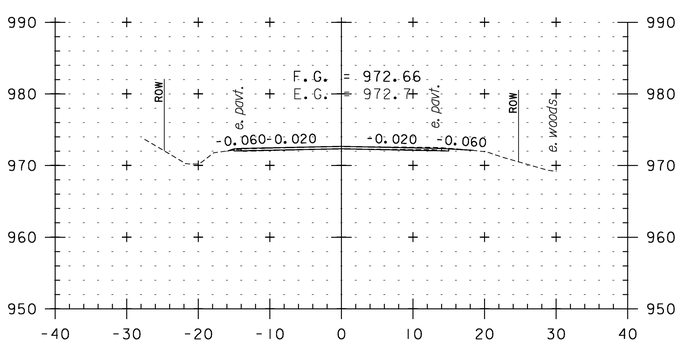
250+00



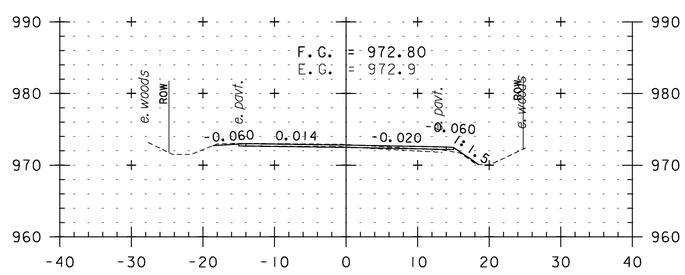
251+50



248+00



249+50



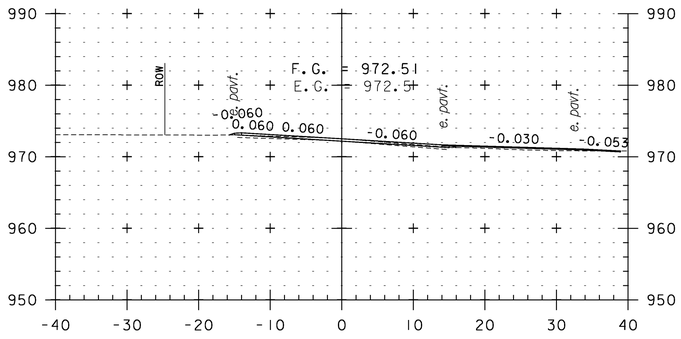
251+00

CROSS SECTION SHEET 43

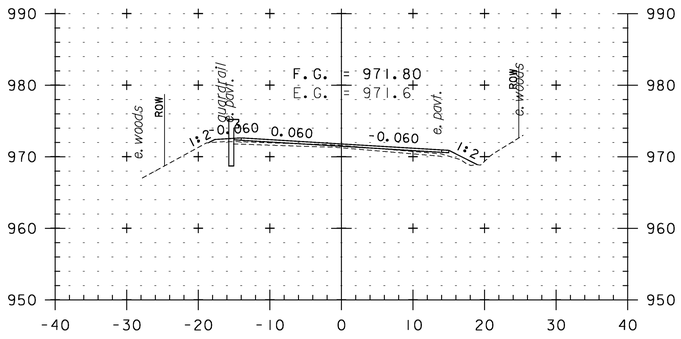
0 10 20
SCALE IN FEET

STA. 248+00 TO STA. 252+00

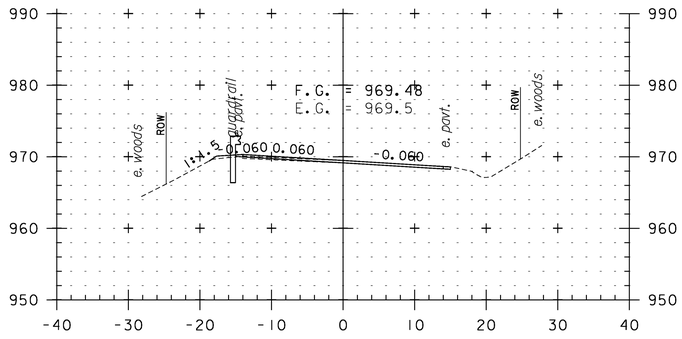
PROJECT NAME: WEATHERSFIELD	
PROJECT NUMBER: STP 2913(1)	
FILE NAME: 10c228	PLOT DATE: 2/7/2013
PROJECT LEADER: PTS	DRAWN BY: WWG
DESIGNED BY: NLL	CHECKED BY: PTS
IPARM FILE NAME: p10C228_133	SHEET 133 OF 234



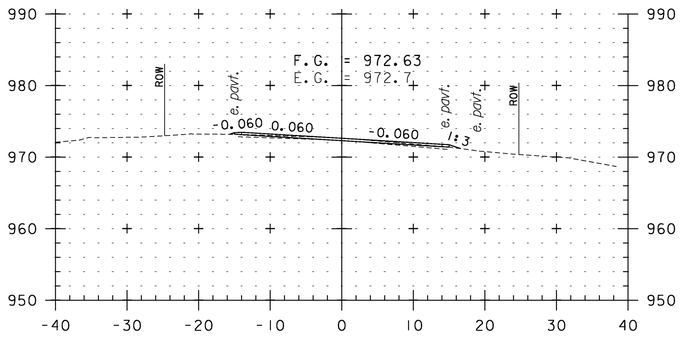
253+20
TH 9



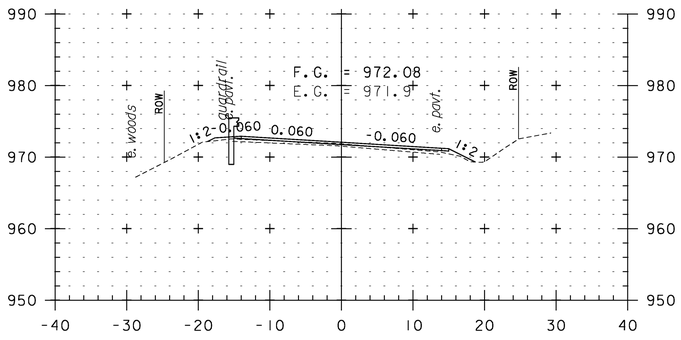
254+50



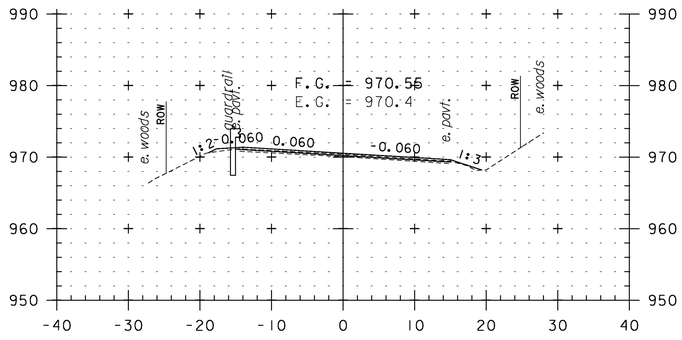
256+00



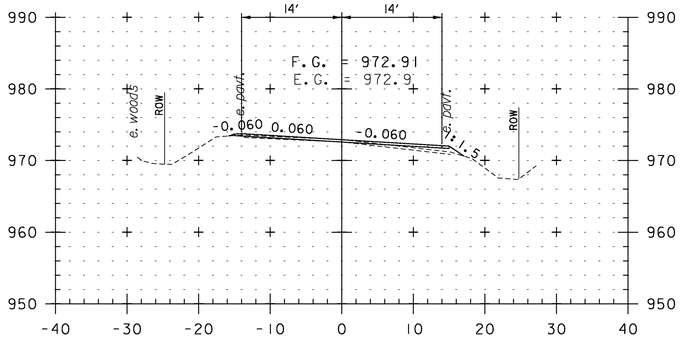
253+00



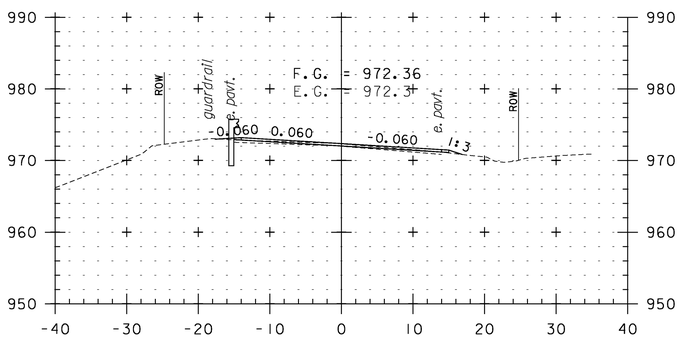
254+00



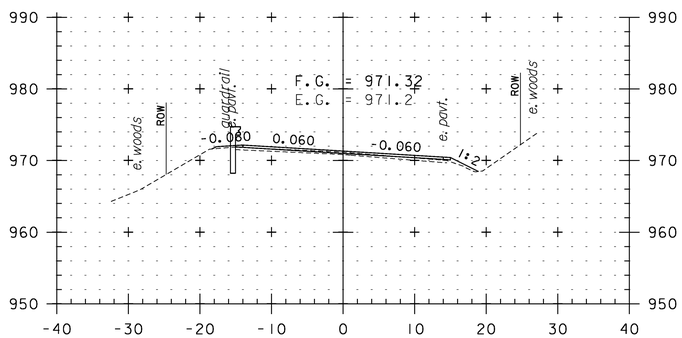
255+50



252+50



253+50



255+00

CROSS SECTION SHEET 44

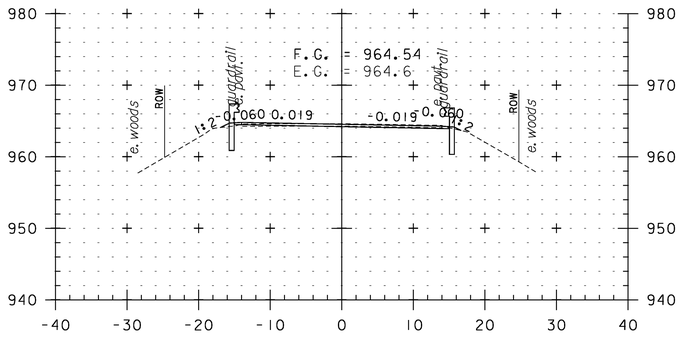
0 10 20
SCALE IN FEET

STA. 252+50 TO STA. 256+00

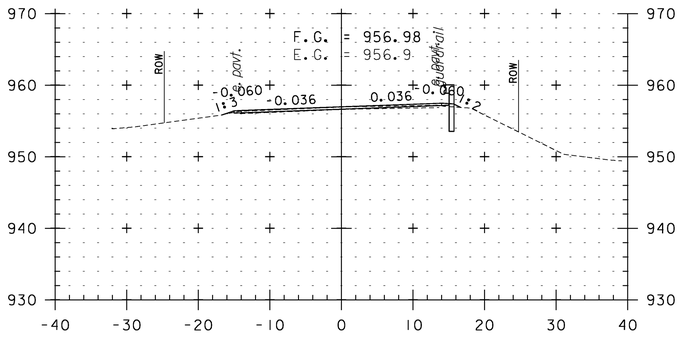
PROJECT NAME: WEATHERSFIELD
PROJECT NUMBER: STP 2913(1)

FILE NAME: 10c228
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: p10C228_134

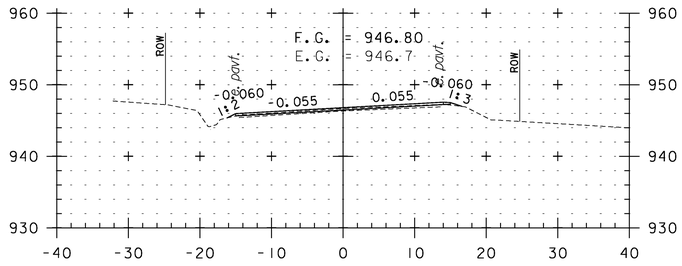
PLOT DATE: 2/7/2013
DRAWN BY: WWG
CHECKED BY: PTS
SHEET 134 OF 234



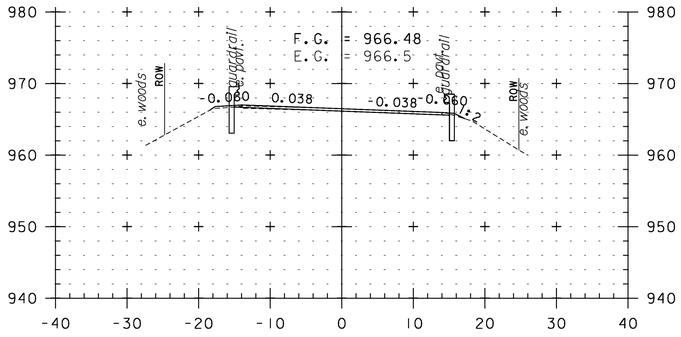
257+50



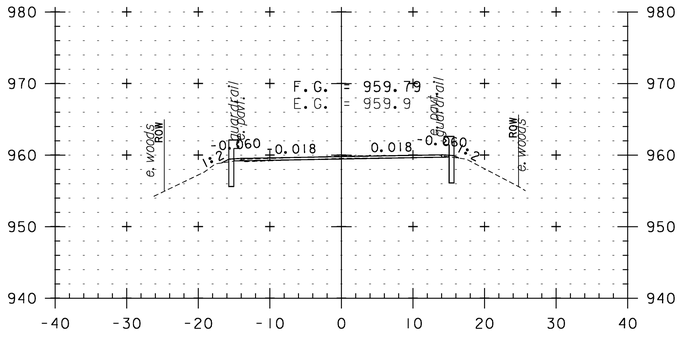
259+00



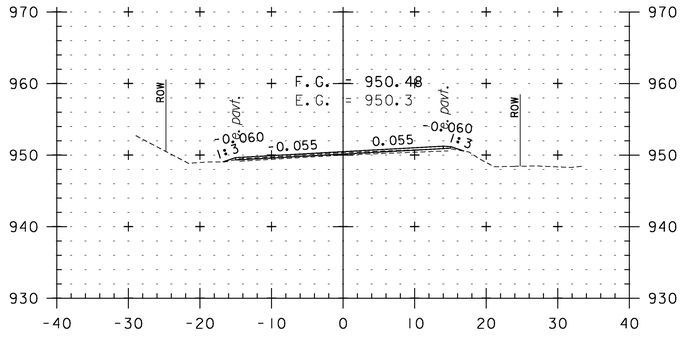
260+50



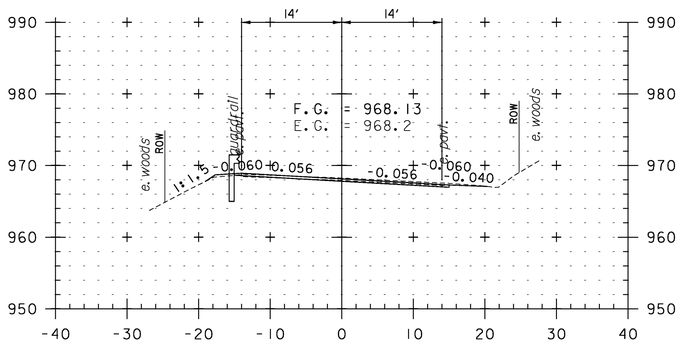
257+00



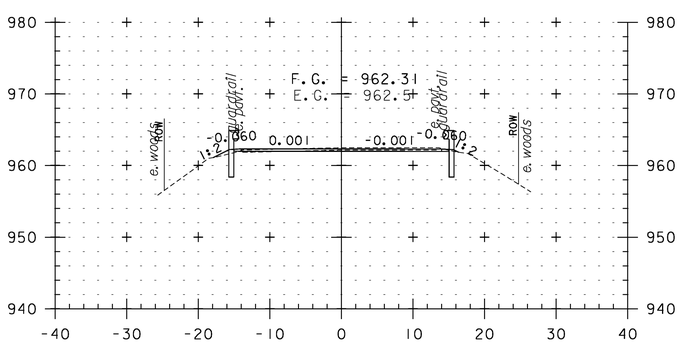
258+50



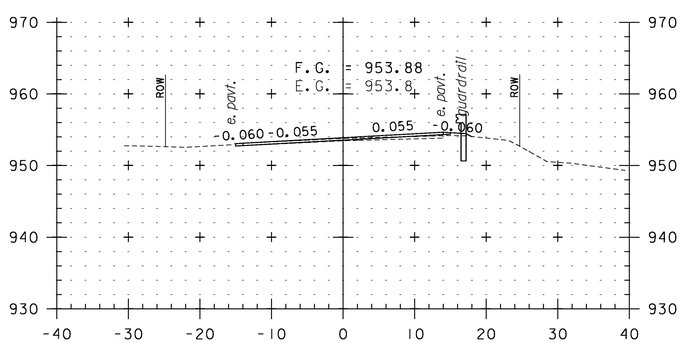
260+00



256+50



258+00



259+50

CROSS SECTION SHEET 45

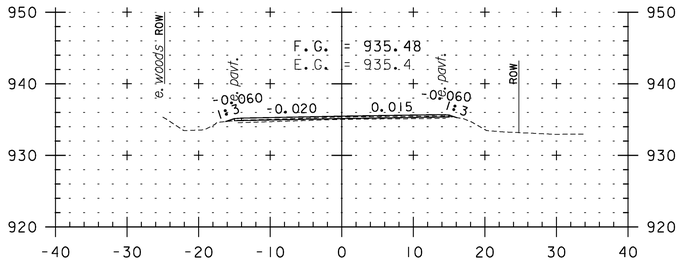
0 10 20
SCALE IN FEET

STA. 256+50 TO STA. 260+50

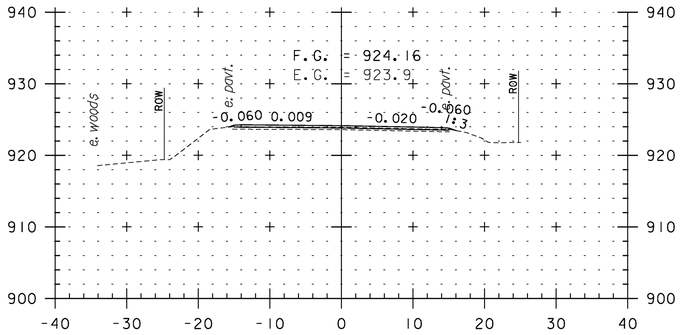
PROJECT NAME: WEATHERSFIELD
PROJECT NUMBER: STP 2913(1)

FILE NAME: 10c228
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: p10C228_135

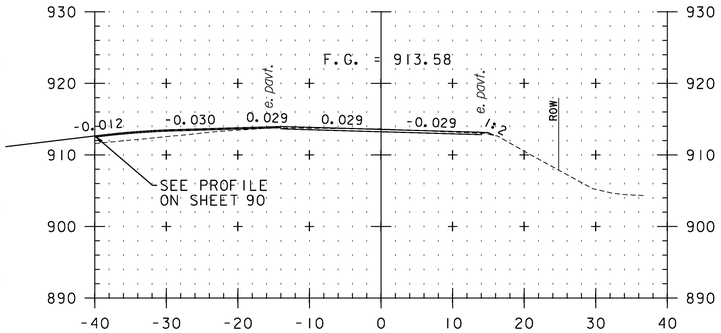
PLOT DATE: 2/7/2013
DRAWN BY: WWG
CHECKED BY: PTS
SHEET 135 OF 234



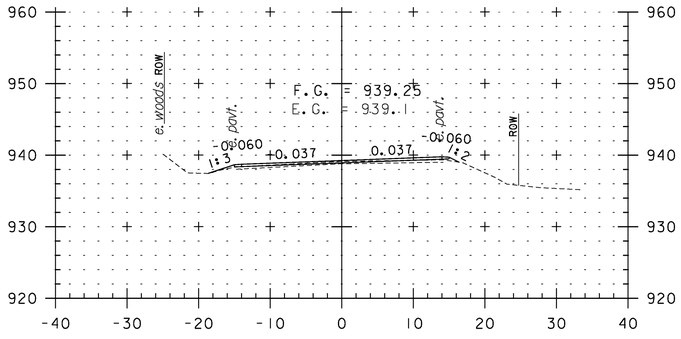
262+00



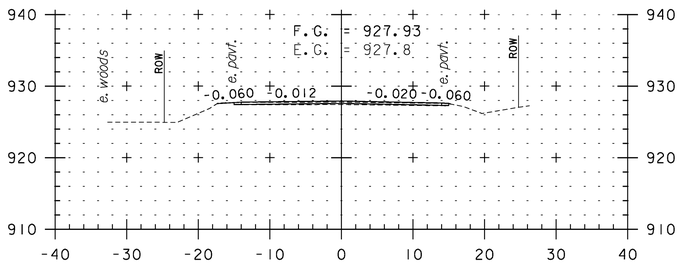
263+50



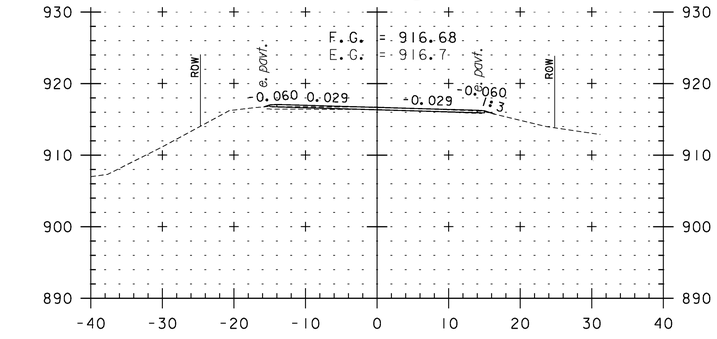
264+94
TH 79



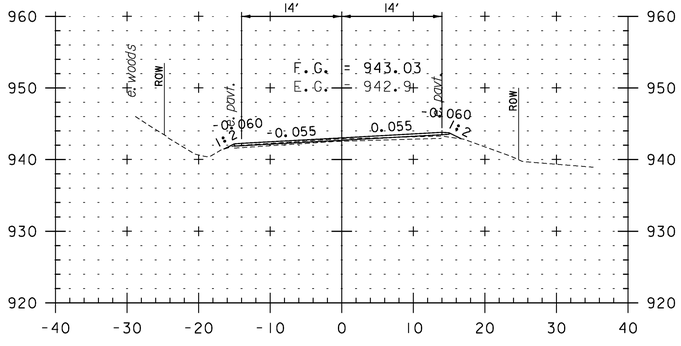
261+50



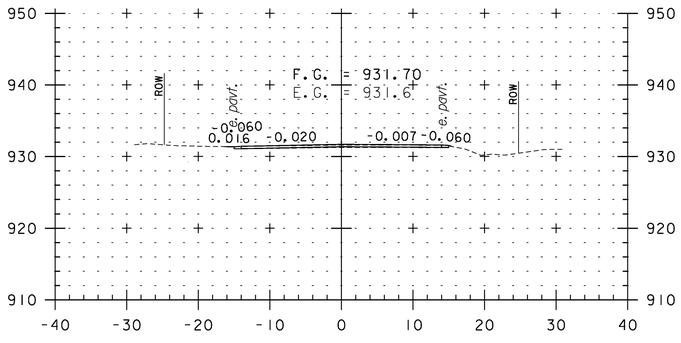
263+00



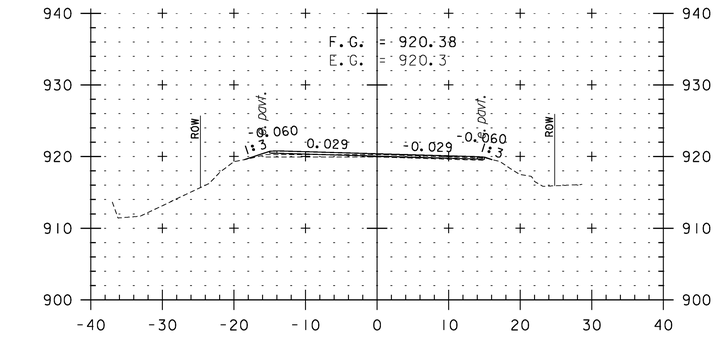
264+50



261+00



262+50



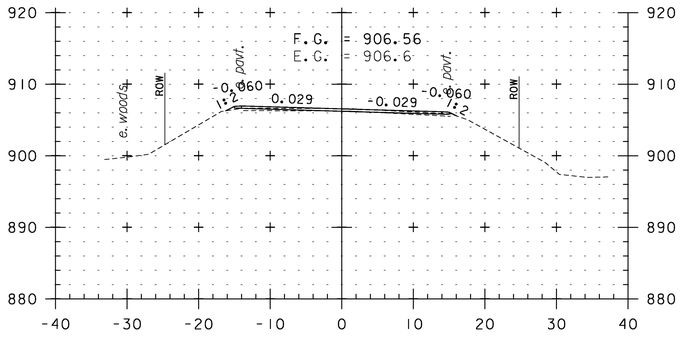
264+00

CROSS SECTION SHEET 46

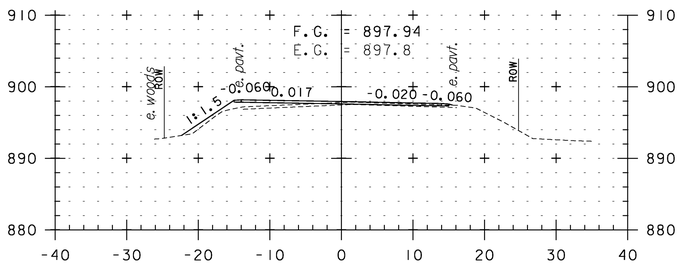
0 10 20
SCALE IN FEET

STA. 261+00 TO STA. 264+94

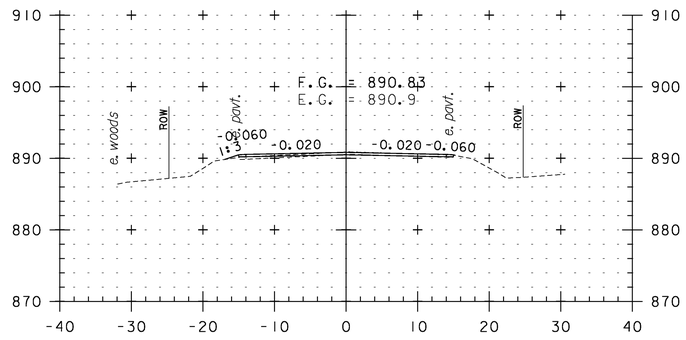
PROJECT NAME: WEATHERSFIELD	
PROJECT NUMBER: STP 2913(1)	
FILE NAME: 10c228	PLOT DATE: 2/7/2013
PROJECT LEADER: PTS	DRAWN BY: WWG
DESIGNED BY: NLL	CHECKED BY: PTS
IPARM FILE NAME: p10C228_136	SHEET 136 OF 234



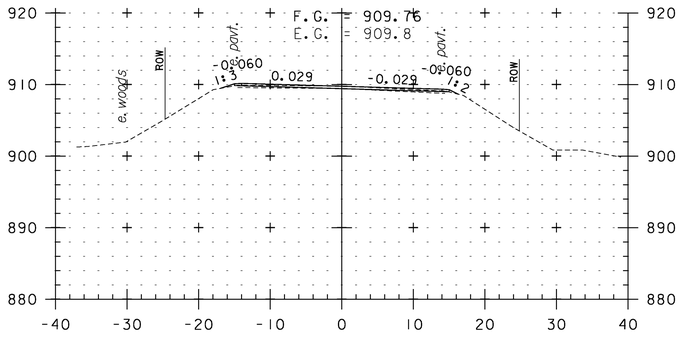
266+00



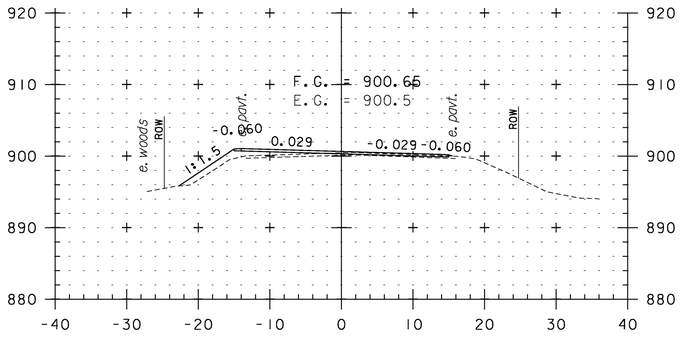
267+50



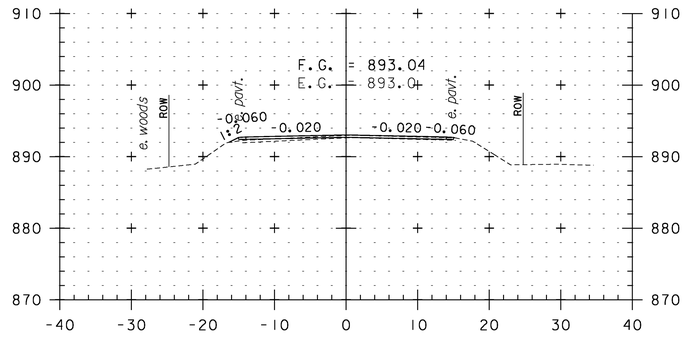
269+00



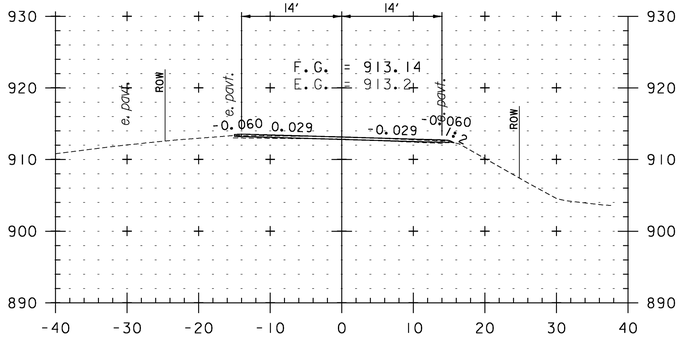
265+50



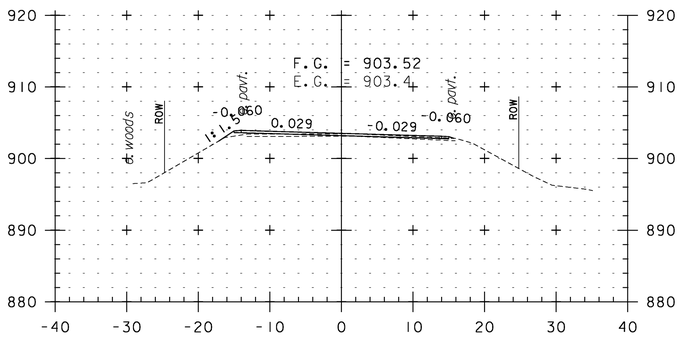
267+00



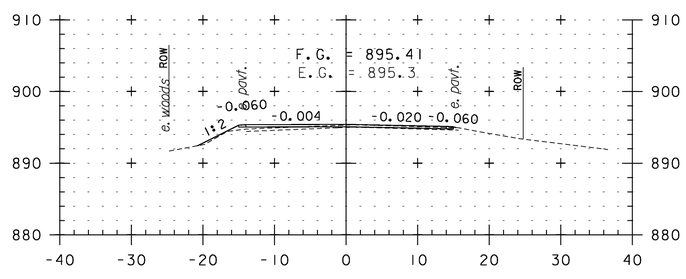
268+50



265+00



266+50



268+00

CROSS SECTION SHEET 47

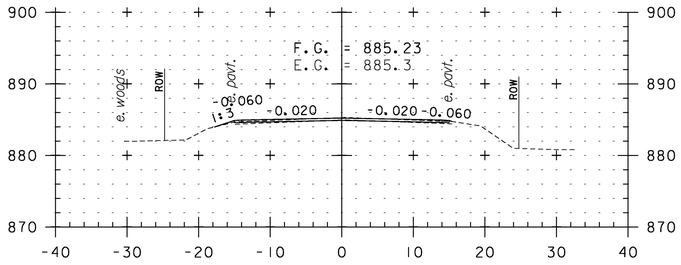
0 10 20
SCALE IN FEET

STA. 265+00 TO STA. 269+00

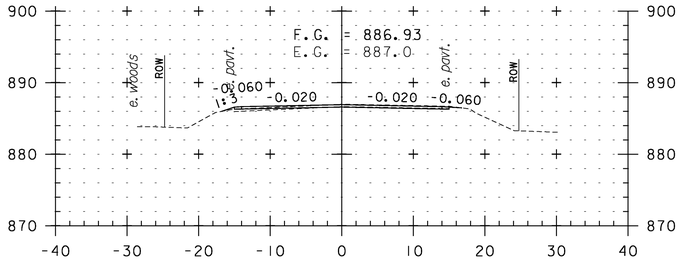
PROJECT NAME: WEATHERSFIELD
PROJECT NUMBER: STP 2913(1)

FILE NAME: 10c228
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: p10C228_137

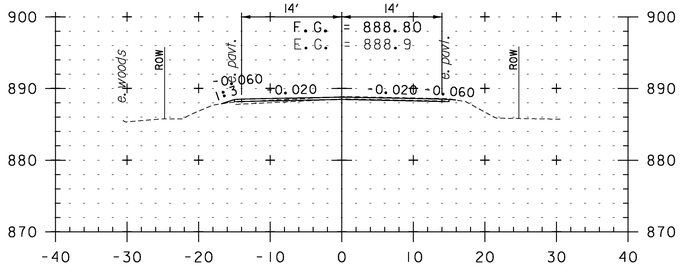
PLOT DATE: 2/7/2013
DRAWN BY: WWG
CHECKED BY: PTS
SHEET 137 OF 234



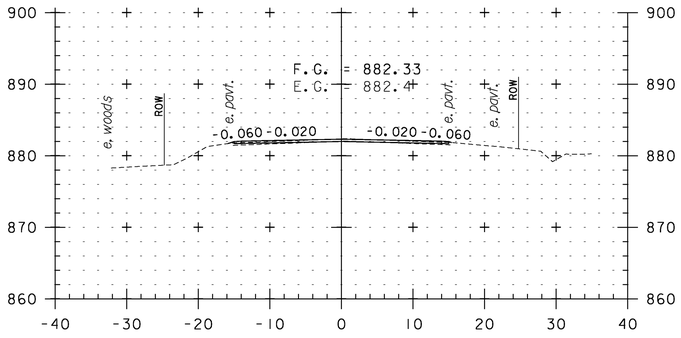
270+50



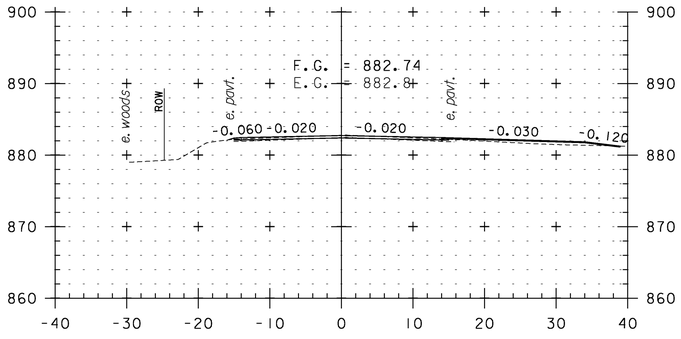
270+00



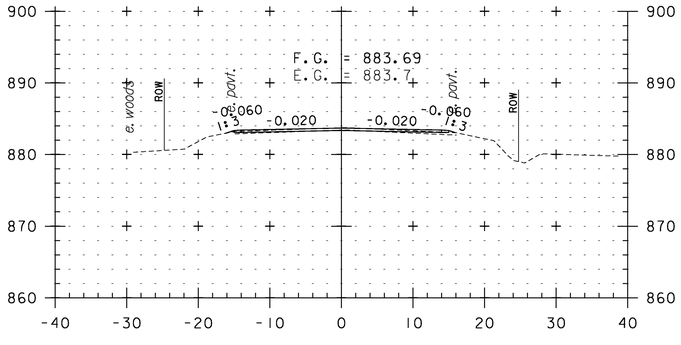
269+50



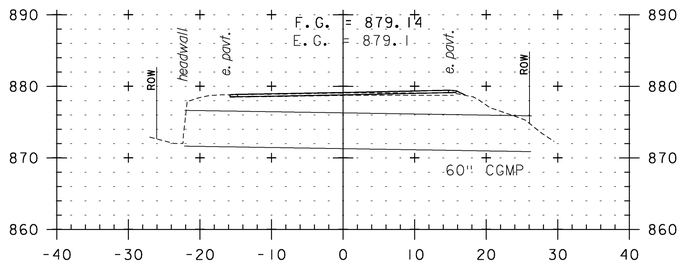
271+50



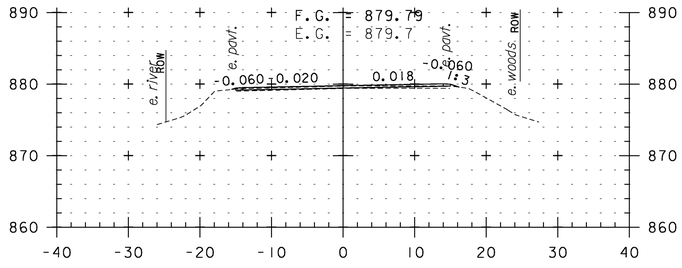
271+30
TH 8



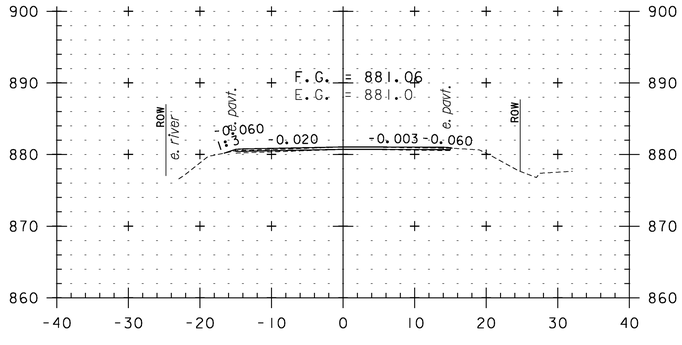
271+00



272+76
BRIDGE 13



272+50



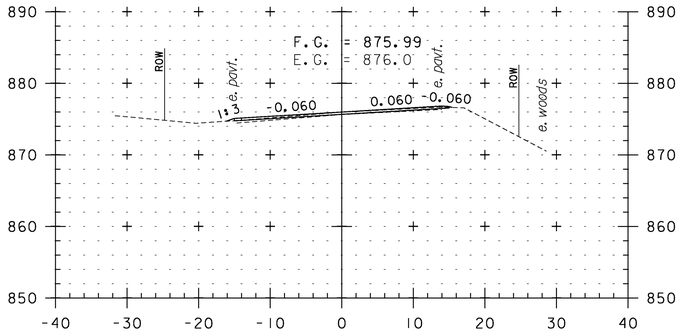
272+00

CROSS SECTION SHEET 48

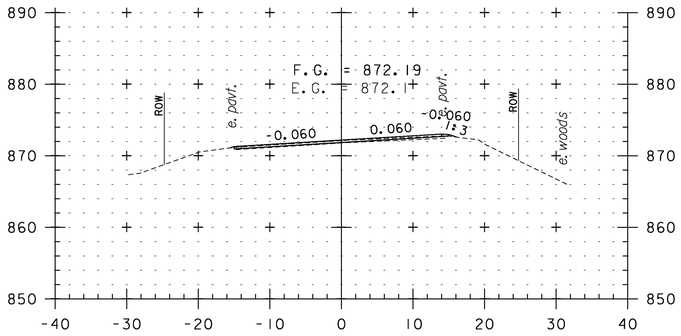
0 10 20
SCALE IN FEET

STA. 269+50 TO STA. 272+76

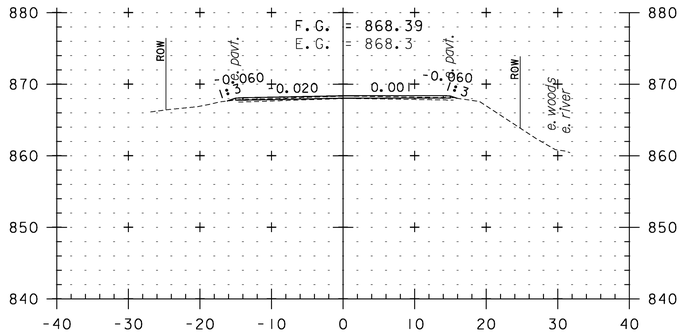
PROJECT NAME: WEATHERSFIELD	
PROJECT NUMBER: STP 2913(1)	
FILE NAME: 10c228	PLOT DATE: 2/7/2013
PROJECT LEADER: PTS	DRAWN BY: WWG
DESIGNED BY: NLL	CHECKED BY: PTS
IPARM FILE NAME: p10C228_138	SHEET 138 OF 234



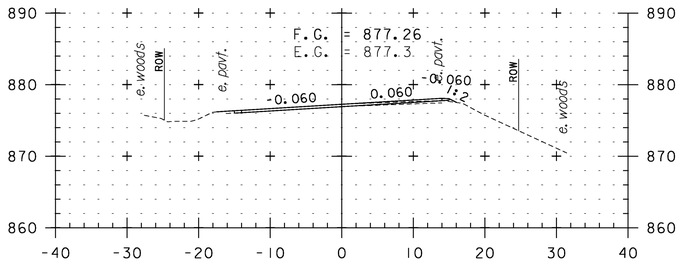
274+00



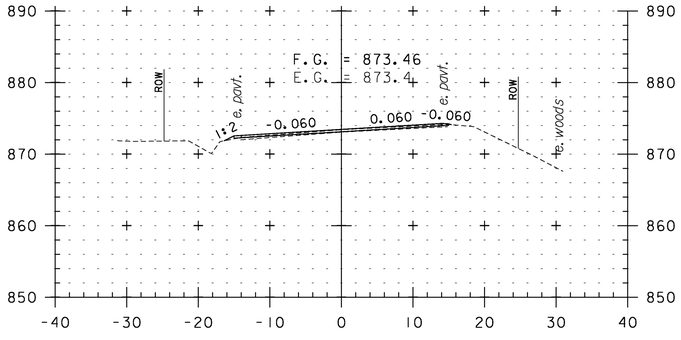
275+50



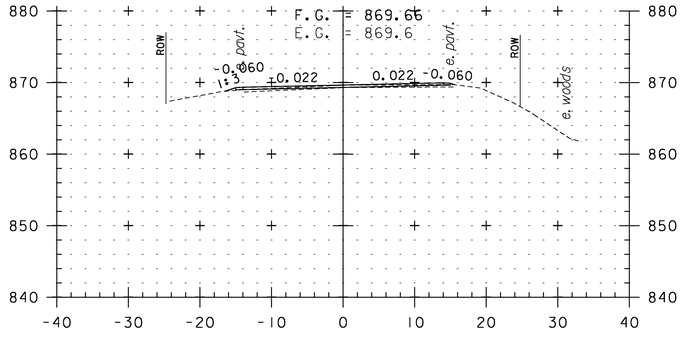
277+00



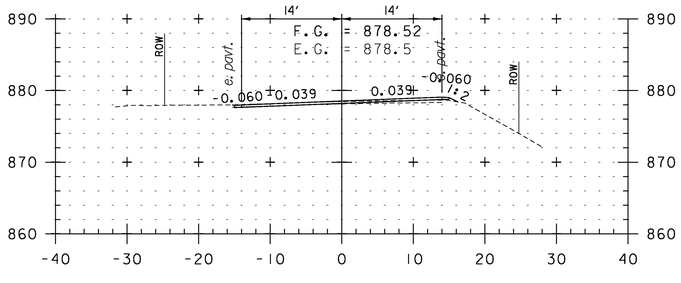
273+50



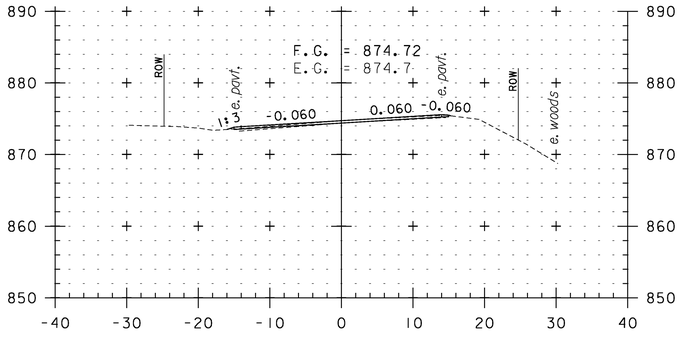
275+00



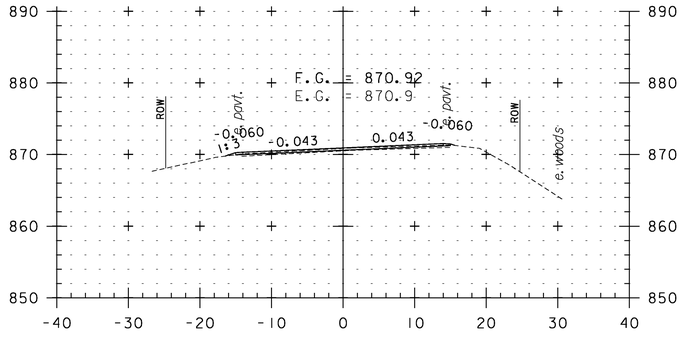
276+50



273+00



274+50



276+00

CROSS SECTION SHEET 49

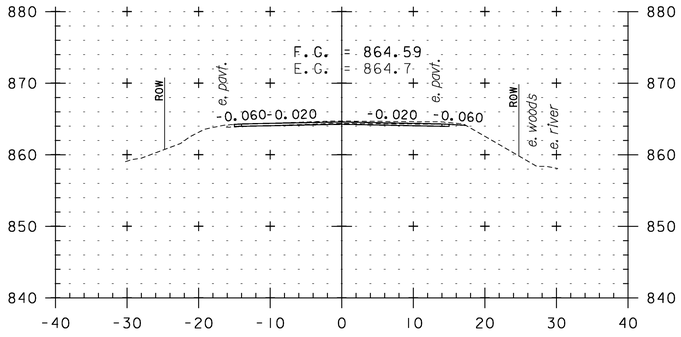
0 10 20
SCALE IN FEET

STA. 273+00 TO STA. 277+00

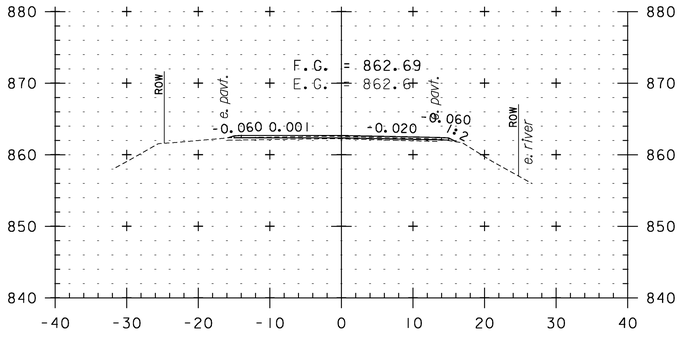
PROJECT NAME: WEATHERSFIELD
PROJECT NUMBER: STP 2913(1)

FILE NAME: 10c228
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: p10C228_139

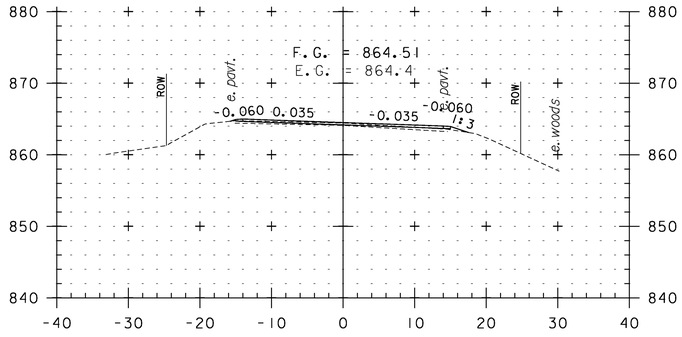
PLOT DATE: 2/7/2013
DRAWN BY: WWG
CHECKED BY: PTS
SHEET 139 OF 234



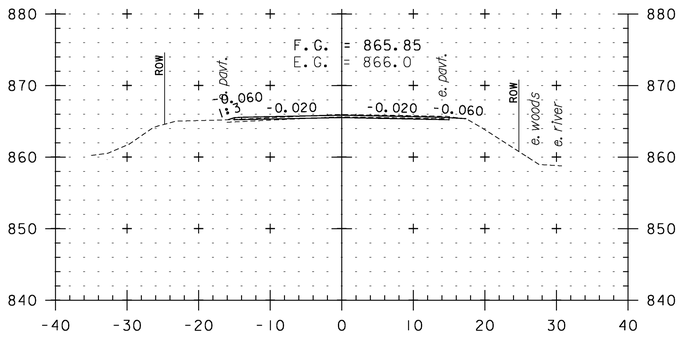
278+50



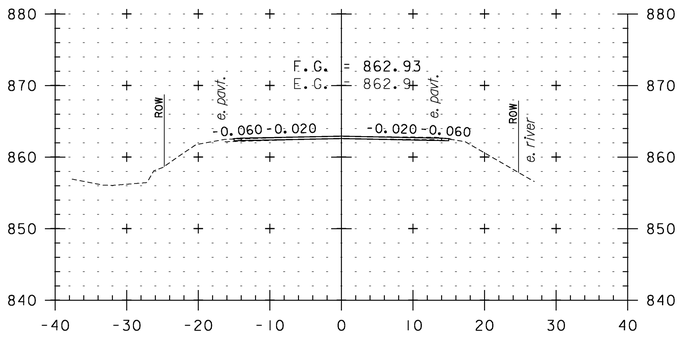
280+00



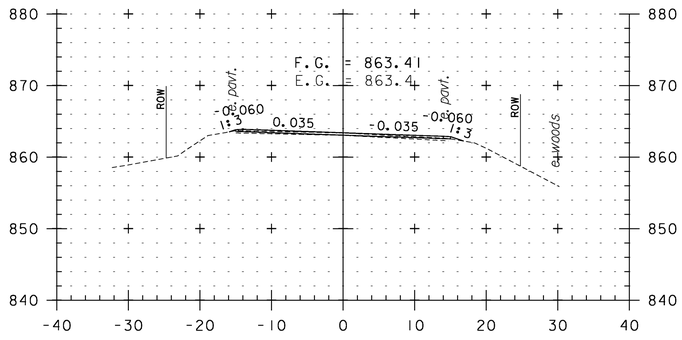
281+50



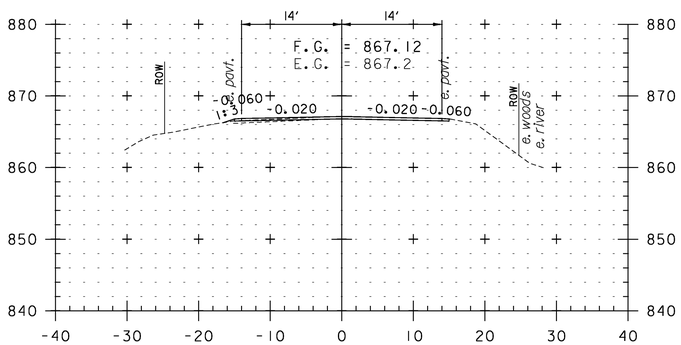
278+00



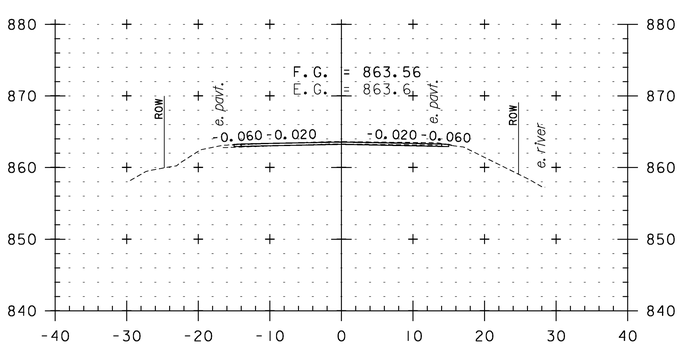
279+50



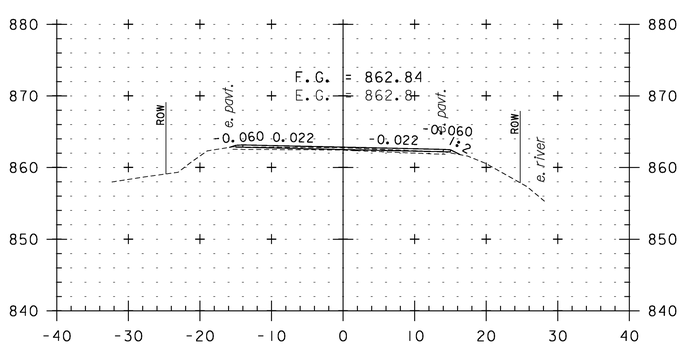
281+00



277+50



279+00



280+50

0 10 20
SCALE IN FEET

STA. 277+50 TO STA. 281+50

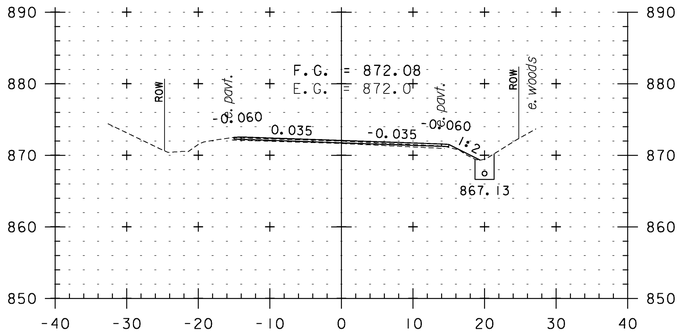
CROSS SECTION SHEET 50

PROJECT NAME: WEATHERSFIELD

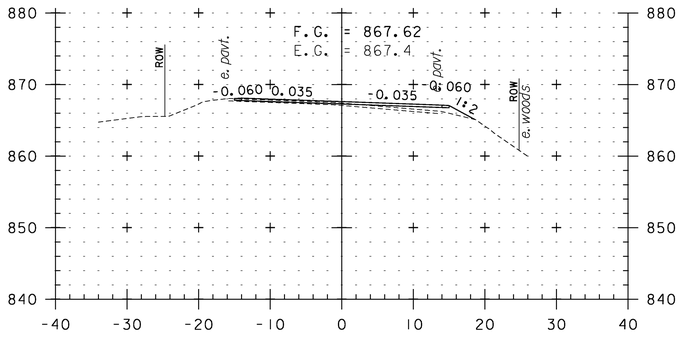
PROJECT NUMBER: STP 2913(1)

FILE NAME: 10c228
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: p10C228_140

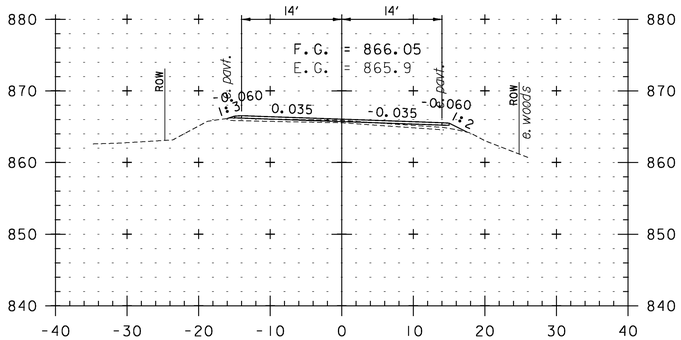
PLOT DATE: 2/7/2013
DRAWN BY: WWG
CHECKED BY: PTS
SHEET 140 OF 234



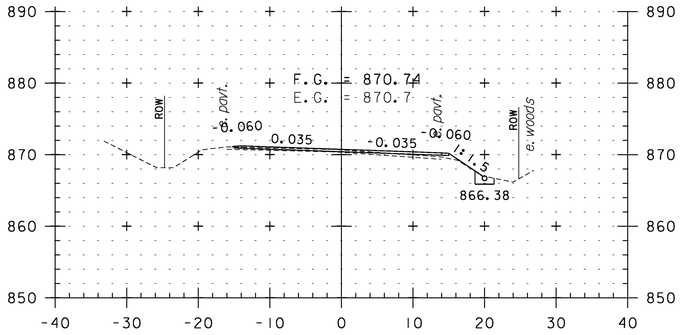
284+00



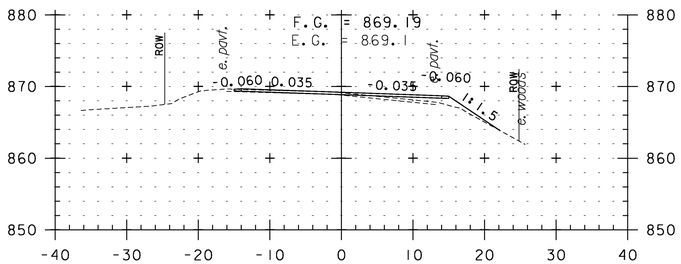
282+50



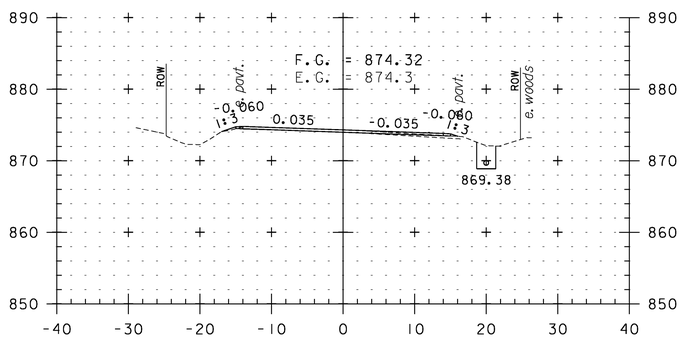
282+00



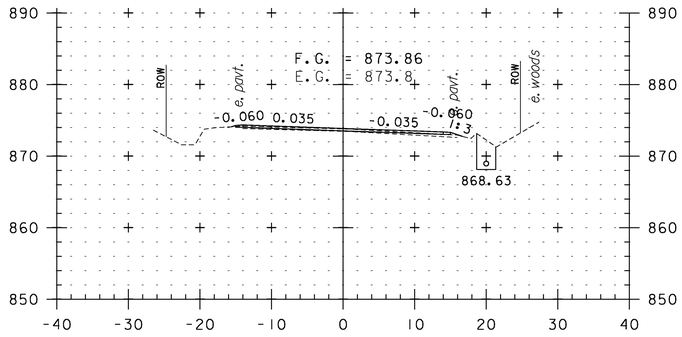
283+50



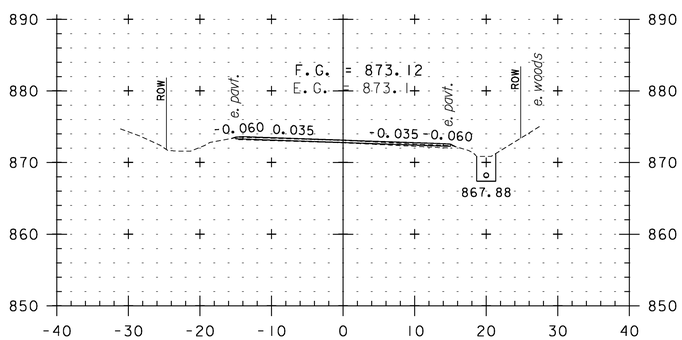
283+00



285+50



285+00



284+50

0 10 20
SCALE IN FEET

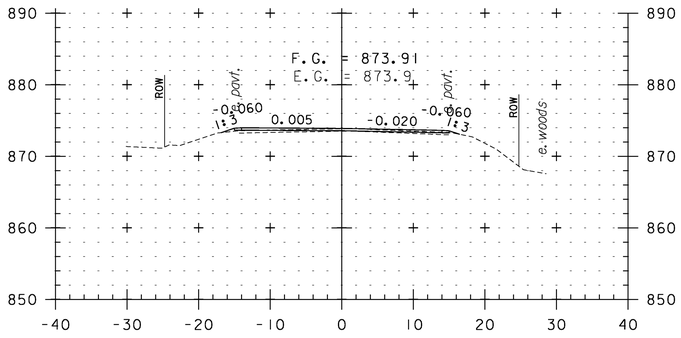
STA. 282+00 TO STA. 285+50

CROSS SECTION SHEET 51

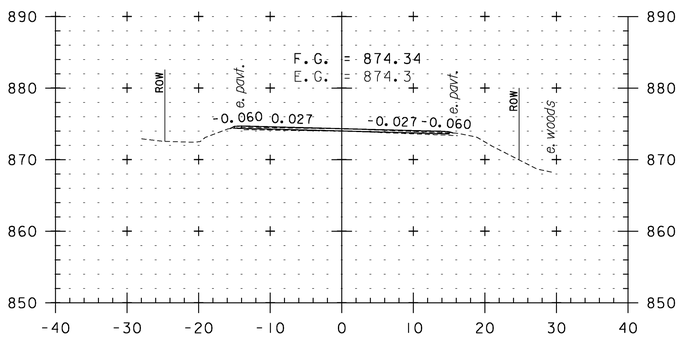
PROJECT NAME: WEATHERSFIELD
PROJECT NUMBER: STP 2913(1)

FILE NAME: 10c228
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: p10C228_141

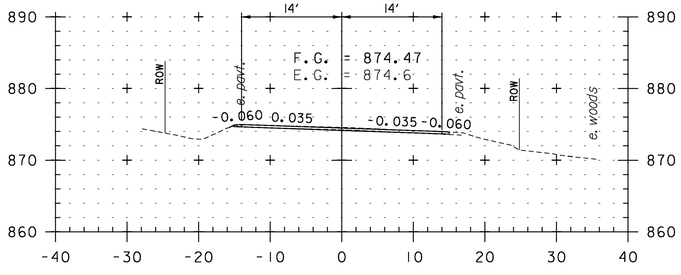
PLOT DATE: 2/7/2013
DRAWN BY: WWG
CHECKED BY: PTS
SHEET 141 OF 234



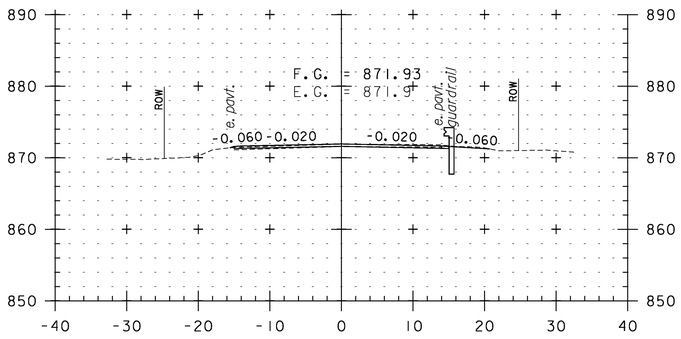
287+00



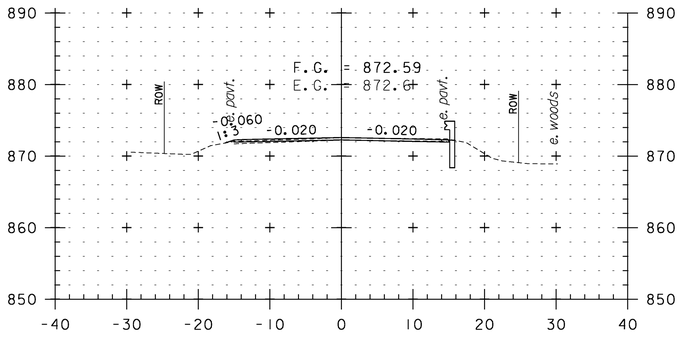
286+50



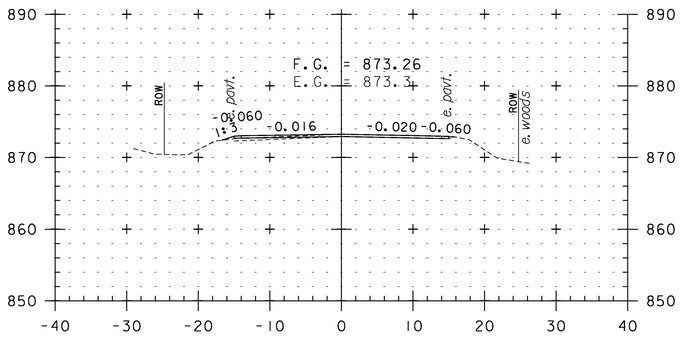
286+00



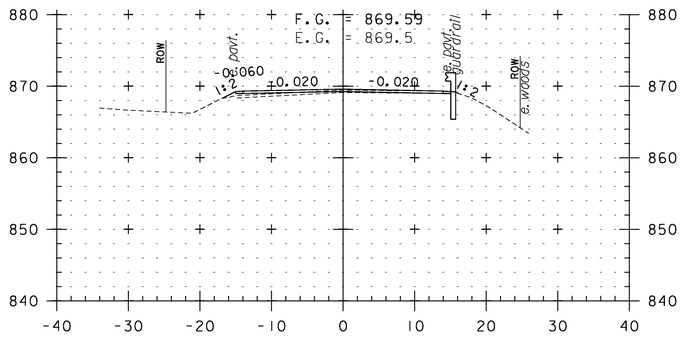
288+50



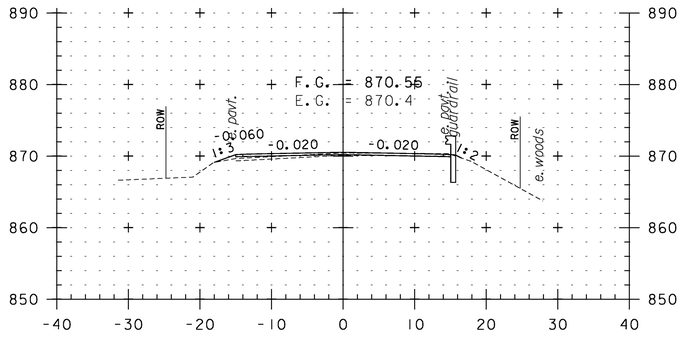
288+00



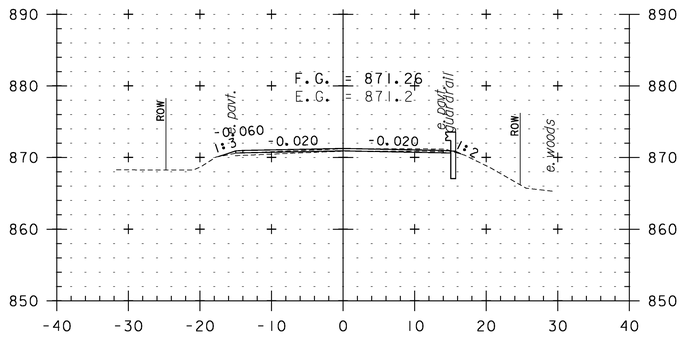
287+50



290+00



289+50



289+00

CROSS SECTION SHEET 52

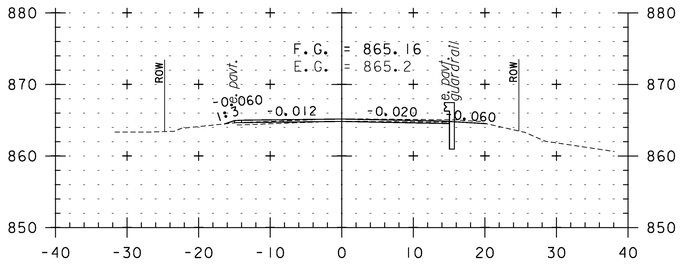
0 10 20
SCALE IN FEET

STA. 286+00 TO STA. 290+00

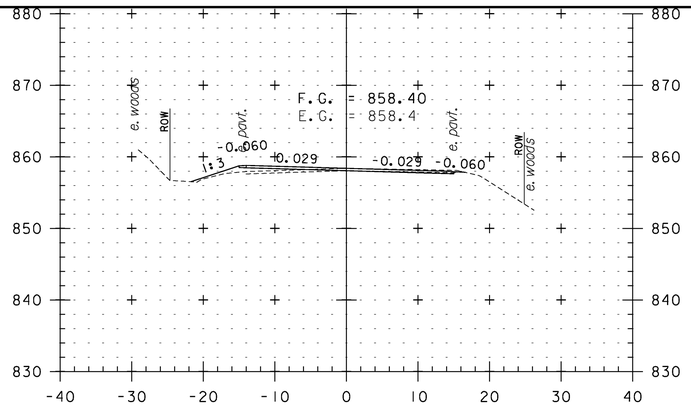
PROJECT NAME: WEATHERSFIELD
PROJECT NUMBER: STP 2913(1)

FILE NAME: 10c228
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: p10C228_142

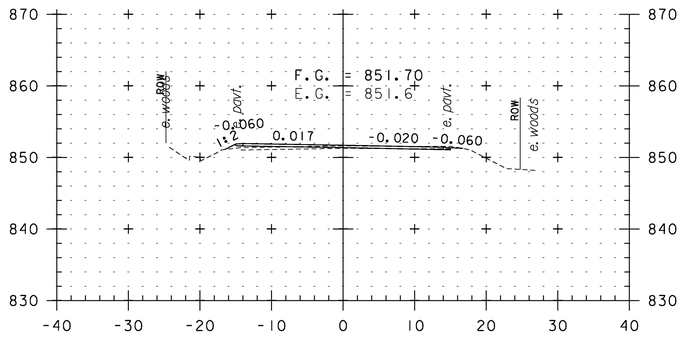
PLOT DATE: 2/7/2013
DRAWN BY: WWG
CHECKED BY: PTS
SHEET 142 OF 234



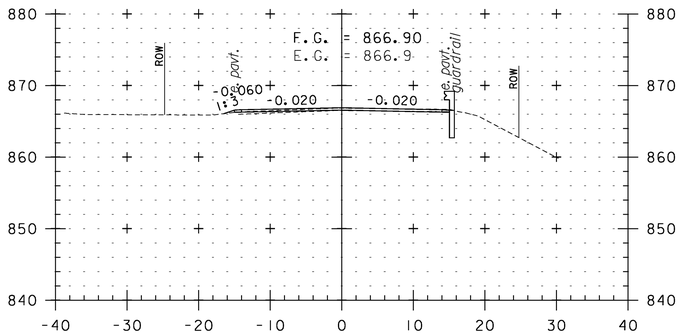
291+50



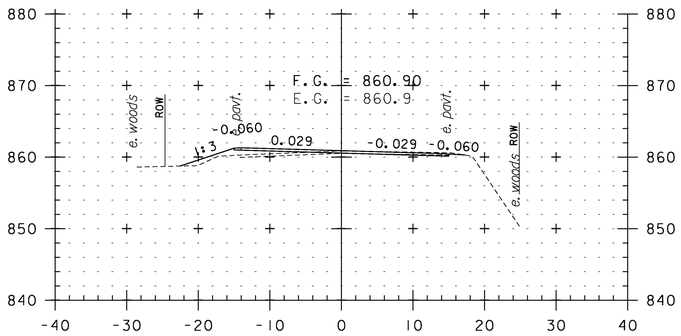
293+00



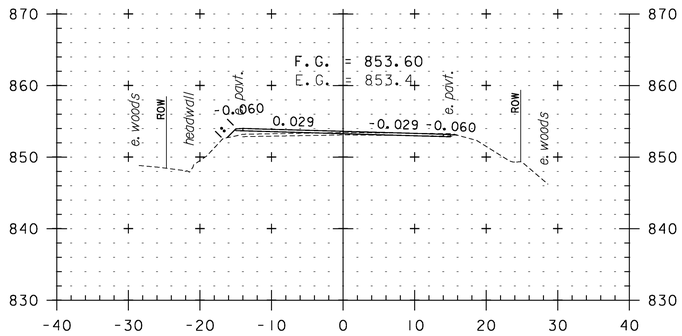
294+50



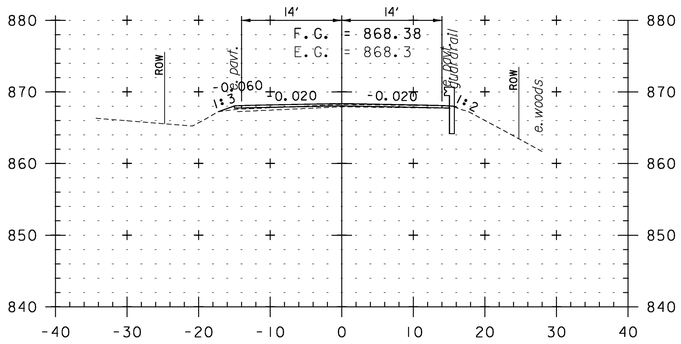
291+00



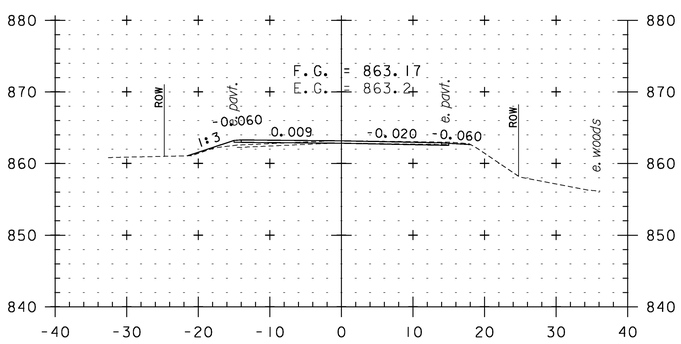
292+50



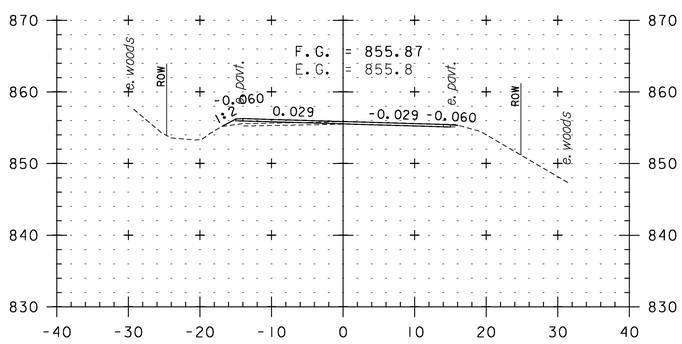
294+00



290+50



292+00



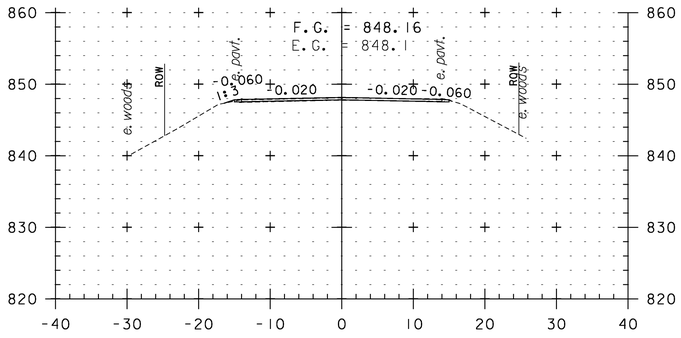
293+50

CROSS SECTION SHEET 53

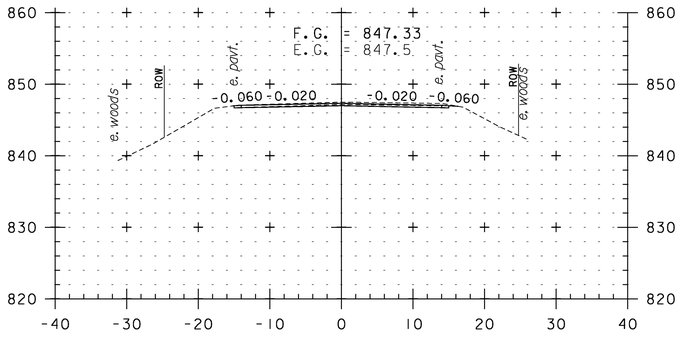
0 10 20
SCALE IN FEET

STA. 290+50 TO STA. 294+50

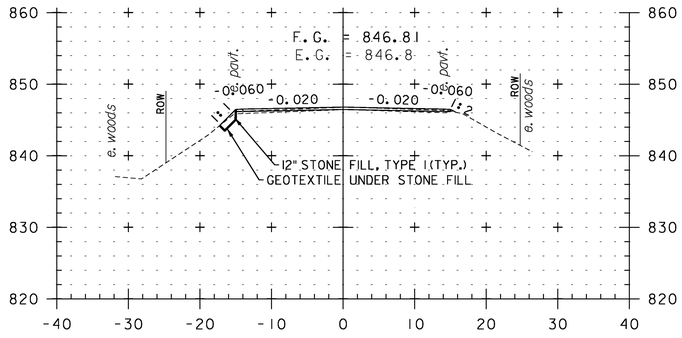
PROJECT NAME: WEATHERSFIELD	
PROJECT NUMBER: STP 2913(1)	
FILE NAME: 10c228	PLOT DATE: 2/7/2013
PROJECT LEADER: PTS	DRAWN BY: WWG
DESIGNED BY: NLL	CHECKED BY: PTS
IPARM FILE NAME: p10C228_143	SHEET 143 OF 234



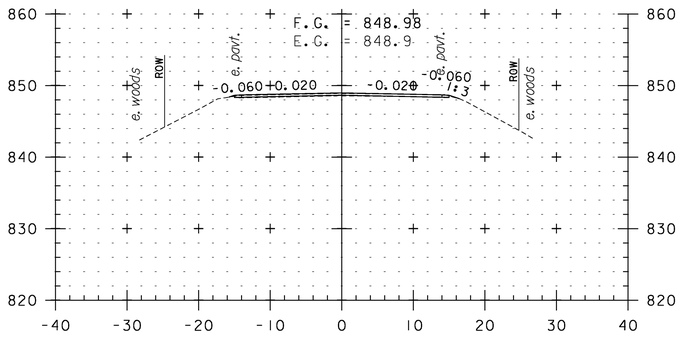
296+00



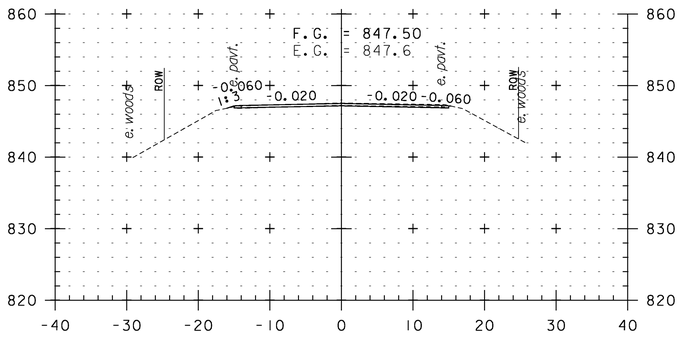
297+50



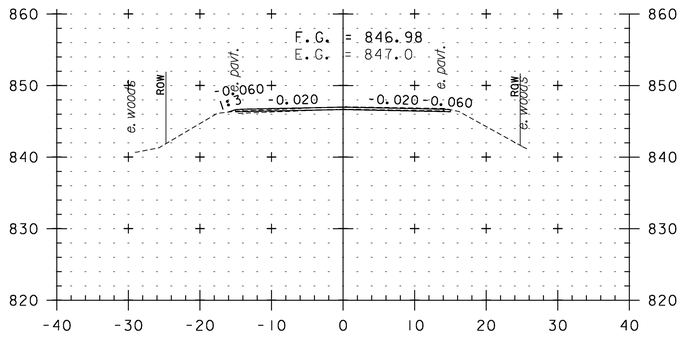
299+00



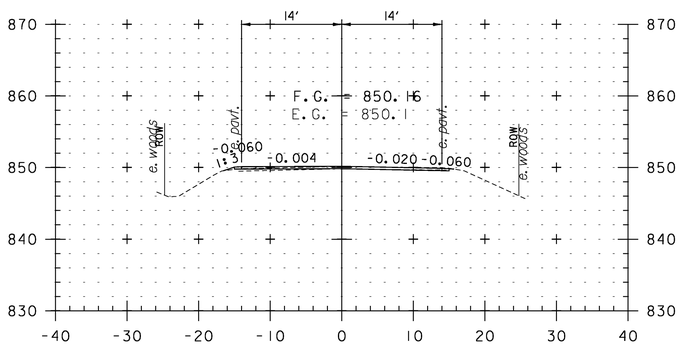
295+50



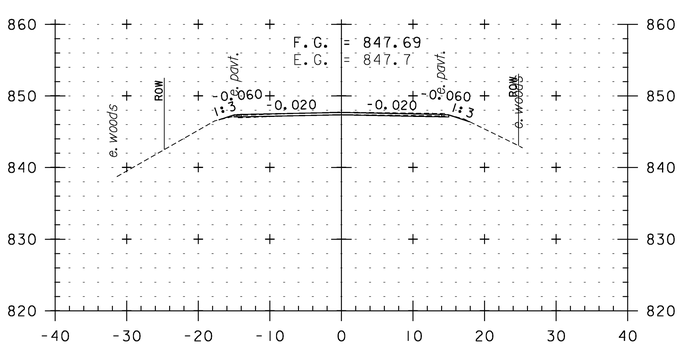
297+00



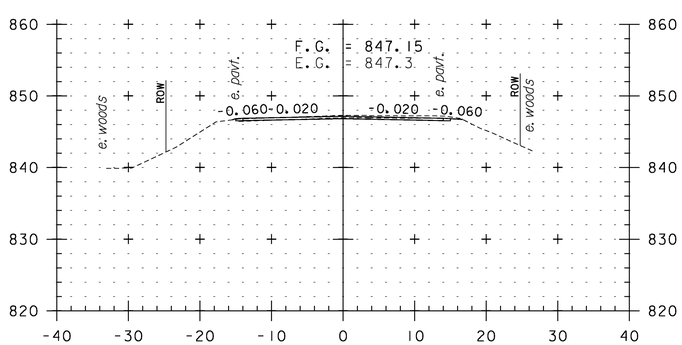
298+50



295+00



296+50



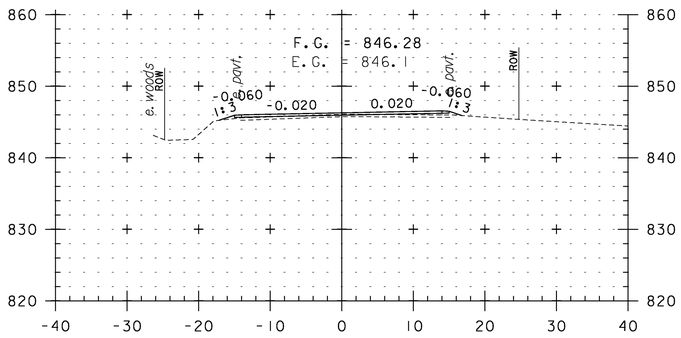
298+00

CROSS SECTION SHEET 54

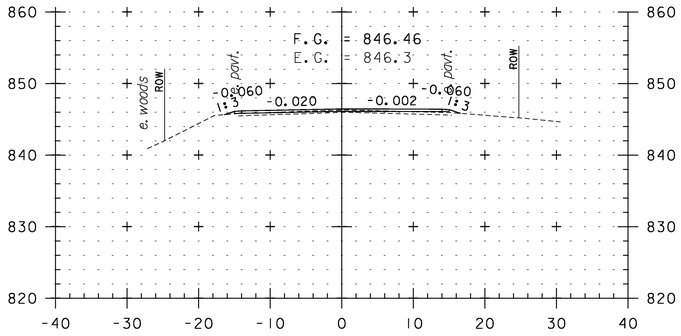
0 10 20
SCALE IN FEET

STA. 295+00 TO STA. 299+00

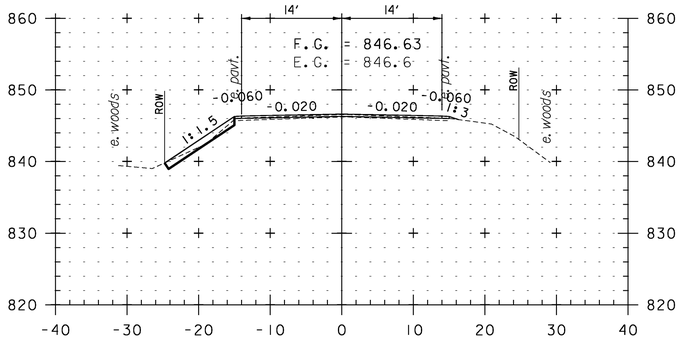
PROJECT NAME: WEATHERSFIELD	
PROJECT NUMBER: STP 2913(1)	
FILE NAME: 10c228	PLOT DATE: 2/7/2013
PROJECT LEADER: PTS	DRAWN BY: WWG
DESIGNED BY: NLL	CHECKED BY: PTS
IPARM FILE NAME: p10C228_144	SHEET 144 OF 234



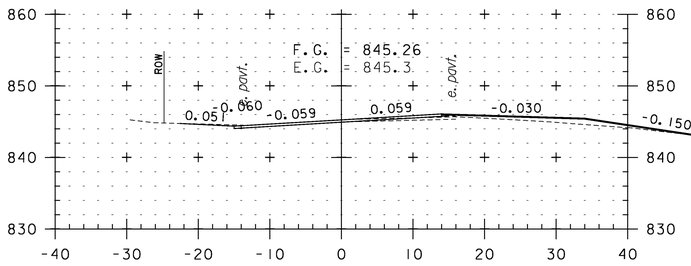
300+50



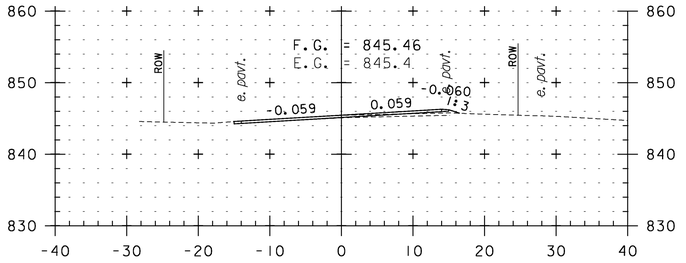
300+00



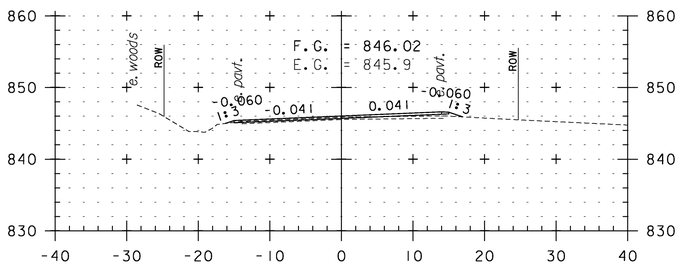
299+50



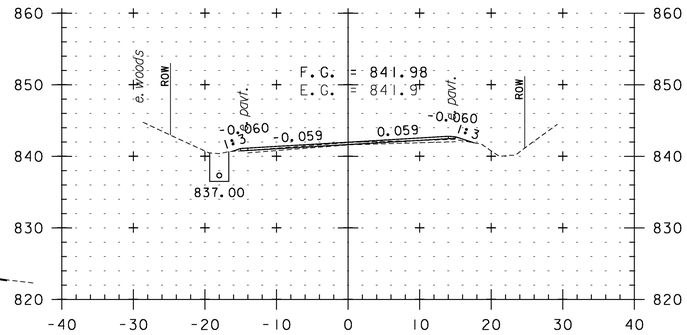
301+65
TH 14



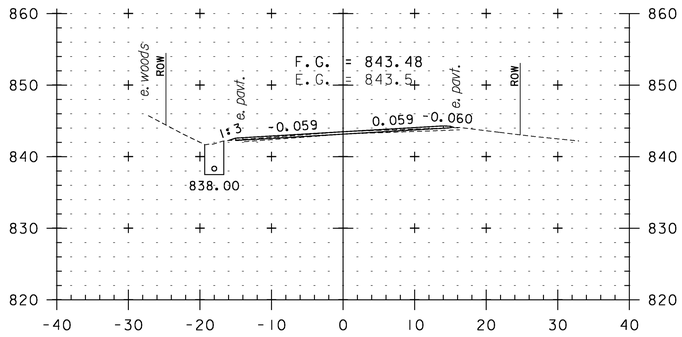
301+50



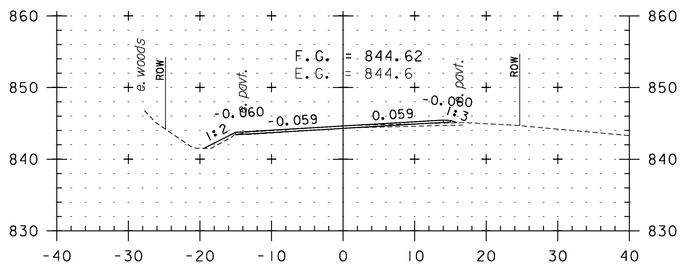
301+00



303+00



302+50



302+00

0 10 20
SCALE IN FEET

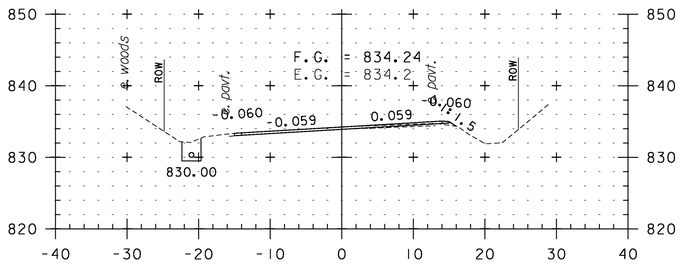
STA. 299+50 TO STA. 303+00

CROSS SECTION SHEET 55

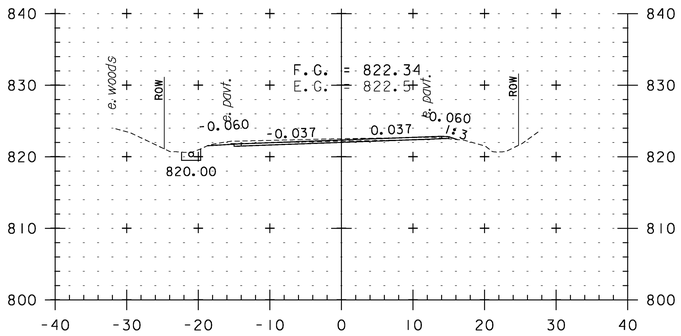
PROJECT NAME: WEATHERSFIELD
PROJECT NUMBER: STP 2913(1)

FILE NAME: 10c228
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: p10C228_145

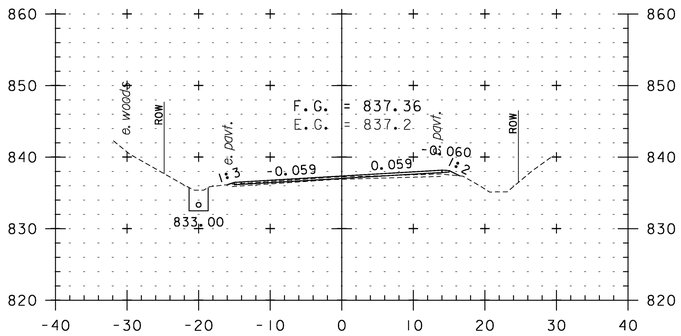
PLOT DATE: 2/7/2013
DRAWN BY: WWG
CHECKED BY: PTS
SHEET 145 OF 234



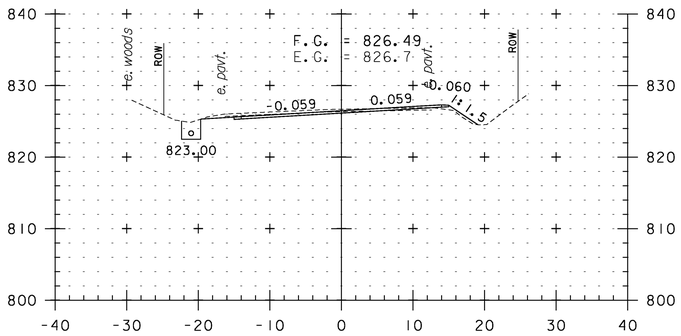
304+50



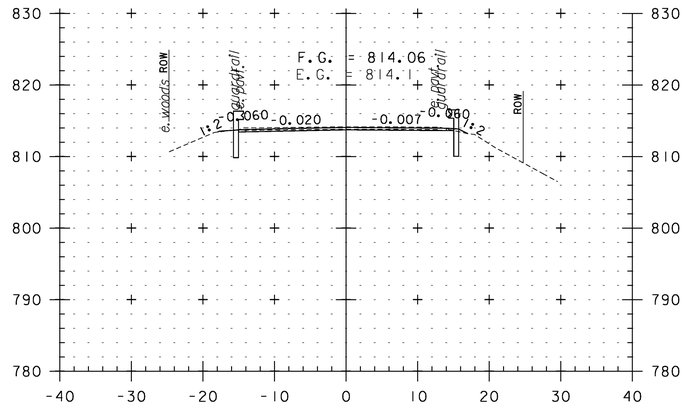
306+00



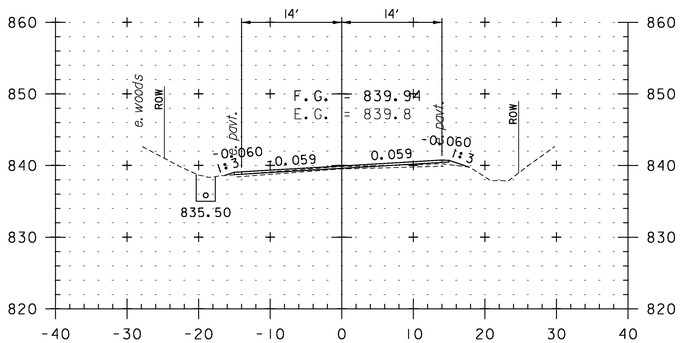
304+00



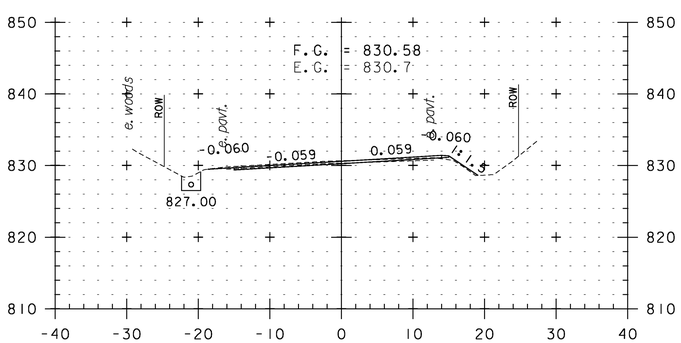
305+50



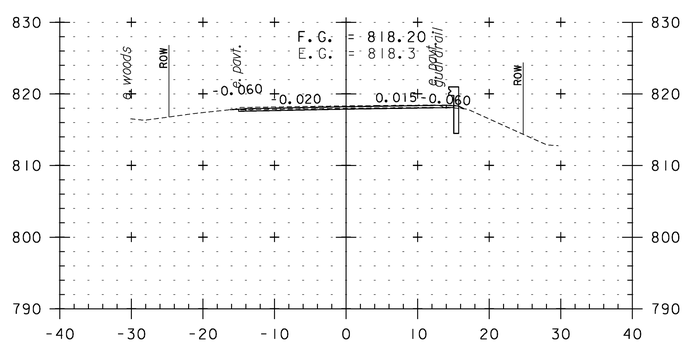
307+00



303+50



305+00



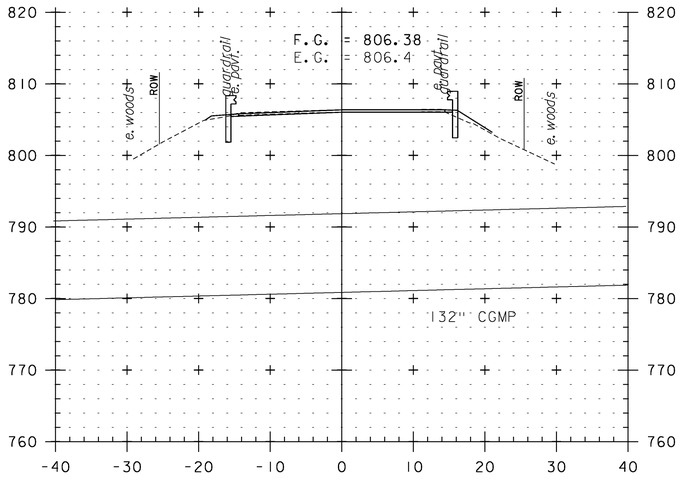
306+50

CROSS SECTION SHEET 56

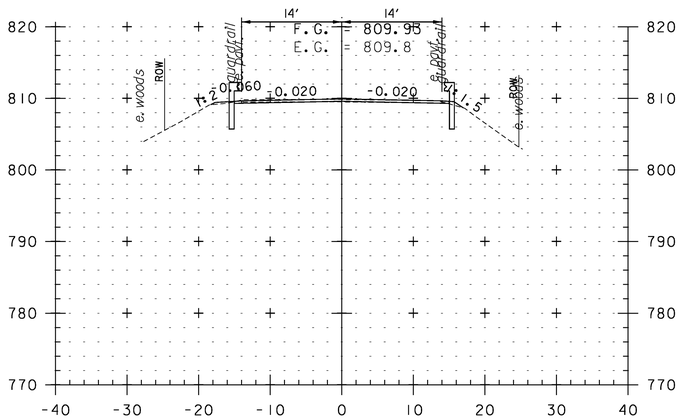
0 10 20
SCALE IN FEET

STA. 303+50 TO STA. 307+00

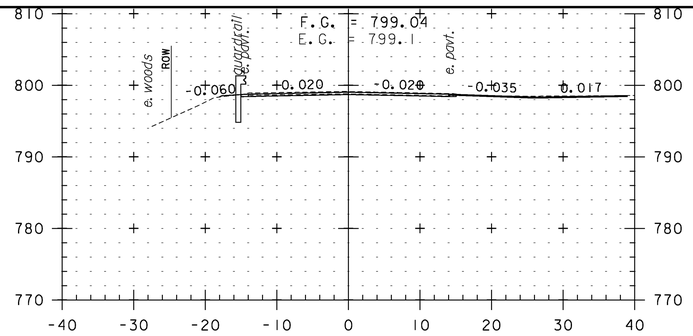
PROJECT NAME: WEATHERSFIELD	
PROJECT NUMBER: STP 2913(1)	
FILE NAME: 10c228	PLOT DATE: 2/7/2013
PROJECT LEADER: PTS	DRAWN BY: WWG
DESIGNED BY: NLL	CHECKED BY: PTS
IPARM FILE NAME: p10C228_146	SHEET 146 OF 234



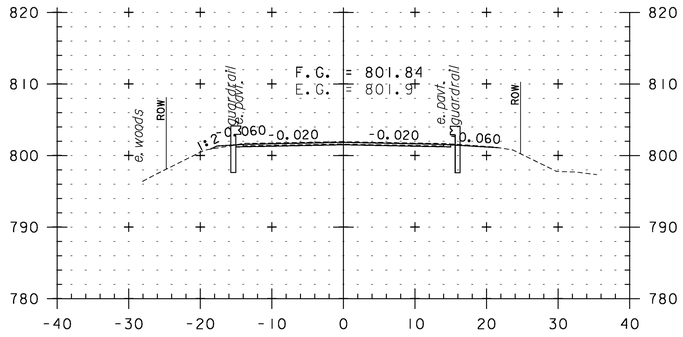
307+94
BRIDGE 15



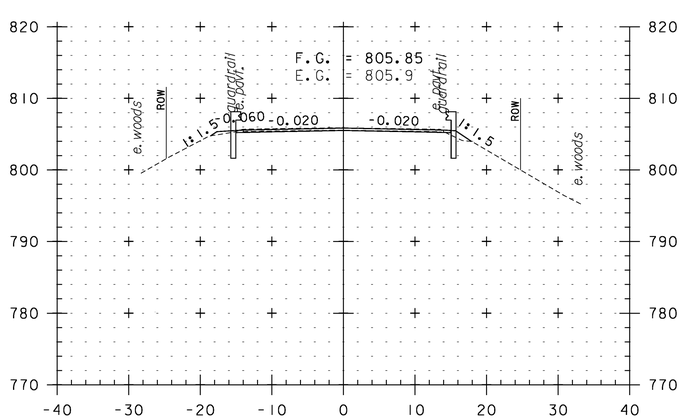
307+50



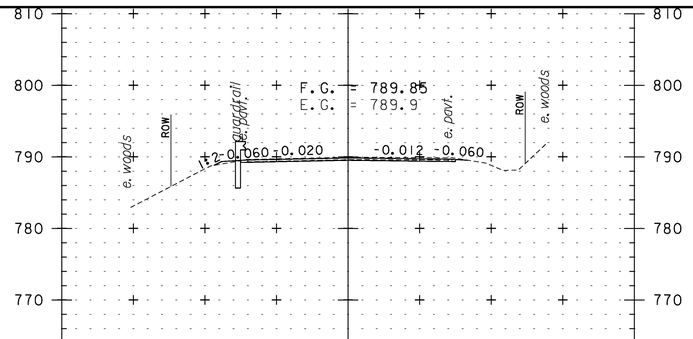
308+85
TH 14



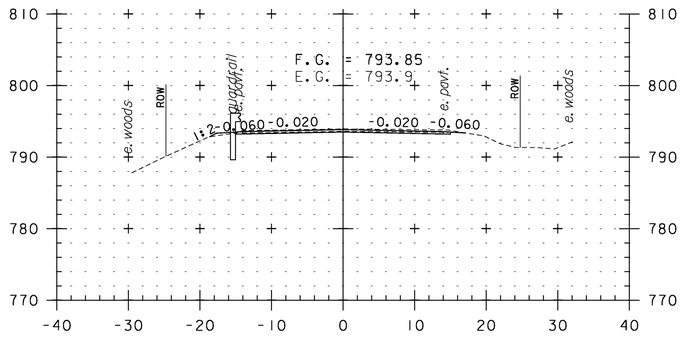
308+50



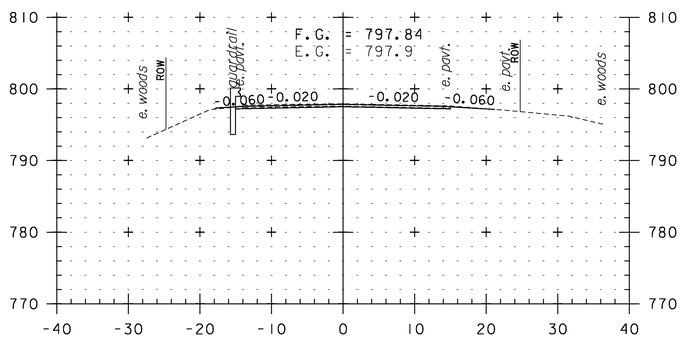
308+00



310+00



309+50



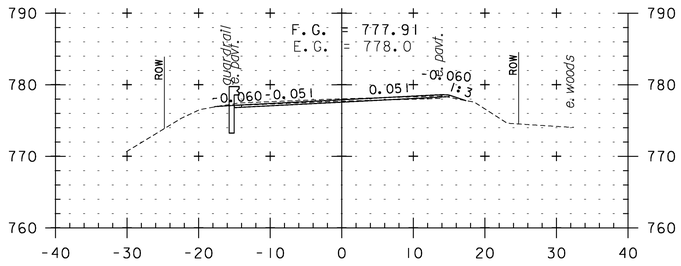
309+00

CROSS SECTION SHEET 57

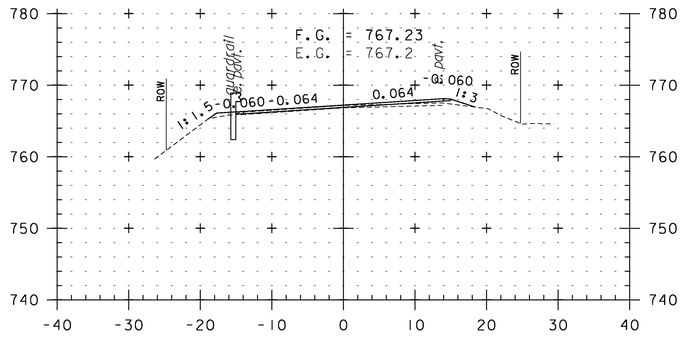
0 10 20
SCALE IN FEET

STA. 307+50 TO STA. 310+00

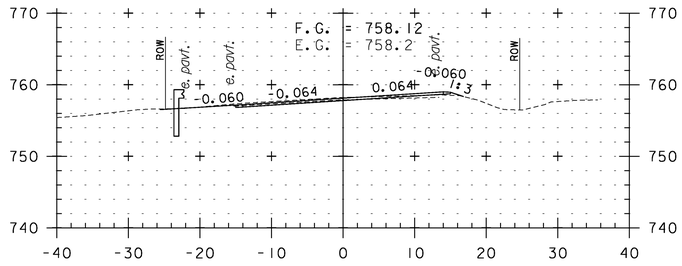
PROJECT NAME: WEATHERSFIELD	
PROJECT NUMBER: STP 2913(1)	
FILE NAME: 10c228	PLOT DATE: 2/7/2013
PROJECT LEADER: PTS	DRAWN BY: WWG
DESIGNED BY: NLL	CHECKED BY: PTS
IPARM FILE NAME: p10C228_147	SHEET 147 OF 234



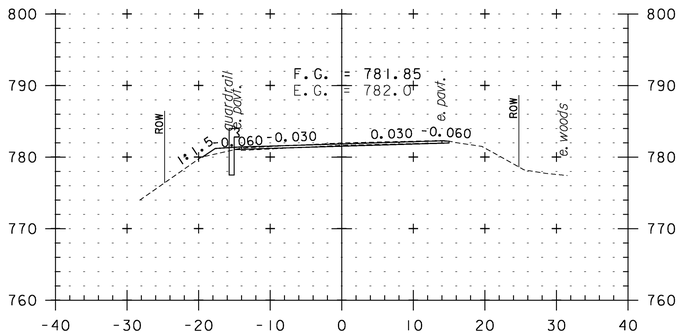
311+50



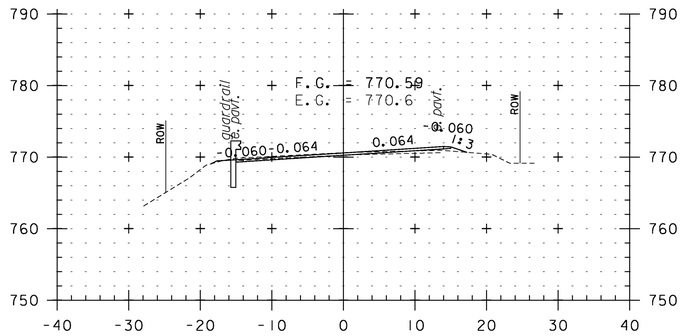
313+00



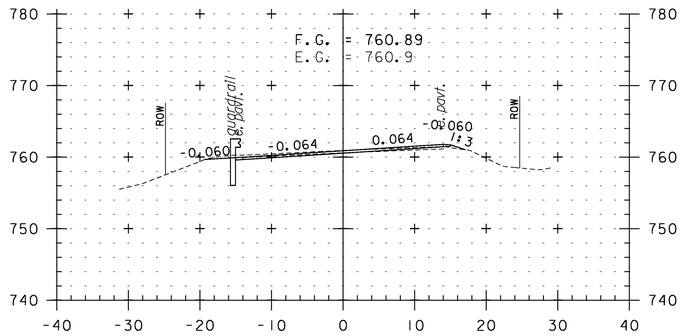
314+50



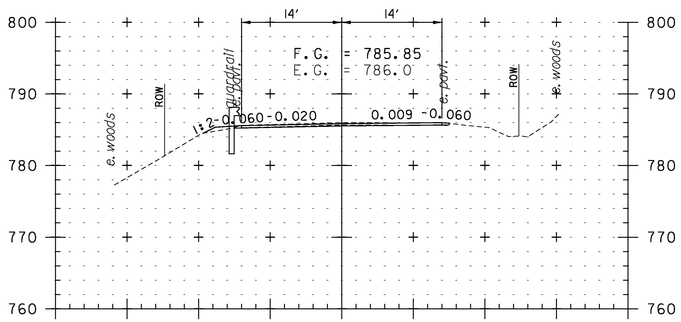
311+00



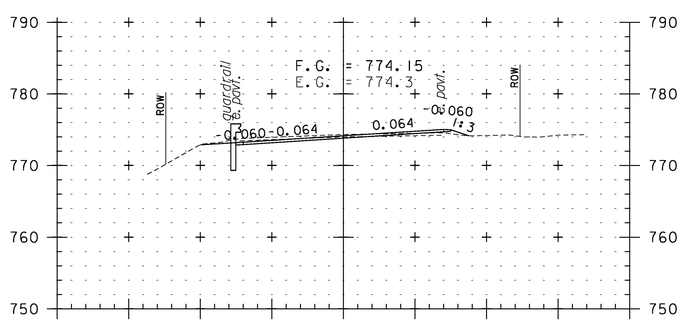
312+50



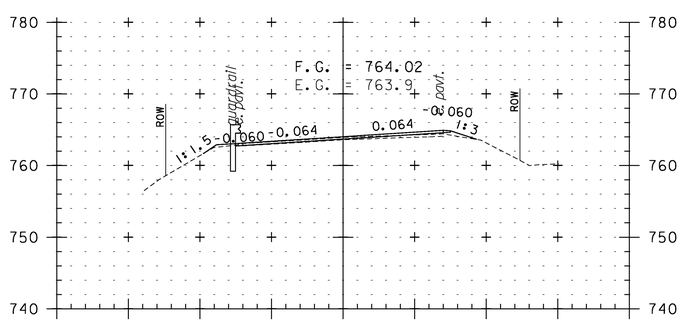
314+00



310+50



312+00



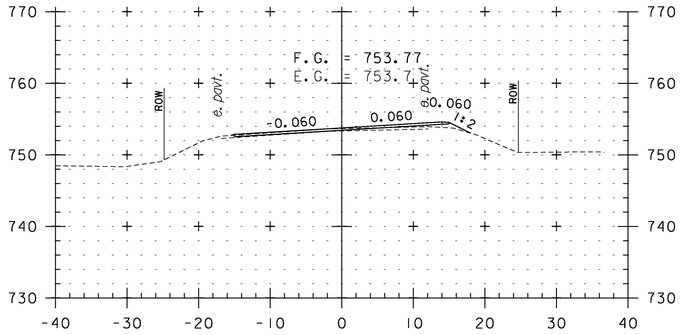
313+50

CROSS SECTION SHEET 58

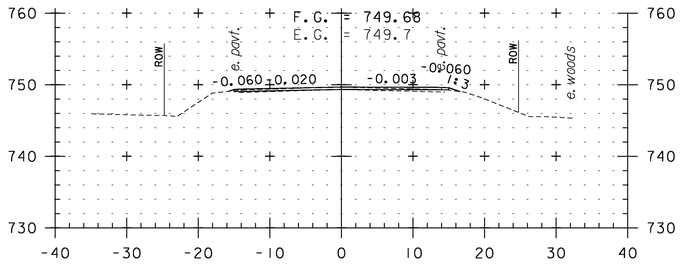
0 10 20
SCALE IN FEET

STA. 310+50 TO STA. 314+50

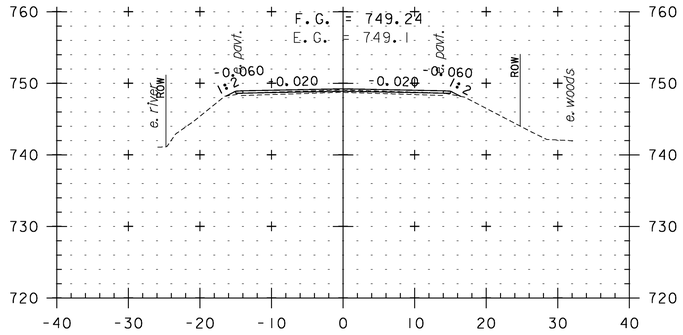
PROJECT NAME: WEATHERSFIELD	
PROJECT NUMBER: STP 2913(1)	
FILE NAME: 10c228	PLOT DATE: 2/7/2013
PROJECT LEADER: PTS	DRAWN BY: WWG
DESIGNED BY: NLL	CHECKED BY: PTS
IPARM FILE NAME: p10C228_148	SHEET 148 OF 234



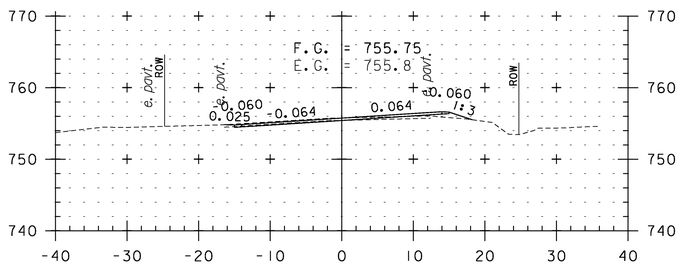
315+50



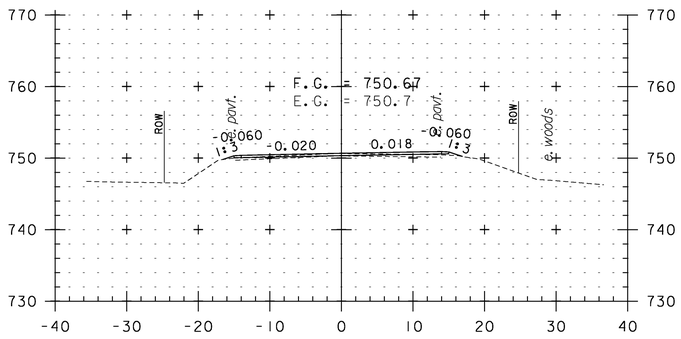
317+00



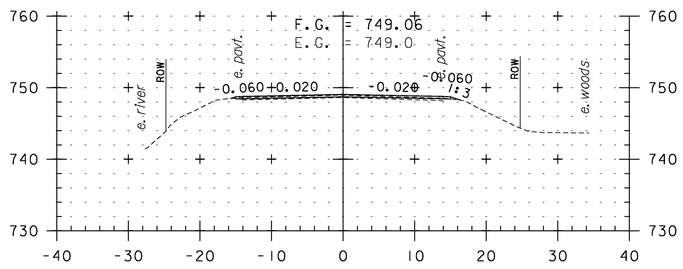
318+50



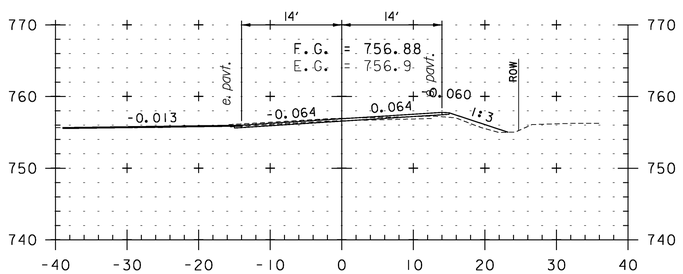
315+00



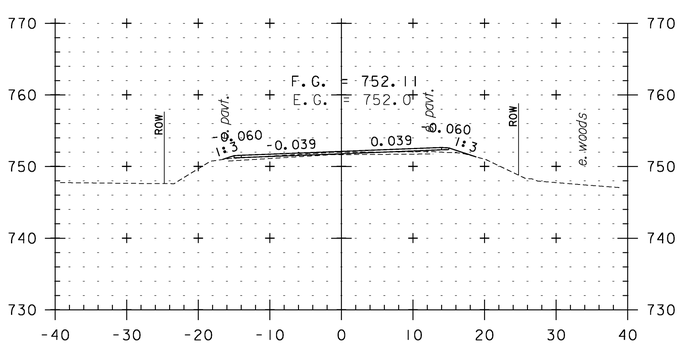
316+50



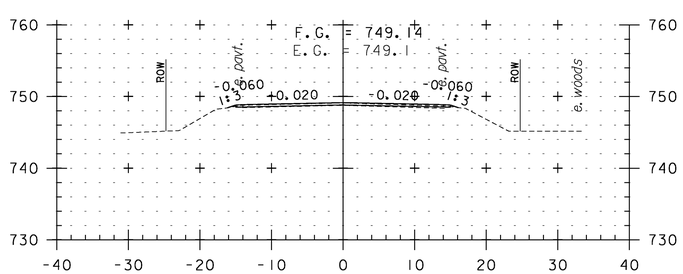
318+00



314+75
TH 28



316+00



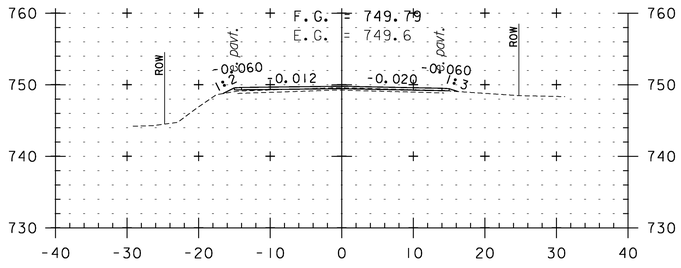
317+50

CROSS SECTION SHEET 59

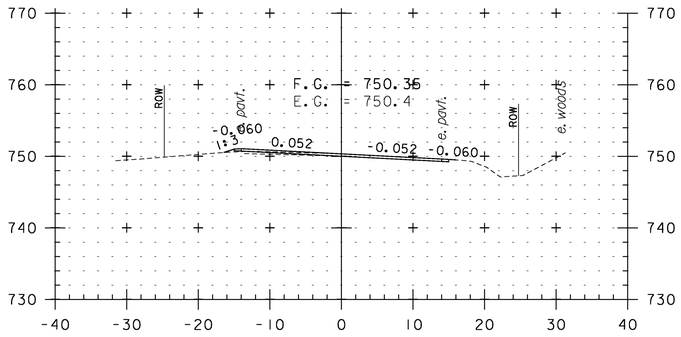
0 10 20
SCALE IN FEET

STA. 314+75 TO STA. 318+50

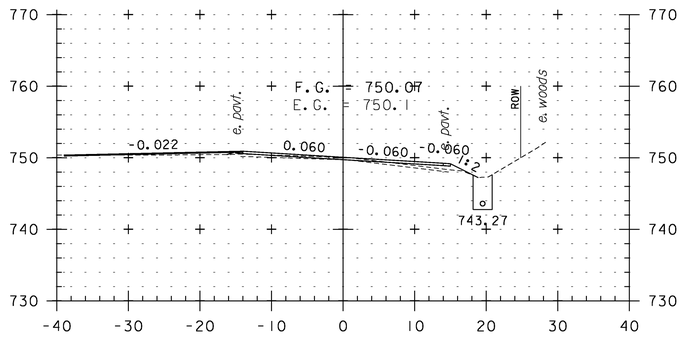
PROJECT NAME: WEATHERSFIELD	
PROJECT NUMBER: STP 2913(1)	
FILE NAME: 10c228	PLOT DATE: 2/7/2013
PROJECT LEADER: PTS	DRAWN BY: WWG
DESIGNED BY: NLL	CHECKED BY: PTS
IPARM FILE NAME: p10C228_149	SHEET 149 OF 234



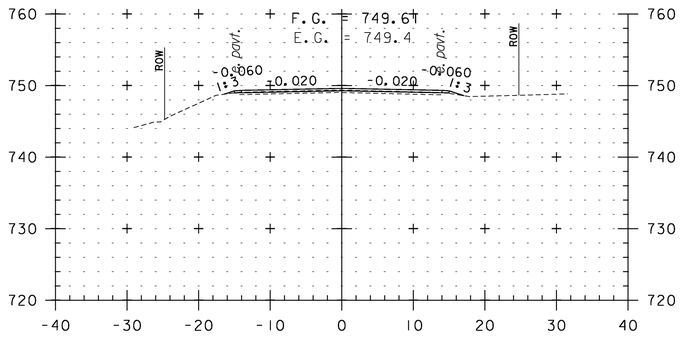
320+00



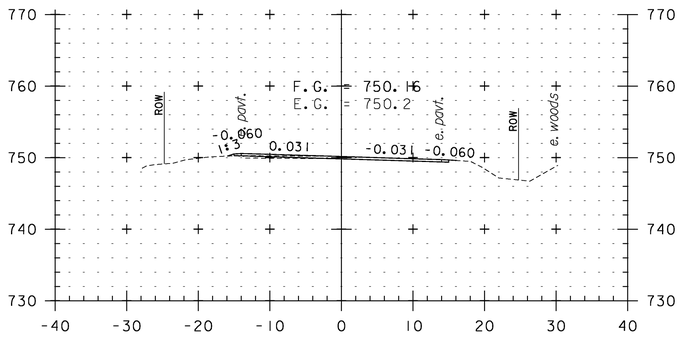
321+50



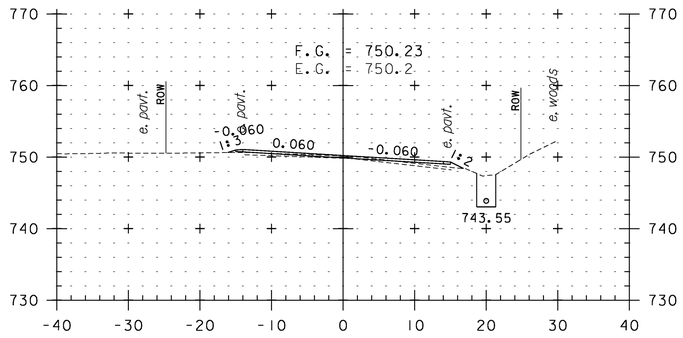
322+75
TH 29



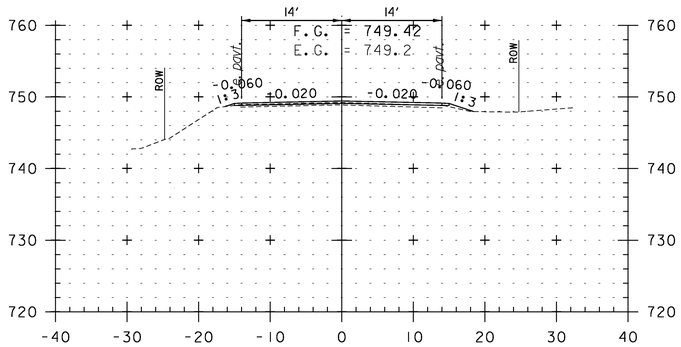
319+50



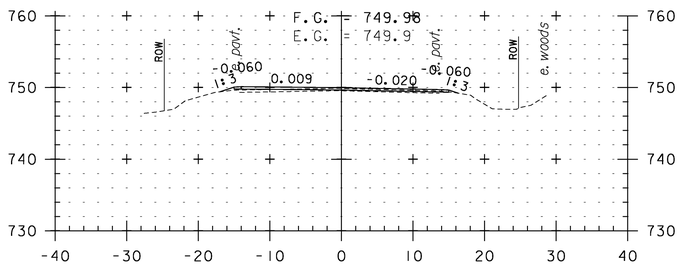
321+00



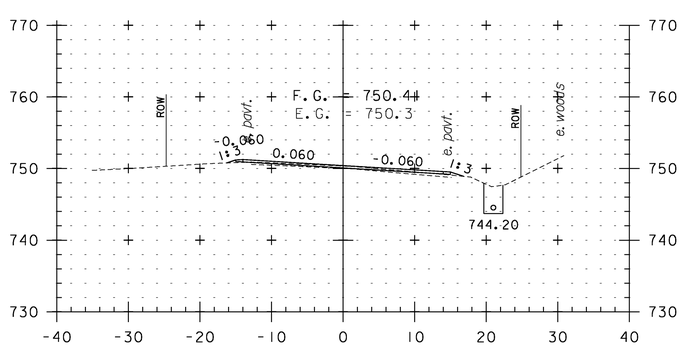
322+50



319+00



320+50



322+00

CROSS SECTION SHEET 60

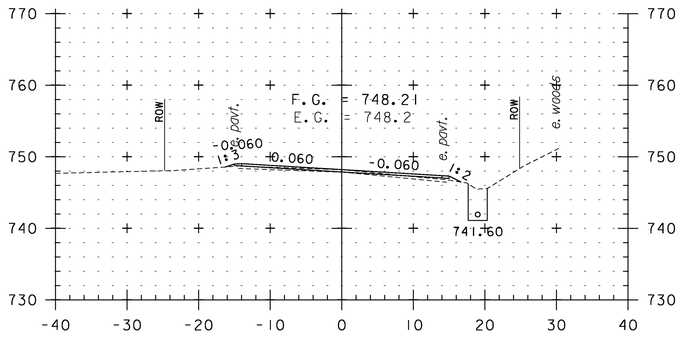
0 10 20
SCALE IN FEET

STA. 319+00 TO STA. 322+75

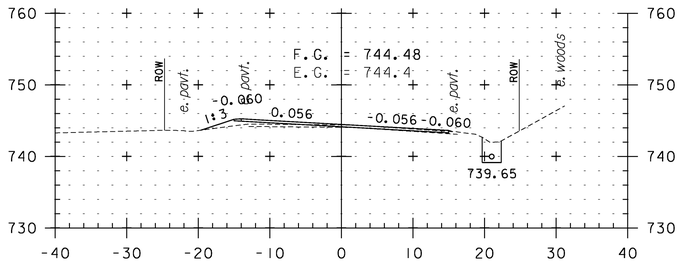
PROJECT NAME: WEATHERSFIELD
PROJECT NUMBER: STP 2913(1)

FILE NAME: 10c228
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: p10C228_150

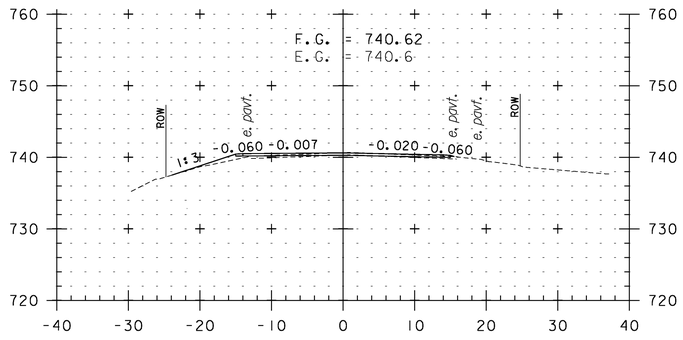
PLOT DATE: 2/7/2013
DRAWN BY: WWG
CHECKED BY: PTS
SHEET 150 OF 234



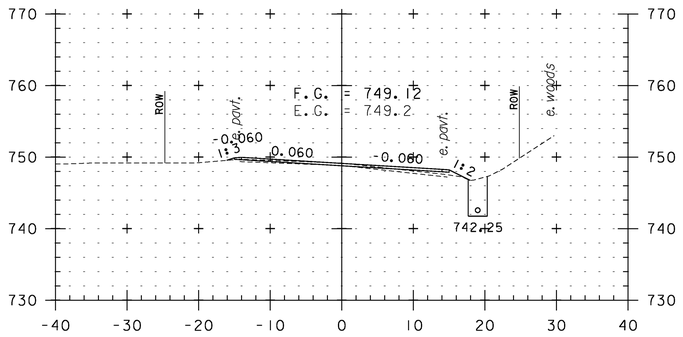
324+00



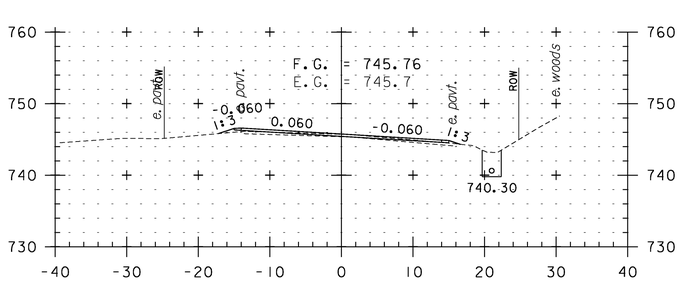
325+50



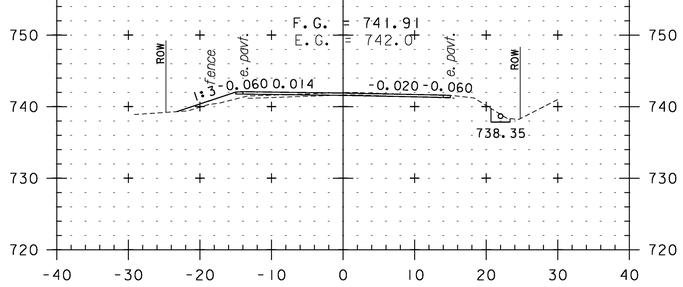
327+00



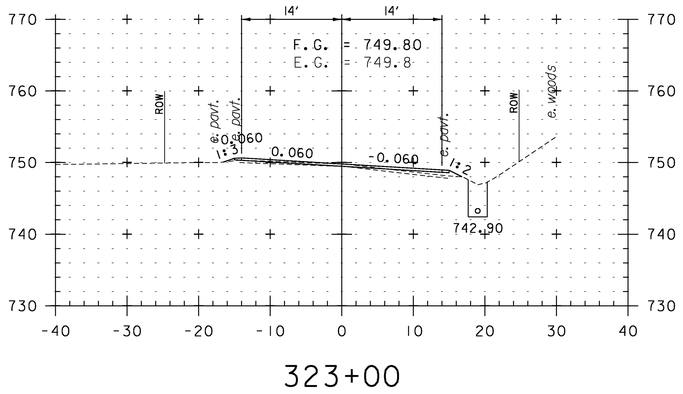
323+50



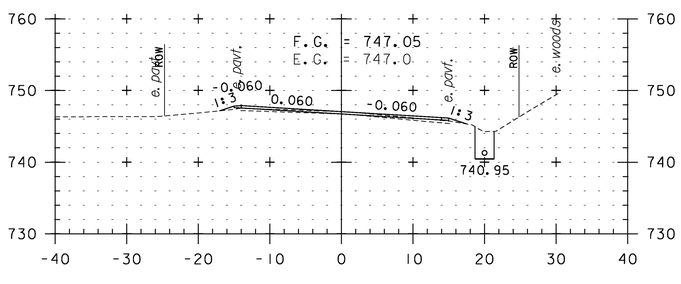
325+00



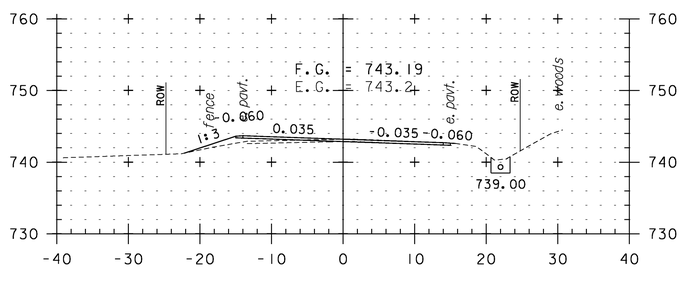
326+50



323+00



324+50



326+00

CROSS SECTION SHEET 61

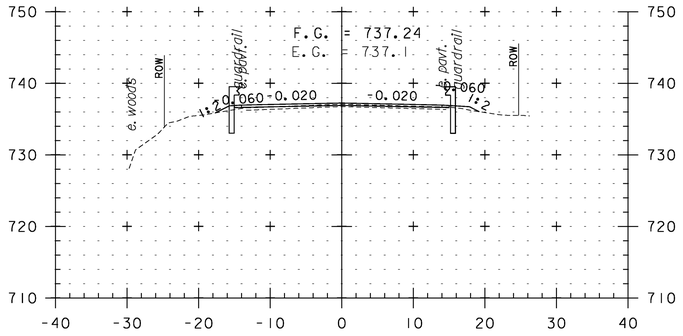
0 10 20
SCALE IN FEET

STA. 323+00 TO STA. 327+00

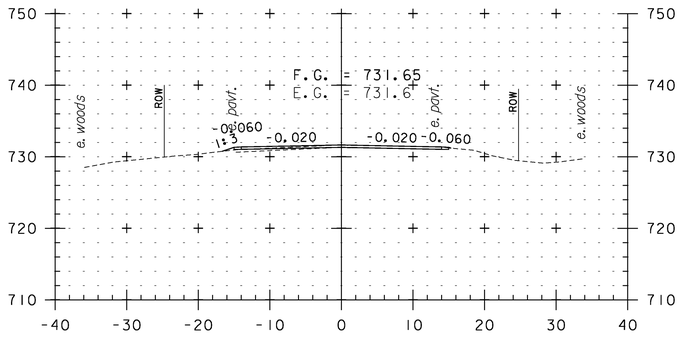
PROJECT NAME: WEATHERSFIELD
PROJECT NUMBER: STP 2913(1)

FILE NAME: 10c228
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: p10C228_151

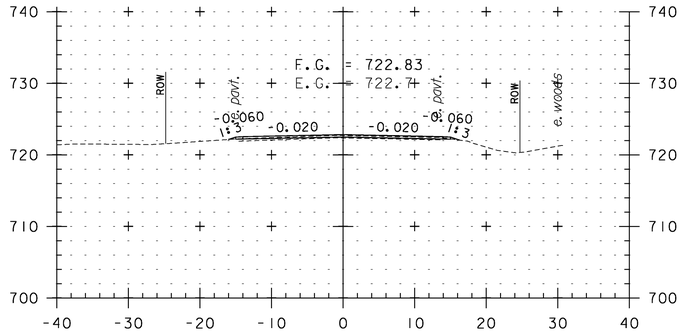
PLOT DATE: 2/7/2013
DRAWN BY: WWG
CHECKED BY: PTS
SHEET 151 OF 234



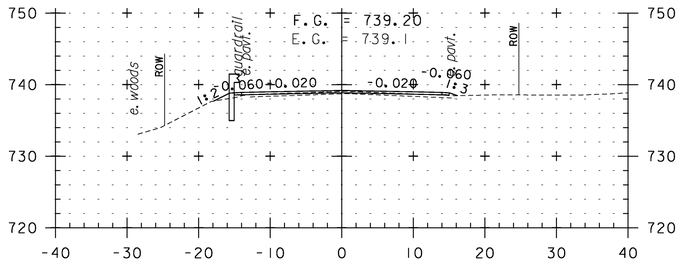
328+00



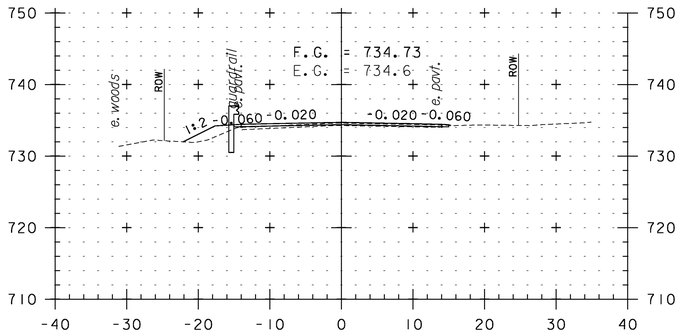
329+00



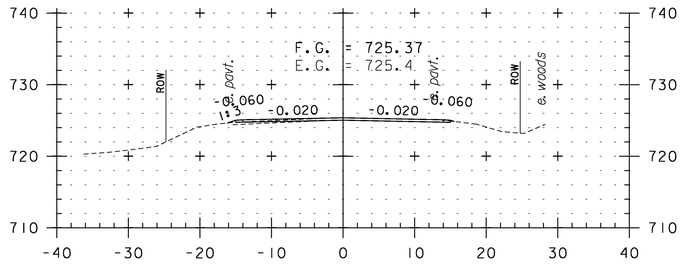
330+50



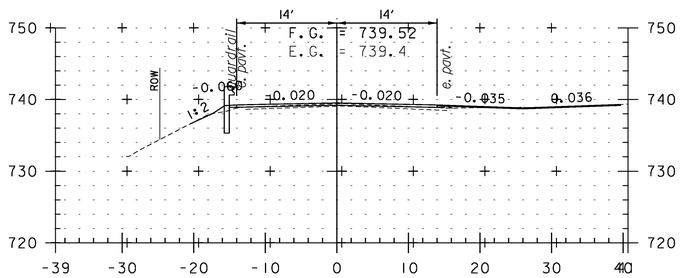
327+50



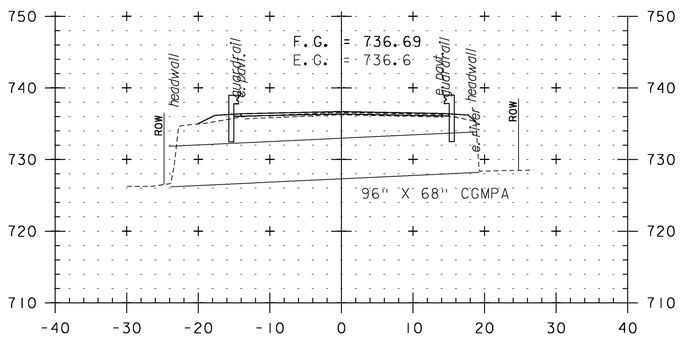
328+50



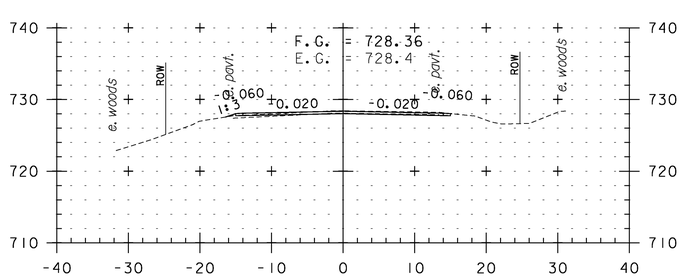
330+00



327+40
TH 1



328+12
BRIDGE 16



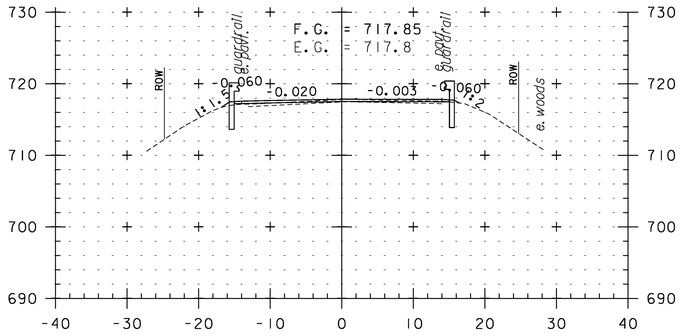
329+50

CROSS SECTION SHEET 62

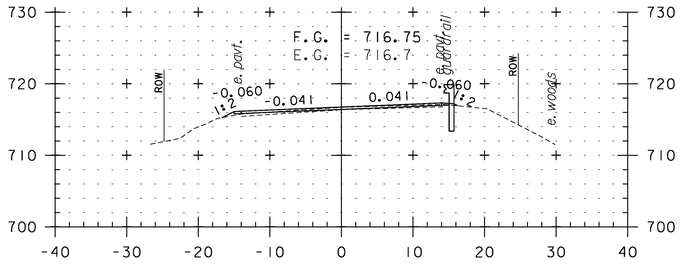
0 10 20
SCALE IN FEET

STA. 327+40 TO STA. 330+50

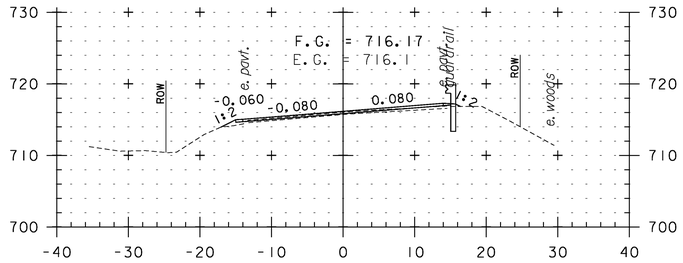
PROJECT NAME: WEATHERSFIELD	
PROJECT NUMBER: STP 2913(1)	
FILE NAME: 10c228	PLOT DATE: 2/7/2013
PROJECT LEADER: PTS	DRAWN BY: WWG
DESIGNED BY: NLL	CHECKED BY: PTS
IPARM FILE NAME: p10C228_152	SHEET 152 OF 234



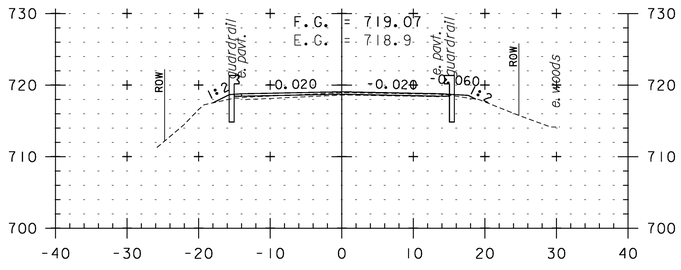
332+00



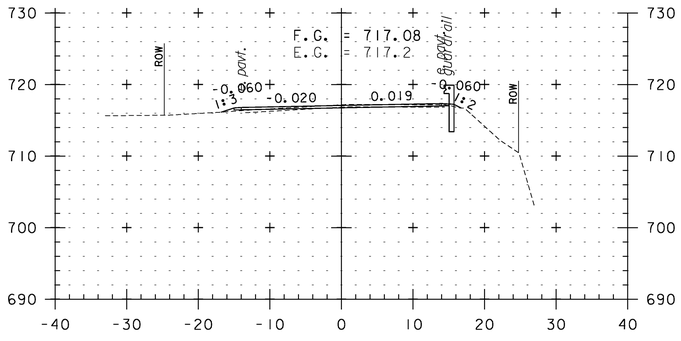
333+00



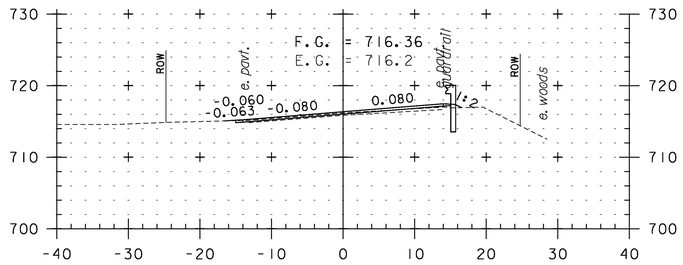
334+50



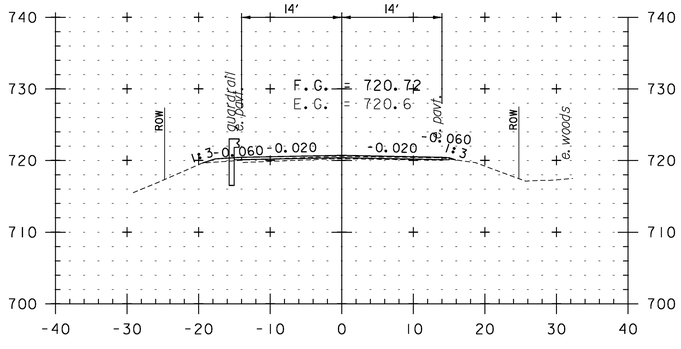
331+50



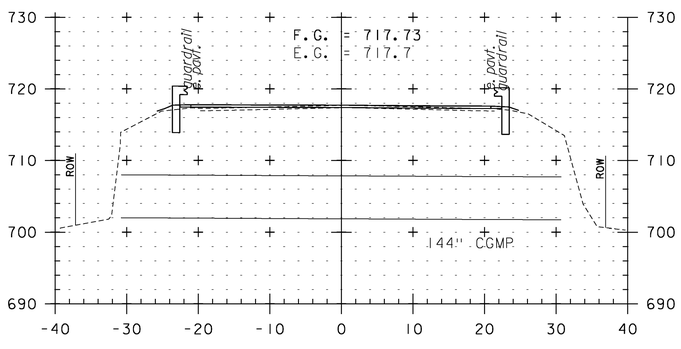
332+50



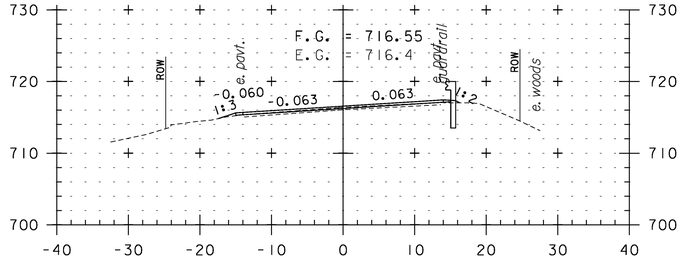
334+00



331+00



332+06
BRIDGE 17



333+50

0 10 20
SCALE IN FEET

STA. 331+00 TO STA. 334+50

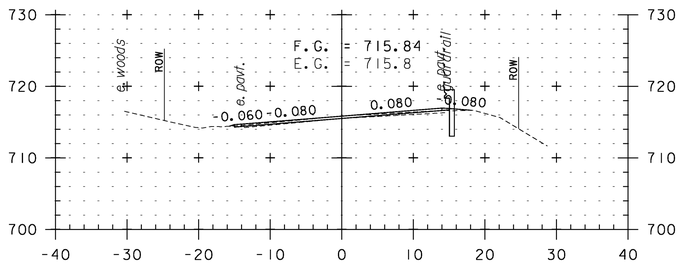
CROSS SECTION SHEET 63

PROJECT NAME: WEATHERSFIELD

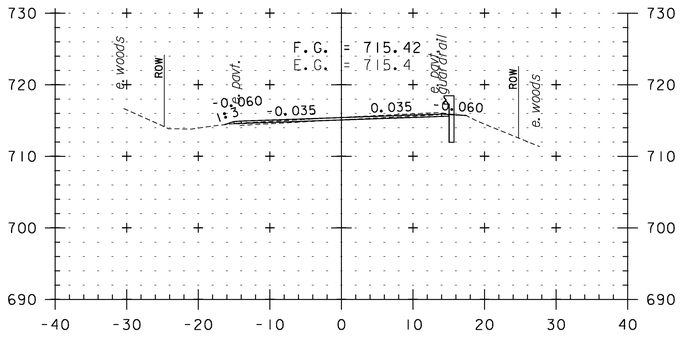
PROJECT NUMBER: STP 2913(1)

FILE NAME: 10c228
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: p10C228_153

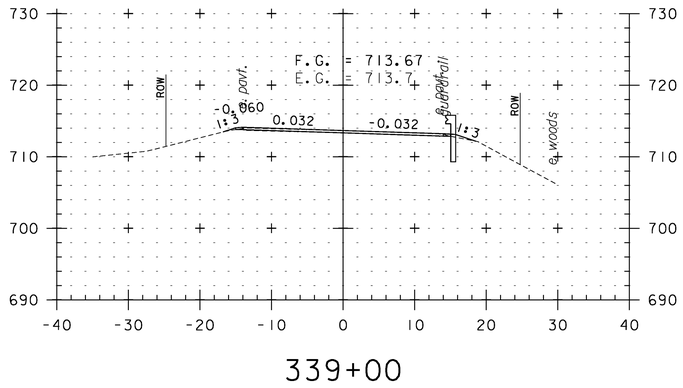
PLOT DATE: 2/7/2013
DRAWN BY: WWG
CHECKED BY: PTS
SHEET 153 OF 234



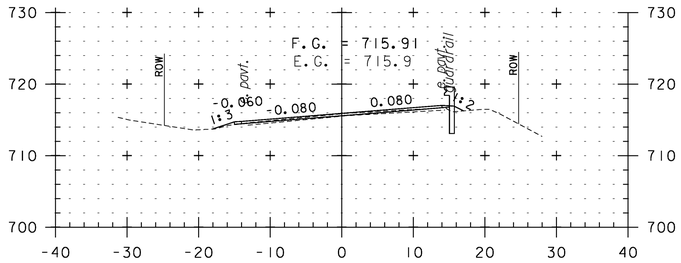
336+00



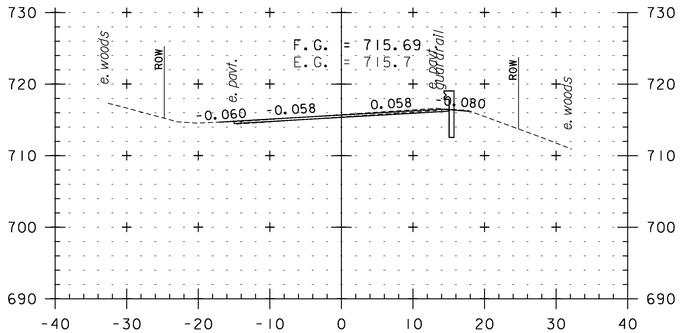
337+50



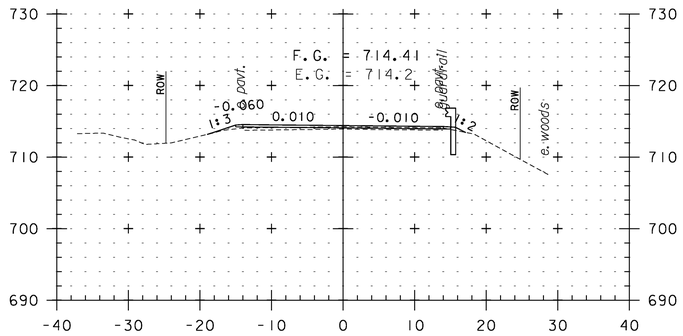
339+00



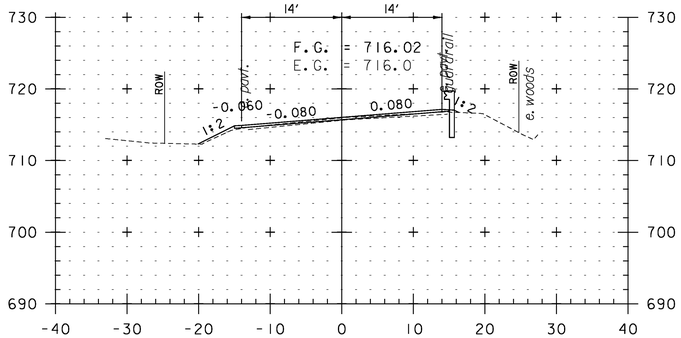
335+50



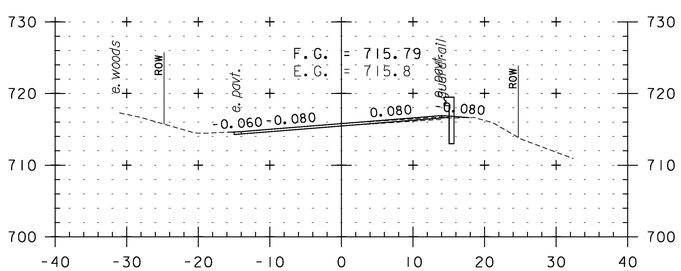
337+00



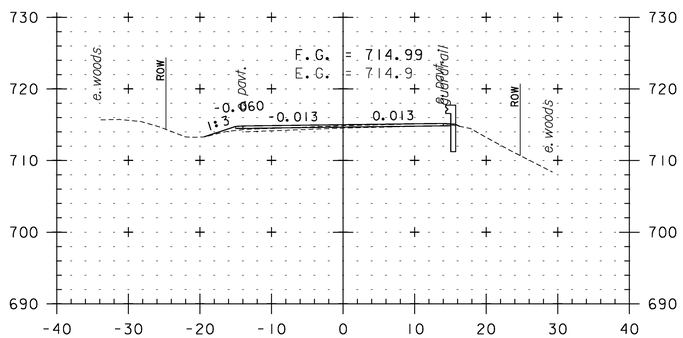
338+50



335+00



336+50



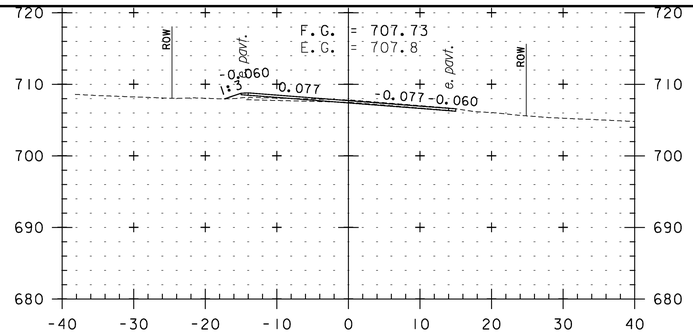
338+00

CROSS SECTION SHEET 64

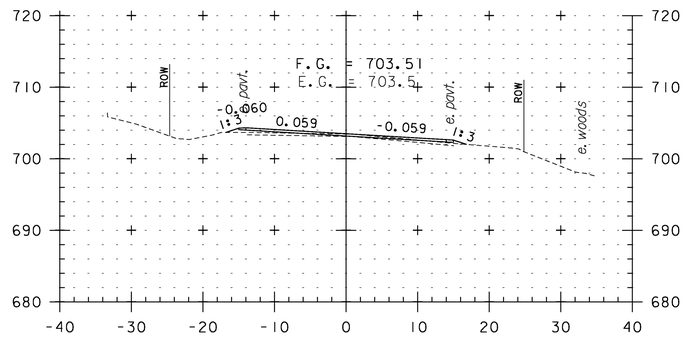
0 10 20
SCALE IN FEET

STA. 335+00 TO STA. 339+00

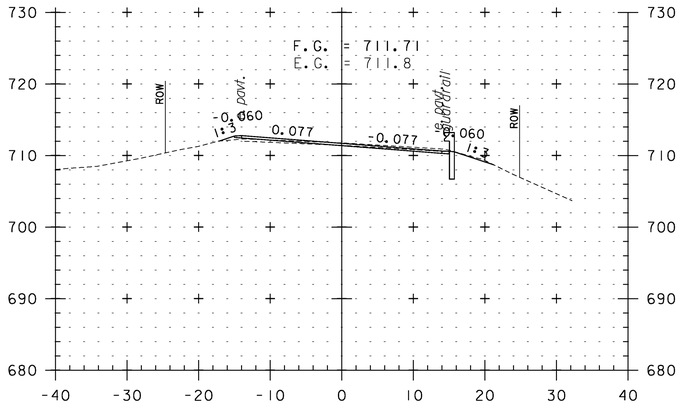
PROJECT NAME: WEATHERSFIELD	
PROJECT NUMBER: STP 2913(1)	
FILE NAME: 10c228	PLOT DATE: 2/7/2013
PROJECT LEADER: PTS	DRAWN BY: WWG
DESIGNED BY: NLL	CHECKED BY: PTS
IPARM FILE NAME: p10C228_154	SHEET 154 OF 234



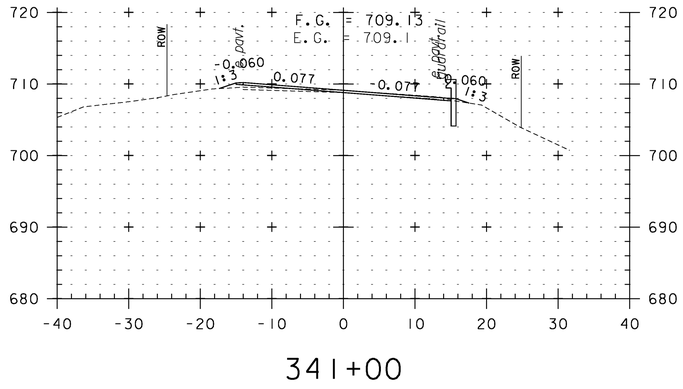
341+50



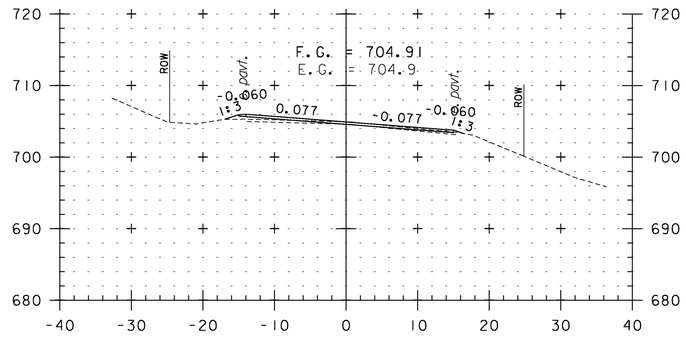
343+00



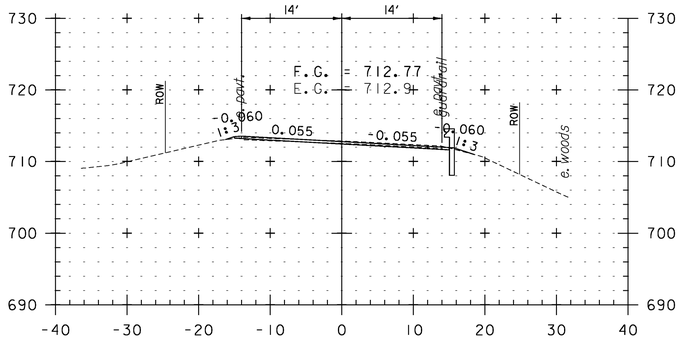
340+00



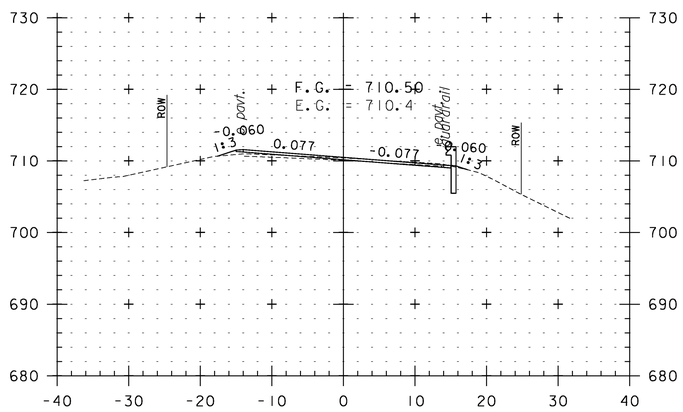
341+00



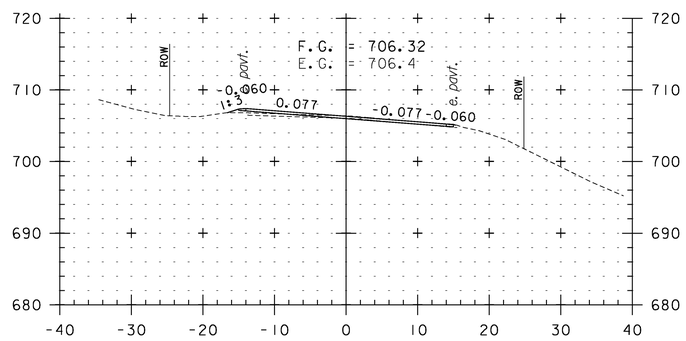
342+50



339+50



340+50



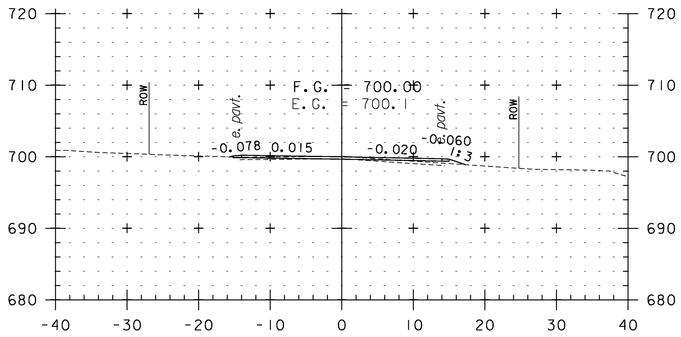
342+00

CROSS SECTION SHEET 65

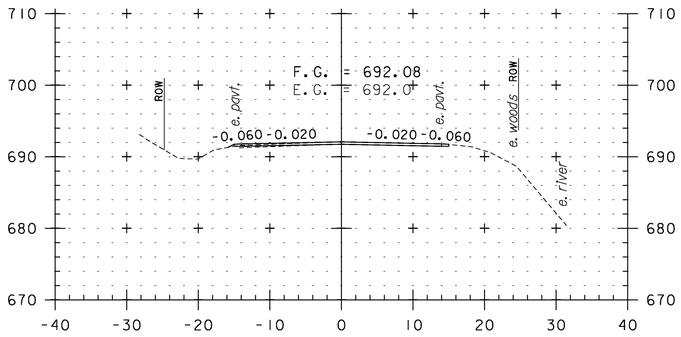
0 10 20
SCALE IN FEET

STA. 339+50 TO STA. 343+00

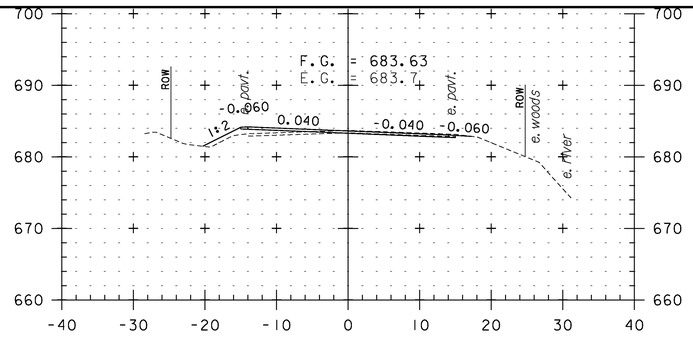
PROJECT NAME: WEATHERSFIELD	
PROJECT NUMBER: STP 2913(1)	
FILE NAME: 10c228	PLOT DATE: 2/7/2013
PROJECT LEADER: PTS	DRAWN BY: WWG
DESIGNED BY: NLL	CHECKED BY: PTS
IPARM FILE NAME: p10C228_155	SHEET 155 OF 234



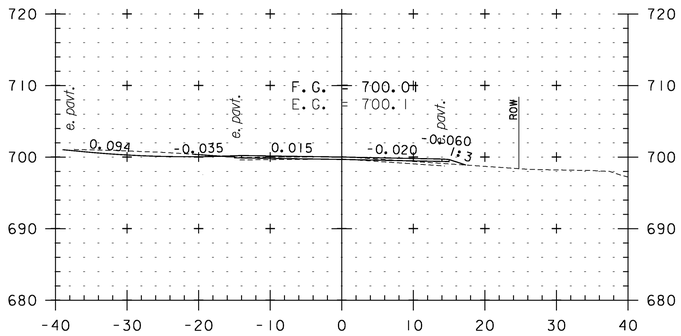
344+00



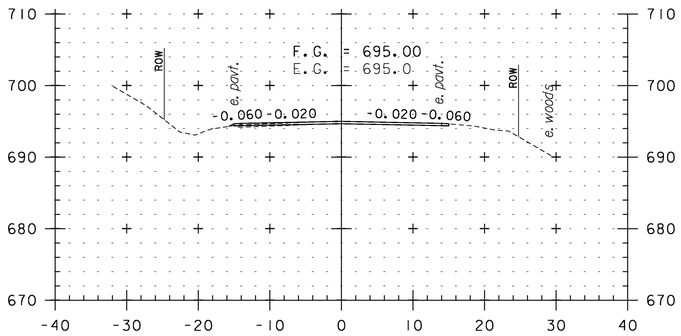
345+50



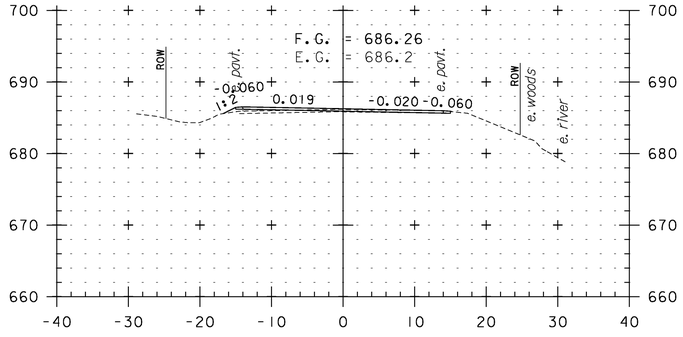
347+00



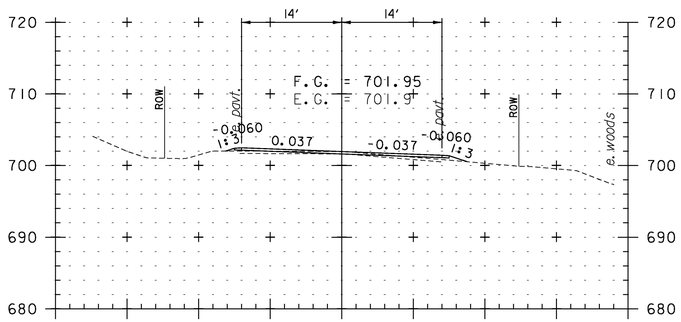
344+00
TH 37



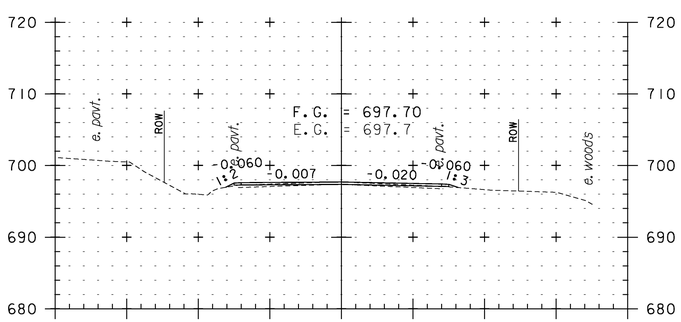
345+00



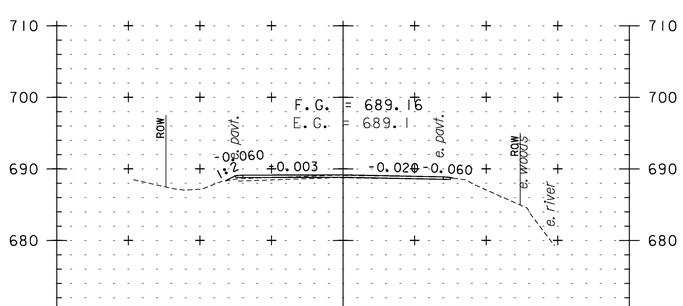
346+50



343+50



344+50



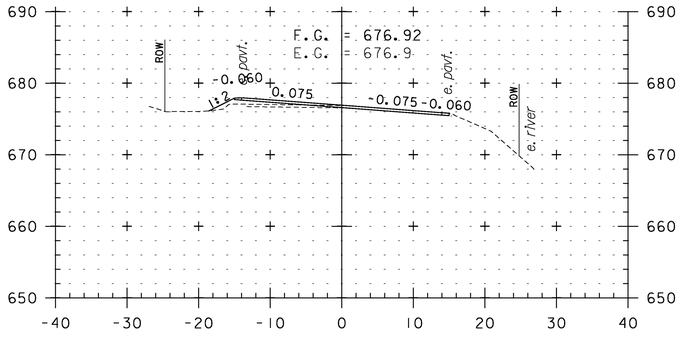
346+00

CROSS SECTION SHEET 66

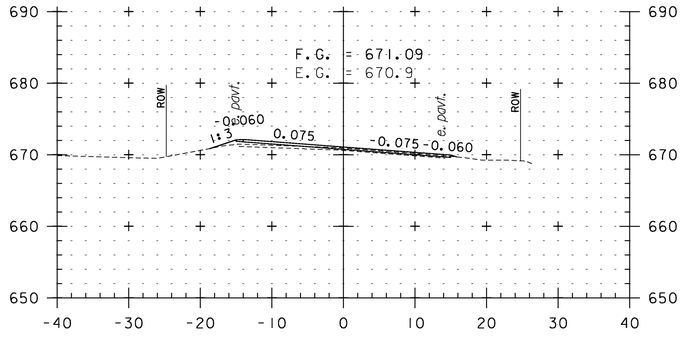
0 10 20
SCALE IN FEET

STA. 343+50 TO STA. 347+00

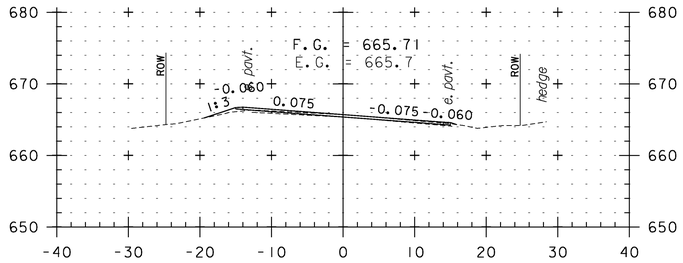
PROJECT NAME: WEATHERSFIELD	
PROJECT NUMBER: STP 2913(1)	
FILE NAME: 10c228	PLOT DATE: 2/7/2013
PROJECT LEADER: PTS	DRAWN BY: WWG
DESIGNED BY: NLL	CHECKED BY: PTS
IPARM FILE NAME: p10C228_156	SHEET 156 OF 234



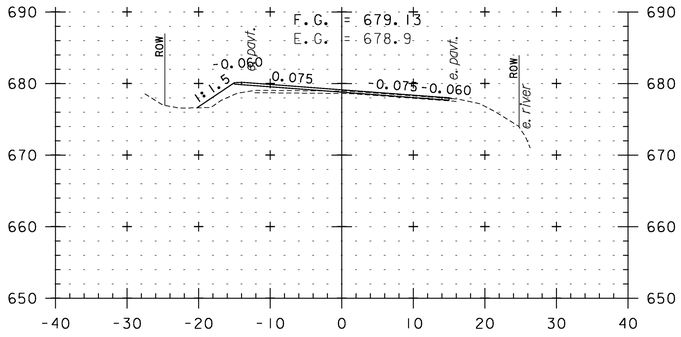
348+50



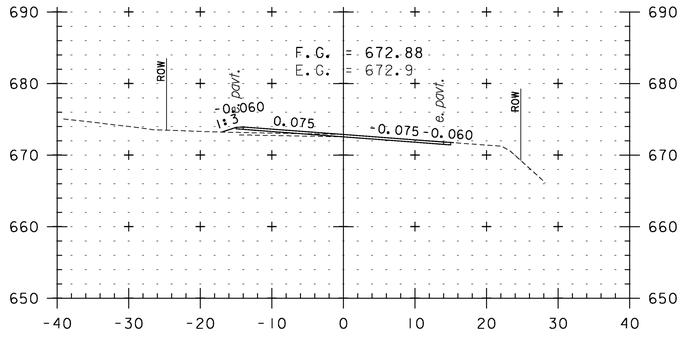
350+00



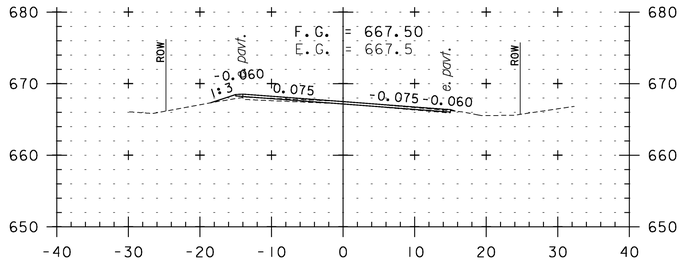
351+50



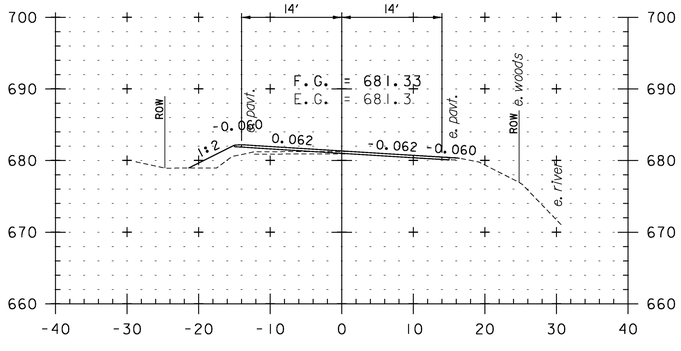
348+00



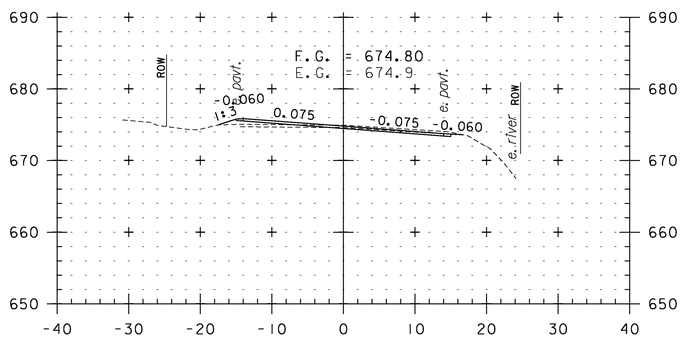
349+50



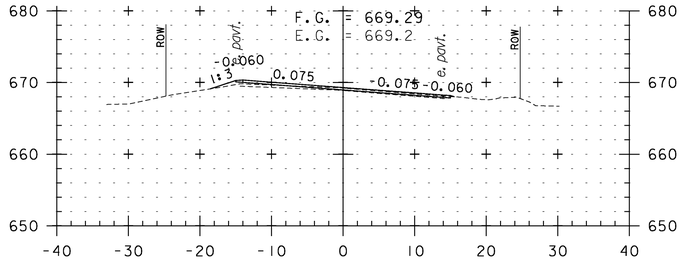
351+00



347+50



349+00



350+50

0 10 20
SCALE IN FEET

STA. 347+50 TO STA. 351+50

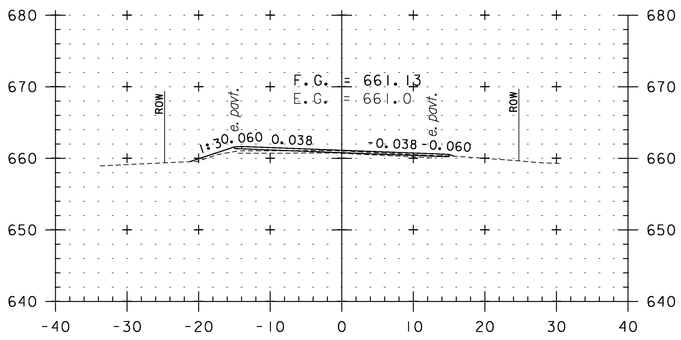
CROSS SECTION SHEET 67

PROJECT NAME: WEATHERSFIELD

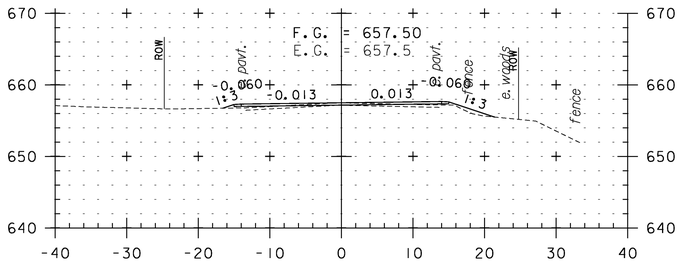
PROJECT NUMBER: STP 2913(1)

FILE NAME: 10c228
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: p10C228_157

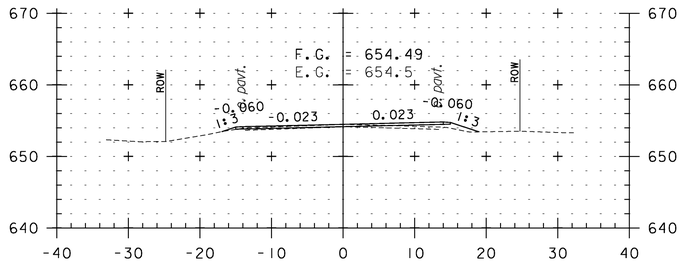
PLOT DATE: 2/7/2013
DRAWN BY: WWG
CHECKED BY: PTS
SHEET 157 OF 234



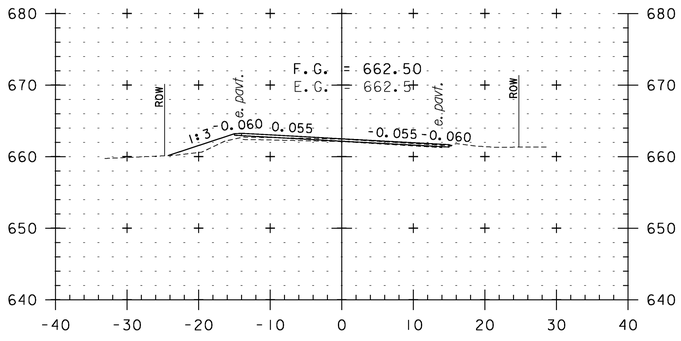
353+00



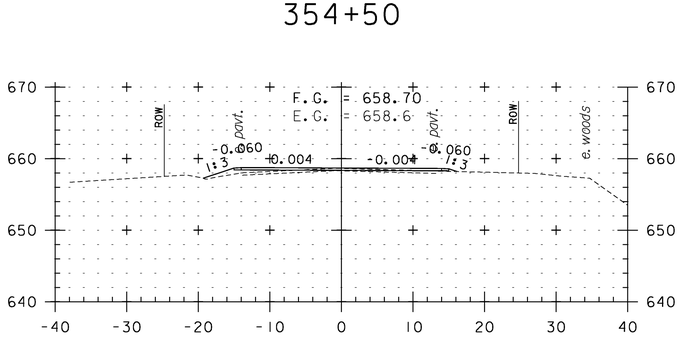
354+50



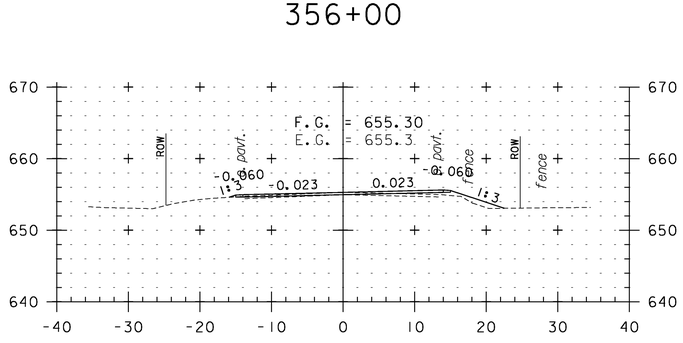
356+00



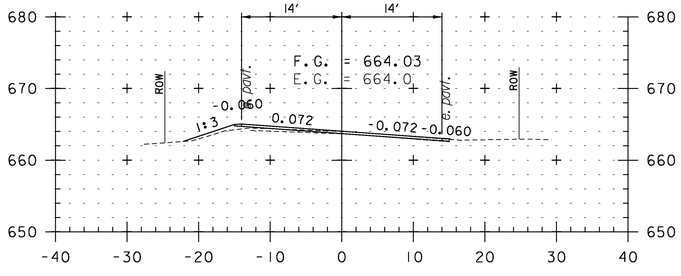
352+50



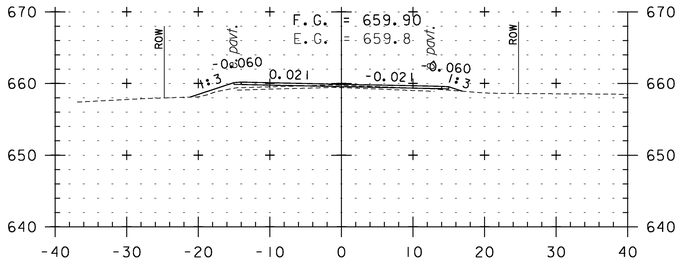
354+00



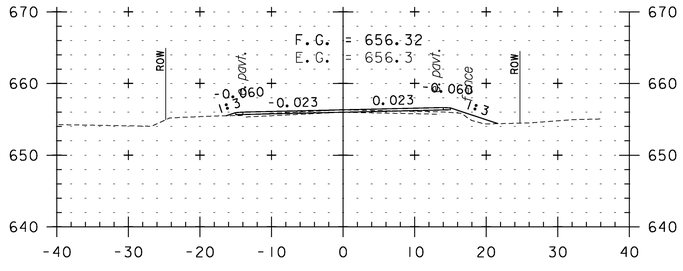
355+50



352+00



353+50



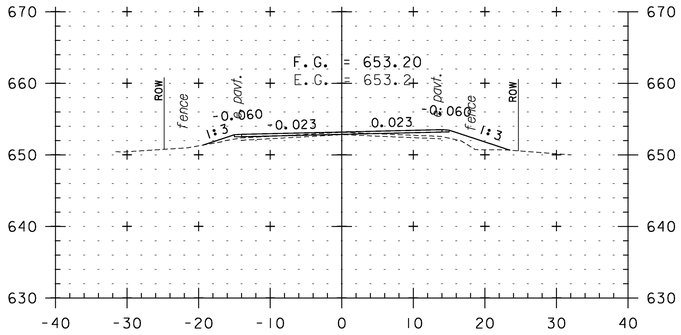
355+00

CROSS SECTION SHEET 68

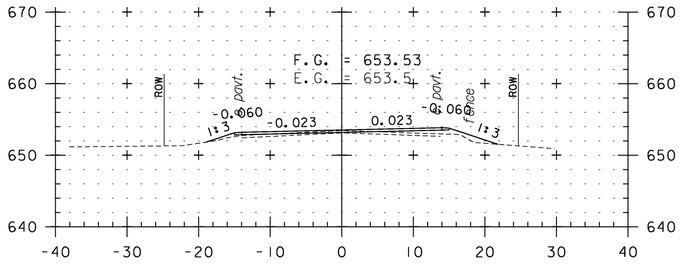
0 10 20
SCALE IN FEET

STA. 352+00 TO STA. 356+00

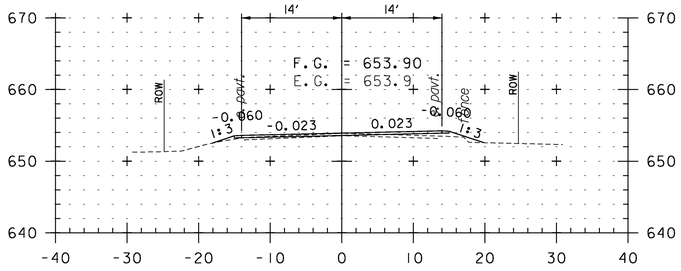
PROJECT NAME: WEATHERSFIELD	
PROJECT NUMBER: STP 2913(1)	
FILE NAME: 10c228	PLOT DATE: 2/7/2013
PROJECT LEADER: PTS	DRAWN BY: WWG
DESIGNED BY: NLL	CHECKED BY: PTS
IPARM FILE NAME: p10C228_158	SHEET 158 OF 234



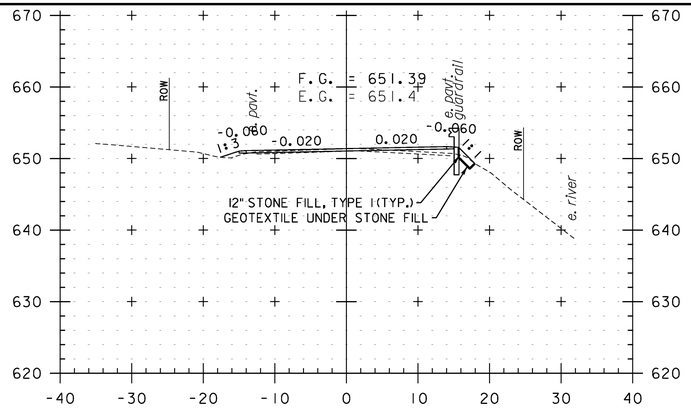
357+50



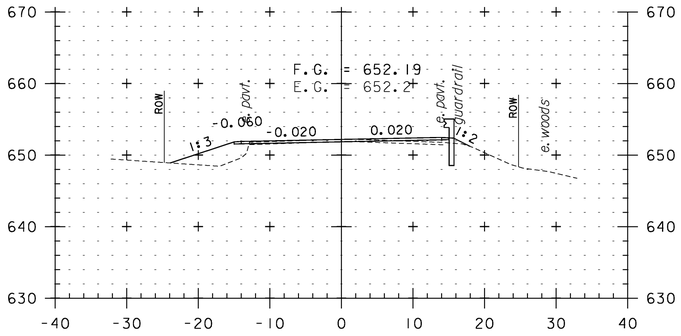
357+00



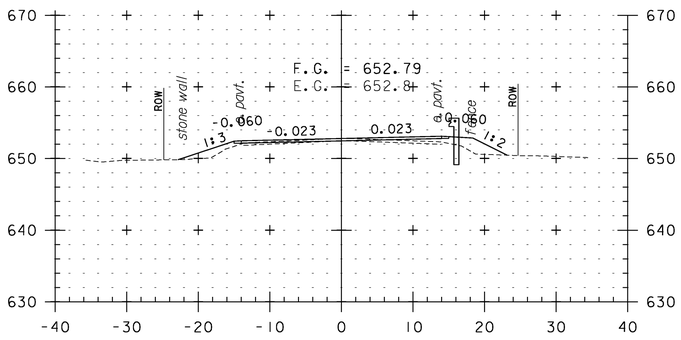
356+50



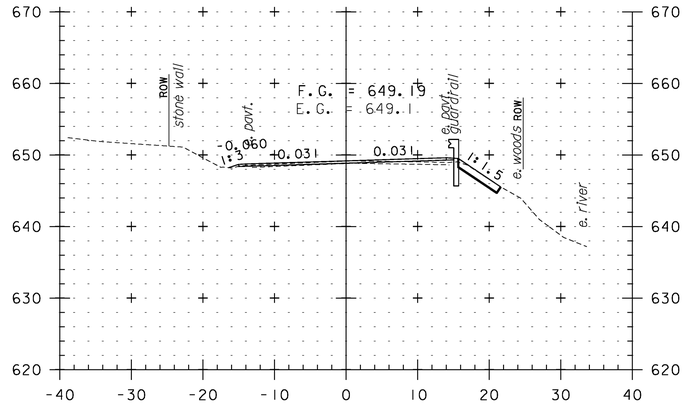
359+00



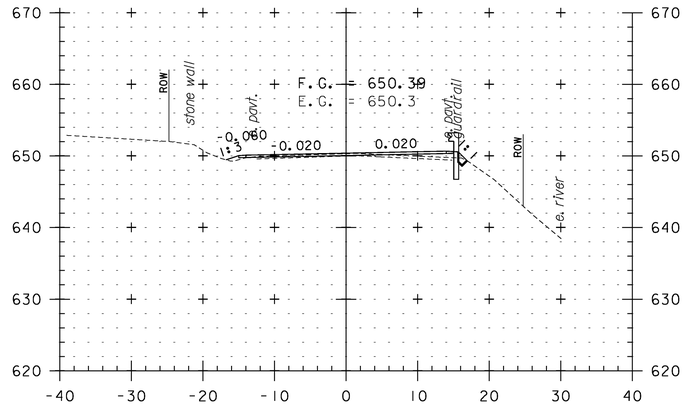
358+50



358+00



360+00



359+50

CROSS SECTION SHEET 69

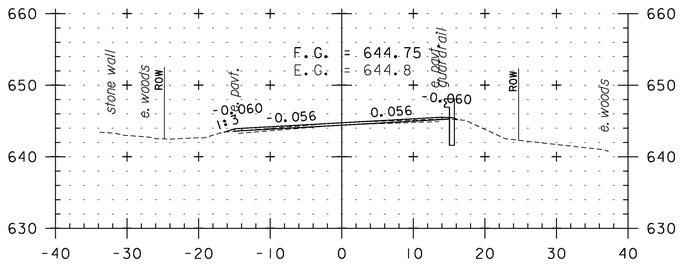
0 10 20
SCALE IN FEET

STA. 356+50 TO STA. 360+00

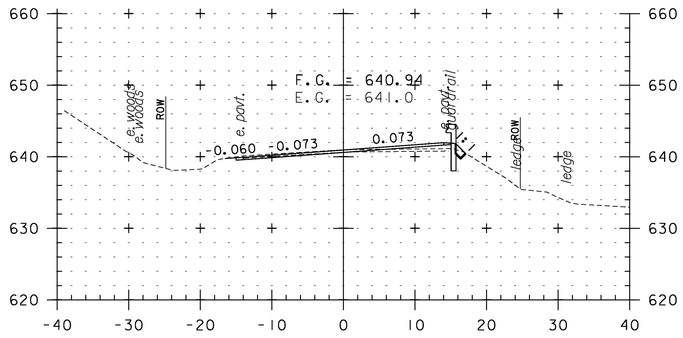
PROJECT NAME: WEATHERSFIELD
PROJECT NUMBER: STP 2913(1)

FILE NAME: 10c228
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: p10C228_159

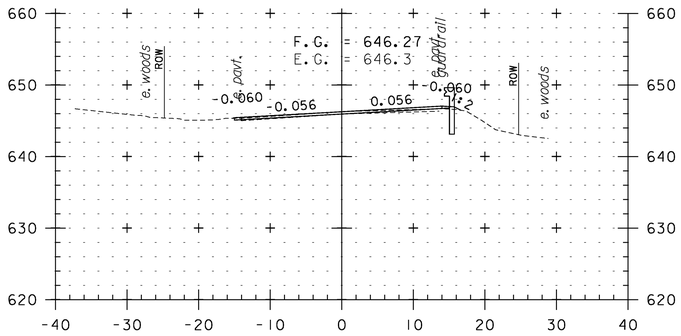
PLOT DATE: 2/7/2013
DRAWN BY: WWG
CHECKED BY: PTS
SHEET 159 OF 234



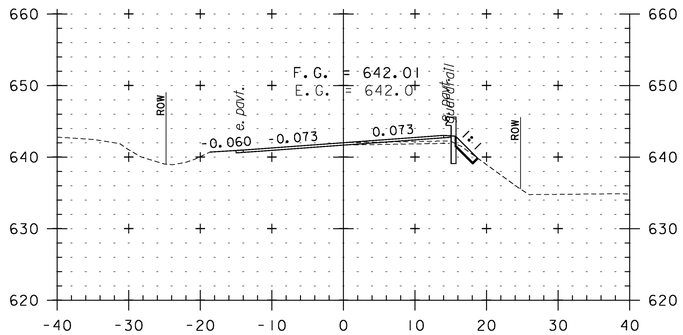
361+50



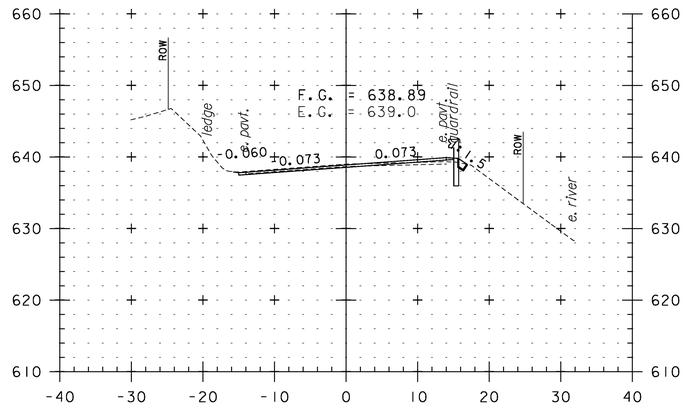
363+00



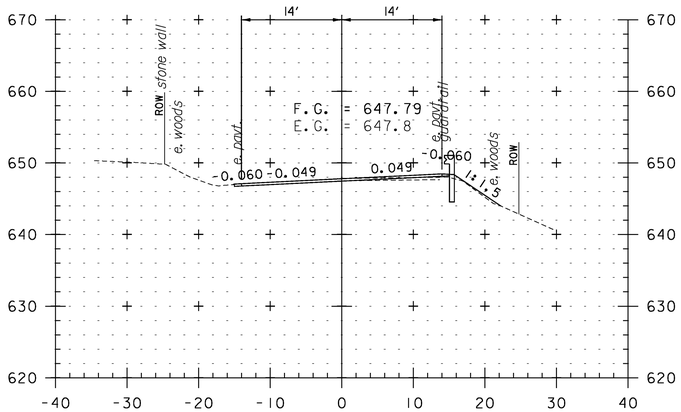
361+00



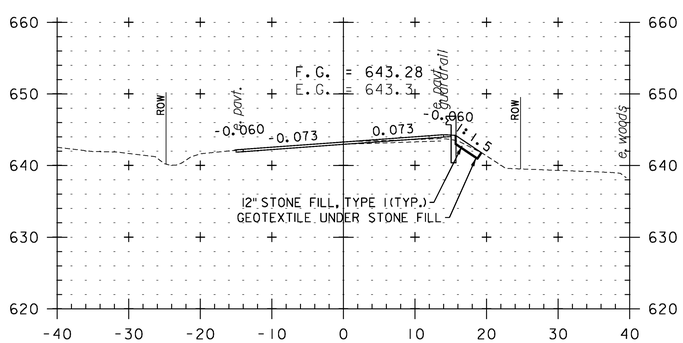
362+50



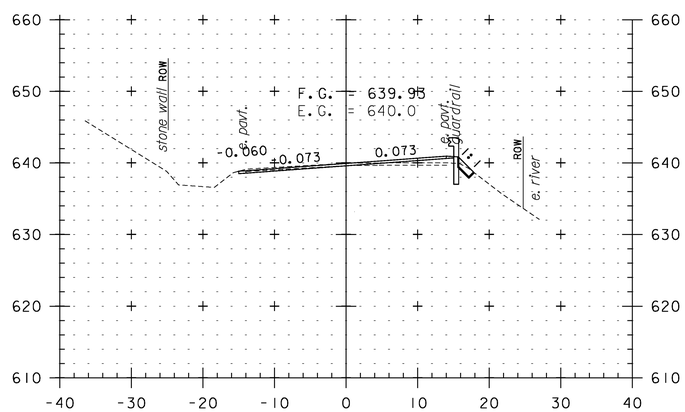
364+00



360+50



362+00



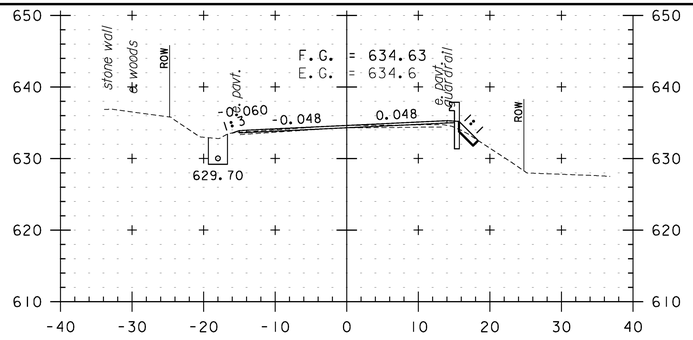
363+50

CROSS SECTION SHEET 70

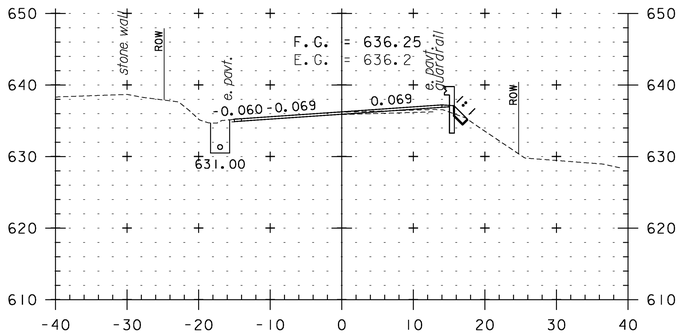
0 10 20
SCALE IN FEET

STA. 360+50 TO STA. 364+00

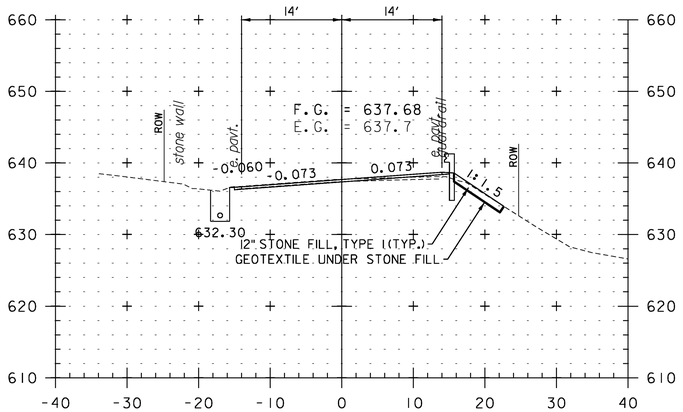
PROJECT NAME: WEATHERSFIELD	
PROJECT NUMBER: STP 2913(1)	
FILE NAME: 10c228	PLOT DATE: 2/7/2013
PROJECT LEADER: PTS	DRAWN BY: WWG
DESIGNED BY: NLL	CHECKED BY: PTS
IPARM FILE NAME: p10C228_160	SHEET 160 OF 234



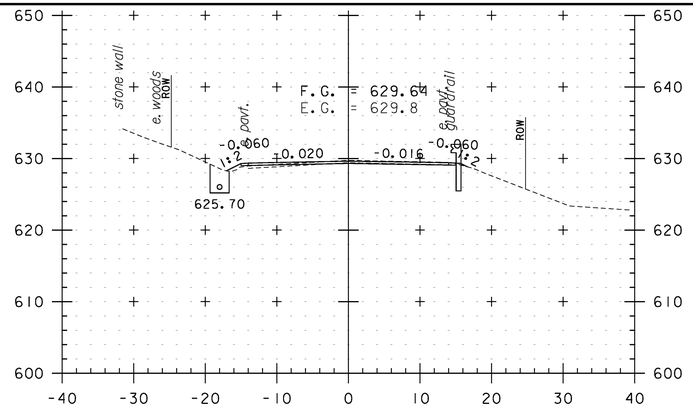
365+50



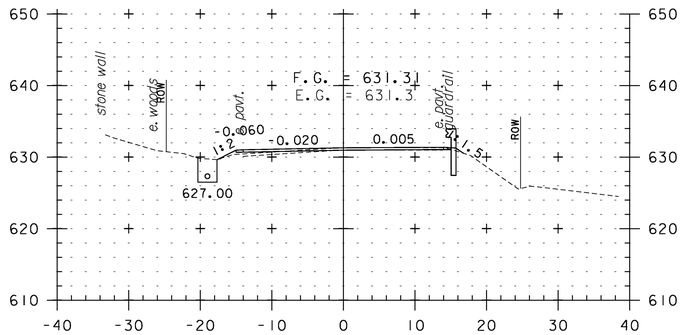
365+00



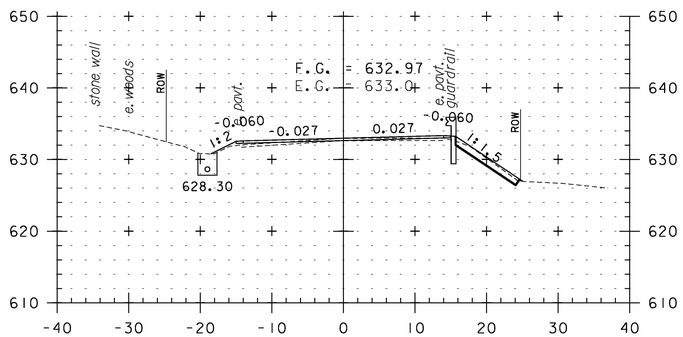
364+50



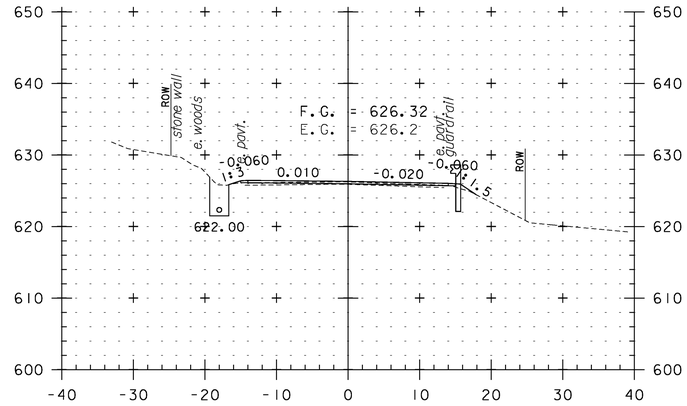
367+00



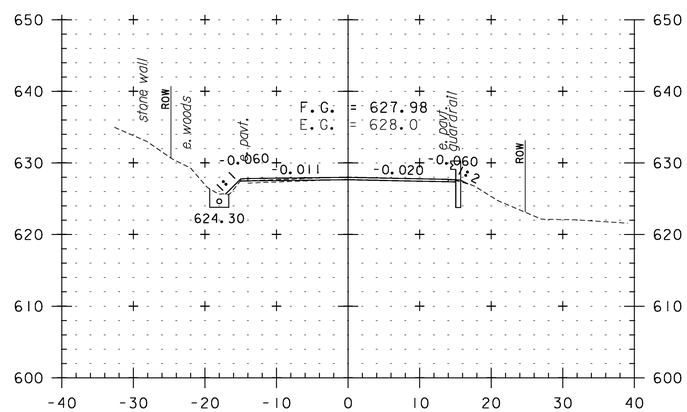
366+50



366+00



368+00



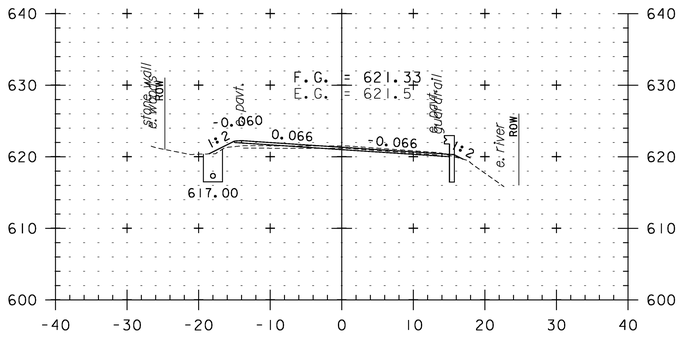
367+50

CROSS SECTION SHEET 71

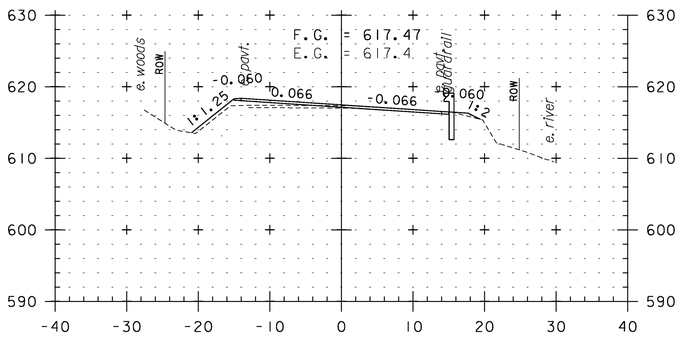
0 10 20
SCALE IN FEET

STA. 364+50 TO STA. 368+00

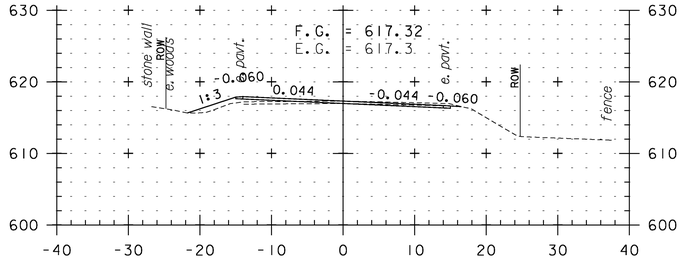
PROJECT NAME: WEATHERSFIELD	
PROJECT NUMBER: STP 2913(1)	
FILE NAME: 10c228	PLOT DATE: 2/7/2013
PROJECT LEADER: PTS	DRAWN BY: WWG
DESIGNED BY: NLL	CHECKED BY: PTS
IPARM FILE NAME: p10C228_161	SHEET 161 OF 234



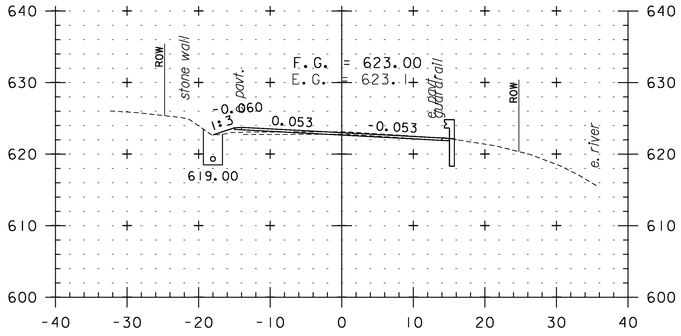
369+50



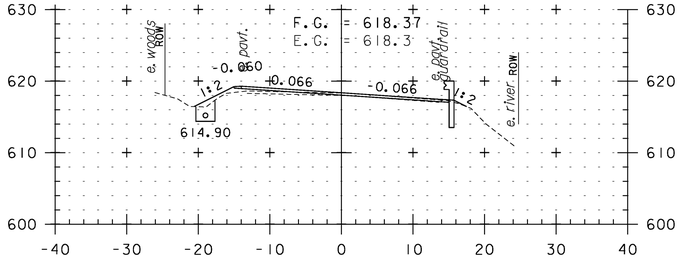
371+00



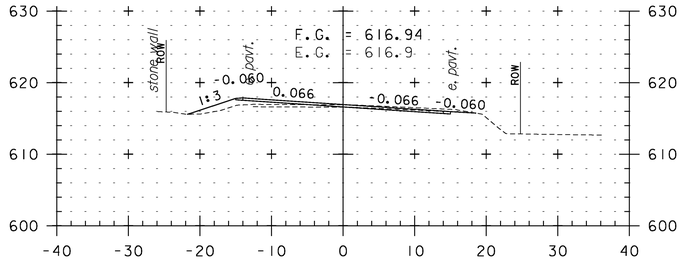
372+50



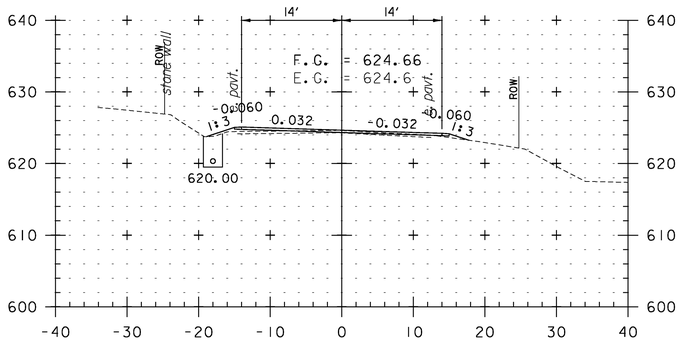
369+00



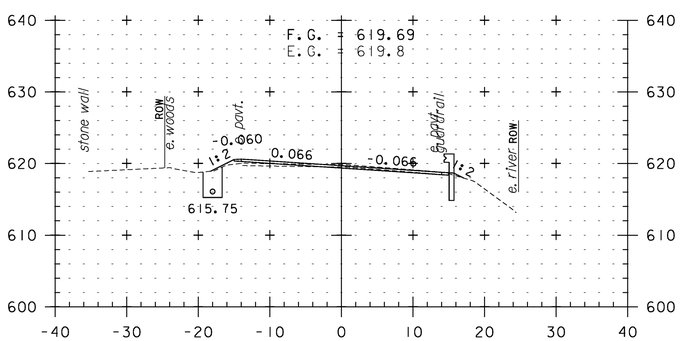
370+50



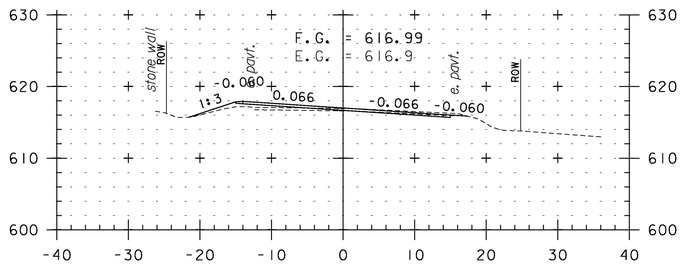
372+00



368+50



370+00



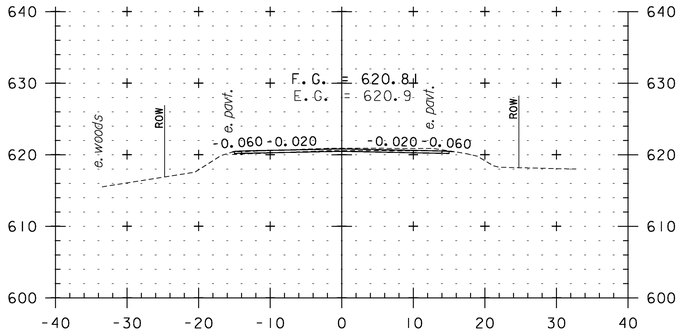
371+50

CROSS SECTION SHEET 72

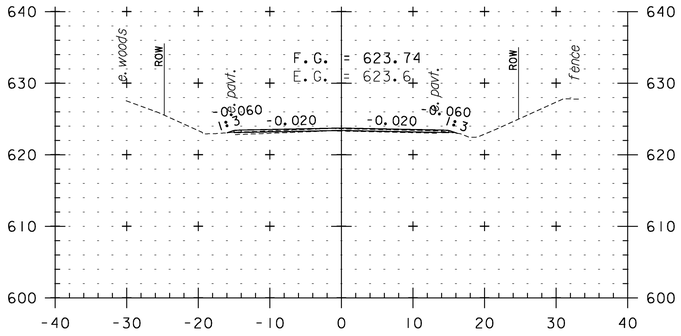
0 10 20
SCALE IN FEET

STA. 368+50 TO STA. 372+50

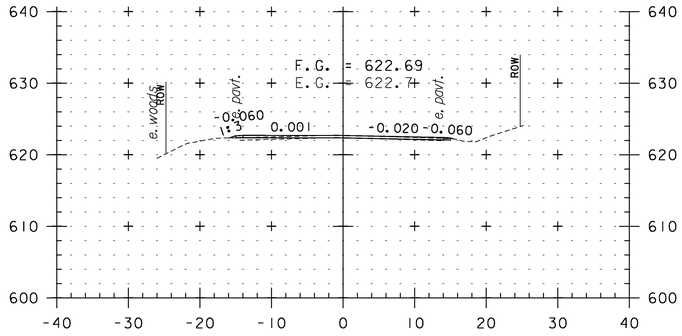
PROJECT NAME: WEATHERSFIELD	
PROJECT NUMBER: STP 2913(1)	
FILE NAME: 10c228	PLOT DATE: 2/7/2013
PROJECT LEADER: PTS	DRAWN BY: WWG
DESIGNED BY: NLL	CHECKED BY: PTS
IPARM FILE NAME: p10C228_162	SHEET 162 OF 234



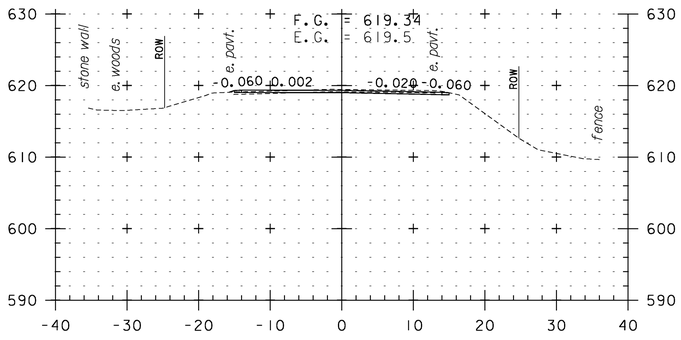
374+00



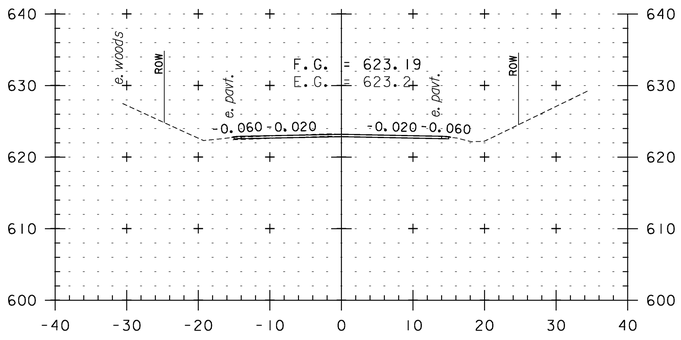
375+50



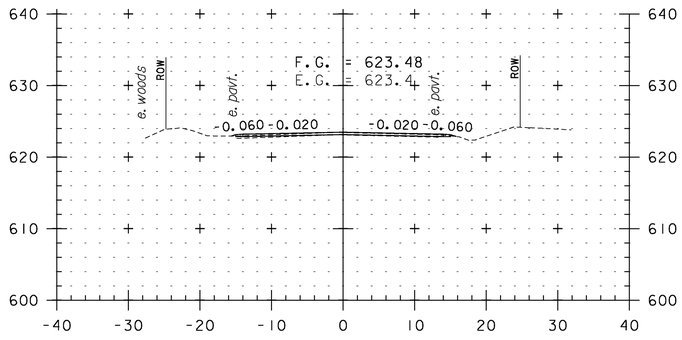
377+00



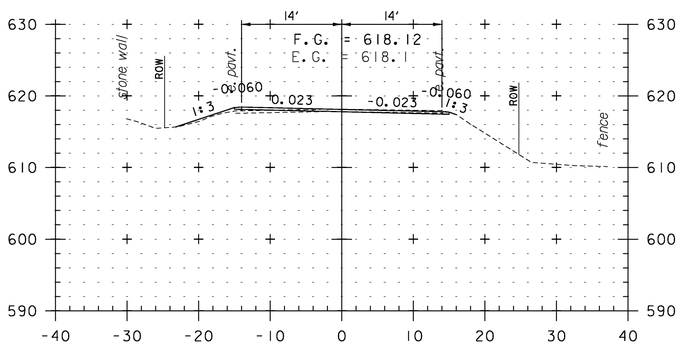
373+50



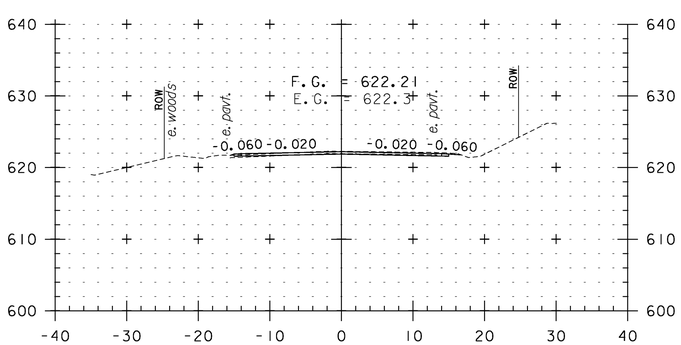
375+00



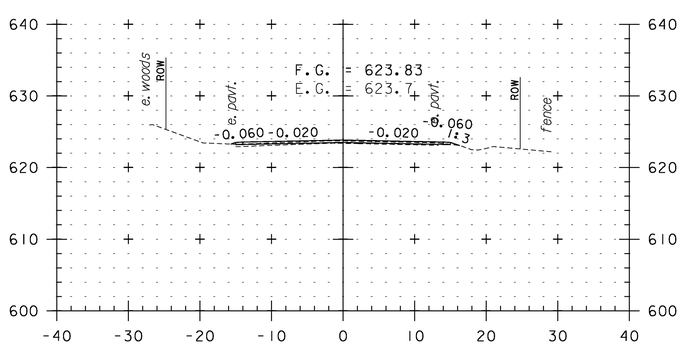
376+50



373+00



374+50



376+00

0 10 20
SCALE IN FEET

STA. 373+00 TO STA. 377+00

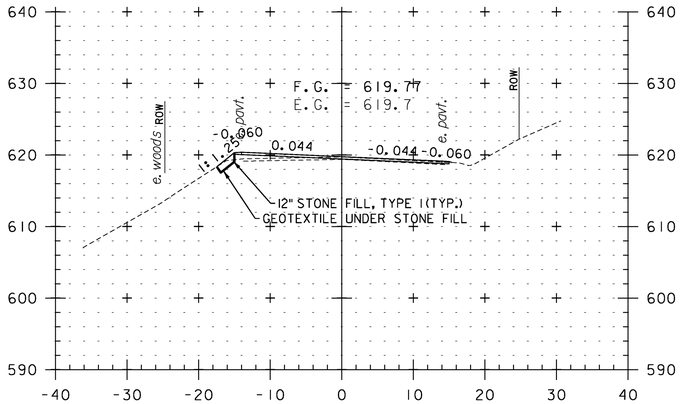
CROSS SECTION SHEET 73

PROJECT NAME: WEATHERSFIELD

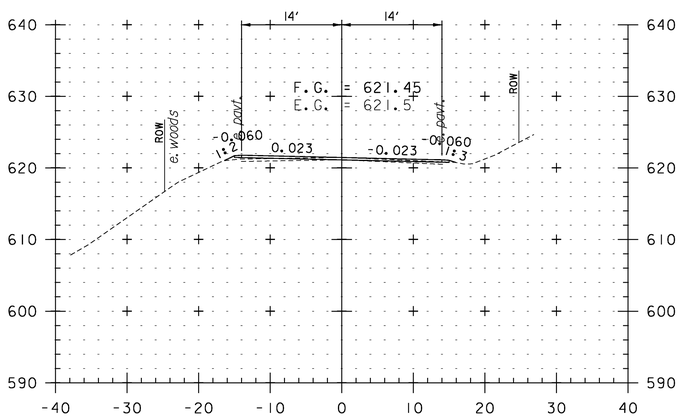
PROJECT NUMBER: STP 2913(1)

FILE NAME: 10c228
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: p10C228_163

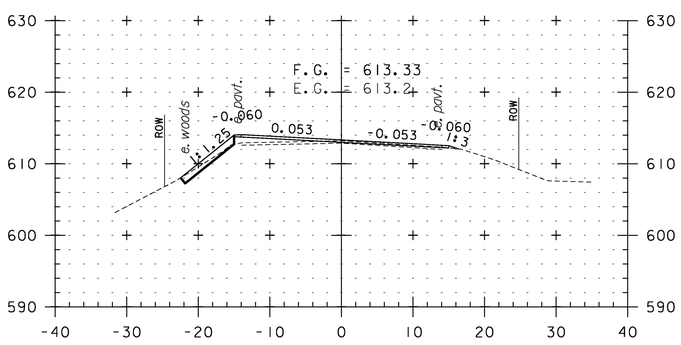
PLOT DATE: 2/7/2013
DRAWN BY: WWG
CHECKED BY: PTS
SHEET 163 OF 234



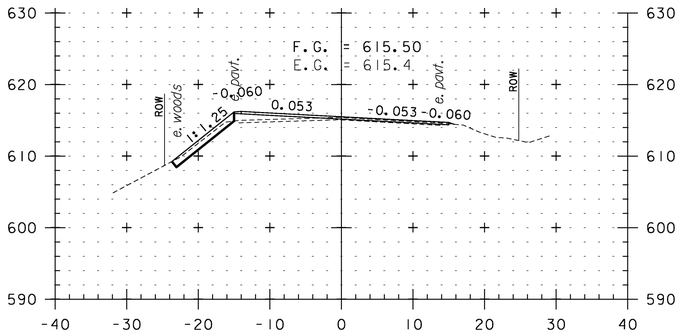
378+00



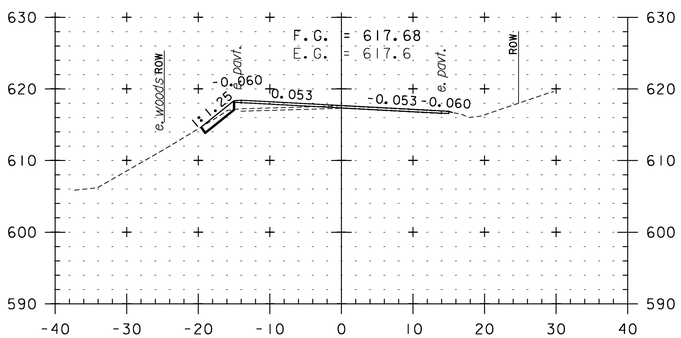
377+50



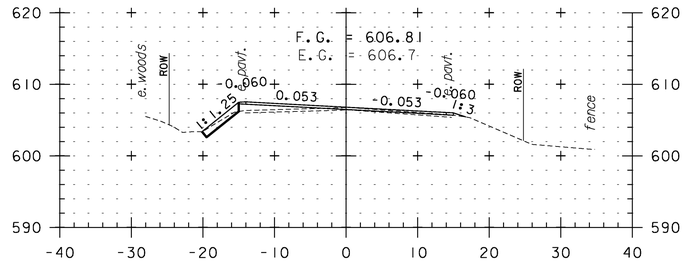
379+50



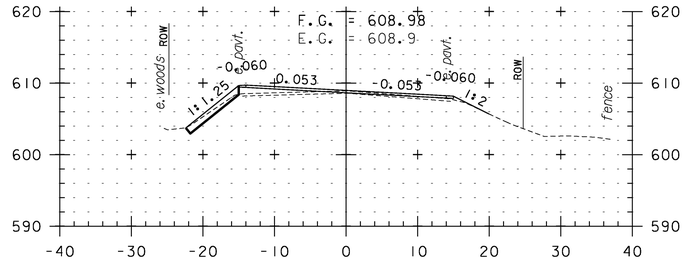
379+00



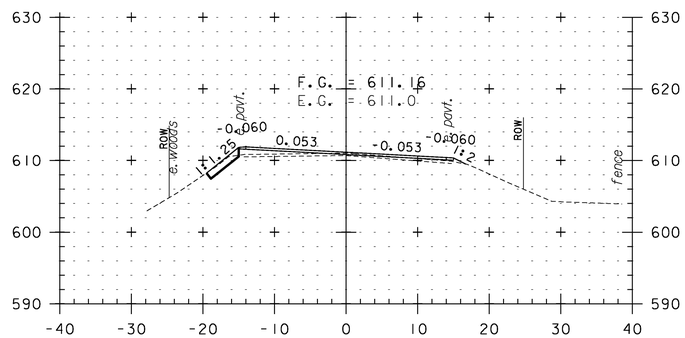
378+50



381+00



380+50



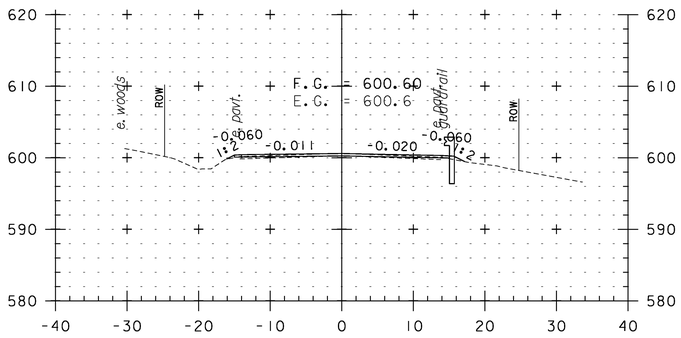
380+00

CROSS SECTION SHEET 74

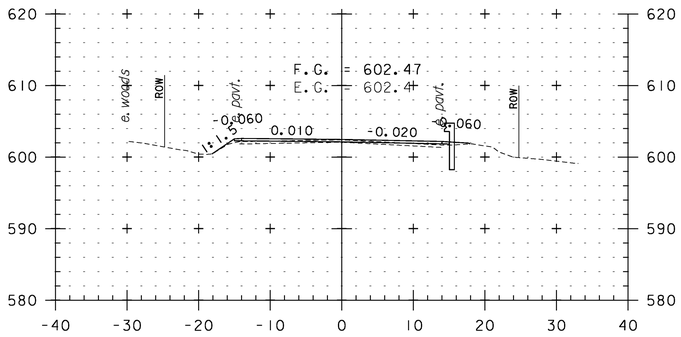
0 10 20
SCALE IN FEET

STA. 377+50 TO STA. 381+00

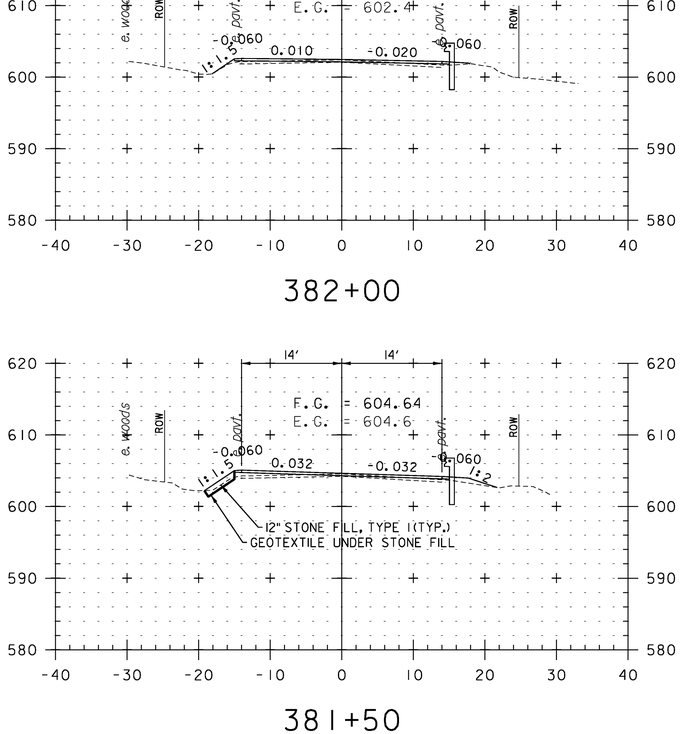
PROJECT NAME: WEATHERSFIELD	
PROJECT NUMBER: STP 2913(1)	
FILE NAME: 10c228	PLOT DATE: 2/7/2013
PROJECT LEADER: PTS	DRAWN BY: WWG
DESIGNED BY: NLL	CHECKED BY: PTS
IPARM FILE NAME: p10C228_164	SHEET 164 OF 234



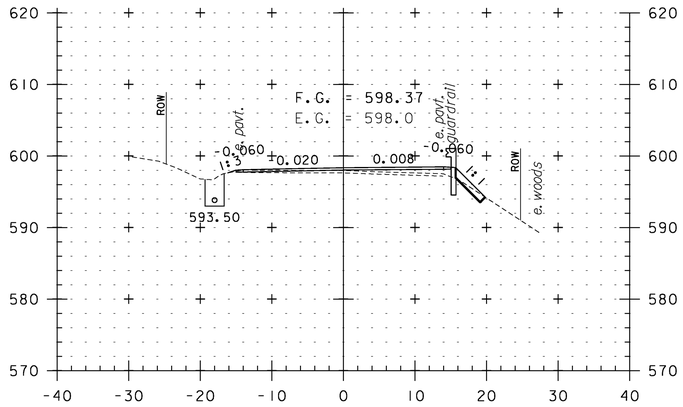
382+50



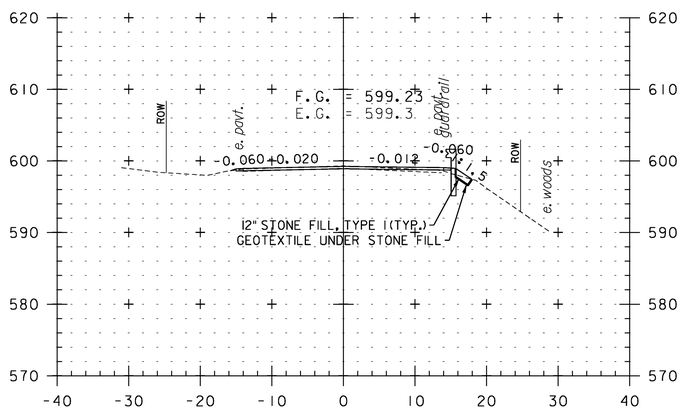
382+00



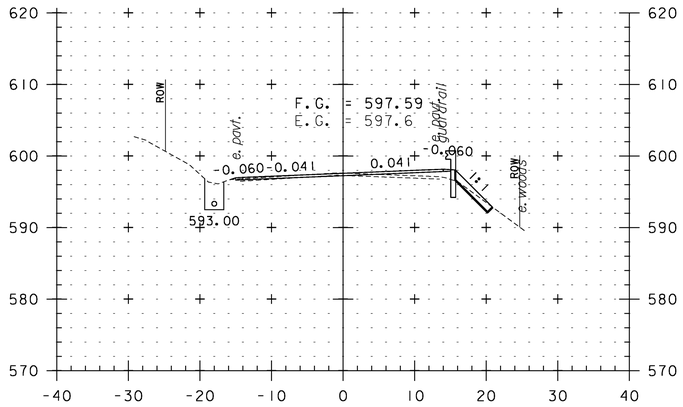
381+50



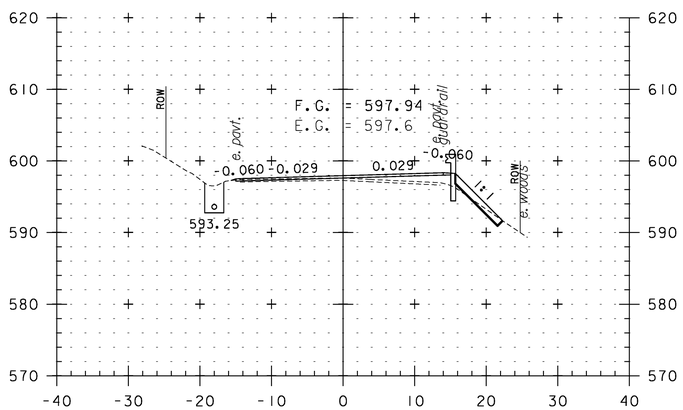
383+50



383+00



384+50



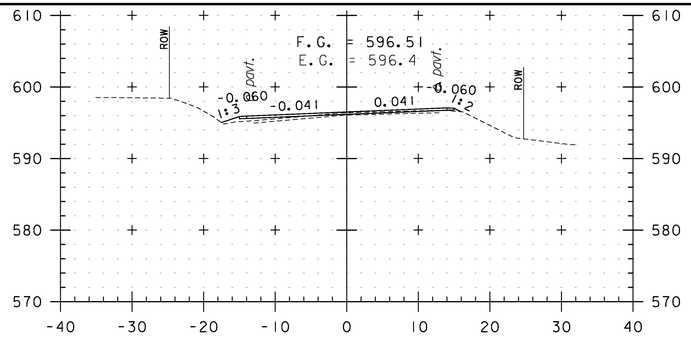
384+00

CROSS SECTION SHEET 75

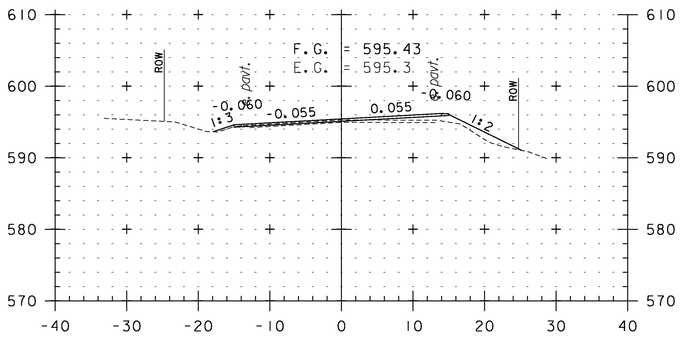
0 10 20
SCALE IN FEET

STA. 381+50 TO STA. 384+50

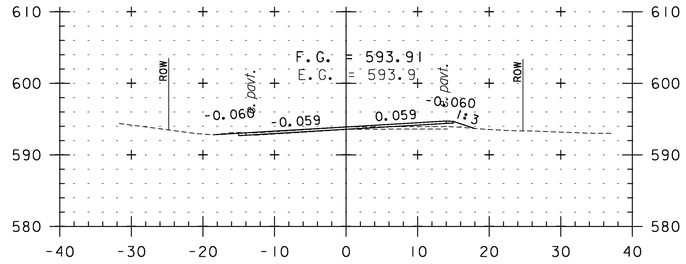
PROJECT NAME: WEATHERSFIELD	
PROJECT NUMBER: STP 2913(1)	
FILE NAME: 10c228	PLOT DATE: 2/7/2013
PROJECT LEADER: PTS	DRAWN BY: WWG
DESIGNED BY: NLL	CHECKED BY: PTS
IPARM FILE NAME: p10C228_165	SHEET 165 OF 234



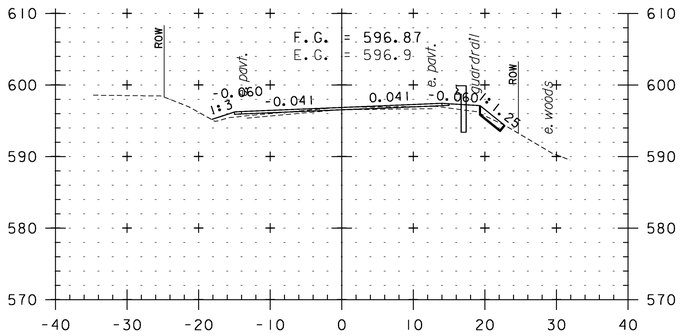
386+00



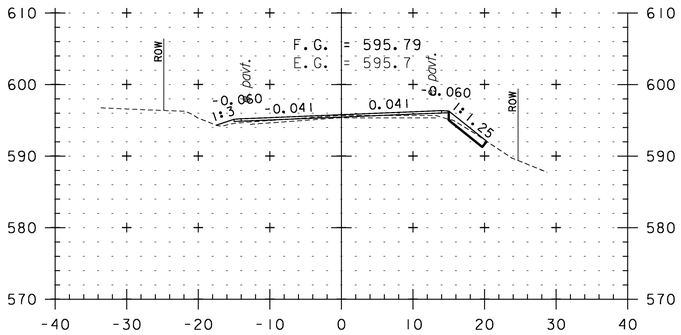
387+50



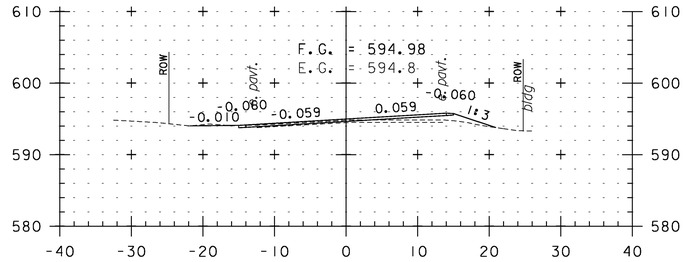
388+50



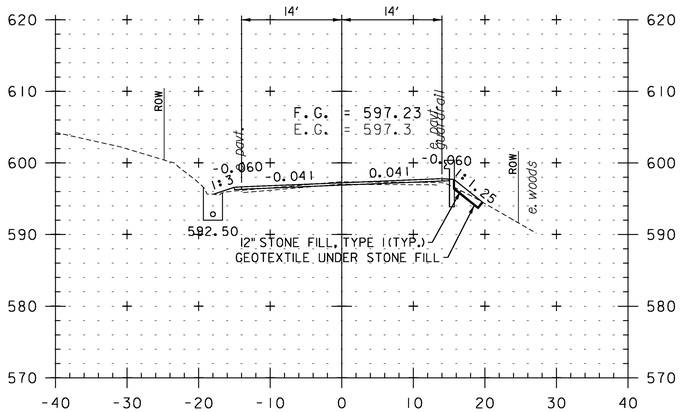
385+50



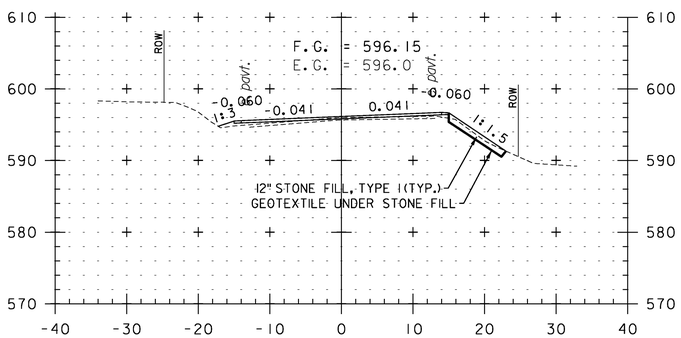
387+00



388+00



385+00



386+50

0 10 20
SCALE IN FEET

STA. 385+00 TO STA. 388+50

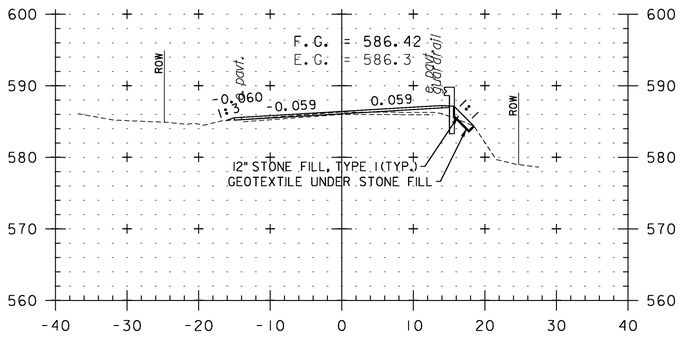
CROSS SECTION SHEET 76

PROJECT NAME: WEATHERSFIELD

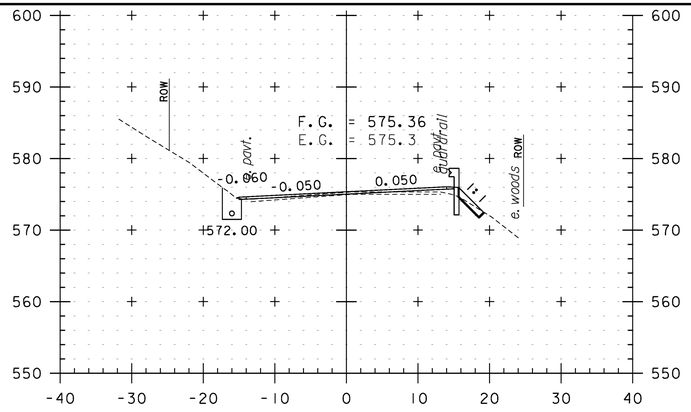
PROJECT NUMBER: STP 2913(1)

FILE NAME: 10c228
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: p10C228_166

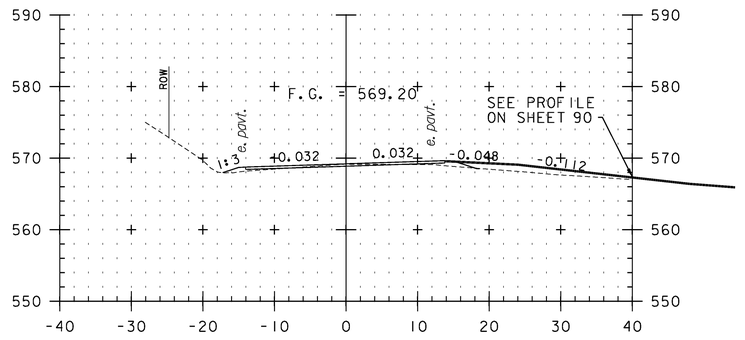
PLOT DATE: 2/7/2013
DRAWN BY: WWG
CHECKED BY: PTS
SHEET 166 OF 234



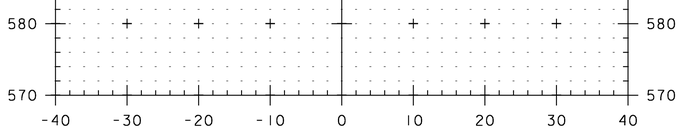
390+00



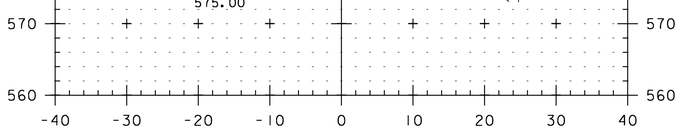
391+50



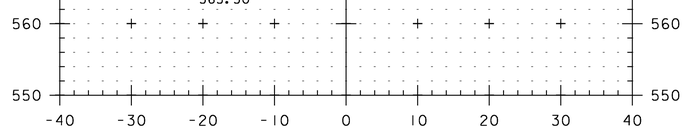
392+53
TH 102



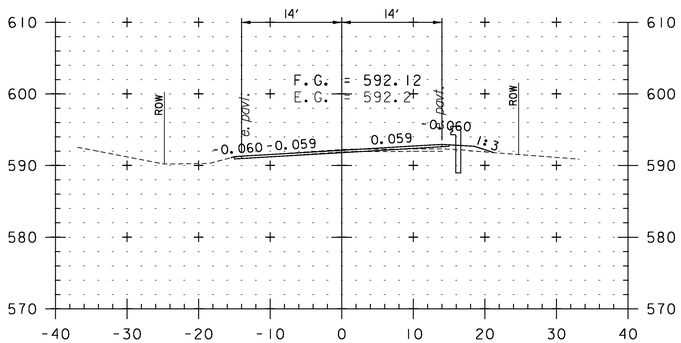
389+50



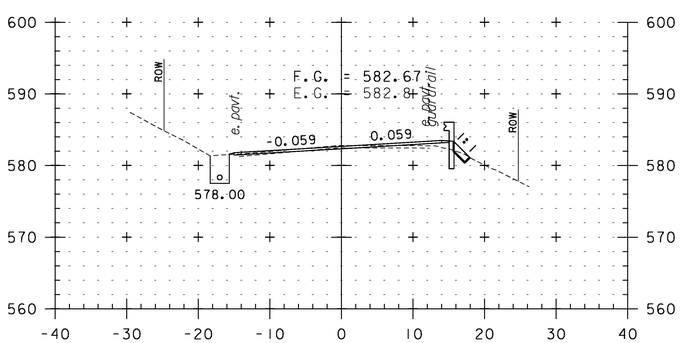
391+00



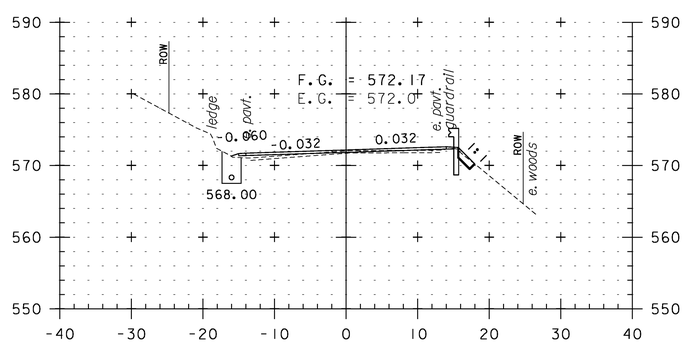
392+50



389+00



390+50



392+00

CROSS SECTION SHEET 77

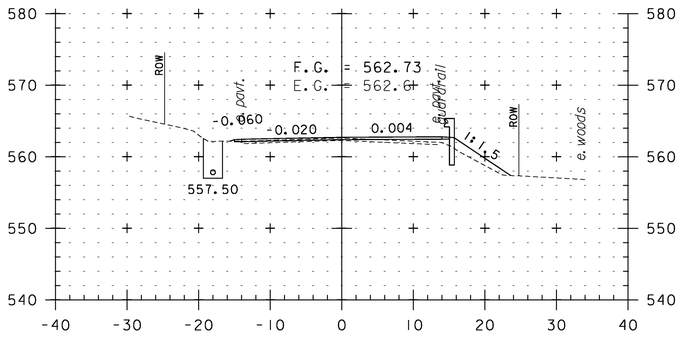
0 10 20
SCALE IN FEET

STA. 389+00 TO STA. 392+53

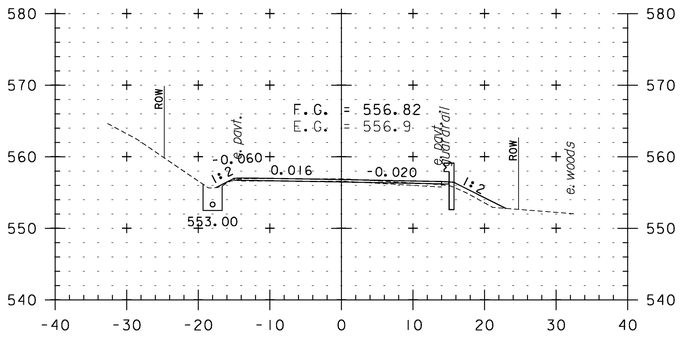
PROJECT NAME: WEATHERSFIELD
PROJECT NUMBER: STP 2913(1)

FILE NAME: 10c228
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: p10C228_167

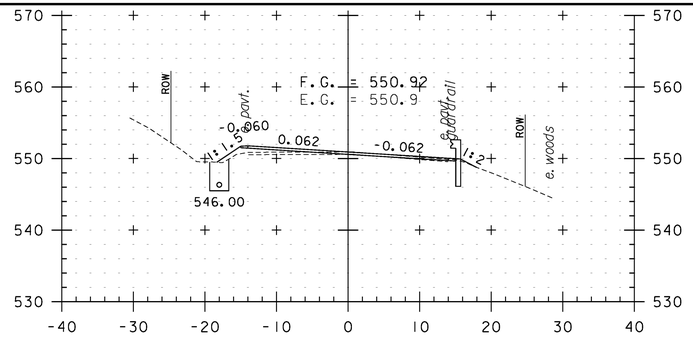
PLOT DATE: 2/7/2013
DRAWN BY: WWG
CHECKED BY: PTS
SHEET 167 OF 234



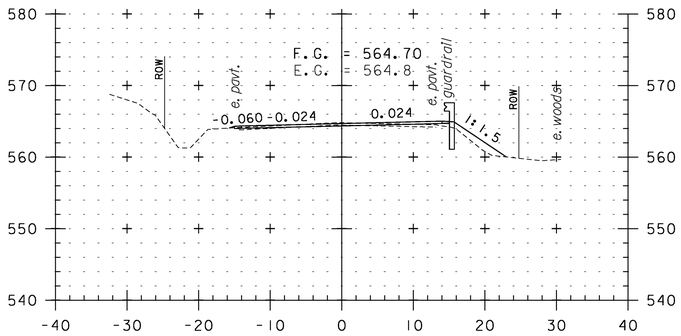
394+00



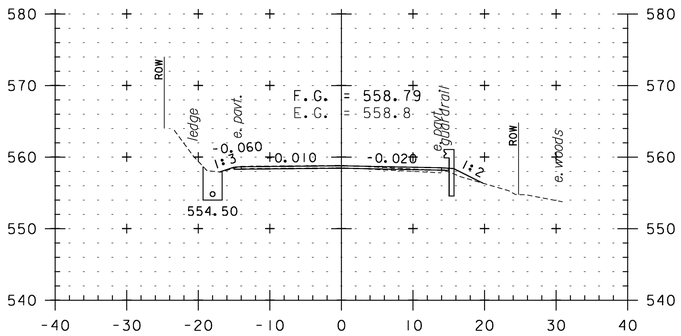
395+50



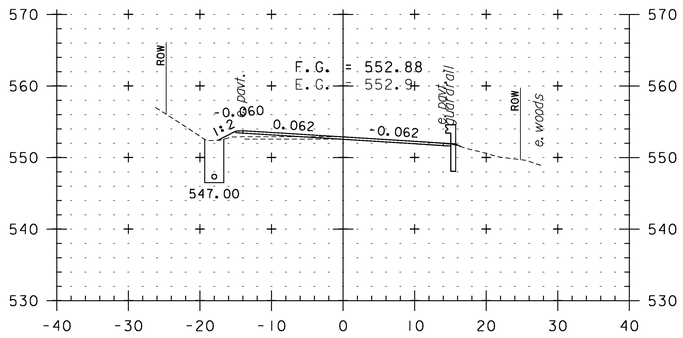
397+00



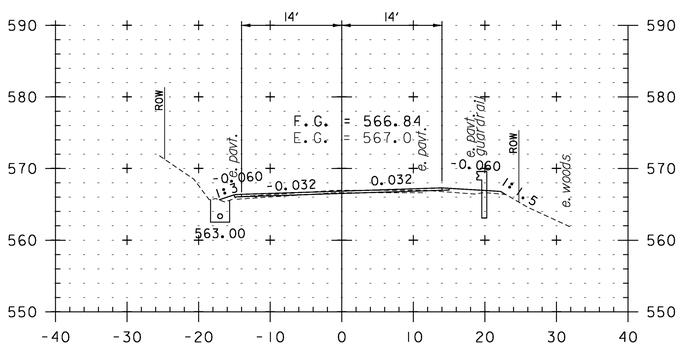
393+50



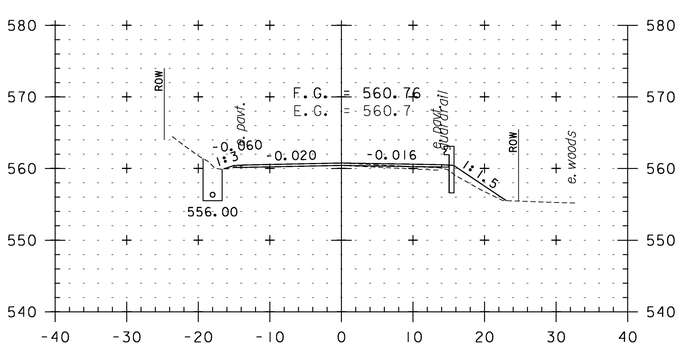
395+00



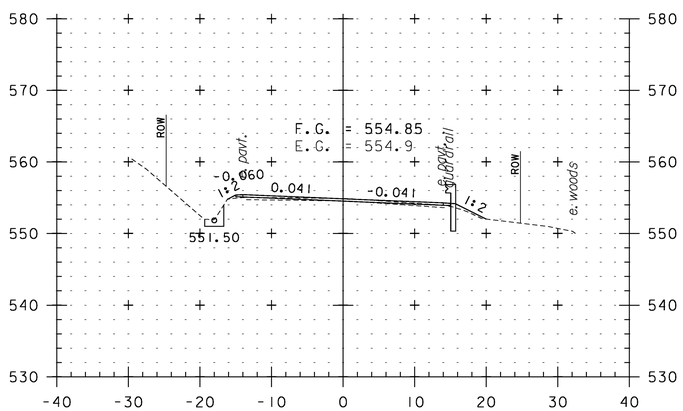
396+50



393+00



394+50



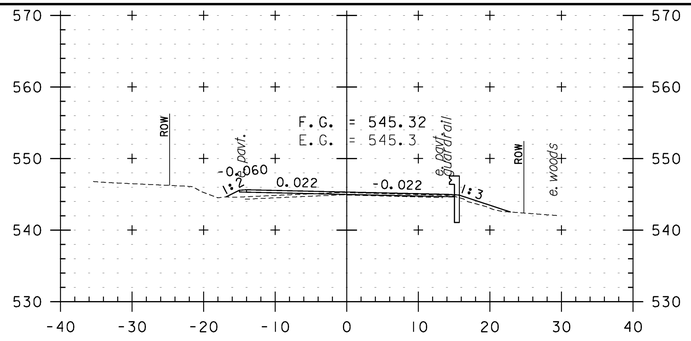
396+00

CROSS SECTION SHEET 78

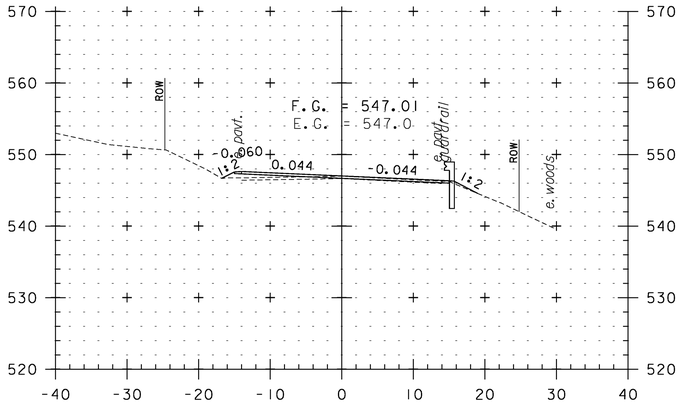
0 10 20
SCALE IN FEET

STA. 393+00 TO STA. 397+00

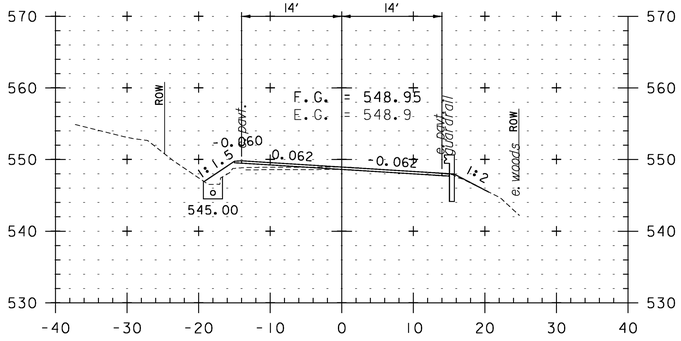
PROJECT NAME: WEATHERSFIELD	
PROJECT NUMBER: STP 2913(1)	
FILE NAME: 10c228	PLOT DATE: 2/7/2013
PROJECT LEADER: PTS	DRAWN BY: WWG
DESIGNED BY: NLL	CHECKED BY: PTS
IPARM FILE NAME: p10C228_168	SHEET 168 OF 234



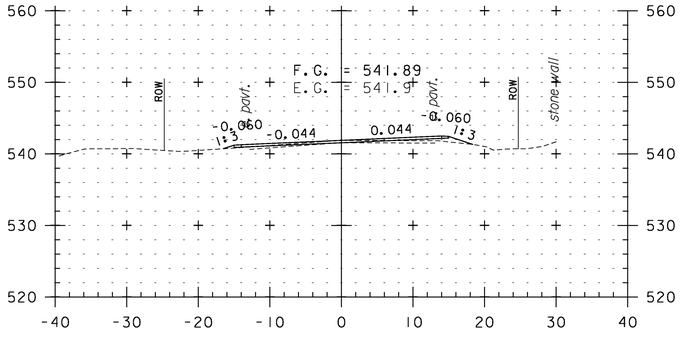
398+50



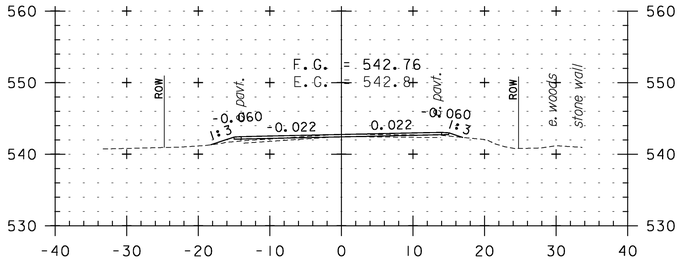
398+00



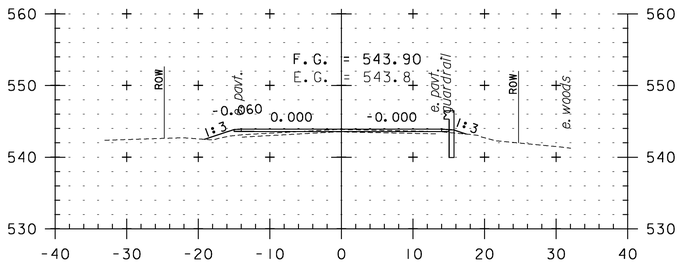
397+50



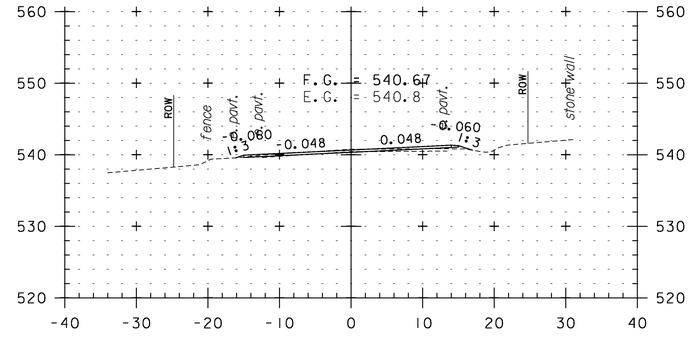
400+00



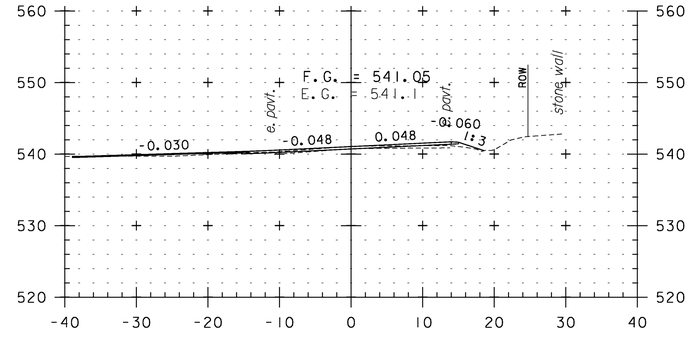
399+50



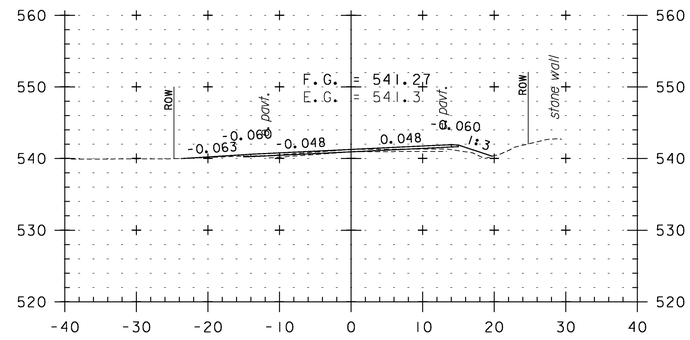
399+00



401+00



400+65
TH 88



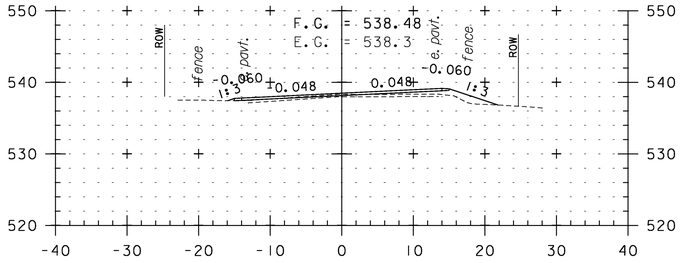
400+50

0 10 20
SCALE IN FEET

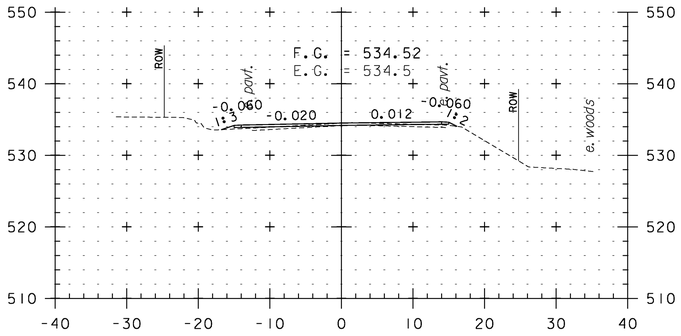
STA. 397+50 TO STA. 401+00

CROSS SECTION SHEET 79

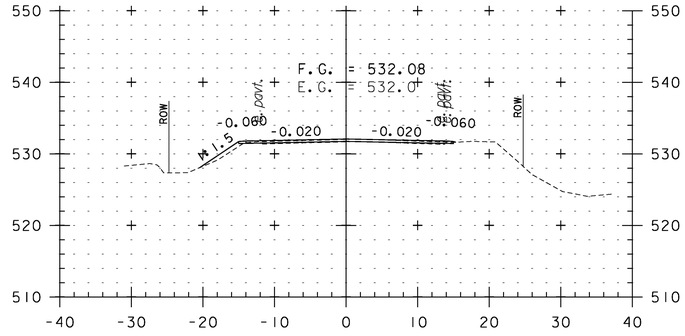
PROJECT NAME:	WEATHERSFIELD
PROJECT NUMBER:	STP 2913(1)
FILE NAME: 10c228	PLOT DATE: 2/7/2013
PROJECT LEADER: PTS	DRAWN BY: WWG
DESIGNED BY: NLL	CHECKED BY: PTS
IPARM FILE NAME: p10C228_169	SHEET 169 OF 234



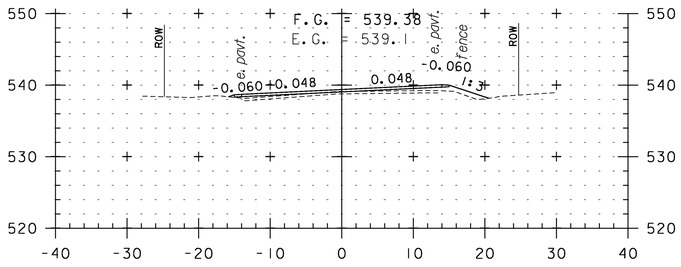
402+50



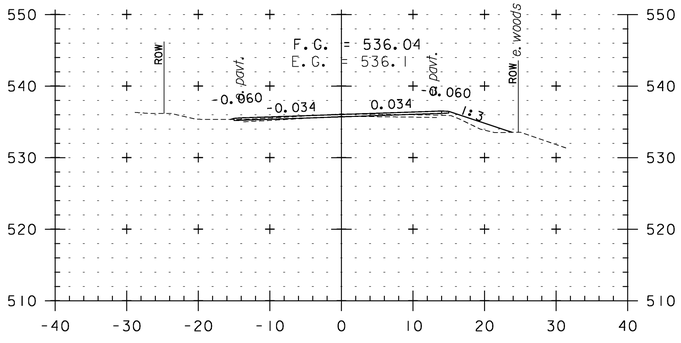
404+00



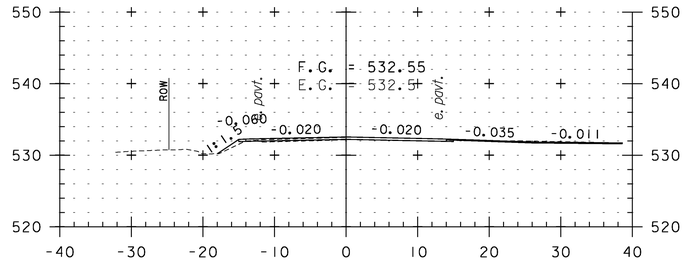
405+00



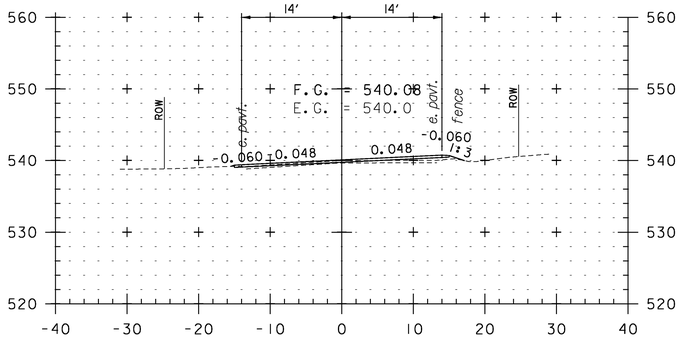
402+00



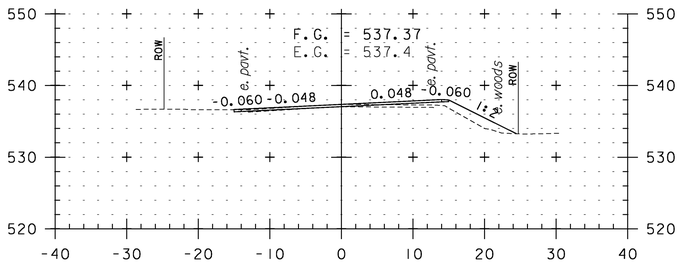
403+50



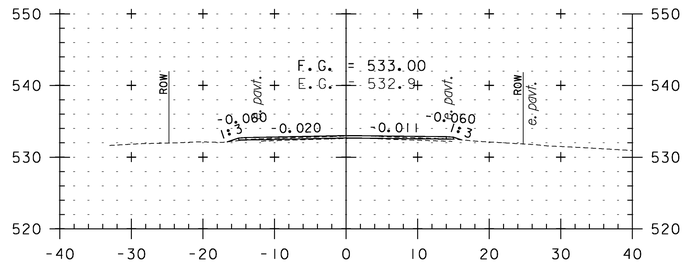
404+70
TH 46



401+50



403+00



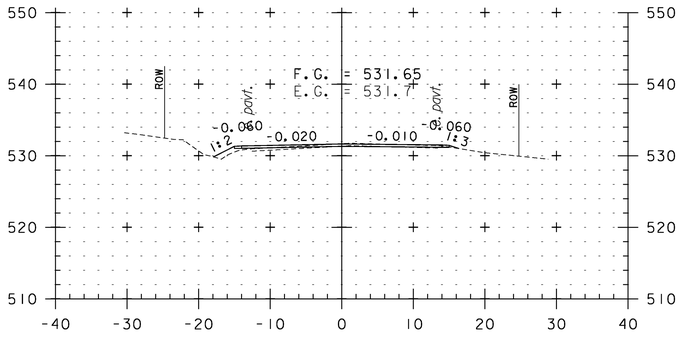
404+50

CROSS SECTION SHEET 80

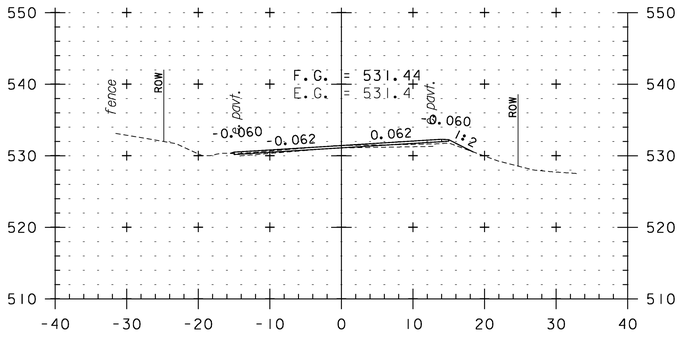
0 10 20
SCALE IN FEET

STA. 401+50 TO STA. 405+00

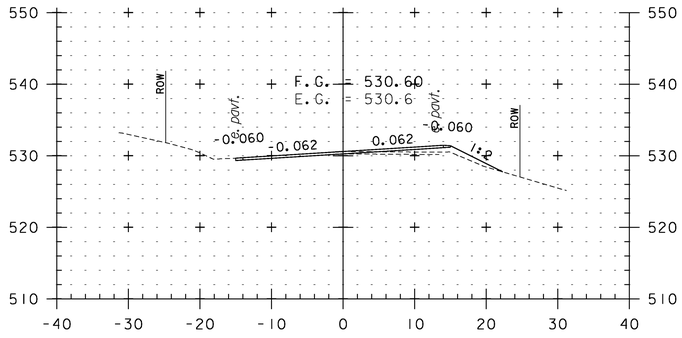
PROJECT NAME: WEATHERSFIELD	
PROJECT NUMBER: STP 2913(1)	
FILE NAME: 10c228	PLOT DATE: 2/7/2013
PROJECT LEADER: PTS	DRAWN BY: WWG
DESIGNED BY: NLL	CHECKED BY: PTS
IPARM FILE NAME: p10C228_170	SHEET 170 OF 234



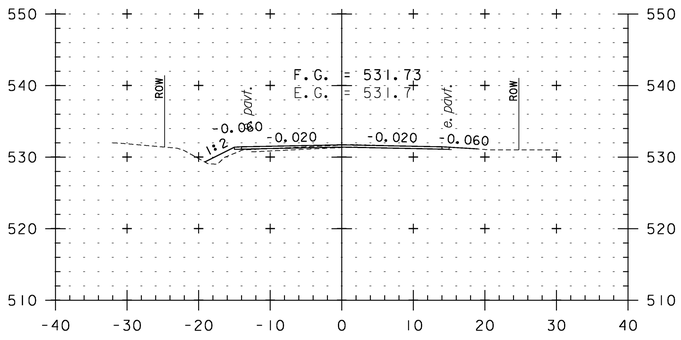
406+50



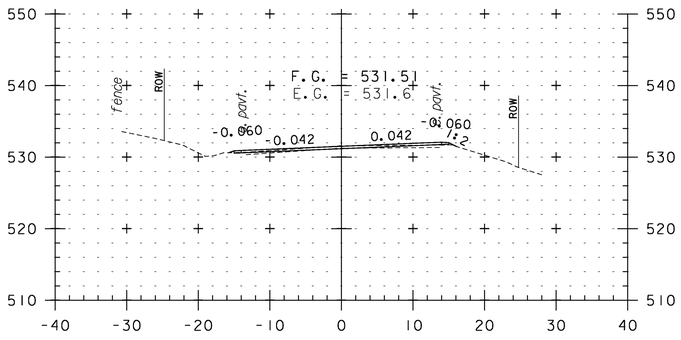
408+00



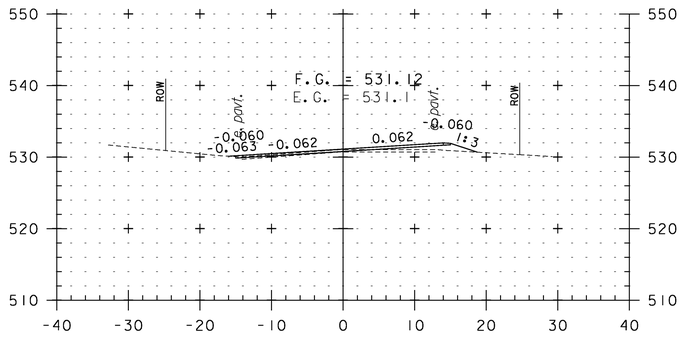
409+50



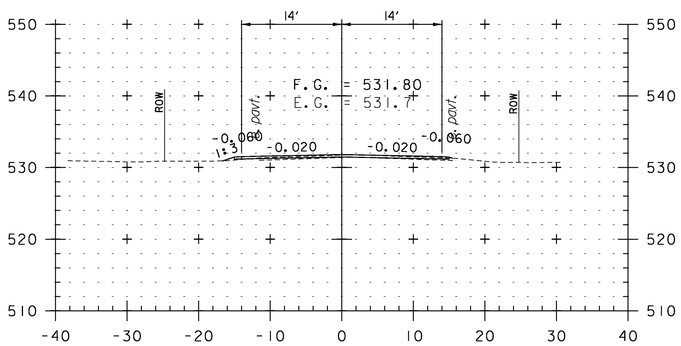
406+00



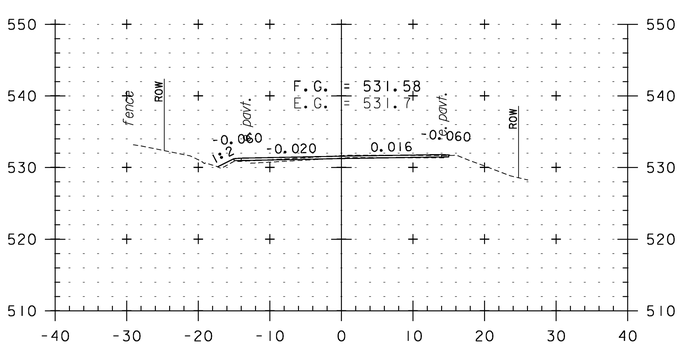
407+50



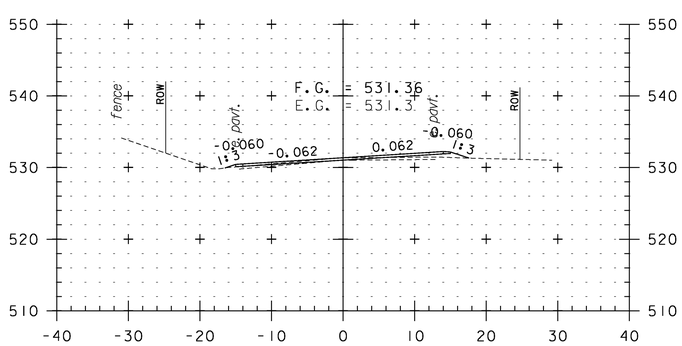
409+00



405+50



407+00



408+50

0 10 20
SCALE IN FEET

STA. 405+50 TO STA. 409+50

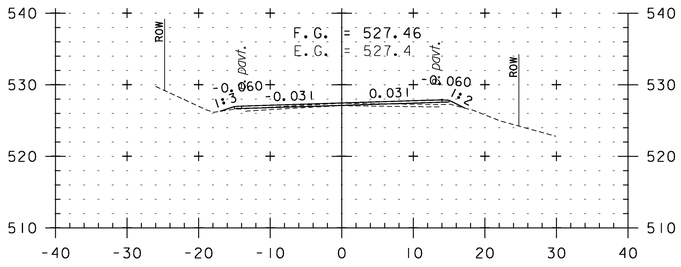
CROSS SECTION SHEET 81

PROJECT NAME: WEATHERSFIELD

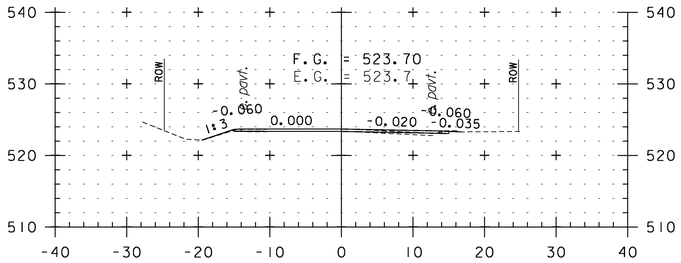
PROJECT NUMBER: STP 2913(1)

FILE NAME: 10c228
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: p10C228_171

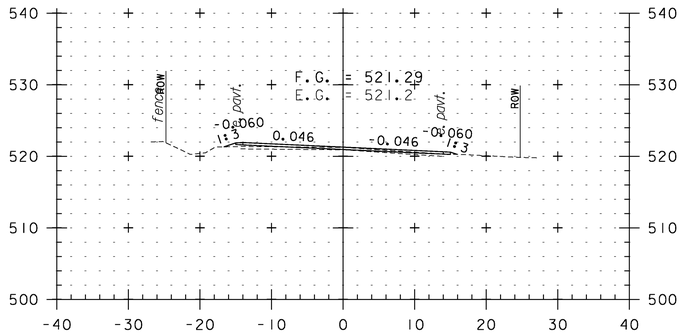
PLOT DATE: 2/7/2013
DRAWN BY: WWG
CHECKED BY: PTS
SHEET 171 OF 234



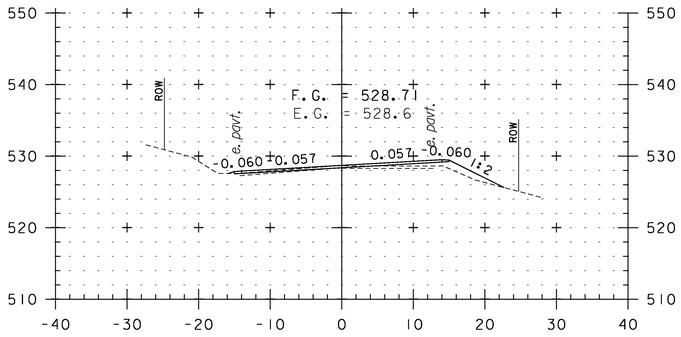
411+00



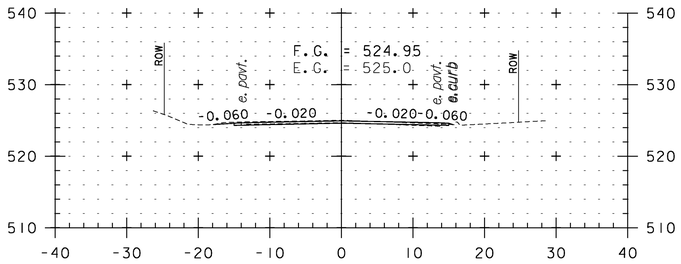
412+50



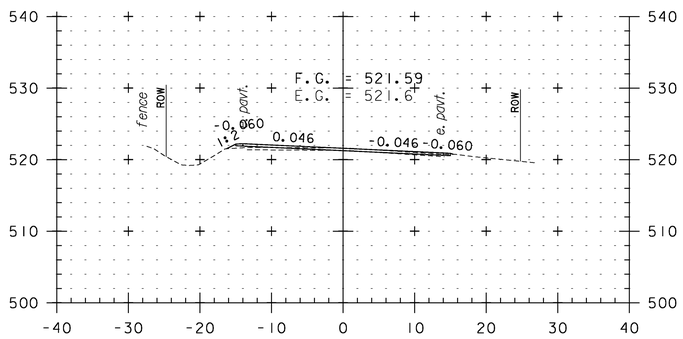
414+00



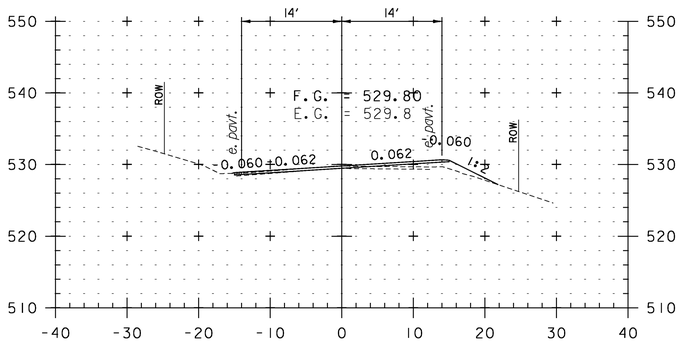
410+50



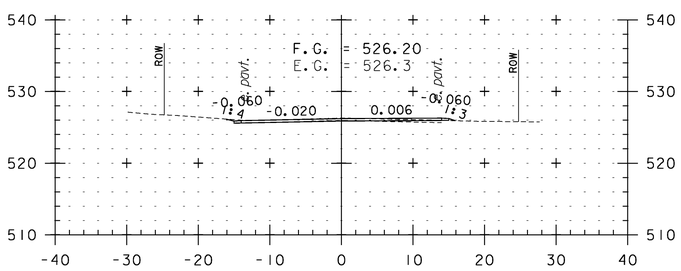
412+00



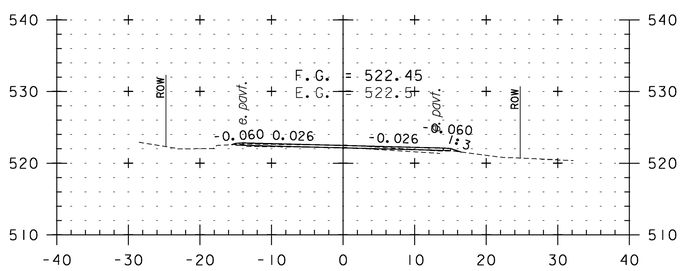
413+50



410+00



411+50



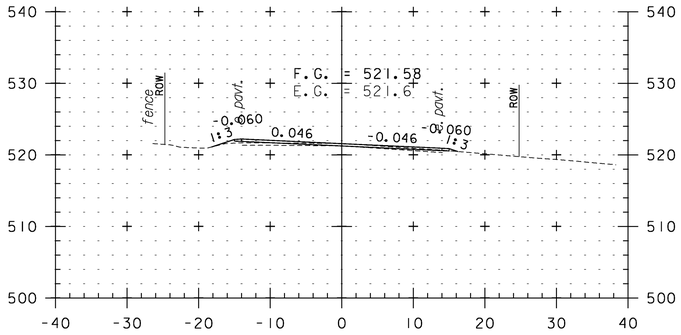
413+00

CROSS SECTION SHEET 82

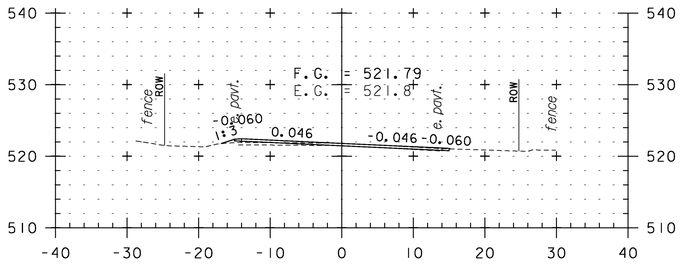
0 10 20
SCALE IN FEET

STA. 410+00 TO STA. 414+00

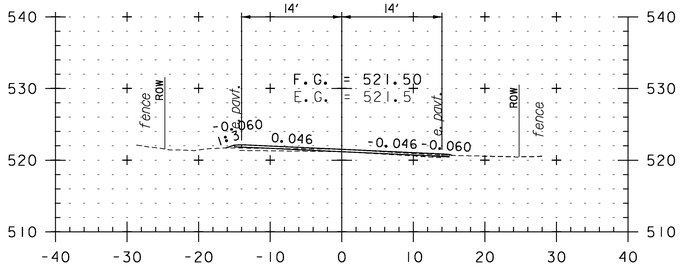
PROJECT NAME: WEATHERSFIELD	
PROJECT NUMBER: STP 2913(1)	
FILE NAME: 10c228	PLOT DATE: 2/7/2013
PROJECT LEADER: PTS	DRAWN BY: WWG
DESIGNED BY: NLL	CHECKED BY: PTS
IPARM FILE NAME: p10C228_172	SHEET 172 OF 234



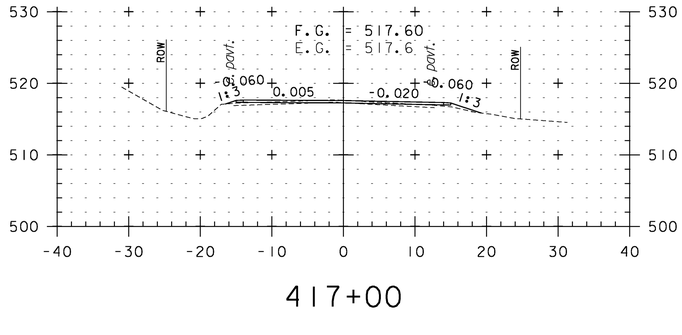
415+50



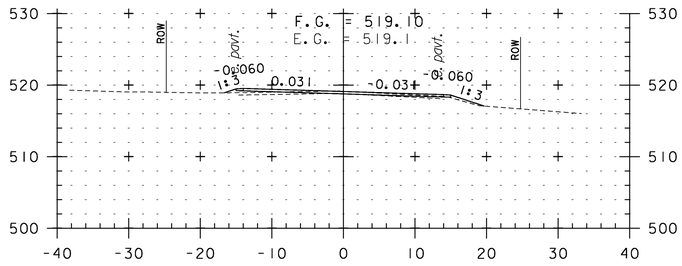
415+00



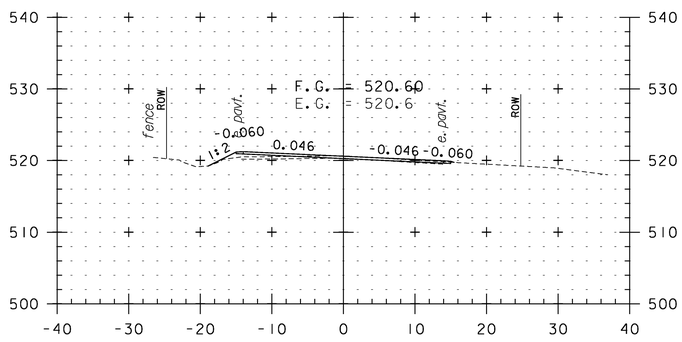
414+50



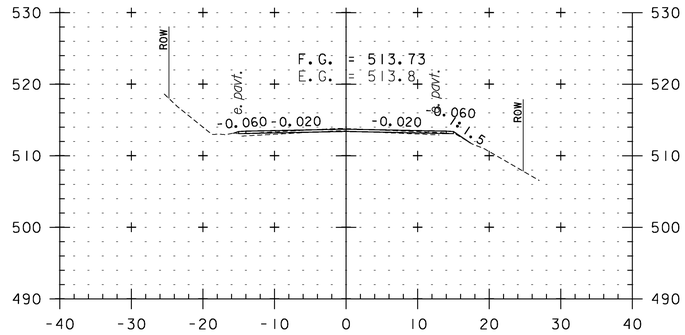
417+00



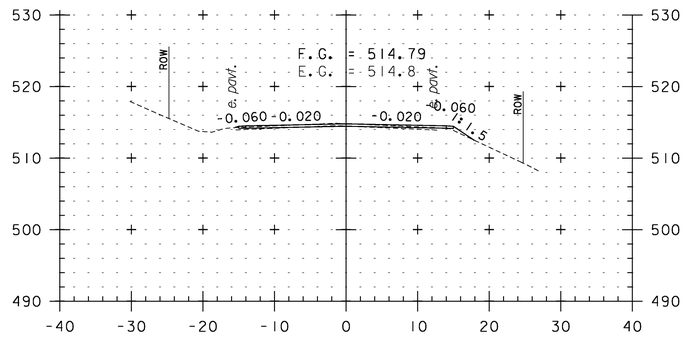
416+50



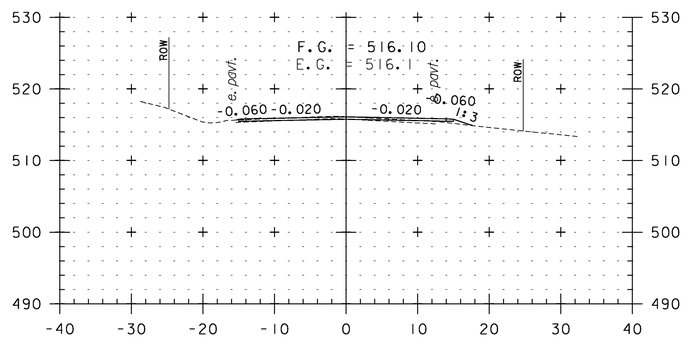
416+00



418+50



418+00



417+50

CROSS SECTION SHEET 83

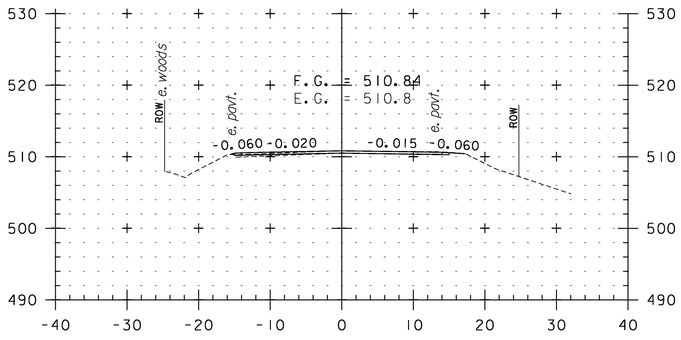
0 10 20
SCALE IN FEET

STA. 414+50 TO STA. 418+50

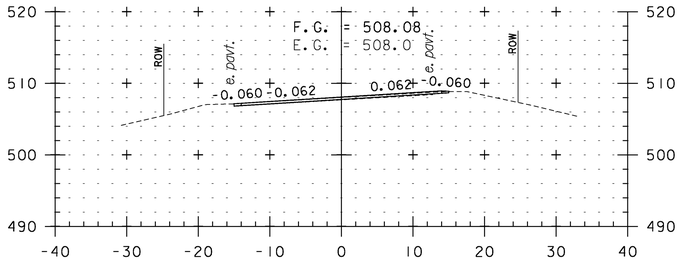
PROJECT NAME: WEATHERSFIELD
PROJECT NUMBER: STP 2913(1)

FILE NAME: 10c228
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: p10C228_173

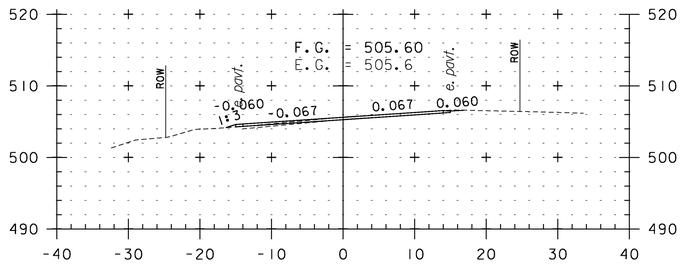
PLOT DATE: 2/7/2013
DRAWN BY: WWG
CHECKED BY: PTS
SHEET 173 OF 234



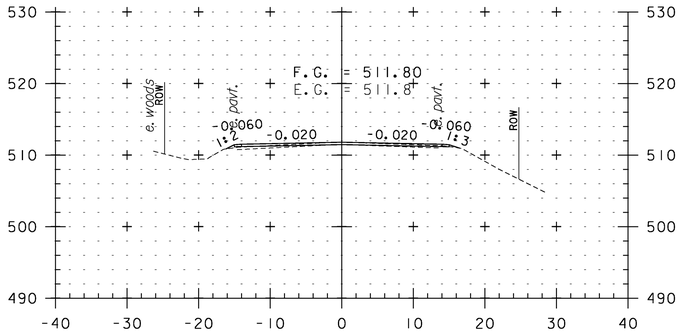
420+00



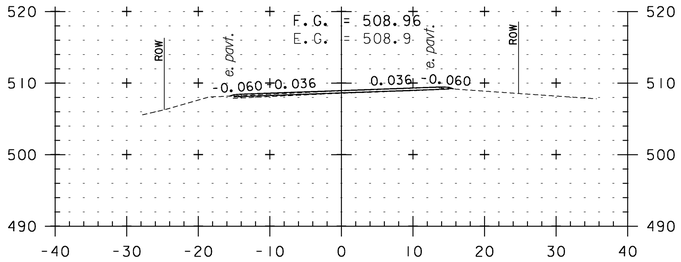
421+50



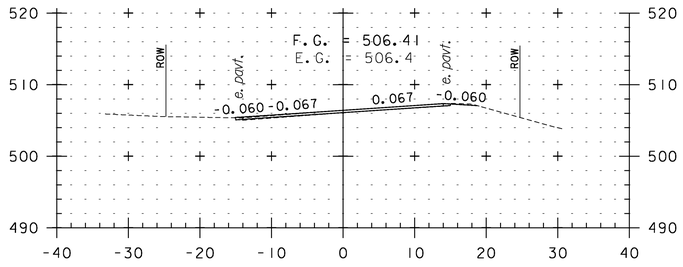
423+00



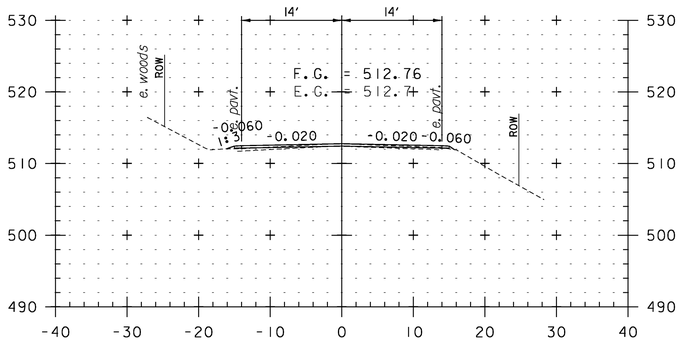
419+50



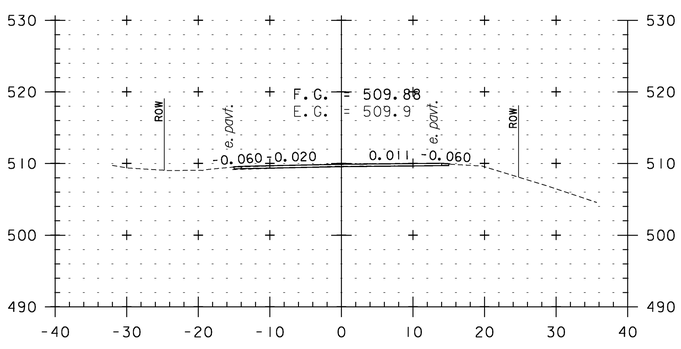
421+00



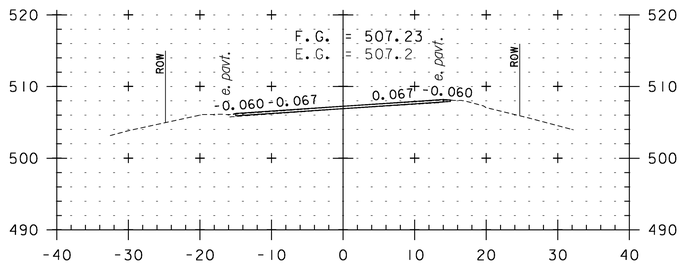
422+50



419+00



420+50



422+00

0 10 20
SCALE IN FEET

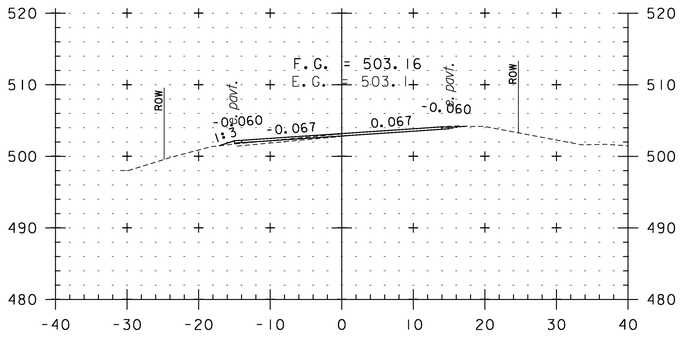
STA. 419+00 TO STA. 423+00

CROSS SECTION SHEET 84

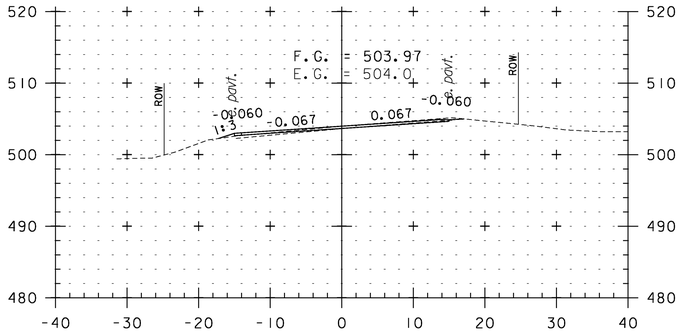
PROJECT NAME: WEATHERSFIELD
PROJECT NUMBER: STP 2913(1)

FILE NAME: 10c228
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: p10C228_174

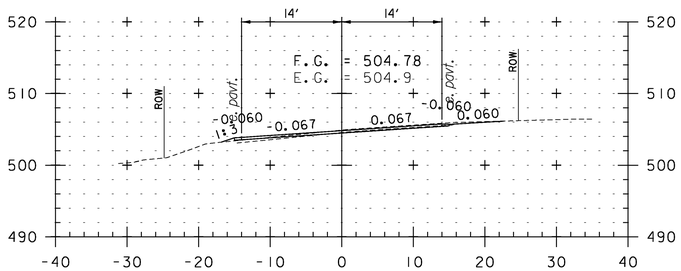
PLOT DATE: 2/7/2013
DRAWN BY: WWG
CHECKED BY: PTS
SHEET 174 OF 234



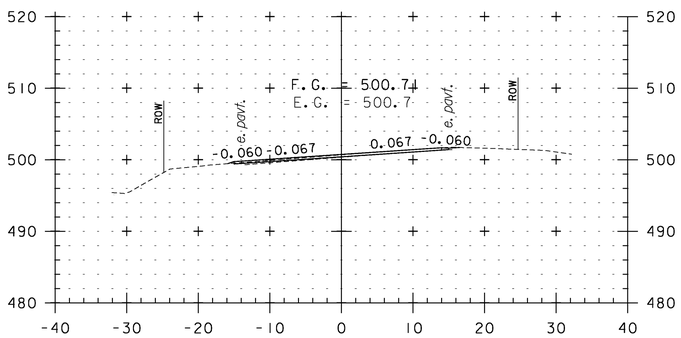
424+50



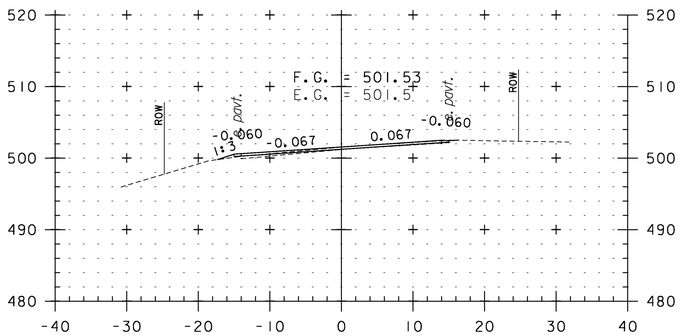
424+00



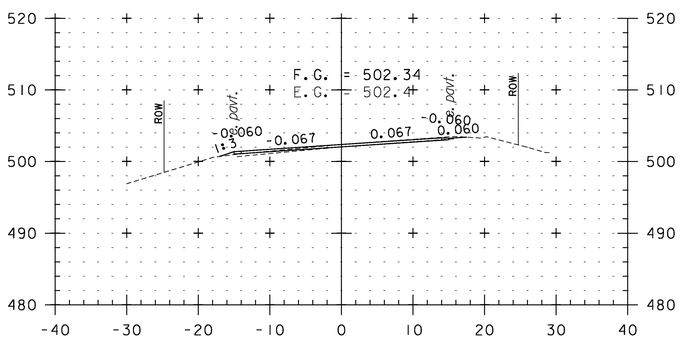
423+50



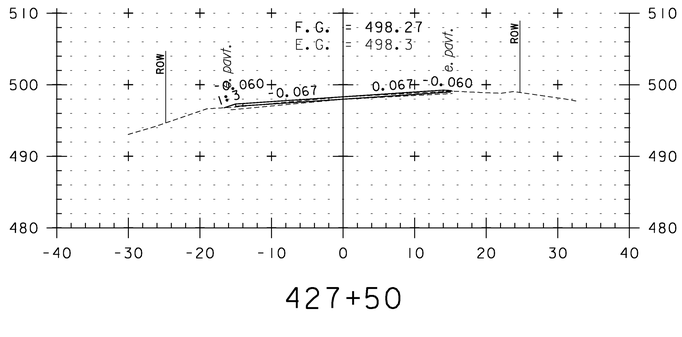
426+00



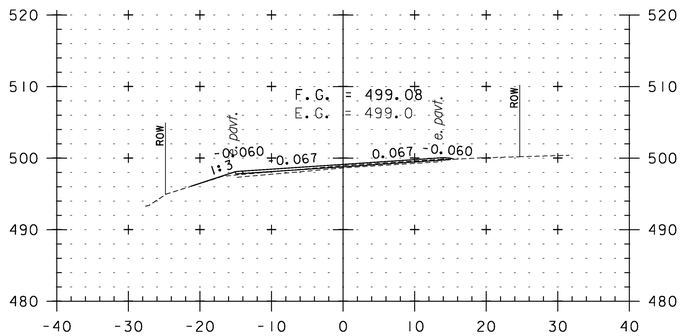
425+50



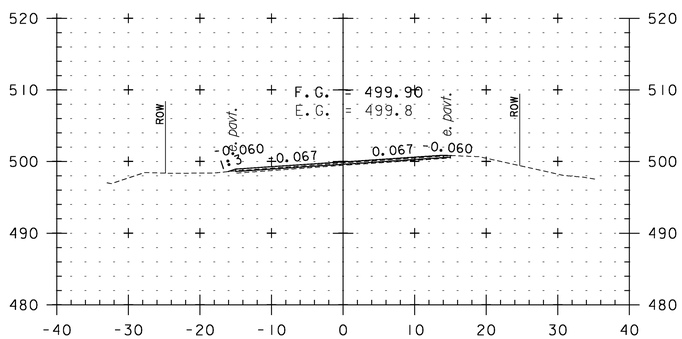
425+00



427+50



427+00



426+50

CROSS SECTION SHEET 85

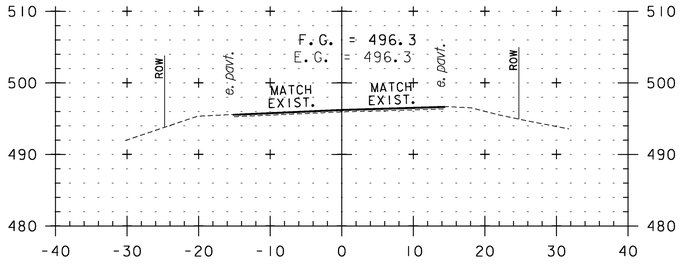
0 10 20
SCALE IN FEET

STA. 423+50 TO STA. 427+50

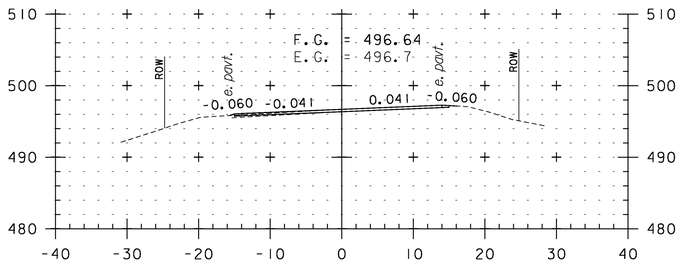
PROJECT NAME: WEATHERSFIELD
PROJECT NUMBER: STP 2913(1)

FILE NAME: 10c228
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: p10C228_175

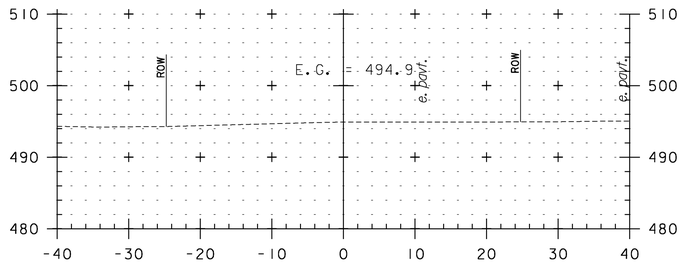
PLOT DATE: 2/7/2013
DRAWN BY: WWG
CHECKED BY: PTS
SHEET 175 OF 234



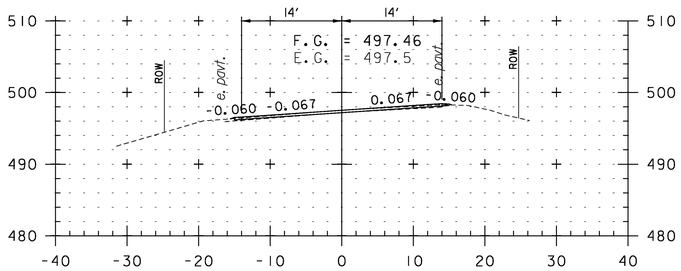
428+75
END PROJECT



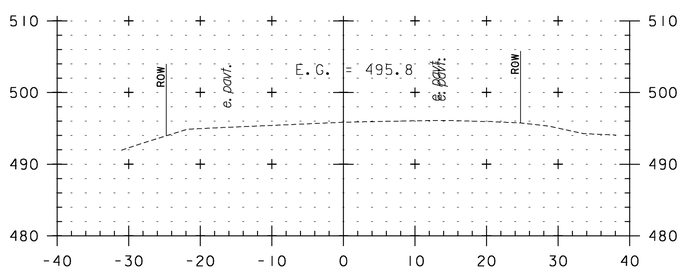
428+50



429+50



428+00



429+00

0 10 20
SCALE IN FEET

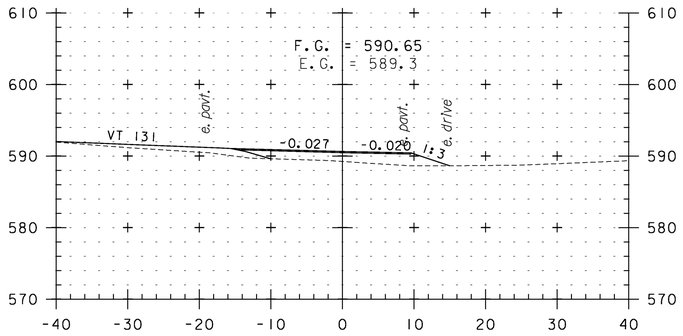
STA. 428+00 TO STA. 429+50

CROSS SECTION SHEET 86

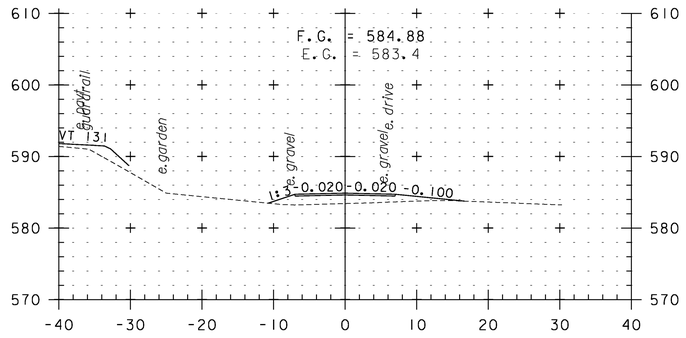
PROJECT NAME: WEATHERSFIELD
PROJECT NUMBER: STP 2913(1)

FILE NAME: 10c228
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: p10C228_176

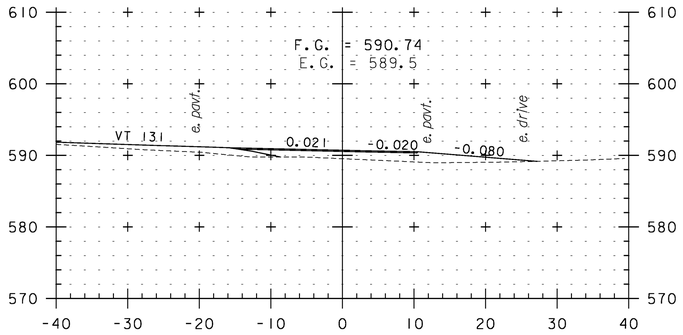
PLOT DATE: 2/7/2013
DRAWN BY: WWG
CHECKED BY: PTS
SHEET 176 OF 234



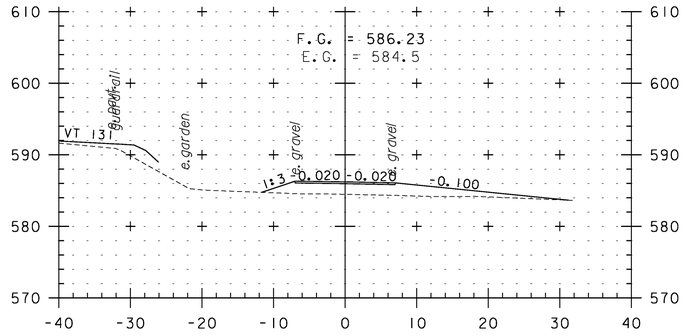
10+25



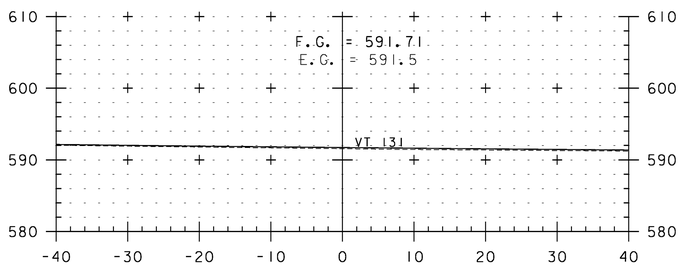
10+75



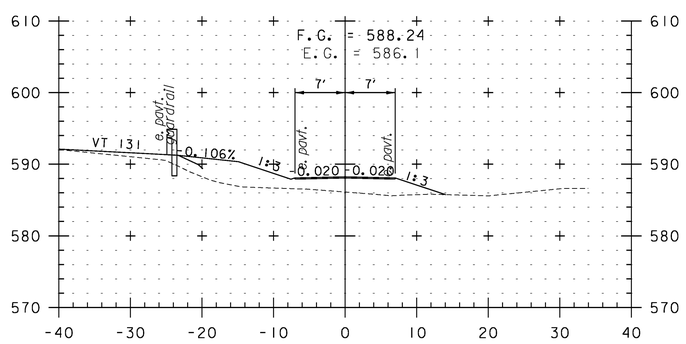
10+22
DRIVE RIGHT



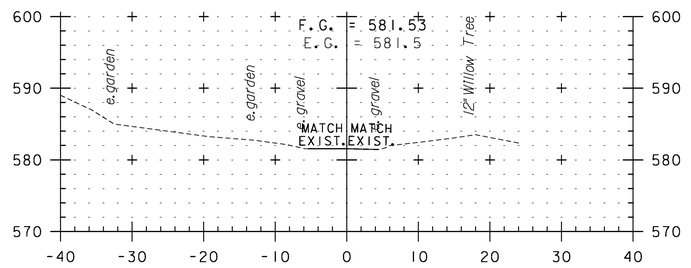
10+65
DRIVE RIGHT



10+00



10+50



11+00

0 10 20
SCALE IN FEET

STA. 10+00 TO STA. 11+00

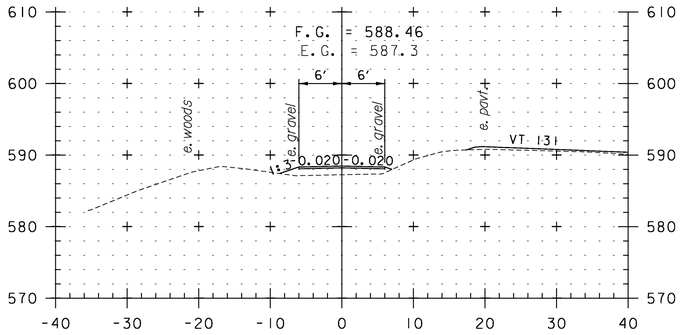
CROSS SECTION TH 94

PROJECT NAME: WEATHERSFIELD

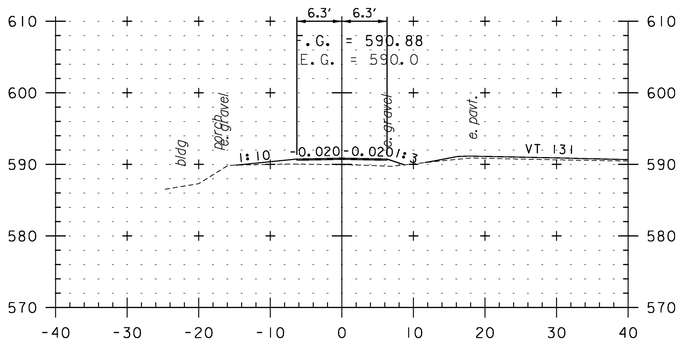
PROJECT NUMBER: STP 2913(I)

FILE NAME: 10c228
PROJECT LEADER: PTS
DESIGNED BY: JLS
IPARM FILE NAME: p10C228_177

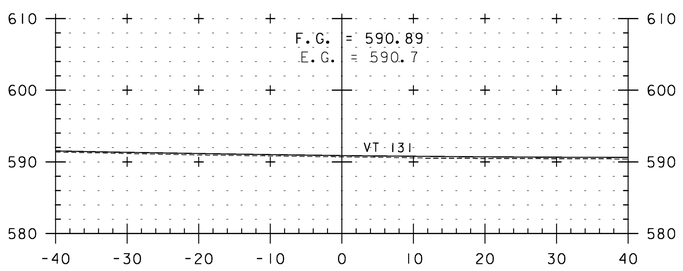
PLOT DATE: 2/7/2013
DRAWN BY: JLS
CHECKED BY: PTS
SHEET 177 OF 234



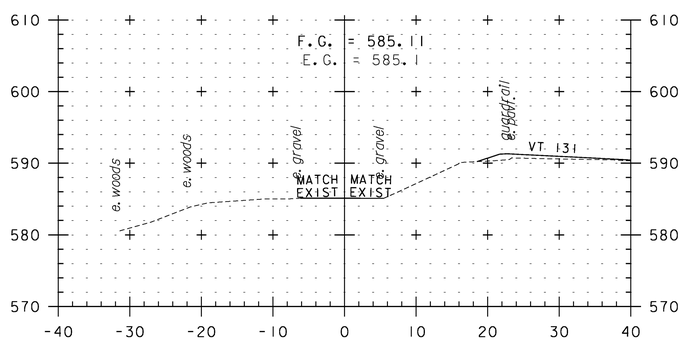
20+50



20+25



20+00



20+75

0 10 20
SCALE IN FEET

STA. 20+00 TO STA. 20+75

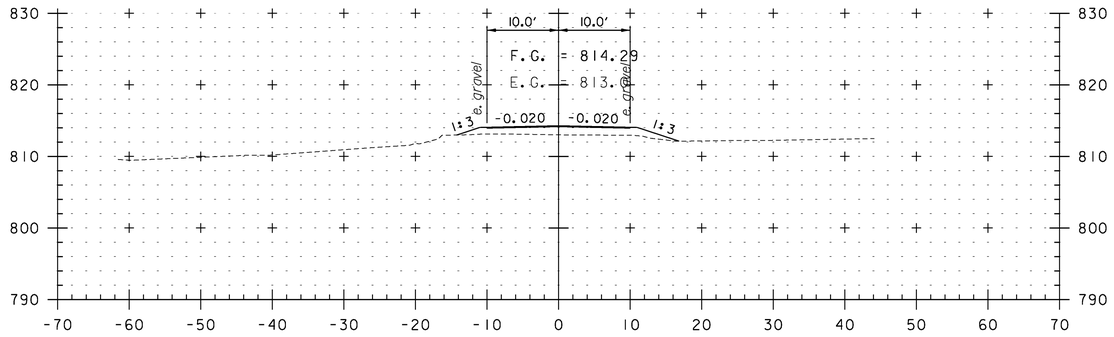
CROSS SECTION TH 94

PROJECT NAME: WEATHERSFIELD

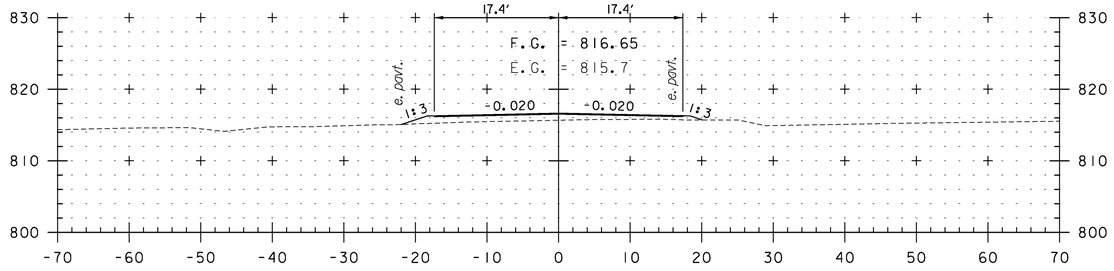
PROJECT NUMBER: STP 2913(I)

FILE NAME: 10c228
PROJECT LEADER: PTS
DESIGNED BY: JLS
IPARM FILE NAME: p10C228_178

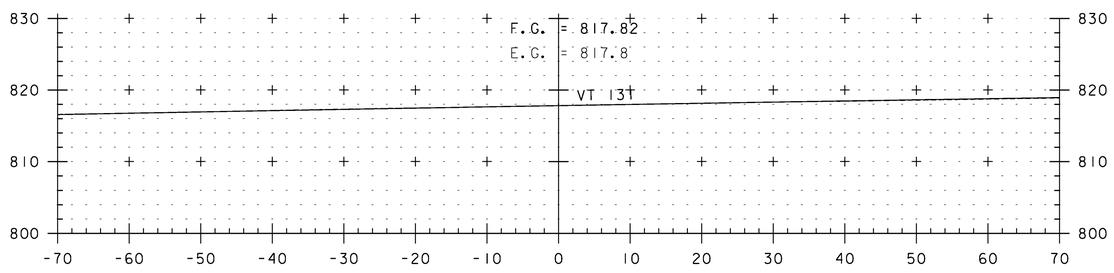
PLOT DATE: 2/7/2013
DRAWN BY: JLS
CHECKED BY: PTS
SHEET 178 OF 234



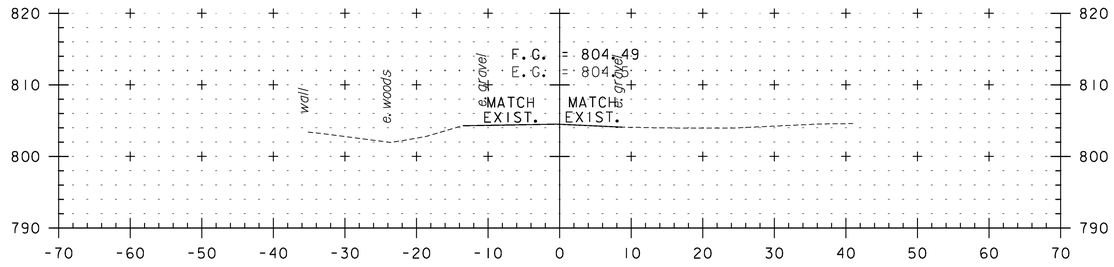
30+50



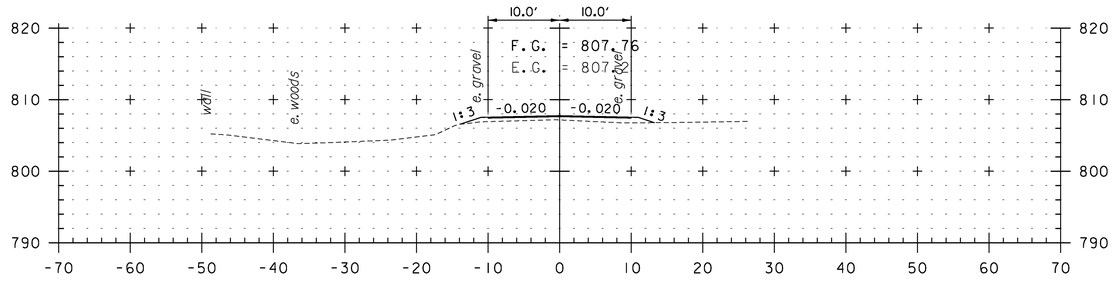
30+25



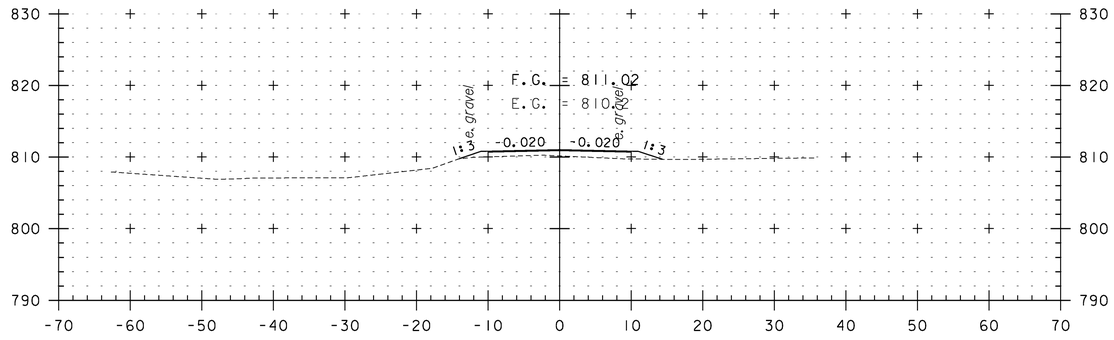
30+00



31+25



31+00



30+75

0 10 20
SCALE IN FEET

STA. 30+00 TO STA. 31+25

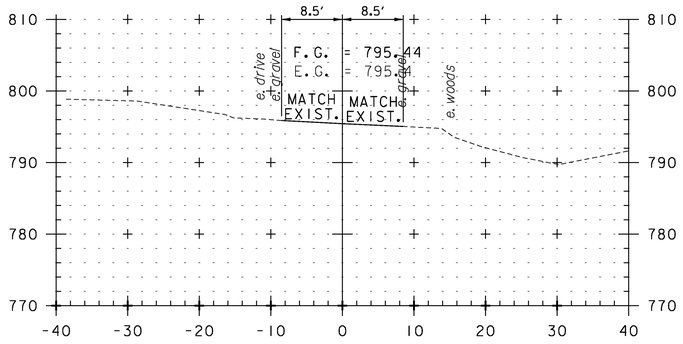
CROSS SECTION TH 4

PROJECT NAME: WEATHERSFIELD

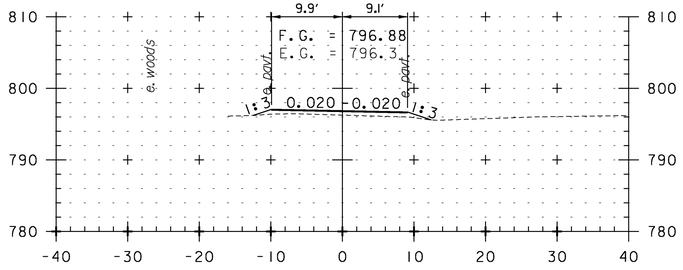
PROJECT NUMBER: STP 2913(I)

FILE NAME: I0c228
PROJECT LEADER: PTS
DESIGNED BY: JLS
IPARM FILE NAME: pI0C228_I79

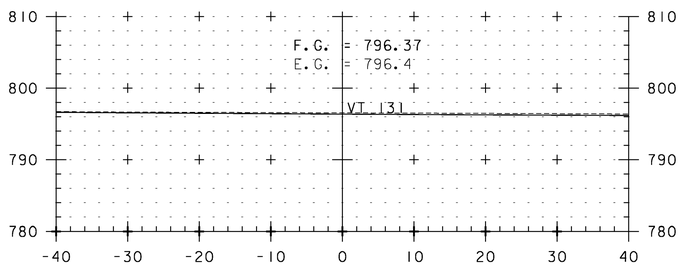
PLOT DATE: 2/7/2013
DRAWN BY: JLS
CHECKED BY: PTS
SHEET I79 OF 234



40+50



40+25



40+00

0 10 20
SCALE IN FEET

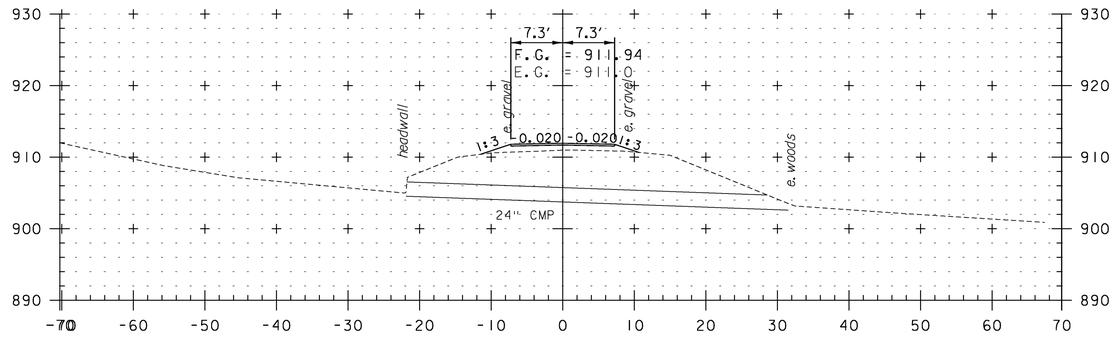
STA. 40+00 TO STA. 40+50

CROSS SECTION TH 65

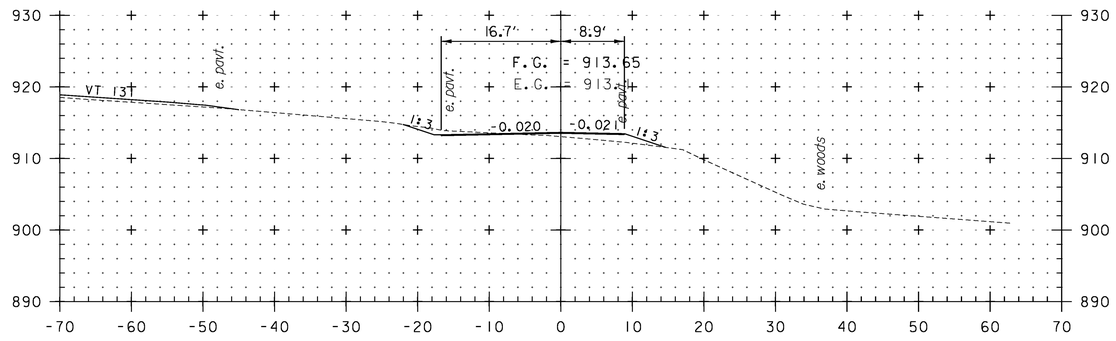
PROJECT NAME: WEATHERSFIELD
PROJECT NUMBER: STP 2913(1)

FILE NAME: 10c228
PROJECT LEADER: PTS
DESIGNED BY: JLS
IPARM FILE NAME: p10C228_180

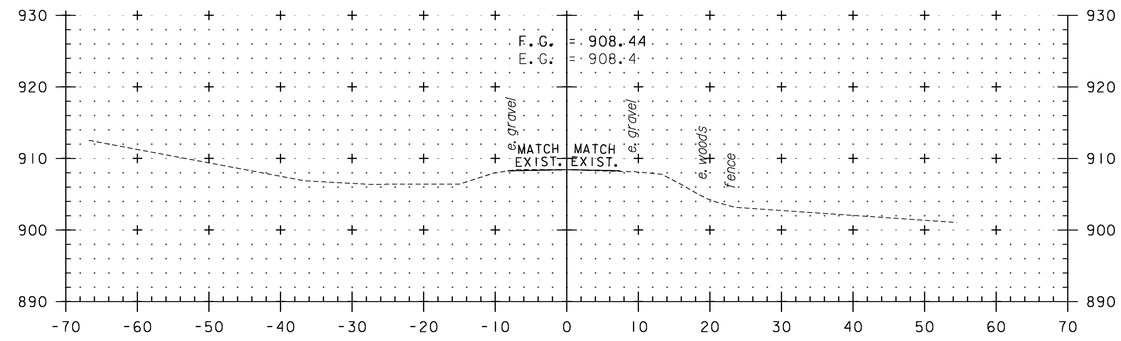
PLOT DATE: 2/7/2013
DRAWN BY: JLS
CHECKED BY: PTS
SHEET 180 OF 234



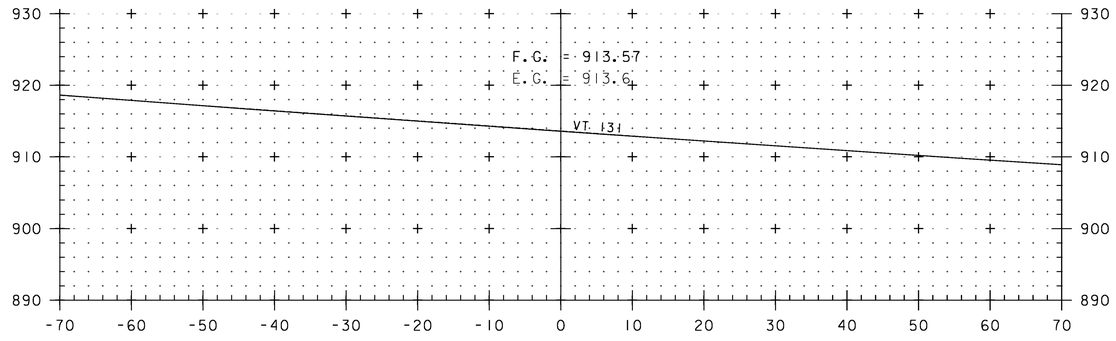
50+46



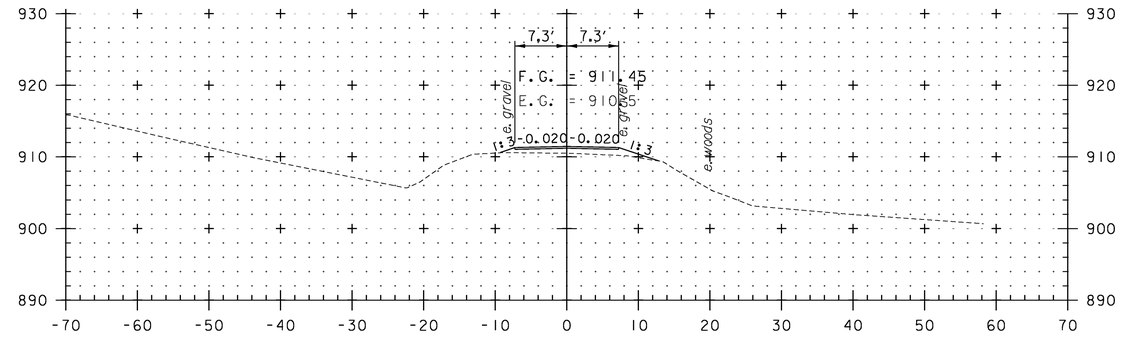
50+25



50+75



50+00



50+50

CROSS SECTION TH 79

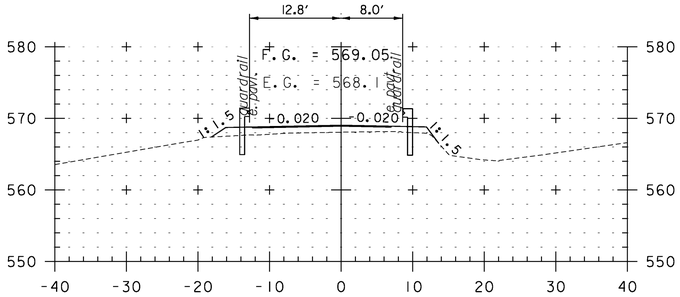
0 10 20
SCALE IN FEET

STA. 50+00 TO STA. 50+75

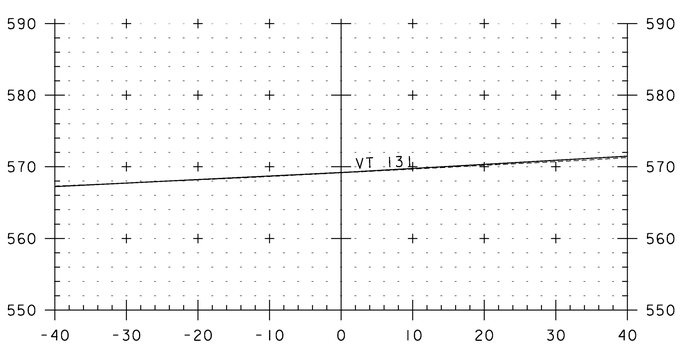
PROJECT NAME: WEATHERSFIELD
PROJECT NUMBER: STP 2913(I)

FILE NAME: 10c228
PROJECT LEADER: PTS
DESIGNED BY: JLS
IPARM FILE NAME: p10C228_181

PLOT DATE: 2/7/2013
DRAWN BY: JLS
CHECKED BY: PTS
SHEET 181 OF 234



60+25



60+00

0 10 20

SCALE IN FEET

STA. 60+00 TO STA. 60+25

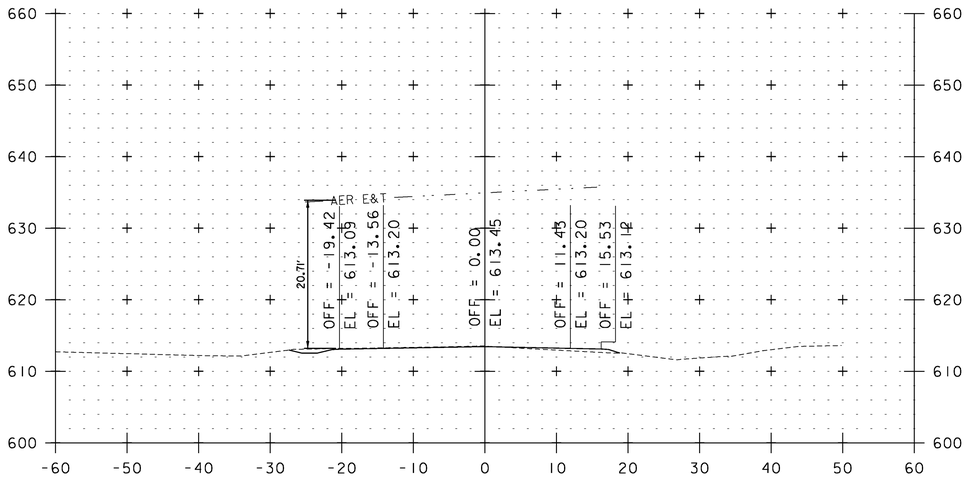
CROSS SECTION TH 102

PROJECT NAME: WEATHERSFIELD

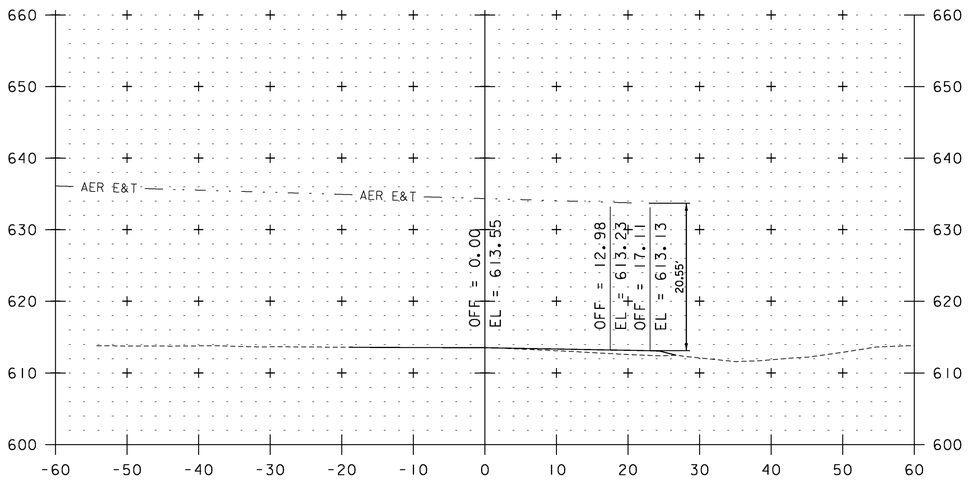
PROJECT NUMBER: STP 2913(I)

FILE NAME: I0c228
PROJECT LEADER: PTS
DESIGNED BY: JLS
IPARM FILE NAME: pI0C228_I82

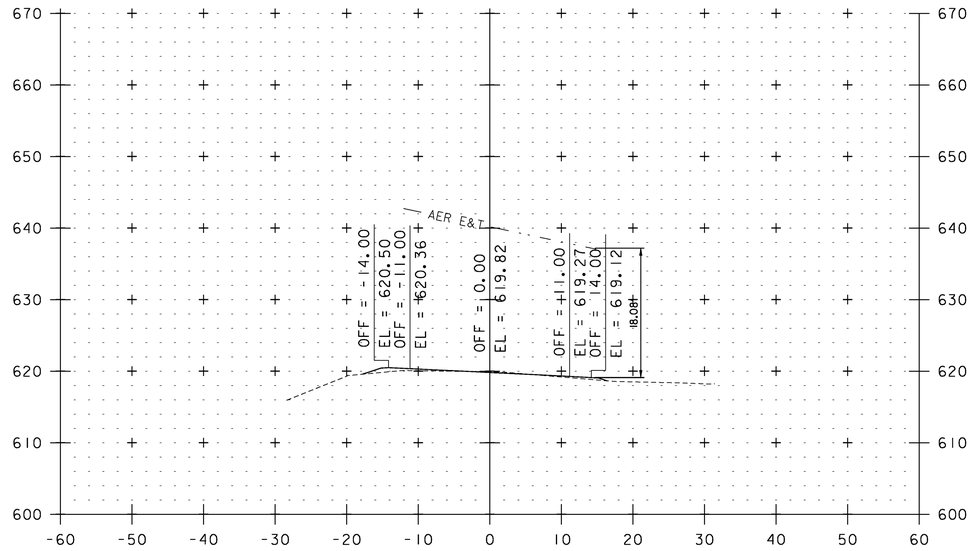
PLOT DATE: 2/7/2013
DRAWN BY: JLS
CHECKED BY: PTS
SHEET I82 OF 234



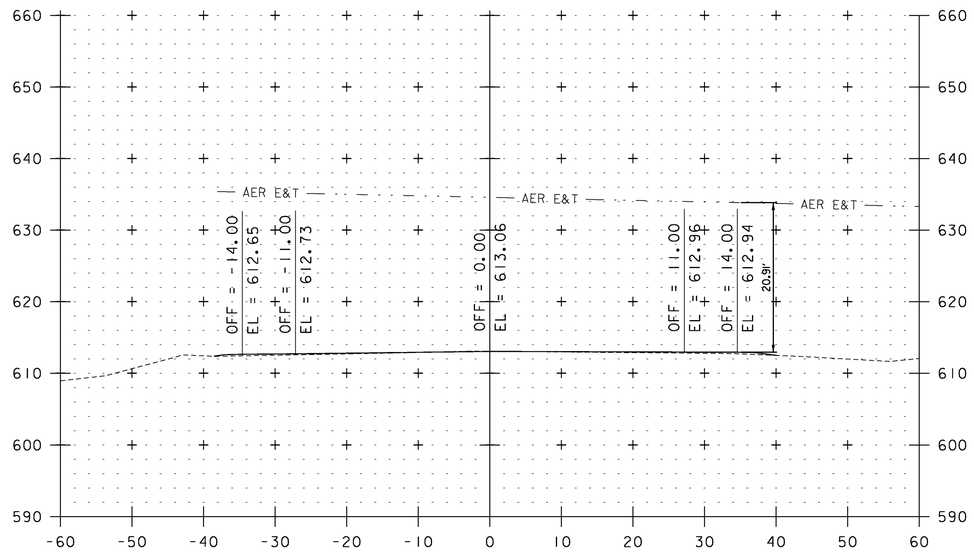
70+50



70+31



75+81



71+29

0 10 20
SCALE IN FEET

STA. 70+31 TO STA. 75+81

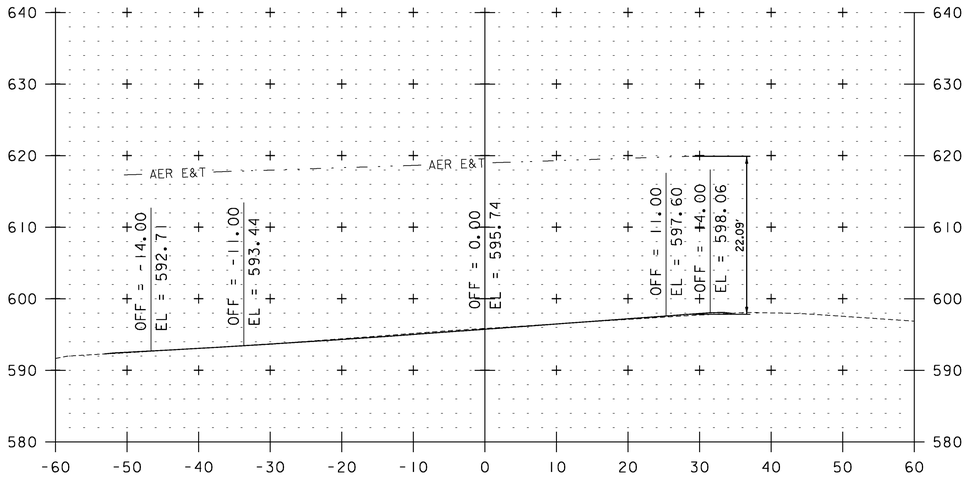
UTILITY CROSS SECTION SHEET 1

PROJECT NAME: WEATHERSFIELD

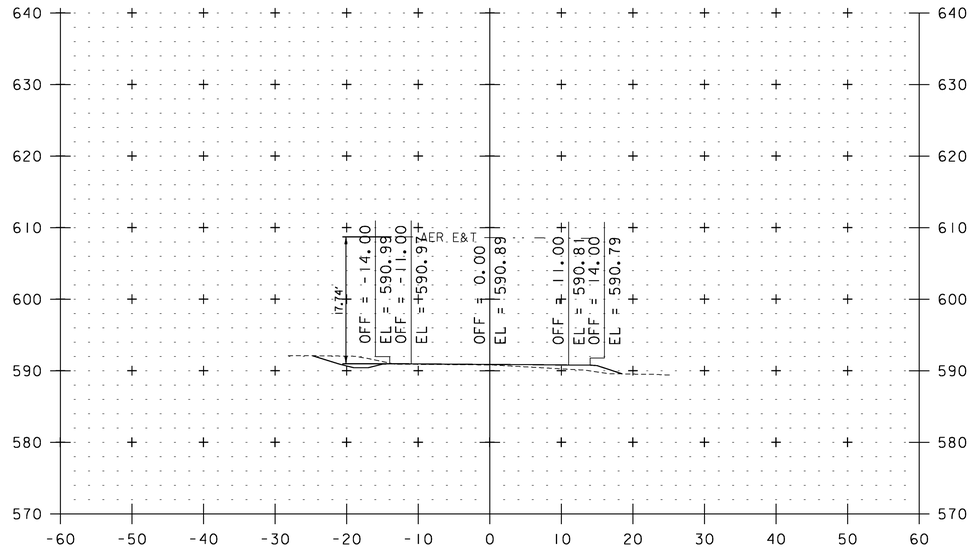
PROJECT NUMBER: STP 2913(1)

FILE NAME: 10c228
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: p10C228_183

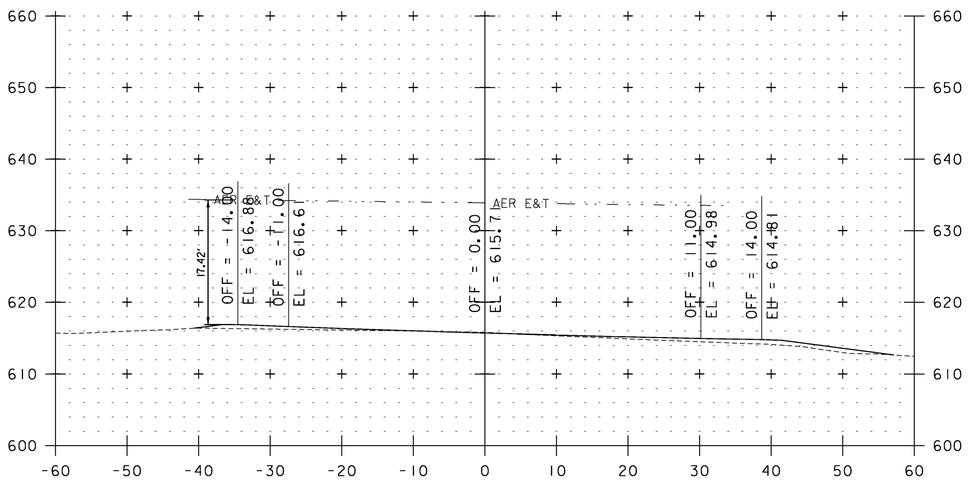
PLOT DATE: 2/7/2013
DRAWN BY: JLS
CHECKED BY: PTS
SHEET 183 OF 234



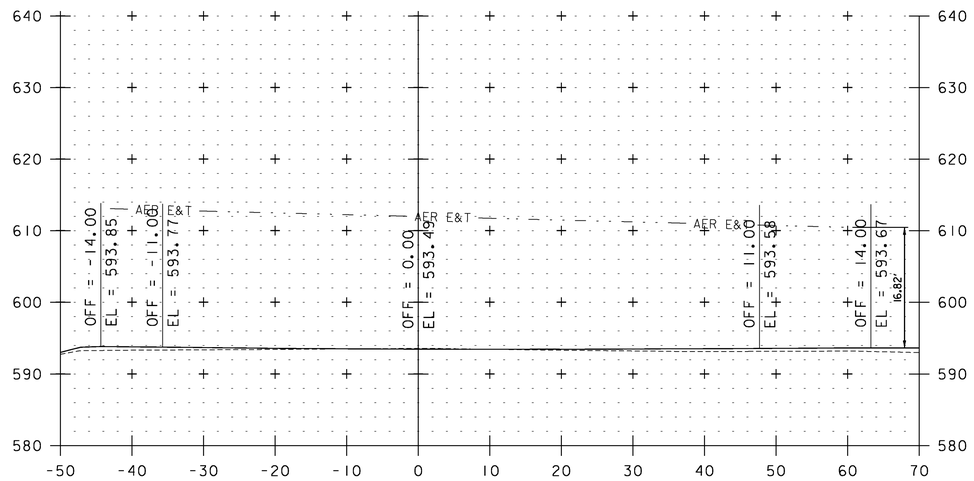
85+27



96+37



80+71



89+70

0 10 20
SCALE IN FEET

STA. 80+71 TO STA. 96+37

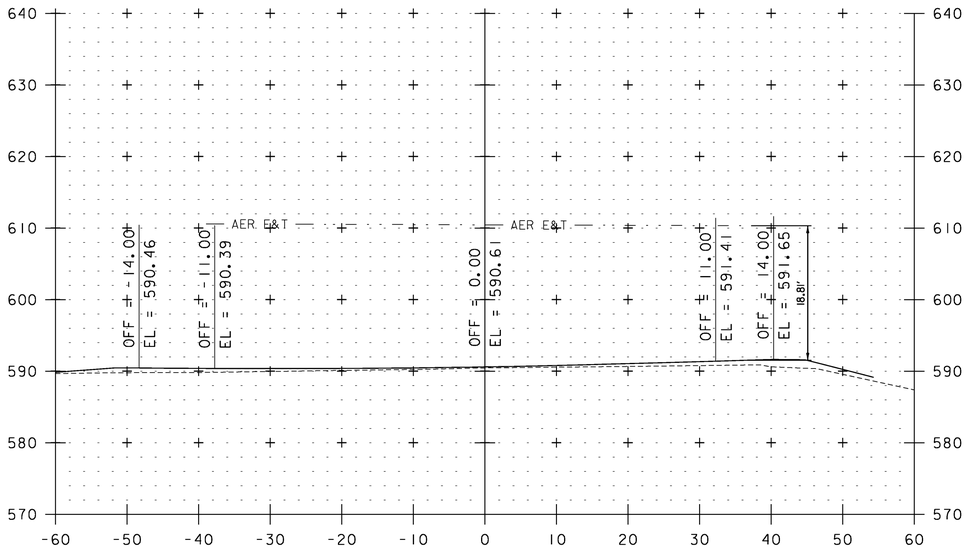
UTILITY CROSS SECTION SHEET 2

PROJECT NAME: WEATHERSFIELD

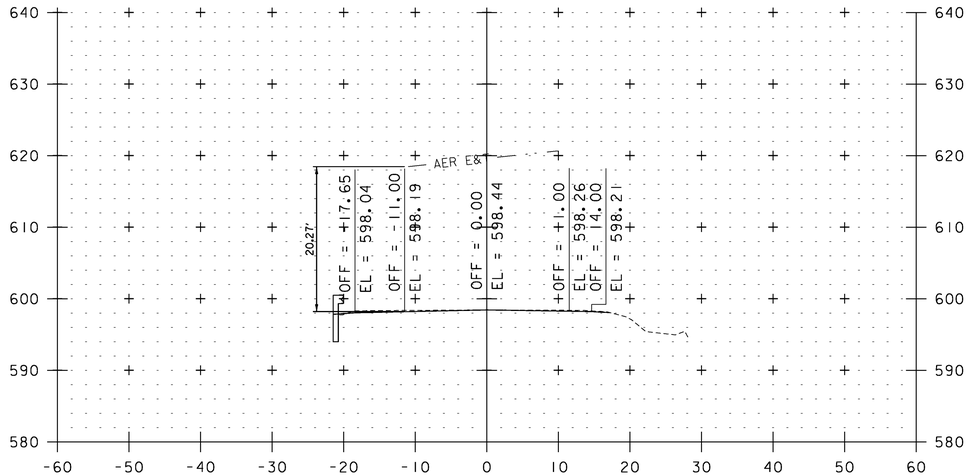
PROJECT NUMBER: STP 2913(1)

FILE NAME: 10c228
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: p10C228_184

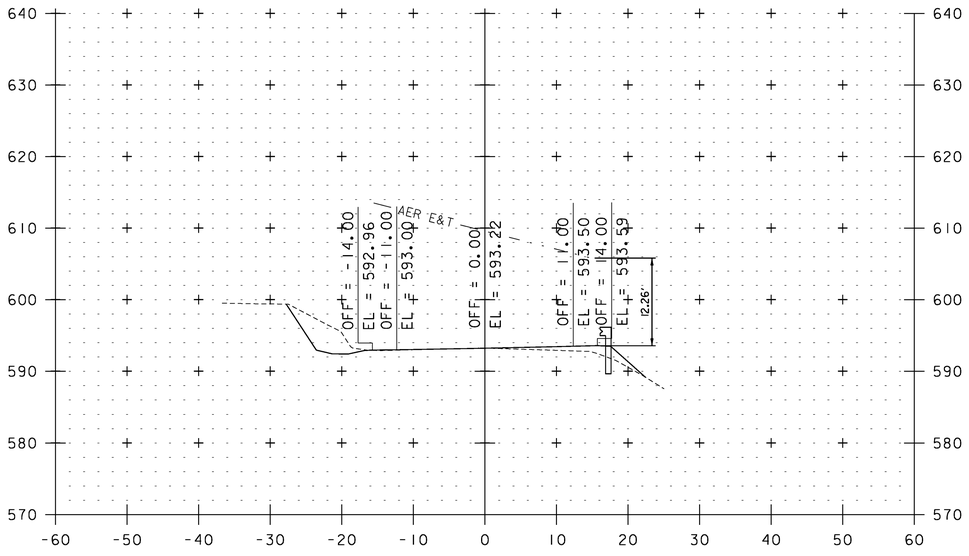
PLOT DATE: 2/7/2013
DRAWN BY: JLS
CHECKED BY: PTS
SHEET 184 OF 234



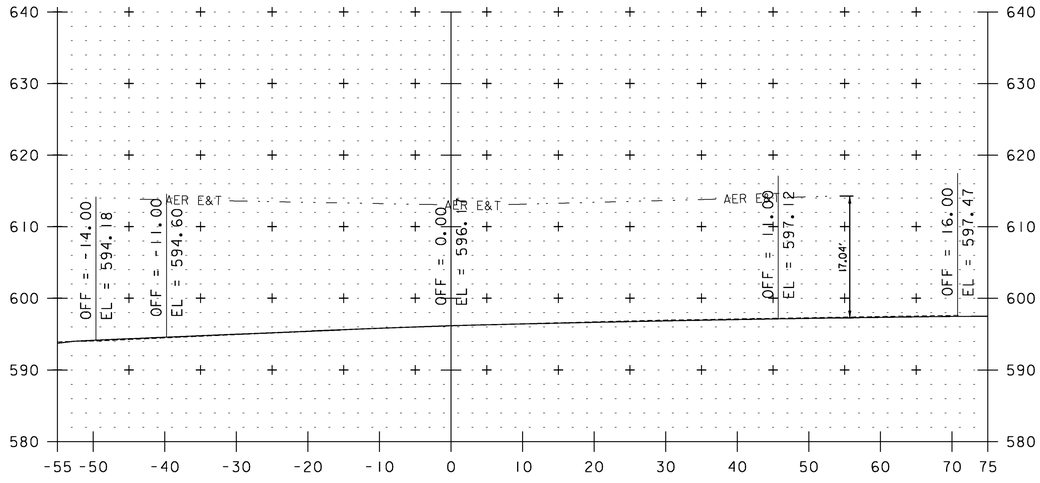
104+18



107+79



101+41



106+49

0 10 20
SCALE IN FEET

STA. 101+41 TO STA. 107+79

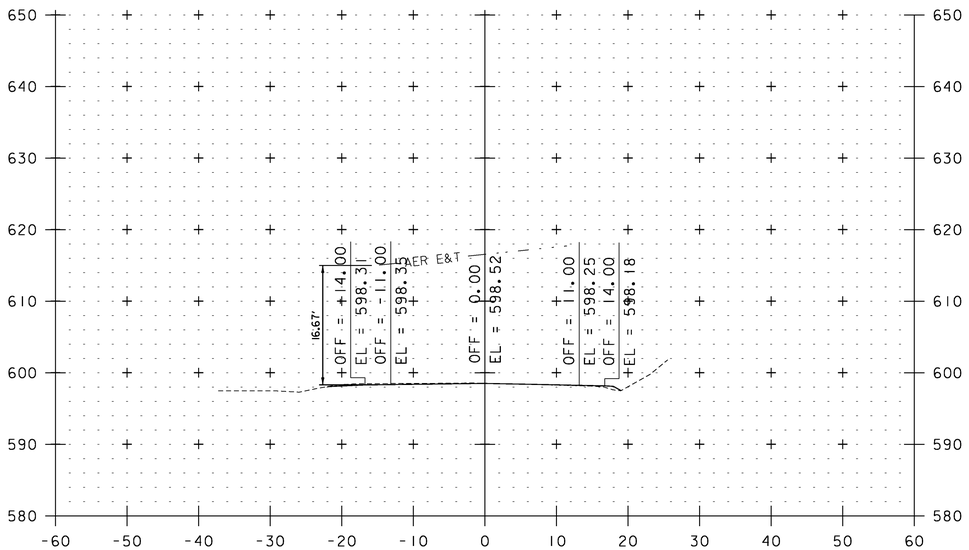
UTILITY CROSS SECTION SHEET 3

PROJECT NAME: WEATHERSFIELD

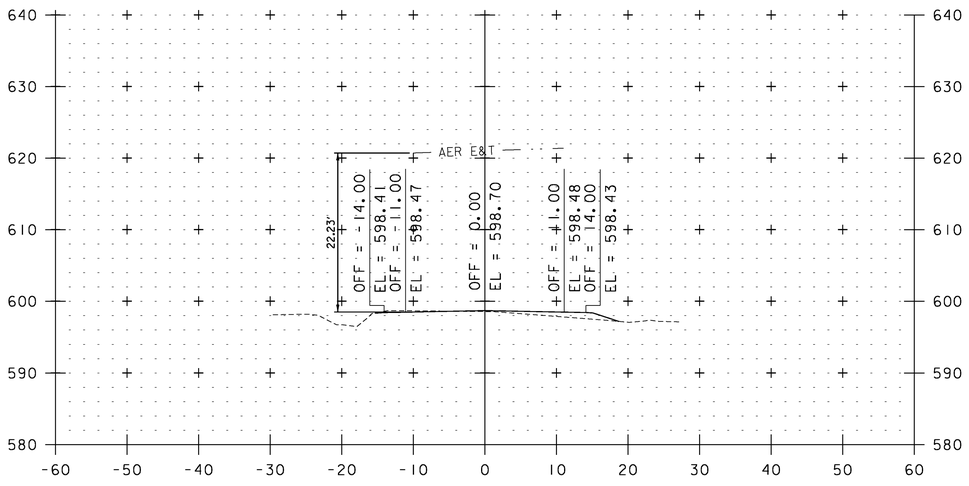
PROJECT NUMBER: STP 2913(1)

FILE NAME: 10c228
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: p10C228_185

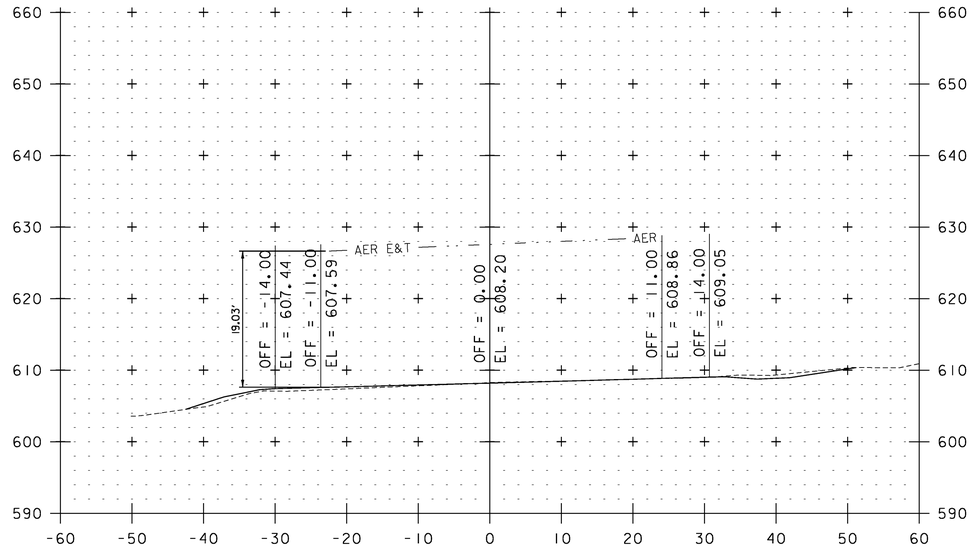
PLOT DATE: 2/7/2013
DRAWN BY: JLS
CHECKED BY: PTS
SHEET 185 OF 234



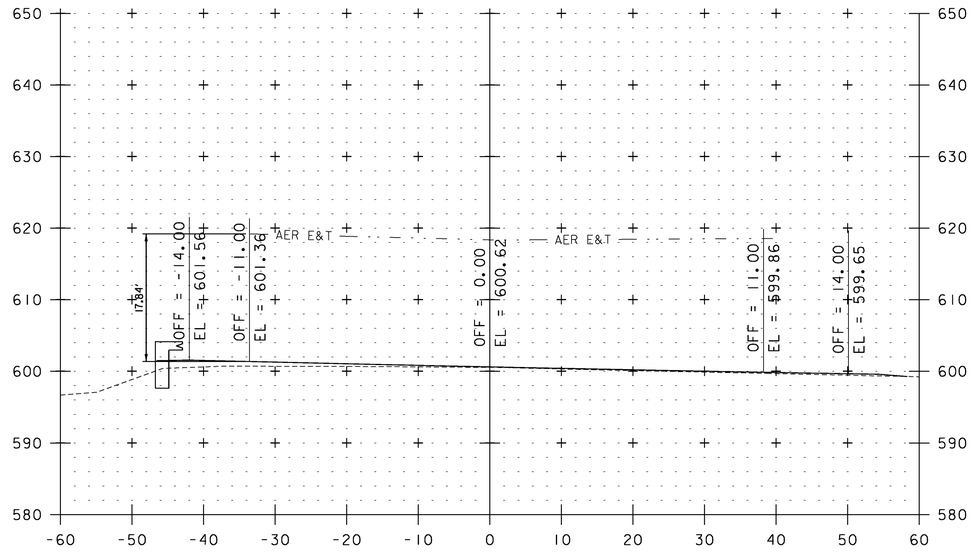
111+44



109+51



120+83



115+29

0 10 20
SCALE IN FEET

STA. 109+51 TO STA. 120+83

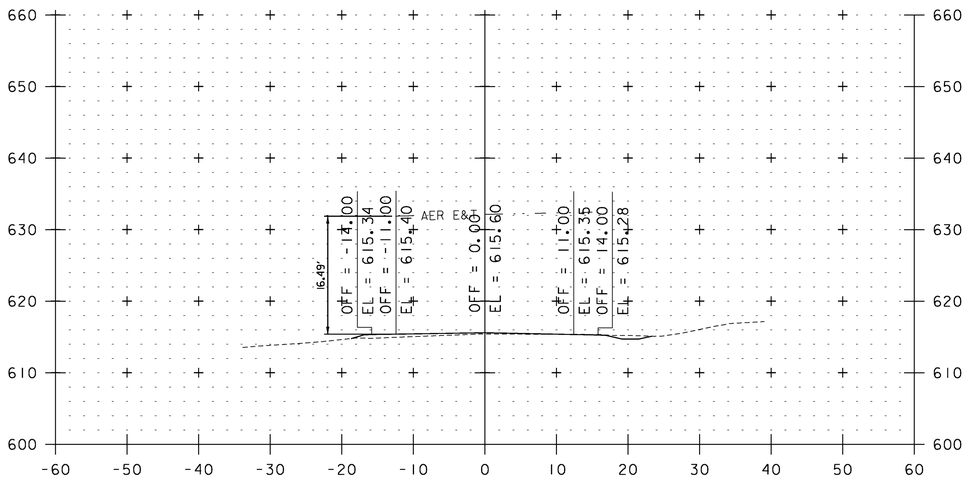
UTILITY CROSS SECTION SHEET 4

PROJECT NAME: WEATHERSFIELD

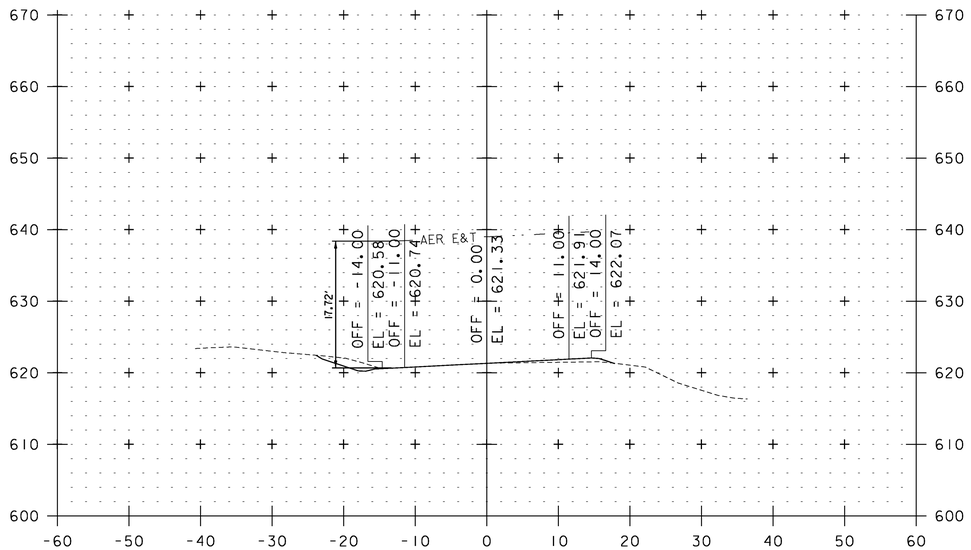
PROJECT NUMBER: STP 2913(1)

FILE NAME: 10c228
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: p10C228_186

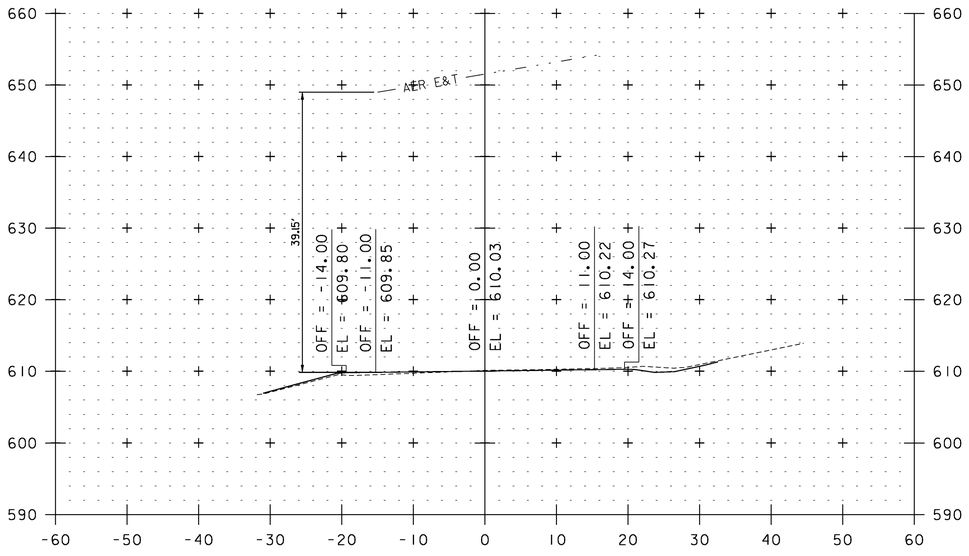
PLOT DATE: 2/7/2013
DRAWN BY: JLS
CHECKED BY: PTS
SHEET 186 OF 234



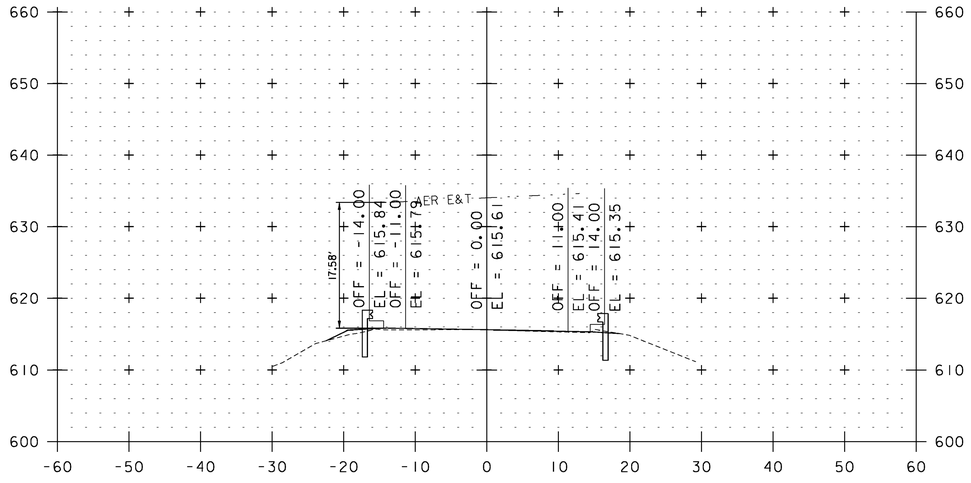
123+43



128+92



121+23



125+87

0 10 20
SCALE IN FEET

STA. 121+23 TO STA. 128+92

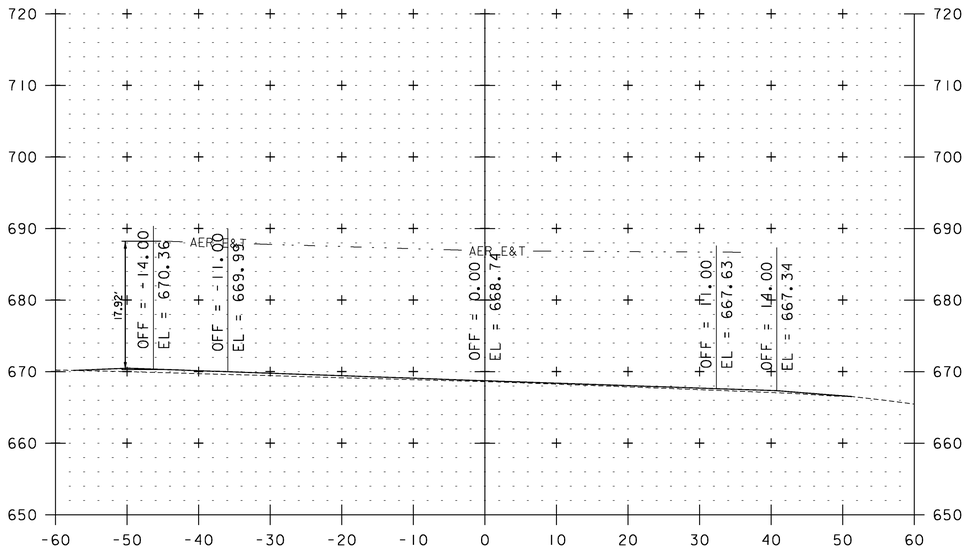
UTILITY CROSS SECTION SHEET 5

PROJECT NAME: WEATHERSFIELD

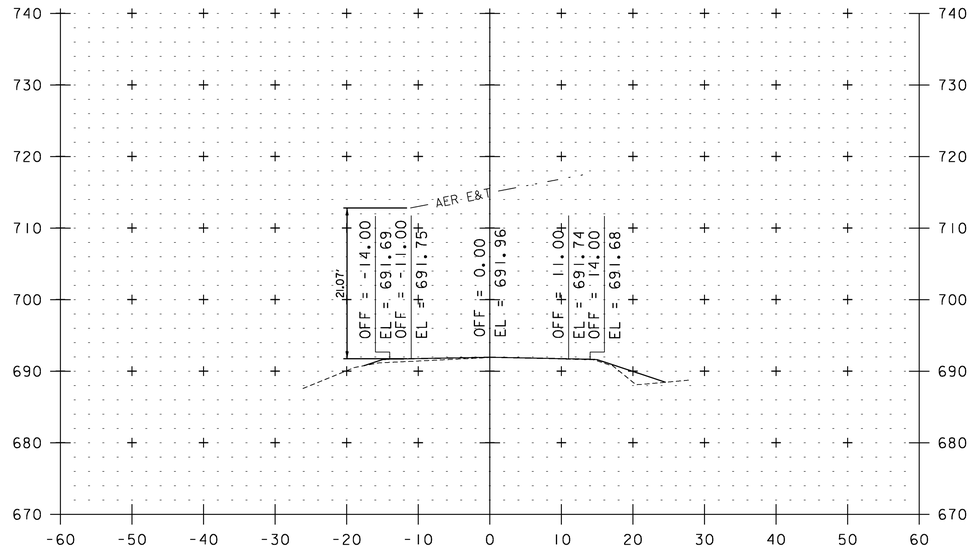
PROJECT NUMBER: STP 2913(1)

FILE NAME: 10c228
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: p10C228_187

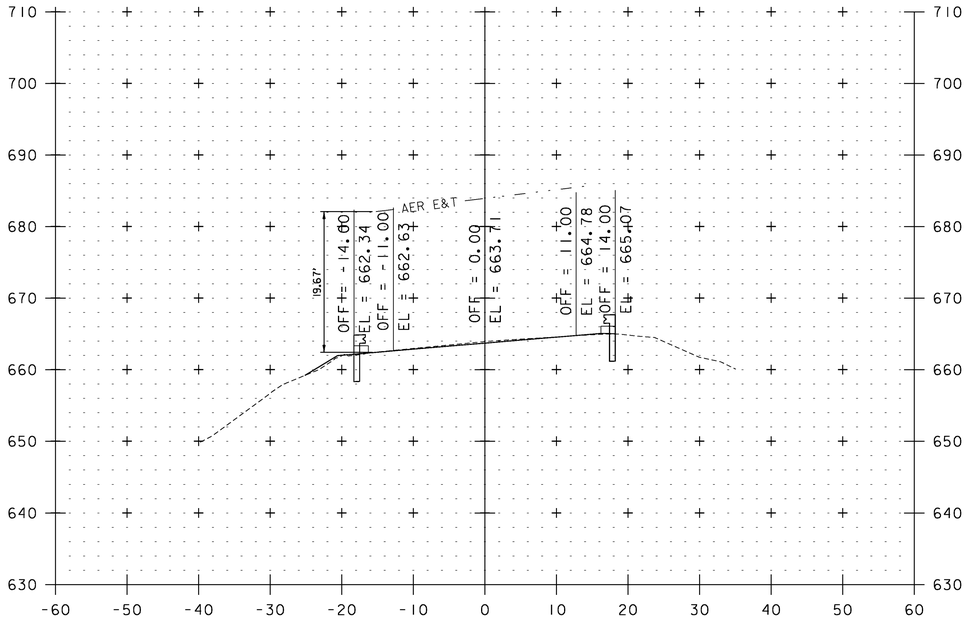
PLOT DATE: 2/7/2013
DRAWN BY: JLS
CHECKED BY: PTS
SHEET 187 OF 234



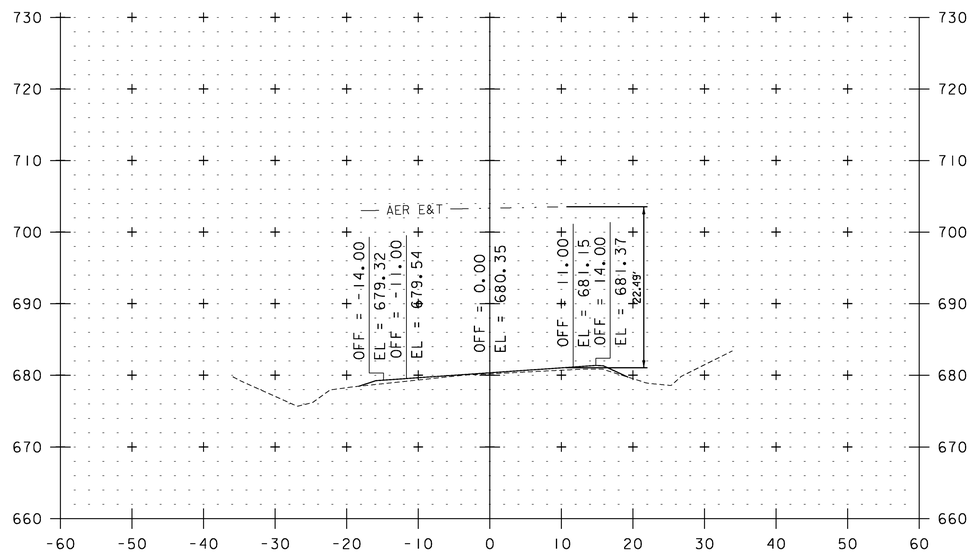
143+73



151+42



142+90



146+19

0 10 20
SCALE IN FEET

STA. 142+90 TO STA. 151+42

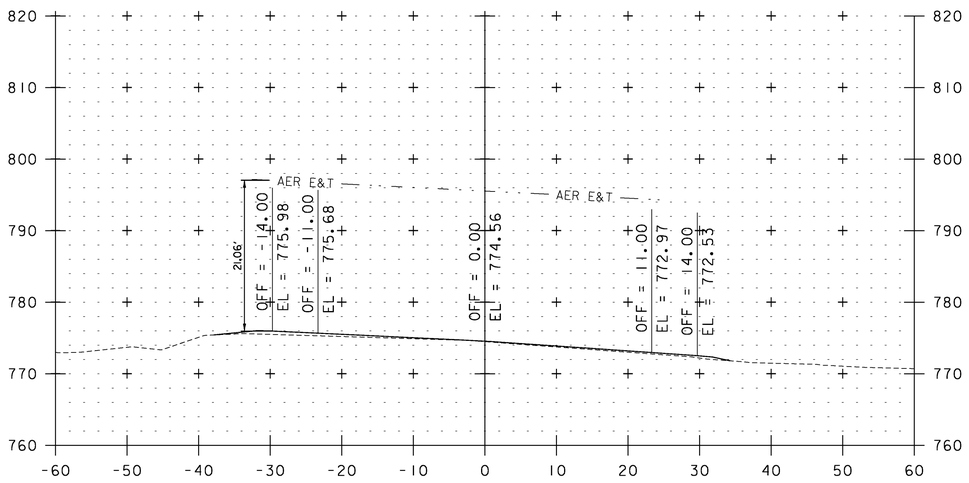
UTILITY CROSS SECTION SHEET 6

PROJECT NAME: WEATHERSFIELD

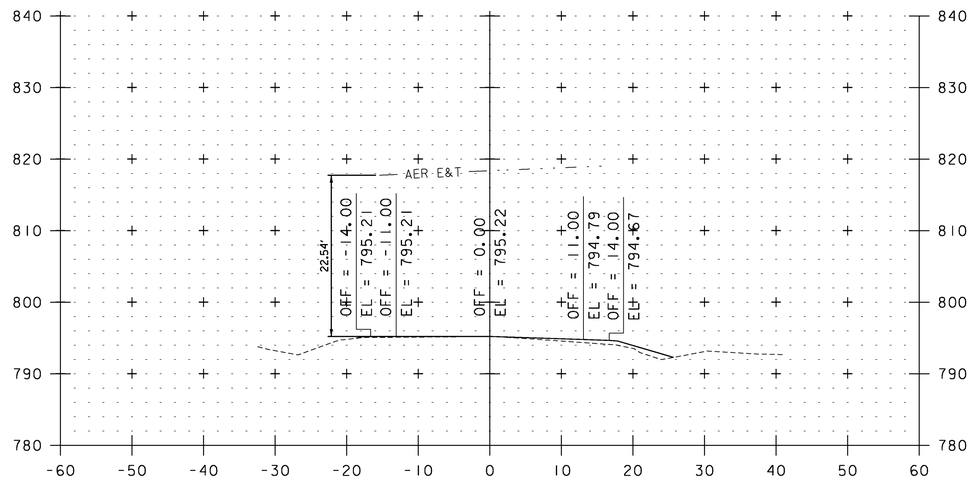
PROJECT NUMBER: STP 2913(1)

FILE NAME: 10c228
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: p10C228_188

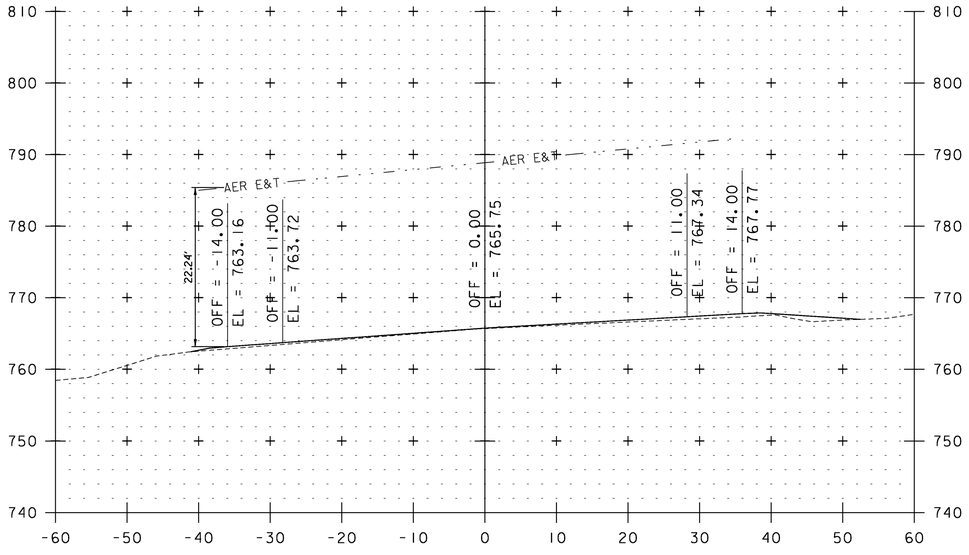
PLOT DATE: 2/7/2013
DRAWN BY: JLS
CHECKED BY: PTS
SHEET 188 OF 234



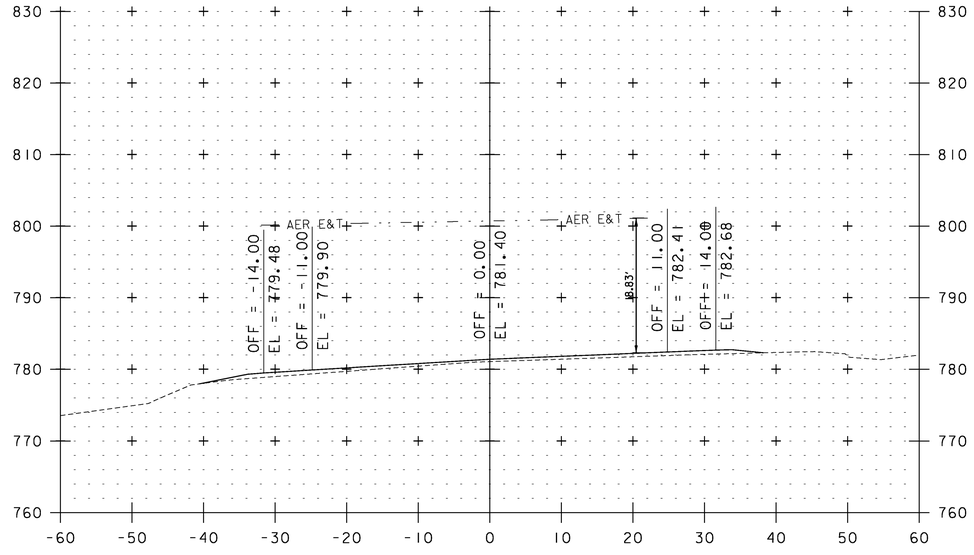
166+01



170+33



164+73



167+13

0 10 20
SCALE IN FEET

STA. 164+73 TO STA. 170+33

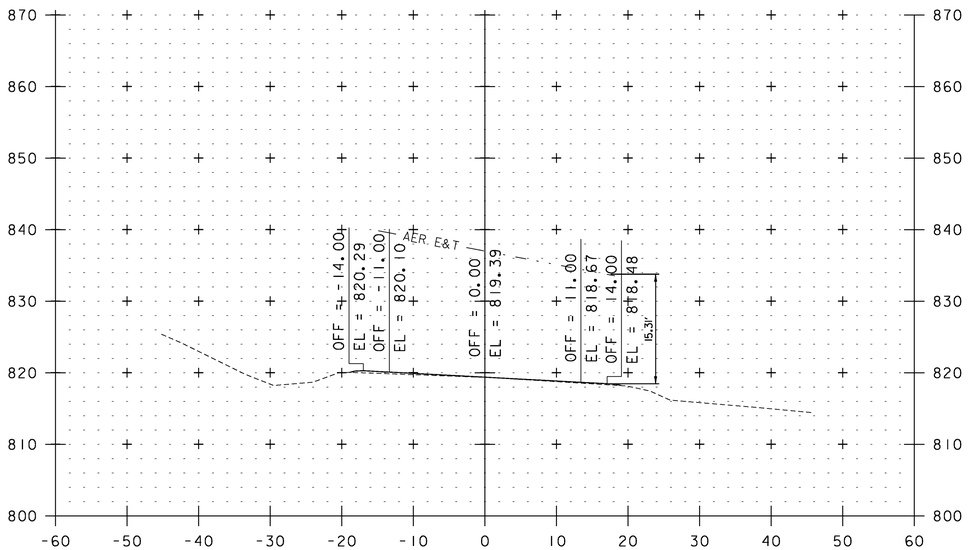
UTILITY CROSS SECTION SHEET 7

PROJECT NAME: WEATHERSFIELD

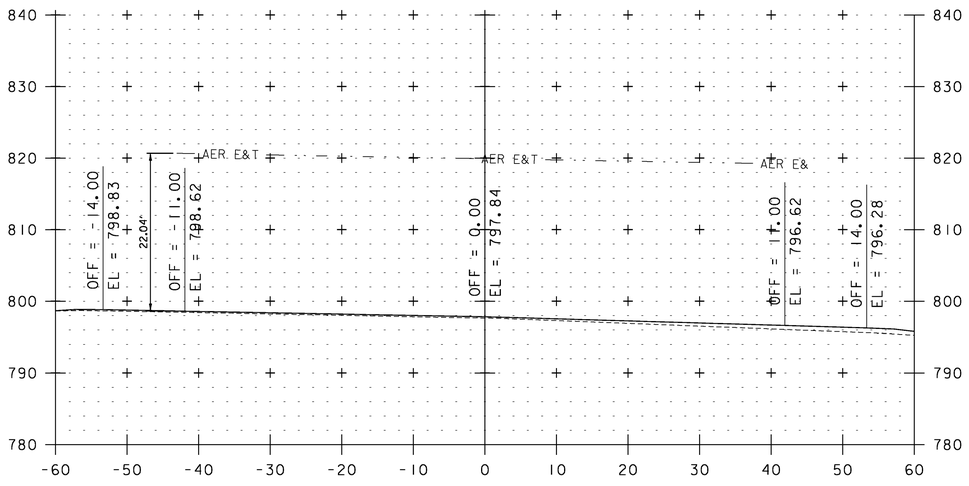
PROJECT NUMBER: STP 2913(1)

FILE NAME: 10c228
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: p10C228_189

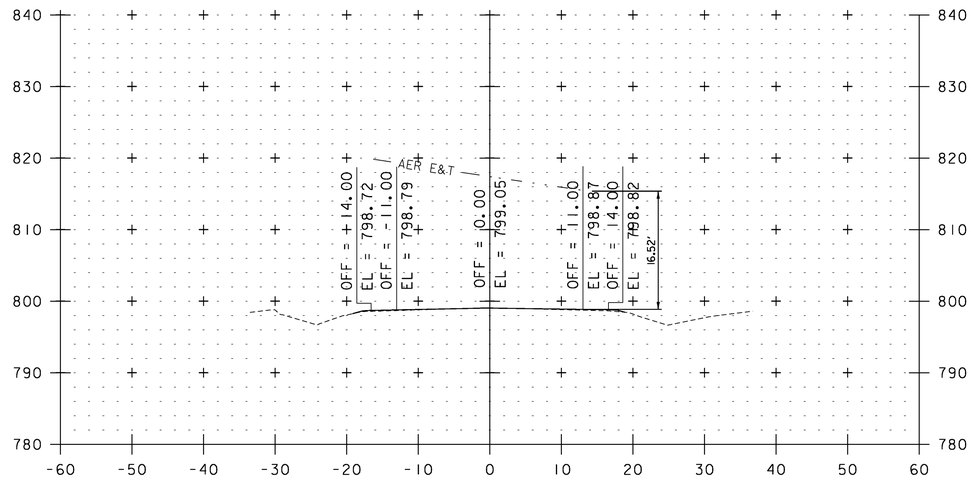
PLOT DATE: 2/7/2013
DRAWN BY: JLS
CHECKED BY: PTS
SHEET 189 OF 234



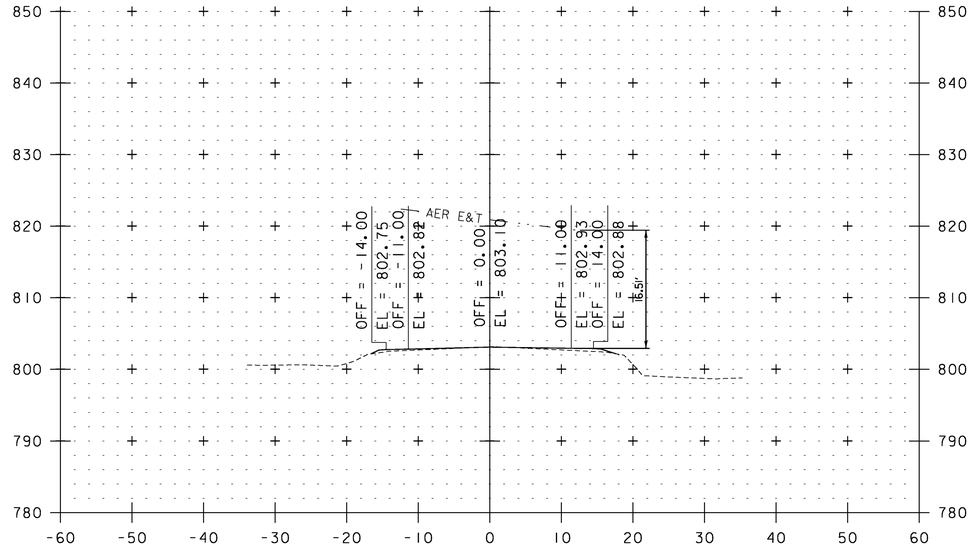
182+70



171+32



194+60



191+12

0 10 20
SCALE IN FEET

STA. 171+32 TO STA. 194+60

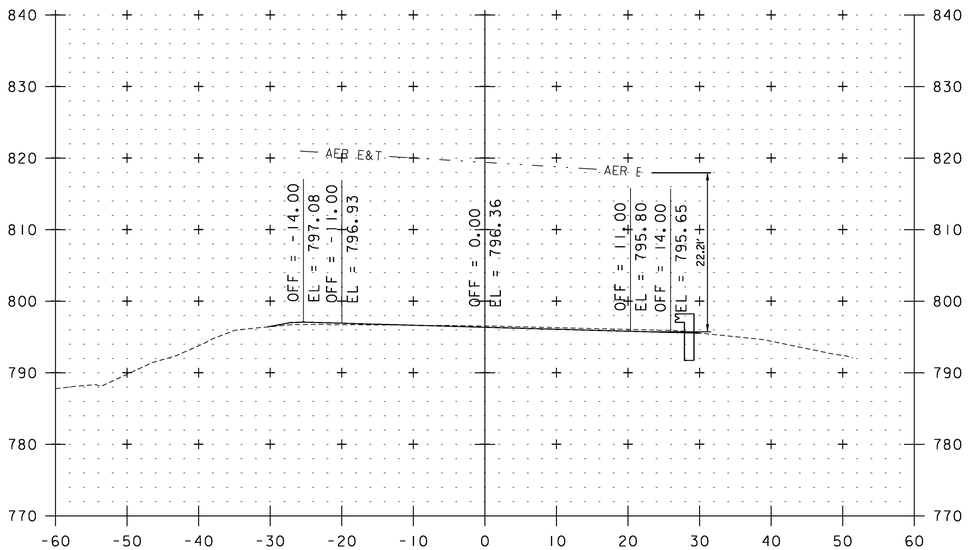
UTILITY CROSS SECTION SHEET 8

PROJECT NAME: WEATHERSFIELD

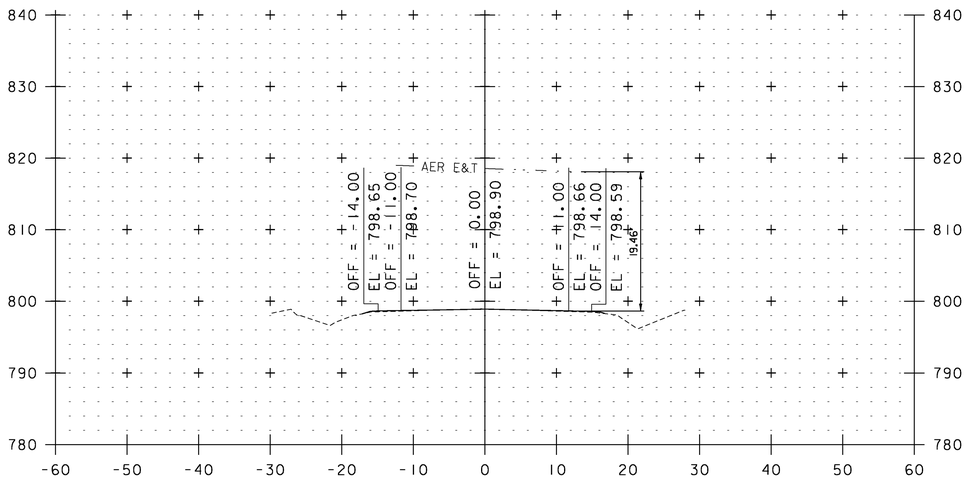
PROJECT NUMBER: STP 2913(1)

FILE NAME: 10c228
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: p10C228_190

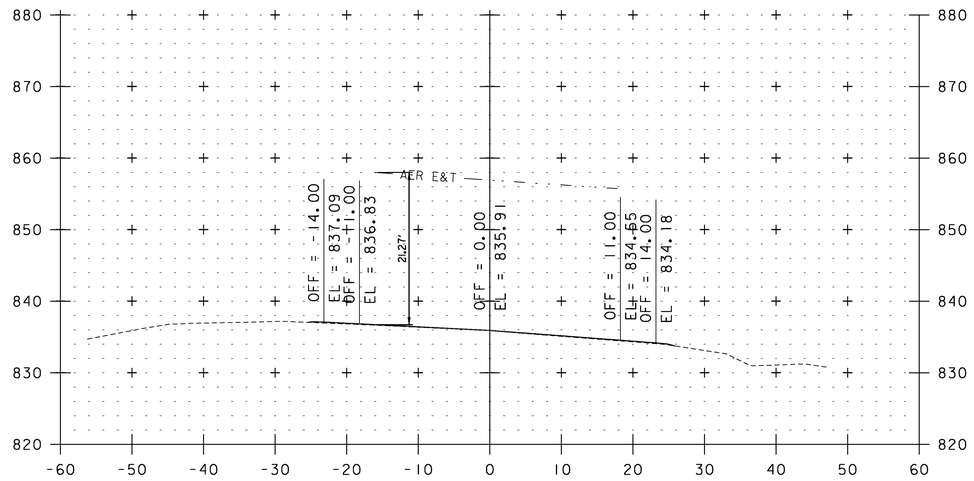
PLOT DATE: 2/7/2013
DRAWN BY: JLS
CHECKED BY: PTS
SHEET 190 OF 234



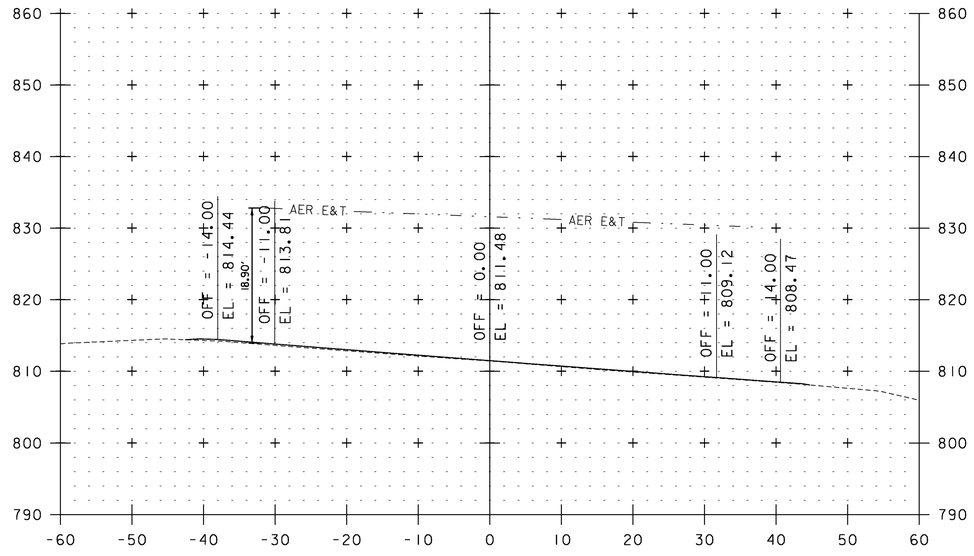
199+32



194+86



211+36



208+00

0 10 20
SCALE IN FEET

STA. 194+86 TO STA. 211+36

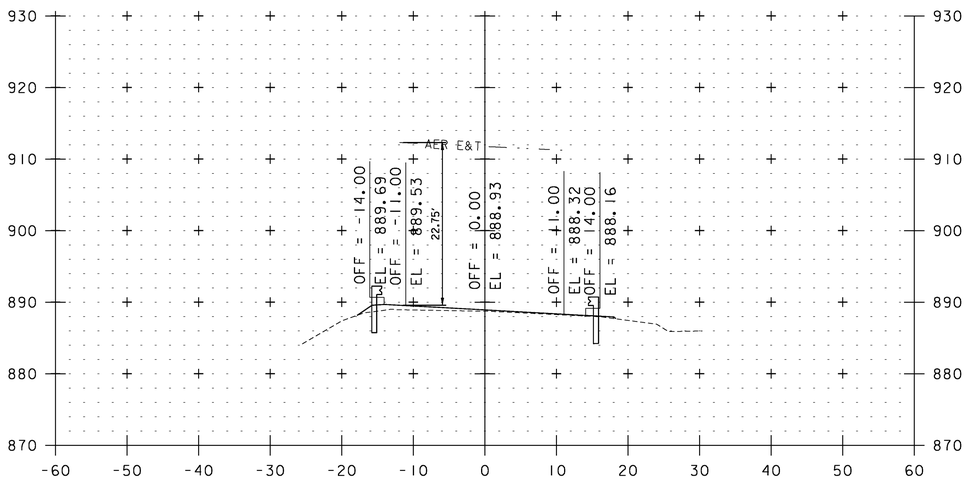
UTILITY CROSS SECTION SHEET 9

PROJECT NAME: WEATHERSFIELD

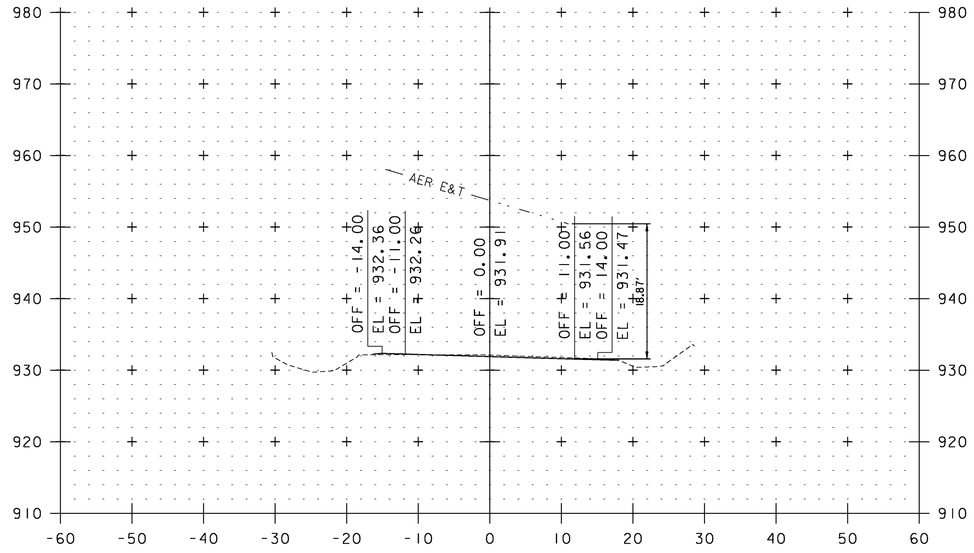
PROJECT NUMBER: STP 2913(1)

FILE NAME: 10c228
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: p10C228_191

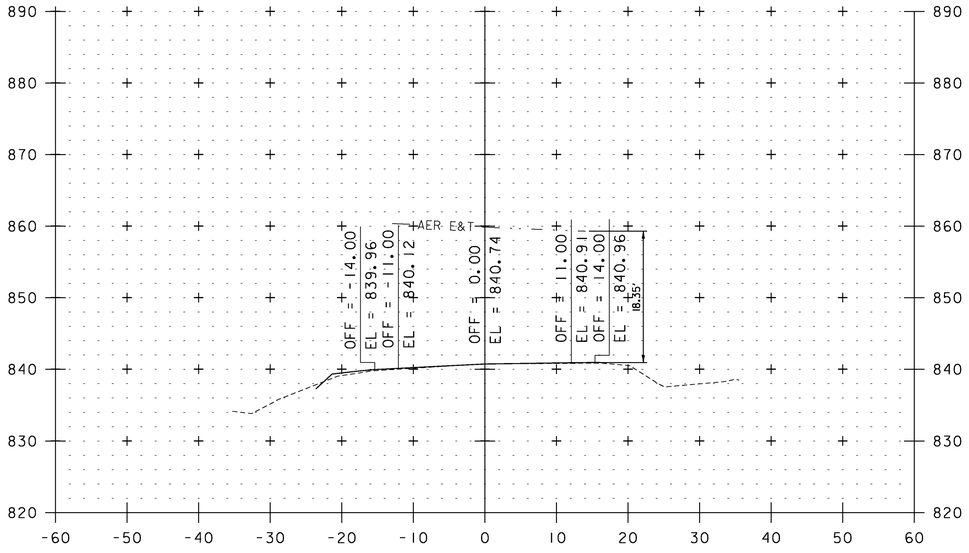
PLOT DATE: 2/7/2013
DRAWN BY: JLS
CHECKED BY: PTS
SHEET 191 OF 234



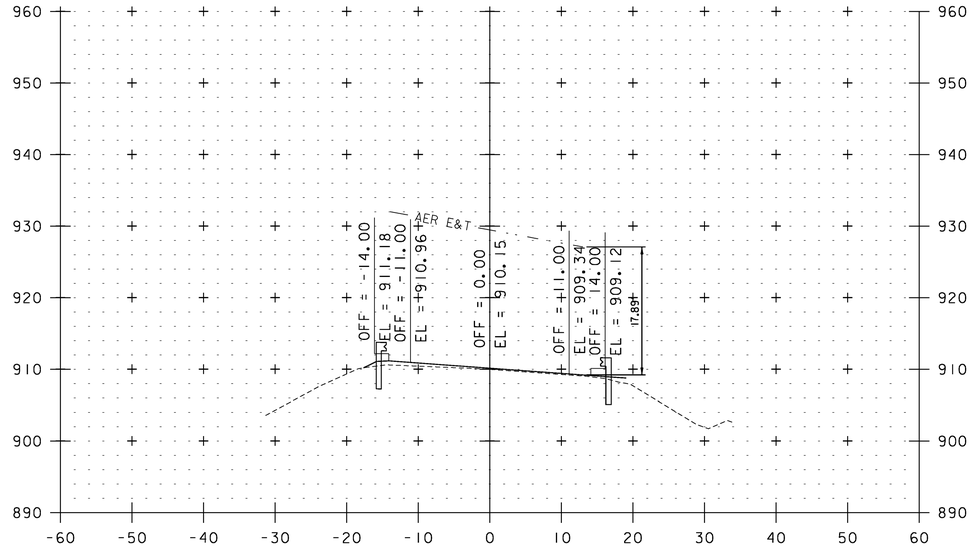
218+11



223+58



211+97



220+81

0 10 20
SCALE IN FEET

STA. 211+97 TO STA. 223+58

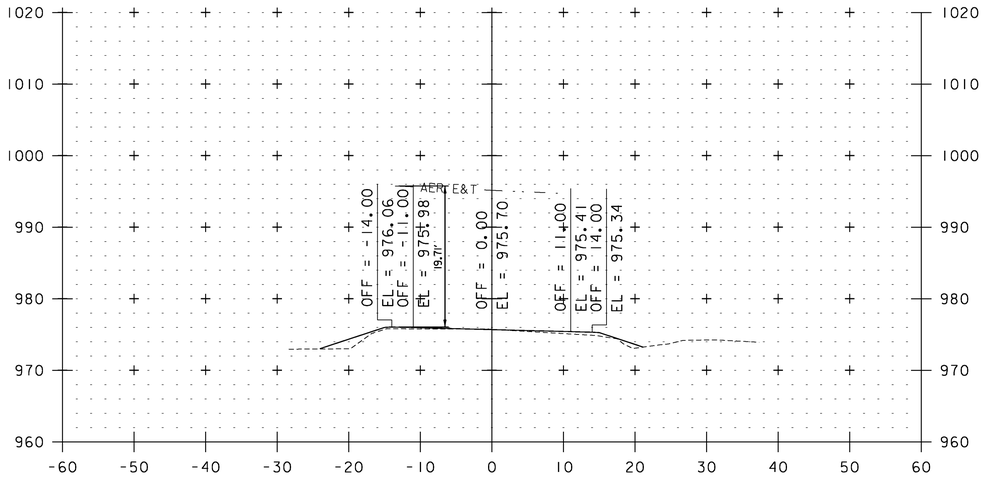
UTILITY CROSS SECTION SHEET 10

PROJECT NAME: WEATHERSFIELD

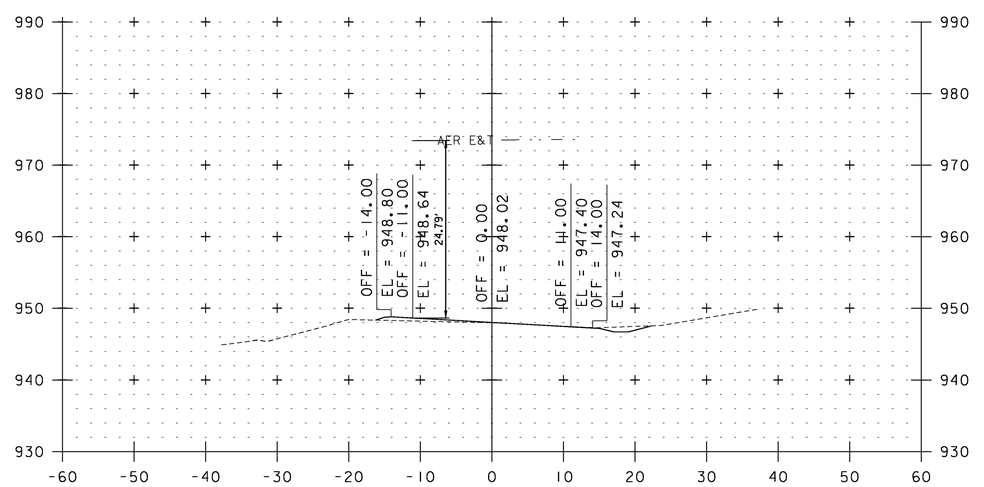
PROJECT NUMBER: STP 2913(1)

FILE NAME: 10c228
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: p10C228_192

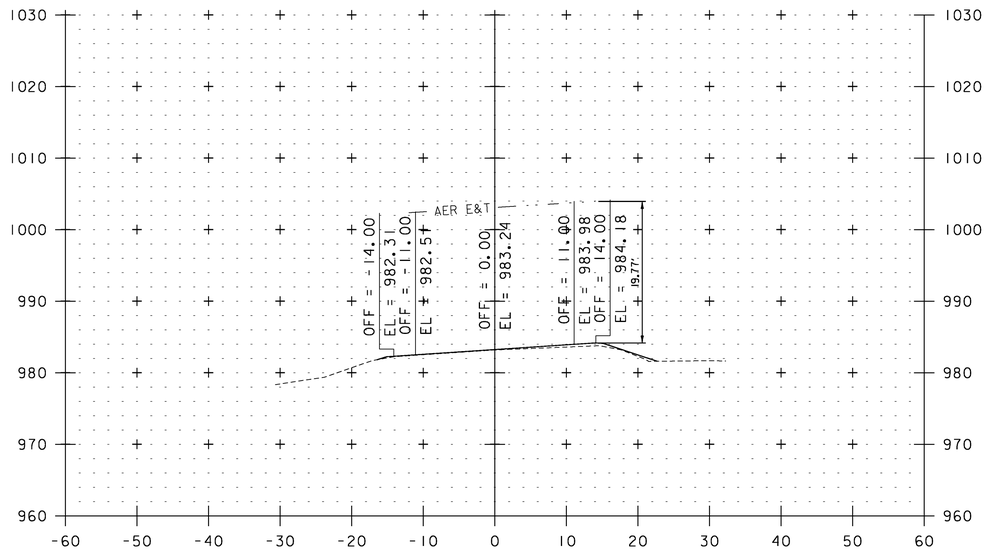
PLOT DATE: 2/7/2013
DRAWN BY: JLS
CHECKED BY: PTS
SHEET 192 OF 234



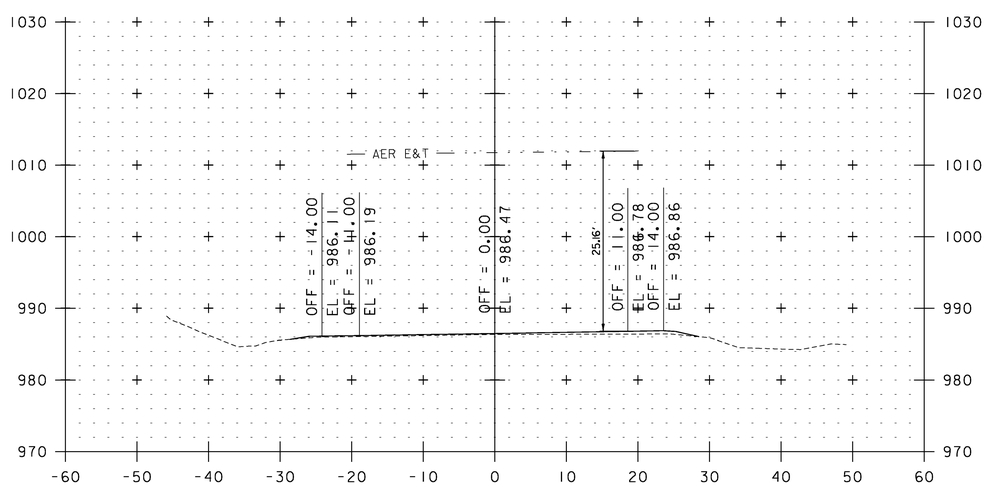
230+81



225+69



244+73



243+72

0 10 20
SCALE IN FEET

STA. 225+69 TO STA. 244+73

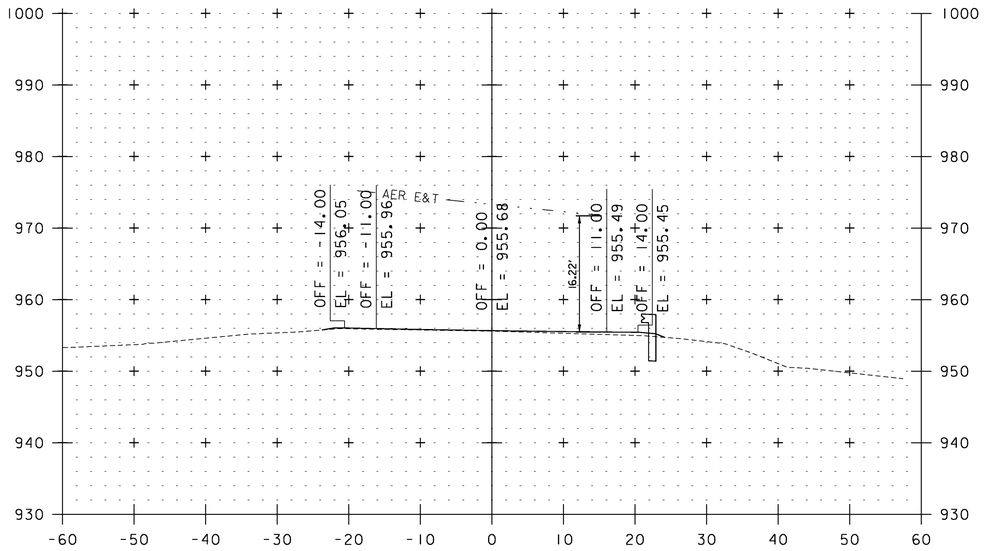
UTILITY CROSS SECTION SHEET 11

PROJECT NAME: WEATHERSFIELD

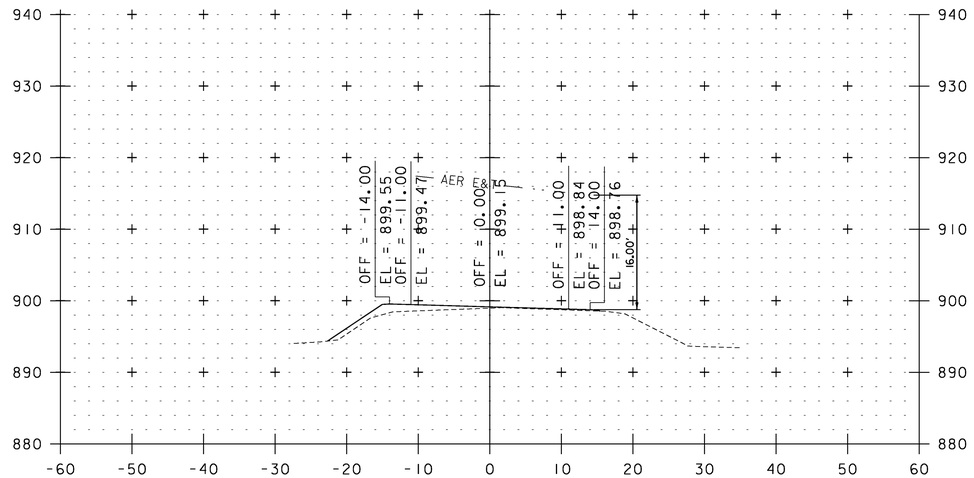
PROJECT NUMBER: STP 2913(1)

FILE NAME: 10c228
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: p10C228_193

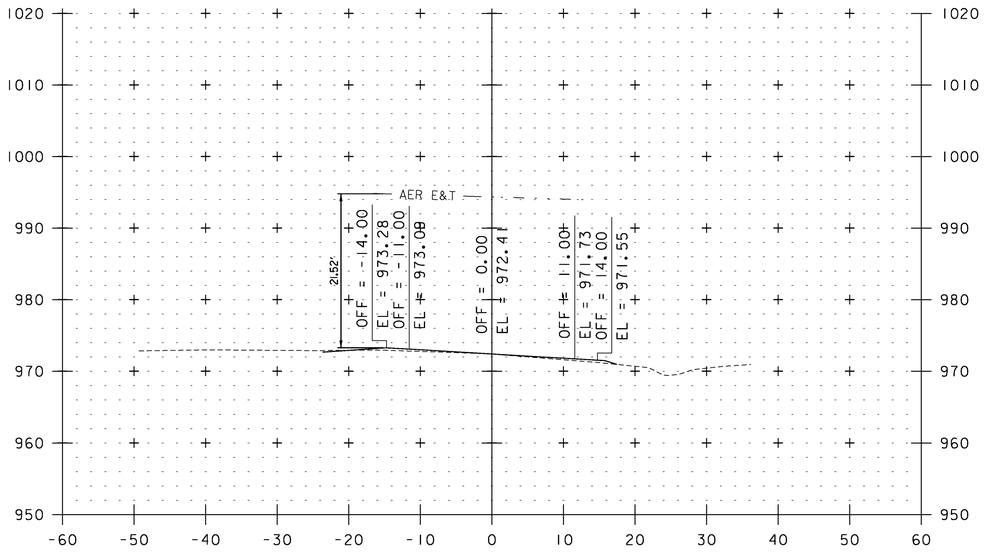
PLOT DATE: 2/7/2013
DRAWN BY: JLS
CHECKED BY: PTS
SHEET 193 OF 234



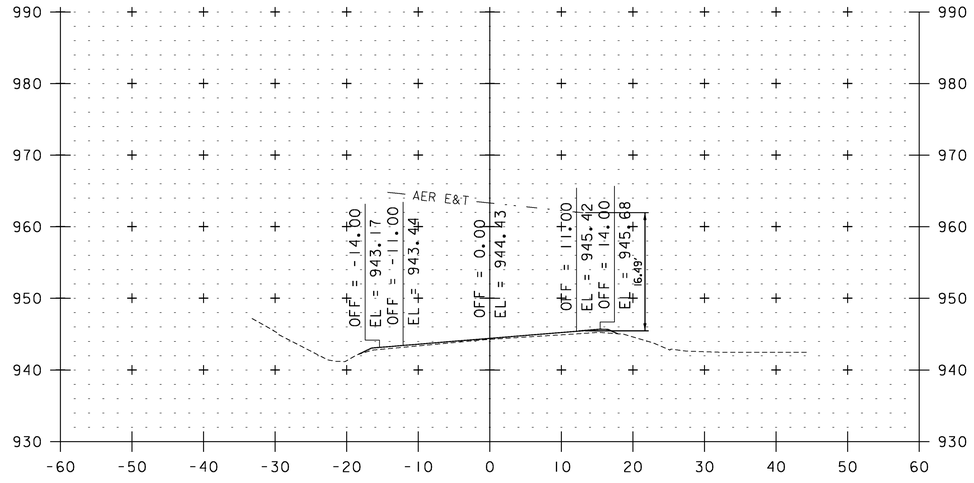
259+22



267+27



253+40



260+81

0 10 20
SCALE IN FEET

STA. 253+40 TO STA. 267+27

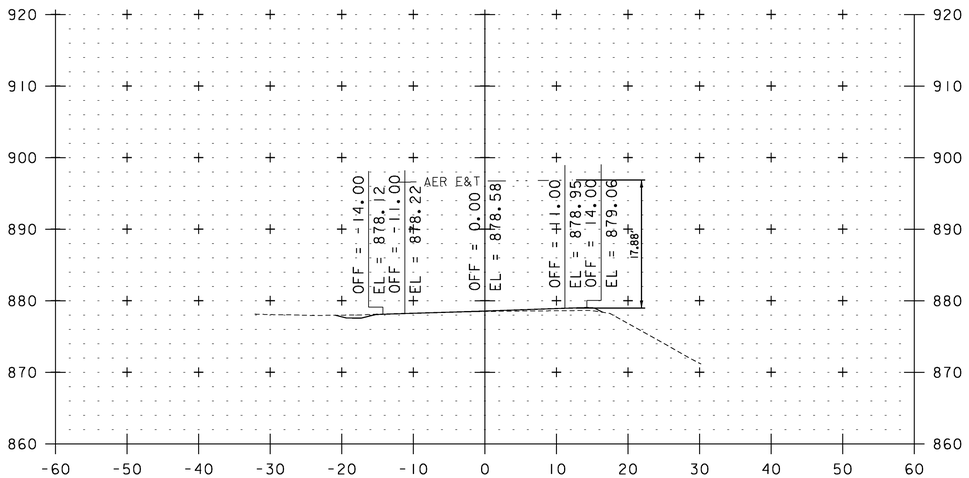
UTILITY CROSS SECTION SHEET 12

PROJECT NAME: WEATHERSFIELD

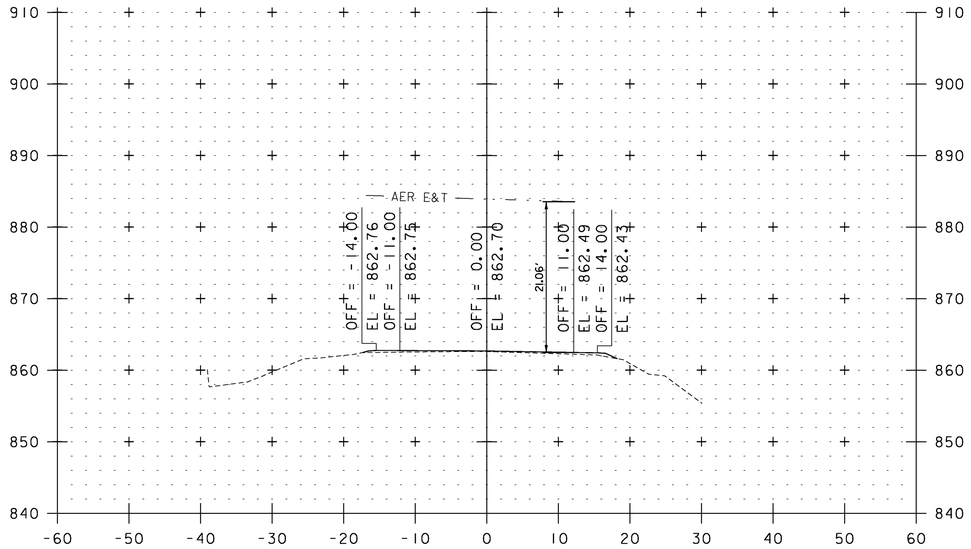
PROJECT NUMBER: STP 2913(1)

FILE NAME: 10c228
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: p10C228_194

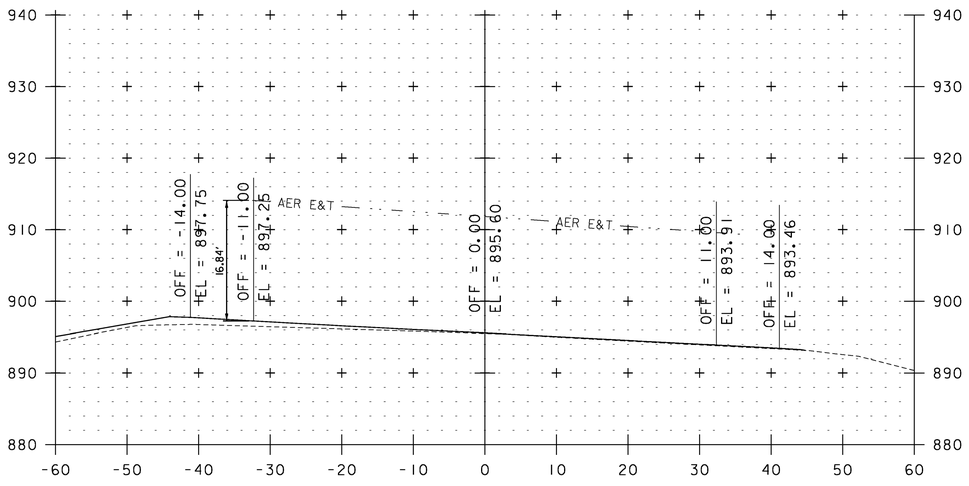
PLOT DATE: 2/7/2013
DRAWN BY: JLS
CHECKED BY: PTS
SHEET 194 OF 234



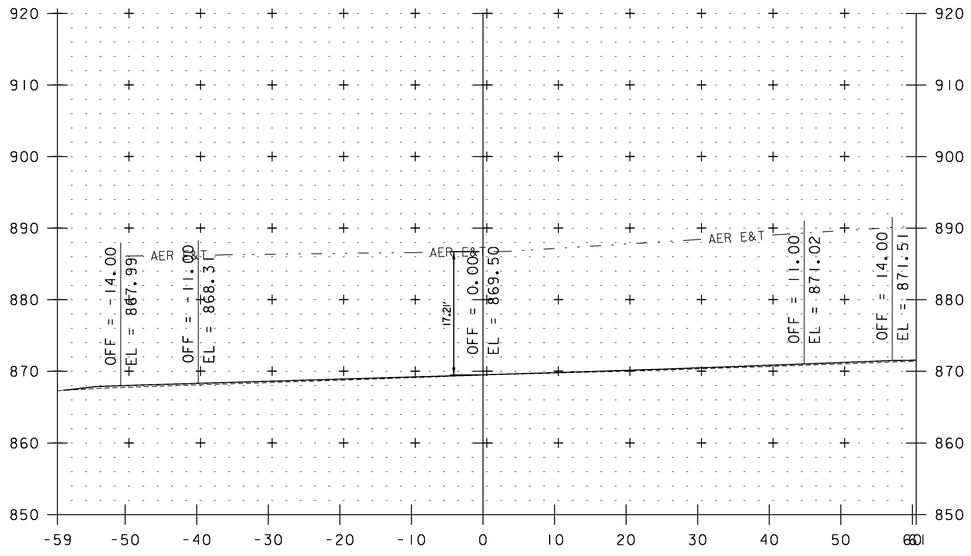
272+98



280+17



267+96



276+56

0 10 20
SCALE IN FEET

STA. 267+96 TO STA. 280+17

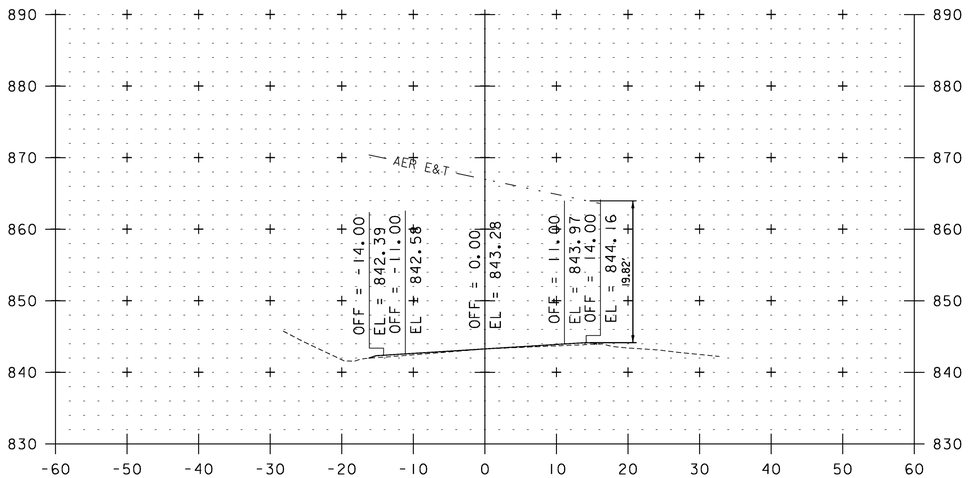
UTILITY CROSS SECTION SHEET 13

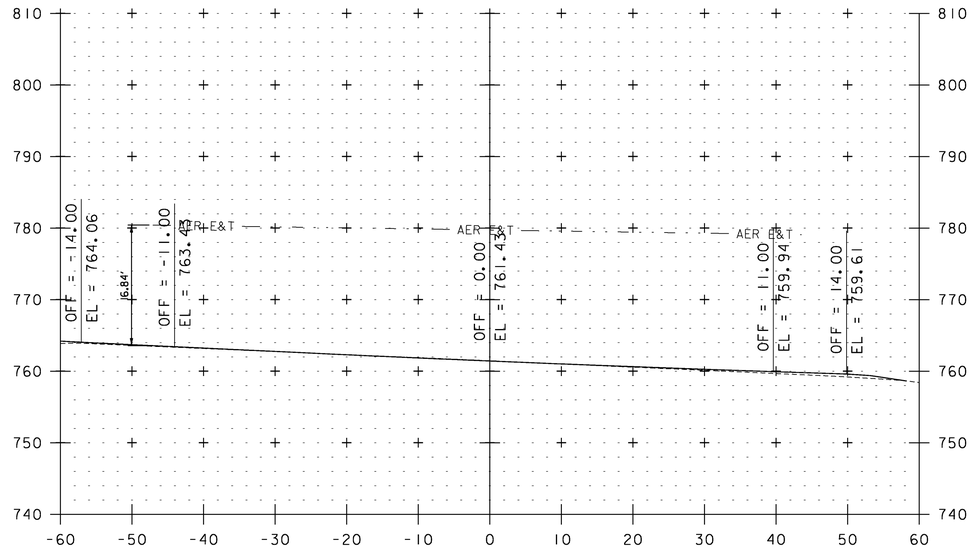
PROJECT NAME: WEATHERSFIELD

PROJECT NUMBER: STP 2913(1)

FILE NAME: 10c228
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: p10C228_195

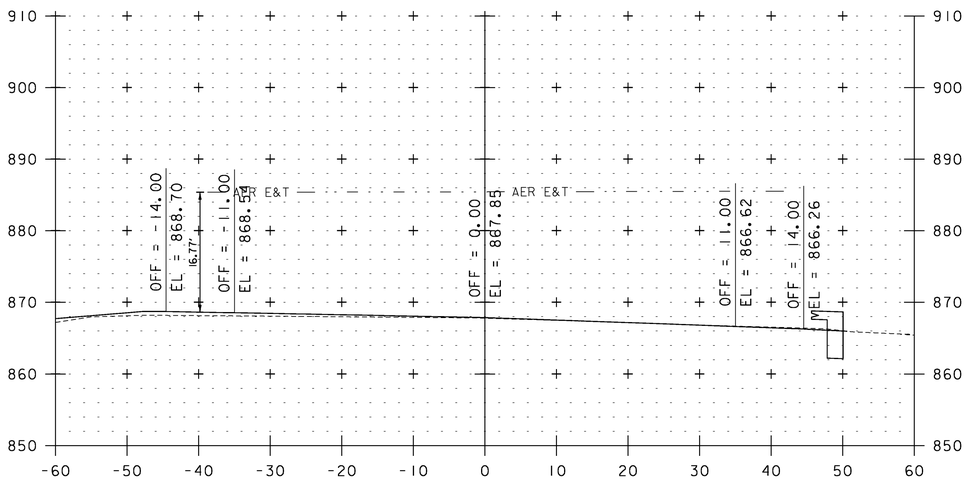
PLOT DATE: 2/7/2013
DRAWN BY: JLS
CHECKED BY: PTS
SHEET 195 OF 234

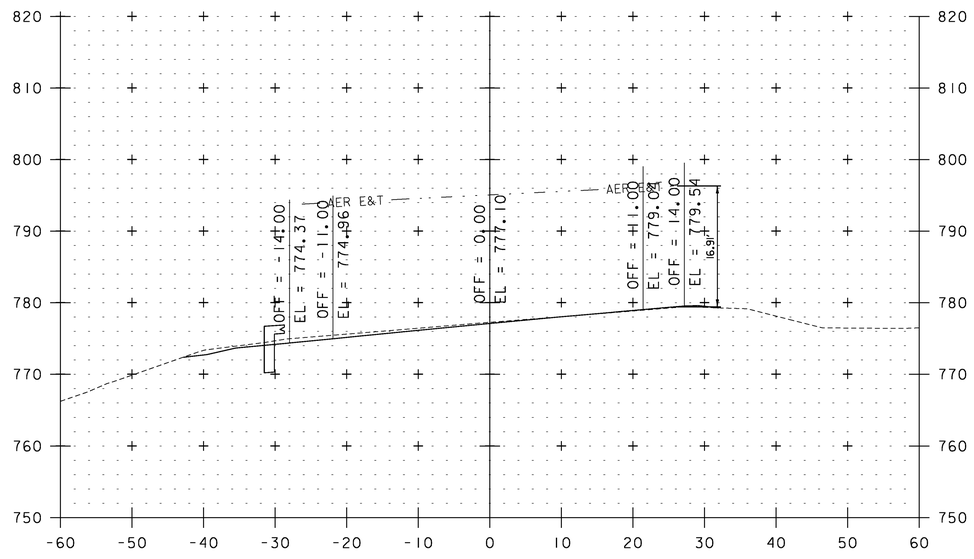




313+91

302+58





290+69

311+60

SCALE IN FEET 0 10 20

STA. 290+69 TO STA. 313+91

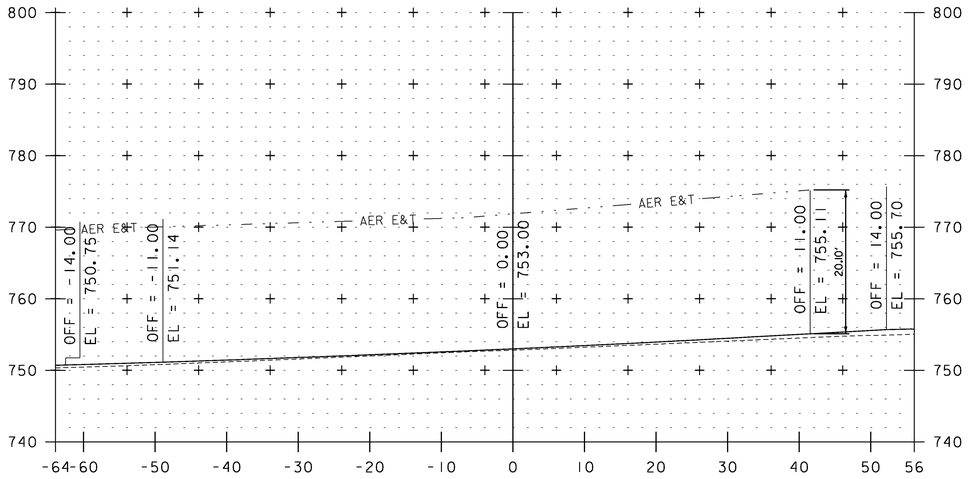
UTILITY CROSS SECTION SHEET 14

PROJECT NAME: WEATHERSFIELD

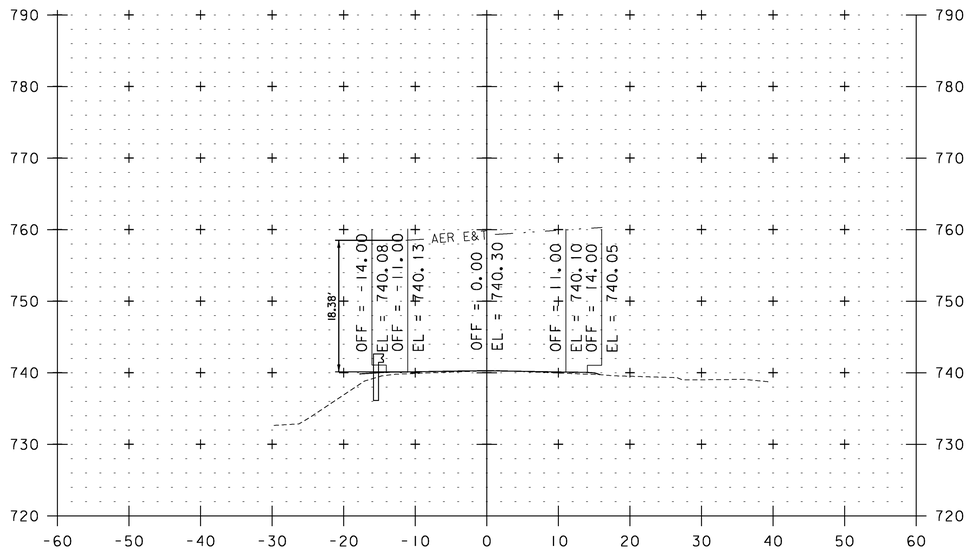
PROJECT NUMBER: STP 2913(1)

FILE NAME: 10c228
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: p10C228_196

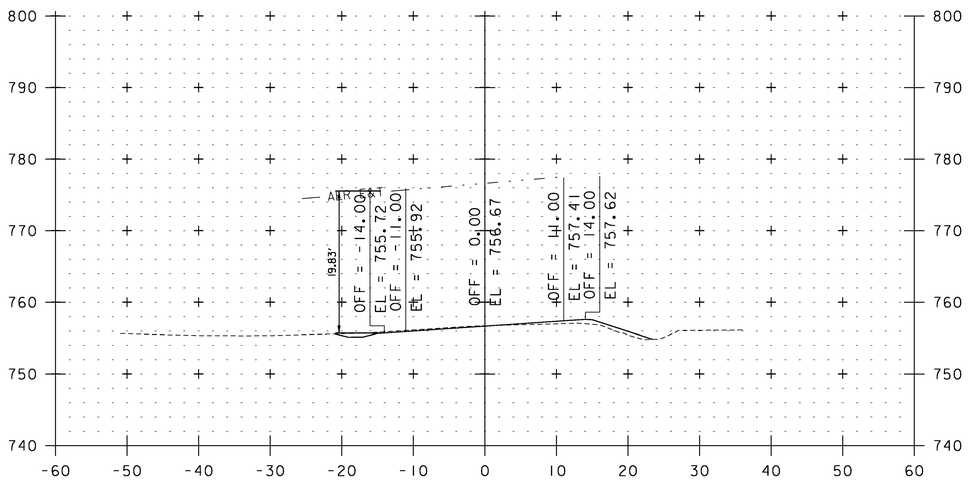
PLOT DATE: 2/7/2013
DRAWN BY: JLS
CHECKED BY: PTS
SHEET 196 OF 234



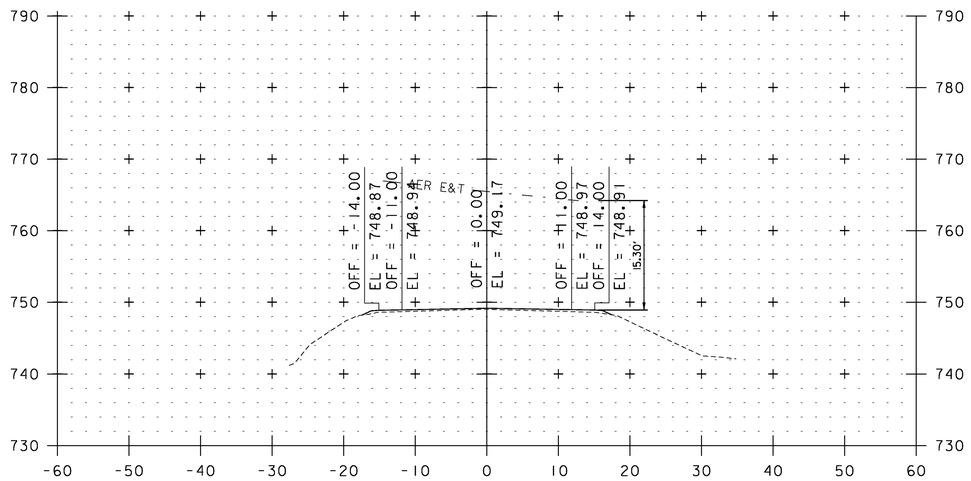
315+73



327+13



314+80



318+32

0 10 20
SCALE IN FEET

STA. 314+80 TO STA. 327+13

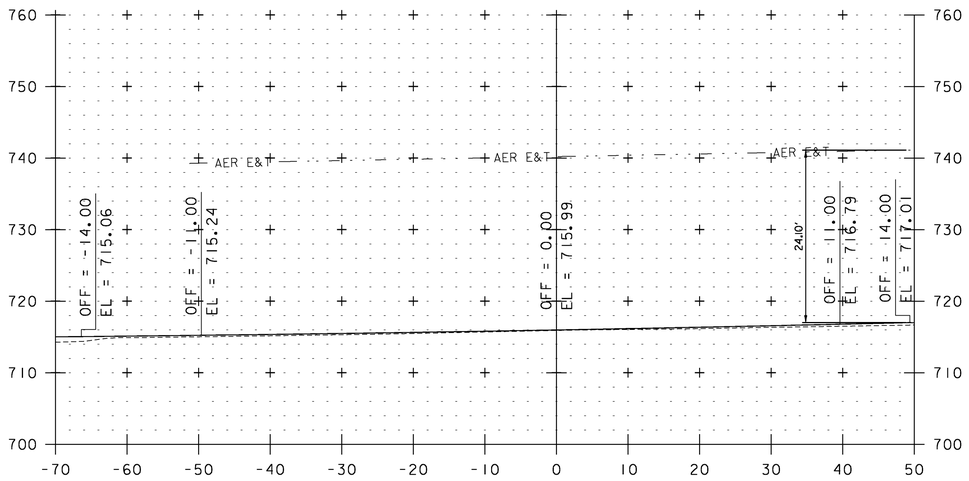
UTILITY CROSS SECTION SHEET 15

PROJECT NAME: WEATHERSFIELD

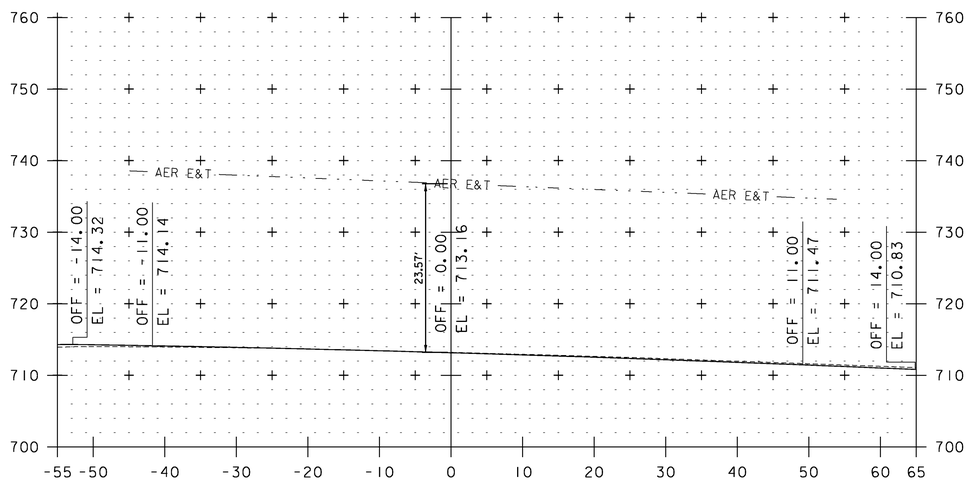
PROJECT NUMBER: STP 2913(1)

FILE NAME: 10c228
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: p10C228_197

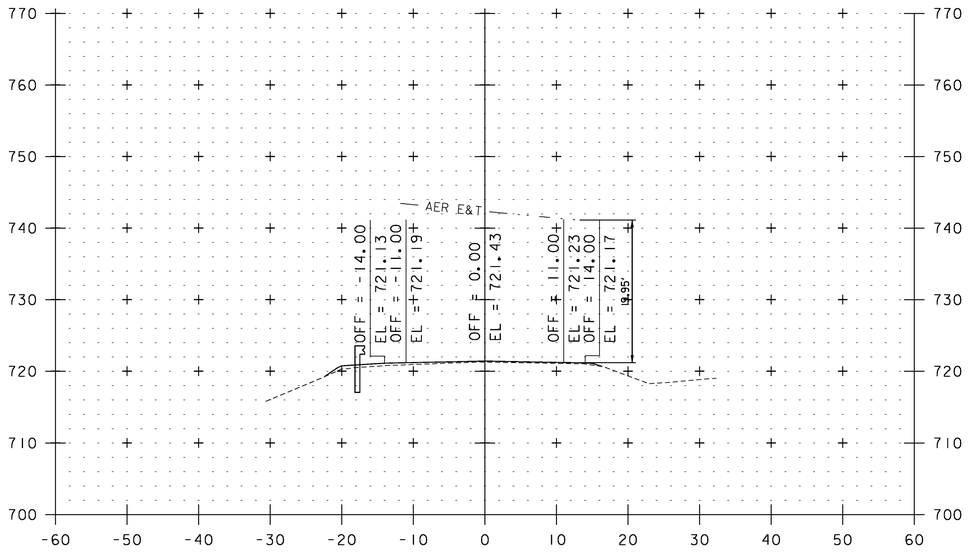
PLOT DATE: 2/7/2013
DRAWN BY: JLS
CHECKED BY: PTS
SHEET 197 OF 234



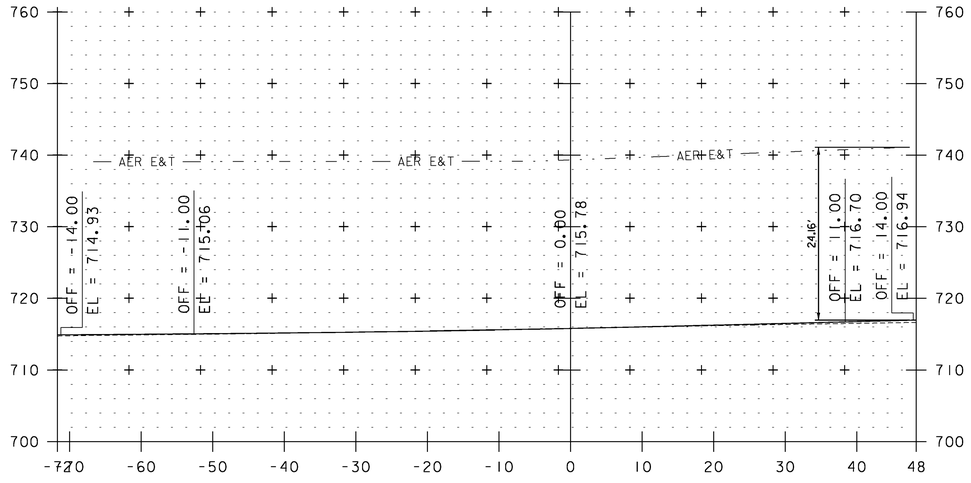
335+14



339+30



330+82



336+60

0 10 20
SCALE IN FEET

STA. 330+82 TO STA. 339+30

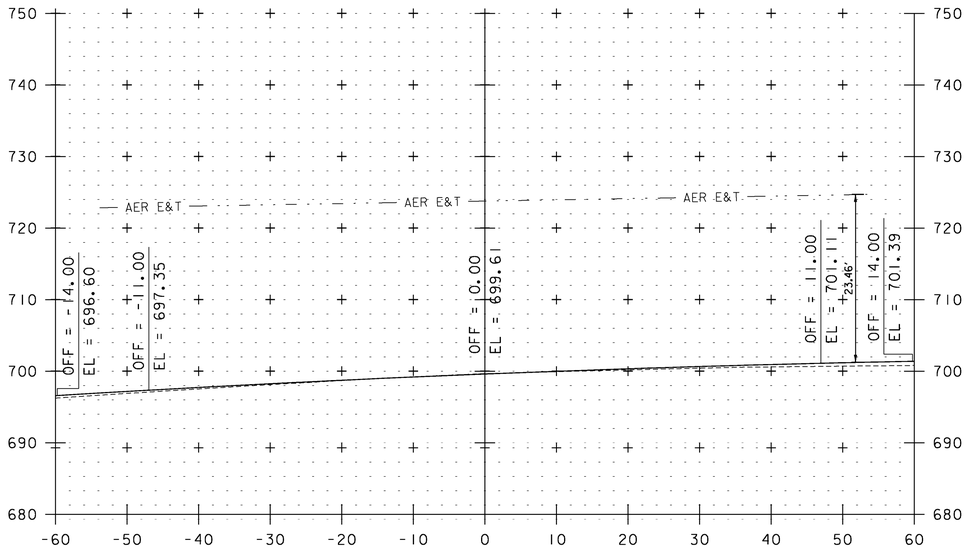
UTILITY CROSS SECTION SHEET 16

PROJECT NAME: WEATHERSFIELD

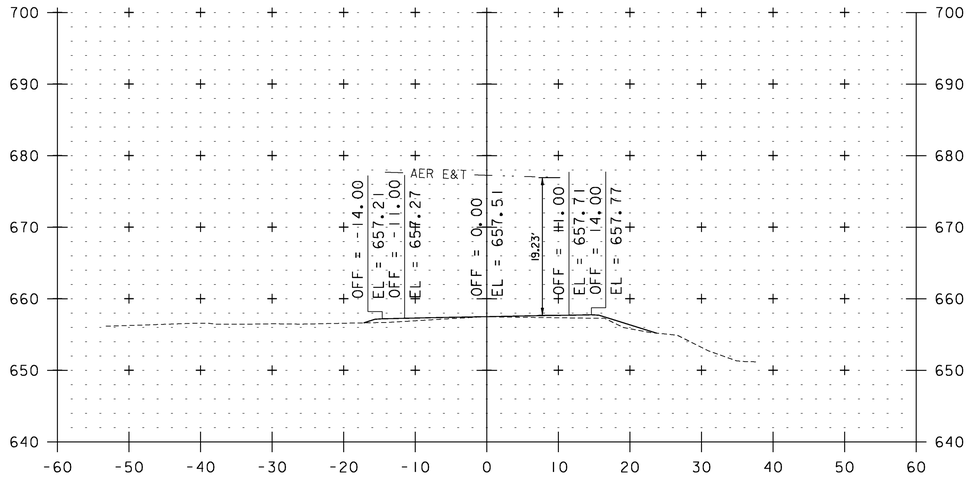
PROJECT NUMBER: STP 2913(1)

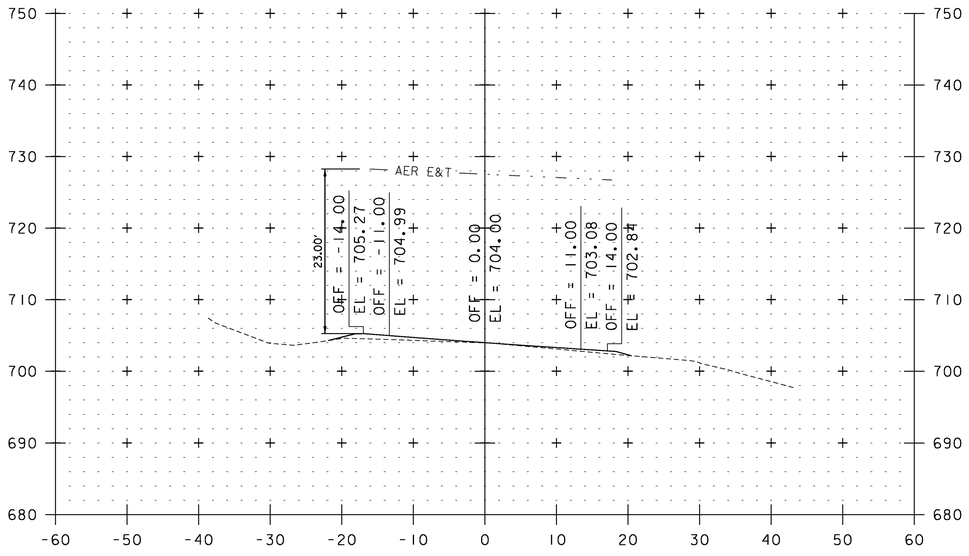
FILE NAME: 10c228
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: p10C228_198

PLOT DATE: 2/7/2013
DRAWN BY: JLS
CHECKED BY: PTS
SHEET 198 OF 234



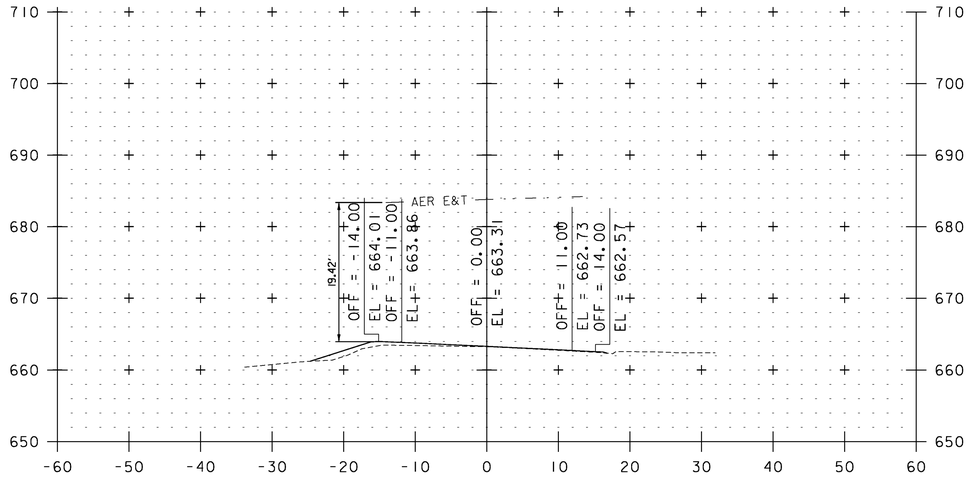
344+09





342+82

354+50



352+23

0 10 20
SCALE IN FEET

STA. 342+82 TO STA. 354+50

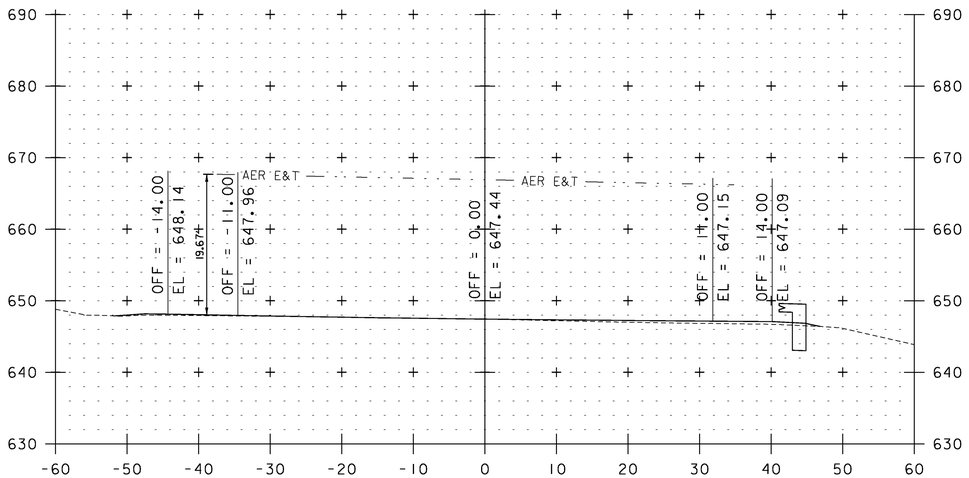
UTILITY CROSS SECTION SHEET 17

PROJECT NAME: WEATHERSFIELD

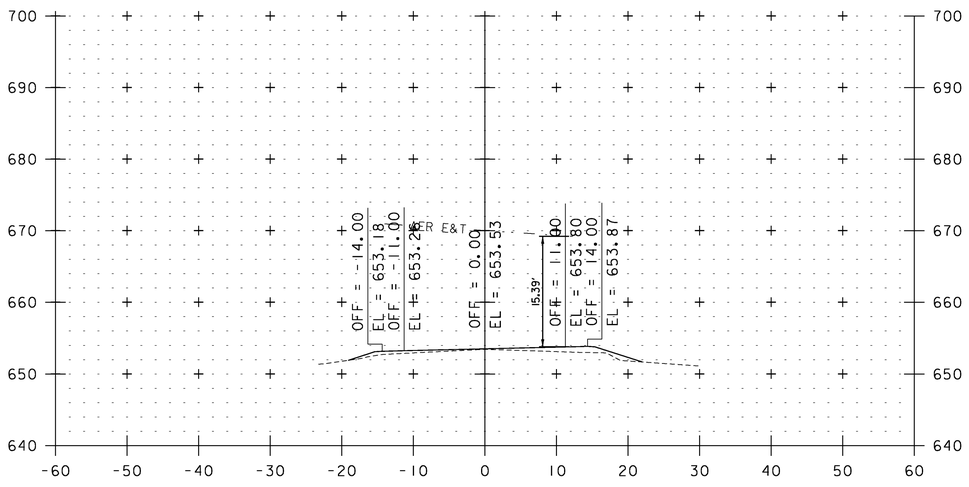
PROJECT NUMBER: STP 2913(1)

FILE NAME: 10c228
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: p10C228_199

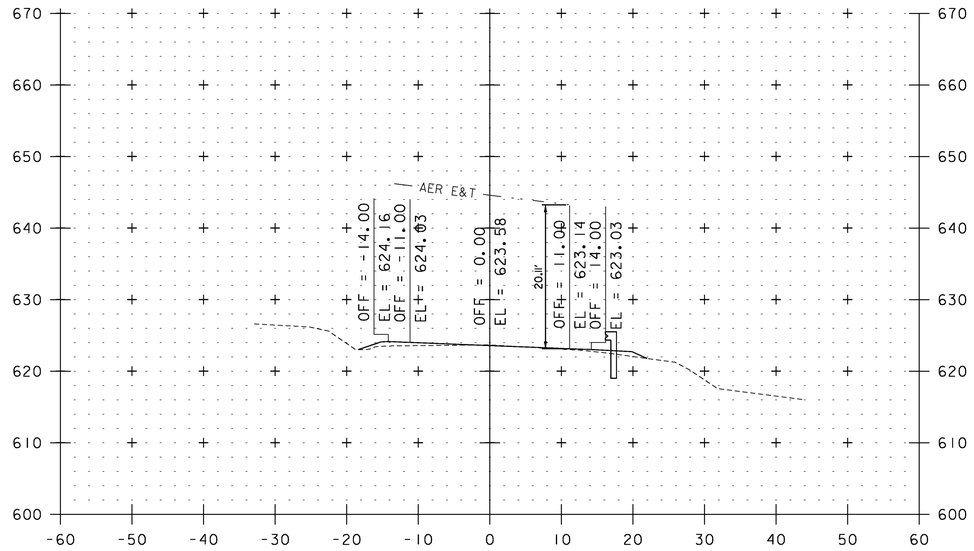
PLOT DATE: 2/7/2013
DRAWN BY: JLS
CHECKED BY: PTS
SHEET 199 OF 234



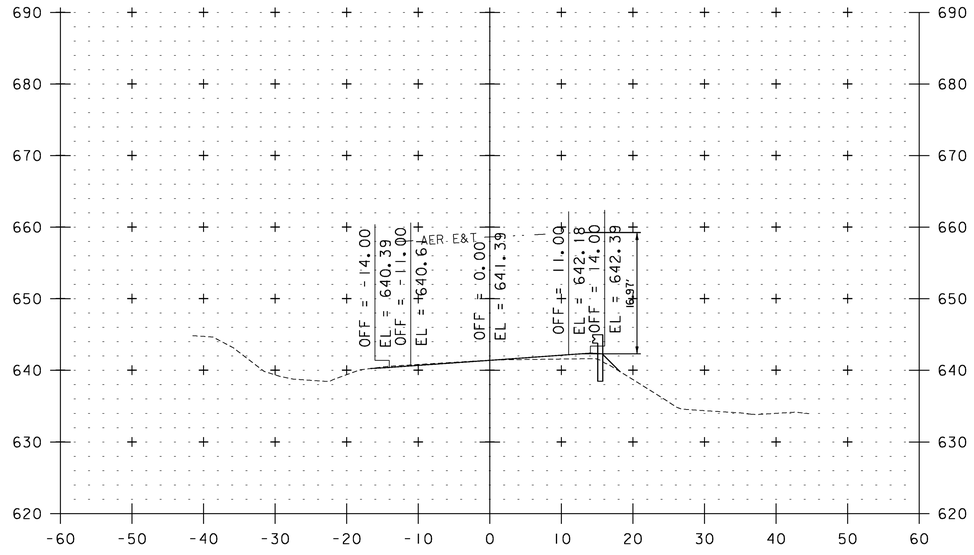
360+61



357+00



368+83



362+78

0 10 20
SCALE IN FEET

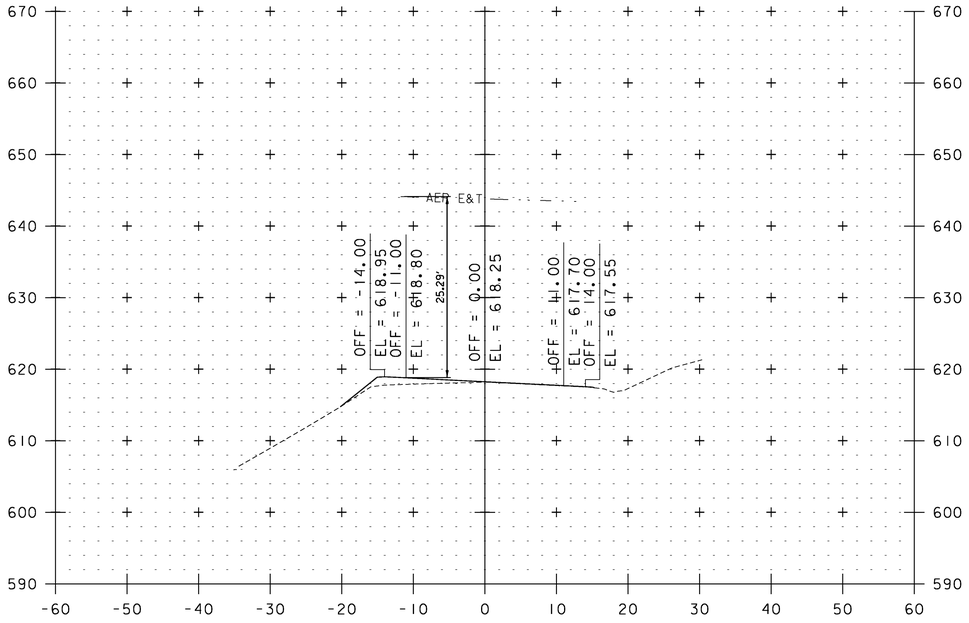
STA. 357+00 TO STA. 368+83

UTILITY CROSS SECTION SHEET 18

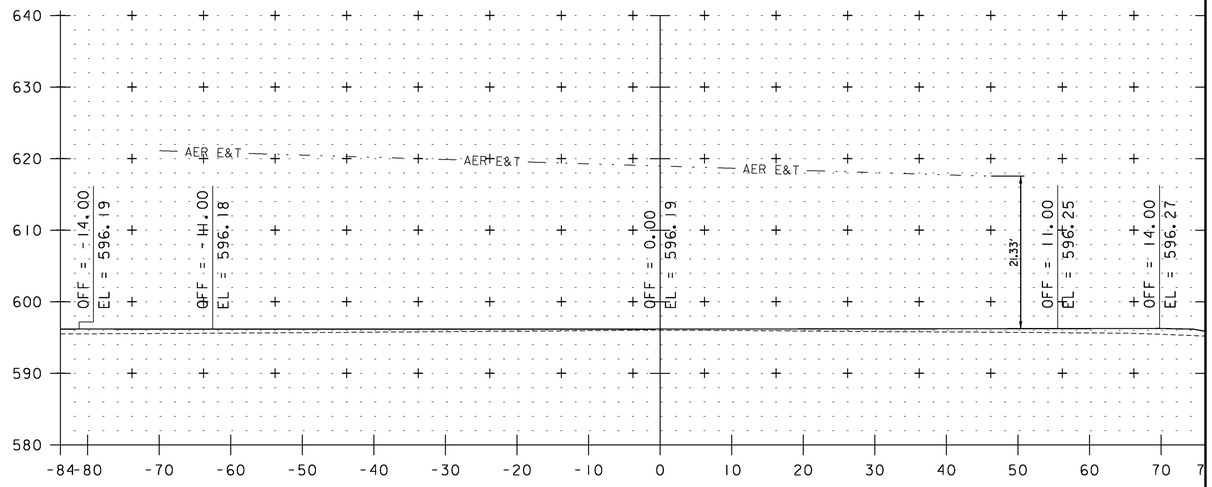
PROJECT NAME: WEATHERSFIELD
PROJECT NUMBER: STP 2913(1)

FILE NAME: 10c228
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: p10C228_200

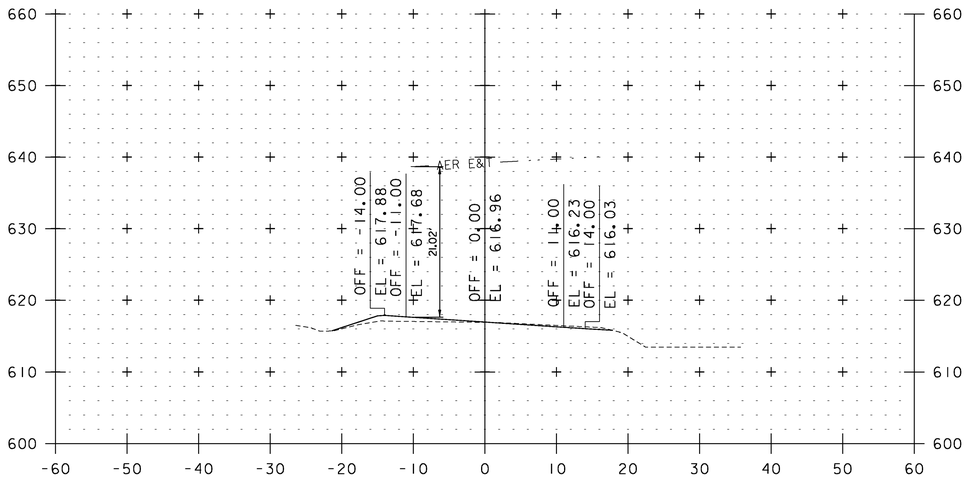
PLOT DATE: 2/7/2013
DRAWN BY: JLS
CHECKED BY: PTS
SHEET 200 OF 234



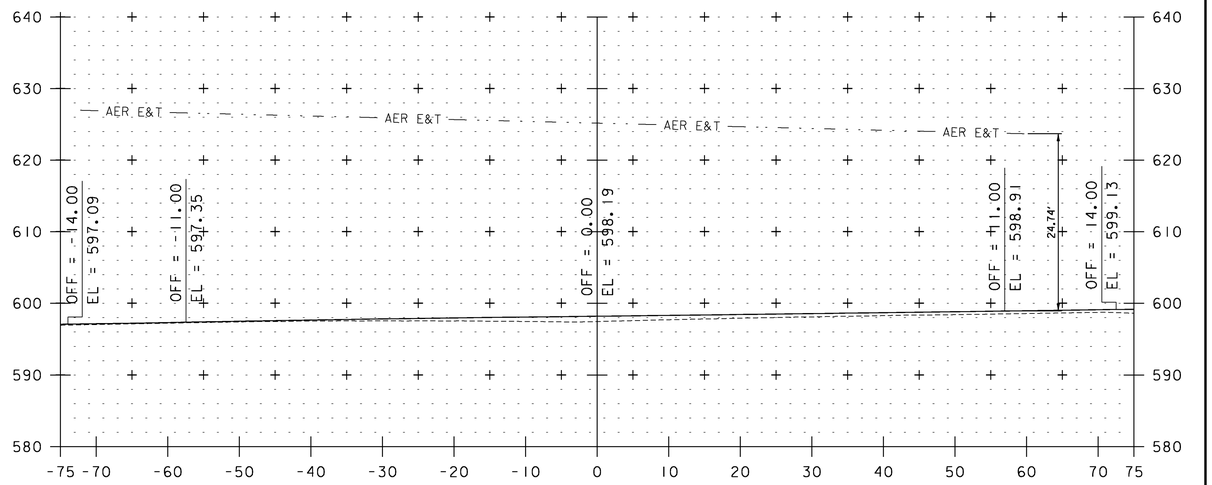
378+37



386+44



371+59



383+67

UTILITY CROSS SECTION SHEET 19

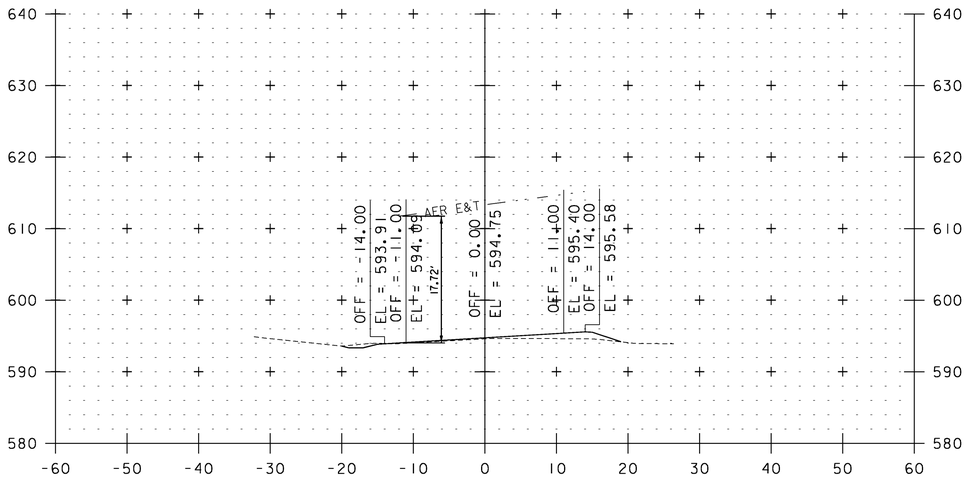
0 10 20
SCALE IN FEET

STA. 371+59 TO STA. 386+44

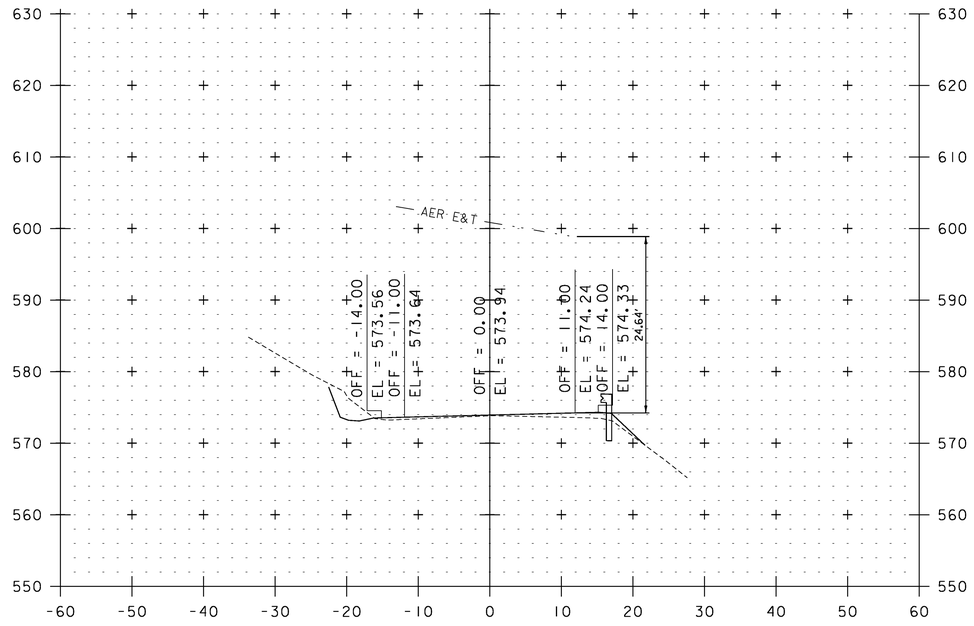
PROJECT NAME: WEATHERSFIELD
PROJECT NUMBER: STP 2913(1)

FILE NAME: 10c228
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: p10C228_201

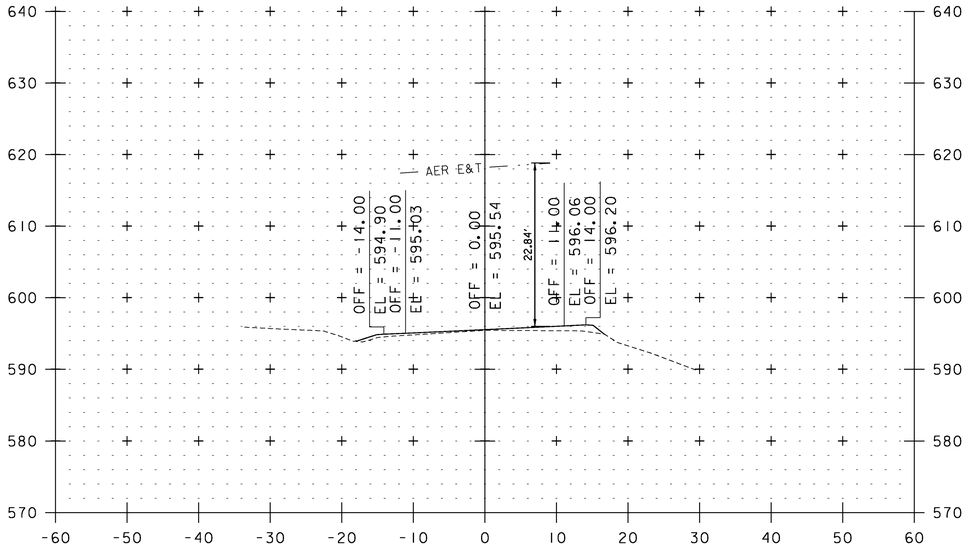
PLOT DATE: 2/7/2013
DRAWN BY: JLS
CHECKED BY: PTS
SHEET 201 OF 234



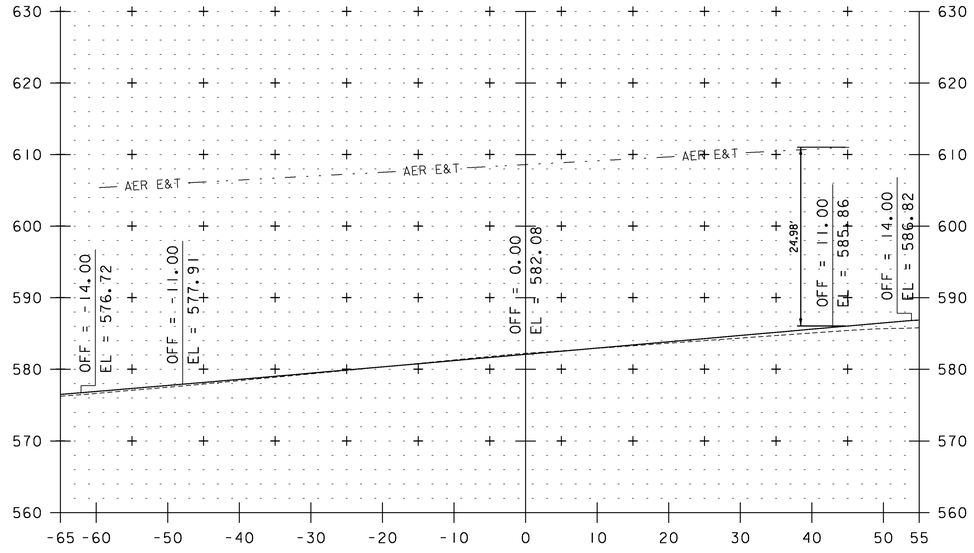
388+14



391+72



387+35



390+58

0 10 20
SCALE IN FEET

STA. 387+35 TO STA. 391+72

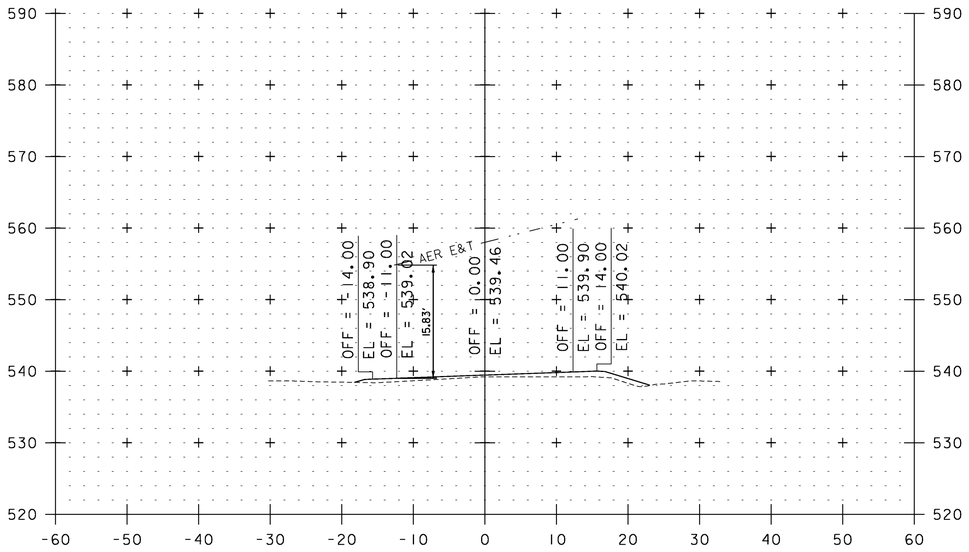
UTILITY CROSS SECTION SHEET 20

PROJECT NAME: WEATHERSFIELD

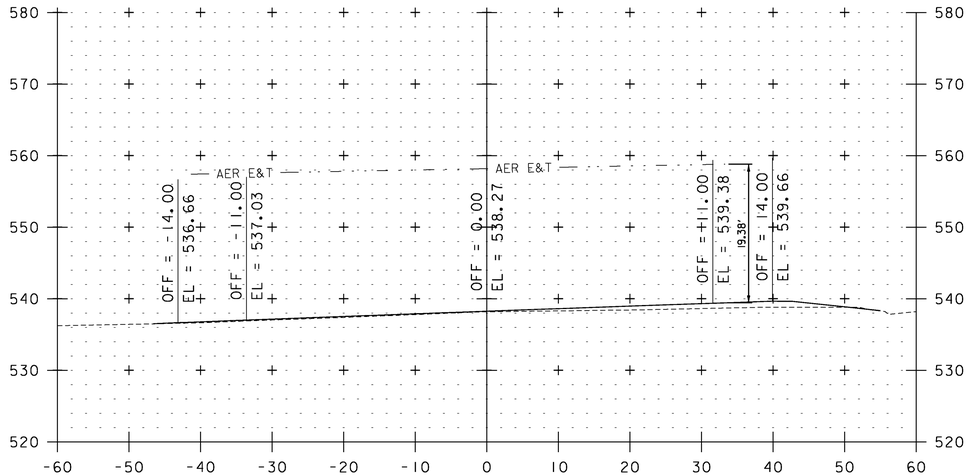
PROJECT NUMBER: STP 2913(1)

FILE NAME: 10c228
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: p10C228_202

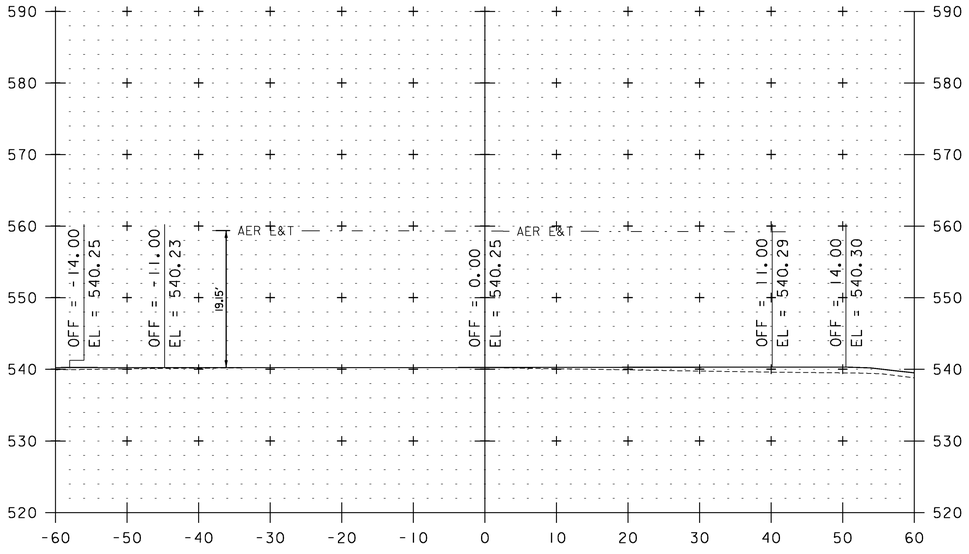
PLOT DATE: 2/7/2013
DRAWN BY: JLS
CHECKED BY: PTS
SHEET 202 OF 234



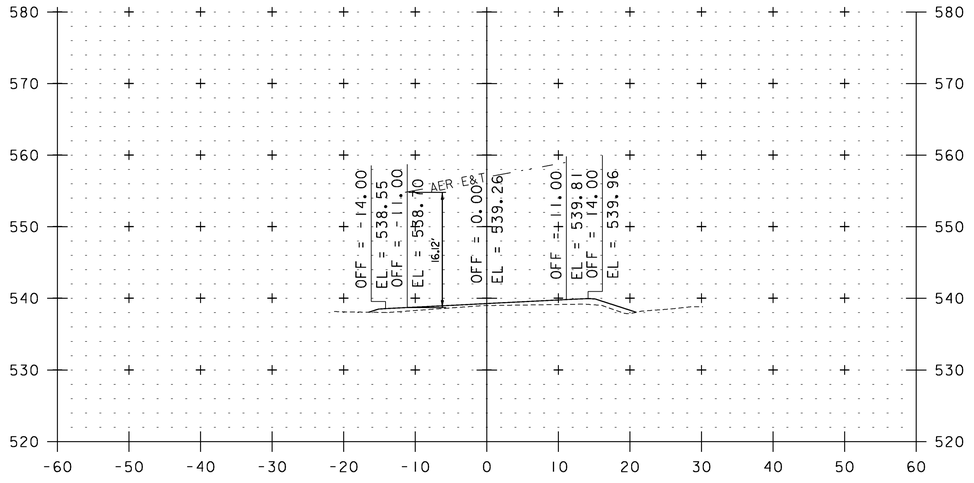
401+95



402+60



401+36



402+08

0 10 20
SCALE IN FEET

STA. 401+36 TO STA. 402+60

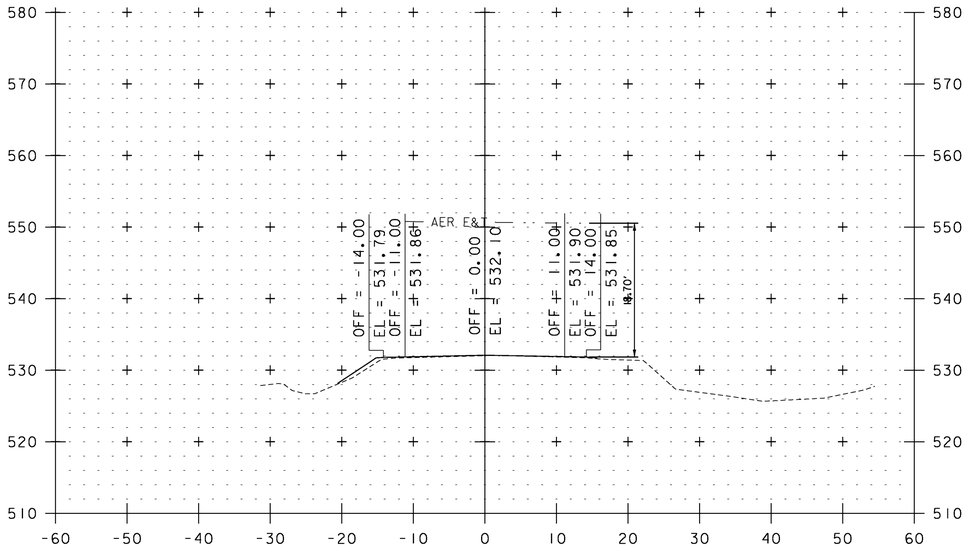
UTILITY CROSS SECTION SHEET 21

PROJECT NAME: WEATHERSFIELD

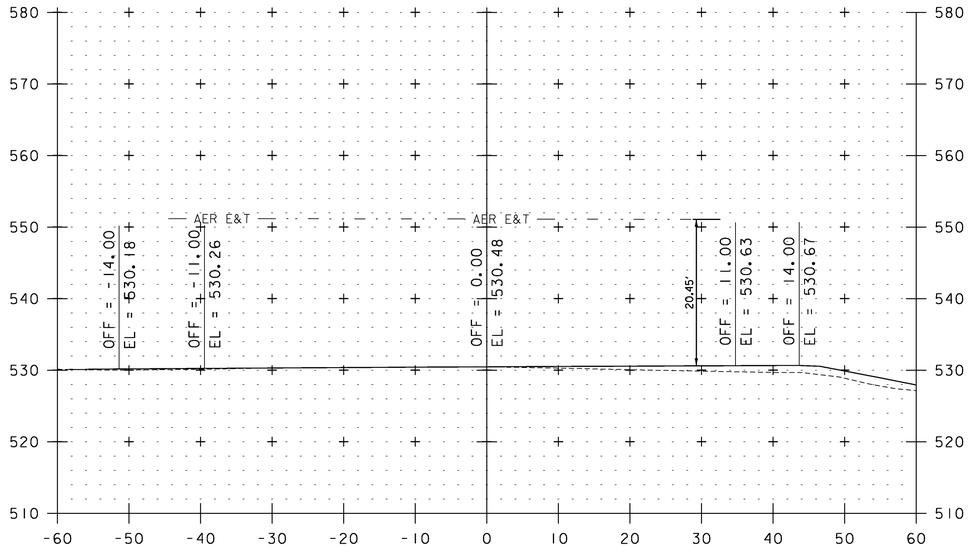
PROJECT NUMBER: STP 2913(1)

FILE NAME: 10c228
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: p10C228_203

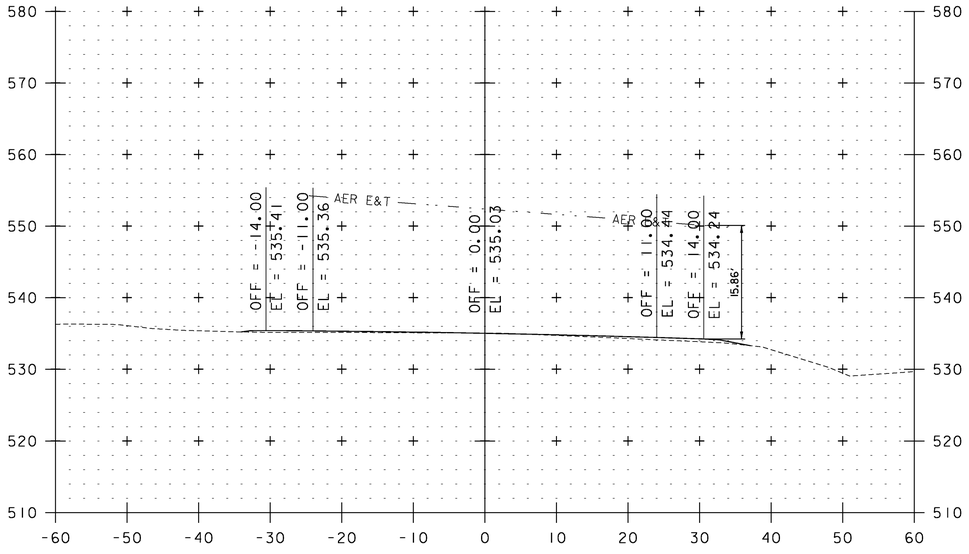
PLOT DATE: 2/7/2013
DRAWN BY: JLS
CHECKED BY: PTS
SHEET 203 OF 234



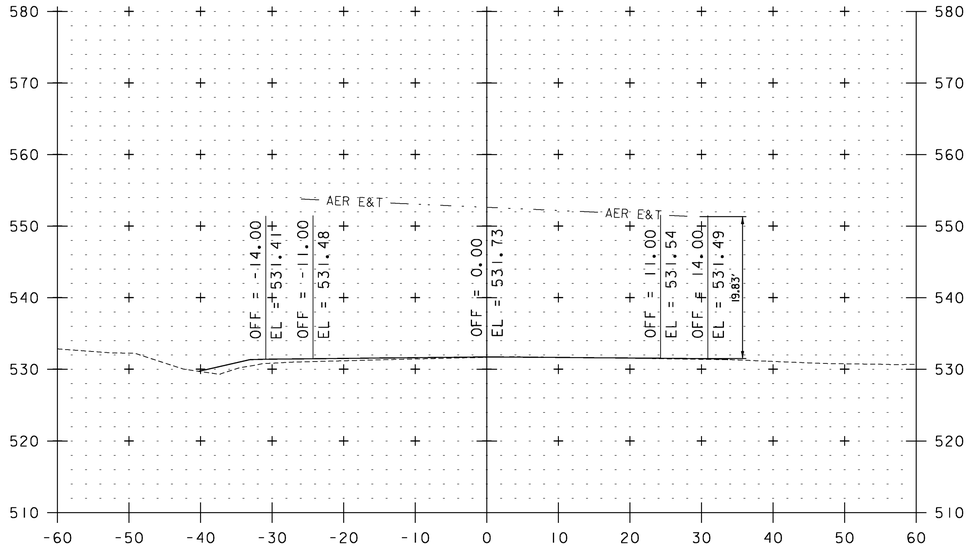
404+98



409+59



403+84



405+99

0 10 20
SCALE IN FEET

STA. 403+84 TO STA. 409+59

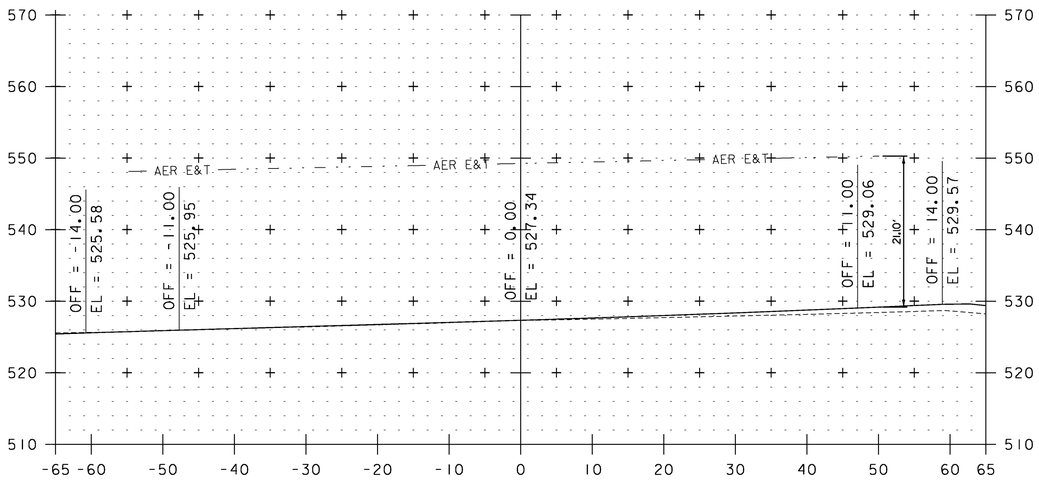
UTILITY CROSS SECTION SHEET 22

PROJECT NAME: WEATHERSFIELD

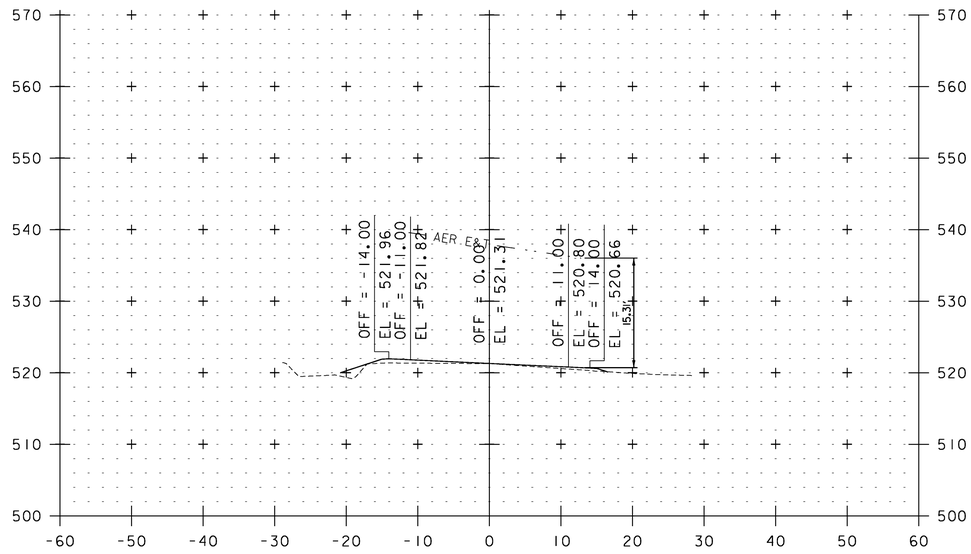
PROJECT NUMBER: STP 2913(1)

FILE NAME: 10c228
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: p10C228_204

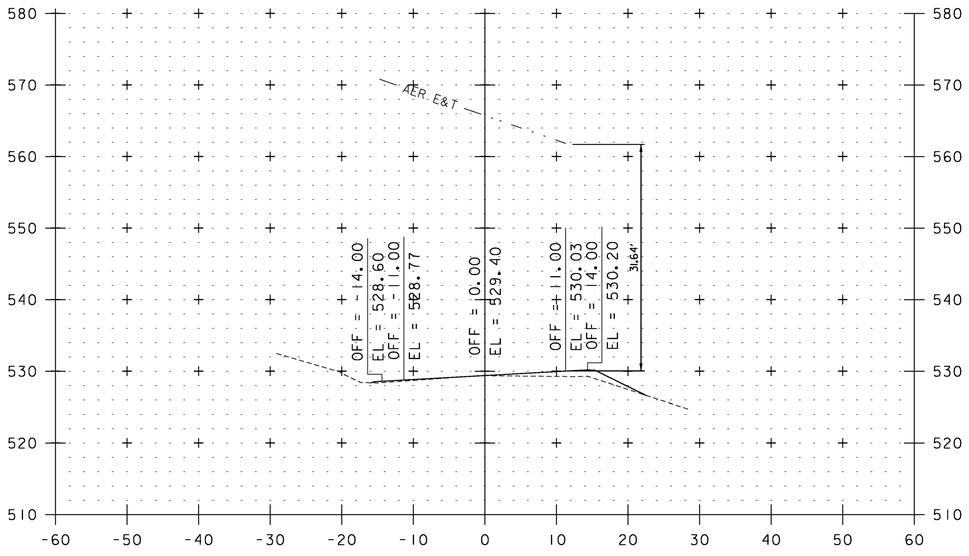
PLOT DATE: 2/7/2013
DRAWN BY: JLS
CHECKED BY: PTS
SHEET 204 OF 234



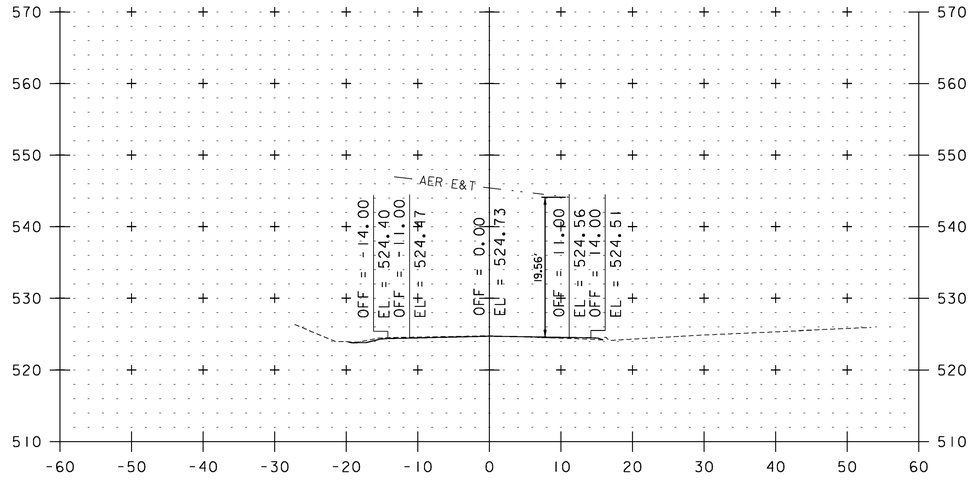
411+05



413+88



410+20



412+09

0 10 20
SCALE IN FEET

STA. 410+20 TO STA. 413+88

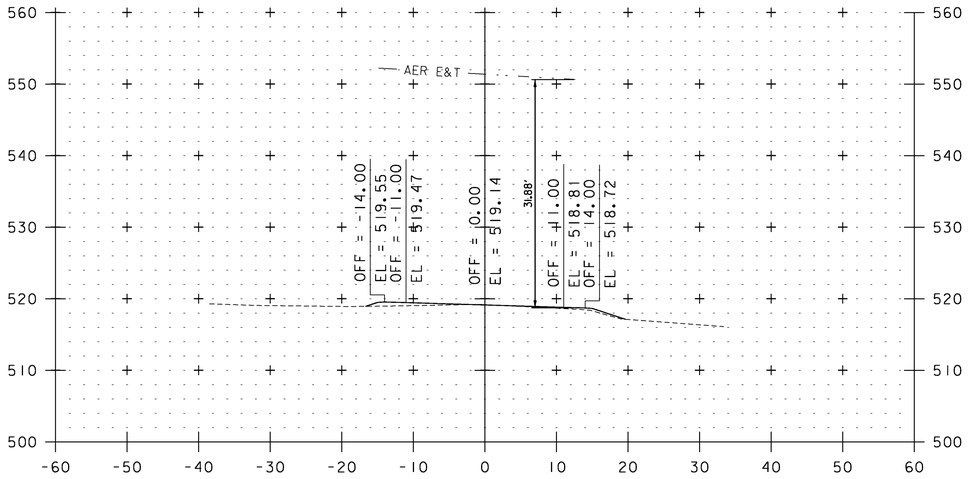
UTILITY CROSS SECTION SHEET 23

PROJECT NAME: WEATHERSFIELD

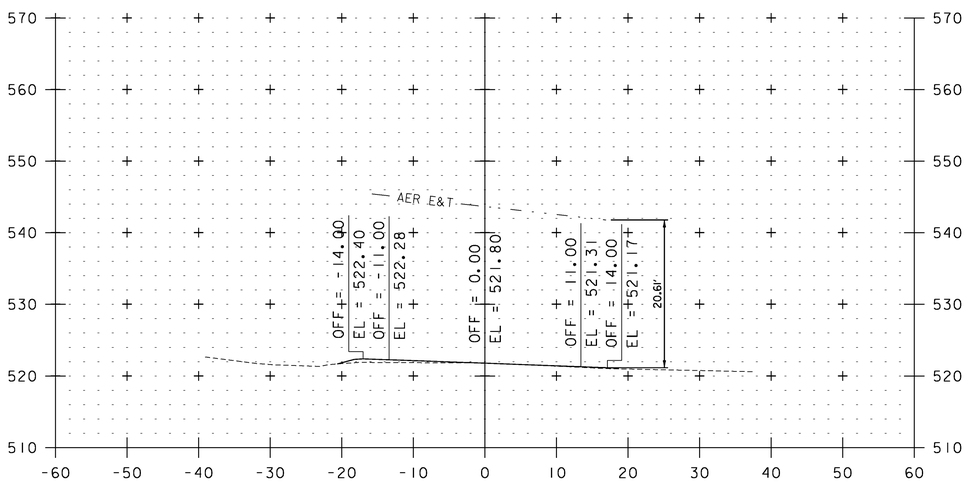
PROJECT NUMBER: STP 2913(1)

FILE NAME: 10c228
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: p10C228_205

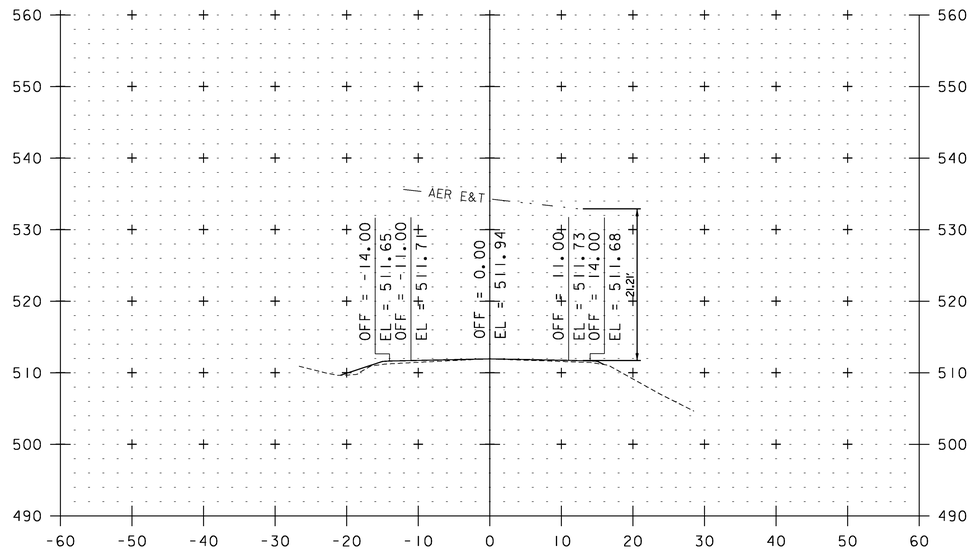
PLOT DATE: 2/7/2013
DRAWN BY: JLS
CHECKED BY: PTS
SHEET 205 OF 234



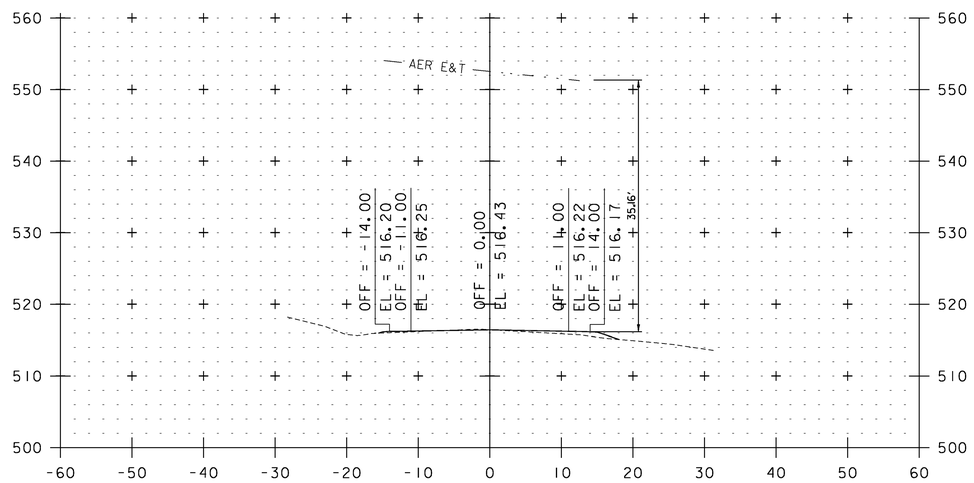
416+49



415+02



419+43



417+39

0 10 20
SCALE IN FEET

STA. 415+02 TO STA. 419+43

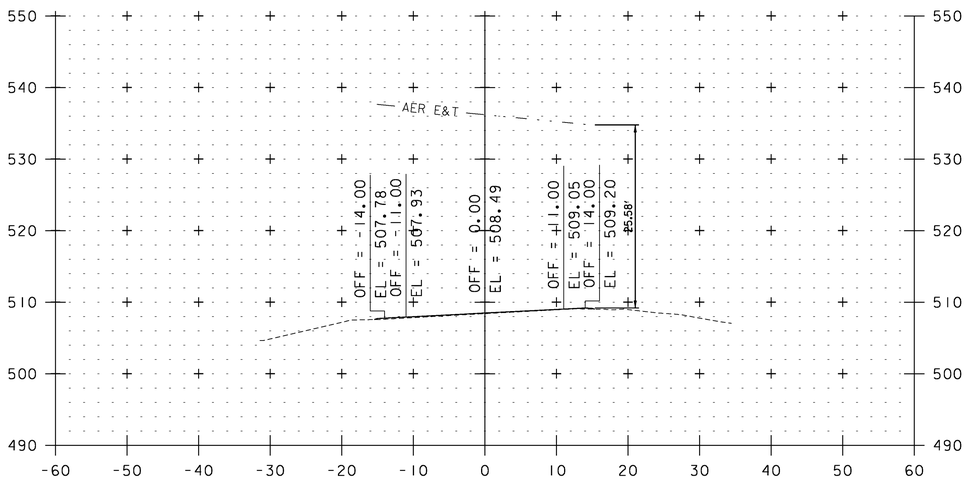
UTILITY CROSS SECTION SHEET 24

PROJECT NAME: WEATHERSFIELD

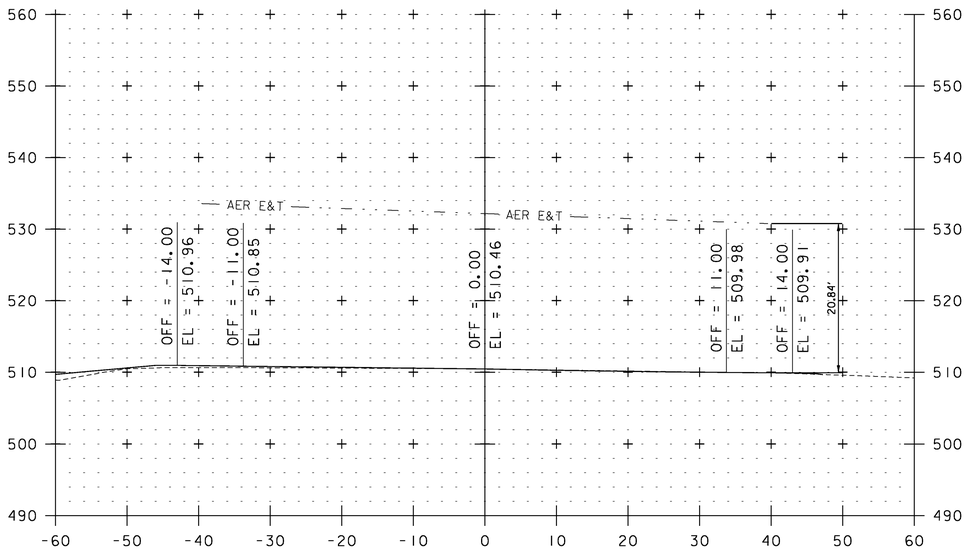
PROJECT NUMBER: STP 2913(1)

FILE NAME: 10c228
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: p10C228_206

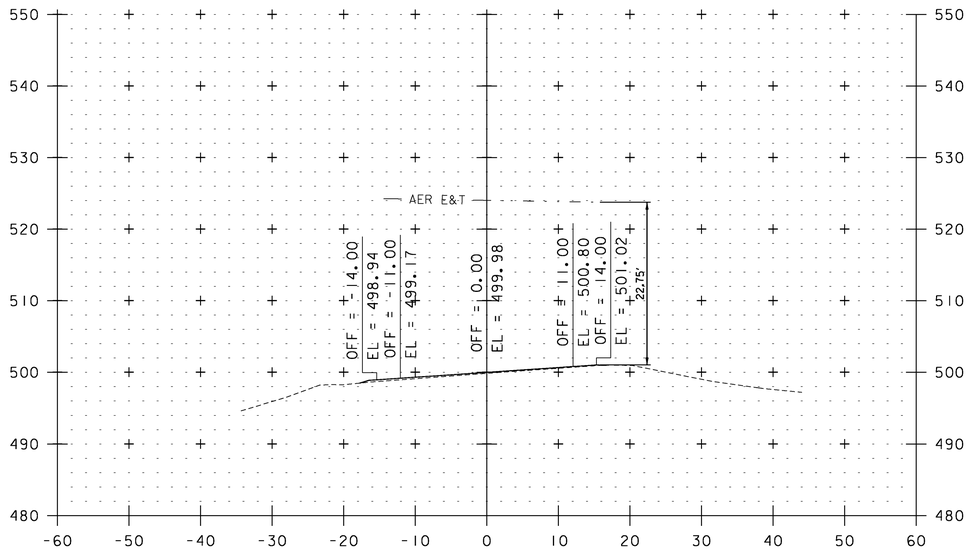
PLOT DATE: 2/7/2013
DRAWN BY: JLS
CHECKED BY: PTS
SHEET 206 OF 234



421+26



420+20



426+47

0 10 20
SCALE IN FEET

STA. 420+20 TO STA. 426+47

UTILITY CROSS SECTION SHEET 25

PROJECT NAME: WEATHERSFIELD

PROJECT NUMBER: STP 2913(1)

FILE NAME: 10c228
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: p10C228_207

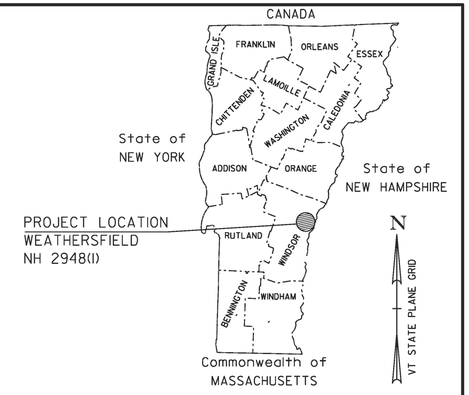
PLOT DATE: 2/7/2013
DRAWN BY: JLS
CHECKED BY: PTS
SHEET 207 OF 234

INDEX OF SHEETS

SEE SHEET 2

STATE OF VERMONT
AGENCY OF TRANSPORTATION

PROPOSED IMPROVEMENT
TOWN OF WEATHERSFIELD
COUNTY OF WINDSOR
VT ROUTE 131 & VT ROUTE 12
(PRINCIPAL ARTERIAL)



VT ROUTE 131
BEGINNING AT STATION 428+75.00 (MM 8.120) AND EXTENDING EASTERLY ALONG VT ROUTE 131 A DISTANCE OF APPROXIMATELY 2690.50 FEET (0.510 MILES) TO STATION 455+65.50 (MM 8.630) ENDING AT THE INTERSECTION OF VT ROUTE 12 AND US ROUTE 5.

VT ROUTE 12
BEGINNING AT STATION 0+96.00 (MM 0.018) AND EXTENDING NORTHERLY ALONG VT ROUTE 12 A DISTANCE OF 1986.00 FEET (0.376 MILES) TO STATION 20+82.00 (MM 0.394) ENDING AT THE INTERSECTION OF VT ROUTE 12, VT ROUTE 131, AND US ROUTE 5.

OLD VT ROUTE 12
BEGINNING AT APPROXIMATE STATION 11+77 (MM 0.223) OF THE VT ROUTE 12 ALIGNMENT AT THE EDGE OF PAVEMENT OF VT ROUTE 12 AND EXTENDING NORTHERLY 78 FEET, THEN 100 FEET WESTERLY TO 277 FEET EASTERLY.

PROJECT DATA	FROM	TO
VT ROUTE 131	STA 428+75.00 (MM 8.120)	STA 455+65.50 (MM 8.630)
VT ROUTE 12	STA 0+96.00 (MM 0.018)	STA 20+82.00 (MM 0.394)
OLD VT ROUTE 12	STA 8+75.00 (MM 0.166)	STA 12+76.00 (MM 0.242)

LENGTH OF ROADWAY VT ROUTE 131 = 2690.50 FEET (0.510 MILES)
LENGTH OF ROADWAY VT ROUTE 12 = 1986.00 FEET (0.376 MILES)
LENGTH OF ROADWAY OLD VT 12 = 455.00 FEET (0.086 MILES)
LENGTH OF PROJECT = 5131.50 FEET (0.972 MILES)

WORK TO BE PERFORMED UNDER THIS PROJECT INCLUDES COLD PLANING AND PAVING OF THE EXISTING HIGHWAY, NEW PAVEMENT MARKINGS, GUARDRAIL, TRAFFIC SIGNAL MODIFICATIONS, SIGNS AND OTHER HIGHWAY RELATED ITEMS.

TRAFFIC DATA

LOCATION	AADT		DHV		ESALs	
	2012	2022	2012	2022	2012-2022	2012-2032
VT 131						
BEGIN PROJECT TO I-91 RAMPS A & B	5800	5900	650	670	1,094,000	2,417,000
I-91 RAMPS A & B TO I-91 RAMPS C & D	7600	7800	850	880	1,804,000	4,421,000
I-91 RAMPS C & D TO US ROUTE 5	9300	9600	1000	1100	2,258,000	5,097,000
VT ROUTE 12	9000	9300	950	980	2,093,000	4,980,000

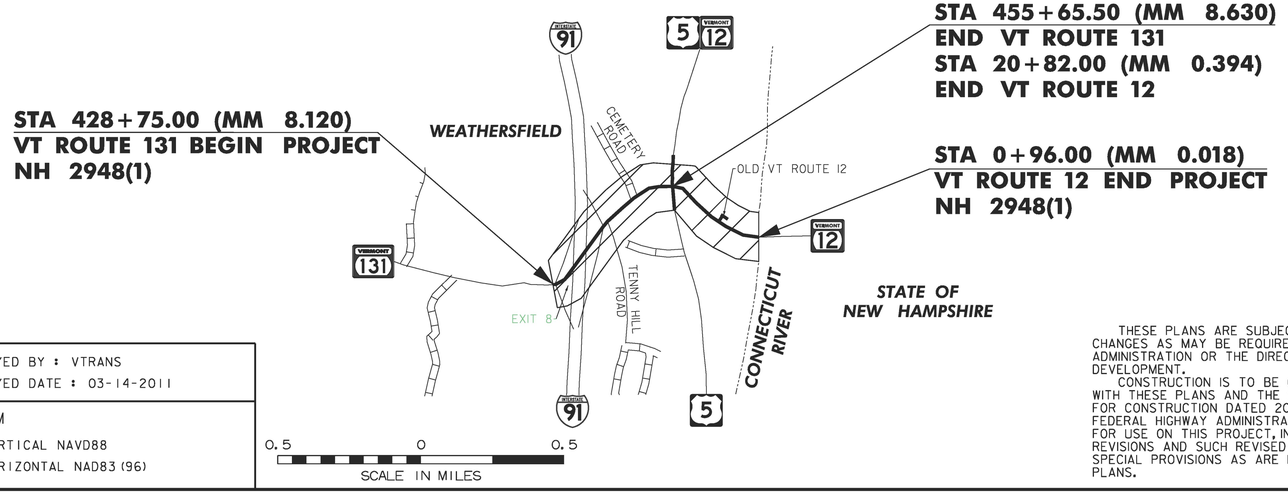
SUPERPAVE BITUMINOUS CONCRETE PAVEMENT MIXTURE DESIGN CRITERIA	
DESIGN LANE/DESIGN LIFE ESAL	2,548,500
DESIGN NUMBER OF GYRATIONS	65
PERFORMANCE GRADED ASPHALT BINDER	SEE SUBSECTION 490.03(b)

QUALITY ASSURANCE PROGRAM: LEVEL 3

CONSULTING ENGINEERS
540 Commercial Street, Manchester, NH 03101
(603) 668-8223 • Fax: (603) 668-8802
cld@cldengineers.com • www.cldengineers.com
Maine • New Hampshire • Vermont

CONVENTIONAL SYMBOLS

COUNTY LINE
TOWN LINE
LIMITS OF ACCESS
POINT OF ACCESS
FENCE LINE
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 (SR SR SR)
TOP OF CUT
TOE OF SLOPE



SURVEYED BY : VTRANS
SURVEYED DATE : 03-14-2011

DATUM
VERTICAL NAVD88
HORIZONTAL NAD83 (96)

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 2011, AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION ON JULY 20, 2011 FOR USE ON THIS PROJECT, INCLUDING ALL SUBSEQUENT REVISIONS AND SUCH REVISED SPECIFICATIONS AND SPECIAL PROVISIONS AS ARE INCORPORATED IN THESE PLANS.

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

PROJECT MANAGER : MICHAEL FOWLER

PROJECT NAME : WEATHERSFIELD
PROJECT NUMBER : NH 2948(1)

SHEET 208 OF 234 SHEETS

GENERAL NOTES

1. COLD PLANING SHALL BE COMPLETED ACCORDING TO THE TYPICALS OR AS DENOTED OTHERWISE ON THE PLANS. A FULL DEPTH BUTT JOINT SHALL BE CONSTRUCTED AT THE PROJECT BEGIN/END AND AT ALL SIDE ROAD APPROACHES AS SHOWN ON THE PROJECT PLANS OR AS OTHERWISE DIRECTED BY THE ENGINEER. ALL JOINTS SHALL BE SAW CUT, INCIDENTAL TO ITEM 210.10, COLD PLANING, BITUMINOUS PAVEMENT.

2. ALL NECESSARY SURFACE PREPARATION INVOLVING PATCHING, POT HOLE REPAIR, AND CRACK SEALING SHALL BE PERFORMED FOLLOWING COLD PLANING AND PRIOR TO PAVING. THE PATCHING OF ALL CRACKS GREATER THAN 1.0" AND POT HOLE REPAIR SHALL BE COMPLETED USING BITUMINOUS CONCRETE PAVEMENT IN ACCORDANCE WITH ITEM 900.680, SPECIAL PROVISION (BITUMINOUS CONCRETE PAVEMENT SURFACE PREPARATION, TYPE I). AN ESTIMATED QUANTITY FOR THIS ITEM HAS BEEN INCLUDED TO COVER ALL COSTS ASSOCIATED WITH THIS WORK.

3. GRASS GROWING ADJACENT TO THE PAVEMENT OR THROUGH CRACKS IN THE PAVEMENT, WHICH MAY HAMPER THE PLACEMENT OF NEW BITUMINOUS CONCRETE PAVEMENT, SHALL BE REMOVED BY THE CONTRACTOR AS DIRECTED BY THE ENGINEER. PAYMENT FOR THIS WORK WILL NOT BE MADE DIRECTLY, BUT WILL BE CONSIDERED INCIDENTAL TO ITEM 490.30, SUPERPAVE BITUMINOUS CONCRETE PAVEMENT.

4. SUPERPAVE BITUMINOUS CONCRETE PAVEMENT TOLERANCE = 1/4" +/- (TOTAL THICKNESS EXCLUDING LEVEL COURSE).

5. EMULSIFIED ASPHALT RS-1H OR CRS-1H SHALL BE APPLIED ON THE COLD PLANED SURFACE AT A RATE OF 0.080 GAL/SY AND BETWEEN ALL PAVED SURFACES AT A RATE OF 0.025 TO 0.040 GAL/SY OR AS DIRECTED BY THE ENGINEER. PAYMENT WILL BE UNDER ITEM 900.683, SPECIAL PROVISION (EMULSIFIED ASPHALT) (RS-1H OR CRS-1H).

6. THE WEARING COURSE SHALL BE TYPE IVS SUPERPAVE BITUMINOUS CONCRETE PAVEMENT, THE LEVELING COURSE SHALL BE TYPE IVS SUPERPAVE BITUMINOUS CONCRETE PAVEMENT. ALL ASPHALT CEMENT USED IN THE SUPERPAVE BITUMINOUS CONCRETE PAVEMENT SHALL BE AS SPECIFIED IN SUBSECTION 490.03(b).

7. ALL SIDE ROADS ARE TO BE PAVED 25 FEET FROM THE EDGE OF MAINLINE SHOULDER UNLESS OTHERWISE SPECIFIED IN THE PLANS OR DIRECTED BY THE ENGINEER.

8. ALL EDGES OF PAVEMENT SHALL BE BACKED UP TO FULL HEIGHT WITH AGGREGATE SHOULDER MATERIAL AS DIRECTED BY THE ENGINEER AND WILL BE PAID UNDER ITEM 402.13, AGGREGATE SHOULDERS, RAP.

9. BITUMINOUS CONCRETE PAVEMENT AT PUBLIC AND/OR PRIVATE AND PERMITTED DRIVES WHICH IS INSTALLED BY HAND SHALL BE PAID FOR UNDER ITEM 900.675, SPECIAL PROVISION (HAND-PLACED BITUMINOUS CONCRETE MATERIAL, DRIVES). BITUMINOUS CONCRETE MATERIAL PLACED BY MECHANICAL METHODS AT THESE LOCATIONS IS EXCLUDED. ALL OTHER BITUMINOUS MATERIALS PLACED WITHIN THE PROJECT LIMITS, WHETHER BY HAND OR MECHANICAL METHODS, SHALL BE PAID UNDER THE APPROPRIATE CONTRACT PAY ITEM FOR SUPERPAVE BITUMINOUS CONCRETE PAVEMENT.

10. THE CULVERT PIPES SHOWN IN THE PLANS ARE TO BE USED FOR INFORMATIONAL PURPOSES ONLY. THE ENGINEER SHALL DETERMINE WHETHER THE COMPACTION EFFORT OVER EXISTING CULVERTS SHOULD BE REDUCED. ALL CULVERTS ARE TO BE RETAINED.

11. COMPACTION, GRADING, AND CLEAN UP OF ITEM 301.28, SUBBASE OF CRUSHED GRAVEL, FINE GRADED, ITEM 402.13, AGGREGATE SHOULDERS, RAP AND ITEM 651.35, TOPSOIL, IS TO BE INCLUDED IN THE CONTRACT UNIT PRICE OF EACH ITEM.

12. ITEM 604.412 AND 604.415 ARE ESTIMATED ITEMS AND SHALL BE PERFORMED AT LOCATIONS SHOWN ON THE ROADWAY LAYOUT SHEETS OR AS DIRECTED BY THE ENGINEER. ALL DI'S SHALL BE RAISED OR REHABILITATED SUCH THAT THE NEW GRATE ELEVATION MATCHES WITH THE SURROUNDING TERRAIN. DRAINAGE STRUCTURES CALLING FOR REHABILITATION HAVE BEEN DISTRIBUTED BETWEEN ITEMS 604.412 AND 604.415. FOR ESTIMATING PURPOSES THE DISTRIBUTION IS AS FOLLOWS: 604.412 80%, 604.415 20%. WITH A MINIMUM QUANTITY OF ONE FOR ITEM 604.415.

13. ESTIMATED QUANTITIES OF ITEM 608.15, POWER GRADER RENTAL HAS BEEN INCLUDED FOR REMOVING BUILT UP SAND, SOD ETC. ADJACENT TO THE SHOULDER, IN NON-GUARDRAIL AREAS, TO ALLOW FREE DRAINAGE OFF THE SHOULDER.

14. STEEL BEAM GUARDRAIL WITH STEEL POSTS SHALL BE USED ON THIS PROJECT.

15. ESTIMATED QUANTITIES OF ITEM 608.25, ALL PURPOSE EXCAVATOR RENTAL, TYPE I, ITEM 608.37, TRUCK RENTAL AND ITEM 608.40, LOADER RENTAL, TYPE I HAVE BEEN INCLUDED FOR THE PROVISION OF CONSTRUCTING GUARDRAIL FLARES.
25 CUBIC YARDS OF ITEM 203.30, EARTH BORROW HAS BEEN INCLUDED AT EACH GUARDRAIL FLARE TO PROVIDE FOR FLARE CONSTRUCTION. THE GUARDRAIL FLARES SHALL BE CAPPED WITH AN ESTIMATED 3 INCH DEPTH OF TOPSOIL UNLESS OTHERWISE DIRECTED BY THE ENGINEER. ITEM 653.20, TEMPORARY EROSION MATTING SHALL BE PLACED ON SLOPES GREATER THAN 1:6 CREATED BY THE GUARDRAIL FLARE. THE QUANTITIES REFLECT 25 SY OF ITEM 653.20, TEMPORARY EROSION MATTING FOR EACH NEW GUARDRAIL FLARE.

16. DURABLE PAVEMENT MARKINGS ARE OPTIONED FOR THIS PROJECT. THE CONTRACTOR SHALL BID THE SAME MARKING MATERIAL FOR ALL OPTION ITEMS.

17. ITEM 646.76, LINE STRIPING TARGETS SHALL BE PLACED AS OUTLINED IN THE VAOT STANDARD SPECIFICATIONS FOR CONSTRUCTION FOR THE PLACEMENT OF THE WHITE EDGE LINES AND YELLOW CENTER LINES.

18. INSTALL NEW SIGNS, AS SHOWN ON THE ROADWAY LAYOUT SHEETS, ON SQUARE STEEL SIGN POSTS. ALL SIGNS ON VT ROUTE 131 WERE REPLACED UNDER THE STATEWIDE SIGNING PROJECT STPG SIGN (31) AND ALL SIGNS ON US 5 WILL BE REPLACED UNDER STPG SIGN (33) UNLESS OTHERWISE NOTED ON THE PLANS.

PROJECT PAVING LIMITS

423+80 RT
426+00 LT

TOWN	BEGIN STATION	END STATION	LT SHOULDER	LANE TYPICAL	LANE TYPICAL	RT SHOULDER	WEARING DEPTH (in)	LEVELING DEPTH	NOTES
WEATHERSFIELD							TYPE IVS	TYPE IVS	
VT 131	428+75	430+15	VARIES	VARIES	VARIES	VARIES	1 1/2"	1/2"	COLD PLANE 2" AND OVERLAY
	430+15	433+38	10.0	12.0	12.0	10.0	1 1/2"	1/2"	
	433+38	434+53	VARIES	12.0	12.0	10.0	1 1/2"	1/2"	
	434+53	436+50	VARIES	12.0	12.0	VARIES	1 1/2"	1/2"	
	436+50	447+00	VARIES	12.0-12.0	12.0-12.0	VARIES	1 1/2"	1/2"	
	447+00	455+65	VARIES	VARIES	VARIES	VARIES	1 1/2"	1/2"	
VT 12	0+96	3+95	VARIES	12.0	12.0	VARIES	1 1/2"	1/2"	COLD PLANE 2" AND OVERLAY
	3+95	9+50	VARIES	VARIES	VARIES	VARIES	1 1/2"	1/2"	
	9+50	18+95	VARIES	12.0-12.0	12.0-12.0	VARIES	1 1/2"	1/2"	
	18+95	20+82	VARIES	VARIES	VARIES	VARIES	1 1/2"	1/2"	
OLD VT 12	8+75	12+76	VARIES	VARIES	VARIES	VARIES	1 1/2"	1/2"	~~COLD PLANE 2"~~ AND OVERLAY 1.5"
	269+65								
US 5	~~269+88~~	271+06	VARIES	12.0	12.0	VARIES	1 1/2"	1/2"	COLD PLANE 2" AND OVERLAY
	271+86	277+00	VARIES	VARIES	VARIES	VARIES	1 1/2"	1/2"	COLD PLANE 2" AND OVERLAY

NOT TO SCALE

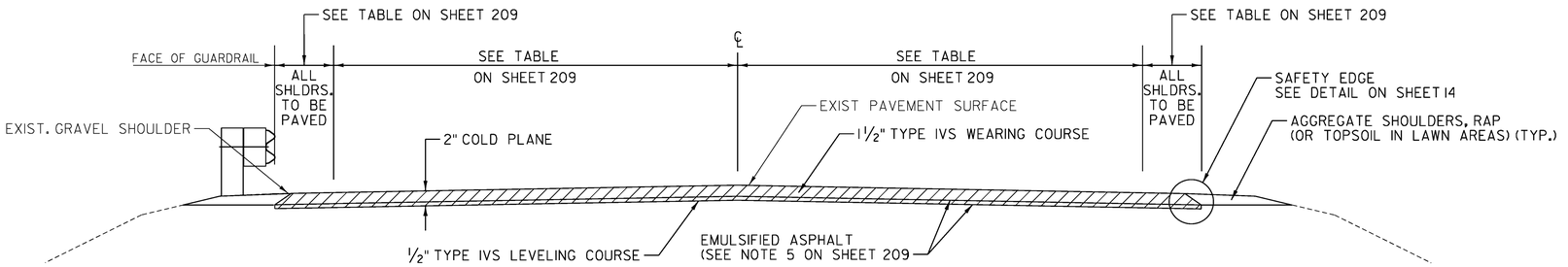
GENERAL NOTES SHEET

PROJECT NAME: WEATHERSFIELD

PROJECT NUMBER: NH 2948(1)

FILE NAME: pl2bl26.dgn
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: pl2Bl26_209

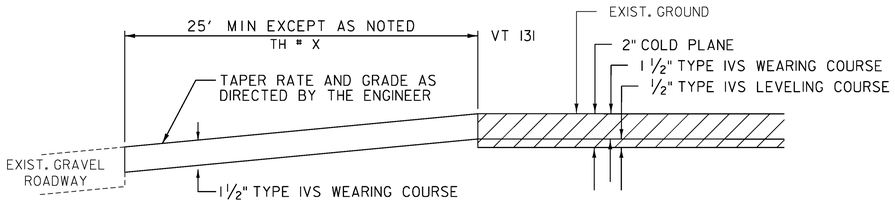
PLOT DATE: 2/7/2013
DRAWN BY: SNG
CHECKED BY: PTS
SHEET 209 OF 234



COLD PLANE AND OVERLAY TYPICAL SECTION

LOCATION

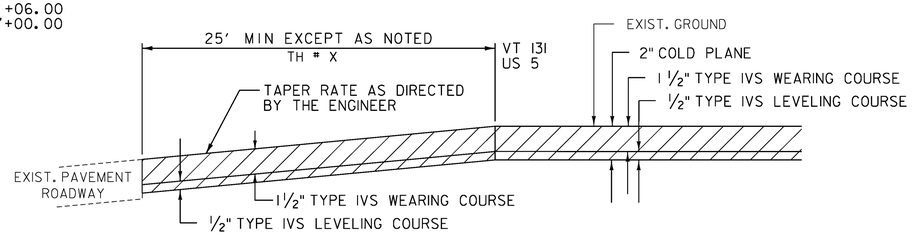
VT 131 - 428+75.00 TO 455+65.50
VT 12 - 0+96.00 TO 20+82.00
OLD VT 12 - 8+75.00 TO 12+76.00
US 5 - 269+88.00 TO 271+06.00
271+86.00 TO 277+00.00



APPROACH AREA DETAIL FOR GRAVEL TOWN HIGHWAYS IN COLD PLANE AND OVERLAY AREAS

LOCATION

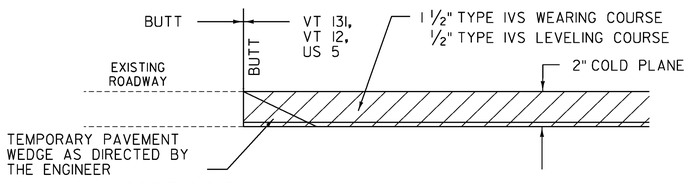
VT 131
TH 40 - 437+57 (TENNY HILL ROAD)
TH 74 - 447+35 (CEMETERY ROAD)



APPROACH AREA DETAIL FOR PAVED TOWN HIGHWAYS IN COLD PLANE AND OVERLAY AREAS

LOCATION

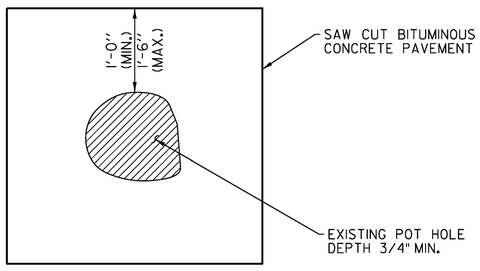
VT 131
429+41 RT (I-91 RAMP A)
429+67 LT (I-91 RAMP B)
435+11 RT (I-91 RAMP C)
436+30 LT (I-91 RAMP D)
US 5
TH 33 - 273+61 LT (ASCUTNEY STORE ROAD)



APPROACH AREA DETAIL – MAINLINE IN COLD PLANE AREAS

LOCATION

VT 131	VT 12	US 5
428+75.00	0+96.00	269+88.00
		277+00.00



TYPICAL POT HOLE REPAIR

NOT TO SCALE

EMULSIFIED ASPHALT SHALL BE APPLIED AT ALL PATCH INTERFACES AT A RATE OF 0.25 - 0.5 GAL/SY. EMULSIFIED ASPHALT SHALL MEET THE REQUIREMENTS OF SECTION 404 AND WILL BE CONSIDERED INCIDENTAL TO THE PATCHING MATERIAL.

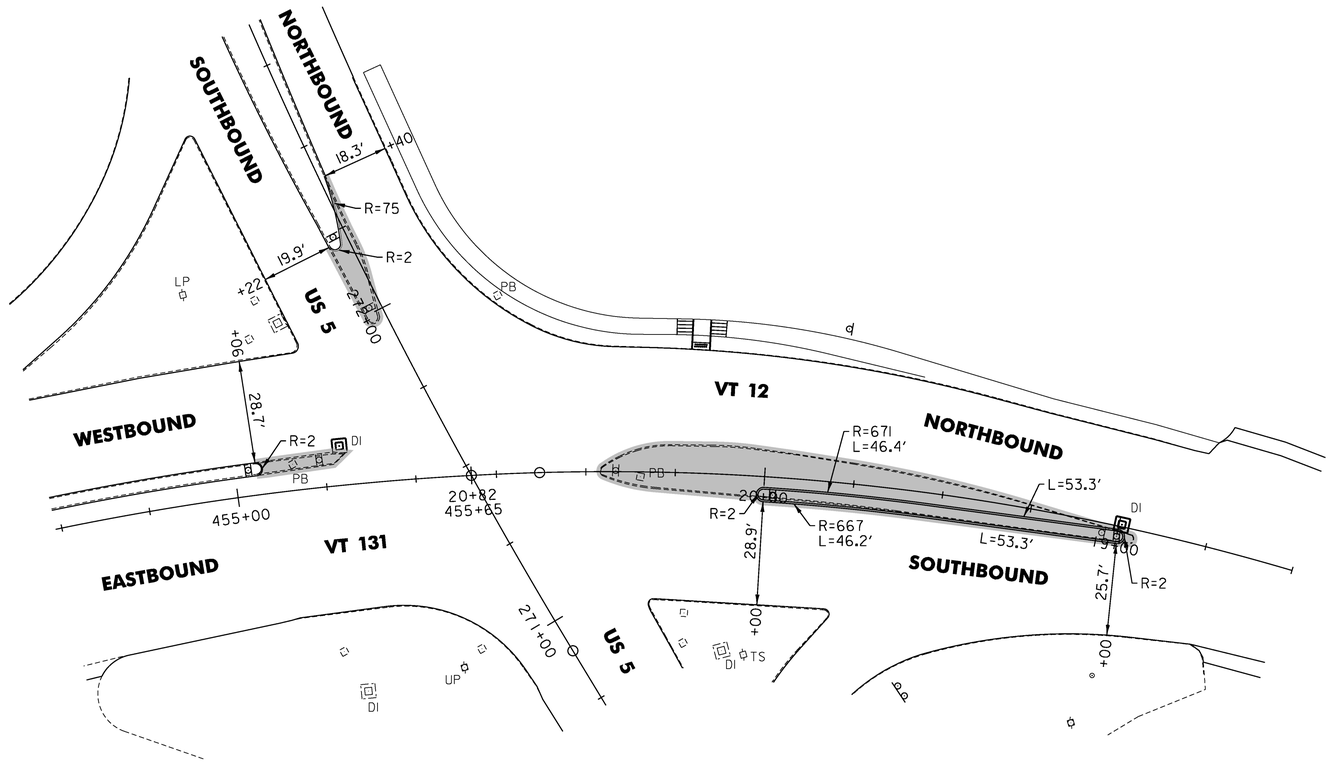
NOT TO SCALE

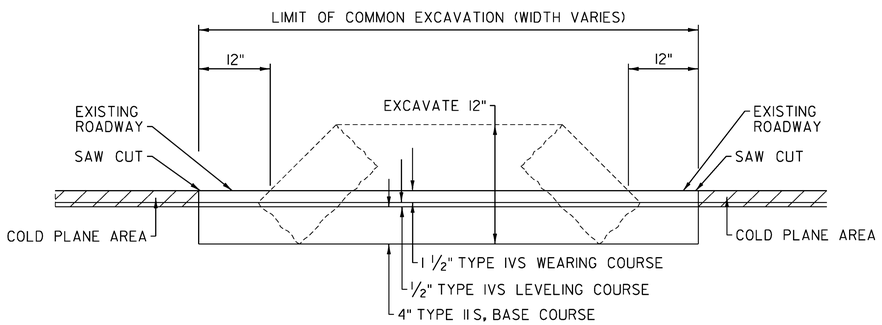
PROJECT TYPICAL SHEET

PROJECT NAME: WEATHERSFIELD
PROJECT NUMBER: NH 2948(I)

FILE NAME: pI2bI26.dgn
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: pI2bI26_2I0

PLOT DATE: 2/7/2013
DRAWN BY: SNG
CHECKED BY: PTS
SHEET 2I0 OF 234



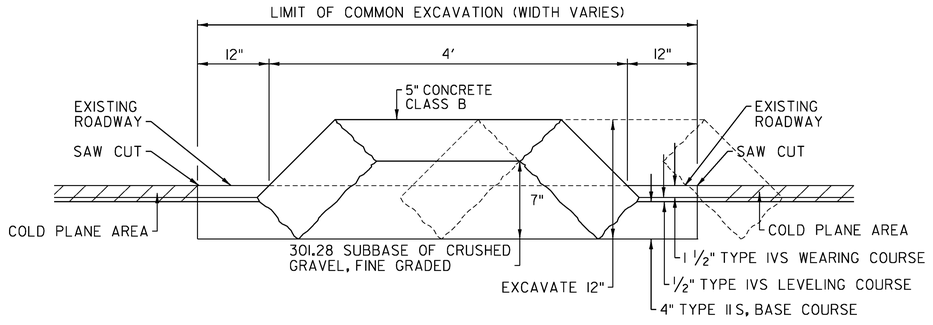


VT 131 & US 5

LOCATION

US 5
271+96 TO 272+40 LT & RT

VT 131
455+06 TO 455+33 LT



VT 12

LOCATION

18+98 TO 20+02 LT & RT

RAISED ISLAND RECONSTRUCTION DETAILS

FOR QUANTITY CALCULATIONS IT HAS BEEN ASSUMED THAT 80% OF REMOVED CURBING WILL BE RESET FOR CONSTRUCTION OF THE NEW ISLANDS.

NOT TO SCALE

CURBED ISLAND DETAILS SHEET

PROJECT NAME: WEATHERSFIELD

PROJECT NUMBER: NH 2948(1)

FILE NAME: pl2bl26.dgn
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: pl2Bl26_211

PLOT DATE: 2/7/2013
DRAWN BY: SNG
CHECKED BY: PTS
SHEET 211 OF 234

STATE OF VERMONT
AGENCY OF TRANSPORTATION

QUANTITY SHEET 1

SUMMARY OF ESTIMATED QUANTITIES		TOTALS		DESCRIPTIONS				DETAILED SUMMARY OF QUANTITIES		
ROADWAY (PRINCIPAL ARTERIAL)	FULL C.E. ITEMS (PR ARTERIAL)	GRAND TOTAL	FINAL	UNIT	ITEMS	ITEM NUMBER	ROUND	QUANTITIES	UNIT	ITEMS
										COLD PLANING, BITUMINOUS PAVEMENT
4		4	0	EACH	THINNING AND TRIMMING FOR SIGNS	201.31	-	19564	SY	VT 131
86		86	52.1	CY	COMMON EXCAVATION	203.15	1.4	1013	SY	I-91 RAMPS
500		500	0	CY	EARTH BORROW	203.30	-	13823	SY	VT 12
1		1	0	CY	TRENCH EXCAVATION OF EARTH, EXPLORATORY (N.A.B.I.)	204.22	-	1185	SY	OLD VT 12
38750		38750	39552	SY	COLD PLANING, BITUMINOUS PAVEMENT	210.10	353	2644	SY	US 5
21		21	30	TON	SUBBASE OF CRUSHED GRAVEL, FINE GRADED	301.28	0.3	168	SY	TOWN HIGHWAY
600		600	123.7	TON	AGGREGATE SHOULDERS, RAP	402.13	1	38397	SY	PROJECT SUBTOTAL
1		1	2981.31	LU	PRICE ADJUSTMENT, ASPHALT CEMENT (N.A.B.I.)	406.50	-	353	SY	ROUNDING
4600		4600	4811.52	TON	SUPERPAVE BITUMINOUS CONCRETE PAVEMENT	490.30	53	38750	SY	PROJECT TOTAL
1		1	5670.89	LU	AIR VOIDS PAY ADJUSTMENT (N.A.B.I.)	490.31	-			
1		1	2960	LU	MAT DENSITY PAY ADJUSTMENT (N.A.B.I.)	490.32	-			**SUPERPAVE BITUMINOUS CONCRETE PAVEMENT**
1		1	6128.84	LU	SURFACE TOLERANCE PAY ADJUSTMENT (N.A.B.I.)	490.33	-	1712	TON	VT 131, TYPE IV S WEARING COURSE
1		1	1580.85	LU	LONGITUDINAL JOINT COMPACTION PAY ADJUSTMENT (N.A.B.I.)	490.34	-	571	TON	VT 131, TYPE IV S LEVELING COURSE
5		5	3.76	CY	CONCRETE, CLASS B	541.25	0.2	23	TON	TOWN HIGHWAYS, TYPE IV S
2		2	0	EACH	REHAB. DROP INLETS, CATCH BASINS, OR MANHOLES, CLASS I	604.412	EST.	88	TON	RAMPS, TYPE IV S, WEARING COURSE
1		1	0	EACH	REHAB. DROP INLETS, CATCH BASINS, OR MANHOLES, CLASS II	604.415	EST.	29	TON	RAMPS, TYPE IV S, LEVELING COURSE
15		15	6	HR	POWER GRADER RENTAL	608.15	EST.	4	TON	RAISED ISLAND REMOVAL, TYPE II S, BASE COURSE
40		40	52	HR	ALL PURPOSE EXCAVATOR RENTAL, TYPE I	608.25	EST.	1210	TON	VT 12, TYPE IV S WEARING COURSE
25		25	35	HR	POWER BROOM RENTAL, TYPE I	608.30	EST.	403	TON	VT 12, TYPE IV S LEVELING COURSE
80		80	71.75	HR	TRUCK RENTAL	608.37	EST.	38	TON	RAISED ISLAND REMOVAL, TYPE II S, BASE COURSE
40		40	0	HR	LOADER RENTAL, TYPE I	608.40	EST.	104	TON	OLD VT 12, TYPE IV S WEARING COURSE
10		10	5.9	CY	STONE FILL, TYPE II	613.11	1.1	35	TON	OLD VT 12, TYPE IV S LEVELING COURSE
260		260	251.2	LF	REMOVING AND RESETTING CURB	616.40	2	231	TON	US 5, TYPE IV S WEARING COURSE
455		455	242	LF	REMOVAL OF EXISTING CURB	616.41	4	78	TON	US 5, TYPE IV S LEVELING COURSE
15		15	21.39	SY	PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH	618.10	-	15	TON	TOWN HIGHWAYS, TYPE IV S
25		25	20	SF	DETECTABLE WARNING SURFACE	618.30	1	6	TON	RAISED ISLAND REMOVAL, TYPE II S, BASE COURSE
3250		3250	3215	LF	STEEL BEAM GUARDRAIL, GALVANIZED	621.20	22.5	4547	TON	PROJECT SUBTOTAL
20		20	21	EACH	ANCHOR FOR STEEL BEAM RAIL	621.60	-	53	TON	ROUNDING
3200		3200	3150	LF	REMOVAL AND DISPOSAL OF GUARDRAIL	621.80	50	4600	TON	PROJECT TOTAL
1		1	0	EACH	ADJUST ELEVATION OF VALVE BOX	629.20	-			
161		161	392	HR	UNIFORMED TRAFFIC OFFICERS	630.10	EST.			REFERENCE CALCULATION BINDER
COD *005 1300 ~~575~~		1300 ~~575~~	1502	HR	FLAGGERS	630.15	EST.			FOR FINAL QUANTITY SUMMARY
	~~0.5~~ 1	~~0.5~~ 1	1	LS	FIELD OFFICE, ENGINEERS	631.10	-			
	1	1	1	LS	TESTING EQUIPMENT, CONCRETE	631.16	-			
	~~0.5~~ 1	~~0.5~~ 1	1	LS	TESTING EQUIPMENT, BITUMINOUS	631.17	-			
	1500	1500	0	DL	FIELD OFFICE TELEPHONE (N.A.B.I.)	631.26	-			
~~0.5~~ 1		~~0.5~~ 1	1	LS	MOBILIZATION/DEMOBILIZATION	635.11	-			
1		1	1	LS	TRAFFIC CONTROL (NH 2948(1)) (PRINCIPAL ARTERIAL)	641.10	-			
5		5	5	EACH	PORTABLE CHANGEABLE MESSAGE SIGN	641.15	-			

PROJECT NAME: WEATHERSFIELD
PROJECT NUMBER: NH 2948(1)

FILE NAME: pl2bl26.dgn
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: pl2Bl26_212

PLOT DATE: 2/7/2013
DRAWN BY: SNG
CHECKED BY: PTS
SHEET 212 OF 234

STATE OF VERMONT
AGENCY OF TRANSPORTATION

QUANTITY SHEET 2

SUMMARY OF ESTIMATED QUANTITIES		TOTALS		DESCRIPTIONS				DETAILED SUMMARY OF QUANTITIES		
ROADWAY (PRINCIPAL ARTERIAL)	FULL C.E. ITEMS (PR ARTERIAL)	GRAND TOTAL	FINAL	UNIT	ITEMS	ITEM NUMBER	ROUND	QUANTITIES	UNIT	ITEMS
					BEGIN OPTION AA					
12600		12600	0	LF	DURABLE 4 INCH WHITE LINE, THERMOPLASTIC	646.402	130			
12600		12600	0	LF	DURABLE 4 INCH WHITE LINE, EPOXY PAINT	646.403	130			
12600		12600	12506	LF	DURABLE 4 INCH WHITE LINE, POLYUREA	646.404	130			
					END OPTION AA					
					BEGIN OPTION BB					
10700		10700	0	LF	DURABLE 4 INCH YELLOW LINE, THERMOPLASTIC	646.412	113			
10700		10700	0	LF	DURABLE 4 INCH YELLOW LINE, EPOXY PAINT	646.413	113			
10700		10700	10064	LF	DURABLE 4 INCH YELLOW LINE, POLYUREA	646.414	113			
					END OPTION BB					
					BEGIN OPTION CC					
300		300	363	LF	DURABLE 6 INCH WHITE LINE, THERMOPLASTIC	646.422	21			
300		300	0	LF	DURABLE 6 INCH WHITE LINE, EPOXY PAINT	646.423	21			
300		300	0	LF	DURABLE 6 INCH WHITE LINE, POLYUREA	646.424	21			
					END OPTION CC					
					BEGIN OPTION DD					
190		190	255	LF	DURABLE 6 INCH YELLOW LINE, THERMOPLASTIC	646.432	12			
190		190	0	LF	DURABLE 6 INCH YELLOW LINE, EPOXY PAINT	646.433	12			
190		190	0	LF	DURABLE 6 INCH YELLOW LINE, POLYUREA	646.434	12			
					END OPTION DD					
					BEGIN OPTION EE					
25		25	16	LF	DURABLE 8 INCH YELLOW LINE, THERMOPLASTIC	646.452	1			
25		25	0	LF	DURABLE 8 INCH YELLOW LINE, EPOXY PAINT	646.453	1			
25		25	0	LF	DURABLE 8 INCH YELLOW LINE, POLYUREA	646.454	1			
					END OPTION EE					
					BEGIN OPTION FF					
300		300	273	LF	DURABLE 24 INCH STOP BAR, THERMOPLASTIC	646.482	15			
300		300	0	LF	DURABLE 24 INCH STOP BAR, EPOXY PAINT	646.483	15			
300		300	0	LF	DURABLE 24 INCH STOP BAR, POLYUREA	646.484	15			
					END OPTION FF					
					BEGIN OPTION GG					
127		127	130	EACH	DURABLE LETTER OR SYMBOL, THERMOPLASTIC	646.492	-			
127		127	0	EACH	DURABLE LETTER OR SYMBOL, EPOXY PAINT	646.493	-			
127		127	0	EACH	DURABLE LETTER OR SYMBOL, POLYUREA	646.494	-			
					END OPTION GG					
					BEGIN OPTION HH					
50		50	37	LF	DURABLE CROSSWALK MARKING, THERMOPLASTIC	646.502	3			
50		50	0	LF	DURABLE CROSSWALK MARKING, EPOXY PAINT	646.503	3			
50		50	0	LF	DURABLE CROSSWALK MARKING, POLYUREA	646.504	3			
					END OPTION HH					

PROJECT NAME: WEATHERSFIELD

PROJECT NUMBER: NH 2948(1)

FILE NAME: pl2bl26.dgn
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: pl2Bl26_213

PLOT DATE: 2/7/2013
DRAWN BY: SNG
CHECKED BY: PTS
SHEET 213 OF 234

STATE OF VERMONT
AGENCY OF TRANSPORTATION

QUANTITY SHEET 3

SUMMARY OF ESTIMATED QUANTITIES		TOTALS		DESCRIPTIONS				DETAILED SUMMARY OF QUANTITIES		
ROADWAY (PRINCIPAL ARTERIAL)	FULL C.E. ITEMS (PR ARTERIAL)	GRAND TOTAL	FINAL	UNIT	ITEMS	ITEM NUMBER	ROUND	QUANTITIES	UNIT	ITEMS
25200		25200	28513	LF	TEMPORARY 4 INCH WHITE LINE, PAINT	646.602	260			
21400		21400	25384	LF	TEMPORARY 4 INCH YELLOW LINE, PAINT	646.612	226			
600		600	0	LF	TEMPORARY 6 INCH WHITE LINE, PAINT	646.622	42			
380		380	0	LF	TEMPORARY 6 INCH YELLOW LINE, PAINT	646.632	24			
600		600	358	LF	TEMPORARY 24 INCH STOP BAR, PAINT	646.682	30			
190		190	180	EACH	TEMPORARY LETTER OR SYMBOL, PAINT	646.692	-			
100		100	30	LF	TEMPORARY CROSSWALK MARKING, PAINT	646.702	6			
550		550	794	EACH	LINE STRIPING TARGETS	646.76	EST.			
610		610	720	LF	PAINTED CURB	646.81	10			
1770		1770	1450	SF	PAINTED ISLAND	646.82	22			
15		15	0	SY	GEOTEXTILE UNDER STONE FILL	649.31	2			
35		35	128	LB	SEED	651.15	EST.			
250		250	560	LB	FERTILIZER	651.18	EST.			
1		1	0.91	TON	AGRICULTURAL LIMESTONE	651.20	EST.			
1		1	1.49	TON	HAY MULCH	651.25	EST.			
25		25	1.8	CY	TOPSOIL	651.35	EST.			
COD *002 100		~~500~~ 100	~~500~~ 100	0	SY	TEMPORARY EROSION MATTING	653.20	-		
240		240	243.3	SF	TRAFFIC SIGNS, TYPE A	675.20	1.66			
590		590	661	LB	TUBULAR STEEL SIGN POST	675.33	3			
450		450	432	LF	SQUARE TUBE SIGN POST AND ANCHOR	675.341	-			
6		6	6	EACH	FOUNDATION FOR TUBULAR STEEL POST	675.43	-			
68		68	70	EACH	REMOVING SIGNS	675.50	-			
10		10	13	EACH	ERECTING SALVAGED SIGNS	675.60	-			
20		20	20	EACH	DELINEATOR WITH STEEL POST	676.10	-			
20		20	0	EACH	REMOVAL OF EXISTING DELINEATOR	676.12	-			
1		1	1	EACH	TRAFFIC CONTROL SIGNAL SYSTEM, INTERSECTION	678.15	-			
1		1	0	LU	PRICE ADJUSTMENT, FUEL (N.A.B.I.)	690.50	-			
440		440	503.8	SY	SPECIAL PROVISION (HAND-PLACED BITUMINOUS CONCRETE MATERIAL, DRIVES)	900.675	6			
50		50	0	TON	SPECIAL PROVISION (BITUMINOUS CONCRETE PAVEMENT SURFACE PREPARATION, TYPE I)	900.680	EST.			
3380		3380		TON	SPECIAL PROVISION (MATERIAL TRANSFER VEHICLE)	900.680	35			
390		390		CWT	SPECIAL PROVISION (EMULSIFIED ASPHALT) (RS-1H OR CRS-1H)	900.683	5			
COD *002	18600	18600	1210	SY	SUPPLEMENTAL AGREEMENT (FIBERLOCK)	900.575				
COD *004	10	10	5.7	CY	CONCRETE, CLASSIC	541.30				

PROJECT NAME: WEATHERSFIELD

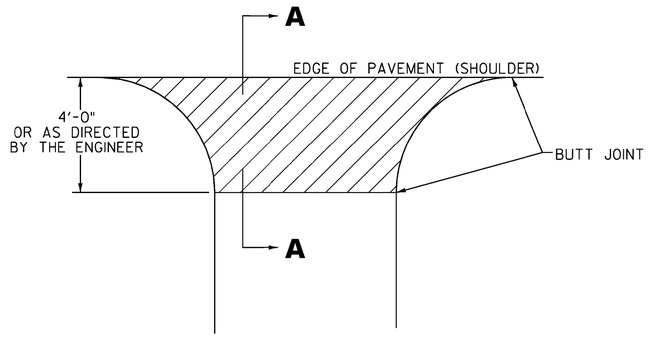
PROJECT NUMBER: NH 2948(1)

FILE NAME: pl2bl26.dgn
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: pl2Bl26_214

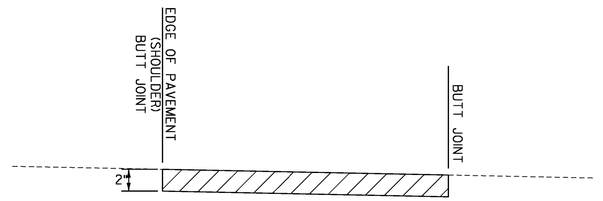
PLOT DATE: 2/7/2013
DRAWN BY: SNG
CHECKED BY: PTS
SHEET 214 OF 234

LOCATION OF DRIVES

STATION	POSITION	QUANTITY
		(SY)
VT ROUTE 131		
439+79	LT	21
441+12	LT	26
441+55	RT	24
442+89	RT	28
446+76	RT	29
451+21	RT	14
454+35	RT	16
SUBTOTAL VT 131		**158 SY**
VT ROUTE 12		
2+27	LT	23
7+78	LT	15
14+39	RT	10
16+19	RT	14
16+89	LT	16
17+67	LT	18
18+46	LT	18
18+61	RT	13
SUBTOTAL VT 12		**127 SY**
OLD VT 12		
9+05	RT	6
9+40	RT	6
10+47	RT	6
11+76	RT	8
12+42	RT	6
SUBTOTAL OLD VT 12		**32 SY**
US ROUTE 5		
273+67	RT	19
275+39	RT	40
276+30	LT	30
276+44	RT	9
	SUBTOTAL US 5	**98 SY**
SUBTOTAL VT 131		**158**
SUBTOTAL VT 12		**127**
SUBTOTAL OLD VT 12		**32**
	SUBTOTAL US 5	**98**
PROJECT SUBTOTAL		**415**
	ROUNDING	**5**
	PROJECT TOTAL	**420**

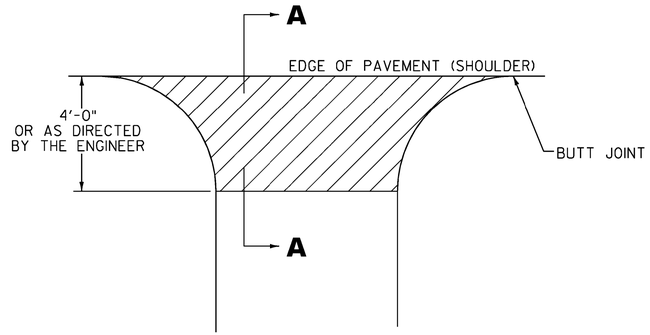


PLAN

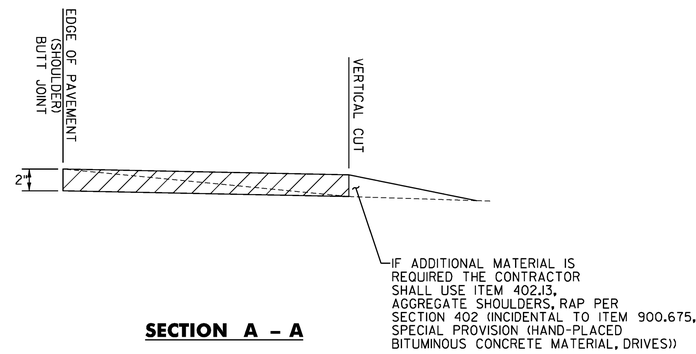


SECTION A – A

HANDWORK DETAILS FOR PAVED DRIVES



PLAN



SECTION A – A

HANDWORK DETAILS FOR GRAVEL DRIVES

NOTES

1. PAVING LIFT NOT TO EXCEED 2" (50mm).

2. THE COST OF PLACING SUBBASE MATERIAL, CLEANING EXISTING PAVED SURFACES, INCLUDING POWER EQUIPMENT, AND FOR FILLING JOINTS, CRACKS AND HOLES AT LEAST 24 HOURS BEFORE PAVING, WILL NOT BE PAID DIRECTLY BUT WILL BE CONSIDERED INCIDENTAL TO ITEM 900.675, SPECIAL PROVISION (HAND-PLACED BITUMINOUS CONCRETE MATERIAL, DRIVES).

3. EXCAVATION NEEDED TO ACHIEVE PROPER DRIVE SLOPES WILL NOT BE PAID DIRECTLY BUT WILL BE CONSIDERED INCIDENTAL TO ITEM 900.675, SPECIAL PROVISION (HAND-PLACED BITUMINOUS CONCRETE MATERIAL, DRIVES).

LEGEND

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

NOT TO SCALE

HANDWORK DETAIL SHEET

PROJECT NAME: WEATHERSFIELD

PROJECT NUMBER: NH 2948(1)

FILE NAME: pl2bl26.dgn
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: pl2Bl26_215

PLOT DATE: 2/7/2013
DRAWN BY: SNG
CHECKED BY: PTS
SHEET 215 OF 234

LOCATION			CURB AND SIDEWALK					DROP INLETS		GUARDRAIL												REMARKS
			203.15	301.28	616.41	618.10	618.30	604.412	604.415	621.20	621.60	621.80	676.10									
MM	MM	POS	COMMON EXCAV.	SUBBASE OF CRUSHED GRAVEL, FINE GRADED	REMOVAL OF EXISTING CURB	PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH	DETECT. WARNING SURFACE (DWS)	REHAB. DI, CB, OR MH, CLASS I	REHAB. DI, CB, OR MH, CLASS II	STEEL BEAM GUARDRAIL GALV.	ANCHOR FOR STEEL BEAM RAIL	REMOVAL & DISPOSAL OF GUARDRAIL	DELIN W/ STEEL POST										
			CY	TON	LF	SY	SF	EACH	EACH	LF	EACH	LF	EACH									
	VT 131																					
428+75.0	455+65.0	LT/RT						1	1													ESTIMATED QUANTITY TO BE USED AS DIRECTED BY THE ENGINEER
430+43.0	432+95.0	RT										252.0										
430+30.0	433+05.0	RT								279.0	2		2									ANCHOR @ 430+30, ANCHOR @ 433+05, SEE STANDARD G1-d
431+20.0	434+09.0	LT										289.0										
431+22.5	434+10.0	LT								291.5	2		2									ANCHOR @ 431+22.5, ANCHOR @ 434+10, SEE STANDARD G1-d
437+16.0	439+87.0	RT										289.0										BEGINS ON TH 40
437+22.0	439+84.0	RT								304.0	2		2									BEGINS ON TH 40, ANCHOR @ 437+22, ANCHOR @ 439+84, SEE STANDARD G1-d
442+86.0	444+49.0	LT										163.0										
442+86.0	444+48.5	LT								166.5	2		2									ANCHOR @ 442+86, ANCHOR @ 444+48.5, SEE STANDARD G1-d
443+15.0	444+39.0	RT										124.0										
443+22.0	444+47.0	RT								129.0	2		2									ANCHOR @ 443+22, ANCHOR @ 444+47, SEE STANDARD G1-d
449+29.0	454+14.0	LT										485.0										
449+27.5	454+15.0	LT								491.5	2		2									ANCHOR @ 449+27.5, ANCHOR @ 454+15, SEE STANDARD G1-d
451+87.0	454+11.0	RT										224.0										
451+85.0	454+10.0	RT								229.0	2		2									ANCHOR @ 451+85, ANCHOR @ 454+10, SEE STANDARD G1-d
455+06.0	455+31.0	LT	4.9		54.0																	SHORTEN ISLAND
	US 5																					
271+97.0	272+40.0	LT	8.6		75.0																	SHORTEN ISLAND
274+48.0	274+54.0	LT	0.9	0.7		6.0	14.0															CONSTRUCT CONCRETE LEVEL LANDING W/ DWS @ 274+51
	VT 12																					
0+96.0	20+82.0	LT/RT						1														ESTIMATED QUANTITY TO BE USED AS DIRECTED BY THE ENGINEER
1+12.0	2+03.0	LT										91.0										
1+12.0	1+99.5	LT								89.5	1		1									ANCHOR @ 1+99.5, SEE STANDARD G1-d, ATTACH TO EXISTING GUARDRAIL
1+12.0	5+04.0	RT										392.0										
1+12.0	4+99.5	RT								389.5	1		1									ANCHOR @ 4+99.5, SEE STANDARD G1-d, ATTACH TO EXISTING GUARDRAIL
2+57.0	7+62.0	LT										539.0										
2+57.0	7+58.0	LT								554.0	2		2									ANCHOR @ 2+57, ANCHOR @ 7+58, SEE STANDARD G1-d
12+52.0	15+54.0	LT										302.0										
12+55.0	15+55.0	LT								304.0	2		2									ANCHOR @ 12+55, ANCHOR @ 15+55, SEE STANDARD G1-d
18+95.0	20+46.0	LT/RT	68.9	18.9	307.0																	RECONSTRUCT MEDIAN ISLAND
20+34.0	20+49.0	RT	1.3	1.1	15.0	9.0	10.0															CONSTRUCT CONCRETE RAMP TYPE 6 W/ DWS @ 20+42
SUBTOTAL SHEET 216			84.6	20.7	451.0	15.0	24.0	2	1	3227.5	20	3150.0	20									
TOTAL ROUNDING			1.4	0.3	4.0	0.0	1.0	0	0	22.5	0	50.0	0									
PROJECT TOTAL			86.0	21.0	455.0	15.0	25.0	2	1	3250.0	20	3200.0	20									

ITEM DETAIL SUMMARY SHEET

PROJECT NAME: WEATHERSFIELD

PROJECT NUMBER: NH 2948(1)

FILE NAME: p12bl26.dgn
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: p12Bl26_216

PLOT DATE: 2/7/2013
DRAWN BY: SNG
CHECKED BY: PTS
SHEET 216 OF 234

VT ROUTE 131
END PROJECT STP 2913(1)

428+75.00 (MM 8.120)
VT ROUTE 131 BEGIN PROJECT NH 2948(1)
BEGIN 2" COLD PLANE & OVERLAY

TEMPORARY 4 INCH WHITE LINE, PAINT
DURABLE 4 INCH WHITE LINE (OPTION BID ITEM)
428+75 TO 428+99 SOLID RT
428+75 TO 429+31 SOLID LT
429+69 TO 434+25 SOLID RT
429+91 TO 434+25 SOLID LT

TEMPORARY 4 INCH YELLOW LINE, PAINT
DURABLE 4 INCH YELLOW LINE (OPTION BID ITEM)
428+75 TO 429+45 SOLID LT & RT
429+85 TO 434+25 SOLID LT & RT

TEMPORARY 6 INCH WHITE LINE, PAINT
DURABLE 6 INCH WHITE LINE (OPTION BID ITEM)
428+99 TO 429+10 SOLID RT (RAMP A)
429+31 TO 429+59 SOLID LT (RAMP B)

TEMPORARY 6 INCH YELLOW LINE, PAINT
DURABLE 6 INCH YELLOW LINE (OPTION BID ITEM)
429+26 TO 429+69 SOLID RT (RAMP A)
429+81 TO 429+91 SOLID LT (RAMP B)

TEMPORARY 24 INCH STOP BAR, PAINT
DURABLE 24 INCH STOP BAR (OPTION BID ITEM)
429+40 TO 429+88 SOLID LT (RAMP B)

TEMPORARY LETTER OR SYMBOL, PAINT
DURABLE LETTER OR SYMBOL (OPTION BID ITEM)
429+64 LT - "STOP" (RAMP B)

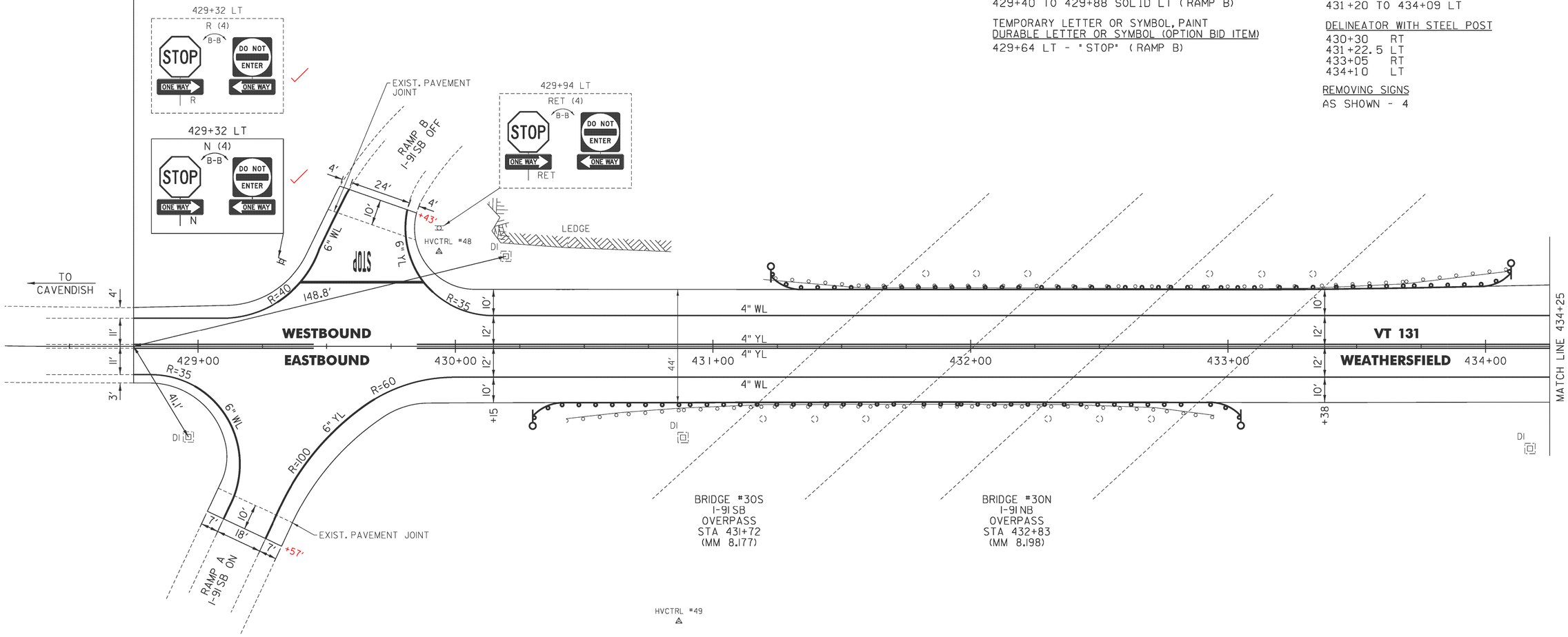
STEEL BEAM GUARDRAIL, GALVANIZED
430+30 TO 433+05 RT
431+22.5 TO 434+10 LT

ANCHOR FOR STEEL BEAM RAIL
430+30 RT
431+22.5 LT
433+05 RT
434+10 LT

REMOVAL AND DISPOSAL OF GUARDRAIL
430+43 TO 432+95 RT
431+20 TO 434+09 LT

DELINEATOR WITH STEEL POST
430+30 RT
431+22.5 LT
433+05 RT
434+10 LT

REMOVING SIGNS
AS SHOWN - 4



NOT TO SCALE

LEGEND

R	=	REMOVE EXISTING
S	=	SALVAGE
R&S	=	REMOVE AND SALVAGE
N	=	NEW
RET	=	RETAIN
B-B	=	BACK TO BACK
	=	EXISTING GUARDRAIL
	=	PROPOSED GUARDRAIL
YL	=	YELLOW LINE
WL	=	WHITE LINE
	=	DELINEATOR

ROADWAY LAYOUT SHEET 1

PROJECT NAME: WEATHERSFIELD
PROJECT NUMBER: NH 2948(1)

FILE NAME: pl2bl26.dgn
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: pl2Bl26_217
PLOT DATE: 2/7/2013
DRAWN BY: SNG
CHECKED BY: PTS
SHEET 217 OF 234

TEMPORARY 4 INCH WHITE LINE, PAINT
DURABLE 4 INCH WHITE LINE (OPTION BID ITEM)

434+25 TO 434+76 SOLID RT
434+25 TO 435+99 SOLID LT
435+91 TO 437+23 SOLID RT
436+50 TO 438+02 SOLID LT (LANE LINE)
436+50 TO 440+25 DASHED RT (LANE LINE)
436+78 TO 440+25 SOLID LT
437+23 TO 434+32 SOLID RT (TH 40)
437+43 TO 438+18 SOLID RT (TH 40)
438+02 TO 440+25 DASHED LT (LANE LINE)
438+18 TO 440+25 SOLID RT

TEMPORARY 4 INCH YELLOW LINE, PAINT
DURABLE 4 INCH YELLOW LINE (OPTION BID ITEM)

434+25 TO 434+81 SOLID LT & RT
435+21 TO 436+10 SOLID LT & RT
436+50 TO 437+37 SOLID LT & RT
437+38 TO 437+57 DOUBLE SOLID RT (TH 40)
437+77 TO 440+25 SOLID LT & RT

TEMPORARY 6 INCH WHITE LINE, PAINT
DURABLE 6 INCH WHITE LINE (OPTION BID ITEM)

434+71 TO 435+91 SOLID RT (RAMP C)
436+41 TO 436+78 SOLID LT (RAMP D)

TEMPORARY 6 INCH YELLOW LINE, PAINT
DURABLE 6 INCH YELLOW LINE (OPTION BID ITEM)

434+62 TO 434+76 SOLID RT (RAMP C)
435+99 TO 436+08 SOLID LT (RAMP D)

TEMPORARY 24 INCH STOP BAR, PAINT
DURABLE 24 INCH STOP BAR (OPTION BID ITEM)

434+76 TO 435+40 SOLID RT (RAMP C)
437+58 TO 437+79 SOLID RT (TH 40)

DURABLE LETTER OR SYMBOL (OPTION BID ITEM)

435+01 RT - "STOP" (RAMP C)
435+27 RT - "STOP" (RAMP C)
436+74 LT - RIGHT TURN ARROW
437+35 LT - "ONLY"
437+62 RT - "STOP" (TH 40)
437+96 LT - RIGHT TURN ARROW

TEMPORARY LETTER OR SYMBOL, PAINT

435+01 RT - "STOP" (RAMP C)
435+27 RT - "STOP" (RAMP C)
436+74 LT - RIGHT TURN ARROW
437+62 RT - "STOP" (TH 40)
437+96 LT - RIGHT TURN ARROW

STEEL BEAM GUARDRAIL, GALVANIZED

437+22 TO 439+84 RT (STARTS ON TH 40)

ANCHOR FOR STEEL BEAM RAIL

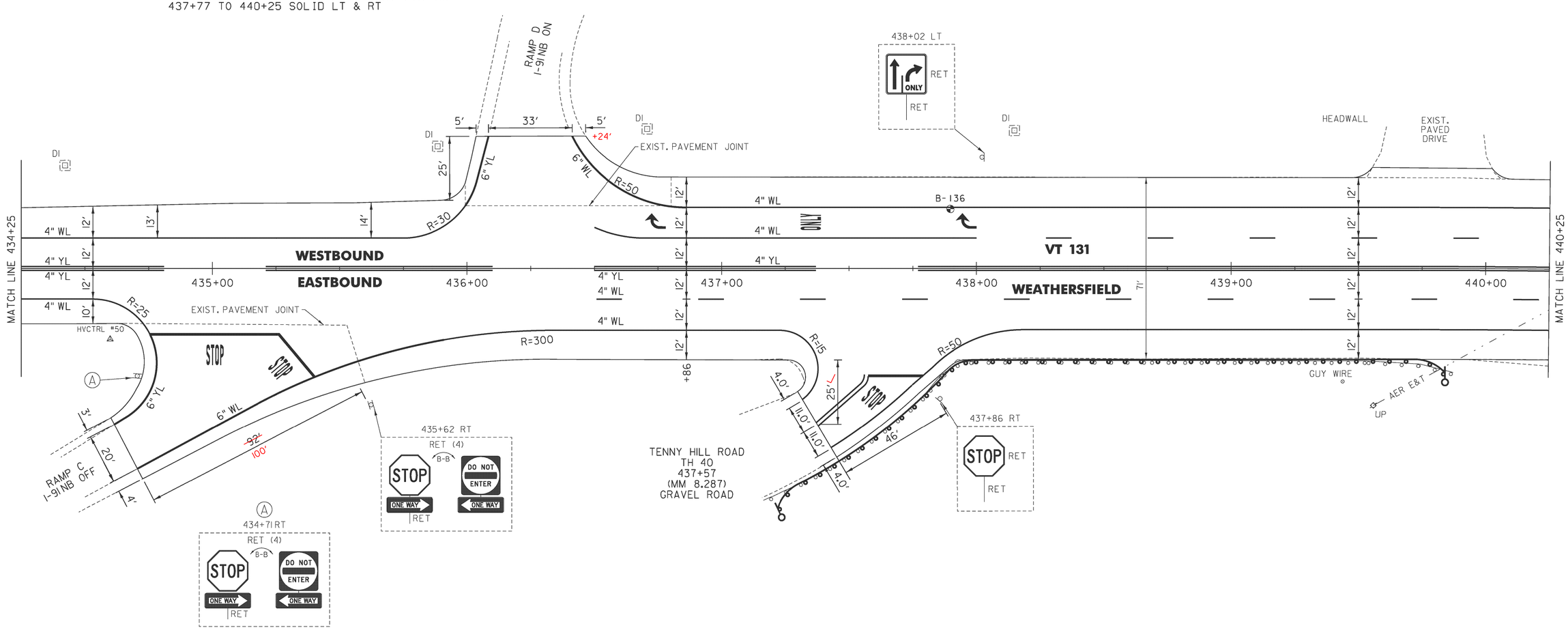
437+22 RT
439+84 RT

REMOVAL AND DISPOSAL OF GUARDRAIL

437+16 TO 439+87 RT (STARTS ON TH 40)

DELINEATOR WITH STEEL POST

437+22 RT
439+84 RT



NOT TO SCALE

LEGEND

R	=	REMOVE EXISTING
S	=	SALVAGE
R&S	=	REMOVE AND SALVAGE
N	=	NEW
RET	=	RETAIN
B-B	=	BACK TO BACK
o—o	=	EXISTING GUARDRAIL
o—o	=	PROPOSED GUARDRAIL
YL	=	YELLOW LINE
WL	=	WHITE LINE
—○	=	DELINEATOR

ROADWAY LAYOUT SHEET 2

PROJECT NAME: WEATHERSFIELD
PROJECT NUMBER: NH 2948(1)

FILE NAME: p12b126.dgn
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: p12B126_218

PLOT DATE: 2/7/2013
DRAWN BY: SNG
CHECKED BY: PTS
SHEET 218 OF 234

TEMPORARY 4 INCH WHITE LINE, PAINT
DURABLE 4 INCH WHITE LINE (OPTION BID ITEM)
440+25 TO 446+25 SOLID LT & RT
440+25 TO 446+25 DASHED LT (LANE LINE)
440+25 TO 446+25 DASHED RT (LANE LINE)

TEMPORARY 4 INCH YELLOW LINE, PAINT
DURABLE 4 INCH YELLOW LINE (OPTION BID ITEM)
440+25 TO 446+25 SOLID LT & RT

TEMPORARY LETTER OR SYMBOL, PAINT
DURABLE LETTER OR SYMBOL (OPTION BID ITEM)
443+18 SOLID RT - "SIGNAL" (2)
443+58 SOLID RT - "AHEAD" (2)

STONE FILL, TYPE II
GEOTEXTILE UNDER STONE FILL
444+24 RT

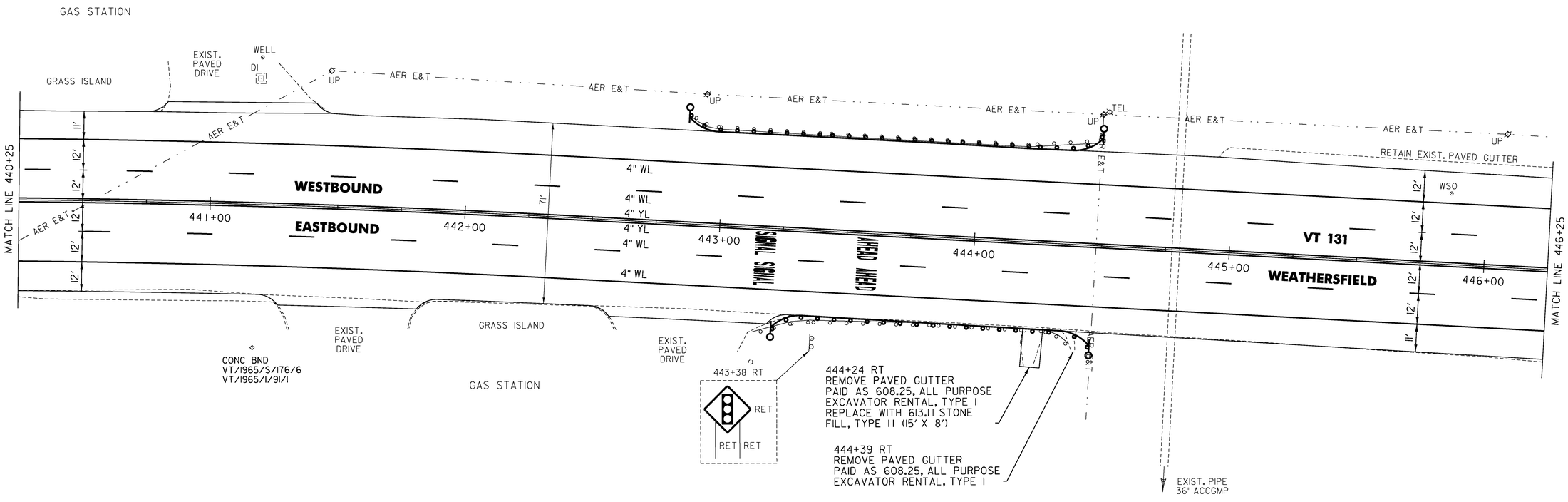
STEEL BEAM GUARDRAIL, GALVANIZED
442+86 TO 444+48.5 LT
443+22 TO 444+47 RT

ANCHOR FOR STEEL BEAM RAIL
442+86 LT
443+22 RT
444+47 RT
444+48.5 LT

REMOVAL AND DISPOSAL OF GUARDRAIL
442+86 TO 444+49 LT
443+15 TO 444+39 RT

DELINEATOR WITH STEEL POST
442+86 LT
443+22 RT
444+47 RT
444+48.5 LT

ADJUST ELEVATION OF VALVE BOX
445+86 LT



NOT TO SCALE

LEGEND

R	=	REMOVE EXISTING
S	=	SALVAGE
R&S	=	REMOVE AND SALVAGE
N	=	NEW
RET	=	RETAIN
B-B	=	BACK TO BACK
o o	=	EXISTING GUARDRAIL
	=	PROPOSED GUARDRAIL
YL	=	YELLOW LINE
WL	=	WHITE LINE
—O	=	DELINEATOR

ROADWAY LAYOUT SHEET 3

PROJECT NAME: WEATHERSFIELD
PROJECT NUMBER: NH 2948(1)

FILE NAME: pl2bl26.dgn
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: pl2Bl26_219
PLOT DATE: 2/7/2013
DRAWN BY: SNG
CHECKED BY: PTS
SHEET 219 OF 234

TEMPORARY 4 INCH WHITE LINE, PAINT
DURABLE 4 INCH WHITE LINE (OPTION BID ITEM)
446+25 TO 446+84 SOLID LT
446+25 TO 452+25 DASHED LT (LANE LINE)
446+25 TO 452+25 SOLID RT
446+25 TO 452+25 DASHED RT (LANE LINE)
446+84 TO 447+22 SOLID LT (TH 74)
447+44 TO 447+93 SOLID LT (TH 74)
447+93 TO 452+25 SOLID LT
450+31 TO 451+70 DOTTED RT (LANE LINE)
451+70 TO 452+25 SOLID RT (LANE LINE)

TEMPORARY 4 INCH YELLOW LINE, PAINT
DURABLE 4 INCH YELLOW LINE (OPTION BID ITEM)
446+25 TO 447+15 SOLID LT & RT
447+33 TO 447+37 DOUBLE SOLID LT (TH 74)
447+64 TO 452+25 SOLID LT
447+64 TO 452+25 SOLID RT

TEMPORARY 24 INCH STOP BAR, PAINT
DURABLE 24 INCH STOP BAR (OPTION BID ITEM)
447+13 TO 447+36 SOLID LT (TH 74)

DURABLE LETTER OR SYMBOL (OPTION BID ITEM)
447+27 LT - "STOP" (TH 74)
451+74 RT - LEFT TURN ARROW
451+74 RT - THRU ARROW
451+74 RT - RIGHT TURN/THRU ARROW
452+12 RT - "ONLY"

TEMPORARY LETTER OR SYMBOL, PAINT
447+27 LT - "STOP" (TH 74)
451+74 RT - LEFT TURN ARROW
451+74 RT - THRU ARROW
451+74 RT - RIGHT TURN/THRU ARROW

PAINTED CURB
447+65 TO 447+95 LT & RT (ISLAND)
450+00 TO 450+60 RT (ISLAND)
451+00 TO 451+60 LT (ISLAND)

PAINTED ISLAND
451+75 TO 452+25 LT

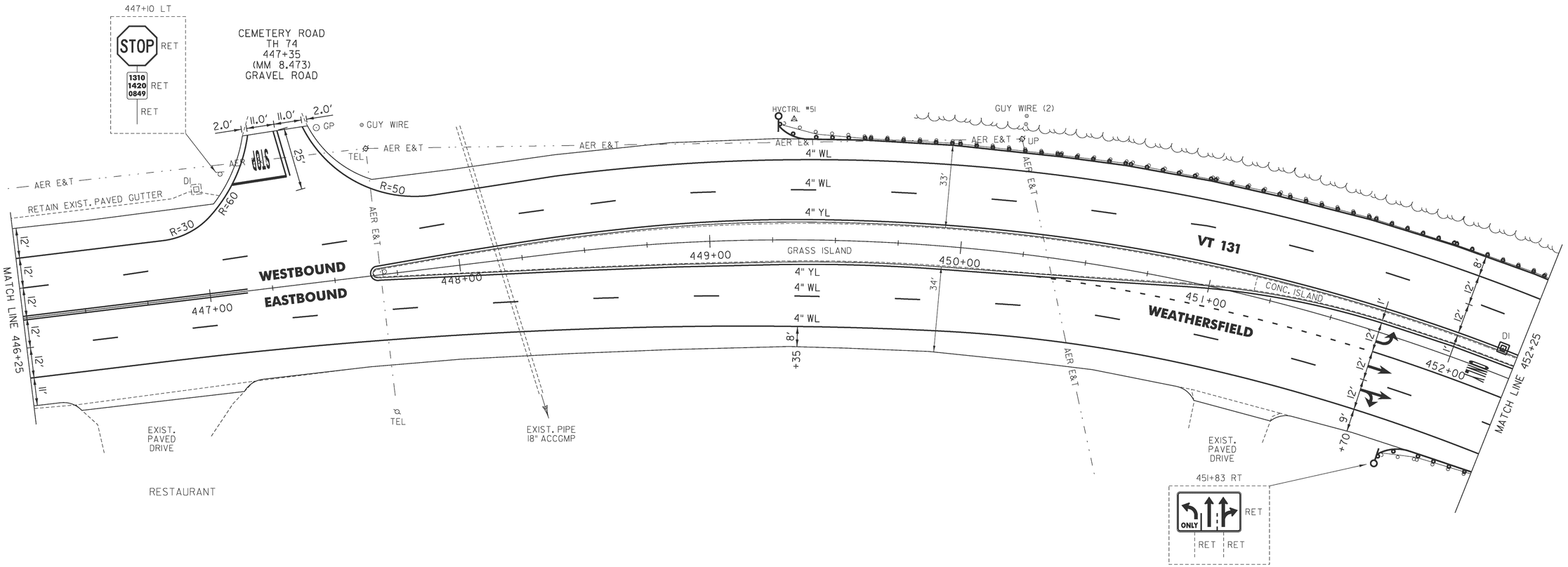
REHAB. DROP INLETS, CATCH BASINS, OR MANHOLES, CLASS I, CLASS II
452+19 LT (DI)

STEEL BEAM GUARDRAIL, GALVANIZED
449+27.5 TO 452+25 LT
451+85 TO 452+25 RT

ANCHOR FOR STEEL BEAM RAIL
449+27.5 LT
451+85 RT

REMOVAL AND DISPOSAL OF GUARDRAIL
449+29 TO 452+25 LT
451+87 TO 452+25 RT

DELINEATOR WITH STEEL POST
449+27.5 LT
451+85 RT



NOT TO SCALE

LEGEND

R	=	REMOVE EXISTING
S	=	SALVAGE
R&S	=	REMOVE AND SALVAGE
N	=	NEW
RET	=	RETAIN
B-B	=	BACK TO BACK
	=	EXISTING GUARDRAIL
	=	PROPOSED GUARDRAIL
YL	=	YELLOW LINE
WL	=	WHITE LINE
	=	DELINEATOR

ROADWAY LAYOUT SHEET 4

PROJECT NAME: WEATHERSFIELD
PROJECT NUMBER: NH 2948(I)

FILE NAME: pl2bl26.dgn
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: pl2Bl26_220

PLOT DATE: 2/7/2013
DRAWN BY: SNG
CHECKED BY: PTS
SHEET 220 OF 234

TEMPORARY 4 INCH WHITE LINE, PAINT
DURABLE 4 INCH WHITE LINE (OPTION BID ITEM)

VT 12
18+50 TO 269+88 SOLID LT
18+50 TO 20+26 DASHED LT (LANE LINE)
18+50 TO 20+11 DASHED RT (LANE LINE)
18+50 TO 20+46 SOLID RT
18+85 TO 19+82 DOTTED RT
19+58 TO 20+46 SOLID LT
19+82 TO 20+11 SOLID RT (LANE LINE)

VT 131
452+25 TO 273+25 SOLID LT
452+25 TO 455+25 DASHED LT (LANE LINE)
452+25 TO 455+06 SOLID RT (LANE LINE)
452+25 TO 455+06 DASHED RT (LANE LINE)
452+25 TO 269+88 SOLID RT
454+25 TO 455+31 SOLID LT

US 5
270+28 TO 271+02 SOLID RT (ISLAND)
271+61 TO 273+25 SOLID RT
271+92 TO 272+75 SOLID LT (ISLAND)

TEMPORARY 4 INCH YELLOW LINE, PAINT
DURABLE 4 INCH YELLOW LINE (OPTION BID ITEM)

VT 12
18+50 TO 18+98 DOUBLE SOLID LT
18+50 TO 18+98 DOUBLE SOLID RT
18+98 TO 20+00 SOLID LT & RT (ISLAND)
19+58 TO 270+28 SOLID LT/RT (SLIP RAMP)
20+00 TO 20+15 DOUBLE SOLID LT & RT

VT 131
452+25 TO 455+09 SOLID LT & RT (ISLAND)
454+25 TO 272+75 SOLID LT (SLIP RAMP)
455+06 TO 455+27 DOUBLE SOLID LT & RT

US 5
269+88 TO 270+69 DOUBLE SOLID RT
272+09 TO 272+22 DOUBLE SOLID LT
272+09 TO 272+35 DOUBLE SOLID RT
272+22 TO 273+25 SOLID LT (ISLAND)
272+35 TO 273+25 SOLID RT (ISLAND)

TEMPORARY 24 INCH STOP BAR, PAINT
DURABLE 24 INCH STOP BAR (OPTION BID ITEM)

VT 12
20+11 SOLID RT

VT 131
455+06 SOLID RT

US 5
270+69 SOLID RT
272+12 SOLID LT

DURABLE LETTER OR SYMBOL (OPTION BID ITEM)

VT 12
19+43 RT - THRU ARROW
19+43 RT - RIGHT TURN/THRU ARROW
19+65 LT - YIELD MARKINGS (4) (SLIP RAMP)
20+05 RT - LEFT TURN ARROW
20+05 RT - THRU ARROW
20+05 RT - RIGHT TURN/THRU ARROW

VT 131
452+54 RT - LEFT TURN ARROW
452+54 RT - THRU ARROW
452+54 RT - RIGHT TURN/THRU ARROW
452+94 RT - "ONLY"
453+33 RT - LEFT TURN ARROW
453+33 RT - THRU ARROW
453+33 RT - RIGHT TURN/THRU ARROW
453+73 RT - "ONLY"
454+13 RT - LEFT TURN ARROW
454+13 RT - THRU ARROW
454+13 RT - RIGHT TURN/THRU ARROW
454+40 LT - YIELD MARKINGS (4) (SLIP RAMP)
454+53 RT - "ONLY"
454+92 RT - LEFT TURN ARROW
454+92 RT - THRU ARROW
454+92 RT - RIGHT TURN/THRU ARROW

TEMPORARY LETTER OR SYMBOL, PAINT

VT 12
19+41 RT - THRU ARROW
19+41 RT - RIGHT TURN/THRU ARROW
19+65 LT - YIELD MARKINGS (4) (SLIP RAMP)
19+99 RT - LEFT TURN ARROW
19+99 RT - THRU ARROW
19+99 RT - RIGHT TURN/THRU ARROW

VT 131
454+40 LT - YIELD MARKINGS (4) (SLIP RAMP)
454+92 RT - LEFT TURN ARROW
454+92 RT - THRU ARROW
454+92 RT - RIGHT TURN/THRU ARROW

DURABLE 8 INCH YELLOW LINE (OPTION BID ITEM)

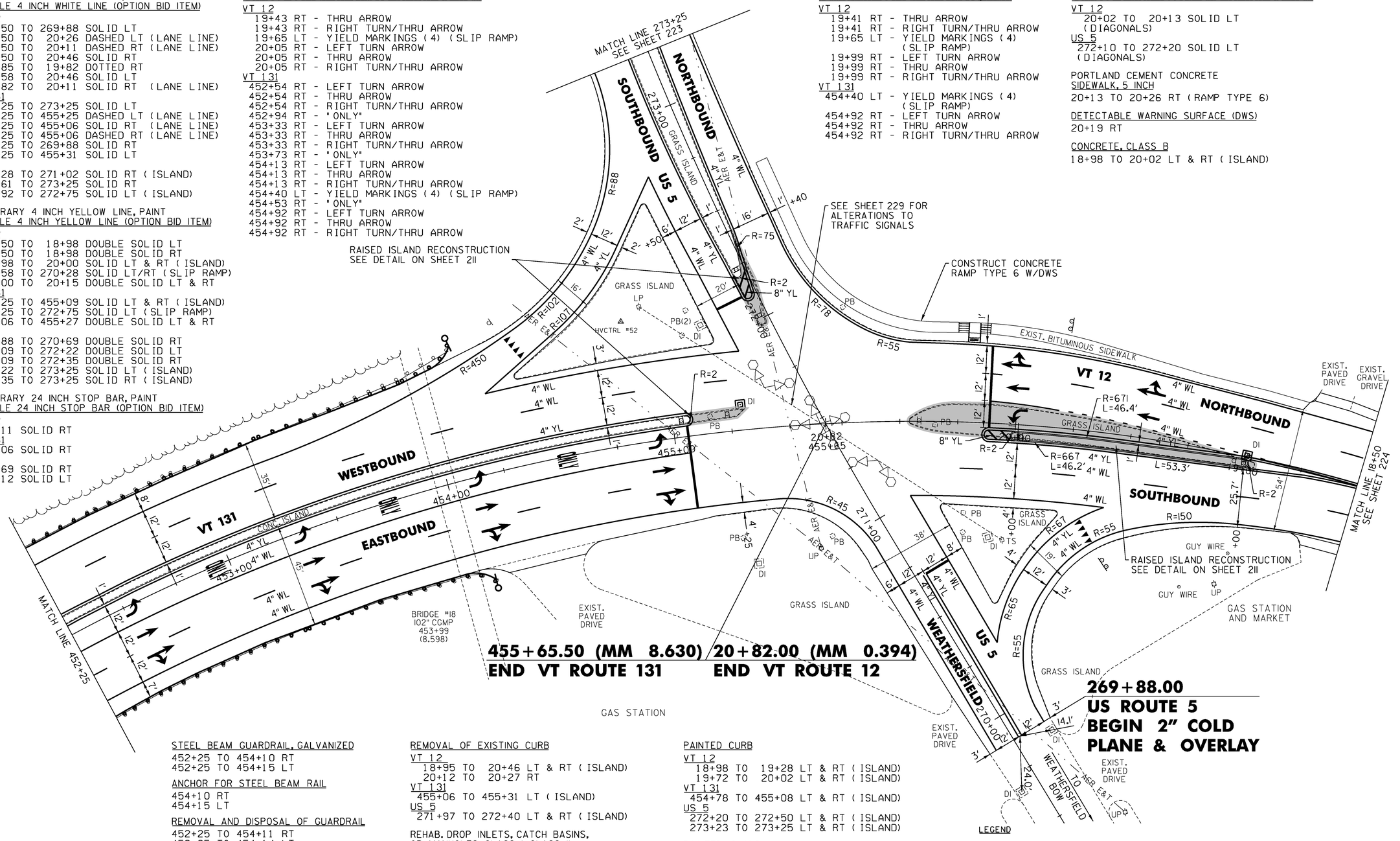
VT 12
20+02 TO 20+13 SOLID LT (DIAGONALS)

US 5
272+10 TO 272+20 SOLID LT (DIAGONALS)

PORTLAND CEMENT CONCRETE
SIDEWALK, 5 INCH
20+13 TO 20+26 RT (RAMP TYPE 6)

DETECTABLE WARNING SURFACE (DWS)
20+19 RT

CONCRETE, CLASS B
18+98 TO 20+02 LT & RT (ISLAND)



455+65.50 (MM 8.630) END VT ROUTE 131

20+82.00 (MM 0.394) END VT ROUTE 12

269+88.00
US ROUTE 5
BEGIN 2" COLD PLANE & OVERLAY

STEEL BEAM GUARDRAIL, GALVANIZED
452+25 TO 454+10 RT
452+25 TO 454+15 LT

ANCHOR FOR STEEL BEAM RAIL
454+10 RT
454+15 LT

REMOVAL AND DISPOSAL OF GUARDRAIL
452+25 TO 454+11 RT
452+25 TO 454+14 LT

DELINEATOR WITH STEEL POST
454+10 RT
454+15 LT

REMOVAL OF EXISTING CURB

VT 12
18+95 TO 20+46 LT & RT (ISLAND)
20+12 TO 20+27 RT

VT 131
455+06 TO 455+31 LT (ISLAND)

US 5
271+97 TO 272+40 LT & RT (ISLAND)

REHAB. DROP INLETS, CATCH BASINS, OR MANHOLES, CLASS I, CLASS II

VT 12
18+99 RT (DI)

VT 131
455+30 LT (DI)

PAINTED CURB

VT 12
18+98 TO 19+28 LT & RT (ISLAND)
19+72 TO 20+02 LT & RT (ISLAND)

VT 131
454+78 TO 455+08 LT & RT (ISLAND)

US 5
272+20 TO 272+50 LT & RT (ISLAND)
273+23 TO 273+25 LT & RT (ISLAND)

PAINTED ISLAND

VT 12
18+98 TO 20+02 LT

VT 131
452+25 TO 455+08 LT

LEGEND

R	=	REMOVE EXISTING
S	=	SALVAGE
R&S	=	REMOVE AND SALVAGE
N	=	NEW
RET	=	RETAIN
B-B	=	BACK TO BACK
	=	EXISTING GUARDRAIL
	=	PROPOSED GUARDRAIL
YL	=	YELLOW LINE
WL	=	WHITE LINE
	=	DELINEATOR

NOT TO SCALE

ROADWAY LAYOUT SHEET 5

PROJECT NAME: WEATHERSFIELD
PROJECT NUMBER: NH 2948(I)

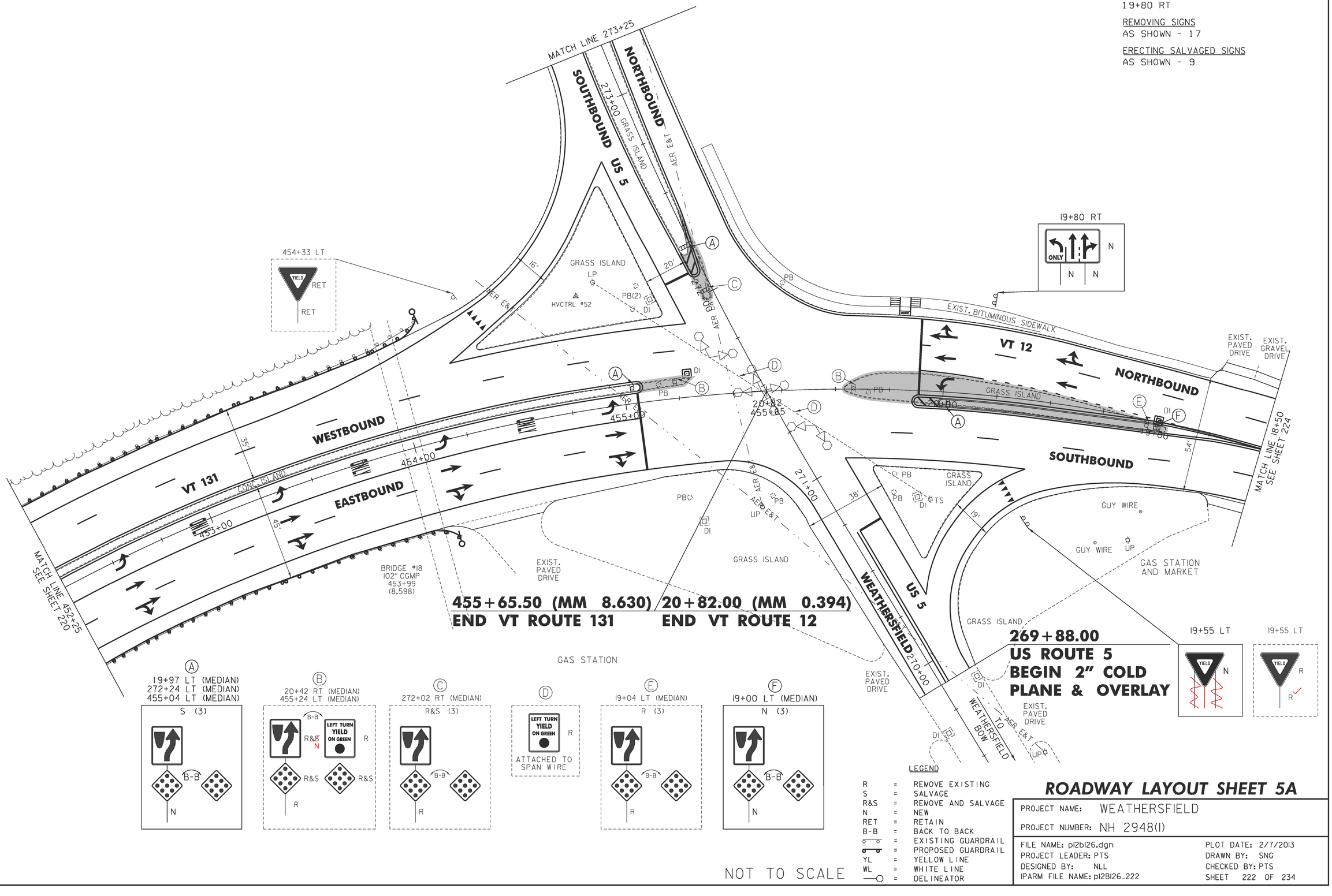
FILE NAME: pl2bl26.dgn
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: pl2Bl26_221

PLOT DATE: 2/7/2013
DRAWN BY: SNG
CHECKED BY: PTS
SHEET 221 OF 234

THINNING AND TRIMMING FOR SIGNS
19+80 RT

REMOVING SIGNS
AS SHOWN - 17

ERECTING SALVAGED SIGNS
AS SHOWN - 9



Ⓐ
19+97 LT (MEDIAN)
272+24 LT (MEDIAN)
455+04 LT (MEDIAN)
S (3)
B-B
N

Ⓑ
20+42 RT (MEDIAN)
455+24 LT (MEDIAN)
B-B
R&S N
LEFT TURN YIELD ON GREEN
R
R&S
R&S
R

Ⓒ
272+02 RT (MEDIAN)
R&S (3)
B-B
R

Ⓓ
LEFT TURN YIELD ON GREEN
R
ATTACHED TO SPAN WIRE

Ⓔ
19+04 LT (MEDIAN)
R (3)
B-B
R

Ⓕ
19+00 LT (MEDIAN)
N (3)
B-B
N

NOT TO SCALE

LEGEND

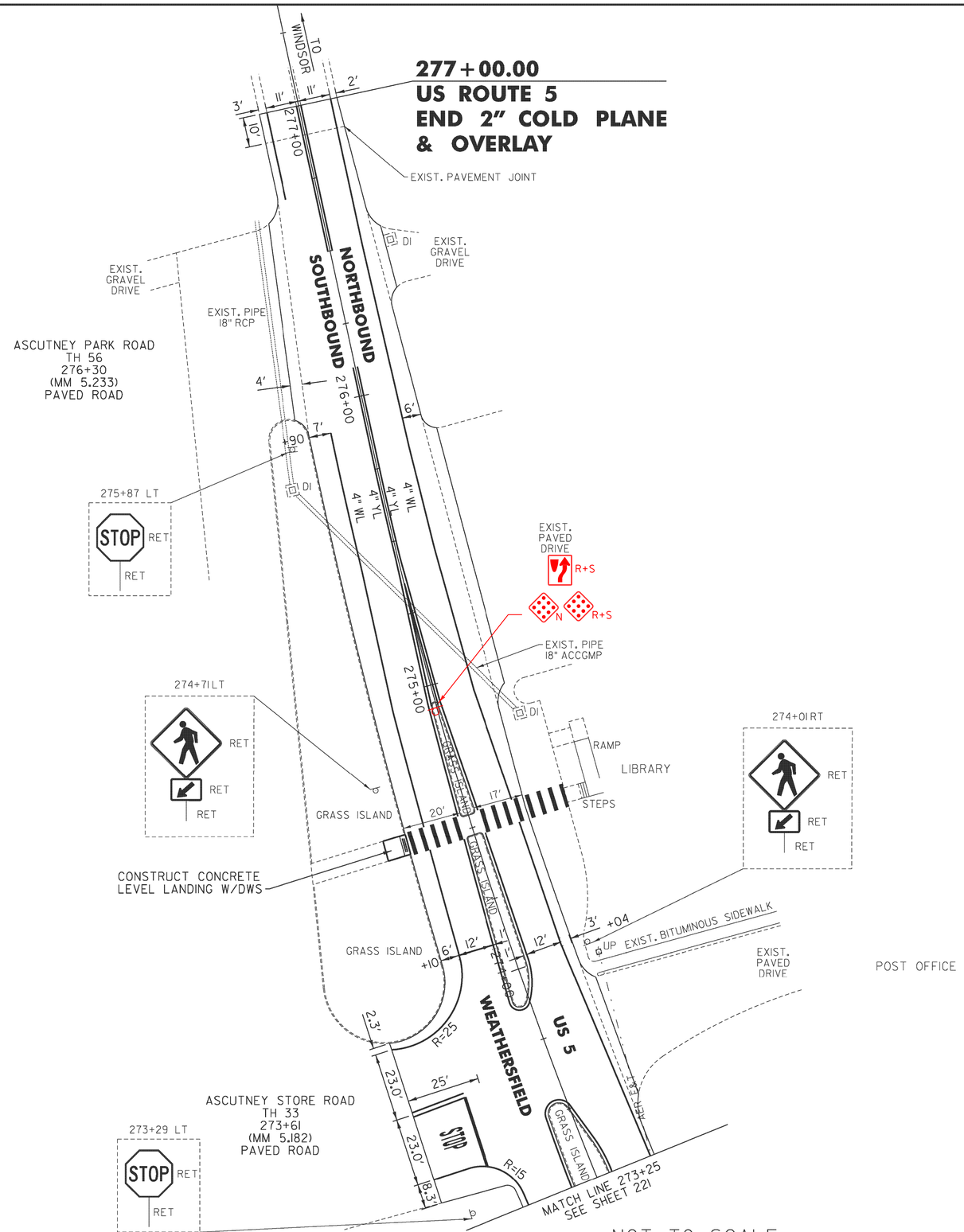
R	=	REMOVE EXISTING
S	=	SALVAGE
R&S	=	REMOVE AND SALVAGE
N	=	NEW
RET	=	RETAIN
B-B	=	BACK TO BACK
	=	EXISTING GUARDRAIL
	=	PROPOSED GUARDRAIL
YL	=	YELLOW LINE
WL	=	WHITE LINE
	=	DELINEATOR

ROADWAY LAYOUT SHEET 5A

PROJECT NAME: WEATHERSFIELD
PROJECT NUMBER: NH 2948(1)

FILE NAME: p12b126.dgn
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: p12B126_222

PLOT DATE: 2/7/2013
DRAWN BY: SNG
CHECKED BY: PTS
SHEET 222 OF 234



TEMPORARY 4 INCH WHITE LINE, PAINT
DURABLE 4 INCH WHITE LINE (OPTION BID ITEM)
273+25 TO 273+30 LT
273+25 TO 274+47 RT
273+30 TO 273+44 LT (TH 33)
273+89 TO 274+11 LT (TH 33)
274+11 TO 274+47 LT
274+55 TO 275+84 LT
274+55 TO 277+00 RT
276+71 TO 277+00 LT

TEMPORARY 4 INCH YELLOW LINE, PAINT
DURABLE 4 INCH YELLOW LINE (OPTION BID ITEM)
273+25 TO 273+54 SOLID LT (ISLAND)
273+25 TO 273+54 SOLID RT (ISLAND)
273+66 DOUBLE SOLID LT (TH 33)
273+87 TO 274+47 SOLID LT (ISLAND)
273+87 TO 274+47 SOLID RT (ISLAND)
274+55 TO 274+93 SOLID LT (ISLAND)
274+55 TO 274+93 SOLID RT (ISLAND)
274+93 TO 275+35 DOUBLE SOLID LT/DOUBLE SOLID RT
275+35 TO 276+10 SOLID LT & RT
276+50 TO 277+00 SOLID LT & RT

TEMPORARY 24 INCH STOP BAR, PAINT
DURABLE 24 INCH STOP BAR (OPTION BID ITEM)
273+42 TO 273+66 SOLID LT (TH 33)

TEMPORARY LETTER OR SYMBOL, PAINT
DURABLE LETTER OR SYMBOL (OPTION BID ITEM)
273+54 SOLID LT - "STOP" (TH 33)

TEMPORARY CROSSWALK MARKING, PAINT
DURABLE CROSSWALK MARKING (OPTION BID ITEM)
274+51 LT & RT

PAINTED CURB
273+25 TO 273+53 LT & RT (ISLAND)
273+88 TO 274+18 LT & RT (ISLAND)
274+64 TO 274+94 LT & RT (ISLAND)

PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH
274+48 TO 274+54 LT (LEVEL LANDING)

DETECTABLE WARNING SURFACE (DWS)
274+51 LT

LEGEND

R	=	REMOVE EXISTING
S	=	SALVAGE
R&S	=	REMOVE AND SALVAGE
N	=	NEW
RET	=	RETAIN
B-B	=	BACK TO BACK
o—o	=	EXISTING GUARDRAIL
o—b	=	PROPOSED GUARDRAIL
YL	=	YELLOW LINE
WL	=	WHITE LINE
—○	=	DELINEATOR

ROADWAY LAYOUT SHEET 6

PROJECT NAME: WEATHERSFIELD
PROJECT NUMBER: NH 2948(1)

FILE NAME: pl2bl26.dgn
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: pl2Bl26_223

PLOT DATE: 2/7/2013
DRAWN BY: SNG
CHECKED BY: PTS
SHEET 223 OF 234

TEMPORARY 4 INCH WHITE LINE, PAINT
DURABLE 4 INCH WHITE LINE (OPTION BID ITEM)
13+50 TO 18+50 SOLID LT & RT
13+50 TO 18+50 DASHED LT (LANE LINE)
13+50 TO 18+50 DASHED RT (LANE LINE)

TEMPORARY 4 INCH YELLOW LINE, PAINT
DURABLE 4 INCH YELLOW LINE (OPTION BID ITEM)
13+50 TO 18+47 SOLID LT & RT
18+47 TO 18+50 DOUBLE SOLID LT (ISLAND)
18+47 TO 18+50 DOUBLE SOLID RT (ISLAND)

TEMPORARY LETTER OR SYMBOL, PAINT
DURABLE LETTER OR SYMBOL (OPTION BID ITEM)
13+82 SOLID RT - "AHEAD" (2)

STEEL BEAM GUARDRAIL, GALVANIZED
13+50 TO 15+55 LT

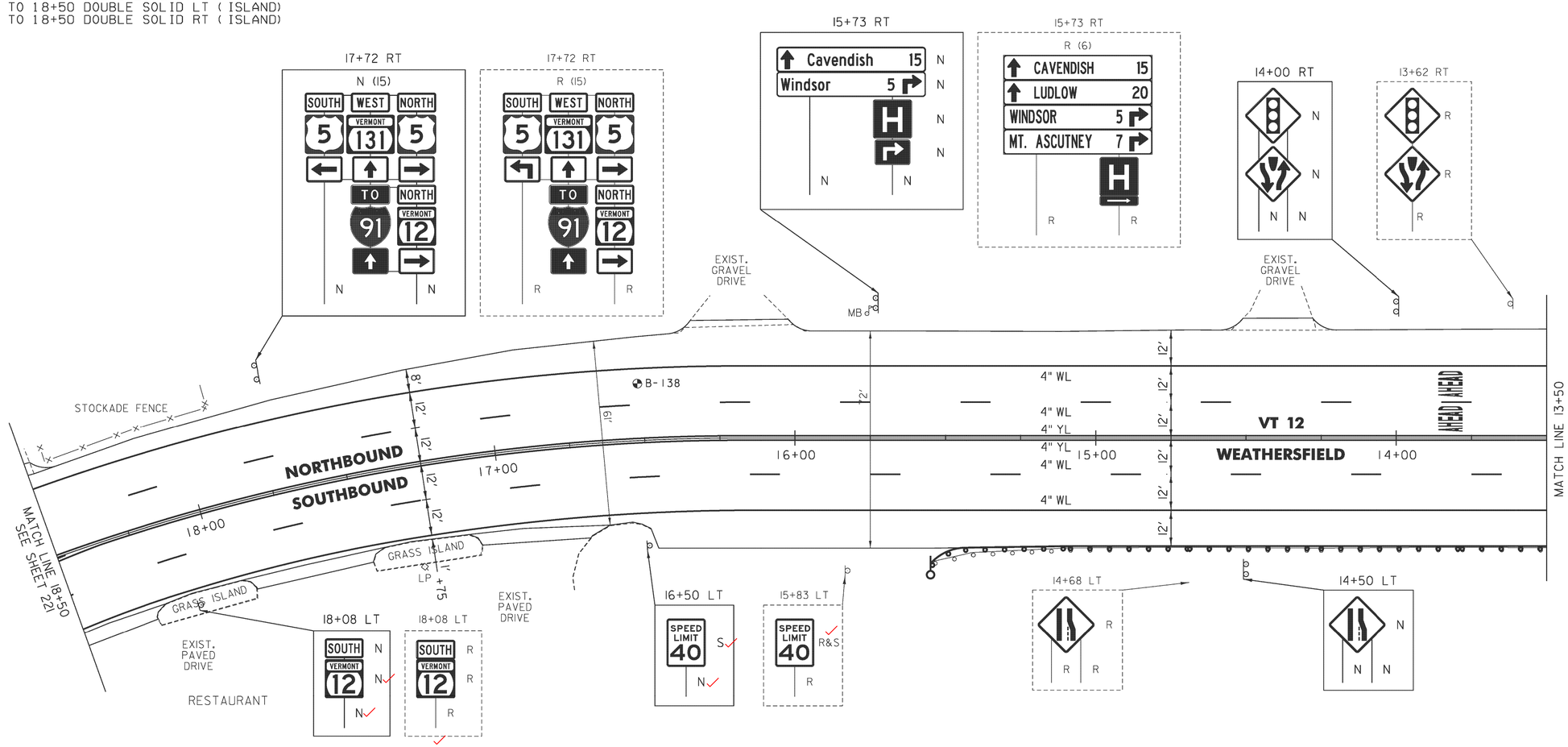
ANCHOR FOR STEEL BEAM RAIL
15+55 LT

REMOVAL AND DISPOSAL OF GUARDRAIL
13+50 TO 15+54 LT

DELINEATOR WITH STEEL POST
15+55 LT

REMOVING SIGNS
AS SHOWN - 27

ERECTING SALVAGED SIGNS
AS SHOWN - 1



NOT TO SCALE

LEGEND

R	=	REMOVE EXISTING
S	=	SALVAGE
R&S	=	REMOVE AND SALVAGE
N	=	NEW
RET	=	RETAIN
B-B	=	BACK TO BACK
o—o	=	EXISTING GUARDRAIL
⊂—⊃	=	PROPOSED GUARDRAIL
YL	=	YELLOW LINE
WL	=	WHITE LINE
—○	=	DELINEATOR

ROADWAY LAYOUT SHEET 7

PROJECT NAME: WEATHERSFIELD
PROJECT NUMBER: NH 2948(1)

FILE NAME: pl2bl26.dgn
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: pl2Bl26_224

PLOT DATE: 2/7/2013
DRAWN BY: SNG
CHECKED BY: PTS
SHEET 224 OF 234

TEMPORARY 4 INCH WHITE LINE, PAINT
DURABLE 4 INCH WHITE LINE (OPTION BID ITEM)
8+50 TO 13+50 SOLID LT & RT
10+15 TO 13+50 DASHED RT (LANE LINE)
13+25 TO 13+50 DASHED LT (LANE LINE)

TEMPORARY 4 INCH YELLOW LINE, PAINT
DURABLE 4 INCH YELLOW LINE (OPTION BID ITEM)
8+50 TO 13+50 SOLID LT & RT

TEMPORARY LETTER OR SYMBOL, PAINT
DURABLE LETTER OR SYMBOL (OPTION BID ITEM)
11+37 SOLID LT - LANE REDUCTION ARROW
13+35 SOLID LT - LANE REDUCTION ARROW
13+42 SOLID RT - "SIGNAL" (2)

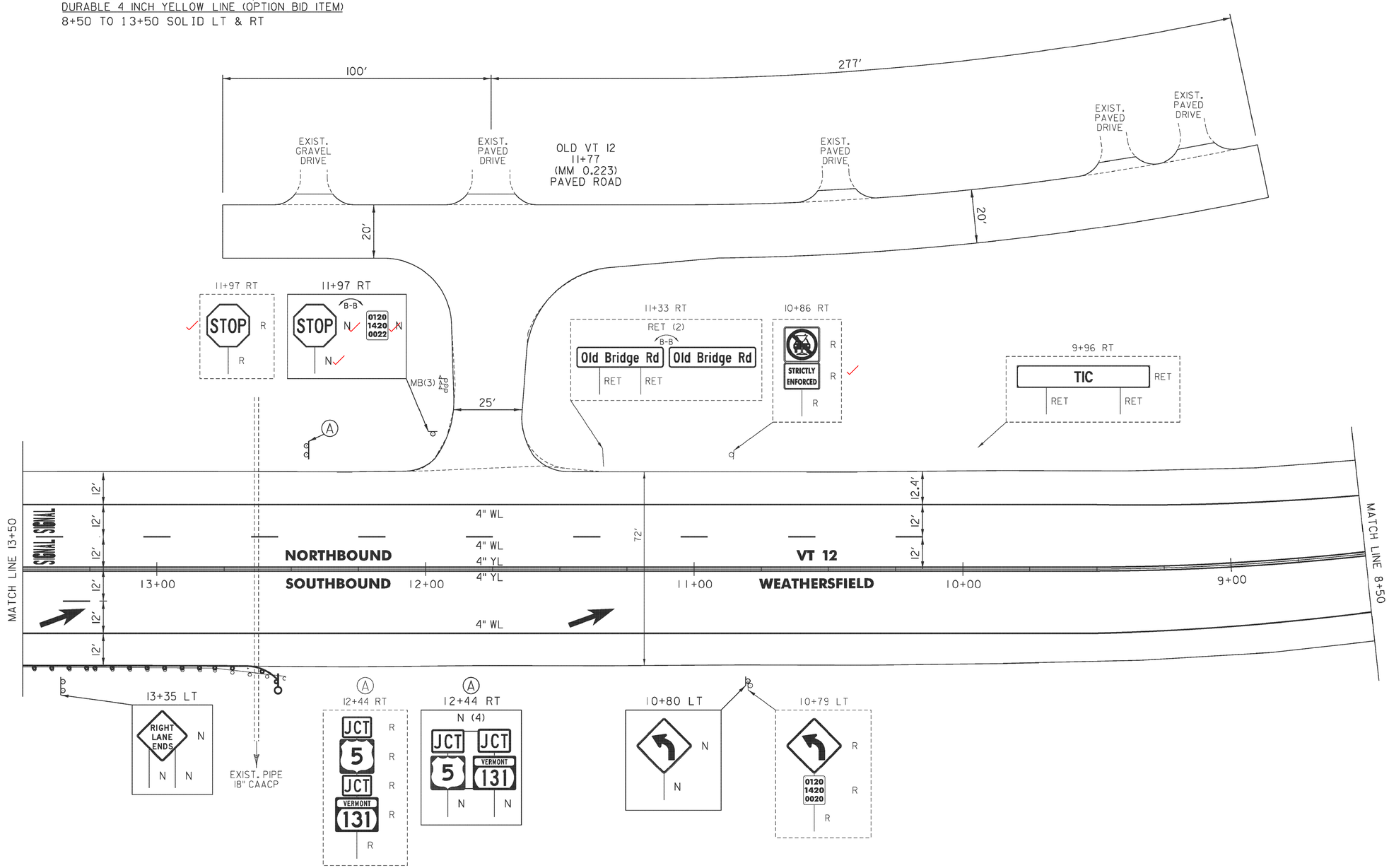
STEEL BEAM GUARDRAIL, GALVANIZED
12+55 TO 13+50 LT

ANCHOR FOR STEEL BEAM RAIL
12+55 LT

REMOVAL AND DISPOSAL OF GUARDRAIL
12+52 TO 13+50 LT

DELINEATOR WITH STEEL POST
12+55 LT

REMOVING SIGNS
AS SHOWN - 9



NOT TO SCALE

LEGEND

R	=	REMOVE EXISTING
S	=	SALVAGE
R&S	=	REMOVE AND SALVAGE
N	=	NEW
RET	=	RETAIN
B-B	=	BACK TO BACK
o—o	=	EXISTING GUARDRAIL
—o—	=	PROPOSED GUARDRAIL
YL	=	YELLOW LINE
WL	=	WHITE LINE
—○	=	DELINEATOR

ROADWAY LAYOUT SHEET 8

PROJECT NAME: WEATHERSFIELD
PROJECT NUMBER: NH 2948(1)

FILE NAME: pl2bl26.dgn
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: pl2Bl26_225

PLOT DATE: 2/7/2013
DRAWN BY: SNG
CHECKED BY: PTS
SHEET 225 OF 234

TEMPORARY 4 INCH WHITE LINE, PAINT
DURABLE 4 INCH WHITE LINE (OPTION BID ITEM)
3+50 TO 8+50 SOLID LT & RT

TEMPORARY 4 INCH YELLOW LINE, PAINT
DURABLE 4 INCH YELLOW LINE (OPTION BID ITEM)
3+50 TO 8+50 SOLID LT & RT

STEEL BEAM GUARDRAIL, GALVANIZED
3+50 TO 4+99.5 RT
3+50 TO 7+58 LT

ANCHOR FOR STEEL BEAM RAIL
4+99.5 RT
7+58 LT

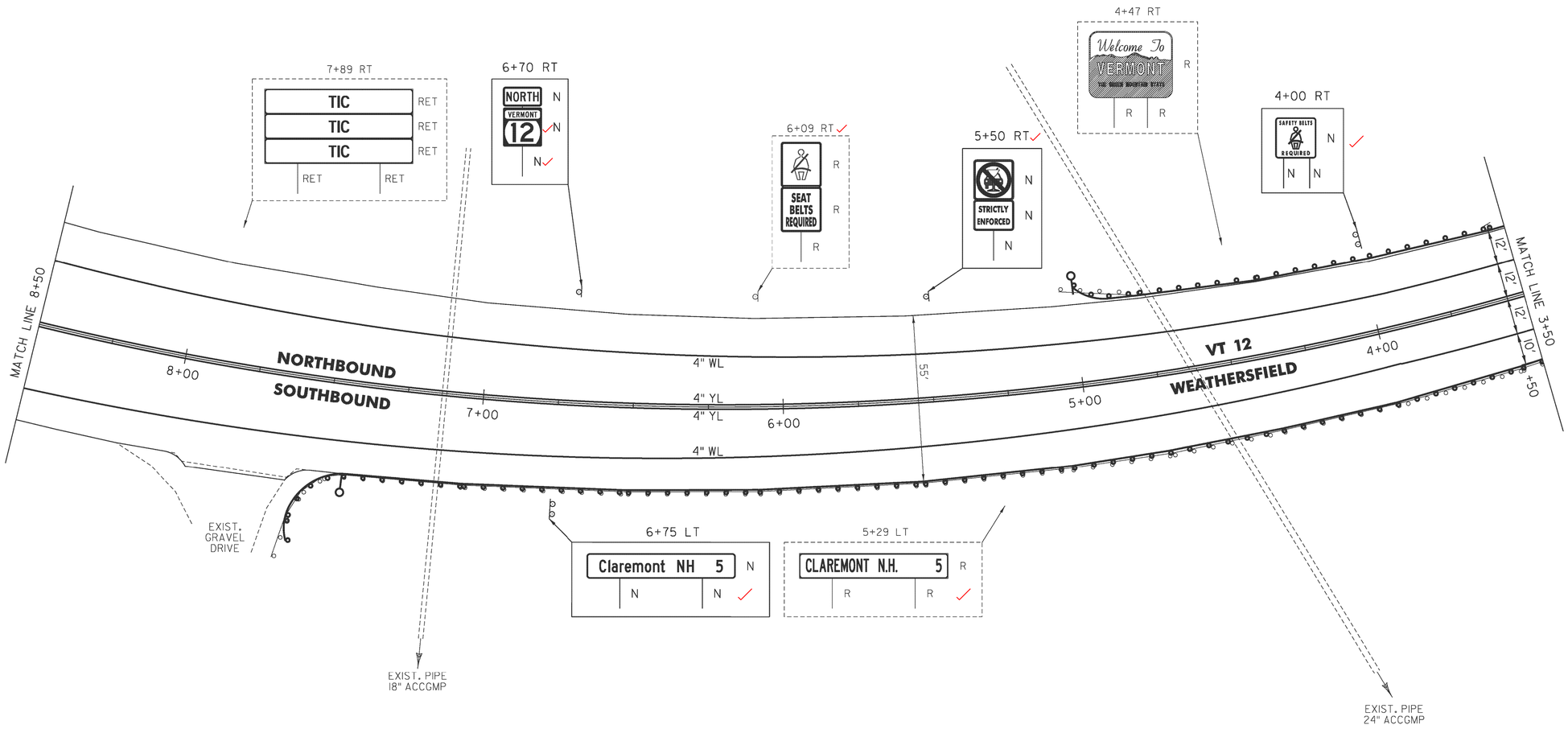
REMOVAL AND DISPOSAL OF GUARDRAIL
3+50 TO 5+04 RT
3+50 TO 7+62 LT

DELINEATOR WITH STEEL POST
4+99.5 RT
7+44 LT

REMOVING SIGNS
AS SHOWN - 4

THINNING AND TRIMMING FOR SIGNS
4+00 RT

REMOVING SIGNS
AS SHOWN - 4



NOT TO SCALE

LEGEND

R	=	REMOVE EXISTING
S	=	SALVAGE
R&S	=	REMOVE AND SALVAGE
N	=	NEW
RET	=	RETAIN
B-B	=	BACK TO BACK
	=	EXISTING GUARDRAIL
	=	PROPOSED GUARDRAIL
YL	=	YELLOW LINE
WL	=	WHITE LINE
	=	DELINEATOR

ROADWAY LAYOUT SHEET 9

PROJECT NAME: WEATHERSFIELD
PROJECT NUMBER: NH 2948(1)

FILE NAME: p12b126.dgn
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: p12B126_226

PLOT DATE: 2/7/2013
DRAWN BY: SNG
CHECKED BY: PTS
SHEET 226 OF 234

TEMPORARY 4 INCH WHITE LINE, PAINT
DURABLE 4 INCH WHITE LINE (OPTION BID ITEM)
0+96 TO 3+50 SOLID LT & RT

TEMPORARY 4 INCH YELLOW LINE, PAINT
DURABLE 4 INCH YELLOW LINE (OPTION BID ITEM)
0+96 TO 3+50 SOLID LT & RT

STEEL BEAM GUARDRAIL, GALVANIZED
1+12 TO 1+99.5 LT
1+12 TO 3+50 RT
2+57 TO 3+50 LT

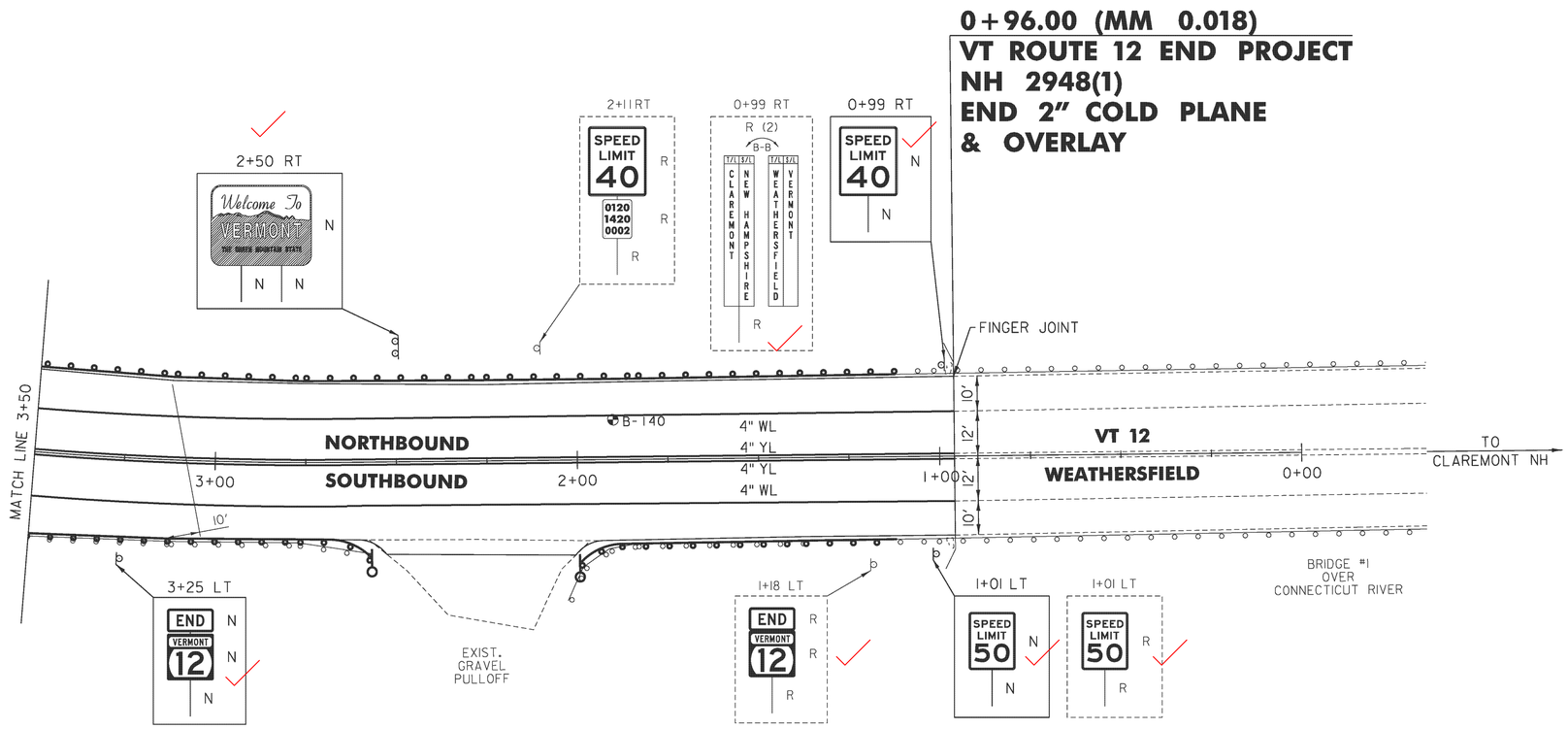
ANCHOR FOR STEEL BEAM RAIL
1+99.5 LT
2+57 LT

REMOVAL AND DISPOSAL OF GUARDRAIL
1+12 TO 2+03 LT
1+12 TO 3+50 RT
2+57 TO 3+50 LT

DELINEATOR WITH STEEL POST
1+99.5 LT
2+57 LT

THINNING AND TRIMMING FOR SIGNS
2+50 RT
3+25 LT

REMOVING SIGNS
AS SHOWN - 7



NOT TO SCALE

LEGEND

R	=	REMOVE EXISTING
S	=	SALVAGE
R&S	=	REMOVE AND SALVAGE
N	=	NEW
RET	=	RETAIN
B-B	=	BACK TO BACK
o—o	=	EXISTING GUARDRAIL
o—o	=	PROPOSED GUARDRAIL
YL	=	YELLOW LINE
WL	=	WHITE LINE
—○	=	DELINEATOR

ROADWAY LAYOUT SHEET 10

PROJECT NAME: WEATHERSFIELD
PROJECT NUMBER: NH 2948(1)

FILE NAME: pl2bl26.dgn
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: pl2Bl26_227

PLOT DATE: 2/7/2013
DRAWN BY: SNG
CHECKED BY: PTS
SHEET 227 OF 234

TRAFFIC SIGNAL GENERAL NOTES

1. ALL PROPOSED TRAFFIC SIGNAL WORK SHALL CONFORM TO THE VERMONT AGENCY TRANSPORTATION (VTRANS) 2011 STANDARD SPECIFICATIONS FOR CONSTRUCTION, VAOT STANDARD PLANS, THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES LATEST EDITION OR AMENDED ON THESE PLANS OR IN THE CONTRACT SPECIFICATIONS.

2. CONSTRUCTION SEQUENCES

   A. WORK SHALL NOT PROCEED ON THE TRAFFIC SIGNALS UNTIL ALL EQUIPMENT NECESSARY FOR THAT INTERSECTION IS ON PROJECT (EXCEPTION - CONDUIT, PULLBOXES, JUNCTION BOXES AND POLE BASES MAY BE INSTALLED PRIOR TO OTHER SIGNAL WORK).

3. NEW EQUIPMENT

   A. THE INTENT OF THIS ALTERATION IS TO REPLACE ALL SIGNAL HEADS, SPAN WIRES, AND ELECTRICAL CABLES BETWEEN THE STRAIN POLES. THE STRAIN POLES WILL REMAIN IN PLACE.

   B. ALL TRAFFIC SIGNAL HEADS SHALL BE BLACK POLYCARBONATE. THEY SHALL HAVE 5 INCH BLACK BACKPLATES. ALL SIGNAL HEADS SHALL HAVE 12 INCH L.E.D. LENSES.

   C. SIGNAL HEAD (6) ON SIGNAL POLE (5) SHALL BE POST-TOP MOUNTED. ALL OTHER SIGNAL HEADS SHALL BE MOUNTED ON NEW SPAN WIRE.

   D. TRAFFIC SIGNAL CONTROLLERS AND CABINETS

      1. THE CONTROLLERS SHALL BE AT LEAST 9-PHASE PROGRAMMABLE TRAFFIC-ACTUATED SIGNAL CONTROLLERS OF CURRENT NEMA SPECIFICATIONS WITH HARD WIRE INTERCONNECTION FOR COORDINATION AND INTERNAL EMERGENCY VEHICLE PRE-EMPTION. OVERLAPS SHALL BE INTERNALLY GENERATED AS PER NEMA STANDARD TS-1 USING WIRE JUMPERS ON A PRINTED CIRCUIT BOARD. CONTROLLERS SHALL BE FURNISHED IN A BLACK, GROUND MOUNTED P-TYPE CONTROLLER CABINET. CONTROLLERS SHALL BE ECONOLITE OR NAZTEC TECHNOLOGIES BRAND.

      2. THE EXISTING CONTROLLER AND CABINET SHALL BE REMOVED AND HOLES IN THE STRAIN POLE PLUGGED. (EXCEPTION - SEE NOTE G/4).

   E. BATTERY BACKUP OF THE SIGNAL SYSTEM SHALL BE PROVIDED TO ALLOW A MINIMUM OF 30 MIN OF OPERATION DURING POWER OUTAGES. THE SIGNAL SYSTEM SHALL HAVE A CONNECTION SUITABLE FOR THE WEATHERSFIELD FIRE DEPARTMENT TO CONNECT A GENERATOR DURING POWER OUTAGE.

   F. SIGNAL POLE (5) AND PEDESTRIAN POLE (6) SHALL BE NEW. PEDESTRIAN PUSH BUTTONS SHALL MEET THE REQUIREMENTS OF SUBSECTIONS 752.13 & 752.14.

   G. TRAFFIC SIGNAL CONDUIT

      1. ALL TRAFFIC SIGNAL CONDUIT SHALL BE SCHEDULE 80 PVC AND WILL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 678.15 TRAFFIC CONTROL SIGNAL SYSTEM, INTERSECTION.

      2. MINIMUM CONDUIT SIZE SHALL BE 3 INCH.

      3. WHEN CONDUIT IS PLACED BELOW THE ROADWAY OR DRIVEWAYS, IT SHALL BE PLACED IN A PVC ELECTRICAL CONDUIT SLEEVE.

      4. CONDUIT BETWEEN THE NEW CONTROL CABINET AND THE STRAIN POLE SHALL ENTER THE STRAIN POLE THROUGH ONE OF THE EXISTING HOLES LEFT BY THE REMOVAL OF THE EXISTING CONTROL CABINET CONDUIT.

4. SIGNAL OPERATION

   A. SIGNAL TIMING SHOWN ON THE PLANS MAY REQUIRE FINE-TUNING IN THE FIELD BASED ON TRAFFIC OBSERVATION (COST OF ADJUSTMENTS SHALL BE INCIDENTAL TO OTHER ITEMS).

   B. THE TRAFFIC SIGNALS SHALL NOT OPERATE WITHOUT THE PAVEMENT MARKINGS AND SIGNAL RELATED SIGNING IN PLACE.

   C. THE SIGNAL SHALL DWELL ON PHASES 2 & 6.

   D. PHASES 2 & 6 SHALL BE USED FOR THE START-UP PHASE FOLLOWING FLASH OPERATION. ALL PHASES WILL START ON ALL RED INDICATION FOR FIVE SECONDS.

5. VEHICLE DETECTORS

   A. VEHICLE DETECTION SHALL BE BY A SINGLE OMNI-DIRECTIONAL CAMERA MOUNTED ~~ON STRAIN POLE (3)~~ LUMINAIRE ON STRAIN POLE #4

   B. ALL EQUIPMENT IS INCLUDED IN THE UNIT PRICE BID FOR ITEM 678.15 TRAFFIC CONTROL SIGNAL SYSTEM, INTERSECTION.

6. EQUIPMENT MANUALS

   A. COPIES OF ALL EQUIPMENT MANUALS AS WELL AS COMPLETED PROGRAM LISTINGS FOR THE CONTROLLER SHALL BE DISTRIBUTED AS FOLLOWS:

      1. TOWN OF WEATHERSFIELD
      2. CONTROLLER CABINET
      3. VERMONT AGENCY OF TRANSPORTATION DISTRICT TRANSPORTATION ADMINISTRATOR, DISTRICT 2
      4. VERMONT AGENCY OF TRANSPORTATION, TRAFFIC DESIGN

7. STREET LIGHTING - EXISTING LIGHTING ON THE STRAIN POLES SHALL BE MAINTAINED

8. GENERAL

   A. ALL ELECTRICAL WORK AND MATERIALS SHALL BE SUBJECT TO INSPECTION AND APPROVAL BY THE STATE ELECTRICAL INSPECTOR. ALL WORK MUST MEET THE REQUIREMENTS OF THE NATIONAL ELECTRIC CODE.

   B. THE CONTRACTOR SHALL ACQUIRE ALL NECESSARY PERMITS AND MAKE ALL NECESSARY ARRANGEMENTS WITH THE UTILITY COMPANY TO PROVIDE A PERMANENT POWER SUPPLY TO THE SIGNAL.

   C. AN ID PLAQUE AS DETAILED ON THIS SHEET SHALL BE AFFIXED TO THE SIDE OF THE CONTROL CABINET.

9. ALL MATERIALS AND CONSTRUCTION SHALL CONFORM TO THE STATE OF VERMONT AGENCY OF TRANSPORTATION "STANDARD SPECIFICATIONS FOR CONSTRUCTION", DATED 2011, WITH CURRENT MODIFICATIONS.

10. OVERHEAD SIGNAL SUPPORTS SHALL CONFORM TO AASHTO'S PUBLICATION ENTITLED "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS", DATED 2009 OR ITS LATEST EDITION.

11. EACH OVERHEAD TRAFFIC SIGNAL SHALL BE GROUNDED PER VAOT STANDARD DRAWINGS E-170, E-171A, E-171B, AND E-171C AS APPROPRIATE.

12. THE COST OF SIGNAL SUPPORTS, INCLUDING ALL HARDWARE, SIGN BRACKETS, SPAN WIRE, GUY POLES, AND PEDESTRIAN SIGNALS SHALL BE INCLUDED IN THE UNIT BID PRICE FOR ITEM 678.15 TRAFFIC CONTROL SIGNAL SYSTEM, INTERSECTION. THESE COMPONENTS SHALL CONFORM TO ALL APPLICABLE PROVISIONS OF SECTIONS 678 AND 679.

13. AN EQUIVALENT ALTERNATE DESIGN MAY BE SUBSTITUTED FOR THE DETAILS AND MATERIALS SHOWN.

14. THE TRAFFIC SIGNALS SHALL BE MOUNTED TO THE SPAN WIRE AS SHOWN ON STANDARD E-171A, UNLESS OTHERWISE NOTED ON THE PLANS.

15. EXISTING CONTROLLER AND SIGNALS TO BE SALVAGED TO VTRANS.

16. SEE STANDARD E-171A FOR ADDITIONAL NOTES.

17. EMERGENCY PREEMPTION SHALL OCCUR WITH ASSOCIATED PHASES AS FOLLOWS:
    RECEIVER R1 CALLS PHASES 2 AND 5
    RECEIVER R2 CALLS PHASES 1 AND 6
    RECEIVER R3 CALLS PHASE 8
    RECEIVER R4 CALLS PHASE 4
    PHASES 3 & 7 RESERVED
    RECEIVERS SHALL BE OPICOM TO BE COMPATIBLE WITH CITY OF CLAREMONT, NH. FINAL LOCATIONS OF RECEIVERS SHALL BE CONFIRMED BY THE WEATHERSFIELD FIRE DEPT.

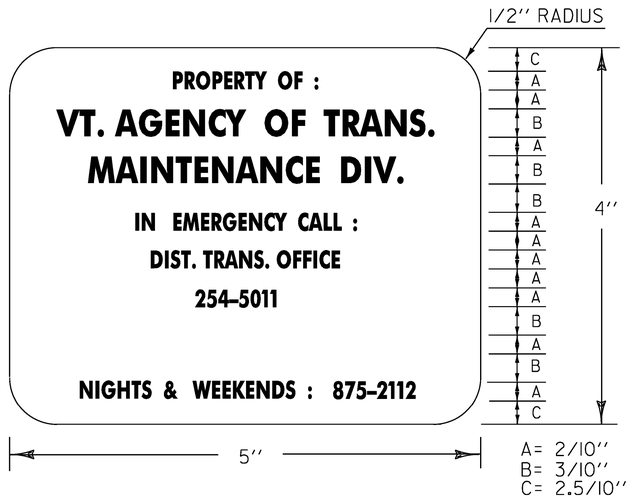
18. GUY WIRES AND ANCHORS SHALL BE CAPABLE OF PROVIDING A MINIMUM OF 8000 POUNDS OF HORIZONTAL FORCE. LOCATION OF GUY ANCHORS ASSUMES A 30°ANGLE BETWEEN GUY WIRE AND POLE.

19. EXISTING PULL BOX (11) TO BE REPLACED WITH A NEW PULL BOX CAPABLE OF WITHSTANDING TRAFFIC LOADS. IT SHALL BE FLUSH WITH PAVEMENT AND WILL BE INCIDENTAL TO ITEM 678.15.

20. EXISTING PULL BOXES (12) AND (13) TO BE REMOVED AND CONDUIT ABANDONED. THE CONDUIT BETWEEN PULL BOXES (8) AND (12) SHALL BE PLUGGED. THIS WILL BE INCIDENTAL TO ITEM 678.15.

21. USING THE 1964 LAYOUT OF THE INTERSECTION, ALL CONSTRUCTION IS WITHIN THE RIGHT OF WAY.

CONTROLLER IDENTIFICATION PLAQUE



LEGEND: - BLACK (NON-REFL.) - STAMPED PRIOR TO PAINTING
BACKGROUND: NATURAL ALUMINUM OR BRASS SURFACE

NOTES:

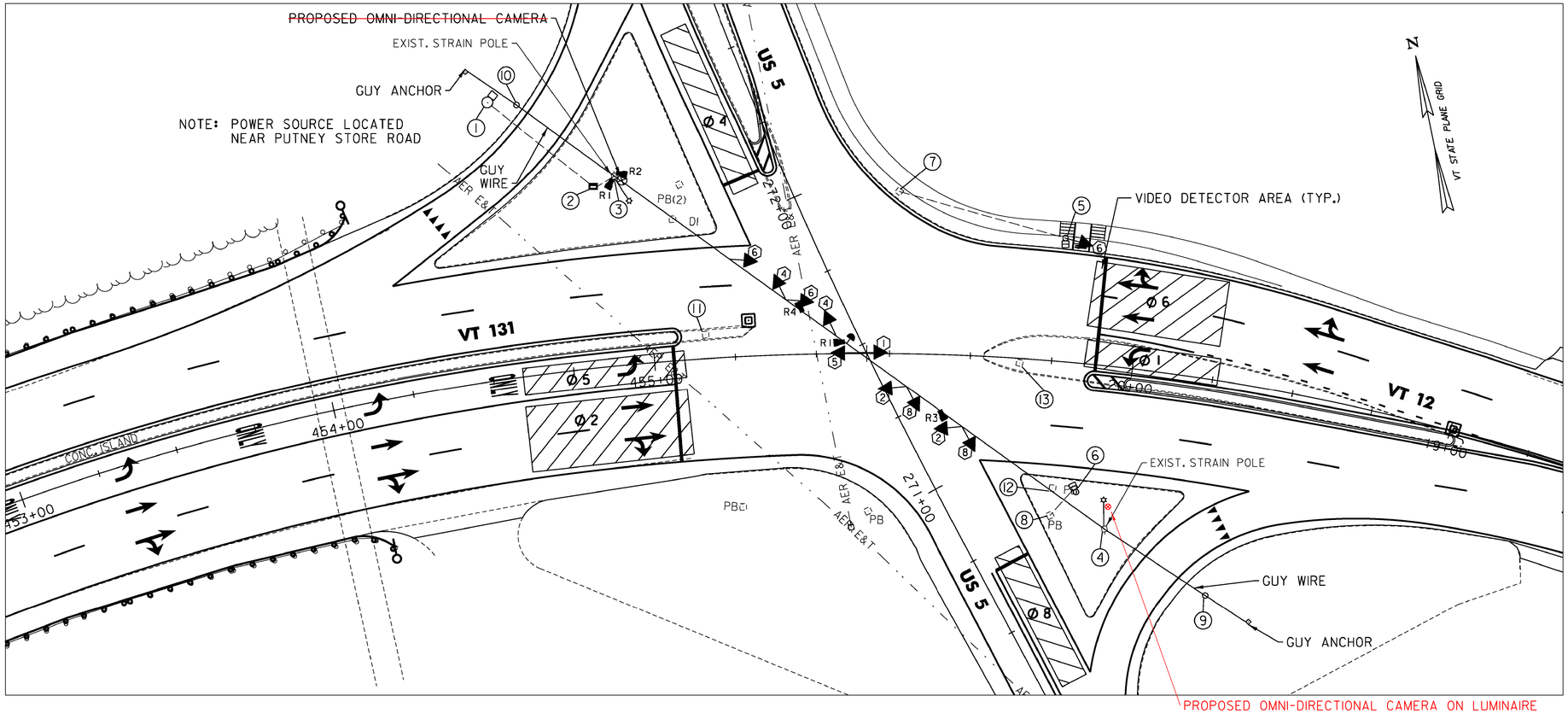
1. THE PLAQUE SHALL BE MOUNTED ON ALL TRAFFIC SIGNAL CONTROLLER CABINETS. IT SHALL BE FASTENED TO THE CONTROLLER CABINET IN SUCH A MANNER AS TO BE NOT EASILY REMOVED, SUCH AS WELDED, RIVETED OR BOLTED WITH VANDAL PROOF BOLTS.
2. THE LETTERS SHALL BE PUNCHED OR STAMPED, SUCH STAMPING SHALL PENETRATE AT LEAST ½ THE BASE MATERIAL THICKNESS.
3. THE BASE MATERIAL FOR THE PLAQUE SHALL BE BRASS OR ALUMINUM WITH A MINIMUM THICKNESS OF 0.100 INCHES.

TRAFFIC SIGNAL GENERAL NOTES

PROJECT NAME: WEATHERSFIELD

PROJECT NUMBER: NH 2948(1)

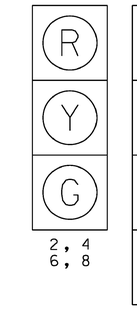
FILE NAME: pl2bl26.dgn	PLOT DATE: 2/7/2013
PROJECT LEADER: PTS	DRAWN BY: SNG
DESIGNED BY: RWL	CHECKED BY: PK
IPARM FILE NAME: pl2Bl26_228	SHEET 228 OF 234



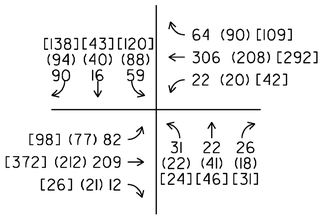
US 5, VT 12, VT 131

SIGNAL HEADS

12 INCH LENSES, L.E.D. LAMPS



16 X 18 INCH LED SYMBOLIC BI-MODAL, COUNTDOWN PED. SIGNALS



2013-2023 PEAK MONTH TRAFFIC
XXX = AM PEAK HOUR
(XXX) = NOON PEAK HOUR
[XXX] = PM PEAK HOUR

NOTE:
VTRANS GROWTH FACTORS FOR RURAL PRIMARY AND SECONDARY ROADS SHOW NO FUTURE GROWTH. THEREFORE THE 2023 DESIGN YEAR TRAFFIC IS THE SAME AS THE 2013 TRAFFIC

EQUIPMENT LOCATIONS

LOC.	TYPE	STATION	OFFSET	NOTES
(1)	MS	272+60	75.0 LT	EXISTING METER STANCHION
(2)	CC	272+28	55.0 LT	NEW CONTROLLER AND CABINET W/ BATTERY BACKUP
(3)	SP	272+26	48.0 LT	EXISTING TRAFFIC SIGNAL STRAIN POLE W/ LUMINAIRE
(4)	SP	270+65	40.0 RT	EXISTING TRAFFIC SIGNAL STRAIN POLE W/ LUMINAIRE
(5)	SP	271+52	70.6 RT	NEW SIGNAL POLE W/ PED HEAD & PUSH BUTTON
(6)	SP	270+79	36.8 RT	NEW PEDESTRIAN POLE W/ PED HEAD & PUSH BUTTON
(7)	PB	271+88	32.3 RT	EXISTING PULL BOX
(8)	PB	270+76	27.4 RT	EXISTING PULL BOX
(9)	GP	270+32	58.0 RT	NEW GUY POLE
(10)	GP	272+58	68.0 LT	NEW GUY POLE
(11)	PB			EXISTING PULL BOX ~~(REPLACE)~~ (REMOVE) CONNECT CONDUIT
(12)	PB			EXISTING PULL BOX (REMOVE)
(13)	PB			EXISTING PULL BOX (REMOVE)

NEW	LEGEND
	UTILITY POLE
	LUMINAIRE
	CONTROLLER CABINET
	SIGNAL HEAD
	CONDUIT
	STANCHION
	STRAIN POLE
	CAMERA
	EXISTING PULL BOX
	PEDESTRIAN SIGNAL HEAD
	PRE-EMPTION RECEIVER
	GUY POLE
	STROBE LIGHT

ELECTRICAL CONDUIT (SCHEDULE 80)

FROM	TO	LENGTH (ft)
MS (1)	CC (2)	40
CC (2)	SP (3)	6
SP (5)	PB (7)	53
SP (6)	PB (8)	15

SIGNAL PHASING DATA

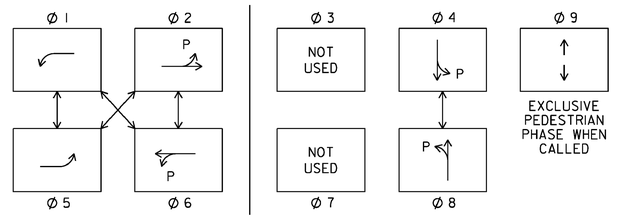
FLASH 10:00 PM - 06:00 AM
MAX 1 06:00 AM - 10:00 PM

SIGNAL PHASING
(ALL ENTRIES BELOW ARE IN SECONDS)

PHASE	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8	Ø9
INTIAL	5	10	--	10	5	10	--	10	--
VEHICLE EXT.	3	3	--	3	3	3	--	3	--
MAX. 1	10	30	--	20	10	30	--	20	--
MAX. 2	--	--	--	--	--	--	--	--	--
YELLOW	4	4	--	4	4	4	--	4	--
RED	2	2	--	3	2	2	--	3	--
RECALL	OFF	SOFT	--	OFF	OFF	SOFT	--	OFF	--
WALK	--	--	--	--	--	--	--	--	7
CLEAR	--	--	--	--	--	--	--	--	21

NOTE: PHASES Ø3 AND Ø7 ARE RESERVED FOR FUTURE USE

STANDARD 8 Ø NEMA CONTROLLER



SYMBOL
P = PERMISSIVE MOVEMENT

0 20 40
SCALE IN FEET

ALTERATION TO TRAFFIC SIGNALS SHEET

PROJECT NAME: WEATHERSFIELD
PROJECT NUMBER: NH 2948(I)

FILE NAME: pl2bl26.dgn
PROJECT LEADER: PTS
DESIGNED BY: RWL
IPARM FILE NAME: pl2Bl26_229

PLOT DATE: 2/7/2013
DRAWN BY: SNG
CHECKED BY: PK
SHEET 229 OF 234

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET #1

SHSM = FHWA 2004 STANDARD HIGHWAY SIGNS AND MARKINGS BOOK AND THE 2012 SUPPLEMENT TO THE 2004 EDITION

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS EA	WIDTH (in)	HEIGHT (in)	NEW & SALVAGED SIGNS "A"	"B"	SALV SIGN	SALV TIS	EXIST POST RETAIN	SALVAGE	NEW SIGN POSTS NO. OF POSTS	SQUARE STEEL (in) 1.75 lb/ft 1.88	2.0 lb/ft 2.42	2.5 lb/ft 3.35	ANCHOR	SLEEVE	TUBULAR ALUMINUM Ø (in) 3.0 lb/ft 1.3	4.0 lb/ft 1.7	4.0 MOD lb/ft 1.7	TUBULAR STEEL Ø (in) FOUNDATION	3.0 lb/ft 7.6	3.5 lb/ft 9.0	4.0 lb/ft 10.8	5.0 lb/ft 14.6	W-SHAPE STEEL FTG. SIZE 24"	30"	WEIGHT	POST SIZE	SIGN FRAME REQUIRED	REMARKS	SIGN DETAIL SHSM	DETAIL ON SHEET NUMBER	STD. SHEET NUMBER
WEATHERSFIELD VT 131																																	
429+32 LT	STOP / DO NOT ENTER	1 1	30 30	30 30	6.25 ✓ 6.25 ✓						1		X	14.75	X																RI-1 R5-1 BACK TO BACK	X X		
	ONE WAY / ONE WAY	1 1	36 36	12 12	3.00 ✓ 3.00 ✓																										R6-1R R6-1L BACK TO BACK	X X		
455+04 LT (MEDIAN)							1 ✓				1		X	12.5	X																		
							1 ✓ 1 ✓																								BACK TO BACK			
WEATHERSFIELD US 5																																	
272+24 LT (MEDIAN)							1 ✓				1		X	12.5	X																		
							1 ✓ 1 ✓																								BACK TO BACK			
WEATHERSFIELD VT 12																																	
0+99 RT	SPEED LIMIT 40 ✓	1	30	36	7.50 ✓						1	15.5	X		X																R2-1	X		
1+01 LT	SPEED LIMIT 50 ✓	1	24	30	5.00 ✓						1	14.25	X		X																R2-1	X		
2+50 RT	Welcome To VERMONT	1	60	48	20.00 ✓						2										2	168	11′ 12.5′							VD-42IM		234	
3+25 LT	END ✓	1	24	12	2.00 ✓						1	15	X		X																M4-6 GREEN ON WHITE	X		
	VERMONT 12 ✓	1	24	24	4.00 ✓																										MI-5			E-136B
												FT	FT 90	FT		EA	LB	LB	LB		LB 168	LB	LB	LB									
SHEET TOTALS					SF 57.00 ✓	SF	EA. 6 ✓	SF				FT ~~90~~ 84.5 ✓					LB			EA. 2	LB ~~168~~ 178.6 ✓				EA.	EA.	LB						

FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND VTRANS "SIGN POST DESIGN GUIDELINE."

TRAFFIC SIGN SUMMARY SHEET #1

PROJECT NAME: WEATHERSFIELD
PROJECT NUMBER: NH 2948(I)

FILE NAME: pl2bl26.dgn
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: pl2Bl26_230

PLOT DATE: 2/7/2013
DRAWN BY: SNG
CHECKED BY: PTS
SHEET 230 OF 234

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET #2

SHSM = FHWA 2004 STANDARD HIGHWAY SIGNS AND MARKINGS BOOK AND THE 2012 SUPPLEMENT TO THE 2004 EDITION

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS EA	WIDTH (in)	HEIGHT (in)	NEW & SALVAGED SIGNS "A"	"B"	SALV SIGN	SALV TIS	EXIST POST RETAIN	EXIST POST SALVAGE	NEW SIGN POSTS NO. OF POSTS	SQUARE STEEL (in) 1.75 lb/ft 1.88	2.0 lb/ft 2.42	2.5 lb/ft 3.35	ANCHOR	SLEEVE	TUBULAR ALUMINUM Ø (in) 3.0 lb/ft 1.3	4.0 lb/ft 1.7	4.0 MOD lb/ft 1.7	TUBULAR STEEL Ø (in) FOUNDATION	3.0 lb/ft 7.6	3.5 lb/ft 9.0	4.0 lb/ft 10.8	5.0 lb/ft 14.6	W-SHAPE STEEL FTG. SIZE 24"	30"	WEIGHT	POST SIZE	SIGN FRAME REQUIRED	REMARKS	SIGN DETAIL SHSM	DETAIL ON SHEET NUMBER	STD. SHEET NUMBER
4+00 RT	SAFETY BELTS REQUIRED ✓	1	36	36	9.00 ✓						2	15 15.75	X		X																VR-128		234	
5+50 RT	✓	1	24	24	4.00 ✓						1	16	X		X																VR-654			E-143
	STRICTLY ENFORCED ✓	1	24	18	3.00 ✓																										VR-655P		234	
6+70 RT	NORTH ✓	1	24	12	2.00 ✓						1	15.75	X		X																M3-1 GREEN ON WHITE	X		
	VERMONT 12 ✓	1	24	24	4.00 ✓																										M1-5			E-136B
6+75 LT	Claremont NH 5	1	72	12	6.00 ✓						2	12.0 13.5	X		X																D1-1a		234	
10+80 LT	✓	1	30	30	6.25 ✓						1		X	14.5	X																W1-2L	X		
11+97 RT	0120 1420 0022 ✓ STOP ✓	1 1	6 30	10 30	0.42 ✓ 6.25 ✓						1	13.25	X		X																VD-700 BACK TO BACK R1-1	X		E-138
12+44 RT	JCT ✓ JCT ✓	1 1	21 21	15 15	2.19 ✓ 2.19 ✓						2		15 X 15.75		X														#1	M2-1 BLACK ON WHITE M2-1 GREEN ON WHITE	X X		
	5 ✓ VERMONT 131 ✓	1 1	24 30	24 24	4.00 ✓ 5.00 ✓																										M1-4 BLACK ON WHITE M1-5 GREEN ON WHITE	X		E-136B
13+35 LT	RIGHT LANE ENDS ✓	1	36	36	9.00 ✓						2		15.75 X 16.50		X																W9-1	X		
14+00 RT	✓	1	36	36	9.00 ✓						2										2	198	15.75 16.75								W3-3	X		
	✓	1	36	36	9.00 ✓																										W6-1	X		
SHEET TOTALS		SF 81.30 ✓	SF	EA.	SF							FT	FT 180	FT		EA	LB	LB	LB		LB 198	LB	LB	LB	EA. 2	EA.	EA.	LB						
																						FT ~~180~~ 178.75 ✓								LB ~~198~~ 243.2 ✓					

FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND VTRANS "SIGN POST DESIGN GUIDELINE."

TRAFFIC SIGN SUMMARY SHEET #2

PROJECT NAME: WEATHERSFIELD
PROJECT NUMBER: NH 2948(1)

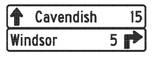
FILE NAME: pl2b126.dgn
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: pl2B126_231

PLOT DATE: 2/7/2013
DRAWN BY: SNG
CHECKED BY: PTS
SHEET 231 OF 234

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET #3

SHSM = FHWA 2004 STANDARD HIGHWAY SIGNS AND MARKINGS BOOK AND THE 2012 SUPPLEMENT TO THE 2004 EDITION

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS EA	WIDTH (in)	HEIGHT (in)	NEW & SALVAGED SIGNS "A"	"B"	SALV SIGN	SALV TIS	EXIST POST RETAIN	EXIST POST SALVAGE	NEW SIGN POSTS NO. OF POSTS	SQUARE STEEL (in) 1.75 lb/ft 1.88	2.0 lb/ft 2.42	2.5 lb/ft 3.35	ANCHOR	SLEEVE	TUBULAR ALUMINUM Ø (in) 3.0 lb/ft 1.3	4.0 lb/ft 1.7	4.0 MOD lb/ft 1.7	TUBULAR STEEL Ø (in) FOUNDATION	3.0 lb/ft 7.6	3.5 lb/ft 9.0	4.0 lb/ft 10.8	5.0 lb/ft 14.6	W-SHAPE STEEL FTG. SIZE 24"	30"	WEIGHT	POST SIZE	SIGN FRAME REQUIRED	REMARKS	SIGN DETAIL SHSM	DETAIL ON SHEET NUMBER	STD. SHEET NUMBER
14+50 LT		1	36	36	9.00 ✓						2		X	14.5 15.25	X															W4-2	X		
15+73 RT		1 1	72 72	12 12	6.00 ✓ 6.00 ✓						2		X	16.5 16.5	X															D1-1a D1-1a		234 234	
		1	24	24	4.00 ✓																									D9-2	X		
		1	21	15	2.19 ✓																									W5-1R WHITE ON BLUE	X		
16+50 LT							1 ✓				13.25 1		X		X																		
17+72 RT		1 1 1	24 24 24	12 12 12	2.00 ✓ 2.00 ✓ 2.00 ✓						2									2	221	15.5 16							#3	M3-3 BLACK ON WHITE M3-4 GREEN ON WHITE M3-1 BLACK ON WHITE	X X X		
		1 1 1	24 30 24	24 24 24	4.00 ✓ 5.00 ✓ 4.00 ✓																									M1-4 M1-5 M1-4	X X		E-136B
		1 1 1	21 21 21	15 15 15	2.19 ✓ 2.19 ✓ 2.19 ✓																									M6-1 BLACK ON WHITE M6-3 GREEN ON WHITE M6-1 BLACK ON WHITE	X X X		
		1 1	24 24	12 12	2.00 ✓ 2.00 ✓																								#2	M4-5 WHITE ON BLUE M3-1 GREEN ON WHITE	X X		
		1 1	24 24	24 24	4.00 ✓ 4.00 ✓																									M1-1 M1-5	X 		E-136B
		1 1	21 21	15 15	2.19 ✓ 2.19 ✓																									M6-3 WHITE ON BLUE M6-1 GREEN ON WHITE	X X		
18+08 LT		1	24	12	2.00 ✓						14 1		X		X															M3-3 GREEN ON WHITE	X		
	✓	1	24	24	4.00																									M1-5			E-136B
					SF	SF	EA.	SF			FT	FT	FT		EA	LB	LB	LB	EA.	LB	LB	LB	LB	EA.	EA.	LB							
					75.14 ✓		1 ✓					90							2	221													
					SHEET TOTALS						FT 90 ✓					LB			EA. 2	LB 221 239.4 ✓				EA.	EA.	LB							

FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND VTRANS "SIGN POST DESIGN GUIDELINE."

TRAFFIC SIGN SUMMARY SHEET #3

PROJECT NAME: WEATHERSFIELD
PROJECT NUMBER: NH 2948(I)

FILE NAME: pl2bl26.dgn
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: pl2Bl26_232

PLOT DATE: 2/7/2013
DRAWN BY: SNG
CHECKED BY: PTS
SHEET 232 OF 234

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET #4

SHSM = FHWA 2004 STANDARD HIGHWAY SIGNS AND MARKINGS BOOK AND THE 2012 SUPPLEMENT TO THE 2004 EDITION

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS EA	WIDTH (in)	HEIGHT (in)	NEW & SALVAGED SIGNS "A"	"B"	SALV SIGN	SALV TIS	EXIST POST RETAIN	EXIST POST SALVAGE	NEW SIGN POSTS NO. OF POSTS	SQUARE STEEL (in) 1.75 lb/ft 1.88	2.0 lb/ft 2.42	2.5 lb/ft 3.35	ANCHOR	SLEEVE	TUBULAR ALUMINUM Ø (in) 3.0 lb/ft 1.3	4.0 lb/ft 1.7	4.0 MOD lb/ft 1.7	TUBULAR STEEL Ø (in) FOUNDATION	3.0 lb/ft 7.6	3.5 lb/ft 9.0	4.0 lb/ft 10.8	5.0 lb/ft 14.6	W-SHAPE STEEL FTG. SIZE 24"	30"	WEIGHT	POST SIZE	SIGN FRAME REQUIRED	REMARKS	SIGN DETAIL SHSM	DETAIL ON SHEET NUMBER	STD. SHEET NUMBER
19+00 LT (MEDIAN)		1	24	30	5.00 ✓						1	12.5	X		X																R4-7	X		
		1 1	18 18	18 18	3.00 ✓ 3.00 ✓																										OM1-1 OM1-1 BACK TO BACK	X X		
19+55 LT	YIELD 36"X36"X36"	1			3.90 ✓						~~2~~ 1	13.25	X		X																RI-2	X		
19+80 RT	ONLY	1	48	30	10.00 ✓						2		X	13.5 13.75	X																VR-934			E-145B
19+97 LT (MEDIAN)							1 ✓				1	12.75	X		X																			
							1 ✓ 1 ✓																									BACK TO BACK			
275+00 MEDIAN							1 ✓				1	12.5	X																					
							1 ✓ 1 ✓																													
VT 131 455+05 MEDIAN		1	24	30	5.00																													
	SUBTOTAL SHEET230 SUBTOTAL SHEET 231 SUBTOTAL SHEET232 SUBTOTAL SHEET233				57.00 ✓ 81.30 ✓ 75.14 ✓ ~~24.90~~ 29.90 ✓		6 1 ~~3~~ 6 ✓						~~90~~ ~~180~~ ~~90~~ ~~90~~	84.5 178.5 90 78.25								2 2 2	~~168~~ ~~198~~ ~~221~~	178.6 243.2 239.4										
	ROUNDING				1.66																	3												
FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND VTRANS "SIGN POST DESIGN GUIDELINE."												FT	FT	FT		EA	LB	LB	LB		LB	LB	LB	LB									
PROJECT TOTALS					SF ~~240~~ 243.3 ✓	SF	EA. ~~10~~ 13 ✓	SF				FT ~~450~~ 431.5 ✓					LB			EA. 6	LB ~~590~~ 661.2 ✓				EA.	EA.	LB							

TRAFFIC SIGN SUMMARY SHEET #4

PROJECT NAME: WEATHERSFIELD
PROJECT NUMBER: NH 2948(1)

FILE NAME: pl2b126.dgn
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: pl2B126_233

PLOT DATE: 2/7/2013
DRAWN BY: SNG
CHECKED BY: PTS
SHEET 233 OF 234

SIGN GENERAL NOTES

SIGN DESIGN AND FABRICATION NOTES

1. ALL SIGNS SHALL BE DESIGNED IN ACCORDANCE WITH THE LATEST REVISION OF THE 2009 MUTCD, THE 2004 STANDARD HIGHWAY SIGNS AND MARKINGS (SHSM), AND THE 2012 SUPPLEMENT TO THE 2004 EDITION (SHSM) DETAILS AS AVAILABLE, VAOT STANDARDS OR AS DETAILED IN THE PLANS.
2. ALL LETTERS AND NUMBERS USED FOR ALL SIGNS SHALL CONFORM TO THE APPLICABLE FONT AS DEFINED AND DETAILED IN THE 2004 SHSM AND THE 2012 SUPPLEMENT.
3. ALL ARROWS AND SYMBOLS SHALL CONFORM WITH THE 2004 SHSM AND THE 2012 SUPPLEMENT UNLESS OTHERWISE DETAILED IN THE PLANS.
4. COLORS USED ON ALL SIGNS SHALL CONFORM WITH THE REQUIREMENTS OF SECTION 1A.12 OF THE MUTCD.
5. SIGN SHEETING FOR FLUORESCENT YELLOW AND FLUORESCENT YELLOW GREEN SHALL BE AASHTO M268 (ASTM D4956) TYPE VII, VIII OR IX. ALL OTHER SIGN SHEETING SHALL BE TYPE III OR IV.
6. SHEETING TYPES AND MANUFACTURERS SHALL NOT BE MIXED ON A SINGLE SIGN ASSEMBLY. SHEETING COLOR/TYPE SHOULD BE BY THE SAME MANUFACTURER AND BE CONSISTENT THROUGHOUT THE PROJECT UNLESS OTHERWISE DETAILED ON THE PLANS.
7. SIGN BASE MATERIAL FOR DELINEATORS AND MILE MARKER PLAQUES (VD-700) SHALL BE 0.063" THICK FLAT SHEET ALUMINUM. ALL TOWN HIGHWAY SIGNS (D3-1) SHALL BE 0.125" THICK FLAT SHEET ALUMINUM OR EXTRUDED ALUMINUM WITH 0.25 INCH FLANGE AND 0.090 INCH WEB. UNLESS OTHERWISE NOTED ON THE PLANS, ALL OTHER SIGNS SHALL BE FLAT SHEET ALUMINUM WITH THE FOLLOWING MINIMUM THICKNESSES:

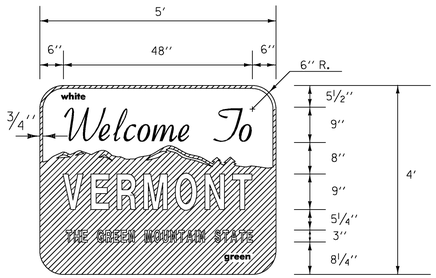
SIGN SIZE	12" X 12"		
	18" X 18"		
	21" X 15"		
	24" X 8"		
	24" X 10"		48" X 18"
	24" X 12"	36" X 12"	48" X 24"
	24" X 18"	36" X 15"	48" X 30"
	24" X 24"	36" X 18"	48" X 42"
	24" X 30"	36" X 24"	48" X 48"
	30" X 15"	36" X 36"	48" X 60"
	30" X 18"	36" X 42"	72" X 10"
	30" X 30"	36" X 48"	72" X 12"
	30" X 42"	36" X 54"	72" X 20"
THICKNESS	0.080"	0.100"	0.125"

SIGN POST NOTES

1. ALL SIGN POSTS SHALL BE INSTALLED IN A NEW ANCHOR. ALL SIGNS INSTALLED IN PAVED OR CONCRETE ISLANDS OR SIDEWALKS SHALL ALSO BE INSTALLED WITH AN 18" SLEEVE. PAYMENT FOR SLEEVE SHALL BE INCIDENTAL TO THE SIGN POST.
2. 1.75" SQUARE STEEL POSTS SHALL BE 14 GAUGE STEEL. 2" AND 2.5" SQUARE STEEL POSTS SHALL BE 12 GAUGE STEEL.

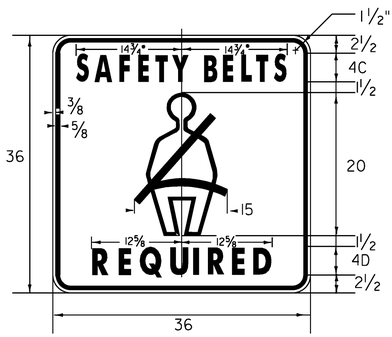
SIGN INSTALLATION NOTES

1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIRING ANY DAMAGE TO PRIVATE OR PUBLIC PROPERTY CAUSED BY THE CONTRACTOR, AT THE CONTRACTORS EXPENSE.
2. ALL SIGNS WITHIN THE PROJECT LIMITS ARE TO BE REPLACED UNLESS OTHERWISE NOTED OR AS DIRECTED BY THE ENGINEER. SIGN LOCATIONS AS SHOWN ON THE PLANS ARE APPROXIMATE. EXACT LOCATIONS TO BE DETERMINED IN THE FIELD.
3. ALL SIGN PLACEMENT SHALL BE IN CONFORMANCE WITH VTRANS STANDARD E-121 STANDARD SIGN PLACEMENT CONVENTIONAL ROADS, UNLESS OTHERWISE NOTED.
4. ALL SIGNS, FRAMES, MOUNTING HARDWARE, POSTS, AND ANCHORS FOR ANY SIGN ASSEMBLY SHALL BE REPLACED AT THE SAME TIME. MIXING OF OLD AND NEW SIGNS ON THE SAME ASSEMBLY WILL NOT BE ALLOWED EXCEPT AS NOTED ON THE PLANS.
5. NEW SIGNS WITH THEIR GREATER NIGHTTIME RETROREFLECTIVITY CAN OBSCURE OLDER SIGNS MOUNTED ADJACENT TO THEM. TO AVOID CONFUSION OF ROAD USERS, WORK SHALL BE COORDINATED SUCH THAT ALL SIGNS ASSOCIATED WITH A CURVE, INTERSECTION, OR SPEED CHANGE, SHALL BE REPLACED ON THE SAME DAY AND NOT LEFT INCOMPLETE NOR WITH A MIXTURE OF OLD AND NEW SIGNS WITHIN A GROUP OF ASSOCIATED SIGNS.



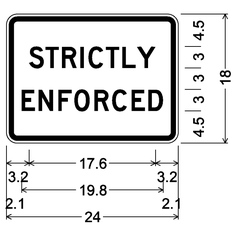
VD-421

NOTE
FOR THE WORDS "WELCOME TO" USE GERBER FONT MURRAY HILL BOLD OR EQUIVALENT. TEXT COLOR IS GREEN.
ALL OTHER TEXT USE GERBER FONT SOUVENIR DEMI BOLD OR EQUIVALENT. TEXT COLOR IS WHITE.
REFER TO STD. E-131 FOR COLORS.
MATERIALS:
THE SIGN BASE MATERIALS USED FOR THIS SIGN MAY BE ANY OF THE FOLLOWING OF THE MINIMUM THICKNESS NOTED.
FLAT SHEET ALUMINUM 0.100"
HIGH DENSITY OVERLAID PLYWOOD 5/8"



VR-128
Black on White
•REDUCE SPACING 50%

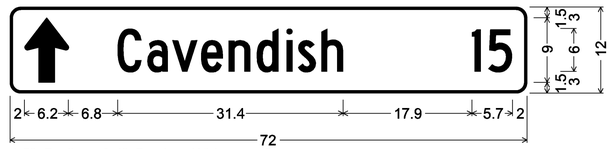
FOR SEAT BELT SYMBOL LAYOUT SEE THE 2004 STANDARD HIGHWAY SIGNS BOOK PAGE 6-21.



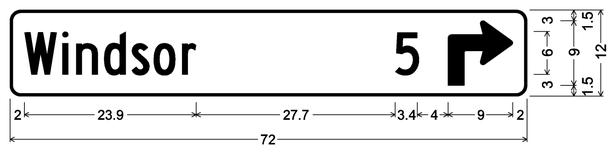
1.5" Radius, 0.6" Border, 0.4" Indent, Black on White;
[STRICTLY] D 2K;
[ENFORCED] D 2K;

VR-655P

1.5" Radius, 0.4" Border, White on Green;
[Claremont NH] C 2K; [5] C 2K;



1.5" Radius, 0.4" Border, White on Green;
Standard Arrow Custom 9.0" X 6.1" 90°; [Cavendish] C 2K; [15] C 2K;



1.5" Radius, 0.4" Border, White on Green;
[Windsor] C 2K; [5] C 2K; 90 Deg Advanced Turn Arrow Custom 9.0" X 9.0";

DESTINATION SIGN NOTES D1-1, D1-1A

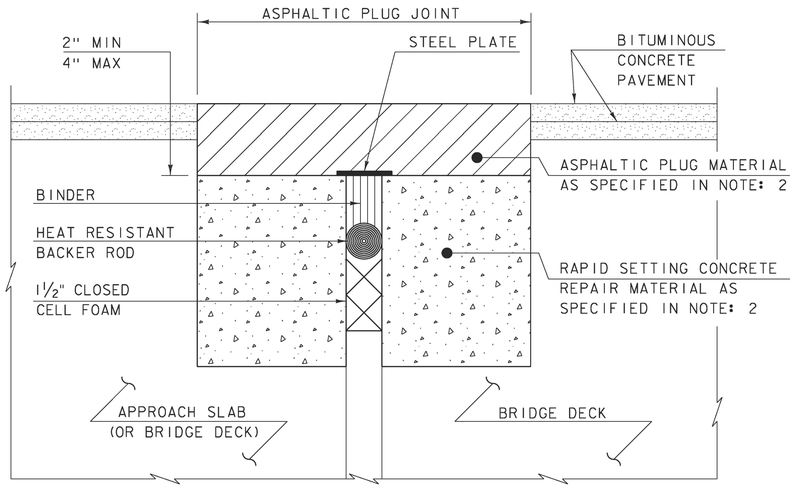
THE DESTINATION SIGNS SHOWN ON THIS SHEET SHALL HAVE WHITE RETROREFLECTIVE AASHTO M268 (ASTM D4956) TYPE III OR IV TEXT, ARROWS AND BORDERS ON A GREEN RETROREFLECTIVE ASTM TYPE III OR IV BACKGROUND

NOT TO SCALE

SIGN DETAIL SHEET

PROJECT NAME: WEATHERSFIELD
PROJECT NUMBER: NH 2948(1)

FILE NAME: pl2bl26.dgn
PROJECT LEADER: PTS
DESIGNED BY: NLL
IPARM FILE NAME: pl2Bl26_234
PLOT DATE: 2/7/2013
DRAWN BY: SNG
CHECKED BY: PTS
SHEET 234 OF 234



ASPHALTIC PLUG-TYPE JOINT DETAIL - REHAB

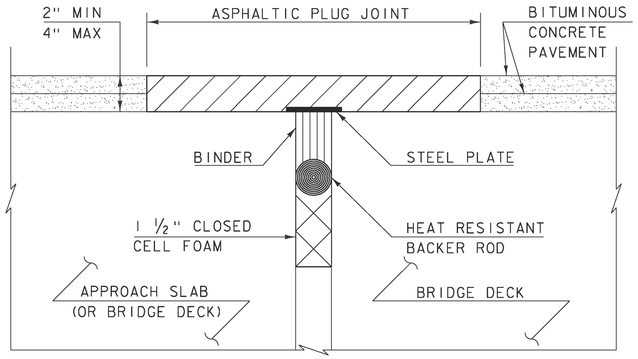
(NOT TO SCALE)

NOTES:

1. THE CONTRACTOR SHALL REMOVE ALL ASPHALTIC PLUG JOINT MATERIAL AND DETERIORATED CONCRETE AS DIRECTED BY THE ENGINEER. REMOVAL OF THE FIRST 4 INCHES OF MATERIAL SHALL BE INCLUDED IN THE BID PRICE FOR ITEM 516.10 BRIDGE EXPANSION JOINT, ASPHALTIC PLUG. ANY REMOVAL OF MATERIAL GREATER THAN 4 INCHES SHALL BE INCLUDED IN THE BID PRICE OF ITEM 580.20 RAPID SETTING CONCRETE REPAIR MATERIAL WITH COURSE AGGREGATE.

2. THE CONTRACTOR SHALL REPLACE REMOVED MATERIAL THAT IS LESS THAN 4" FROM FINISHED GRADE WITH ASPHALTIC PLUG JOINT MATERIAL MEETING THE REQUIREMENTS OF SUBSECTION 707.15. ALL REMOVED MATERIAL THAT IS GREATER THAN 4 INCHES FROM FINISHED GRADE SHALL BE REPLACED WITH RAPID SETTING CONCRETE REPAIR MATERIAL WITH COARSE AGGREGATE MEETING THE REQUIREMENTS OF SUBSECTION 780.04.

3. REINFORCING STEEL NOT SHOWN FOR CLARITY.



ASPHALTIC PLUG-TYPE JOINT DETAIL - NEW

(NOT TO SCALE)

ASPHALTIC PLUG JOINT NOTES

INSTALLATION:

1. LOCATE THE JOINT CENTRALLY OVER THE DECK OVERLAY EXPANSION GAP OR FIXED JOINT, MARKED OUT TO THE MANUFACTURER'S RECOMMENDED WIDTH.
2. REMOVE THE BITUMINOUS CONCRETE PAVEMENT FULL DEPTH AS SHOWN ON THE PLANS. THE PAVEMENT SHALL BE DRY AND SAW CUT TO THE LIMITS REQUIRED TO PLACE THE JOINT. A PNEUMATIC HAMMER AND CHISEL MAY BE USED ADJACENT TO THE CURB ONLY WHEN SAW CUTTING IS NOT POSSIBLE.
3. BLAST CLEAN THE JOINT AREA OF DEBRIS, ASPHALT AND SHEET MEMBRANE. THOROUGHLY DRY THE JOINT AREA WITH COMPRESSED AIR PRIOR TO APPLYING BINDER MATERIAL.
4. REPAIR MATERIAL GREATER THAN 4 INCHES FROM FINISHED GRADE WITH RAPID SETTING CONCRETE REPAIR MATERIAL WITH COARSE AGGREGATE MEETING THE REQUIREMENTS OF SUBSECTION 780.04.
5. PLACE PROPERLY SIZED HEAT RESISTANT BACKER ROD IN THE MOVEMENT GAP ALLOWING FOR 1" +/- OF BINDER ABOVE THE ROD.
6. HEAT AND PLACE THE BINDER MATERIAL AS RECOMMENDED BY THE MANUFACTURER.
7. PLACE 1/4" THICK BY 8" WIDE SECTIONS OF STEEL PLATE OVER THE CENTER OF THE MOVEMENT GAP. SECURE THE PLATES FROM MOVING BY INSERTING LOCATING PINS THROUGH THE PRE-STAMPED HOLES INTO BACKER ROD AND COVER WITH HOT BINDER. THE STEEL PLATES MAY BE OMITTED WHERE THE ENGINEER DETERMINES THAT THE APPROACH SLAB OR BRIDGE DECK WILL PROVIDE INADEQUATE SUPPORT AND WHERE VERTICAL MOVEMENT OF THE PLATES MIGHT OCCUR.
8. HEAT AND MIX THE BINDER MATERIAL AND AGGREGATE AS RECOMMENDED BY THE MANUFACTURER.
9. INSTALLATION OF MATERIAL, COMPACTION, AND TOP COATING SHALL BE AS RECOMMENDED BY THE MANUFACTURER.
10. IMMEDIATELY AFTER TOP COATING, CAST AN ANTI-SKID MATERIAL OVER THE JOINT TO REDUCE THE RISK OF TRACKING.
11. ONCE THE JOINT REACHES 82 DEG C (180 DEG F) +/-, WATER MAY BE USED TO EXPEDITE THE COOLING PROCESS.
12. PROTECT JOINT FROM TRAFFIC UNTIL THE MATERIAL HAS COOLED TO 51 DEG C (125 DEG F) +/-.

WEATHER LIMITATIONS

APPLY BINDER MATERIAL ONLY WHEN THE FOLLOWING CONDITIONS PREVAIL OR AS RECOMMENDED BY THE MANUFACTURER:

1. THE AMBIENT AIR TEMPERATURE IS AT LEAST 10 DEG C (50 DEG F) AND RISING.
2. THE ROAD SURFACE IS DRY.
3. WEATHER CONDITIONS OR OTHER CONDITIONS ARE FAVORABLE AND ARE EXPECTED TO REMAIN SO FOR THE PERFORMANCE OF SATISFACTORY WORK.

REVISIONS	
MAY 7, 2010	APPROVED FOR USE BY VAOT STRUCTURES SECTION

BRIDGE JOINT
ASPHALTIC PLUG

VERMONT AGENCY OF TRANSPORTATION
STRUCTURES - DIVISION

STRUCTURES DETAIL
SD-516.10