

STATE OF VERMONT
AGENCY OF TRANSPORTATION

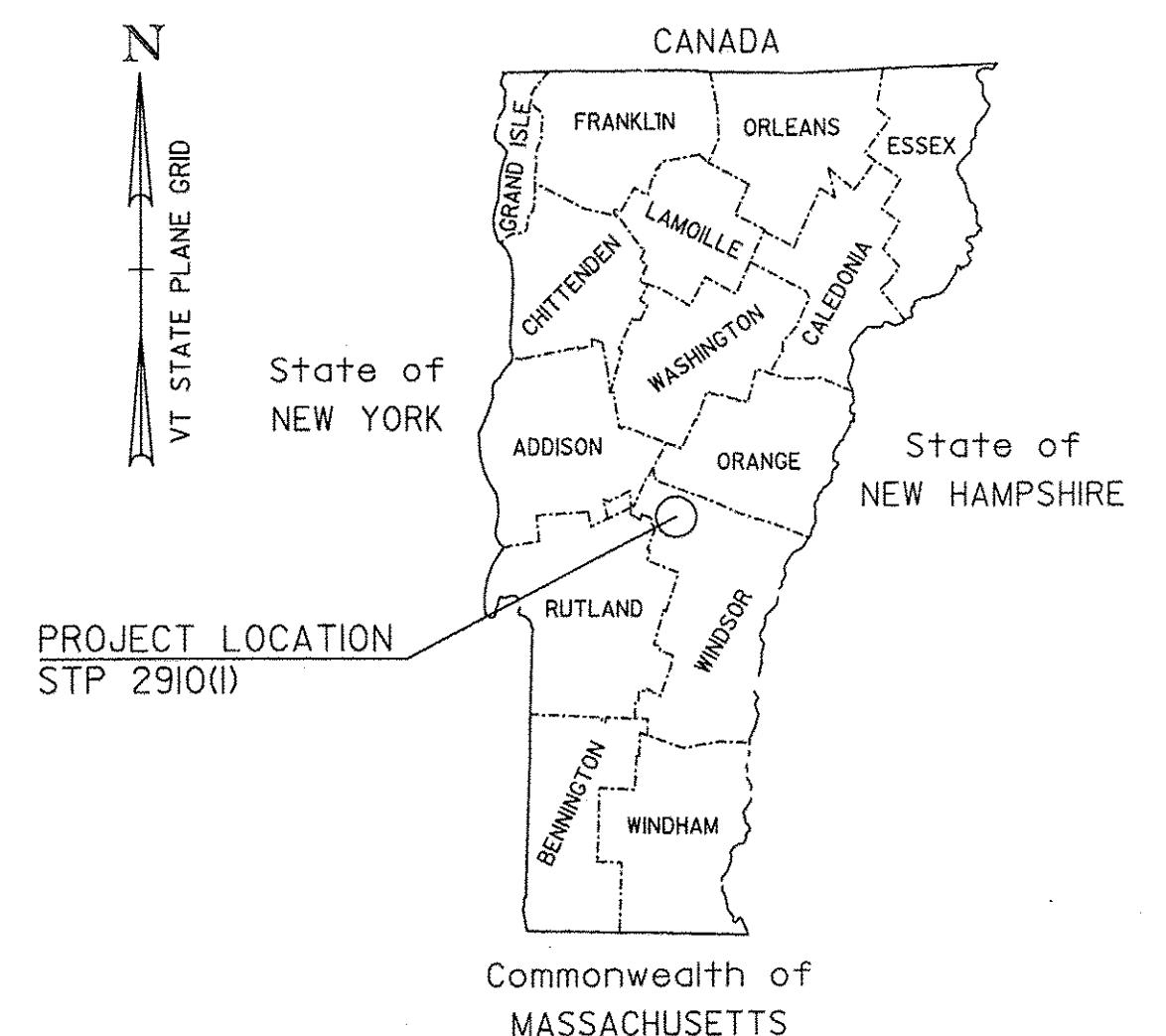


PROPOSED IMPROVEMENT
TOWNS OF STOCKBRIDGE & BETHEL
COUNTY OF WINDSOR
VT. ROUTE 107 (MINOR ARTERIAL)

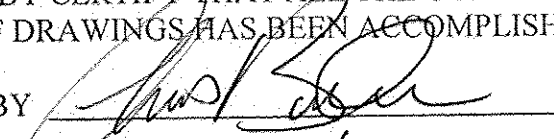
BEGINNING AT A POINT IN THE TOWN OF STOCKBRIDGE ON VT. ROUTE 107 AT MILE MARKER 0.000 = STA 0+00.00 AND EXTENDING EASTERLY FOR A DISTANCE OF APPROXIMATELY 16,620.00 FEET (3.148 MILES) AND STOPPING AT MILE MARKER 3.148 = STA 166+20.00, THEN RESUMING AT MILE MARKER 3.395 = STA 179+26.00 AND CONTINUING TO A POINT IN THE TOWN OF BETHEL AT MILE MARKER 3.225 = STA B 170+28.00.

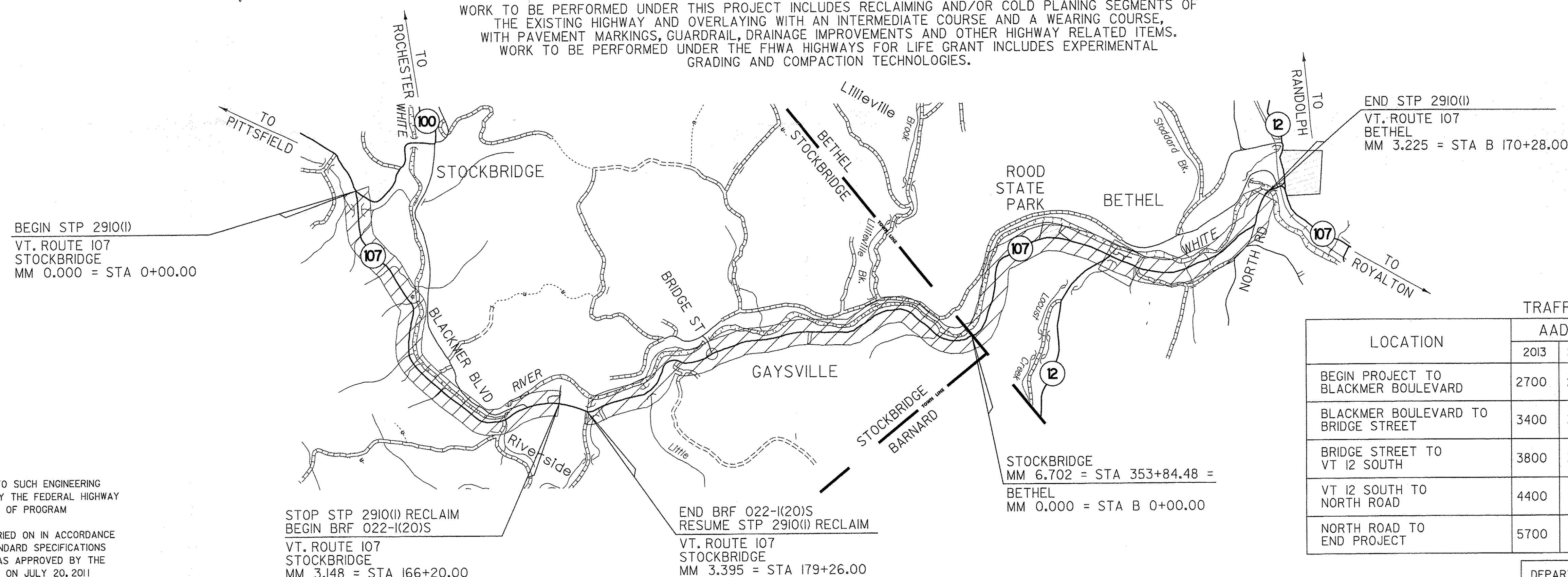
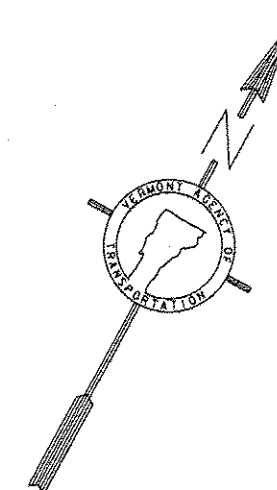
LENGTH OF ROADWAY, TOWN OF STOCKBRIDGE 34,078.48 FT (6.454 MILES)
LENGTH OF ROADWAY, TOWN OF BETHEL 17,028.00 FT (3.225 MILES)
LENGTH OF BR 022-1(20)S 1,306.00 FT (0.247 MILE)
LENGTH OF PROJECT 51,106.48 FT (9.679 MILES)

WORK TO BE PERFORMED UNDER THIS PROJECT INCLUDES RECLAIMING AND/OR COLD PLANING SEGMENTS OF THE EXISTING HIGHWAY AND OVERLAYING WITH AN INTERMEDIATE COURSE AND A WEARING COURSE, WITH PAVEMENT MARKINGS, GUARDRAIL, DRAINAGE IMPROVEMENTS AND OTHER HIGHWAY RELATED ITEMS. WORK TO BE PERFORMED UNDER THE FHWA HIGHWAYS FOR LIFE GRANT INCLUDES EXPERIMENTAL GRADING AND COMPACTION TECHNOLOGIES.



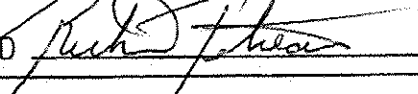
BITUMINOUS CONCRETE SUPERPAVE MIXTURE DESIGN CRITERIA	
DESIGN LANE/DESIGN LIFE ESAL	1,900,500
DESIGN NUMBER OF GYRATIONS	65
PERFORMANCE GRADE ASPHALT BINDER	SEE SUBSECTION 490.03(b)

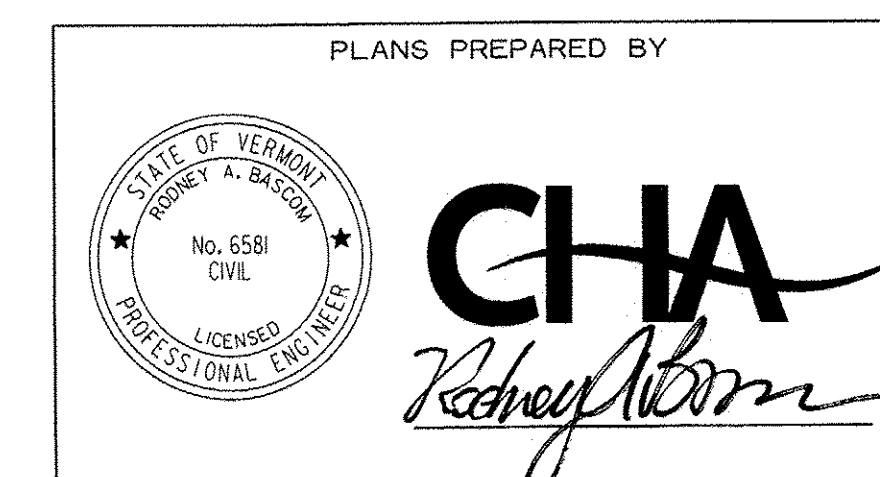
RECORD PLANS	
CONTRACTOR:	PIKE INDUSTRIES, INC. - BERLIN, VT
RESIDENT ENGINEER:	CHRIS BARKER
CONSTRUCTION BEGAN:	JUNE 30, 2014
CONSTRUCTION COMPLETE:	JULY 31, 2015
RECORD PLANS BY:	CHRIS BARKER & KEVIN KING
I HEREBY CERTIFY THAT ALL THE CONSTRUCTION REQUIRED BY THIS SET OF DRAWINGS HAS BEEN ACCOMPLISHED AS INDICATED HEREIN.	
BY	 RESIDENT ENGINEER
DATE	09/03/16
NOTE: Any further information concerning final quantities, amounts or other details relative to this project may be found by contacting Vtrans Records Management.	



TRAFFIC DATA

LOCATION	AADT		DHV		ESALs	
	2013	2023	2013	2023	2013-2023	2013-2033
BEGIN PROJECT TO BLACKMER BOULEVARD	2700	2800	320	330	1,067,000	2,401,000
BLACKMER BOULEVARD TO BRIDGE STREET	3400	3500	400	410	1,121,000	2,522,000
BRIDGE STREET TO VT 12 SOUTH	3800	3900	440	450	1,146,000	2,581,000
VT 12 SOUTH TO NORTH ROAD	4400	4500	510	520	1,448,000	3,287,000
NORTH ROAD TO END PROJECT	5700	5900	650	670	1,673,000	3,801,000

DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATOR
APPROVED _____ DATE _____
DIRECTOR OF PROGRAM DEVELOPMENT
APPROVED  DATE 3-18-14
PROJECT MANAGER : MIKE FOWLER, P.E.
PROJECT NAME : STOCKBRIDGE - BETHEL
PROJECT NUMBER : STP 2910(1)
SHEET 1 OF 397 SHEETS



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.

QUALITY ASSURANCE PROGRAM : LEVEL 1
SURVEYED BY : VERMONT SURVEY AND ENGINEERING, INC
SURVEYED DATE : FEBRUARY 2011
DATUM
VERTICAL : NAVD 88 (GEOID03)
HORIZONTAL : NAD 83 (2007)

CONVENTIONAL SYMBOLS

COMMON TOPOGRAPHIC POINT SYMBOLS

POINT	CODE	DESCRIPTION
	APL	BOUND APPARENT LOCATION
	BM	BENCH MARK
	BND	BOUND
	CB	CATCH BASIN
	COMB	COMBINATION POLE
	DITHR	DROP INLET THROATED DNC
	EL	ELECTRIC POWER POLE
	FPOLE	FLAGPOLE
	GASFIL	GAS FILLER
	GP	GUIDE POST
	GSO	GAS SHUT OFF
	GUY	GUY POLE
	GUYW	GUY WIRE
	GV	GATE VALVE
	H	TREE HARDWOOD
	HCTRL	CONTROL HORIZONTAL
	HVCTRL	CONTROL HORIZ. & VERTICAL
	HYD	HYDRANT
	IP	IRON PIN
	IPIPE	IRON PIPE
	LI	LIGHT - STREET OR YARD
	MB	MAILBOX
	MH	MANHOLE (MH)
	MM	MILE MARKER
	PM	PARKING METER
	PMK	PROJECT MARKER
	POST	POST STONE/WOOD
	RRSIG	RAILROAD SIGNAL
	RRSL	RAILROAD SWITCH LEVER
	S	TREE SOFTWOOD
	SAT	SATELLITE DISH
	SHRUB	SHRUB
	SIGN	SIGN
	STUMP	STUMP
	TEL	TELEPHONE POLE
	TIE	TIE
	TSIGN	SIGN W/DOUBLE POST
	VCTRL	CONTROL VERTICAL
	WELL	WELL
	WSO	WATER SHUT OFF

THESE ARE COMMON VAOT SURVEY POINT SYMBOLS FOR EXISTING FEATURES, ALSO USED FOR PROPOSED FEATURES WITH HEAVIER LINEWEIGHT, IN COMBINATION WITH PROPOSED ANNOTATION.

PROPOSED GEOMETRY CODES

CODE	DESCRIPTION
PC	POINT OF CURVATURE
PI	POINT OF INTERSECTION
CC	CENTER OF CURVE
PT	POINT OF TANGENCY
PCC	POINT OF COMPOUND CURVE
PRC	POINT OF REVERSE CURVE
POB	POINT OF BEGINNING
POE	POINT OF ENDING
STA	STATION PREFIX
AH	AHEAD STATION SUFFIX
BK	BACK STATION SUFFIX
D	CURVE DEGREE OF (100FT)
R	CURVE RADIUS OF
T	CURVE TANGENT LENGTH
L	CURVE LENGTH OF
E	CURVE EXTERNAL DISTANCE

UTILITY SYMBOLLOGY

UNDERGROUND UTILITIES

—	UT	— . . — . .	TELEPHONE
—	UE	— . . — . .	ELECTRIC
—	UC	— . . — . .	CABLE (TV)
—	UEC	— . . — . .	ELECTRIC+CABLE
—	UET	— . . — . .	ELECTRIC+TELEPHONE
—	UCT	— . . — . .	CABLE+TELEPHONE
—	UECT	— . . — . .	ELECTRIC+CABLE+TELEP.
—	G	— . . — . .	GAS LINE
—	W	— . . — . .	WATER LINE
—	S	— . . — . .	SANITARY SEWER (SEPTIC)

ABOVE GROUND UTILITIES (AERIAL)

— T —	TELEPHONE
— E —	ELECTRIC
— C —	CABLE (TV)
— EC —	ELECTRIC+CABLE
— ET —	ELECTRIC+TELEPHONE
— AER E&T —	ELECTRIC+TELEPHONE
— CT —	CABLE+TELEPHONE
— ECT —	ELECTRIC+CABLE+TELEP.
—	UTILITY POLE GUY WIRE

PROJECT CONSTRUCTION SYMBOLOGY

PROJECT DESIGN & LAYOUT SYMBOLOGY

— -- CZ — -- — CLEAR ZONE
————— PLAN LAYOUT MATCHLINE

PROJECT CONSTRUCTION FEATURES

	TOP OF CUT SLOPE
	TOE OF FILL SLOPE
	STONE FILL
	BOTTOM OF DITCH C
	CULVERT PROPOSED
	STRUCTURE SUBSURFACE
	PROJECT DEMARCATION FENCE
	BARRIER FENCE
	TREE PROTECTION ZONE (TPZ)
	STRIPING LINE REMOVAL
	SHEET PILES

CONVENTIONAL BOUNDARY SYMBOLOGY

BOUNDARY LINES

	TOWN LINE	TOWN BOUNDARY LINE
	COUNTY LINE	COUNTY BOUNDARY LINE
	STATE LINE	STATE BOUNDARY LINE
		PROPOSED STATE R.O.W. (LIMITED ACCESS)
		PROPOSED STATE R.O.W.
		STATE ROW (LIMITED ACCESS)
		STATE ROW
		TOWN ROW
		PERMANENT EASEMENT LINE (P)
		TEMPORARY EASEMENT LINE (T)
		SURVEY LINE
		PROPERTY LINE (P/L)
		SLOPE RIGHTS
		6F PROPERTY BOUNDARY
		4F PROPERTY BOUNDARY
		HAZARDOUS WASTE

EPSC LAYOUT PLAN SYMBOLOGY

EPSC MEASURES

	FILTER CURTAIN
	SILT FENCE
	SILT FENCE WOVEN WIRE
	CHECK DAM
	DISTURBED AREAS REQUIRING RE-VEGETATION
	EROSION MATTING

ENVIRONMENTAL RESOURCES

	WETLAND BOUNDARY
	RIPARIAN BUFFER ZONE
	WETLAND BUFFER ZONE
	SOIL TYPE BOUNDARY
	THREATENED & ENDANGERED SPECIES
	HAZARDOUS WASTE AREA
	AGRICULTURAL LAND
	FISH & WILDLIFE HABITAT
	FLOOD PLAIN
	ORDINARY HIGH WATER (OHW)
	STORM WATER
	USDA FOREST SERVICE LANDS
	WILDLIFE HABITAT SUIT/CONN

ARCHEOLOGICAL & HISTORIC

—— ARCH ——	ARCHEOLOGICAL BOUNDARY
— HISTORIC DIST —	HISTORIC DISTRICT BOUNDARY
—— HISTORIC ——	HISTORIC AREA
(H)	HISTORIC STRUCTURE

CONVENTIONAL TOPOGRAPHIC SYMBOLOLOGY

EXISTING FEATURES

	ROAD EDGE PAVEMENT
	ROAD EDGE GRAVEL
	DRIVEWAY EDGE
	DITCH
	FOUNDATION
	FENCE (EXISTING)
	FENCE WOOD POST
	FENCE STEEL POST
	GARDEN
	ROAD GUARDRAIL
	RAILROAD TRACKS
	CULVERT (EXISTING)
	STONE WALL
	WALL
	WOOD LINE
	BRUSH LINE
	HEDGE
	BODY OF WATER
	LEDGE EXPOSED

R.O.W. ABBREVIATIONS (CODES) & SYMBOLS

POINT	CODE	DESCRIPTION
	CH	CHANNEL EASEMENT
	CONST	CONSTRUCTION EASEMENT
	CUL	CULVERT EASEMENT
	D&C	DISCONNECT & CONNECT
	DIT	DITCH EASEMENT
	DR	DRAINAGE EASEMENT
	DRIVE	DRIVEWAY EASEMENT
	EC	EROSION CONTROL
	I&M	INSTALL & MAINTAIN EASEMENT
	LAND	LANDSCAPE EASEMENT
	R&RES	REMOVE & RESET
	R&REP	REMOVE & REPLACE
	SR	SLOPE RIGHT
	UE	UTILITY EASEMENT
	(P)	PERMANENT EASEMENT
	(T)	TEMPORARY EASEMENT
■	BNDNS	BOUND SET
▣	BNDNS	BOUND TO BE SET
●	IPNS	IRON PIN SET
◎	IPNS	IRON PIN TO BE SET
⊗	CALC	EXISTING ROW POINT
○	PROW	PROPOSED ROW POINT
[LENGTH]		LENGTH CARRIED ON NEXT SHEET

SYMBOLOLOGY LEGEND NOTE

THE SYMBOLOGY ON THIS SHEET IS INTENDED TO COVER STANDARD CONVENTIONAL SYMBOLOGY. THE SYMBOLOGY IS USED FOR EXISTING & PROPOSED FEATURES WITH HEAVIER LINEWEIGHT, IN COMBINATION WITH PROJECT ANNOTATION, AS NOTED ON PROJECT PLAN SHEETS. THIS LEGEND SHEET COVERS THE BASICS. SYMBOLOGY ON PLANS MAY VARY, PLAN ANNOTATIONS AND NOTES SHOULD BE USED TO CLARIFY AS NEEDED.

CONVENTIONAL SYMBOLS LEGEND SHEET

PROJECT NAME:	STOCKBRIDGE-BETHEL	
PROJECT NUMBER:	STP 2910(1)	
FILE NAME:	zi0B214.csl.dgn	PLOT DATE: 3/17/2014
PROJECT LEADER:	D.E.G.	DRAWN BY: W.G.P.
DESIGNED BY:	L.M.B.	CHECKED BY: J.P.S.
IPARM FILE:	zi0B214csl.i	SHEET 2 OF 397

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	BRIDGE JOINT ASPHALTIC PLUG (STRUCTURES DETAIL SD-516.I0)

VTRANS STANDARDS

A-76	03-03-03
B-12	06-01-94
B-71	07-08-05
C-10	02-11-08
D-3	06-01-94
D-6	06-01-94
D-8	01-03-00
D-10	06-01-94
D-11	06-01-94
D-15	06-01-94
D-16	06-01-94
D-33	03-12-07
E-121	08-08-95
E-123	03-16-04
E-127	08-08-95
E-128A	08-08-95
E-136B	08-08-95
E-138	05-30-03
E-141	09-20-95
E-144	03-29-99
E-154	05-01-04
E-163	05-20-99
E-173	08-09-95
E-175	06-08-09
E-180A	08-09-95
E-180B	08-09-95
E-191	02-01-99
E-193	08-18-95
G-1	01-03-00
G-1D	01-03-00
J-3	08-07-95
T-1	08-06-12
T-10	08-06-12
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T-28	08-06-12
T-29	08-06-12
T-30	08-06-12
T-35	08-06-12
T-36	08-06-12
T-45	01-02-13

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PROJECT NAME: STOCKBRIDGE-BETHEL	
PROJECT NUMBER: STP 2910(I)	
FILE NAME: z10b214_ind.dgn	PLOT DATE: 3/17/2014
PROJECT LEADER: D.E.G.	DRAWN BY: W.G.P.
DESIGNED BY: L.M.B.	CHECKED BY: J.P.S.
IPARM FILE: z10b214ind.i	SHEET 3 OF 397

FILE NAME = V:\P\03\STOCKBRIDGE\ANY\K2\22\25\CAODD...MSTN\10b214.bl01.dgn
DATE/TIME = 3/17/2014
USER = 4916

GPS/NGS CONTROL POINTS

CLEVELAND AZ MK

PID AE3602
N = 478386.12
E = 1603593.68
ORTHO HEIGHT = 553.12

CLEVELAND

PID AE3603
N = 477610.12
E = 1601930.81
ORTHO HEIGHT = 579.66

GODDARD AZ MK

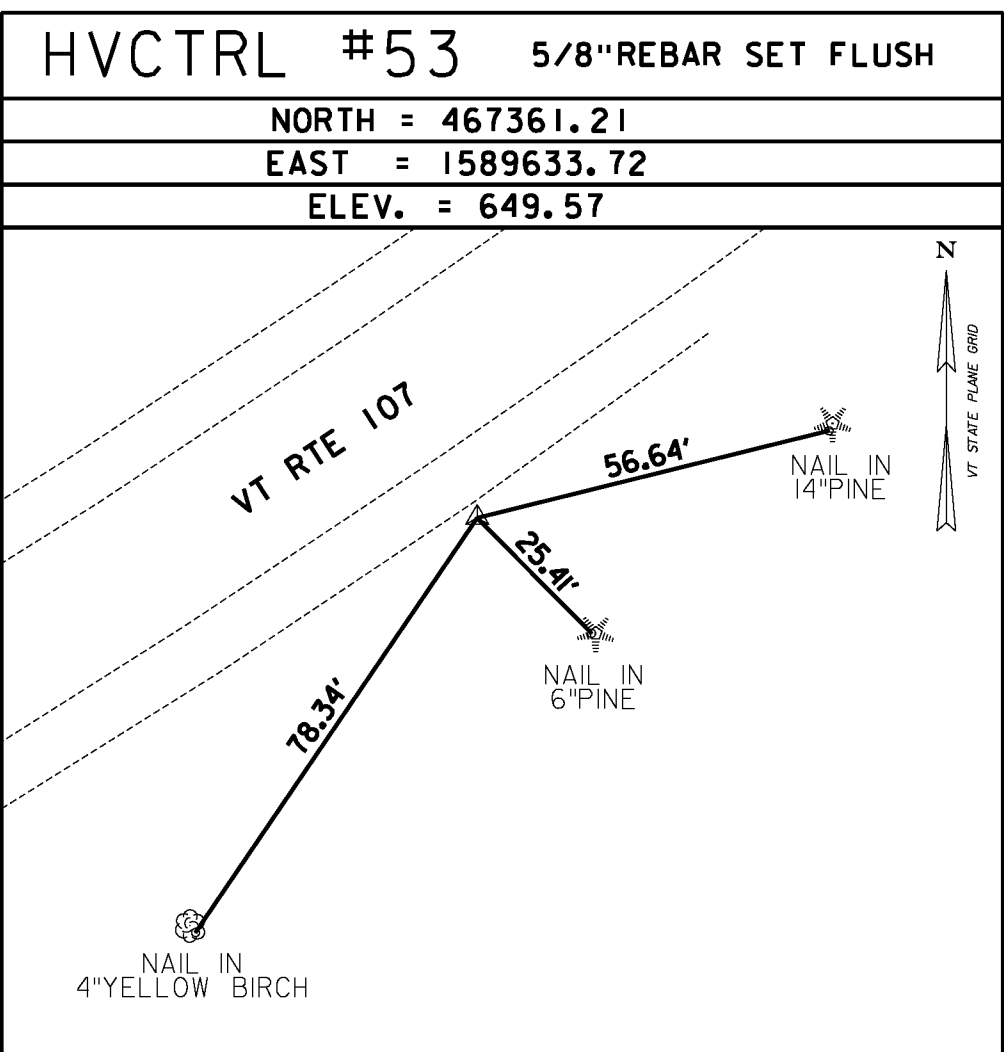
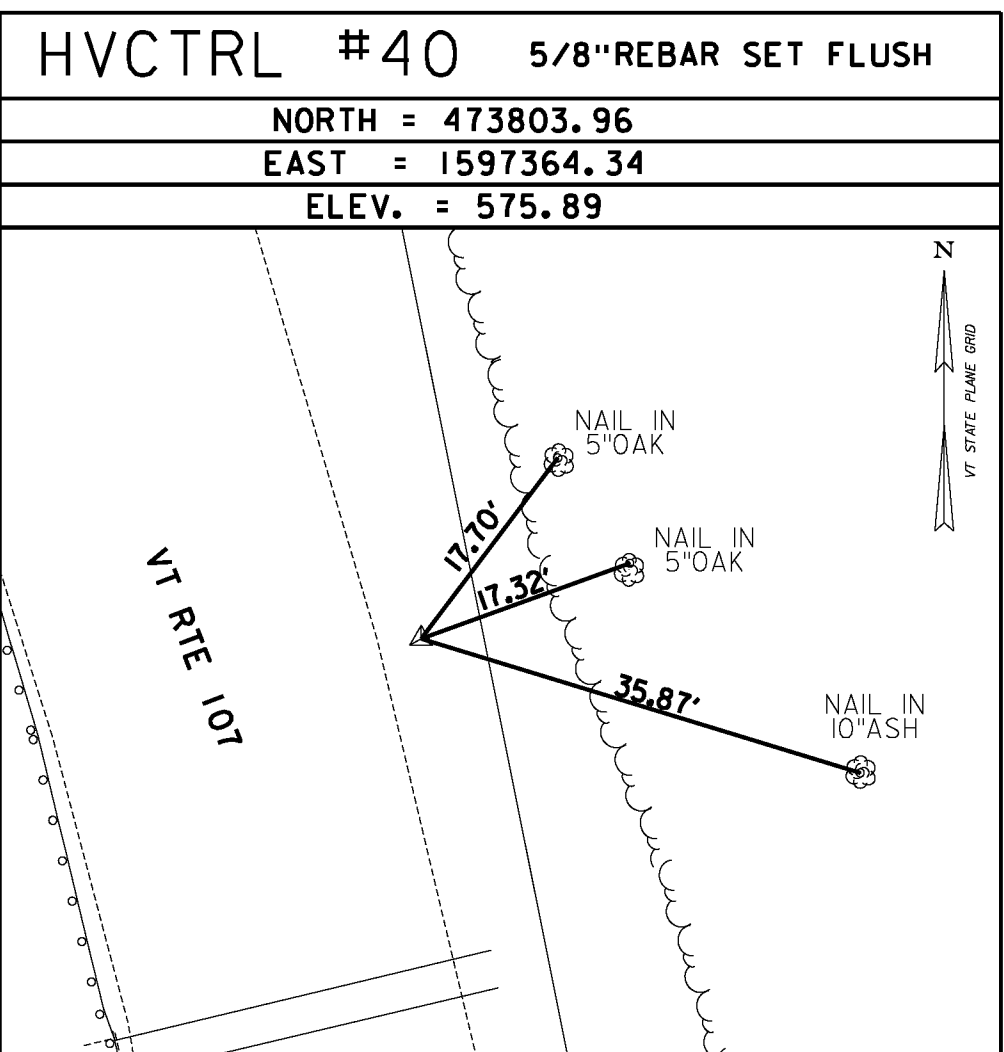
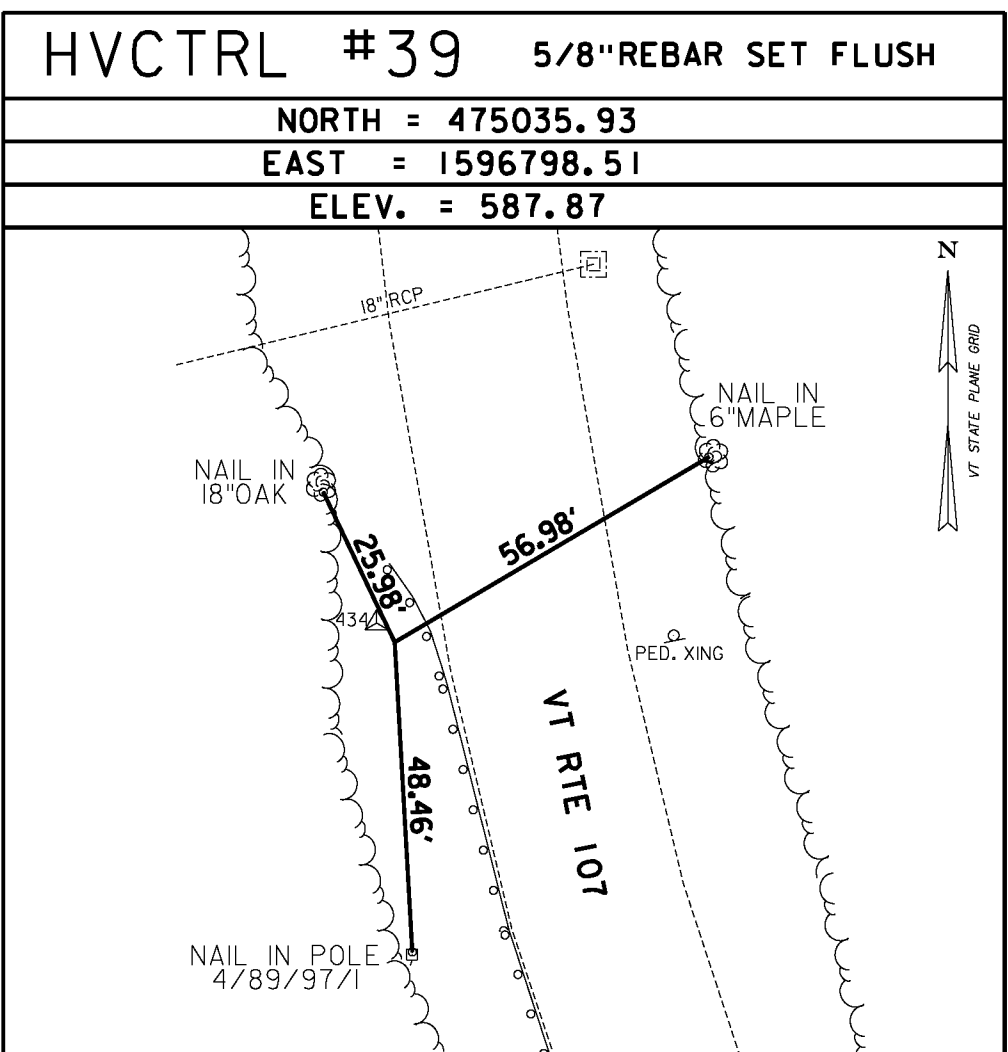
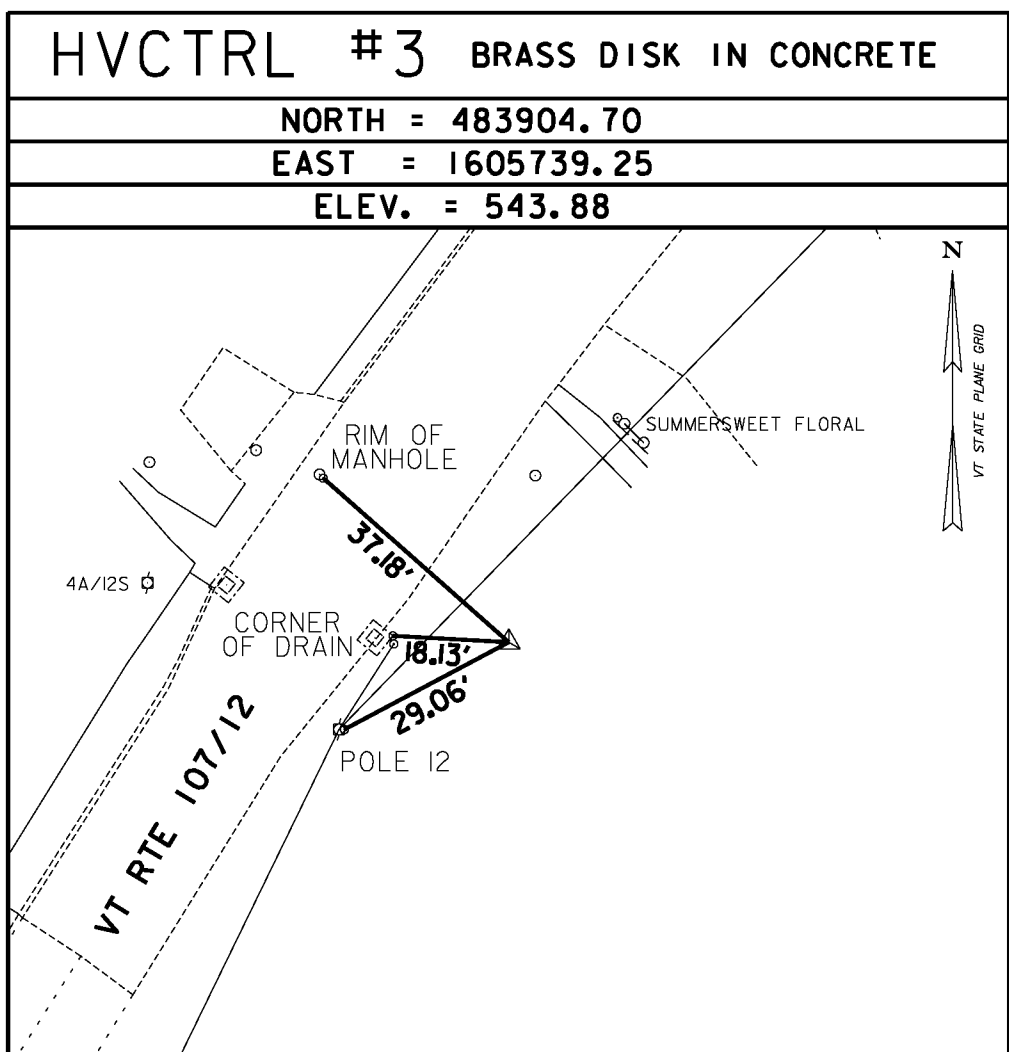
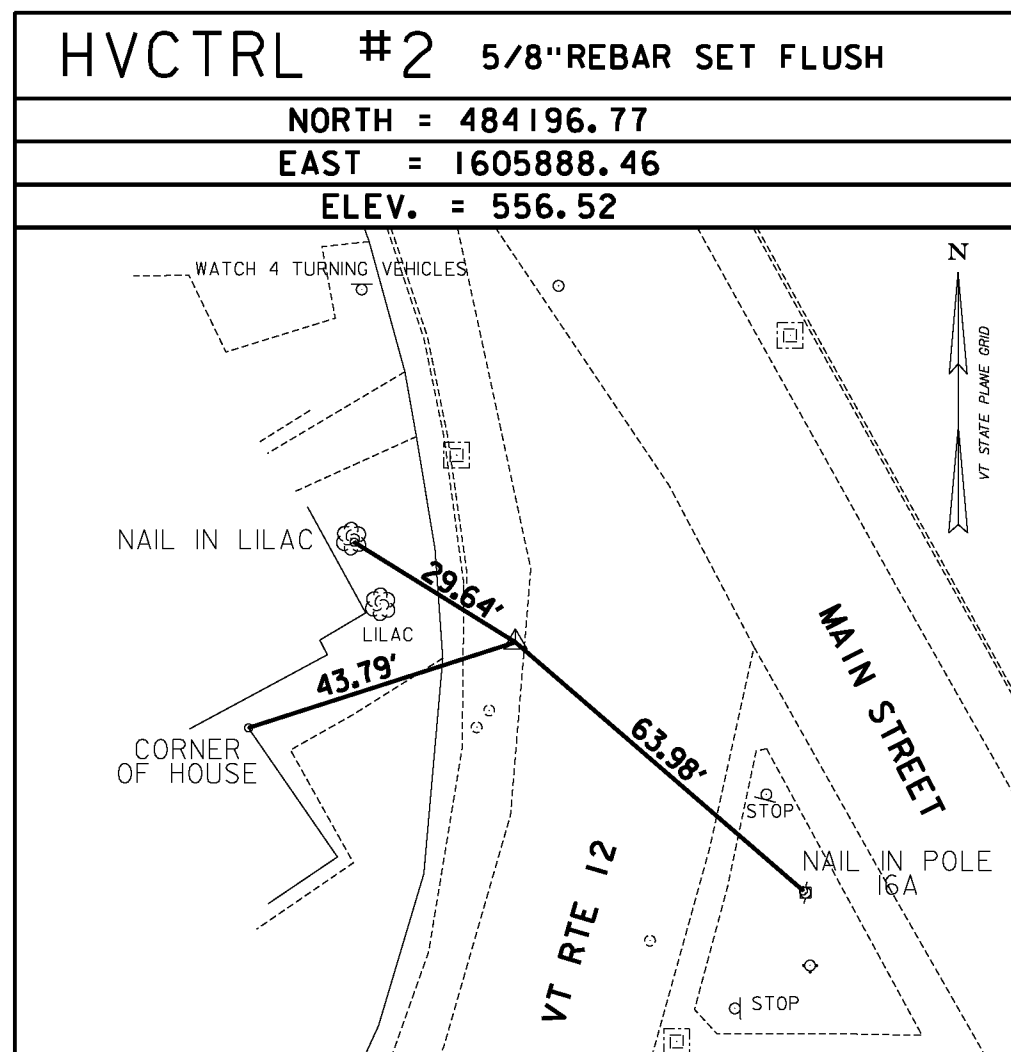
PID VT0415
N = 460921.60
E = 1583216.83
ORTHO HEIGHT = 740.46

GENERAL LOCATION, BETHEL, VT. 1.1 MILES (1.8 KM) SOUTHWEST OF BETHEL VILLAGE. OWNERSHIP STATE OF VERMONT. TO REACH FROM THE JUNCTION OF VT ROUTE 107 AND VT ROUTE 12, SOUTH OF BETHEL, PROCEED EASTERLY ALONG VT 107 AND VT 12 FOR APPROX 0.6 M (2.0 FT) TO THE MARK ON THE LEFT. STATION MARK IS A STATE OF VERMONT SURVEY MARK SET IN THE TOP OF A 12 INCH DIAMETER CONCRETE POST SET FLUSH WITH GROUND. IT IS 26 FT (7.9M) NORTHWEST OF THE CENTERLINE OF THE ROAD, 88.5 FT (27.0 M) SOUTHWEST OF COMBINATION POLE 49/4/41, 143 FT (43.6 M) WEST OF 18 INCH CGMP WITH 7FT MARBLE HEADWALL.

GENERAL LOCATION BETHEL, 1.4 MILES (2.3 KM) SW OF BETHEL VILLAGE. TO REACH FROM THE JUNCTION OF VT 107 AND VT 12 SOUTH OF BETHEL, PROCEED EASTERLY ALONG VT 107 AND VT 12 FOR APPROX 0.3 M (1.0 FT) TO THE MARK ON THE LEFT. THE MARK IS DIRECTLY OPPOSITE CLEVELAND BROOK ROAD, 25.5 FT (7.8 M) NORTH FROM THE CENTERLINE OF VT 107 AND VT 12. OWNERSHIP STATE OF VERMONT. STATION MARK IS A STATE OF VERMONT SURVEY MARK SET IN THE TOP OF A 12 INCH DIAMETER CONCRETE POST SET FLUSH WITH GROUND. IT IS 25.5 FT (7.8 M) NORTH OF CENTERLINE VT 107 AND VT 12, 4.5 FT (1.4 M) NORTH OF 3 CABLE GUARD RAIL, 45 FT (13.7 M) SOUTHEAST FROM COMBINATION POLE 4/49/57, 15 FT (4.6 M) SOUTH OF THE NORTH END OF A 4 FT (1.2 M) X 5 FT (1.5 M) CONCRETE BOX, 72 FT (21.9 M) NORTH OF THE SOUTH END OF A 4 FT (1.2 M) X 5 FT (1.5 M) CONCRETE BOX.

GENERAL LOCATION BETHEL, 1.4 MILES (2.3 KM) SW OF BETHEL VILLAGE. TO REACH FROM THE JUNCTION OF VT 107 AND VT 12 SOUTH OF BETHEL, PROCEED EASTERLY ALONG VT 107 AND VT 12 FOR APPROX 0.3 M (1.0 FT) TO THE MARK ON THE LEFT. THE MARK IS DIRECTLY OPPOSITE CLEVELAND BROOK ROAD, 25.5 FT (7.8 M) NORTH FROM THE CENTERLINE OF VT 107 AND VT 12. OWNERSHIP STATE OF VERMONT. STATION MARK IS A STATE OF VERMONT SURVEY MARK SET IN THE TOP OF A 12 INCH DIAMETER CONCRETE POST SET FLUSH WITH GROUND. IT IS 25.5 FT (7.8 M) NORTH OF CENTERLINE VT 107 AND VT 12, 4.5 FT (1.4 M) NORTH OF 3 CABLE GUARD RAIL, 45 FT (13.7 M) SOUTHEAST FROM COMBINATION POLE 4/49/57, 15 FT (4.6 M) SOUTH OF THE NORTH END OF A 4 FT (1.2 M) X 5 FT (1.5 M) CONCRETE BOX, 72 FT (21.9 M) NORTH OF THE SOUTH END OF A 4 FT (1.2 M) X 5 FT (1.5 M) CONCRETE BOX.

TRAVERSE TIES



• MAIN TRAVERSE COMPLETED: FEBRUARY 2011 BY M. HUDSON, T. COMSTOCK

ALIGNMENT TIES

NORTH =
EAST =

NORTH =
EAST =

NORTH =
EAST =

NORTH =
EAST =

NORTH =
EAST =

DATUM
VERTICAL NAVD 88(GEIOD03) FT
HORIZONTAL NAD 83(2007) sFT
ADJUSTMENT LSO



TIE
SHEET #1

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214.bl+01.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214bl+01
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 4 OF 397

FILE NAME : V:\Projects\VT\22425\CAODD\MSTN\10b214.bl_02.dgn
DATE/TIME : 3/17/2014
USER : 4916

GPS/NGS CONTROL POINTS

GODDARD

PID VT0414
N = 459522.77
E = 1582079.04
ORTHO HEIGHT = 789.35

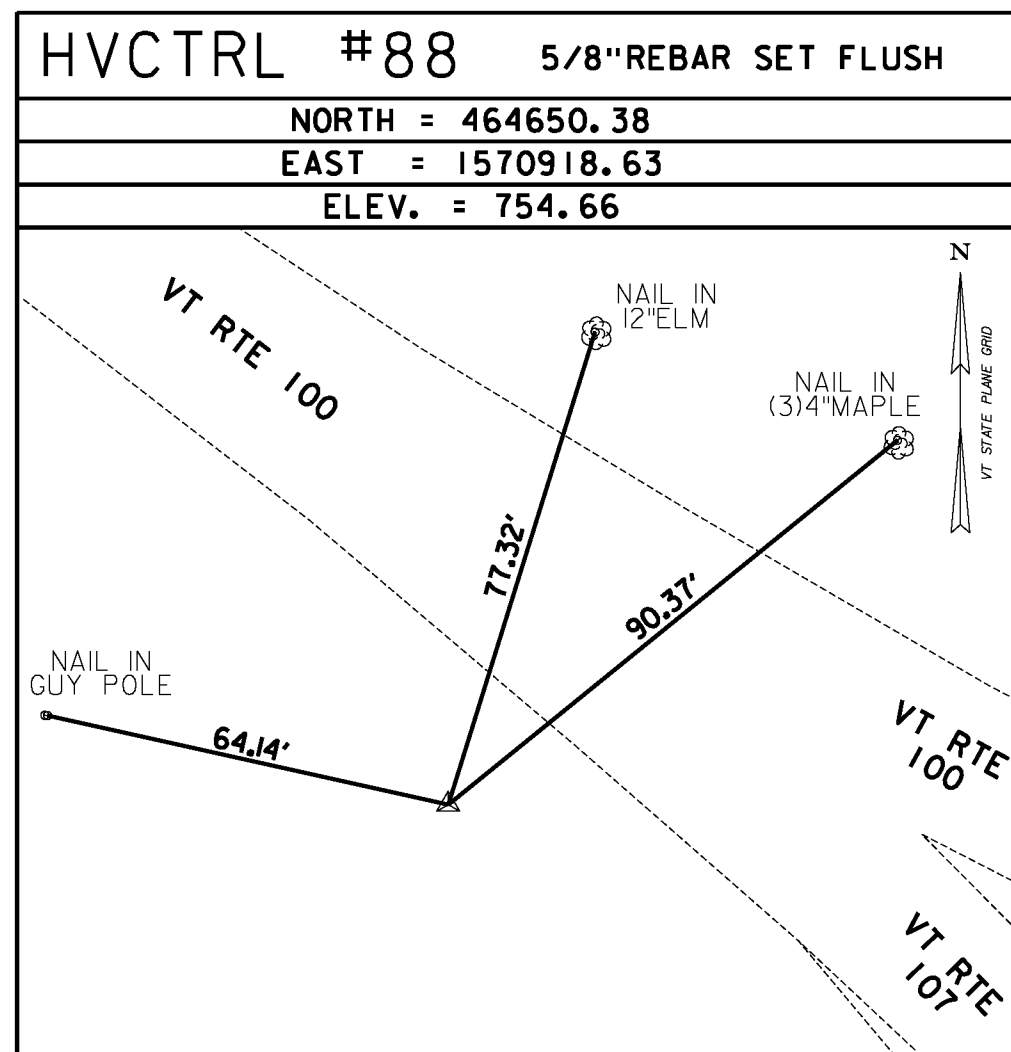
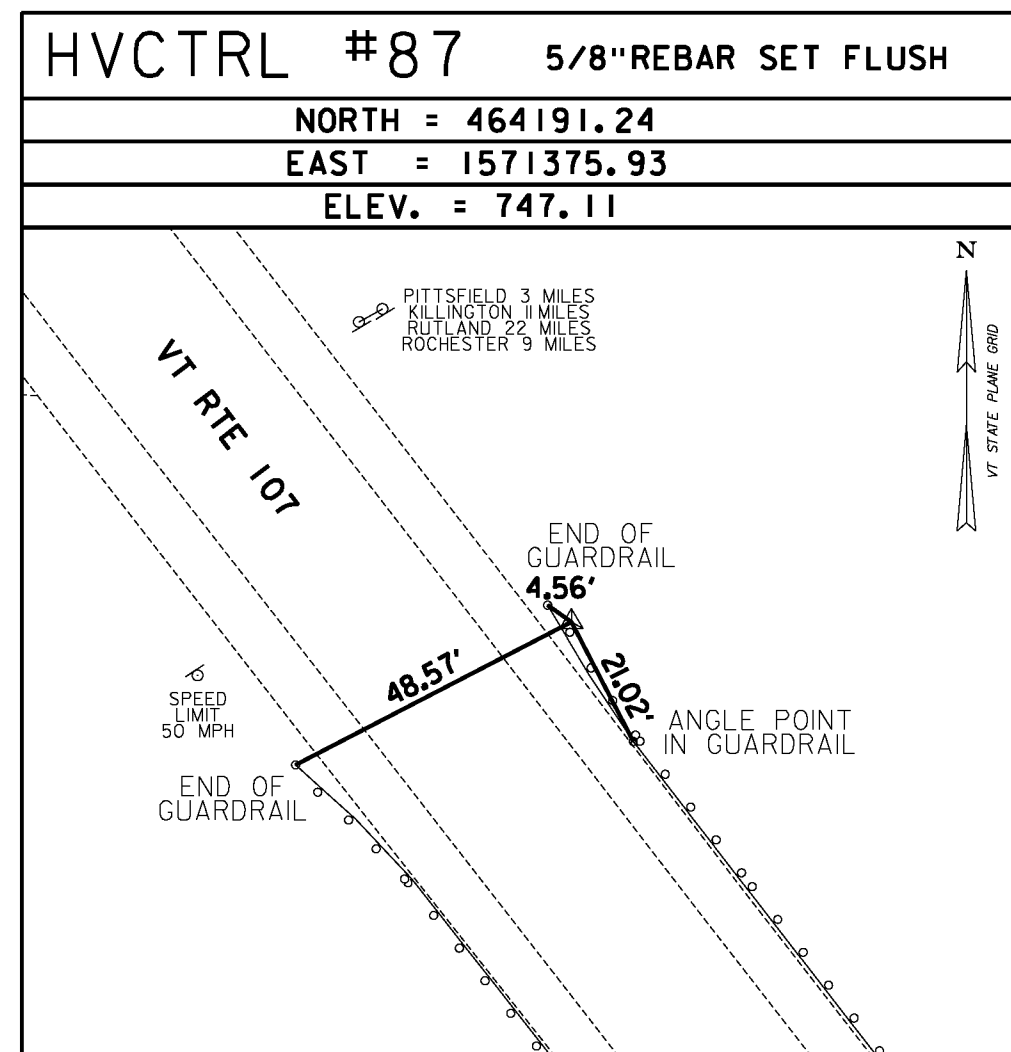
STOCK

PID AA8194
N = 464297.77
E = 1571533.30
ORTHO HEIGHT = 743.47

GENERAL LOCATION, STOCKBRIDGE, VT. OWNERSHIP, EDITH GODDARD, 2678 VT RTE 107, STOCKBRIDGE, VT.05772. TO REACH FROM THE INTERSECTION OF VT ROUTES 100 AND 107 GO EAST ALONG VT ROUTE 107 FOR 2.7 MI (4.3 KM) TO THE INTERSECTION OF BLACKMER BOULEVARD LEFT AND A GRAVEL DRIVE RIGHT. TURN RIGHT AND GO SOUTHEAST ALONG THE GRAVEL DRIVE FOR ABOUT 75 M (246.1 FT) TO THE SITE OF THE MARK ON THE RIGHT IN THE FRONT LAWN OF THE GODDARD RESIDENCE. THE MARK IS SET FLUSH WITH GROUND SURFACE IN THE TOP OF A ROCK OUTCROP OF WHICH 0.2 M (0.7 FT) IS EXPOSED. IT IS 30.2 M (99.1 FT) WEST SOUTHWEST OF AND ABOUT 3.5 M (11.5 FT) HIGHER THAN THE CENTERLINE OF THE GRAVEL DRIVE, 19.4 M (63.6 FT) NORTHWEST OF THE NORTH CORNER OF THE HOUSE, 28.2 M (92.5 FT) NORTH OF THE WEST CORNER OF THE ADDITION ON THE HOUSE, 8.2 M (26.9 FT) SOUTHWEST OF A FLAG POLE, AND 25.2 M (82.7 FT) NORTHEAST OF POLE NO 1C/79-1.

GENERAL LOCATION, STOCKBRIDGE, 7.5 MI (12.1 KM) SOUTHWEST OF BETHEL, 16 MI (25.7 KM) NORTHEAST OF RUTLAND. OWNERSHIP, ANNABELLE'S RESTAURANT, ED MCMANUS. TO REACH, FROM THE INTERSECTION OF VERMONT ROUTES 100 AND 107 IN STOCKBRIDGE, PROCEED EAST ON ROUTE 100 FOR 600 FT (182.9 M) TO THE STATION ON THE RIGHT IN AN OPEN FIELD. THE DISK IS SET IN THE TOP OF A CONCRETE SEPTIC TANK THAT IS FLUSH WITH THE GROUND. THE MARK IS LOCATED 215 FT (65.5 M) EAST NORTHEAST OF THE CENTERLINE OF ROUTE 107, 152 FT (46.3 M) SOUTH SOUTHWEST OF THE CENTERLINE OF ROUTE 100, 77 FT (23.5 M) WEST NORTHWEST OF A WHITE BOARD FENCE, 2.0 FT (0.6 M) EAST OF A FIBERGLASS WITNESS POST, AND 1.5 FT (0.5 M) NORTH OF THE CENTER OF A 2 FT (0.6 M) MANHOLE COVER.

TRAVERSE TIES



• MAIN TRAVERSE COMPLETED: FEBRUARY 2011 BY M. HUDSON, T. COMSTOCK

ALIGNMENT TIES

NORTH =
EAST =

NORTH =
EAST =

NORTH =
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NORTH =
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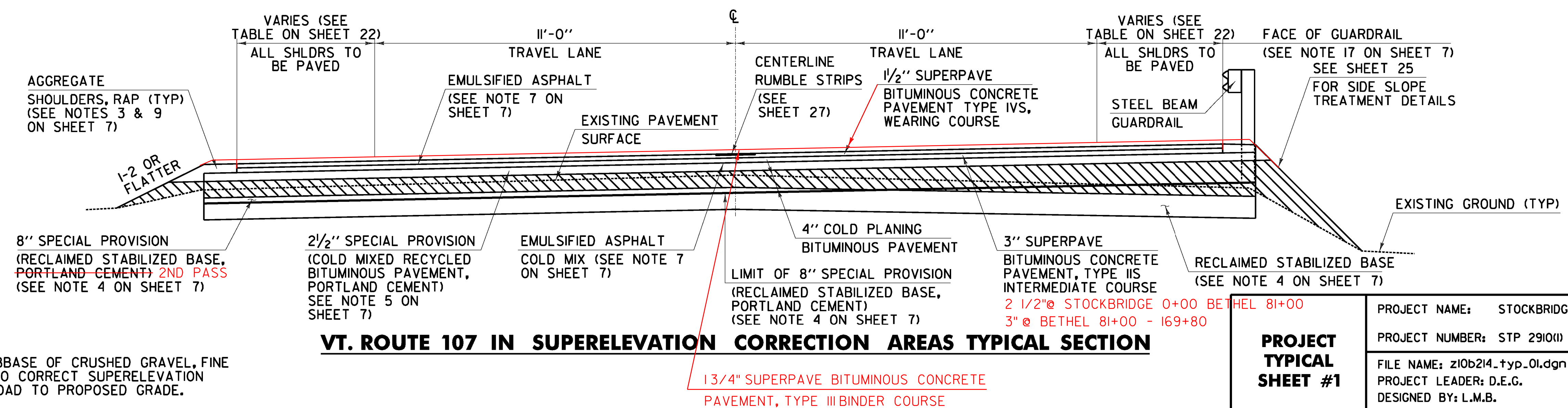
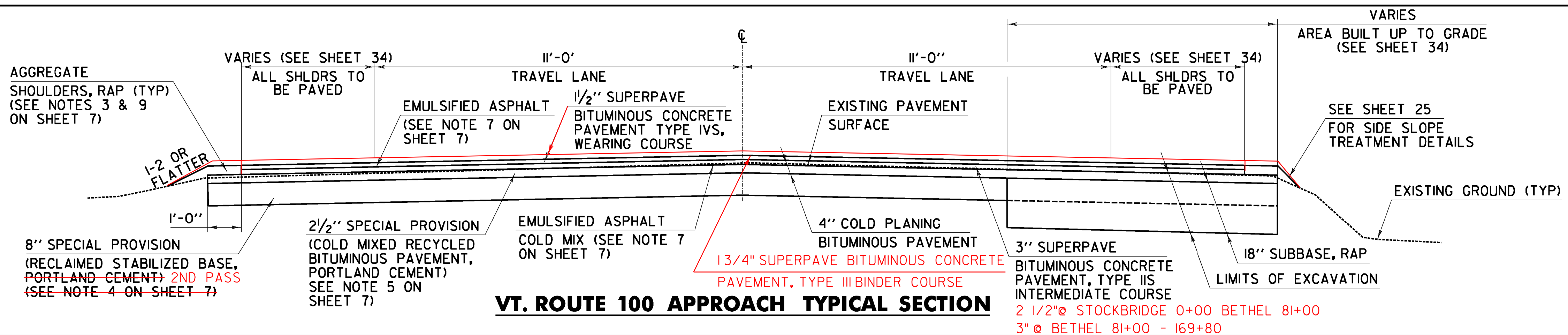
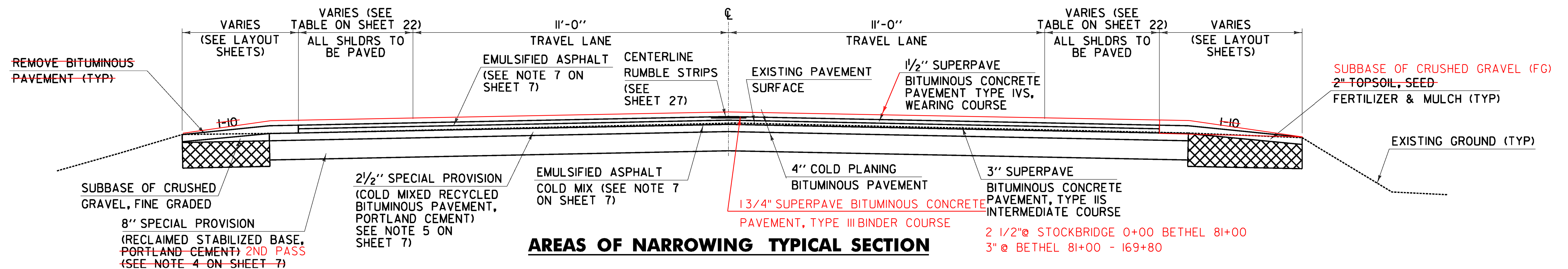
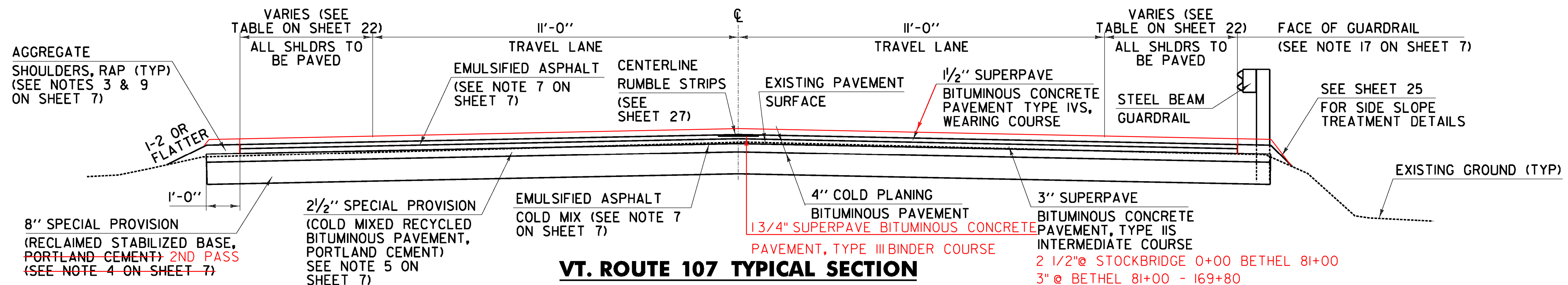
NORTH =
EAST =

DATUM
VERTICAL NAVD 88(GEIOD03) F T
HORIZONTAL NAD 83(2007) s F T
ADJUSTMENT LSO



TIE
SHEET #2

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214.bl_02.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214blt02.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 5 OF 397



ITEM 301.28 SUBBASE OF CRUSHED GRAVEL, FINE GRADED USED TO CORRECT SUPERELEVATION OR TO BUILD ROAD TO PROPOSED GRADE.

**PROJECT
TYPICAL
SHEET #1**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214.typ.01.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214+typ1.i

PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

CHECKED BY: J.P.S.

SHEET 6 OF 397

NOTES

1. APPROXIMATE WETLAND AND OTHER RESOURCE LOCATIONS HAVE BEEN IDENTIFIED. SEE PROJECT LAYOUT SHEETS FOR LOCATIONS. THE PROJECT SHALL BE CONSTRUCTED AS DESIGNED AND WITHIN THE LIMITS ESTABLISHED BY THE CROSS SECTIONS. IF IT IS DEEMED NECESSARY BY THE CONTRACTOR TO WORK BEYOND THOSE LIMITS, IT WILL BE THE RESPONSIBILITY OF THE CONTRACTOR TO ACQUIRE ANY NECESSARY STATE AND FEDERAL PERMITS.
2. COLD PLANING SHALL BE COMPLETED ACCORDING TO THE TYPICAL OR AS OTHERWISE NOTED ON THE PLANS.
3. PRIOR TO RECLAIMING, ANY EXISTING SHOULDER MATERIAL DEEMED UNSUITABLE BY THE ENGINEER SHALL 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 ITEM(S). 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 301.28 SUBBASE OF CRUSHED GRAVEL, FINE GRADED HAS BEEN INCLUDED TO CORRECT SUPERELEVATION AND GRADATION DEFICIENCIES WITHIN THE RECLAIMED SECTION.
4. 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~~).
(SECOND PASS)
5. FOR THE PURPOSES OF QUANTITY CALCULATION, THE FOLLOWING ASSUMPTIONS HAVE BEEN MADE: ITEM 900.675 SPECIAL PROVISION (COLD MIXED RECYCLED BITUMINOUS PAVEMENT, PORTLAND CEMENT) WILL REQUIRE 3% BY WEIGHT OF ITEM 900.683 SPECIAL PROVISION (EMULSIFIED ASPHALT, COLD MIX WITH CEMENT); ~~ITEM 900.680 SPECIAL PROVISION (PORTLAND CEMENT FOR BASE STABILIZATION) WAS ESTIMATED AT 4% BY WEIGHT OF ITEM 900.675 SPECIAL PROVISION (RECLAIMED STABILIZED BASE, PORTLAND CEMENT); ITEM 900.680 SPECIAL PROVISION (PORTLAND CEMENT FOR COLD MIXED RECYCLING) WAS ESTIMATED AT 1% BY WEIGHT OF ITEM 900.675 SPECIAL PROVISION (COLD MIXED RECYCLED BITUMINOUS PAVEMENT, PORTLAND CEMENT); AND ITEM 900.683 SPECIAL PROVISION (FOG SEAL SURFACE TREATMENT) WAS ESTIMATED AT AN APPLICATION RATE OF 0.15 GAL/SY.~~
6. SUPERPAVE BITUMINOUS CONCRETE PAVEMENT TOLERANCE = +/- 1/4" (TOTAL PAVEMENT THICKNESS), COLD MIXED RECYCLED BITUMINOUS PAVEMENT TOLERANCE = +/- 1/4" (TOTAL BASE COURSE THICKNESS). SUBBASE OF CRUSHED GRAVEL, FINE GRADED TOLERANCE = +/- 1" (TOTAL SUBBASE THICKNESS).
7. EMULSIFIED ASPHALT TYPE CRS-IH OR RS-IH SHALL BE APPLIED AS A TACK COAT ON ALL EXISTING OR COLD PLANED PAVEMENT SURFACES AT THE RATE OF 0.08 GAL/SY, 0.060 GAL/SY ON ALL COLD MIX PAVEMENT SURFACES, AND BETWEEN ALL COURSES OF BITUMINOUS CONCRETE PAVEMENT AT THE RATE OF 0.040 GAL/SY. PAYMENT WILL BE UNDER ITEM 900.683, "SPECIAL PROVISION (EMULSIFIED ASPHALT) (RS-IH OR CRS-IH)".
8. 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).
9. ALL EDGES OF PAVEMENT SHALL BE BACKED UP TO FULL HEIGHT WITH AGGREGATE SHOULDER MATERIAL AS DIRECTED BY THE ENGINEER AND WILL BE PAID FOR UNDER ITEM 402.13 AGGREGATE SHOULDERS, RAP.
10. ALL PAVED AND GRAVEL DRIVES SHALL RECEIVE A PAVED APRON OF 4' AND ALL FIELD ACCESSSES 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)".
11. ITEM 613.10 STONE FILL, TYPE I; ITEM 651.40 GRUBBING MATERIAL (6''); ITEM 653.20 TEMPORARY EROSION MATTING; AND ITEM 608.25 ALL PURPOSE EXCAVATOR RENTAL, TYPE I HAVE BEEN INCLUDED FOR AREAS WITH PROPOSED SIDE SLOPES STEEPER THAN 1:1.5 AND TO PROVIDE FOR REPAIR OF EXISTING STONE LINED DRAINAGE OUTLETS OR WASHOUTS LOCATED ALONG THE ROADWAY SIDE SLOPES AS DIRECTED BY THE ENGINEER. AN ESTIMATED QUANTITY OF ITEM 649.31 GEOTEXTILE UNDER STONE FILL HAS BEEN INCLUDED TO BE USED AS DIRECTED BY THE ENGINEER.
12. ESTIMATED QUANTITIES OF ITEM 649.51 GEOTEXTILE FOR SILT FENCE AND ITEM 653.60 EROSION LOG SHALL BE USED AT LOCATIONS DETERMINED BY THE ENGINEER. FOR ESTIMATING PURPOSES, IT WAS ASSUMED THAT THESE ITEMS WOULD BE PLACED APPROXIMATELY ALONG THE TOE-OF-SLOPE AT ALL STONE FILL INSTALLATIONS WITH SILT FENCE TO BE USED WHERE EXCAVATION IS IN CLOSE PROXIMITY TO ACTIVE WATER COURSES. EROSION LOGS TO BE INSTALLED PER MANUFACTURER'S RECOMMENDATIONS.
13. ITEM 651.40 GRUBBING MATERIAL (2'') AND ITEM 653.20 TEMPORARY EROSION MATTING HAVE BEEN INCLUDED FOR AREAS WITH PROPOSED SIDE SLOPES STEEPER THAN 1:2 BUT FLATTER THAN 1:1.5 AS DIRECTED BY THE ENGINEER.
14. PIPE INLET AND OUTLET AREAS OF DITCH CLEANING THROUGHOUT THE PROJECT SHALL BE PERFORMED AT LOCATIONS SPECIFIED ON THE PLANS OR AS DIRECTED BY THE ENGINEER. PAYMENT SHALL BE MADE UNDER THE APPROPRIATE RENTAL ITEM(S).
15. DAMAGE TO ANY DROP INLETS, CROSS-CULVERTS, OR OTHER DRAINAGE FEATURES SHALL BE REPAIRED OR REPLACED AS DIRECTED BY THE ENGINEER AT NO ADDITIONAL COST TO THE STATE.
16. 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.
17. THE PROPOSED GUARDRAIL SHALL BE INSTALLED IN A LOCATION THAT MAXIMIZES THE DISTANCE FROM THE CENTER OF THE ROAD TO THE FACE OF THE GUARDRAIL. 3'-7" OF BACKING IS REQUIRED BEHIND THE FACE OF GUARDRAIL WITH 6'-0" POSTS. IF THIS CANNOT BE OBTAINED, 8'-0" POSTS SHALL BE USED.
18. ESTIMATED QUANTITIES OF ITEMS 608.25, "ALL PURPOSE EXCAVATOR RENTAL, TYPE I", 608.37, "TRUCK RENTAL", AND 608.40, "LOADER RENTAL, TYPE I" HAVE BEEN INCLUDED FOR THE PROVISION OF CONSTRUCTING GUARDRAIL END SECTIONS WITH EXCAVATED DITCHING MATERIAL AND THE REMOVAL OF BUILT UP EXCESS SHOULDER MATERIAL. AN ESTIMATED QUANTITY OF ITEM 203.30, "EARTH BORROW" HAS BEEN INCLUDED FOR USE WITH THE GUARDRAIL END SECTIONS. 25 CY OF ITEM 203.30, "EARTH BORROW" HAS BEEN ESTIMATED FOR EACH NEW END SECTION. GUARDRAIL END SECTIONS SHALL BE CAPPED WITH AN ESTIMATED 3 INCH DEPTH OF ITEM 651.35, "TOPSOIL" UNLESS OTHERWISE DIRECTED BY THE ENGINEER. THE QUANTITIES INCLUDED REFLECT 5 CY OF ITEM 651.35, "TOPSOIL" FOR EACH NEW GUARDRAIL END SECTION. ITEM 653.20, "TEMPORARY EROSION MATTING" SHALL BE PLACED ON SLOPES GREATER THAN 1:6 CREATED BY THE GUARDRAIL END SECTIONS. THE QUANTITIES INCLUDED REFLECT 25 SY OF ITEM 653.20, "TEMPORARY EROSION MATTING" FOR EACH NEW GUARDRAIL END SECTION. PRIOR TO THE PLACEMENT OF TEMPORARY EROSION MATTING, THE AREA SHALL BE TOPSOILED AND SEEDED USING ITEM 651.35, "TOPSOIL", ITEM 651.15, "SEED", ITEM 651.18 "FERTILIZER", AND ITEM 651.20 "AGRICULTURAL LIMESTONE".
19. 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.

NOTES (CONT'D)

20. THE QUANTITY FOR ITEM 900.680 SPECIAL PROVISION (MATERIAL TRANSER VEHICLE, COLD MIXED RECYCLED BITUMINOUS PAVEMENT) WAS DETERMINED USING A UNIT WEIGHT FACTOR OF 2.0 TONS/CY.
21. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT. ROUTE 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY. PAYMENT WILL BE CONSIDERED INCIDENTAL TO THE CONTRACT ITEMS.
22. ITEM 201.10 CLEARING AND GRUBBING HAS BEEN INCLUDED TO REMOVE ANY VEGETATION, PARTIAL AND FULL TREE REMOVAL, THINNING AND TRIMMING FOR SIGNS, AND ANY ASSOCIATED GRUBBING WITHIN THE ASSUMED 3 ROD RIGHT OF WAY OR GREATER IF NECESSARY WHEN RIGHT OF WAY HAS BEEN CONFIRMED BEYOND THE ASSUMED 3 RODS. THE ENGINEER MAY EXCLUDE REMOVAL IN SOME AREAS WHERE DEEMED NECESSARY AND APPROPRIATE OR NECESSITATED BY PERMIT REQUIREMENTS PER THE CONSTRUCTION ENVIRONMENTAL ENGINEER. THINNING AND TRIMMING SHALL BE PERFORMED IN ACCORDANCE WITH SECTION 201.
23. ALL EQUIPMENT, REQUIREMENTS, AND PROVISIONS OF CONTRACT ITEMS 900.620 SPECIAL PROVISION (GNSS CONSTRUCTION INSPECTION EQUIPMENT), 900.645 SPECIAL PROVISION (GPS MACHINE CONTROL GRADING), 900.645 SPECIAL PROVISION (INTELLIGENT COMPACTION FOR SUBBASE/RSB), 900.645 SPECIAL PROVISION (INTELLIGENT COMPACTION FOR BITUMINOUS CONCRETE), AND 900.645 SPECIAL PROVISION (THERMAL PROFILING EQUIPMENT FOR BITUMINOUS MATERIAL) SHALL BE AVAILABLE AND BE UTILIZED BY THE CONTRACTOR FOR THE ENTIRE DURATION OF THE CONTRACT.

GENERAL 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 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.

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

STEP	DESCRIPTION	PAYMENT ITEM(S)
1	INSTALL DRAINAGE PIPES, DRAINAGE STRUCTURES, AND UNDERDRAIN	ITEM 604.18 PRECAST REINFORCED CONCRETE DROP INLET WITH CAST IRON GRATE, ITEM 605.10 6 INCH UNDERDRAIN PIPE.
2	COLD PLANE EXISTING BITUMINOUS CONCRETE PAVEMENT 4"	ITEM 210.10 COLD PLANING, BITUMINOUS PAVEMENT
3	REPAIR EXISTING SHOULDERS AND COMPLETE UNDERCUTS AS DIRECTED BY THE ENGINEER	ITEM 203.15 COMMON EXCAVATION ITEM 301.28 SUBBASE OF CRUSHED GRAVEL, FINE GRADED ITEM 301.35 SUBBASE OF DENSE GRADED CRUSHED STONE ITEM 649.11 GEOTEXTILE FOR ROADBED SEPARATOR
4	RECLAIM EXISTING ROADBED 8" FROM TOP OF SLOPE TO TOP OF SLOPE USING WATER FOR STABILIZATION AND COMPACTION	ITEM 310.20 RECLAIMED STABILIZED BASE (SEE NOTE 4)
5	CORRECT SUPERELEVATION DEFICIENCIES	ITEM 301.28 SUBBASE OF CRUSHED GRAVEL, FINE GRADED (SEE NOTE 3)
6	RECLAIM AREAS OF SUPERELEVATION CORRECTION 8" AS DIRECTED BY THE ENGINEER.	INCIDENTAL TO ITEM 310.20 RECLAIMED STABILIZED BASE SECOND PASS
7	PLACE PORTLAND CEMENT ON ROADBED SURFACE AND RECLAIM ROADBED 8", CURE, MICROCRACK, AND APPLY FOG SEAL SURFACE TREATMENT RECLAIM SECOND PASS	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)
8	PLACE 2 1/2" COLD MIXED RECYCLED ASPHALT SURFACE WITH PORTLAND CEMENT AND USE EMULSIFIED ASPHALT AS A LIQUID BINDER 2 1/2"- 3"	ITEM 900.675 SPECIAL PROVISION (COLD MIXED RECYCLED BITUMINOUS PAVEMENT, PORTLAND CEMENT), ITEM 900.680 SPECIAL PROVISION (PORTLAND CEMENT FOR COLD MIXED RECYCLING) AND ITEM 900.683 SPECIAL PROVISION (EMULSIFIED ASPHALT, COLD MIX WITH CEMENT)
9	PLACE 3" TYPE IIS INTERMEDIATE COURSE	ITEM 490.30 SUPERPAVE BITUMINOUS CONCRETE PAVEMENT
10	PLACE 1 1/2" TYPE IVS WEARING COURSE	ITEM 490.30 SUPERPAVE BITUMINOUS CONCRETE PAVEMENT

PLACE 1 3/4" TYPE III BINDER COURSE

NOTE:

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 IN ACCORDANCE WITH THE PROJECT SPECIFICATIONS WHILE UTILIZING THE APPROPRIATE PAY ITEMS AS SHOWN IN THE PLANS AS DIRECTED BY THE ENGINEER.

PROJECT
TYPICAL
SHEET #2

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_typ_02.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

PLOT DATE: 18-APR-2014

DRAWN BY: W.G.P.

CHECKED BY: D.E.G.

SHEET 7 OF 397

FILE NAME : V:\Projects\VT\22\22425\CA001\MSTN\10b214_quant_01.dgn
DATE/TIME : 3/17/2014
USER : 4916

QUANTITY SHEET 1													STATE OF VERMONT AGENCY OF TRANSPORTATION		
SUMMARY OF ESTIMATED QUANTITIES							TOTALS		DESCRIPTIONS				DETAILED SUMMARY OF QUANTITIES		
			FULL C.E. ITEMS	BRIDGE	TRAINING	ROADWAY	GRAND TOTAL	FINAL	UNIT	ITEMS	ITEM NUMBER	ROUND	QUANTITIES	UNIT	ITEMS
						I	I		LS	CLEARING AND GRUBBING, INCLUDING INDIVIDUAL TREES AND STUMPS	201.10	-			EARTH BORROW
						18,000	18,000		CY	COMMON EXCAVATION	203.15	333.6	1250	CY	GUARDRAIL END SECTIONS
						650	650		CY	SOLID ROCK EXCAVATION	203.16	45.9	164.3	CY	LEDGE CUT
						400	400		CY	UNCLASSIFIED EXCAVATION	203.17	30.6	1.15		MULTIPLIER
						75	75		CY	EXCAVATION OF SURFACES AND PAVEMENTS	203.28	3.0	173.6	CY	ROUNDING
						1800	1800		CY	EARTH BORROW	203.30	173.6	1800	CY	TOTAL
						20	20		CY	SAND BORROW	203.31	EST.			TRENCH EXCAVATION OF EARTH
						110	110		CY	GRANULAR BORROW	203.32	10.0	69.2	CY	ELECTRICAL CONDUIT INSTALLATION
						2650	2650		CY	TRENCH EXCAVATION OF EARTH	204.20	37.2	2306.6	CY	UNDERDRAIN INSTALLATION
						800	800		CY	TRENCH EXCAVATION OF ROCK	204.21	15.0	237	CY	DRAINAGE
						I	I		CY	TRENCH EXCAVATION OF EARTH, EXPLORATORY (N.A.B.I.)	204.22	EST.	37.2	CY	ROUNDING
						74	74		CY	GRANULAR BACKFILL FOR STRUCTURES	204.30	-	2650	CY	TOTAL
						182,500	182,500		SY	COLD PLANING, BITUMINOUS PAVEMENT	210.10	317.0			COLD PLANING, BITUMINOUS PAVEMENT
						47,750	47,750		LF	MILLED RUMBLE STRIPS	213.10	331.0	179,808	SY	MAINLINE
						46,000	46,000		TON	SUBBASE OF CRUSHED GRAVEL, FINE GRADED	301.28	679.9	833	SY	SIDE ROADS
						11,500	11,500		CY	SUBBASE OF DENSE GRADED CRUSHED STONE	301.35	143.0	1542	SY	VT ROUTE 100
						530	530		TON	SUBBASE, RAP	301.40	6.2	317	SY	ROUNDING
						186,500	186,500		SY	RECLAIMED STABILIZED BASE	310.20	376.0	182,500	SY	TOTAL
						6000	6000		TON	AGGREGATE SHOULDERS, RAP	402.13	82.8			SUBBASE OF CRUSHED GRAVEL, FINE GRADED
						I	I		LU	PRICE ADJUSTMENT, ASPHALT CEMENT (N.A.B.I.)	406.50	-	32,123.6	TON	SUPERELEVATION CORRECTION
						44,500	44,500		TON	SUPERPAVE BITUMINOUS CONCRETE PAVEMENT	490.30	258.0	630.2	TON	VT ROUTE 100 / PARK AND RIDE
						I	I		LU	AIR VOIDS PAY ADJUSTMENT (N.A.B.I.)	490.31	-	2996.8	TON	UNDERDRAIN INSTALLATION
						I	I		LU	MAT DENSITY PAY ADJUSTMENT (N.A.B.I.)	490.32	-	1935	TON	SIDE SLOPE TREATMENT
						I	I		LU	SURFACE TOLERANCE PAY ADJUSTMENT (N.A.B.I.)	490.33	-	7571.3	TON	UNDERCUT
						I	I		LU	LONGITUDINAL JOINT COMPACTION PAY ADJUSTMENT (N.A.B.I.)	490.34	-	63.2	TON	LEDGE CUT
						800	800		LB	REINFORCING STEEL, LEVEL I	507.11	-	679.9	TON	ROUNDING
				275			275		LF	BRIDGE EXPANSION JOINT, ASPHALTIC PLUG	516.10	21.0	46,000	TON	TOTAL
											QUANTITY SHEET #1		PROJECT NAME: STOCKBRIDGE-BETHEL		
													PROJECT NUMBER: STP 2910(1)		
													FILE NAME: z10b214_quant_01.dgn		
													PLOT DATE: 3/17/2014		
													PROJECT LEADER: D.E.G.		
													DRAWN BY: W.G.P.		
													DESIGNED BY: L.M.B.		
													CHECKED BY: J.P.S.		
													IPARM FILE: z10b214quant.1		
													SHEET 8 OF 397		

FILE NAME : \\P:\projects\VT\22\25\CA001\MSTN\10b214_quant_02.dgn
DATE/TIME : 3/17/2014
USER : 4916

QUANTITY SHEET 2													STATE OF VERMONT AGENCY OF TRANSPORTATION			
SUMMARY OF ESTIMATED QUANTITIES						TOTALS		DESCRIPTIONS						DETAILED SUMMARY OF QUANTITIES		
		FULL C.E. ITEMS	BRIDGE	TRAINING	ROADWAY	GRAND TOTAL	FINAL	UNIT	ITEMS	ITEM NUMBER	ROUND	QUANTITIES		UNIT	ITEMS	
			80			80		LF	REMOVAL OF EXISTING BRIDGE RAILING	525.10	5.0					
			80			80		LF	BRIDGE RAILING REPAIR, TYPE I	525.50	5.0					
					6	6		CY	CONCRETE CLASS B	541.25	0.37				SUPERPAVE BITUMINOUS CONCRETE PAVEMENT	
			70			70		CF	RAPID SETTING CONCRETE REPAIR MATERIAL WITH COARSE AGGREGATE	580.20	6.5				14,367 TON WEARING COURSE (TYPE IVS)	
					2	2		LF	15'' CSP .064 (2-2/3 X 1/2)	601.0010	-				28,216 TON INTERMEDIATE COURSE (TYPE IIS)	
					34	34		LF	18'' CSP .064 (2-2/3 X 1/2)	601.0015	-				427 TON SIDE ROADS - WEARING (TYPE IVS)	
					4	4		LF	24'' CSP .064 (2-2/3 X 1/2)	601.0025	-				716 TON SIDE ROADS - INTERMEDIATE (TYPE IIS)	
					4	4		LF	30'' CSP .079 (2-2/3 X 1/2)	601.0036	-				150 TON VT ROUTE 100 - WEARING (TYPE IVS)	
					4	4		LF	15'' RCP CLASS III	601.0810	-				301 TON VT ROUTE 100 - INTERMEDIATE (TYPE IIS)	
					18	18		LF	18'' RCP CLASS III	601.0815	-				65 TON PULLOUTS AND PARKING (TYPE IVS)	
					45	45		LF	36'' RCP CLASS III	601.0845	-				258 TON ROUNDING	
					22	22		LF	18'' CPEP(SL)	601.2615	-				44,500 TON TOTAL	
					2	2		LF	24'' CPEP(SL)	601.2620	-					
					1	1		EACH	36'' RCPES CLASS III	601.6845	-				STONE FILL, TYPE I	
					16	16		EACH	PRECAST REINFORCED CONCRETE DROP INLET WITH CAST IRON GRATE	604.18	-				1392 CY DITCH CLEANING	
					15	15		EACH	REHAB. DROP INLETS, CATCH BASINS, OR MANHOLES, CLASS I	604.412	-				1120.2 CY SIDE SLOPE TREATMENTS	
					2	2		EACH	REHAB. DROP INLETS, CATCH BASINS, OR MANHOLES, CLASS II	604.415	-				87.8 CY ROUNDING	
					2	2		EACH	REHAB. DROP INLETS, CATCH BASINS, OR MANHOLES, CLASS III	604.418	-				2600 CY TOTAL	
					3	3		EACH	CAST IRON GRATE WITH FRAME, TYPE D	604.47	-					
					10,000	10,000		LF	6 INCH UNDERDRAIN PIPE	605.10	170.0					
					75	75		HR	POWER GRADER RENTAL	608.15	EST.					
					1600	1600		HR	ALL PURPOSE EXCAVATOR RENTAL, TYPE I	608.25	EST.					
					60	60		HR	POWER BROOM RENTAL, TYPE I	608.30	EST.					
					60	60		HR	POWER BROOM RENTAL, TYPE II	608.31	EST.					
					2200	2200		HR	TRUCK RENTAL	608.37	EST.					
					50	50		HR	LOADER RENTAL, TYPE I	608.40	EST.					
					2600	2600		CY	STONE FILL, TYPE I	613.10	87.8					
										QUANTITY SHEET #2		PROJECT NAME: STOCKBRIDGE-BETHEL				
												PROJECT NUMBER: STP 2910(1)				
												FILE NAME: z10b214_quant_02.dgn				
												PLOT DATE: 3/17/2014				
												PROJECT LEADER: D.E.G.				
												DRAWN BY: W.G.P.				
												DESIGNED BY: L.M.B.				
												CHECKED BY: J.P.S.				
												IPARM FILE: z10b214quan2.i				
												SHEET 9 OF 397				

FILE NAME : \\P:\projects\VT\22\25\CA001\MSTN\10b214_quant_03.dgn
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QUANTITY SHEET 3													STATE OF VERMONT AGENCY OF TRANSPORTATION			
SUMMARY OF ESTIMATED QUANTITIES						TOTALS		DESCRIPTIONS						DETAILED SUMMARY OF QUANTITIES		
		FULL C.E. ITEMS	BRIDGE	TRAINING	ROADWAY	GRAND TOTAL	FINAL	UNIT	ITEMS	ITEM NUMBER	ROUND	QUANTITIES		UNIT	ITEMS	
					110	110		CY	STONE FILL, TYPE II	613.11	10.2					
					300	300		LF	GRANITE SLOPE EDGING	616.20	5.0					
					125	125		LF	VERTICAL GRANITE CURB	616.21	16.0					
					1700	1700		LF	BITUMINOUS CONCRETE CURB, TYPE A	616.305	77.0					
					10	10		EACH	RELOCATE MAILBOX, SINGLE SUPPORT	617.10	-					
					350	350		EACH	YIELDING MARKER POSTS	619.17	13.0					
					5,500	5,500		LF	STEEL BEAM GUARDRAIL, GALVANIZED	621.20	217.5					
					9,800	9,800		LF	STEEL BEAM GUARDRAIL, GALVANIZED W/8 FEET POSTS	621.205	262.5					
					150	150		LF	HD STEEL BEAM GUARDRAIL, GALVANIZED	621.21	20.0					
					25	25		LF	HD STEEL BEAM GUARDRAIL, GALVANIZED/NESTED	621.216	-					
					75	75		LF	HD STEEL BEAM GUARDRAIL, GALVANIZED/NESTED W/8 FEET POSTS	621.217	-					
					50	50		EACH	ANCHOR FOR STEEL BEAM RAIL	621.60	-					
					7	7		EACH	GUARDRAIL APPROACH SECTION, GALVANIZED TYPE I	621.70	-					
					1	1		EACH	GUARDRAIL APPROACH SECTION, GALVANIZED TYPE II	621.71	-					
					13,050	13,050		LF	REMOVE AND RESET GUARDRAIL	621.75	44.0					
					18,500	18,500		LF	REMOVAL AND DISPOSAL OF GUARDRAIL	621.80	82.5					
					1950	1950		HR	UNIFORMED TRAFFIC OFFICERS	630.10	EST.					
					14,600	14,600		HR	FLAGGERS	630.15	EST.					
		1				1		LS	FIELD OFFICE, ENGINEERS	631.10	EST.					
		1				1		LS	TESTING EQUIPMENT, CONCRETE	631.16	-					
		1				1		LS	TESTING EQUIPMENT, BITUMINOUS	631.17	-					
		3000				3000		DL	FIELD OFFICE TELEPHONE (N.A.B.I.)	631.26	-					
				1040		1040		HR	EMPLOYEE TRAINEESHIP	634.10	-					
					1	1		LS	MOBILIZATION/DEMOBILIZATION	635.11	-					
					1	1		LS	TRAFFIC CONTROL	641.10	-					
					4	4		EACH	PORTABLE CHANGEABLE MESSAGE SIGN	641.15	-					
											QUANTITY SHEET #3	PROJECT NAME: STOCKBRIDGE-BETHEL				
												PROJECT NUMBER: STP 2910(1)				
												FILE NAME: z10b214_quant_03.dgn		PLOT DATE: 3/17/2014		
												PROJECT LEADER: D.E.G.		DRAWN BY: W.G.P.		
											DESIGNED BY: L.M.B.		CHECKED BY: J.P.S.			
											IPARM FILE: z10b214quan3.1		SHEET 10 OF 397			

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DATE/TIME : 3/17/2014
USER : 4916

QUANTITY SHEET 4														STATE OF VERMONT AGENCY OF TRANSPORTATION		
SUMMARY OF ESTIMATED QUANTITIES								TOTALS		DESCRIPTIONS				DETAILED SUMMARY OF QUANTITIES		
			FULL C.E. ITEMS	BRIDGE	TRAINING	ROADWAY		GRAND TOTAL	FINAL	UNIT	ITEMS	ITEM NUMBER	ROUND	QUANTITIES	UNIT	ITEMS
											BEGIN OPTION AA					
						104,500		104,500		LF	DURABLE 4 INCH WHITE LINE, THERMOPLASTIC	646.402	557.0			
						104,500		104,500		LF	DURABLE 4 INCH WHITE LINE, POLYUREA	646.404	557.0			
											END OPTION AA					
						95,250		95,250		LF	DURABLE 4 INCH YELLOW LINE, POLYUREA	646.414	440.0			
											BEGIN OPTION BB					
						225		225		LF	DURABLE 8 INCH WHITE LINE, THERMOPLASTIC	646.442	18.0			
						225		225		LF	DURABLE 8 INCH WHITE LINE, POLYUREA	646.444	18.0			
											END OPTION BB					
											BEGIN OPTION CC					
						275		275		LF	DURABLE 24 INCH STOP BAR, THERMOPLASTIC	646.482	25.0			
						275		275		LF	DURABLE 24 INCH STOP BAR, POLYUREA	646.484	25.0			
											END OPTION CC					
											BEGIN OPTION DD					
						56		56		EACH	DURABLE LETTER OR SYMBOL, THERMOPLASTIC	646.492	-			
						56		56		EACH	DURABLE LETTER OR SYMBOL, POLYUREA	646.494	-			
											END OPTION DD					
						208,250		208,250		LF	TEMPORARY 4 INCH WHITE LINE, PAINT	646.602	364.0			
						190,000		190,000		LF	TEMPORARY 4 INCH YELLOW LINE, PAINT	646.612	380.0			
						425		425		LF	TEMPORARY 8 INCH WHITE LINE, PAINT	646.642	12.0			
						525		525		LF	TEMPORARY 24 INCH STOP BAR, PAINT	646.682	25.0			
						92		92		EACH	TEMPORARY LETTER OR SYMBOL, PAINT	646.692	-			
						10,000		10,000		EACH	LINE STRIPING TARGETS	646.76	34.0			
						150		150		SF	REMOVAL OF EXISTING PAVEMENT MARKINGS	646.85	6.9			
						23,000		23,000		SY	GEOTEXTILE FOR ROADBED SEPARATOR	649.11	286.0			
						6000		6000		SY	GEOTEXTILE UNDER STONE FILL	649.31	76.2			
						700		700		SY	GEOTEXTILE FOR SILT FENCE	649.51	62.0			
												QUANTITY SHEET #4		PROJECT NAME: STOCKBRIDGE-BETHEL		
														PROJECT NUMBER: STP 2910(1)		
														FILE NAME: z10b214_quant_04.dgn		
														PLOT DATE: 3/17/2014		
														PROJECT LEADER: D.E.G.		
														DRAWN BY: W.G.P.		
														DESIGNED BY: L.M.B.		
														CHECKED BY: J.P.S.		
														IPARM FILE: z10b214quan4.i		
														SHEET 11 OF 397		

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QUANTITY SHEET 5													STATE OF VERMONT AGENCY OF TRANSPORTATION			
SUMMARY OF ESTIMATED QUANTITIES							TOTALS		DESCRIPTIONS					DETAILED SUMMARY OF QUANTITIES		
			FULL C.E. ITEMS	BRIDGE	TRAINING	ROADWAY	GRAND TOTAL	FINAL	UNIT	ITEMS	ITEM NUMBER	ROUND		QUANTITIES	UNIT	ITEMS
						425	425		LB	SEED	651.15	21.5				SEED
						7050	7050		LB	FERTILIZER	651.18	EST.		45.0	LB	DITCH CLEANING
						30	30		TON	AGRICULTURAL LIMESTONE	651.20	EST.		93.4	LB	SIDE SLOPE TREATMENTS
						30	30		TON	HAY MULCH	651.25	EST.		260	LB	AREAS OF NARROWING
						1250	1250		CY	TOPSOIL	651.35	80.0		5.1	LB	LEDGE CUT
						2600	2600		SY	GRUBBING MATERIAL (6")	651.40	159.8		21.5	LB	ROUNDING
						7600	7600		SY	GRUBBING MATERIAL (2")	651.40	59.0		425	LB	TOTAL
						9000	9000		SY	TEMPORARY EROSION MATTING	653.20	150.4				TOPSOIL
						5000	5000		LF	EROSION LOG	653.60	650.0		874.2	CY	SIDE SLOPE TREATMENTS
						787	787		SF	TRAFFIC SIGNS, TYPE A	675.20	0.71		10.2	CY	ELECTRICAL CONDUIT INSTALLATION
						1575	1575		LB	TUBULAR STEEL SIGN POST	675.33	26.0		250	CY	GUARDRAIL END SECTIONS
						2350	2350		LF	SQUARE TUBE SIGN POST AND ANCHOR	675.341	54.0		35.6	CY	LEDGE CUT
						18	18		EACH	FOUNDATION FOR TUBULAR STEEL POST	675.43	-		80	CY	ROUNDING
						190	190		EACH	REMOVING SIGNS	675.50	-		1250	CY	TOTAL
						11	11		EACH	ERECTING SALVAGED SIGNS	675.60	-				TEMPORARY EROSION MATTING
						61	61		EACH	DELINEATOR WITH STEEL POST	676.10	-		2683	SY	DITCH CLEANING
						23	23		EACH	REMOVAL OF EXISTING DELINEATOR	676.12	-		4916.6	SY	SIDE SLOPE TREATMENTS
						415	415		LF	WIRED CONDUIT (2'') (PVC)	678.23	EST.		1250	SY	GUARDRAIL END SECTIONS
						3	3		EACH	PULL BOX, STANDARD	678.25	-	150.4	SY	ROUNDING	
						3	3		EACH	LIGHT POLE BASE	679.21	-	9000	SY	TOTAL	
						3	3		EACH	BREAKAWAY FEATURE FOR LIGHT POLE	679.23	-				
						3	3		EACH	LIGHT POLE	679.45	-				
						3	3		EACH	BRACKET ARM	679.47	-				
						3	3		EACH	POWER DROP STANCHION, STREET LIGHTING	679.55	-				
						1	1		LU	PRICE ADJUSTMENT, FUEL (N.A.B.I.)	690.50	-				
						31	31		EACH	SPECIAL PROVISION (CORING CONCRETE)	900.620	-				
												QUANTITY SHEET #5	PROJECT NAME: STOCKBRIDGE-BETHEL			
													PROJECT NUMBER: STP 2910(1)			
													FILE NAME: z10b214_quan_05.dgn			
													PLOT DATE: 3/17/2014			
													DRAWN BY: W.G.P.			
												DESIGNED BY: L.M.B.				
												CHECKED BY: J.P.S.				
												IPARM FILE: z10b214quan5.1				
												SHEET 12 OF 397				

QUANTITY SHEET 6

STATE OF VERMONT
AGENCY OF TRANSPORTATION

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FILE NAME : \\172\projects\172\22426\CAD\1\MS1N\z10b214_1.dwg
DATE : 3/17/2014
USER : 4916

ITEM DETAIL SUMMARY SHEET #1																												
LOCATION			GUARDRAIL										CURB			MISCELLANEOUS											REMARKS	
BEGIN STATION	END STATION	POS.	621.20	621.205	621.21	621.216	621.217	621.60	621.70	621.71	621.75	621.80	616.20	616.21	616.305	301.28	604.412	604.415	604.418	613.10	649.51	651.15	651.40	653.20	653.60	676.10		
			S.B. GR. GALV.	S.B. GR. GALV. W/ 8 FT POSTS	HD S.B. GR. GALV.	HD S.B. GR. GALV., NESTED	HD S.B. GR. GALV./ NESTED W/ 8 FT POSTS	ANCR. FOR S.B. RAIL	GR APP. SECTION, GALV. TYPE I	GR APP. SECTION, GALV. TYPE II	REMOVE & RESET GR	REMOVAL & DISP. OF GR	GRAN. SLOPE EDGING	VERT GRAN CURB	BITUM. CONC. CURB, TYPE A	SUB. OF C.G., F.G.	REHAB. DI'S CB'S OR MH'S ELEV OF DI			STONE FILL, TYPE I	GEOTEX FOR SILT FENCE	SEED	GRUB. MAT. (6")	TEMP. EROSION MATTING	EROSION LOG	DEL W/ ST. POST		
			LF	LF	LF	LF	LF	EA	EA	EA	LF	LF	LF	LF	LF	TON	EA	EA	EA	CY	SY	LB	SY	SY	LF	EA		
STOCKBRIDGE:																												
0+00.0	353+84.48	LT/RT															8		25									
0+00.0	2+64.0	LT											295.0	109.0														
7+07.0	9+62.0	RT	102.0					I	I			250.0												25.0		I	SEE VTRANS STANDARD SHEET G-ID. PROVIDE ANCHOR AT STA 8+16.5. STA 8+16.5. BEGIN APPROACH SECTION, TYPE I AT STA 9+12.0 AND CONNECT TO EXISTING BRIDGE RAIL AT STA 9+62.0. SEE SHEET 392 AND 393 FOR GUARDRAIL APPROACH SECTION DETAILS. SEE SHEET 395 FOR BR I DETAILS.	
7+12.0	10+15.0	LT	52.0					I	I			287.5												25.0		I	SEE VTRANS STANDARD SHEET G-ID. PROVIDE ANCHOR AT STA 9+19.5. BEGIN APPROACH SECTION, TYPE I AT STA 9+65.0 AND CONNECT TO EXISTING BRIDGE RAIL AT STA 10+15.0. SEE SHEET 392 AND 393 FOR GUARDRAIL APPROACH SECTION DETAILS. SEE SHEET 395 FOR BR I DETAILS.	
11+72.0	14+38.0	RT	52.0					I	I			262.5												25.0		I	CONNECT APPROACH SECTION, TYPE I TO EXISTING BRIDGE RAIL AT STA 11+72.0 AND END AT STA 12+22.0. SEE SHEET 392 AND 393 FOR GUARDRAIL APPROACH SECTION DETAILS. SEE SHEET 395 FOR BR I DETAILS. SEE VTRANS STANDARD SHEET G-ID. PROVIDE ANCHOR AT STA 12+67.5.	
12+32.0	13+15.0	LT	52.0					I	I			100.0												25.0		I	CONNECT APPROACH SECTION, TYPE I TO EXISTING BRIDGE RAIL AT STA 12+32.0 AND END AT STA 12+82.0. SEE SHEET 392 AND 393 FOR GUARDRAIL APPROACH SECTION DETAILS. SEE SHEET 395 FOR BR I DETAILS. SEE VTRANS STANDARD SHEET G-ID. PROVIDE ANCHOR AT STA 13+15.0.	
14+19.0	20+69.0			654.0								687.5			260.0													
13+25.0	20+52.0	LT		404.0				2			212.5	469.5			257.0					37.5	79.2			50.0		2	SEE VTRANS STANDARD SHEET G-ID. PROVIDE ANCHORS AT STA 14+42.0 AND STA 20+45.5. SEE SHEET 26 FOR CURB REMOVAL AND STONE FILL BACKING DETAILS.	
17+84.0	20+00.0	RT	216.5					2																				
20+50.0	21+50.0	RT														1.6						0.4		24.2			SEE SHEET 25 FOR SIDE SLOPE TREATMENT DETAILS.	
26+50.0	27+50.0	RT														1.6						0.7		38.3			SEE SHEET 25 FOR SIDE SLOPE TREATMENT DETAILS.	
29+04.0	36+08.0			709.0																								
29+00.0	36+00.0	RT		679.0				2								3.6				11.5	448.94	5.6	264.2	331.1		2	SEE VTRANS STANDARD SHEET G-ID. PROVIDE ANCHORS AT STA 29+06.5 AND STA 35+72.5. SEE SHEET 25 FOR SIDE SLOPE TREATMENT DETAILS.	
37+50.0	38+50.0	RT														2.8						0.4		25.3			SEE SHEET 25 FOR SIDE SLOPE TREATMENT DETAILS.	
41+50.0	42+00.0	LT														4.4						0.2		14.2			SEE SHEET 25 FOR SIDE SLOPE TREATMENT DETAILS.	
46+06.0	53+94.0			779.0								775.0								17.70	(TYPE II)							
45+98.0	53+89.5	LT	12.5	791.5				2				777.0				8.0				4.1		1.6	10.3	93.9		2	SEE VTRANS STANDARD SHEET G-ID. PROVIDE ANCHORS AT STA 46+04.5 AND STA 53+83.0. SEE SHEET 25 FOR SIDE SLOPE TREATMENT DETAILS.	

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ITEM DETAIL SUMMARY SHEET #2																														
LOCATION			GUARDRAIL										CURB			MISCELLANEOUS											REMARKS			
BEGIN STATION	END STATION	POS.	621.20	621.205	621.21	621.216	621.217	621.60	621.70	621.71	621.75	621.80	616.20	616.21	616.305	301.28	604.412	604.415	604.418	613.10	649.51	651.15	651.40	653.20	653.60	676.10				
			S.B. GR. GALV.	S.B. GR. GALV. W/ 8 FT POSTS	HD S.B. GR. GALV.	HD S.B. GR. GALV., NESTED	HD S.B. GR. GALV./ NESTED W/ 8 FT POSTS	ANCR. FOR S.B. RAIL	GR APP. SECTION. GALV. TYPE I	GR APP. SECTION. GALV. TYPE II	REMOVE & RESET GR	REMOVAL & DISP. OF GR	GRAN. SLOPE EDGING	VERT GRAN CURB	BITUM. CONC. CURB, TYPE A	SUB. OF C.G., F.G.	REHAB. DI'S CB'S OR MH'S			STONE FILL, TYPE I	GEOTEX FOR SILT FENCE	SEED	GRUB. MAT. (6")	TEMP. EROSION MATTING	EROSION LOG	DEL W/ ST. POST				
			LF	LF	LF	LF	LF	EA	EA	EA	LF	LF	LF	LF	LF	TON	EA	EA	EA	CY	SY	LB	SY	SY	LF	EA				
STOCKBRIDGE:																														
51+00.0	52+50.0	RT														7.4						0.7		38.3			SEE SHEET 25 FOR SIDE SLOPE TREATMENT DETAILS.			
55+56.0	57+75.0	LT										225.0																		
58+58.0	60+37.0			25.0								226.0																		
58+00.0	60+25.0	RT	129.0	141.5			25.0	2								1.2						1.1		65.3		2	SEE VTRANS STANDARD SHEET G-ID. PROVIDE ANCHORS AT STA 58+65.0 AND STA 60+18.5. SEE SHEET 391 FOR NESTED GUARDRAIL SYSTEM DETAILS. SEE SHEET 25 FOR SIDE SLOPE TREATMENT DETAILS.			
59+45.0	62+38.0	LT	189.5 154.0			25.0		2				300.0 293.0								-7.3		1.5	16.1	91.1		2	SEE VTRANS STANDARD SHEET G-ID. PROVIDE ANCHORS AT STA 59+57.0 AND STA 61+23.0. SEE SHEET 391 FOR NESTED GUARDRAIL SYSTEM DETAILS. SEE SHEET 25 FOR SIDE SLOPE TREATMENT DETAILS.			
61+50.0	62+00.0	RT														0.8						0.2		11.9			SEE SHEET 25 FOR SIDE SLOPE TREATMENT DETAILS.			
71+73.0	136+95.0		1516.5	1347.0							3600.0	2650.0																		
69+00.0	136+92.5	LT	1222.0	980.0				+ 2			4264.5	2193.5				23.6				201.1	238.32	10.9	266.3	639.2		2	SEE VTRANS STANDARD SHEET G-ID. PROVIDE ANCHOR AT STA 136+86.0. SEE SHEET 25 FOR SIDE SLOPE TREATMENT DETAILS. SEE SHEET 25 FOR REDUCED POST SPACING AT UTILITY POLE DETAILS. SEE SHEET 26 FOR CURB REMOVAL AND STONE FILL BACKING DETAILS.			
83+00.0	84+74.0	RT	79					2			100.0 174.0	75.0														2				
	90+08.0							2			125.0																			
88+07.0	90+06.0	RT	79								199.0	75.0														2				
97+00.0	98+00.0	RT																		-8.3		0.3	20.0	20.0			SEE SHEET 25 FOR SIDE SLOPE TREATMENT DETAILS.			
105+00.0	110+00.0	RT														7.0				-7.0		2.0	18.1	120.2			SEE SHEET 25 FOR SIDE SLOPE TREATMENT DETAILS.			
								2																						
111+50.0	119+50.0	RT																		39.6		1.9	111.3	111.3			SEE SHEET 25 FOR SIDE SLOPE TREATMENT DETAILS.			
122+50.0	129+50.0	RT														37.6						2.9		171.6			SEE SHEET 25 FOR SIDE SLOPE TREATMENT DETAILS.			
138+50.0	139+50.0	RT																		-4.1		0.2	12.5	12.5			SEE SHEET 25 FOR SIDE SLOPE TREATMENT DETAILS.			
	148+40.0			650.0								750.0																		
141+15.0	148+41.5	LT	102.0	739.5				1				734.0				1.4				-9.7		1.7	24.7	101.4		1	SEE VTRANS STANDARD SHEET G-ID. PROVIDE ANCHOR AT STA 148+35.0. SEE SHEET 25 FOR SIDE SLOPE TREATMENT DETAILS.			
	167+46.0										387.5																			
163+22.0	166+20.0	LT	39.5					1			298.0									37.7		1.6	96.1	96.1		1	SEE SHEET 25 FOR SIDE SLOPE TREATMENT DETAILS.			
178+69.0											187.5																			
179+26.0	180+70.0	LT	14.5					1			144.0	12.5														1	SEE SHEET 25 FOR SIDE SLOPE TREATMENT DETAILS.			
185+79.0	189+59.0																													
185+73.0	189+52.0	LT		379.0				2																50.0		2	SEE VTRANS STANDARD SHEET G-ID. PROVIDE ANCHORS AT STA 185+79.5 AND STA 189+45.5.			
THIS SHEET SUBTOTALS:			1376.0	2240.0	-	25.0	25.0	8	-	-	5079.5	3446.5	-	-	-	79.0	-	-	-	314.8	-	25.0	565.1	1528.9	-	15				
																					238.32					ITEM DETAIL SUMMARY SHEET #2	PROJECT NAME: STOCKBRIDGE-BETHEL			
																							PROJECT NUMBER: STP 2910(1)							
																							FILE NAME: z10b214_ids_02.dgn				PLOT DATE: 3/17/2014			
																							PROJECT LEADER: D.E.G.				DRAWN BY: W.G.P.			
																							DESIGNED BY: L.M.B.				CHECKED BY: J.P.S.			
																							IPARM FILE: z10b214ids2.i			SHEET 15 OF 397				

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DATE : 3/17/2014
USER : J496

ITEM DETAIL SUMMARY SHEET #3																																							
LOCATION			GUARDRAIL										CURB			MISCELLANEOUS										REMARKS													
BEGIN STATION	END STATION	POS.	621.20	621.205	621.21	621.216	621.217	621.60	621.70	621.71	621.75	621.80	616.20	616.21	616.305	301.28	604.412	604.415	604.418	613.10	649.51	651.15	651.40	653.20	653.60	676.10													
			S.B. GR. GALV.	S.B. GR. GALV. W/ 8 FT POSTS	HD S.B. GR. GALV.	HD S.B. GR. GALV., NESTED	HD S.B. GR. GALV./ NESTED W/ 8 FT POSTS	ANCR. FOR S.B. RAIL	GR APP. SECTION, GALV. TYPE I	GR APP. SECTION, GALV. TYPE II	REMOVE & RESET GR	REMOVAL & DISP. OF GR	GRAN. SLOPE EDGING	VERT GRAN CURB	BITUM. CONC. CURB, TYPE A	SUB. OF C.G., F.G.	REHAB. DI'S CB'S OR MH'S			STONE FILL, TYPE I	GEOTEX FOR SILT FENCE	SEED	GRUB. MAT. (6")	TEMP. EROSION MATTING	EROSION LOG	DEL W/ ST. POST													
			LF	LF	LF	LF	LF	EA	EA	EA	LF	LF	LF	LF	LF	TON	EA	EA	EA	CY	SY	LB	SY	SY	LF	EA													
STOCKBRIDGE:																																							
197+56.5	199+11.0	RT	66.5		73.95			2				125.0												50.0		2	SEE VTRANS STANDARD SHEET G-ID. PROVIDE ANCHORS AT STA 197+63.0 AND STA 199+16.5. CONNECT NEW HD STEEL BEAM GUARDRAIL TO BRIDGE RAIL AT STA 198+21.0 AND END AT STA 198+58.5. SEE SHEET 396 FOR BR 10 DETAILS.												
197+86.0	200+17.0	LT	129.0		73.75			2				187.5												50.0		2	SEE VTRANS STANDARD SHEET G-ID. PROVIDE ANCHORS AT STA 197+94.5 AND STA 200+10.5. CONNECT NEW HD STEEL BEAM GUARDRAIL TO BRIDGE RAIL AT STA 198+40.0 AND END AT STA 198+77.5. SEE SHEET 396 FOR BR 10 DETAILS.												
202+29.0	219+45.5	LT	189.5	1364.0				2			300.0	1437.5			845.0					332.51							2	SEE VTRANS STANDARD SHEET G-ID. PROVIDE ANCHORS AT STA 202+35.5 AND STA 219+39.0. SEE SHEET 25 FOR SIDE SLOPE TREATMENT DETAILS.											
205+88.0	206+28.0	RT		1379.0							337.5	1362.5			992.0	1.4				40.7		10.3	370.6	603.1															
																				192.54 (TYPE II)																			
219+83.0	232+55.0	LT	1152.0								137.5	1150.0			380.0					256.09							1	SEE VTRANS STANDARD SHEET G-ID. PROVIDE ANCHOR AT STA 219+89.5. CONNECT NEW STEEL BEAM GUARDRAIL TO EXISTING RAIL AT STA 232+60.0 ON BRIDGE STREET. SEE SHEET 25 FOR SIDE SLOPE TREATMENT DETAILS. SEE SHEET 26 FOR CURB REMOVAL AND STONE FILL BACKING DETAILS.											
	232+60.0		977.0					+ 2			300.0	964.0			374.0					142.5		1.7	54.9	101.3															
232+84.0	246+95.0		1339.5								125.0	1662.5																											
232+89.0	250+13.0	LT	839.5					+ 2			525.0	1199.0										0.6		37.8		1	CONNECT NEW STEEL BEAM GUARDRAIL TO EXISTING RAIL AT STA 232+89.0 ON BRIDGE STREET. SEE VTRANS STANDARD SHEET G-ID. PROVIDE ANCHOR AT STA 246+47.0. SEE SHEET 25 FOR SIDE SLOPE TREATMENT DETAILS.												
259+37.0	267+87.0	LT	654.0					2			200.0	850.0												50.0		2	SEE VTRANS STANDARD SHEET G-ID. PROVIDE ANCHORS AT STA 260+06.5 AND STA 266+47.5.												
			454.0																	27.16																			
277+50.0	280+50.0	RT														3.4				11.0		1.4	26.4	81.7			SEE SHEET 25 FOR SIDE SLOPE TREATMENT DETAILS.												
278+25.0	278+50.0	LT		511.5							2225.0	475.0								3.47																			
286+79.0	313+91.5	LT	39.5	282.5				2			2450.0	262.5														2	SEE VTRANS STANDARD SHEET G-ID. SEE SHEET 25 FOR REDUCED POST SPACING AT UTILITY POLE DETAILS.												
286+68.0	313+87.0																																						
292+00.0	293+50.0	RT														2.8						0.4		25.0			SEE SHEET 25 FOR SIDE SLOPE TREATMENT DETAILS.												
300+50.0	303+50.0	RT														7.4				3.75		1.8		106.4			SEE SHEET 25 FOR SIDE SLOPE TREATMENT DETAILS.												
307+00.0	307+50.0	RT																		1.9		0.1	5.6	5.6			SEE SHEET 25 FOR SIDE SLOPE TREATMENT DETAILS.												
316+00.0	319+00.0	LT																		24.8		1.0	60.3	60.3			SEE SHEET 25 FOR SIDE SLOPE TREATMENT DETAILS.												
321+00.0	322+00.0	RT														3.0						0.5		31.7			SEE SHEET 25 FOR SIDE SLOPE TREATMENT DETAILS.												
THIS SHEET SUBTOTALS:			2491.0	1661.5	130.0	-	-	10	-	-	3812.5	4749.0	-	-	1366.0	18.0	-	-	-	622.98																			
																				192.54 (TYPE II)	ITEM DETAIL SUMMARY SHEET #3					PROJECT NAME: STOCKBRIDGE-BETHEL													
																												PROJECT NUMBER: STP 2910(1)											
																											FILE NAME: z10b214_1ds_03.dgn				PLOT DATE: 3/17/2014								
																											PROJECT LEADER: D.E.G.				DRAWN BY: W.G.P.								
																											DESIGNED BY: L.M.B.				CHECKED BY: J.P.S.								
																											IPARM FILE: z10b2141ds3.1				SHEET 16 OF 397								

ITEM DETAIL SUMMARY SHEET #4

[illegible]

ITEM DETAIL SUMMARY SHEET #5																													
LOCATION			GUARDRAIL										CURB			MISCELLANEOUS											REMARKS		
BEGIN STATION	END STATION	POS.	621.20 S.B. GR, GALV. LF	621.205 S.B. GR, GALV. W/ 8 FT POSTS LF	621.21 HD S.B. GR, GALV. LF	621.216 HD S.B. GR, GALV., NESTED LF	621.217 HD S.B. GR, GALV./ NESTED W/ 8 FT POSTS LF	621.60 ANCR. FOR S.B. RAIL EA	621.70 GR APP. SECTION, GALV. TYPE I EA	621.71 GR APP. SECTION, GALV. TYPE II EA	621.75 REMOVE & RESET GR LF	621.80 REMOVAL & DISP. OF GR LF	616.20 GRAN. SLOPE EDGING LF	616.21 VERT GRAN CURB LF	616.305 BITUM. CONC. CURB, TYPE A LF	301.28 SUB. OF C.G., F.G. TON	604.412 REHAB. DI'S EA	604.415 DI'S EA	604.418 CB'S OR MH'S EA	613.10 STONE FILL, TYPE I CY	649.51 GEOTEX FOR SILT FENCE SY	651.15 SEED LB	651.40 GRUB. MAT. (6") SY	653.20 TEMP. EROSION MATTING SY	653.60 EROSION LOG LF	676.10 DEL W/ ST. POST EA			
BETHEL:																													
86+25.0	87+02.0											62.5																	
B 86+33.0	B 87+10.0	RT	27.0					I	I			70.0														I	SEE VTRANS STANDARD SHEET G-ID. PROVIDE ANCHOR AT STA B 86+39.5. BEGIN APPROACH SECTION, TYPE I AT STA B 86+60.0 AND CONNECT TO EXISTING BRIDGE RAIL AT STA B 87+10.0. SEE SHEET 392 AND 393 FOR GUARDRAIL APPROACH SECTION DETAILS. SEE SHEET 397 FOR BR 12 DETAILS.		
86+45.0	87+10.0		14.5																										
B 86+36.5	B 87+18.0	LT	27.0					I	I			81.5													25.0	I	SEE VTRANS STANDARD SHEET G-ID. PROVIDE ANCHOR AT STA B 86+47.5. BEGIN APPROACH SECTION, TYPE I AT STA B 86+68.0 AND CONNECT TO EXISTING BRIDGE RAIL AT STA B 87+18.0. SEE SHEET 392 AND 393 FOR GUARDRAIL APPROACH SECTION DETAILS. SEE SHEET 397 FOR BR 12 DETAILS.		
												62.5																	
88+81.0	89+08.0		21.0									25.0																	
B 88+73.0	B 89+12.5	RT	27.0					I	I			29.5													25.0	I	CONNECT APPROACH SECTION, TYPE II TO EXISTING BRIDGE RAIL AT STA B 88+73.0 AND END AT STA B 88+85.5. SEE SHEET 392 AND 393 FOR GUARDRAIL APPROACH SECTION DETAILS. SEE SHEET 397 FOR BR 12 DETAILS. SEE VTRANS STANDARD SHEET G-ID. PROVIDE ANCHOR AT STA B 89+06.0.		
88+88.0			21.0																										
B 88+80.0	B 89+36.0	LT	14.5					I	I			63.0													25.0	I	CONNECT APPROACH SECTION, TYPE I TO EXISTING BRIDGE RAIL AT STA B 88+80.0 AND END AT STA B 89+30.0. SEE SHEET 392 AND 393 FOR GUARDRAIL APPROACH SECTION DETAILS. SEE SHEET 397 FOR BR 12 DETAILS. SEE VTRANS STANDARD SHEET G-ID. PROVIDE ANCHOR AT STA B 89+36.0.		
												2200.0																	
B 93+94.0	B 115+81.0	LT	754.0					2				2187.0													50.0	2	SEE VTRANS STANDARD SHEET G-ID. PROVIDE ANCHORS AT STA B 99+29.5 AND STA B 106+70.5.		
												125.0																	
B 117+08.0	B 118+87.0	RT	179.0					2				124.0													50.0	2	SEE VTRANS STANDARD SHEET G-ID. PROVIDE ANCHORS AT STA B 117+14.5 AND STA B 118+80.5.		
117+50.0	118+75.0											125.0																	
B 117+44.0	B 118+73.0	LT	129.0					2				124.0													50.0	2	SEE VTRANS STANDARD SHEET G-ID. PROVIDE ANCHORS AT STA B 117+50.5 AND STA		

[illegible]

ITEM DETAIL & DRAINAGE SUMMARY SHEET DD-1

STATE OF VERMONT
AGENCY OF TRANSPORTATION

DRAINAGE STRUCTURES

STA.	STA.	POSITION	ASKEW	TYPE IN/OUT	DITCH IN OUT	PIPE ARCH S R L IN IN FT	PIPE D L IN FT	PCCSP TH	ALLOWABLE CAAP TH	OPTIONS RCP CL TH	CSP TH	CPEP SL	PCCSP PI TH	PIPE ELBOW NO-DEG	ES EA	CB I	PRCC DI FT	DEPTH DI FT	CONC CL B CY	REIN STEEL LBS	DI GRATE TYPE	CHAN ELEV	CRM CY	TR EXCAV EARTH CY	ROCK CY	UNC EXC CY	UNC CHAN EXC CY	STRUC EXCAV CY	GRAN BKF STRUC CY	GRAN BORR CY	GEO UNDER DRAIN SY	STONE FILL CY TYPE	MRKR POSTS LT RT	6" UNDER DRAIN LF	6" CARR. PIPE LF	REMARKS				
VT ROUTE 107 STOCKBRIDGE:																																								
17+13.1		LT		DI/DI			15 2				0.064						1 6.0				D				22					1 12									REHAB DI, CLASS I REMOVE DI AND INSTALL NEW 4'X4' PRCC DI W/GRATE PER VTRANS STANDARDS D-8, D-10, & D-15. TOP OF FRAME ELEVATION 766.80. EXTEND EXISTING 15" CSP. PIPE INVERT IN ELEVATION 760.53.	
44+32.0		CL			X X		18 50					X												37.5					34.2										INSTALLED NEW 18" CPEP CROSS PIPE	
49+79.5		RT CL		DI/ES	X		18 4 50		III			X					I 4.0				A				11 53.4			40.8	1 1	1 1								REMOVE DI AND INSTALL NEW 4'X4' PRCC DI W/GRATE PER 4'-0" VTRANS STANDARDS D-6 & D-II. TOP OF FRAME ELEVATION 780.02. EXTEND EXISTING 18" RCP. PIPE INVERT IN ELEVATION 776.95. UNDERDRAIN INVERT ELEVATION 778.37. NEW 18" CROSS PIPE INSTALLED NEW 24" CPEP CROSS PIPE		
69+17.0		CL			X X		24 60					X												56.6					48.6										REMOVE DI AND INSTALL NEW 4'X4' PRCC DI W/GRATE PER 4'-0" VTRANS STANDARDS D-6 & D-II. TOP OF FRAME ELEVATION 705.06. EXTEND EXISTING 24" CPEP. 18" CPEP UNDERDRAIN INVERT ELEVATION 702.64. INSTALLED NEW 18" CPEP CROSS PIPE	
115+17.8		RT		DI/ES	X		18 24 2 5				X	X					I 5.0				A				16 3.3			15.4	1 1	3 1									REMOVE DI AND INSTALL NEW 4'X4' PRCC DI W/GRATE PER 4'-0" VTRANS STANDARDS D-6 & D-II. TOP OF FRAME ELEVATION 705.06. EXTEND EXISTING 24" CPEP. 18" CPEP UNDERDRAIN INVERT ELEVATION 702.64. INSTALLED NEW 18" CPEP CROSS PIPE	
186+97.0		CL					18 49					X												6.6															REMOVE DI AND INSTALL NEW 4'X4' PRCC DI W/GRATE PER 4'-0" VTRANS STANDARDS D-6 & D-II. TOP OF FRAME ELEVATION 750.42. EXTEND EXISTING 15" RCP. PIPE INVERT IN ELEVATION 747.97.	
145+10.1		RT		DI/ES	X		18 15 4 7.5		III								I 3.5				A				11 7.3				9.4 2 4										REMOVE DI AND INSTALL NEW 4'X4' PRCC DI W/GRATE PER 4'-0" VTRANS STANDARDS D-6 & D-II. TOP OF FRAME ELEVATION 750.42. EXTEND EXISTING 15" RCP. PIPE INVERT IN ELEVATION 747.97.	
219+36.0		RT		DI/ES			15 7		III								I				B			13.9 5.5					6.2										NEW 4'-0" PLDI WITH 15" X 7' RCP EXTENSION	
224+75.2		LT		DI/ES			18 6					X					I 4.5				D				20				5 10										REMOVE DI AND INSTALL NEW 4'X4' PRCC DI W/ GRATE PER VTRANS STANDARDS D-8, D-10, & D-15. TOP OF FRAME ELEVATION 721.33. EXTEND EXISTING 18" CPEP. PIPE INVERT IN ELEVATION 716.45. REHAB DI	
306+84.6		RT		DI/ES	X		18 4 5.33					X					I 3.5				A				8.7 9.8 6 5				7.2 3 3										INSTALL NEW 4'X4' PRCC DI W/ GRATE PER VTRANS STANDARDS D-6 & D-II. TOP OF FRAME ELEVATION 603.33. EXTEND EXISTING 18" CPEP. PIPE INVERT IN ELEVATION 600.60.	
312+26.6		RT		DI/ES	X		18 4 5					X					I 6.5				A				2.9 2 13.9				8.8 3 9										REMOVE DI AND INSTALL NEW 4'X4' PRCC DI W/GRATE PER VTRANS STANDARDS D-6 & D-II. TOP OF FRAME ELEVATION 605.24. EXTEND EXISTING 18" CPEP. PIPE INVERT IN ELEVATION 599.61.	
314+23.1		RT CL		DI/ES	X		18 4 15				0.064	X					I 3.5				A				49.2 7.5 8 2				1 2 21.5										INSTALL NEW 4'X4' PRCC DI W/GRATE PER VTRANS STANDARDS D-6 & D-II. TOP OF FRAME ELEVATION 604.84. EXTEND EXISTING 18" CSP. PIPE INVERT IN ELEVATION 602.11. INSTALL NEW 18" X 45' CPEP CROSS PIPE EXTEND EXISTING 18" CSP.	
314+23.1		LT		ES/ES	X		18 6				0.064																													EXTEND EXISTING 18" CSP. REMOVED EXISTING HEADWALL
324+50.1		RT		ES/ES	X X		18 6 0				0.064														7.5 1.4															EXTEND EXISTING 18" CPEP.
329+72.8		RT		ES/ES	X		18 4					X																											EXTEND EXISTING 18" CPEP. REMOVED EXISTING HEADWALL	
334+18.2		RT		ES/ES	X		18 4 5					X												20.6 2.1																INSTALL NEW 4'X4' PRCC DI W/GRATE PER VTRANS STANDARDS D-6 & D-II. TOP OF FRAME ELEVATION 587.75. EXTEND EXISTING 18" CSP. PIPE INVERT IN ELEVATION 585.03.
342+20.5		RT		DI/ES	X		18 4 52				0.064	X					I 3.5				A				10 2 43.2 7.9				3 1 24.4											PROJECT NAME: STOCKBRIDGE-BETHEL PROJECT NUMBER: STP 2910(1) FILE NAME: z10b214_1dds_01.dgn PROJECT LEADER: D.E.G. DESIGNED BY: L.M.B. IPARM FILE: z10b2141dds1.1
																																								INSTALL NEW 18" CPEP CROSS PIPE
THIS SHEET SUBTOTALS:							15			4	2						9	40.0							125	11				20	47									PLOT DATE: 3/17/2014 DRAWN BY: W.G.P. CHECKED BY: J.P.S. SHEET 20 OF 397
							18			4	20	22																												
							24					2																												

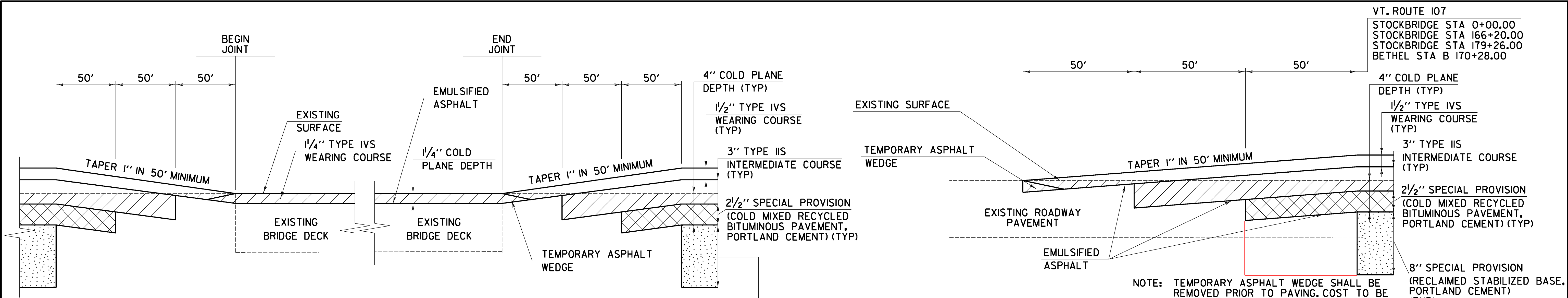
ITEM DETAIL AND DRAINAGE SUMMARY SHEET #1

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_1dds_01.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b2141dds1.i
INSTALL NEW 18" CPEP CROSS PIPE
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 20 OF 397

ITEM DETAIL & DRAINAGE SUMMARY SHEET DD-2

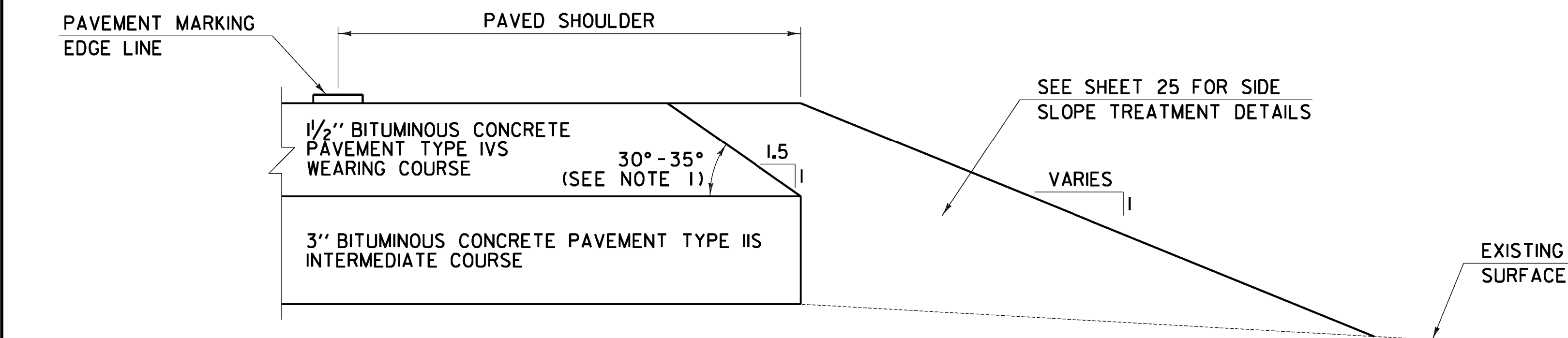
STATE OF VERMONT
AGENCY OF TRANSPORTATION

DRAINAGE STRUCTURES																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
STA.	STA.	POSITION	ASKEW	TYPE		DITCH			PIPE ARCH			PIPE		ALLOWABLE OPTIONS					PCCSP PI TH	PIPE ELBOW	ES	CB	P R C C D I	DEPTH DI FT	CONC- CL-B CY	REIN STEEL LBS	DI GRATE TYPE	CHAN ELEV	CRM CY	TR EXCAV		UNC EXC CY	UNC CHAN EXC CY	STRUC EXCAV CY	GRAN BKF STRUC CY	GRAN BORR CY	GEO UNDER DRAIN SY	STONE FILL		MRKR POSTS		6" UNDER DRAIN LF	6" CARR. PIPE LF	REMARKS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
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BRIDGE TRANSITION AREA DETAIL

BR 1 VT. ROUTE 107 STOCKBRIDGE STA 9+94.50 TO STA 11+92.50
BR 10 VT. ROUTE 107 STOCKBRIDGE STA 198+29.30 TO STA 198+66.30
BR 12 VT. ROUTE 107 BETHEL STA B 87+13.50 TO STA B 88+76.90

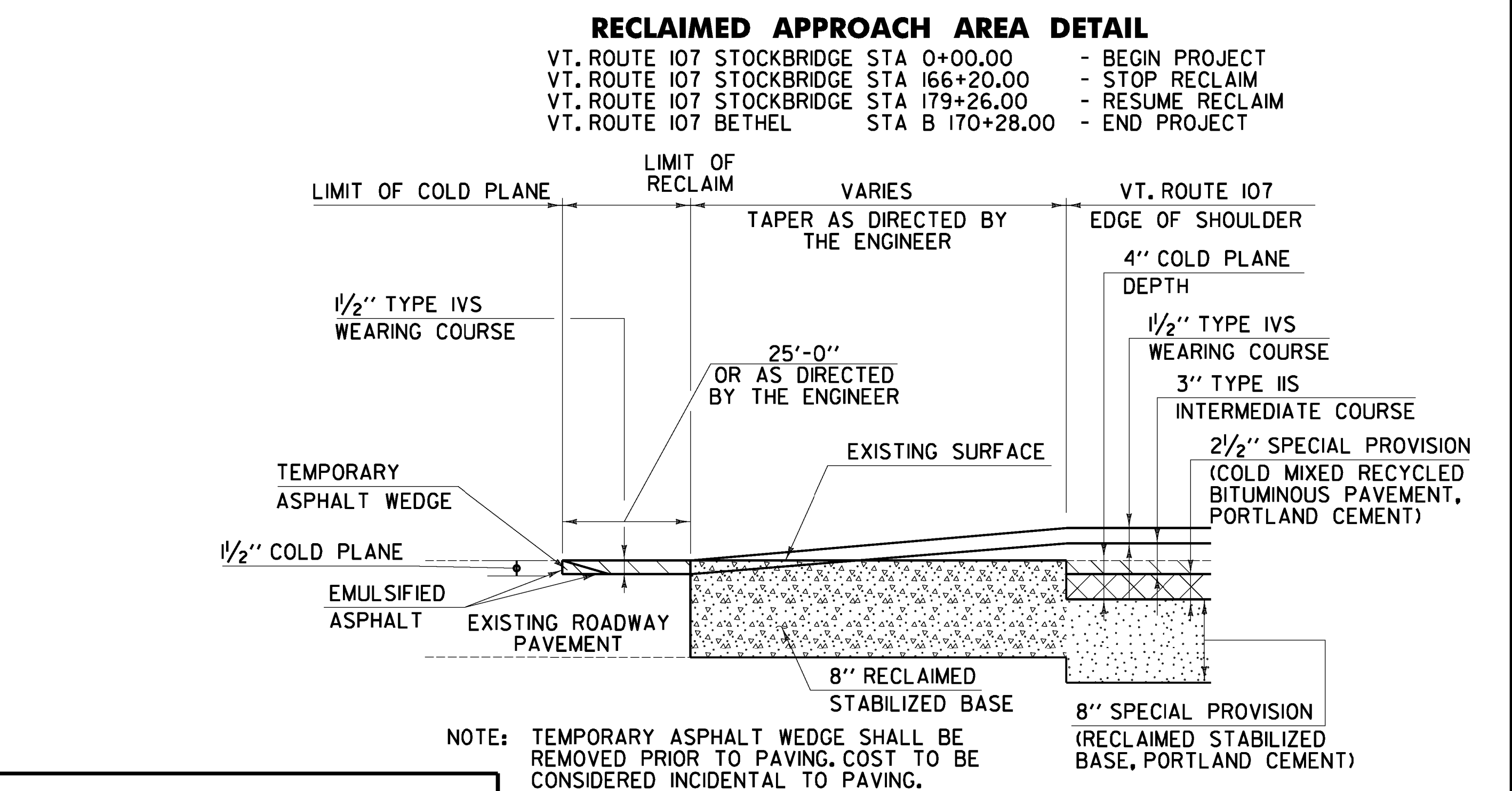


SAFETY EDGE DETAIL

VT. ROUTE 107 STOCKBRIDGE STA 0+00.00 TO STA 166+20.00
VT. ROUTE 107 STOCKBRIDGE STA 179+26.00 TO STA 353+84.48
VT. ROUTE 107 BETHEL STA B 0+00.00 TO STA B 170+28.00

NOTE:
1. THE EDGE OF PAVEMENT SHALL BE FORMED IN SUCH A WAY THAT THE BITUMINOUS CONCRETE PAVEMENT IS EXTRUDED OR COMPRESSED TO FORM THE 30 TO 35 DEGREE ANGLE. DEVICES THAT SIMPLY STRIKE - OFF THE MIX WITHOUT PROVIDING ANY COMPACTIVE EFFORT WILL NOT BE ALLOWED.

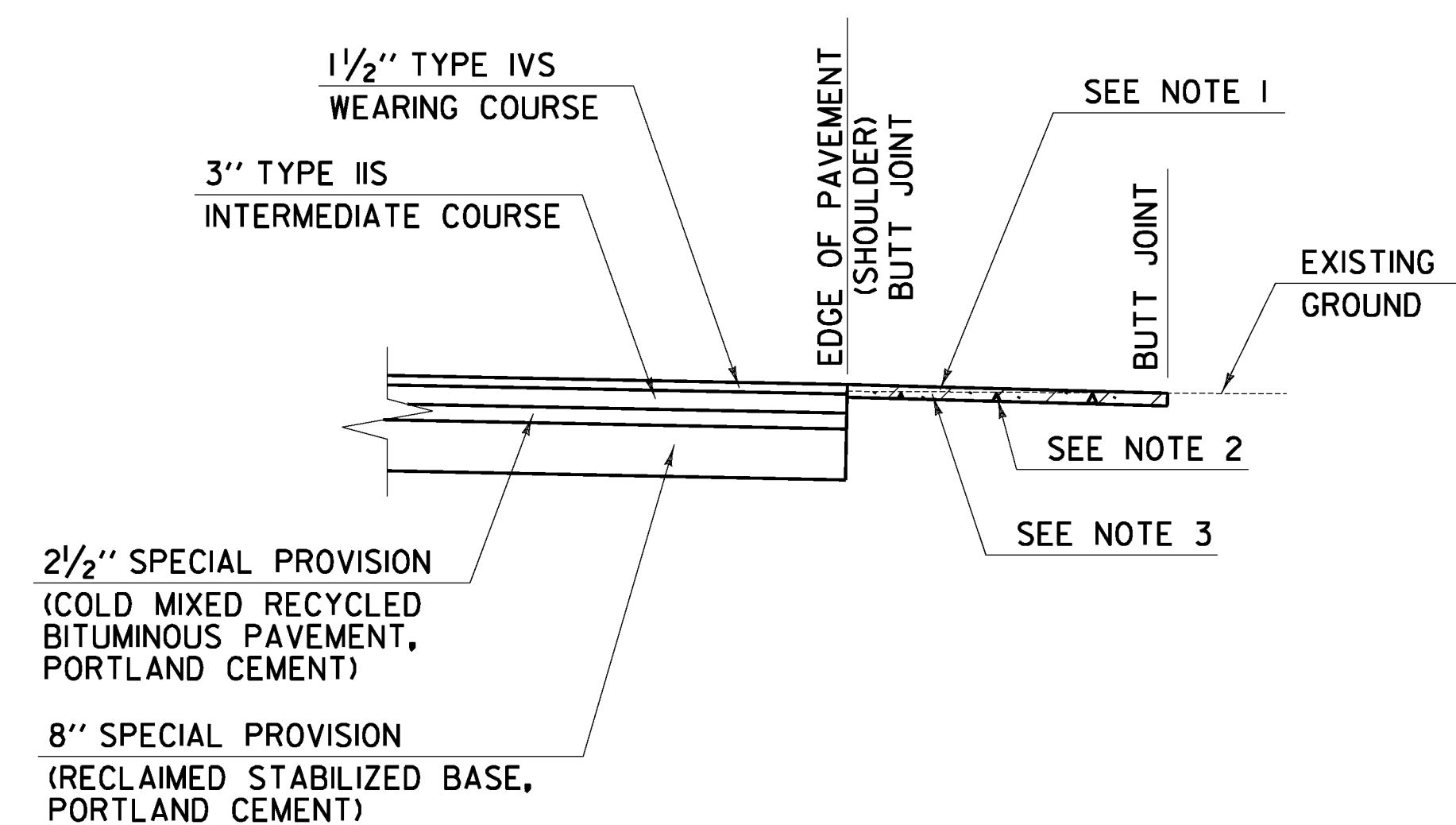
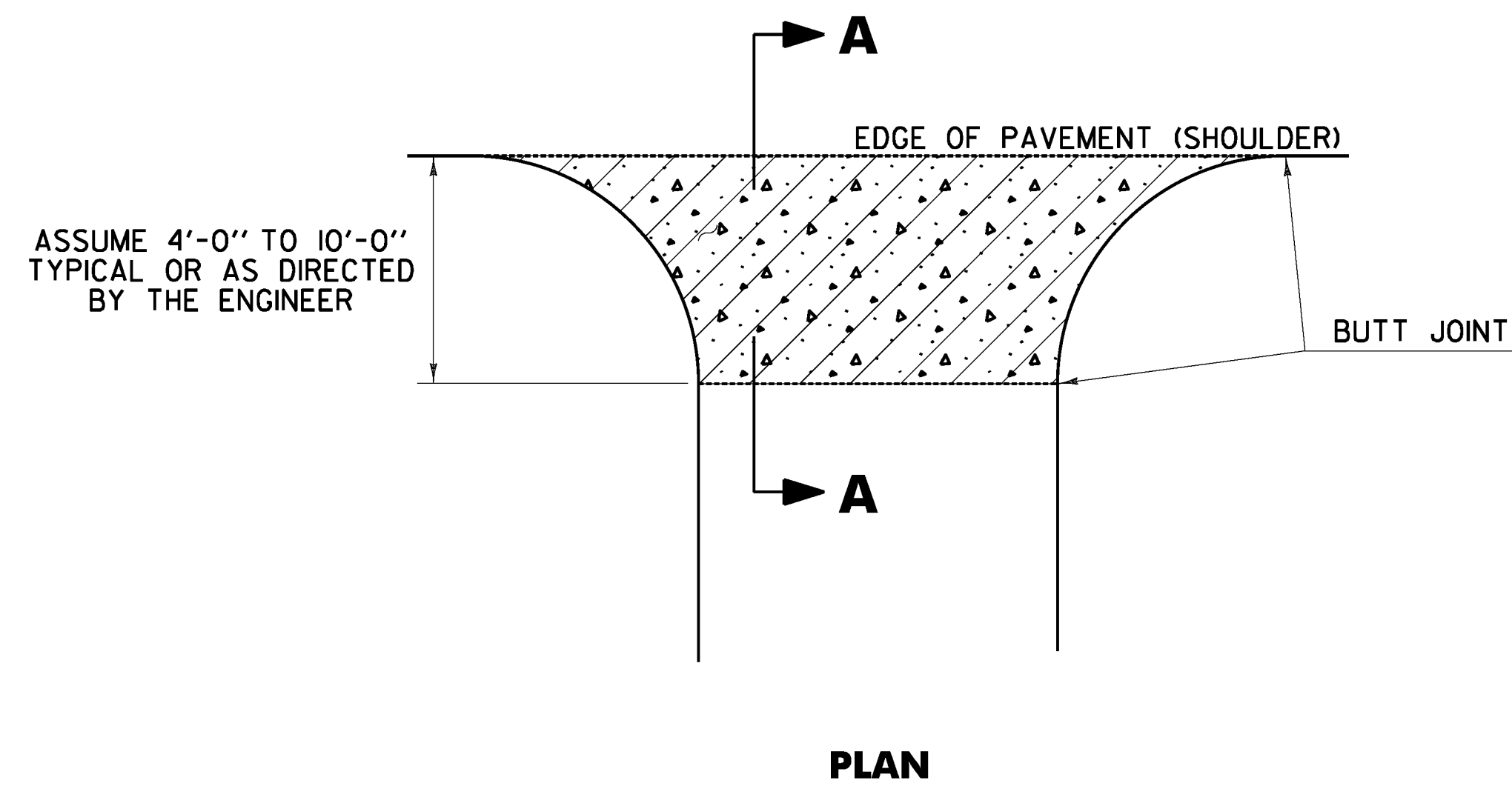
PROJECT PAVING LIMITS						
TOWN & ROUTE	BEGIN STATION	END STATION	LANE TYPICAL	WEARING DEPTH	LEVELING TON	NOTES
STOCKBRIDGE:						
VT. ROUTE 107	0+00.00	1+50.00	VARIES SEE PLAN	1 1/2"	-	COLD PLANE 4", RECLAIM 8", PLACE 2 1/2" COLD MIX, PAVE WITH 3" TYPE IIS & PAVE WITH 1 1/2" TYPE IVS
VT. ROUTE 107	1+50.00	8+94.50	4'-11'-11'-4'	1 1/2"	-	COLD PLANE 4", RECLAIM 8", PLACE 2 1/2" COLD MIX, PAVE WITH 3" TYPE IIS & PAVE WITH 1 1/2" TYPE IVS
VT. ROUTE 107	8+94.50	9+94.50	VARIES SEE PLAN	1 1/2"	-	COLD PLANE 4", RECLAIM 8", PLACE 2 1/2" COLD MIX, PAVE WITH 3" TYPE IIS & PAVE WITH 1 1/2" TYPE IVS
VT. ROUTE 107	9+94.50	11+92.50	8'-11'-11'-8'	1 1/4"	-	BR 1 COLD PLANE 1 1/4" & PAVE WITH 1 1/4" TYPE IVS
VT. ROUTE 107	11+92.50	12+89.00	VARIES SEE PLAN	1 1/2"	-	COLD PLANE 4", RECLAIM 8", PLACE 2 1/2" COLD MIX, PAVE WITH 3" TYPE IIS & PAVE WITH 1 1/2" TYPE IVS
VT. ROUTE 107	12+89.00	166+20.00	4'-11'-11'-4'	1 1/2"	-	COLD PLANE 4", RECLAIM 8", PLACE 2 1/2" COLD MIX, PAVE WITH 3" TYPE IIS & PAVE WITH 1 1/2" TYPE IVS
VT. ROUTE 107	166+20.00	179+26.00	-	-	-	NO PAVING WORK
VT. ROUTE 107	179+26.00	180+00.00	VARIES SEE PLAN	1 1/2"	-	COLD PLANE 4", RECLAIM 8", PLACE 2 1/2" COLD MIX, PAVE WITH 3" TYPE IIS & PAVE WITH 1 1/2" TYPE IVS
VT. ROUTE 107	180+00.00	197+29.30	4'-11'-11'-4'	1 1/2"	-	COLD PLANE 4", RECLAIM 8", PLACE 2 1/2" COLD MIX, PAVE WITH 3" TYPE IIS & PAVE WITH 1 1/2" TYPE IVS
VT. ROUTE 107	197+29.30	198+29.30	VARIES SEE PLAN	1 1/2"	-	COLD PLANE 4", RECLAIM 8", PLACE 2 1/2" COLD MIX, PAVE WITH 3" TYPE IIS & PAVE WITH 1 1/2" TYPE IVS
VT. ROUTE 107	198+29.30	198+66.30	7'-11'-11'-7'	1 1/4"	-	BR 10 COLD PLANE 1 1/4" & PAVE WITH 1 1/4" TYPE IVS
VT. ROUTE 107	198+66.30	199+66.30	VARIES SEE PLAN	1 1/2"	-	COLD PLANE 4", RECLAIM 8", PLACE 2 1/2" COLD MIX, PAVE WITH 3" TYPE IIS & PAVE WITH 1 1/2" TYPE IVS
VT. ROUTE 107	199+66.30	353+84.48	4'-11'-11'-4'	1 1/2"	-	COLD PLANE 4", RECLAIM 8", PLACE 2 1/2" COLD MIX, PAVE WITH 3" TYPE IIS & PAVE WITH 1 1/2" TYPE IVS
BETHEL:						
VT. ROUTE 107	B 0+00.00	B 86+09.00	4'-11'-11'-4'	1 1/2"	-	COLD PLANE 4", RECLAIM 8", PLACE 2 1/2" COLD MIX, PAVE WITH 3" TYPE IIS & PAVE WITH 1 1/2" TYPE IVS
VT. ROUTE 107	B 86+09.00	B 87+13.50	VARIES SEE PLAN	1 1/2"	-	COLD PLANE 4", RECLAIM 8", PLACE 2 1/2" COLD MIX, PAVE WITH 3" TYPE IIS & PAVE WITH 1 1/2" TYPE IVS
VT. ROUTE 107	B 87+13.50	B 88+76.90	4'-11'-11'-5'	1 1/4"	-	BR 12 COLD PLANE 1 1/4" & PAVE WITH 1 1/4" TYPE IVS
VT. ROUTE 107	B 88+76.90	B 89+81.00	VARIES SEE PLAN	1 1/2"	-	COLD PLANE 4", RECLAIM 8", PLACE 2 1/2" COLD MIX, PAVE WITH 3" TYPE IIS & PAVE WITH 1 1/2" TYPE IVS
VT. ROUTE 107	B 89+81.00	B 158+25.00	4'-11'-11'-4'	1 1/2"	-	COLD PLANE 4", RECLAIM 8", PLACE 2 1/2" COLD MIX, PAVE WITH 3" TYPE IIS & PAVE WITH 1 1/2" TYPE IVS
VT. ROUTE 107	B 158+25.00	B 159+00.00	VARIES SEE PLAN	1 1/2"	-	COLD PLANE 4", RECLAIM 8", PLACE 2 1/2" COLD MIX, PAVE WITH 3" TYPE IIS & PAVE WITH 1 1/2" TYPE IVS
VT. ROUTE 107	B 159+00.00	B 170+28.00	3'-11'-11'-3'	1 1/2"	-	COLD PLANE 4", RECLAIM 8", PLACE 2 1/2" COLD MIX, PAVE WITH 3" TYPE IIS & PAVE WITH 1 1/2" TYPE IVS



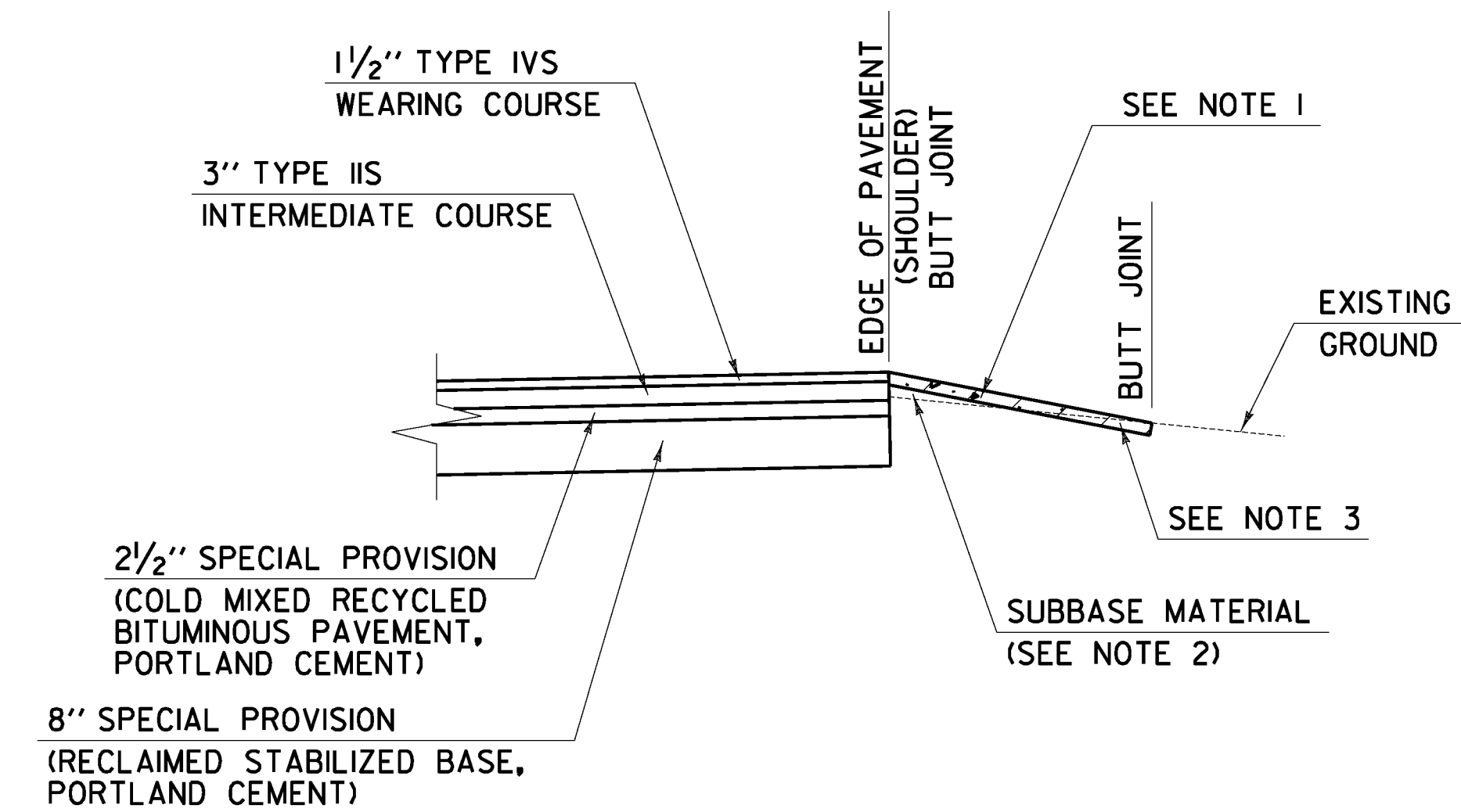
RECLAIMED SIDE ROAD AREA DETAIL

STOCKBRIDGE:	TH-18	STA 134+74.56	RT
	TH-1	STA 142+56.00	LT
	TH-61	STA 155+49.60	LT
	TH-62	STA 157+08.00	LT
	TH-15	STA 218+38.08	RT
	TH-2	STA 232+68.96	LT
BETHEL:	SFH	STA B 70+69.92	LT
	VT-12	STA B 82+63.20	RT
	TH-77	STA B 89+39.04	LT
	TH-51	STA B 95+30.40	RT
	TH-4	STA B 156+71.04	RT
	TH-4	STA B 158+18.88	RT
	TH-49	STA B 162+20.16	RT
	TH-69	STA B 170+06.88	LT

PAVING DETAILS SHEET	PROJECT NAME: STOCKBRIDGE-BETHEL		
	PROJECT NUMBER: STP 2910(1)		
	FILE NAME: z10b214_pd.dgn		PLOT DATE: 3/17/2014
	PROJECT LEADER: D.E.G.		DRAWN BY: W.G.P.
	DESIGNED BY: L.M.B.		CHECKED BY: J.P.S.
	IPARM FILE: z10b214pd.i		SHEET 22 OF 397



SECTION A-A
CUT SECTION

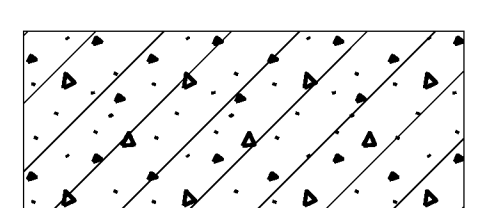


SECTION A-A
FILL SECTION

NOTES:

- PAVING LIFT NOT TO EXCEED 2".
- THE COST OF PLACING SUBBASE MATERIAL, SAW CUTTING, EMULSIFIED ASPHALT, CLEANING EXISTING PAVED SURFACES, INCLUDING POWER EQUIPMENT, AND FOR FILLING JOINTS, CRACKS AND HOLES WILL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 900.675 SPECIAL PROVISION (HAND-PLACED BITUMINOUS CONCRETE MATERIAL, DRIVES).
- EXCAVATION OR COLD PLANING NEEDED TO ACHIEVE PROPER DRIVE SLOPES WILL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 900.675 SPECIAL PROVISION (HAND-PLACED BITUMINOUS CONCRETE MATERIAL, DRIVES).

LEGEND



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

**DRIVEWAY
HANDWORK
DETAILS
SHEET**

PROJECT NAME: STOCKBRIDGE-BETHEL	
PROJECT NUMBER: STP 2910(1)	
FILE NAME: z10b214.dhd.dgn	PLOT DATE: 3/17/2014
PROJECT LEADER: D.E.G.	DRAWN BY: W.G.P.
DESIGNED BY: L.M.B.	CHECKED BY: J.P.S.
IPARM FILE: z10b214dhd.1	SHEET 23 OF 397

FILE NAME : \\P:\projects\2014\22426\CA001\MSTN\10b214.dhd.dgn
DATE/TIME : 3/17/2014
USER : jps

FILE NAME : W:\P\03\res\03\ANY\K2\22\25\CA00D\MSTN\10b214.dht.dgn
DATE/TIME : 3/17/2014
USER : 4916

STP 2910(I) STOCKBRIDGE

STATION	POSITION	QUANTITY (SY)	TYPE OF HANDWORK
STOCKBRIDGE:			
6+09	RT	29	GRAVEL DRIVE
13+13	LT	13	FIELD ACCESS
14+57	RT	10	FIELD ACCESS
22+76	LT	15	GRAVEL DRIVE
28+54	RT	44	GRAVEL DRIVE
35+78	LT	7	FIELD ACCESS
40+08	LT	8	GRAVEL DRIVE
40+94	LT	10	GRAVEL DRIVE
42+33	RT	2	FIELD ACCESS
55+62	LT	26	GRAVEL DRIVE
59+24	LT	17	GRAVEL DRIVE
60+68	RT	8	FIELD ACCESS
64+16	LT	6	FIELD ACCESS
70+35	RT	17	FIELD ACCESS
81+70	RT	16	GRAVEL DRIVE
134+68	RT	12	GRAVEL DRIVE
140+24	RT	16	ASPHALT DRIVE
142+25	RT	7	GRAVEL DRIVE
144+10	RT	12	GRAVEL DRIVE
150+15	LT	68	ASPHALT DRIVE
151+30	RT	15	GRAVEL DRIVE
151+64	RT	5	GRAVEL DRIVE
152+57	RT	9	GRAVEL DRIVE
152+82	LT	10	GRAVEL DRIVE
154+48	LT	11	ASPHALT DRIVE
160+59	LT	51	GRAVEL DRIVE
161+89	LT	21	GRAVEL DRIVE
162+93	LT	17	GRAVEL DRIVE
163+97	RT	3	FIELD ACCESS
183+19	RT	15	GRAVEL DRIVE
185+39	RT	7	GRAVEL DRIVE
189+69	RT	56	ASPHALT DRIVE
190+97	RT	7	GRAVEL DRIVE
191+43	LT	20	ASPHALT DRIVE
195+08	RT	9	FIELD ACCESS
195+59	LT	13	GRAVEL DRIVE
197+44	RT	4	FIELD ACCESS
197+60	LT	36	ASPHALT DRIVE
199+35	RT	9	FIELD ACCESS
200+24	LT	14	GRAVEL DRIVE
200+94	RT	6	FIELD ACCESS
219+75	LT	27	GRAVEL DRIVE
227+09	RT	23	GRAVEL DRIVE
228+92	RT	9	GRAVEL DRIVE
233+03	RT	3	FIELD ACCESS
235+60	RT	13	GRAVEL DRIVE
236+60	RT	6	GRAVEL DRIVE
237+31	RT	7	GRAVEL DRIVE
237+71	RT	10	GRAVEL DRIVE
239+35	RT	7	GRAVEL DRIVE
241+50	RT	7	GRAVEL DRIVE
242+25	RT	19	GRAVEL DRIVE
243+39	RT	12	GRAVEL DRIVE
244+00	RT	9	GRAVEL DRIVE
246+63	RT	11	GRAVEL DRIVE
247+47	RT	3	FIELD ACCESS
SUBTOTAL:		847	

STP 2910(I) STOCKBRIDGE

STATION	POSITION	QUANTITY (SY)	TYPE OF HANDWORK
STOCKBRIDGE:			
252+35	RT	12	GRAVEL DRIVE
274+11	LT	5	FIELD ACCESS
278+53	RT	25	GRAVEL DRIVE
280+05	LT	11	GRAVEL DRIVE
280+77	LT	11	GRAVEL DRIVE
281+72	LT	17	GRAVEL DRIVE
281+94	RT	26	GRAVEL DRIVE
282+48	RT	10	SWEET LANE (PVT)
283+20	LT	22	GRAVEL DRIVE
283+92	RT	17	GRAVEL DRIVE
291+55	RT	10	GRAVEL DRIVE
292+95	RT	16	GRAVEL DRIVE
295+94	RT	11	GRAVEL DRIVE
297+83	RT	14	GRAVEL DRIVE
317+46	LT	11	GRAVEL DRIVE
319+47	LT	9	GRAVEL DRIVE
320+05	LT	12	GRAVEL DRIVE
320+64	RT	21	GRAVEL DRIVE
325+78	RT	60	ARNOLD MOUNTAIN RD (PVT)
327+69	RT	44	GRAVEL DRIVE
328+52	LT	12	ASPHALT DRIVE
332+97	LT	12	GRAVEL DRIVE
333+70	RT	11	GRAVEL DRIVE
338+51	RT	16	GRAVEL DRIVE
343+38	RT	20	GRAVEL DRIVE
SUBTOTAL:		435	

STP 2910(I) BETHEL

STATION	POSITION	QUANTITY (SY)	TYPE OF HANDWORK
BETHEL:			
B 19+49	RT	14	GRAVEL DRIVE
B 38+48	LT	114	ASPHALT PARKING
B 39+33	RT	32	GRAVEL PARKING
B 41+36	LT	4	FIELD ACCESS
B 42+68	RT	14	GRAVEL DRIVE
B 56+44	RT	33	GRAVEL DRIVE
B 74+00	RT	21	GRAVEL DRIVE
B 80+80	RT	42	GRAVEL DRIVE
B 83+74	RT	28	GRAVEL DRIVE
B 84+45	LT	40	ASPHALT DRIVE
B 84+53	RT	18	GRAVEL DRIVE
B 85+57	RT	20	GRAVEL DRIVE
B 85+98	LT	34	ASPHALT DRIVE
B 89+43	RT	23	GRAVEL DRIVE
B 91+73	RT	4	FIELD ACCESS
B 95+47	RT	12	GRAVEL DRIVE
B 118+89	LT	7	FIELD ACCESS
B 144+50	LT	12	ASPHALT DRIVE
B 144+87	LT	13	ASPHALT DRIVE
B 145+89	LT	22	GRAVEL DRIVE
B 149+55	RT	10	GRAVEL DRIVE
B 152+08	RT	9	GRAVEL DRIVE
B 157+28	RT	8	ASPHALT DRIVE
B 157+70	RT	16	ASPHALT DRIVE
B 159+74	RT	8	ASPHALT DRIVE
B 161+49	RT	8	ASPHALT DRIVE
B 162+09	RT	6	ASPHALT DRIVE
B 162+80	LT	4	FIELD ACCESS
B 163+38	RT	8	GRAVEL DRIVE
B 164+06	RT	11	GRAVEL DRIVE
B 164+87	RT	12	GRAVEL DRIVE
B 165+63	RT	11	GRAVEL DRIVE
B 166+02	RT	7	GRAVEL DRIVE
B 166+53	LT	10	GRAVEL DRIVE
B 166+54	RT	6	GRAVEL DRIVE
B 167+63	RT	9	GRAVEL DRIVE
B 167+98	RT	9	GRAVEL DRIVE
B 168+52	LT	17	ASPHALT DRIVE
B 168+91	LT	12	GRAVEL DRIVE
B 169+96	RT	9	GRAVEL DRIVE
SUBTOTAL:		697	

SUMMARY BY TOWN

TOWN	QUANTITY (SY)
STOCKBRIDGE	1282
BETHEL	697
SUBTOTAL:	1979
ROUNDING:	21
TOTAL:	2000

DRIVEWAY
HANDWORK
TABLES
SHEET

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(I)

FILE NAME: z10b214.dht.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

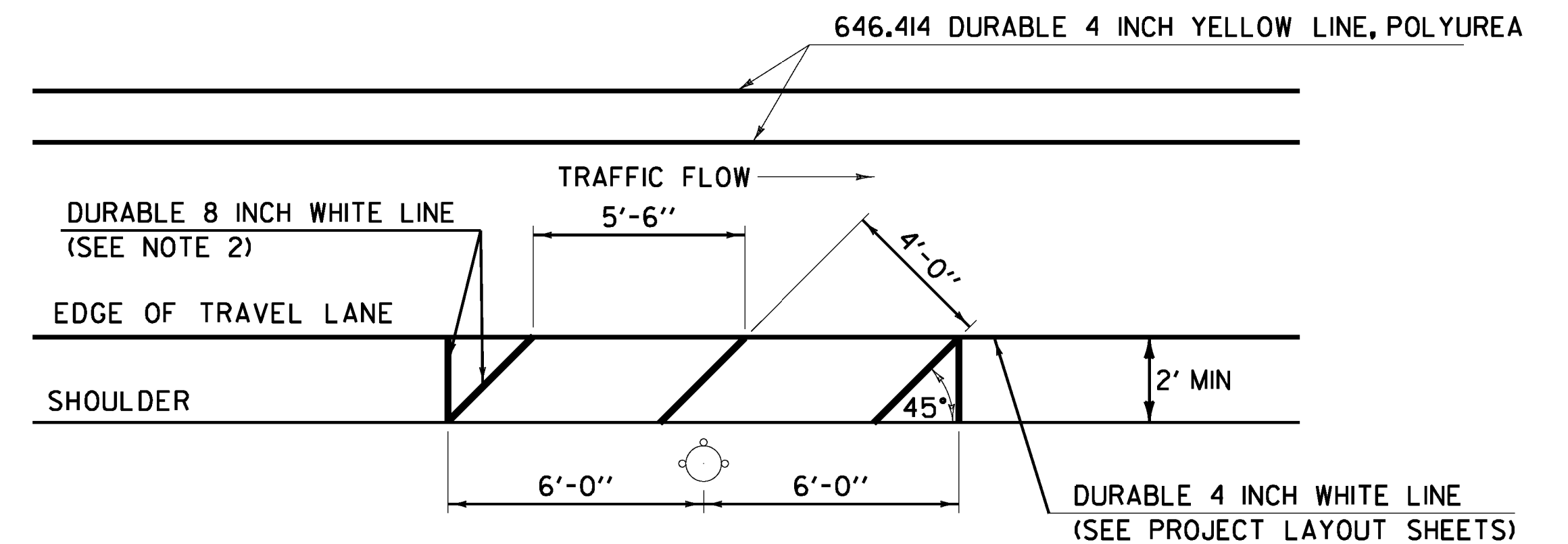
IPARM FILE: z10b214dht.i

PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

CHECKED BY: J.P.S.

SHEET 24 OF 397



NOTES: VT. ROUTE 107 BETHEL: STA B 160+94.2, RT
VT. ROUTE 107 BETHEL: STA B 167+38.8, RT

-
- Diagram illustrating two cross-sections of side slope treatment details.
- Left Section (Slopes Steeper Than 1:1.5):**
- EXISTING GROUND
 - 6" GRUBBING MATERIAL
 - PLACE SEED, FERTILIZER, TEMPORARY EROSION MATTING AND AGRICULTURAL LIMESTONE (TYP)
 - 12" STONE FILL, TYPE I
 - GEOTEXTILE UNDER STONE FILL (SEE NOTE 1)
 - LIMIT OF EXCAVATION, PAYMENT UNDER ITEM 608.25 ALL PURPOSE EXCAVATOR RENTAL, TYPE I
 - PROPOSED GRADE
 - AGGREGATE SHOULDERS, RAP
- Right Section (Slopes 1:1.5 AND FLATTER BUT STEEPER THAN 1:2):**
- EXISTING GROUND
 - PLACE SEED, FERTILIZER, TEMPORARY EROSION MATTING AND AGRICULTURAL LIMESTONE (SEE NOTE 2) (TYP)
 - SUBBASE OF CRUSHED GRAVEL, FINE GRADED
 - AGGREGATE SHOULDERS, RAP
 - VT. 107
- SLOPES STEEPER THAN 1:1.5**
- SLOPES 1:1.5 AND FLATTER BUT STEEPER THAN 1:2**
- SIDE SLOPE TREATMENT DETAIL**

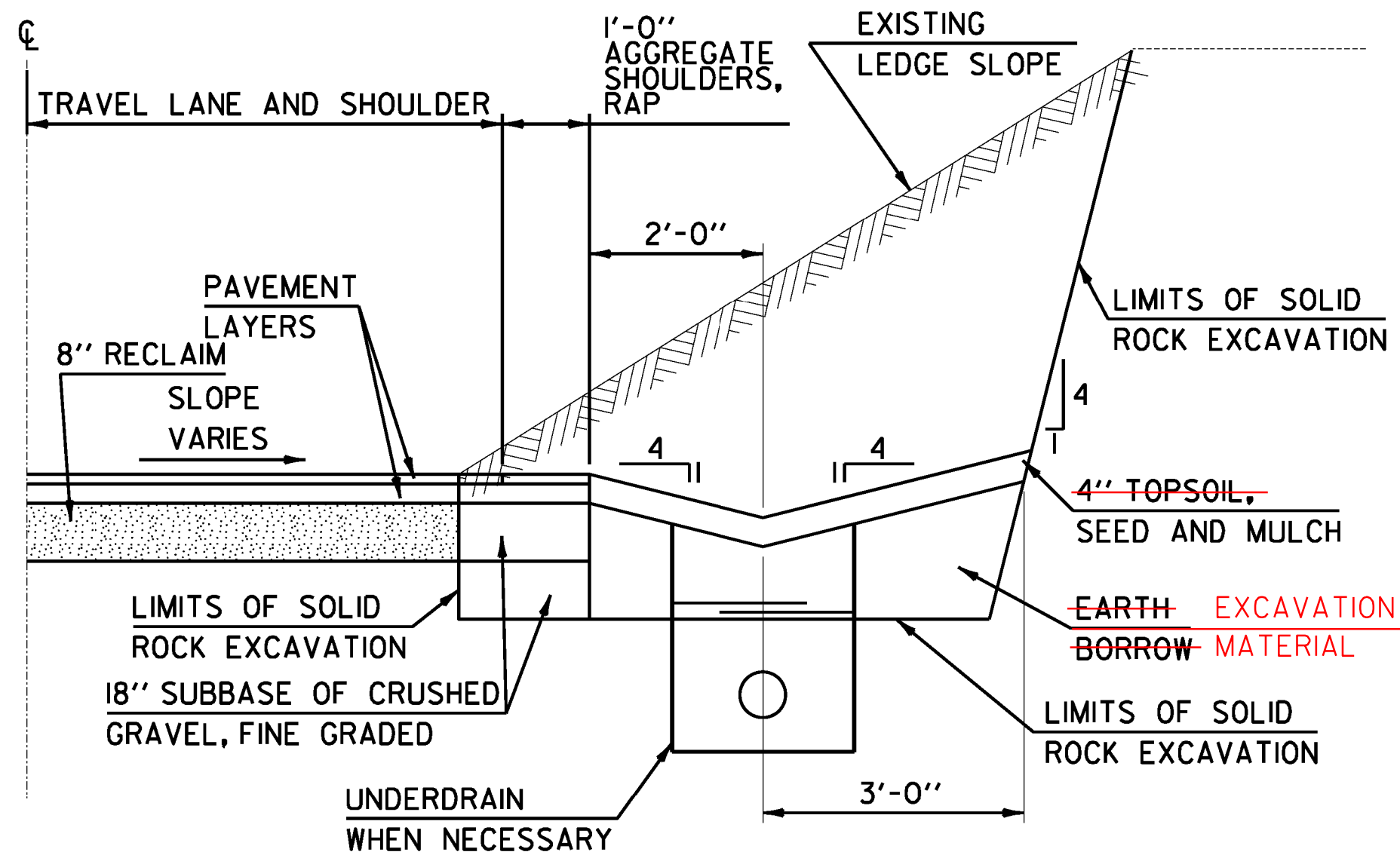
-
- 6'-3" 6'-3" 8 SPACES @ 3'-1/2" = 25'-0" 4' OR LESS 8 SPACES @ 3'-1/2" = 25'-0" 6'-3" 6'-3"
- EXISTING UTILITY POLE
- FACE OF GUARDRAIL
- 50'-0" REDUCED SPACING @ PAY FACTOR OF 1.4
- PAY 621.20 = (50'-0") (1.4) = 70'-0"

VT. ROUTE 107 STOCKBRIDGE:	STA 136+03.0, LT
VT. ROUTE 107 STOCKBRIDGE:	STA 308+26.0, LT
VT. ROUTE 107 BETHEL:	STA B 133+46.0, LT



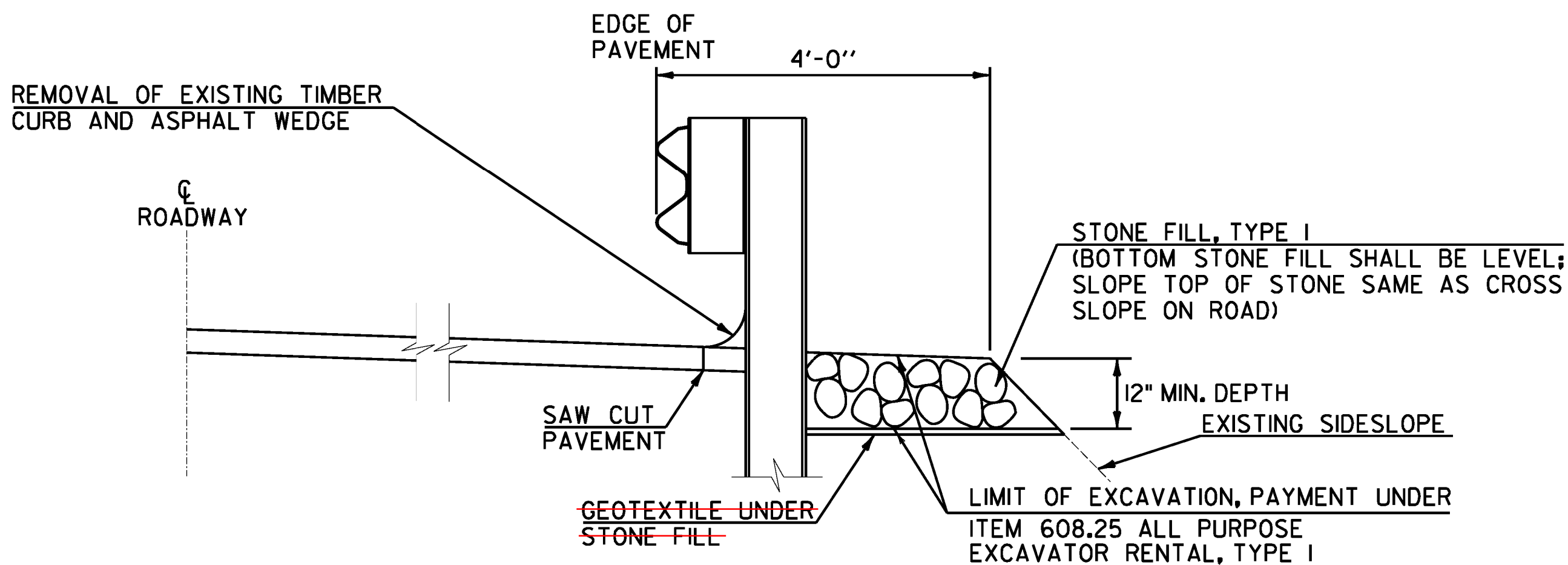
MISCELLANEOUS DETAILS SHEET #1	PROJECT NAME: STOCKBRIDGE-BETHEL	
	PROJECT NUMBER: STP 2910(1)	
	FILE NAME: z10b214.mdt+.01.dgn	PLOT DATE: 3/17/2014
	PROJECT LEADER: D.E.G.	DRAWN BY: W.G.P.
	DESIGNED BY: L.M.B.	CHECKED BY: J.P.S.
	IPARM FILE: z10b214mdt1.t	SHEET 25 OF 397

FILE NAME : \\V:\projects\14NY\14222426\14000\14STN\z10b214.mdt_02.dgn
DATE : 3/17/2014
USER : 4916

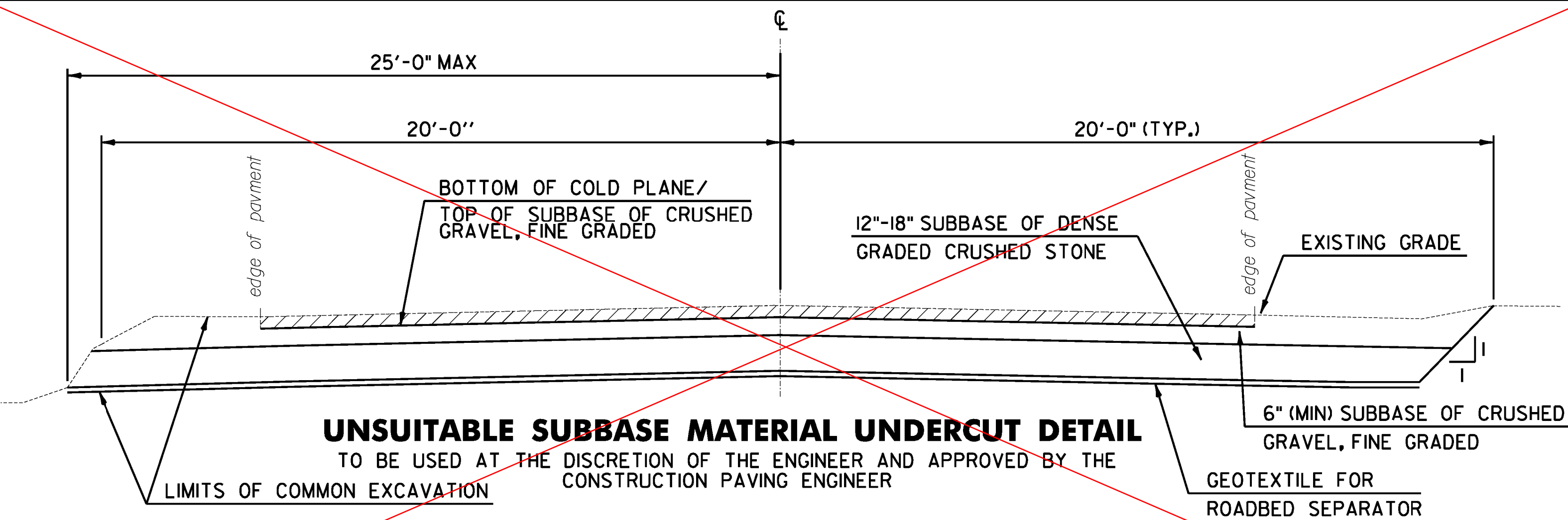


LEDGE CUT DETAIL

VT. ROUTE 107 STOCKBRIDGE: STA 308+00.0 - STA 313+50.0, RT



CURB REMOVAL AND STONE FILL BACKING DETAIL



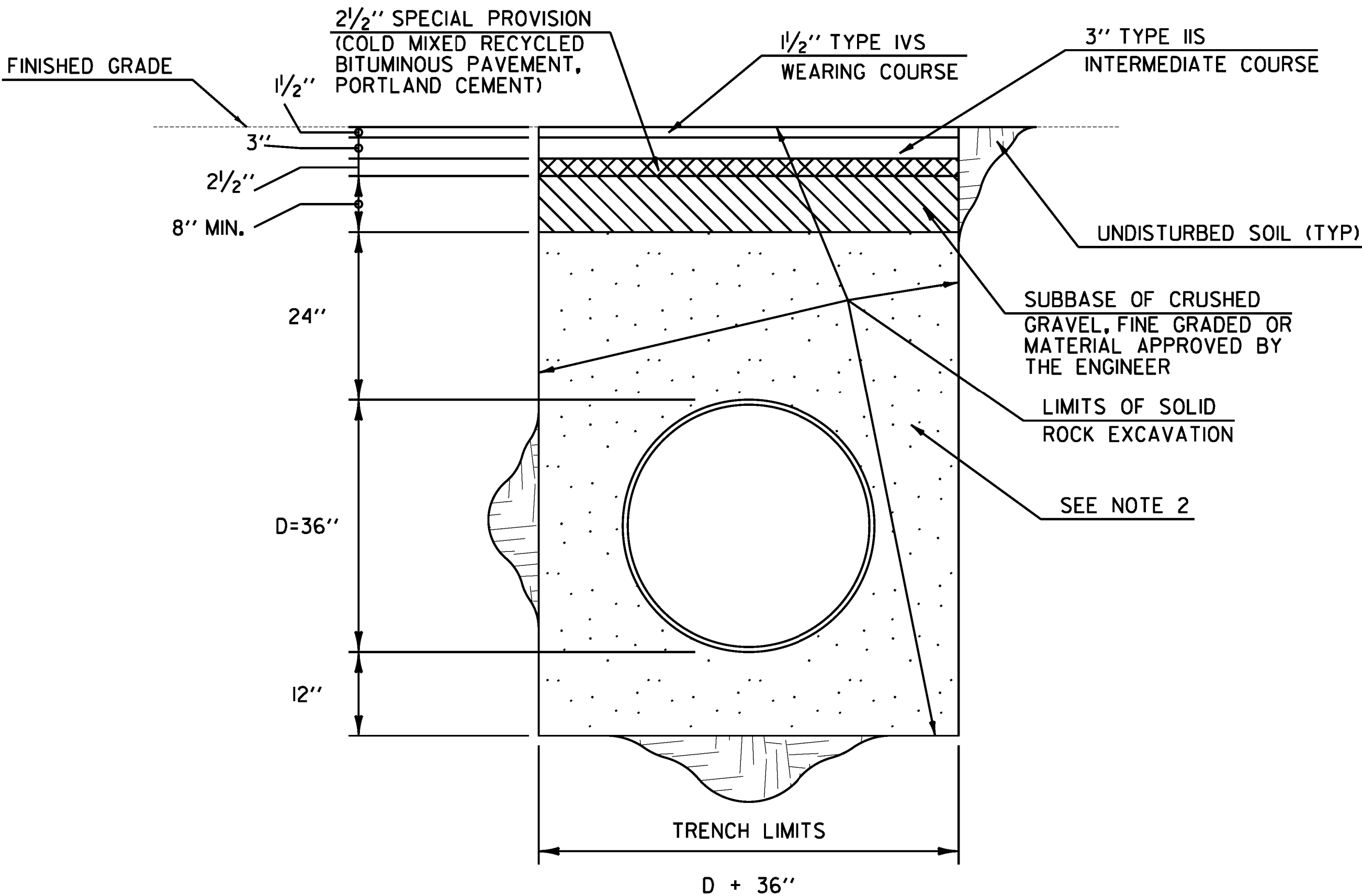
UNSUITABLE SUBBASE MATERIAL UNDERCUT DETAIL

TO BE USED AT THE DISCRETION OF THE ENGINEER AND APPROVED BY THE CONSTRUCTION PAVING ENGINEER

NOTES:

1. UNDERCUT CANDIDATE AREAS ENCOUNTERED DURING CONSTRUCTION SHALL BE REVIEWED AND APPROVED BY THE VTRANS CONSTRUCTION PAVING ENGINEER PRIOR TO TREATMENT.
2. ALL DEPTHS TO BE APPROVED BY ENGINEER PRIOR TO WORK BEING PERFORMED
3. ALL UNDERCUTS SHALL BE FULL WIDTH AS DIRECTED BY THE ENGINEER.

SCHEDULE OF QUANTITIES					
LOCATION	HEADWALL		PIPE SIZE	CONCRETE (CY)	REINFORCEMENT (LB)
	HEIGHT	LENGTH			
B 18+24.60	8'-0"	12'-0"	36"	5.63	800

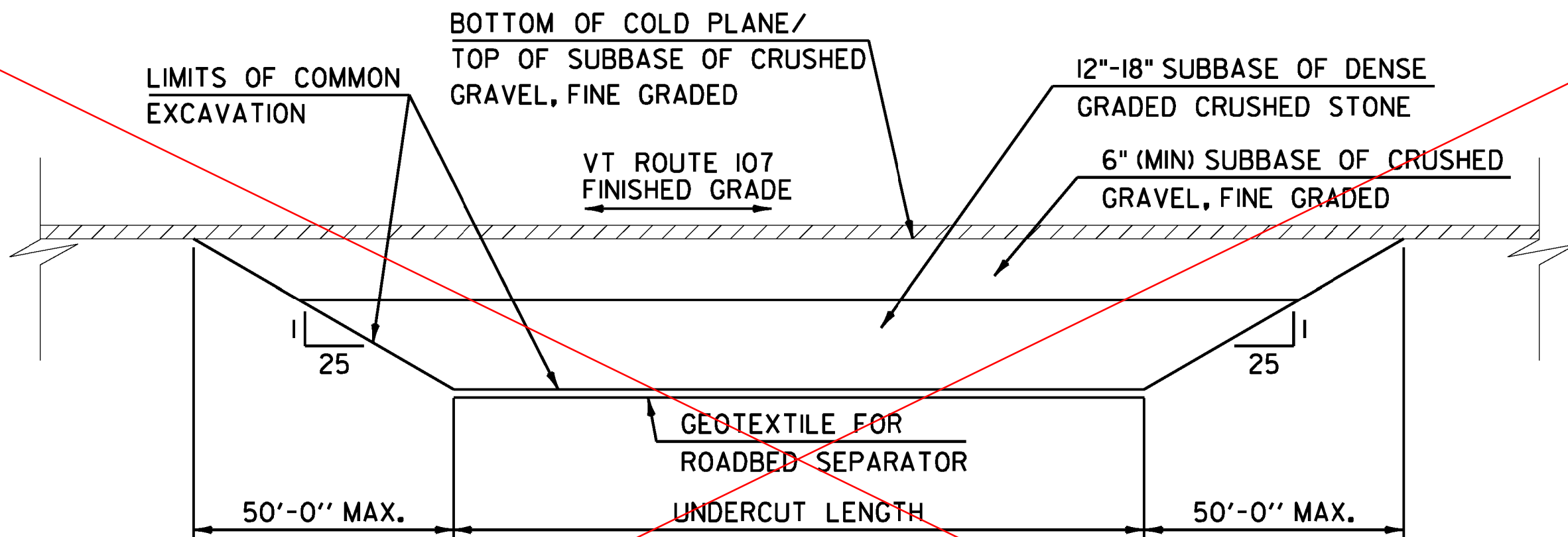


TYPICAL RCP TRENCH DETAIL

VT. ROUTE 107 BETHEL: STA B 18+24.6, LT & RT

NOTES:

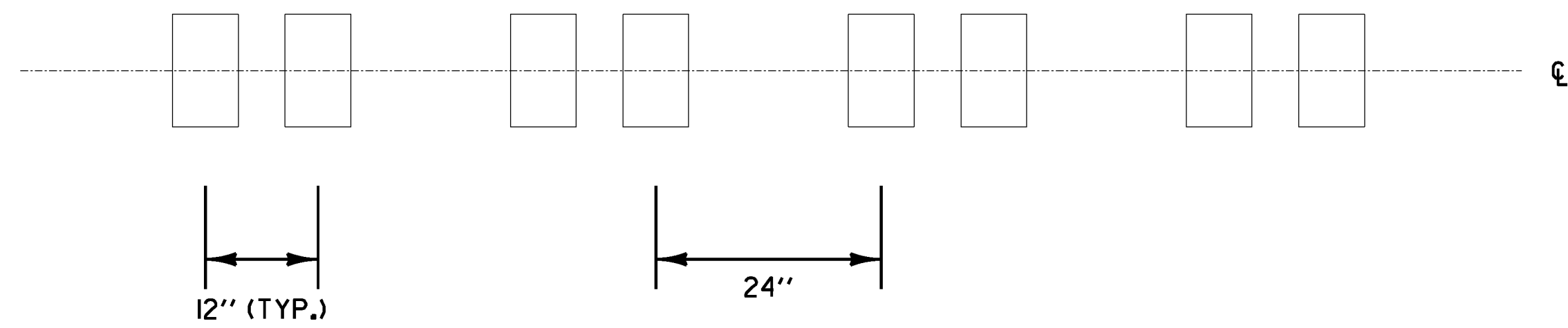
1. THE CONTRACTOR SHALL KEEP THE TRENCH ENTIRELY FREE OF WATER AT ALL TIMES UNTIL ALL WORK IS FINISHED & READY FOR BACKFILLING.
2. GRANULAR BACKFILL FOR STRUCTURES OR MATERIAL APPROVED BY THE ENGINEER COMPACTED IN 6" LIFTS.



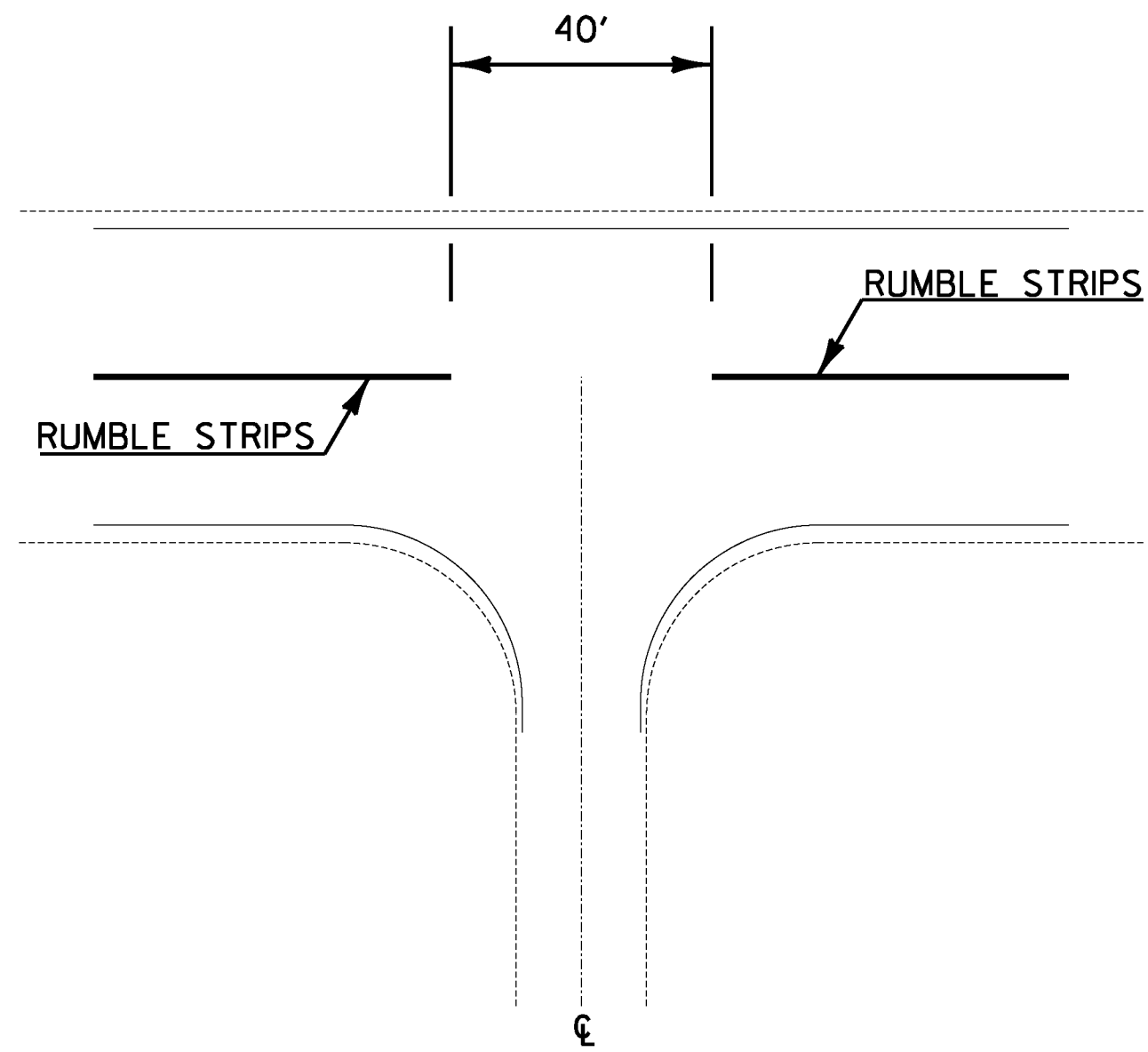
UNSUITABLE SUBBASE MATERIAL DEPTH TRANSITION DETAIL

TO BE USED IN AREAS OF UNDERCUT

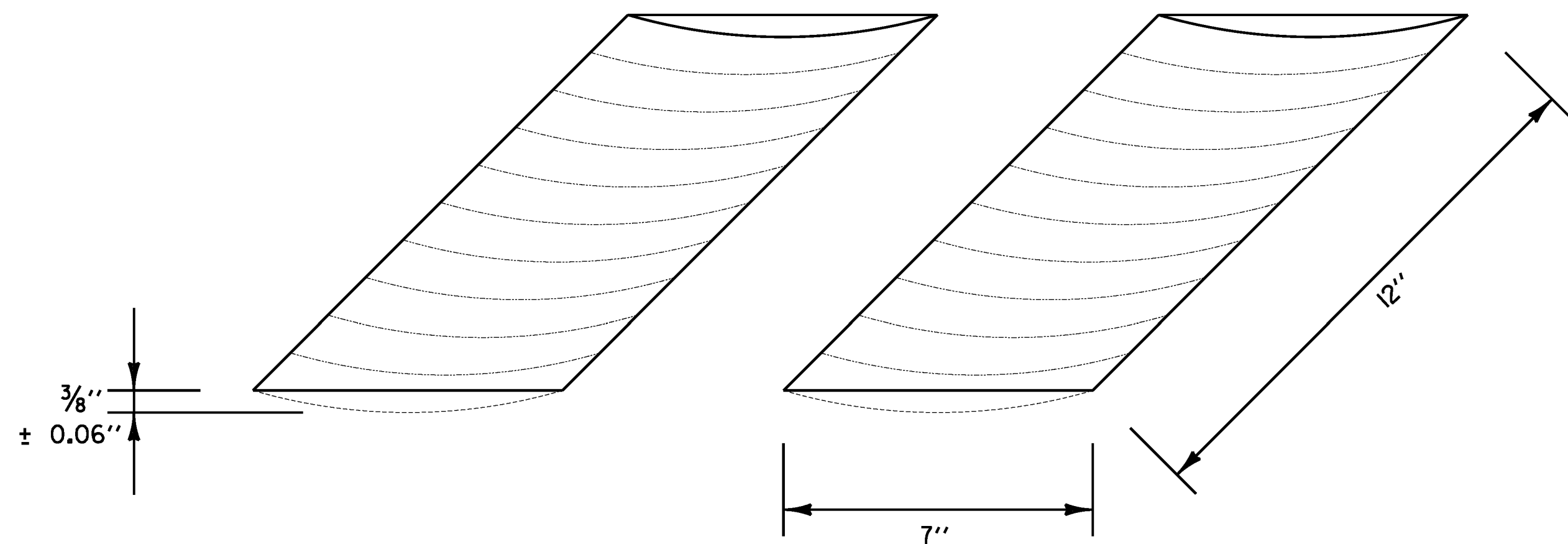
MISCELLANEOUS DETAILS SHEET #2	PROJECT NAME: STOCKBRIDGE-BETHEL	
	PROJECT NUMBER: STP 2910(1)	
	FILE NAME: z10b214_mdt_02.dgn	PLOT DATE: 3/17/2014
	PROJECT LEADER: D.E.G.	DRAWN BY: W.G.P.
DESIGNED BY: L.M.B.		CHECKED BY: J.P.S.
IPARM FILE: z10b214mdt2.i		SHEET 26 OF 397



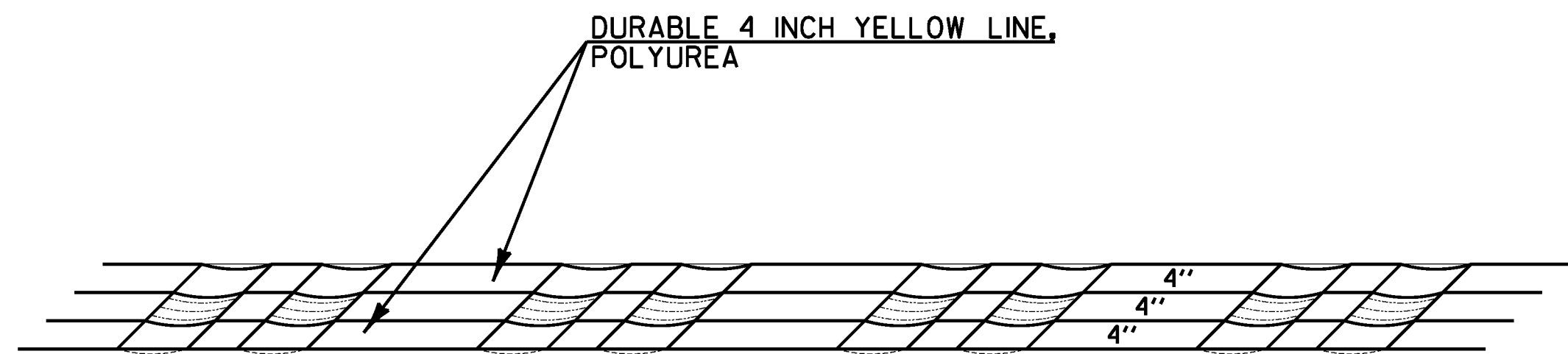
RUMBLE STRIP LAYOUT



INTERSECTION DETAIL



RUMBLE STRIP DETAIL



PAVEMENT MARKINGS DETAIL

- NOTES:**
1. CENTERLINE RUMBLE STRIPS NOT TO EXTEND BEYOND CENTERLINE WHEN CENTERLINE IS A DOUBLE YELLOW LINE, WITH OR WITHOUT A PASSING ZONE.
 2. CENTERLINE RUMBLE STRIP TO BE PLACED ALONG CENTERLINE OF ROADWAY.
 3. CENTERLINE RUMBLE STRIP TO STOP 20 FEET PRIOR TO THE CENTERLINE OF AN INTERSECTION.

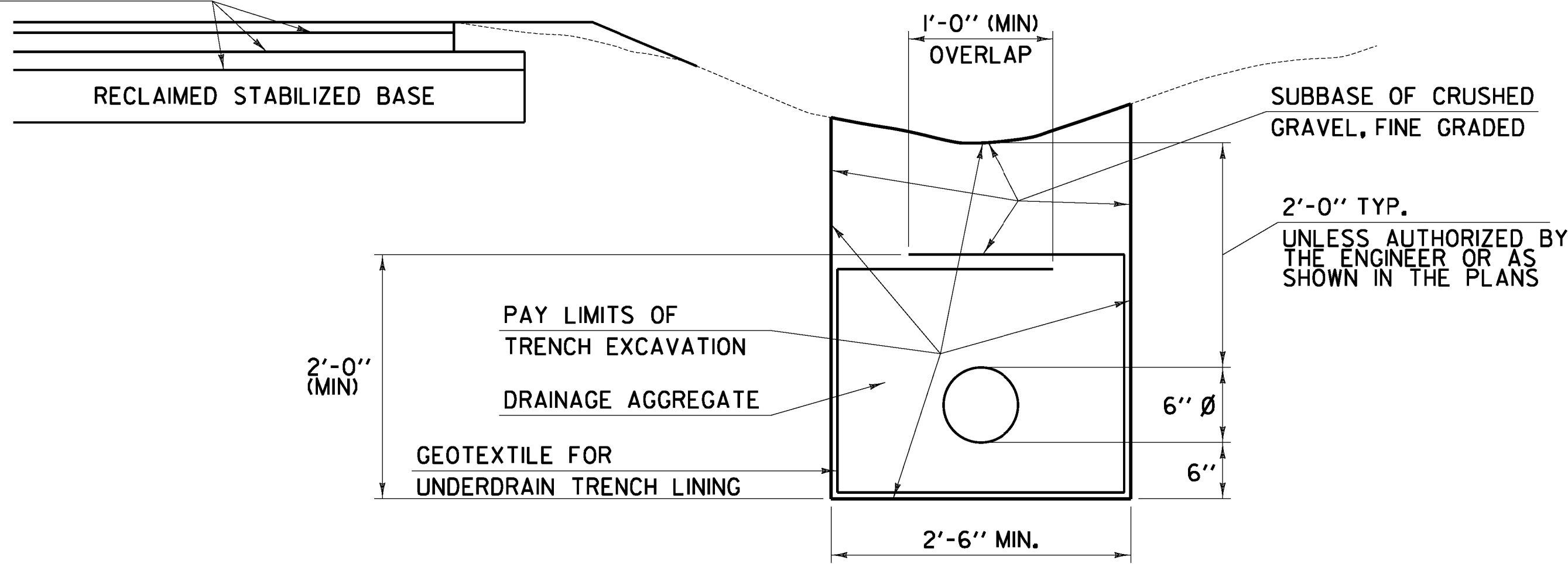
CENTERLINE RUMBLE STRIP DETAIL SHEET	PROJECT NAME: STOCKBRIDGE-BETHEL	
	PROJECT NUMBER: STP 2910(1)	
	FILE NAME: z10b214.crmb1.01.dgn	PLOT DATE: 3/17/2014
	PROJECT LEADER: D.E.G.	DRAWN BY: W.G.P.
	DESIGNED BY: L.M.B.	CHECKED BY: J.P.S.
	IPARM FILE: z10b214crmb101.i	SHEET 27 OF 397

FILE NAME : \\1572\projects\ANY\K2\22426\CAD\1\STN\z10b214_udr_01.dgn
DATE : 3/17/2014
USER : J.P.S.

UNDERDRAIN TABLE										
LOCATION				605.10	204.20	204.21	301.28	619.17	900.620	REMARKS
				6 INCH UD PIPE	TRENCH EXC. OF EARTH	TRENCH EXC. OF ROCK	SUBBASE OF CRUSHED GRAVEL, FINE GRADED	YIELDING MARKER POSTS	SPECIAL PROVISION (CORING CONCRETE)	
SITE	STA	STA	POS	LF	CY	CY	TON	EA	EA	
STOCKBRIDGE:										
	0+00.0	353+84.5	LT/RT					199		INLETS AND OUTLETS OF CULVERTS
I	17+13.3	18+75.0	RT	162	38.0	12.7	36.2	I	I	UNDERDRAIN OUTLET INVERT = 764.00
2	21+00.0	22+00.0	LT	100	23.5	7.8	18.2	I	-	UNDERDRAIN OUTLET INVERT = 792.31
3	23+00.0	27+50.0	RT	450	105.6	35.2	114.2	I	-	UNDERDRAIN OUTLET INVERT = 805.65
4	42+43.0	44+32.3	RT	182	42.8	14.3	48.4	I	I	UNDERDRAIN OUTLET INVERT = 786.59
5	44+75.0	47+41.5	RT	267	62.6	20.9	77.2	I	I	UNDERDRAIN OUTLET INVERT = 782.21
6	47+50.0	49+79.5	RT	230	53.9	18.0	65.8	I	-	UNDERDRAIN OUTLET INVERT = 778.37
7	51+25.0	53+09.8	RT	185	43.4	14.5	48.4	I	I	UNDERDRAIN OUTLET INVERT = 769.03
8	53+25.0	55+37.5	RT	213	49.9	16.6	64.6	3	I	UNDERDRAIN OUTLET INVERT = 761.00
9	85+24.9	87+00.0	RT	175	41.1	13.7	69.4	I	I	UNDERDRAIN OUTLET INVERT = 706.00
10	89+50.0	91+25.7	RT	176	41.2	13.7	89.0	I	I	UNDERDRAIN OUTLET INVERT = 706.50
11	91+25.7	93+00.0	RT	174	40.9	13.6	79.2	I	I	UNDERDRAIN OUTLET INVERT = 706.48
12	93+50.0	97+20.2	RT	370	86.9	29.0	134.4	I	I	UNDERDRAIN OUTLET INVERT = 704.45
13	98+00.0	100+23.5	RT	224	52.5	17.5	90.4	I	I	UNDERDRAIN OUTLET INVERT = 704.04
14	100+23.5	102+00.0	RT	177	41.4	13.8	59.6	I	I	UNDERDRAIN OUTLET INVERT = 703.07
15	105+00.0	108+19.5	RT	320	75.0	25.0	113.6	I	I	UNDERDRAIN OUTLET INVERT = 701.20
16	108+19.5	111+22.6	RT	303	71.1	23.7	80.6	I	2	UNDERDRAIN OUTLET INVERT = 701.46 UNDERDRAIN OUTLET INVERT = 700.88
17	111+22.6	113+00.0	RT	177	41.6	13.9	53.6	I	I	UNDERDRAIN OUTLET INVERT = 702.42
18	115+17.8	117+66.7	RT	249	58.4	19.5	86.0	I	I	UNDERDRAIN OUTLET INVERT = 702.64 UNDERDRAIN OUTLET INVERT = 702.72
19	117+70.0	121+48.8	RT	349	81.9	27.3	168.0	I	I	UNDERDRAIN OUTLET INVERT = 701.41
20	121+48.8	124+50.0	RT	301	70.7	23.6	87.6	I	I	UNDERDRAIN OUTLET INVERT = 703.00
21 B	125+95.0	126+15.0	RT	70						
21 A	126+15.2	128+00.0	RT	185	43.4	14.5	59.2	I	I	UNDERDRAIN OUTLET INVERT = 703.97
22	140+50.0	142+49.9	RT	250	58.7	19.6	83.2	I	I	UNDERDRAIN OUTLET INVERT = 746.20
23	179+19.0	180+65.0	RT	166	38.3	12.8	55.2	I	I	UNDERDRAIN OUTLET INVERT = 682.02
24 A	180+40.0	181+50.0	RT	60						
24	181+00.0	185+06.4	RT	406	95.4	31.8	101.6	I	I	UNDERDRAIN OUTLET INVERT = 677.19
25 A	203+25.0	206+28.0	RT	303						
25	206+37.8	211+00.0	RT	462	108.5	36.2	140.6	I	I	UNDERDRAIN OUTLET INVERT = 691.32
26	214+40.0	217+00.0	RT	260	61.0	20.3	61.2	I	-	UNDERDRAIN OUTLET INVERT = 754.32
27	293+21.0	295+05.6	RT	185	43.3	14.4	48.8	I	2	UNDERDRAIN OUTLET INVERT = 597.23
28 A	295+06.0	295+85.0	RT	77						UNDERDRAIN OUTLET INVERT = 598.26
28 B	296+19.0	297+53.0		139						
28 C	295+05.6	297+55.4	RT	250	58.6	19.5	59.0	I	2	UNDERDRAIN OUTLET INVERT = 598.26
	297+55.0		RT	10						UNDERDRAIN OUTLET INVERT = 598.50
29	300+90.0	302+77.0		187						
	301+00.0	302+75.0	RT	175	41.1	13.7	15.2	I	-	UNDERDRAIN OUTLET INVERT = 597.77
STOCKBRIDGE SUBTOTAL:				7,120.0	1,670.7	557.1	2,208.4	230	27	

UNDERDRAIN TABLE										
LOCATION				605.10	204.20	204.21	301.28	619.17	900.620	REMARKS
				6 INCH UD PIPE	TRENCH EXC. OF EARTH	TRENCH EXC. OF ROCK	SUBBASE OF CRUSHED GRAVEL, FINE GRADED	YIELDING MARKER POSTS	SPECIAL PROVISION (CORING CONCRETE)	
SITE	STA	STA	POS	LF	CY	CY	TON	EA	EA	
BETHEL:										
	B 0+00.0	B 170+28.0	LT/RT					99		INLETS AND OUTLETS OF CULVERTS
30	B 20+54.0	B 22+63.0	RT	209						
	B 20+50.0	B 22+64.9	RT	215	50.4	16.8	73.2	I	I	UNDERDRAIN OUTLET INVERT = 573.97
31	B 23+00.0	B 24+78.0	RT	178	41.8	13.9	63.8	I	I	UNDERDRAIN OUTLET INVERT = 572.97
32	B 27+40.1	B 32+00.0	RT	460	107.9	36.0	137.0	I	-	UNDERDRAIN OUTLET INVERT = 573.42
33	B 32+53.5	B 36+00.0	RT	347	81.3	27.1	91.0	I	I	UNDERDRAIN OUTLET INVERT = 586.15
	B 46+32.0	B 52+90.0		658						
34	B 46+30.2	B 52+50.0	RT	620	145.5	48.5	167.2	I	I	UNDERDRAIN OUTLET INVERT = 589.90
	B 131+58.0	B 133+17.0								
35	B 131+61.7	B 133+20.6	RT	159	37.3	12.4	45.0	I	-	UNDERDRAIN OUTLET INVERT = 579.78
										UNDERDRAIN OUTLET INVERT = 580.21
36	B 133+50.0	B 136+89.2	RT	339	79.6	26.5	104.6	I	-	UNDERDRAIN OUTLET INVERT = 573.00
		B 140+90.0		390						
37	B 137+00.0	B 140+92.0	RT	392	92.0	30.7	106.6	I	-	UNDERDRAIN OUTLET INVERT = 560.87
BETHEL SUBTOTAL:				2,710.0	635.9	211.9	788.4	107	4	
PROJECT SUBTOTAL:				9,830.0	2,306.6	769.0	2,996.8	337	31	
ROUNDING:				170.0	-	-	-	13	-	
PROJECT TOTALS:				10,000.0	2,306.6	769.0	2,996.8	350	31	
31A	B 23+00.0	B 24+76.0	RT	176	41.8	13.9	63.8	I	I	UNDERDRAIN OUTLET INVERT = 572.97
31B	B 24+79.0	B 26+30.0	RT	151						
32A	B 27+40.1	B 20+12.0	RT	171	107.9	36.0	137.0	I	-	UNDERDRAIN OUTLET INVERT = 573.42
32B	B 29+67.0	B 32+00.0	RT	238						
33	B 32+49.0	B 32+55.0	RT	346	81.3	27.1	91.0	I	I	UNDERDRAIN OUTLET INVERT = 586.15

PAVEMENT LAYERS



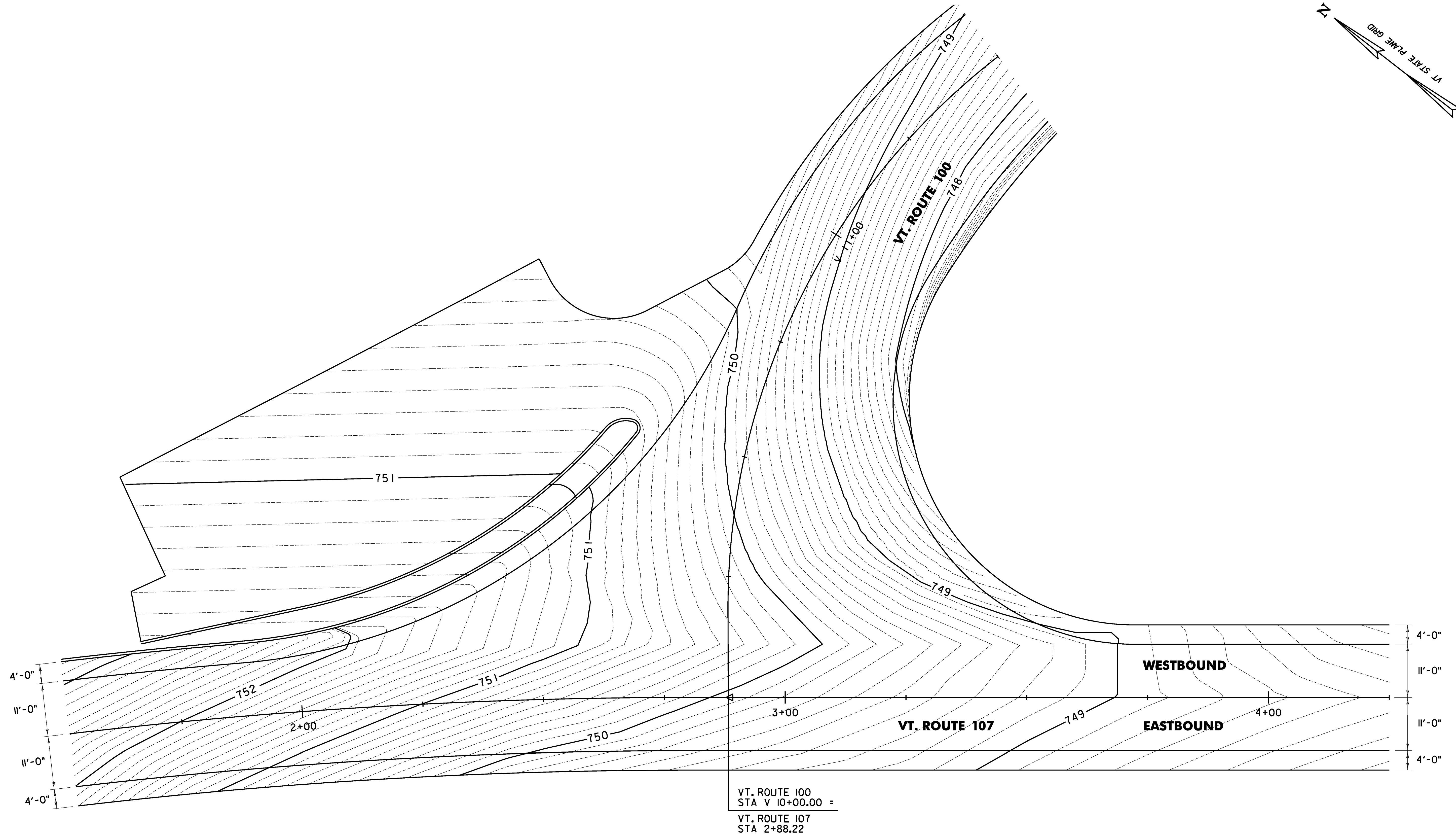
UNDERDRAIN DETAIL

UNDERDRAIN NOTES

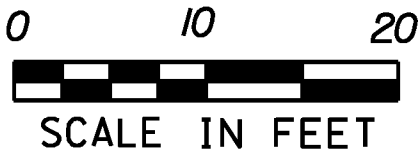
- GEOTEXTILE FOR UNDERDRAIN TRENCH LINING SHALL NOT BE PLACED AROUND UNDERDRAIN WHEN COVER ABOVE PIPE IS LESS THAN 1 FOOT.
- DRAINAGE AGGREGATE SHALL MEET THE REQUIREMENTS OF SUBSECTION 704.16.
- GEOTEXTILE FOR UNDERDRAIN TRENCH LINING AND DRAINAGE AGGREGATE ARE INCLUDED IN THE UNIT PRICE BID FOR PAY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

UNDERDRAIN DETAIL SHEET	PROJECT NAME: STOCKBRIDGE-BETHEL	
	PROJECT NUMBER: STP 2910(1)	
	FILE NAME: z10b214_udr_01.dgn	PLOT DATE: 3/17/2014
	PROJECT LEADER: D.E.G.	DRAWN BY: W.G.P.
	DESIGNED BY: L.M.B.	CHECKED BY: J.P.S.
	IPARM FILE: z10b214udr01.l	SHEET 28 OF 397

FILE NAME : \\P:\projects\VT\214\22\25\CAOD\...MSTN\10b214_grad.pln.dgn
DATE/TIME : 3/17/2014
USER : jps16

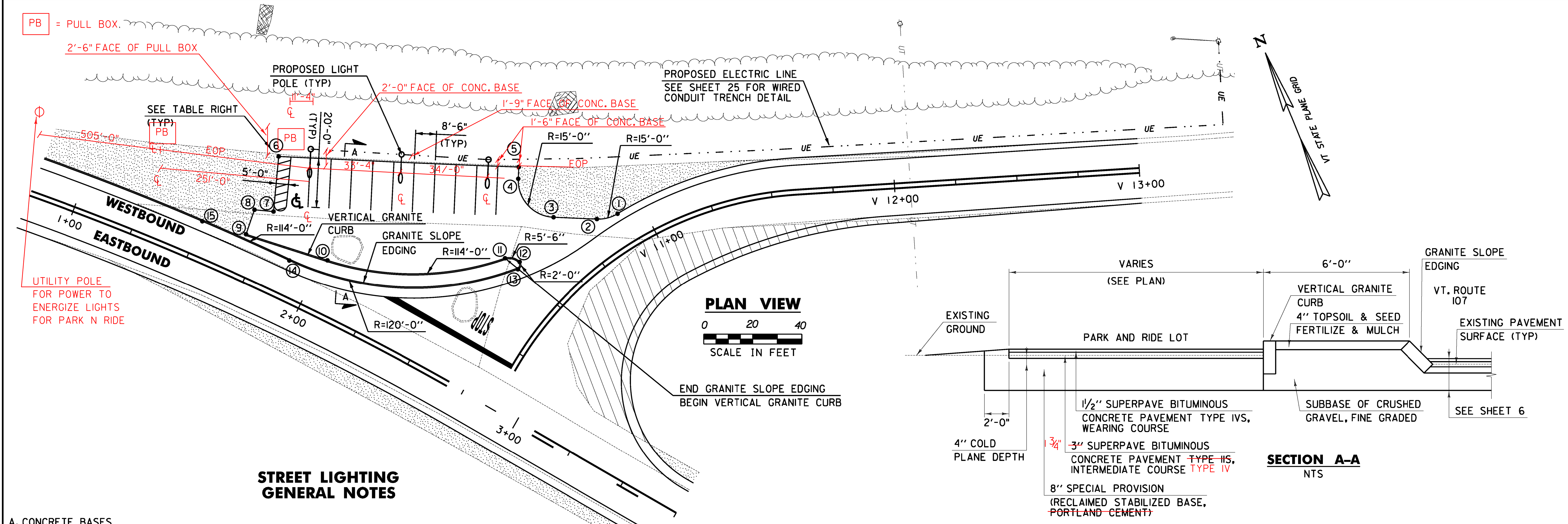


VT. ROUTE 100 /VT. ROUTE 107 INTERSECTION GRADING



VT. ROUTE 100/ VT. ROUTE 107 GRADING PLAN	PROJECT NAME: STOCKBRIDGE-BETHEL	
	PROJECT NUMBER: STP 2910(1)	
	FILE NAME: z10b214_grad.pln.dgn	PLOT DATE: 3/17/2014
	PROJECT LEADER: D.E.G.	DRAWN BY: W.G.P.
	DESIGNED BY: L.M.B.	CHECKED BY: J.P.S.
	IPARM FILE: z10b214gradpln.i	SHEET 30 OF 397

FILE NAME : \\V:\Projects\2014\222426\CAD\...MSTN\z10b214.par -lay.dgn
DATE : 3/17/2014
USER : J.4916



**STREET LIGHTING
GENERAL NOTES**

A. CONCRETE BASES

1. WHEN CONCRETE BASES ARE INSTALLED IN SLOPING GROUND, THE GREATEST EXPOSED HEIGHT TO KEEP ALL OF THE TOP ABOVE GROUND MUST BE DOUBLED AND THEN ADDED TO THE MINIMUM DEPTH FOR THE TOTAL BASE DEPTH.
2. CARE SHOULD BE TAKEN WHERE CONCRETE BASES, DRAINAGE STRUCTURES OR UTILITIES ARE CLOSE TOGETHER.
3. THE OFFSET FOR CONCRETE BASES (FACE OF CURB OR EDGE OF PAVEMENT TO CENTER OF CONCRETE BASE) SHALL BE A MINIMUM OF 2'-6" OR AS OTHERWISE NOTED ON THE PLANS.

B. POLES, ANCHOR BASES, AND ARMS

1. ALL NEW STREET LIGHT POLES, POLE BASES, AND LUMINAIRE ARMS SHALL BE ALUMINUM, PAINTED FLAT BLACK.
2. ALL STREET LIGHT POLES SHALL HAVE A FRANGIBLE OR BREAKAWAY DEVICE (TRANSFORMER BASE, UNLESS NOTED ON THE PLANS).
3. UTILIZE APPROVED DUAL-RATED PARALLEL TAP CONNECTOR WITH INSULATING COVER TO TAPS AT POLE BASES.

C. LUMINAIRES

1. LUMINAIRES SHALL BE L.E.D. TYPE ONLY.
2. POLE-MOUNTED LUMINAIRES SHALL BE ONE OF THE FOLLOWING ONLY:
 - BETA LEDWAY IP SERIES
 - HOLOPHANE LEDgends SERIES
 - LRL LED SAT-96M SERIES
3. ALL LUMINAIRES SHALL BE THE SAME; A MIX OF FIXTURES WILL NOT BE ALLOWED. NO LUMINAIRE SUBSTITUTIONS OTHER THAN THOSE ON THE PREVIOUS LIST SHALL BE ALLOWED.
4. ALL LUMINAIRES SHALL BE EQUIPPED WITH BIRD SPIKES ON TOP.
5. ALL LUMINAIRE HOUSINGS SHALL BE PAINTED FLAT BLACK.

D. CONDUIT SLEEVES

1. THE SLEEVE SHALL EXTEND TO WITHIN TWO FEET OF THE SIDE OF A CONCRETE BASE OR PULLBOX. WHERE NO CONCRETE BASE OR PULLBOX IS PRESENT, THE SLEEVE SHALL EXTEND FOUR FEET BEYOND THE OUTSIDE EDGE OF SHOULDER OR FACE OF CURB. BACKFILLING AROUND A SLEEVE SHALL BE IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS. THE SLEEVE SHALL BE SCHEDULE 80.

E. WIRE

1. ALL WIRING BETWEEN THE METER AND/OR THE POWER SOURCE AND THE FIRST POLE AND/OR PULLBOX AND BETWEEN POLES AND/OR PULLBOXES SHALL BE COPPER AND SIZED AS SPECIFIED ON THE PLANS. ALL WIRE SHALL HAVE TYPE XHHW INSULATION OR EQUIVALENT.
2. CIRCUIT CONDUCTORS SHALL BE CLEARLY IDENTIFIED BY CORROSION RESISTANT TAGS INDICATING CIRCUIT NUMBER AND PANEL SOURCES AT EVERY POLE BASE AND HANDHOLE.

F. GROUNDING

1. ALL CONDUIT MUST INCLUDE A GROUNDING CONDUCTOR. RIGID PVC CONDUIT SHALL BE PROPERLY CONNECTED AT THE JOINTS SO AS TO BE WATERTIGHT AND MAINTAIN ELECTRICAL CONTINUITY AND HAVE GROUNDING BUSHINGS SO AS TO ACT AS A GROUNDING CONDUCTOR.

2. THE GROUNDING CONDUCTOR SHALL BE CONTINUOUS.

3. ALUMINUM WIRE SHALL NOT BE USED FOR GROUND WIRE.

G. PULLBOXES, HANDHOLES, AND JUNCTION BOXES

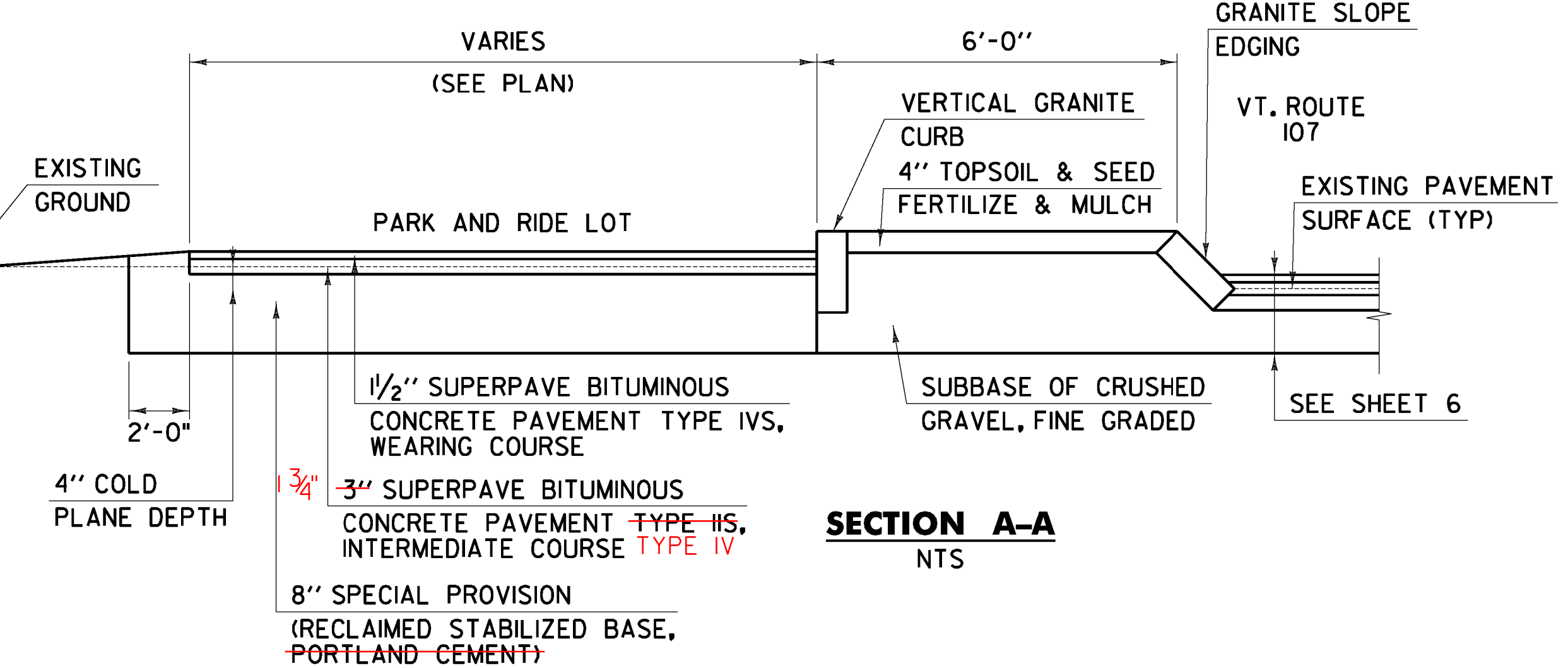
1. POLYMER CONCRETE AND REINFORCED FIBERGLASS U.L. LISTED PULLBOXES AND HANDHOLES SHALL BE INSTALLED WITH HEAVY DUTY COVERS.
2. ALL CONNECTIONS IN HANDHOLES SHALL BE MADE WITH INSULATED WATERPROOF MECHANICAL SCREW-TYPE CONNECTORS SUITABLE FOR DIRECT BURIAL. NO BARE OR COMPRESSION TYPE CONNECTORS MAY BE USED.

H. GENERAL

1. THE LOAD ON EACH BRANCH OF A THREE WIRE CIRCUIT SHALL BE AS BALANCED AS POSSIBLE. LOAD TO NEUTRAL.
2. THE LAST CONCRETE POLE BASE AT THE END OF EACH CIRCUIT AND SOME PULLBOXES SHALL HAVE A CONDUIT SWEEP WITH CAP INSTALLED FOR FUTURE USE.
3. THE CONTRACTOR SHALL ACQUIRE ALL NECESSARY PERMITS AND MAKE ALL NECESSARY ARRANGEMENTS WITH THE UTILITY COMPANY TO PROVIDE A PERMANENT POWER SUPPLY TO THE STREET LIGHTING SYSTEM. IF APPLICABLE, THE ROUTING OF POWER TO THE SYSTEM SHALL BE SUCH THAT THE AGENCY OF TRANSPORTATION HAS FULL RESPONSIBILITY FROM THE TRANSFORMER THROUGH THE LIGHTING SYSTEM. NO INTERVENING OWNERSHIP OR RESPONSIBILITY SHALL BE ALLOWED.
4. ALL CONNECTING HARDWARE (NUTS, BOLTS, ETC.) SHALL BE STAINLESS STEEL.
5. MATERIALS AND EQUIPMENT SHALL BE LISTED BY UNDERWRITERS' LABORATORIES AND SHALL BE INSTALLED IN ACCORDANCE WITH SUCH LISTINGS.
6. ALL MATERIALS AND INSTALLATION SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE NATIONAL ELECTRICAL CODE, AND ALL CODES, REGULATIONS AND REQUIREMENTS OF ALL MUNICIPAL, STATE, FEDERAL, AND OTHER PUBLIC OR PRIVATE AUTHORITIES WHICH HAVE JURISDICTION. IN EACH CASE, CODES ARE MINIMUM REQUIREMENTS.

J. ILLUMINATION REQUIREMENTS

1. LIGHTING LEVELS AS MEASURED AT THE TRAVELED SURFACE SHALL HAVE AN AVERAGE MAINTAINED ILLUMINANCE OF 1.0 FOOT-CANDLES WITH A 3:1 TO 4:1 UNIFORMITY RATIO.



PARK & RIDE/CURBED ISLAND LAYOUT TABLE		
POINT	NORTHING	EASTING
1	464568.258	1571172.334
2	464569.422	1571163.705
3	464576.819	1571147.515
4	464596.696	1571140.105
5	464601.062	1571142.100
6	464641.848	1571053.241
7	464621.897	1571042.855
8	464625.491	1571035.950
9	464617.559	1571029.035
10	464595.256	1571055.668
11	464568.810	1571122.931
12	464565.211	1571127.885
13	464562.687	1571126.108
14	464601.044	1571041.301
15	464629.189	1571014.460

**PARK AND
RIDE
LAYOUT AND
DETAIL SHEET**

PROJECT NAME: STOCKBRIDGE-BETHEL	
PROJECT NUMBER: STP 2910(1)	
FILE NAME: z10b214_par_lay.dgn	PLOT DATE: 3/17/2014
PROJECT LEADER: D.E.G.	DRAWN BY: W.G.P.
DESIGNED BY: L.M.B.	CHECKED BY: J.P.S.
IPARM FILE: z10b214parlay.i	SHEET 31 OF 397

FILE NAME = V:\Projects\ANY\K2\22426\CADD\MSTN\z10b214_dcd.dgn
DATE/TIME = 3/17/2014
USER = 4916



1. PIPE INLET AND OUTLET AREAS AND DITCH CLEANING THROUGHOUT THE PROJECT SHALL BE PERFORMED AT LOCATIONS IDENTIFIED ON THIS SHEET AND AS DIRECTED BY THE ENGINEER. PAYMENT WILL BE UNDER THE APPLICABLE EQUIPMENT RENTAL ITEM(S).
2. ESTIMATED QUANTITIES OF TEMPORARY EROSION MATTING AND SEED HAVE BEEN INCLUDED AS NEEDED OR AS DIRECTED BY THE ENGINEER.
3. ESTIMATED QUANTITIES OF STONE FILL TYPE I AND STONE FILL TYPE II HAVE BEEN INCLUDED AS NEEDED. STONE FILL TYPE I SHALL BE USED IN ALL DITCHES WITH A GRADE BETWEEN 2.5 AND 10 PERCENT AND STONE FILL TYPE II SHALL BE USED IN ALL DITCHES WITH A GRADE OVER 10 PERCENT OR AS DIRECTED BY THE ENGINEER.

DITCH CLEANING DETAIL SHEET	PROJECT NAME: STOCKBRIDGE-BETHEL	
	PROJECT NUMBER: STP 29I(II)	
	FILE NAME: z10b214_dcd.dgn PROJECT LEADER: D.E.G. DESIGNED BY: L.M.B. IPARM FILE: z10b214dcd.I	PLOT DATE: 3/17/2014 DRAWN BY: W.G.P. CHECKED BY: J.P.S. SHEET 33 OF 397

646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR
646.404 DURABLE 4 INCH WHITE LINE, POLYUREA
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 0+00.00 - STA 5+50.00 LT & RT
STA 1+73.51 - STA 1+78.09 LT, NO PARKING HATCHING
STA 1+78.09 - STA 2+52.46 PARKING STALLS LT
STA V 10+19.00 - STA V 13+00.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE:
STA 0+00.00 - STA 2+68.25 LT S S
STA 2+68.25 - STA 5+50.00 S S
STA V 10+19.00 - STA V 13+00.00 S S

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L
BREAKS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 3+50.0 - STA 5+50.0 C/L (200.0 LF)

646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 0+00.00 - STA 5+50.00 LT & RT
STA V 10+19.00 - STA V 13+00.00 LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE:
STA 0+00.00 - STA 2+68.25 LT S S
STA 2+68.25 - STA 5+50.00 S S
STA V 10+19.00 - STA V 13+00.00 S S

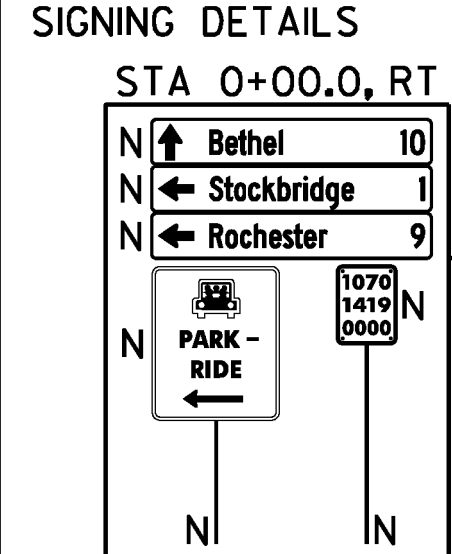
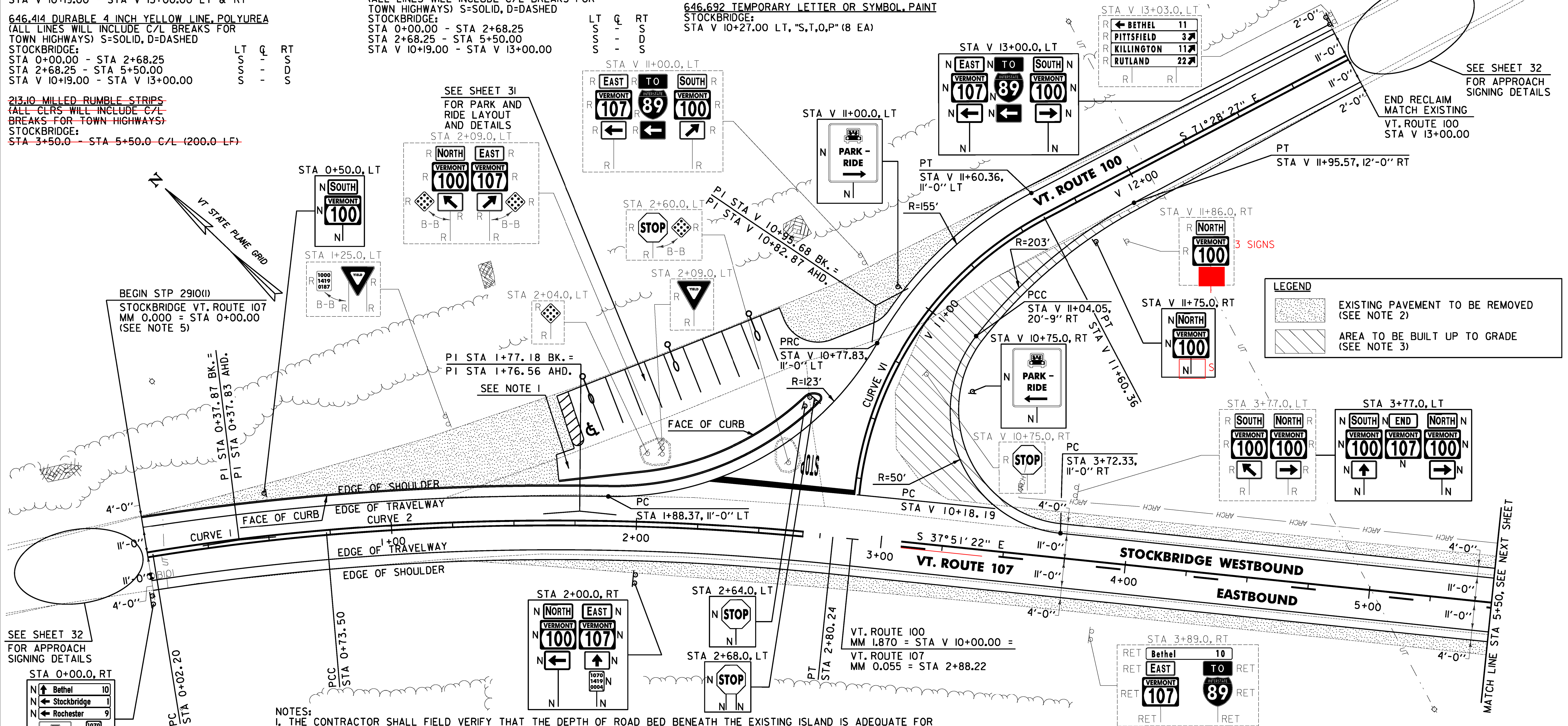
646.482 DURABLE 24 INCH STOP BAR, THERMOPLASTIC OR
646.484 DURABLE 24 INCH STOP BAR, POLYUREA
STOCKBRIDGE:
STA V 10+19.00 LT

646.682 TEMPORARY 24 INCH STOP BAR, PAINT
STOCKBRIDGE:
STA V 10+19.00 LT

646.692 TEMPORARY LETTER OR SYMBOL, PAINT
STOCKBRIDGE:
STA V 10+27.00 LT, "S,T,O,P" (8 EA)

646.492 DURABLE LETTER OR SYMBOL, THERMOPLASTIC OR
646.494 DURABLE LETTER OR SYMBOL, POLYUREA
STOCKBRIDGE:
STA 1+80.80 LT, HANDICAP SYMBOL (1 EA)
STA V 10+27.00 LT, "S,T,O,P" (4 EA)

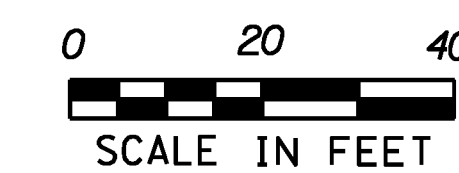
675.50 REMOVING SIGNS
AS SHOWN - 36



CURVE 1		CURVE 2	
Δ	4°18'01"	Δ	10°46'07"
D	6°01'52"	D	5°12'31"
R	950.00'	R	1100.00'
T	35.67'	T	103.68'
L	71.30'	L	206.74'
E	0.67'	E	4.87'
e	0.020 FT/FT	e	0.058 FT/FT

- NOTES:
- THE CONTRACTOR SHALL FIELD VERIFY THAT THE DEPTH OF ROAD BED BENEATH THE EXISTING ISLAND IS ADEQUATE FOR RECLAIMING PRIOR TO ANY WORK BEING PERFORMED ON VT ROUTE 100. IF THE MATERIAL IS INADEQUATE, THE CONTRACTOR SHALL EXCAVATE 18" UNDER ITEM 203.17 UNCLASSIFIED EXCAVATION. THE CONTRACTOR SHALL REPLACE THE EXCAVATED MATERIAL WITH 8" OF ITEM 301.40 SUBBASE, RAP AND 10" OF ITEM 301.28 SUBBASE OF CRUSHED GRAVEL, FINE GRADED AS DIRECTED BY THE ENGINEER.
 - THE CONTRACTOR SHALL COLD PLANE THE TOP 4" OF EXISTING ROAD SURFACE, AND RECLAIM THE NEXT 8" OF THE EXISTING ROAD SURFACE AT FULL WIDTH. THE CONTRACTOR SHALL THEN PLACE 2" OF ITEM 301.28 SUBBASE OF CRUSHED GRAVEL, FINE GRADED AND 2" OF ITEM 651.35 TOPSOIL AND ITEM 651.15 SEED AS DIRECTED BY THE ENGINEER.
 - THE CONTRACTOR SHALL EXCAVATE THE EXISTING GROUND UNDER ITEM 203.17 UNCLASSIFIED EXCAVATION AND REPLACE THE EXCAVATED MATERIAL WITH 18" OF ITEM 301.40 SUBBASE, RAP TO BUILD UP TO PROPOSED GRADE AS DIRECTED BY THE ENGINEER.
 - THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.
 - SEE SHEET 22 FOR RECLAIMED APPROACH AREA DETAILS.

SOIL BORING DATA			
BORING #	DEPTH (FT.)	PCC	COMMENTS
BIO1	5.0	NO	



SIGN LEGEND
R = REMOVE
S = SALVAGE
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = -----
NEW = _____

PROJECT
LAYOUT
SHEET #1

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_bdr_nul.01.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214101.i
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 34 OF 397

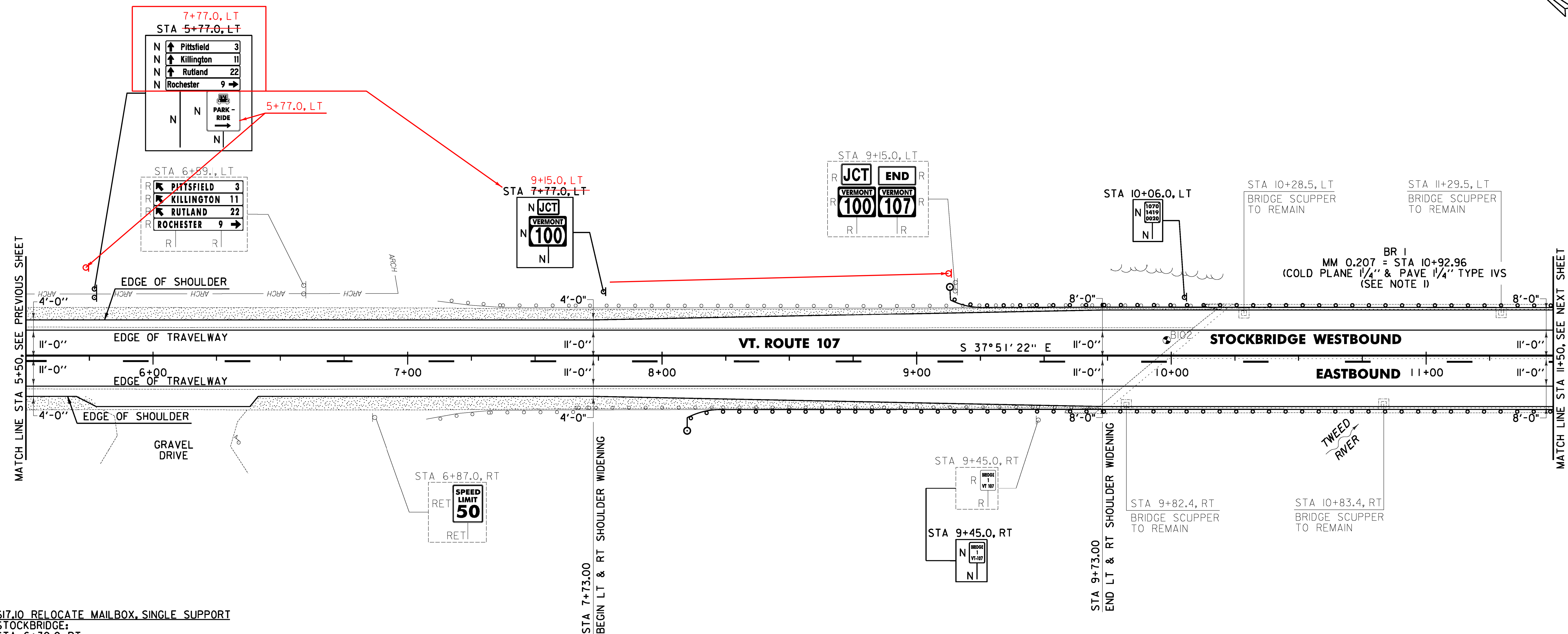
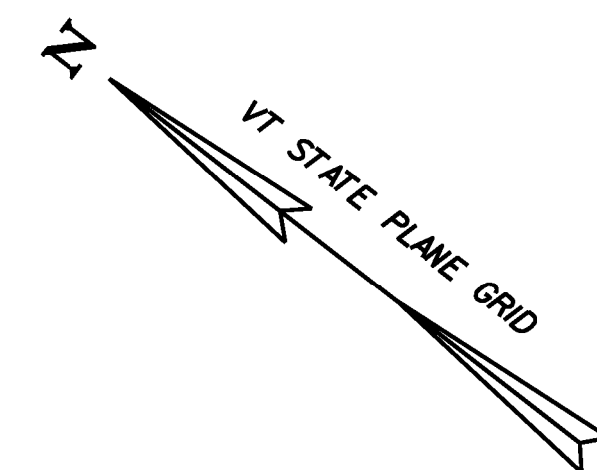
616.20 GRANITE SLOPE EDGING
STOCKBRIDGE:
STA 0+00.0 - STA 2+64.0 LT (295.0 LF)
616.21 VERTICAL GRANITE CURB
STOCKBRIDGE:
STA 1+68.0 - STA 2+64.0 LT (109.0 LF)

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE: LT Q RT
STA 5+50.00 - STA 11+50.00 S - D

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE: LT C RT
STA 5+50.00 - STA 11+50.00 S - D

~~213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L
BREAKS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 5+50.0 - STA 11+50.0 C/L (600.0 LF)~~

675.50 REMOVING SIGNS
AS SHOWN - 9



617.10 RELOCATE MAILBOX, SINGLE SUPPORT
STOCKBRIDGE:
STA 6+30.0 RT

~~621.20 STEEL BEAM GUARDRAIL, GALVANIZED~~
~~STOCKBRIDGE:~~
~~STA 8+10.0 - STA 9+12.0 RT (102.0 LF)~~ S
~~STA 9+13.0 - STA 9+65.0 LT (52.0 LF)~~

621.60 ANCHOR FOR STEEL BEAM RAIL
STOCKBRIDGE:
STA 8+16.5 RT
STA 9+19.5 LT

~~621.70 GUARDRAIL APPROACH SECTION, GALVANIZED TYPE I STOCKBRIDGE:~~
~~STA 9+12.0 - STA 9+62.0 RT~~ STA 9+07.0 - 9+57.0 RT
STA 9+65.0 - STA 10+15.0 LT

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL
STOCKBRIDGE:
STA 7+07.0 - STA 9+62.0 RT (255.0 LF)
STA 7+12.0 - STA 10+15.0 LT (303.0 LF)

676.10 DELINEATOR WITH STEEL POST
STOCKBRIDGE:
STA 8+10.0 RT
STA 9+13.0 LT

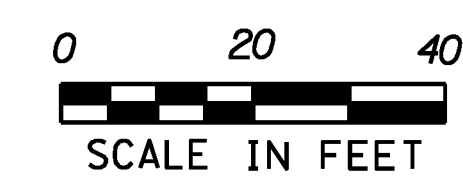
SOIL BORING DATA			
BORING #	DEPTH (FT.)	PCC	COMMENTS
B102	5.0	NO	

NOTES:

1. SEE SHEET 395 FOR BR 1 DETAILS.
2. THE CONTRACTOR SHALL COLD PLANE THE TOP 4" OF EXISTING ROAD SURFACE, AND RECLAIM THE NEXT 8" OF THE EXISTING ROAD SURFACE AT FULL WIDTH. THE CONTRACTOR SHALL THEN PLACE 2" OF ITEM 651.35 TOPSOIL AND ITEM 651.15 SEED AS DIRECTED BY THE ENGINEER.
3. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.

SIGN LEGEND

SIGN LEGEND
R = REMOVE
S = SALVAGE
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = -----
NEW = _____



LEGEND

 EXISTING PAVEMENT TO BE REMOVED
(SEE NOTE 2)

PROJECT LAYOUT SHEET #2

PROJECT NAME:	STOCKBRIDGE-BETHEL
---------------	--------------------

PROJECT NUMBER: STP 2910(I)

FILE NAME: z10b214_bdr_nul_02.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214102.i

PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

CHECKED BY: J.P.S.

SHEET 35 OF 397

LEGEND

- ITEM 613.10 STONE FILL, TYPE I
- EXISTING PAVEMENT TO BE REMOVED (SEE NOTE 2)

~~646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR~~
~~646.404 DURABLE 4 INCH WHITE LINE, POLYUREA~~
 (ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
 RADIUS FOR TOWN HIGHWAYS)
 STOCKBRIDGE:
 STA 11+50.00 - STA 17+50.00 LT & RT

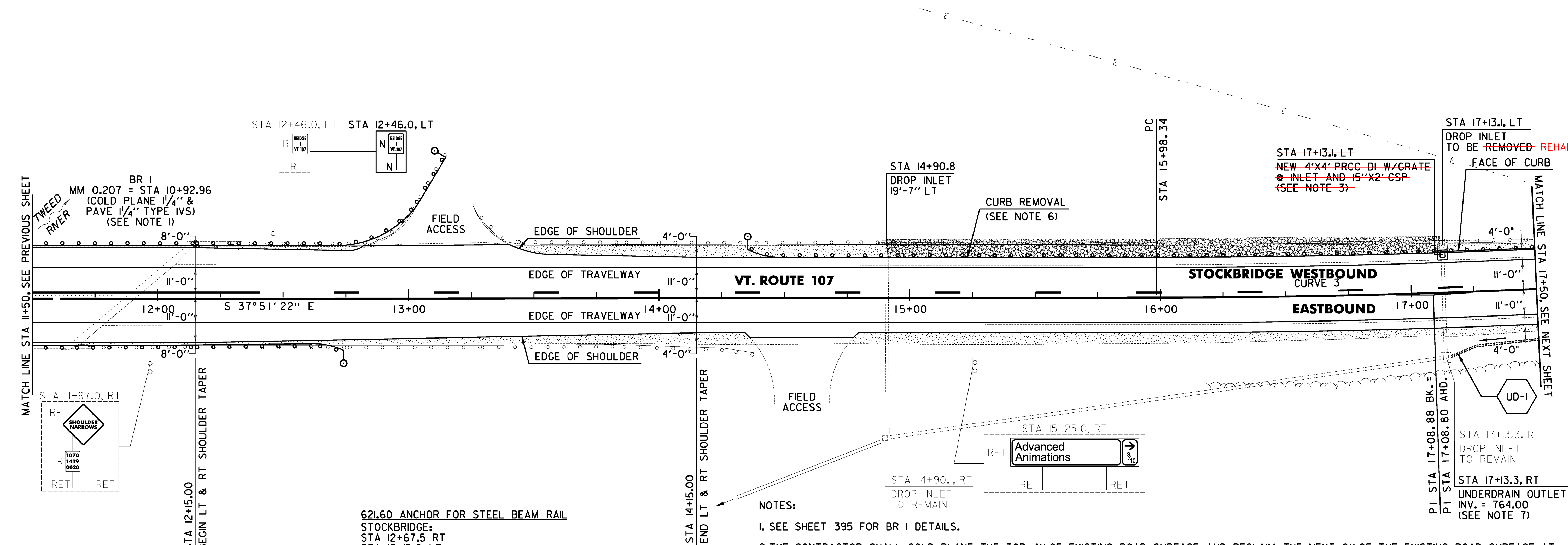
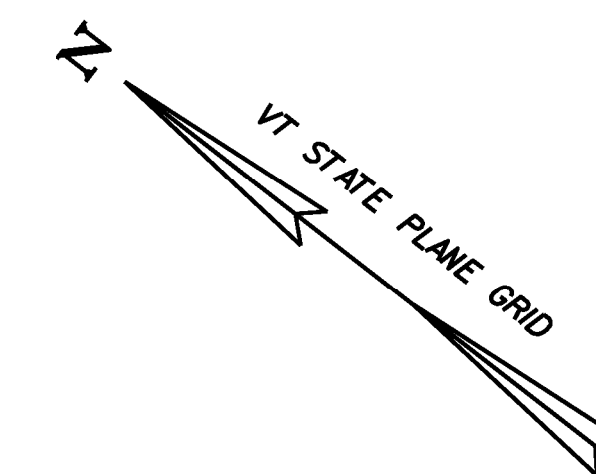
~~646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA~~
 (ALL LINES WILL INCLUDE C/L BREAKS FOR
 TOWN HIGHWAYS) S=SOLID, D=DASHED
 STOCKBRIDGE:
 STA 11+50.00 - STA 11+61.60 LT Q RT
 STA 11+61.60 - STA 12+40.80 S - S
 STA 12+40.80 - STA 17+50.00 D - S

646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
 (ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
 RADIUS FOR TOWN HIGHWAYS)
 STOCKBRIDGE:
 STA 11+50.00 - STA 17+50.00 LT & RT

~~646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT~~
 (ALL LINES WILL INCLUDE C/L BREAKS FOR
 TOWN HIGHWAYS) S=SOLID, D=DASHED
 STOCKBRIDGE:
 STA 11+50.00 - STA 11+61.60 LT Q RT
 STA 11+61.60 - STA 12+40.80 S - S
 STA 12+40.80 - STA 17+50.00 D - S

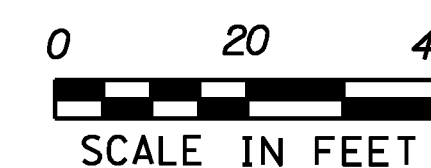
213.10 MILLED RUMBLE STRIPS
 (ALL CLRS WILL INCLUDE C/L
 BREAKS FOR TOWN HIGHWAYS)
 STOCKBRIDGE:
 STA 11+50.00 - STA 17+50.0 C/L (600.0 LF)
 12+36.0

675.50 REMOVING SIGNS
 AS SHOWN - 2



NOTES:

- SEE SHEET 395 FOR BR 1 DETAILS.
- THE CONTRACTOR SHALL COLD PLANE THE TOP 4" OF EXISTING ROAD SURFACE, AND RECLAIM THE NEXT 8" OF THE EXISTING ROAD SURFACE AT FULL WIDTH. THE CONTRACTOR SHALL THEN PLACE 2" OF ITEM 651.35 TOPSOIL AND ITEM 651.15 SEED AS DIRECTED BY THE ENGINEER IN AREAS WHERE EXISTING PAVEMENT WILL BE REMOVED PERMANENTLY.
- THE CONTRACTOR SHALL FIELD VERIFY THE INVERT OF EXISTING PIPE PRIOR TO ORDERING PROPOSED DRAINAGE STRUCTURE.
- THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.
- THE CONTRACTOR SHALL REHABILITATE THE EXISTING DROP INLETS, CATCH BASINS OR MANHOLES TO A DEPTH AS DIRECTED BY THE ENGINEER. ALL REHABILITATION WORK WILL BE PAID FOR UNDER THE APPLICABLE REHABILITATION ITEM AS DIRECTED BY THE ENGINEER. ALL EXISTING UTILITIES MARKED "TO REMAIN" SHALL NOT BE ALTERED OR REHABILITATED UNLESS DIRECTED OTHERWISE BY THE ENGINEER.
- SEE SHEET 26 FOR CURB REMOVAL AND STONE FILL BACKING DETAILS.
- SEE SHEET 28 FOR UNDERDRAIN DETAILS.



SIGN LEGEND

R = REMOVE
 S = SALVAGE
 N = NEW
 RET = RETAIN
 B-B = BACK TO BACK
 EXISTING = -----
 NEW = _____

PROJECT LAYOUT SHEET #3

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_bdr_nul_03.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214103.1

PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

CHECKED BY: J.P.S.

SHEET 36 OF 397

604.412, 604.415, 604.418 REHAB. DROP INLETS
 CATCH BASINS, OR MANHOLES CLASS I, II, OR III (SEE NOTE 5)
 STOCKBRIDGE:
 STA 14+90.8 LT 17+13.1 LT

~~604.47 CAST IRON GRATE WITH FRAME, TYPE D~~
 STOCKBRIDGE:
 STA 14+90.8 LT

613.10 STONE FILL, TYPE I
 STOCKBRIDGE: 79.2
 STA 14+91.0 - STA 17+12.0 LT (37.5 CY) 17+16.0 - 17+50.0 RT
 15+50.0

616.305 BITUMINOUS CONCRETE CURB, TYPE A
 STOCKBRIDGE: 41.0
 STA 17+12.0 - STA 17+50.0 LT (38.0 LF)
 17+09.0

621.20 STEEL BEAM GUARDRAIL, GALVANIZED
 STOCKBRIDGE: STA 12+26.0 - 12+78.0 RT (52.0 LF)
 STA 12+22.0 - STA 12+74.0 RT (52.0 LF)
 STA 12+82.0 - STA 13+15.0 LT (52.0 LF)

621.205 STEEL BEAM GUARDRAIL, GALVANIZED W/8 FEET POSTS
 STOCKBRIDGE: STA 14+19.0 - 17+50.0 LT (289.5 LF)
 STA 14+35.5 - STA 17+25.0 LT (289.5 LF)

621.60 ANCHOR FOR STEEL BEAM RAIL
 STOCKBRIDGE:
 STA 12+67.5 RT
 STA 13+15.0 LT
 STA 14+42.0 LT

621.70 GUARDRAIL APPROACH SECTION, GALVANIZED TYPE I
 STOCKBRIDGE: STA 11+76.0 - 12+26.0 RT
 STA 11+72.0 - STA 12+22.0 RT
 STA 12+32.0 - STA 12+82.0 LT

~~621.75 REMOVE AND RESET GUARDRAIL~~
 STOCKBRIDGE:
 STA 17+25.0 - STA 17+50.0 LT (25.0 LF)

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL
 STOCKBRIDGE:
 STA 11+72.0 - STA 14+38.0 RT (266.0 LF)
 STA 12+32.0 - STA 13+15.0 LT (101.0 LF)
 STA 13+25.0 - STA 17+25.0 LT (400.0 LF)
 17+50.0

~~649.31 GEOTEXTILE UNDER STONE FILL~~
 STOCKBRIDGE:
 STA 14+91.0 - STA 17+12.0 LT (142.2 SY)

676.10 DELINEATOR WITH STEEL POST
 STOCKBRIDGE:
 STA 12+74.0 RT
 STA 13+15.0 LT
 STA 14+35.5 LT

CURVE 3
 $\Delta = 3^\circ 43' 27''$
 $D = 1^\circ 41' 07''$
 $R = 3400.00'$
 $T = 110.54'$
 $L = 221.00'$
 $E = 1.80'$
 $e = 0.034 \text{ FT/FT}$



~~646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR~~
~~646.404 DURABLE 4 INCH WHITE LINE, POLYUREA~~
 (ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
 RADIUS FOR TOWN HIGHWAYS)
 STOCKBRIDGE:
 STA 17+50.00 - STA 23+50.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE: LT C
STA 17+50.00 - STA 19+53.60 D -
STA 19+53.60 - STA 23+50.00 S -

646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 17+50.00 - STA 23+50.00 LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE: LT
STA 17+50.00 - STA 19+53.60 D
STA 19+53.60 - STA 23+50.00 S

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L
BREAKS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 17+50.0 - STA 23+50.0 C/L (600.0 LF)

675.50 REMOVING SIGNS
AS SHOWN - I



STONE FILL, TYPE I
STA 17+50.0 - 18+80.0 RT
STA 19+67.0 - 20+10.0 LT
STA 19+85.0 - 22+45.0 RT
STA 20+15.0 - 22+45.0 LT

616.305 BITUMINOUS CONCRETE CURB, TYPE A
STOCKBRIDGE:
STA 17+50.0 - STA 19+69.0 LT (219.0 LF)

62L205 STEEL BEAM GUARDRAIL, GALVANIZED W/8 FEET POSTS
STOCKBRIDGE:
~~STA 19+37.5 - STA 20+52.0 LT (114.5 LF)~~
STA 17+50.0 - 20+69.0 LT (114.5 LF)

621.60 ANCHOR FOR STEEL BEAM RAIL
STOCKBRIDGE:
~~STA 20+45.5 LT~~ STA 20+57.0 LT STA 17+90.0 RT
STA 19+93.0 RT

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL STOCKBRIDGE:
STA 19+37.5 - STA 20+07.0 LT (69.5 LF)

~~621.75 REMOVE AND RESET GUARDRAIL
STOCKBRIDGE:
STA 17+50.0 - STA 19+37.5 LT (187.5 LF)~~

~~653.20 TEMPORARY EROSION MATTING~~
~~STOCKBRIDGE:~~
~~STA 20+50.0 - STA 21+50.0 RT (24.2 SY)~~

676.10 DELINEATOR WITH STEEL POST
STOCKBRIDGE: STA 17+84.0 (2)
 STA ~~20+52.0~~ LT STA 20+00.0
 20+69.0

CURVE 3

$\Delta = 3^{\circ}43'27''$
D = $1^{\circ}41'07''$
R = 3400.00'
T = 110.54'
L = 221.00'
E = 1.80'
e = 0.034 FT/FT

CURVE 4
 $\Delta = 12^{\circ}03'44''$
 $D = 2^{\circ}17'31''$
 $R = 2500.00'$
 $T = 264.13'$
 $L = 526.31'$
 $E = 13.91'$
 $e = 0.044 \text{ FT/FT}$

SOIL BORING DATA			
BORING #	DEPTH (FT.)	PCC	COMMENTS
BI03	5.0	NO	

NOTES:

1. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.
2. THE CONTRACTOR SHALL COLD PLANE THE TOP 4" OF EXISTING ROAD SURFACE, AND RECLAIM THE NEXT 8" OF THE EXISTING ROAD SURFACE AT FULL WIDTH. THE CONTRACTOR SHALL THEN PLACE 2" OF ITEM 651.35 TOPSOIL AND ITEM 651.15 SEED AS DIRECTED BY THE ENGINEER.
3. SEE SHEET 28 FOR UNDERDRAIN DETAILS.

0 20 40
SCALE IN FEET

PROJECT LAYOUT SHEET #4

PROJECT NAME:	STOCKBRIDGE-BETHEL
---------------	--------------------

PROJECT NUMBER: STP 2910(I)

FILE NAME: z10b214_bdr_nul_04.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214104.i

PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

CHECKED BY: J.P.S.

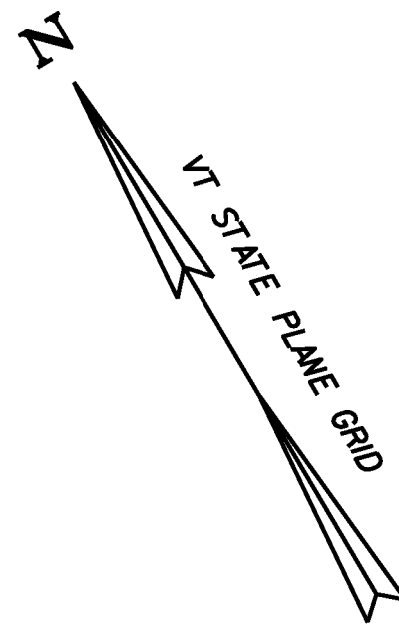
SHEET 37 OF 397

646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 23+50.00 - STA 29+50.00 LT & RT

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L
BREAKS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 23+50.0 - STA 29+50.0 C/L (600.0 LF)

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE: LT
STA 23+50.00 - STA 27+72.00 S
STA 27+72.00 - STA 29+50.00 S

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE: LT CL RT
STA 23+50.00 - STA 27+72.00 S - S
STA 27+72.00 - STA 29+50.00 S - D



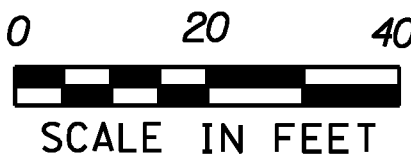
~~653.20 TEMPORARY EROSION MATTING
STOCKBRIDGE:
STA 26+50.0 - STA 27+50.0 RT (38.3 SY)~~

676.10 DELINEATOR WITH STEEL POST
STOCKBRIDGE:
STA 29+00.0 RT

<u>CURVE 4</u>	<u>CURVE 5</u>	<u>CURVE 6</u>
Δ = 12° 03' 44"	Δ = 9° 31' 20"	Δ = 8° 21' 13"
D = 2° 17' 31"	D = 2° 14' 49"	D = 2° 51' 53"
R = 2500.00'	R = 2550.00'	R = 2000.00'
T = 264.13'	T = 212.39'	T = 146.06'
L = 526.31'	L = 423.80'	L = 291.60'
E = 13.91'	E = 8.83'	E = 5.33'
e = 0.044 FT/FT	e = 0.044 FT/FT	e = 0.052 FT/FT

NOTE:

I. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.



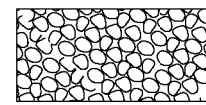
SIGN LEGEND
R = REMOVE
S = SALVAGE
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = -----
NEW = _____

PROJECT LAYOUT SHEET #5

PROJECT NAME: STOCKBRIDGE-BETHEL	
PROJECT NUMBER: STP 2910(I)	
FILE NAME: z10b214_bdr_nul.05.dgn	PLOT DATE: 3/17/2014
PROJECT LEADER: D.E.G.	DRAWN BY: W.G.P.
DESIGNED BY: L.M.B.	CHECKED BY: J.P.S.
IPARM FILE: z10b214105.1	SHEET 38 OF 397

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FILE NAME = V:\Projects\ANY\K2\22426\CADD\MSTN\z10b214_bdr_nul_05.dgn
DATE/TIME = 3/17/2014
USER = 4916
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LEGEND



ITEM 613.10 STONE FILL, TYPE I

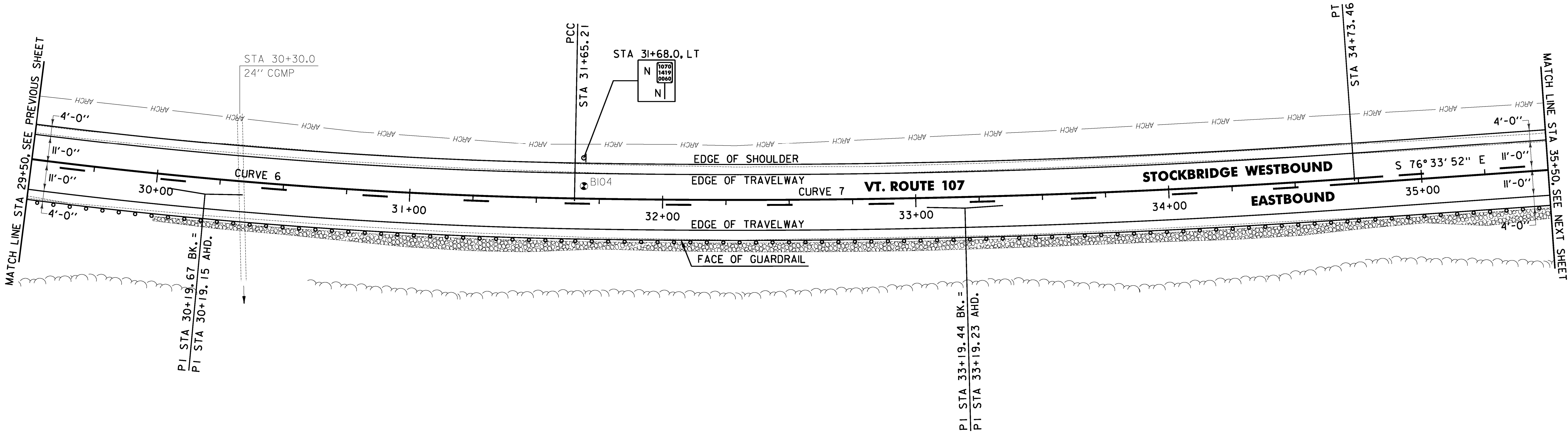
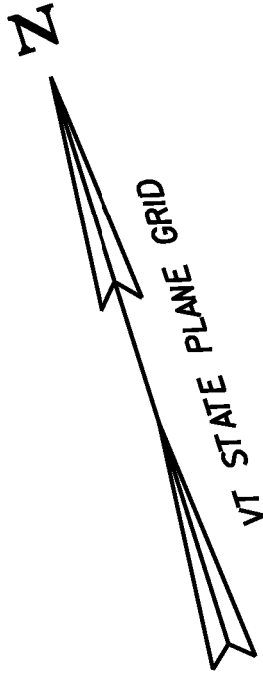
~~646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR~~
~~646.404 DURABLE 4 INCH WHITE LINE, POLYUREA~~
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 29+50.00 - STA 35+50.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE:
STA 29+50.00 - STA 34+63.68 LT C RT D
STA 34+63.68 - STA 34+84.80 S - S
STA 34+84.80 - STA 35+50.00 D - S

646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 29+50.00 - STA 35+50.00 LT & RT

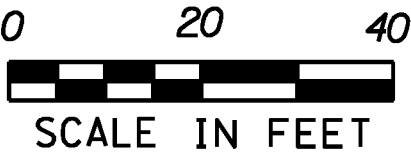
646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE:
STA 29+50.00 - STA 34+63.68 LT C RT D
STA 34+63.68 - STA 34+84.80 S - S
STA 34+84.80 - STA 35+50.00 D - S

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L
BREAKS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 29+50.0 - STA 35+50.0 C/L (600.0 LF)



SOIL BORING DATA			
BORING #	DEPTH (FT.)	PCC	COMMENTS
B104	5.0	NO	TURNS GRAY AT 4.5'

NOTE:
1. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.



613.10 STONE FILL, TYPE I
STOCKBRIDGE:
STA 30+00.0 - STA 35+50.0 RT (448.9 CY)
29+75.0 35+40.0
621.205 STEEL BEAM GUARDRAIL, GALVANIZED W/8 FEET POSTS
STOCKBRIDGE:
STA 29+50.0 - STA 35+50.0 RT (600.0 LF)

651.40 GRUBBING MATERIAL (6")
STOCKBRIDGE:
STA 30+00.0 - STA 35+50.0 RT (264.2 SY)
29+75.0 35+40.0
~~653.20 TEMPORARY EROSION MATTING~~
~~STOCKBRIDGE:~~
~~STA 30+00.0 - STA 35+50.0 RT (264.2 SY)~~

CURVE 6
Δ = 8°21' 13"
D = 2°51' 53"
R = 2000.00'
T = 146.06'
L = 291.60'
E = 5.33'
e = 0.052 FT/FT

CURVE 7
Δ = 5°02' 46"
D = 1°38' 13"
R = 3500.00'
T = 154.23'
L = 308.25'
E = 3.40'
e = 0.034 FT/FT

SIGN LEGEND
R = REMOVE
S = SALVAGE
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = -----
NEW = _____

PROJECT
LAYOUT
SHEET #6

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_bdr_nul.06.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214106.1
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 39 OF 397

FILE NAME : \\V:\projects\2014\22426\0400\1\STN\z10b214_bdr_nul.07.dgn
DATE TIME : 3/17/2014 1:49:16
USER : j4916

~~646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR~~
~~646.404 DURABLE 4 INCH WHITE LINE, POLYUREA~~
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 35+50.00 - STA 41+50.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE:
STA 35+50.00 - STA 41+50.00

LT CL RT
D - S

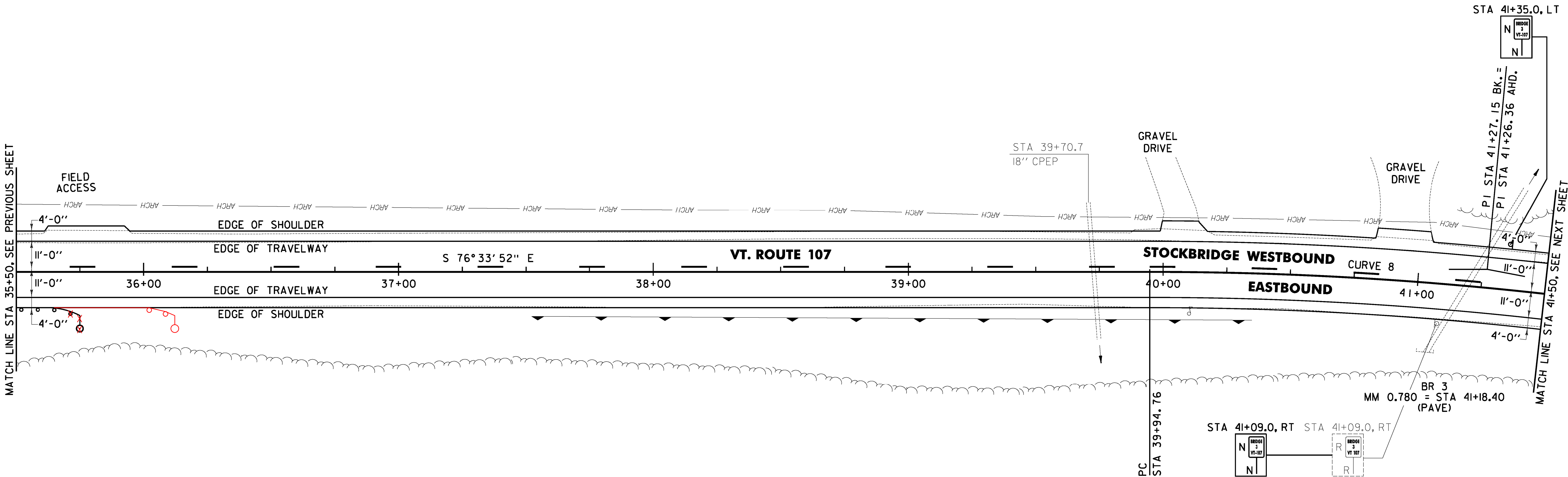
646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 35+50.00 - STA 41+50.00 LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE:
STA 35+50.00 - STA 41+50.00

LT CL RT
D - S

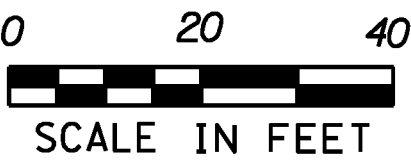
213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L
BREAKS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 35+50.0 - STA ~~41+50.0~~ C/L (600.0 LF)

675.50 REMOVING SIGNS
AS SHOWN - 1



NOTE:

1. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.



PROJECT
LAYOUT
SHEET #7

PROJECT NAME: STOCKBRIDGE-BETHEL	
PROJECT NUMBER: STP 2910(1)	
FILE NAME: z10b214_bdr_nul.07.dgn	PLOT DATE: 3/17/2014
PROJECT LEADER: D.E.G.	DRAWN BY: W.G.P.
DESIGNED BY: L.M.B.	CHECKED BY: J.P.S.
IPARM FILE: z10b214107.1	SHEET 40 OF 397

621.205 STEEL BEAM GUARDRAIL, GALVANIZED W/8 FEET POSTS
STOCKBRIDGE:
STA 35+50.0 - STA ~~35+79.0~~ RT (29.0 LF)
621.60 ANCHOR FOR STEEL BEAM RAIL
STOCKBRIDGE:
STA 35+72.5 RT
~~36+00.0~~

653.20 TEMPORARY EROSION MATTING
STOCKBRIDGE:
STA 35+50.0 - STA 36+00.0 RT (16.9 SY)
STA 37+50.0 - STA 38+50.0 RT (25.3 SY)
676.10 DELINEATOR WITH STEEL POST
STOCKBRIDGE:
STA 35+79.0 RT

CURVE 8
Δ = 10° 48' 14"
D = 4° 05' 33"
R = 1400.00'
T = 132.39'
L = 263.99'
E = 6.25'
e = 0.064 FT/FT

SIGN LEGEND
R = REMOVE
S = SALVAGE
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = -----
NEW = _____

~~646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR~~
~~646.404 DURABLE 4 INCH WHITE LINE, POLYUREA~~
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 41+50.00 - STA 47+50.00 LT & RT

646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 41+50.00 - STA 47+50.00 LT & RT

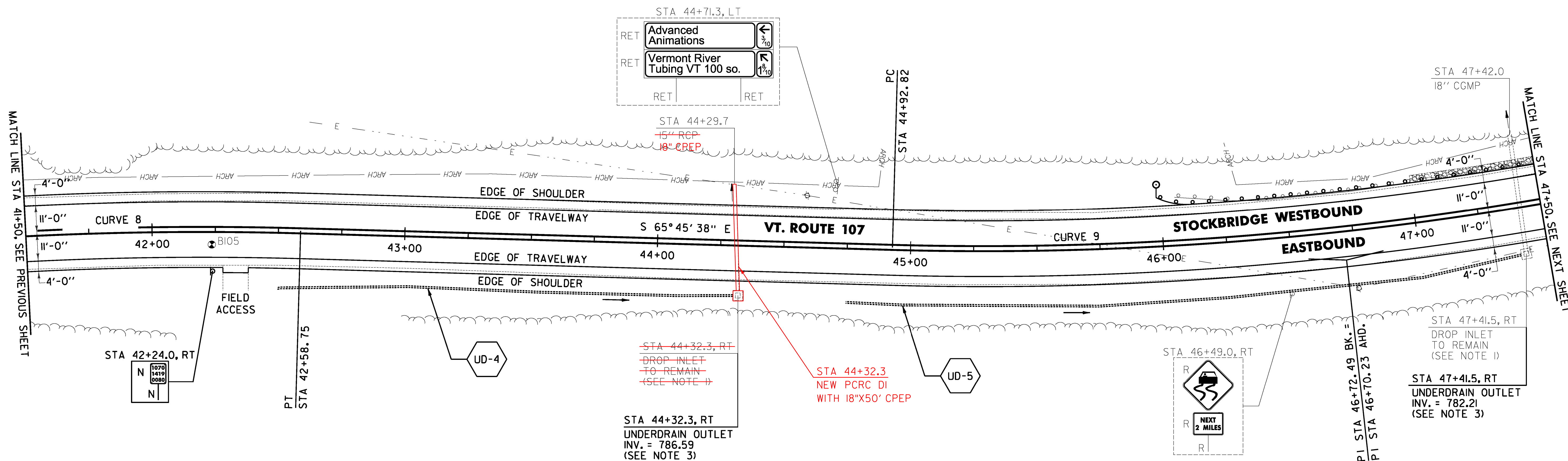
213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L
BREAKS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 41+50.0 - STA 47+50.0 C/L (600.0 LF)
42+83.0

675.50 REMOVING SIGNS
AS SHOWN - 2

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE: L
STA 41+50.00 - STA 41+97.60 D
STA 41+97.60 - STA 47+50.00

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE:
STA 41+50.00 - STA 41+97.60
STA 41+97.60 - STA 47+50.00

CHANGE ELEVATION OF D
STA 44+32.0 RT
STA 47+42.0 RT



SOIL BORING DATA			
BORING #	DEPTH (FT.)	PCC	COMMENTS
BI05	5.0	NO	SOIL BECOMES SOFT AT 3.0

I. THE CONTRACTOR SHALL ADJUST THE PROPOSED SIDE SLOPE TO AVOID FILLING IN THE EXISTING DROP INLET AS DIRECTED BY THE ENGINEER.

2. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107, THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.

3. SEE SHEET 28 FOR UNDERDRAIN DETAILS.

~~613.10 STONE FILL, TYPE I~~
~~STOCKBRIDGE:~~
~~STA 47+00.0 - STA 47+50.0 LT (4.1 CY)~~

621.205 STEEL BEAM GUARDRAIL, GALVANIZED W/8 FEET POSTS
STOCKBRIDGE:
STA ~~45+98.0~~ - STA 47+50.0 LT (152.0 LF)
46+06.0

621.60 ANCHOR FOR STEEL BEAM RAIL
STOCKBRIDGE:
STA 46+04.5 LT

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL
STOCKBRIDGE:
STA 46+05.0 - STA 47+50.0 LT (145.0 LF)

~~651.40 GRUBBING MATERIAL (6'')~~
~~STOCKBRIDGE:~~
~~STA 47+00.0 - STA 47+50.0 LT (10.3 SY)~~

~~653.20 TEMPORARY EROSION MATTING~~
~~STOCKBRIDGE:~~
~~STA 41+50.0 - STA 42+00.0 LT (14.2 SY)~~
~~STA 47+00.0 - STA 47+50.0 LT (10.3 SY)~~

676.10 DELINEATOR WITH STEEL POST
STOCKBRIDGE:
STA 45+98.0 LT

CURVE 8
 $\Delta = 10^{\circ}48'14''$
 $D = 4^{\circ}05'33''$
 $R = 1400.00'$
 $T = 132.39'$
 $L = 263.99'$
 $E = 6.25'$
 $e = 0.064 \text{ FT/FT}$

CURVE 9
 Δ = 15° 44' 15"
D = 4° 24' 27"
R = 1300.00'
T = 179.67'
L = 357.07'
E = 12.36'
e = 0.068 FT/FT

SIGN LEGEND
R = REMOVE
S = SALVAGE
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = -----
NEW = _____

0 20 40
SCALE IN FEET

PROJECT LAYOUT SHEET #8

PROJECT NAME:	STOCKBRIDGE-BETHEL
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PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_bdr_nul_08.dgn

PROJECT LEADER: D

IPARM FILE: z10b214108.i

PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

CHECKED BY: J.P.S.

SHEET 41 OF 397

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FILE NAME = V:\Projects\ANY\K2\22426\CADD\_MSTN\z10b214_bdr_nul_08.dgn
DATE/TIME = 3/17/2014
USER = 4916
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~~646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR~~
~~646.404 DURABLE 4 INCH WHITE LINE, POLYUREA~~
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 47+50.00 - STA 53+50.00 LT & RT

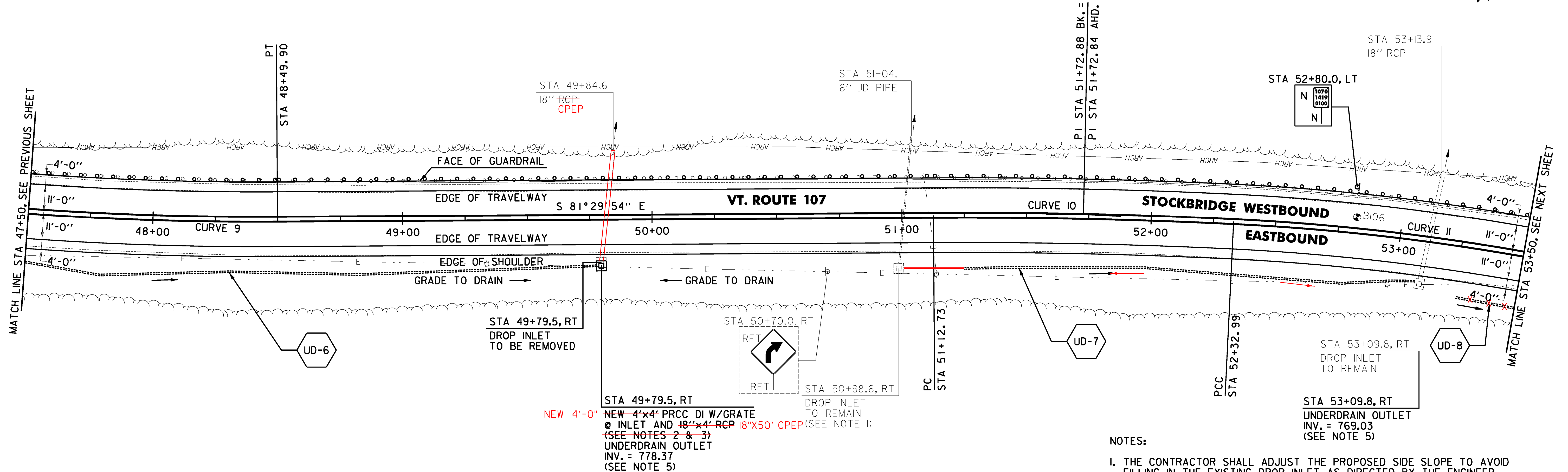
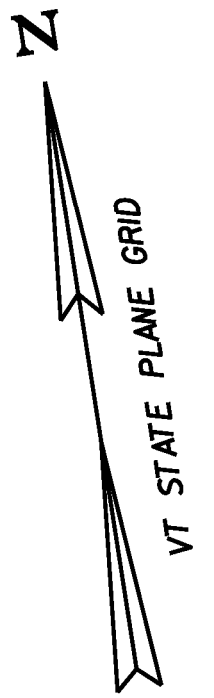
646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE:
STA 47+50.00 - STA 53+50.00 LT C RT S

646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 47+50.00 - STA 53+50.00 LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE:
STA 47+50.00 - STA 53+50.00 LT C RT S

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L
BREAKS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 47+50.0 - STA 53+50.0 C/L (600.0 LF)

CHANGE ELEVATION OF DI
STA 49+79.0 RT
STA 51+00.0 RT



SOIL BORING DATA			
BORING #	DEPTH (FT.)	PCC	COMMENTS
BIO6	2.6	NO	REFUSAL AT 2.6'

CURVE 9
 $\Delta = 15^\circ 44' 15''$
 $D = 4^\circ 24' 27''$
 $R = 1300.00'$
 $T = 179.67'$
 $L = 357.07'$
 $E = 12.36'$
 $e = 0.068 \text{ FT/FT}$

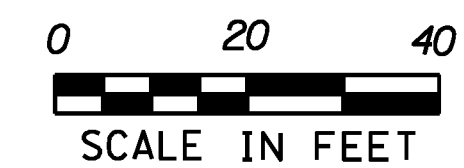
CURVE 10
 $\Delta = 3^\circ 07' 55''$
 $D = 2^\circ 36' 16''$
 $R = 2200.00'$
 $T = 60.15'$
 $L = 120.26'$
 $E = 0.82'$
 $e = 0.048 \text{ FT/FT}$

CURVE 11
 $\Delta = 28^\circ 26' 21''$
 $D = 6^\circ 11' 39''$
 $R = 925.00'$
 $T = 234.40'$
 $L = 459.13'$
 $E = 29.24'$
 $e = 0.078 \text{ FT/FT}$

SIGN LEGEND
R = REMOVE
S = SALVAGE
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = -----
NEW = _____

NOTES:

- THE CONTRACTOR SHALL ADJUST THE PROPOSED SIDE SLOPE TO AVOID FILLING IN THE EXISTING DROP INLET AS DIRECTED BY THE ENGINEER.
- THE CONTRACTOR SHALL FIELD VERIFY THE INVERT OF EXISTING PIPE PRIOR TO ORDERING PROPOSED DRAINAGE STRUCTURE.
- THE CONTRACTOR SHALL ADJUST THE PROPOSED SIDE SLOPE IN ORDER TO PLACE DROP INLET IN PROPOSED LOCATION AS DIRECTED BY THE ENGINEER.
- THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.
- SEE SHEET 28 FOR UNDERDRAIN DETAILS.



313.10 STONE FILL, TYPE II
STA 49+72.0 - 49.85.0 LT
(PIPE OUTLET)

621.205 STEEL BEAM GUARDRAIL, GALVANIZED W/8 FEET POSTS
STOCKBRIDGE:
STA 47+50.0 - STA 53+50.0 LT (600.0 LF)

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL
STOCKBRIDGE:
STA 47+50.0 - STA 53+50.0 LT (600.0 LF)

~~653.20 TEMPORARY EROSION MATTING~~
~~STOCKBRIDGE:~~
~~STA 47+50.0 - STA 48+00.0 LT (8.3 SY)~~
~~STA 49+50.0 - STA 50+00.0 LT (7.2 SY)~~
~~STA 51+00.0 - STA 52+50.0 RT (38.3 SY)~~
~~STA 52+50.0 - STA 53+00.0 LT (18.1 SY)~~

PROJECT
LAYOUT
SHEET #9

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_bdr_nul.09.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214109.1

PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

CHECKED BY: J.P.S.

SHEET 42 OF 397

675.50 REMOVING SIGNS
AS SHOWN - 1

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE: LT CL RT
STA 53+50.00 - STA 59+50.00 S - S



1. THE CONTRACTOR SHALL ADJUST THE PROPOSED SIDE SLOPE TO AVOID FILLING IN THE EXISTING DROP INLET AS DIRECTED BY THE ENGINEER.
2. SEE SHEET 28 FOR UNDERDRAIN DETAILS.
3. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.

CHECKED BY: J.F.S.
SHEET 43 OF 397

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FILE NAME = I:\Projects\ANY\K2\22426\CADD\NSTN\z10b214_bdr_nul_10.dgn
DATE/TIME = 3/17/2014
USER = 4916
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~~646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR~~
~~646.404 DURABLE 4 INCH WHITE LINE, POLYUREA~~
 (ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
 RADIUS FOR TOWN HIGHWAYS)
 STOCKBRIDGE:
 STA 59+50.00 - STA 65+50.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE: LT
STA 59+50.00 - STA 65+50.00 S

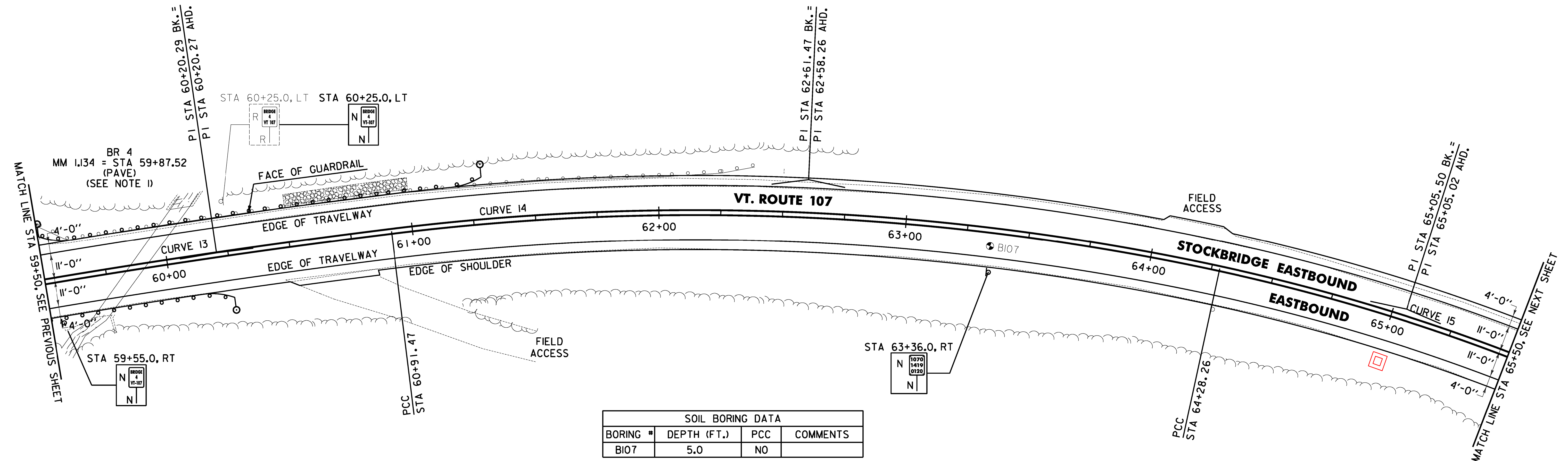
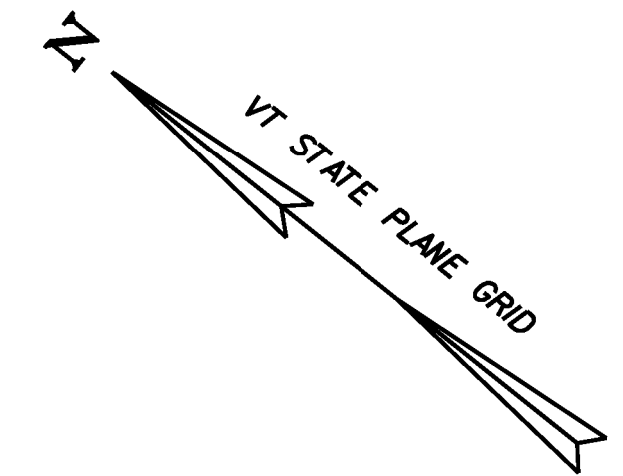
646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 59+50.00 - STA 65+50.00 LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE: LT C RT
STA 59+50.00 - STA 65+50.00 S - S

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L
BREAKS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 59+50.0 - STA 65+50.0 C/L (600.0 LF)

675.50 REMOVING SIGNS
AS SHOWN - I

604.40 CHANGE ELEVATION OF DI
STA 65+00.0, RT



SOIL BORING DATA			
BORING #	DEPTH (FT.)	PCC	COMMENTS
BI07	5.0	NO	

~~613.10 STONE FILL, TYPE I~~
~~STOCKBRIDGE:~~
~~STA 60+50.0 - STA 61+00.0 LT (7.3 CY)~~

~~62L216 HD STEEL BEAM GUARDRAIL, GALVANIZED/NESTED~~
~~STOCKBRIDGE:~~
~~STA 59+90.0 STA 60+15.0 LT (25.0 LF)~~

62I.217 HD STEEL BEAM GUARDRAIL, GALVANIZED/NESTED W/8 FEET POSTS
STOCKBRIDGE:
STA 59+60.5 - STA 59+85.5 RT (25.0 LF)

621.20 STEEL BEAM GUARDRAIL, GALVANIZED
STOCKBRIDGE: STA 59+45.0 - 61+33.0 LT
~~STA 59+50.5 - STA 59+90.0 LT (39.5 LF)~~
~~STA 60+5.0 - STA 61+29.5 LT (44.5 LF)~~
STA 59+50.0 - 59+60.5 RT STA 60+0.5 - 60+37 RT
621.205 STEEL BEAM GUARDRAIL, GALVANIZED W/8 FEET POSTS
STOCKBRIDGE:
~~STA 59+50.0 - STA 59+60.5 RT (10.5 LF)~~
STA 59+85.5 - STA 60+25.0 RT (39.5 LF)
60+10.5 25.0

621.60 ANCHOR FOR STEEL BEAM RAIL
STOCKBRIDGE:
STA 59+57.0 LT
STA 60+18.5 RT
STA 61+23.0 LT

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL
STOCKBRIDGE:
STA 59+50.0 - STA 62+38.0 LT (288.0 LF)

~~651.40 GRUBBING MATERIAL (6'')~~
~~STOCKBRIDGE:~~
~~STA 60+50.0 - STA 61+00.0 LT (16.1 SY)~~

~~653.20 TEMPORARY EROSION MATTING~~
~~STOCKBRIDGE:~~
~~STA 60+00.0 - STA 61+50.0 LT (41.1 SY)~~
~~STA 61+50.0 - STA 62+00.0 RT (11.9 SY)~~

676.10 DELINEATOR WITH STEEL POST
STOCKBRIDGE:
STA 59+50.5 LT
STA 60+25.0 RT
STA 61+29.5 LT

CURVE 13

$\Delta = 2^{\circ}32'58''$
D = $1^{\circ}47'26''$
R = 3200.00'
T = 71.20'
L = 142.38'
E = 0.79'
e = 0.036 FT/FT

CURVE 14
 $\Delta = 19^\circ 17' 47''$
 $D = 5^\circ 43' 46''$
 $R = 1000.00'$
 $T = 170.00'$
 $L = 336.78'$
 $E = 14.35'$
 $e = 0.076 \text{ FT/FT}$

CURVE 15
 Δ = 11° 01' 50"
D = 7° 09' 43"
R = 800.00'
T = 77.25'
L = 154.02'
E = 3.72'
e = 0.080 FT/FT

SIGN LEGEND
R = REMOVE
S = SALVAGE
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = -----
NEW = _____

NOTES:

I. SEE SHEET 39I FOR NESTED GUARDRAIL SYSTEM DETAIL.

2. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.



**PROJECT
LAYOUT
SHEET #11**

PROJECT NAME:	STOCKBRIDGE-BETHEL
---------------	--------------------

PROJECT NUMBER: STP 2910(I)

FILE NAME: z10b214_bdr_nul_ll.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.
IPARM FILE: z10b214111.i

PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

CHECKED BY: J.P.S.

SHEET 44 OF 397

FILE NAME : \\V:\projects\2024\22426\0400\1\STN\210b214_bdr_nul.12.dgn
DATE TIME : 3/17/2024 4:49:16
USER : jlg

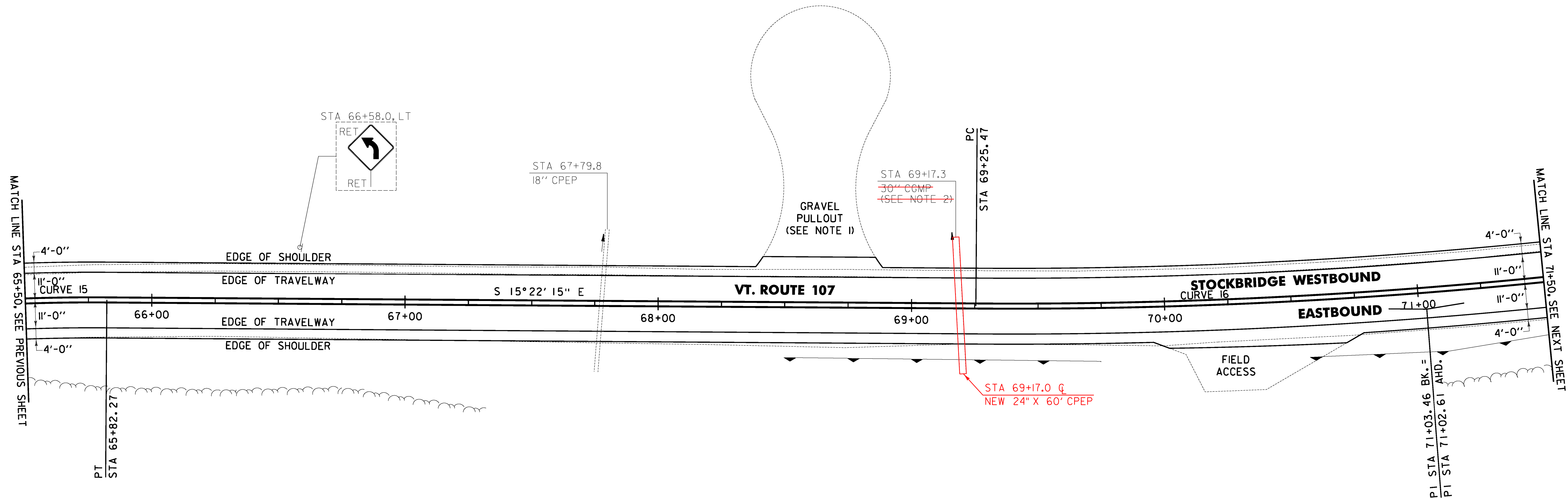
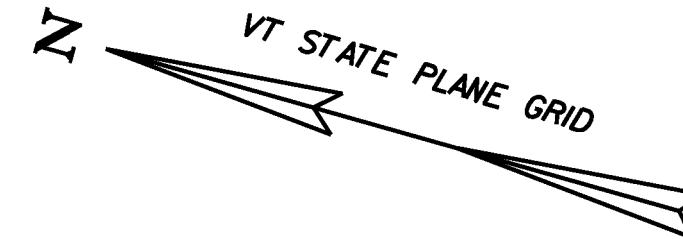
~~646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR~~
~~646.404 DURABLE 4 INCH WHITE LINE, POLYUREA~~
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 65+50.00 - STA 71+50.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE:
STA 65+50.00 - STA 71+50.00 LT CL RT
S - S

646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 65+50.00 - STA 71+50.00 LT & RT

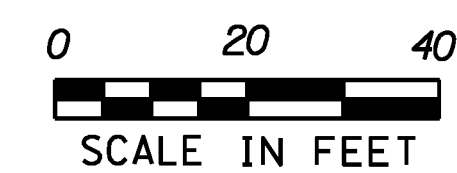
646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE:
STA 65+50.00 - STA 71+50.00 LT CL RT
S - S

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L
BREAKS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 65+50.0 - STA 71+50.0 C/L (600.0 LF)



NOTES:

1. PROVIDE A 4 FT WIDE, 1/2" TYPE IVS APRON FOR THE EXISTING GRAVEL PULLOUT. ANY REQUIRED EXCAVATION SHALL BE PERFORMED AS DIRECTED BY THE ENGINEER AND PAID FOR UNDER ITEM 608.25 ALL PURPOSE EXCAVATOR RENTAL, TYPE I.
2. THE CONTRACTOR SHALL ADJUST THE PROPOSED SIDE SLOPE TO AVOID FILLING IN THE EXISTING PIPE OUTLET AS DIRECTED BY THE ENGINEER.
3. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.



SIGN LEGEND
R = REMOVE
S = SALVAGE
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = -----
NEW = _____

**PROJECT
LAYOUT
SHEET #12**

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_bdr_nul.12.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214i12.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 45 OF 397

~~653.20 TEMPORARY EROSION MATTING~~
~~STOCKBRIDGE:~~
~~STA 69+00.0 - STA 71+50.0 LT (105.5 SY)~~

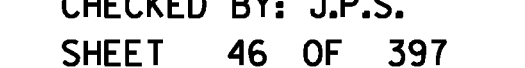
CURVE 15
Δ = 11°01'50"
D = 7°09'43"
R = 800.00'
T = 77.25'
L = 154.02'
E = 3.72'
e = 0.080 FT/FT

CURVE 16
Δ = 9°41'22"
D = 2°43'42"
R = 2100.00'
T = 177.99'
L = 355.13'
E = 7.53'
e = 0.050 FT/FT

$$\begin{array}{ccc} \text{LT} & \text{Q} & \text{RT} \\ \text{S} & \text{L} & \text{S} \\ & - & \end{array}$$

LT	Q	RT
S	-	S

A diagram showing a North arrow pointing towards the top-left and a line representing the VT State Plane Grid pointing towards the top-right. The angle between the North arrow and the grid line is labeled as 10° 10' 00".



3. THE CONTRACTOR SHALL COLD PLANE THE TOP 4" OF EXISTING ROAD SURFACE, AND RECLAIM THE NEXT 8" OF THE EXISTING ROAD SURFACE AT FULL WIDTH. THE CONTRACTOR SHALL THEN PLACE 2" OF ITEM 651.35 TOPSOIL AND ITEM 651.45 SEED AS DIRECTED BY THE ENGINEER.

SOIL BORING DATA			
BORING #	DEPTH (FT.)	PCC	COMMENTS
BI08	5.0	NO	



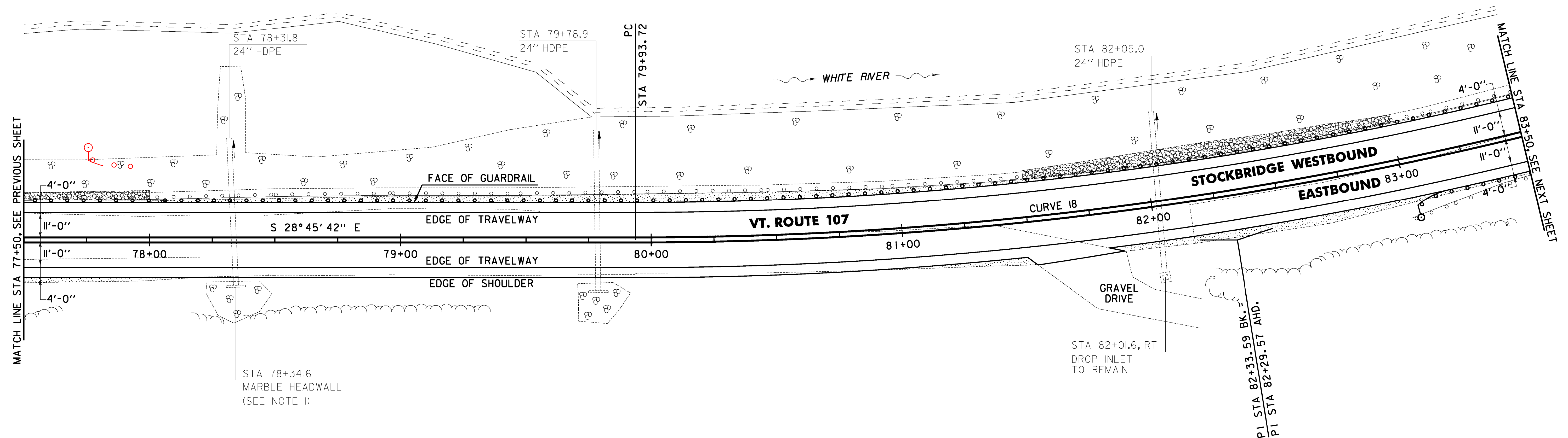
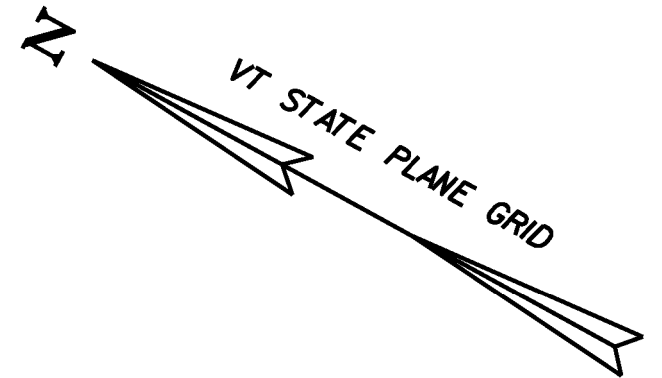
~~646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR~~
~~646.404 DURABLE 4 INCH WHITE LINE, POLYUREA~~
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 77+50.00 - STA 83+50.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE: LT Q
STA 77+50.00 - STA 83+50.00 S -

646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 77+50.00 - STA 83+50.00 LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE: LT C RT
S - S
STA 77+50.00 - STA 83+50.00

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L
BREAKS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 77+50.0 - STA 83+50.0 C/L (600.0 LF)



1. THE CONTRACTOR SHALL ADJUST THE PROPOSED SIDE SLOPE TO AVOID FILLING IN THE EXISTING PIPE INLET AS DIRECTED BY THE ENGINEER.
2. THE CONTRACTOR SHALL COLD PLANE THE TOP 4" OF EXISTING ROAD SURFACE, AND RECLAIM THE NEXT 8" OF THE EXISTING ROAD SURFACE AT FULL WIDTH. THE CONTRACTOR SHALL THEN PLACE 2" OF ITEM 651.35 TOPSOIL AND ITEM 651.15 SEED AS DIRECTED BY THE ENGINEER.

3. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.



~~613.10 STONE FILL, TYPE I~~
~~STOCKBRIDGE:~~
~~STA 77+50.0 STA 78+00.0 LT (2.2 CY)~~
~~STA 81+50.0 STA 83+00.0 LT (19.4 CY)~~

62L75 REMOVE AND RESET GUARDRAIL
STOCKBRIDGE:
 STA 77+50.0 - STA 83+50.0 LT (600.0 LF)
 STA ~~83+00.0~~ - STA 83+50.0 RT (50.0 LF)
 83+40.0

~~STA 77+50.0 - STA 78+00.0 LT (6.1 SY)~~
~~STA 81+50.0 - STA 83+00.0 LT (45.3 SY)~~

~~653.20 TEMPORARY EROSION MATTING~~
~~STOCKBRIDGE:~~
~~STA 77+50.0 - STA 78+00.0 LT (6.1 SY)~~
~~STA 81+50.0 - STA 83+00.0 LT (45.3 SY)~~

676.10 DELINEATOR WITH STEEL POST
STOCKBRIDGE:
STA 83+00.0 RT

676.12 REMOVAL OF EXISTING DELINEATOR
STOCKBRIDGE:
STA 77+50.0 - STA 83+50.0 RT (3 EA)

621.20 STEEL BEAM GUARDRAIL
STA 83+00.0 - 83+40.0 RT

CURVE 18
 Δ = 18° 10' 16"
D = 3° 49' 11"
R = 1500.00'
T = 239.87'
L = 475.72'
E = 19.06'
e = 0.062 FT/FT

SIGN LEGEND
R = REMOVE
S = SALVAGE
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = -----
NEW = _____

**PROJECT
LAYOUT
SHEET #14**

PROJECT NAME:	STOCKBRIDGE-BETHEL
---------------	--------------------

PROJECT NUMBER: STP 2910(I)

FILE NAME: z10b214_bdr_nul_14.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.
IPARM FILE: z10b214114.i

PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

CHECKED BY: J.P.S.
SHEET 47 OF 397

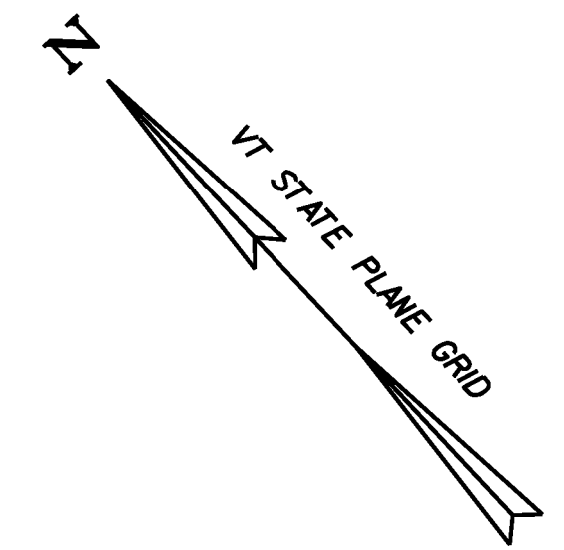
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DATE/TIME = 3/17/2014
USER = 4916

	EXISTING PAVEMENT TO BE REMOVED (SEE NOTE 2)
	ITEM 613.10 STONE FILL, TYPE I

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE: LT C RT
S - S
STA 83+50.00 - STA 89+50.00

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE: LT C RT
STA 83+50.00 - STA 89+50.00 S - S

675.50 REMOVING SIGNS
AS SHOWN - I



VT. ROUTE 107

STOCKBRIDGE WESTBOUND

STOCKBRIDGE EASTBOUND

WHITE RIVER

BR 5 (10'x6' CONCRETE) MM 1,591 = STA 84+00.48 (PAVE)

BR 6 (4'x4' CONCRETE) MM 1,687 = STA 89+07.36 (PAVE)

SOIL BORING DATA

BORING #	DEPTH (FT.)	PCC	COMMENTS
BIO9	5.0	NO	REFUSAL AT 5'

NOTES:

- THE CONTRACTOR SHALL ADJUST THE PROPOSED SIDE SLOPE TO AVOID FILLING IN THE EXISTING DROP INLET AS DIRECTED BY THE ENGINEER.
- THE CONTRACTOR SHALL COLD PLANE THE TOP 4" OF EXISTING ROAD SURFACE, AND RECLAIM THE NEXT 8" OF THE EXISTING ROAD SURFACE AT FULL WIDTH. THE CONTRACTOR SHALL THEN PLACE 2" OF ITEM 651.35 TOPSOIL AND ITEM 651.5 SEED AS DIRECTED BY THE ENGINEER.
- THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.
- PROPOSED SIGN TO BE MOUNTED TO EXISTING SIGN POST.
- SEE SHEET 28 FOR UNDERDRAIN DETAILS.

SIGN LEGEND

R = REMOVE
S = SALVAGE
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = -----
NEW = _____

PROJECT LAYOUT SHEET #15

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_bdr_nul.15.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214(1).5

PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

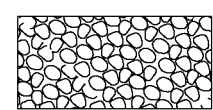
CHECKED BY: J.P.S.

SHEET 48 OF 397

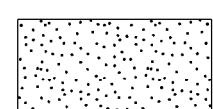
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DATE/TIME = 3/17/2014
USER = 4916

FILE NAME: \\V:\72\projects\22426\CAD\1\STN\210b214_bdr_nul_16.dgn
DATE: 3/17/2014
USER: j.496

LEGEND



ITEM 613.10 STONE FILL, TYPE I



EXISTING PAVEMENT TO BE REMOVED
(SEE NOTE 2)

~~646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR~~
~~646.404 DURABLE 4 INCH WHITE LINE, POLYUREA~~
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 89+50.00 - STA 95+50.00 LT & RT

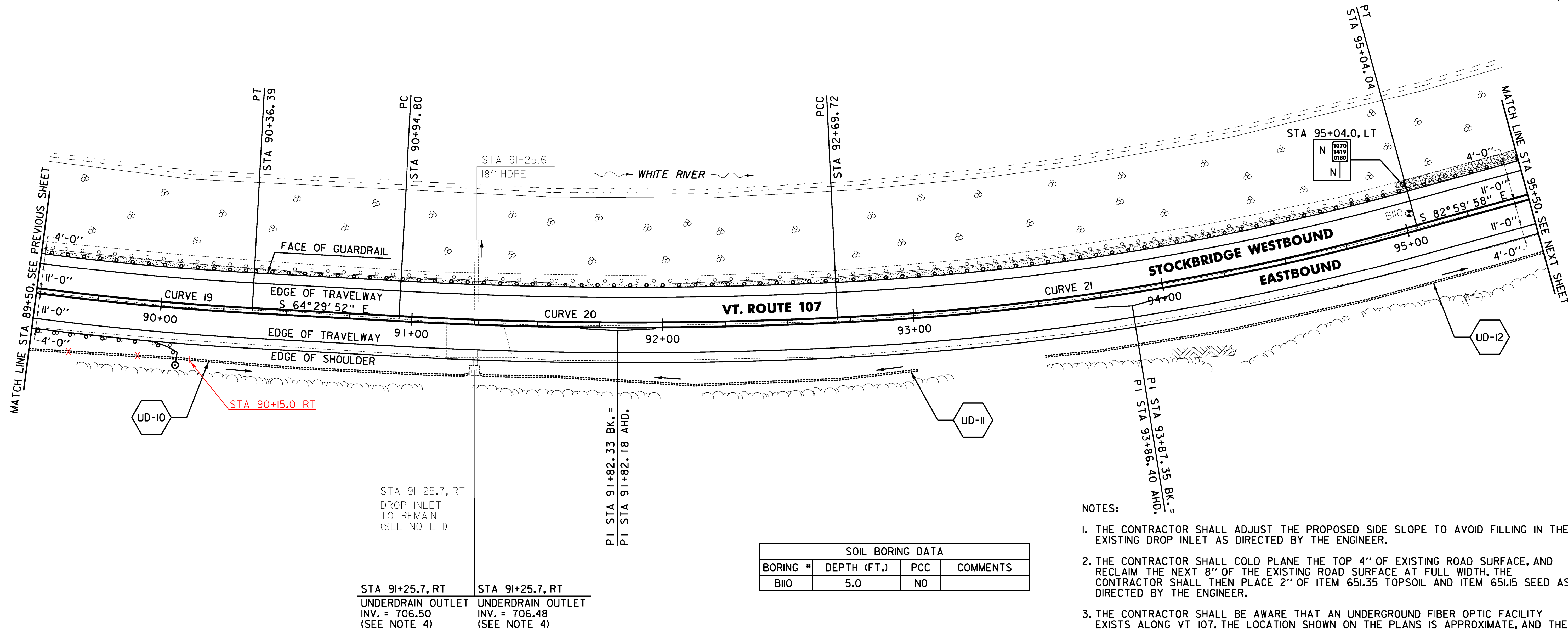
646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE:
STA 89+50.00 - STA 95+50.00 LT C RT
S S S

646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 89+50.00 - STA 95+50.00 LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE:
STA 89+50.00 - STA 95+50.00 LT C RT
S S S

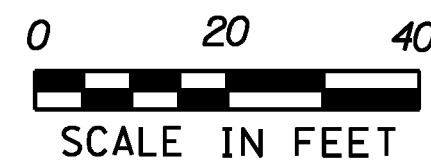
604.40 CHANGE ELEVATION OF DI
STA 91+25.7 RT

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L
BREAKS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 89+50.0 - STA 95+50.0 C/L (600.0 LF)



NOTES:

1. THE CONTRACTOR SHALL ADJUST THE PROPOSED SIDE SLOPE TO AVOID FILLING IN THE EXISTING DROP INLET AS DIRECTED BY THE ENGINEER.
2. THE CONTRACTOR SHALL COLD PLANE THE TOP 4" OF EXISTING ROAD SURFACE, AND RECLAIM THE NEXT 8" OF THE EXISTING ROAD SURFACE AT FULL WIDTH. THE CONTRACTOR SHALL THEN PLACE 2" OF ITEM 651.35 TOPSOIL AND ITEM 651.5 SEED AS DIRECTED BY THE ENGINEER.
3. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.
4. SEE SHEET 28 FOR UNDERDRAIN DETAILS.



SIGN LEGEND
R = REMOVE
S = SALVAGE
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = -----
NEW = _____

PROJECT LAYOUT SHEET #16

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_bdr_nul_16.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214i16.i

PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

CHECKED BY: J.P.S.

SHEET 49 OF 397

~~651.40 GRUBBING MATERIAL (6")~~
~~STOCKBRIDGE:~~
~~STA 95+00.0 - STA 95+50.0 LT (6.7 SY)~~

621.20 STEEL BEAM GUARDRAIL
STA 89+71.0 - 90+11.0 RT

613.10 STONE FILL, TYPE I
STOCKBRIDGE:
STA 95+00.0 - STA 95+50.0 LT (2.3 CY)

621.75 REMOVE AND RESET GUARDRAIL
STOCKBRIDGE:
STA 89+50.0 - STA 95+50.0 LT (600.0 LF)
STA 89+50.0 - STA 90+06.0 RT (56.0 LF)
89+71.0

~~653.20 TEMPORARY EROSION MATTING~~
~~STOCKBRIDGE:~~
~~STA 91+00.0 - STA 92+00.0 LT (11.4 SY)~~
~~STA 95+00.0 - STA 95+50.0 LT (6.7 SY)~~

676.10 DELINEATOR WITH STEEL POST
STOCKBRIDGE:
STA 90+06.0 RT

676.12 REMOVAL OF EXISTING DELINEATOR
STOCKBRIDGE:
STA 89+50.0 - STA 95+50.0 RT (1EA)

CURVE 19
Δ = 17°33'54"
D = 4°58'56"
R = 1150.00'
T = 177.67'
L = 352.55'
E = 13.64'
e = 0.072 FT/FT

CURVE 21
Δ = 12°36'24"
D = 5°22'48"
R = 1065.00'
T = 117.64'
L = 234.33'
E = 6.48'
e = 0.076 FT/FT

CURVE 20
Δ = 5°54'28"
D = 3°22'13"
R = 1700.00'
T = 87.72'
L = 175.28'
E = 2.26'
e = 0.058 FT/FT

~~646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR~~
~~646.404 DURABLE 4 INCH WHITE LINE, POLYUREA~~
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 95+50.00 - STA 101+50.00 LT & RT

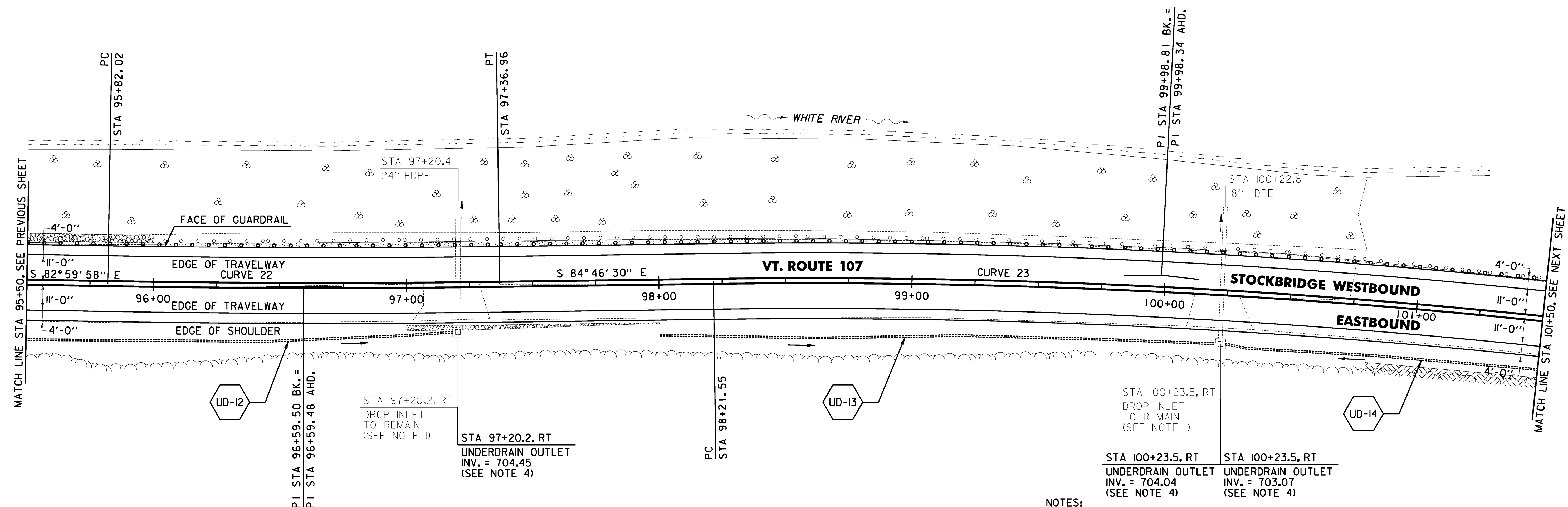
646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE:
STA 95+50.00 - STA 101+50.00 LT Q
S -

646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 95+50.00 - STA 101+50.00 LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE: LT C RT
STA 95+50.00 - STA 101+50.00 S - S

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L
BREAKS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 95+50.0 - STA 101+50.0 C/L (600.0 LF)

604.40 CHANGE ELEVATION OF DI
STA 97+20.2 RT



1. THE CONTRACTOR SHALL ADJUST THE PROPOSED SIDE SLOPE TO AVOID FILLING IN THE EXISTING DROP INLET AS DIRECTED BY THE ENGINEER.
2. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.
3. THE CONTRACTOR SHALL COLD PLANE THE TOP 4" OF EXISTING ROAD SURFACE, AND RECLAIM THE NEXT 8" OF THE EXISTING ROAD SURFACE AT FULL WIDTH. THE CONTRACTOR SHALL THEN PLACE 2" OF ITEM 651.35 TOPSOIL AND ITEM 651.15 SEED AS DIRECTED BY THE ENGINEER.
4. SEE SHEET 28 FOR UNDERDRAIN DETAILS.

0 20 40
SCALE IN FEET

SIGN LEGEND
R = REMOVE
S = SALVAGE
N = NEW
RET = RETAIN
B-B = BACK TO BACK
TING = -----
NEW = _____

**PROJECT
LAYOUT
SHEET #17**

PROJECT NAME:	STOCKBRIDGE-BETHEL
---------------	--------------------

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_bdr_nul_17.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214117.i

PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

CHECKED BY: J.P.S.

SHEET 50 OF 397

~~613.10 STONE FILL, TYPE 1~~
~~STOCKBRIDGE:~~
~~STA 95+50.0 STA 96+00.0 LT (2.6 CY)~~
~~STA 97+00.0 STA 98+00.0 RT (8.3 CY)~~

621.75 REMOVE AND RESET GUARDRAIL
STOCKBRIDGE:
STA 95+50.0 - STA 101+50.0 LT (600.0 LF)

~~651.40 GRUBBING MATERIAL (6'')~~
~~STOCKBRIDGE:~~
~~STA 95+50.0 STA 96+00.0 LT (7.2 SY)~~
~~STA 97+00.0 STA 98+00.0 RT (20.0 SY)~~

~~653.20 TEMPORARY EROSION MATTING~~
~~STOCKBRIDGE:~~
~~STA 95+50.0 - STA 96+00.0 LT (7.2 SY)~~
~~STA 97+00.0 - STA 98+00.0 RT (20.0 SY)~~
~~STA 99+00.0 - STA 100+50.0 LT (51.1 SY)~~

676.12 REMOVAL OF EXISTING DELINEATOR
STOCKBRIDGE:
STA 95+50.0 - STA 101+50.0 RT (1EA)

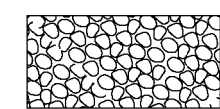
CURVE 22
 Δ = 1° 46' 32"
D = 1° 08' 45"
R = 5000.00'
T = 77.48'
L = 154.94'
E = 0.60'
e = 0.024 FT/FT

CURVE 23

Δ = 7° 14' 41"
D = 2° 02' 47"
R = 2800.00'
T = 177.26'
L = 354.05'
E = 5.61'
e = 0.040 FT/FT

FILE NAME : \\V:\projects\2014\22426\CAD\N\STN\z10b214_bdr_nul.18.dgn
DATE TIME : 3/17/2014 14:49:56
USER : j496

LEGEND



ITEM 613.10 STONE FILL, TYPE I

~~646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR~~
~~646.404 DURABLE 4 INCH WHITE LINE, POLYUREA~~
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 101+50.00 - STA 107+50.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE:
STA 101+50.00 - STA 107+50.00 LT C RT
S - S

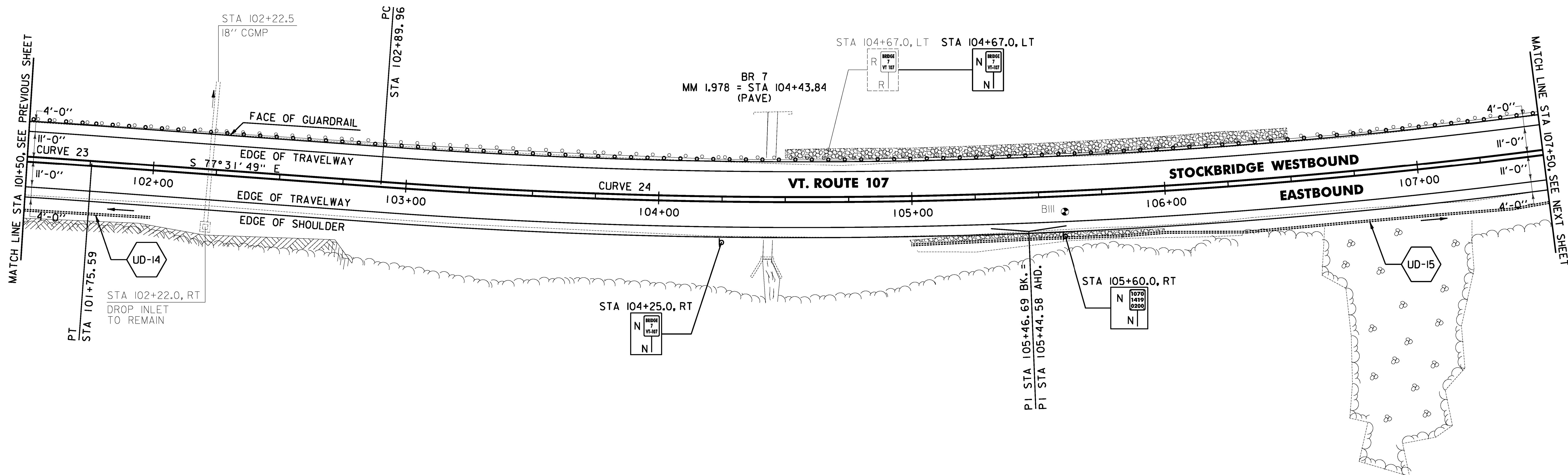
646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 101+50.00 - STA 107+50.00 LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE:
STA 101+50.00 - STA 107+50.00 LT C RT
S - S

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L
BREAKS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 101+50.0 - STA 107+50.0 C/L (600.0 LF)

675.50 REMOVING SIGNS
AS SHOWN - 1

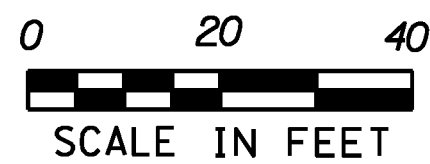
604.40 CHANGE ELEVATION OF DI
STA 102+22.0 RT



SOIL BORING DATA			
BORING #	DEPTH (FT.)	PCC	COMMENTS
BIII	2.1	NO	REFUSAL AT 2.1'

NOTE:

1. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.



PROJECT LAYOUT SHEET #18

SIGN LEGEND

R = REMOVE
S = SALVAGE
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = -----
NEW = _____

613.10 STONE FILL, TYPE I

STOCKBRIDGE:
STA 104+50.0 - STA 106+50.0 LT (22.8 CY)
STA 105+00.0 - STA 106+00.0 RT (7.0 CY)

621.75 REMOVE AND RESET GUARDRAIL

STOCKBRIDGE:
STA 101+50.0 - STA 107+50.0 LT (600.0 LF)

651.40 GRUBBING MATERIAL (6'')

STOCKBRIDGE:
STA 104+50.0 - STA 106+50.0 LT (52.2 SY)
STA 105+00.0 - STA 106+00.0 RT (18.1 SY)

653.20 TEMPORARY EROSION MATTING

STOCKBRIDGE:
STA 104+00.0 - STA 106+50.0 LT (62.8 SY)
STA 105+00.0 - STA 107+50.0 RT (37.2 SY)

676.12 REMOVAL OF EXISTING DELINEATOR

STOCKBRIDGE:
STA 101+50.0 - STA 104+25.0 RT (1EA)

CURVE 23
 Δ = 7° 14' 41"
D = 2° 02' 47"
R = 2800.00'
T = 177.26'
L = 354.05'
E = 5.61'
e = 0.040 FT/FT

CURVE 24
 Δ = 12° 44' 17"
D = 2° 29' 28"
R = 2300.00'
T = 256.72'
L = 511.33'
E = 14.28'
e = 0.046 FT/FT

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_bdr_nul.18.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214i18.1

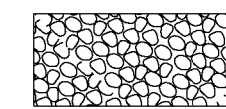
PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

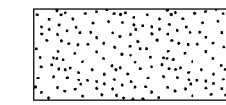
CHECKED BY: J.P.S.

SHEET 51 OF 397

LEGEND



ITEM 613.10 STONE FILL, TYPE I

EXISTING PAVEMENT TO BE REMOVED
(SEE NOTE 1)

~~646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR~~
~~646.404 DURABLE 4 INCH WHITE LINE, POLYUREA~~
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 107+50.00 - STA 113+50.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE:
STA 107+50.00 - STA 113+50.00

LT C RT
S S

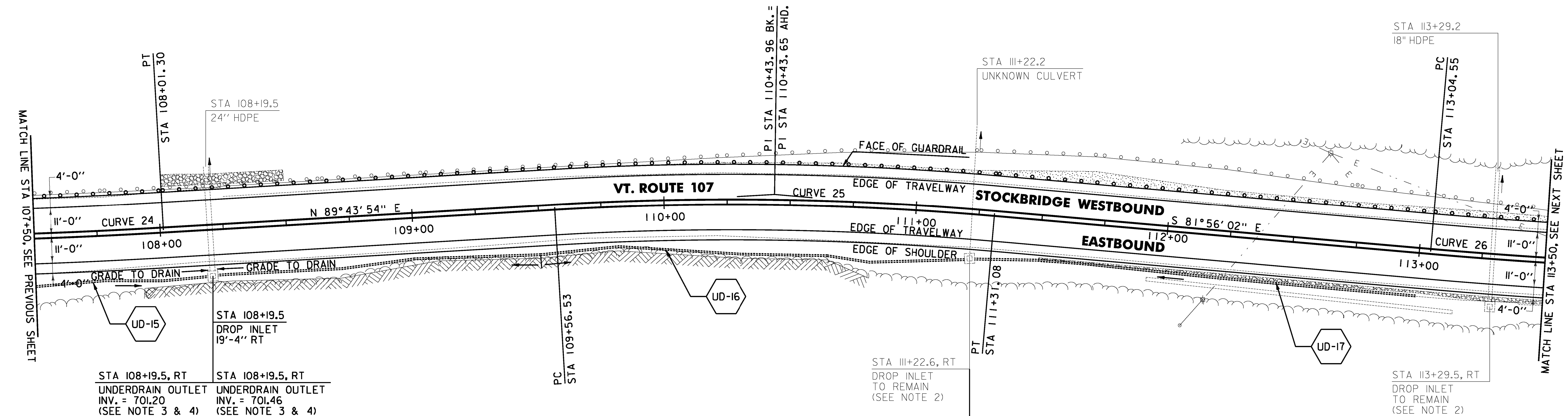
646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 107+50.00 - STA 113+50.00 LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE:
STA 107+50.00 - STA 113+50.00

LT C RT
S S

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L
BREAKS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 107+50.0 - STA 113+50.0 C/L (600.0 LF)

604.40 CHANGE ELEVATION OF DI
STA 108+19.5 RT
STA 111+22.6 RT
STA 113+29.5 RT



604.412, 604.415, 604.418 REHAB. DROP INLETS,
CATCH BASINS, OR MANHOLES CLASS I, II, OR III (SEE NOTE 5)
STOCKBRIDGE:
STA 108+19.5 RT

~~613.10 STONE FILL, TYPE I~~
~~STOCKBRIDGE:~~
~~STA 108+00.0 - STA 108+50.0 LT (5.5 CY)~~
~~STA 111+50.0 - STA 113+50.0 RT (11.0 CY)~~

621.20 STEEL BEAM GUARDRAIL, GALVANIZED
STOCKBRIDGE:
STA 108+28.0 - STA 113+50.0 LT (522.0 LF)
108+00.0

621.75 REMOVE AND RESET GUARDRAIL
STOCKBRIDGE:
STA 107+50.0 - STA 108+28.0 LT (78.0 LF)
108+00.0

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL
STOCKBRIDGE:
STA 108+28.0 - STA 113+50.0 LT (522.0 LF)
109+50.0

~~651.40 GRUBBING MATERIAL (6")~~
~~STOCKBRIDGE:~~
~~STA 108+00.0 - STA 108+50.0 LT (12.5 SY)~~
~~STA 111+50.0 - STA 113+50.0 RT (31.2 SY)~~

~~653.20 TEMPORARY EROSION MATTING~~
~~STOCKBRIDGE:~~
~~STA 107+50.0 - STA 110+00.0 RT (83.0 SY)~~
~~STA 107+50.0 - STA 108+50.0 LT (28.9 SY)~~
~~STA 111+50.0 - STA 113+50.0 RT (31.2 SY)~~

NOTES:

1. THE CONTRACTOR SHALL COLD PLANE THE TOP 4" OF EXISTING ROAD SURFACE, AND RECLAIM THE NEXT 8" OF THE EXISTING ROAD SURFACE AT FULL WIDTH. THE CONTRACTOR SHALL THEN PLACE 2" OF ITEM 651.35 TOPSOIL AND ITEM 651.15 SEED AS DIRECTED BY THE ENGINEER.
2. THE CONTRACTOR SHALL ADJUST THE PROPOSED SIDE SLOPE TO AVOID FILLING IN THE EXISTING DROP INLET AS DIRECTED BY THE ENGINEER.
3. THE CONTRACTOR SHALL FIELD VERIFY THE INVERT OF THE EXISTING DROP INLET PRIOR TO INSTALLING UNDERDRAIN.
4. SEE SHEET 28 FOR UNDERDRAIN DETAILS.
5. THE CONTRACTOR SHALL REHABILITATE THE EXISTING DROP INLETS, CATCH BASINS OR MANHOLES TO A DEPTH AS DIRECTED BY THE ENGINEER. ALL REHABILITATION WORK WILL BE PAID FOR UNDER THE APPLICABLE REHABILITATION ITEM AS DIRECTED BY THE ENGINEER. ALL EXISTING UTILITIES MARKED "TO REMAIN" SHALL NOT BE ALTERED OR REHABILITATED UNLESS DIRECTED OTHERWISE BY THE ENGINEER.
6. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.

SIGN LEGEND

R = REMOVE
S = SALVAGE
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = -----
NEW = _____

CURVE 24
 $\Delta = 12^\circ 44' 17''$
 $D = 2^\circ 29' 28''$
 $R = 2300.00'$
 $T = 256.72'$
 $L = 511.33'$
 $E = 14.28'$
 $e = 0.046 \text{ FT/FT}$

CURVE 25
 $\Delta = 8^\circ 20' 03''$
 $D = 4^\circ 46' 29''$
 $R = 1200.00'$
 $T = 87.43'$
 $L = 174.55'$
 $E = 3.18'$
 $e = 0.070 \text{ FT/FT}$

CURVE 26
 $\Delta = 7^\circ 58' 19''$
 $D = 2^\circ 51' 53''$
 $R = 2000.00'$
 $T = 139.36'$
 $L = 278.27'$
 $E = 4.85'$
 $e = 0.052 \text{ FT/FT}$

0 20 40
SCALE IN FEET

PROJECT
LAYOUT
SHEET #19

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_bdr_nul.19.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214119.1

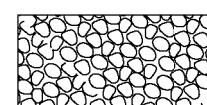
PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

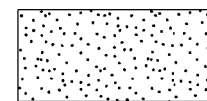
CHECKED BY: J.P.S.

SHEET 52 OF 397

LEGEND



ITEM 613.10 STONE FILL, TYPE I



EXISTING PAVEMENT TO BE REMOVED
(SEE NOTE 2)

~~646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR~~
~~646.404 DURABLE 4 INCH WHITE LINE, POLYUREA~~
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 113+50.00 - STA 119+50.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE:
STA 113+50.00 - STA 119+50.00

LT C RT
S S

646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 113+50.00 - STA 119+50.00 LT & RT

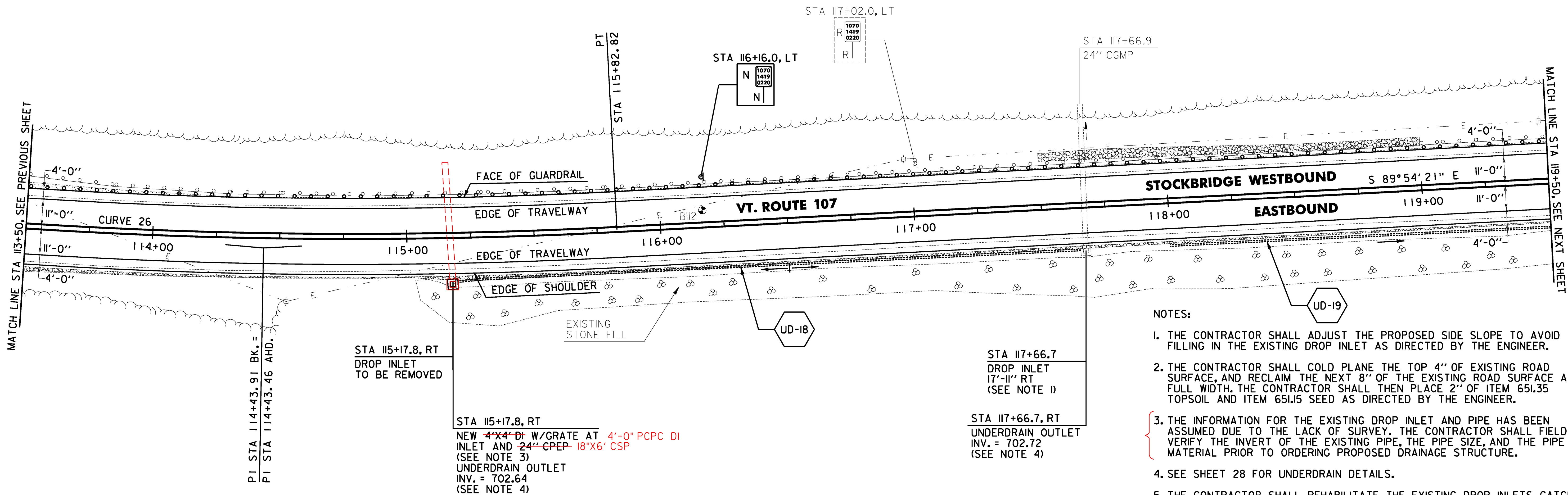
646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE:
STA 113+50.00 - STA 119+50.00

LT C RT
S S

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L
BREAKS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 113+50.00 - STA 119+50.00 C/L (600.0 LF)

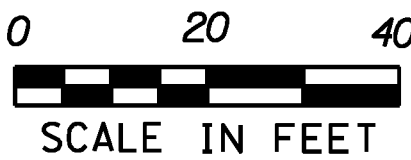
675.50 REMOVING SIGNS
AS SHOWN - 1

604.40 CHANGE ELEVATION OF DI
STA 108+19.5 RT
STA 111+22.6 RT
STA 113+29.5 RT



NOTES:

1. THE CONTRACTOR SHALL ADJUST THE PROPOSED SIDE SLOPE TO AVOID FILLING IN THE EXISTING DROP INLET AS DIRECTED BY THE ENGINEER.
2. THE CONTRACTOR SHALL COLD PLANE THE TOP 4" OF EXISTING ROAD SURFACE, AND RECLAIM THE NEXT 8" OF THE EXISTING ROAD SURFACE AT FULL WIDTH. THE CONTRACTOR SHALL THEN PLACE 2" OF ITEM 651.35 TOPSOIL AND ITEM 651.15 SEED AS DIRECTED BY THE ENGINEER.
3. THE INFORMATION FOR THE EXISTING DROP INLET AND PIPE HAS BEEN ASSUMED DUE TO THE LACK OF SURVEY. THE CONTRACTOR SHALL FIELD VERIFY THE INVERT OF THE EXISTING PIPE, THE PIPE SIZE, AND THE PIPE MATERIAL PRIOR TO ORDERING PROPOSED DRAINAGE STRUCTURE.
4. SEE SHEET 28 FOR UNDERDRAIN DETAILS.
5. THE CONTRACTOR SHALL REHABILITATE THE EXISTING DROP INLETS, CATCH BASINS OR MANHOLES TO A DEPTH AS DIRECTED BY THE ENGINEER. ALL REHABILITATION WORK WILL BE PAID FOR UNDER THE APPLICABLE REHABILITATION ITEM AS DIRECTED BY THE ENGINEER. ALL EXISTING UTILITIES MARKED "TO REMAIN" SHALL NOT BE ALTERED OR REHABILITATED UNLESS DIRECTED OTHERWISE BY THE ENGINEER.
6. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.



PROJECT
LAYOUT
SHEET #20

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_bdr_nul.20.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214120.1

PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

CHECKED BY: J.P.S.

SHEET 53 OF 397

SIGN LEGEND

R = REMOVE

S = SALVAGE

N = NEW

RET = RETAIN

B-B = BACK TO BACK

EXISTING = -----

NEW = _____

SOIL BORING DATA			
BORING #	DEPTH (FT.)	PCC	COMMENTS
B112	5.0	NO	

CURVE 26

Δ = 7°58'19"
D = 2°51'53"
R = 2000.00'
T = 139.36'
L = 278.27'
E = 4.85'
e = 0.052 FT/FT

604.412, 604.415, 604.418 REHAB. DROP INLETS,
CATCH BASINS, OR MANHOLES CLASS I, II, OR III(SEE NOTE 5)
STOCKBRIDGE:
STA 117+66.7

~~613.10 STONE FILL, TYPE I~~
~~STOCKBRIDGE:~~
~~STA 113+50.0 - STA 119+50.0 RT (28.6 CY)~~
~~STA 117+50.0 - STA 119+00.0 LT (19.2 CY)~~

621.20 STEEL BEAM GUARDRAIL, GALVANIZED
STOCKBRIDGE:
STA 113+50.0 - STA 119+50.0 LT (600.0 LF)

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL
STOCKBRIDGE:
STA 113+50.0 - STA 119+50.0 LT (600.0 LF)

~~651.40 GRUBBING MATERIAL (6")~~
~~STOCKBRIDGE:~~
~~STA 113+50.0 - STA 119+50.0 RT (80.1 SY)~~
~~STA 117+50.0 - STA 119+00.0 LT (45.8 SY)~~

~~653.20 TEMPORARY EROSION MATTING~~
~~STOCKBRIDGE:~~
~~STA 113+50.0 - STA 119+50.0 RT (80.1 SY)~~
~~STA 117+50.0 - STA 119+00.0 LT (85.0 SY)~~

~~646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR~~
~~646.404 DURABLE 4 INCH WHITE LINE, POLYUREA~~
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 125+50.00 - STA 131+50.00 LT & RT

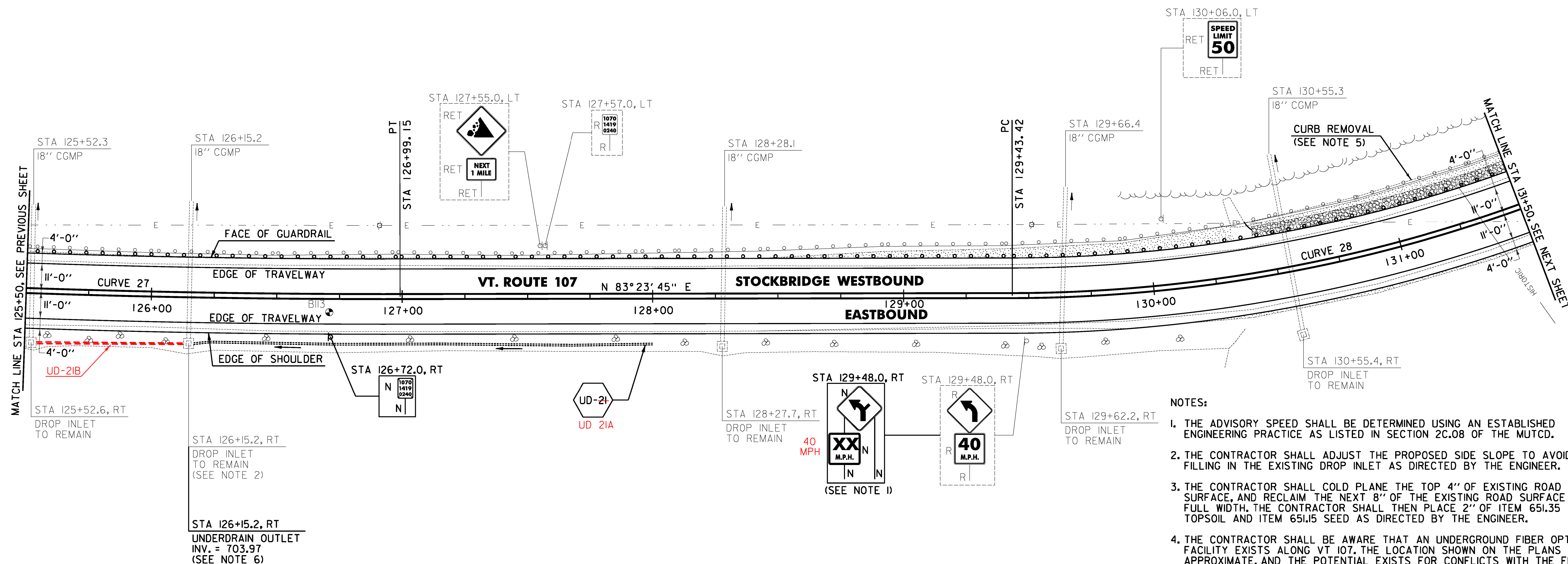
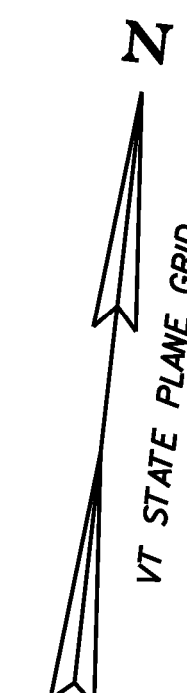
646,414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE: LT Q
STA 125+50.00 - STA 131+50.00 S -

646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 125+50.00 - STA 131+50.00 LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE: LT C RT
STA 125+50.00 - STA 131+50.00 S - S

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L
BREAKS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 125+50.0 - STA 131+50.0 C/L (600.0 LF)

675.50 REMOVING SIGNS
AS SHOWN - 3



1. THE ADVISORY SPEED SHALL BE DETERMINED USING AN ESTABLISHED ENGINEERING PRACTICE AS LISTED IN SECTION 2C.08 OF THE MUTCD.
2. THE CONTRACTOR SHALL ADJUST THE PROPOSED SIDE SLOPE TO AVOID FILLING IN THE EXISTING DROP INLET AS DIRECTED BY THE ENGINEER.
3. THE CONTRACTOR SHALL COLD PLANE THE TOP 4" OF EXISTING ROAD SURFACE, AND RECLAIM THE NEXT 8" OF THE EXISTING ROAD SURFACE AT FULL WIDTH. THE CONTRACTOR SHALL THEN PLACE 2" OF ITEM 651.35 TOPSOIL AND ITEM 651.5 SEED AS DIRECTED BY THE ENGINEER.
4. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.
5. SEE SHEET 26 FOR CURB REMOVAL AND STONE FILL BACKING DETAIL.
6. SEE SHEET 28 FOR UNDERDRAIN DETAILS.

SOIL BORING DATA			
BORING #	DEPTH (FT.)	PCC	COMMENTS
B113	5.0	NO	

613.10 STONE FILL, TYPE I
STOCKBRIDGE:
STA ~~130+41.0~~ - STA 131+50.0 LT (13.9 CY)
130+25.0

62I.205 STEEL BEAM GUARDRAIL, GALVANIZED W/8 FEET POSTS
STOCKBRIDGE:
STA 125+50.0 - STA 131+50.0 LT (600.0 LF)

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL
STOCKBRIDGE:
STA 125+50.0 - STA 131+50.0 LT (600.0 LF)

649.31 GEOTEXTILE UNDER STONE FILL
STOCKBRIDGE:
STA 130+41.0 - STA 131+50.0 LT (49.8 SY)

653.20 TEMPORARY EROSION MATTING
STOCKBRIDGE:
STA 125+50.0 - STA 129+50.0 RT (110.6 SY)
STA 125+50.0 - STA 127+00.0 LT (52.8 SY)

CURVE 27

$\Delta = 6^{\circ} 41' 54''$
D = $1^{\circ} 21' 51''$
R = 4200.00'
T = 245.78'
L = 491.01'
E = 7.19'
e = 0.028 FT/FT

CURVE 28
 $\Delta = 63^{\circ} 42' 45''$
 $D = 9^{\circ} 32' 57''$
 $R = 600.00'$
 $T = 372.83'$
 $L = 667.20'$
 $E = 106.40'$
 $e = 0.060 \text{ FT/FT}$

SIGN LEGEND
R = REMOVE
S = SALVAGE
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = -----
NEW = _____

A scale bar labeled "SCALE IN FEET" with markings at 0, 20, and 40 feet. The bar is divided into four equal segments, each representing 10 feet.

**PROJECT
LAYOUT
SHEET #22**

PROJECT NAME:	STOCKBRIDGE-BETHEL
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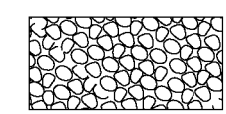
PROJECT NUMBER: STP 2910(I)

FILE NAME: z10b214_bdr_nul_22.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214122.i

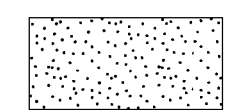
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 55 OF 397

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FILE NAME = V:\Projects\ANY\K2\22426\CADD\MSTN\z10b214_bdr_nw1.22.dgn
DATE/TIME = 3/17/2014
USER = 4916
```


LEGEND



ITEM 613.10 STONE FILL, TYPE I

EXISTING PAVEMENT TO BE REMOVED
(SEE NOTE 3)

~~646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR~~
~~646.404 DURABLE 4 INCH WHITE LINE, POLYUREA~~
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 125+50.00 - STA 131+50.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE:
STA 125+50.00 - STA 131+50.00

LT C RT
S - S

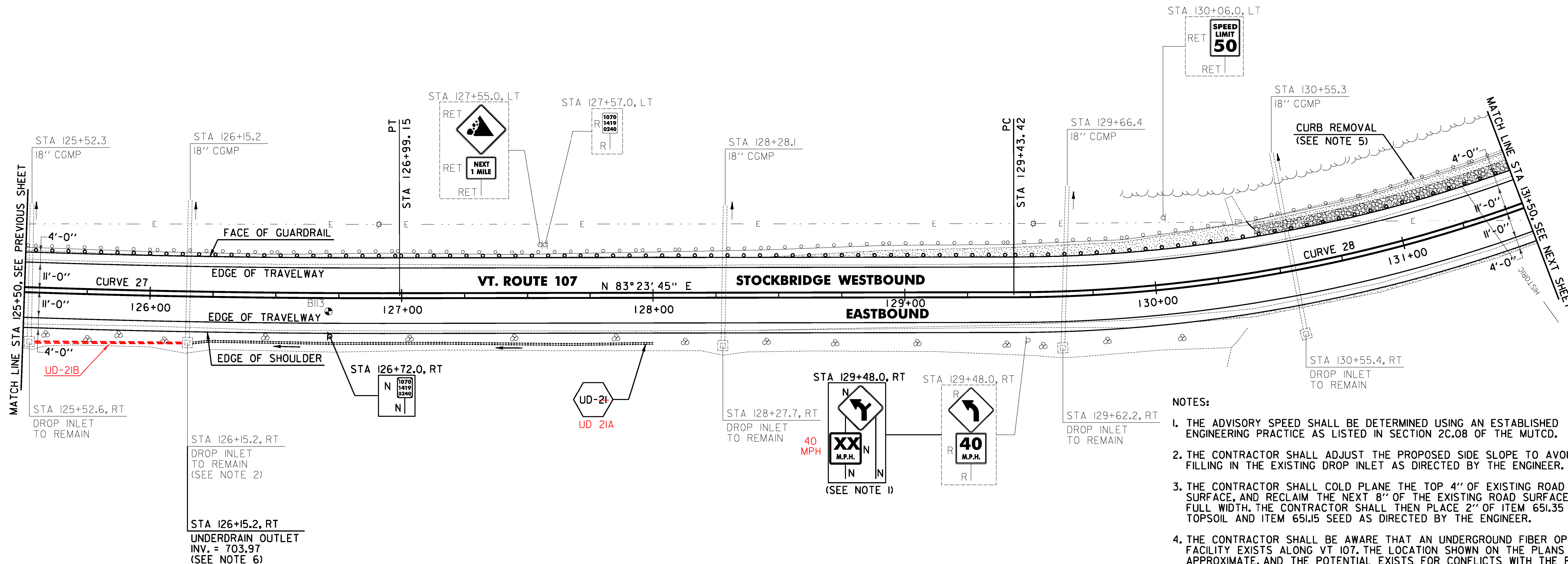
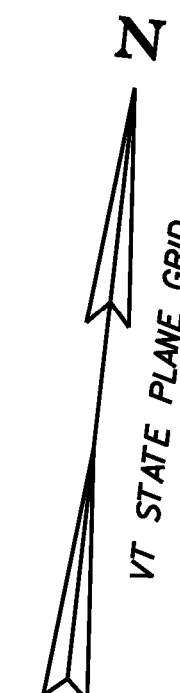
646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 125+50.00 - STA 131+50.00 LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE:
STA 125+50.00 - STA 131+50.00

LT C RT
S - S

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L
BREAKS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 125+50.0 - STA 131+50.0 C/L (600.0 LF)

675.50 REMOVING SIGNS
AS SHOWN - 3



NOTES:

1. THE ADVISORY SPEED SHALL BE DETERMINED USING AN ESTABLISHED ENGINEERING PRACTICE AS LISTED IN SECTION 2C.08 OF THE MUTCD.
2. THE CONTRACTOR SHALL ADJUST THE PROPOSED SIDE SLOPE TO AVOID FILLING IN THE EXISTING DROP INLET AS DIRECTED BY THE ENGINEER.
3. THE CONTRACTOR SHALL COLD PLANE THE TOP 4" OF EXISTING ROAD SURFACE, AND RECLAIM THE NEXT 8" OF THE EXISTING ROAD SURFACE AT FULL WIDTH. THE CONTRACTOR SHALL THEN PLACE 2" OF ITEM 651.35 TOPSOIL AND ITEM 651.15 SEED AS DIRECTED BY THE ENGINEER.
4. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.
5. SEE SHEET 26 FOR CURB REMOVAL AND STONE FILL BACKING DETAIL.
6. SEE SHEET 28 FOR UNDERDRAIN DETAILS.

SOIL BORING DATA			
BORING #	DEPTH (FT.)	PCC	COMMENTS
BII3	5.0	NO	

SIGN LEGEND

R = REMOVE
S = SALVAGE
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = -----
NEW = _____

0 20 40
SCALE IN FEET

PROJECT
LAYOUT
SHEET #22

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_bdr_nul.22.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214122.1

PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

CHECKED BY: J.P.S.

SHEET 55 OF 397

613.10 STONE FILL, TYPE I

STOCKBRIDGE:

STA 125+50.0 - STA 131+50.0 LT (13.9 CY)

130+25.0

621.205 STEEL BEAM GUARDRAIL, GALVANIZED W/8 FEET POSTS

STOCKBRIDGE:

STA 125+50.0 - STA 131+50.0 LT (600.0 LF)

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL

STOCKBRIDGE:

STA 125+50.0 - STA 131+50.0 LT (600.0 LF)

649.31 GEOTEXTILE UNDER STONE FILL

STOCKBRIDGE:

STA 130+41.0 - STA 131+50.0 LT (49.8 SY)

653.20 TEMPORARY EROSION MATTING

STOCKBRIDGE:

STA 125+50.0 - STA 129+50.0 RT (110.6 SY)

STA 125+50.0 - STA 127+00.0 LT (52.8 SY)

CURVE 27

Δ = 6° 41' 54"
D = 1° 21' 51"
R = 4200.00'
T = 245.78'
L = 491.01'
E = 7.19'
e = 0.028 FT/FT

CURVE 28

Δ = 63° 42' 45"
D = 9° 32' 57"
R = 600.00'
T = 372.83'
L = 667.20'
E = 106.40'
e = 0.060 FT/FT

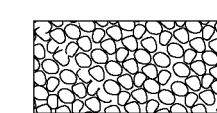
EXISTING PAVEMENT TO BE REMOVED
(SEE NOTE 3)

FILE NAME = I:\Projects\ANY\K2\22426\CADD\NISTN\z10s214_bdr_nul_23.dgn
DATE/TIME = 3/17/2014
USER = 4916

~~646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR~~
~~646.404 DURABLE 4 INCH WHITE LINE, POLYUREA~~
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 137+50.00 - STA 143+50.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE:
STA 137+50.00 - STA 143+50.00 LT C RT
STA 142+56.00 DOUBLE SOLID LT, TH-I S - S

LEGEND



ITEM 613.10 STONE FILL, TYPE I

646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 137+50.00 - STA 143+50.00 LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE:
STA 137+50.00 - STA 143+50.00 LT C RT
STA 142+56.00 DOUBLE SOLID LT, TH-I S - S

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L
BREAKS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 137+50.0 - STA 141+36.0 C/L (386.0 LF)

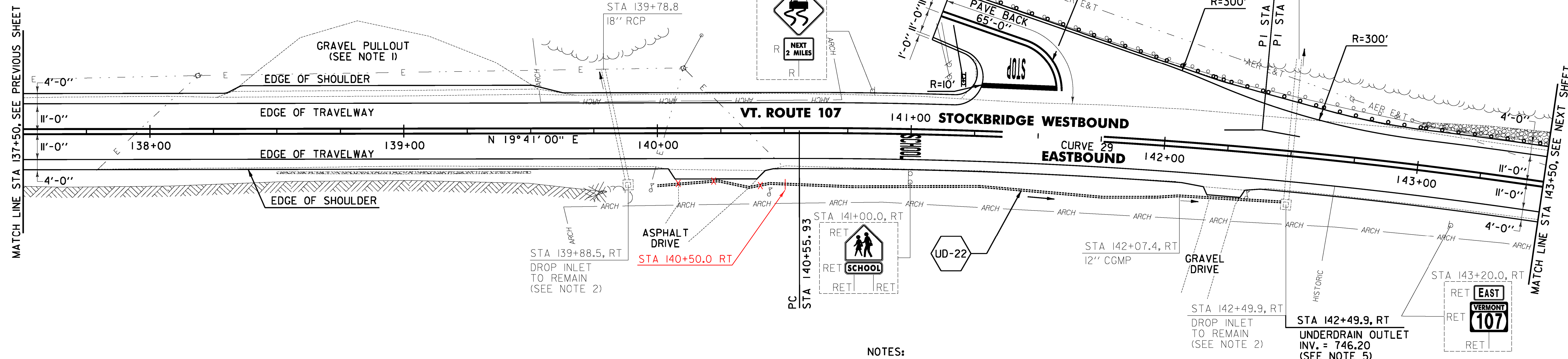
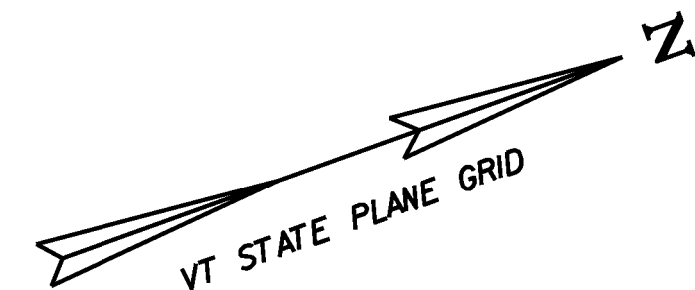
646.492 DURABLE LETTER OR SYMBOL, THERMOPLASTIC OR
~~646.494 DURABLE LETTER OR SYMBOL, POLYUREA~~
STOCKBRIDGE:
STA 141+00.00 RT, "S,C,H,O,O,L" (6 EA)
STA 142+56.00 LT, TH-I, "S,T,O,P" (4 EA)

~~646.482 DURABLE 24 INCH STOP BAR, THERMOPLASTIC OR~~
~~646.484 DURABLE 24 INCH STOP BAR, POLYUREA~~
STOCKBRIDGE:
STA 142+56.00 LT, TH-I

646.682 TEMPORARY 24 INCH STOP BAR, PAINT
STOCKBRIDGE:
STA 142+56.00 LT, TH-I

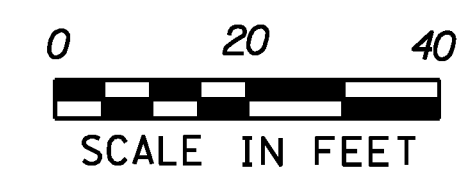
646.692 TEMPORARY LETTER OR SYMBOL, PAINT
STOCKBRIDGE:
STA 141+00.00 RT, "S,C,H,O,O,L" (12 EA)
STA 142+56.00 LT, TH-I, "S,T,O,P" (8 EA)

675.50 REMOVING SIGNS
AS SHOWN - 3



NOTES:

1. PROVIDE A 4 FT WIDE, 1 1/2" TYPE IVS APRON FOR THE EXISTING GRAVEL PULLOUT. ANY REQUIRED EXCAVATION SHALL BE PERFORMED AS DIRECTED BY THE ENGINEER AND PAID FOR UNDER ITEM 608.25 ALL PURPOSE EXCAVATOR RENTAL, TYPE I.
2. THE CONTRACTOR SHALL ADJUST THE PROPOSED SIDE SLOPE TO AVOID FILLING IN THE EXISTING DROP INLET AS DIRECTED BY THE ENGINEER.
3. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.
4. PROPOSED SIGN TO BE MOUNTED ON EXISTING SIGN POST.
5. SEE SHEET 28 FOR UNDERDRAIN DETAILS.



SIGN LEGEND

R = REMOVE
S = SALVAGE
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = -----
NEW = _____

PROJECT
LAYOUT
SHEET #24

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_bdr_nul.24.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214124.1

PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

CHECKED BY: J.P.S.

SHEET 57 OF 397

~~613.10 STONE FILL, TYPE I~~
STOCKBRIDGE:
STA 138+50.0 - STA 139+50.0 RT (4.1 CY)
STA 143+00.0 - STA 143+50.0 LT (9.7 CY)

621.205 STEEL BEAM GUARDRAIL, GALVANIZED W/8 FEET POSTS
STOCKBRIDGE:
STA 141+5.0 - STA 143+50.0 LT (248.0 LF)

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL
STOCKBRIDGE:
STA 141+5.0 - STA 143+50.0 LT (248.0 LF)

~~651.40 GRUBBING MATERIAL (6")~~
STOCKBRIDGE:
STA 138+50.0 - STA 139+50.0 RT (12.5 SY)
STA 143+00.0 - STA 143+50.0 LT (24.7 SY)

~~653.20 TEMPORARY EROSION MATTING~~
STOCKBRIDGE:
STA 138+50.0 - STA 139+50.0 RT (12.5 SY)
STA 143+00.0 - STA 143+50.0 LT (24.7 SY)

CURVE 29
Δ = 10° 25' 34"
D = 2° 51' 53"
R = 2000.00'
T = 182.48'
L = 363.94'
E = 8.31'
e = 0.044 FT/FT

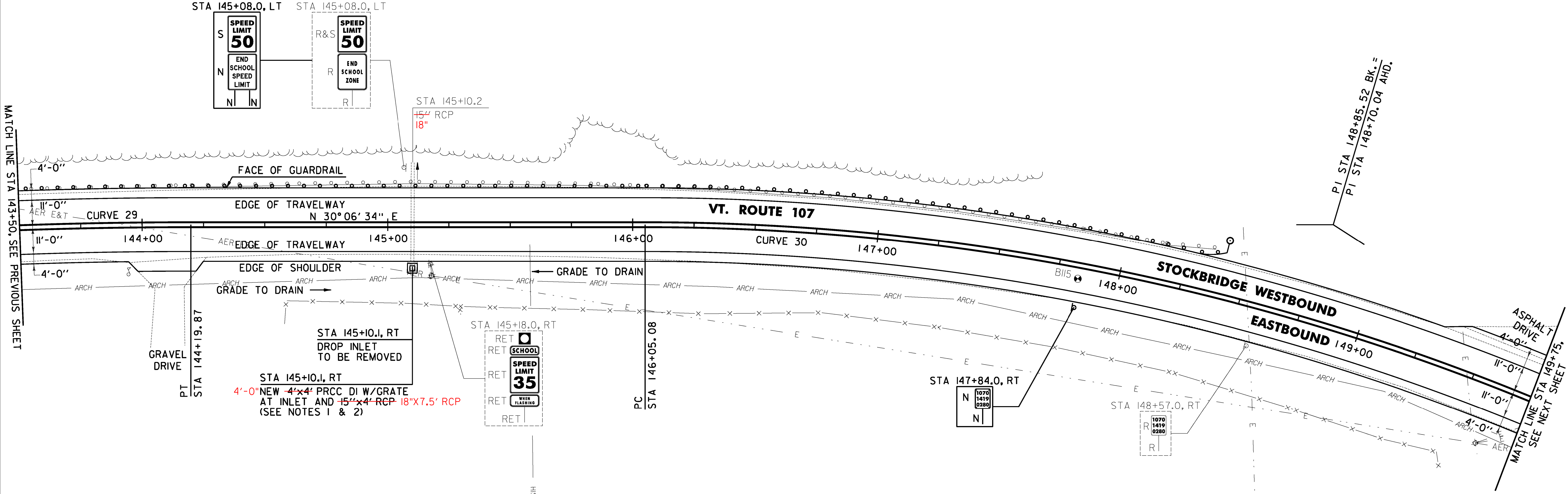
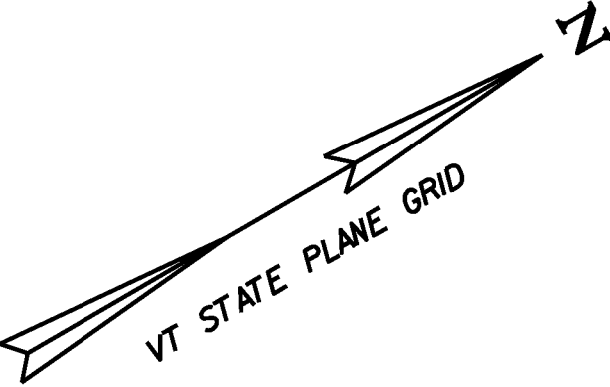
~~646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR~~
~~646.404 DURABLE 4 INCH WHITE LINE, POLYUREA~~
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 143+50.00 - STA 149+75.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE:
STA 143+50.00 - STA 149+75.00 LT CL RT
S - S

646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 143+50.00 - STA 149+75.00 LT & RT

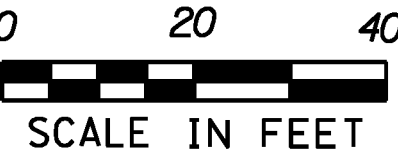
646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE:
STA 143+50.00 - STA 149+75.00 LT CL RT
S - S

675.50 REMOVING SIGNS
AS SHOWN - 3
675.60 ERECTING SALVAGED SIGNS
AS SHOWN - 1



- NOTES:
1. THE CONTRACTOR SHALL ADJUST THE PROPOSED SIDE SLOPE IN ORDER TO PLACE DROP INLET IN PROPOSED LOCATION AS DIRECTED BY THE ENGINEER.
 2. THE CONTRACTOR SHALL FIELD VERIFY THE INVERT OF EXISTING PIPE PRIOR TO ORDERING PROPOSED DRAINAGE STRUCTURE.
 3. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.

SOIL BORING DATA			
BORING #	DEPTH (FT.)	PCC	COMMENTS
B115	5.0	NO	



621.20 STEEL BEAM GUARDRAIL
STA 147+40.0 - 148+91.5 LT

621.205 STEEL BEAM GUARDRAIL, GALVANIZED W/8 FEET POSTS
STOCKBRIDGE:
STA 143+50.0 - STA 148+41.5 LT (491.5 LF)
147+40.0

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL
STOCKBRIDGE:
STA 143+50.0 - STA 148+36.0 LT (486.0 LF)

621.60 ANCHOR FOR STEEL BEAM RAIL
STOCKBRIDGE:
STA 148+35.0 LT

~~653.20 TEMPORARY EROSION MATTING~~
~~STOCKBRIDGE:~~
~~STA 143+50.0 - STA 144+00.0 LT (25.0 SY)~~
~~STA 146+50.0 - STA 147+00.0 LT (26.7 SY)~~

676.10 DELINEATOR WITH STEEL POST
STOCKBRIDGE:
STA 148+41.5 LT

CURVE 29
 $\Delta = 10^{\circ}25'34''$
 $D = 2^{\circ}51'53''$
 $R = 2000.00'$
 $T = 182.48'$
 $L = 363.94'$
 $E = 8.31'$
 $e = 0.044 \text{ FT/FT}$

CURVE 30
 $\Delta = 32^{\circ}53'37''$
 $D = 6^{\circ}01'52''$
 $R = 950.00'$
 $T = 280.44'$
 $L = 545.40'$
 $E = 40.53'$
 $e = 0.078 \text{ FT/FT}$

SIGN LEGEND
R = REMOVE
S = SALVAGE
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = -----
NEW = _____

**PROJECT
LAYOUT
SHEET #25**

PROJECT NAME: STOCKBRIDGE-BETHEL	PLOT DATE: 3/17/2014
PROJECT NUMBER: STP 2910(1)	DRAWN BY: W.G.P.
FILE NAME: z10b214_bdr_nul.25.dgn	CHECKED BY: J.P.S.
PROJECT LEADER: D.E.G.	SHEET 58 OF 397
DESIGNED BY: L.M.B.	
IPARM FILE: z10b214125.1	

FILE NAME: I:\1572\projects\1572\22426\CAD\1572\10b214_bdr_nul.25.dgn
DATE: 3/17/2014
USER: J.4916

~~646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR~~
~~646.404 DURABLE 4 INCH WHITE LINE, POLYUREA~~
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 149+75.00 - STA 156+00.00 LT & RT

~~646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA~~
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE:
STA 149+75.00 - STA 156+00.00 LT & RT
STA 155+49.60 DOUBLE SOLID LT, TH-6I

~~646.482 DURABLE 24 INCH STOP BAR, THERMOPLASTIC OR~~
~~646.484 DURABLE 24 INCH STOP BAR, POLYUREA~~
STOCKBRIDGE:
STA 155+49.60 LT, TH-6I

~~646.492 DURABLE LETTER OR SYMBOL, THERMOPLASTIC OR~~
~~646.494 DURABLE LETTER OR SYMBOL, POLYUREA~~
STOCKBRIDGE:
STA 155+49.60 LT, TH-6I, "S,T,O,P" (4 EA)

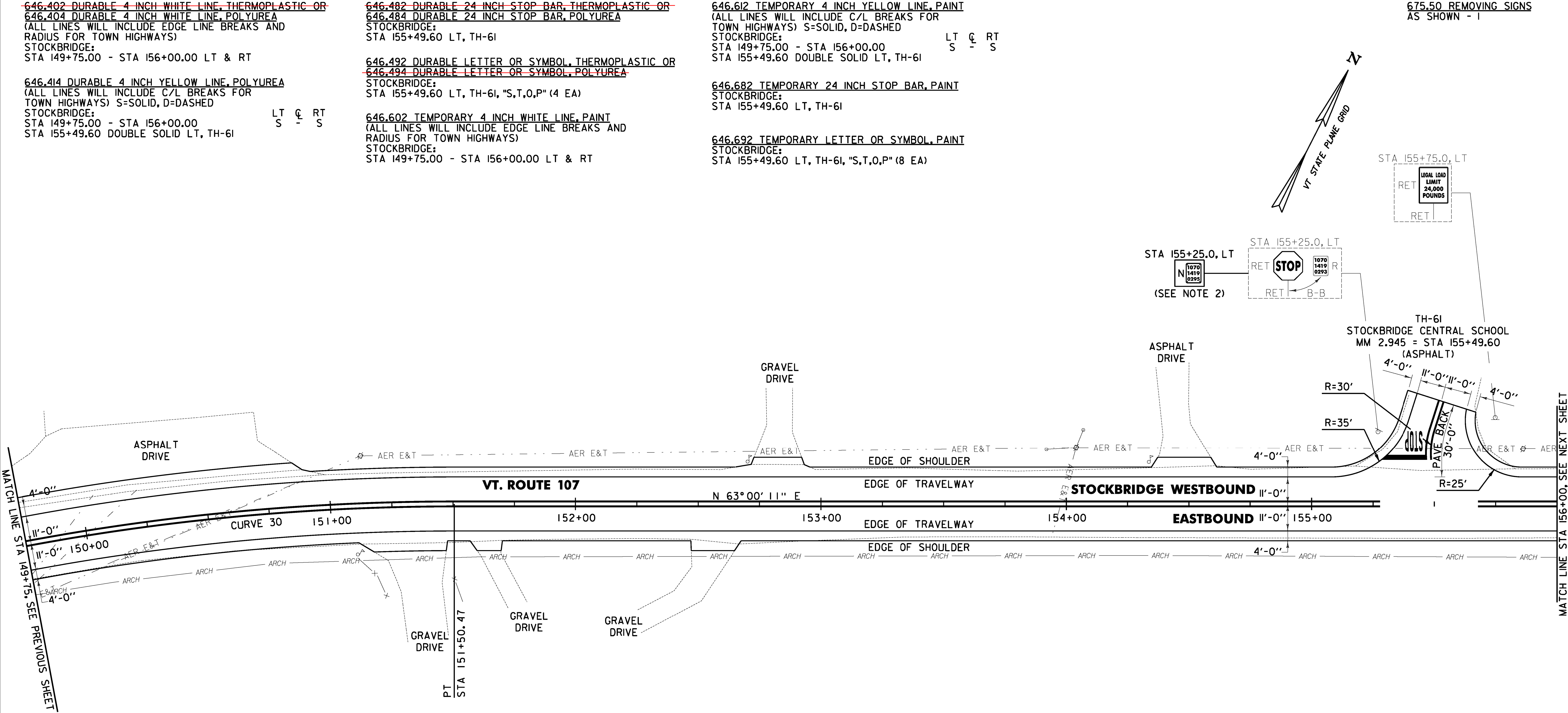
~~646.602 TEMPORARY 4 INCH WHITE LINE, PAINT~~
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 149+75.00 - STA 156+00.00 LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE:
STA 149+75.00 - STA 156+00.00 LT & RT
STA 155+49.60 DOUBLE SOLID LT, TH-6I

646.682 TEMPORARY 24 INCH STOP BAR, PAINT
STOCKBRIDGE:
STA 155+49.60 LT, TH-6I

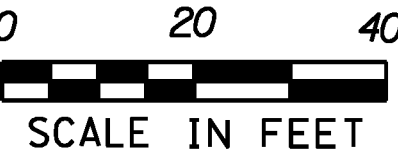
646.692 TEMPORARY LETTER OR SYMBOL, PAINT
STOCKBRIDGE:
STA 155+49.60 LT, TH-6I, "S,T,O,P" (8 EA)

675.50 REMOVING SIGNS
AS SHOWN - I



CURVE 30
Δ = 32°53' 37"
D = 6°01' 52"
R = 950.00'
T = 280.44'
L = 545.40'
E = 40.53'
e = 0.078 FT/FT

NOTES:
1. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.
2. PROPOSED SIGN TO BE MOUNTED ON EXISTING SIGN POST.



SIGN LEGEND
R = REMOVE
S = SALVAGE
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = -----
NEW = _____

PROJECT
LAYOUT
SHEET #26

PROJECT NAME: STOCKBRIDGE-BETHEL	
PROJECT NUMBER: STP 2910(1)	
FILE NAME: z10b214_bdr_nul.26.dgn	PLOT DATE: 3/17/2014
PROJECT LEADER: D.E.G.	DRAWN BY: W.G.P.
DESIGNED BY: L.M.B.	CHECKED BY: J.P.S.
IPARM FILE: z10b214126.1	SHEET 59 OF 397

~~646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR~~
~~646.404 DURABLE 4 INCH WHITE LINE, POLYUREA~~
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 156+00.00 - STA 161+50.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE:
STA 156+00.00 - STA 161+50.00 LT & RT
STA 157+08.00 DOUBLE SOLID LT, TH-62

~~646.482 DURABLE 24 INCH STOP BAR, THERMOPLASTIC OR~~
~~646.484 DURABLE 24 INCH STOP BAR, POLYUREA~~
STOCKBRIDGE:
STA 157+08.00 LT, TH-62

646.492 DURABLE LETTER OR SYMBOL, THERMOPLASTIC OR
~~646.494 DURABLE LETTER OR SYMBOL, POLYUREA~~
STOCKBRIDGE:
STA 157+08.00 LT, TH-62, "S,T,O,P" (4 EA)

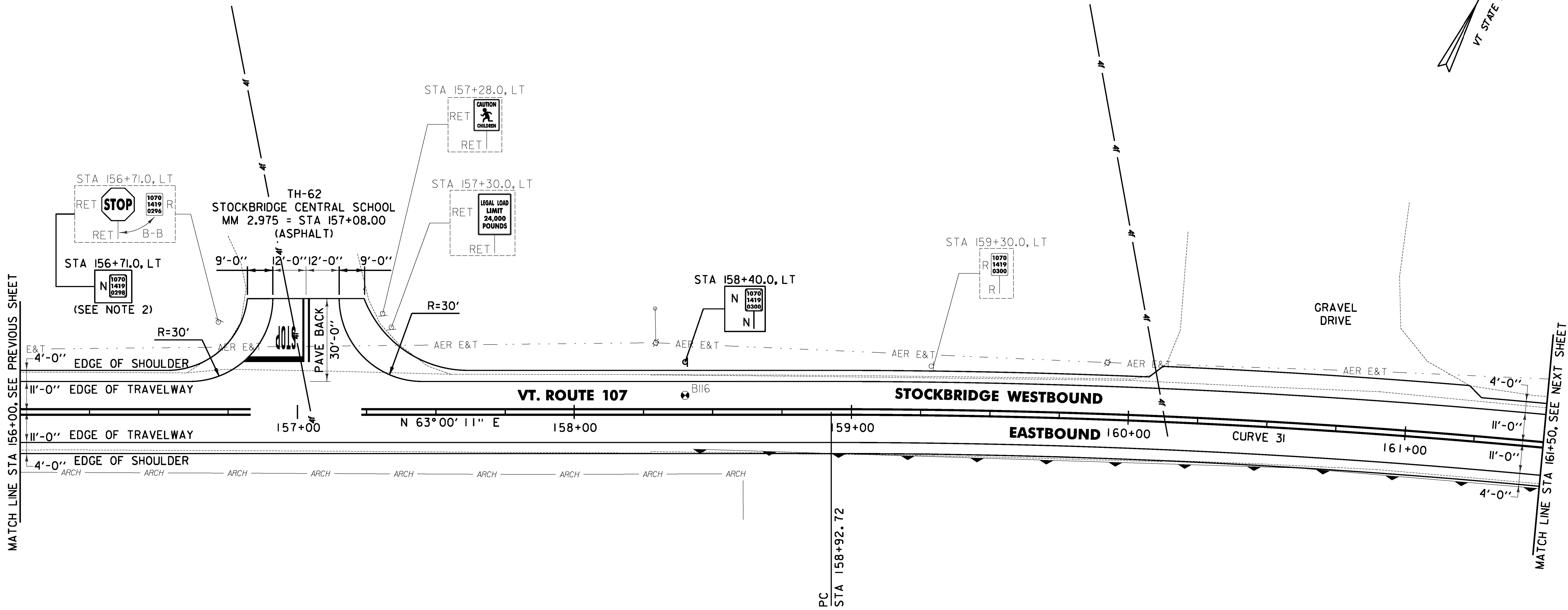
646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 156+00.00 - STA 161+50.00 LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE:
STA 156+00.00 - STA 161+50.00 LT & RT
STA 157+08.00 DOUBLE SOLID LT, TH-62

646.682 TEMPORARY 24 INCH STOP BAR, PAINT
STOCKBRIDGE:
STA 157+08.00 LT, TH-62

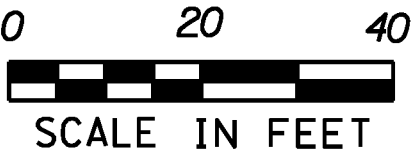
646.692 TEMPORARY LETTER OR SYMBOL, PAINT
STOCKBRIDGE:
STA 157+08.00 LT, TH-62, "S,T,O,P" (8 EA)

675.50 REMOVING SIGNS
AS SHOWN - 2



SOIL BORING DATA			
BORING #	DEPTH (FT.)	PCC	COMMENTS
B116	5.0	NO	

- NOTES:
1. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.
2. PROPOSED SIGN TO BE MOUNTED ON EXISTING SIGN POST.



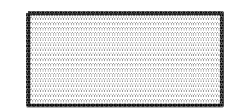
CURVE 31
Δ = 15° 03' 35"
D = 2° 03' 24"
R = 2786.00'
T = 368.26'
L = 732.28'
E = 24.23'
e = 0.040 FT/FT

SIGN LEGEND
R = REMOVE
S = SALVAGE
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = -----
NEW = _____

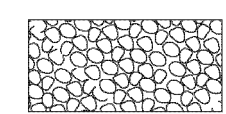
PROJECT
LAYOUT
SHEET #27

PROJECT NAME: STOCKBRIDGE-BETHEL	
PROJECT NUMBER: STP 2910(1)	
FILE NAME: z10b214_bdr_nul.27.dgn	PLOT DATE: 3/17/2014
PROJECT LEADER: D.E.G.	DRAWN BY: W.G.P.
DESIGNED BY: L.M.B.	CHECKED BY: J.P.S.
IPARM FILE: z10b214127.1	SHEET 60 OF 397

LEGEND



NO RECLAIM TO BE PERFORMED
IN THIS AREA



ITEM 613.10 STONE FILL, TYPE I

~~646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR~~
~~646.404 DURABLE 4 INCH WHITE LINE, POLYUREA~~
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 161+50.00 - STA 166+20.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE:
STA 161+50.00 - STA 167+50.00

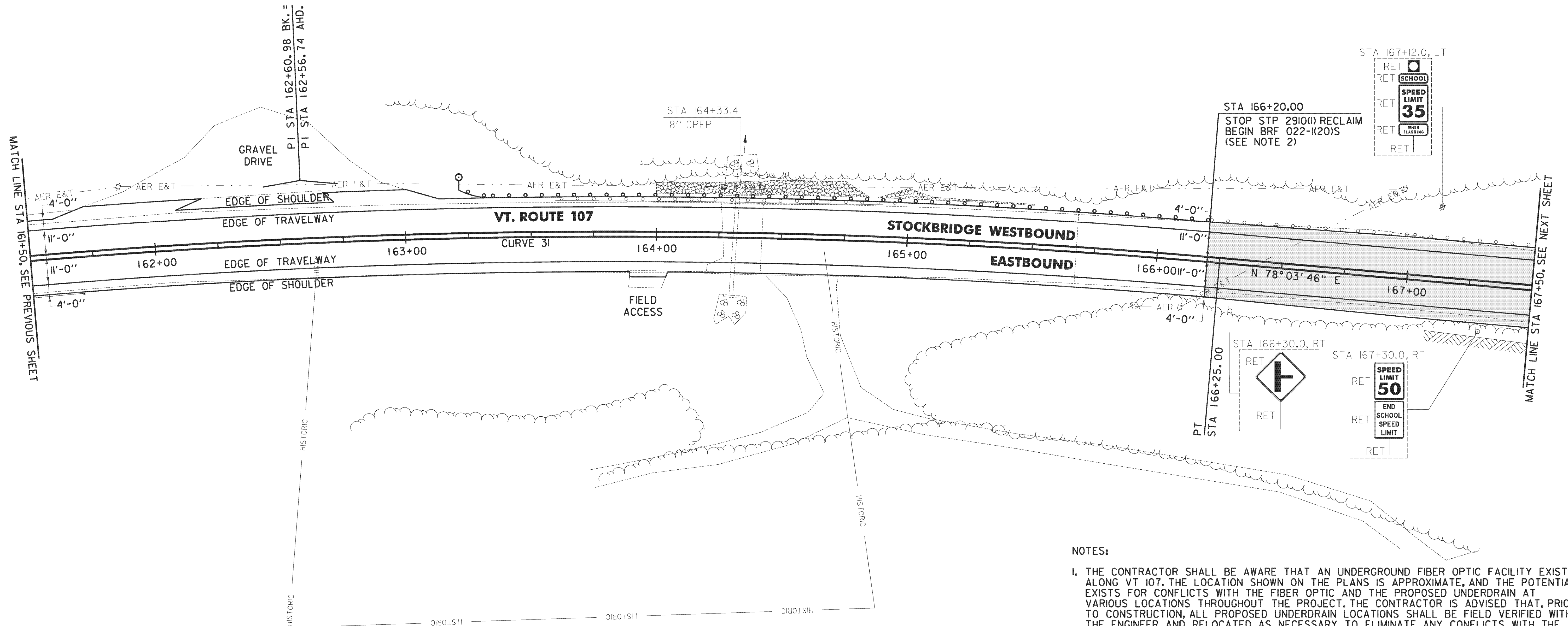
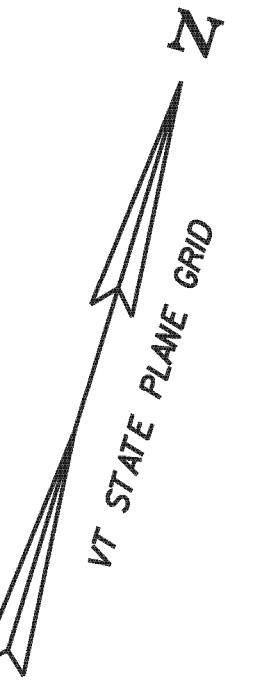
LT CL RT
S - S

646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 161+50.00 - STA 166+20.00 LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE:
STA 161+50.00 - STA 166+20.00

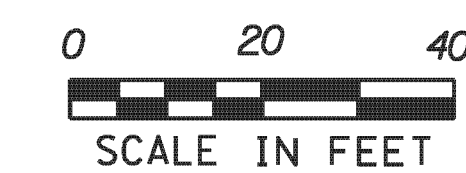
LT CL RT
S - S

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L
BREAKS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA ~~163+25.0~~ - STA 167+50.0 C/L (425.0 LF)
~~160+60.0~~



NOTES:

1. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.
2. SEE SHEET 22 FOR RECLAIMED APPROACH AREA DETAILS.



~~613.10 STONE FILL, TYPE I~~
~~STOCKBRIDGE:~~
~~STA 164+00.0 - STA 165+50.0 LT (37.7 CY)~~

621.75 REMOVE AND RESET GUARDRAIL
STOCKBRIDGE:
STA ~~163+22.0~~ - STA ~~166+20.0~~ LT (298.0 LF)
~~163+61.0~~ ~~167+46.0~~
~~651.40 GRUBBING MATERIAL (6'')~~
~~STOCKBRIDGE:~~
~~STA 164+00.0 - STA 165+50.0 LT (96.1 SY)~~

653.20 TEMPORARY EROSION MATTING
STOCKBRIDGE:
STA 164+00.0 - STA 165+50.0 LT (96.1 SY)

621.20 STEEL BEAM GUARDRAIL
STA 163+22.0 - 163+61.0 LT

621.60 ANCHOR FOR STEEL BEAM GUARDRAIL
STA 163.30 RT

676.10 DELINEATOR WITH STEEL POST
STOCKBRIDGE:
STA 163+22.0 LT

CURVE 31
 $\Delta = 15^{\circ}03'35''$
 $D = 2^{\circ}03'24''$
 $R = 2786.00'$
 $T = 368.26'$
 $L = 732.28'$
 $E = 24.23'$
 $e = 0.040 \text{ FT/FT}$

SIGN LEGEND
R = REMOVE
S = SALVAGE
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = -----
NEW = _____

**PROJECT
LAYOUT
SHEET #28**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_bdr_nul.28.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214128.1

PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

CHECKED BY: J.P.S.

SHEET 61 OF 397

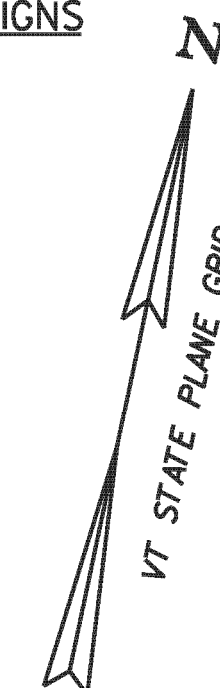
[The following text is extremely faint and largely illegible due to low contrast and blurring. It appears to be a list or index of items.]

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE: LT
STA 167+50.00 - STA 173+50.00 S

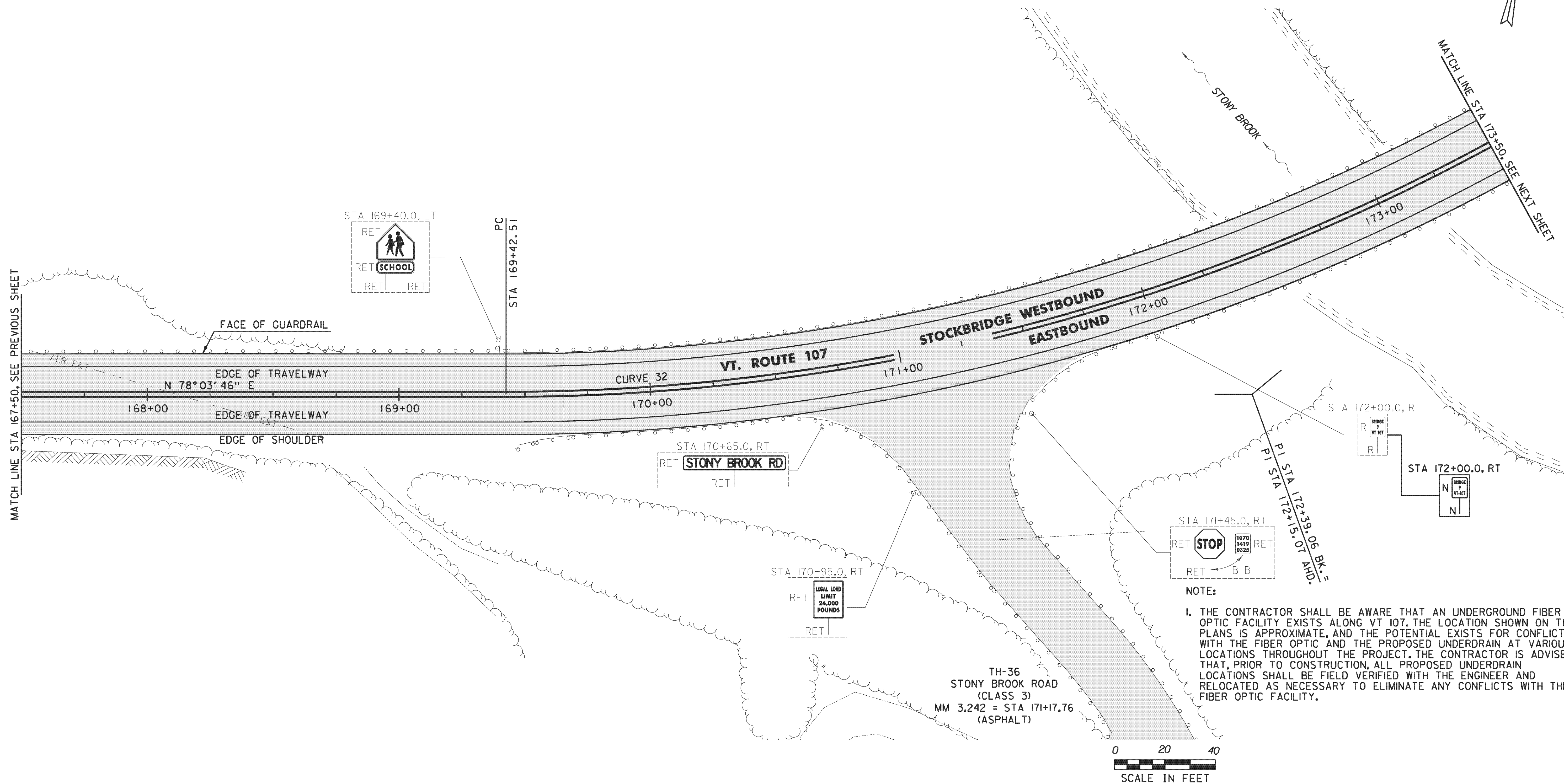
$$\begin{array}{ccc} \text{LT} & \text{CL} & \text{RT} \\ \text{S} & - & \text{S} \end{array}$$

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L
BREAKS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 167+50.0 - STA 173+50.0 C/L (600.0 LF)

675.50 REMOVING SIGNS
AS SHOWN - 1



646.404 DURABLE 4 INCH WHITE LINE, POLYUREA
(ALL LINES WILL INCLUDE EDGE LINES BREAKS
AND RADIUS FOR TOWN HIGHWAYS)
STA 167+50.0 - 173+50.0



1. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.

0 20 40
SCALE IN FEET

SIGN LEGEND
R = REMOVE
S = SALVAGE
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = -----
NEW = _____

**PROJECT
LAYOUT
SHEET #29**

PROJECT NAME:	STOCKBRIDGE-BETHEL
---------------	--------------------

PROJECT NUMBER: STP 2910(I)

FILE NAME: z10b214_bdr_nul_29.dgn

PROJECT LEADER: D.
DESIGNED BY: L.M.B.

IPARM FILE: z10b214129.i

PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

CHECKED BY: J.P.S.

SHEET 62 OF 397

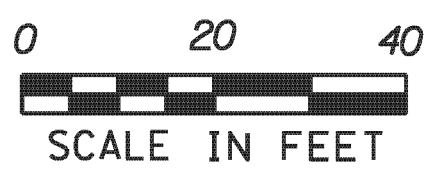
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DATE/TIME = 3/17/2014
USER = 4916
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DATE : 3/17/2014
USER : J.4916

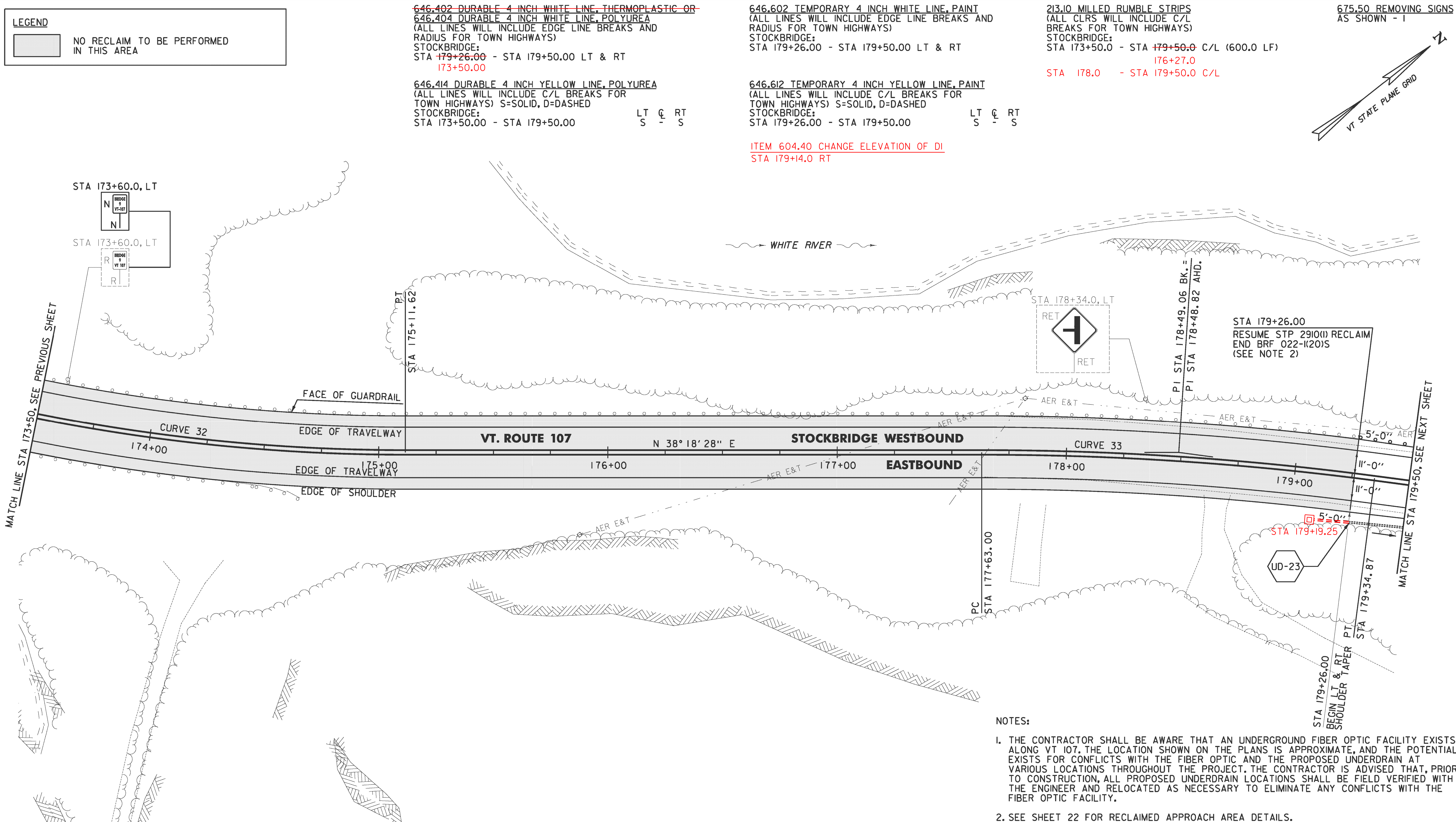
621.75 REMOVE AND RESET GUARDRAIL
STOCKBRIDGE:
STA 179+26.0 - STA 179+50.0 LT (24.0 LF)
178+63.0

CURVE 32		CURVE 33	
Δ	= 39°45'19"	Δ	= 7°30'13"
D	= 6°59'08"	D	= 4°21'57"
R	= 820.21'	R	= 1312.33'
T	= 296.55'	T	= 86.06'
L	= 569.11'	L	= 171.87'
E	= 51.96'	E	= 2.82'

SIGN LEGEND
R = REMOVE
S = SALVAGE
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = -----
NEW = _____



PROJECT LAYOUT SHEET #30	PROJECT NAME: STOCKBRIDGE-BETHEL	
	PROJECT NUMBER: STP 2910(I)	
	FILE NAME: z10b214_bdr_nul_30.dgn	PLOT DATE: 3/17/2014
	PROJECT LEADER: D.E.G.	DRAWN BY: W.G.P.
	DESIGNED BY: L.M.B.	CHECKED BY: J.P.S.
	IPARM FILE: z10b214i30.i	SHEET 63 OF 397



~~646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR~~
~~646.404 DURABLE 4 INCH WHITE LINE, POLYUREA~~
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 179+50.00 - STA 185+50.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE:
STA 179+50.00 - STA 185+50.00

LT C RT
S - S

646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 179+50.00 - STA 185+50.00 LT & RT

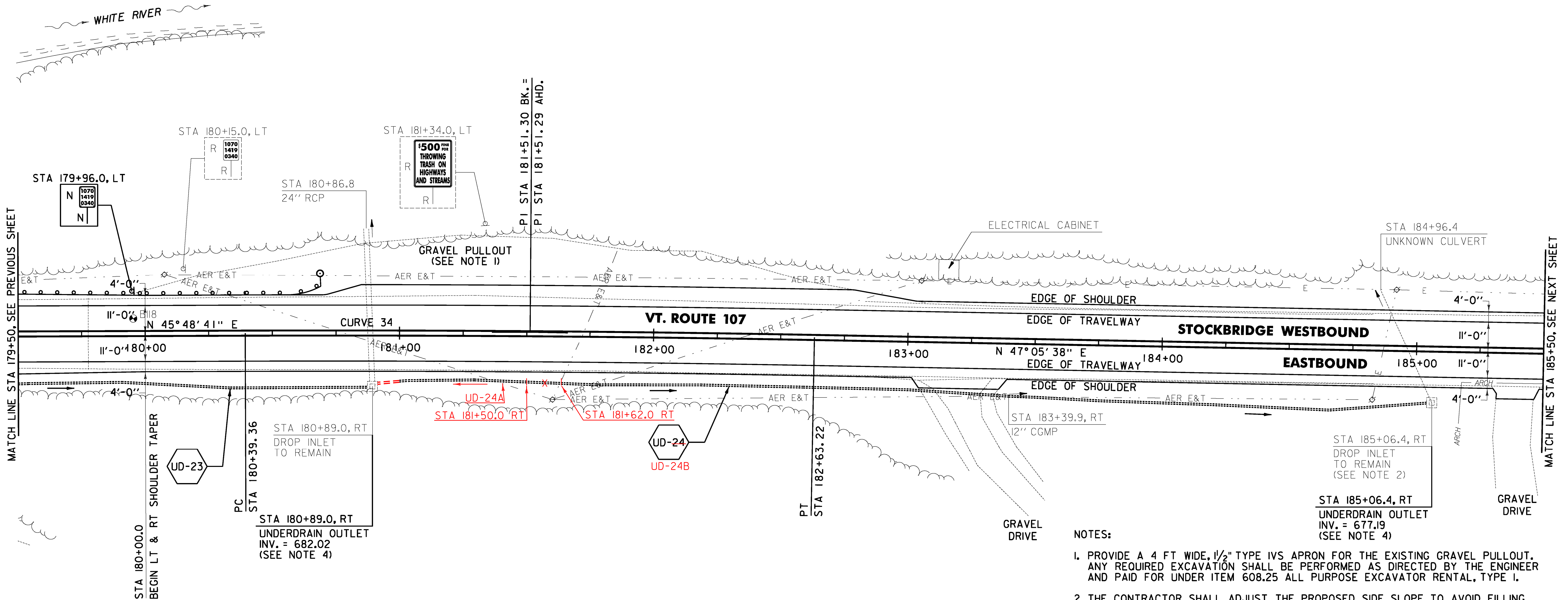
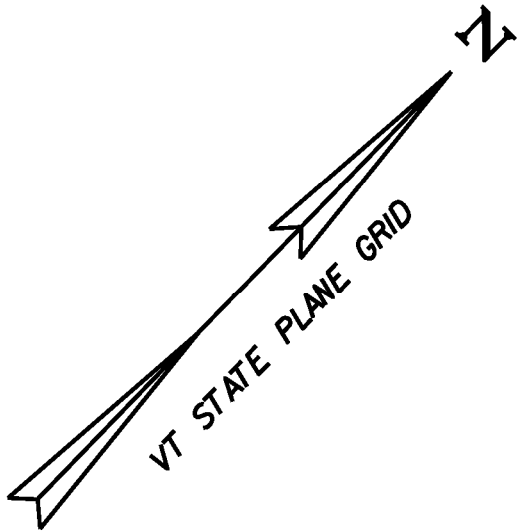
646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE:
STA 179+50.00 - STA 185+50.00

LT C RT
S - S

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L
BREAKS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 179+50.0 - STA ~~185+50.0~~ C/L (600.0 LF)
189+15.0

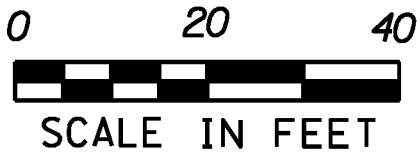
675.50 REMOVING SIGNS
AS SHOWN - 2

ITEM 604.40 CHANGE ELEVATION OF DI
STA 180+89.0 RT



NOTES:

1. PROVIDE A 4 FT WIDE, 1/2" TYPE IVS APRON FOR THE EXISTING GRAVEL PULLOUT. ANY REQUIRED EXCAVATION SHALL BE PERFORMED AS DIRECTED BY THE ENGINEER AND PAID FOR UNDER ITEM 608.25 ALL PURPOSE EXCAVATOR RENTAL, TYPE I.
2. THE CONTRACTOR SHALL ADJUST THE PROPOSED SIDE SLOPE TO AVOID FILLING IN THE EXISTING DROP INLET AS DIRECTED BY THE ENGINEER.
3. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.
4. SEE SHEET 28 FOR UNDERDRAIN DETAILS.



PROJECT
LAYOUT
SHEET #31

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_bdr_nul_31.dgn
PLOT DATE: 3/17/2014
PROJECT LEADER: D.E.G.
DRAWN BY: W.G.P.
DESIGNED BY: L.M.B.
CHECKED BY: J.P.S.
IPARM FILE: z10b214i31.i
SHEET 64 OF 397

SIGN LEGEND
R = REMOVE
S = SALVAGE
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = -----
NEW = _____

SOIL BORING DATA			
BORING #	DEPTH (FT.)	PCC	COMMENTS
BI18	2.5	NO	REFUSAL AT 2.5'

CURVE 34
Δ = 1° 16' 57"
D = 0° 34' 23"
R = 10000.00'
T = 111.93'
L = 223.86'
E = 0.63'
e = 0.020 FT/FT

621.20 STEEL BEAM GUARDRAIL
STA 180+57.5 - 180+70.0 LT
621.620 ANCHOR FOR STEEL BEAM GUARDRAIL
STA 180+62.0 LT
621.75 REMOVE AND RESET GUARDRAIL
STOCKBRIDGE:
STA 179+50.0 - STA ~~180+70.0~~ LT (120.0 LF)
676.10 DELINEATOR WITH STEEL POST
STOCKBRIDGE:
STA 180+70.0 LT

~~646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR~~
~~646.404 DURABLE 4 INCH WHITE LINE, POLYUREA~~
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 185+50.00 - STA 191+50.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE:
STA 185+50.00 - STA 191+50.00

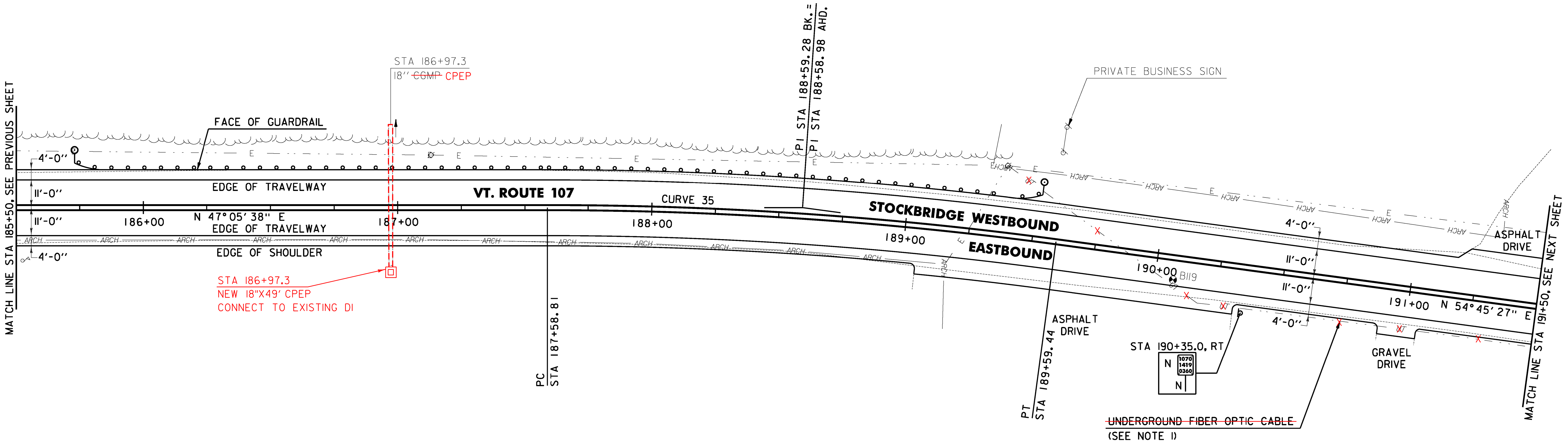
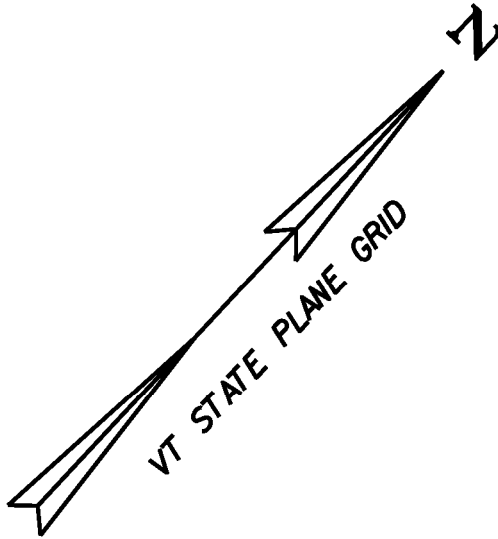
LT C RT
S - S

646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 185+50.00 - STA 191+50.00 LT & RT

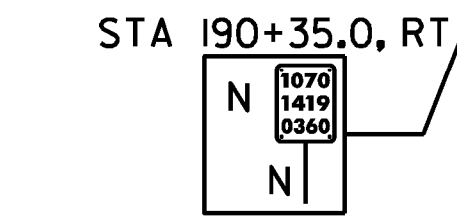
646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE:
STA 185+50.00 - STA 191+50.00

LT C RT
S - S

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L
BREAKS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 185+50.0 - STA ~~191+50.0~~-C/L (600.0 LF)
189+93.0



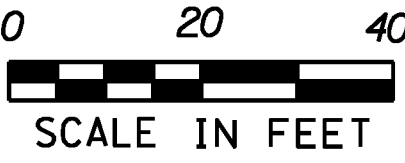
STA 186+97.3
NEW 18"X49' CPEP
CONNECT TO EXISTING DI



~~UNDERGROUND FIBER OPTIC CABLE~~
(SEE NOTE 1)

NOTE:
1. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.

SOIL BORING DATA			
BORING #	DEPTH (FT.)	PCC	COMMENTS
B119	5.0	NO	TURNS LIGHT BROWN AT 2.1'



621.205 STEEL BEAM GUARDRAIL, GALVANIZED W/8 FEET POSTS

STOCKBRIDGE:
STA ~~185+73.0~~ - STA ~~189+52.0~~ LT (379.0 LF)
185+79.0 189+54.0

621.60 ANCHOR FOR STEEL BEAM RAIL

STOCKBRIDGE:
STA 185+79.5 LT
STA 189+45.5 LT

676.10 DELINEATOR WITH STEEL POST

STOCKBRIDGE:
STA 185+73.0 LT
STA 189+52.0 LT

CURVE 35
Δ = 7°39' 49"
D = 3°49' 11"
R = 1500.00'
T = 100.47'
L = 200.63'
E = 3.36'
e = 0.062 FT/FT

SIGN LEGEND
R = REMOVE
S = SALVAGE
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = -----
NEW = _____

PROJECT
LAYOUT
SHEET #32

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_bdr_nul.32.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214132.1

PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

CHECKED BY: J.P.S.

SHEET 65 OF 397

LEGEND

EXISTING PAVEMENT TO BE REMOVED
(SEE NOTE 1)

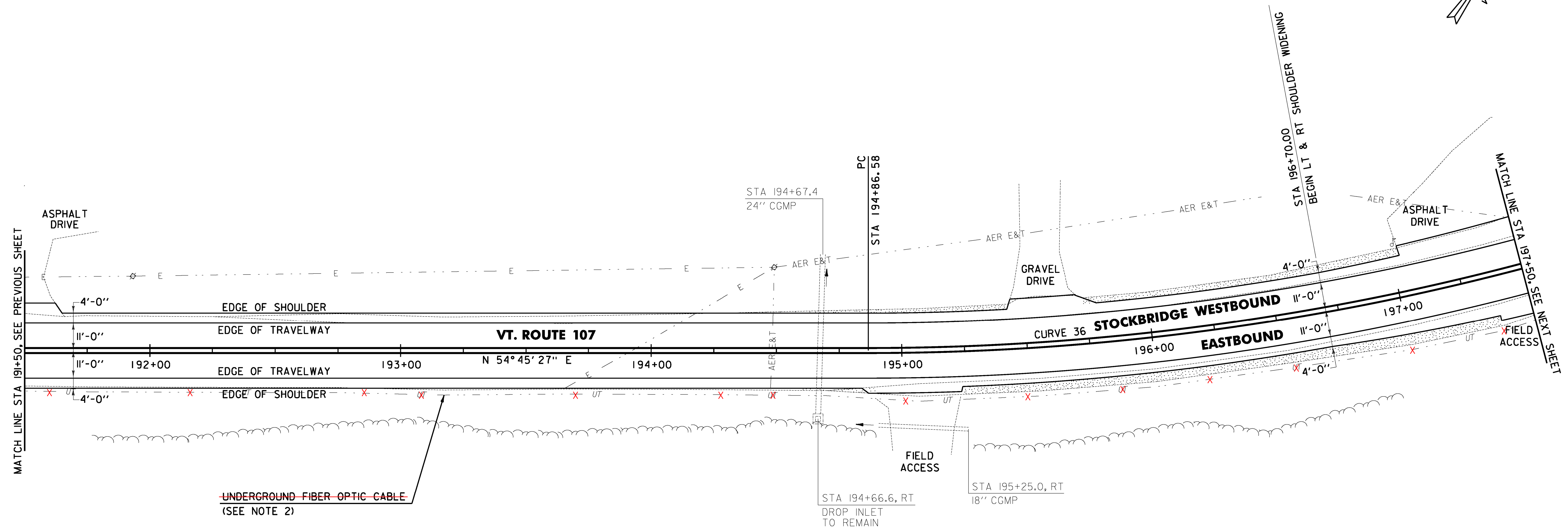
~~646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR~~
~~646.404 DURABLE 4 INCH WHITE LINE, POLYUREA~~
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 191+50.00 - STA 197+50.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE: LT
STA 191+50.00 - STA 197+50.00 S

646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 191+50.00 - STA 197+50.00 LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE: LT C RT
STA 191+50.00 - STA 197+50.00 S - S

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L
BREAKS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 191+50.0 - STA ~~197+50.0~~ C/L (600.0 LF)
196+62.0



NOTES:

1. THE CONTRACTOR SHALL COLD PLANE THE TOP 4" OF EXISTING ROAD SURFACE, AND RECLAIM THE NEXT 8" OF THE EXISTING ROAD SURFACE AT FULL WIDTH. THE CONTRACTOR SHALL THEN PLACE 2" OF ITEM 651.35 TOPSOIL AND ITEM 651.15 SEED AS DIRECTED BY THE ENGINEER.
2. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.

0 20 40
SCALE IN FEET

**PROJECT
LAYOUT
SHEET #33**

PROJECT NAME:	STOCKBRIDGE-BETHEL
---------------	--------------------

PROJECT NUMBER: STP 2910(I)

FILE NAME: z10b214_bdr_
PROJECT LEADER: D.E.G.

IPARM FILE: z10b214133.i

PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

CHECKED BY: J.P.S.

CHECKED BY: J.F.S.
SHEET 66 OF 397

SIGN LEGEND

R = REMOVE
S = SALVAGE
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = -----
NEW = _____

CURVE 36
 $\Delta = 42^{\circ}57'12''$
 $D = 5^{\circ}35'23''$
 $R = 1025.00'$
 $T = 403.28'$
 $L = 768.42'$
 $E = 76.48'$
 $e = 0.076 \text{ FT/FT}$

FILE NAME = I:\Projects\ANY\K2\22426\CADD\NISTN\z10s214_bdr_nul_33.dgn
DATE/TIME = 3/17/2014
USER = 4916

~~646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR~~
~~646.404 DURABLE 4 INCH WHITE LINE, POLYUREA~~
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 197+50.00 - STA 203+50.00 LI & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE: LT
STA 197+50.00 - STA 198+00.00 S
STA 198+00.00 - STA 203+50.00 S

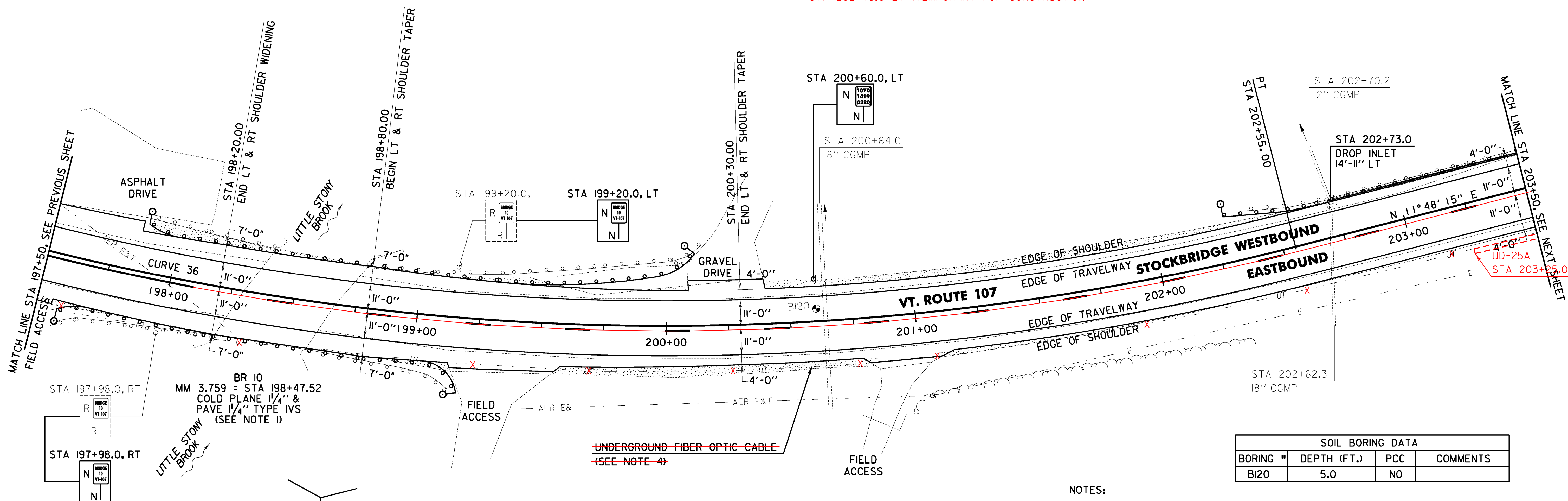
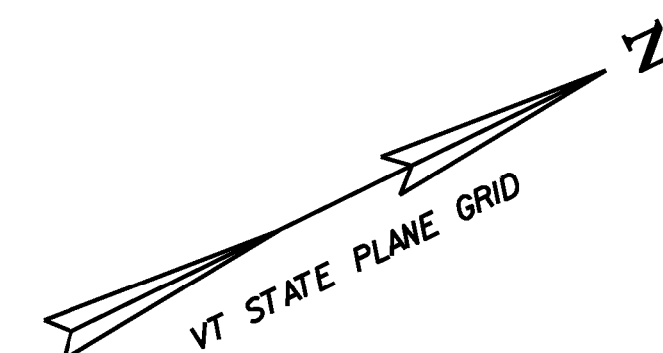
646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 197+50.00 - STA 203+50.00 LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE:

	LT	C	RT
STA 197+50.00 - STA 198+00.00	S	-	S
STA 198+00.00 - STA 203+50.00	S	-	D

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L
BREAKS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 197+50.0 - STA 203+50.0 C/L (600.0 LF)
199+25.0

675.50 REMOVING SIGNS
AS SHOWN - 2



SOIL BORING DATA			
BORING #	DEPTH (FT.)	PCC	COMMENTS
B120	5.0	NO	

I. SEE SHEET 396 FOR BR 10 DETAILS.

2. THE CONTRACTOR SHALL REHABILITATE THE EXISTING DROP INLETS, CATCH BASINS OR MANHOLES TO A DEPTH AS DIRECTED BY THE ENGINEER. ALL REHABILITATION WORK WILL BE PAID FOR UNDER THE APPLICABLE REHABILITATION ITEM AS DIRECTED BY THE ENGINEER. ALL EXISTING UTILITIES MARKED "TO REMAIN" SHALL NOT BE ALTERED OR REHABILITATED UNLESS DIRECTED OTHERWISE BY THE ENGINEER.
- LF) 3. THE CONTRACTOR SHALL COLD PLANE THE TOP 4" OF EXISTING ROAD SURFACE, AND RECLAIM THE NEXT 8" OF THE EXISTING ROAD SURFACE AT FULL WIDTH. THE CONTRACTOR SHALL THEN PLACE 2" OF ITEM 651.35 TOPSOIL AND ITEM 651.15 SEED AS DIRECTED BY THE ENGINEER.
- LF) 5) 4. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.

0 20 40
SCALE IN FEET

PROJECT LAYOUT SHEET #34

PROJECT NAME:	STOCKBRIDGE-BETHEL
---------------	--------------------

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_bdr_nul_34.dgn

PROJECT LEADER: D.E.G.
DESIGNER: BM, J.M.B.

IPARM FILE: z10b214134.i

PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

CHECKED BY: J.P.S.

SHEET 67 OF 397

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DATE/TIME = 3/17/2014
USER = 4916
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DATE/TIME = 3/17/2014
USER = 4916
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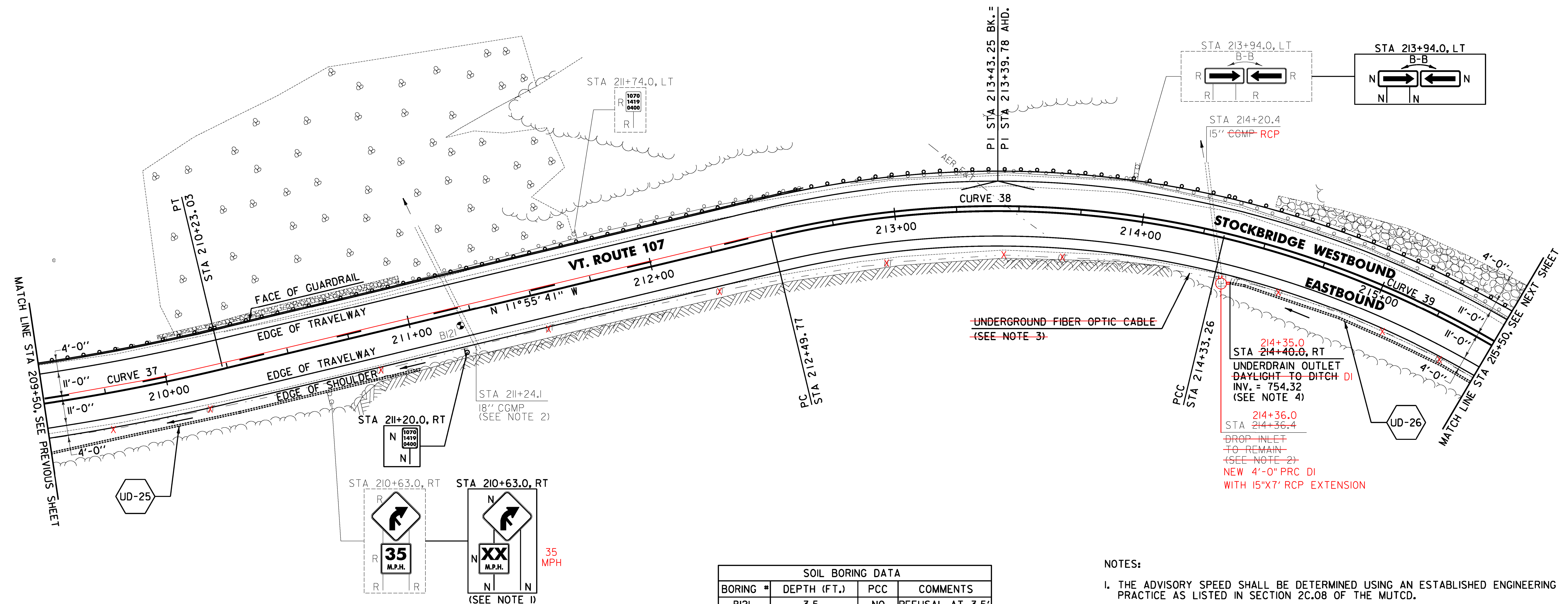

	ITEM 613.10 STONE FILL, TYPE I
	ITEM 613.11 STONE FILL, TYPE II

646.414 DURABLE 4 INCH YELLOW LINE. POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE: LT
STA 209+50.00 - STA 212+52.00 S-D
STA 212+52.00 - STA 215+50.00 S

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
 (ALL LINES WILL INCLUDE C/L BREAKS FOR
 TOWN HIGHWAYS) S=SOLID, D=DASHED
 STOCKBRIDGE:

STA 209+50.00 - STA 212+52.00	LT	CL	RT
	D	-	S
STA 212+52.00 - STA 215+50.00	S	-	S

675.50 REMOVING SIGNS
AS SHOWN - 5



SOIL BORING DATA			
BORING #	DEPTH (FT.)	PCC	COMMENTS
B121	3.5	NO	REFUSAL AT 3.5

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL
STOCKBRIDGE:
STA 212+81.0 - STA 215+50.0 LT (269.0 LF)

~~651.40 GRUBBING MATERIAL (6")~~
~~STOCKBRIDGE: STA 209+75.0 - STA 211+20.0 LT (34.5 SY)~~
~~STA 210+00.0 - STA 211+00.0 LT (34.5 SY)~~
~~STA 214+50.0 - STA 215+50.0 LT (33.9 SY)~~
~~214+50.0 215+50.0~~
~~653.20 TEMPORARY EROSION MATTING~~
~~STOCKBRIDGE:~~
~~STA 210+00.0 - STA 211+50.0 LT (53.1 SY)~~
~~STA 214+50.0 - STA 215+50.0 LT (33.9 SY)~~

CURVE 38
 $\Delta = 26^{\circ}57'26''$
 $D = 14^{\circ}41'28''$
 $R = 390.00'$
 $T = 93.48'$
 $L = 183.49'$
 $E = 11.05'$
 $e = 0.080 \text{ FT/FT}$

CURVE 39

$\Delta = 40^{\circ} 40' 39''$
D = $14^{\circ} 19' 26''$
R = 400.00'
T = 148.27'
L = 283.98'
E = 26.60'
e = 0.080 FT/FT

SIGN LEGEND
R = REMOVE
S = SALVAGE
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = -----
NEW = _____

1. THE ADVISORY SPEED SHALL BE DETERMINED USING AN ESTABLISHED ENGINEERING PRACTICE AS LISTED IN SECTION 2C.08 OF THE MUTCD.
2. THE CONTRACTOR SHALL ADJUST THE PROPOSED SIDE SLOPE TO AVOID FILLING IN THE EXISTING CROSS CULVERT/DROP INLET AS DIRECTED BY THE ENGINEER.
3. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107, THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.
4. SEE SHEET 28 FOR UNDERDRAIN DETAILS.

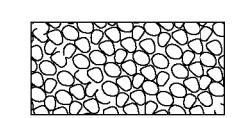


**PROJECT
LAYOUT
SHEET #36**

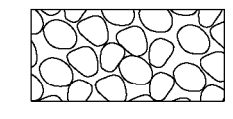
FILE NAME: z10b214_bdr_nul_36.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214i36.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 69 OF 397

LEGEND



ITEM 613.10 STONE FILL, TYPE I



ITEM 613.11 STONE FILL, TYPE II

EXISTING PAVEMENT TO BE REMOVED
(SEE NOTE 3)

~~646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR~~
~~646.404 DURABLE 4 INCH WHITE LINE, POLYUREA~~
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 215+50.00 - STA 221+50.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE:
STA 215+50.00 - STA 221+50.00

LT C RT
S - S

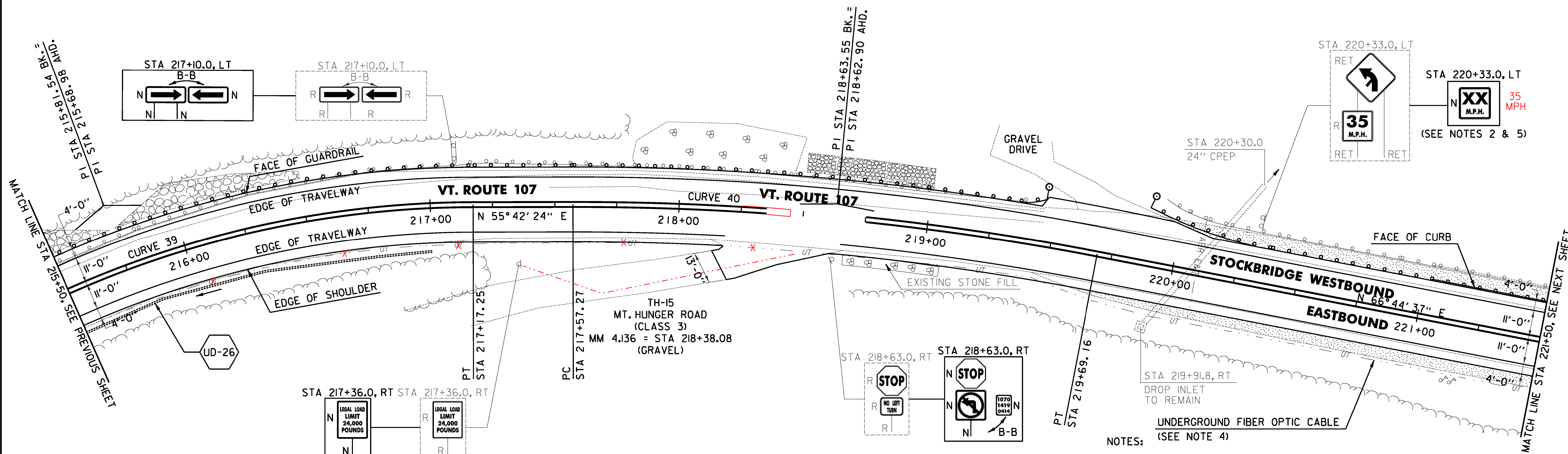
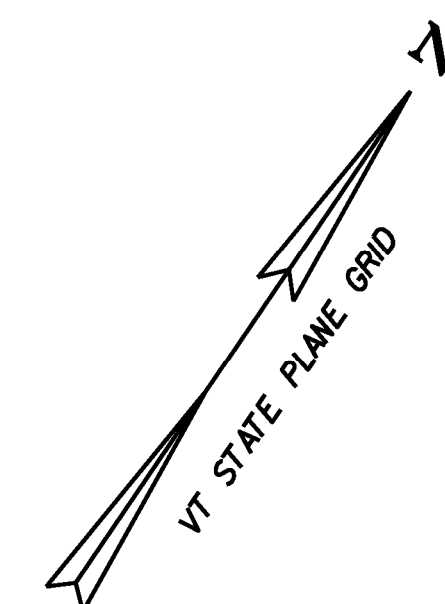
646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 215+50.00 - STA 221+50.00 LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE:
STA 215+50.00 - STA 221+50.00

LT C RT
S - S

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L
BREAKS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 215+50.0 - STA 221+50.0 C/L (600.0 LF)

675.50 REMOVING SIGNS
AS SHOWN - 6



NOTES:

- PAVING LIMIT ON ALL TOWN HIGHWAYS SHALL BE MEASURED 25 FT BACK FROM VT. ROUTE 107 EDGE OF SHOULDER UNLESS DENOTED OTHERWISE ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
- THE ADVISORY SPEED SHALL BE DETERMINED USING AN ESTABLISHED ENGINEERING PRACTICE AS LISTED IN SECTION 2C.08 OF THE MUTCD.
- THE CONTRACTOR SHALL COLD PLANE THE TOP 4" OF EXISTING ROAD SURFACE, AND RECLAIM THE NEXT 8" OF THE EXISTING ROAD SURFACE AT FULL WIDTH. THE CONTRACTOR SHALL THEN PLACE 2" OF ITEM 651.35 TOPSOIL AND ITEM 651.15 SEED AS DIRECTED BY THE ENGINEER.
- THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.
- PROPOSED SIGN TO BE MOUNTED ON EXISTING SIGN POST.

0 20 40
SCALE IN FEET

SIGN LEGEND

R = REMOVE
S = SALVAGE
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = -----
NEW = _____

PROJECT
LAYOUT
SHEET #37

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_bdr_nul.37.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214137.1

PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

CHECKED BY: J.P.S.

SHEET 70 OF 397

613.10 STONE FILL, TYPE I

STOCKBRIDGE: STA 217+37.0 - STA 217+87.0 LT
~~STA 218+50.0 - STA 219+00.0 LT (19.7 CY)~~
STA 218+34.0 - STA 219+25.0 LT

613.11 STONE FILL, TYPE II

STOCKBRIDGE:
STA 215+50.0 - STA 216+50.0 LT (50.4 CY)
215+64.0 216+30.0

616.305 BITUMINOUS CONCRETE CURB, TYPE A

STOCKBRIDGE:
STA 221+03.0 - STA 221+50.0 LT (47.0 LF)
221+00.0 (50.0 LF)

617.10 RELOCATE MAILBOX, SINGLE SUPPORT

STOCKBRIDGE:
STA 221+15.0 RT
STA 221+20.0 RT

621.20 STEEL BEAM GUARDRAIL, GALVANIZED

STOCKBRIDGE:
STA 219+83.0 - STA 221+50.0 LT (167.0 LF)
STA 215+50.0 - STA 215+96.0 LT

621.205 STEEL BEAM GUARDRAIL, GALVANIZED W/8 FEET POSTS

STOCKBRIDGE:
STA 215+50.0 - STA 219+45.5 LT (395.5 LF)
215+96.0

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL

STOCKBRIDGE:
STA 215+50.0 - STA 219+37.0 LT (387.0 LF)
STA 219+91.0 - STA 221+50.0 LT (159.0 LF)

621.60 ANCHOR FOR STEEL BEAM RAIL

STOCKBRIDGE:
STA 219+39.0 LT
STA 219+89.5 LT
219+88.0

651.40 GRUBBING MATERIAL (6")

STOCKBRIDGE: STA 217+37.0 - STA 217+87.0 LT
215+69.0 STA 215+50.0 - STA 216+50.0 LT (137.2 SY) 216+38.0
218+39.0 STA 218+50.0 - STA 219+00.0 LT (53.1 SY) 219+25.0

653.20 TEMPORARY EROSION MATTING

STOCKBRIDGE:
STA 215+50.0 - STA 216+50.0 LT (137.2 SY)
STA 217+50.0 - STA 219+00.0 LT (111.1 SY)

676.10 DELINEATOR WITH STEEL POST

STOCKBRIDGE:
STA 219+45.5 LT
STA 219+83.0 LT

CURVE 39
 $\Delta = 40^\circ 40' 39''$
 $D = 14^\circ 19' 26''$
 $R = 400.00'$
 $T = 148.27'$
 $L = 283.98'$
 $E = 26.60'$
 $e = 0.080 \text{ FT/FT}$

CURVE 40
 $\Delta = 11^\circ 02' 12''$
 $D = 5^\circ 12' 31''$
 $R = 1100.00'$
 $T = 106.27'$
 $L = 211.89'$
 $E = 5.12'$
 $e = 0.074 \text{ FT/FT}$

LEGEND

- ITEM 613.10 STONE FILL, TYPE I
- EXISTING PAVEMENT TO BE REMOVED
(SEE NOTE 1)

~~646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR-~~
~~646.404 DURABLE 4 INCH WHITE LINE, POLYUREA~~
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 221+50.00 - STA 227+50.00 LT & RT

~~646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA~~
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE:
STA 221+50.00 - STA 227+50.00

LT C RT
S - S

~~646.602 TEMPORARY 4 INCH WHITE LINE, PAINT~~
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 221+50.00 - STA 227+50.00 LT & RT

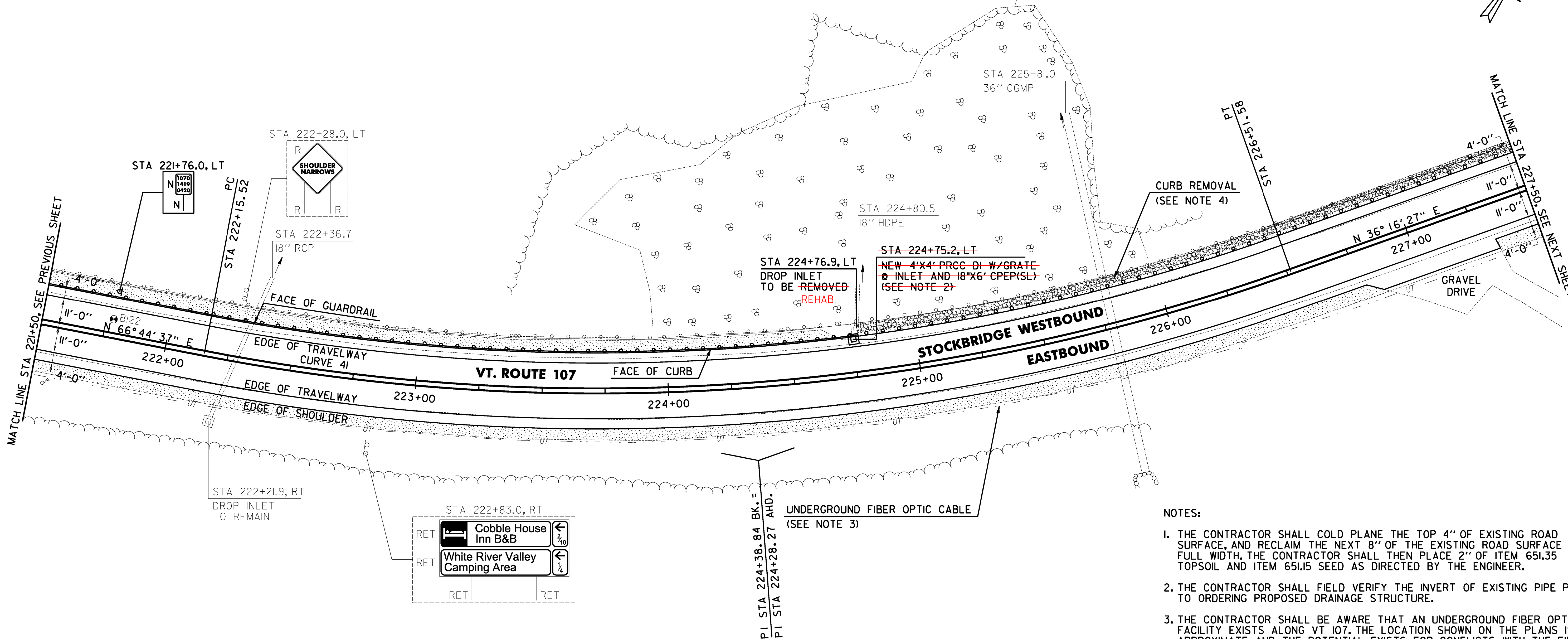
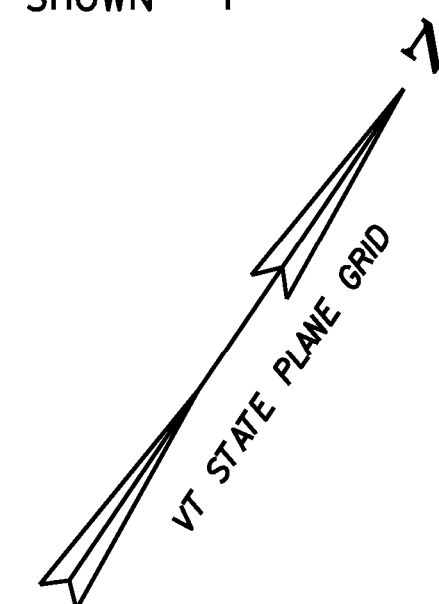
~~646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT~~
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE:
STA 221+50.00 - STA 227+50.00

LT C RT
S - S

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L
BREAKS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 221+50.0 - STA 227+50.0 C/L (600.0 LF)

~~604.412 REHAB DI, CLASS I~~
STA 224+76.9 LT

675.50 REMOVING SIGNS
AS SHOWN - I



613.10 STONE FILL, TYPE I

STOCKBRIDGE:
STA ~~224+77.0~~ - STA 227+50.0 LT (49.9 CY)
~~224+82.0~~

616.305 BITUMINOUS CONCRETE CURB, TYPE A
STOCKBRIDGE:
STA 221+50.0 - STA ~~224+77.0~~ LT (327.0 LF)
~~224+80.0~~ 330.0

617.10 RELOCATE MAILBOX, SINGLE SUPPORT
STOCKBRIDGE:
STA 221+60.0 RT

621.20 STEEL BEAM GUARDRAIL, GALVANIZED
STOCKBRIDGE:
STA 221+50.0 - STA ~~223+47.5~~ LT (197.5 LF)
STA ~~226+47.5~~ - STA 227+50.0 LT (102.5 LF)
~~225+87.0~~ 163.0

621.75 REMOVE AND RESET GUARDRAIL
STOCKBRIDGE:
STA ~~223+47.5~~ - STA ~~226+47.5~~ LT (300.0 LF)
STA 224+50.0 - STA 225+87.0 LT (137.5 LF)

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL
STOCKBRIDGE:
STA 221+50.0 - STA 223+47.5 LT (197.5 LF)
STA 226+47.5 - STA 227+50.0 LT (102.5 LF)

~~649.31 GEOTEXTILE UNDER STONE FILL~~
STOCKBRIDGE:
STA ~~224+77.0~~ - STA ~~227+50.0~~ LT (171.4 SY)

~~653.20 TEMPORARY EROSION MATTING~~
STOCKBRIDGE:
STA ~~227+00.0~~ - STA ~~227+50.0~~ LT (12.5 SY)

CURVE 41
 $\Delta = 30^{\circ}28'10''$
 $D = 6^{\circ}59'14''$
 $R = 820.00'$
 $T = 223.32'$
 $L = 436.07'$
 $E = 29.87'$
 $e = 0.080 \text{ FT/FT}$

SOIL BORING DATA			
BORING #	DEPTH (FT.)	PCC	COMMENTS
BI22	4.7	NO	REFUSAL AT 4.7'

SIGN LEGEND
R = REMOVE
S = SALVAGE
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = -----
NEW = _____

NOTES:

1. THE CONTRACTOR SHALL COLD PLANE THE TOP 4" OF EXISTING ROAD SURFACE, AND RECLAIM THE NEXT 8" OF THE EXISTING ROAD SURFACE AT FULL WIDTH. THE CONTRACTOR SHALL THEN PLACE 2" OF ITEM 651.35 TOPSOIL AND ITEM 651.15 SEED AS DIRECTED BY THE ENGINEER.
2. THE CONTRACTOR SHALL FIELD VERIFY THE INVERT OF EXISTING PIPE PRIOR TO ORDERING PROPOSED DRAINAGE STRUCTURE.
3. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.
4. SEE SHEET 26 FOR CURB REMOVAL AND STONE FILL BACKING DETAILS.

0 20 40
SCALE IN FEET

PROJECT
LAYOUT
SHEET #38

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_bdr_nul.38.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214i38.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 71 OF 397


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FILE NAME = I:\Projects\ANY\K2\22425\CADD\MSTN\z10s214_bdr_nul_39.dgn
DATE/TIME = 3/17/2014
USER = 4916
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~~646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR~~
~~646.404 DURABLE 4 INCH WHITE LINE, POLYUREA~~
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 233+50.00 - STA 239+50.00 LT & RT

~~646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA~~
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE:
STA 233+50.00 - STA 239+50.00

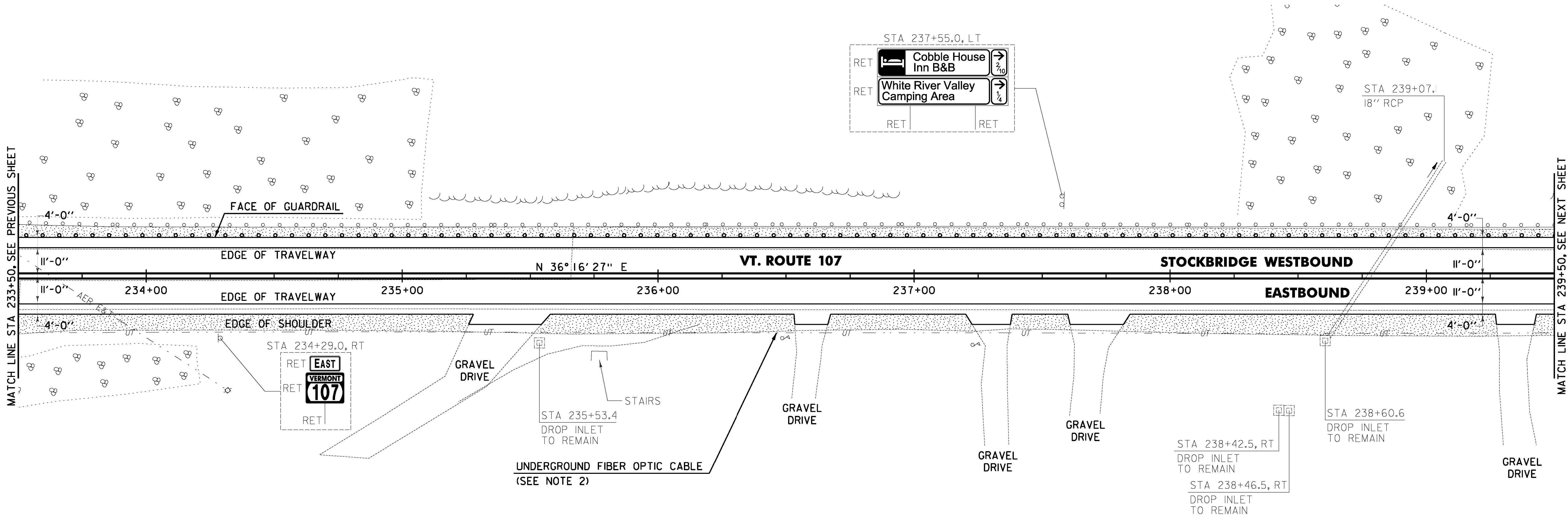
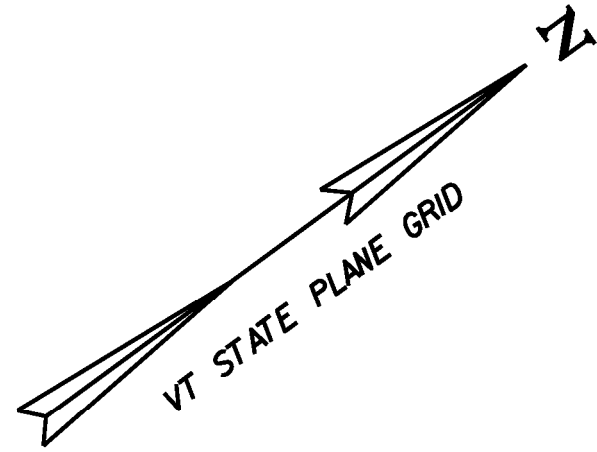
LT C RT
S - S

~~646.602 TEMPORARY 4 INCH WHITE LINE, PAINT~~
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 233+50.00 - STA 239+50.00 LT & RT

~~646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT~~
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE:
STA 233+50.00 - STA 239+50.00

LT C RT
S - S

~~213.10 MILLED RUMBLE STRIPS~~
(ALL CLRS WILL INCLUDE C/L
BREAKS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 233+50.0 - STA 239+50.0 C/L (600.0 LF)



- NOTES:
- 1. THE CONTRACTOR SHALL COLD PLANE THE TOP 4" OF EXISTING ROAD SURFACE, AND RECLAIM THE NEXT 8" OF THE EXISTING ROAD SURFACE AT FULL WIDTH. THE CONTRACTOR SHALL THEN PLACE 2" OF ITEM 651.35 TOPSOIL AND ITEM 651.15 SEED AS DIRECTED BY THE ENGINEER.
 - 2. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.

~~617.10 RELOCATE MAILBOX, SINGLE SUPPORT~~
STOCKBRIDGE:
STA 236+50.0 RT
STA 237+25.0 RT

~~621.20 STEEL BEAM GUARDRAIL, GALVANIZED~~
STOCKBRIDGE: STA 233+50.0 - STA 233+70.0 LT
STA 236+14.0 - STA 237+64.0 LT (150.0 LF)
239+95.0 239+50.0

~~621.75 REMOVE AND RESET GUARDRAIL~~
STOCKBRIDGE:
STA 233+50.0 - STA 236+14.0 LT (264.0 LF)
STA 237+64.0 - STA 239+50.0 LT (186.0 LF)

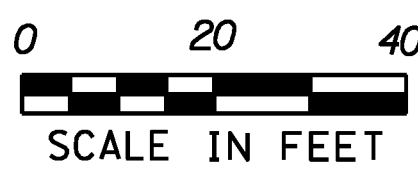
~~621.80 REMOVAL AND DISPOSAL OF GUARDRAIL~~
STOCKBRIDGE: STA 233+50.0 - STA 233+70.0 LT
STA 236+14.0 - STA 237+64.0 LT (150.0 LF)
234+95.0 239+50.0

LEGEND

EXISTING PAVEMENT TO BE REMOVED
(SEE NOTE 1)

SIGN LEGEND

R = REMOVE
S = SALVAGE
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = -----
NEW = _____



PROJECT LAYOUT SHEET #40	PROJECT NAME: STOCKBRIDGE-BETHEL	
	PROJECT NUMBER: STP 2910(1)	
	FILE NAME: z10b214_bdr_nul_40.dgn	PLOT DATE: 3/17/2014
	PROJECT LEADER: D.E.G.	DRAWN BY: W.G.P.
	DESIGNED BY: L.M.B.	CHECKED BY: J.P.S.
	IPARM FILE: z10b214140.1	SHEET 73 OF 397

FILE NAME: \\V:\projects\2014\22426\CAD\1\STN\z10b214_bdr_nul_40.dgn
DATE: 3/17/2014
USER: J.4916

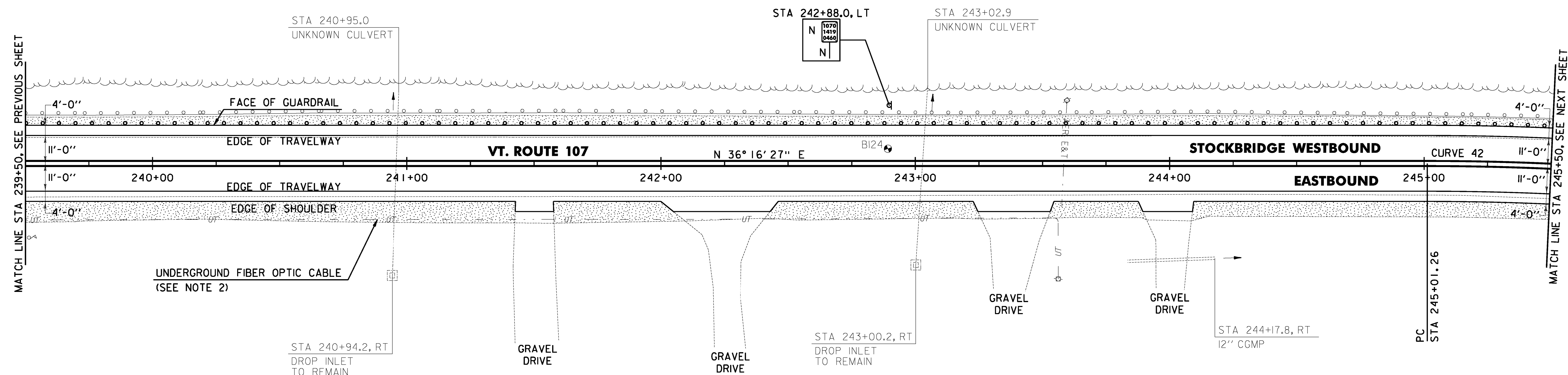
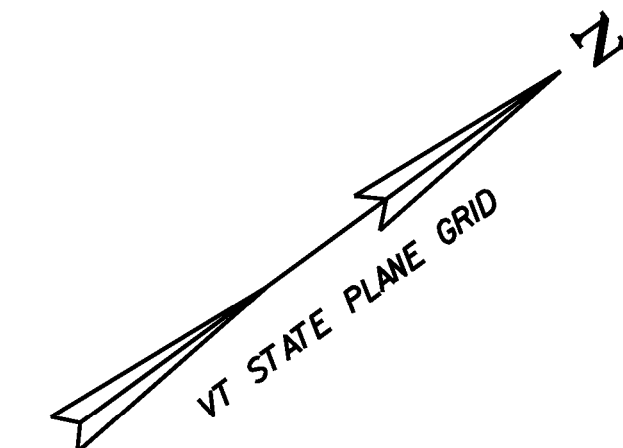
~~646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR~~
~~646.404 DURABLE 4 INCH WHITE LINE, POLYUREA~~
~~(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND~~
~~RADIUS FOR TOWN HIGHWAYS)~~
STOCKBRIDGE:
STA 239+50.00 - STA 245+50.00 LT & RT

~~213.0 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L
BREAKS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 239+50.0 - STA 245+50.0 C/L (600.0 LF)~~

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE: LT
STA 239+50.00 - STA 245+50.00 S

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE:
STA 239+50.00 - STA 245+50.00

LT CL RT
S - S



1. THE CONTRACTOR SHALL COLD PLANE THE TOP 4" OF EXISTING ROAD SURFACE, AND RECLAIM THE NEXT 8" OF THE EXISTING ROAD SURFACE AT FULL WIDTH. THE CONTRACTOR SHALL THEN PLACE 2" OF ITEM 651.35 TOPSOIL AND ITEM 651.5 SEED AS DIRECTED BY THE ENGINEER.
2. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.

SOIL BORING DATA			
BORING #	DEPTH (FT.)	PCC	COMMENTS
BI24	5.0	NO	DIFFICULT DRILLING

62I.20 STEEL BEAM GUARDRAIL, GALVANIZED
STOCKBRIDGE:
~~STA 239+64.0 - STA 245+50.0 LT (586.0 LF)~~
239+50.0 (600.0 LF)

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL
STOCKBRIDGE:
STA ~~239+64.0~~ - STA 245+50.0 LT ~~(586.0 LF)~~
239+50.0 (600.0 LF)

CURVE 42
 $\Delta = 31^{\circ} 37' 58''$
 $D = 5^{\circ} 12' 31''$
 $R = 1100.00'$
 $T = 311.61'$
 $L = 607.31'$
 $E = 43.28'$
 $e = 0.074 \text{ FT/FT}$

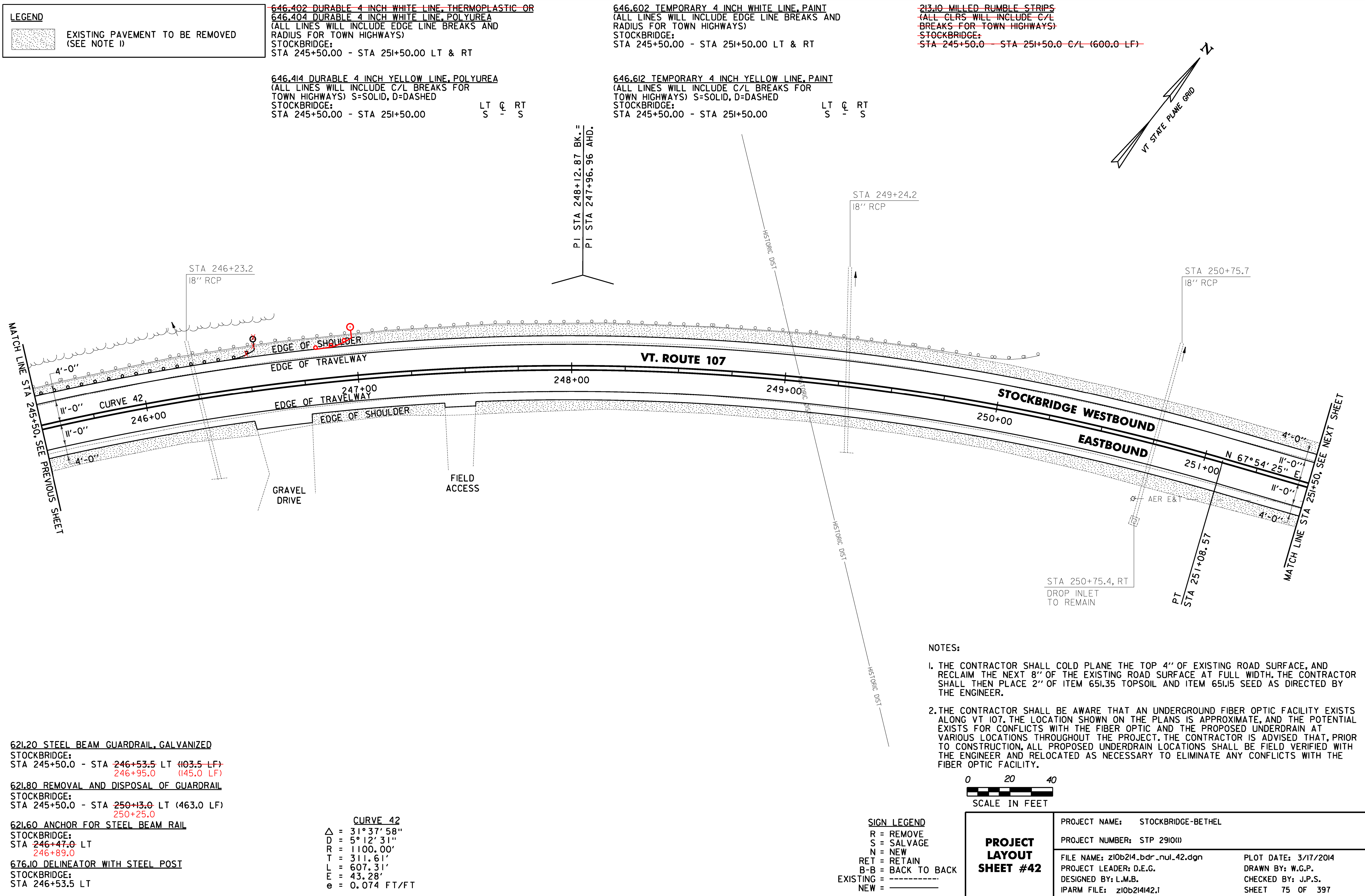
R = REMOVE
S = SALVAGE
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = -----
NEW = -----

FILE NAME: z10b214_bdr_nul_4l.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b21414l.l

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 74 OF 397

FILE NAME = I:\Projects\ANY\K2\22426\CADD\MSTN\z10b214_bdr_nul_41.dgn
DATE/TIME = 3/17/2014
USER = 4916

FILE NAME : \\V:\projects\106214\106214.dgn
DATE : 3/17/2014
USER : J.4916



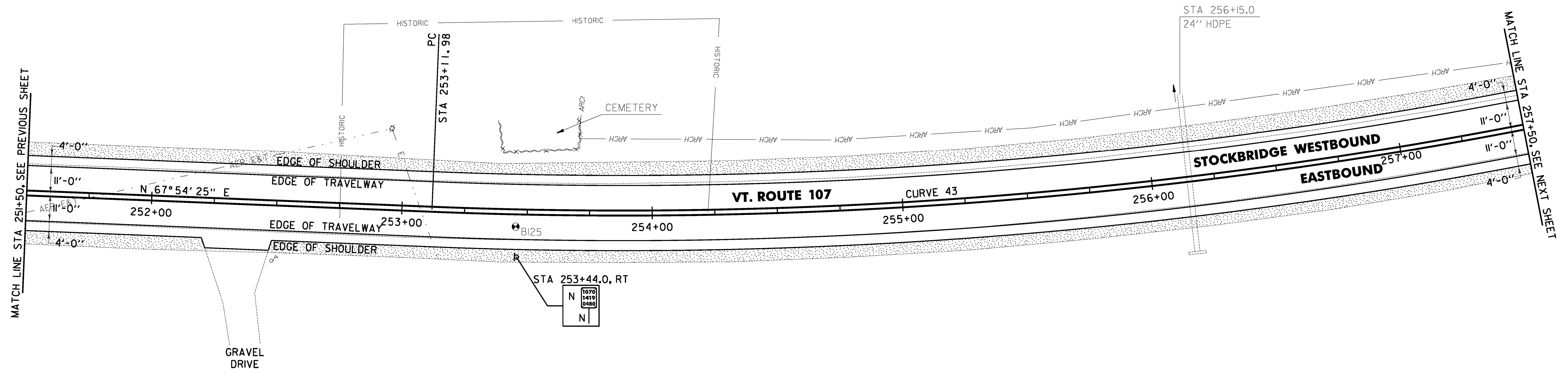
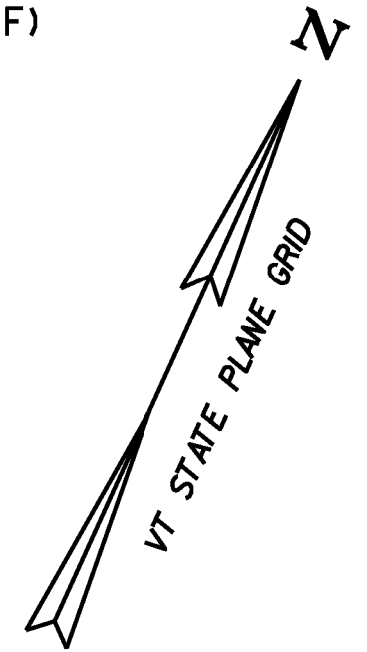
~~646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR~~
~~646.404 DURABLE 4 INCH WHITE LINE, POLYUREA~~
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 251+50.00 - STA 257+50.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE: LT
STA 251+50.00 - STA 257+50.00 S

646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 251+50.00 - STA 257+50.00 LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE: LT C RT
STA 25I+50.00 - STA 257+50.00 S - S

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L
BREAKS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA ~~251+50.0~~ - STA 257+50.0 C/L (600.0 LF)
254+86.0



BORING #	DEPTH (FT.)	PCC	COMMENTS
BI25	5.0	NO	DIFFICULT DRILLING

1. THE CONTRACTOR SHALL COLD PLANE THE TOP 4" OF EXISTING ROAD SURFACE, AND RECLAIM THE NEXT 8" OF THE EXISTING ROAD SURFACE AT FULL WIDTH. THE CONTRACTOR SHALL THEN PLACE 2" OF TOPSOIL AND SEED BETWEEN THE EXISTING EDGE OF SHOULDER AND THE PROPOSED EDGE OF SHOULDER AS DIRECTED BY THE ENGINEER.
2. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.

0 20 40
SCALE IN FEET

SIGN LEGEND
R = REMOVE
S = SALVAGE
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = -----
NEW = _____

**PROJECT
LAYOUT
SHEET #43**

IPARM FILE: z10b214143.i

SHEET 76 OF 397

FILE NAME = I:\Projects\ANY\K2\22426\CADD\NISTN\z10s214_bdr_nul_43.dgn
DATE/TIME = 3/17/2014
USER = 4916

LEGEND

EXISTING PAVEMENT TO BE REMOVED
(SEE NOTE 1)

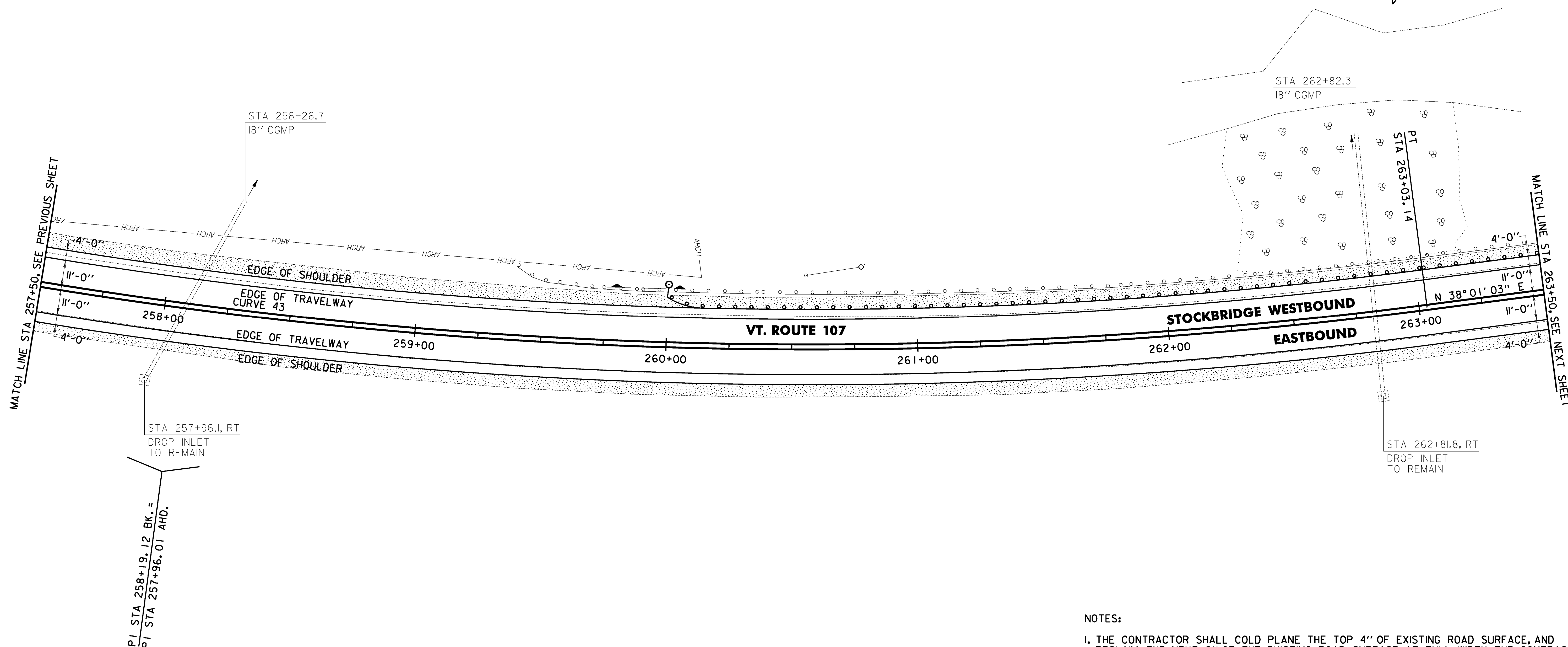
~~646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR~~
~~646.404 DURABLE 4 INCH WHITE LINE, POLYUREA~~
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 257+50.00 - STA 263+50.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE: LT
STA 257+50.00 - STA 263+50.00 S

646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 257+50.00 - STA 263+50.00 LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE: LT C RT
STA 257+50.00 - STA 263+50.00 S - S

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L
BREAKS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 257+50.0 - STA 263+50.0 C/L (600.0 LF)



NOTES:

1. THE CONTRACTOR SHALL COLD PLANE THE TOP 4" OF EXISTING ROAD SURFACE, AND RECLAIM THE NEXT 8" OF THE EXISTING ROAD SURFACE AT FULL WIDTH. THE CONTRACTOR SHALL THEN PLACE 2" OF ITEM 651.35 TOPSOIL AND ITEM 651.5 SEED AS DIRECTED BY THE ENGINEER.
2. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.

0 20 40

SCALE IN FEET

**PROJECT
LAYOUT
SHEET #44**

PROJECT NAME:	STOCKBRIDGE-BETHEL
PROJECT NUMBER:	STP 2910(I)

FILE NAME: z10b214_bdr_nul_44.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214144.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 77 OF 397

SIGN LEGEND

SIGN LEGEND
 R = REMOVE
 S = SALVAGE
 N = NEW
 RET = RETAIN
 B-B = BACK TO BACK
 EXISTING = -----
 NEW = _____

621.20 STEEL BEAM GUARDRAIL, GALVANIZED
STOCKBRIDGE: 263+50.0 (350.0 LF)
STA 260+00.0 - STA ~~261+89.5~~ LT ~~(89.5 LF)~~

~~621.60 ANCHOR FOR STEEL BEAM RAIL
STOCKBRIDGE:
STA 260+06.5 LT~~

621.75 REMOVE AND RESET GUARDRAIL
STOCKBRIDGE:
STA 261+89.5 - STA 263+50.0 LT (160.5 LF)

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL
STOCKBRIDGE: 263+50.0
STA 259+37.0 - STA ~~261+89.5~~ LT (252.5 LF)

676.10 DELINEATOR WITH STEEL POST
STOCKBRIDGE:
STA 260+00.0 LT

CURVE 43
 $\Delta = 29^{\circ}53'22''$
 $D = 3^{\circ}00'56''$
 $R = 1900.00'$
 $T = 507.14'$
 $L = 991.17'$
 $E = 66.52'$
 $e = 0.054 \text{ FT/FT}$

FILE NAME : \\V:\projects\2014\22426\CAD\1\STN\210b214_bdr_nul_45.dgn
DATE : 3/17/2014
USER : JLB

LEGEND

EXISTING PAVEMENT TO BE REMOVED
(SEE NOTE 1)

~~646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR~~
~~646.404 DURABLE 4 INCH WHITE LINE, POLYUREA~~
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 263+50.00 - STA 269+50.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE:
STA 263+50.00 - STA 269+50.00

LT C RT
S - S

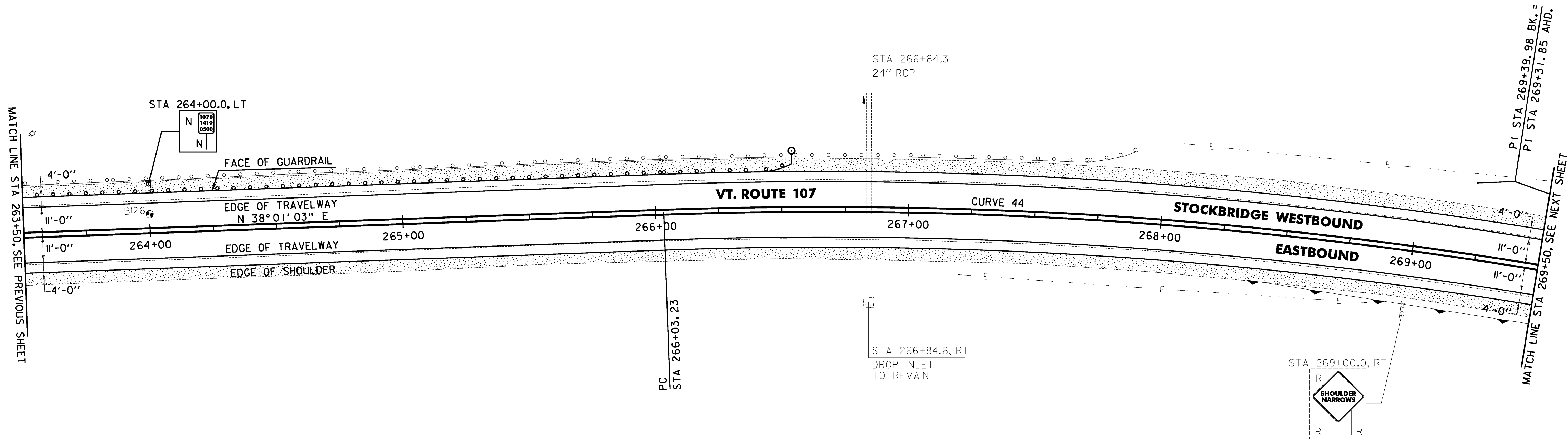
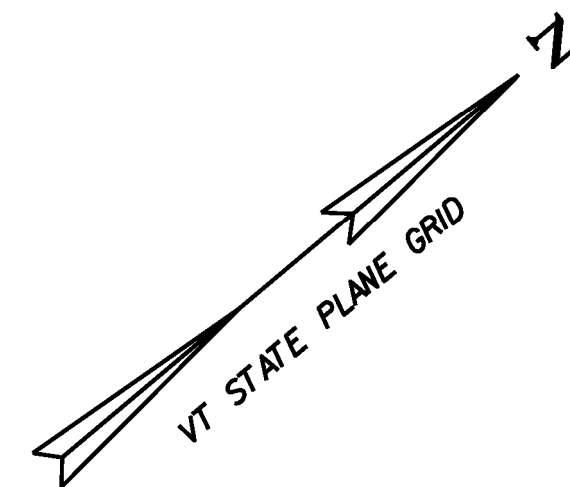
646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 263+50.00 - STA 269+50.00 LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE:
STA 263+50.00 - STA 269+50.00

LT C RT
S - S

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L
BREAKS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 263+50.0 - STA 269+50.0 C/L (600.0 LF)

675.50 REMOVING SIGNS
AS SHOWN - 1



621.20 STEEL BEAM GUARDRAIL, GALVANIZED
STOCKBRIDGE:
STA 263+89.5 - STA 266+54.0 LT (264.5 LF)
263+50.0 (304.0 LF)
621.60 ANCHOR FOR STEEL BEAM RAIL
STOCKBRIDGE:
STA 266+47.5 LT
266+46.0 LT
621.75 REMOVE AND RESET GUARDRAIL
STOCKBRIDGE:
STA 263+50.0 - STA 263+89.5 LT (39.5 LF)

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL
STOCKBRIDGE:
STA 263+89.5 - STA 267+87.0 LT (397.5 LF)
263+50.0
676.10 DELINEATOR WITH STEEL POST
STOCKBRIDGE:
STA 266+54.0 LT

CURVE 44
 Δ = 21° 47' 04"
D = 3° 16' 27"
R = 1750.00'
T = 336.75'
L = 665.37'
E = 32.11'
e = 0.056 FT/FT

SOIL BORING DATA			
BORING #	DEPTH (FT.)	PCC	COMMENTS
B126	5.0	NO	

NOTES:

1. THE CONTRACTOR SHALL COLD PLANE THE TOP 4" OF EXISTING ROAD SURFACE, AND RECLAIM THE NEXT 8" OF THE EXISTING ROAD SURFACE AT FULL WIDTH. THE CONTRACTOR SHALL THEN PLACE 2" OF ITEM 651.35 TOPSOIL AND ITEM 651.15 SEED AS DIRECTED BY THE ENGINEER.
2. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.

0 20 40
SCALE IN FEET

SIGN LEGEND
R = REMOVE
S = SALVAGE
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = -----
NEW = _____

PROJECT LAYOUT SHEET #45

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_bdr_nul_45.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214145.1

PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

CHECKED BY: J.P.S.

SHEET 78 OF 397

~~646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR~~
~~646.404 DURABLE 4 INCH WHITE LINE, POLYUREA~~
 (ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
 RADIUS FOR TOWN HIGHWAYS)
 STOCKBRIDGE:
 STA 269+50.00 - STA 275+50.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE: LT
STA 269+50.00 - STA 275+08.80 S
STA 275+08.80 - STA 275+50.00 S

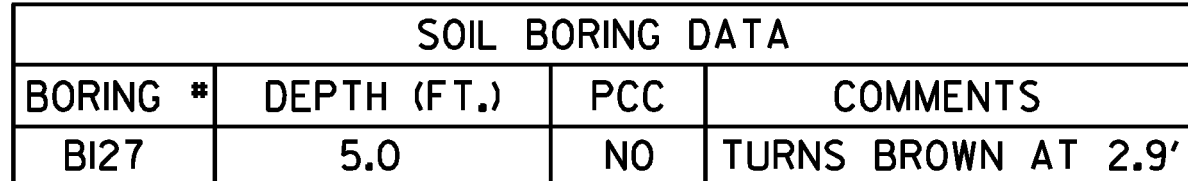
646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 269+50.00 - STA 275+50.00 LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE: L
STA 269+50.00 - STA 275+08.80 S
STA 275+08.80 - STA 275+50.00 S

213.0 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L
BREAKS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 269+50.0 - STA ~~275+50.0~~ C/L (600.0 LF)
272+10.0

675.50 REMOVING SIGNS
AS SHOWN - 2

675.60 ERECTING SALVAGED SIGNS
AS SHOWN - 1



I. THE CONTRACTOR SHALL COLD PLANE THE TOP 4" OF EXISTING ROAD SURFACE, AND RECLAIM THE NEXT 8" OF THE EXISTING ROAD SURFACE AT FULL WIDTH. THE CONTRACTOR SHALL THEN PLACE 2" OF ITEM 651.35 TOPSOIL AND ITEM 651.15 SEED AS DIRECTED BY THE ENGINEER.

2. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.

R = REMOVE
 S = SALVAGE
 N = NEW
 RET = RETAIN
 B-B = BACK TO BACK
 EXISTING = -----
 NEW = _____

PROJECT LAYOUT SHEET #46

IPARM FILE: z10b214146.i

SHEET 79 OF 397

FILE NAME = V:\Projects\ANY\K2\22426\CADD\MSTN\z106214_bdr_nul_46.dgn
DATE/TIME = 3/17/2014
USER = 4916

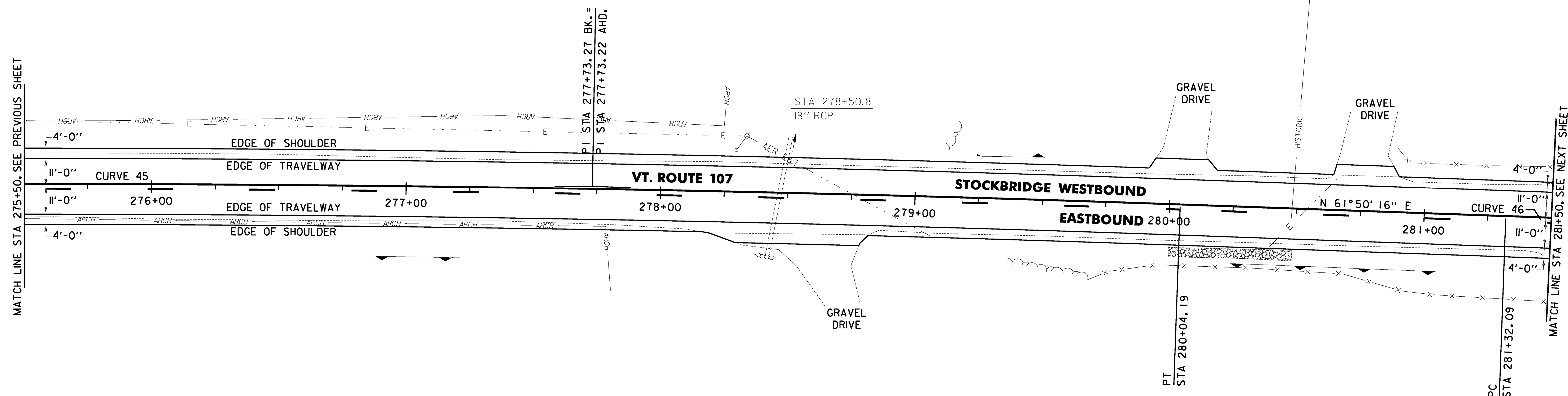
~~646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR~~
~~646.404 DURABLE 4 INCH WHITE LINE, POLYUREA~~
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 275+50.00 - STA 281+50.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE: LT
STA 275+50.00 - STA 281+50.00 S

646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 275+50.00 - STA 281+50.00 LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE: L
STA 275+50.00 - STA 281+50.00 S

~~213.10 MILLED RUMBLE STRIPS~~
~~(ALL CLRS WILL INCLUDE C/L~~
~~BREAKS FOR TOWN HIGHWAYS)~~
~~STOCKBRIDGE:~~
~~STA 275+50.0 - STA 281+50.0 C/L (600.0 LF)~~



1. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.

0 20 40
SCALE IN FEET

SIGN LEGEND
R = REMOVE
S = SALVAGE
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = -----
NEW = _____

**PROJECT
LAYOUT
SHEET #47**

PROJECT NAME:	STOCKBRIDGE-BETHEL
---------------	--------------------

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_bdr_nul_47.dgn

PROJECT LEADER: D.E.G.

IPARM FILE: z10b214147.i

PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

CHECKED BY: J.P.S.

SHEET 80 OF 397

613.10 STONE FILL, TYPE I

STOCKBRIDGE: STA 278+25.0 - STA 278+50.0 LT (RPE)

~~STA 280+00.0 - STA 280+50.0 RT (11.0 CY)~~

279+56.0 280+25.0
651.40 GRUBBING MATERIAL (6'')

STOCKBRIDGE:
STA ~~280+00.0~~ - STA ~~280+50.0~~ RT (26.4 SY)

653.20 TEMPORARY EROSION MATTING

STOCKBRIDGE:

STA 277+50.0 - STA 278+25.0 RT (23.9 SY)
STA 278+82.0 - STA 280+50.0 RT (57.8 SY)

CURVE 45

CURVE 43
Δ = 2° 02' 09"

$\Delta = 2^{\circ} 02' 09''$
 $D = 0^{\circ} 26' 27''$

R = 13000.00'

T = 230.97'

L = 461.89'
F = 2.05'

$$e = 0.020 \text{ FT/FT}$$

CURVE 46

CURVE 46
Δ = 3° 07' 11"

$$\Delta = 3^{\circ} 07' 11''$$

R = 8000.00'

T = 217.85'
L = 43E 60'

L = 455.60
F = 2.97'

$$e = 0.020 \text{ FT/FT}$$

```
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DATE/TIME = 3/17/2014
USER = 4916
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FILE NAME : \\NF72\projects\22426\CAD\1\STN\210b214_bdr_nul_48.dgn
DATE TIME : 3/17/2014 1:49:16
USER : J.4916

621.20 STEEL BEAM GUARDRAIL
STA 286+68.0 - STA 287+08.0

621.60 ANCHOR FOR STEEL BEAM GUARDRAIL
STA 286+76.0 LT

621.75 REMOVE AND RESET GUARDRAIL
STOCKBRIDGE:
STA 286+79.0 - STA 287+50.0 LT (71.0 LF)
289+08.0

676.10 DELINEATOR WITH STEEL POST
STOCKBRIDGE:
STA 286+79.0 LT

676.12 REMOVAL OF EXISTING DELINEATOR
STOCKBRIDGE:
STA 286+50.0 - STA 287+50.0 RT (11EA)

CURVE 46
 Δ = 3°07'11"
D = 0°42'58"
R = 8000.00'
T = 217.85'
L = 435.60'
E = 2.97'
e = 0.020 FT/FT

SOIL BORING DATA			
BORING #	DEPTH (FT.)	PCC	COMMENTS
BI28	5.0	NO	

SIGN LEGEND
R = REMOVE
S = SALVAGE
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = -----
NEW = _____

0 20 40
SCALE IN FEET

PROJECT
LAYOUT
SHEET #48

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_bdr_nul_48.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214148.1

PLOT DATE: 3/17/2014

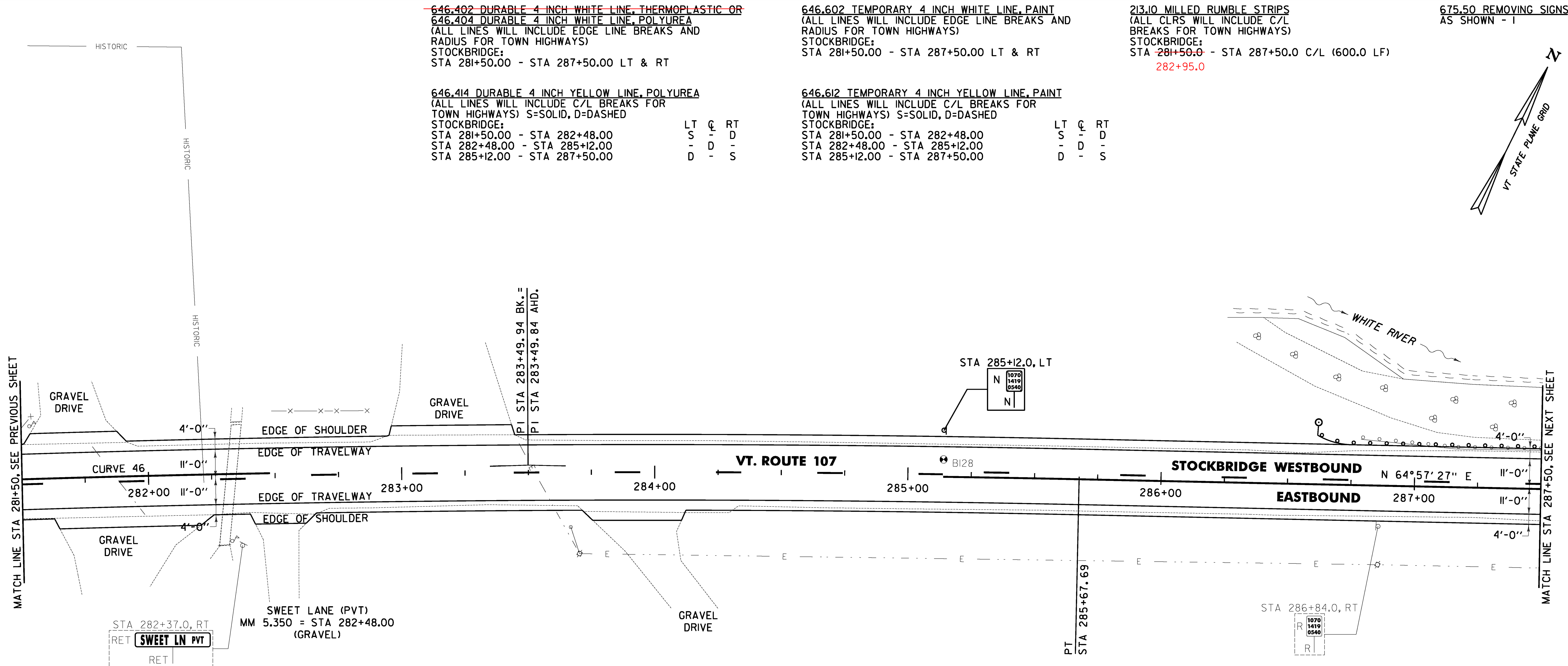
DRAWN BY: W.G.P.

CHECKED BY: J.P.S.

SHEET 81 OF 397

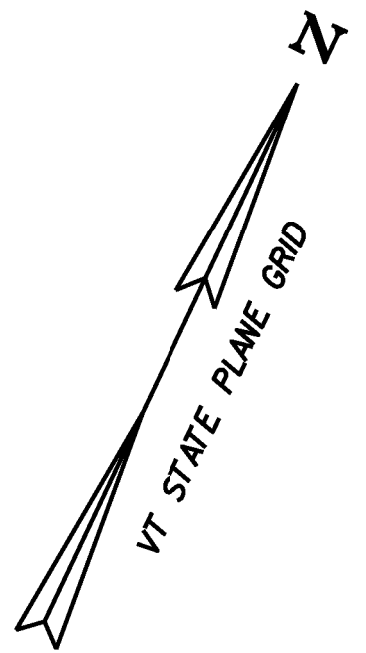
NOTE:

1. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.



213.0 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L
BREAKS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 287+50.0 - STA 293+50.0 C/L (600.0 LF)

LT	Q	RT
D	-	S
S	-	S



FILE NAME = I:\Projects\ANY\K2\22426\CADD\NISTN\z10s214_bdr_nul_49.dgn
DATE/TIME = 3/17/2014
USER = 4916

~~646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR~~
~~646.404 DURABLE 4 INCH WHITE LINE, POLYUREA~~
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 293+50.00 - STA 299+50.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE:
STA 293+50.00 - STA 299+50.00

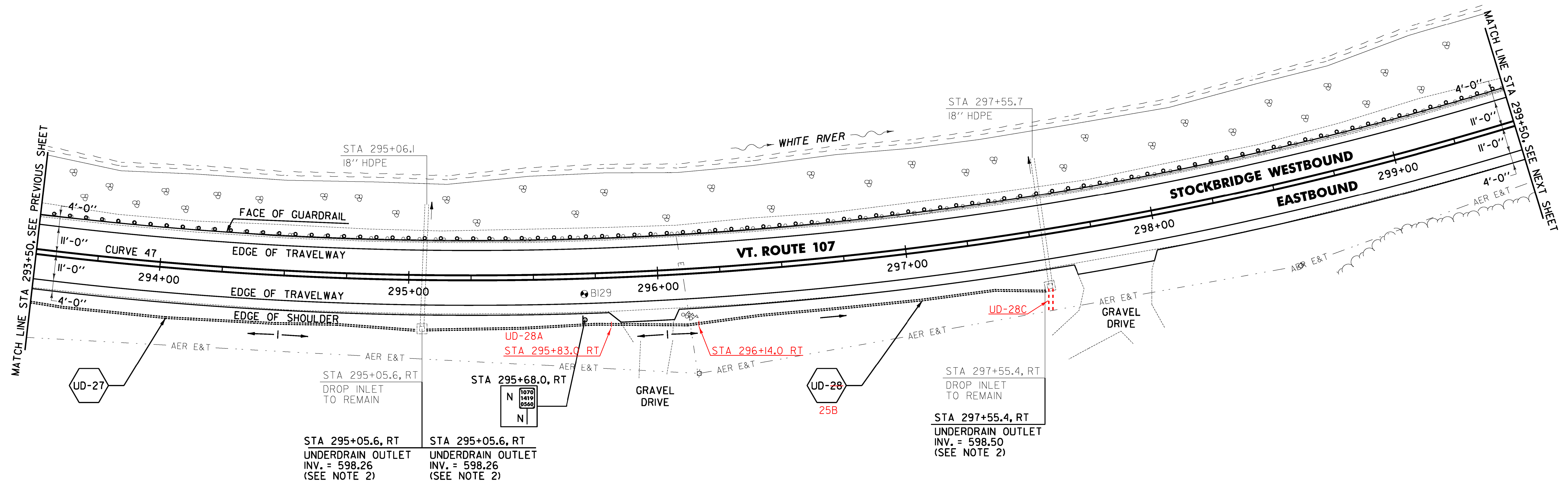
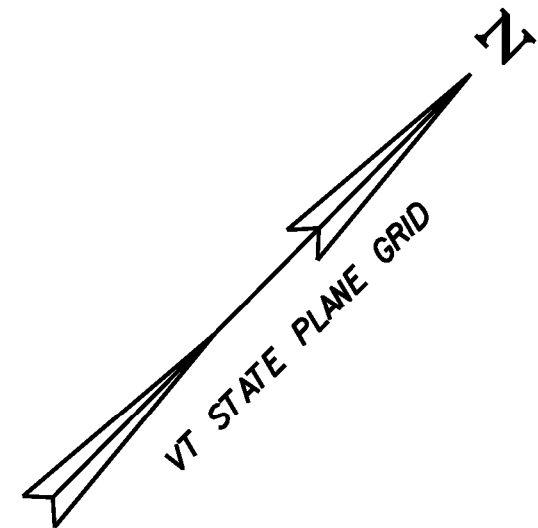
LT C RT
S - S

646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 293+50.00 - STA 299+50.00 LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE:
STA 293+50.00 - STA 299+50.00

LT C RT
S - S

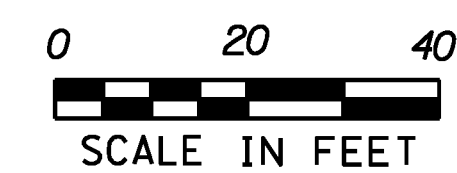
213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L
BREAKS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 293+50.0 - STA ~~299+50.0~~ C/L (600.0 LF)
295+86.0
STA 299+10.0 - STA 299+50.0 C/L (40.0 LF)



NOTES:

1. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.

2. SEE SHEET 28 FOR UNDERDRAIN DETAILS.



SOIL BORING DATA			
BORING #	DEPTH (FT.)	PCC	COMMENTS
BI29	5.0	NO	

SIGN LEGEND
R = REMOVE
S = SALVAGE
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = -----
NEW = _____

PROJECT
LAYOUT
SHEET #50

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_bdr_nul.50.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214150.1

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 83 OF 397

621.75 REMOVE AND RESET GUARDRAIL
STOCKBRIDGE:
STA 293+50.0 - STA 299+50.0 LT (600.0 LF)

CURVE 47
Δ = 44° 34' 56"
D = 3° 57' 54"
R = 1445.00'
T = 592.38'
L = 1124.36'
E = 116.71'
e = 0.064 FT/FT

P1 STA 296+25.64 BK. =
P1 STA 295+65.25 AHD.

FILE NAME : \\V:\projects\2014\22426\0400\1\STN\210b214_bdr_nul.51.dgn
DATE TIME : 3/17/2014 1:49:16
USER : jlg

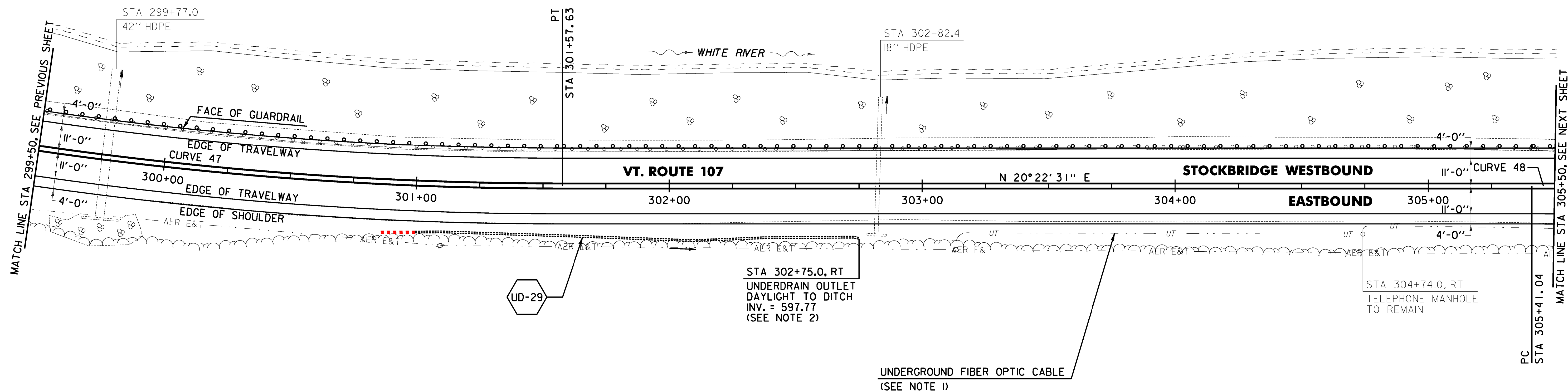
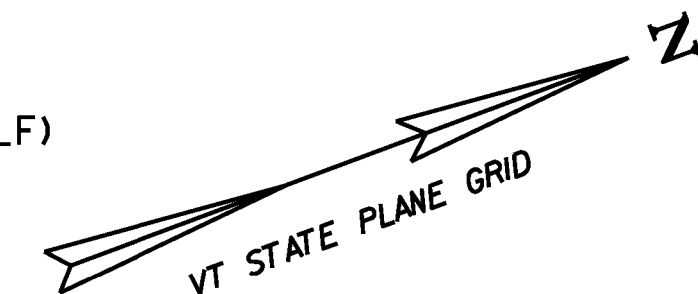
~~646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR~~
~~646.404 DURABLE 4 INCH WHITE LINE, POLYUREA~~
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 299+50.00 - STA 305+50.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE:
STA 299+50.00 - STA 305+50.00 LT C RT
S - S

646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 299+50.00 - STA 305+50.00 LT & RT

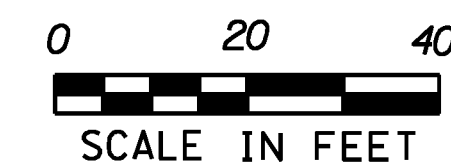
646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE:
STA 299+50.00 - STA 305+50.00 LT C RT
S - S

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L
BREAKS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 299+50.0 - STA 305+50.0 C/L (600.0 LF)



NOTES:

1. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.
2. SEE SHEET 28 FOR UNDERDRAIN DETAILS.



313.10 STONE FILL, TYPE I
STA 302+75.0 - STA 303+05.0 RT (RPE OUTLET)

621.75 REMOVE AND RESET GUARDRAIL
STOCKBRIDGE:
STA 299+50.0 - STA 305+50.0 LT (600.0 LF)

~~653.20 TEMPORARY EROSION MATTING~~
~~STOCKBRIDGE:~~
~~STA 300+50.0 - STA 303+50.0 RT (106.4 SY)~~

CURVE 47		CURVE 48	
Δ =	44° 34' 56"	Δ =	21° 05' 32"
D =	3° 57' 54"	D =	6° 32' 53"
R =	1445.00'	R =	875.00'
T =	592.38'	T =	162.90'
L =	1124.36'	L =	322.11'
E =	116.71'	E =	15.03'
e =	0.064 FT/FT	e =	0.080 FT/FT

SIGN LEGEND
R = REMOVE
S = SALVAGE
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = -----
NEW = _____

**PROJECT
LAYOUT
SHEET #51**

PROJECT NAME: STOCKBRIDGE-BETHEL	
PROJECT NUMBER: STP 2910(1)	
FILE NAME: z10b214_bdr_nul.51.dgn	PLOT DATE: 3/17/2014
PROJECT LEADER: D.E.G.	DRAWN BY: W.G.P.
DESIGNED BY: L.M.B.	CHECKED BY: J.P.S.
IPARM FILE: z10b214151.i	SHEET 84 OF 397

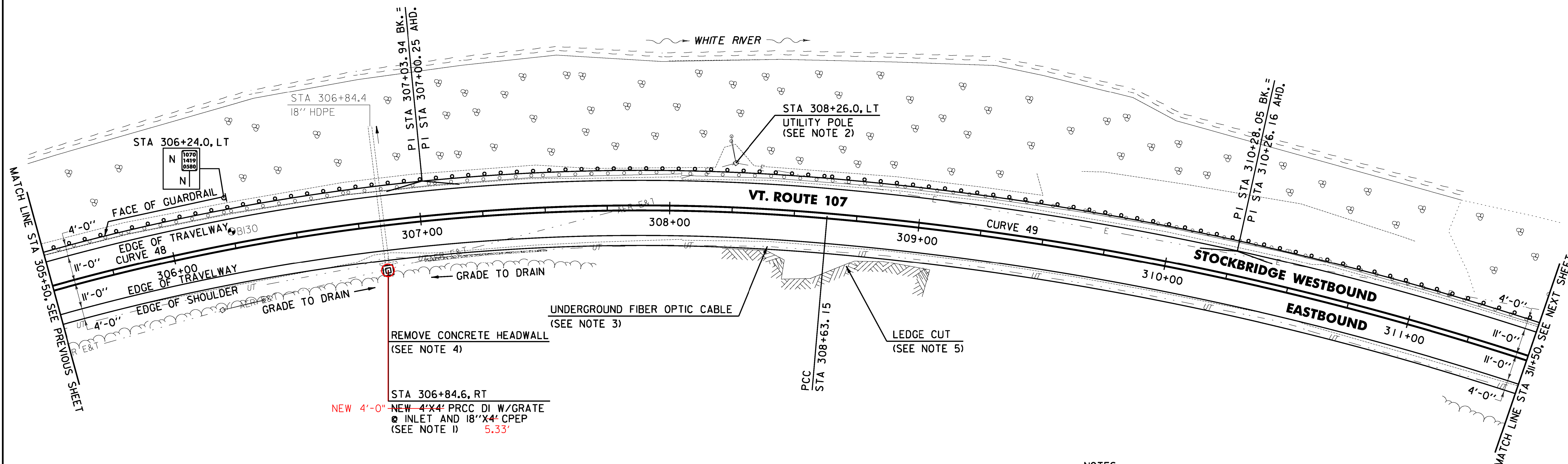
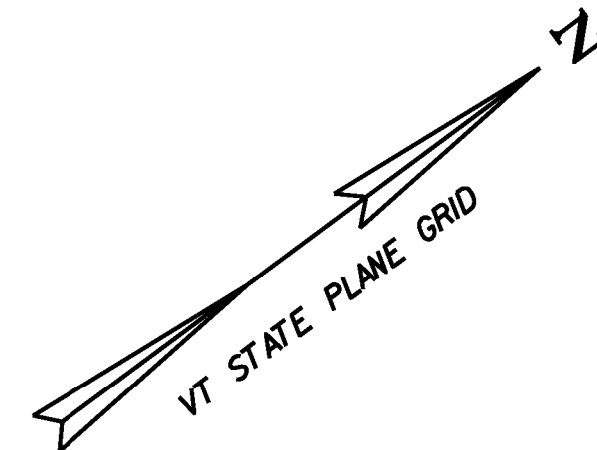
~~646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR~~
~~646.404 DURABLE 4 INCH WHITE LINE, POLYUREA~~
 (ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
 RADIUS FOR TOWN HIGHWAYS)
 STOCKBRIDGE:
 STA 305+50.00 - STA 311+50.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE: LT
STA 305+50.00 - STA 311+50.00 S

646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 305+50.00 - STA 311+50.00 LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE: LT C RT
STA 305+50.00 - STA 311+50.00 S - S

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L
BREAKS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 305+50.0 - STA 311+50.0 C/L (600.0 LF)



1. THE CONTRACTOR SHALL ADJUST THE PROPOSED SIDE SLOPE IN ORDER TO PLACE DROP INLET IN PROPOSED LOCATION AS DIRECTED BY THE ENGINEER.
2. SEE SHEET 25 FOR REDUCED STEEL BEAM GUARDRAIL POST SPACING AT UTILITY POLE DETAIL.
3. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.
4. THE CONTRACTOR SHALL REMOVE THE EXISTING CONCRETE HEADWALL UNDER ITEM 204.21 TRENCH EXCAVATION OF ROCK PRIOR TO THE INSTALLATION OF THE PROPOSED DRAINAGE STRUCTURE AS DIRECTED BY THE ENGINEER.
5. SEE SHEET 26 FOR LEDGE CUT DETAILS.

SOIL BORING DATA			
BORING #	DEPTH (FT.)	PCC	COMMENTS
B130	5.0	N0	

~~STOCKBRIDGE:~~
~~STA 307+00.0 - STA 307+50.0 RT (1.9 CY)~~

STOCKBRIDGE:
STA ~~308+04.0~~ - STA ~~310+66.5~~ LT (282.5 LF)
307+38.0 311+50.0

STOCKBRIDGE: 307+38.0
 STA 305+50.0 - STA 308+04.0 LT (254.0 LF)
~~STA 310+66.5 - STA 311+50.0 LT (83.5 LF)~~

STOCKBRIDGE:
STA ~~308+04.0~~ - STA ~~310+66.5~~ LT (262.5 LF)
307+38.0 311+50.0

~~STOCKBRIDGE:
STA 307+00.0 - STA 307+50.0 RT (5.6 SY)~~

~~STOCKBRIDGE:~~
~~STA 307+00.0 - STA 307+50.0 RT (5.6 SY)~~

CURVE 48
 $\Delta = 21^{\circ}05'32''$
 $D = 6^{\circ}32'53''$
 $R = 875.00'$
 $T = 162.90'$
 $L = 322.11'$
 $E = 15.03'$
 $e = 0.080 \text{ FT/FT}$

CURVE 49
 Δ = 15° 01' 47"
D = 4° 35' 01"
R = 1250.00'
T = 164.89'
L = 327.89'
E = 10.83'
e = 0.070 FT/FT

SIGN LEGEND

R = REMOVE
S = SALVAGE
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = -----
NEW = _____

A scale bar labeled "SCALE IN FEET" with markings at 0, 20, and 40 feet. The bar is divided into four equal segments, each representing 10 feet.

**PROJECT
LAYOUT
SHEET #52**

PROJECT NUMBER: STP 2910(I)

FILE NAME: z10b214_bdr_nul_52.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214i52.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 85 OF 397

FILE NAME = I:\Projects\ANY\K2\22426\CADD\NISTN\z10s214_bdr_nul.52.dgn
DATE/TIME = 3/17/2014
USER = 4916

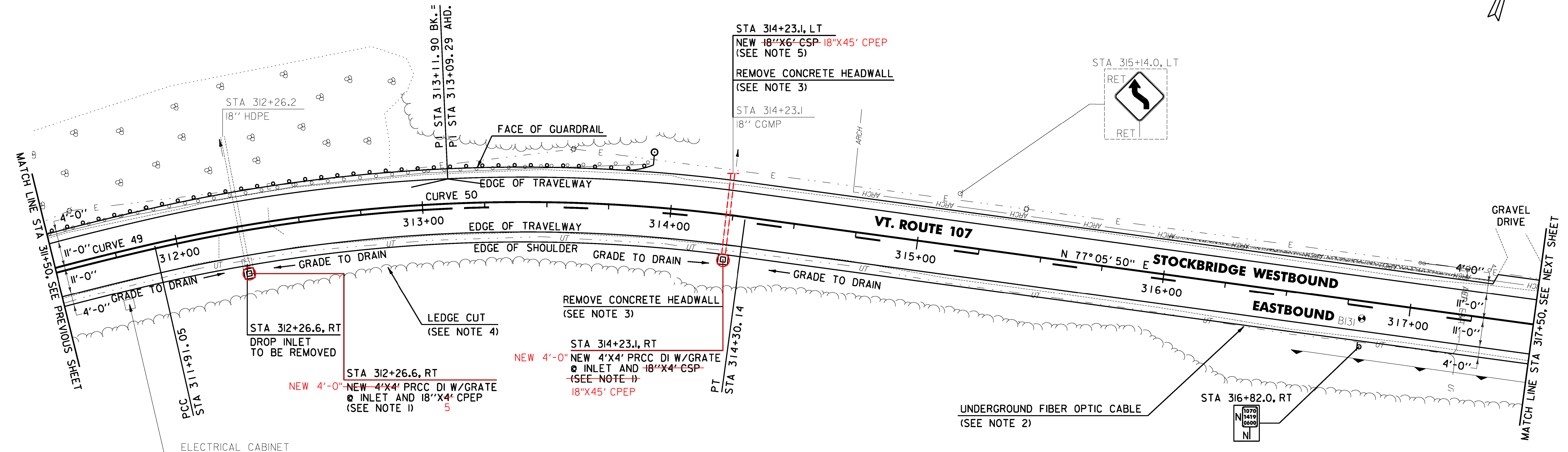
~~646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR~~
~~646.404 DURABLE 4 INCH WHITE LINE, POLYUREA~~
 (ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
 RADIUS FOR TOWN HIGHWAYS)
 STOCKBRIDGE:
 STA 311+50.00 - STA 317+50.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE: LT
STA 311+50.00 - STA 313+10.40 S
STA 313+10.40 - STA 317+50.00 S

646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 311+50.00 - STA 317+50.00 LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE: LT
STA 311+50.00 - STA 313+10.40 S
STA 313+10.40 - STA 317+50.00 S

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L
BREAKS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 311+50.0 - STA 317+50.0 C/L (600.0 LF)
314+75.0



1. THE CONTRACTOR SHALL ADJUST THE PROPOSED SIDE SLOPE IN ORDER TO PLACE DROP INLET IN PROPOSED LOCATION AS DIRECTED BY THE ENGINEER.
2. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.
3. THE CONTRACTOR SHALL REMOVE THE EXISTING CONCRETE HEADWALL UNDER ITEM 204.21 TRENCH EXCAVATION OF ROCK PRIOR TO THE INSTALLATION OF THE PROPOSED DRAINAGE STRUCTURE AS DIRECTED BY THE ENGINEER.
4. SEE SHEET 26 FOR LEDGE CUT DETAILS.
5. SEE SHEET 25 FOR PIPE EXTENSION DETAIL FOR METAL PIPES.

SOIL BORING DATA			
BORING #	DEPTH (FT.)	PCC	COMMENTS
BI31	1.7	NO	REFUSAL AT 1.7

SIGN LEGEND
R = REMOVE
S = SALVAGE
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = -----
NEW = _____

A scale bar labeled "SCALE IN FEET" with markings at 0, 20, and 40 feet. The bar is divided into four equal segments, each representing 10 feet.

**PROJECT
LAYOUT
SHEET #53**

DESIGNED BY: L.M.B.
IPARM FILE: z10b214153.i

SHEET 86 OF 397

~~STOCKBRIDGE:~~
~~STA 316+00.0 - STA 317+32.0 LT (8.3 CY)~~

621.75 REMOVE AND RESET GUARDRAIL
STOCKBRIDGE:
STA ~~311+50.0~~ - STA ~~313+91.5~~ LT (241.5 LF)
311+75.0 313+75.0

~~STOCKBRIDGE:~~
~~STA 316+00.0 - STA 317+32.0 LT (22.5 SY)~~

~~STOCKBRIDGE:
STA 316+00.0 - STA 317+32.0 LT (22.5 SY)~~

STOCKBRIDGE:
STA 313+91.5 LT

STA 311+50.0 - STA 311+75.0 LT
STA 313+75.0 - STA 313+87.0 LT

62I.20 ANCHOR FOR STEEL BEAM GUARDRAIL
STA 313+80.0 LT

CURVE 49
 $\Delta = 15^{\circ} 01' 47''$
 $D = 4^{\circ} 35' 01''$
 $R = 1250.00'$
 $T = 164.89'$
 $L = 327.89'$
 $E = 10.83'$
 $e = 0.070 \text{ FT/FT}$

CURVE 50
 $\Delta = 20^{\circ} 36' 00''$
 $D = 8^{\circ} 36' 57''$
 $R = 665.00'$
 $T = 120.85'$
 $L = 239.09'$
 $E = 10.89'$
 $e = 0.080 \text{ FT/FT}$

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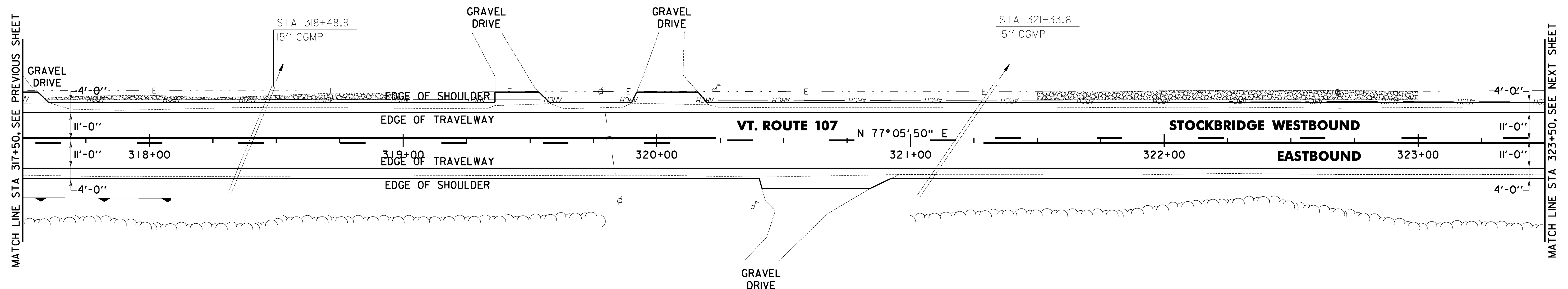
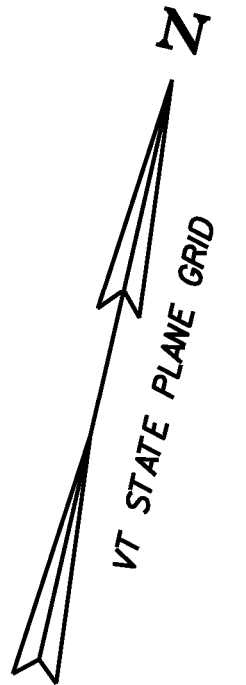
~~646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR~~
~~646.404 DURABLE 4 INCH WHITE LINE, POLYUREA~~
 (ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
 RADIUS FOR TOWN HIGHWAYS)
 STOCKBRIDGE:
 STA 317+50.00 - STA 323+50.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE: LT
STA 317+50.00 - STA 320+23.20 S
STA 320+23.20 - STA 321+28.80 -
STA 321+28.80 - STA 323+50.00 D

646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 317+50.00 - STA 323+50.00 LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE:
 STA 317+50.00 - STA 320+23.20
 STA 320+23.20 - STA 321+28.80
 STA 321+28.80 - STA 323+50.00

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L
BREAKS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 317+50.0 - STA 323+50.0 C/L (600.0 LF)
320+69.0



NOTE:

1. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107, THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.

~~613.10 STONE FILL, TYPE 1~~
~~STOCKBRIDGE:~~
~~STA 317+60.0 STA 319+00.0 LT (16.5 CY)~~
~~STA 321+50.0 STA 323+00.0 LT (33.4 CY)~~

~~651.40 GRUBBING MATERIAL (6'')~~
~~STOCKBRIDGE:~~
~~STA 317+60.0 STA 319+00.0 LT (37.8 SY)~~
~~STA 321+50.0 STA 323+00.0 LT (80.9 SY)~~

~~653.20 TEMPORARY EROSION MATTING~~
~~STOCKBRIDGE:~~
~~STA 317+60.0 STA 319+00.0 LT (37.8 SY)~~
~~STA 321+00.0 STA 322+00.0 RT (31.7 SY)~~
~~STA 324+50.0 STA 323+00.0 LT (80.9 SY)~~

SIGN LEGEND

SIGN LEGEND
R = REMOVE

S = SALVAGE

$$\underline{\underline{N}} = \underline{\underline{NEW}}$$

RET = RETAIN

B-B = BACK TO BACK

EXISTING = -----
NEW = _____

0 20 40
SCALE IN FEET

**PROJECT
LAYOUT
SHEET #54**

PROJECT NAME:	STOCKBRIDGE-BETHEL
---------------	--------------------

PROJECT NUMBER: STP 2910(I)

FILE NAME: z10b214_bdr_nul_54.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214154.i

PLOT DATE: 3/17/2014

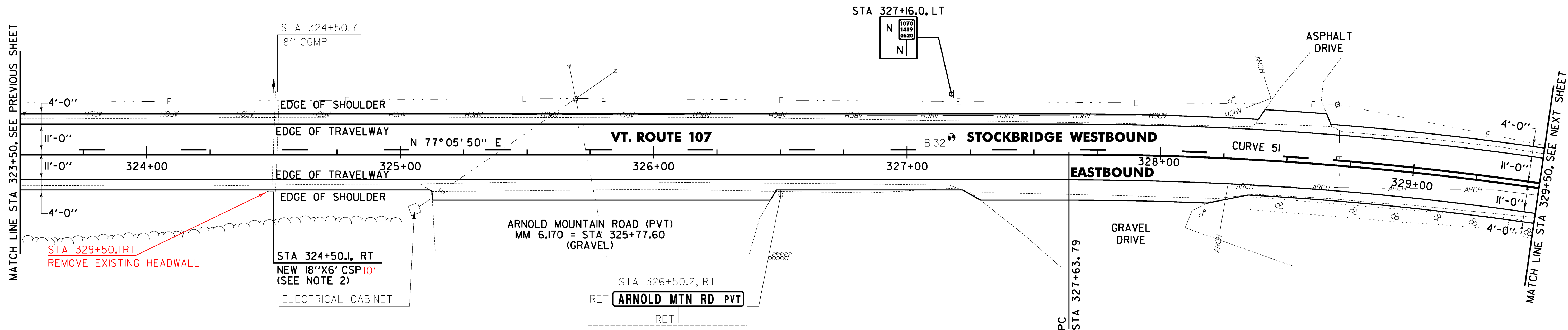
DRAWN BY: W.G.P.

CHECKED BY: J.P.S.

SHEET 87 OF 397

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DATE/TIME = 3/17/2014
USER = 4916

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DATE TIME : 3/17/2014 10:48:14
USER : j496



~~646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR~~
~~646.404 DURABLE 4 INCH WHITE LINE, POLYUREA~~
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 323+50.00 - STA 329+50.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE:
STA 323+50.00 - STA 328+68.00 LT
STA 328+68.00 - STA 329+50.00 RT

646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 323+50.00 - STA 329+50.00 LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE:
STA 323+50.00 - STA 328+68.00 LT
STA 328+68.00 - STA 329+50.00 RT

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L
BREAKS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 323+50.0 - STA ~~329+50.0~~ C/L (600.0 LF)
328+00.0

~~653.20 TEMPORARY EROSION MATTING~~
~~STOCKBRIDGE:~~
~~STA 323+50.0 - STA 324+50.0 RT (66.6 SY)~~
~~STA 324+00.0 - STA 327+50.0 LT (40.0 SY)~~
~~STA 329+00.0 - STA 329+50.0 LT (17.2 SY)~~

CURVE 51
Δ = 27° 19' 27"
D = 4° 24' 27"
R = 1300.00'
T = 315.99'
L = 619.96'
E = 37.85'
e = 0.068 FT/FT

SIGN LEGEND
R = REMOVE
S = SALVAGE
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = -----
NEW = _____

NOTES:

1. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.
2. SEE SHEET 25 FOR PIPE EXTENSION DETAIL FOR METAL PIPES.

0 20 40
SCALE IN FEET

PROJECT
LAYOUT
SHEET #55

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_bdr_nul.55.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214I55.I

PLOT DATE: 3/17/2014

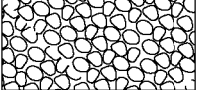
DRAWN BY: W.G.P.

CHECKED BY: J.P.S.

SHEET 88 OF 397

FILE NAME: \\172\projects\172\22426\CAD\1\STN\z10b214_bdr_nul_56.dgn
DATE: 3/17/2014
USER: jlg

LEGEND

 ITEM 613.10 STONE FILL, TYPE I

~~646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR~~
~~646.404 DURABLE 4 INCH WHITE LINE, POLYUREA~~
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 329+50.00 - STA 335+50.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE:
STA 329+50.00 - STA 335+50.00

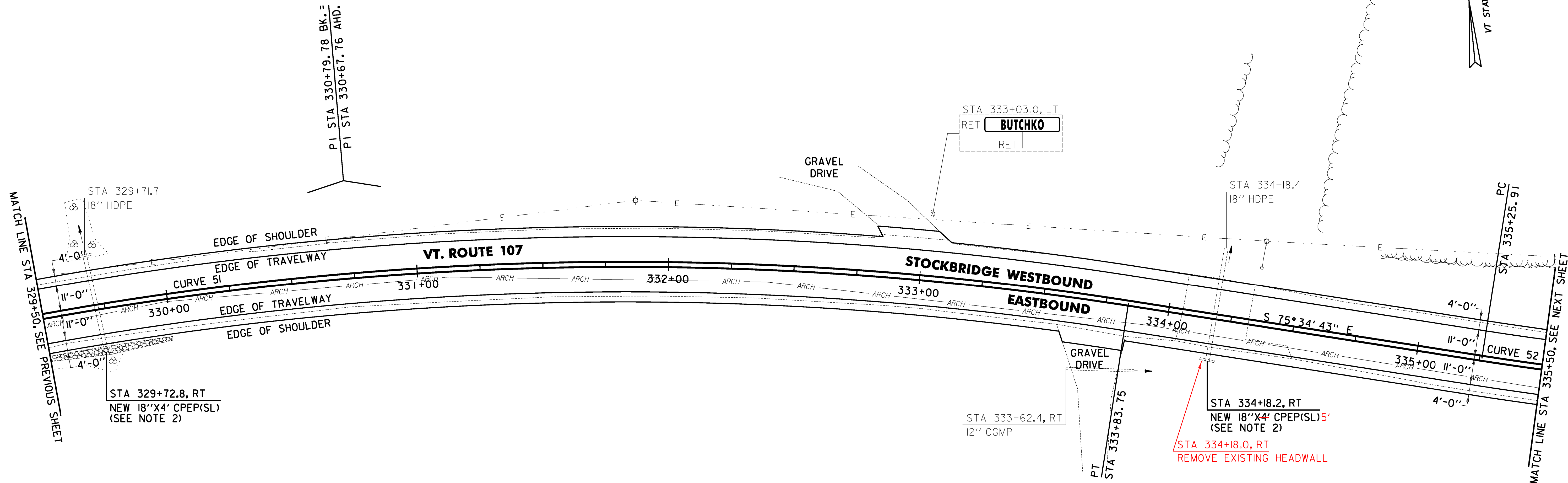
LT C RT
S - S

646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 329+50.00 - STA 335+50.00 LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE:
STA 329+50.00 - STA 335+50.00

LT C RT
S - S

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L
BREAKS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA ~~329+50.0~~ - STA 335+50.0 C/L (600.0 LF)
333+00.0



613.10 STONE FILL, TYPE I
STOCKBRIDGE:
STA ~~329+50.0~~ - STA ~~330+00.0~~ RT (6.4 CY)
329+65.0 329+81.0

~~651.40 GRUBBING MATERIAL (6")~~
~~STOCKBRIDGE:~~
~~STA 329+50.0~~ - STA 330+00.0 RT (14.4 SY)

~~653.20 TEMPORARY EROSION MATTING~~
~~STOCKBRIDGE:~~
~~STA 329+50.0~~ - STA 330+00.0 RT (14.4 SY)
~~STA 329+50.0~~ - STA 330+50.0 LT (20.8 SY)

CURVE 51
Δ = 27°19'27"
D = 4°24'27"
R = 1300.00'
T = 315.99'
L = 619.96'
E = 37.85'
e = 0.068 FT/FT

CURVE 52
Δ = 20°09'51"
D = 4°46'29"
R = 1200.00'
T = 213.37'
L = 422.32'
E = 18.82'
e = 0.070 FT/FT

SIGN LEGEND
R = REMOVE
S = SALVAGE
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = -----
NEW = _____

NOTES:

1. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.

2. SEE SHEET 25 FOR PIPE EXTENSION DETAIL FOR PLASTIC PIPES.

0 20 40
SCALE IN FEET

PROJECT
LAYOUT
SHEET #56

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_bdr_nul_56.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214156.1

PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

CHECKED BY: J.P.S.

SHEET 89 OF 397

FILE NAME: I:\172\projects\172\22426\CAD\1\10b214_bdr_nul.57.dgn
DATE: 3/17/2014
USER: j.4916

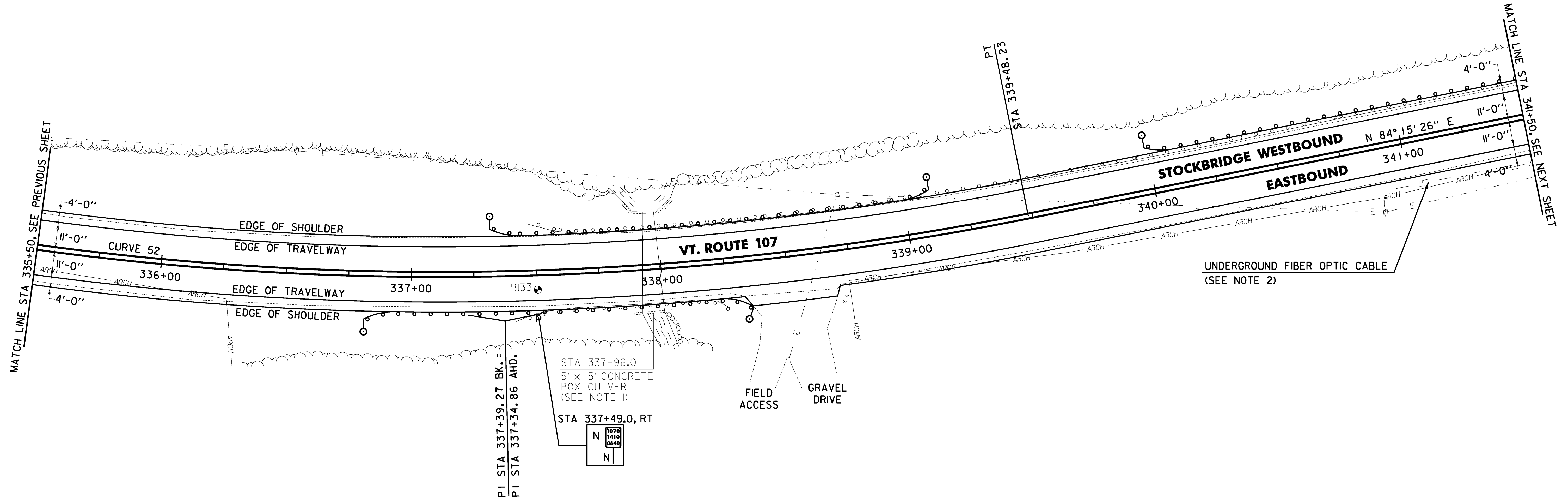
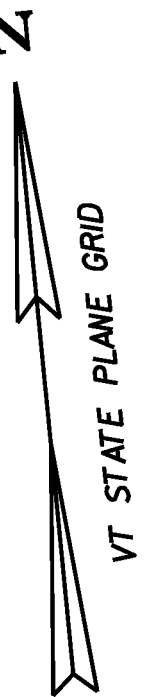
~~646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR~~
~~646.404 DURABLE 4 INCH WHITE LINE, POLYUREA~~
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 335+50.00 - STA 341+50.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE:
STA 335+50.00 - STA 341+50.00 LT C RT
S - S

646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 335+50.00 - STA 341+50.00 LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE:
STA 335+50.00 - STA 341+50.00 LT C RT
S - S

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L
BREAKS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 335+50.0 - STA ~~341+50.0~~ C/L (600.0 LF)
~~340+75.0~~



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

STOCKBRIDGE:
~~STA 337+83.5 - STA 338+08.5 LT (25.0 LF)~~
~~STA 337+83.5 - STA 338+08.5 RT (25.0 LF)~~

621.205 STEEL BEAM GUARDRAIL, GALVANIZED W/8 FEET POSTS

STOCKBRIDGE:
~~STA 336+81.5 - STA 337+83.5 RT (102.0 LF)~~
~~STA 337+31.5 - STA 337+83.5 LT (39.5 LF)~~
~~STA 338+08.5 - STA 338+35.5 RT (27.0 LF)~~
~~STA 338+08.5 - STA 339+10.5 LT (102.0 LF)~~
~~STA 339+99.0 - STA 341+50.0 LT (151.0 LF)~~
~~340+10.0~~

621.60 ANCHOR FOR STEEL BEAM RAIL

STOCKBRIDGE:
STA 336+88.0 RT
STA 337+38.0 LT
STA 338+29.0 RT
STA 339+04.0 LT
STA 340+05.5 LT

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL

STOCKBRIDGE:
STA 337+42.0 - STA 338+26.0 RT (84.0 LF)
STA 337+46.5 - STA 341+50.0 LT (403.5 LF)

621.20 STEEL BEAM GUARDRAIL

STA 336+78.0 - STA 338+30.0 RT
STA 337+34.0 - STA 339+12.0 LT
STA 339+98.0 - STA 340+10.0 LT

~~653.20 TEMPORARY EROSION MATTING~~

~~STOCKBRIDGE:~~
~~STA 340+50.0 - STA 341+50.0 LT (53.3 SY)~~

676.10 DELINEATOR WITH STEEL POST

STOCKBRIDGE:
STA 336+81.5 RT
STA 337+31.5 LT
STA 338+35.5 RT
STA 339+10.5 LT
STA 339+99.0 LT

SOIL BORING DATA			
BORING #	DEPTH (FT.)	PCC	COMMENTS
BI33	1.5	NO	REFUSAL AT 1.5'

CURVE 52
 Δ = 20°09'51"
D = 4°46'29"
R = 1200.00'
T = 213.37'
L = 422.32'
E = 18.82'
e = 0.070 FT/FT

SIGN LEGEND
R = REMOVE
S = SALVAGE
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = -----
NEW = _____

NOTES:

- SEE SHEET 391 FOR NESTED GUARDRAIL SYSTEM DETAIL.
- THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.

0 20 40
SCALE IN FEET

PROJECT
LAYOUT
SHEET #57

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_bdr_nul.57.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214157.1

PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

CHECKED BY: J.P.S.

SHEET 90 OF 397

~~646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR~~
~~646.404 DURABLE 4 INCH WHITE LINE, POLYUREA~~
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 341+50.00 - STA 347+50.00 LT & RT

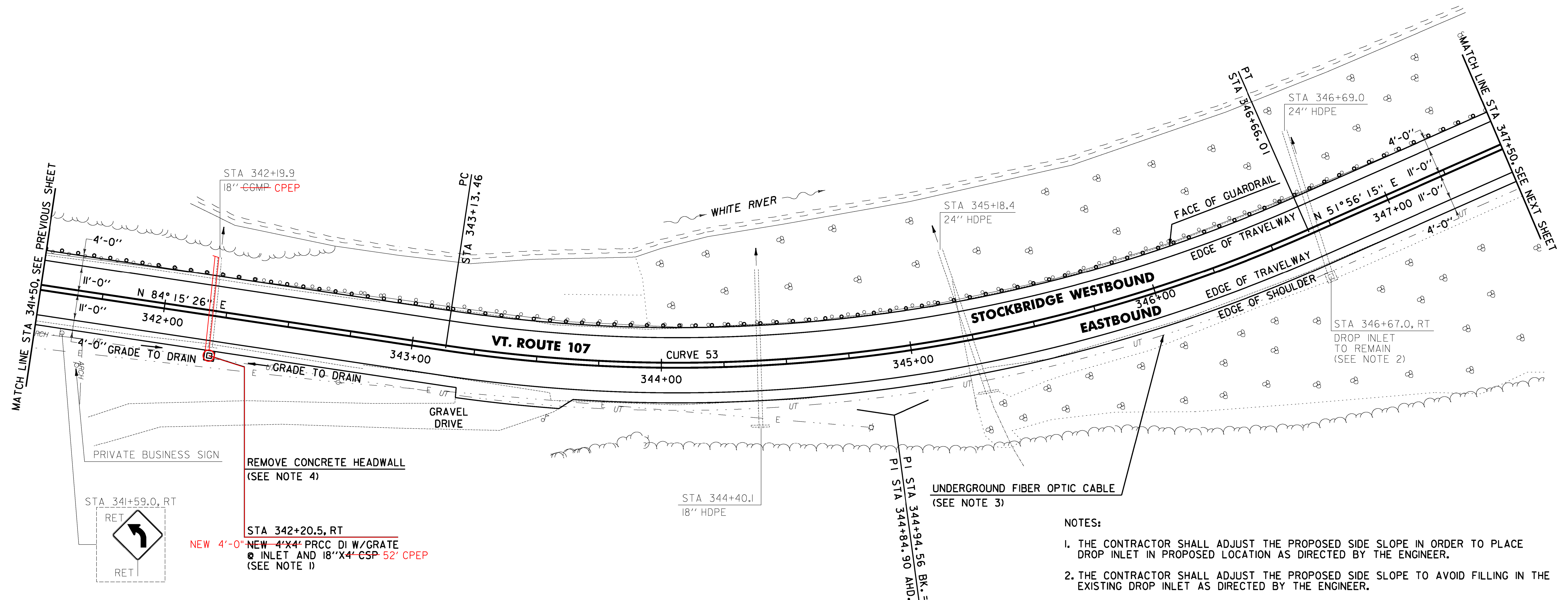
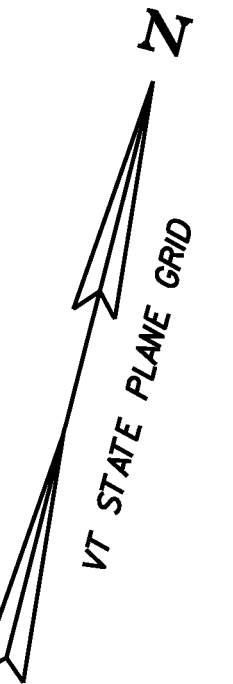
646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE:
STA 341+50.00 - STA 347+50.00 LT C RT
S - S

646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 341+50.00 - STA 347+50.00 LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE:
STA 341+50.00 - STA 347+50.00 LT C RT
S - S

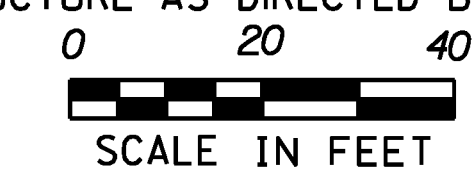
604.40 CHANGE ELEVATION OF DI
STA 346+67.0 RT

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L
BREAKS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA ~~341+50.0~~ - STA 347+50.0 C/L (600.0 LF)
343+47.0



NOTES:

1. THE CONTRACTOR SHALL ADJUST THE PROPOSED SIDE SLOPE IN ORDER TO PLACE DROP INLET IN PROPOSED LOCATION AS DIRECTED BY THE ENGINEER.
2. THE CONTRACTOR SHALL ADJUST THE PROPOSED SIDE SLOPE TO AVOID FILLING IN THE EXISTING DROP INLET AS DIRECTED BY THE ENGINEER.
3. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.
4. THE CONTRACTOR SHALL REMOVE THE EXISTING CONCRETE HEADWALL UNDER ITEM 204.21 TRENCH EXCAVATION OF ROCK PRIOR TO THE INSTALLATION OF THE PROPOSED DRAINAGE STRUCTURE AS DIRECTED BY THE ENGINEER.



62L205 STEEL BEAM GUARDRAIL, GALVANIZED W/8 FEET POSTS
STOCKBRIDGE: 349+12.0
STA 341+50.0 - STA ~~342+88.5~~ LT (138.5 LF)

62L75 REMOVE AND RESET GUARDRAIL
STOCKBRIDGE:
STA ~~342+88.5~~ - STA 347+50.0 LT (461.5 LF)
344+12.0

62L80 REMOVAL AND DISPOSAL OF GUARDRAIL
STOCKBRIDGE: 344+12.0
STA 341+50.0 - STA ~~342+88.5~~ LT (138.5 LF)

~~653.20 TEMPORARY EROSION MATTING~~
~~STOCKBRIDGE:~~
~~STA 341+50.0 - STA 343+50.0 LT (92.8 SY)~~

CURVE 53
Δ = 32° 19' 11"
D = 9° 10' 02"
R = 625.00'
T = 181.10'
L = 352.55'
E = 25.71'
e = 0.080 FT/FT

SIGN LEGEND
R = REMOVE
S = SALVAGE
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = -----
NEW = _____

PROJECT
LAYOUT
SHEET #58

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)

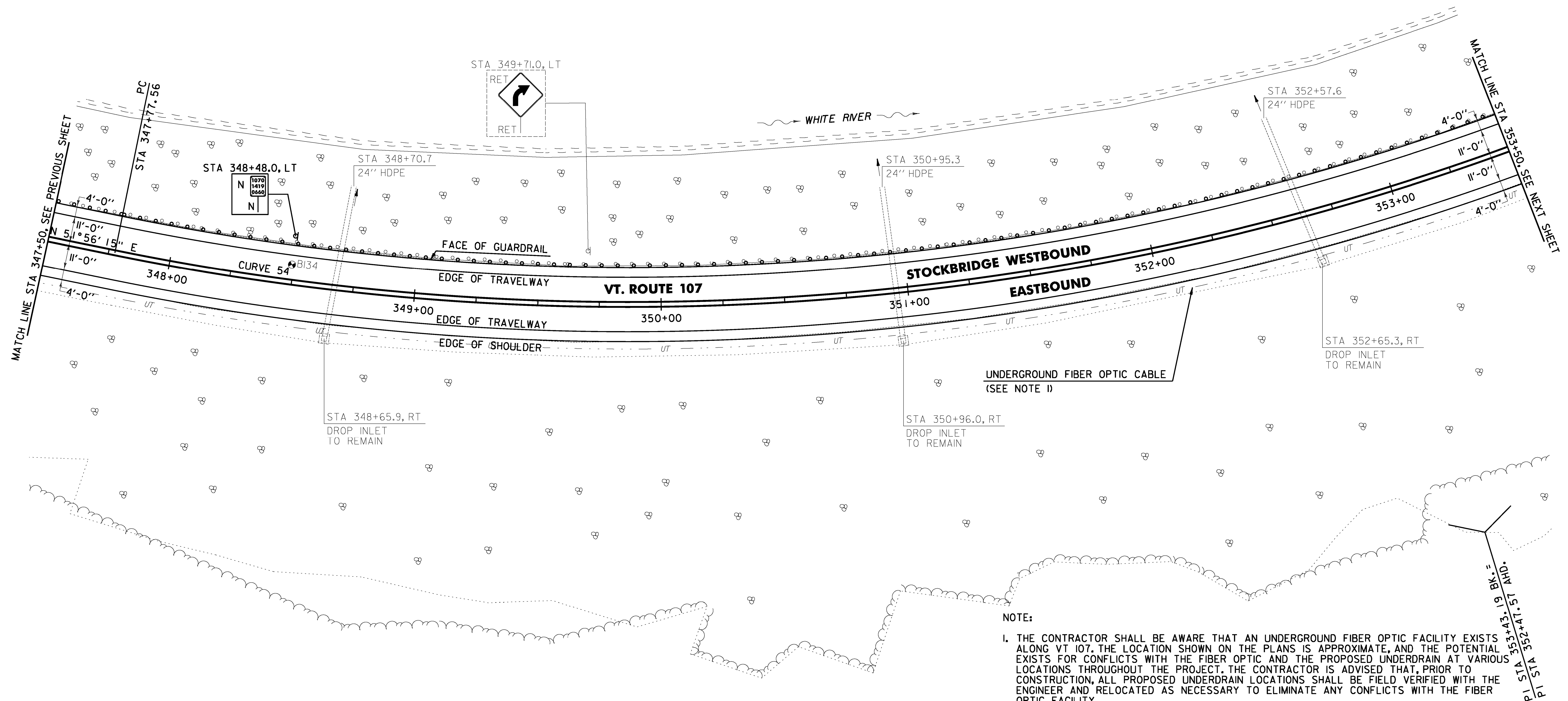
FILE NAME: z10b214_bdr_nul.58.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214158.1

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 91 OF 397

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L
BREAKS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 347+50.0 - STA 353+50.0 C/L (600.0 LF)

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE: L
STA 347+50.00 - STA 353+50.00 S

LT CL RT
S - S



I. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.

SOIL BORING DATA			
BORING #	DEPTH (FT.)	PCC	COMMENTS
BI34	5.0	NO	

CURVE 54
 $\Delta = 57^{\circ}04'54''$
 $D = 5^{\circ}30'33''$
 $R = 1040.00'$
 $T = 565.63'$
 $L = 1036.12'$
 $E = 143.87'$
 $e = 0.076 \text{ FT/FT}$

SIGN LEGEND
R = REMOVE
S = SALVAGE
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = -----
NEW = _____

0 20 40
SCALE IN FEET

**PROJECT
LAYOUT
SHEET #59**

PROJECT NAME:	STOCKBRIDGE-BETHEL
---------------	--------------------

PROJECT NUMBER: STP 2910(I)

FILE NAME: z10b214_bdr_nul_59.dgn

PROJECT LEADER: D.E.G.
DESIGNED BY: J.M.B.

IPARM FILE: z10b214159.i

PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

CHECKED BY: J.P.S.

SHEET 92 OF 397

FILE NAME = I:\Projects\ANY\K2\22426\CADD\NISTN\z10s214_bdr_nul.59.dgn
DATE/TIME = 3/17/2014
USER = 4916

~~646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR~~
~~646.404 DURABLE 4 INCH WHITE LINE, POLYUREA~~
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 353+50.00 - STA 353+84.48 LT & RT
BETHEL:
STA B 0+00.00 - STA B 5+50.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE:
STA 353+50.00 - STA 353+84.48
BETHEL:
STA B 0+00.00 - STA B 2+64.00
STA B 2+64.00 - STA B 5+50.00

LT C RT
S - S
S - S
S - D

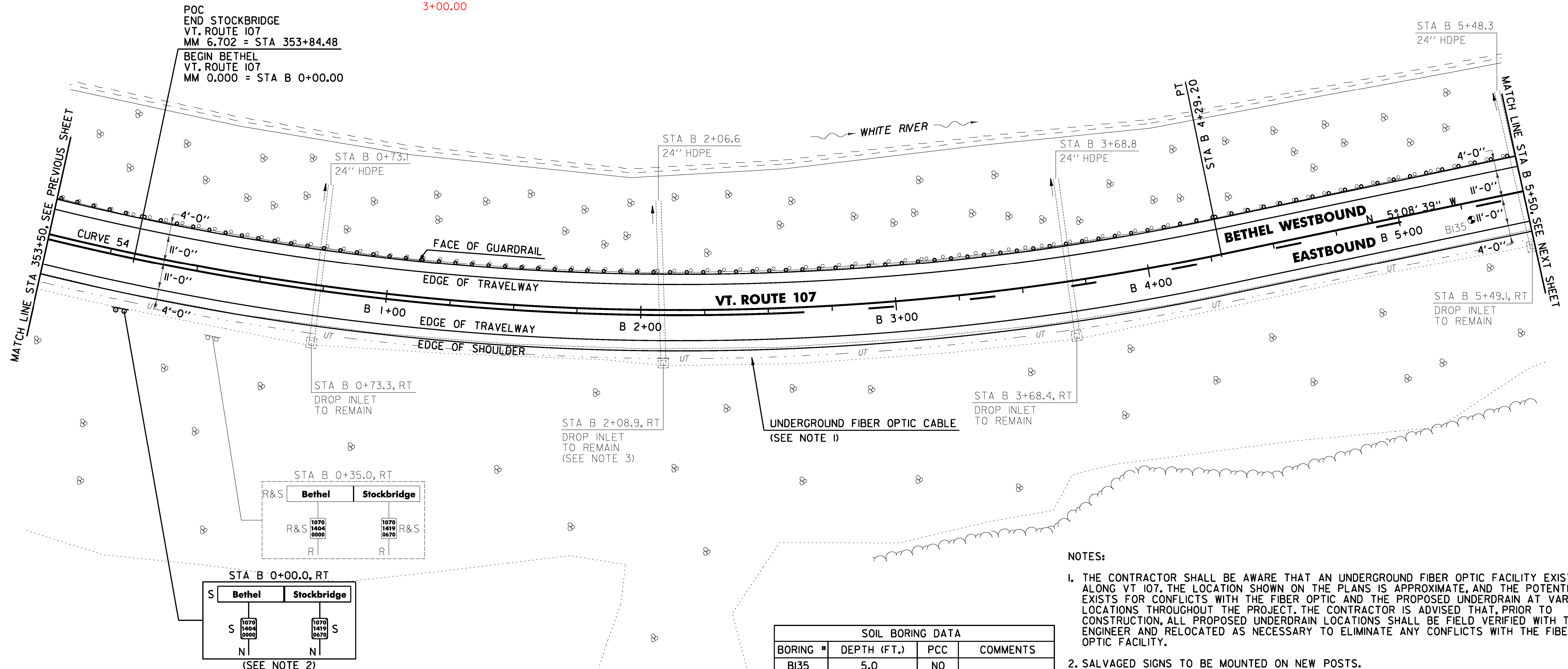
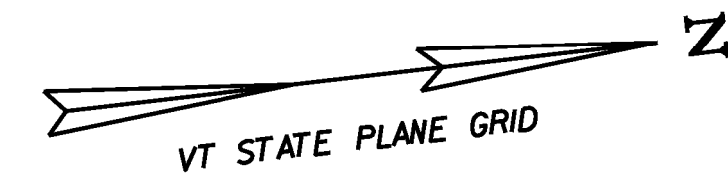
646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 353+50.00 - STA 353+84.48 LT & RT
BETHEL:
STA B 0+00.00 - STA B 5+50.00 LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE:
STA 353+50.00 - STA 353+84.48
BETHEL:
STA B 0+00.00 - STA B 2+64.00
STA B 2+64.00 - STA B 5+50.00

LT C RT
S - S
S - S
S - D

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L
BREAKS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA 353+50.00 - STA 353+84.48 C/L (34.48 LF)
BETHEL:
STA B 0+00.00 - STA B 5+50.00 C/L (550.0 LF)

675.50 REMOVING SIGNS
AS SHOWN - 3
675.60 ERECTING SALVAGED SIGNS
AS SHOWN - 3



NOTES:

1. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.
2. SALVAGED SIGNS TO BE MOUNTED ON NEW POSTS.
3. THE CONTRACTOR SHALL ADJUST THE PROPOSED SIDE SLOPE TO AVOID FILLING IN THE EXISTING DROP INLET AS DIRECTED BY THE ENGINEER.

SOIL BORING DATA			
BORING #	DEPTH (FT.)	PCC	COMMENTS
B135	5.0	NO	



SIGN LEGEND
R = REMOVE
S = SALVAGE
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = -----
NEW = _____

PROJECT
LAYOUT
SHEET #60

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_bdr_nul.60.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214160.1

PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

CHECKED BY: J.P.S.

SHEET 93 OF 397

FILE NAME: \\V:\projects\2014\22426\CAD\1\STN\z10b214_bdr_nul.60.dgn
DATE: 3/17/2014
USER: J.496

CURVE 54
Δ = 57°04'54"
D = 5°30'33"
R = 1040.00'
T = 565.63'
L = 1036.12'
E = 143.87'
e = 0.076 FT/FT

621.75 REMOVE AND RESET GUARDRAIL
STOCKBRIDGE:
STA 353+50.0 - STA 353+84.48 LT (34.48 LF)
BETHEL:
STA B 0+00.0 - STA B 5+50.0 LT (550.0 LF)

~~646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR~~
~~646.404 DURABLE 4 INCH WHITE LINE, POLYUREA~~
 (ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
 RADIUS FOR TOWN HIGHWAYS)
 BETHEL:
 STA B 5+50.00 - STA B 11+50.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
BETHEL:

				LT	C	RT
STA B	5+50.00	-	STA B	10+03.20	S	D
STA B	10+03.20	-	STA B	10+82.40	S	S
STA B	10+82.40	-	STA B	11+50.00	D	S

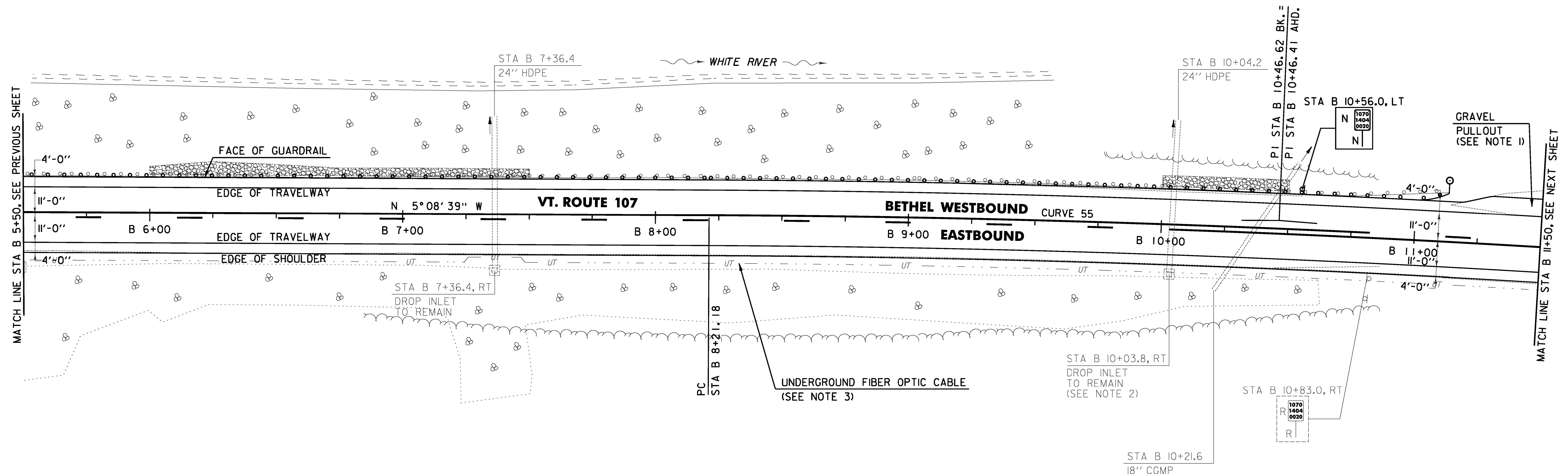
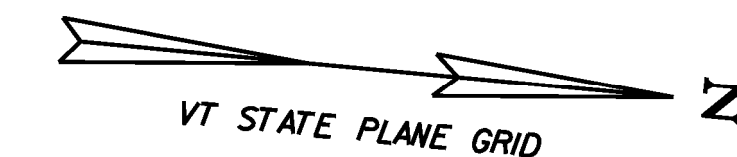
646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
BETHEL:
STA B 5+50.00 - STA B 11+50.00 LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
 (ALL LINES WILL INCLUDE C/L BREAKS FOR
 TOWN HIGHWAYS) S=SOLID, D=DASHED
 BETHEL:

	LT	C	RT
STA B 5+50.00 - STA B 10+03.20	S	-	D
STA B 10+03.20 - STA B 10+82.40	S	-	S
STA B 10+82.40 - STA B 11+50.00	D	-	S

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L
BREAKS FOR TOWN HIGHWAYS)
BETHEL:
STA B 5+50.0 - STA B 11+50.0 C/L (600.0 LF)

675.50 REMOVING SIGNS
AS SHOWN - I



1. PROVIDE A 4 FT WIDE, 1/2" TYPE IVS APRON FOR THE EXISTING ASPHALT PULLOUT. ANY REQUIRED EXCAVATION SHALL BE PERFORMED AS DIRECTED BY THE ENGINEER AND PAID FOR UNDER ITEM 608.25 ALL PURPOSE EXCAVATOR RENTAL, TYPE I.
2. THE CONTRACTOR SHALL ADJUST THE PROPOSED SIDE SLOPE TO AVOID FILLING IN THE EXISTING DROP INLET AS DIRECTED BY THE ENGINEER.
3. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.



~~BETHEL:~~
~~STA B 6+00.0 - STA B 7+50.0 LT (7.9 CY)~~
~~STA B 10+00.0 - STA B 10+50.0 LT (6.4 CY)~~

BETHEL: 10+50.0
STA B 5+50.0 - STA B ~~11+13.0~~ LT (563.0 LF)

~~BETHEL:~~

~~BETHEL:~~
~~STA B 5+50.0 - STA B 8+00.0 LT (35.8 SY)~~
~~STA B 10+00.0 - STA B 10+50.0 LT (14.4 SY)~~

BETHEL:
STA B 11+13.0 LT

CURVE 55
 $\Delta = 4^{\circ} 18' 13''$
 $D = 0^{\circ} 57' 18''$
 $R = 6000.00'$
 $T = 225.44'$
 $L = 450.67'$
 $E = 4.23'$
 $e = 0.020 \text{ FT/FT}$

SIGN LEGEND
R = REMOVE
S = SALVAGE
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = -----
NEW = _____

**PROJECT
LAYOUT
SHEET #61**

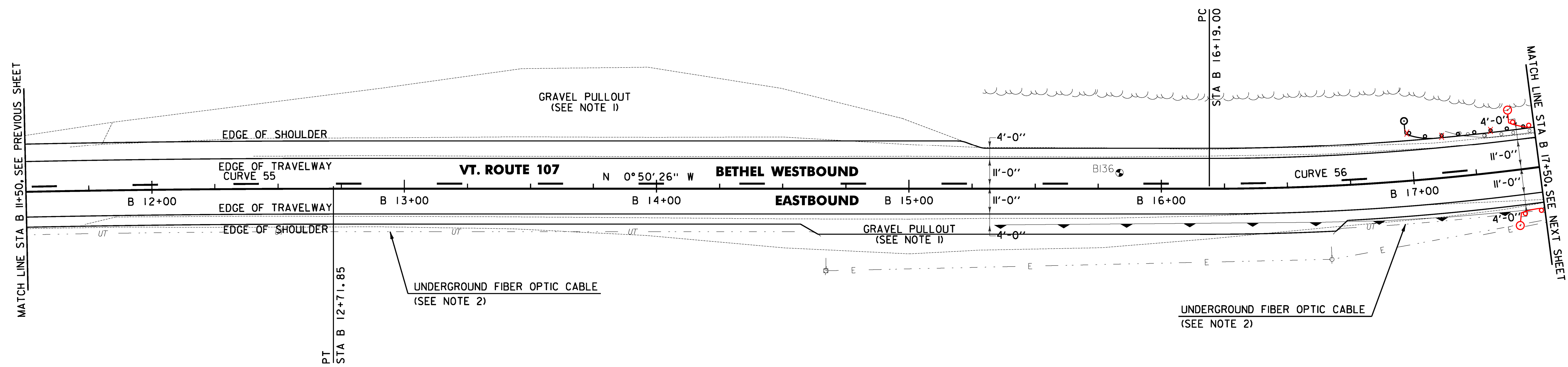
DESIGNED BY: L.M.B.
IPARM FILE: z10b214161.i

CHECKED BY: J.P.S.
SHEET 94 OF 397

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L
BREAKS FOR TOWN HIGHWAYS)
BETHEL:
STA B 11+50.0 - STA B 17+50.0 C/L (600.0 LF)

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED

BETHEL:	LT	C	RT
STA B 11+50.00 - STA B 17+50.00	D	-	S



2. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.

BETHEL:
STA B 16+98.0 LT

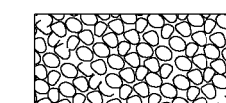
SIGN LEGEND
R = REMOVE
S = SALVAGE
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = -----
NEW = _____

**PROJECT
LAYOUT
SHEET #62**

SHEET 95 OF 397

FILE NAME = I:\Projects\ANY\K2\22426\CADD\NISTN\z10s214_bdr_nul.62.dgn
DATE/TIME = 3/17/2014
USER = 4916

LEGEND



ITEM 613.10 STONE FILL, TYPE I

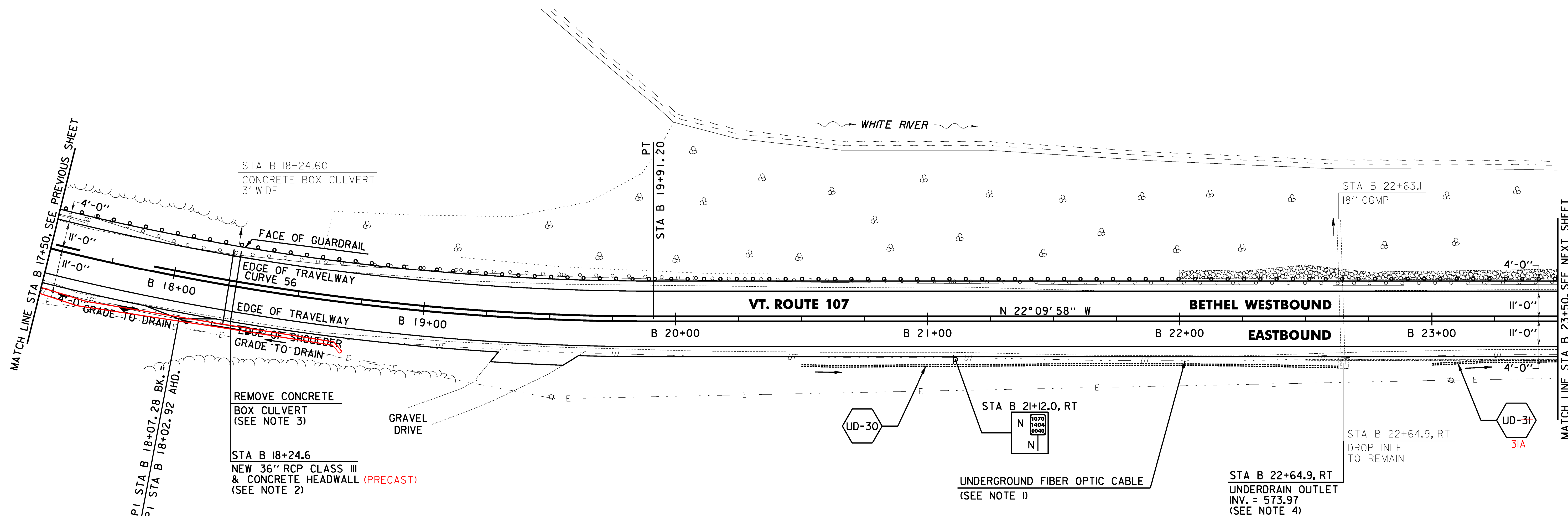
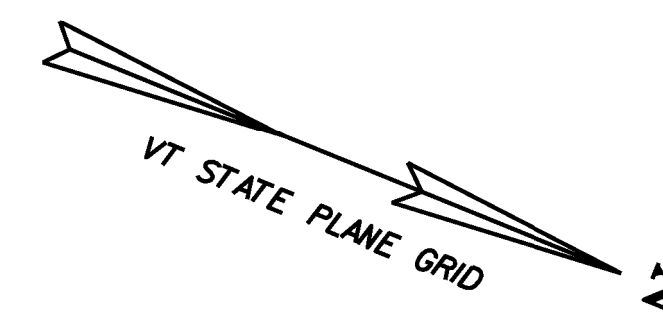
~~646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR~~
~~646.404 DURABLE 4 INCH WHITE LINE, POLYUREA~~
 (ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
 RADIUS FOR TOWN HIGHWAYS)
 BETHEL:
 STA B 17+50.00 - STA B 23+50.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
 (ALL LINES WILL INCLUDE C/L BREAKS FOR
 TOWN HIGHWAYS) S=SOLID, D=DASHED
 BETHEL:
 STA B 17+50.00 - STA B 17+95.20 LT C RT
 STA B 17+95.20 - STA B 23+50.00 S - S

646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
 (ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
 RADIUS FOR TOWN HIGHWAYS)
 BETHEL:
 STA B 17+50.00 - STA B 23+50.00 LT & RT

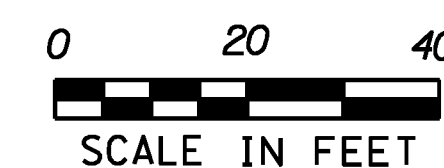
646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
 (ALL LINES WILL INCLUDE C/L BREAKS FOR
 TOWN HIGHWAYS) S=SOLID, D=DASHED
 BETHEL:
 STA B 17+50.00 - STA B 17+95.20 LT C RT
 STA B 17+95.20 - STA B 23+50.00 S - S

213.10 MILLED RUMBLE STRIPS
 (ALL CLRS WILL INCLUDE C/L
 BREAKS FOR TOWN HIGHWAYS)
 BETHEL:
 STA B 17+50.0 - STA B 23+50.0 C/L (600.0 LF)



NOTES:

1. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.
2. SEE SHEET 26 FOR TYPICAL RCP TRENCH DETAILS.
3. THE CONTRACTOR SHALL PERFORM ALL EXCAVATION REQUIRED TO REMOVE THE EXISTING BOX CULVERT AND INSTALL PROPOSED HEADWALL AND PIPE UNDER ITEM 203.16 SOLID ROCK EXCAVATION AS DIRECTED BY THE ENGINEER.
4. SEE SHEET 28 FOR UNDERDRAIN DETAILS.



613.10 STONE FILL, TYPE I
 BETHEL: STA 18+10.0 - STA 18+34.0 RT
~~STA B 22+00.0 - STA B 23+50.0 LT (32.4 CY)~~
~~STA B 22+50.0 - STA B 23+50.0 RT (2.6 CY)~~
 STA 18+18.0 - STA 18+28.0 LT
 621.205 STEEL BEAM GUARDRAIL, GALVANIZED W/8 FEET POSTS
 BETHEL: 17+68.0
 STA B 17+50.0 - STA B 17+62.5 LT (12.5 LF)
 STA 17+50.0 - STA 18+71.0 LT
 621.75 REMOVE AND RESET GUARDRAIL
 BETHEL: 17+68.0
 STA B 17+62.5 - STA B 23+50.0 LT (587.5 LF)
 621.80 REMOVAL AND DISPOSAL OF GUARDRAIL
 BETHEL:
 STA B 17+50.0 - STA B 17+62.5 LT (12.5 LF)

621.60 ANCHOR FOR STEEL BEAM GUARDRAIL
 STA B 17+56.0 RT
 STA B 18+67.0 RT

~~651.40 GRUBBING MATERIAL (6")~~
~~BETHEL:~~
~~STA B 22+00.0 - STA B 23+50.0 LT (79.7 SY)~~
~~STA B 22+50.0 - STA B 23+50.0 RT (9.1 SY)~~
~~653.20 TEMPORARY EROSION MATTING~~
~~BETHEL:~~
~~STA B 21+00.0 - STA B 23+50.0 LT (29.4 SY)~~
~~STA B 22+50.0 - STA B 23+50.0 RT (9.1 SY)~~

CURVE 56
 Δ = 21° 19' 32"
 D = 5° 43' 46"
 R = 1000.00'
 T = 188.28'
 L = 372.20'
 E = 17.57'
 e = 0.076 FT/FT

SIGN LEGEND
 R = REMOVE
 S = SALVAGE
 N = NEW
 RET = RETAIN
 B-B = BACK TO BACK
 EXISTING = -----
 NEW = _____

PROJECT
 LAYOUT
 SHEET #63

PROJECT NAME: STOCKBRIDGE-BETHEL	
PROJECT NUMBER: STP 2910(1)	
FILE NAME: z10b214_bdr_nul.63.dgn	PLOT DATE: 3/17/2014
PROJECT LEADER: D.E.G.	DRAWN BY: W.G.P.
DESIGNED BY: L.M.B.	CHECKED BY: J.P.S.
IPARM FILE: z10b214163.1	SHEET 96 OF 397

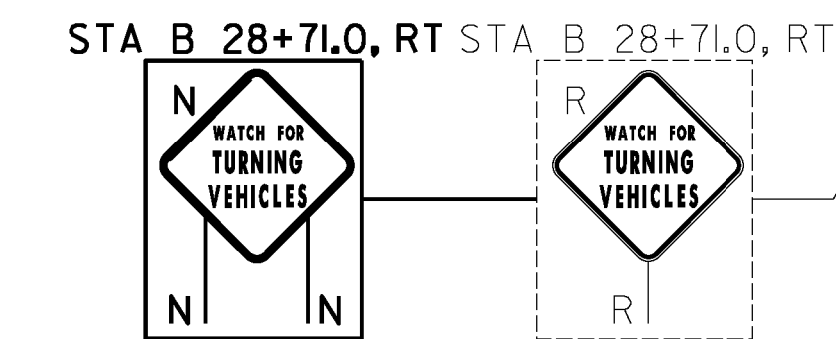
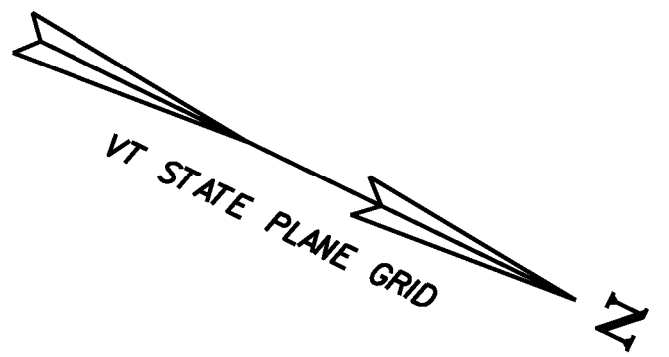
~~646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR~~
~~646.404 DURABLE 4 INCH WHITE LINE, POLYUREA~~
 (ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
 RADIUS FOR TOWN HIGHWAYS)
 BETHEL:
 STA B 23+50.00 - STA B 29+50.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
BETHEL: LT C
STA B 23+50.00 - STA B 29+50.00 S -

646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
BETHEL:
STA B 23+50.00 - STA B 29+50.00 LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
BETHEL: LT C RT
STA B 23+50.00 - STA B 29+50.00 S - S

675.50 REMOVING SIGNS
AS SHOWN - 3



1. THE ADVISORY SPEED SHALL BE DETERMINED USING AN ESTABLISHED ENGINEERING PRACTICE AS LISTED IN SECTION 2C.08 OF THE MUTCD.
2. THE CONTRACTOR SHALL FIELD VERIFY THE INVERT OF EXISTING PIPE PRIOR TO ORDERING PROPOSED DRAINAGE STRUCTURE.
3. SEE SHEET 28 FOR UNDERDRAIN DETAILS.
4. THE CONTRACTOR SHALL ADJUST THE PROPOSED SIDE SLOPE TO AVOID FILLING IN THE EXISTING DROP INLET AS DIRECTED BY THE ENGINEER.
5. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.

SOIL BORING DATA			
BORING #	DEPTH (FT.)	PCC	COMMENTS
B137	5.0	N0	

0 20 40
SCALE IN FEET

~~651.40 GRUBBING MATERIAL (6'')~~
~~BETHEL:~~
~~STA B 23+50.0 - STA B 24+00.0 LT (25.8 SY)~~
~~STA B 23+50.0 - STA B 29+50.0 RT (110.3 SY)~~
~~STA B 27+00.0 - STA B 27+50.0 LT (13.1 SY)~~
~~STA B 29+00.0 - STA B 29+50.0 LT (20.8 SY)~~
~~27+31.0~~

~~653.20 TEMPORARY EROSION MATTING~~
~~BETHEL:~~
~~STA B 23+50.0 - STA B 25+00.0 LT (89.2 SY)~~
~~STA B 23+50.0 - STA B 29+50.0 RT (110.3 SY)~~
~~STA B 26+50.0 - STA B 27+50.0 LT (26.4 SY)~~
~~STA B 28+50.0 - STA B 29+50.0 LT (39.4 SY)~~

CURVE 57
 $\Delta = 5^{\circ} 10' 14''$
 $D = 1^{\circ} 38' 13''$
 $R = 3500.00'$
 $T = 158.03'$
 $L = 315.85'$
 $E = 3.57'$
 $e = 0.034 \text{ FT/FT}$

SIGN LEGEND
R = REMOVE
S = SALVAGE
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = -----
NEW = _____

**PROJECT
LAYOUT
SHEET #64**

```
PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(I)

FILE NAME: z10b214.bdr_nul_64.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214164.I
```

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 97 OF 397

FILE NAME = I:\Projects\ANY\K2\22426\CADD\NSTN\z10b214_bdr_nul.64.dgn
DATE/TIME = 3/17/2014
USER = 4916

LEGEND

ITEM 613.10 STONE FILL, TYPE I

~~646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR~~
~~646.404 DURABLE 4 INCH WHITE LINE, POLYUREA~~
 (ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
 RADIUS FOR TOWN HIGHWAYS)
 BETHEL:
 STA B 29+50.00 - STA B 35+50.00 LT & RT

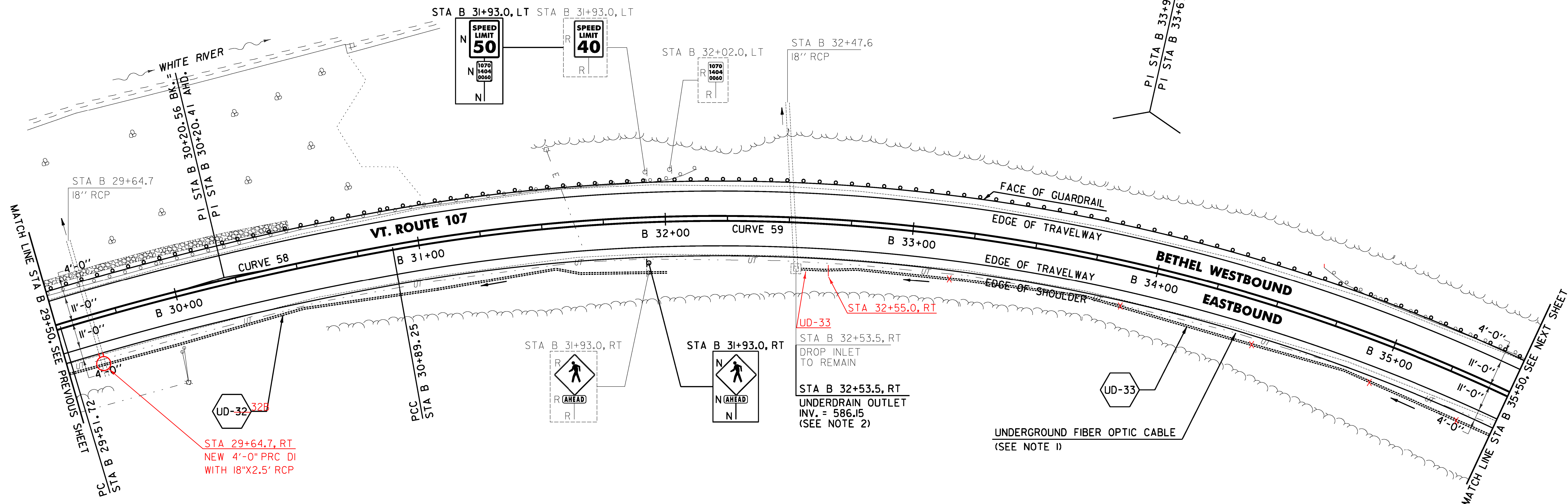
646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
 (ALL LINES WILL INCLUDE C/L BREAKS FOR
 TOWN HIGHWAYS) S=SOLID, D=DASHED
 BETHEL:
 STA B 29+50.00 - STA B 35+50.00 LT & RT

646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
 (ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
 RADIUS FOR TOWN HIGHWAYS)
 BETHEL:
 STA B 29+50.00 - STA B 35+50.00 LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
 (ALL LINES WILL INCLUDE C/L BREAKS FOR
 TOWN HIGHWAYS) S=SOLID, D=DASHED
 BETHEL:
 STA B 29+50.00 - STA B 35+50.00 LT & RT

213.10 MILLED RUMBLE STRIPS
 (ALL CLRS WILL INCLUDE C/L
 BREAKS FOR TOWN HIGHWAYS)
 BETHEL:
 STA B 29+50.0 - STA B 35+50.0 C/L (600.0 LF)

675.50 REMOVING SIGNS
 AS SHOWN - 4



NOTES:

- THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.
- SEE SHEET 28 FOR UNDERDRAIN DETAILS.

0 20 40
 SCALE IN FEET

613.10 STONE FILL, TYPE I

BETHEL:
 STA B 29+50.0 - STA B 30+50.0 LT (19.9 CY)
 STA 29+50.0 - STA 31+07.0 RT
 621.205 STEEL BEAM GUARDRAIL, GALVANIZED W/8 FEET POSTS
 BETHEL: 32+18.0
 STA B 31+50.0 - STA B 35+50.0 LT (400.0 LF)

621.75 REMOVE AND RESET GUARDRAIL

BETHEL:
 STA B 29+50.0 - STA B 31+06.0 LT (200.0 CY)

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL

BETHEL: 31+06.0
 STA B 31+50.0 - STA B 32+14.0 LT (64.0 LF)
 STA B 34+64.0 - STA B 35+50.0 LT (86.0 LF)

621.20 STEEL BEAM GUARDRAIL
 STA 31+06.0 - STA 32+18.0 LT

651.40 GRUBBING MATERIAL (6")

BETHEL:
 STA B 29+50.0 - STA B 30+50.0 LT (46.15Y)

653.20 TEMPORARY EROSION MATTING

BETHEL:
 STA B 29+50.0 - STA B 31+00.0 LT (65.3 SY)

CURVE 58
 BETHEL:
 STA B 29+50.0 - STA B 30+50.0 LT (46.15Y)
 $\Delta = 6^{\circ}33'30''$
 $D = 4^{\circ}46'29''$
 $R = 1200.00'$
 $T = 68.84'$
 $L = 137.53'$
 $E = 1.97'$
 $e = 0.070 \text{ FT/FT}$

CURVE 59
 $\Delta = 44^{\circ}54'30''$
 $D = 7^{\circ}38'22''$
 $R = 750.00'$
 $T = 309.96'$
 $L = 587.85'$
 $E = 61.53'$
 $e = 0.080 \text{ FT/FT}$

SIGN LEGEND

R = REMOVE
 S = SALVAGE
 N = NEW
 RET = RETAIN
 B-B = BACK TO BACK
 EXISTING = -----
 NEW = _____

PROJECT
 LAYOUT
 SHEET #65

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_bdr_nul.65.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214165.1

PLOT DATE: 3/17/2014

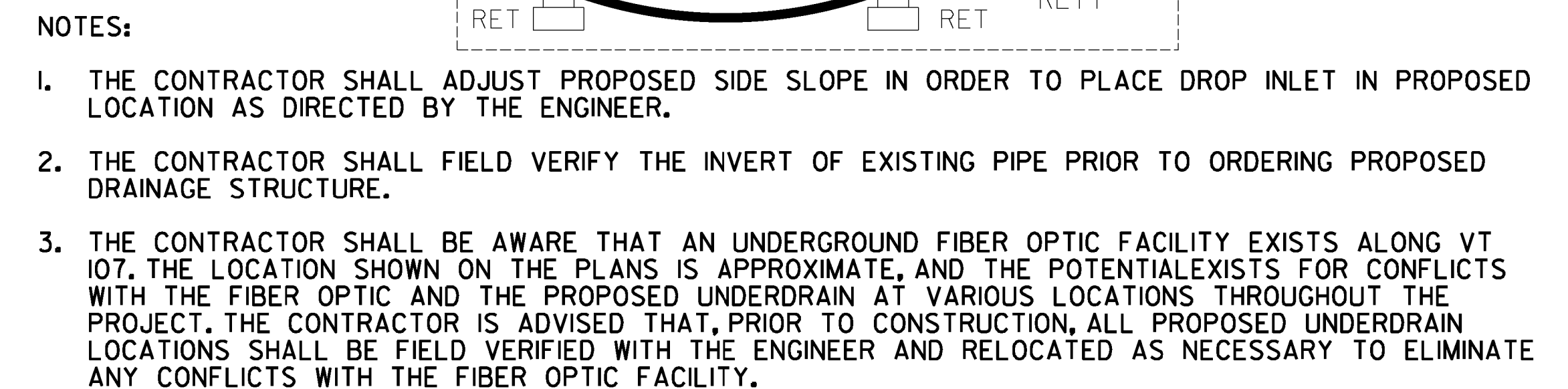
DRAWN BY: W.G.P.

CHECKED BY: J.P.S.

SHEET 98 OF 397

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L
BREAKS FOR TOWN HIGHWAYS)
BETHEL: 36+97.0
STA B 35+50.0 - STA B 37+00.0 C/L (50.0 LF)
~~STA B 40+75.0 - STA B 41+50.0 C/L (75.0 LF)~~

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
BETHEL: LT C RT
STA B 35+50.00 - STA B 41+50.00 S - S



CURVE 61
 $\Delta = 9^{\circ}26'42''$
 $D = 2^{\circ}36'16''$
 $R = 2200.00'$
 $T = 181.74'$
 $L = 362.67'$
 $E = 7.49'$
 $e = 0.048 \text{ FT/FT}$

**PROJECT
LAYOUT
SHEET #66**

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 99 OF 397

646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR
646.404 DURABLE 4 INCH WHITE LINE, POLYUREA
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
BETHEL:
STA B 41+50.00 - STA B 47+50.00 LT & RT

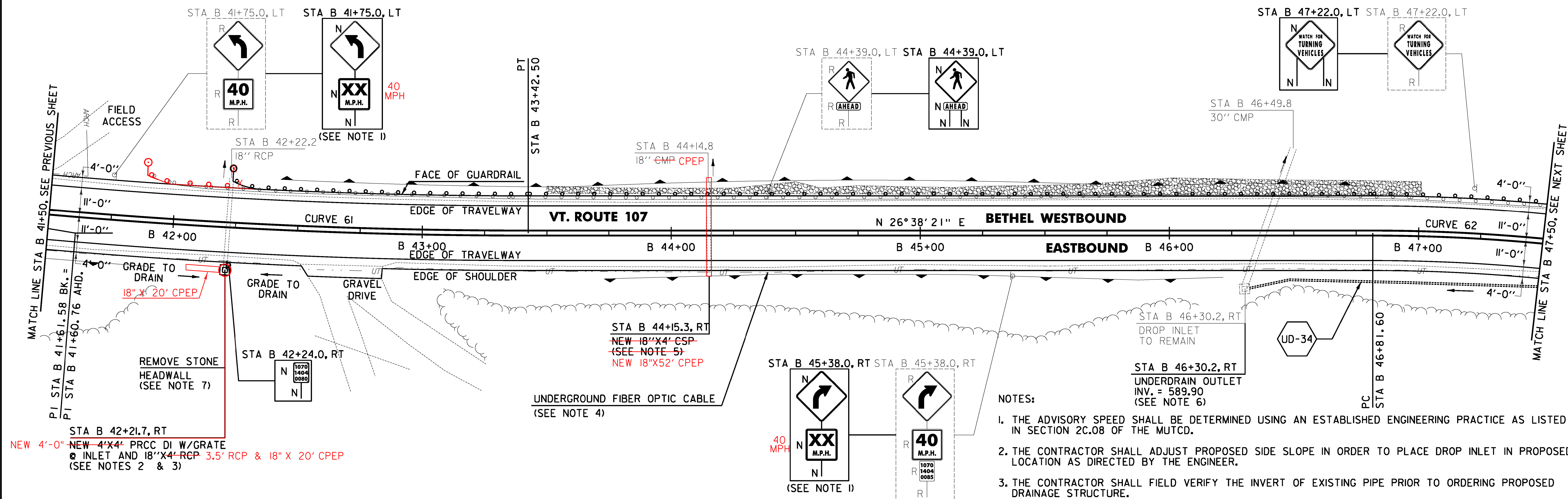
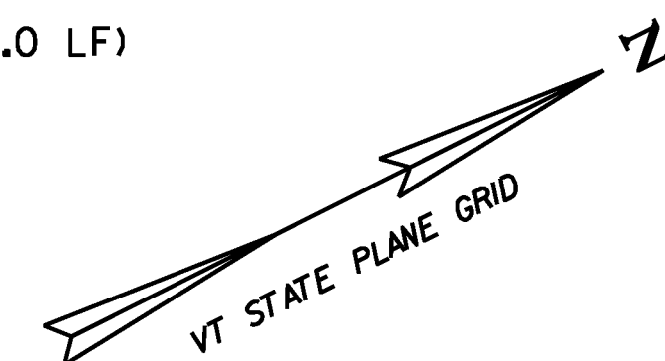
646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
BETHEL: LT C
STA B 41+50.00 - STA B 47+50.00 S -

646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
BETHEL:
STA B 41+50.00 - STA B 47+50.00 LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
BETHEL: LT C RT
STA B 41+50.00 - STA B 47+50.00 S - S

213.10 MILLED RUMBLE STRIPS 675
(ALL CLRS WILL INCLUDE C/L AS
BREAKS FOR TOWN HIGHWAYS)
BETHEL: 41+57.0
STA B 41+50.0 - STA B 47+50.0 C/L (600.0 LF)

675.50 REMOVING SIGNS
AS SHOWN - 8



- NOTES: INV. = 589.90
(SEE NOTE 6)

PC STA 1+00
STATION 1+00

 1. THE ADVISORY SPEED SHALL BE DETERMINED USING AN ESTABLISHED ENGINEERING PRACTICE AS LISTED IN SECTION 2C.08 OF THE MUTCD.
 2. THE CONTRACTOR SHALL ADJUST PROPOSED SIDE SLOPE IN ORDER TO PLACE DROP INLET IN PROPOSED LOCATION AS DIRECTED BY THE ENGINEER.
 3. THE CONTRACTOR SHALL FIELD VERIFY THE INVERT OF EXISTING PIPE PRIOR TO ORDERING PROPOSED DRAINAGE STRUCTURE.
 4. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107, THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.
 5. SEE SHEET 25 FOR PIPE EXTENSION DETAIL FOR METAL PIPES.
 6. SEE SHEET 28 FOR UNDERDRAIN DETAILS.
 7. THE CONTRACTOR SHALL REMOVE THE EXISTING STONE HEADWALL UNDER ITEM 204.21 TRENCH EXCAVATION OF ROCK PRIOR TO THE INSTALLATION OF THE PROPOSED DRAINAGE STRUCTURE AS DIRECTED BY THE ENGINEER.

0 20 40
SCALE IN FEET

SIGN LEGEND
R = REMOVE
S = SALVAGE
N = NEW
RET = RETAIN
B-B = BACK TO BACK
TING = -----
NEW = _____

PROJECT LAYOUT SHEET #67

PROJECT NAME:	STOCKBRIDGE-BETHEL
---------------	--------------------

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_bdr_nul_67.dgn

PROJECT LEADER: D.E.G.

IPARM FILE: z10b214167.i

PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

SHEET 100 OF 39

613.10 STONE FILL, TYPE I

BETHEL: 42+81.0
STA B ~~43+50.0~~ - STA B 47+00.0 LT (74.1CY)

621.205 STEEL BEAM GUARDRAIL, GALVANIZED W/8 FEET POSTS

BETHEL: 41+89.0
STA B ~~42+23.0~~ - STA B 47+50.0 LT (527.0 LF)

621-80 REMOVAL AND DISPOSAL OF GUARDRAIL

BETHEL:
STA B 41+89.0 - STA B 47+50.0 LT (561.0 LF)

621.60 ANCHOR FOR STEEL BEAM RAIL

BETHEL: 41+97.0
STA B ~~42+29.5~~ LT

676.10 DELINEATOR WITH STEEL POST

BETHEL:
STA B 42+23.0 LT

651.40 GRUBBING MATERIAL (6'')

BETHEL: 42+81.0
STA B ~~43+50.0~~ - STA B 47+00.0 LT (181.7 SY)

~~653.20 TEMPORARY EROSION MATTING~~

~~BETHEL:~~
~~STA B 43+00.0 - STA B 47+50.0 LT (230.3 SY)~~
~~STA B 46+00.0 - STA B 46+50.0 RT (25.6 SY)~~

CURVE 61

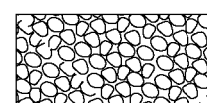
$\Delta = 9^{\circ}26'42''$
D = $2^{\circ}36'16''$
R = 2200.00'
T = 181.74'
L = 362.67'
E = 7.49'
e = 0.048 FT/FT

CURVE 62
 $\Delta = 34^{\circ}55'25''$
 $D = 7^{\circ}54'10''$
 $R = 725.00'$
 $T = 228.06'$
 $L = 441.91'$
 $E = 35.02'$
 $e = 0.080 \text{ FT/FT}$

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FILE NAME = V:\Projects\ANY\K2\22426\CADD\MSTN\z10b214.bdr_nul_67.dgn
DATE/TIME = 3/17/2014
USER = 4016
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FILE NAME : \\V:\Projects\2014\22426\CAD\1\STN\214_bdr_nul.68.dgn
DATE TIME : 3/17/2014 14:16
USER : J.496

LEGEND



ITEM 613.10 STONE FILL, TYPE I

~~646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR~~
~~646.404 DURABLE 4 INCH WHITE LINE, POLYUREA~~
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
BETHEL:
STA B 47+50.00 - STA B 53+50.00 LT & RT

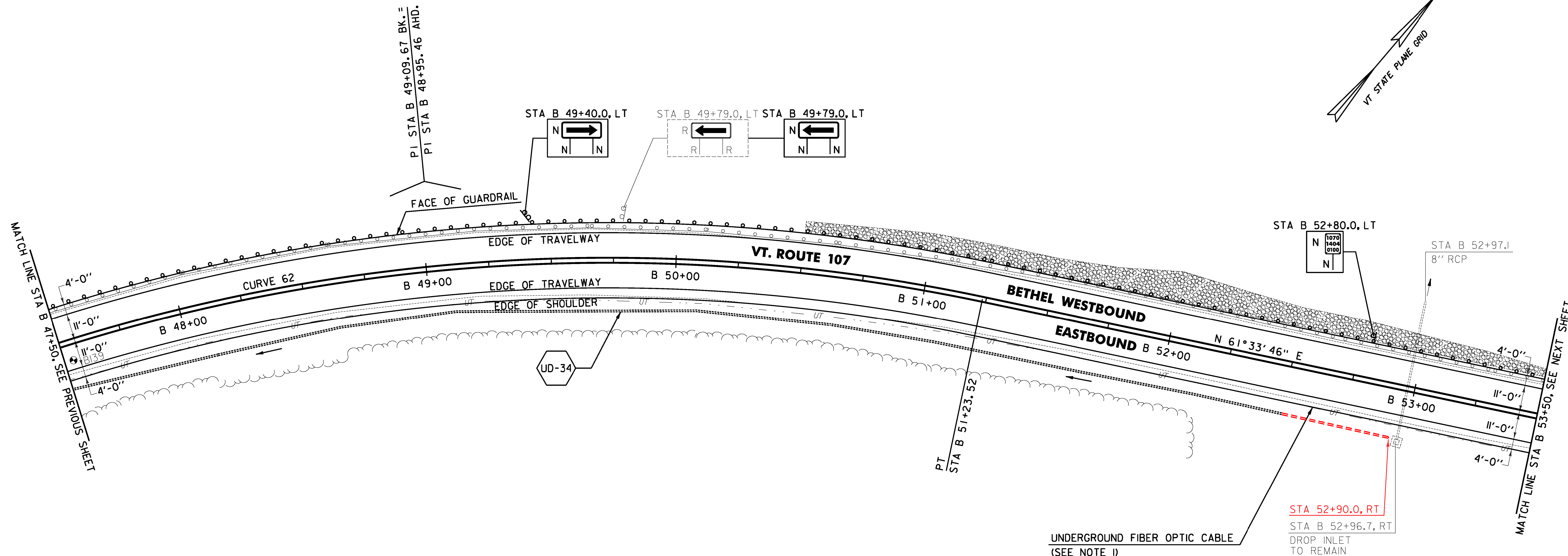
646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
BETHEL:
STA B 47+50.00 - STA B 53+50.00 LT & RT

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L
BREAKS FOR TOWN HIGHWAYS)
BETHEL:
STA B 47+50.0 - STA B 53+50.0 C/L (600.0 LF)

675.50 REMOVING SIGNS
AS SHOWN - I

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
BETHEL:
STA B 47+50.00 - STA B 53+50.00 LT C RT
S - S

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
BETHEL:
STA B 47+50.00 - STA B 53+50.00 LT C RT
S - S



604.40 CHANGE ELEVATION OF DI
STA B 52+96.7 RT

613.10 STONE FILL, TYPE I

BETHEL: 50+97.0
STA B 50+50.0 - STA B 53+50.0 LT (III, I, CY)

621.205 STEEL BEAM GUARDRAIL, GALVANIZED W/8 FEET POSTS

BETHEL:
STA B 47+50.0 - STA B 53+50.0 LT (600.0 LF)

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL

BETHEL:
STA B 47+50.0 - STA B 53+50.0 LT (600.0 LF)

651.40 GRUBBING MATERIAL (6'')

BETHEL: 50+97.0
STA B 50+50.0 - STA B 53+50.0 LT (299.2 SY)

~~653.20 TEMPORARY EROSION MATTING~~

~~BETHEL:~~
~~STA B 47+50.0 - STA B 49+00.0 LT (43.0 SY)~~
~~STA B 50+00.0 - STA B 53+50.0 LT (321.1 SY)~~

CURVE 62
 $\Delta = 34^{\circ}55'25''$
 $D = 7^{\circ}54'10''$
 $R = 725.00'$
 $T = 228.06'$
 $L = 441.91'$
 $E = 35.02'$
 $e = 0.080 \text{ FT/FT}$

SOIL BORING DATA			
BORING #	DEPTH (FT.)	PCC	COMMENTS
BI39	5.0	NO	BECOMES SOFT, WET AT 3'

NOTE:

1. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.

0 20 40
SCALE IN FEET

SIGN LEGEND
R = REMOVE
S = SALVAGE
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = -----
NEW = _____

PROJECT LAYOUT SHEET #68

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_bdr_nul.68.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214i68.i

PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

CHECKED BY: J.P.S.

SHEET 101 OF 397



~~646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR~~
~~646.404 DURABLE 4 INCH WHITE LINE, POLYUREA~~
 (ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
 RADIUS FOR TOWN HIGHWAYS)
 BETHEL:
 STA B 53+50.00 - STA B 59+50.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
BETHEL: LT C
STA B 53+50.00 - STA B 59+50.00 S -

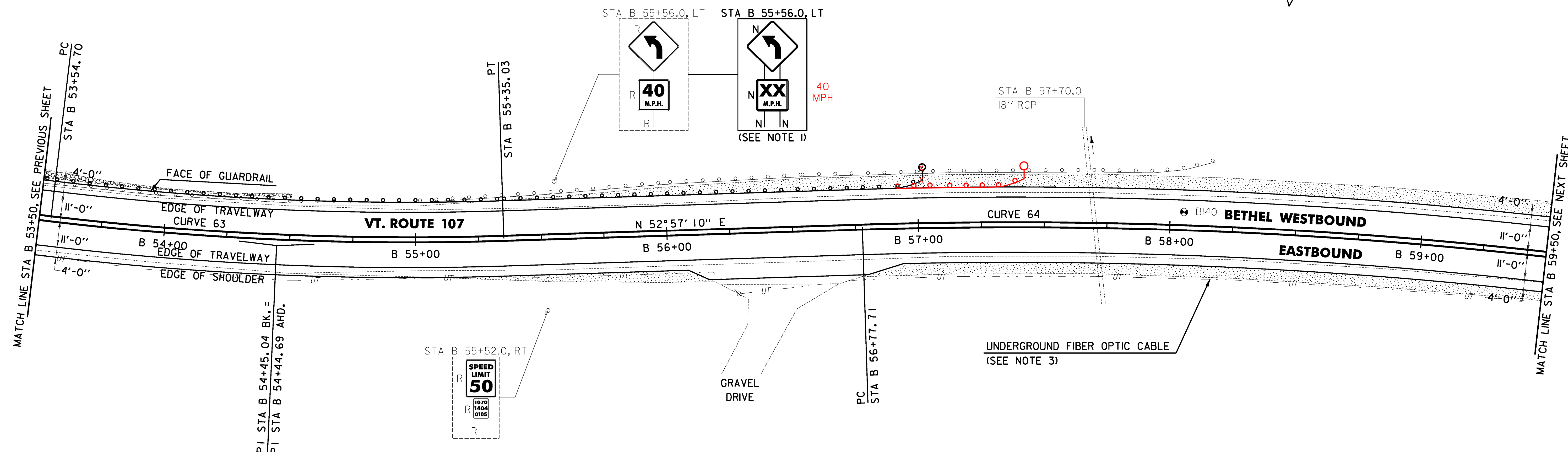
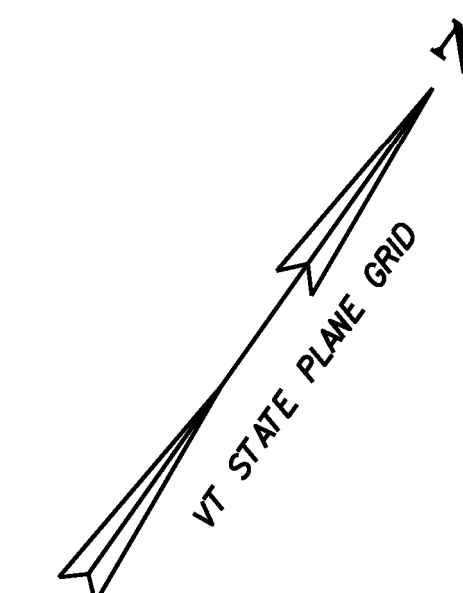
646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
BETHEL:
STA B 53+50.00 - STA B 59+50.00 LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED

BETHEL:	LT	C	RT
STA B 53+50.00 - STA B 59+50.00	S	-	S

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L
BREAKS FOR TOWN HIGHWAYS)
BETHEL:
STA B 53+50.0 - STA B 59+50.0 C/L (600.0 LF)

675.50 REMOVING SIGNS
AS SHOWN - 4



1. THE ADVISORY SPEED SHALL BE DETERMINED USING AN ESTABLISHED ENGINEERING PRACTICE AS LISTED IN SECTION 2C.08 OF THE MUTCD.
2. THE CONTRACTOR SHALL COLD PLANE THE TOP 4" OF EXISTING ROAD SURFACE, AND RECLAIM THE NEXT 8" OF THE EXISTING ROAD SURFACE AT FULL WIDTH. THE CONTRACTOR SHALL THEN PLACE 2" OF TOPSOIL AND SEED BETWEEN THE EXISTING EDGE OF SHOULDER AND THE PROPOSED EDGE OF SHOULDER AS DIRECTED BY THE ENGINEER.
3. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.

SOIL BORING DATA			
BORING #	DEPTH (FT.)	PCC	COMMENTS
BI40	5.0	NO	

BETHEL: 54+57.0
STA B 53+50.0 - STA B ~~54+50.0~~ LT (6.1 CY)

621.205 STEEL BEAM GUARDRAIL, GALVANIZED W/8 FEET POSTS
 BETHEL: 54+41.0
 STA B 53+50.0 - STA B ~~57+02.0~~ LT (352.0 LF)

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL
BETHEL:
STA B 53+50.0 - STA B 58+17.0 LT (467.0 LF)

621.60 ANCHOR FOR STEEL BEAM RAIL
BETHEL:
STA B 56+95.5 LT

651.40 GRUBBING MATERIAL (6'')
BETHEL: 54+57.0
STA B 53+50.0 - STA B ~~54+50.0~~ LT (14.7 SY)

~~653.20 TEMPORARY EROSION MATTING~~
~~BETHEL:~~
~~STA B 53+50.0 - STA B 54+50.0 LT (14.7 SY)~~

676.10 DELINEATOR WITH STEEL POST
BETHEL:
STA B 57+02.0 LT

CURVE 63
 Δ = 8°36'37"
D = 4°46'29"
R = 1200.00'
T = 90.34'
L = 180.33'
E = 3.40'
e = 0.070 FT/FT

CURVE 64
 Δ = 32° 37' 43"
D = 3° 00' 56"
R = 1900.00'
T = 556.11'
L = 1082.01'
E = 79.71'
e = 0.054 FT/FT

SIGN LEGEND

R = REMOVE
S = SALVAGE
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = -----
NEW = _____

0 20 40
SCALE IN FEET

**PROJECT
LAYOUT
SHEET #69**

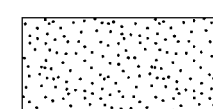
PROJECT NAME:	STOCKBRIDGE-BETHEL
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PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_bdr_nul_69.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214169.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 102 OF 397

LEGEND



EXISTING PAVEMENT TO BE REMOVED
(SEE NOTE 1)

~~646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR~~
~~646.404 DURABLE 4 INCH WHITE LINE, POLYUREA~~
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
BETHEL:
STA B 59+50.00 - STA B 65+50.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
BETHEL:
STA B 59+50.00 - STA B 65+50.00

LT C RT
S - S

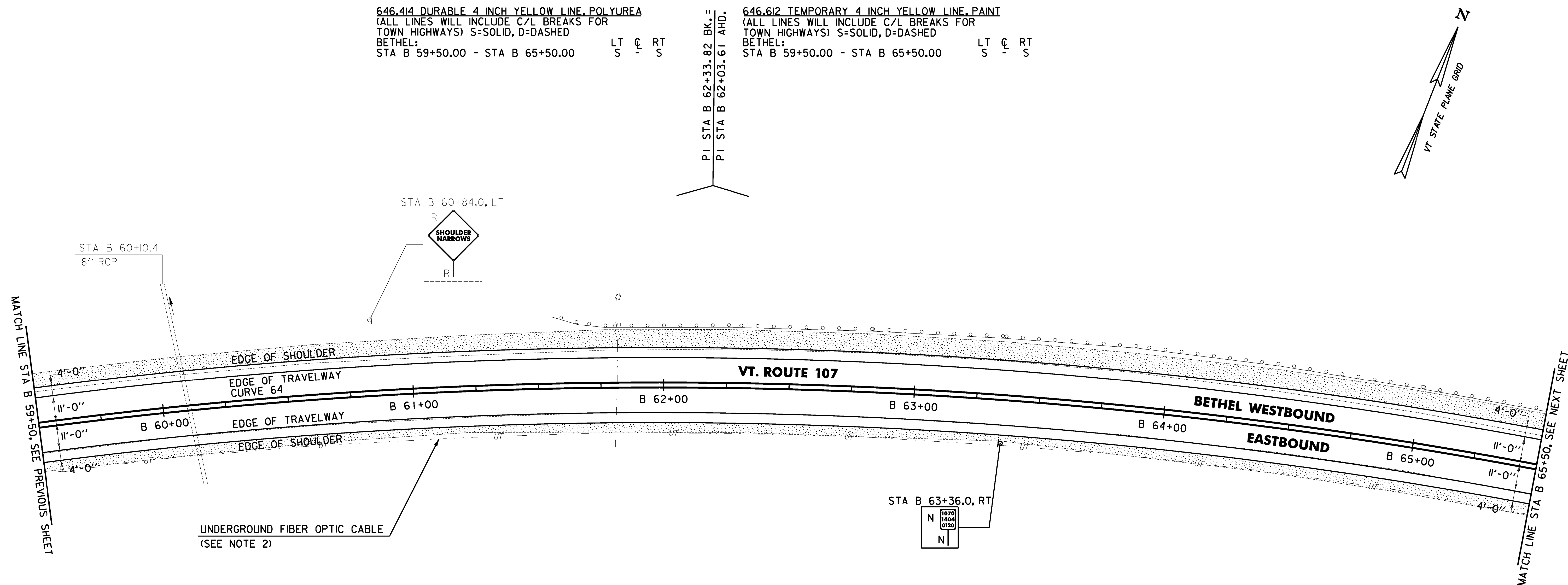
646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
BETHEL:
STA B 59+50.00 - STA B 65+50.00 LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
BETHEL:
STA B 59+50.00 - STA B 65+50.00

LT C RT
S - S

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L
BREAKS FOR TOWN HIGHWAYS)
BETHEL:
STA B 59+50.0 - STA B 65+50.0 C/L (600.0 LF)

675.50 REMOVING SIGNS
AS SHOWN - 1



NOTES:

1. THE CONTRACTOR SHALL COLD PLANE THE TOP 4" OF EXISTING ROAD SURFACE, AND RECLAIM THE NEXT 8" OF THE EXISTING ROAD SURFACE AT FULL WIDTH. THE CONTRACTOR SHALL THEN PLACE 2" OF ITEM 651.35 TOPSOIL AND ITEM 651.15 SEED AS DIRECTED BY THE ENGINEER.
2. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.

0 20 40
SCALE IN FEET

SIGN LEGEND

R = REMOVE
S = SALVAGE
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = -----
NEW = _____

PROJECT
LAYOUT
SHEET #70

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_bdr_nul_70.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214170.1

PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

CHECKED BY: J.P.S.

SHEET 103 OF 397

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL

BETHEL:
STA B 61+56.0 - STA B 65+50.0 LT (394.0 LF)

CURVE 64

Δ = 32° 37' 43"
D = 3° 00' 56"
R = 1900.00'
T = 556.11'
L = 1082.01'
E = 79.71'
e = 0.054 FT/FT

~~646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR~~
~~646.404 DURABLE 4 INCH WHITE LINE, POLYUREA~~
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
BETHEL:
STA B 65+50.00 - STA B 71+50.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
BETHEL: LT C RT
STA B 65+50.00 - STA B 71+50.00 S - S
STA B 70+69.02 DOUBLE SOLID LT

~~646.482 DURABLE 24 INCH STOP BAR, THERMOPLASTIC OR~~
~~646.484 DURABLE 24 INCH STOP BAR, POLYUREA~~
BETHEL:
STA B 70+69.92 LT

646.492 DURABLE LETTER OR SYMBOL, THERMOPLASTIC OR
~~646.494 DURABLE LETTER OR SYMBOL, POLYUREA~~
BETHEL:
STA B 70+69.92 LT "S,T,O,P" (4 EA)

646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
BETHEL:
STA B 65+50.00 - STA B 71+50.00 LT & RT

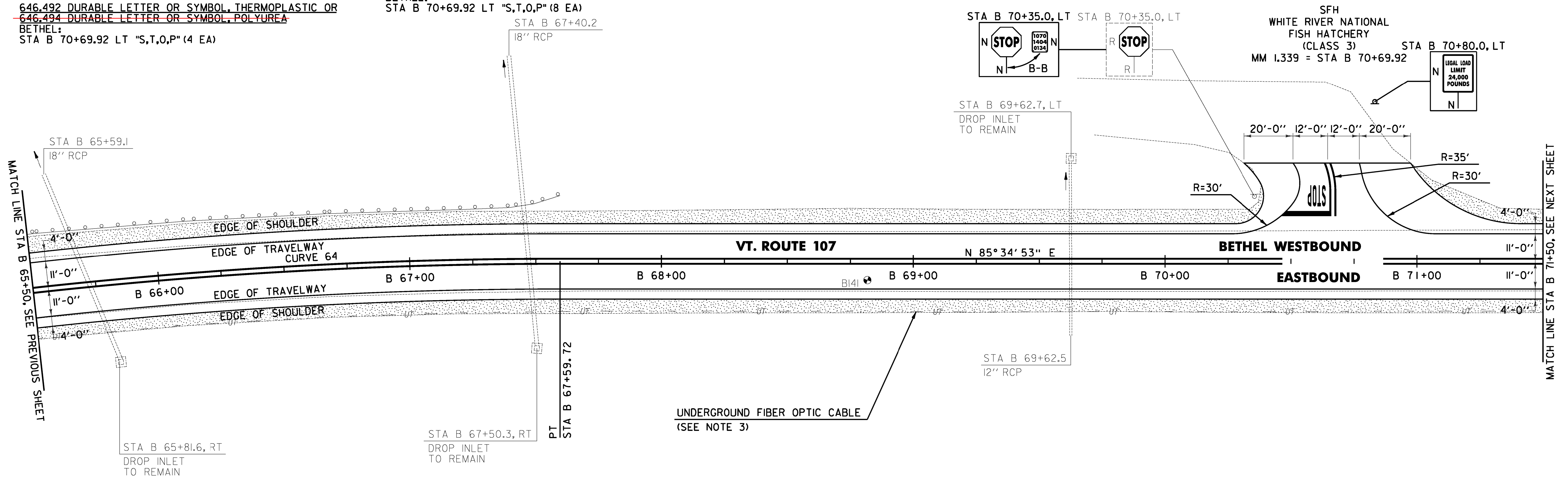
646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
BETHEL: LT C RT
STA B 65+50.00 - STA B 71+50.00 S - S
STA B 70+69.02 DOUBLE SOLID LT

646.682 TEMPORARY 24 INCH STOP BAR, PAINT
BETHEL:
STA B 70+69.92 LT

646.692 TEMPORARY LETTER OR SYMBOL, PAINT
BETHEL:
STA B 70+69.92 LT "S,T,O,P" (8 EA)

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L
BREAKS FOR TOWN HIGHWAYS)
BETHEL:
STA B 65+50.0 - STA B 71+50.0 C/L (600.0 LF)
STA 71+22.0 - STA 71+50.0C/L

675.50 REMOVING SIGNS
AS SHOWN - 1



UNDERGROUND FIBER OPTIC CABLE
(SEE NOTE 3)

NOTES:

- PAVING LIMIT ON ALL TOWN HIGHWAYS SHALL BE MEASURED 25 FT BACK FROM VT. ROUTE 107 EDGE OF SHOULDER UNLESS DENOTED OTHERWISE ON THE PLANS. OR AS DIRECTED BY THE ENGINEER.
- THE CONTRACTOR SHALL COLD PLANE THE TOP 4" OF EXISTING ROAD SURFACE, AND RECLAIM THE NEXT 8" OF THE EXISTING ROAD SURFACE AT FULL WIDTH. THE CONTRACTOR SHALL THEN PLACE 2" OF ITEM 65L35 TOPSOIL AND ITEM 65L15 SEED AS DIRECTED BY THE ENGINEER.
- THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.

SOIL BORING DATA			
BORING #	DEPTH (FT.)	PCC	COMMENTS
BI41	5.0	NO	REFUSAL AT 5'

LEGEND

EXISTING PAVEMENT TO BE REMOVED
(SEE NOTE 2)

SIGN LEGEND
R = REMOVE
S = SALVAGE
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = -----
NEW = _____

0 20 40
SCALE IN FEET

PROJECT LAYOUT SHEET #71

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_bdr_nul_71.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214171.i

PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

CHECKED BY: J.P.S.

SHEET 104 OF 397

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL

BETHEL:
STA B 65+50.0 - STA B 67+60.0 LT (210.0 LF)

CURVE 64
Δ = 32° 37' 43"
D = 3° 00' 56"
R = 1900.00'
T = 556.11'
L = 1082.01'
E = 79.71'
e = 0.054 FT/FT

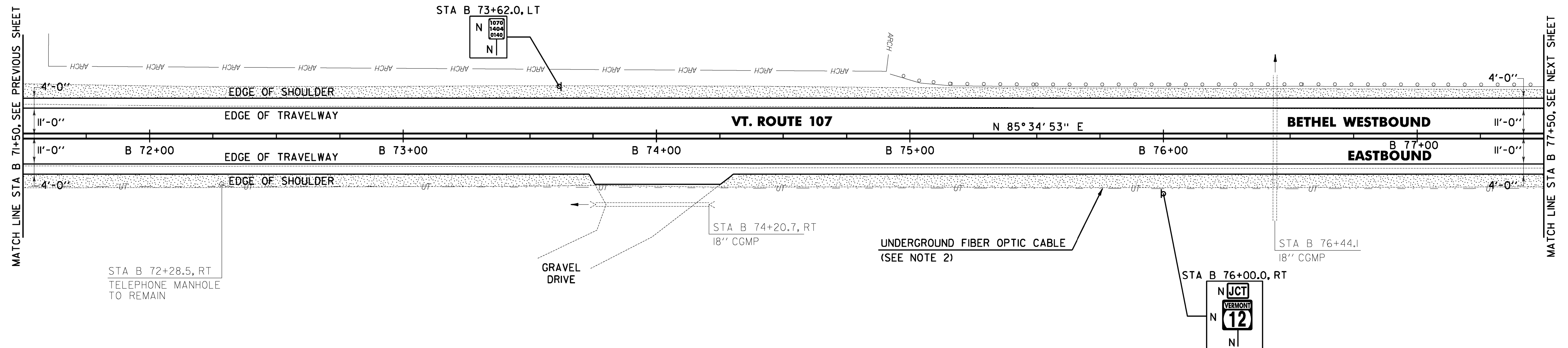
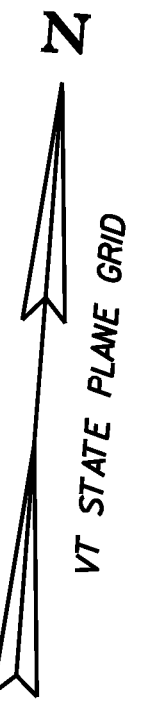
~~646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR~~
~~646.404 DURABLE 4 INCH WHITE LINE, POLYUREA~~
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
BETHEL:
STA B 71+50.00 - STA B 77+50.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
BETHEL: LT C
STA B 71+50.00 - STA B 77+50.00 S -

646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
BETHEL:
STA B 71+50.00 - STA B 77+50.00 LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
BETHEL: LT C RT
STA B 71+50.00 - STA B 77+50.00 S - S

213.0 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L
BREAKS FOR TOWN HIGHWAYS)
BETHEL:
STA B 71+50.0 - STA B 77+50.0 C/L (600.0 LF)



I. THE CONTRACTOR SHALL COLD PLANE THE TOP 4" OF EXISTING ROAD SURFACE, AND RECLAIM THE NEXT 8" OF THE EXISTING ROAD SURFACE AT FULL WIDTH. THE CONTRACTOR SHALL THEN PLACE 2" OF ITEM 651.35 TOPSOIL AND ITEM 651.5 SEED AS DIRECTED BY THE ENGINEER.

2. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.



SIGN LEGEND

R = REMOVE
S = SALVAGE
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = -----
NEW = _____

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL
BETHEL:
STA B 74+93.0 - STA B 77+50.0 LT (257.0 LF)

**PROJECT
LAYOUT
SHEET #72**

PROJECT NAME:	STOCKBRIDGE-BETHEL
PROJECT NUMBER:	STP 2910(I)

FILE NAME: z10b214_bdr_nul_72.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214I72.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 105 OF 397

FILE NAME = I:\Projects\ANY\K2\22426\CADD\NISTN\z10s214_bdr_nu1.72.dgn
DATE/TIME = 3/17/2014
USER = 4916

FILE NAME: \\V:\projects\106214\106214_01.dgn
DATE: 3/17/2014
USER: jlp

LEGEND

EXISTING PAVEMENT TO BE REMOVED
(SEE NOTE 1)

~~646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR~~
~~646.404 DURABLE 4 INCH WHITE LINE, POLYUREA~~
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
BETHEL:
STA B 77+50.00 - STA B 83+50.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
BETHEL:
STA B 77+50.00 - STA B 83+50.00 LT & RT
STA B 82+63.20 DOUBLE SOLID RT, VT-12

~~646.482 DURABLE 24 INCH STOP BAR, THERMOPLASTIC OR~~
~~646.484 DURABLE 24 INCH STOP BAR, POLYUREA~~
BETHEL:
STA B 82+63.20 RT

646.492 DURABLE LETTER OR SYMBOL, THERMOPLASTIC OR
~~646.494 DURABLE LETTER OR SYMBOL, POLYUREA~~
BETHEL:
STA B 82+63.20 RT "S,T,O,P" (4 EA)

646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
BETHEL:
STA B 77+50.00 - STA B 83+50.00 LT & RT

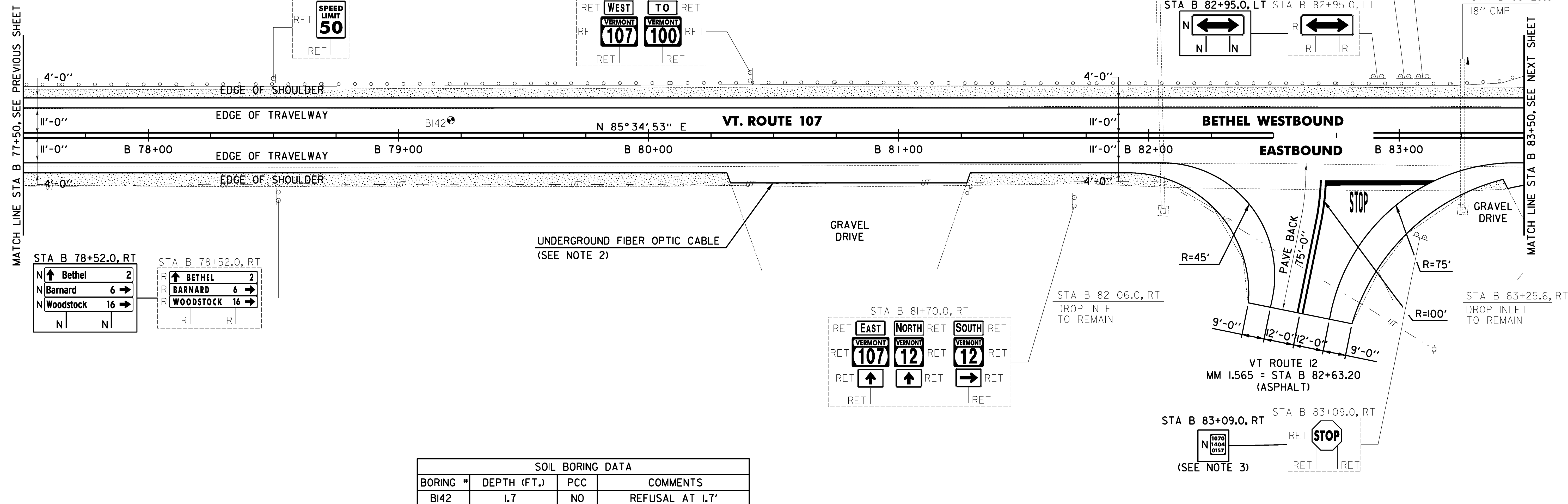
646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
BETHEL:
STA B 77+50.00 - STA B 83+50.00 LT & RT
STA B 82+63.20 DOUBLE SOLID RT, VT-12

646.682 TEMPORARY 24 INCH STOP BAR, PAINT
BETHEL:
STA B 82+63.20 RT

646.692 TEMPORARY LETTER OR SYMBOL, PAINT
BETHEL:
STA B 82+63.20 RT "S,T,O,P" (8 EA)

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L
BREAKS FOR TOWN HIGHWAYS)
BETHEL:
STA B 77+50.0 - STA B 83+50.0 C/L (600.0 LF)

675.50 REMOVING SIGNS
AS SHOWN - 4



613.10 STONE FILL, TYPE I
STA 83+00.0 - STA 83+04.0 LT

676.12 REMOVAL OF EXISTING DELINEATOR
BETHEL:
STA B 77+92.0 - STA B 79+32.0 RT (7 EA)

617.10 RELOCATE MAILBOX, SINGLE SUPPORT
BETHEL:
STA B 81+25.0 RT

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL
BETHEL:
STA B 77+50.0 - STA B 83+50.0 LT (600.0 LF)

PROJECT LAYOUT SHEET #73

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_bdr_nul.73.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

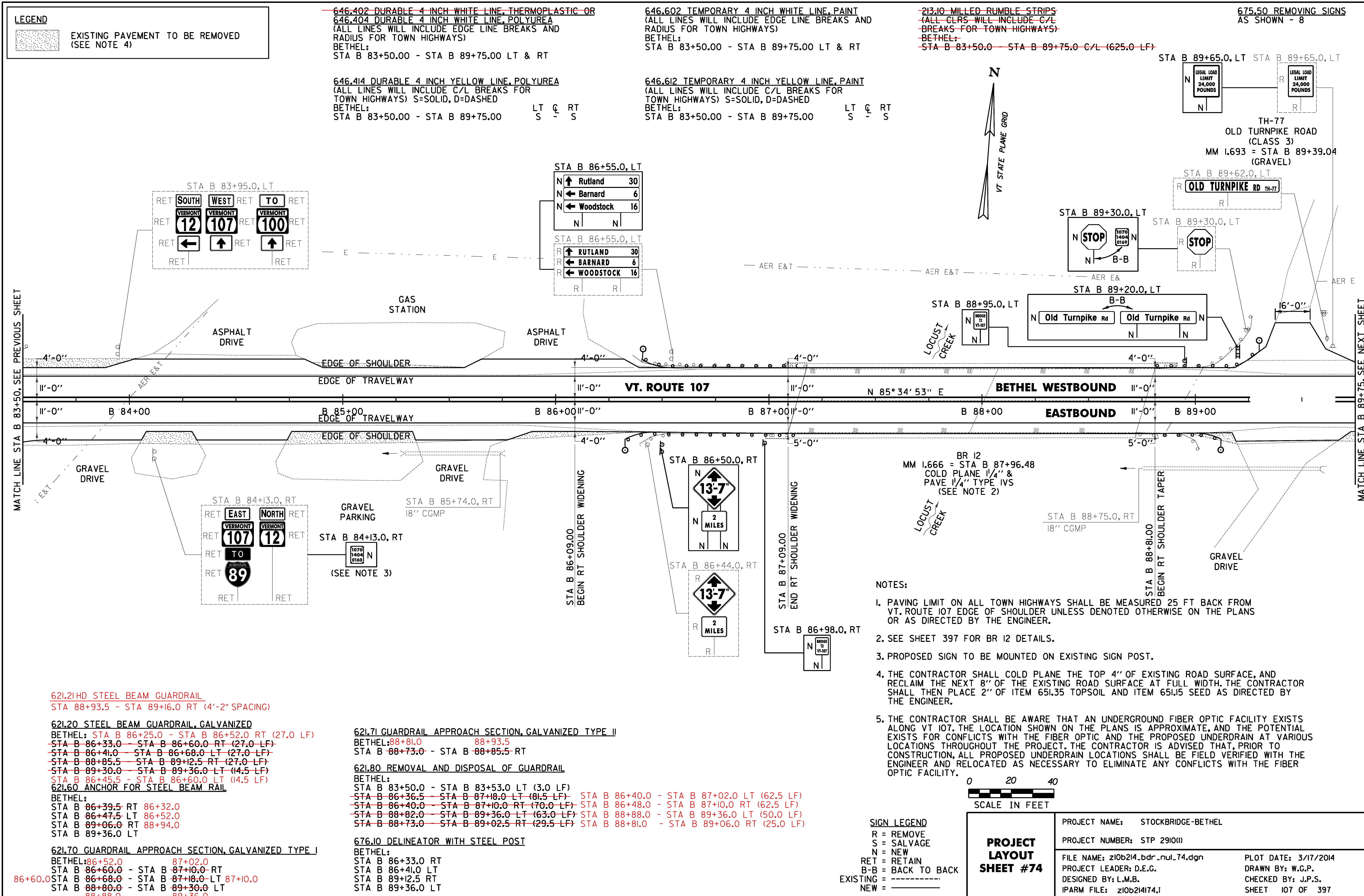
IPARM FILE: z10b214173.1

PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

CHECKED BY: J.P.S.

SHEET 106 OF 397





~~646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR~~
~~646.404 DURABLE 4 INCH WHITE LINE, POLYUREA~~
 (ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
 RADIUS FOR TOWN HIGHWAYS)
 BETHEL:
 STA B 89+75.00 - STA B 96+00.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
BETHEL: LT C RT
STA B 89+75.00 - STA B 96+00.00 S - S

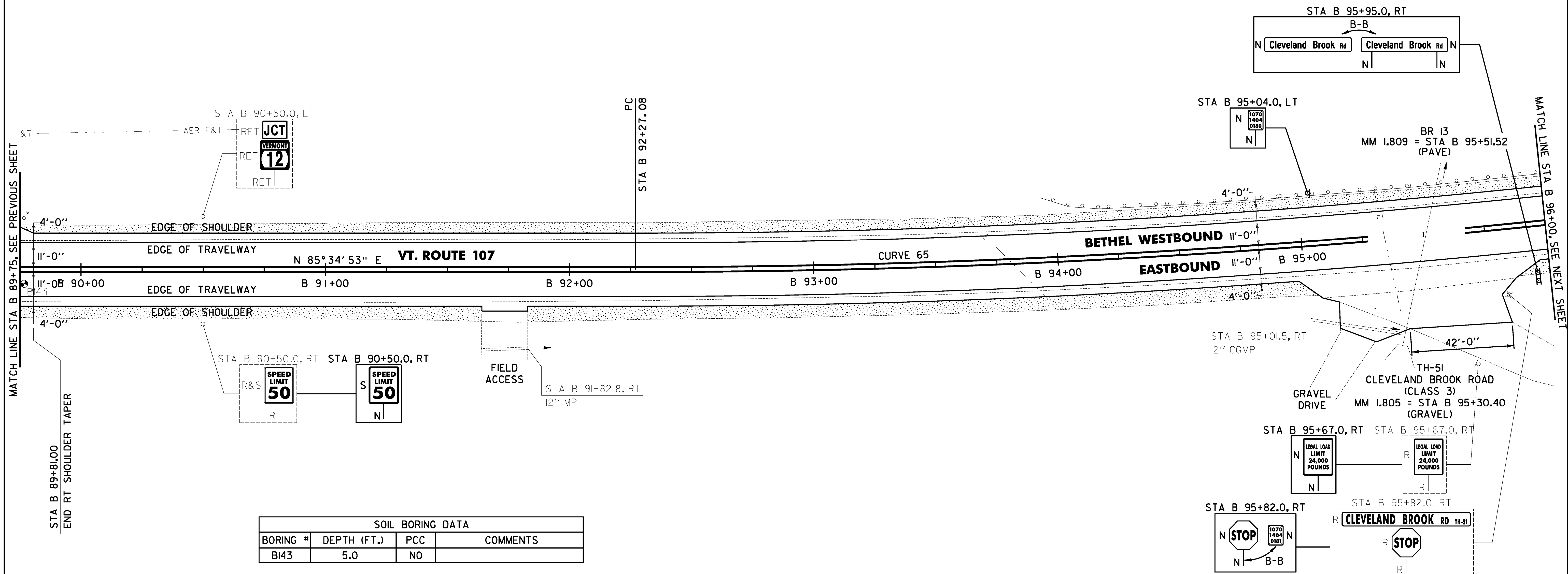
646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
BETHEL:
STA B 89+75.00 - STA B 96+00.00 LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
BETHEL: LT C RT
STA B 89+75.00 - STA B 96+00.00 S - S

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L
BREAKS FOR TOWN HIGHWAYS)
BETHEL: 95+70.0
STA B 89+75.0 - STA B 96+00.0 C/L (625.0 LF)

675.50 REMOVING SIGNS
AS SHOWN - 4

675.60 ERECTING SALVAGED SIGNS
AS SHOWN - 1

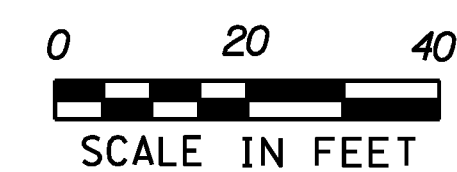


I. PAVING LIMIT ON ALL TOWN HIGHWAYS SHALL BE MEASURED 25 FT BACK FROM VT. ROUTE 107 EDGE OF SHOULDER UNLESS DENOTED OTHERWISE ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

2. THE CONTRACTOR SHALL COLD PLANE THE TOP 4" OF EXISTING ROAD SURFACE, AND RECLAIM THE NEXT 8" OF THE EXISTING ROAD SURFACE AT FULL WIDTH. THE CONTRACTOR SHALL THEN PLACE 2" OF ITEM 651.35 TOPSOIL AND ITEM 651.15 SEED AS DIRECTED BY THE ENGINEER.

3. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.

R = REMOVE
S = SALVAGE
N = NEW
RET = RETAIN
B-B = BACK TO BACK
TING = -----
NEW = _____



**PROJECT
LAYOUT
SHEET #75**

PROJECT NUMBER: STP 2910(I)

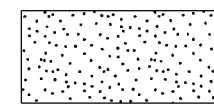
FILE NAME: z10b214_bdr_nul_75.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214i75.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 108 OF 397

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DATE/TIME = 3/17/2014
USER = 4916
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FILE NAME: I:\1572\projects\1572\22426\0400\1572\10b214_bdr_nul_76.dgn
DATE: 3/17/2014
USER: j496

LEGEND



EXISTING PAVEMENT TO BE REMOVED
(SEE NOTE 1)

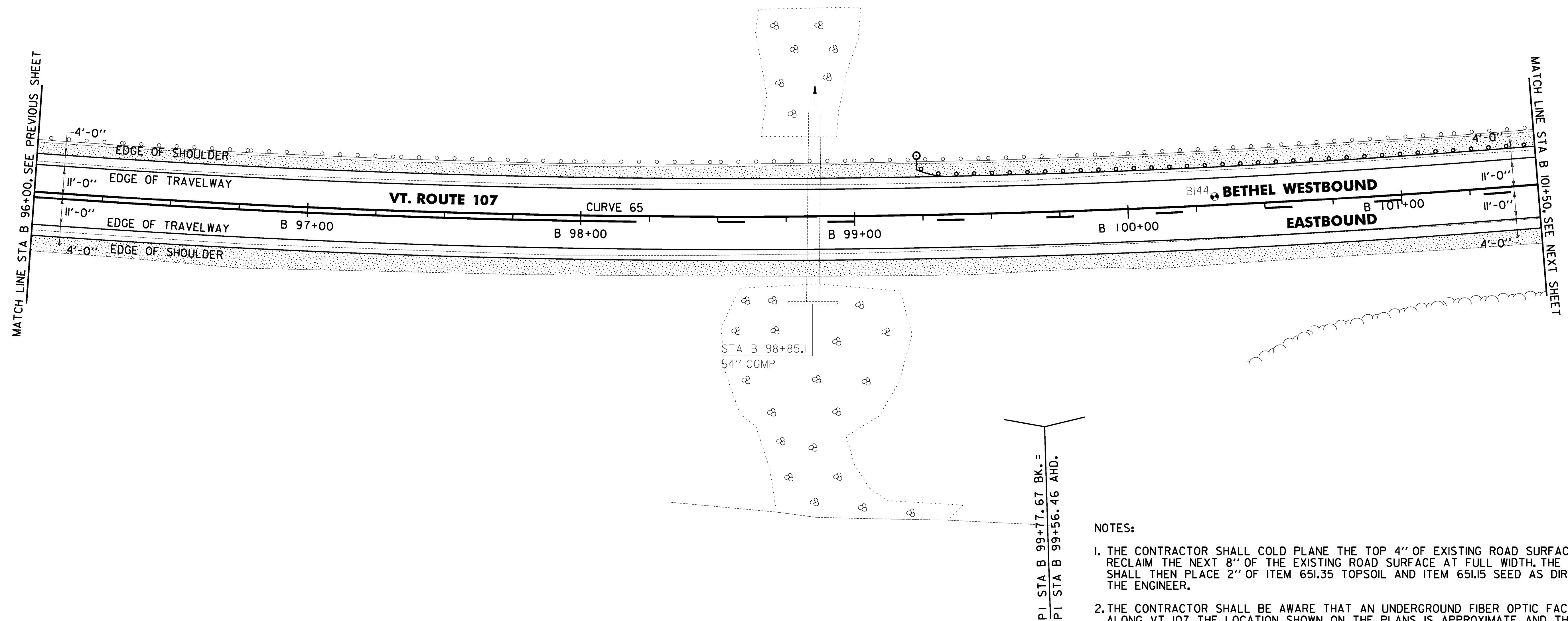
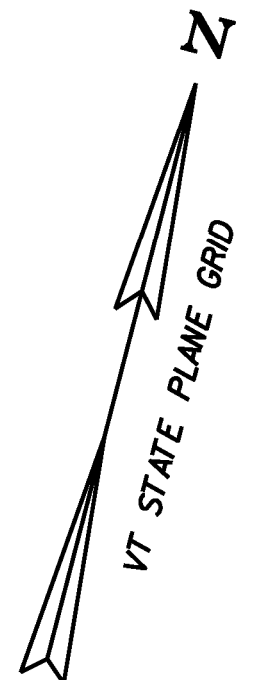
~~646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR~~
~~646.404 DURABLE 4 INCH WHITE LINE, POLYUREA~~
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
BETHEL:
STA B 96+00.00 - STA B 101+50.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
BETHEL:
STA B 96+00.00 - STA B 98+20.80 LT C RT
STA B 98+20.80 - STA B 101+50.00 S - D

646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
BETHEL:
STA B 96+00.00 - STA B 101+50.00 LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
BETHEL:
STA B 96+00.00 - STA B 98+20.80 LT C RT
STA B 98+20.80 - STA B 101+50.00 S - D

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L
BREAKS FOR TOWN HIGHWAYS)
BETHEL:
STA B 96+00.0 - STA B 101+50.0 C/L (550.0 LF)



621.20 STEEL BEAM GUARDRAIL, GALVANIZED

BETHEL:
STA B 99+23.0 - STA B 101+50.0 LT (227.0 LF)

621.60 ANCHOR FOR STEEL BEAM RAIL

BETHEL:
STA B 99+29.5 LT

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL

BETHEL:
STA B 96+00.0 - STA B 101+50.0 LT (550.0 LF)

676.10 DELINEATOR WITH STEEL POST

BETHEL:
STA B 99+23.0 LT

CURVE 65

$\Delta = 23^{\circ}33'16''$
 $D = 1^{\circ}35'30''$
 $R = 3600.00'$
 $T = 750.59'$
 $L = 1479.98'$
 $E = 77.42'$
 $e = 0.030 \text{ FT/FT}$

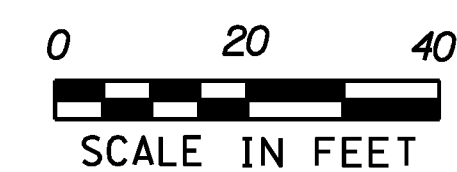
SOIL BORING DATA			
BORING #	DEPTH (FT.)	PCC	COMMENTS
BI44	5.0	NO	

SIGN LEGEND

R = REMOVE
S = SALVAGE
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = -----
NEW = _____

NOTES:

1. THE CONTRACTOR SHALL COLD PLANE THE TOP 4" OF EXISTING ROAD SURFACE, AND RECLAIM THE NEXT 8" OF THE EXISTING ROAD SURFACE AT FULL WIDTH. THE CONTRACTOR SHALL THEN PLACE 2" OF ITEM 651.35 TOPSOIL AND ITEM 651.15 SEED AS DIRECTED BY THE ENGINEER.
2. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.



PROJECT LAYOUT SHEET #76

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_bdr_nul_76.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214176.1

PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

CHECKED BY: J.P.S.

SHEET 109 OF 397

FILE NAME : \\1572\projects\157222426\CAD\157222426\157222426.dgn
DATE : 3/17/2014
USER : J.4916

LEGEND

EXISTING PAVEMENT TO BE REMOVED
(SEE NOTE 2)

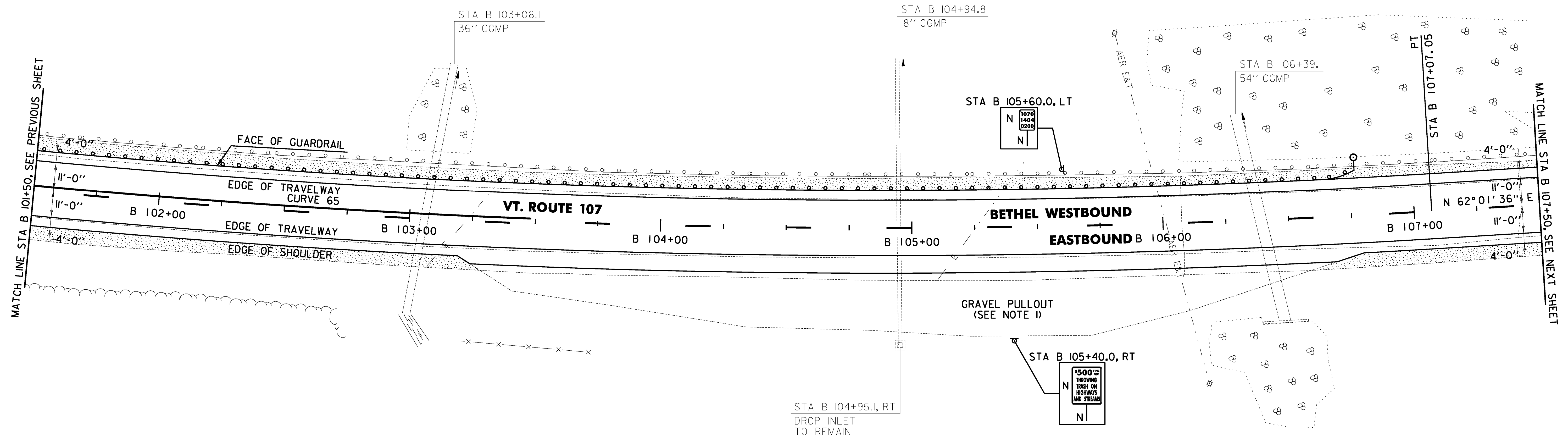
~~646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR~~
~~646.404 DURABLE 4 INCH WHITE LINE, POLYUREA~~
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
BETHEL:
STA B 101+50.00 - STA B 107+50.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
BETHEL:
STA B 101+50.00 - STA B 103+48.80 S - D
STA B 103+48.80 - STA B 107+50.00 - D -

646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
BETHEL:
STA B 101+50.00 - STA B 107+50.00 LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
BETHEL:
STA B 101+50.00 - STA B 103+48.80 S - D
STA B 103+48.80 - STA B 107+50.00 - D -

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L
BREAKS FOR TOWN HIGHWAYS)
BETHEL:
STA B 101+50.0 - STA B 107+50.0 C/L (600.0 LF)



NOTES:

1. PROVIDE A 4 FT WIDE, 1/2" TYPE IVS APRON FOR THE EXISTING GRAVEL PULLOUT. ANY REQUIRED EXCAVATION SHALL BE PERFORMED AS DIRECTED BY THE ENGINEER AND PAID FOR UNDER ITEM 608.25 ALL PURPOSE EXCAVATOR RENTAL, TYPE I.
2. THE CONTRACTOR SHALL COLD PLANE THE TOP 4" OF EXISTING ROAD SURFACE, AND RECLAIM THE NEXT 8" OF THE EXISTING ROAD SURFACE AT FULL WIDTH. THE CONTRACTOR SHALL THEN PLACE 2" OF ITEM 651.35 TOPSOIL AND ITEM 651.5 SEED AS DIRECTED BY THE ENGINEER.
3. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.

0 20 40
SCALE IN FEET

SIGN LEGEND

R = REMOVE
S = SALVAGE
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = -----
NEW = _____

**PROJECT
LAYOUT
SHEET #77**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_bdr_nul.77.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214i77.1

PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

CHECKED BY: J.P.S.

SHEET 110 OF 397

621.20 STEEL BEAM GUARDRAIL, GALVANIZED

BETHEL:
STA B 101+50.0 - STA B 106+77.0 LT (527.0 LF)

621.60 ANCHOR FOR STEEL BEAM RAIL

BETHEL:
STA B 106+70.5 LT

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL

BETHEL:
STA B 101+50.0 - STA B 107+50.0 LT (600.0 LF)

676.10 DELINEATOR WITH STEEL POST

BETHEL:
STA B 106+77.0 LT

CURVE 65

Δ = 23°33'16"
D = 1°35'30"
R = 3600.00'
T = 750.59'
L = 1479.98'
E = 77.42'
e = 0.030 FT/FT

LEGEND

 EXISTING PAVEMENT TO BE REMOVED
(SEE NOTE 1)

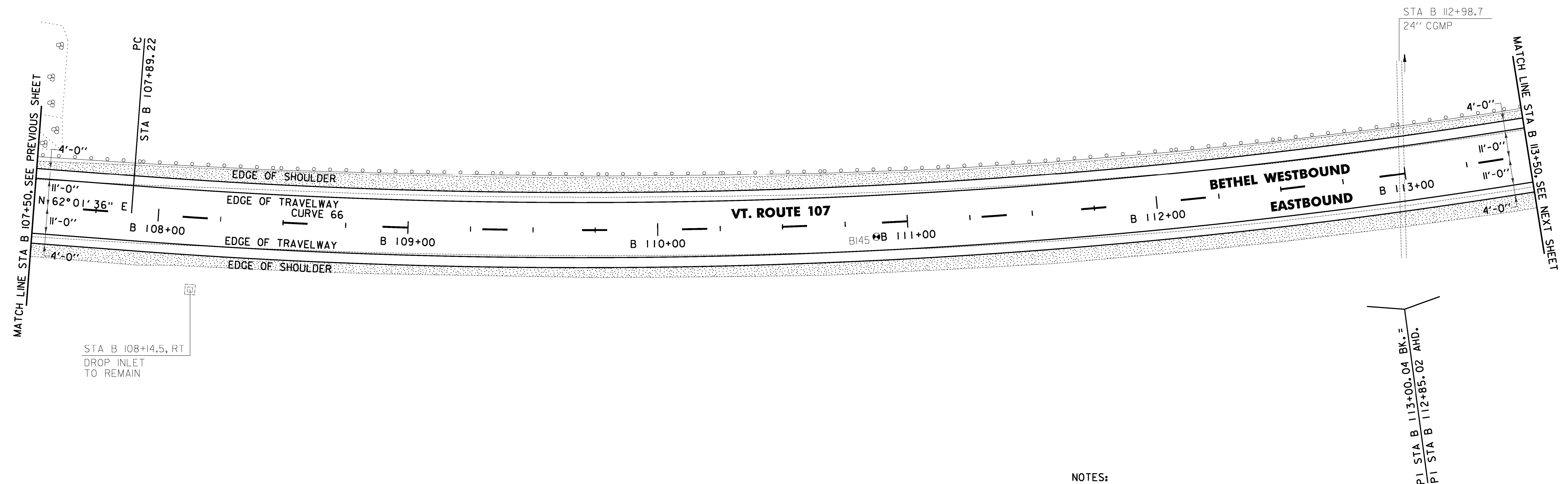
~~646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR~~
~~646.404 DURABLE 4 INCH WHITE LINE, POLYUREA~~
 (ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
 RADIUS FOR TOWN HIGHWAYS)
 STOCKBRIDGE:
 STA B 107+50.00 - STA B 113+50.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE: LT C RT
STA B 107+50.00 - STA B 113+50.00 - D -

646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA B I07+50.00 - STA B I13+50.00 LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
STOCKBRIDGE: LT C RT
STA B 107+50.00 - STA B 113+50.00 - D -

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L
BREAKS FOR TOWN HIGHWAYS)
STOCKBRIDGE:
STA B I07+50.0 - STA B I13+50.0 C/L (600.0 LF)



NOTES:

1. THE CONTRACTOR SHALL COLD PLANE THE TOP 4" OF EXISTING ROAD SURFACE, AND RECLAIM THE NEXT 8" OF THE EXISTING ROAD SURFACE AT FULL WIDTH. THE CONTRACTOR SHALL THEN PLACE 2" OF ITEM 651.35 TOPSOIL AND ITEM 651J5 SEED AS DIRECTED BY THE ENGINEER.
2. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.

SOIL BORING DATA			
BORING #	DEPTH (FT.)	PCC	COMMENTS
BI45	5.0	NO	

SIGN LEGEND
R = REMOVE
S = SALVAGE
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = -----
NEW = _____

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL
BETHEL:
STA B 107+50.0 - STA B 113+50.0 LT (600.0 LF)

CURVE 66
 Δ = 24° 01' 53"
D = 2° 23' 14"
R = 2400.00'
T = 510.83'
L = 1006.63'
E = 53.76'
e = 0.046 FT/FT

**PROJECT
LAYOUT
SHEET #78**

PROJECT NAME:	STOCKBRIDGE-BETHEL
---------------	--------------------

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_bdr_
PROJECT LEADER: D.E.G.

IPARM FILE: z10b214178.i

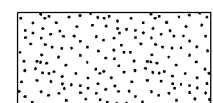
PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

CHECKED BY: J.P.S.

SHEET III OF 397

LEGEND



EXISTING PAVEMENT TO BE REMOVED
(SEE NOTE 2)

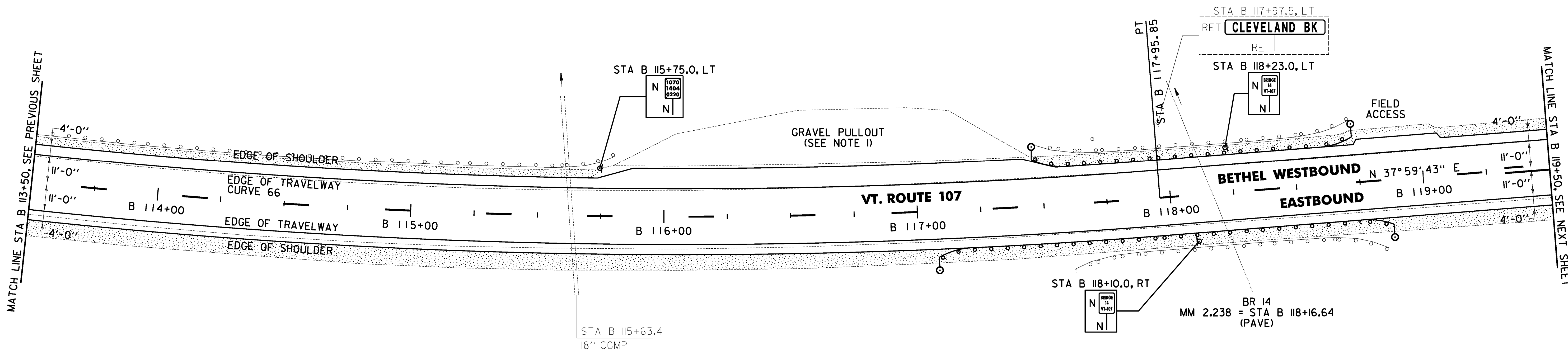
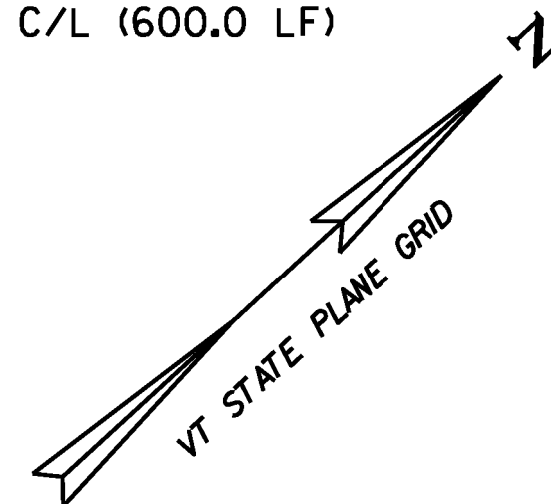
~~646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR~~
~~646.404 DURABLE 4 INCH WHITE LINE, POLYUREA~~
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
BETHEL:
STA B 113+50.00 - STA B 119+50.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
BETHEL:
STA B 113+50.00 - STA B 119+32.80 LT C RT
STA B 119+32.80 - STA B 119+50.00 D - S

646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
BETHEL:
STA B 113+50.00 - STA B 119+50.00 LT & RT

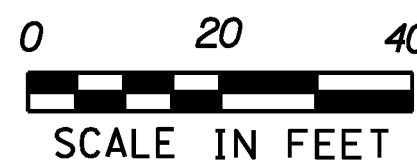
646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
BETHEL:
STA B 113+50.00 - STA B 119+32.80 LT C RT
STA B 119+32.80 - STA B 119+50.00 D - S

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L
BREAKS FOR TOWN HIGHWAYS)
BETHEL:
STA B 113+50.0 - STA B 119+50.0 C/L (600.0 LF)



NOTES:

1. PROVIDE A 4 FT WIDE, 1/2" TYPE IVS APRON FOR THE EXISTING GRAVEL PULLOUT. ANY REQUIRED EXCAVATION SHALL BE PERFORMED AS DIRECTED BY THE ENGINEER AND PAID FOR UNDER ITEM 608.25 ALL PURPOSE EXCAVATOR RENTAL, TYPE I.
2. THE CONTRACTOR SHALL COLD PLANE THE TOP 4" OF EXISTING ROAD SURFACE, AND RECLAIM THE NEXT 8" OF THE EXISTING ROAD SURFACE AT FULL WIDTH. THE CONTRACTOR SHALL THEN PLACE 2" OF ITEM 651.35 TOPSOIL AND ITEM 651.5 SEED AS DIRECTED BY THE ENGINEER.
3. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.



621.20 STEEL BEAM GUARDRAIL, GALVANIZED

BETHEL:
STA B 117+08.0 - STA B 118+87.0 RT (179.0 LF)
STA B ~~117+44.0~~ - STA B ~~118+73.0~~ LT (129.0 LF)
117+50.0 118+79.0

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL

BETHEL:
STA B 113+50.0 - STA B 115+81.0 LT (231.0 LF)
STA B 117+49.0 - STA B 118+73.0 LT (124.0 LF)
STA B 117+61.0 - STA B 118+85.0 RT (124.0 LF)

621.60 ANCHOR FOR STEEL BEAM RAIL

BETHEL:
STA B 117+14.5 RT
STA B ~~117+50.5~~ LT 117+58.0
STA B ~~118+66.5~~ LT 118+70.0
STA B 118+80.5 RT

676.10 DELINEATOR WITH STEEL POST

BETHEL:
STA B 117+08.0 RT
STA B 117+44.0 LT
STA B 118+73.0 LT
STA B 118+87.0 RT

CURVE 66
Δ = 24°01'53"
D = 2°23'14"
R = 2400.00'
T = 510.83'
L = 1006.63'
E = 53.76'
e = 0.046 FT/FT

SIGN LEGEND

R = REMOVE
S = SALVAGE
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = -----
NEW = _____

**PROJECT
LAYOUT
SHEET #79**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_bdr_nul.79.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214179.1

PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

CHECKED BY: J.P.S.

SHEET 112 OF 397

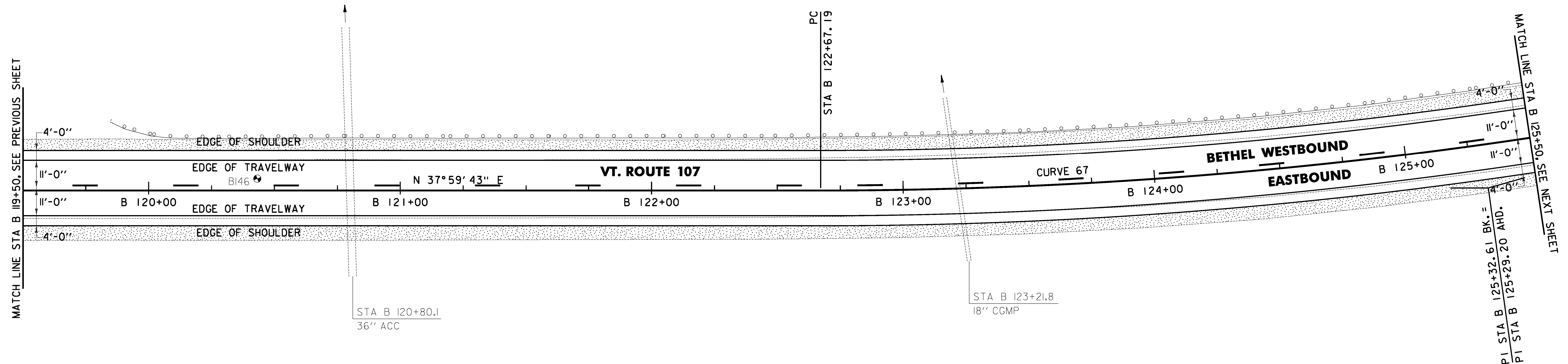
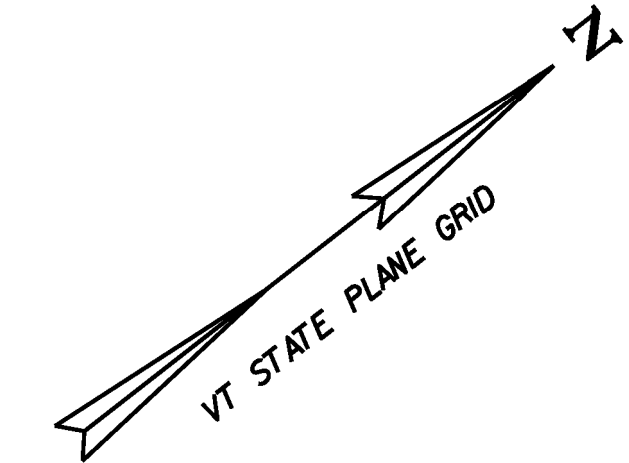
~~646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR~~
~~646.404 DURABLE 4 INCH WHITE LINE, POLYUREA~~
 (ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
 RADIUS FOR TOWN HIGHWAYS)
 BETHEL:
 STA B 119+50.00 - STA B 125+50.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
BETHEL: LT C
STA B 119+50.00 - STA B 125+50.00 D -

646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
BETHEL:
STA B 119+50.00 - STA B 125+50.00 LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
BETHEL: LT C RT
STA B 119+50.00 - STA B 125+50.00 D - S

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L
BREAKS FOR TOWN HIGHWAYS)
BETHEL:
STA B 119+50.0 - STA B 125+50.0 C/L (600.0 LF)



SOIL BORING DATA			
BORING #	DEPTH (FT.)	PCC	COMMENTS
BI46	2.5	NO	REFUSAL AT 2.5'

1. THE CONTRACTOR SHALL COLD PLANE THE TOP 4" OF EXISTING ROAD SURFACE, AND RECLAIM THE NEXT 8" OF THE EXISTING ROAD SURFACE AT FULL WIDTH. THE CONTRACTOR SHALL THEN PLACE 2" OF ITEM 651.35 TOPSOIL AND ITEM 651.15 SEED AS DIRECTED BY THE ENGINEER.
2. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107, THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.

0 20 40
SCALE IN FEET

SIGN LEGEND
R = REMOVE
S = SALVAGE
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = -----
NEW = _____

**PROJECT
LAYOUT
SHEET #80**

PROJECT NUMBER: STP 2910(I)

PROJECT LEADER: D.E.G.

IPARM FILE: z10b214180.i

DRAWN BY: W.G.P.

SHEET 113 OF 397

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL
BETHEL:
STA B 119+85.0 - STA B 125+50.0 LT (565.0 LF)

CURVE 67
 Δ = 15° 54' 17"
D = 3° 00' 56"
R = 1900.00'
T = 265.41'
L = 527.42'
E = 18.45'
e = 0.054 FT/FT

FILE NAME = I:\Projects\ANY\K2\22426\CADD\NSTN\z10b214_bdr-nul.80.dgn
DATE/TIME = 3/17/2014
USER = 4916

LEGEND

 EXISTING PAVEMENT TO BE REMOVED
(SEE NOTE 1)

~~646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR~~
~~646.404 DURABLE 4 INCH WHITE LINE, POLYUREA~~
 (ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
 RADIUS FOR TOWN HIGHWAYS)
 BETHEL:
 STA B 125+50.00 - STA B 131+50.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED

BETHEL:		LT	CL	RT
STA B 125+50.00	- STA B 126+98.40	D	-	S
STA B 126+98.40	- STA B 131+50.00	S	-	S

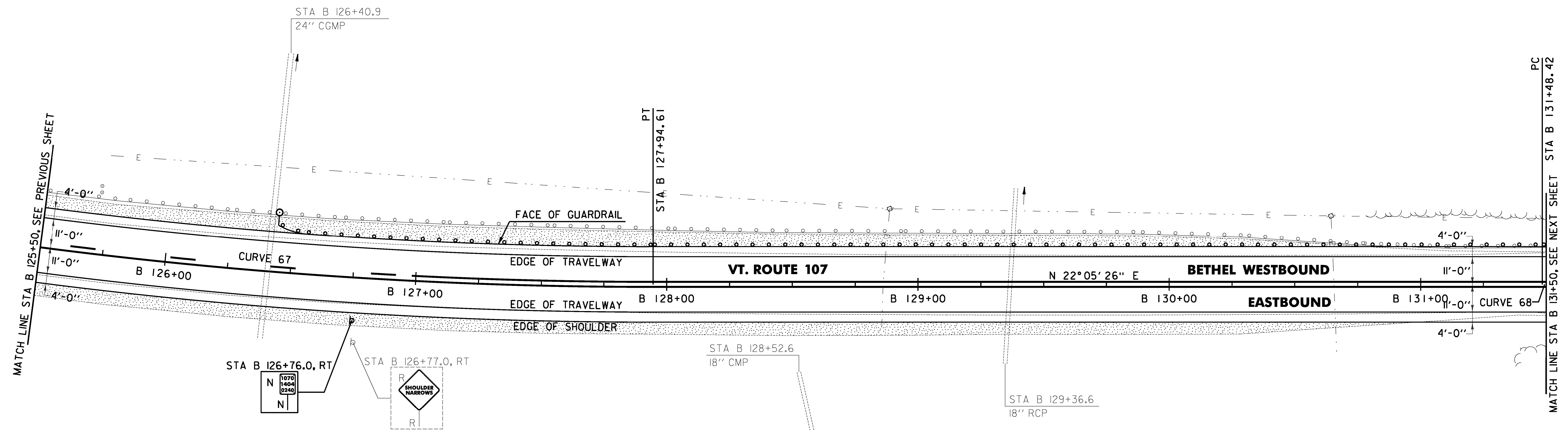
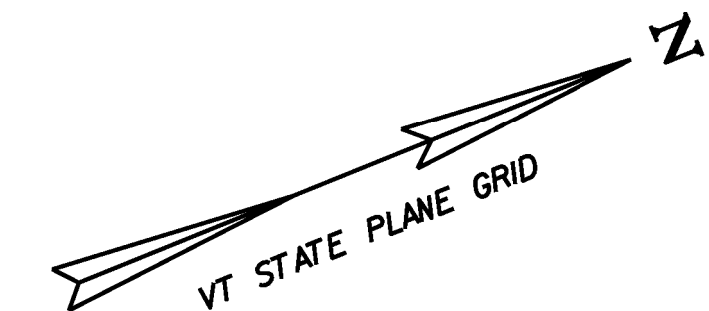
646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
BETHEL:
STA B 125+50.00 - STA B 131+50.00 LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
BETHEL:

	LT	CL	RT
STA B I25+50.00 - STA B I26+98.40	D	-	S
STA B I26+98.40 - STA B I31+50.00	S	-	S

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L
BREAKS FOR TOWN HIGHWAYS)
BETHEL:
STA B 125+50.0 - STA B 131+50.0 C/L (600.0 LF)

675.50 REMOVING SIGNS
AS SHOWN - I



NOTES:

1. THE CONTRACTOR SHALL COLD PLANE THE TOP 4" OF EXISTING ROAD SURFACE, AND RECLAIM THE NEXT 8" OF THE EXISTING ROAD SURFACE AT FULL WIDTH. THE CONTRACTOR SHALL THEN PLACE 2" OF ITEM 651.35 TOPSOIL AND ITEM 651.5 SEED AS DIRECTED BY THE ENGINEER.
2. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.

621.205 STEEL BEAM GUARDRAIL, GALVANIZED W/8 FEET POSTS
 BETHEL: ~~26+40.0~~
 STA B ~~26+44.0~~ - STA B 131+50.0 LT (506.0 LF)

621.60 ANCHOR FOR STEEL BEAM RAIL
BETHEL:
STA B 126+50.5 LT

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL
BETHEL:
STA B 125+50.0 - STA B 131+50.0 LT (600.0 LF)

~~653.20 TEMPORARY EROSION MATTING~~
~~BETHEL:~~
~~STA B 131+00.0 - STA B 131+50.0 RT (14.4 SY)~~

676.10 DELINEATOR WITH STEEL POST
BETHEL:
STA B 126+44.0 LT

CURVE 67
 $\Delta = 15^{\circ}54'17''$
 $D = 3^{\circ}00'56''$
 $R = 1900.00'$
 $T = 265.41'$
 $L = 527.42'$
 $E = 18.45'$
 $e = 0.054 \text{ FT/FT}$

CURVE 68
 $\Delta = 2^{\circ}37'27''$
 $D = 1^{\circ}25'57''$
 $R = 4000.00'$
 $T = 91.61'$
 $L = 183.20'$
 $E = 1.05'$
 $e = 0.030 \text{ FT/FT}$

SIGN LEGEND

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

0 20 40
SCALE IN FEET

**PROJECT
LAYOUT
SHEET #81**

PROJECT NAME:	STOCKBRIDGE-BETHEL
---------------	--------------------

PROJECT NUMBER: STP 2910(I)

FILE NAME: z10b214_bdr_
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214181.1

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 114 OF 397

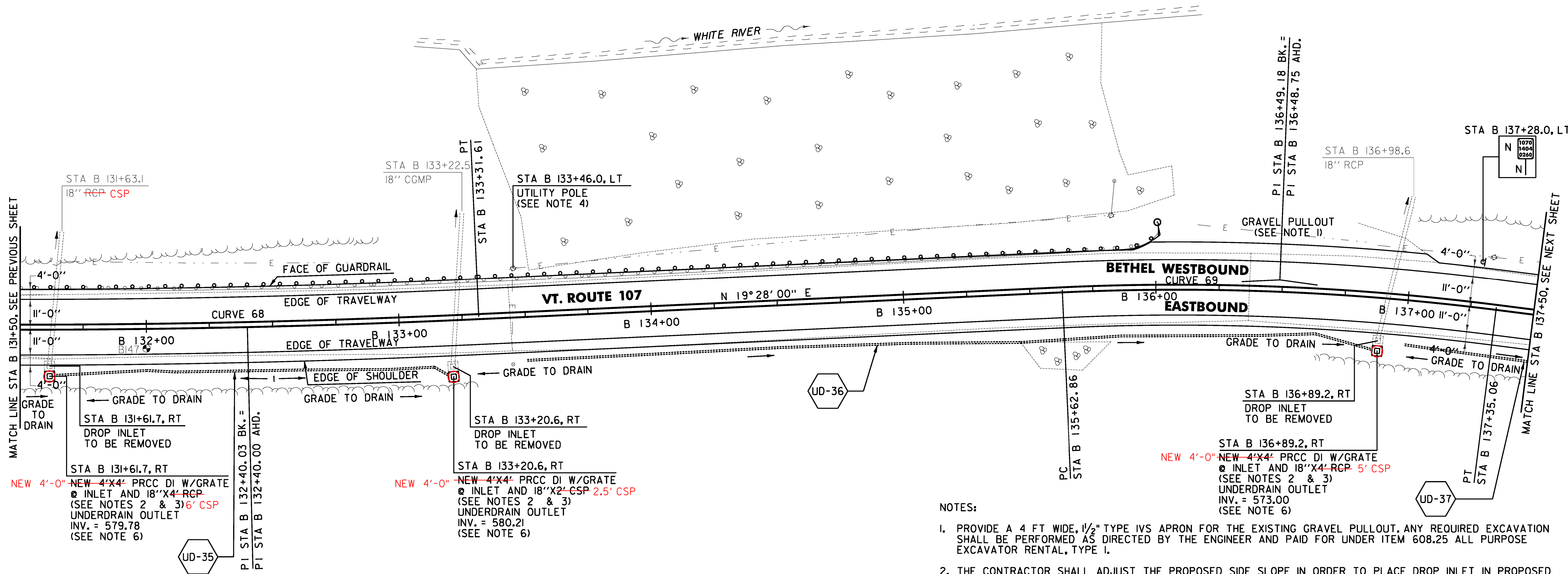
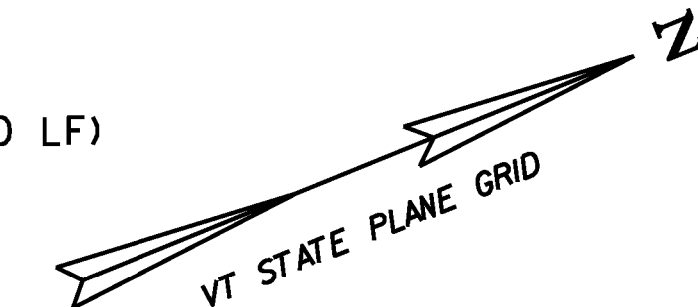
~~646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR~~
~~646.404 DURABLE 4 INCH WHITE LINE, POLYUREA~~
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
BETHEL:
STA B 131+50.00 - STA B 137+50.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
BETHEL:
STA B 131+50.00 - STA B 137+50.00 LT C RT
S - S

646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
BETHEL:
STA B 131+50.00 - STA B 137+50.00 LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
BETHEL:
STA B 131+50.00 - STA B 137+50.00 LT C RT
S - S

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L
BREAKS FOR TOWN HIGHWAYS)
BETHEL:
STA B 131+50.0 - STA B 137+50.0 C/L (600.0 LF)



NOTES:

1. PROVIDE A 4 FT WIDE, 1/2" TYPE IVS APRON FOR THE EXISTING GRAVEL PULLOUT. ANY REQUIRED EXCAVATION SHALL BE PERFORMED AS DIRECTED BY THE ENGINEER AND PAID FOR UNDER ITEM 608.25 ALL PURPOSE EXCAVATOR RENTAL, TYPE 1.
2. THE CONTRACTOR SHALL ADJUST THE PROPOSED SIDE SLOPE IN ORDER TO PLACE DROP INLET IN PROPOSED LOCATION AS DIRECTED BY THE ENGINEER.
3. THE CONTRACTOR SHALL FIELD VERIFY THE INVERT OF EXISTING PIPE PRIOR TO ORDERING PROPOSED DRAINAGE STRUCTURE.
4. SEE SHEET 25 FOR REDUCED STEEL BEAM GUARDRAIL POST SPACING FOR UTILITY POLE DETAIL.
5. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.
6. SEE SHEET 28 FOR UNDERDRAIN DETAILS.

SOIL BORING DATA			
BORING #	DEPTH (FT.)	PCC	COMMENTS
BI47	1.25	NO	REFUSAL AT 1.25'

604.40 CHANGE ELEVATION OF DI
STA 131+61.7 RT
STA 133+20.6 RT

613.10 STONE FILL, TYPE I
STA 133+12.0 - STA 133+61.0 LT
STA 133+95.0 - STA 136+87.0 RT

613.11 STONE FILL, TYPE II
STA 133+20.0 - STA 133+40.0 RT (PIPE INLET)
STA 136+89.0 - STA 137+14.0 RT (PIPE INLET)
621.205 STEEL BEAM GUARDRAIL, GALVANIZED W/8 FEET POSTS
BETHEL:
STA B 131+50.0 - STA B 132+96.0 LT (146.0 LF)

621.75 REMOVE AND RESET GUARDRAIL
BETHEL:
STA B 132+96.0 - STA B 136+01.0 LT (305.0 LF)

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL
BETHEL:
STA B 131+50.0 - STA B 132+96.0 LT (146.0 LF)

621.20 STEEL BEAM GUARDRAIL
STA B 135+87.0 - STA B 136+01.0 LT (14.5 LF)

621.60 ANCHOR FOR STEEL BEAM GUARDRAIL
STA B 135+96.0 LT

~~653.20 TEMPORARY EROSION MATTING~~
BETHEL:
~~STA B 131+50.0 - STA B 137+50.0 RT (131.9 SY)~~
~~STA B 131+50.0 - STA B 132+00.0 LT (12.5 SY)~~
~~STA B 133+00.0 - STA B 133+50.0 LT (31.7 SY)~~

676.10 DELINEATOR WITH STEEL POST
BETHEL:
STA B 136+01.0 LT

CURVE 68
Δ = 2°37'27"
D = 1°25'57"
R = 4000.00'
T = 91.61'
L = 183.20'
E = 1.05'
e = 0.030 FT/FT

CURVE 69
Δ = 9°51'59"
D = 5°43'46"
R = 1000.00'
T = 86.31'
L = 172.20'
E = 3.72'
e = 0.076 FT/FT

SIGN LEGEND
R = REMOVE
S = SALVAGE
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = -----
NEW = _____

0 20 40
SCALE IN FEET

PROJECT
LAYOUT
SHEET #82

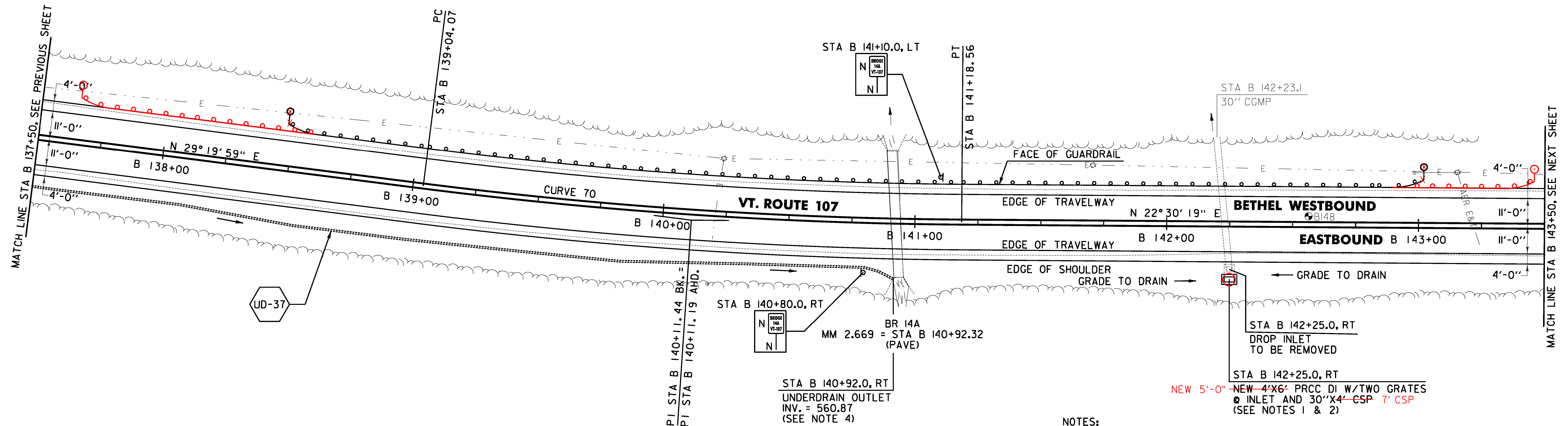
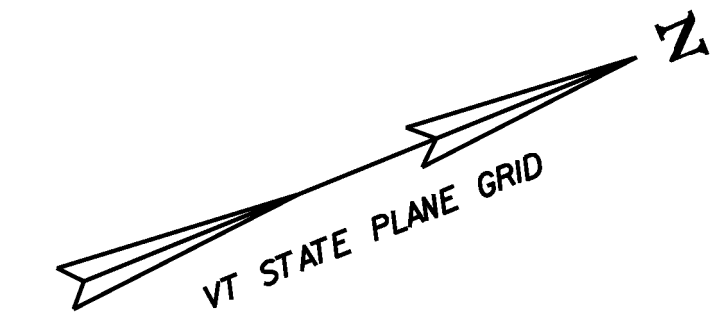
PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_bdr_nul.82.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214182.1

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 115 OF 397

213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L
BREAKS FOR TOWN HIGHWAYS)
BETHEL:
STA B 137+50.0 - STA B 143+50.0 C/L (600.0 LF)

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
BETHEL: LT C RT
STA B 137+50.00 - STA B 143+50.00 S - S



SOIL BORING DATA			
BORING #	DEPTH (FT.)	PCC	COMMENTS
BI48	5.0	NO	

1. THE CONTRACTOR SHALL ADJUST THE PROPOSED SIDE SLOPE IN ORDER TO PLACE DROP INLET IN PROPOSED LOCATION AS DIRECTED BY THE ENGINEER.
2. THE CONTRACTOR SHALL FIELD VERIFY THE INVERT OF EXISTING PIPE PRIOR TO ORDERING PROPOSED DRAINAGE STRUCTURE.
3. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.
4. SEE SHEET 28 FOR UNDERDRAIN DETAILS.

0 20 40
SCALE IN FEET

SIGN LEGEND
R = REMOVE
S = SALVAGE
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = -----
NEW = _____

**PROJECT
LAYOUT
SHEET #83**

IPARM FILE: z10b214183.i

SHEET 116 OF 397

BETHEL:
~~STA B 138+54.5 LT~~
~~STA B 142+95.5 LT~~
STA B 137+95.0 LT
STA B 143+38.0 LT

BETHEL:
STA B 138+48.0 LT
STA B 143+02.0 LT

CURVE 70

$\Delta = 6^{\circ}49'39''$
D = $3^{\circ}10'59''$
R = 1800.00'
T = 107.37'
L = 214.49'
E = 3.20'
e = 0.056 FT/FT

~~646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR~~
~~646.404 DURABLE 4 INCH WHITE LINE, POLYUREA~~
 (ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
 RADIUS FOR TOWN HIGHWAYS)
 BETHEL:
 STA B 143+50.00 - STA B 149+50.00 LT & RT

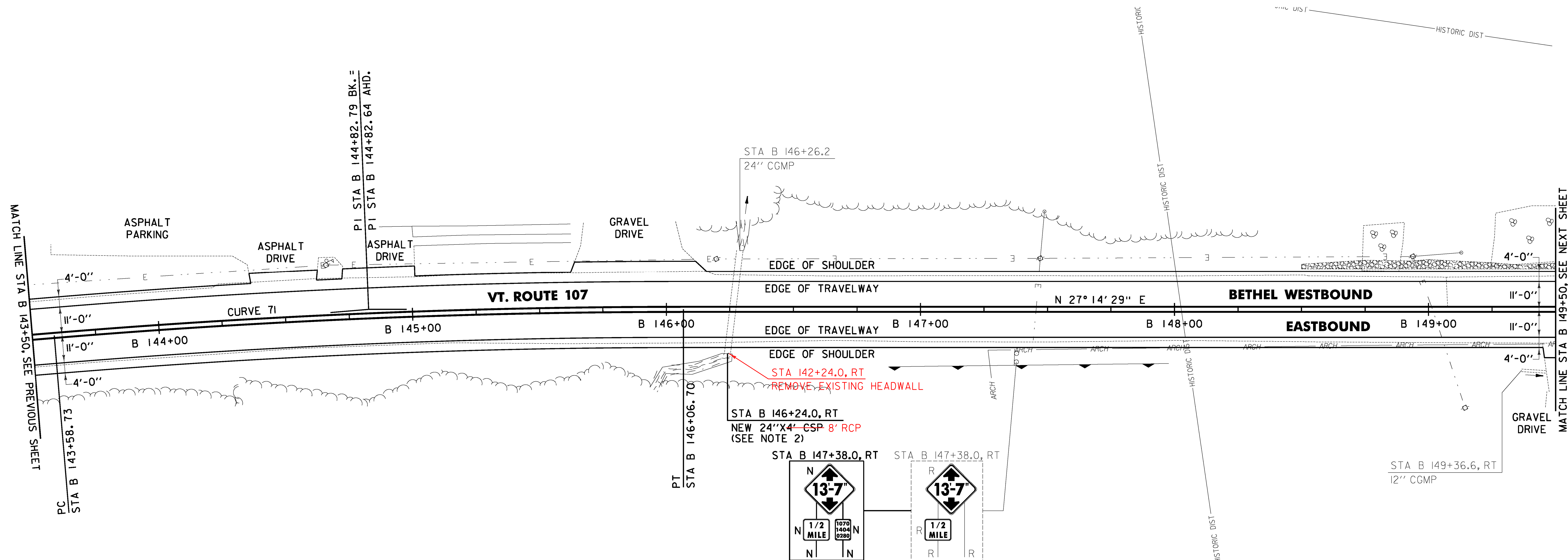
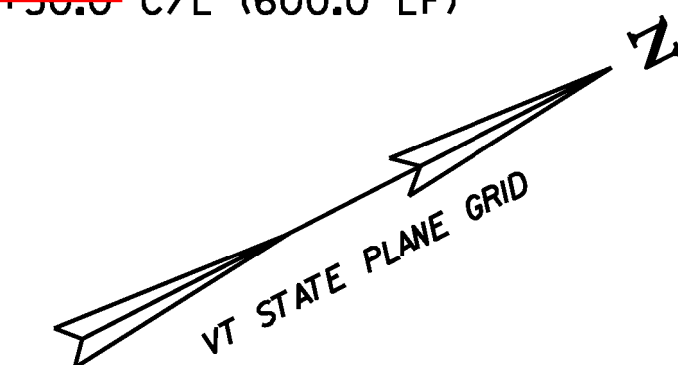
646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
BETHEL: LT C
STA B 143+50.00 - STA B 149+50.00 S -

646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
BETHEL:
STA B 143+50.00 - STA B 149+50.00 LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
BETHEL: LT C RT
STA B 143+50.00 - STA B 149+50.00 S - S

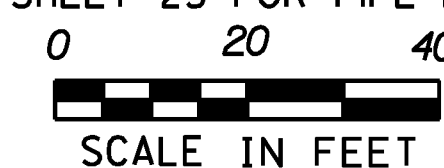
213.10 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L
BREAKS FOR TOWN HIGHWAYS)
BETHEL:
STA B 143+50.0 - STA B ~~149+50.0~~ 197+75.0 C/L (600.0 LF)

675.50 REMOVING SIGNS
AS SHOWN - 2



1. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.

2. SEE SHEET 25 FOR PIPE EXTENSION DETAIL FOR METAL PIPES.



BETHEL: 148+32.0 149+17.0
STA B 148+50.0 - STA B 149+50.0 LT (19.1 CY)
STA B 145+90.0 - STA B 196+97.0 RT
651.40 GRUBBING MATERIAL (6")
BETHEL: 148+32.0 149+17.0
STA B 148+50.0 - STA B 149+50.0 LT (44.7 SY)

~~BETHEL:~~
~~STA B 144+50.0 - STA B 145+00.0 RT (7.5 SY)~~
~~STA B 148+50.0 - STA B 149+50.0 LT (44.7 SY)~~

CURVE 71

Δ = 4° 44' 09"
D = 1° 54' 35"
R = 3000.00'
T = 124.06'
L = 247.97'
E = 2.56'
e = 0.038 FT/FT

SIGN LEGEND
R = REMOVE
S = SALVAGE
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = -----
NEW = _____

**PROJECT
LAYOUT
SHEET #84**

PROJECT NAME:	STOCKBRIDGE-BETHEL
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PROJECT NUMBER: STP 2910(I)

FILE NAME: z10b214_bdr_nul_84.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

CHECKED BY: J.P.S.

SHEET 117 OF 397

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FILE NAME = V:\Projects\ANY\K2\22426\CADD\MSTN\z10b214_bdr.nul_84.dgn
DATE/TIME = 3/17/2014
USER = 4916
```




~~646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR~~
~~646.404 DURABLE 4 INCH WHITE LINE, POLYUREA~~
 (ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
 RADIUS FOR TOWN HIGHWAYS)
 BETHEL:
 STA B 149+50.00 - STA B 155+50.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
BETHEL: LT C
STA B 149+50.00 - STA B 155+50.00 S -

646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
BETHEL:
STA B 149+50.00 - STA B 155+50.00 LT & RT

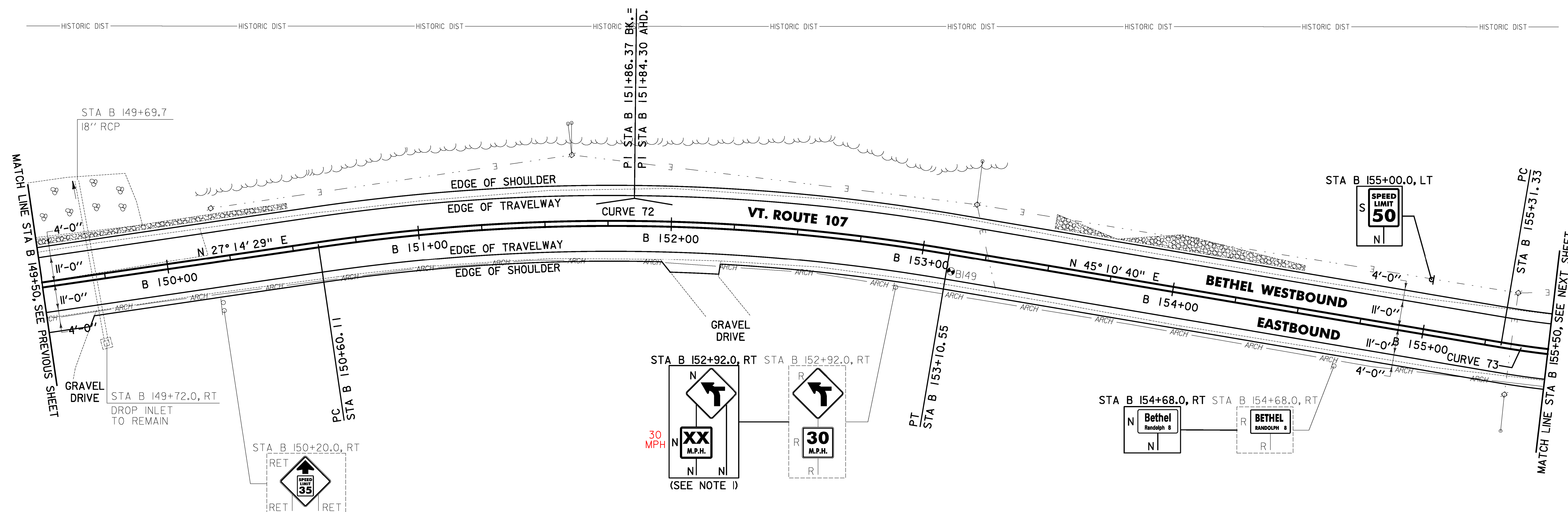
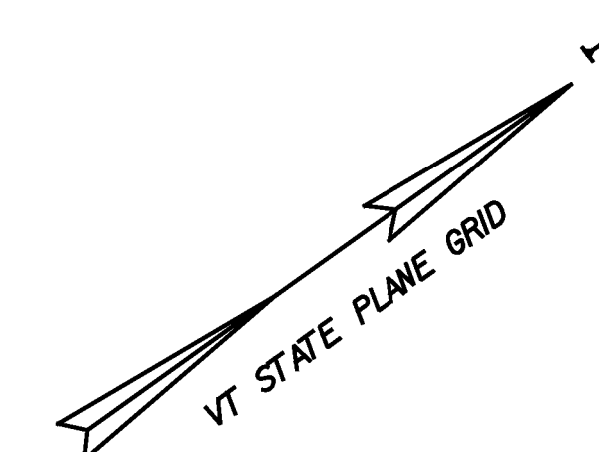
646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED

BETHEL:	LT	Q	RT
STA B 149+50.00 - STA B 155+50.00	S	-	S

~~213.0 MILLED RUMBLE STRIPS
(ALL CLRS WILL INCLUDE C/L
BREAKS FOR TOWN HIGHWAYS)
BETHEL:
STA B 149+50.0 STA B 151+75.0 C/L (225.0 LF)~~

675.50 REMOVING SIGNS
AS SHOWN - 3

675.60 ERECTING SALVAGED SIGNS
AS SHOWN - 1



613.10 STONE FILL, TYPE I
BETHEL: 149+86.0 - STA B 150+66.0
STA B 149+50.0 - STA B 150+50.0 LT (14.3 CY)
STA B 153+50.0 - STA B 154+50.0 LT (29.8 CY)
153+30.0

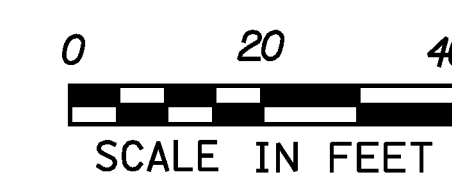
651.40 GRUBBING MATERIAL (6'')
BETHEL: 149+86.0 - STA B 150+66.0
STA B 149+50.0 - STA B 150+50.0 LT (31.2 SY)
STA B 153+50.0 - STA B 154+50.0 LT (76.4 SY)
153+30.0

653.20 TEMPORARY EROSION MATTING
~~BETHEL:~~
~~STA B 149+50.0 - STA B 150+50.0 LT (31.2 SY)~~
~~STA B 153+50.0 - STA B 154+50.0 LT (76.4 SY)~~

CURVE 72
 $\Delta = 17^{\circ}56'11''$
 $D = 7^{\circ}09'43''$
 $R = 800.00'$
 $T = 126.25'$
 $L = 250.44'$
 $E = 9.90'$
 $e = 0.080 \text{ FT/FT}$

CURVE 73
 $\Delta = 57^{\circ}57'25''$
 $D = 15^{\circ}16'44''$
 $R = 375.00'$
 $T = 207.68'$
 $L = 379.33'$
 $E = 53.67'$
 $e = 0.060 \text{ FT/FT}$

1. THE ADVISORY SPEED SHALL BE DETERMINED USING AN ESTABLISHED ENGINEERING PRACTICE AS LISTED IN SECTION 2C.08 OF THE MUTCD.
2. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.



SIGN LEGEND
R = REMOVE
S = SALVAGE
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = _____
NEW = _____

PROJECT LAYOUT SHEET #85

PROJECT NAME:	STOCKBRIDGE-BETHEL
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PROJECT NUMBER: STP 2910(D)

FILE NAME: z10b214_bdr_nul_85.dgn

PROJECT LEADER: D
DESIGNED BY: J. M. B.

IPARM FILE: z10b214185.1

PLOT DATE: 4/18/2014

DRAWN BY: W.G.P.

CHECKED BY: J.P.S.

SHEET 118 OF 397

~~646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR~~
~~646.404 DURABLE 4 INCH WHITE LINE, POLYUREA~~
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
BETHEL:
STA B 155+50.00 - STA B 161+50.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
BETHEL:
STA B 155+50.00 - STA B 161+50.00 LT & RT
STA B 156+76.32 - DOUBLE SOLID RT, TH-4
STA B 158+18.88 - DOUBLE SOLID RT, TH-4

~~646.442 DURABLE 8 INCH WHITE LINE, THERMOPLASTIC OR~~
~~646.444 DURABLE 8 INCH WHITE LINE, POLYUREA~~
BETHEL:
STA B 157+28.00 - STA B 157+67.00 HATCHED GORE AREA RT
STA B 160+88.20 - STA B 161+00.20 FIRE HYDRANT NO PARKING ZONE RT

646.642 TEMPORARY 8 INCH YELLOW LINE, PAINT
BETHEL:
STA B 157+28.00 - STA B 157+67.00 HATCHED GORE AREA RT
STA B 160+88.20 - STA B 161+00.20 FIRE HYDRANT NO PARKING ZONE RT

646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
BETHEL:
STA B 155+50.00 - STA B 161+50.00 LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
BETHEL:
STA B 155+50.00 - STA B 161+50.00 LT & RT
STA B 156+76.32 - DOUBLE SOLID RT, TH-4
STA B 158+18.88 - DOUBLE SOLID RT, TH-4

~~646.482 DURABLE 24 INCH STOP BAR, THERMOPLASTIC OR~~
~~646.484 DURABLE 24 INCH STOP BAR, POLYUREA~~
BETHEL:
STA B 156+76.32 RT, TH-4
STA B 158+18.88 RT, TH-4

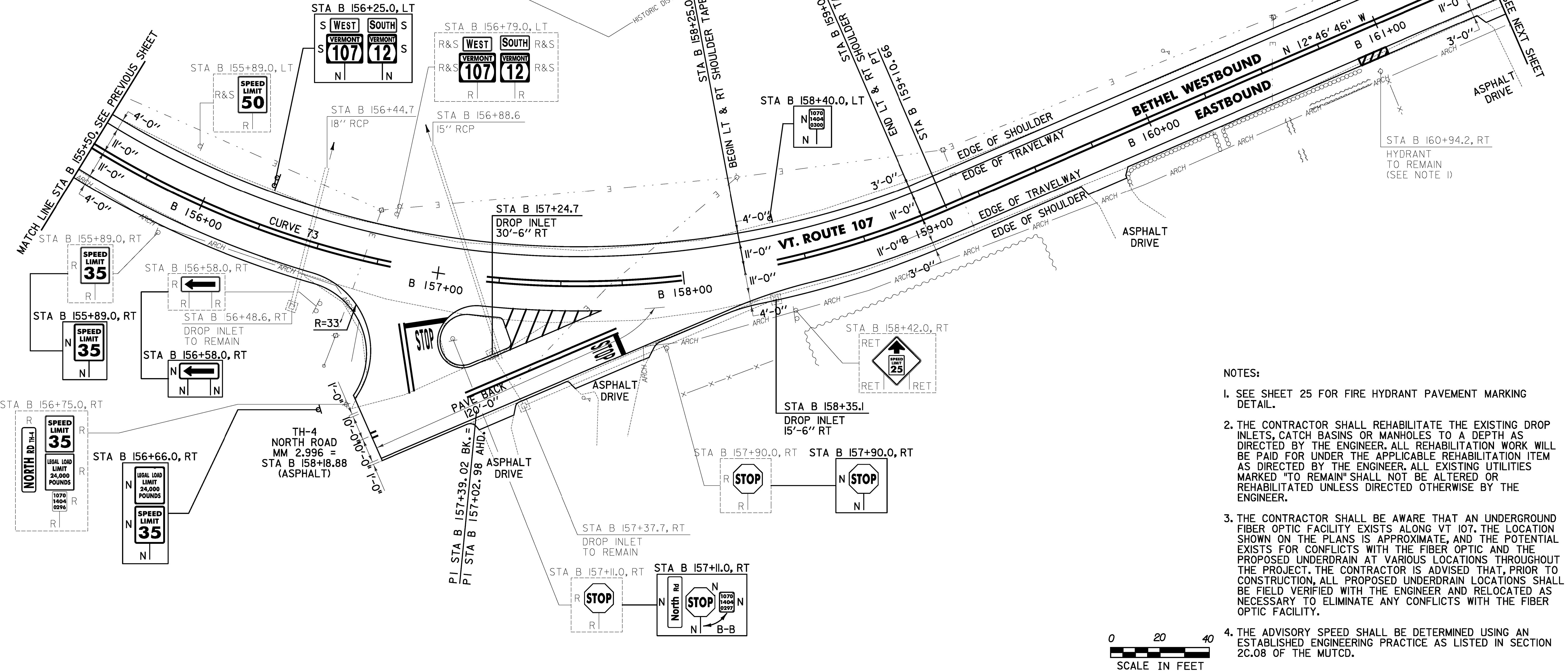
646.492 DURABLE LETTER OR SYMBOL, THERMOPLASTIC OR
~~646.494 DURABLE LETTER OR SYMBOL, POLYUREA~~
BETHEL:
STA B 156+76.32 RT, TH-4, "S,T,O,P" (4 EA)
STA B 158+18.88 RT, TH-4, "S,T,O,P" (4 EA)

646.682 TEMPORARY 24 INCH STOP BAR, PAINT
BETHEL:
STA B 156+76.32 RT, TH-4
STA B 158+18.88 RT, TH-4

646.692 TEMPORARY LETTER OR SYMBOL, PAINT
BETHEL:
STA B 156+76.32 RT, TH-4, "S,T,O,P" (8 EA)
STA B 158+18.88 RT, TH-4, "S,T,O,P" (8 EA)

675.50 REMOVING SIGNS
AS SHOWN - 13

675.60 ERECTING SALVAGED SIGNS
AS SHOWN - 4



- NOTES:
1. SEE SHEET 25 FOR FIRE HYDRANT PAVEMENT MARKING DETAIL.
 2. THE CONTRACTOR SHALL REHABILITATE THE EXISTING DROP INLETS, CATCH BASINS OR MANHOLES TO A DEPTH AS DIRECTED BY THE ENGINEER. ALL REHABILITATION WORK WILL BE PAID FOR UNDER THE APPLICABLE REHABILITATION ITEM AS DIRECTED BY THE ENGINEER. ALL EXISTING UTILITIES MARKED "TO REMAIN" SHALL NOT BE ALTERED OR REHABILITATED UNLESS DIRECTED OTHERWISE BY THE ENGINEER.
 3. THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.
 4. THE ADVISORY SPEED SHALL BE DETERMINED USING AN ESTABLISHED ENGINEERING PRACTICE AS LISTED IN SECTION 2C.08 OF THE MUTCD.

604.412, 604.415, 604.418 REHAB. DROP INLETS,
CATCH BASINS, OR MANHOLES CLASS I, II, OR III
(SEE NOTE 2)
BETHEL:
STA B 157+24.7 RT
STA B 158+35.1 RT

CURVE 73
Δ = 57°57'25"
D = 15°16'44"
R = 375.00'
T = 207.68'
L = 379.33'
E = 53.67'
e = 0.060 FT/FT

SIGN LEGEND
R = REMOVE
S = SALVAGE
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = _____
NEW = _____

PROJECT
LAYOUT
SHEET #86

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_bdr_nul_86.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214186.1
PLOT DATE: 4/18/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 119 OF 397

~~646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR~~
~~646.404 DURABLE 4 INCH WHITE LINE, POLYUREA~~
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
BETHEL:
STA B 161+50.00 - STA B 167+50.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
BETHEL:
STA B 161+50.00 - STA B 167+50.00 LT & RT
S - S

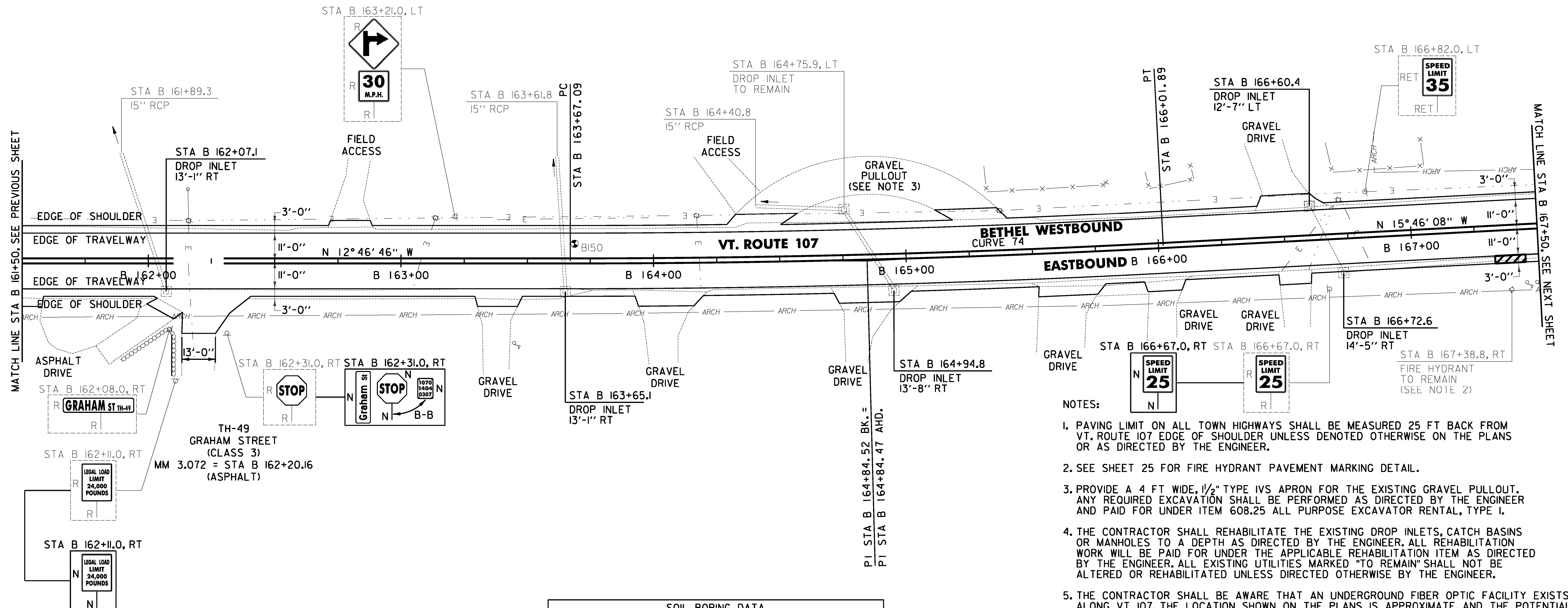
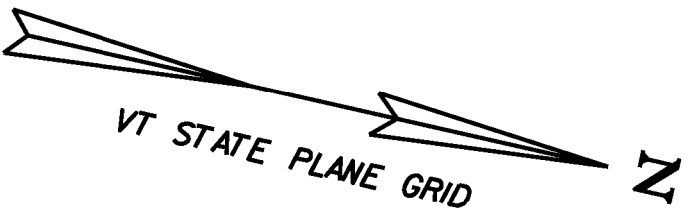
~~646.442 DURABLE 8 INCH WHITE LINE, THERMOPLASTIC OR~~
~~646.444 DURABLE 8 INCH WHITE LINE, POLYUREA~~
BETHEL:
STA B 167+32.8 - STA B 167+44.8 FIRE HYDRANT NO PARKING ZONE RT

646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
BETHEL:
STA B 161+50.00 - STA B 167+50.00 LT & RT

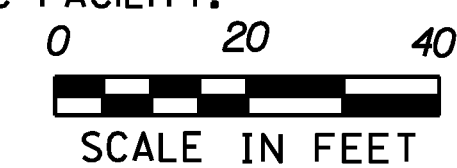
646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
BETHEL:
STA B 161+50.00 - STA B 167+50.00 LT & RT
S - S

646.642 TEMPORARY 8 INCH YELLOW LINE, PAINT
BETHEL:
STA B 167+32.8 - STA B 167+44.8 FIRE HYDRANT NO PARKING ZONE RT

675.50 REMOVING SIGNS
AS SHOWN - 6



- NOTES:
- PAVING LIMIT ON ALL TOWN HIGHWAYS SHALL BE MEASURED 25 FT BACK FROM VT. ROUTE 107 EDGE OF SHOULDER UNLESS DENOTED OTHERWISE ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
 - SEE SHEET 25 FOR FIRE HYDRANT PAVEMENT MARKING DETAIL.
 - PROVIDE A 4 FT WIDE, 1/2" TYPE IVS APRON FOR THE EXISTING GRAVEL PULLOUT. ANY REQUIRED EXCAVATION SHALL BE PERFORMED AS DIRECTED BY THE ENGINEER AND PAID FOR UNDER ITEM 608.25 ALL PURPOSE EXCAVATOR RENTAL, TYPE I.
 - THE CONTRACTOR SHALL REHABILITATE THE EXISTING DROP INLETS, CATCH BASINS OR MANHOLES TO A DEPTH AS DIRECTED BY THE ENGINEER. ALL REHABILITATION WORK WILL BE PAID FOR UNDER THE APPLICABLE REHABILITATION ITEM AS DIRECTED BY THE ENGINEER. ALL EXISTING UTILITIES MARKED "TO REMAIN" SHALL NOT BE ALTERED OR REHABILITATED UNLESS DIRECTED OTHERWISE BY THE ENGINEER.
 - THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.



SIGN LEGEND
R = REMOVE
S = SALVAGE
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = -----
NEW = _____

PROJECT
LAYOUT
SHEET #87

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214_bdr_nul.87.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214187.1
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 120 OF 397

604.40 CHANGE ELEVATION OF DI
STA B 164+75.9 LT

604.412, 604.415, 604.418 REHAB. DROP INLETS,
CATCH BASINS, OR MANHOLES CLASS I, II, OR III
(SEE NOTE 4)
BETHEL:
STA B 162+07.1 RT
STA B 163+65.1 RT
STA B 164+94.8 RT
STA B 166+60.4 LT
STA B 166+72.6 RT

CURVE 74
Δ = 2° 59' 22"
D = 1° 16' 24"
R = 4500.00'
T = 117.42'
L = 234.79'
E = 1.53'
e = NC

SOIL BORING DATA			
BORING #	DEPTH (FT.)	PCC	COMMENTS
B150	5.0	NO	

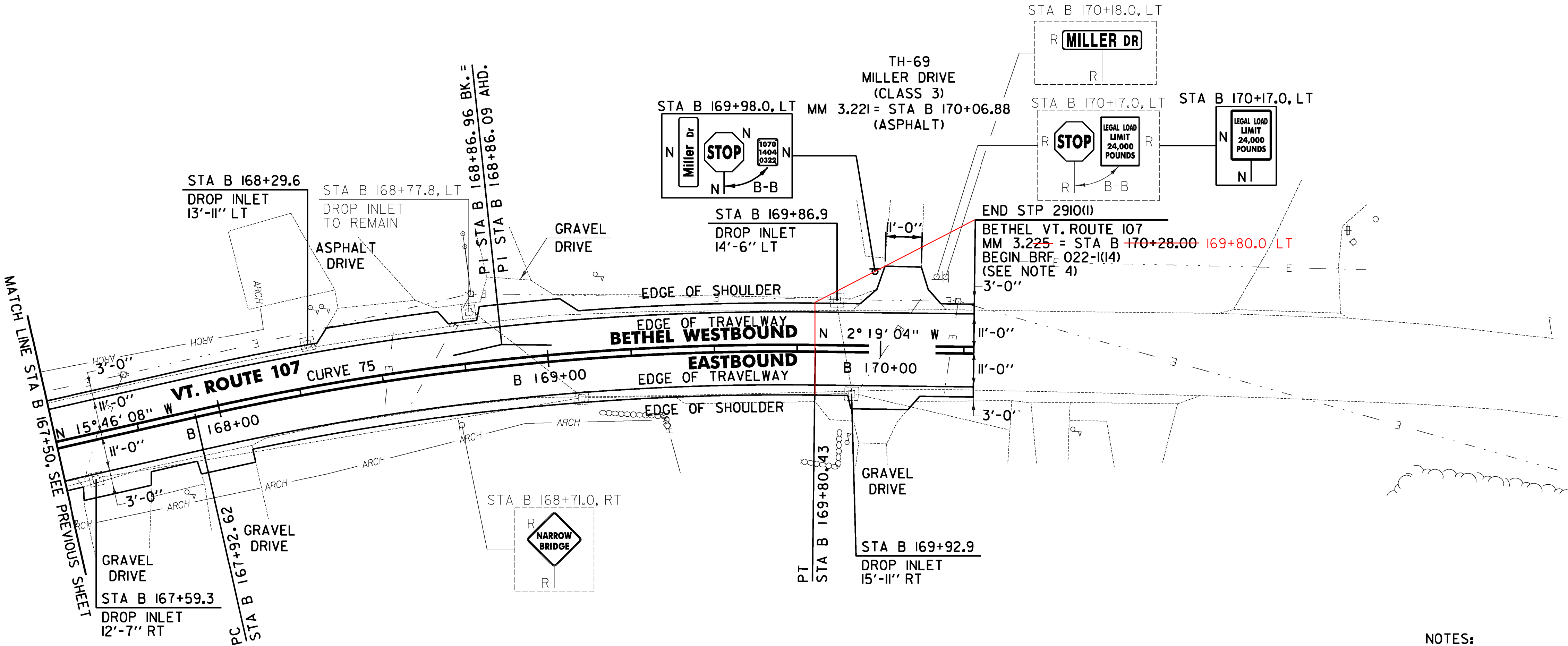
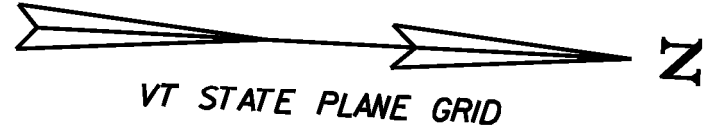
~~646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC OR~~
~~646.404 DURABLE 4 INCH WHITE LINE, POLYUREA~~
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
BETHEL:
STA B 167+50.00 - STA B 170+28.00 LT & RT

646.414 DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
BETHEL:
STA B 167+50.00 - STA B 170+28.00 LT C RT
S - S

646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
BETHEL:
STA B 167+50.00 - STA B 170+28.00 LT & RT

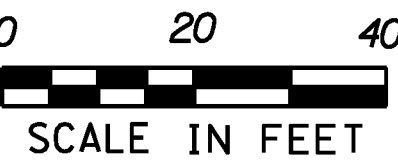
646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
BETHEL:
STA B 167+50.00 - STA B 170+28.00 LT C RT
S - S

675.50 REMOVING SIGNS
AS SHOWN - 4



NOTES:

- PAVING LIMIT ON ALL TOWN HIGHWAYS SHALL BE MEASURED 25 FT BACK FROM VT. ROUTE 107 EDGE OF SHOULDER UNLESS DENOTED OTHERWISE ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
- THE CONTRACTOR SHALL REHABILITATE THE EXISTING DROP INLETS, CATCH BASINS OR MANHOLES TO A DEPTH AS DIRECTED BY THE ENGINEER. ALL REHABILITATION WORK WILL BE PAID FOR UNDER THE APPLICABLE REHABILITATION ITEM AS DIRECTED BY THE ENGINEER. ALL EXISTING UTILITIES MARKED "TO REMAIN" SHALL NOT BE ALTERED OR REHABILITATED UNLESS DIRECTED OTHERWISE BY THE ENGINEER.
- THE CONTRACTOR SHALL BE AWARE THAT AN UNDERGROUND FIBER OPTIC FACILITY EXISTS ALONG VT 107. THE LOCATION SHOWN ON THE PLANS IS APPROXIMATE, AND THE POTENTIAL EXISTS FOR CONFLICTS WITH THE FIBER OPTIC AND THE PROPOSED UNDERDRAIN AT VARIOUS LOCATIONS THROUGHOUT THE PROJECT. THE CONTRACTOR IS ADVISED THAT, PRIOR TO CONSTRUCTION, ALL PROPOSED UNDERDRAIN LOCATIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER AND RELOCATED AS NECESSARY TO ELIMINATE ANY CONFLICTS WITH THE FIBER OPTIC FACILITY.
- SEE SHEET 22 FOR RECLAIMED APPROACH AREA DETAILS.



604.412, 604.415, 604.418 REHAB. DROP INLETS,
CATCH BASINS, OR MANHOLES CLASS I, II, OR III (SEE NOTE 2)
BETHEL:
STA B 167+59.3 RT STA B 169+07.0 RT
STA B 168+29.6 LT STA B 168+78.0 LT
~~STA B 169+86.9 LT~~
~~STA B 169+92.9 RT~~

CURVE 75
Δ = 13° 27' 04"
D = 7° 09' 43"
R = 800.00'
T = 94.34'
L = 187.81'
E = 5.54'
e = NC

SIGN LEGEND
R = REMOVE
S = SALVAGE
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = -----
NEW = _____

PROJECT
LAYOUT
SHEET #88

PROJECT NAME: STOCKBRIDGE-BETHEL	
PROJECT NUMBER: STP 2910(1)	
FILE NAME: z10b214_bdr_nul.88.dgn	PLOT DATE: 3/17/2014
PROJECT LEADER: D.E.G.	DRAWN BY: W.G.P.
DESIGNED BY: L.M.B.	CHECKED BY: J.P.S.
IPARM FILE: z10b214188.1	SHEET 121 OF 397

TRAFFIC SIGN SUMMARY SHEET 1

FILE NAME = V:\Projects\ANY\K2\22426\CADD\MSTN\z10b214_tss-01.dgn
DATE/TIME = 3/17/2014

TRAFFIC SIGN SUMMARY SHEET 2

FILE NAME = V:\Projects\ANY\K2\22426\CADD\MSTN\z10b214_tss-02.dgn
DATE/TIME = 3/17/2014

TRAFFIC SIGN SUMMARY SHEET 3

FILE NAME = V:\Projects\ANY\K2\22426\CADD\MSTN\z10b214_.tss_03.dgn
DATE/TIME = 3/17/2014

TRAFFIC SIGN SUMMARY SHEET 4

FILE NAME = V:\Projects\ANY\K2\22425\CADD_MSTN\z10b214_tss.04.dgn
DATE/TIME = 3/17/2014
USER = 4916

FILE NAME : V:\P\04\ss\ANY\K2\22\25\CAOD\...MSTN\10b214...ss_05.dgn
DATE/TIME : 3/17/2014
USER : 4916

STATE OF VERMONT AGENCY OF TRANSPORTATION		TRAFFIC SIGN SUMMARY SHEET 5																																										
MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS			NEW & SALVAGED SIGNS				EXIST POST		NEW SIGN POSTS																	REMARKS SHSM = FHWA STANDARD HIGHWAY SIGNS AND MARKINGS BOOK	SIGN DETAIL															
		E A	WIDTH (in)	HEIGHT (in)	"A"	"B"	SALV SIGN	SALV TIS	R E T A I N	S A L V A G E	N O. O F P O S T S	FLANGED CHANNEL			SQUARE STEEL (in)					TUBULAR STEEL Ø (in)				W-SHAPE STEEL					S C R E W S P R E S S E D I N T O P O F P O S T	REMARKS	DETAIL IN SHSM	DETAIL ON DWG. NUMBER	STD. SHEET NUMBER											
												lb/ft			1.75	2.0	2.5	A N C H O R	S L E E V E	FOUND- ATION	3.0	3.5	4.0	5.0	FTG. SIZE	WEIGHT	POST SIZE																	
												1.12	2.0	3.0	lb/ft						lb/ft													24"	30"									
VT. ROUTE 107 STOCKBRIDGE; 73+92.0, LT		I	6	10	0.42						I				X			X														SIGN ID CODE VD-700			E-138									
83+82.0, RT		I	6	10	0.42						I				X			X														SIGN ID CODE VD-701		146										
84+24.0, LT		I	6	10	0.42						I				X			X														SIGN ID CODE VD-701		146										
84+50.0, RT		I	6	10	0.42					I																					SIGN ID CODE VD-700 PROPOSED SIGN TO BE MOUNTED TO EXISTING SIGN POST.			E-138										
88+95.0, RT		I	6	10	0.42						I				X			X														SIGN ID CODE VD-701		146										
89+21.0, LT		I	6	10	0.42						I				X			X														SIGN ID CODE VD-701		146										
95+04.0, LT		I	6	10	0.42						I				X			X														SIGN ID CODE VD-700			E-138									
104+25.0, RT		I	6	10	0.42						I				X			X														SIGN ID CODE VD-701		146										
104+67.0, LT		I	6	10	0.42						I				X			X														SIGN ID CODE VD-701		146										
FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND THE VTRANS "SIGN POST DESIGN GUIDELINE."												LF	LF	LF	LF	LF	LF	EA		LB	LB	LB	LB																					
TOTALS					SF 3.78	SF	EA.	SF				LF			LF 112				EA.	LB					EA.	EA.	LB																	
																														TRAFFIC SIGN SUMMARY SHEET #5					PROJECT NAME: STOCKBRIDGE-BETHEL PROJECT NUMBER: STP 2910(1) FILE NAME: z10b214.tss_05.dgn PROJECT LEADER: D.E.G. DESIGNED BY: L.M.B. IPARM FILE: z10b214tss5.1					PLOT DATE: 3/17/2014 DRAWN BY: W.G.P. CHECKED BY: J.P.S. SHEET 126 OF 397				

TRAFFIC SIGN SUMMARY SHEET 6

FILE NAME = V:\Projects\ANY\K2\22425\CADD_MSTN\z10b214_tss_06.dgn
DATE/TIME = 3/17/2014
USER = 4916

TRAFFIC SIGN SUMMARY SHEET 7

FILE NAME = V:\Projects\ANY\K2\22425\CADD_MSTN\z10b214_tss.07.dgn
DATE/TIME = 3/17/2014
USER = 4916

TRAFFIC SIGN SUMMARY SHEET 8

FILE NAME = V:\Projects\ANY\K2\22426\CADD\MSTN\z10b214_tss-08.dgn
DATE/TIME = 3/17/2014
USER = 4916

TRAFFIC SIGN SUMMARY SHEET 9

FILE NAME = V:\Projects\ANY\K2\22426\CADD\MSTN\z10b214_tss-09.dgn
DATE/TIME = 3/17/2014
USER = 4916

FILE NAME : V:\P\04gss\ANY\K2\22426\CAOD\...MSTN\10b214...ss...10b.dgn
DATE/TIME : 3/17/2014
USER : j916

STATE OF VERMONT AGENCY OF TRANSPORTATION				TRAFFIC SIGN SUMMARY SHEET 10																														
MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS		NEW & SALVAGED SIGNS				EXIST POST		NEW SIGN POSTS																REMARKS SHSM = FHWA STANDARD HIGHWAY SIGNS AND MARKINGS BOOK	SIGN DETAIL							
		E A	WIDTH (in)	HEIGHT (in)	“A”	“B”	SALV SIGN	SALV TIS	RETAIN	SALVAGE	NO. OF POSTS	FLANGED CHANNEL			SQUARE STEEL (in)				TUBULAR STEEL Ø (in)				W-SHAPE STEEL				FRAMING SCHEDULE	DETAIL IN SHSM	DETAIL ON DWG. NUMBER	STD. SHEET NUMBER				
												lb/ft			1.75	2.0	2.5	ANCHOR	SLEEVE	FOUND- ATION	3.0	3.5	4.0	5.0	FTG. SIZE						WEIGHT	POST SIZE		
												1.12	2.0	3.0	lb/ft						7.6		9.0	10.8	14.6								24”	30”
												1.88	2.42	3.35																				
VT. ROUTE 107 STOCKBRIDGE: 232+32.0, RT		I	6	10	0.42					I				X		X												SIGN ID CODE VD-700			E-138			
232+53.0, LT		I	42	12	3.50					I				X		X												DOUBLE SIDED SIGN, SIGN ID CODE D3-L 12" TOP MOUNTING BRACKET REQUIRED TO INSTALL SIGN ON POST. COSTS ASSOCIATED WITH THIS BRACKET ARE INCIDENTAL TO THE SIGN POST.		145				
		I	30	30	6.25 0.42																							BACK-TO-BACK SIGN ID CODE RI-1 SIGN ID CODE VD-700	X		E-138			
232+94.0, LT		I	24	30	5.00					I				X		X												SIGN ID CODE VR-017			E-141			
242+88.0, LT		I	6	10	0.42					I				X		X												SIGN ID CODE VD-700			E-138			
253+44.0, RT		I	6	10	0.42					I				X		X												SIGN ID CODE VD-700			E-138			
264+00.0, LT		I	6	10	0.42					I				X		X												SIGN ID CODE VD-700			E-138			
272+31.0, RT							I			I				X		X												SALVAGED SIGN TO BE MOUNTED ON NEW SIGN POST.	-	-	-			
274+56.0, RT		I	6	10	0.42					I				X		X												SIGN ID CODE VD-700			E-138			
FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND THE VTRANS "SIGN POST DESIGN GUIDELINE."											LF	LF	LF	LF	LF	LF	EA		LB	LB	LB	LB					TRAFFIC SIGN SUMMARY SHEET #10	PROJECT NAME: STOCKBRIDGE-BETHEL						
														70	42										PROJECT NUMBER: STP 2910(1)									
											LF			LF			EA.		LB			EA.	EA.	LB		FILE NAME: z10b214.tss.10.dgn								
																										PLOT DATE: 3/17/2014								
																										DRAWN BY: W.G.P.								
																										CHECKED BY: J.P.S.								
																										SHEET 131 OF 397								

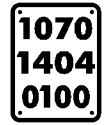
TRAFFIC SIGN SUMMARY SHEET 11

FILE NAME = V:\Projects\ANY\K2\22426\CADD\MSTN\z10b214_tss.11.dgn
DATE/TIME = 3/17/2014
USER = 4916

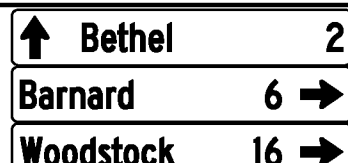
TRAFFIC SIGN SUMMARY SHEET 12

FILE NAME = V:\Projects\ANY\K2\22426\CADD\MSTN\z10b214_tss.12.dgn
DATE/TIME = 3/17/2014
USER = 4916

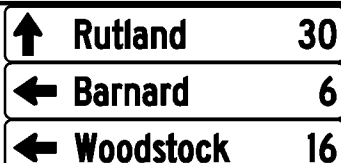
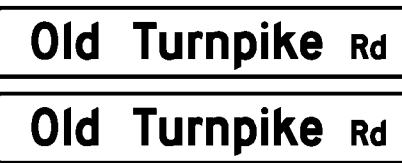
FILE NAME : V:\P\04\ss\ANY\K2\22426\CAODD_LMSTN\10b214_tss_13.dgn
DATE/TIME : 3/17/2014
USER : 4916

STATE OF VERMONT AGENCY OF TRANSPORTATION				TRAFFIC SIGN SUMMARY SHEET 13																															
MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS		NEW & SALVAGED SIGNS				EXIST POST		NEW SIGN POSTS																REMARKS SHSM = FHWA STANDARD HIGHWAY SIGNS AND MARKINGS BOOK	SIGN DETAIL								
		E A	WIDTH (in)	HEIGHT (in)	"A"	"B"	SALV SIGN	SALV TIS	RETAIN	SALVAGE	NO. OF POSTS	FLANGED CHANNEL			SQUARE STEEL (in)				TUBULAR STEEL Ø (in)				W-SHAPE STEEL				DETAIL IN SHSM	DETAIL ON DWG. NUMBER	STD. SHEET NUMBER						
												lb/ft			1.75	2.0	2.5	ANCHOR	SLEEVE	FOUND- ATION	3.0	3.5	4.0	5.0	FTG. SIZE					WEIGHT	POST SIZE				
												1.12	2.0	3.0	1.88	2.42	3.35				7.6	9.0	10.8	14.6	24"	30"									
VT, ROUTE 107 BETHEL: B 42+24.0, RT		I	6	10	0.42						I					X			X											SIGN ID CODE VD-700			E-138		
B 44+39.0, LT		I	30	30	6.25						2					X		X												SIGN ID CODE WII-2	X				
		I	24	12	2.00																									SIGN ID CODE WI6-9P	X				
B 45+38.0, RT		I	30	30	6.25						I					X		X												SIGN ID CODE WI-2R SIGN SHALL BE FLUORESCENT YELLOW	X				
		I	18	18	2.25																									SIGN ID CODE WI3-IP SIGN SHALL BE FLUORESCENT YELLOW	X				
B 47+22.0, LT		I	36	36	9.00						2					X		X												SIGN ID CODE VW-205			E-154		
B 49+40.0, LT		I	48	24	8.00						2					X		X												SIGN ID CODE WI-6R SIGN SHALL BE FLUORESCENT YELLOW	X				
B 49+79.0, LT		I	48	24	8.00						2					X		X												SIGN ID CODE WI-6L SIGN SHALL BE FLUORESCENT YELLOW	X				
B 52+80.0, LT		I	6	10	0.42						I					X		X												SIGN ID CODE VD-700			E-138		
FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND THE VTRANS "SIGN POST DESIGN GUIDELINE."												LF	LF	LF	LF	LF	LF	EA		LB	LB	LB	LB							TRAFFIC SIGN SUMMARY SHEET #13	PROJECT NAME: STOCKBRIDGE-BETHEL				
															28	126													PROJECT NUMBER: STP 2910(1)						
																													FILE NAME: z10b214.tss.i3.dgn			PLOT DATE: 3/17/2014			
																													PROJECT LEADER: D.E.G.			DRAWN BY: W.G.P.			
																													DESIGNED BY: L.M.B.			CHECKED BY: J.P.S.			
																													IPARM FILE: z10b214tssi3.i			SHEET 134 OF 397			
TOTALS					SF	42.59	SF		EA.	SF		LF			LF			154	EA.	LB			EA.	EA.	LB										

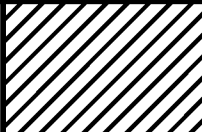
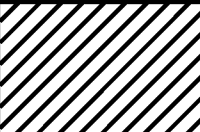
FILE NAME : V:\P\04\ss\ANY\K2\22425\CAOD...MSTN\10b214.tss.14.dgn
DATE/TIME : 3/17/2014
USER : j916

STATE OF VERMONT AGENCY OF TRANSPORTATION				TRAFFIC SIGN SUMMARY SHEET 14																																	
MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS		NEW & SALVAGED SIGNS				EXIST POST		NEW SIGN POSTS																REMARKS SHSM = FHWA STANDARD HIGHWAY SIGNS AND MARKINGS BOOK	SIGN DETAIL										
		E A	WIDTH (in)	HEIGHT (in)	"A"	"B"	SALV SIGN	SALV TIS	RETAIN	SALVAGE	NO. OF POSTS	FLANGED CHANNEL			SQUARE STEEL (in)				TUBULAR STEEL Ø (in)				W-SHAPE STEEL				FRONT S I G N M E T E R										
												lb/ft			1.75	2.0	2.5	ANCHOR	SLEEVE	FOUND- ATION	3.0	3.5	4.0	5.0	FTG. SIZE			WEIGHT	POST SIZE								
												1.12	2.0	3.0	lb/ft						7.6		9.0	10.8	14.6					24"	30"						
												1.88	2.42	3.35																							
VT, ROUTE 107 BETHEL: B 55+56.0, LT		I	30	30	6.25						2					X		X													SIGN ID CODE WI-2L SIGN SHALL BE FLUORESCENT YELLOW	X					
		I	18	18	2.25																											SIGN ID CODE WI3-IP SIGN SHALL BE FLUORESCENT YELLOW	X				
B 63+36.0, RT		I	6	10	0.42						I					X		X														SIGN ID CODE VD-700			E-138		
B 70+35.0, LT		I I	30 6	30 10	6.25 0.42						I					X		X														BACK-TO-BACK SIGN ID CODE RI-1 SIGN ID CODE VD-700	X		E-138		
B 70+80.0, LT		I	24	30	5.00						I					X		X														SIGN ID CODE VR-017			E-141		
B 73+62.0, LT		I	6	10	0.42						I					X		X														SIGN ID CODE VD-700			E-138		
B 76+00.0, RT		I I	21 24	15 24	2.19 4.00						I					X		X														SIGN ID CODE M2-1, GREEN ON WHITE SIGN ID CODE MI-5	X		E-136B		
B 78+52.0, RT		I I I	72 72 72	12 12 12	6.00 6.00 6.00						2									2	148											SIGN ID CODE VDI-1a SIGN ID CODE VDI-1a SIGN ID CODE VDI-1a		144 144 144			
B 82+95.0, LT		I	48	24	8.00						2					X		X														SIGN ID CODE WI-7	X				
FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND THE VTRANS "SIGN POST DESIGN GUIDELINE."												LF	LF	LF	LF	LF	LF	EA		LB	LB	LB	LB									TRAFFIC SIGN SUMMARY SHEET #14	PROJECT NAME: STOCKBRIDGE-BETHEL				
																				LB	LB	LB	LB										PROJECT NUMBER: STP 2910(1)				
																																			FILE NAME: z10b214.tss.14.dgn		
																																			PLOT DATE: 3/17/2014		
																																			DRAWN BY: W.G.P.		
																																		DESIGNED BY: L.M.B.			
																																		CHECKED BY: J.P.S.			
																																		SHEET 135 OF 397			
																																		IPARM FILE: z10b214tss14.i			

FILE NAME : V:\Projects\VT\22426\CAOD\...MSTN\10b214...ss...15.dgn
DATE/TIME : 3/17/2014
USER : j916

STATE OF VERMONT AGENCY OF TRANSPORTATION				TRAFFIC SIGN SUMMARY SHEET 15																																
MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS		NEW & SALVAGED SIGNS				EXIST POST		NEW SIGN POSTS																	REMARKS SHSM = FHWA STANDARD HIGHWAY SIGNS AND MARKINGS BOOK	SIGN DETAIL								
		E A	WIDTH (in)	HEIGHT (in)	"A"	"B"	SALV SIGN	SALV TIS	RE TAIN	S ALV AGE	NO. OF POSTS	FLANGED CHANNEL			SQUARE STEEL (in)				TUBULAR STEEL Ø (in)				W-SHAPE STEEL			FR AM E D		DETAIL IN SHSM	DETAIL ON DWG. NUMBER	STD. SHEET NUMBER						
												lb/ft			1.75	2.0	2.5	ANCHOR	SLEEVE	FOUND- ATION	3.0	3.5	4.0	5.0	FTG. SIZE						WEIGHT	POST SIZE				
												1.12	2.0	3.0											lb/ft								7.6	9.0	10.8	14.6
												1.12	2.0	3.0	1.88	2.42	3.35	ANCHOR	SLEEVE	FOUND- ATION	3.0	3.5	4.0	5.0	24"						30"	WEIGHT	POST SIZE			
VT, ROUTE 107 BETHEL: B 83+09.0, RT					I	6	10	0.42																					SIGN ID CODE VD-700 PROPOSED SIGN TO BE MOUNTED ON EXISTING SIGN POST.			E-138				
B 84+13.0, RT					I	6	10	0.42																					SIGN ID CODE VD-700 PROPOSED SIGN TO BE MOUNTED ON EXISTING SIGN POST.			E-138				
B 86+50.0, RT					I	36	36	9.00				2				X		X											SIGN ID CODE W12-2	X						
					I	30	24	5.00																					SIGN ID CODE W16-3P	X						
B 86+55.0, LT					I	72	12	6.00				2							2	151									SIGN ID CODE VDI-1a SIGN ID CODE VDI-1a SIGN ID CODE VDI-1a		144 144 145					
B 86+98.0, RT					I	6	10	0.42				I				X		X											SIGN ID CODE VD-701		146					
B 88+95.0, LT					I	6	10	0.42				I				X		X											SIGN ID CODE VD-701		146					
B 89+20.0, LT					I	72	12	6.00				2				X		X											BACK-TO-BACK SIGN ID CODE D3-1 SIGN ID CODE D3-1		145 145					
B 89+30.0, LT					I	30	30	6.25 0.42				I				X		X											BACK-TO-BACK SIGN ID CODE R1-1 SIGN ID CODE VD-700	X		E-138				
FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND THE VTRANS "SIGN POST DESIGN GUIDELINE."														LF	LF	LF	LF	28	70	EA		LB	151	LB	LB	LB										
TOTALS				SF	52.35	SF		EA.	SF				LF	LF				98	EA.	2	LB				151	EA.	EA.	LB		TRAFFIC SIGN SUMMARY SHEET #15	PROJECT NAME: STOCKBRIDGE-BETHEL PROJECT NUMBER: STP 2910(1) FILE NAME: z10b214.tss.15.dgn PROJECT LEADER: D.E.G. DESIGNED BY: L.M.B. IPARM FILE: z10b214tss15.1			PLOT DATE: 3/17/2014 DRAWN BY: W.G.P. CHECKED BY: J.P.S. SHEET 136 OF 397		

FILE NAME : V:\P\04\ss\ANY\K2\22425\CAODD_MSTN\10b214_tss_16.dgn
DATE/TIME : 3/17/2014
USER : 4916

STATE OF VERMONT AGENCY OF TRANSPORTATION				TRAFFIC SIGN SUMMARY SHEET 16																																																						
MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS		NEW & SALVAGED SIGNS				EXIST POST		NEW SIGN POSTS																REMARKS SHSM = FHWA STANDARD HIGHWAY SIGNS AND MARKINGS BOOK	SIGN DETAIL																															
		E A	WIDTH (in)	HEIGHT (in)	“A”	“B”	SALV SIGN	SALV TIS	RE TAIN	S ALV AGE	NO. OF POSTS	FLANGED CHANNEL			SQUARE STEEL (in)				TUBULAR STEEL Ø (in)				W-SHAPE STEEL				SCAFFOLD HEIGHT FEET	DETAIL IN SHSM	DETAIL ON DWG. NUMBER	STD. SHEET NUMBER																												
												lb/ft			1.75	2.0	2.5	ANCHOR	S LEEVE	FOUND- ATION	3.0	3.5	4.0	5.0	FTG. SIZE						WEIGHT	POST SIZE																										
												1.12	2.0	3.0	lb/ft						lb/ft				24”								30”																									
												1.88	2.42	3.35	7.6	9.0	10.8				14.6																																					
VT, ROUTE 107 BETHEL: B 89+65.0, LT																													I	24	30	5.00						I					X		X									SIGN ID CODE VR-017			E-141	
B 90+50.0, RT																																			I			I					X		X										SALVAGED SIGN TO BE MOUNTED ON NEW SIGN POST.	-	-	-
B 95+04.0, LT																													I	6	10	0.42						I				X			X										SIGN ID CODE VD-700			E-138
B 95+67.0, RT																													I	24	30	5.00						I				X		X											SIGN ID CODE VR-017			E-141
B 95+82.0, RT																													I I	30 6	30 10	6.25 0.42						I				X		X										BACK-TO-BACK SIGN ID CODE RI-1 SIGN ID CODE VD-700	X		E-138	
B 95+95.0, RT																												Cleveland Brook Rd Cleveland Brook Rd	I I	72 72	12 12	6.00 6.00						2				X		X										BACK-TO-BACK SIGN ID CODE D3-1 SIGN ID CODE D3-1		145 145		
B 105+40.0, RT																													I	24	30	5.00						I				X		X										SIGN ID CODE VR-023b			E-144	
B 105+60.0, LT																													I	6	10	0.42						I				X		X										SIGN ID CODE VD-700			E-138	
B 115+75.0, LT																													I	6	10	0.42						I				X		X										SIGN ID CODE VD-700			E-138	
FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND THE VTRANS "SIGN POST DESIGN GUIDELINE."												LF	LF	LF	LF 42	LF 98	LF		EA		LB	LB	LB	LB						TRAFFIC SIGN SUMMARY SHEET #16	PROJECT NAME: STOCKBRIDGE-BETHEL																											
																																		PROJECT NUMBER: STP 2910(1)																								
																																		FILE NAME: z10b214.tss.16.dgn																								
																																		PLOT DATE: 3/17/2014																								
																																		DRAWN BY: W.G.P.																								
TOTALS						SF 34.93	SF	EA. 1	SF		LF	LF 140				EA.	LB				EA.	EA.	LB		DESIGNED BY: J.P.S.			CHECKED BY: J.P.S.																														
						IPARM FILE: z10b214tss16.1			SHEET 137 OF 397																																																	

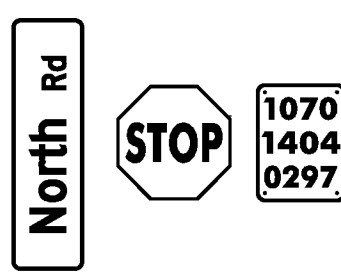
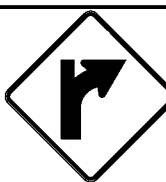
TRAFFIC SIGN SUMMARY SHEET 17

FILE NAME = V:\Projects\ANY\K2\22426\CADD\MSTN\z10b214_1.tss.17.dgn
DATE/TIME = 3/17/2014
USER = 4916

FILE NAME : \\P:\projects\VT\22426\CAOD\...MSTN\10b214...ss...18.dgn
DATE/TIME : 3/17/2014
USER : j916

STATE OF VERMONT AGENCY OF TRANSPORTATION				TRAFFIC SIGN SUMMARY SHEET 18																														
MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS		NEW & SALVAGED SIGNS				EXIST POST		NEW SIGN POSTS																REMARKS SHSM = FHWA STANDARD HIGHWAY SIGNS AND MARKINGS BOOK	SIGN DETAIL							
		E A	WIDTH (in)	HEIGHT (in)	"A"	"B"	SALV SIGN	SALV TIS	RE TAIN	S ALV AGE	NO. OF POSTS	FLANGED CHANNEL			SQUARE STEEL (in)				TUBULAR STEEL Ø (in)				W-SHAPE STEEL				FR AM E D							
												lb/ft			1.75	2.0	2.5	ANCHOR	S LEEVE	FOUND- ATION	3.0	3.5	4.0	5.0	FTG. SIZE			WEIGHT	POST SIZE					
												1.12	2.0	3.0	lb/ft						lb/ft				7.6					9.0	10.8	14.6	24"	30"
VT, ROUTE 107 BETHEL: B 147+38.0, RT		I	36	36	9.00						2					X		X												SIGN ID CODE W12-2	X			
		I	30	24	5.00																									SIGN ID CODE W16-3P	X			
		I	6	10	0.42																									SIGN ID CODE VD-700			E-138	
B 152+92.0, RT		I	36	36	9.00						2					X		X												SIGN ID CODE W1-10cL SIGN SHALL BE FLUORESCENT YELLOW	X			
		I	24	24	4.00																									SIGN ID CODE W13-1P SIGN SHALL BE FLUORESCENT YELLOW	X			
B 154+68.0, RT		I	30	18	3.75						I					X		X														145		
B 155+00.0, LT							I				I					X		X												SALVAGED SIGN TO BE MOUNTED ON NEW SIGN POST.	-	-	-	
B 155+89.0, RT		I	30	36	7.50						I					X		X												SIGN ID CODE R2-1	X			
B 156+25.0, LT							2				2					X		X									X	SALVAGED SIGN TO BE MOUNTED ON NEW SIGN POST. SALVAGED SIGN TO BE MOUNTED ON NEW SIGN POST.	-	-	-	-	-	
							2																						SALVAGED SIGN TO BE MOUNTED ON NEW SIGN POST. SALVAGED SIGN TO BE MOUNTED ON NEW SIGN POST.	-	-	-	-	
B 156+58.0, RT		I	48	24	8.00						2					X		X											SIGN ID CODE W1-6L SIGN SHALL BE FLUORESCENT YELLOW	X				
FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND THE VTRANS "SIGN POST DESIGN GUIDELINE."												LF	LF	LF	LF	LF	154	EA		LB	LB	LB	LB					TRAFFIC SIGN SUMMARY SHEET #18	PROJECT NAME: STOCKBRIDGE-BETHEL					
																																PROJECT NUMBER: STP 2910(1)		
																																	FILE NAME: z10b214.tss.18.dgn	PLOT DATE: 3/17/2014
																																	DRAWN BY: W.G.P.	
																																	CHECKED BY: J.P.S.	
																																	SHEET 139 OF 397	

FILE NAME : \\P:\projects\VT\22426\CAODD\MSTN\10b214.tss.19.dgn
DATE/TIME : 3/17/2014
USER : j916

STATE OF VERMONT AGENCY OF TRANSPORTATION				TRAFFIC SIGN SUMMARY SHEET 19																														
MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS		NEW & SALVAGED SIGNS				EXIST POST		NEW SIGN POSTS																	REMARKS SHSM = FHWA STANDARD HIGHWAY SIGNS AND MARKINGS BOOK	SIGN DETAIL						
		E A	WIDTH (in)	HEIGHT (in)	"A"	"B"	SALV SIGN	SALV TIS	RET AIN	SALV AGE	NO. OF POSTS	FLANGED CHANNEL			SQUARE STEEL (in)				TUBULAR STEEL Ø (in)				W-SHAPE STEEL					DETAIL IN SHSM	DETAIL ON DWG. NUMBER	STD. SHEET NUMBER				
												lb/ft			1.75	2.0	2.5	ANCHOR	SLEEVE	FOUND- ATION	3.0	3.5	4.0	5.0	FTG. SIZE		WEIGHT				POST SIZE			
												1.12	2.0	3.0											1.88	2.42						3.35	7.6	9.0
VT, ROUTE 107 BETHEL: B 156+66.0, RT		I	24	30	5.00						I					X		X												SIGN ID CODE VR-017			E-141	
		I	24	30	5.00																									SIGN ID CODE R2-1	X			
B 157+11.0, RT		I	42	12	3.50						I					X		X												DOUBLE SIDED SIGN, SIGN ID CODE D3-1, 12" TOP MOUNTING BRACKET REQUIRED TO INSTALL SIGN ON POST. COSTS ASSOCIATED WITH THIS BRACKET ARE INCIDENTAL TO THE SIGN POST.		145		
		I I	30 6	30 10	6.25 0.42																									BACK-TO-BACK SIGN ID CODE RI-1 SIGN ID CODE VD-700	X		E-138	
B 157+90.0, RT		I	30	30	6.25						I					X		X												SIGN ID CODE RI-1	X			
B 158+40.0, LT		I	6	10	0.42						I				X			X												SIGN ID CODE VD-700			E-138	
B 161+00.0, LT		I	36	36	9.00						2				X		X													SIGN ID CODE W1-10bR SIGN SHALL BE FLUORESCENT YELLOW	X			
		I	24	24	4.00																									SIGN ID CODE W13-IP SIGN SHALL BE FLUORESCENT YELLOW	X			
B 162+11.0, RT		I	24	30	5.00						I				X		X													SIGN ID CODE VR-017			E-141	
FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND THE VTRANS "SIGN POST DESIGN GUIDELINE."												LF	LF	LF	LF 14	LF 84	LF		EA		LB	LB	LB	LB							TRAFFIC SIGN SUMMARY SHEET #19	PROJECT NAME: STOCKBRIDGE-BETHEL		
																												PROJECT NUMBER: STP 2910(1)						
																												FILE NAME: z10b214+ss.19.dgn PROJECT LEADER: D.E.G. DESIGNED BY: L.M.B. IPARM FILE: z10b214+ssi9.1				PLOT DATE: 3/17/2014 DRAWN BY: W.G.P. CHECKED BY: J.P.S. SHEET 140 OF 397		

FILE NAME : V:\P\04\ss\ANY\K2\22425\CAOD\...MSTN\10b214...ss-20.dgn
DATE/TIME : 3/17/2014
USER : j916

STATE OF VERMONT AGENCY OF TRANSPORTATION				TRAFFIC SIGN SUMMARY SHEET 20																																
MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS		NEW & SALVAGED SIGNS				EXIST POST		NEW SIGN POSTS															REMARKS SHSM = FHWA STANDARD HIGHWAY SIGNS AND MARKINGS BOOK	SIGN DETAIL										
		E A	WIDTH (in)	HEIGHT (in)	"A"	"B"	SALV SIGN	SALV TIS	RE TAIN	SALVAGE	NO. OF POSTS	FLANGED CHANNEL			SQUARE STEEL (in)				TUBULAR STEEL Ø (in)				W-SHAPE STEEL			SIGN POST DETAILS										
												lb/ft			1.75	2.0	2.5	ANCHOR	SLEEVE	FOUND- ATION	3.0	3.5	4.0	5.0			FTG. SIZE		WEIGHT	POST SIZE						
												1.12	2.0	3.0	1.88	2.42	3.35				7.6	9.0	10.8	14.6			24"	30"								
VT. ROUTE 107 BETHEL: B 162+31.0, RT	Graham St STOP 1070 1404 0307	I	42	12	3.50						I					X		X												DOUBLE SIDED SIGN, SIGN ID CODE D3-I. 12" TOP MOUNTING BRACKET REQUIRED TO INSTALL SIGN ON POST. COSTS ASSOCIATED WITH THIS BRACKET ARE INCIDENTAL TO THE SIGN POST.		145				
		I	30	30	6.25 0.42																									BACK-TO-BACK SIGN ID CODE RI-I SIGN ID CODE VD-700	X		E-138			
B 166+67.0, RT	SPEED LIMIT 25	I	30	36	7.50						I					X		X												SIGN ID CODE R2-I	X					
B 169+98.0, LT	Miller Dr STOP 1070 1404 0322	I	30	8	1.67						I					X		X												DOUBLE SIDED SIGN, SIGN ID CODE D3-I. 12" TOP MOUNTING BRACKET REQUIRED TO INSTALL SIGN ON POST. COSTS ASSOCIATED WITH THIS BRACKET ARE INCIDENTAL TO THE SIGN POST.		145				
		I	30	30	6.25 0.42																									BACK-TO-BACK SIGN ID CODE RI-I SIGN ID CODE VD-700	X		E-138			
B 170+17.0, LT	LEGAL LOAD LIMIT 24,000 POUNDS	I	24	30	5.00						I					X		X												SIGN ID CODE VR-017			E-141			
VT. 100 S.B. APPROACH STOCKBRIDGE: SIGN #1, RT	Stockbridge 1 Rochester 9	I	72	12	6.00						2					X		X												SIGN ID CODE VD2-I SIGN ID CODE VD2-I		144 144				
		I	72	12	6.00																															
SIGN #2, LT		I	30	30	6.25						I					X		X												SIGN ID CODE W3-I	X					
SIGN #3, LT	← Bethel 10 Pittsfield 3 →	I	72	12	6.00						2									2	165									SIGN ID CODE VDI-1a SIGN ID CODE VDI-1a		144 144				
	Killington 11 → Rutland 22 →	I	72	12	6.00																										SIGN ID CODE VDI-1a SIGN ID CODE VDI-1a		144 144			
FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND THE VTRANS "SIGN POST DESIGN GUIDELINE."												LF	LF	LF	LF	LF	LF	EA		LB 165	LB	LB	LB													
												LF			LF 98				EA. 2	LB 165				EA.	EA.	LB										
												LF			LF 98					LB 165																

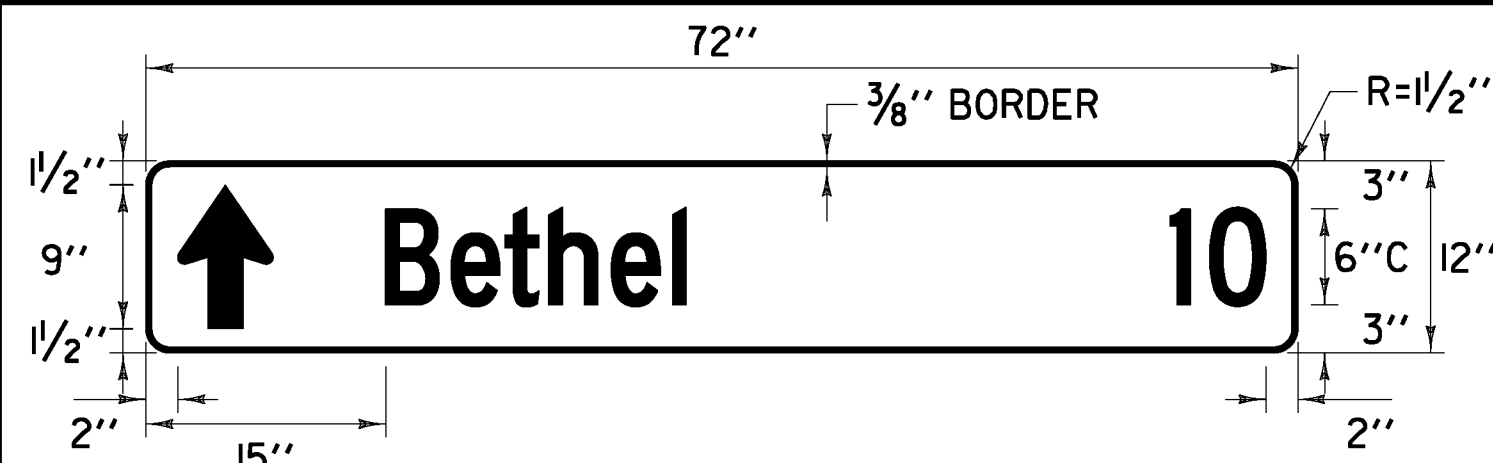
FILE NAME : \\P:\p01\ss\VT\22425\CAOD\..MSTN\10b214..ss..21.dgn
DATE/TIME : 3/17/2014
USER : j916

STATE OF VERMONT AGENCY OF TRANSPORTATION				TRAFFIC SIGN SUMMARY SHEET 21																															
MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS		NEW & SALVAGED SIGNS				EXIST POST		NEW SIGN POSTS																	REMARKS SHSM = FHWA STANDARD HIGHWAY SIGNS AND MARKINGS BOOK	SIGN DETAIL							
		E A	WIDTH (in)	HEIGHT (in)	"A"	"B"	SALV SIGN	SALV TIS	RET AIN	SALV AGE	NO. OF POSTS	FLANGED CHANNEL			SQUARE STEEL (in)				TUBULAR STEEL Ø (in)				W-SHAPE STEEL					DETAIL IN SHSM	DETAIL ON DWG. NUMBER	STD. SHEET NUMBER					
												lb/ft			1.75	2.0	2.5	ANCHOR	SLEEVE	FOUND- ATION	lb/ft				FTG. SIZE						WEIGHT	POST SIZE			
												1.12	2.0	3.0							lb/ft														
												1.88	2.42	3.35							7.6	9.0	10.8	14.6	24"	30"									
VT. 100 S.B. APPROACH STOCKBRIDGE: SIGN #4, LT		I	36	36	9.00						2					X		X											SIGN ID CODE W23-2	X					
SIGN #5, LT		I I	21 30	15 24	2.19 5.00						1					X		X											SIGN ID CODE M2-1, GREEN ON WHITE SIGN ID CODE MI-5	X		E-136B			
VT. ROUTE 100 STOCKBRIDGE: V 10+75.0, RT		I	30	36	7.50						1					X		X											SIGN ID CODE D4-2L	X					
V 11+00.0, LT		I	30	36	7.50						1					X		X											SIGN ID CODE D4-2R	X					
V 11+75.0, RT		I I	24 30	12 24	2.00 5.00						1					X		X											SIGN ID CODE M3-1, GREEN ON WHITE SIGN ID CODE MI-5	X		E-136B			
V 13+00.0, LT		I I I	24 24 24	12 12 12	2.00 2.00 2.00						2									2	152						X	SIGN ID CODE M3-2, GREEN ON WHITE SIGN ID CODE M4-5, WHITE ON BLUE SIGN ID CODE M3-3, GREEN ON WHITE	X X X						
		I I I	30 24 30	24 24 24	5.00 4.00 5.00																								SIGN ID CODE MI-5 SIGN ID CODE MI-1 SIGN ID CODE MI-5	X		E-136B E-136B			
		I I I	21 21 21	15 15 15	2.19 2.19 2.19																								SIGN ID CODE M6-1L, GREEN ON WHITE SIGN ID CODE M6-1L, WHITE ON BLUE SIGN ID CODE M6-1R, GREEN ON WHITE	X X X					
FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND THE VTRANS "SIGN POST DESIGN GUIDELINE."												LF	LF	LF	LF	LF	LF	EA			LB	LB	LB	LB											

TRAFFIC SIGN SUMMARY SHEET 22

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DATE/TIME = 3/17/2014
USER = 4916

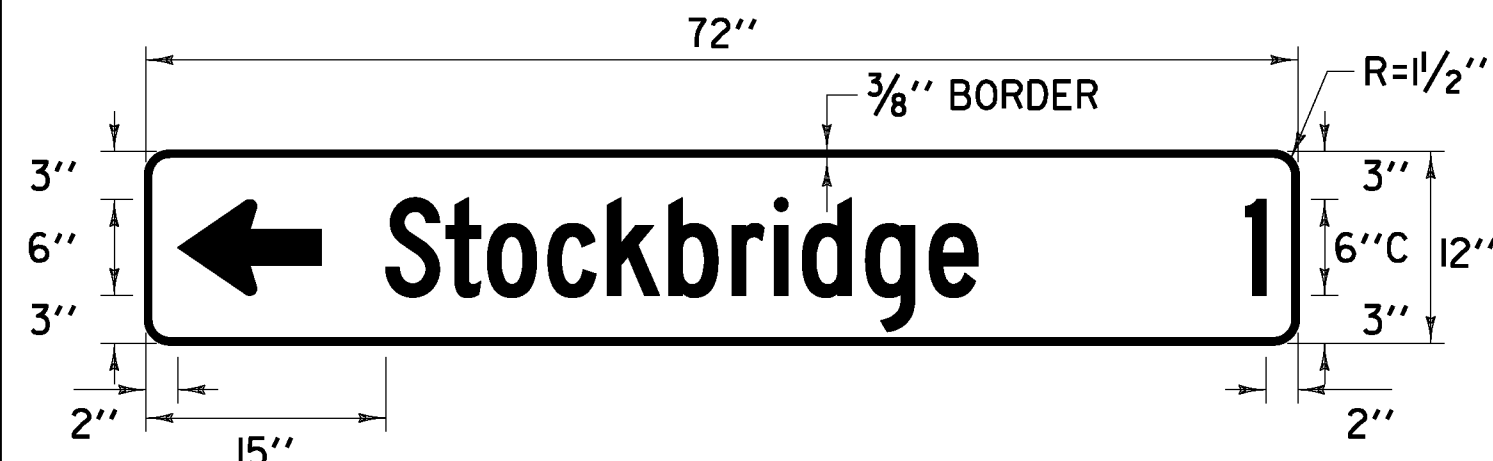
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DATE/TIME : 3/17/2014
USER : 4916



COLOR: WHITE BORDER & TEXT (REFLECTORIZED)
GREEN BACKGROUND (REFLECTORIZED)

MATERIAL: PER VTRANS STANDARD E-123

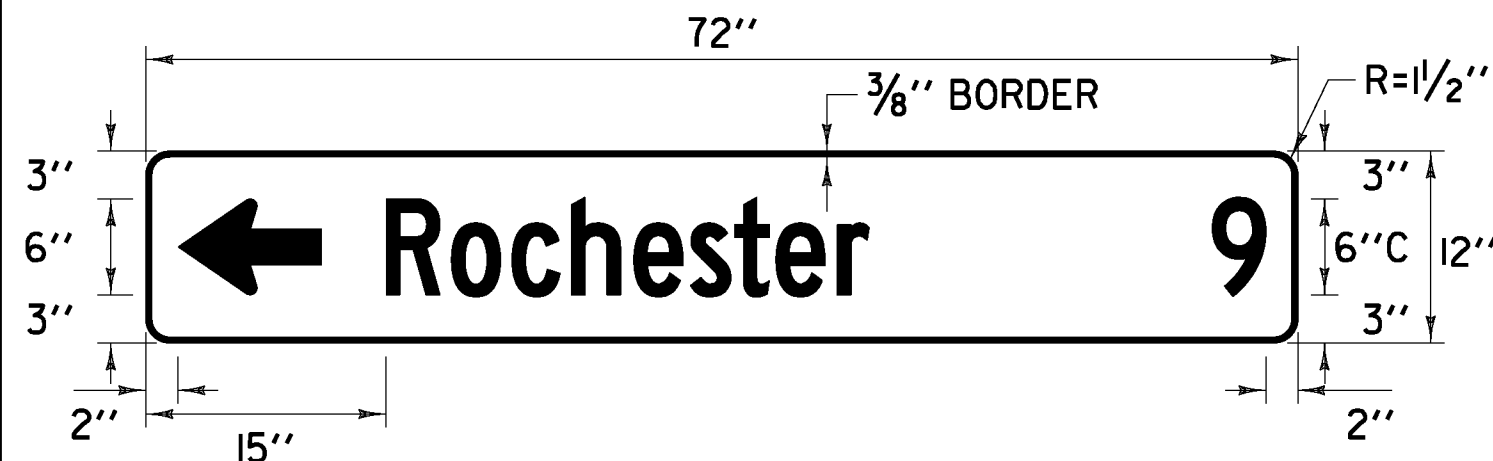
LOCATION: VT. ROUTE 107
STOCKBRIDGE:
STA 0+00.0, RT



COLOR: WHITE BORDER & TEXT (REFLECTORIZED)
GREEN BACKGROUND (REFLECTORIZED)

MATERIAL: PER VTRANS STANDARD E-123

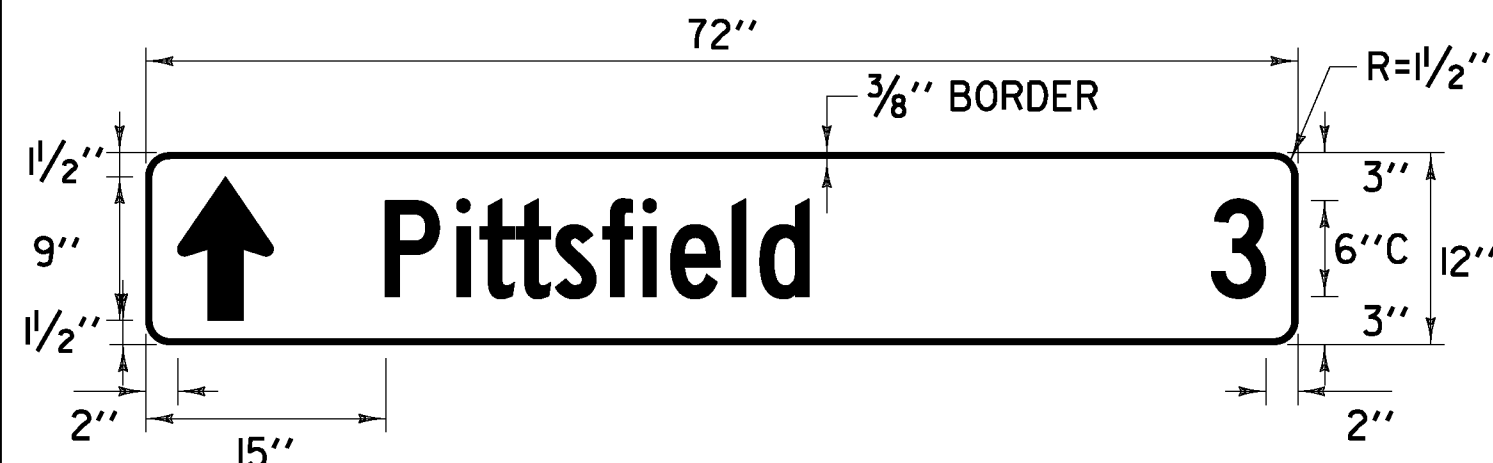
LOCATION: VT. ROUTE 107
STOCKBRIDGE:
STA 0+00.0, RT



COLOR: WHITE BORDER & TEXT (REFLECTORIZED)
GREEN BACKGROUND (REFLECTORIZED)

MATERIAL: PER VTRANS STANDARD E-123

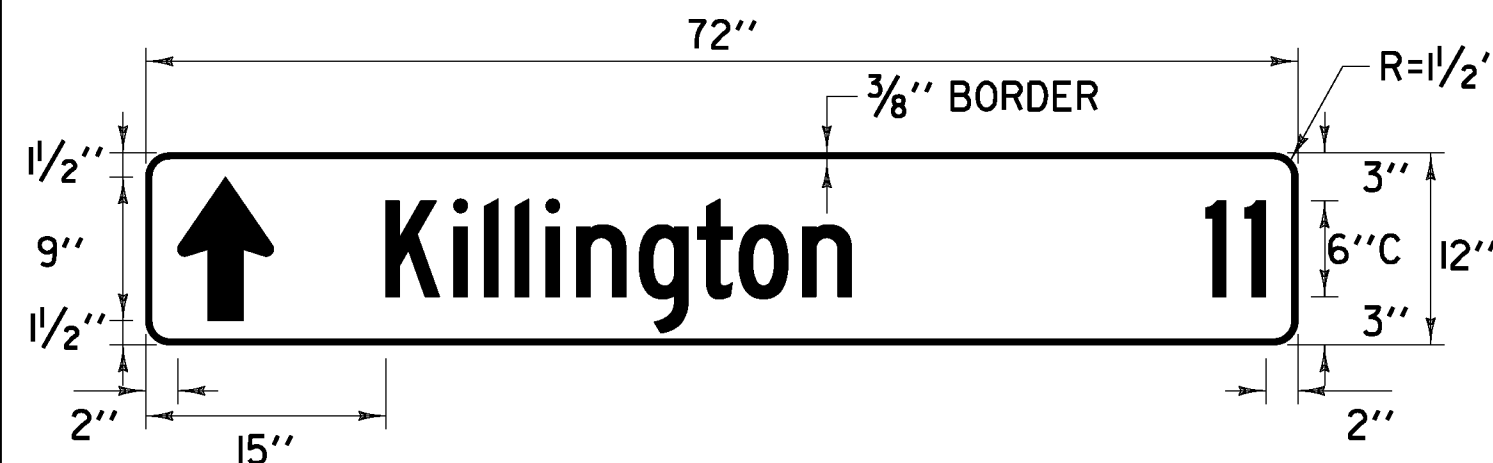
LOCATION: VT. ROUTE 107
STOCKBRIDGE:
STA 0+00.0, RT



COLOR: WHITE BORDER & TEXT (REFLECTORIZED)
GREEN BACKGROUND (REFLECTORIZED)

MATERIAL: PER VTRANS STANDARD E-123

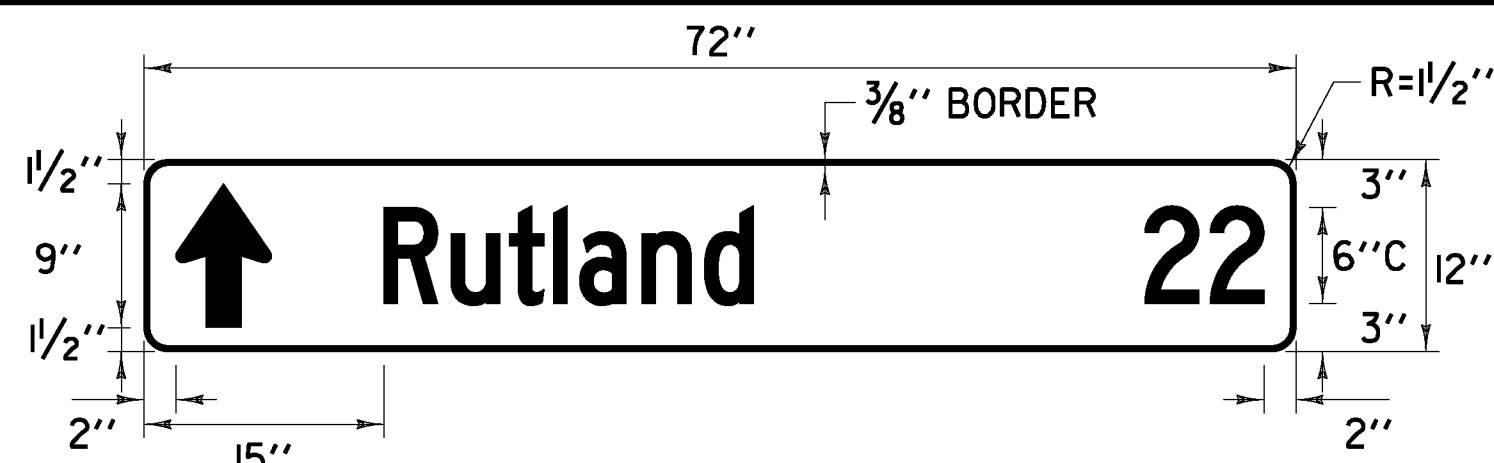
LOCATION: VT. ROUTE 107
STOCKBRIDGE:
STA 5+77.0, LT



COLOR: WHITE BORDER & TEXT (REFLECTORIZED)
GREEN BACKGROUND (REFLECTORIZED)

MATERIAL: PER VTRANS STANDARD E-123

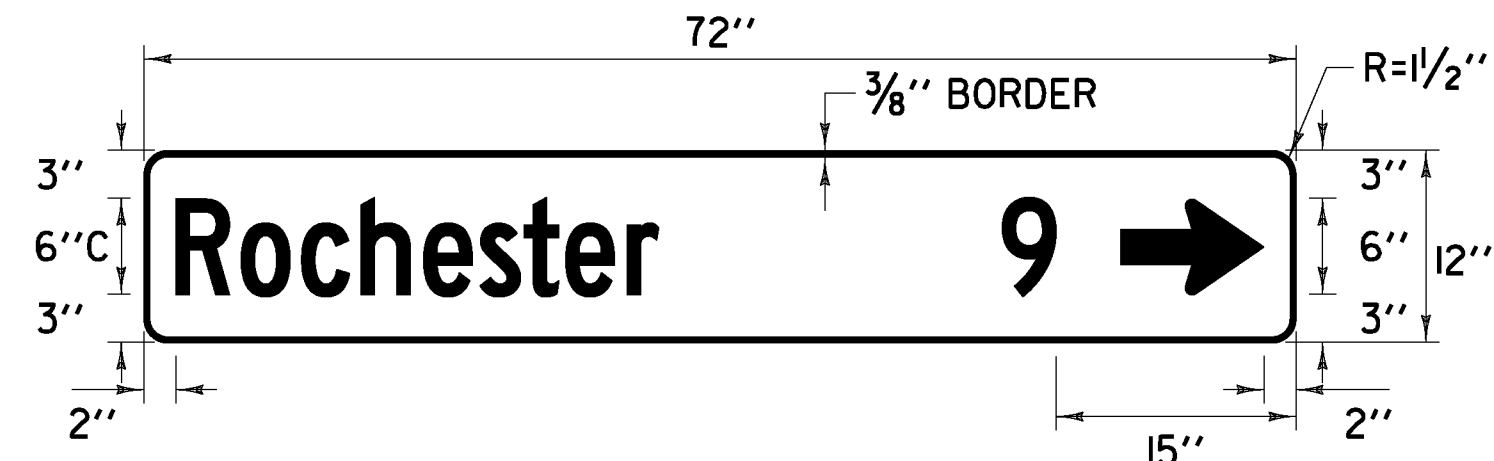
LOCATION: VT. ROUTE 107
STOCKBRIDGE:
STA 5+77.0, LT



COLOR: WHITE BORDER & TEXT (REFLECTORIZED)
GREEN BACKGROUND (REFLECTORIZED)

MATERIAL: PER VTRANS STANDARD E-123

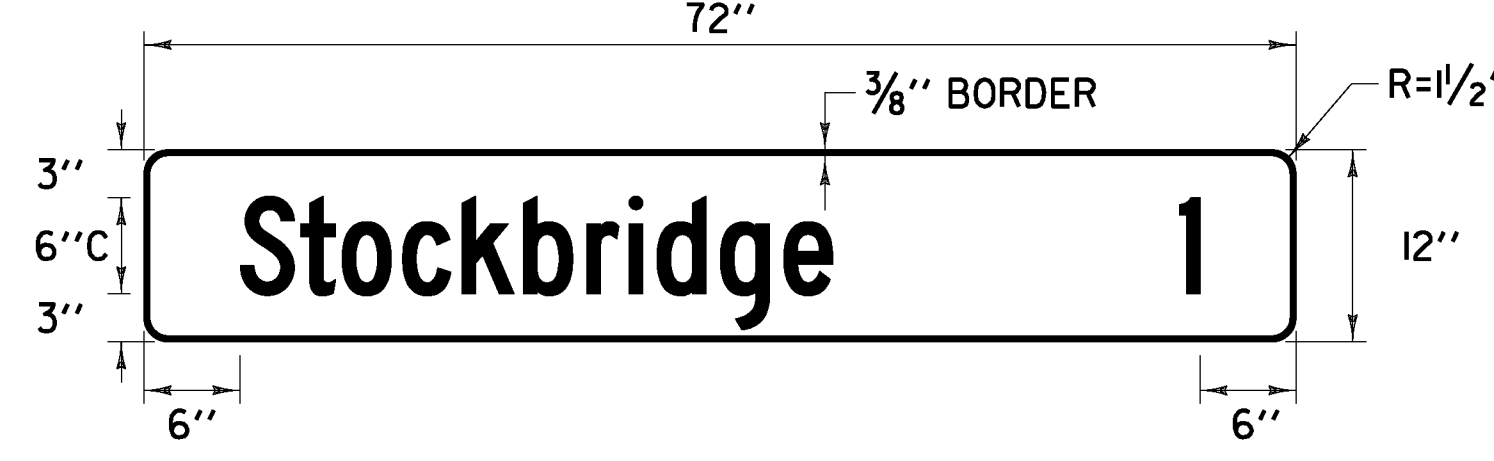
LOCATION: VT. ROUTE 107
STOCKBRIDGE:
STA 5+77.0, LT



COLOR: WHITE BORDER & TEXT (REFLECTORIZED)
GREEN BACKGROUND (REFLECTORIZED)

MATERIAL: PER VTRANS STANDARD E-123

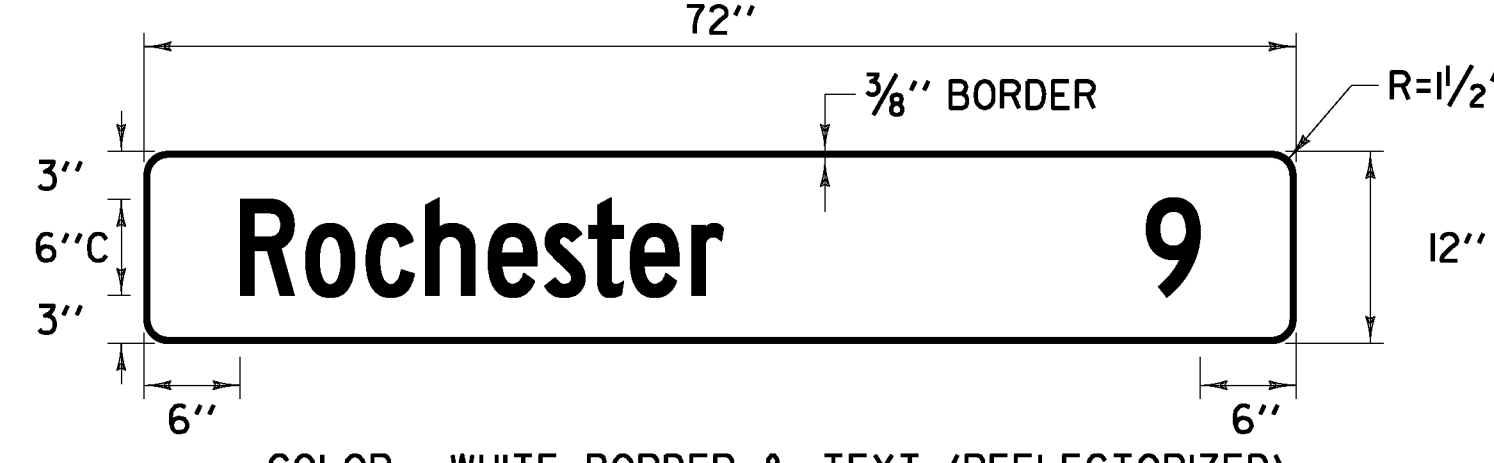
LOCATION: VT. ROUTE 107
STOCKBRIDGE:
STA 5+77.0, LT



COLOR: WHITE BORDER & TEXT (REFLECTORIZED)
GREEN BACKGROUND (REFLECTORIZED)

MATERIAL: PER VTRANS STANDARD E-123

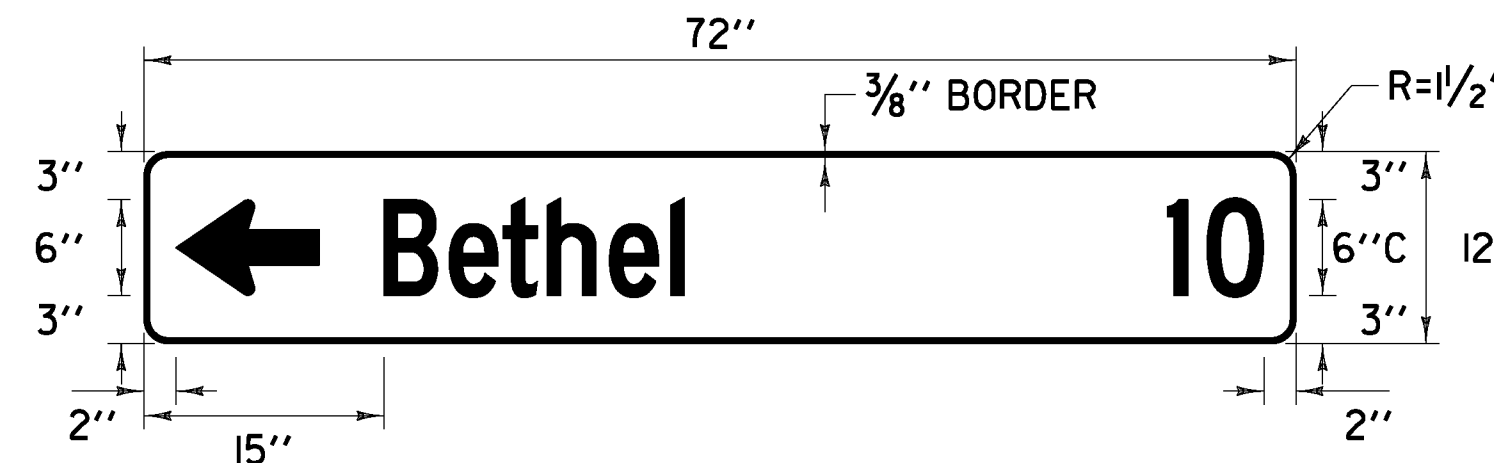
LOCATION: VT. ROUTE 100
STOCKBRIDGE:
SB APPROACH SIGN #1, RT



COLOR: WHITE BORDER & TEXT (REFLECTORIZED)
GREEN BACKGROUND (REFLECTORIZED)

MATERIAL: PER VTRANS STANDARD E-123

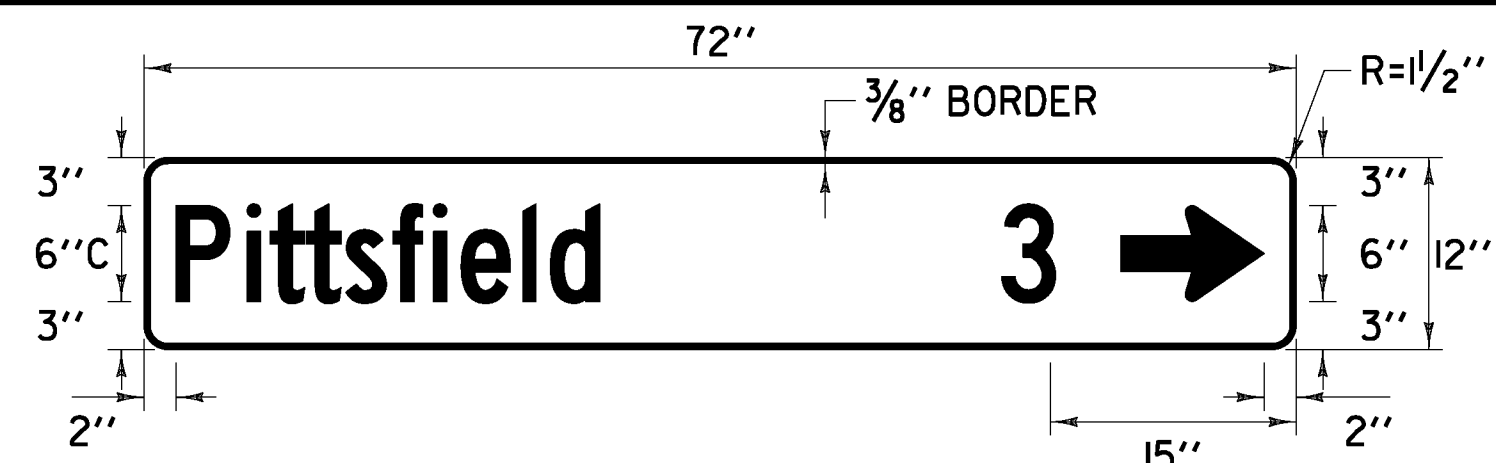
LOCATION: VT. ROUTE 100
STOCKBRIDGE:
SB APPROACH SIGN #1, RT



COLOR: WHITE BORDER & TEXT (REFLECTORIZED)
GREEN BACKGROUND (REFLECTORIZED)

MATERIAL: PER VTRANS STANDARD E-123

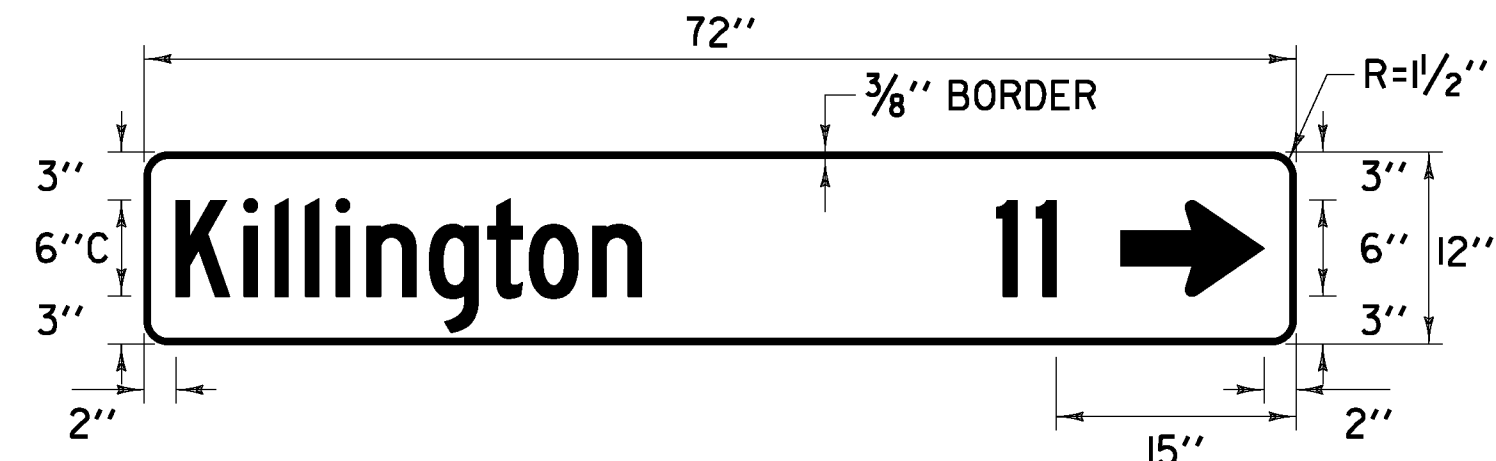
LOCATION: VT. ROUTE 100
STOCKBRIDGE:
SB APPROACH SIGN #3, LT



COLOR: WHITE BORDER & TEXT (REFLECTORIZED)
GREEN BACKGROUND (REFLECTORIZED)

MATERIAL: PER VTRANS STANDARD E-123

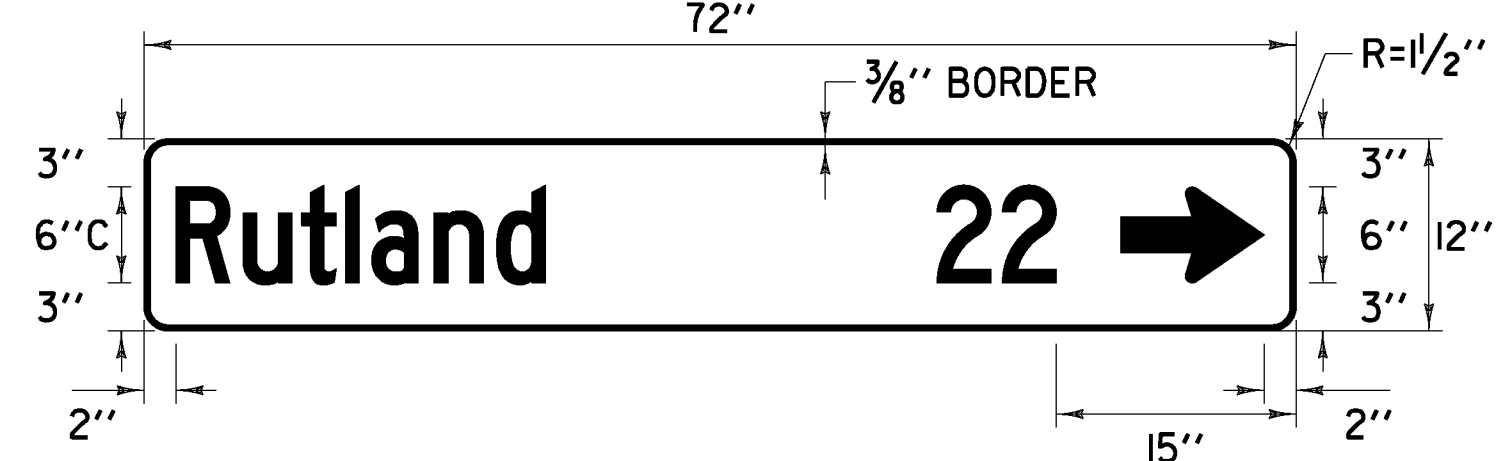
LOCATION: VT. ROUTE 100
STOCKBRIDGE:
SB APPROACH SIGN #3, LT



COLOR: WHITE BORDER & TEXT (REFLECTORIZED)
GREEN BACKGROUND (REFLECTORIZED)

MATERIAL: PER VTRANS STANDARD E-123

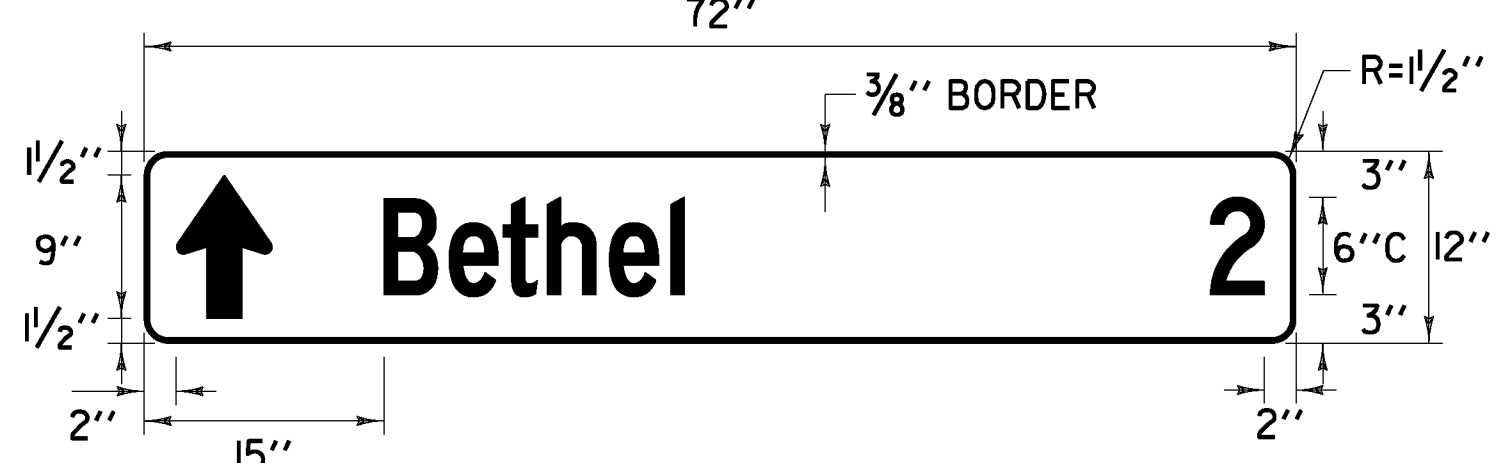
LOCATION: VT. ROUTE 100
STOCKBRIDGE:
SB APPROACH SIGN #3, LT



COLOR: WHITE BORDER & TEXT (REFLECTORIZED)
GREEN BACKGROUND (REFLECTORIZED)

MATERIAL: PER VTRANS STANDARD E-123

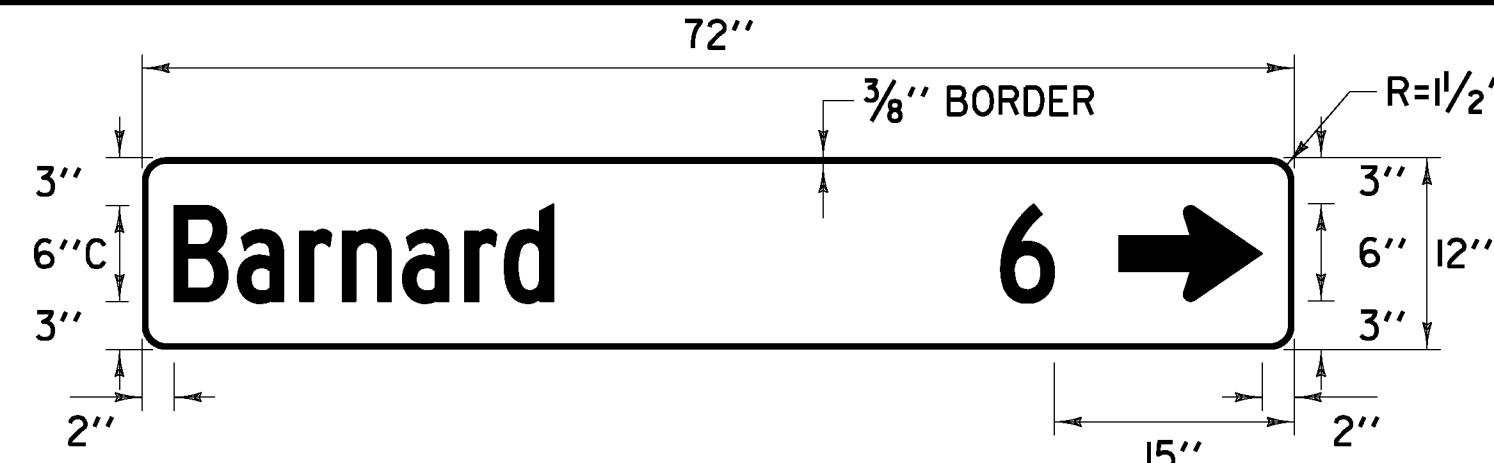
LOCATION: VT. ROUTE 100
STOCKBRIDGE:
SB APPROACH SIGN #3, LT



COLOR: WHITE BORDER & TEXT (REFLECTORIZED)
GREEN BACKGROUND (REFLECTORIZED)

MATERIAL: PER VTRANS STANDARD E-123

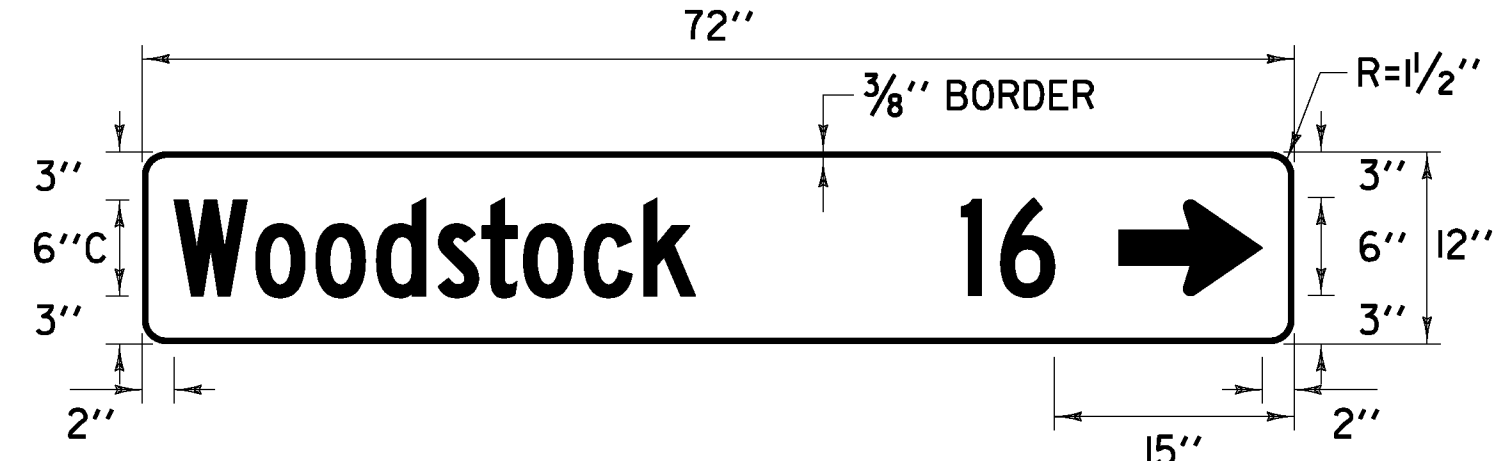
LOCATION: VT. ROUTE 107
BETHEL:
STA B 78+52.0, RT



COLOR: WHITE BORDER & TEXT (REFLECTORIZED)
GREEN BACKGROUND (REFLECTORIZED)

MATERIAL: PER VTRANS STANDARD E-123

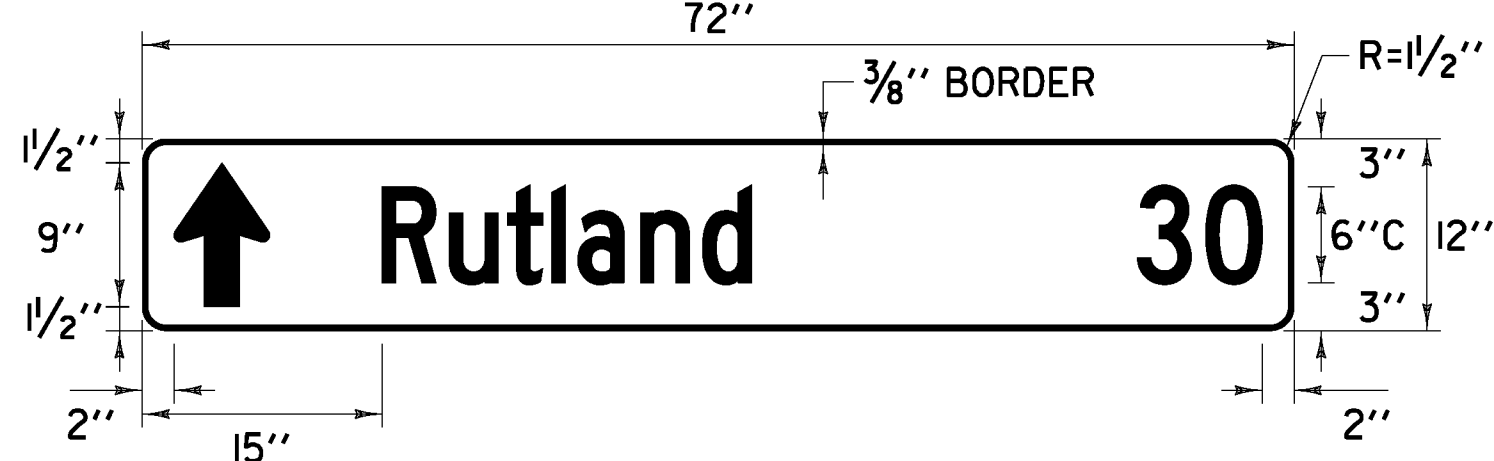
LOCATION: VT. ROUTE 107
BETHEL:
STA B 78+52.0, RT



COLOR: WHITE BORDER & TEXT (REFLECTORIZED)
GREEN BACKGROUND (REFLECTORIZED)

MATERIAL: PER VTRANS STANDARD E-123

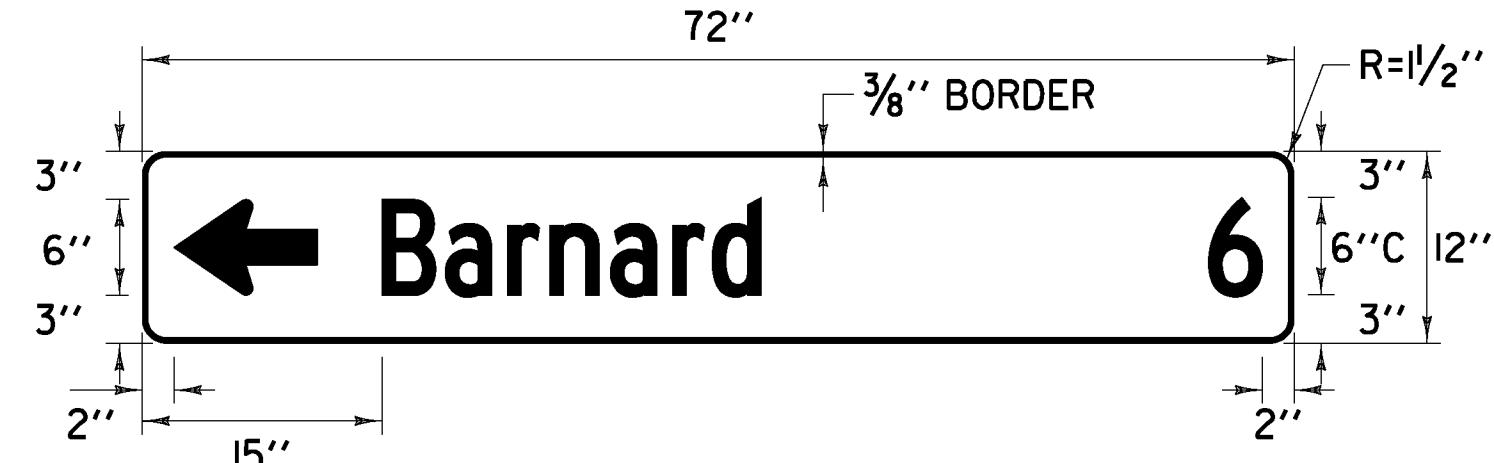
LOCATION: VT. ROUTE 107
BETHEL:
STA B 78+52.0, RT



COLOR: WHITE BORDER & TEXT (REFLECTORIZED)
GREEN BACKGROUND (REFLECTORIZED)

MATERIAL: PER VTRANS STANDARD E-123

LOCATION: VT. ROUTE 107
BETHEL:
STA B 86+55.0, LT



COLOR: WHITE BORDER & TEXT (REFLECTORIZED)
GREEN BACKGROUND (REFLECTORIZED)

MATERIAL: PER VTRANS STANDARD E-123

LOCATION: VT. ROUTE 107
BETHEL:
STA B 86+55.0, LT

TRAFFIC
SIGN
DETAIL
SHEET #1

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214.sds.01.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214sds01.i

PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

CHECKED BY: J.P.S.

SHEET 144 OF 397



1. BRIDGE NUMBER PLAQUES SHALL BE LOCATED ON BOTH BRIDGE APPROACHES AT THE NEAREST VISIBLE LOCATION.
2. THE SIGN BASE MATERIAL SHALL BE 0.063 INCH FLAT SHEET ALUMINUM.
3. THE SIGN SHALL BE WHITE RETROREFLECTIVE LEGEND ON A GREEN RETROREFLECTIVE BACKGROUND, BOTH SHALL HAVE RETROREFLECTIVE SHEETING EQUAL TO OR EXCEEDING "AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS" (AASHTO) M 268 ["AMERICAN SOCIETY FOR TESTING AND MATERIALS"(ASTM) D 4956] TYPE III.
4. THE SECOND LINE OF TEXT INDICATES THE BRIDGE NUMBER. THE BRIDGE NUMBER CAN BE OBTAINED USING THE VERMONT AGENCY OF TRANSPORTATION (VAOT) ROUTE LOGS OR BY CONSULTING WITH THE VAOT STRUCTURES SECTION.
5. THE THIRD LINE OF TEXT INDICATES THE STATE ROUTE NUMBER. IN ALL CASES THIS WILL BE DEPICTED USING THE LETTER ABBREVIATION, FOLLOWED BY A HYPHEN, FOLLOWED BY THE ROUTE NUMBER. FOR EXAMPLE US ROUTE 2 WOULD BE IDENTIFIED USING US-2.
6. THE SECOND AND THIRD LINES OF TEXT SHALL BE CENTERED HORIZONTALLY AND SHALL BE AS DEFINED IN THE PLANS.
7. A SINGLE 14 GAGE, 1.75 INCH SQUARE STEEL POST AND 12 GAGE, TWO INCH SQUARE ANCHOR SHALL BE USED FOR INSTALLATION. THE ANCHOR SHALL BE A MINIMUM OF 30 INCHES IN LENGTH.
8. ALL DIMENSIONS SHOWN IN INCHES.

BRIDGE PLAQUE DETAILS SHEET	PROJECT NAME: STOCKBRIDGE-BETHEL	
	PROJECT NUMBER: STP 2910(I)	
	FILE NAME: z10b214.bpd.01.dgn PROJECT LEADER: D.E.G. DESIGNED BY: L.M.B. IPARM FILE: z10b214bpd01.i	PLOT DATE: 3/17/2014 DRAWN BY: W.G.P. CHECKED BY: J.P.S. SHEET 146 OF 397

FILE NAME : \\P01\geogis\any\k2\22426\CA00D\MSTN\10b214_sbd_01.dgn
DATE/TIME : 3/17/2014
USER : 4916

SUPERELEVATION BANKING NOTES:

1. SUPERELEVATION RATES AND RUNOFF LENGTHS WERE DETERMINED USING A DESIGN SPEED EQUAL TO THE POSTED SPEED AND A MAXIMUM SUPERELEVATION RATE OF 0.08. A MAXIMUM SUPERELEVATION RATE OF 0.06 WAS USED WHERE SIDE ROADS INTERSECTED ALONG THE HIGH SIDE OF A CURVE.
2. THE SHOULDER CROSS SLOPE ON BOTH THE OUTSIDE (HIGH SIDE) AND THE INSIDE (LOW SIDE) OF A SUPERELEVATED CURVE SHALL MATCH THE ADJACENT TRAVEL LANE CROSS SLOPE.

NOT TO SCALE

**SUPERELEVATION
DIAGRAMS
SHEET #1**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_sbd_01.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

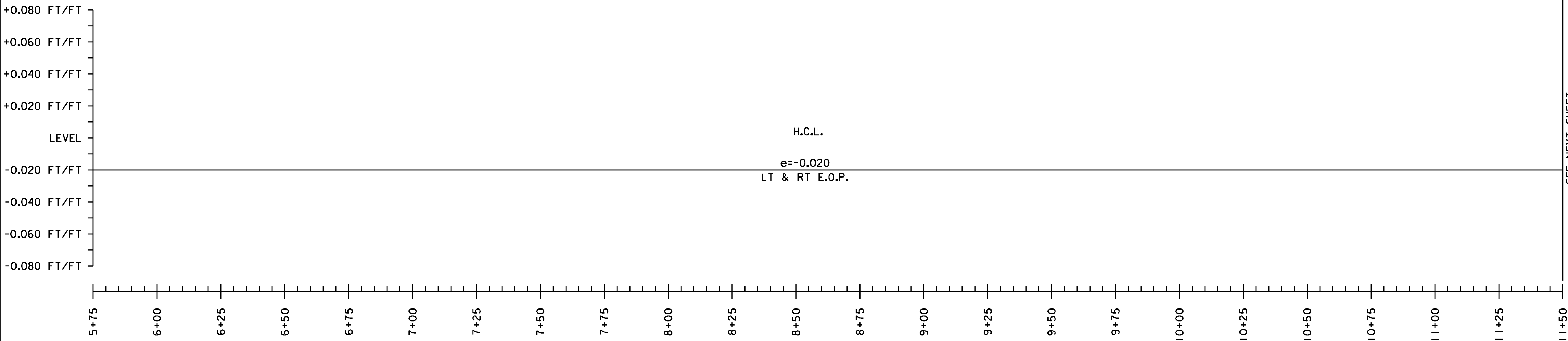
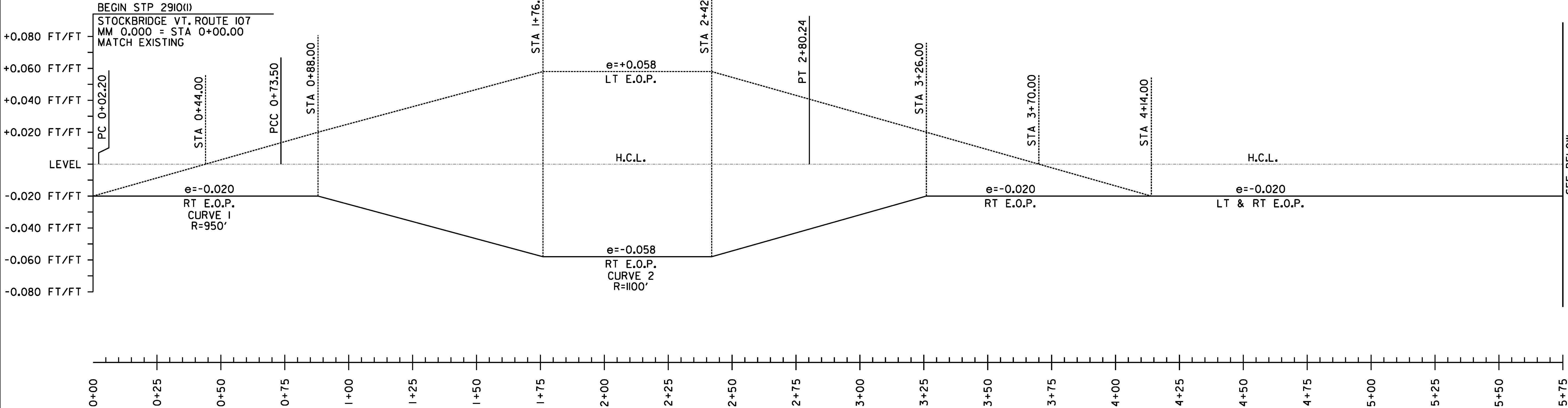
IPARM FILE: z10b214sbd1.i

PLOT DATE: 3/17/2014

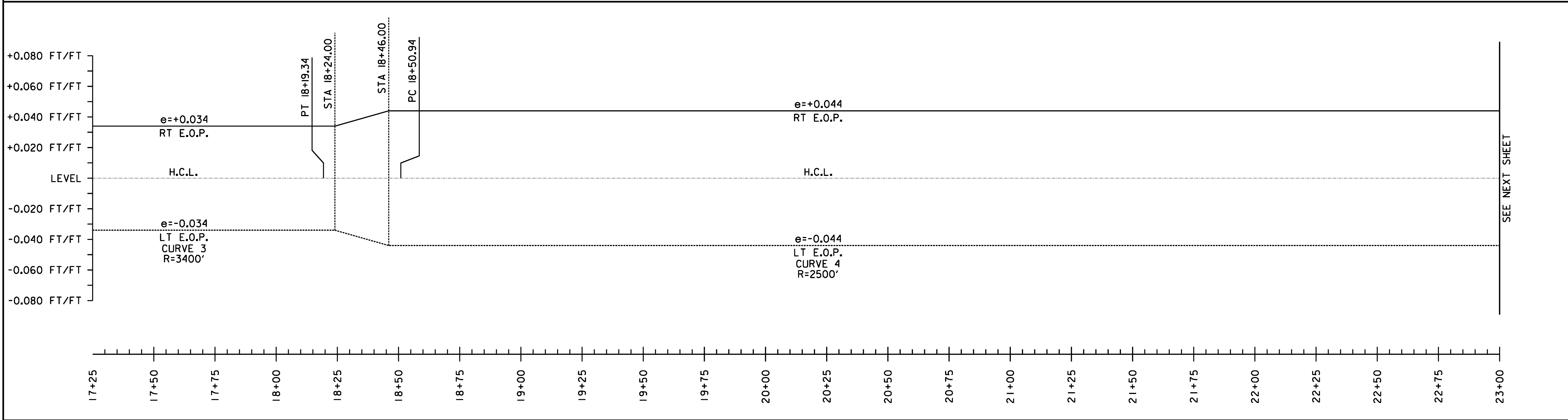
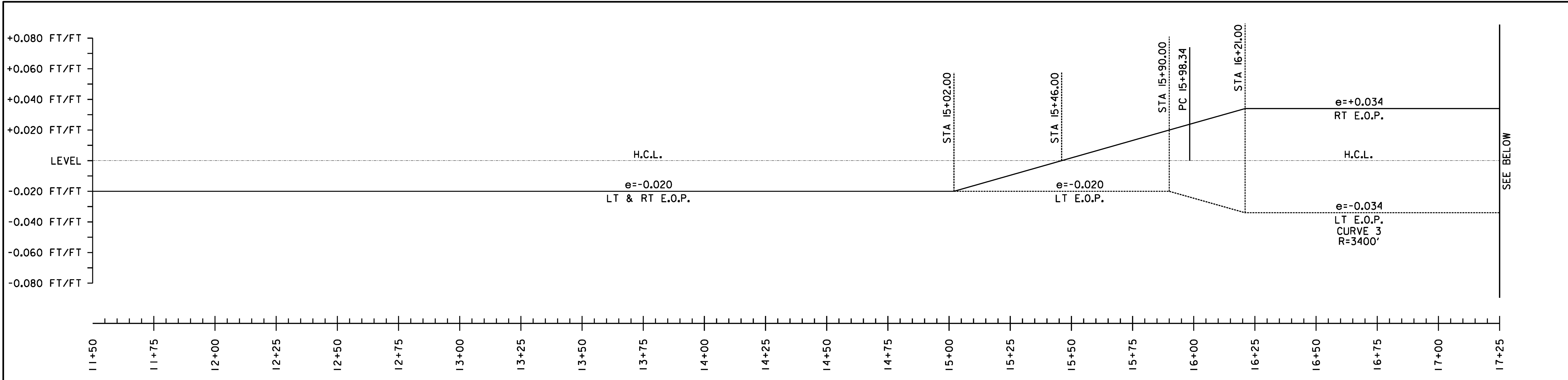
DRAWN BY: W.G.P.

CHECKED BY: J.P.S.

SHEET 147 OF 397



FILE NAME : V:\P\010851\ANY\K2\22\25\CA00D\MSTN\10b214_sbd.02.dgn
DATE/TIME : 3/17/2014
USER : 4916



SUPERELEVATION BANKING NOTES:

1. SUPERELEVATION RATES AND RUNOFF LENGTHS WERE DETERMINED USING A DESIGN SPEED EQUAL TO THE POSTED SPEED AND A MAXIMUM SUPERELEVATION RATE OF 0.08. A MAXIMUM SUPERELEVATION RATE OF 0.06 WAS USED WHERE SIDE ROADS INTERSECTED ALONG THE HIGH SIDE OF A CURVE.
2. THE SHOULDER CROSS SLOPE ON BOTH THE OUTSIDE (HIGH SIDE) AND THE INSIDE (LOW SIDE) OF A SUPERELEVATED CURVE SHALL MATCH THE ADJACENT TRAVEL LANE CROSS SLOPE.

NOT TO SCALE

**SUPERELEVATION
DIAGRAMS
SHEET #2**

PROJECT NAME: STOCKBRIDGE-BETHEL	
PROJECT NUMBER: STP 2910(1)	
FILE NAME: z10b214_sbd.02.dgn	PLOT DATE: 3/17/2014
PROJECT LEADER: D.E.G.	DRAWN BY: W.G.P.
DESIGNED BY: L.M.B.	CHECKED BY: J.P.S.
IPARM FILE: z10b214sbd2.1	SHEET 148 OF 397

FILE NAME : \\P01\projects\ANY\K2\22\25\CAOD\...MSTN\10b214_sbd_03.dgn
DATE/TIME : 3/17/2014
USER : 4916

SUPERELEVATION BANKING NOTES:

1. SUPERELEVATION RATES AND RUNOFF LENGTHS WERE DETERMINED USING A DESIGN SPEED EQUAL TO THE POSTED SPEED AND A MAXIMUM SUPERELEVATION RATE OF 0.08. A MAXIMUM SUPERELEVATION RATE OF 0.06 WAS USED WHERE SIDE ROADS INTERSECTED ALONG THE HIGH SIDE OF A CURVE.
2. THE SHOULDER CROSS SLOPE ON BOTH THE OUTSIDE (HIGH SIDE) AND THE INSIDE (LOW SIDE) OF A SUPERELEVATED CURVE SHALL MATCH THE ADJACENT TRAVEL LANE CROSS SLOPE.

NOT TO SCALE

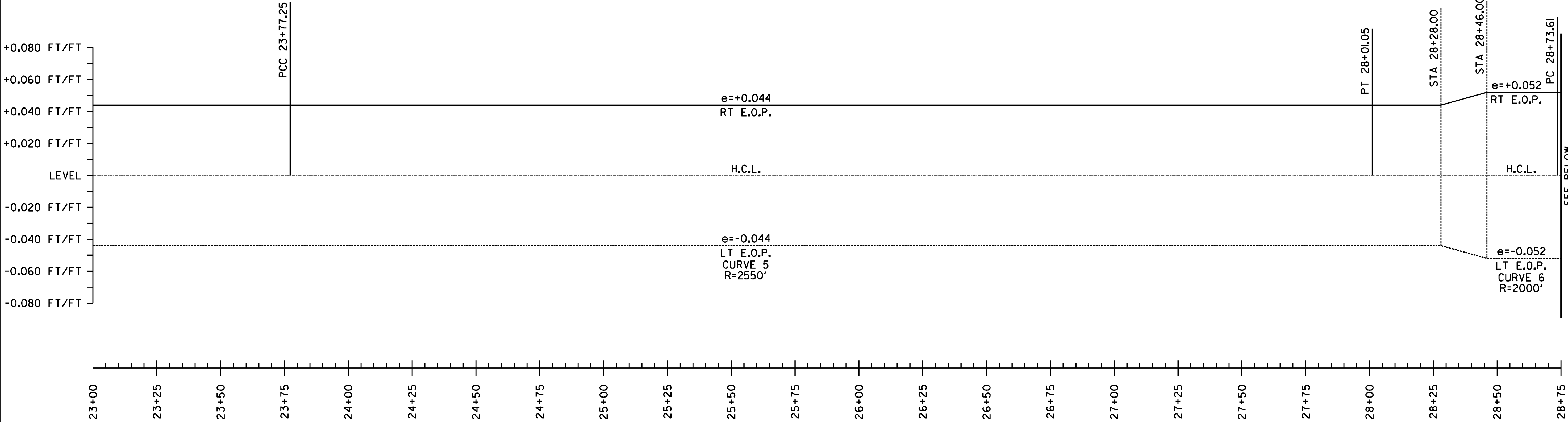
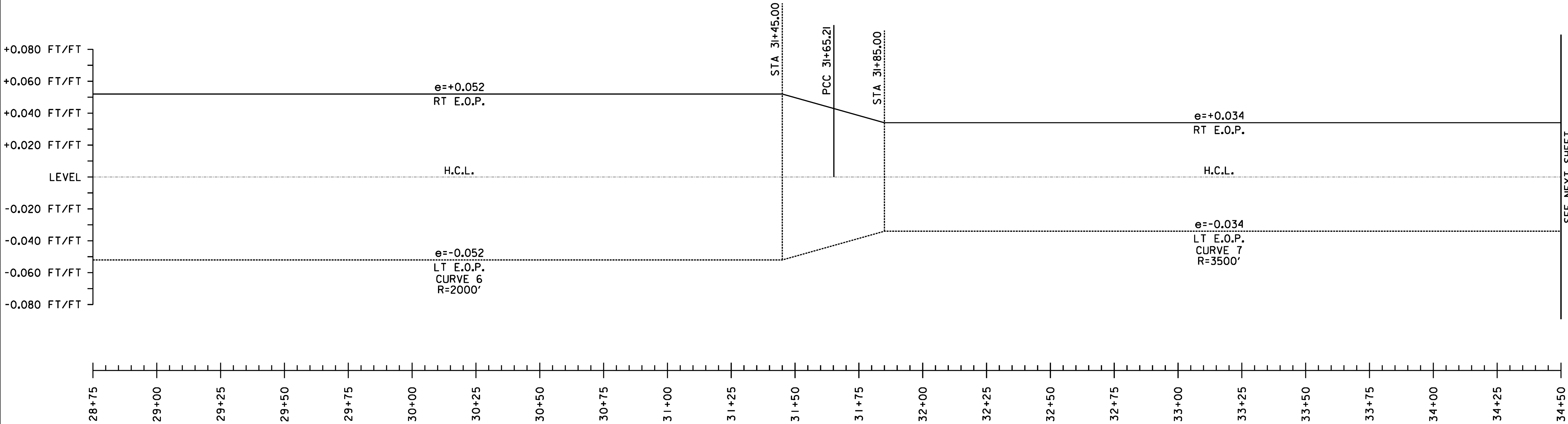
SUPERELEVATION
DIAGRAMS
SHEET #3

PROJECT NAME: STOCKBRIDGE-BETHEL

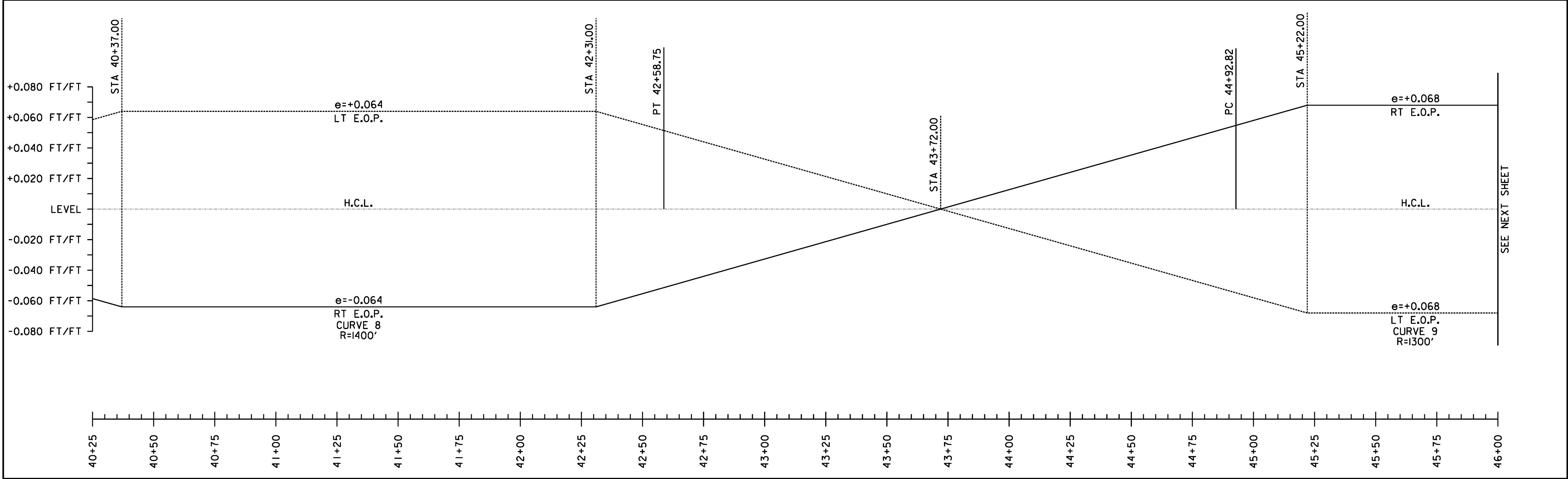
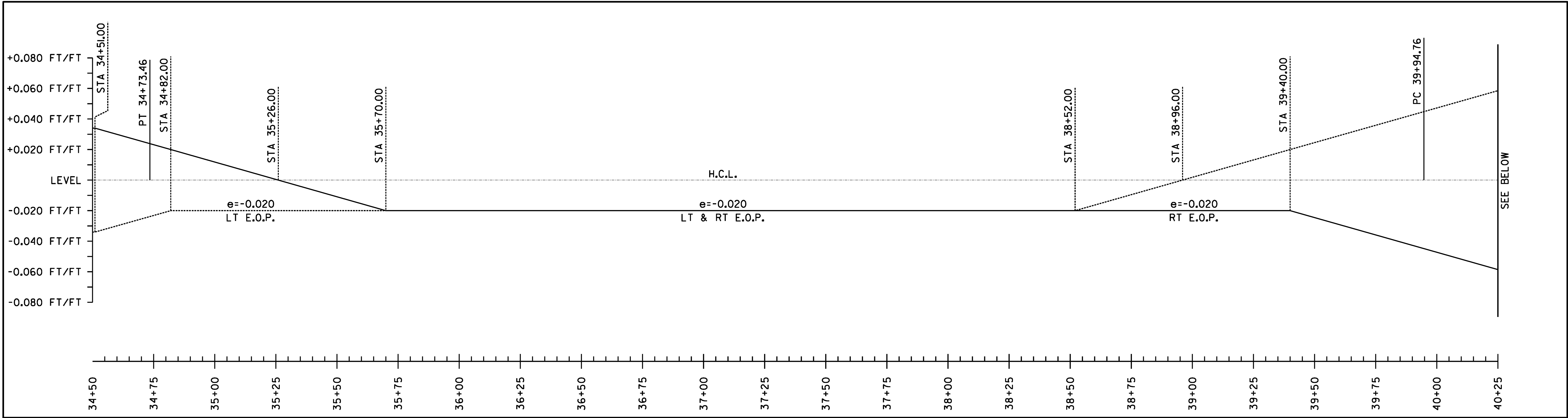
PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_sbd_03.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214sbd3.1

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 149 OF 397



FILE NAME : W:\Projects\22426\CADD\1\STN\10b214_sbd_04.dgn
DATE/TIME : 3/17/2014
USER : j916



SUPERELEVATION BANKING NOTES:

1. SUPERELEVATION RATES AND RUNOFF LENGTHS WERE DETERMINED USING A DESIGN SPEED EQUAL TO THE POSTED SPEED AND A MAXIMUM SUPERELEVATION RATE OF 0.08. A MAXIMUM SUPERELEVATION RATE OF 0.06 WAS USED WHERE SIDE ROADS INTERSECTED ALONG THE HIGH SIDE OF A CURVE.
2. THE SHOULDER CROSS SLOPE ON BOTH THE OUTSIDE (HIGH SIDE) AND THE INSIDE (LOW SIDE) OF A SUPERELEVATED CURVE SHALL MATCH THE ADJACENT TRAVEL LANE CROSS SLOPE.

NOT TO SCALE

**SUPERELEVATION
DIAGRAMS
SHEET #4**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_sbd_04.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214sbd4,1

PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

CHECKED BY: J.P.S.

SHEET 150 OF 397

FILE NAME : \\P:\projects\ANY\22\226\CAOD\...MSTN\10b214_sbd_05.dgn
DATE/TIME : 3/17/2014
USER : 4916

SUPERELEVATION BANKING NOTES:

1. SUPERELEVATION RATES AND RUNOFF LENGTHS WERE DETERMINED USING A DESIGN SPEED EQUAL TO THE POSTED SPEED AND A MAXIMUM SUPERELEVATION RATE OF 0.08. A MAXIMUM SUPERELEVATION RATE OF 0.06 WAS USED WHERE SIDE ROADS INTERSECTED ALONG THE HIGH SIDE OF A CURVE.
2. THE SHOULDER CROSS SLOPE ON BOTH THE OUTSIDE (HIGH SIDE) AND THE INSIDE (LOW SIDE) OF A SUPERELEVATED CURVE SHALL MATCH THE ADJACENT TRAVEL LANE CROSS SLOPE.

NOT TO SCALE

SUPERELEVATION
DIAGRAMS
SHEET #5

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_sbd_05.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

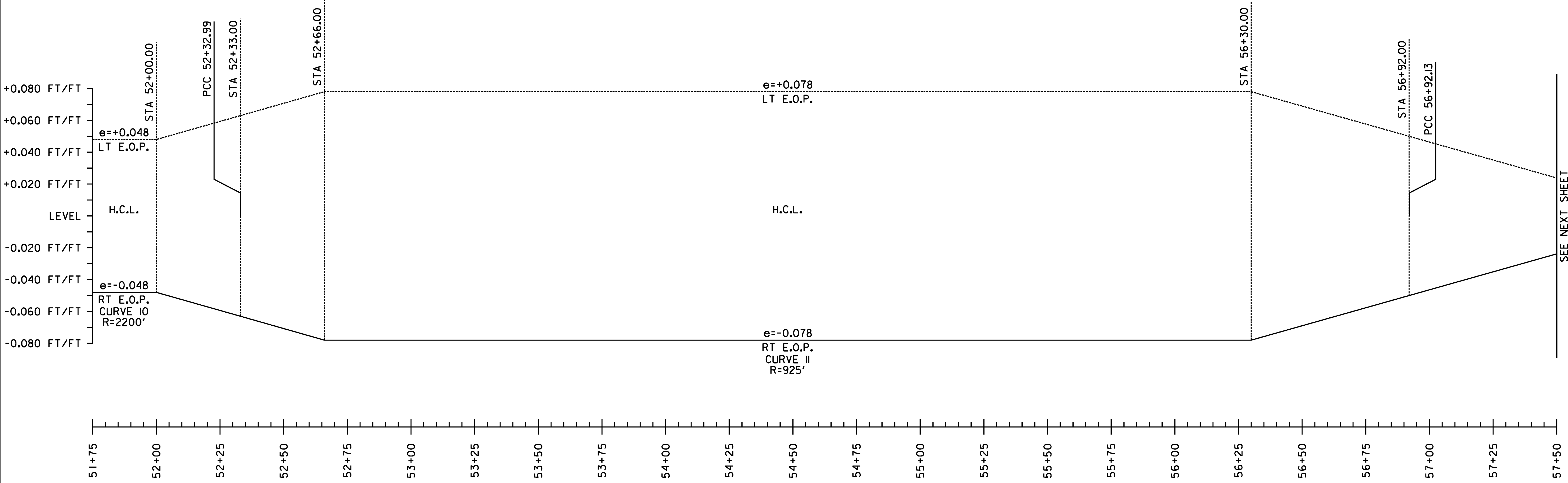
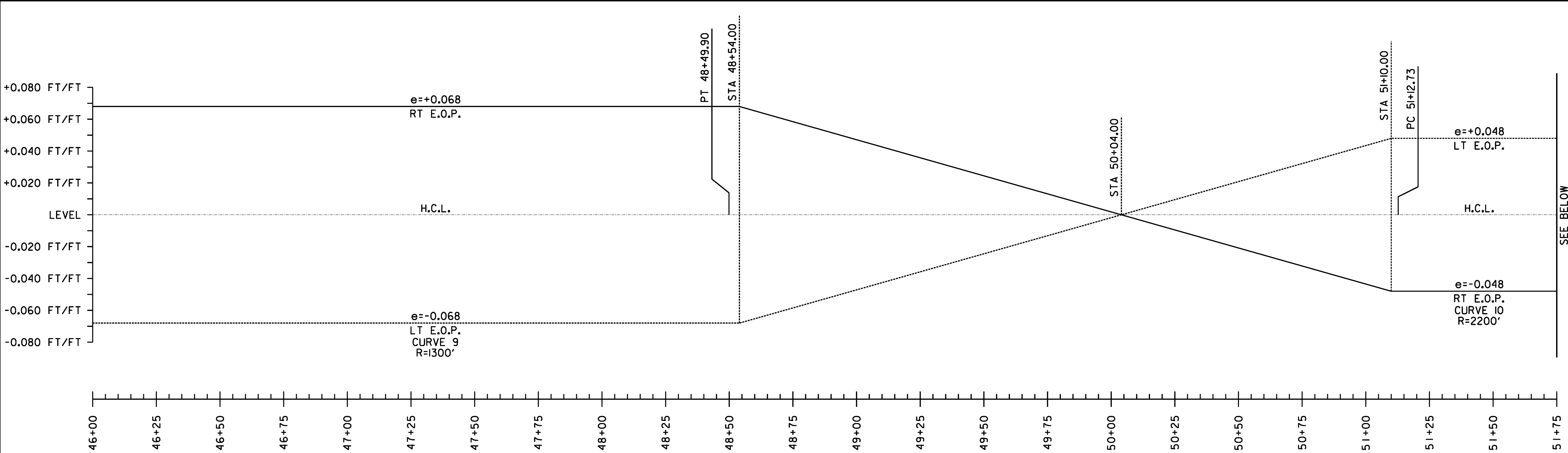
IPARM FILE: z10b214sbd5.1

PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

CHECKED BY: J.P.S.

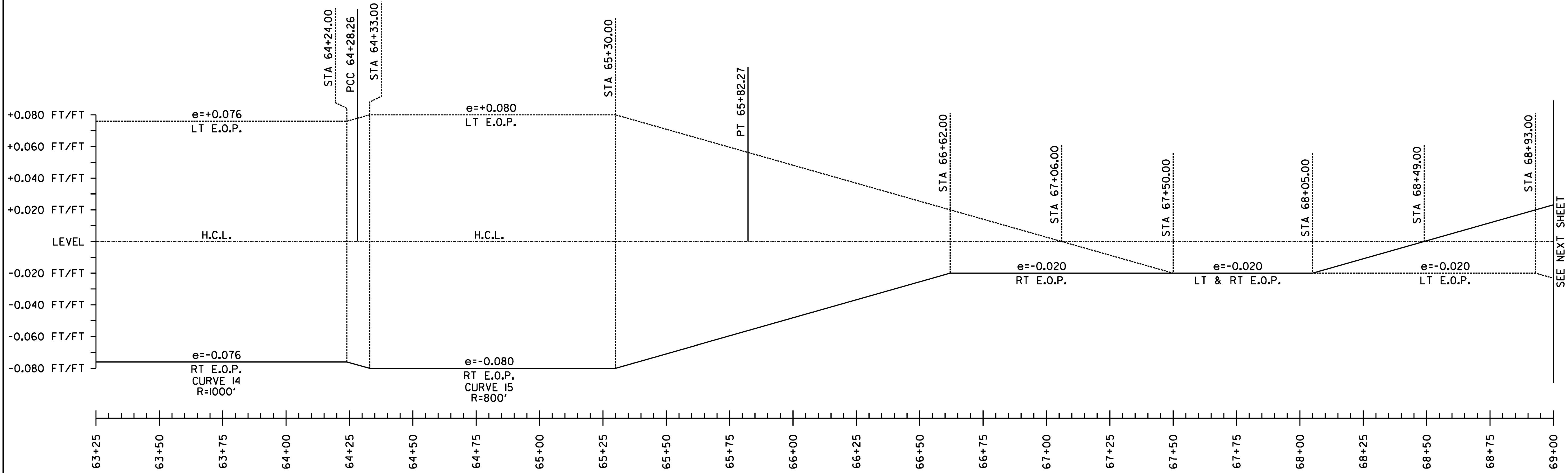
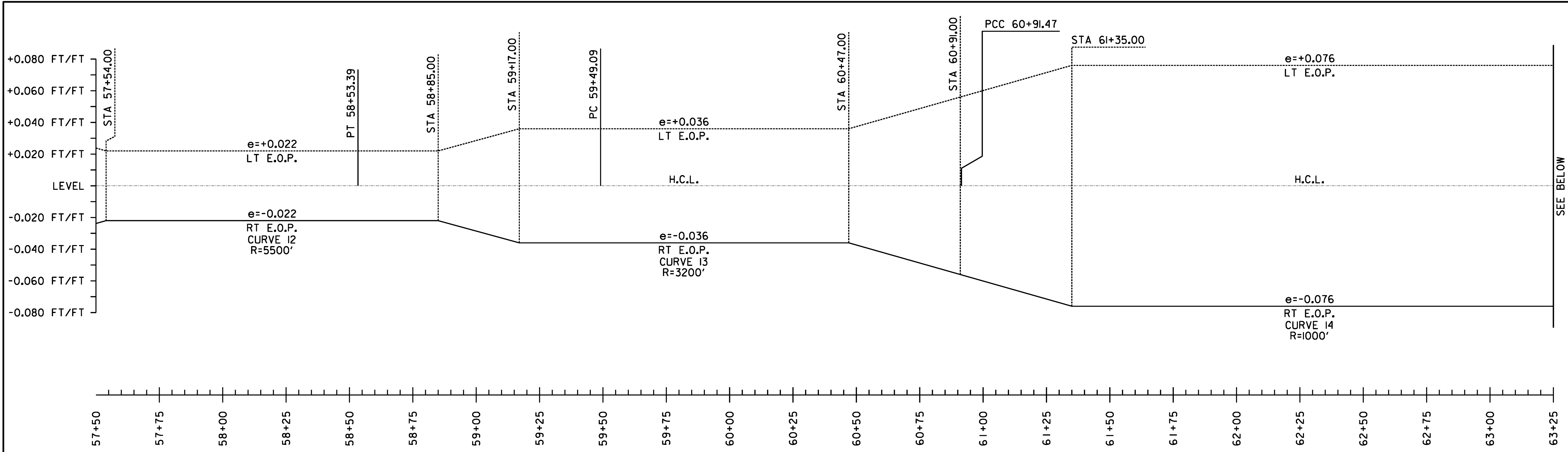
SHEET 151 OF 397



SEE BELOW

SEE NEXT SHEET

FILE NAME : \\AP\p01\geotools\ANY\K2\22426\CAOD\...MSTN\10b214_sbd_06.dgn
DATE/TIME : 3/17/2014
USER : 4916



SUPERELEVATION BANKING NOTES:

1. SUPERELEVATION RATES AND RUNOFF LENGTHS WERE DETERMINED USING A DESIGN SPEED EQUAL TO THE POSTED SPEED AND A MAXIMUM SUPERELEVATION RATE OF 0.08. A MAXIMUM SUPERELEVATION RATE OF 0.06 WAS USED WHERE SIDE ROADS INTERSECTED ALONG THE HIGH SIDE OF A CURVE.
2. THE SHOULDER CROSS SLOPE ON BOTH THE OUTSIDE (HIGH SIDE) AND THE INSIDE (LOW SIDE) OF A SUPERELEVATED CURVE SHALL MATCH THE ADJACENT TRAVEL LANE CROSS SLOPE.

NOT TO SCALE

**SUPERELEVATION
DIAGRAMS
SHEET #6**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_sbd_06.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214sbd6.1

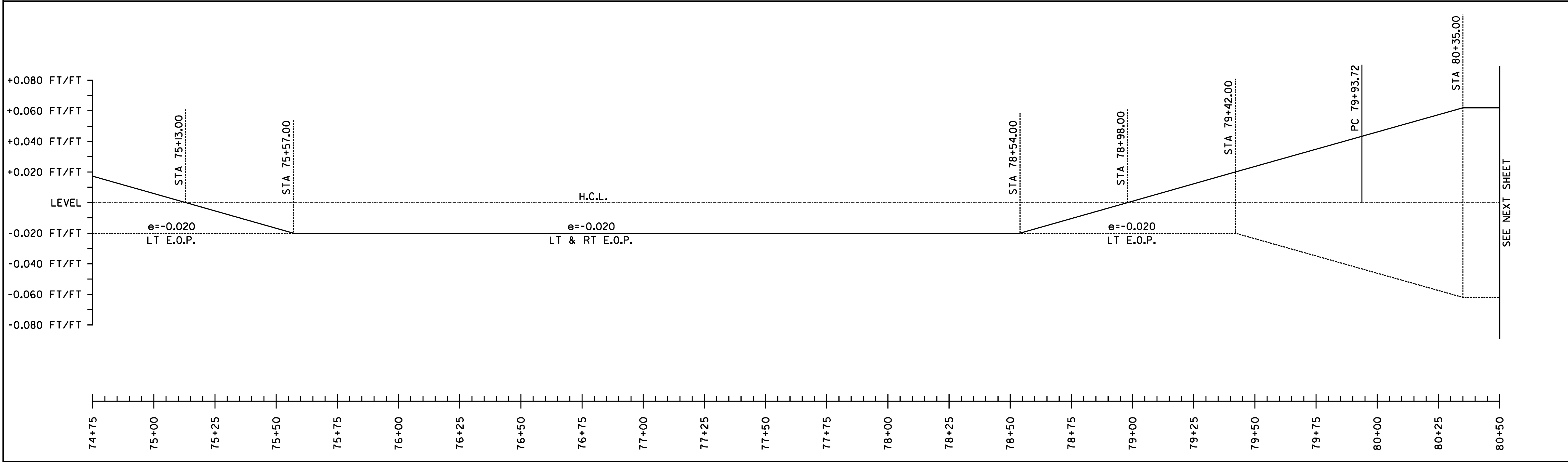
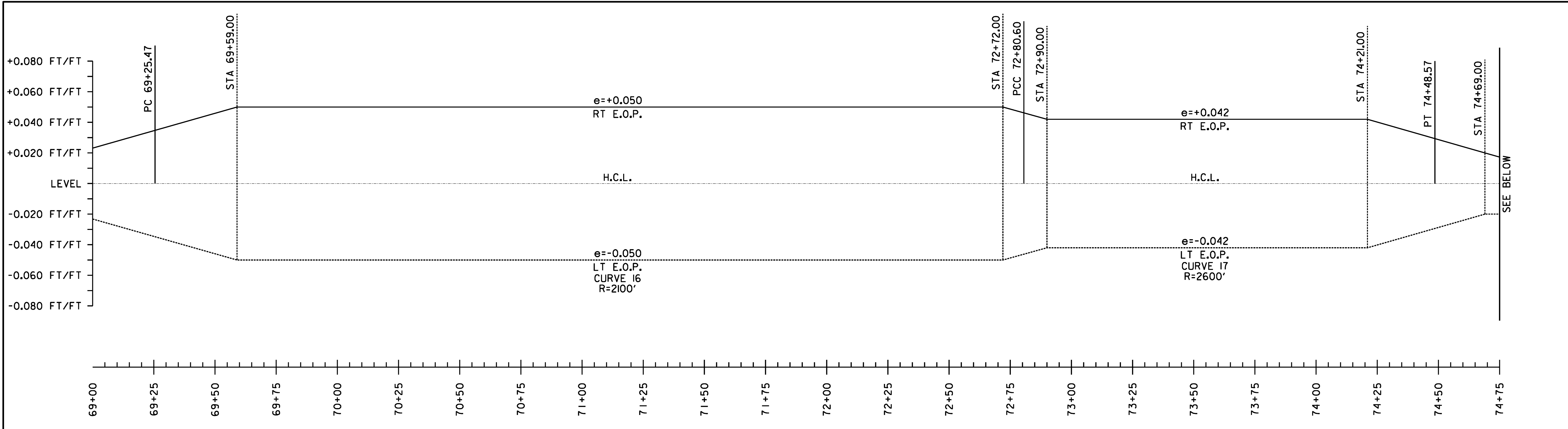
PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

CHECKED BY: J.P.S.

SHEET 152 OF 397

FILE NAME : V:\P\049850\ANY\K2\22426\CA00D\1\STIN\10b214_sbd.07.dgn
DATE/TIME : 3/17/2014
USER : 4916



SUPERELEVATION BANKING NOTES:

- SUPERELEVATION RATES AND RUNOFF LENGTHS WERE DETERMINED USING A DESIGN SPEED EQUAL TO THE POSTED SPEED AND A MAXIMUM SUPERELEVATION RATE OF 0.08. A MAXIMUM SUPERELEVATION RATE OF 0.06 WAS USED WHERE SIDE ROADS INTERSECTED ALONG THE HIGH SIDE OF A CURVE.
- THE SHOULDER CROSS SLOPE ON BOTH THE OUTSIDE (HIGH SIDE) AND THE INSIDE (LOW SIDE) OF A SUPERELEVATED CURVE SHALL MATCH THE ADJACENT TRAVEL LANE CROSS SLOPE.

NOT TO SCALE

**SUPERELEVATION
DIAGRAMS
SHEET #7**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_sbd.07.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214sbd7.1

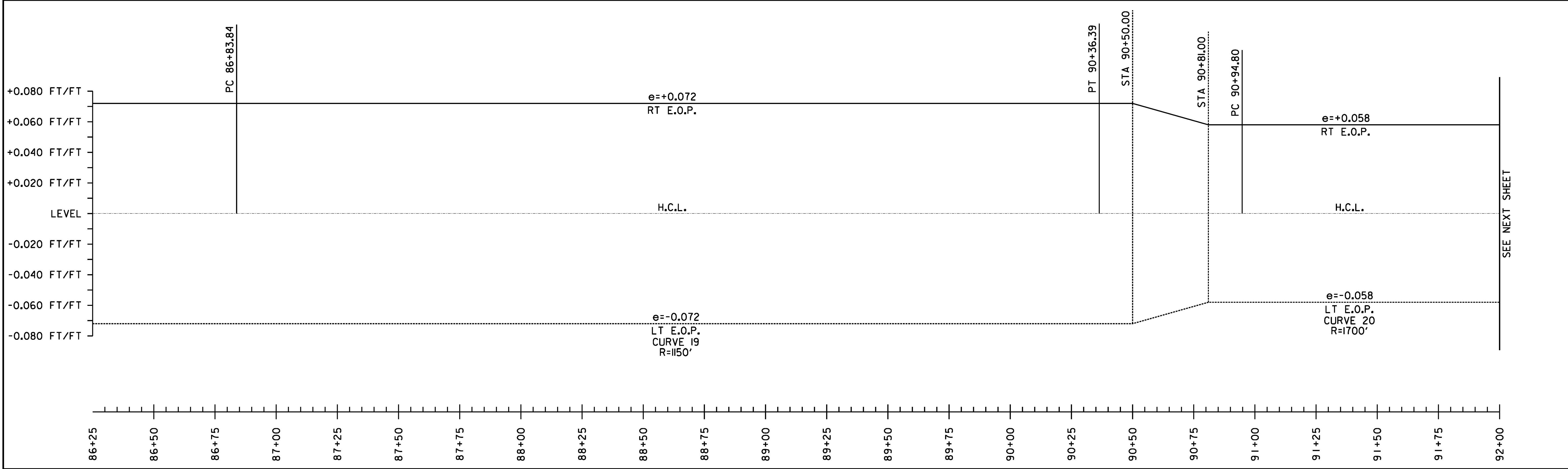
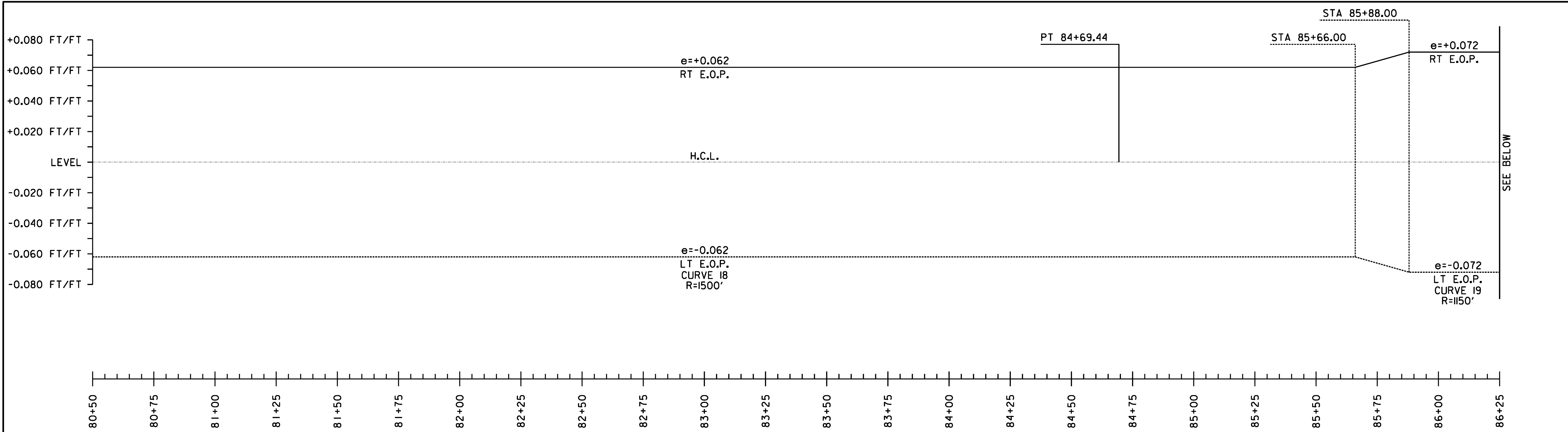
PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

CHECKED BY: J.P.S.

SHEET 153 OF 397

FILE NAME : \\AP\projects\ANY\K2\22426\CADD\1\STN\10b214_sbd_08.dgn
DATE/TIME : 3/17/2014
USER : j916



SUPERELEVATION BANKING NOTES:

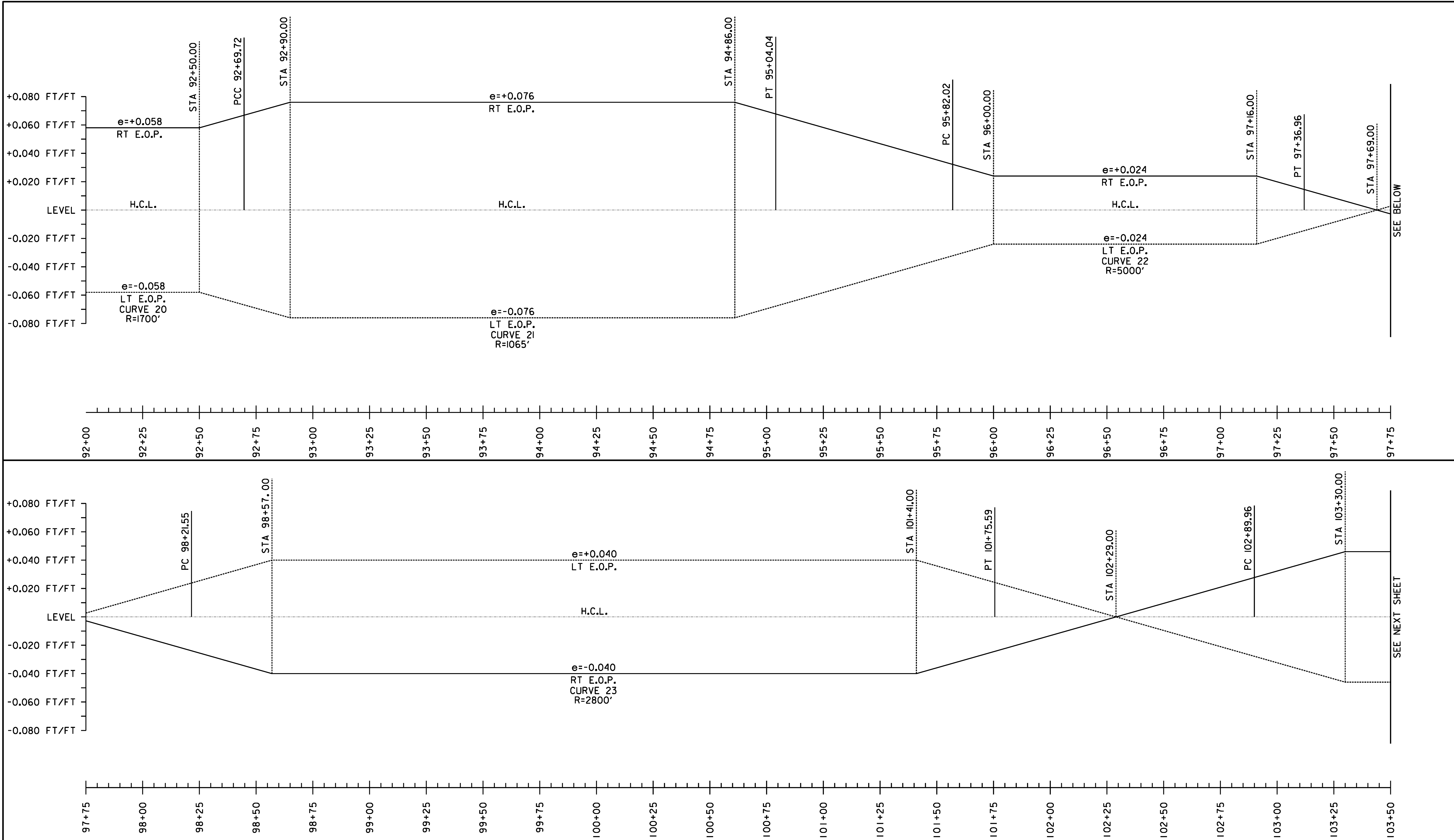
- SUPERELEVATION RATES AND RUNOFF LENGTHS WERE DETERMINED USING A DESIGN SPEED EQUAL TO THE POSTED SPEED AND A MAXIMUM SUPERELEVATION RATE OF 0.08. A MAXIMUM SUPERELEVATION RATE OF 0.06 WAS USED WHERE SIDE ROADS INTERSECTED ALONG THE HIGH SIDE OF A CURVE.
- THE SHOULDER CROSS SLOPE ON BOTH THE OUTSIDE (HIGH SIDE) AND THE INSIDE (LOW SIDE) OF A SUPERELEVATED CURVE SHALL MATCH THE ADJACENT TRAVEL LANE CROSS SLOPE.

NOT TO SCALE

**SUPERELEVATION
DIAGRAMS
SHEET #8**

PROJECT NAME:	STOCKBRIDGE-BETHEL
PROJECT NUMBER:	STP 2910(1)
FILE NAME:	z10b214_sbd_08.dgn
PROJECT LEADER:	D.E.G.
DESIGNED BY:	L.M.B.
IPARM FILE:	z10b214sbd8.1
PLOT DATE:	3/17/2014
DRAWN BY:	W.G.P.
CHECKED BY:	J.P.S.
SHEET	154 OF 397

FILE NAME : \\P01\projects\ANY\22\26\CAOD\1\STN\10b214_sbd_09.dgn
DATE/TIME : 3/17/2014
USER : 4916



SUPERELEVATION BANKING NOTES:

- SUPERELEVATION RATES AND RUNOFF LENGTHS WERE DETERMINED USING A DESIGN SPEED EQUAL TO THE POSTED SPEED AND A MAXIMUM SUPERELEVATION RATE OF 0.08. A MAXIMUM SUPERELEVATION RATE OF 0.06 WAS USED WHERE SIDE ROADS INTERSECTED ALONG THE HIGH SIDE OF A CURVE.
- THE SHOULDER CROSS SLOPE ON BOTH THE OUTSIDE (HIGH SIDE) AND THE INSIDE (LOW SIDE) OF A SUPERELEVATED CURVE SHALL MATCH THE ADJACENT TRAVEL LANE CROSS SLOPE.

NOT TO SCALE

**SUPERELEVATION
DIAGRAMS
SHEET #9**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214.sbd_09.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214sbd9.1

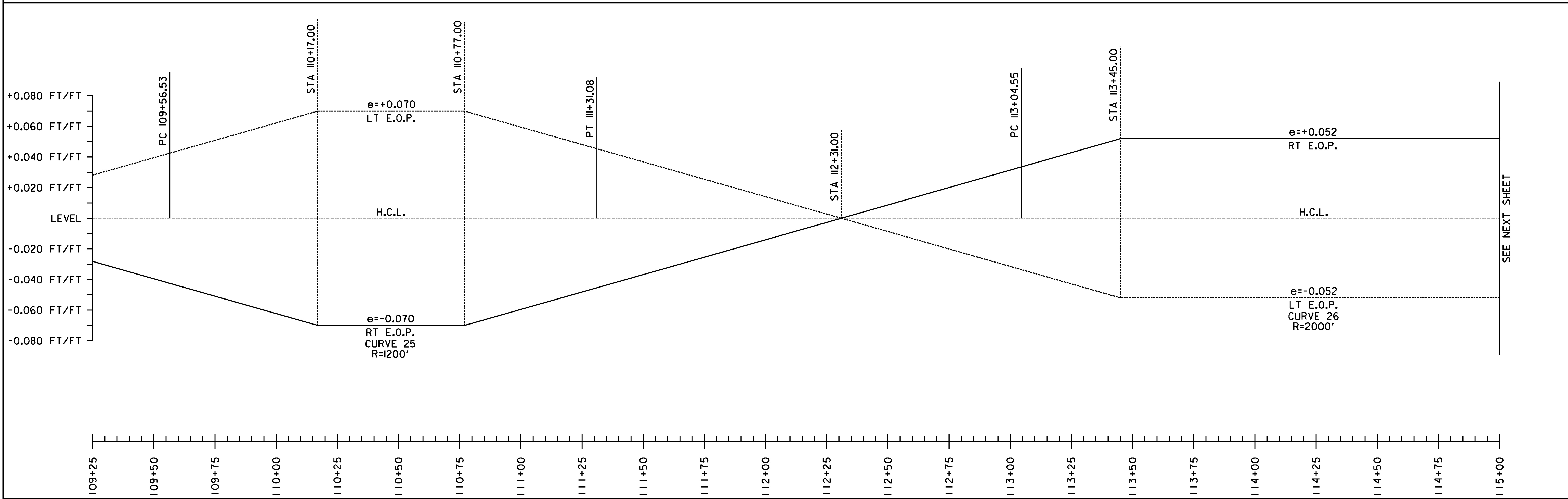
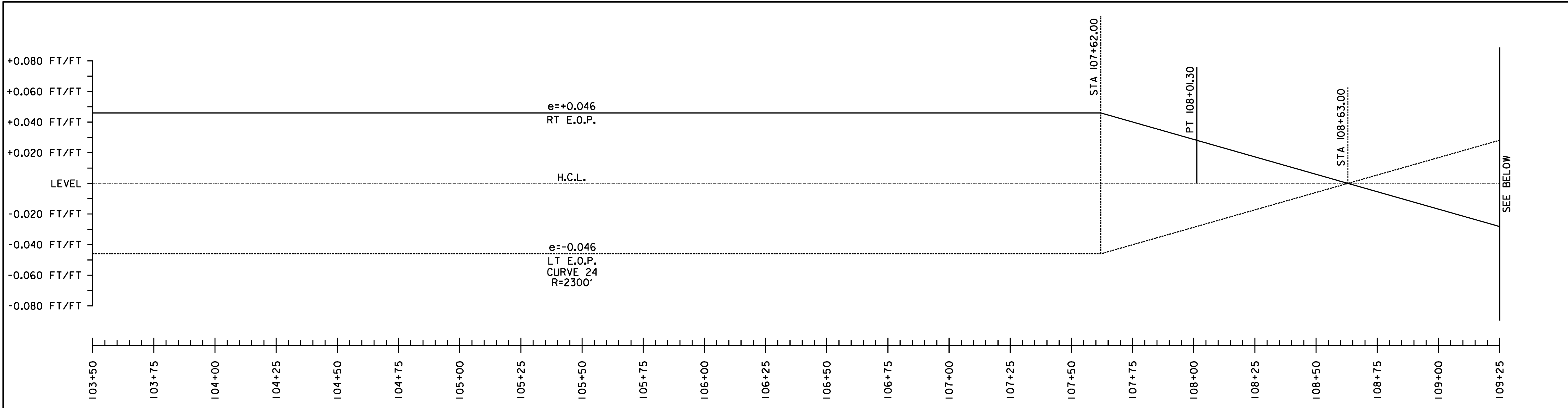
PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

CHECKED BY: J.P.S.

SHEET 155 OF 397

FILE NAME : \\P:\projects\ANY\22\25\CADD\MSTN\10b214_sbd.10.dgn
DATE/TIME : 3/17/2014
USER : 4916



SUPERELEVATION BANKING NOTES:

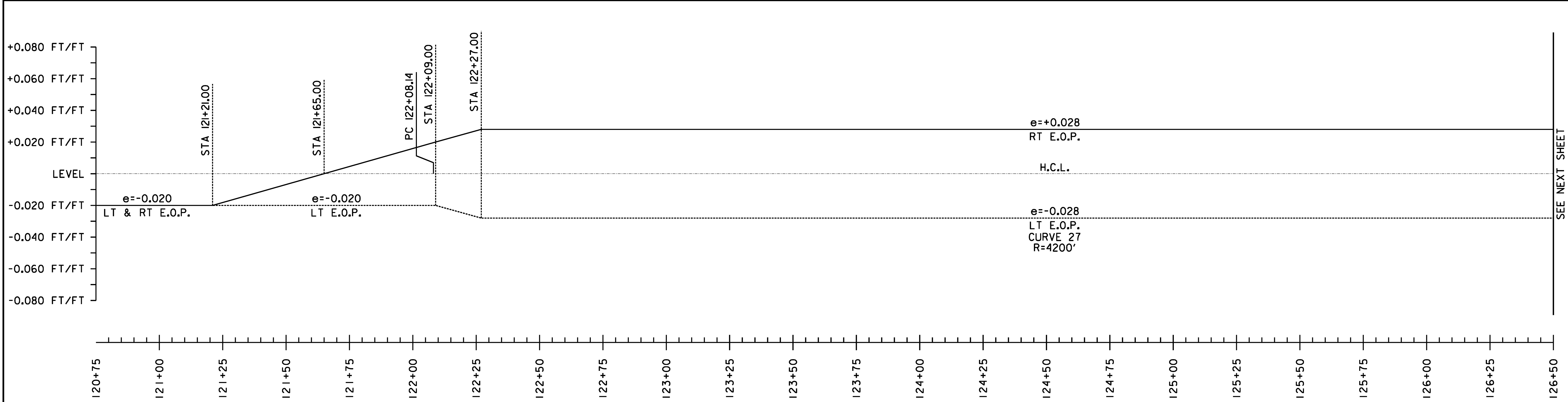
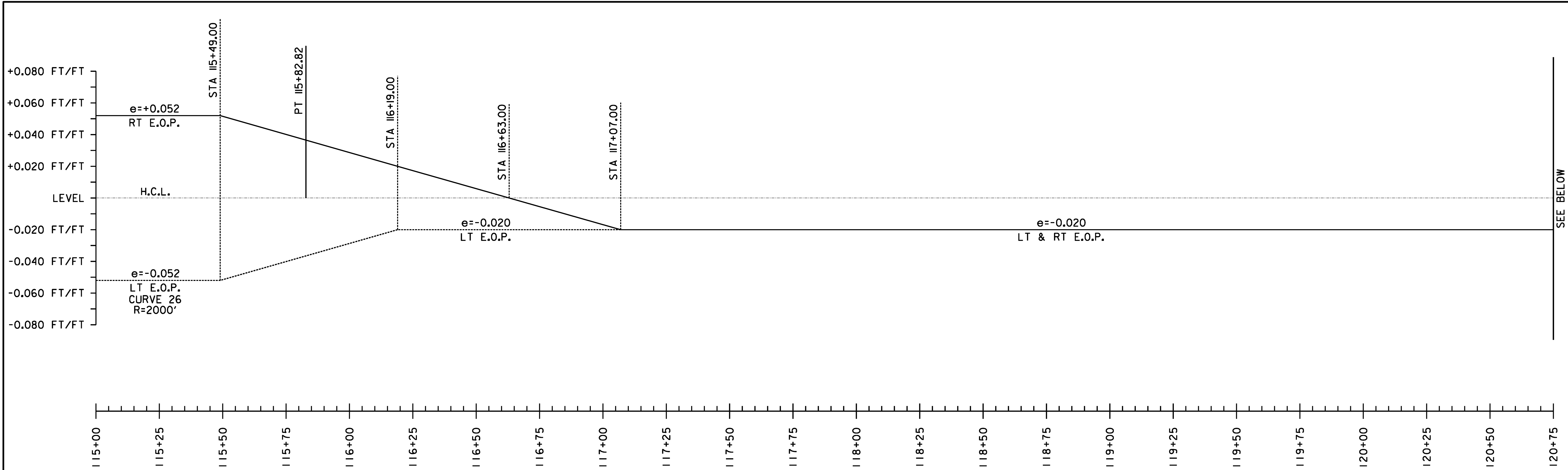
1. SUPERELEVATION RATES AND RUNOFF LENGTHS WERE DETERMINED USING A DESIGN SPEED EQUAL TO THE POSTED SPEED AND A MAXIMUM SUPERELEVATION RATE OF 0.08. A MAXIMUM SUPERELEVATION RATE OF 0.06 WAS USED WHERE SIDE ROADS INTERSECTED ALONG THE HIGH SIDE OF A CURVE.
2. THE SHOULDER CROSS SLOPE ON BOTH THE OUTSIDE (HIGH SIDE) AND THE INSIDE (LOW SIDE) OF A SUPERELEVATED CURVE SHALL MATCH THE ADJACENT TRAVEL LANE CROSS SLOPE.

NOT TO SCALE

**SUPERELEVATION
DIAGRAMS
SHEET #10**

PROJECT NAME: STOCKBRIDGE-BETHEL	
PROJECT NUMBER: STP 2910(1)	
FILE NAME: z10b214.sbd.10.dgn	PLOT DATE: 3/17/2014
PROJECT LEADER: D.E.G.	DRAWN BY: W.G.P.
DESIGNED BY: L.M.B.	CHECKED BY: J.P.S.
IPARM FILE: z10b214sbd10.i	SHEET 156 OF 397

FILE NAME : W:\Projects\ANY\K2\22425\CAOD\KSTN\10b214_sbd.11.dgn
DATE/TIME : 3/17/2014
USER : 4916



SUPERELEVATION BANKING NOTES:

1. SUPERELEVATION RATES AND RUNOFF LENGTHS WERE DETERMINED USING A DESIGN SPEED EQUAL TO THE POSTED SPEED AND A MAXIMUM SUPERELEVATION RATE OF 0.08. A MAXIMUM SUPERELEVATION RATE OF 0.06 WAS USED WHERE SIDE ROADS INTERSECTED ALONG THE HIGH SIDE OF A CURVE.
2. THE SHOULDER CROSS SLOPE ON BOTH THE OUTSIDE (HIGH SIDE) AND THE INSIDE (LOW SIDE) OF A SUPERELEVATED CURVE SHALL MATCH THE ADJACENT TRAVEL LANE CROSS SLOPE.

NOT TO SCALE

**SUPERELEVATION
DIAGRAMS
SHEET #11**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(I)

FILE NAME: z10b214_sbd.11.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214sbd11.1

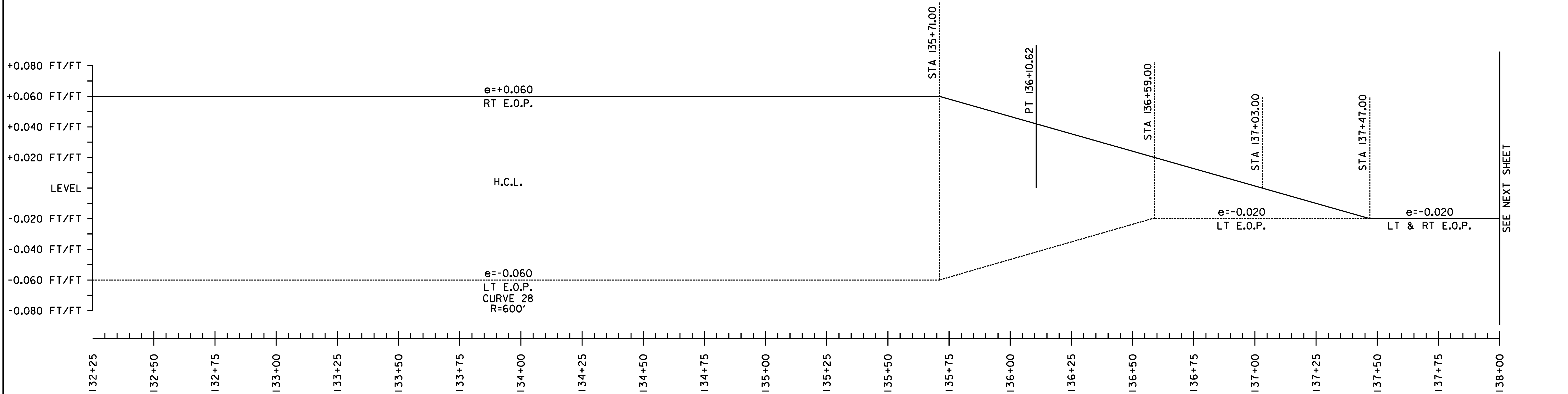
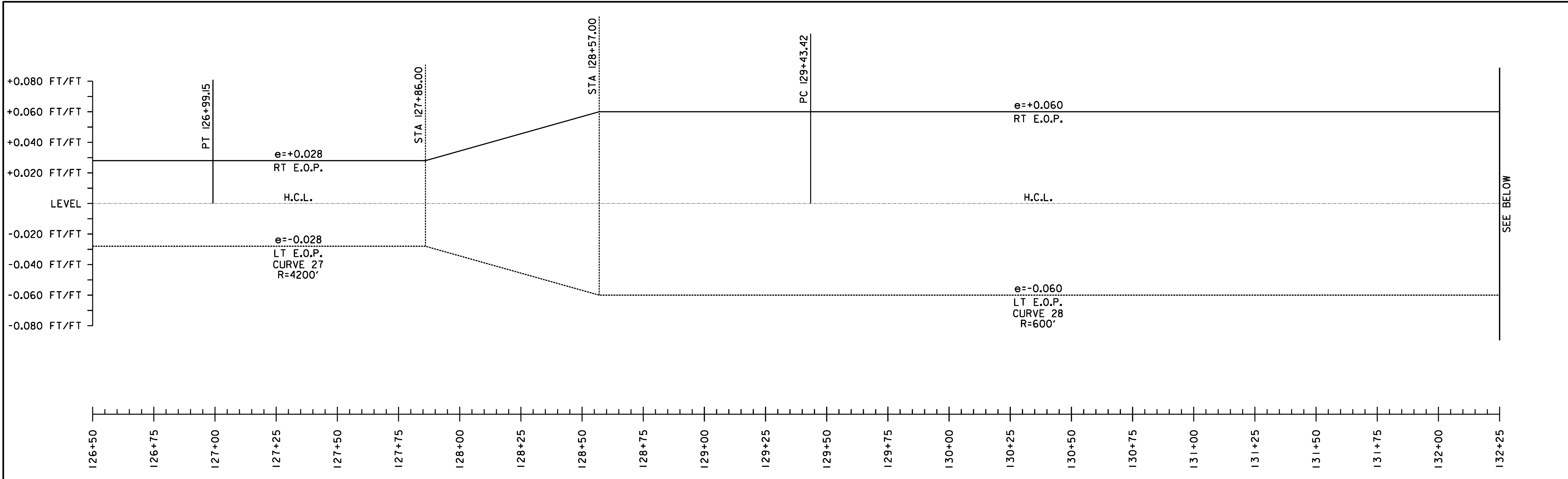
PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

CHECKED BY: J.P.S.

SHEET 157 OF 397

FILE NAME : \\AP01\projects\ANY\2\22426\CADD\1\STN\10b214_sbd.12.dgn
DATE/TIME : 3/17/2014
USER : 4916



SUPERELEVATION BANKING NOTES:

1. SUPERELEVATION RATES AND RUNOFF LENGTHS WERE DETERMINED USING A DESIGN SPEED EQUAL TO THE POSTED SPEED AND A MAXIMUM SUPERELEVATION RATE OF 0.08. A MAXIMUM SUPERELEVATION RATE OF 0.06 WAS USED WHERE SIDE ROADS INTERSECTED ALONG THE HIGH SIDE OF A CURVE.
2. THE SHOULDER CROSS SLOPE ON BOTH THE OUTSIDE (HIGH SIDE) AND THE INSIDE (LOW SIDE) OF A SUPERELEVATED CURVE SHALL MATCH THE ADJACENT TRAVEL LANE CROSS SLOPE.

NOT TO SCALE

**SUPERELEVATION
DIAGRAMS
SHEET #12**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_sbd.12.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214sbd12.1

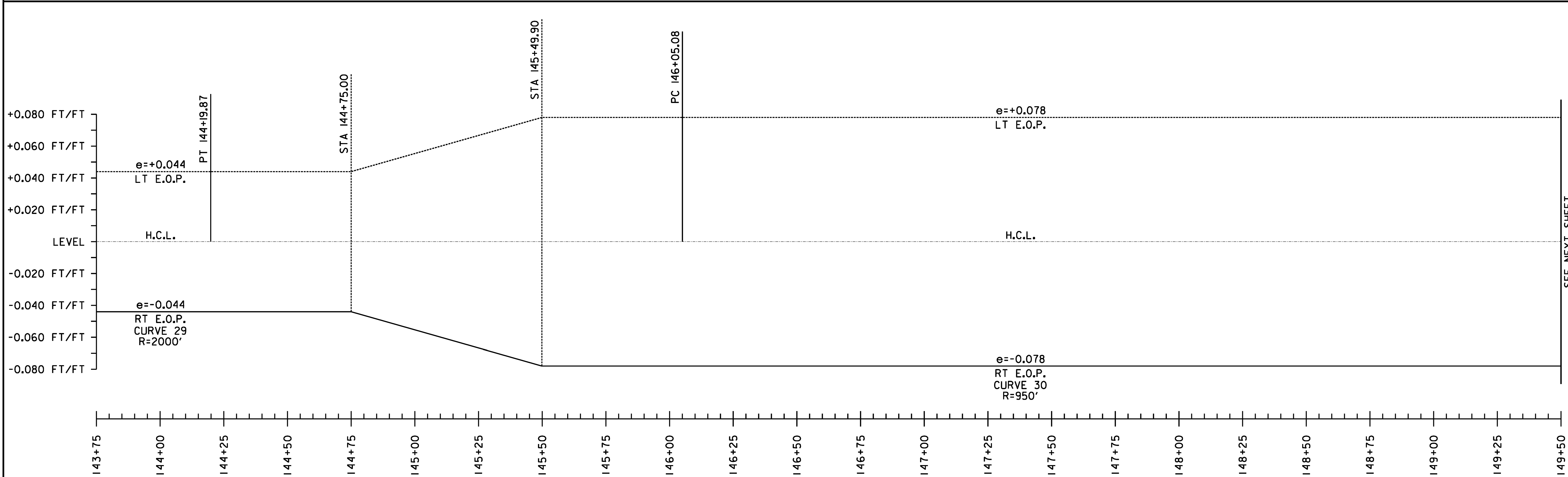
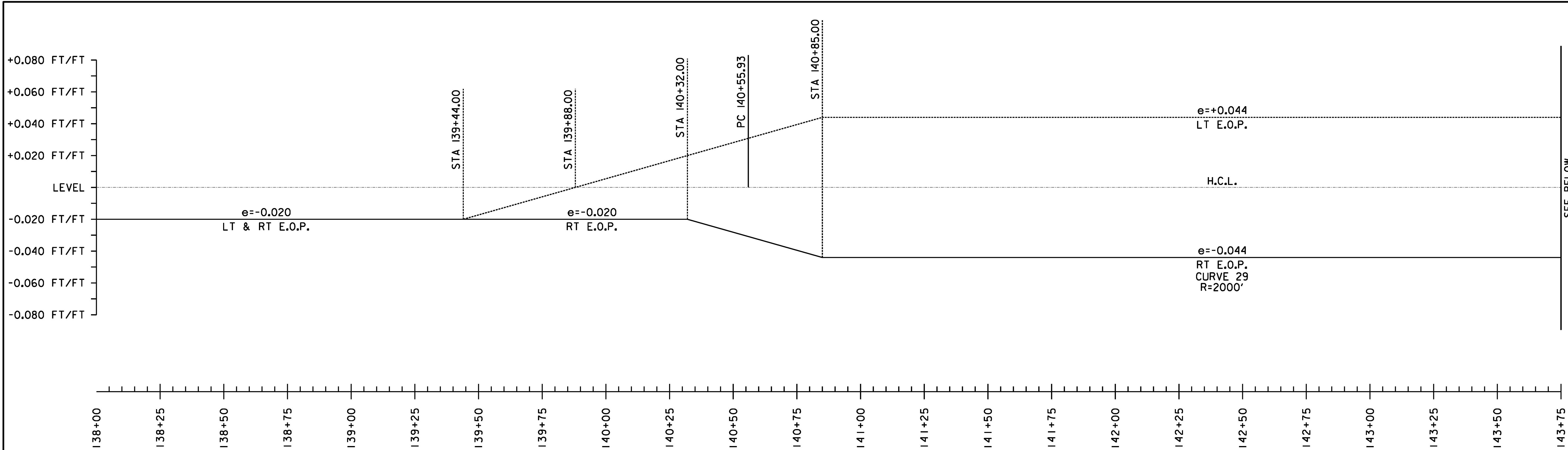
PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

CHECKED BY: J.P.S.

SHEET 158 OF 397

FILE NAME : W:\Projects\22426\CA001\MSTN\10b214_sbd.l3.dgn
DATE/TIME : 3/17/2014
USER : 4916



SUPERELEVATION BANKING NOTES:

1. SUPERELEVATION RATES AND RUNOFF LENGTHS WERE DETERMINED USING A DESIGN SPEED EQUAL TO THE POSTED SPEED AND A MAXIMUM SUPERELEVATION RATE OF 0.08. A MAXIMUM SUPERELEVATION RATE OF 0.06 WAS USED WHERE SIDE ROADS INTERSECTED ALONG THE HIGH SIDE OF A CURVE.
2. THE SHOULDER CROSS SLOPE ON BOTH THE OUTSIDE (HIGH SIDE) AND THE INSIDE (LOW SIDE) OF A SUPERELEVATED CURVE SHALL MATCH THE ADJACENT TRAVEL LANE CROSS SLOPE.

NOT TO SCALE

**SUPERELEVATION
DIAGRAMS
SHEET #13**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_sbd.l3.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214sbd13.1

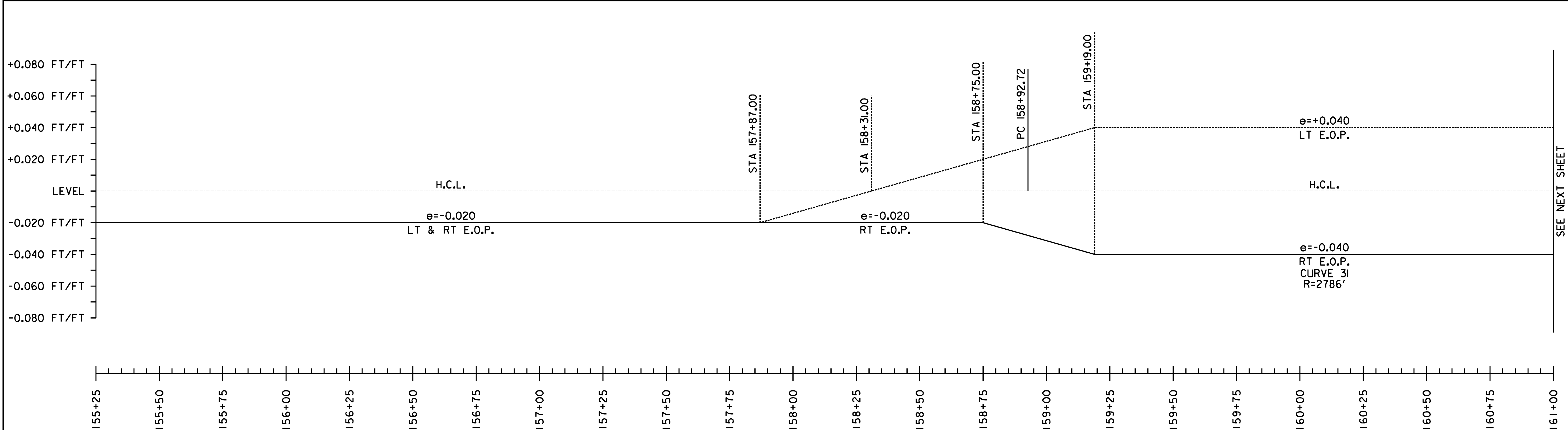
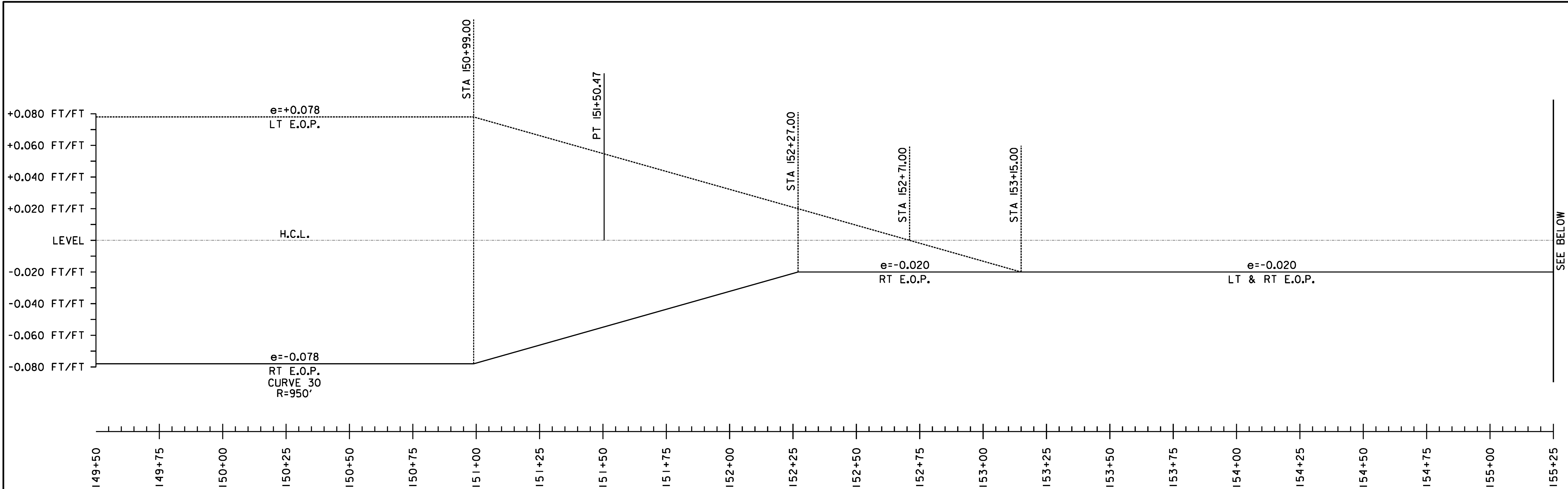
PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

CHECKED BY: J.P.S.

SHEET 159 OF 397

FILE NAME : W:\P\04\STOCKBRIDGE\BETH\STN\10b214.sbd\14.dgn
DATE/TIME : 3/17/2014
USER : JPS



SUPERELEVATION BANKING NOTES:

1. SUPERELEVATION RATES AND RUNOFF LENGTHS WERE DETERMINED USING A DESIGN SPEED EQUAL TO THE POSTED SPEED AND A MAXIMUM SUPERELEVATION RATE OF 0.08. A MAXIMUM SUPERELEVATION RATE OF 0.06 WAS USED WHERE SIDE ROADS INTERSECTED ALONG THE HIGH SIDE OF A CURVE.
2. THE SHOULDER CROSS SLOPE ON BOTH THE OUTSIDE (HIGH SIDE) AND THE INSIDE (LOW SIDE) OF A SUPERELEVATED CURVE SHALL MATCH THE ADJACENT TRAVEL LANE CROSS SLOPE.

NOT TO SCALE

**SUPERELEVATION
DIAGRAMS
SHEET #14**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214.sbd\14.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214sbd\14.1

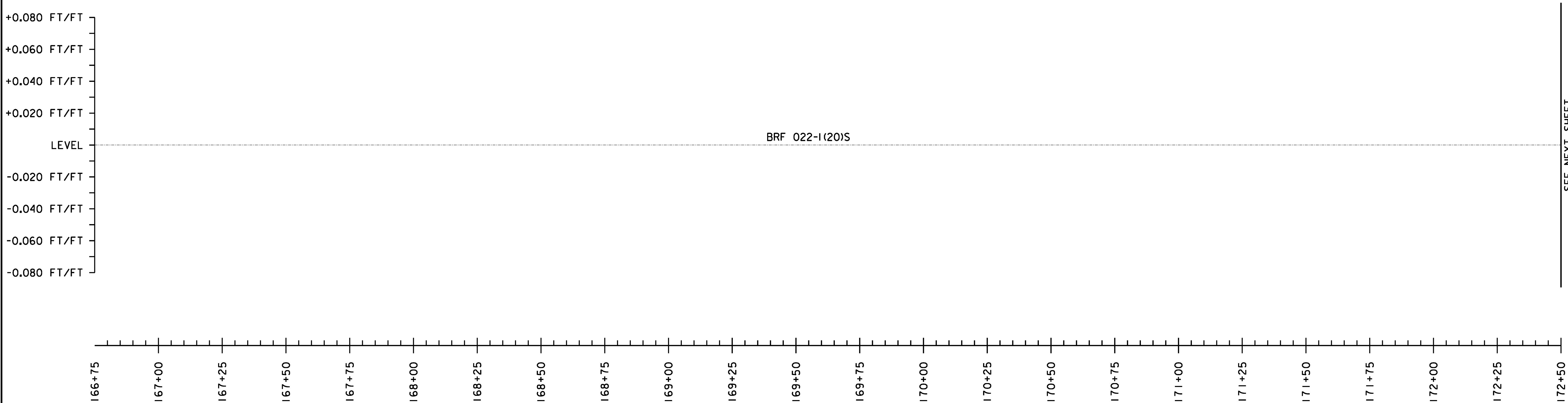
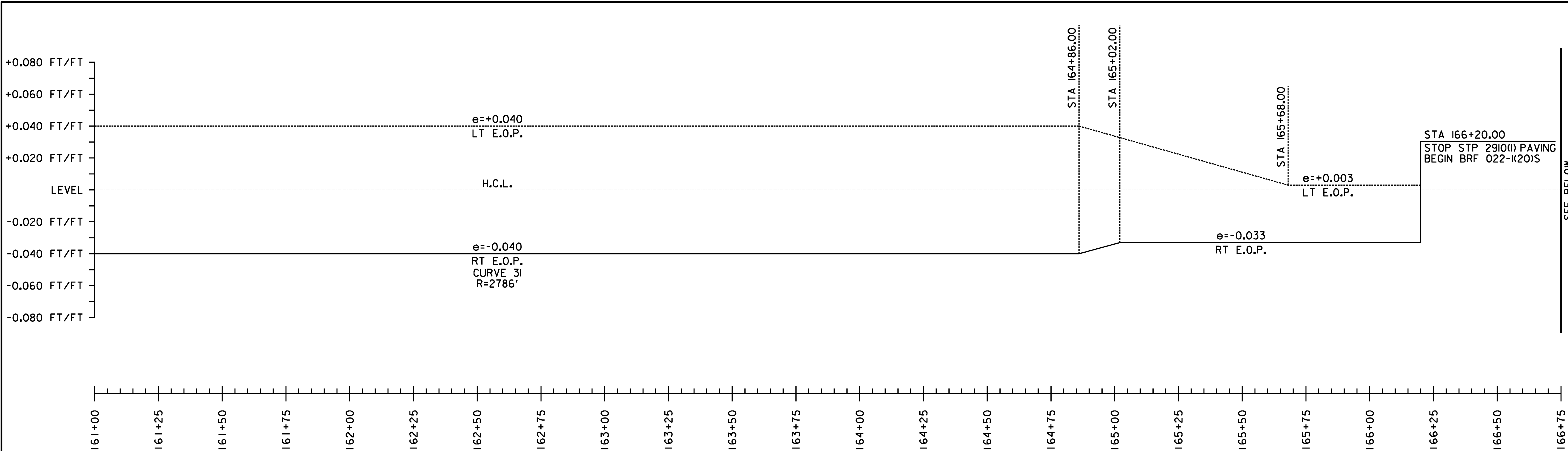
PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

CHECKED BY: J.P.S.

SHEET 160 OF 397

FILE NAME : W:\Projects\BETH\22426\CADD\1\STN\10b214_sbd.l5.dgn
DATE/TIME : 3/17/2014
USER : j916



SUPERELEVATION BANKING NOTES:

1. SUPERELEVATION RATES AND RUNOFF LENGTHS WERE DETERMINED USING A DESIGN SPEED EQUAL TO THE POSTED SPEED AND A MAXIMUM SUPERELEVATION RATE OF 0.08. A MAXIMUM SUPERELEVATION RATE OF 0.06 WAS USED WHERE SIDE ROADS INTERSECTED ALONG THE HIGH SIDE OF A CURVE.
2. THE SHOULDER CROSS SLOPE ON BOTH THE OUTSIDE (HIGH SIDE) AND THE INSIDE (LOW SIDE) OF A SUPERELEVATED CURVE SHALL MATCH THE ADJACENT TRAVEL LANE CROSS SLOPE.

NOT TO SCALE

SUPERELEVATION
DIAGRAMS
SHEET #15

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(I)

FILE NAME: z10b214_sbd.l5.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214sbd15.l

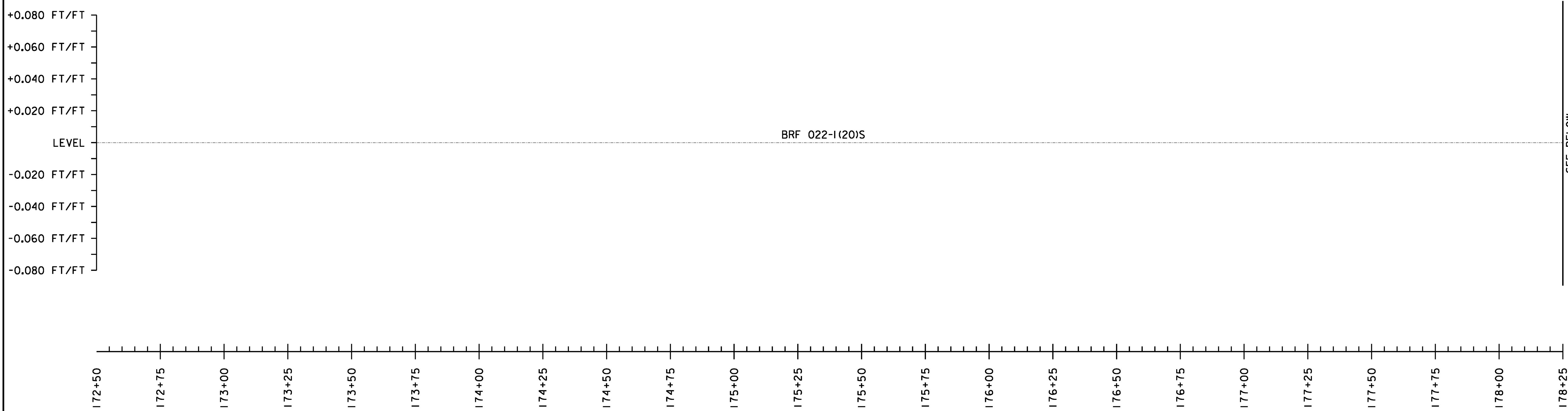
PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

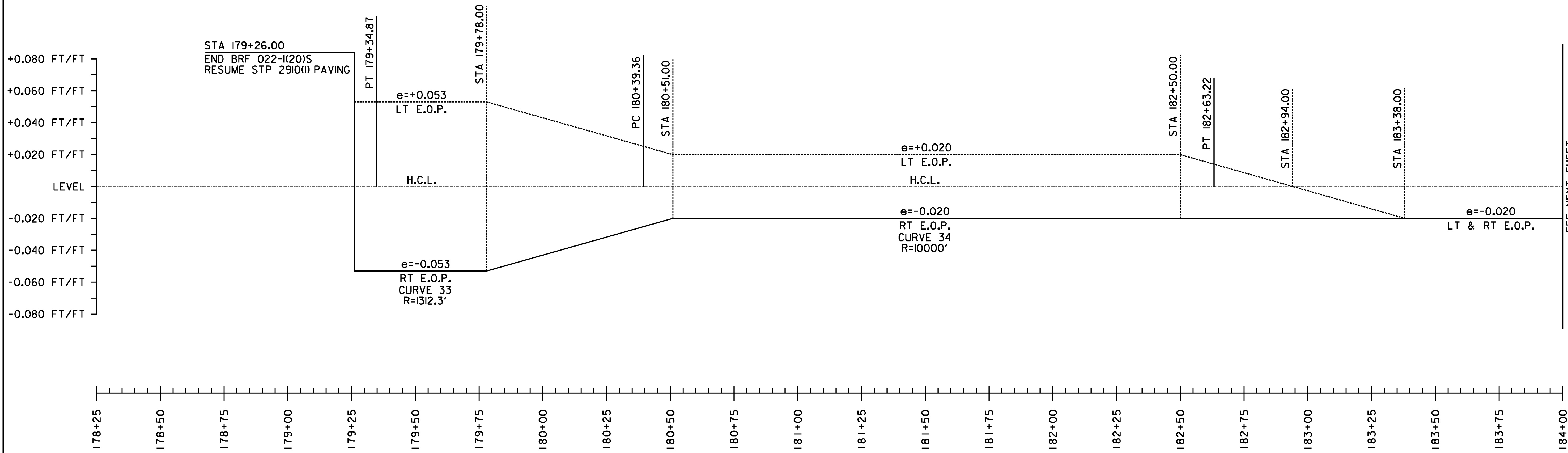
CHECKED BY: J.P.S.

SHEET 161 OF 397

FILE NAME : \\P001\geogis\any\k2\22426\CADD\1\STN\18b214_sbd.16.dgn
DATE/TIME : 3/17/2014
USER : 4916



SEE BELOW



SEE NEXT SHEET

SUPERELEVATION BANKING NOTES:

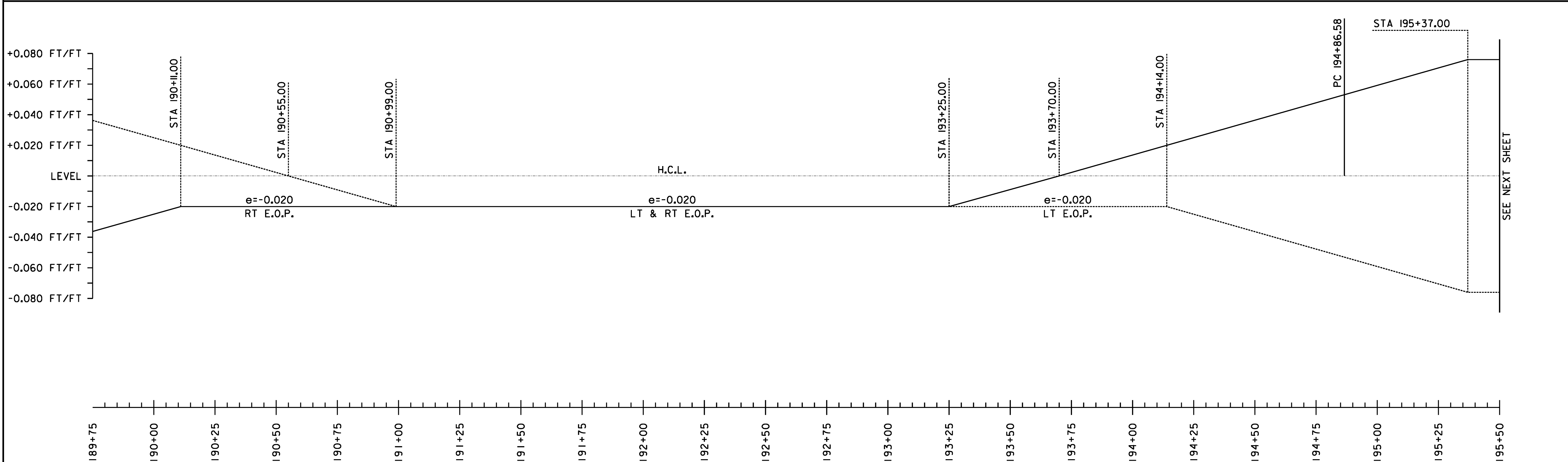
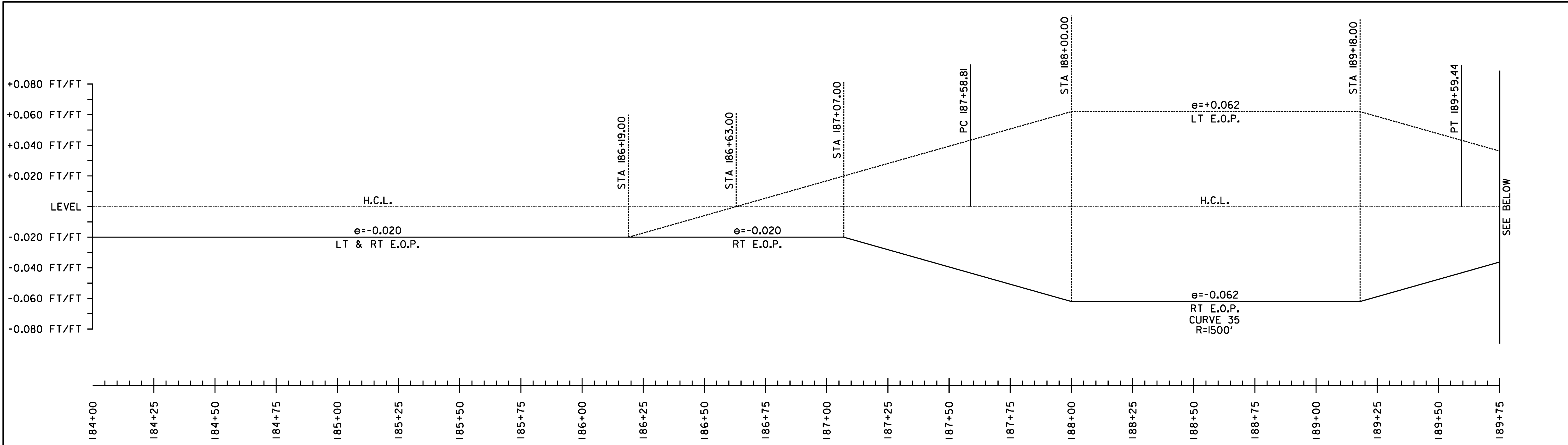
1. SUPERELEVATION RATES AND RUNOFF LENGTHS WERE DETERMINED USING A DESIGN SPEED EQUAL TO THE POSTED SPEED AND A MAXIMUM SUPERELEVATION RATE OF 0.08. A MAXIMUM SUPERELEVATION RATE OF 0.06 WAS USED WHERE SIDE ROADS INTERSECTED ALONG THE HIGH SIDE OF A CURVE.
2. THE SHOULDER CROSS SLOPE ON BOTH THE OUTSIDE (HIGH SIDE) AND THE INSIDE (LOW SIDE) OF A SUPERELEVATED CURVE SHALL MATCH THE ADJACENT TRAVEL LANE CROSS SLOPE.

NOT TO SCALE

**SUPERELEVATION
DIAGRAMS
SHEET #16**

PROJECT NAME: STOCKBRIDGE-BETHEL	
PROJECT NUMBER: STP 2910(1)	
FILE NAME: z10b214_sbd.16.dgn	PLOT DATE: 3/17/2014
PROJECT LEADER: D.E.G.	DRAWN BY: W.G.P.
DESIGNED BY: L.M.B.	CHECKED BY: J.P.S.
IPARM FILE: z10b214sbd16.1	SHEET 162 OF 397

FILE NAME : V:\P\010850\ANY\K2\22426\CAOD\1\STN\18b214_sbd.17.dgn
DATE/TIME : 3/17/2014
USER : 4916



SUPERELEVATION BANKING NOTES:

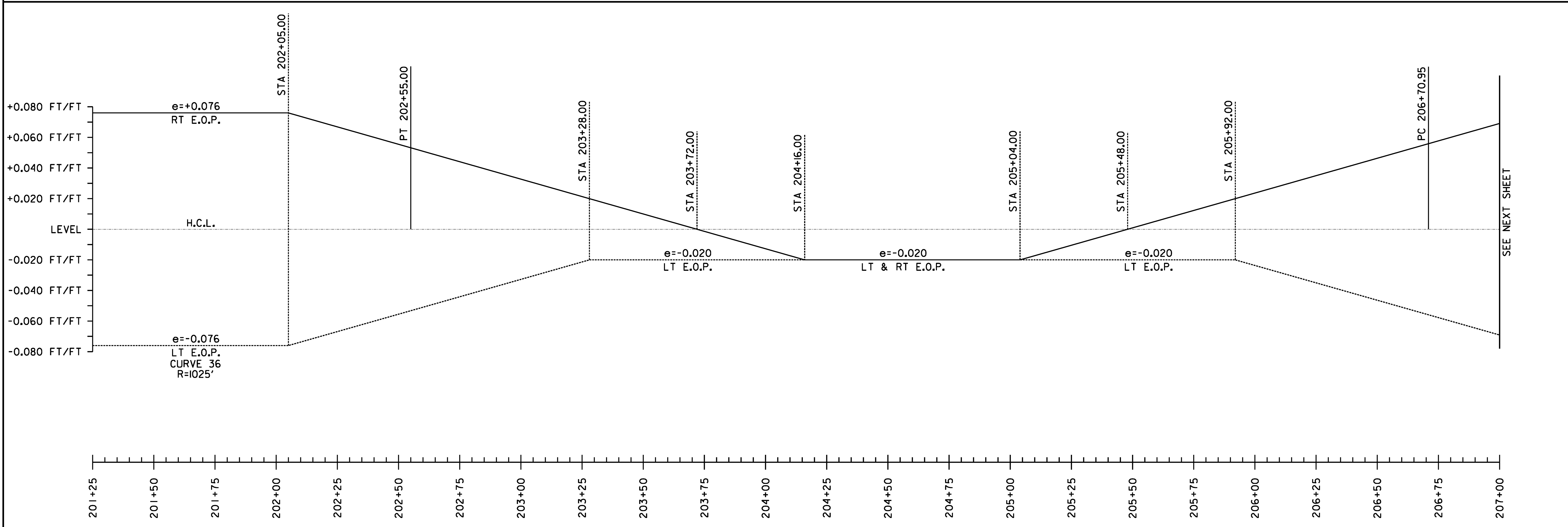
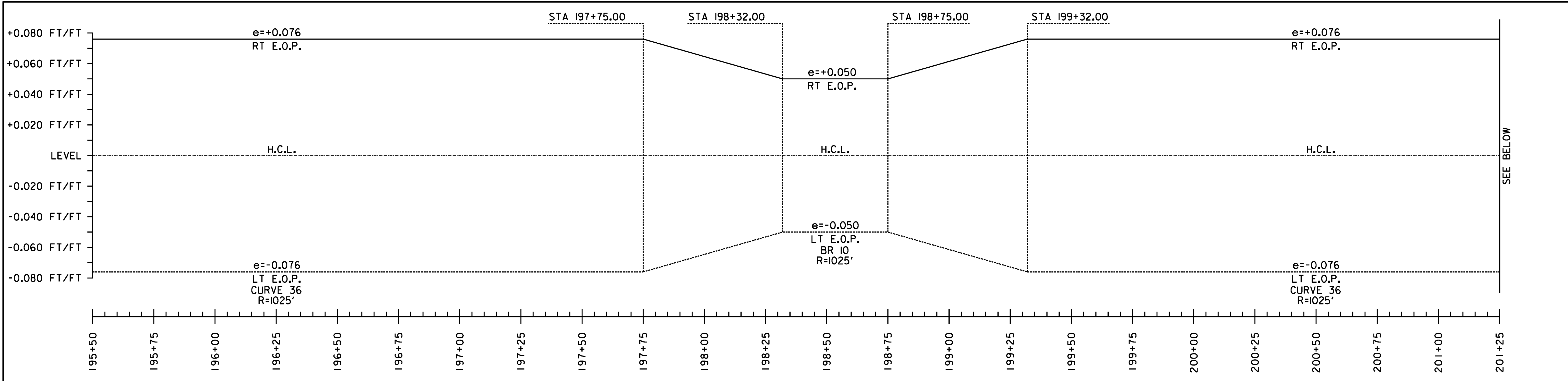
1. SUPERELEVATION RATES AND RUNOFF LENGTHS WERE DETERMINED USING A DESIGN SPEED EQUAL TO THE POSTED SPEED AND A MAXIMUM SUPERELEVATION RATE OF 0.08. A MAXIMUM SUPERELEVATION RATE OF 0.06 WAS USED WHERE SIDE ROADS INTERSECTED ALONG THE HIGH SIDE OF A CURVE.
2. THE SHOULDER CROSS SLOPE ON BOTH THE OUTSIDE (HIGH SIDE) AND THE INSIDE (LOW SIDE) OF A SUPERELEVATED CURVE SHALL MATCH THE ADJACENT TRAVEL LANE CROSS SLOPE.

NOT TO SCALE

**SUPERELEVATION
DIAGRAMS
SHEET #17**

PROJECT NAME:	STOCKBRIDGE-BETHEL
PROJECT NUMBER:	STP 2910(1)
FILE NAME:	z10b214_sbd.17.dgn
PROJECT LEADER:	D.E.G.
DESIGNED BY:	L.M.B.
IPARM FILE:	z10b214sbd17.i
PLOT DATE:	3/17/2014
DRAWN BY:	W.G.P.
CHECKED BY:	J.P.S.
SHEET	163 OF 397

FILE NAME : V:\P\010825\ANY\K2\22426\CADD\1\STN\10b214_sbd.18.dgn
DATE/TIME : 3/17/2014
USER : 4916



SUPERELEVATION BANKING NOTES:

- SUPERELEVATION RATES AND RUNOFF LENGTHS WERE DETERMINED USING A DESIGN SPEED EQUAL TO THE POSTED SPEED AND A MAXIMUM SUPERELEVATION RATE OF 0.08. A MAXIMUM SUPERELEVATION RATE OF 0.06 WAS USED WHERE SIDE ROADS INTERSECTED ALONG THE HIGH SIDE OF A CURVE.
- THE SHOULDER CROSS SLOPE ON BOTH THE OUTSIDE (HIGH SIDE) AND THE INSIDE (LOW SIDE) OF A SUPERELEVATED CURVE SHALL MATCH THE ADJACENT TRAVEL LANE CROSS SLOPE.

NOT TO SCALE

**SUPERELEVATION
DIAGRAMS
SHEET #18**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_sbd.18.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214sbd18.1

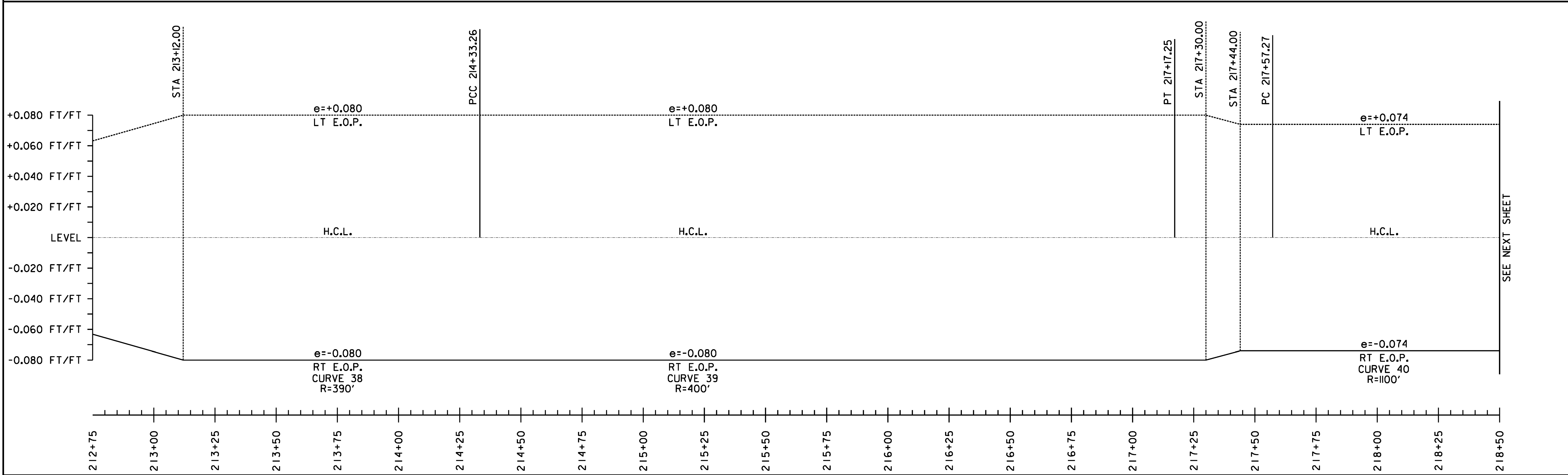
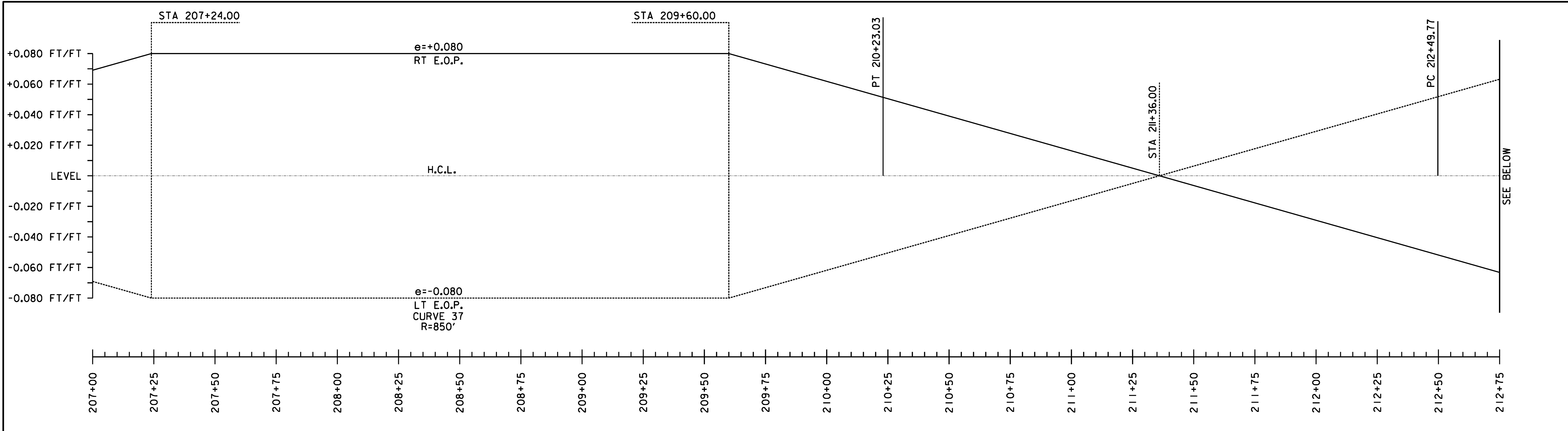
PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

CHECKED BY: J.P.S.

SHEET 164 OF 397

FILE NAME : \\AP01\projects\ANY\22\22426\CADD\1\MSTN\10b214_sbd.19.dgn
DATE/TIME : 3/17/2014
USER : 4916



SUPERELEVATION BANKING NOTES:

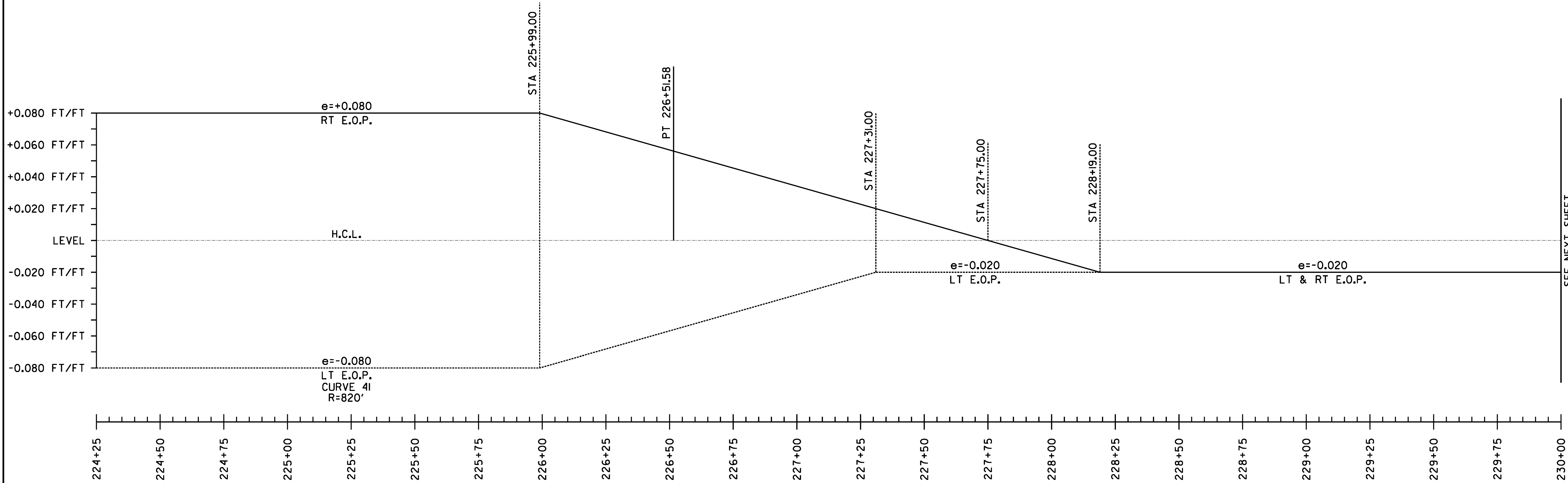
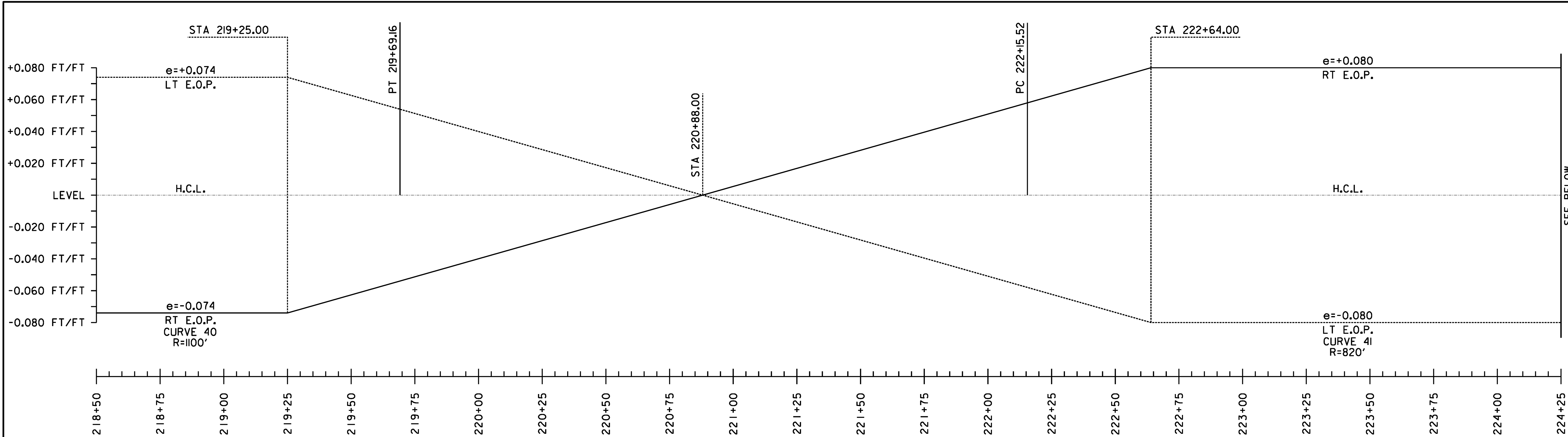
1. SUPERELEVATION RATES AND RUNOFF LENGTHS WERE DETERMINED USING A DESIGN SPEED EQUAL TO THE POSTED SPEED AND A MAXIMUM SUPERELEVATION RATE OF 0.08. A MAXIMUM SUPERELEVATION RATE OF 0.06 WAS USED WHERE SIDE ROADS INTERSECTED ALONG THE HIGH SIDE OF A CURVE.
2. THE SHOULDER CROSS SLOPE ON BOTH THE OUTSIDE (HIGH SIDE) AND THE INSIDE (LOW SIDE) OF A SUPERELEVATED CURVE SHALL MATCH THE ADJACENT TRAVEL LANE CROSS SLOPE.

NOT TO SCALE

**SUPERELEVATION
DIAGRAMS
SHEET #19**

PROJECT NAME: STOCKBRIDGE-BETHEL	
PROJECT NUMBER: STP 2910(1)	
FILE NAME: z10b214_sbd.19.dgn	PLOT DATE: 3/17/2014
PROJECT LEADER: D.E.G.	DRAWN BY: W.G.P.
DESIGNED BY: L.M.B.	CHECKED BY: J.P.S.
IPARM FILE: z10b214sbd19.i	SHEET 165 OF 397

FILE NAME : W:\P\04\STOCK\BETH\22426\CAOD\1\STN\10b214_sbd_28.dgn
DATE/TIME : 3/17/2014
USER : j916



SUPERELEVATION BANKING NOTES:

1. SUPERELEVATION RATES AND RUNOFF LENGTHS WERE DETERMINED USING A DESIGN SPEED EQUAL TO THE POSTED SPEED AND A MAXIMUM SUPERELEVATION RATE OF 0.08. A MAXIMUM SUPERELEVATION RATE OF 0.06 WAS USED WHERE SIDE ROADS INTERSECTED ALONG THE HIGH SIDE OF A CURVE.
2. THE SHOULDER CROSS SLOPE ON BOTH THE OUTSIDE (HIGH SIDE) AND THE INSIDE (LOW SIDE) OF A SUPERELEVATED CURVE SHALL MATCH THE ADJACENT TRAVEL LANE CROSS SLOPE.

NOT TO SCALE

**SUPERELEVATION
DIAGRAMS
SHEET #20**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_sbd_20.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214sbd20.i

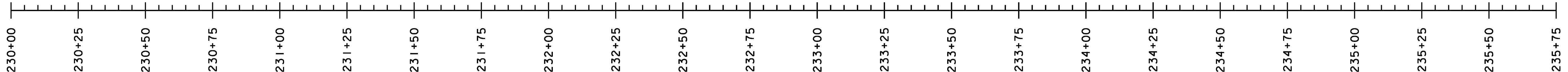
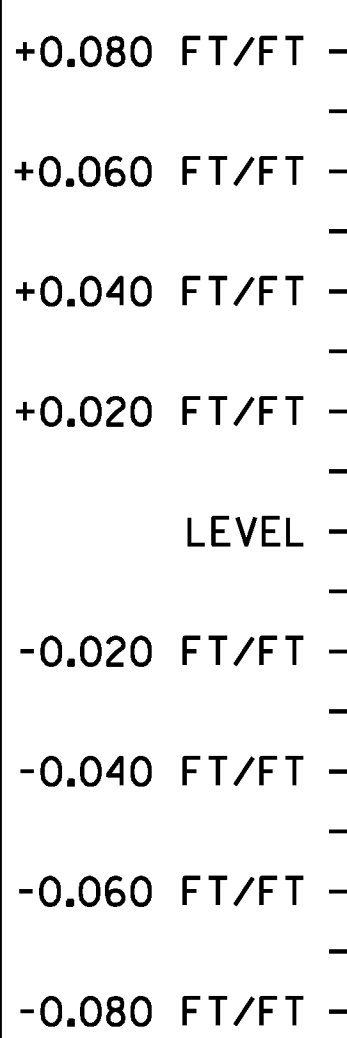
PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

CHECKED BY: J.P.S.

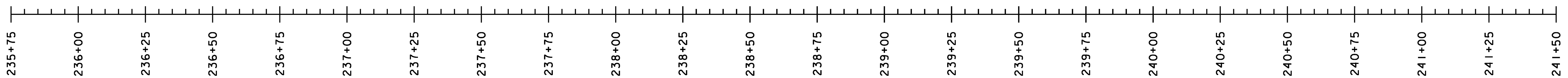
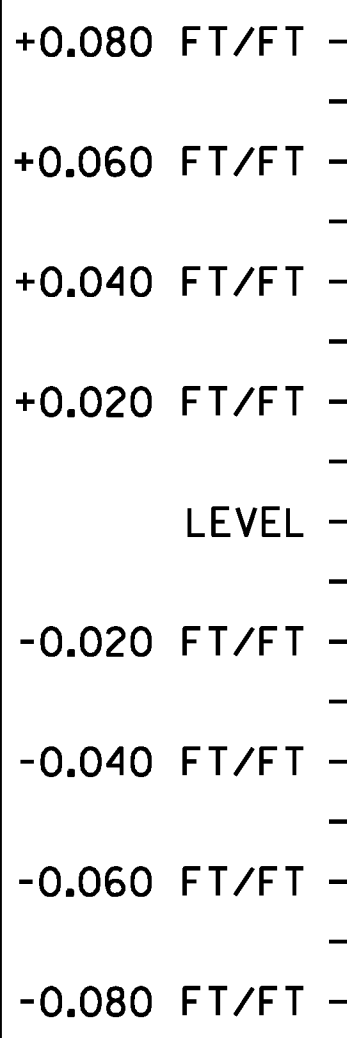
SHEET 166 OF 397

FILE NAME : \\AP01\projects\ANY\K2\22425\CAODD\MSTN\10b214_sbd.21.dgn
DATE/TIME : 3/17/2014
USER : 4916



H.C.L.
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LT & RT E.O.P.

SEE BELOW



H.C.L.
e=-0.020
LT & RT E.O.P.

SEE NEXT SHEET

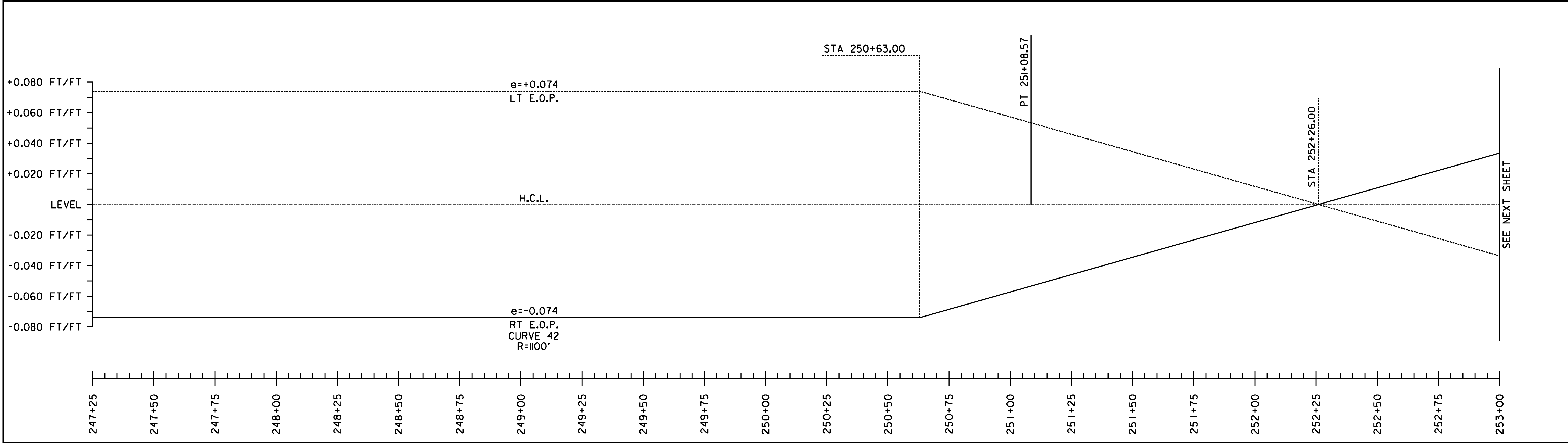
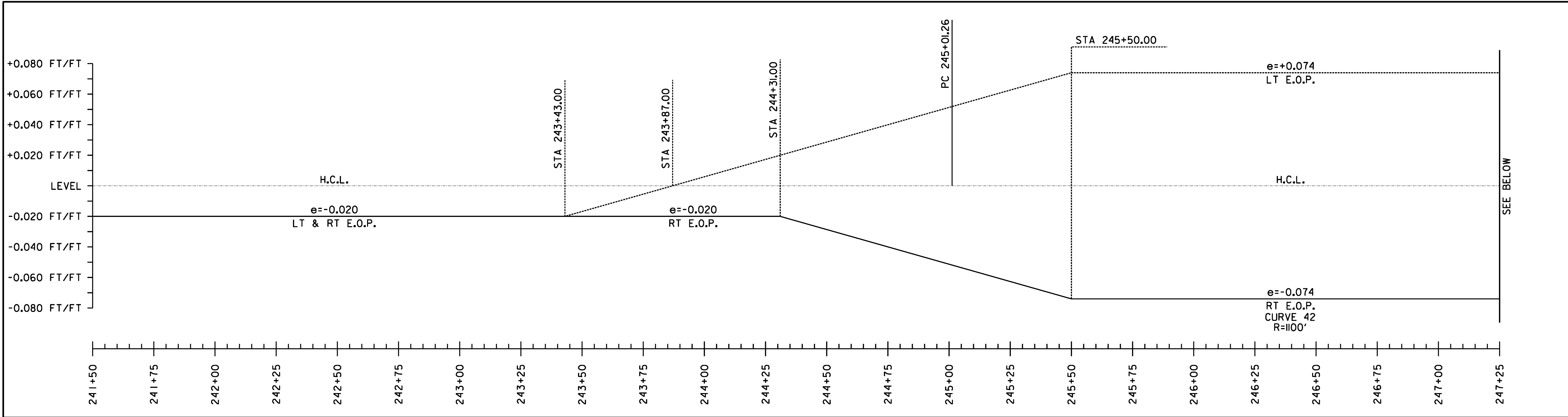
SUPERELEVATION BANKING NOTES:

1. SUPERELEVATION RATES AND RUNOFF LENGTHS WERE DETERMINED USING A DESIGN SPEED EQUAL TO THE POSTED SPEED AND A MAXIMUM SUPERELEVATION RATE OF 0.08. A MAXIMUM SUPERELEVATION RATE OF 0.06 WAS USED WHERE SIDE ROADS INTERSECTED ALONG THE HIGH SIDE OF A CURVE.
2. THE SHOULDER CROSS SLOPE ON BOTH THE OUTSIDE (HIGH SIDE) AND THE INSIDE (LOW SIDE) OF A SUPERELEVATED CURVE SHALL MATCH THE ADJACENT TRAVEL LANE CROSS SLOPE.

NOT TO SCALE

SUPERELEVATION DIAGRAMS SHEET #21	PROJECT NAME: STOCKBRIDGE-BETHEL	
	PROJECT NUMBER: STP 2910(1)	
	FILE NAME: z10b214_sbd.21.dgn	PLOT DATE: 3/17/2014
	DESIGNED BY: L.M.B.	CHECKED BY: J.P.S.
IPARM FILE: z10b214sbd21.i		SHEET 167 OF 397

FILE NAME : \\P:\projects\ANY\K2\22\25\CAOD\1\STN\10b214_sbd.22.dgn
DATE/TIME : 3/17/2014
USER : 4916



SUPERELEVATION BANKING NOTES:

1. SUPERELEVATION RATES AND RUNOFF LENGTHS WERE DETERMINED USING A DESIGN SPEED EQUAL TO THE POSTED SPEED AND A MAXIMUM SUPERELEVATION RATE OF 0.08. A MAXIMUM SUPERELEVATION RATE OF 0.06 WAS USED WHERE SIDE ROADS INTERSECTED ALONG THE HIGH SIDE OF A CURVE.
2. THE SHOULDER CROSS SLOPE ON BOTH THE OUTSIDE (HIGH SIDE) AND THE INSIDE (LOW SIDE) OF A SUPERELEVATED CURVE SHALL MATCH THE ADJACENT TRAVEL LANE CROSS SLOPE.

NOT TO SCALE

**SUPERELEVATION
DIAGRAMS
SHEET #22**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_sbd.22.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214sbd22.1

PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

CHECKED BY: J.P.S.

SHEET 168 OF 397

FILE NAME : V:\P\04\res\04\ANY\K2\22\26\CADD\1\STN\10b214_sbd_23.dgn
DATE/TIME : 3/17/2014
USER : 4916

SUPERELEVATION BANKING NOTES:

1. SUPERELEVATION RATES AND RUNOFF LENGTHS WERE DETERMINED USING A DESIGN SPEED EQUAL TO THE POSTED SPEED AND A MAXIMUM SUPERELEVATION RATE OF 0.08. A MAXIMUM SUPERELEVATION RATE OF 0.06 WAS USED WHERE SIDE ROADS INTERSECTED ALONG THE HIGH SIDE OF A CURVE.
2. THE SHOULDER CROSS SLOPE ON BOTH THE OUTSIDE (HIGH SIDE) AND THE INSIDE (LOW SIDE) OF A SUPERELEVATED CURVE SHALL MATCH THE ADJACENT TRAVEL LANE CROSS SLOPE.

NOT TO SCALE

**SUPERELEVATION
DIAGRAMS
SHEET #23**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_sbd_23.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

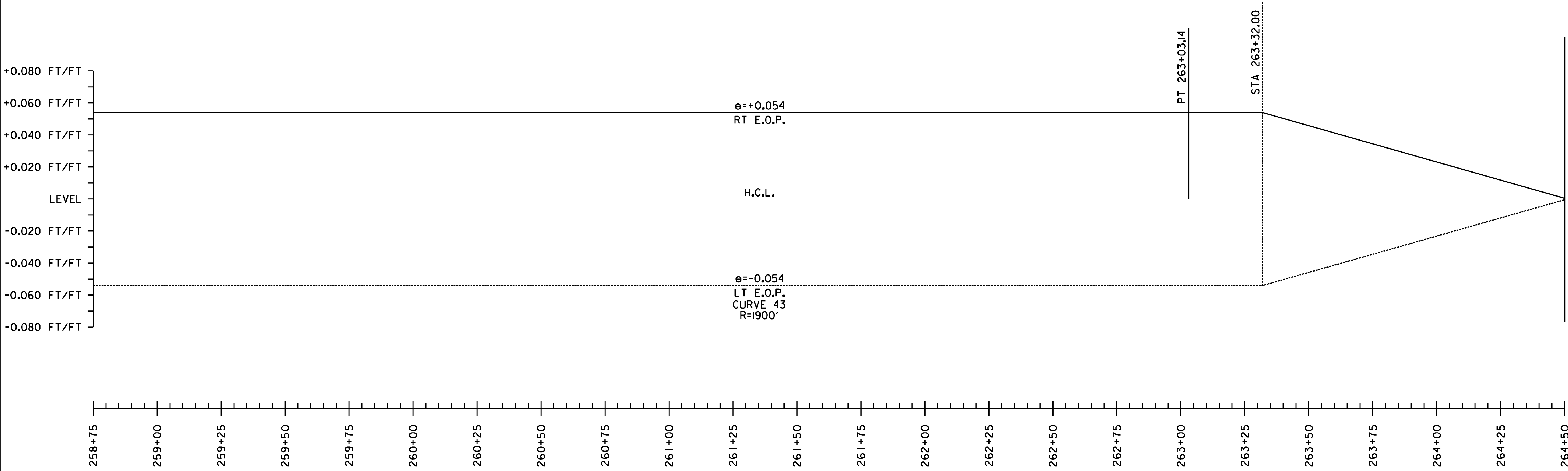
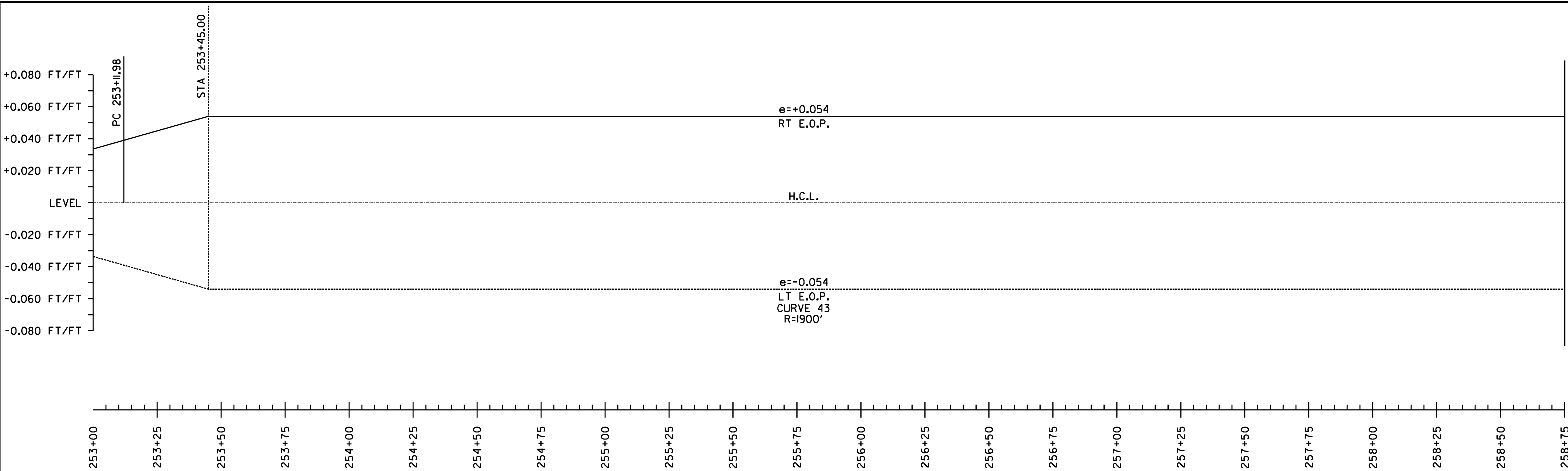
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PLOT DATE: 3/17/2014

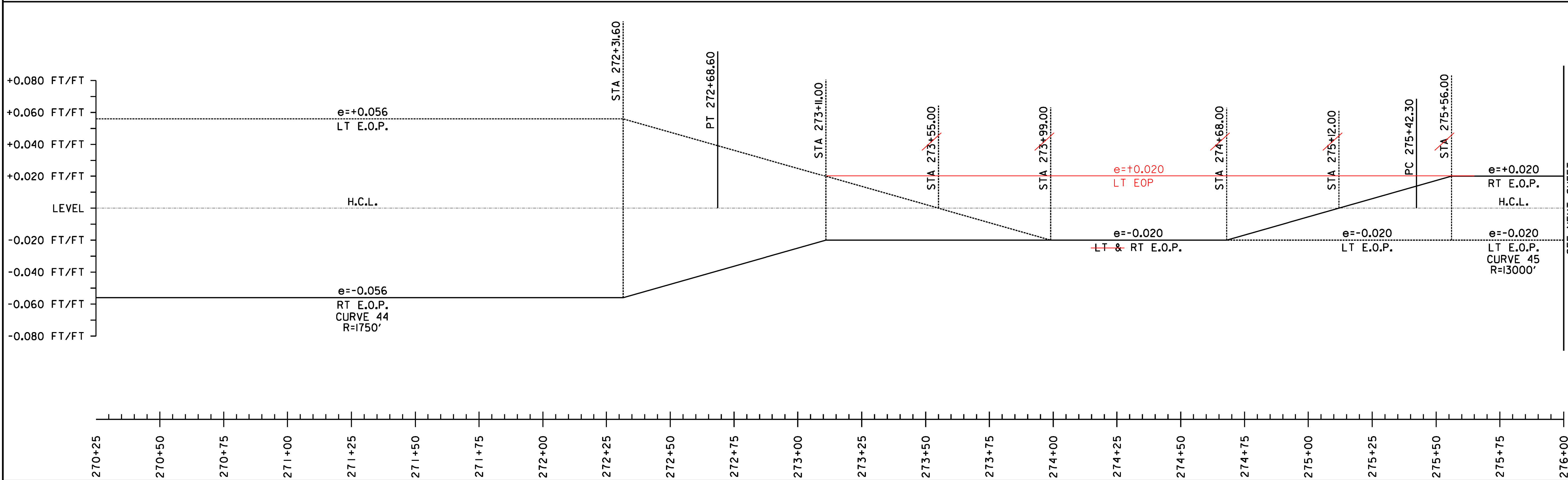
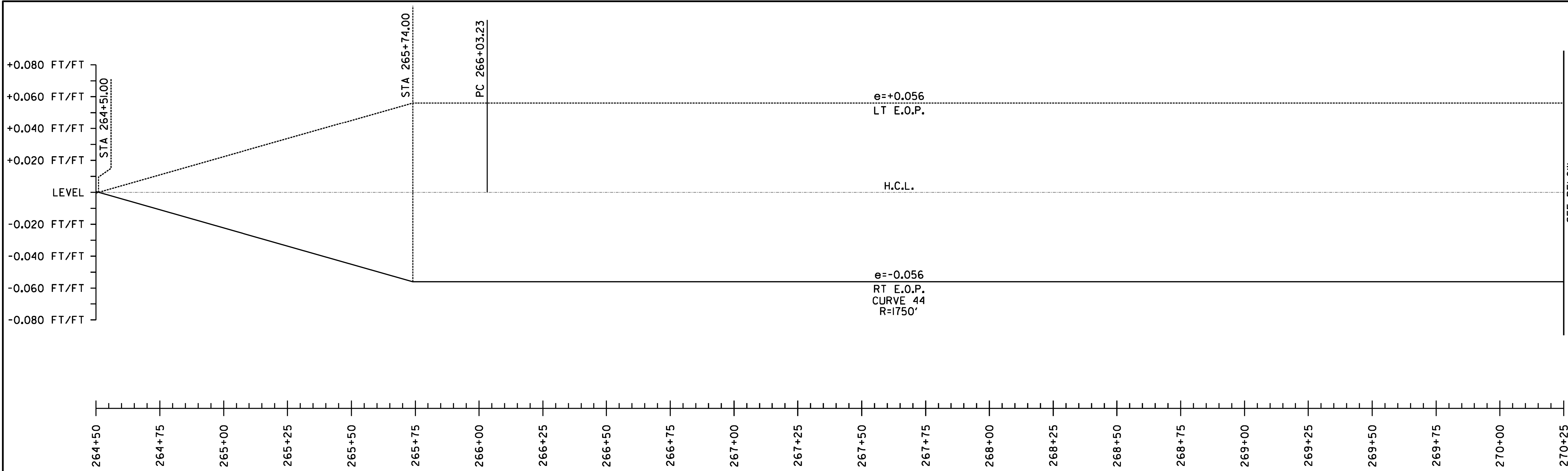
DRAWN BY: W.G.P.

CHECKED BY: J.P.S.

SHEET 169 OF 397

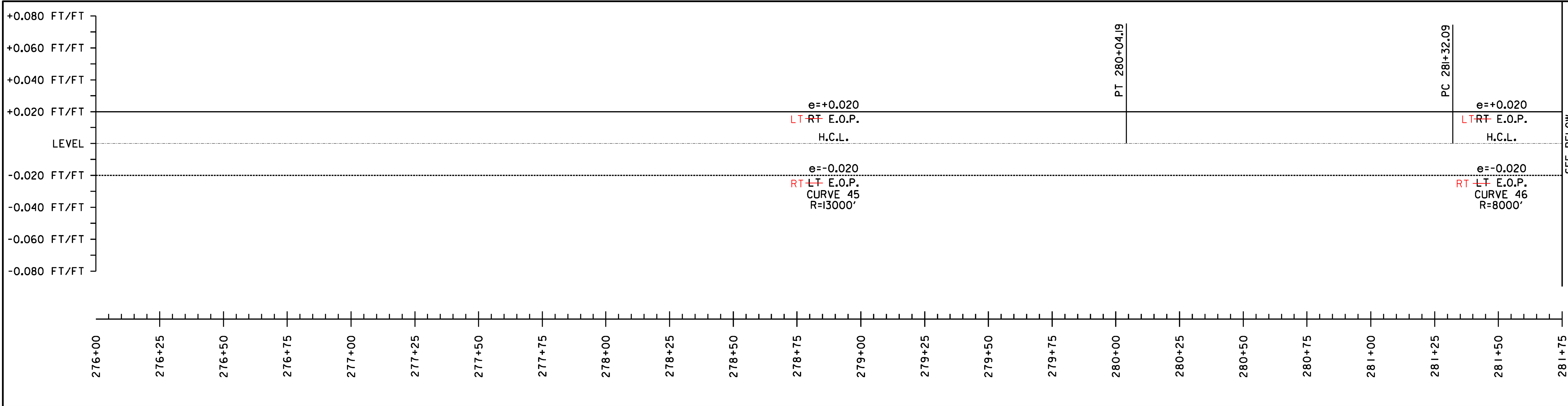


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DATE : 3/17/2014
USER : J.4916

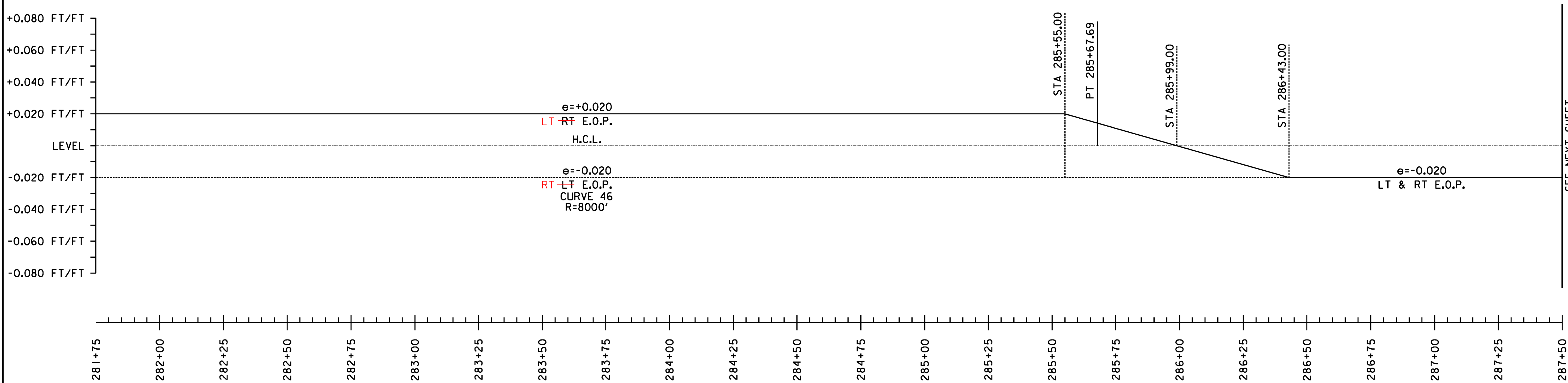


SUPERELEVATION BANKING NOTES:		NOT TO SCALE	
1. SUPERELEVATION RATES AND RUNOFF LENGTHS WERE DETERMINED USING A DESIGN SPEED EQUAL TO THE POSTED SPEED AND A MAXIMUM SUPERELEVATION RATE OF 0.08. A MAXIMUM SUPERELEVATION RATE OF 0.06 WAS USED WHERE SIDE ROADS INTERSECTED ALONG THE HIGH SIDE OF A CURVE.		SUPERELEVATION DIAGRAMS SHEET #24	PROJECT NAME: STOCKBRIDGE-BETHEL
2. THE SHOULDER CROSS SLOPE ON BOTH THE OUTSIDE (HIGH SIDE) AND THE INSIDE (LOW SIDE) OF A SUPERELEVATED CURVE SHALL MATCH THE ADJACENT TRAVEL LANE CROSS SLOPE.			PROJECT NUMBER: STP 2910(1)
			FILE NAME: z10b214.sbd.24.dgn PROJECT LEADER: D.E.G. DESIGNED BY: L.M.B. IPARM FILE: z10b214sbd24.1
		PLOT DATE: 3/17/2014 DRAWN BY: W.G.P. CHECKED BY: J.P.S. SHEET 170 OF 397	

FILE NAME : I:\572\projects\4916\22426\4400\NSTN\z10b214_sbd.25.dgn
DATE : 3/17/2014
USER : JLB



SEE BELOW



SEE NEXT SHEET

SUPERELEVATION BANKING NOTES:

- SUPERELEVATION RATES AND RUNOFF LENGTHS WERE DETERMINED USING A DESIGN SPEED EQUAL TO THE POSTED SPEED AND A MAXIMUM SUPERELEVATION RATE OF 0.08. A MAXIMUM SUPERELEVATION RATE OF 0.06 WAS USED WHERE SIDE ROADS INTERSECTED ALONG THE HIGH SIDE OF A CURVE.
- THE SHOULDER CROSS SLOPE ON BOTH THE OUTSIDE (HIGH SIDE) AND THE INSIDE (LOW SIDE) OF A SUPERELEVATED CURVE SHALL MATCH THE ADJACENT TRAVEL LANE CROSS SLOPE.

NOT TO SCALE

SUPERELEVATION
DIAGRAMS
SHEET #25

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_sbd.25.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214sbd25.1

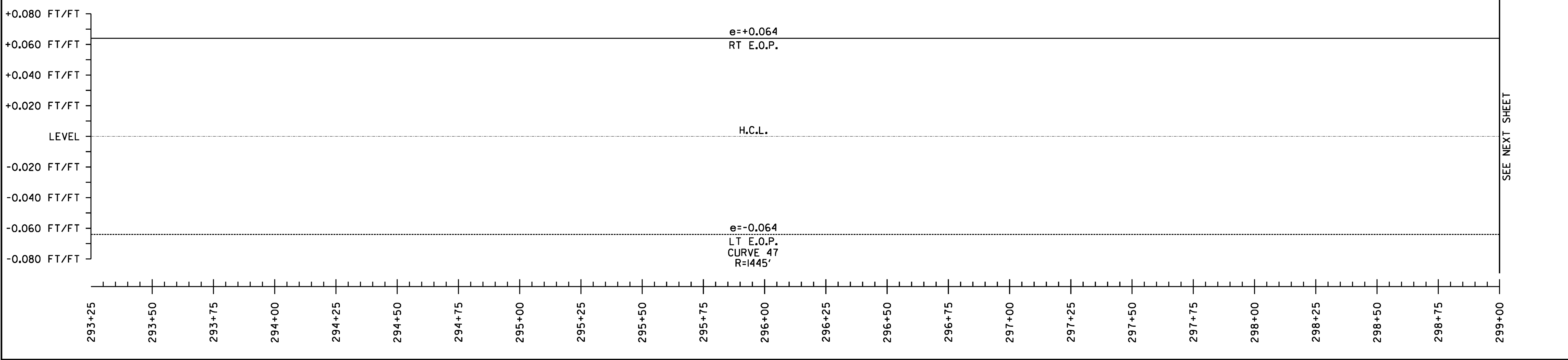
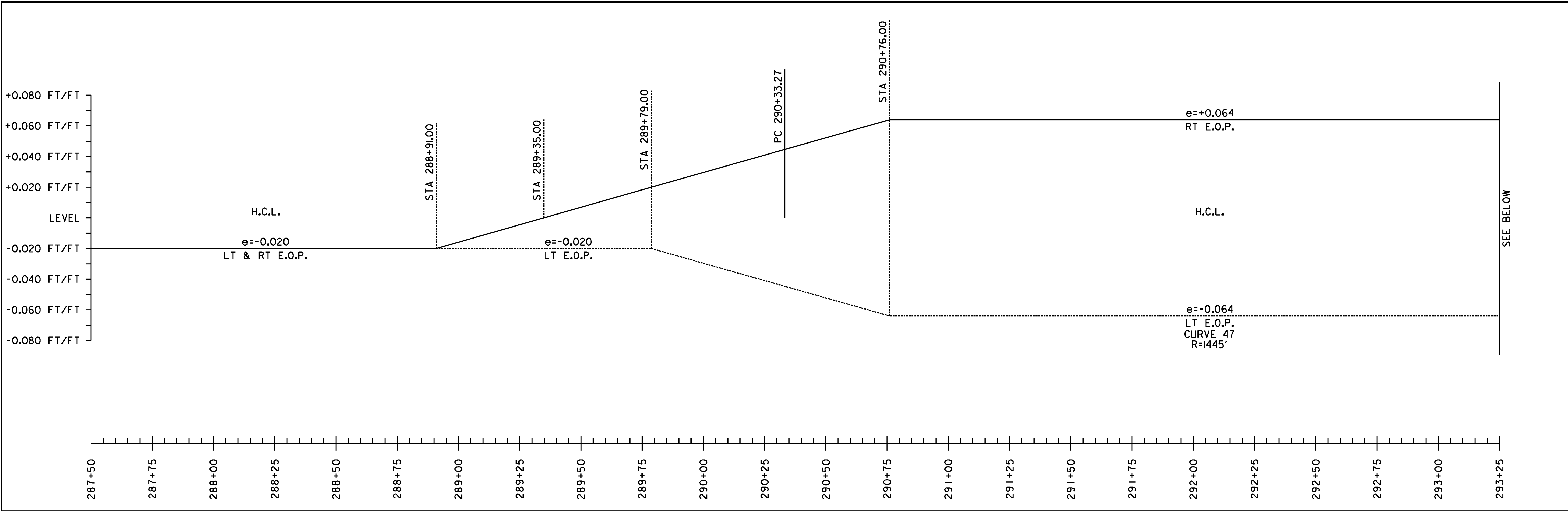
PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

CHECKED BY: J.P.S.

SHEET 171 OF 397

FILE NAME : W:\Projects\ANY\K2\22\26\CAOD\1\STN\10b214_sbd_26.dgn
DATE/TIME : 3/17/2014
USER : j916



SUPERELEVATION BANKING NOTES:

- SUPERELEVATION RATES AND RUNOFF LENGTHS WERE DETERMINED USING A DESIGN SPEED EQUAL TO THE POSTED SPEED AND A MAXIMUM SUPERELEVATION RATE OF 0.08. A MAXIMUM SUPERELEVATION RATE OF 0.06 WAS USED WHERE SIDE ROADS INTERSECTED ALONG THE HIGH SIDE OF A CURVE.
- THE SHOULDER CROSS SLOPE ON BOTH THE OUTSIDE (HIGH SIDE) AND THE INSIDE (LOW SIDE) OF A SUPERELEVATED CURVE SHALL MATCH THE ADJACENT TRAVEL LANE CROSS SLOPE.

NOT TO SCALE

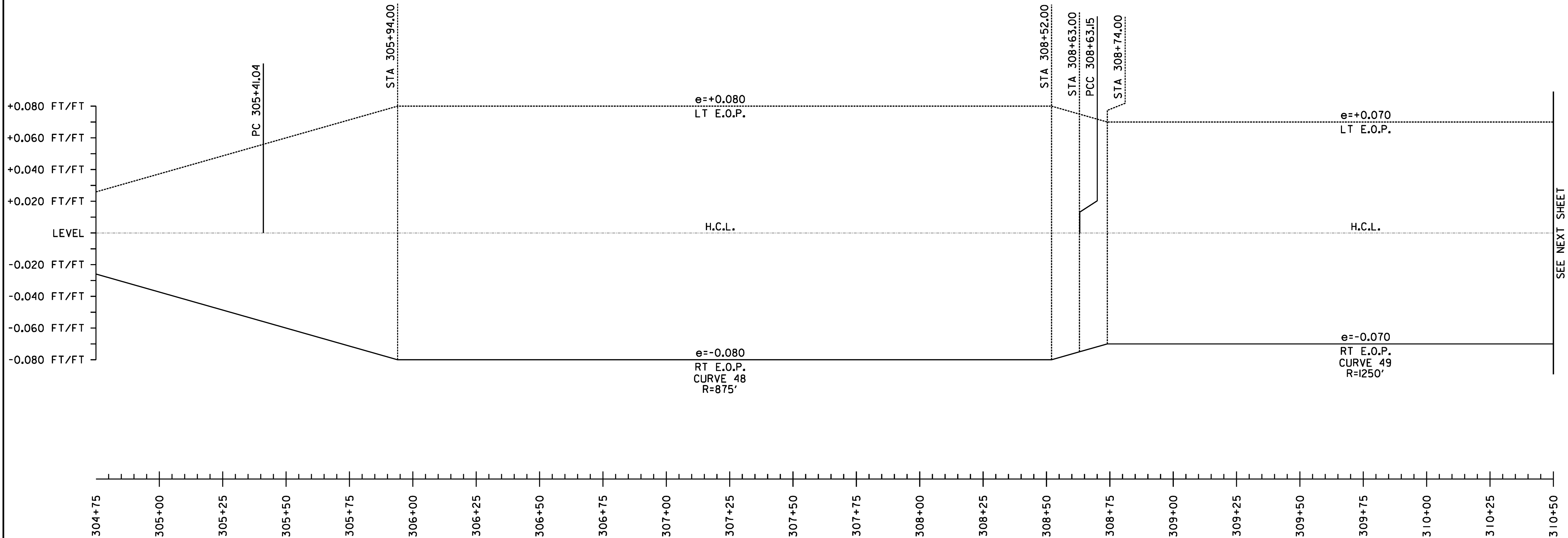
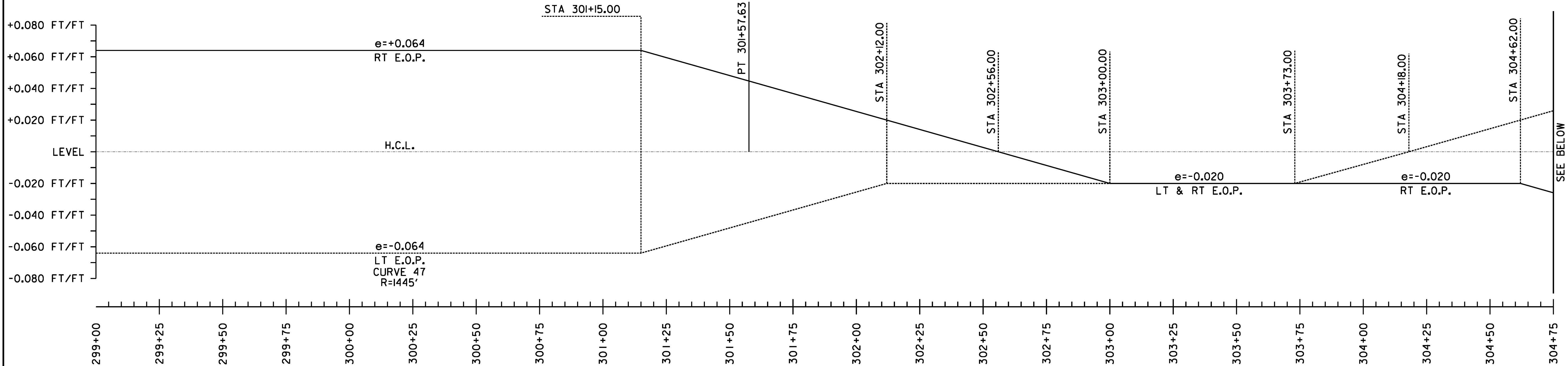
**SUPERELEVATION
DIAGRAMS
SHEET #26**

PROJECT NAME: STOCKBRIDGE-BETHEL	
PROJECT NUMBER: STP 2910(1)	
FILE NAME: z10b214_sbd_26.dgn	PLOT DATE: 3/17/2014
PROJECT LEADER: D.E.G.	DRAWN BY: W.G.P.
DESIGNED BY: L.M.B.	CHECKED BY: J.P.S.
IPARM FILE: z10b214sbd26.i	SHEET 172 OF 397

FILE NAME : V:\P\04\2014\STN\10b214.sbd, 27.dgn
DATE/TIME : 3/17/2014
USER : 4916

SUPERELEVATION BANKING NOTES:

1. SUPERELEVATION RATES AND RUNOFF LENGTHS WERE DETERMINED USING A DESIGN SPEED EQUAL TO THE POSTED SPEED AND A MAXIMUM SUPERELEVATION RATE OF 0.08. A MAXIMUM SUPERELEVATION RATE OF 0.06 WAS USED WHERE SIDE ROADS INTERSECTED ALONG THE HIGH SIDE OF A CURVE.
2. THE SHOULDER CROSS SLOPE ON BOTH THE OUTSIDE (HIGH SIDE) AND THE INSIDE (LOW SIDE) OF A SUPERELEVATED CURVE SHALL MATCH THE ADJACENT TRAVEL LANE CROSS SLOPE.



NOT TO SCALE

**SUPERELEVATION
DIAGRAMS
SHEET #27**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214.sbd, 27.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214sbd27.1

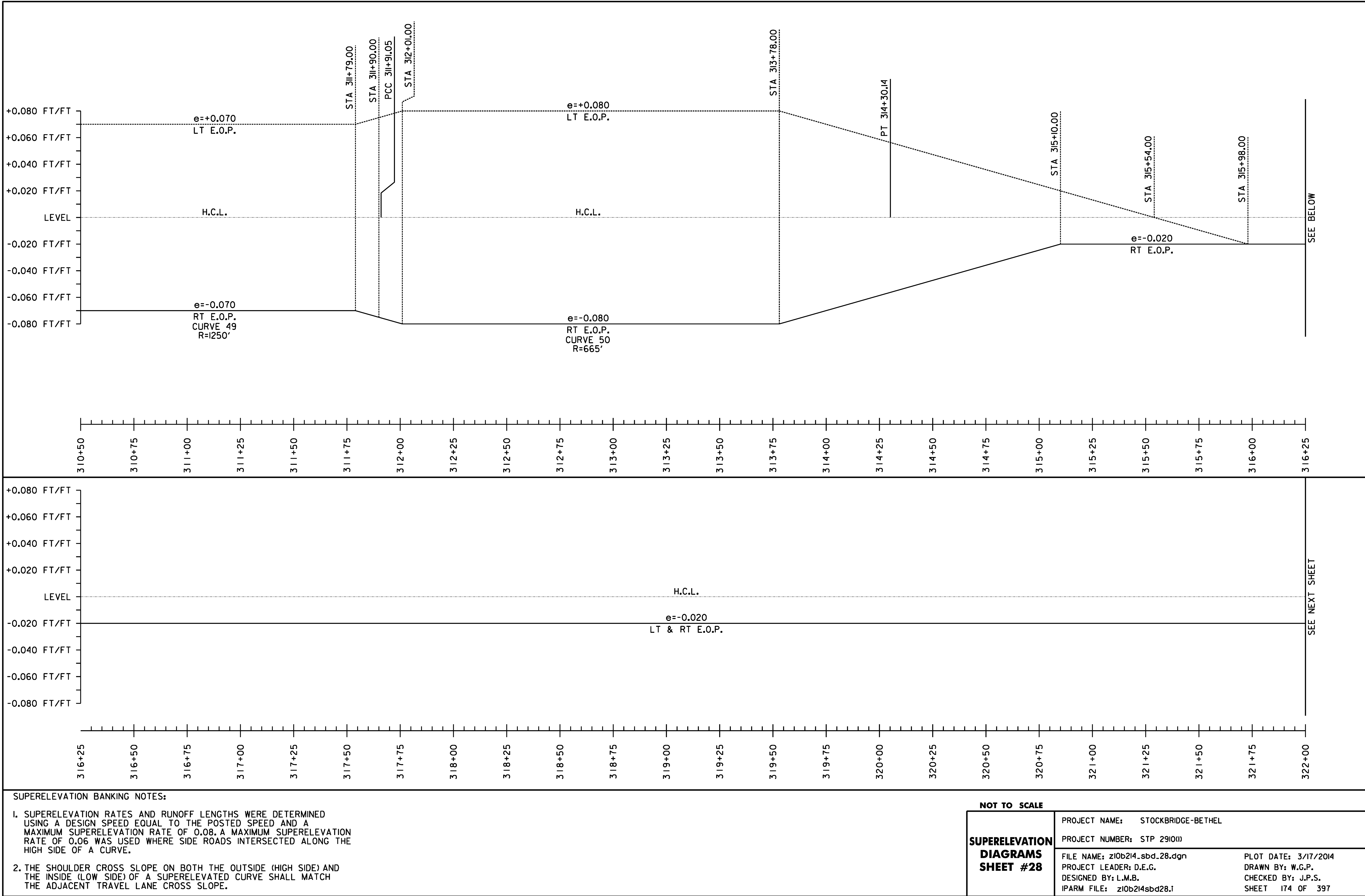
PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

CHECKED BY: J.P.S.

SHEET 173 OF 397

FILE NAME : V:\P\04\res\04\ANY\K2\22426\CADD\1\STN\10b214_sbd.28.dgn
DATE/TIME : 3/17/2014
USER : 4916



SUPERELEVATION BANKING NOTES:

- SUPERELEVATION RATES AND RUNOFF LENGTHS WERE DETERMINED USING A DESIGN SPEED EQUAL TO THE POSTED SPEED AND A MAXIMUM SUPERELEVATION RATE OF 0.08. A MAXIMUM SUPERELEVATION RATE OF 0.06 WAS USED WHERE SIDE ROADS INTERSECTED ALONG THE HIGH SIDE OF A CURVE.
- THE SHOULDER CROSS SLOPE ON BOTH THE OUTSIDE (HIGH SIDE) AND THE INSIDE (LOW SIDE) OF A SUPERELEVATED CURVE SHALL MATCH THE ADJACENT TRAVEL LANE CROSS SLOPE.

NOT TO SCALE

**SUPERELEVATION
DIAGRAMS
SHEET #28**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_sbd.28.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214sbd28.1

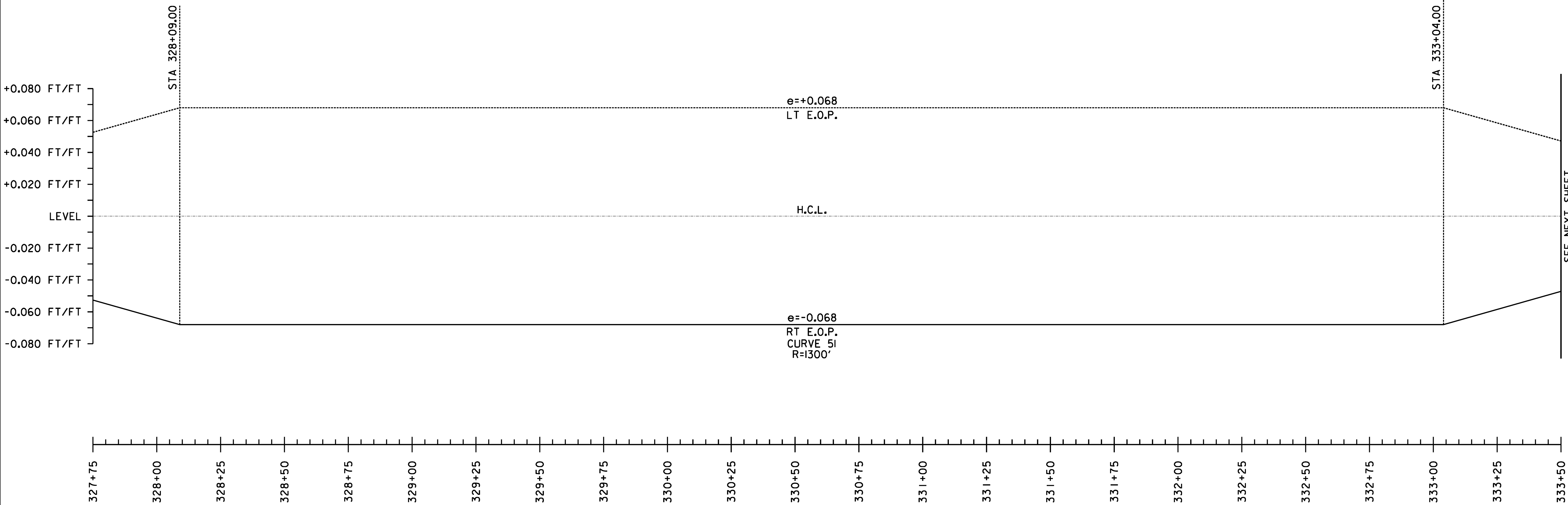
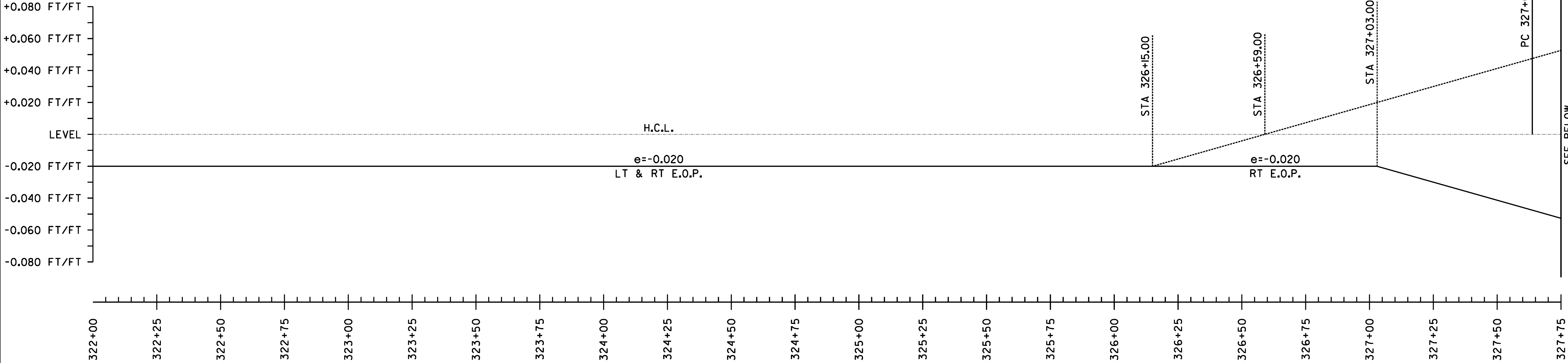
PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

CHECKED BY: J.P.S.

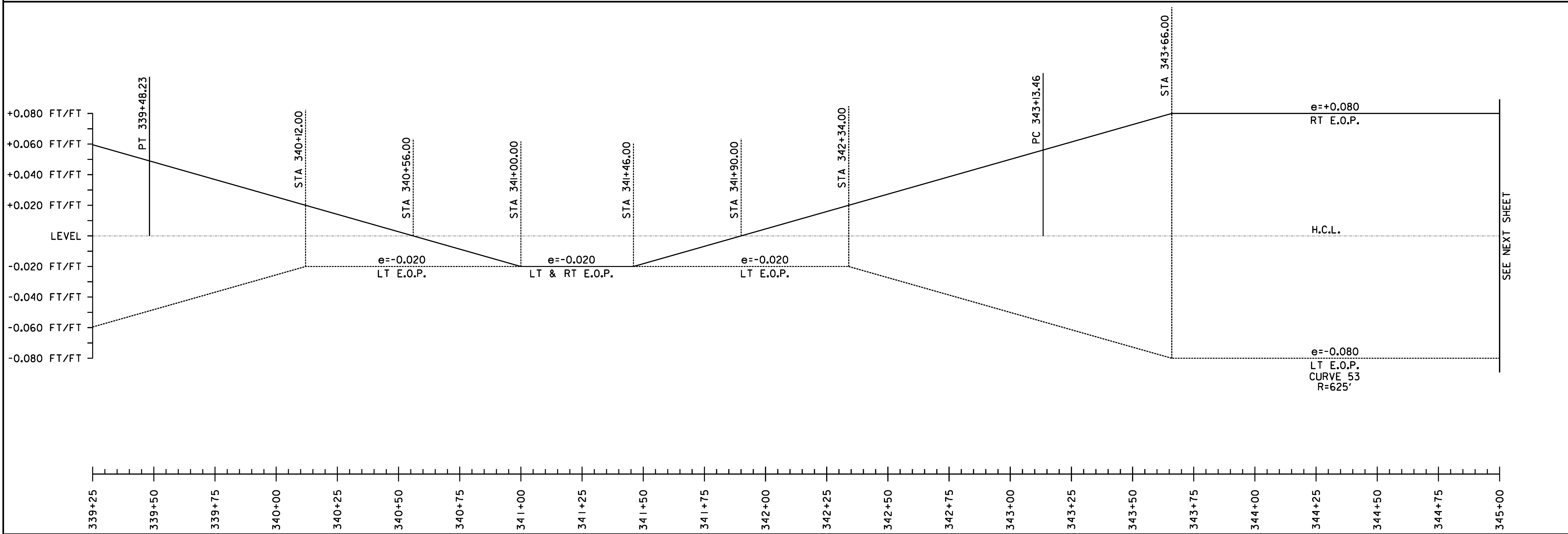
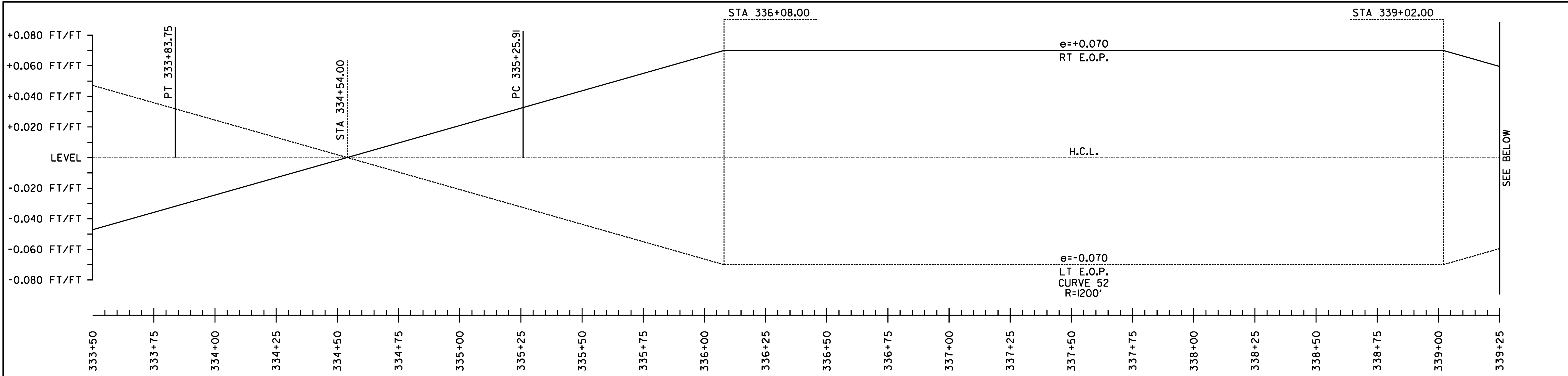
SHEET 174 OF 397

FILE NAME : \\P:\projects\ANY\22426\CAOD\1\STN\10b214_sbd.29.dgn
DATE/TIME : 3/17/2014
USER : 4916



SUPERELEVATION BANKING NOTES:		NOT TO SCALE		
1. SUPERELEVATION RATES AND RUNOFF LENGTHS WERE DETERMINED USING A DESIGN SPEED EQUAL TO THE POSTED SPEED AND A MAXIMUM SUPERELEVATION RATE OF 0.08. A MAXIMUM SUPERELEVATION RATE OF 0.06 WAS USED WHERE SIDE ROADS INTERSECTED ALONG THE HIGH SIDE OF A CURVE. 2. THE SHOULDER CROSS SLOPE ON BOTH THE OUTSIDE (HIGH SIDE) AND THE INSIDE (LOW SIDE) OF A SUPERELEVATED CURVE SHALL MATCH THE ADJACENT TRAVEL LANE CROSS SLOPE.		SUPERELEVATION DIAGRAMS SHEET #29	PROJECT NAME: STOCKBRIDGE-BETHEL	
			PROJECT NUMBER: STP 2910(1)	
			FILE NAME: z10b214_sbd.29.dgn	PLOT DATE: 3/17/2014
			PROJECT LEADER: D.E.G.	DRAWN BY: W.G.P.
			DESIGNED BY: L.M.B.	CHECKED BY: J.P.S.
			IPARM FILE: z10b214sbd29.1	SHEET 175 OF 397

FILE NAME : \\P01\res\any\k2\22426\CADD\1\STN\10b214_sbd_30.dgn
DATE/TIME : 3/17/2014
USER : 4916



SUPERELEVATION BANKING NOTES:

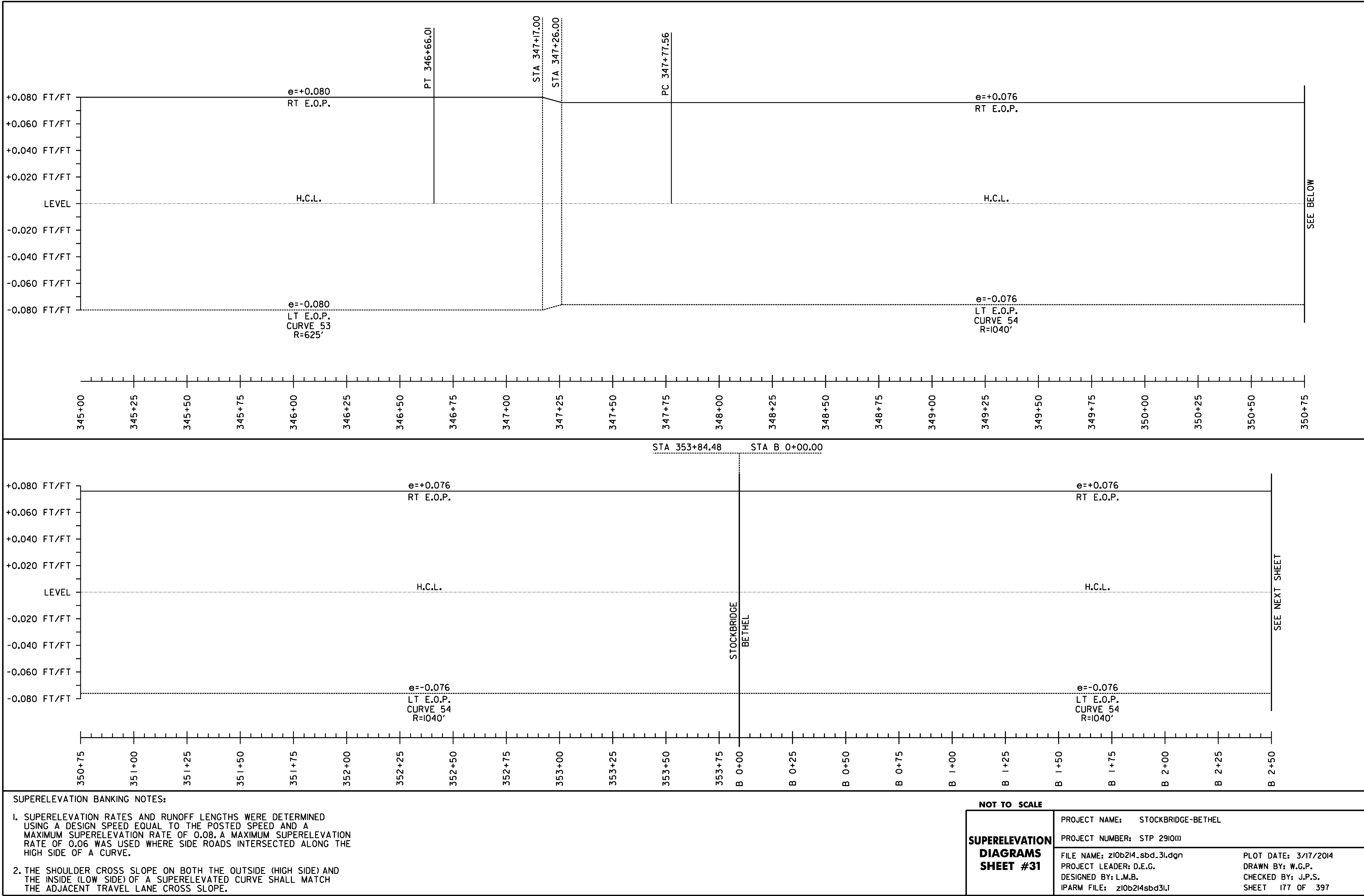
1. SUPERELEVATION RATES AND RUNOFF LENGTHS WERE DETERMINED USING A DESIGN SPEED EQUAL TO THE POSTED SPEED AND A MAXIMUM SUPERELEVATION RATE OF 0.08. A MAXIMUM SUPERELEVATION RATE OF 0.06 WAS USED WHERE SIDE ROADS INTERSECTED ALONG THE HIGH SIDE OF A CURVE.
2. THE SHOULDER CROSS SLOPE ON BOTH THE OUTSIDE (HIGH SIDE) AND THE INSIDE (LOW SIDE) OF A SUPERELEVATED CURVE SHALL MATCH THE ADJACENT TRAVEL LANE CROSS SLOPE.

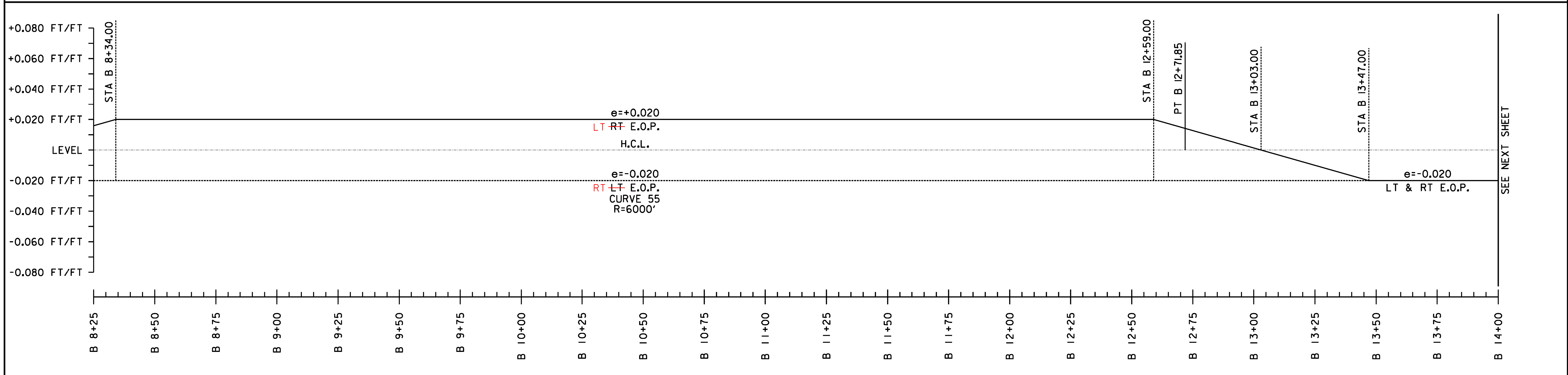
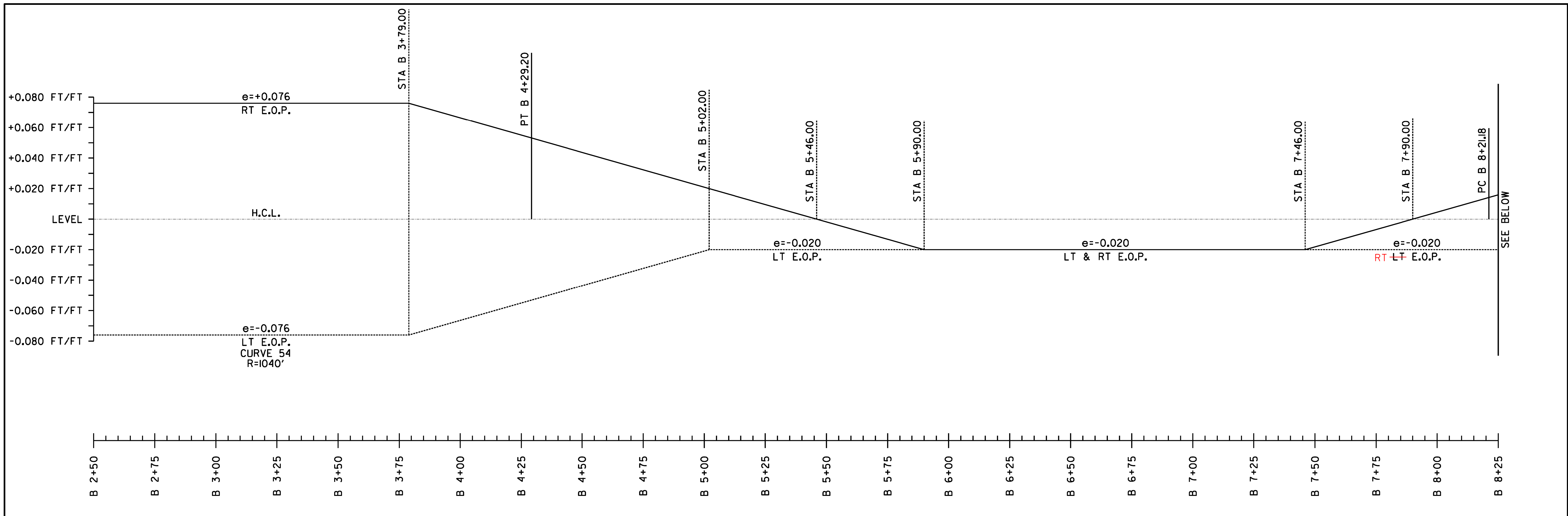
NOT TO SCALE

**SUPERELEVATION
DIAGRAMS
SHEET #30**

PROJECT NAME: STOCKBRIDGE-BETHEL	
PROJECT NUMBER: STP 2910(1)	
FILE NAME: z10b214_sbd_30.dgn	PLOT DATE: 3/17/2014
PROJECT LEADER: D.E.G.	DRAWN BY: W.G.P.
DESIGNED BY: L.M.B.	CHECKED BY: J.P.S.
IPARM FILE: z10b214sbd30.1	SHEET 176 OF 397

FILE NAME : Y:\P\04\29\22426\CA001.MSTN\10b214_sbd_31.dgn
DATE/TIME : 3/17/2014
USER : j916





SUPERELEVATION BANKING NOTES:

1. SUPERELEVATION RATES AND RUNOFF LENGTHS WERE DETERMINED USING A DESIGN SPEED EQUAL TO THE POSTED SPEED AND A MAXIMUM SUPERELEVATION RATE OF 0.08. A MAXIMUM SUPERELEVATION RATE OF 0.06 WAS USED WHERE SIDE ROADS INTERSECTED ALONG THE HIGH SIDE OF A CURVE.
2. THE SHOULDER CROSS SLOPE ON BOTH THE OUTSIDE (HIGH SIDE) AND THE INSIDE (LOW SIDE) OF A SUPERELEVATED CURVE SHALL MATCH THE ADJACENT TRAVEL LANE CROSS SLOPE.

NOT TO SCALE

**SUPERELEVATION
DIAGRAMS
SHEET #32**

PROJECT NAME:	STOCKBRIDGE-BETHEL
---------------	--------------------

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_sbd_32.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b2i4sbd32.i

PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

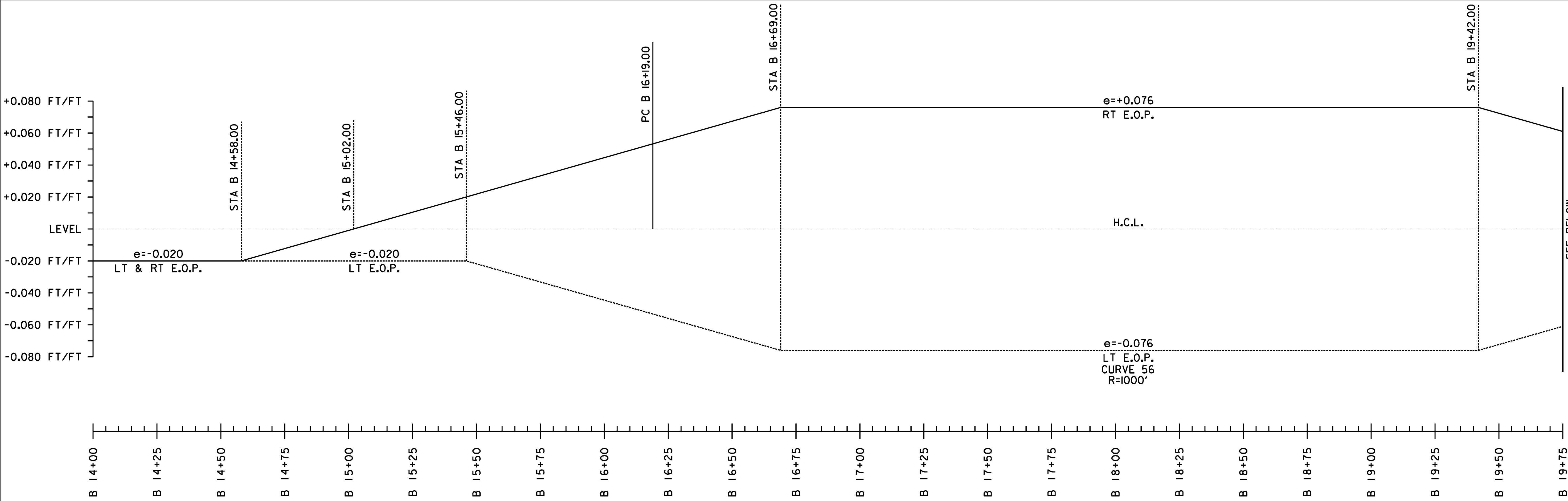
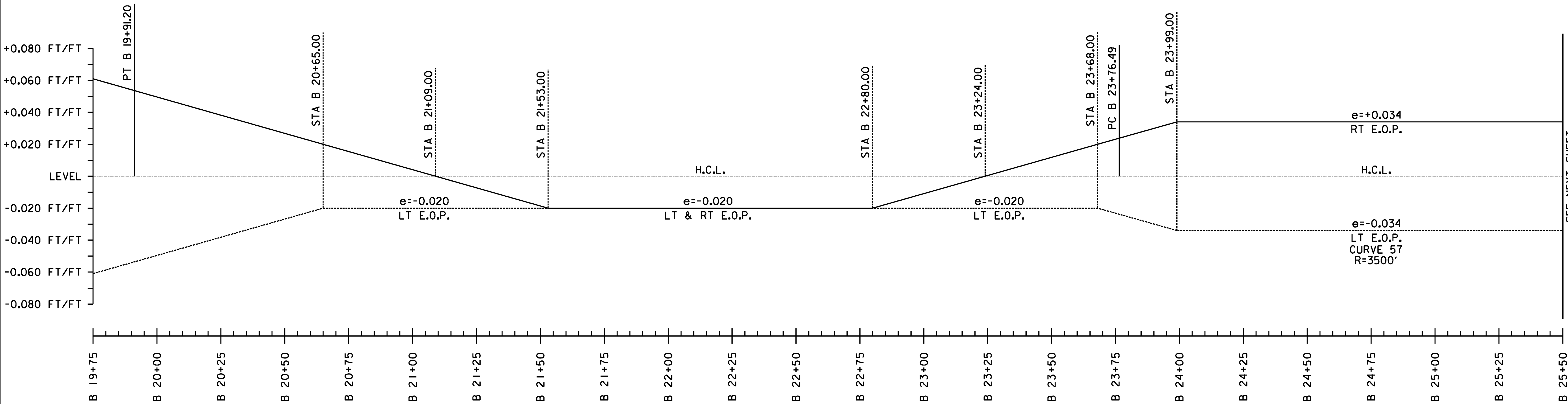
CHECKED BY: J.P.S.

CHECKED BY: J.F.S.
SHEET 178 OF 397

FILE NAME : Y:\P\04\STOCKBRIDGE\ANY\K2\22\25\CAOD\LMSTN\10b214_sbd_33.dgn
DATE/TIME : 3/17/2014
USER : 4916

SUPERELEVATION BANKING NOTES:

1. SUPERELEVATION RATES AND RUNOFF LENGTHS WERE DETERMINED USING A DESIGN SPEED EQUAL TO THE POSTED SPEED AND A MAXIMUM SUPERELEVATION RATE OF 0.08. A MAXIMUM SUPERELEVATION RATE OF 0.06 WAS USED WHERE SIDE ROADS INTERSECTED ALONG THE HIGH SIDE OF A CURVE.
2. THE SHOULDER CROSS SLOPE ON BOTH THE OUTSIDE (HIGH SIDE) AND THE INSIDE (LOW SIDE) OF A SUPERELEVATED CURVE SHALL MATCH THE ADJACENT TRAVEL LANE CROSS SLOPE.



NOT TO SCALE

**SUPERELEVATION
DIAGRAMS
SHEET #33**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_sbd_33.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214sbd33.1

PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

CHECKED BY: J.P.S.

SHEET 179 OF 397

FILE NAME : W:\P\04\STOCKBRIDGE\BETH\STATION\10b214_sbd_34.dgn
DATE/TIME : 3/17/2014
USER : j916

SUPERELEVATION BANKING NOTES:

- SUPERELEVATION RATES AND RUNOFF LENGTHS WERE DETERMINED USING A DESIGN SPEED EQUAL TO THE POSTED SPEED AND A MAXIMUM SUPERELEVATION RATE OF 0.08. A MAXIMUM SUPERELEVATION RATE OF 0.06 WAS USED WHERE SIDE ROADS INTERSECTED ALONG THE HIGH SIDE OF A CURVE.
- THE SHOULDER CROSS SLOPE ON BOTH THE OUTSIDE (HIGH SIDE) AND THE INSIDE (LOW SIDE) OF A SUPERELEVATED CURVE SHALL MATCH THE ADJACENT TRAVEL LANE CROSS SLOPE.

NOT TO SCALE

**SUPERELEVATION
DIAGRAMS
SHEET #34**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_sbd_34.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

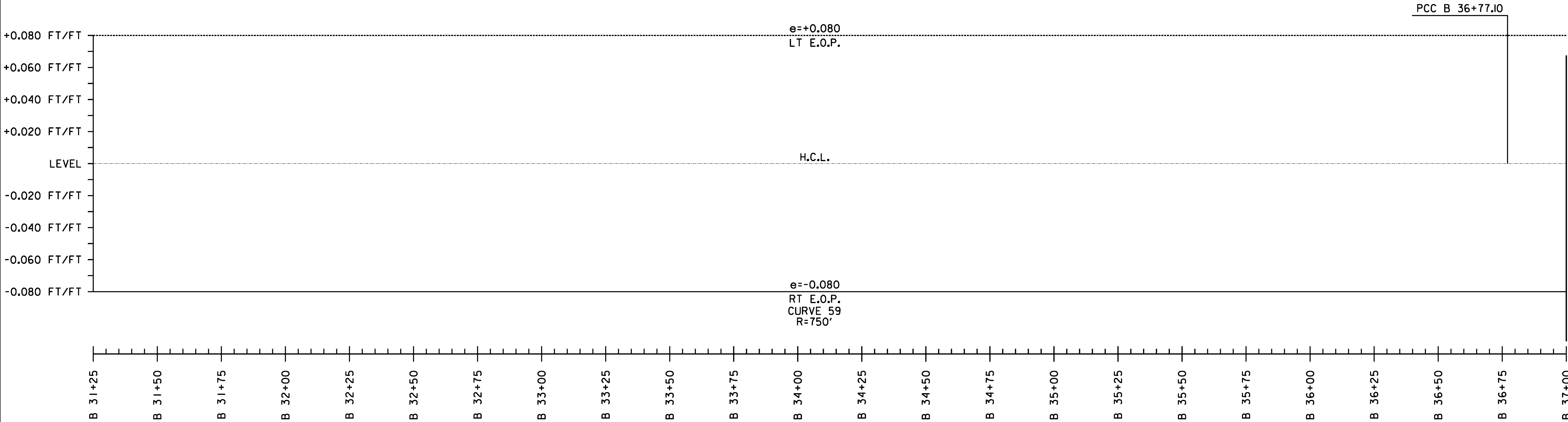
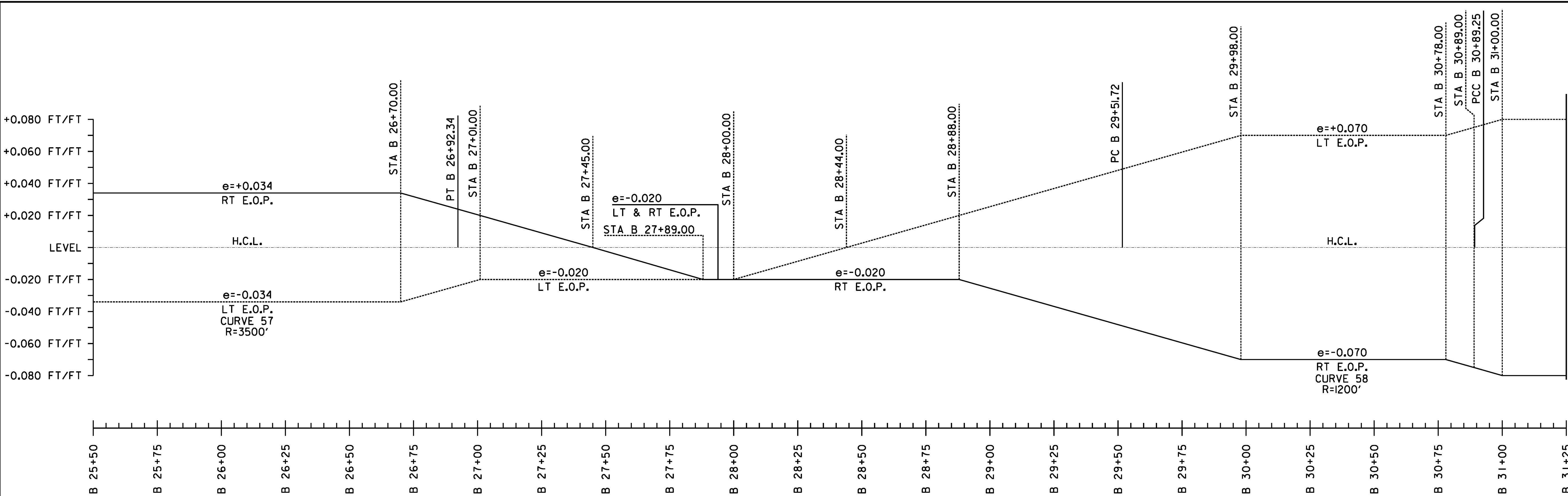
IPARM FILE: z10b214sbd34.i

PLOT DATE: 3/17/2014

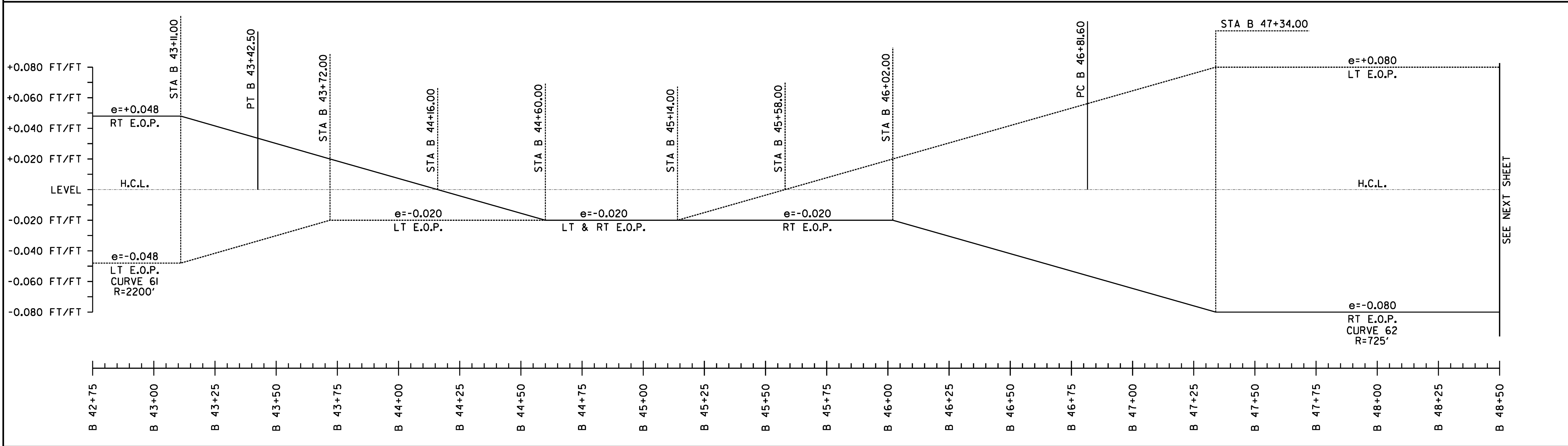
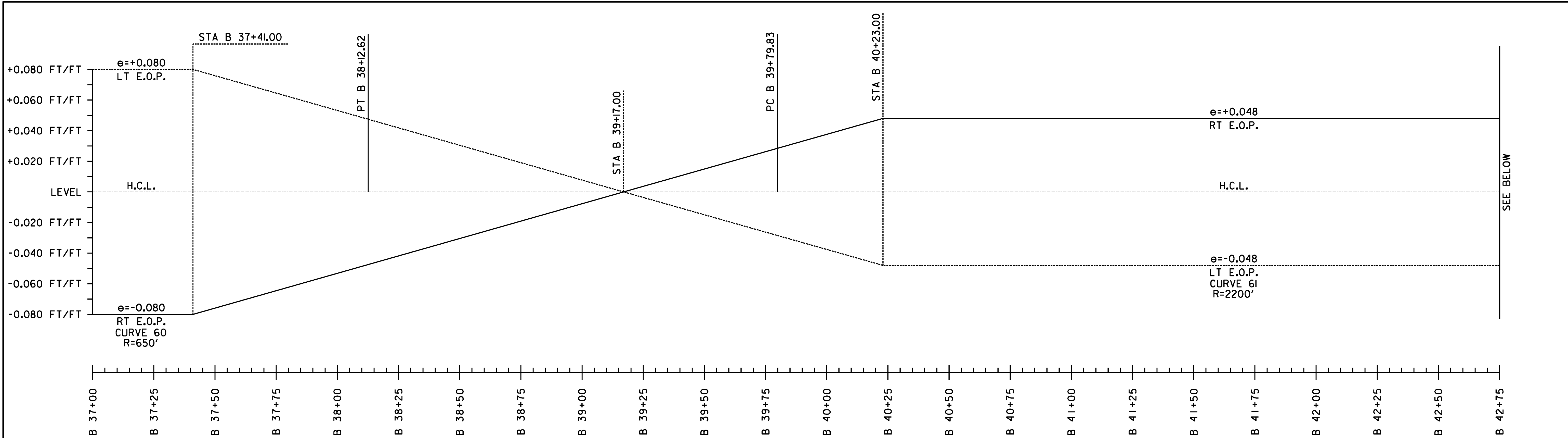
DRAWN BY: W.G.P.

CHECKED BY: J.P.S.

SHEET 180 OF 397



FILE NAME : V:\P\09\stc\any\k2\22426\CADD\1\STN\10b214_sbd_35.dgn
DATE/TIME : 3/17/2014
USER : j916



SUPERELEVATION BANKING NOTES:

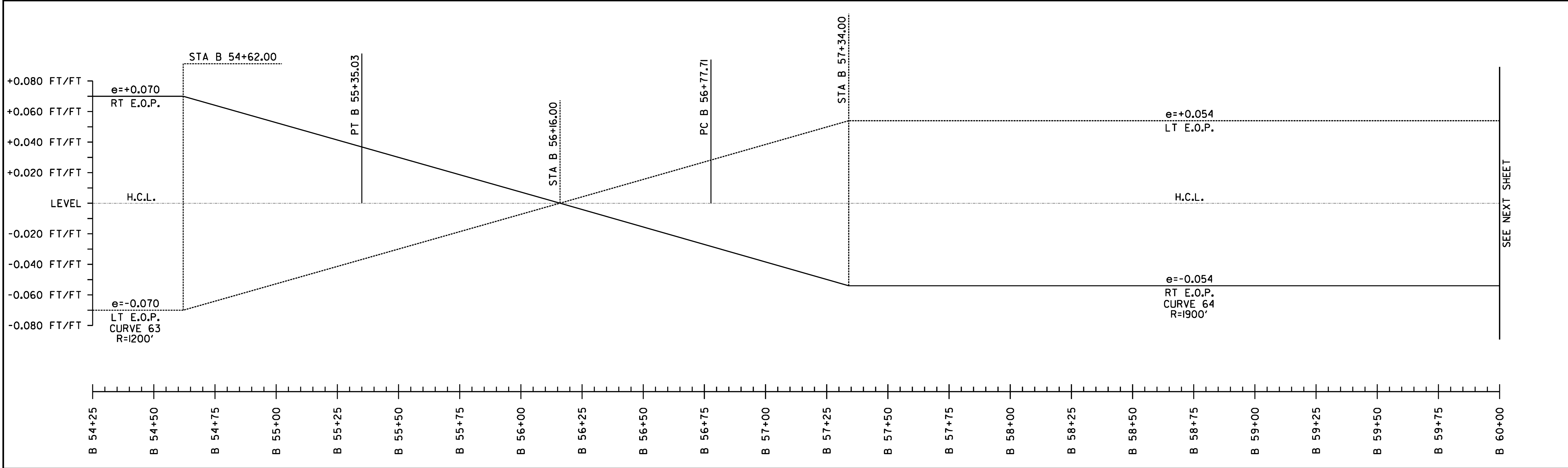
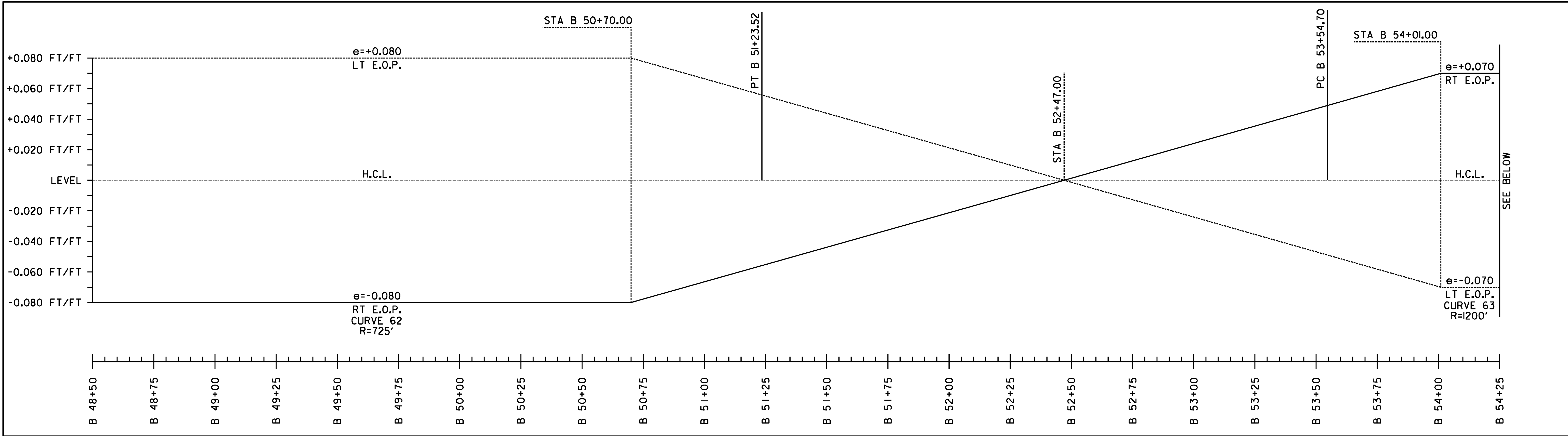
1. SUPERELEVATION RATES AND RUNOFF LENGTHS WERE DETERMINED USING A DESIGN SPEED EQUAL TO THE POSTED SPEED AND A MAXIMUM SUPERELEVATION RATE OF 0.08. A MAXIMUM SUPERELEVATION RATE OF 0.06 WAS USED WHERE SIDE ROADS INTERSECTED ALONG THE HIGH SIDE OF A CURVE.
2. THE SHOULDER CROSS SLOPE ON BOTH THE OUTSIDE (HIGH SIDE) AND THE INSIDE (LOW SIDE) OF A SUPERELEVATED CURVE SHALL MATCH THE ADJACENT TRAVEL LANE CROSS SLOPE.

NOT TO SCALE

**SUPERELEVATION
DIAGRAMS
SHEET #35**

PROJECT NAME: STOCKBRIDGE-BETHEL	
PROJECT NUMBER: STP 2910(1)	
FILE NAME: z10b214_sbd_35.dgn	PLOT DATE: 3/17/2014
PROJECT LEADER: D.E.G.	DRAWN BY: W.G.P.
DESIGNED BY: L.M.B.	CHECKED BY: J.P.S.
IPARM FILE: z10b214sbd35.1	SHEET 181 OF 397

FILE NAME : V:\P\010834\ANY\K2\22426\CADD\1\STN\10b214_sbd_36.dgn
DATE/TIME : 3/17/2014
USER : j916



SUPERELEVATION BANKING NOTES:

1. SUPERELEVATION RATES AND RUNOFF LENGTHS WERE DETERMINED USING A DESIGN SPEED EQUAL TO THE POSTED SPEED AND A MAXIMUM SUPERELEVATION RATE OF 0.08. A MAXIMUM SUPERELEVATION RATE OF 0.06 WAS USED WHERE SIDE ROADS INTERSECTED ALONG THE HIGH SIDE OF A CURVE.
2. THE SHOULDER CROSS SLOPE ON BOTH THE OUTSIDE (HIGH SIDE) AND THE INSIDE (LOW SIDE) OF A SUPERELEVATED CURVE SHALL MATCH THE ADJACENT TRAVEL LANE CROSS SLOPE.

NOT TO SCALE

**SUPERELEVATION
DIAGRAMS
SHEET #36**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_sbd_36.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214sbd36.1

PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

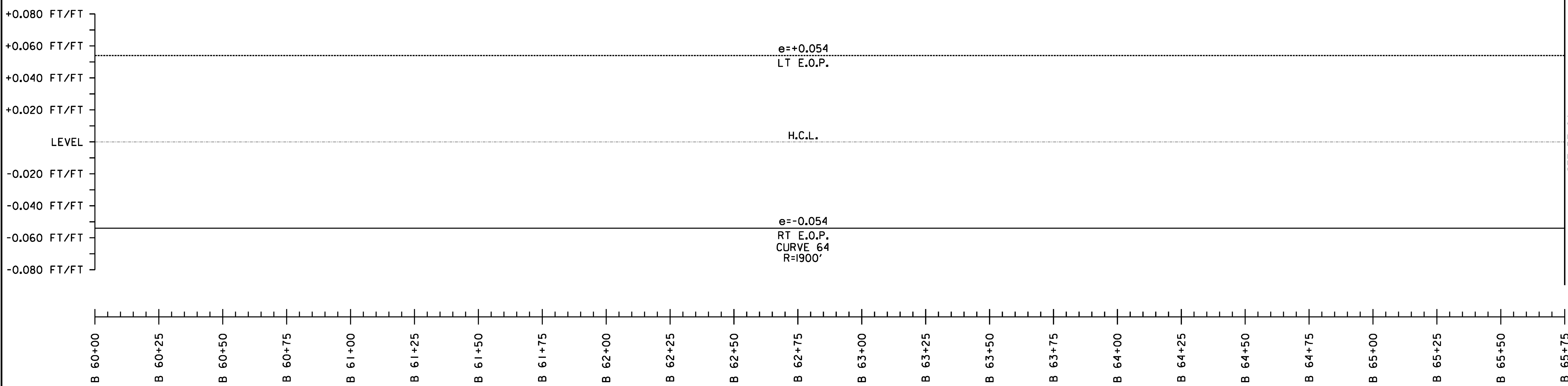
CHECKED BY: J.P.S.

SHEET 182 OF 397

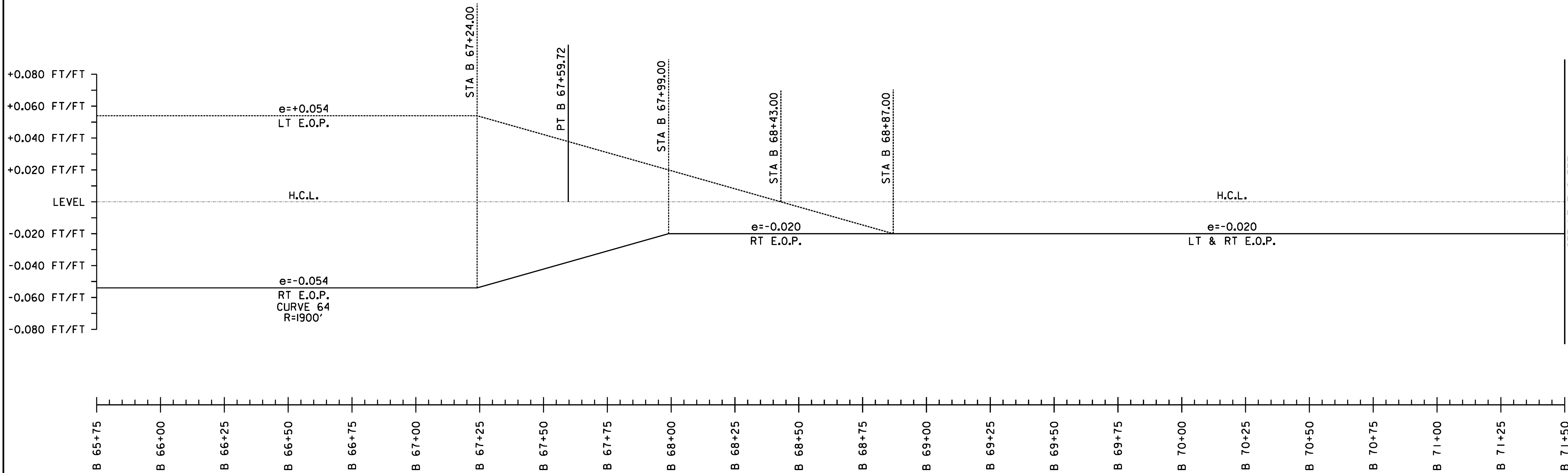
FILE NAME : \\P:\projects\ANY\K2\22\25\CADD\1\STN\10b214_sbd_37.dgn
DATE/TIME : 3/17/2014
USER : 4916

SUPERELEVATION BANKING NOTES:

1. SUPERELEVATION RATES AND RUNOFF LENGTHS WERE DETERMINED USING A DESIGN SPEED EQUAL TO THE POSTED SPEED AND A MAXIMUM SUPERELEVATION RATE OF 0.08. A MAXIMUM SUPERELEVATION RATE OF 0.06 WAS USED WHERE SIDE ROADS INTERSECTED ALONG THE HIGH SIDE OF A CURVE.
2. THE SHOULDER CROSS SLOPE ON BOTH THE OUTSIDE (HIGH SIDE) AND THE INSIDE (LOW SIDE) OF A SUPERELEVATED CURVE SHALL MATCH THE ADJACENT TRAVEL LANE CROSS SLOPE.



SEE BELOW



SEE NEXT SHEET

NOT TO SCALE

**SUPERELEVATION
DIAGRAMS
SHEET #37**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_sbd_37.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214sbd37.i

PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

CHECKED BY: J.P.S.

SHEET 183 OF 397

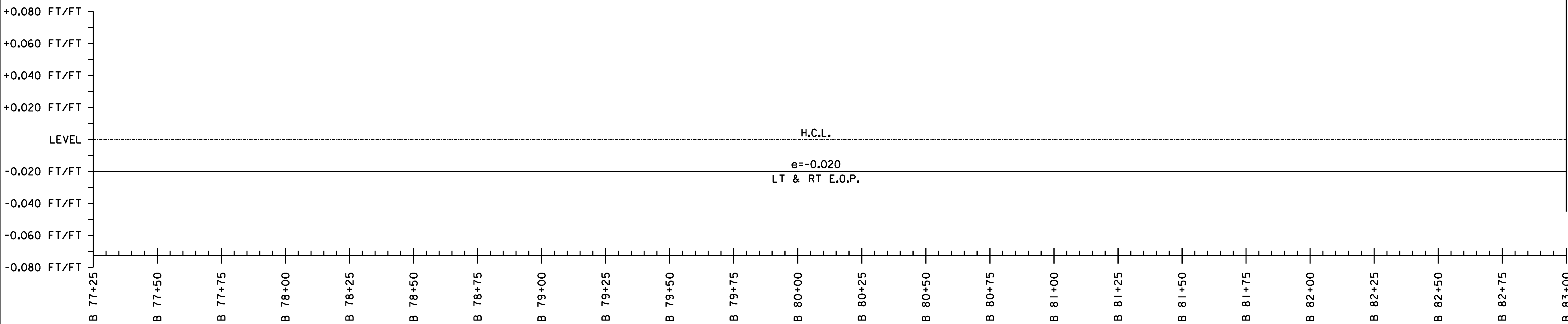
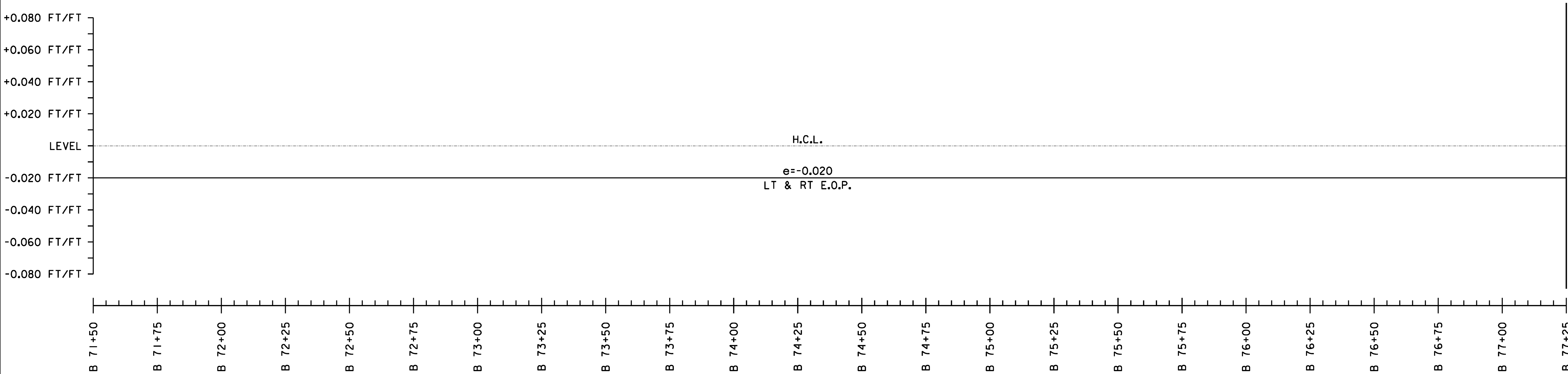
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DATE/TIME = 3/17/2014
USER = j916

SUPERELEVATION BANKING NOTES:

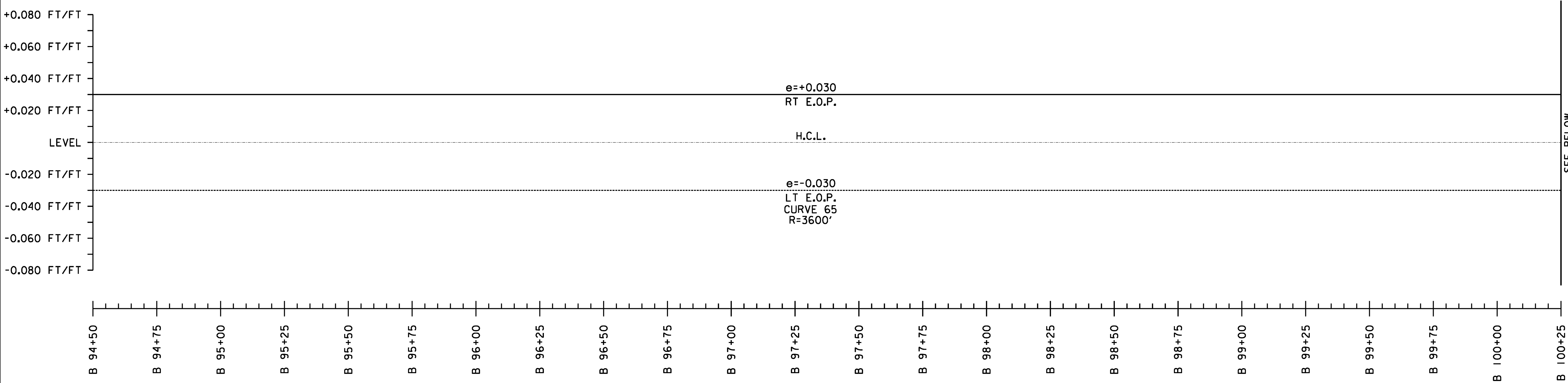
1. SUPERELEVATION RATES AND RUNOFF LENGTHS WERE DETERMINED USING A DESIGN SPEED EQUAL TO THE POSTED SPEED AND A MAXIMUM SUPERELEVATION RATE OF 0.08. A MAXIMUM SUPERELEVATION RATE OF 0.06 WAS USED WHERE SIDE ROADS INTERSECTED ALONG THE HIGH SIDE OF A CURVE.
2. THE SHOULDER CROSS SLOPE ON BOTH THE OUTSIDE (HIGH SIDE) AND THE INSIDE (LOW SIDE) OF A SUPERELEVATED CURVE SHALL MATCH THE ADJACENT TRAVEL LANE CROSS SLOPE.

NOT TO SCALE

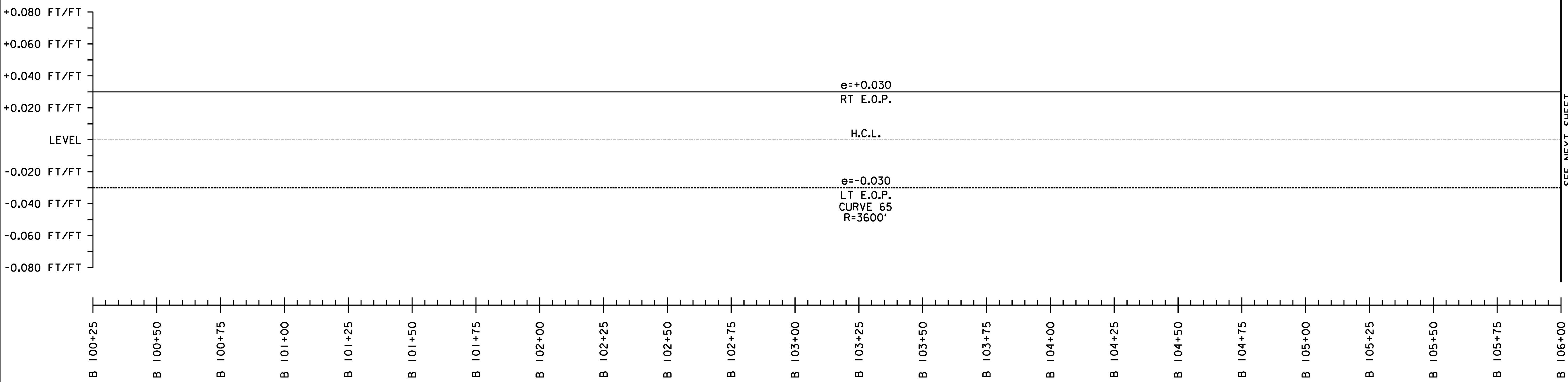
SUPERELEVATION DIAGRAMS SHEET #38	PROJECT NAME: STOCKBRIDGE-BETHEL	
	PROJECT NUMBER: STP 2910(I)	
	FILE NAME: z10b214_sbd_38.dgn	PLOT DATE: 3/17/2014
	PROJECT LEADER: D.E.G.	DRAWN BY: W.G.P.
	DESIGNED BY: L.M.B.	CHECKED BY: J.P.S.
	IPARM FILE: z10b214sbd38.I	SHEET 184 OF 397



FILE NAME : W:\P\010863\ANY\K2\22\25\CAOD\1\STN\10b214_sbd_40.dgn
DATE/TIME : 3/17/2014
USER : j916



SEE BELOW



SEE NEXT SHEET

SUPERELEVATION BANKING NOTES:

1. SUPERELEVATION RATES AND RUNOFF LENGTHS WERE DETERMINED USING A DESIGN SPEED EQUAL TO THE POSTED SPEED AND A MAXIMUM SUPERELEVATION RATE OF 0.08. A MAXIMUM SUPERELEVATION RATE OF 0.06 WAS USED WHERE SIDE ROADS INTERSECTED ALONG THE HIGH SIDE OF A CURVE.
2. THE SHOULDER CROSS SLOPE ON BOTH THE OUTSIDE (HIGH SIDE) AND THE INSIDE (LOW SIDE) OF A SUPERELEVATED CURVE SHALL MATCH THE ADJACENT TRAVEL LANE CROSS SLOPE.

NOT TO SCALE

**SUPERELEVATION
DIAGRAMS
SHEET #40**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_sbd_40.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214sbd40.i

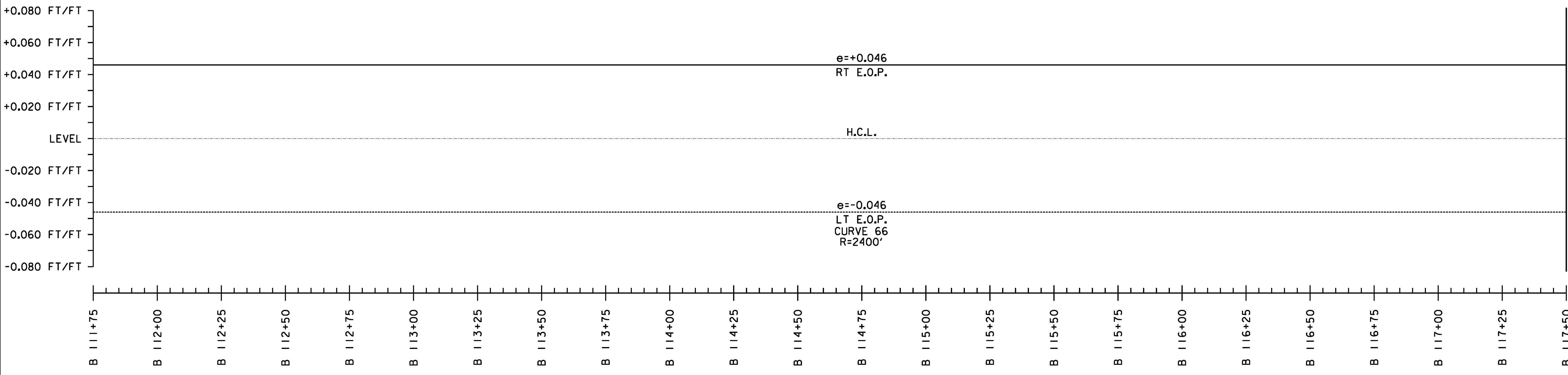
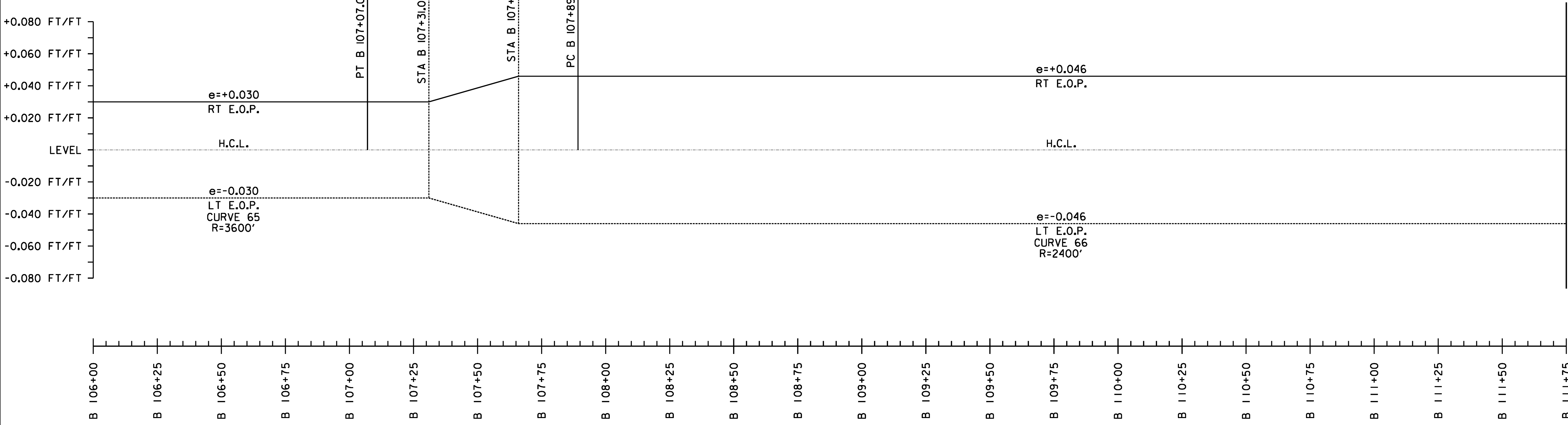
PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

CHECKED BY: J.P.S.

SHEET 186 OF 397

FILE NAME : \\AP01\projects\ANY\K2\22426\CAOD\..MSTN\10b214_sbd_41.dgn
DATE/TIME : 3/17/2014
USER : 4916

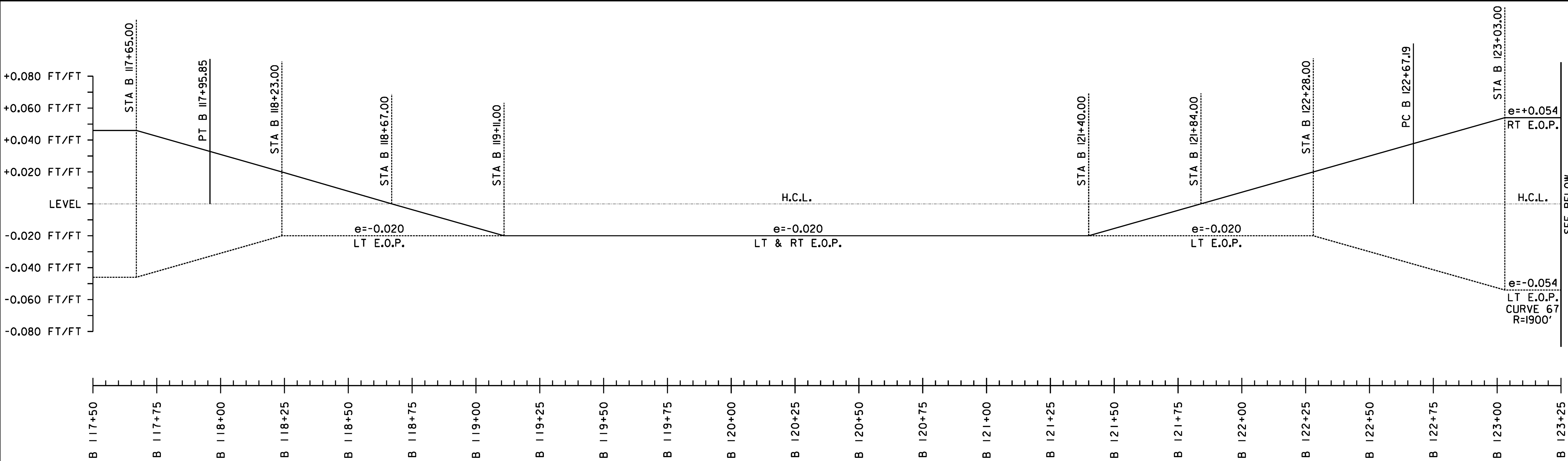
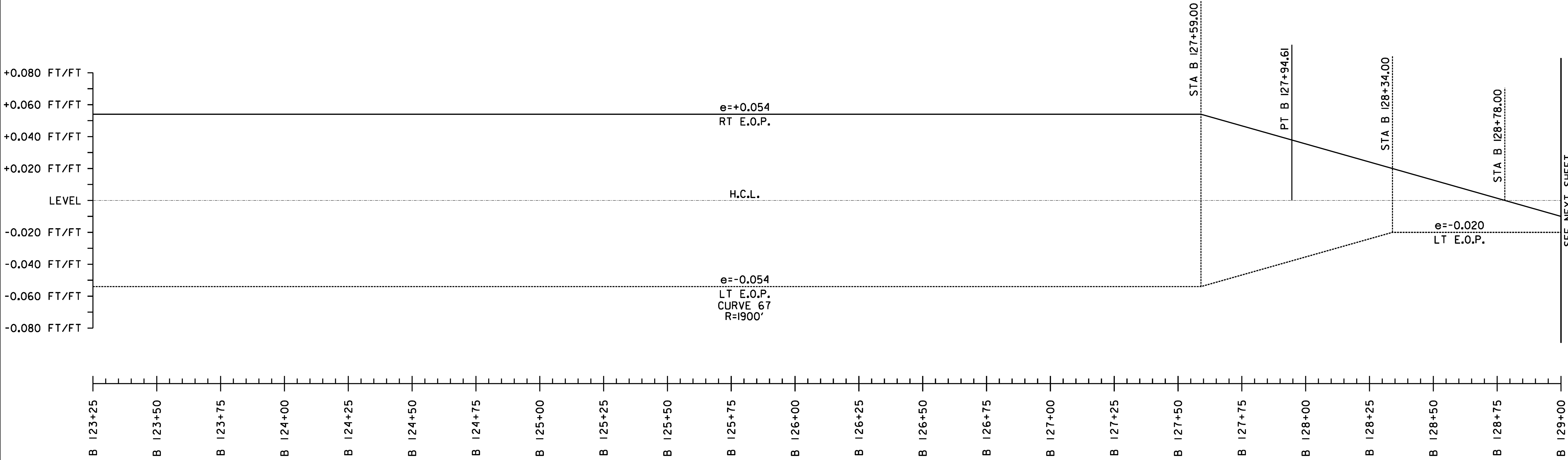


SUPERELEVATION BANKING NOTES:		NOT TO SCALE	
1. SUPERELEVATION RATES AND RUNOFF LENGTHS WERE DETERMINED USING A DESIGN SPEED EQUAL TO THE POSTED SPEED AND A MAXIMUM SUPERELEVATION RATE OF 0.08. A MAXIMUM SUPERELEVATION RATE OF 0.06 WAS USED WHERE SIDE ROADS INTERSECTED ALONG THE HIGH SIDE OF A CURVE. 2. THE SHOULDER CROSS SLOPE ON BOTH THE OUTSIDE (HIGH SIDE) AND THE INSIDE (LOW SIDE) OF A SUPERELEVATED CURVE SHALL MATCH THE ADJACENT TRAVEL LANE CROSS SLOPE.		SUPERELEVATION DIAGRAMS SHEET #41	PROJECT NAME: STOCKBRIDGE-BETHEL
			PROJECT NUMBER: STP 2910(1)
			FILE NAME: z10b214_sbd_41.dgn
			PROJECT LEADER: D.E.G.
			DESIGNED BY: L.M.B.
			IPARM FILE: z10b214sbd41.i
			PLOT DATE: 3/17/2014
			DRAWN BY: W.G.P.
			CHECKED BY: J.P.S.
			SHEET 187 OF 397

FILE NAME : V:\P\010845\ANY\K2\22426\CAOD\1\STIN\10b214_sbd_42.dgn
DATE/TIME : 3/17/2014
USER : 4916

SUPERELEVATION BANKING NOTES:

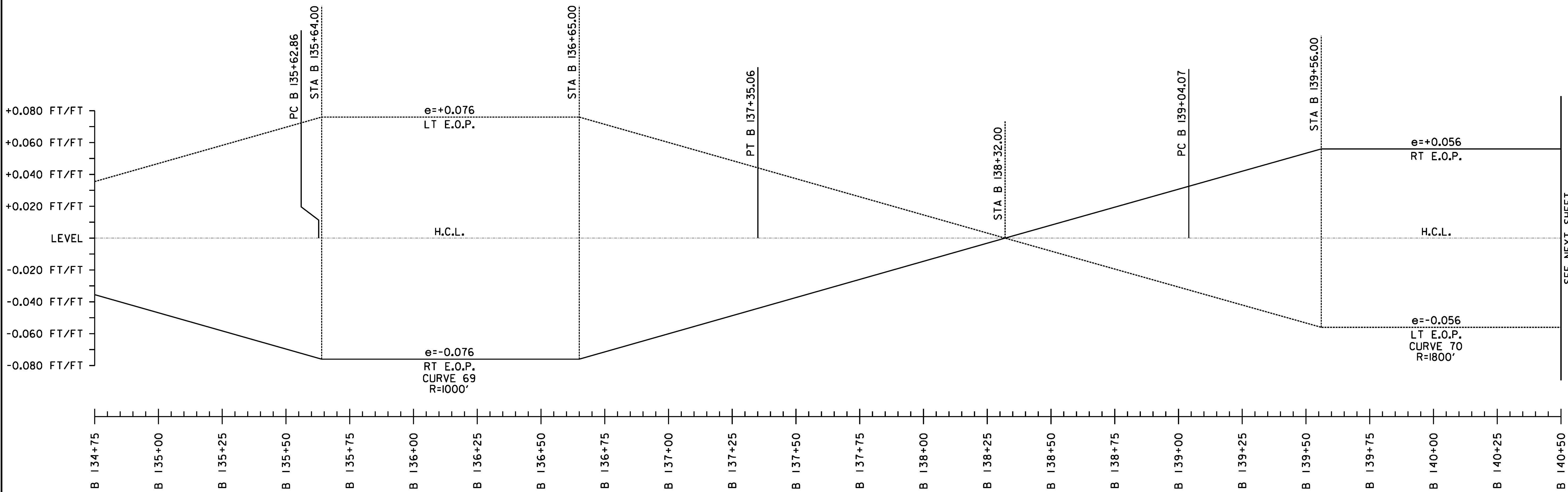
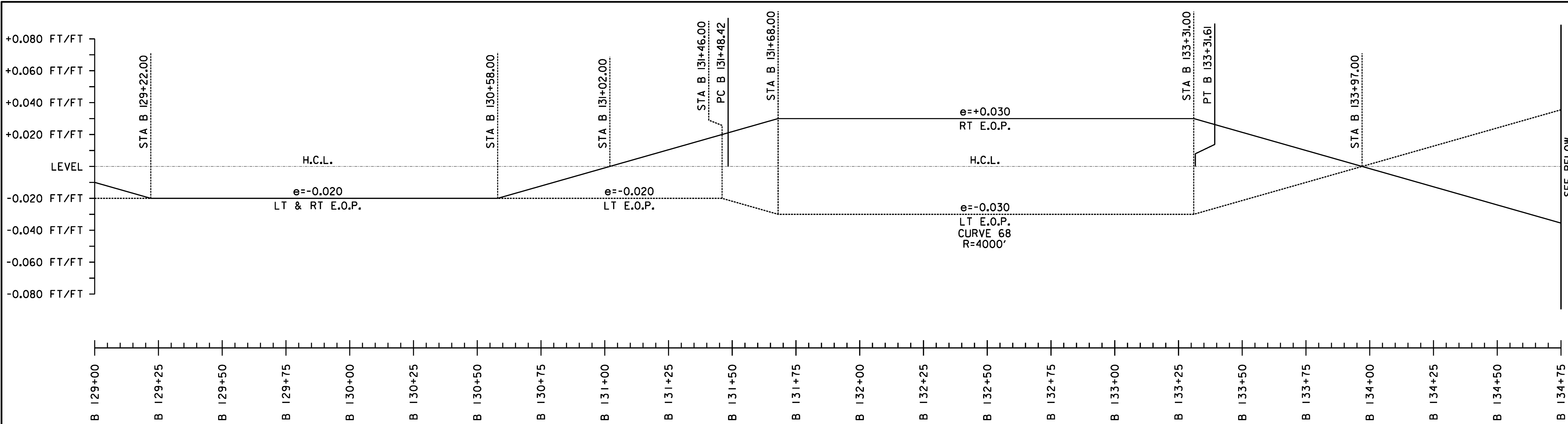
- SUPERELEVATION RATES AND RUNOFF LENGTHS WERE DETERMINED USING A DESIGN SPEED EQUAL TO THE POSTED SPEED AND A MAXIMUM SUPERELEVATION RATE OF 0.08. A MAXIMUM SUPERELEVATION RATE OF 0.06 WAS USED WHERE SIDE ROADS INTERSECTED ALONG THE HIGH SIDE OF A CURVE.
- THE SHOULDER CROSS SLOPE ON BOTH THE OUTSIDE (HIGH SIDE) AND THE INSIDE (LOW SIDE) OF A SUPERELEVATED CURVE SHALL MATCH THE ADJACENT TRAVEL LANE CROSS SLOPE.



FILE NAME : \\P01\apps\any\22\26\CADD\1\STN\10b214_sbd_43.dgn
DATE/TIME : 3/17/2014
USER : 4916

SUPERELEVATION BANKING NOTES:

- SUPERELEVATION RATES AND RUNOFF LENGTHS WERE DETERMINED USING A DESIGN SPEED EQUAL TO THE POSTED SPEED AND A MAXIMUM SUPERELEVATION RATE OF 0.08. A MAXIMUM SUPERELEVATION RATE OF 0.06 WAS USED WHERE SIDE ROADS INTERSECTED ALONG THE HIGH SIDE OF A CURVE.
- THE SHOULDER CROSS SLOPE ON BOTH THE OUTSIDE (HIGH SIDE) AND THE INSIDE (LOW SIDE) OF A SUPERELEVATED CURVE SHALL MATCH THE ADJACENT TRAVEL LANE CROSS SLOPE.



NOT TO SCALE

**SUPERELEVATION
DIAGRAMS
SHEET #43**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_sbd_43.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214sbd43.1

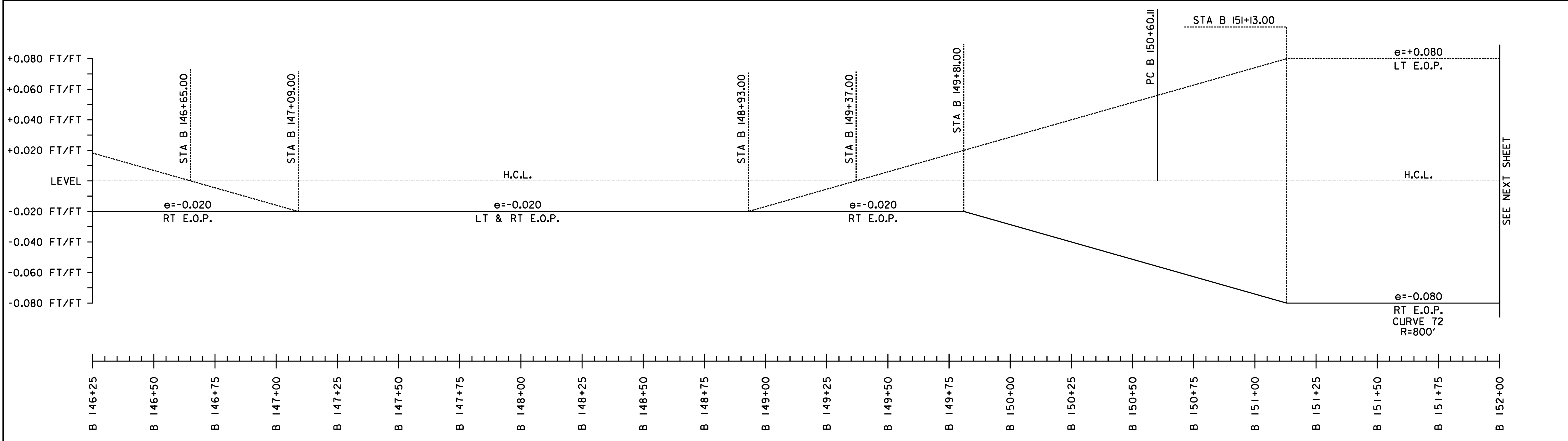
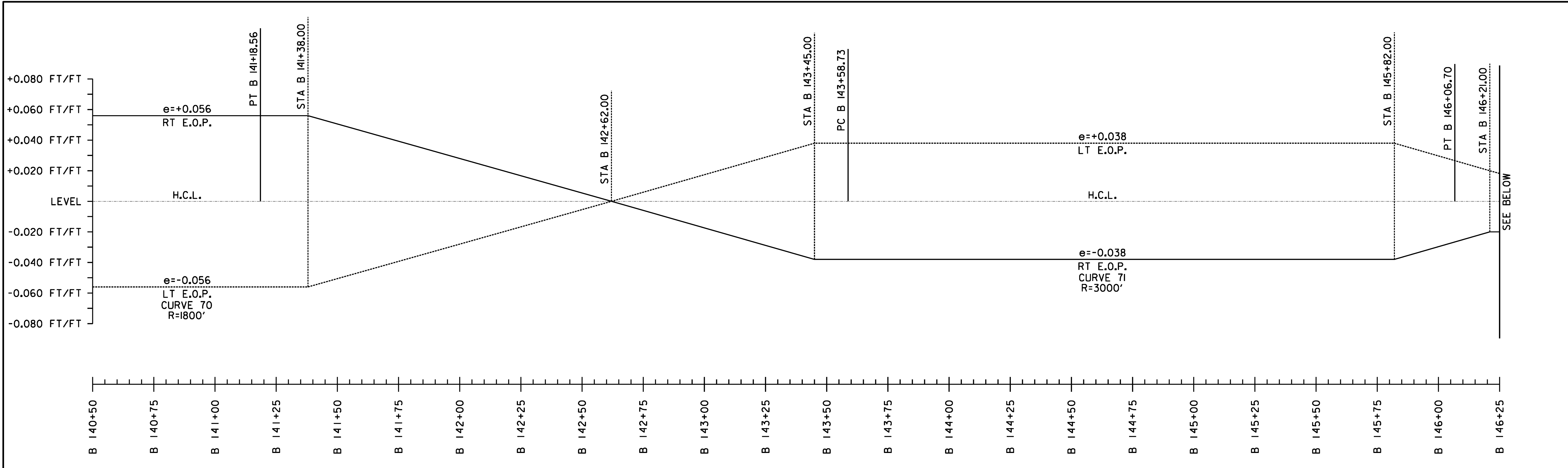
PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

CHECKED BY: J.P.S.

SHEET 189 OF 397

FILE NAME : V:\P\04\STOCK\BETH\22\26\CAOD\1\STN\10b214_sbd_44.dgn
DATE/TIME : 3/17/2014
USER : j916



SUPERELEVATION BANKING NOTES:

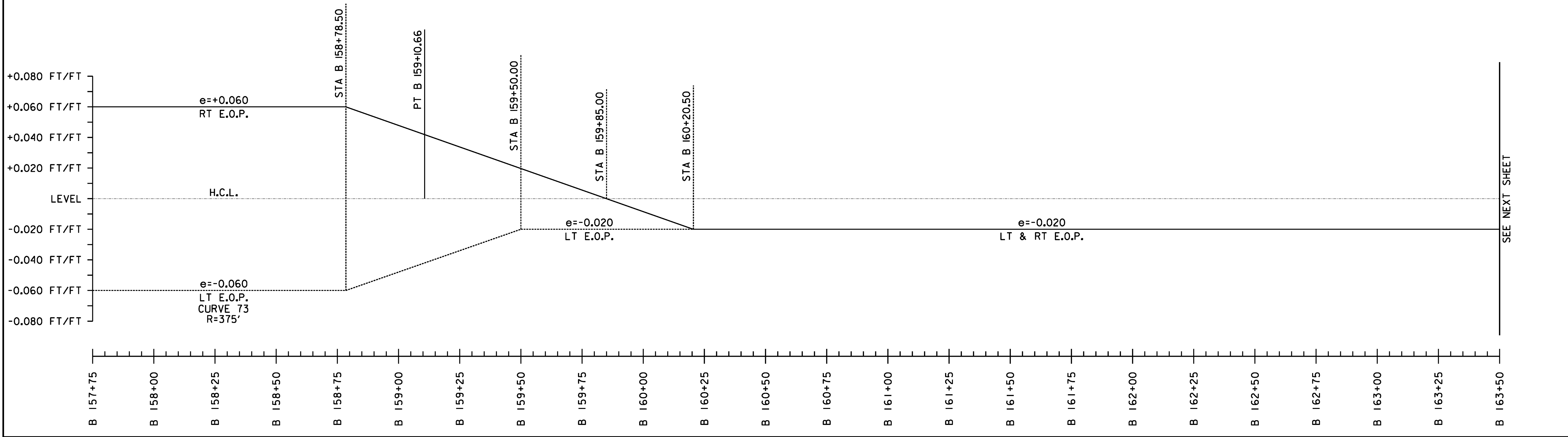
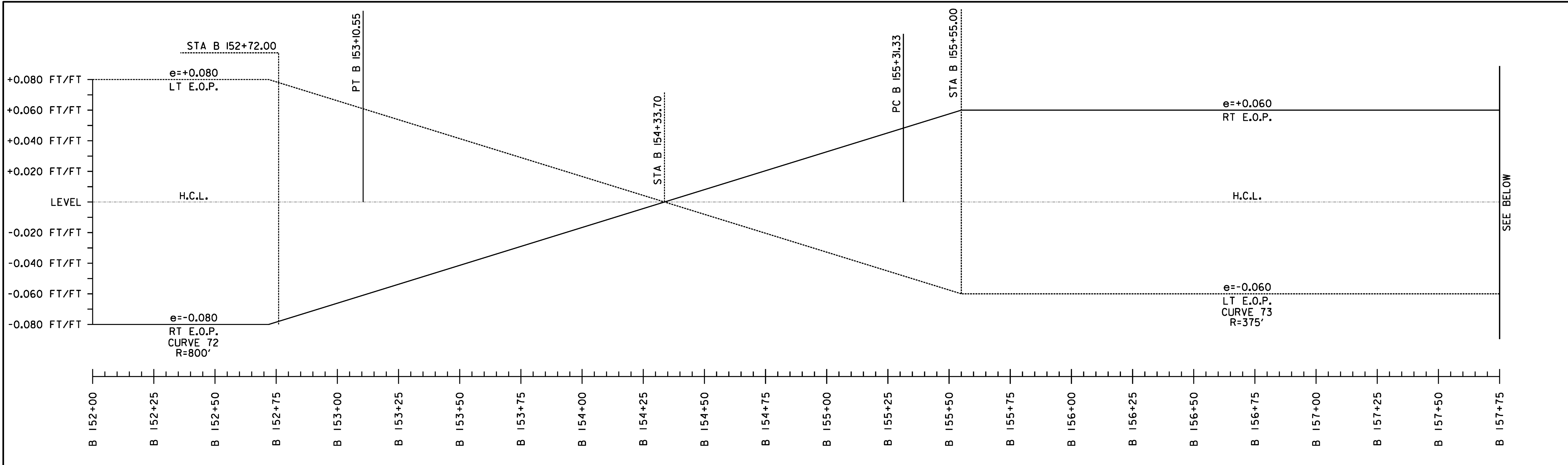
1. SUPERELEVATION RATES AND RUNOFF LENGTHS WERE DETERMINED USING A DESIGN SPEED EQUAL TO THE POSTED SPEED AND A MAXIMUM SUPERELEVATION RATE OF 0.08. A MAXIMUM SUPERELEVATION RATE OF 0.06 WAS USED WHERE SIDE ROADS INTERSECTED ALONG THE HIGH SIDE OF A CURVE.
2. THE SHOULDER CROSS SLOPE ON BOTH THE OUTSIDE (HIGH SIDE) AND THE INSIDE (LOW SIDE) OF A SUPERELEVATED CURVE SHALL MATCH THE ADJACENT TRAVEL LANE CROSS SLOPE.

NOT TO SCALE

**SUPERELEVATION
DIAGRAMS
SHEET #44**

PROJECT NAME:	STOCKBRIDGE-BETHEL
PROJECT NUMBER:	STP 2910(1)
FILE NAME:	z10b214_sbd_44.dgn
PROJECT LEADER:	D.E.G.
DESIGNED BY:	L.M.B.
IPARM FILE:	z10b214sbd44.1
PLOT DATE:	3/17/2014
DRAWN BY:	W.G.P.
CHECKED BY:	J.P.S.
SHEET	190 OF 397

FILE NAME : \\AP01\projects\ANY\22\226\CADD\1\STN\10b214_sbd_45.dgn
DATE/TIME : 3/17/2014
USER : j916



SUPERELEVATION BANKING NOTES:

1. SUPERELEVATION RATES AND RUNOFF LENGTHS WERE DETERMINED USING A DESIGN SPEED EQUAL TO THE POSTED SPEED AND A MAXIMUM SUPERELEVATION RATE OF 0.08. A MAXIMUM SUPERELEVATION RATE OF 0.06 WAS USED WHERE SIDE ROADS INTERSECTED ALONG THE HIGH SIDE OF A CURVE.
2. THE SHOULDER CROSS SLOPE ON BOTH THE OUTSIDE (HIGH SIDE) AND THE INSIDE (LOW SIDE) OF A SUPERELEVATED CURVE SHALL MATCH THE ADJACENT TRAVEL LANE CROSS SLOPE.

NOT TO SCALE

**SUPERELEVATION
DIAGRAMS
SHEET #45**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_sbd_45.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214sbd45.1

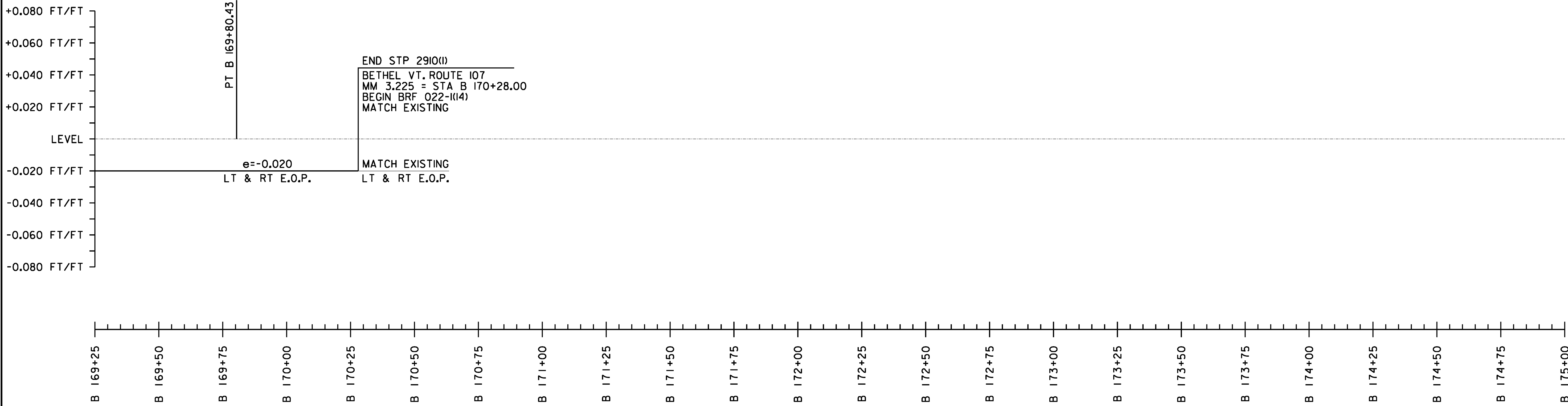
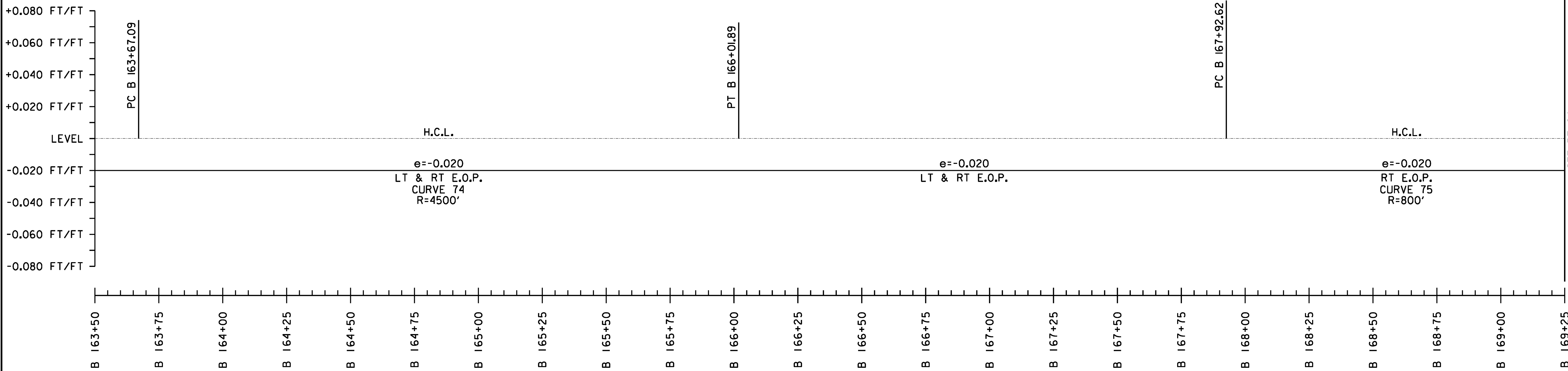
PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

CHECKED BY: J.P.S.

SHEET 191 OF 397

FILE NAME : V:\P\010634\ANY\K2\22\25\CAOD\1\STN\10b214_sbd_46.dgn
DATE/TIME : 3/17/2014
USER : 4916



SUPERELEVATION BANKING NOTES:

1. SUPERELEVATION RATES AND RUNOFF LENGTHS WERE DETERMINED USING A DESIGN SPEED EQUAL TO THE POSTED SPEED AND A MAXIMUM SUPERELEVATION RATE OF 0.08. A MAXIMUM SUPERELEVATION RATE OF 0.06 WAS USED WHERE SIDE ROADS INTERSECTED ALONG THE HIGH SIDE OF A CURVE.
2. THE SHOULDER CROSS SLOPE ON BOTH THE OUTSIDE (HIGH SIDE) AND THE INSIDE (LOW SIDE) OF A SUPERELEVATED CURVE SHALL MATCH THE ADJACENT TRAVEL LANE CROSS SLOPE.

NOT TO SCALE

**SUPERELEVATION
DIAGRAMS
SHEET #46**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_sbd_46.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214sbd46.i

PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

CHECKED BY: J.P.S.

SHEET 192 OF 397

FILE NAME = \\P:\projects\ANY\K2\22426\CAOD\..MSTN\10b214_hvc_01.dgn
DATE/TIME = 3/17/2014
USER = 4916

HORIZONTAL CONTROL TABLE				
HCL POINT	COORDINATES		HCL STATION	DESCRIPTION
	NORTH	EAST		
STOCKBRIDGE VT. ROUTE 107				
BEGIN STOCKBRIDGE VT. ROUTE 107	464717.573	1570891.210	0+00.00	BEGIN STOCKBRIDGE VT. ROUTE 107 STA 0+00.00
P.C. CURVE 1	464716.245	1570892.968	0+02.20	
P.I. CURVE 1	464694.743	1570921.424	P.I. STA 0+37.87 BK.=	
			P.I. STA 0+37.83 AHD.	
P.C.C. CURVE 1/2	464671.168	1570948.188	0+73.50	
P.I. CURVE 2	464602.639	1571025.986	P.I. STA 1+77.18 BK.=	
			P.I. STA 1+76.56 AHD.	
P.T. CURVE 2	464520.781	1571089.610	2+80.24	
EO.	464514.482	1571094.505	2+88.22	EQUALITY VT. ROUTE 100 STA V 10+00.00
P.C. CURVE 3	463480.071	1571898.499	15+98.34	
P.I. CURVE 3	463392.793	1571966.335	P.I. STA 17+08.88 BK.=	
			P.I. STA 17+08.80 AHD.	
P.T. CURVE 3	463310.106	1572039.697	18+19.34	
P.C. CURVE 4	463286.472	1572060.666	18+50.94	
P.I. CURVE 4	463088.894	1572235.962	P.I. STA 21+15.07 BK.=	
			P.I. STA 21+13.12 AHD.	
P.C.C. CURVE 4/5	462932.311	1572448.676	23+77.25	
P.I. CURVE 5	462806.403	1572619.718	P.I. STA 25+89.64 BK.=	
			P.I. STA 25+88.66 AHD.	
P.T. CURVE 5	462710.526	1572809.233	28+01.05	
P.C. CURVE 6	462677.767	1572873.985	28+73.61	
P.I. CURVE 6	462611.833	1573004.314	P.I. STA 30+19.67 BK.=	
			P.I. STA 30+19.15 AHD.	
P.C.C. CURVE 6/7	462565.532	1573142.839	31+65.21	
P.I. CURVE 7	462516.643	1573289.110	P.I. STA 33+19.44 BK.=	
			P.I. STA 33+19.23 AHD.	
P.T. CURVE 7	462480.808	1573439.114	34+73.46	
P.C. CURVE 8	462359.684	1573946.149	39+94.76	
P.I. CURVE 8	462328.924	1574074.912	P.I. STA 41+27.15 BK.=	
			P.I. STA 41+26.36 AHD.	
P.T. CURVE 8	462274.573	1574195.627	42+58.75	
P.C. CURVE 9	462178.475	1574409.062	44+92.82	
P.I. CURVE 9	462104.712	1574572.890	P.I. STA 46+72.49 BK.=	
			P.I. STA 46+70.23 AHD.	
P.T. CURVE 9	462078.150	1574750.584	48+49.90	
P.C. CURVE 10	462039.292	1575010.531	51+12.73	
P.I. CURVE 10	462030.400	1575070.016	P.I. STA 51+72.88 BK.=	
			P.I. STA 51+72.84 AHD.	
P.C.C. CURVE 10/11	462018.271	1575128.926	52+32.99	
P.I. CURVE 11	461971.003	1575358.509	P.I. STA 54+67.39 BK.=	
			P.I. STA 54+57.73 AHD.	
P.C.C. CURVE 11/12	461820.106	1575537.876	56+92.13	
P.I. CURVE 12	461768.194	1575599.582	P.I. STA 57+72.76 BK.=	
			P.I. STA 57+72.75 AHD.	
P.T. CURVE 12	461714.496	1575659.740	58+53.39	
P.C. CURVE 13	461650.767	1575731.134	59+49.09	
P.I. CURVE 13	461603.351	1575784.253	P.I. STA 60+20.29 BK.=	
			P.I. STA 60+20.27 AHD.	
P.C.C. CURVE 13/14	461553.620	1575835.210	60+91.47	
P.I. CURVE 14	461434.883	1575956.874	P.I. STA 62+61.47 BK.=	
			P.I. STA 62+58.26 AHD.	
P.C.C. CURVE 14/15	461282.612	1576032.467	64+28.26	
P.I. CURVE 15	461213.422	1576066.815	P.I. STA 65+05.50 BK.=	
			P.I. STA 65+05.02 AHD.	

HORIZONTAL CONTROL TABLE				
HCL POINT	COORDINATES		HCL STATION	DESCRIPTION
	NORTH	EAST		
P.T. CURVE 15	461138.938	1576087.290	65+82.27	
P.C. CURVE 16	460808.020	1576178.258	69+25.47	
P.I. CURVE 16	460636.395	1576225.437	P.I. STA 71+03.46 BK.=	
			P.I. STA 71+02.61 AHD.	
P.C.C. CURVE 16/17	460475.159	1576300.829	72+80.60	
P.I. CURVE 17	460399.055	1576336.414	P.I. STA 73+64.61 BK.=	
			P.I. STA 73+64.56 AHD.	
P.T. CURVE 17	460325.407	1576376.838	74+48.57	
P.C. CURVE 18	459847.513	1576639.144	79+93.72	
P.I. CURVE 18	459637.232	1576754.564	P.I. STA 82+33.59 BK.=	
			P.I. STA 82+29.57 AHD.	
P.T. CURVE 18	459473.432	1576929.805	84+69.44	
P.C. CURVE 19	459327.024	1577086.439	86+83.84	
P.I. CURVE 19	459205.702	1577216.236	P.I. STA 88+61.51 BK.=	
			P.I. STA 88+58.72 AHD.	
P.T. CURVE 19	459129.207	1577376.595	90+36.39	
P.C. CURVE 20	459104.060	1577429.310	90+94.80	
P.I. CURVE 20	459066.372	1577508.316	P.I. STA 91+82.33 BK.=	
			P.I. STA 91+82.18 AHD.	
P.C.C. CURVE 20/21	459036.998	1577590.776	92+69.72	
P.I. CURVE 21	458997.523	1577701.594	P.I. STA 93+87.35 BK.=	
			P.I. STA 93+86.40 AHD.	
P.T. CURVE 21	458983.185	1577818.356	95+04.04	
P.C. CURVE 22	458973.682	1577895.749	95+82.02	
P.I. CURVE 22	458964.239	1577972.649	P.I. STA 96+59.50 BK.=	
			P.I. STA 96+59.48 AHD.	
P.T. CURVE 22	458957.184	1578049.805	97+36.96	
P.C. CURVE 23	458949.481	1578134.041	98+21.55	
P.I. CURVE 23	458933.338	1578310.564	P.I. STA 99+98.81 BK.=	
			P.I. STA 99+98.34 AHD.	
P.T. CURVE 23	458895.064	1578483.642	101+75.59	
P.C. CURVE 24	458870.369	1578595.313	102+89.96	
P.I. CURVE 24	458814.936	1578845.982	P.I. STA 105+46.69 BK.=	
			P.I. STA 105+44.58 AHD.	
P.T. CURVE 24	458816.138	1579102.704	108+01.30	
P.C. CURVE 25	458816.865	1579257.932	109+56.53	
P.I. CURVE 25	458817.274	1579345.362	P.I. STA 110+43.96 BK.=	
			P.I. STA 110+43.65 AHD.	
P.T. CURVE 25	458805.006	1579431.928	111+31.08	
P.C. CURVE 26	458780.666	1579603.680	113+04.55	
P.I. CURVE 26	458761.112	1579741.662	P.I. STA 114+43.91 BK.=	
			P.I. STA 114+43.46 AHD.	
P.T. CURVE 26	458760.883	1579881.022	115+82.82	
P.C. CURVE 27	458759.856	1580506.344	122+08.14	
P.I. CURVE 27	458759.452	1580752.127	P.I. STA 124+53.93 BK.=	
			P.I. STA 124+53.37 AHD.	
P.T. CURVE 27	458787.719	1580996.279	126+99.15	
P.C. CURVE 28	458815.813	1581238.934	129+43.42	
P.I. CURVE 28	458858.691	1581609.292	P.I. STA 133+16.26 BK.=	
			P.I. STA 132+37.79 AHD.	
P.T. CURVE 28	459209.739	1581734.870	136+10.62	
P.C. CURVE 29	459629.027	1581884.859	140+55.93	
P.I. CURVE 29	459800.840	1581946.320	P.I. STA 142+38.41 BK.=	
			P.I. STA 142+37.39 AHD.	

HORIZONTAL
CONTROL
TABLE
SHEET #1

PROJECT NAME: STOCKBRIDGE-BETHEL	
PROJECT NUMBER: STP 2910(1)	
FILE NAME: z10b214_hvc_01.dgn	PLOT DATE: 3/17/2014
PROJECT LEADER: D.E.G.	DRAWN BY: W.G.P.
DESIGNED BY: L.M.B.	CHECKED BY: J.P.S.
IPARM FILE: z10b214hvc1.i	SHEET 193 OF 397

FILE NAME : \\P-c01res01\ANY\K2\22426\CA001_MSTN\10b214_hvc_02.dgn
DATE/TIME : 3/17/2014
USER : 4916

HORIZONTAL CONTROL TABLE				
HCL POINT	COORDINATES		HCL STATION	DESCRIPTION
	NORTH	EAST		
P.T. CURVE 29	459958.694	1582037.860	144+19.87	
P.C. CURVE 30	460118.909	1582130.769	146+05.08	
P.I. CURVE 30	460361.512	1582271.455	P.I. STA 148+85.52 BK.=	
			P.I. STA 148+70.04 AHD.	
P.T. CURVE 30	460488.818	1582521.339	151+50.47	
P.C. CURVE 31	460825.753	1583182.702	158+92.72	
P.I. CURVE 31	460992.922	1583510.835	P.I. STA 162+60.98 BK.=	
			P.I. STA 162+56.74 AHD.	
P.T. CURVE 31	461069.093	1583871.133	166+25.00	
P.C. CURVE 32	461134.766	1584181.778	169+42.51	
P.I. CURVE 32	461196.104	1584471.914	P.I. STA 172+39.06 BK.=	
			P.I. STA 172+15.07 AHD.	
P.T. CURVE 32	461428.803	1584655.739	175+11.62	
P.C. CURVE 33	461626.065	1584811.570	177+63.00	
P.I. CURVE 33	461693.595	1584864.916	P.I. STA 178+49.06 BK.=	
			P.I. STA 178+48.82 AHD.	
P.T. CURVE 33	461753.579	1584926.624	179+34.87	
P.C. CURVE 34	461826.408	1585001.546	180+39.36	
P.I. CURVE 34	461904.429	1585081.808	P.I. STA 181+51.30 BK.=	
			P.I. STA 181+51.29 AHD.	
P.T. CURVE 34	461980.633	1585163.797	182+63.22	
P.C. CURVE 35	462318.032	1585526.806	187+58.81	
P.I. CURVE 35	462386.429	1585600.394	P.I. STA 188+59.28 BK.=	
			P.I. STA 188+58.98 AHD.	
P.T. CURVE 35	462444.401	1585682.446	189+59.44	
P.C. CURVE 36	462748.580	1586112.969	194+86.58	
P.I. CURVE 36	462981.286	1586442.333	P.I. STA 198+89.86 BK.=	
			P.I. STA 198+51.73 AHD.	
P.T. CURVE 36	463376.035	1586524.830	202+55.00	
P.C. CURVE 37	463783.185	1586609.919	206+70.95	
P.I. CURVE 37	463958.007	1586646.454	P.I. STA 208+49.55 BK.=	
			P.I. STA 208+44.43 AHD.	
P.T. CURVE 37	464132.749	1586609.541	210+23.03	
P.C. CURVE 38	464354.598	1586562.676	212+49.77	
P.I. CURVE 38	464446.056	1586543.356	P.I. STA 213+43.25 BK.=	
			P.I. STA 213+39.78 AHD.	
P.C.C. CURVE 38/39	464536.336	1586567.595	214+33.26	
P.I. CURVE 39	464679.537	1586606.044	P.I. STA 215+81.54 BK.=	
			P.I. STA 215+68.98 AHD.	
P.T. CURVE 39	464763.078	1586728.541	217+17.25	
P.C. CURVE 40	464785.630	1586761.610	217+57.27	
P.I. CURVE 40	464845.508	1586849.410	P.I. STA 218+63.55 BK.=	
			P.I. STA 218+62.90 AHD.	
P.T. CURVE 40	464887.470	1586947.049	219+69.16	
P.C. CURVE 41	464984.742	1587173.383	222+15.52	
P.I. CURVE 41	465072.920	1587378.560	P.I. STA 224+38.84 BK.=	
			P.I. STA 224+28.27 AHD.	
P.T. CURVE 41	465252.961	1587510.688	226+51.58	
P.C. CURVE 42	466744.163	1588605.048	245+01.26	
P.I. CURVE 42	466995.380	1588789.410	P.I. STA 248+12.87 BK.=	
			P.I. STA 247+96.96 AHD.	
P.T. CURVE 42	467112.580	1589078.138	251+08.57	
P.C. CURVE 43	467189.086	1589266.613	253+11.98	
P.I. CURVE 43	467379.827	1589736.513	P.I. STA 258+19.12 BK.=	
			P.I. STA 257+96.01 AHD.	

HORIZONTAL CONTROL TABLE				
HCL POINT	COORDINATES		HCL STATION	DESCRIPTION
	NORTH	EAST		
P.T. CURVE 43	467779.361	1590048.860	263+03.14	
P.C. CURVE 44	468015.772	1590233.682	266+03.23	
P.I. CURVE 44	468281.074	1590441.089	P.I. STA 269+39.98 BK.=	
			P.I. STA 269+31.85 AHD.	
P.T. CURVE 44	468450.456	1590732.142	272+68.60	
P.C. CURVE 45	468588.122	1590968.696	275+42.30	
P.I. CURVE 45	468704.298	1591168.323	P.I. STA 277+73.27 BK.=	
			P.I. STA 277+73.22 AHD.	
P.T. CURVE 45	468813.309	1591371.950	280+04.19	
P.C. CURVE 46	468873.674	1591484.709	281+32.09	
P.I. CURVE 46	468976.494	1591676.772	P.I. STA 283+49.94 BK.=	
			P.I. STA 283+49.84 AHD.	
P.T. CURVE 46	469068.709	1591874.147	285+67.69	
P.C. CURVE 47	469265.782	1592295.957	290+33.27	
P.I. CURVE 47	469516.528	1592832.646	P.I. STA 296+25.64 BK.=	
			P.I. STA 295+65.25 AHD.	
P.T. CURVE 47	470071.839	1593038.893	301+57.63	
P.C. CURVE 48	470431.260	1593172.385	305+41.04	
P.I. CURVE 48	470583.968	1593229.102	P.I. STA 307+03.94 BK.=	
			P.I. STA 307+00.25 AHD.	
P.C.C. CURVE 48/49	470706.034	1593336.974	308+63.15	
P.I. CURVE 49	470829.594	1593446.167	P.I. STA 310+28.05 BK.=	
			P.I. STA 310+26.16 AHD.	
P.C.C. CURVE 49/50	470920.612	1593583.665	311+91.05	
P.I. CURVE 50	470987.319	1593684.438	P.I. STA 313+11.90 BK.=	
			P.I. STA 313+09.29 AHD.	
P.T. CURVE 50	471014.304	1593802.238	314+30.14	
P.C. CURVE 51	471312.102	1595102.211	327+63.79	
P.I. CURVE 51	471382.662	1595410.226	P.I. STA 330+79.78 BK.=	
			P.I. STA 330+67.76 AHD.	
P.T. CURVE 51	471303.963	1595716.263	333+83.75	
P.C. CURVE 52	471268.557	1595853.943	335+25.91	
P.I. CURVE 52	471215.418	1596060.587	P.I. STA 337+39.27 BK.=	
			P.I. STA 337+34.86 AHD.	
P.T. CURVE 52	471236.768	1596272.883	339+48.23	
P.C. CURVE 53	471273.314	1596636.275	343+13.46	
P.I. CURVE 53	471291.436	1596816.471	P.I. STA 344+94.56 BK.=	
			P.I. STA 344+84.90 AHD.	
P.T. CURVE 53	471403.090	1596959.061	346+66.01	
P.C. CURVE 54	471471.867	1597046.893	347+77.56	
P.I. CURVE 54	471820.592	1597492.239	P.I. STA 353+43.19 BK.=	
			P.I. STA 352+47.57 AHD.	
END STOCKBRIDGE VT. ROUTE 107 / P.O.C. CURVE 54	471960.681	1597391.961	353+84.48	END STOCKBRIDGE VT. ROUTE 107 STA 353+84.48 = BETHEL VT. ROUTE 107 STA B 0+00.00
BETHEL VT. ROUTE 107				
BEGIN BETHEL VT. ROUTE 107 / P.O.C. CURVE 54	471960.681	1597391.961	B 0+00.00	BEGIN BETHEL VT. ROUTE 107 STA B 0+00.00 = STOCKBRIDGE VT. ROUTE 107 STA 353+84.48
P.T. CURVE 54	472383.948	1597441.523	B 4+29.20	
P.C. CURVE 55	472774.356	1597406.376	B 8+21.18	
P.I. CURVE 55	472998.887	1597386.162	P.I. STA B 10+46.62 BK.=	
			P.I. STA B 10+46.41 AHD.	
P.T. CURVE 55	473224.303	1597382.855	B 12+71.85	
P.C. CURVE 56	473571.410	1597377.762	B 16+19.00	

HORIZONTAL
CONTROL
TABLE
SHEET #2

PROJECT NAME: STOCKBRIDGE-BETHEL	
PROJECT NUMBER: STP 2910(1)	
FILE NAME: z10b214_hvc_02.dgn	PLOT DATE: 3/17/2014
PROJECT LEADER: D.E.G.	DRAWN BY: W.G.P.
DESIGNED BY: L.M.B.	CHECKED BY: J.P.S.
IPARM FILE: z10b214hvc2.1	SHEET 194 OF 397

FILE NAME : \\P:\projects\ANY\K2\22426\CAOD\..MSTN\10b214.hvc.03.dgn
DATE/TIME : 3/17/2014
USER : 4916

HORIZONTAL CONTROL TABLE			
HCL POINT	COORDINATES		DESCRIPTION
	NORTH	EAST	
P.I. CURVE 56	473759.669	1597374.999	P.I. STA B 18+07.28 BK.= P.I. STA B 18+02.92 AHD.
P.T. CURVE 56	473934.032	1597303.963	B 19+91.20
P.C. CURVE 57	474290.854	1597158.592	B 23+76.49
P.I. CURVE 57	474437.205	1597098.968	P.I. STA B 25+34.53 BK.= P.I. STA B 25+34.31 AHD.
P.T. CURVE 57	474577.588	1597026.398	B 26+92.34
P.C. CURVE 58	474807.996	1596907.289	B 29+51.72
P.I. CURVE 58	474869.149	1596875.676	P.I. STA B 30+20.56 BK.= P.I. STA B 30+20.41 AHD.
P.C.C. CURVE 58/59	474933.516	1596851.264	B 30+89.25
P.I. CURVE 59	475223.330	1596741.347	P.I. STA B 33+99.20 BK.= P.I. STA B 33+67.14 AHD.
P.C.C. CURVE 59/60	475506.186	1596868.102	B 36+77.10
P.I. CURVE 60	475568.246	1596895.913	P.I. STA B 37+45.10 BK.= P.I. STA B 37+44.61 AHD.
P.T. CURVE 60	475623.206	1596935.967	B 38+12.62
P.C. CURVE 61	475758.340	1597034.451	B 39+79.83
P.I. CURVE 61	475905.217	1597141.494	P.I. STA B 41+61.58 BK.= P.I. STA B 41+60.76 AHD.
P.T. CURVE 61	476067.670	1597222.983	B 43+42.50
P.C. CURVE 62	476370.780	1597375.028	B 46+81.60
P.I. CURVE 62	476574.632	1597477.284	P.I. STA B 49+09.67 BK.= P.I. STA B 48+95.46 AHD.
P.T. CURVE 62	476683.234	1597677.827	B 51+23.52
P.C. CURVE 63	476793.324	1597881.119	B 53+54.70
P.I. CURVE 63	476836.342	1597960.555	P.I. STA B 54+45.04 BK.= P.I. STA B 54+44.69 AHD.
P.T. CURVE 63	476890.767	1598032.656	B 55+35.03
P.C. CURVE 64	476976.724	1598146.529	B 56+77.71
P.I. CURVE 64	477311.769	1598590.385	P.I. STA B 62+33.82 BK.= P.I. STA B 62+03.61 AHD.
P.T. CURVE 64	477354.614	1599144.846	B 67+59.72
P.C. CURVE 65	477544.711	1601604.876	B 92+27.08
P.I. CURVE 65	477602.540	1602353.234	P.I. STA B 99+77.67 BK.= P.I. STA B 99+56.46 AHD.
P.T. CURVE 65	477954.611	1603016.129	B 107+07.05
P.C. CURVE 66	477993.150	1603088.693	B 107+89.22
P.I. CURVE 66	478232.757	1603539.837	P.I. STA B 113+00.04 BK.= P.I. STA B 112+85.02 AHD.
P.T. CURVE 66	478635.319	1603854.299	B 117+95.85
P.C. CURVE 67	479006.768	1604144.458	B 122+67.19
P.I. CURVE 67	479215.932	1604307.846	P.I. STA B 125+32.61 BK.= P.I. STA B 125+29.20 AHD.
P.T. CURVE 67	479461.862	1604407.661	B 127+94.61
P.C. CURVE 68	479789.697	1604540.719	B 131+48.42
P.I. CURVE 68	479874.586	1604575.173	P.I. STA B 132+40.03 BK.= P.I. STA B 132+40.00 AHD.
P.T. CURVE 68	479960.964	1604605.704	B 133+31.61
P.C. CURVE 69	480178.994	1604682.769	B 135+62.86
P.I. CURVE 69	480260.374	1604711.534	P.I. STA B 136+49.18 BK.= P.I. STA B 136+48.75 AHD.
P.T. CURVE 69	480335.621	1604753.818	B 137+35.06

HORIZONTAL CONTROL TABLE			
HCL POINT	COORDINATES		DESCRIPTION
	NORTH	EAST	
P.C. CURVE 70	480482.958	1604836.610	B 139+04.07
P.I. CURVE 70	480576.565	1604889.211	P.I. STA B 140+11.44 BK.= P.I. STA B 140+11.19 AHD.
P.T. CURVE 70	480675.762	1604930.311	B 141+18.56
P.C. CURVE 71	480897.641	1605022.240	B 143+58.73
P.I. CURVE 71	481012.249	1605069.725	P.I. STA B 144+82.79 BK.= P.I. STA B 144+82.64 AHD.
P.T. CURVE 71	481122.546	1605126.510	B 146+06.70
P.C. CURVE 72	481525.667	1605334.054	B 150+60.11
P.I. CURVE 72	481637.917	1605391.845	P.I. STA B 151+86.37 BK.= P.I. STA B 151+84.30 AHD.
P.T. CURVE 72	481726.914	1605481.395	B 153+10.55
P.C. CURVE 73	481882.544	1605637.994	B 155+31.33
P.I. CURVE 73	482028.942	1605785.302	P.I. STA B 157+39.02 BK.= P.I. STA B 157+02.98 AHD.
P.T. CURVE 73	482231.479	1605739.364	B 159+10.66
P.C. CURVE 74	482676.605	1605638.402	B 163+67.09
P.I. CURVE 74	482791.119	1605612.429	P.I. STA B 164+84.52 BK.= P.I. STA B 164+84.47 AHD.
P.T. CURVE 74	482904.124	1605580.518	B 166+01.89
P.C. CURVE 75	483087.679	1605528.685	B 167+92.62
P.I. CURVE 75	483178.468	1605503.048	P.I. STA B 168+86.96 BK.= P.I. STA B 168+86.09 AHD.
P.T. CURVE 75	483272.731	1605499.232	B 169+80.43
END BETHEL VT. ROUTE 107	483320.259	1605497.309	B 170+28.00
VT. ROUTE 100			
BEGIN VT. ROUTE 100 / E0.	464514.482	1571094.506	V 10+00.00
P.C. CURVE VI	464525.692	1571108.831	V 10+18.19
P.I. CURVE VI	464573.443	1571169.855	P.I. STA V 10+95.68 BK.= P.I. STA V 10+82.87 AHD.
P.T. CURVE VI	464548.823	1571243.325	V 11+60.36
END VT. ROUTE 100	464504.455	1571375.726	V 13+00.00
		END VT. ROUTE 100 STA V 13+00.00	

HORIZONTAL CONTROL TABLE SHEET #3	PROJECT NAME: STOCKBRIDGE-BETHEL	
	PROJECT NUMBER: STP 2910(1)	
	FILE NAME: z10b214.hvc_03.dgn PROJECT LEADER: D.E.G. DESIGNED BY: L.M.B. IPARM FILE: z10b214hvc3.1	PLOT DATE: 3/17/2014 DRAWN BY: W.G.P. CHECKED BY: J.P.S. SHEET 195 OF 397

FILE NAME : \\Pc01res01\ANY\K2\22426\CA00D_L\STN\210b214_vot_01.dgn
DATE/TIME : 3/17/2014
USER : j916

VERTICAL ALIGNMENT TABLE										
ELEMENT	POINT TYPE	STATION	ELEVATION	LENGTH	ENTRANCE GRADE	EXIT GRADE	K	MIDDLE ORDINATE	SSD/HSD	DESIGN SPEED
STOCKBRIDGE VT. ROUTE 107										
SYMMETRICAL PARABOLA	POB	0+00.00	755.52	125.00	-1.3249%	-2.4673%	109	-0.18	1007	50
	PVC	0+00.00	755.52							
	POC	0+50.00	754.74							
	PVI	0+62.50	754.69							
	POC	1+00.00	753.74							
	PVRC	1+25.00	753.15							
SYMMETRICAL PARABOLA	PVRC	1+25.00	753.15	320.00	-2.4673%	-0.4638%	160	0.8	2053	50
	POC	1+50.00	752.55							
	POC	2+00.00	751.47							
	POC	2+50.00	750.55							
	PVI	2+85.00	749.20							
	POC	3+00.00	749.79							
	POC	3+50.00	749.18							
	POC	4+00.00	748.73							
SYMMETRICAL PARABOLA	PVCC	4+45.00	748.46	370.00	-0.4638%	0.6400%	335	0.51	1278	50
	PVCC	4+45.00	748.46							
	POC	4+50.00	748.44							
	POC	5+00.00	748.25							
	POC	5+50.00	748.14							
	POC	6+00.00	748.10							
	VLOW	6+00.46	748.10							
	PVI	6+30.00	747.60							
	POC	6+50.00	748.13							
	POC	7+00.00	748.25							
	POC	7+50.00	748.43							
	POC	8+00.00	748.69							
	PVT	8+15.00	748.78							
	PVT	8+15.00	748.78							
LINEAR	POT	8+50.00	749.01	385.00	0.6400%					50
	POT	9+00.00	749.33							
	POT	9+50.00	749.65							
	POT	10+00.00	749.97							
	POT	10+50.00	750.29							
	POT	11+00.00	750.61							
	POT	11+50.00	750.93							
	PVC	12+00.00	751.25							
SYMMETRICAL PARABOLA	PVC	12+00.00	751.25	610.00	0.6400%	6.5567%	103	4.51	452	50
	POC	12+50.00	751.69							
	POC	13+00.00	752.37							
	POC	13+50.00	753.30							
	POC	14+00.00	754.47							
	POC	14+50.00	755.88							
	POC	15+00.00	757.53							
	PVI	15+05.00	753.20							
	POC	15+50.00	759.43							
	POC	16+00.00	761.57							
	POC	16+50.00	763.95							
	POC	17+00.00	766.57							
	POC	17+50.00	769.44							
	POC	18+00.00	772.55							
	PVCC	18+10.00	773.20							

VERTICAL ALIGNMENT TABLE										
ELEMENT	POINT TYPE	STATION	ELEVATION	LENGTH	ENTRANCE GRADE	EXIT GRADE	K	MIDDLE ORDINATE	SSD/HSD	DESIGN SPEED
STOCKBRIDGE VT. ROUTE 107										
SYMMETRICAL PARABOLA	PVCC	18+10.00	773.20	360.00	6.5567%	7.5000%	382	0.42	1442	50
	POC	18+50.00	775.84							
	POC	19+00.00	779.21							
	POC	19+50.00	782.63							
	PVI	19+90.00	785.00							
	POC	20+00.00	786.13							
	POC	20+50.00	789.69							
	POC	21+00.00	793.31							
	POC	21+50.00	797.01							
PVRC	21+70.00	798.50								
SYMMETRICAL PARABOLA	PVRC	21+70.00	798.50	800.00	7.5000%	-3.4160%	73	-10.92	398	50
	POC	22+00.00	800.69							
	POC	22+50.00	804.06							
	POC	23+00.00	807.10							
	POC	23+50.00	809.79							
	POC	24+00.00	812.14							
	POC	24+50.00	814.15							
	POC	25+00.00	815.82							
	POC	25+50.00	817.15							
	PVI	25+70.00	828.50							
	POC	26+00.00	818.14							
	POC	26+50.00	818.78							
	POC	27+00.00	819.09							
	VHIGH	27+19.65	819.11							
	POC	27+50.00	819.05							
	POC	28+00.00	818.67							
	POC	28+50.00	817.95							
	POC	29+00.00	816.89							
POC	29+50.00	815.49								
PVT	29+70.00	814.84								
LINEAR	PVT	29+70.00	814.84	205.00	-3.4160%					50
	POT	30+00.00	813.81							
	POT	30+50.00	812.10							
	POT	31+00.00	810.40							
	POT	31+50.00	808.69							
	PVC	31+75.00	807.83							
SYMMETRICAL PARABOLA	PVC	31+75.00	807.83	500.00	-3.4160%	-0.7500%	188	1.67	946	50
	POC	32+00.00	807.00							
	POC	32+50.00	805.42							
	POC	33+00.00	803.98							
	POC	33+50.00	802.67							
	POC	34+00.00	801.50							
	PVI	34+25.00	799.29							
	POC	34+50.00	800.46							
	POC	35+00.00	799.55							
	POC	35+50.00	798.77							
	POC	36+00.00	798.13							
	POC	36+50.00	797.62							
PVT	36+75.00	797.42								

VERTICAL
ALIGNMENT
TABLE
SHEET #1

PROJECT NAME:	STOCKBRIDGE-BETHEL
PROJECT NUMBER:	STP 2910(1)
FILE NAME: z10b214_vot_01.dgn	PLOT DATE: 3/17/2014
PROJECT LEADER: D.E.G.	DRAWN BY: W.G.P.
DESIGNED BY: L.M.B.	CHECKED BY: J.P.S.
IPARM FILE: z10b214vot1.i	SHEET 196 OF 397

FILE NAME : \\P01\geog\ANY\K2\22426\CA00D_L\STN\210b214_vat_02.dgn
DATE/TIME : 3/17/2014
USER : 4916

VERTICAL ALIGNMENT TABLE										
ELEMENT	POINT TYPE	STATION	ELEVATION	LENGTH	ENTRANCE GRADE	EXIT GRADE	K	MIDDLE ORDINATE	SSD/HSD	DESIGN SPEED
STOCKBRIDGE VT. ROUTE 107										
LINEAR	PVT	36+75.00	797.42	375.00	-0.7500%					50
	POT	37+00.00	797.23							
	POT	37+50.00	796.86							
	POT	38+00.00	796.48							
	POT	38+50.00	796.11							
	POT	39+00.00	795.73							
	POT	39+50.00	795.36							
	POT	40+00.00	794.98							
	PVC	40+50.00	794.61							
SYMMETRICAL PARABOLA	PVC	40+50.00	794.61	400.00	-0.7500%	-1.2800%	755	-0.27	2236	50
	POC	41+00.00	794.21							
	POC	41+50.00	793.79							
	POC	42+00.00	793.33							
	POC	42+50.00	792.84							
	PVI	42+50.00	793.11							
	POC	43+00.00	792.32							
	POC	43+50.00	791.76							
	POC	44+00.00	791.17							
	PVT	44+50.00	790.55							
	PVT	44+50.00	790.55							
LINEAR	POT	45+00.00	789.91	260.00	-1.2800%					50
	POT	45+50.00	789.27							
	POT	46+00.00	788.63							
	POT	46+50.00	787.99							
	POT	47+00.00	787.35							
	PVC	47+10.00	787.22							
SYMMETRICAL PARABOLA	PVC	47+10.00	787.22	300.00	-1.2800%	-2.3900%	270	-0.42	1122	50
	POC	47+50.00	786.68							
	POC	48+00.00	785.92							
	POC	48+50.00	785.06							
	PVI	48+60.00	785.30							
	POC	49+00.00	784.12							
	POC	49+50.00	783.08							
	POC	50+00.00	781.95							
LINEAR	PVT	50+10.00	781.71	240.00	-2.3900%					50
	PVT	50+10.00	781.71							
	POT	50+50.00	780.76							
	POT	51+00.00	779.56							
	POT	51+50.00	778.37							
	POT	52+00.00	777.17							
	PVC	52+50.00	775.98							
SYMMETRICAL PARABOLA	PVC	52+50.00	775.98	400.00	-2.3900%	-6.1100%	108	-1.86	490	50
	POC	53+00.00	774.67							
	POC	53+50.00	773.12							
	POC	54+00.00	771.35							
	POC	54+50.00	769.34							
	PVI	54+50.00	771.20							
	POC	55+00.00	767.10							
	POC	55+50.00	764.62							
	POC	56+00.00	761.92							
	PVT	56+50.00	758.98							
	PVT	56+50.00	758.98							
	POT	57+00.00	755.92							
LINEAR	POT	57+50.00	752.87	266.00	-6.1100%					50
	POT	58+00.00	749.81							
	POT	58+50.00	746.76							
	POT	59+00.00	743.70							
	PVC	59+16.00	742.72							

VERTICAL ALIGNMENT TABLE										
ELEMENT	POINT TYPE	STATION	ELEVATION	LENGTH	ENTRANCE GRADE	EXIT GRADE	K	MIDDLE ORDINATE	SSD/HSD	DESIGN SPEED
STOCKBRIDGE VT. ROUTE 107										
SYMMETRICAL PARABOLA	PVC	59+16.00	742.72	750.00	-6.1100%	-0.4000%	131	5.35	554	50
	POC	59+50.00	740.69							
	POC	60+00.00	737.86							
	POC	60+50.00	735.22							
	POC	61+00.00	732.77							
	POC	61+50.00	730.51							
	POC	62+00.00	728.44							
	POC	62+50.00	726.56							
	PVI	62+91.00	719.81							
	POC	63+00.00	724.87							
	POC	63+50.00	723.38							
	POC	64+00.00	722.07							
	POC	64+50.00	720.95							
	POC	65+00.00	720.02							
	POC	65+50.00	719.29							
	POC	66+00.00	718.74							
	POC	66+50.00	718.39							
	PVT	66+66.00	718.31							
LINEAR	PVT	66+66.00	718.31	144.00	-0.4000%					50
	POT	67+00.00	718.18							
	POT	67+50.00	717.98							
	POT	68+00.00	717.78							
	PVC	68+10.00	717.74							
SYMMETRICAL PARABOLA	PVC	68+10.00	717.74	350.00	-0.4000%	-1.2600%	407	-0.38	1430	50
	POC	68+50.00	717.56							
	POC	69+00.00	717.28							
	POC	69+50.00	716.93							
	PVI	69+85.00	717.04							
	POC	70+00.00	716.53							
	POC	70+50.00	716.07							
	POC	71+00.00	715.54							
	POC	71+50.00	714.96							
PVT	71+60.00	714.83								
LINEAR	PVT	71+60.00	714.83	235.00	-1.2600%					50
	POT	72+00.00	714.33							
	POT	72+50.00	713.70							
	POT	73+00.00	713.07							
	POT	73+50.00	712.44							
	PVC	73+95.00	711.87							
SYMMETRICAL PARABOLA	PVC	73+95.00	711.87	250.00	-1.2600%	-0.1707%	230	0.34	905	50
	POC	74+00.00	711.81							
	POC	74+50.00	711.24							
	POC	75+00.00	710.79							
	PVI	75+20.00	710.29							
	POC	75+50.00	710.44							
	POC	76+00.00	710.20							
PVCC	76+45.00	710.08								

VERTICAL
ALIGNMENT
TABLE
SHEET #2

PROJECT NAME:	STOCKBRIDGE-BETHEL
PROJECT NUMBER:	STP 2910(1)
FILE NAME: z10b214_vat_02.dgn	PLOT DATE: 3/17/2014

FILE NAME : \\Pc01\projects\ANY\K2\22\25\CA001_MSTN\10b214_vat_03.dgn
DATE/TIME : 3/17/2014
USER : j916

VERTICAL ALIGNMENT TABLE										
ELEMENT	POINT TYPE	STATION	ELEVATION	LENGTH	ENTRANCE GRADE	EXIT GRADE	K	MIDDLE ORDINATE	SSD/HSD	DESIGN SPEED
STOCKBRIDGE VT. ROUTE 107										
SYMMETRICAL PARABOLA	PVCC	76+45.00	710.08	400.00	-0.1707%	0.1600%	1210	0.17	4345	50
	POC	76+50.00	710.07							
	POC	77+00.00	710.00							
	POC	77+50.00	709.95							
	POC	78+00.00	709.92							
	PVI	78+45.00	709.74							
	POC	78+50.00	709.91							
	VLOW	78+51.46	709.91							
	POC	79+00.00	709.91							
	POC	79+50.00	709.95							
	POC	80+00.00	710.00							
	PVT	80+45.00	710.06							
LINEAR	PVT	80+45.00	710.06	370.00	0.1600%					50
	POT	80+50.00	710.07							
	POT	81+00.00	710.15							
	POT	81+50.00	710.23							
	POT	82+00.00	710.31							
	POT	82+50.00	710.39							
	POT	83+00.00	710.47							
	POT	83+50.00	710.55							
	POT	84+00.00	710.63							
	PVC	84+15.00	710.65							
SYMMETRICAL PARABOLA	PVC	84+15.00	710.65	150.00	0.1600%	0.1000%	2500	-0.01	18058	50
	POC	84+50.00	710.71							
	PVI	84+90.00	710.77							
	POC	85+00.00	710.77							
	POC	85+50.00	710.83							
LINEAR	PVT	85+65.00	710.85	285.00	0.1000%					50
	POT	85+65.00	710.85							
	POT	86+00.00	710.88							
	POT	86+50.00	710.93							
	POT	87+00.00	710.98							
	POT	87+50.00	711.03							
SYMMETRICAL PARABOLA	POT	88+00.00	711.08	500.00	0.1000%	-0.2800%	1316	-0.24	3090	50
	PVC	88+50.00	711.13							
	POC	89+00.00	711.17							
	POC	89+50.00	711.19							
	VHIGH	89+81.58	711.20							
	POC	90+00.00	711.20							
	POC	90+50.00	711.18							
	POC	91+00.00	711.14							
	PVI	91+00.00	711.38							
	POC	91+50.00	711.09							
	POC	92+00.00	711.02							
	POC	92+50.00	710.92							
	POC	93+00.00	710.81							
	PVT	93+50.00	710.68							

VERTICAL ALIGNMENT TABLE										
ELEMENT	POINT TYPE	STATION	ELEVATION	LENGTH	ENTRANCE GRADE	EXIT GRADE	K	MIDDLE ORDINATE	SSD/HSD	DESIGN SPEED
STOCKBRIDGE VT. ROUTE 107										
LINEAR	PVT	93+50.00	710.68	875.00	-0.2800%					50
	POT	94+00.00	710.54							
	POT	94+50.00	710.40							
	POT	95+00.00	710.26							
	POT	95+50.00	710.12							
	POT	96+00.00	709.98							
	POT	96+50.00	709.84							
	POT	97+00.00	709.70							
	POT	97+50.00	709.56							
	POT	98+00.00	709.42							
	POT	98+50.00	709.28							
	POT	99+00.00	709.14							
	POT	99+50.00	709.00							
	POT	100+00.00	708.86							
	POT	100+50.00	708.72							
	POT	101+00.00	708.58							
	POT	101+50.00	708.44							
	POT	102+00.00	708.30							
	PVC	102+25.00	708.23							
SYMMETRICAL PARABOLA	PVC	102+25.00	708.23	400.00	-0.2800%	-0.3600%	5000	-0.04	13688	50
	POC	102+50.00	708.16							
	POC	103+00.00	708.02							
	POC	103+50.00	707.87							
	POC	104+00.00	707.71							
	PVI	104+25.00	707.67							
	POC	104+50.00	707.55							
	POC	105+00.00	707.39							
	POC	105+50.00	707.22							
LINEAR	POC	106+00.00	707.04	110.00	-0.3600%					50
	PVT	106+25.00	706.95							
	PVT	106+25.00	706.95							
	POT	106+50.00	706.86							
	POT	107+00.00	706.68							
SYMMETRICAL PARABOLA	PVC	107+35.00	706.56	200.00	-0.3600%	0.2200%	345	0.14	1312	50
	PVC	107+35.00	706.56							
	POC	107+50.00	706.51							
	POC	108+00.00	706.38							
	PVI	108+35.00	706.20							
	POC	108+50.00	706.33							
	VLOW	108+59.14	706.33							
	POC	109+00.00	706.36							
LINEAR	PVT	109+35.00	706.42	75.00	0.2200%					50
	POT	109+50.00	706.45							
	POT	110+00.00	706.56							
	PVC	110+10.00	706.58							
	PVC	110+10.00	706.58							
SYMMETRICAL PARABOLA	POC	110+50.00	706.65	100.00	0.2200%	-0.0400%	385	-0.03	4201	50
	PVI	110+60.00	706.69							
	VHIGH	110+94.62	706.67							
	POC	111+00.00	706.67							
	PVT	111+10.00	706.67							

VERTICAL ALIGNMENT TABLE SHEET #3	PROJECT NAME: STOCKBRIDGE-BETHEL	
	PROJECT NUMBER: STP 2910(1)	
	FILE NAME: z10b214_vat_03.dgn PROJECT LEADER: D.E.G. DESIGNED BY: L.M.B. IPARM FILE: z10b214vat3.1	PLOT DATE: 3/17/2014 DRAWN BY: W.G.P. CHECKED BY: J.P.S. SHEET 198 OF 397

VERTICAL ALIGNMENT TABLE										
ELEMENT	POINT TYPE	STATION	ELEVATION	LENGTH	ENTRANCE GRADE	EXIT GRADE	K	MIDDLE ORDINATE	SSD/HSD	DESIGN SPEED
STOCKBRIDGE VT. ROUTE 107										
LINEAR	PVT	111+10.00	706.67	115.00	-0.0400%					50
	POT	111+50.00	706.65							
	POT	112+00.00	706.63							
	PVC	112+25.00	706.62							
SYMMETRICAL PARABOLA	PVC	112+25.00	706.62	500.00	-0.0400%	0.1600%	2500	0.13	8863	50
	POC	112+50.00	706.62							
	POC	113+00.00	706.61							
	VLOW	113+25.00	706.60							
	POC	113+50.00	706.61							
	POC	114+00.00	706.62							
	POC	114+50.00	706.64							
	PVI	114+75.00	706.52							
	POC	115+00.00	706.67							
	POC	115+50.00	706.71							
	POC	116+00.00	706.76							
	POC	116+50.00	706.82							
	POC	117+00.00	706.89							
	PVT	117+25.00	706.92							
LINEAR	PVT	117+25.00	706.92	1123.00	0.1600%					50
	POT	117+50.00	706.96							
	POT	118+00.00	707.04							
	POT	118+50.00	707.12							
	POT	119+00.00	707.20							
	POT	119+50.00	707.28							
	POT	120+00.00	707.36							
	POT	120+50.00	707.44							
	POT	121+00.00	707.52							
	POT	121+50.00	707.60							
	POT	122+00.00	707.68							
	POT	122+50.00	707.76							
	POT	123+00.00	707.84							
	POT	123+50.00	707.92							
	POT	124+00.00	708.00							
	POT	124+50.00	708.08							
	POT	125+00.00	708.16							
	POT	125+50.00	708.24							
	POT	126+00.00	708.32							
	POT	126+50.00	708.40							
	POT	127+00.00	708.48							
	POT	127+50.00	708.56							
SYMMETRICAL PARABOLA	POT	128+00.00	708.64	400.00	0.1600%	7.1800%	57	3.51	281	50
	PVC	128+48.00	708.72							
	POC	128+50.00	708.73							
	POC	129+00.00	709.04							
	POC	129+50.00	709.80							
	POC	130+00.00	710.99							
	PVI	130+48.00	709.04							
	POC	130+50.00	712.63							
LINEAR	POC	131+00.00	714.70	169.00	7.1800%					50
	POC	131+50.00	717.21							
	POC	132+00.00	720.16							
	PVT	132+48.00	723.40							
	PVT	132+48.00	723.40							
	POT	132+50.00	723.55							
POT	133+00.00	727.14								
POT	133+50.00	730.73								
POT	134+00.00	734.32								
PVC	134+17.00	735.54								

VERTICAL ALIGNMENT TABLE										
ELEMENT	POINT TYPE	STATION	ELEVATION	LENGTH	ENTRANCE GRADE	EXIT GRADE	K	MIDDLE ORDINATE	SSD/HSD	DESIGN SPEED
STOCKBRIDGE VT. ROUTE 107										
SYMMETRICAL PARABOLA	PVC	134+17.00	735.54	450.00	7.1800%	0.1200%	64	-3.97	371	50
	POC	134+50.00	737.82							
	POC	135+00.00	740.95							
	POC	135+50.00	743.70							
	POC	136+00.00	746.05							
	PVI	136+42.00	751.69							
	POC	136+50.00	748.01							
	POC	137+00.00	749.57							
	POC	137+50.00	750.75							
	POC	138+00.00	751.53							
	POC	138+50.00	751.92							
PVT	138+67.00	751.96								
LINEAR	PVT	138+67.00	751.96	593.00	0.1200%					50
	POT	139+00.00	752.00							
	POT	139+50.00	752.06							
	POT	140+00.00	752.12							
	POT	140+50.00	752.18							
	POT	141+00.00	752.24							
	POT	141+50.00	752.30							
	POT	142+00.00	752.36							
	POT	142+50.00	752.42							
	POT	143+00.00	752.48							
	POT	143+50.00	752.54							
	POT	144+00.00	752.60							
	POT	144+50.00	752.66							
PVC	144+60.00	752.67								
SYMMETRICAL PARABOLA	PVC	144+60.00	752.67	100.00	0.1200%	0.4100%	345	0.04	1312	50
	POC	145+00.00	752.74							
	PVI	145+10.00	752.73							
	POC	145+50.00	752.90							
	PVT	145+60.00	752.94							
LINEAR	PVT	145+60.00	752.94	187.00	0.4100%					50
	POT	146+00.00	753.10							
	POT	146+50.00	753.31							
	POT	147+00.00	753.51							
	PVC	147+47.00	753.70							
SYMMETRICAL PARABOLA	PVC	147+47.00	753.70	200.00	0.4100%	-1.4200%	109	-0.46	690	50
	POC	147+50.00	753.72							
	VHIGH	147+91.81	753.80							
	POC	148+00.00	753.79							
	PVI	148+47.00	754.11							
	POC	148+50.00	753.64							
	POC	149+00.00	753.26							
	PVT	149+47.00	752.69							
LINEAR	PVT	149+47.00	752.69	213.00	-1.4200%					50
	POT	149+50.00	752.65							
	POT	150+00.00	751.94							
	POT	150+50.00	751.23							
	POT	151+00.00	750.52							
	POT	151+50.00	749.81							
	PVC	151+60.00	749.67							

VERTICAL ALIGNMENT TABLE SHEET #4	PROJECT NAME: STOCKBRIDGE-BETHEL	
	PROJECT NUMBER: STP 2910(I)	
	FILE NAME: z10b214_vof_04.dgn PROJECT LEADER: D.E.G. DESIGNED BY: L.M.B. IPARM FILE: z10b214vof+4,i	PLOT DATE: 3/17/2014 DRAWN BY: W.G.P. CHECKED BY: J.P.S. SHEET 199 OF 397

FILE NAME : \\P:\projects\ANY\K2\22425\CAOD\...MSTN\10b214...vt_05.dgn
DATE/TIME : 3/17/2014
USER : j916

VERTICAL ALIGNMENT TABLE										
ELEMENT	POINT TYPE	STATION	ELEVATION	LENGTH	ENTRANCE GRADE	EXIT GRADE	K	MIDDLE ORDINATE	SSD/HSD	DESIGN SPEED
STOCKBRIDGE VT. ROUTE 107										
SYMMETRICAL PARABOLA	PVC	I51+60.00	749.67	120.00	-1.4200%	-0.5500%	138	0.13	578	50
	POC	I52+00.00	749.16							
	PVI	I52+20.00	748.82							
	POC	I52+50.00	748.69							
	PVT	I52+80.00	748.49							
LINEAR	PVT	I52+80.00	748.49	275.00	-0.5500%					50
	POT	I53+00.00	748.38							
	POT	I53+50.00	748.10							
	POT	I54+00.00	747.83							
	POT	I54+50.00	747.55							
	POT	I55+00.00	747.28							
	POT	I55+50.00	747.00							
	PVC	I55+55.00	746.98							
	PVC	I55+55.00	746.98							
SYMMETRICAL PARABOLA	POC	I56+00.00	746.70	250.00	-0.5500%	-1.2359%	364	-0.21	1698	50
	POC	I56+50.00	746.33							
	PVI	I56+80.00	746.29							
	POC	I57+00.00	745.89							
	POC	I57+50.00	745.38							
	POC	I58+00.00	744.80							
	PVT	I58+05.00	744.74							
	PVT	I58+05.00	744.74							
	POT	I58+50.00	744.19							
LINEAR	POT	I59+00.00	743.57	130.00	-1.2359%					50
	PVC	I59+35.00	743.14							
	PVC	I59+35.00	743.14							
SYMMETRICAL PARABOLA	POC	I59+50.00	742.96	100.00	-1.2359%	-0.8319%	248	0.05	969	50
	PVI	I59+85.00	742.52							
	POC	I60+00.00	742.42							
	PVT	I60+35.00	742.10							
LINEAR	PVT	I60+35.00	742.10	280.72	-0.8319%					50
	POT	I60+50.00	741.98							
	POT	I61+00.00	741.56							
	POT	I61+50.00	741.15							
	POT	I62+00.00	740.73							
	POT	I62+50.00	740.31							
	POT	I63+00.00	739.90							
	PVC	I63+15.72	739.77							
	PVC	I63+15.72	739.77							
SYMMETRICAL PARABOLA	POC	I63+50.00	739.45	200.00	-0.8319%	-1.8636%	194	-0.26	1146	50
	POC	I64+00.00	738.88							
	PVI	I64+15.72	738.93							
	POC	I64+50.00	738.18							
	POC	I65+00.00	737.36							
	PVT	I65+15.72	737.07							
	PVT	I65+15.72	737.07							
LINEAR	POT	I65+50.00	736.43	117.90	-1.8636%					50
	POT	I66+00.00	735.50							
	PVI	I66+33.62	734.87							
	PVI	I66+33.62	734.87							
LINEAR	POT	I66+50.00	736.38	16.40	-3.0000%					50
	PVC	I66+50.02	734.38							
	PVC	I66+50.02	734.38							

VERTICAL ALIGNMENT TABLE										
ELEMENT	POINT TYPE	STATION	ELEVATION	LENGTH	ENTRANCE GRADE	EXIT GRADE	K	MIDDLE ORDINATE	SSD/HSD	DESIGN SPEED
STOCKBRIDGE VT. ROUTE 107										
SYMMETRICAL PARABOLA	PVC	I66+50.02	734.38	459.32	-3.0000%	-4.2500%	367	-0.72	1093	50
	POC	I67+00.00	732.85							
	POC	I67+50.00	731.25							
	POC	I68+00.00	729.58							
	POC	I68+50.00	727.84							
	PVI	I68+79.68	727.49							
	POC	I69+00.00	726.03							
	POC	I69+50.00	724.16							
	POC	I70+00.00	722.22							
	POC	I70+50.00	720.21							
	POC	I71+00.00	718.13							
	PVT	I71+09.34	717.73							
LINEAR	PVT	I71+09.34	717.73	459.32	-4.2500%					50
	POT	I71+50.00	716.00							
	POT	I72+00.00	713.88							
	POT	I72+50.00	711.75							
	POT	I73+00.00	709.63							
	POT	I73+50.00	707.50							
	POT	I74+00.00	705.38							
	POT	I74+50.00	703.25							
	POT	I75+00.00	701.13							
	POT	I75+50.00	699.00							
	PVC	I75+68.65	698.21							
	SYMMETRICAL PARABOLA	PVC	I75+68.65							
POC		I76+00.00	696.93							
POC		I76+50.00	695.08							
PVI		I76+83.48	693.33							
POC		I77+00.00	693.47							
POC		I77+50.00	692.11							
PVT		I77+98.31	691.03							
LINEAR	PVT	I77+98.31	691.03	127.69	-2.0007%					50
	POT	I78+00.00	691.00							
	POT	I78+50.00	690.00							
	POT	I79+00.00	689.00							
	PVC	I79+26.00	688.48							
	PVC	I79+26.00	688.48							
SYMMETRICAL PARABOLA	POC	I79+50.00	688.05	50.00	-2.0007%	-1.0961%	55	0.06	274	50
	PVI	I79+51.00	687.98							
	PVT	I79+76.00	687.70							
	PVT	I79+76.00	687.70							
LINEAR	POT	I80+00.00	687.44	120.00	-1.0961%					50
	POT	I80+50.00	686.89							
	PVC	I80+96.00	686.39							
	PVC	I80+96.00	686.39							

VERTICAL
ALIGNMENT
TABLE
SHEET #5

PROJECT NAME: STOCKBRIDGE-BETHEL	
PROJECT NUMBER: STP 2910(1)	
FILE NAME: z10b214.vot_05.dgn	PLOT DATE: 3/17/2014
PROJECT LEADER: D.E.G.	DRAWN BY: W.G.P.
DESIGNED BY: L.M.B.	CHECKED BY: J.P.S.
IPARM FILE: z10b214vot5.1	SHEET 200 OF 397

FILE NAME : \\P001\projects\ANY\K2\22425\CAOD\...MSTN\10b214...vt.06.dgn
DATE/TIME : 3/17/2014
USER : 4916

VERTICAL ALIGNMENT TABLE										
ELEMENT	POINT TYPE	STATION	ELEVATION	LENGTH	ENTRANCE GRADE	EXIT GRADE	K	MIDDLE ORDINATE	SSD/HSD	DESIGN SPEED
STOCKBRIDGE VT. ROUTE 107										
SYMMETRICAL PARABOLA	PVC	180+96.00	686.39	500.00	-1.0961%	-0.2800%	613	0.51	2253	50
	POC	181+00.00	686.35							
	POC	181+50.00	685.82							
	POC	182+00.00	685.34							
	POC	182+50.00	684.89							
	POC	183+00.00	684.49							
	PVI	183+46.00	683.65							
	POC	183+50.00	684.13							
	POC	184+00.00	683.81							
	POC	184+50.00	683.53							
	POC	185+00.00	683.29							
	POC	185+50.00	683.10							
	PVT	185+96.00	682.95							
LINEAR	PVT	185+96.00	682.95	94.00	-0.2800%					50
	POT	186+00.00	682.94							
	POT	186+50.00	682.80							
	PVC	186+90.00	682.69							
SYMMETRICAL PARABOLA	PVC	186+90.00	682.69	200.00	-0.2800%	-1.6900%	142	-0.35	865	50
	POC	187+00.00	682.65							
	POC	187+50.00	682.39							
	PVI	187+90.00	682.41							
	POC	188+00.00	681.95							
	POC	188+50.00	691.34							
LINEAR	PVT	188+90.00	680.72	90.00	-1.6900%					50
	POT	189+00.00	680.55							
	POT	189+50.00	679.70							
	PVC	189+80.00	679.19							
SYMMETRICAL PARABOLA	PVC	189+80.00	679.19	100.00	-1.6900%	-0.3005%	72	0.17	337	50
	POC	190+00.00	678.88							
	PVI	190+30.00	678.35							
	POC	190+50.00	678.35							
LINEAR	PVT	190+80.00	678.20	240.00	-0.3005%					50
	POT	191+00.00	678.14							
	POT	191+50.00	677.99							
	POT	192+00.00	677.84							
	POT	192+50.00	677.69							
	POT	193+00.00	677.54							
	PVC	193+20.00	677.48							
	PVC	193+20.00	677.48							
SYMMETRICAL PARABOLA	POC	193+50.00	677.42	300.00	-0.3005%	1.9172%	135	0.83	1139	50
	VLOW	193+60.65	677.42							
	POC	194+00.00	677.47							
	POC	194+50.00	677.71							
	PVI	194+70.00	677.03							
	POC	195+00.00	678.14							
	POC	195+50.00	678.74							
	POC	196+00.00	679.53							
	PVT	196+20.00	679.90							
	PVT	196+20.00	679.90							
	POT	196+50.00	680.48							
SYMMETRICAL PARABOLA	PVC	196+95.00	681.34	100.00	1.9172%	0.1951%	58	-0.22	677	50
	PVC	196+95.00	681.34							
	POC	197+00.00	681.44							
	PVI	197+45.00	682.30							
	POC	197+50.00	682.14							
	PVT	197+95.00	682.40							

VERTICAL ALIGNMENT TABLE										
ELEMENT	POINT TYPE	STATION	ELEVATION	LENGTH	ENTRANCE GRADE	EXIT GRADE	K	MIDDLE ORDINATE	SSD/HSD	DESIGN SPEED
STOCKBRIDGE VT. ROUTE 107										
LINEAR	PVT	197+95.00	682.40	105.00	0.1951%					50
	POT	198+00.00	682.41							
	POT	198+50.00	682.50							
	PVC	199+00.00	682.60							
SYMMETRICAL PARABOLA	PVC	199+00.00	682.60	100.00	0.1951%	-0.8667%	94	-0.13	1066	50
	VHIGH	199+18.38	682.62							
	PVI	199+50.00	682.70							
	POC	199+50.00	682.57							
	PVT	200+00.00	682.27							
	PVT	200+00.00	682.27							
	POT	200+50.00	681.83							
	POT	201+00.00	681.40							
LINEAR	POT	201+50.00	680.97	200.00	-0.8667%					50
	PVC	202+00.00	680.53							
	PVC	202+00.00	680.53							
	VLOW	202+47.45	680.33							
SYMMETRICAL PARABOLA	POC	202+50.00	680.33	400.00	-0.8667%	6.4400%	55	3.65	272	50
	POC	203+00.00	680.58							
	POC	203+50.00	681.29							
	POC	204+00.00	682.45							
	PVI	204+00.00	678.80							
	POC	204+50.00	684.07							
	POC	205+00.00	686.15							
	POC	205+50.00	688.69							
	PVCC	206+00.00	691.68							
	PVCC	206+00.00	691.68							
SYMMETRICAL PARABOLA	POC	206+50.00	695.09	100.00	6.4400%	7.9485%	66	0.19	316	50
	PVI	206+50.00	694.90							
	PVT	207+00.00	698.87							
	PVT	207+00.00	698.87							
LINEAR	POT	207+50.00	702.85	637.00	7.9485%					50
	POT	208+00.00	706.82							
	POT	208+50.00	710.80							
	POT	209+00.00	714.77							
	POT	209+50.00	718.75							
	POT	210+00.00	722.72							
	POT	210+50.00	726.69							
	POT	211+00.00	730.67							
	POT	211+50.00	734.64							
	POT	212+00.00	738.62							
	POT	212+50.00	742.59							
	POT	213+00.00	746.57							
	PVC	213+37.00	749.51							

VERTICAL
ALIGNMENT
TABLE
SHEET #6

PROJECT NAME: STOCKBRIDGE-BETHEL	
PROJECT NUMBER: STP 2910(1)	
FILE NAME: z10b214.vot_06.dgn	PLOT DATE: 3/17/2014
PROJECT LEADER: D.E.G.	DRAWN BY: W.G.P.
DESIGNED BY: L.M.B.	CHECKED BY: J.P.S.
IPARM FILE: z10b214vot6.1	SHEET 201 OF 397

FILE NAME : \\P001\res\any\k2\22426\CAOD\1\STN\10b214_vat_07.dgn
DATE/TIME : 3/17/2014
USER : j916

VERTICAL ALIGNMENT TABLE										
ELEMENT	POINT TYPE	STATION	ELEVATION	LENGTH	ENTRANCE GRADE	EXIT GRADE	K	MIDDLE ORDINATE	SSD/HSD	DESIGN SPEED
STOCKBRIDGE VT. ROUTE 107										
SYMMETRICAL PARABOLA	PVC	213+37.00	749.51	550.00	7.9485%	-4.7700%	43	-8.74	306	50
	POC	213+50.00	750.52							
	POC	214+00.00	754.05							
	POC	214+50.00	757.01							
	POC	215+00.00	759.39							
	POC	215+50.00	761.19							
	POC	216+00.00	762.41							
	PVI	216+12.00	771.36							
	POC	216+50.00	763.06							
	VHIGH	216+80.73	763.17							
	POC	217+00.00	763.12							
	POC	217+50.00	762.61							
	POC	218+00.00	761.52							
	POC	218+50.00	759.85							
	PVT	218+87.00	758.25							
LINEAR	PVT	218+87.00	758.25	133.00	-4.7700%					50
	POT	219+00.00	757.53							
	POT	219+50.00	755.24							
	POT	220+00.00	752.86							
	PVC	220+20.00	751.90							
SYMMETRICAL PARABOLA	PVC	220+20.00	751.90	200.00	-4.7700%	-6.9721%	91	-0.55	590	50
	POC	220+50.00	750.42							
	POC	221+00.00	747.73							
	PVI	221+20.00	747.13							
	POC	221+50.00	744.77							
LINEAR	POC	222+00.00	741.53	725.00	-6.9721%					50
	PVT	222+20.00	740.16							
	POT	222+50.00	738.07							
	POT	223+00.00	734.58							
	POT	223+50.00	731.10							
	POT	224+00.00	727.61							
	POT	224+50.00	724.13							
	POT	225+00.00	720.64							
	POT	225+50.00	717.15							
	POT	226+00.00	713.67							
	POT	226+50.00	710.18							
	POT	227+00.00	706.69							
	POT	227+50.00	703.21							
	POT	228+00.00	699.72							
	POT	228+50.00	696.24							
	POT	229+00.00	692.75							
	PVC	229+45.00	689.61							
SYMMETRICAL PARABOLA	PVC	229+45.00	689.61	400.00	-6.9721%	-1.4842%	73	2.74	341	50
	POC	229+50.00	689.27							
	POC	230+00.00	685.99							
	POC	230+50.00	683.05							
	POC	231+00.00	680.45							
	PVI	231+45.00	675.67							
	POC	231+50.00	678.20							
	POC	232+00.00	676.30							
	POC	232+50.00	674.73							
	POC	233+00.00	673.51							
	PVCC	233+45.00	672.70							

VERTICAL ALIGNMENT TABLE										
ELEMENT	POINT TYPE	STATION	ELEVATION	LENGTH	ENTRANCE GRADE	EXIT GRADE	K	MIDDLE ORDINATE	SSD/HSD	DESIGN SPEED
STOCKBRIDGE VT. ROUTE 107										
SYMMETRICAL PARABOLA	PVCC	233+45.00	672.70	170.00	-1.4842%	1.5556%	56	0.65	355	50
	POC	233+50.00	672.63							
	POC	234+00.00	672.15							
	VLOW	234+28.00	672.08							
	PVI	234+30.00	671.44							
	POC	234+50.00	672.13							
	POC	235+00.00	672.55							
	PVT	235+15.00	672.76							
LINEAR	PVT	235+15.00	672.76	85.00	1.5556%					50
	POT	235+50.00	673.31							
	PVC	236+00.00	674.08							
SYMMETRICAL PARABOLA	PVC	236+00.00	674.08	400.00	1.5556%	-2.6200%	96	-2.09	458	50
	POC	236+50.00	674.73							
	POC	237+00.00	675.12							
	VHIGH	237+49.02	675.24							
	POC	237+50.00	675.24							
	POC	238+00.00	675.11							
	PVI	238+00.00	677.20							
	POC	238+50.00	674.71							
	POC	239+00.00	674.05							
	POC	239+50.00	673.13							
	PVT	240+00.00	671.96							
LINEAR	PVT	240+00.00	671.96	467.00	-2.6200%					50
	POT	240+50.00	670.65							
	POT	241+00.00	669.34							
	POT	241+50.00	668.03							
	POT	242+00.00	666.72							
	POT	242+50.00	665.41							
	POT	243+00.00	664.10							
	POT	243+50.00	662.79							
	POT	244+00.00	661.48							
	POT	244+50.00	660.17							
	PVC	244+67.00	659.72							
SYMMETRICAL PARABOLA	PVC	244+67.00	659.72	560.00	-2.6200%	0.1000%	206	1.9	991	50
	POC	245+00.00	658.88							
	POC	245+50.00	657.71							
	POC	246+00.00	656.66							
	POC	246+50.00	655.74							
	POC	247+00.00	654.93							
	PVI	247+47.00	652.38							
	POC	247+50.00	654.25							
	POC	248+00.00	653.69							
	POC	248+50.00	653.25							
	POC	249+00.00	652.93							
	POC	249+50.00	652.73							
	POC	250+00.00	652.65							
	VLOW	250+06.41	652.65							
PVRC	250+27.00	652.66								

VERTICAL
ALIGNMENT
TABLE
SHEET #7

PROJECT NAME:	STOCKBRIDGE-BETHEL
PROJECT NUMBER:	STP 2910(1)
FILE NAME: z10b214_vat_07.dgn	PLOT DATE: 3/17/2014
PROJECT LEADER: D.E.G.	DRAWN BY: W.G.P.
DESIGNED BY: L.M.B.	CHECKED BY: J.P.S.
IPARM FILE: z10b214vat7.1	SHEET 202 OF 397

FILE NAME : \\P001\geos\ANY\K2\22425\CAOD\...MSTN\J10b214...vt+08.dgn
DATE/TIME : 3/17/2014
USER : j916

VERTICAL ALIGNMENT TABLE										
ELEMENT	POINT TYPE	STATION	ELEVATION	LENGTH	ENTRANCE GRADE	EXIT GRADE	K	MIDDLE ORDINATE	SSD/HSD	DESIGN SPEED
STOCKBRIDGE VT. ROUTE 107										
SYMMETRICAL PARABOLA	PVRC	250+27.00	652.66	760.00	0.1000%	-1.1400%	613	-1.18	1250	50
	POC	250+50.00	652.68							
	VHIGH	250+88.29	652.69							
	POC	251+00.00	652.69							
	POC	251+50.00	652.66							
	POC	252+00.00	652.59							
	POC	252+50.00	652.48							
	POC	253+00.00	652.33							
	POC	253+50.00	652.14							
	POC	254+00.00	651.90							
	PVI	254+07.00	653.04							
	POC	254+50.00	651.63							
	POC	255+00.00	651.31							
	POC	255+50.00	650.96							
	POC	256+00.00	650.56							
	POC	256+50.00	650.12							
	POC	257+00.00	649.64							
	POC	257+50.00	649.12							
	PVT	257+87.00	648.71							
LINEAR	PVT	257+87.00	648.71	1698.00	-1.1400%					50
	POT	258+00.00	648.56							
	POT	258+50.00	647.99							
	POT	259+00.00	647.42							
	POT	259+50.00	646.85							
	POT	260+00.00	646.28							
	POT	260+50.00	645.71							
	POT	261+00.00	645.14							
	POT	261+50.00	644.57							
	POT	262+00.00	644.00							
	POT	262+50.00	643.43							
	POT	263+00.00	642.86							
	POT	263+50.00	642.29							
	POT	264+00.00	641.72							
	POT	264+50.00	641.15							
	POT	265+00.00	640.58							
	POT	265+50.00	640.01							
	POT	266+00.00	639.44							
	POT	266+50.00	638.87							
	POT	267+00.00	638.30							
	POT	267+50.00	637.73							
	POT	268+00.00	637.16							
	POT	268+50.00	636.59							
	POT	269+00.00	636.02							
	POT	269+50.00	635.45							
	POT	270+00.00	638.88							
	POT	270+50.00	634.31							
	POT	271+00.00	633.74							
	POT	271+50.00	633.17							
	POT	272+00.00	632.60							
	POT	272+50.00	632.03							
	POT	273+00.00	631.46							
	POT	273+50.00	630.89							
	POT	274+00.00	630.32							
	POT	274+50.00	629.75							
	PVC	274+85.00	629.35							

VERTICAL ALIGNMENT TABLE										
ELEMENT	POINT TYPE	STATION	ELEVATION	LENGTH	ENTRANCE GRADE	EXIT GRADE	K	MIDDLE ORDINATE	SSD/HSD	DESIGN SPEED
STOCKBRIDGE VT. ROUTE 107										
SYMMETRICAL PARABOLA	PVC	274+85.00	629.35	250.00	-1.1400%	-3.3000%	116	-0.68	625	50
	POC	275+00.00	629.17							
	POC	275+50.00	628.43							
	POC	276+00.00	627.47							
	PVI	276+10.00	627.93							
	POC	276+50.00	626.30							
	POC	277+00.00	624.91							
	PVT	277+35.00	623.80							
LINEAR	PVT	277+35.00	623.80	415.00	-3.3000%				642	50
	POT	277+50.00	623.31							
	POT	278+00.00	621.66							
	POT	278+50.00	620.01							
	POT	279+00.00	618.36							
	POT	279+50.00	616.71							
	POT	280+00.00	615.06							
	POT	280+50.00	613.41							
	POT	281+00.00	611.76							
SYMMETRICAL PARABOLA	PVC	281+50.00	610.11	300.00	-3.3000%	-0.6100%	112	1.01	642	50
	POC	282+00.00	608.57							
	POC	282+50.00	607.26							
	POC	283+00.00	606.17							
	PVI	283+00.00	605.16							
	POC	283+50.00	605.30							
	POC	284+00.00	604.66							
LINEAR	PVT	284+50.00	604.24	604.00	-0.6100%				935	50
	POT	285+00.00	603.94							
	POT	285+50.00	603.63							
	POT	286+00.00	603.33							
	POT	286+50.00	603.02							
	POT	287+00.00	602.72							
	POT	287+50.00	602.41							
	POT	288+00.00	602.11							
	POT	288+50.00	601.80							
	POT	289+00.00	601.50							
	POT	289+50.00	601.19							
	POT	290+00.00	600.89							
	POT	290+50.00	600.58							
	PVC	290+54.00	600.56							
SYMMETRICAL PARABOLA	PVC	290+54.00	600.56	250.00	-0.6100%	0.4400%	238	0.33	935	50
	POC	291+00.00	600.32							
	POC	291+50.00	600.17							
	PVI	291+79.00	599.80							
	VLOW	291+99.24	600.12							
	POC	292+00.00	600.12							
	POC	292+50.00	600.17							
	PVT	293+04.00	600.35							

VERTICAL ALIGNMENT TABLE SHEET #8	PROJECT NAME: STOCKBRIDGE-BETHEL	
	PROJECT NUMBER: STP 2910(1)	
	FILE NAME: z10b214.vat+08.dgn	PLOT DATE: 3/17/2014
	PROJECT LEADER: D.E.G.	DRAWN BY: W.G.P.
DESIGNED BY: L.M.B.		CHECKED BY: J.P.S.
IPARM FILE: z10b214vat+8.1		SHEET 203 OF 397

FILE NAME : \\P01\users\lany\k2\22426\CAOD\...MSTN\10b214_vat_09.dgn
DATE/TIME : 3/17/2014
USER : j916

VERTICAL ALIGNMENT TABLE										
ELEMENT	POINT TYPE	STATION	ELEVATION	LENGTH	ENTRANCE GRADE	EXIT GRADE	K	MIDDLE ORDINATE	SSD/HSD	DESIGN SPEED
STOCKBRIDGE VT. ROUTE 107										
LINEAR	PVT	293+04.00	600.35	371.00	0.4400%					50
	POT	293+50.00	600.55							
	POT	294+00.00	600.77							
	POT	294+50.00	600.99							
	POT	295+00.00	601.21							
	POT	295+50.00	601.43							
	POT	296+00.00	601.65							
	POT	296+50.00	601.87							
	PVC	296+75.00	601.98							
SYMMETRICAL PARABOLA	PVC	296+75.00	601.98	150.00	0.4400%	-0.2800%	208	-0.14	1574	50
	POC	297+00.00	602.07							
	POC	297+50.00	602.17							
	PVI	297+50.00	602.31							
	VHIGH	297+66.67	602.18							
	POC	298+00.00	602.15							
LINEAR	PVT	298+25.00	602.10	350.00	-0.2800%					50
	PVT	298+25.00	602.10							
	POT	298+50.00	602.03							
	POT	299+00.00	601.89							
	POT	299+50.00	601.75							
	POT	300+00.00	601.61							
	POT	300+50.00	601.47							
	POT	301+00.00	601.33							
	POT	301+50.00	601.19							
SYMMETRICAL PARABOLA	PVC	301+75.00	601.12	200.00	-0.2800%	1.0900%	146	0.34	607	50
	PVC	301+75.00	601.12							
	POC	302+00.00	601.07							
	VLOW	302+15.88	601.06							
	POC	302+50.00	601.10							
	PVI	302+75.00	600.84							
	POC	303+00.00	601.31							
LINEAR	POC	303+50.00	601.68	414.00	1.0900%					50
	PVT	303+75.00	601.93							
	PVT	303+75.00	601.93							
	POT	304+00.00	602.20							
	POT	304+50.00	602.75							
	POT	305+00.00	603.29							
	POT	305+50.00	603.84							
	POT	306+00.00	604.38							
	POT	306+50.00	604.93							
SYMMETRICAL PARABOLA	POT	307+00.00	605.47	420.00	1.0900%	-0.8300%	219	-1.01	772	50
	POT	307+50.00	606.02							
	PVC	307+89.00	606.44							
	PVC	307+89.00	606.44							
	POC	308+00.00	606.56							
	POC	308+50.00	607.02							
	POC	309+00.00	607.37							
	POC	309+50.00	607.60							
	PVI	309+99.00	608.73							
	POC	310+00.00	607.72							
	VHIGH	310+27.44	607.74							
	POC	310+50.00	607.73							
	POC	311+00.00	607.62							
	POC	311+50.00	607.40							
	POC	312+00.00	607.06							
	PVRC	312+09.00	606.99							

VERTICAL ALIGNMENT TABLE										
ELEMENT	POINT TYPE	STATION	ELEVATION	LENGTH	ENTRANCE GRADE	EXIT GRADE	K	MIDDLE ORDINATE	SSD/HSD	DESIGN SPEED
STOCKBRIDGE VT. ROUTE 107										
SYMMETRICAL PARABOLA	PVRC	312+09.00	606.99	120.00	-0.8300%	0.1800%	119	0.15	509	50
	POC	312+50.00	606.72							
	PVI	312+69.00	606.49							
	POC	313+00.00	606.58							
	VLOW	313+07.61	606.58							
	PVT	313+29.00	606.60							
LINEAR	PVT	313+29.00	606.60	41.00	0.1800%					50
	POT	313+50.00	606.64							
	PVC	313+70.00	606.67							
SYMMETRICAL PARABOLA	PVC	313+70.00	606.67	100.00	0.1800%	-0.6200%	125	-0.1	1399	50
	VHIGH	313+92.50	606.69							
	POC	314+00.00	606.69							
	PVI	314+20.00	606.76							
	POC	314+50.00	606.56							
	PVT	314+70.00	606.45							
LINEAR	PVT	314+70.00	606.45	32.00	-0.6200%					50
	POT	315+00.00	606.27							
	PVC	315+02.00	606.25							
SYMMETRICAL PARABOLA	PVC	315+02.00	606.25	500.00	-0.6200%	-0.3200%	1667	0.19	5945	50
	POC	315+50.00	605.96							
	POC	316+00.00	605.68							
	POC	316+50.00	605.40							
	POC	317+00.00	605.14							
	POC	317+50.00	604.90							
	PVI	317+52.00	604.70							
	POC	318+00.00	604.67							
	POC	318+50.00	604.46							
	POC	319+00.00	604.26							
	POC	319+50.00	604.08							
	POC	320+00.00	603.91							
LINEAR	PVT	320+02.00	603.90	518.00	-0.3200%					50
	PVT	320+02.00	603.90							
	POT	320+50.00	603.75							
	POT	321+00.00	603.59							
	POT	321+50.00	603.43							
	POT	322+00.00	603.27							
	POT	322+50.00	603.11							
	POT	323+00.00	602.95							
	POT	323+50.00	602.79							
	POT	324+00.00	602.63							
	POT	324+50.00	602.47							
	POT	325+00.00	602.31							
SYMMETRICAL PARABOLA	PVC	325+20.00	602.25	350.00	-0.3200%	-2.3000%	177	-0.87	720	50
	POC	325+50.00	602.12							
	POC	326+00.00	601.81							
	POC	326+50.00	601.35							
	PVI	326+95.00	601.69							
	POC	327+00.00	600.75							
	POC	327+50.00	600.01							
	POC	328+00.00	599.13							
	POC	328+50.00	598.11							
PVT	328+70.00	597.66								

VERTICAL ALIGNMENT TABLE										
ELEMENT	POINT TYPE	STATION	ELEVATION	LENGTH	ENTRANCE GRADE	EXIT GRADE	K	MIDDLE ORDINATE	SSD/HSD	DESIGN SPEED
STOCKBRIDGE VT. ROUTE 107										
LINEAR	PVT	328+70.00	597.66	31.00	-2.3000%					50
	POT	329+00.00	596.97							
	PVC	329+01.00	596.95							
SYMMETRICAL PARABOLA	PVC	329+01.00	596.95	100.00	-2.3000%	-1.5000%	125	0.1	532	50
	POC	329+50.00	595.92							
	PVI	329+51.00	595.80							
	POC	330+00.00	595.06							
	PVRC	330+01.00	595.05							
SYMMETRICAL PARABOLA	PVRC	330+01.00	595.05	100.00	-1.5000%	-1.7000%	500	-0.03	5445	50
	POC	330+50.00	594.29							
	PVI	330+51.00	594.30							
	POC	331+00.00	593.47							
LINEAR	PVT	331+01.00	593.45	72.00	-1.7000%					50
	POT	331+50.00	592.62							
	PVC	331+73.00	592.22							
SYMMETRICAL PARABOLA	PVC	331+73.00	592.22	100.00	-1.7000%	-0.3400%	74	0.17	343	50
	POC	332+00.00	591.81							
	PVI	332+23.00	591.37							
	POC	332+50.00	591.32							
LINEAR	PVT	332+73.00	591.20	246.00	-0.3400%					50
	POT	333+00.00	591.11							
	POT	333+50.00	590.94							
	POT	334+00.00	590.77							
	POT	334+50.00	590.60							
	POT	335+00.00	590.43							
	PVC	335+19.00	590.37							
SYMMETRICAL PARABOLA	PVC	335+19.00	590.37	150.00	-0.3400%	0.1100%	333	0.08	1272	50
	POC	335+50.00	590.28							
	PVI	335+94.00	590.11							
	POC	336+00.00	590.19							
	VLOW	336+32.33	590.18							
	POC	336+50.00	590.18							
LINEAR	PVT	336+69.00	590.20	97.00	0.1100%					50
	POT	337+00.00	590.23							
	POT	337+50.00	590.28							
	PVC	337+66.00	590.30							
SYMMETRICAL PARABOLA	PVC	337+66.00	590.30	100.00	0.1100%	-0.3200%	233	-0.05	2560	50
	VHIGH	337+91.58	590.32							
	POC	338+00.00	590.31							
	PVI	338+16.00	590.36							
	POC	338+50.00	590.24							
LINEAR	PVT	338+66.00	590.20	299.00	-0.3200%					50
	POT	339+00.00	590.09							
	POT	339+50.00	589.93							
	POT	340+00.00	589.77							
	POT	340+50.00	589.61							
	POT	341+00.00	589.45							
	POT	341+50.00	589.29							
	PVC	341+65.00	589.24							
SYMMETRICAL PARABOLA	PVC	341+65.00	589.24	150.00	-0.3200%	0.2400%	268	0.11	1040	50
	POC	342+00.00	589.15							
	PVI	342+40.00	589.00							
	POC	342+50.00	589.10							
	VLOW	342+50.71	589.10							
	POC	343+00.00	589.15							

VERTICAL ALIGNMENT TABLE										
ELEMENT	POINT TYPE	STATION	ELEVATION	LENGTH	ENTRANCE GRADE	EXIT GRADE	K	MIDDLE ORDINATE	SSD/HSD	DESIGN SPEED
STOCKBRIDGE VT. ROUTE 107										
LINEAR	PVT	343+15.00	589.18	155.00	0.2400%					50
	POT	343+50.00	589.26							
	POT	344+00.00	589.38							
	POT	344+50.00	589.50							
	PVC	344+70.00	589.55							
SYMMETRICAL PARABOLA	PVC	344+70.00	589.55	100.00	0.2400%	0.4700%	435	0.03	1629	50
	POC	345+00.00	589.63							
	PVI	345+20.00	589.67							
	POC	345+50.00	589.82							
	PVRC	345+70.00	589.91							
SYMMETRICAL PARABOLA	PVRC	345+70.00	589.91	170.00	0.4700%	-0.1907%	257	-0.14	1718	50
	POC	346+00.00	590.03							
	POC	346+50.00	590.16							
	PVI	346+55.00	590.31							
	VHIGH	346+90.94	590.19							
	POC	347+00.00	590.19							
	PVT	347+40.00	590.14							
LINEAR	PVT	347+40.00	590.14	344.48	-0.1907%					50
	POT	347+50.00	590.13							
	POT	348+00.00	590.03							
	POT	348+50.00	589.94							
	POT	349+00.00	589.84							
	POT	349+50.00	589.74							
	POT	350+00.00	589.65							
	POT	350+50.00	589.55							
	PVC	350+84.48	589.49							
SYMMETRICAL PARABOLA	PVC	350+84.48	589.49	300.00	-0.1907%	-0.7546%	532	-0.21	2063	50
	POC	351+00.00	589.46							
	POC	351+50.00	589.32							
	POC	352+00.00	589.14							
	PVI	352+34.48	589.20							
	POC	352+50.00	588.91							
	POC	353+00.00	588.64							
	POC	353+50.00	588.32							
	PVT	353+84.48	588.07							
LINEAR	PVT	353+84.48	588.07	0.00	-0.7546%					50
	POE	353+84.48	588.07							
BETHEL VT. ROUTE 107										
LINEAR	POB	B 0+00.00	588.07	0.00	-0.7546%					50
	PVC	B 0+00.00	588.07							
SYMMETRICAL PARABOLA	PVC	B 0+00.00	588.07	500.00	-0.7546%	-1.0489%	1699	-0.18	3916	50
	POC	B 0+50.00	587.69							
	POC	B 1+00.00	587.29							
	POC	B 1+50.00	586.87							
	POC	B 2+00.00	586.44							
	POC	B 2+50.00	586.00							
	PVI	B 2+50.00	586.18							
	POC	B 3+00.00	585.54							
	POC	B 3+50.00	585.07							
	POC	B 4+00.00	584.58							
	POC	B 4+50.00	584.08							
	POC	B 5+00.00	583.56							
	PVT	B 5+00.00	583.56							

VERTICAL ALIGNMENT TABLE SHEET #10	PROJECT NAME: STOCKBRIDGE-BETHEL	
	PROJECT NUMBER: STP 2910(1)	
	FILE NAME: z10b214_vat_10.dgn	PLOT DATE: 3/17/2014
	PROJECT LEADER: D.E.G.	DRAWN BY: W.G.P.
	DESIGNED BY: L.M.B.	CHECKED BY: J.P.S.
	IPARM FILE: z10b214vat10.1	SHEET 205 OF 397

FILE NAME : \\P01\users\jany\22\22426\CAODD_MSTN\10b214_vat.12.dgn
DATE/TIME : 3/17/2014
USER : j916

VERTICAL ALIGNMENT TABLE										
ELEMENT	POINT TYPE	STATION	ELEVATION	LENGTH	ENTRANCE GRADE	EXIT GRADE	K	MIDDLE ORDINATE	SSD/HSD	DESIGN SPEED
BETHEL VT. ROUTE 107										
SYMMETRICAL PARABOLA	PVC	B 33+21.00	592.38	300.00	3.7800%	0.7500%	99	-1.14	506	50
	POC	B 33+50.00	593.43							
	POC	B 34+00.00	595.05							
	POC	B 34+50.00	596.41							
	PVI	B 34+71.00	598.05							
	POC	B 35+00.00	597.52							
	POC	B 35+50.00	598.38							
	POC	B 36+00.00	598.99							
	PVT	B 36+21.00	599.17							
LINEAR	PVT	B 36+21.00	599.17	204.00	0.7500%					50
	POT	B 36+50.00	599.39							
	POT	B 37+00.00	599.76							
	POT	B 37+50.00	600.14							
	POT	B 38+00.00	600.51							
	PVC	B 38+25.00	600.70							
SYMMETRICAL PARABOLA	PVC	B 38+25.00	600.70	230.00	0.7500%	-1.6800%	95	-0.7	559	50
	POC	B 38+50.00	600.86							
	VHIGH	B 38+95.99	600.97							
	POC	B 39+00.00	600.97							
	PVI	B 39+40.00	601.56							
	POC	B 39+50.00	600.81							
	POC	B 40+00.00	600.40							
	POC	B 40+50.00	599.71							
	PVT	B 40+55.00	599.63							
LINEAR	PVT	B 40+55.00	599.63	87.00	-1.6800%					50
	POT	B 41+00.00	598.88							
	PVC	B 41+42.00	598.17							
SYMMETRICAL PARABOLA	PVC	B 41+42.00	598.17	100.00	-1.6800%	-0.3233%	74	0.17	344	50
	POC	B 41+50.00	598.04							
	PVI	B 41+92.00	597.33							
	POC	B 42+00.00	597.42							
	PVT	B 42+42.00	597.17							
LINEAR	PVT	B 42+42.00	597.17	323.00	-0.3233%					50
	POT	B 42+50.00	597.14							
	POT	B 43+00.00	596.98							
	POT	B 43+50.00	596.82							
	POT	B 44+00.00	596.66							
	POT	B 44+50.00	596.50							
	POT	B 45+00.00	596.33							
	POT	B 45+50.00	596.17							
	PVC	B 45+65.00	596.12							
SYMMETRICAL PARABOLA	PVC	B 45+65.00	596.12	200.00	-0.3233%	1.4750%	111	0.45	7864	50
	POC	B 46+00.00	596.07							
	VLOW	B 46+00.96	596.07							
	POC	B 46+50.00	596.17							
	PVI	B 46+65.00	595.80							
	POC	B 47+00.00	596.51							
	POC	B 47+50.00	597.06							
	PVCC	B 47+65.00	597.28							
	PVCC	B 47+65.00	597.28							
SYMMETRICAL PARABOLA	POC	B 48+00.00	597.87	200.00	1.4750%	3.9602%	80	0.62	610	50
	POC	B 48+50.00	598.98							
	PVI	B 48+65.00	598.75							
	POC	B 49+00.00	600.40							
	POC	B 49+50.00	602.13							
	PVT	B 49+65.00	602.71							
LINEAR	PVT	B 49+65.00	602.71	83.00	3.9602%					50
	POT	B 50+00.00	604.10							
	PVC	B 50+48.00	606.00							

VERTICAL ALIGNMENT TABLE																		
ELEMENT	POINT TYPE	STATION	ELEVATION	LENGTH	ENTRANCE GRADE	EXIT GRADE	K	MIDDLE ORDINATE	SSD/HSD	DESIGN SPEED								
BETHEL VT. ROUTE 107																		
SYMMETRICAL PARABOLA	PVC	B 50+48.00	606.00	120.00	3.9602%	0.7600%	38	-0.48	397	50								
	POC	B 50+50.00	606.08															
	POC	B 51+00.00	607.70															
	PVI	B 51+08.00	608.37															
	POC	B 51+50.00	608.65															
	PVT	B 51+68.00	608.83															
LINEAR	PVT	B 51+68.00	608.83	117.00	0.7600%					50								
	POT	B 52+00.00	609.07															
	POT	B 52+50.00	609.45															
	PVC	B 52+85.00	609.72															
SYMMETRICAL PARABOLA	PVC	B 52+85.00	609.72	300.00	0.7600%	0.4700%	1034	-0.11	3871	50								
	POC	B 53+00.00	609.83															
	POC	B 53+50.00	610.19															
	POC	B 54+00.00	610.53															
	PVI	B 54+35.00	610.86															
	POC	B 54+50.00	610.84															
	POC	B 55+00.00	611.13															
	POC	B 55+50.00	611.39															
LINEAR	PVT	B 55+85.00	611.56	505.00	0.4700%					50								
	POT	B 56+00.00	611.63															
	POT	B 56+50.00	611.87															
	POT	B 57+00.00	612.10															
	POT	B 57+50.00	612.34															
	POT	B 58+00.00	612.57															
	POT	B 58+50.00	612.81															
	POT	B 59+00.00	613.04															
	POT	B 59+50.00	613.28															
	POT	B 60+00.00	613.51															
	POT	B 60+50.00	613.75															
	PVC	B 60+90.00	613.94															
	SYMMETRICAL PARABOLA	PVC	B 60+90.00								613.94	420.00	0.4700%	-0.4200%	472	-0.47	1423	50
		POC	B 61+00.00								613.98							
POC		B 61+50.00	614.18															
POC		B 62+00.00	614.33															
POC		B 62+50.00	614.42															
POC		B 63+00.00	614.46															
PVI		B 63+00.00	614.92															
VHIGH		B 63+11.80	614.46															
POC		B 63+50.00	614.44															
POC		B 64+00.00	614.38															
POC		B 64+50.00	614.26															
POC		B 65+00.00	614.08															
PVCC		B 65+10.00	614.04															

VERTICAL
ALIGNMENT
TABLE
SHEET #12

PROJECT NAME: STOCKBRIDGE-BETHEL	
PROJECT NUMBER: STP 2910(1)	
FILE NAME: z10b214_vat.12.dgn	PLOT DATE: 3/17/2014

FILE NAME : \\P01gse\any\k2\22426\CAOD\..MSTN\10b214..wt.13.dgn
DATE/TIME : 3/17/2014
USER : 4916

VERTICAL ALIGNMENT TABLE										
ELEMENT	POINT TYPE	STATION	ELEVATION	LENGTH	ENTRANCE GRADE	EXIT GRADE	K	MIDDLE ORDINATE	SSD/HSD	DESIGN SPEED
BETHEL VT. ROUTE 107										
SYMMETRICAL PARABOLA	PVCC	B 65+10.00	614.04	400.00	-0.4200%	-0.9200%	800	-0.25	2358	50
	POC	B 65+50.00	613.86							
	POC	B 66+00.00	613.61							
	POC	B 66+50.00	613.33							
	POC	B 67+00.00	613.02							
	PVI	B 67+10.00	613.20							
	POC	B 67+50.00	612.67							
	POC	B 68+00.00	612.30							
	POC	B 68+50.00	611.89							
	POC	B 69+00.00	611.45							
	PVT	B 69+10.00	611.36							
LINEAR	PVT	B 69+10.00	611.36	140.00	-0.9200%					50
	POT	B 69+50.00	610.99							
	POT	B 70+00.00	610.53							
	PVC	B 70+50.00	610.07							
SYMMETRICAL PARABOLA	PVC	B 70+50.00	610.07	660.00	-0.9200%	-2.9699%	322	-1.69	856	50
	POC	B 71+00.00	609.58							
	POC	B 71+50.00	609.00							
	POC	B 72+00.00	608.34							
	POC	B 72+50.00	607.61							
	POC	B 73+00.00	606.80							
	POC	B 73+50.00	605.92							
	PVI	B 73+80.00	607.04							
	POC	B 74+00.00	604.95							
	POC	B 74+50.00	603.91							
	POC	B 75+00.00	602.79							
	POC	B 75+50.00	601.59							
	POC	B 76+00.00	600.32							
	POC	B 76+50.00	598.96							
	POC	B 77+00.00	597.53							
	PVT	B 77+10.00	597.24							
LINEAR	PVT	B 77+10.00	597.24	290.00	-2.9699%					50
	POT	B 77+50.00	596.05							
	POT	B 78+00.00	594.56							
	POT	B 78+50.00	593.08							
	POT	B 79+00.00	591.59							
	POT	B 79+50.00	590.11							
SYMMETRICAL PARABOLA	PVC	B 80+00.00	588.62	500.00	-2.9699%	0.0494%	166	1.89	752	50
	POC	B 80+50.00	587.22							
	POC	B 81+00.00	585.96							
	POC	B 81+50.00	584.85							
	POC	B 82+00.00	583.89							
	POC	B 82+50.00	583.09							
	PVI	B 82+50.00	581.20							
	POC	B 83+00.00	582.43							
	POC	B 83+50.00	581.93							
	POC	B 84+00.00	581.58							
	POC	B 84+50.00	581.37							
	VLOW	B 84+91.82	581.32							
LINEAR	PVT	B 85+00.00	581.32	105.00	0.0494%					50
	PVT	B 85+00.00	581.32							
	POT	B 85+50.00	581.35							
	POT	B 86+00.00	581.37							
SYMMETRICAL PARABOLA	PVC	B 86+05.00	581.38	100.00	0.0494%	0.4615%	243	0.05	951	50
	PVC	B 86+05.00	581.38							
	POC	B 86+50.00	581.44							
	PVI	B 86+55.00	581.40							
	POC	B 87+00.00	581.61							
	PVT	B 87+05.00	581.63							

VERTICAL ALIGNMENT TABLE										
ELEMENT	POINT TYPE	STATION	ELEVATION	LENGTH	ENTRANCE GRADE	EXIT GRADE	K	MIDDLE ORDINATE	SSD/HSD	DESIGN SPEED
BETHEL VT. ROUTE 107										
LINEAR	PVT	B 87+05.00	581.63	355.00	0.4615%					50
	POT	B 87+50.00	581.84							
	POT	B 88+00.00	582.07							
	POT	B 88+50.00	582.30							
	POT	B 89+00.00	582.53							
	POT	B 89+50.00	582.76							
	POT	B 90+00.00	582.99							
	POT	B 90+50.00	583.22							
	PVC	B 90+60.00	583.27							
SYMMETRICAL PARABOLA	PVC	B 90+60.00	583.27	100.00	0.4615%	0.3013%	624	-0.02	6785	50
	POC	B 91+00.00	583.44							
	PVI	B 91+10.00	583.50							
	POC	B 91+50.00	583.62							
	PVCC	B 91+60.00	583.65							
SYMMETRICAL PARABOLA	PVCC	B 91+60.00	583.65	500.00	0.3013%	-1.4663%	283	-1.1	860	50
	POC	B 92+00.00	583.74							
	VHIGH	B 92+45.24	583.78							
	POC	B 92+50.00	583.78							
	POC	B 93+00.00	583.73							
	POC	B 93+50.00	583.59							
	POC	B 94+00.00	583.36							
	PVI	B 94+10.00	584.40							
	POC	B 94+50.00	583.04							
	POC	B 95+00.00	582.63							
	POC	B 95+50.00	582.14							
	POC	B 96+00.00	581.55							
	POC	B 96+50.00	580.88							
	PVT	B 96+60.00	580.74							

VERTICAL
ALIGNMENT
TABLE
SHEET #13

PROJECT NAME: STOCKBRIDGE-BETHEL	
PROJECT NUMBER: STP 2910(1)	
FILE NAME: z10b214.vot.13.dgn	PLOT DATE: 3/17/2014
PROJECT LEADER: D.E.G.	DRAWN BY: W.G.P.
DESIGNED BY: L.M.B.	CHECKED BY: J.P.S.
IPARM FILE: z10b214vot13.1	SHEET 208 OF 397

FILE NAME : \\P:\projects\ANY\K2\22\25\CAOD\...MSTN\10b214_vat14.dgn
DATE/TIME : 3/17/2014
USER : j916

VERTICAL ALIGNMENT TABLE										
ELEMENT	POINT TYPE	STATION	ELEVATION	LENGTH	ENTRANCE GRADE	EXIT GRADE	K	MIDDLE ORDINATE	SSD/HSD	DESIGN SPEED
BETHEL VT. ROUTE 107										
LINEAR	PVT	B 96+60.00	580.74	1590.00	-1.4663%					50
	POT	B 97+00.00	580.15							
	POT	B 97+50.00	579.42							
	POT	B 98+00.00	578.69							
	POT	B 98+50.00	577.95							
	POT	B 99+00.00	577.22							
	POT	B 99+50.00	576.49							
	POT	B 100+00.00	575.75							
	POT	B 100+50.00	575.02							
	POT	B 101+00.00	574.29							
	POT	B 101+50.00	573.55							
	POT	B 102+00.00	572.82							
	POT	B 102+50.00	572.09							
	POT	B 103+00.00	571.35							
	POT	B 103+50.00	570.62							
	POT	B 104+00.00	569.89							
	POT	B 104+50.00	569.15							
	POT	B 105+00.00	568.42							
	POT	B 105+50.00	567.69							
	POT	B 106+00.00	566.95							
	POT	B 106+50.00	566.22							
	POT	B 107+00.00	565.49							
	POT	B 107+50.00	564.75							
	POT	B 108+00.00	564.02							
	POT	B 108+50.00	563.29							
	POT	B 109+00.00	562.56							
	POT	B 109+50.00	561.82							
	POT	B 110+00.00	561.09							
	POT	B 110+50.00	560.36							
	POT	B 111+00.00	559.62							
	POT	B 111+50.00	558.89							
	POT	B 112+00.00	558.16							
	PVC	B 112+50.00	557.42							
SYMMETRICAL PARABOLA	PVC	B 112+50.00	557.42	370.00	-1.4663%	0.3500%	204	0.84	8085	50
	POC	B 113+00.00	556.75							
	POC	B 113+50.00	556.20							
	POC	B 114+00.00	555.78							
	PVI	B 114+35.00	554.71							
	POC	B 114+50.00	555.47							
	POC	B 115+00.00	555.29							
	VLOW	B 115+48.70	555.23							
	POC	B 115+50.00	555.23							
	POC	B 116+00.00	555.30							
SYMMETRICAL PARABOLA	PVCC	B 116+20.00	555.36	410.00	0.3500%	2.0700%	238	0.88	936	50
	PVCC	B 116+20.00	555.36							
	POC	B 116+50.00	555.48							
	POC	B 117+00.00	555.77							
	POC	B 117+50.00	556.17							
	POC	B 118+00.00	556.67							
	PVI	B 118+25.00	556.08							
	POC	B 118+50.00	557.27							
	POC	B 119+00.00	557.98							
	POC	B 119+50.00	558.80							
	POC	B 120+00.00	559.72							
	PVT	B 120+30.00	560.32							

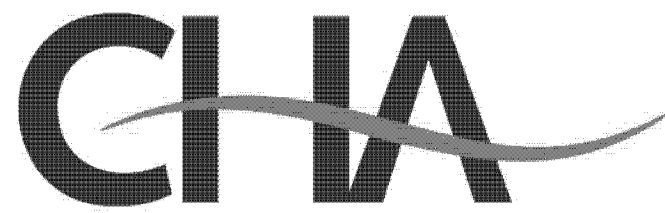
VERTICAL ALIGNMENT TABLE										
ELEMENT	POINT TYPE	STATION	ELEVATION	LENGTH	ENTRANCE GRADE	EXIT GRADE	K	MIDDLE ORDINATE	SSD/HSD	DESIGN SPEED
BETHEL VT. ROUTE 107										
LINEAR	PVT	B 120+30.00	560.32	1050.00	2.0700%					50
	POT	B 120+50.00	560.73							
	POT	B 121+00.00	561.77							
	POT	B 121+50.00	562.80							
	POT	B 122+00.00	563.84							
	POT	B 122+50.00	564.87							
	POT	B 123+00.00	565.91							
	POT	B 123+50.00	566.94							
	POT	B 124+00.00	567.98							
	POT	B 124+50.00	569.01							
	POT	B 125+00.00	570.05							
	POT	B 125+50.00	571.08							
	POT	B 126+00.00	572.12							
	POT	B 126+50.00	573.15							
	POT	B 127+00.00	574.19							
	POT	B 127+50.00	575.22							
	POT	B 128+00.00	576.26							
	POT	B 128+50.00	577.29							
	POT	B 129+00.00	578.33							
	POT	B 129+50.00	579.36							
	POT	B 130+00.00	580.40							
	POT	B 130+50.00	581.43							
	PVC	B 130+80.00	582.05							
PVC	B 130+80.00	582.05								
POC	B 131+00.00	582.45								
POC	B 131+50.00	583.28								
POC	B 132+00.00	583.88								
POC	B 132+50.00	584.25								
POC	B 133+00.00	584.39								
VHIGH	B 133+06.23	584.40								
POC	B 133+50.00	584.31								
PVI	B 133+80.00	588.26								
POC	B 134+00.00	583.99								
POC	B 134+50.00	583.45								
POC	B 135+00.00	582.68								
POC	B 135+50.00	581.68								
POC	B 136+00.00	580.45								
POC	B 136+50.00	578.99								
PVT	B 136+80.00	578.00	358.00	-3.4200%					50	
PVT	B 136+80.00	578.00								
POT	B 137+00.00	577.32								
POT	B 137+50.00	575.61								
POT	B 138+00.00	573.90								
POT	B 138+50.00	572.19								
POT	B 139+00.00	570.48								
POT	B 139+50.00	568.77								
POT	B 140+00.00	567.06								
PVC	B 140+38.00	565.76								

VERTICAL ALIGNMENT TABLE SHEET #14	PROJECT NAME: STOCKBRIDGE-BETHEL	
	PROJECT NUMBER: STP 2910(1)	
	FILE NAME: z10b214_vat14.dgn	PLOT DATE: 3/17/2014
	PROJECT LEADER: D.E.G.	DRAWN BY: W.G.P.
	DESIGNED BY: L.M.B.	CHECKED BY: J.P.S.
	IPARM FILE: z10b214vat14.i	SHEET 209 OF 397

FILE NAME : \\P01\geos\ANY\K2\22426\CAOD\...MSTN\10b214...vt..15.dgn
DATE/TIME : 3/17/2014
USER : 4916

VERTICAL ALIGNMENT TABLE										
ELEMENT	POINT TYPE	STATION	ELEVATION	LENGTH	ENTRANCE GRADE	EXIT GRADE	K	MIDDLE ORDINATE	SSD/HSD	DESIGN SPEED
BETHEL VT. ROUTE 107										
SYMMETRICAL PARABOLA	PVC	B 140+38.00	565.76	700.00	-3.4200%	-0.1000%	211	2.91	868	50
	POC	B 140+50.00	565.35							
	POC	B 141+00.00	563.73							
	POC	B 141+50.00	562.23							
	POC	B 142+00.00	560.84							
	POC	B 142+50.00	559.58							
	POC	B 143+00.00	558.43							
	POC	B 143+50.00	557.40							
	PVI	B 143+88.00	553.79							
	POC	B 144+00.00	556.49							
	POC	B 144+50.00	555.70							
	POC	B 145+00.00	555.02							
	POC	B 145+50.00	554.47							
	POC	B 146+00.00	554.03							
	POC	B 146+50.00	553.71							
	POC	B 147+00.00	553.51							
	PVT	B 147+38.00	553.44							
LINEAR	PVT	B 147+38.00	553.44	327.00	-0.1000%					50
	POT	B 147+50.00	553.43							
	POT	B 148+00.00	553.38							
	POT	B 148+50.00	553.33							
	POT	B 149+00.00	553.28							
	POT	B 149+50.00	553.23							
	POT	B 150+00.00	553.18							
	POT	B 150+50.00	553.13							
	PVC	B 150+65.00	553.11							
	PVC	B 150+65.00	553.11							
SYMMETRICAL PARABOLA	POC	B 151+00.00	553.06	350.00	-0.1000%	-1.3900%	271	-0.56	1012	50
	POC	B 151+50.00	552.90							
	POC	B 152+00.00	552.64							
	PVI	B 152+40.00	552.94							
	POC	B 152+50.00	552.30							
	POC	B 153+00.00	551.86							
	POC	B 153+50.00	551.33							
	POC	B 154+00.00	550.71							
	PVT	B 154+15.00	550.51							
LINEAR	PVT	B 154+15.00	550.51	160.00	-1.3900%					50
	POT	B 154+50.00	550.02							
	POT	B 155+00.00	549.32							
	POT	B 155+50.00	548.63							
	PVC	B 155+75.00	548.28							
SYMMETRICAL PARABOLA	PVC	B 155+75.00	548.28	100.00	-1.3900%	0.3500%	57	0.22	283	50
	POC	B 156+00.00	547.99							
	PVI	B 156+25.00	547.59							
	POC	B 156+50.00	547.73							
	VLOW	B 156+54.89	547.73							
	PVT	B 156+75.00	547.76							
LINEAR	PVT	B 156+75.00	547.76	125.00	0.3500%					50
	POT	B 157+00.00	547.85							
	POT	B 157+50.00	548.02							
	PVC	B 158+00.00	548.20							
	PVC	B 158+00.00	548.20							
	POC	B 158+50.00	548.29							
SYMMETRICAL PARABOLA	VHIGH	B 158+53.35	548.29	250.00	0.3500%	-1.2900%	152	-0.51	783	50
	POC	B 159+00.00	548.22							
	PVI	B 159+25.00	548.64							
	POC	B 159+50.00	547.99							
	POC	B 160+00.00	547.59							
	PVT	B 160+50.00	547.02							
	PVT	B 160+50.00	547.02							

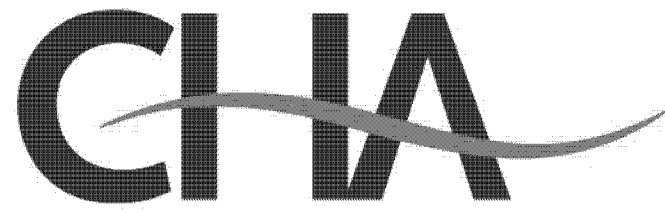
VERTICAL ALIGNMENT TABLE										
ELEMENT	POINT TYPE	STATION	ELEVATION	LENGTH	ENTRANCE GRADE	EXIT GRADE	K	MIDDLE ORDINATE	SSD/HSD	DESIGN SPEED
BETHEL VT. ROUTE 107										
LINEAR	PVT	B 160+50.00	547.02	162.00	-1.2900%					50
	POT	B 161+00.00	546.38							
	POT	B 161+50.00	545.73							
	POT	B 162+00.00	545.09							
	PVC	B 162+12.00	544.93							
SYMMETRICAL PARABOLA	PVC	B 162+12.00	544.93	250.00	-1.2900%	0.9912%	110	0.71	913	50
	POC	B 162+50.00	544.51							
	POC	B 163+00.00	544.15							
	PVI	B 163+37.00	543.32							
	POC	B 163+50.00	544.02							
	VLOW	B 163+53.37	544.02							
	POC	B 164+00.00	544.12							
	POC	B 164+50.00	544.45							
	PVT	B 164+62.00	544.56							
	LINEAR	PVT	B 164+62.00							
POT		B 165+00.00	544.94							
PVC		B 165+20.00	545.14							
SYMMETRICAL PARABOLA	PVC	B 165+20.00	545.14	250.00	0.9912%	-0.6829%	149	-0.52	770	50
	POC	B 165+50.00	545.40							
	POC	B 166+00.00	545.71							
	PVI	B 166+45.00	546.38							
	POC	B 166+50.00	545.86							
	VHIGH	B 166+68.02	545.87							
	POC	B 167+00.00	545.84							
	POC	B 167+50.00	545.64							
	PVCC	B 167+70.00	545.52							
SYMMETRICAL PARABOLA	PVCC	B 167+70.00	545.52	100.00	-0.6829%	-3.3540%	37	-0.33	454	50
	POC	B 168+00.00	545.20							
	PVI	B 168+20.00	545.18							
	POC	B 168+50.00	544.12							
LINEAR	PVT	B 168+70.00	543.50	45.00	-3.3540%					50
	POT	B 169+00.00	542.50							
	PVC	B 169+15.00	541.99							
SYMMETRICAL PARABOLA	PVC	B 169+15.00	541.99	70.00	-3.3540%	-1.2652%	34	0.18	806	50
	POC	B 169+50.00	541.00							
	PVI	B 169+50.00	540.82							
	PVT	B 169+85.00	540.38							
LINEAR	PVT	B 169+85.00	540.38	43.00	-1.2652%					50
	POT	B 170+00.00	540.19							
	POE	B 170+28.00	539.83							
VT. ROUTE 100										
LINEAR	POB	V 10+00.00	749.98	11.00	3.5138%					50
	PVI	V 10+11.00	750.37							
LINEAR	PVI	V 10+11.00	750.37	289.00	-1.3720%					50
	POT	V 10+50.00	749.83							
	POT	V 11+00.00	749.15							
	POT	V 11+50.00	748.46							
	POT	V 12+00.00	747.77							
	POT	V 12+50.00	747.09							
	POE	V 13+00.00	746.40							



Stockbridge-Bethel VT STP 2910(1)
Client: Vermont Agency of Transportation
Contractor: Mike's Boring & Coring
Driller: D. Johnson
Inspector: K. Owens

VT State Route 107
Pavement Reclamation
CHA No. 23028
Auger Probe Drilling Notes

BORING NO.	DATE DRILLED	MILE MARKER	OFFSET (FT)	DEPTH (FT)	SAMPLE TYPE	FIELD DESCRIPTION	LABORATORY RESULTS							
						SOIL TYPE, COLOR, MOISTURE	% MOISTURE	AASHTO CLASS.	ASTM CLASS.	% GRAVEL	% SAND	% FINES	LIQUID LIMIT	PLASTIC LIMIT
B-101	6/20/2011	0.00		0.0 - 0.5		Asphalt Pavement								
				0.5 - 0.8		f.m.c. SAND, lit. f.c. gravel, brn, moist (subbase)		A-1-b	SP					
				0.8 - 5.0	Auger	SILT, lit. f. sand, tr. f.c. gravel, brn, moist		A-4	ML					
						End of Boring @ 5.0 feet								
B-102	6/20/2011	0.20		0.0 - 0.6		Asphalt Pavement								
				0.6 - 0.9		f.c. GRAVEL, lit. f.m.c. sand, tr. silt, brn, moist (subbase)		A-1-b	GP					
				0.9 - 2.5	Auger	f.m.c. SAND, S. f.c. gravel, lit. silt, brn, moist	3.5	A-2-4	SM	32.5	48.0	19.6	-	-
				2.5 - 5.0	Auger	f. SAND, S. Silt, tr. f.c. gravel, brn, moist	7.6	A-2-4	SM	21.8	50.8	27.4	-	-
						End of Boring @ 5.0 feet								
B-103	6/20/2011	0.40		0.0 - 0.3		Asphalt Pavement								
				0.3 - 0.6		f.c. GRAVEL, lit. f.m.c. sand, tr. silt, blk, moist (subbase)		A-1-b	GP					
				0.6 - 3.0		f.m.c. SAND, S. Silt, lit. f.c. gravel, brn, moist		A-2-4	SM					
				3.0 - 5.0	Auger	f.m.c. SAND, lit. clayey silt, lit. f.c. gravel gry/brn, moist		A-2-4	SM					
						End of Boring @ 5.0 feet								
B-104	6/20/2011	0.60		0.0 - 0.5		Asphalt Pavement								
				0.5 - 4.5	Auger	f.m.c. SAND, S. Clayey Silt, tr. f.c. gravel, brn, moist		A-2-4	SM					
				4.5 - 5.0		turns gray at 4.5'								
						End of Boring @ 5.0 feet								
B-105	6/20/2011	0.80		0.0 - 0.8		Asphalt Pavement								
				0.8 - 2.5	Auger	f.c. GRAVEL, AND f.m.c. SAND, lit. silt, brn, moist	3.7	A-1-b	GM	43.2	39.0	17.8	-	-
				2.5 - 3.0	Auger	CLAYEY SILT, AND f.m.c. SAND, tr. f. gravel, brn, moist	18	A-4	SM	17.8	36.2	46.0	-	-
				3.0 - 5.0		Driller notes soil becomes soft @ 3.0 feet								
						End of Boring @ 5.0 feet								
B-106	6/20/2011	1.00		0.0 - 0.8		Asphalt Pavement								
				0.8 - 2.6	Auger	f.m.c. SAND, S. Silt, tr. f. gravel, brn, moist		A-2-4	SM					
						Auger refusal @ 2.6 feet								
B-107	6/20/2011	1.20		0.0 - 0.7		Asphalt Pavement								
				0.7 - 0.9		f.c. GRAVEL, gry/blk, moist (subbase)		A-1-a	GP					
				0.9 - 3.8	Auger	f.m.c. SAND, S. Silt, tr. f. gravel, brn, moist		A-2-4	SM					
				3.8 - 5.0		f.m.c. SAND, S. Clayey Silt, tr. f. gravel, brn, moist		A-2-4	SM					
						End of Boring @ 5.0 feet								
B-108	6/20/2011	1.40		0.0 - 0.7		Asphalt Pavement								
				0.7 - 1.0		Subbase								
				1.0 - 2.6		f.m.c. SAND, S. Silt, tr. f. gravel, brn, moist		A-2-4	SM					
				2.6 - 5.0	Auger	f.m.c. SAND, AND Clayey SILT, S. f. Gravel, brn, moist	13.6	A-4	SM	27.1	37.0	35.9	-	-
						End of Boring @ 5.0 feet								



Stockbridge-Bethel VT STP 2910(1)
Client: Vermont Agency of Transportation
Contractor: Mike's Boring & Coring
Driller: D. Johnson
Inspector: K. Owens

VT State Route 107
Pavement Reclamation
CHA No. 23028
Auger Probe Drilling Notes

BORING NO.	DATE DRILLED	MILE MARKER	OFFSET (FT)	DEPTH (FT)	SAMPLE TYPE	FIELD DESCRIPTION	LABORATORY RESULTS							
						SOIL TYPE, COLOR, MOISTURE	% MOISTURE	AASHTO CLASS.	ASTM CLASS.	% GRAVEL	% SAND	% FINES	LIQUID LIMIT	PLASTIC LIMIT
B-109	6/20/2011	1.60		0.0 - 0.6		Asphalt Pavement								
				0.6 - 0.8		f.c. GRAVEL, gry/blk, moist (subbase)		A-1-b	GP					
				0.8 - 3.7		f.m.c. SAND, S. Silt, tr. f. gravel, brn, moist		A-2-4	SM					
				3.7 - 5.0		f.m.c. SAND, S. Clayey Silt, tr. f. gravel, brn, moist		A-2-4	SM					
						Auger refusal @ 5.0 feet								
B-110	6/20/2011	1.80		0.0 - 0.9		Asphalt Pavement								
				0.9 - 1.2		Subbase								
				1.2 - 5.0	Auger	f.m.c. SAND, lit. silt, tr. f.c. gravel, brn, moist		A-2-4	SM					
						End of Boring @ 5.0 feet								
B-111	6/20/2011	2.00		0.0 - 0.5		Asphalt Pavement								
				0.5 - 0.8		f.c. GRAVEL, lit. f.m.c. sand, gry/blk, moist (subbase)		A-1-b	GP					
				0.8 - 5.0		f.m.c. SAND, S. Silt, tr. f. gravel, brn, moist		A-2-4	SM					
						Auger refusal @ 2.1 feet								
B-112	6/20/2011	2.20		0.0 - 0.5		Asphalt Pavement								
				0.5 - 0.8		f.c. GRAVEL, blk, moist (subbase)		A-1-b	GP					
				0.8 - 5.0	Auger	f.m.c. SAND, lit. silt, tr. f.gravel, brn, moist		A-2-4	SM					
						End of Boring @ 5.0 feet								
B-113	6/20/2011	2.40		0.0 - 0.7		Asphalt Pavement								
				0.7 - 1.0		Subbase								
				1.0 - 4.7	Auger	f.m.c. SAND, S. f. Gravel, lit. silt, brn, moist	7.3	A-2-4	SM	33.2	46.6	20.2	-	-
				4.7 - 5.0		becomes wet @ 4.7'								
						End of Boring @ 5.0 feet								
B-114	6/20/2011	2.60		0.0 - 0.6		Asphalt Pavement								
				0.6 - 0.8		Subbase								
				0.8 - 5.0	Auger	f.m.c. SAND, lit. silt, tr. f. gravel, brn, moist		A-2-4	SM					
						End of Boring @ 5.0 feet								
B-115	6/20/2011	2.80		0.0 - 0.6		Asphalt Pavement								
				0.6 - 0.8		Subbase								
				0.8 - 5.0		f.m.c. SAND, lit. clayey silt, tr. f. gravel, brn, moist		A-2-4	SM					
						End of Boring @ 5.0 feet								
B-116	6/20/2011	3.00		0.0 - 0.5		Asphalt Pavement								
				0.5 - 0.8		Subbase								
				0.8 - 5.0	Auger	f.m.c. SAND, lit. silt, tr. f. gravel, brn, moist		A-2-4	SM					
						End of Boring @ 5.0 feet								
B-117	6/20/2011	3.20				Omitted due to conflicts with ongoing construction at intersection with Stony Brook Road								

NOTES:

- GROUNDWATER OBSERVATION MADE DURING DRILLING MAY NOT REPRESENT STATIC CONDITIONS.
- AASHTO CLASSIFICATIONS ARE BASED ON THE VISUAL OBSERVATIONS WHEN NOT ACCOMPANIED BY LABORATORY DATA.
- THE AUGER PROBE INFORMATION REFLECTS THE FIELD CONDITIONS PRIOR TO TROPICAL STORM IRENE.
- SEE ROADWAY LAYOUT SHEETS FOR BORE HOLE LOCATIONS.

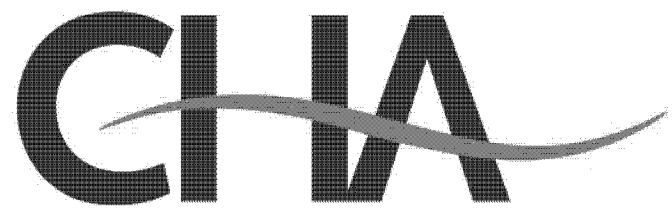
BORING LOGS
SHEET #1

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214.bl.01.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214b11.i

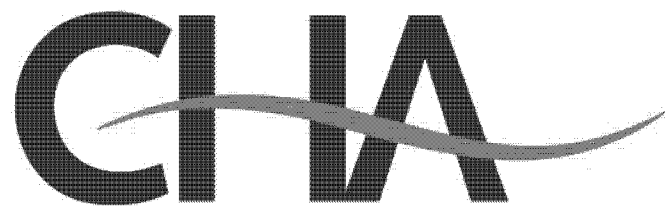
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 211 OF 397



Stockbridge-Bethel VT STP 2910(1)
Client: Vermont Agency of Transportation
Contractor: Mike's Boring & Coring
Driller: D. Johnson
Inspector: K. Owens

VT State Route 107
Pavement Reclamation
CHA No. 23028
Auger Probe Drilling Notes

BORING NO.	DATE DRILLED	MILE MARKER	OFFSET (FT)	DEPTH (FT)	SAMPLE TYPE	FIELD DESCRIPTION	LABORATORY RESULTS							
						SOIL TYPE, COLOR, MOISTURE	% MOISTURE	AASHTO CLASS.	ASTM CLASS.	% GRAVEL	% SAND	% FINES	LIQUID LIMIT	PLASTIC LIMIT
B-118	6/20/2011	3.40		0.0 - 0.5		Asphalt Pavement								
				0.5 - 0.9		Subbase								
				0.9 - 2.5		f.c. GRAVEL, S. f.m.c. Sand, l. silt, brn, moist	4.7	A-1-b	GM	50.9	32.3	16.8	-	-
						Auger refusal @ 2.5 feet								
B-119	6/20/2011	3.60		0.0 - 0.6		Asphalt Pavement								
				0.6 - 0.9		Subbase								
				0.9 - 2.1		f.m.c SAND, lit. silt, tr. f. gravel, rd/brn, moist		A-2-4	SM					
				2.1 - 5.0		turns light brn @ 2.1 feet								
						End of Boring @ 5.0 feet								
B-120	6/20/2011	3.80		0.0 - 0.9		Asphalt Pavement								
				0.9 - 5.0		f.m.c. SAND, lit. silt, lit. f.c. gravel, brn, moist		A-1-b	SM					
						End of Boring @ 5.0 feet								
B-121	6/20/2011	4.00		0.0 - 0.9		Asphalt Pavement								
				0.9 - 3.5		f.m.c. SAND, S. Silt, lit. f. gravel, brn, moist		A-2-4	SM					
						Auger refusal @ 3.5 feet								
B-122	6/20/2011	4.20		0.0 - 0.8		Asphalt Pavement								
				0.8 - 4.7		f.m.c. SAND, lit. silt, lit. f.c. gravel, brn, moist		A-1-b	SM					
						Auger refusal @ 4.7 feet								
B-123	6/20/2011	4.40		0.0 - 0.8		Asphalt Pavement								
				0.8 - 1.2		Subbase								
				1.2 - 5.0		f.m.c. SAND, S. Silt, S. f. Gravel, brn, moist	6.9	A-2-4	SM	23.3	49.2	27.5	-	-
						End of Boring @ 5.0 feet								
B-124	6/20/2011	4.60		0.0 - 0.8		Asphalt Pavement								
				0.8 - 5.0		f.m.c. SAND, S. Silt, tr. f. gravel, brn, moist		A-2-4	SM					
				0.8 - 5.0		Driller noted very difficult drilling								
						End of Boring @ 5.0 feet								
B-125	6/20/2011	4.80		0.0 - 0.7		Asphalt Pavement								
				0.7 - 1.1		Subbase								
				1.1 - 5.0		f.m.c. SAND, lit. silt, lit. f.c. gravel, brn, moist		A-1-b						
				1.1 - 5.0		Driller noted very difficult drilling								
						End of Boring @ 5.0 feet								



Stockbridge-Bethel VT STP 2910(1)
Client: Vermont Agency of Transportation
Contractor: Mike's Boring & Coring
Driller: D. Johnson
Inspector: K. Owens

VT State Route 107
Pavement Reclamation
CHA No. 23028
Auger Probe Drilling Notes

BORING NO.	DATE DRILLED	MILE MARKER	OFFSET (FT)	DEPTH (FT)	SAMPLE TYPE	FIELD DESCRIPTION	LABORATORY RESULTS							
						SOIL TYPE, COLOR, MOISTURE	% MOISTURE	AASHTO CLASS.	ASTM CLASS.	% GRAVEL	% SAND	% FINES	LIQUID LIMIT	PLASTIC LIMIT
B-126	6/21/2011	5.00		0.0 - 0.8		Asphalt Pavement								
				0.8 - 3.6		f.m.c. SAND, lit. silt, tr. f.c. gravel, brn, moist		A-2-4	SM					
				3.6 - 5.0		turns dark brown at 3.6 feet								
						End of Boring @ 5.0 feet								
B-127	6/21/2011	5.20		0.0 - 0.8		Asphalt Pavement								
				0.8 - 1.0		Subbase								
				1.0 - 2.9		f.m.c. SAND, S. f.c. Gravel, lit. silt, l. brn, moist	4.5	A-1-b	SM	29.0	53.4	17.6	-	-
				2.9 - 5.0		turns brown @ 2.9 feet								
						End of Boring @ 5.0 feet								
B-128	6/21/2011	5.40		0.0 - 0.6		Asphalt Pavement								
				0.6 - 0.9		Subbase								
				0.9 - 2.6		f.m.c. SAND, tr. silt, tr. f.c. gravel, brn, moist		A-3	SP					
				2.6 - 5.0		grades to lit. silt, d. brn @ 2.6 feet			SM					
						End of Boring @ 5.0 feet								
B-129	6/21/2011	5.60		0.0 - 0.6		Asphalt Pavement								
				0.6 - 0.9		Subbase								
				0.9 - 2.1		f.m.c. SAND, lit. silt, tr. f.c. gravel, l. brn, moist		A-2-4	SM					
				2.1 - 5.0		SILT, lit. f.m.c. sand, tr. f. gravel, brn, moist		A-4	ML					
						End of Boring @ 5.0 feet								
B-130	6/21/2011	5.80		0.0 - 1.1		Asphalt Pavement								
				1.1 - 5.0		f.m.c. SAND, S. Silt, tr. f. gravel, brn, moist	7	A-2-4	SM	23.8	52.1	24.2	-	-
				1.1 - 5.0		Auger grinding throughout drilling								
						End of Boring @ 5.0 feet								
B-131	6/21/2011	6.00		0.0 - 0.7		Asphalt Pavement								
				0.7 - 1.7		f.m.c. SAND, S. Silt, tr. f. gravel, brn, moist		A-2-4	SM					
						Auger refusal @ 1.7 feet								
B-132	6/21/2011	6.20		0.0 - 0.8		Asphalt Pavement								
				0.8 - 0.9		Subbase								
				0.9 - 5.0		f.m.c. SAND, tr. silt, tr. f. gravel, brn, moist		A-3	SP					
						End of Boring @ 5.0 feet								
B-133	6/21/2011	6.40		0.0 - 0.8		Asphalt Pavement								
				0.8 - 1.5		f.m.c. SAND, AND f. GRAVEL, lit. silt, brn, moist	2.5	A-1-b	SM	39.8	44.6	15.6	-	-
						Auger refusal @ 1.5 feet								

NOTES:

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- SEE ROADWAY LAYOUT SHEETS FOR BORE HOLE LOCATIONS.

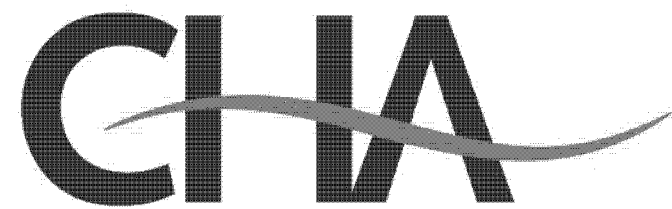
BORING LOGS SHEET #2

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214.bl.02.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214b12.1

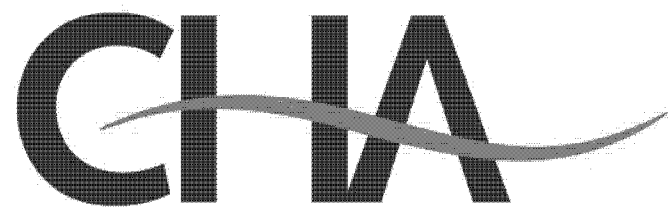
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 212 OF 397



Stockbridge-Bethel VT STP 2910(1)
Client: Vermont Agency of Transportation
Contractor: Mike's Boring & Coring
Driller: D. Johnson
Inspector: K. Owens

VT State Route 107
Pavement Reclamation
CHA No. 23028
Auger Probe Drilling Notes

BORING NO.	DATE DRILLED	MILE MARKER	OFFSET (FT)	DEPTH (FT)	SAMPLE TYPE	FIELD DESCRIPTION	LABORATORY RESULTS							
						SOIL TYPE, COLOR, MOISTURE	% MOISTURE	AASHTO CLASS.	ASTM CLASS.	% GRAVEL	% SAND	% FINES	LIQUID LIMIT	PLASTIC LIMIT
B-134	6/21/2011	6.60		0.0 - 1.1		Asphalt Pavement								
				1.1 - 5.0	Auger	f. SAND, lit. silt, tr. m.c. sand, brown		A-2-4	SM					
						End of Boring @ 5.0 feet								
B-135	6/21/2011	6.80		0.0 - 0.5		Asphalt Pavement								
				0.5 - 0.8		Subbase								
				0.8 - 5.0	Auger	f.m.c. SAND, tr. silt, tr. f. gravel, brn, moist		A-3	SP					
B-136	6/21/2011	7.00		0.0 - 0.7		Asphalt Pavement								
				0.7 - 1.0		Subbase								
				1.0 - 5.0	Auger	f.m.c. SAND, S. Silt, tr. f. gravel, brn, moist	11.4	A-2-4	SM	4.1	60.8	35.1	-	-
B-137	6/21/2011	7.20		0.0 - 0.6		Asphalt Pavement								
				0.6 - 1.0		Subbase								
				1.0 - 5.0	Auger	f.m.c. SAND, S. Silt, S. f.c. Gravel, brn, moist	6.8	A-2-4	SM	31.5	38.4	30.2	-	-
B-138	6/21/2011	7.40		0.0 - 0.8		Asphalt Pavement								
				0.8 - 0.9		Subbase								
				0.9 - 5.0	Auger	f.m.c. SAND, S. Silt, tr. f. gravel, brn, moist	10.6	A-2-4	SM	17.8	54.5	27.7	-	-
B-139	6/21/2011	7.60		0.0 - 0.8		Asphalt Pavement								
				0.8 - 0.9		Subbase								
				0.9 - 3.0	Auger	f. SAND, S. Silt, tr. m.c. sand, tr. f. gravel, brn, moist		A-2-4	SM					
B-140	6/21/2011	7.80		0.0 - 0.9		Asphalt Pavement								
				0.9 - 1.1		Subbase								
				1.1 - 5.0	Auger	f.m.c. SAND, tr. silt, tr. f.c. gravel, brn, moist		A-2-4	SM					
B-141	6/21/2011	8.00		0.0 - 0.9		Asphalt Pavement								
				0.9 - 5.0	Auger	f.m.c. SAND, S. Silt, S. f.c. Gravel, brn, moist	7.1	A-2-4	SM	26.7	41.0	32.2	-	-
B-142	6/21/2011	8.20		0.0 - 0.5		Asphalt Pavement								
				0.5 - 1.7		Subbase								
						Auger refusal @ 1.7 feet								



Stockbridge-Bethel VT STP 2910(1)
Client: Vermont Agency of Transportation
Contractor: Mike's Boring & Coring
Driller: D. Johnson
Inspector: K. Owens

VT State Route 107
Pavement Reclamation
CHA No. 23028
Auger Probe Drilling Notes

BORING NO.	DATE DRILLED	MILE MARKER	OFFSET (FT)	DEPTH (FT)	SAMPLE TYPE	FIELD DESCRIPTION	LABORATORY RESULTS							
						SOIL TYPE, COLOR, MOISTURE	% MOISTURE	AASHTO CLASS.	ASTM CLASS.	% GRAVEL	% SAND	% FINES	LIQUID LIMIT	PLASTIC LIMIT
B-143	6/21/2011	8.40		0.0 - 0.7		Asphalt Pavement								
				0.7 - 1.3		f.m.c. SAND, tr. silt, tr. f.c. gravel, brn, moist (subbase)		A-3	SP					
				1.3 - 5.0	Auger	f.m.c. SAND, lit. silt, tr. f. gravel, brn, moist		A-2-4	SM					
B-144	6/21/2011	8.60		0.0 - 0.5		Asphalt Pavement								
				0.5 - 0.9		f.c. GRAVEL, lit. f.m.c. sand, gry/blk, moist (subbase)		A-1-b	GP					
				0.9 - 4.2	Auger	f.m.c. SAND, S. Silt, S. f.c. Gravel, brn, moist	7.7	A-2-4	SM	33.4	34.1	32.5	-	-
B-145	6/21/2011	8.80		0.0 - 0.7		Asphalt Pavement								
				0.7 - 5.0	Auger	f.m.c. SAND, lit. silt, tr. f.c. gravel, brn, moist		A-2-4	SM					
				0.7 - 5.0		Cobbles visible in boring sides								
B-146	6/21/2011	9.00		0.0 - 0.6		Asphalt Pavement								
				0.6 - 0.8		f.c. GRAVEL (subbase)								
				0.8 - 2.5	Auger	f.m.c. SAND, lit. f.c. gravel, tr. silt, brn, moist		A-3	SP					
B-147	6/21/2011	9.20		0.0 - 0.8		Asphalt Pavement								
				0.8 - 1.25		No recovery								
						Auger refusal @ 1.25 feet								
B-148	6/21/2011	9.40		0.0 - 0.9		Asphalt Pavement								
				0.9 - 5.0	Auger	f.m.c. SAND, lit. silt, tr. f.c. gravel, brn, moist		A-2-4	SM					
						End of Boring @ 5.0 feet								
B-149	6/21/2011	9.60		0.0 - 1.0		Asphalt Pavement								
				1.0 - 5.0	Auger	f.m.c. SAND, S. Silt, lit. f.c. gravel, brn, moist	11.6	A-2-4	SM	18.4	57.7	24.0	-	-
						End of Boring @ 5.0 feet								
B-150	6/21/2011	9.80		0.0 - 0.9		Asphalt Pavement								
				0.9 - 1.0		Subbase								
				1.0 - 5.0	Auger	f. SAND, tr. silt, tr. m.c. sand, tr. f. gravel, brn, moist		A-2-4	SM					
B-151	6/21/2011	10.00		0.0 - 0.8		Asphalt Pavement								
				0.8 - 5.0	Auger	f.c. GRAVEL, AND f.m.c. SAND, lit. silt, brn, moist	4	A-2-4	GM	48.3	37.6	14.2	-	-
						End of Boring @ 5.0 feet								
B-152	6/21/2011	10.20				Boring omitted due to large potential for conflicts with existing utilities								

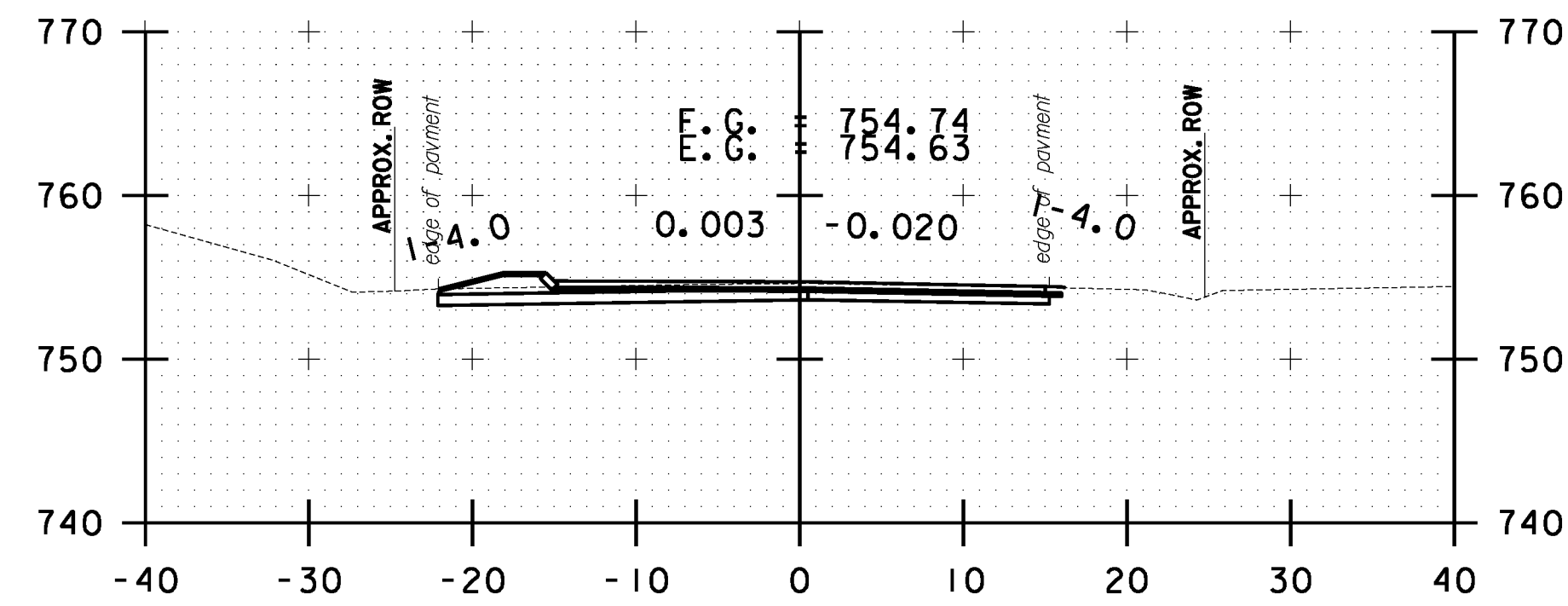
NOTES:

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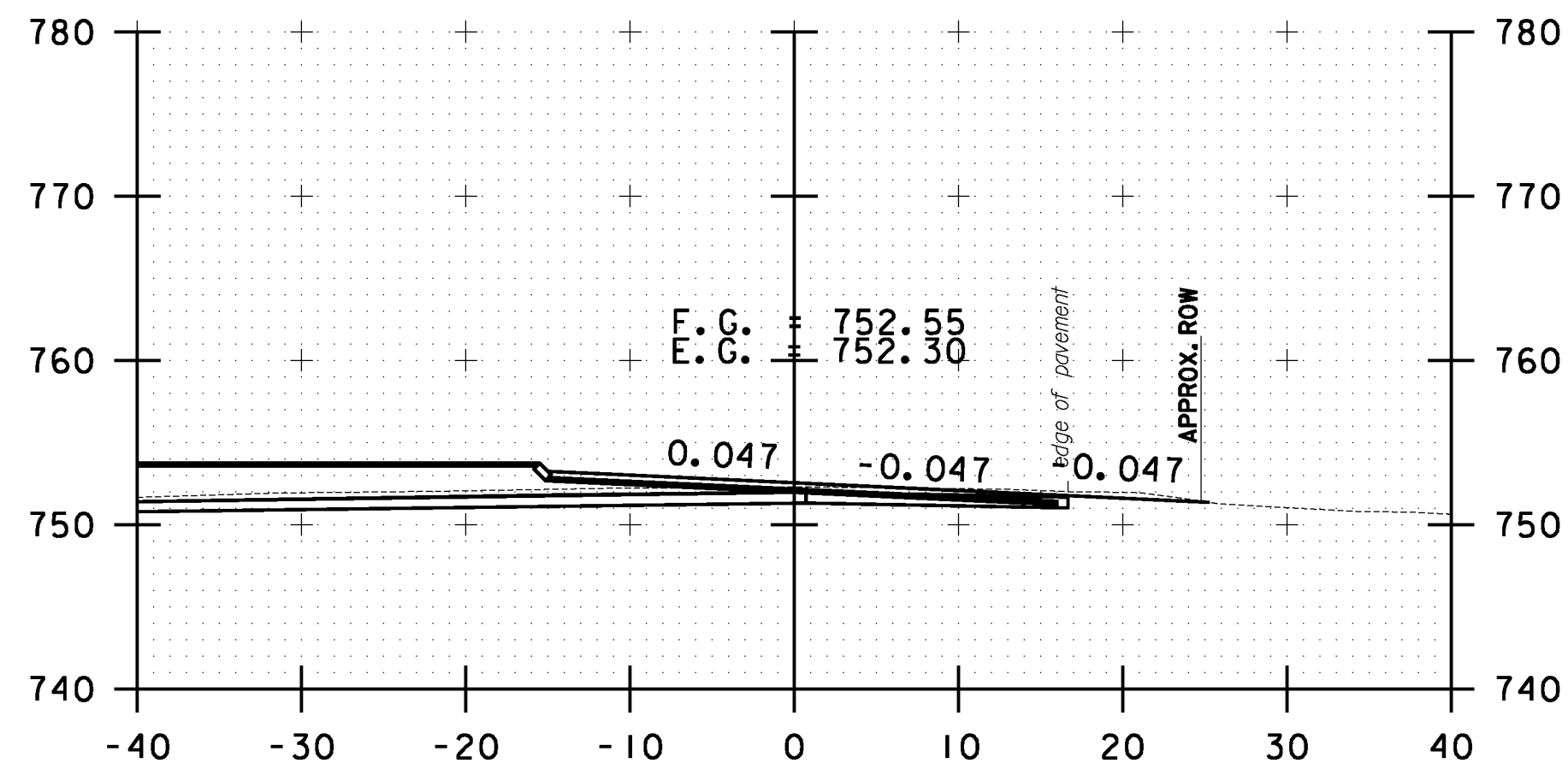
BORING LOGS SHEET #3

PROJECT NAME: STOCKBRIDGE-BETHEL	
PROJECT NUMBER: STP 2910(1)	
FILE NAME: z10b214.bl.03.dgn	PLOT DATE: 3/17/2014
PROJECT LEADER: D.E.G.	DRAWN BY: W.G.P.
DESIGNED BY: L.M.B.	CHECKED BY: J.P.S.
IPARM FILE: z10b214b13.1	SHEET 213 OF 397

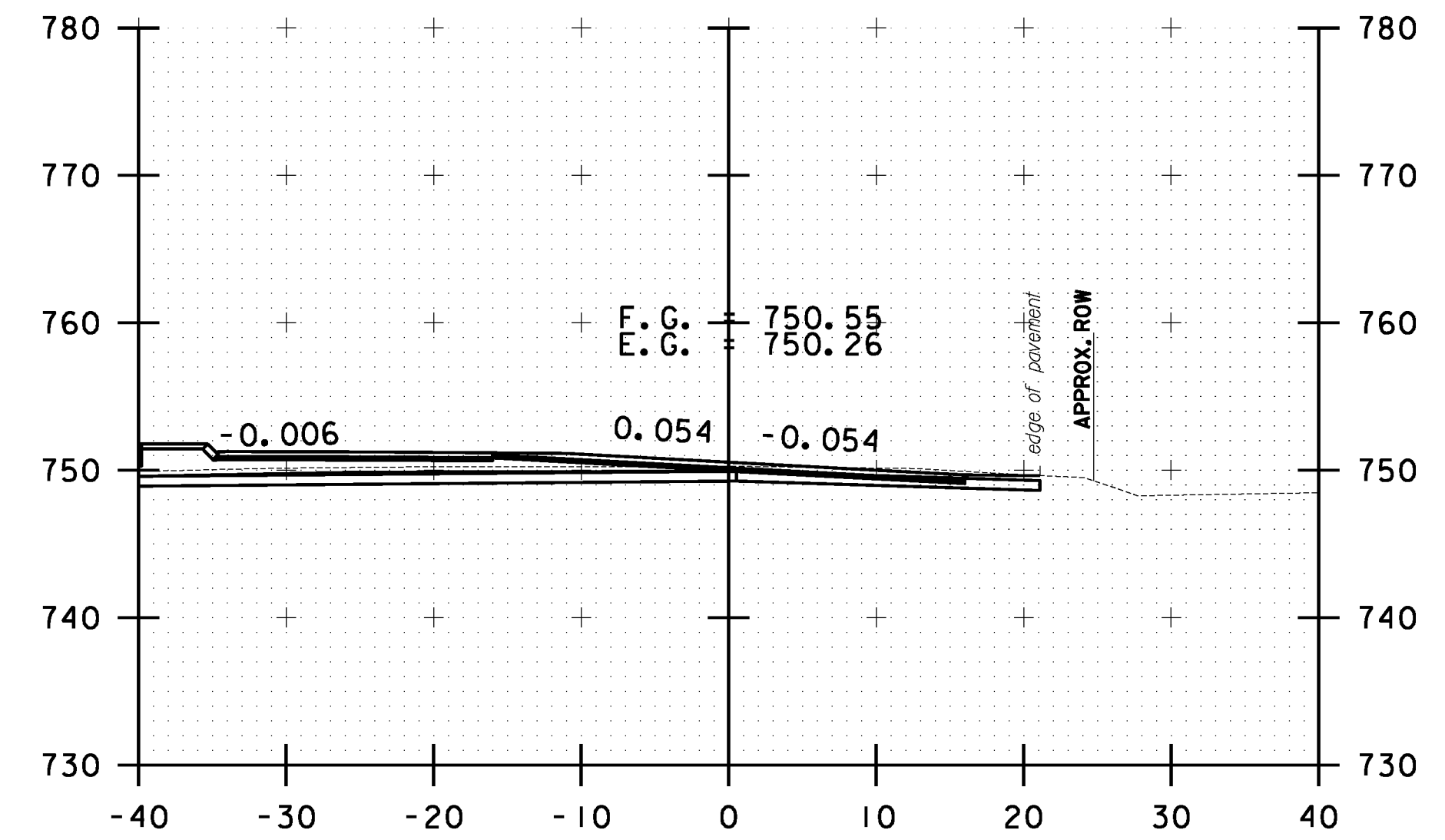
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DATE/TIME : 3/17/2014
USER : 4916



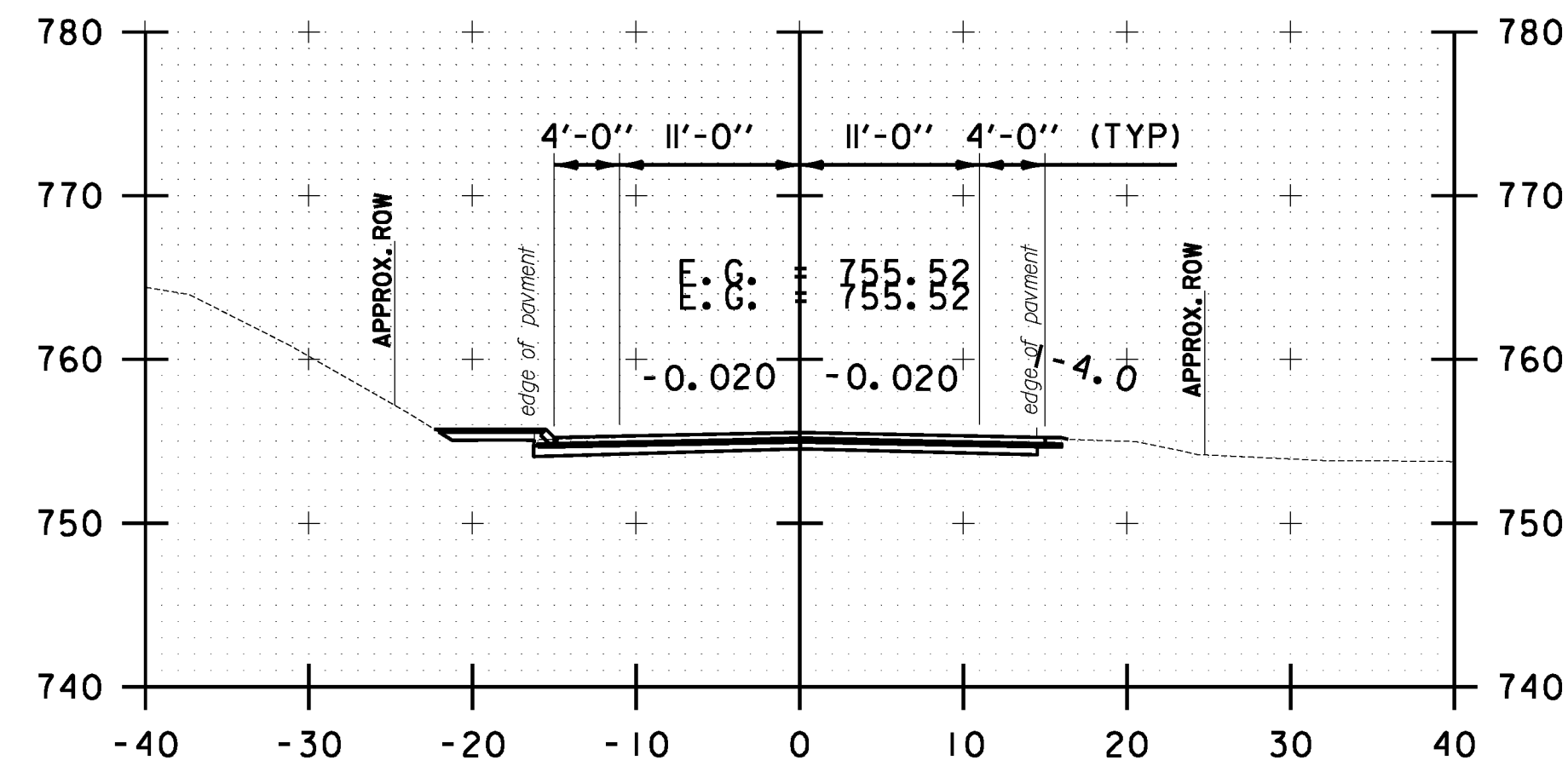
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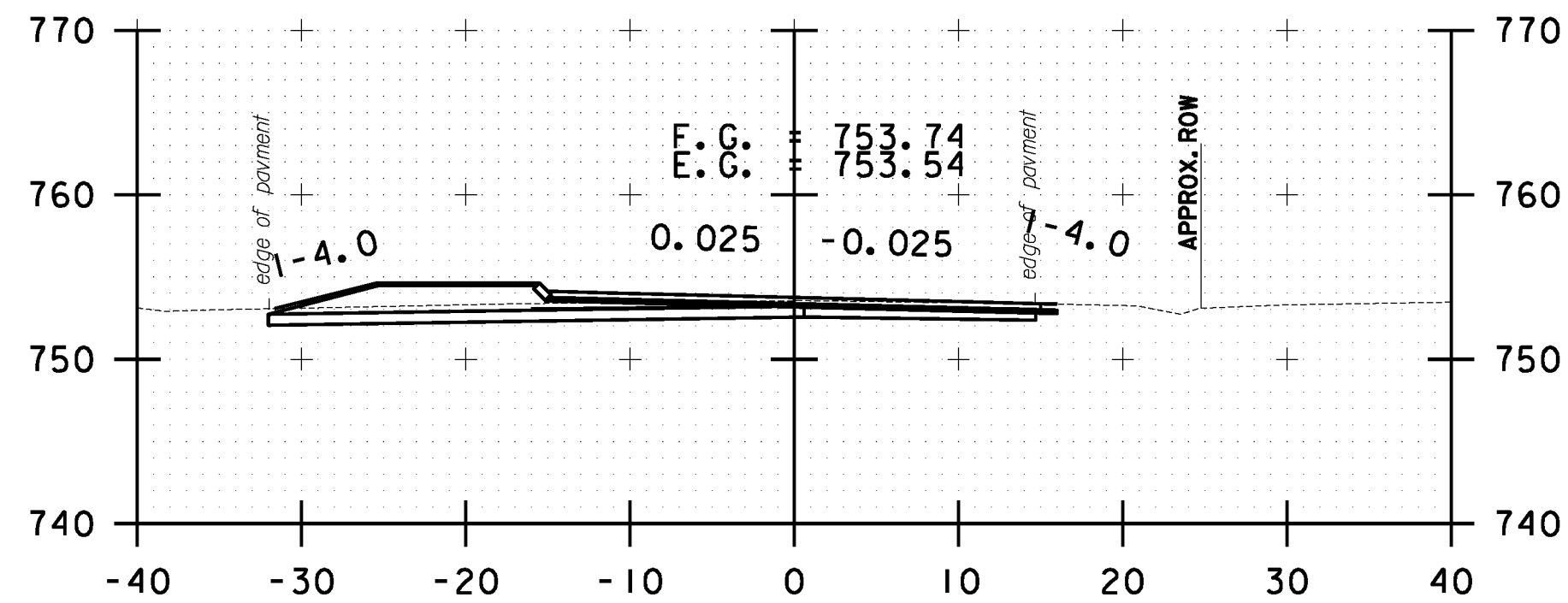
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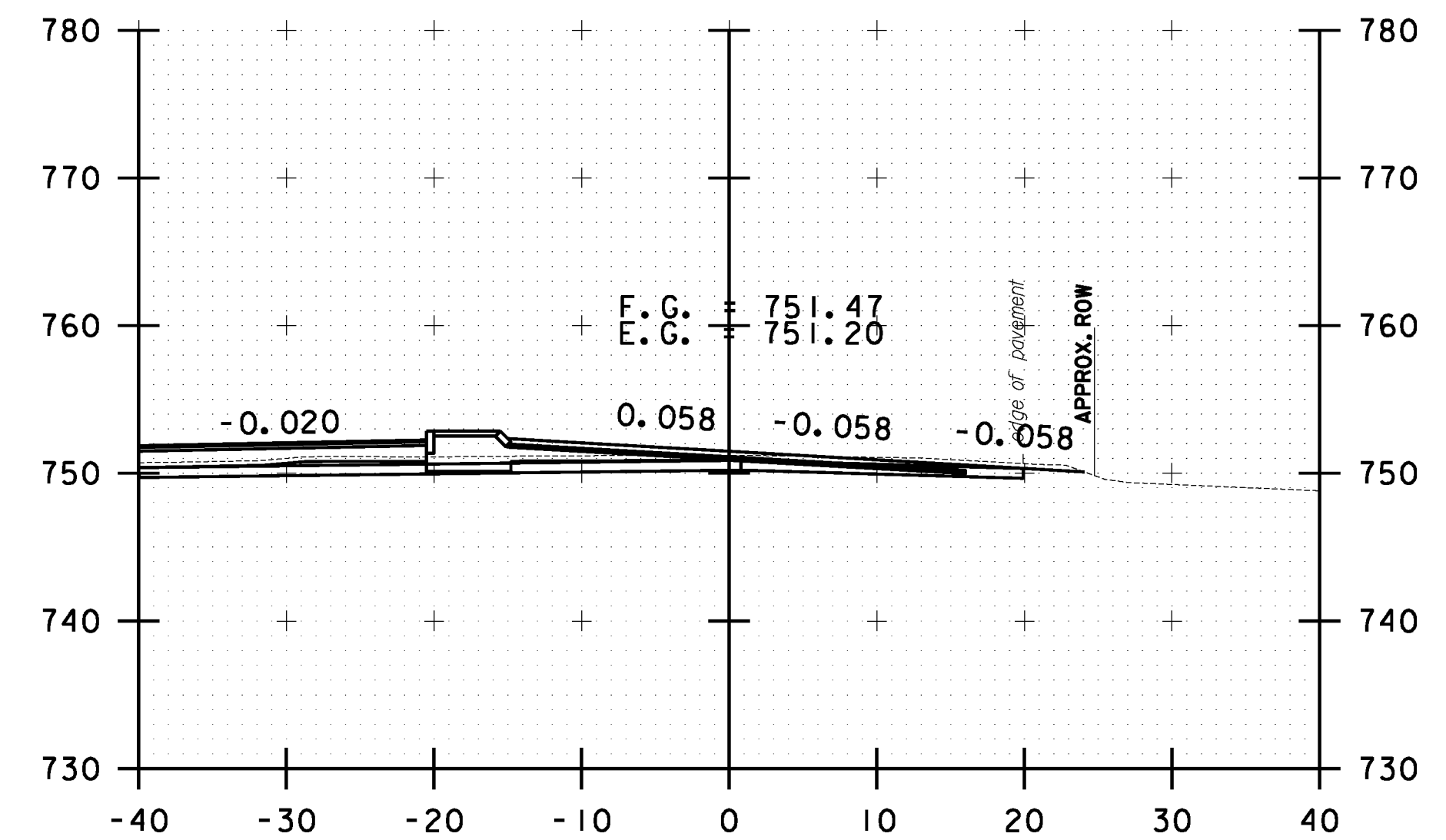
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10 0 10
SCALE IN FEET

**STOCKBRIDGE
CROSS SECTION
SHEET #1**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_stock.xc.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214xsl.i

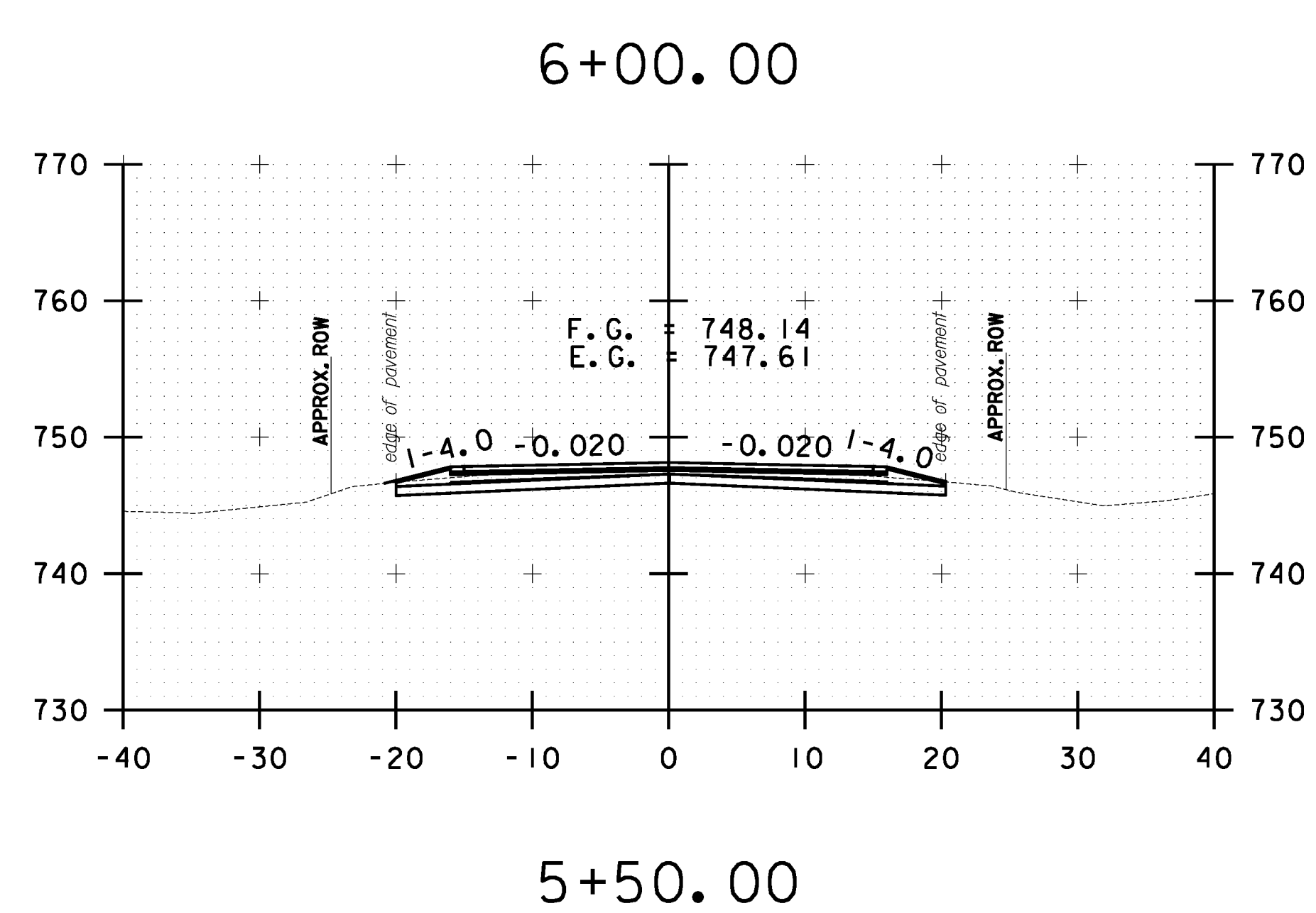
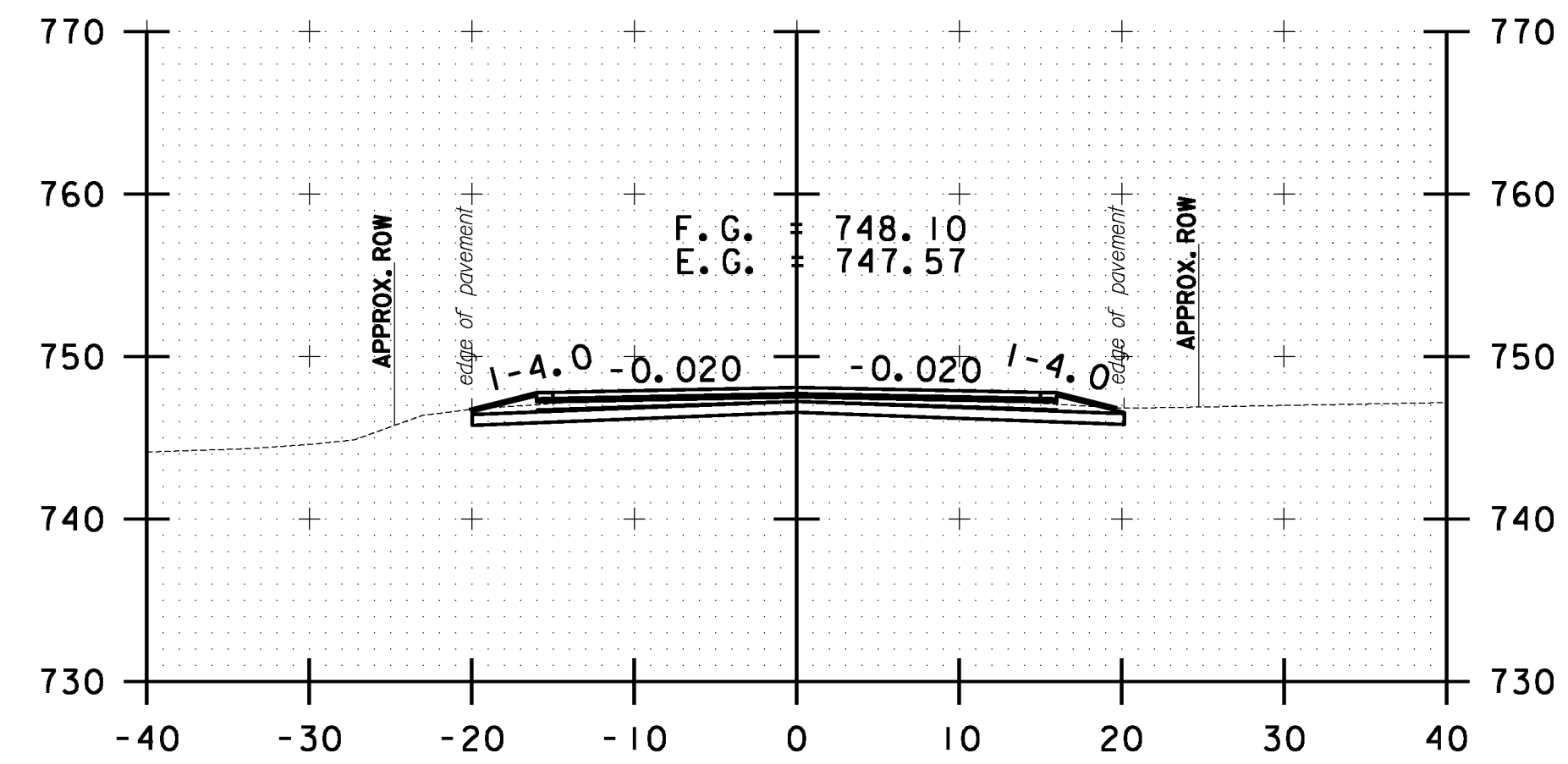
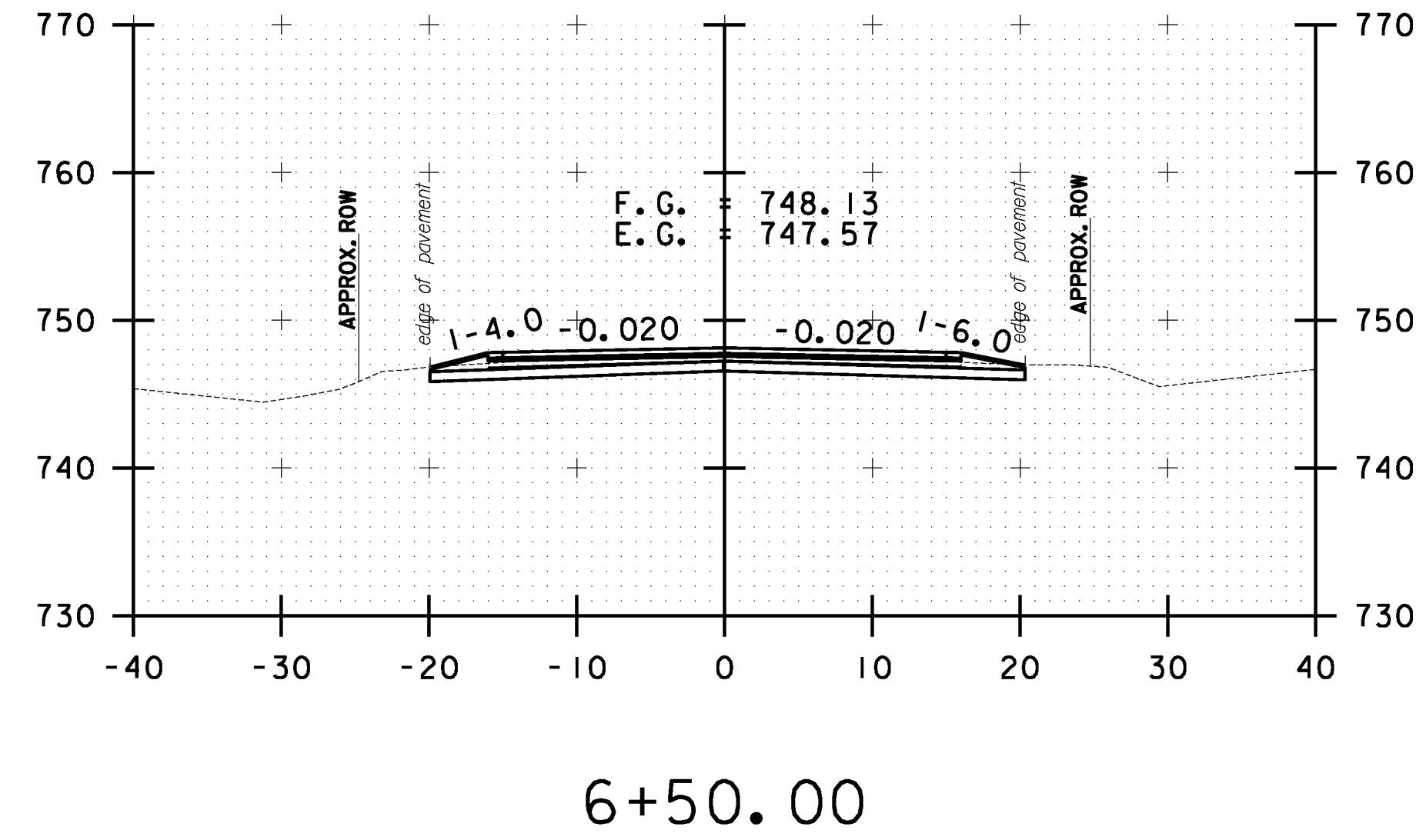
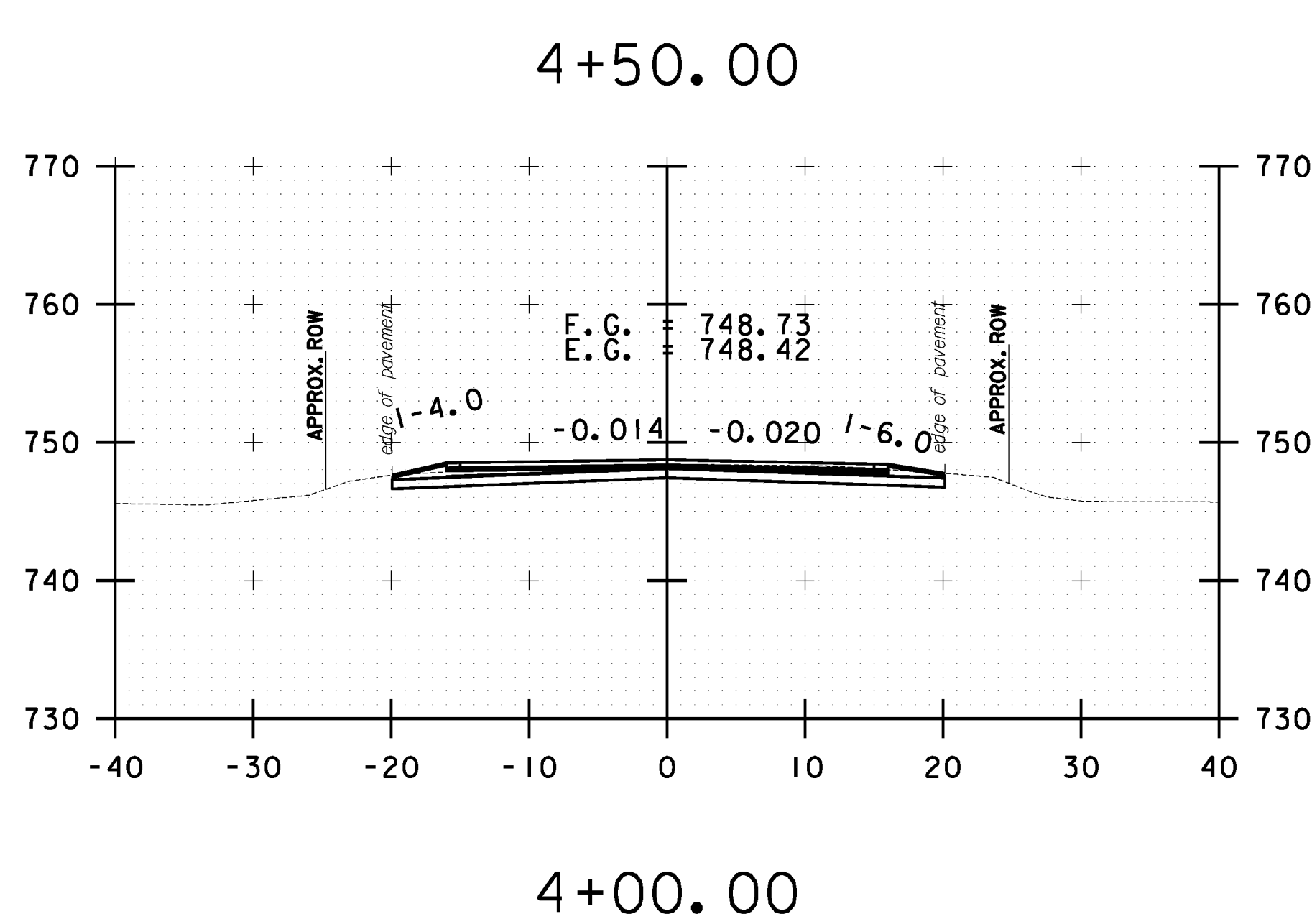
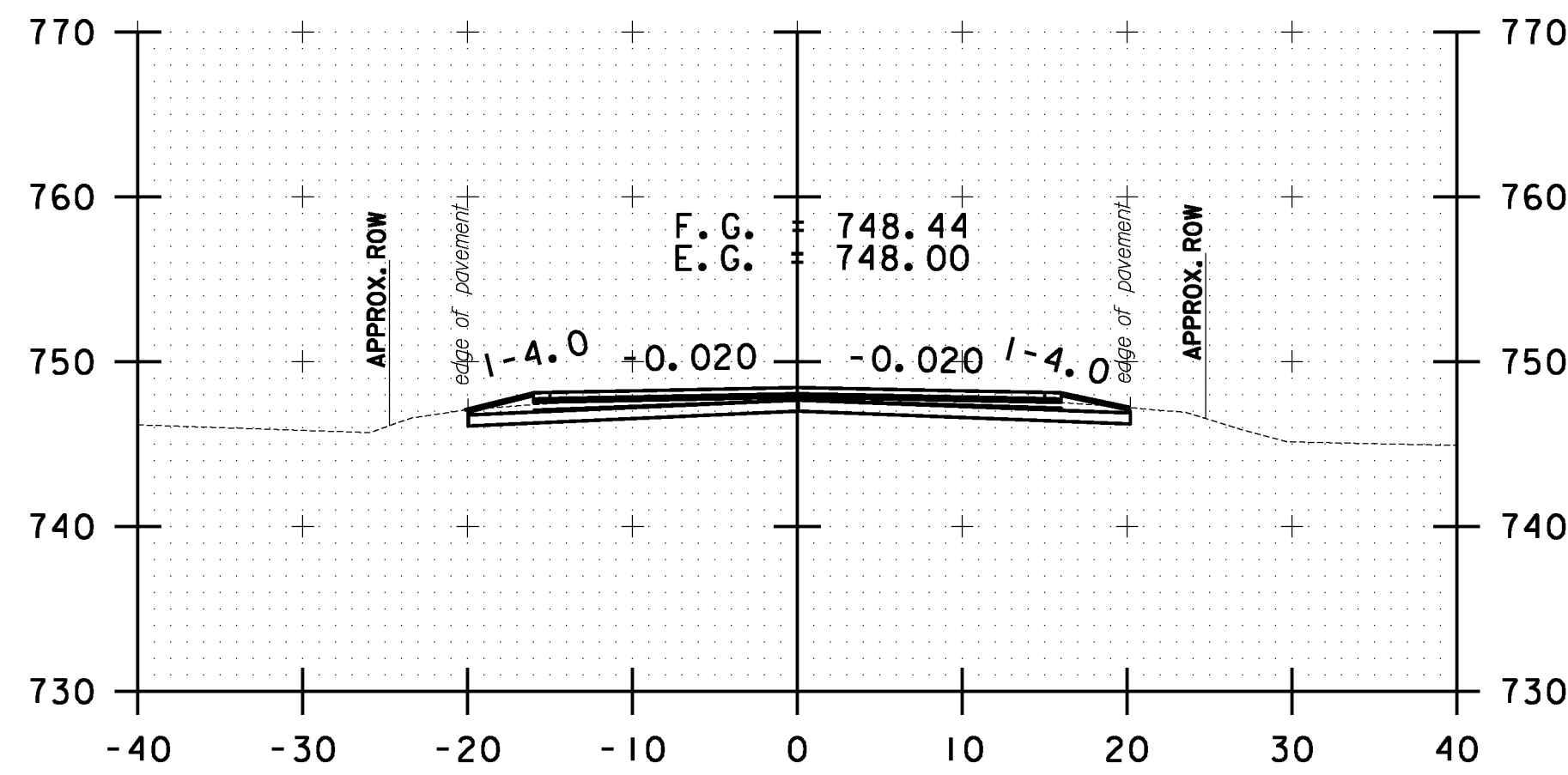
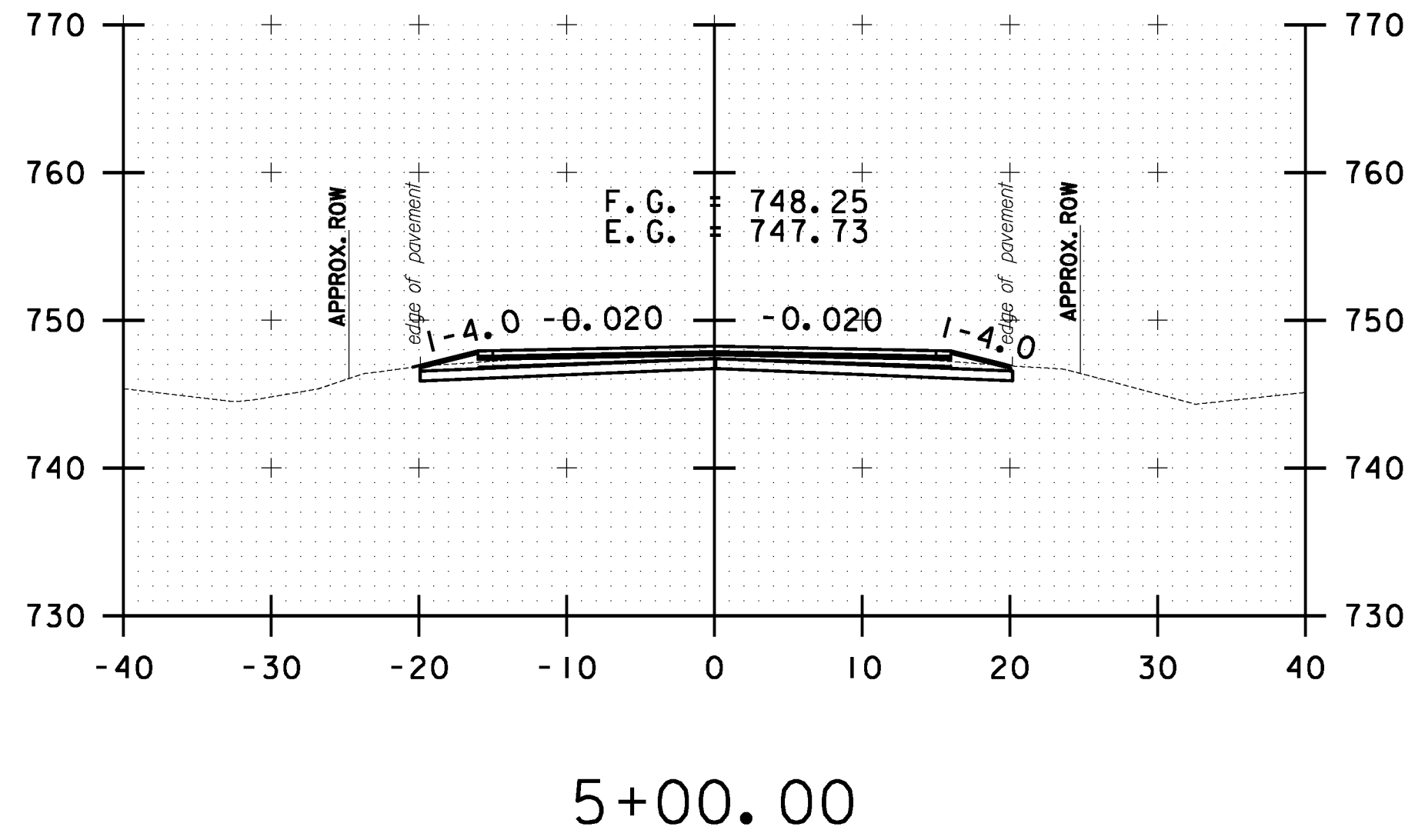
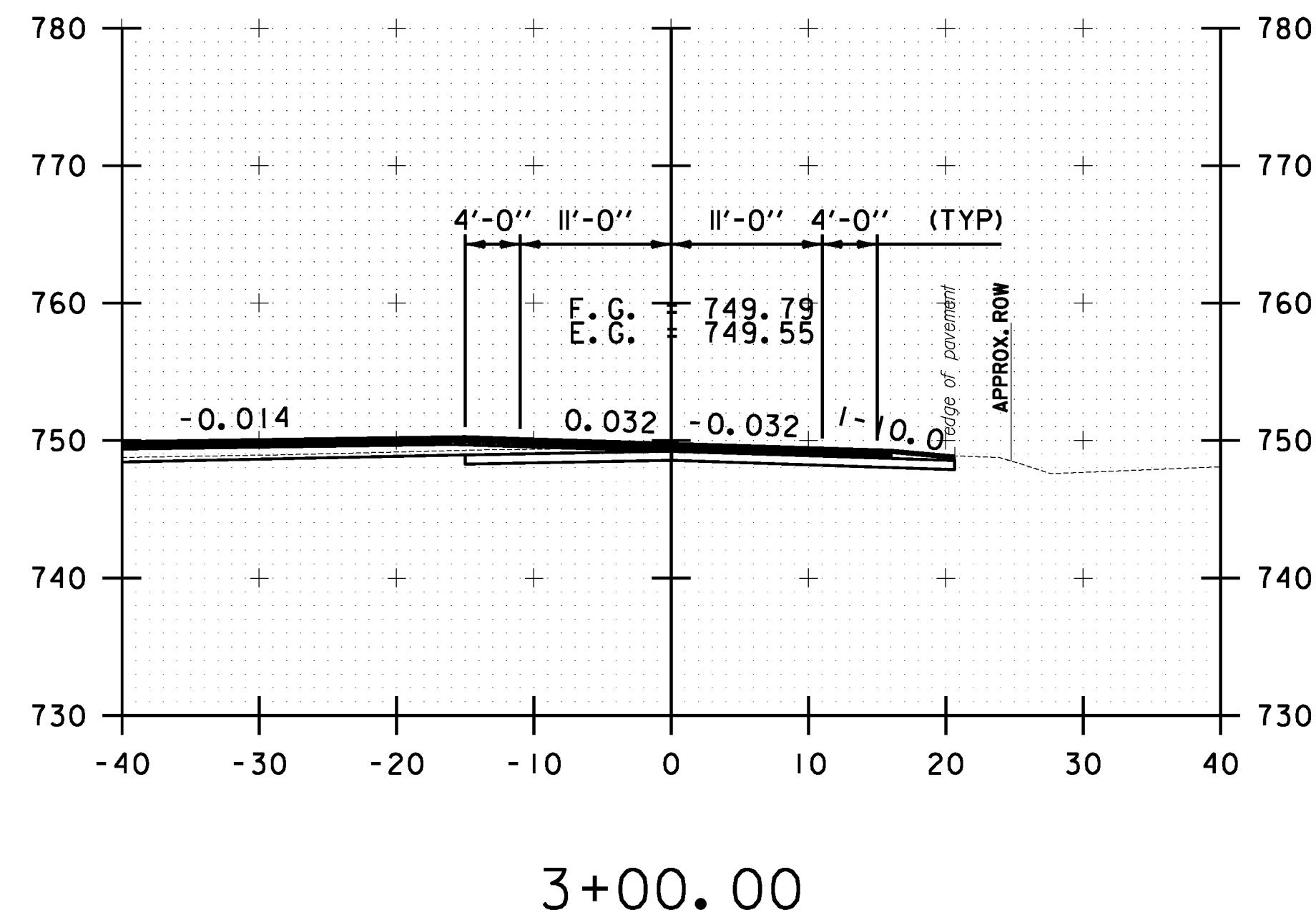
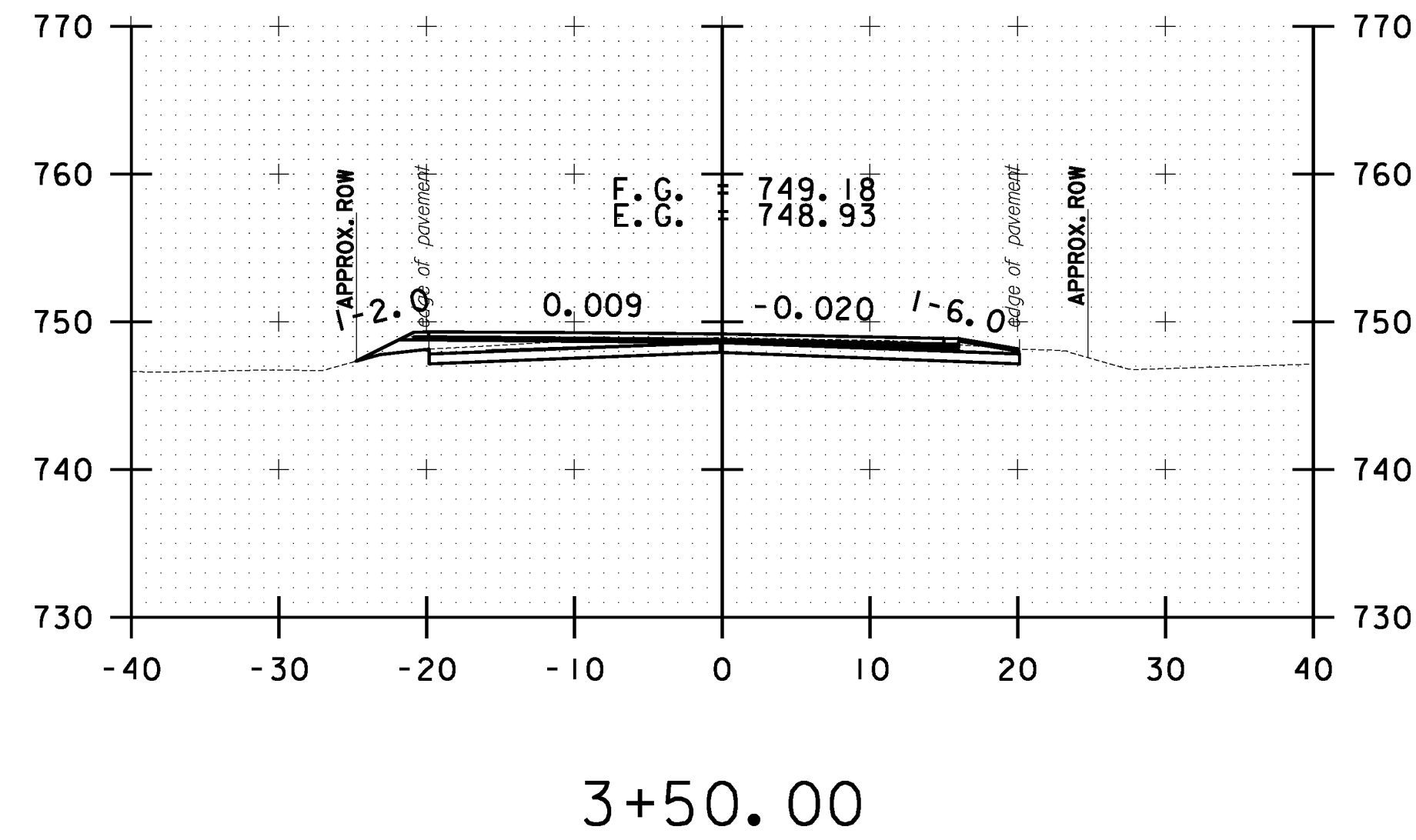
PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

CHECKED BY: J.P.S.

SHEET 214 OF 397

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DATE/TIME = 3/17/2014
USER = jsl6

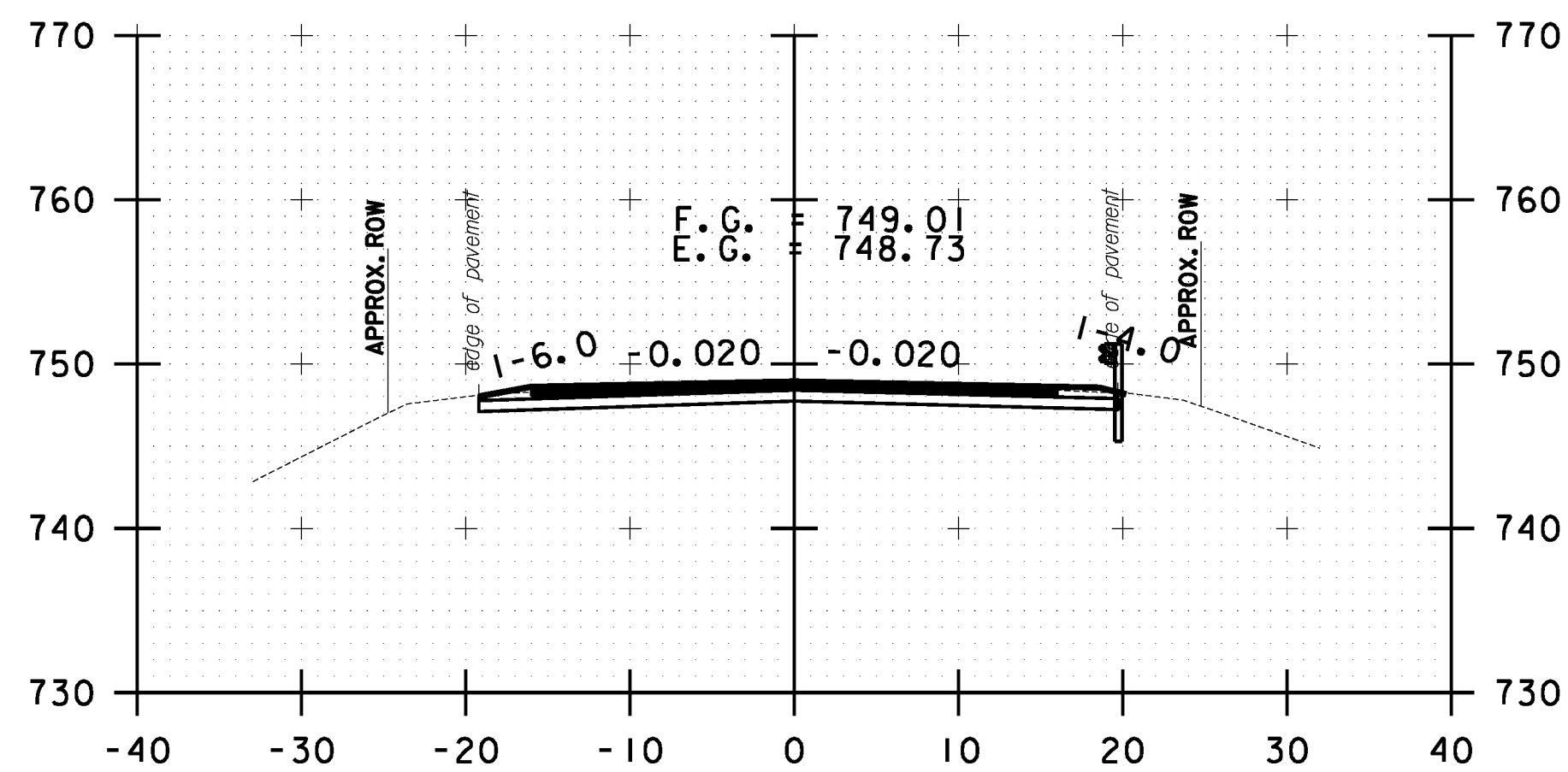
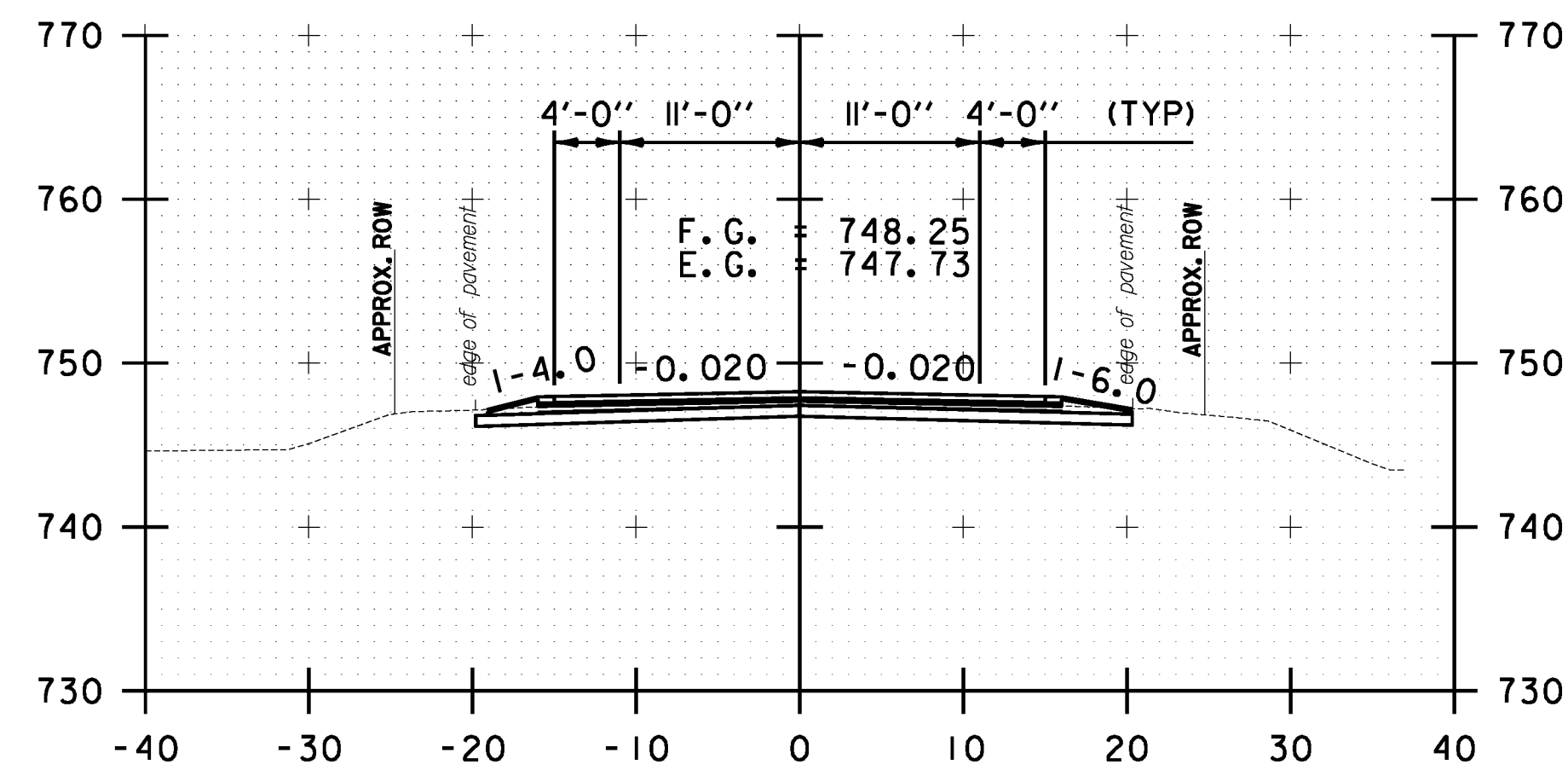
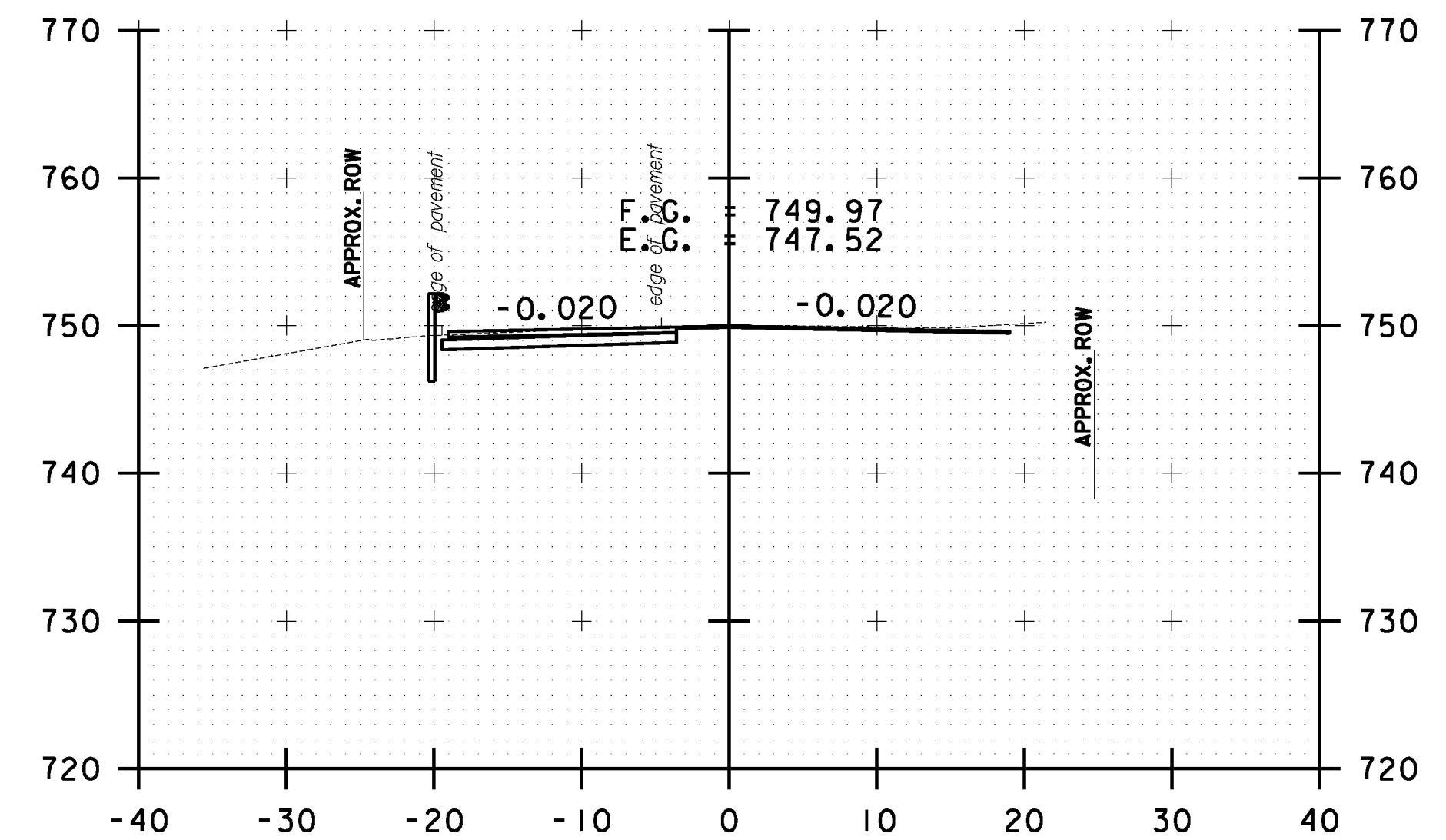
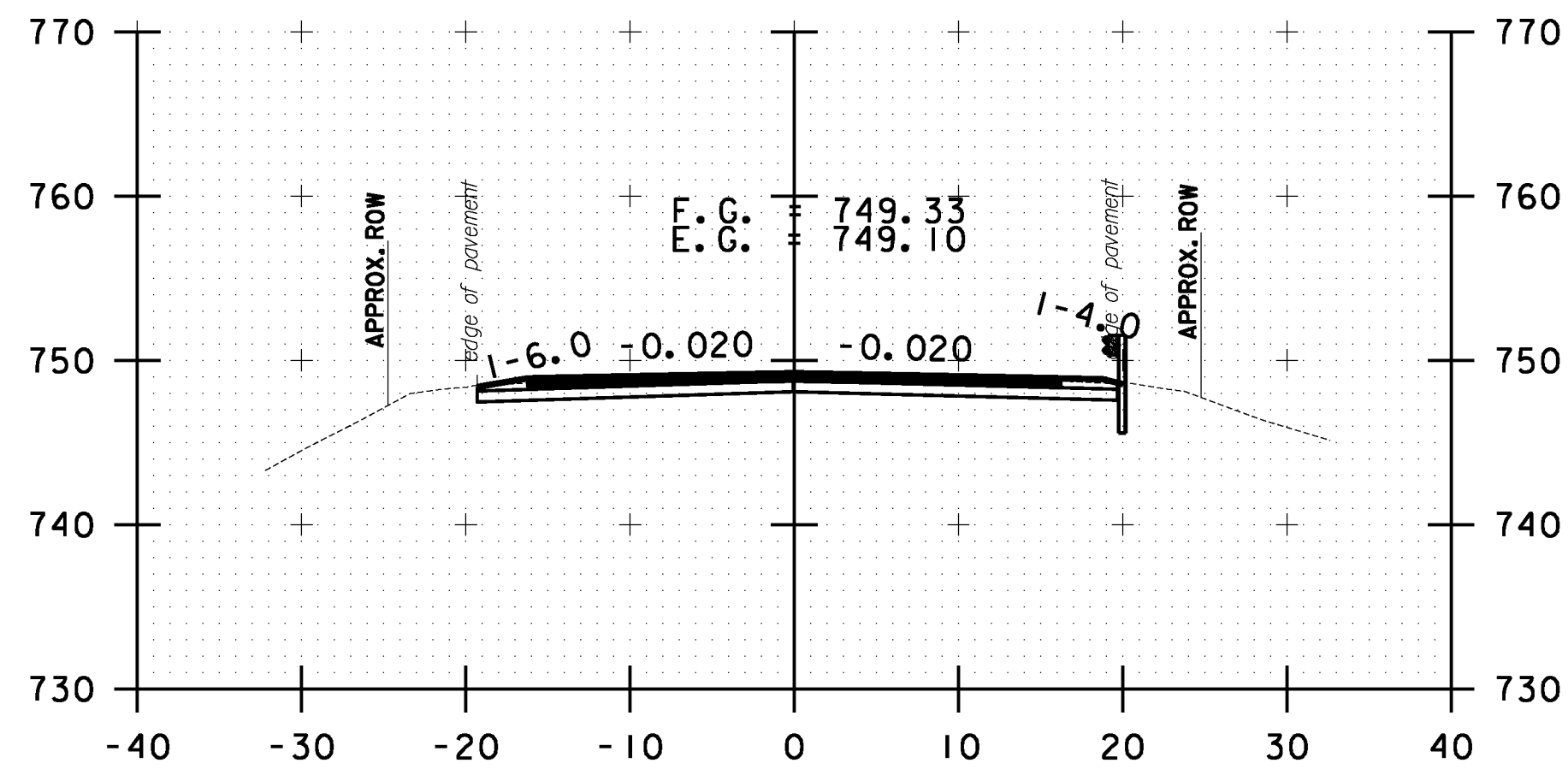
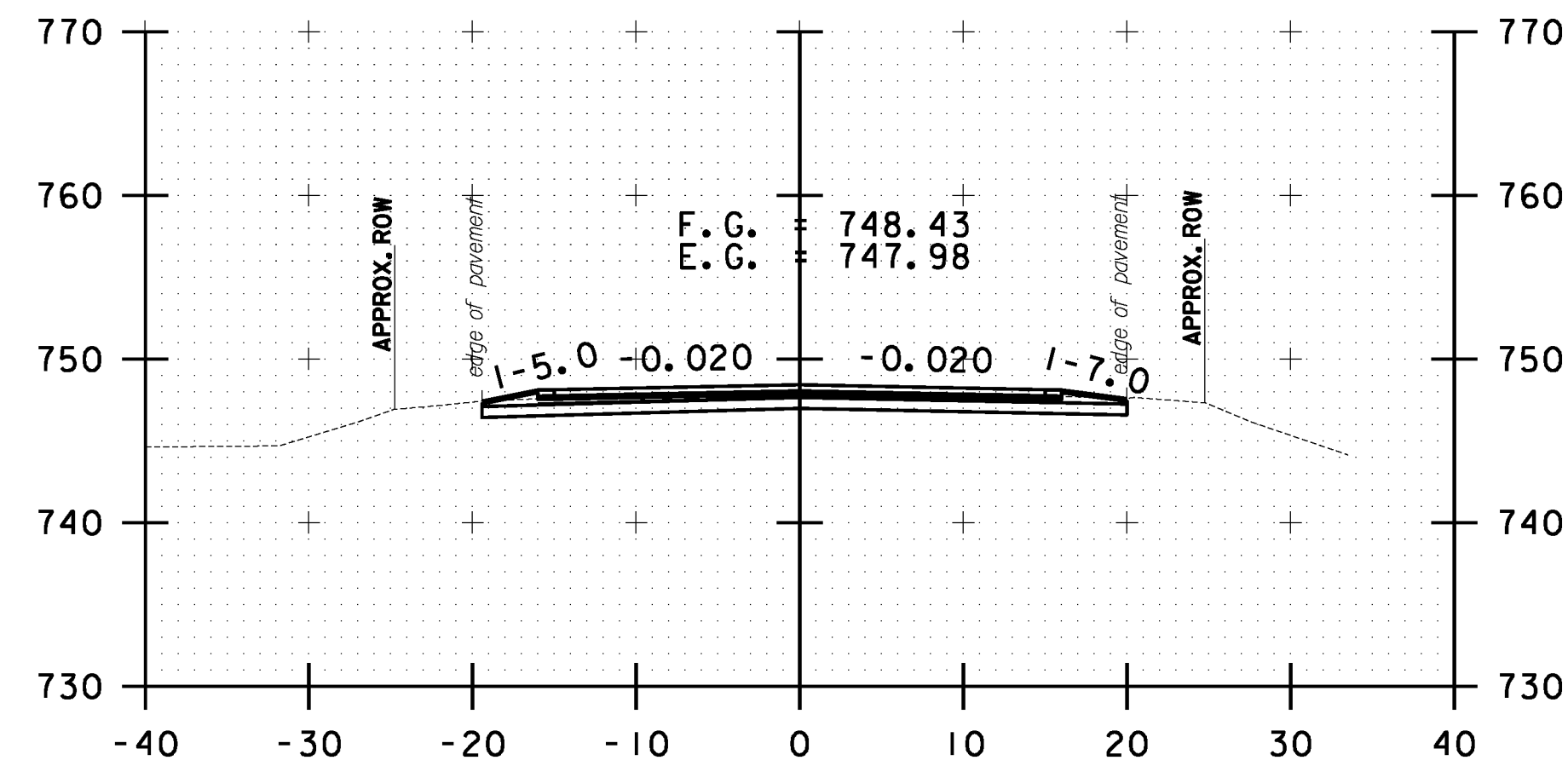
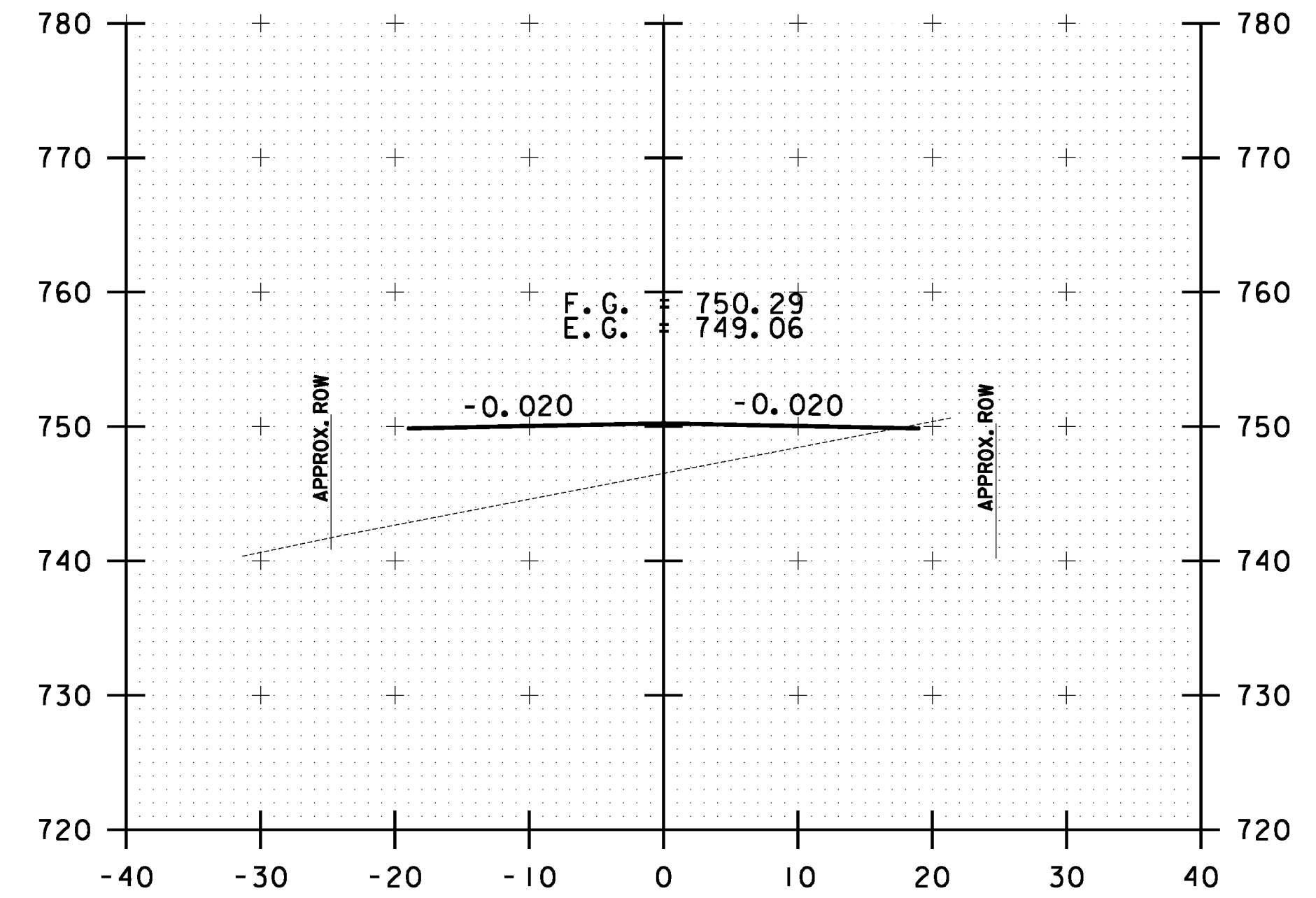
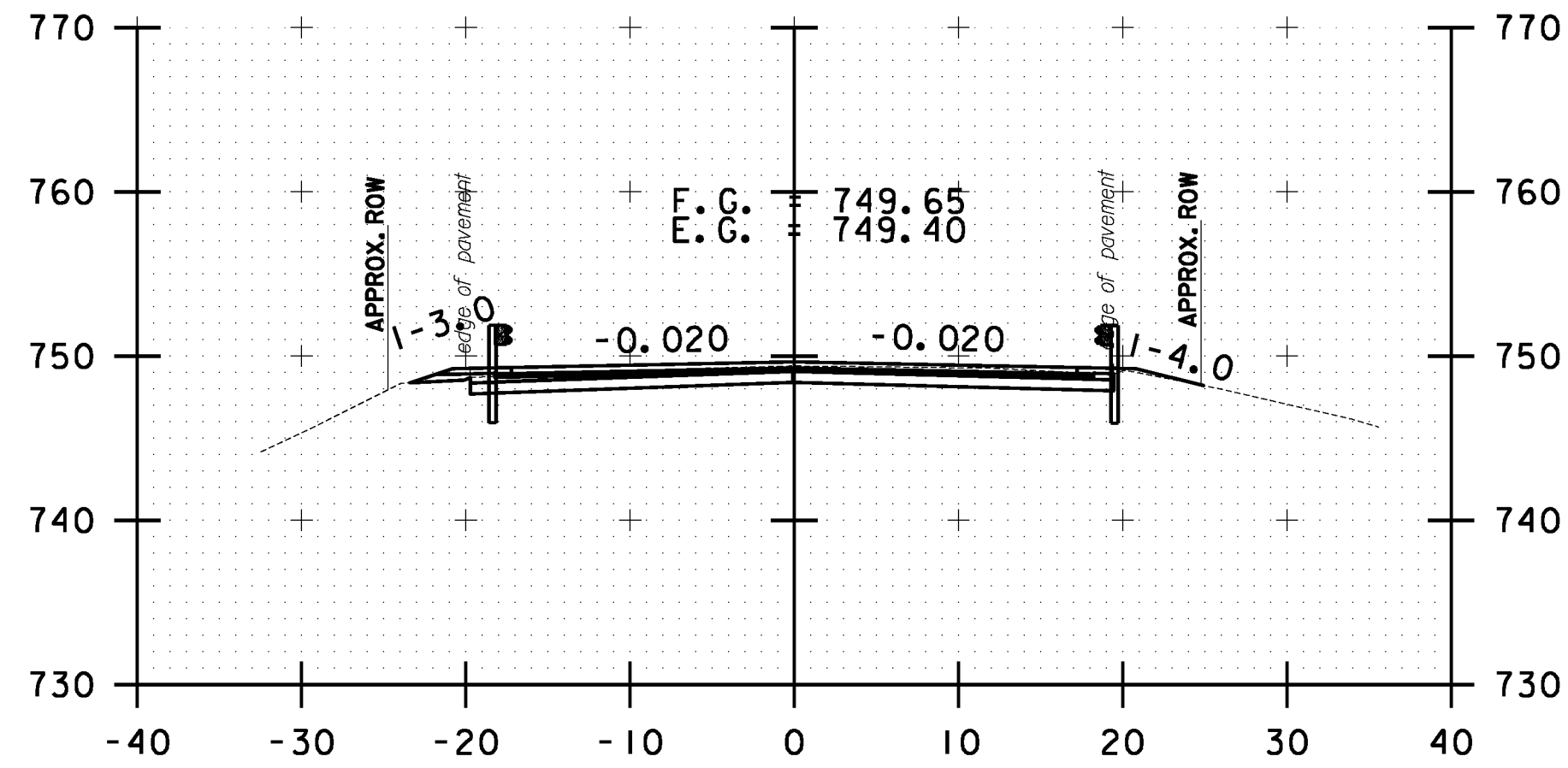
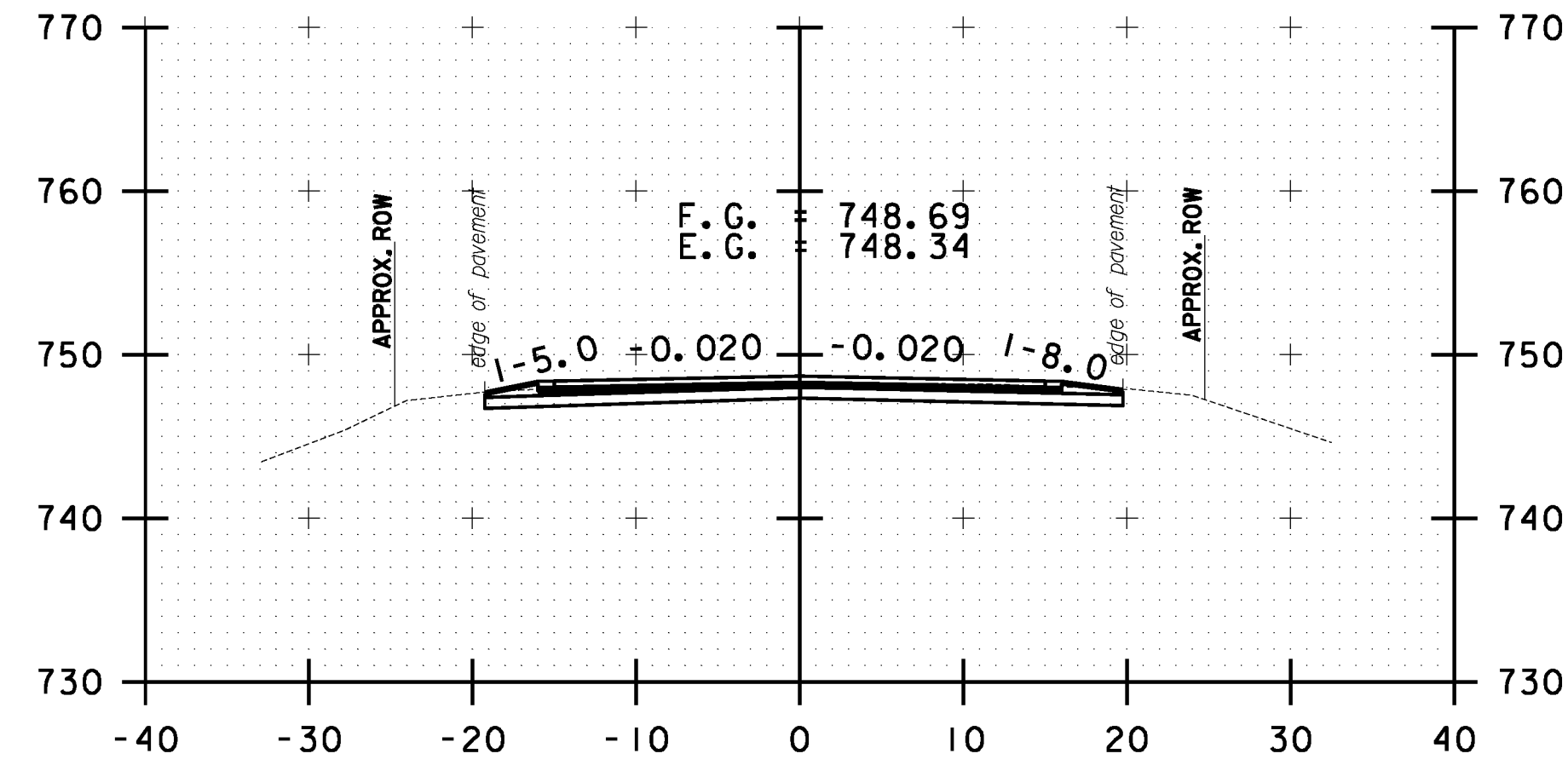


10 0 10
SCALE IN FEET

**STOCKBRIDGE
CROSS SECTION
SHEET #2**

PROJECT NAME: STOCKBRIDGE-BETHEL	
PROJECT NUMBER: STP 2910(1)	
FILE NAME: z10b214_stock_xc.dgn	PLOT DATE: 3/17/2014
PROJECT LEADER: D.E.G.	DRAWN BY: W.G.P.
DESIGNED BY: L.M.B.	CHECKED BY: J.P.S.
IPARM FILE: z10b214xs2.1	SHEET 215 OF 397

FILE NAME: \\P:\projects\ANY\K2\22425\CAOD\KSTN\10b214_stock_xc.dgn
DATE/TIME: 3/17/2014
USER: 4916

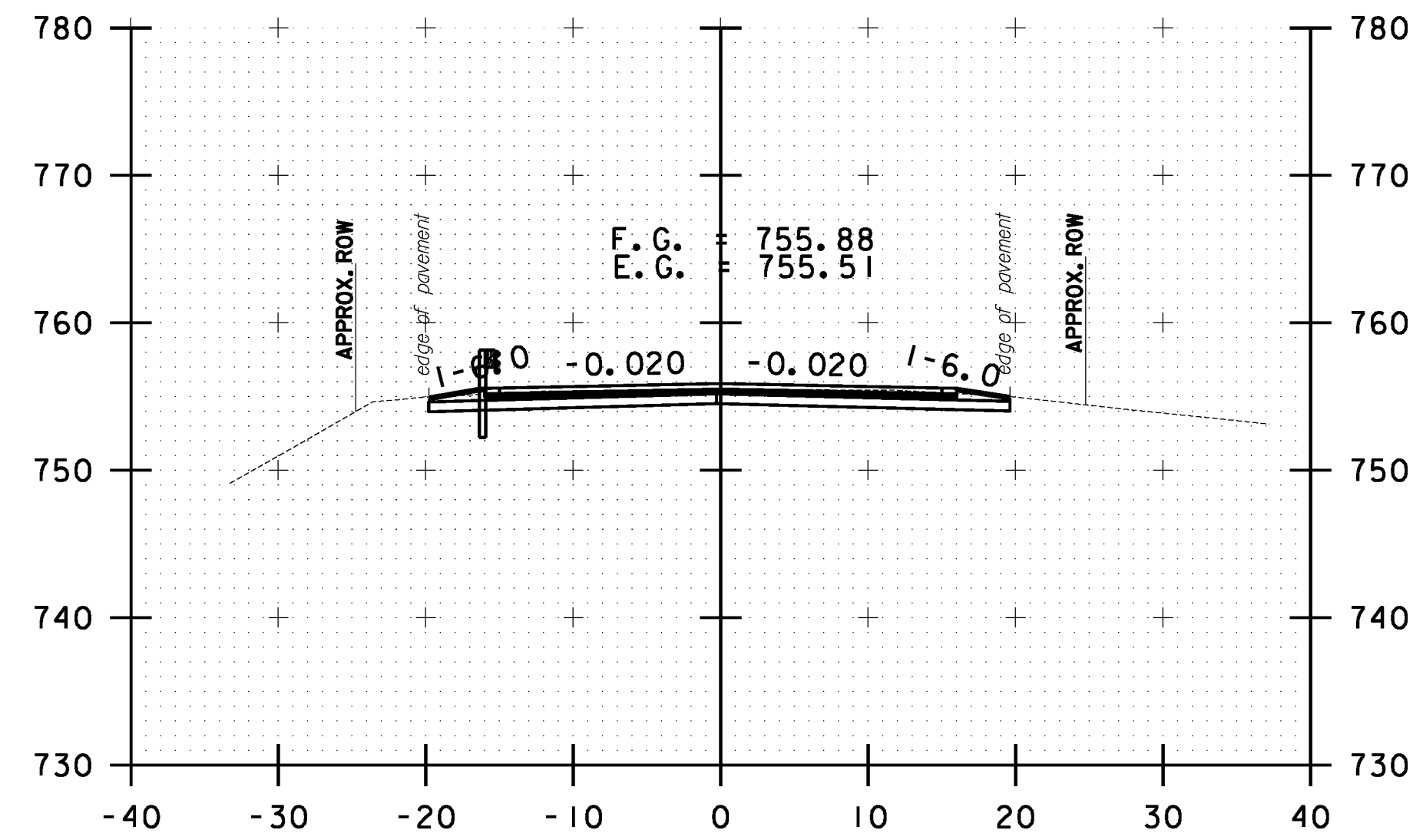


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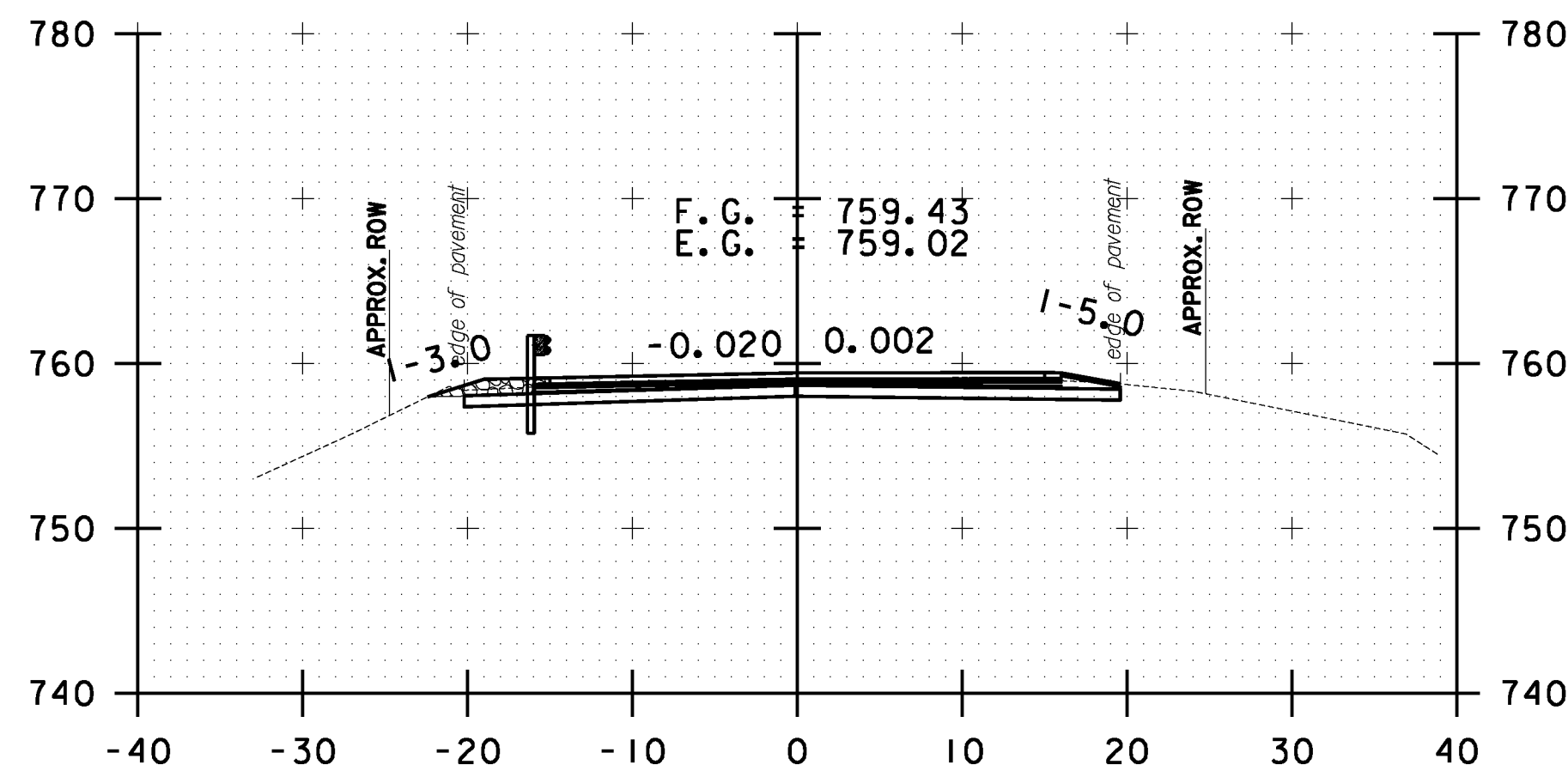
**STOCKBRIDGE
CROSS SECTION
SHEET #3**

PROJECT NAME: STOCKBRIDGE-BETHEL	
PROJECT NUMBER: STP 2910(1)	
FILE NAME: z10b214_stock_xc.dgn	PLOT DATE: 3/17/2014
PROJECT LEADER: D.E.G.	DRAWN BY: W.G.P.
DESIGNED BY: L.M.B.	CHECKED BY: J.P.S.
IPARM FILE: z10b214xs3.1	SHEET 216 OF 397

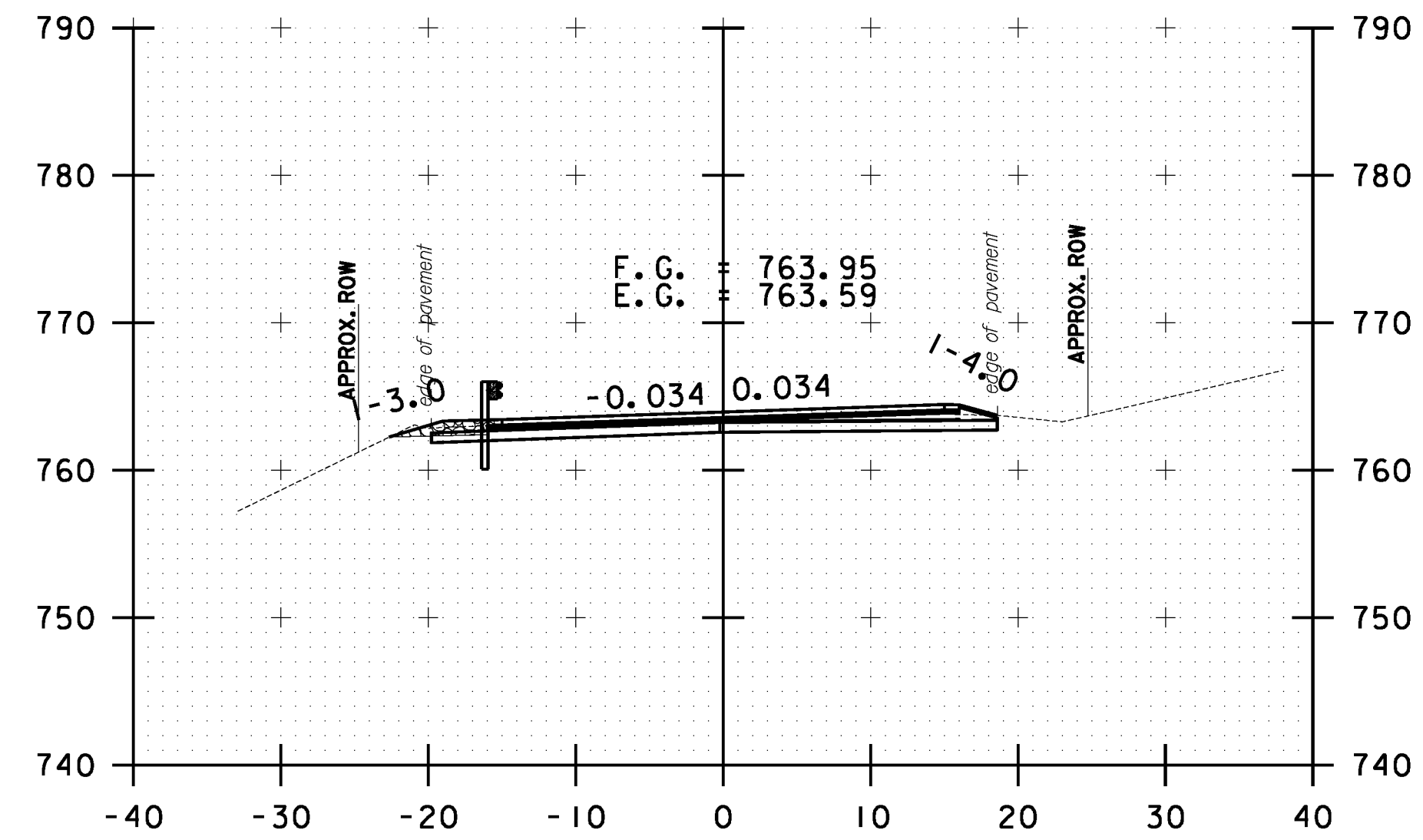
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DATE/TIME : 3/17/2014
USER : jsl



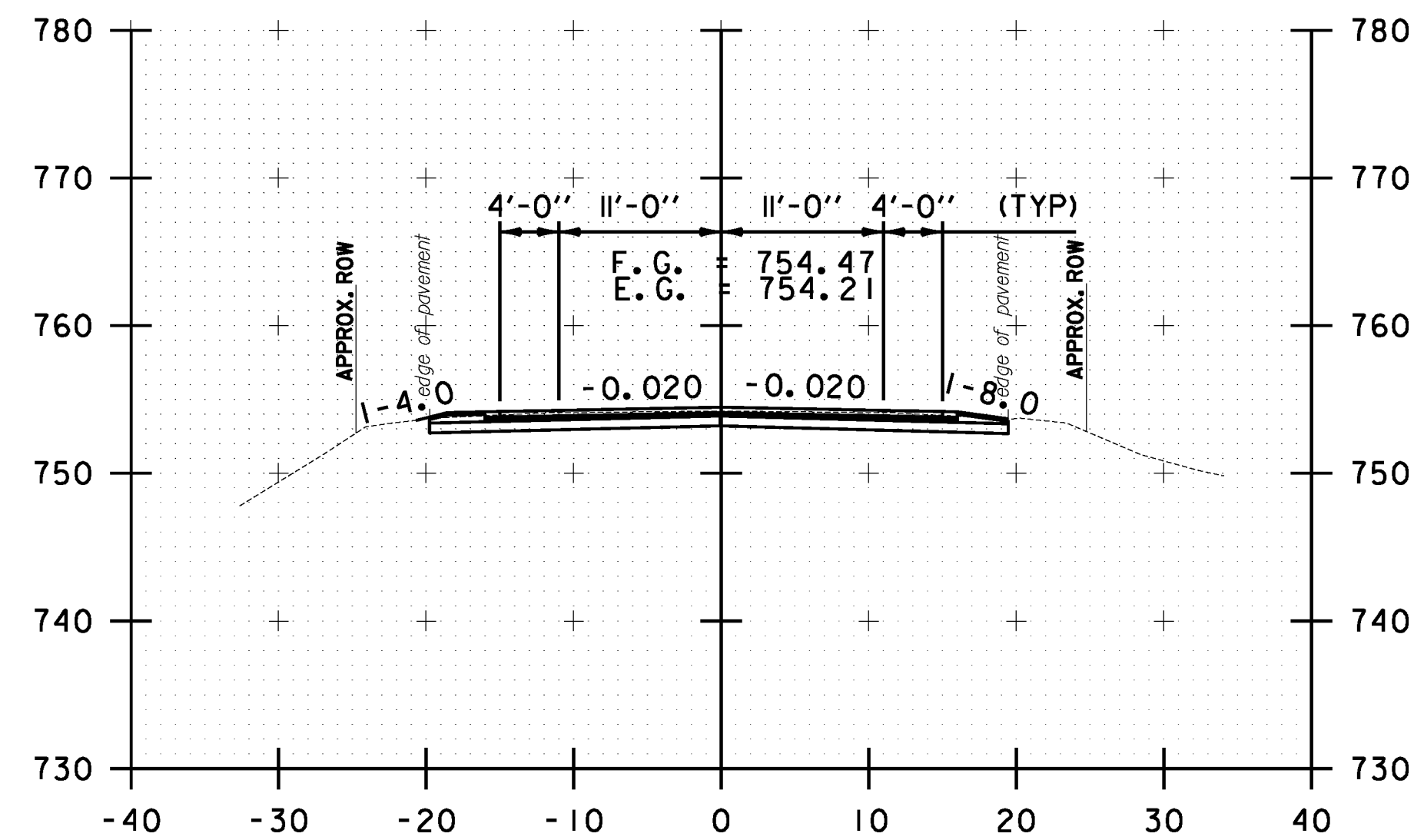
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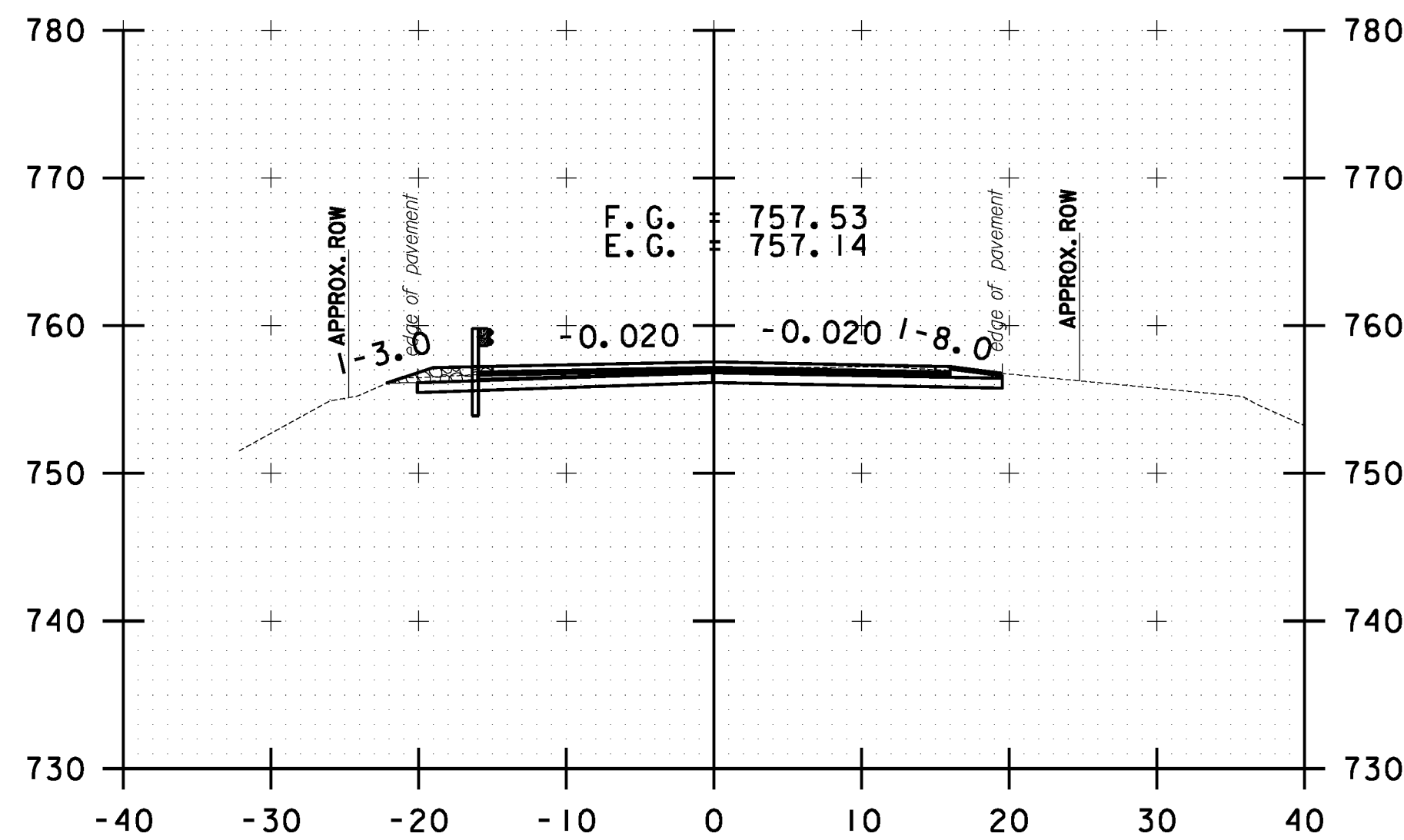
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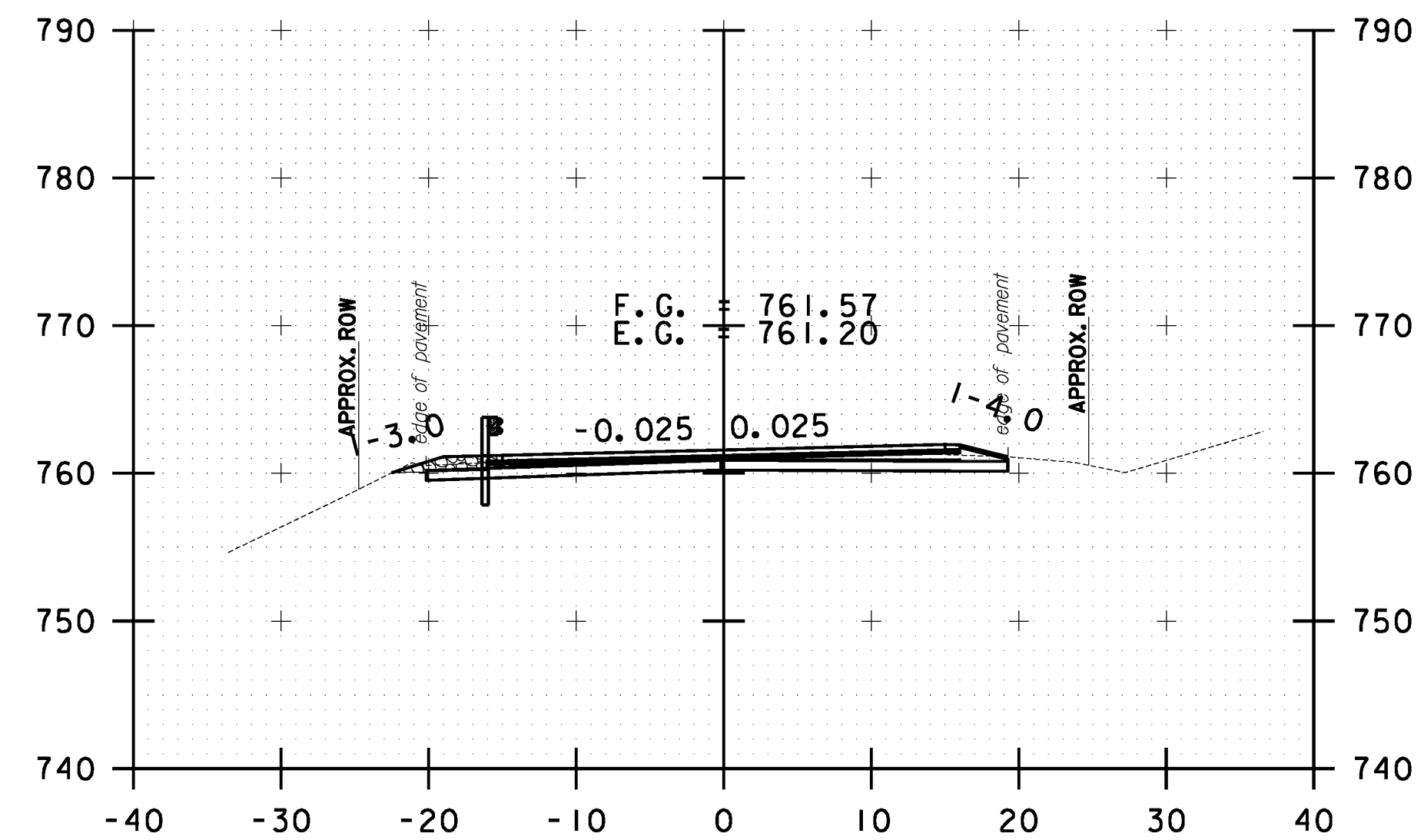
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14+00.00



15+00.00



16+00.00

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SCALE IN FEET

**STOCKBRIDGE
CROSS SECTION
SHEET #5**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_stock_xc.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

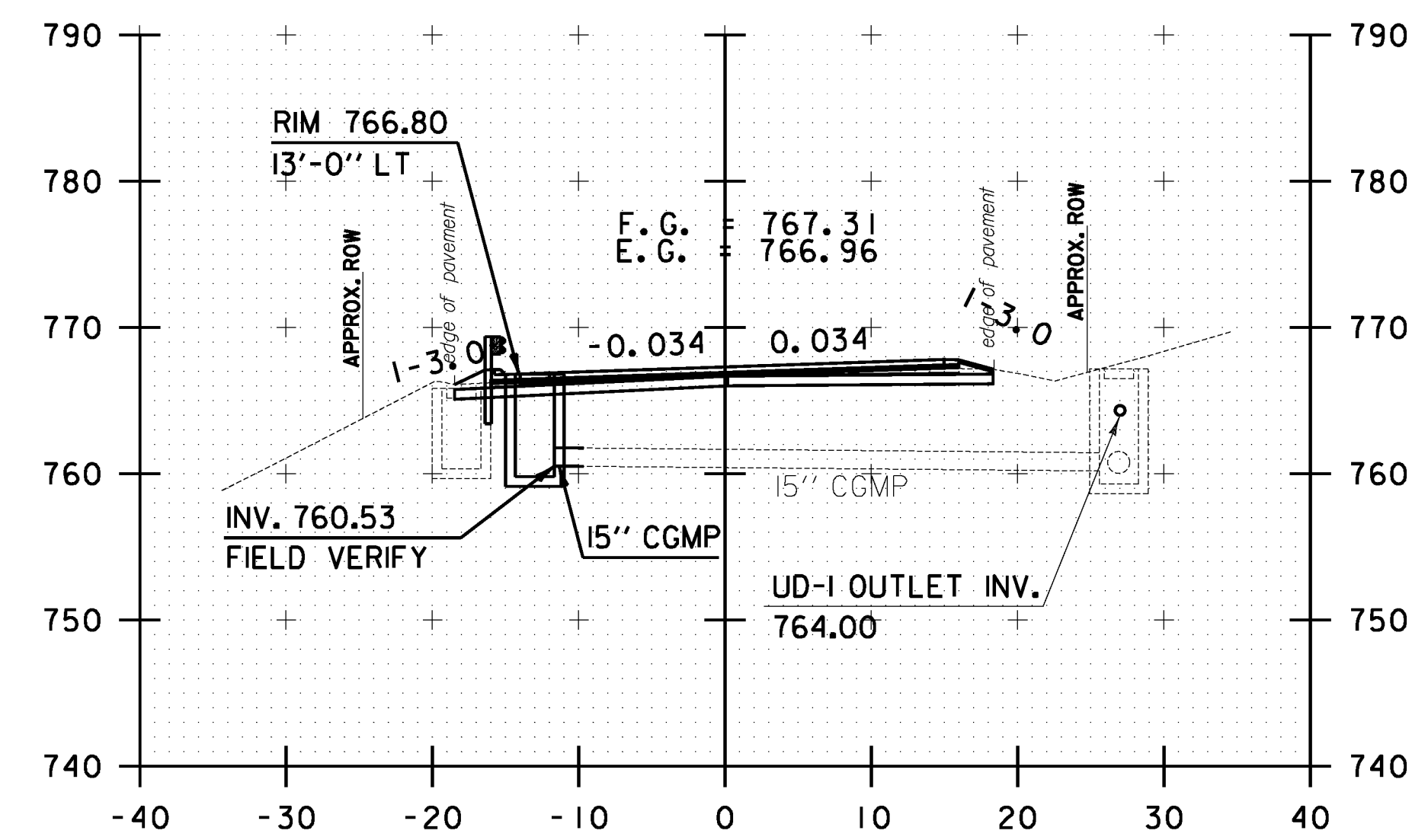
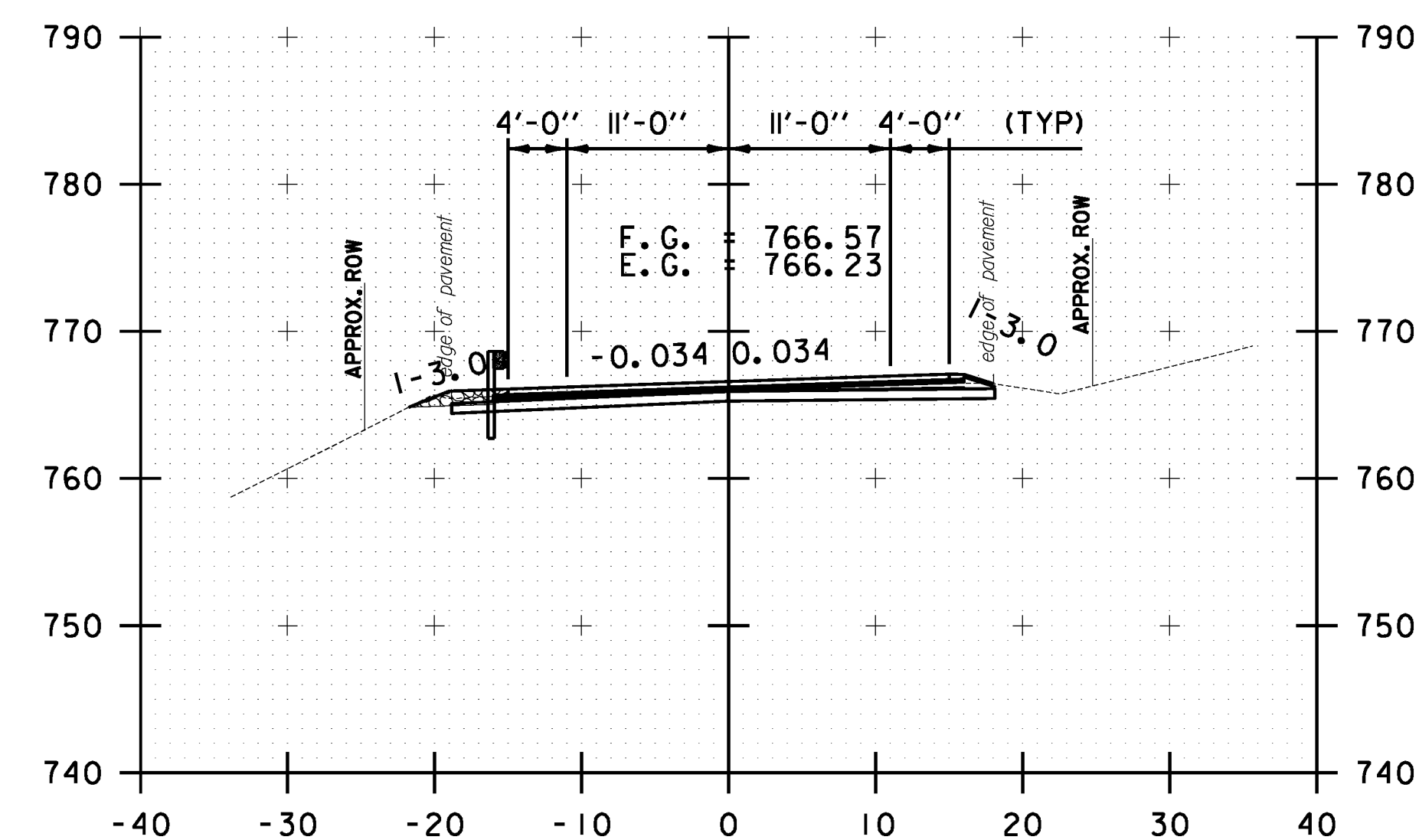
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PLOT DATE: 3/17/2014

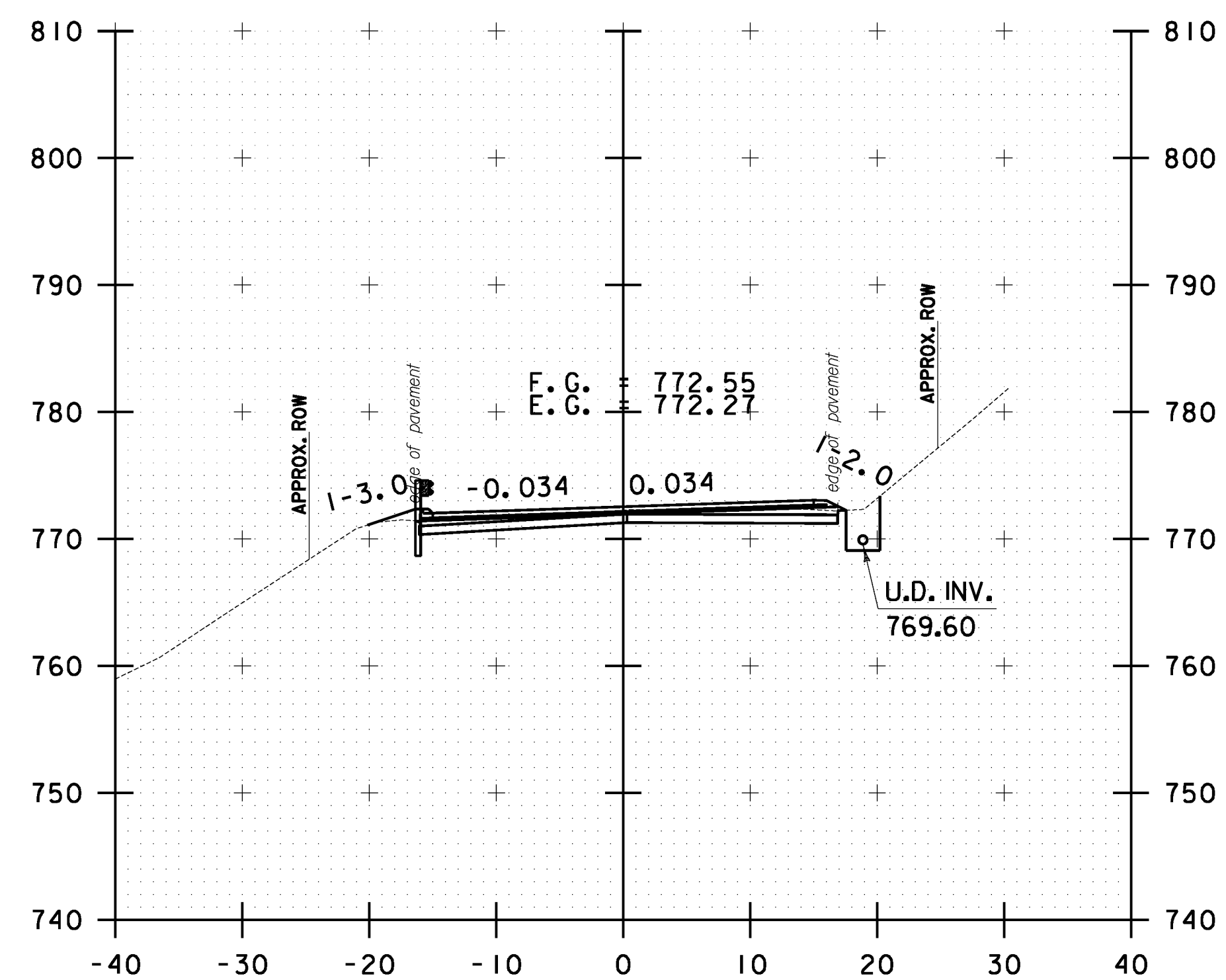
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CHECKED BY: J.P.S.

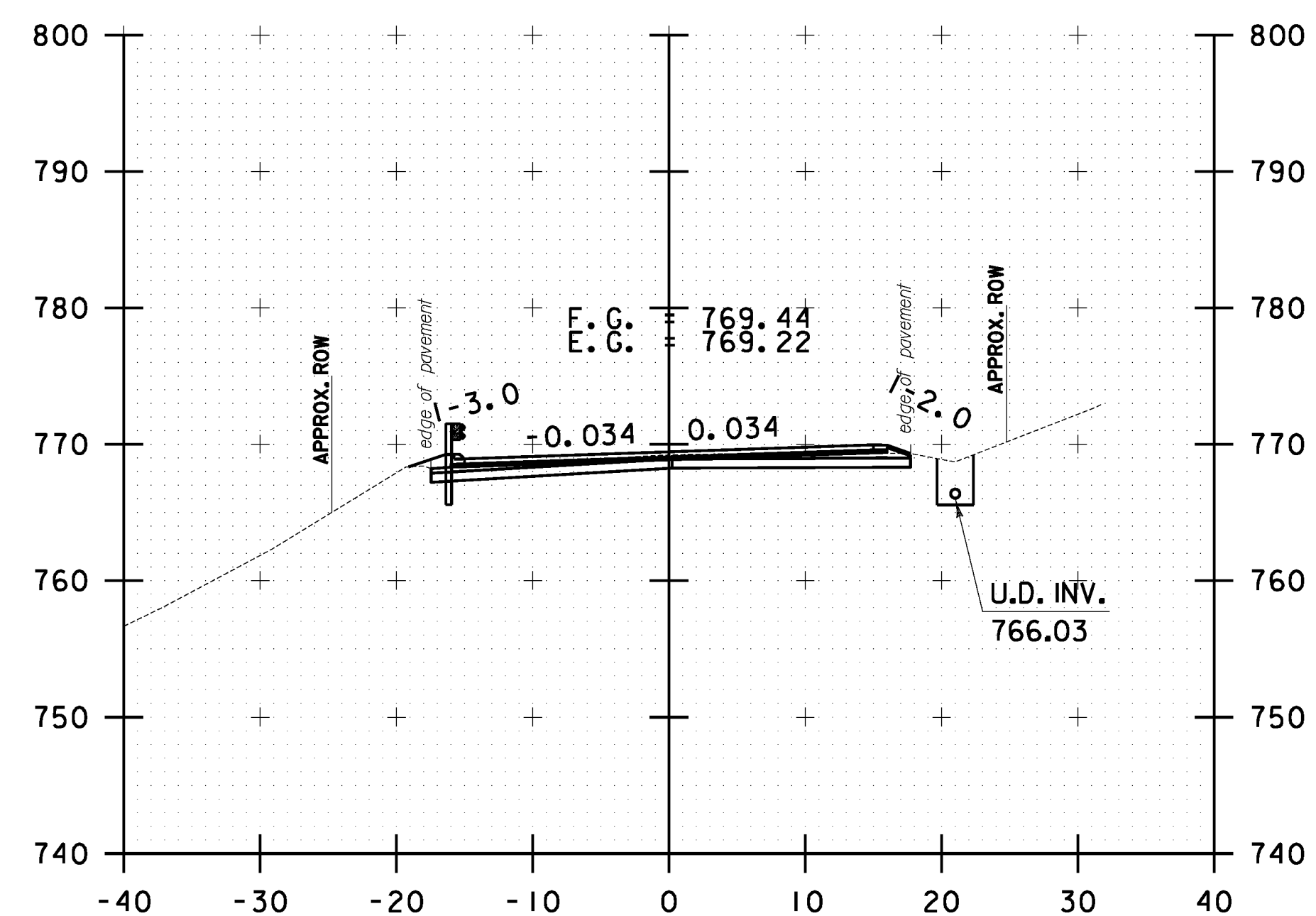
SHEET 218 OF 397

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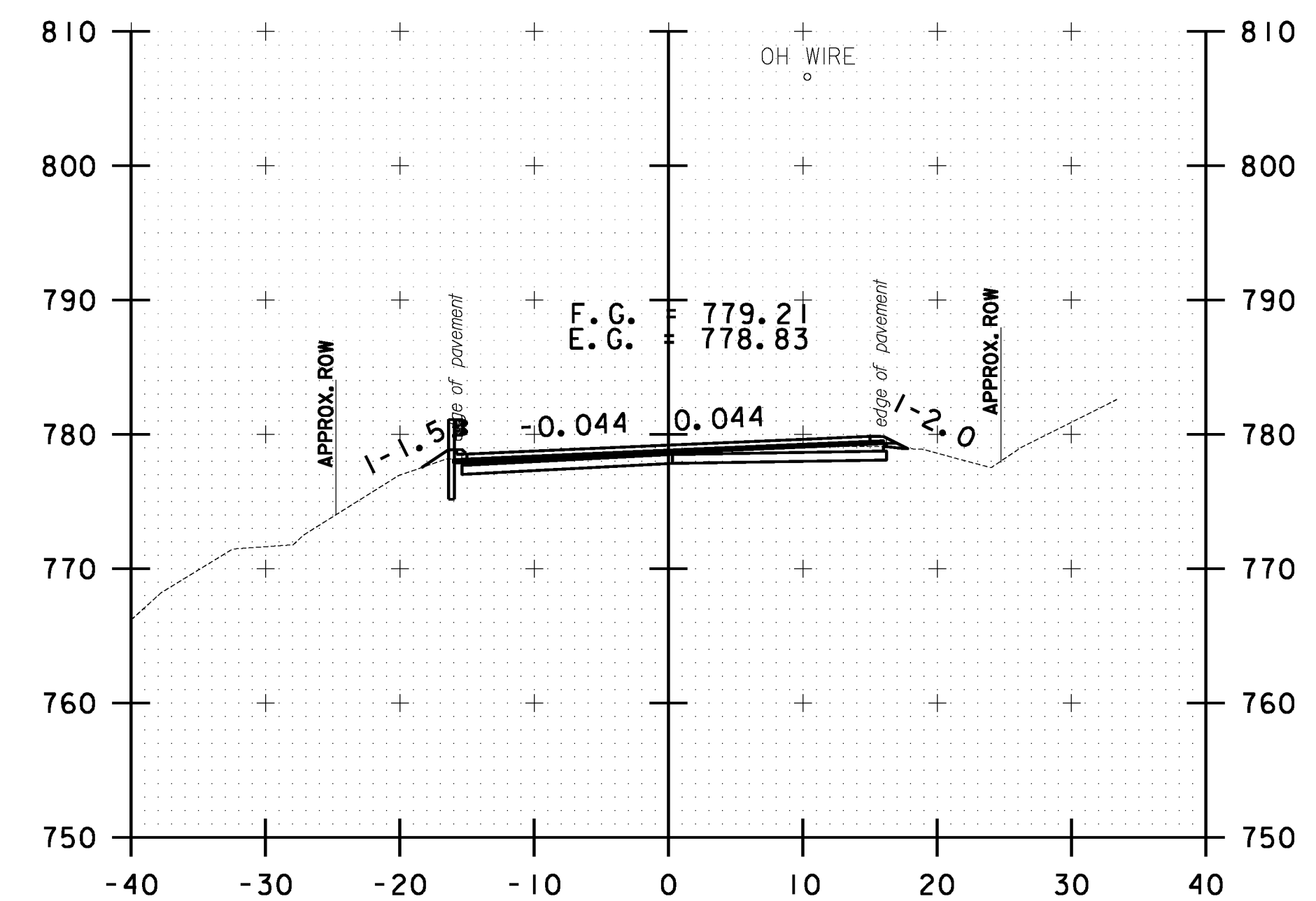
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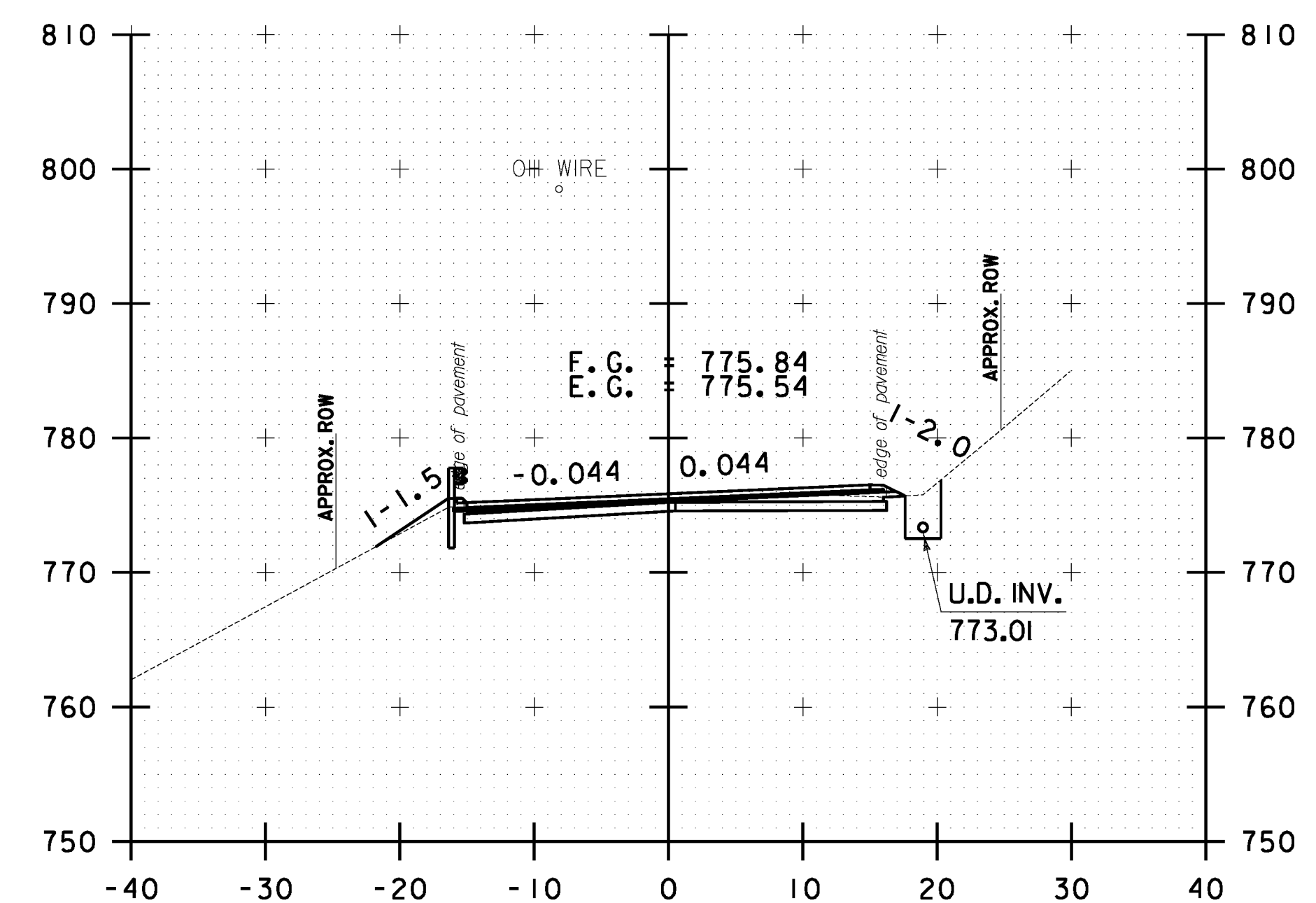
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18+50.00

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FILE NAME = V:\Projects\ANY\K2\22426\CADD\*_MSTN\z10b214_*stock*.xc.dgn
DATE/TIME = 3/17/2014
USER = 4916
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**STOCKBRIDGE
CROSS SECTION
SHEET #6**

PROJECT NAME:	STOCKBRIDGE-BETHEL
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PROJECT NUMBER: STP 2910(I)

FILE NAME: z10b214_stock_xc.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214xs6.i

PLOT DATE: 3/17/2014

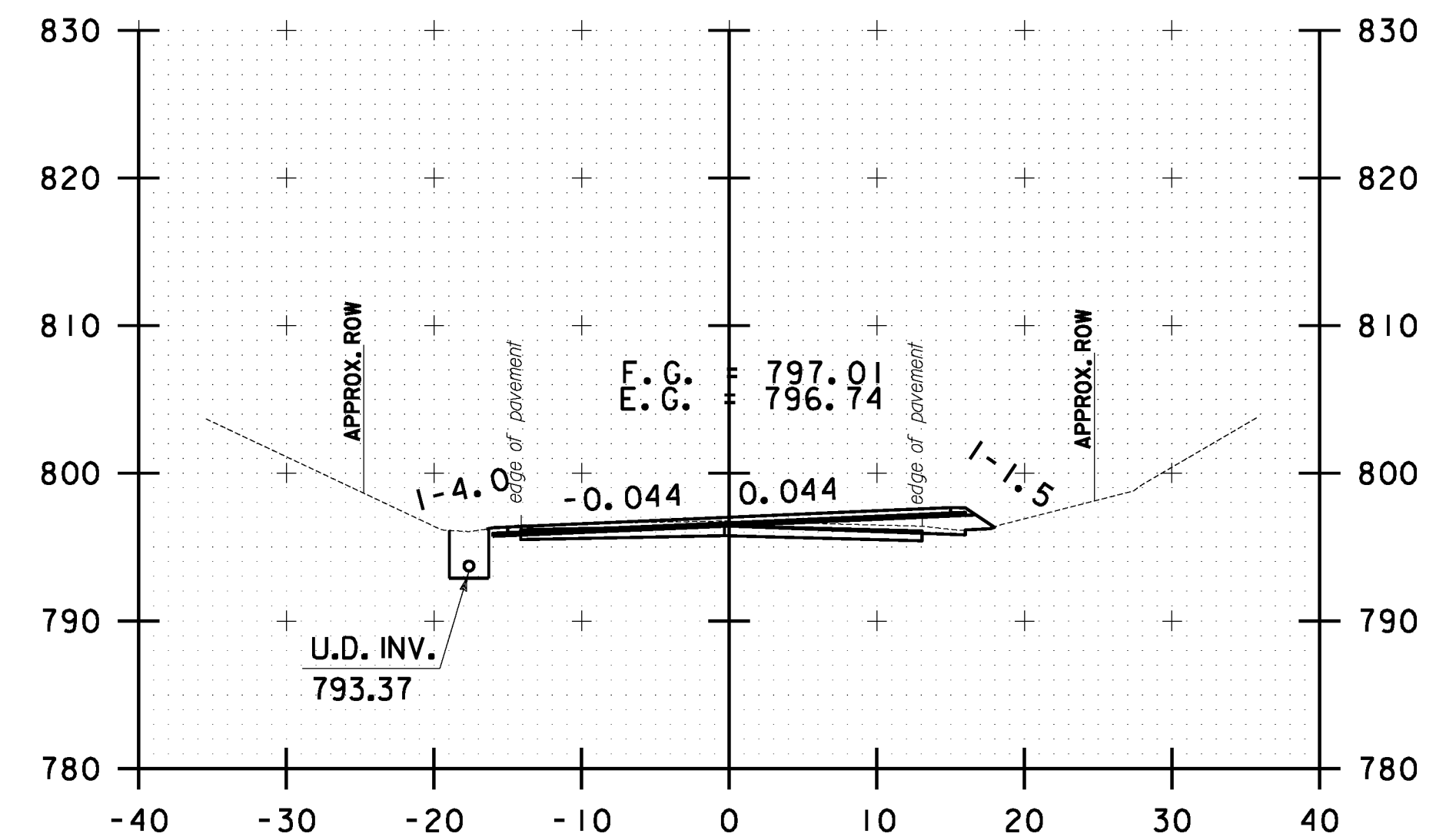
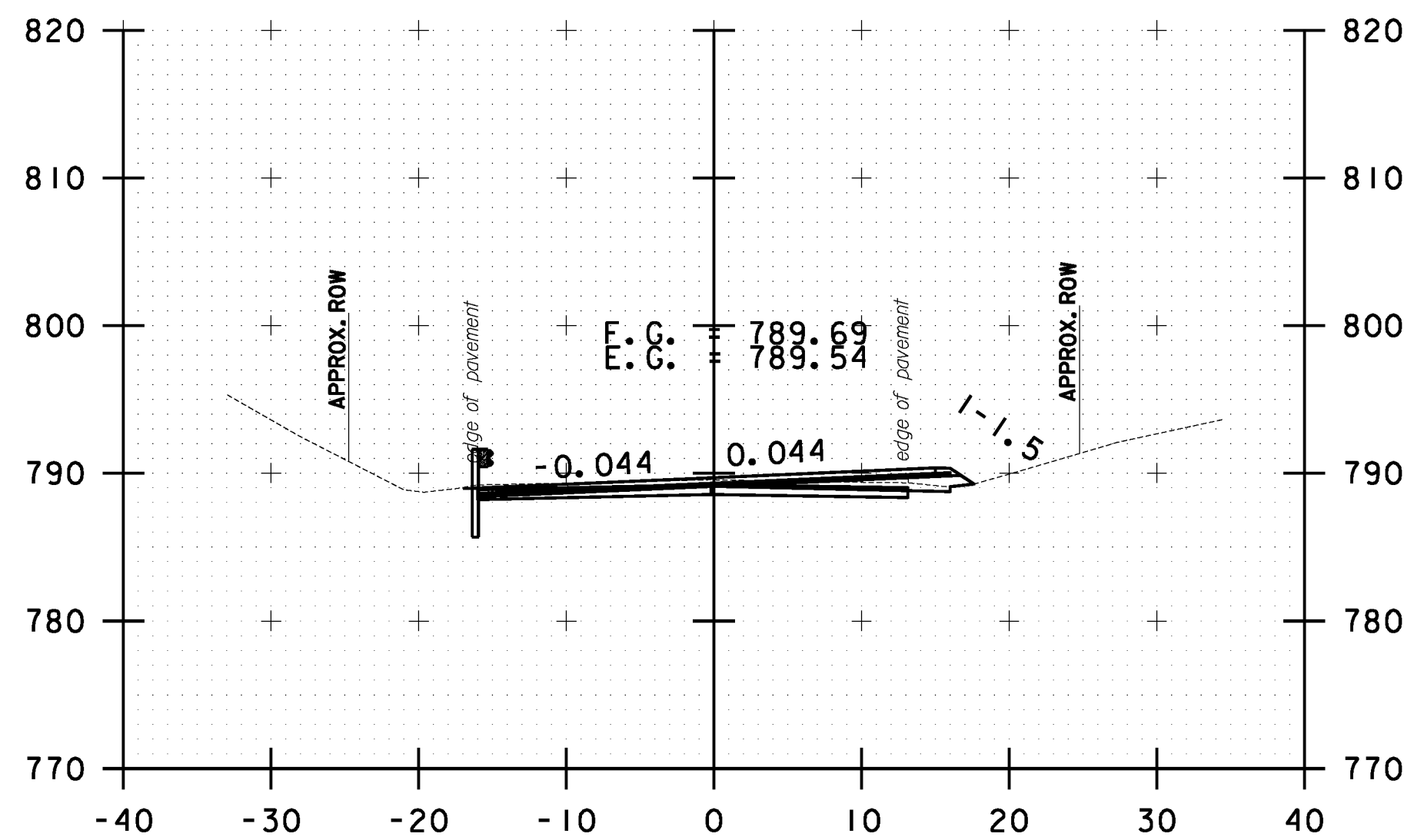
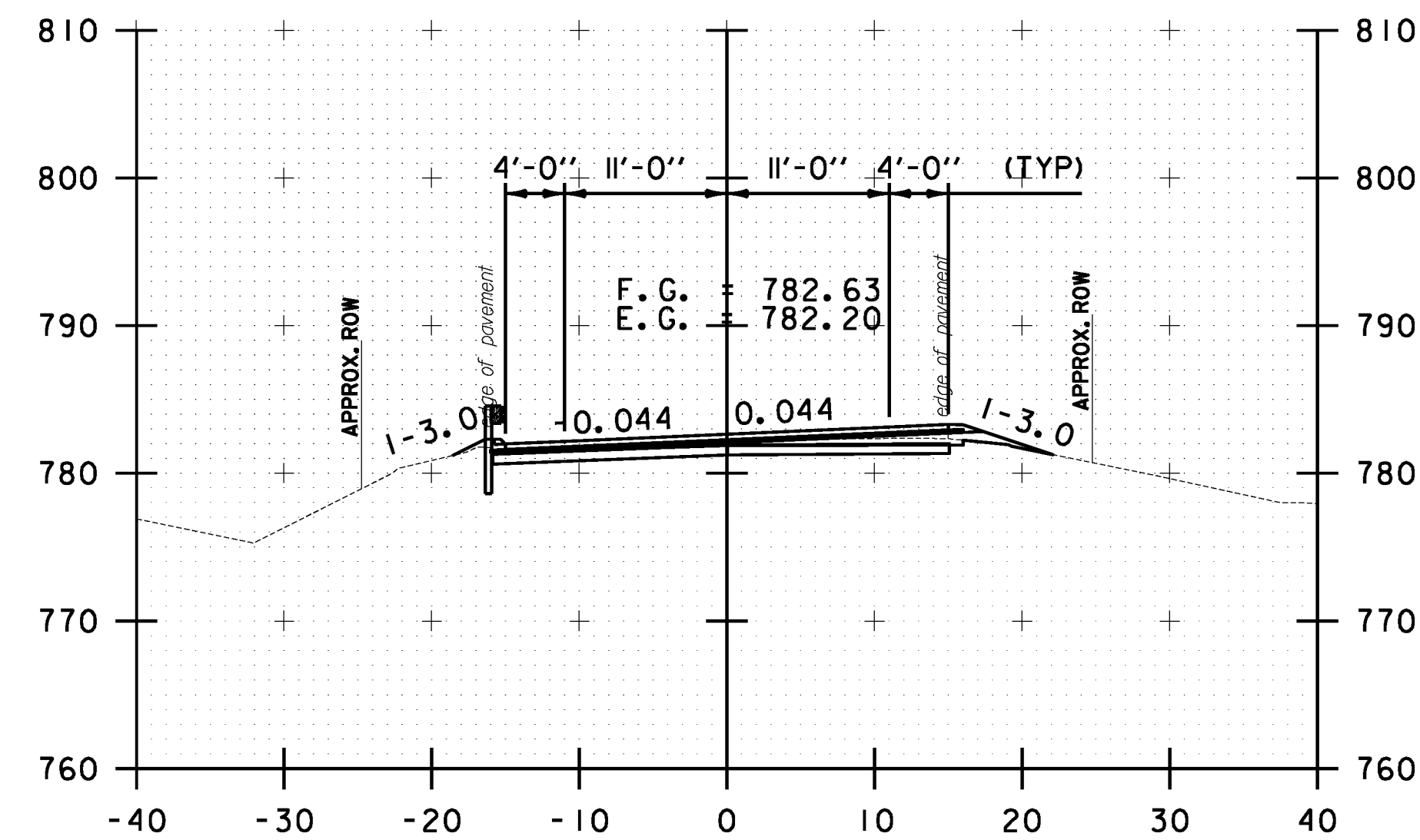
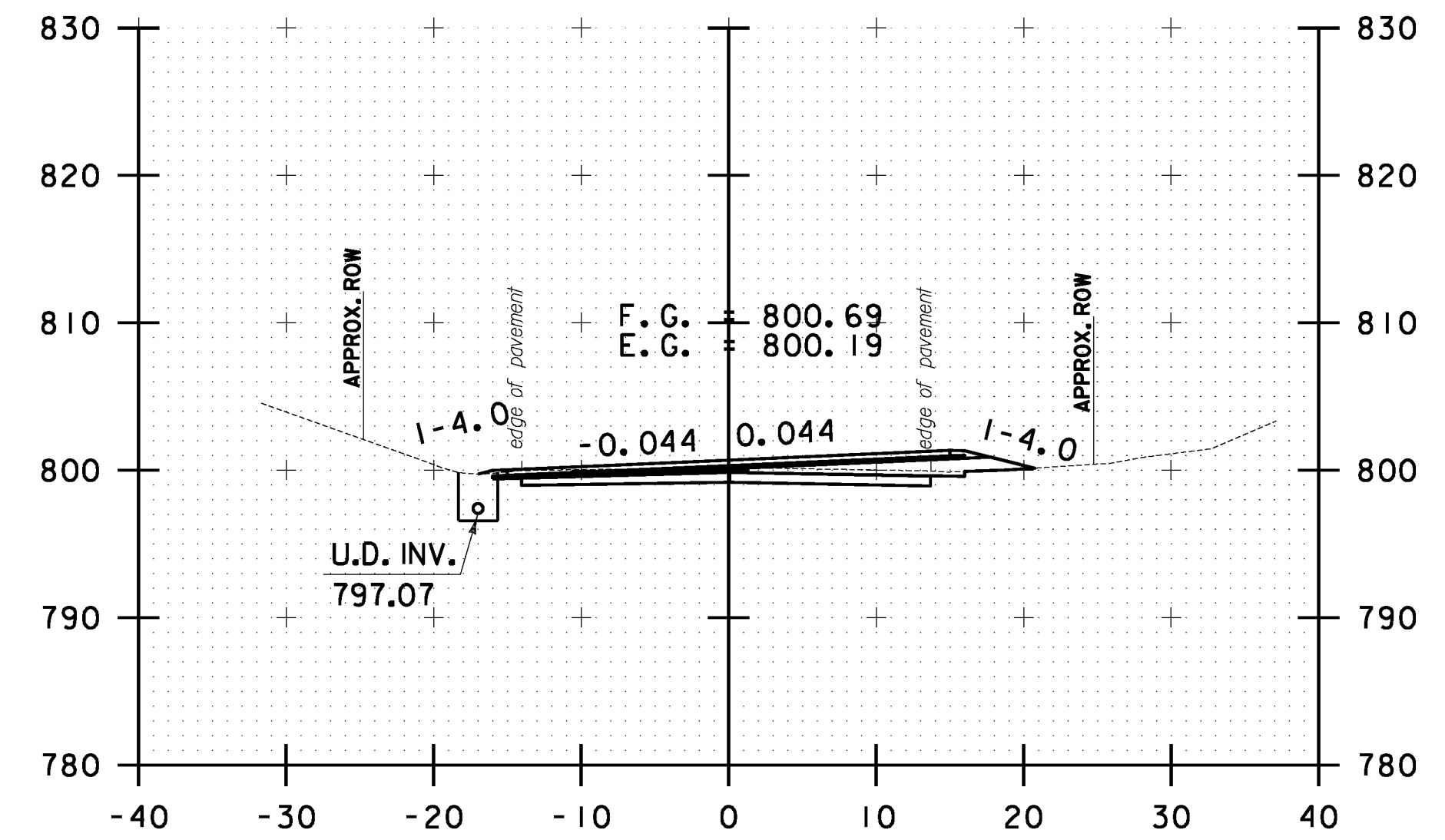
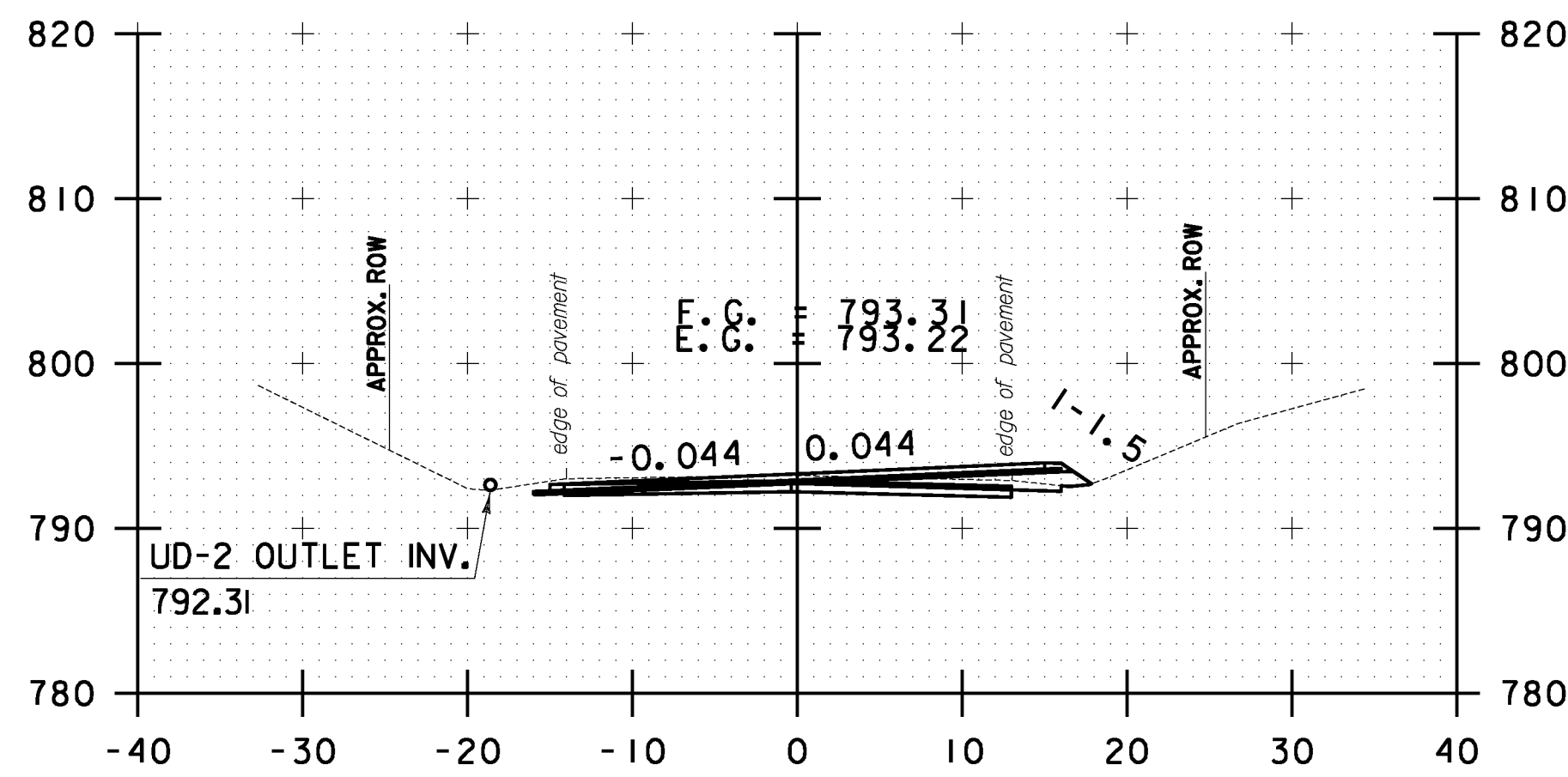
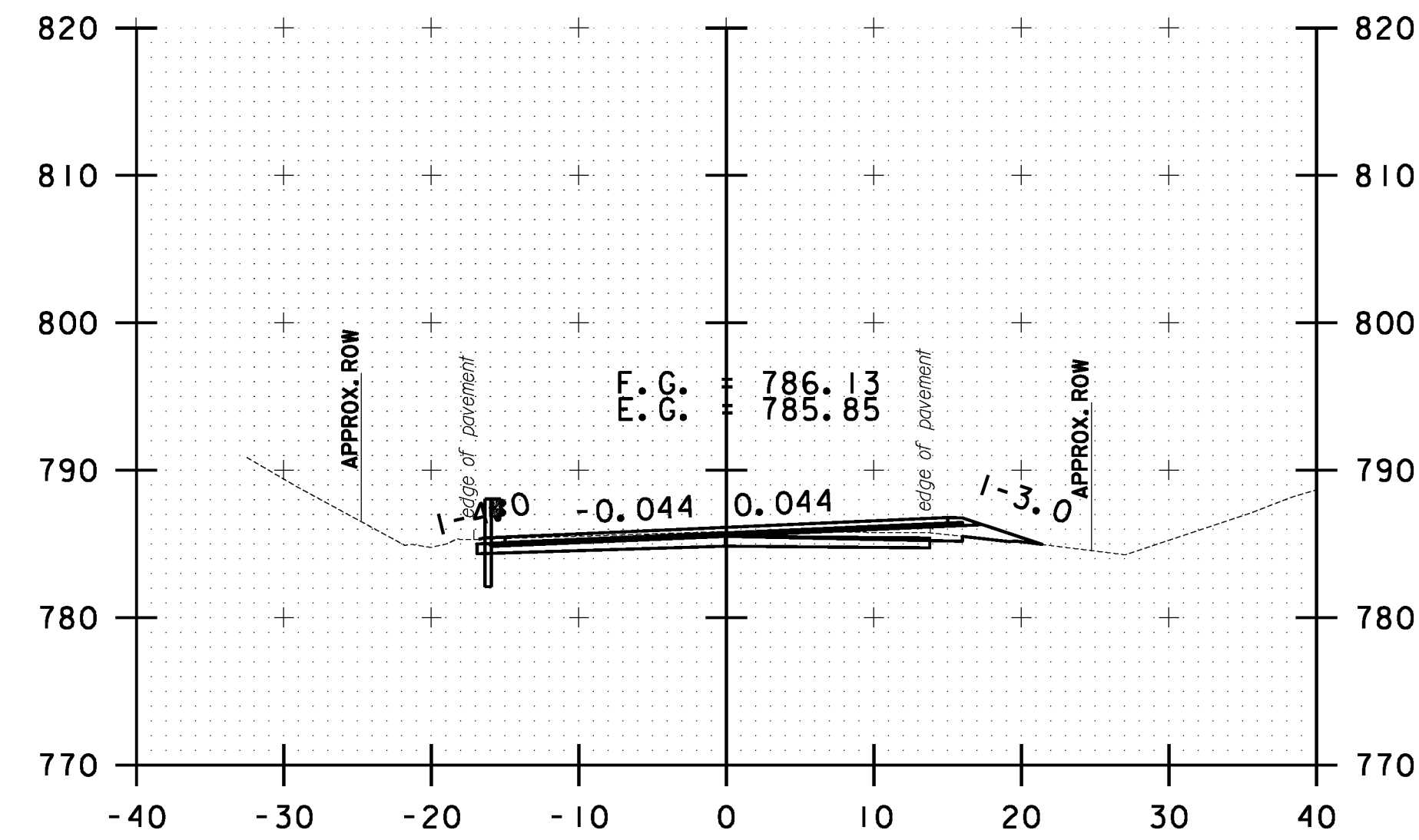
PLOT DATE: 3/11/2014
 DRAWN BY: W.G.P.

CHECKED BY: J.P.S.

SHEET 219 OF 397

10 0 10
SCALE IN FEET

FILE NAME: \\P:\projects\ANY\K2\22\25\CAOD\KSTIN\10b214_stock_xc.dgn
DATE/TIME: 3/17/2014
USER: 4916



10 0 10
SCALE IN FEET

**STOCKBRIDGE
CROSS SECTION
SHEET #7**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_stock_xc.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214xs7.1

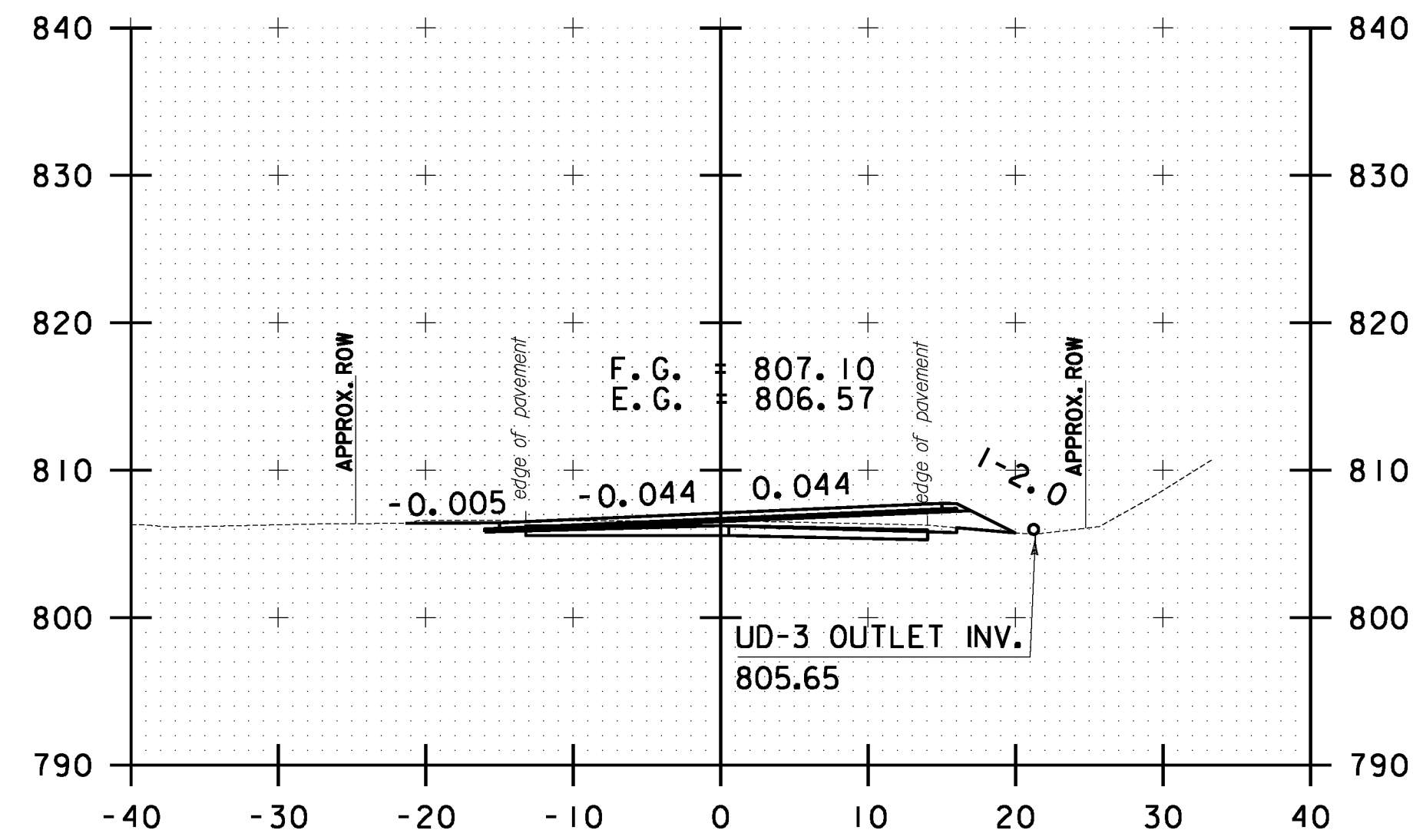
PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

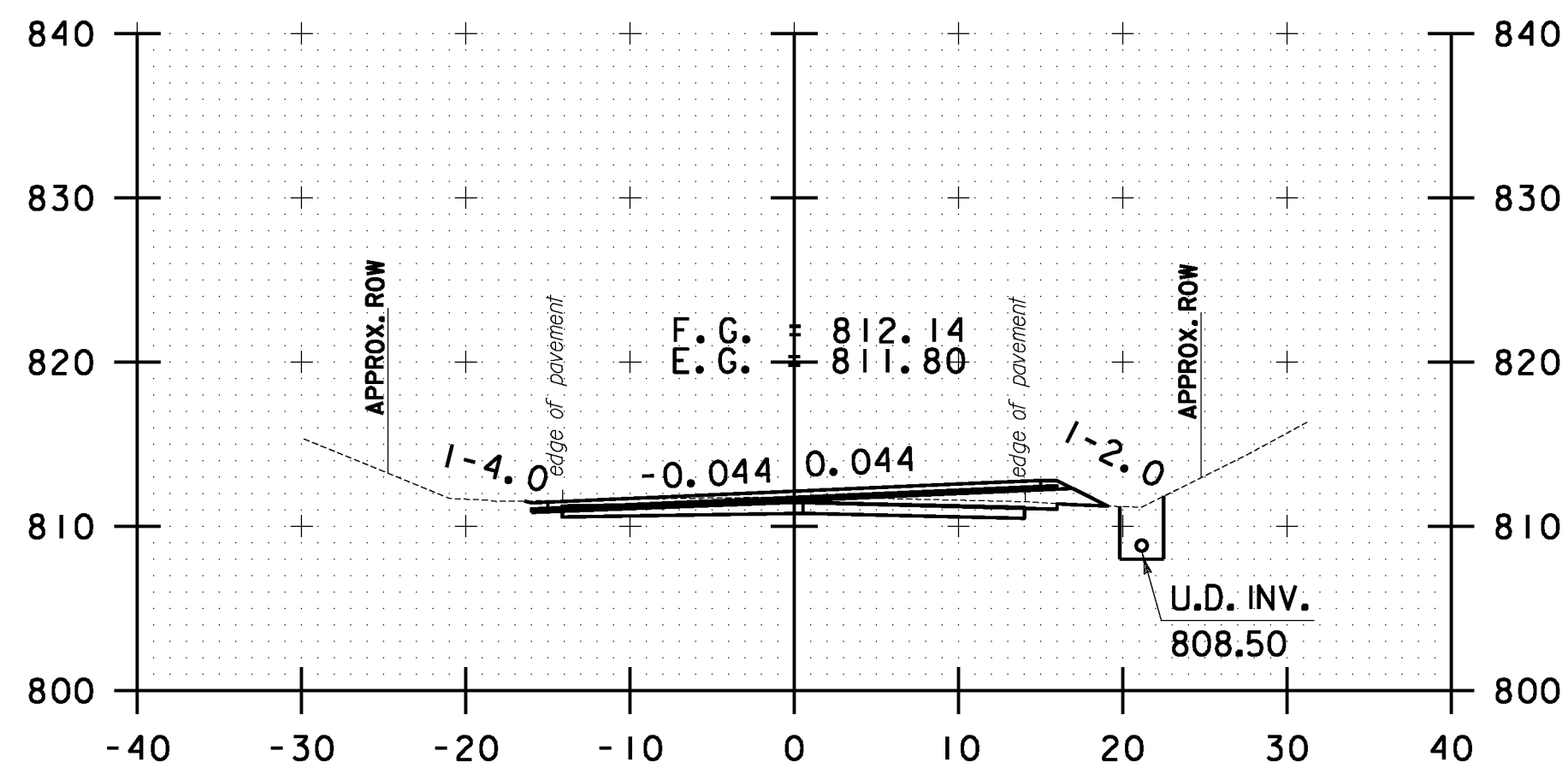
CHECKED BY: J.P.S.

SHEET 220 OF 397

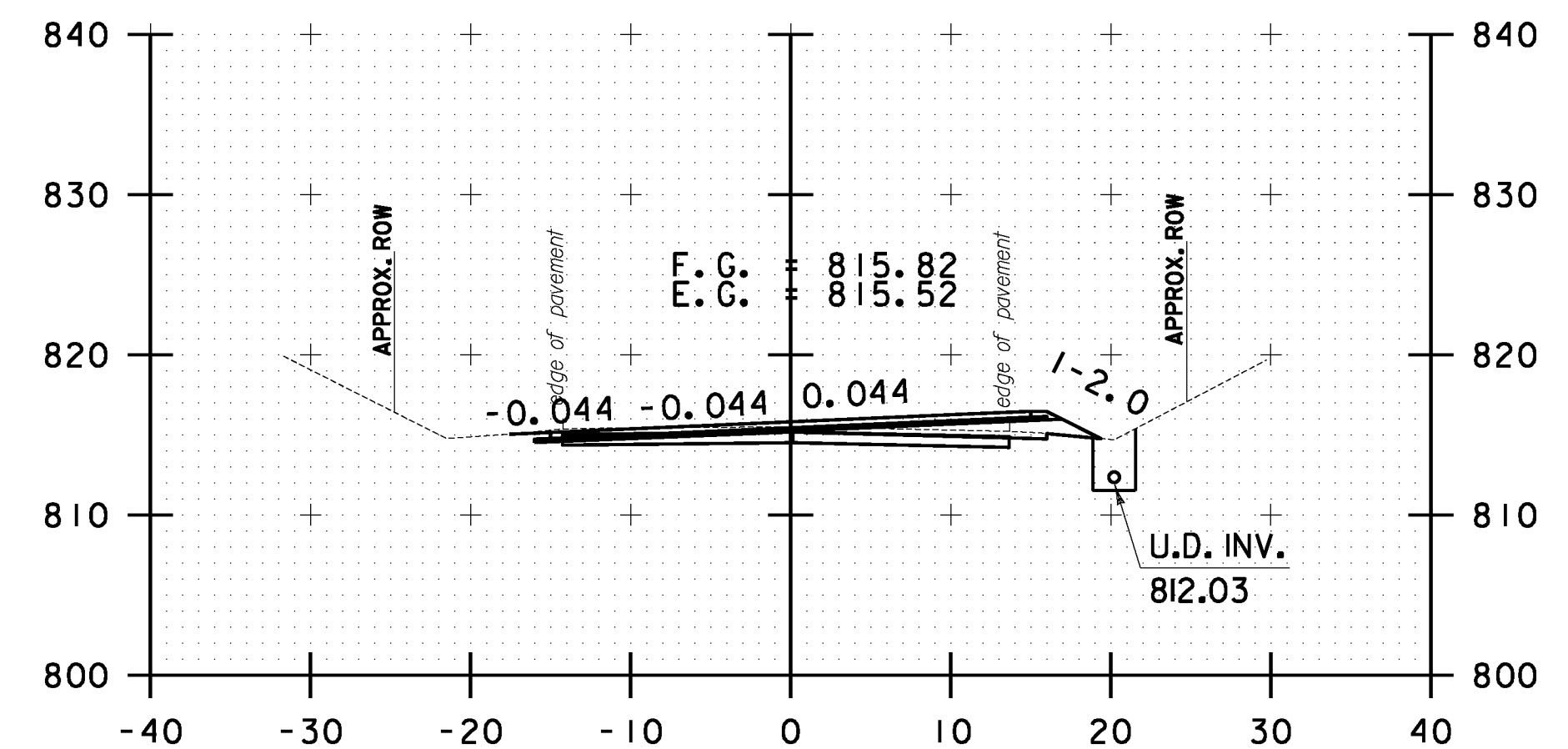
FILE NAME = \\P:\projects\ANY\K2\22\25\CAOD\KSTN\10b214_stock_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



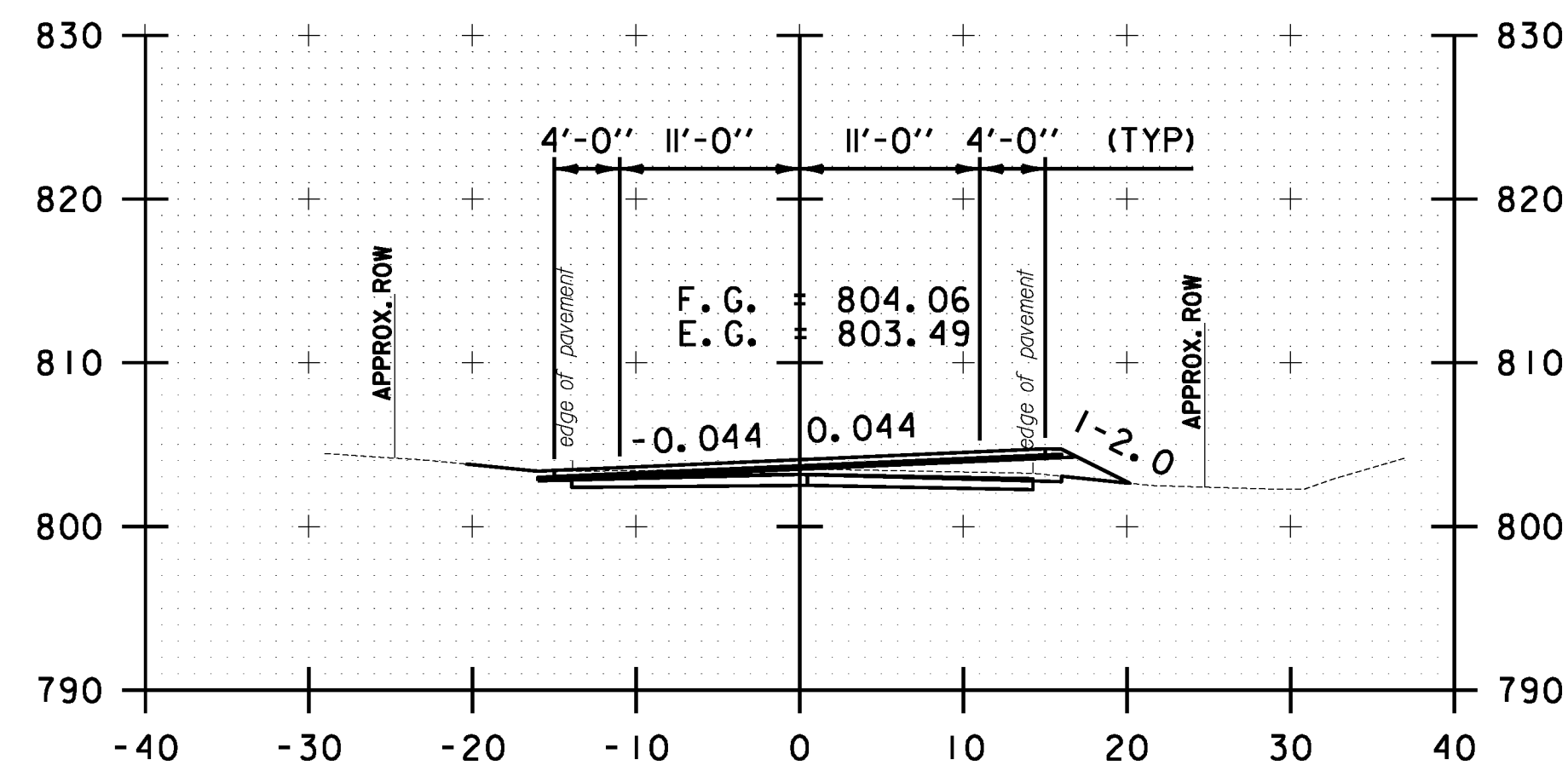
23+00.00



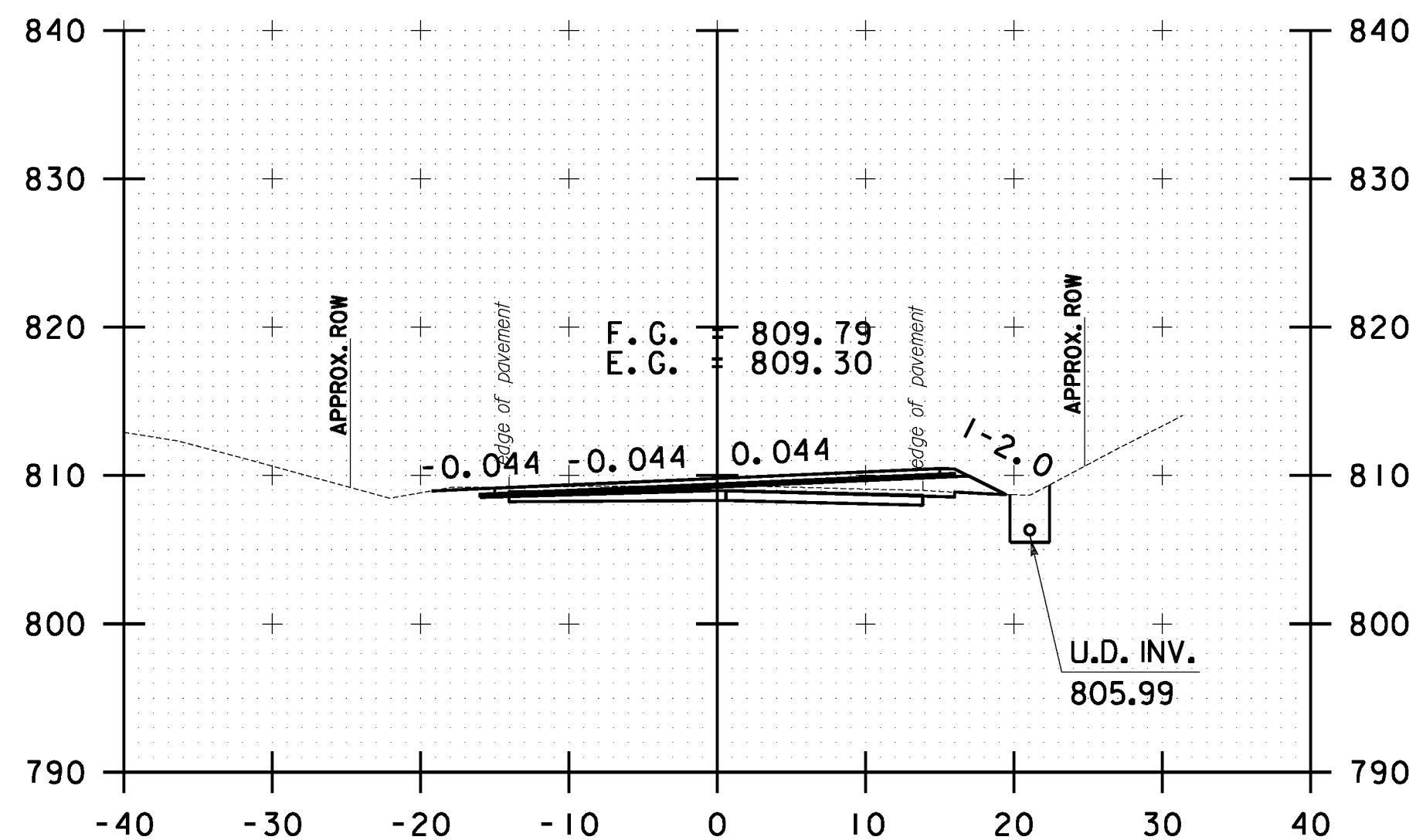
24+00.00



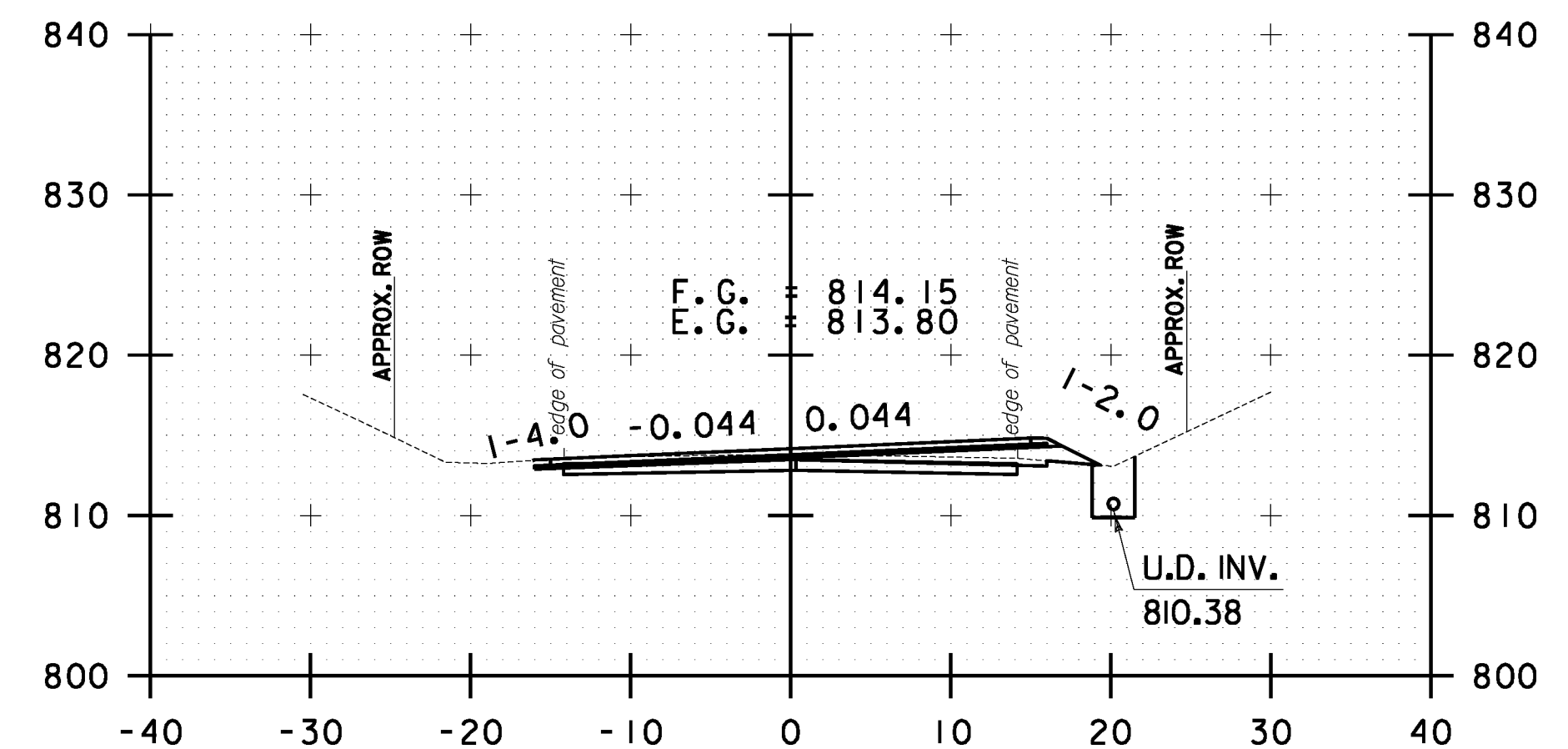
25+00.00



22+50.00



23+50.00



24+50.00

**STOCKBRIDGE
CROSS SECTION
SHEET #8**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_stock_xc.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214xs8.1

PLOT DATE: 3/17/2014

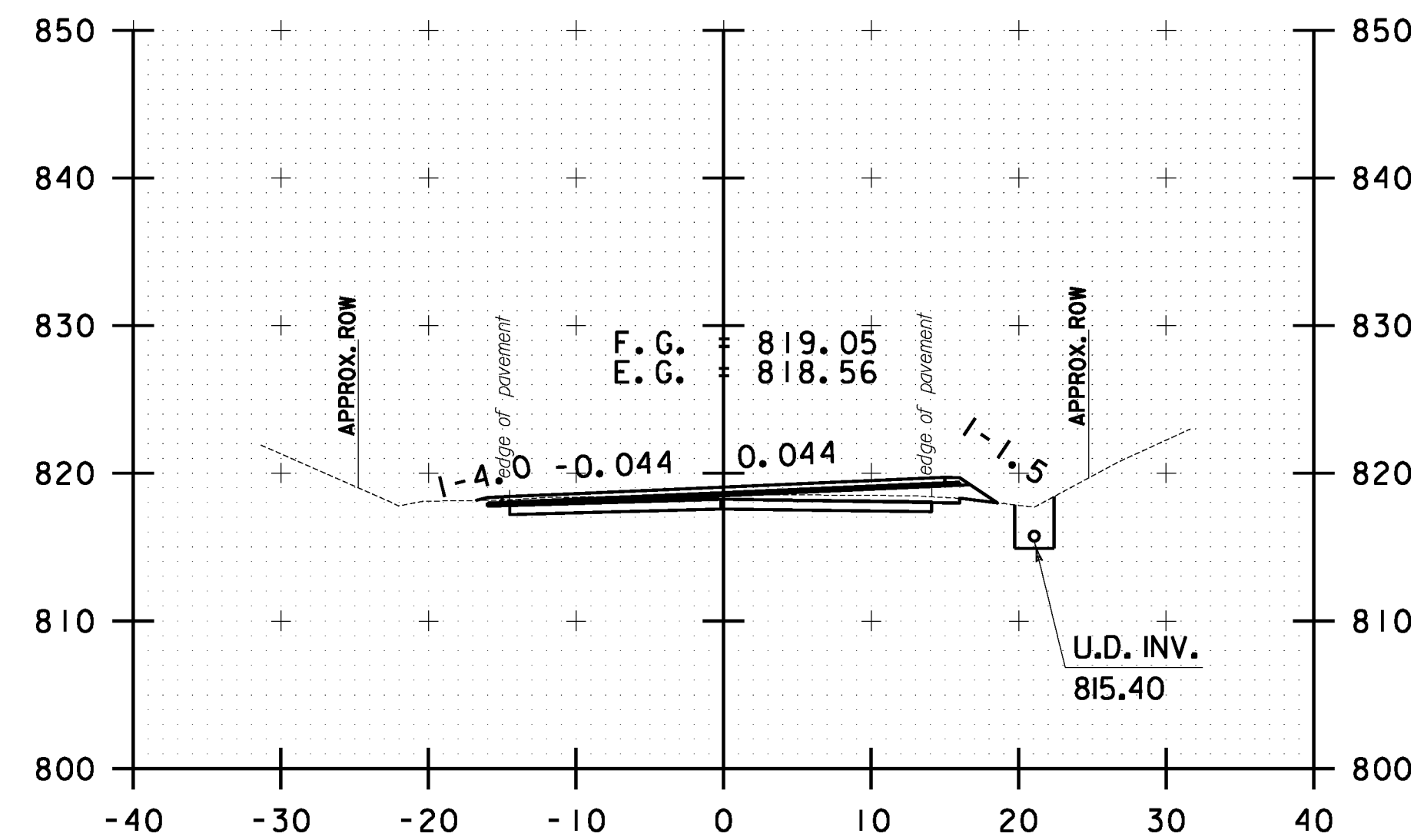
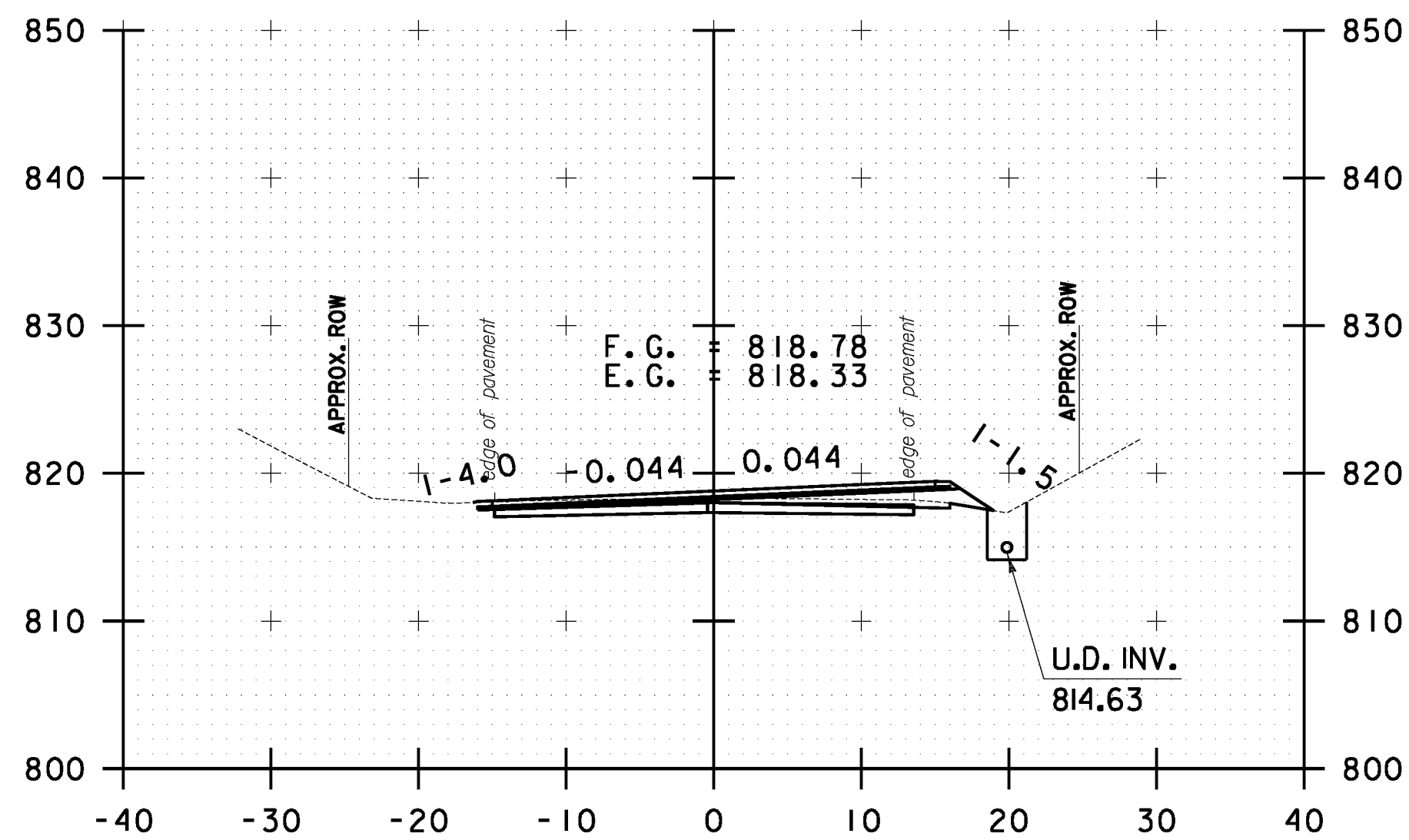
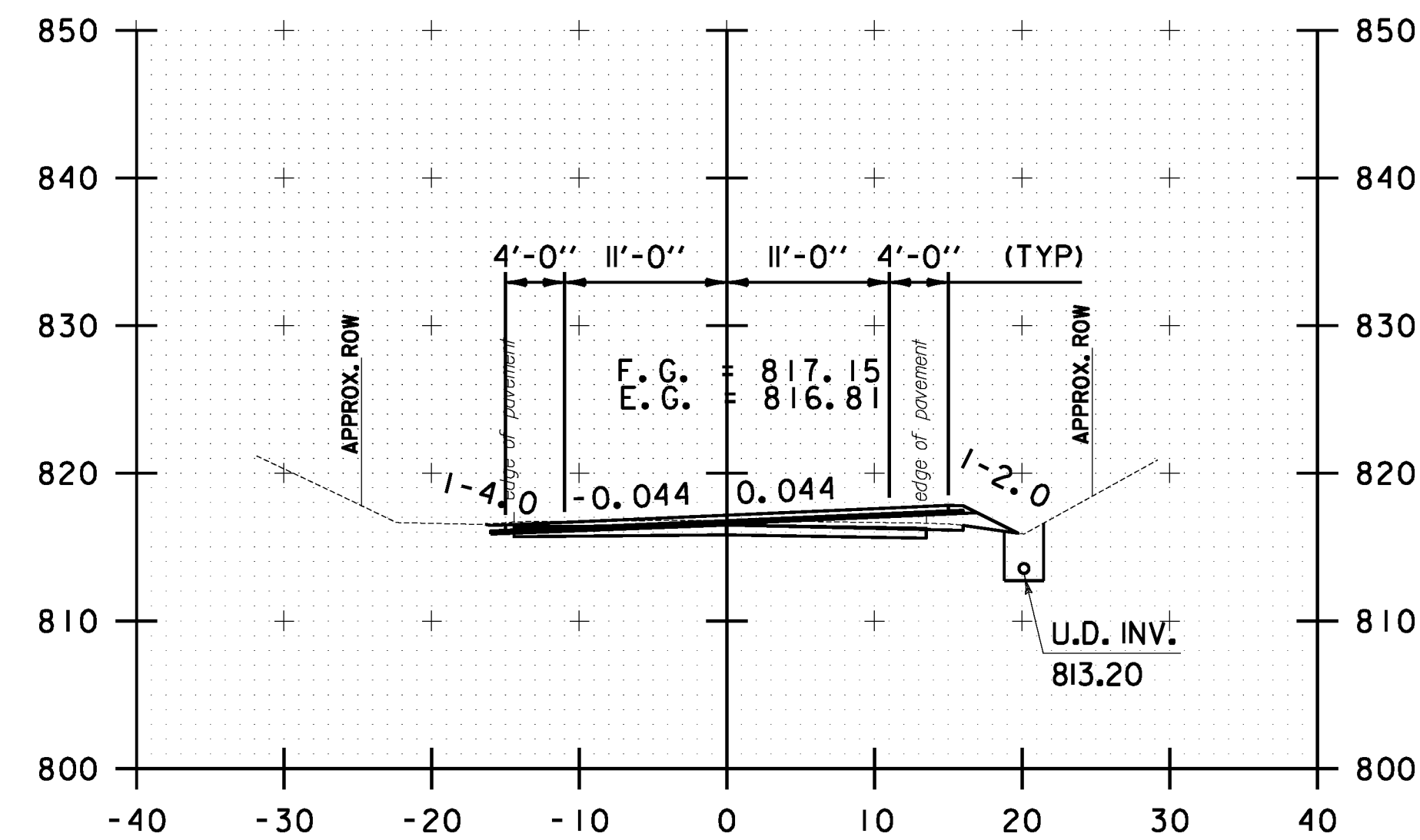
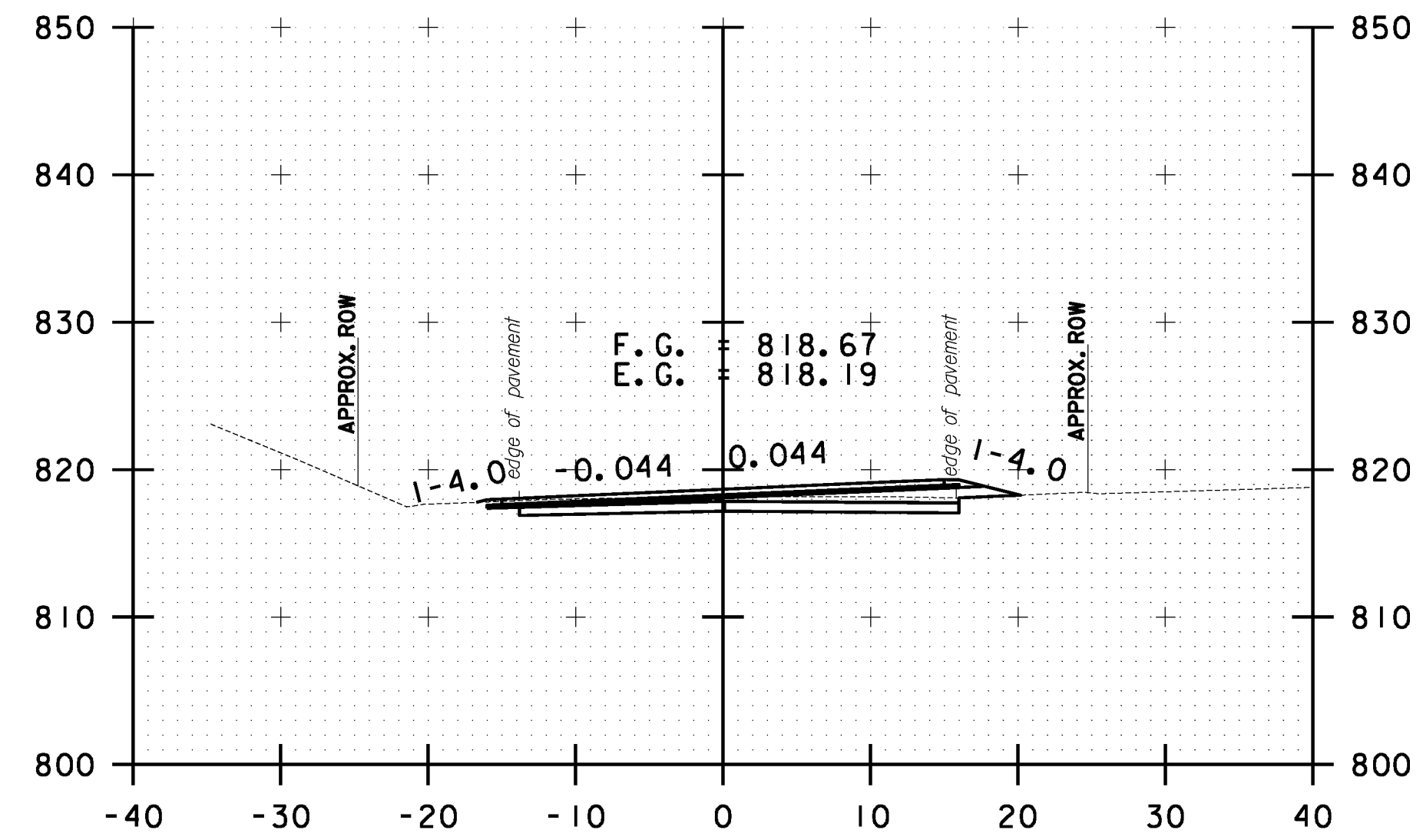
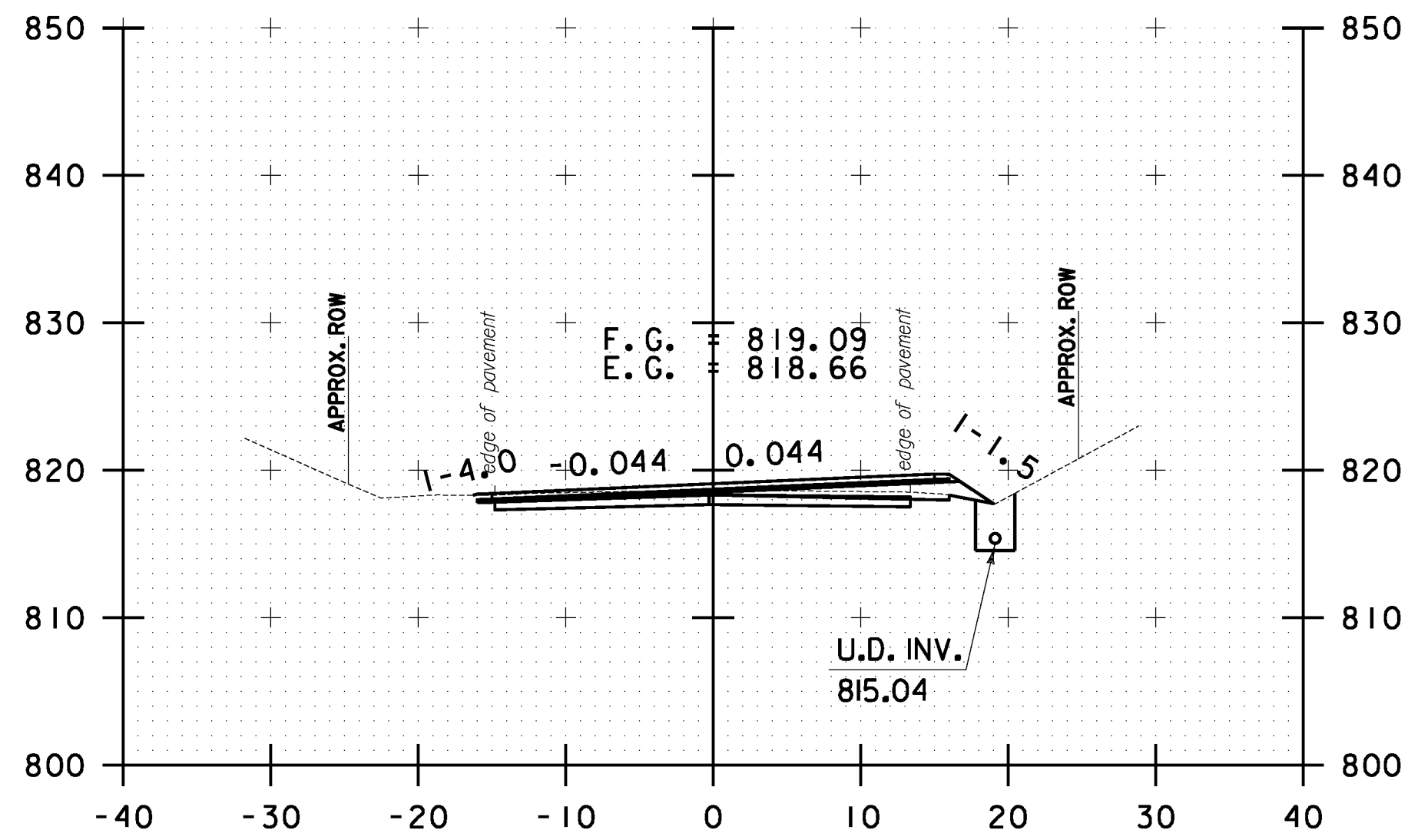
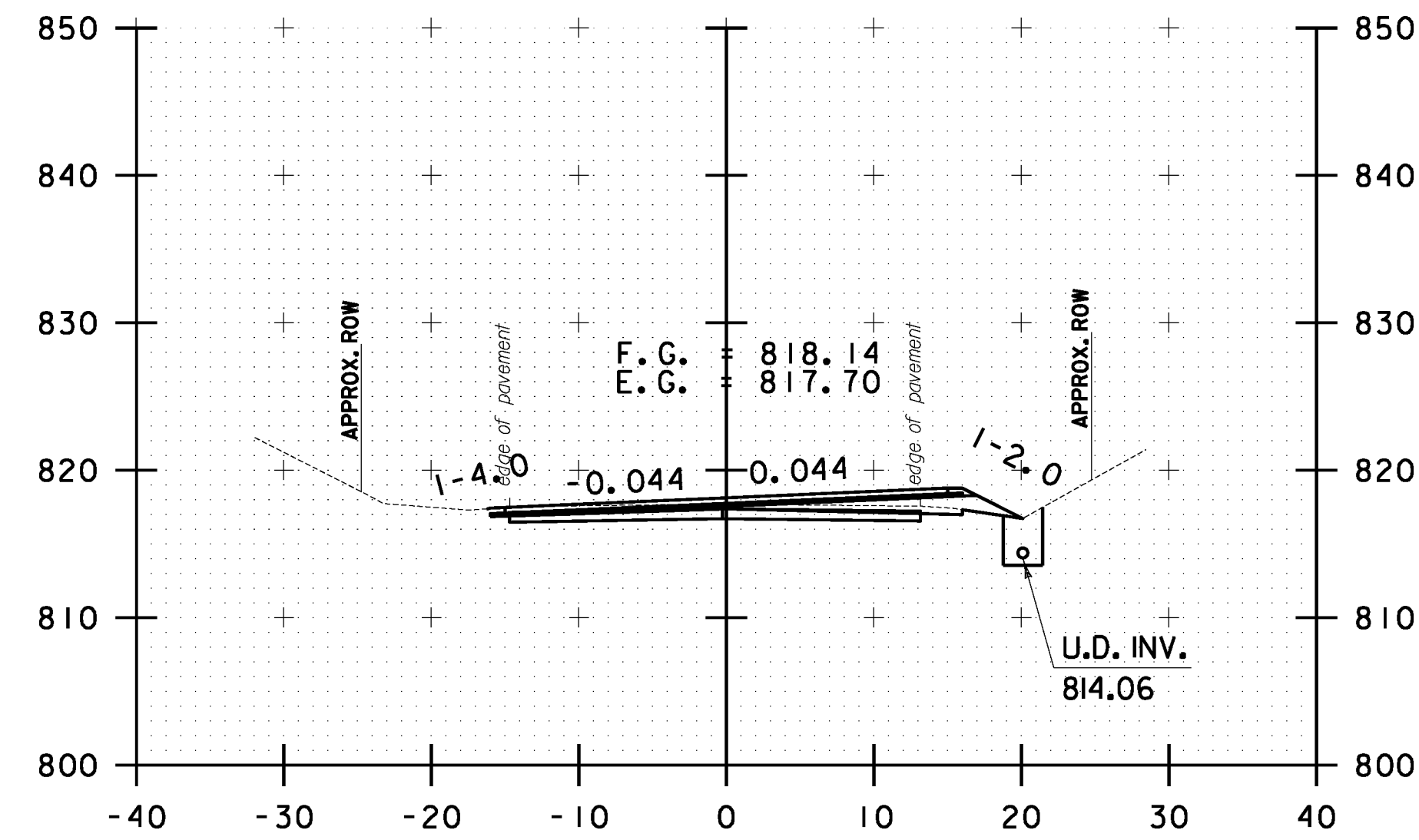
DRAWN BY: W.G.P.

CHECKED BY: J.P.S.

SHEET 221 OF 397

10 0 10
SCALE IN FEET

FILE NAME : \\P:\projects\ANY\K2\22\25\CAODD_MSTN\10b214_stock_xc.dgn
DATE/TIME : 3/17/2014
USER : 4916

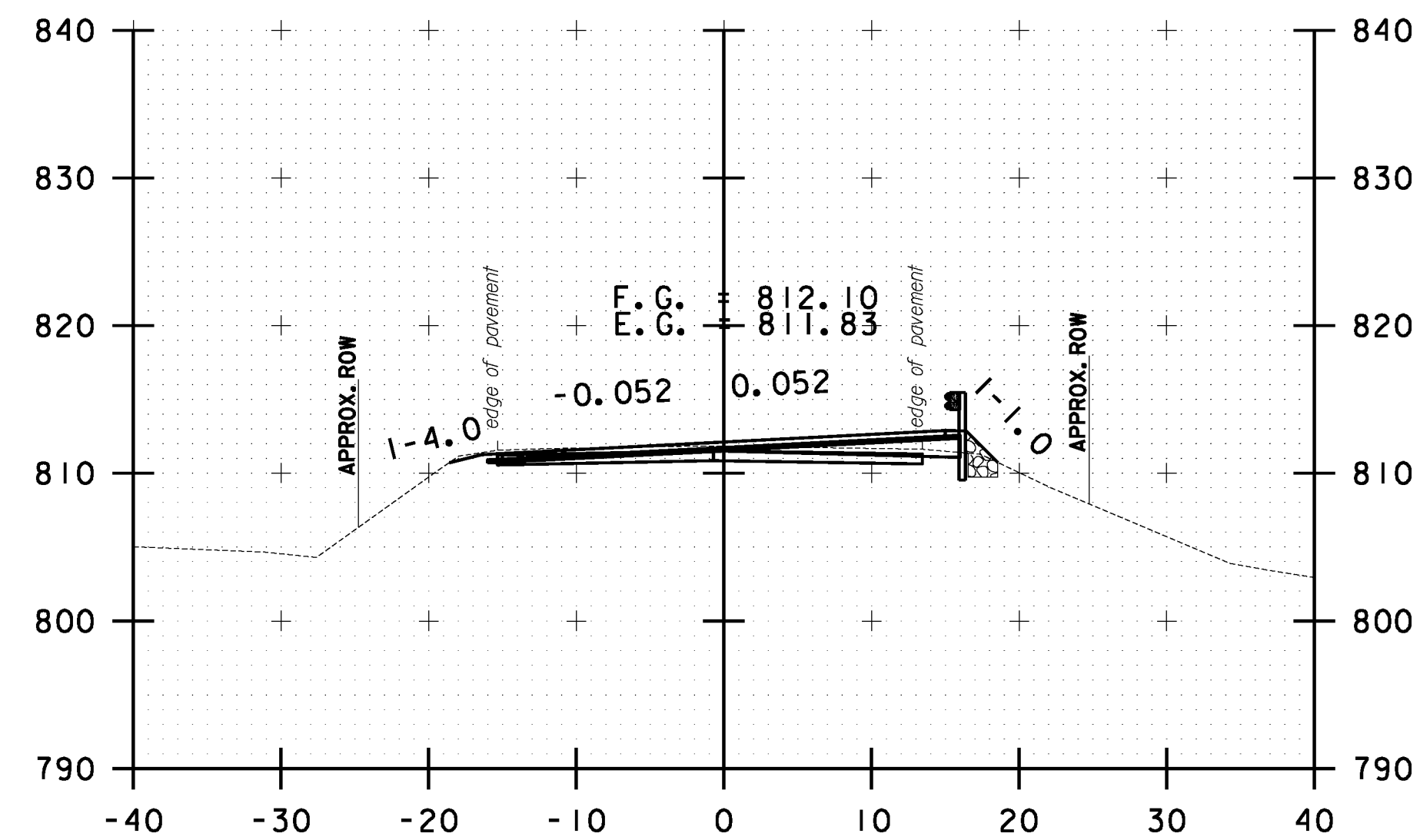
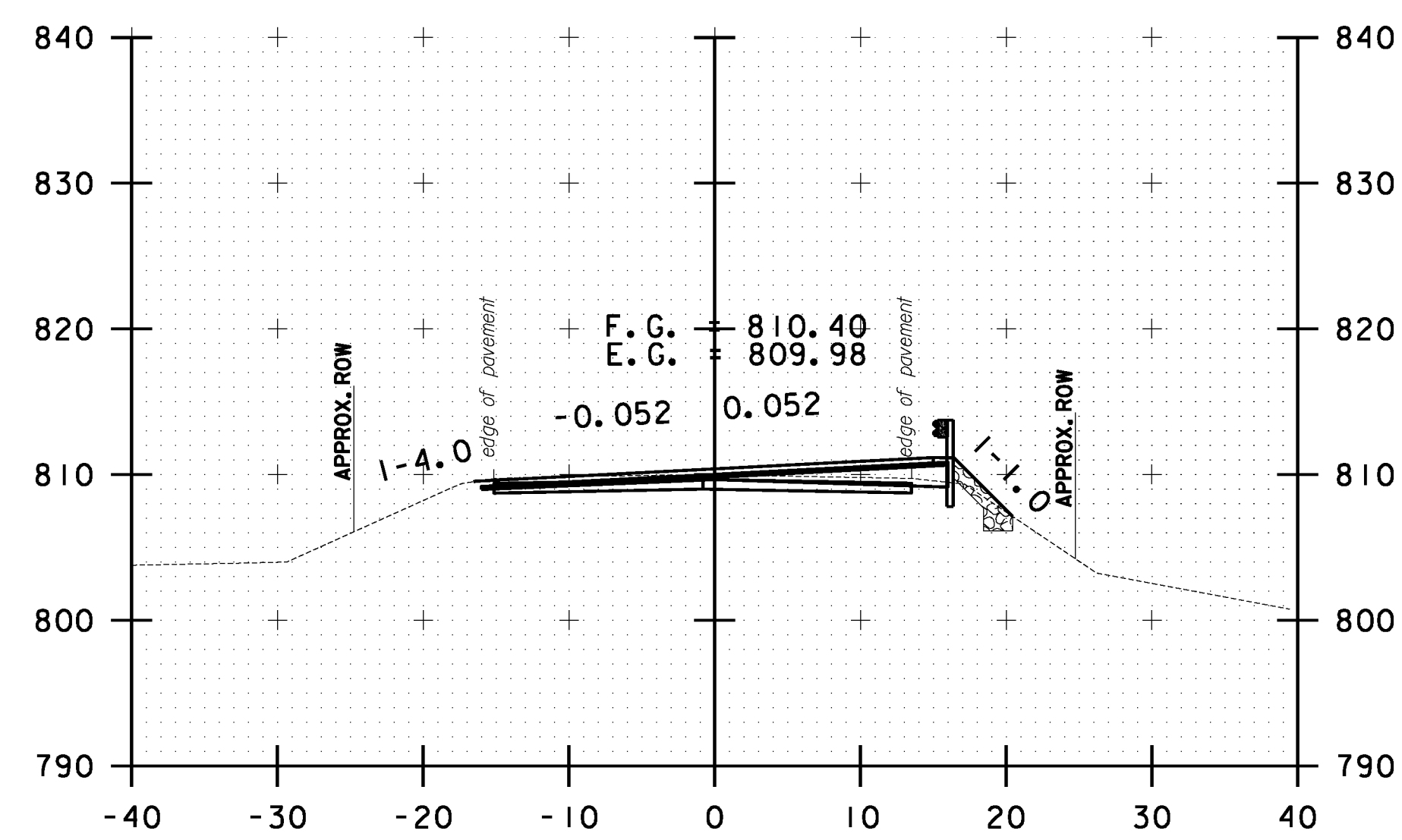
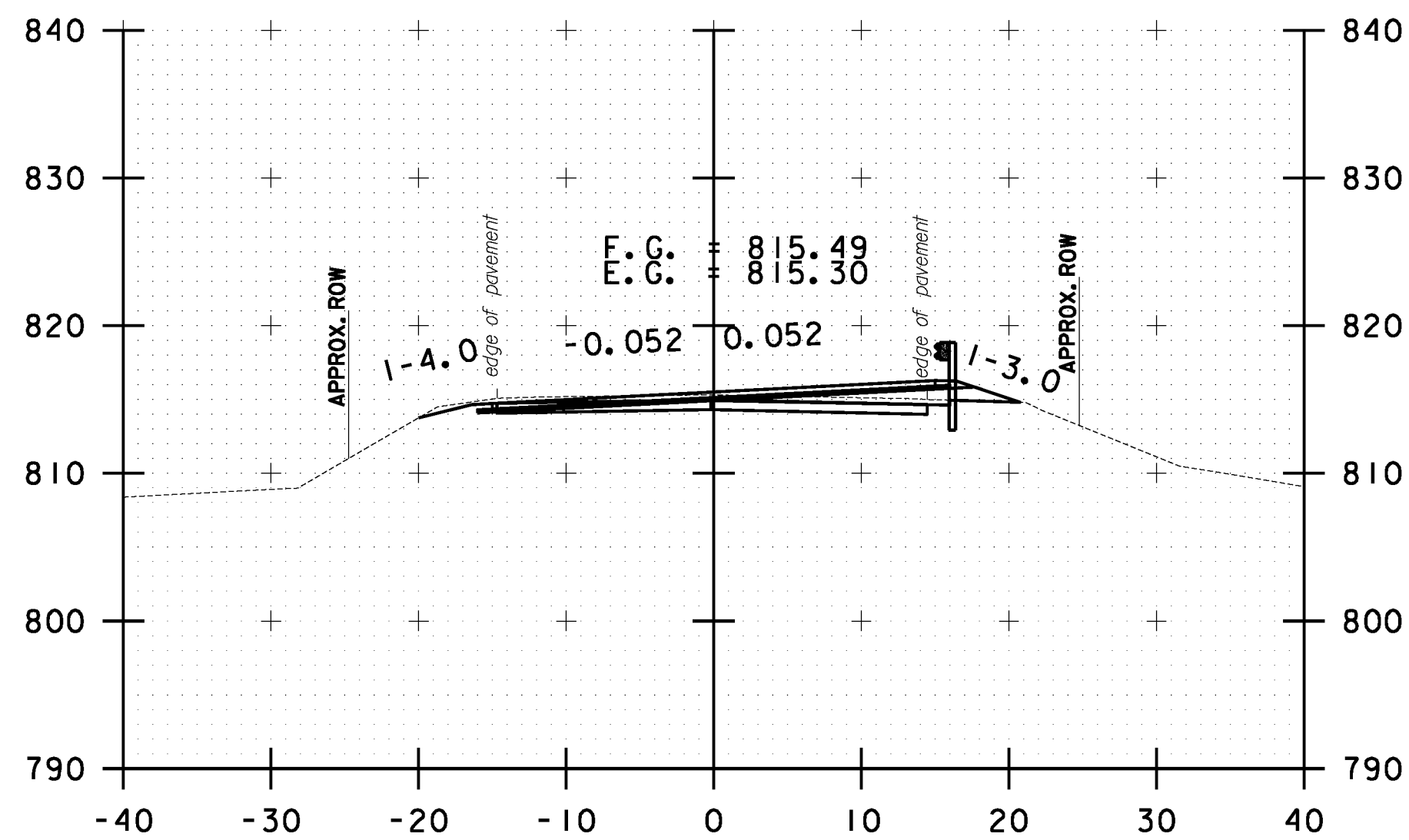
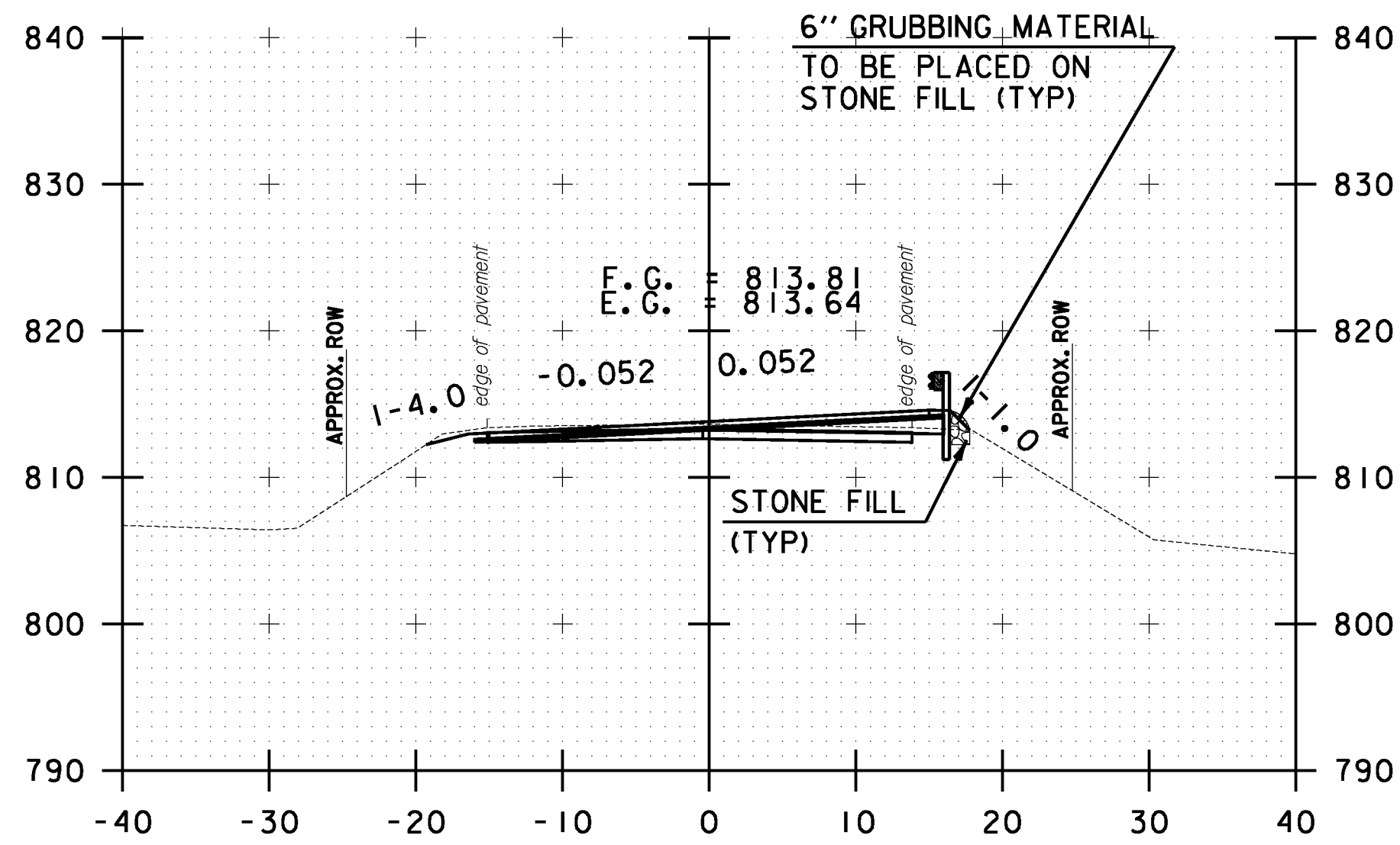
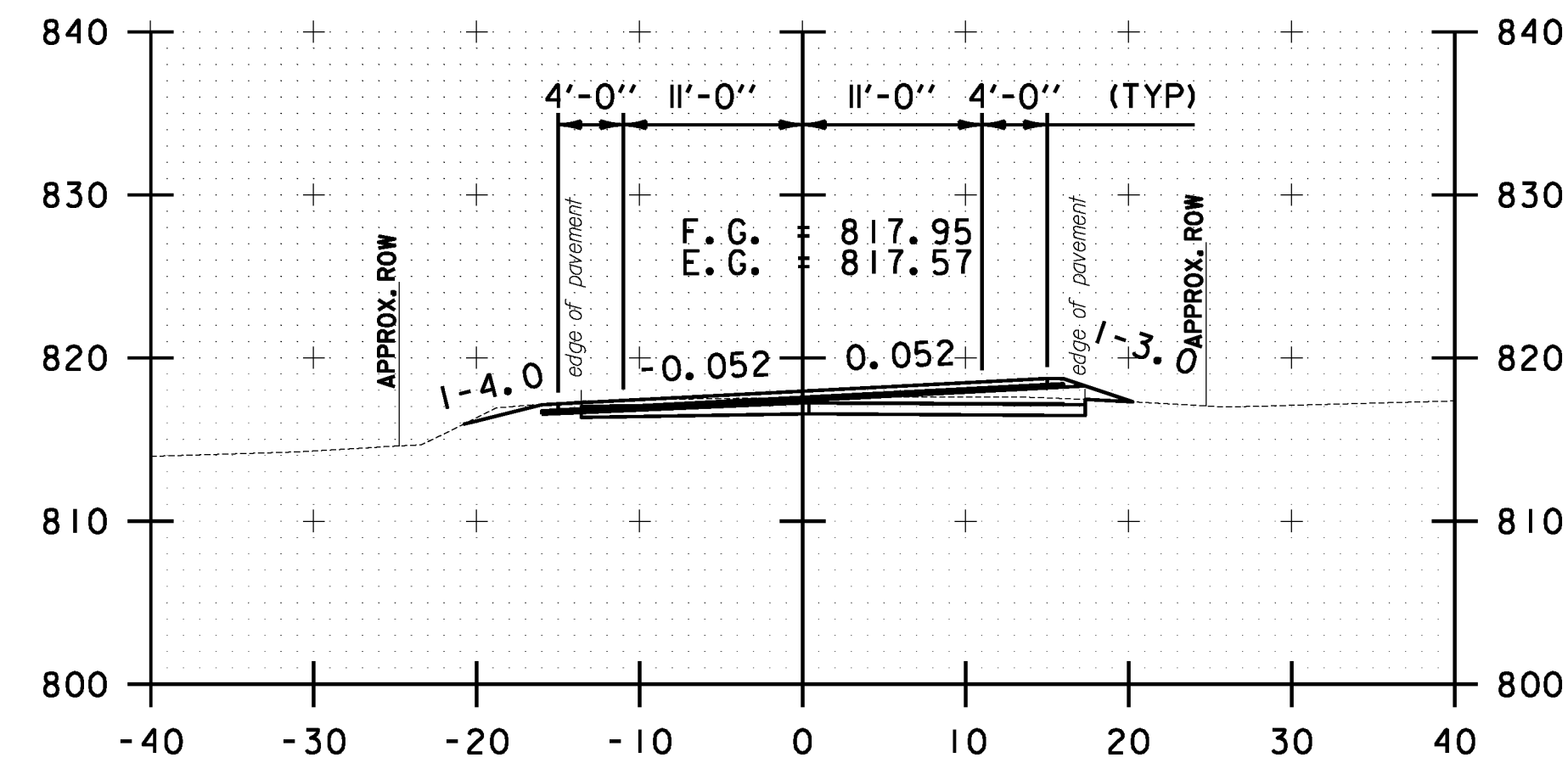
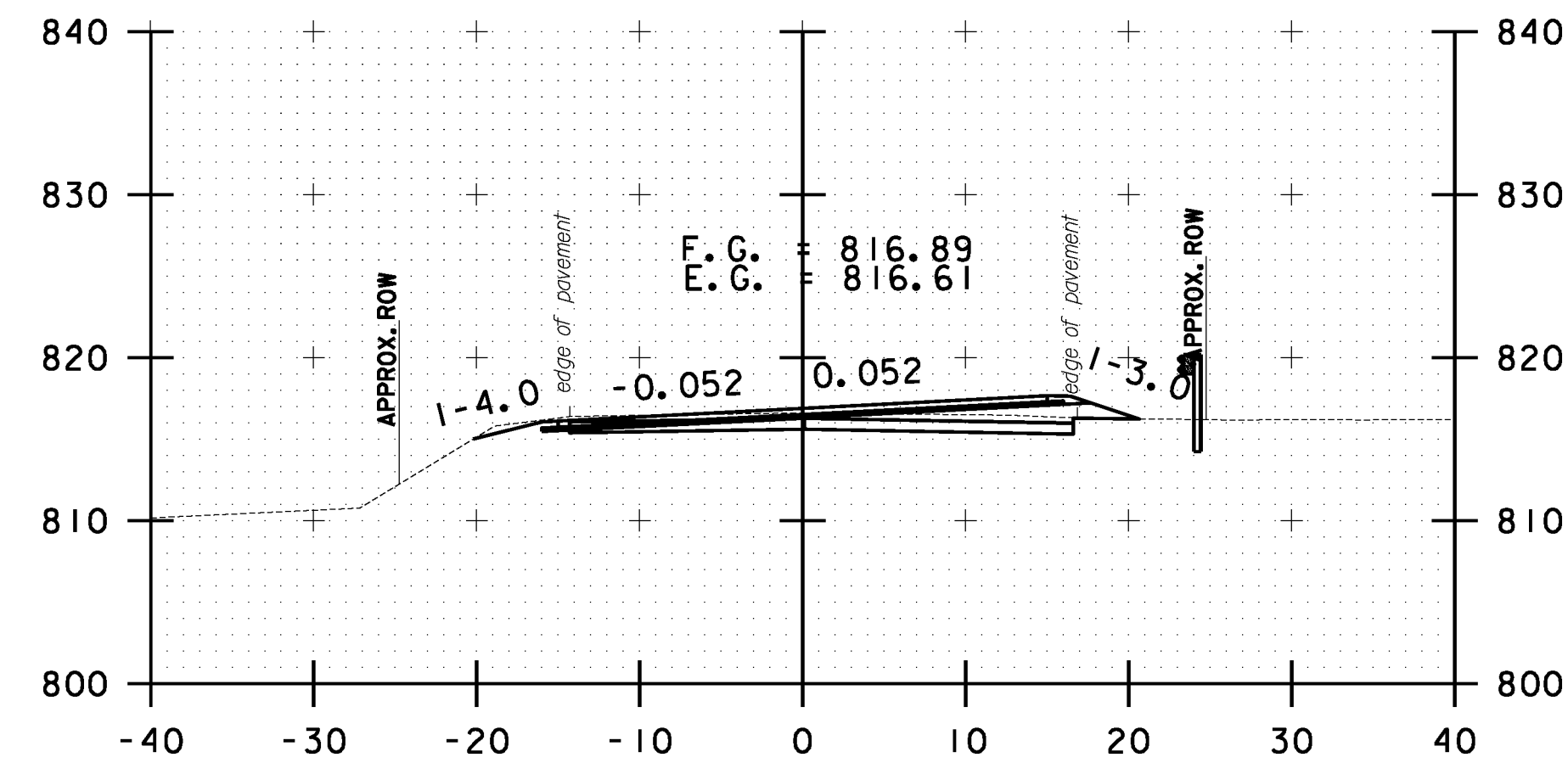


10 0 10
SCALE IN FEET

**STOCKBRIDGE
CROSS SECTION
SHEET #9**

PROJECT NAME:	STOCKBRIDGE-BETHEL
PROJECT NUMBER:	STP 2910(1)
FILE NAME:	z10b214_stock_xc.dgn
PROJECT LEADER:	D.E.G.
DESIGNED BY:	L.M.B.
IPARM FILE:	z10b214xs9.i
PLOT DATE:	3/17/2014
DRAWN BY:	W.G.P.
CHECKED BY:	J.P.S.
SHEET	222 OF 397

FILE NAME: \\P:\projects\ANY\22\22\25\CAOD\1\STN\10b214_stock_xc.dgn
DATE/TIME: 3/17/2014
USER: 4916

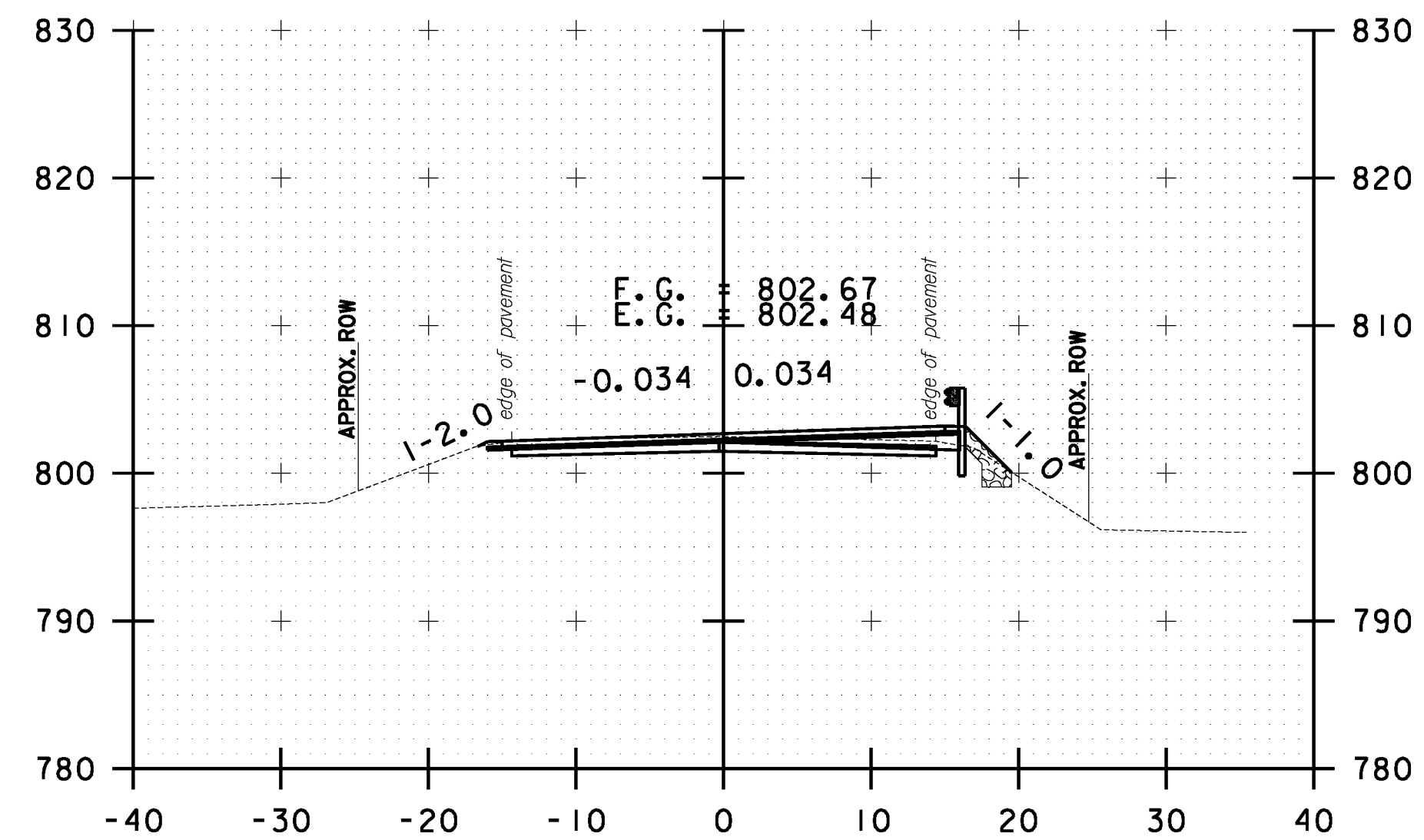
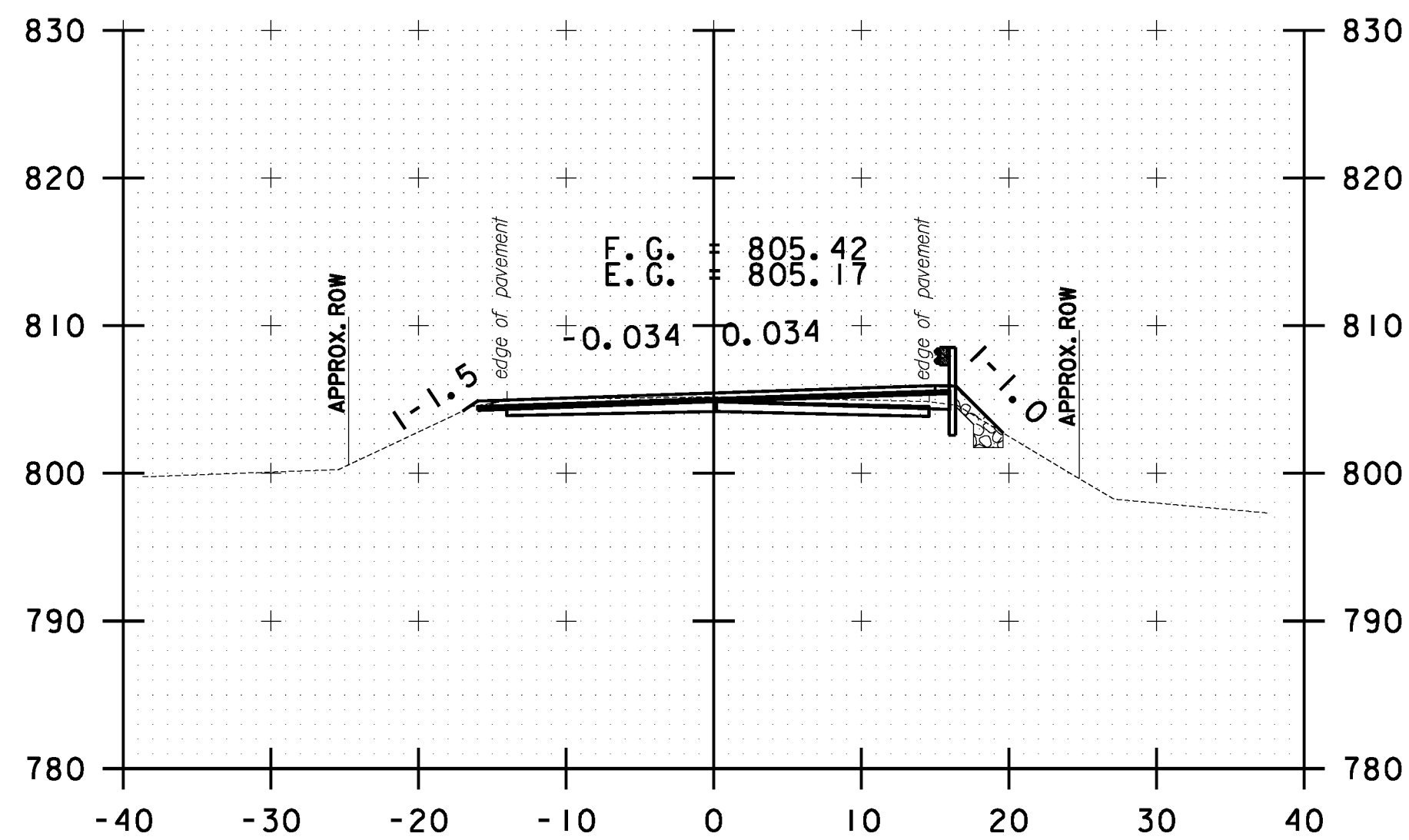
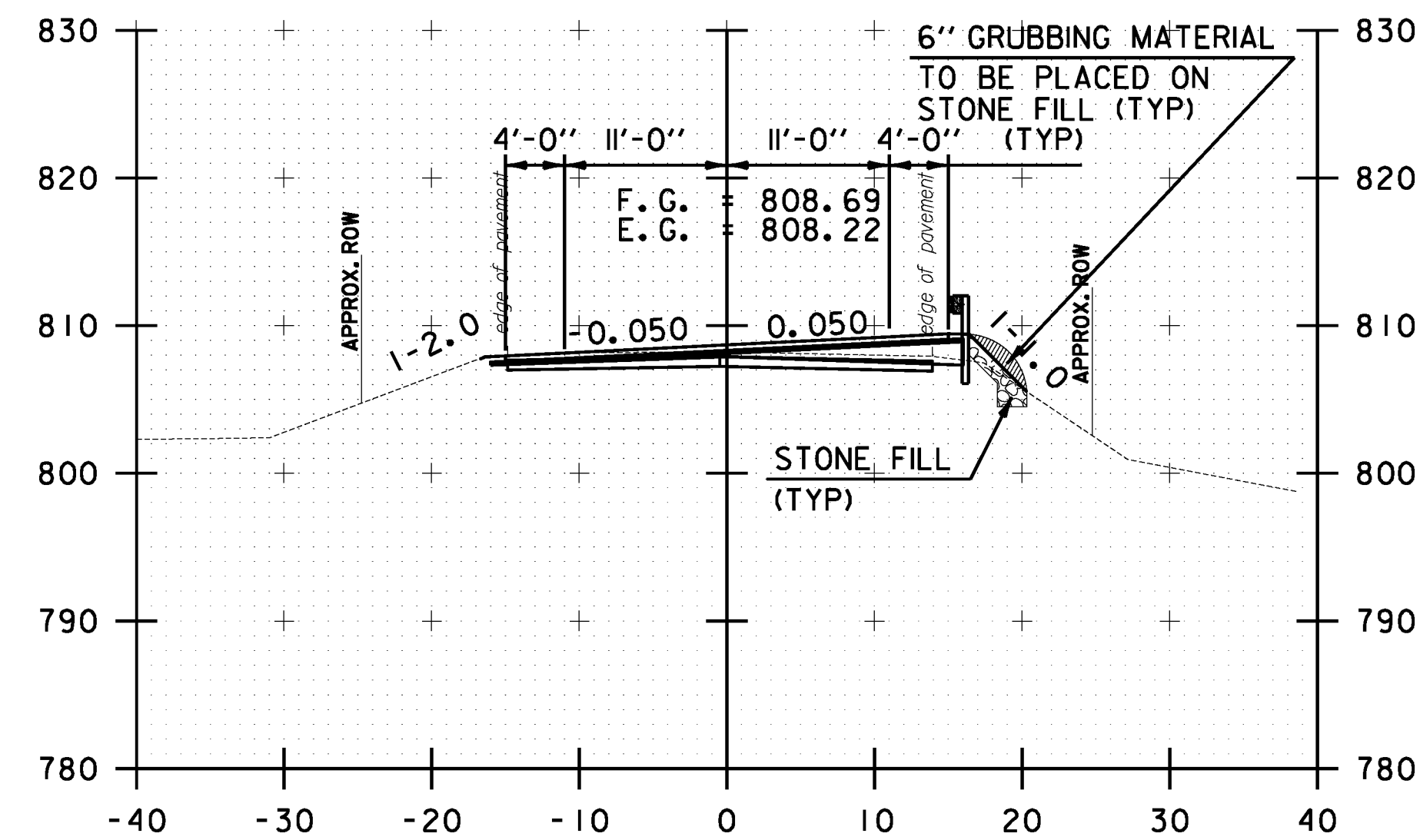
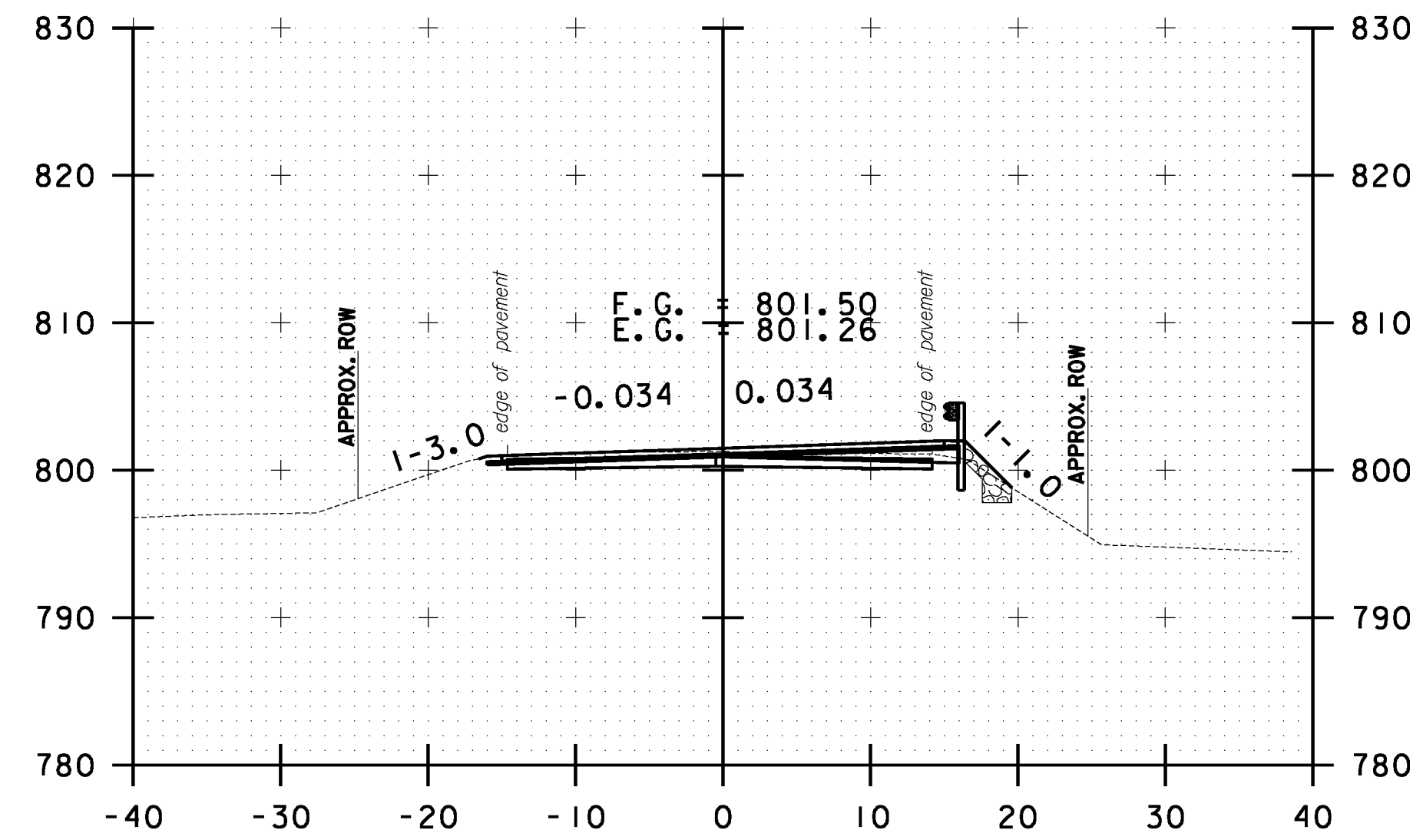
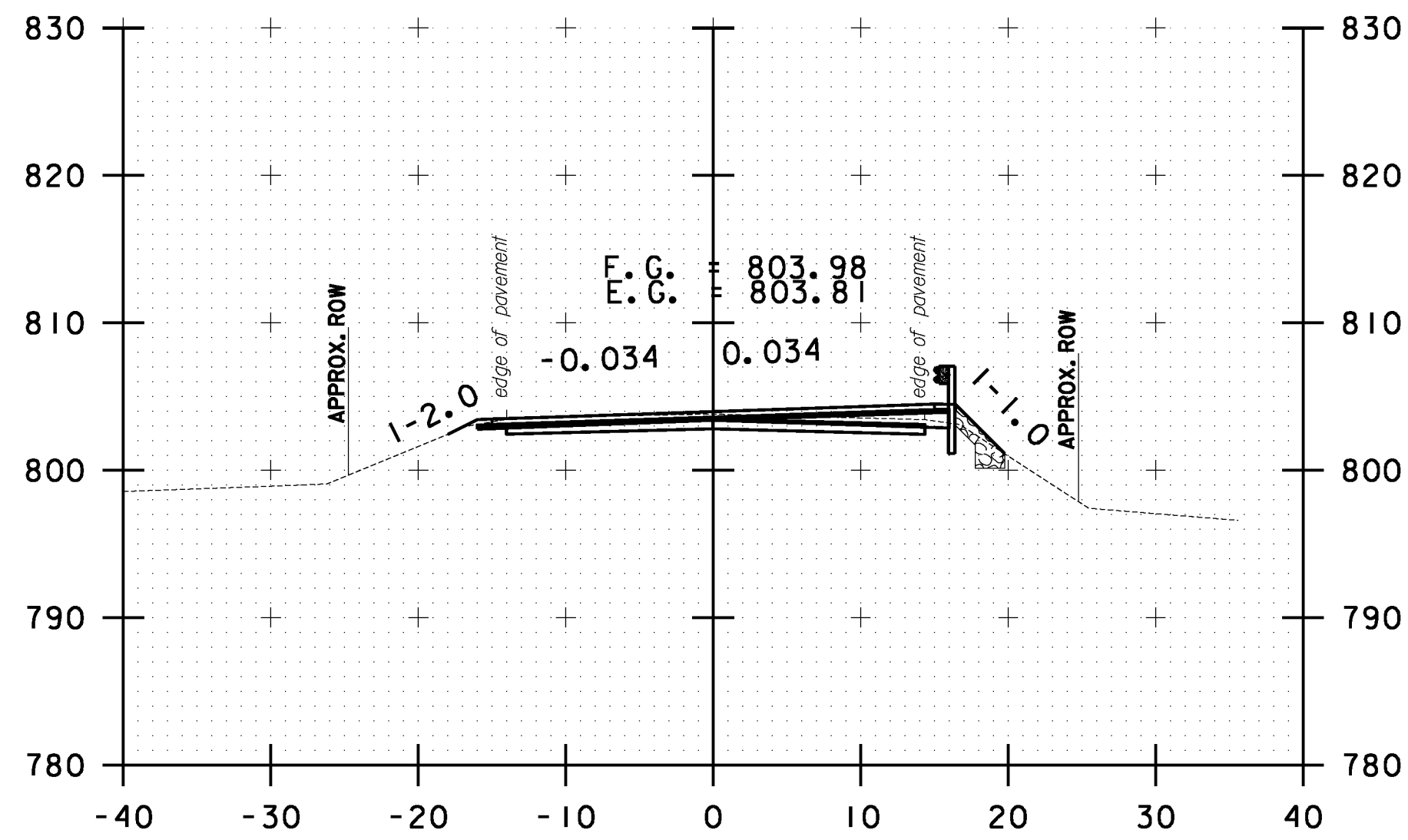
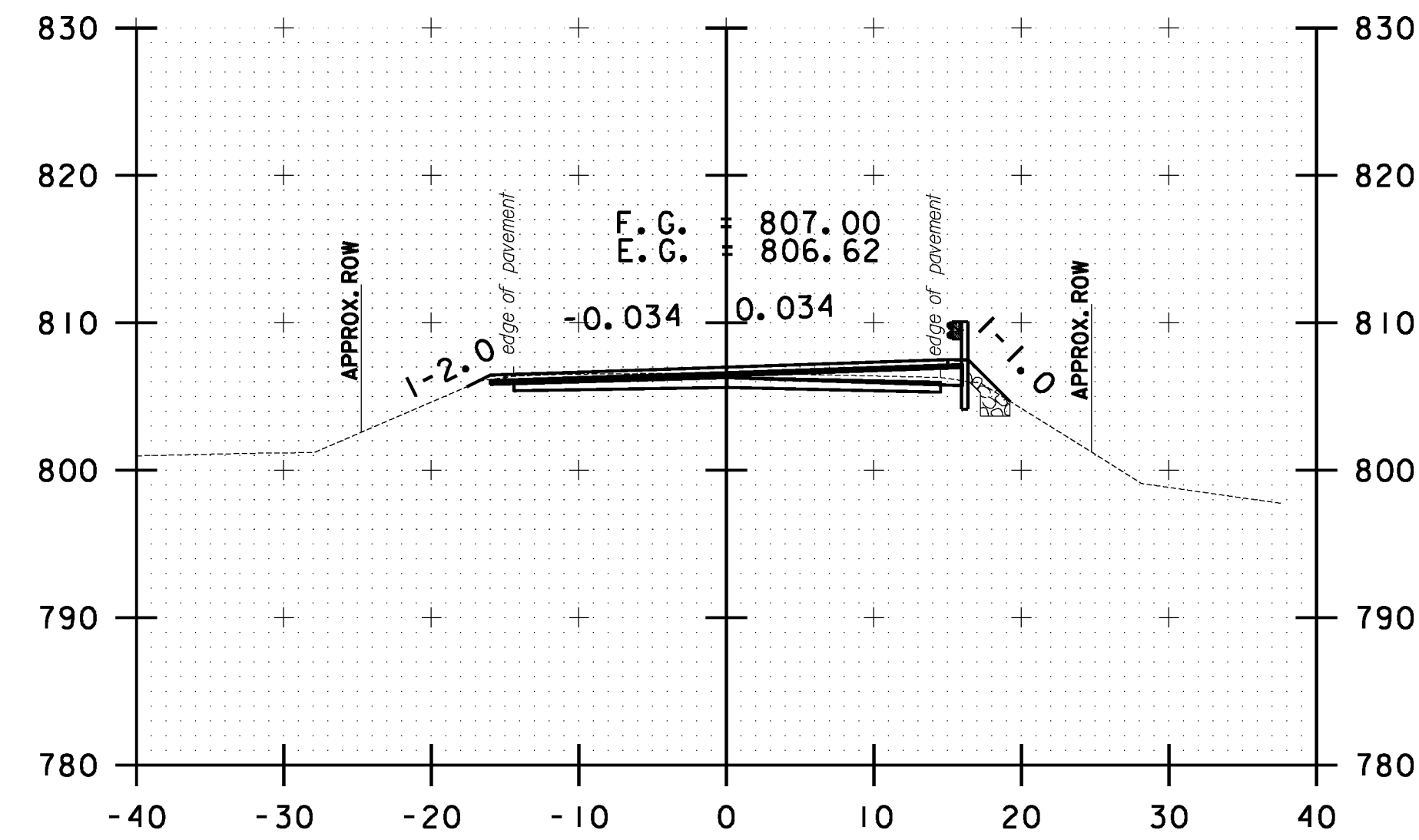


10 0 10
SCALE IN FEET

**STOCKBRIDGE
CROSS SECTION
SHEET #10**

PROJECT NAME: STOCKBRIDGE-BETHEL	
PROJECT NUMBER: STP 2910(1)	
FILE NAME: z10b214_stock_xc.dgn	PLOT DATE: 3/17/2014
PROJECT LEADER: D.E.G.	DRAWN BY: W.G.P.
DESIGNED BY: L.M.B.	CHECKED BY: J.P.S.
IPARM FILE: z10b214xsl0.i	SHEET 223 OF 397

FILE NAME = \\P:\projects\ANY\K2\22425\CAOD\KSTN\10b214_stock_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



10 0 10
SCALE IN FEET

**STOCKBRIDGE
CROSS SECTION
SHEET #11**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_stock_xc.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214xs11.i

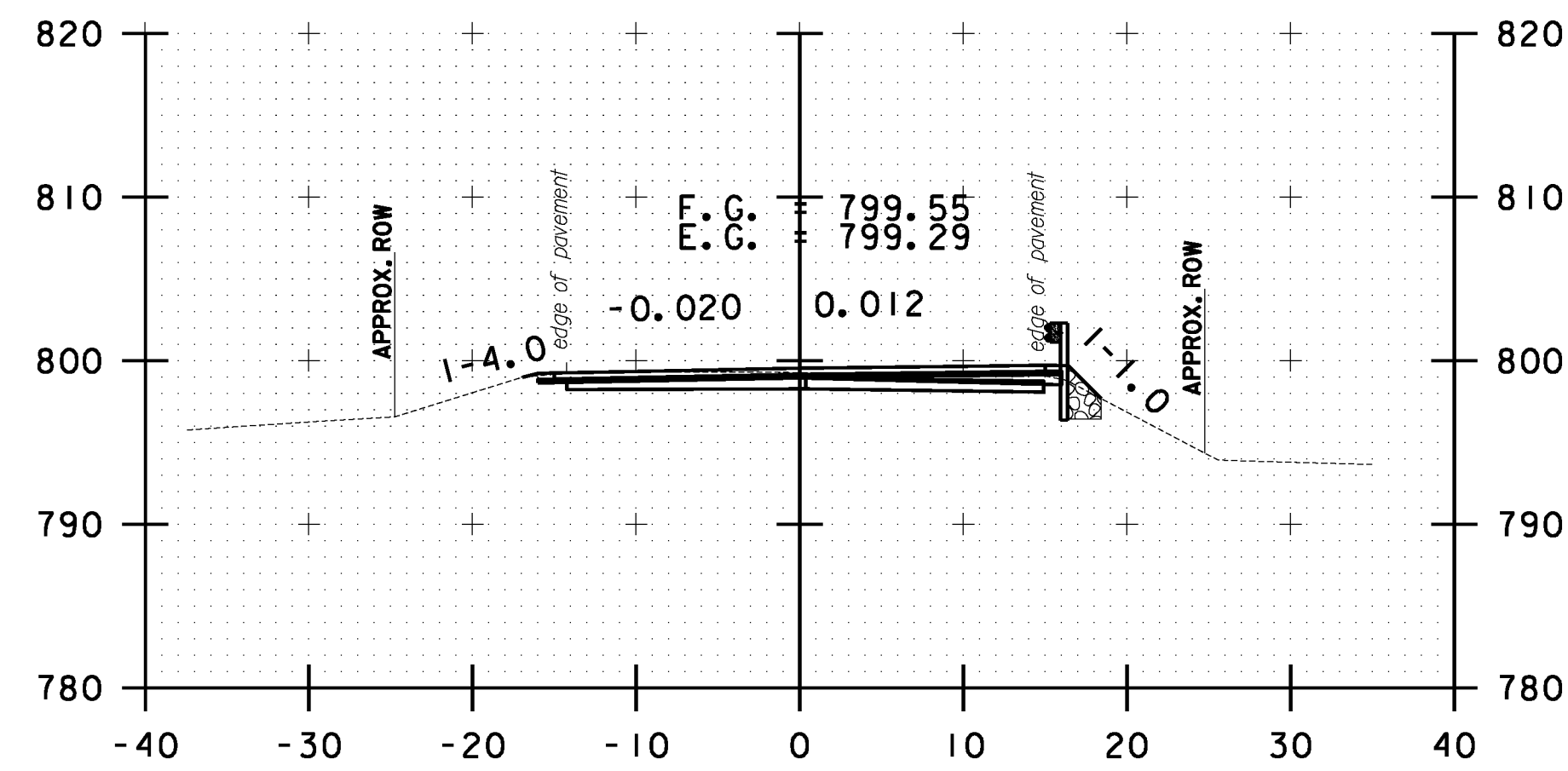
PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

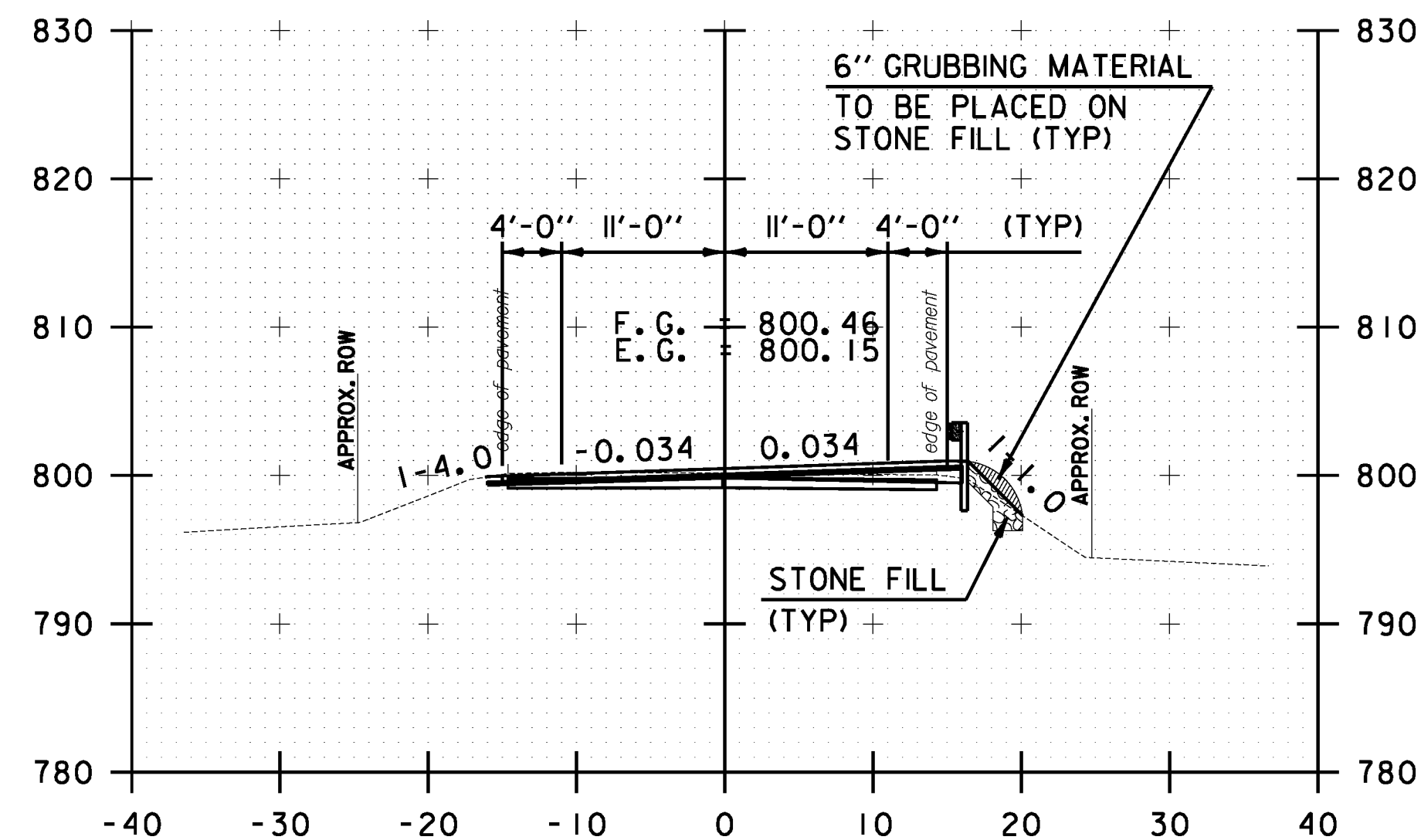
CHECKED BY: J.P.S.

SHEET 224 OF 397

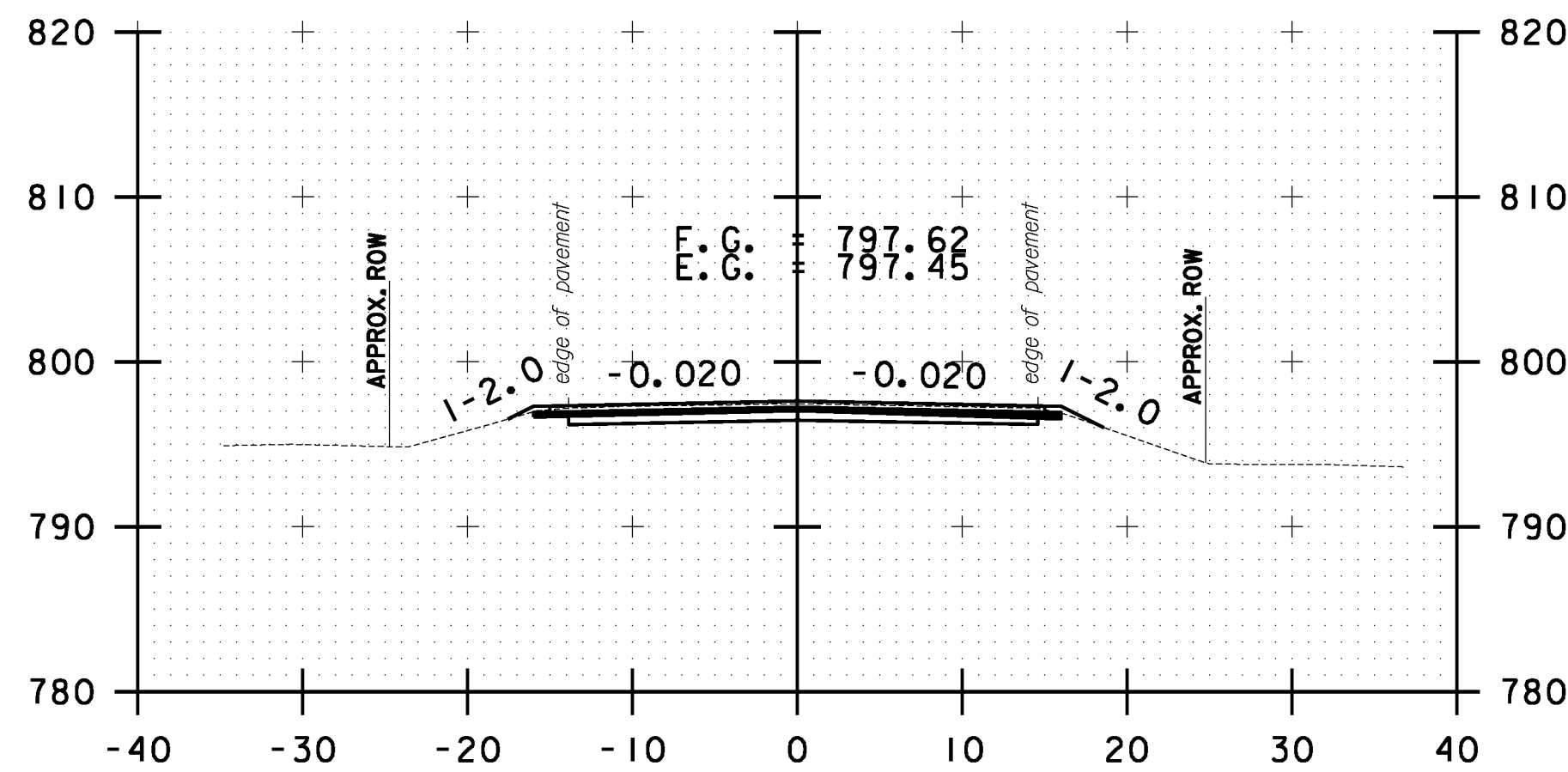
FILE NAME: \\P:\projects\ANY\K2\22425\CAOD\KSTN\10b214_stock_xc.dgn
DATE/TIME: 3/17/2014
USER: jsl6



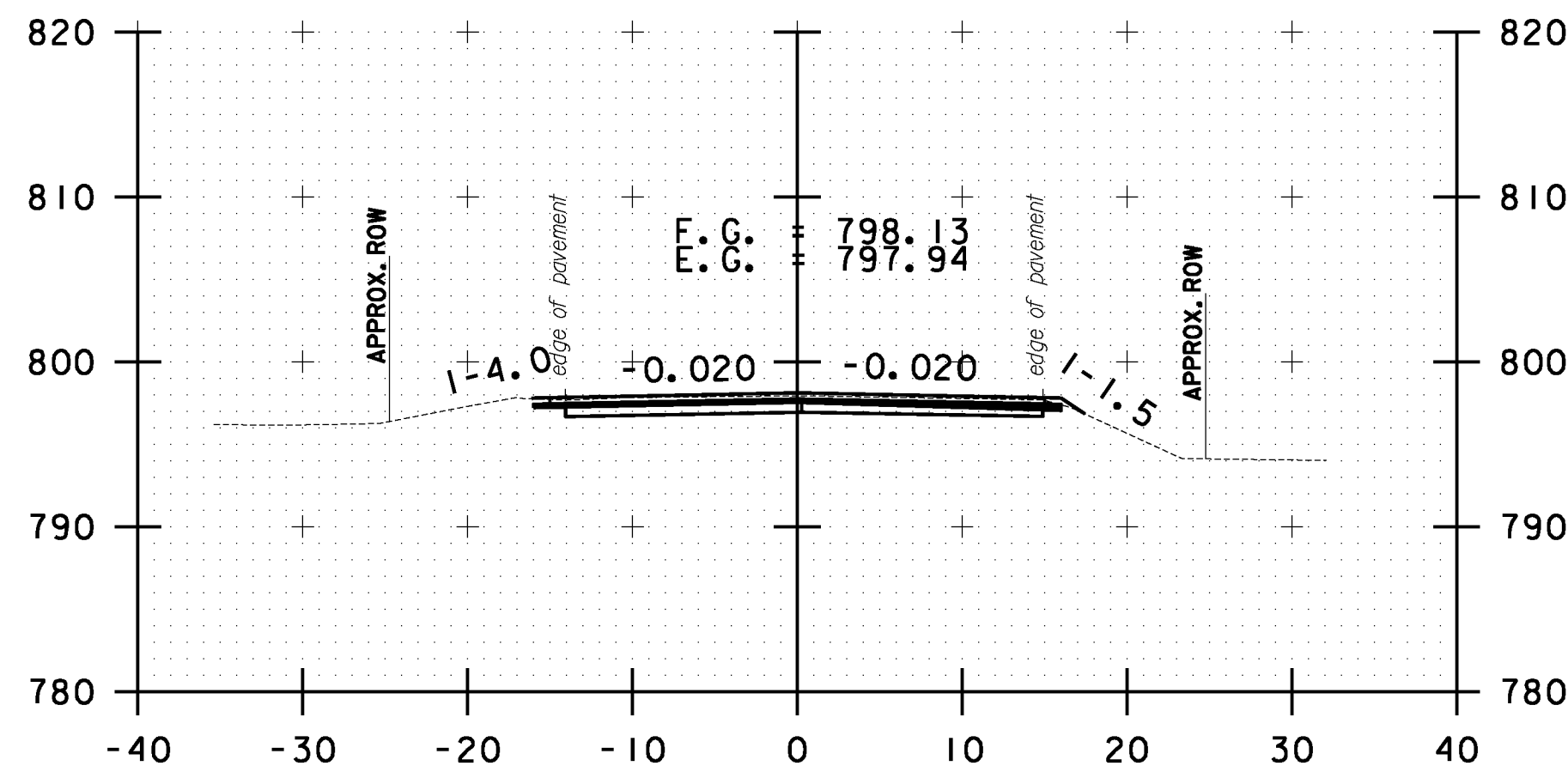
35+00.00



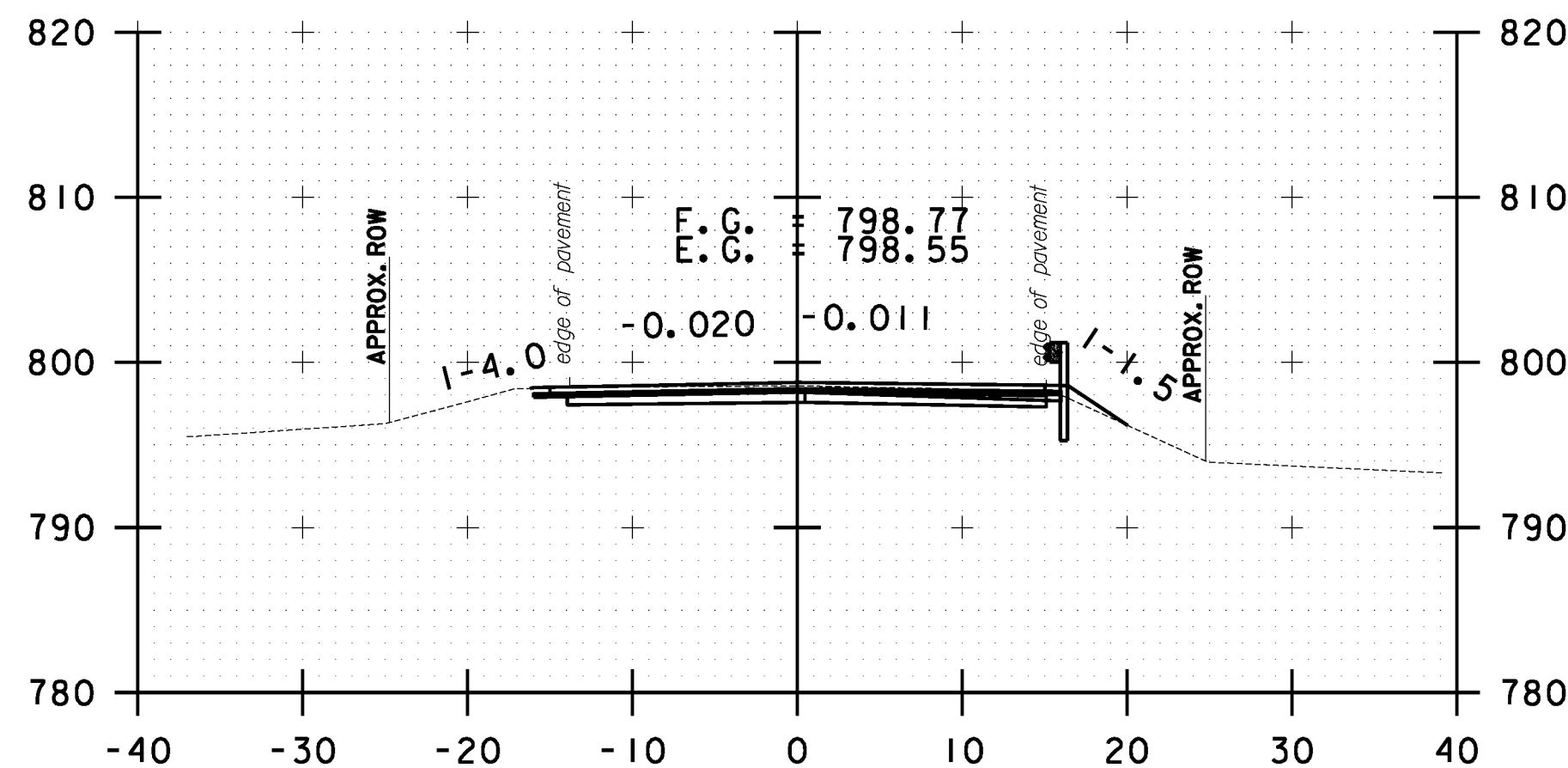
34+50.00



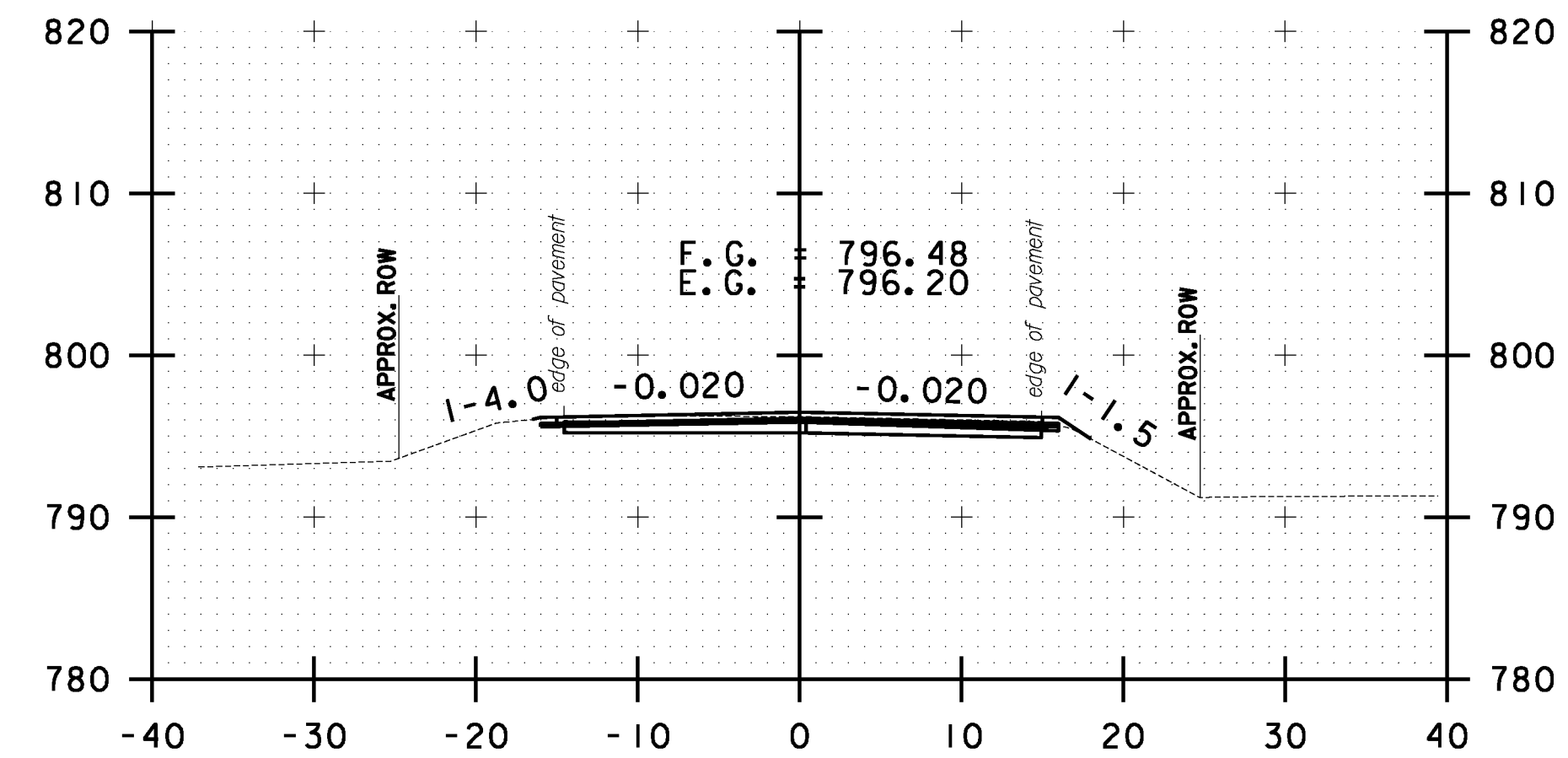
36+50.00



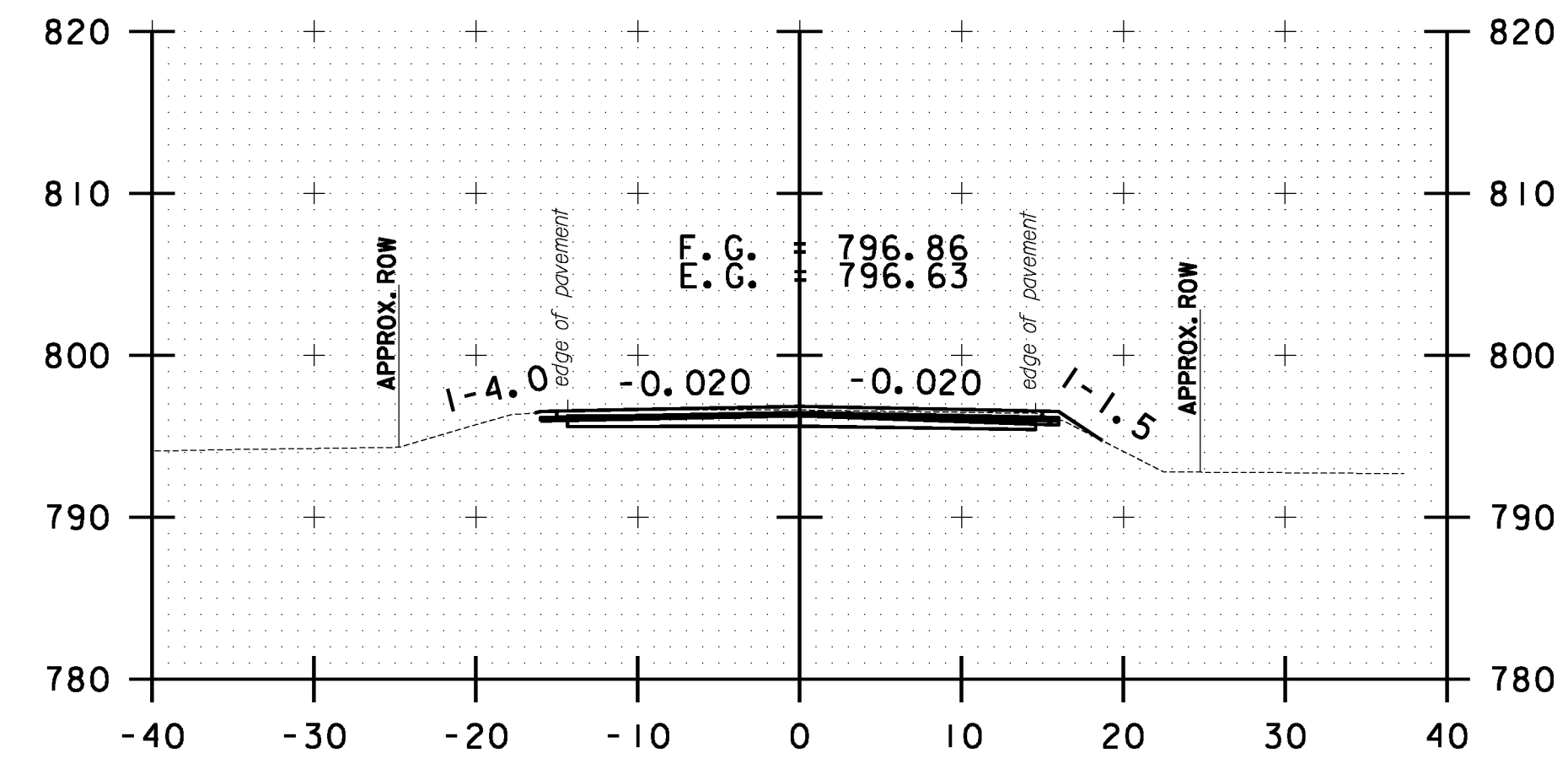
36+00.00



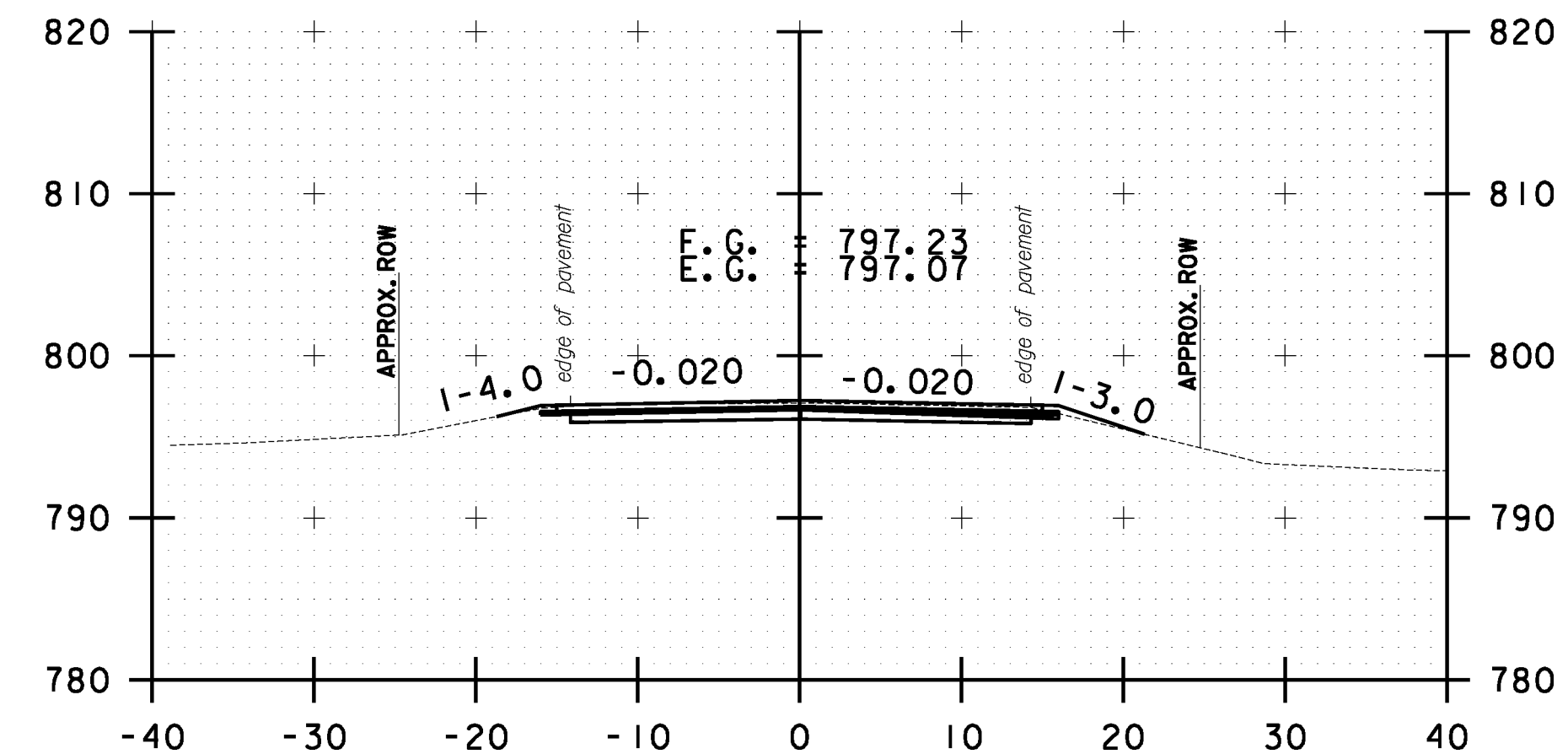
35+50.00



38+00.00



37+50.00



37+00.00



**STOCKBRIDGE
CROSS SECTION
SHEET #12**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_stock_xc.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214xs12.1

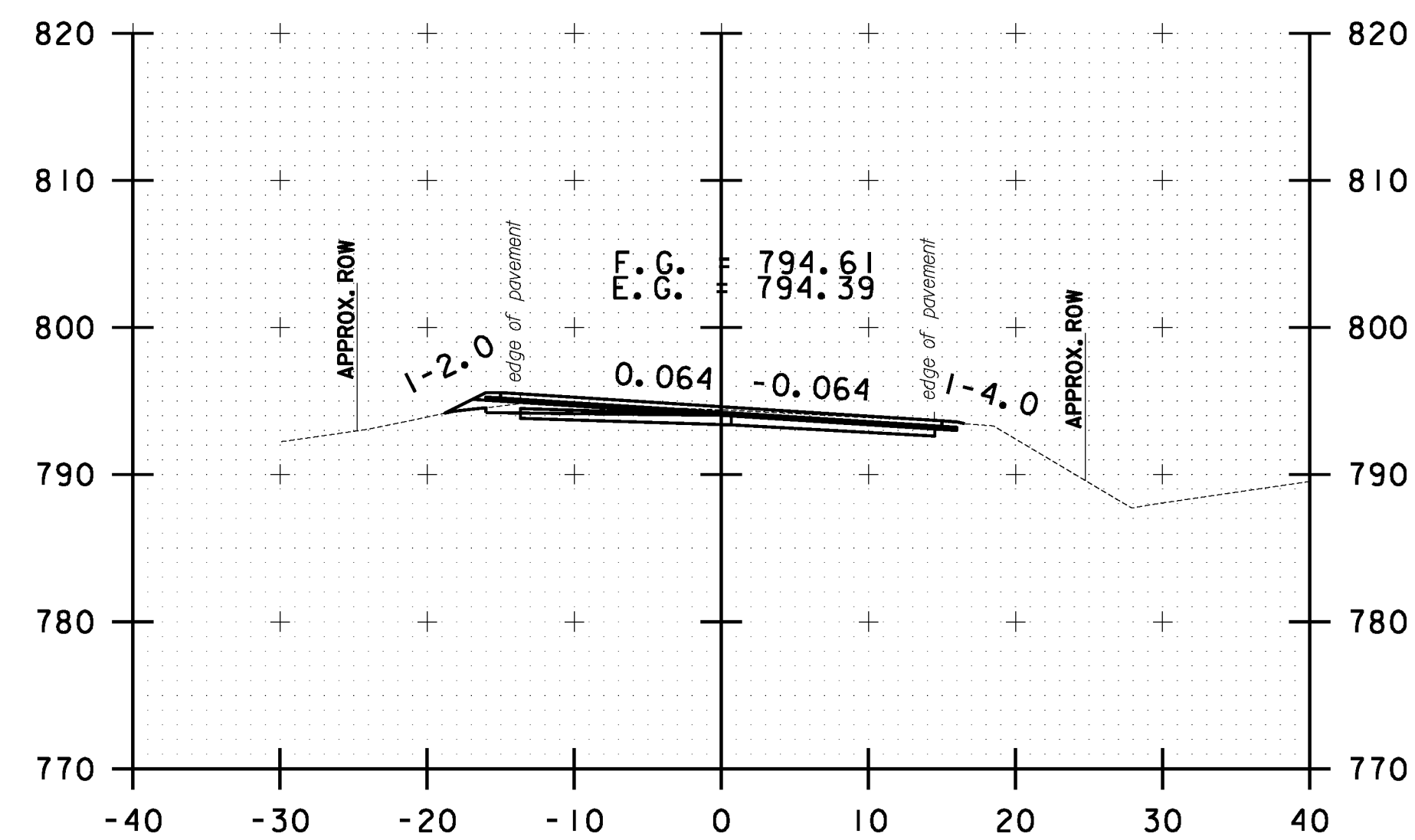
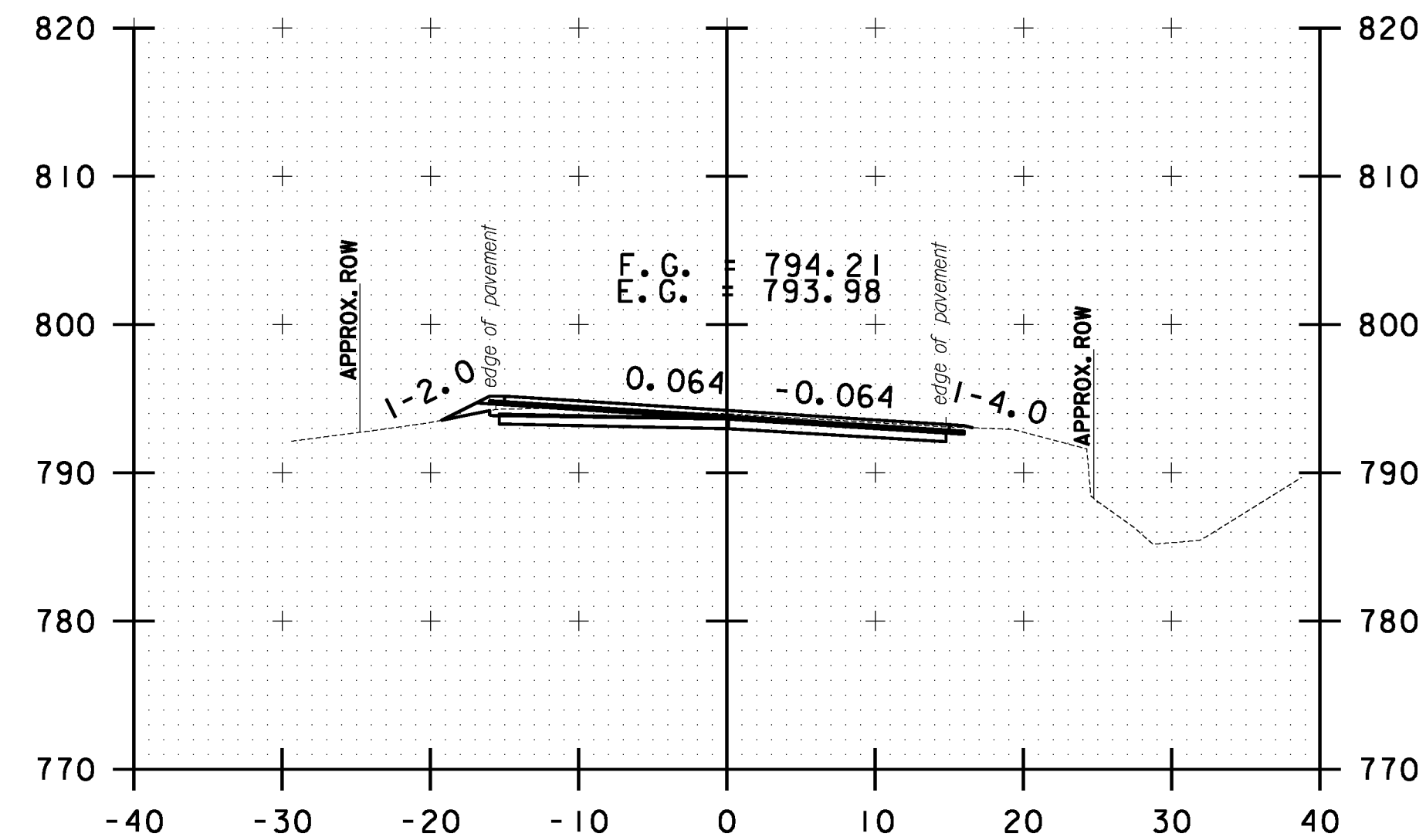
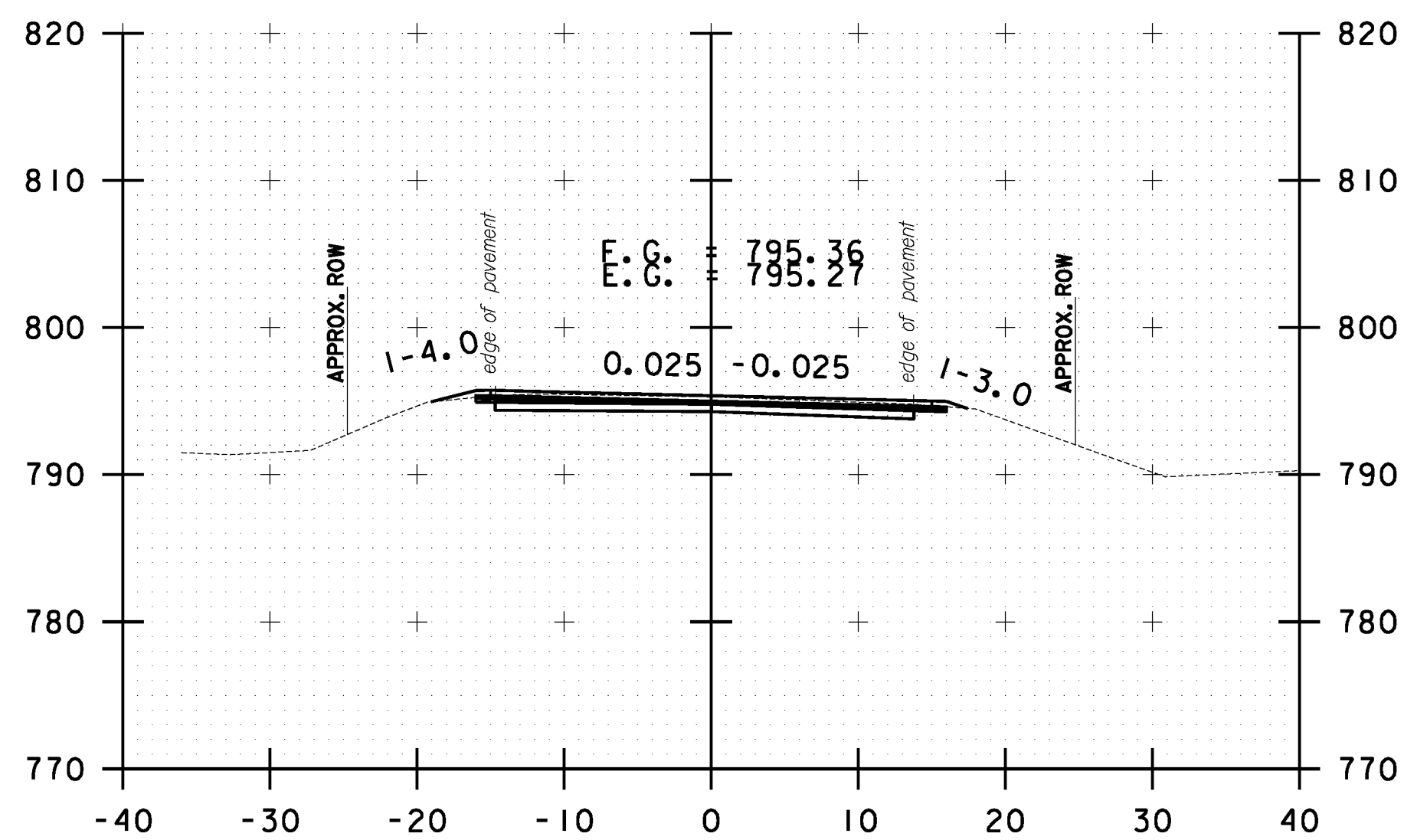
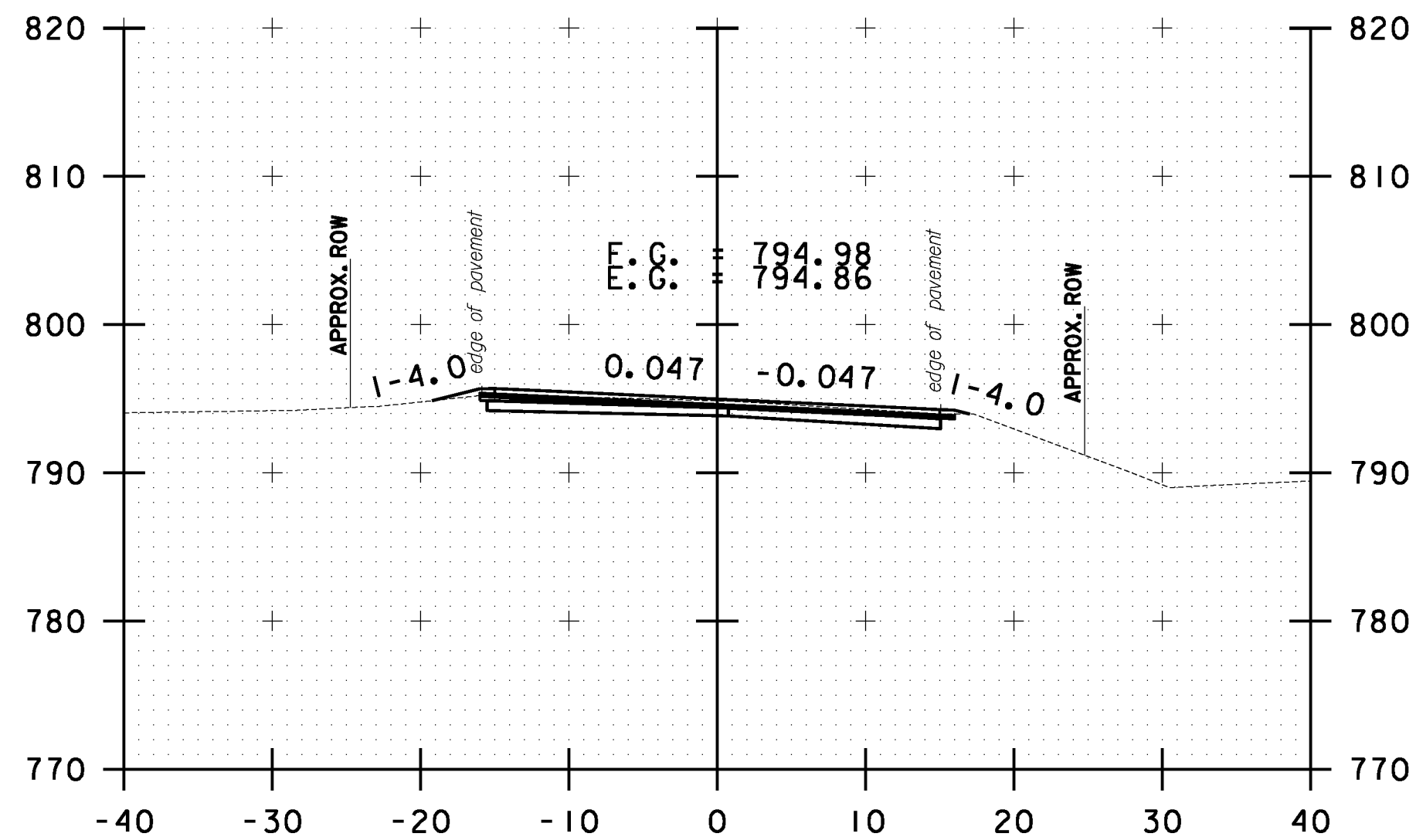
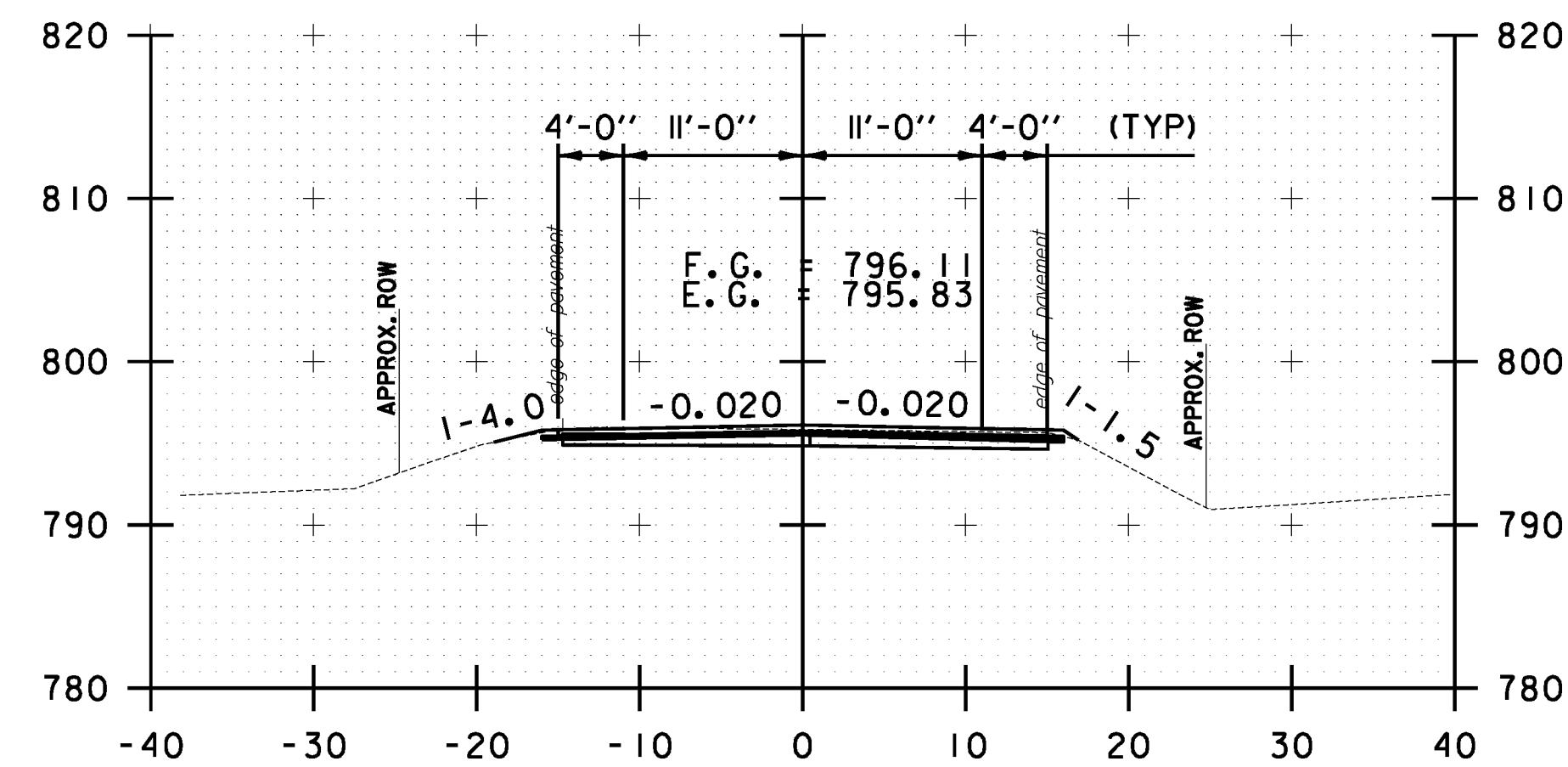
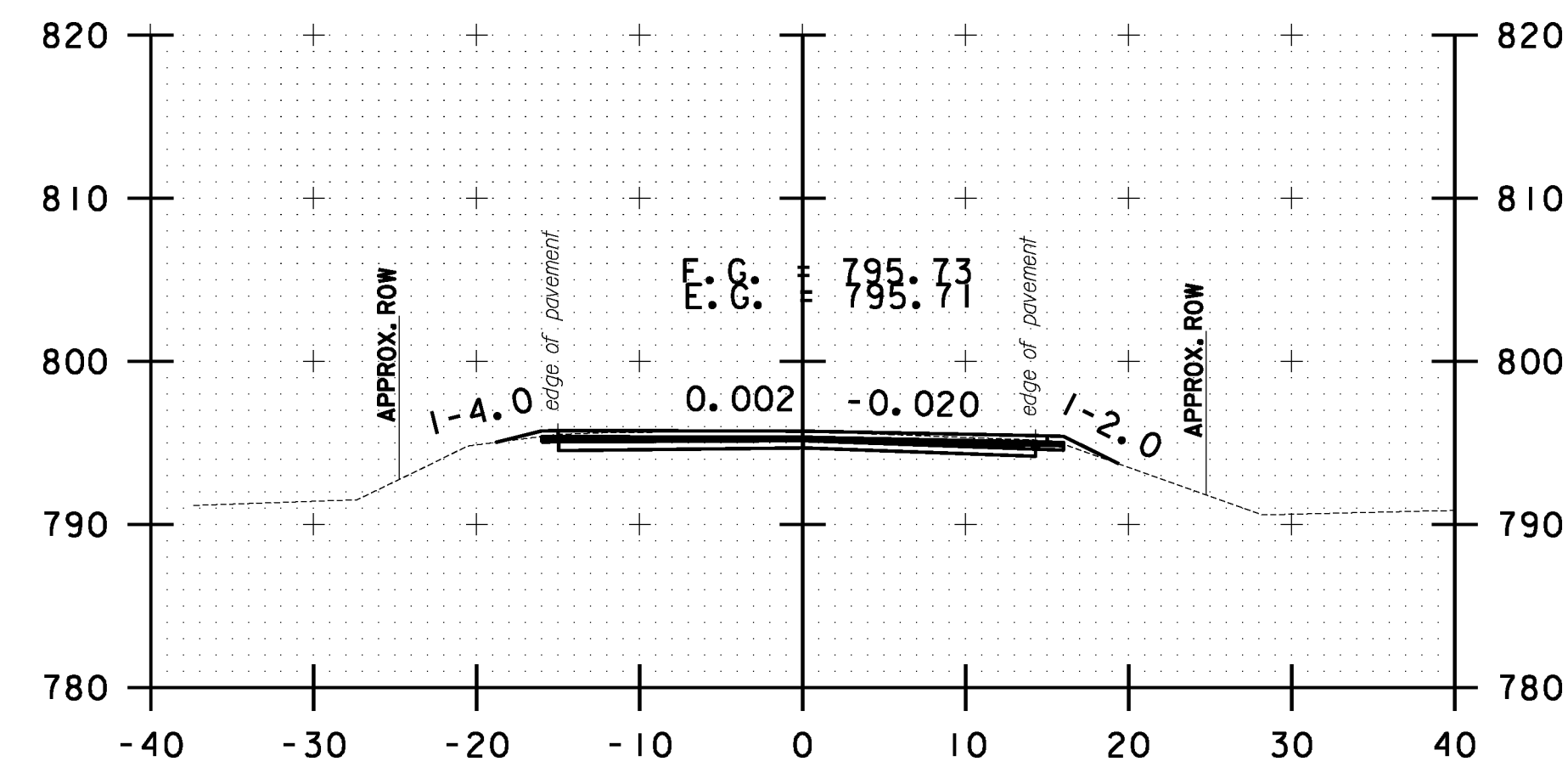
PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

CHECKED BY: J.P.S.

SHEET 225 OF 397

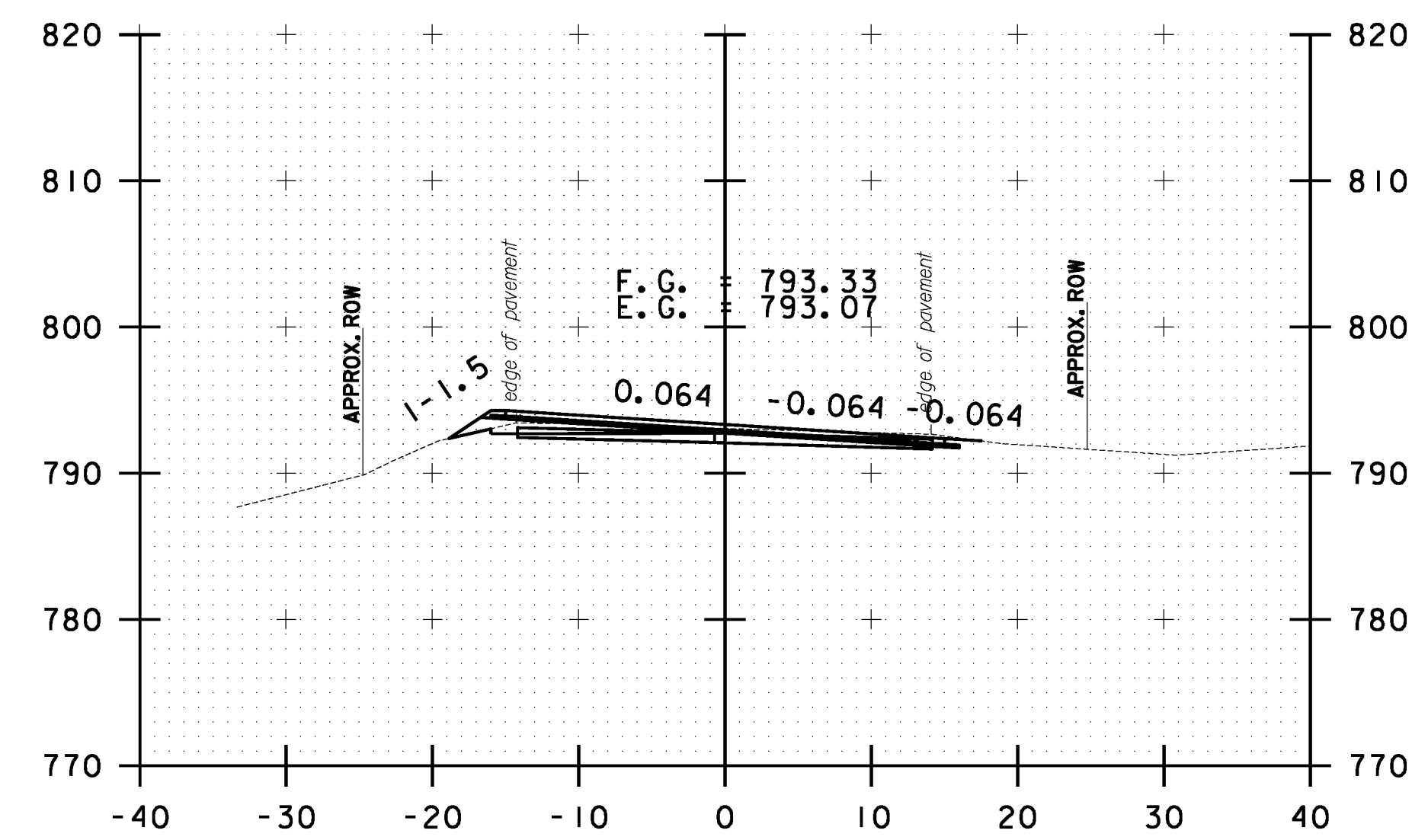
FILE NAME: \\P:\projects\ANY\K2\22\25\CAOD\KSTN\10b214_stock_xc.dgn
DATE/TIME: 3/17/2014
USER: 4916



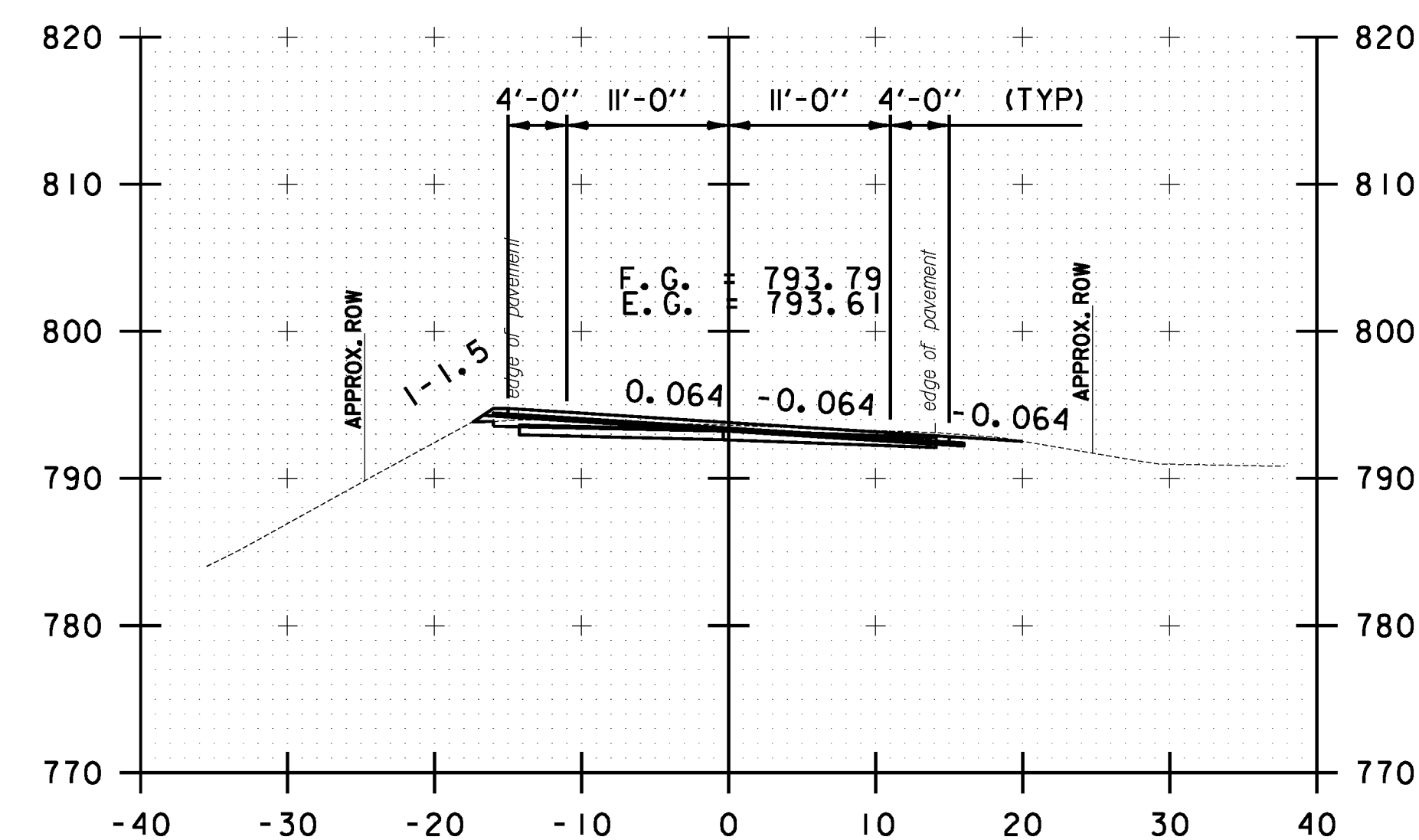
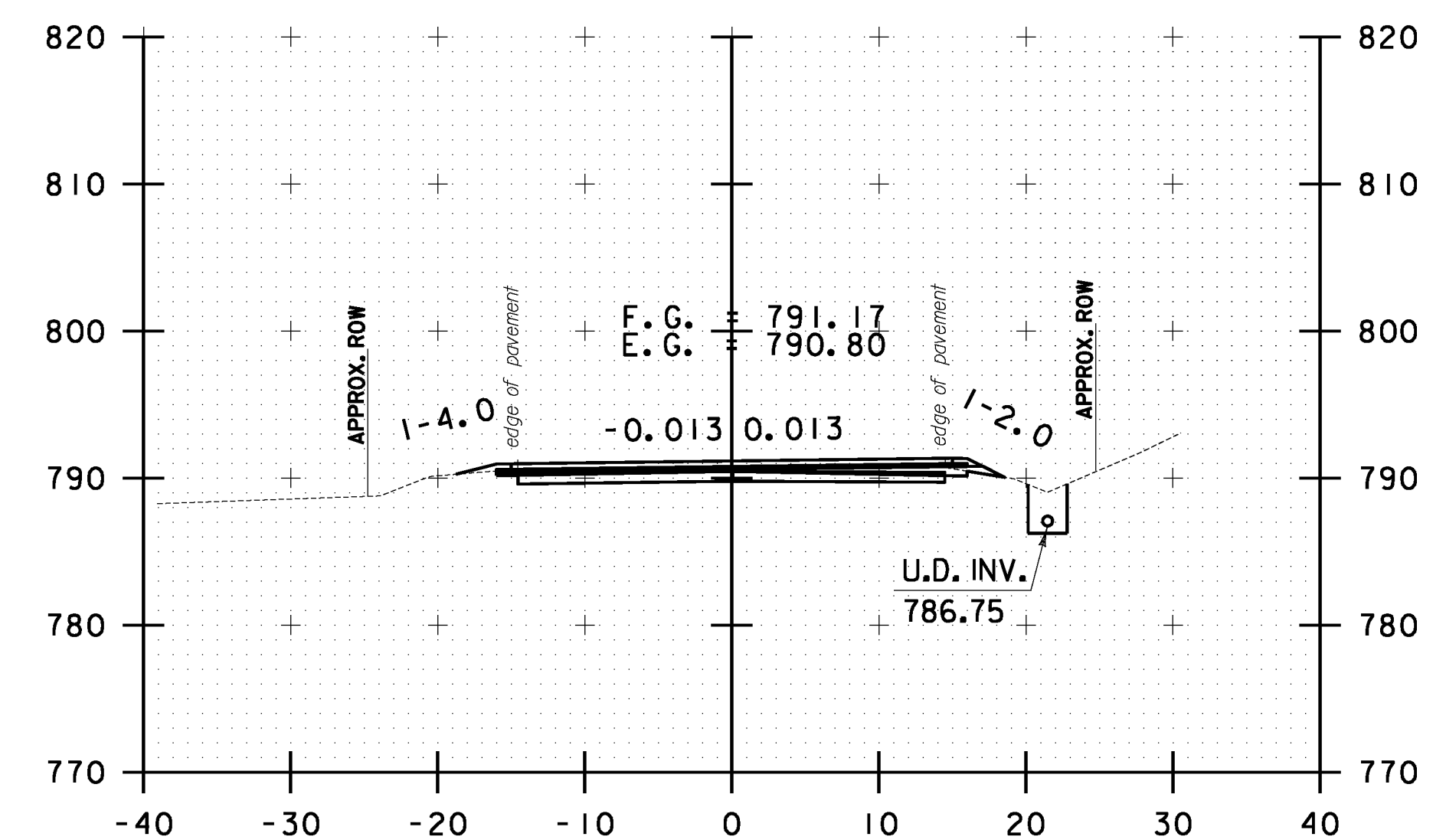
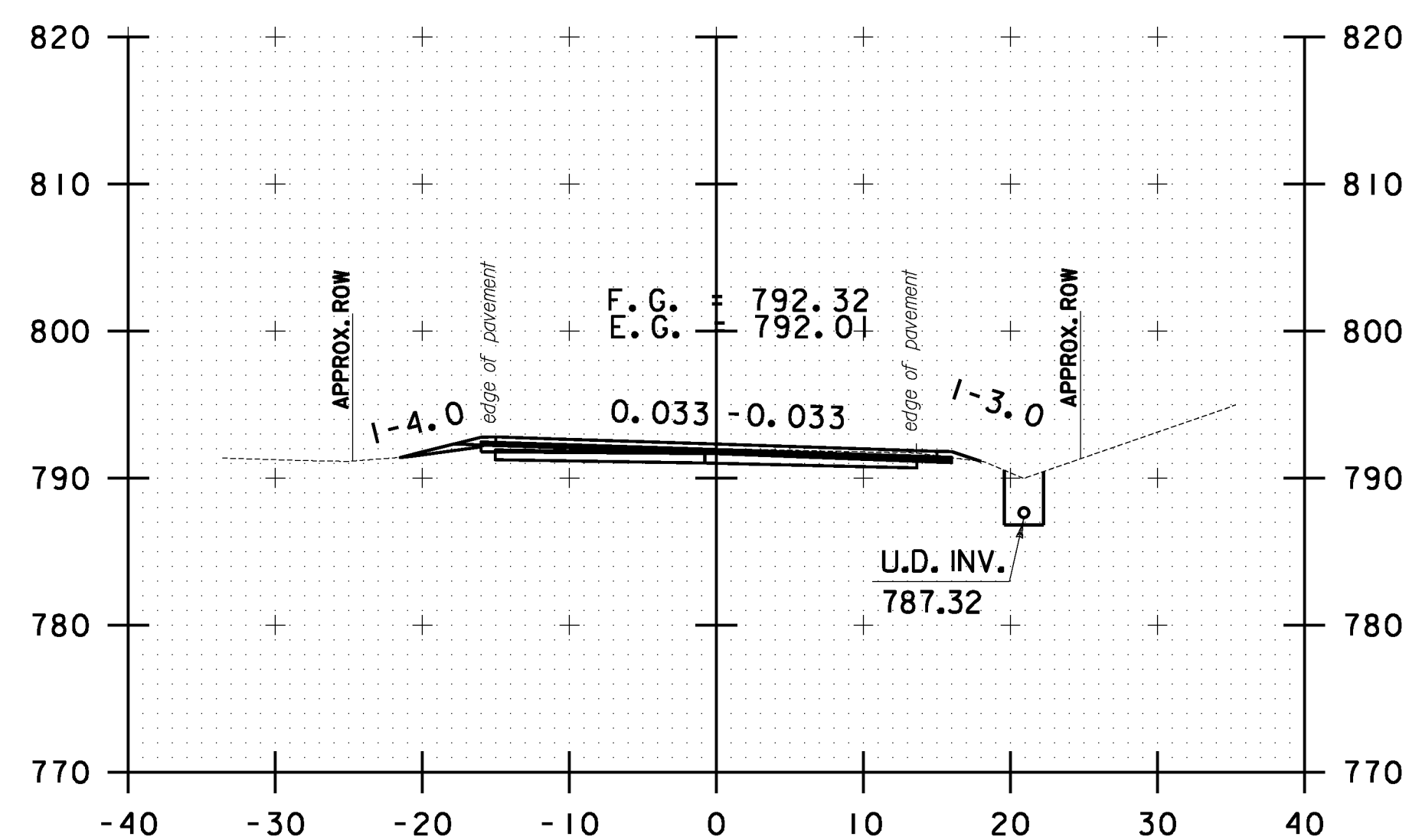
10 0 10
SCALE IN FEET

**STOCKBRIDGE
CROSS SECTION
SHEET #13**

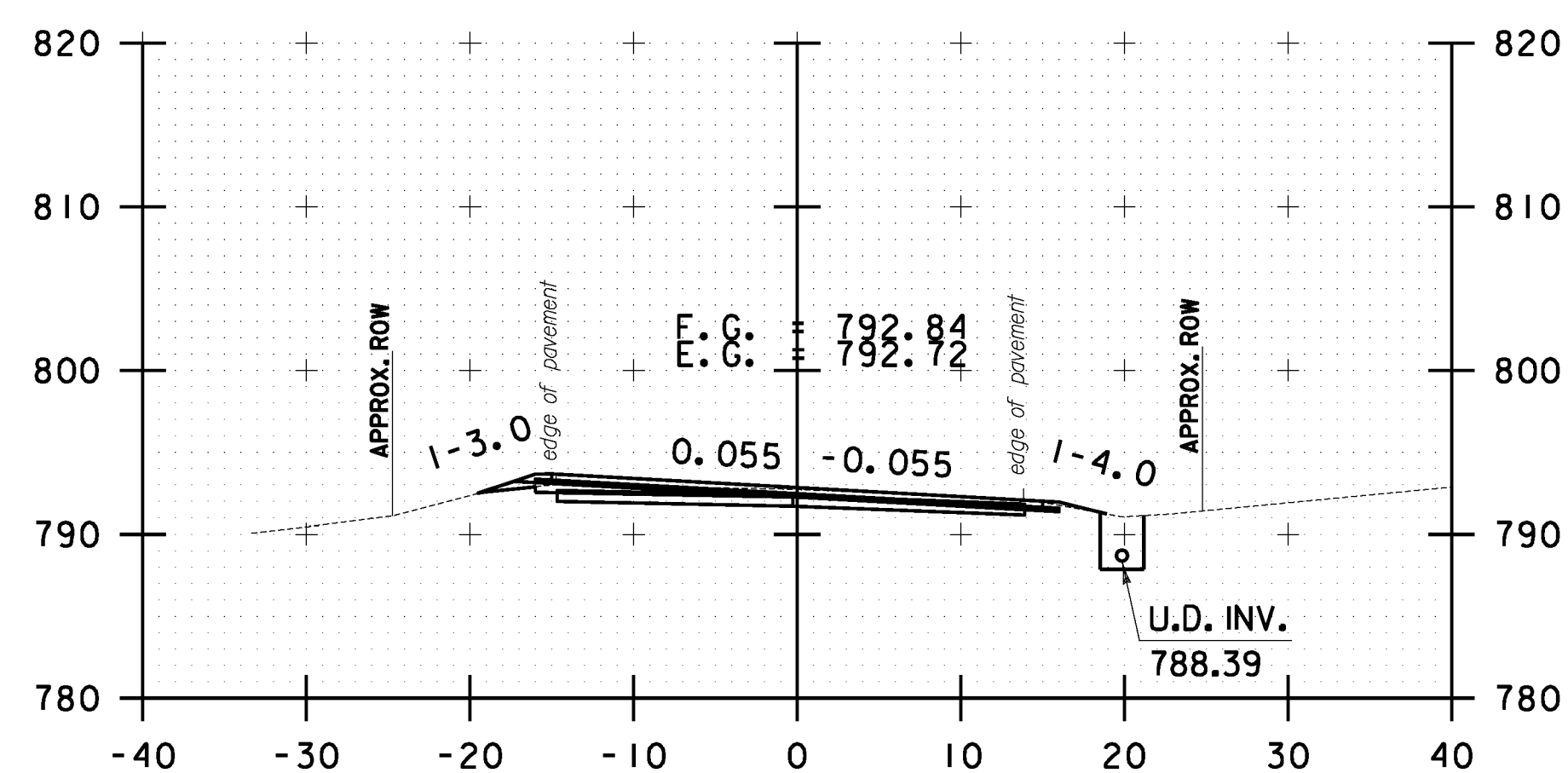
PROJECT NAME: STOCKBRIDGE-BETHEL	
PROJECT NUMBER: STP 2910(1)	
FILE NAME: z10b214_stock_xc.dgn	PLOT DATE: 3/17/2014
PROJECT LEADER: D.E.G.	DRAWN BY: W.G.P.
DESIGNED BY: L.M.B.	CHECKED BY: J.P.S.
IPARM FILE: z10b214xsl3.1	SHEET 226 OF 397



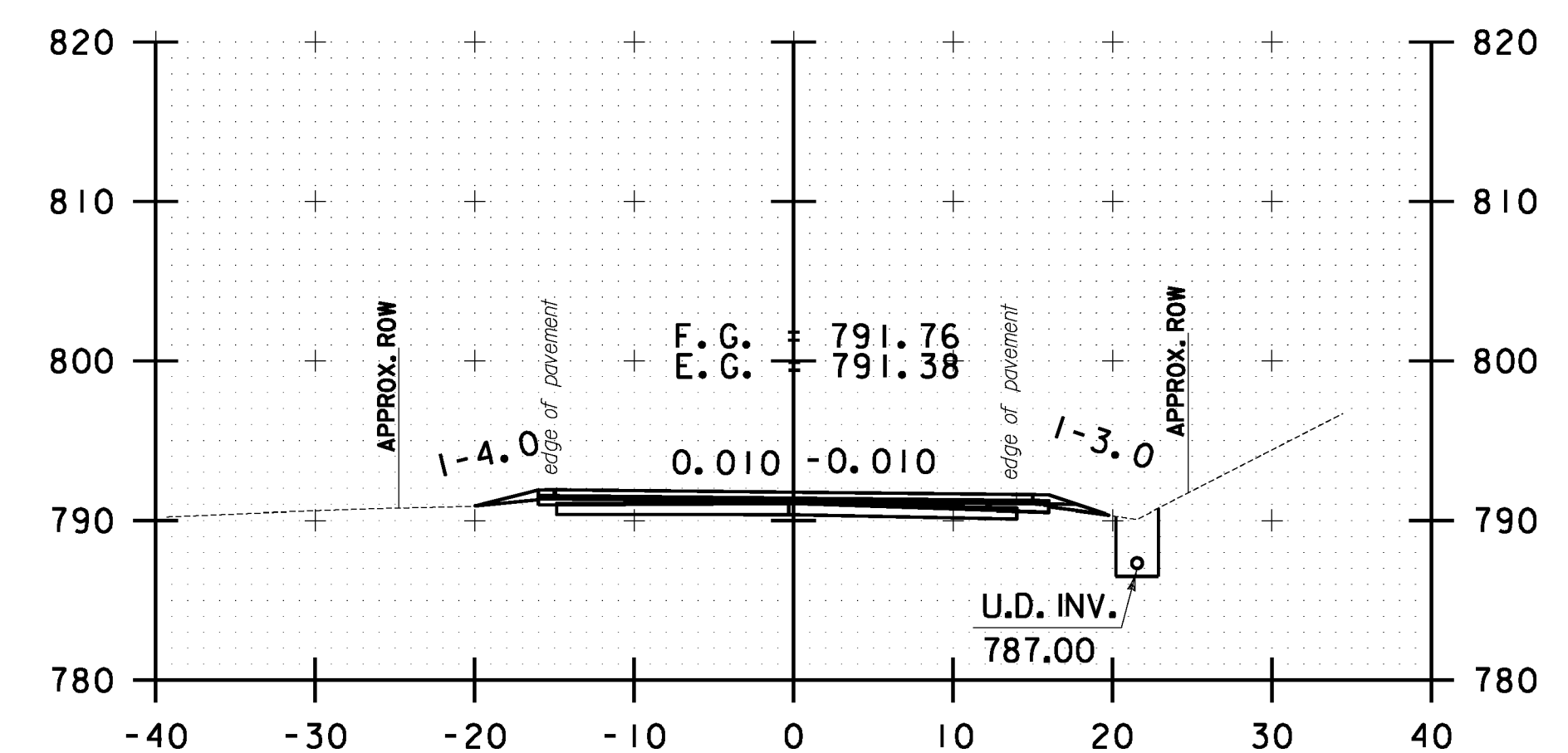
42+00.00



41+50.00

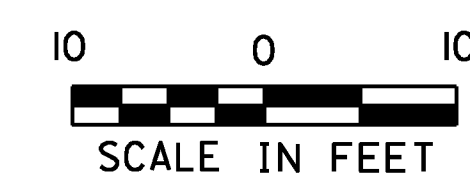


42+50.00



43+50.00

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FILE NAME = V:\Projects\ANY\K2\22426\CADD\*_MSTN\z10b214_*stock*.xc.dgn
DATE/TIME = 3/17/2014
USER = 4916
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**STOCKBRIDGE
CROSS SECTION
SHEET #14**

PROJECT NAME:	STOCKBRIDGE-BETHEL
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PROJECT NUMBER: STP 2910(I)

FILE NAME: z10b214_stock_xc.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214xsl4.i

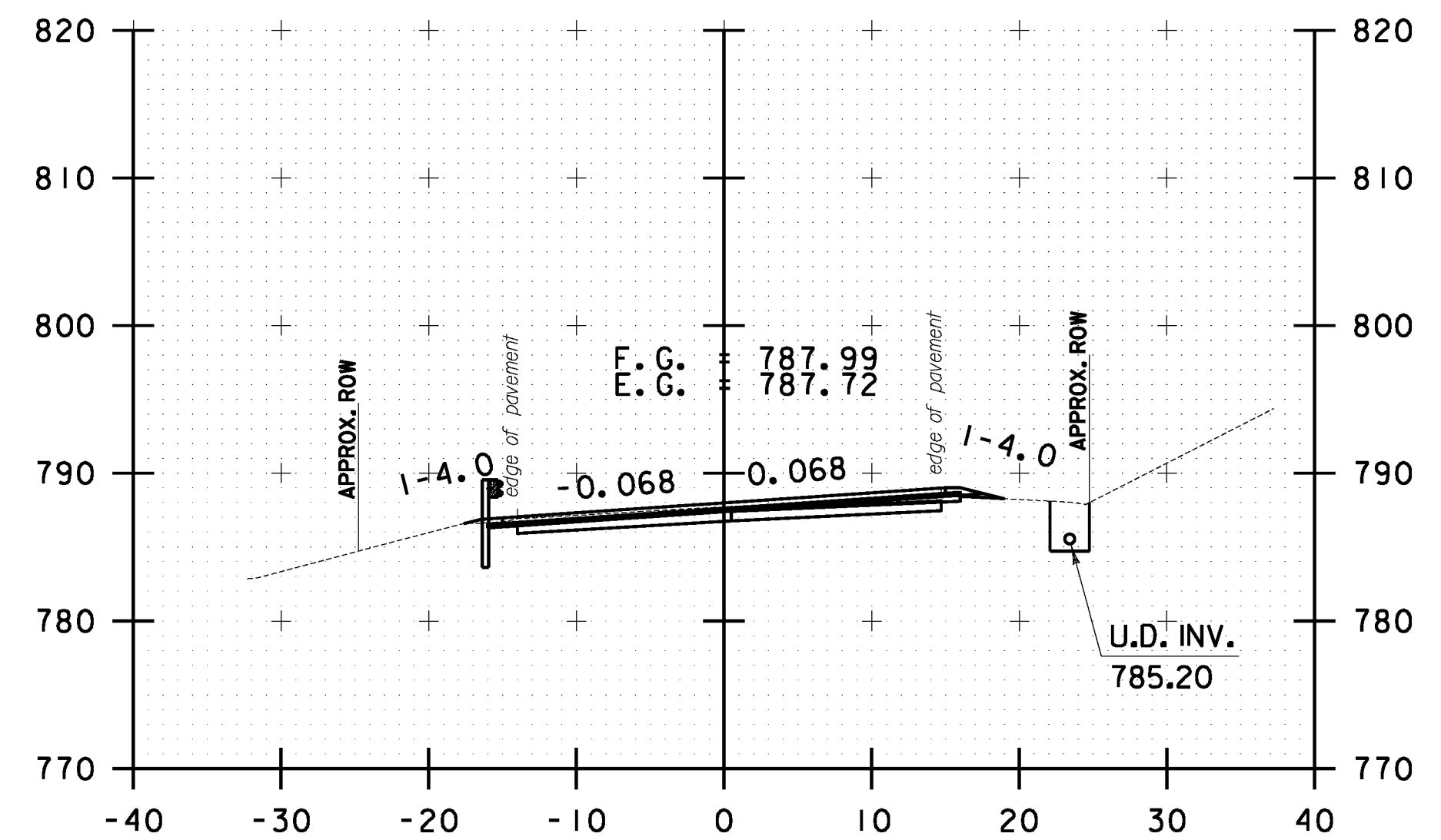
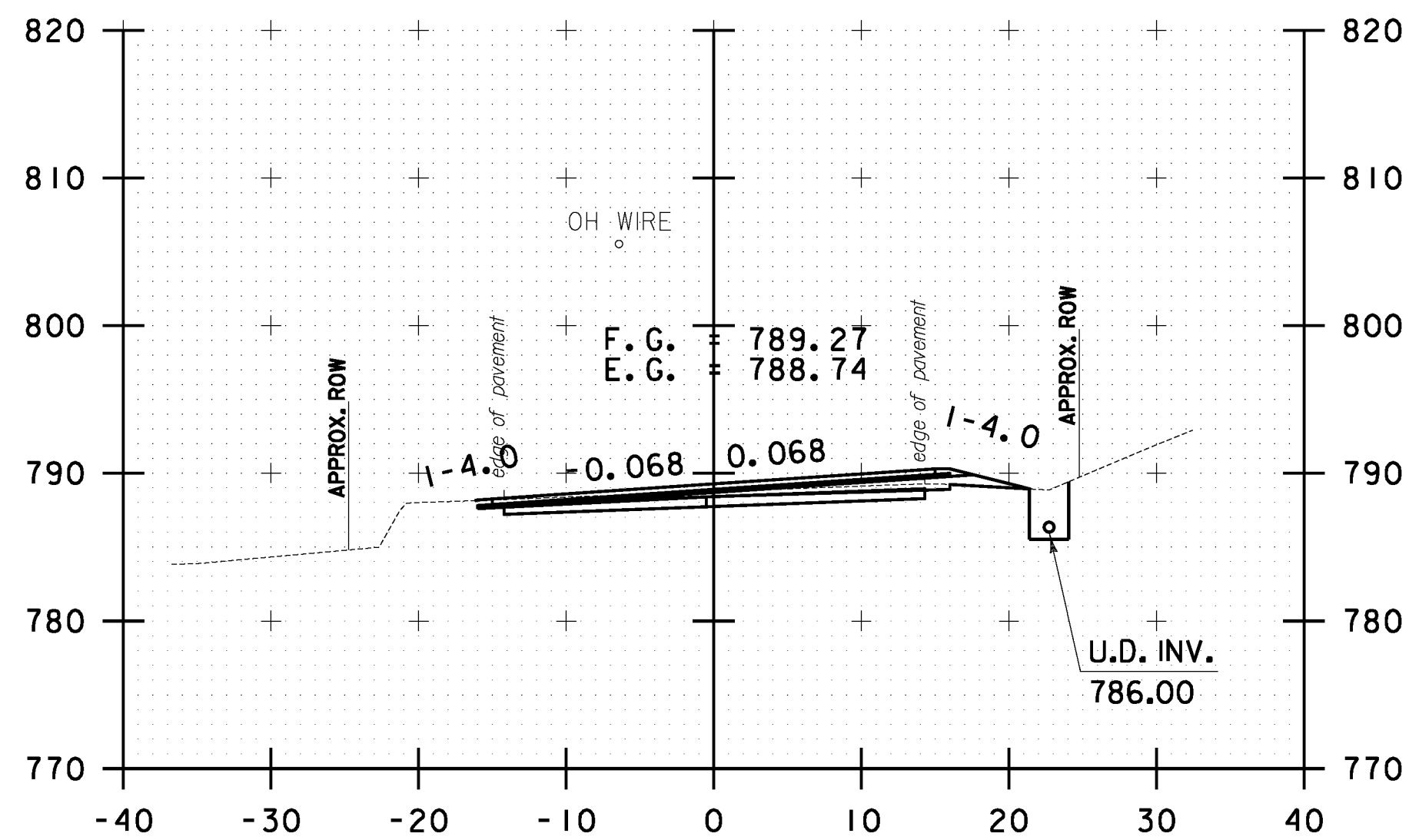
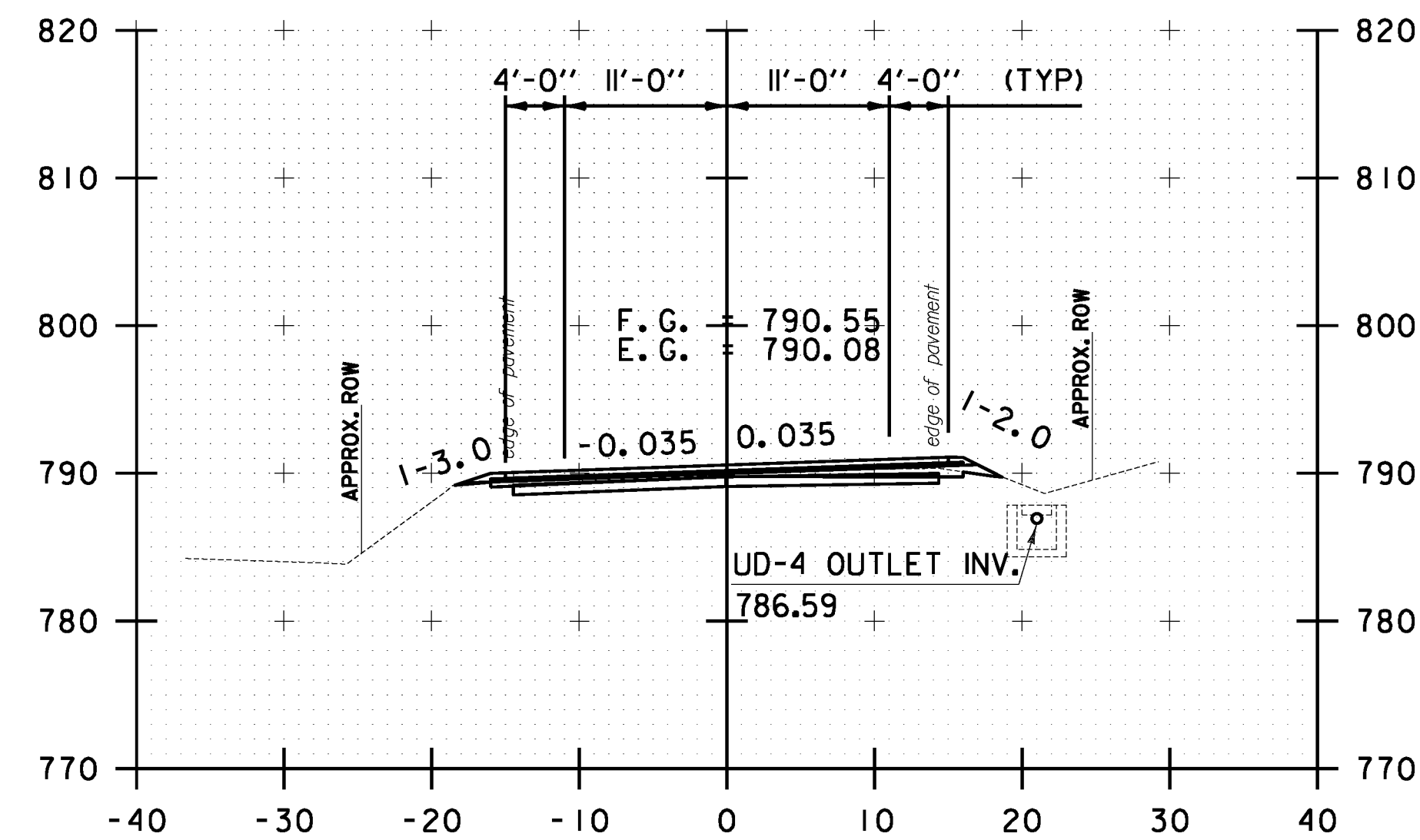
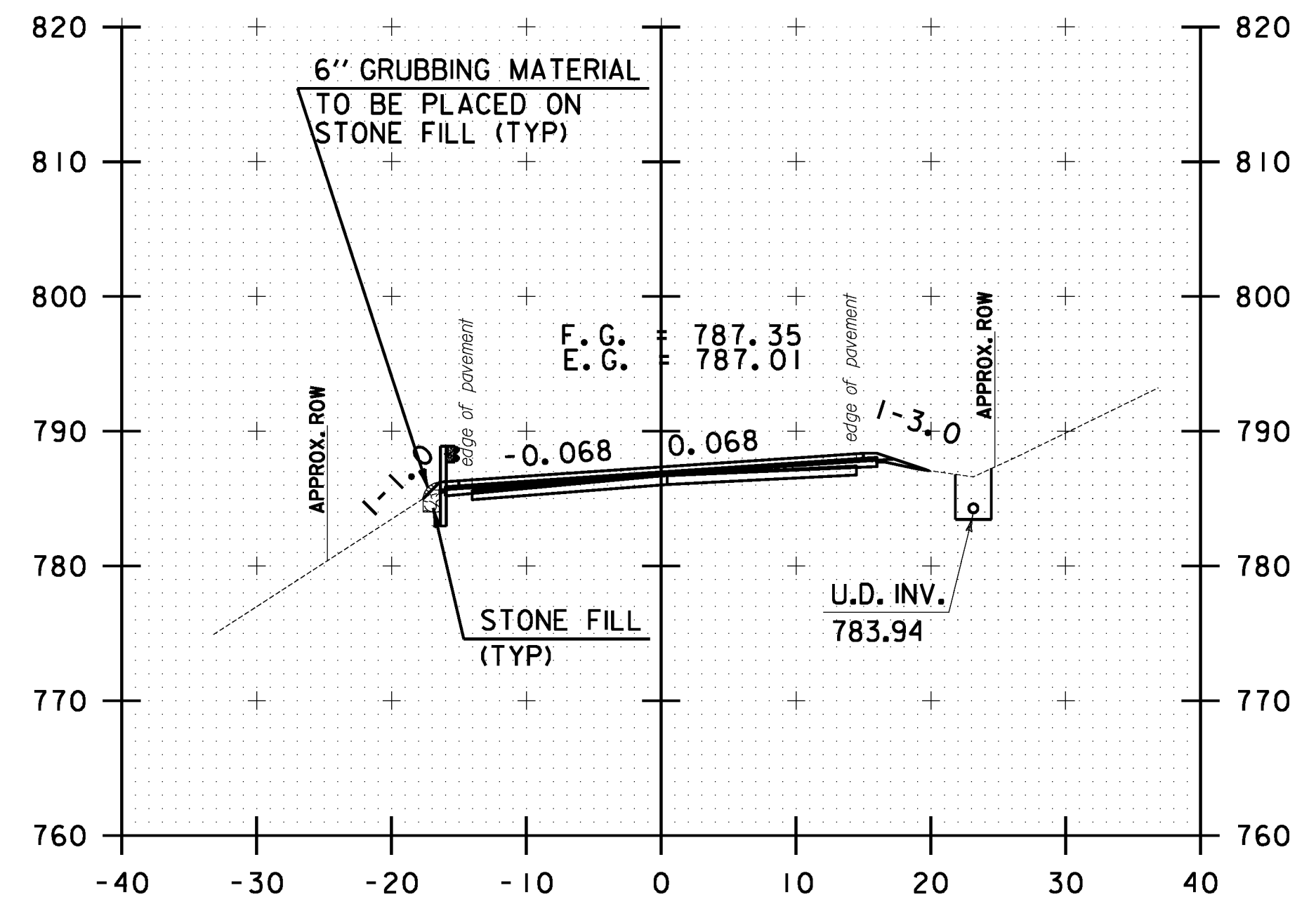
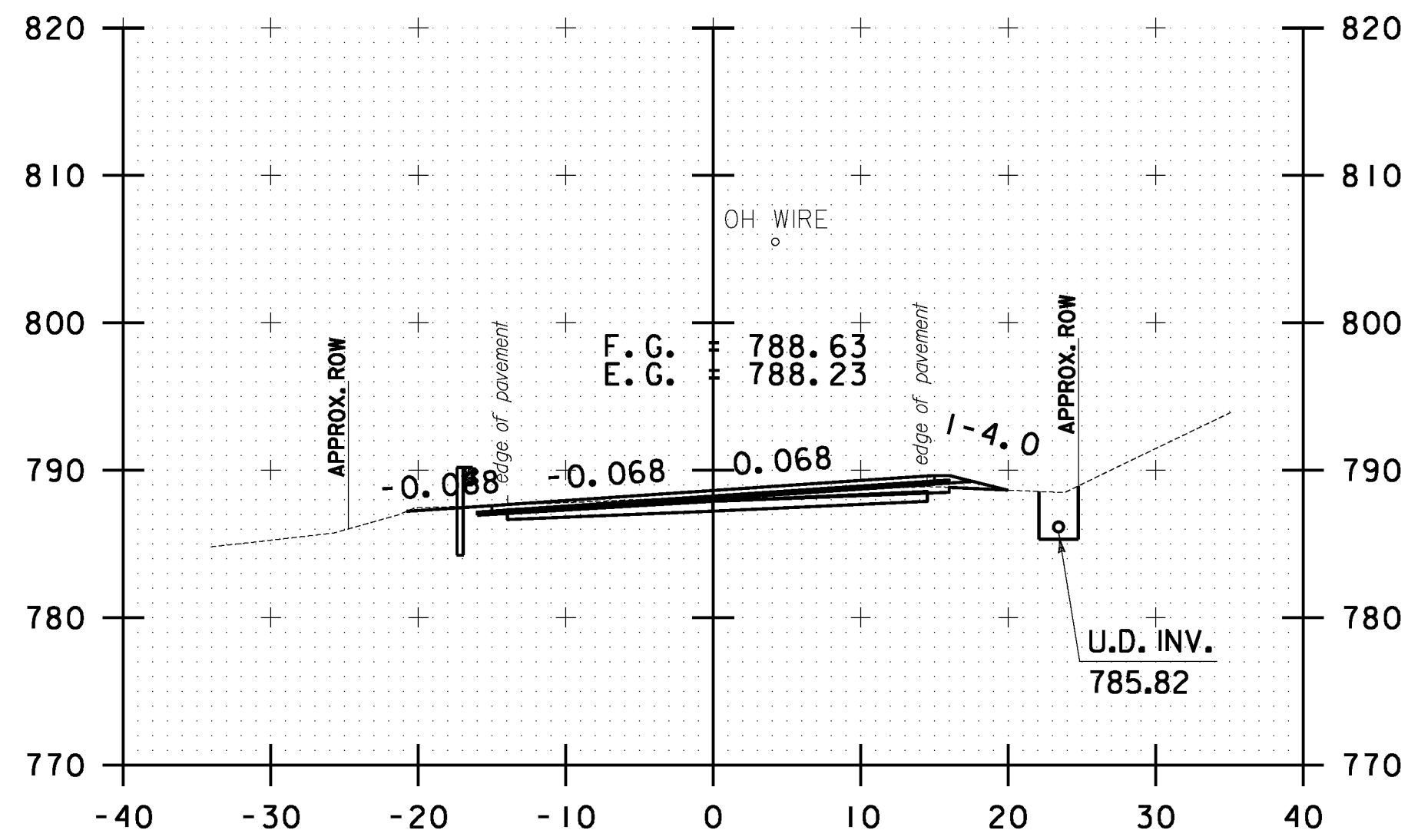
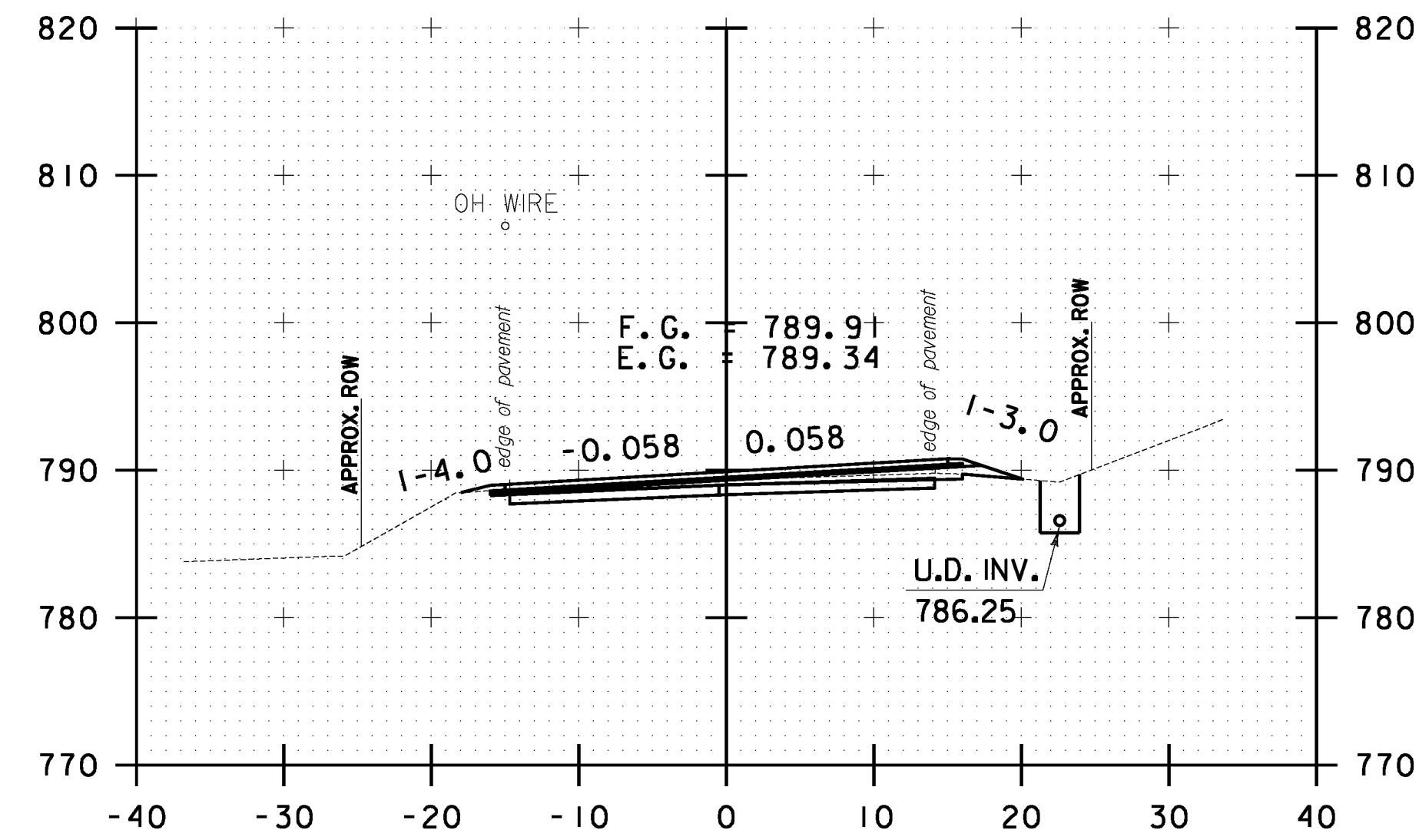
PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

CHECKED BY: J.P.S.

SHEET 227 OF 397

FILE NAME: \\P:\projects\ANY\K2\22\25\CAOD\KSTN\10b214_stock_xc.dgn
DATE/TIME: 3/17/2014
USER: jsl



10 0 10
SCALE IN FEET

**STOCKBRIDGE
CROSS SECTION
SHEET #15**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_stock_xc.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214xs15.1

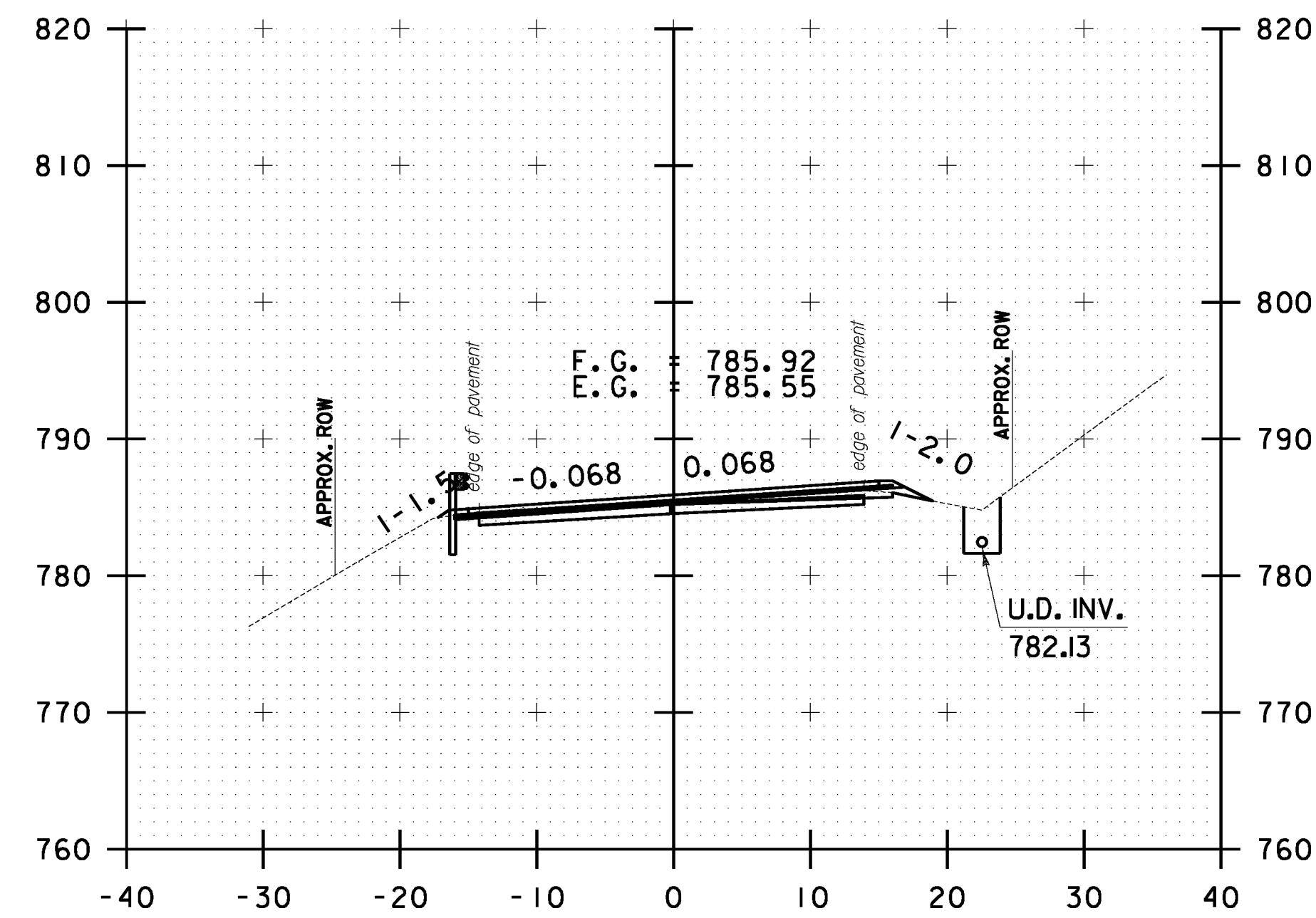
PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

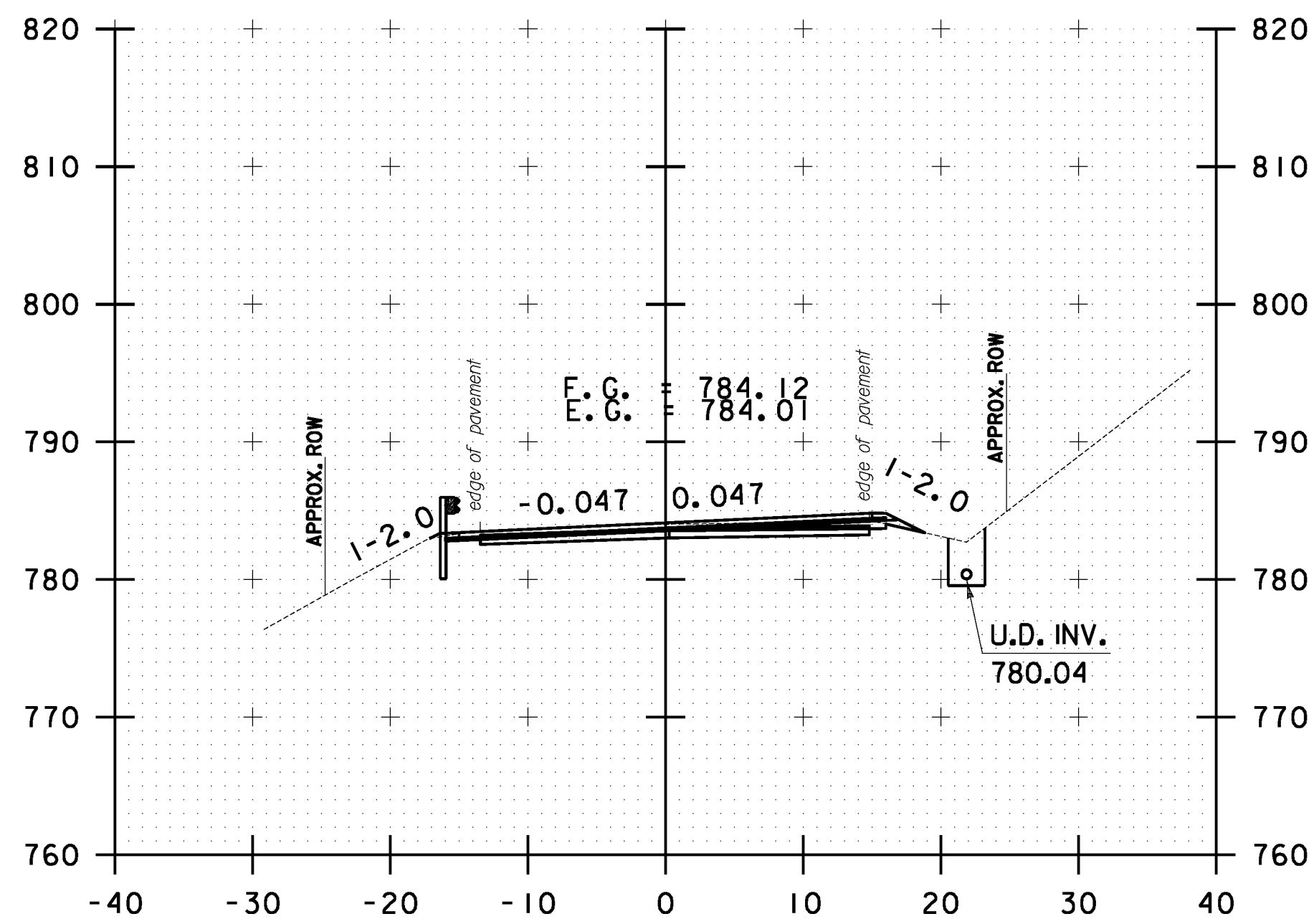
CHECKED BY: J.P.S.

SHEET 228 OF 397

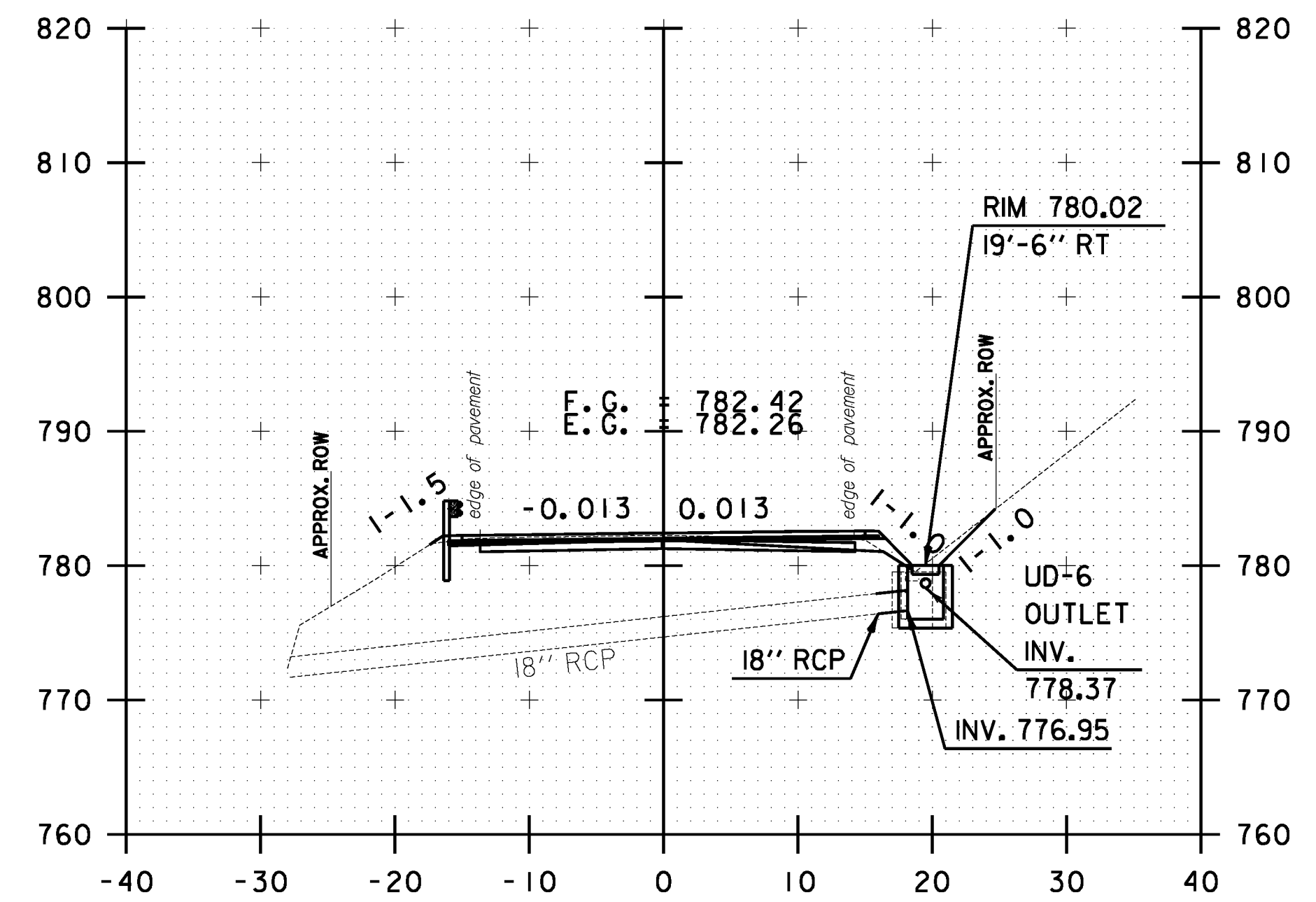
FILE NAME = W:\Projects\STOCKBRIDGE\STOCKBRIDGE.dgn
DATE/TIME = 3/17/2014
USER = JPS



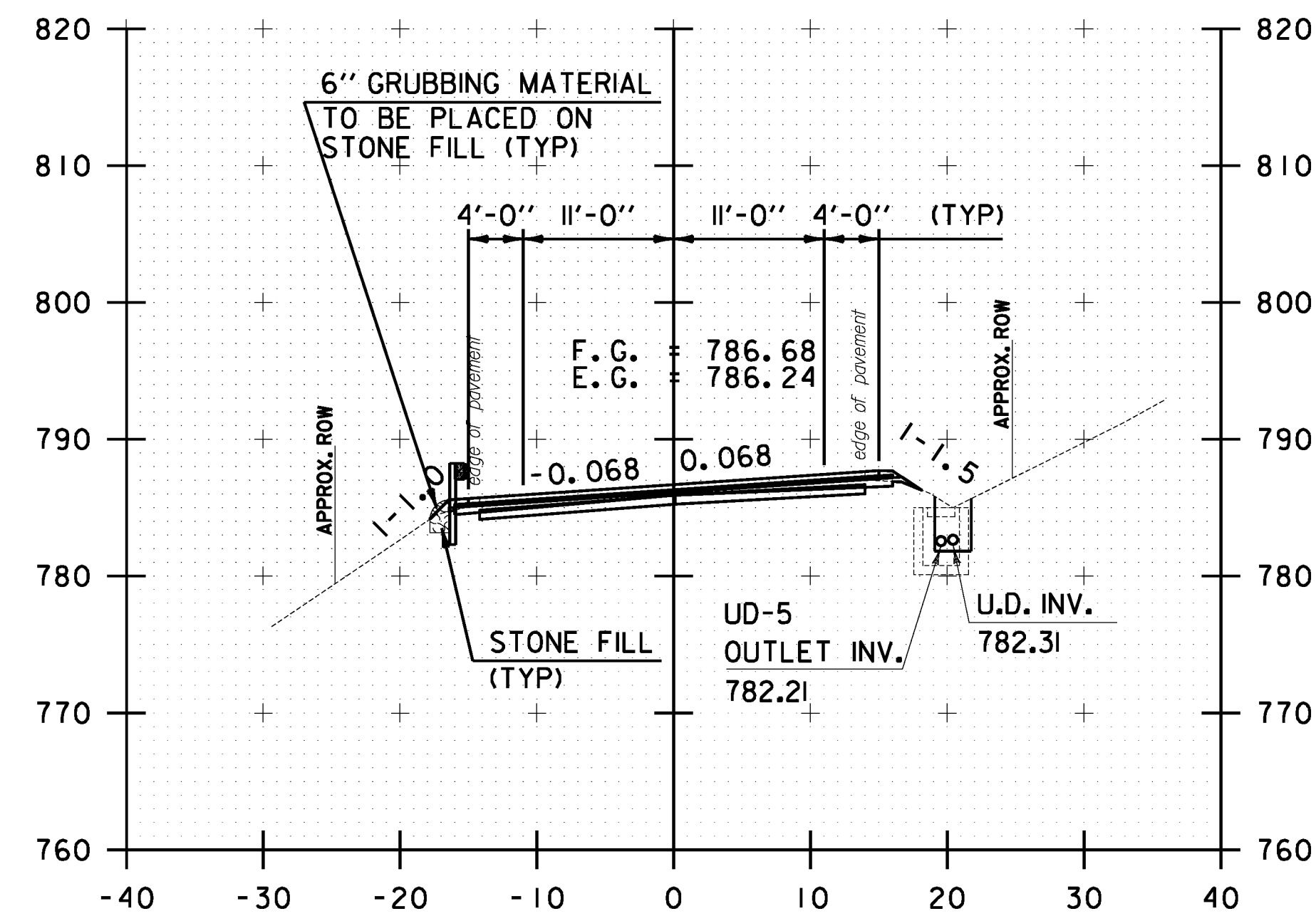
48+00.00



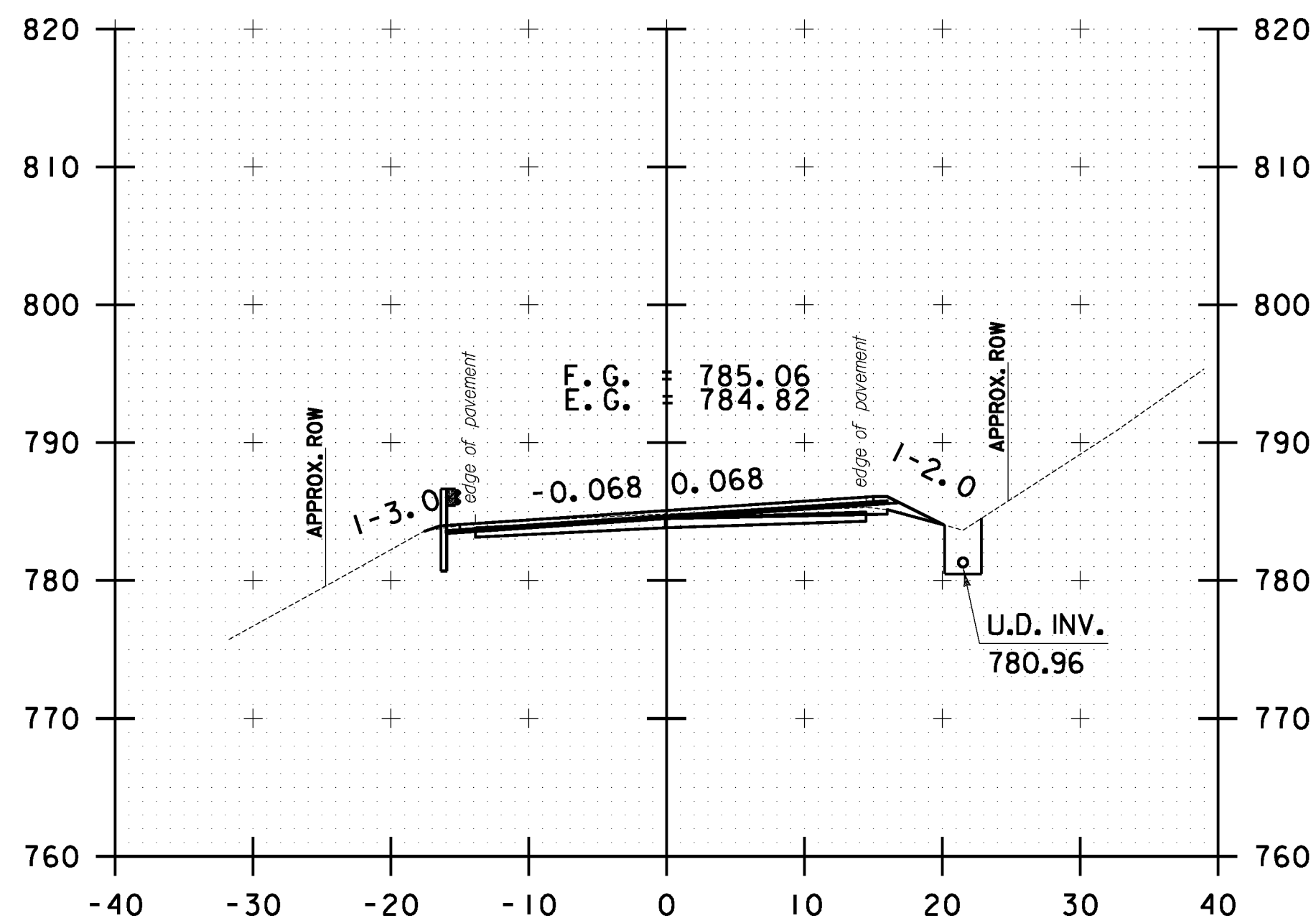
49+00.00



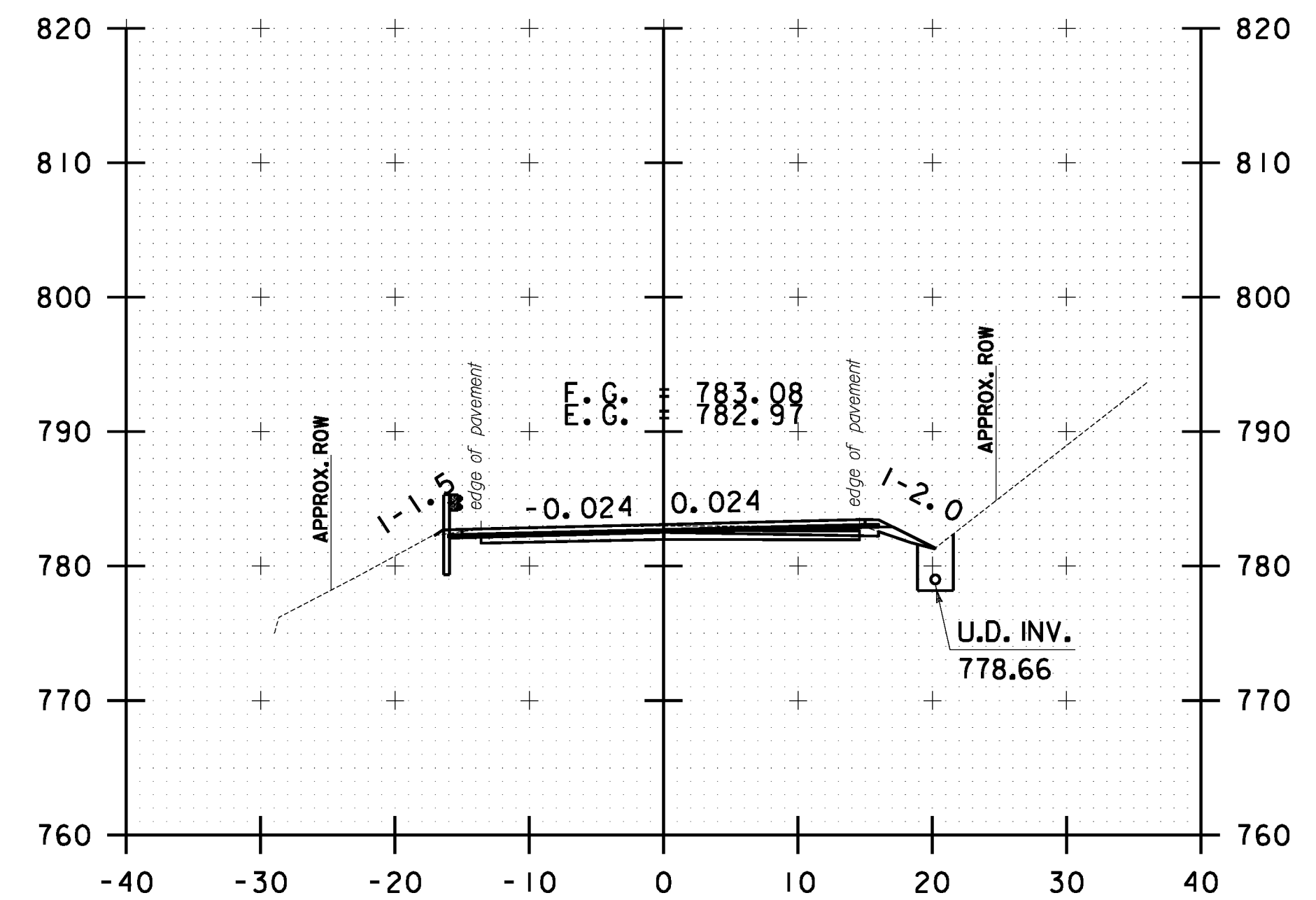
49+79.50



47+50.00



48+50.00



49+50.00

10 0 10
SCALE IN FEET

**STOCKBRIDGE
CROSS SECTION
SHEET #16**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214.stock.xc.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

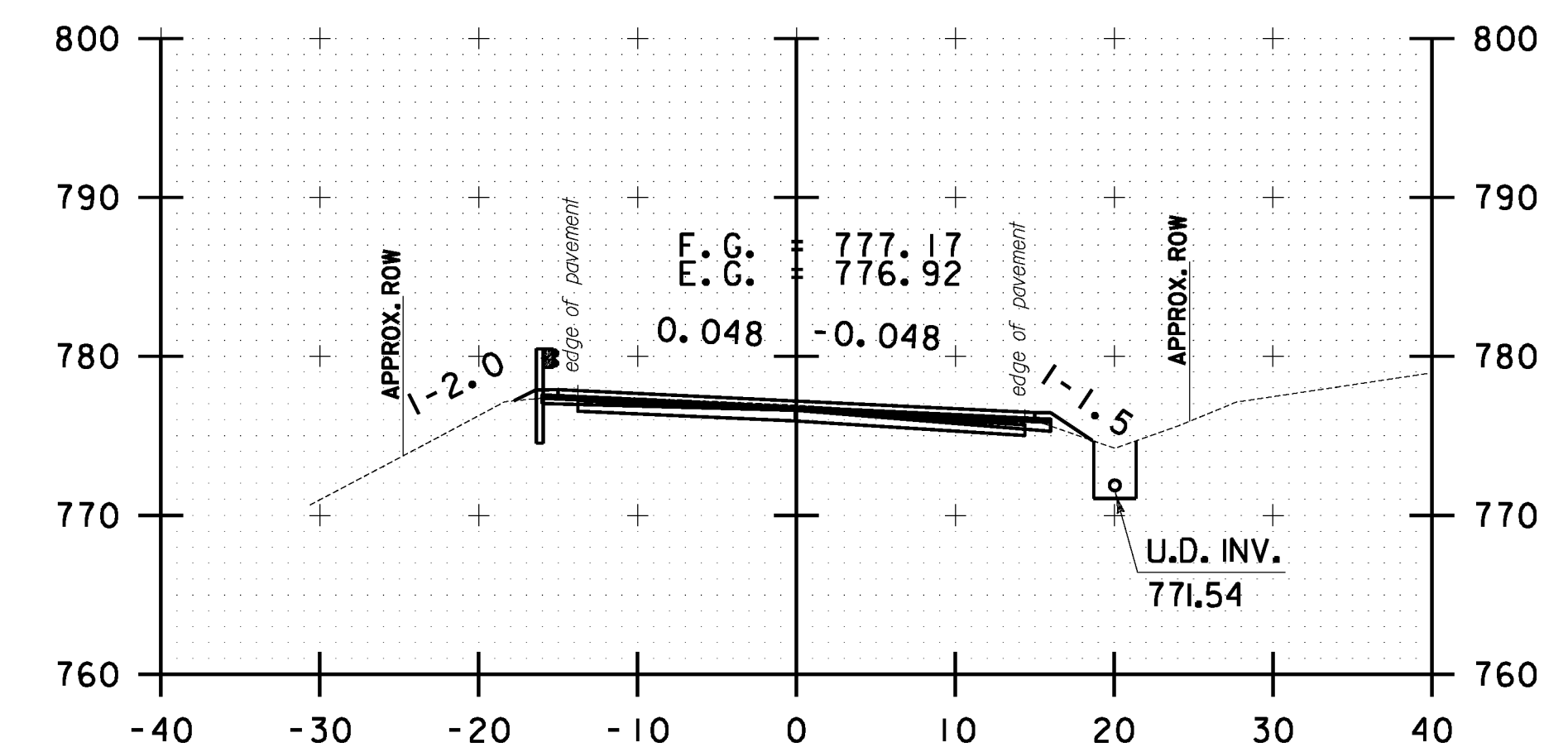
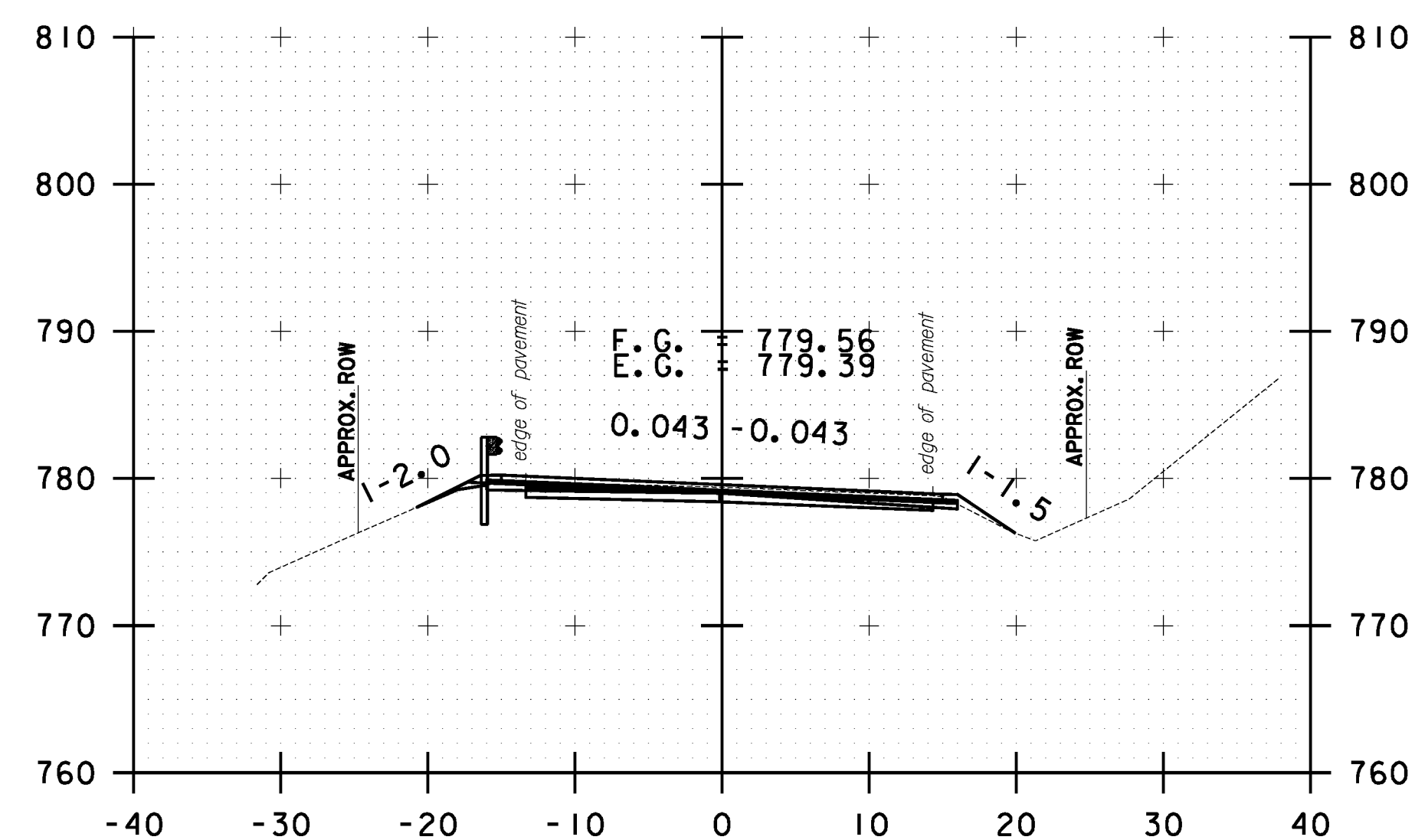
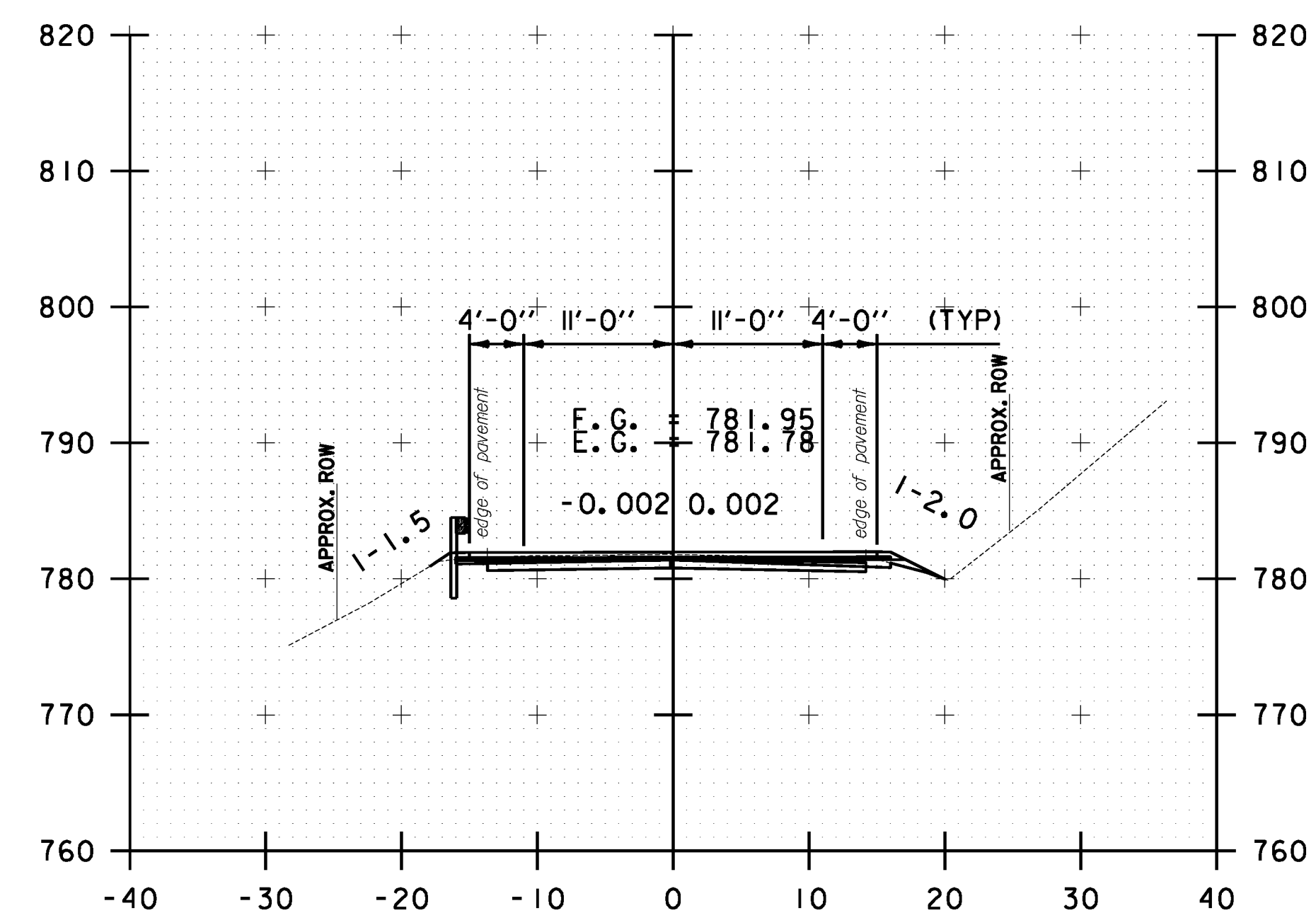
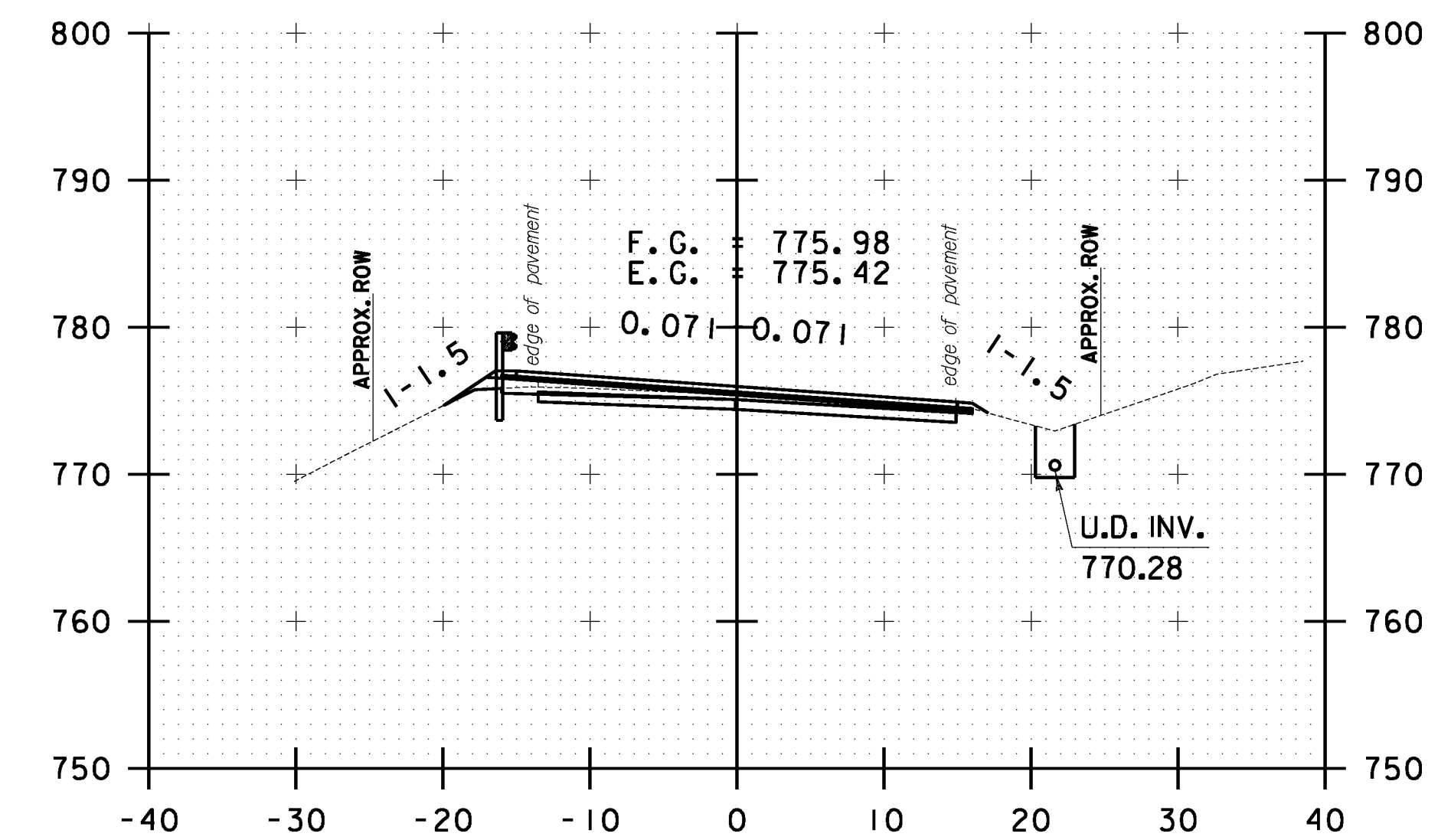
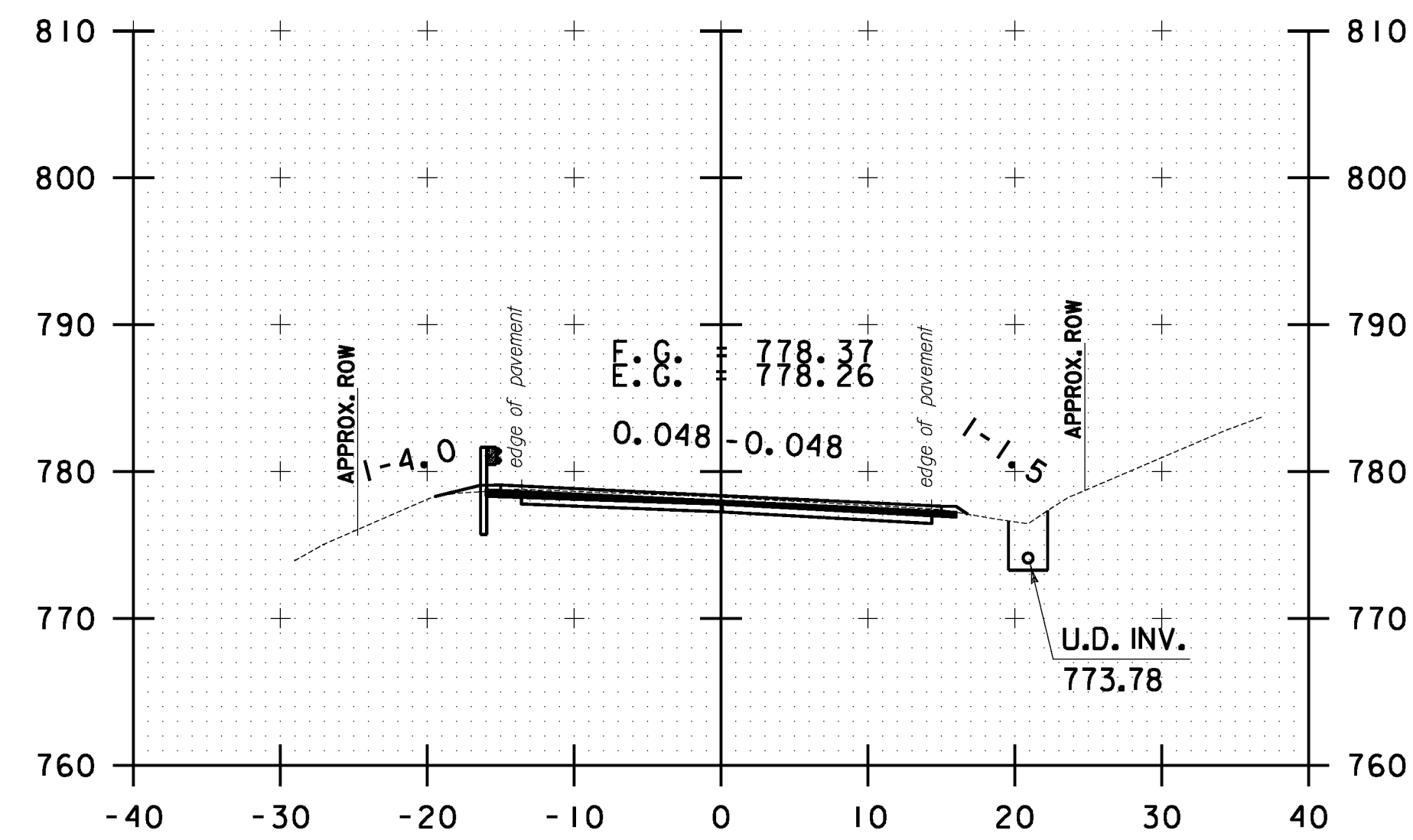
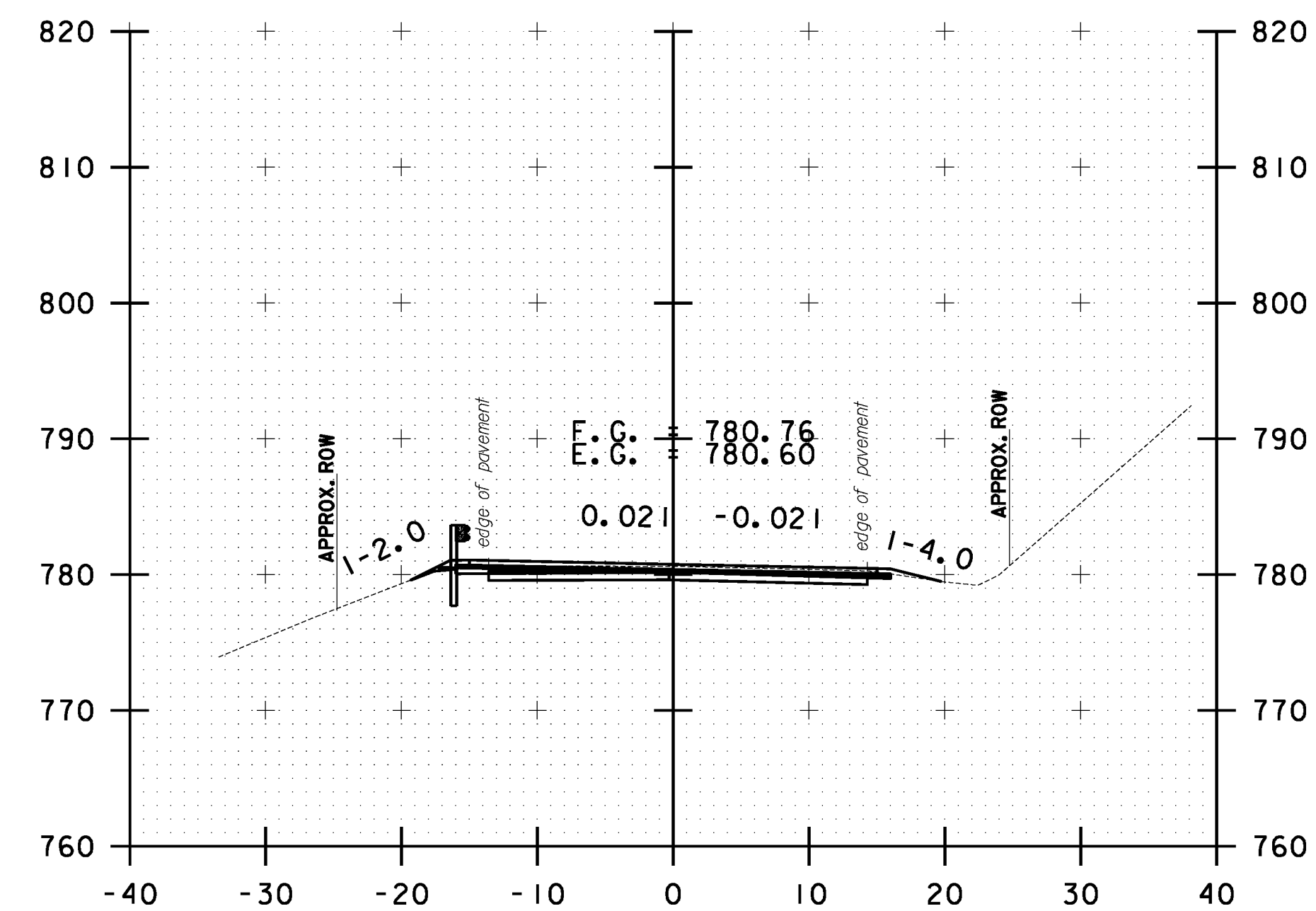
IPARM FILE: z10b214.xsl6.i

PLOT DATE: 3/17/2014

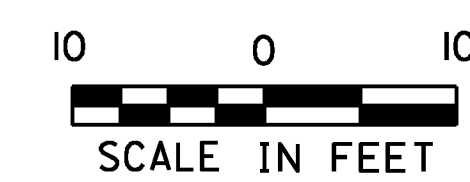
DRAWN BY: W.G.P.

CHECKED BY: J.P.S.

SHEET 229 OF 397



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FILE NAME = V:\Projects\ANY\K2\22426\CADD\*_MSTN\z10b214_*stock*.xc.dgn
DATE/TIME = 3/17/2014
USER = 4916
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**STOCKBRIDGE
CROSS SECTION
SHEET #17**

PROJECT NAME:	STOCKBRIDGE-BETHEL
---------------	--------------------

PROJECT NUMBER: STP 2910(I)

FILE NAME: z10b214_stock_xc.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214xsl7.i

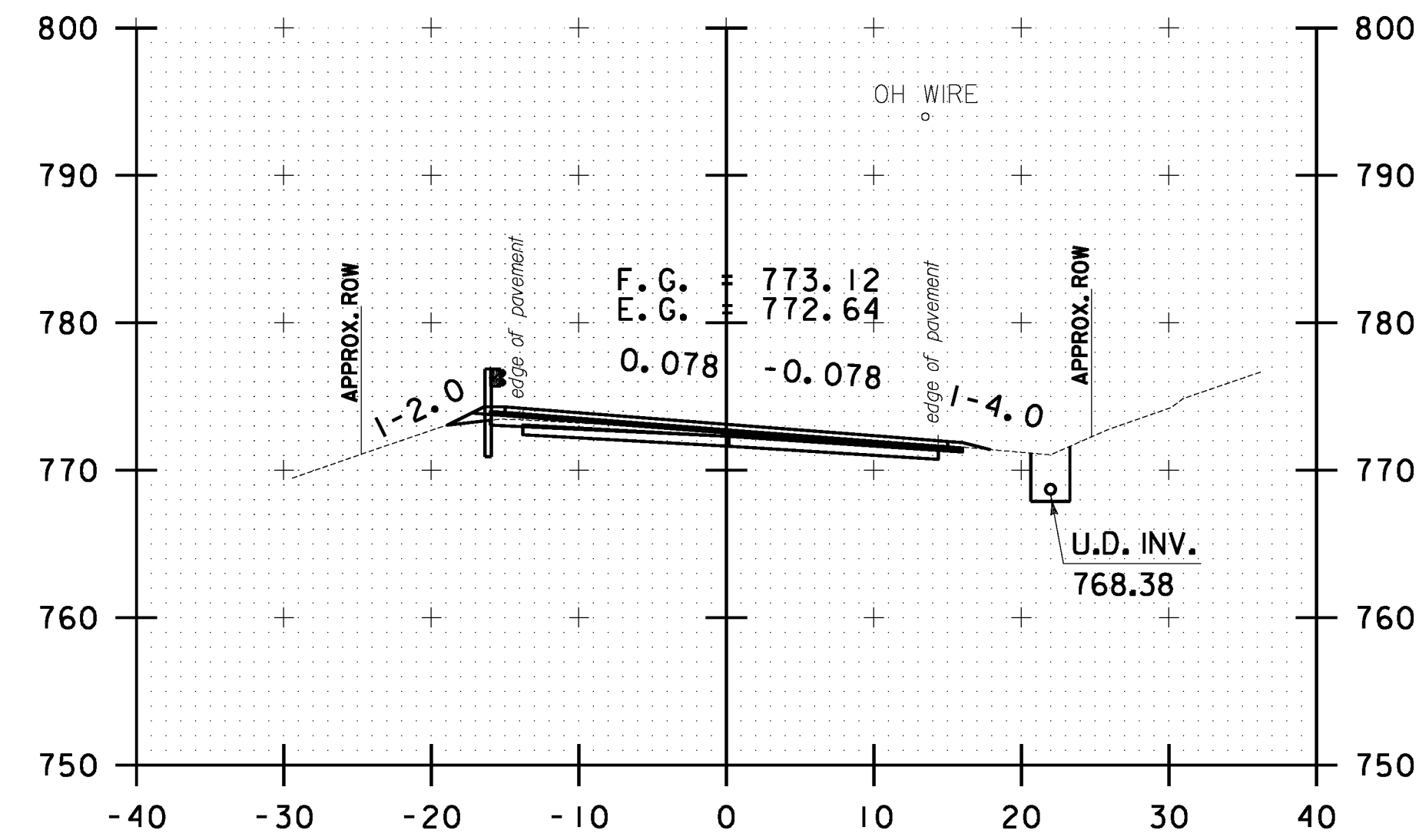
PLOT DATE: 3/17/2014

PLOT DATE: 3/11/2014
 DRAWN BY: W.G.P.

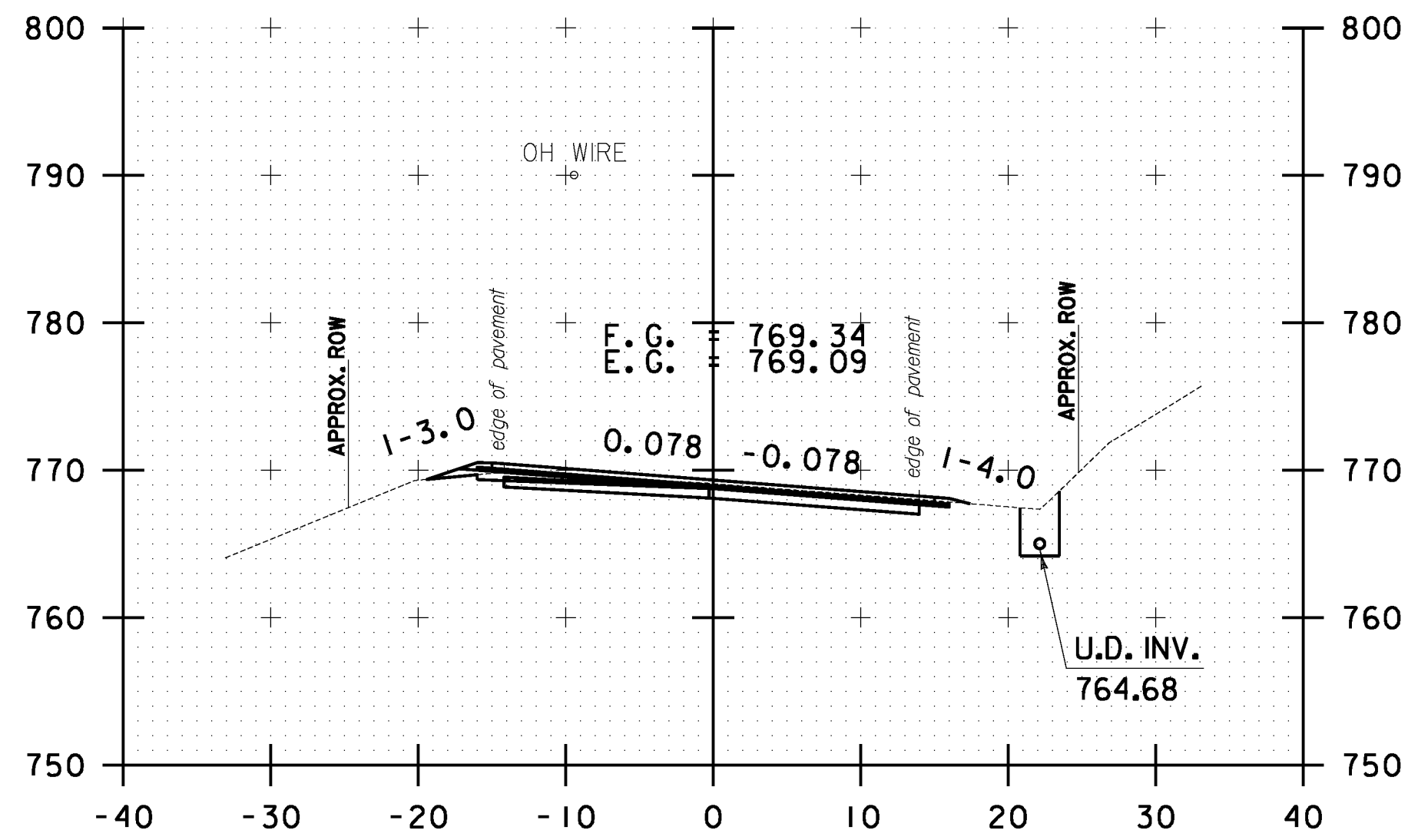
CHECKED BY: J.P.S.

SHEET 230 OF 397

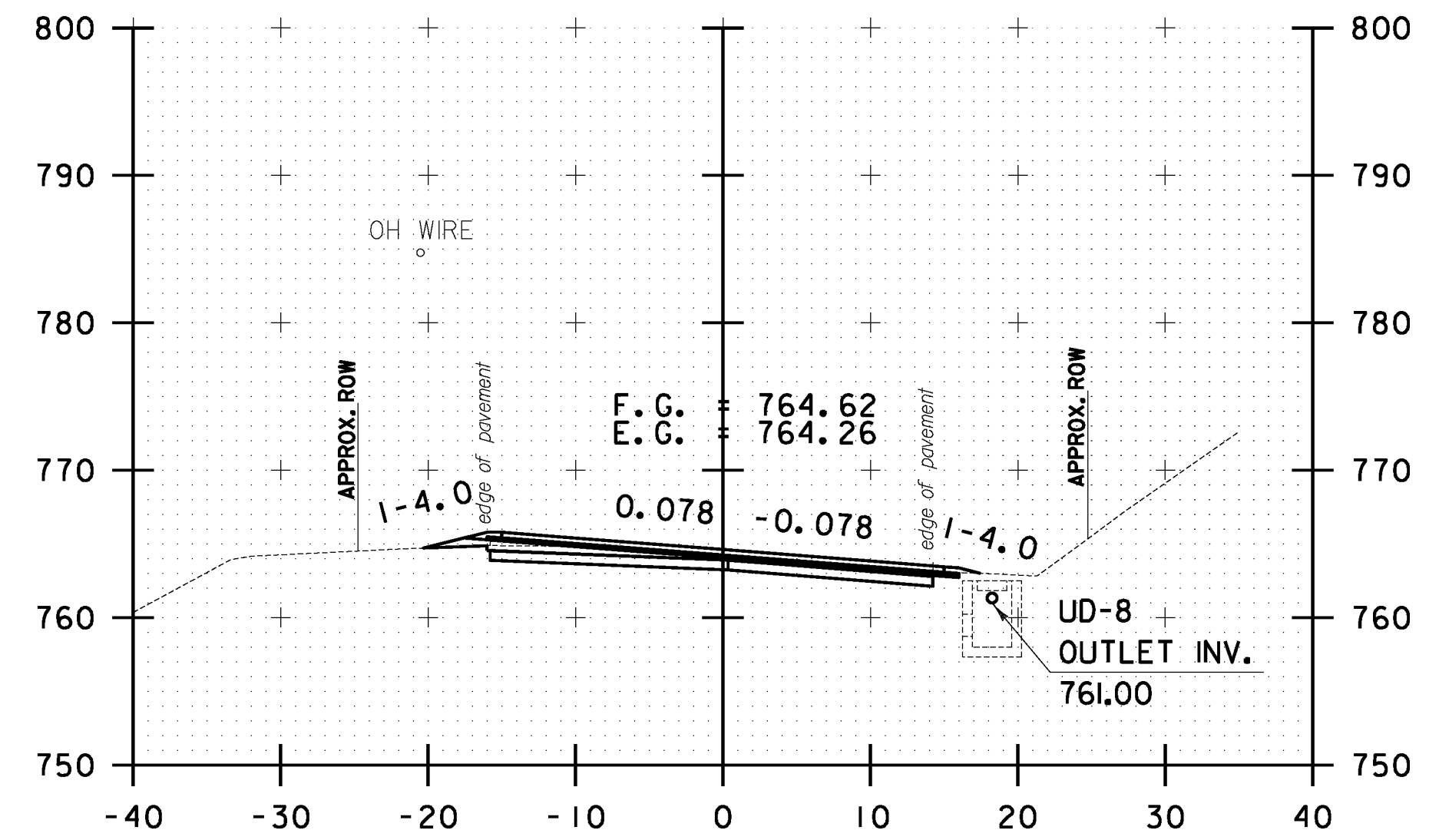
FILE NAME: \\P:\projects\ANY\K2\22\25\CAOD\KSTIN\10b214_stock_xc.dgn
DATE/TIME: 3/17/2014
USER: 4916



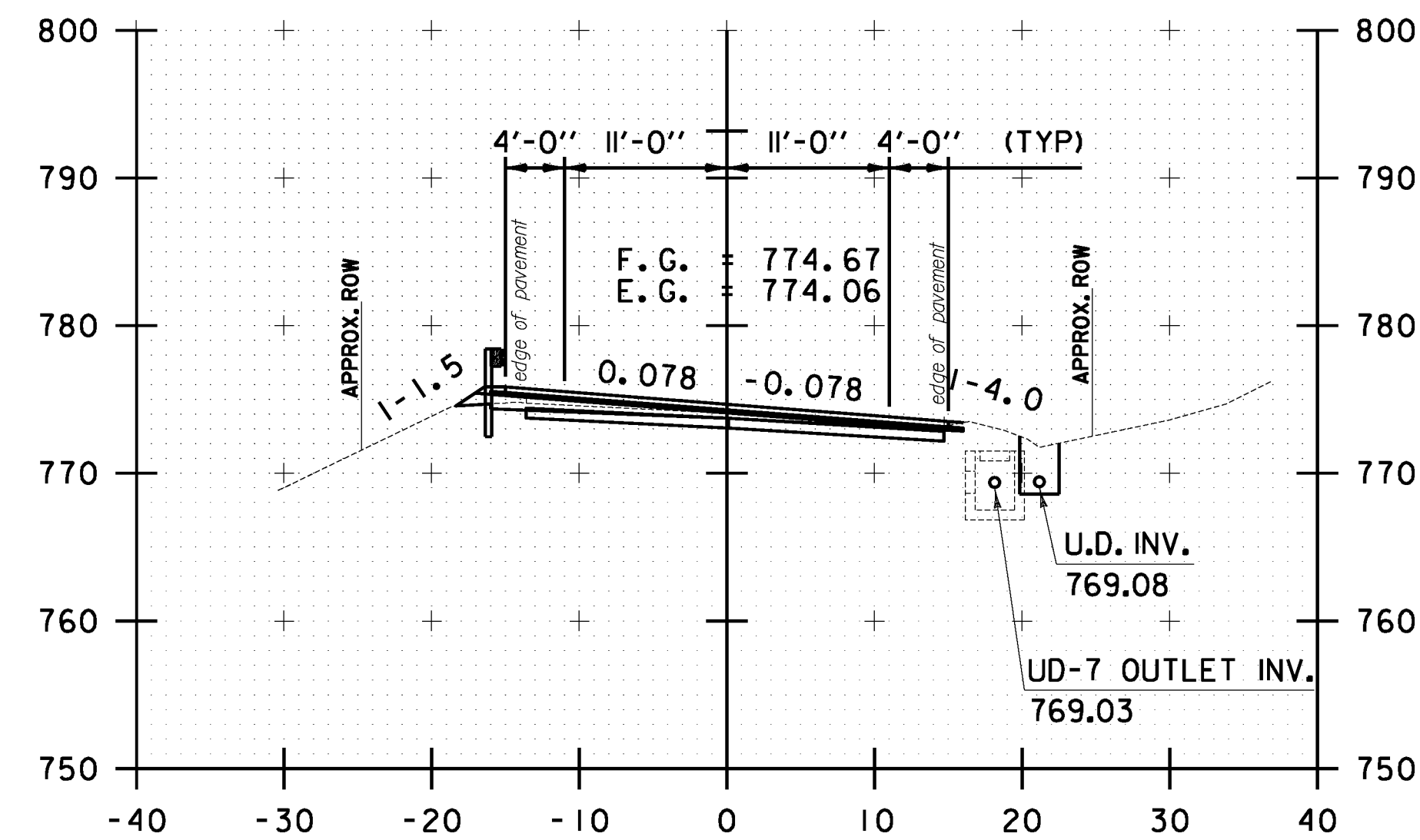
53+50.00



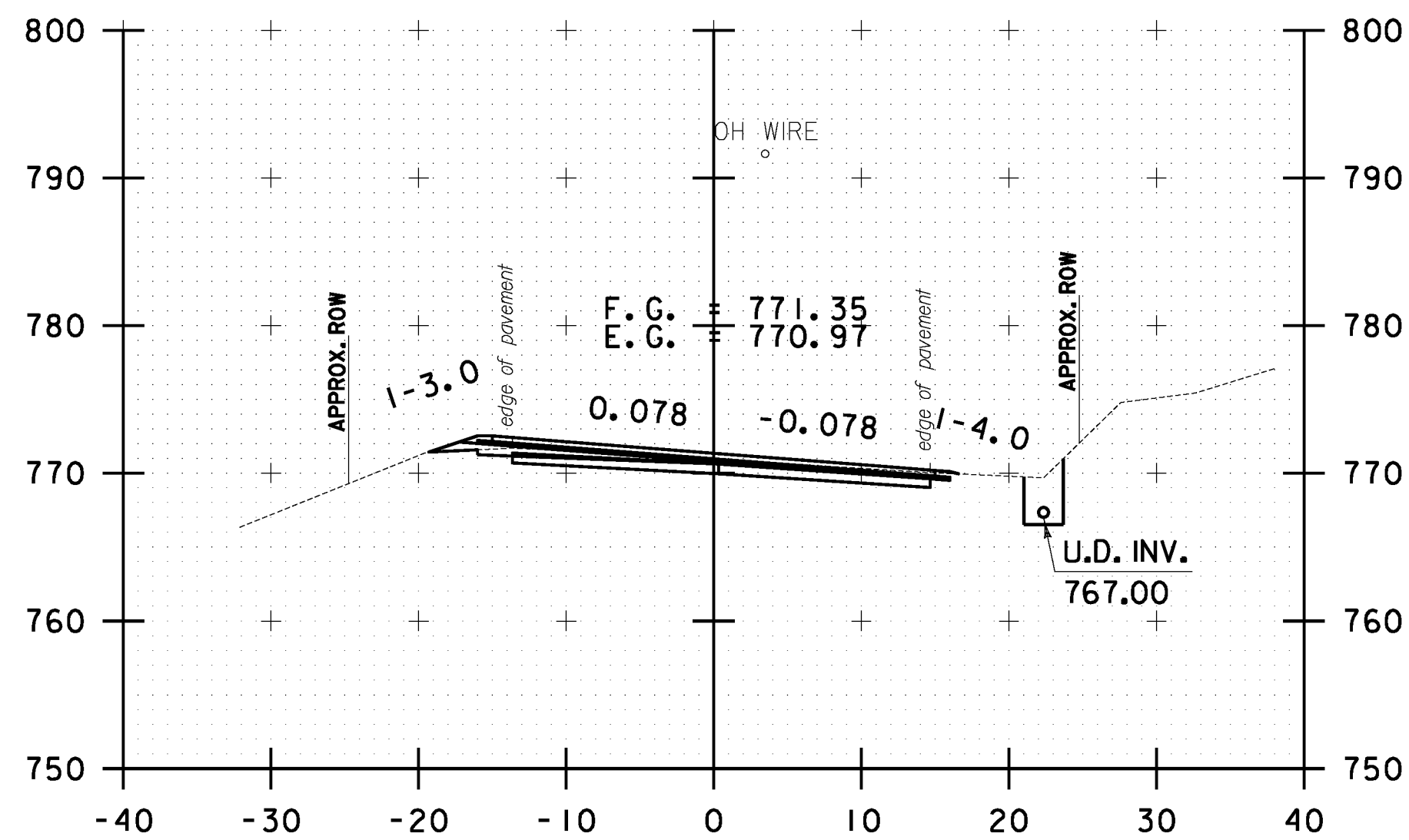
54+50.00



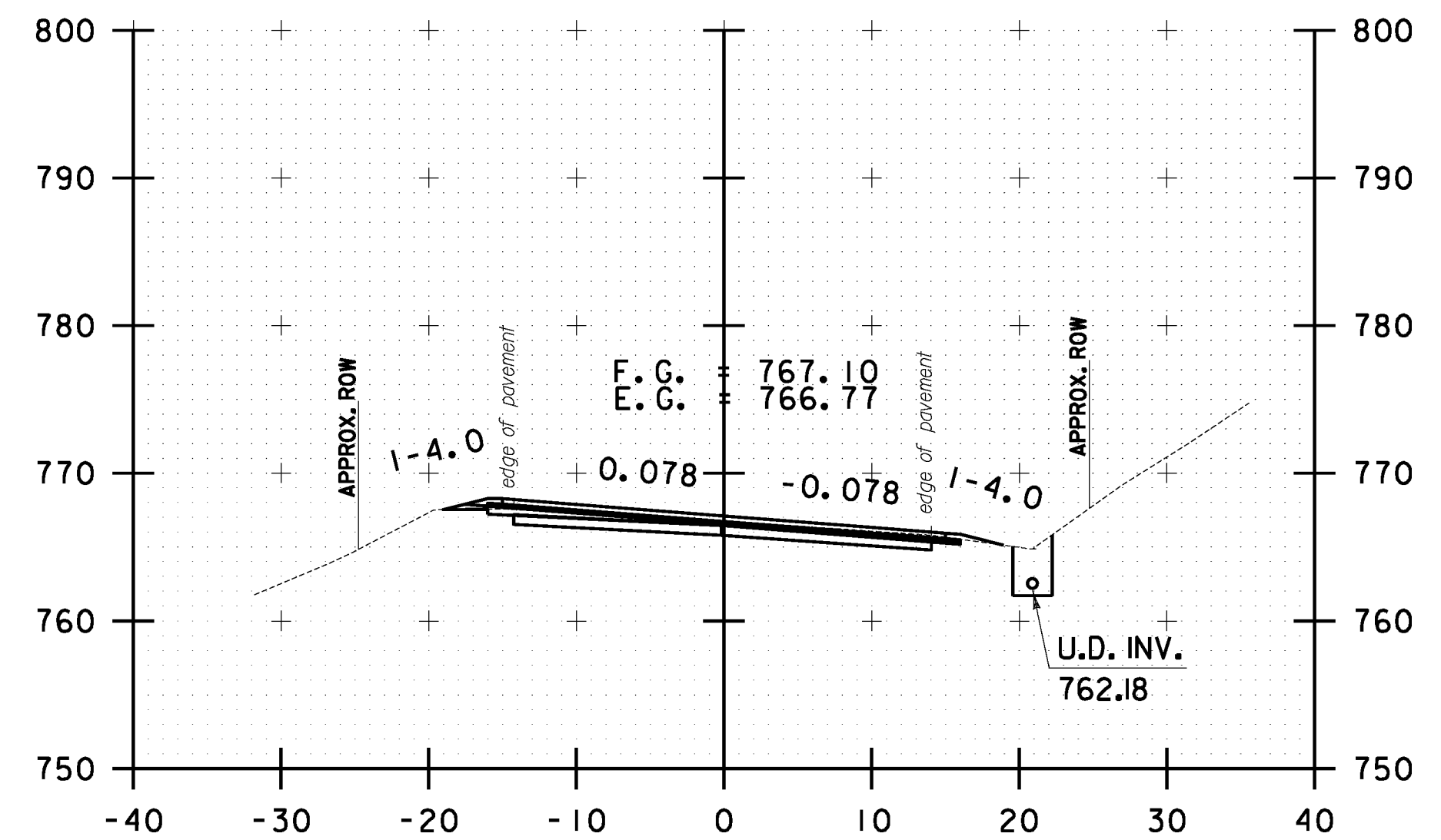
55+50.00



53+00.00



54+00.00



55+00.00

10 0 10
SCALE IN FEET

**STOCKBRIDGE
CROSS SECTION
SHEET #18**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_stock_xc.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214xs18.i

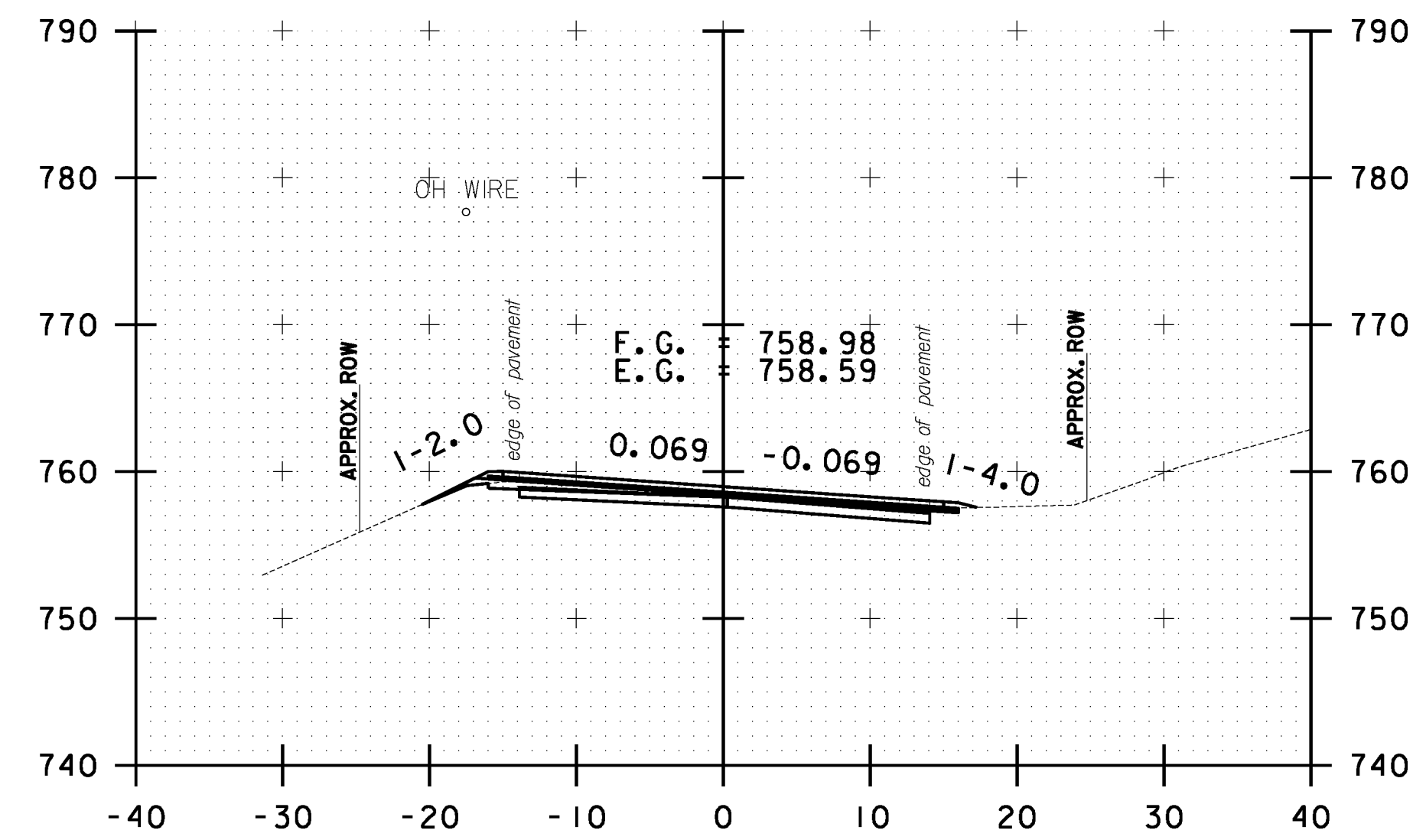
PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

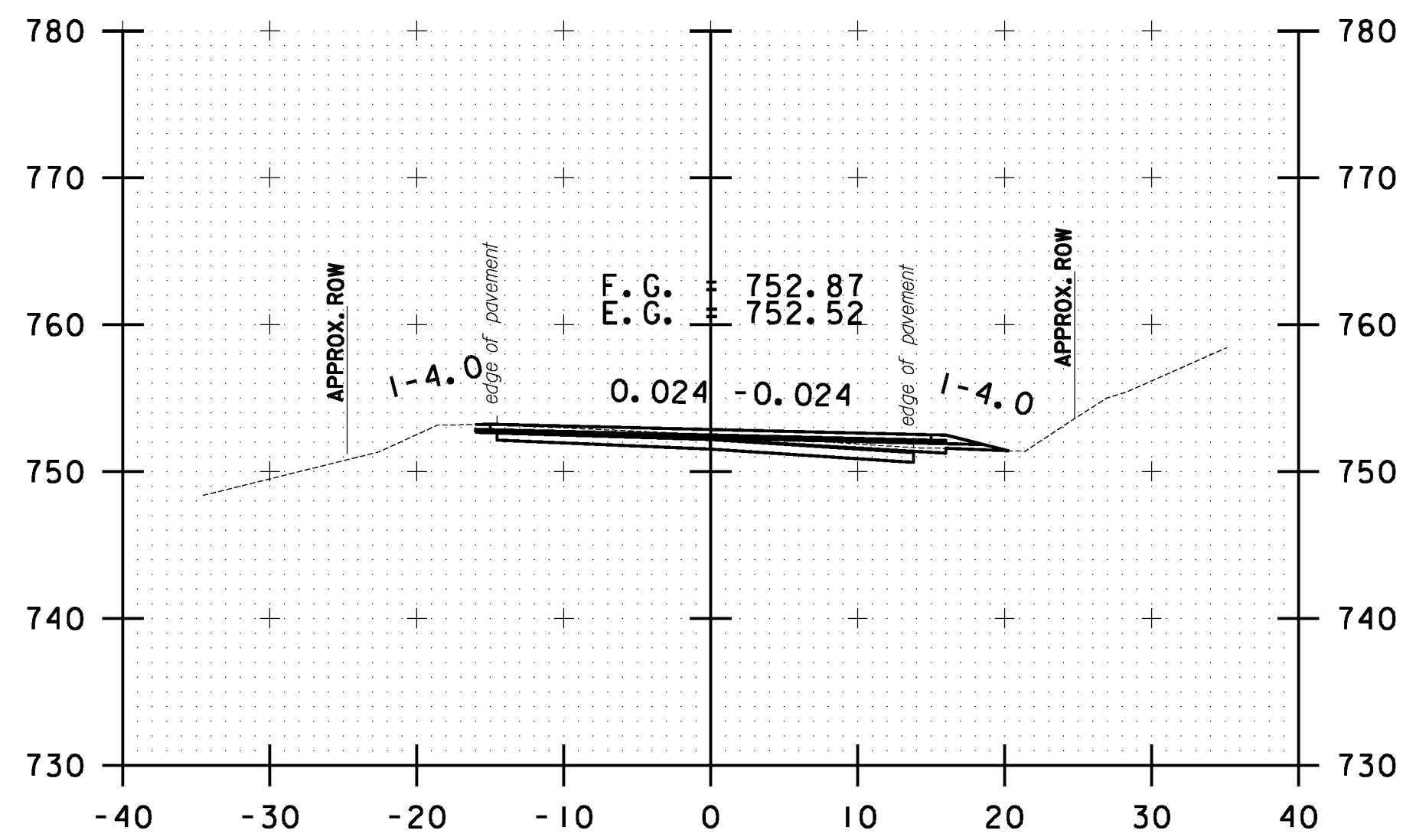
CHECKED BY: J.P.S.

SHEET 231 OF 397

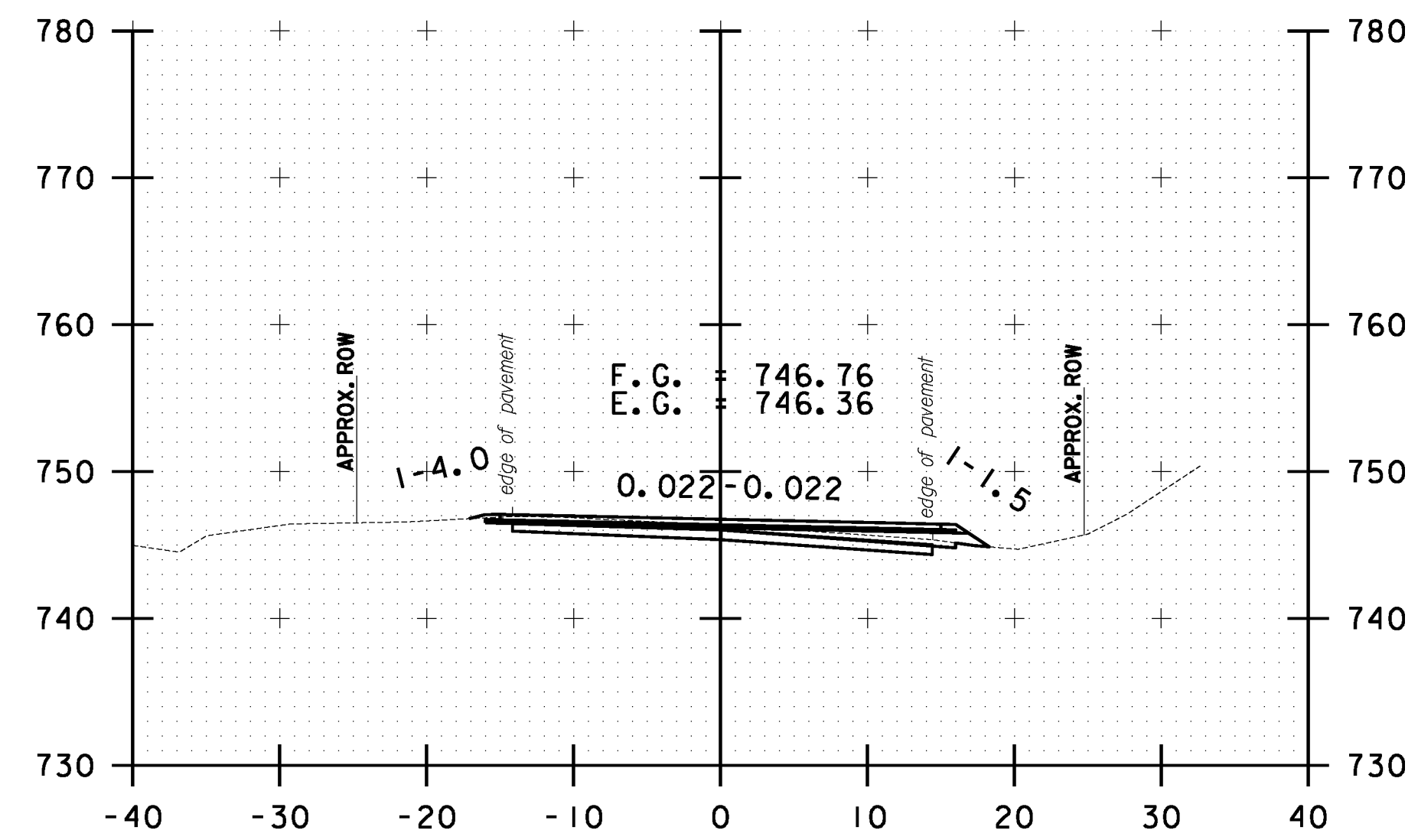
FILE NAME: \\P:\projects\ANY\K2\22\25\CAOD\KSTN\10b214_stock_xc.dgn
DATE/TIME: 3/17/2014
USER: 4916



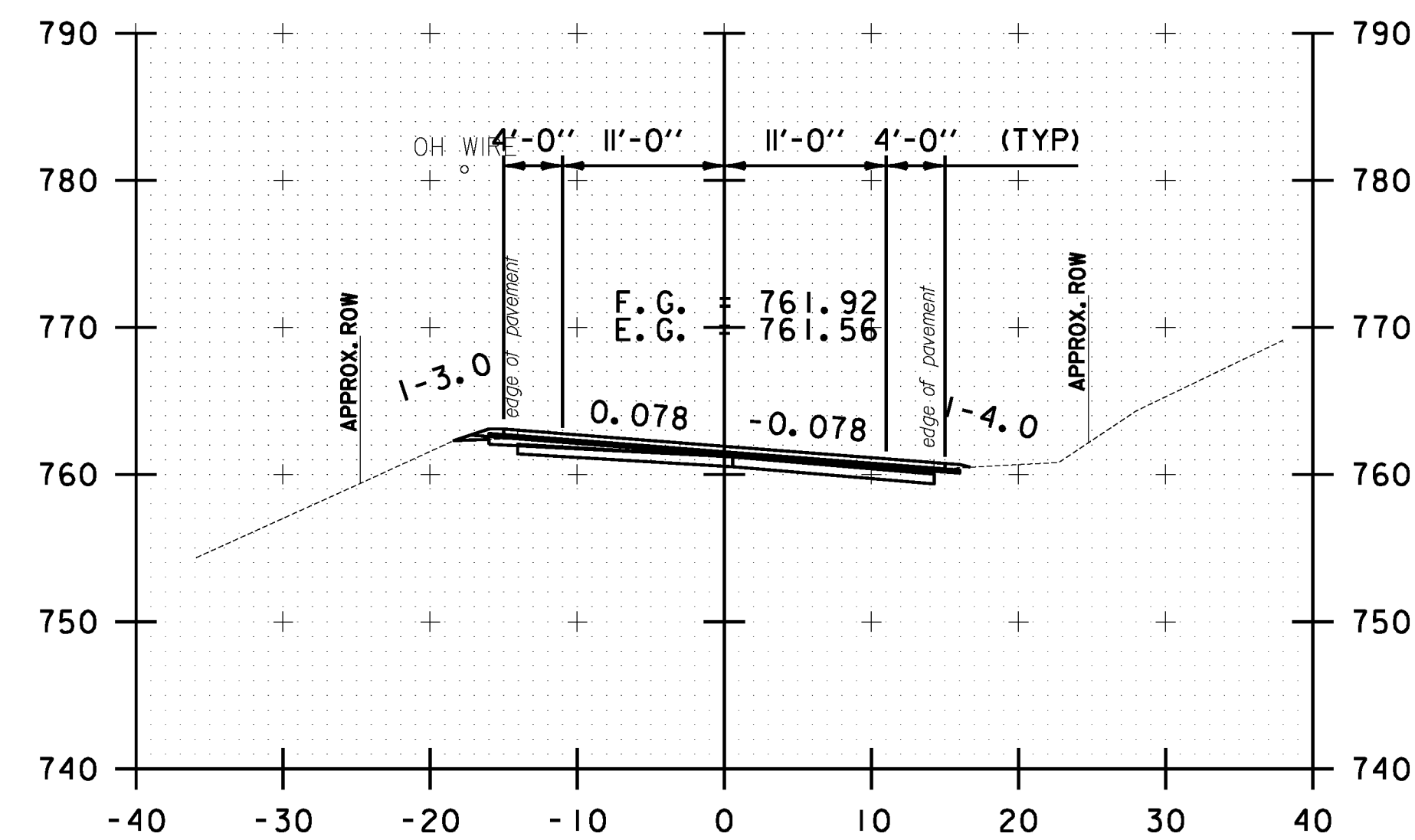
56+50.00



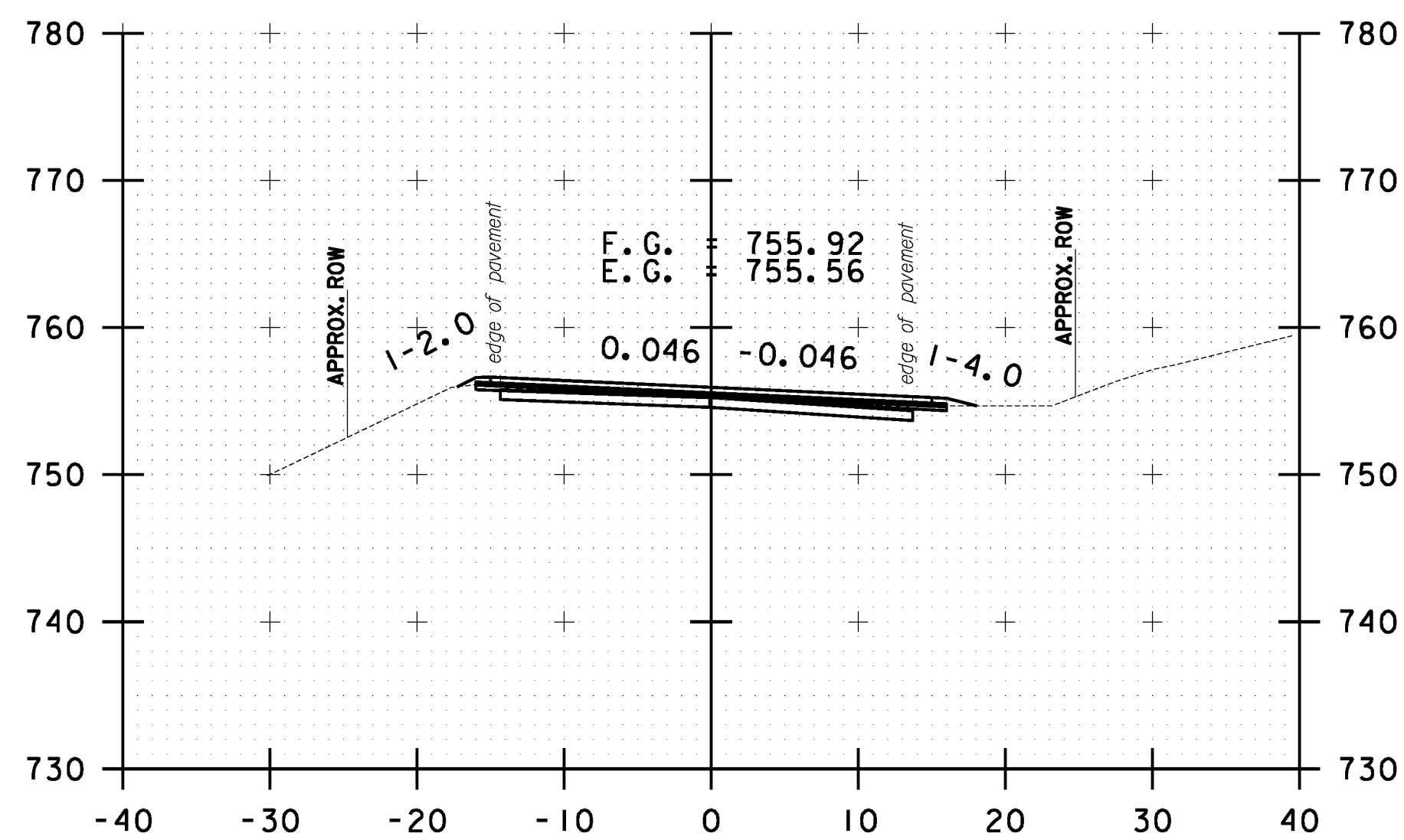
57+50.00



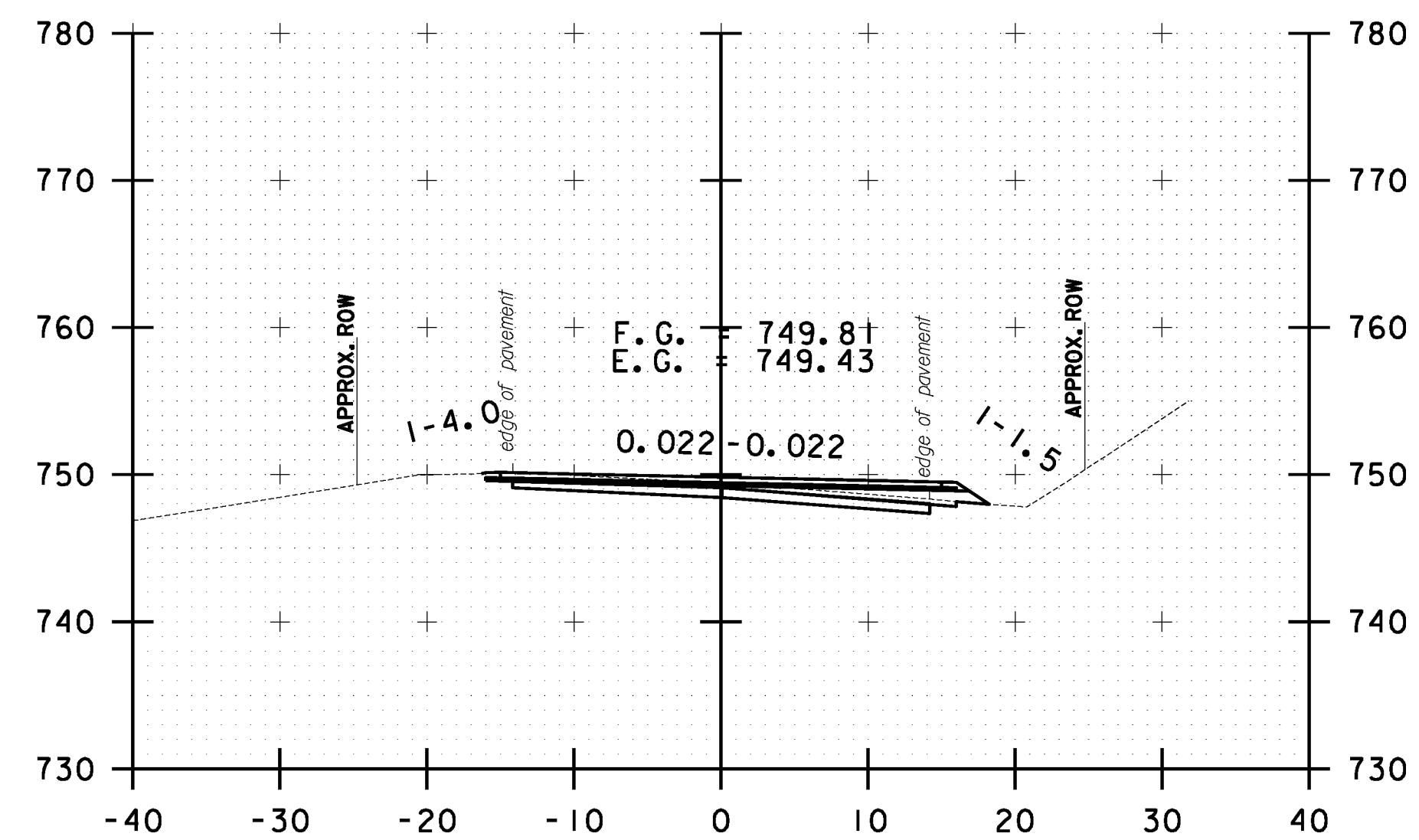
58+50.00



56+00.00



57+00.00



58+00.00

10 0 10
SCALE IN FEET

**STOCKBRIDGE
CROSS SECTION
SHEET #19**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_stock_xc.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214xs19.i

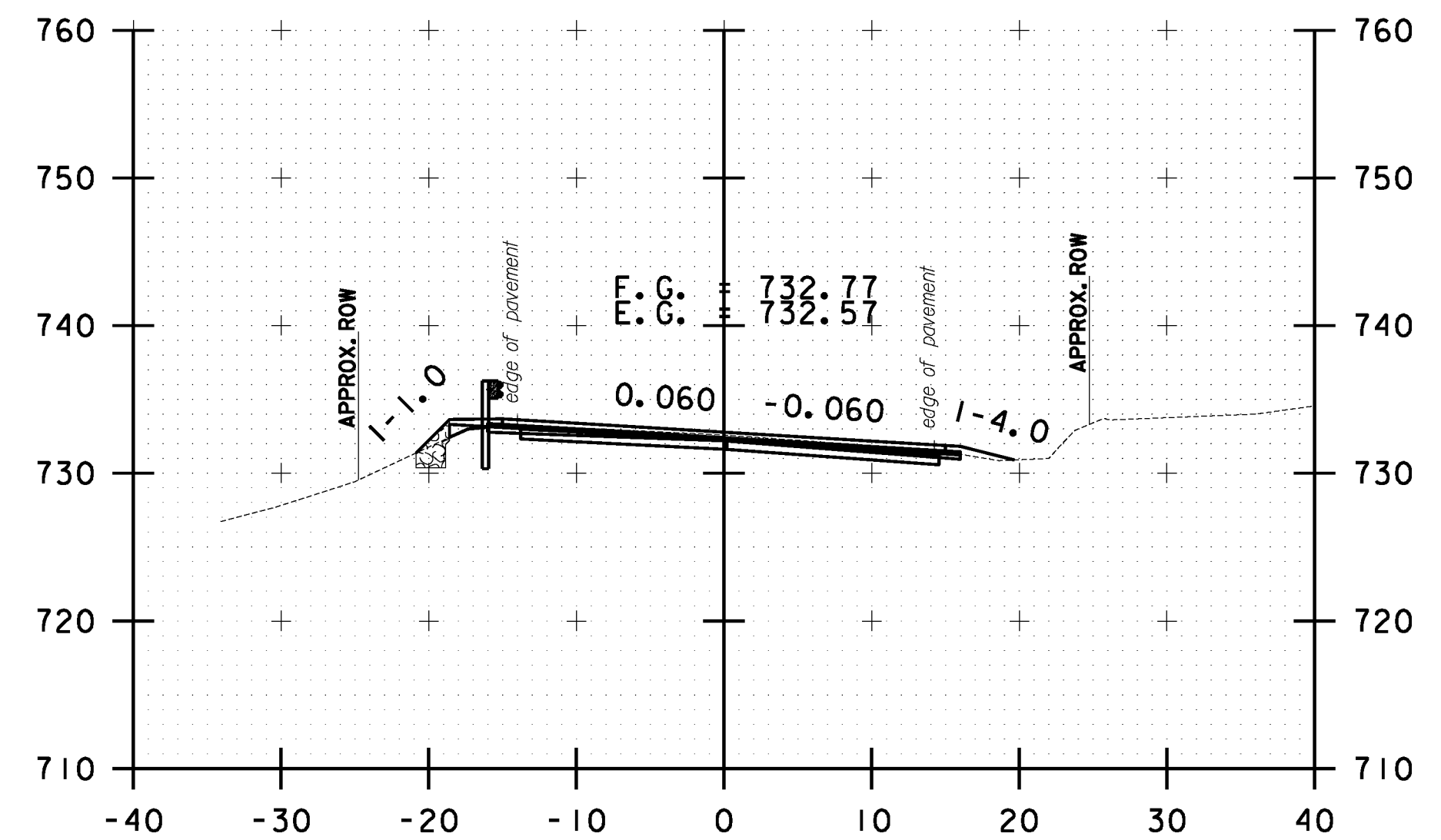
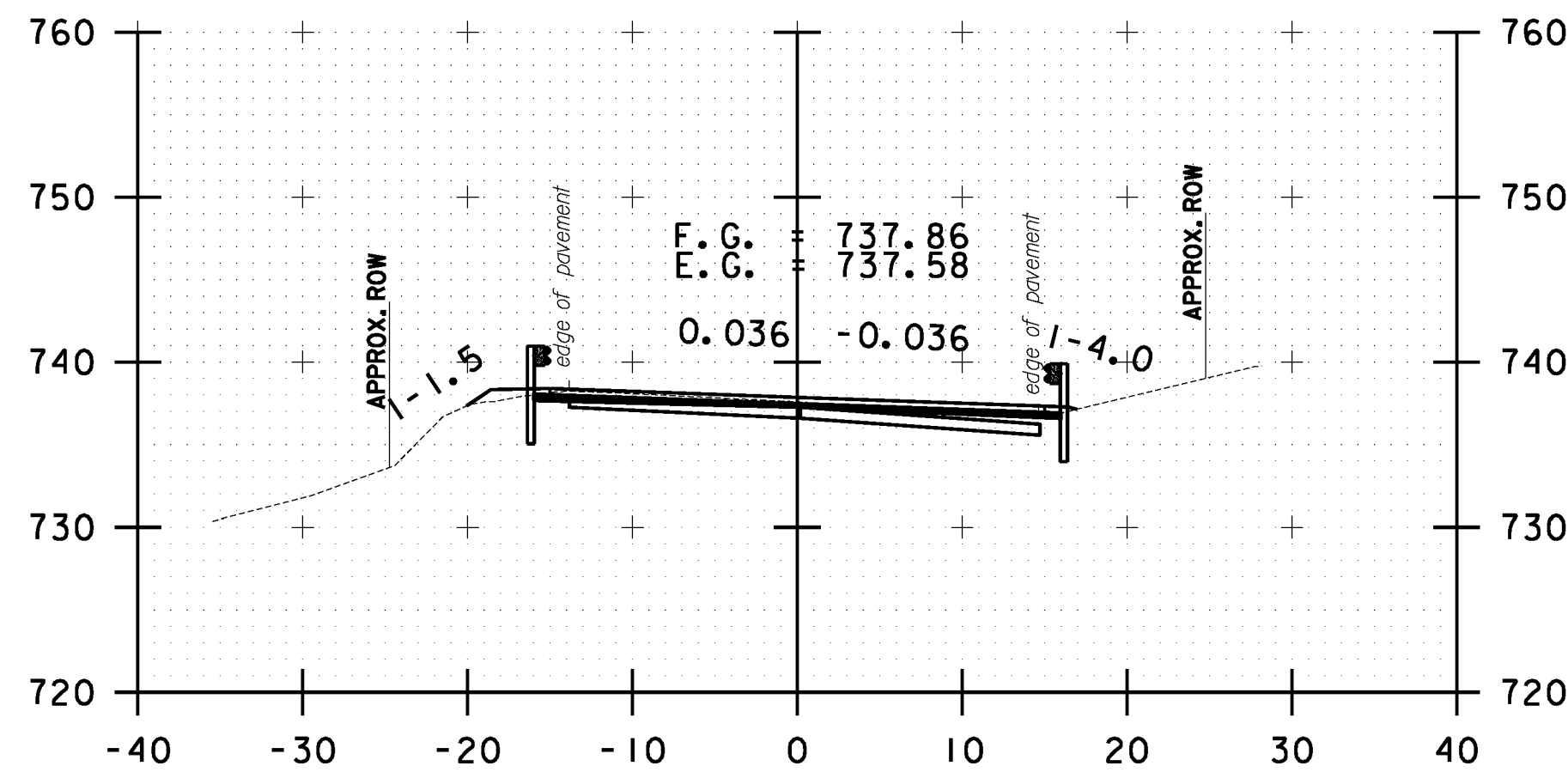
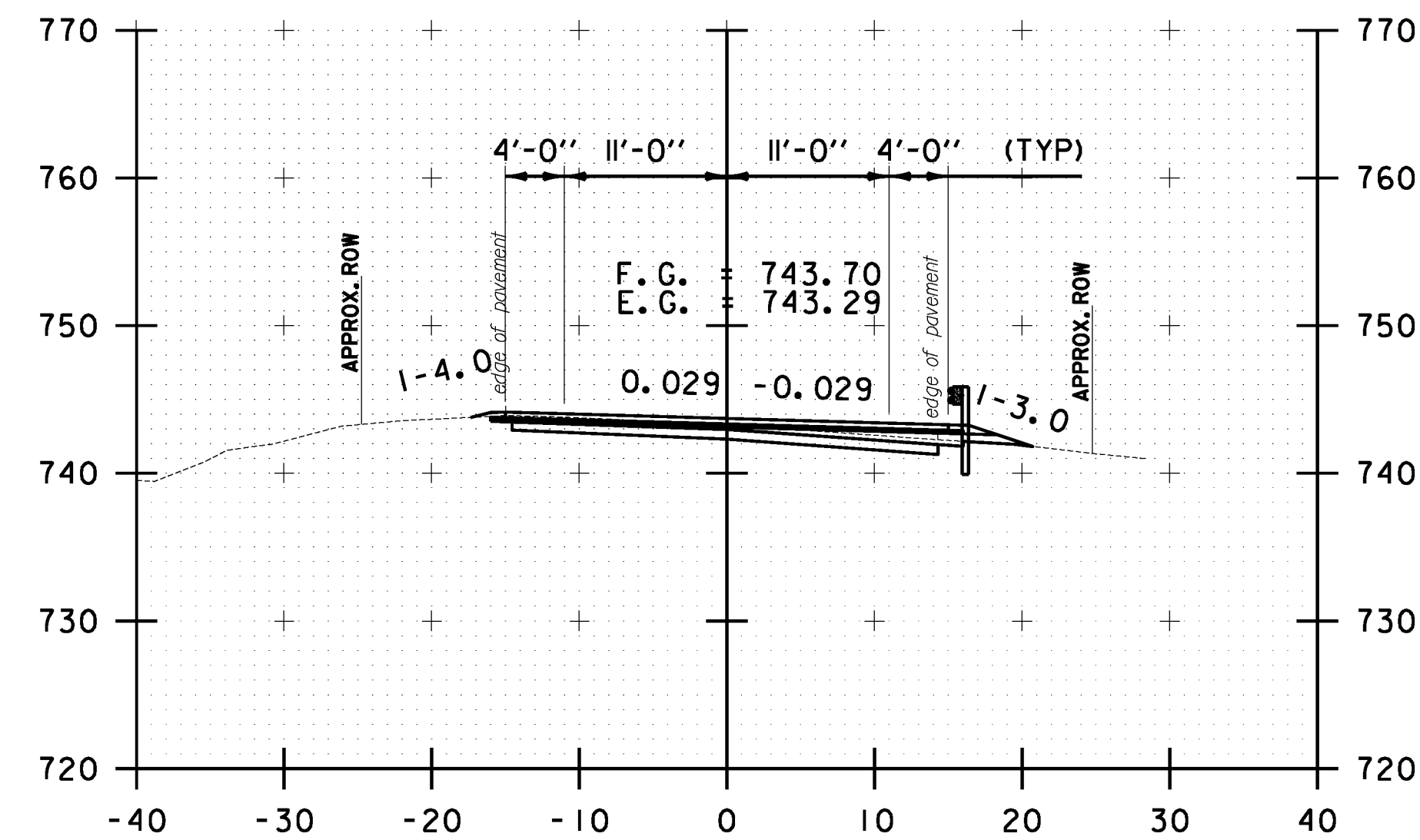
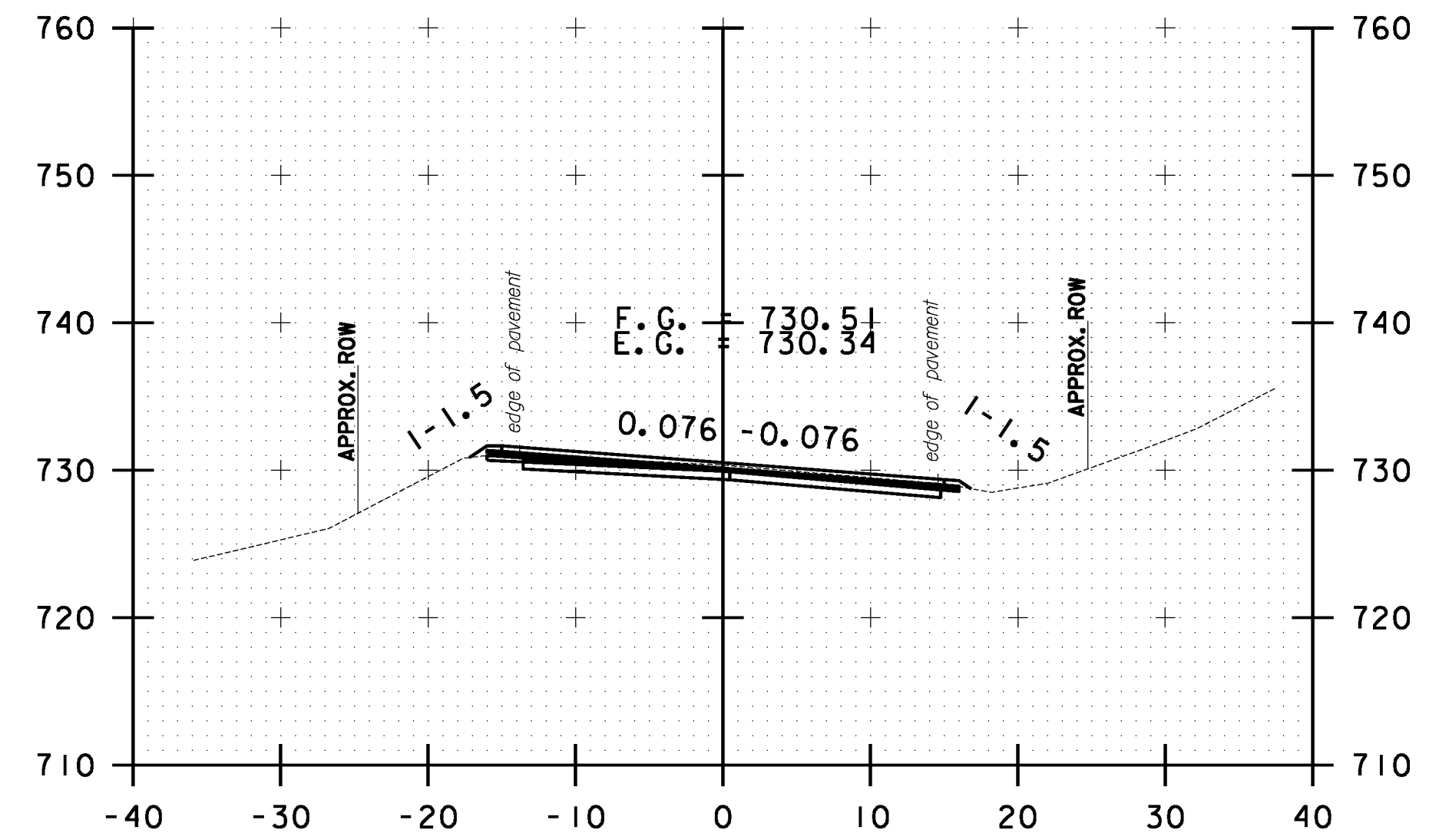
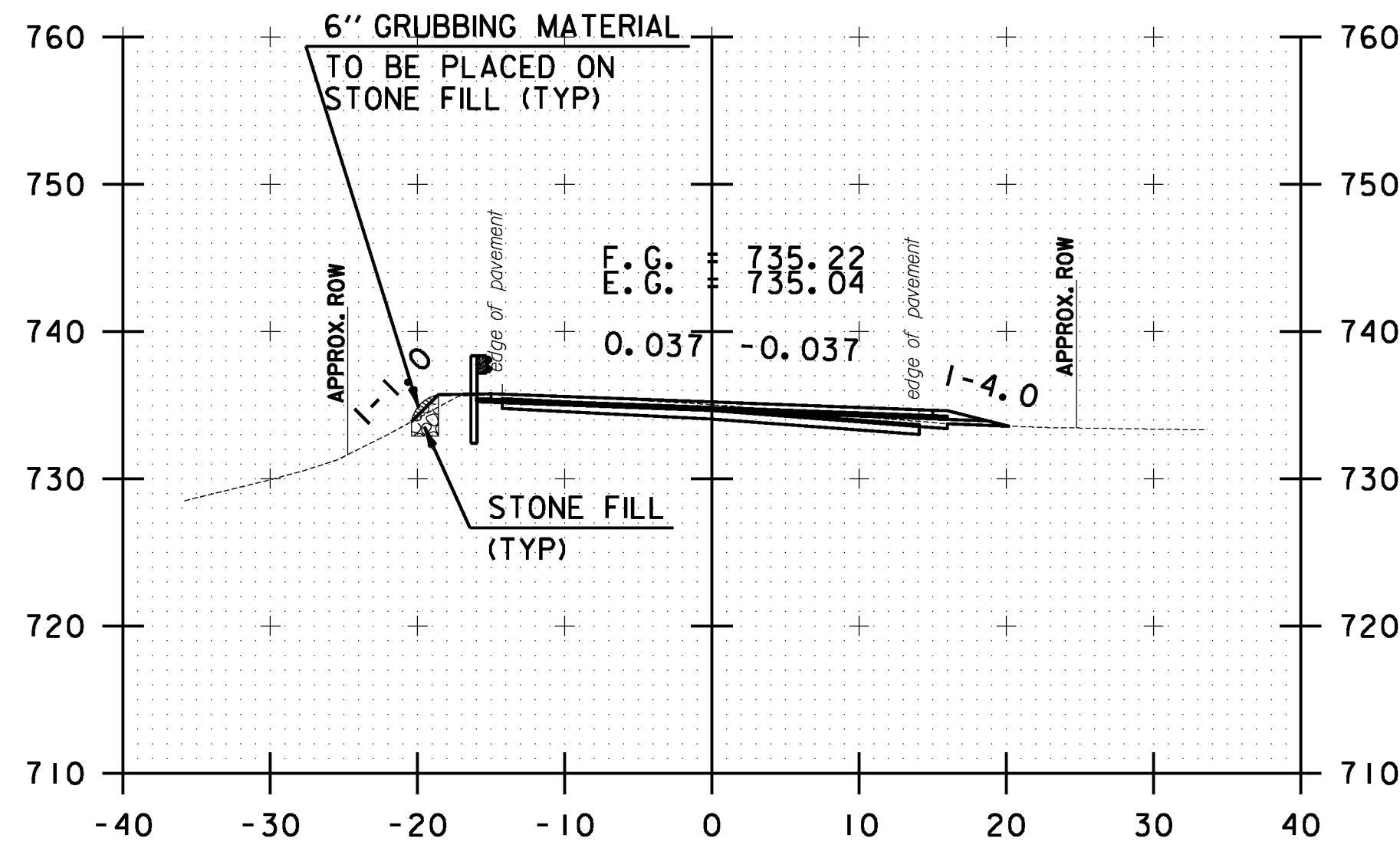
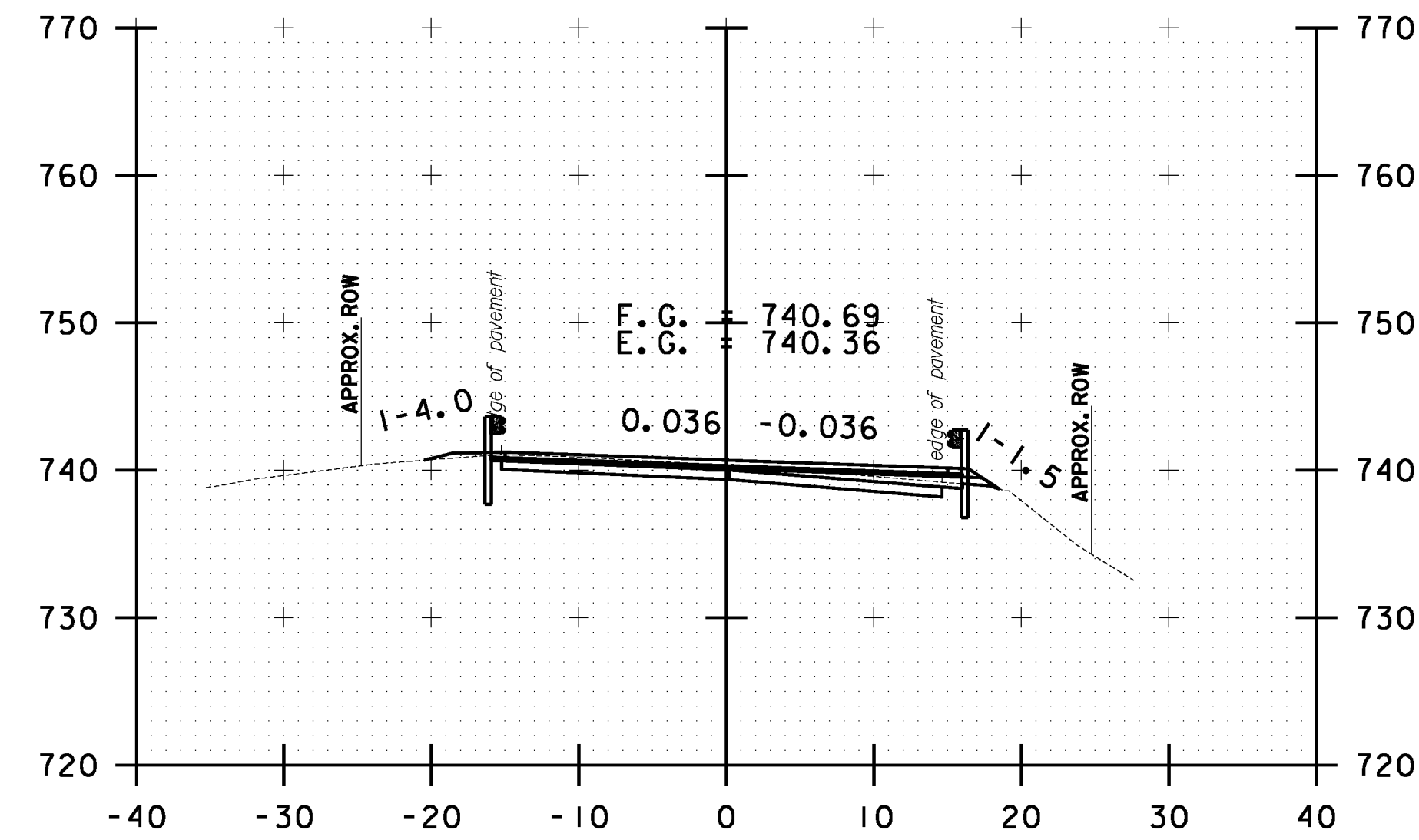
PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

CHECKED BY: J.P.S.

SHEET 232 OF 397

FILE NAME: \\P:\projects\ANY\K2\22\25\CAOD\KSTN\10b214_stock_xc.dgn
DATE/TIME: 3/17/2014
USER: jsl



10 0 10
SCALE IN FEET

**STOCKBRIDGE
CROSS SECTION
SHEET #20**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_stock_xc.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214xs20.1

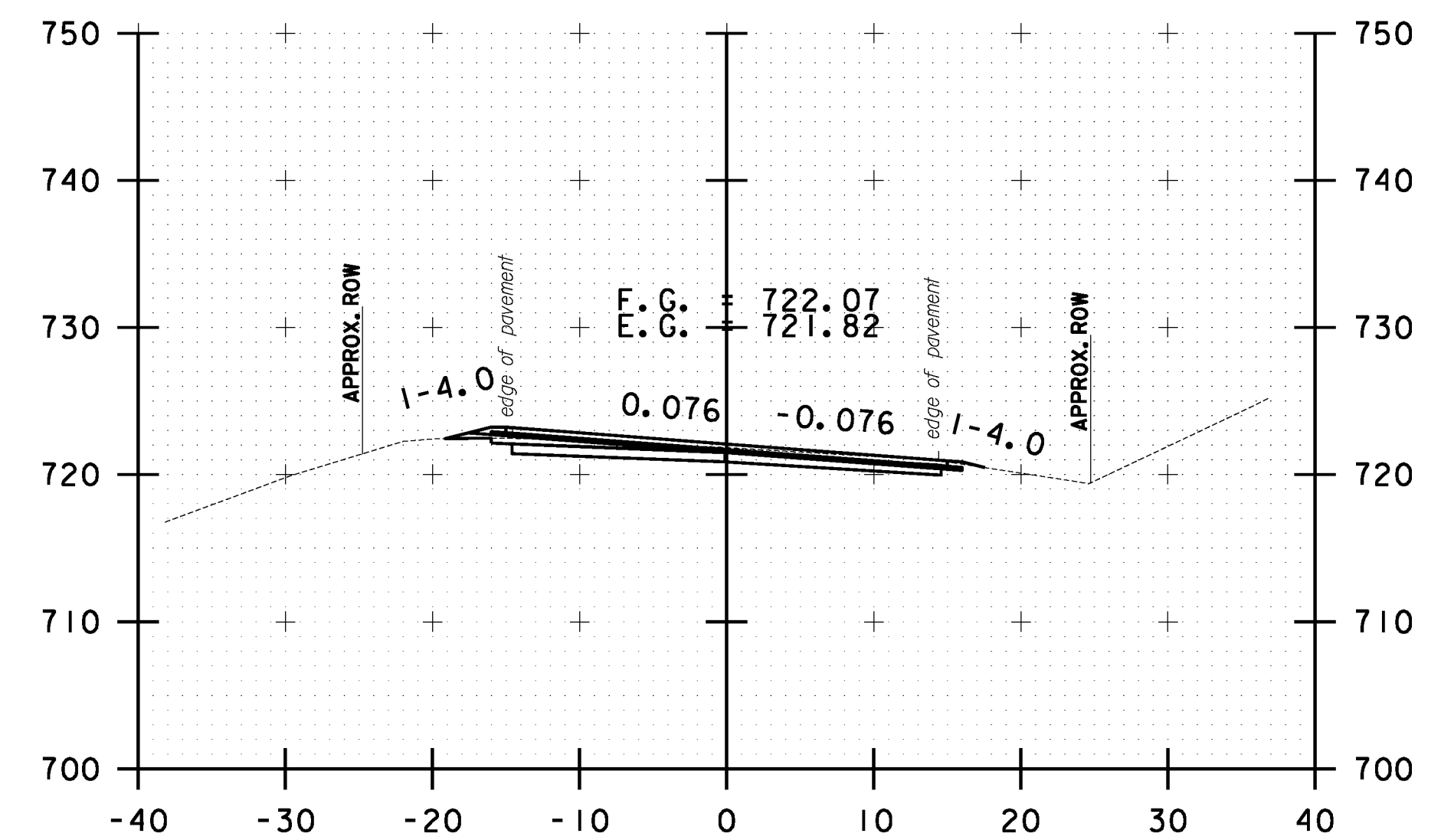
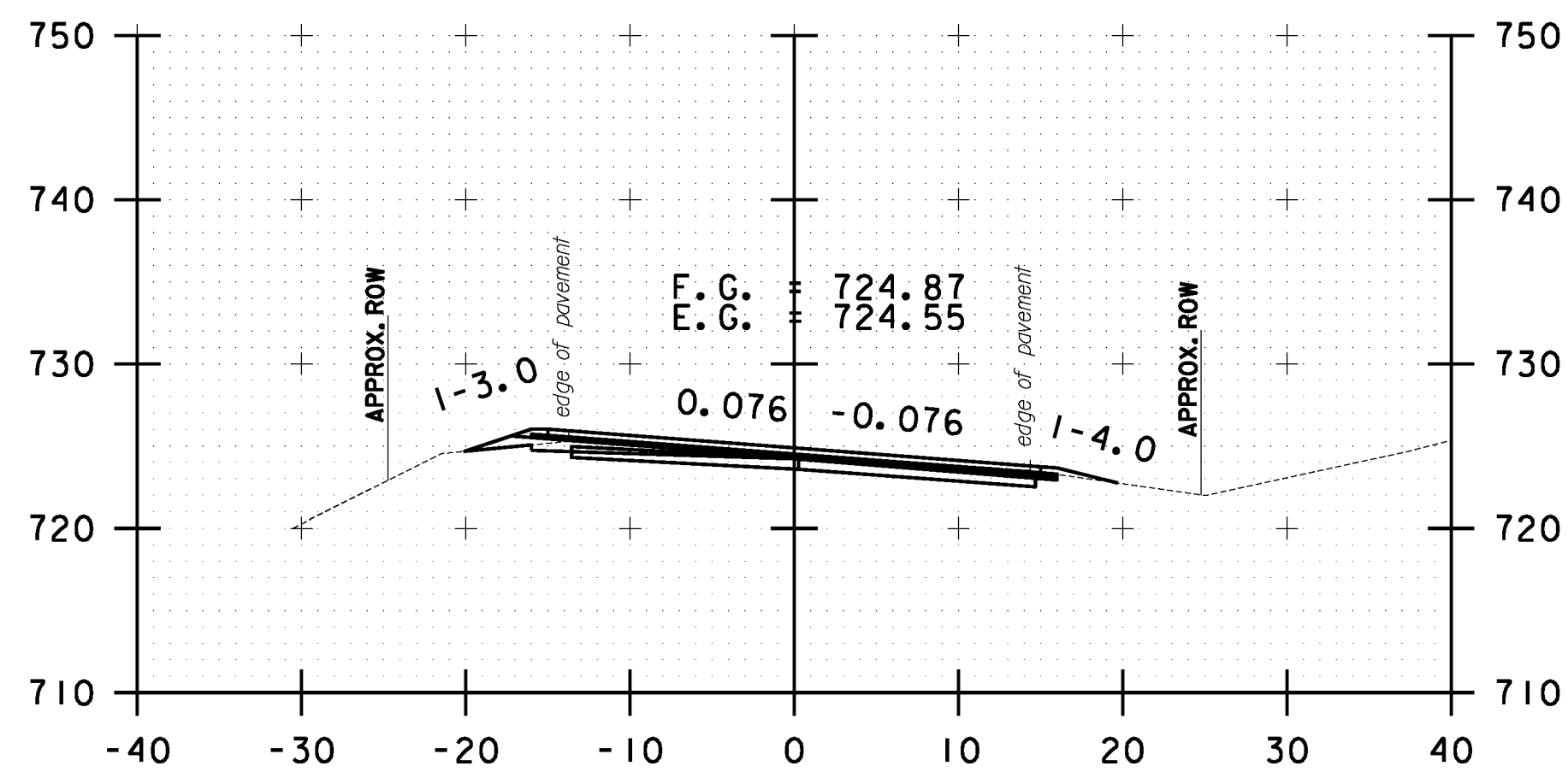
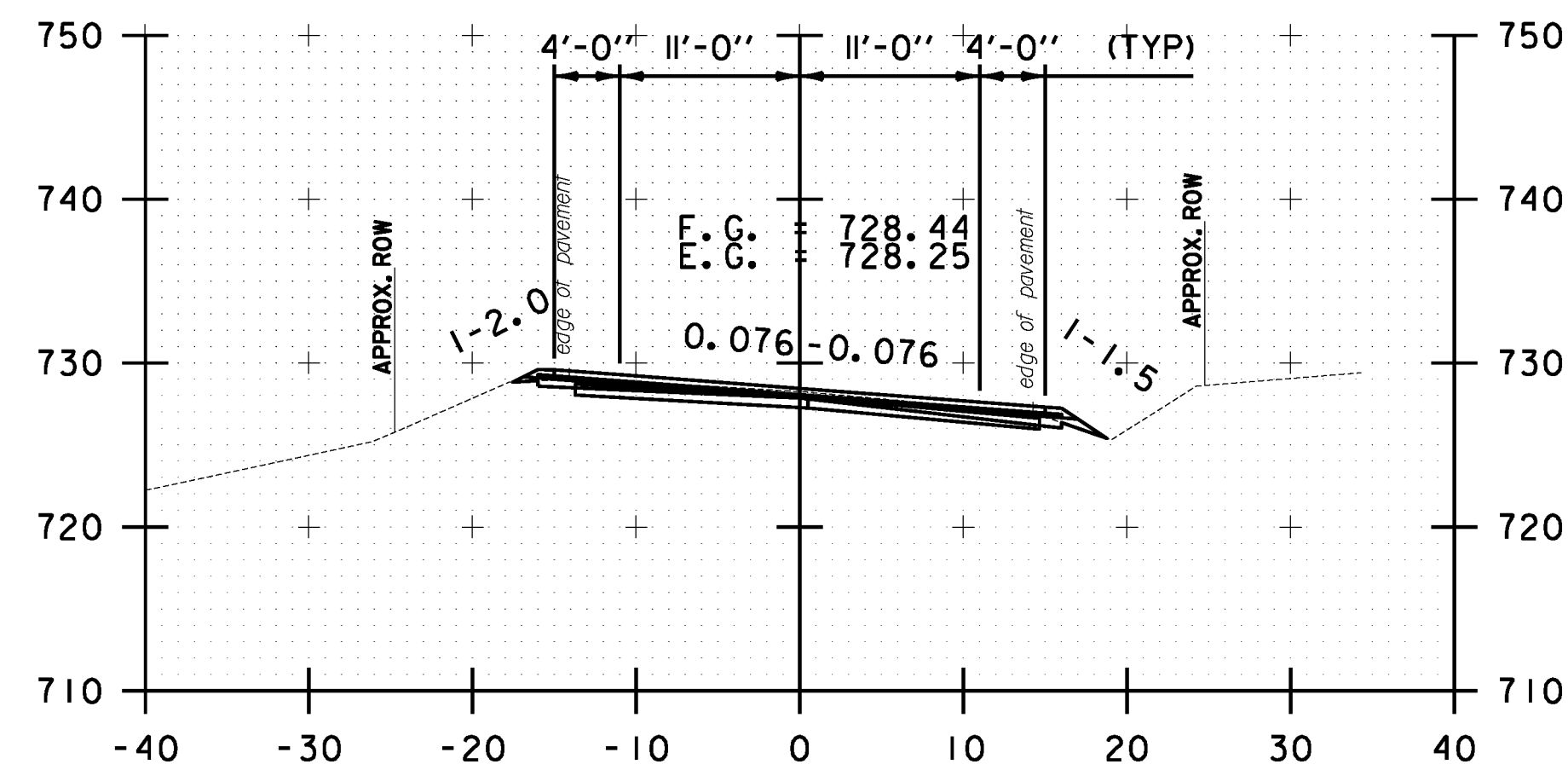
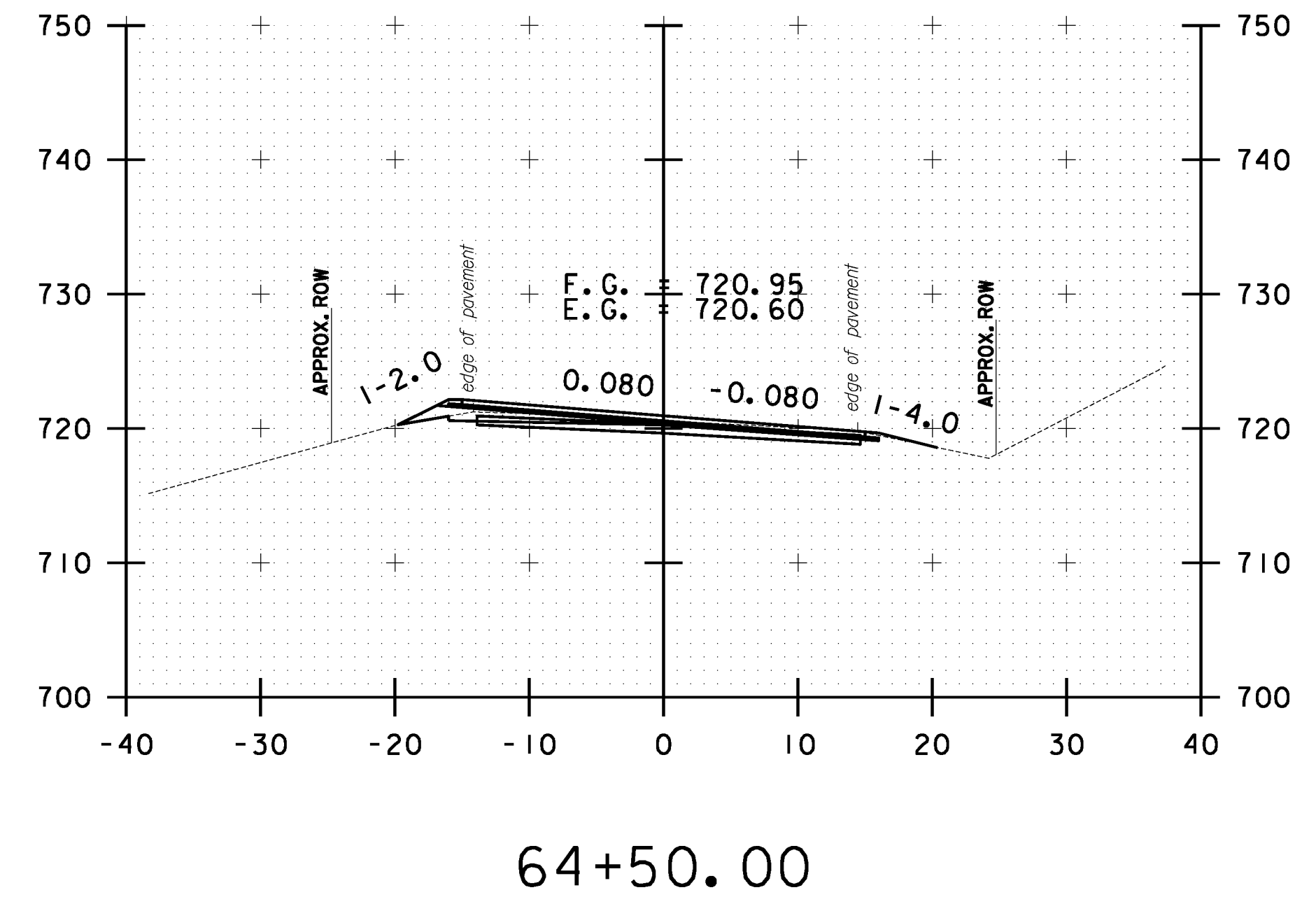
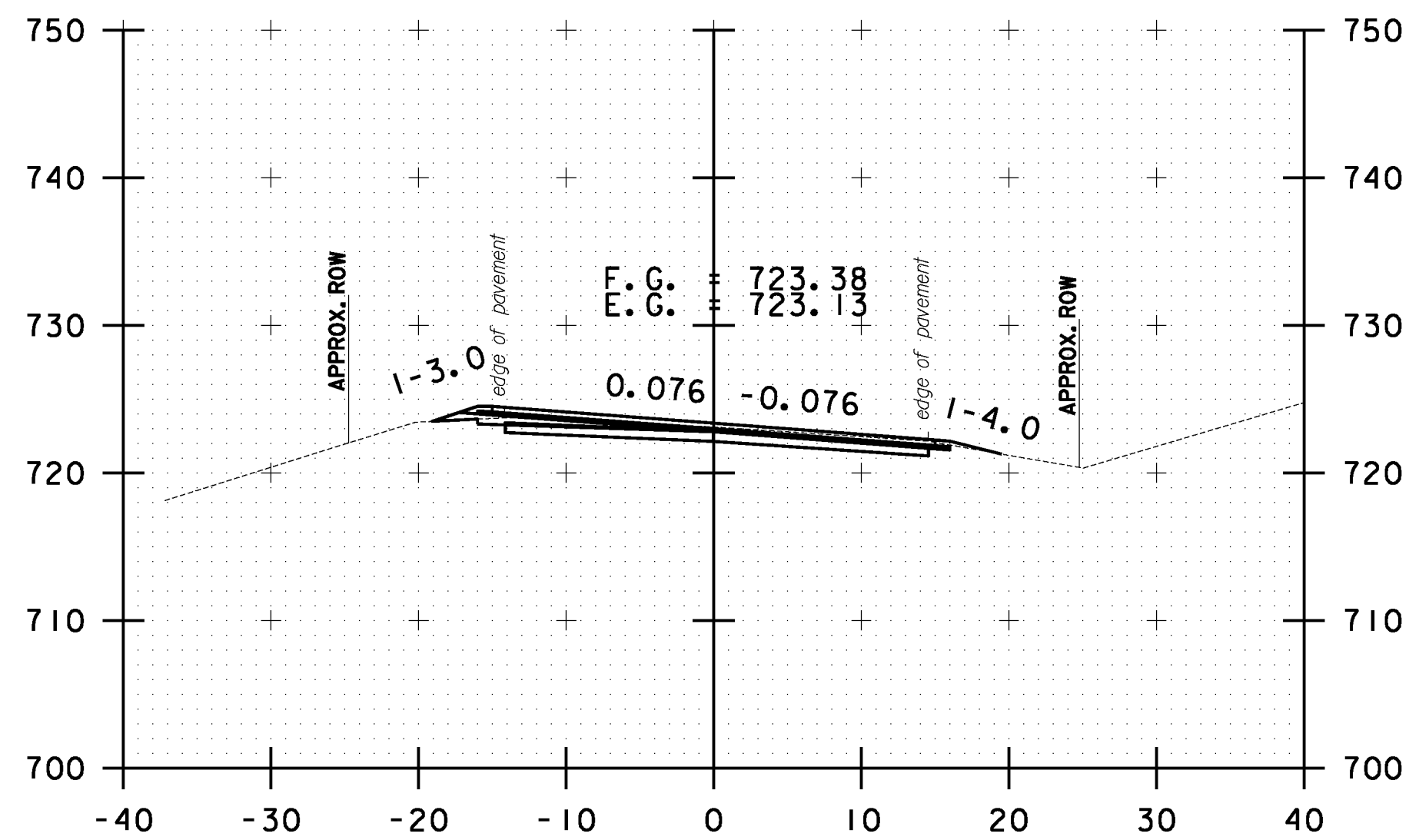
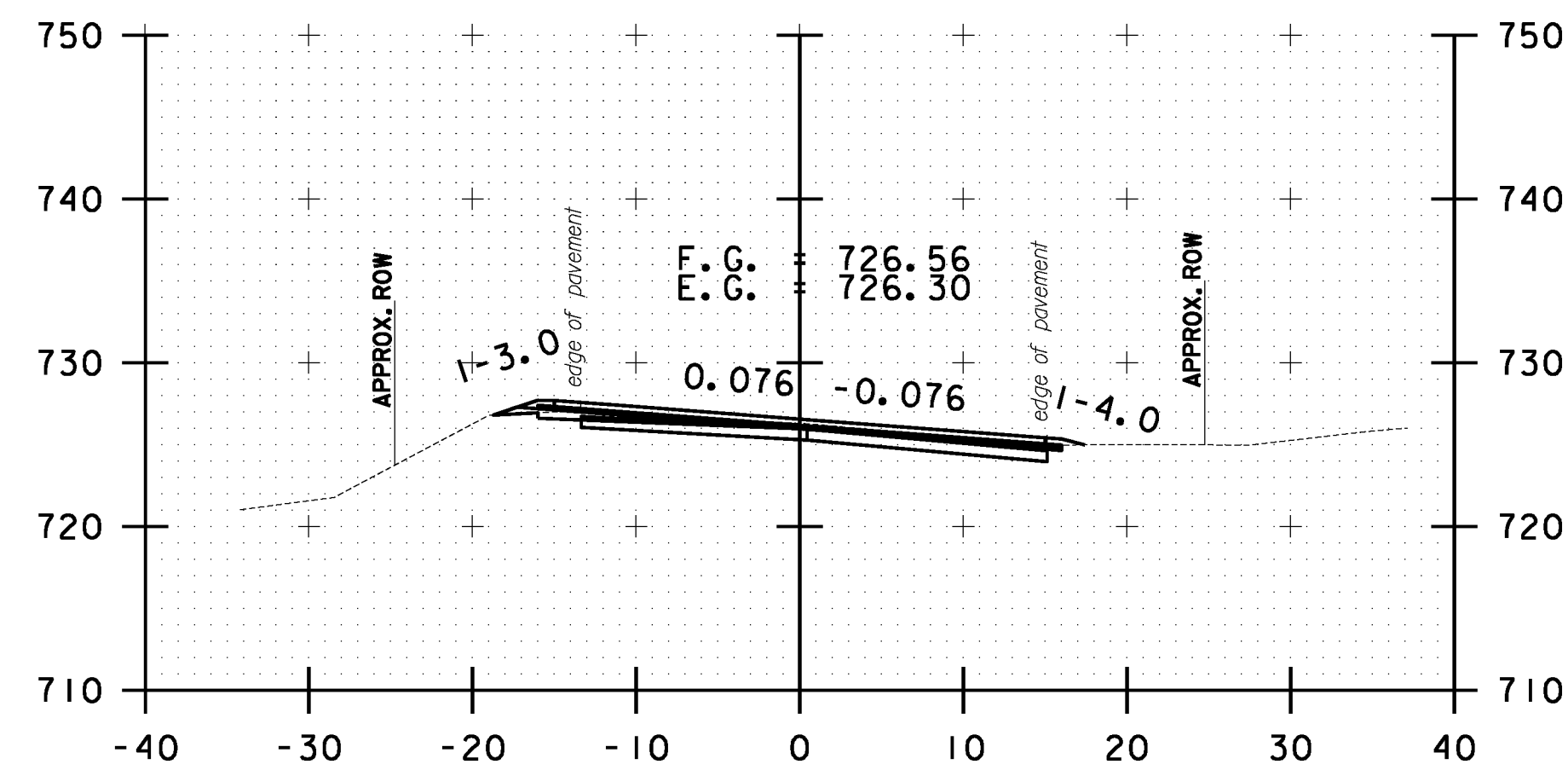
PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

CHECKED BY: J.P.S.

SHEET 233 OF 397

FILE NAME = \\P:\projects\ANY\X2\22\25\CAOD\1\STN\10b214_stock_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



**STOCKBRIDGE
CROSS SECTION
SHEET #21**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_stock_xc.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214xs21.i

PLOT DATE: 3/17/2014

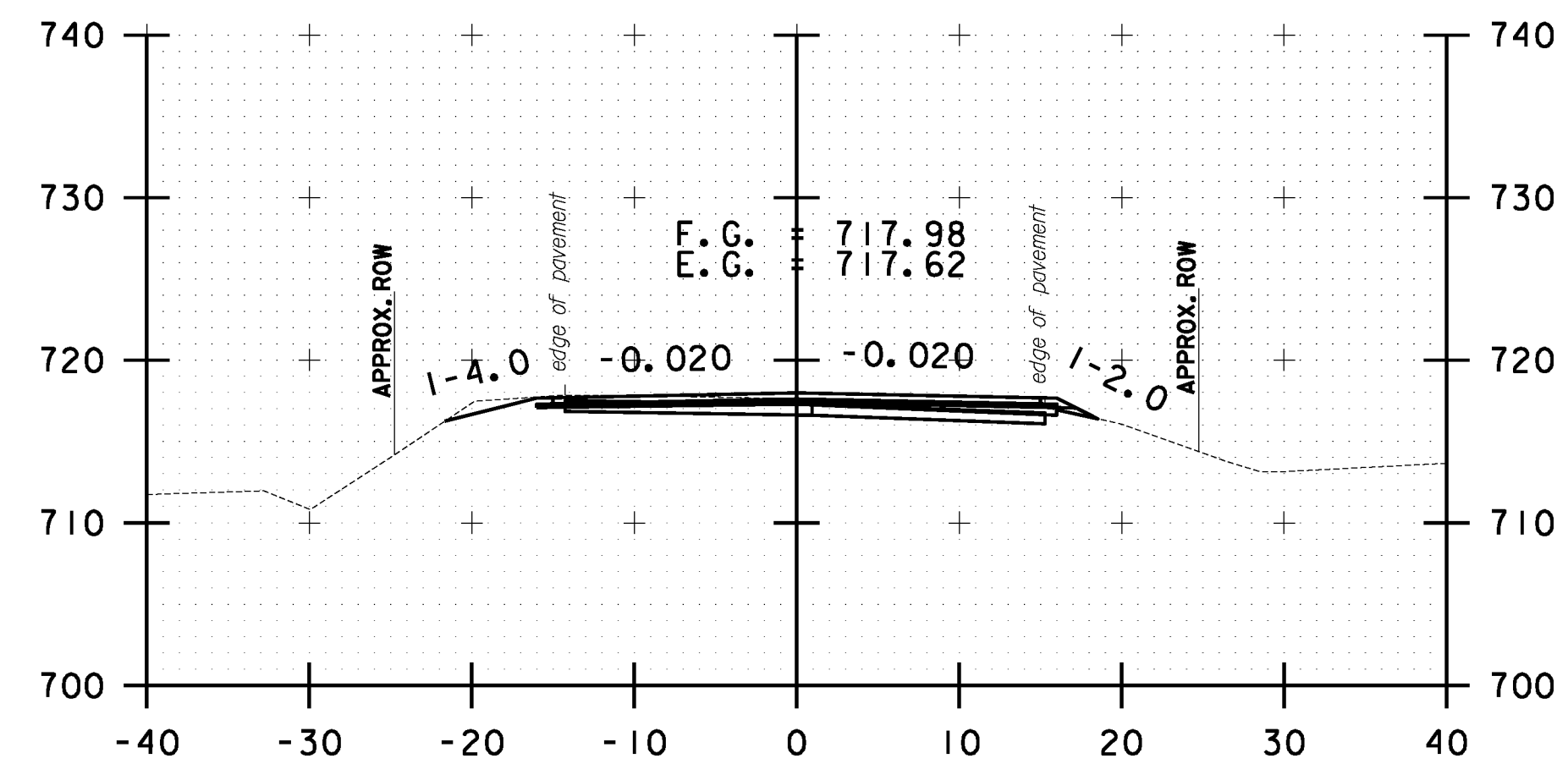
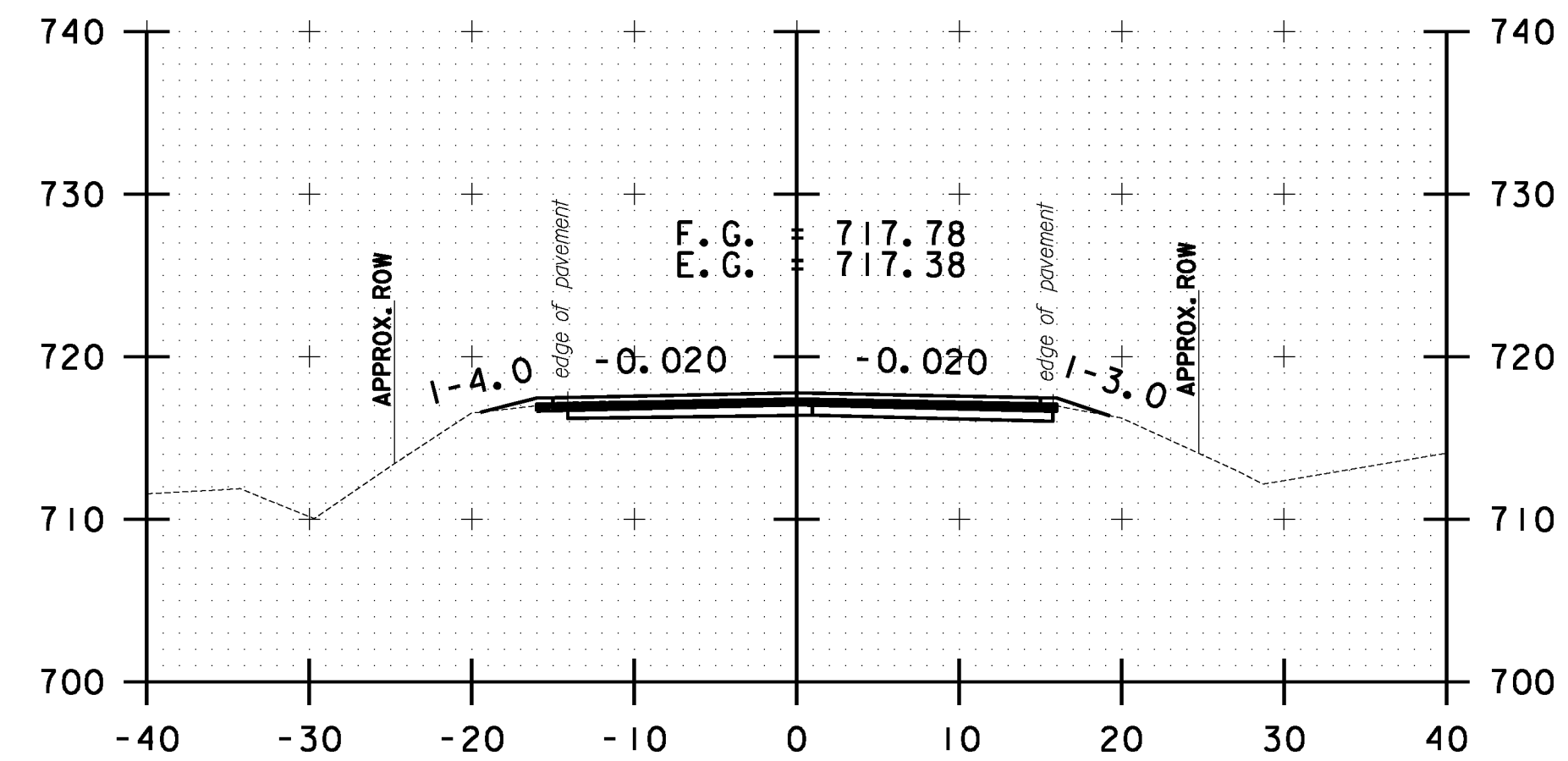
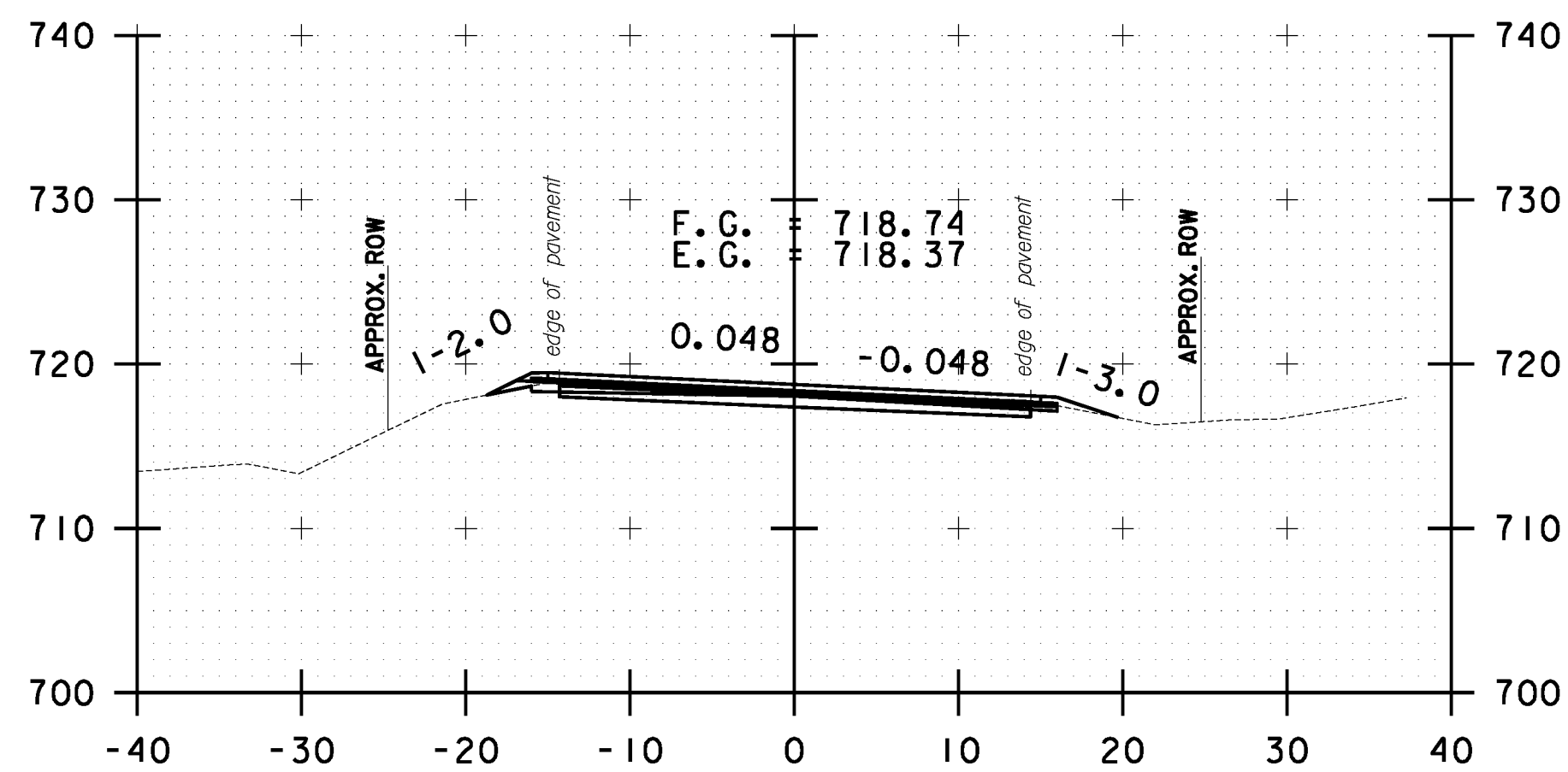
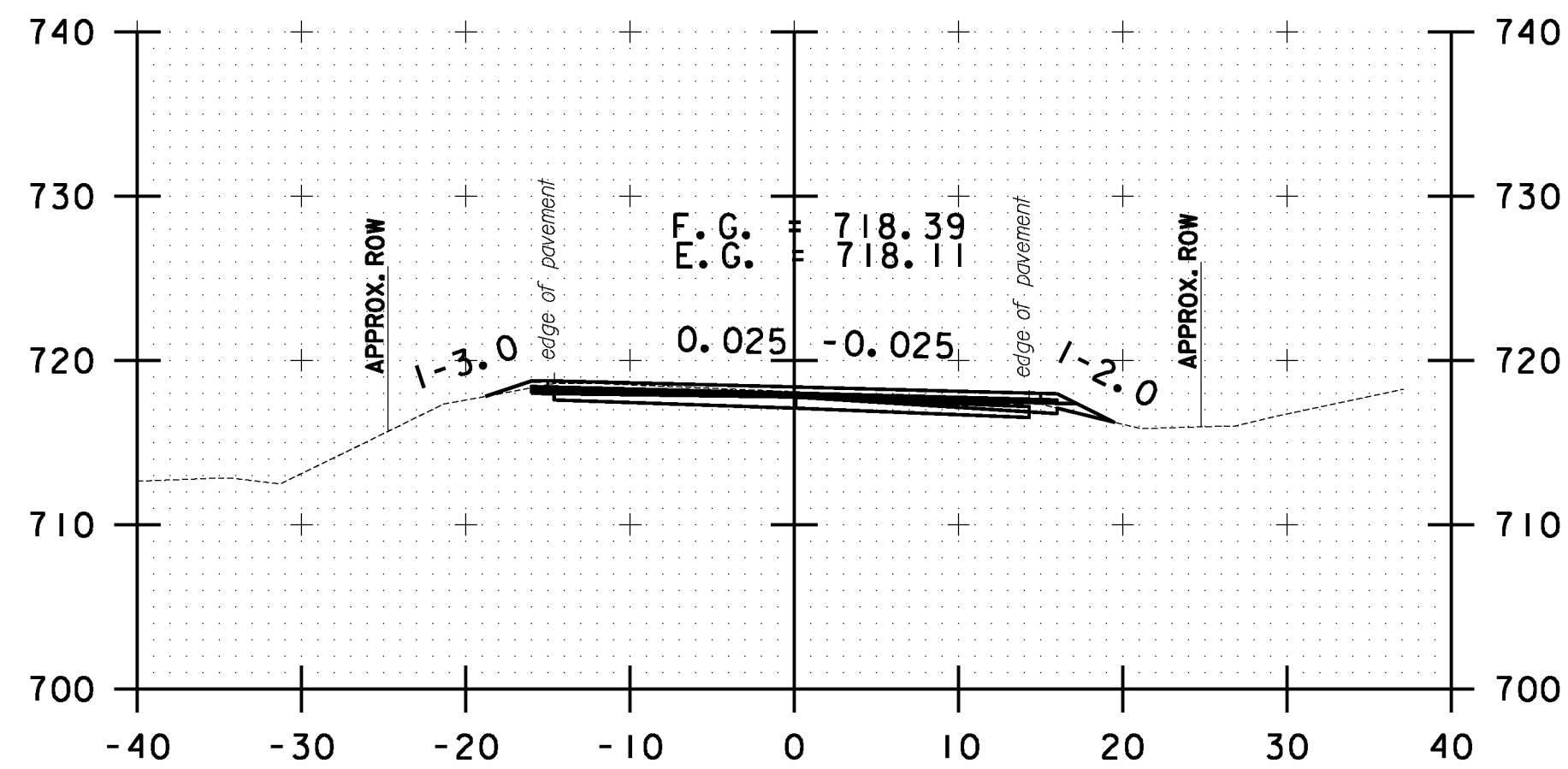
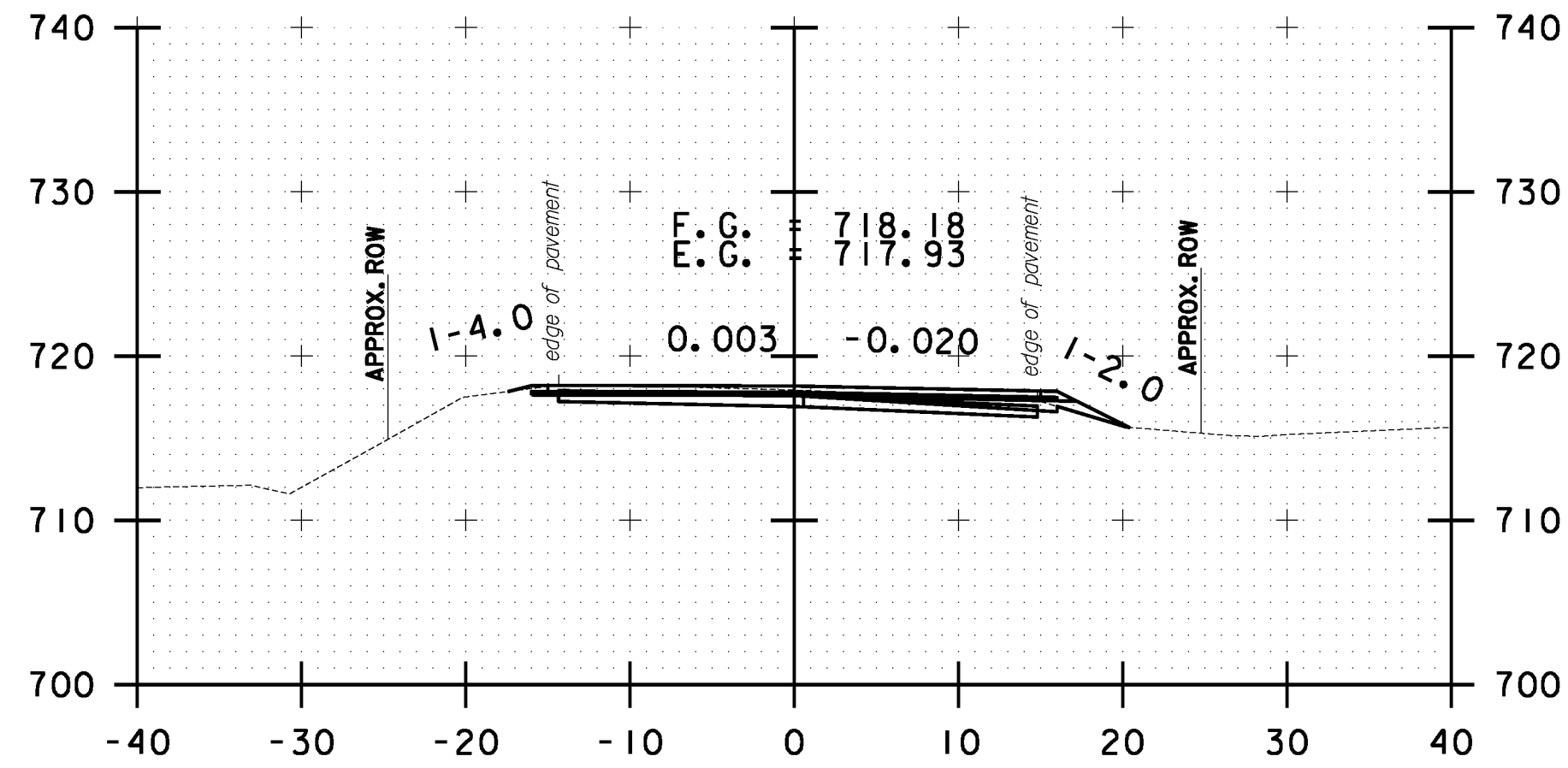
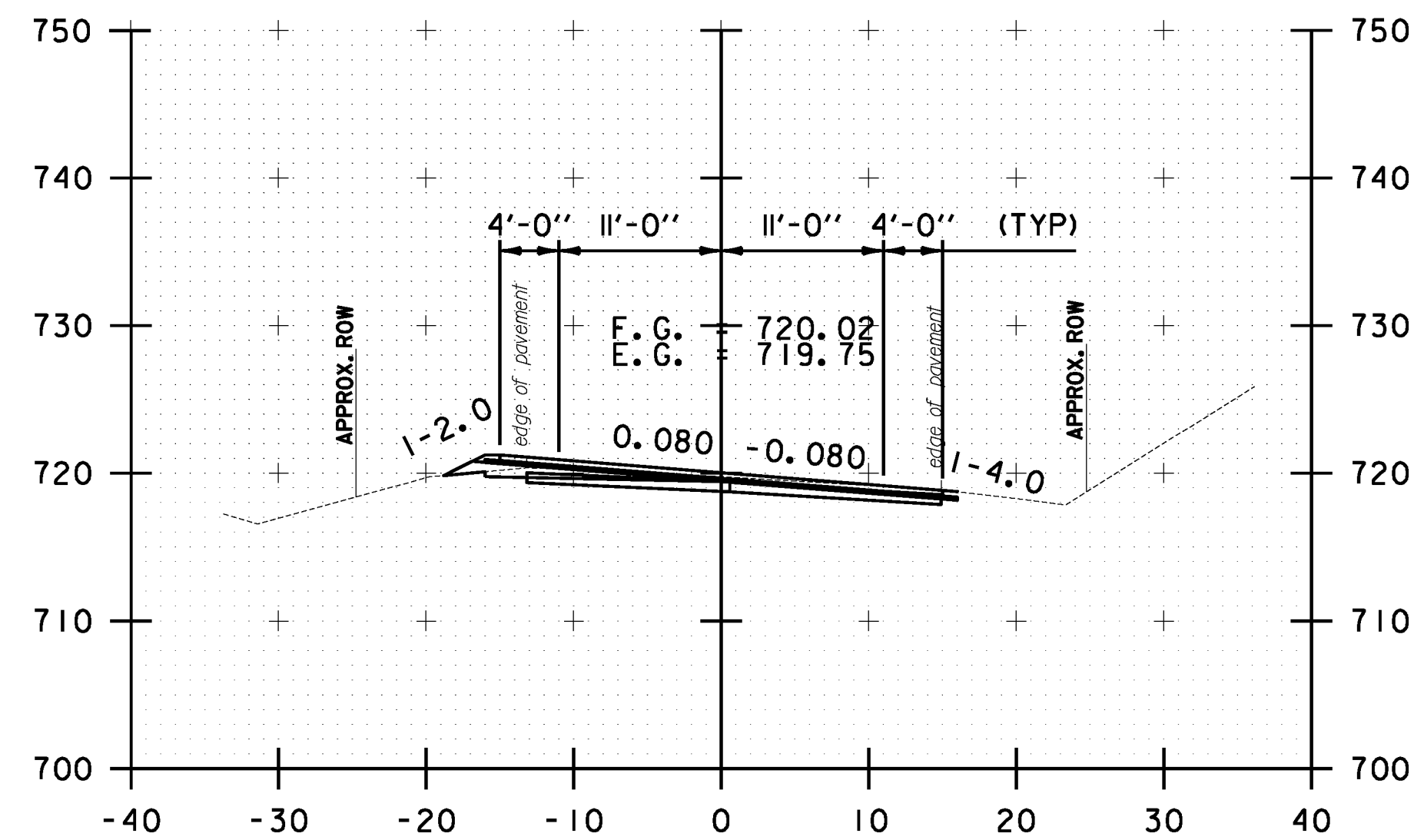
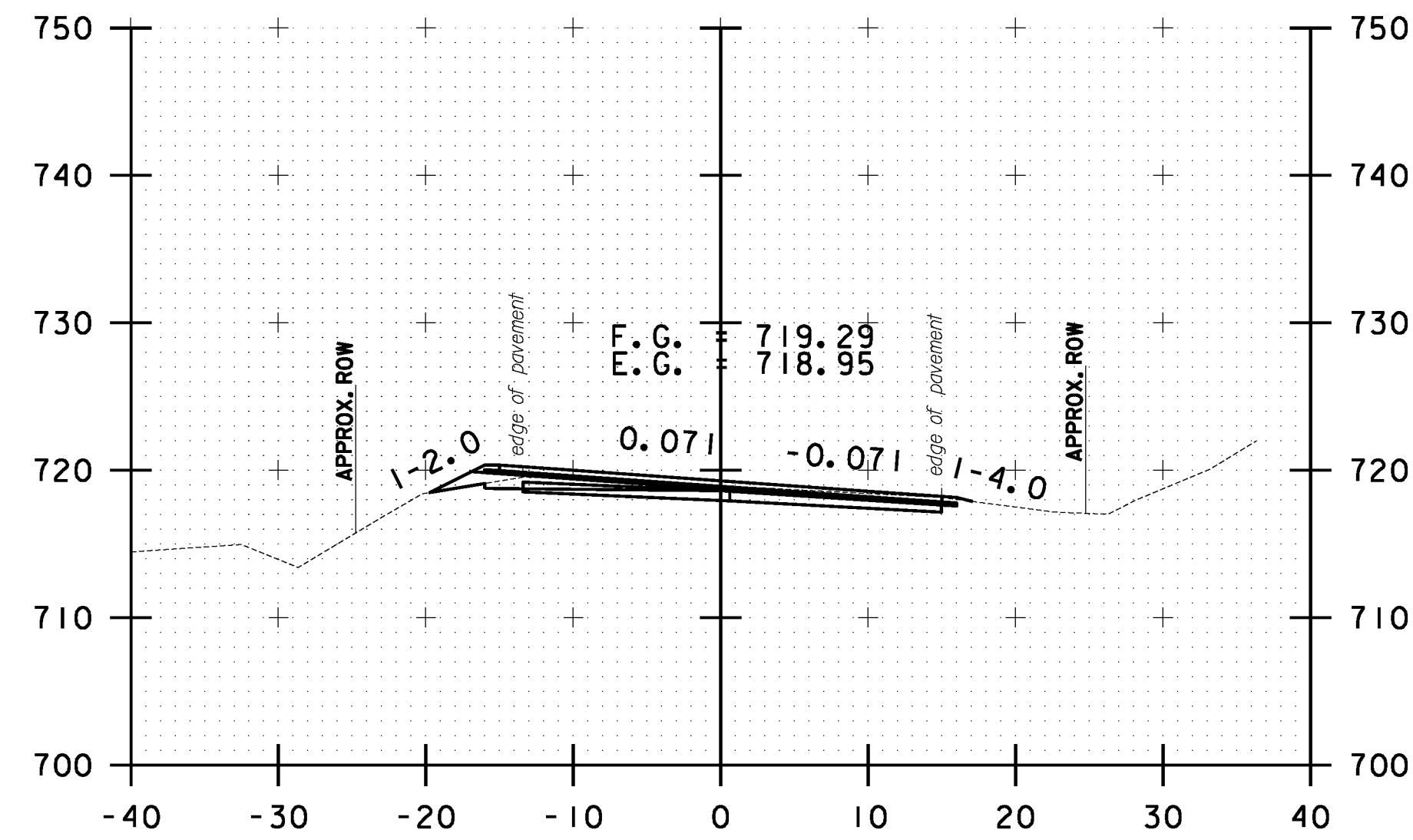
DRAWN BY: W.G.P.

CHECKED BY: J.P.S.

SHEET 234 OF 397

10 0 10
SCALE IN FEET

FILE NAME: \\P:\projects\ANY\X2\22\25\CAOD\1\STN\10b214_stock_xc.dgn
DATE/TIME: 3/17/2014
USER: 4916



10 0 10
SCALE IN FEET

**STOCKBRIDGE
CROSS SECTION
SHEET #22**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_stock_xc.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214xs22.1

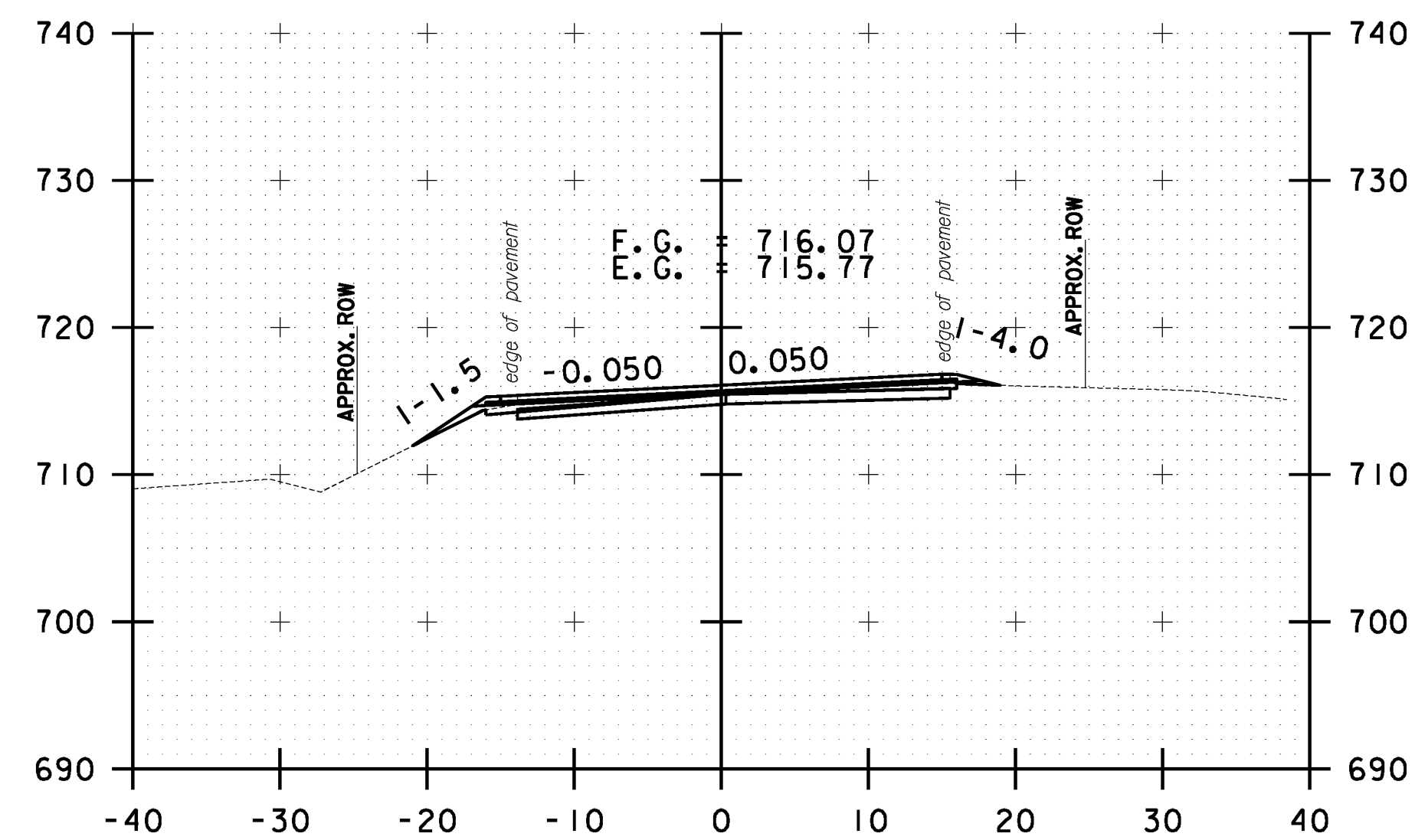
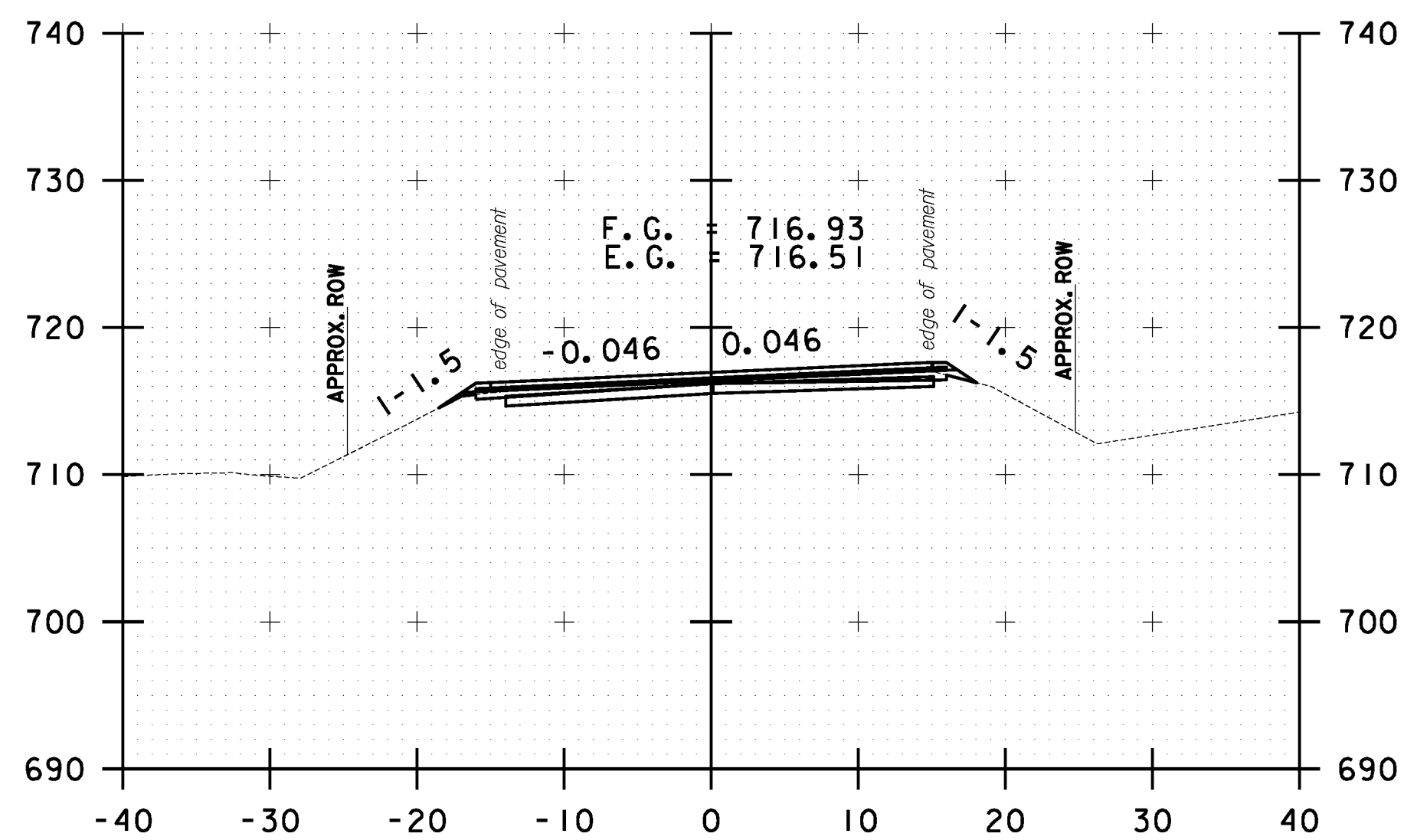
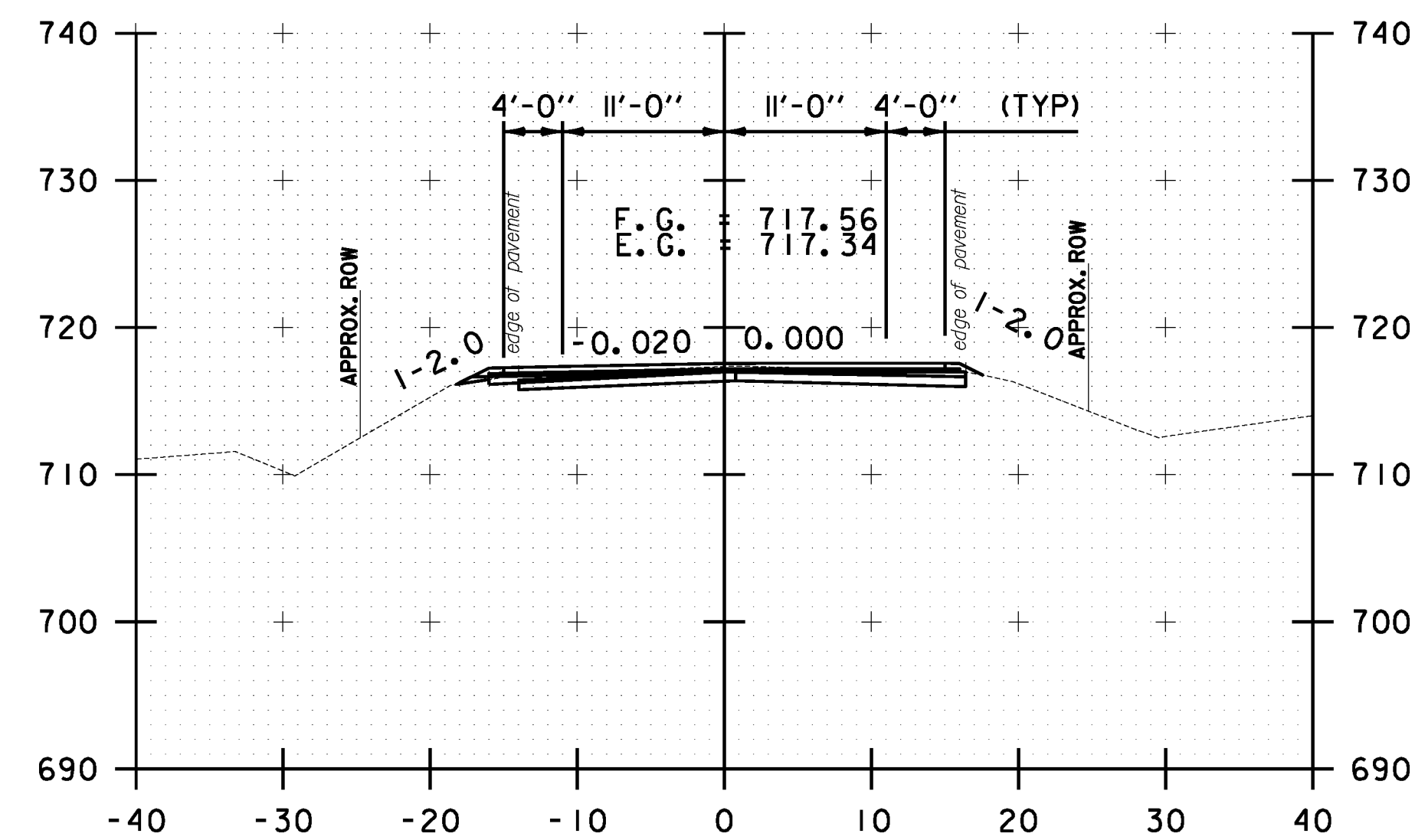
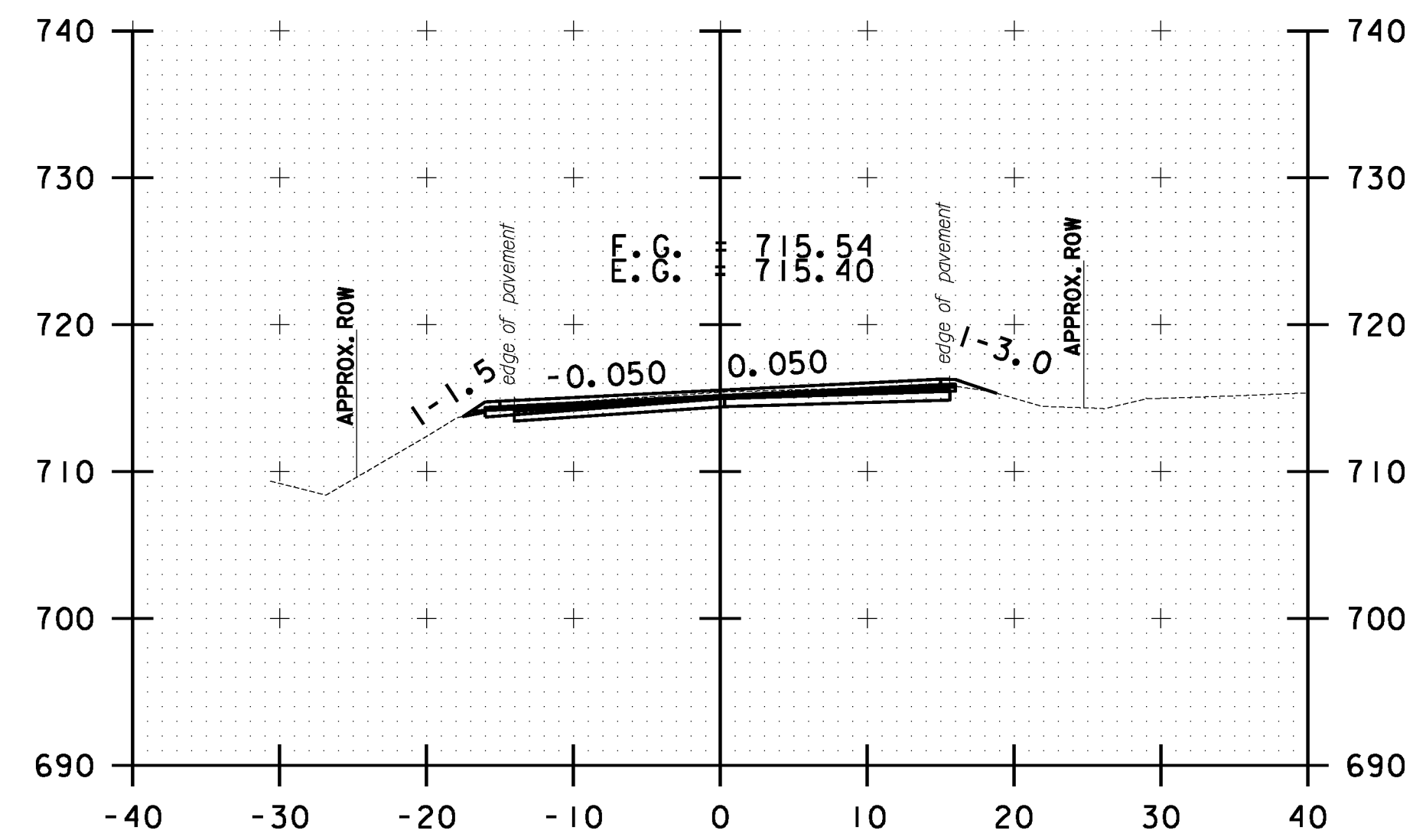
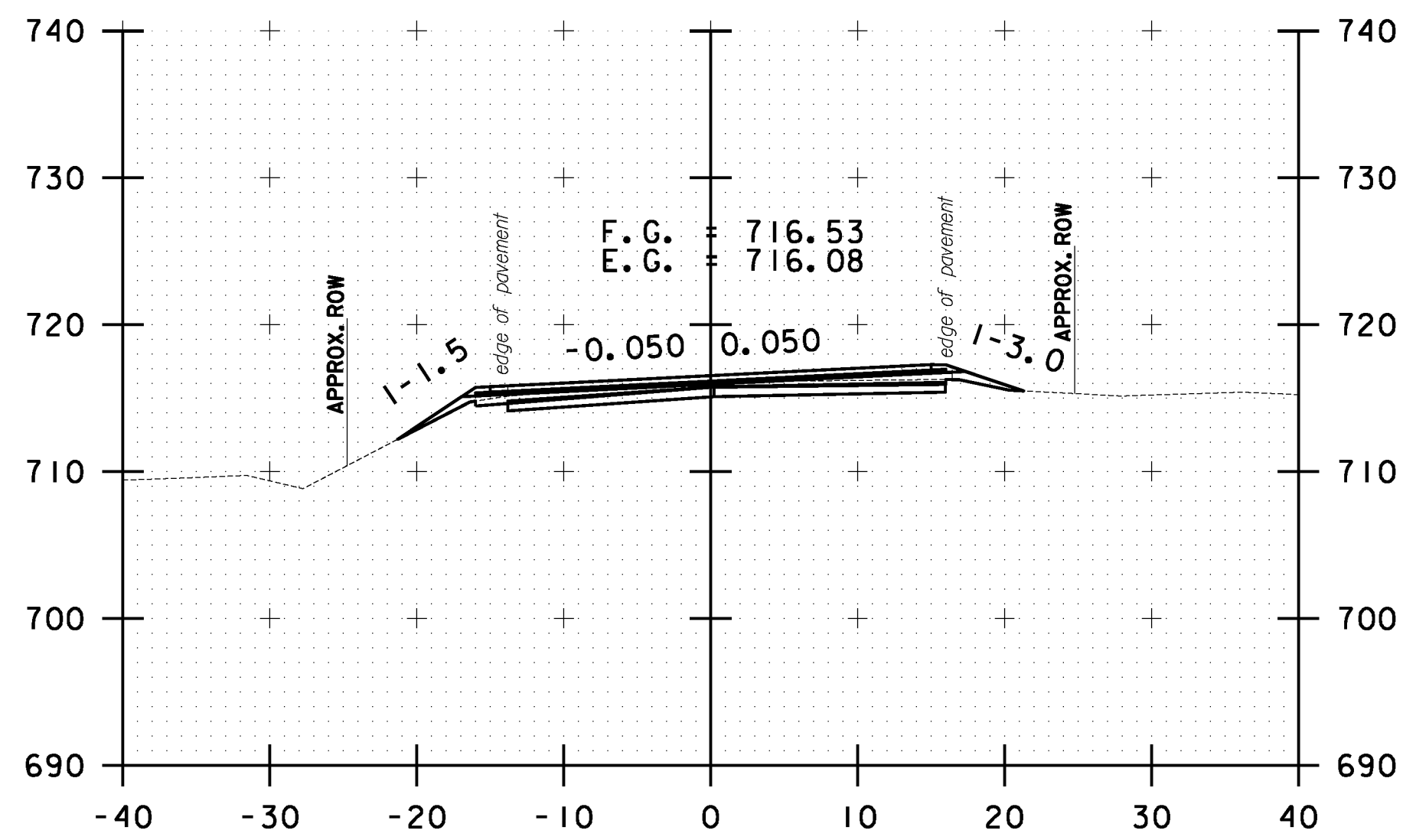
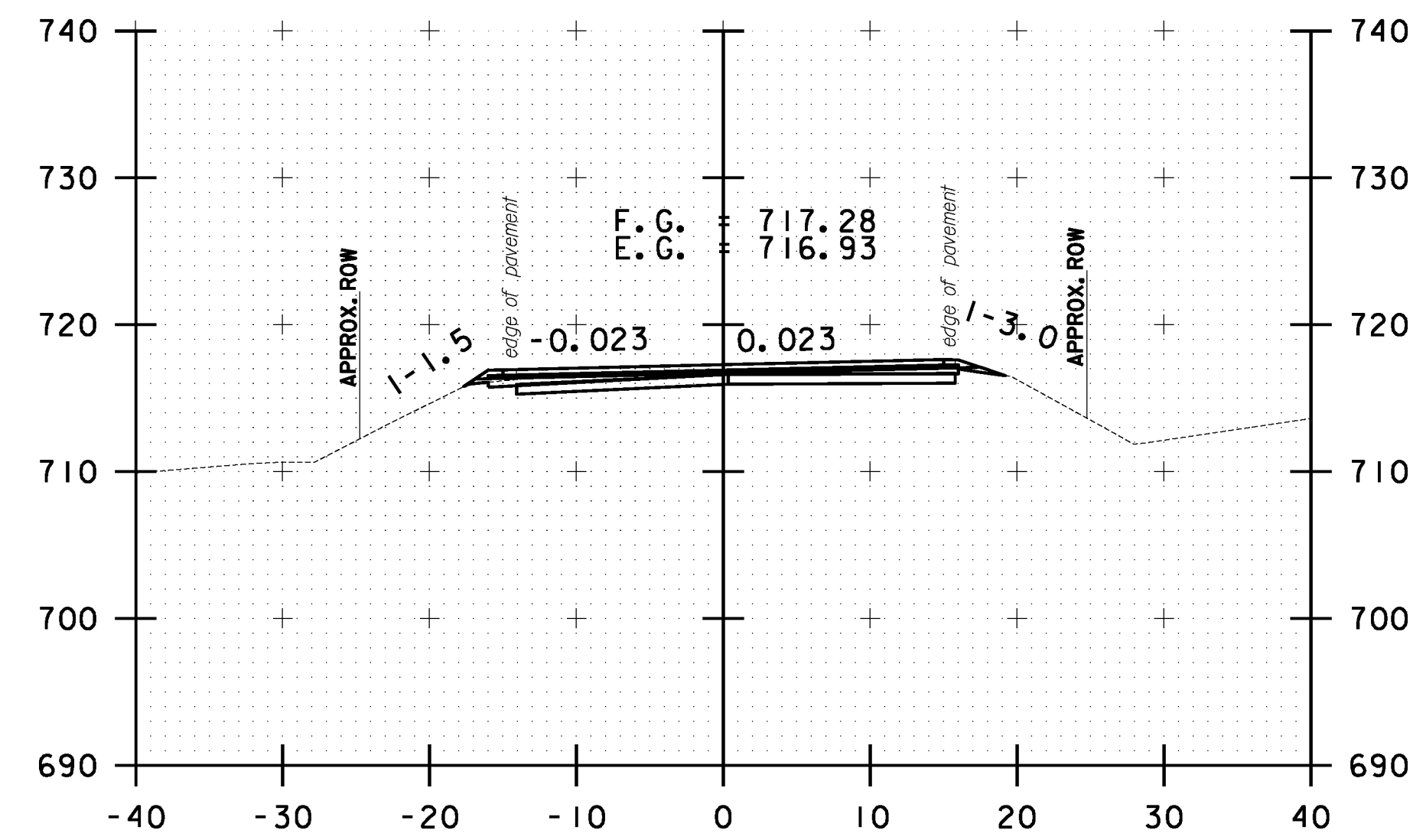
PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

CHECKED BY: J.P.S.

SHEET 235 OF 397

FILE NAME = \\P:\projects\ANY\K2\22425\CAOD\KSTN\10b214_stock.xcdgn
DATE/TIME = 3/17/2014
USER = 4916



10 0 10
SCALE IN FEET

**STOCKBRIDGE
CROSS SECTION
SHEET #23**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_stock.xc.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214xs23.1

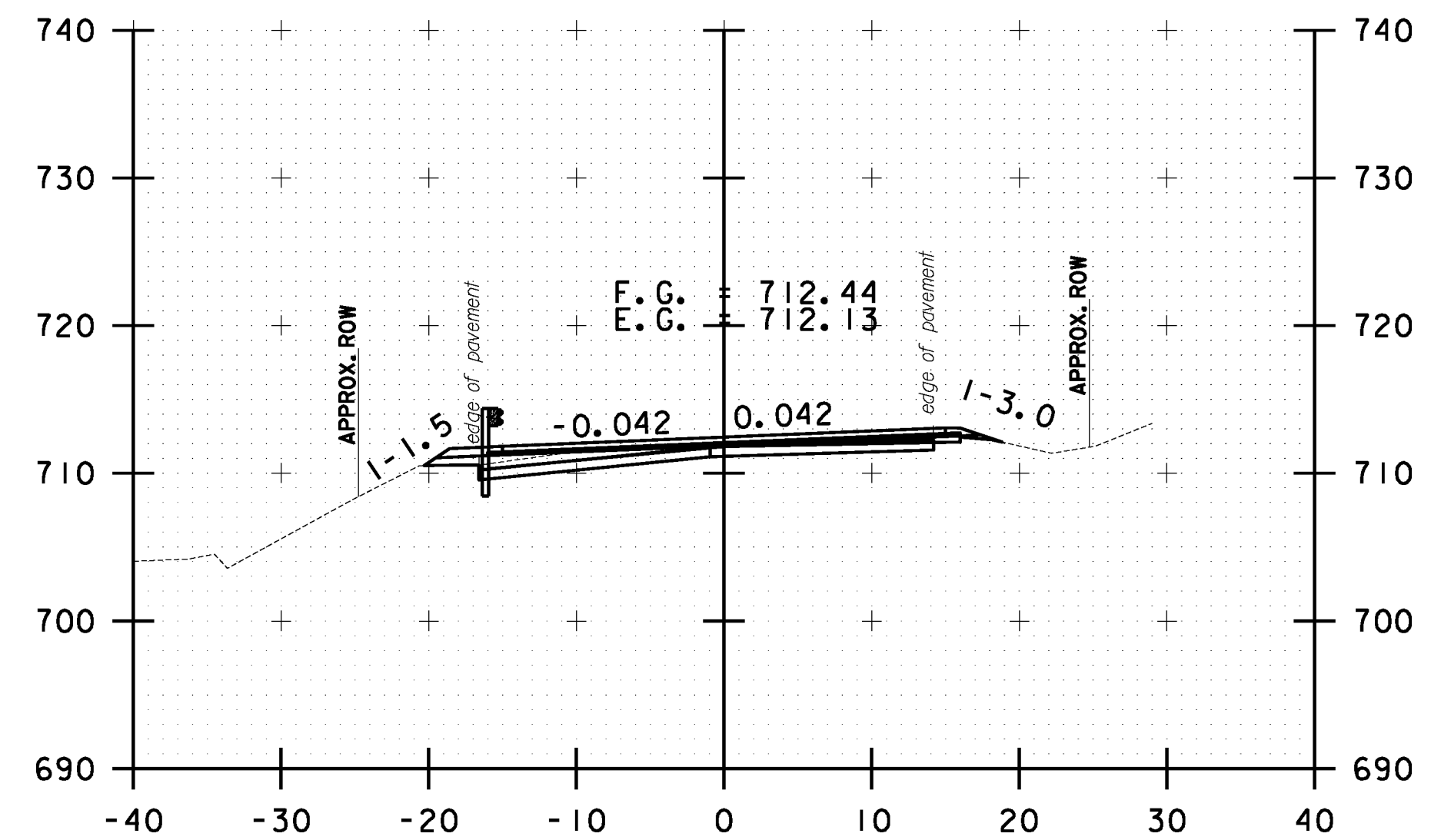
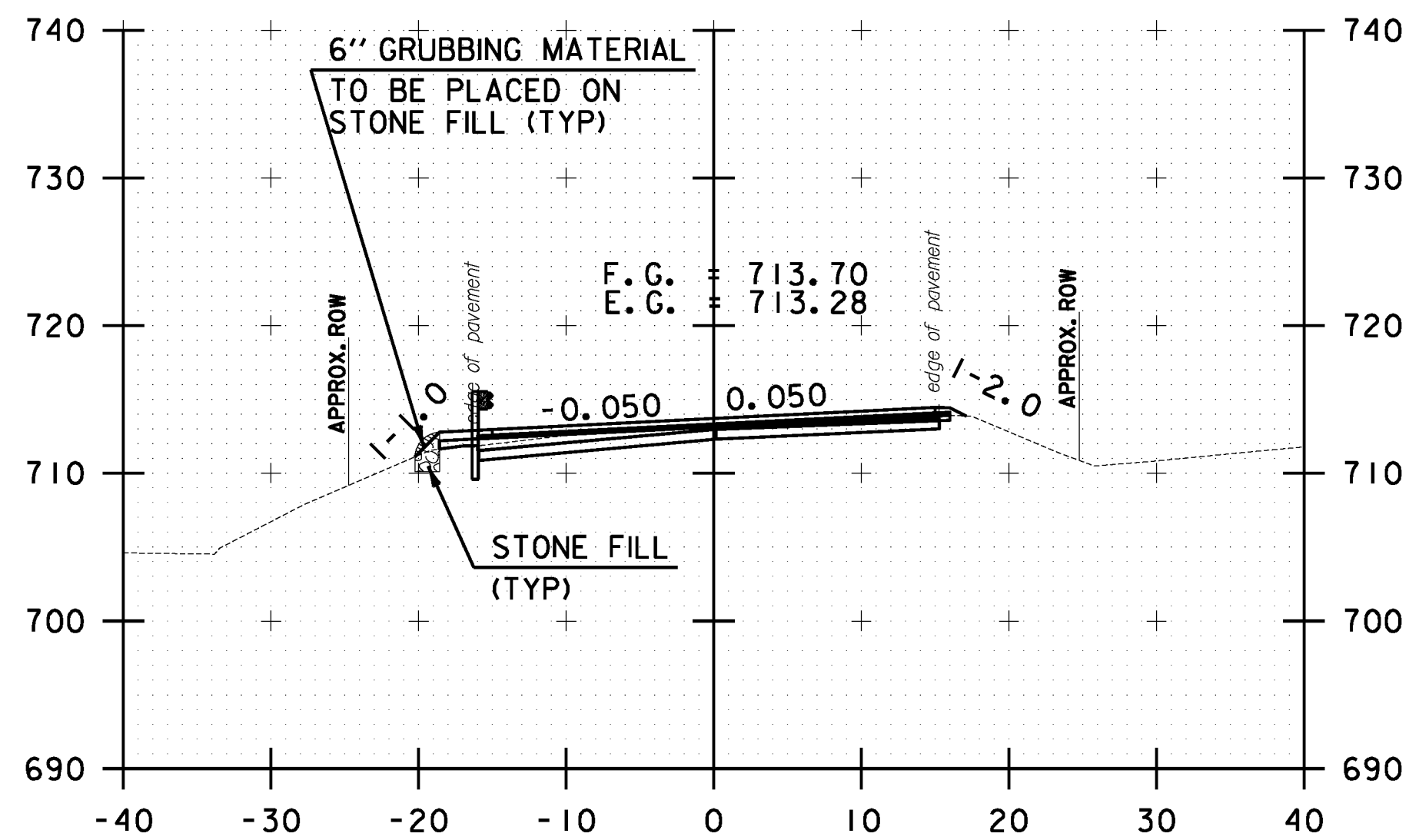
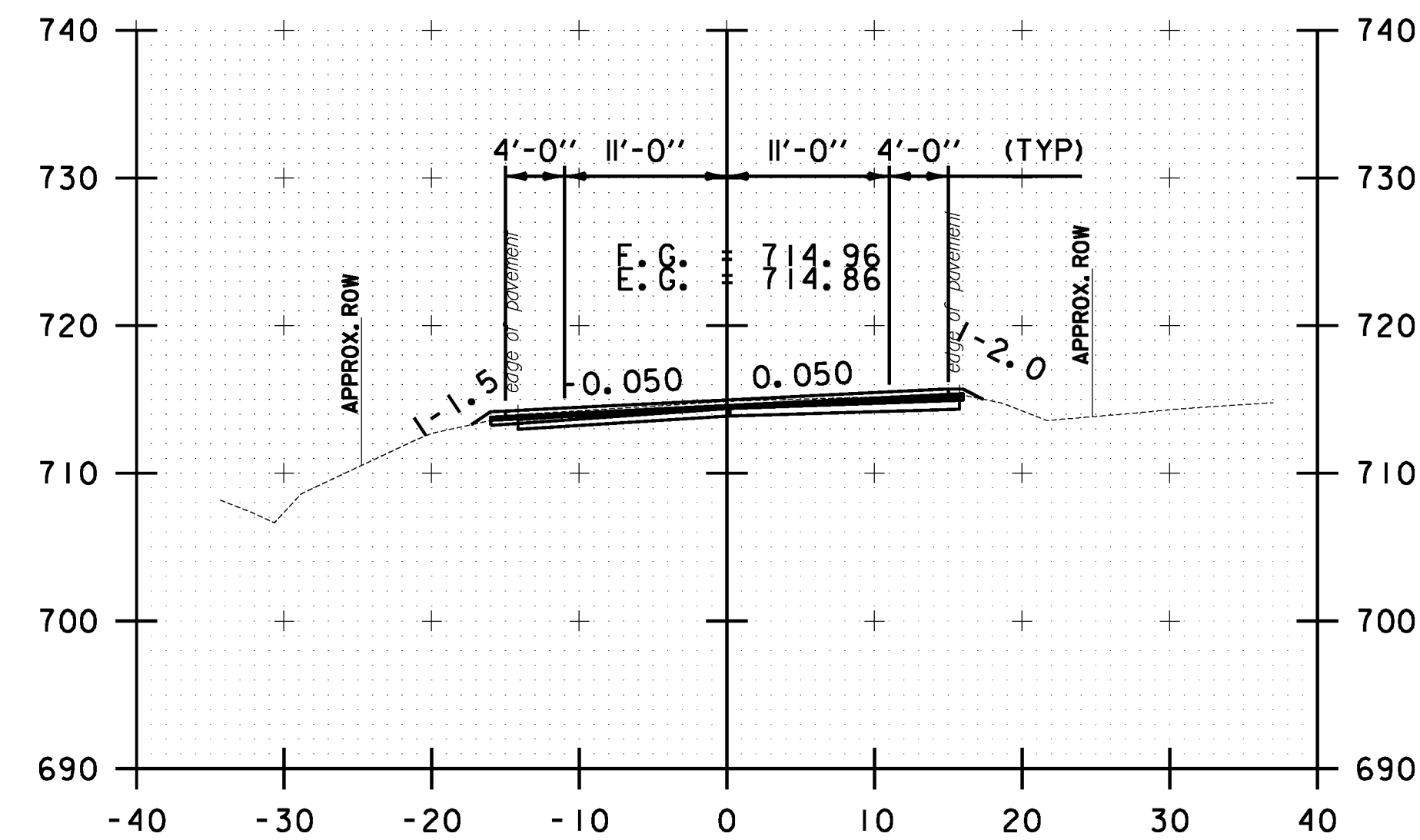
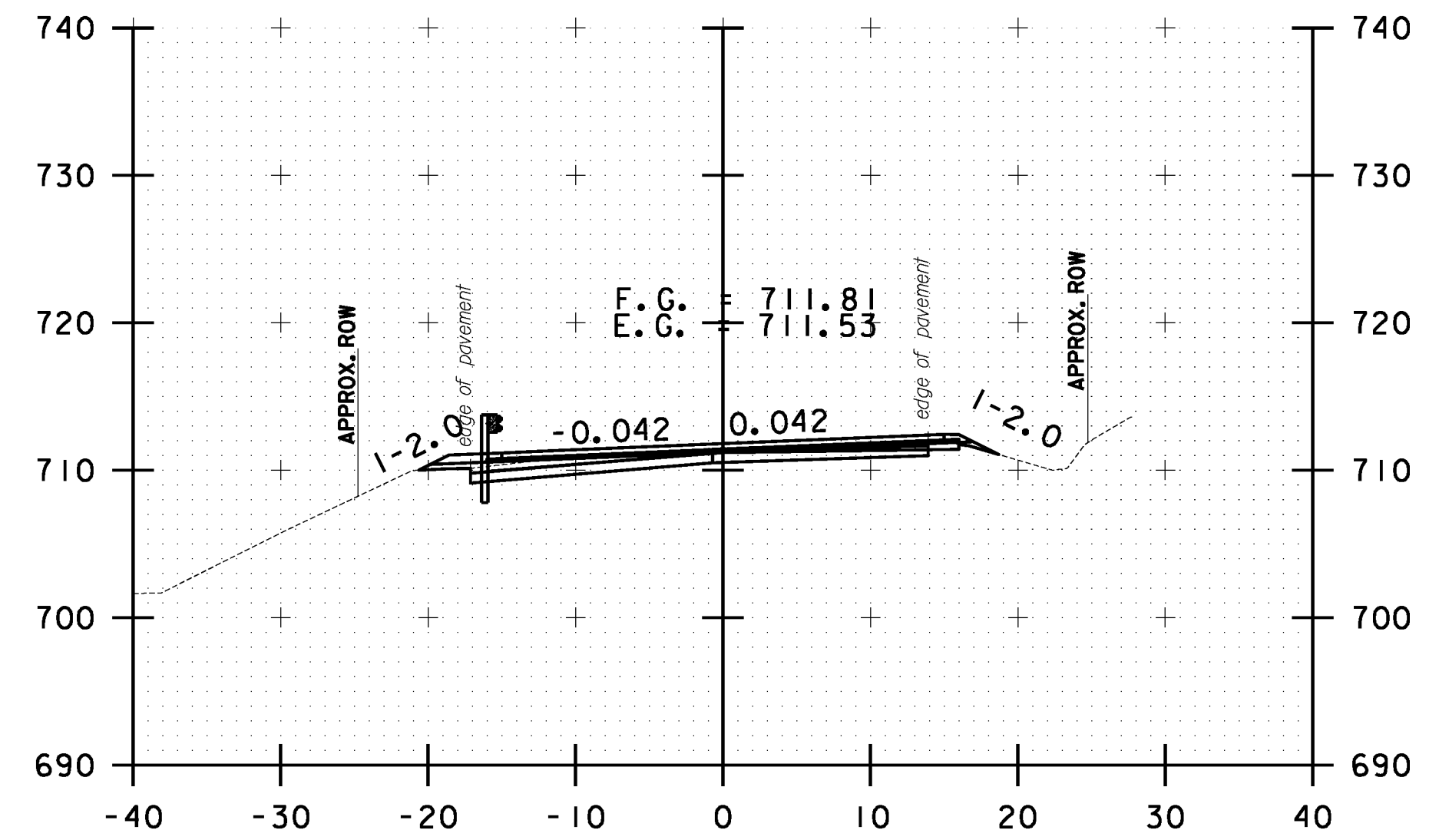
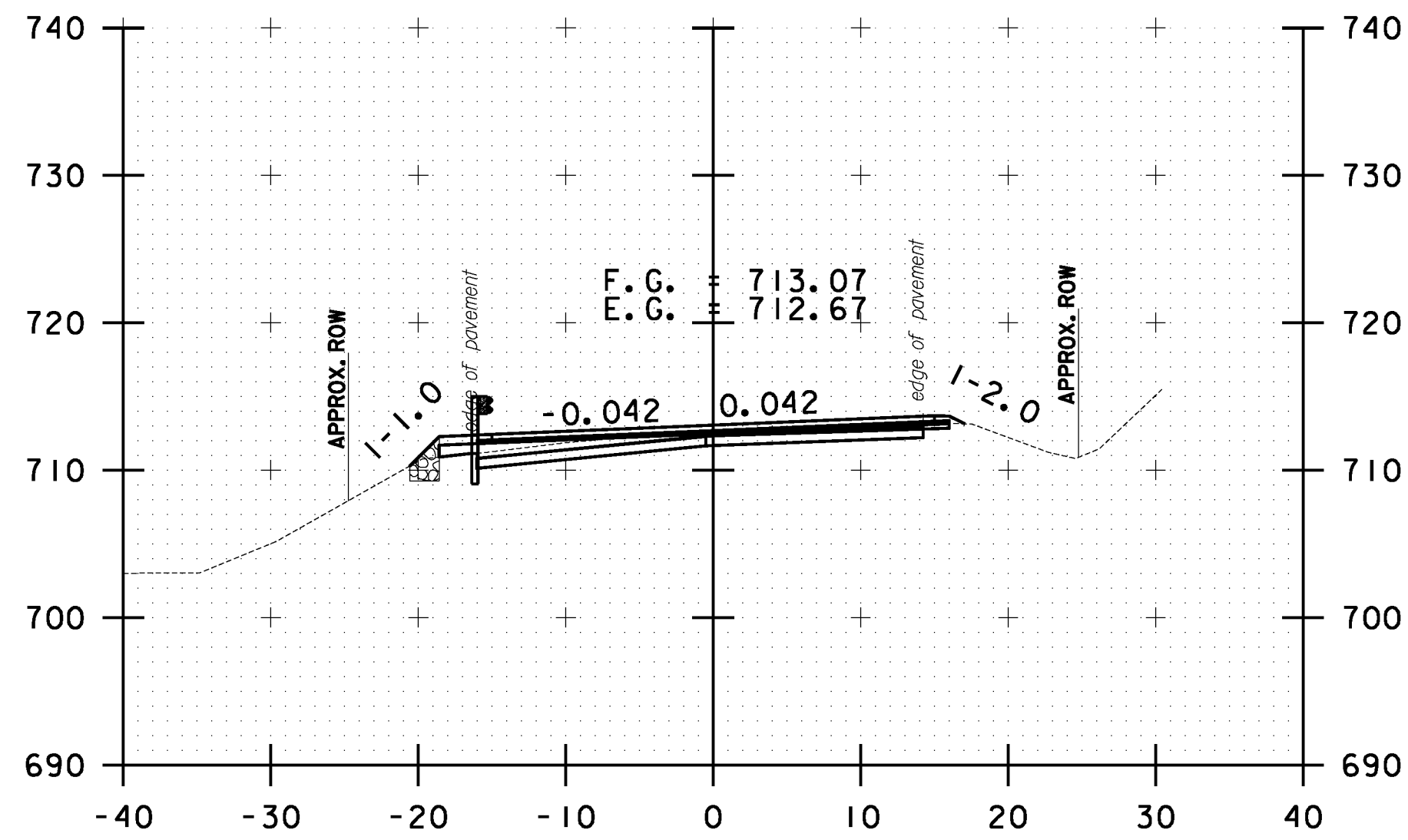
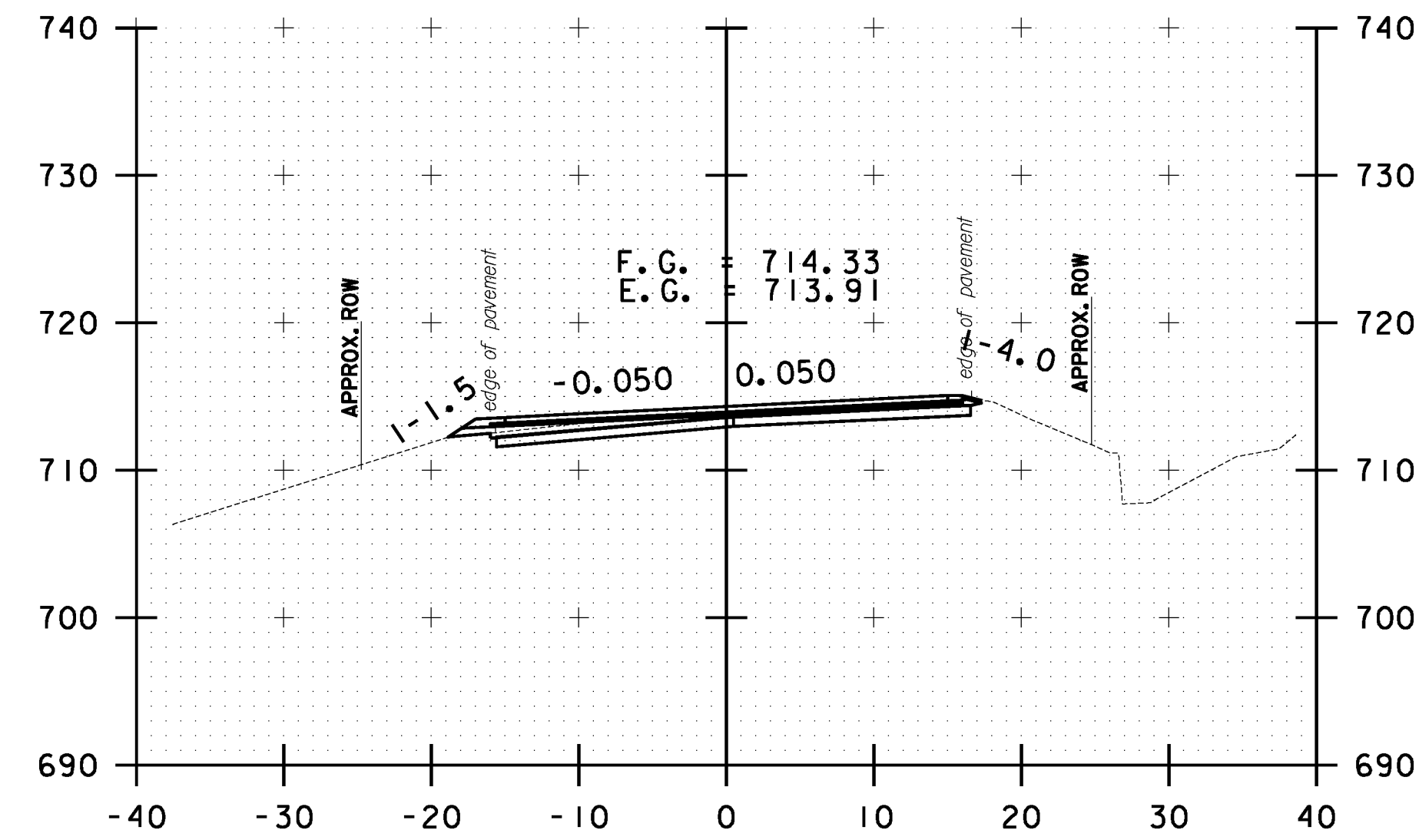
PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

CHECKED BY: J.P.S.

SHEET 236 OF 397

FILE NAME : \\P:\projects\ANY\K2\22425\CAODD_MSTN\10b214_stock.xcdgn
DATE/TIME : 3/17/2014
USER : 4916



10 0 10
SCALE IN FEET

**STOCKBRIDGE
CROSS SECTION
SHEET #24**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_stock.xcdgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214xs24.1

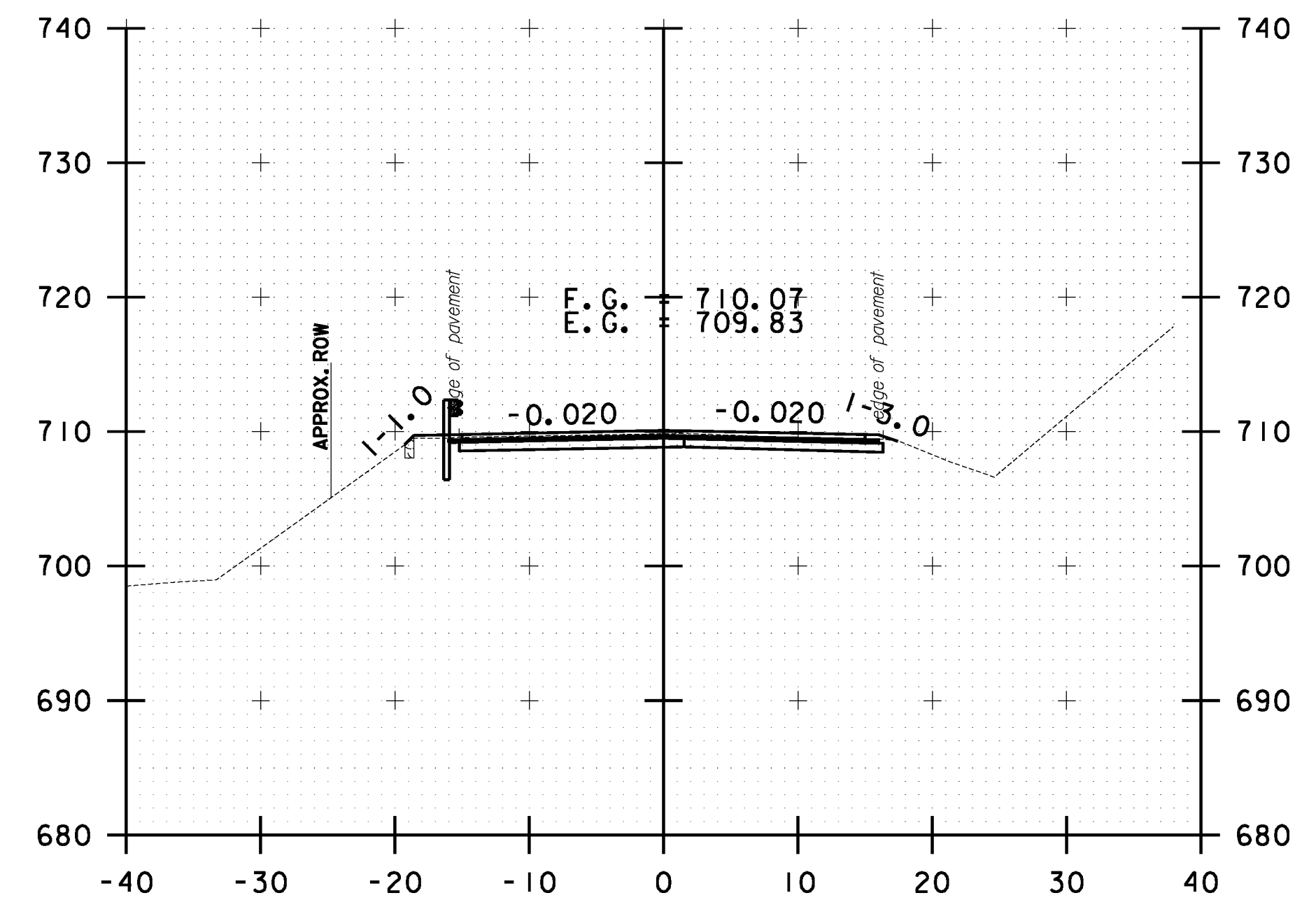
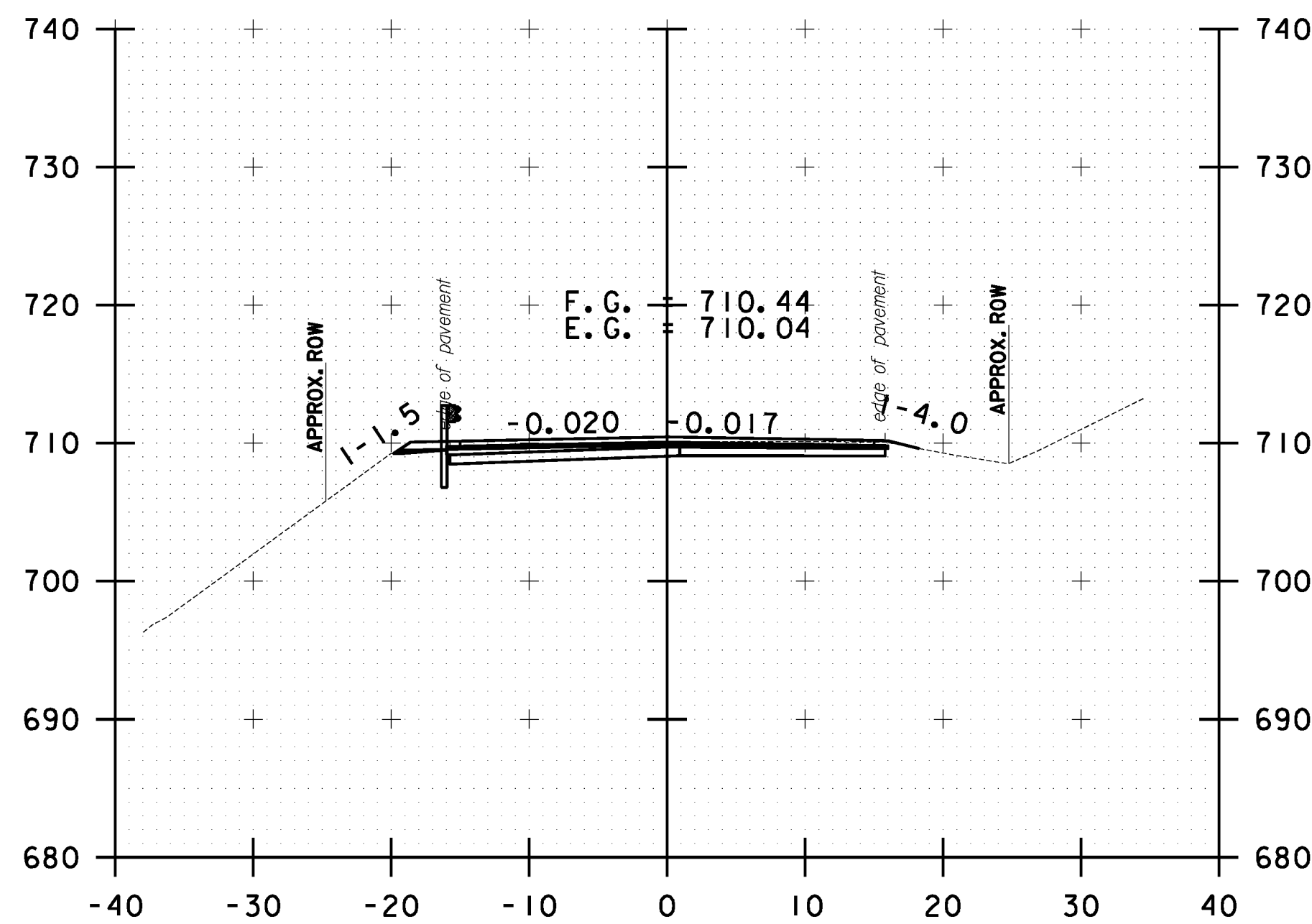
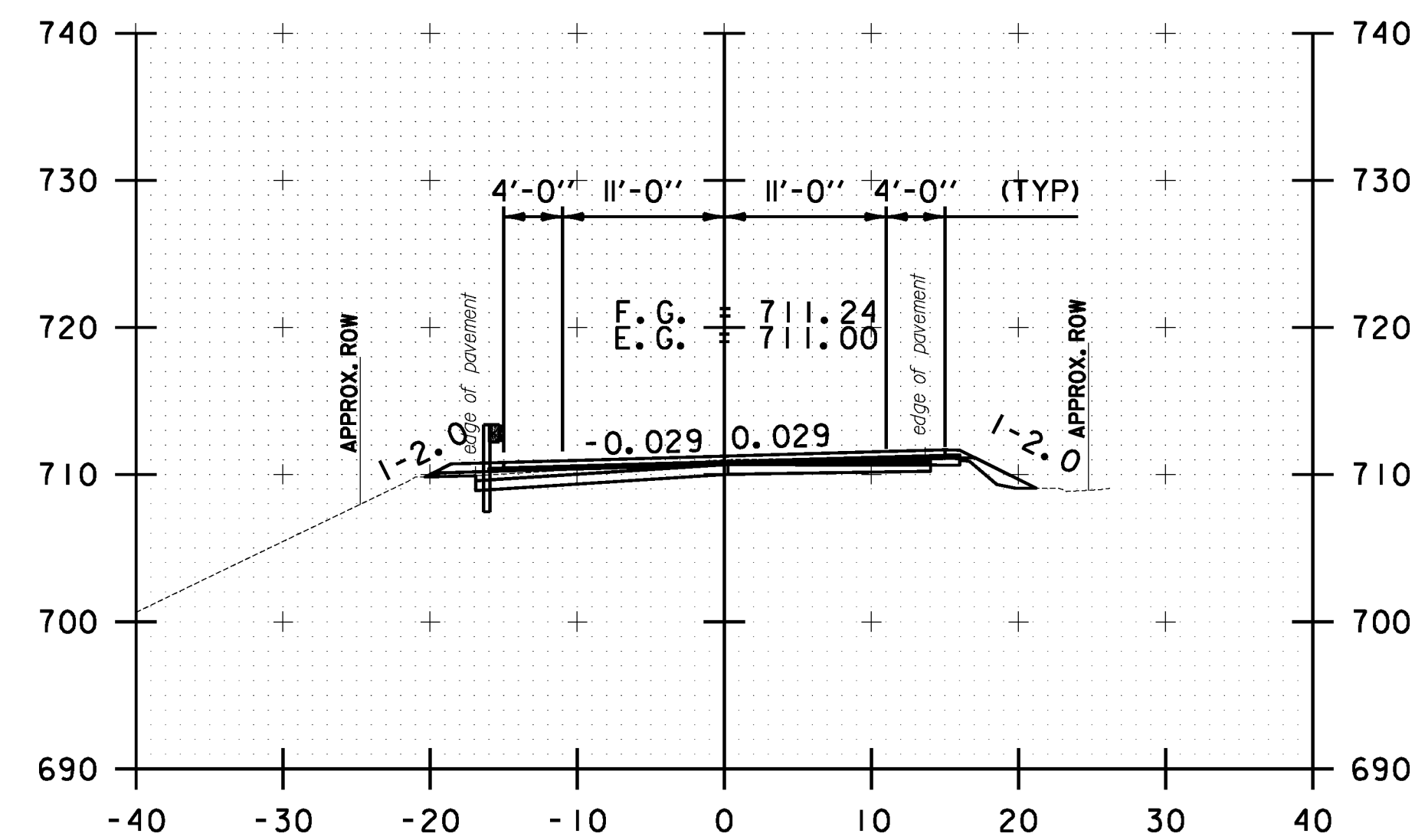
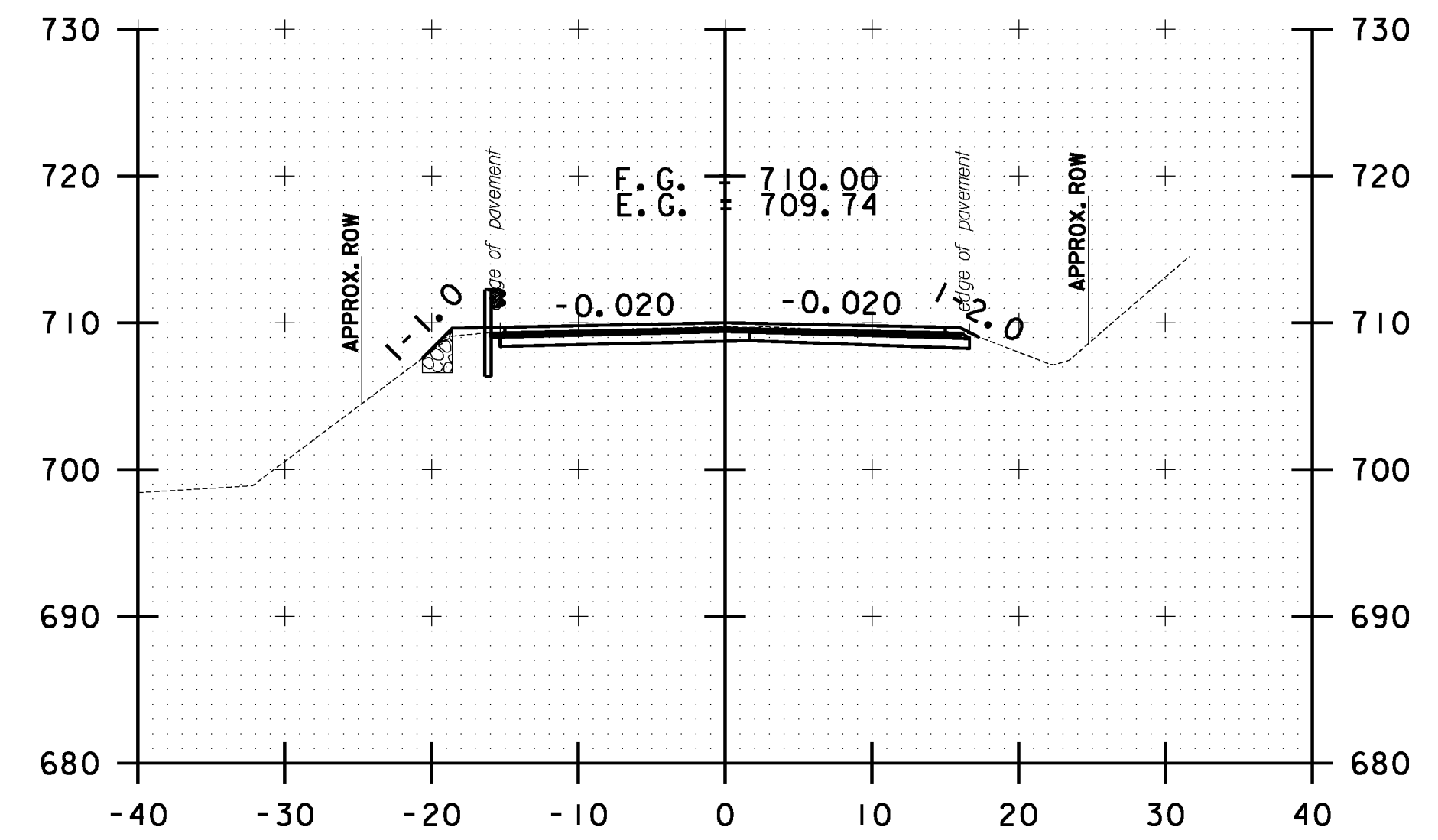
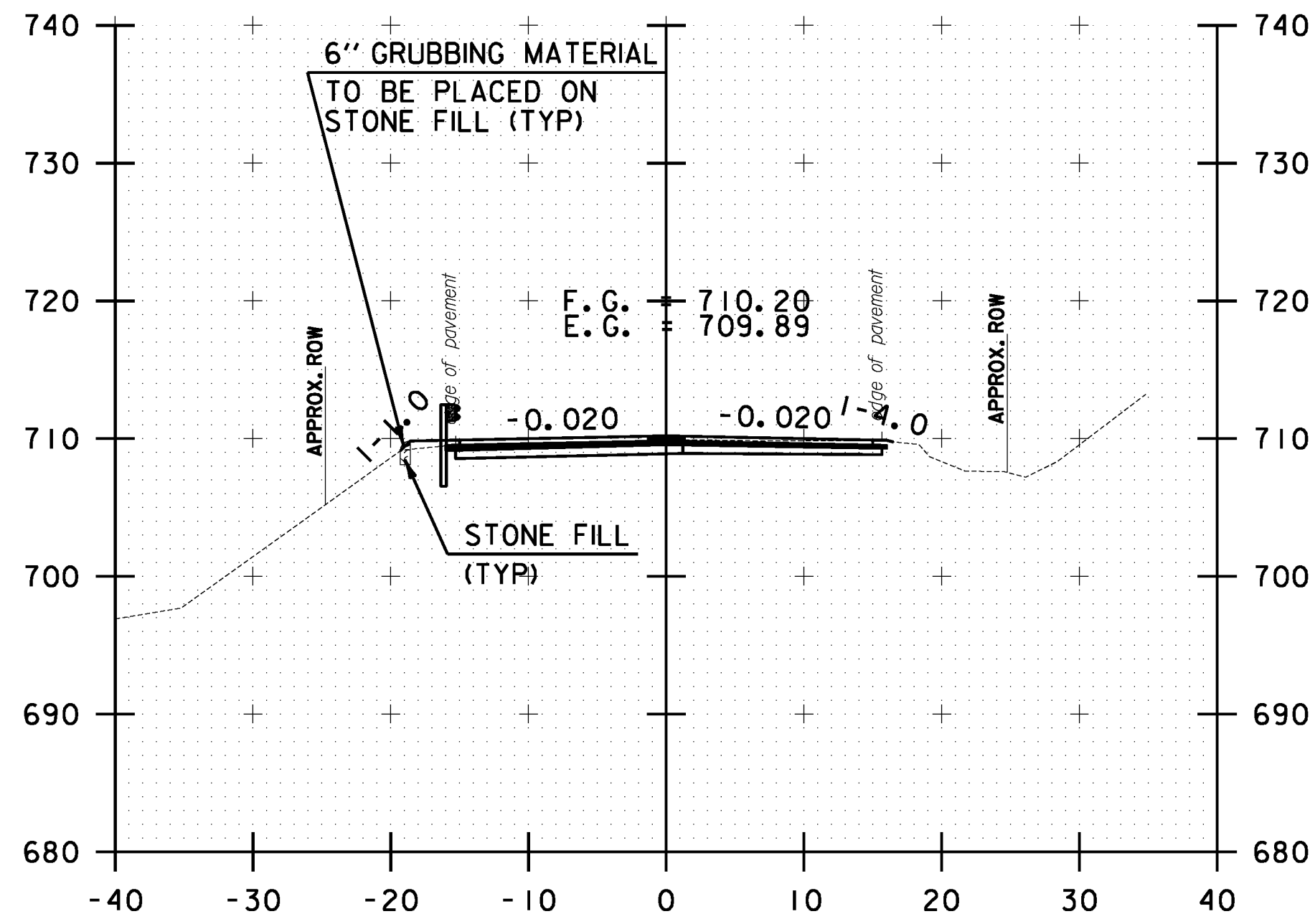
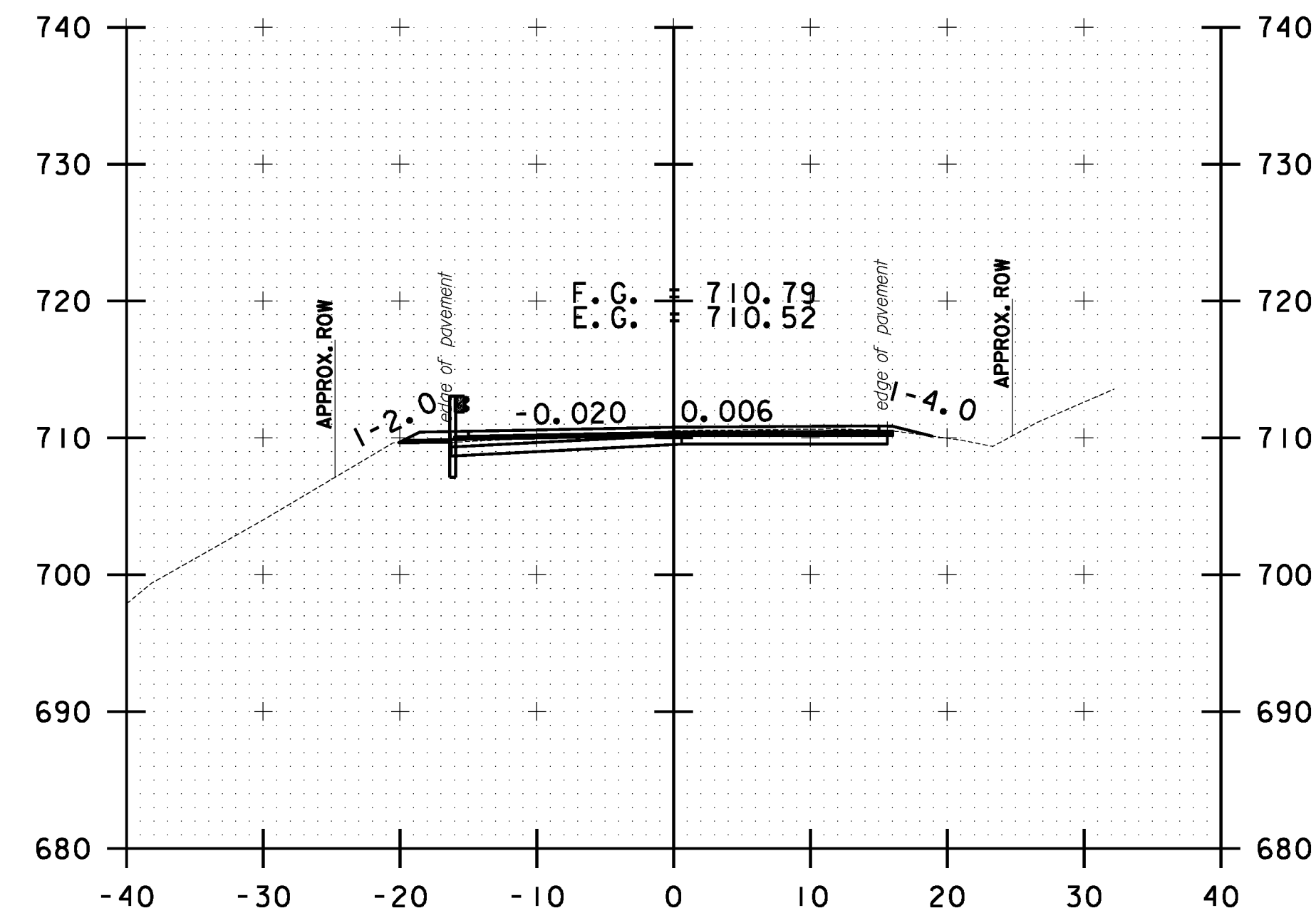
PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

CHECKED BY: J.P.S.

SHEET 237 OF 397

FILE NAME = \\P:\projects\ANY\K2\22\25\CAOD\KSTN\10b214_stock.nc.dgn
DATE/TIME = 3/17/2014
USER = 4916



10 0 10
SCALE IN FEET

**STOCKBRIDGE
CROSS SECTION
SHEET #25**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_stock.nc.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214xs25.i

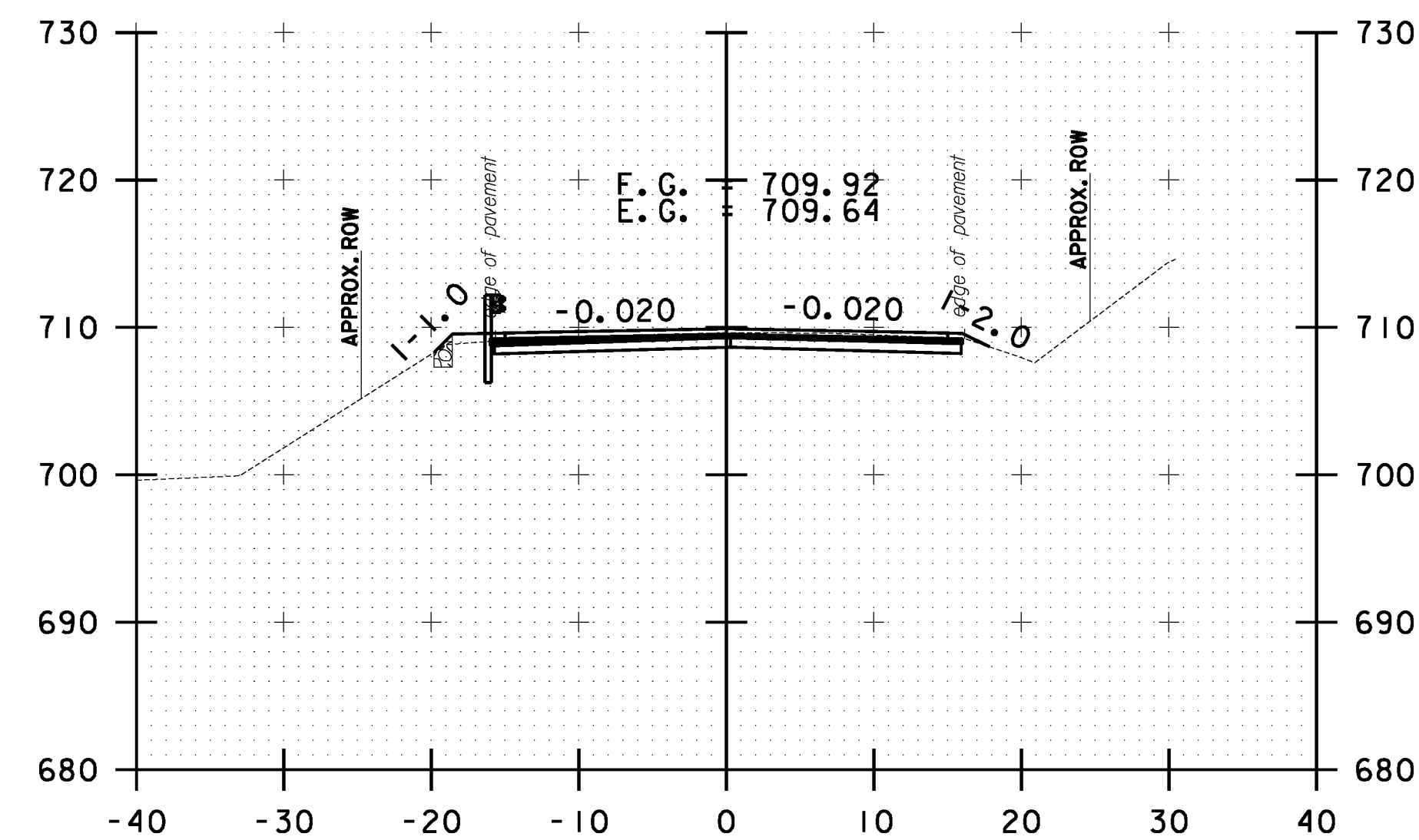
PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

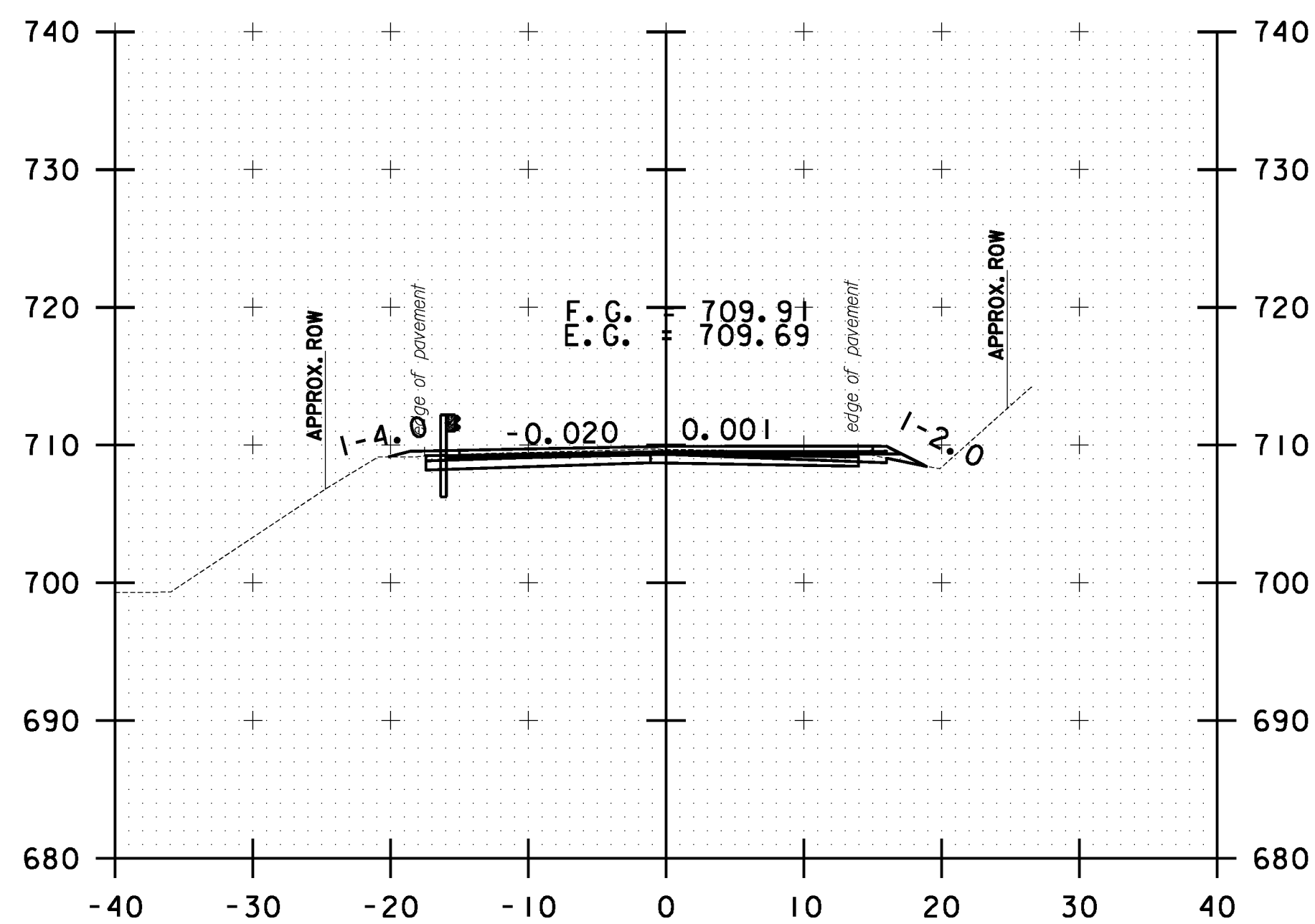
CHECKED BY: J.P.S.

SHEET 238 OF 397

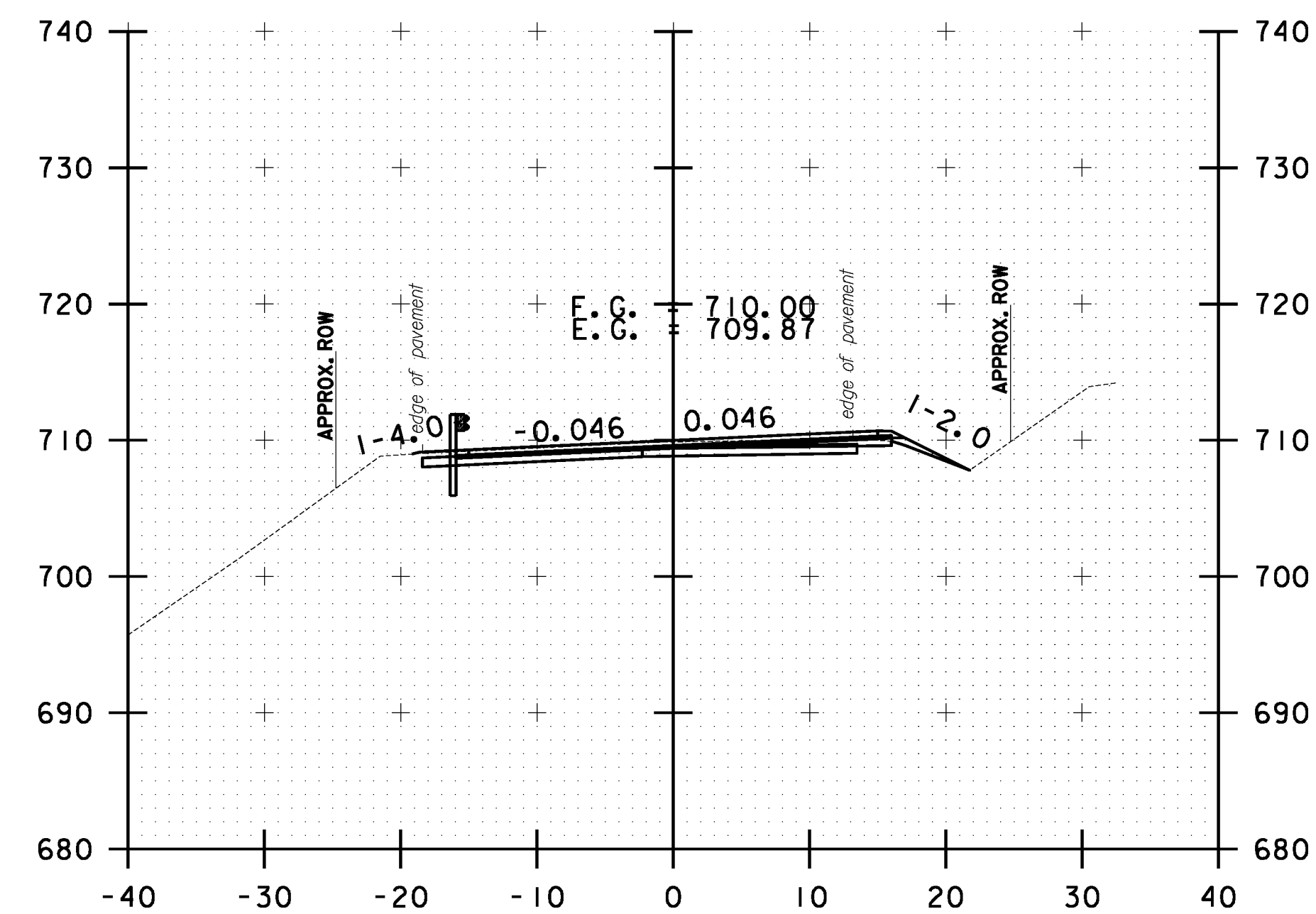
FILE NAME : \\P:\projects\ANY\K2\22\25\CAOD\KSTN\10b214_stock.xcdgn
DATE/TIME : 3/17/2014
USER : jsl6



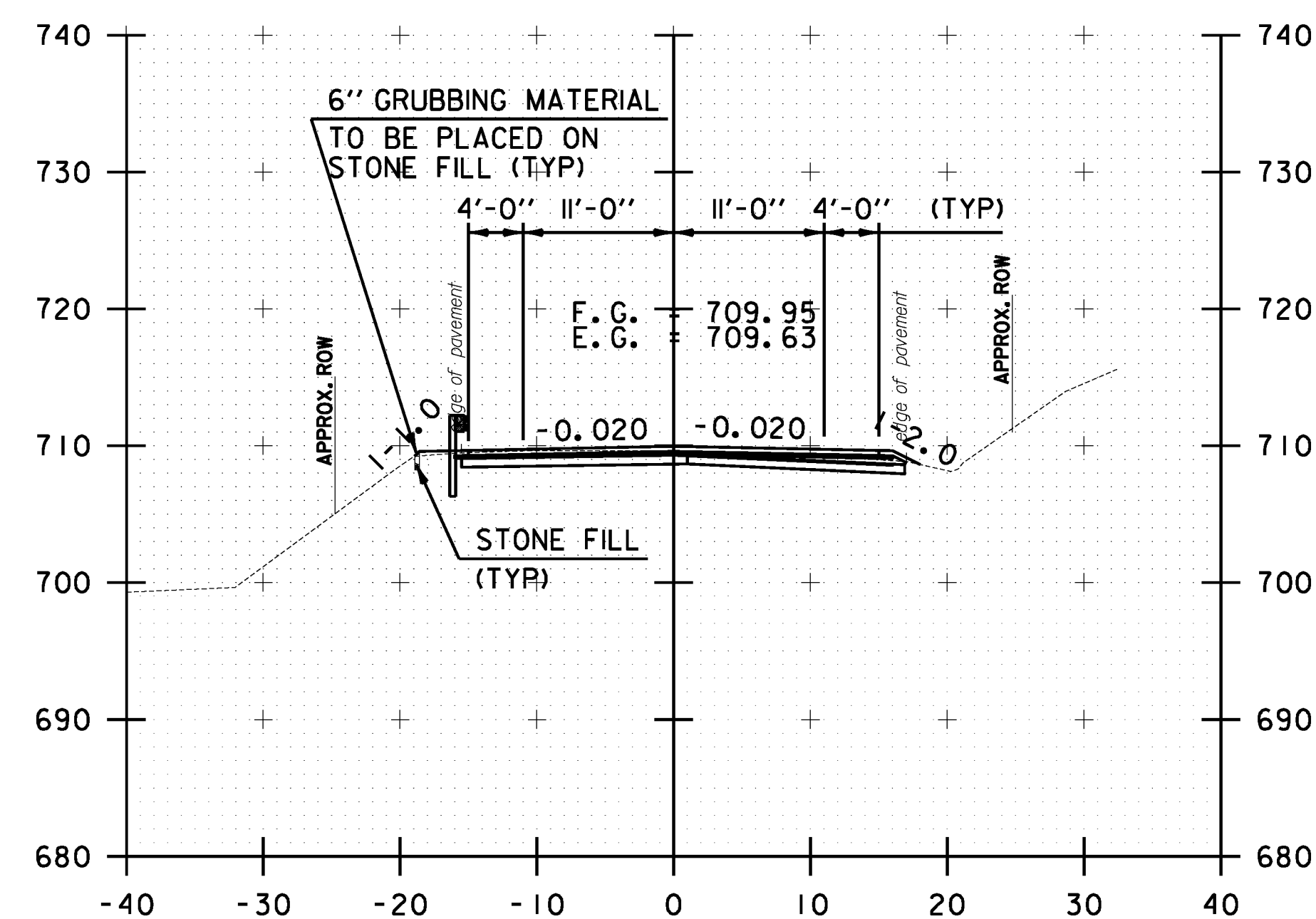
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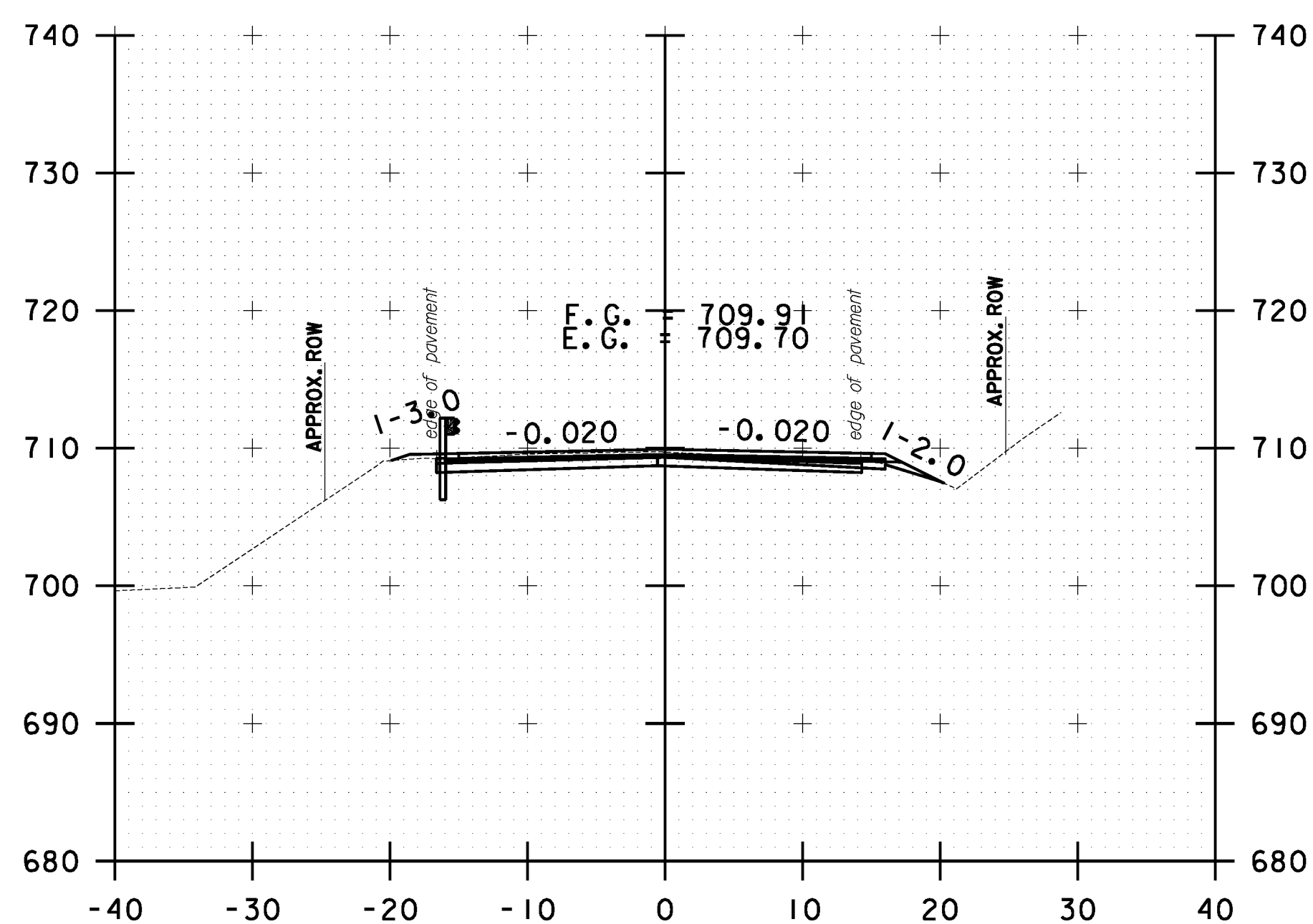
79+00.00



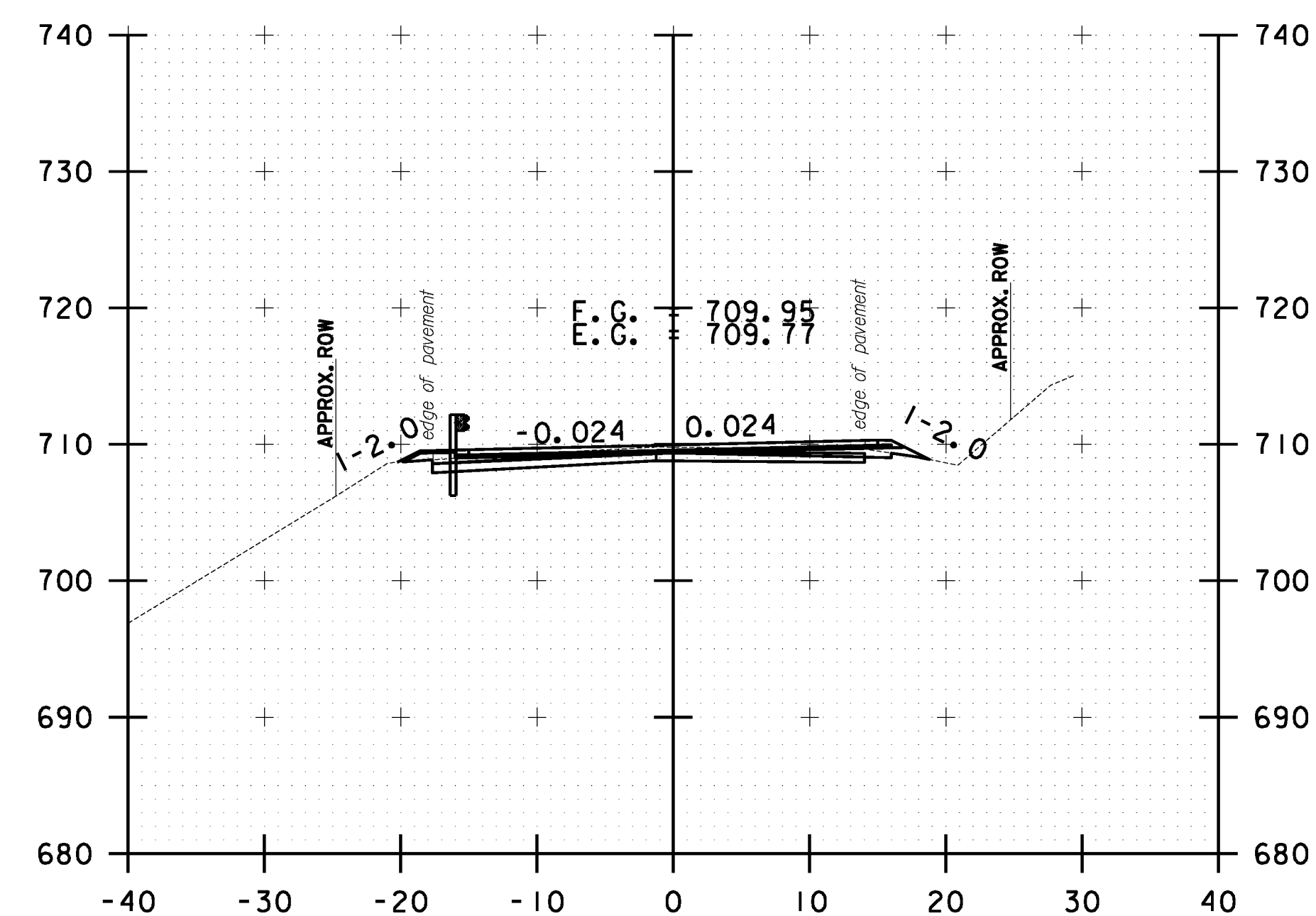
80+00.00



77+50.00



78+50.00



79+50.00

10 0 10
SCALE IN FEET

**STOCKBRIDGE
CROSS SECTION
SHEET #26**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_stock.xcdgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214xs26.i

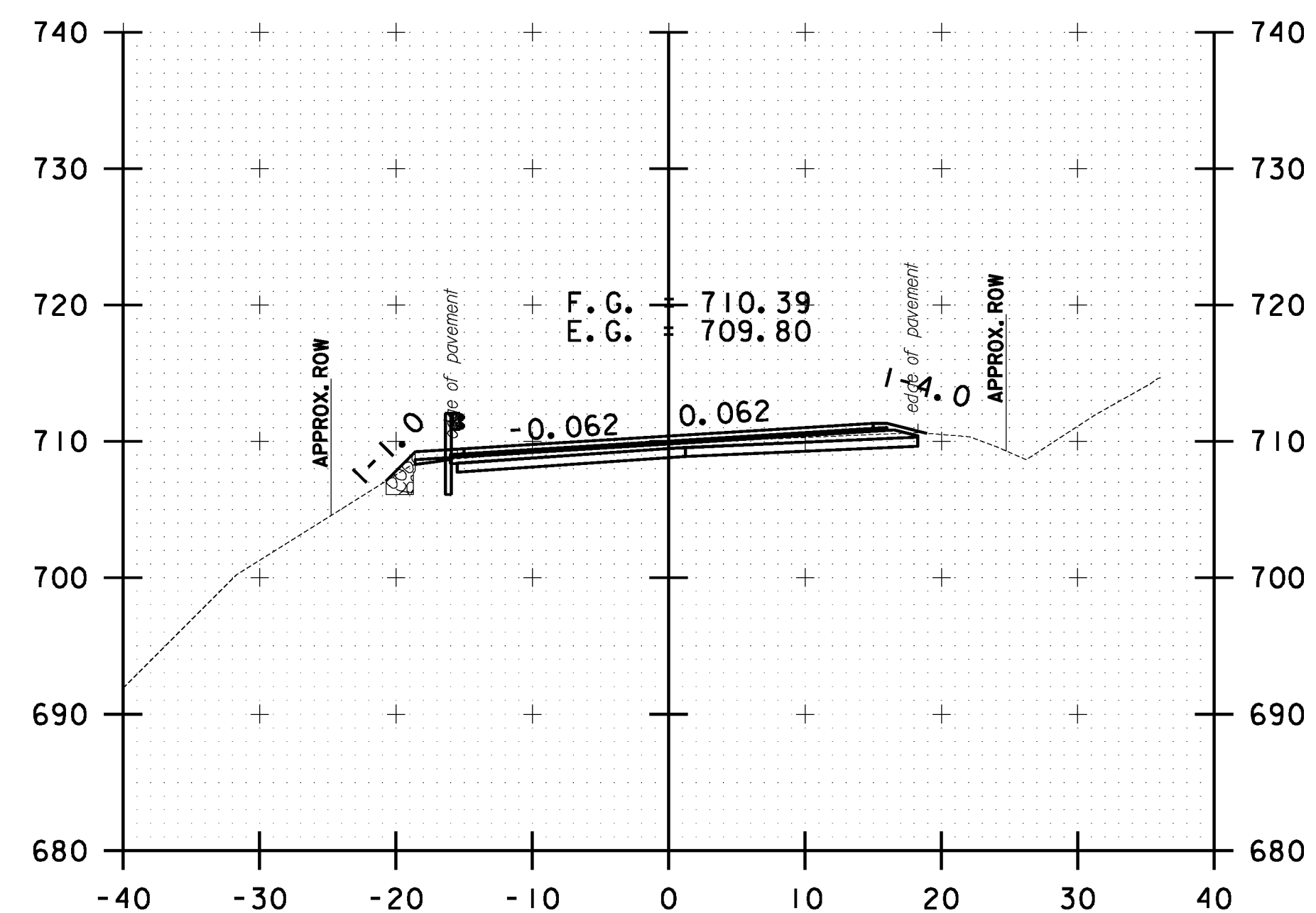
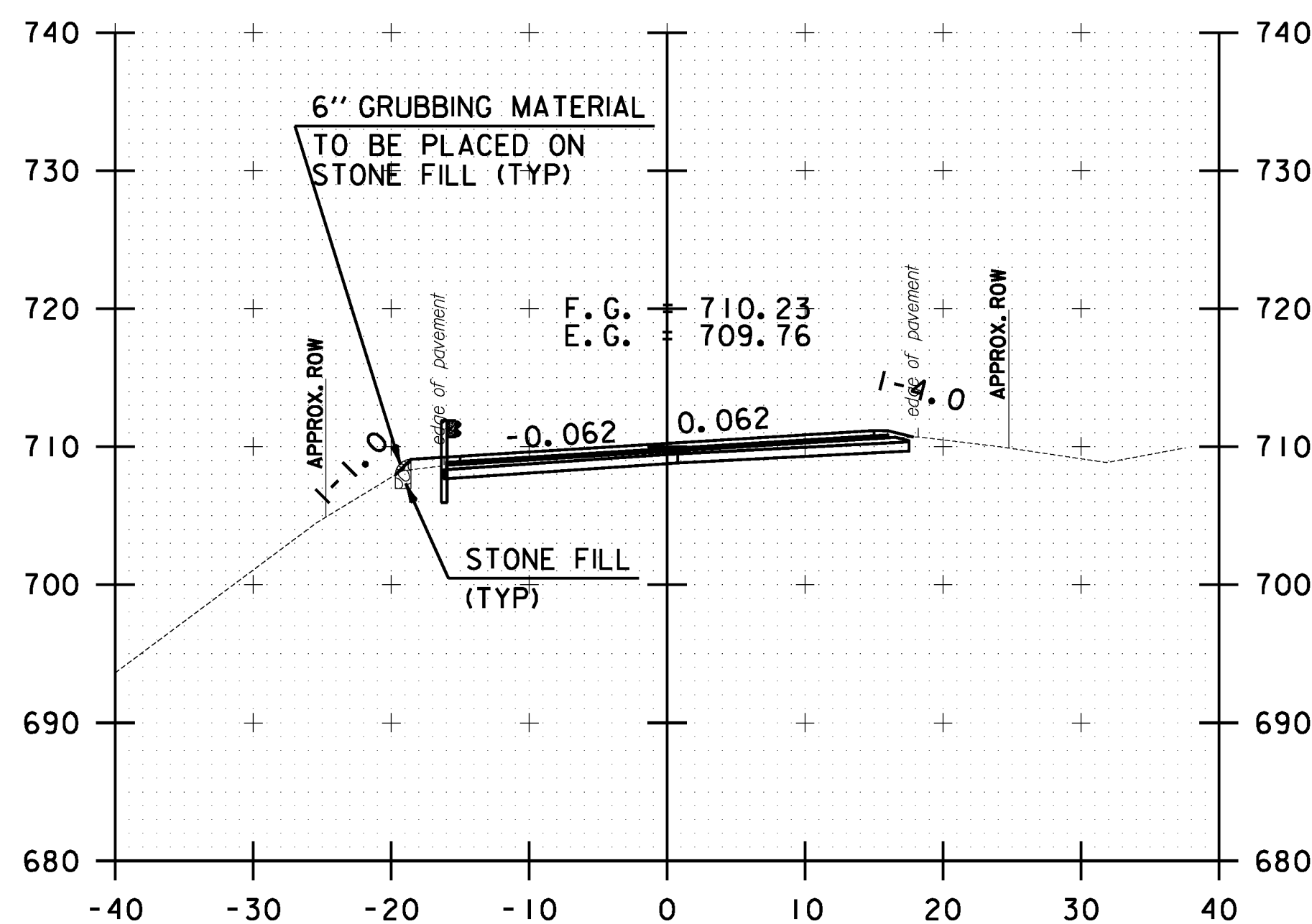
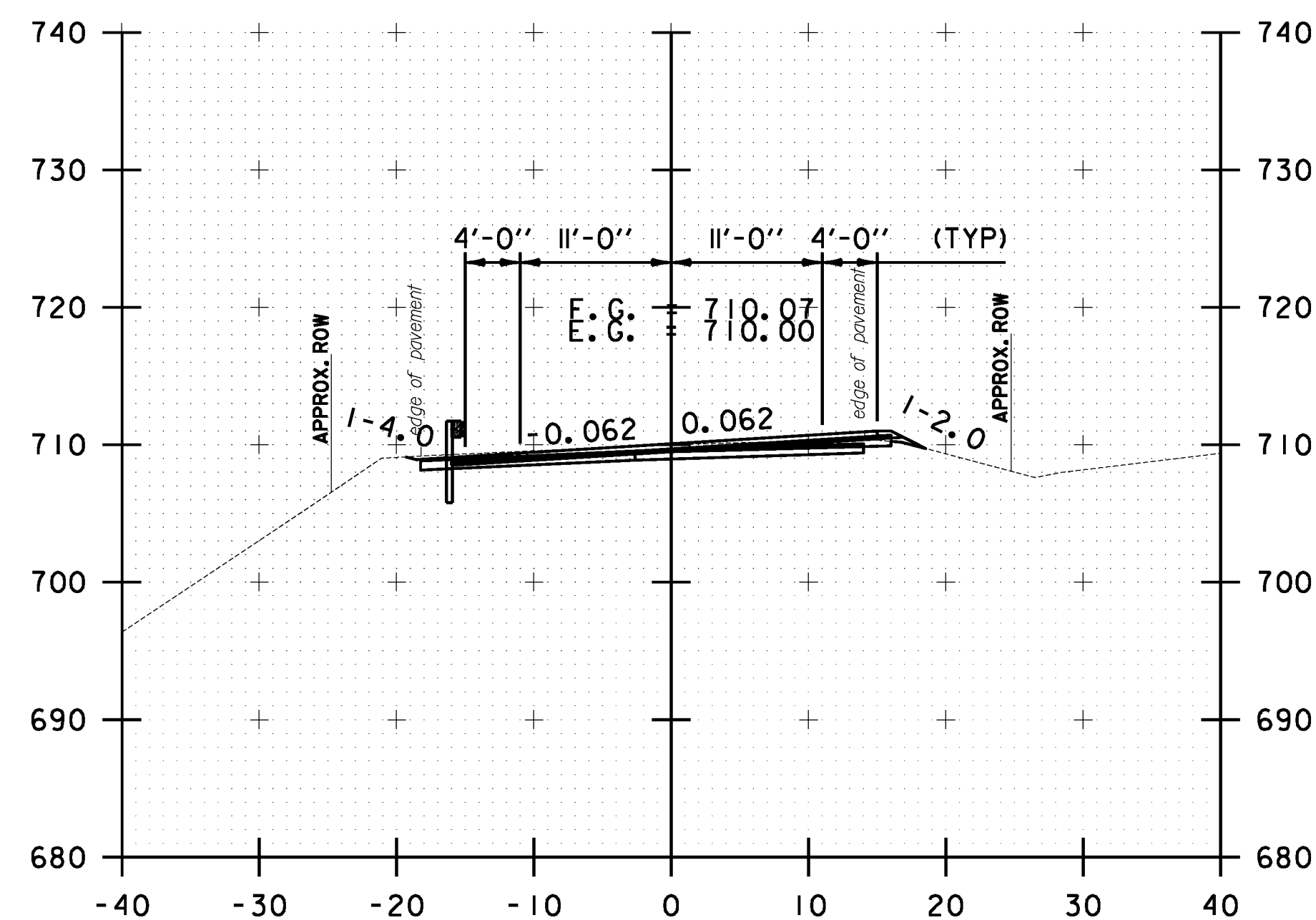
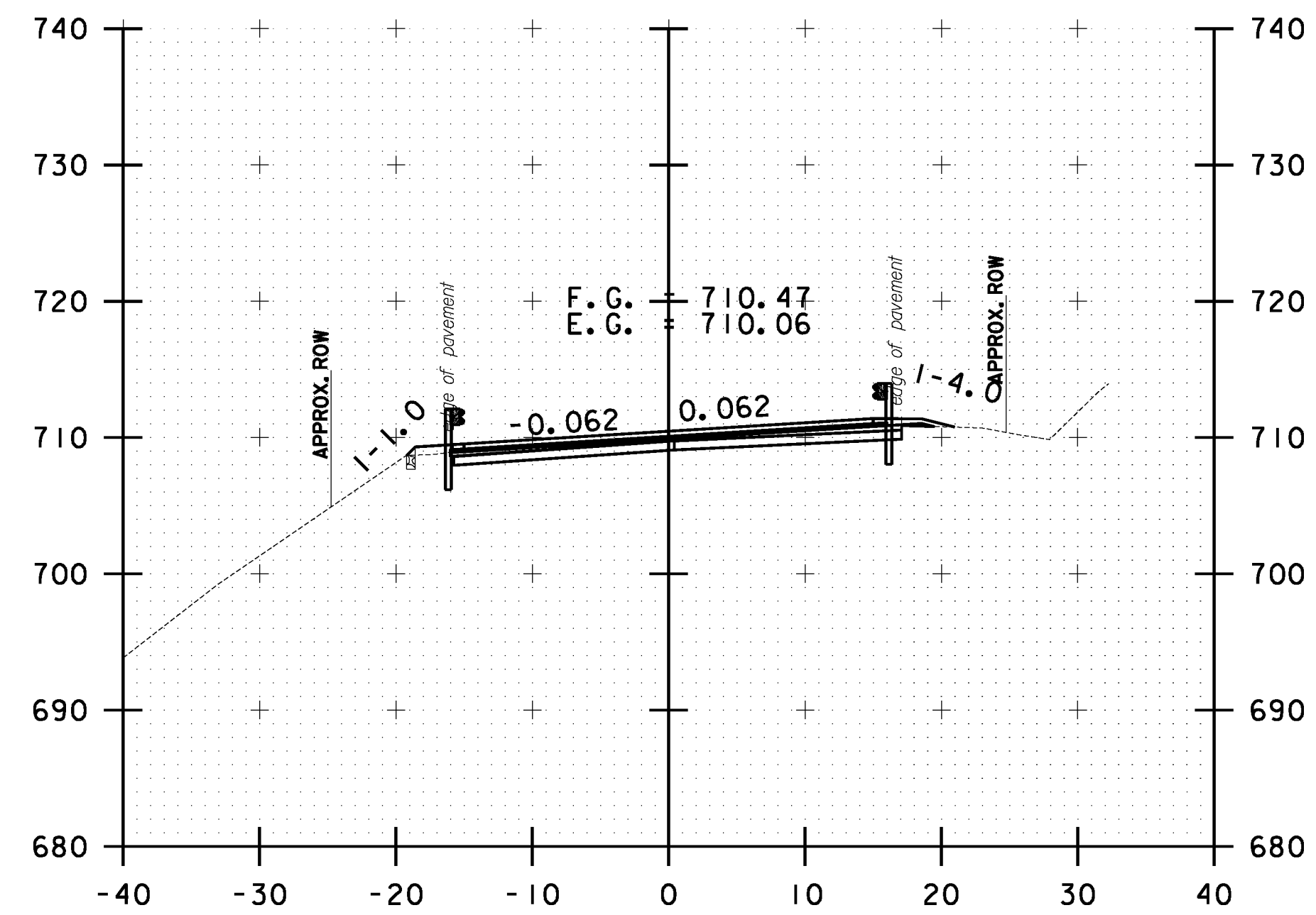
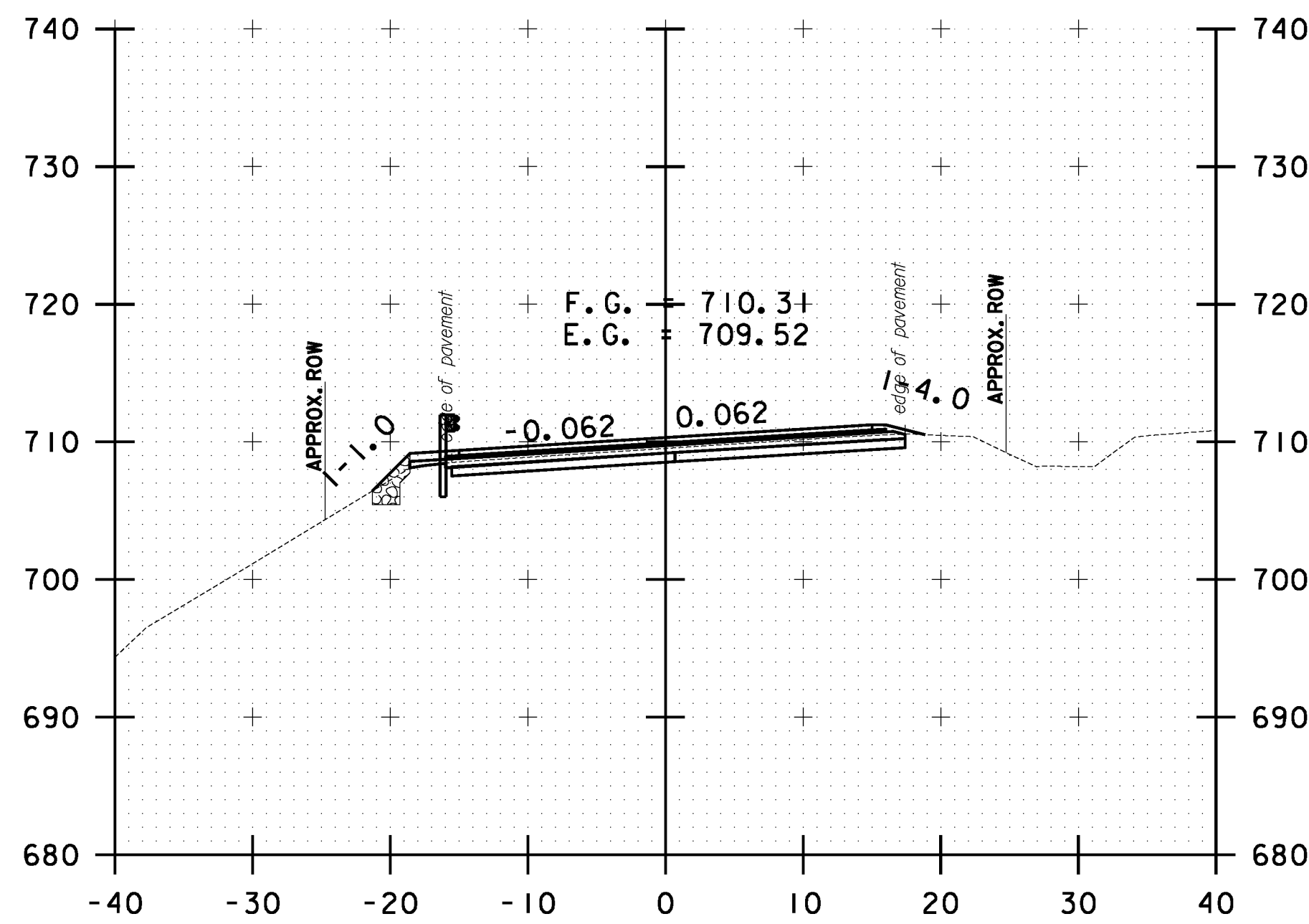
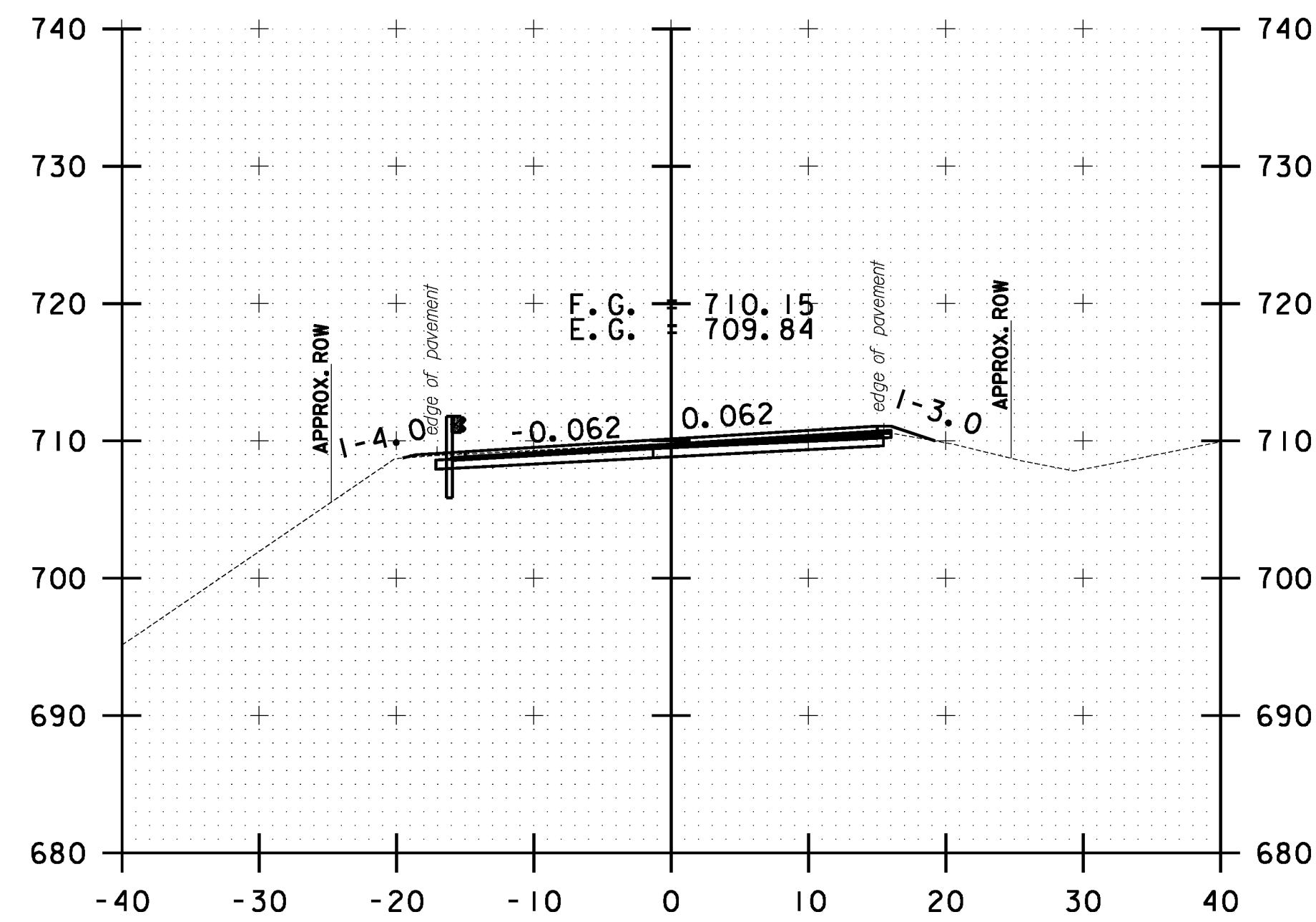
PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

CHECKED BY: J.P.S.

SHEET 239 OF 397

FILE NAME : \\P:\projects\ANY\K2\22\25\CAOD\KSTIN\10b214_stock_xc.dgn
DATE/TIME : 3/17/2014
USER : 4916



10 0 10
SCALE IN FEET

**STOCKBRIDGE
CROSS SECTION
SHEET #27**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_stock_xc.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214xs27.1

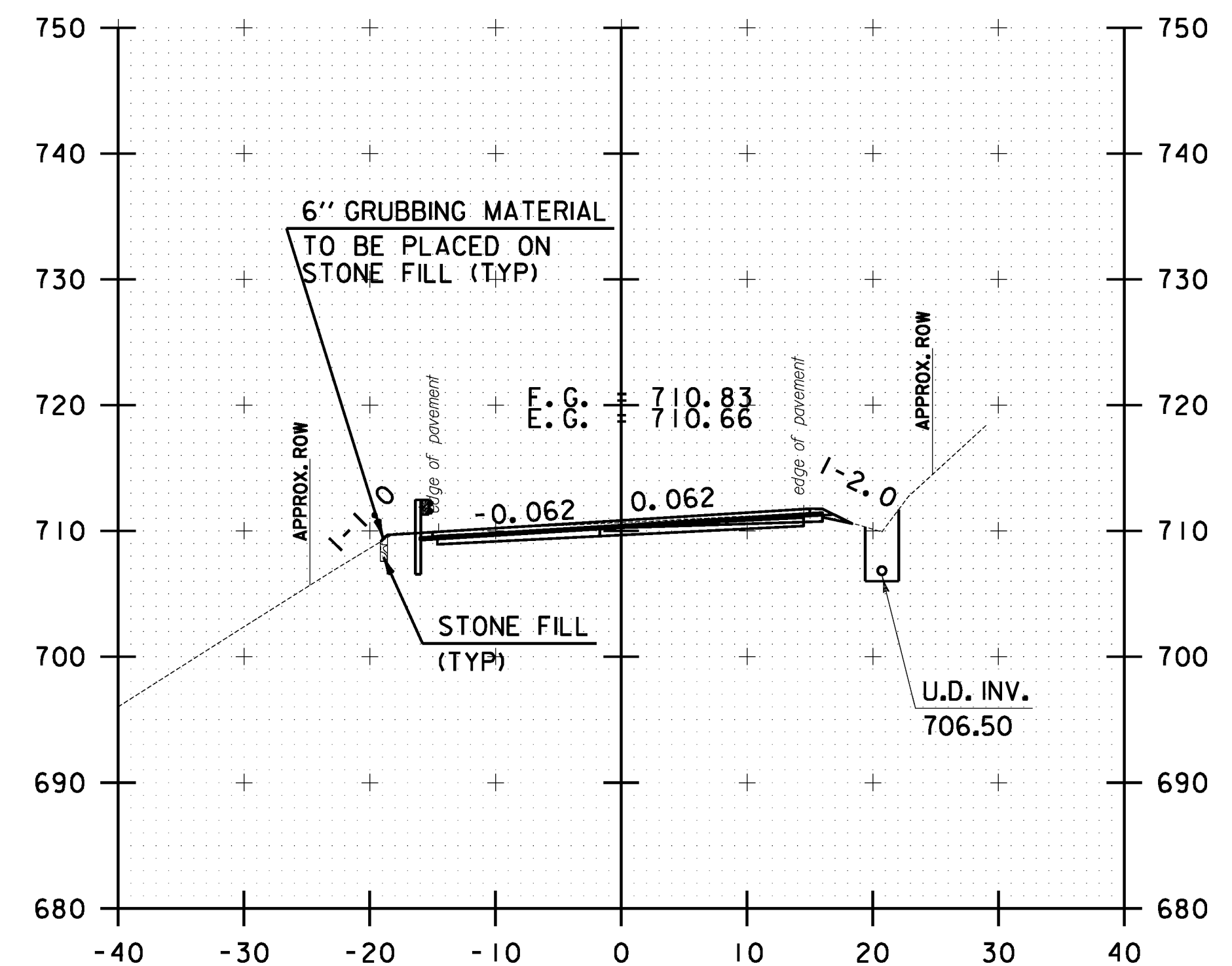
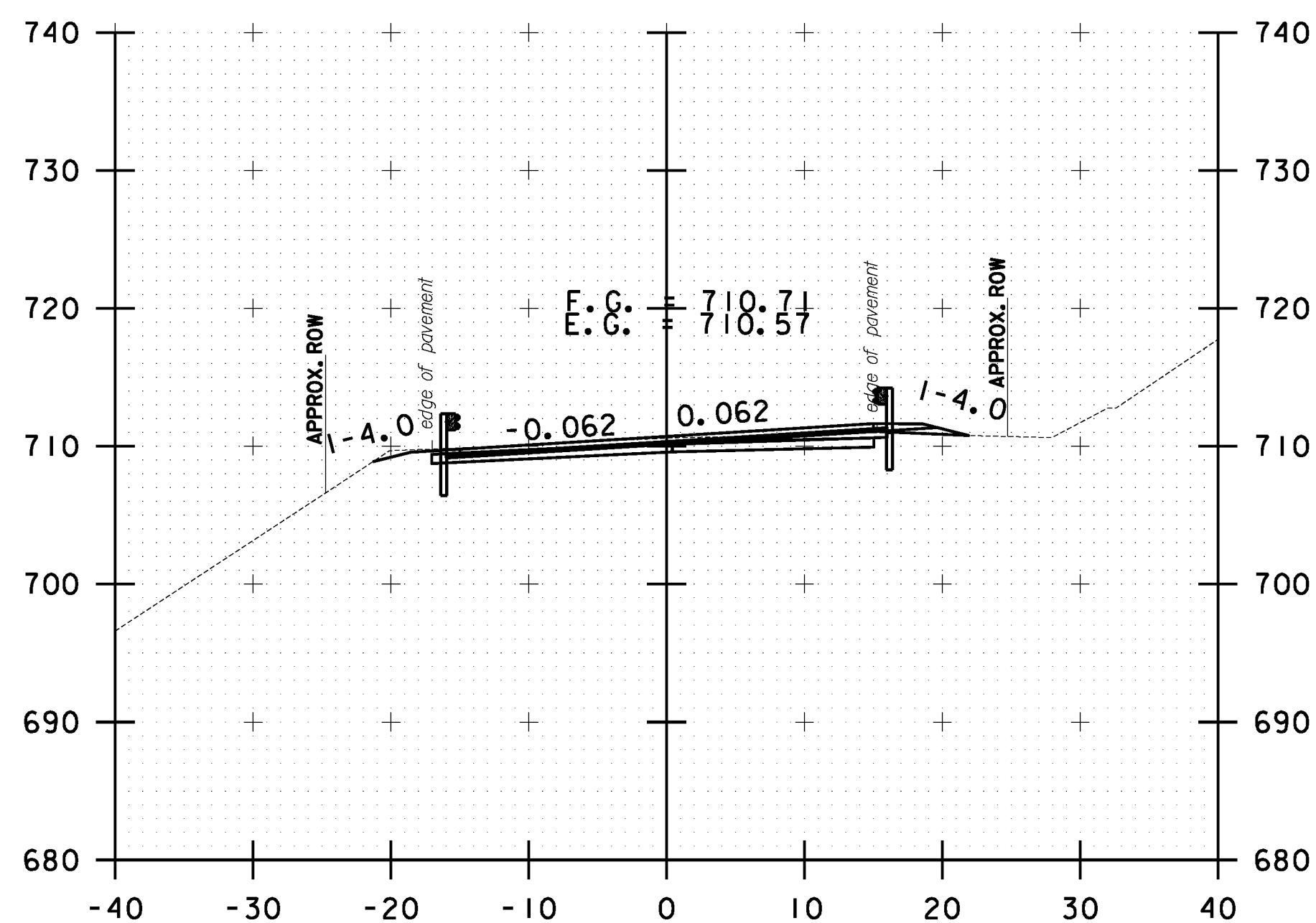
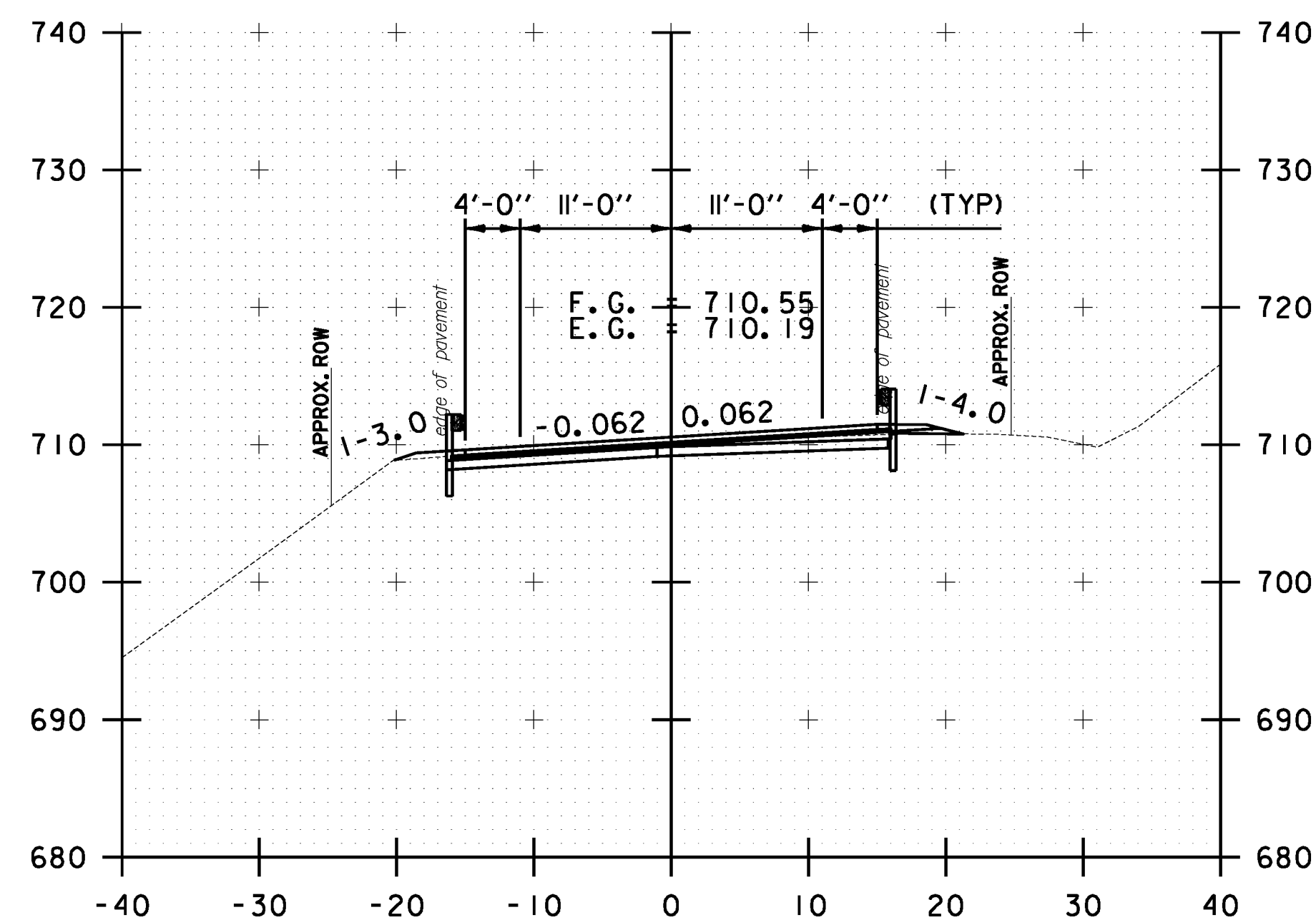
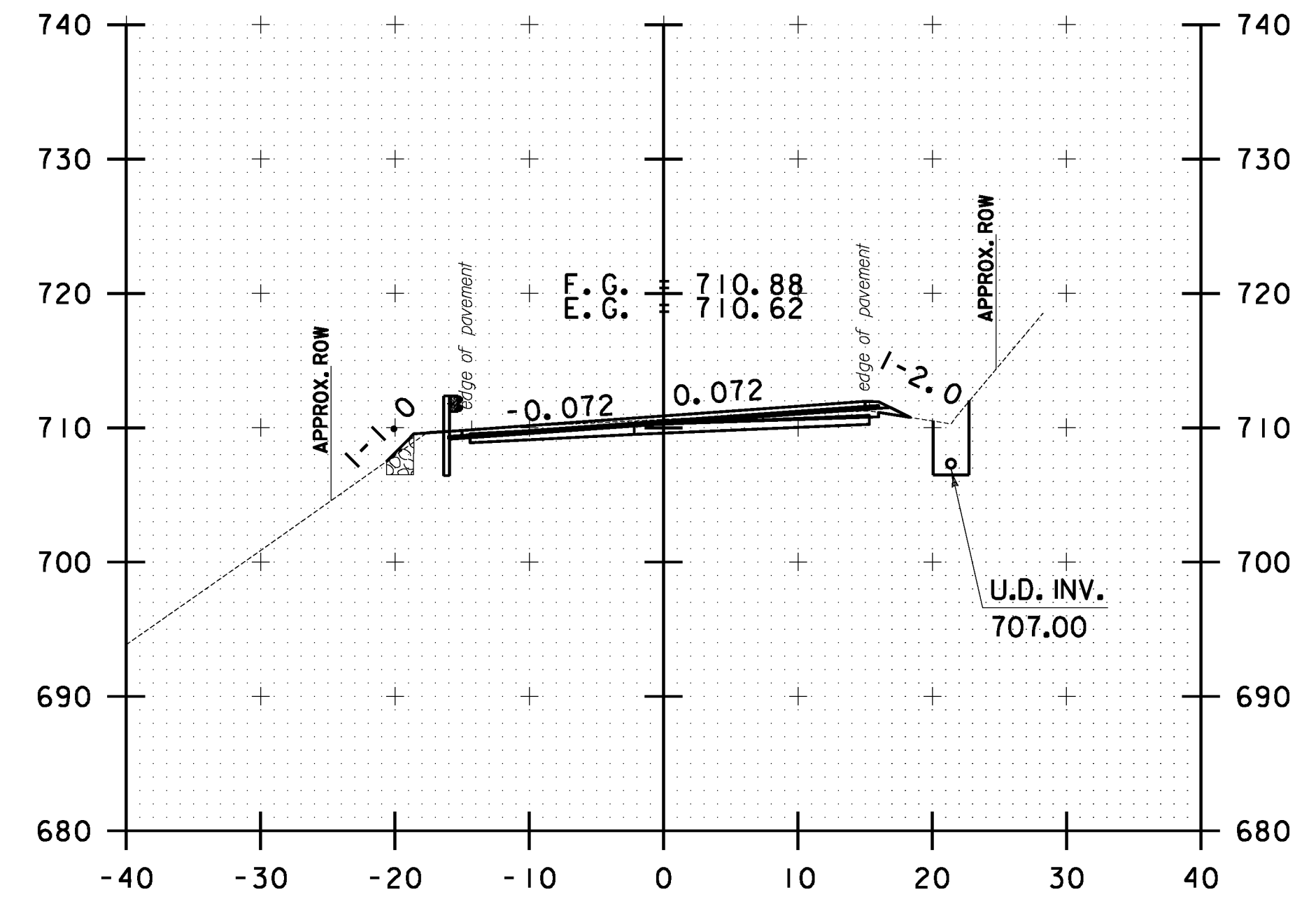
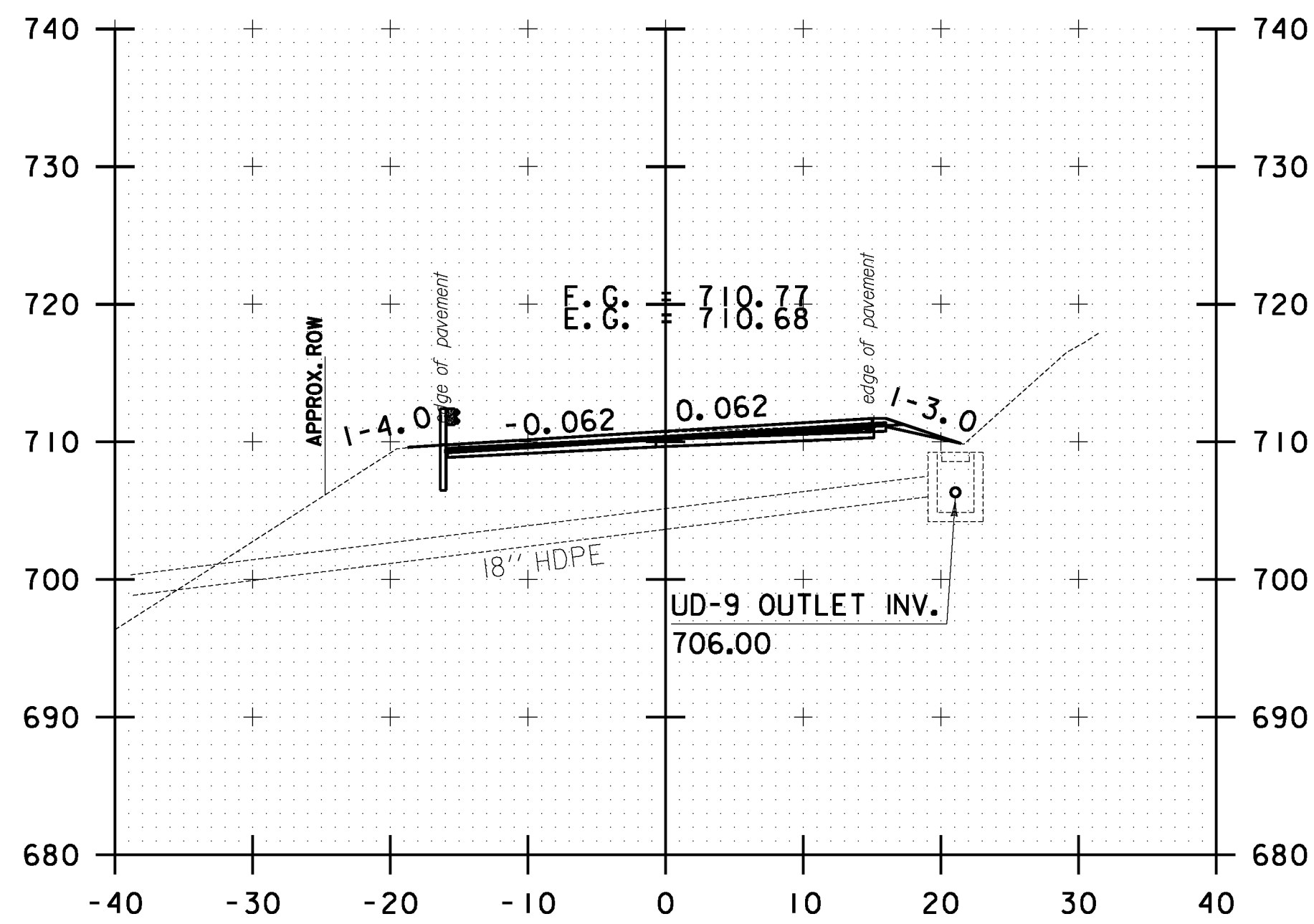
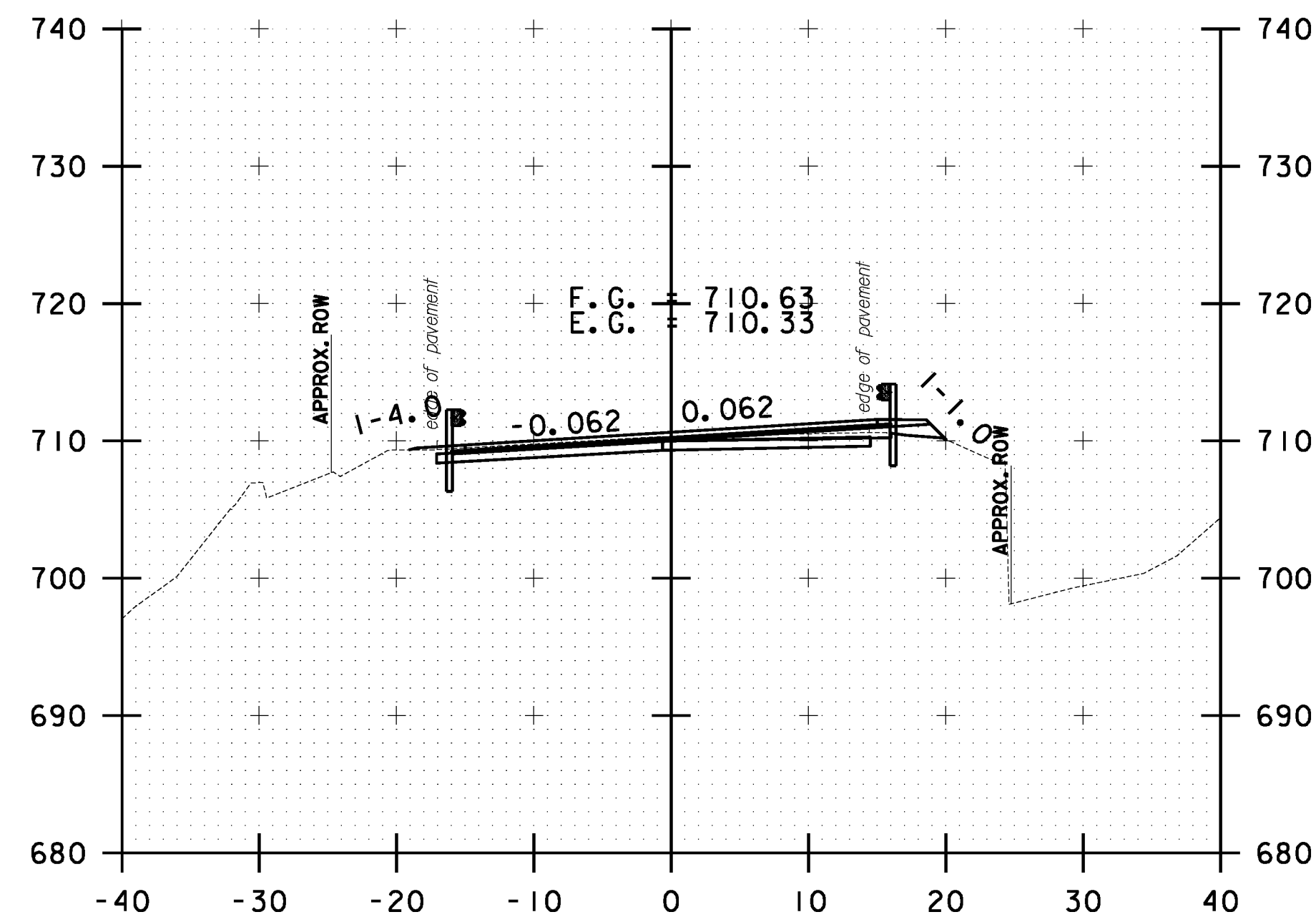
PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

CHECKED BY: J.P.S.

SHEET 240 OF 397

FILE NAME = \\P:\projects\ANY\K2\22\25\CAOD\KSTN\10b214_stock.xcdgn
DATE/TIME = 3/17/2014
USER = 4916



**STOCKBRIDGE
CROSS SECTION
SHEET #28**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_stock.xcdgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214xs28.1

PLOT DATE: 3/17/2014

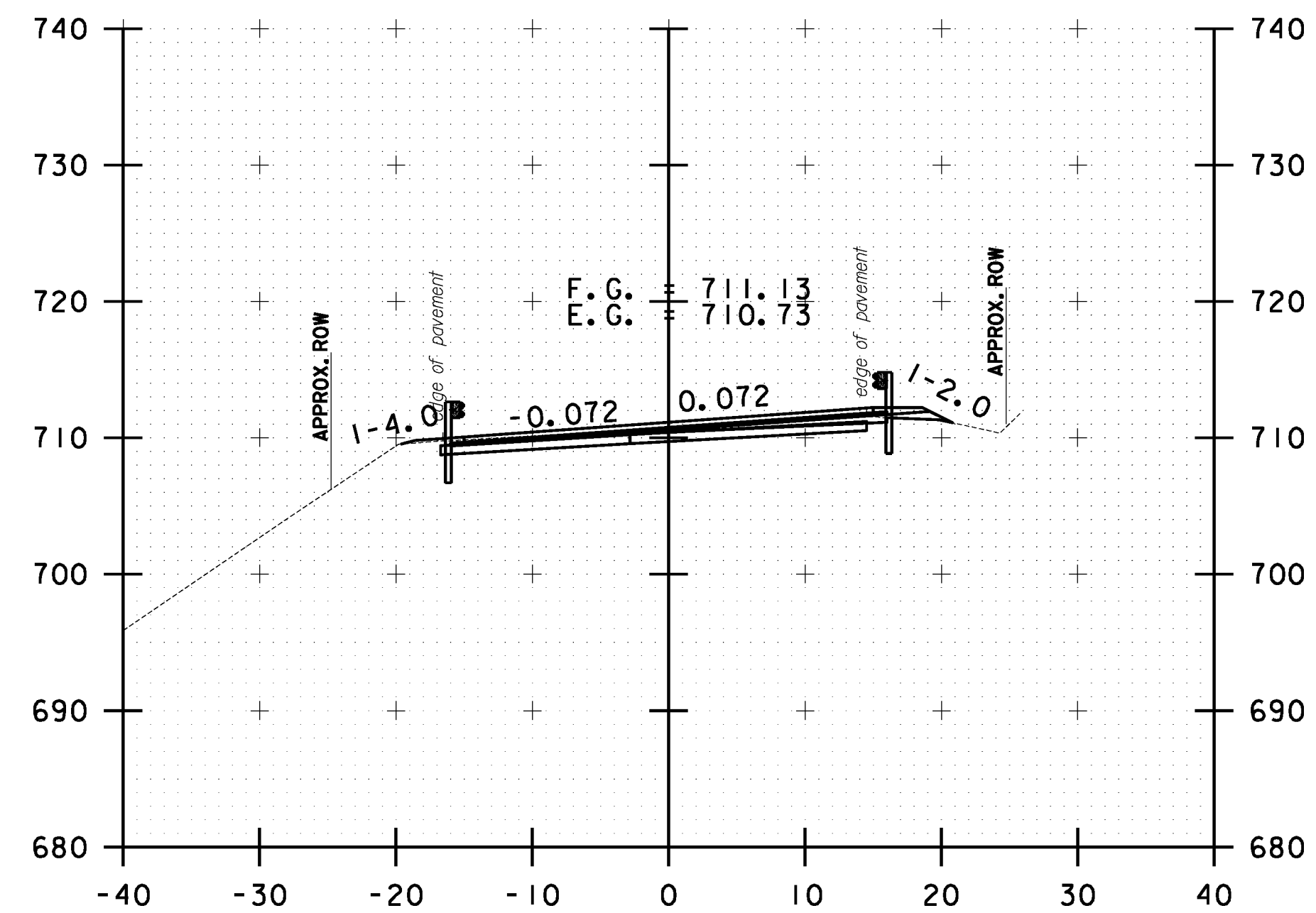
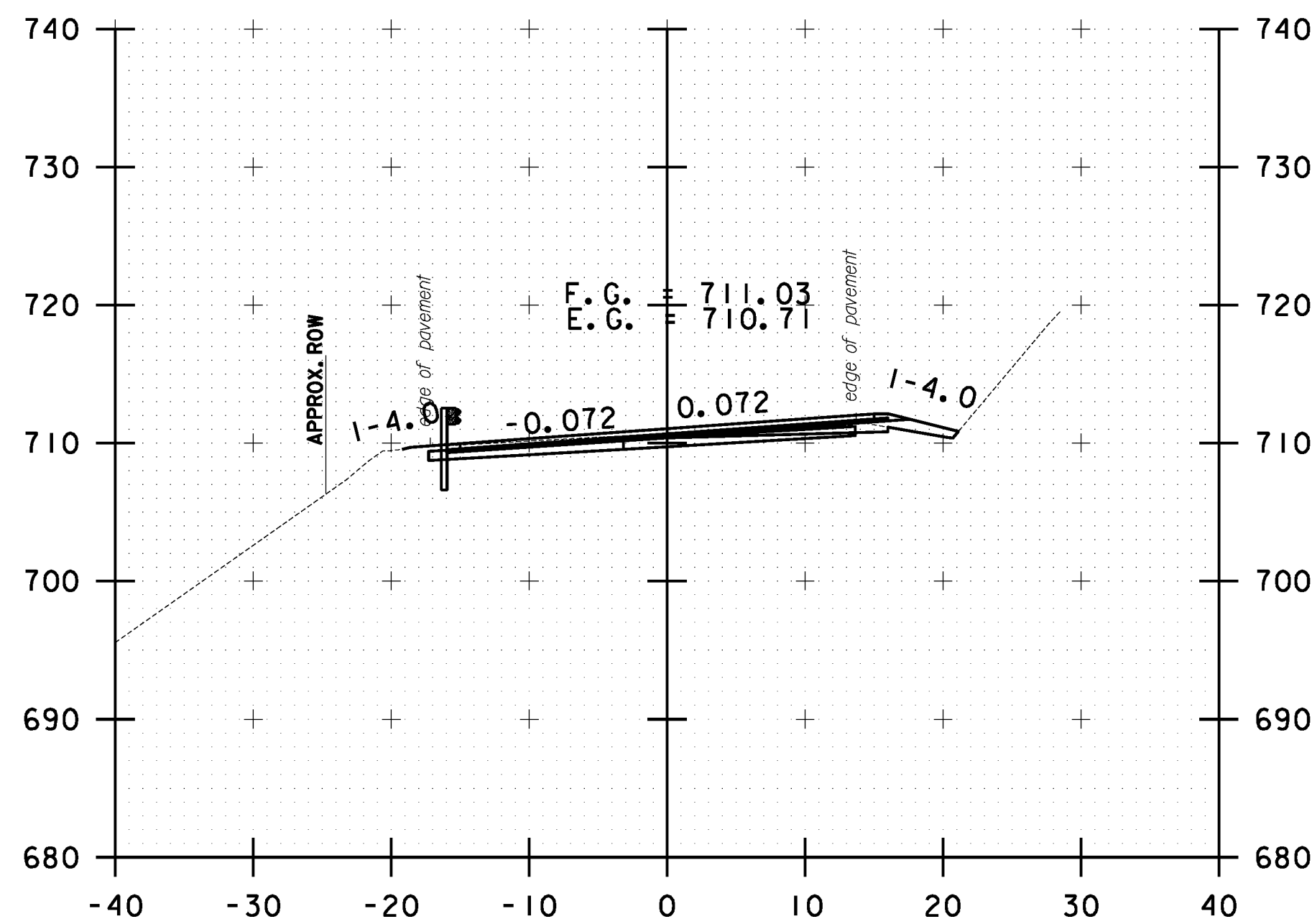
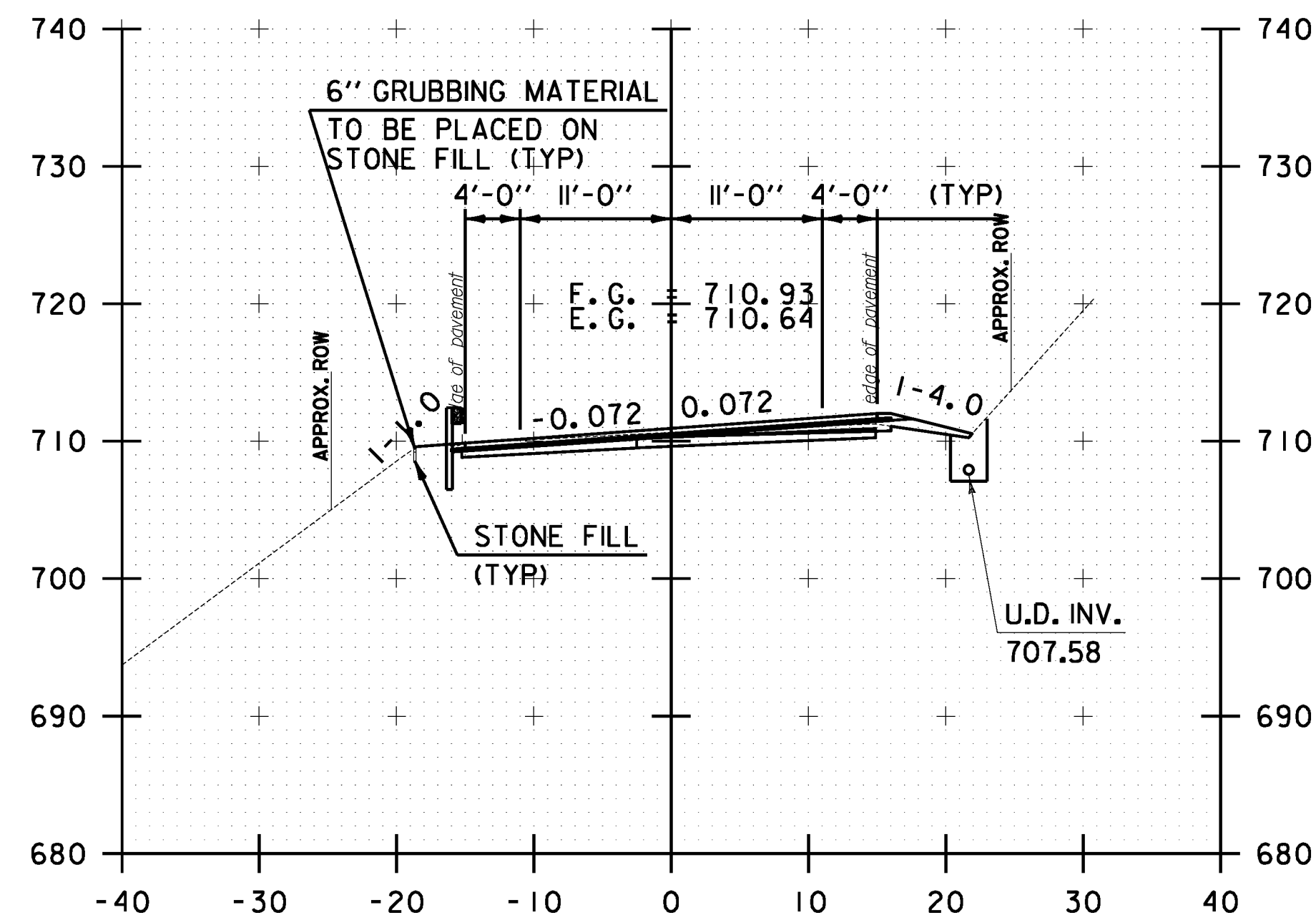
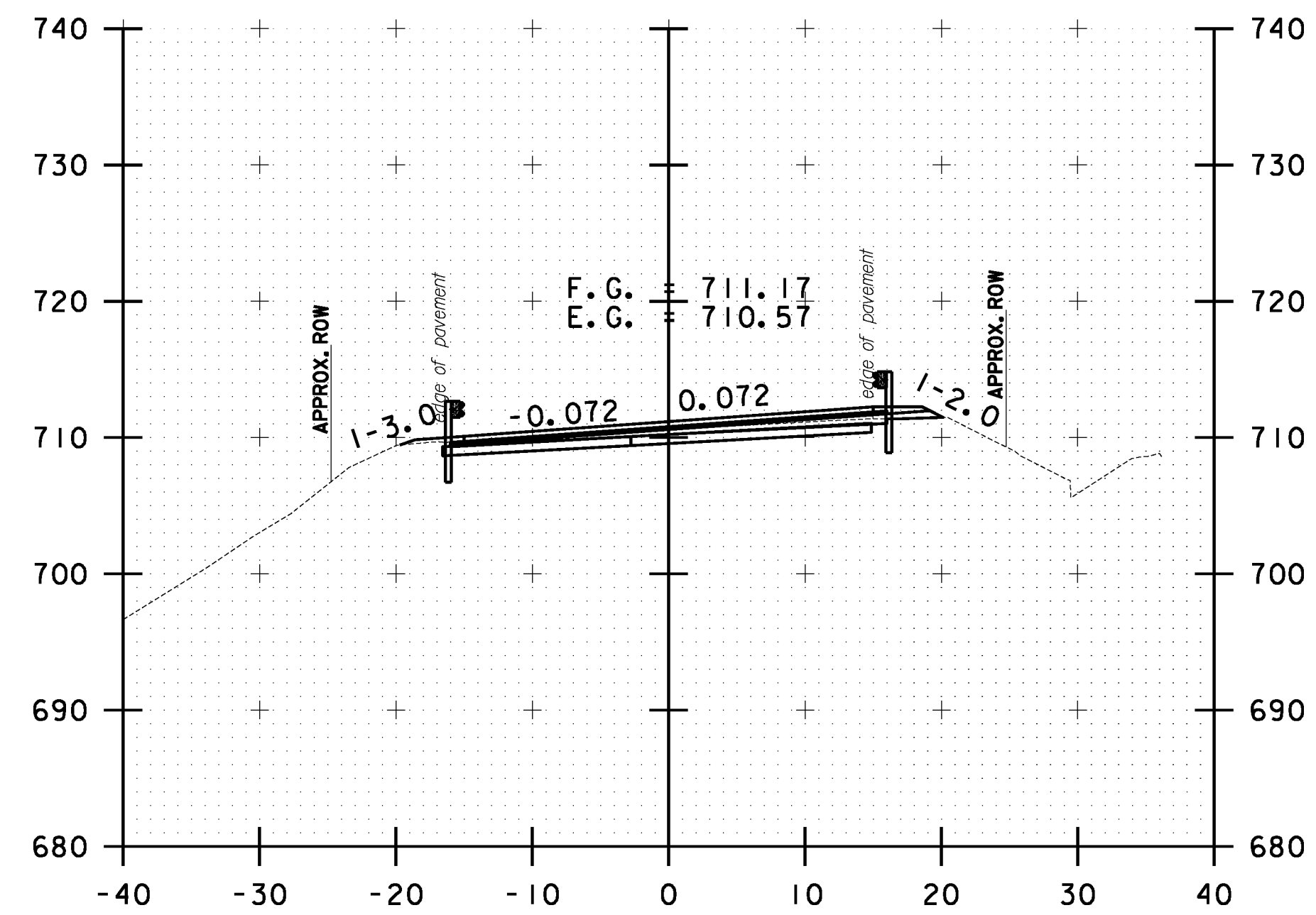
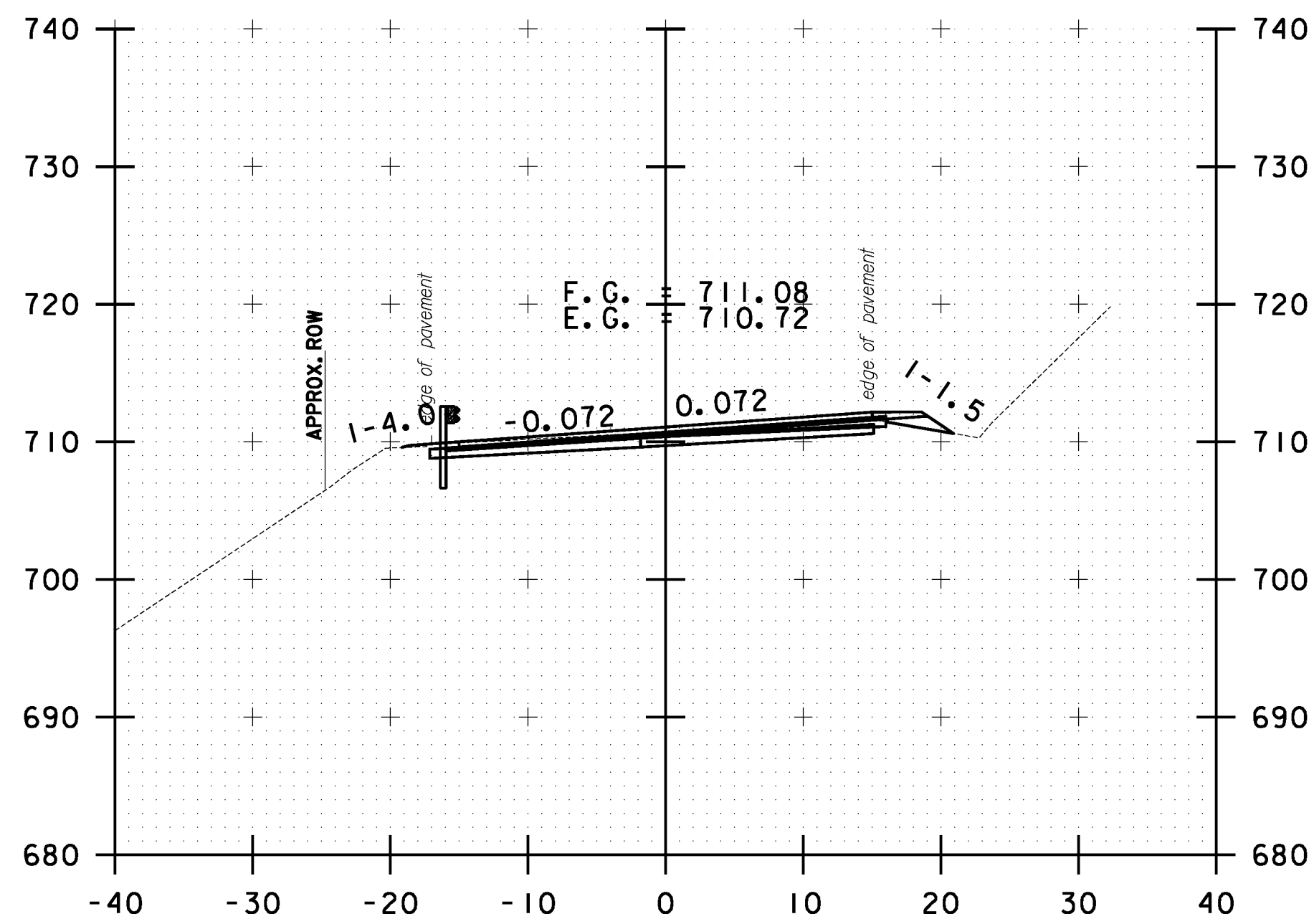
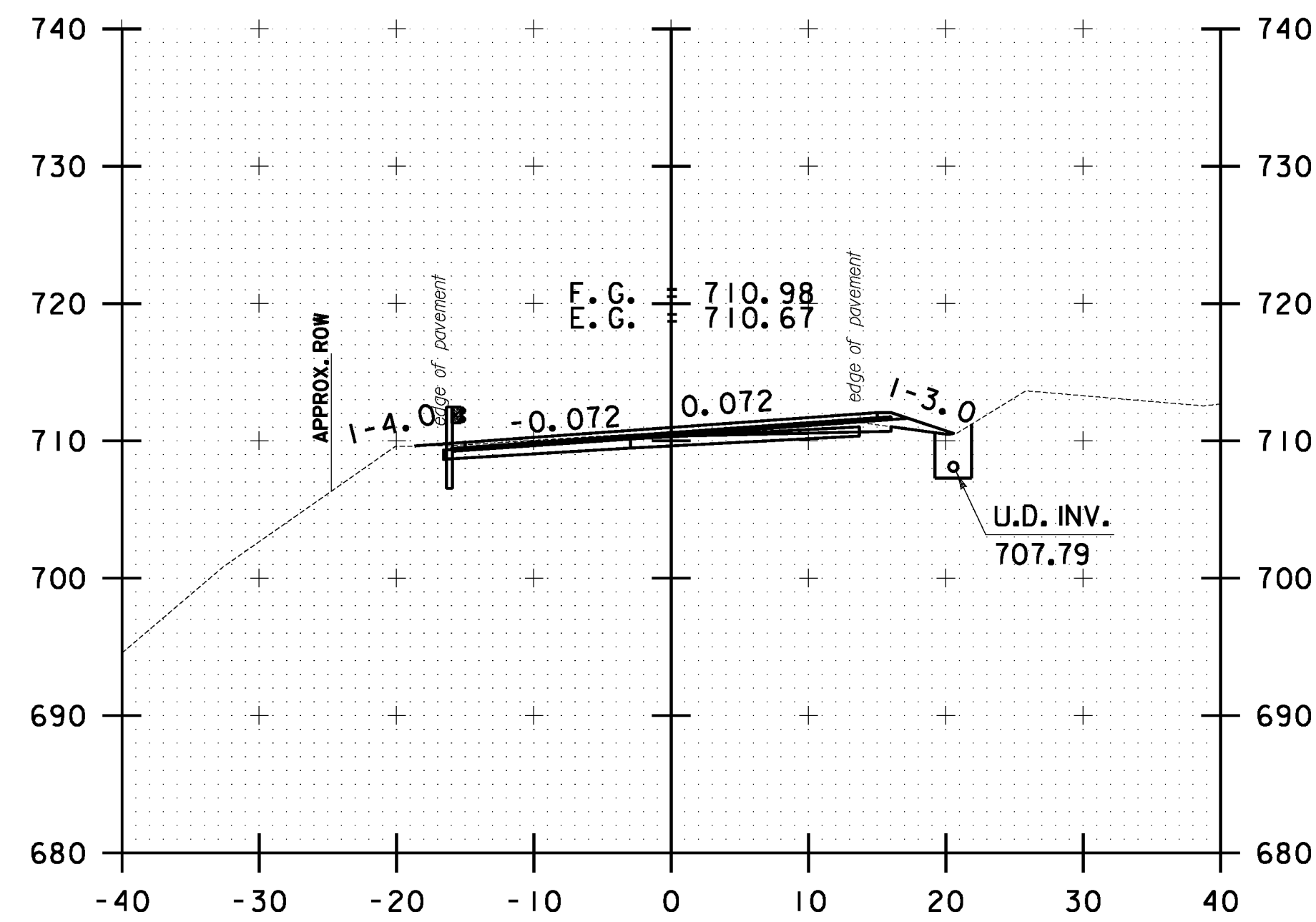
DRAWN BY: W.G.P.

CHECKED BY: J.P.S.

SHEET 241 OF 397

10 0 10
SCALE IN FEET

FILE NAME : \\P:\projects\ANY\K2\22\25\CAOD\KSTN\10b214_stock_xc.dgn
DATE/TIME : 3/17/2014
USER : jsl6



10 0 10
SCALE IN FEET

**STOCKBRIDGE
CROSS SECTION
SHEET #29**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_stock_xc.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214xs29.1

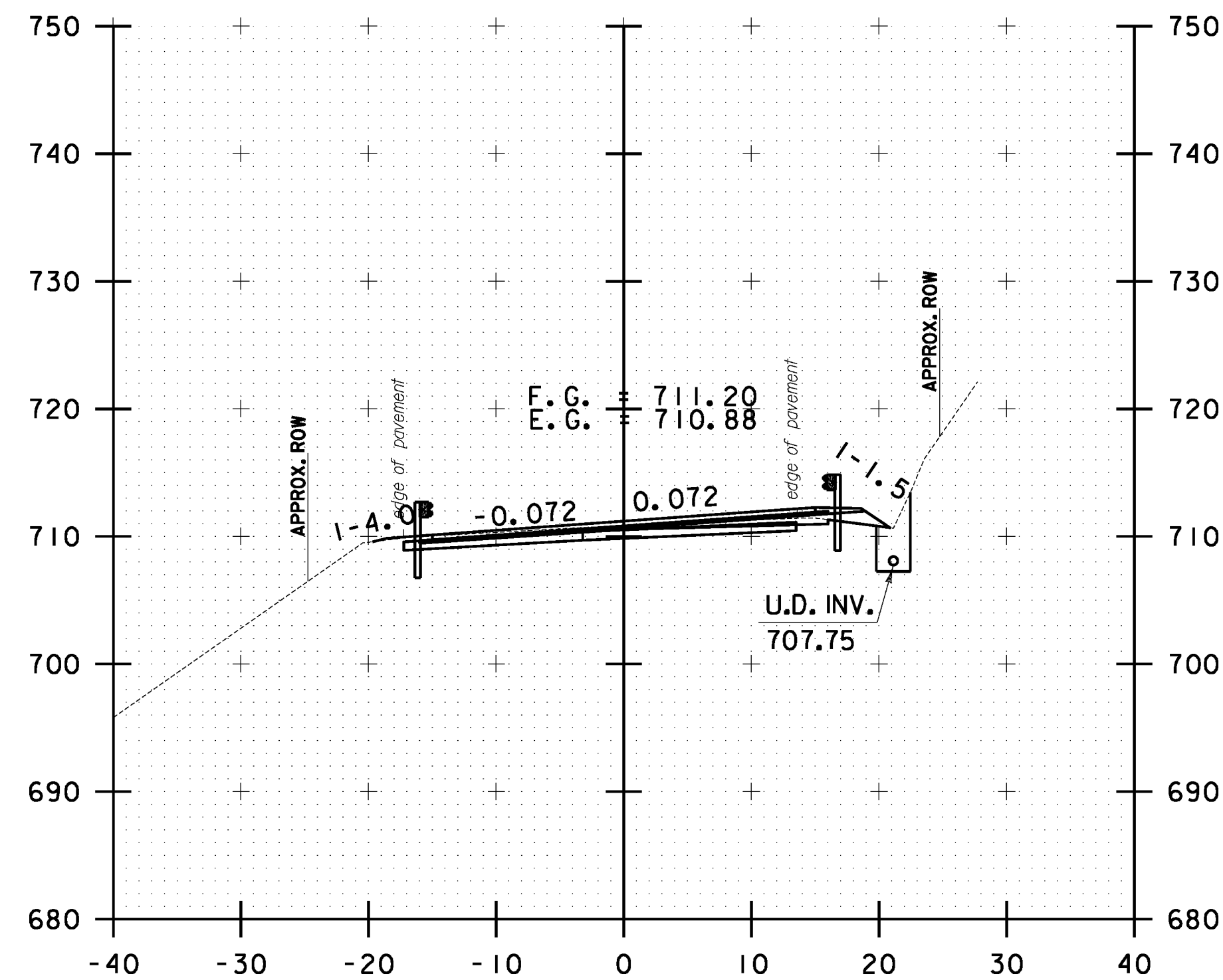
PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

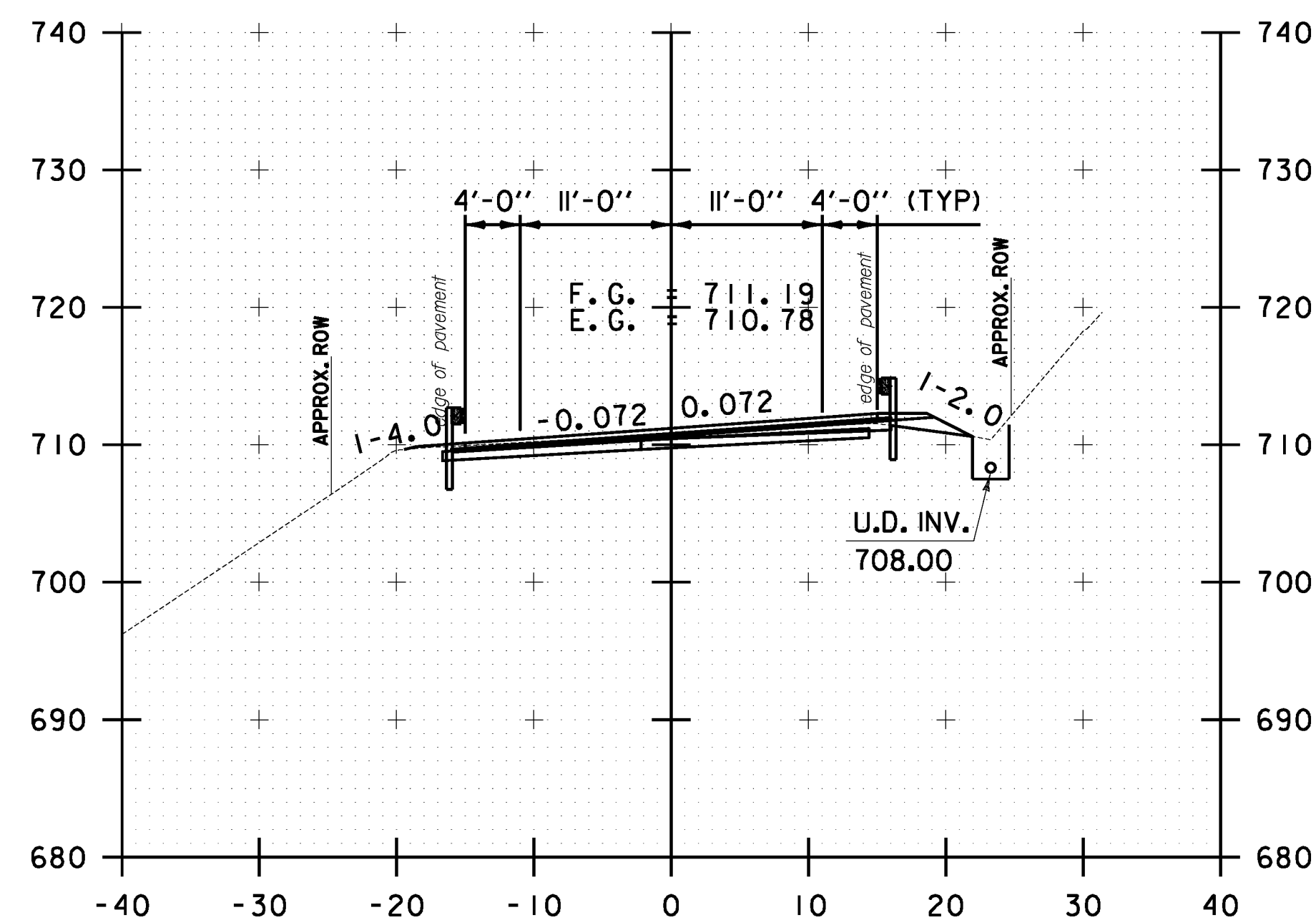
CHECKED BY: J.P.S.

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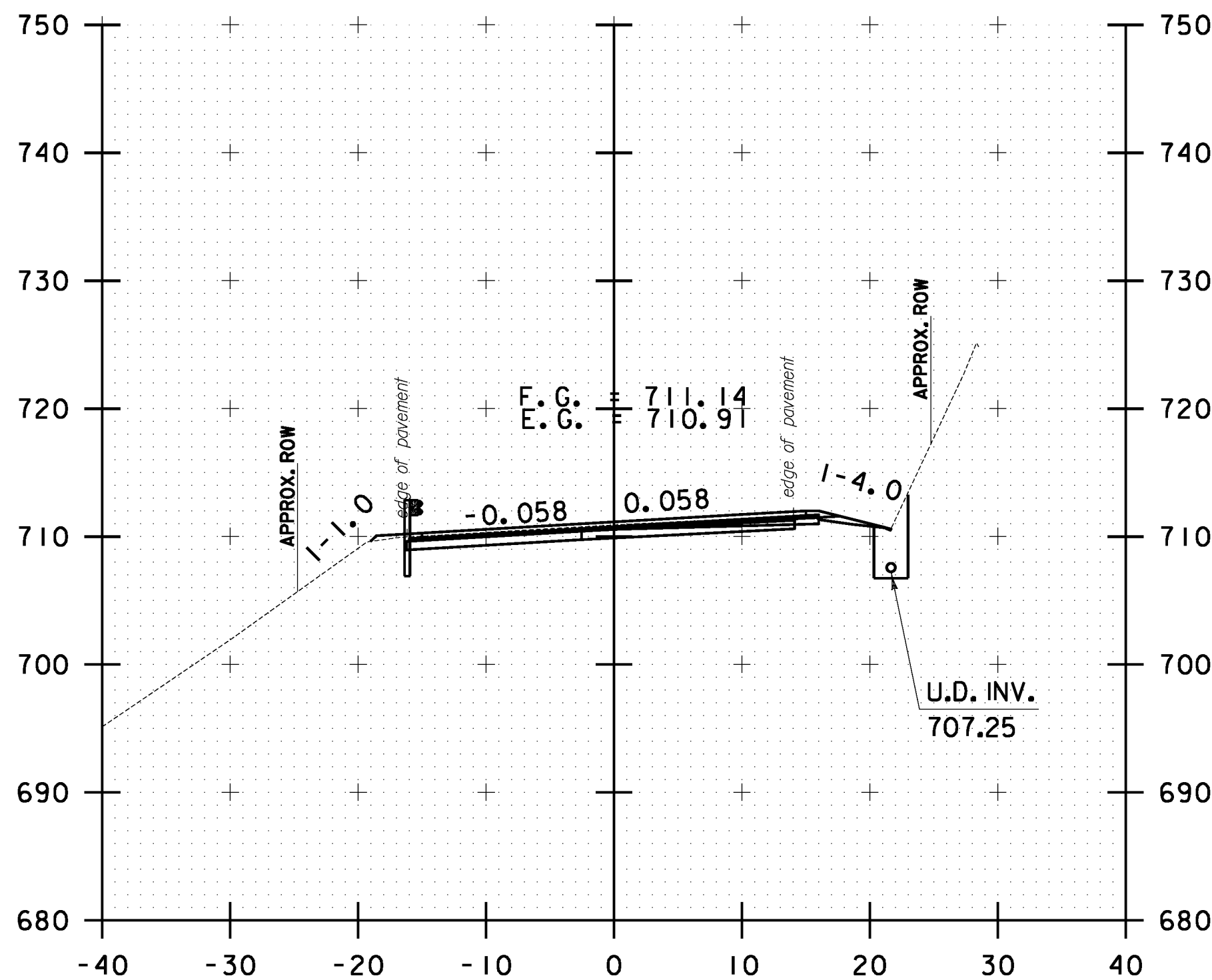
FILE NAME : \\P:\projects\ANY\K2\22425\CAOD\KSTN\10b214_stock_xc.dgn
DATE/TIME : 3/17/2014
USER : jslb



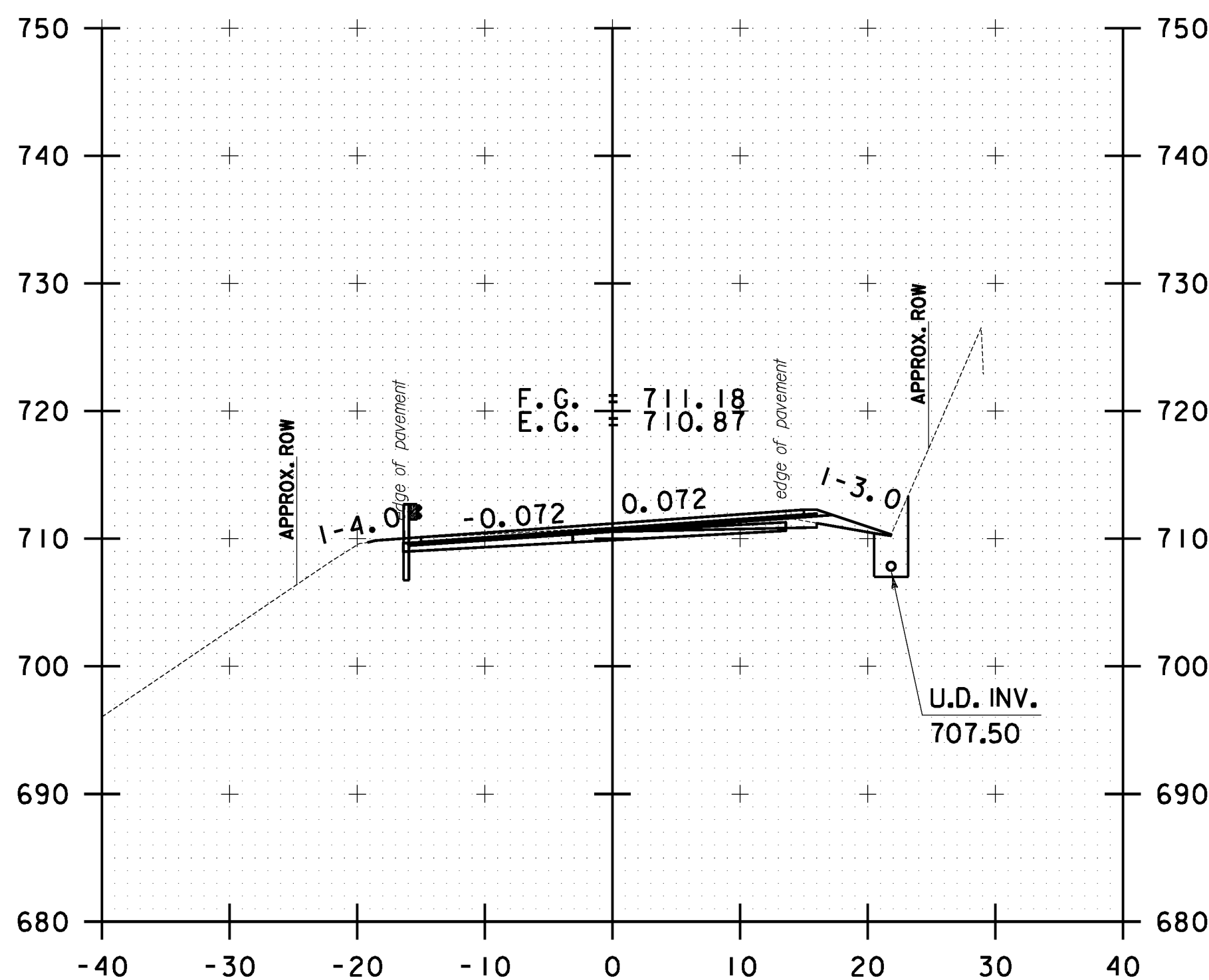
90+00.00



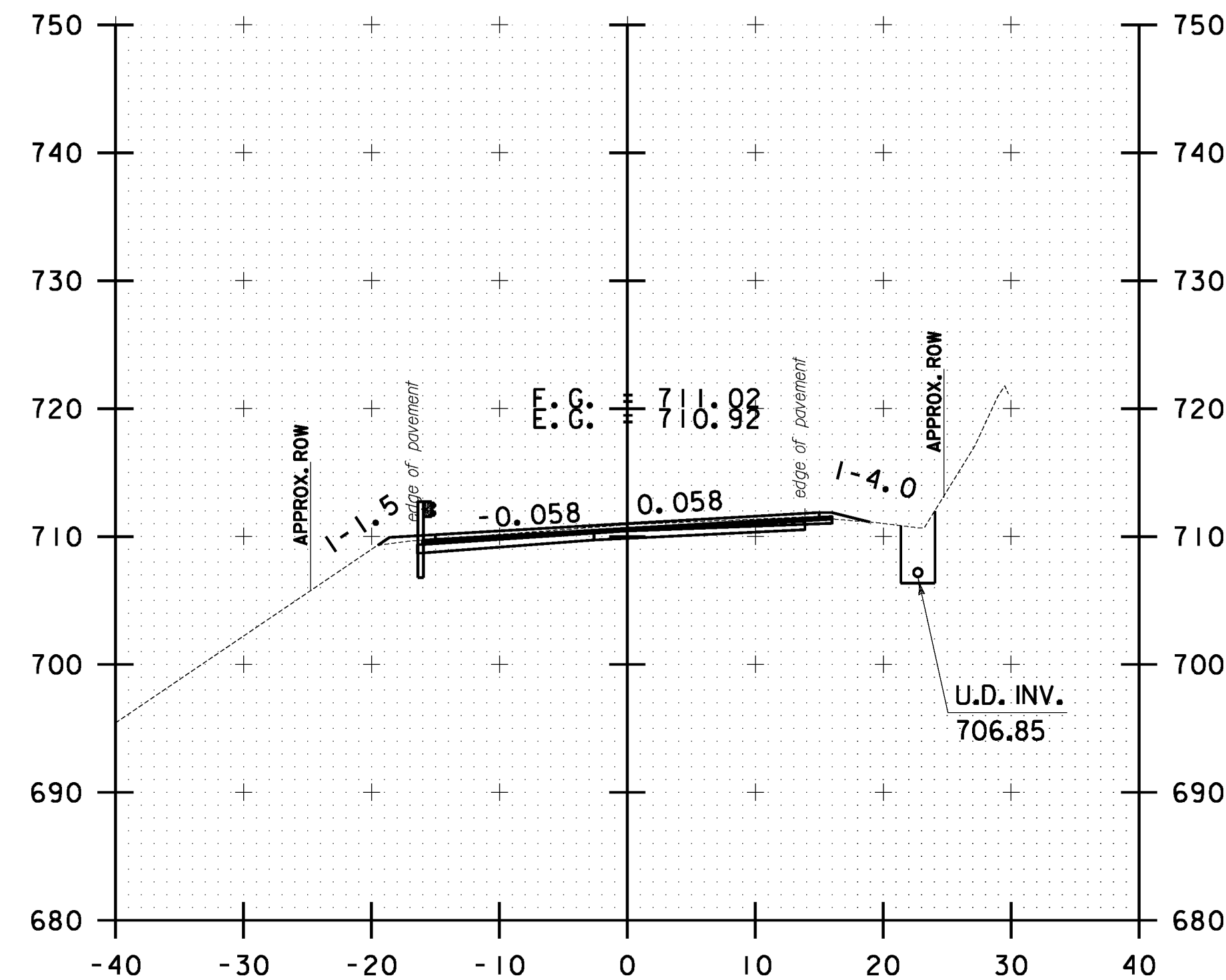
89+50.00



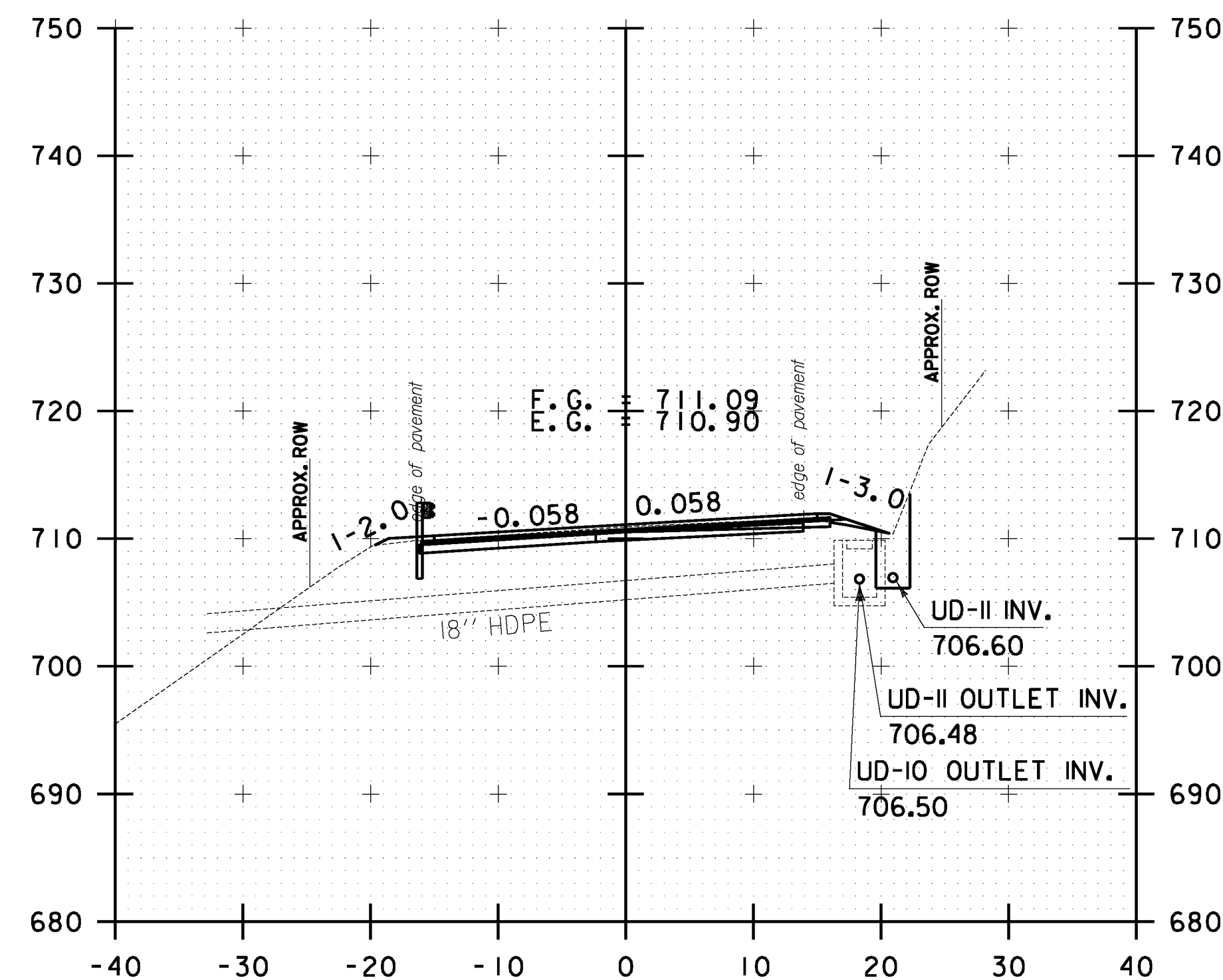
91+00.00



90+50.00



92+00.00



91+50.00

10 0 10
SCALE IN FEET

**STOCKBRIDGE
CROSS SECTION
SHEET #30**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_stock_xc.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214xs30.1

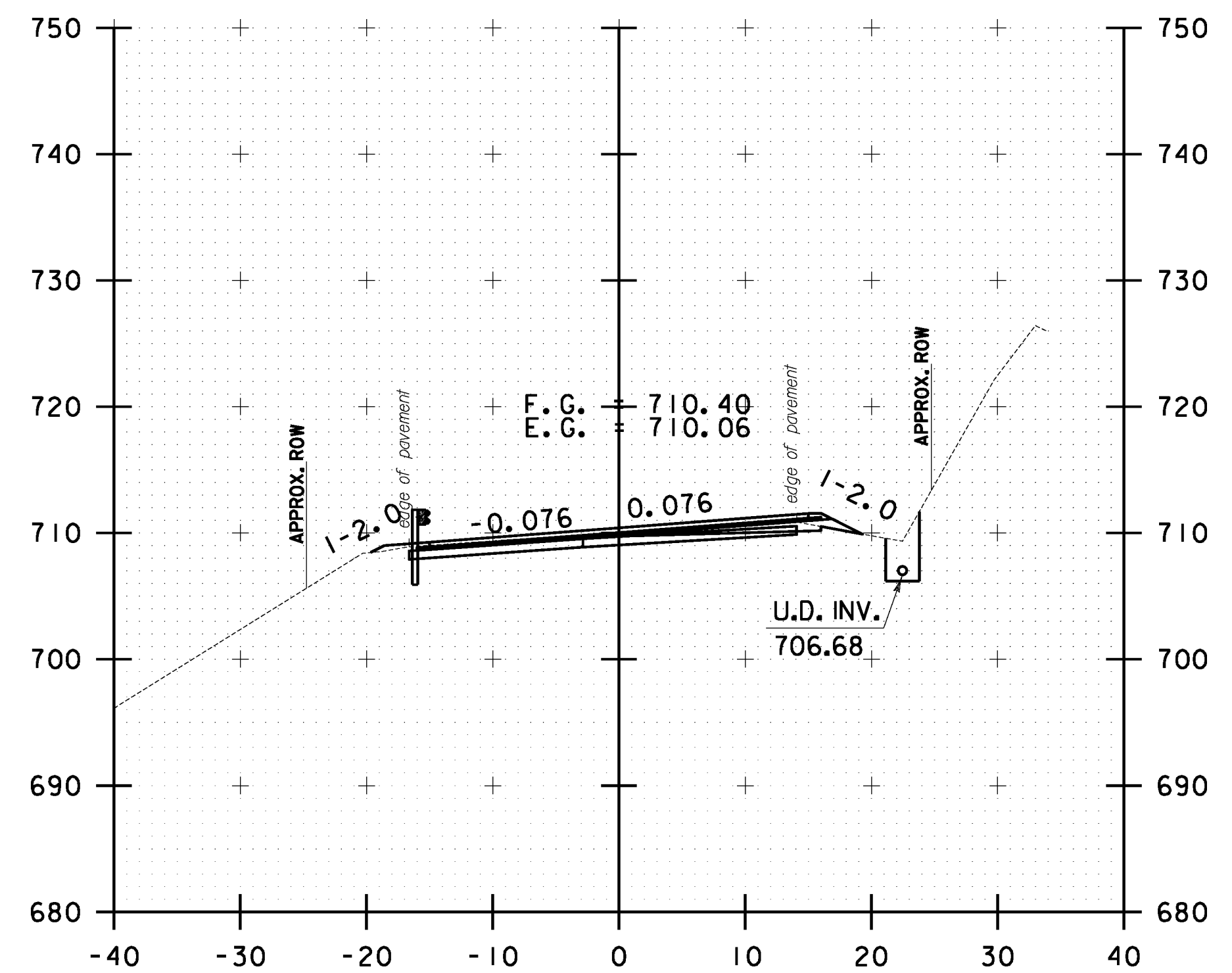
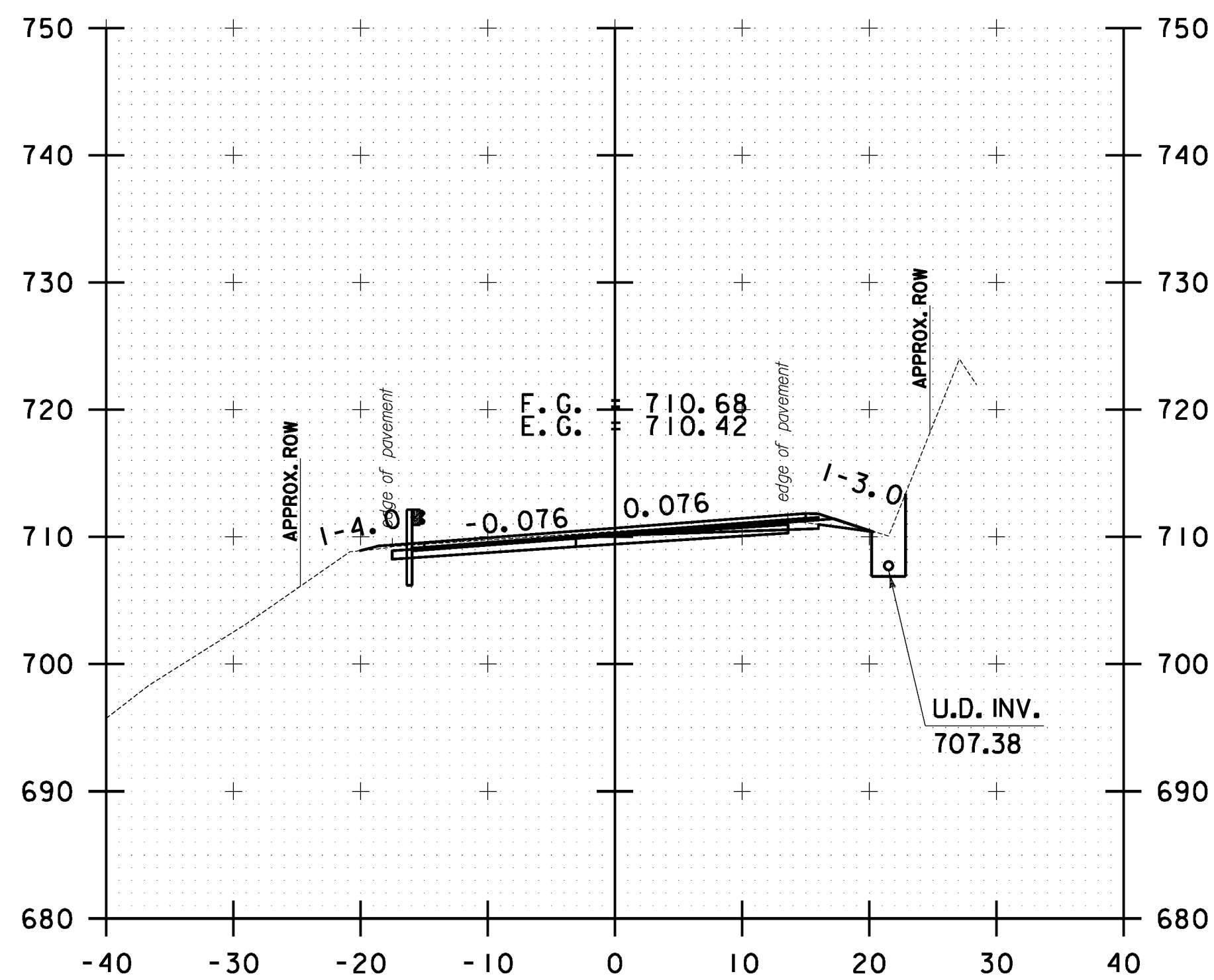
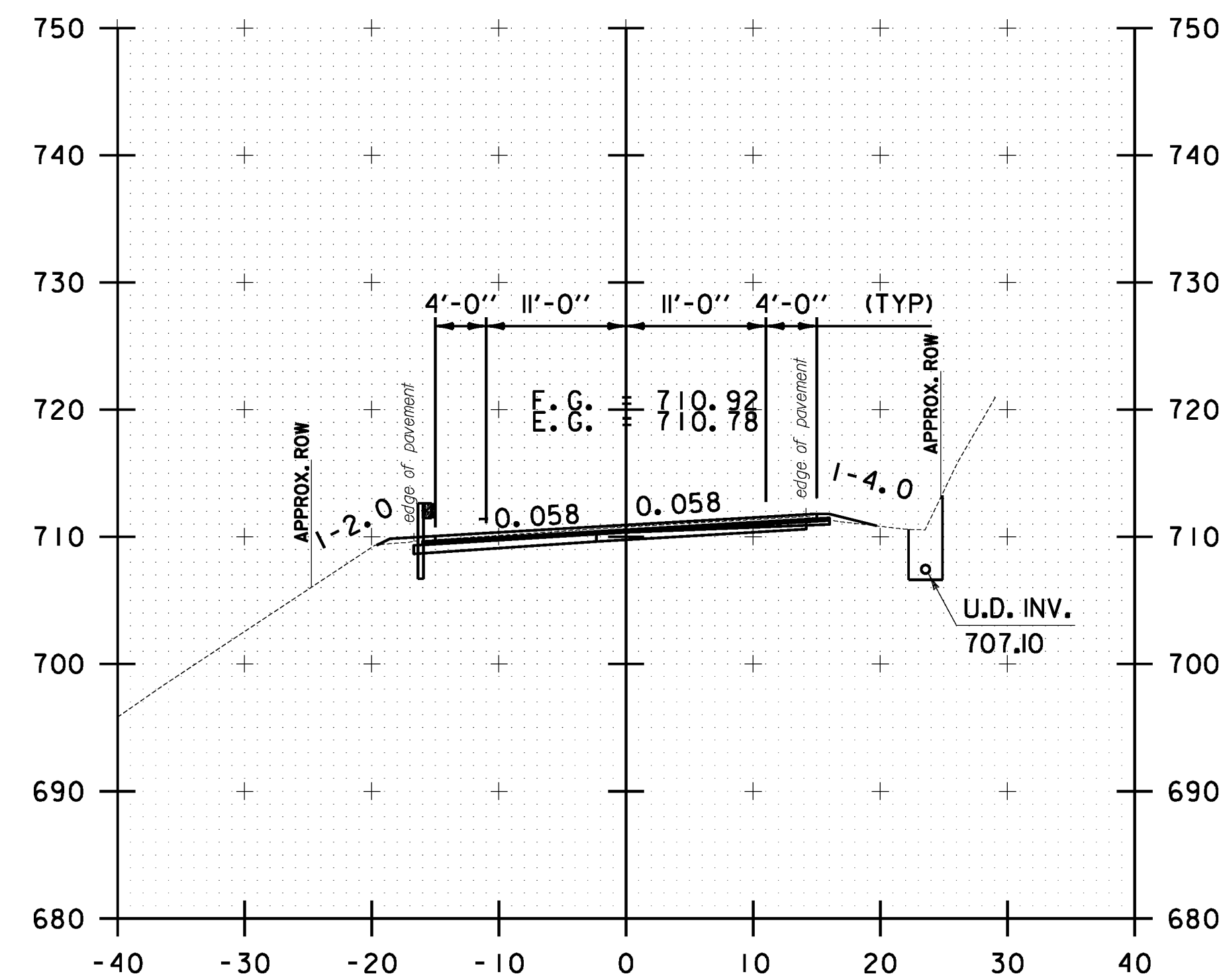
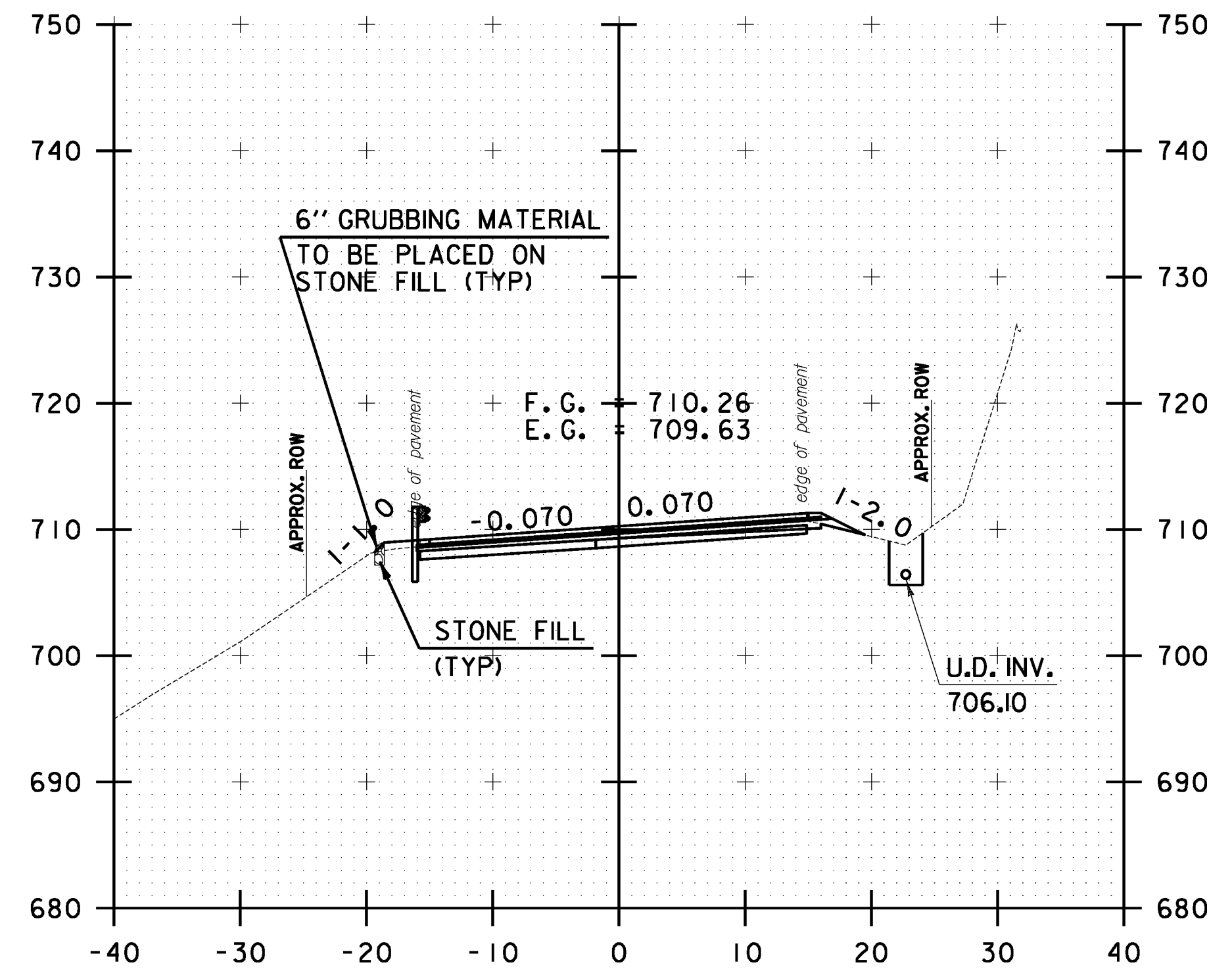
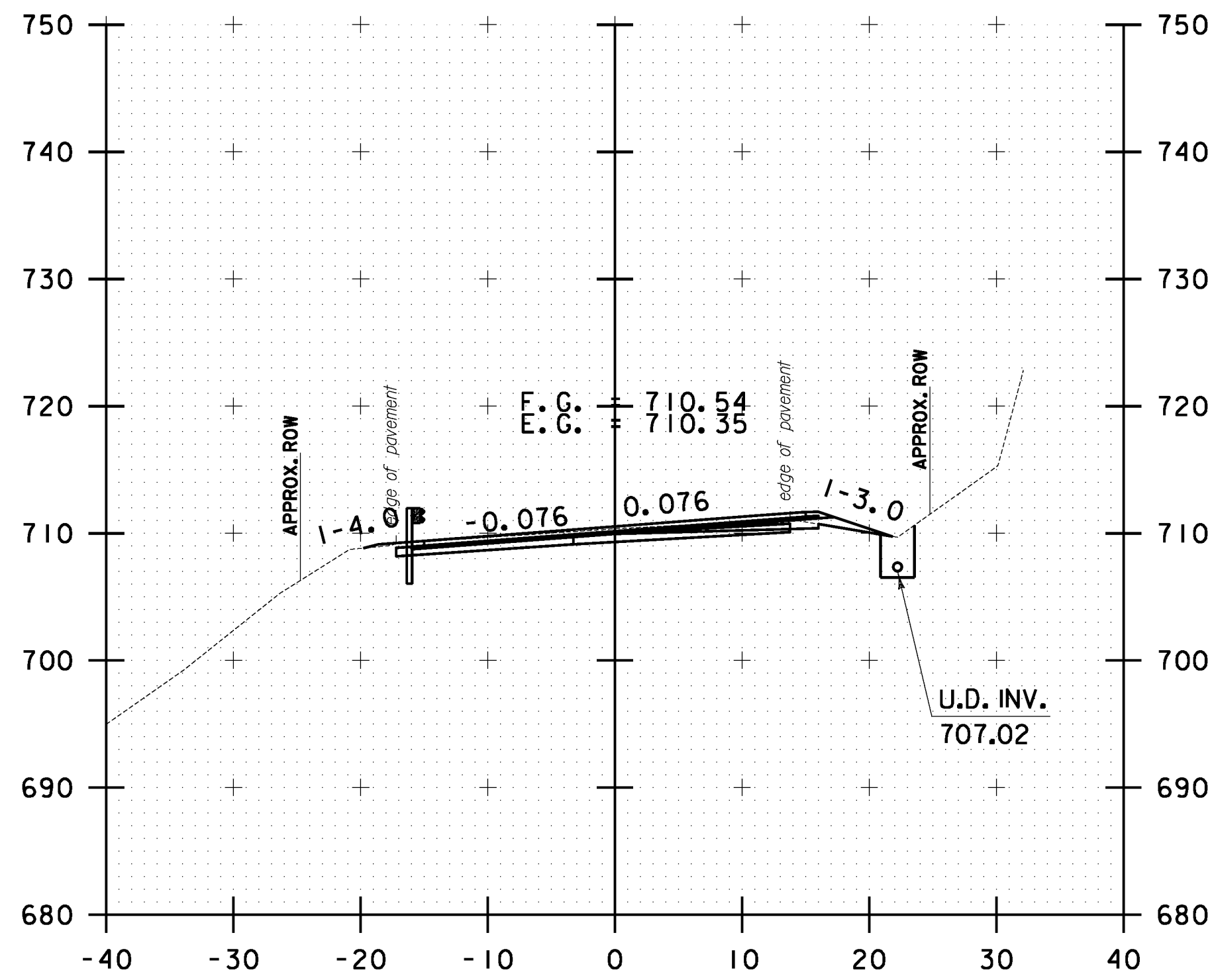
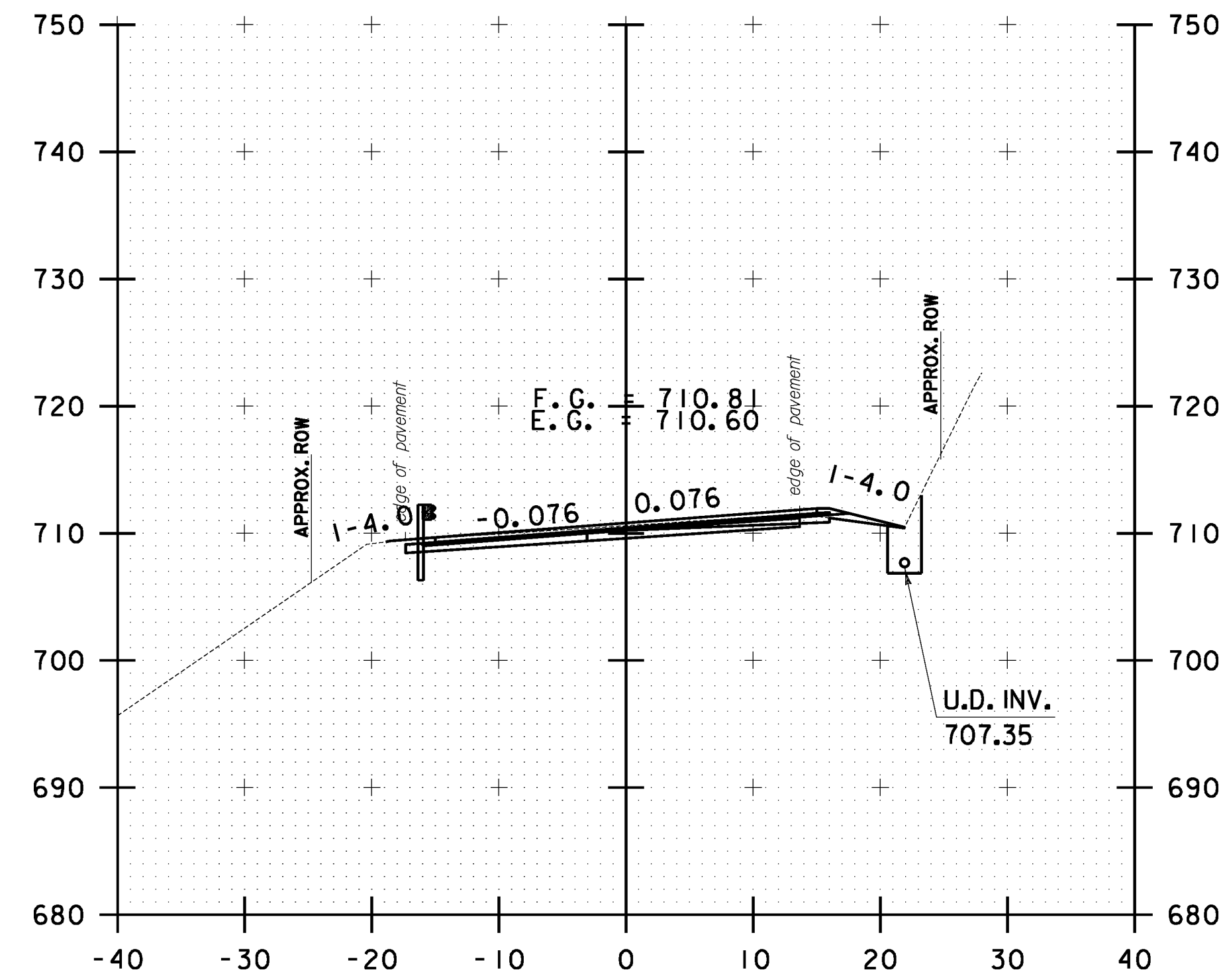
PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

CHECKED BY: J.P.S.

SHEET 243 OF 397

FILE NAME : \\P:\projects\ANY\K2\22425\CAOD\KSTIN\10b214_stock_xc.dgn
DATE/TIME : 3/17/2014
USER : jsl



10 0 10
SCALE IN FEET

**STOCKBRIDGE
CROSS SECTION
SHEET #31**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_stock_xc.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214xs31.i

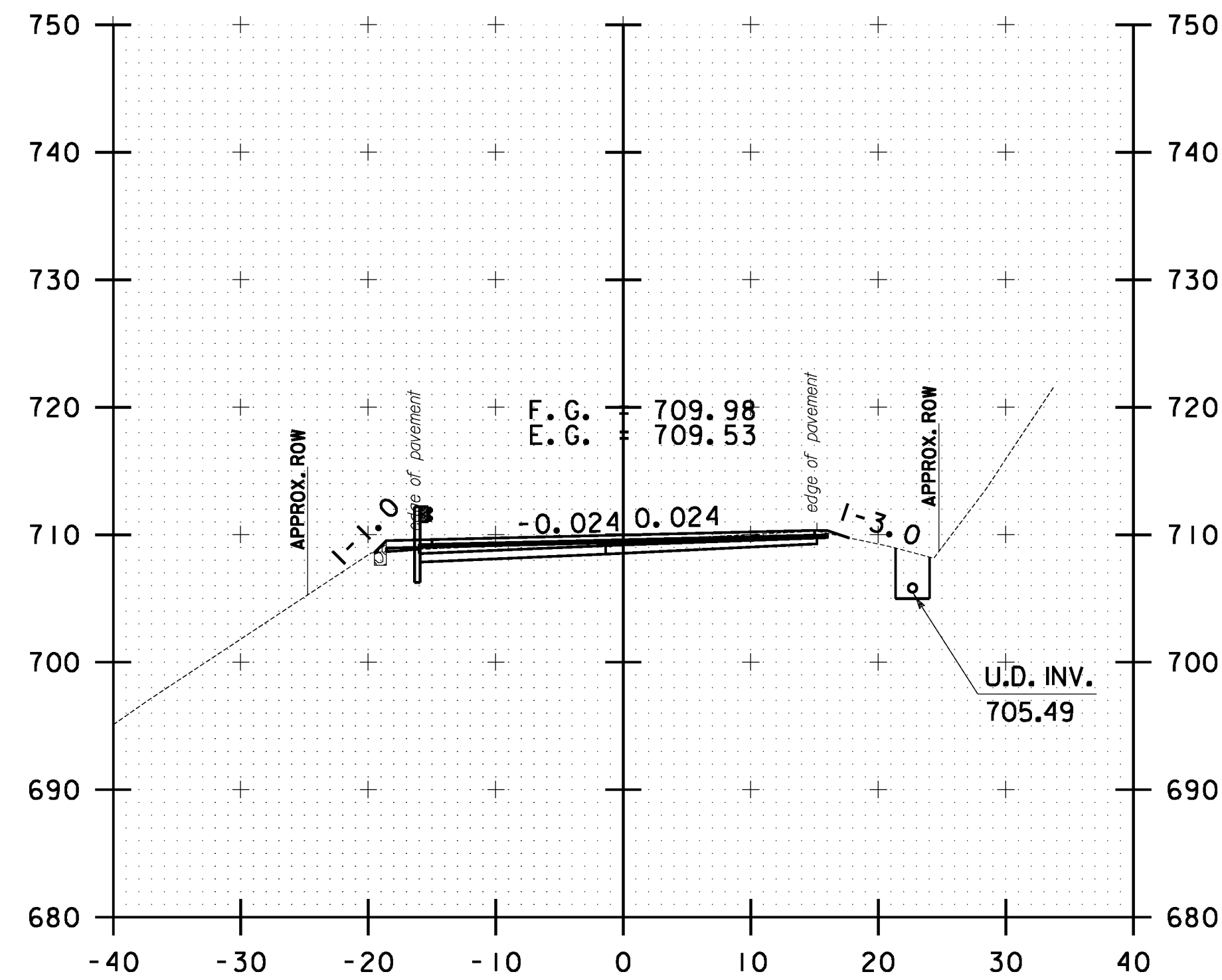
PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

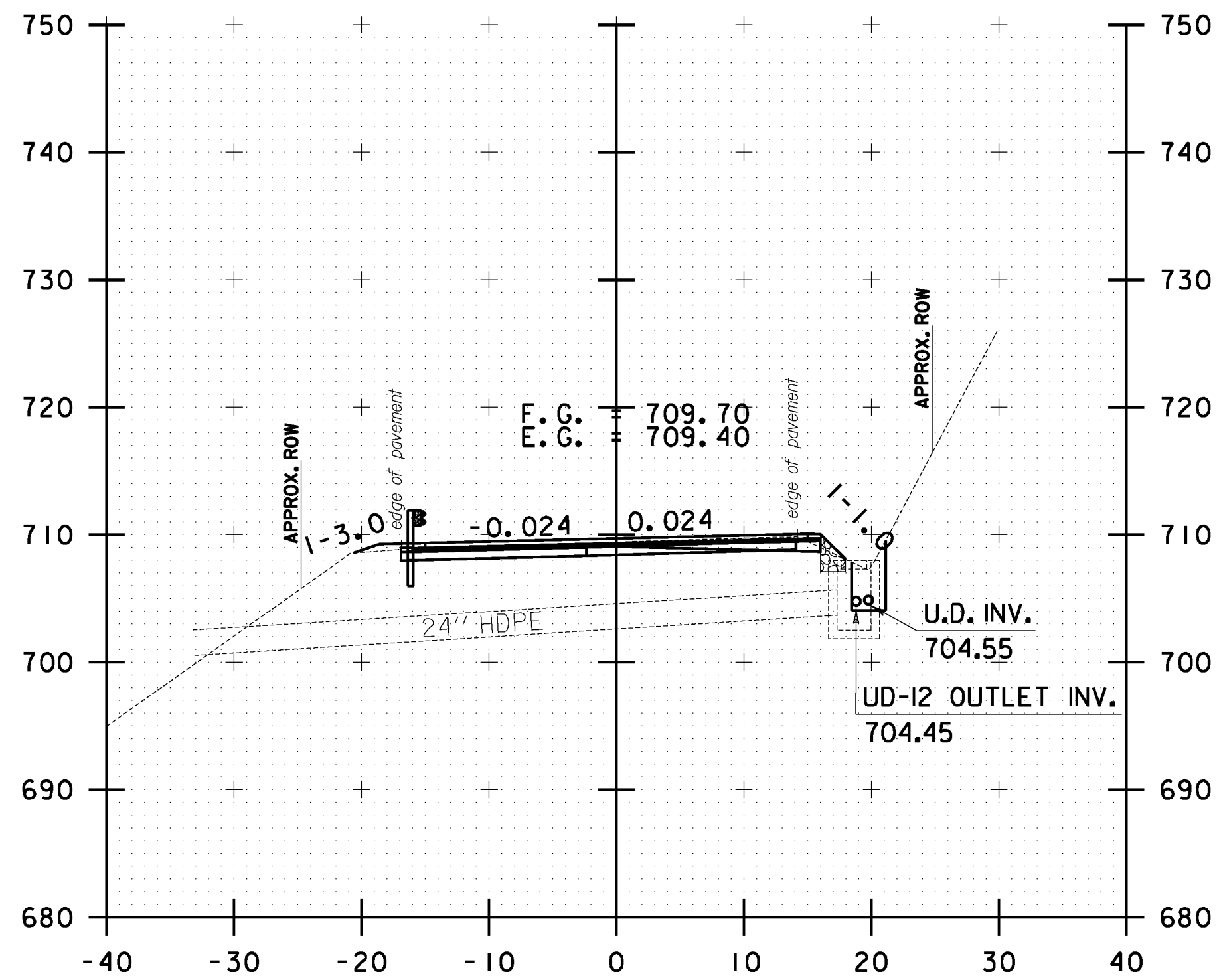
CHECKED BY: J.P.S.

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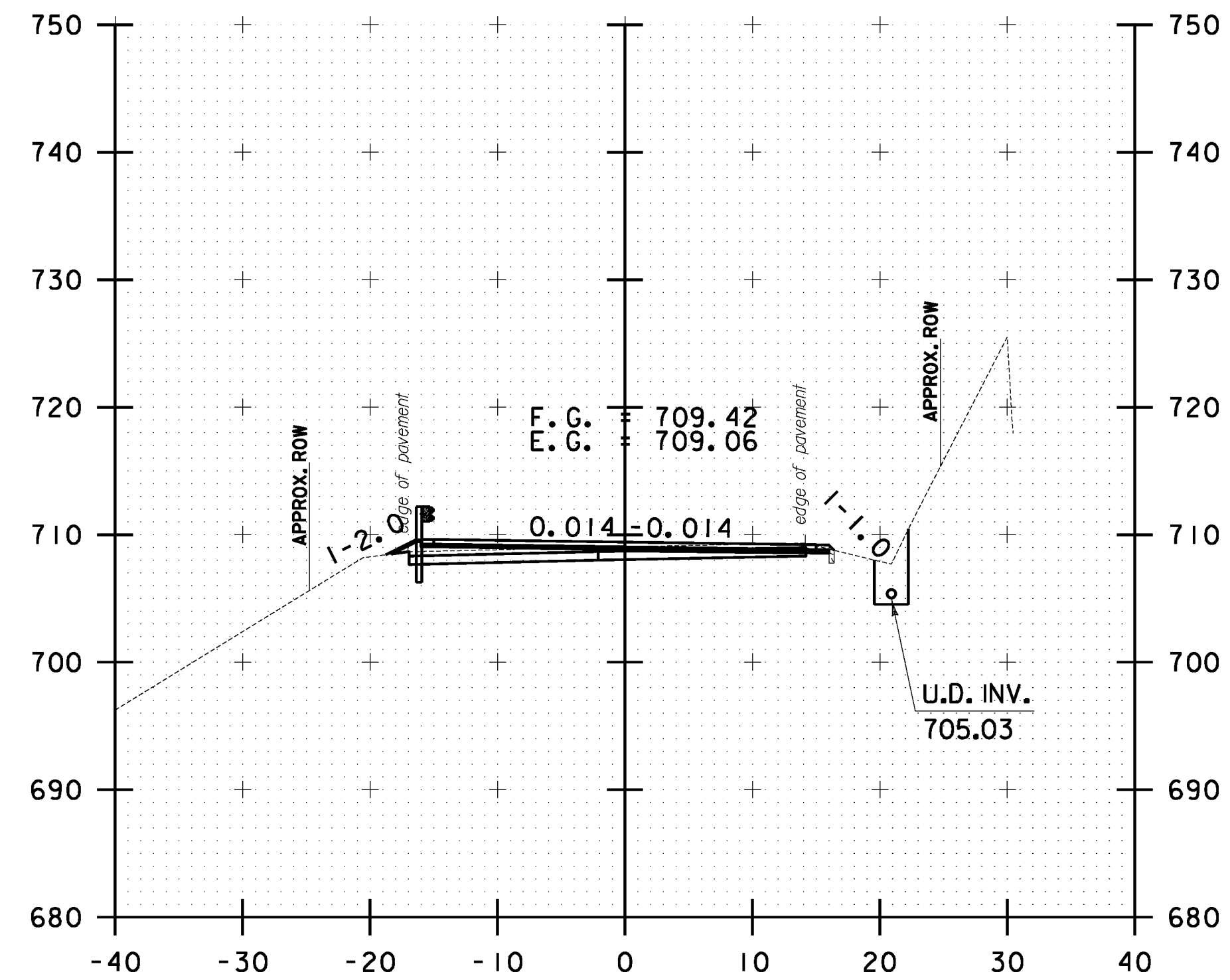
FILE NAME: \\P:\projects\ANY\K2\22425\CAOD_MSTN\10b214_stock_xc.dgn
DATE/TIME: 3/17/2014
USER: jsl



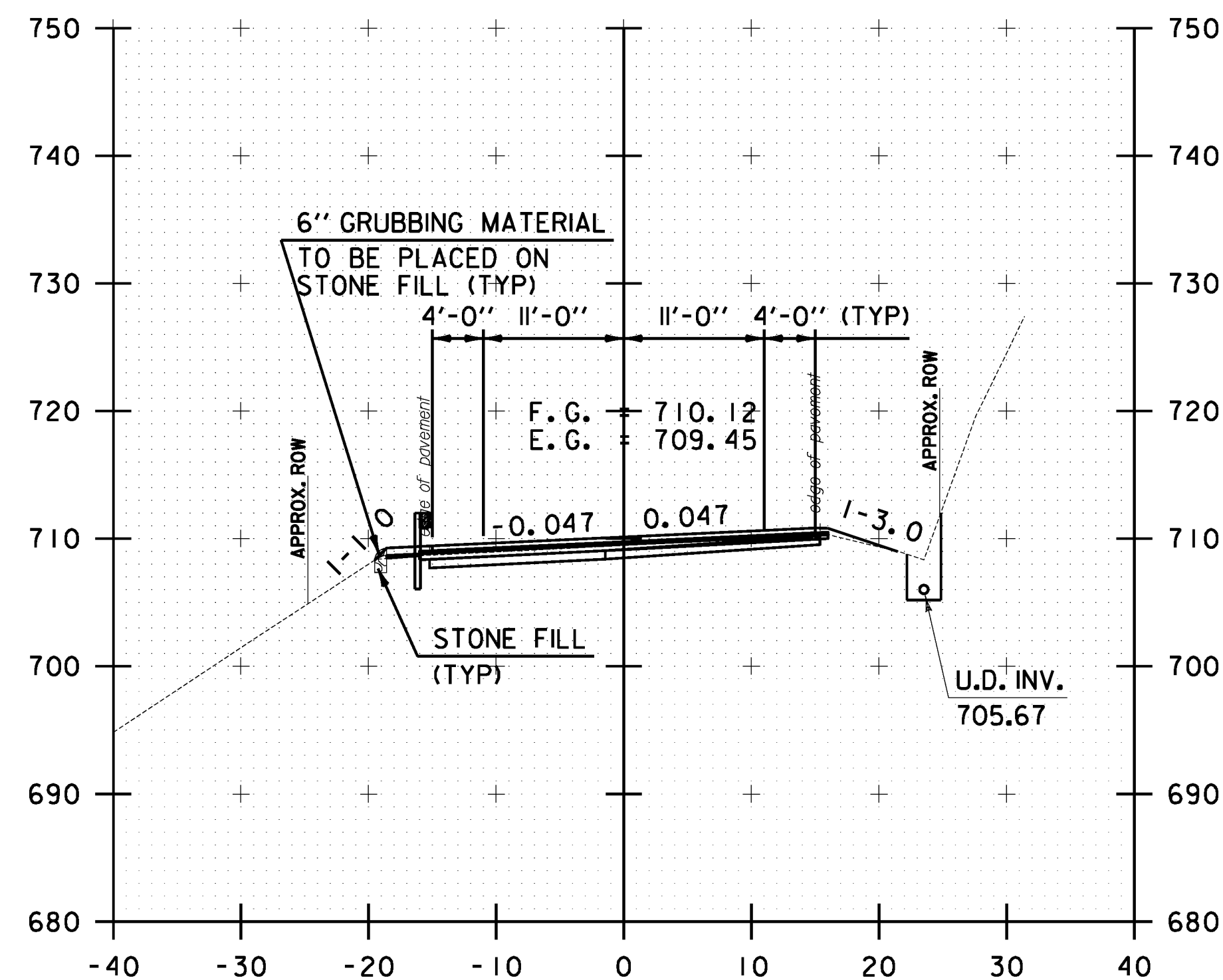
96+00.00



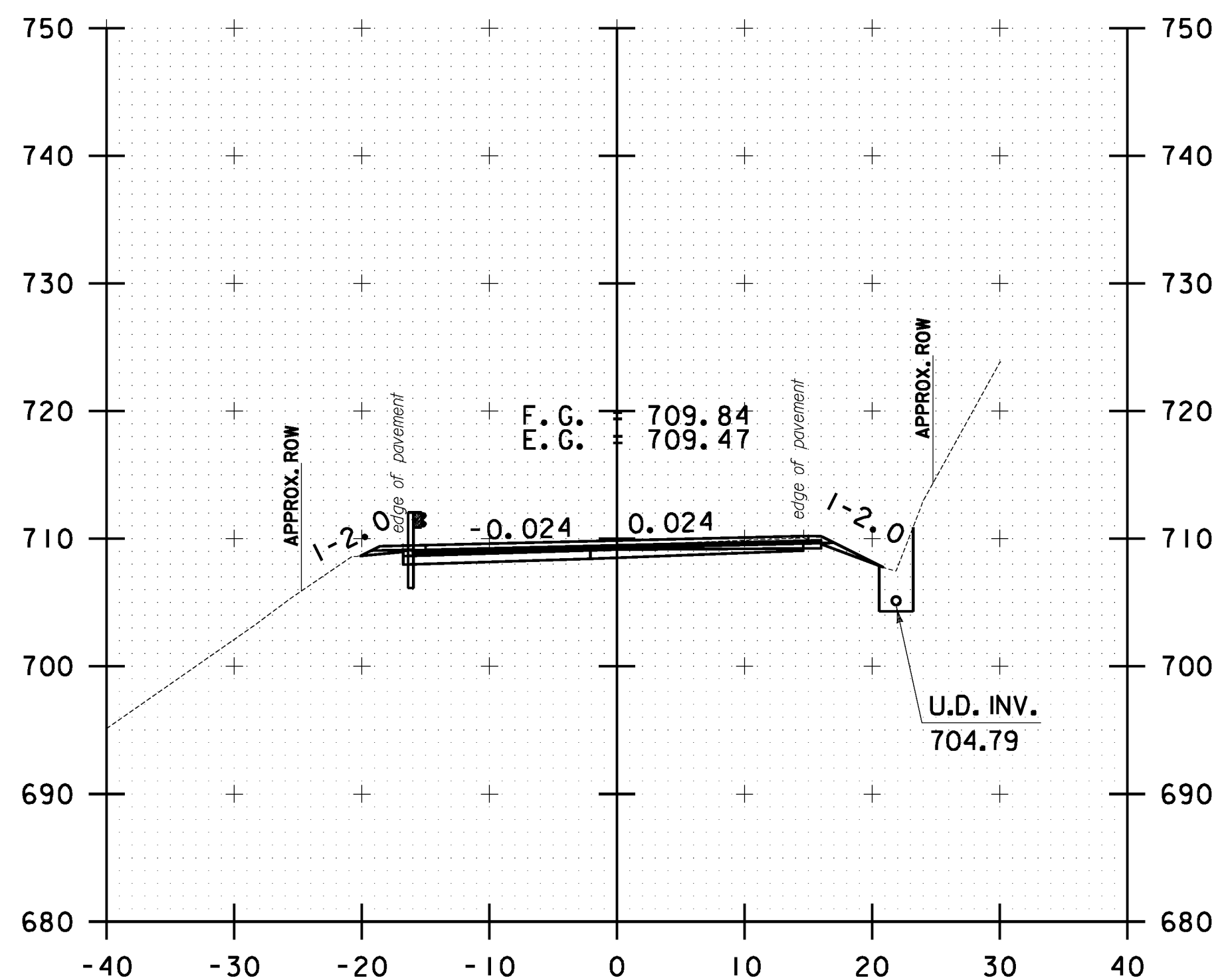
97+00.00



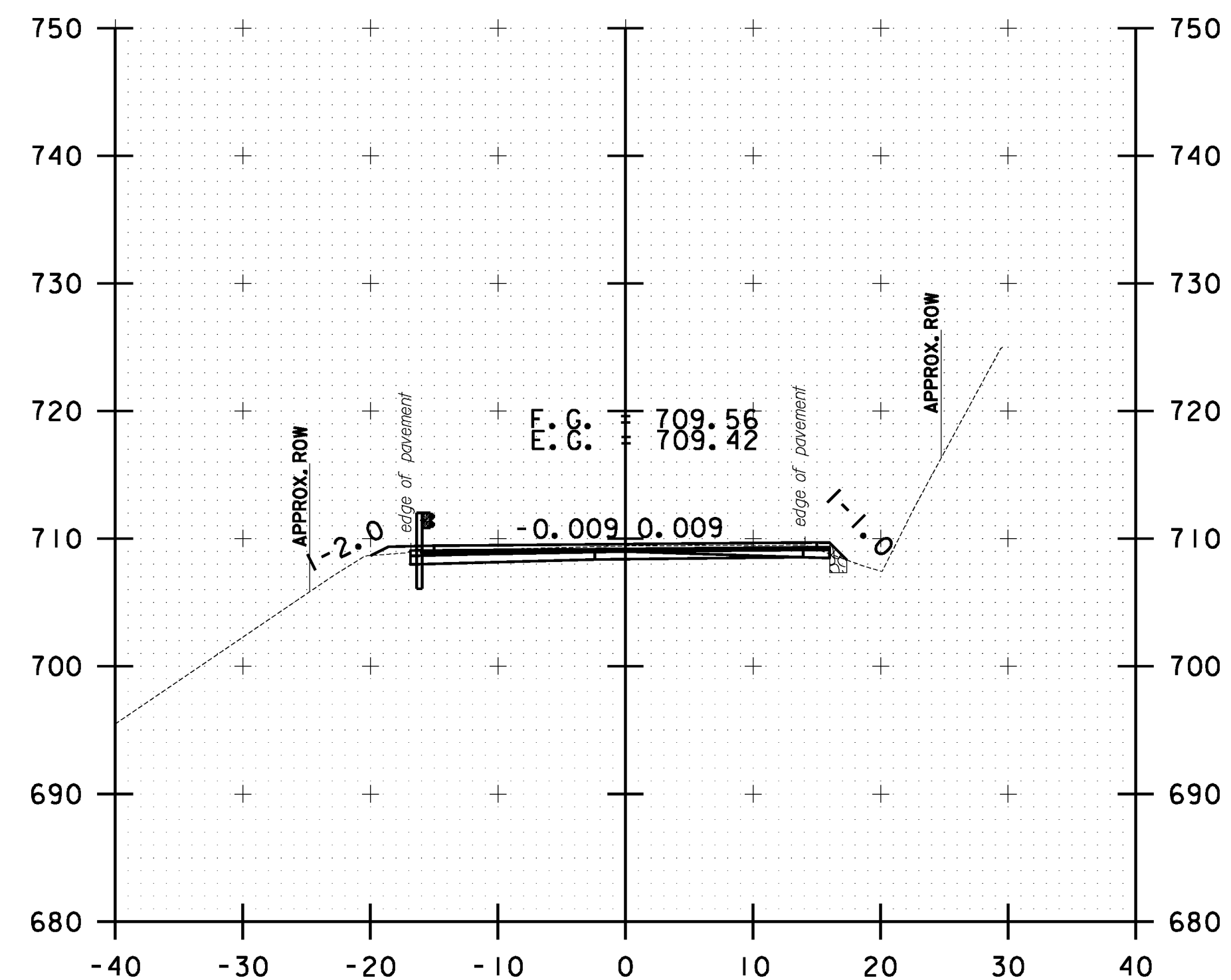
98+00.00



95+50.00



96+50.00



97+50.00

10 0 10
SCALE IN FEET

**STOCKBRIDGE
CROSS SECTION
SHEET #32**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_stock_xc.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

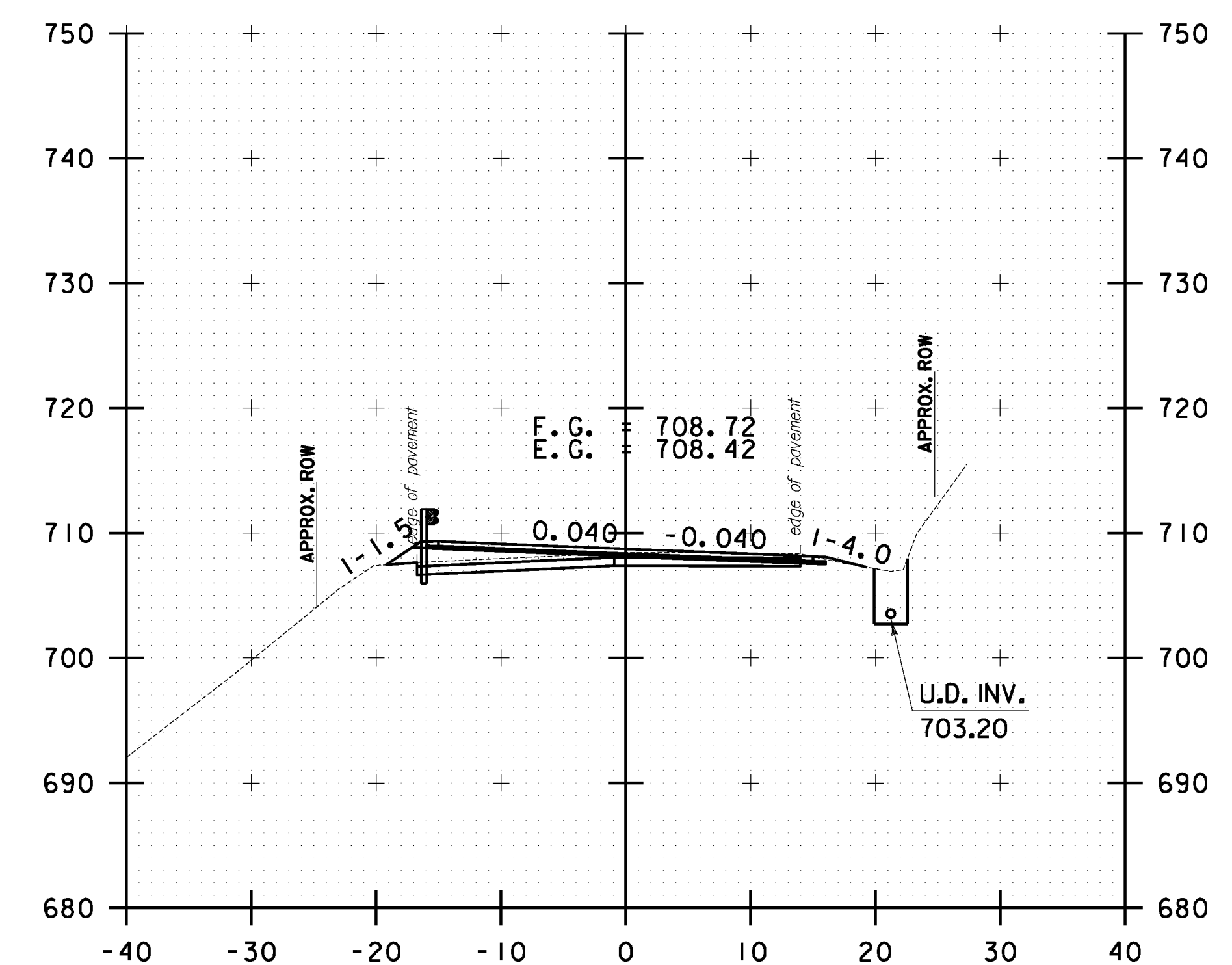
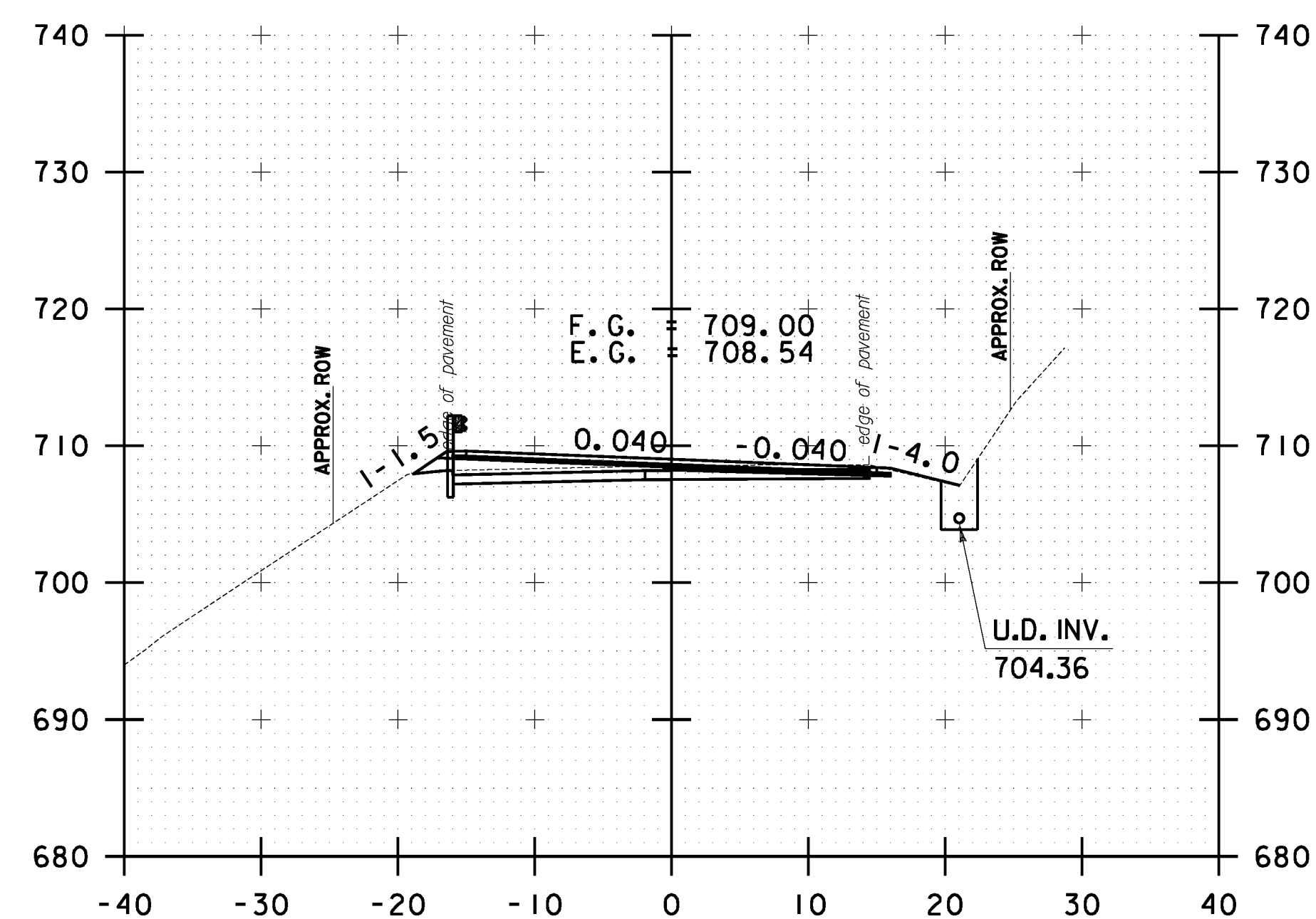
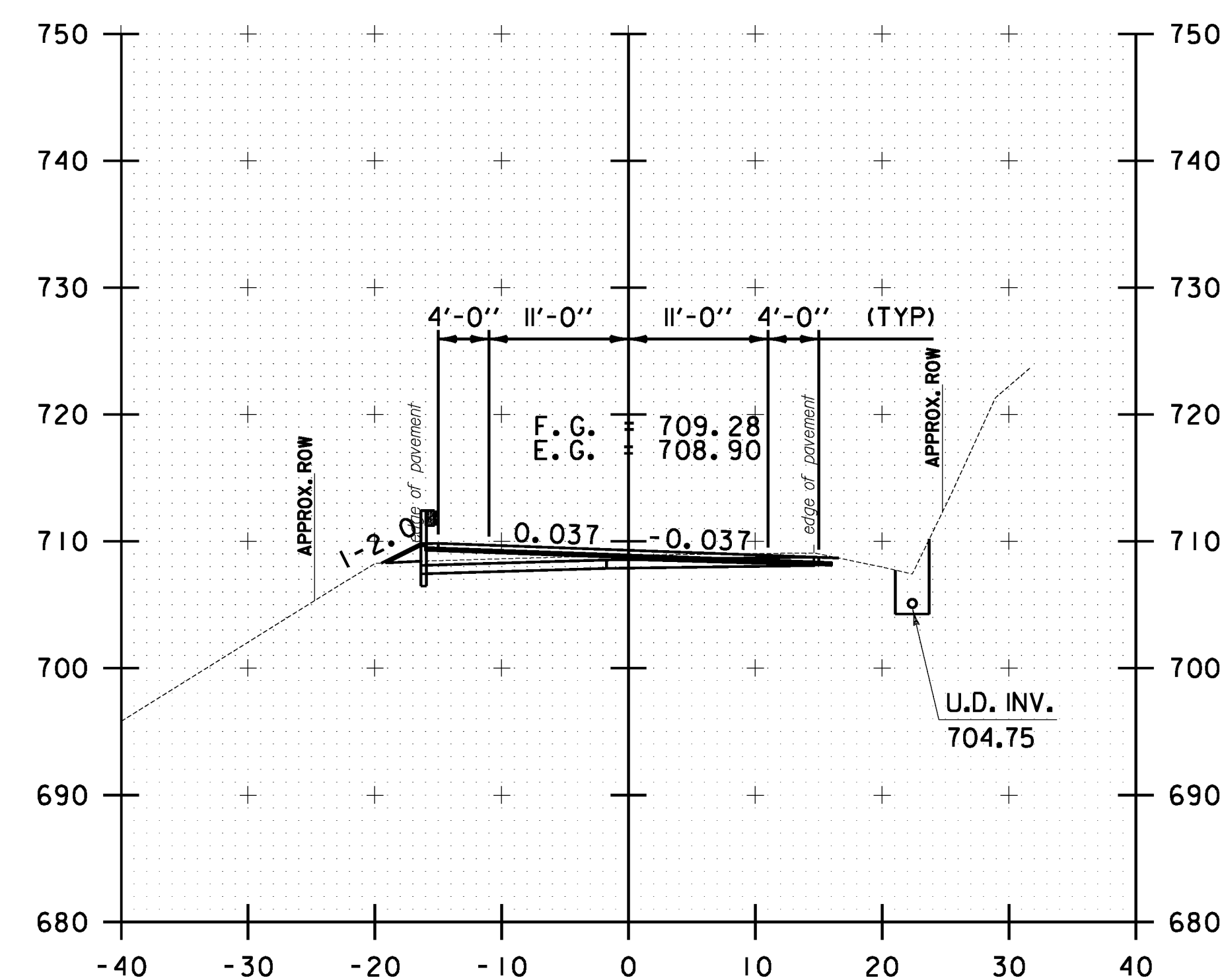
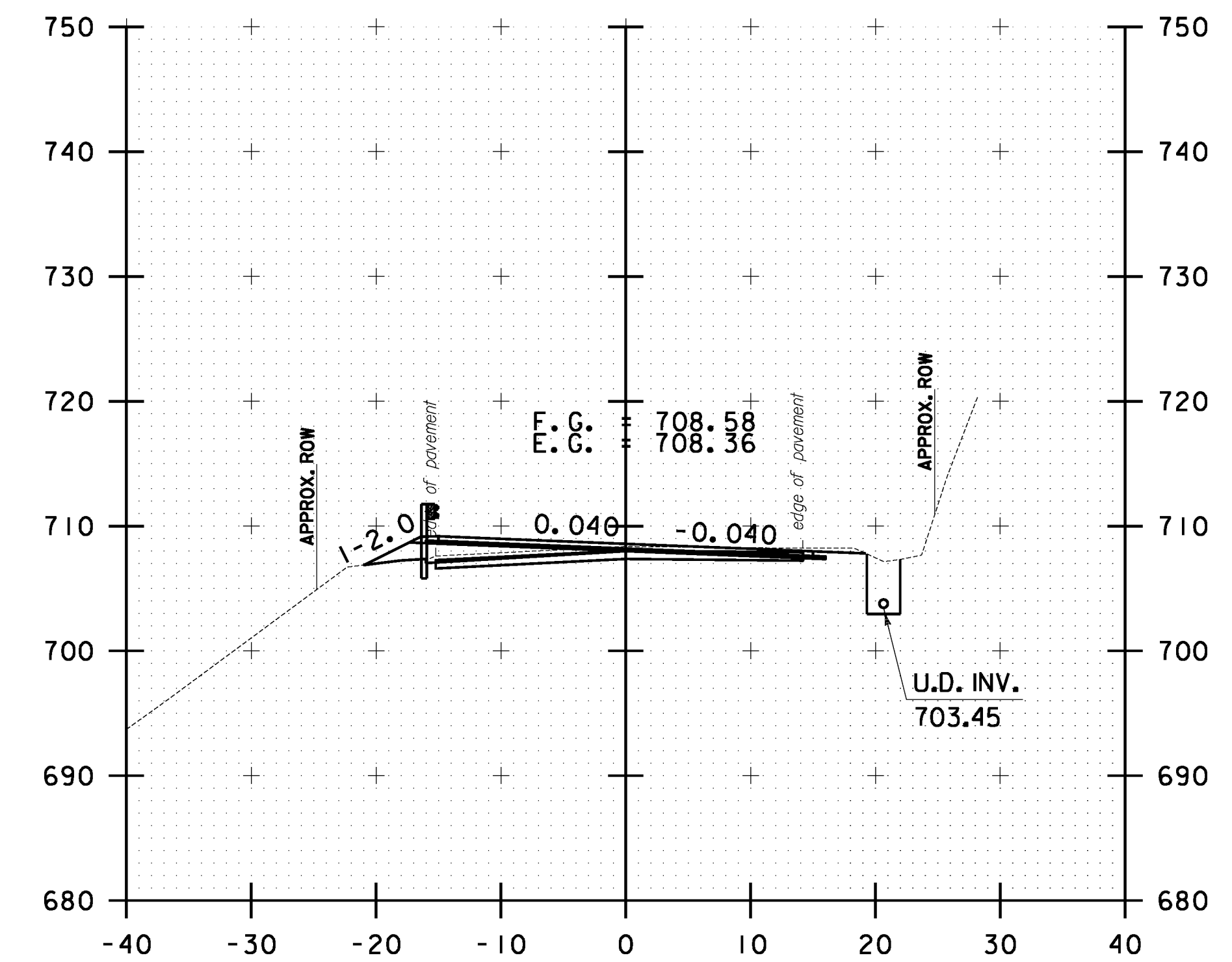
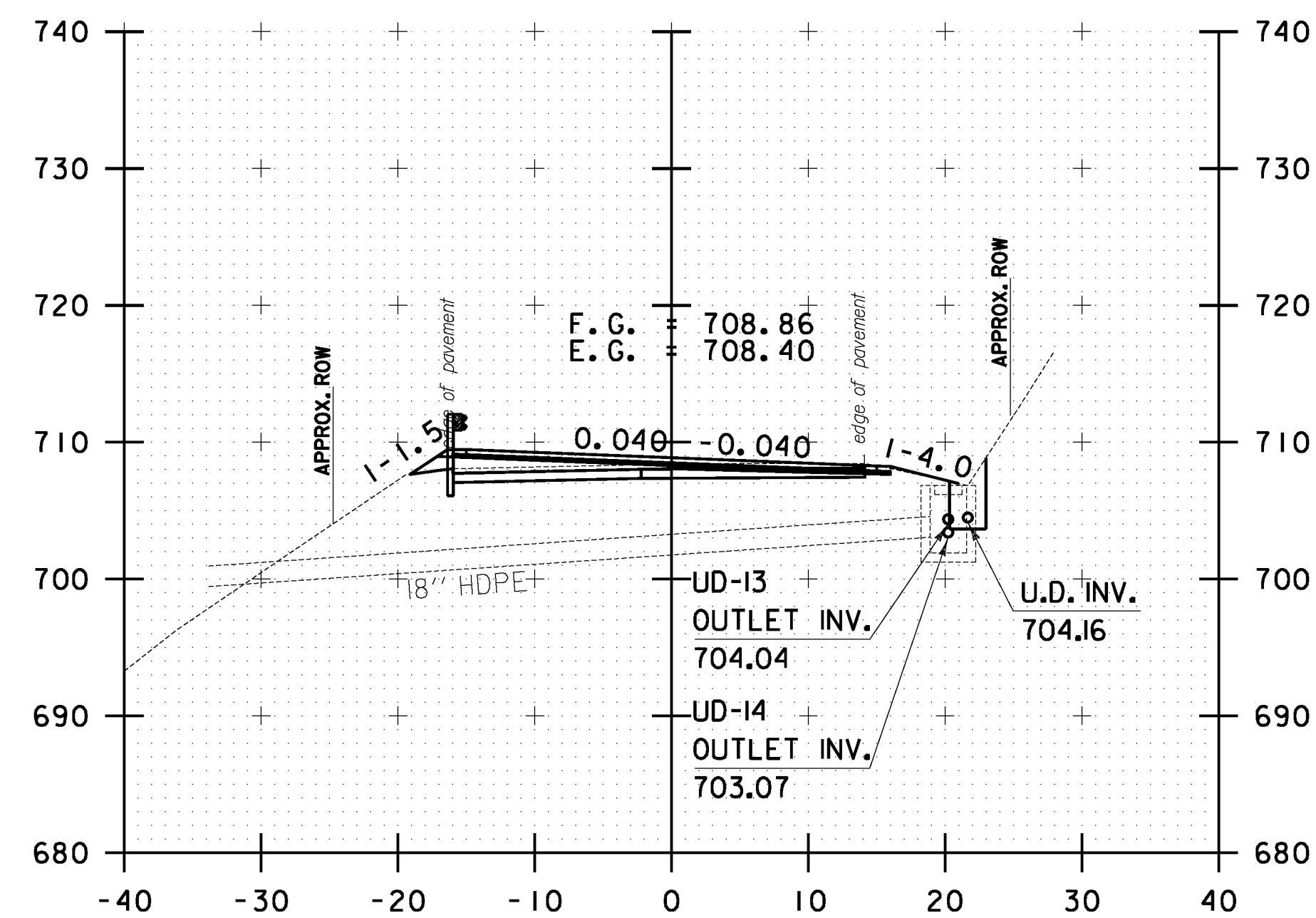
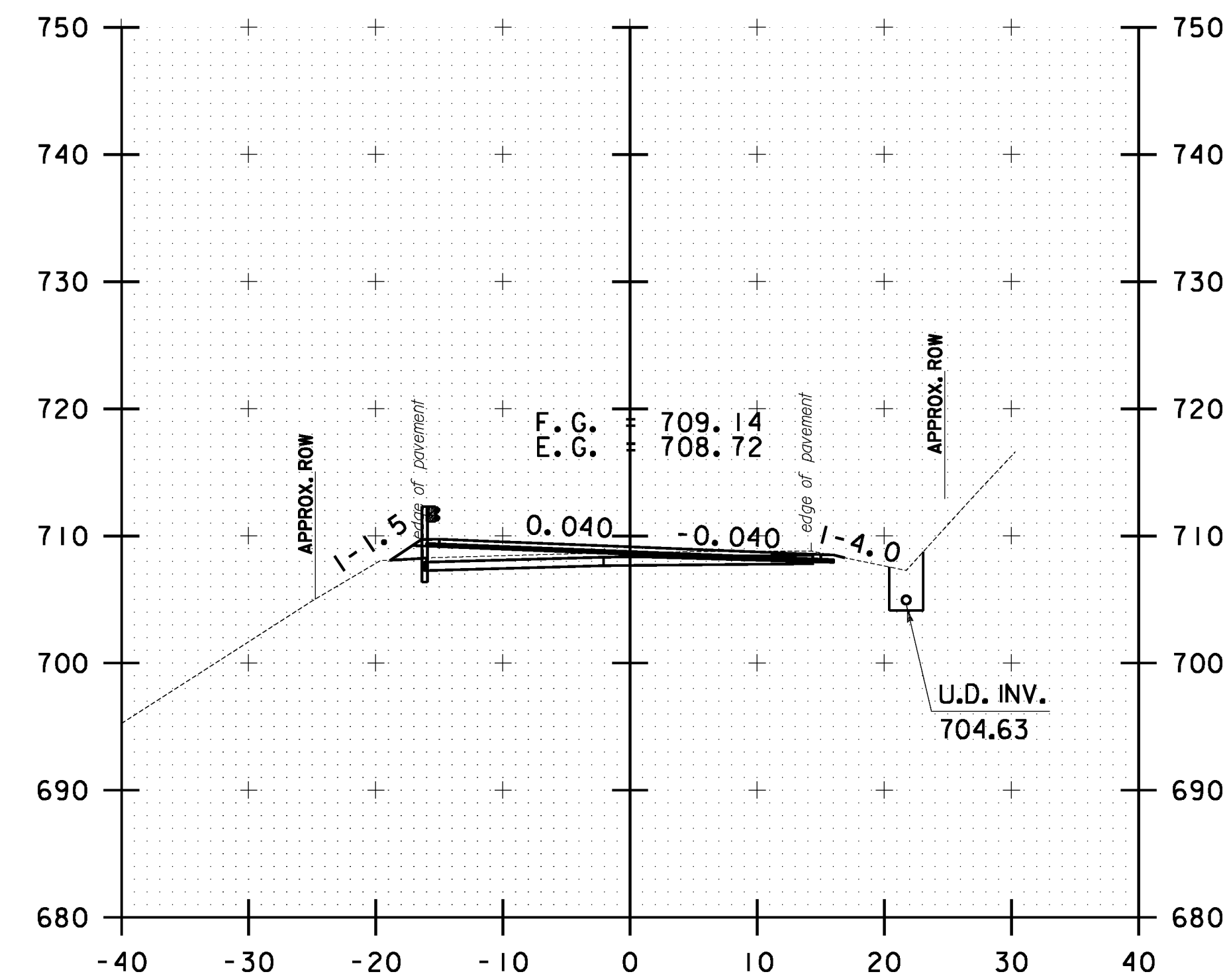
IPARM FILE: z10b214xs32.i

PLOT DATE: 3/17/2014

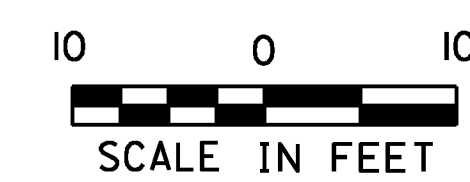
DRAWN BY: W.G.P.

CHECKED BY: J.P.S.

SHEET 245 OF 397



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FILE NAME = V:\Projects\ANY\K2\22426\CADD\*_MSTN\z10b214_*stock*.xc.dgn
DATE/TIME = 3/17/2014
USER = 4916
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**STOCKBRIDGE
CROSS SECTION
SHEET #33**

PROJECT NAME:	STOCKBRIDGE-BETHEL
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PROJECT NUMBER: STP 2910(I)

FILE NAME: z10b214_stock_xc.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214xs33.i

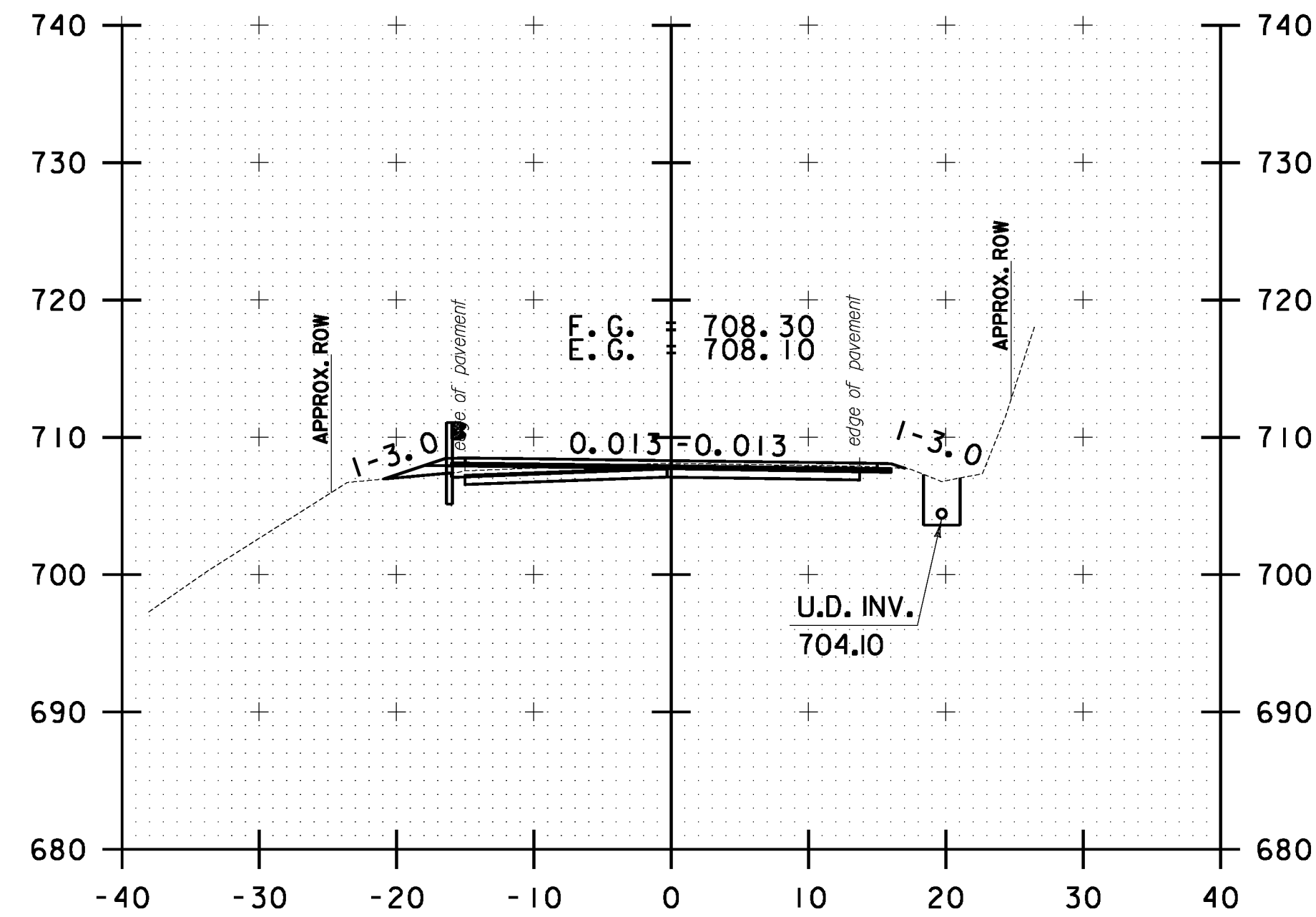
PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

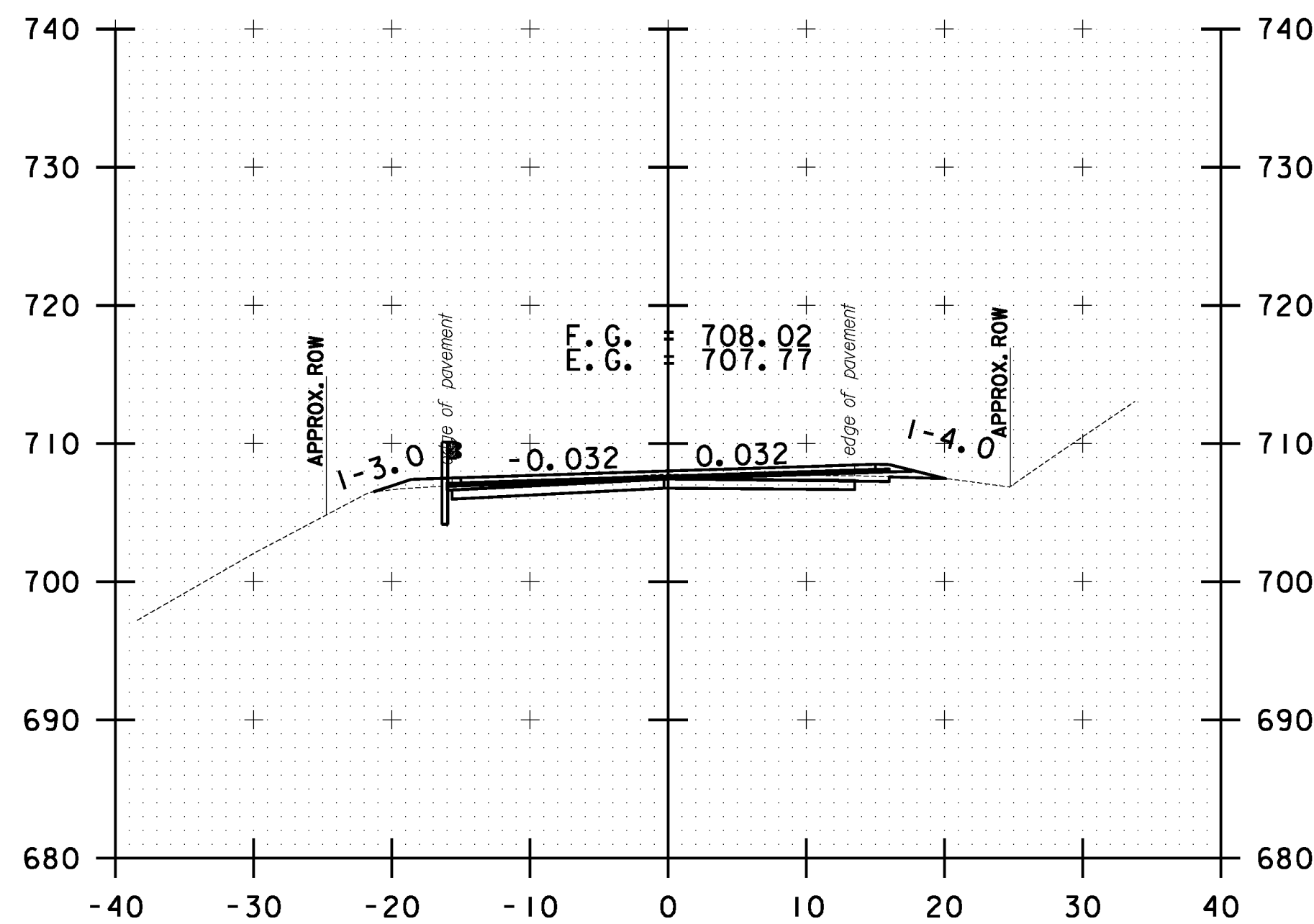
CHECKED BY: J.P.S.

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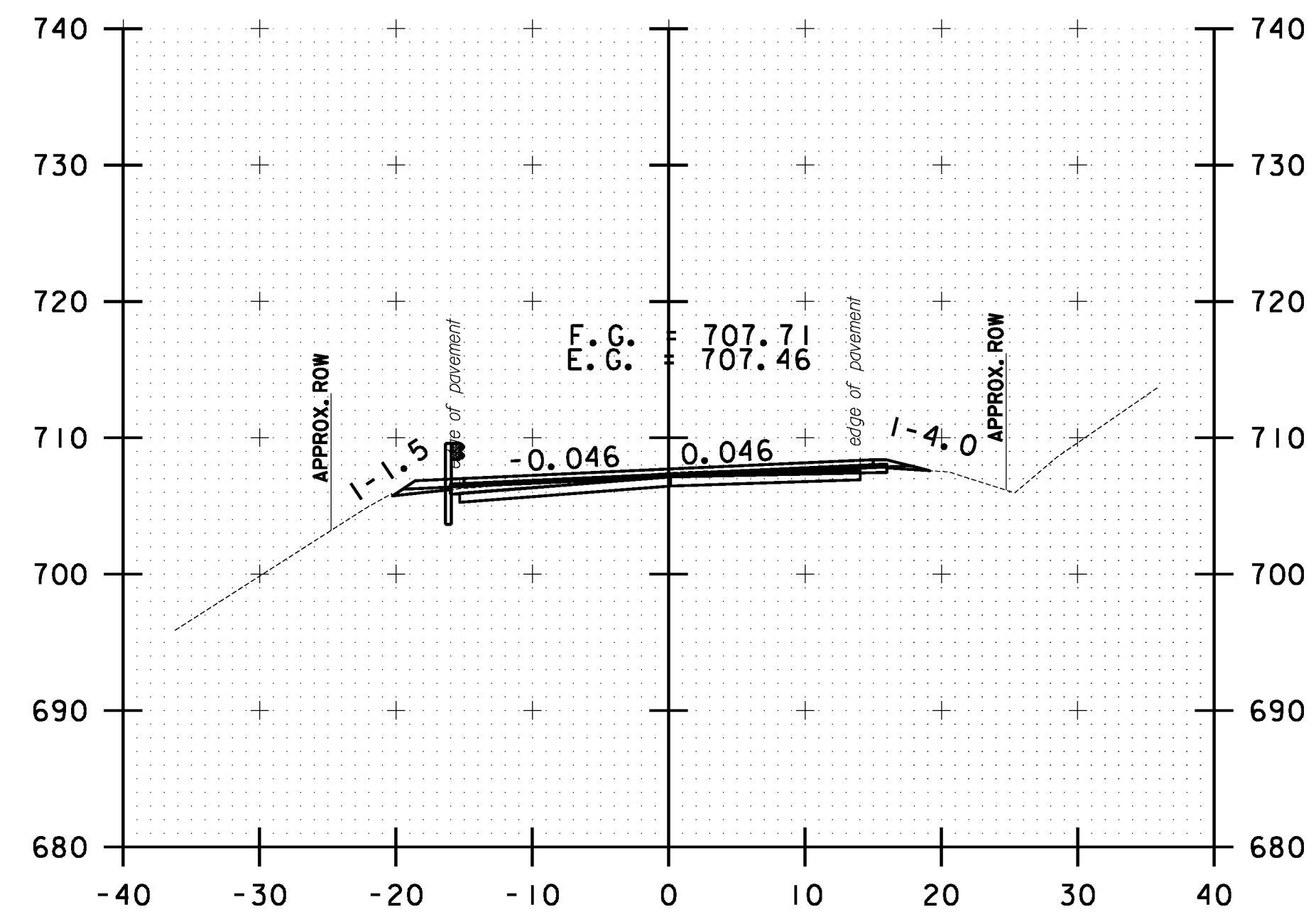
FILE NAME: \\P:\projects\ANY\K2\22\25\CAOD\KSTN\10b214_stock_xc.dgn
DATE/TIME: 3/17/2014
USER: jsl



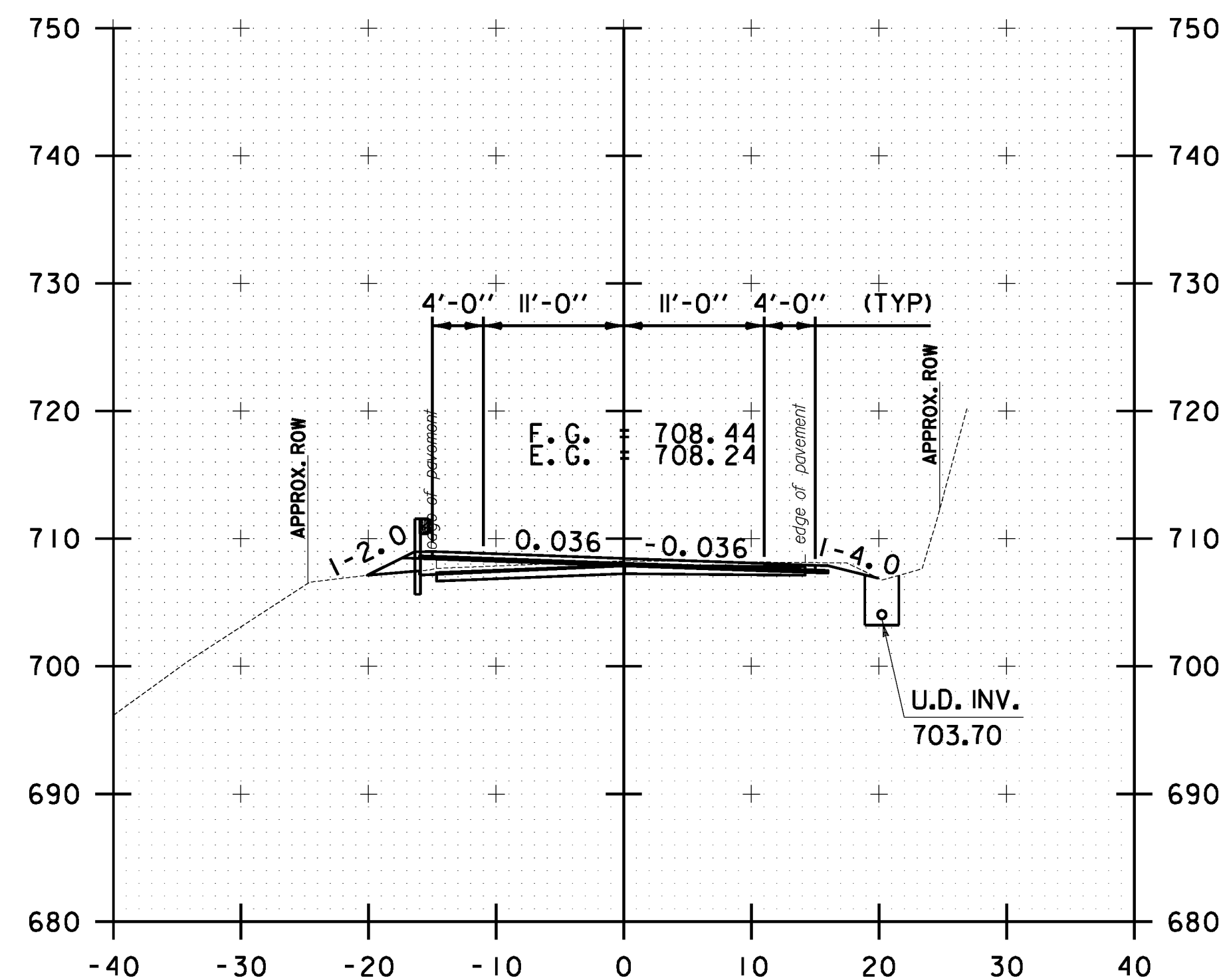
102+00.00



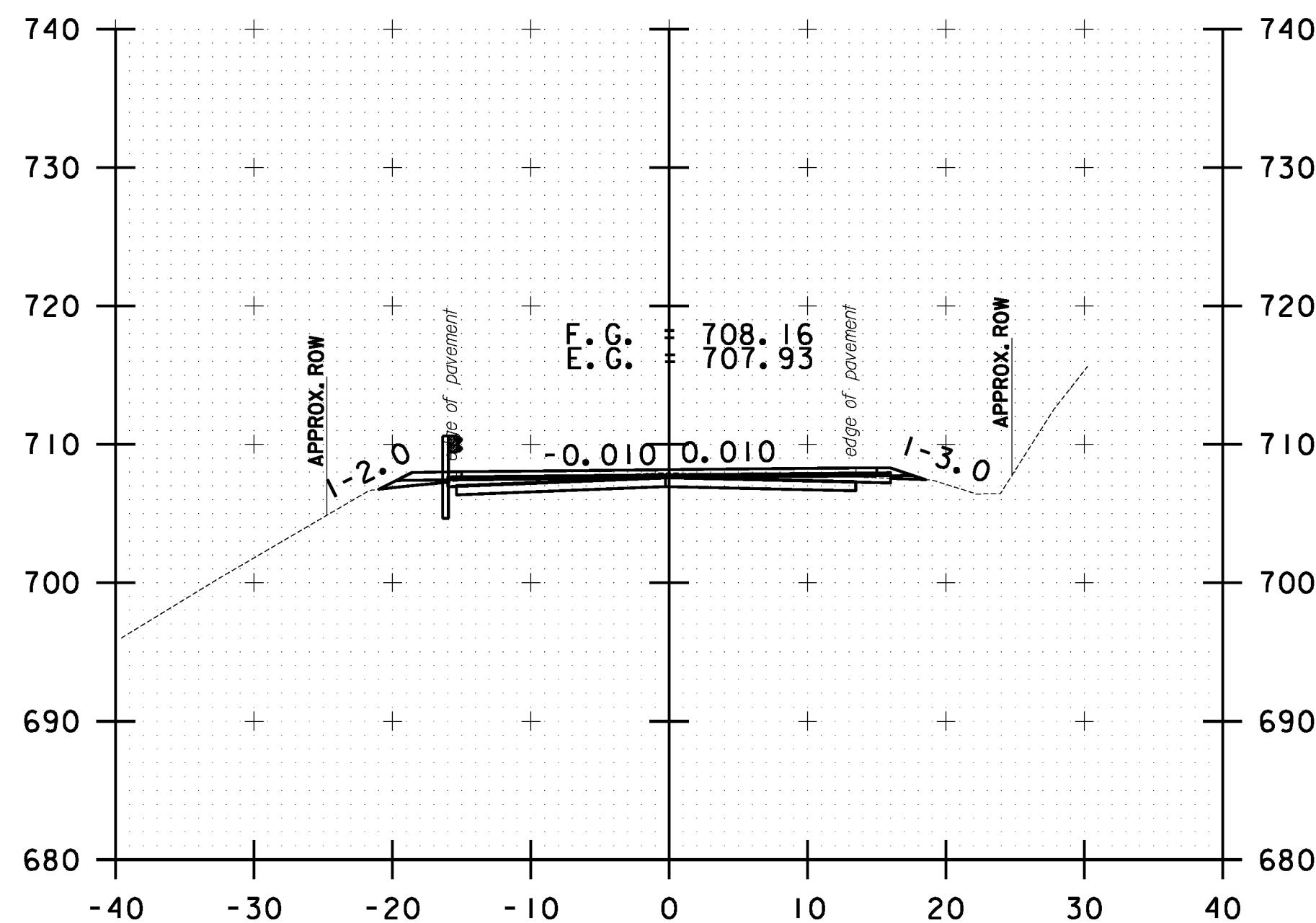
103+00.00



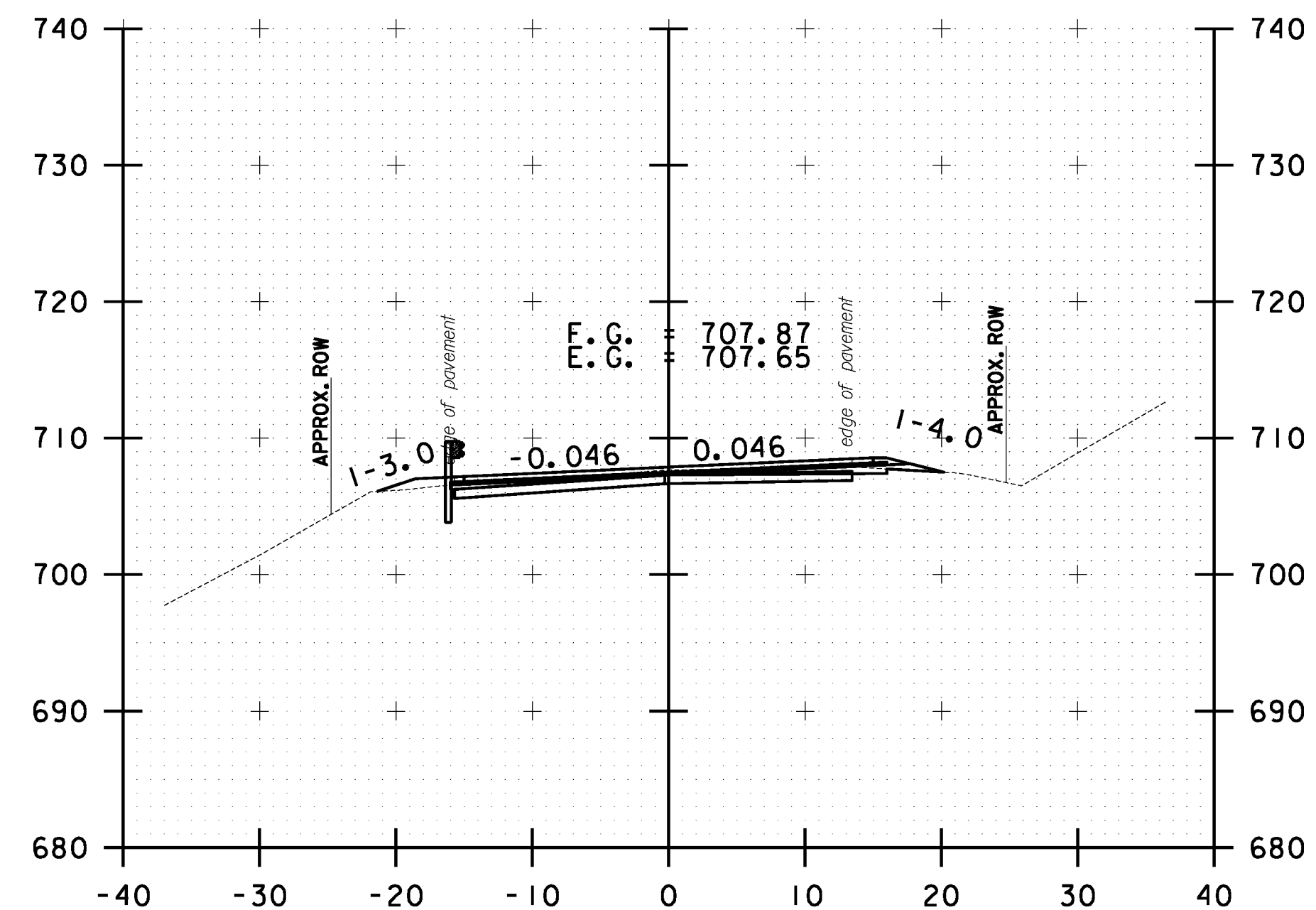
104+00.00



101+50.00



102+50.00



103+50.00

10 0 10
SCALE IN FEET

**STOCKBRIDGE
CROSS SECTION
SHEET #34**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_stock_xc.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214xs34.i

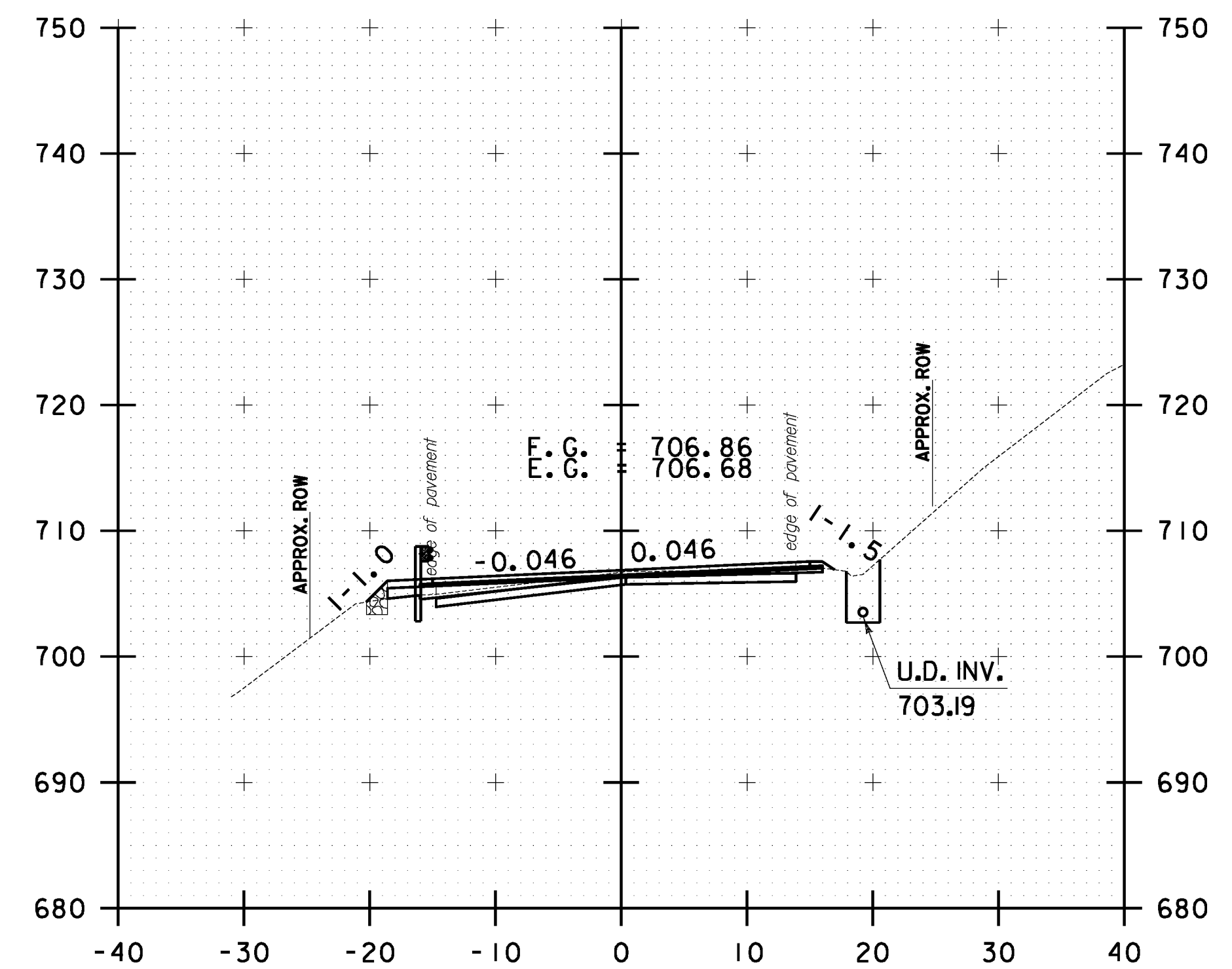
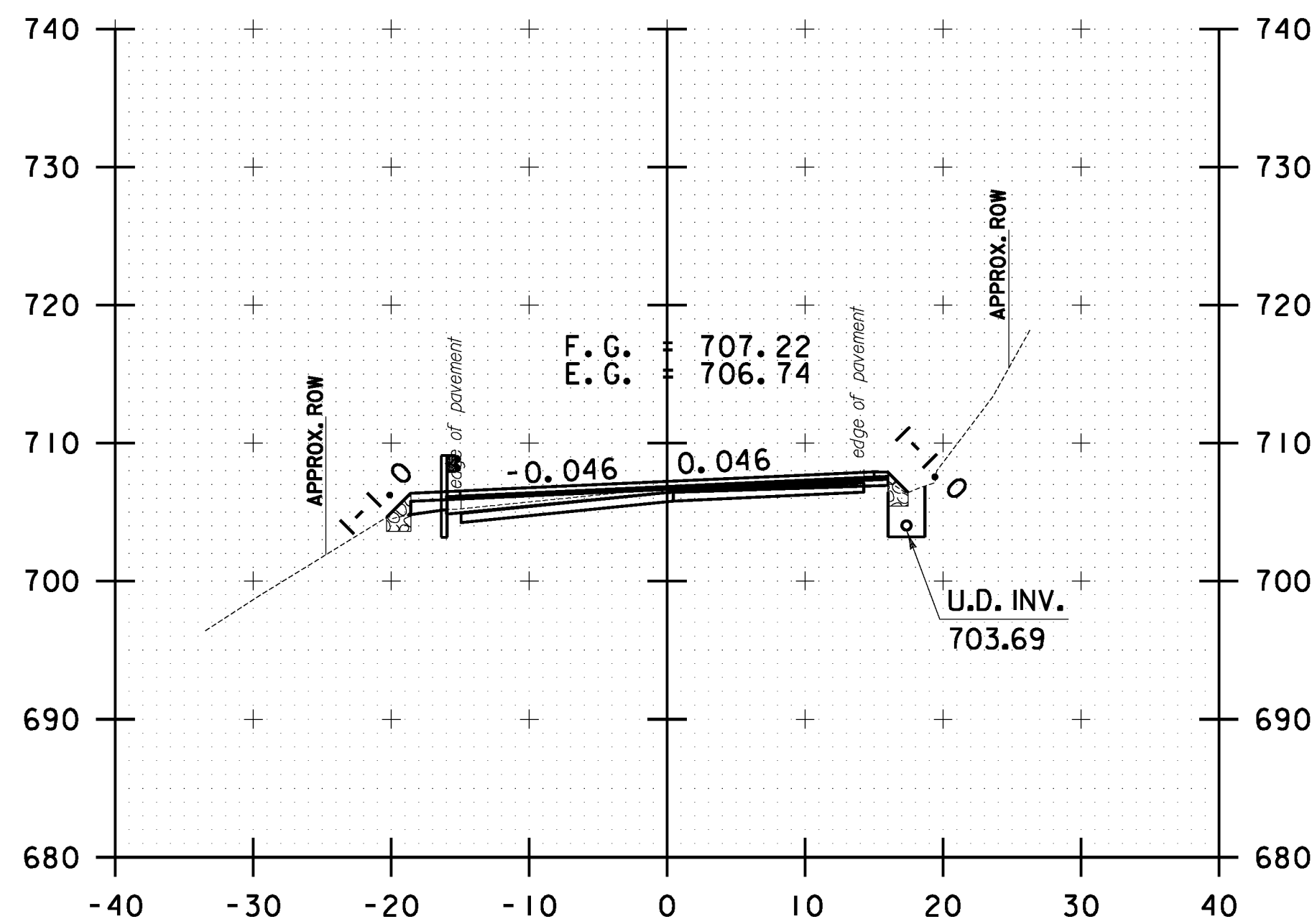
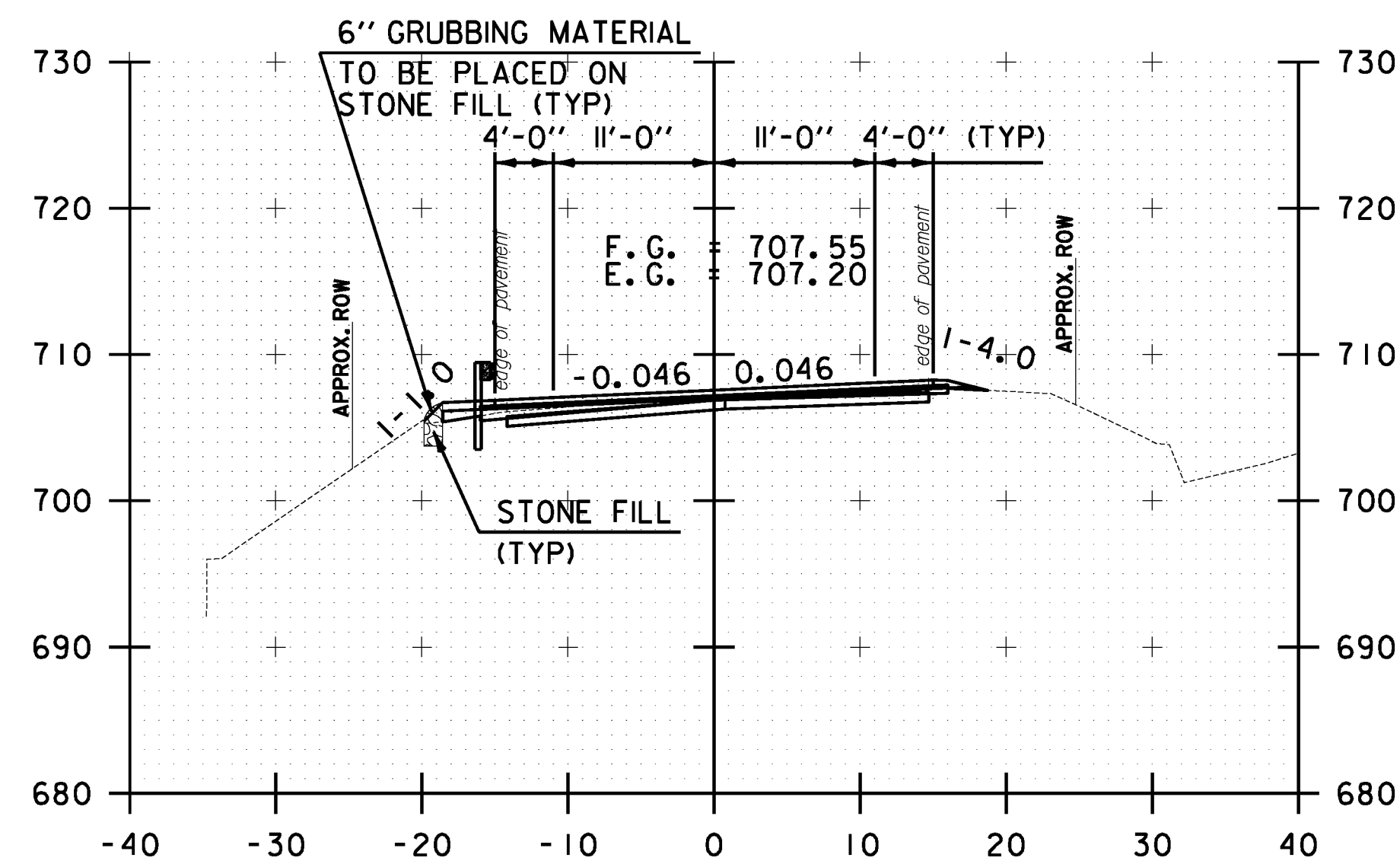
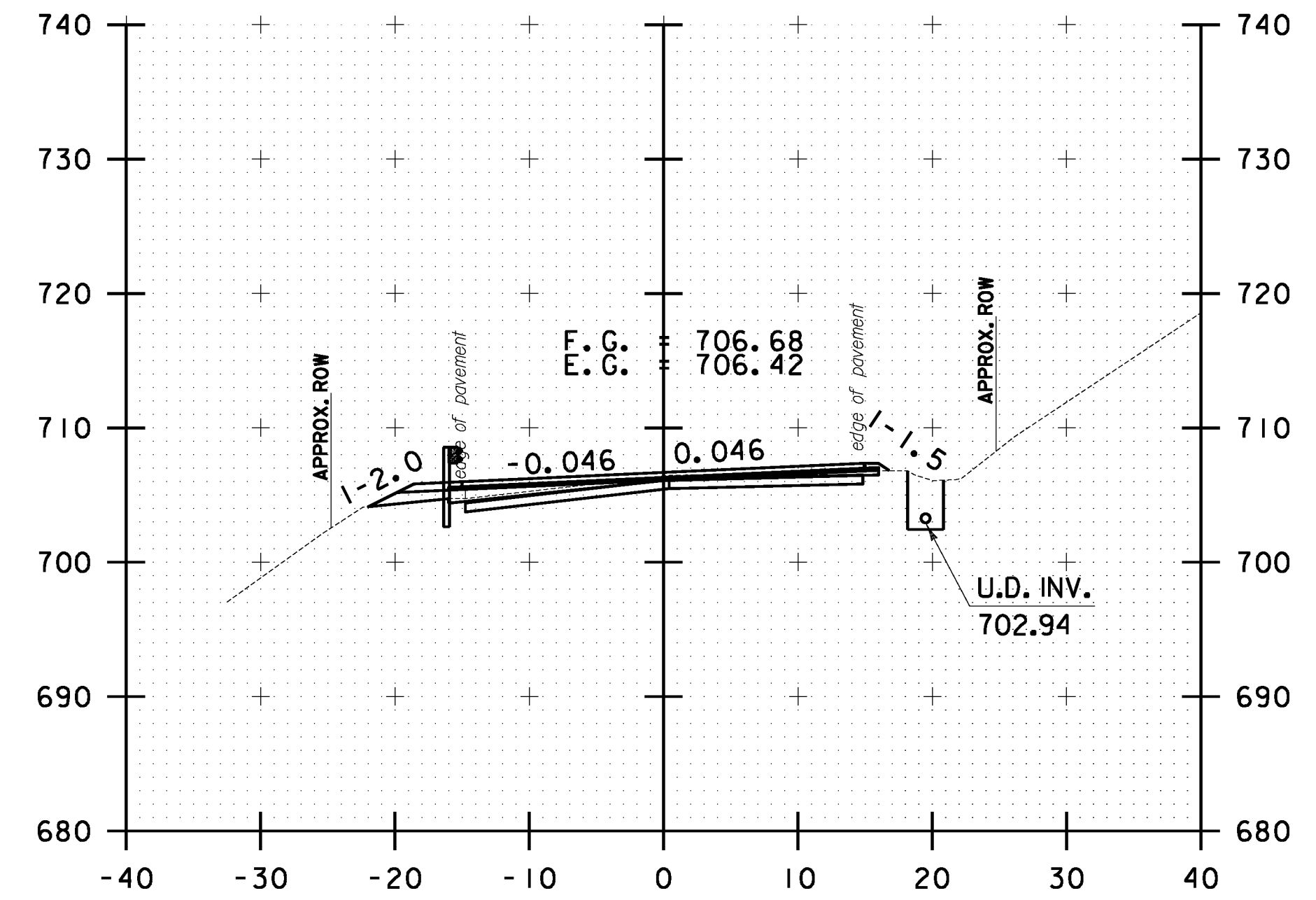
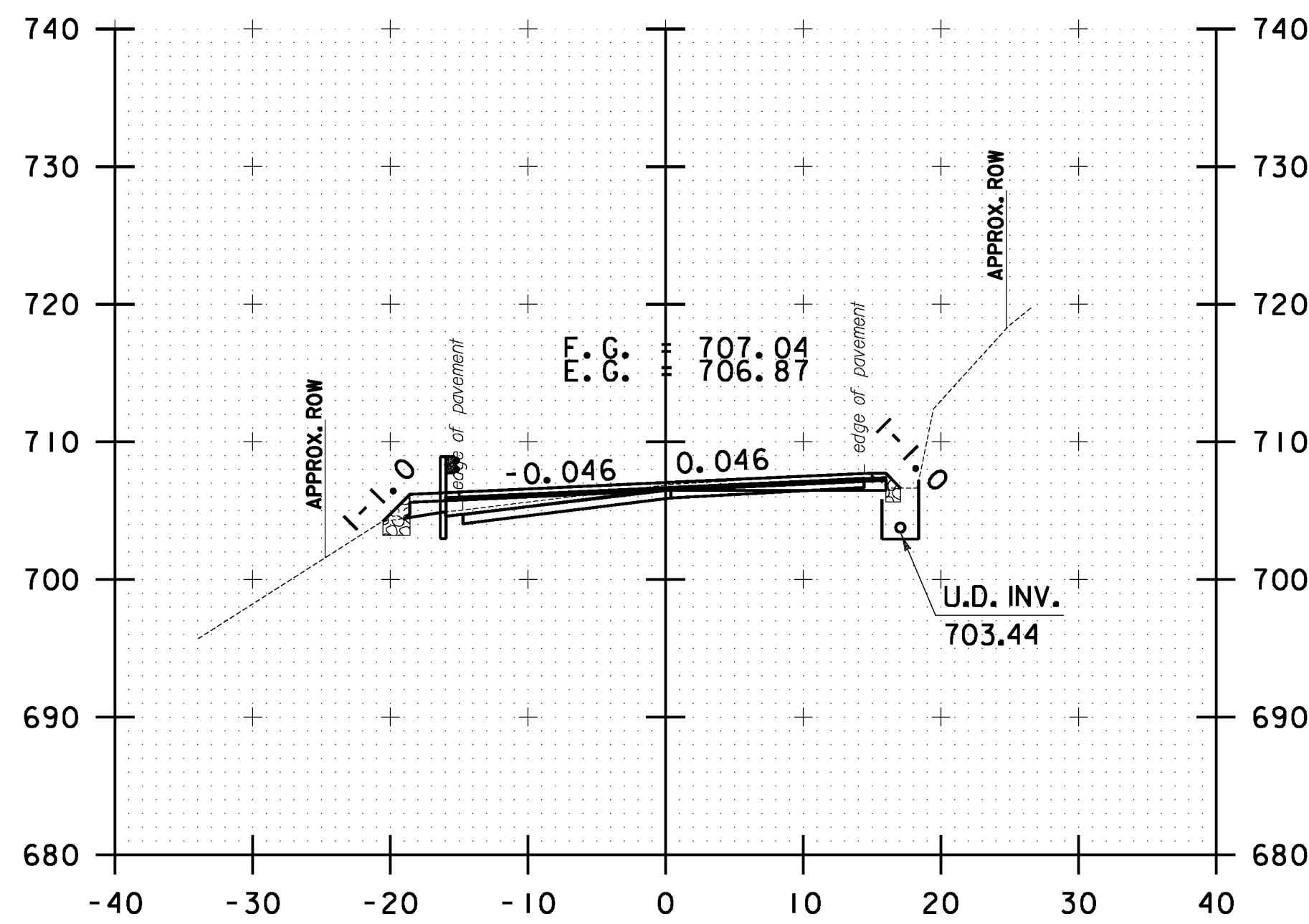
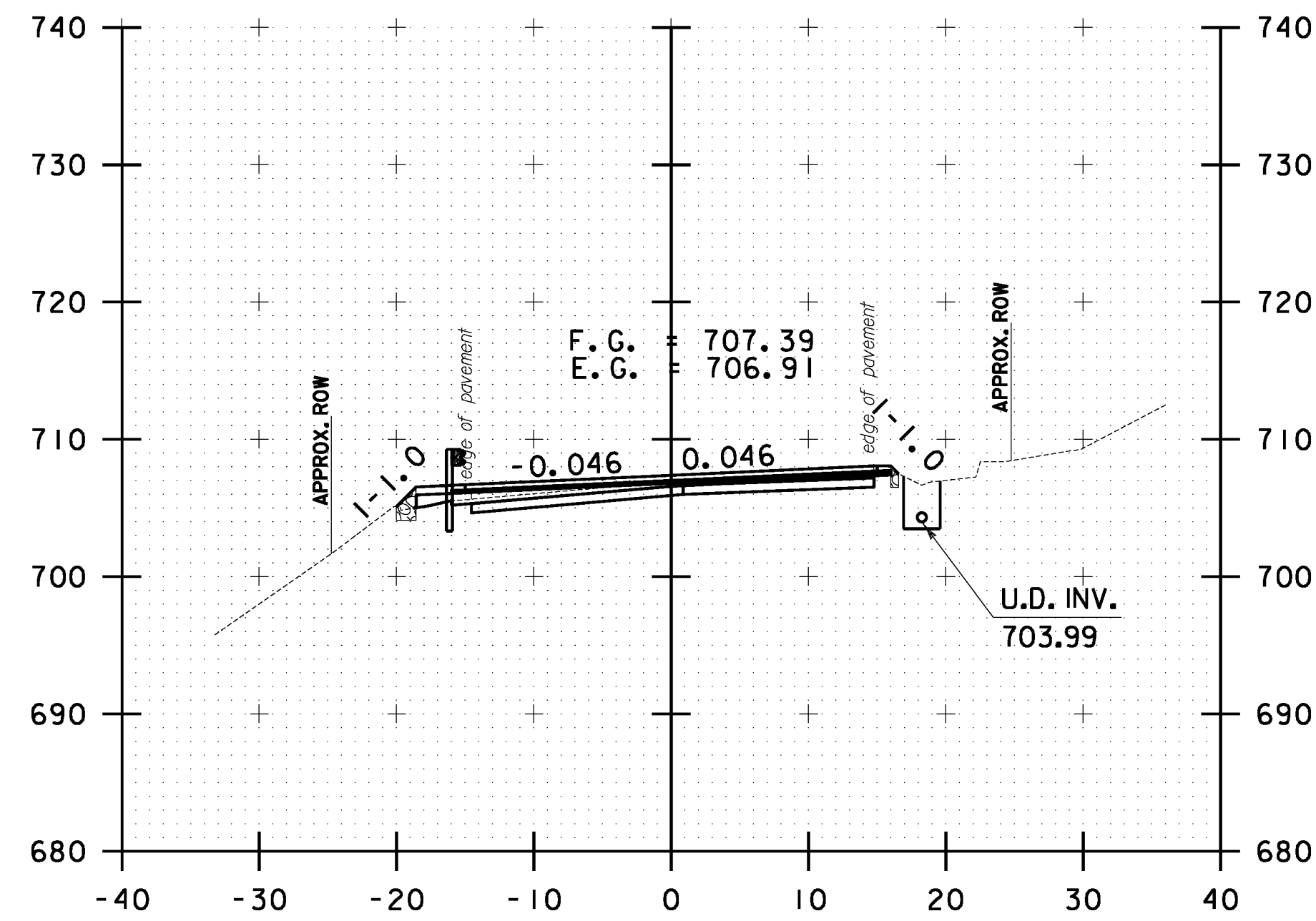
PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

CHECKED BY: J.P.S.

SHEET 247 OF 397

FILE NAME = \\P:\projects\ANY\K2\22425\CAOD\KSTN\10b214_stock_xc.dgn
DATE/TIME = 3/17/2014
USER = jslb



**STOCKBRIDGE
CROSS SECTION
SHEET #35**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_stock_xc.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214xs35.1

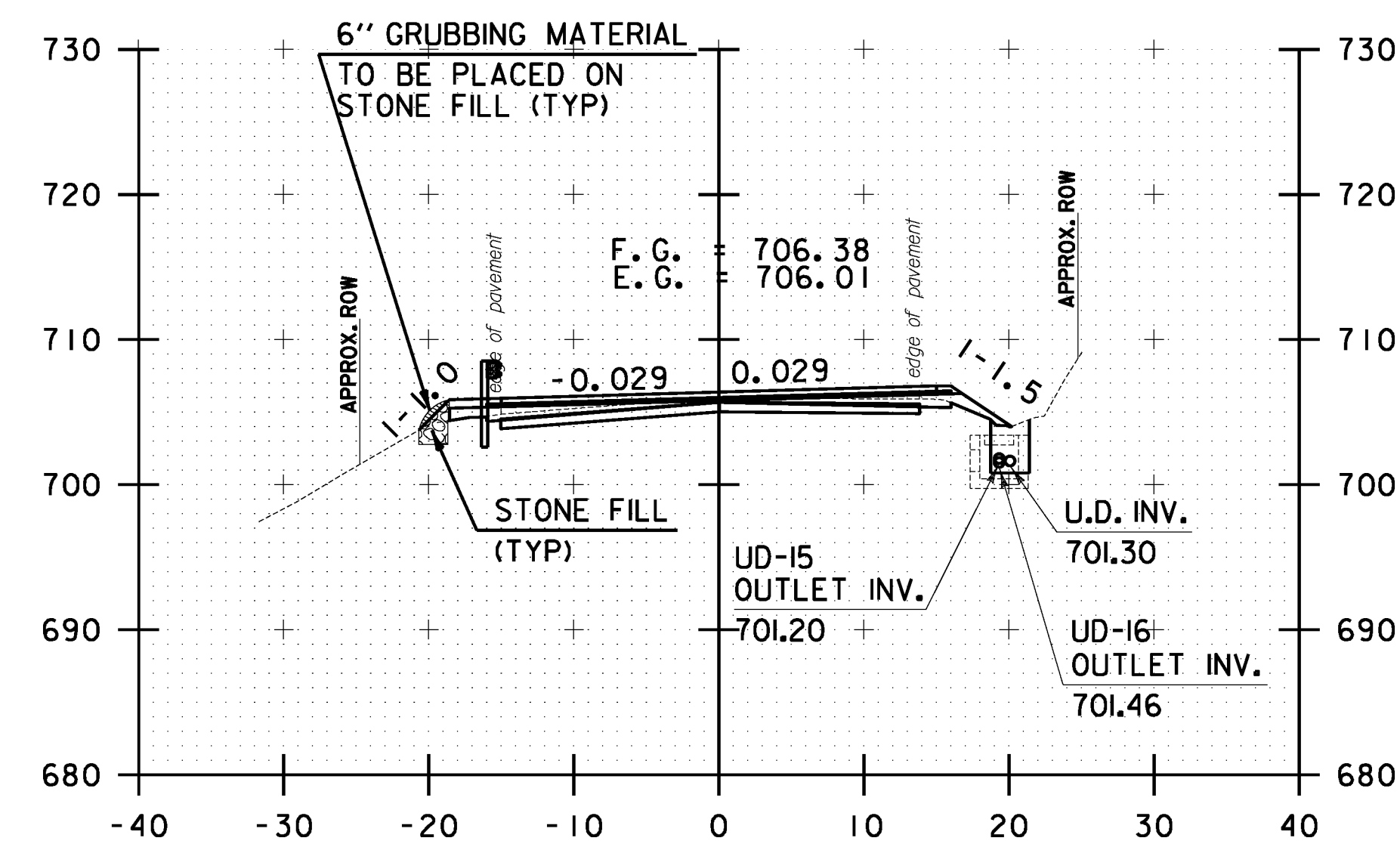
PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

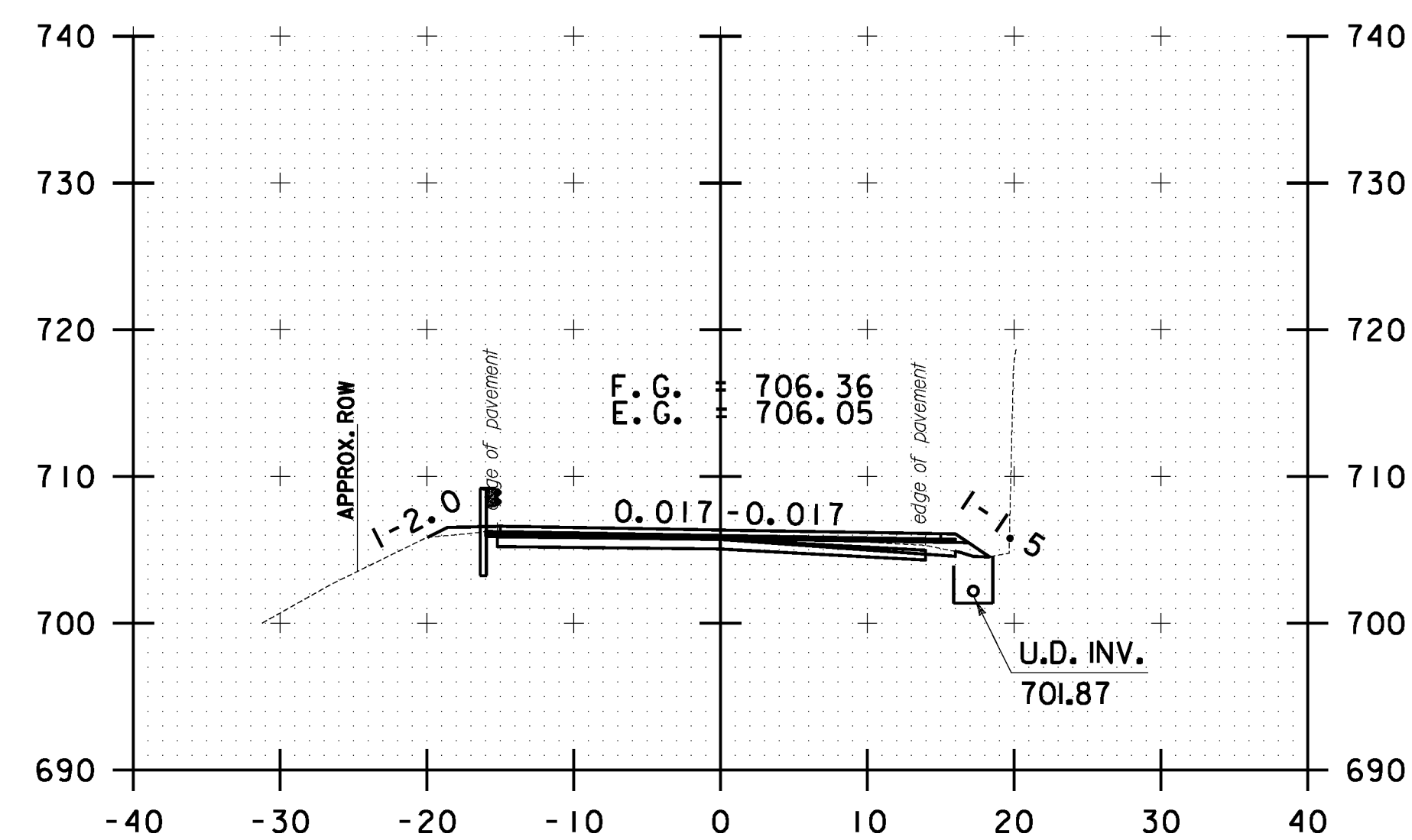
CHECKED BY: J.P.S.

SHEET 248 OF 397

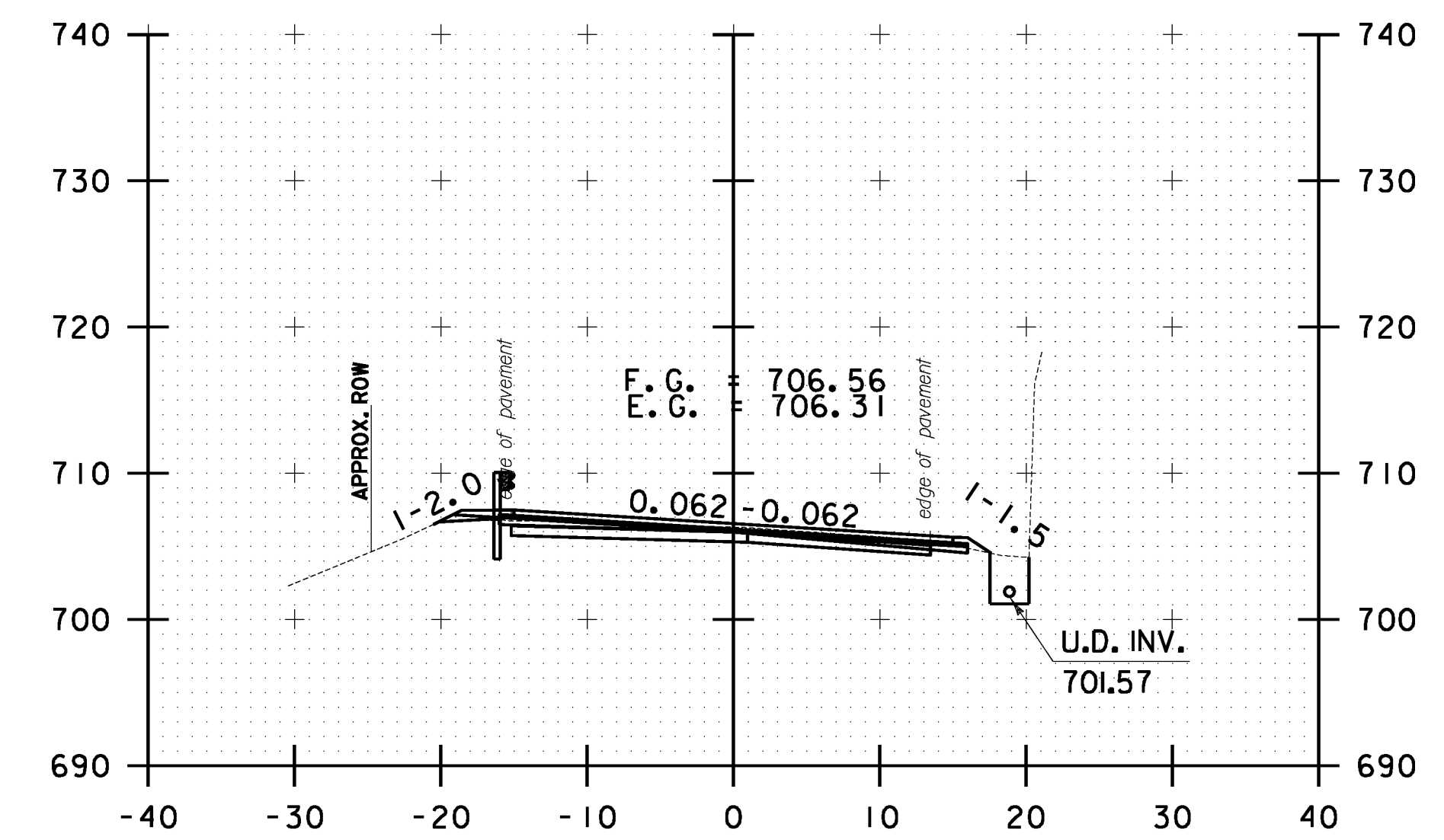
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SCALE IN FEET



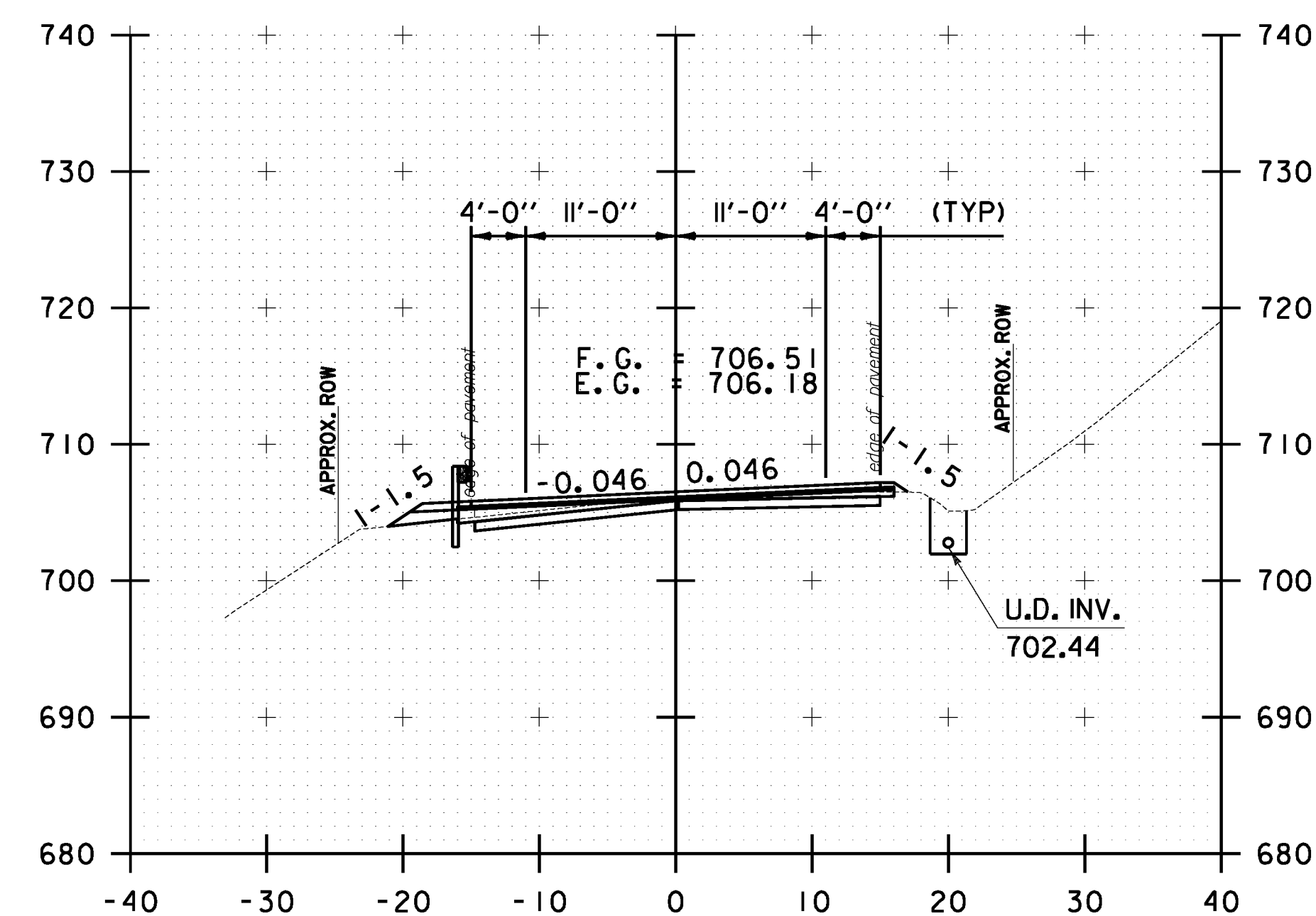
108+00.00



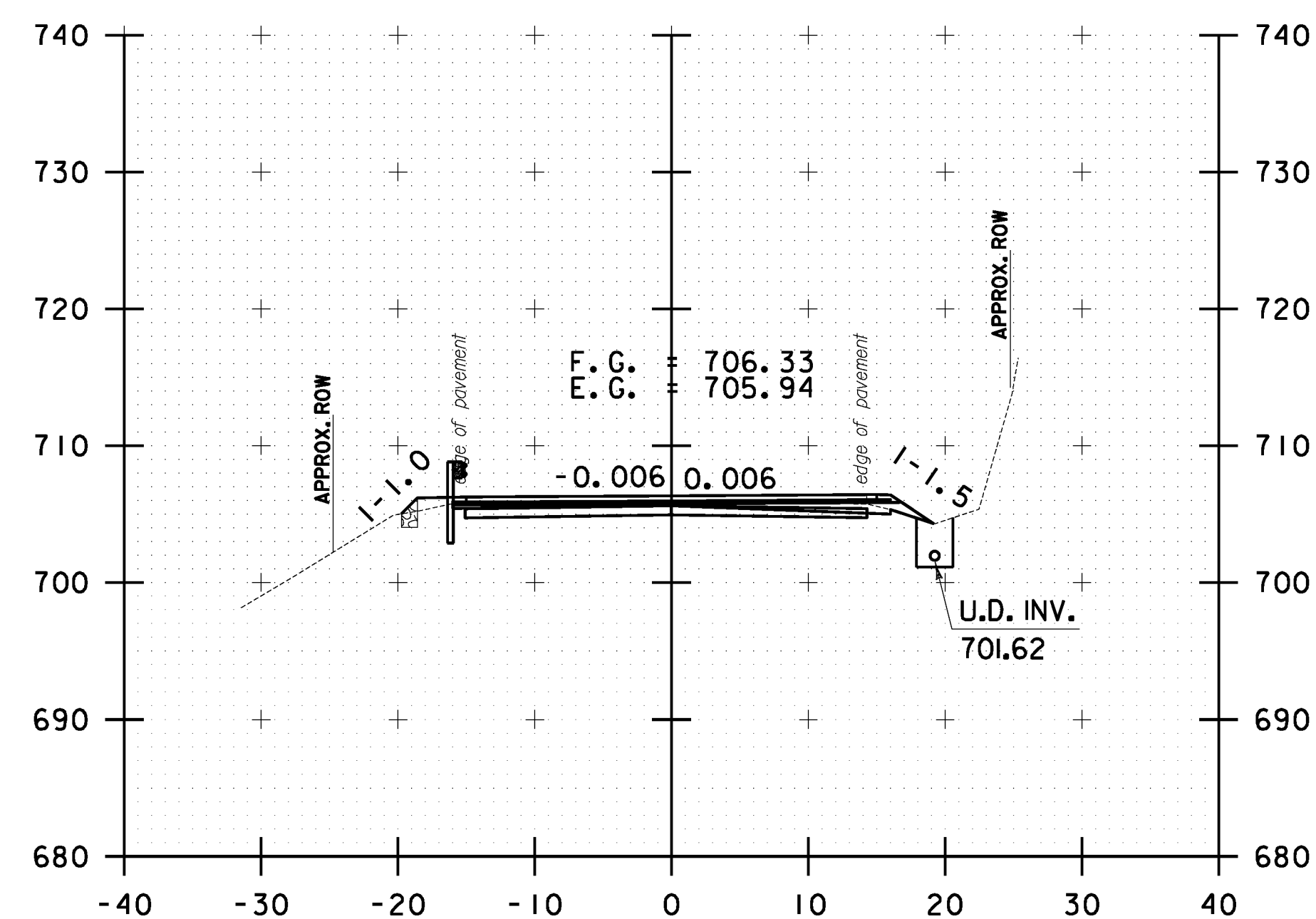
109+00.00



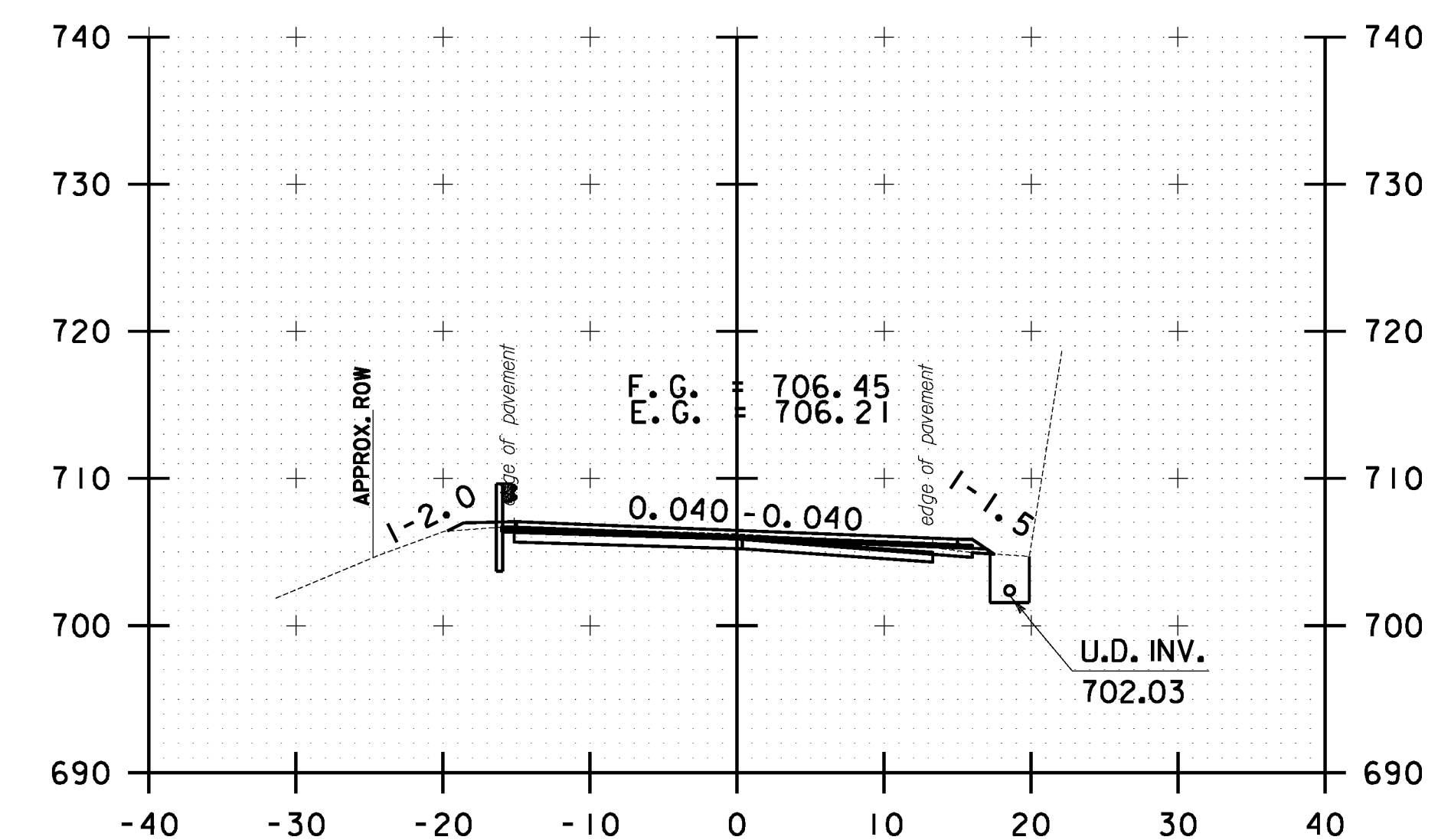
110+00.00



107+50.00



108+50.00



109+50.00



**STOCKBRIDGE
CROSS SECTION
SHEET #36**

PROJECT NAME:	STOCKBRIDGE-BETHEL
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PROJECT NUMBER: STP 2910(I)

FILE NAME: z10b214_stock_xc.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214xs36.i

PLOT DATE: 3/17/2014

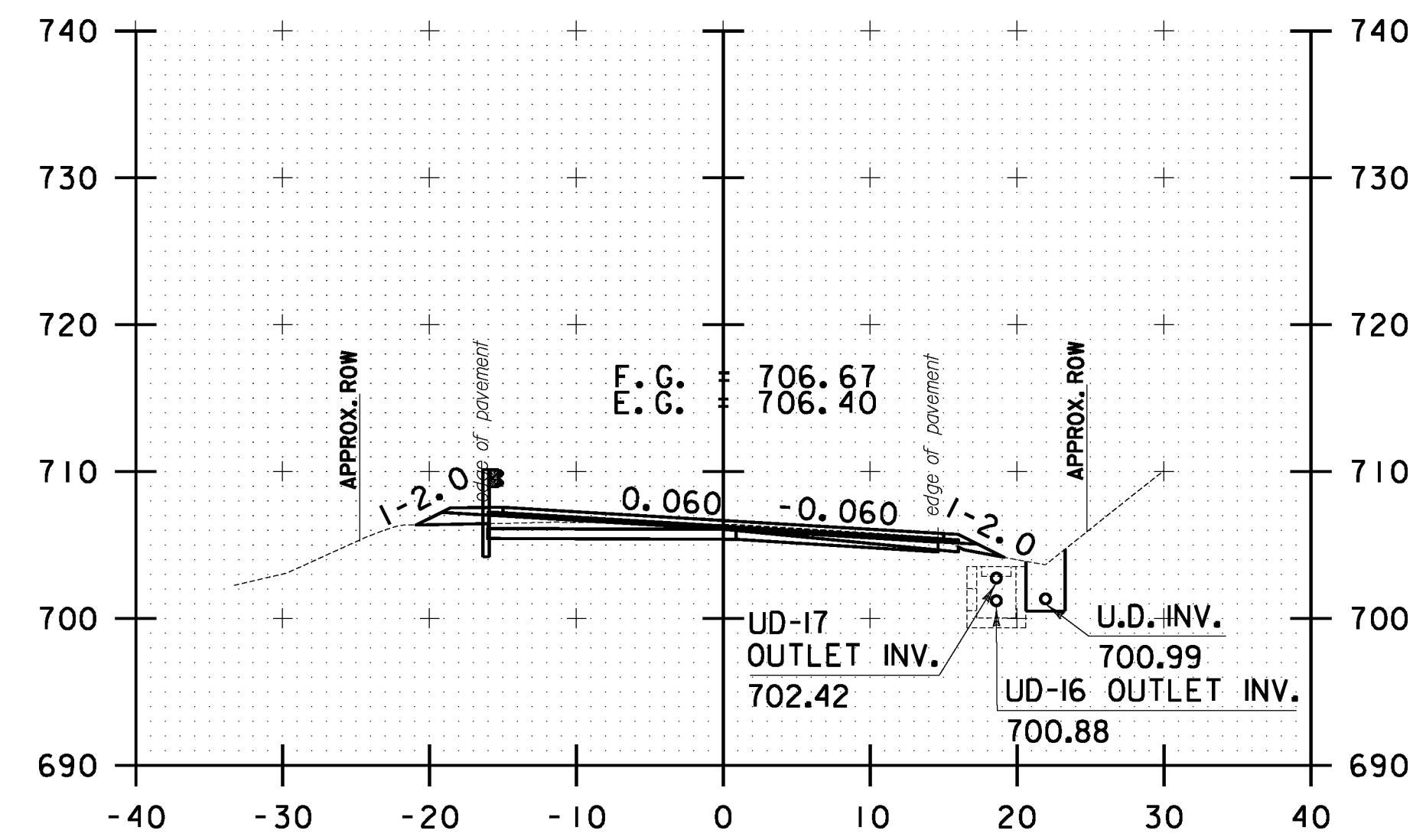
DRAWN BY: W.G.P.

CHECKED BY: J.P.S.

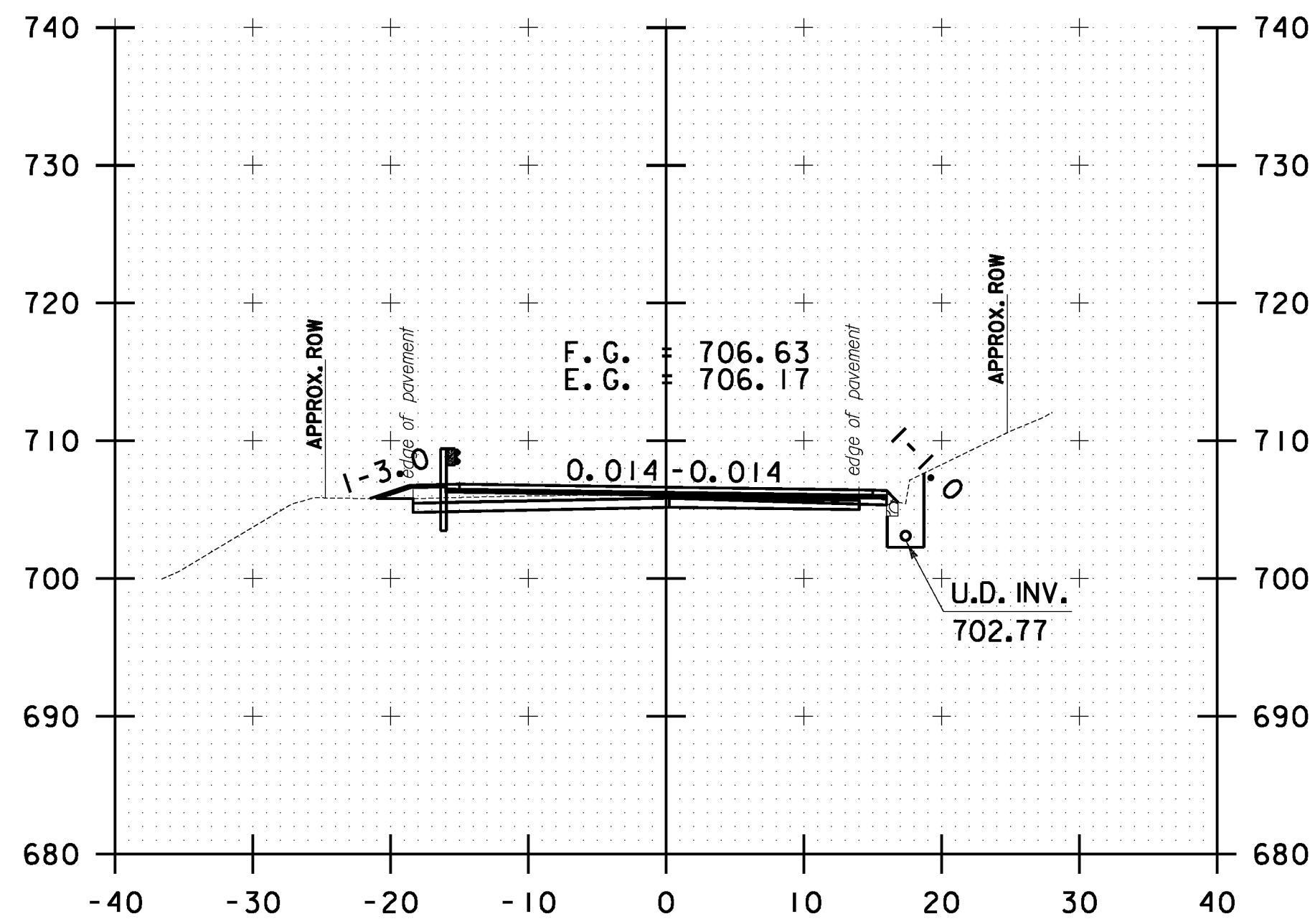
SHEET 249 OF 397

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FILE NAME = V:\Projects\ANY\K2\22426\CADD\*_MSTN\z10b214_*.stock_*.c.dgn
DATE/TIME = 3/17/2014
USER = 4916
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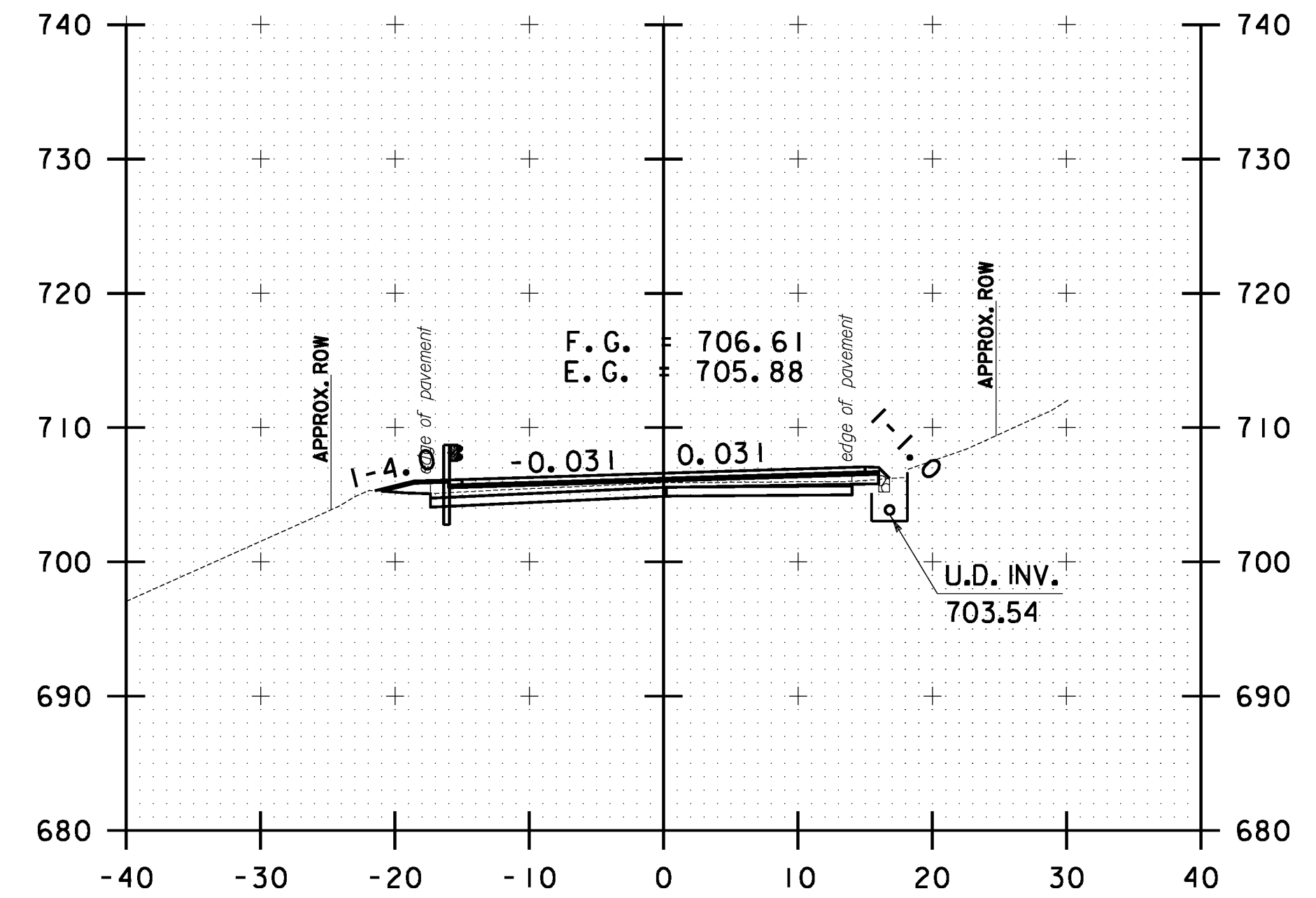

FILE NAME: \\P:\projects\ANY\K2\22425\CAOD\KSTIN\10b214_stock.xcdgn
DATE/TIME: 3/17/2014
USER: 4916



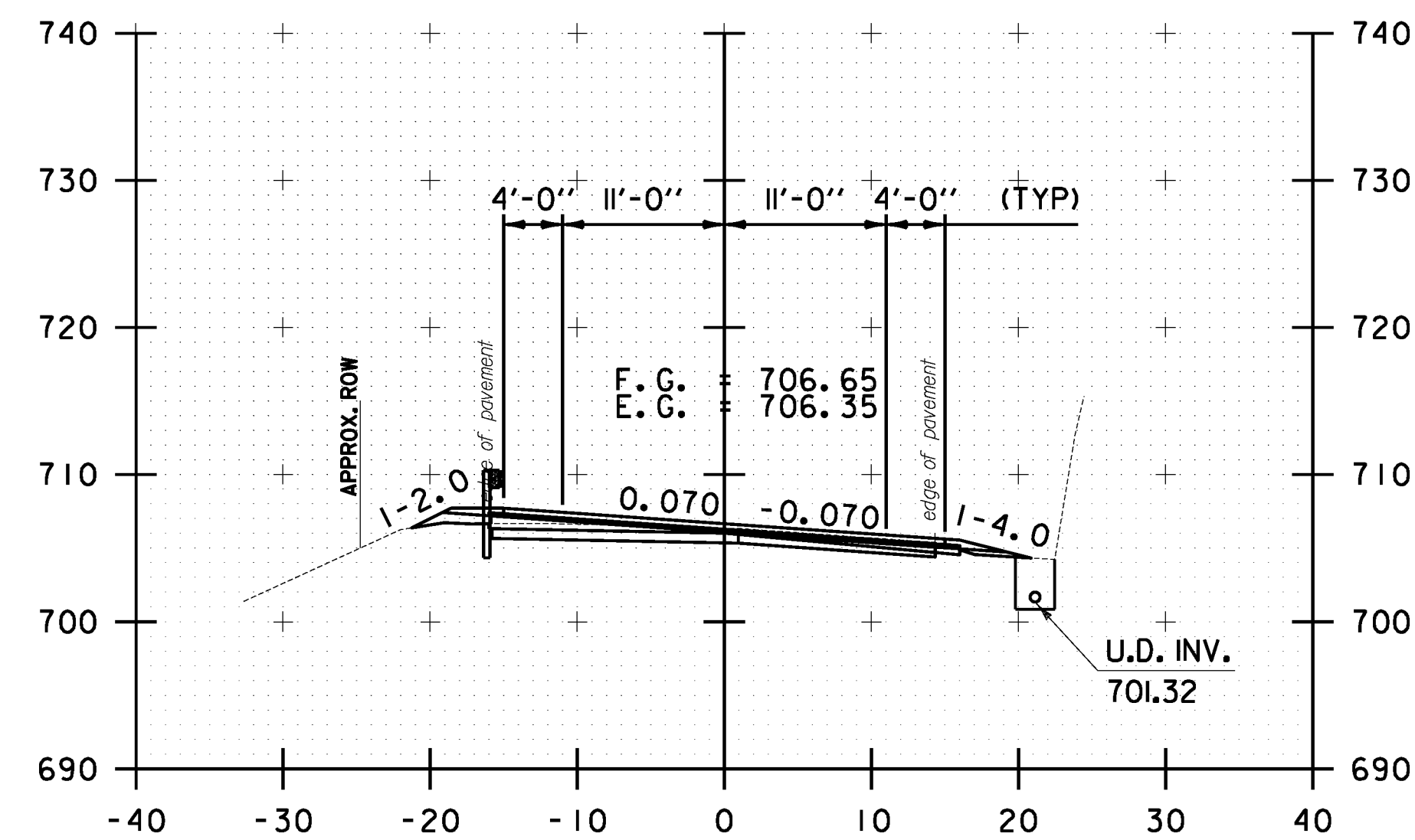
111+00.00



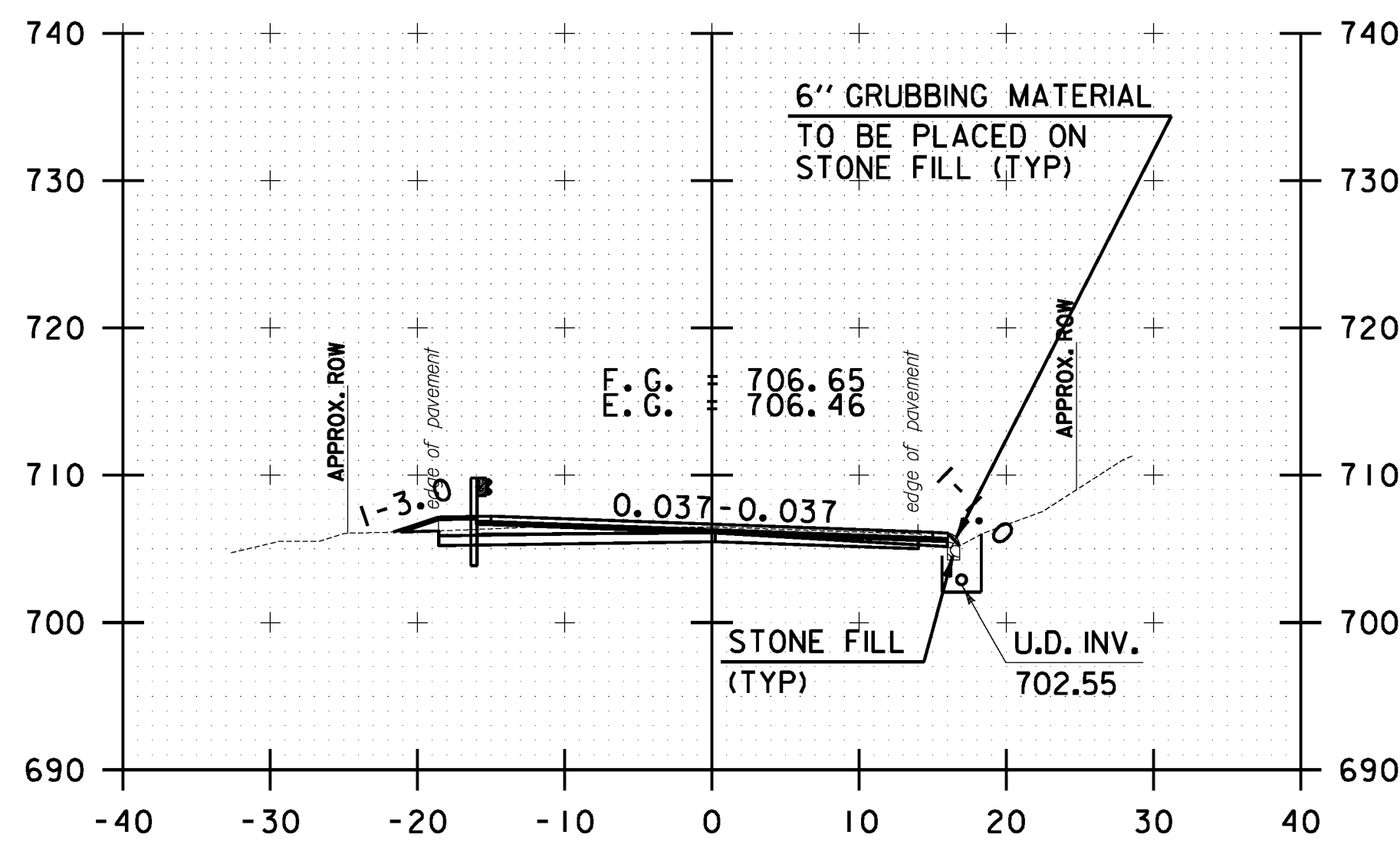
112+00.00



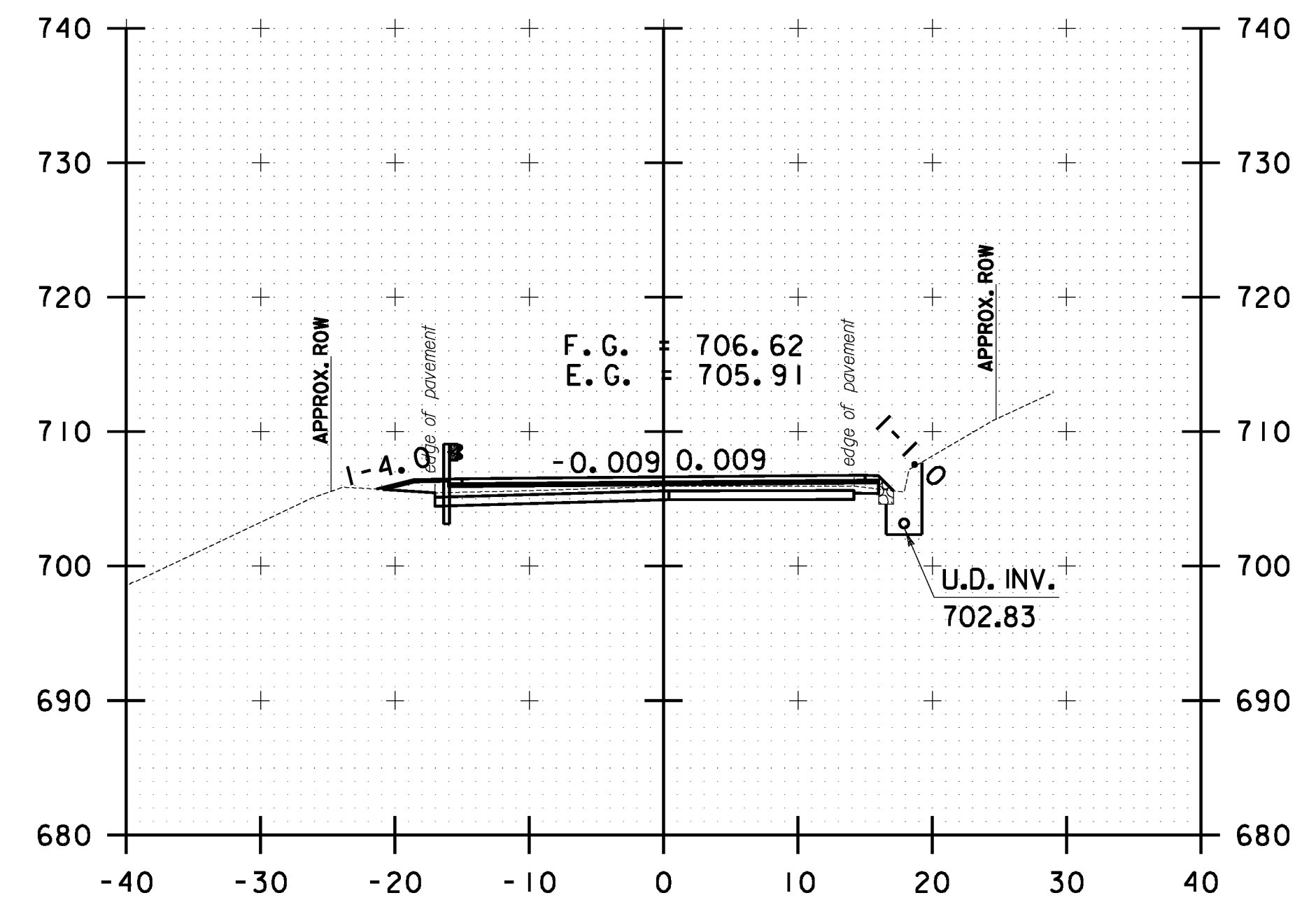
113+00.00



110+50.00



111+50.00



112+50.00

10 0 10
SCALE IN FEET

**STOCKBRIDGE
CROSS SECTION
SHEET #37**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_stock.xcdgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214xs37.1

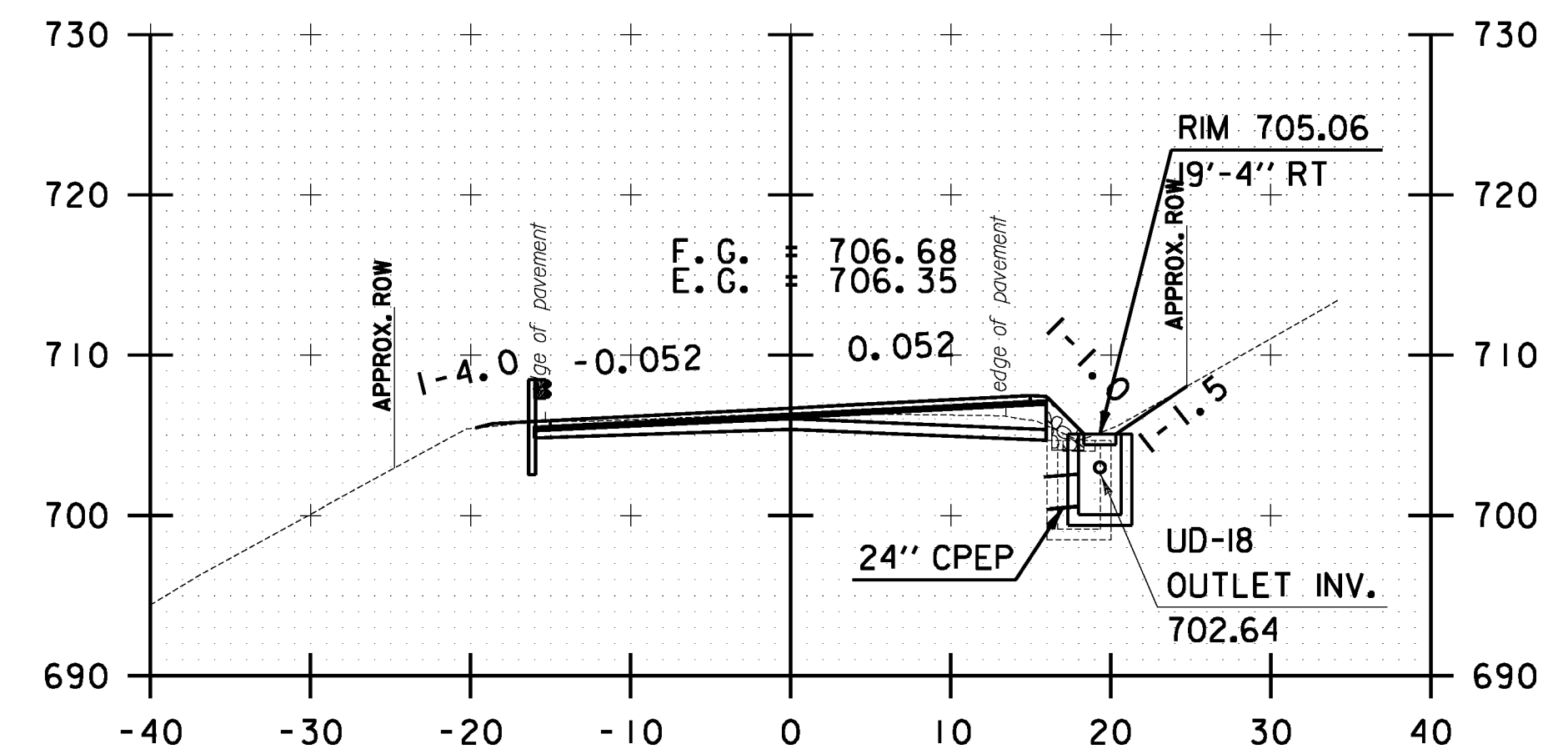
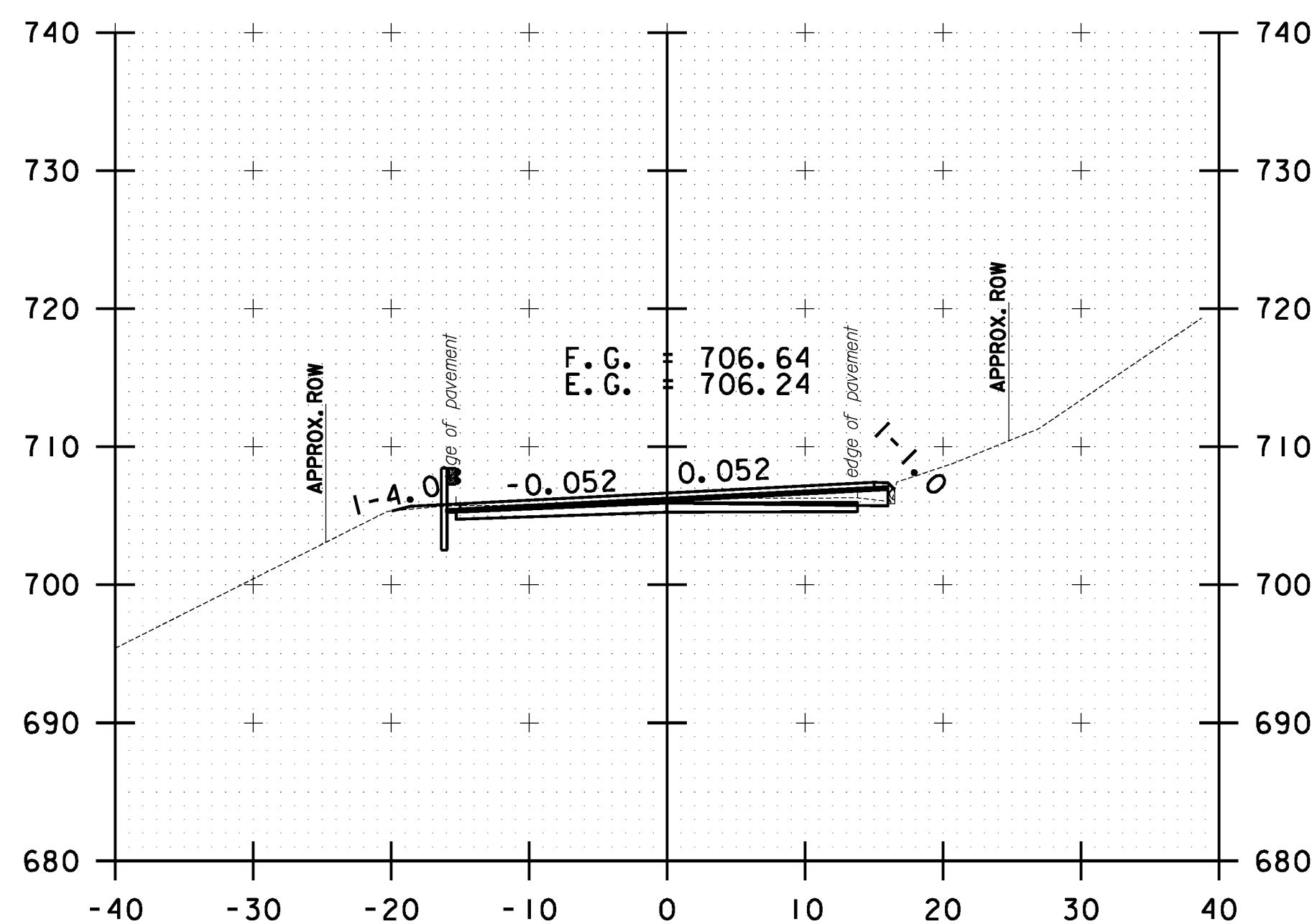
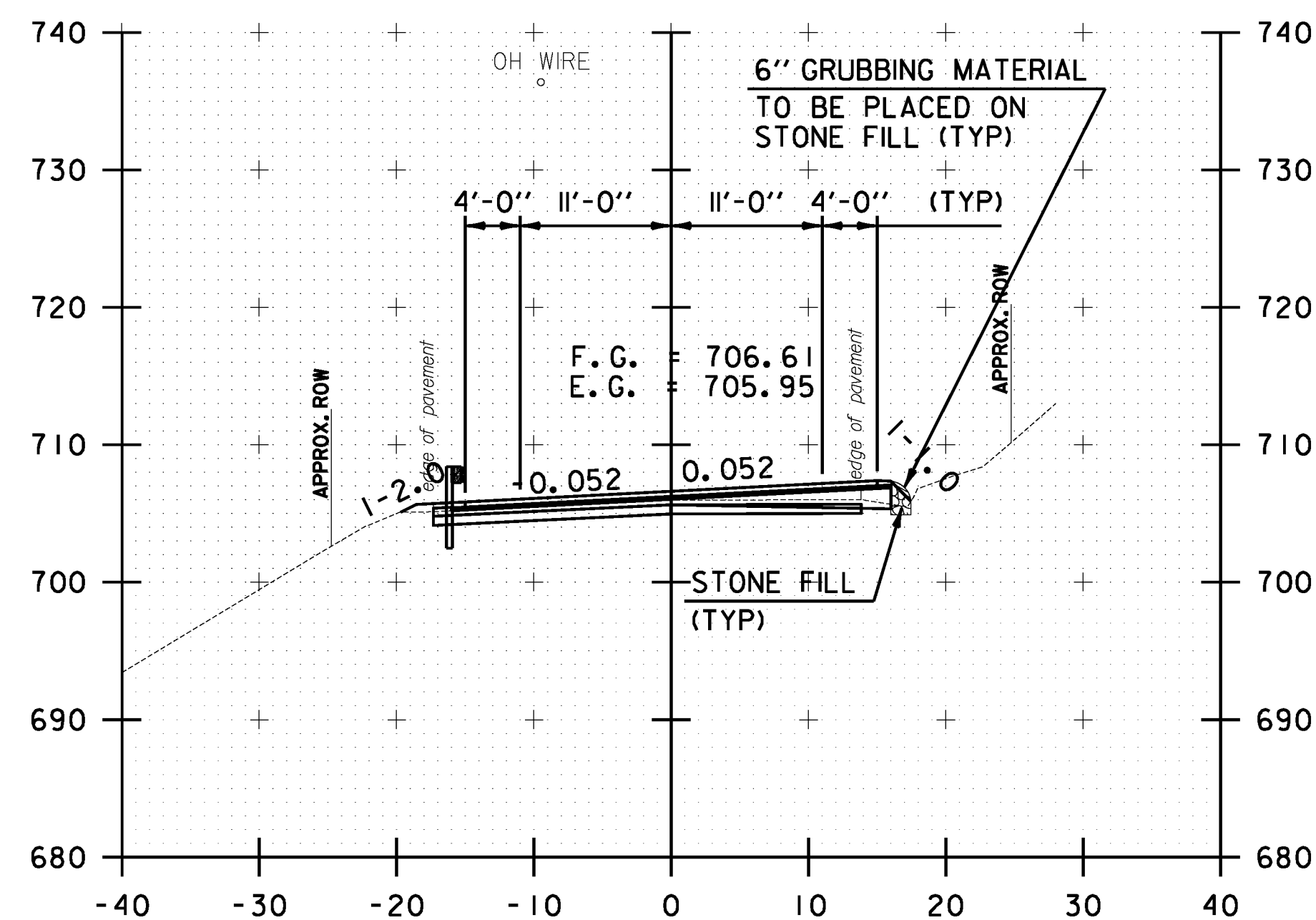
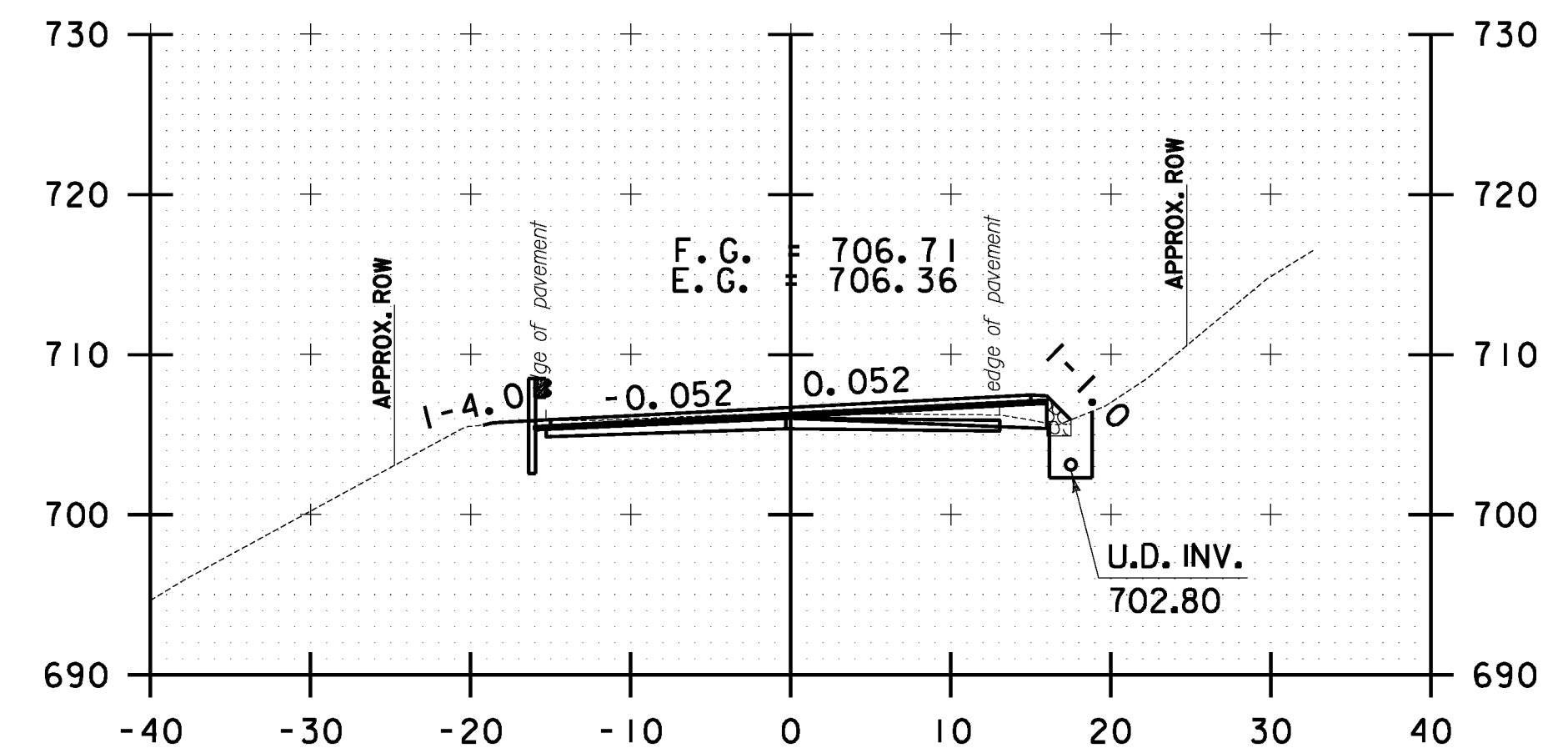
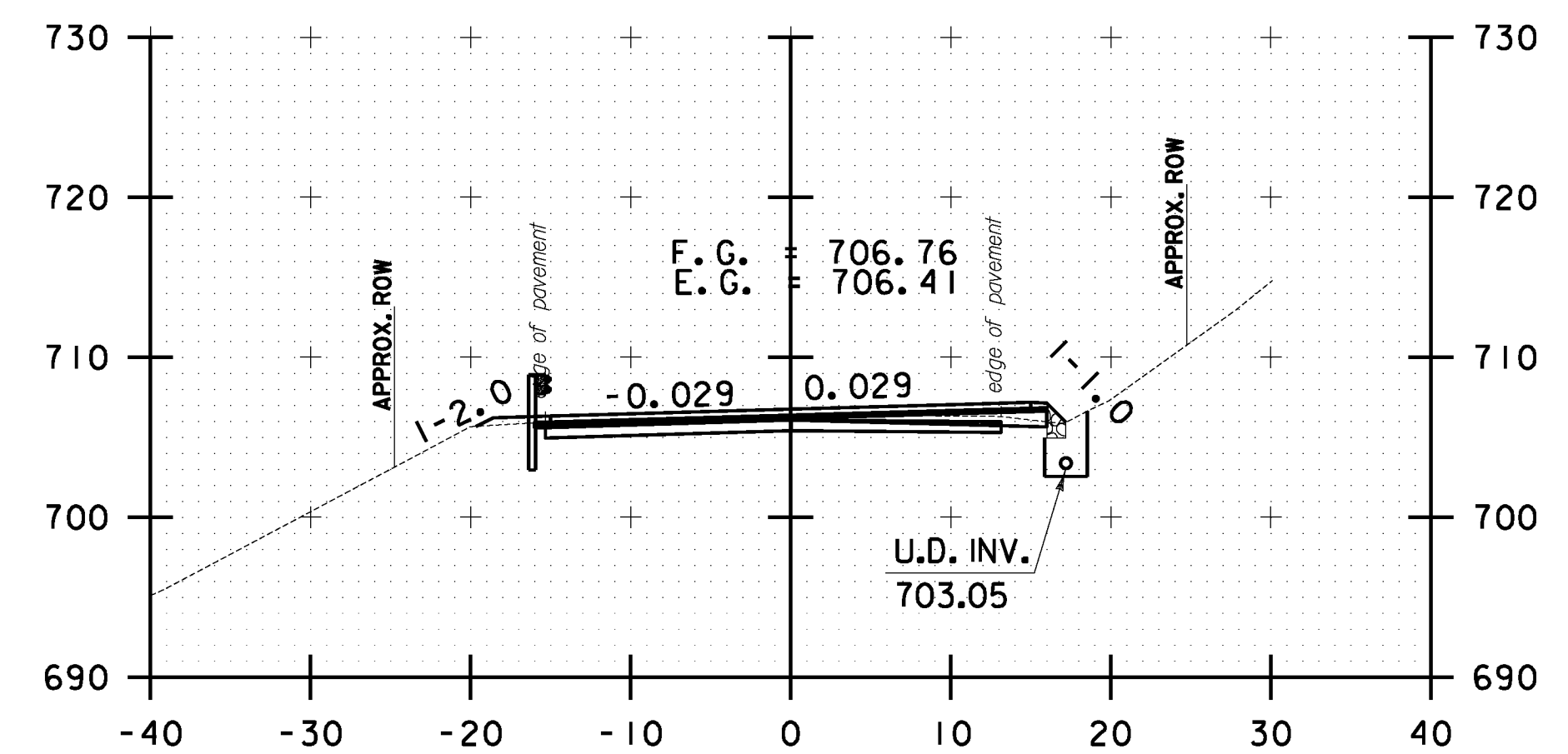
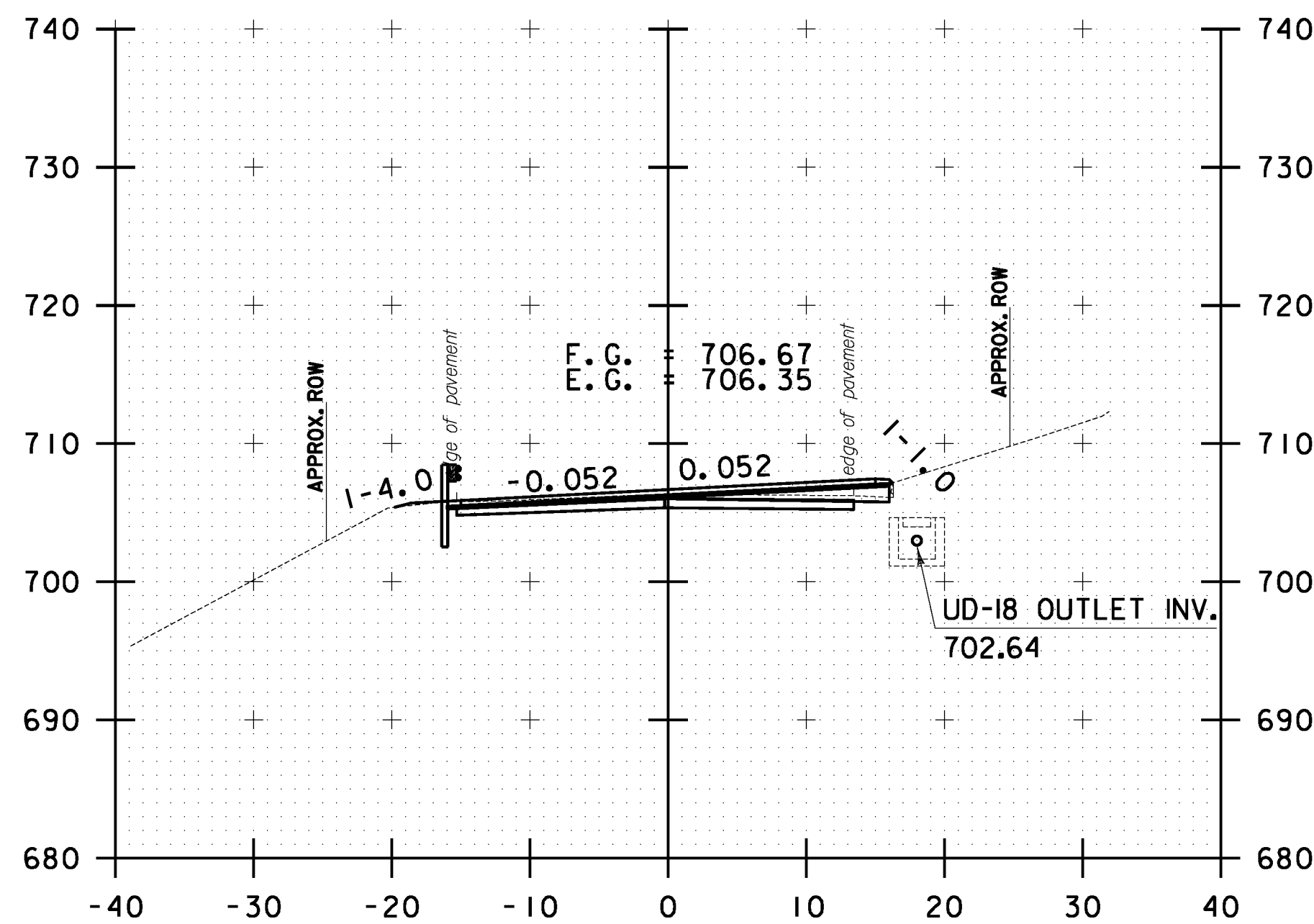
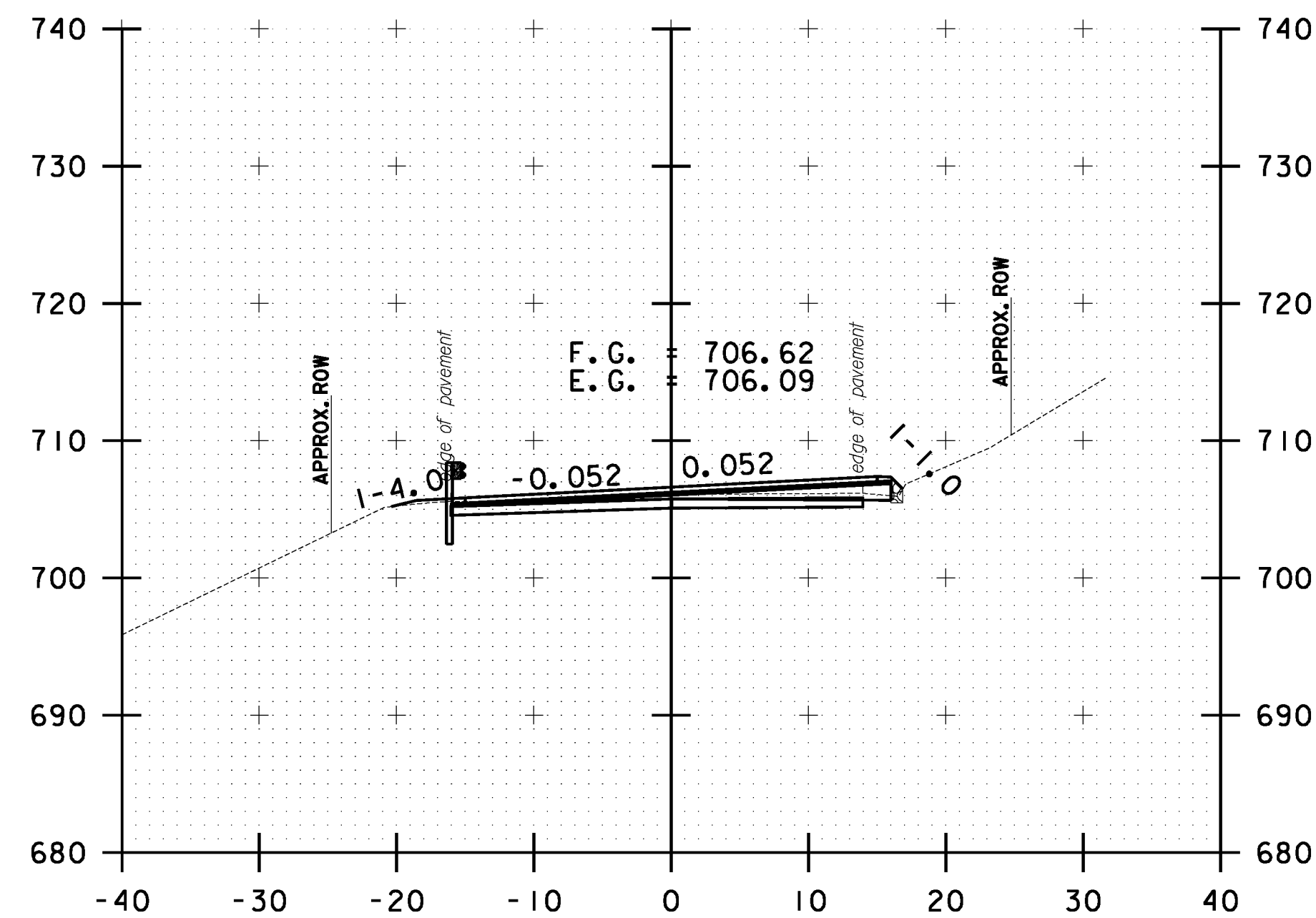
PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

CHECKED BY: J.P.S.

SHEET 250 OF 397

FILE NAME: \\P:\projects\ANY\K2\22\25\CAOD\KSTN\10b214_stock_xc.dgn
DATE/TIME: 3/17/2014
USER: 4916



10 0 10
SCALE IN FEET

**STOCKBRIDGE
CROSS SECTION
SHEET #38**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_stock_xc.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214xs38.i

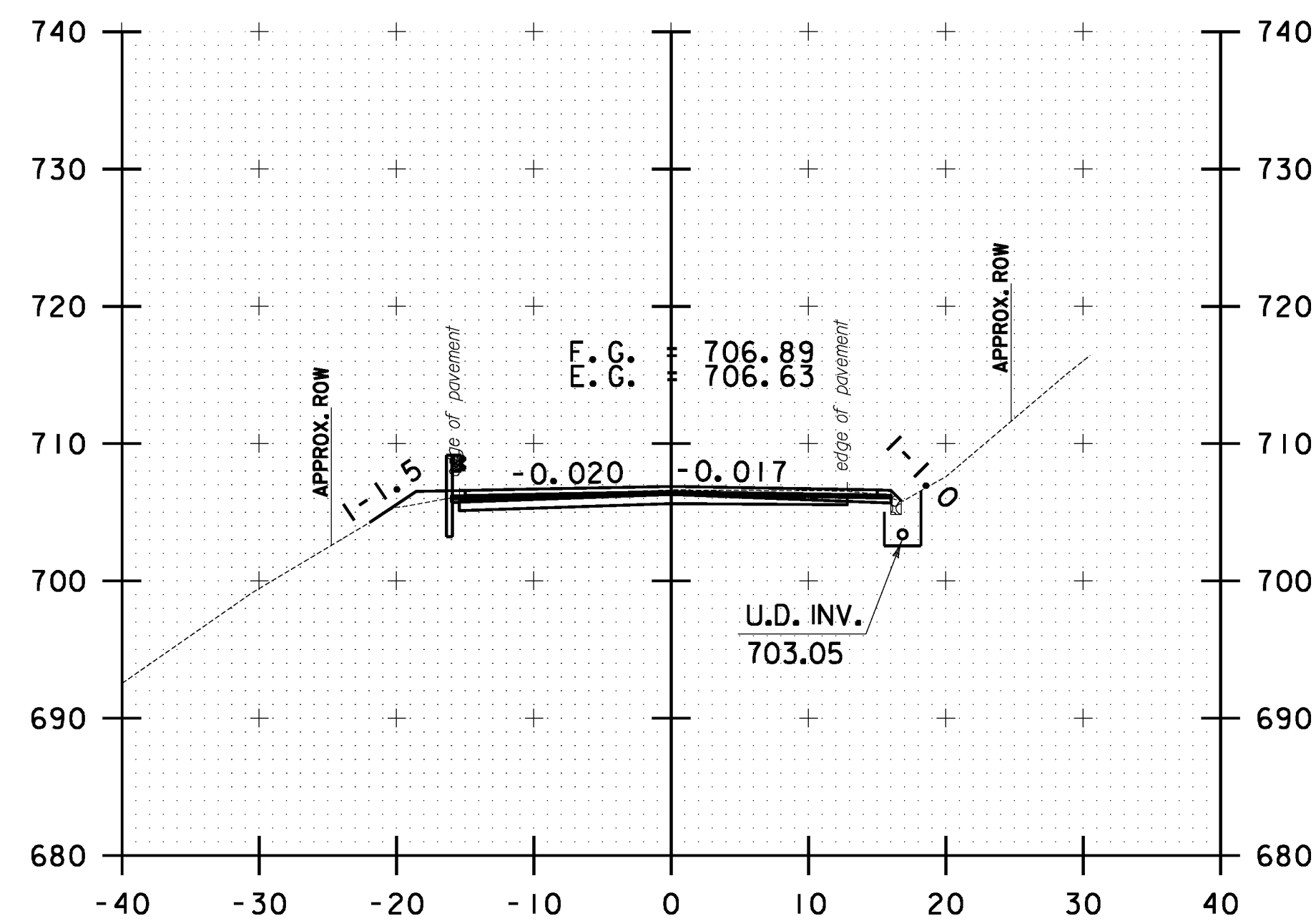
PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

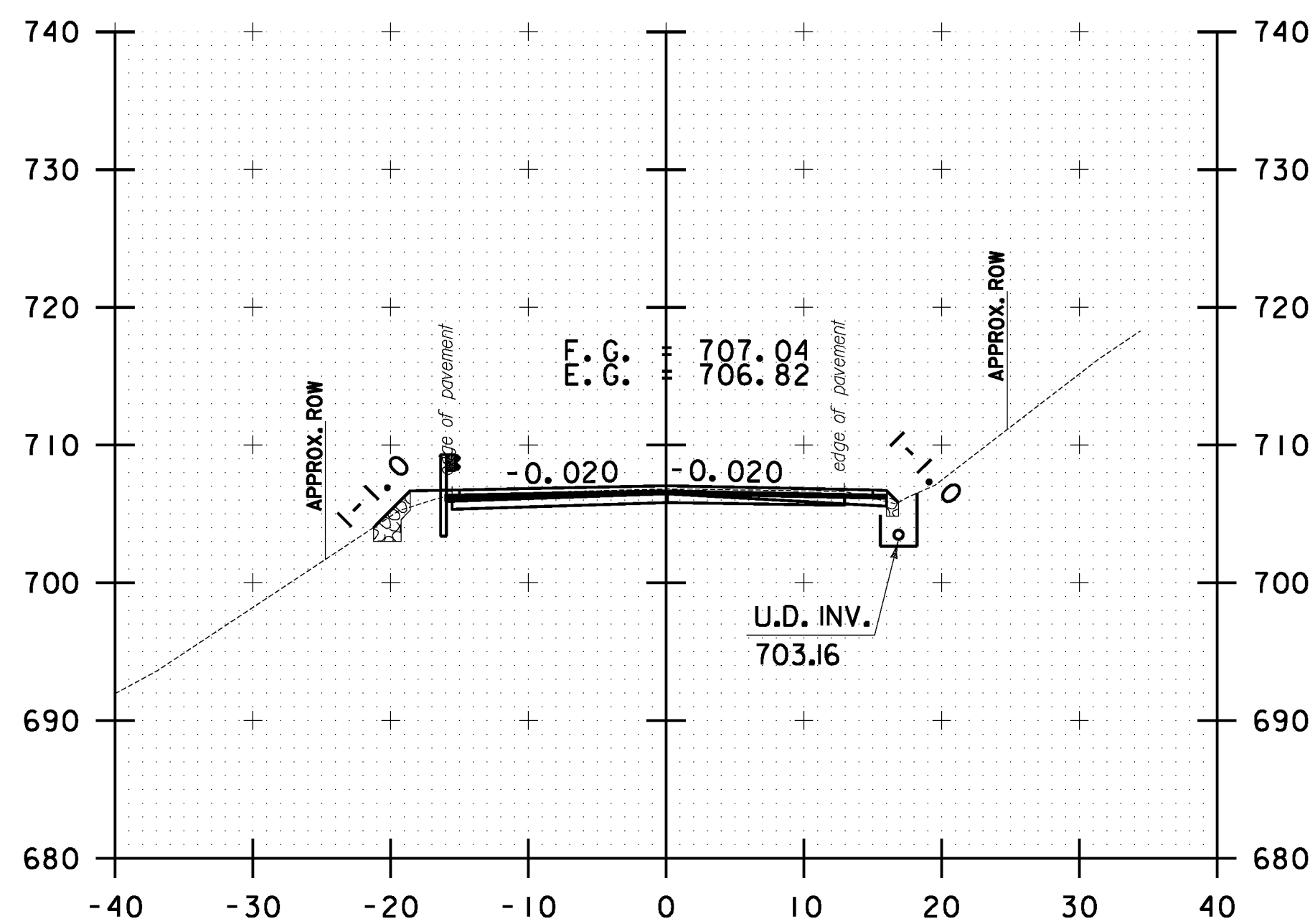
CHECKED BY: J.P.S.

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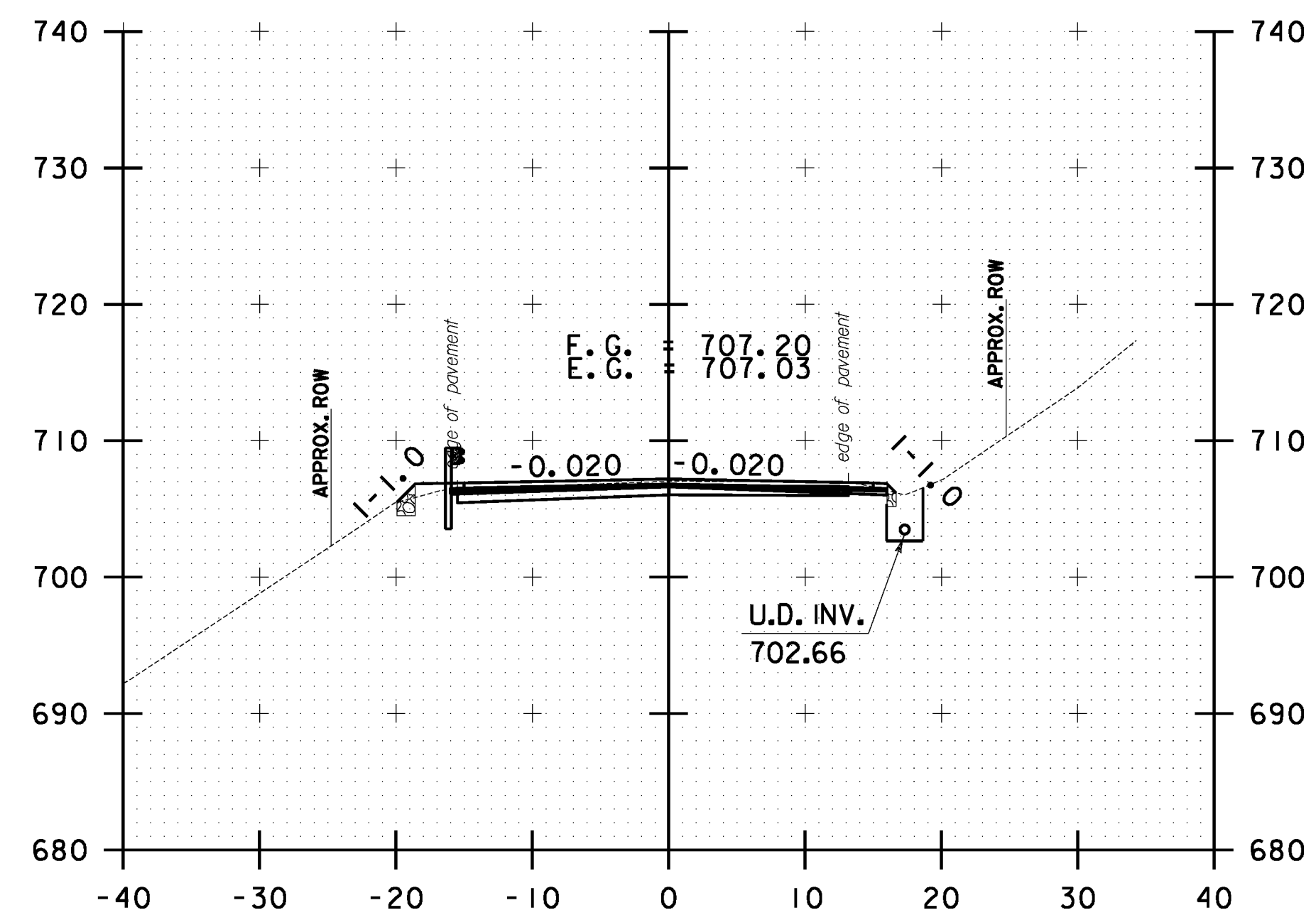
FILE NAME: \\P:\projects\ANY\K2\22\25\CAOD\KSTN\10b214_stock_xc.dgn
DATE/TIME: 3/17/2014
USER: jsl



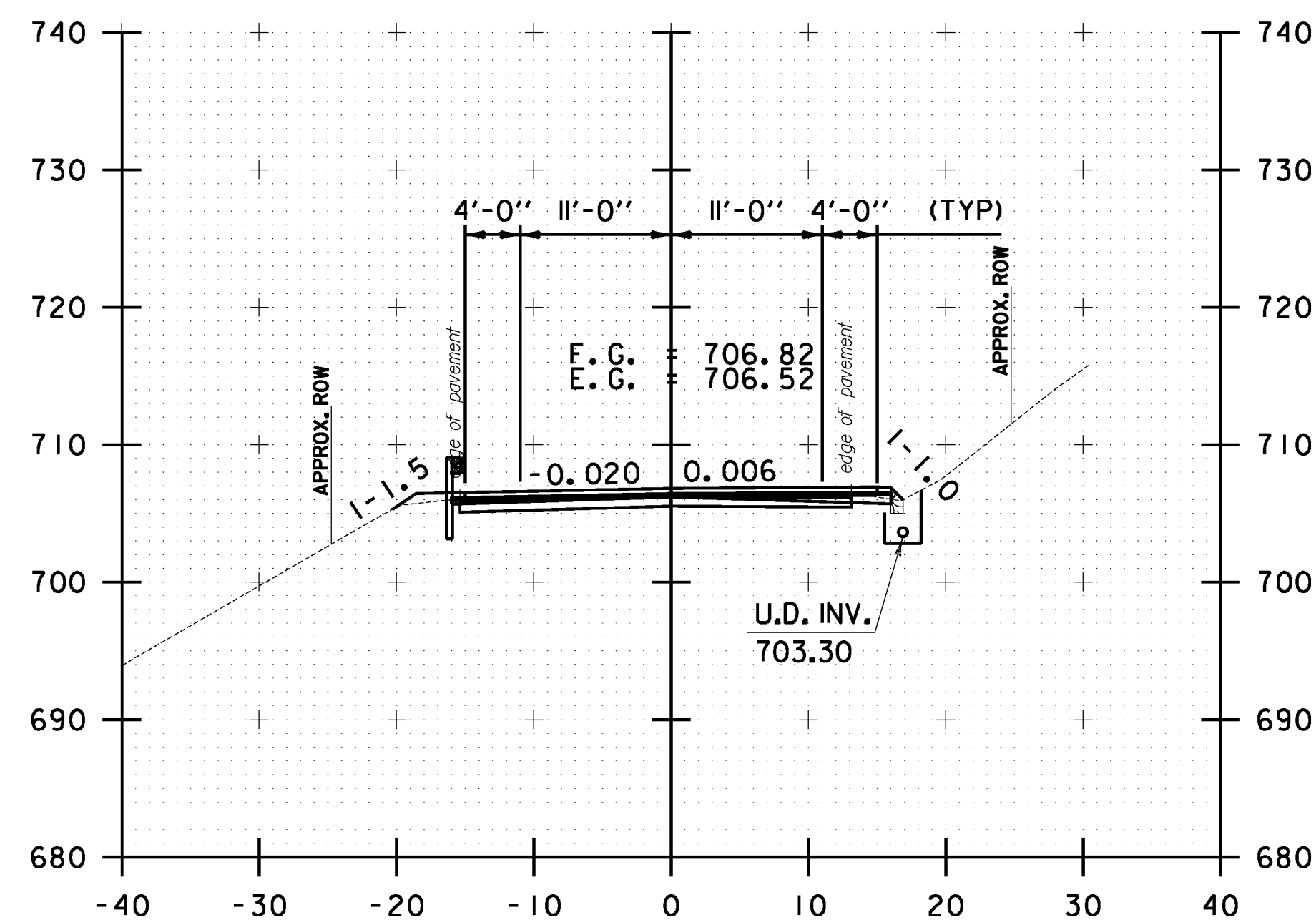
117+00.00



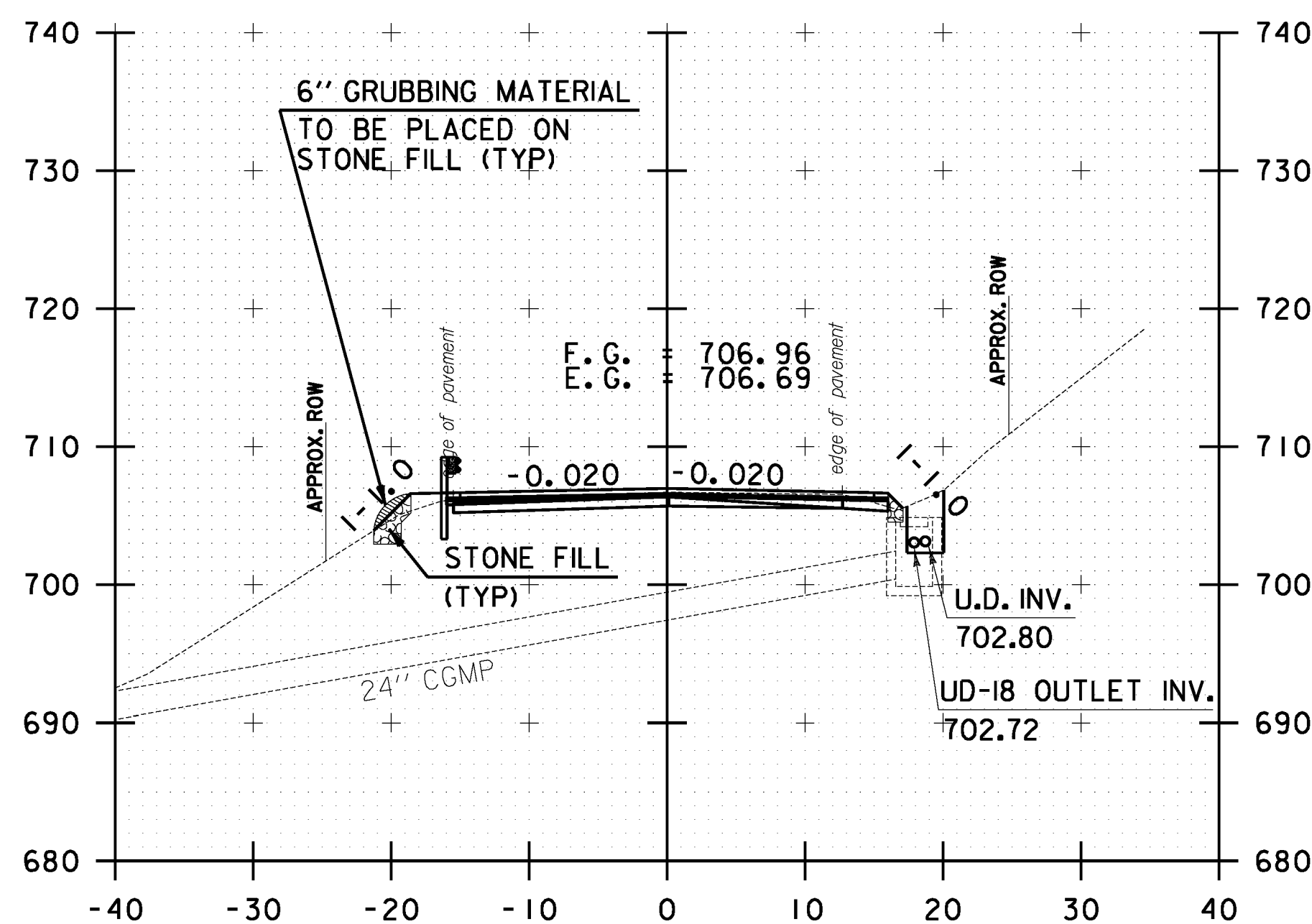
118+00.00



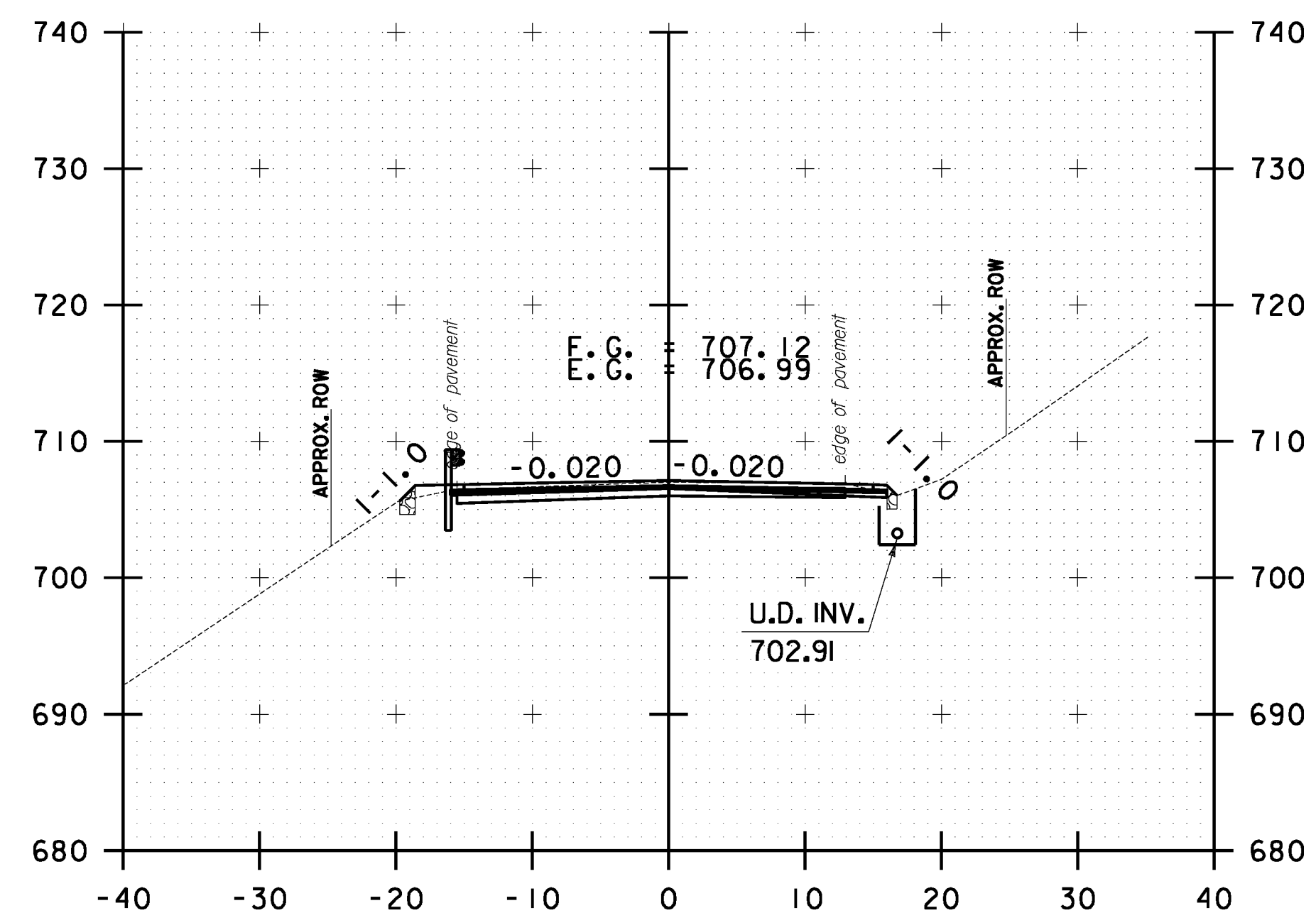
119+00.00



116+50.00



117+50.00



118+50.00

10 0 10
SCALE IN FEET

**STOCKBRIDGE
CROSS SECTION
SHEET #39**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_stock_xc.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

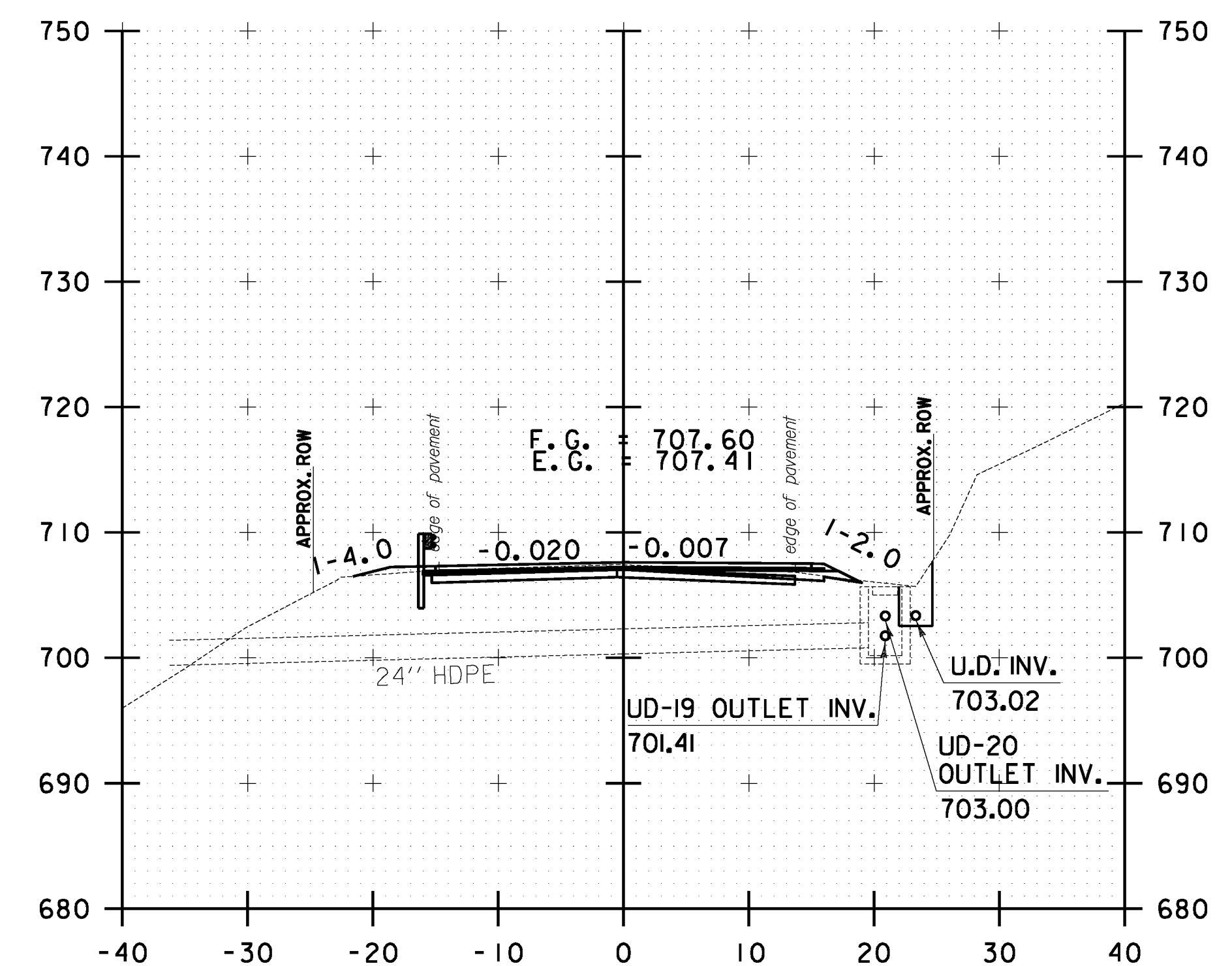
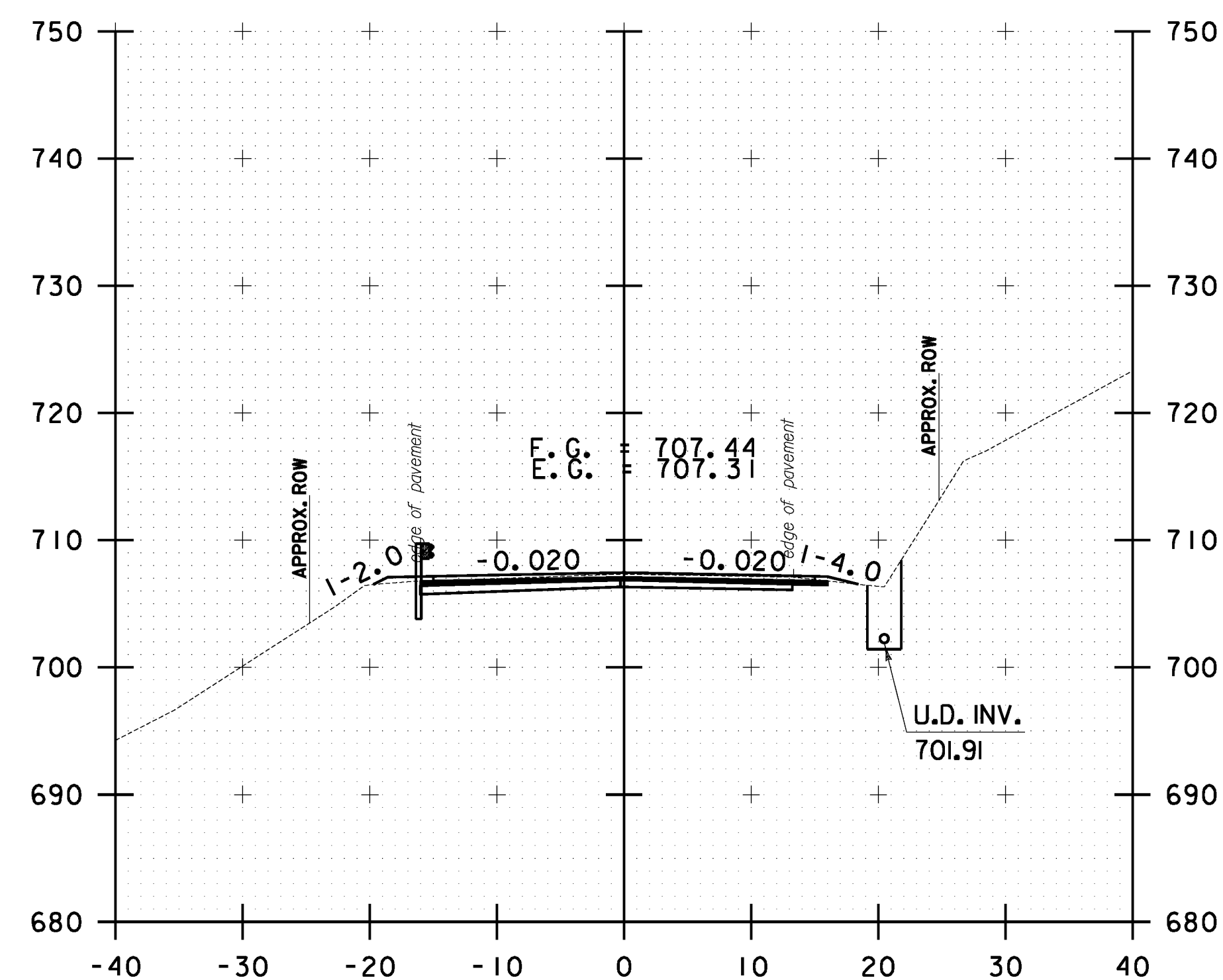
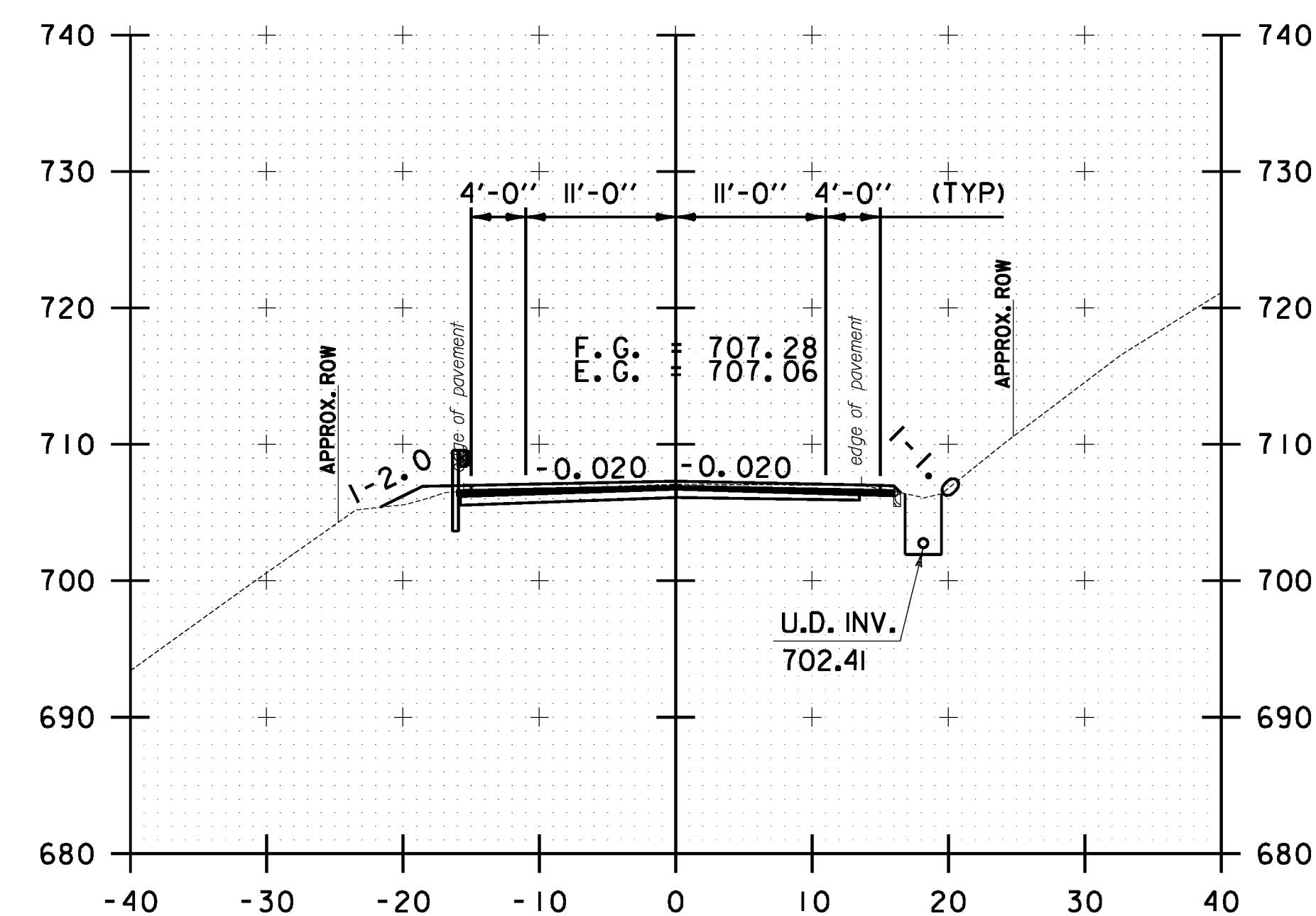
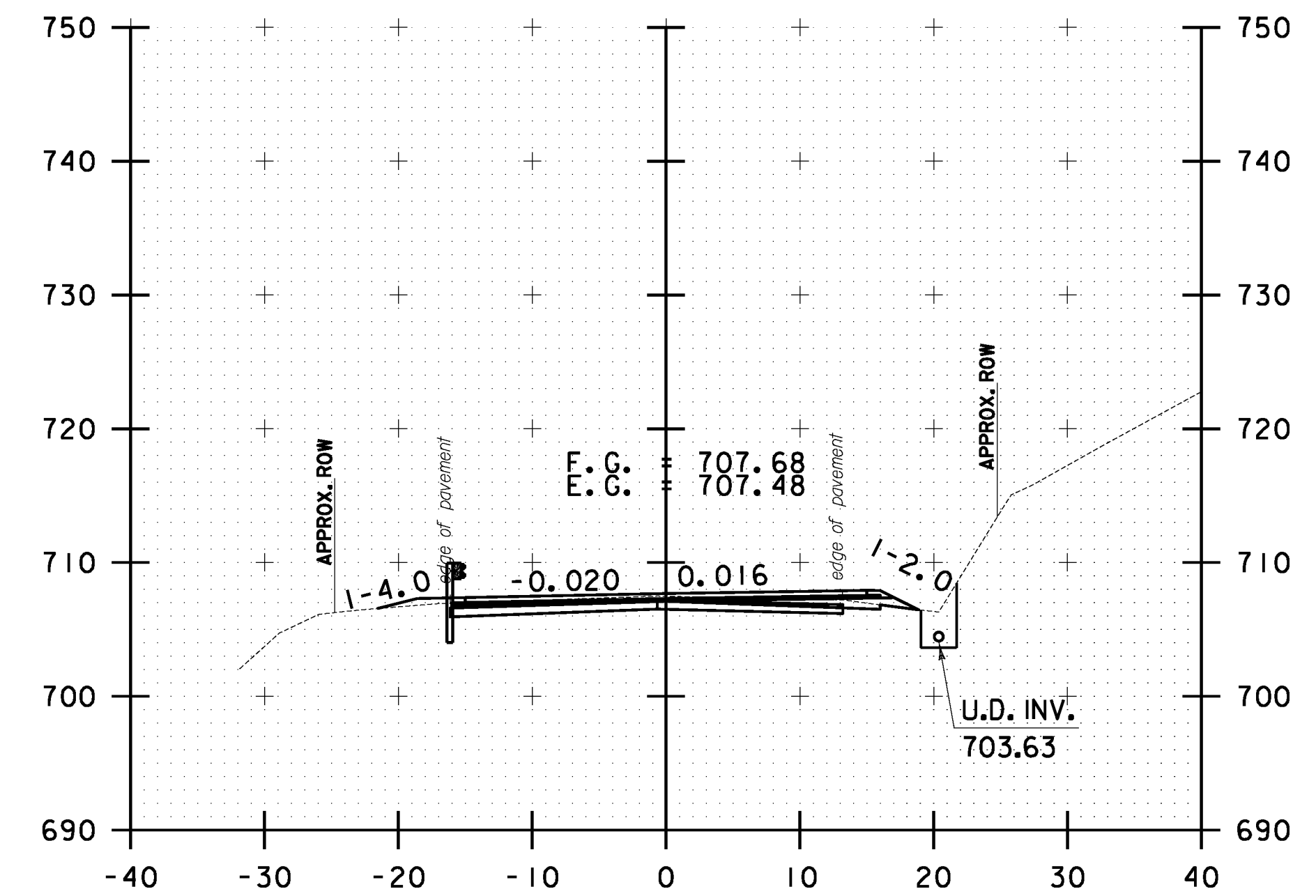
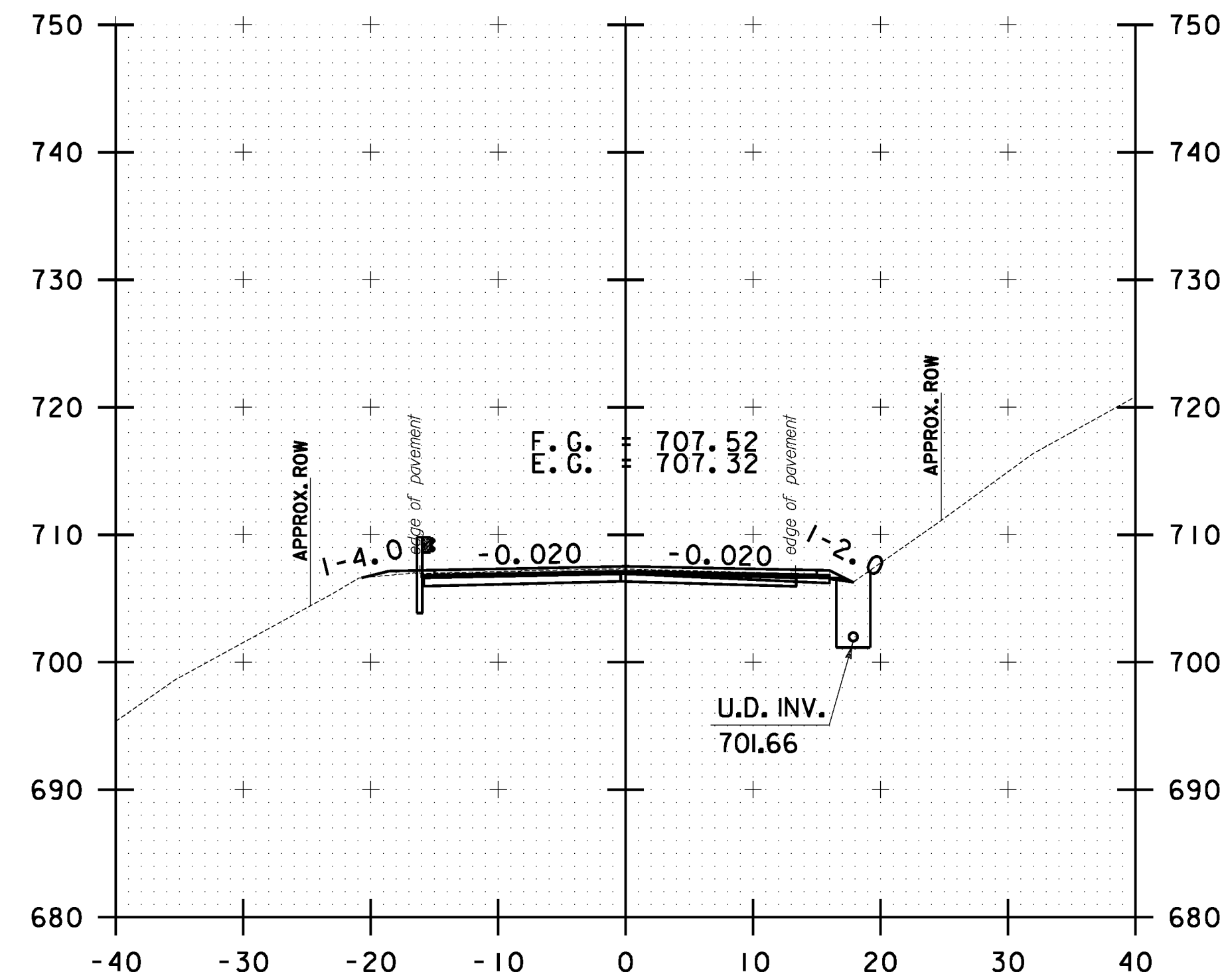
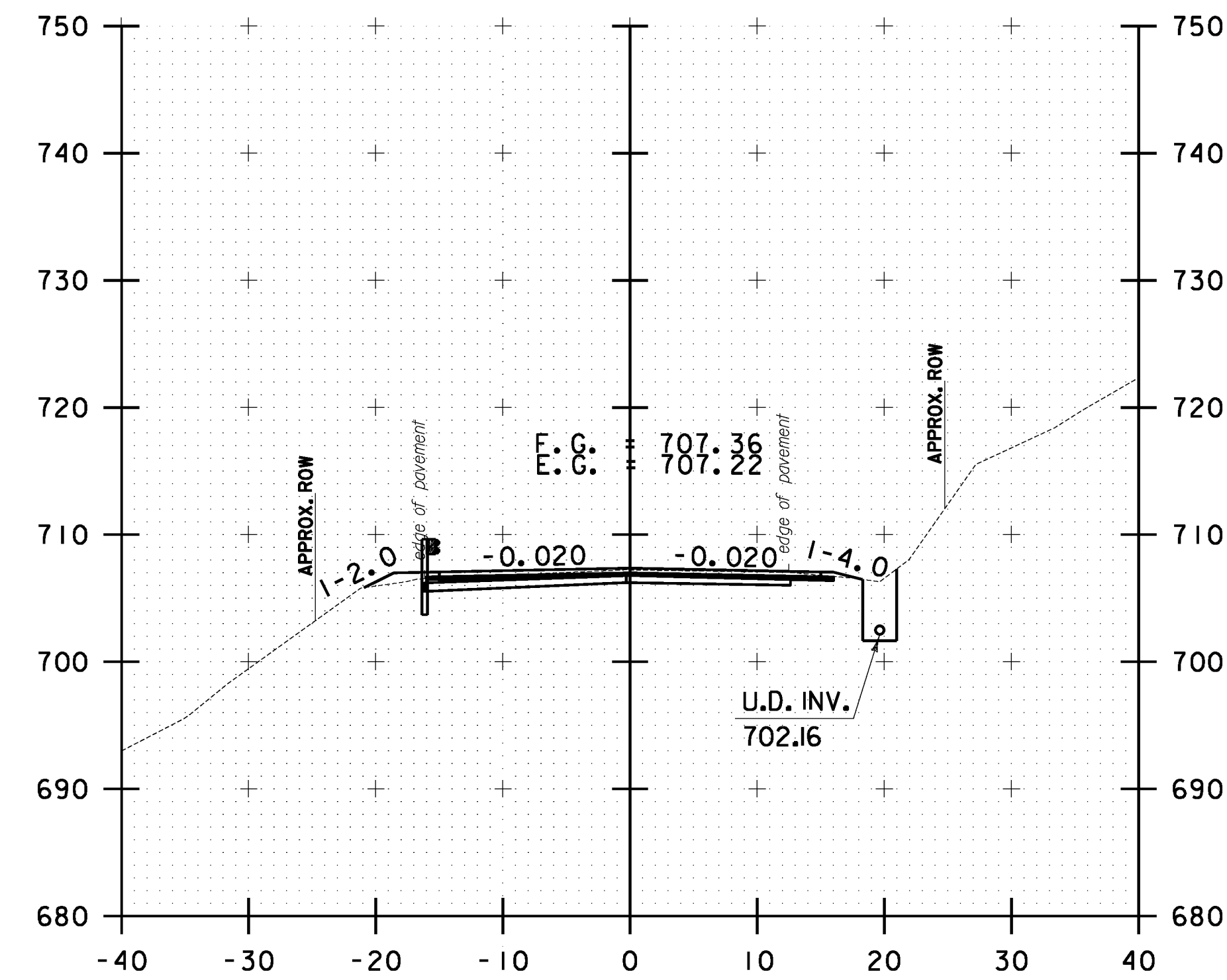
IPARM FILE: z10b214xs39.1

PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

CHECKED BY: J.P.S.

SHEET 252 OF 397



**STOCKBRIDGE
CROSS SECTION
SHEET #40**

PROJECT NAME:	STOCKBRIDGE-BETHEL
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PROJECT NUMBER: STP 2910(I)

FILE NAME: z10b214_stock_xc.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214xs40.i

PLOT DATE: 3/17/2014

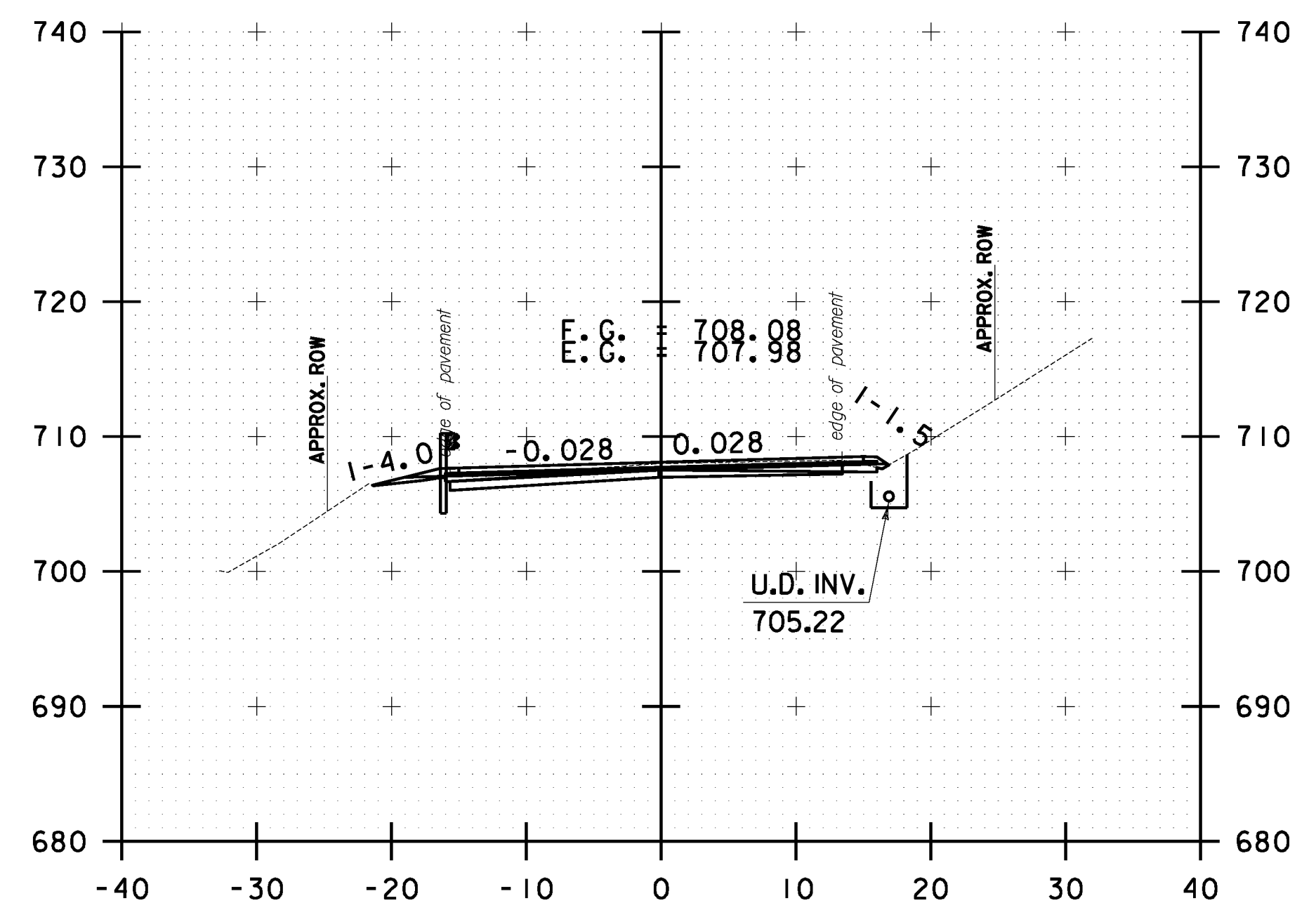
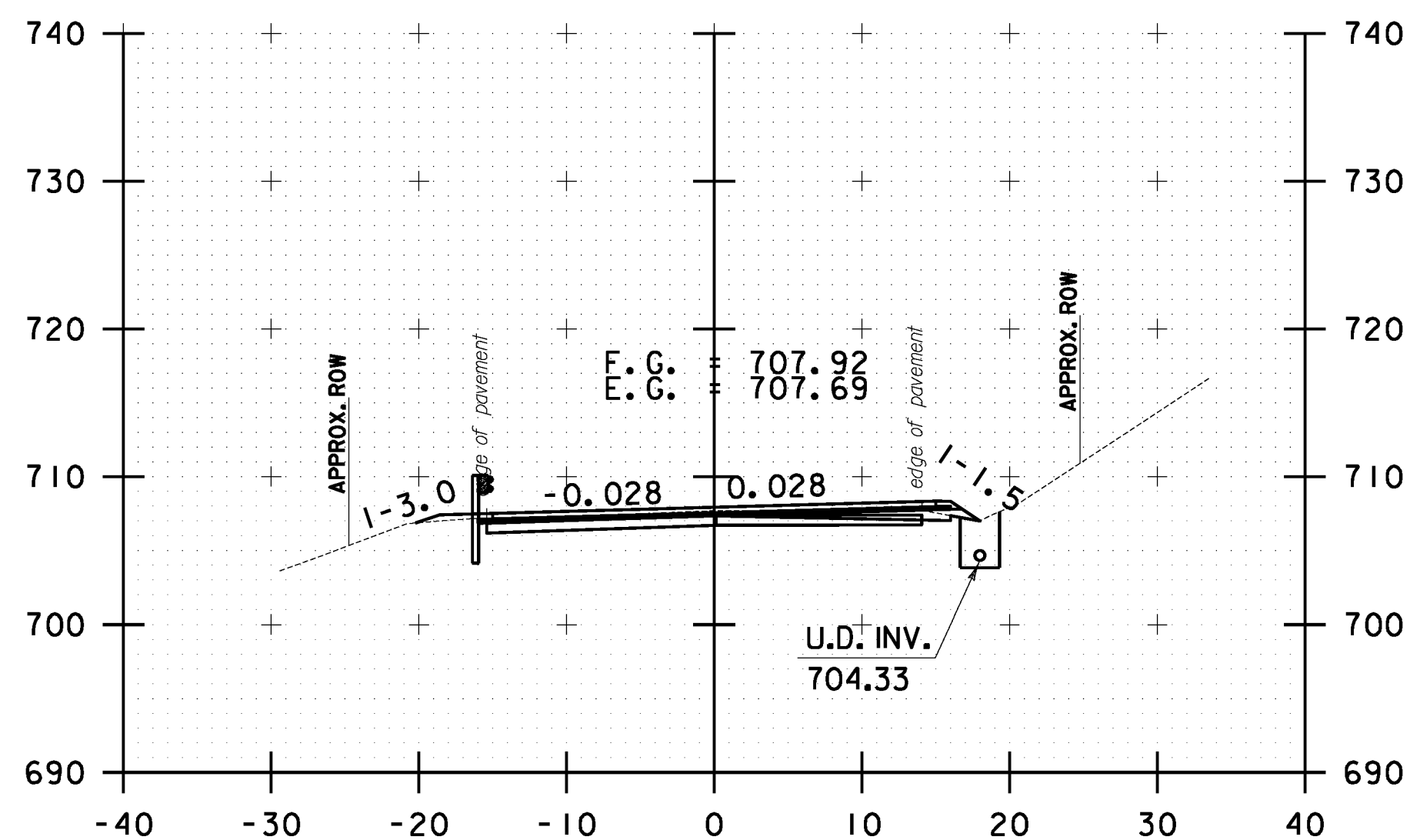
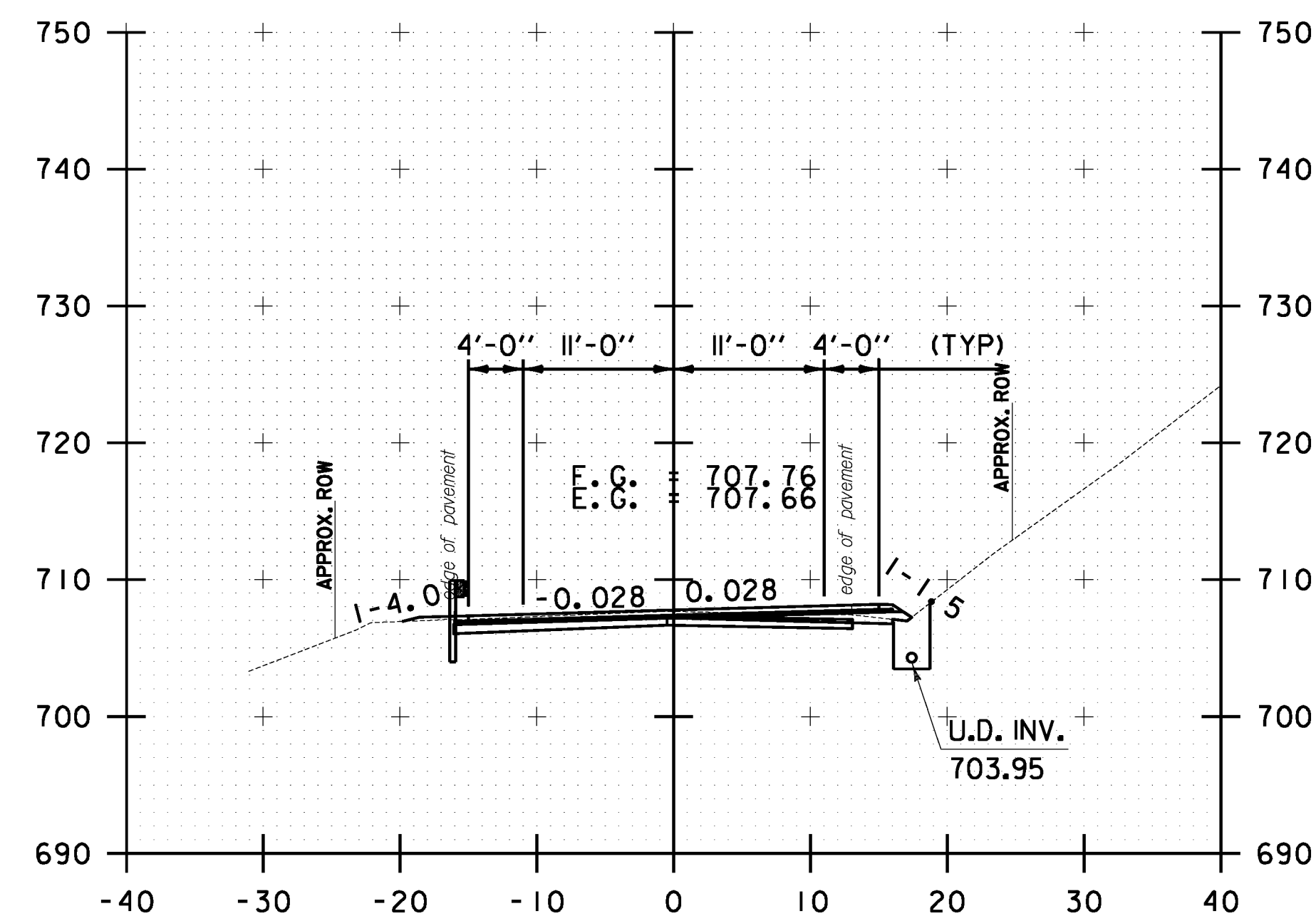
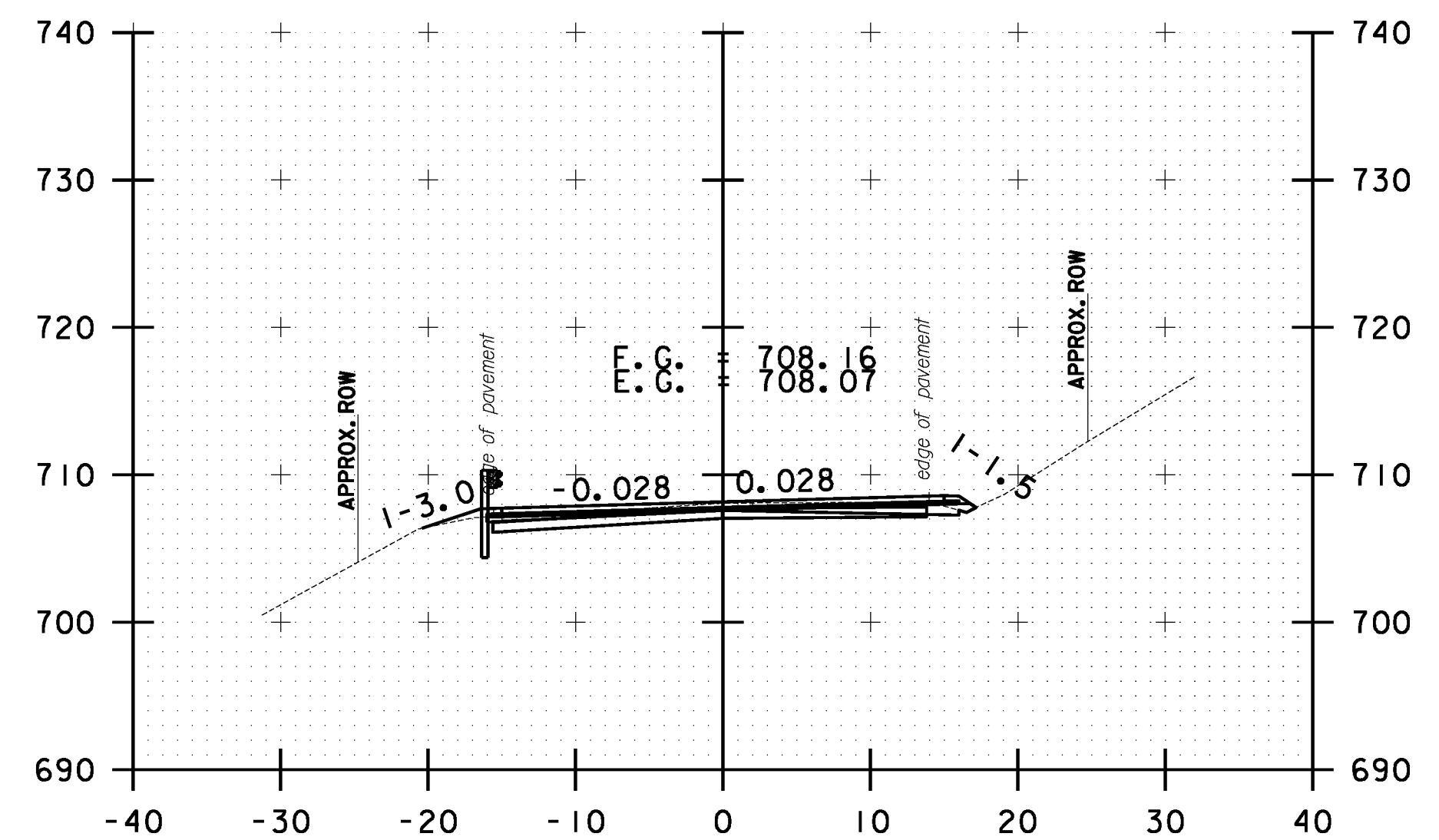
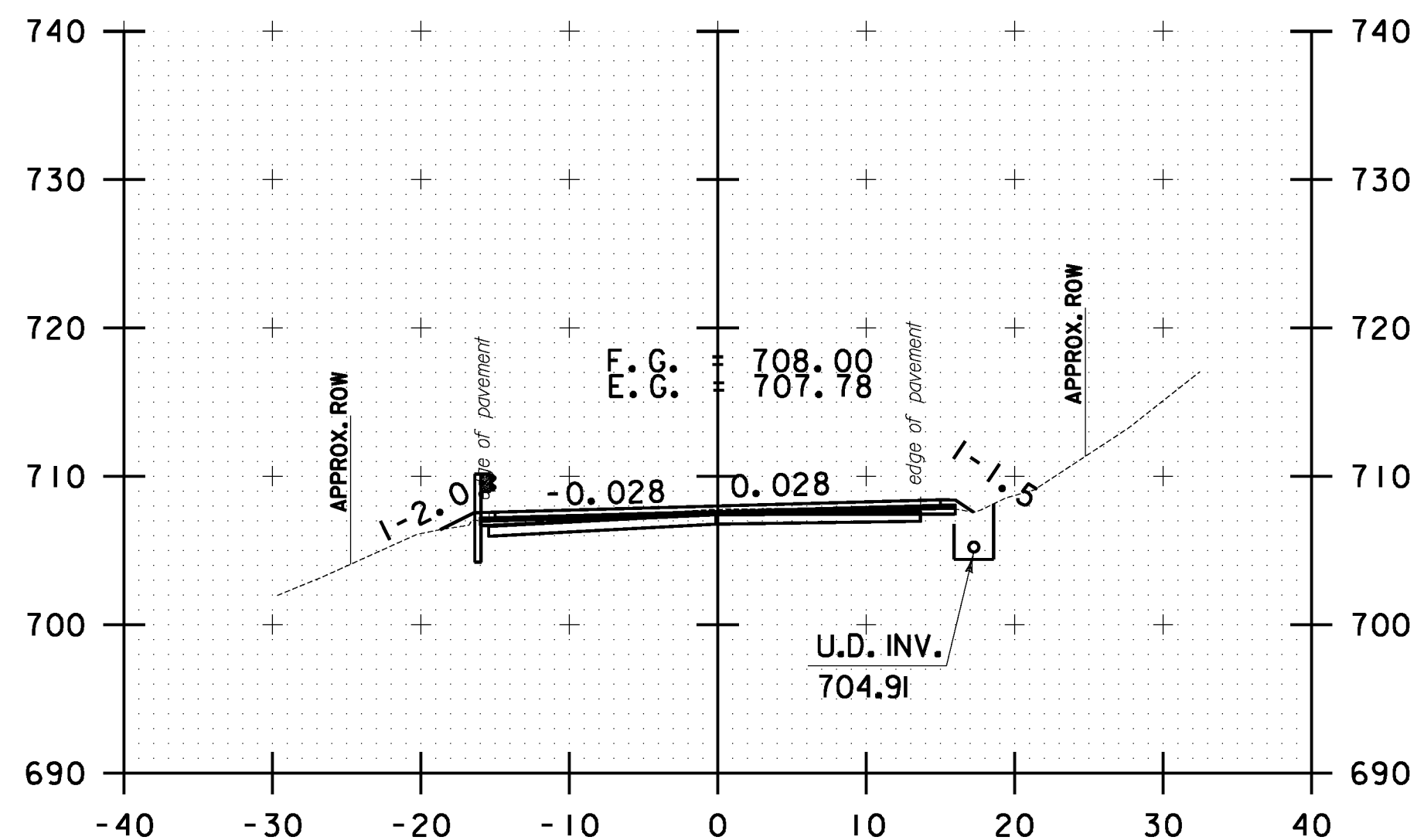
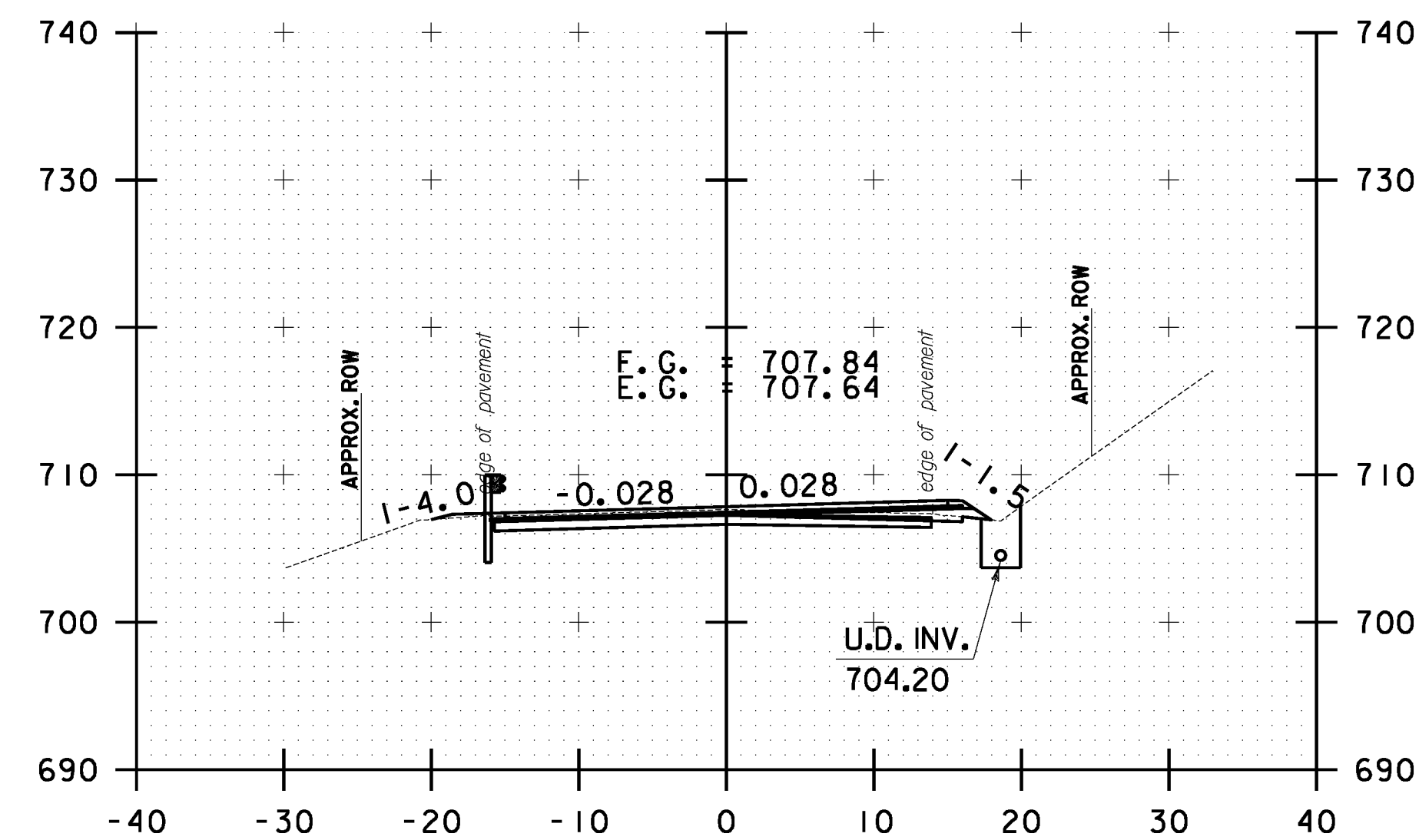
PLOT DATE: 3/11/2014
 DRAWN BY: W.G.P.

CHECKED BY: J.P.S.

CHECKED BY: J.F.S.
SHEET 253 OF 397

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FILE NAME = V:\Projects\ANY\K2\22426\CADD\*_MSTN\z10b214_*.stock_*.c.dgn
DATE/TIME = 3/17/2014
USER = 4916
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FILE NAME: \\P:\projects\ANY\K2\22425\CAOD\KSTIN\10b214_stock.nc.dgn
DATE/TIME: 3/17/2014
USER: 4916



10 0 10
SCALE IN FEET

**STOCKBRIDGE
CROSS SECTION
SHEET #41**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_stock.nc.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

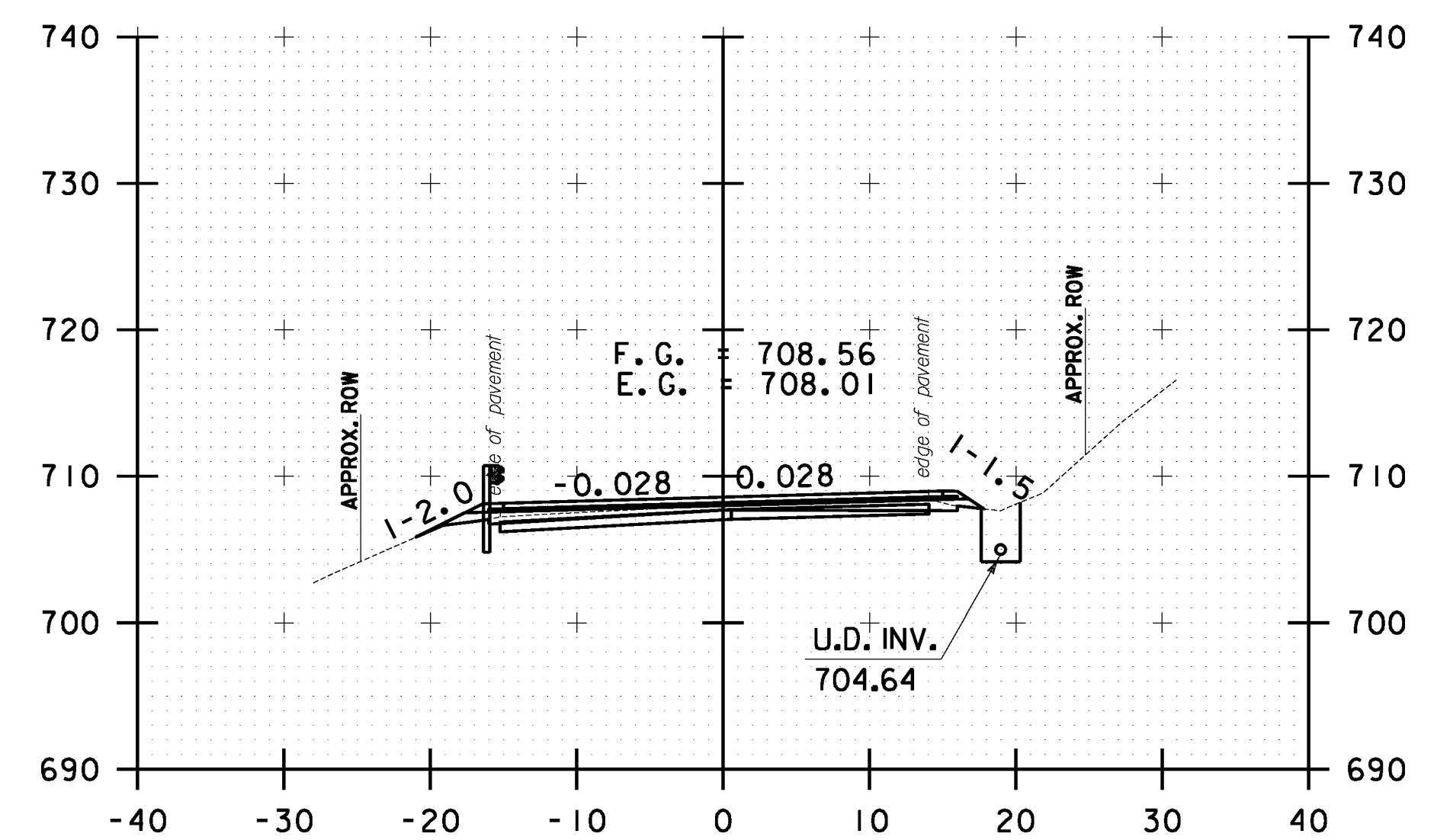
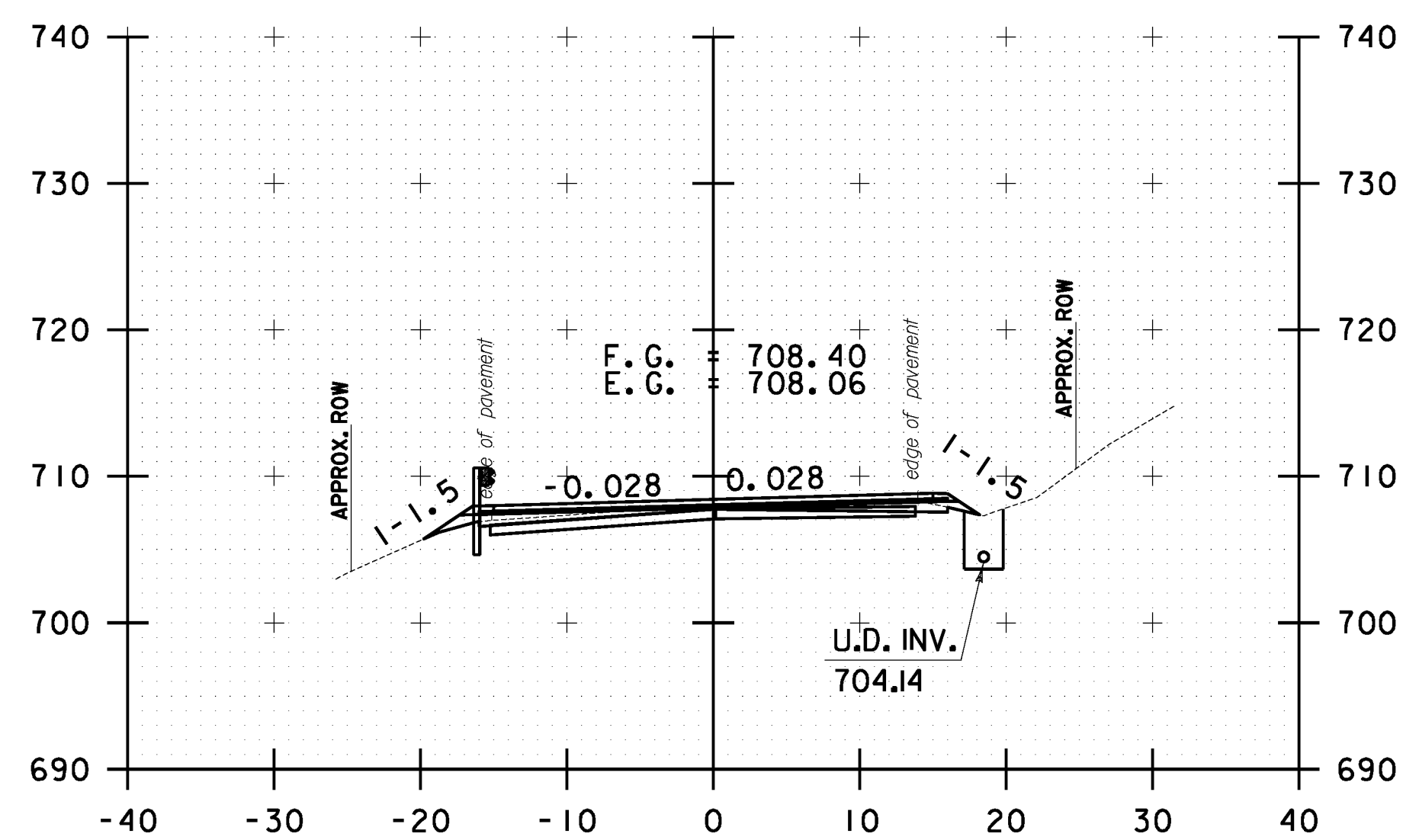
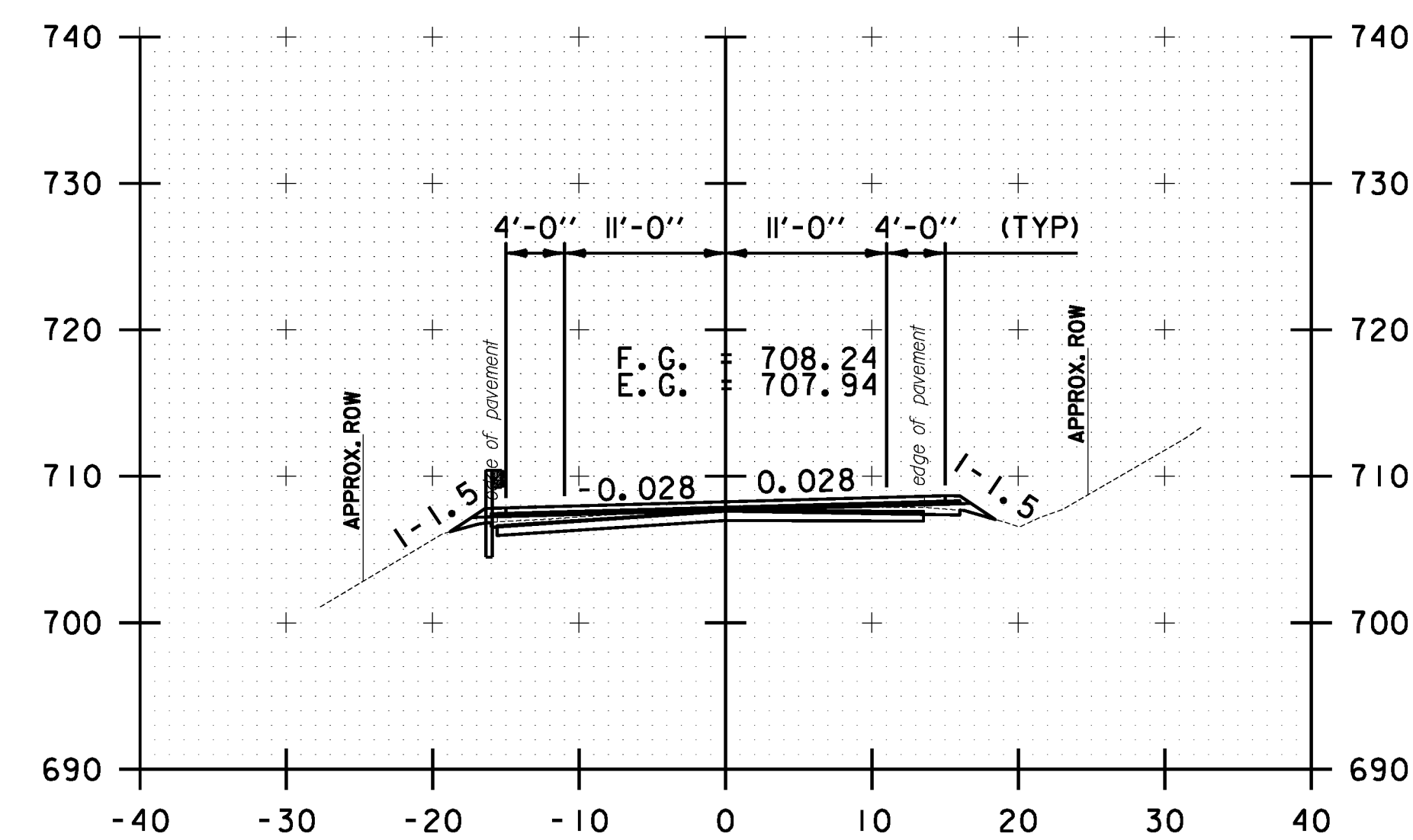
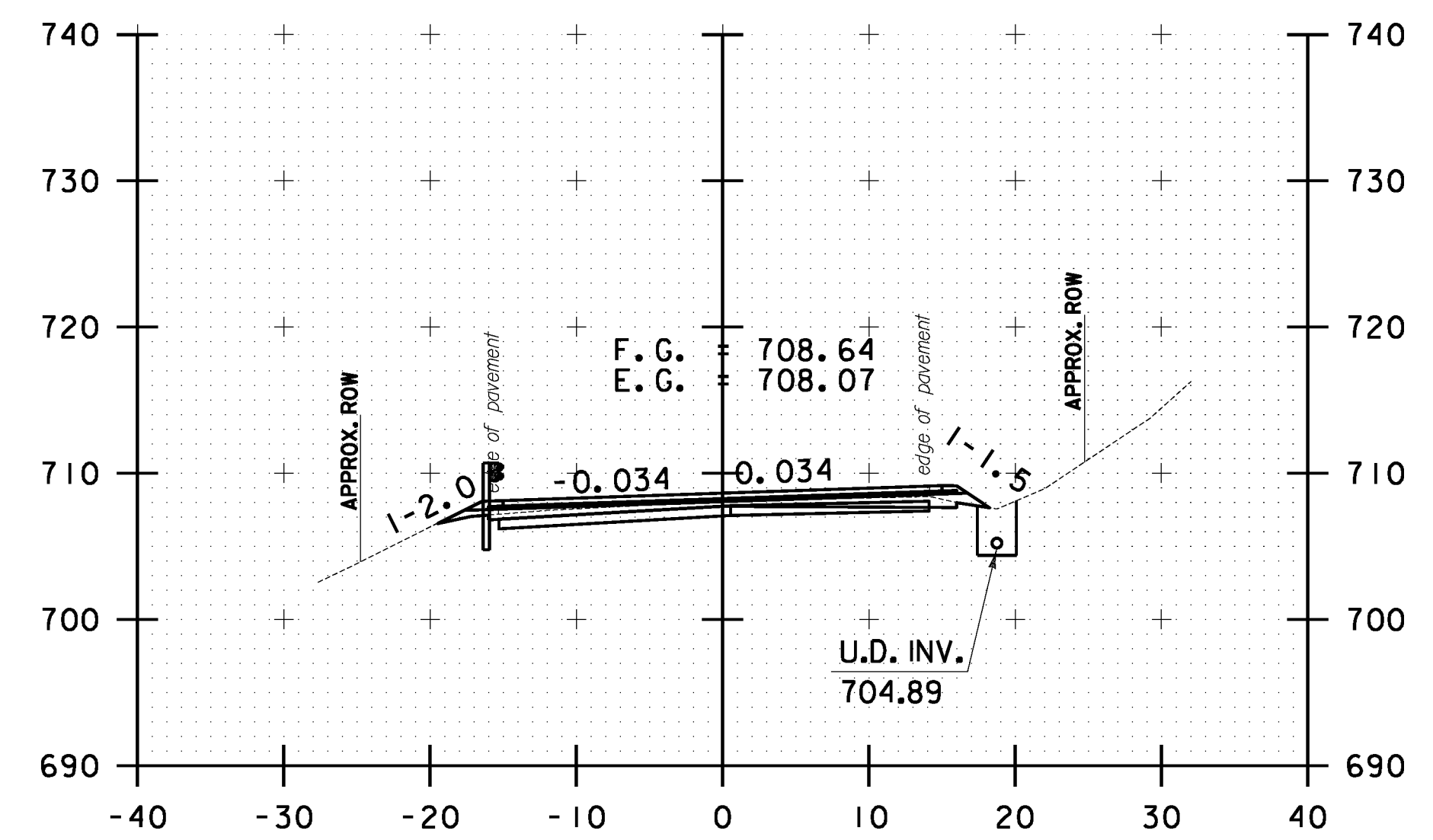
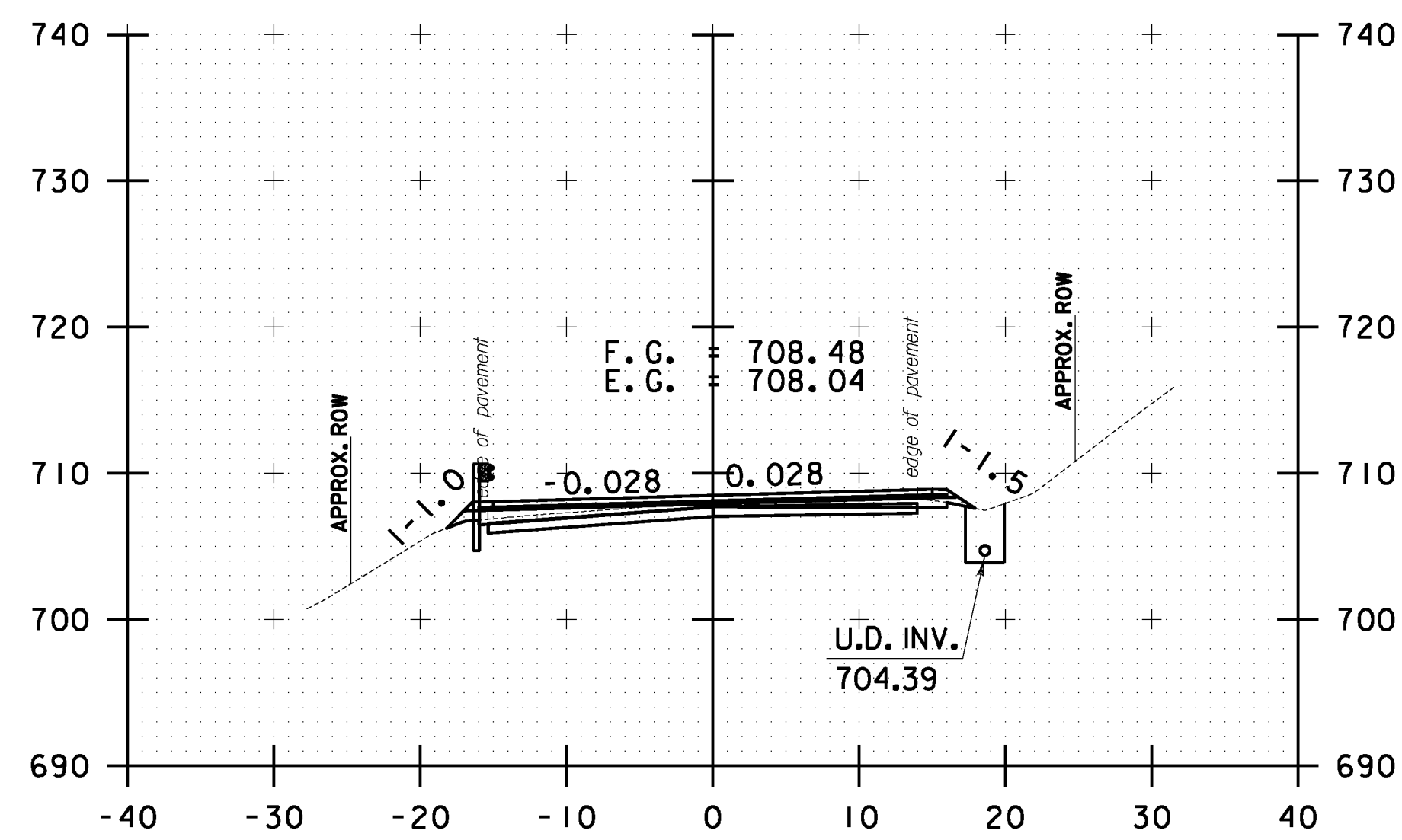
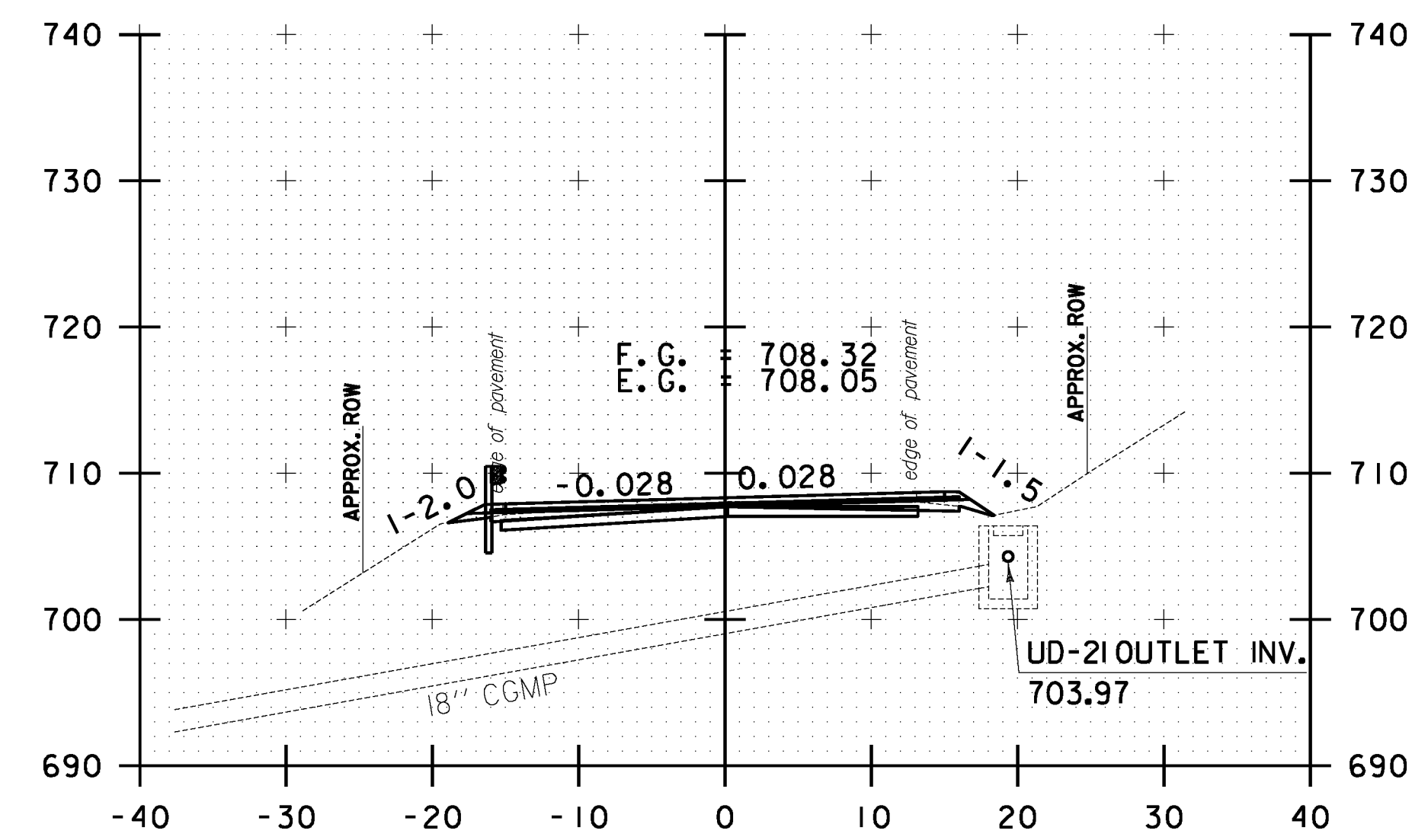
IPARM FILE: z10b214xs41.i

PLOT DATE: 3/17/2014

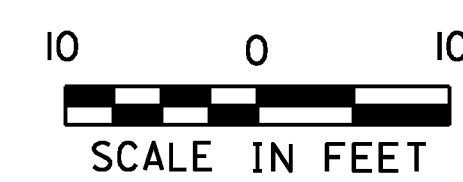
DRAWN BY: W.G.P.

CHECKED BY: J.P.S.

SHEET 254 OF 397



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FILE NAME = V:\Projects\ANY\K2\22426\CADD\*_MSTN\z10b214_*stock*.xc.dgn
DATE/TIME = 3/17/2014
USER = 4916
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**STOCKBRIDGE
CROSS SECTION
SHEET #42**

PROJECT NAME:	STOCKBRIDGE-BETHEL
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PROJECT NUMBER: STP 2910(I)

FILE NAME: z10b214_stock_xc.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

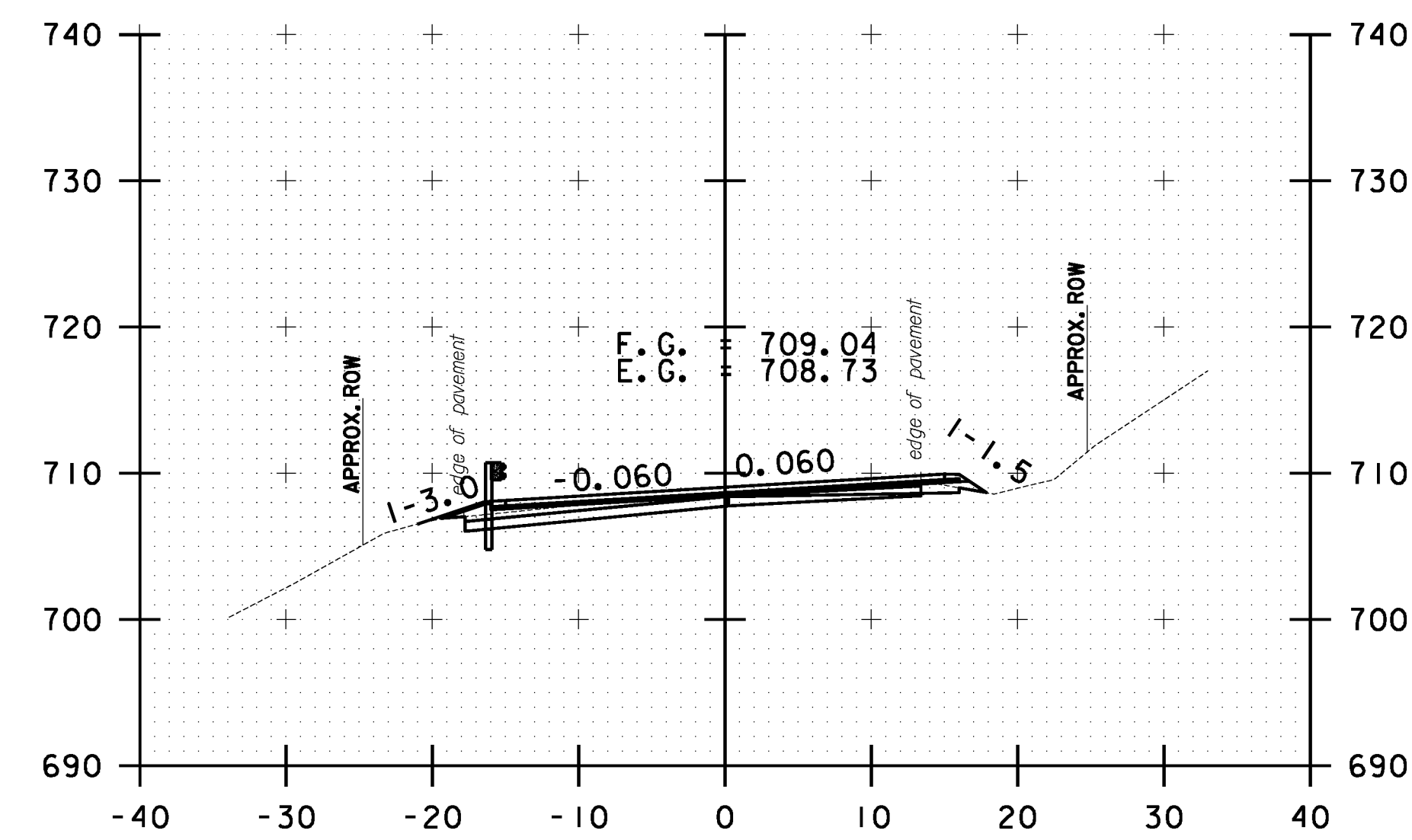
IPARM FILE: zI0b2I4xs42.i

PLOT DATE: 3/17/2014

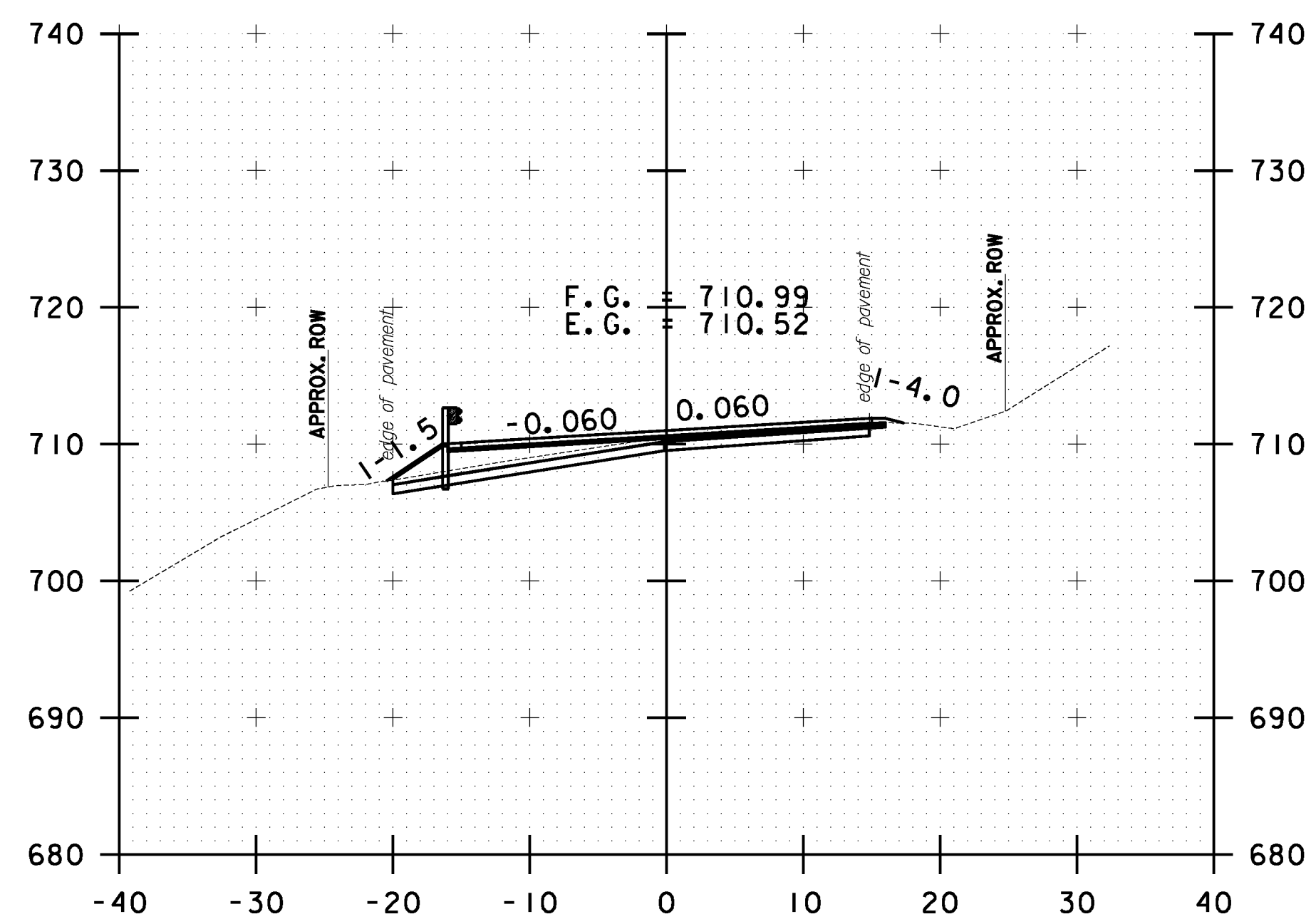
PLOT DATE: 3/17/2014
 DRAWN BY: W.G.P.

CHECKED BY: J.P.S.

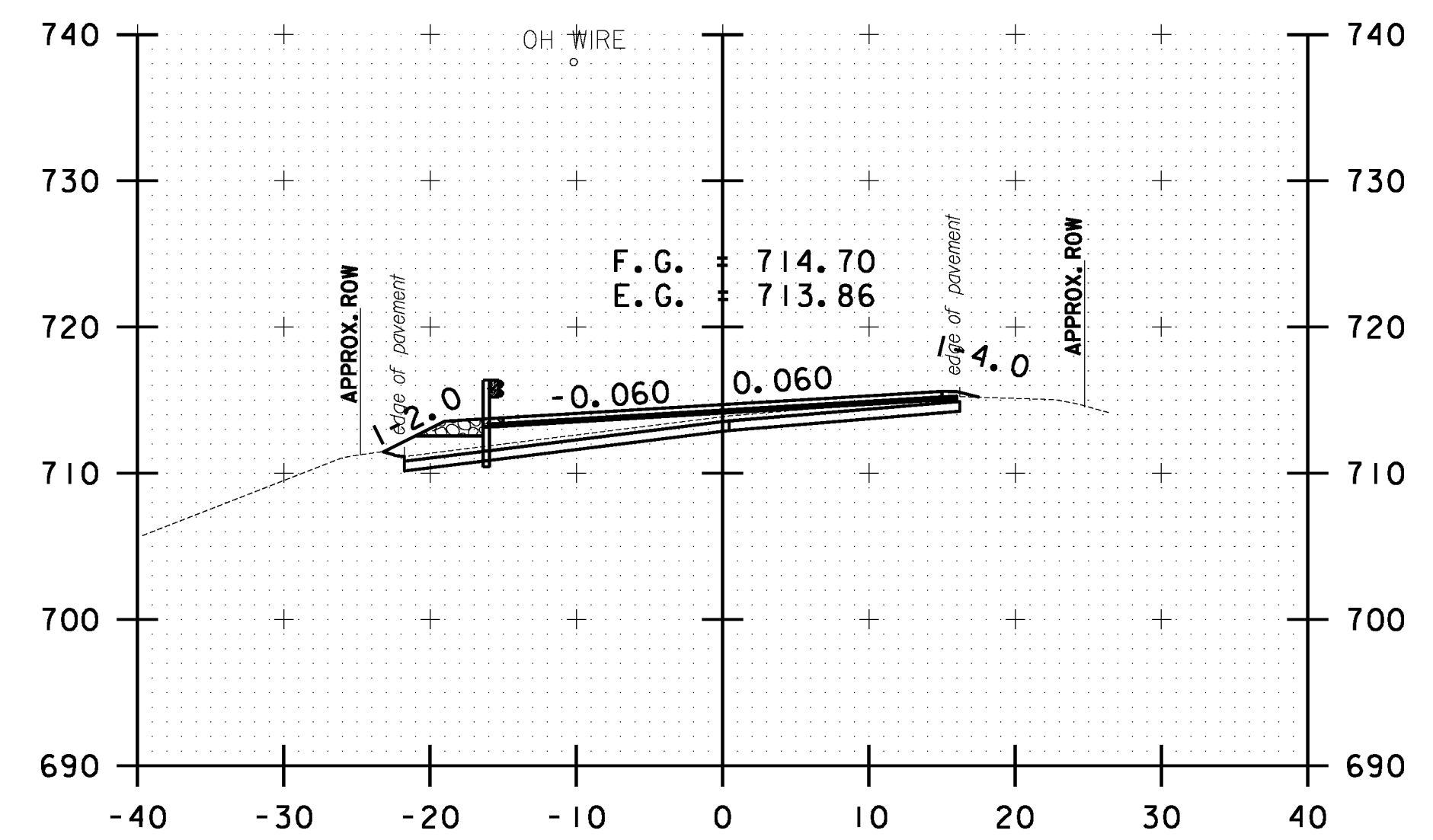
SHEET 255 OF 397



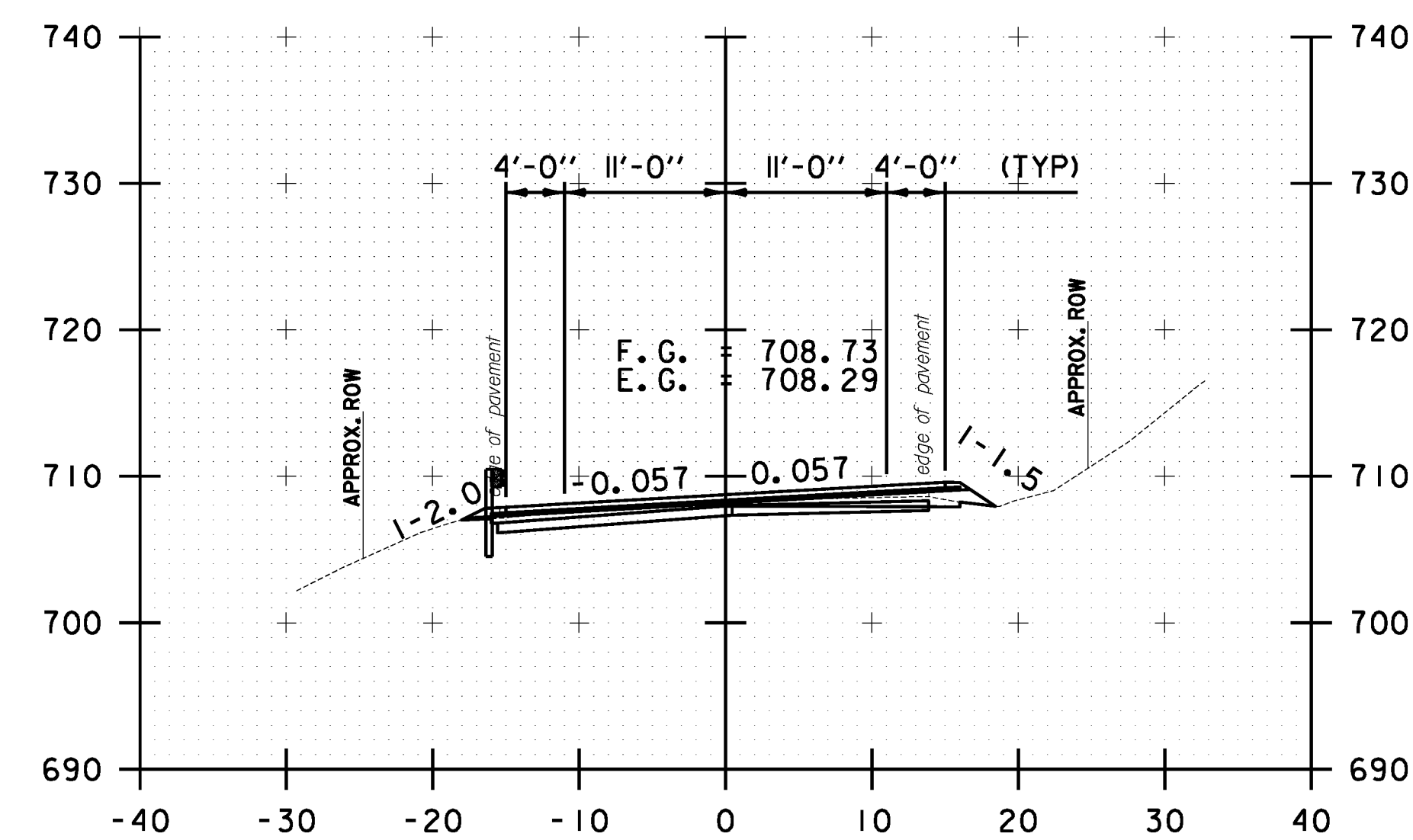
129+00.00



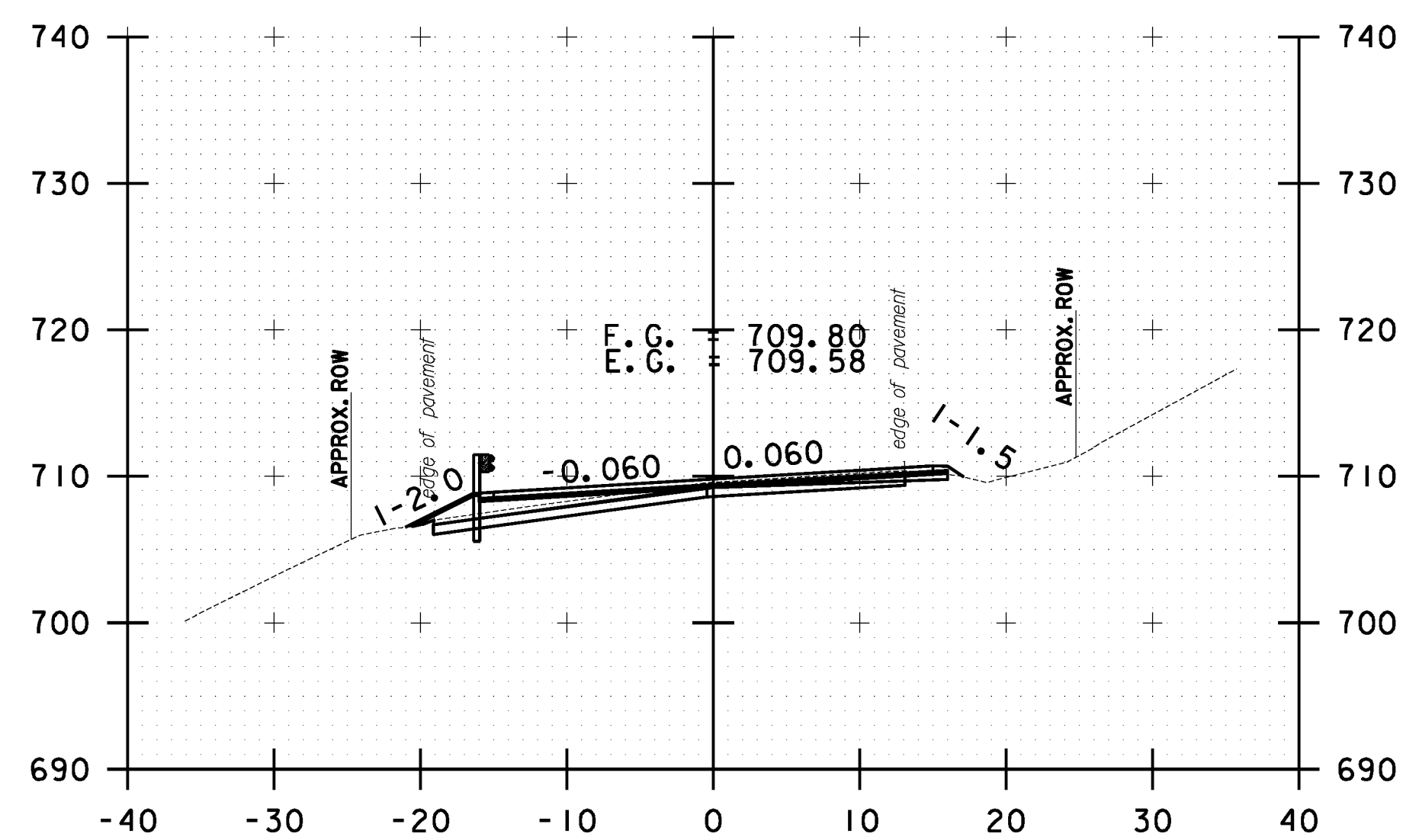
130+00.00



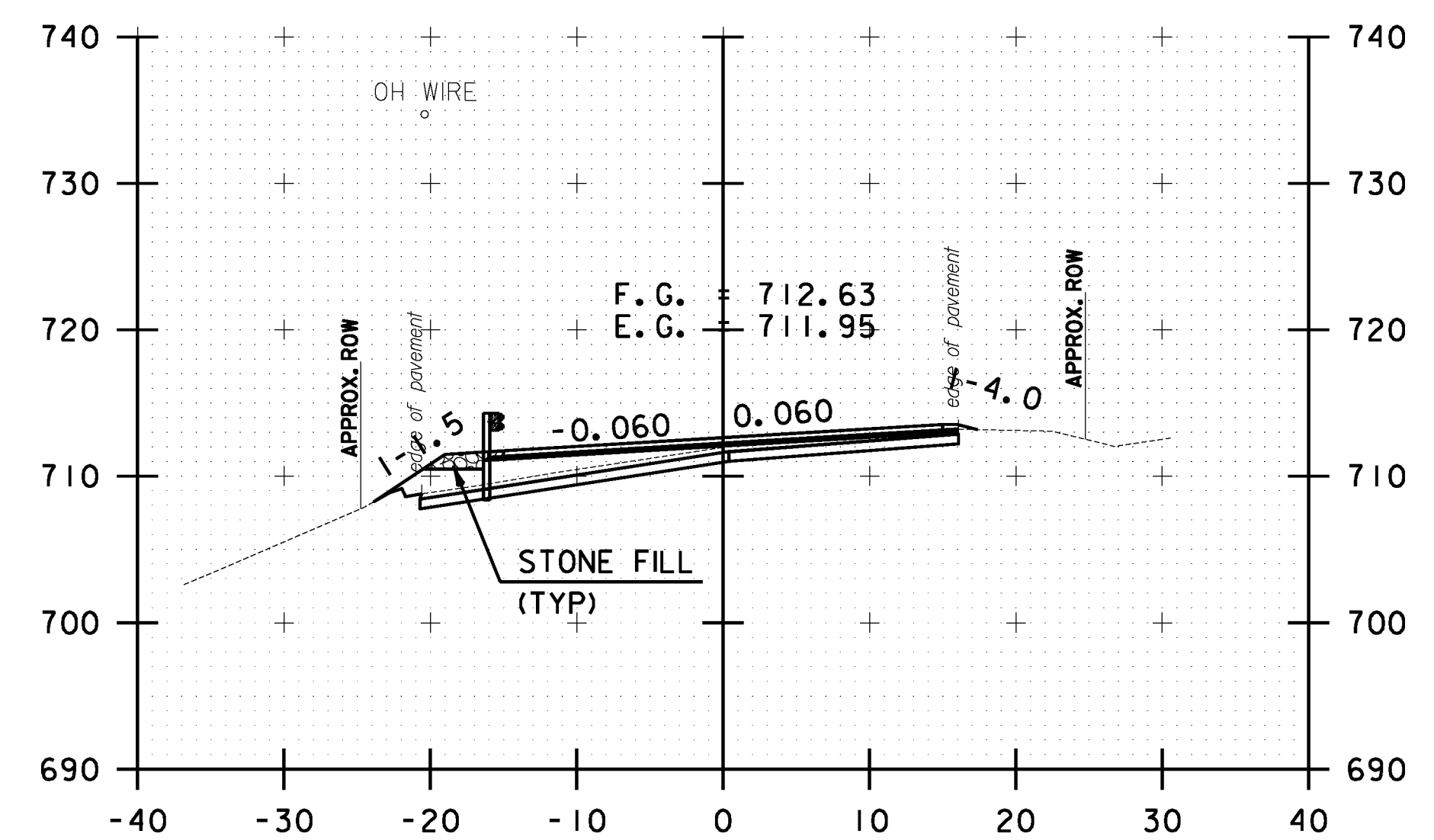
131+00.00



128+50.00



129+50.00



130+50.00

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FILE NAME = V:\Projects\ANY\K2\22426\CADD\*_MSTN\z10b214_*stock*.xc.dgn
DATE/TIME = 3/17/2014
USER = 4916
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**STOCKBRIDGE
CROSS SECTION
SHEET #43**

PROJECT NAME:	STOCKBRIDGE-BETHEL
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PROJECT NUMBER: STP 2910(I)

FILE NAME: z10b214_stock_xc.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214xs43.i

PLOT DATE: 3/17/2014

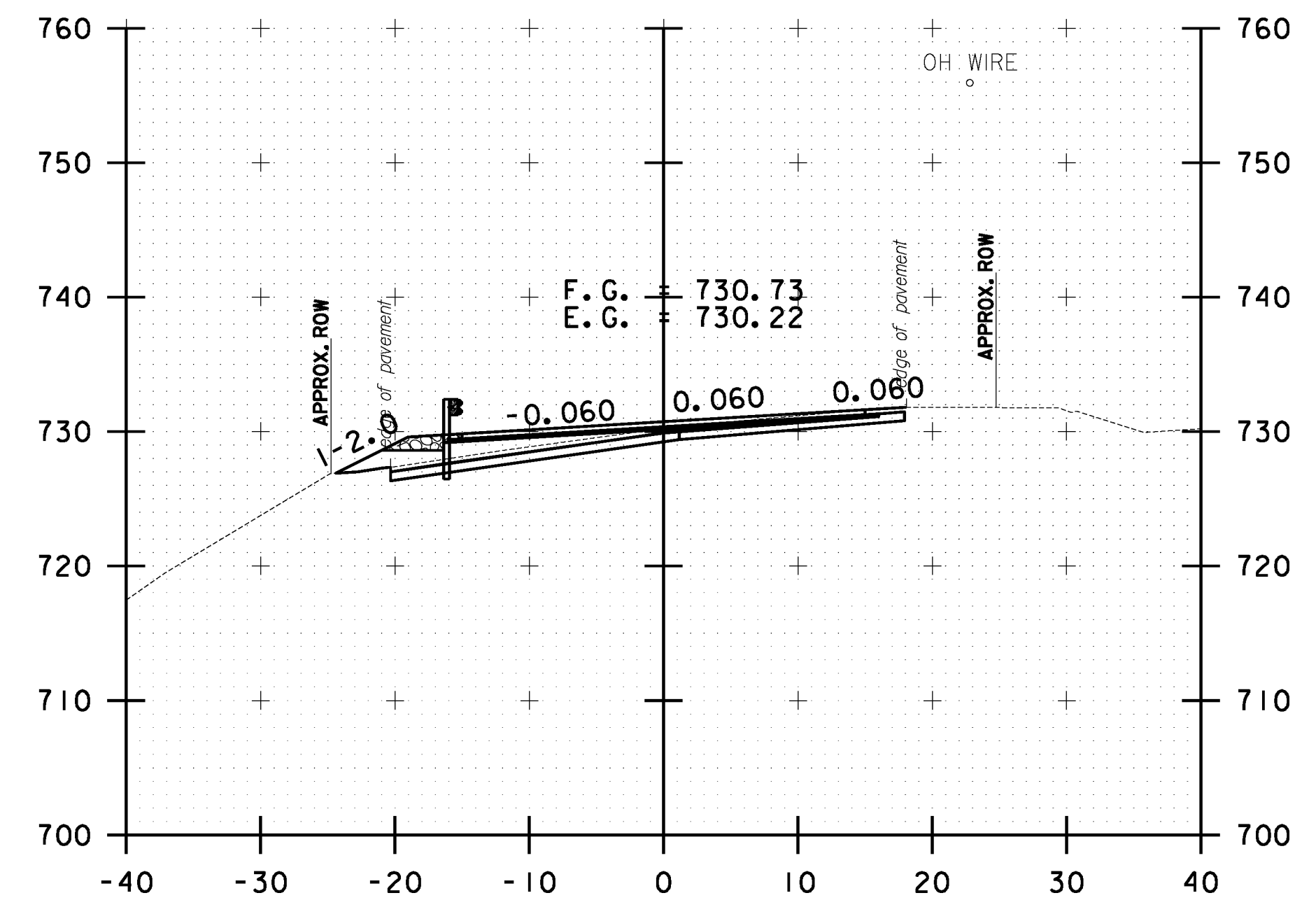
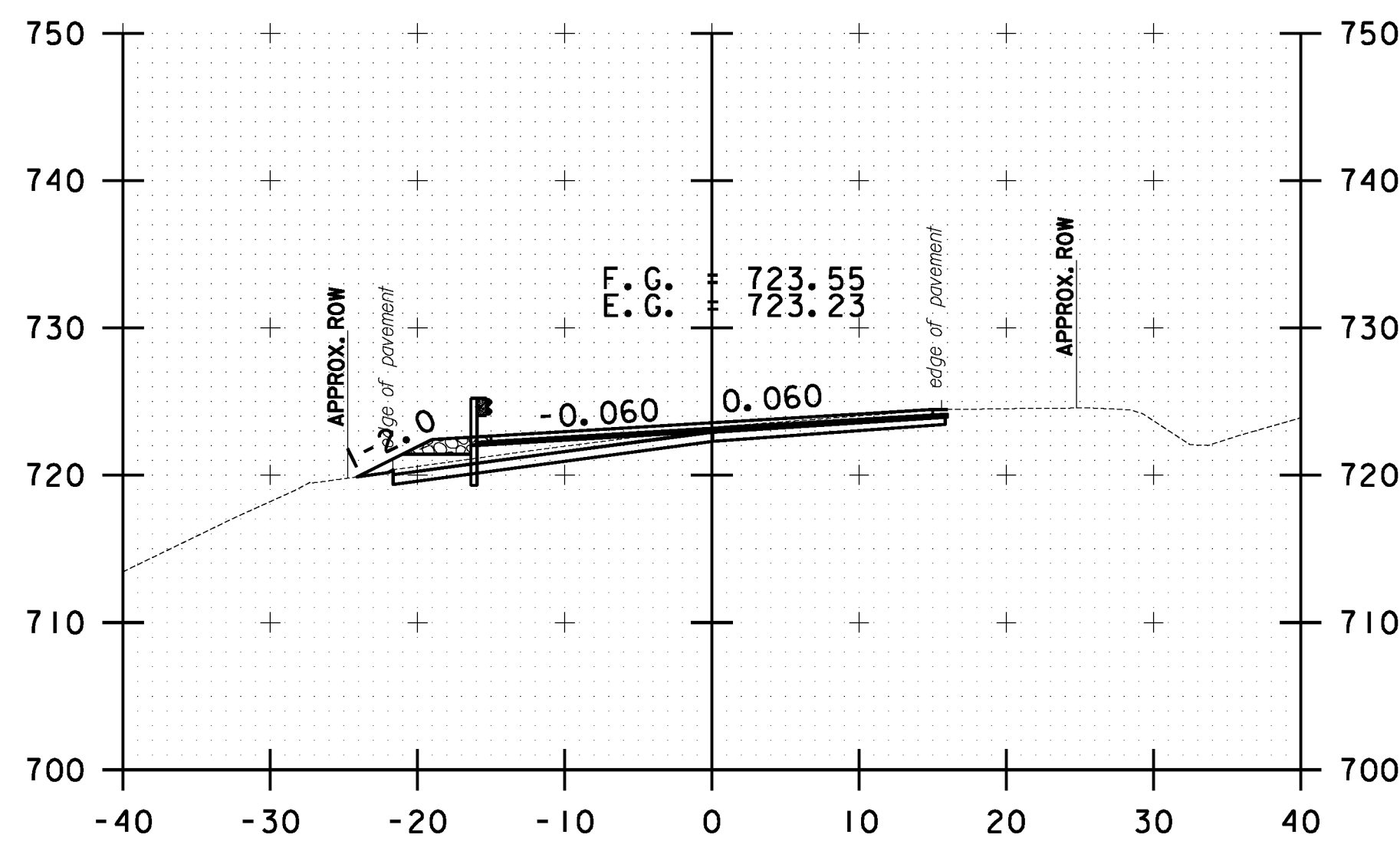
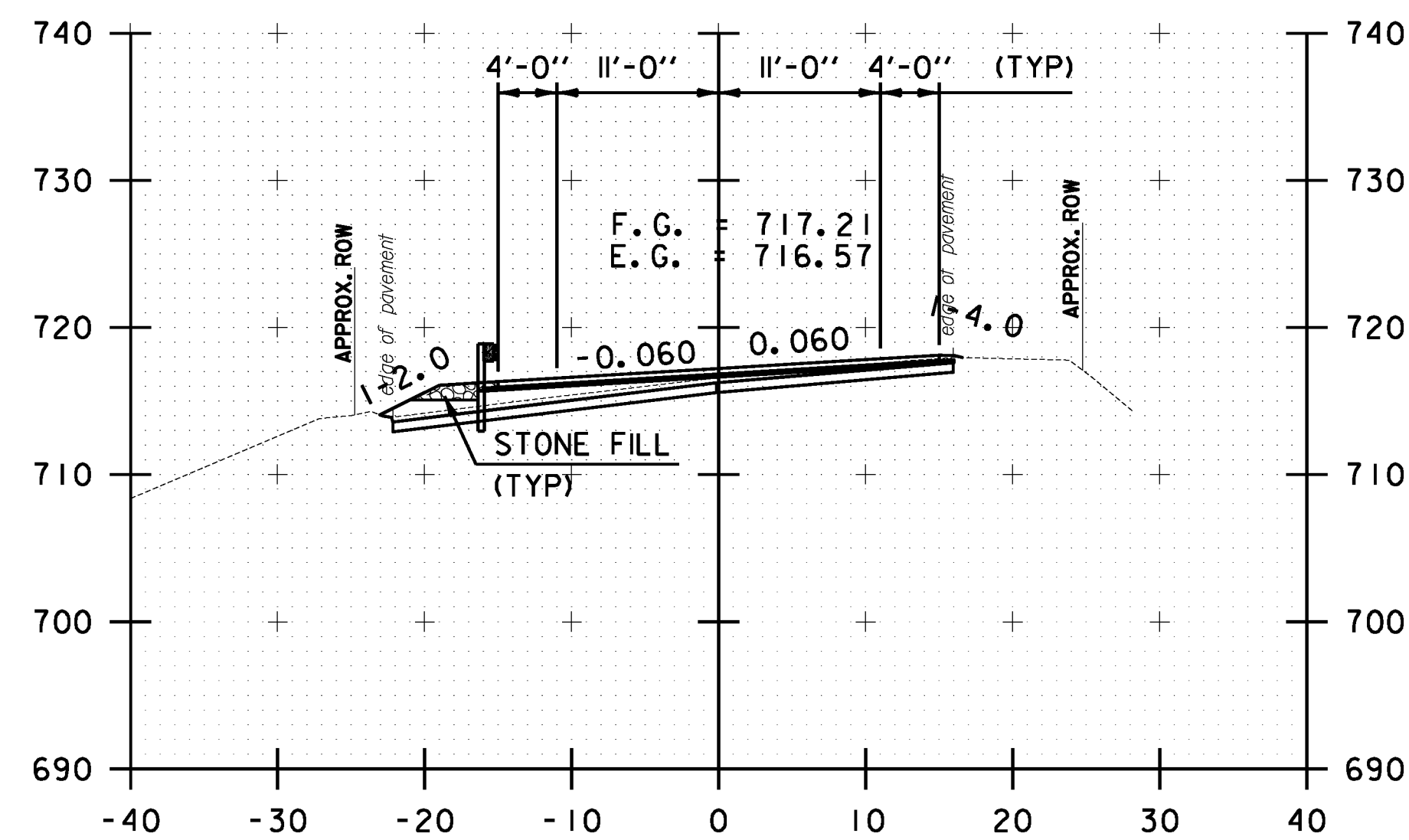
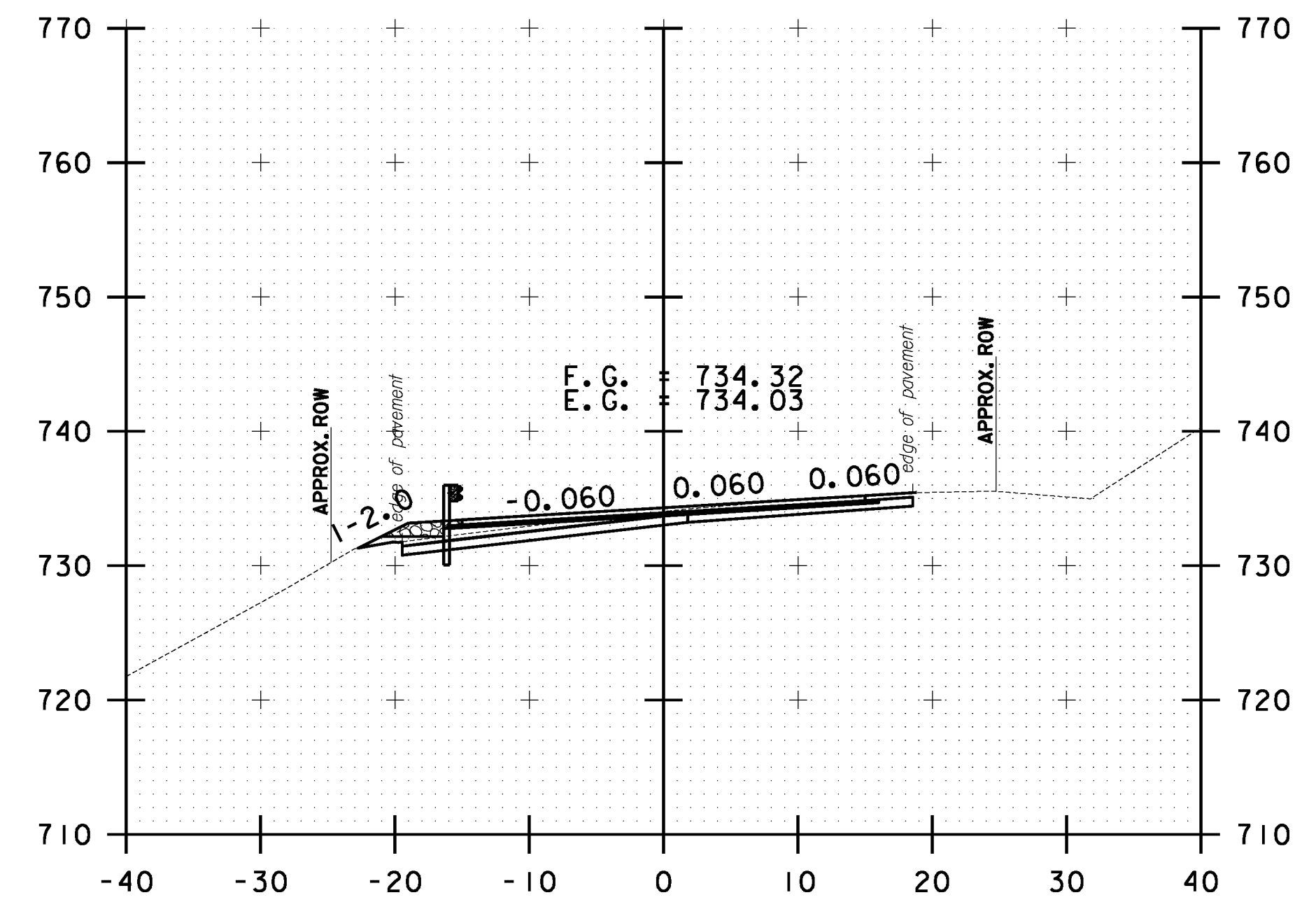
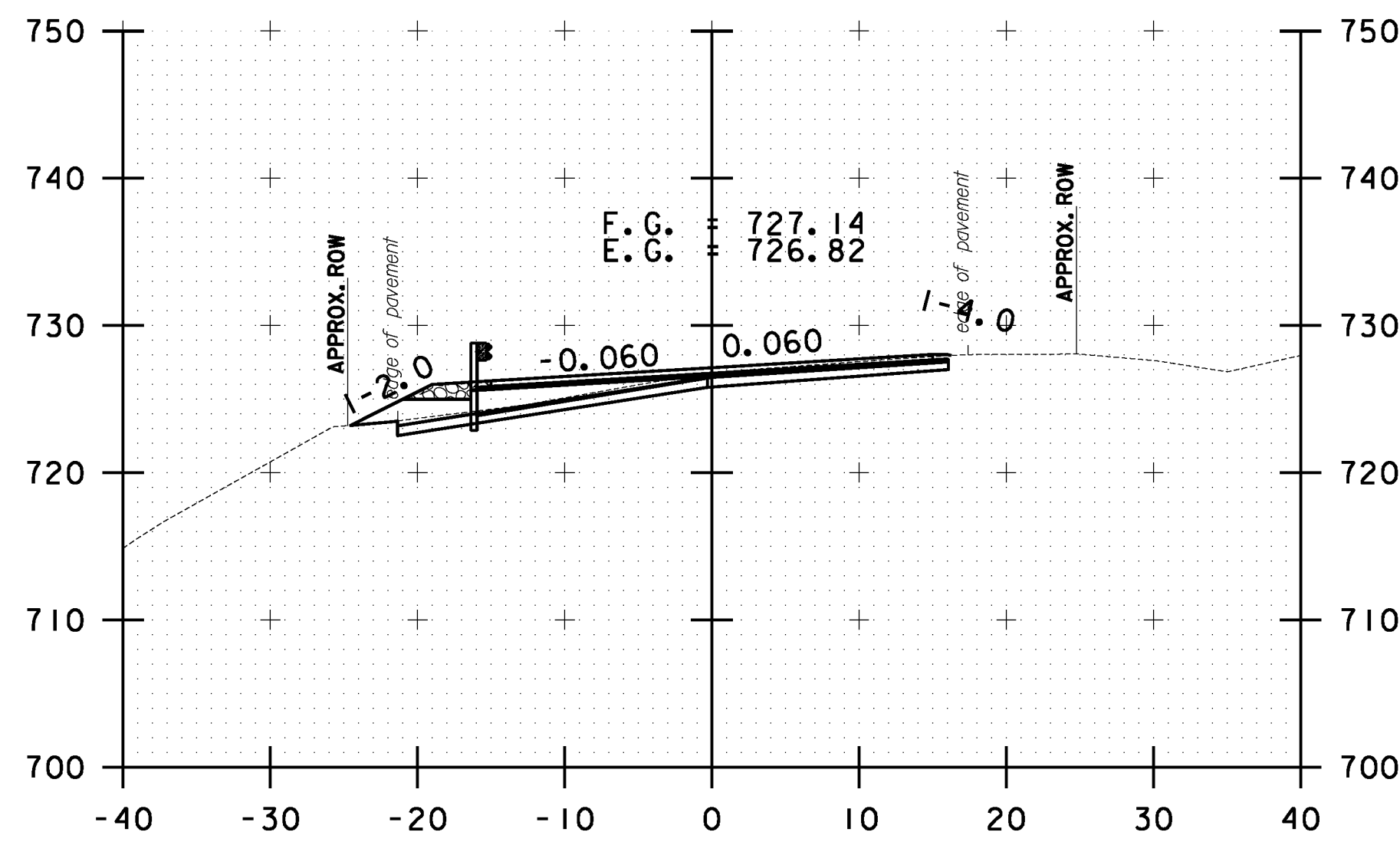
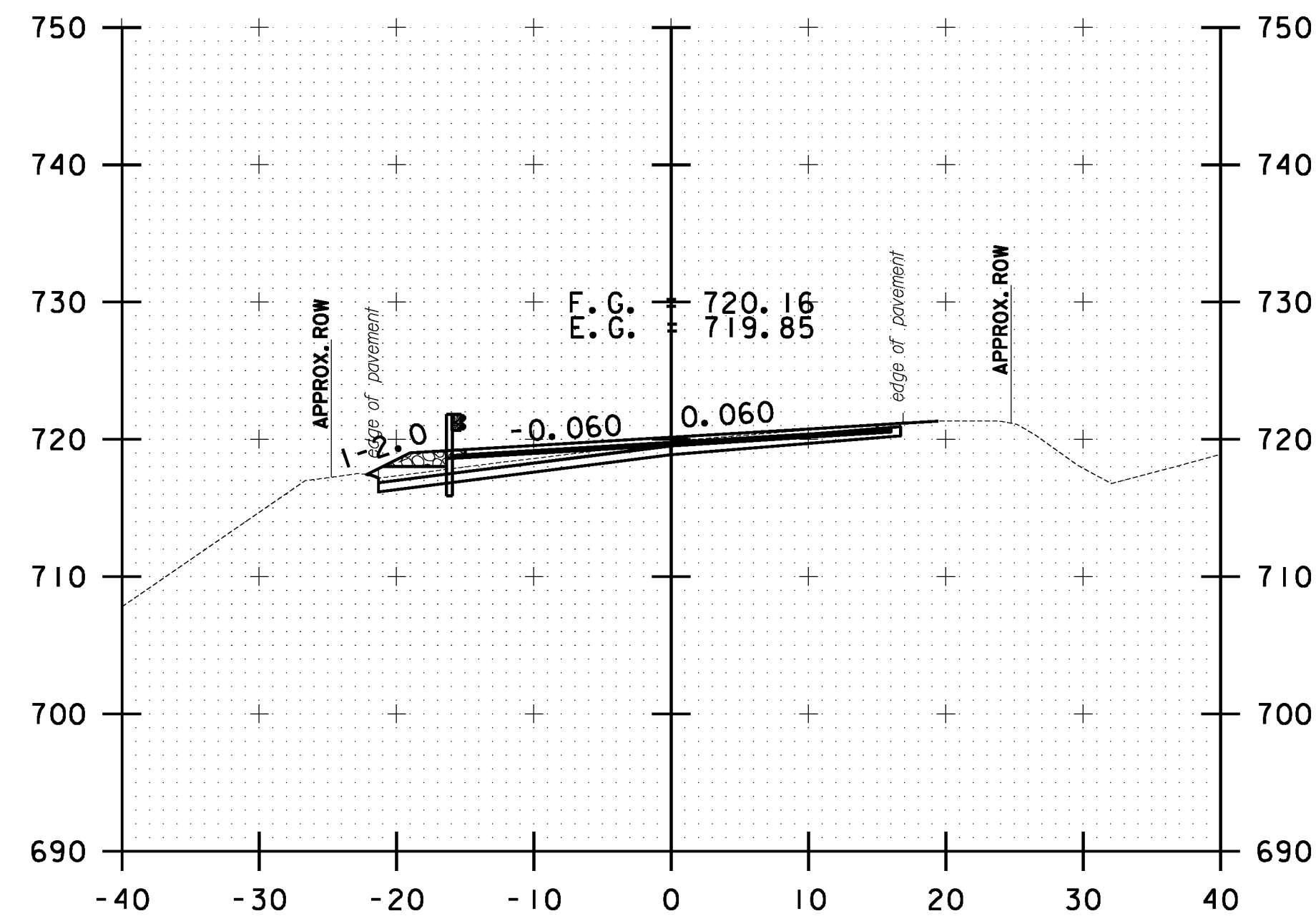
DRAWN BY: W.G.P.

CHECKED BY: J.P.S.

SHEET 256 OF 397

10 0 10
SCALE IN FEET

FILE NAME: \\P:\projects\ANY\K2\22\25\CAOD\KSTN\10b214_stock_xc.dgn
DATE/TIME: 3/17/2014
USER: jsp16



10 0 10
SCALE IN FEET

**STOCKBRIDGE
CROSS SECTION
SHEET #44**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_stock_xc.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214xs44.i

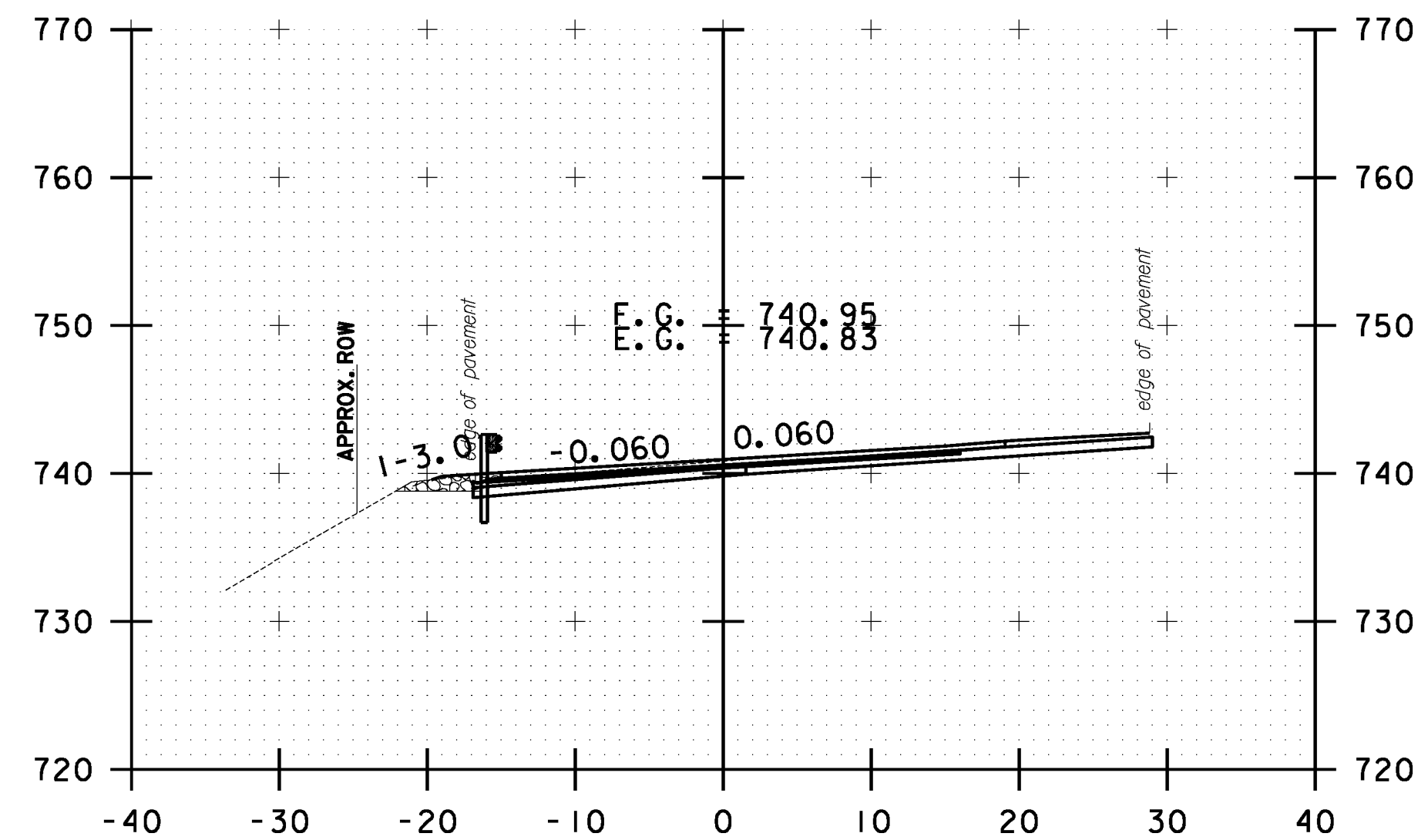
PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

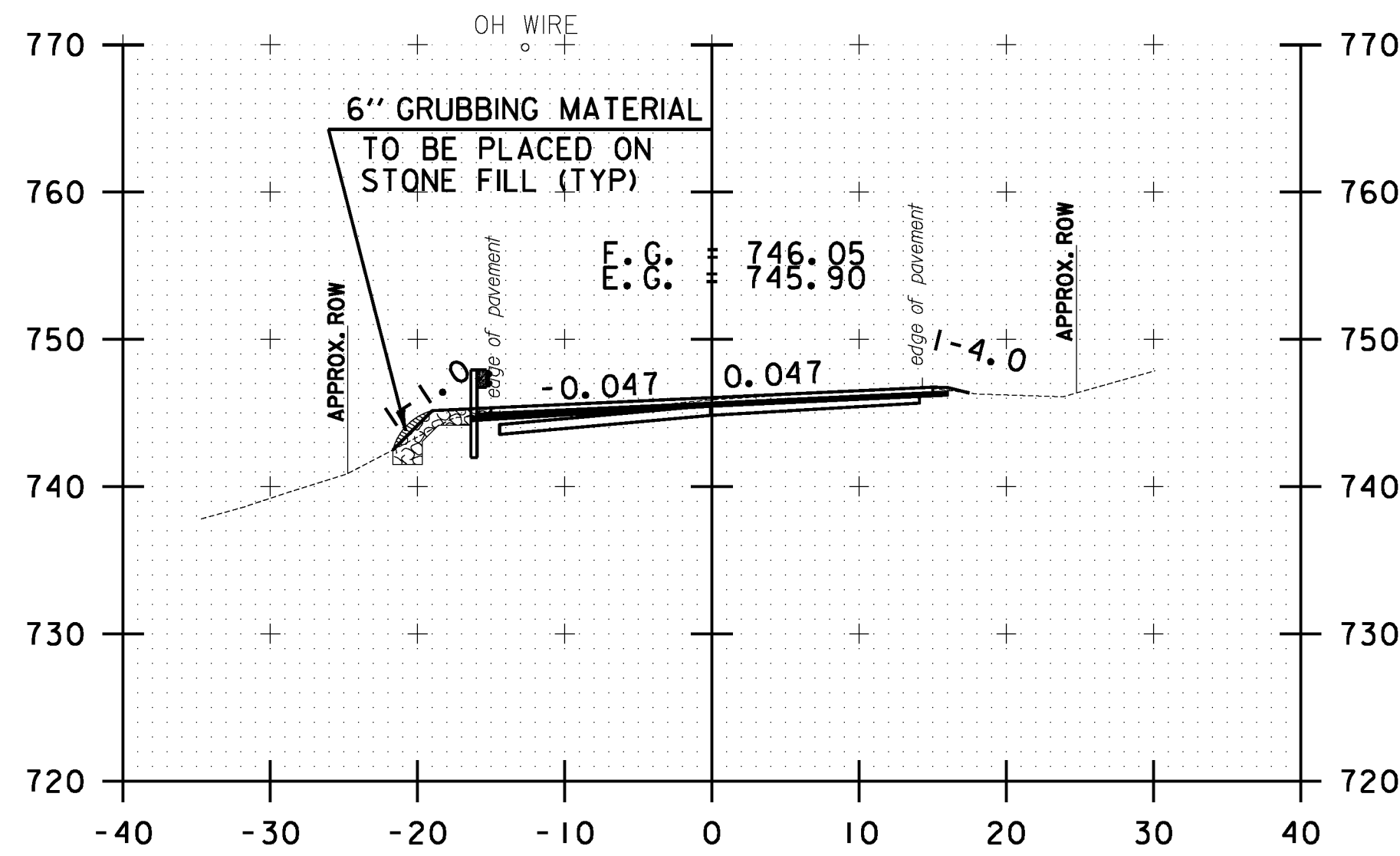
CHECKED BY: J.P.S.

SHEET 257 OF 397

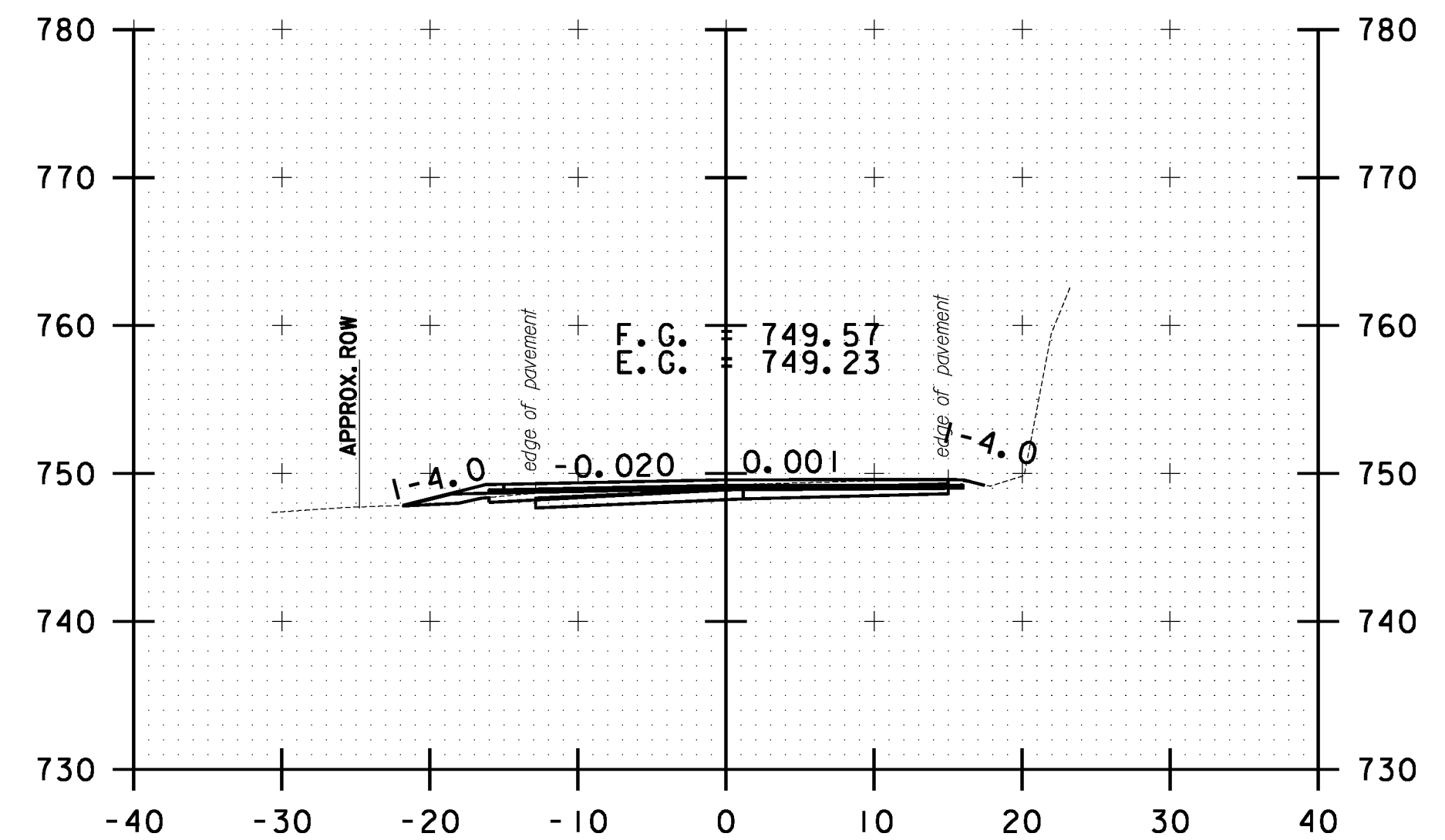
FILE NAME : \\P:\projects\ANY\K2\22425\CAOD\KSTN\10b214_stock_xc.dgn
DATE/TIME : 3/17/2014
USER : jslb



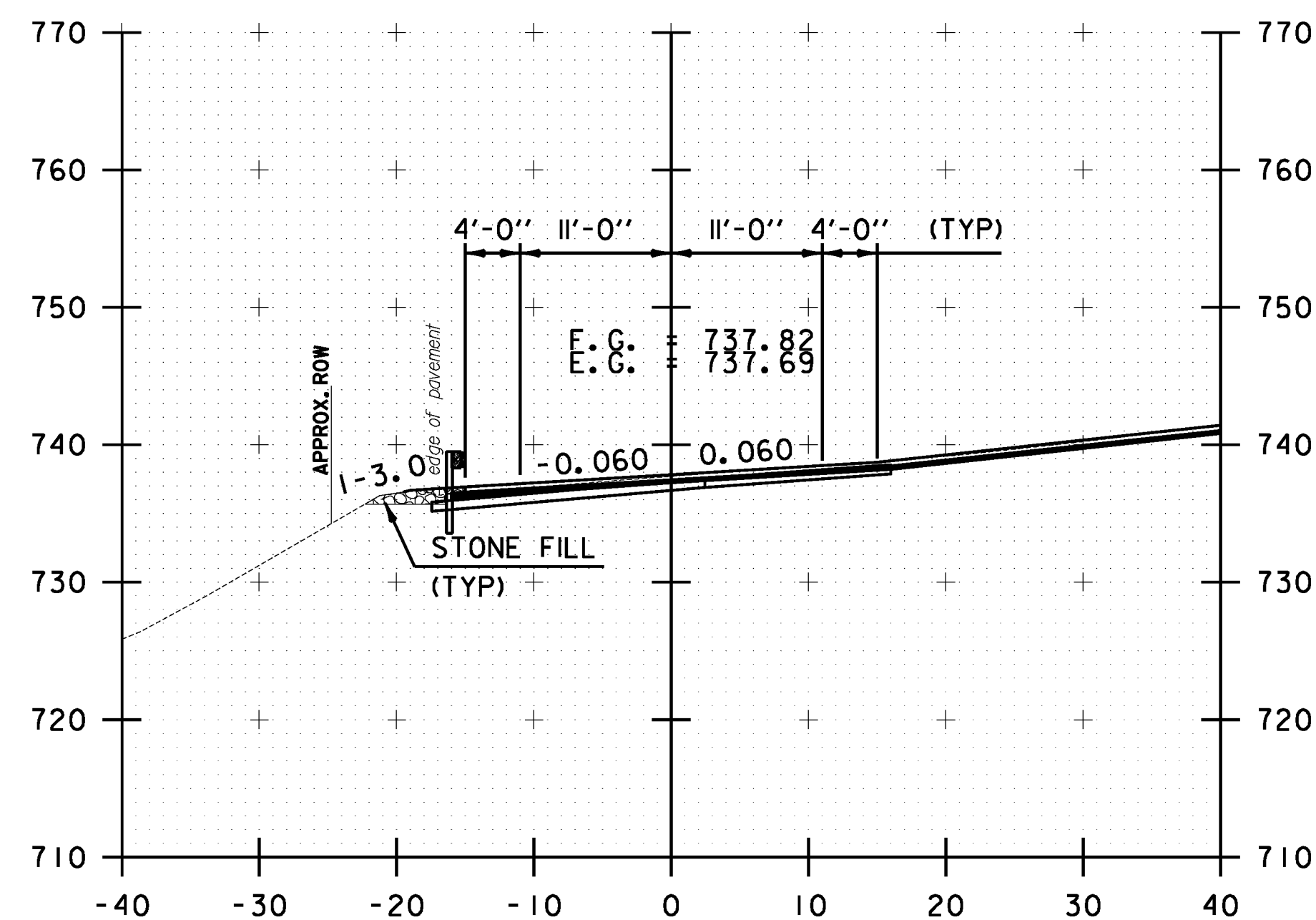
135+00.00



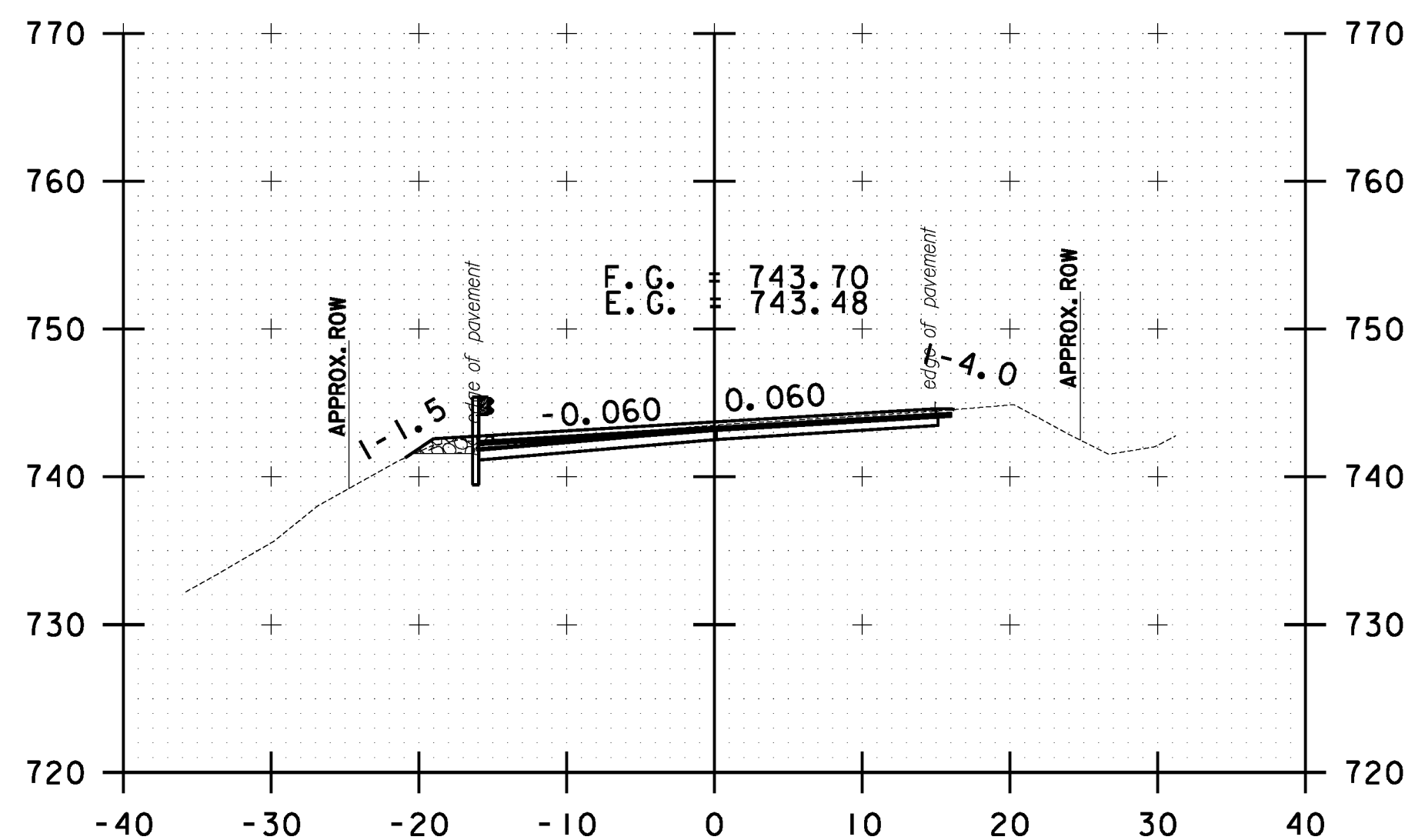
136+00.00



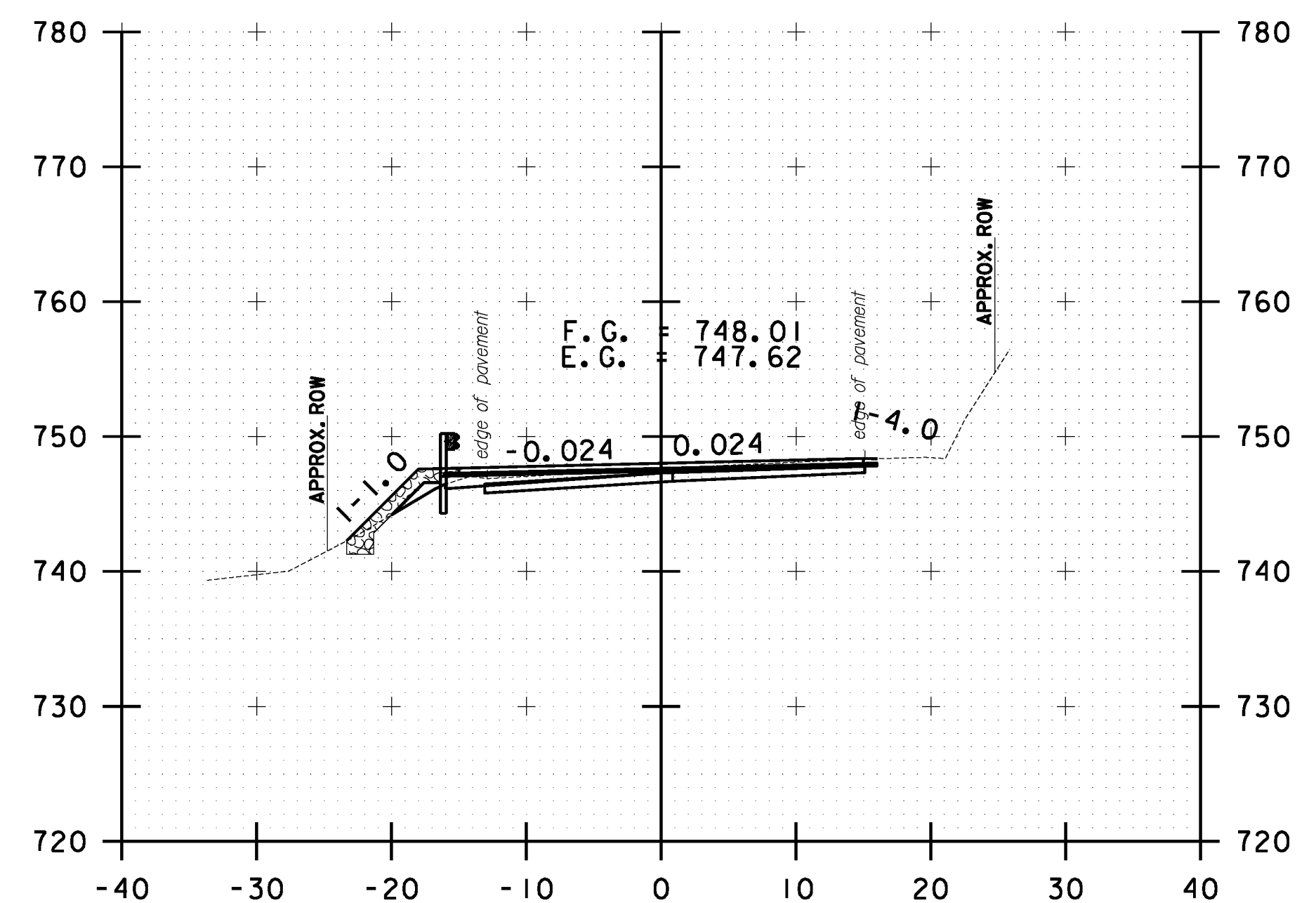
137+00.00



134+50.00



135+50.00



136+50.00

10 0 10
SCALE IN FEET

**STOCKBRIDGE
CROSS SECTION
SHEET #45**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_stock_xc.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214xs45.1

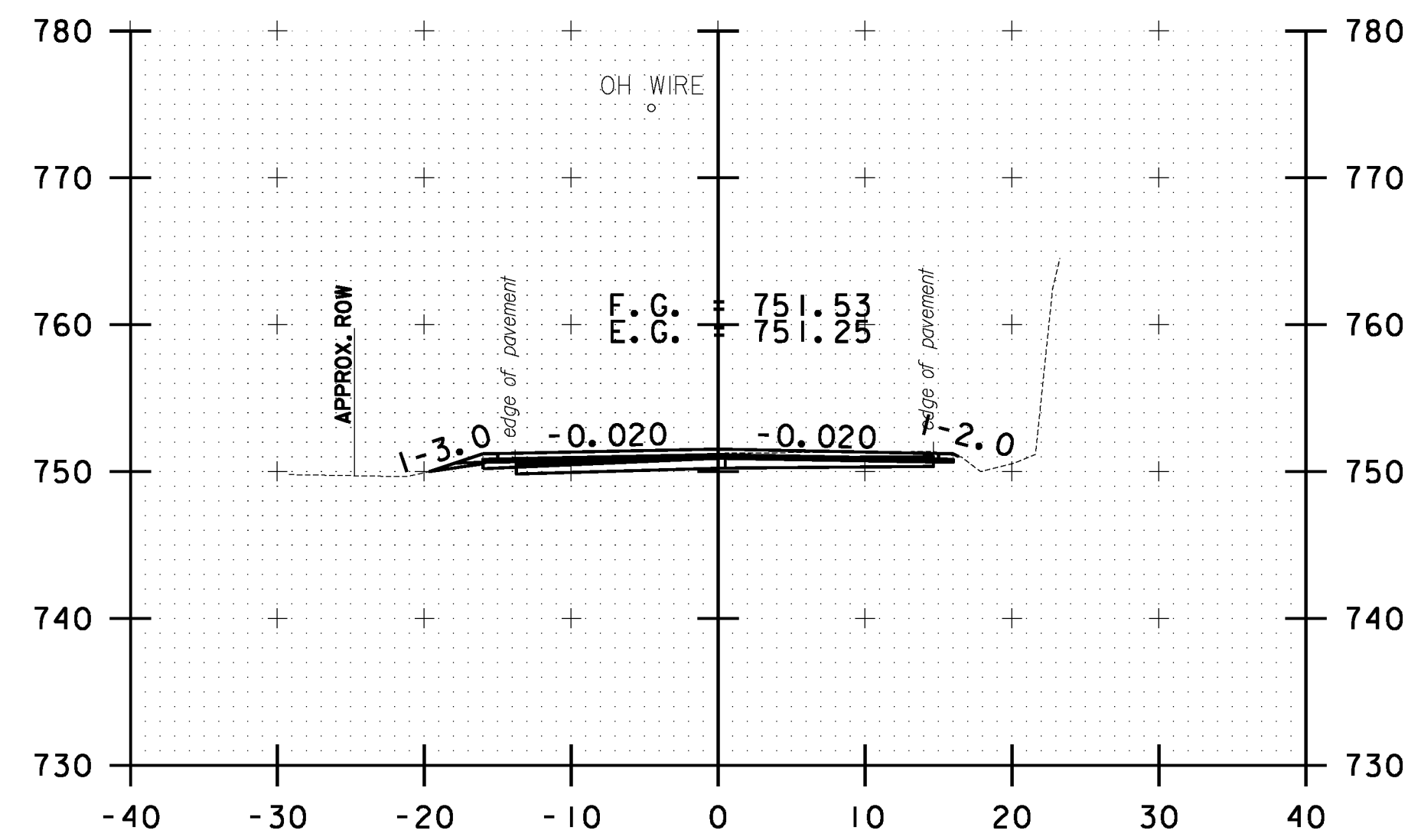
PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

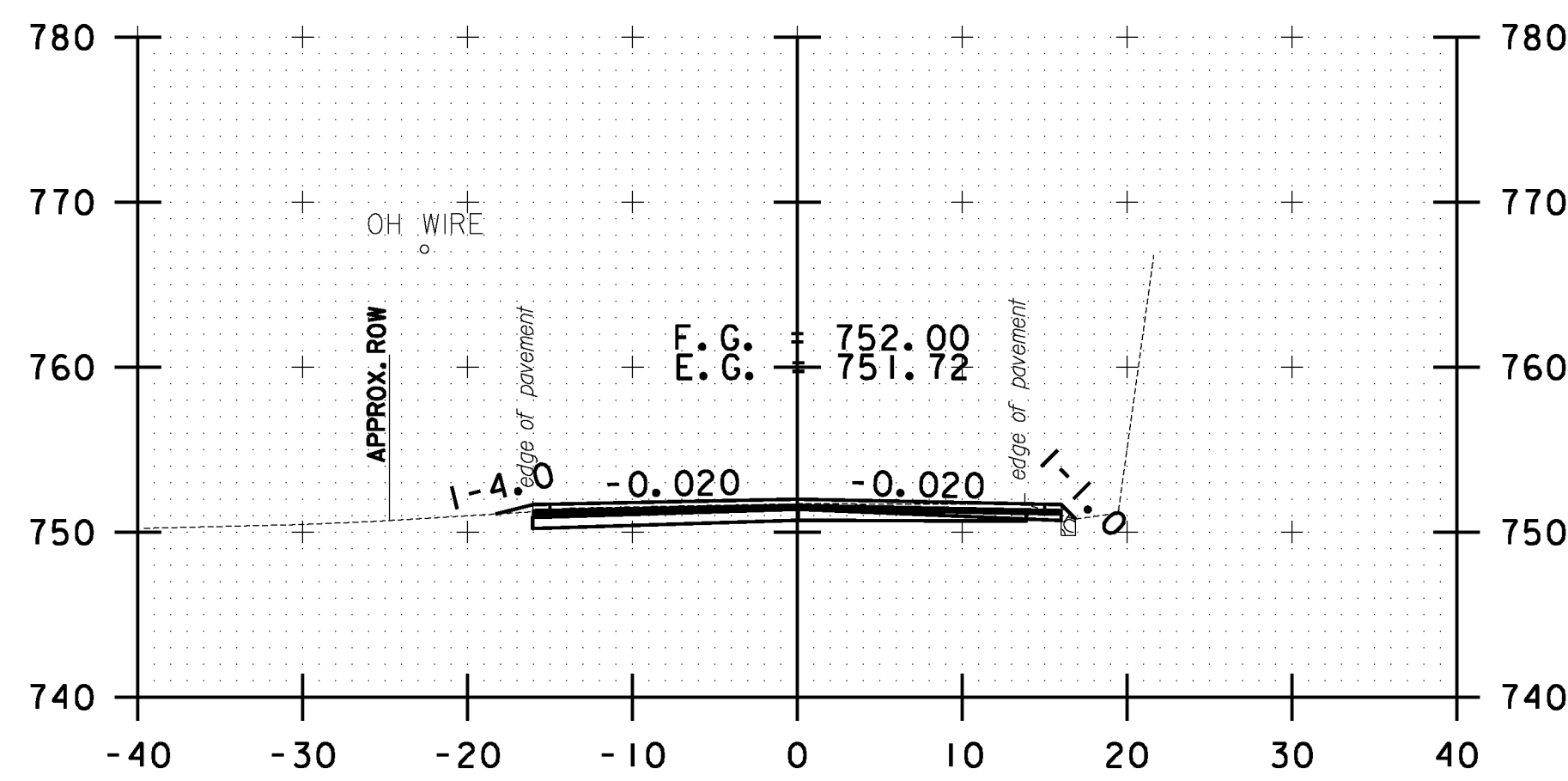
CHECKED BY: J.P.S.

SHEET 258 OF 397

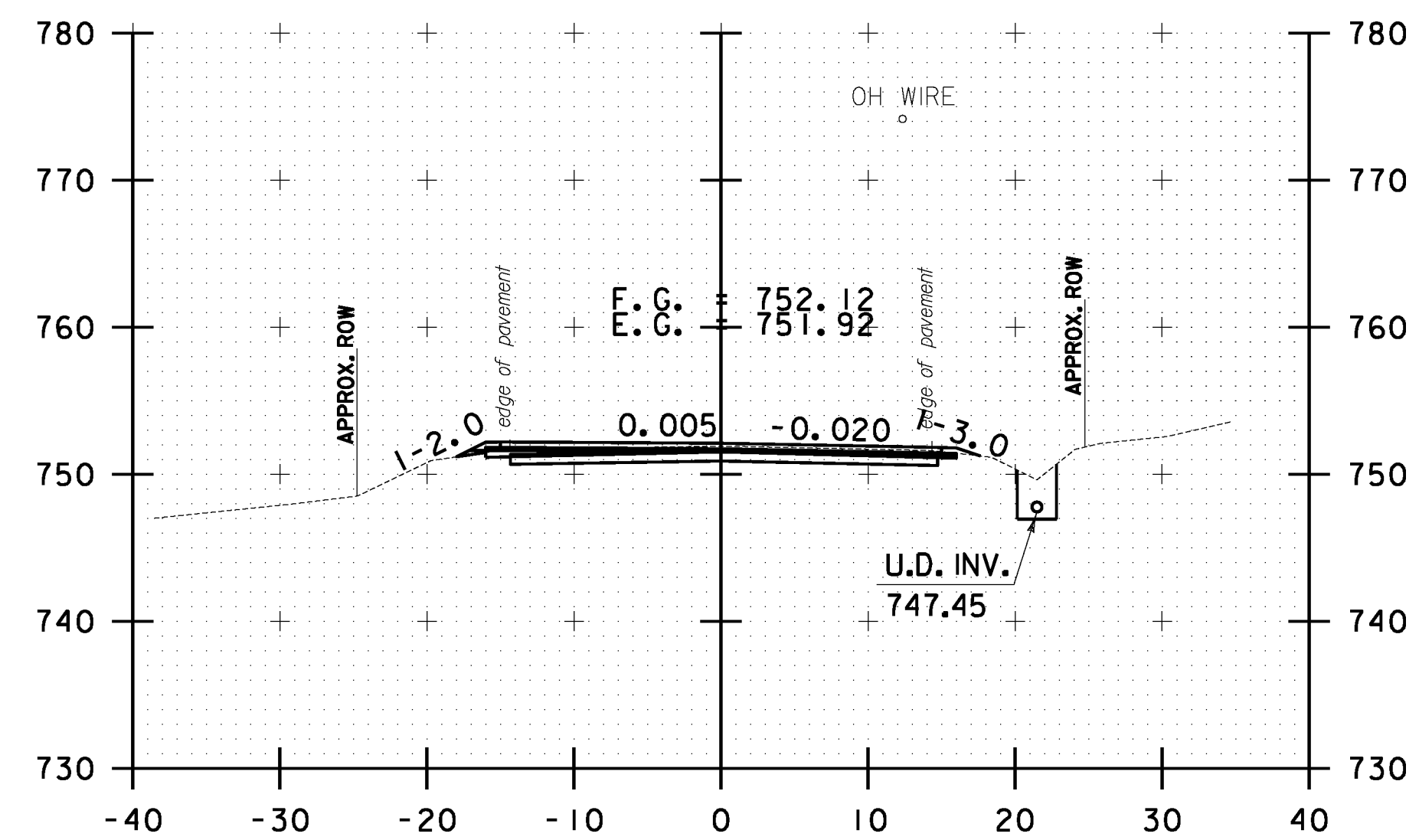
FILE NAME: \\P:\projects\ANY\22\25\CAOD\1\STN\10b214_stock_xc.dgn
DATE/TIME: 3/17/2014
USER: 4916



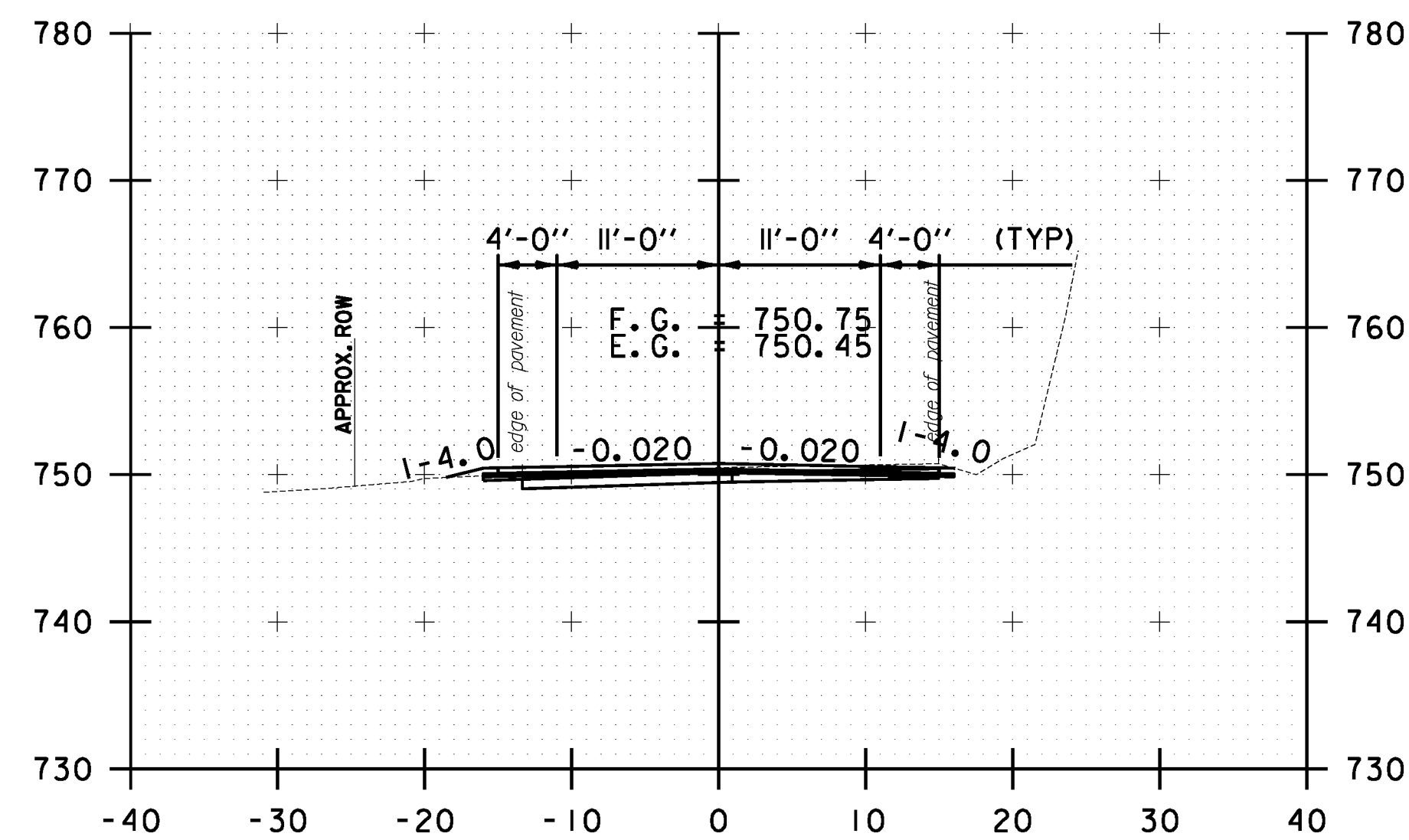
138+00.00



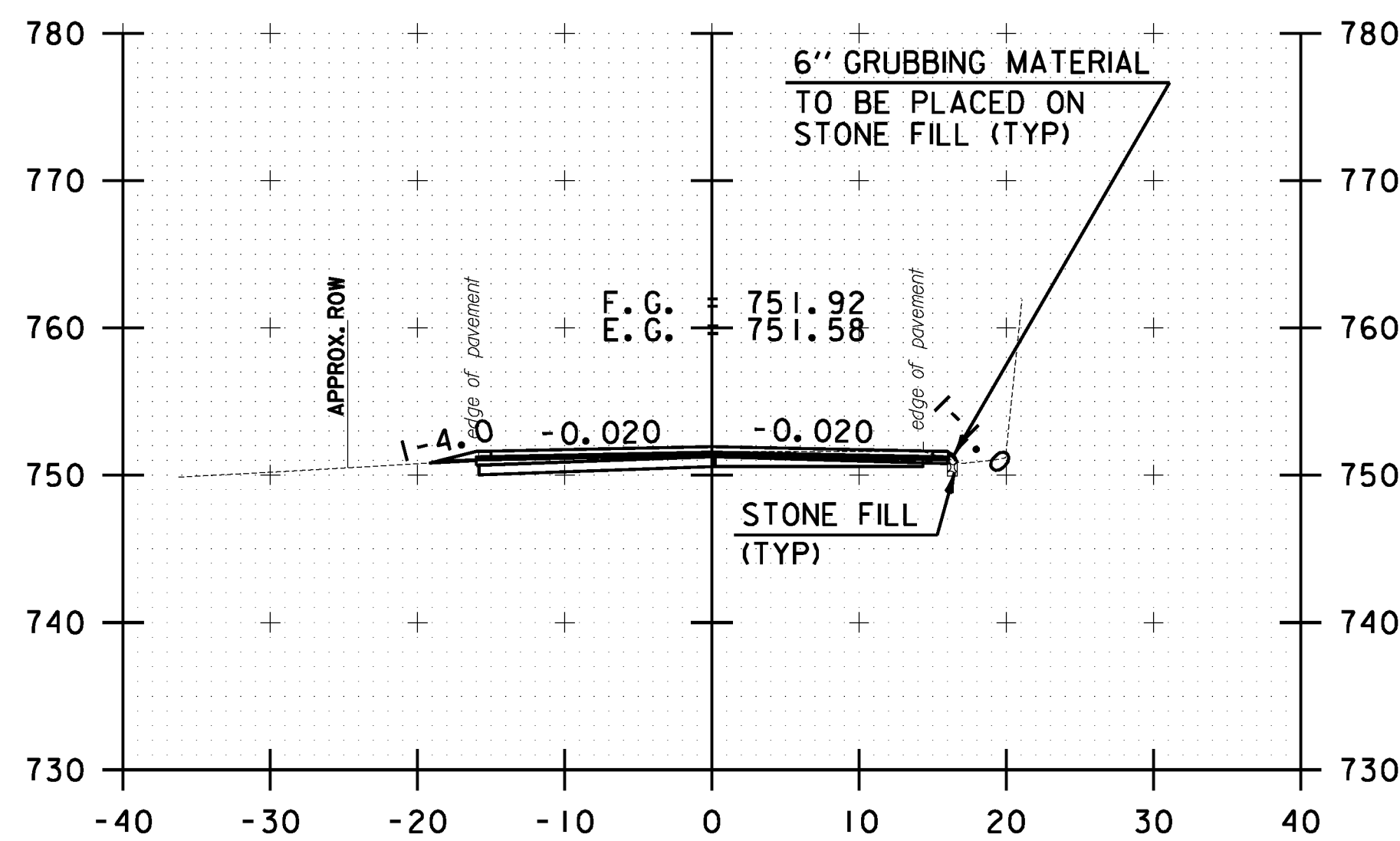
139+00.00



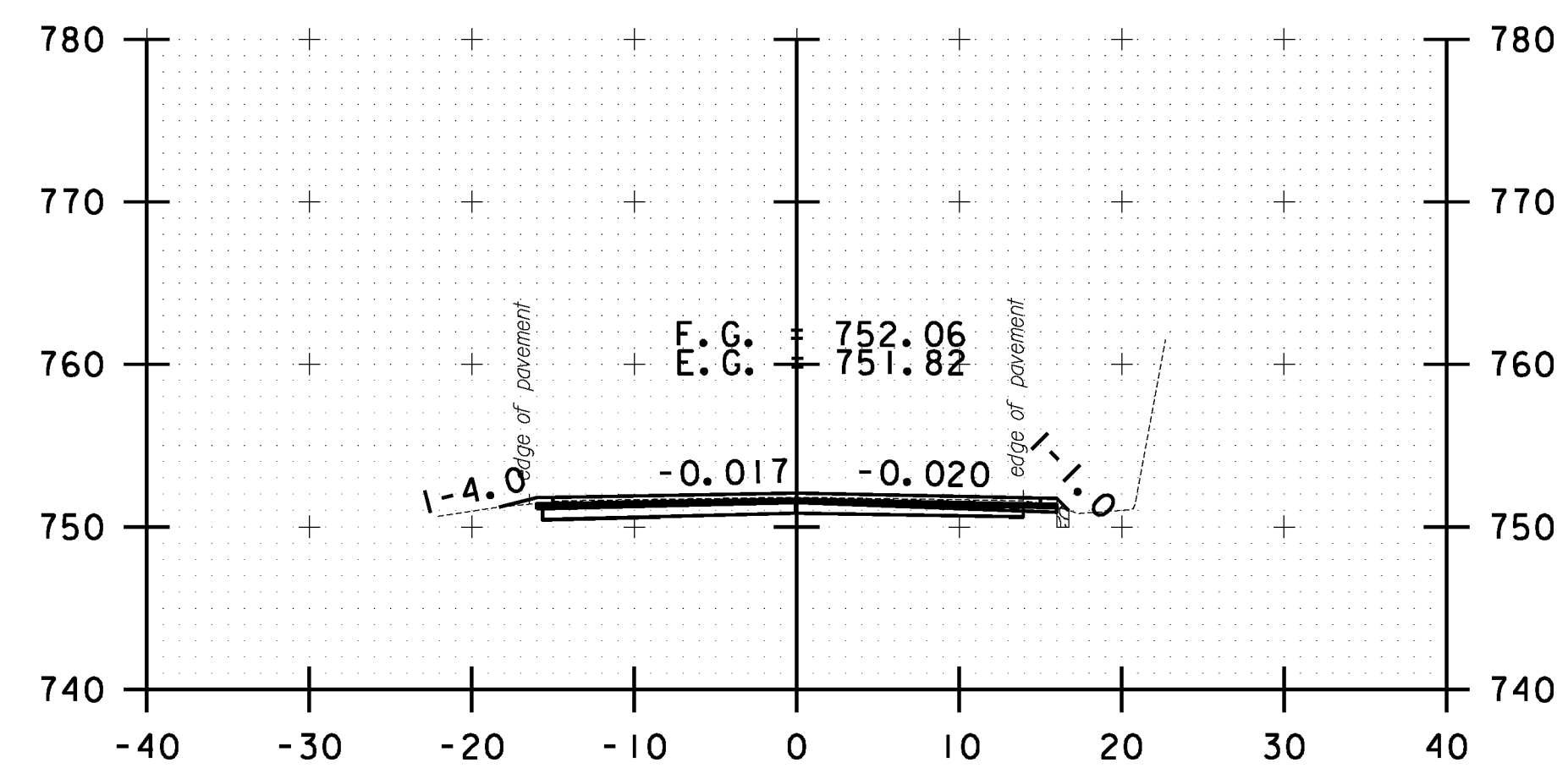
140+00.00



137+50.00



138+50.00



139+50.00

10 0 10
SCALE IN FEET

**STOCKBRIDGE
CROSS SECTION
SHEET #46**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_stock_xc.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214xs46.i

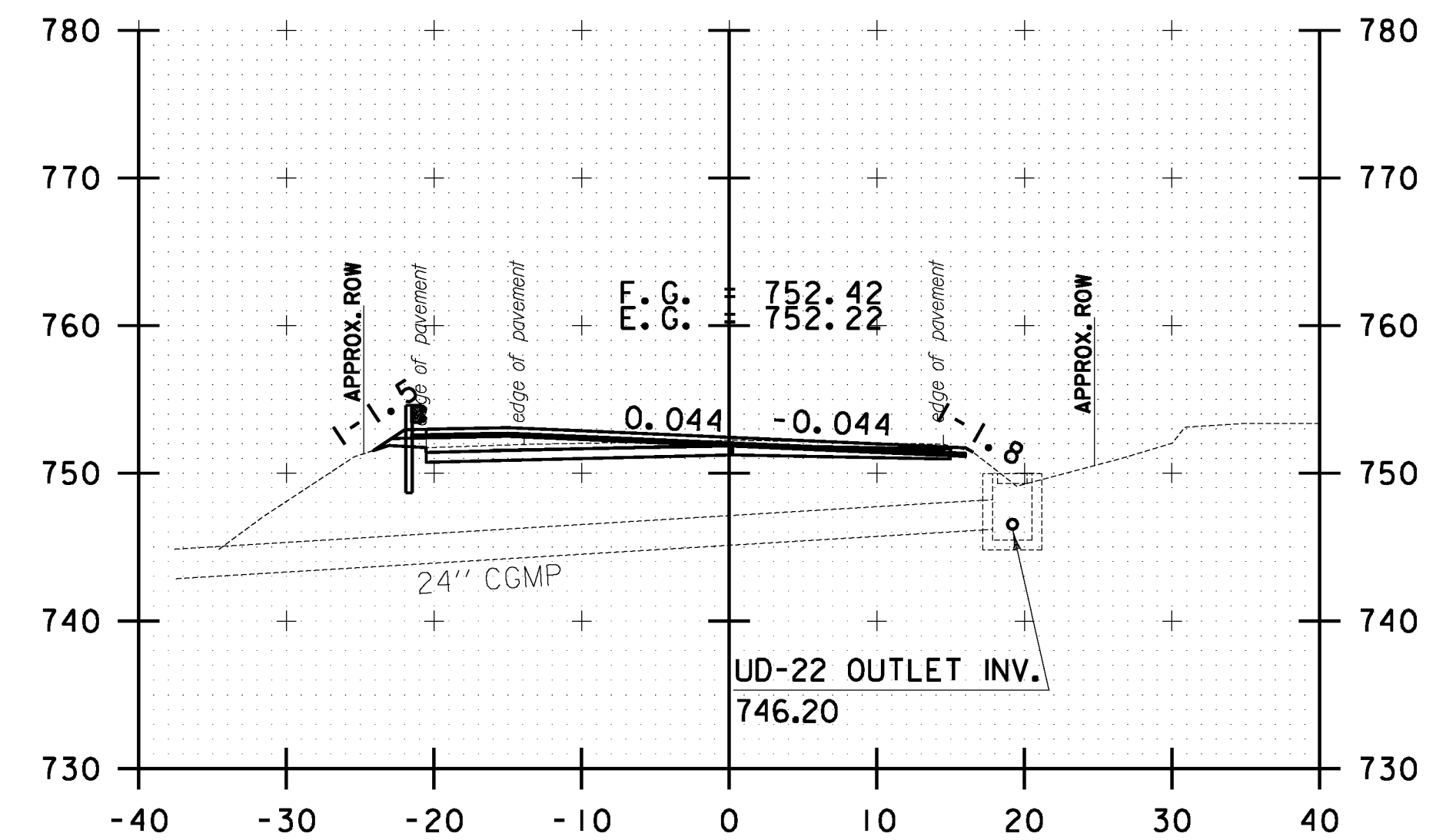
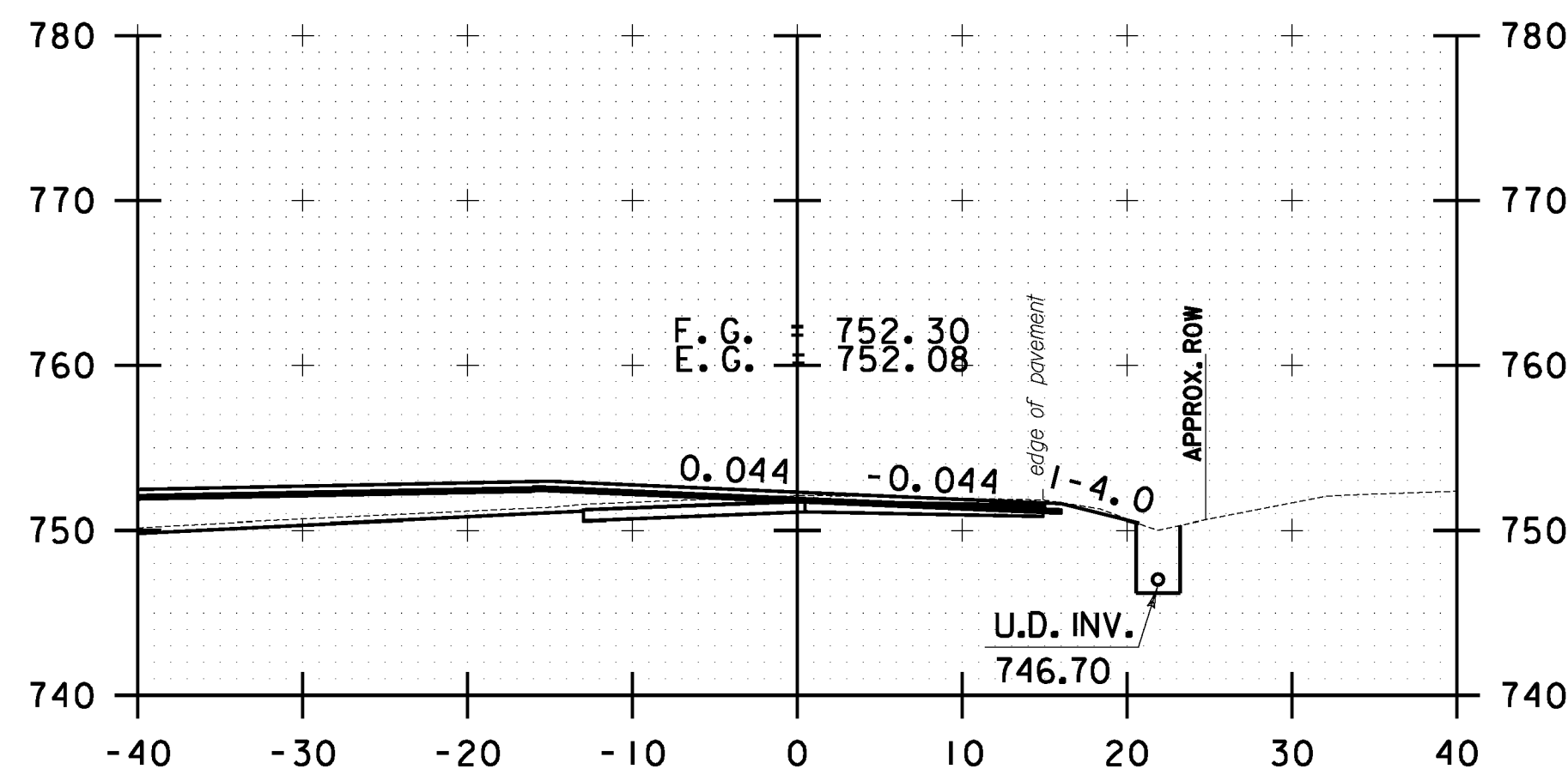
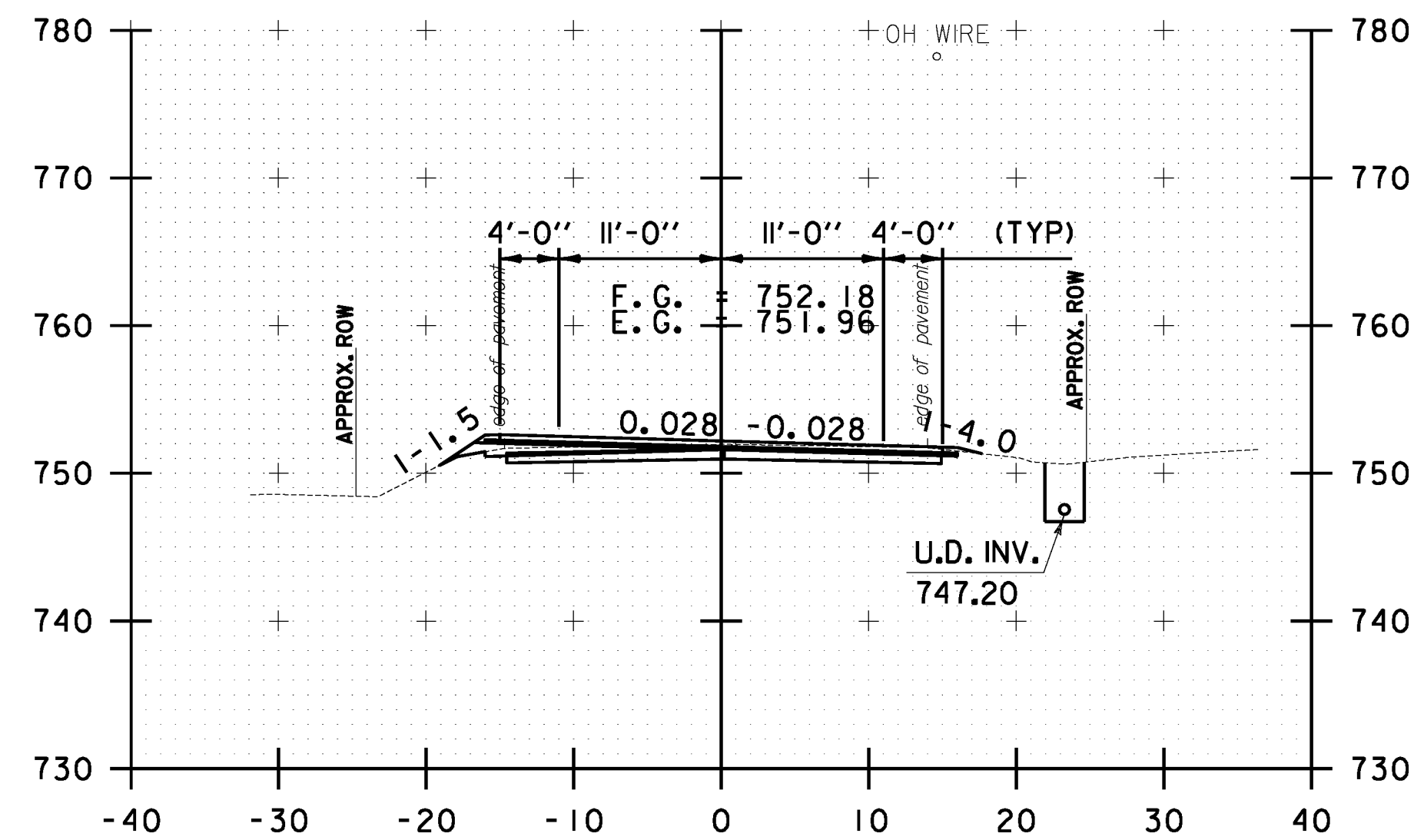
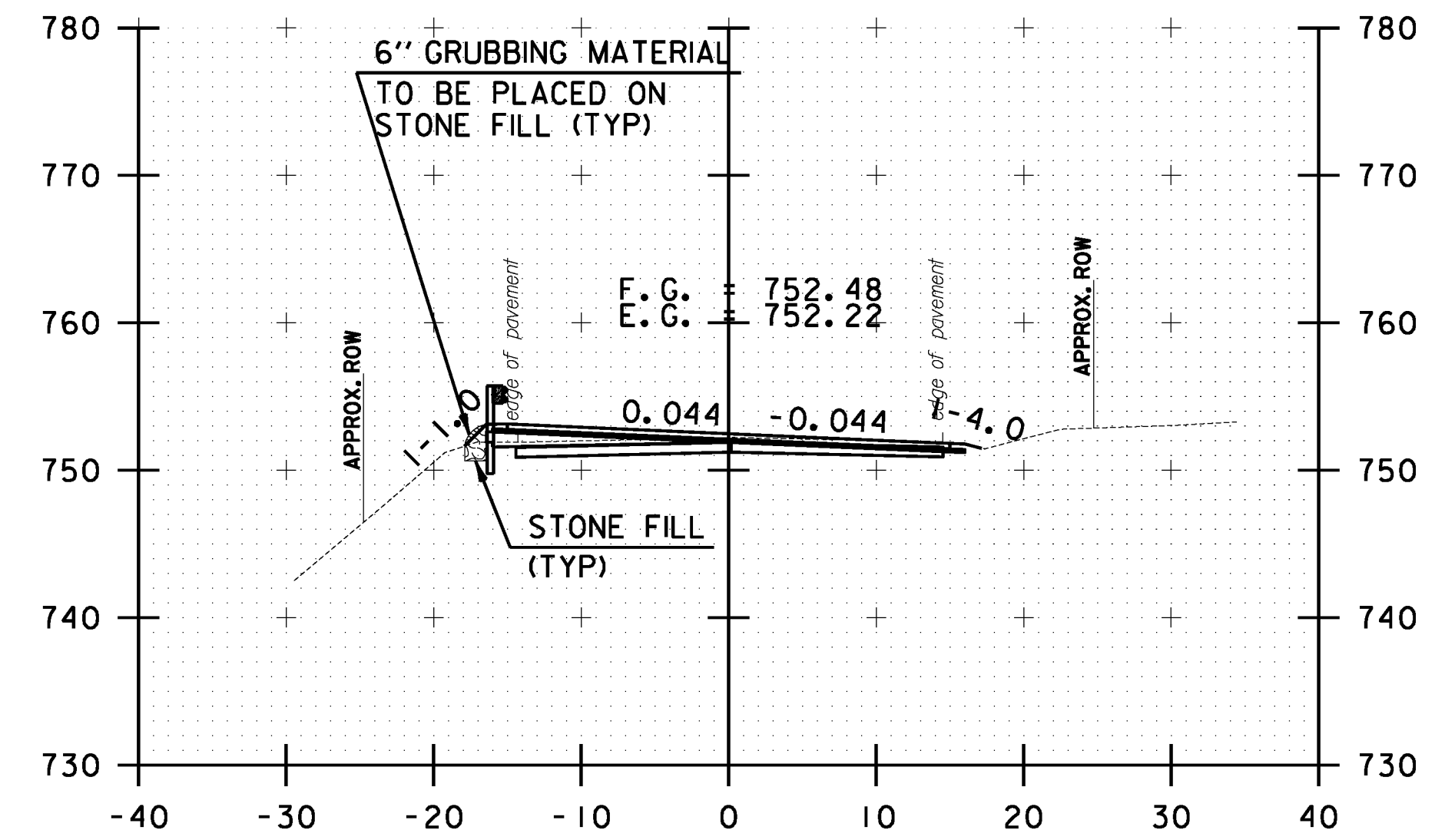
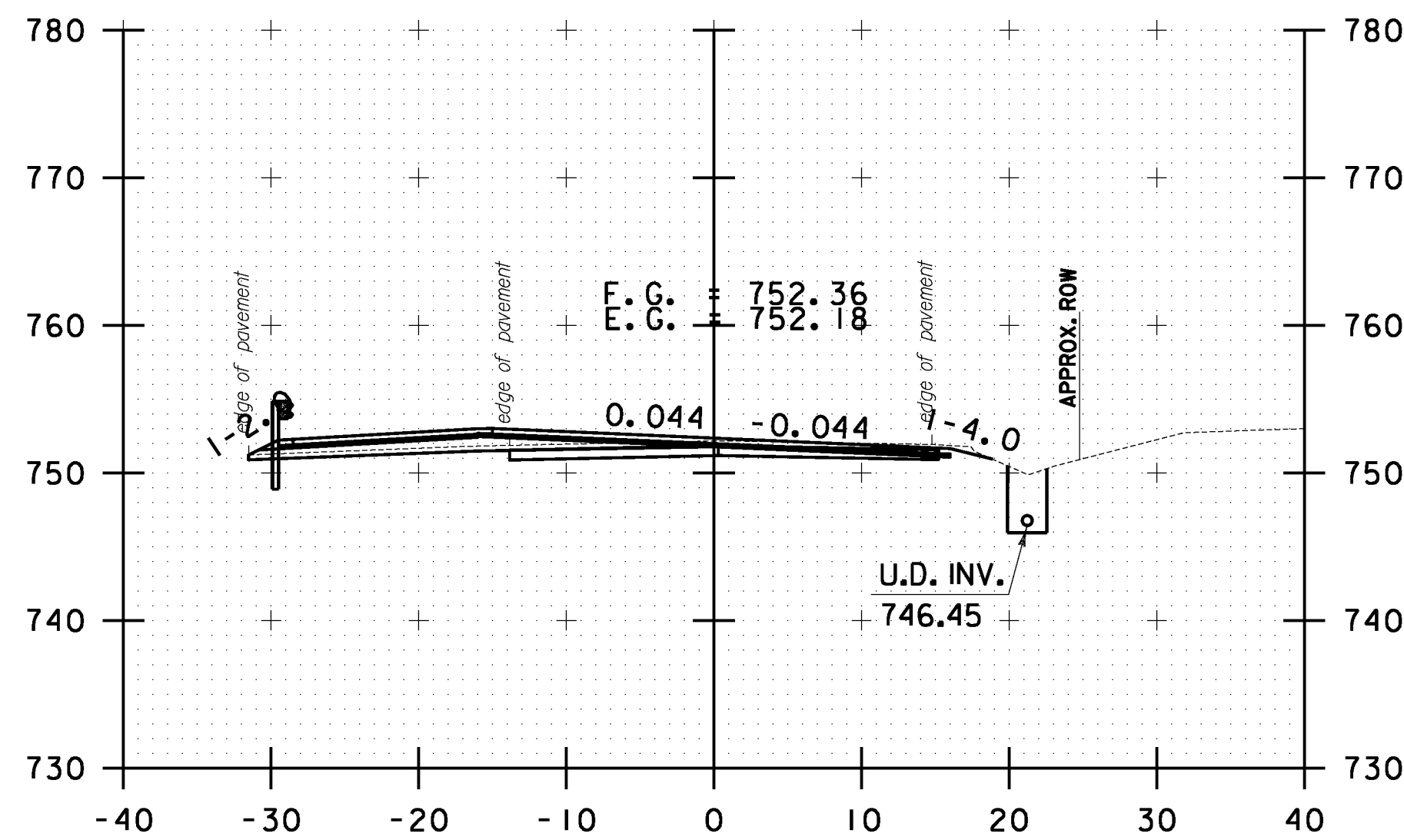
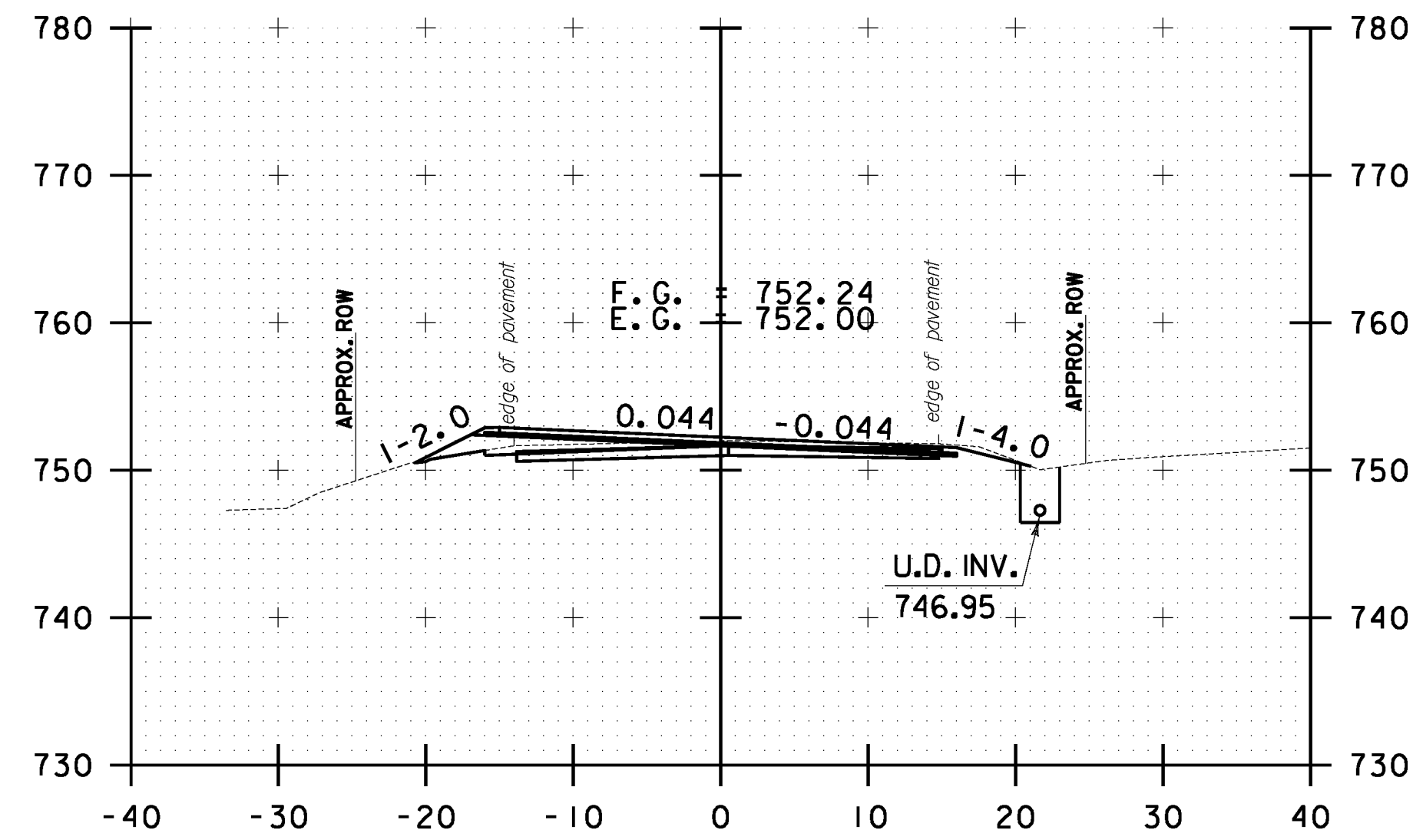
PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

CHECKED BY: J.P.S.

SHEET 259 OF 397

FILE NAME = \\P:\projects\ANY\K2\22\25\CAOD\KSTIN\10b214_stock_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



10 0 10
SCALE IN FEET

**STOCKBRIDGE
CROSS SECTION
SHEET #47**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_stock_xc.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214xs47.1

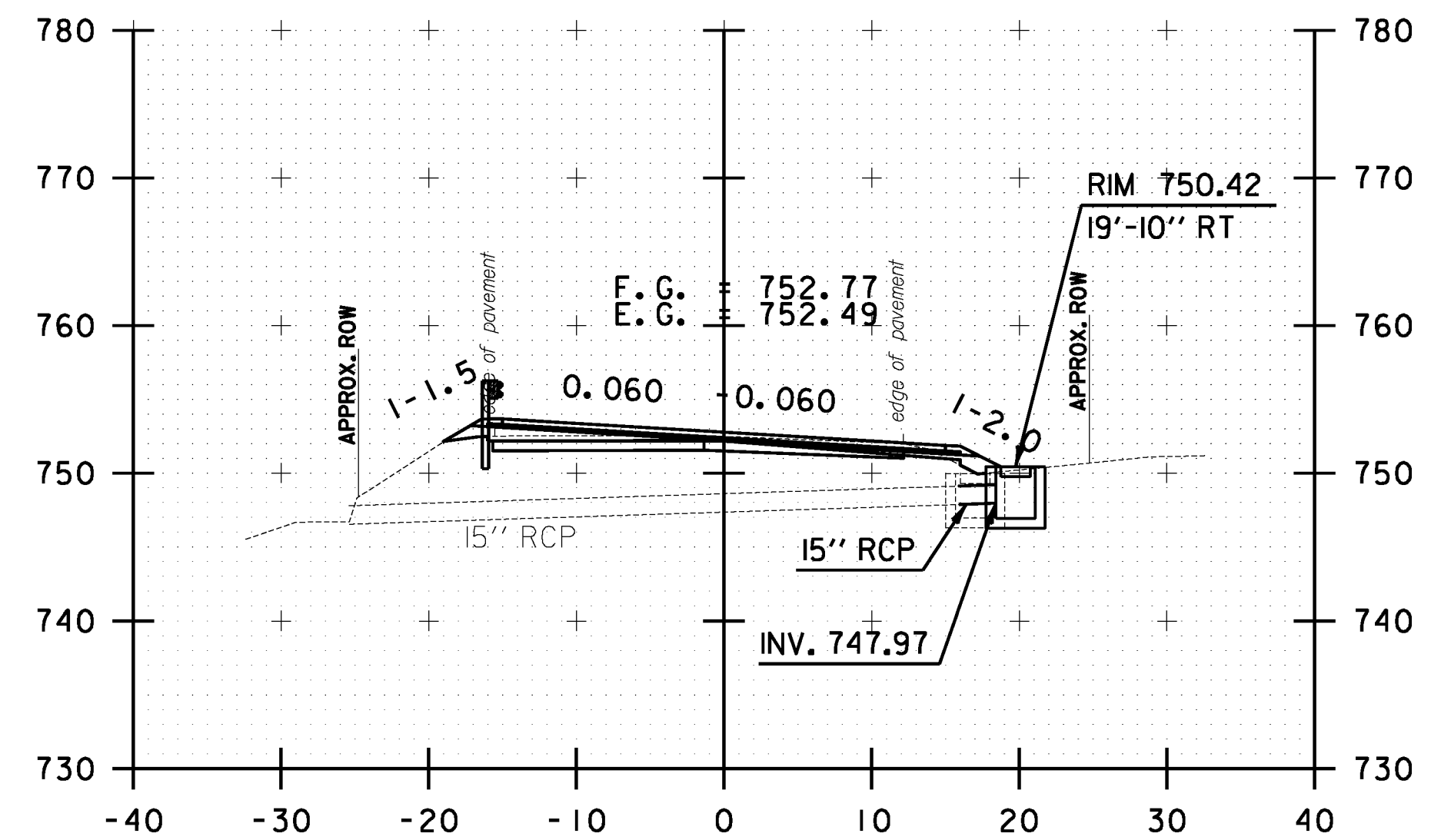
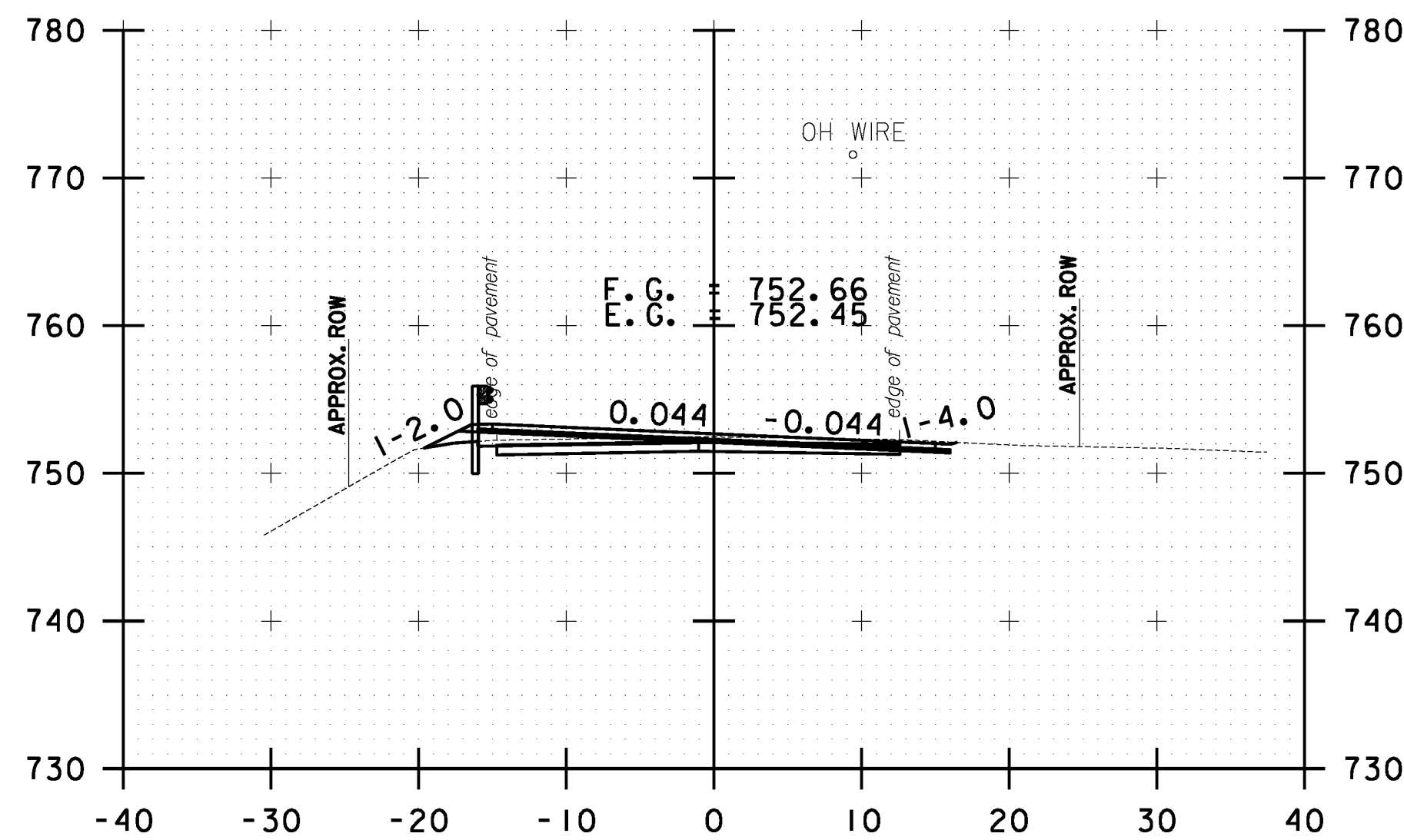
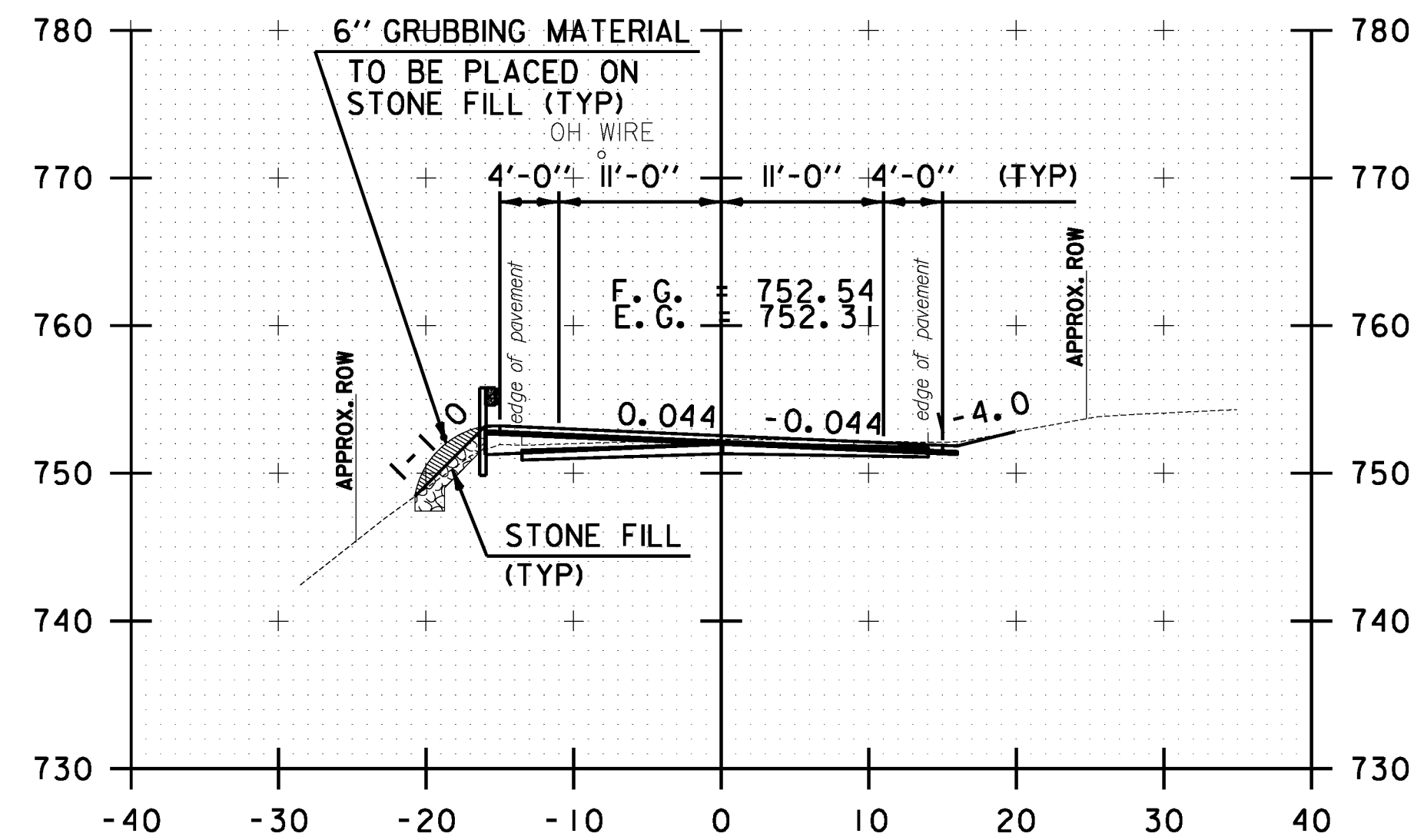
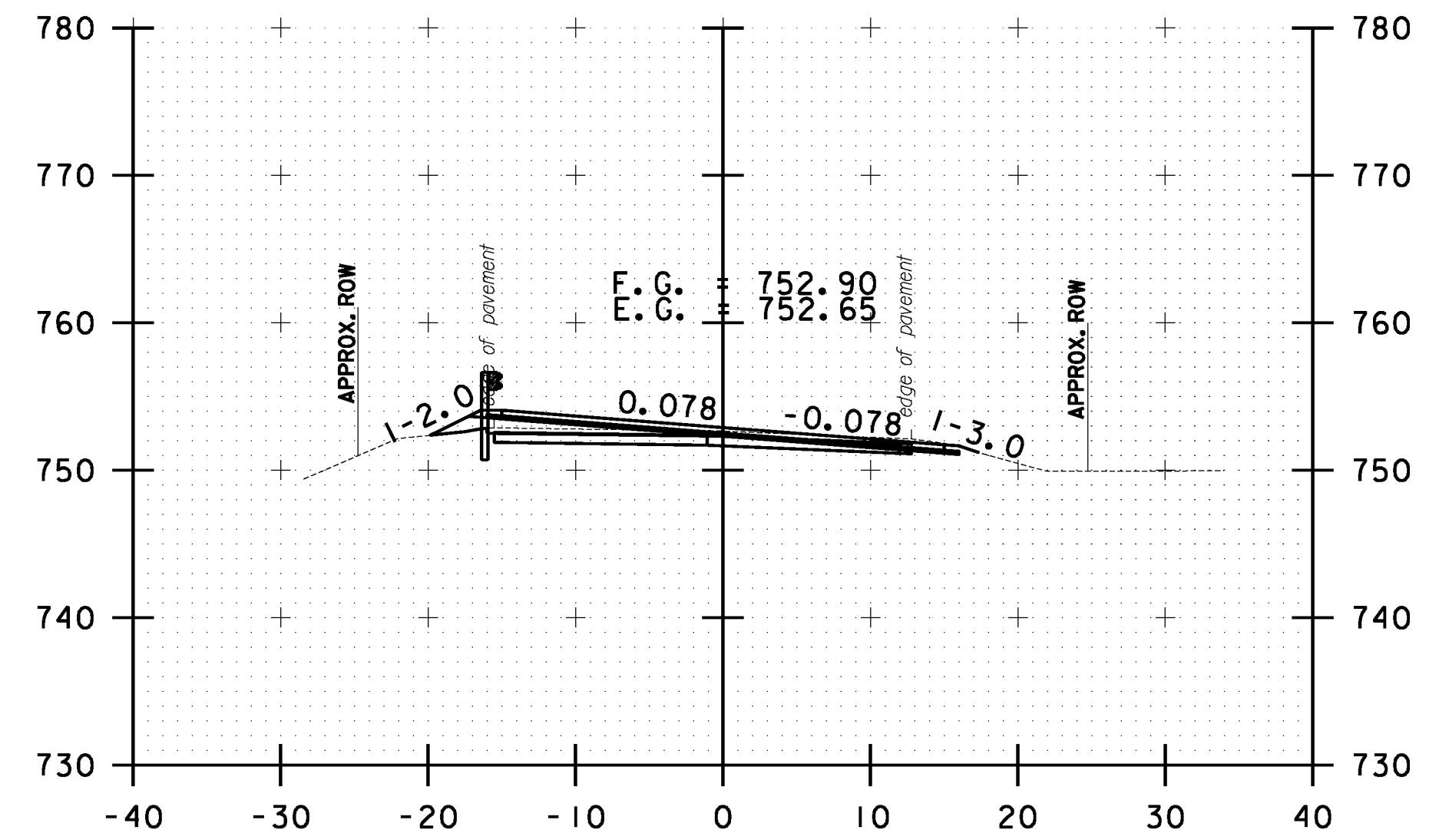
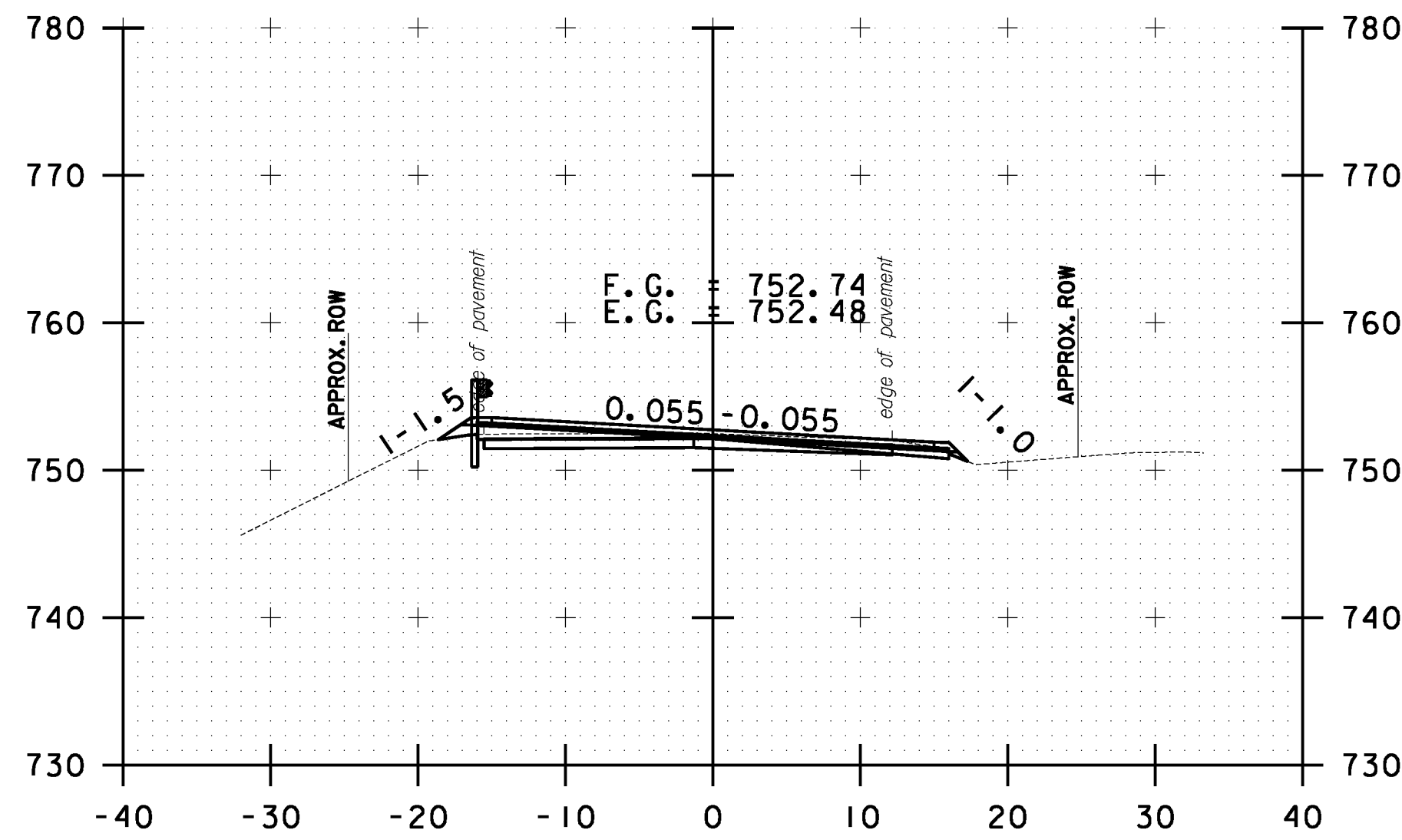
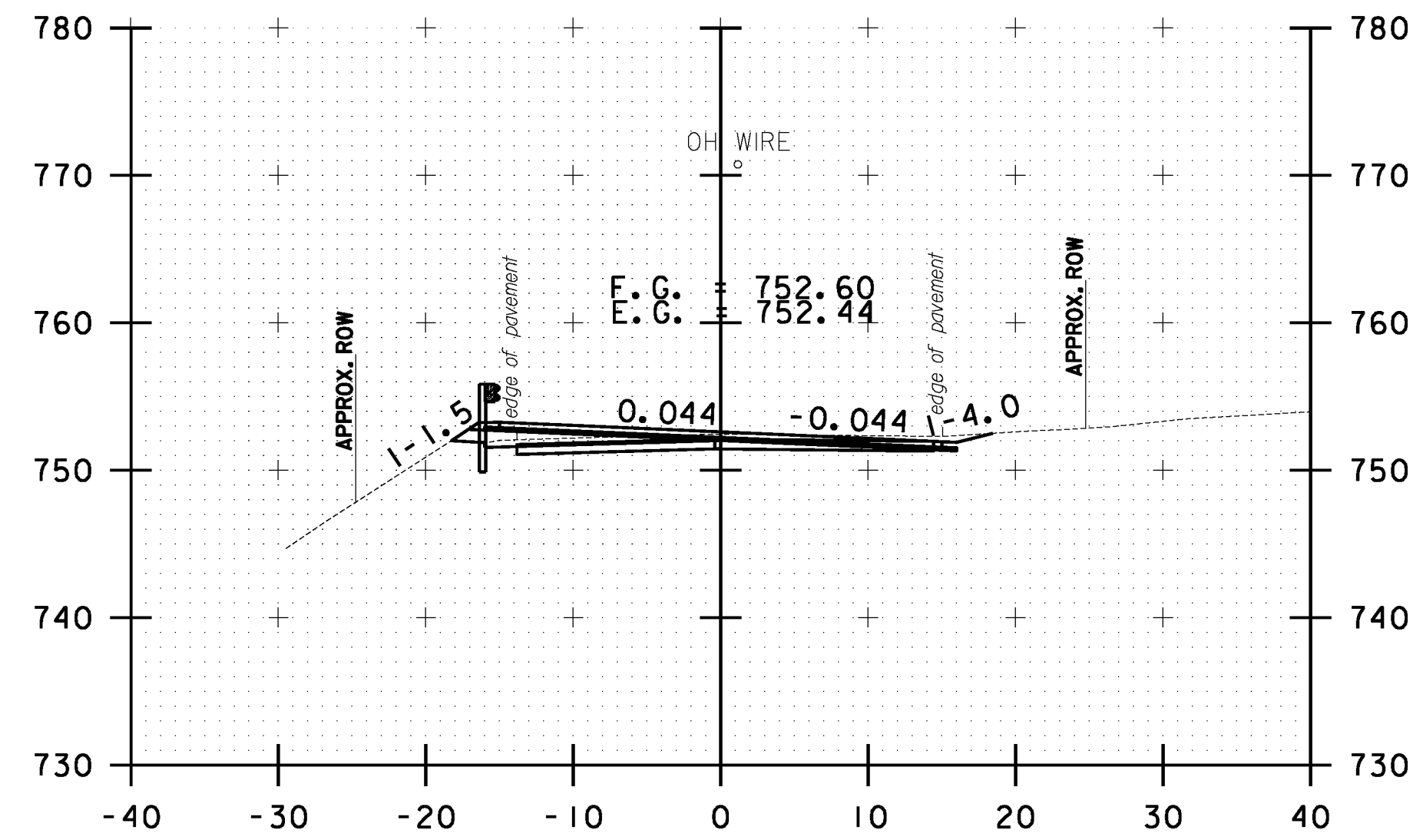
PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

CHECKED BY: J.P.S.

SHEET 260 OF 397

FILE NAME = \\P:\projects\ANY\K2\22\25\CAOD\KSTN\10b214_stock_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916

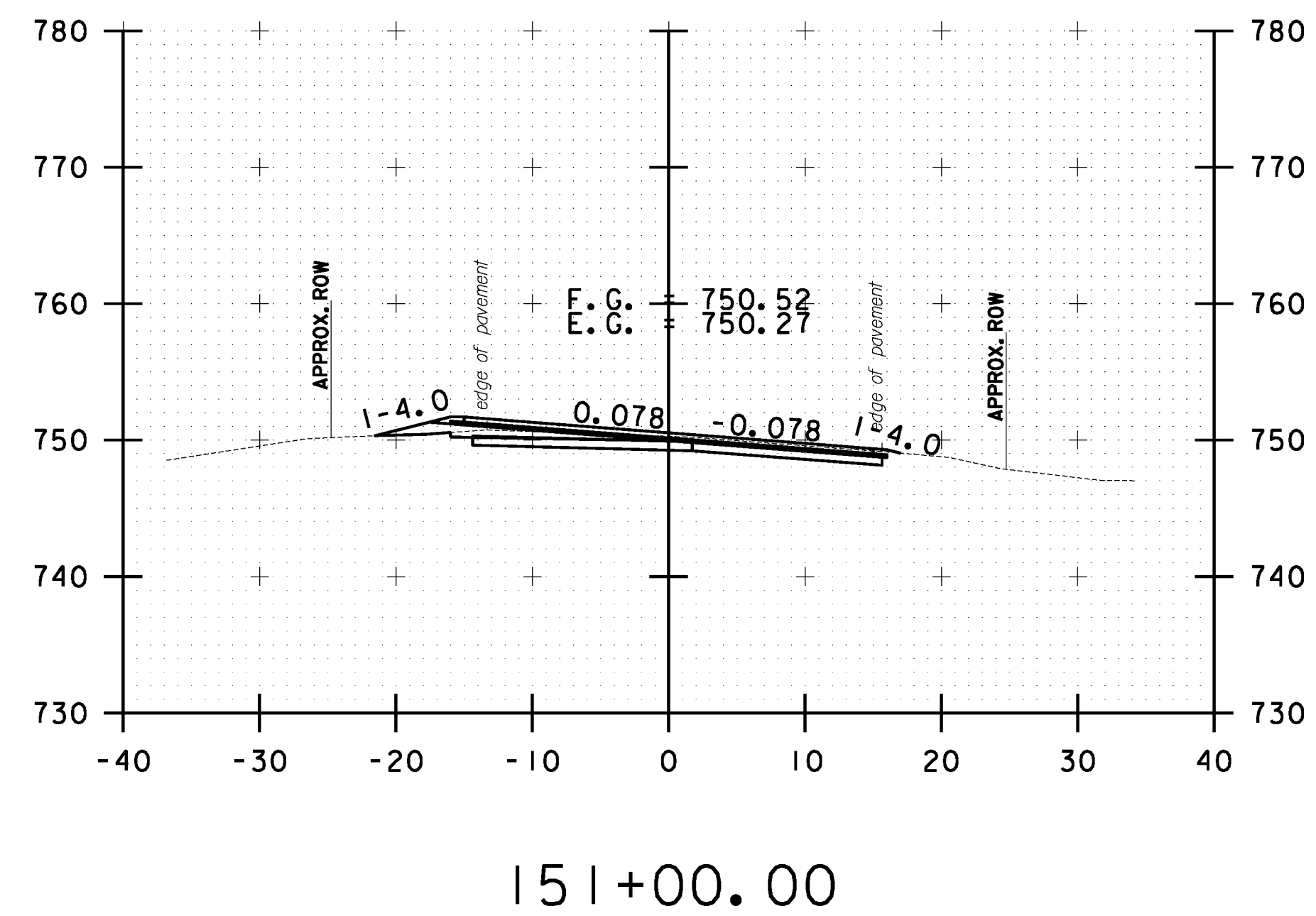
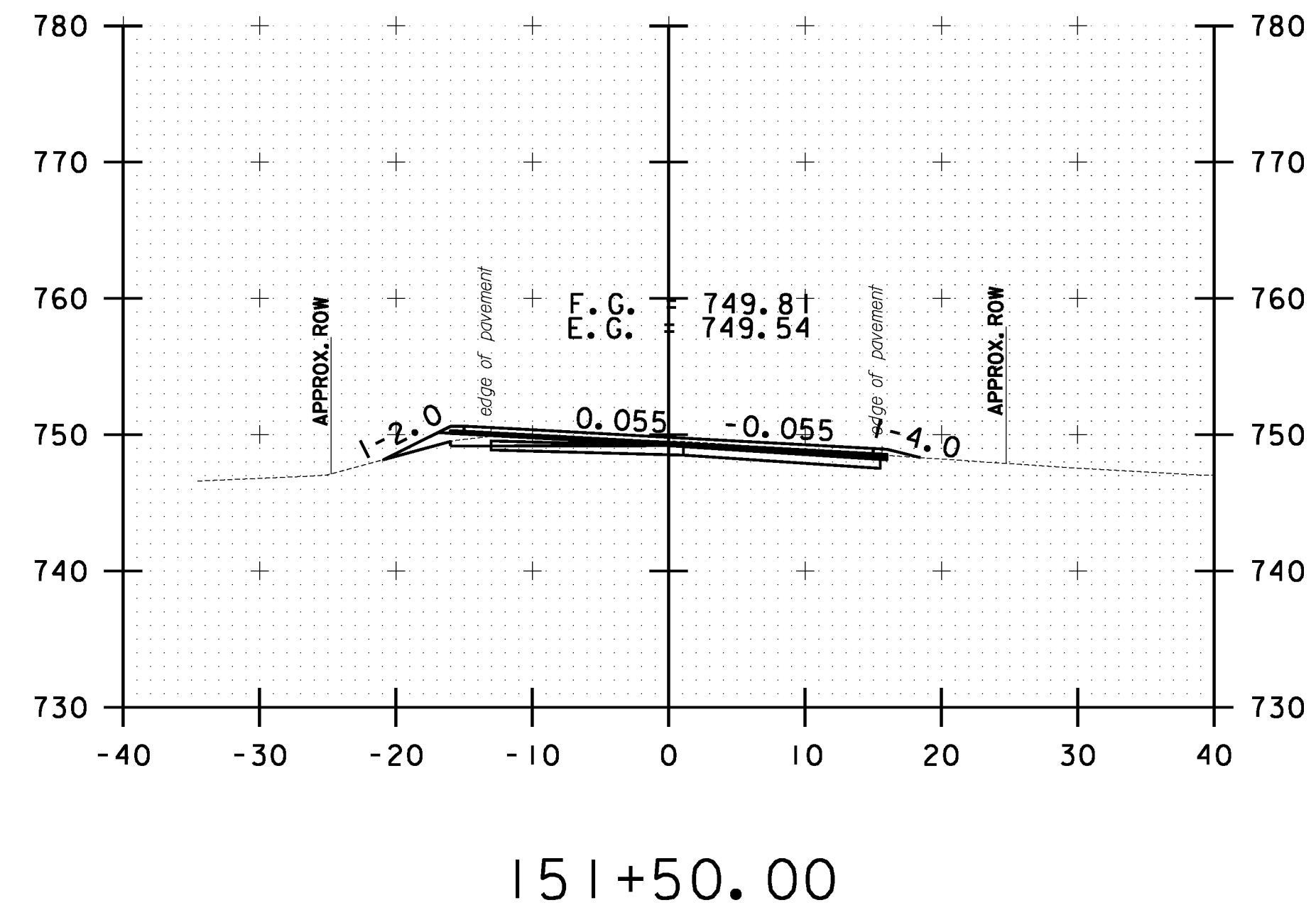
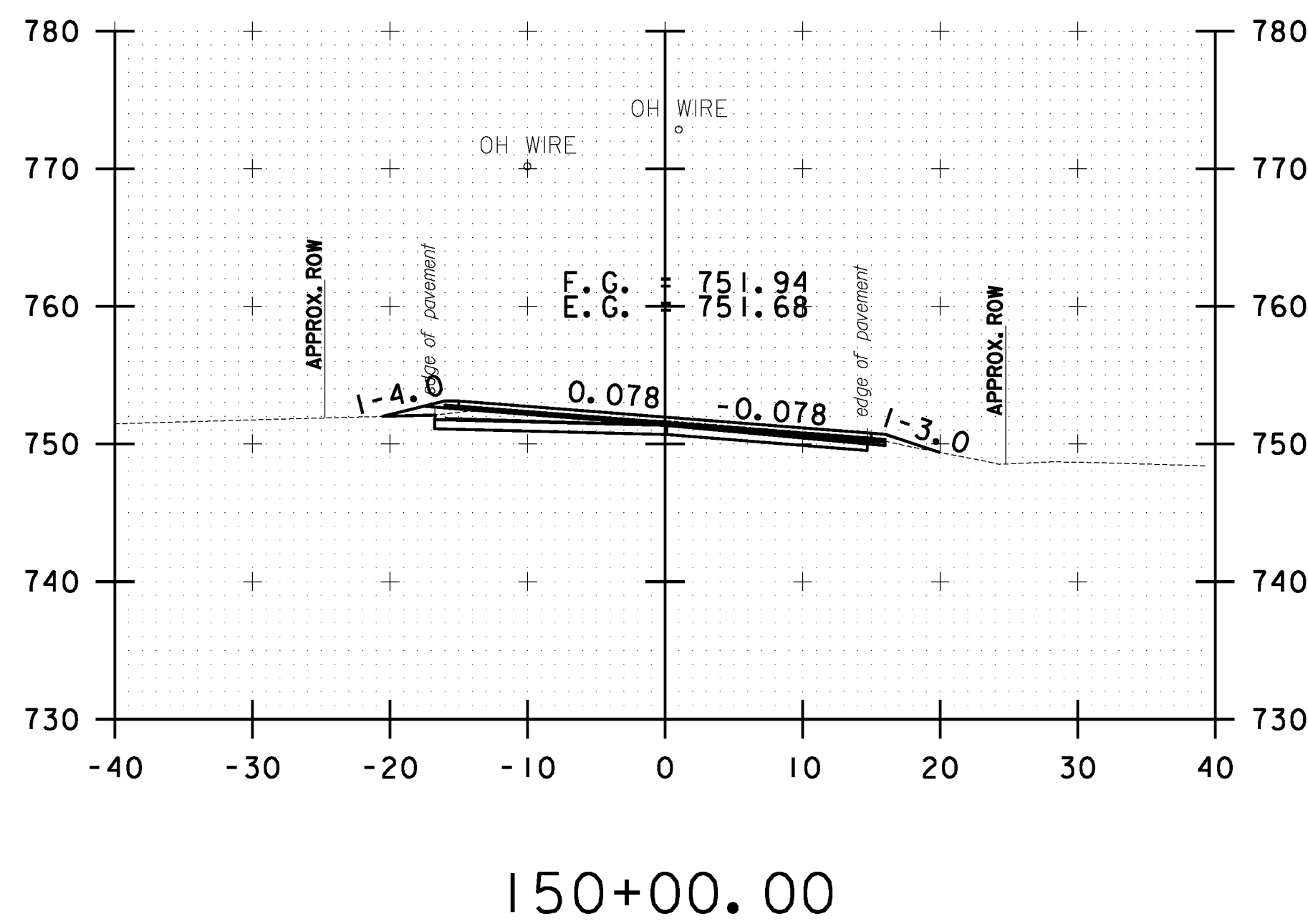
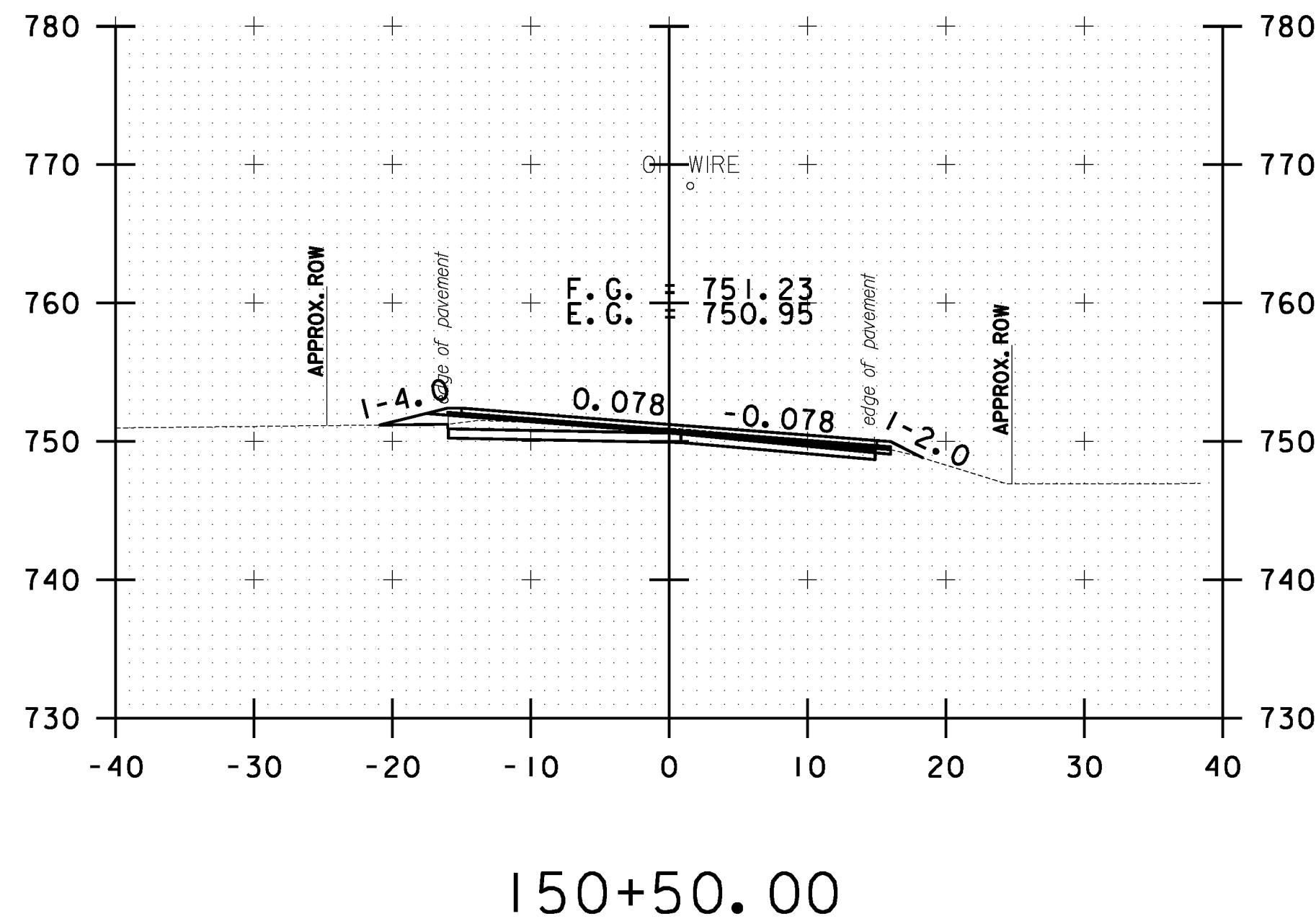
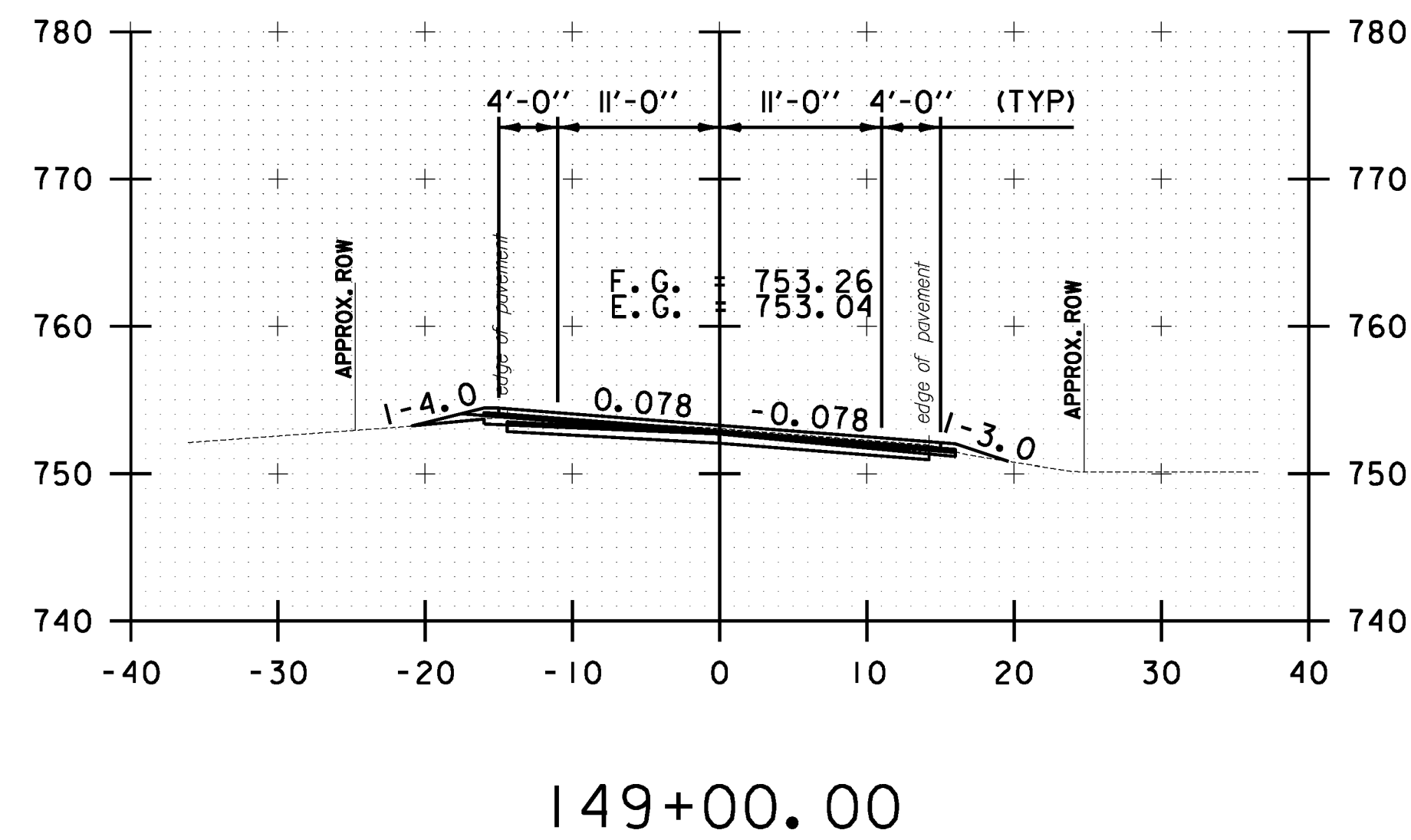
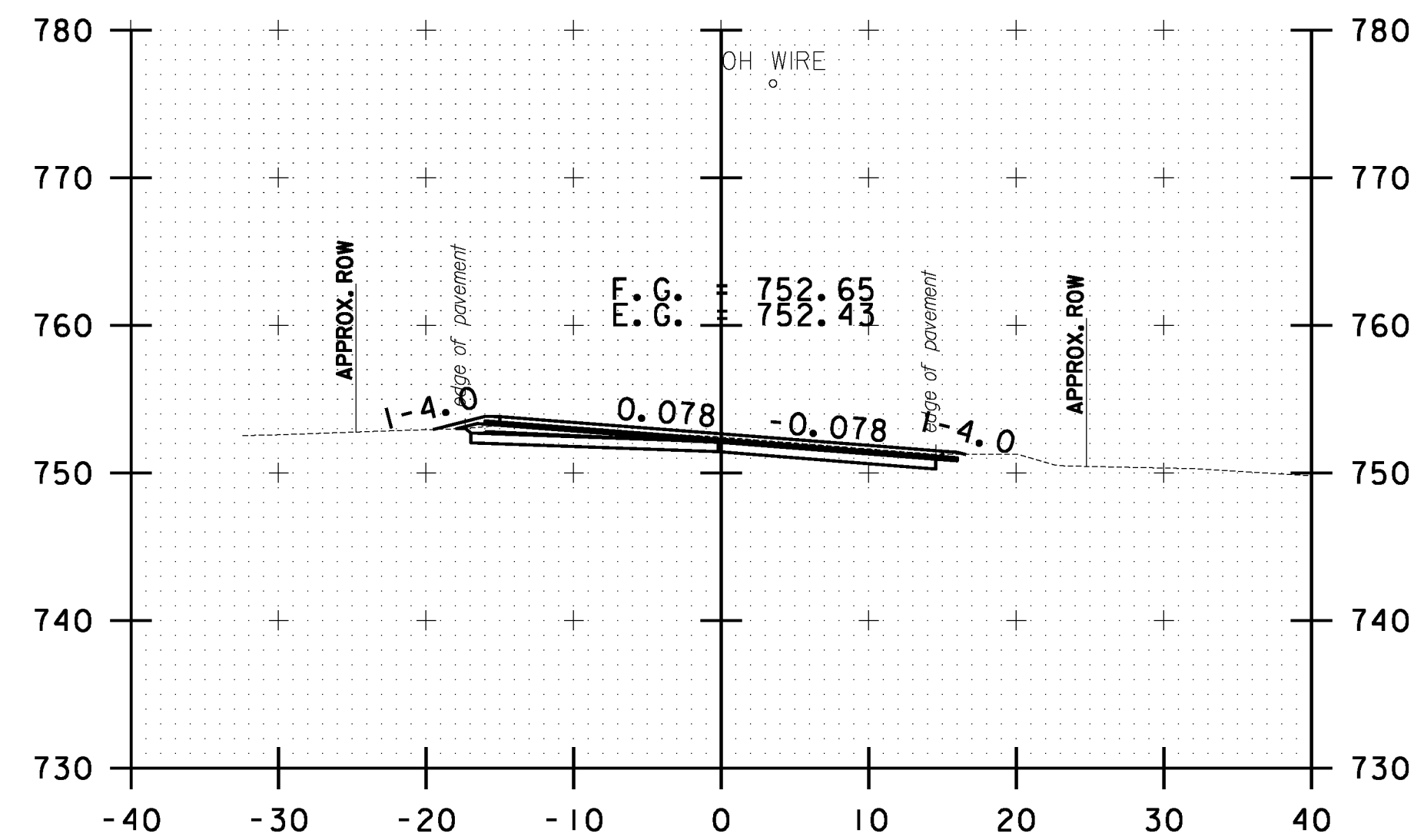


10 0 10
SCALE IN FEET

**STOCKBRIDGE
CROSS SECTION
SHEET #48**

PROJECT NAME:	STOCKBRIDGE-BETHEL
PROJECT NUMBER:	STP 2910(1)
FILE NAME:	z10b214_stock_xc.dgn
PROJECT LEADER:	D.E.G.
DESIGNED BY:	L.M.B.
IPARM FILE:	z10b214xs48.i
PLOT DATE:	3/17/2014
DRAWN BY:	W.G.P.
CHECKED BY:	J.P.S.
SHEET	261 OF 397

FILE NAME = \\P:\projects\ANY\K2\22\25\CAOD\KSTN\10b214_stock_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916

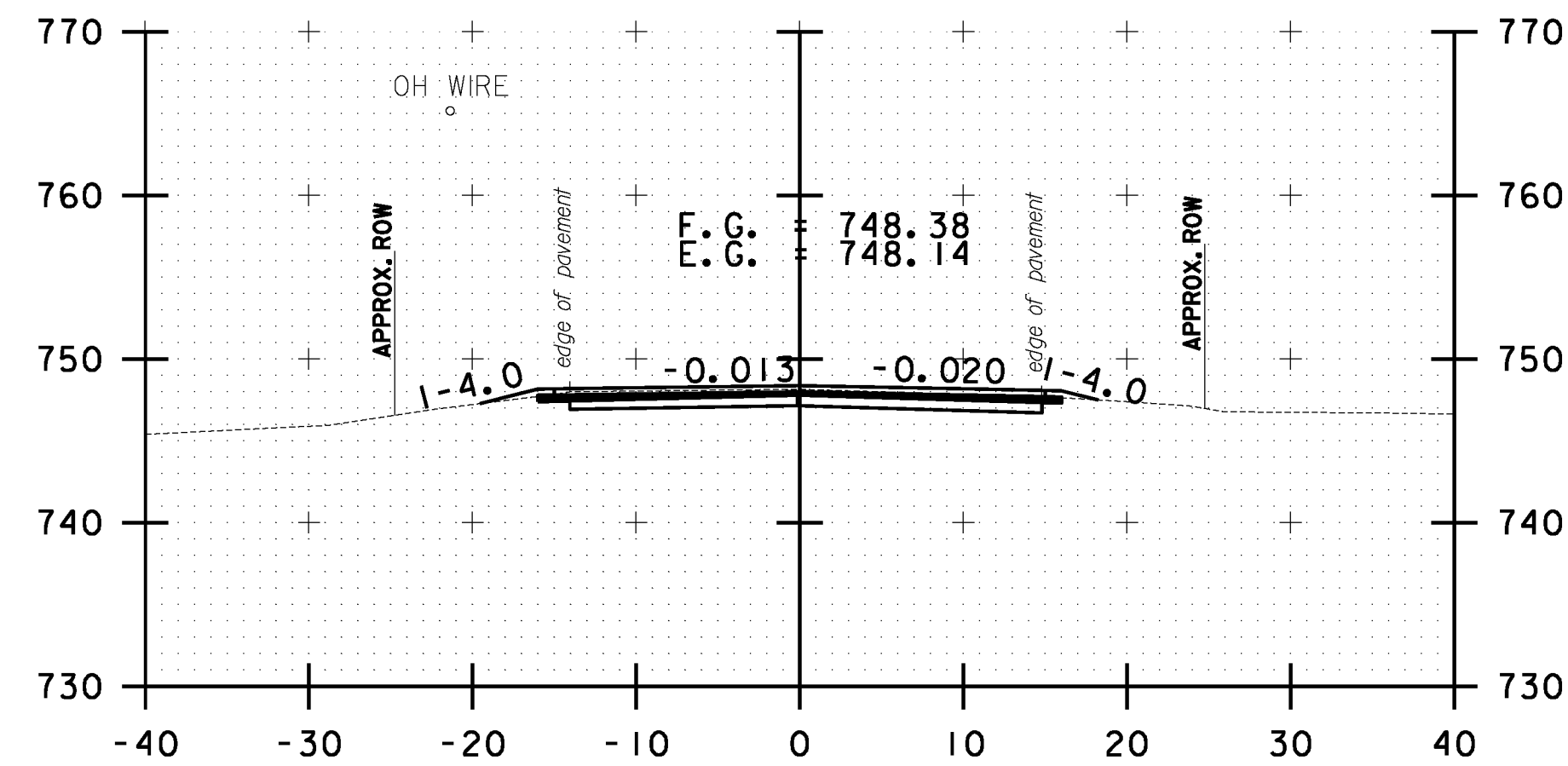


10 0 10
SCALE IN FEET

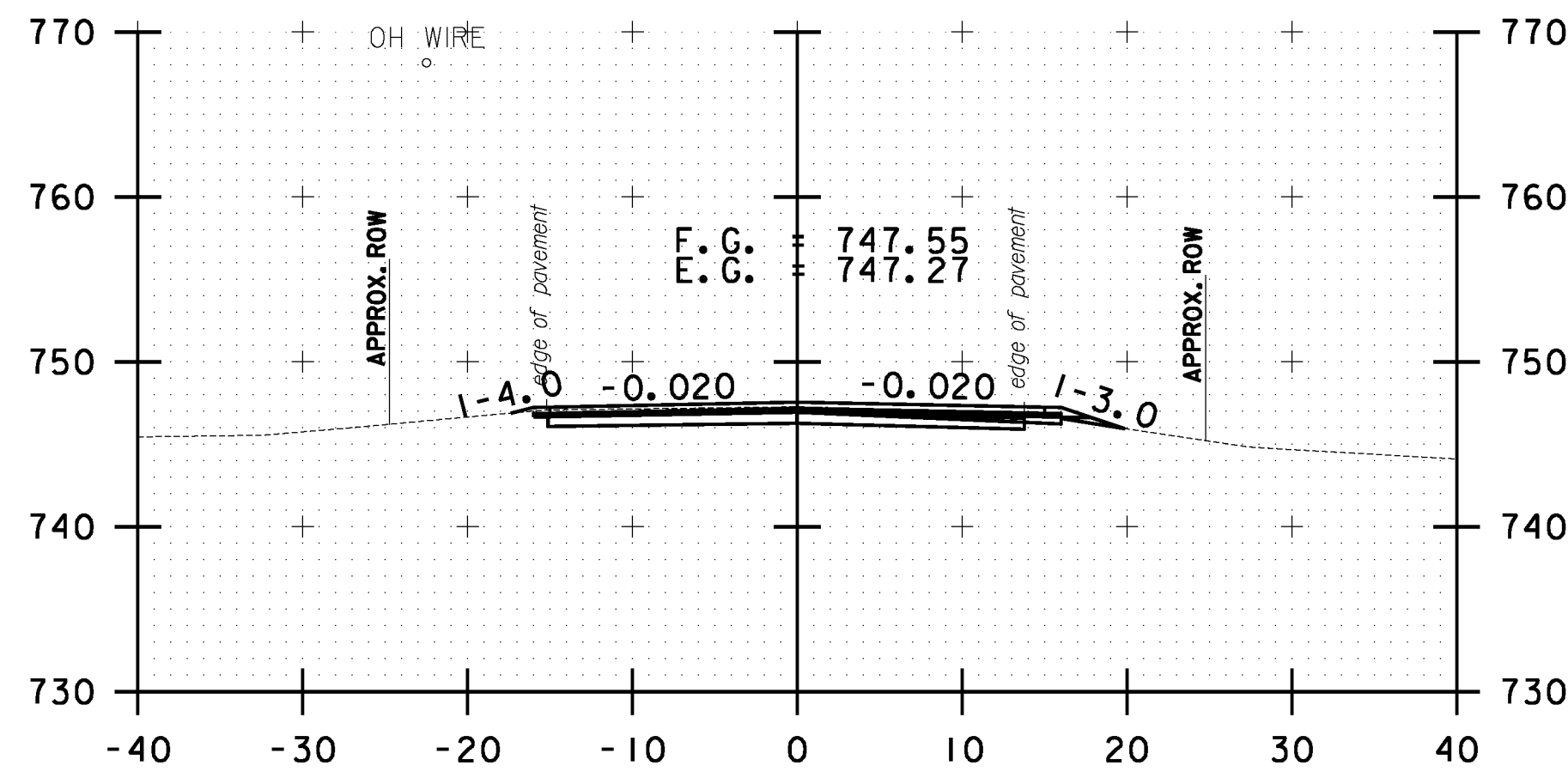
**STOCKBRIDGE
CROSS SECTION
SHEET #50**

PROJECT NAME: STOCKBRIDGE-BETHEL	
PROJECT NUMBER: STP 2910(1)	
FILE NAME: z10b214_stock_xc.dgn	PLOT DATE: 3/17/2014
PROJECT LEADER: D.E.G.	DRAWN BY: W.G.P.
DESIGNED BY: L.M.B.	CHECKED BY: J.P.S.
IPARM FILE: z10b214xs50.1	SHEET 263 OF 397

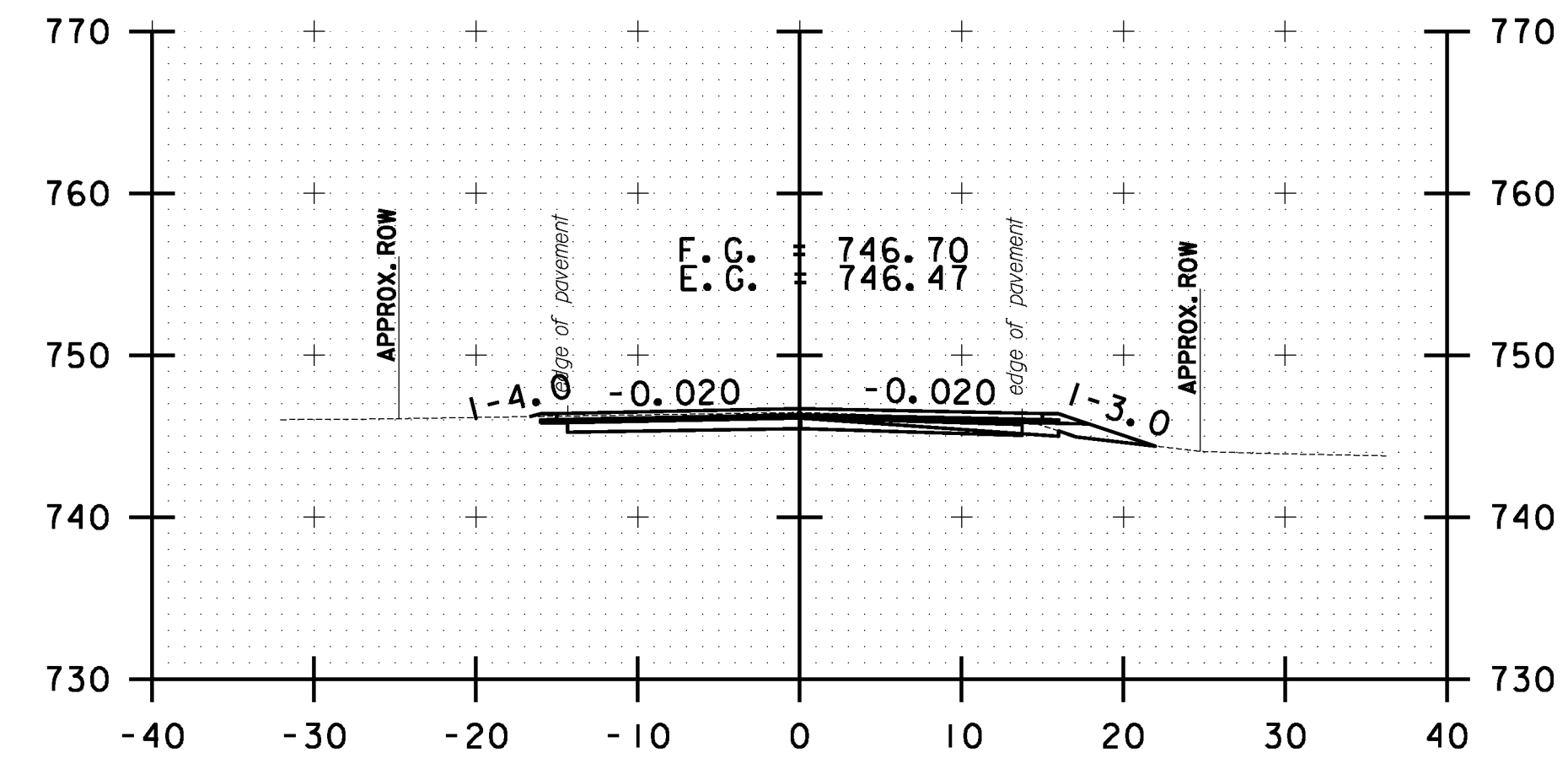
FILE NAME = V:\Projects\ANY\K2\22425\CAOD\KSTN\10b214_stock_xc.dgn
DATE/TIME = 3/17/2014
USER = jslb



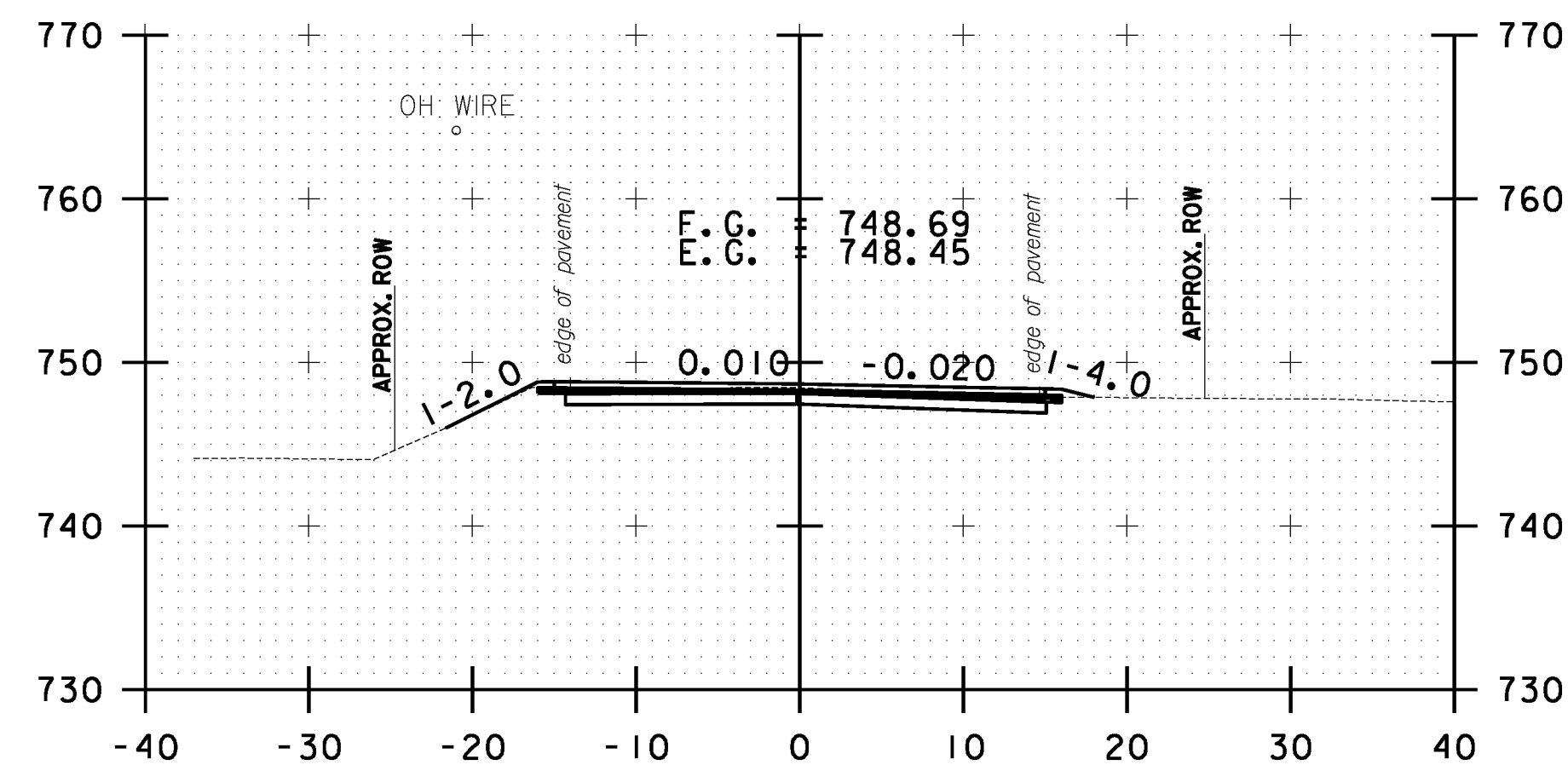
153+00.00



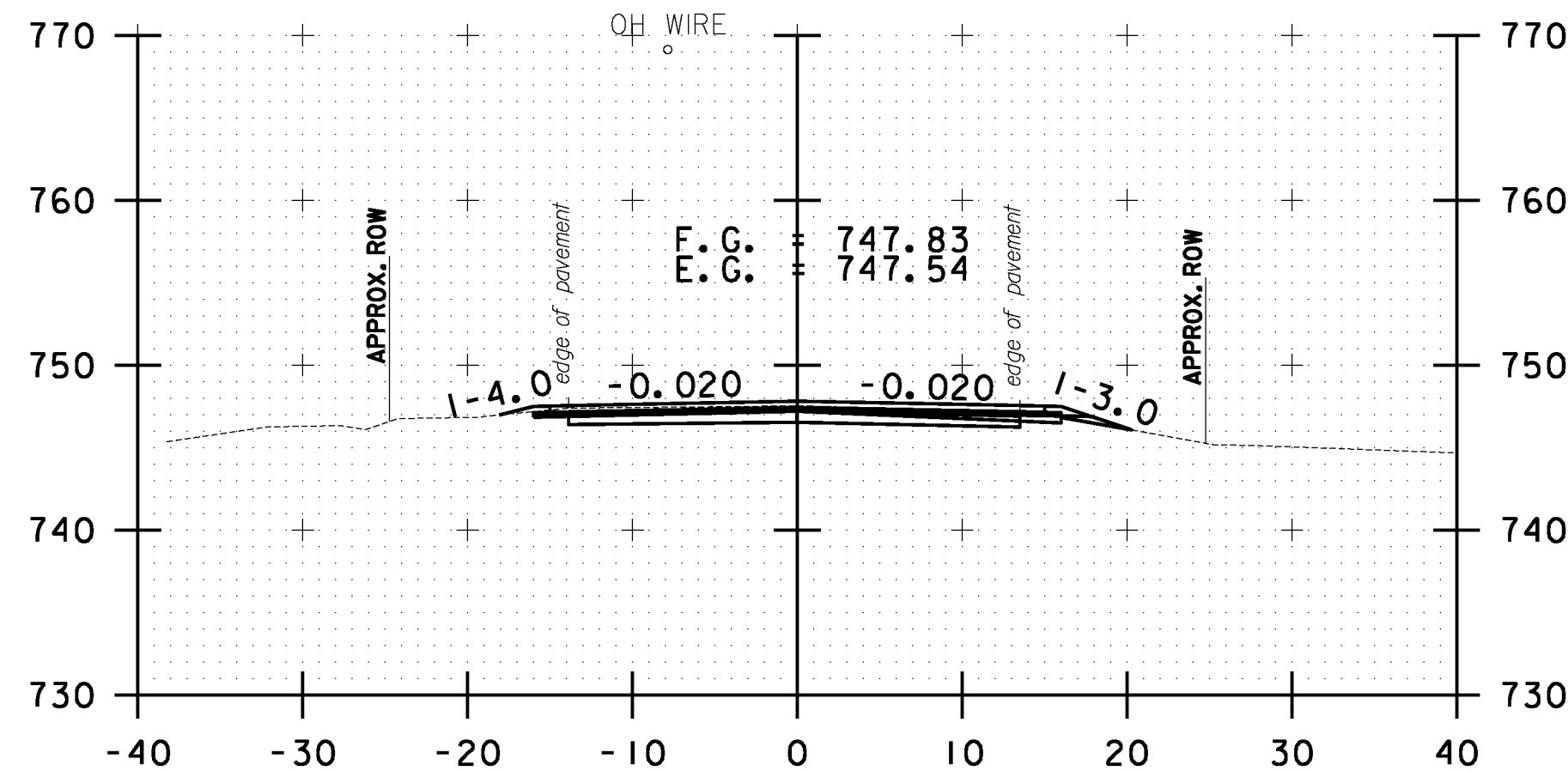
154+50.00



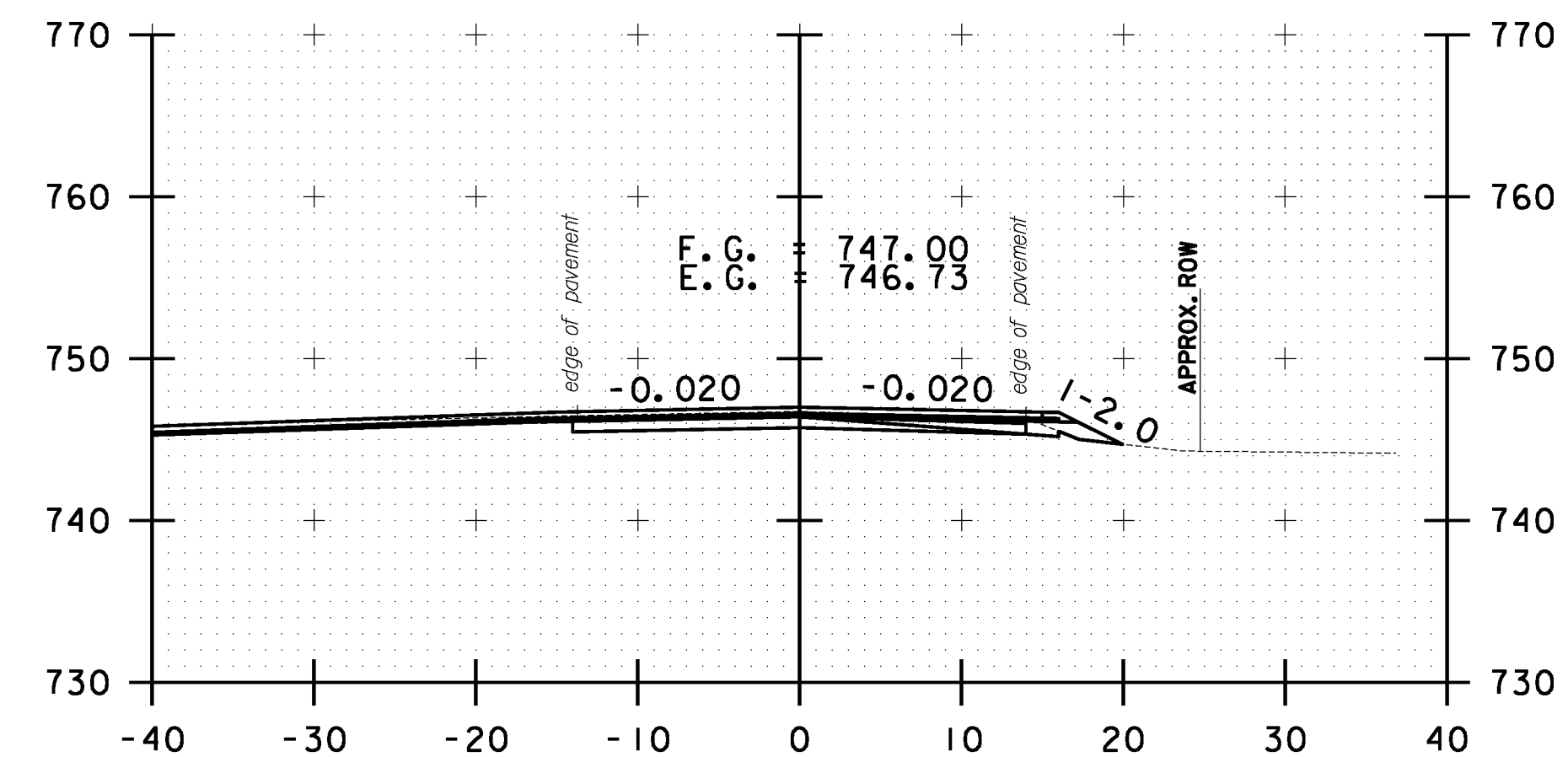
156+00.00



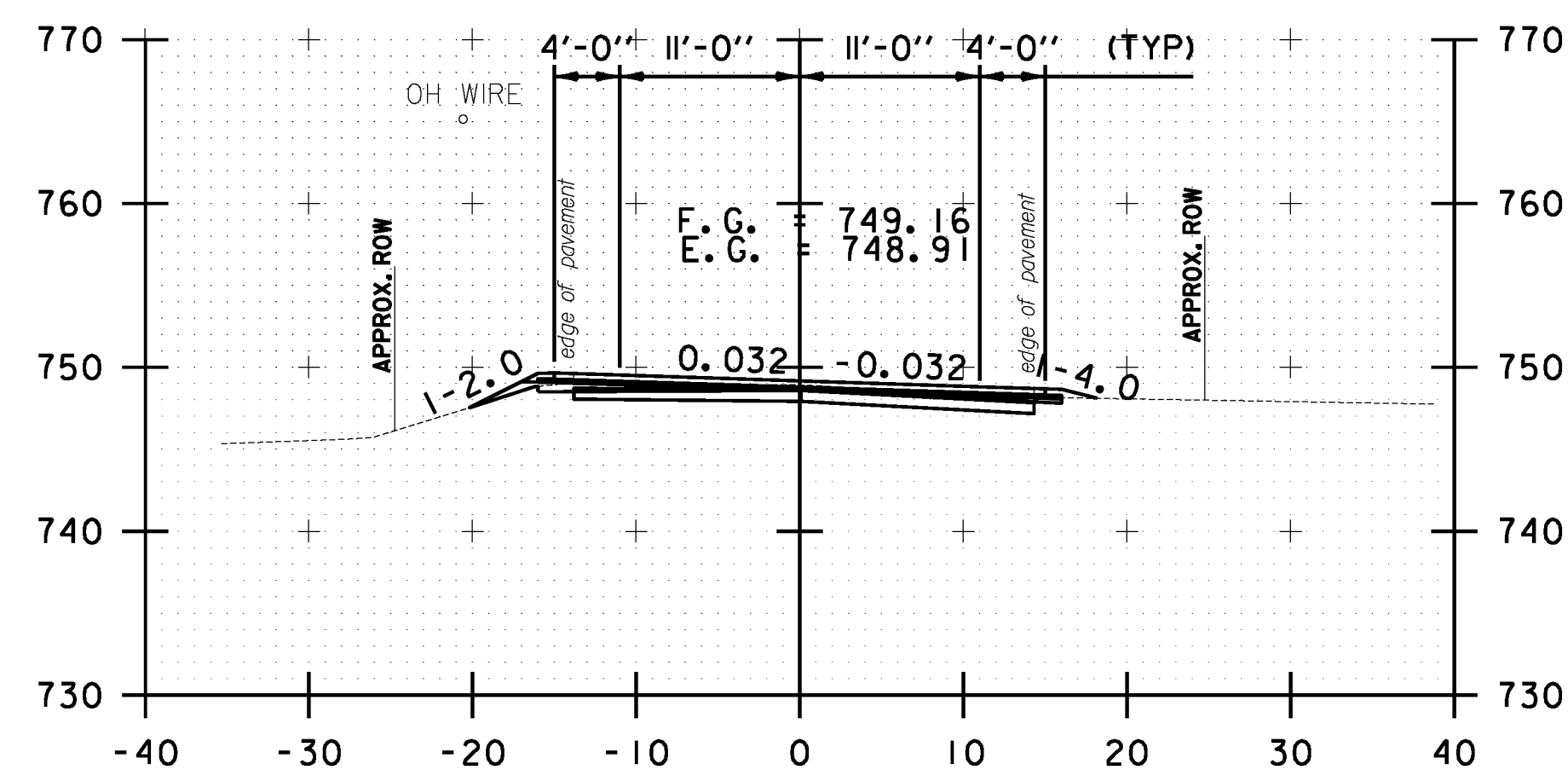
152+50.00



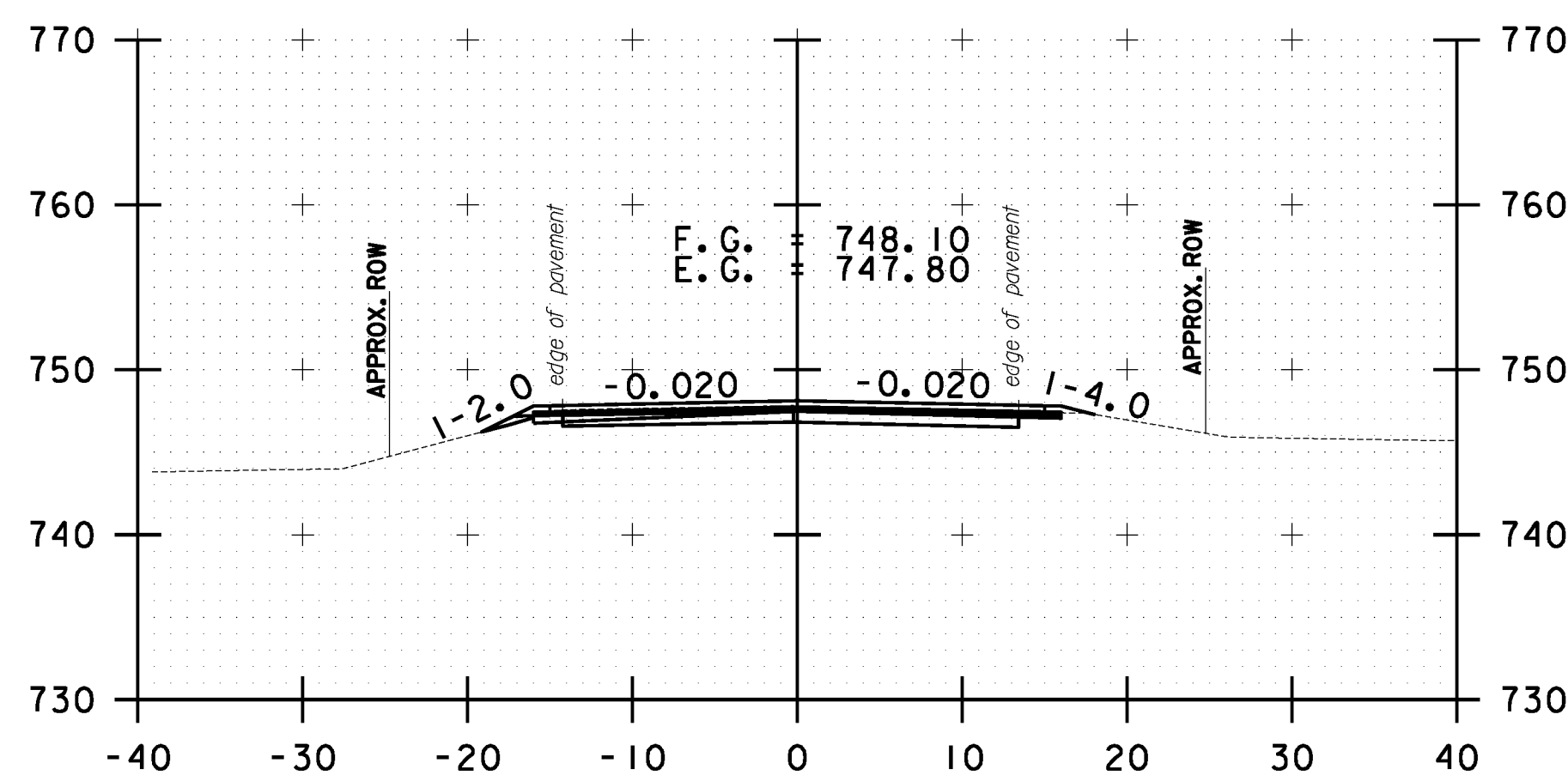
154+00.00



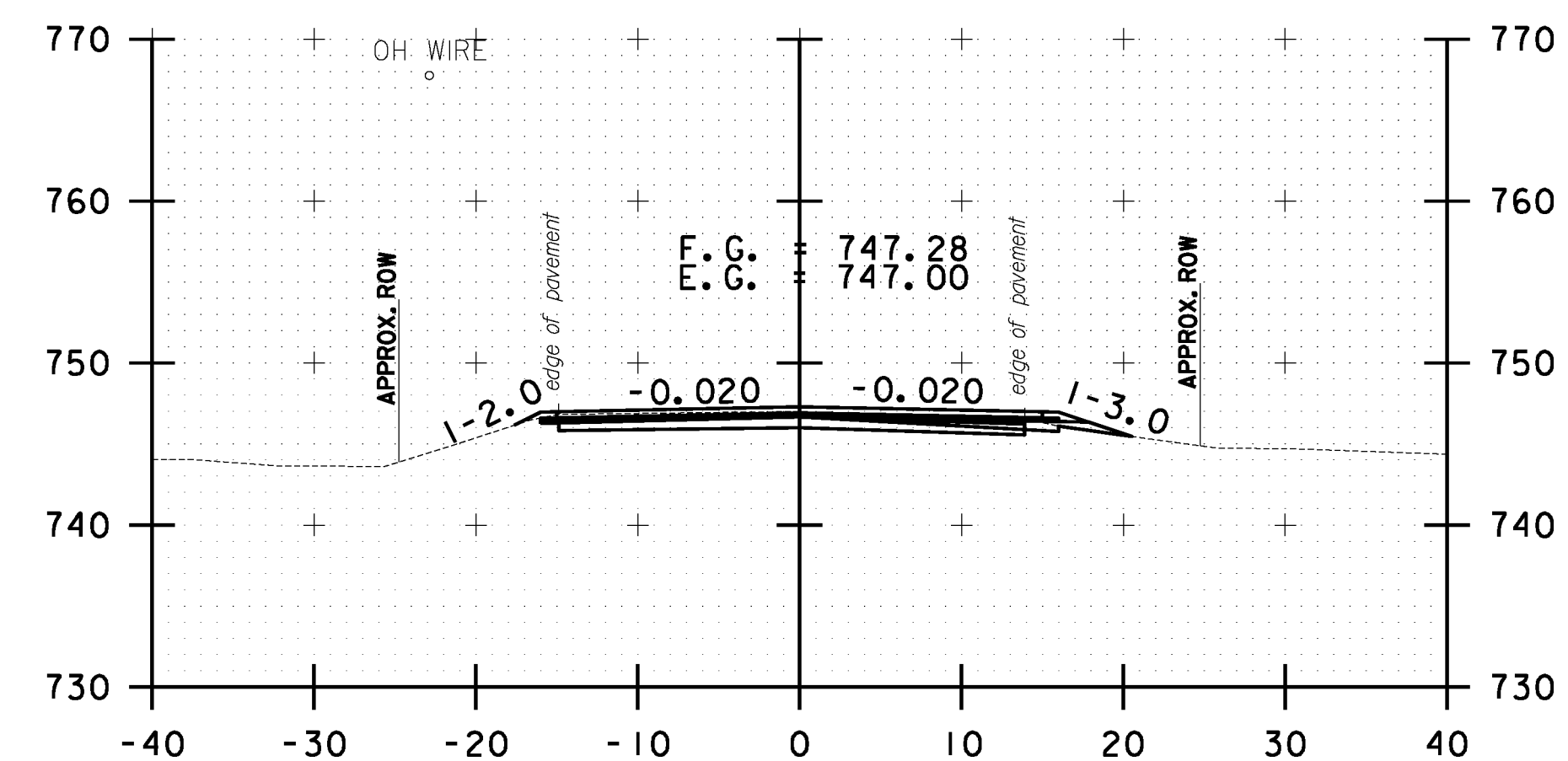
155+50.00



152+00.00



153+50.00



155+00.00

10 0 10
SCALE IN FEET

**STOCKBRIDGE
CROSS SECTION
SHEET #51**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_stock_xc.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214xs51.i

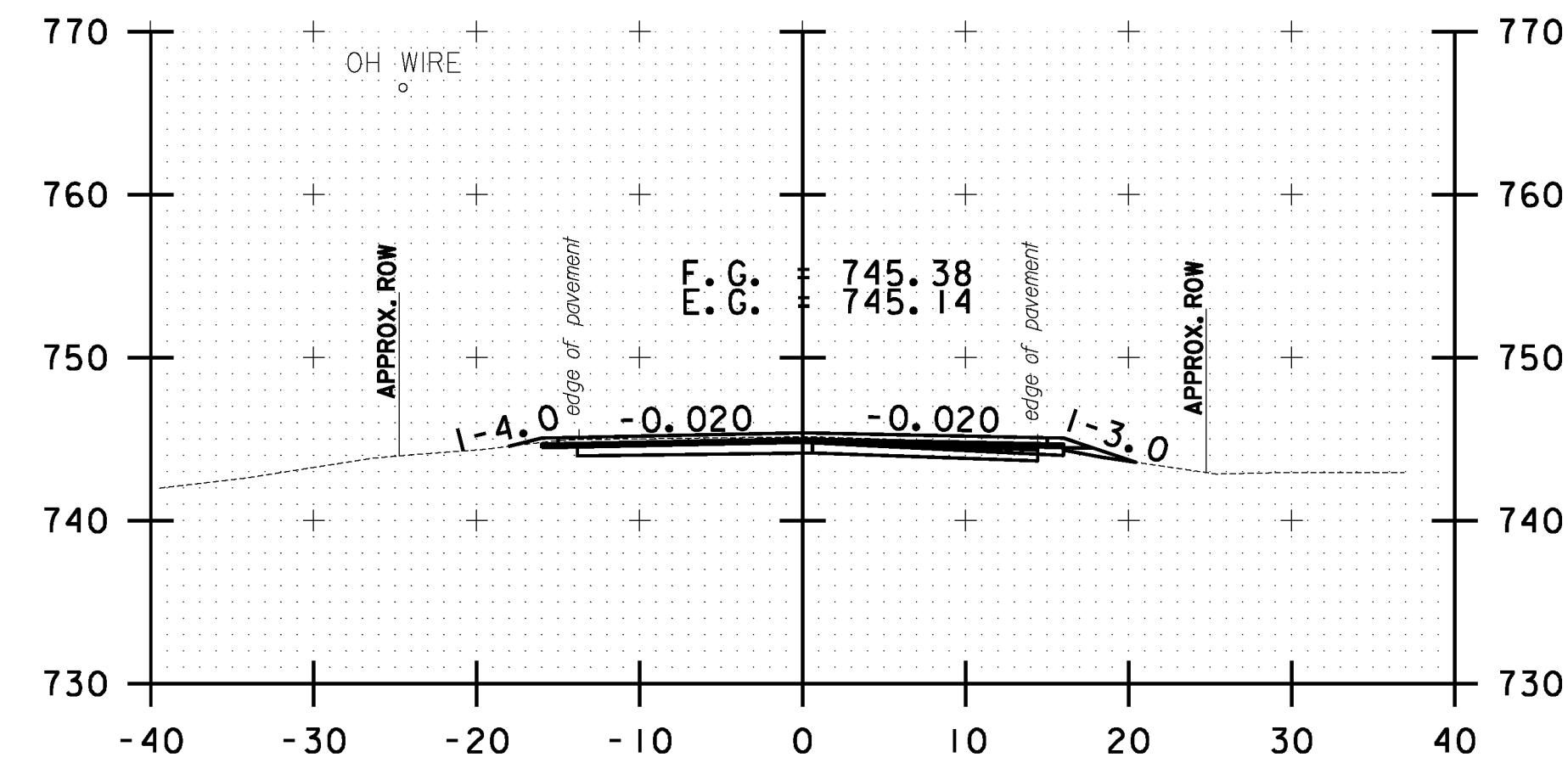
PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

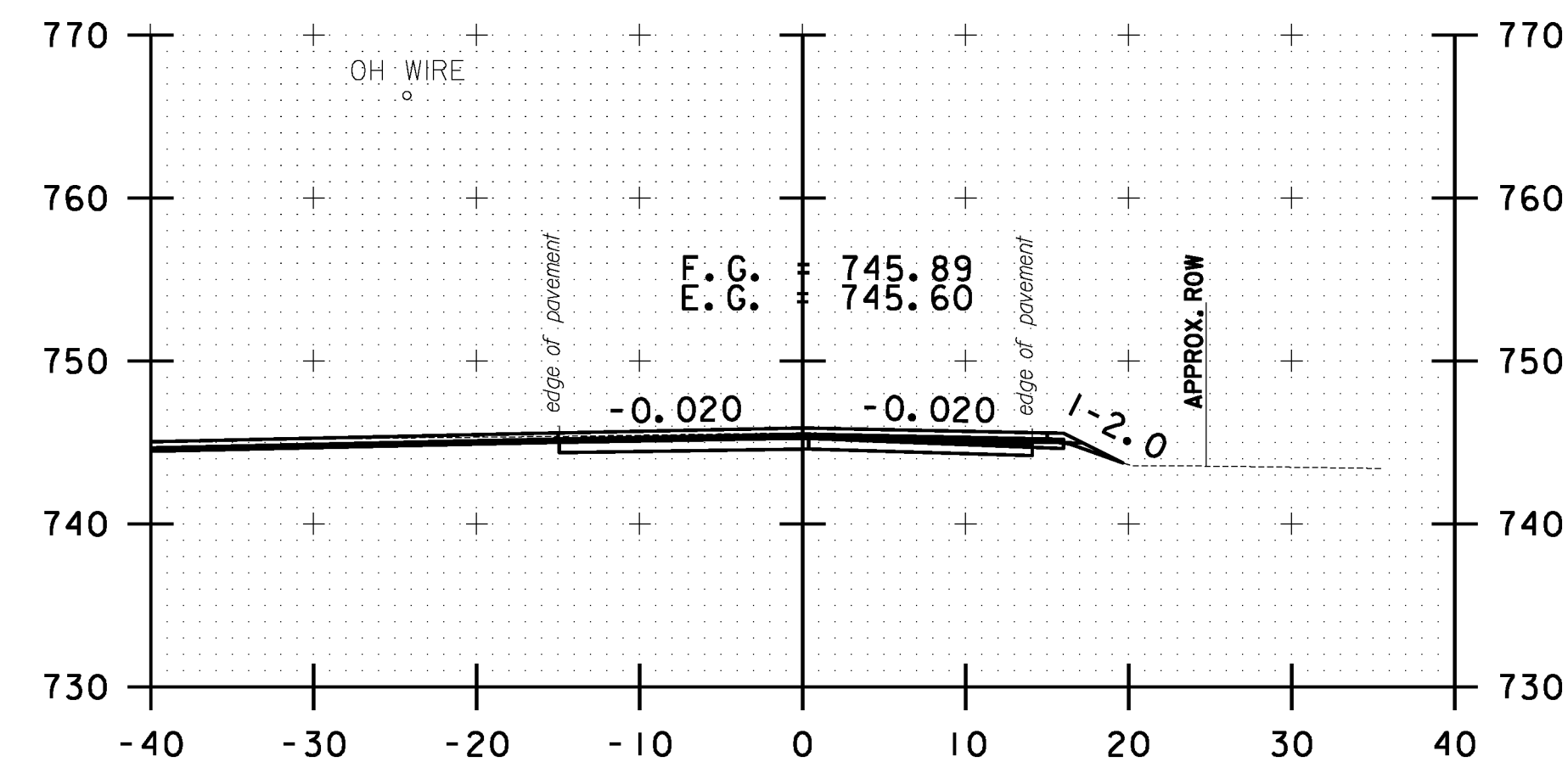
CHECKED BY: J.P.S.

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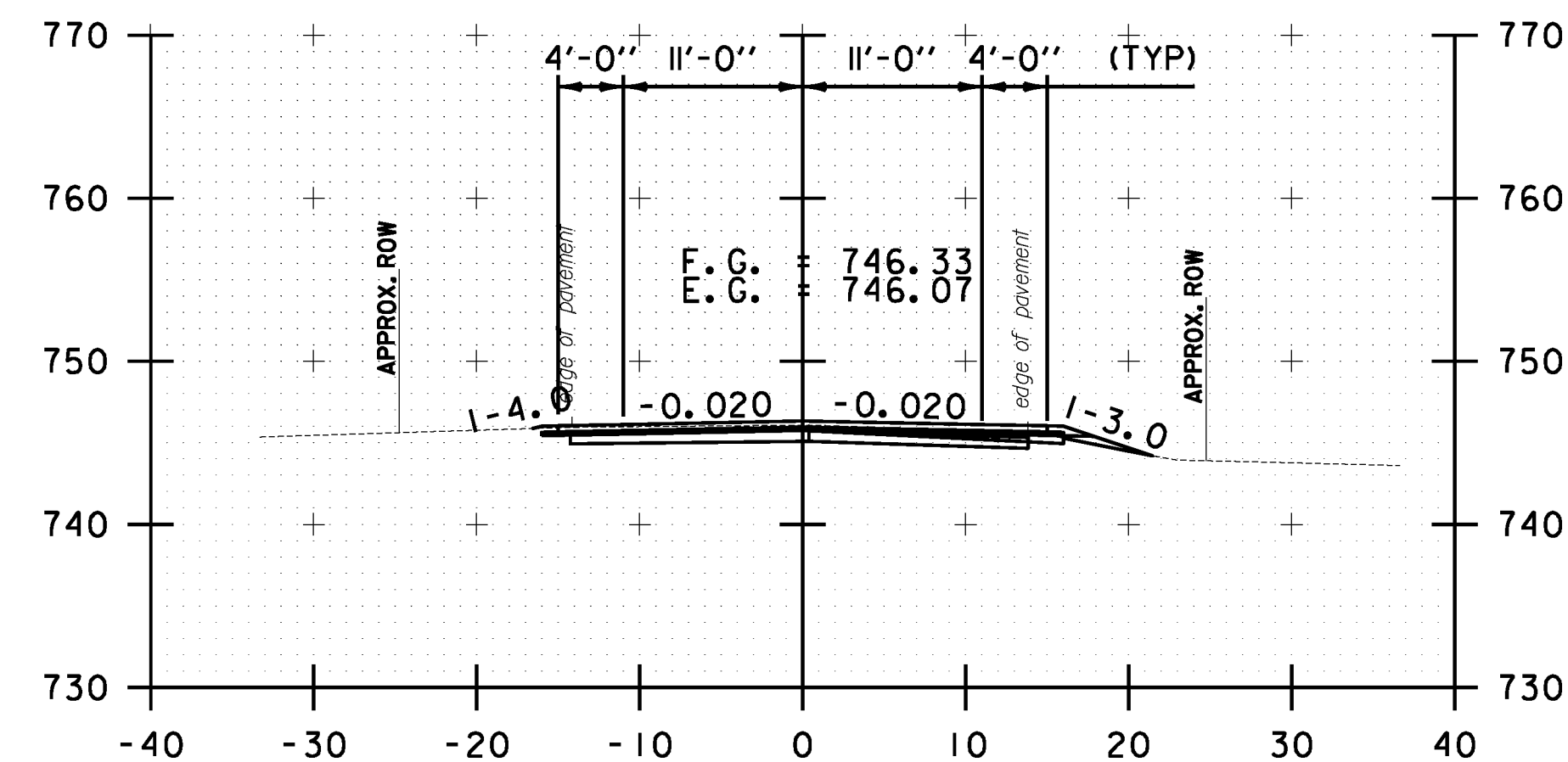
FILE NAME : W:\Projects\ANY\K2\22425\CAOD\KSTN\10b214_stock_xc.dgn
DATE/TIME : 3/17/2014
USER : jslb



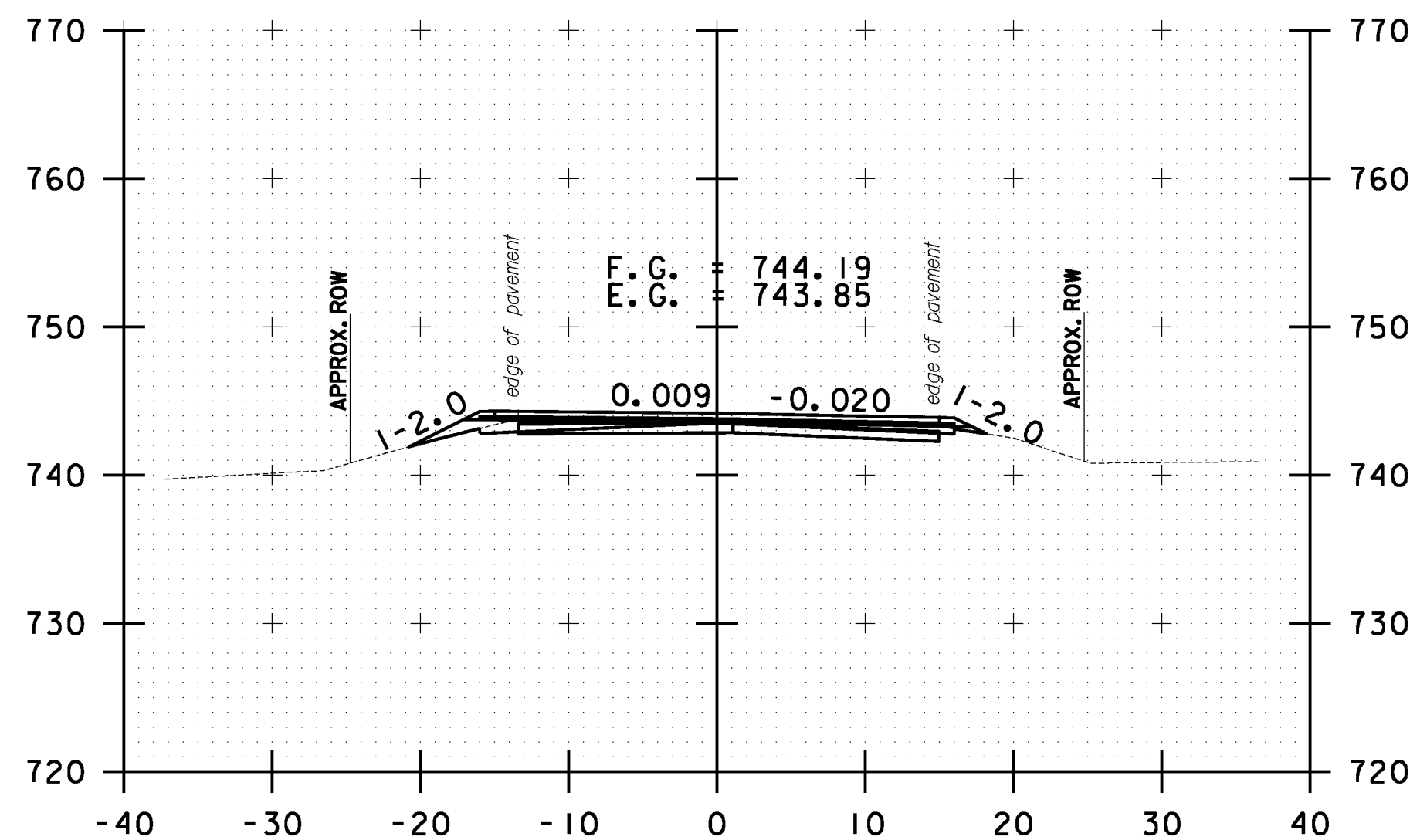
157+50.00



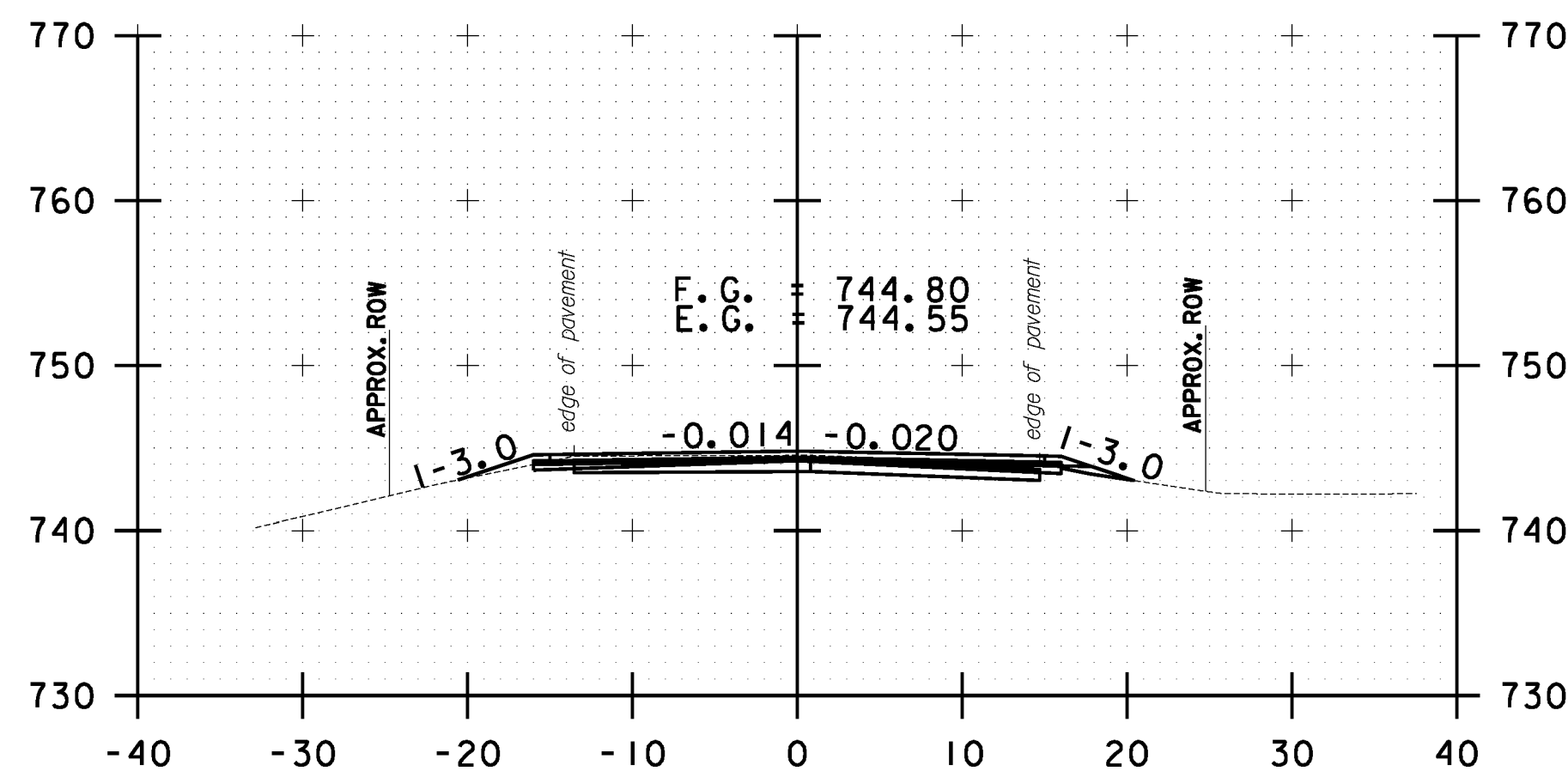
157+00.00



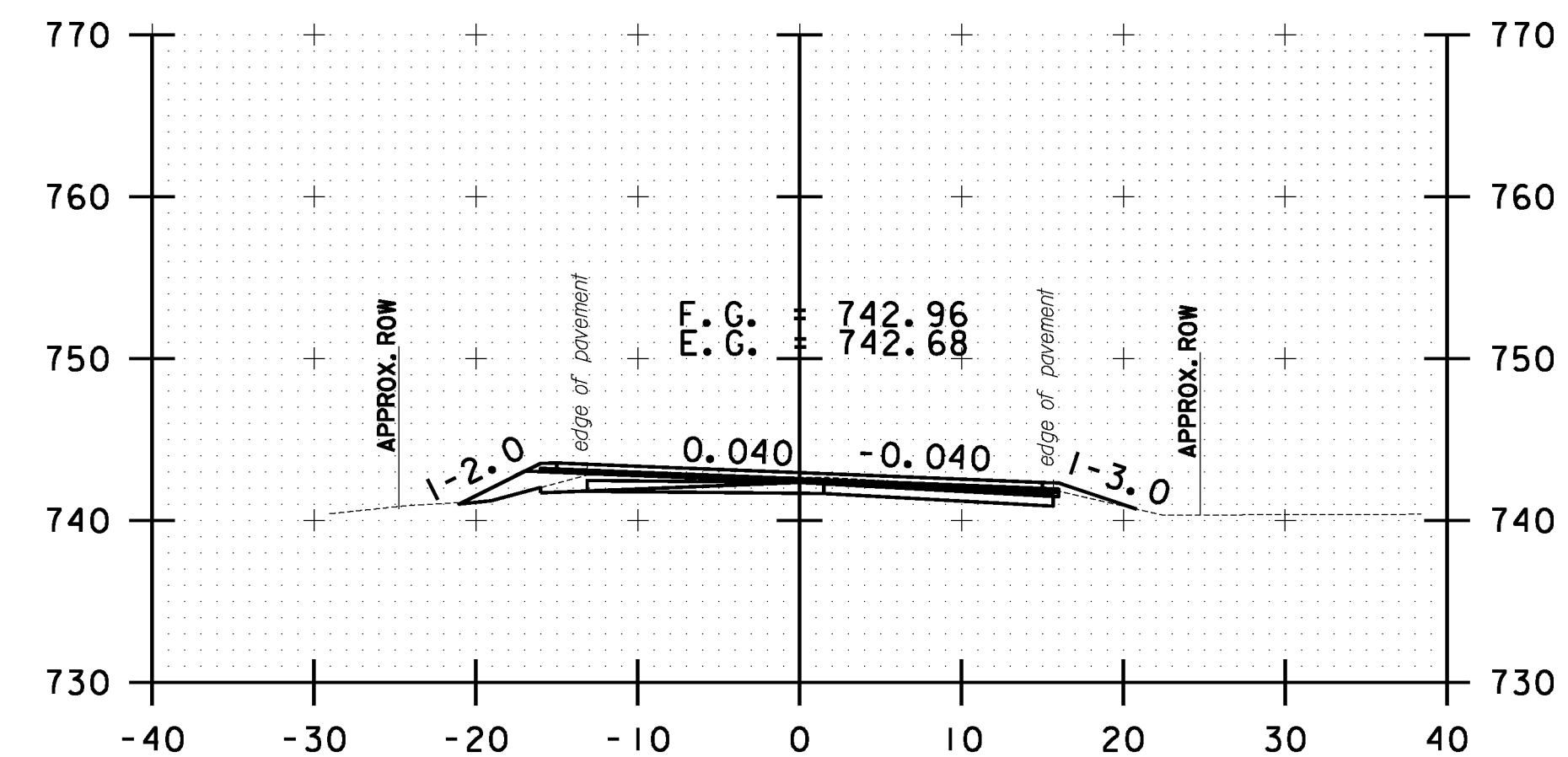
156+50.00



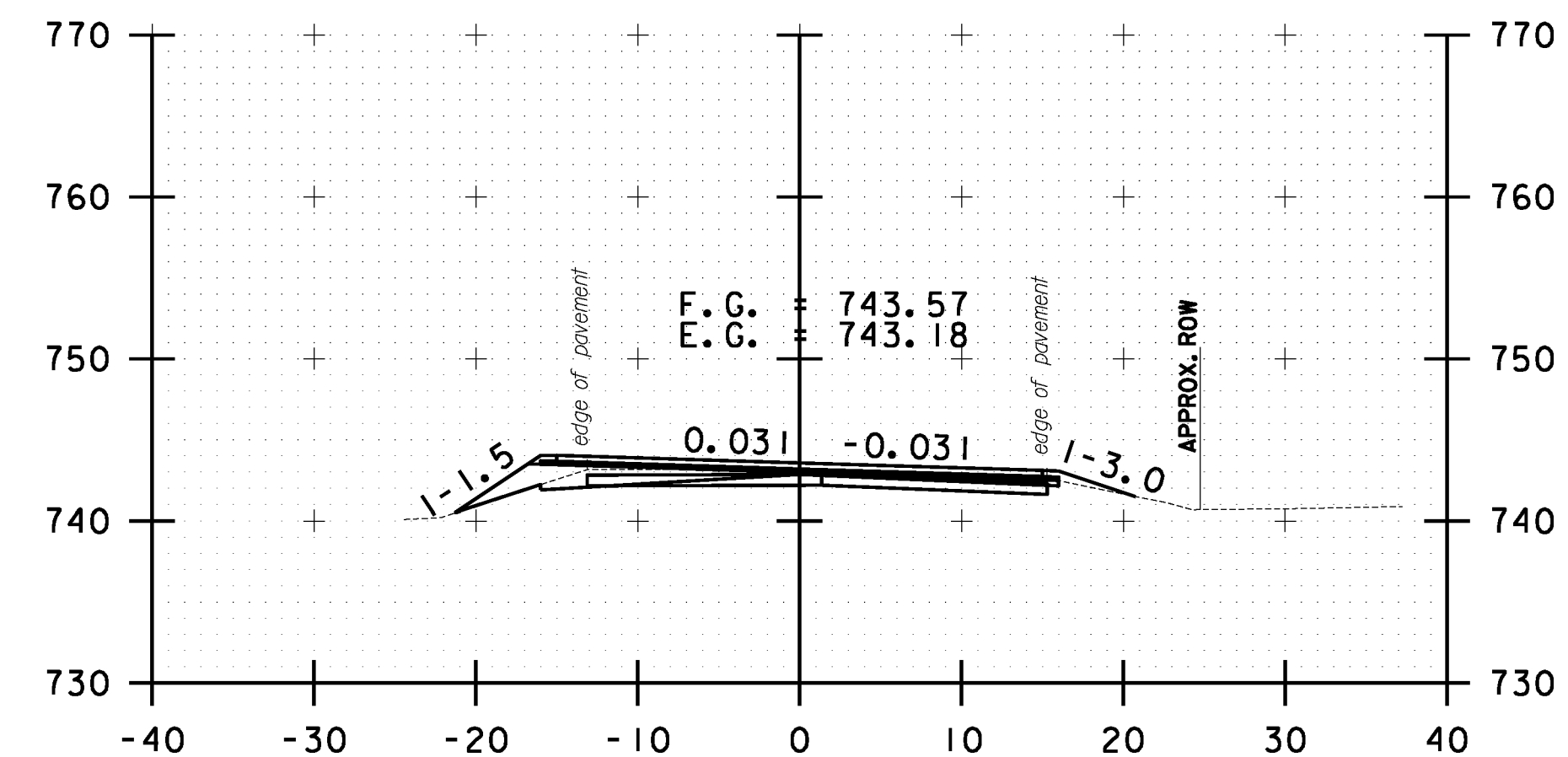
158+50.00



158+00.00



159+50.00



159+00.00

10 0 10
SCALE IN FEET

**STOCKBRIDGE
CROSS SECTION
SHEET #52**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_stock_xc.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214xs52.1

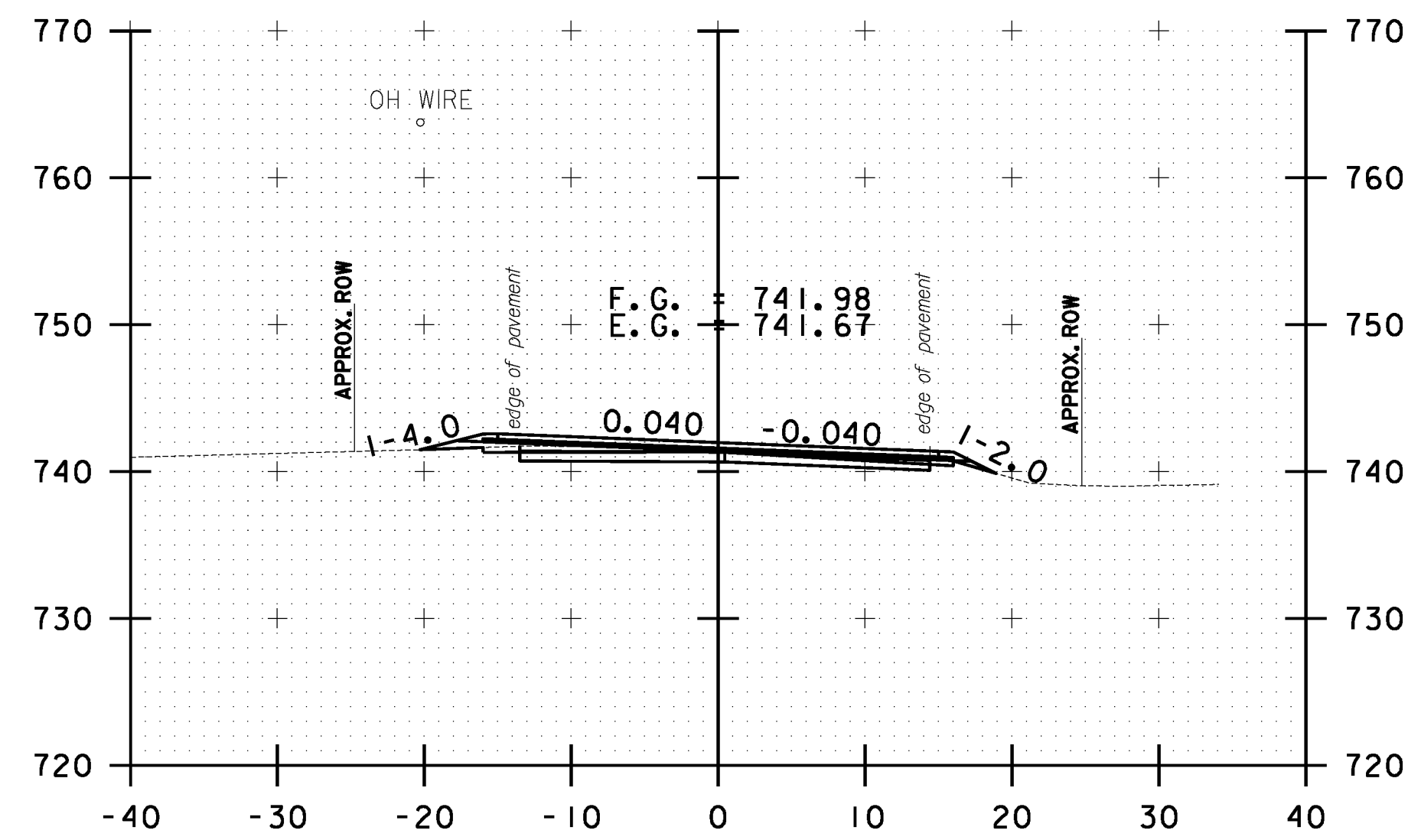
PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

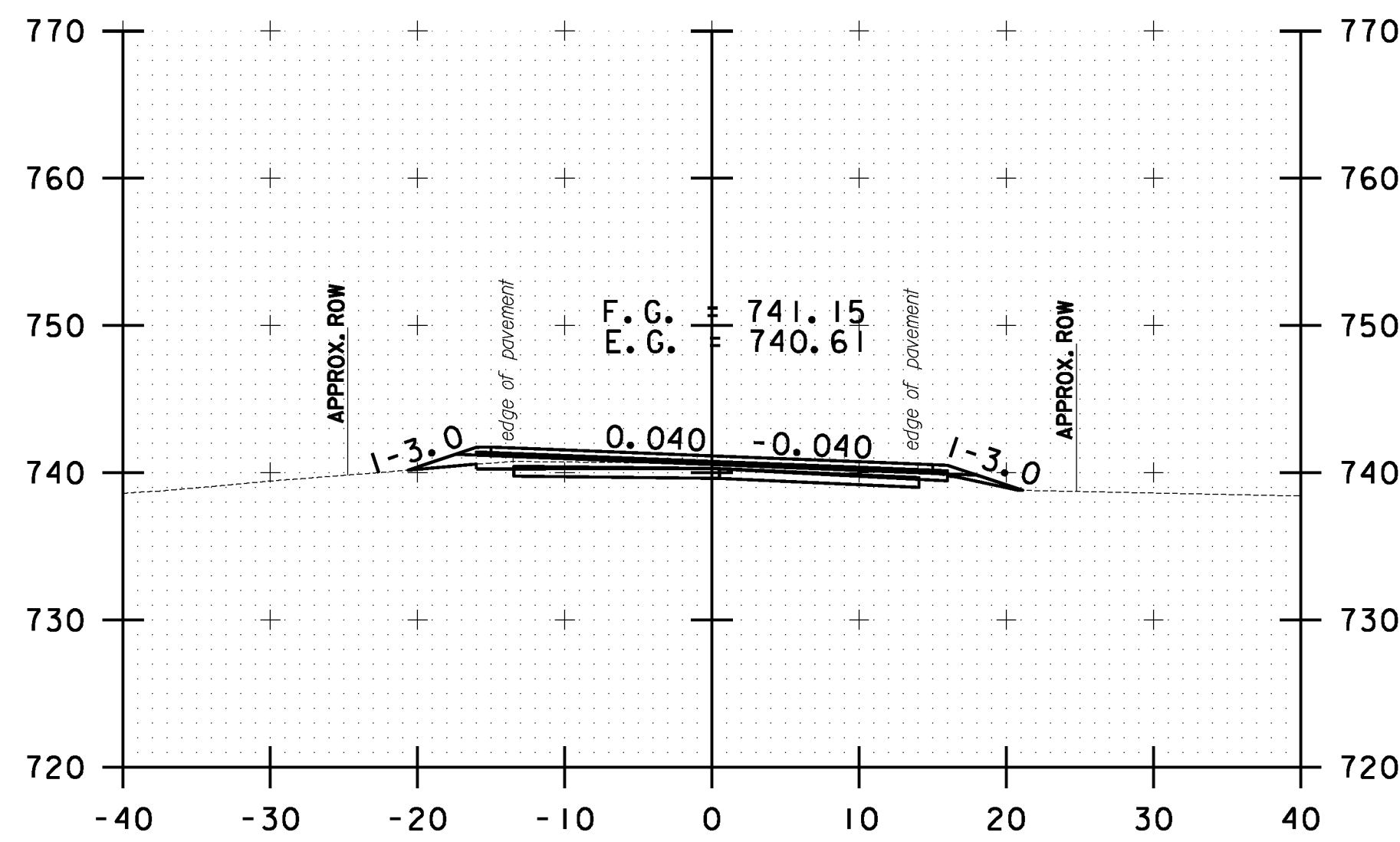
CHECKED BY: J.P.S.

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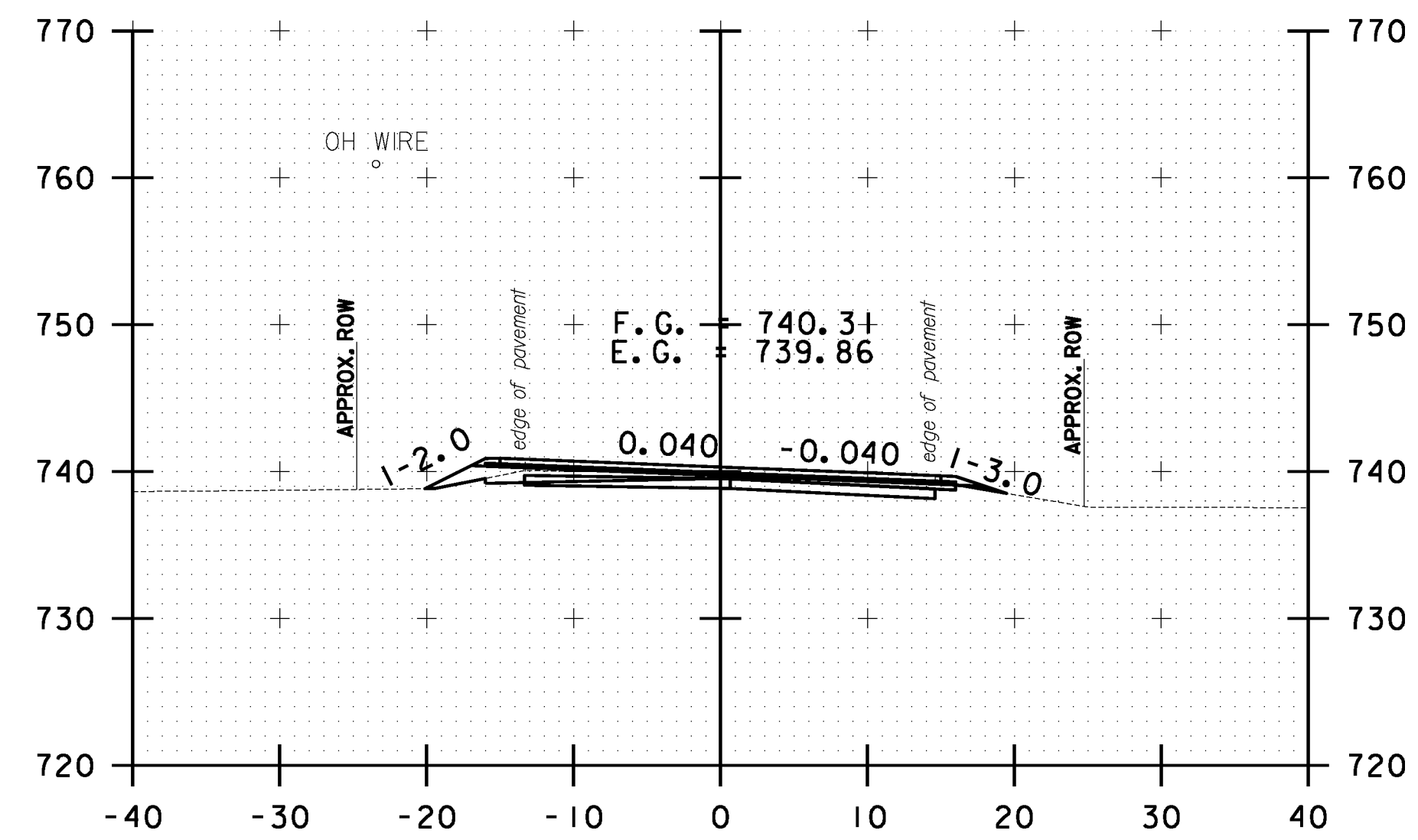
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DATE/TIME = 3/17/2014
USER = 4916



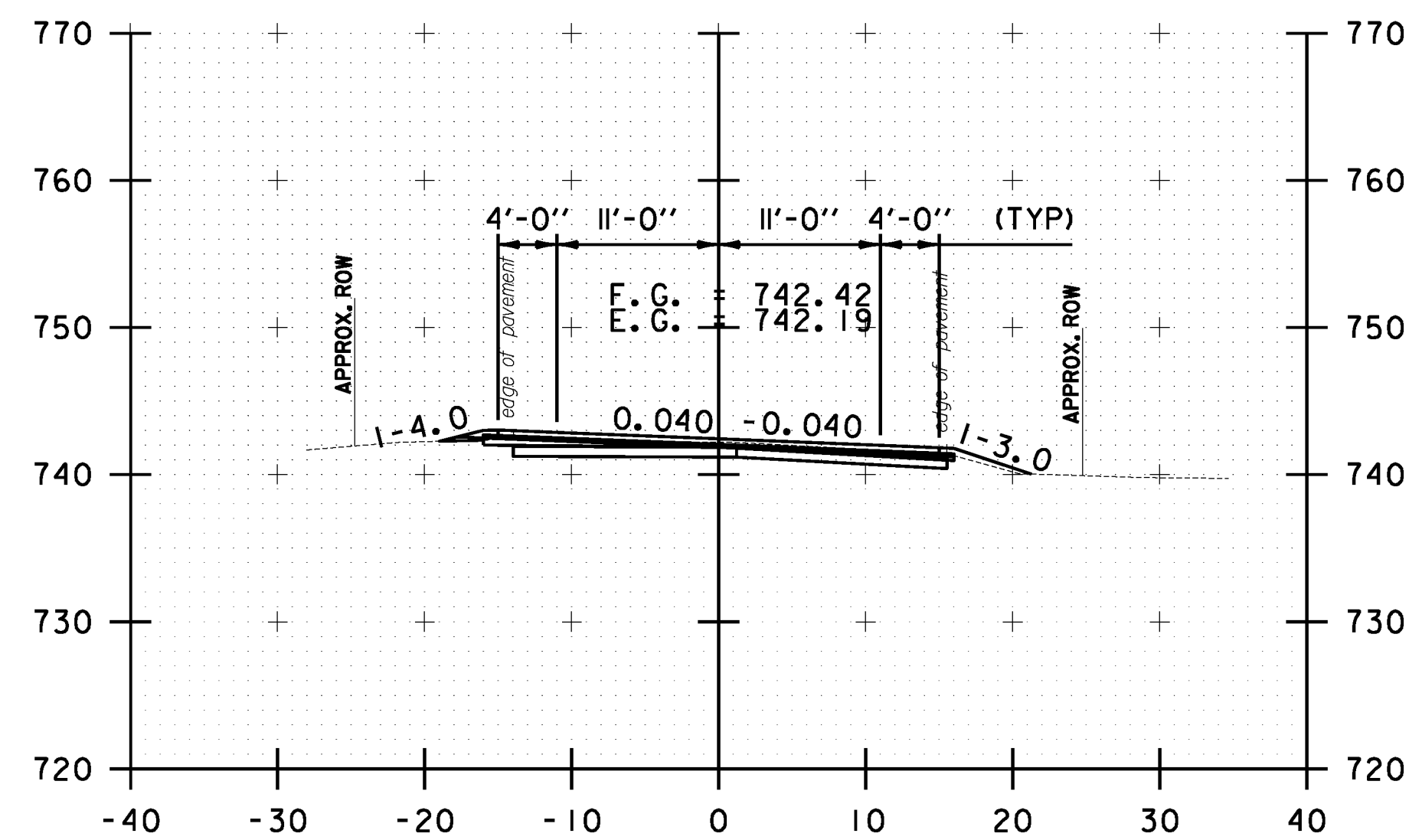
160+50.00



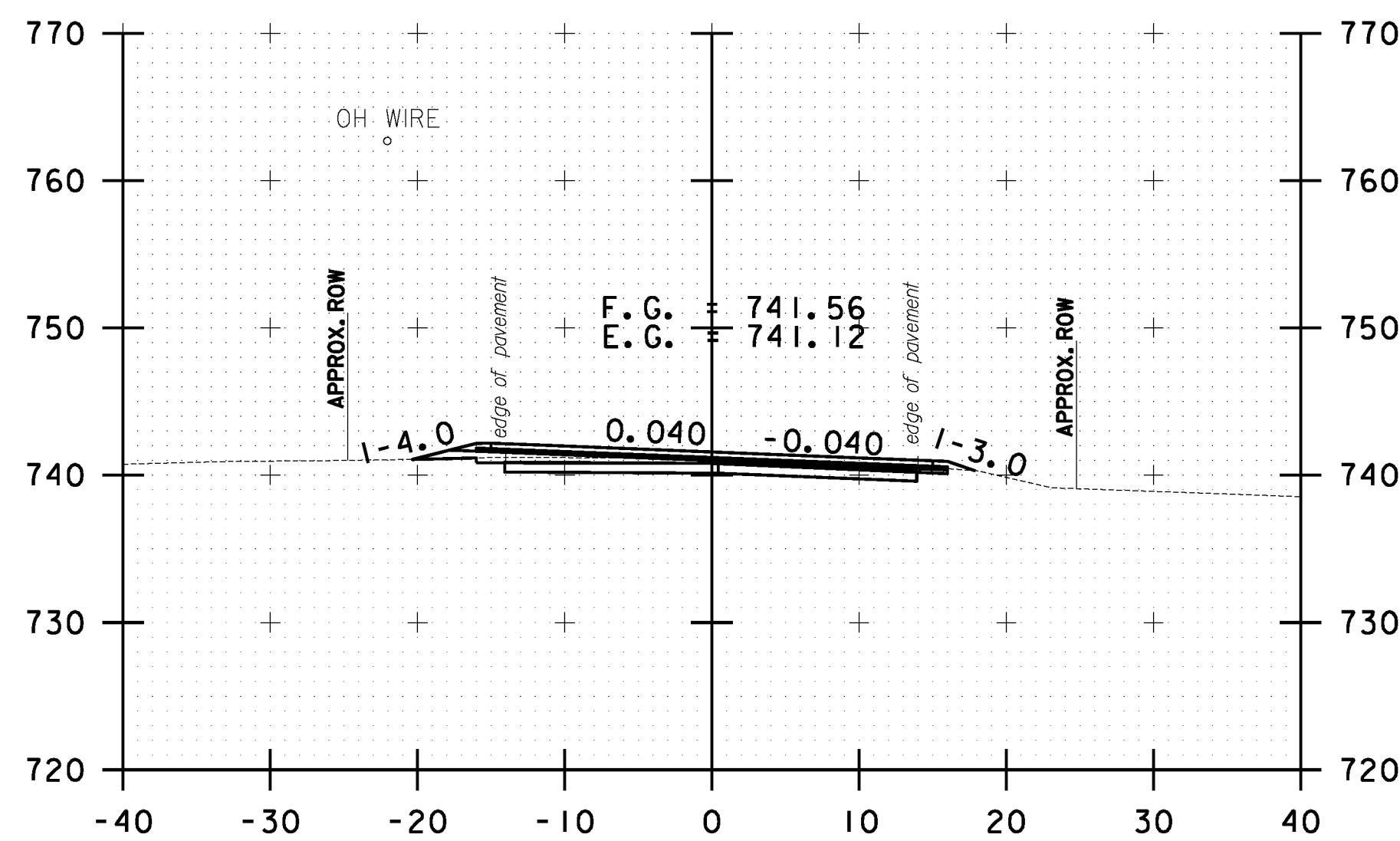
161+50.00



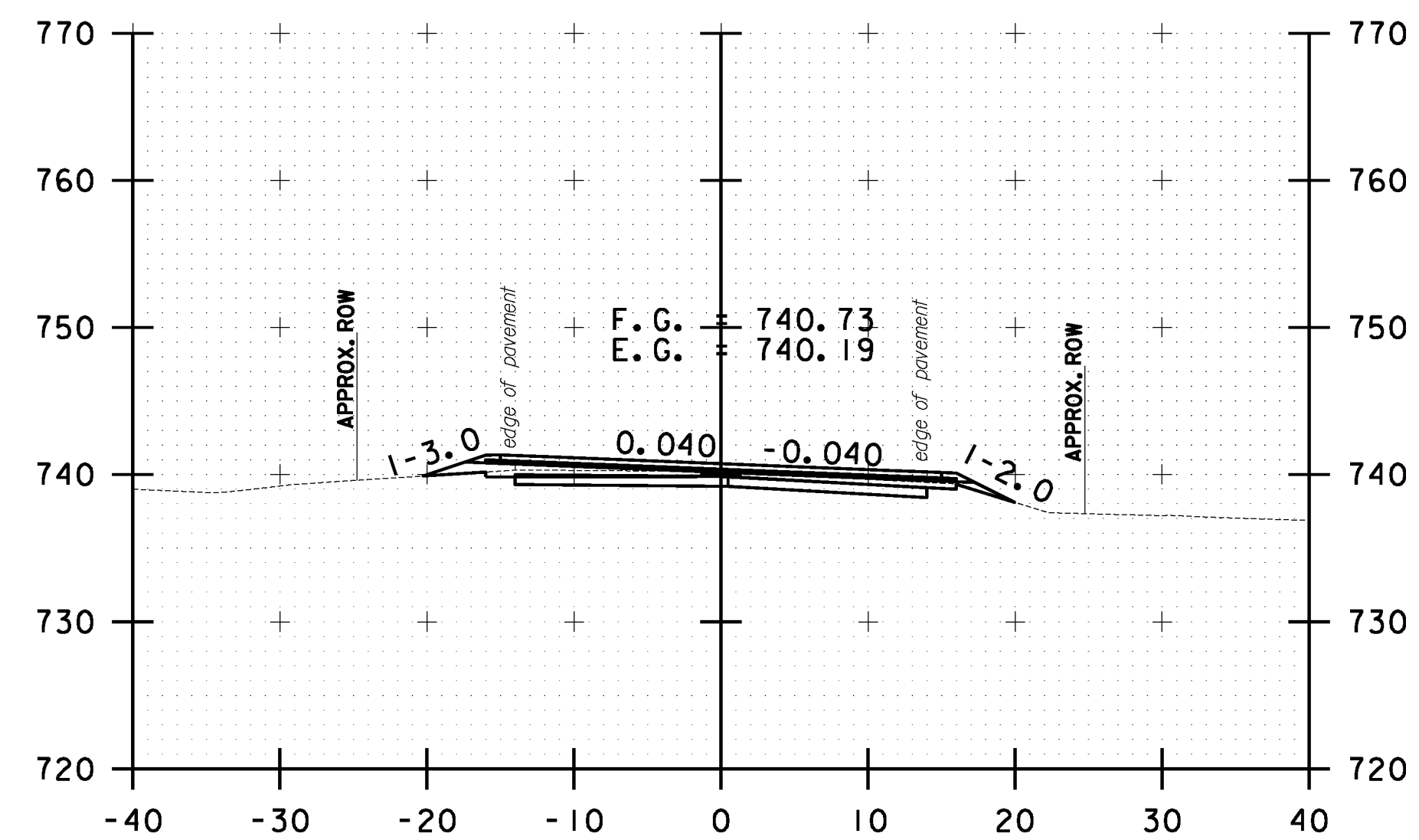
162+50.00



160+00.00



161+00.00



162+00.00

10 0 10
SCALE IN FEET

**STOCKBRIDGE
CROSS SECTION
SHEET #53**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_stock.xcdgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214xs53.1

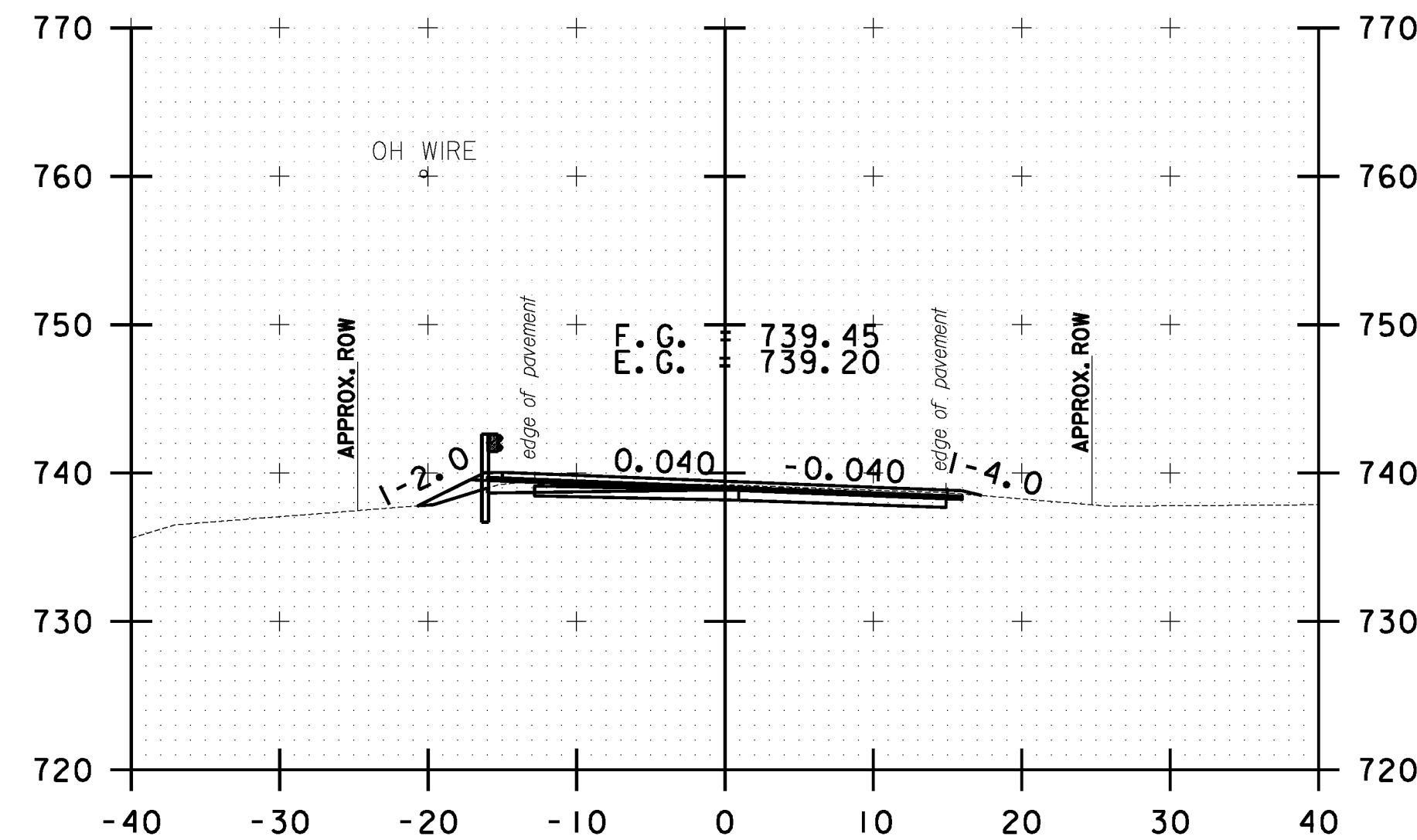
PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

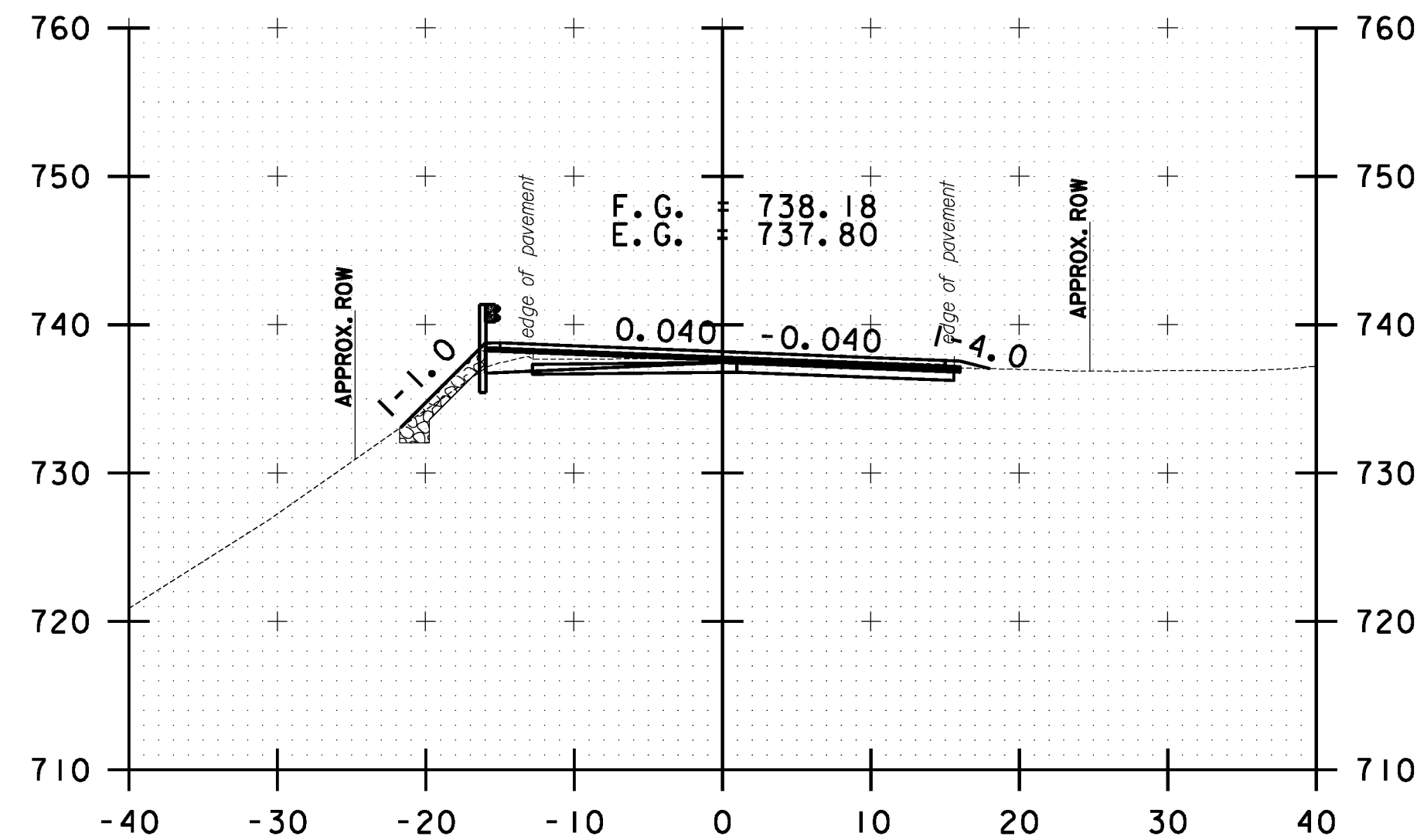
CHECKED BY: J.P.S.

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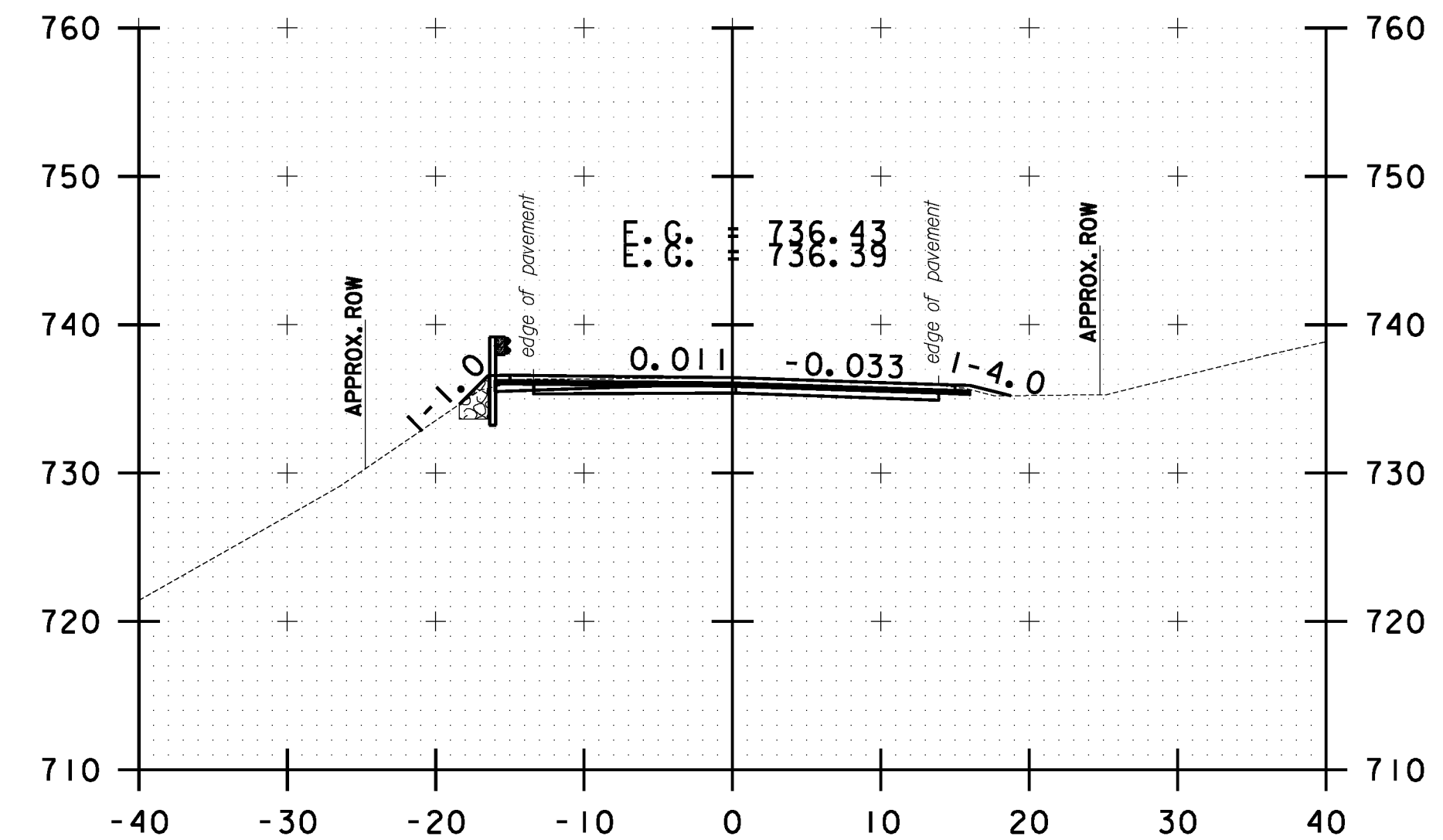
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DATE/TIME = 3/17/2014
USER = jsl



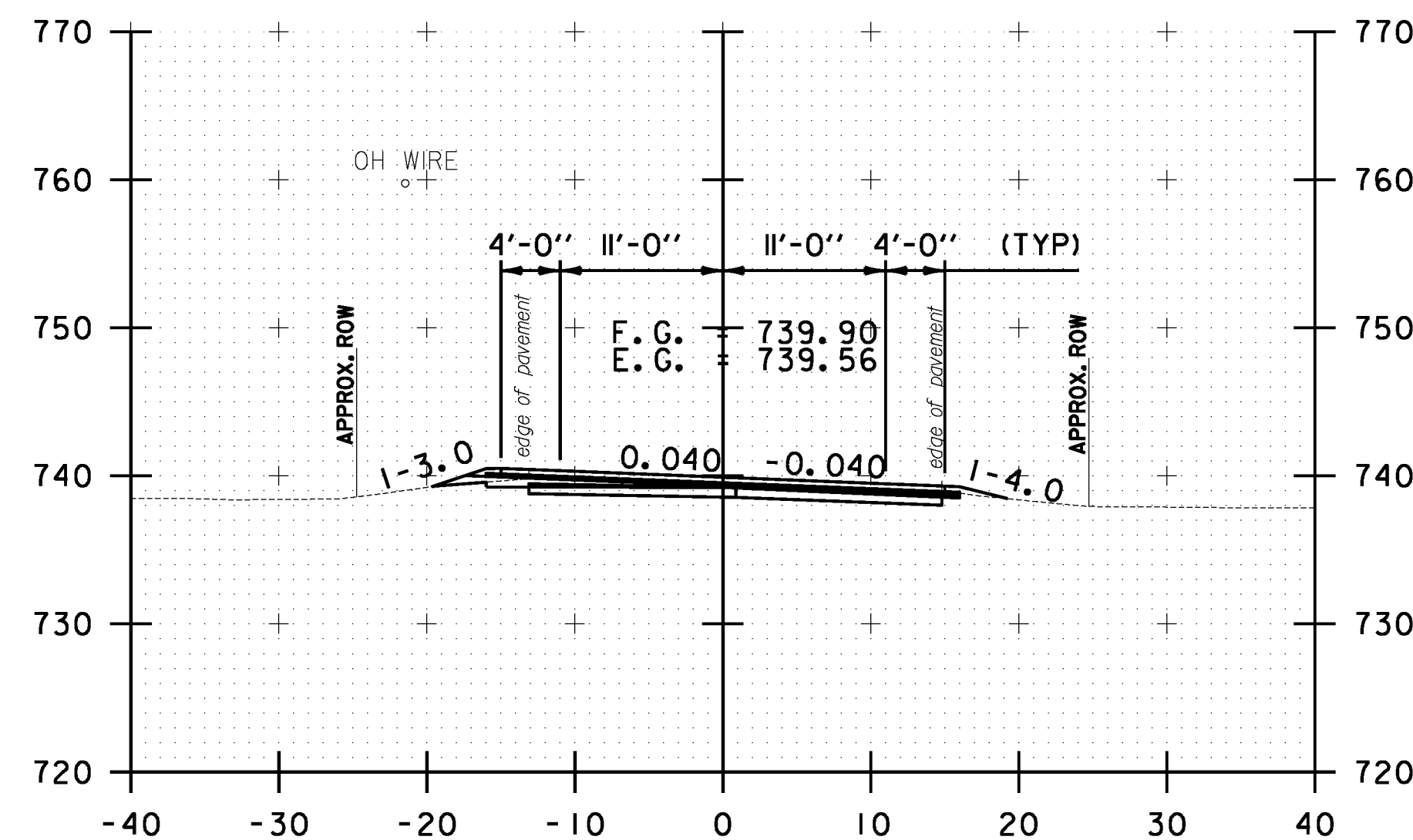
163+50.00



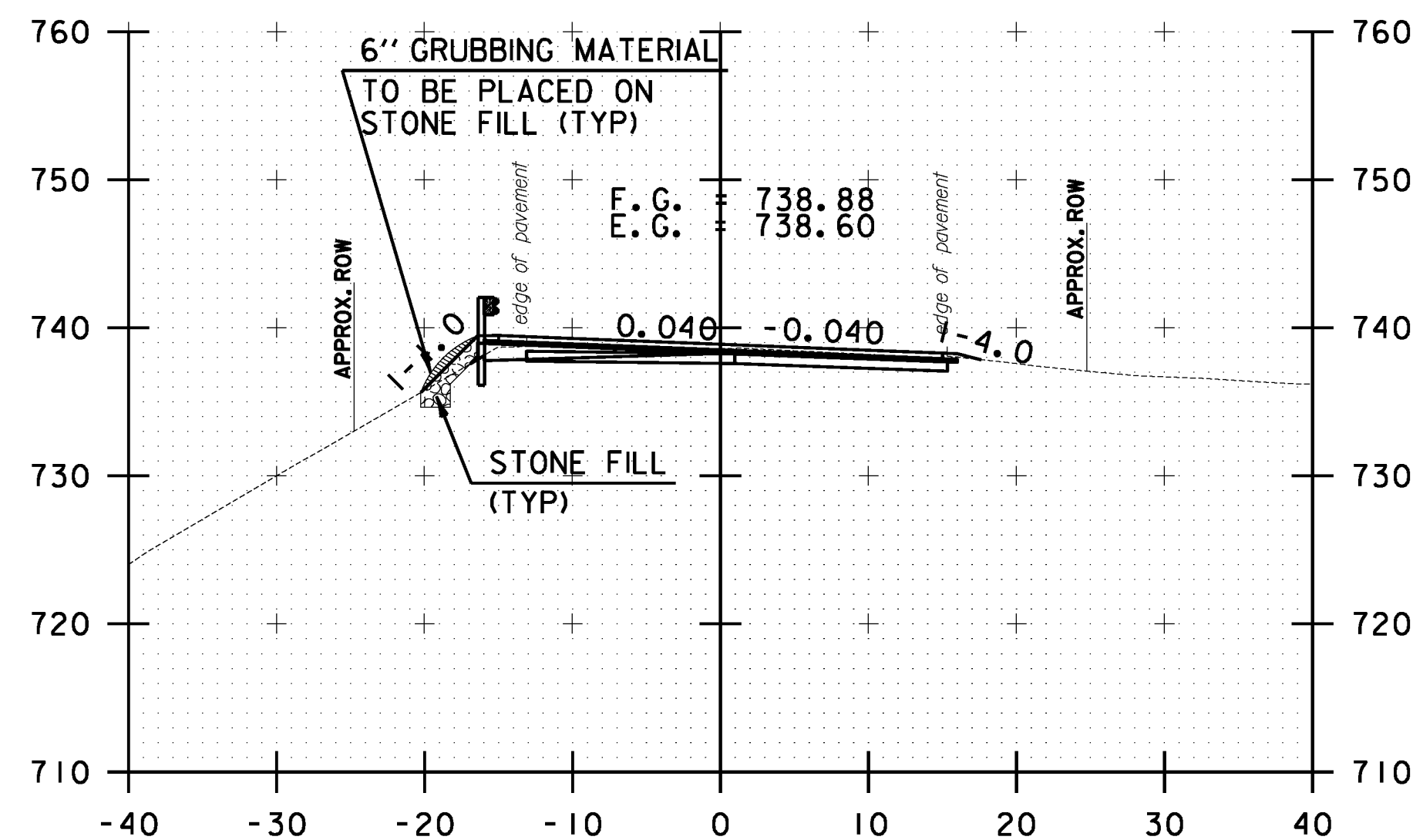
164+50.00



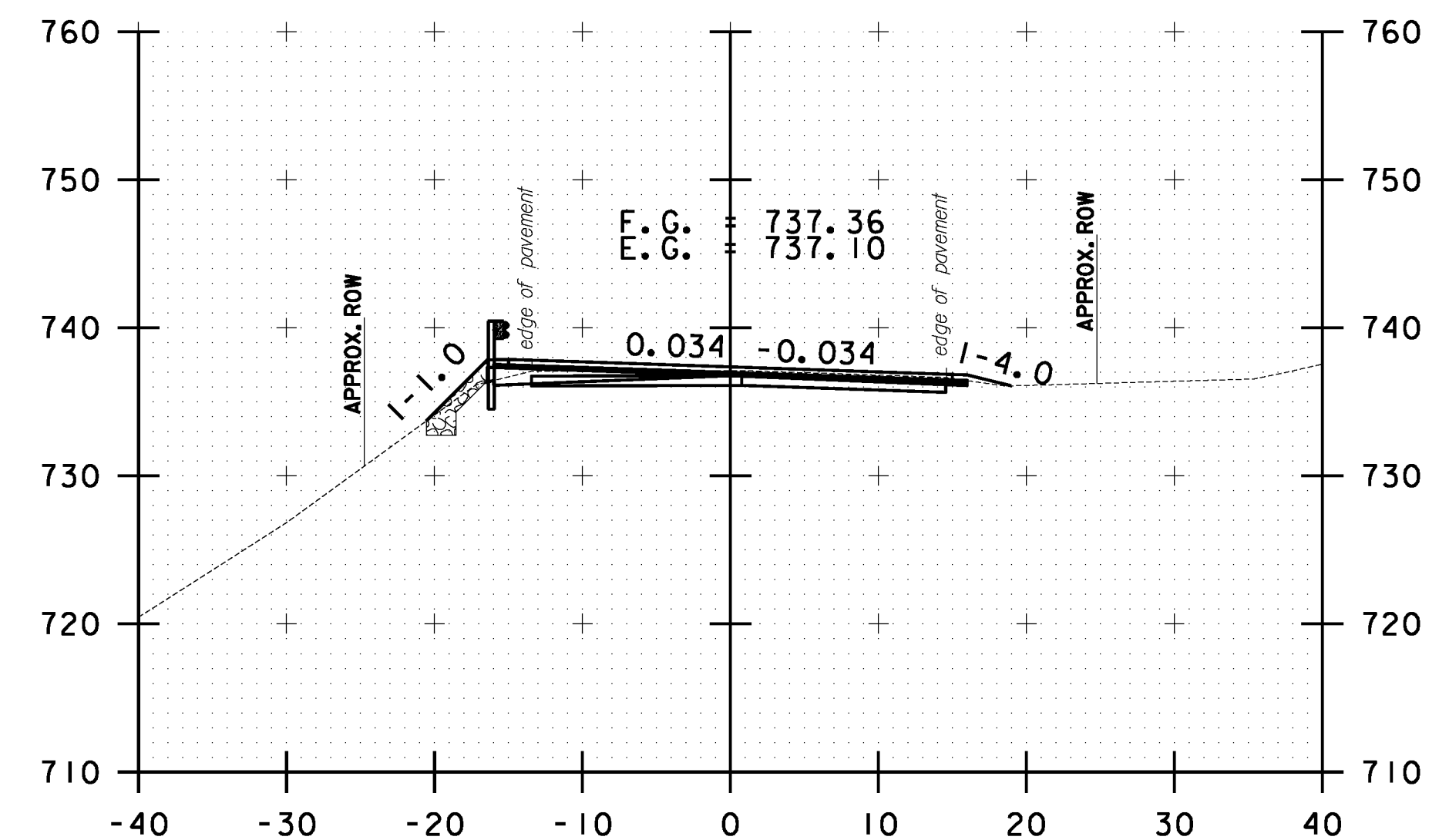
165+50.00



163+00.00



164+00.00



165+00.00

10 0 10
SCALE IN FEET

**STOCKBRIDGE
CROSS SECTION
SHEET #54**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_stock_xc.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

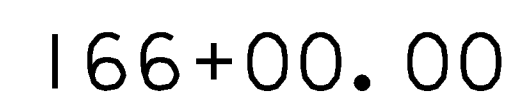
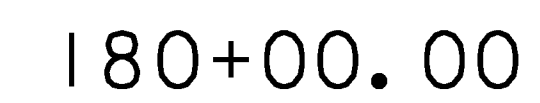
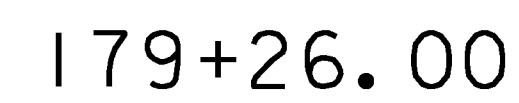
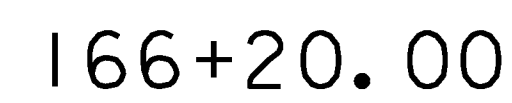
IPARM FILE: z10b214xs54.i

PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

CHECKED BY: J.P.S.

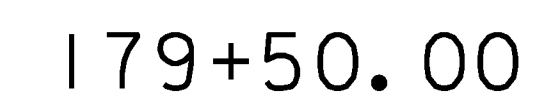
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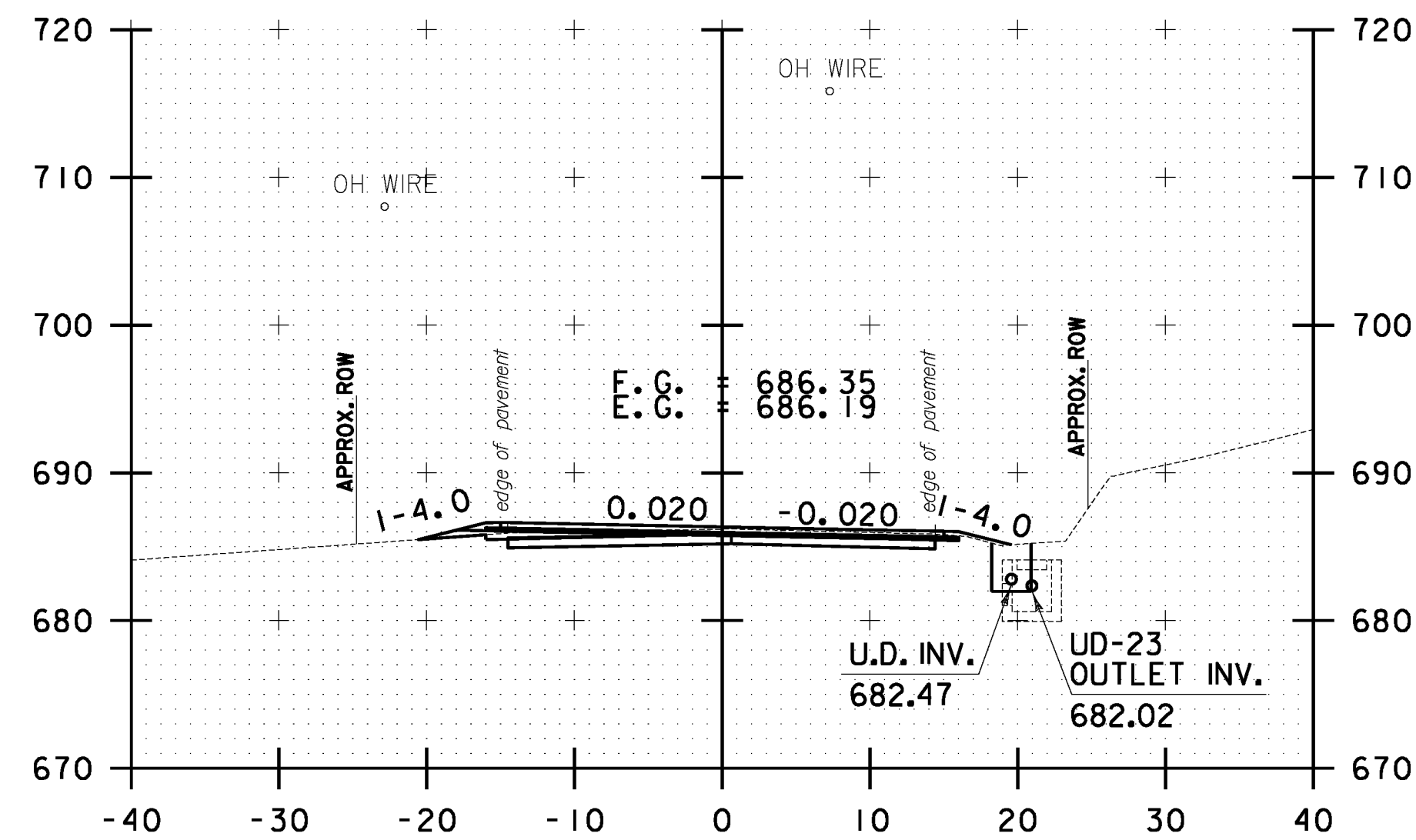
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STOP STP 2910(I)
BEGIN BRF 022-1(20)S

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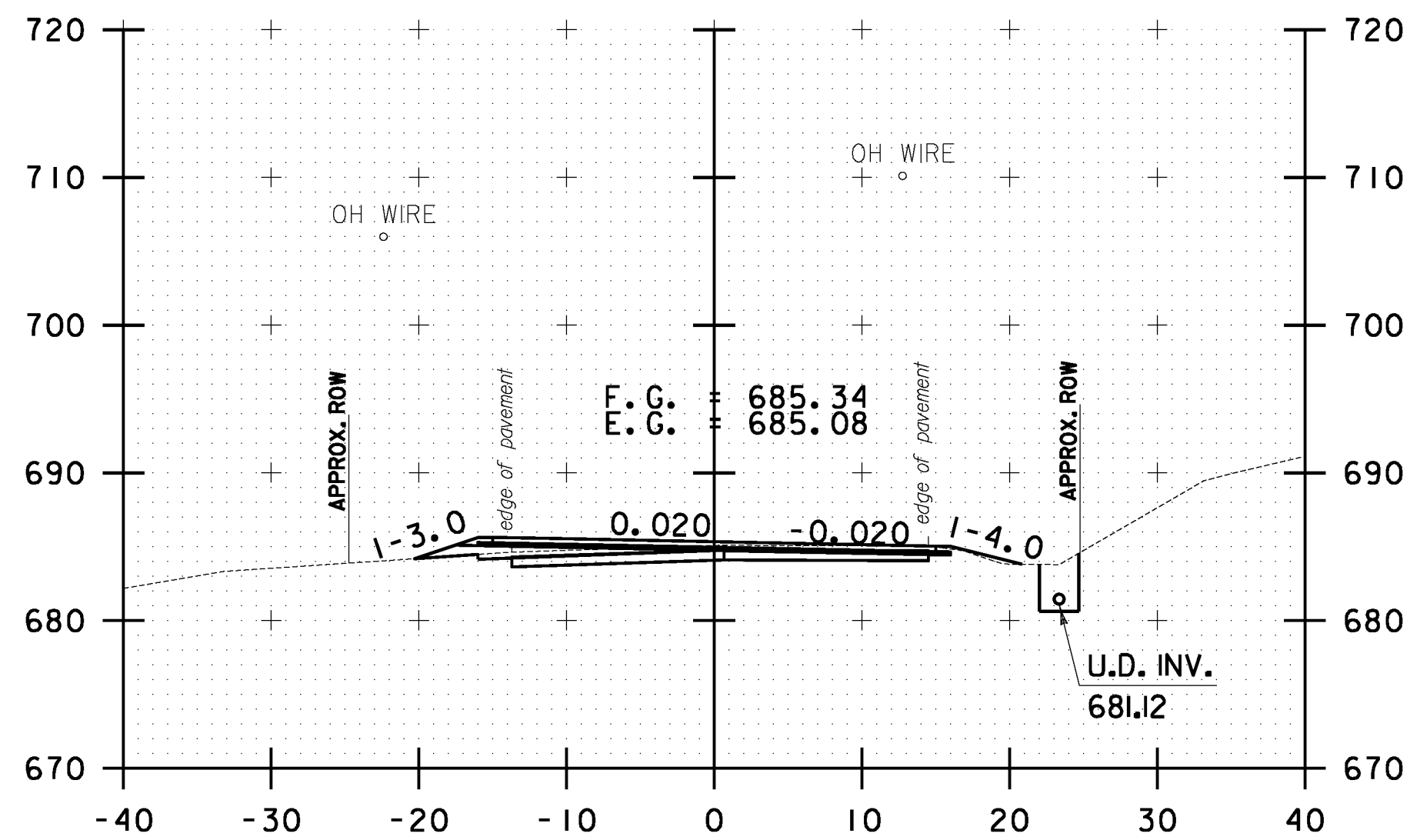


SHEET 268 OF 397

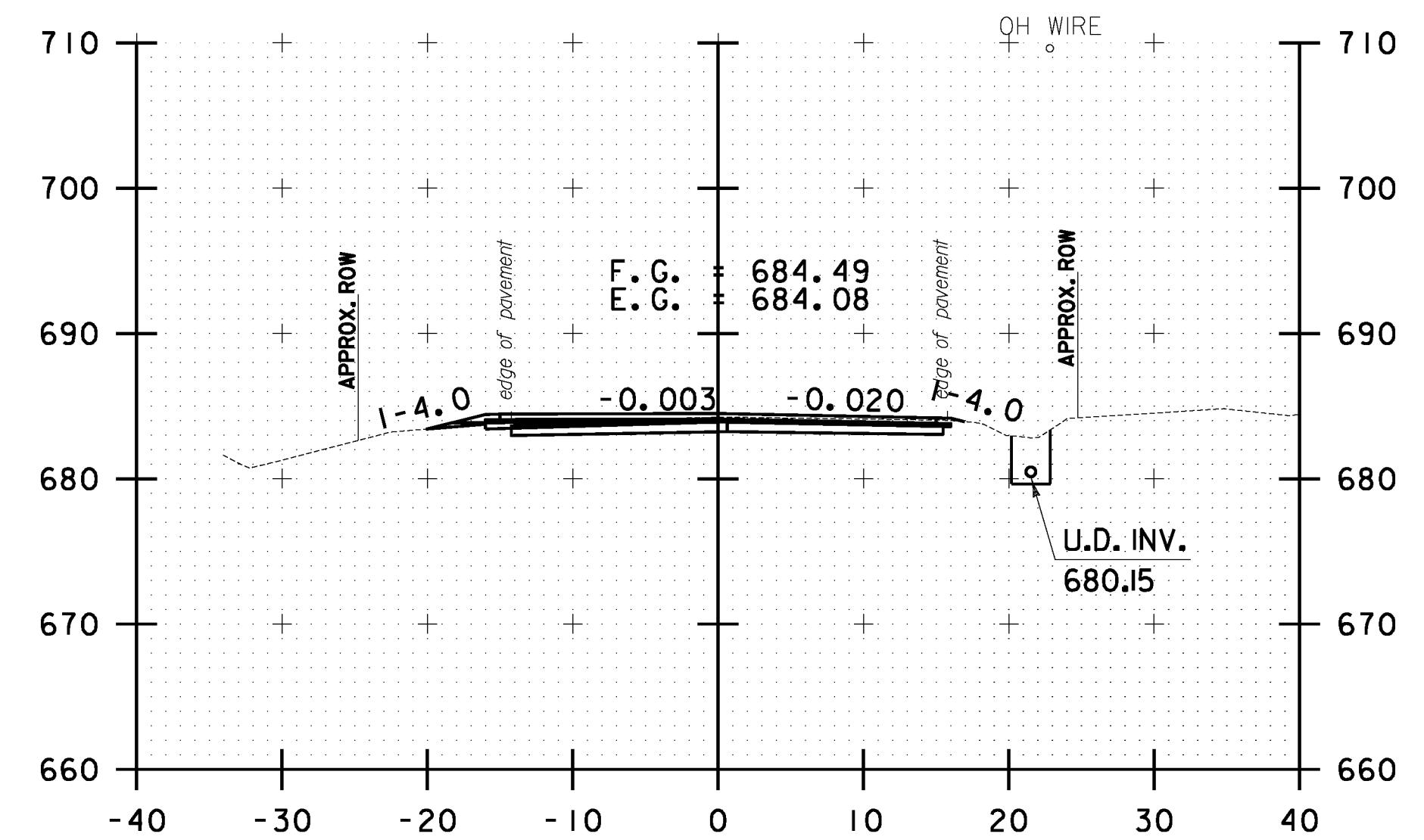
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DATE/TIME = 3/17/2014
USER = 4916



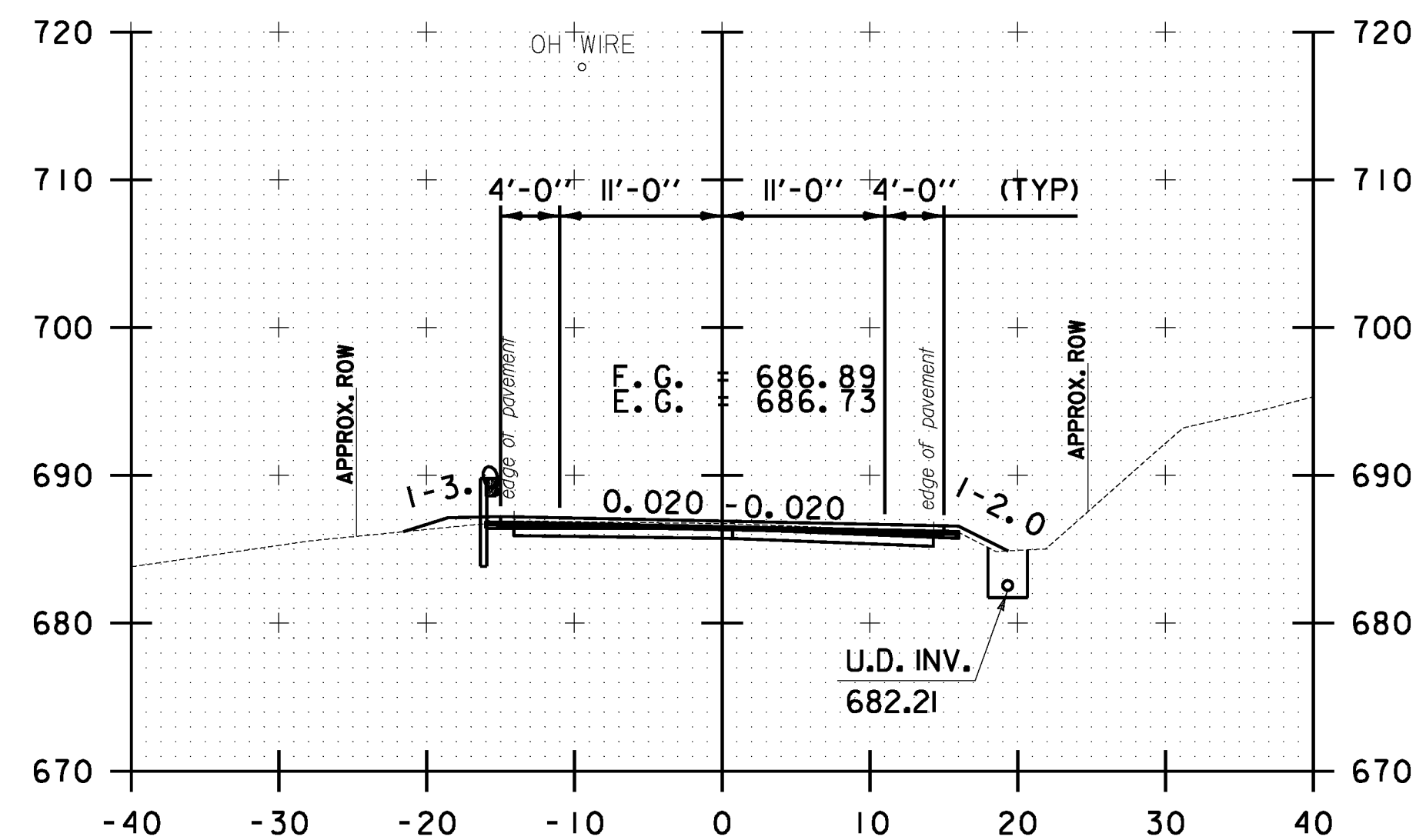
181+00.00



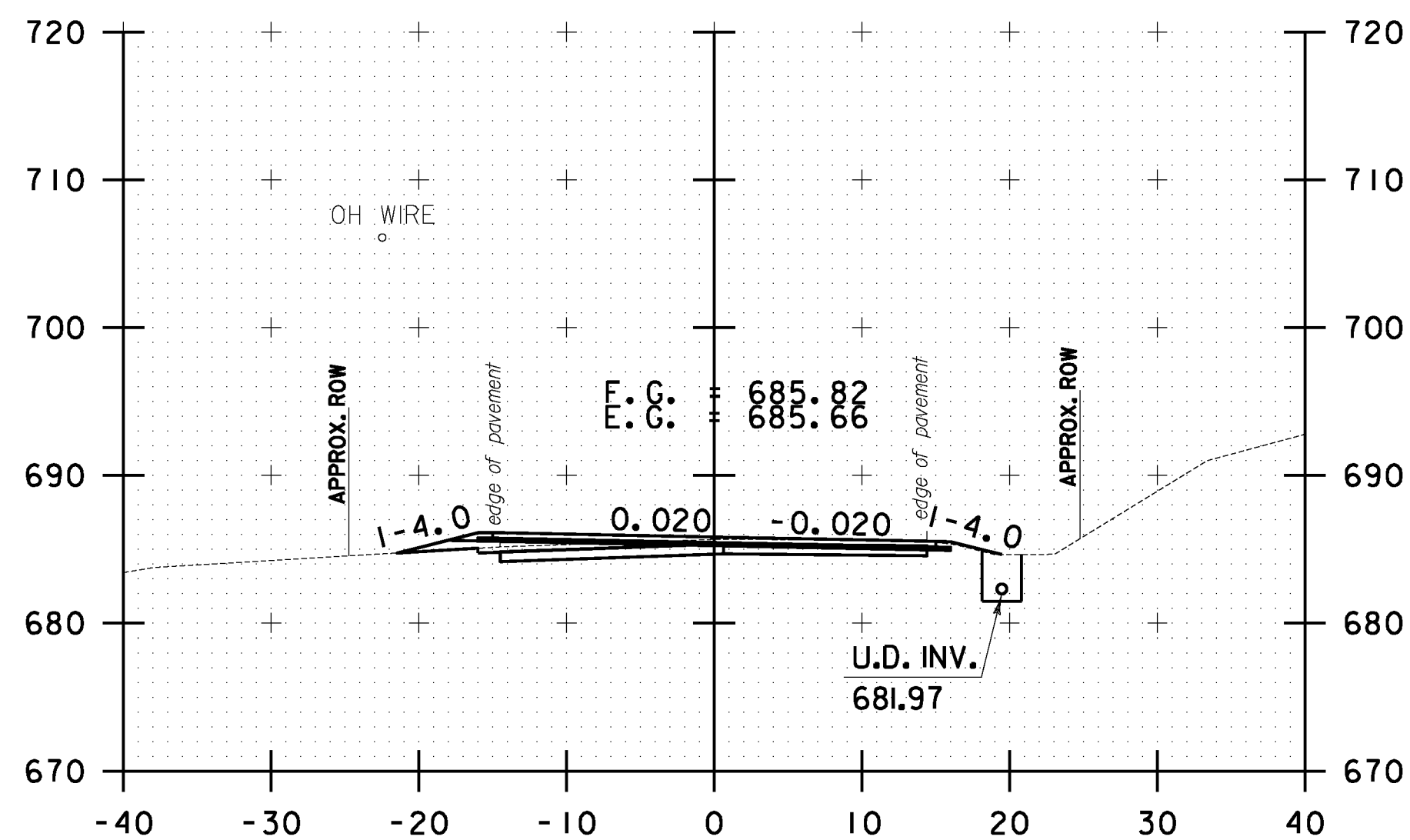
182+00.00



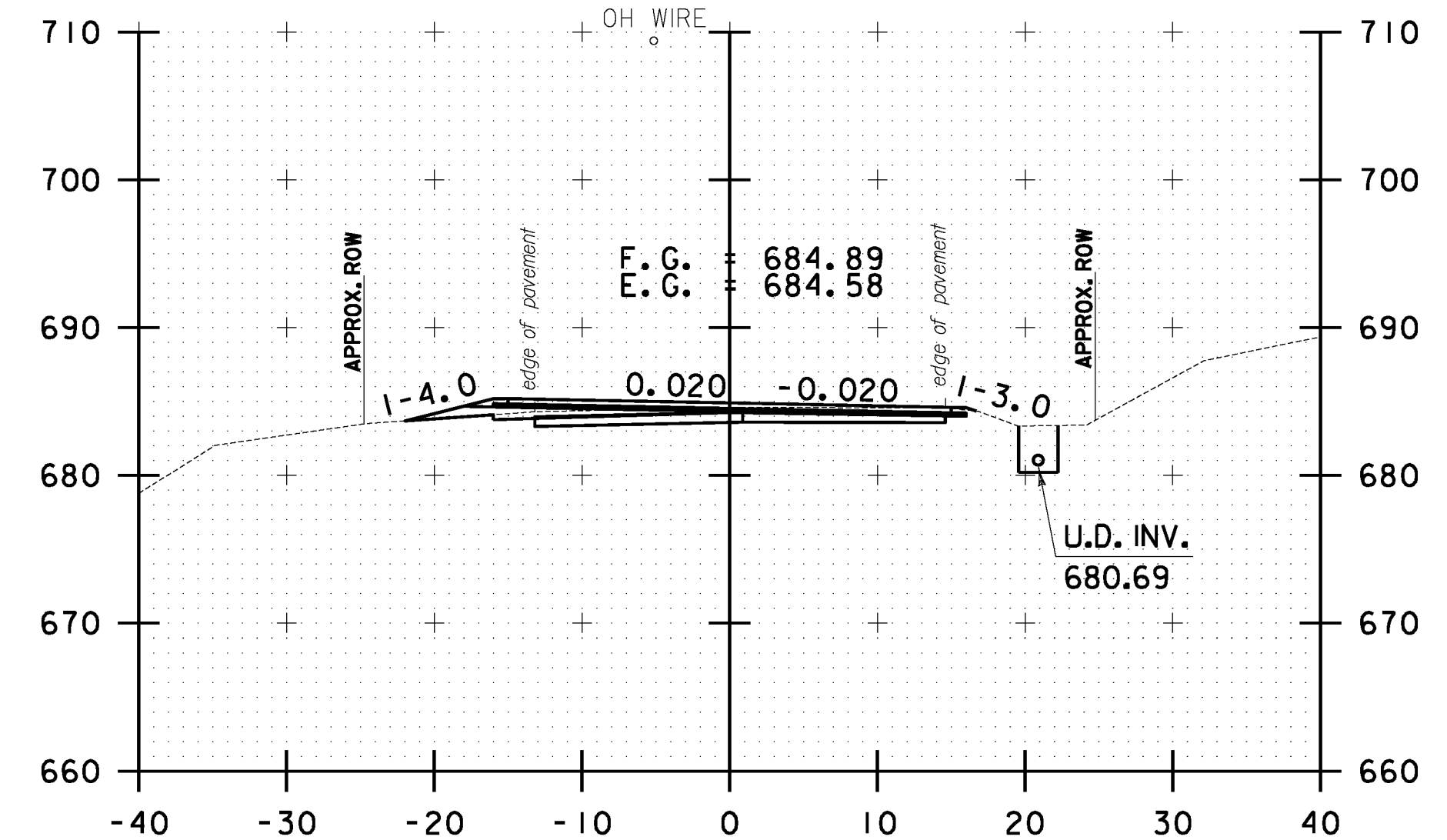
183+00.00



180+50.00



181+50.00



182+50.00

10 0 10
SCALE IN FEET

**STOCKBRIDGE
CROSS SECTION
SHEET #56**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_stock_xc.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214xs56.i

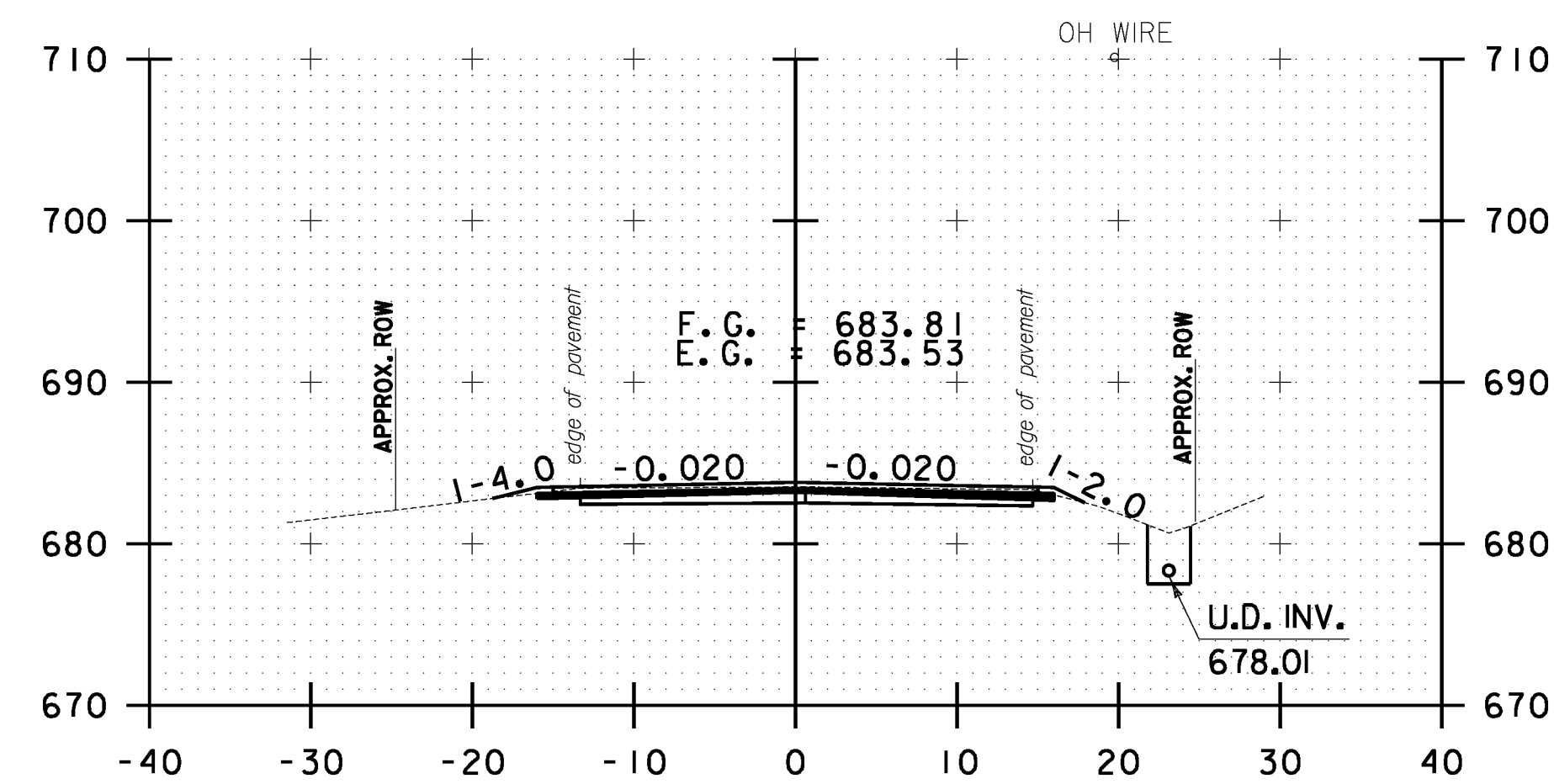
PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

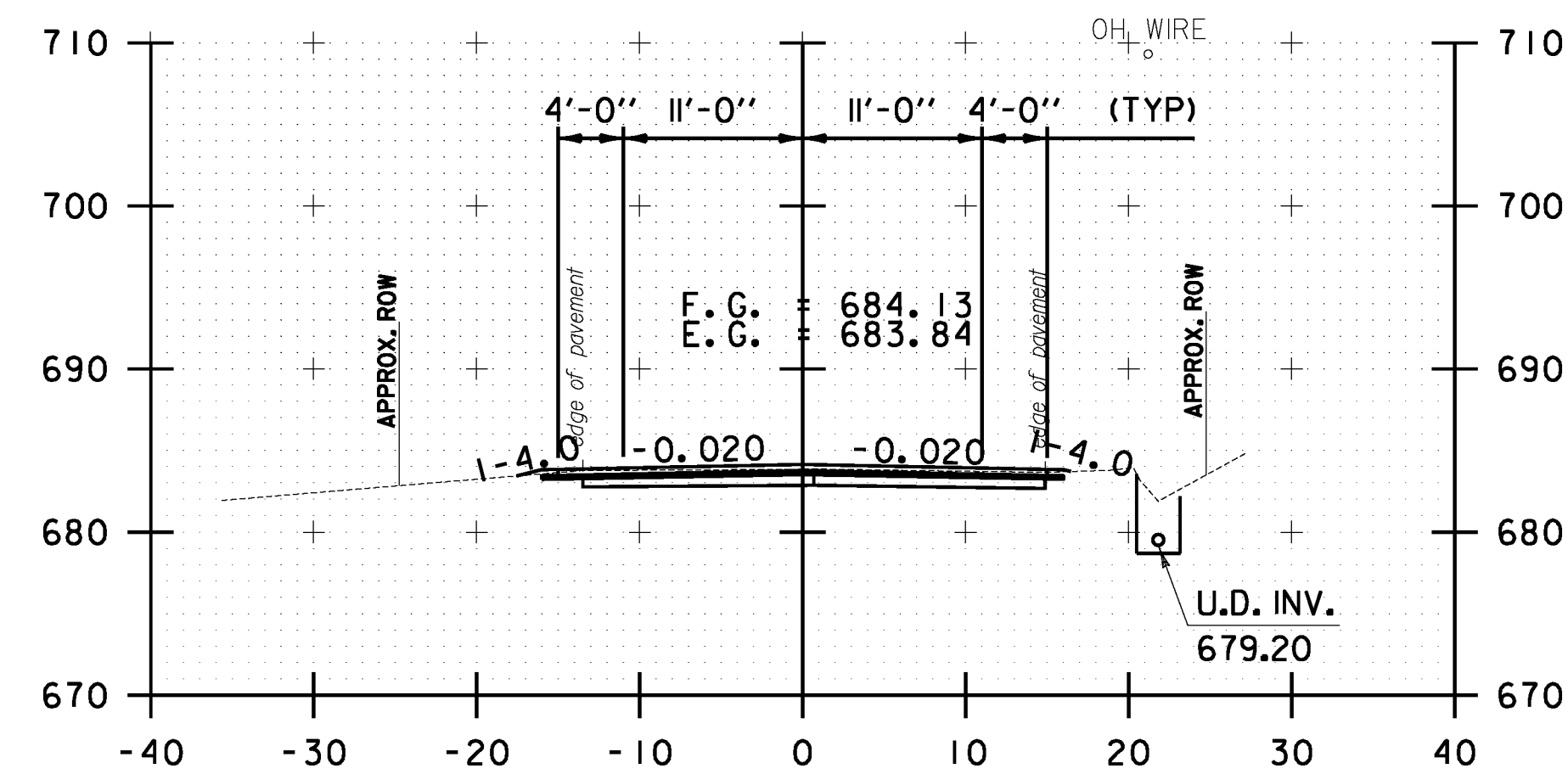
CHECKED BY: J.P.S.

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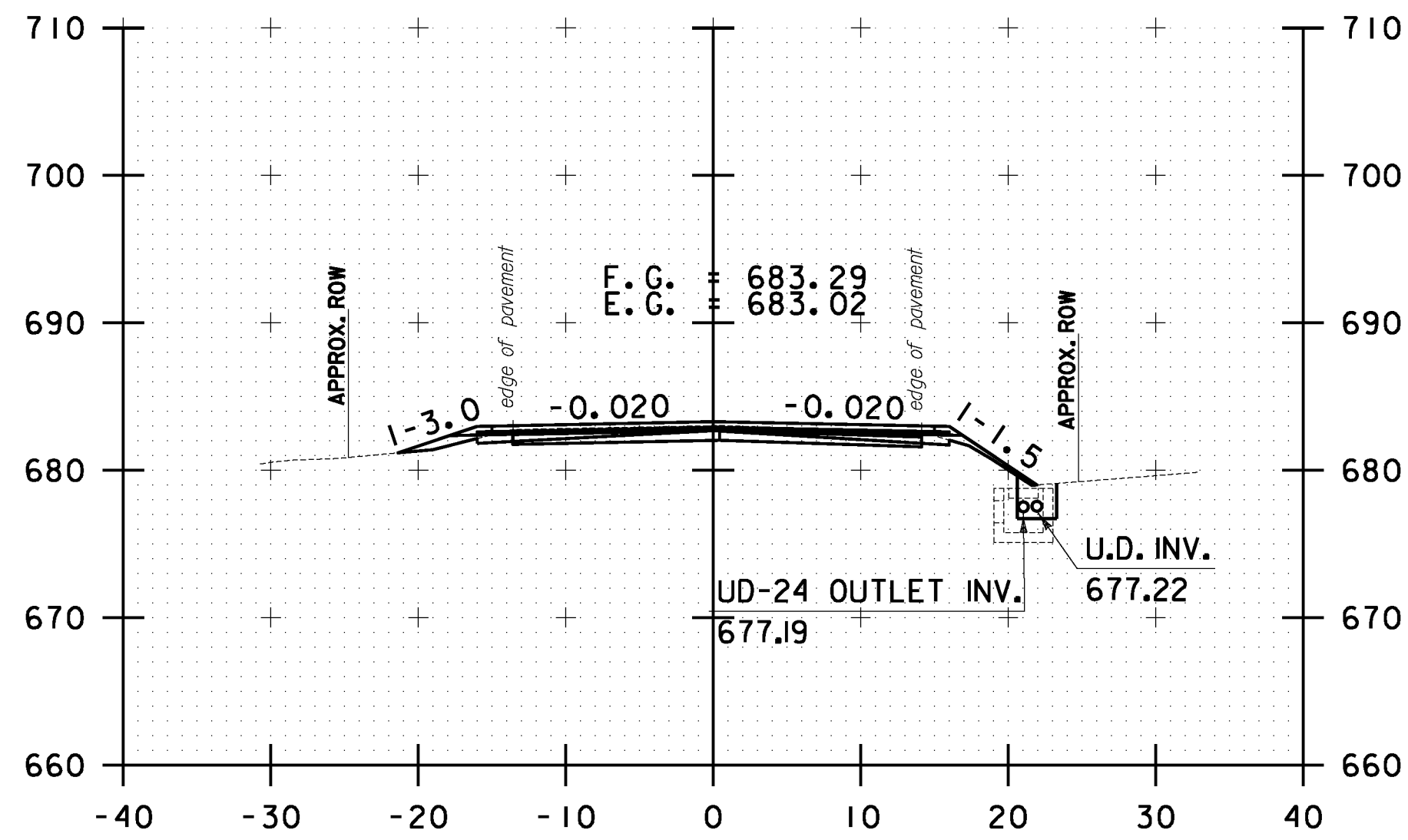
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DATE/TIME = 3/17/2014
USER = 4916



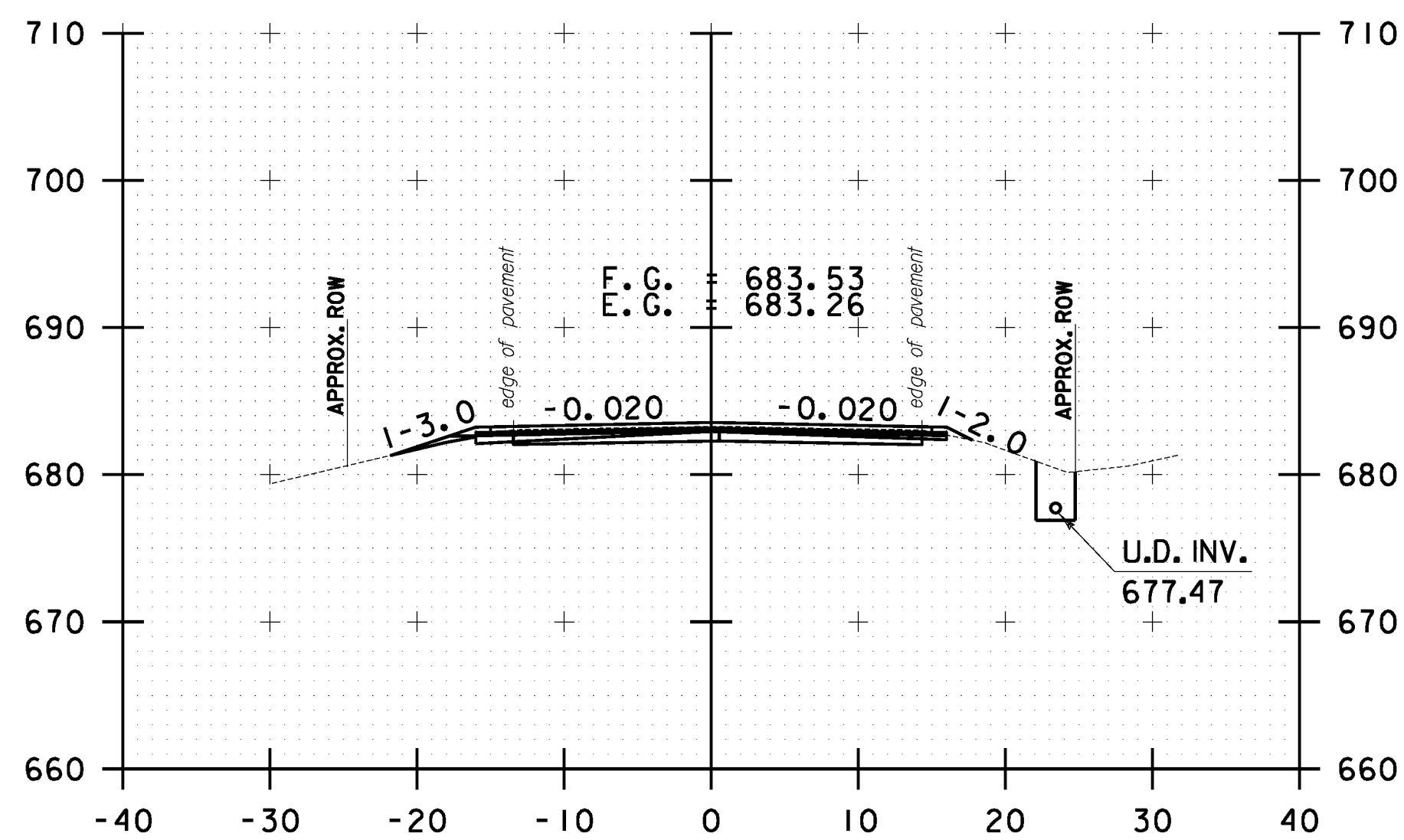
184+00.00



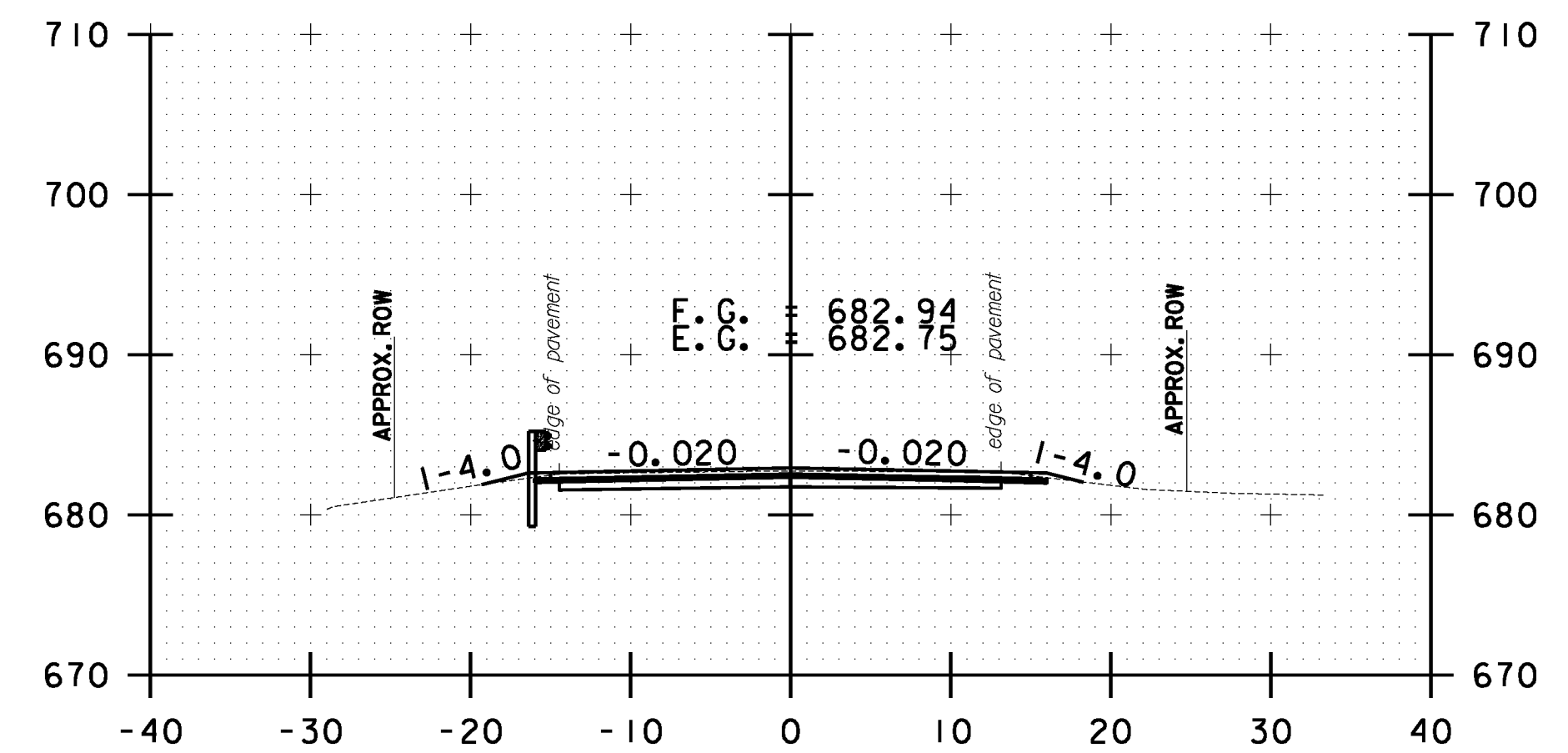
183+50.00



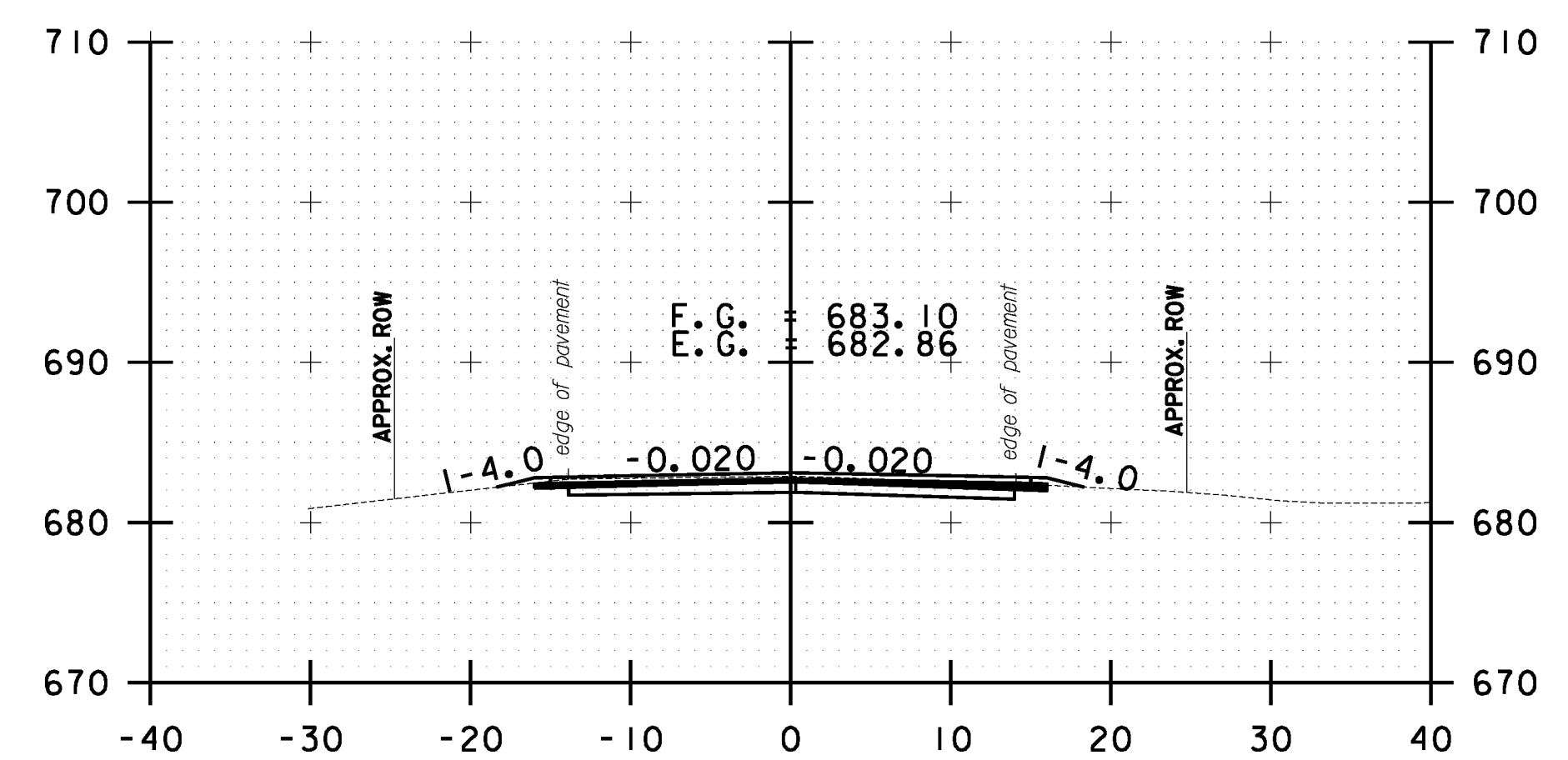
185+00.00



184+50.00



186+00.00



185+50.00

10 0 10
SCALE IN FEET

**STOCKBRIDGE
CROSS SECTION
SHEET #57**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_stock_xc.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214xs57.1

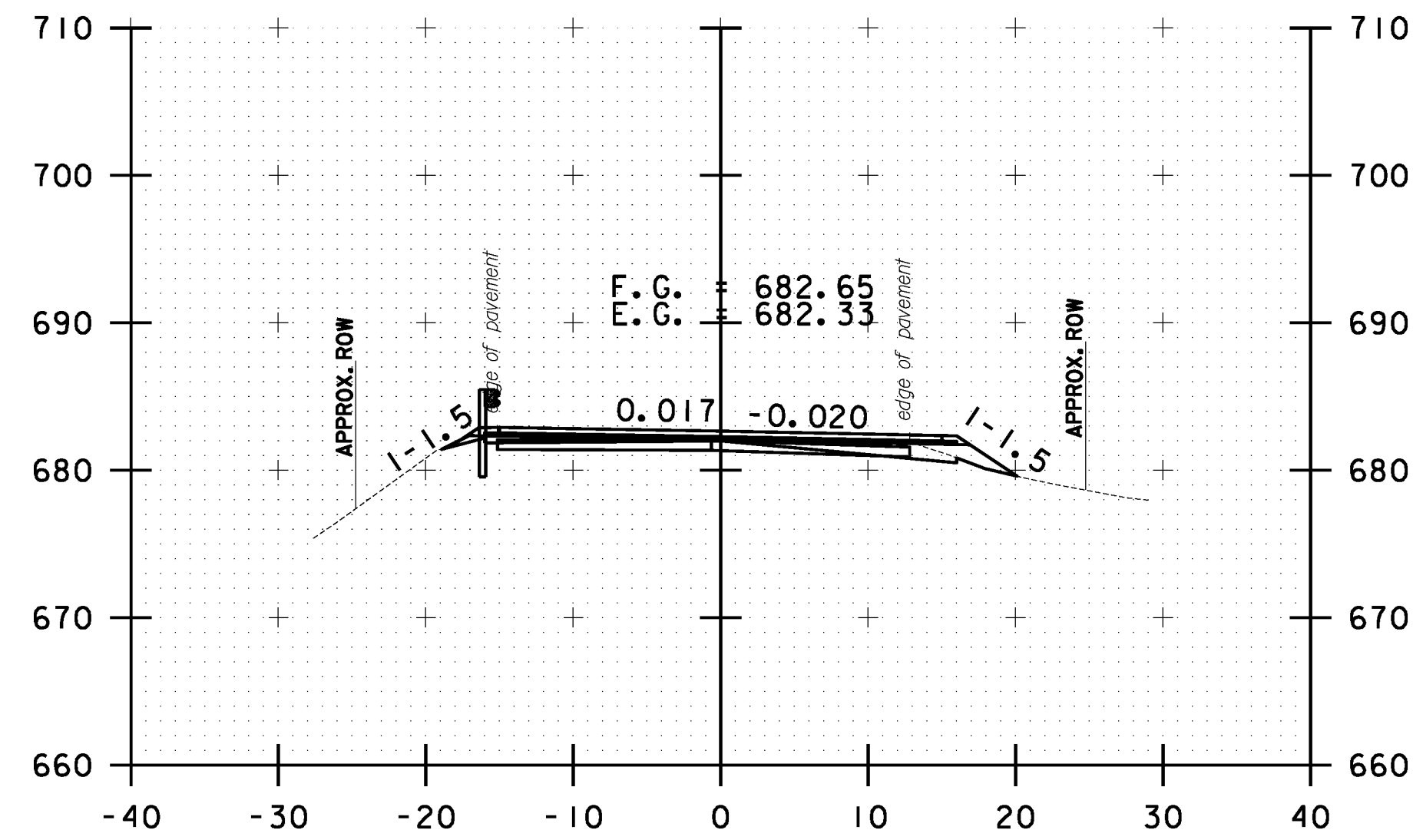
PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

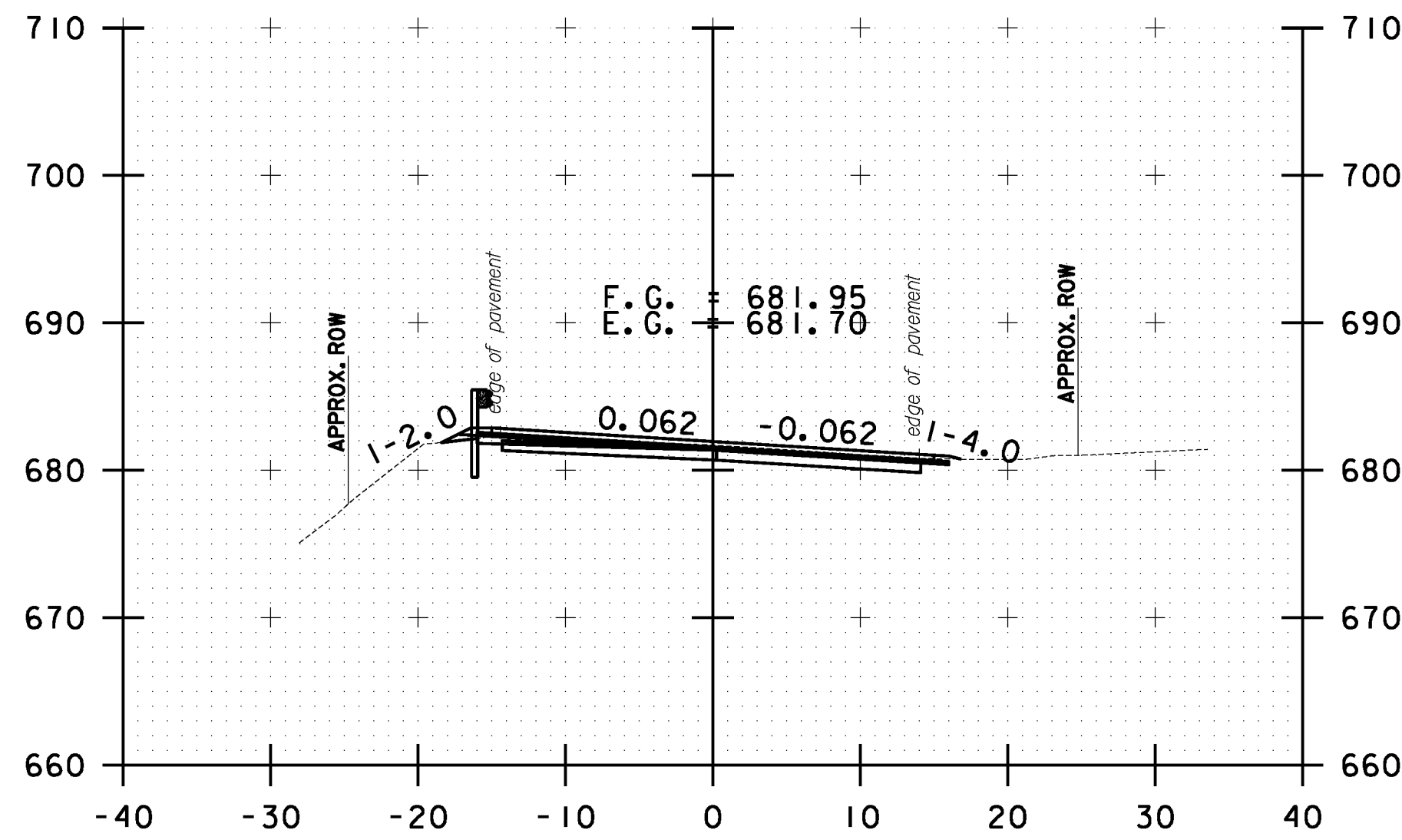
CHECKED BY: J.P.S.

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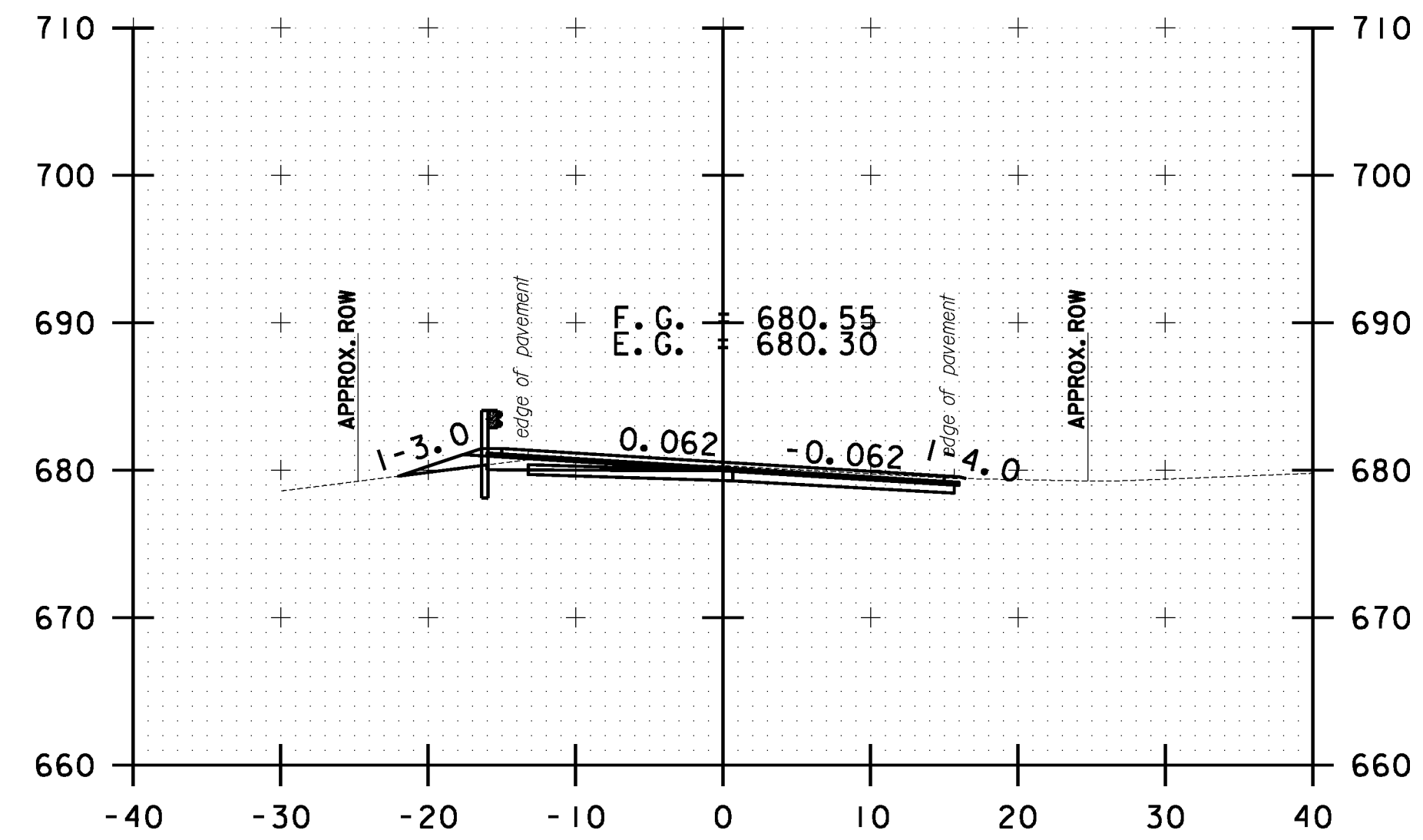
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DATE/TIME = 3/17/2014
USER = 4916



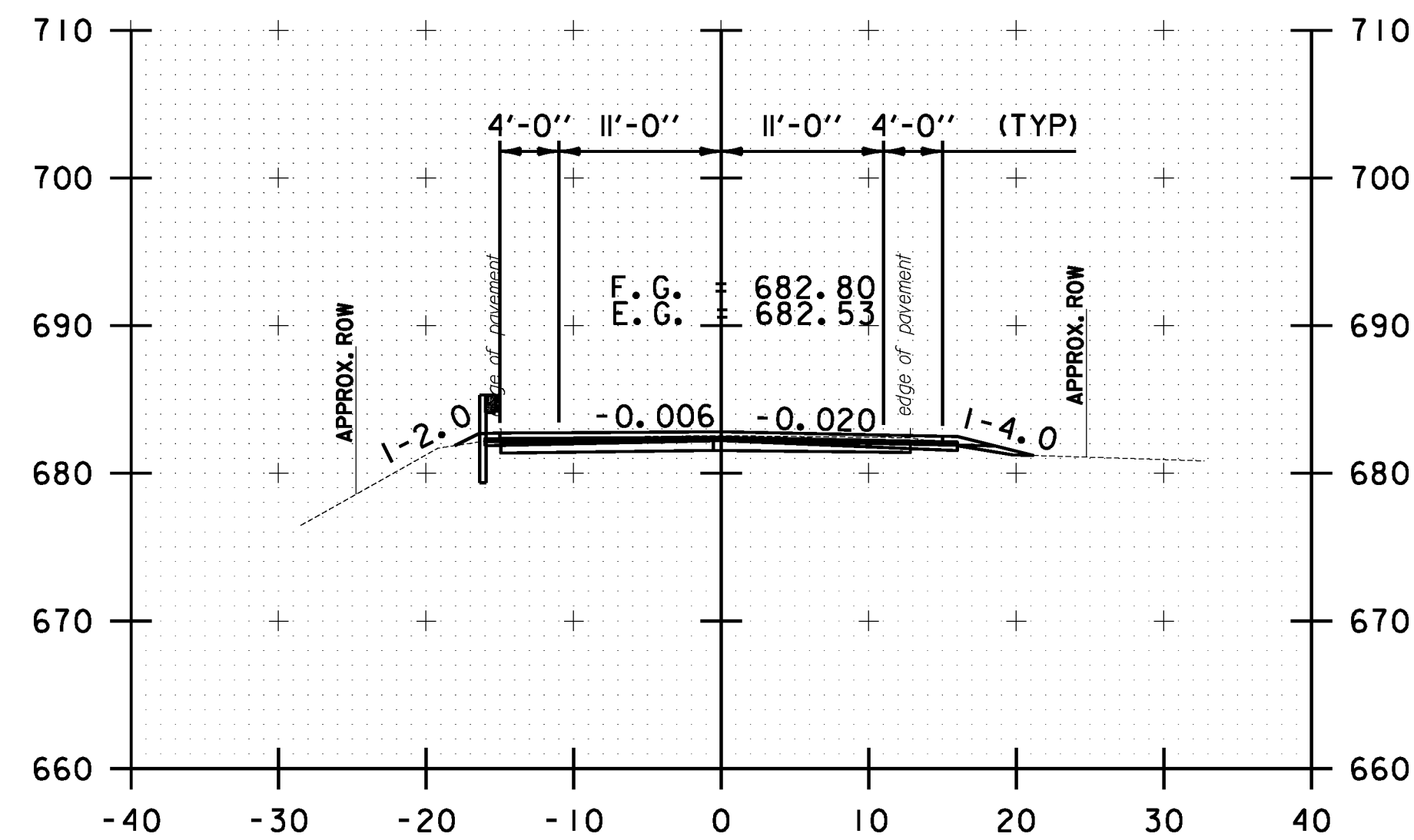
187+00.00



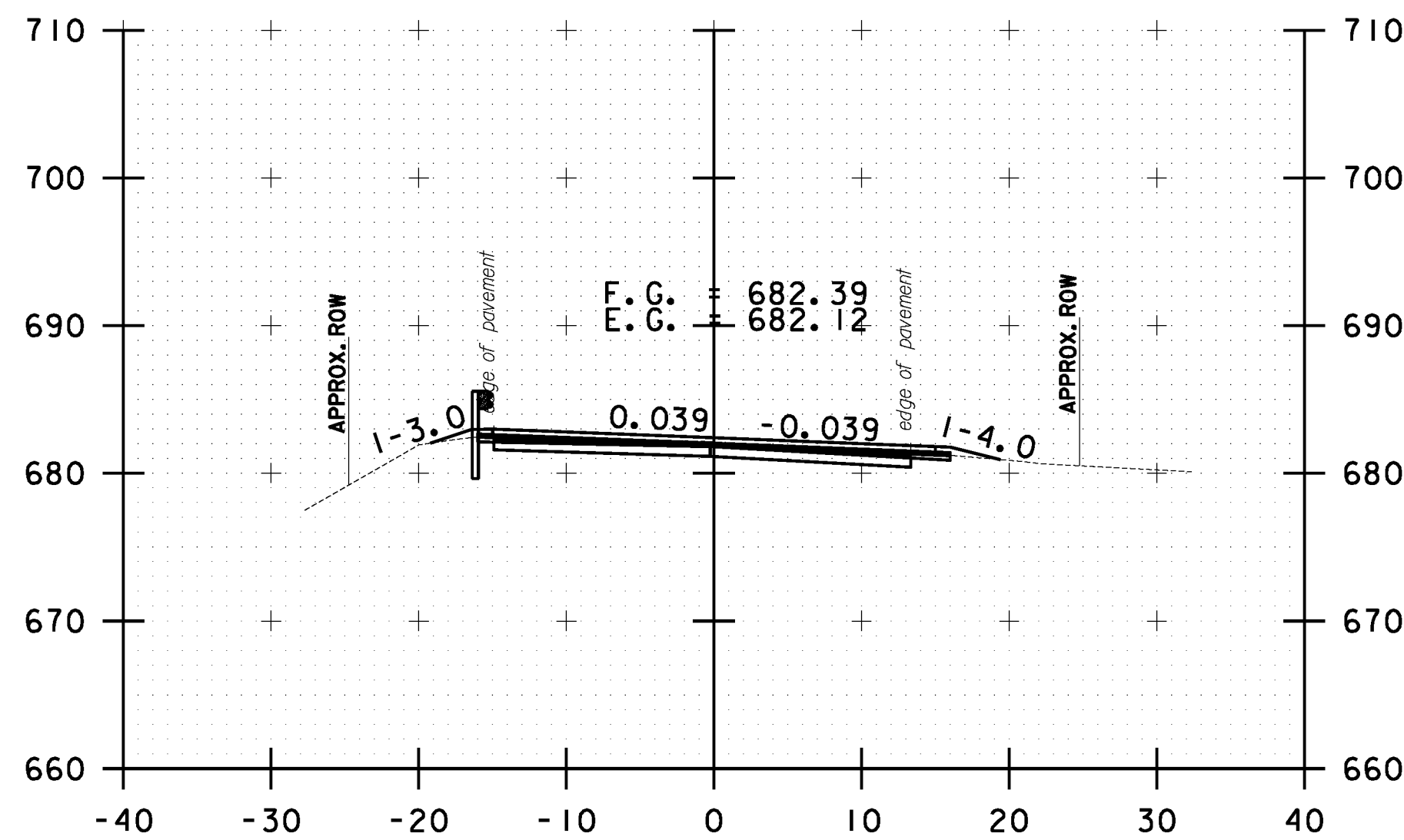
188+00.00



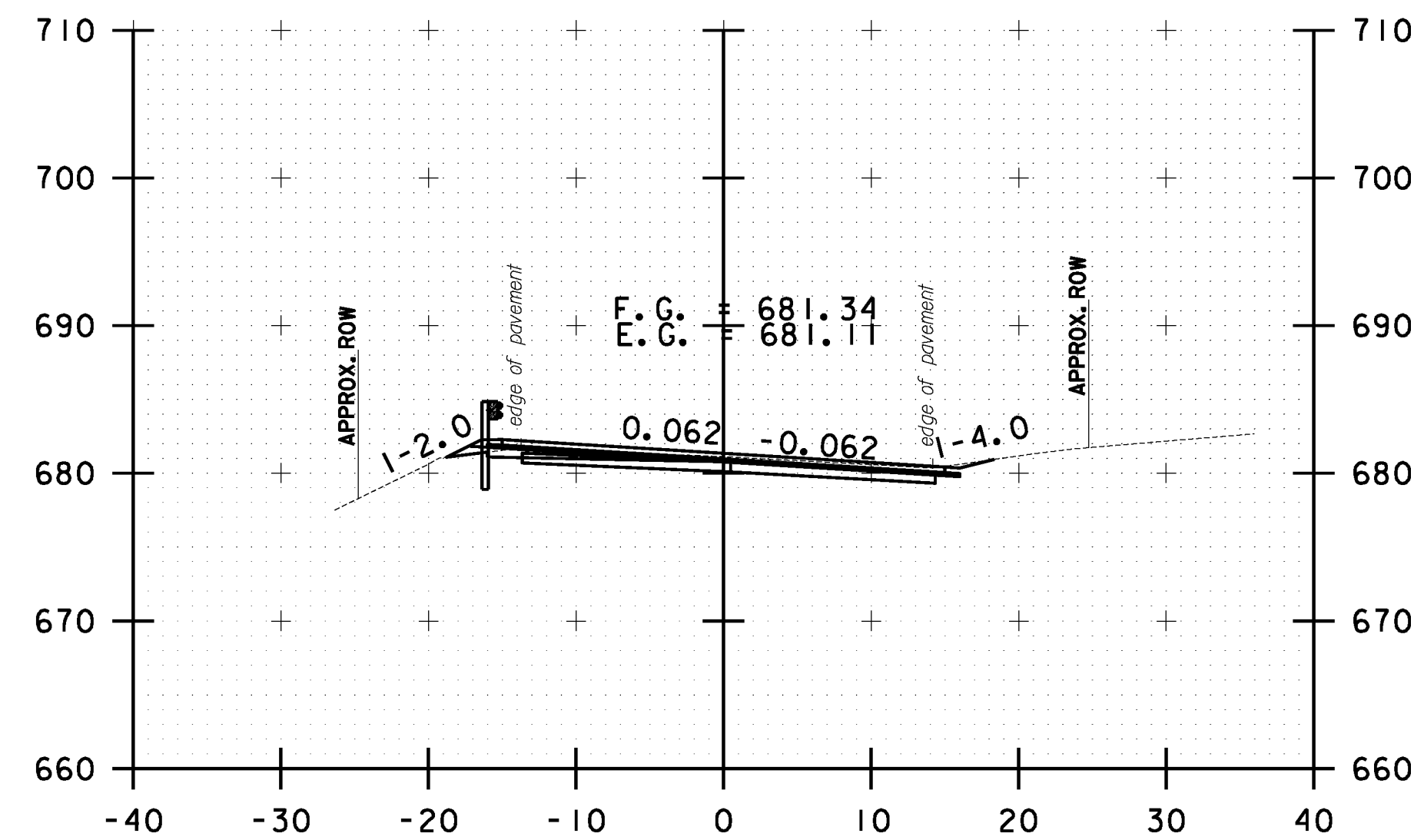
189+00.00



186+50.00



187+50.00



188+50.00

10 0 10
SCALE IN FEET

**STOCKBRIDGE
CROSS SECTION
SHEET #58**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_stock_xc.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

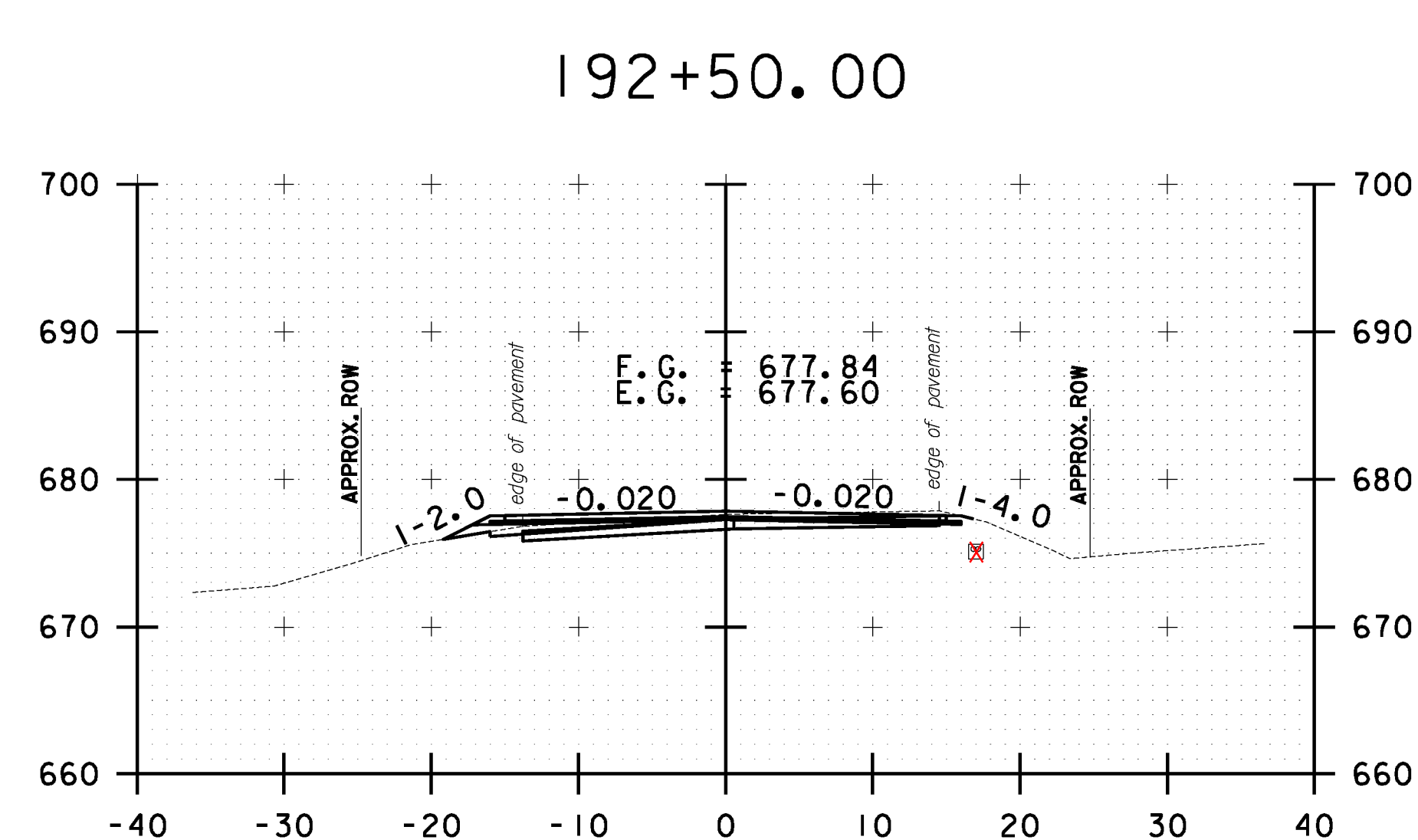
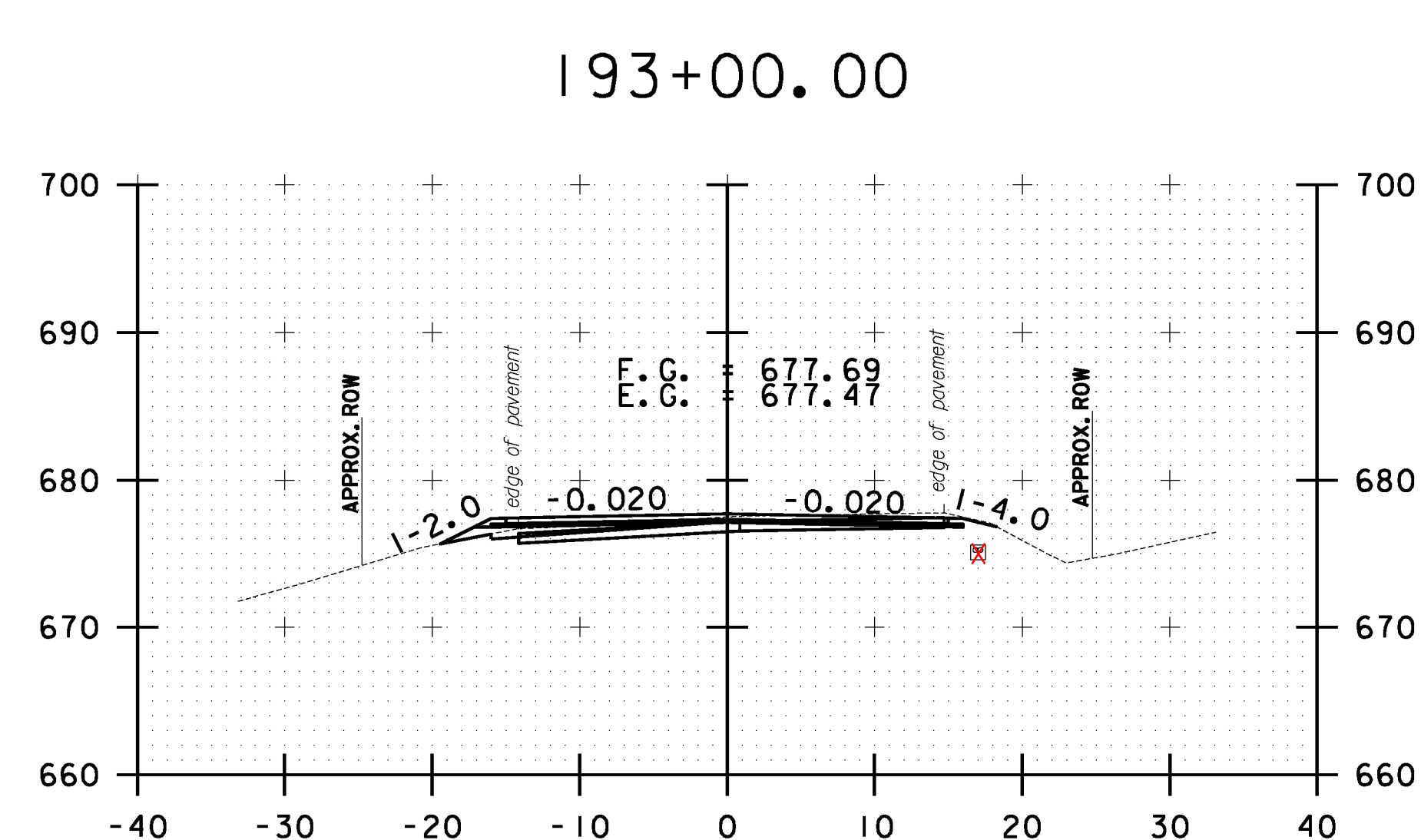
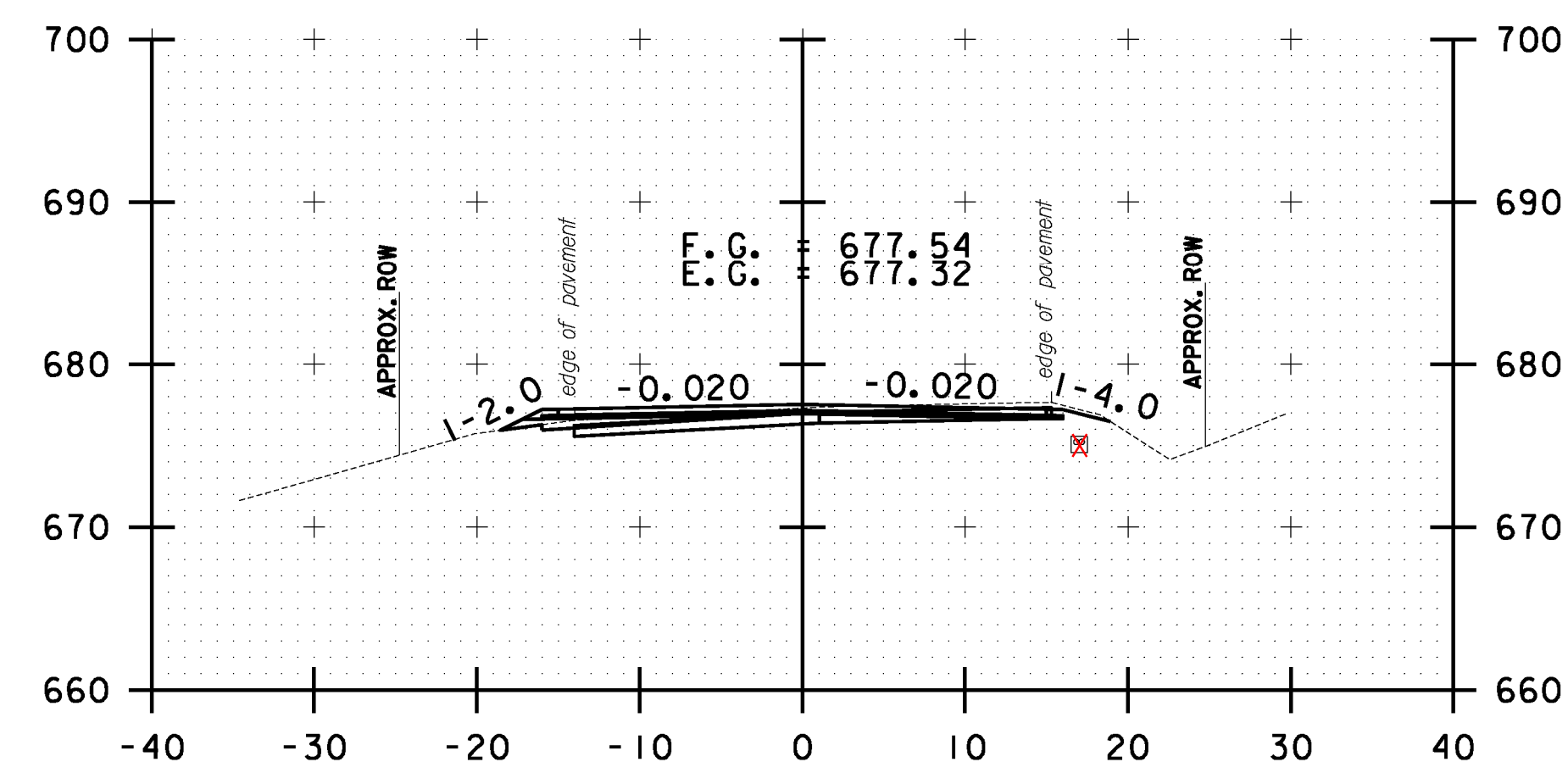
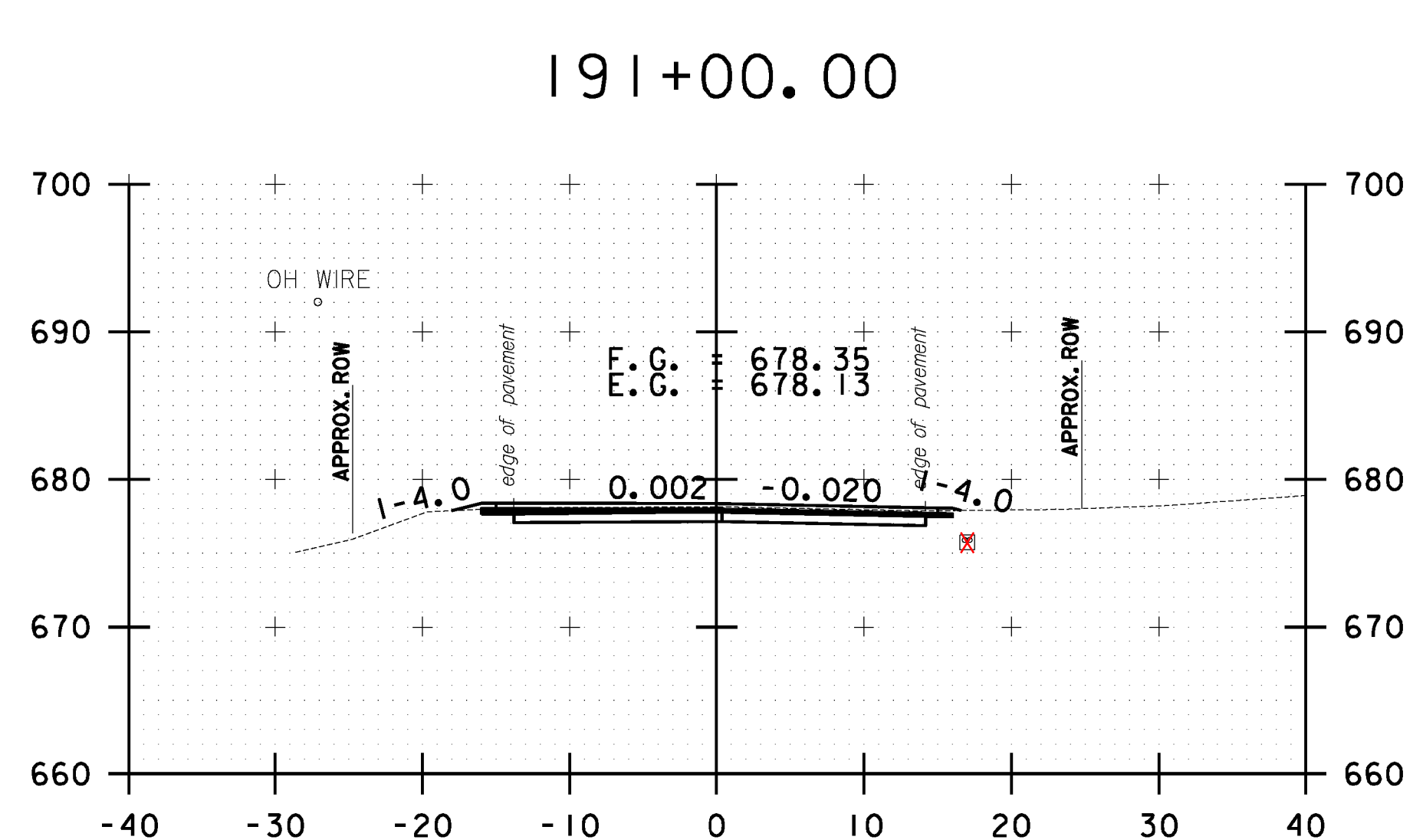
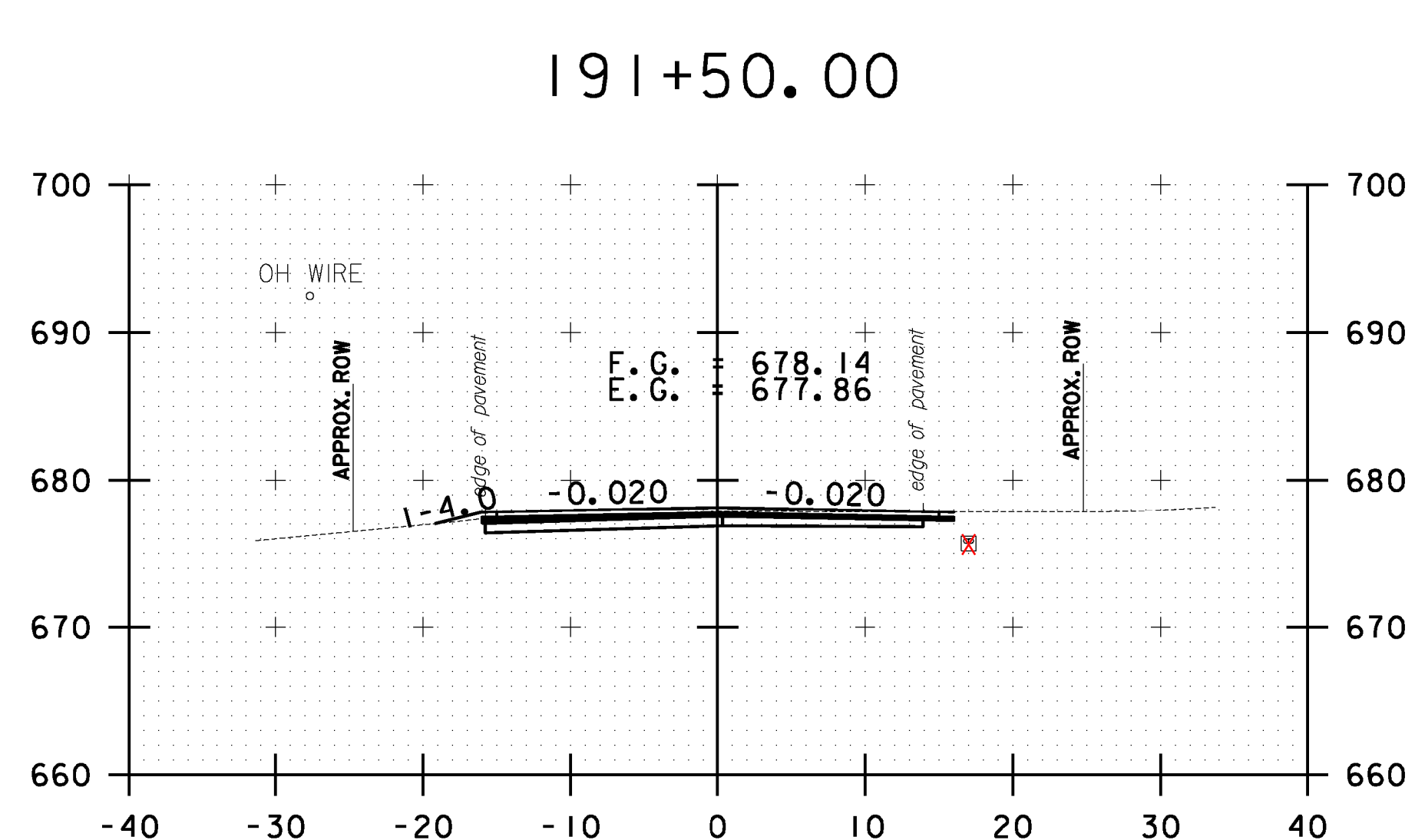
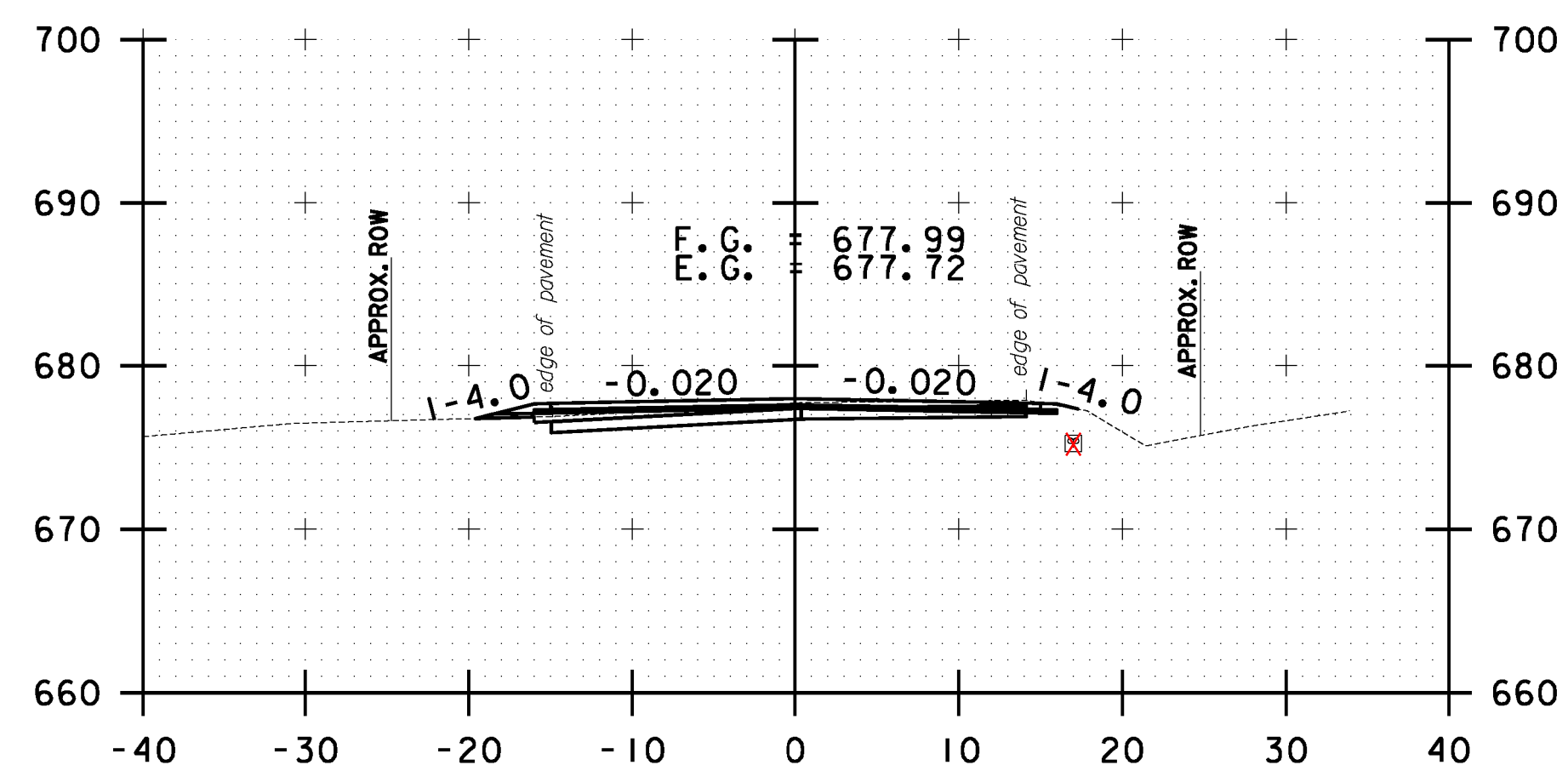
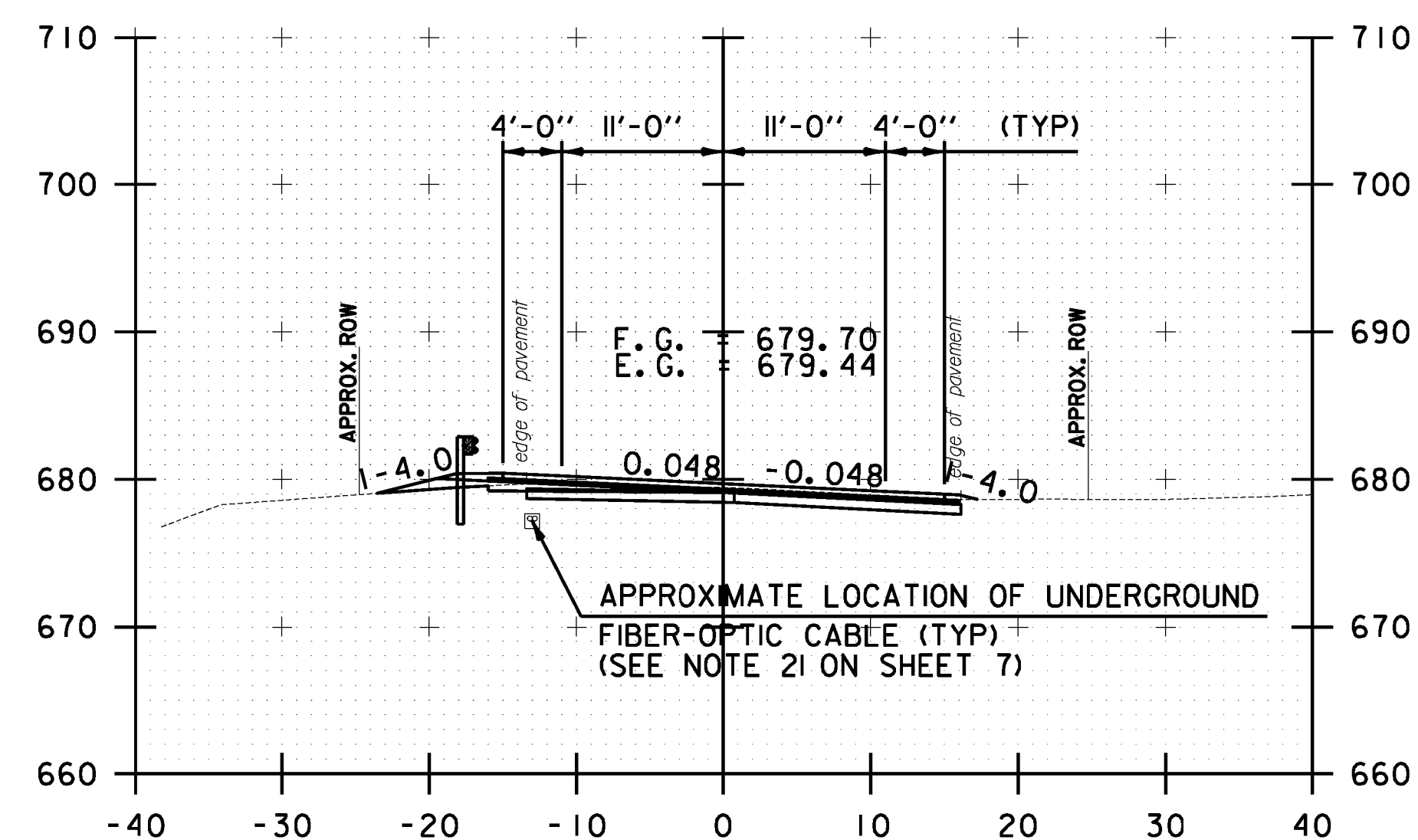
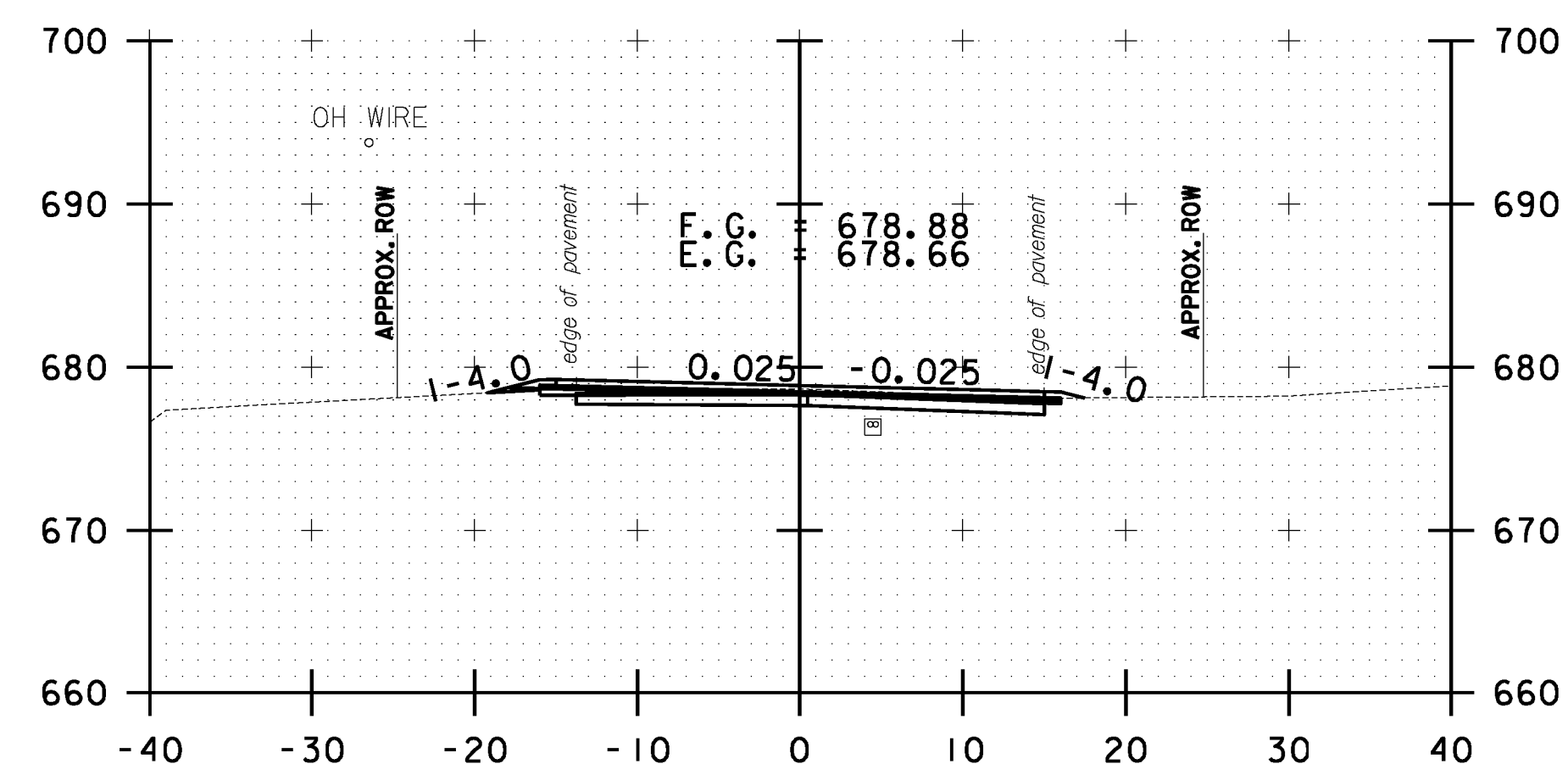
IPARM FILE: z10b214xs58.i

PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

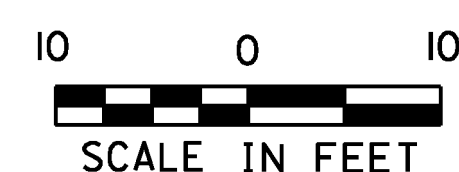
CHECKED BY: J.P.S.

SHEET 271 OF 397



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DATE/TIME = 3/17/2014
USER = 4916
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FILE NAME = V:\Projects\3/17/2014
DATE/TIME = 3/17/2014
USER = 4816

NAME = V:\Pr
TIME = 3/17/
USED = 4916

**STOCKBRIDGE
CROSS SECTION
SHEET #59**

PROJECT NAME:	STOCKBRIDGE-BETHEL
---------------	--------------------

PROJECT NUMBER: STP 2910(I)

FILE NAME: z10b214_stock_xc.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214xs59.i

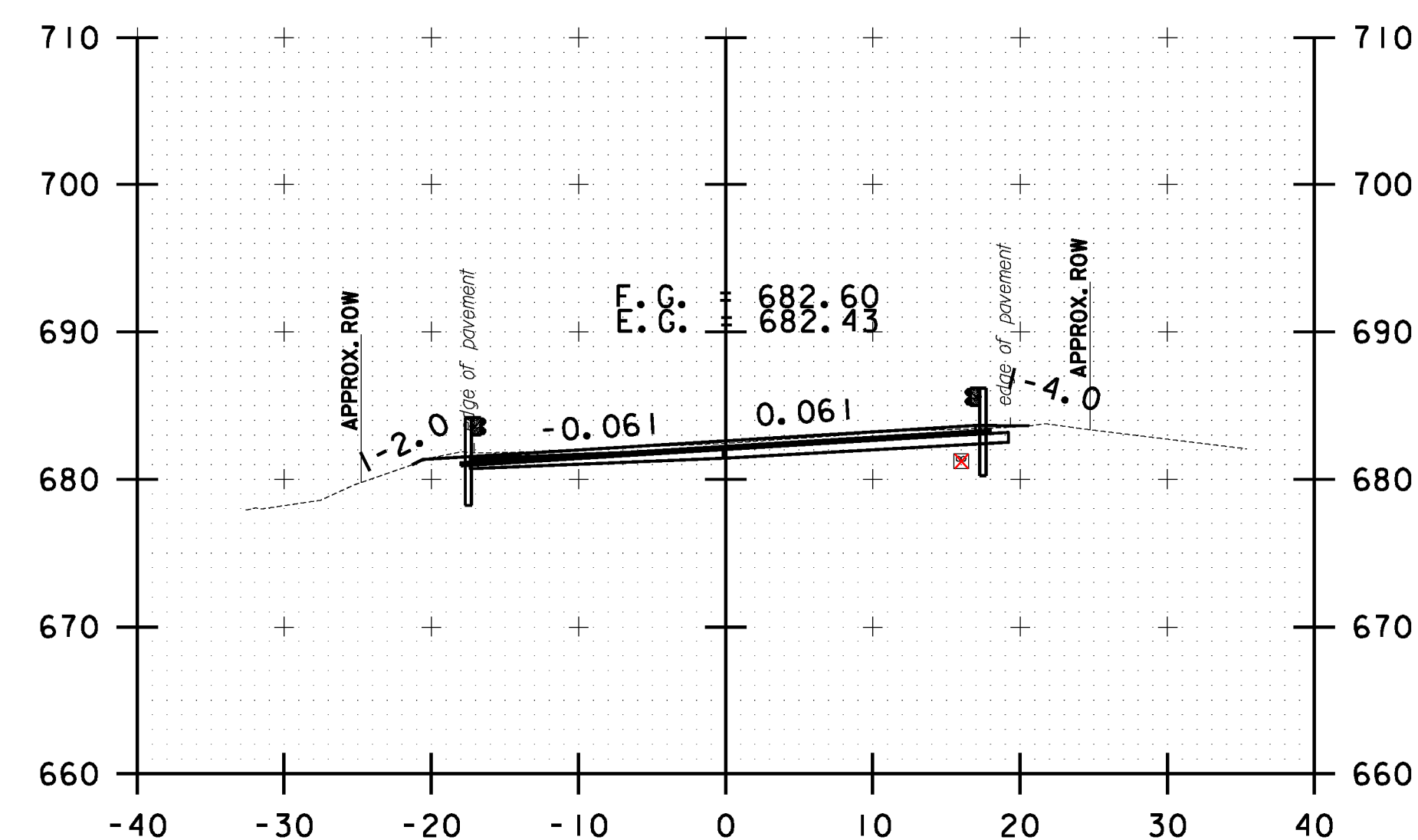
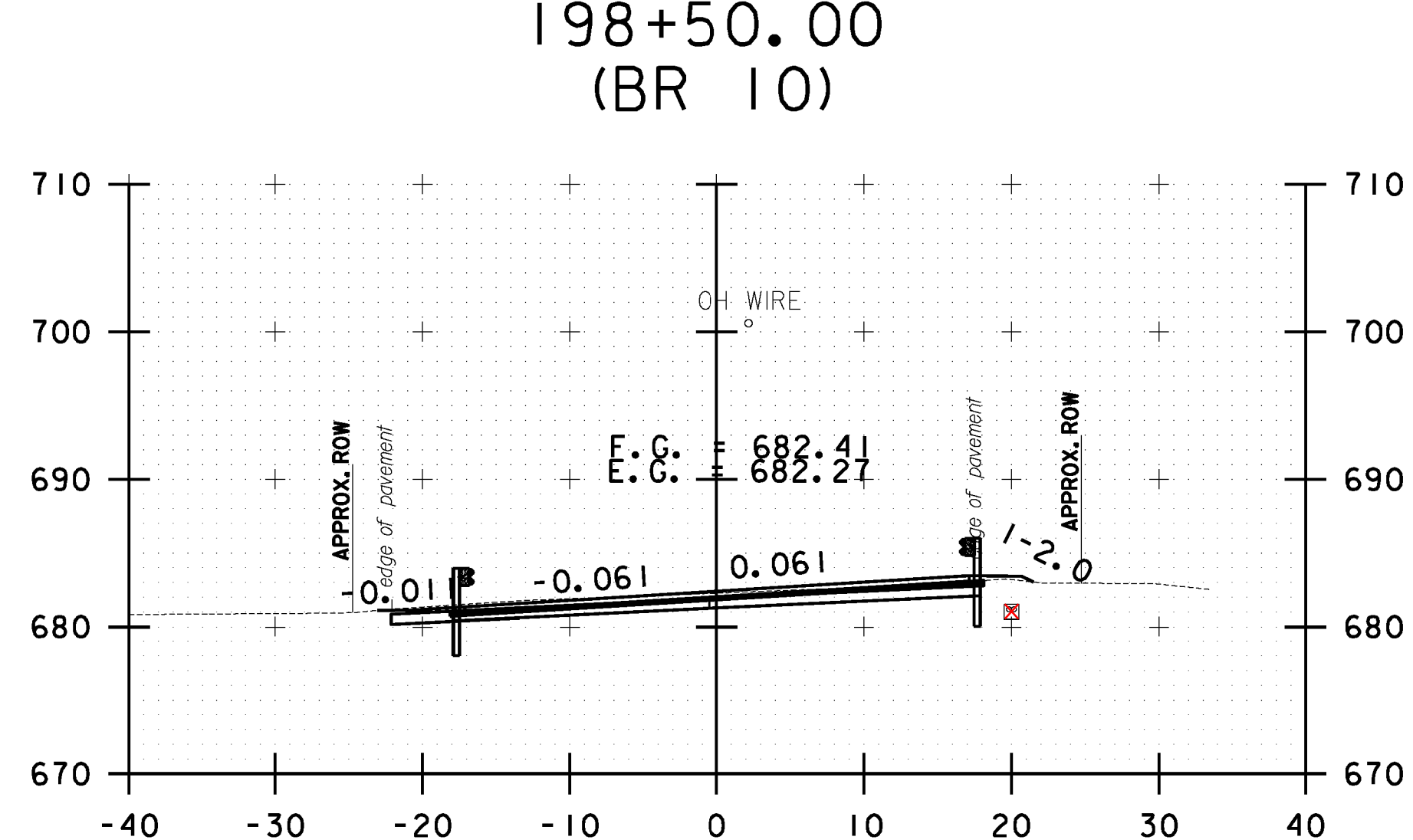
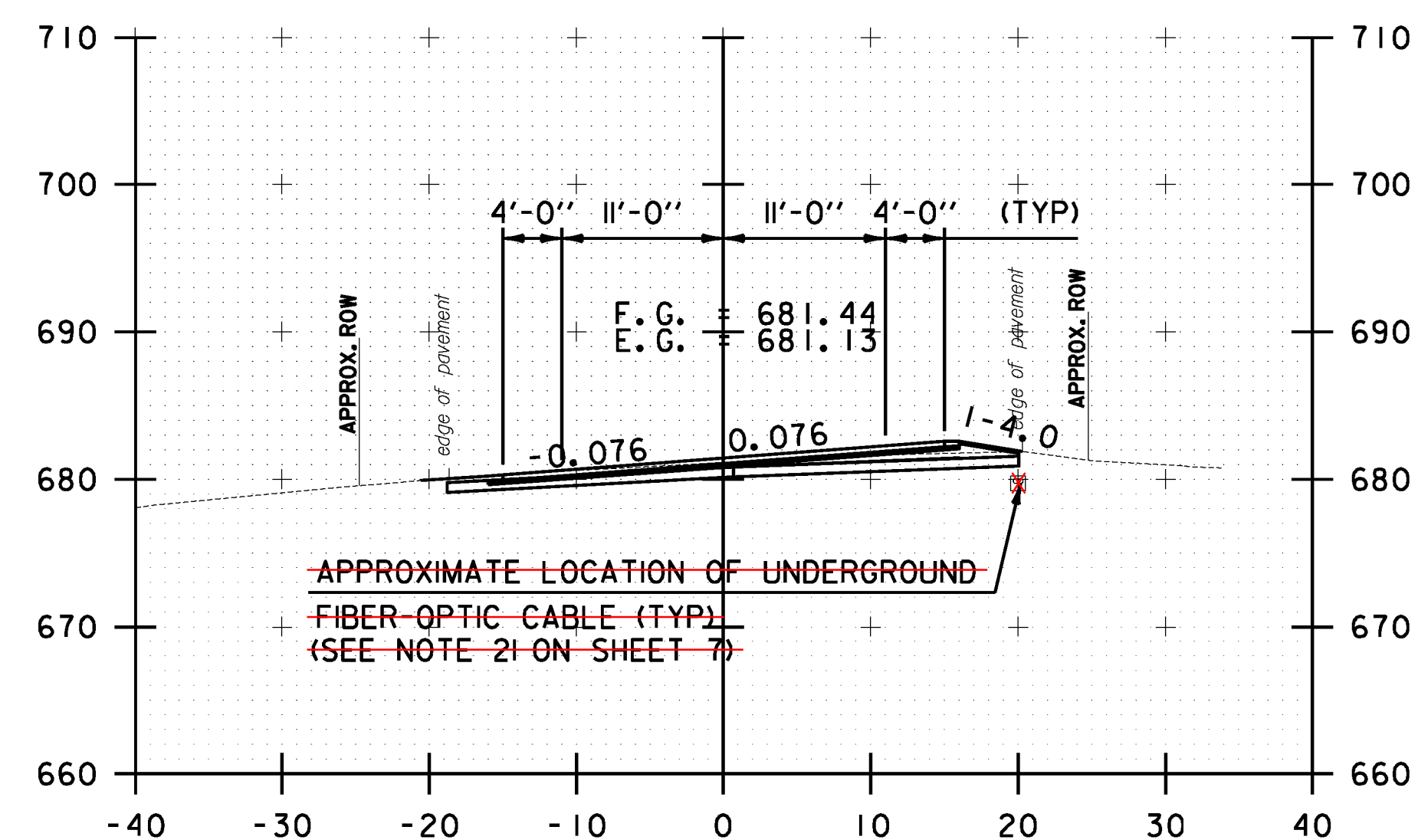
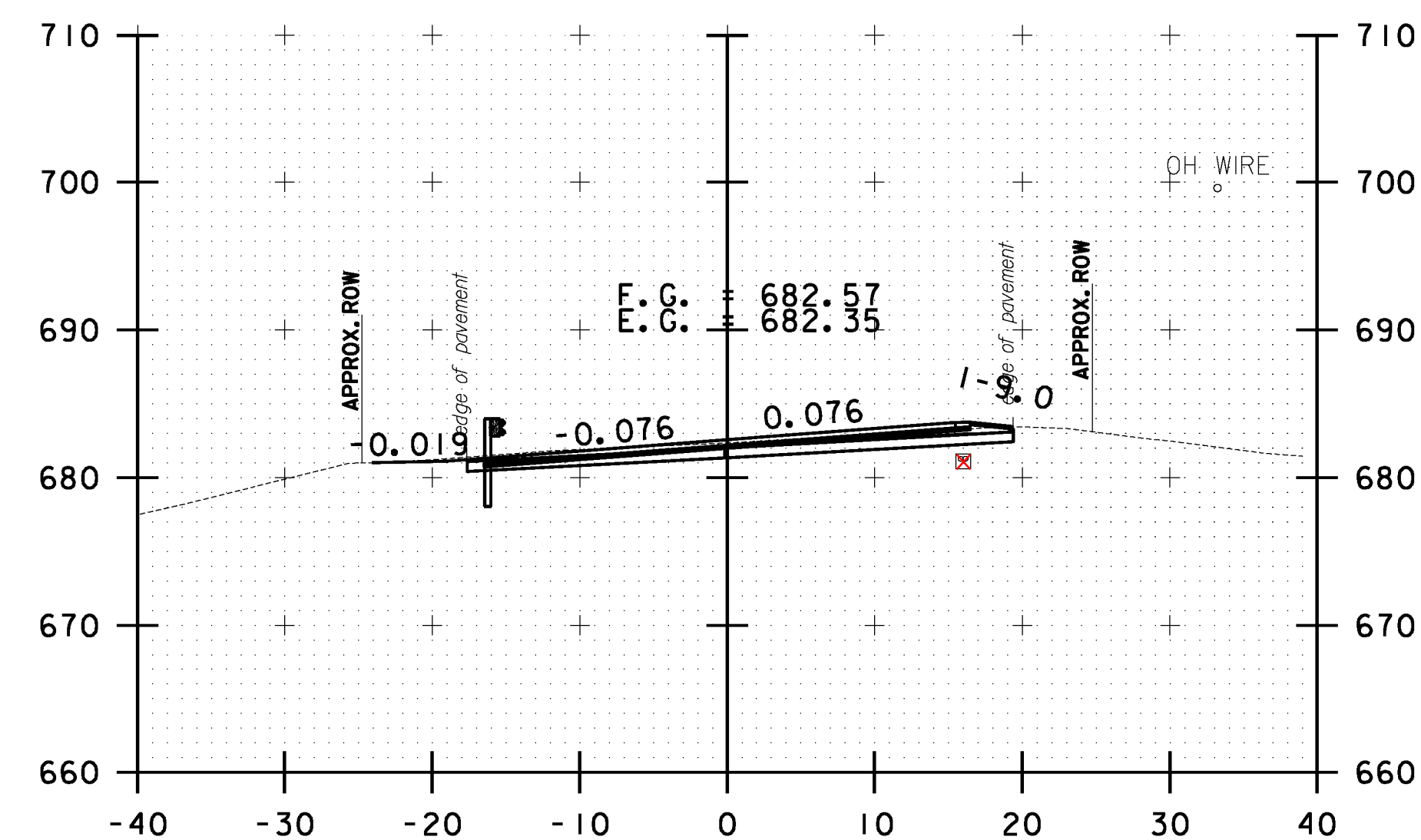
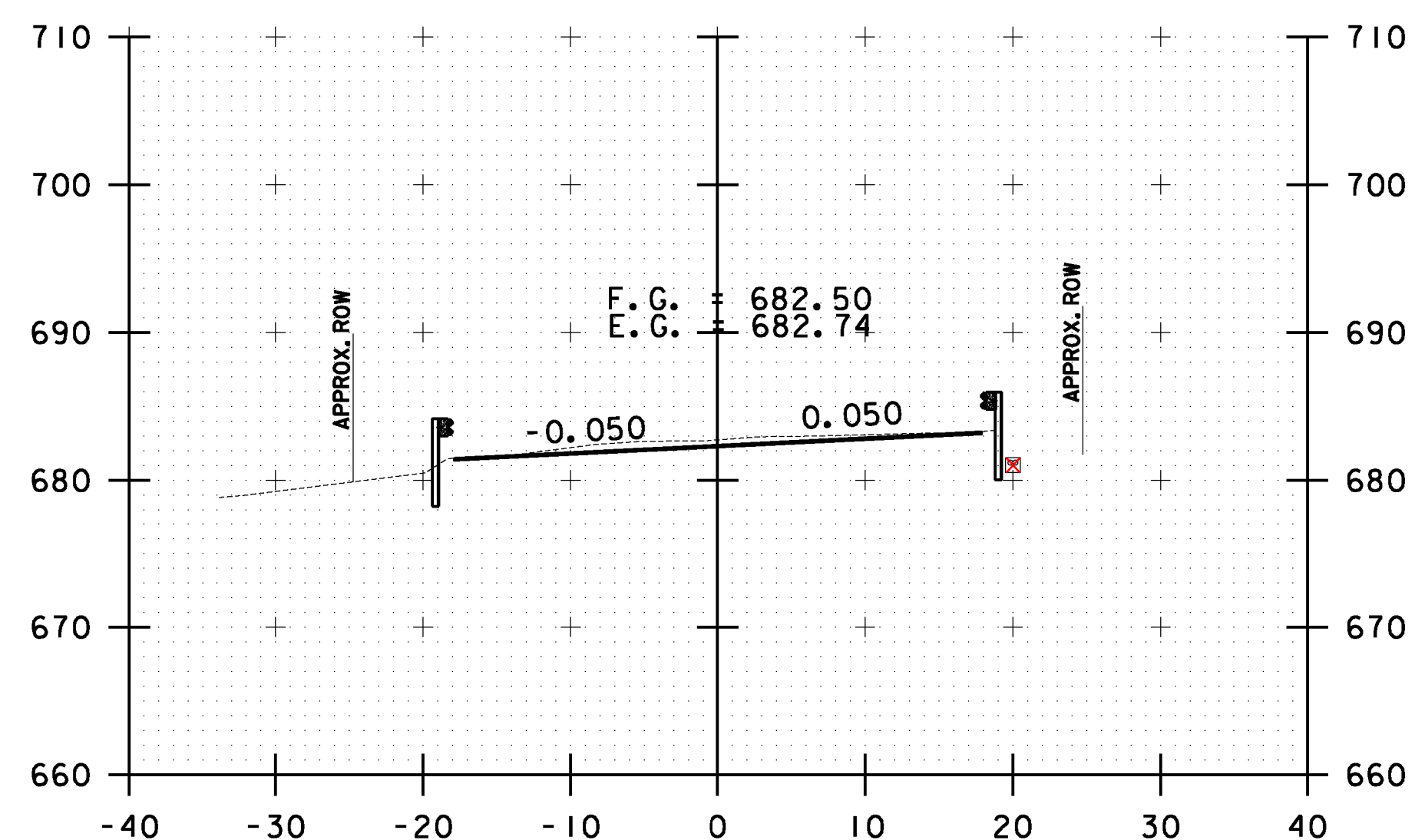
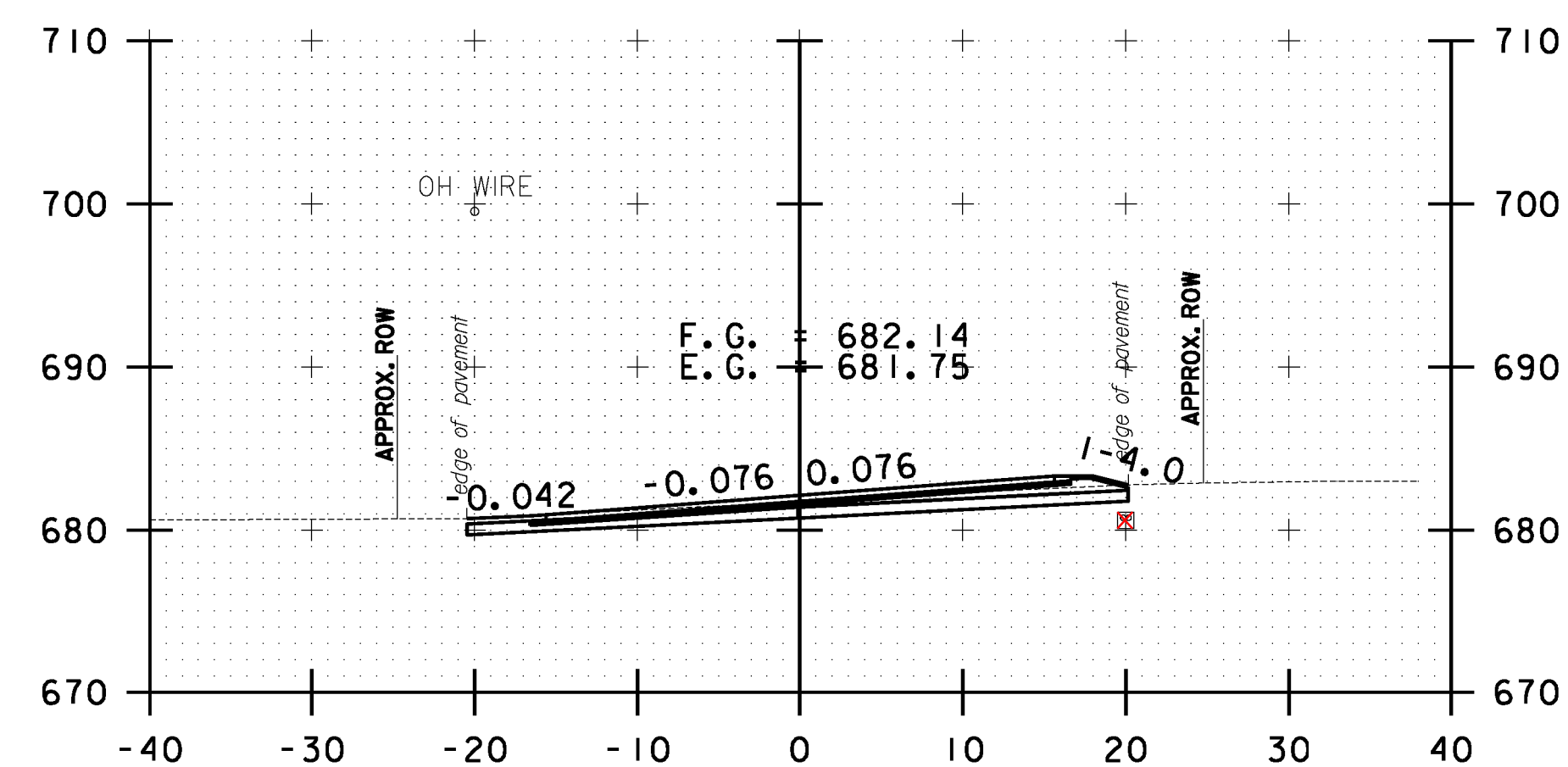
PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

CHECKED BY: J.P.S.

SHEET 272 OF 397

FILE NAME : I:\Projects\STOCK\22426\CAD\1\STN\z10b214_stock_xc.dgn
DATE TIME : 3/17/2014 1:49:16
USER : JPS



10 0 10
SCALE IN FEET

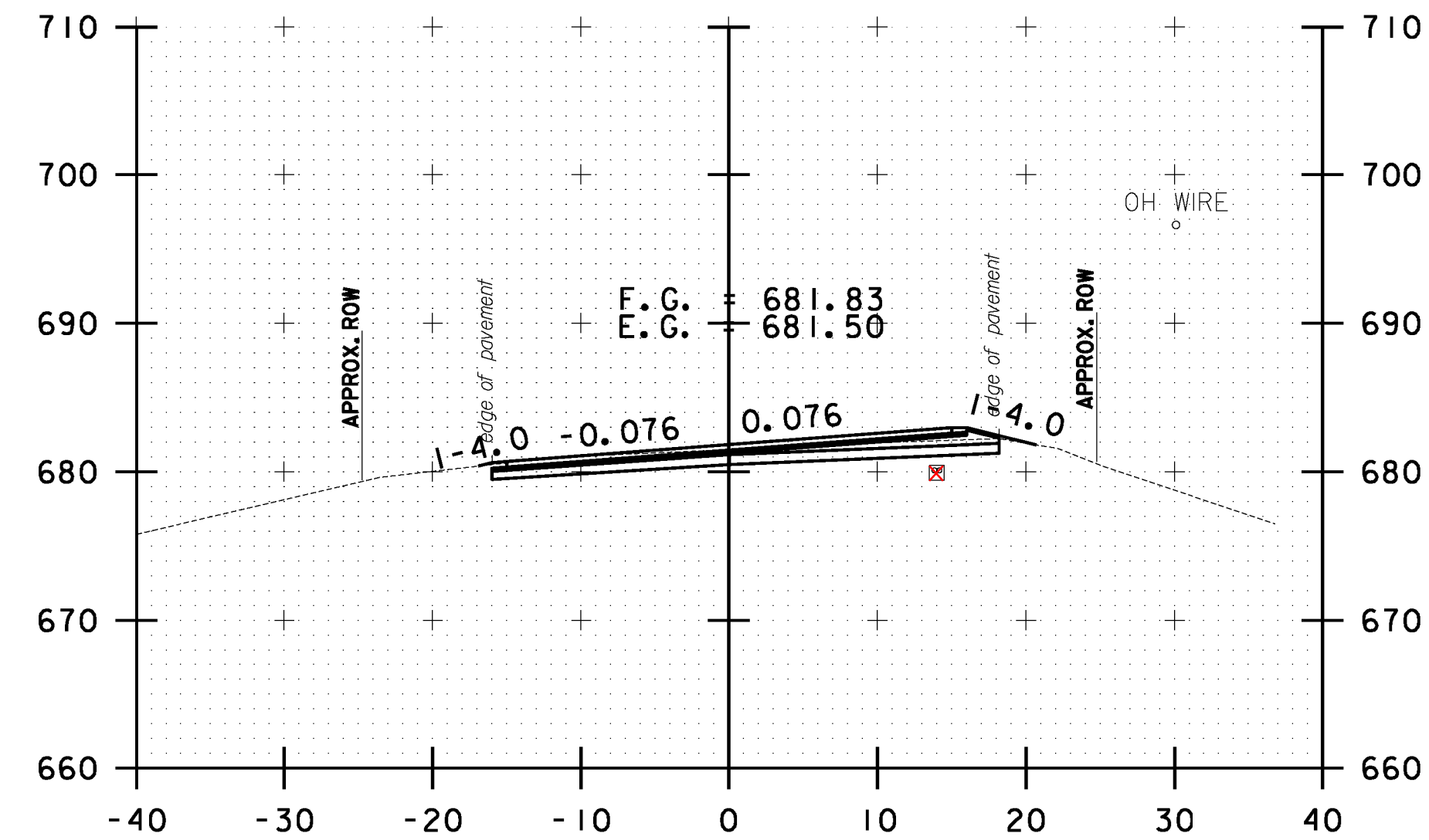
**STOCKBRIDGE
CROSS SECTION
SHEET #61**

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)

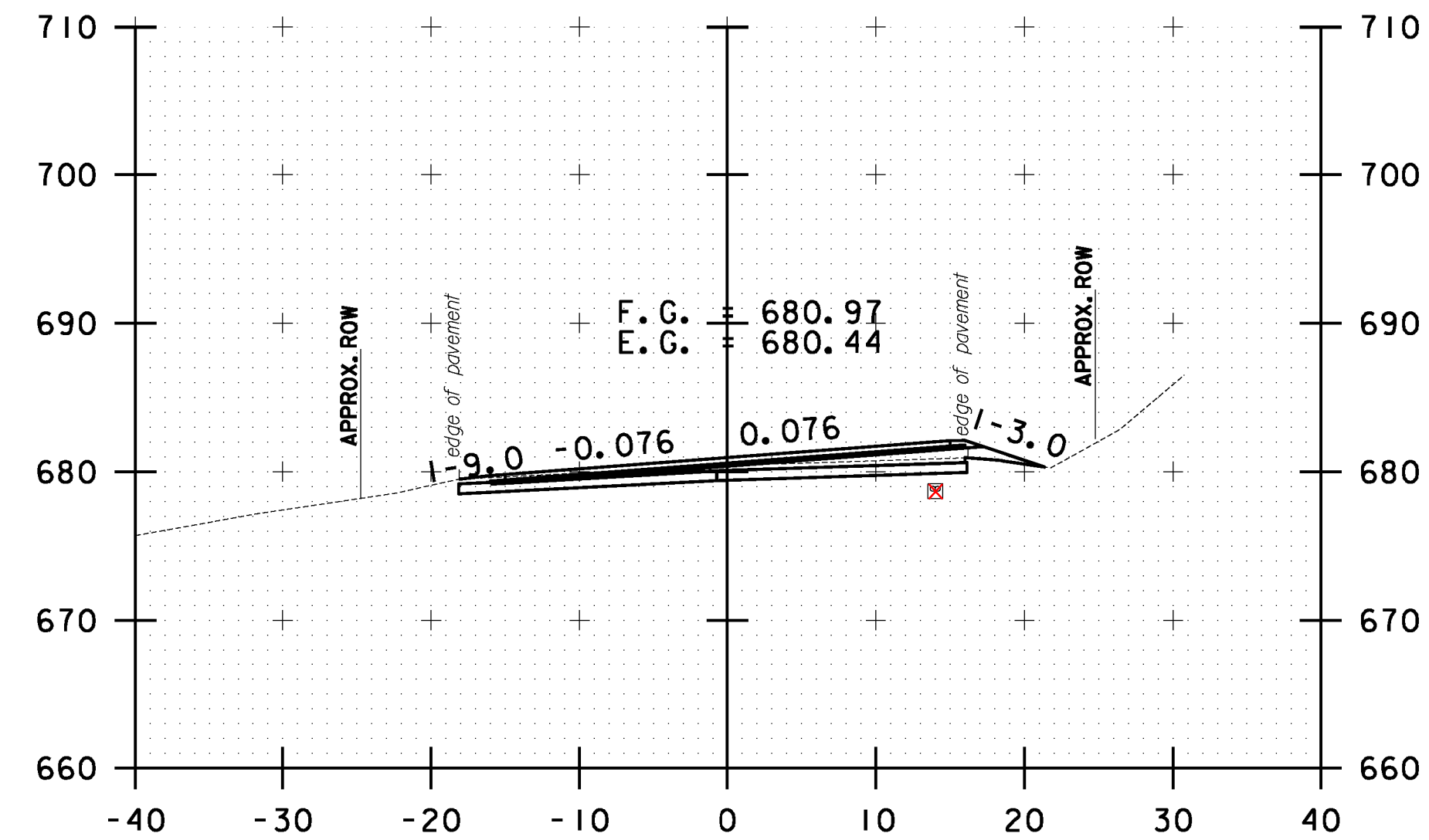
FILE NAME: z10b214_stock_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xs61.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 274 OF 397

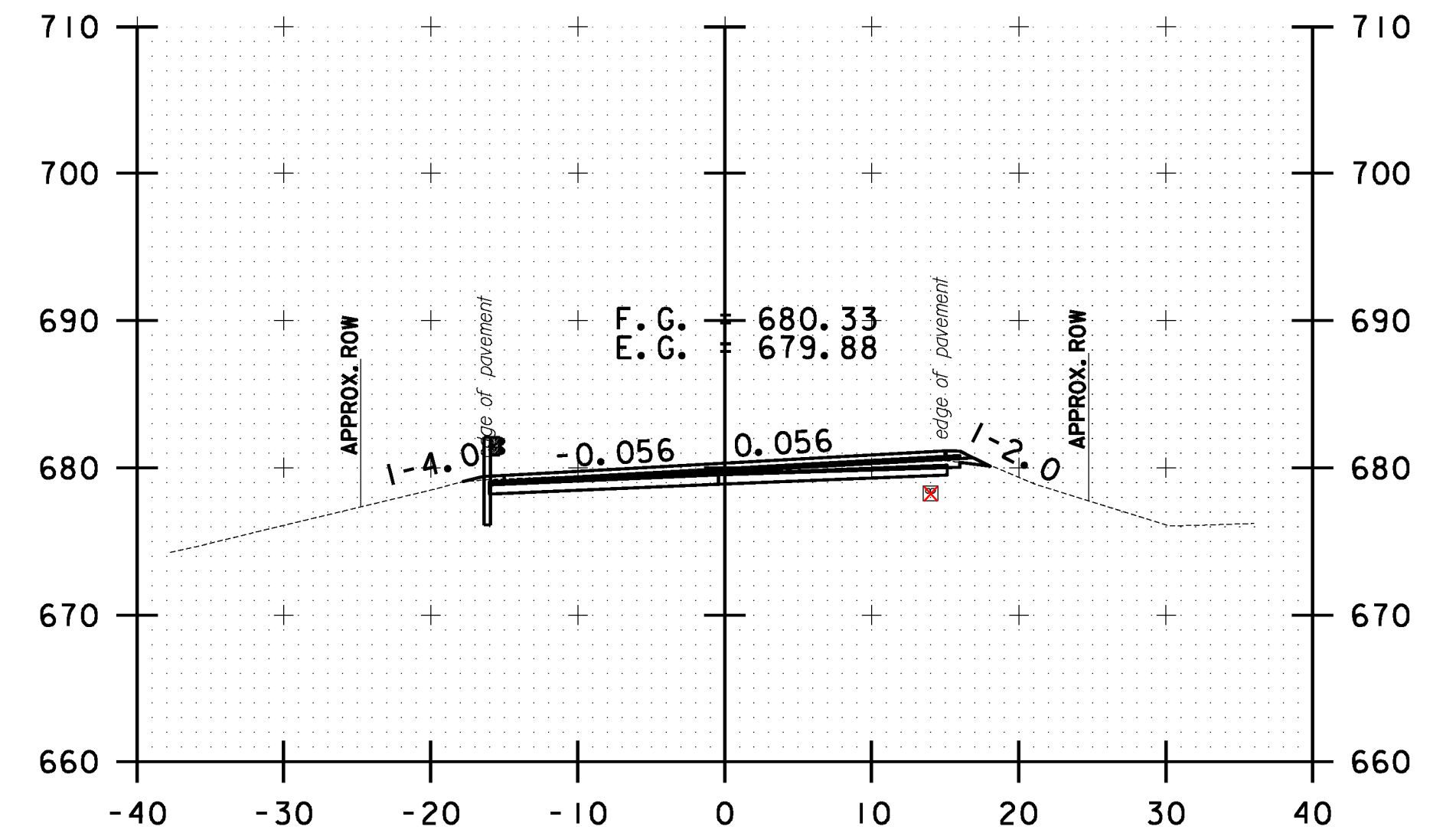
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DATE : 3/17/2014
USER : L.M.B.



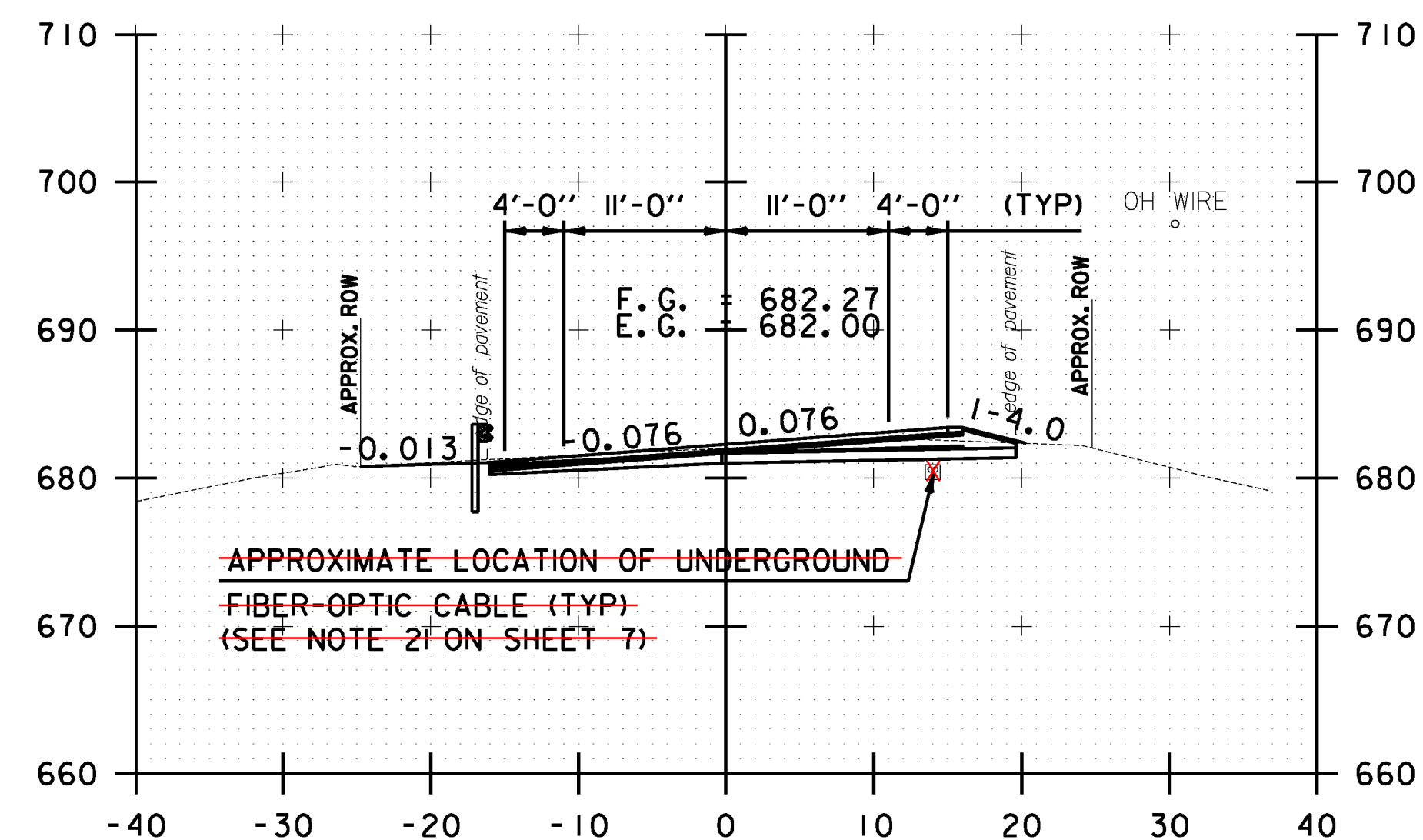
200+50.00



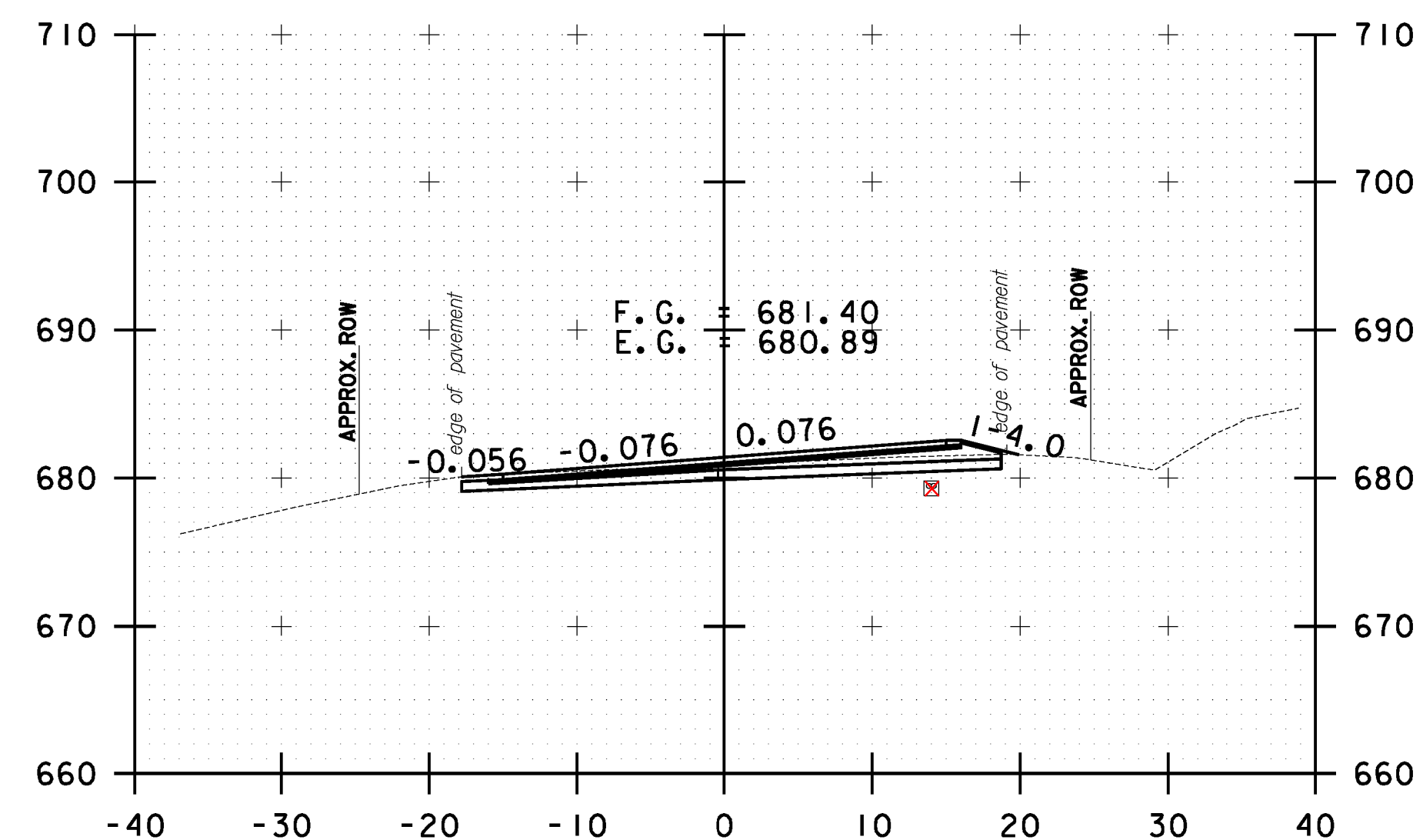
201+50.00



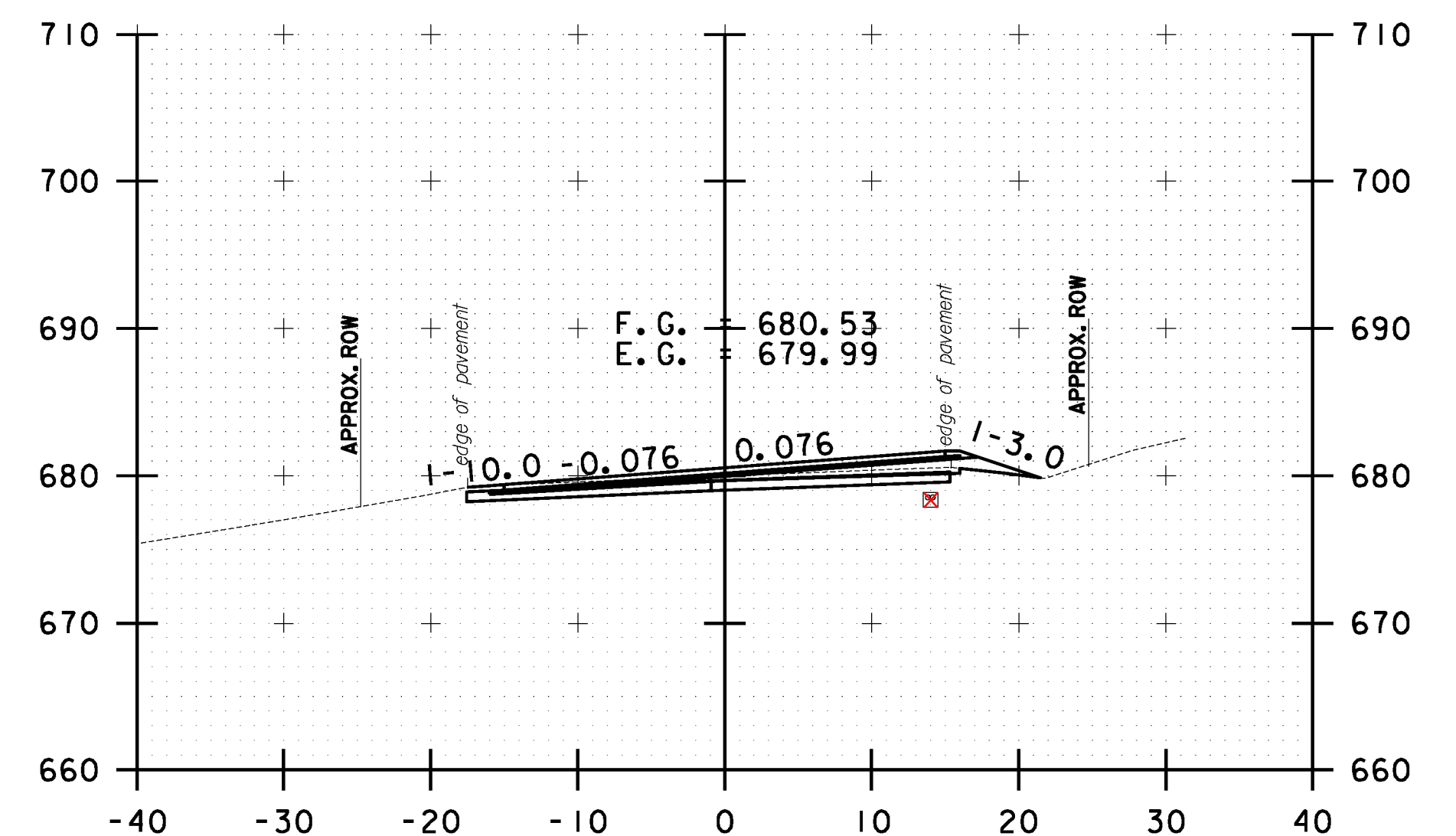
202+50.00



200+00.00



201+00.00



202+00.00

10 0 10
SCALE IN FEET

**STOCKBRIDGE
CROSS SECTION
SHEET #62**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_stock_xc.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214xs62.i

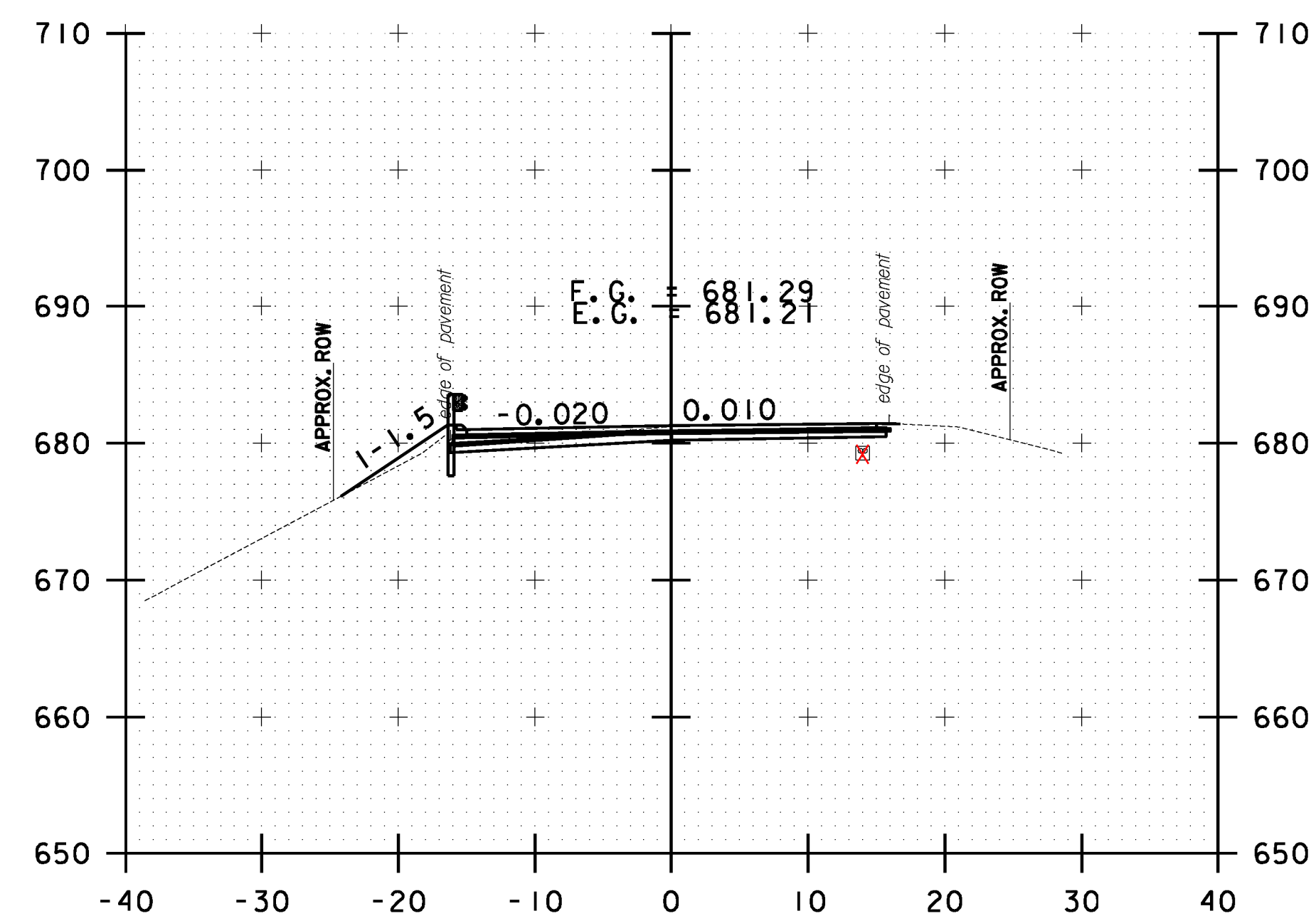
PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

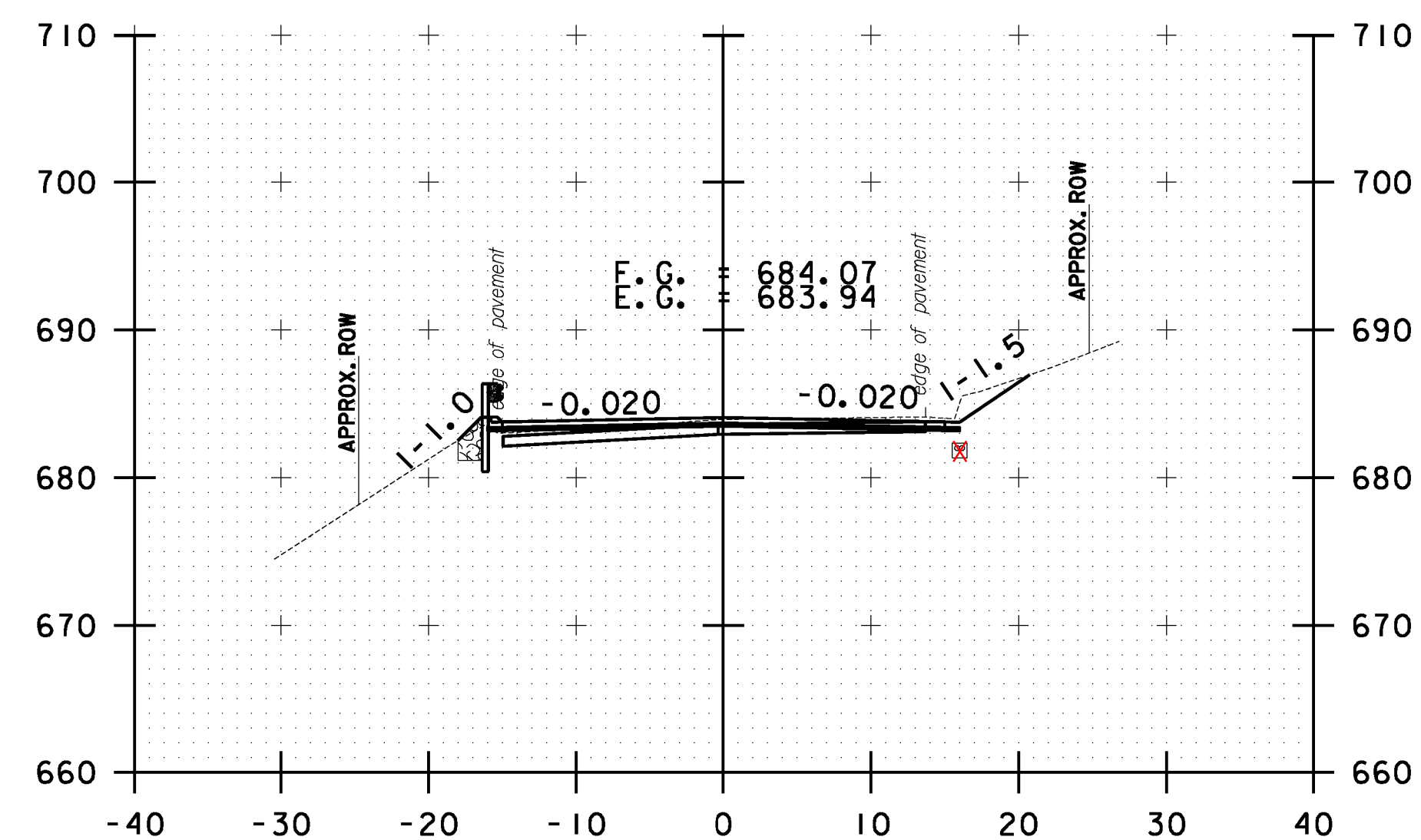
CHECKED BY: J.P.S.

SHEET 275 OF 397

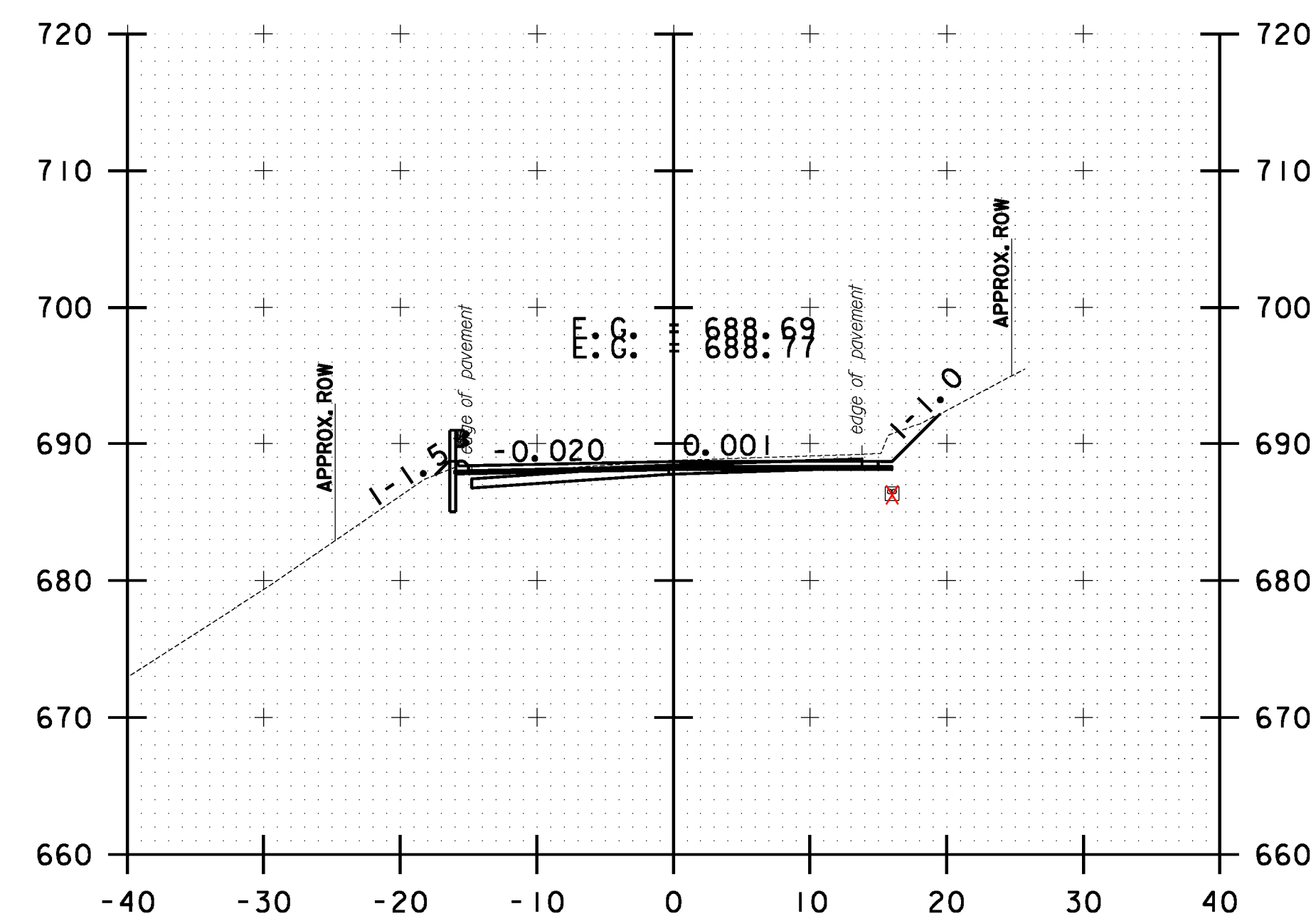
FILE NAME : \\V:\Projects\2014\22426\CAD\21\2106214_stock_xc.dgn
DATE : 3/17/2014
USER : J.P.S.



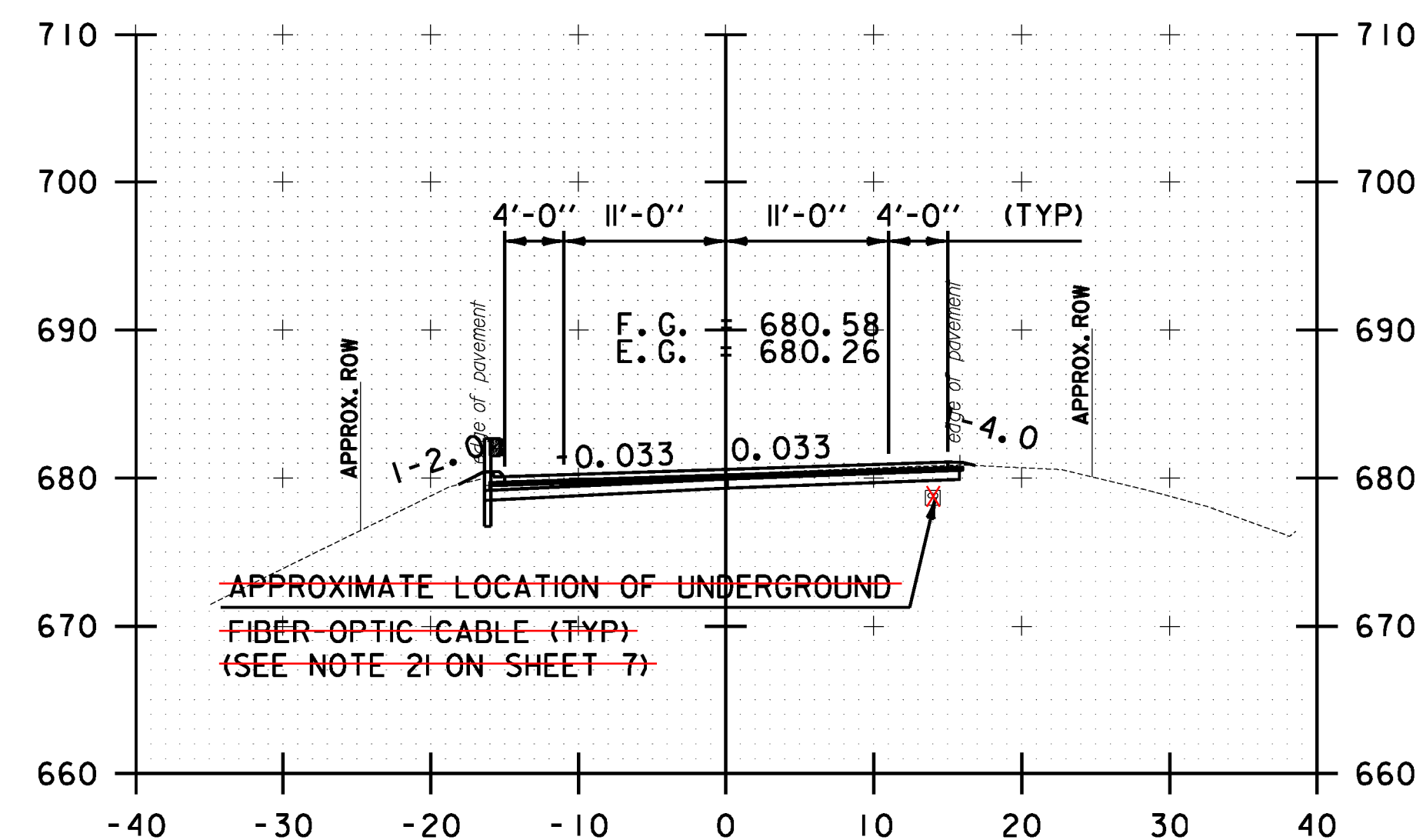
203+50.00



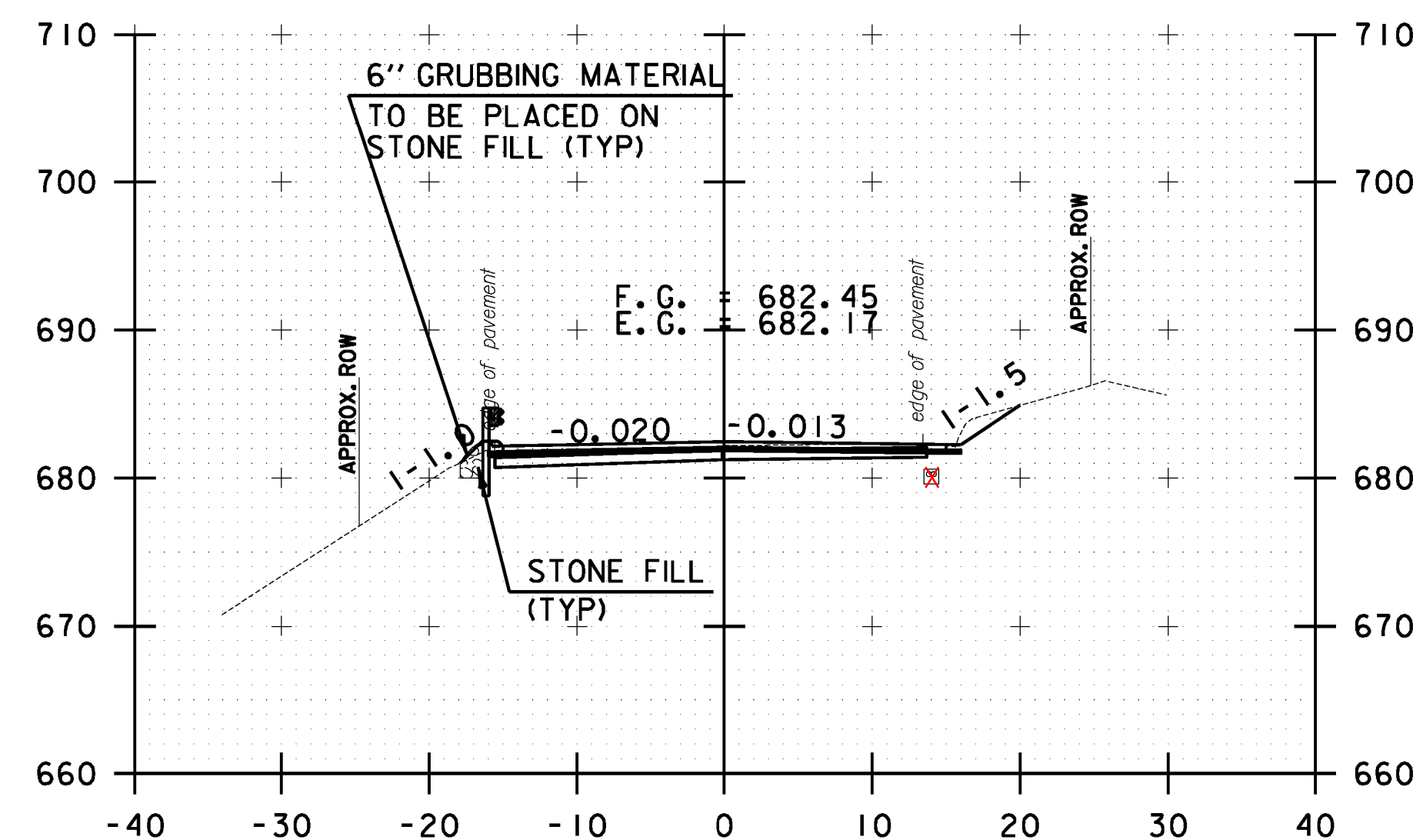
204+50.00



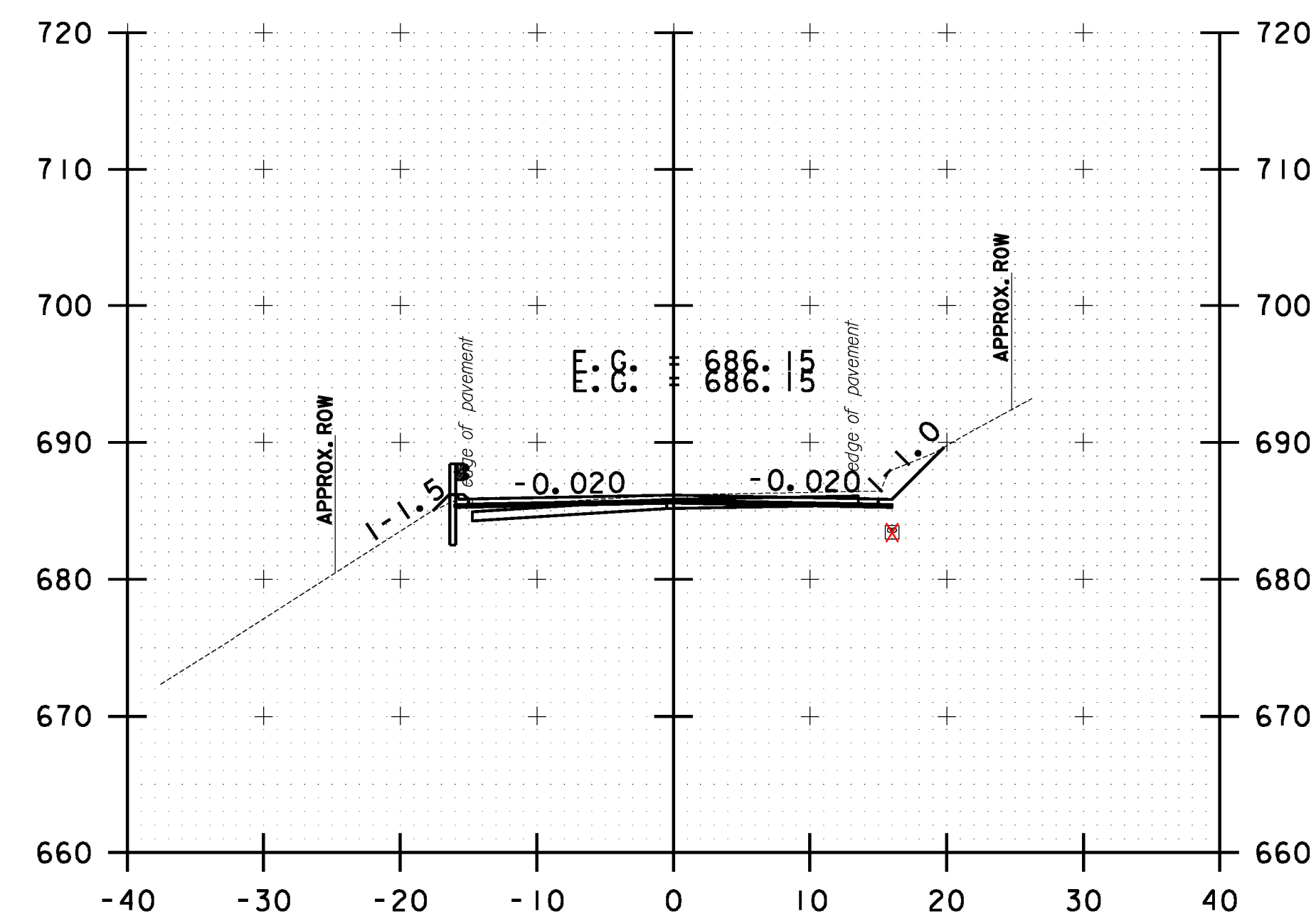
205+50.00



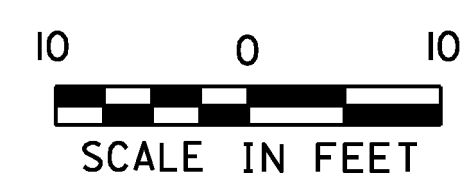
203+00.00



204+00.00

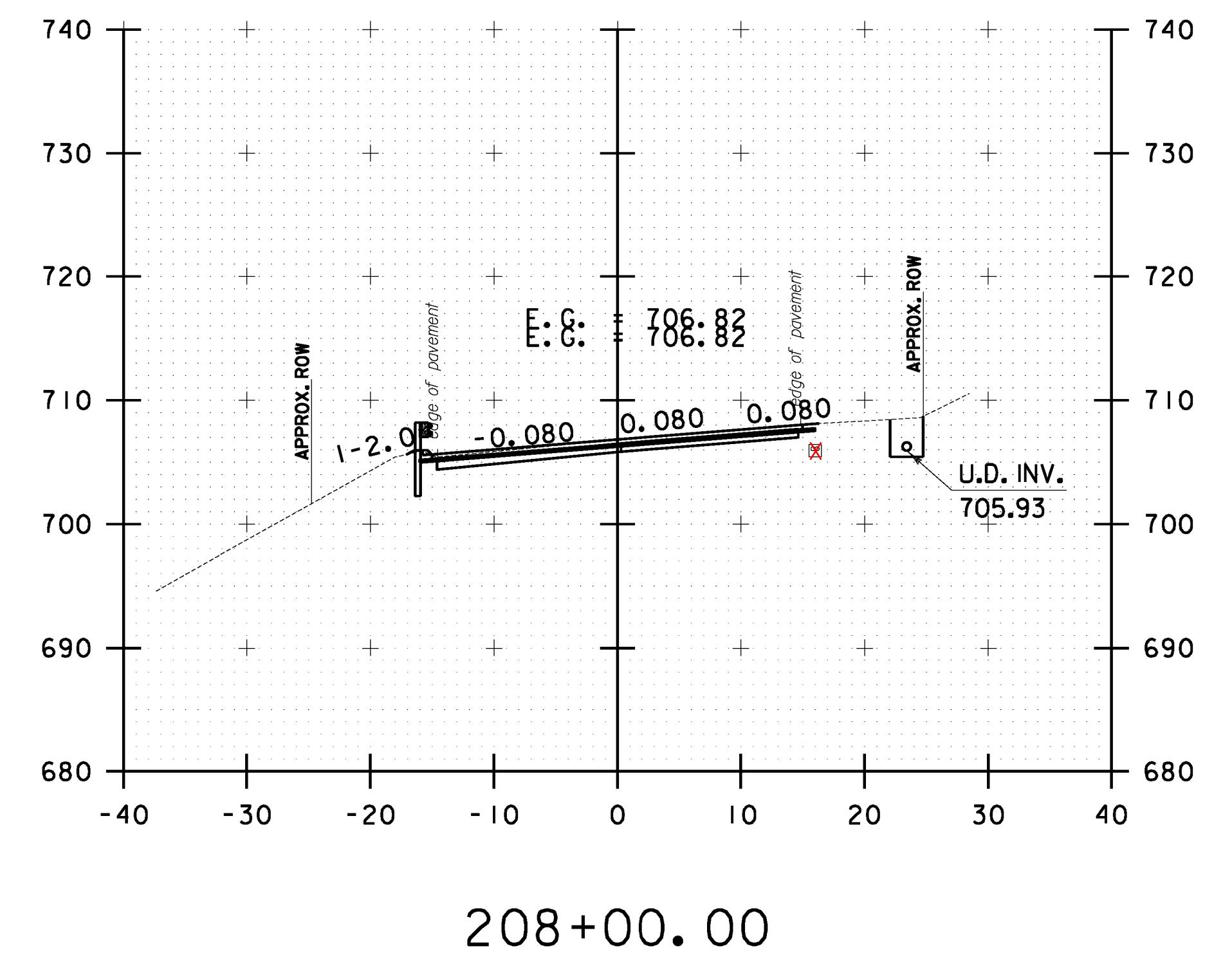
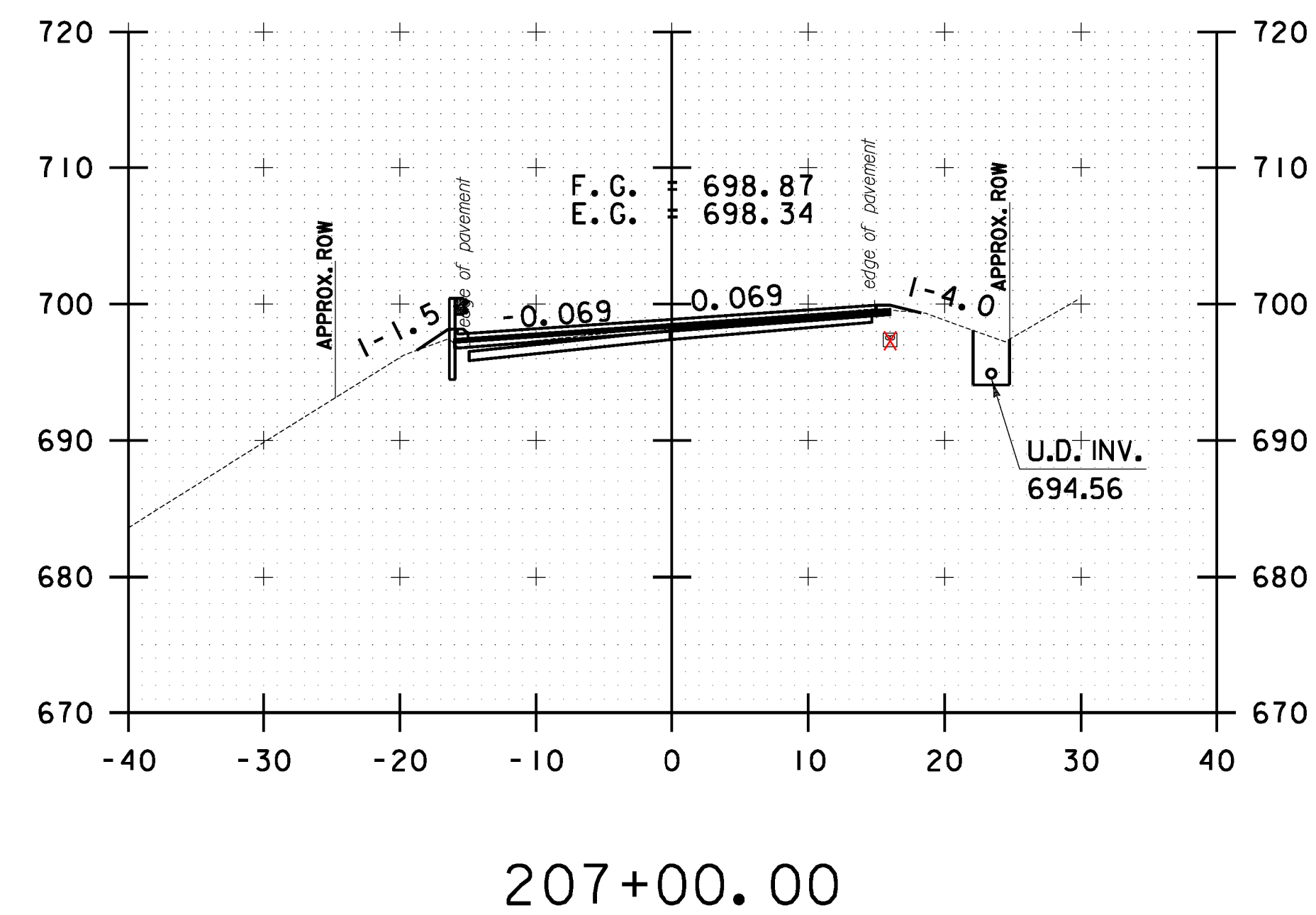
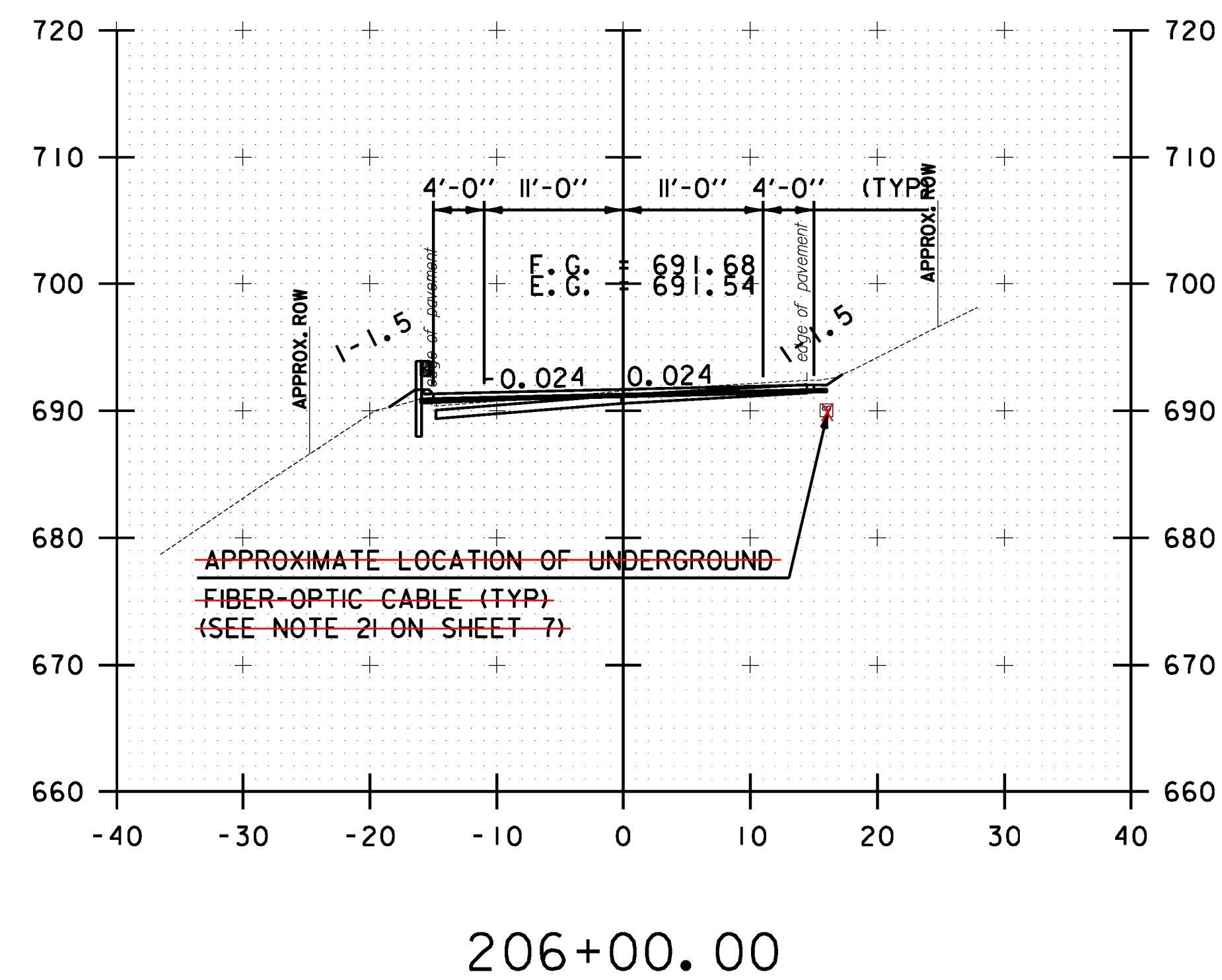
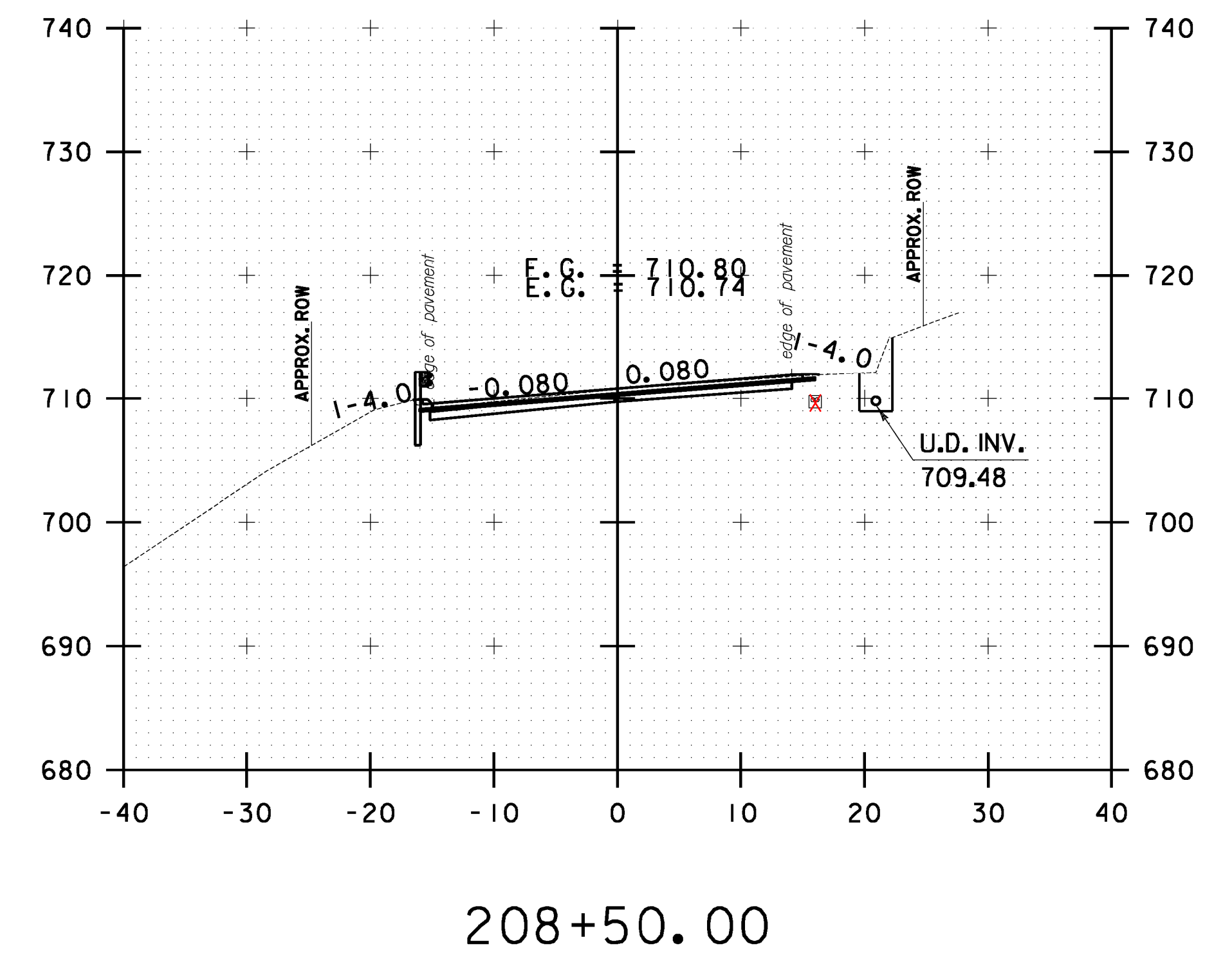
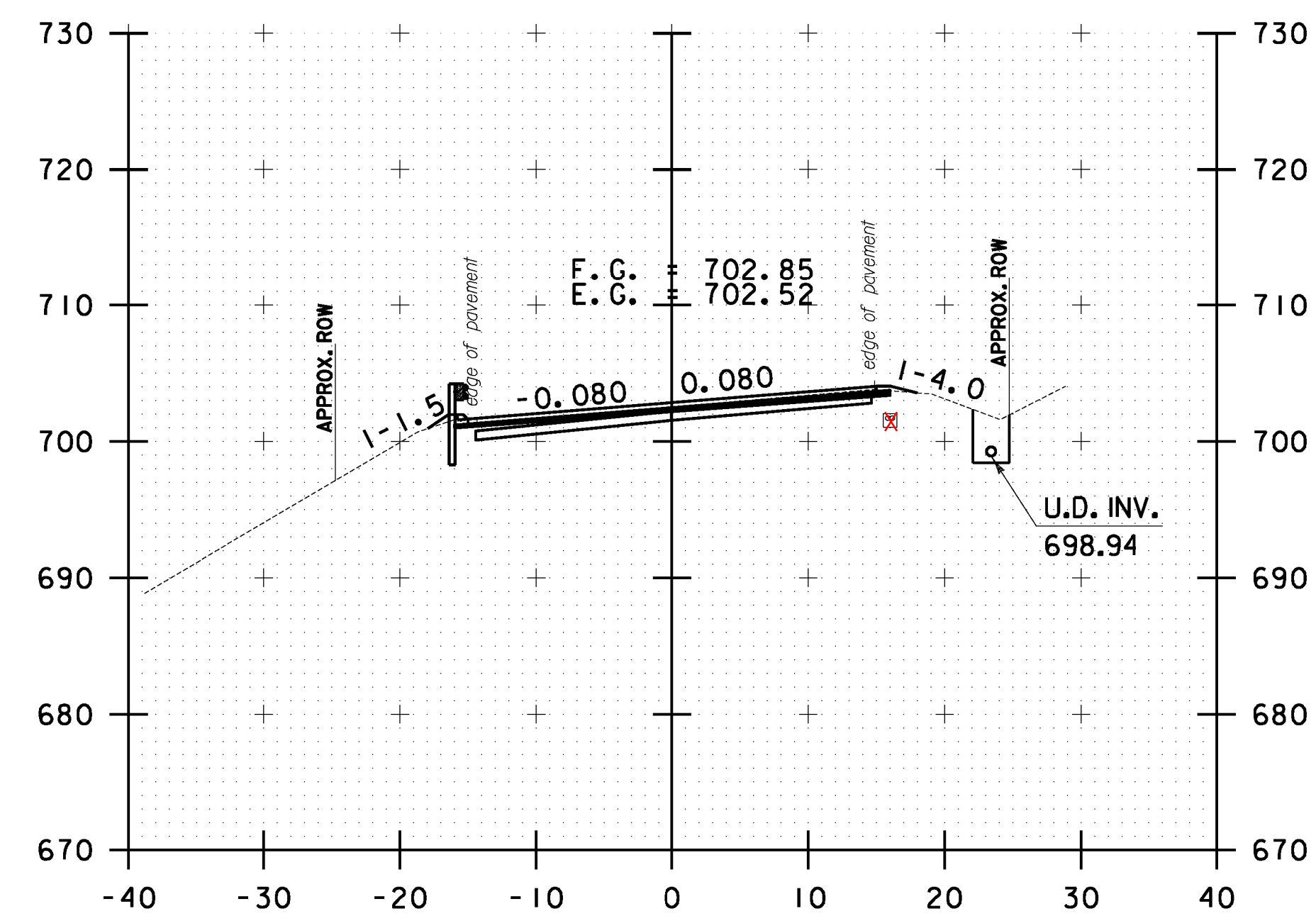
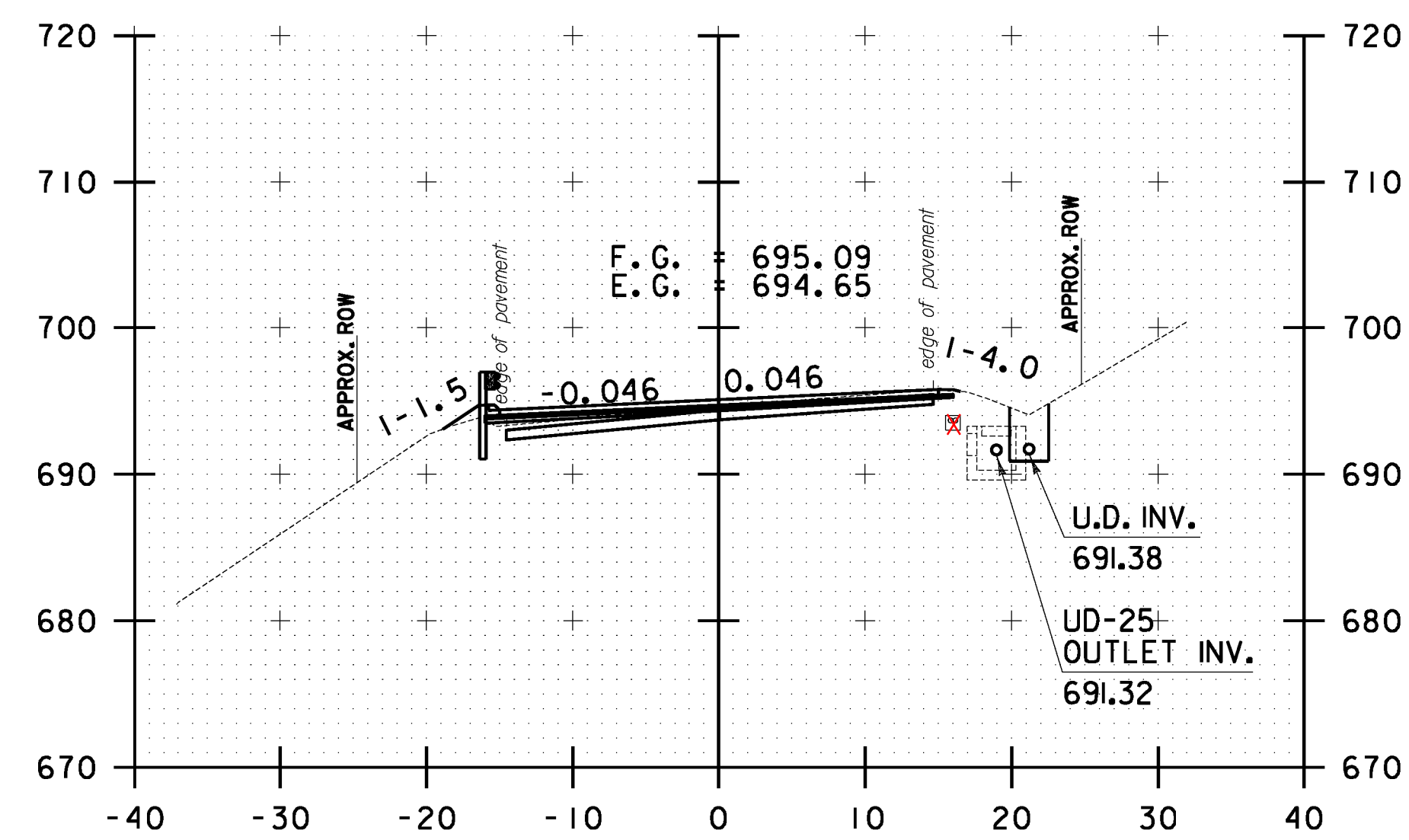


205+00.00



**STOCKBRIDGE
CROSS SECTION
SHEET #63**

PROJECT NAME: STOCKBRIDGE-BETHEL	
PROJECT NUMBER: STP 2910(1)	
FILE NAME: z10b214_stock_xc.dgn	PLOT DATE: 3/17/2014
PROJECT LEADER: D.E.G.	DRAWN BY: W.G.P.
DESIGNED BY: L.M.B.	CHECKED BY: J.P.S.
IPARM FILE: z10b214xs63.i	SHEET 276 OF 397



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FILE NAME = V:\Projects\ANY\K2\22426\CADD\MSTN\z10b214_stock_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916
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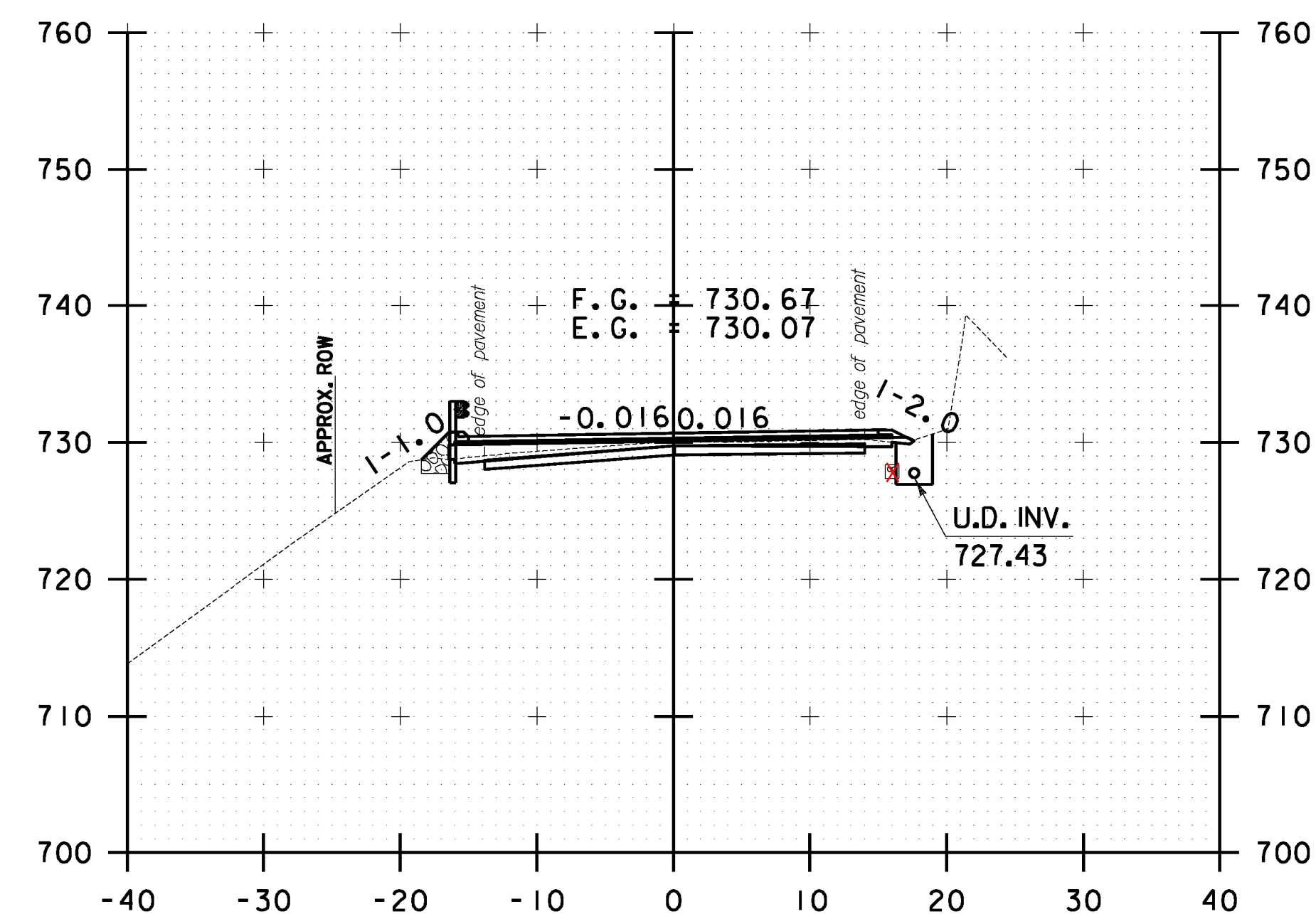
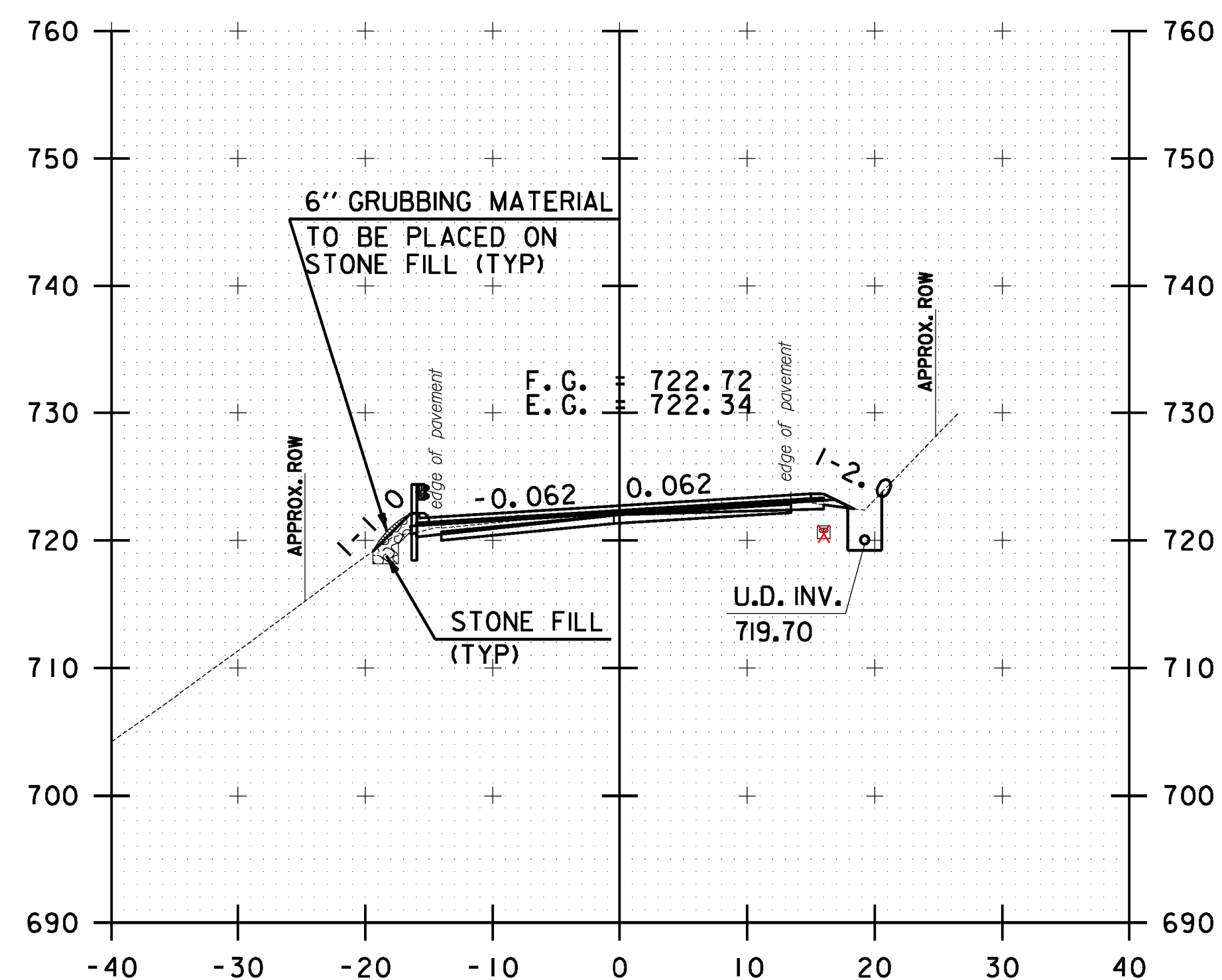
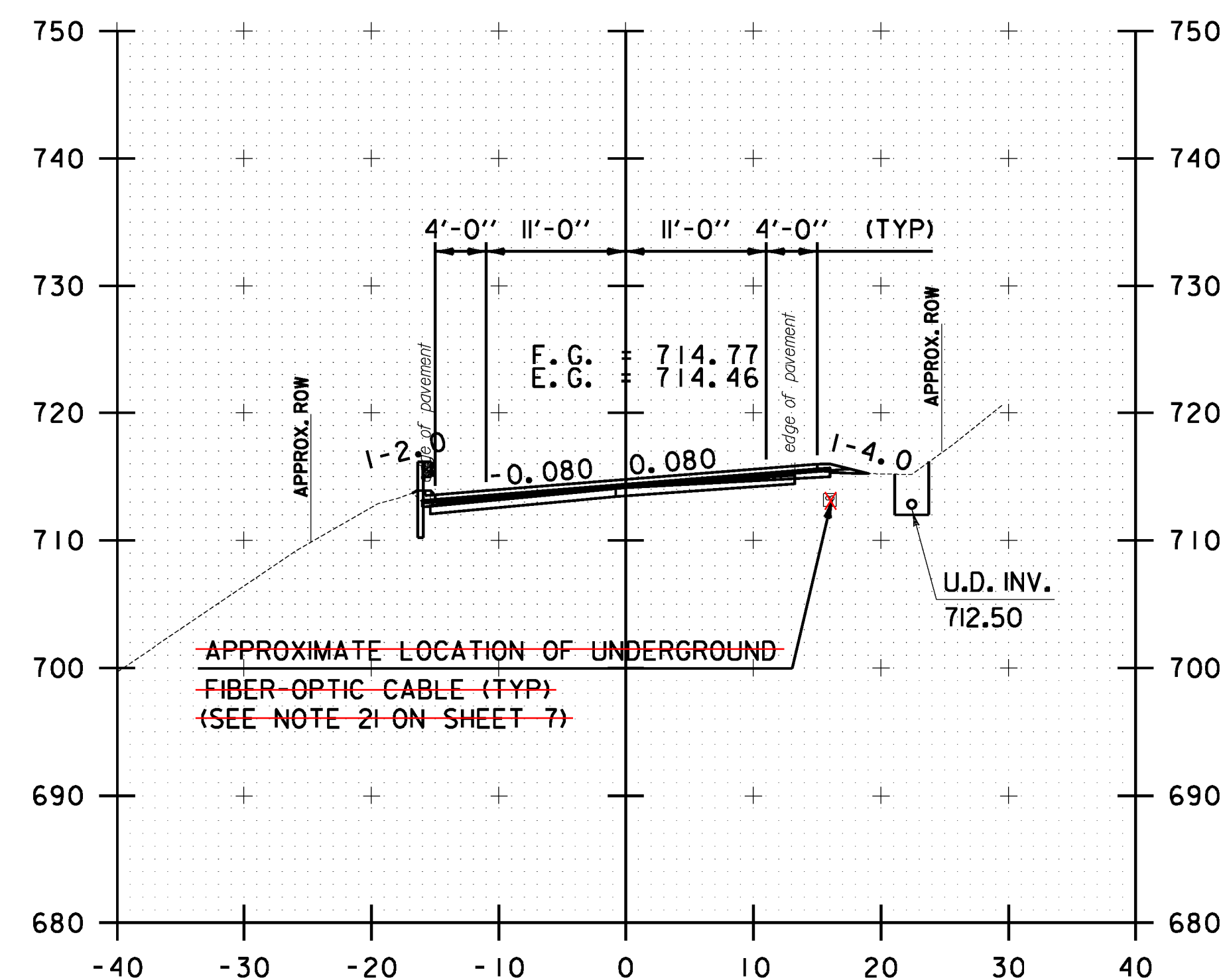
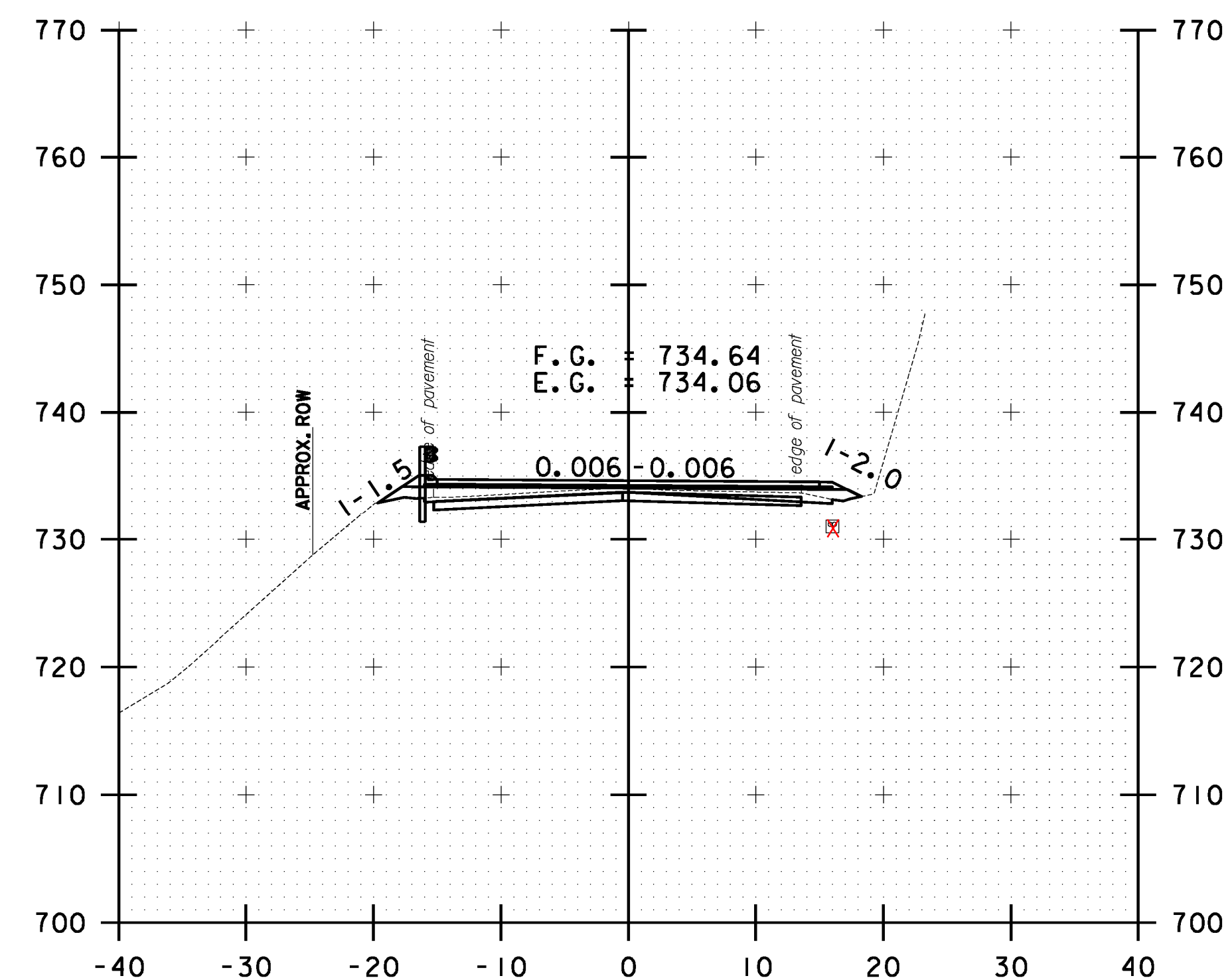
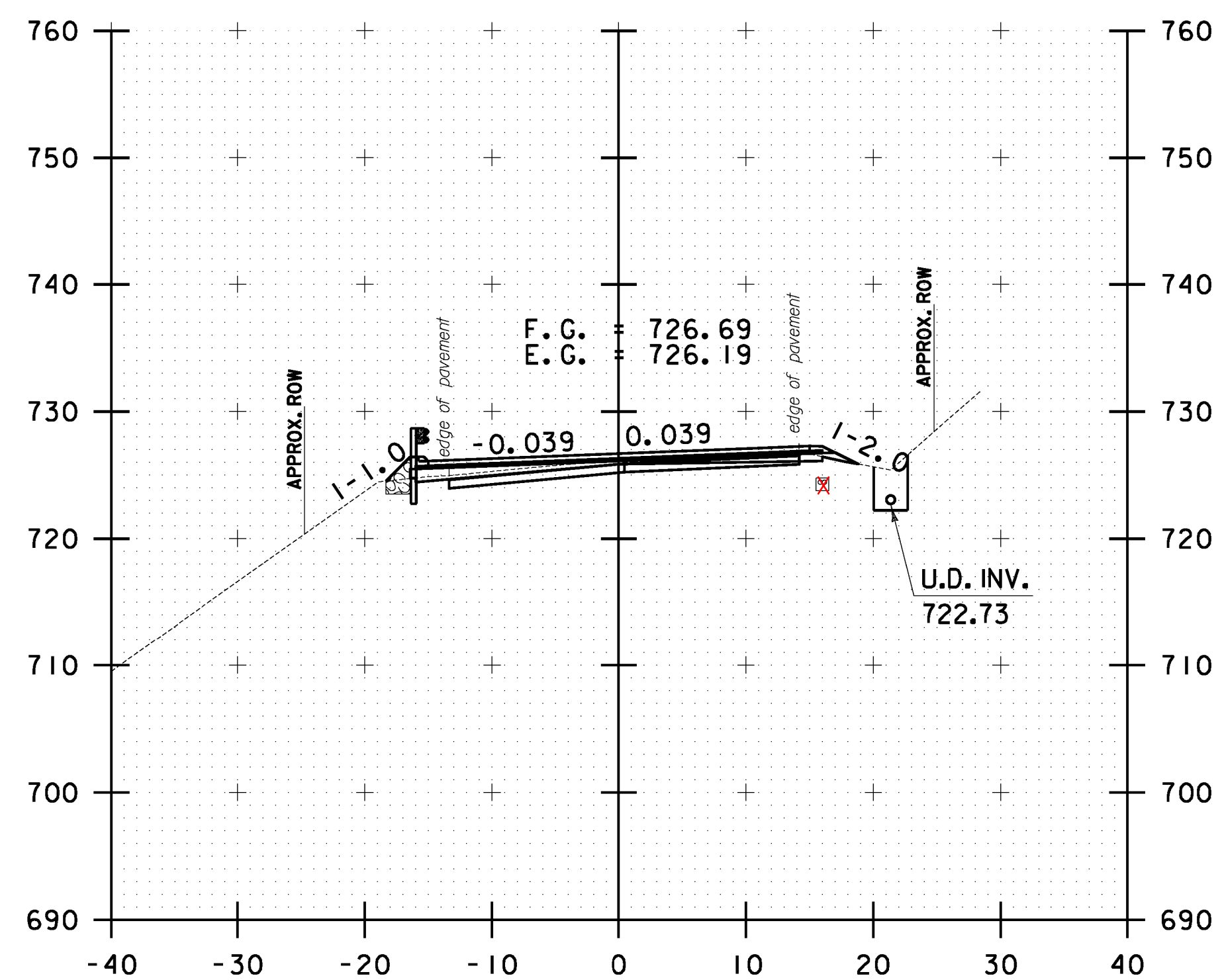
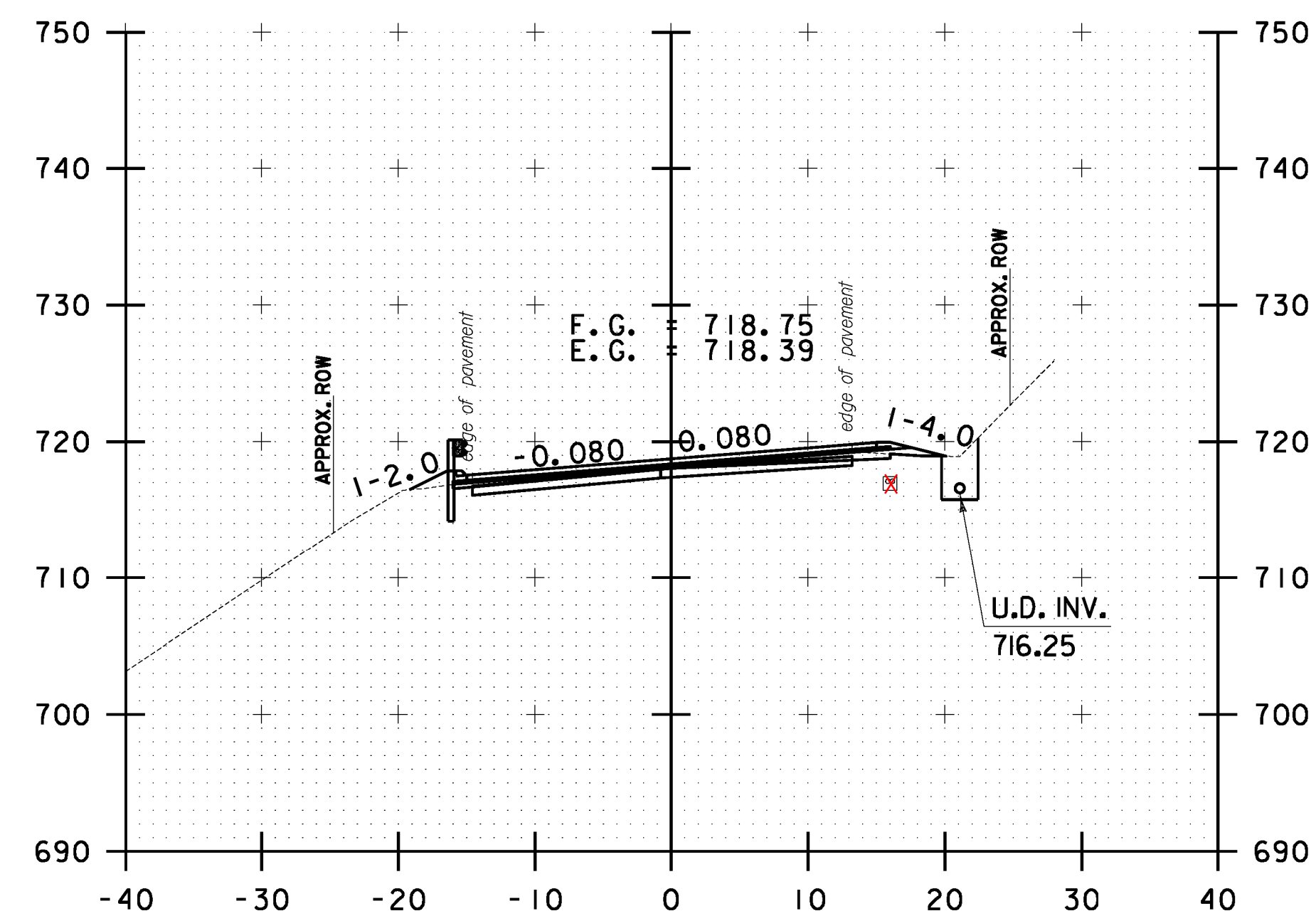
**STOCKBRIDGE
CROSS SECTION
SHEET #64**

PROJECT NAME:	STOCKBRIDGE-BETHEL
PROJECT NUMBER:	STP 2910(I)

FILE NAME: z10b214_stock_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xs64.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 277 OF 397

FILE NAME : I:\Projects\210\22426\CAD\210\214\stock_xc.dgn
DATE : 3/17/2014
USER : J.P.S.



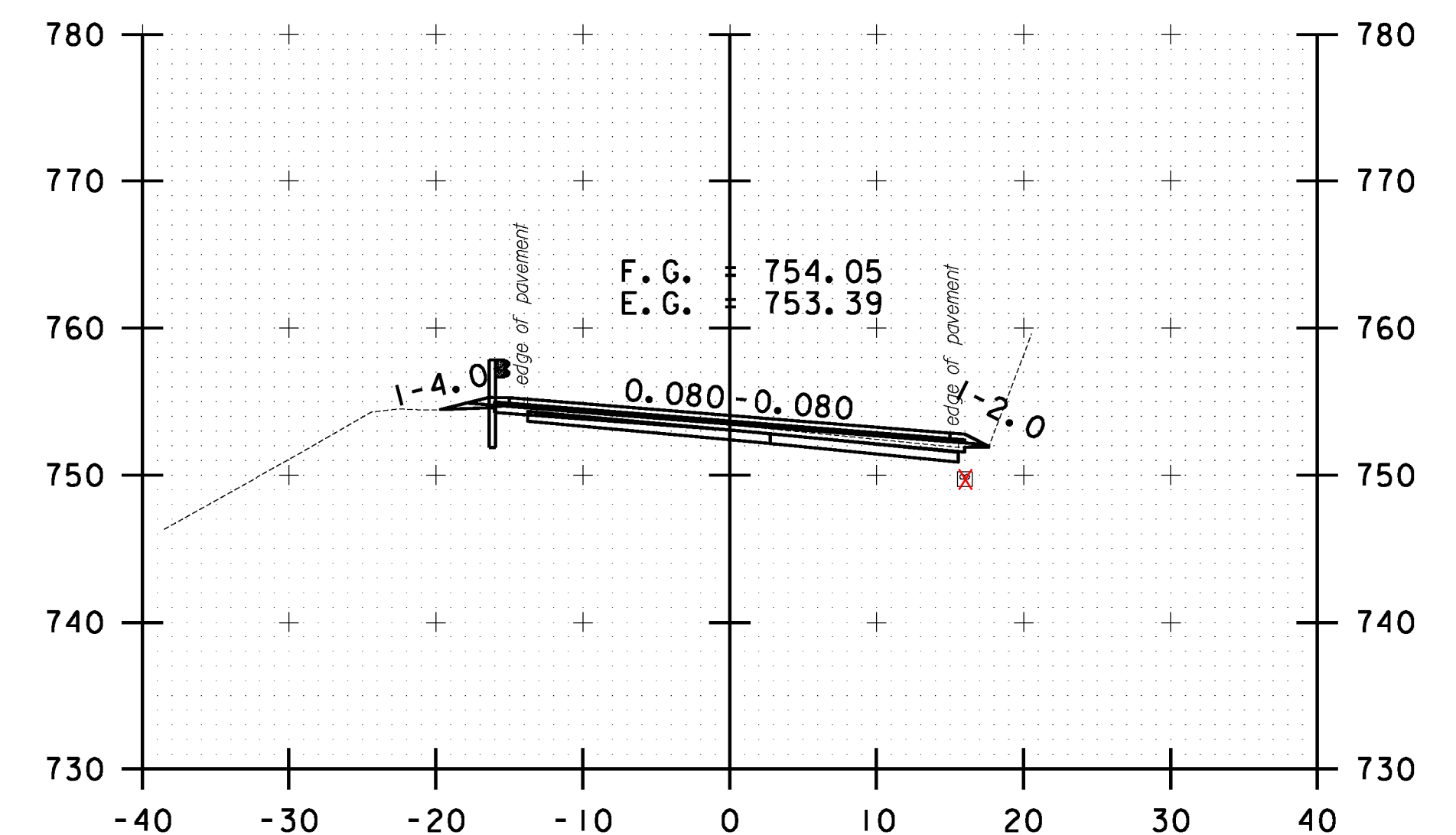
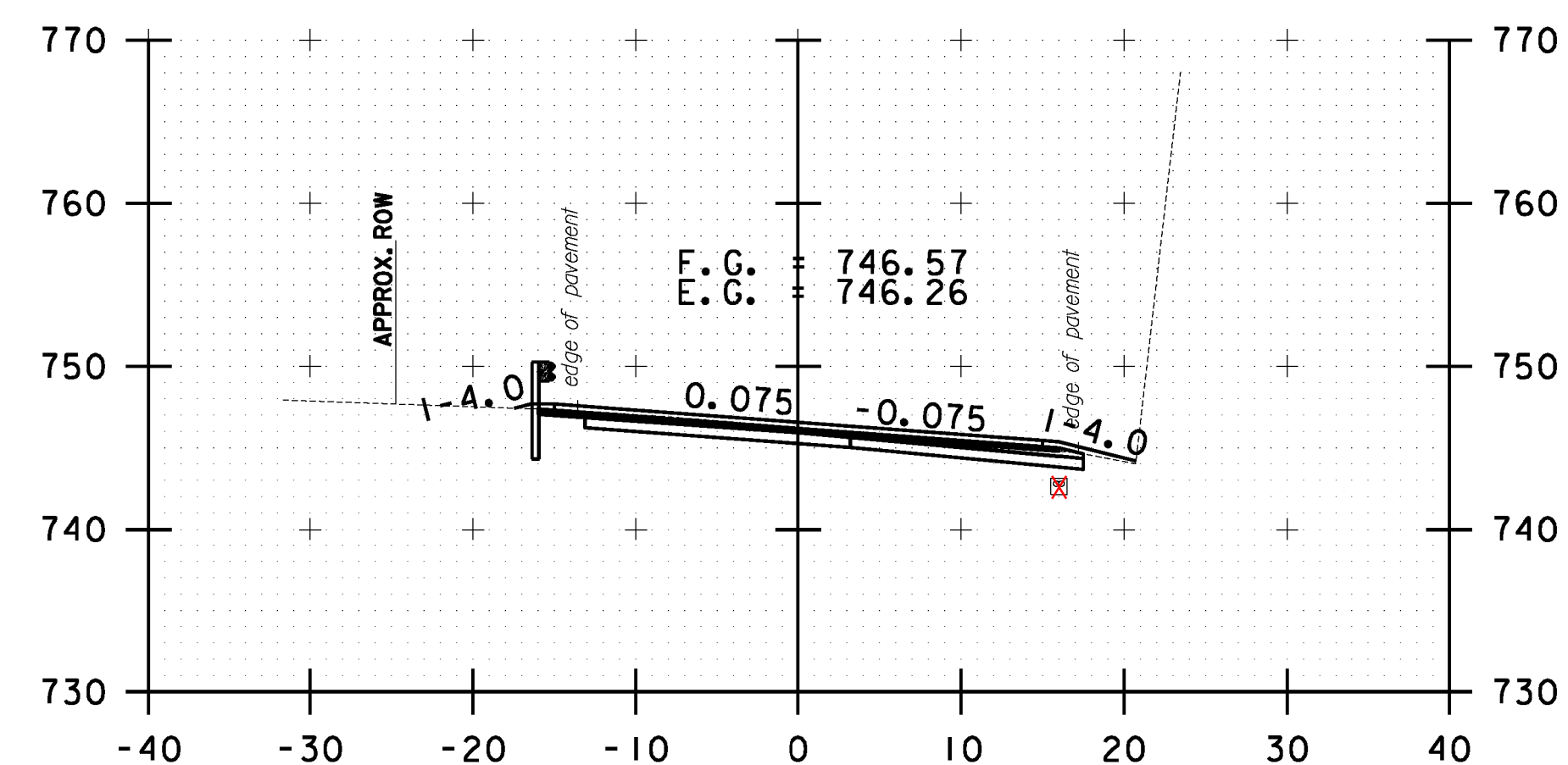
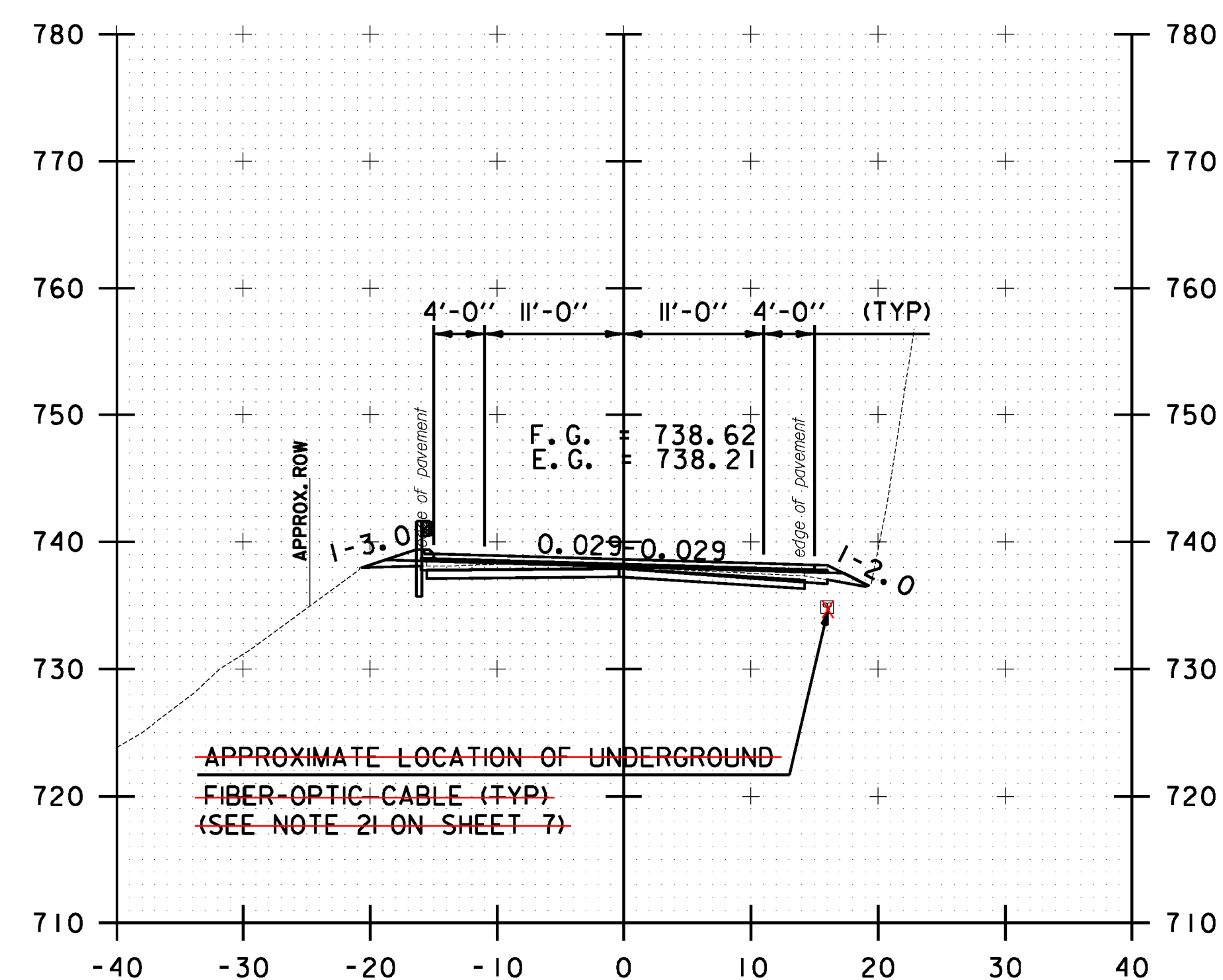
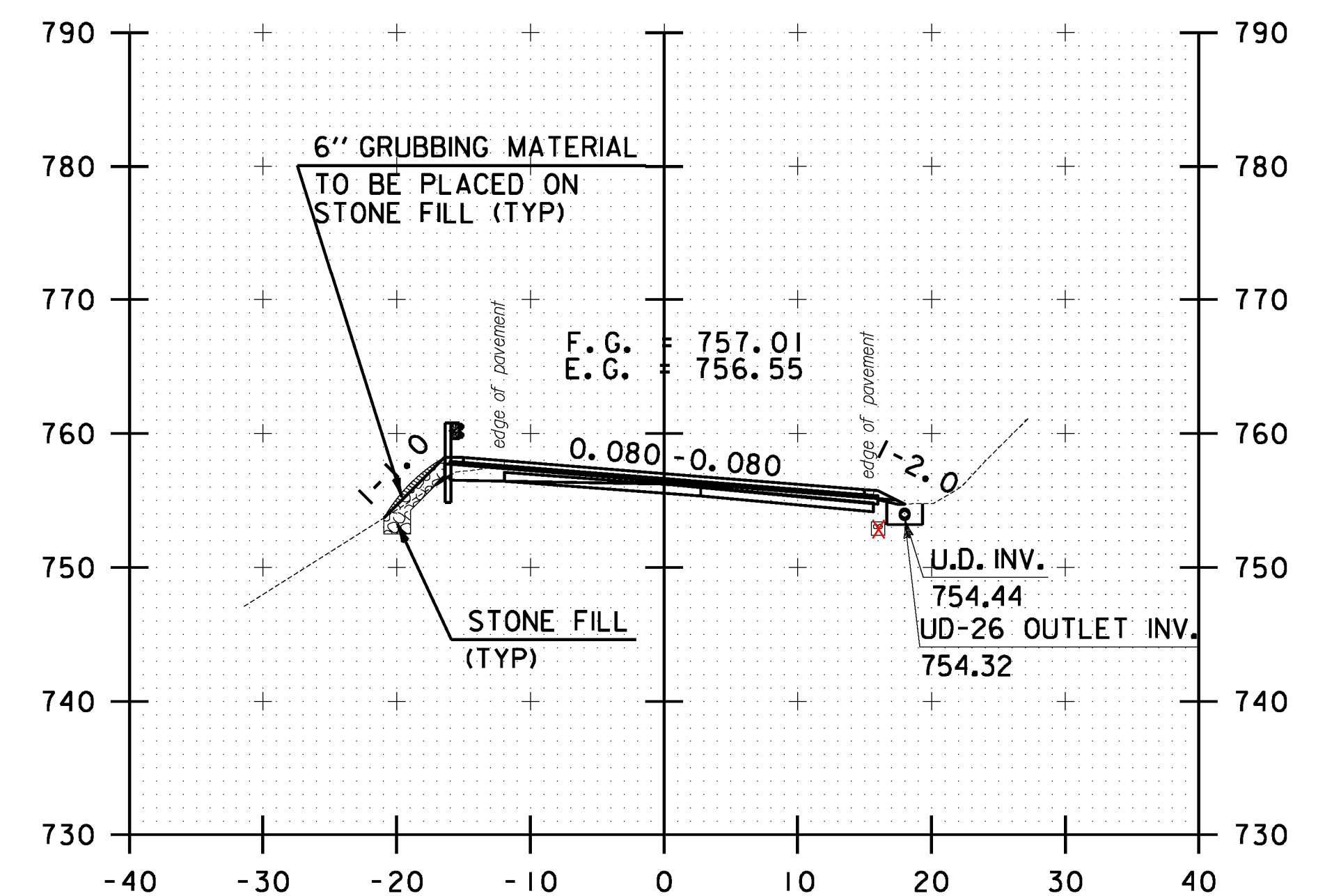
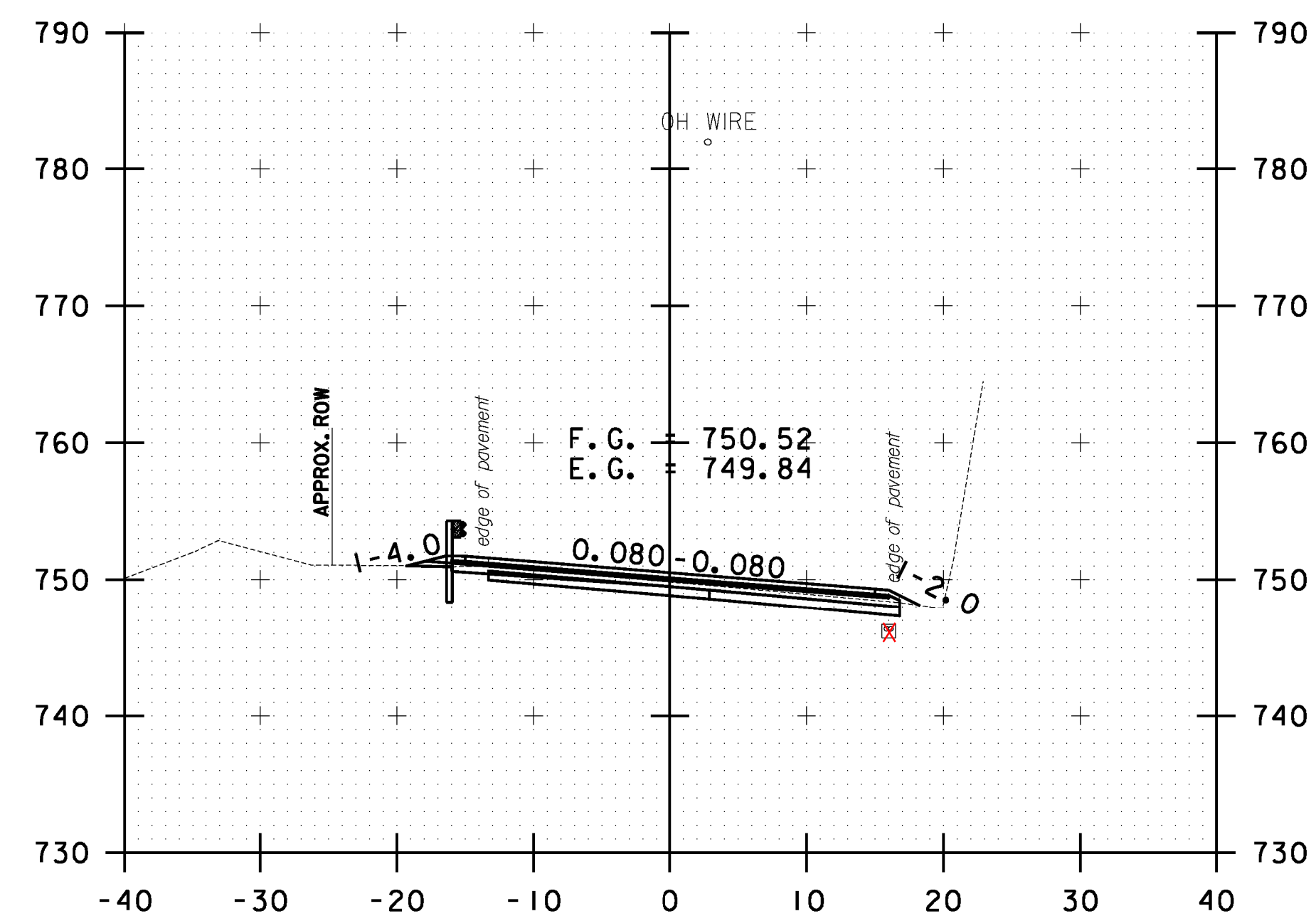
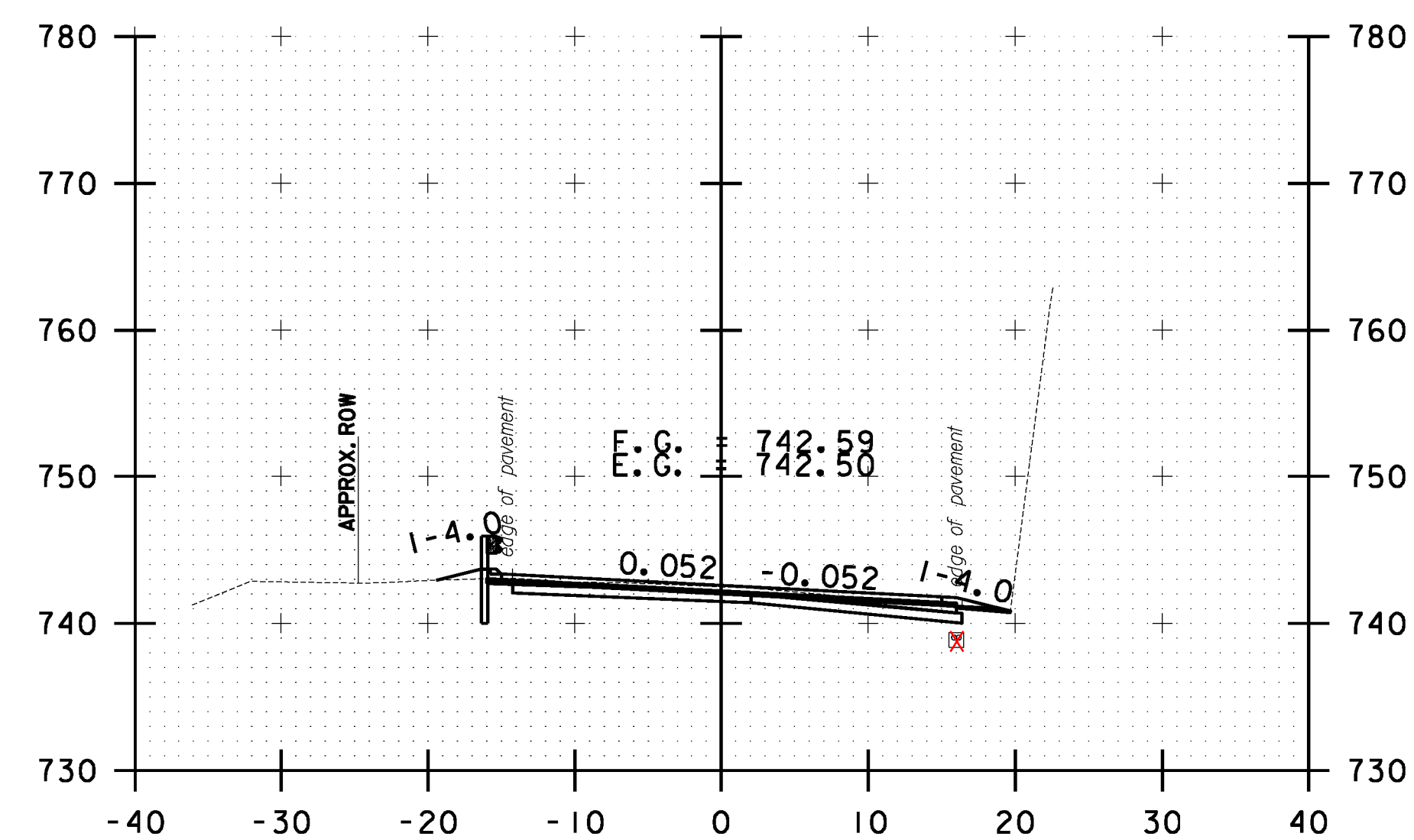
10 0 10
SCALE IN FEET

**STOCKBRIDGE
CROSS SECTION
SHEET #65**

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_stock_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xs65.i

PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 278 OF 397



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FILE NAME = V:\Projects\ANY\K2\22426\CADD\N\NSTN\z10b214_stock_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916
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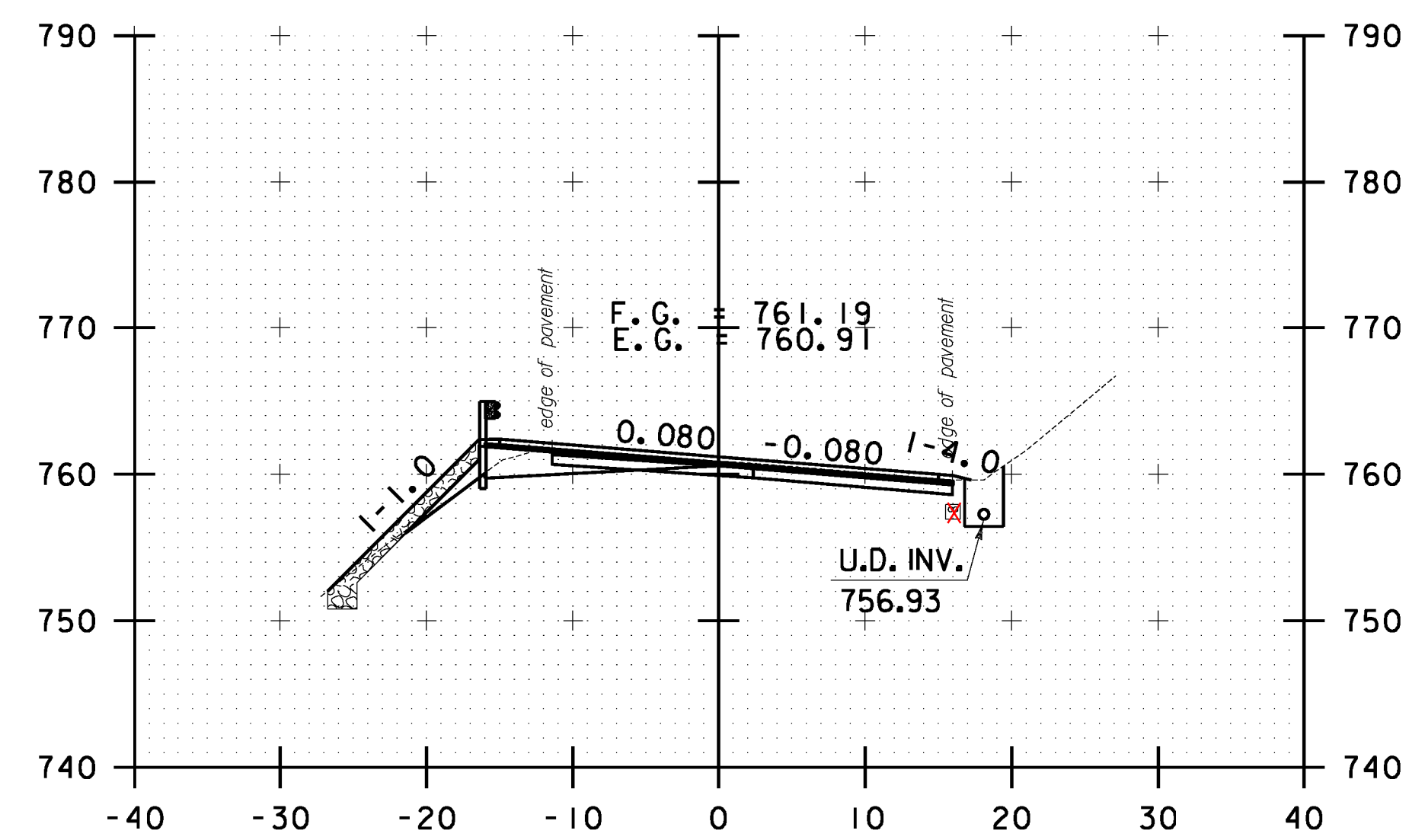


**STOCKBRIDGE
CROSS SECTION
SHEET #66**

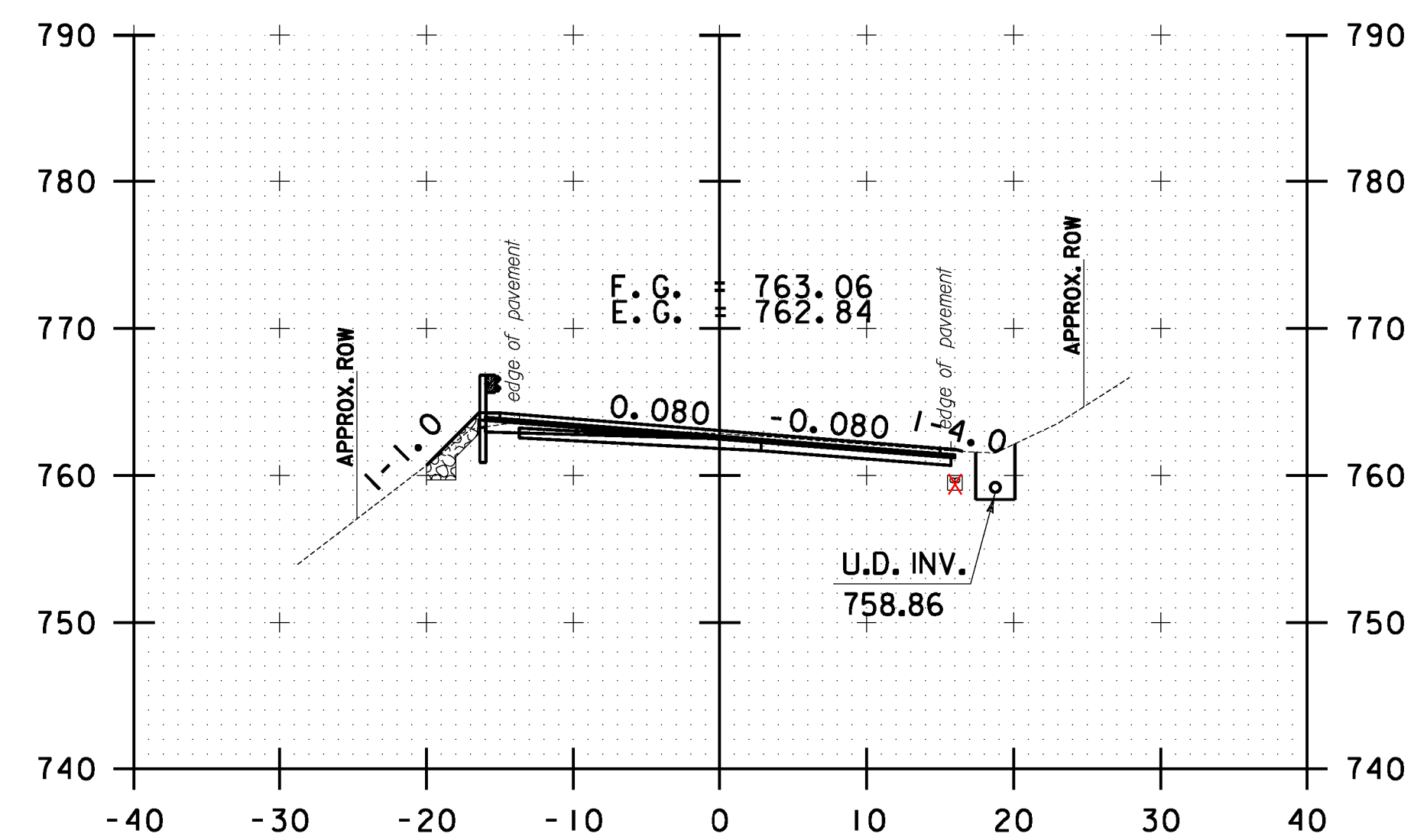
PROJECT NAME:	STOCKBRIDGE-BETHEL
PROJECT NUMBER:	STP 2910(I)

FILE NAME: z10b214_stock_xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xs66.i

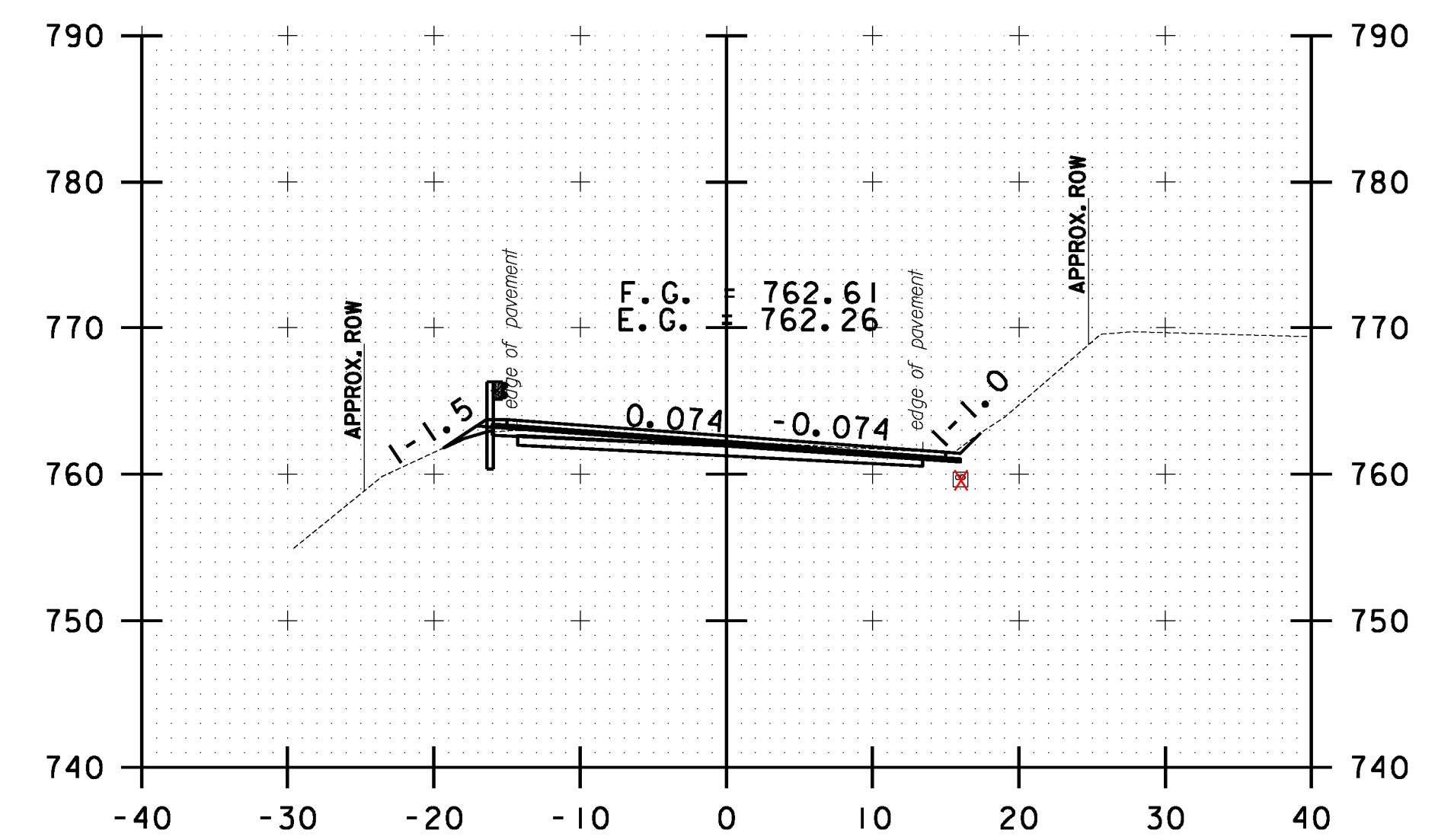
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 279 OF 397



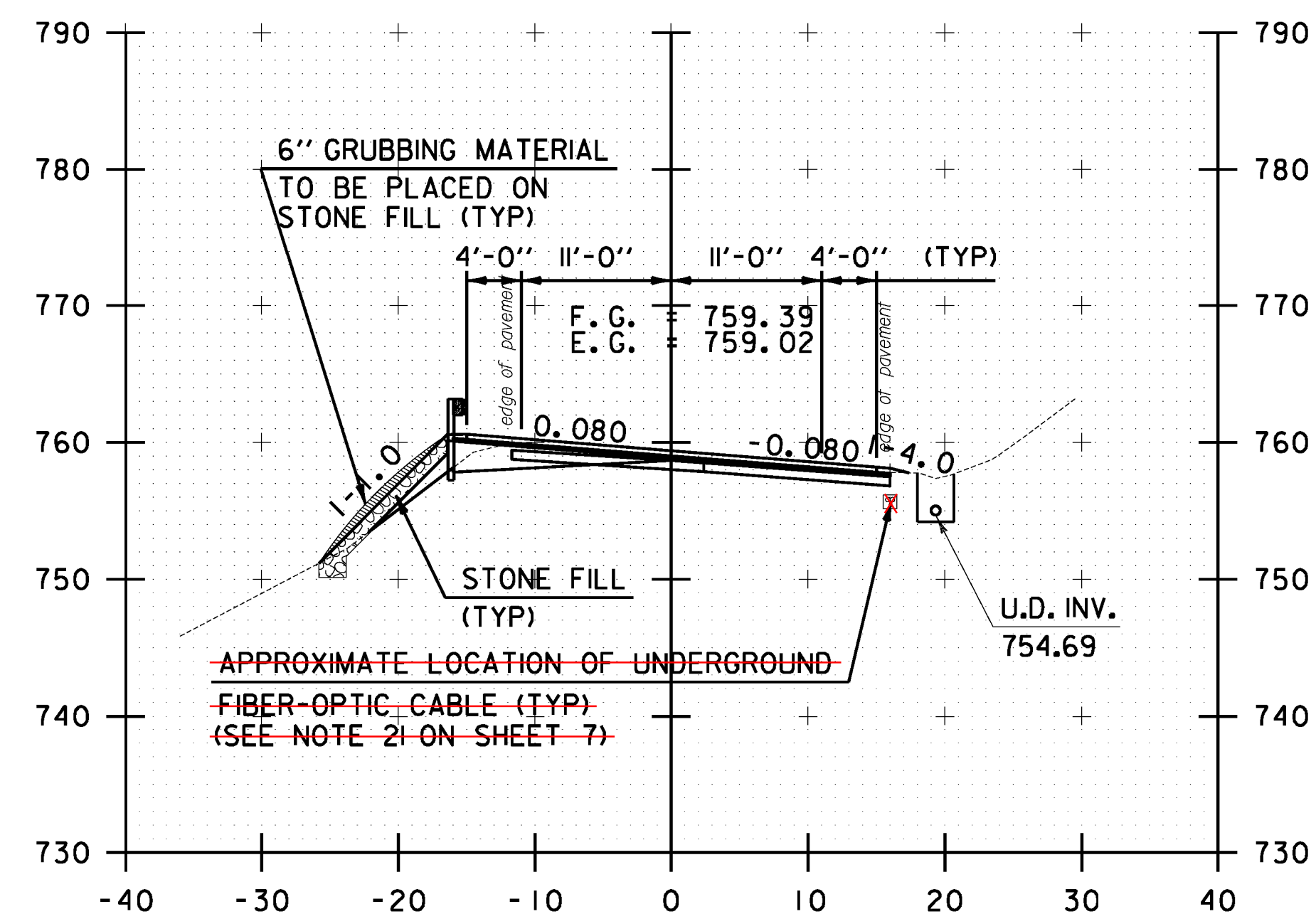
215+50.00



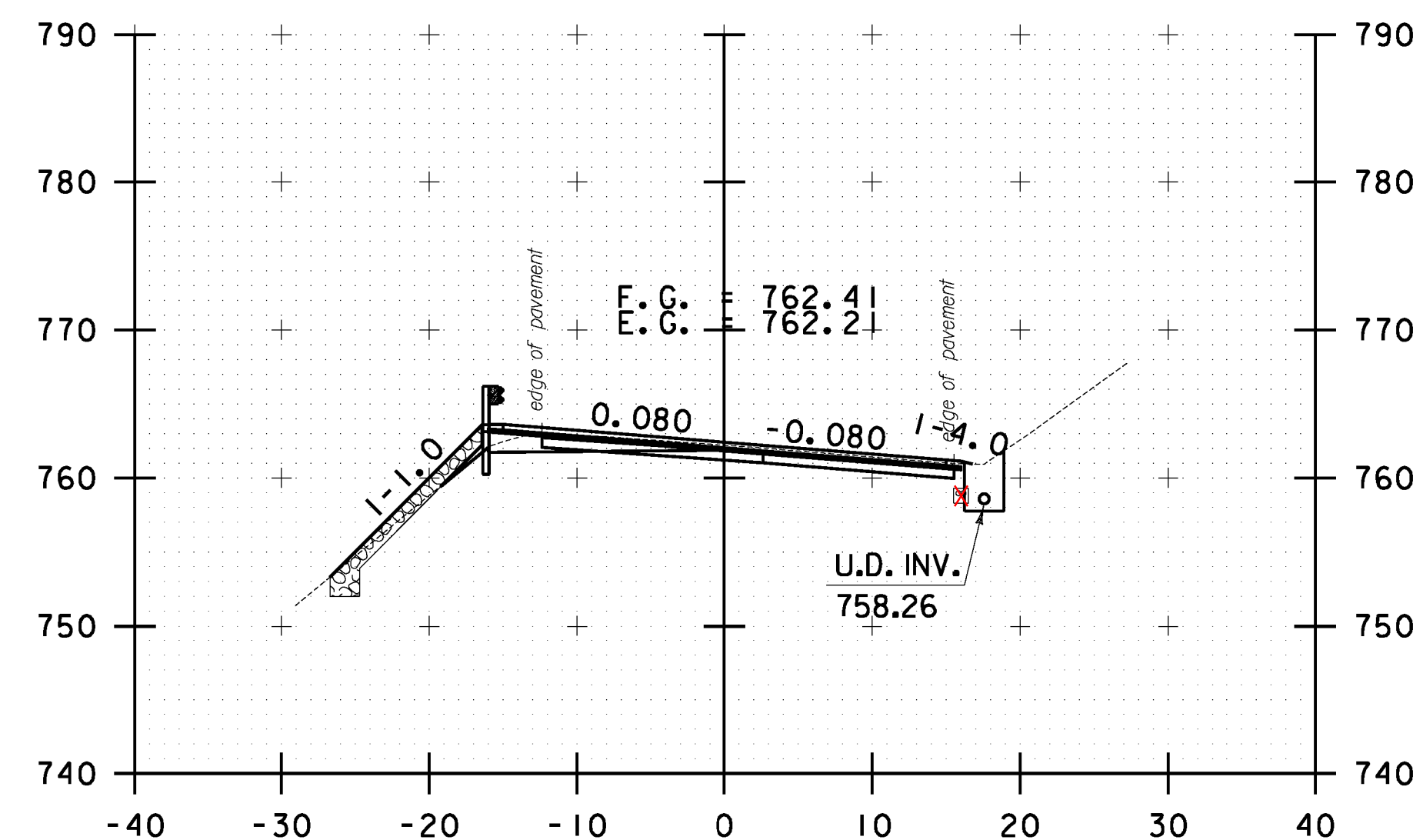
216+50.00



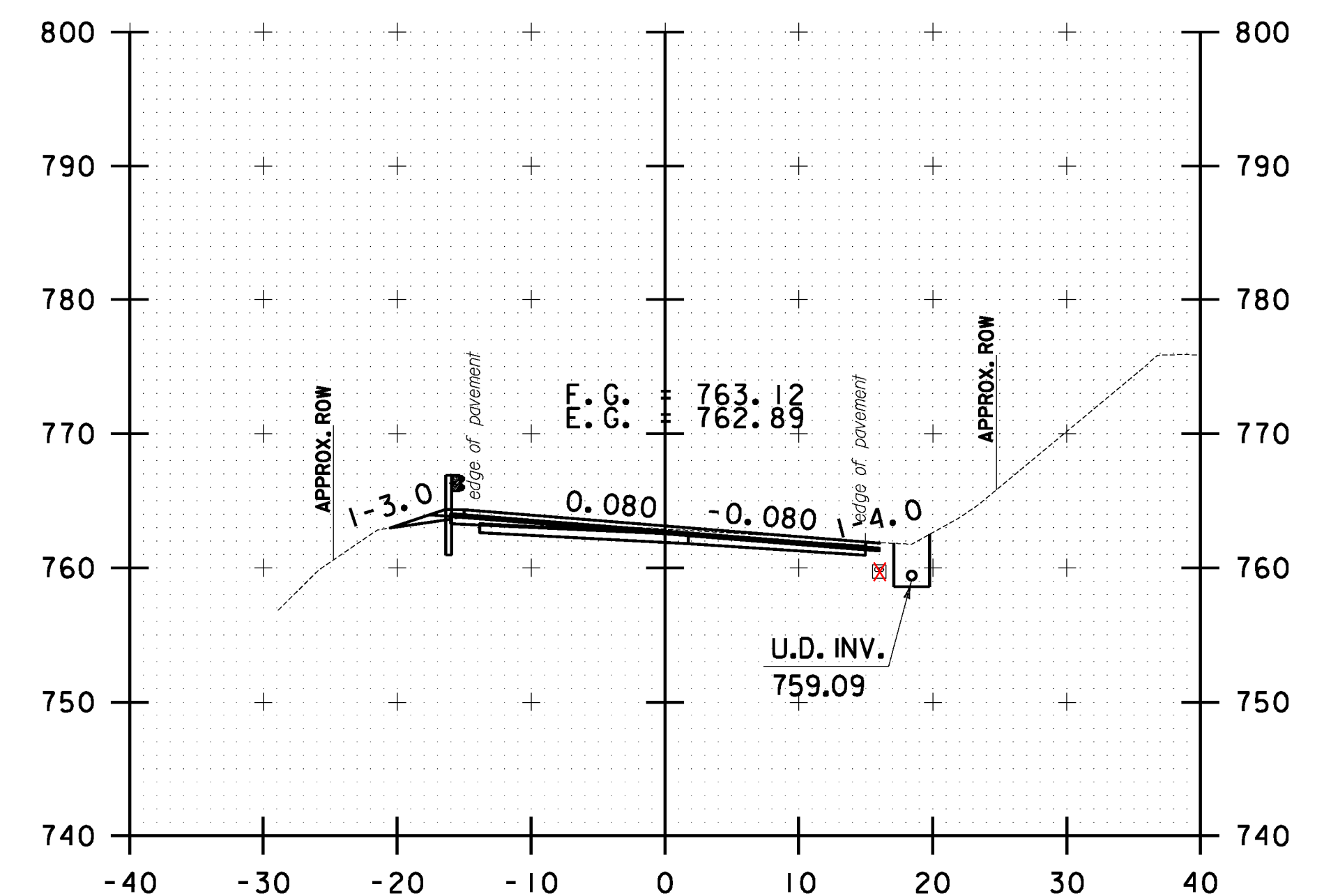
217+50.00



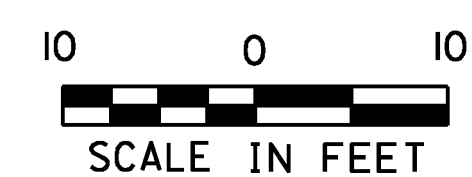
215+00.00



216+00.00



217+00.00



**STOCKBRIDGE
CROSS SECTION
SHEET #67**

PROJECT NAME:	STOCKBRIDGE-BETHEL
---------------	--------------------

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_stock_xc.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214xs67.i

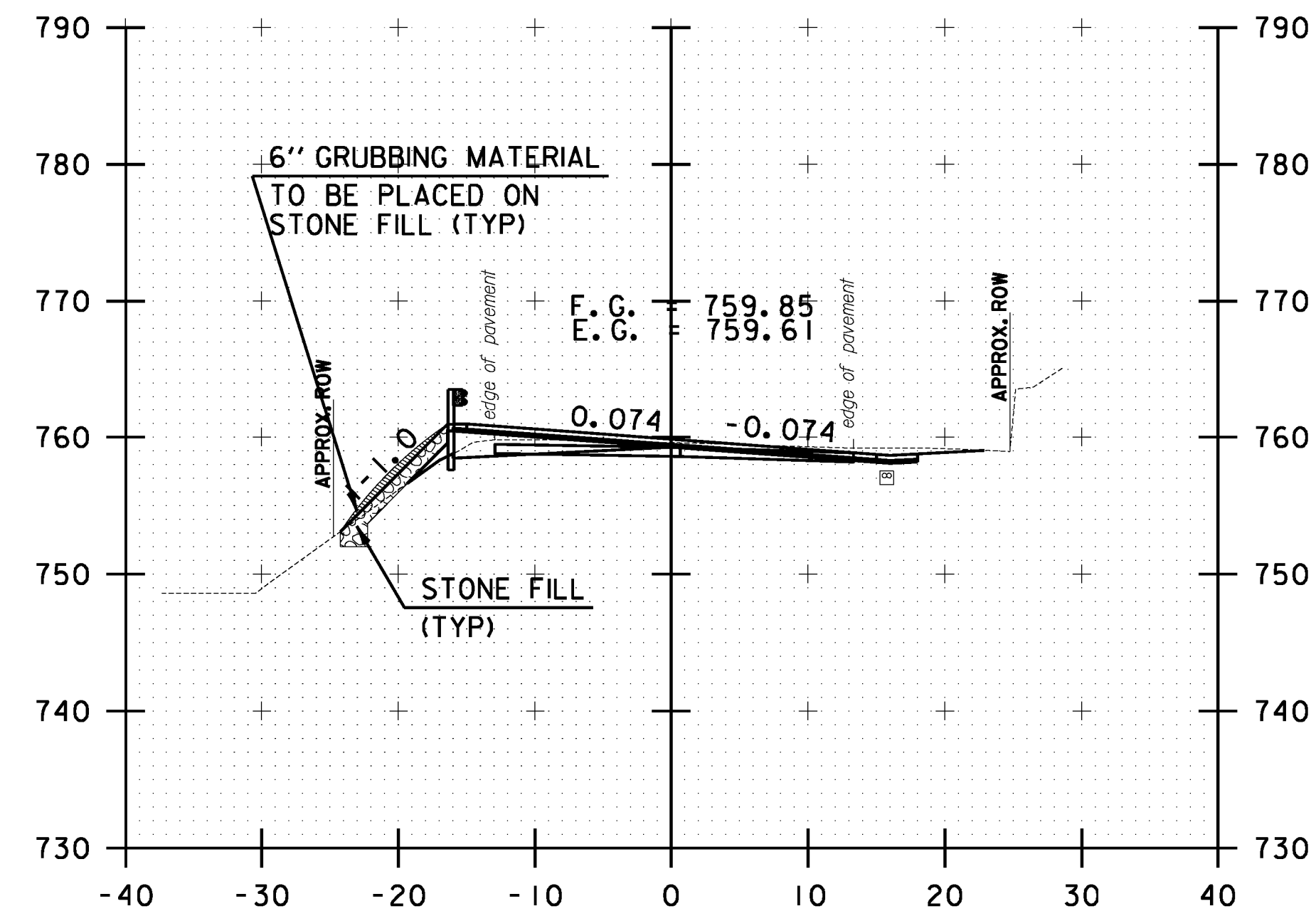
PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

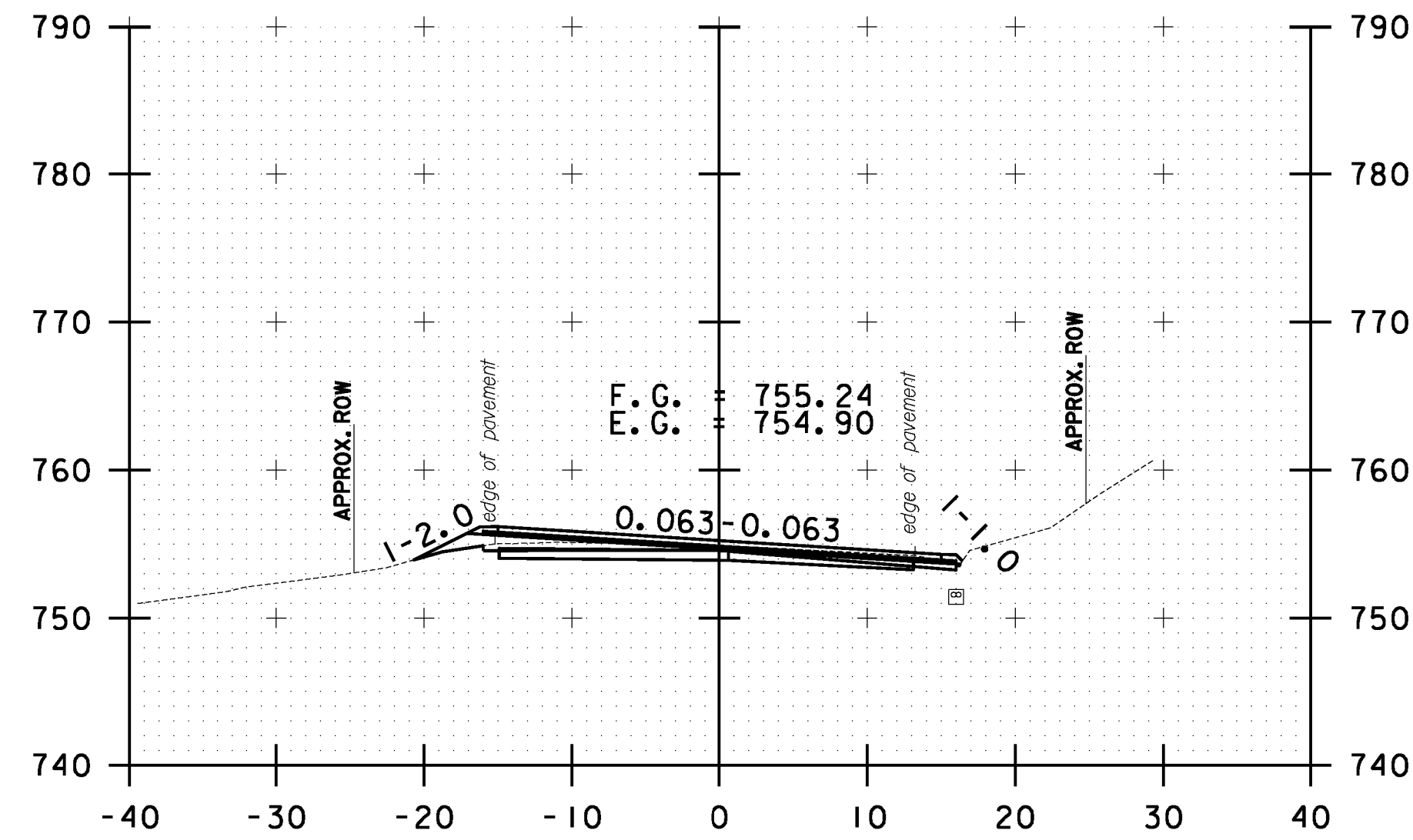
CHECKED BY: J.P.S.

SHEET 280 OF 397

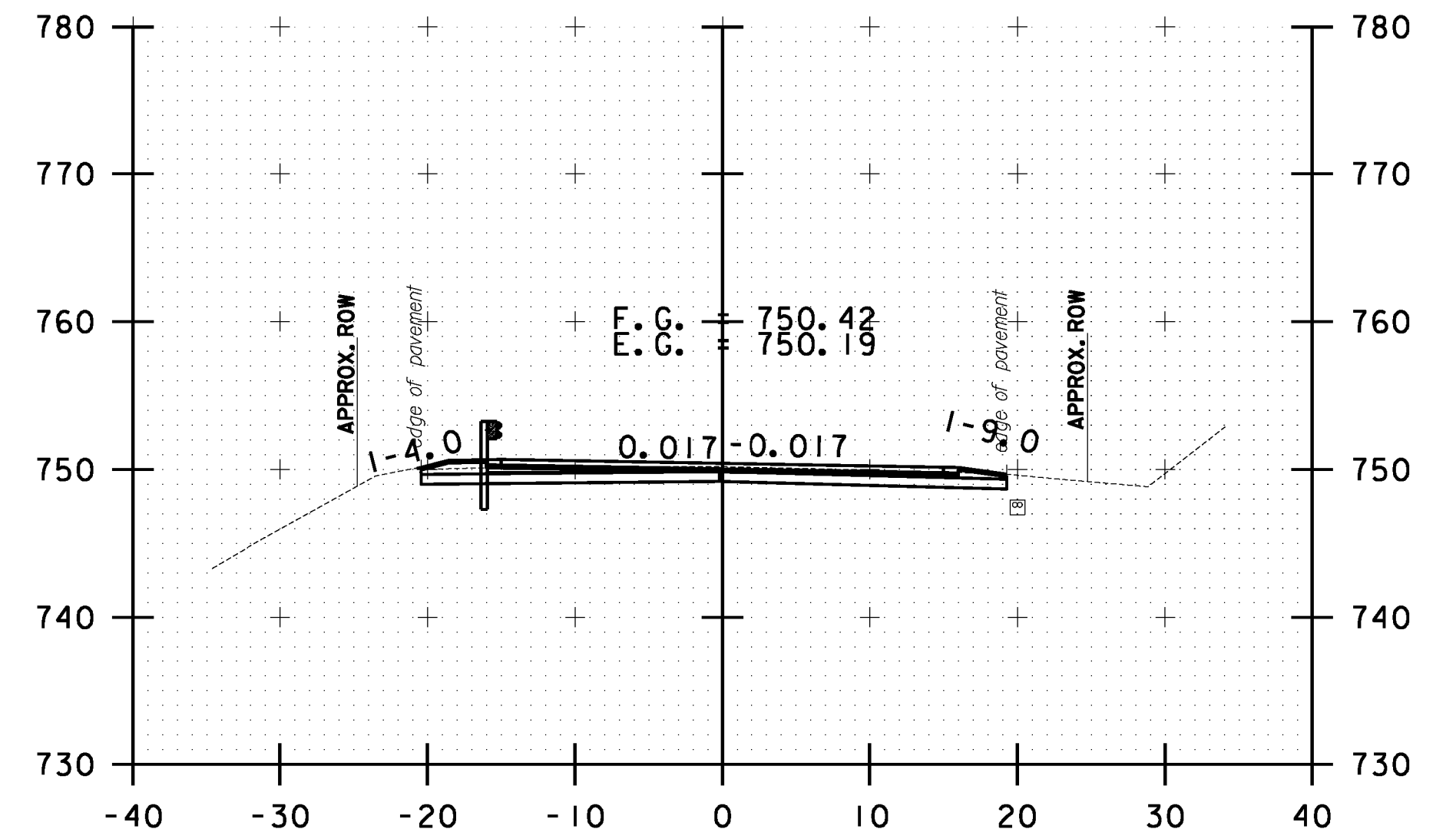
FILE NAME : I:\Projects\2014\22426\CAD\21\STN\z10b214_stock_xc.dgn
DATE : 3/17/2014
USER : L.M.B.



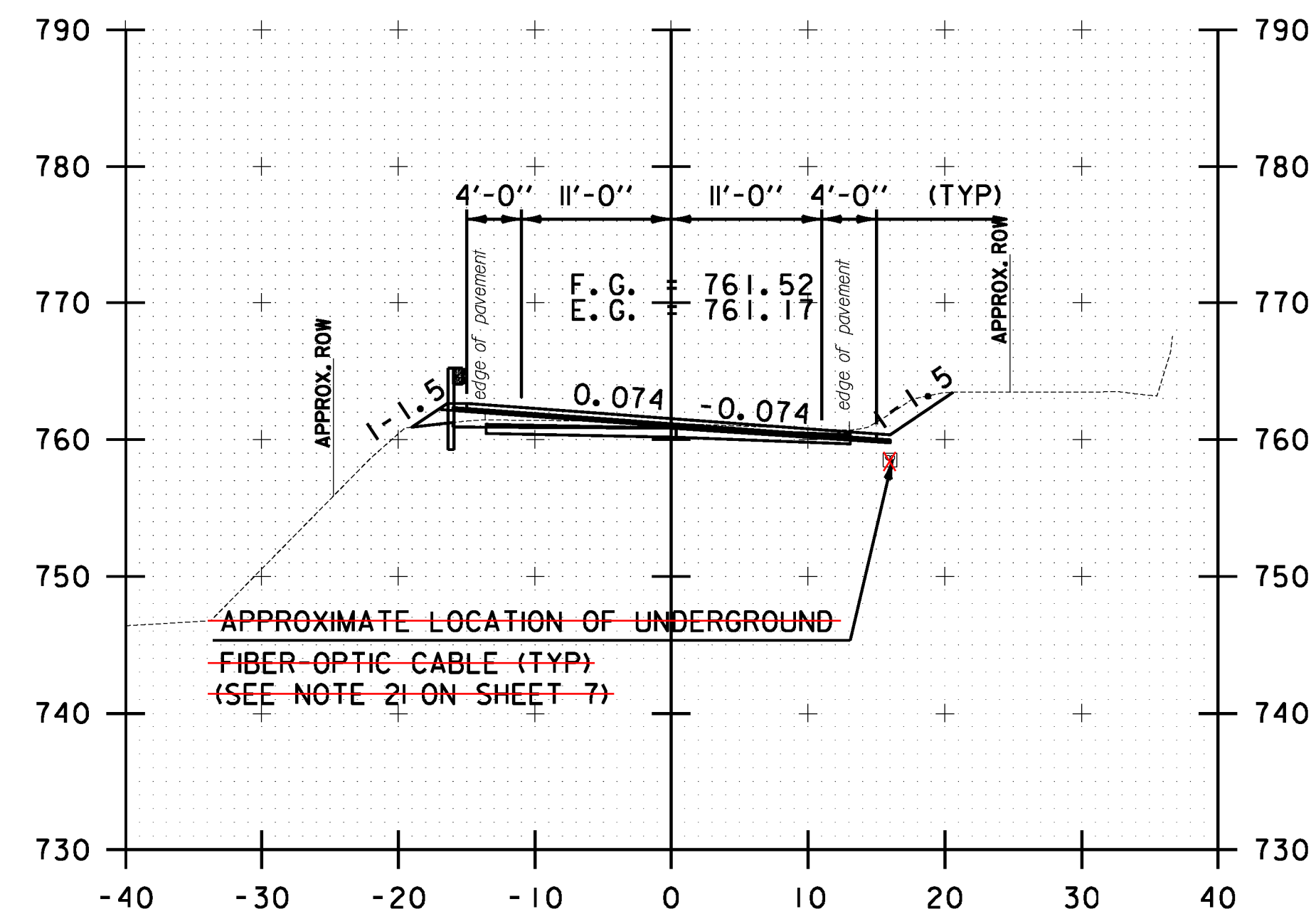
218+50.00



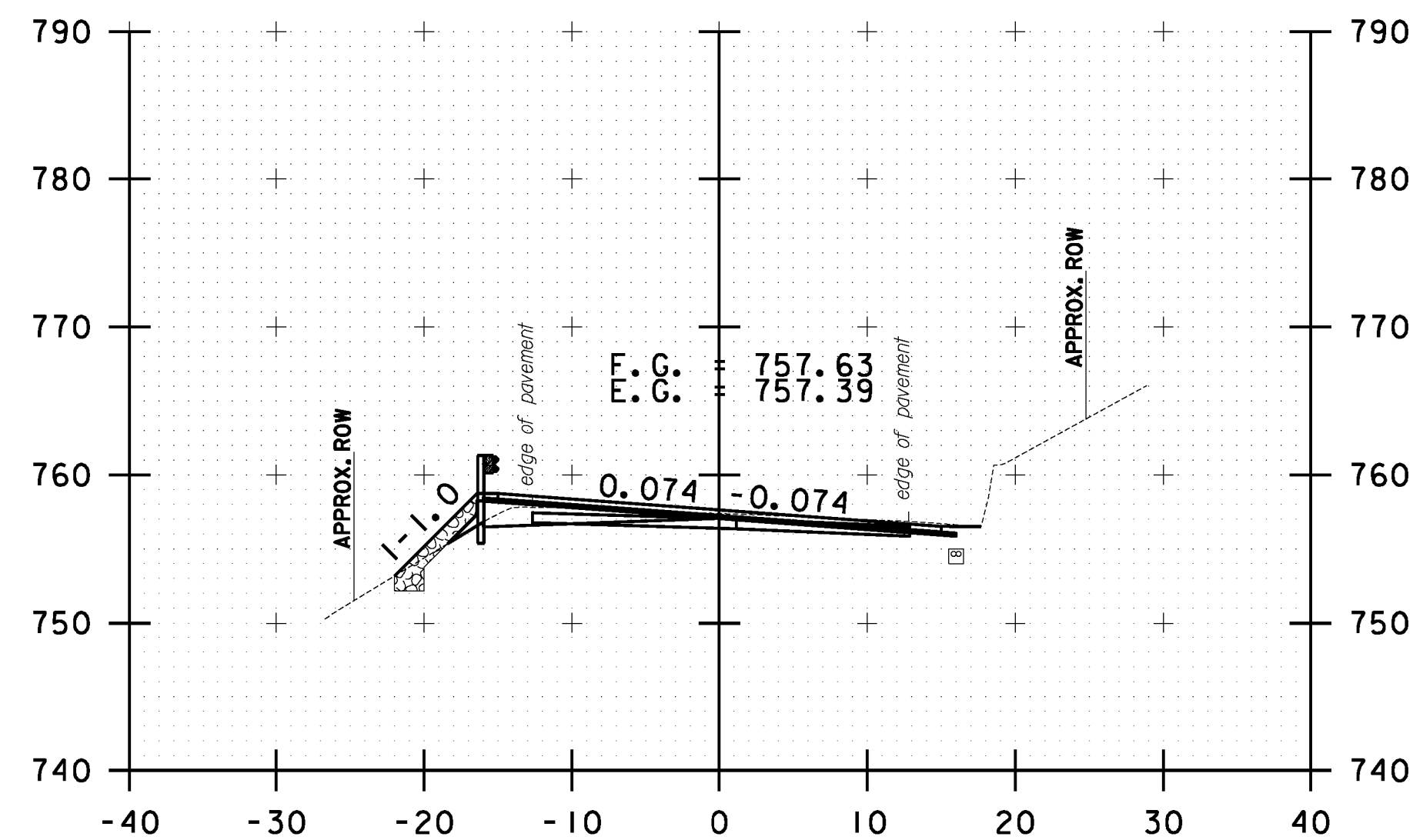
219+50.00



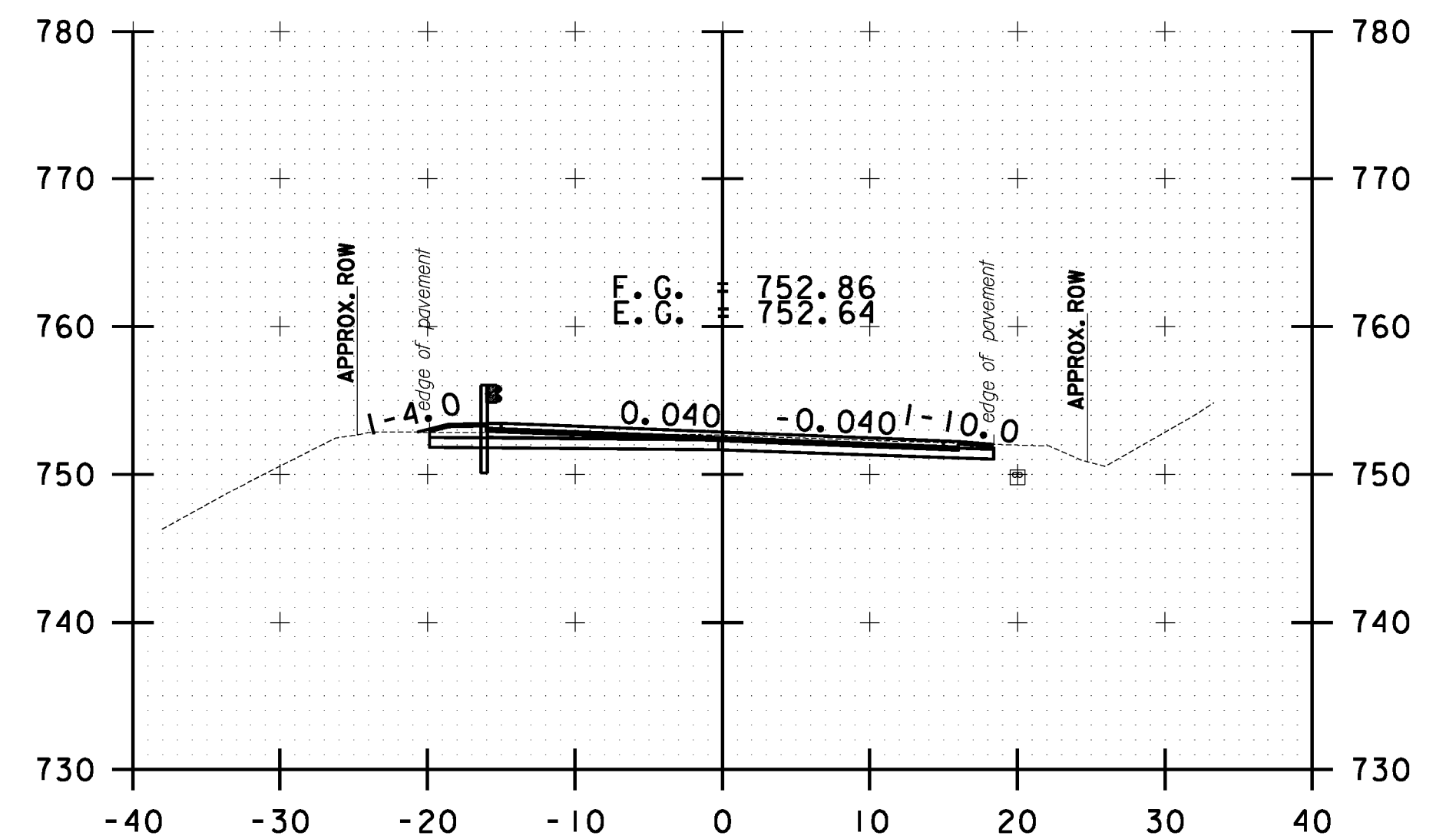
220+50.00



218+00.00



219+00.00



220+00.00

10 0 10
SCALE IN FEET

**STOCKBRIDGE
CROSS SECTION
SHEET #68**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_stock_xc.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214xs68.i

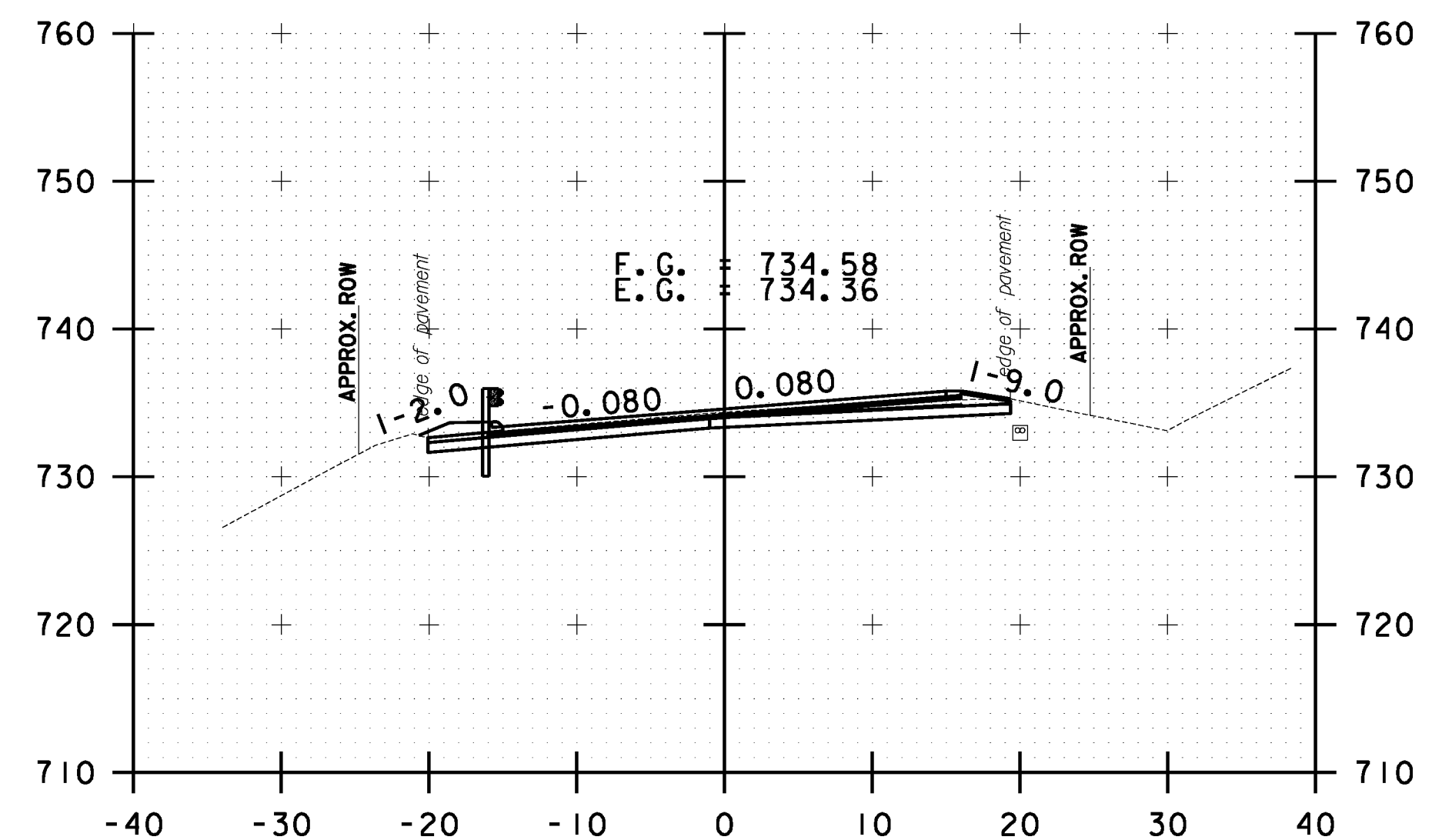
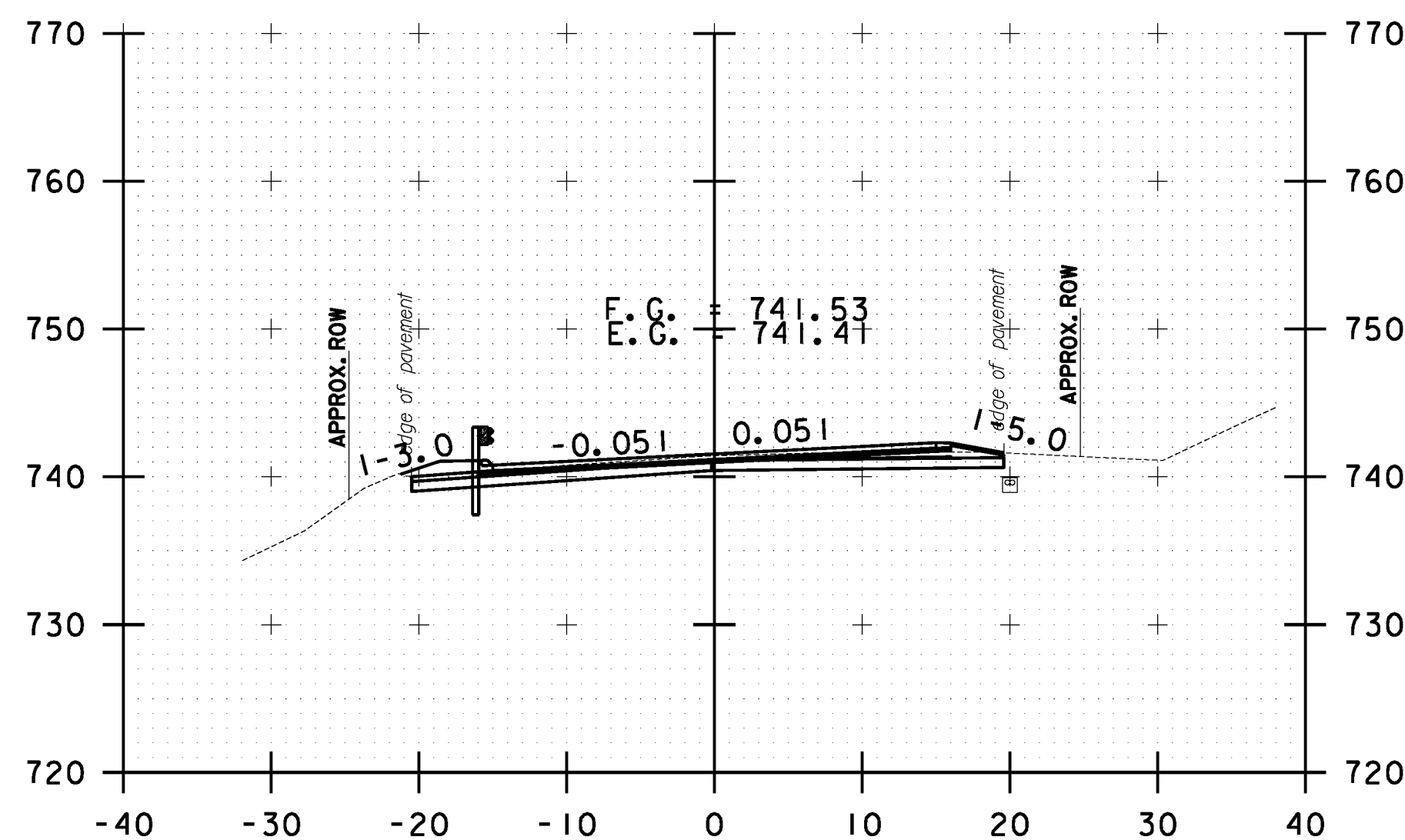
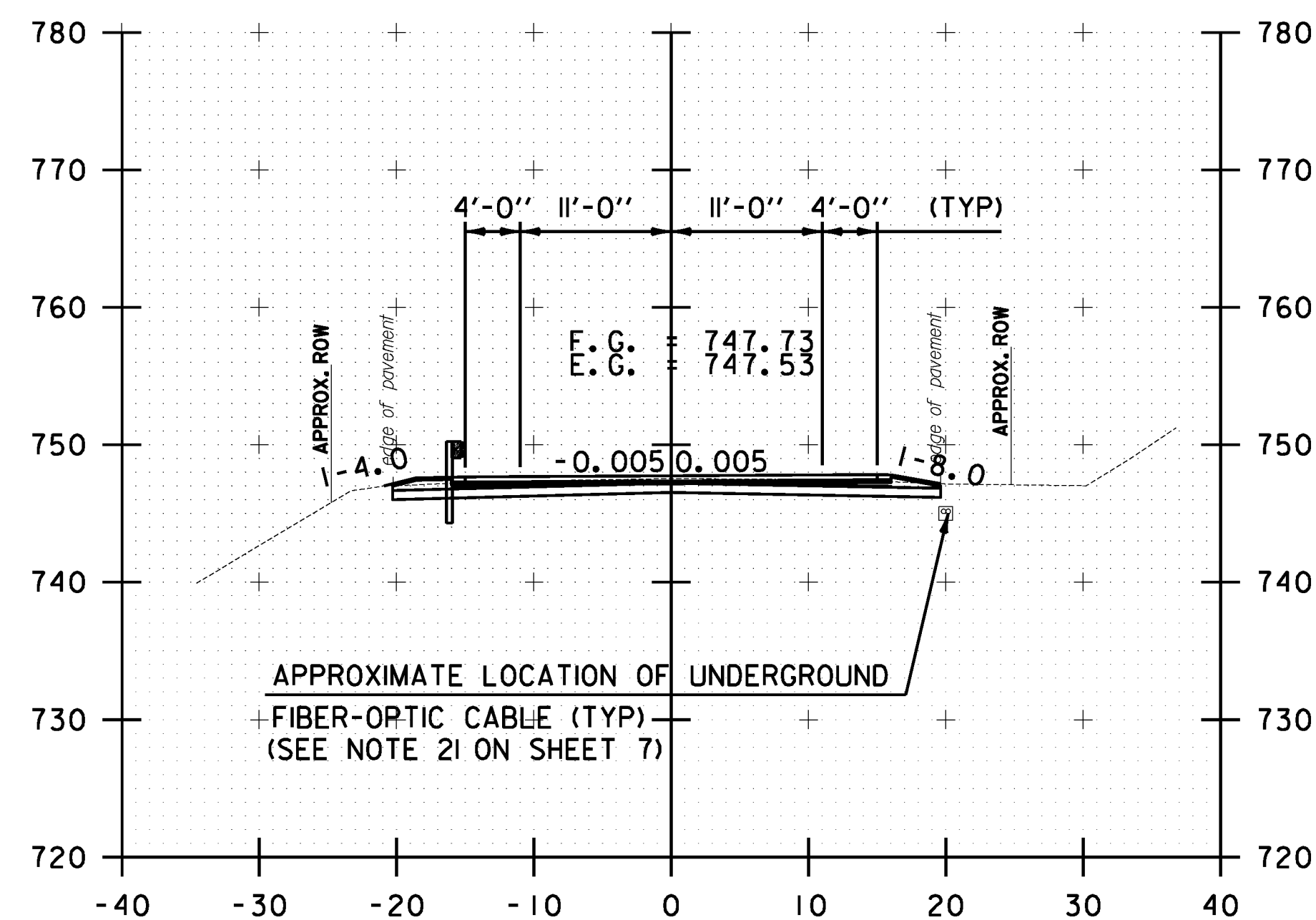
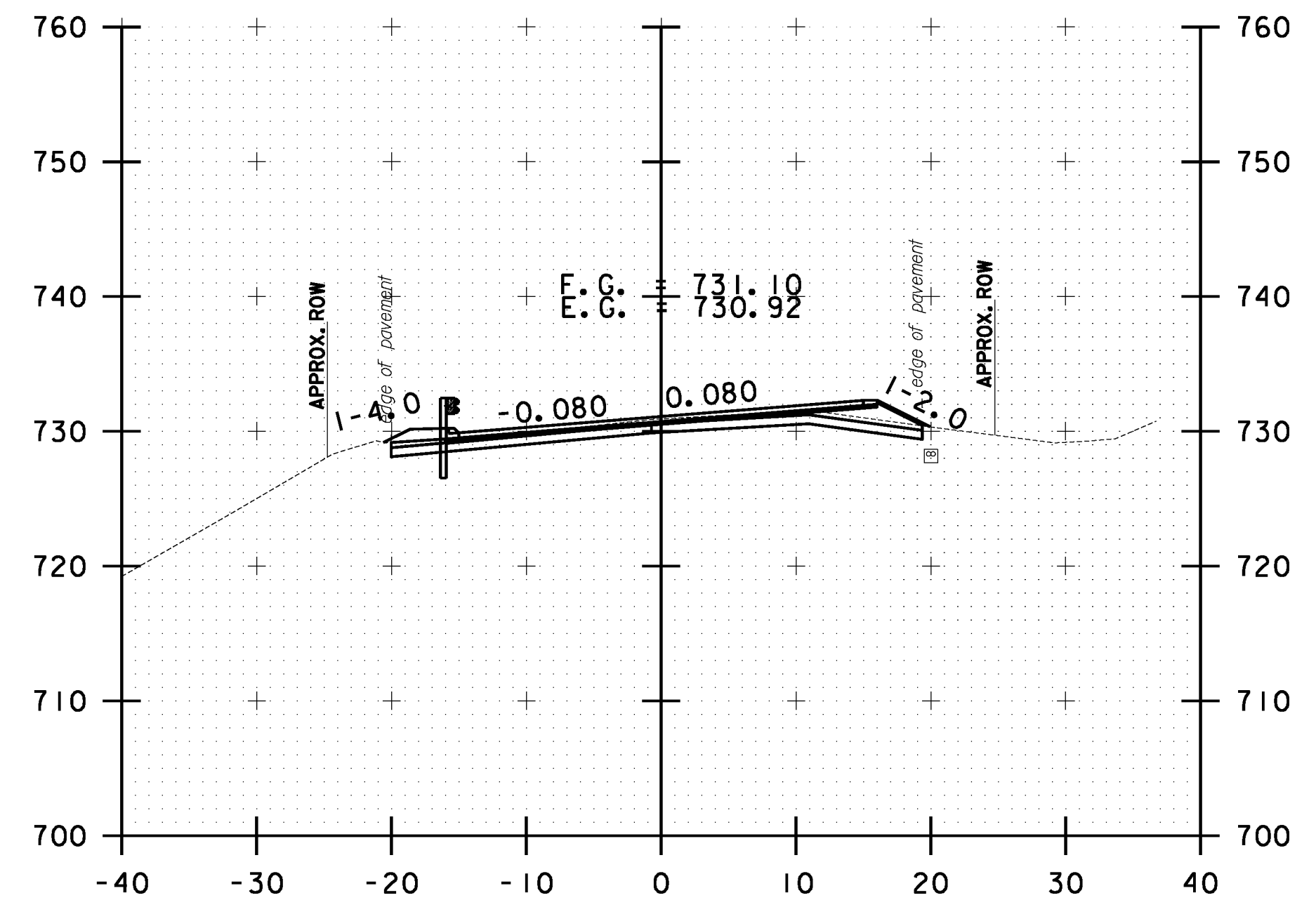
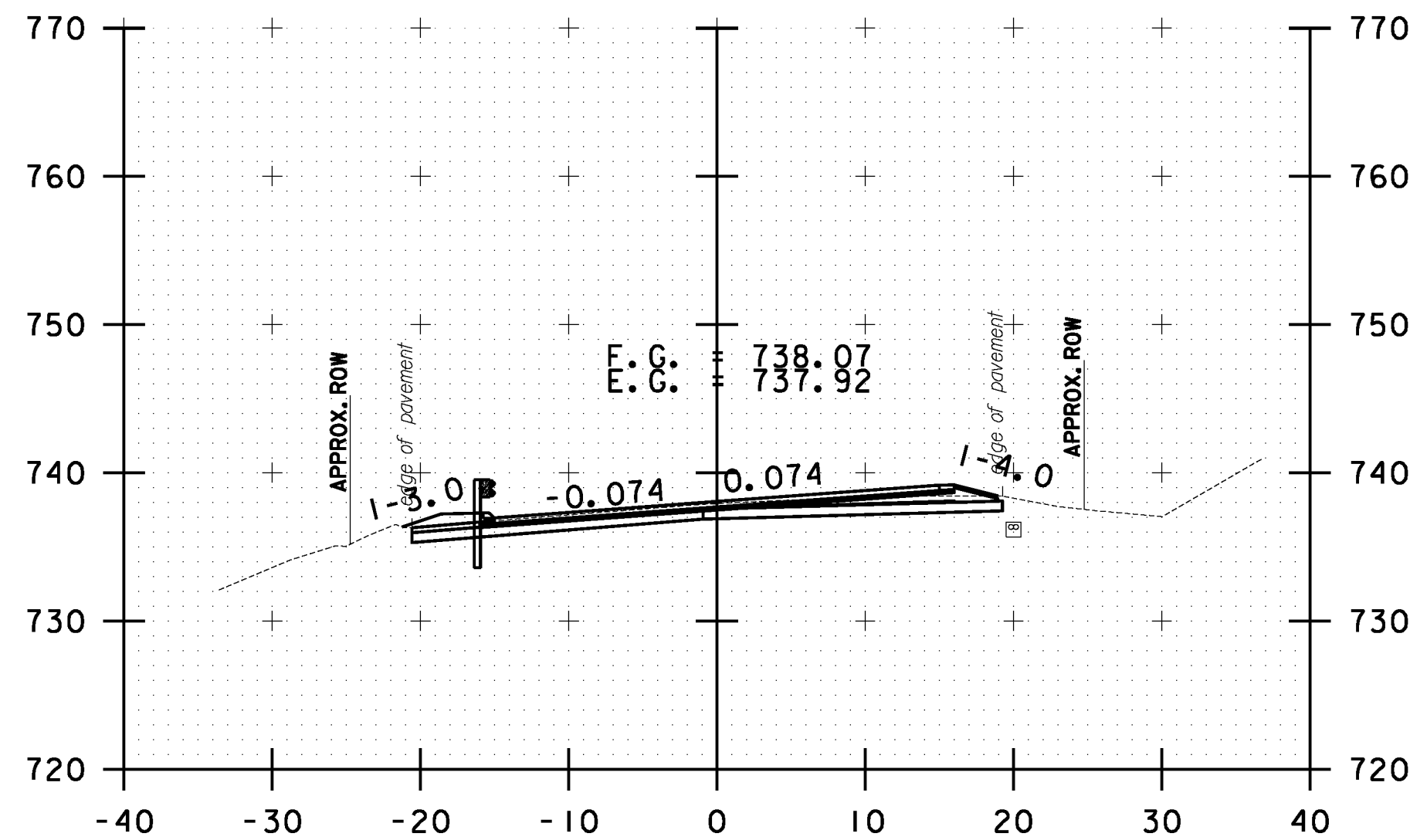
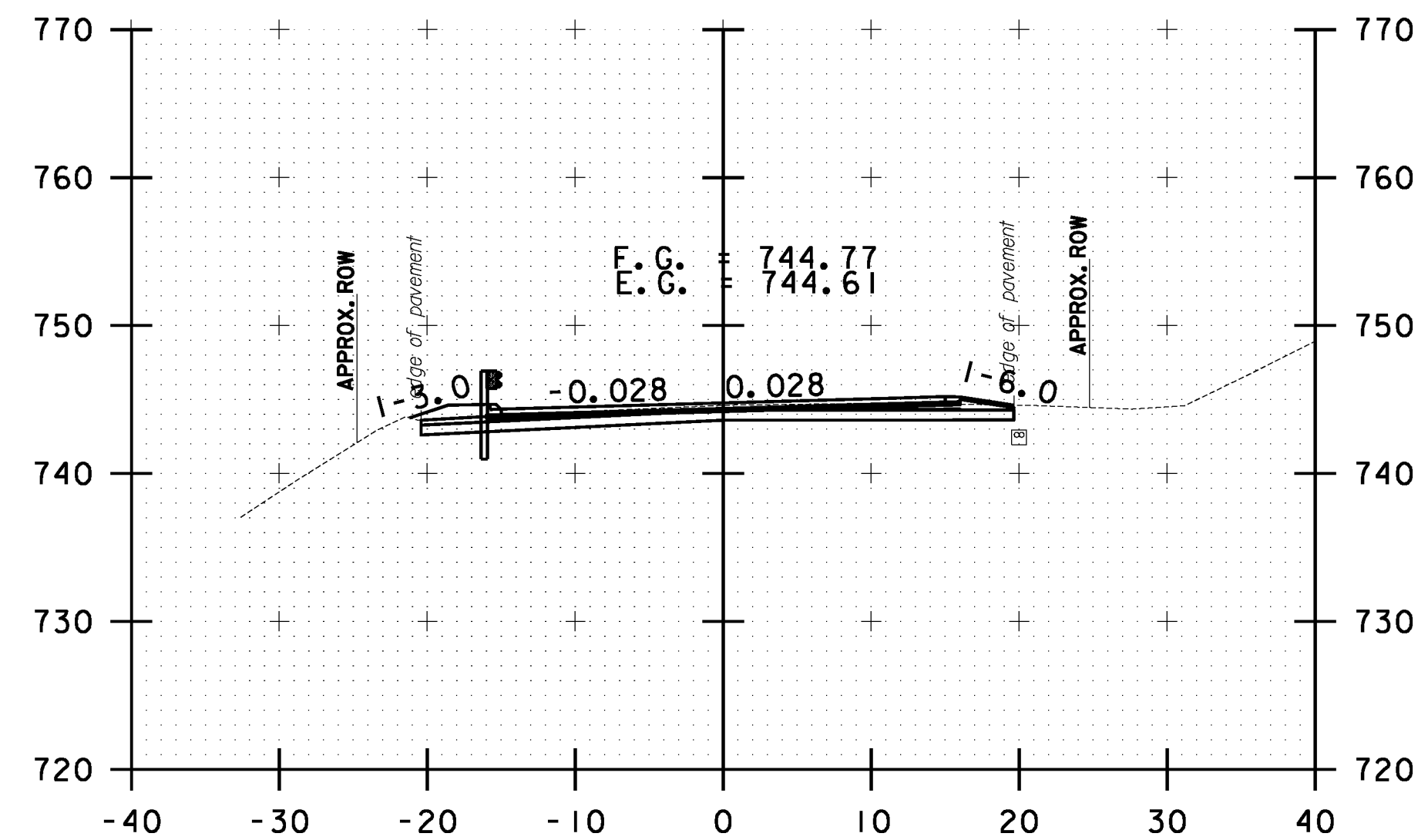
PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

CHECKED BY: J.P.S.

SHEET 281 OF 397

FILE NAME: \\P:\projects\ANY\K2\22\25\CAOD_MSTN\10b214_stock_xc.dgn
DATE/TIME: 3/17/2014
USER: 4916



10 0 10
SCALE IN FEET

**STOCKBRIDGE
CROSS SECTION
SHEET #69**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_stock_xc.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214xs69.1

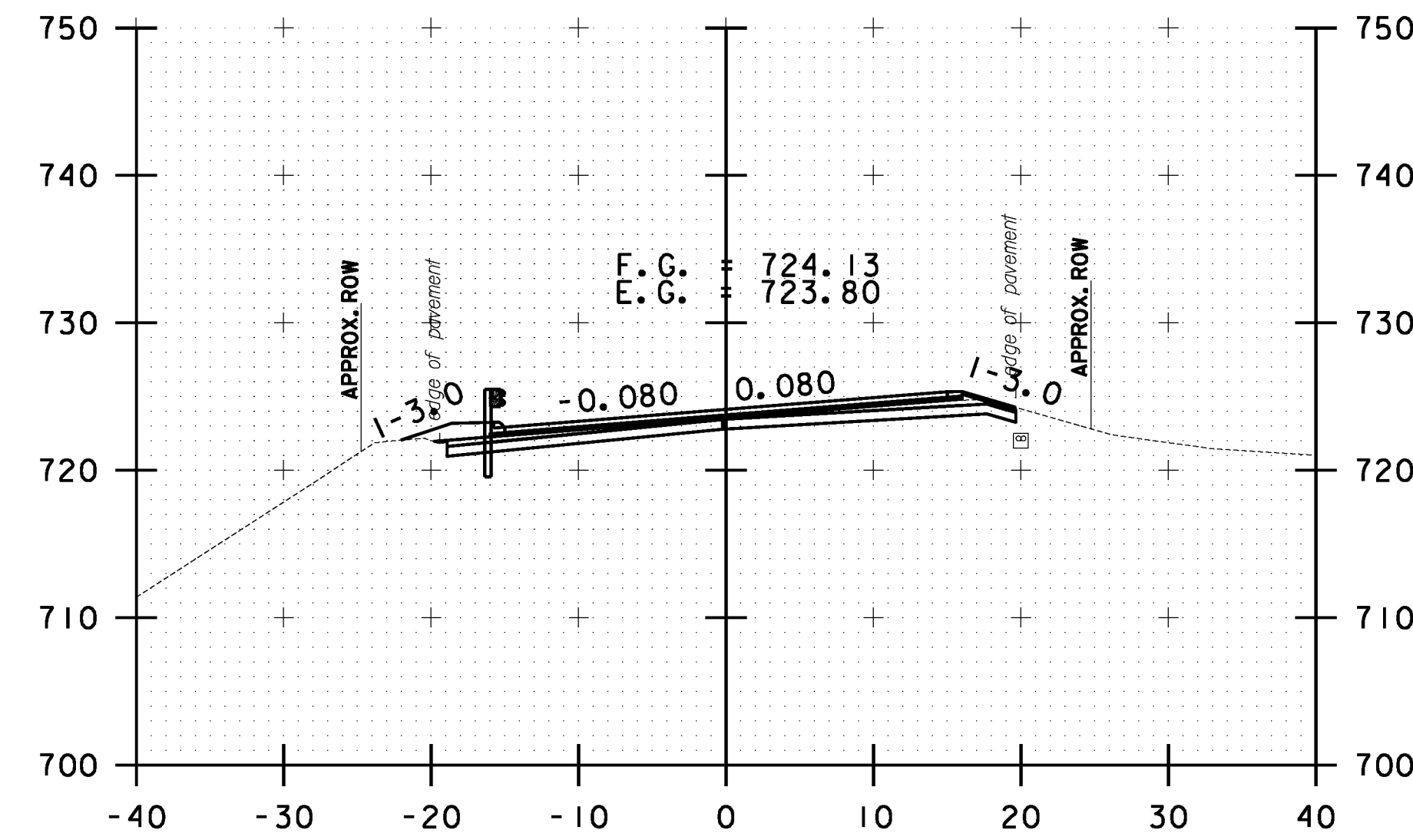
PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

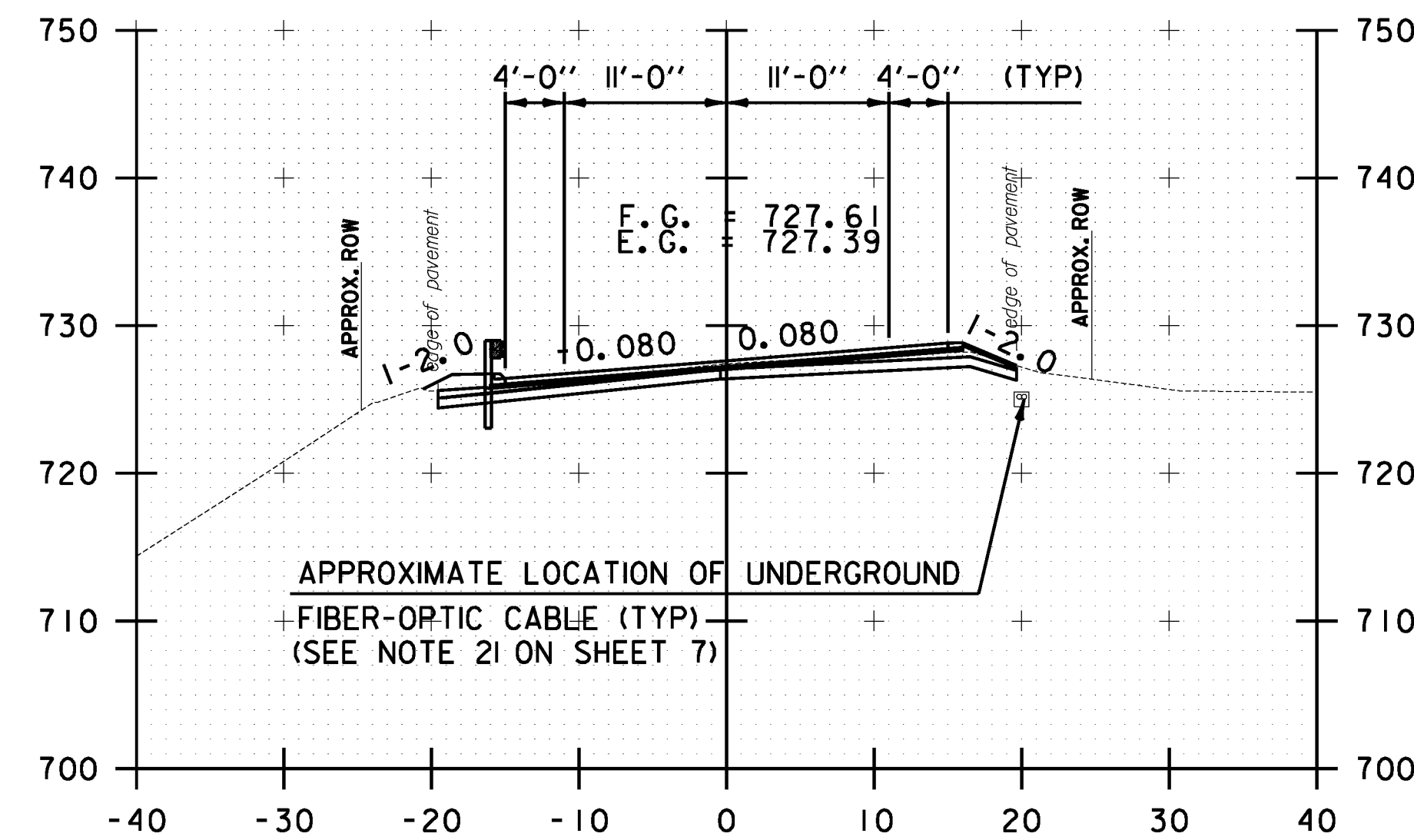
CHECKED BY: J.P.S.

SHEET 282 OF 397

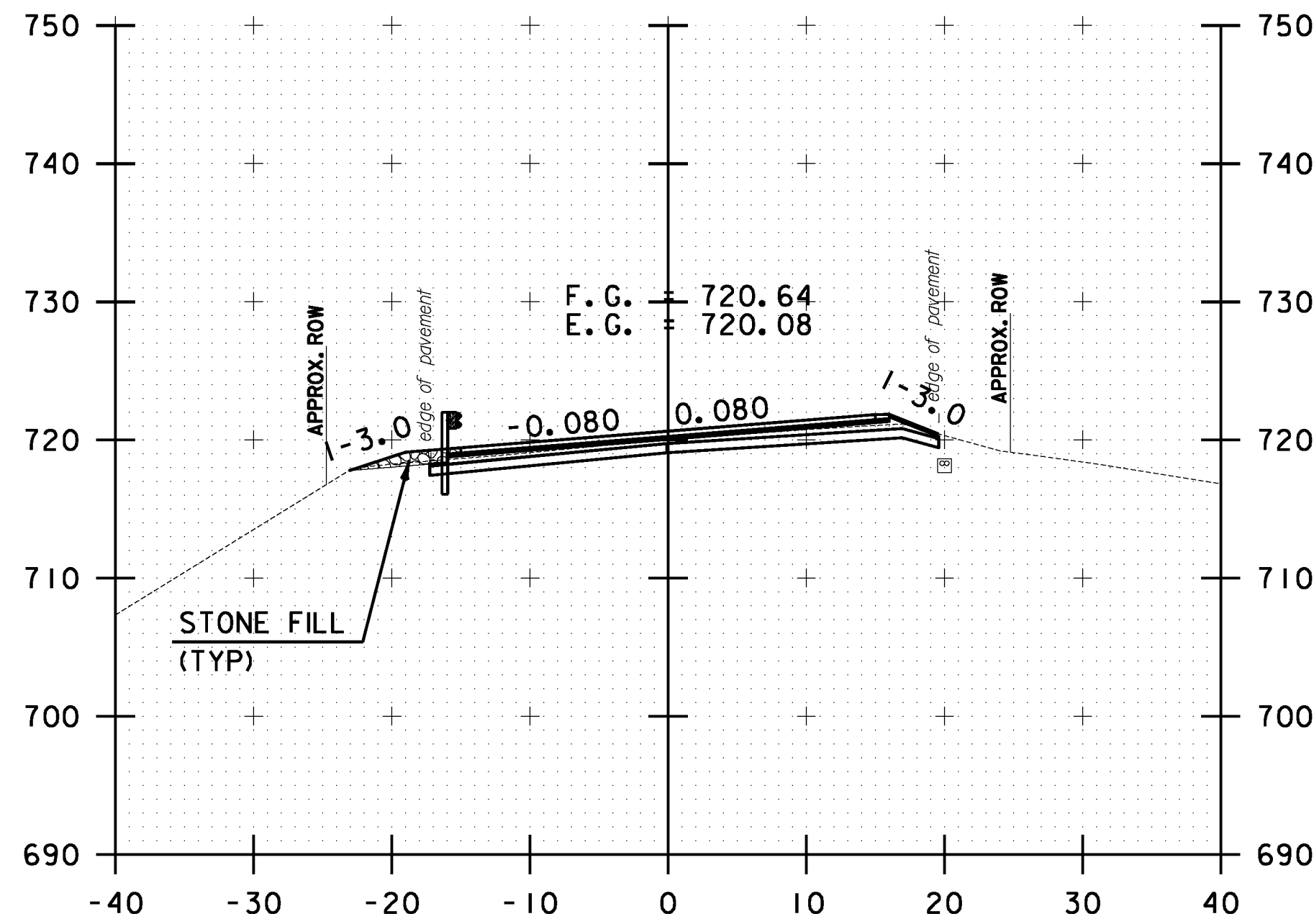
FILE NAME: \\P:\projects\ANY\K2\22425\CAOD_MSTN\10b214_stock.nc.dgn
DATE/TIME: 3/17/2014
USER: 4916



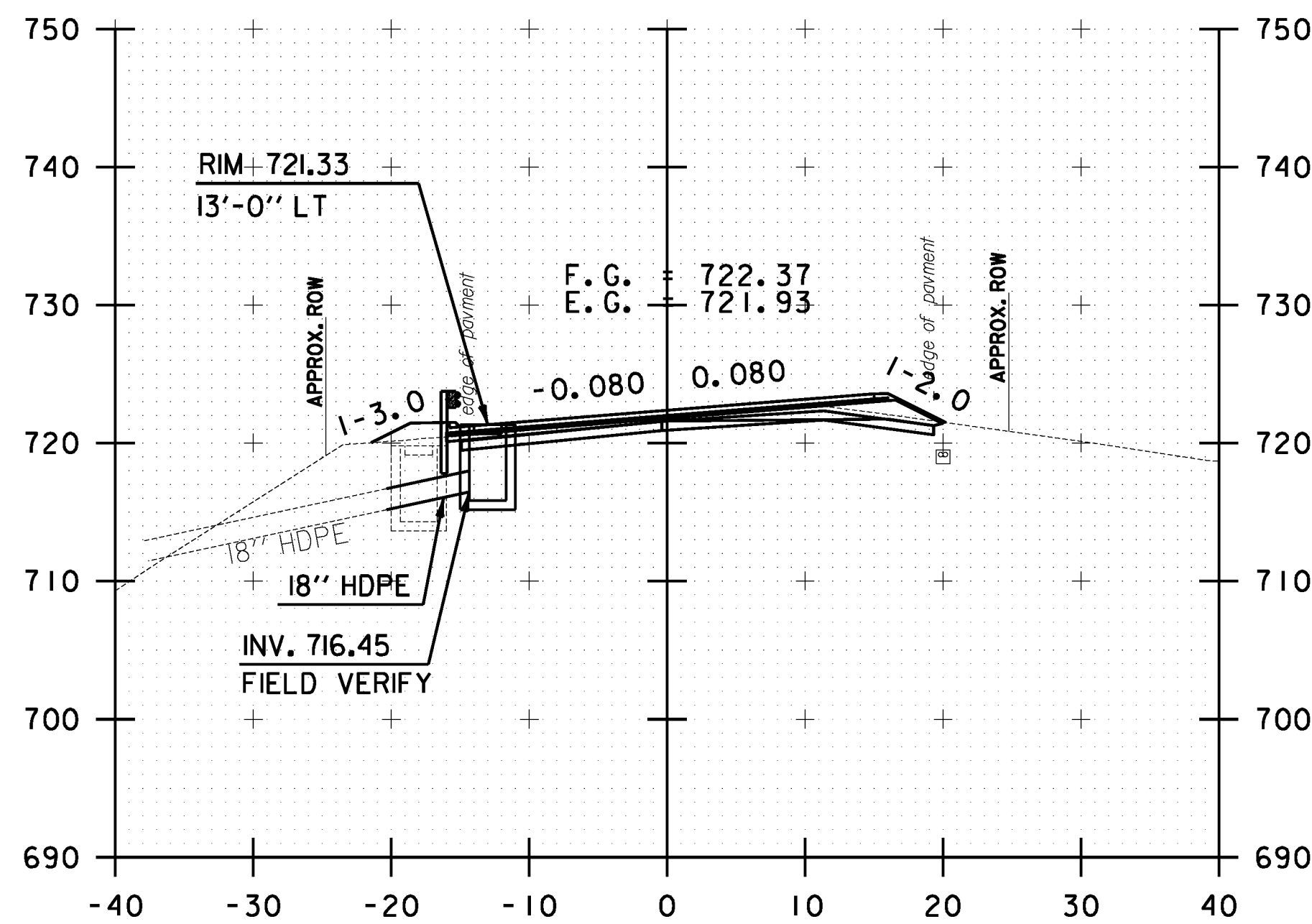
224+50.00



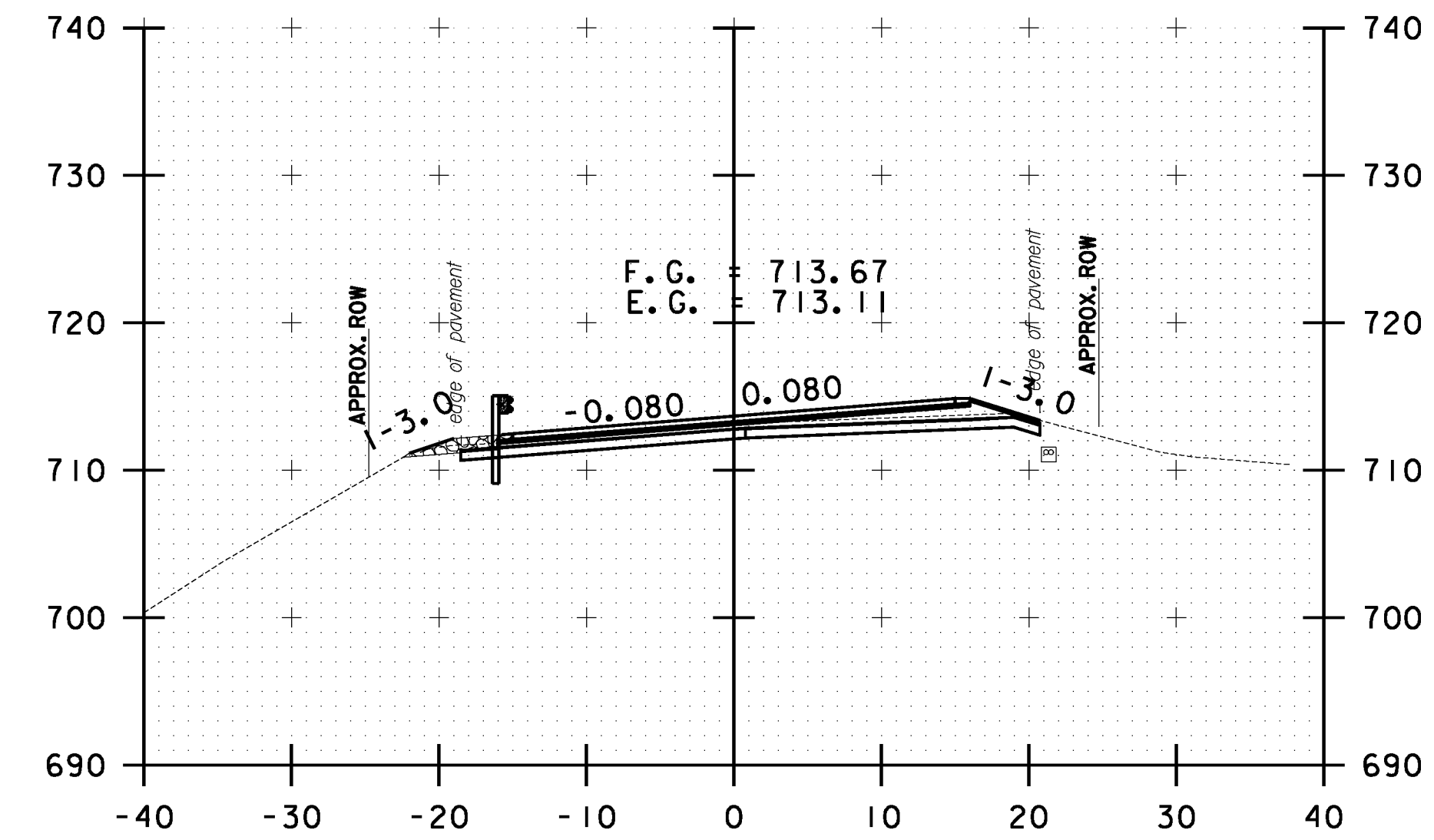
224+00.00



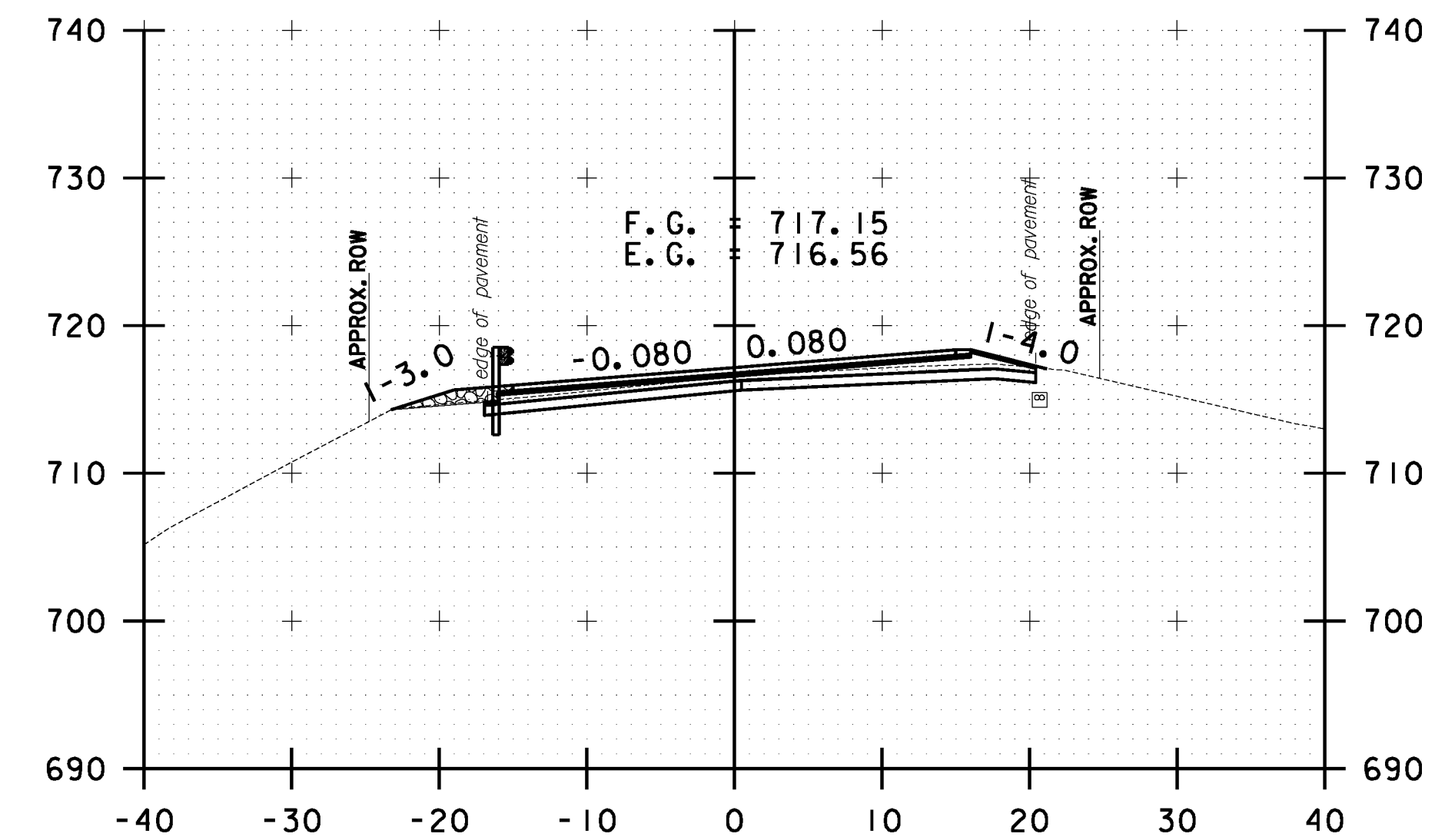
225+00.00



224+75.20



226+00.00



225+50.00

10 0 10
SCALE IN FEET

**STOCKBRIDGE
CROSS SECTION
SHEET #70**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_stock.nc.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214xs70.1

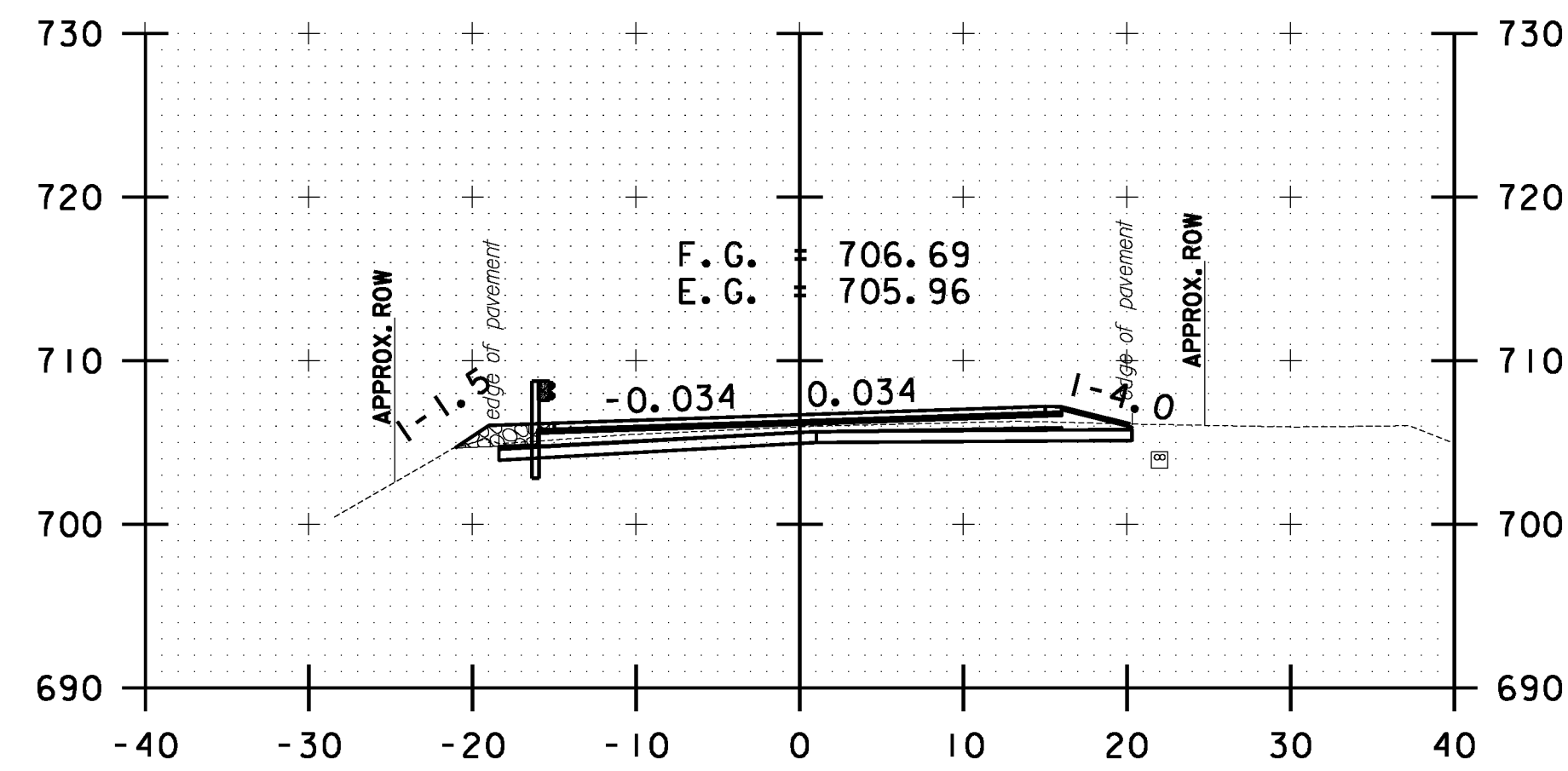
PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

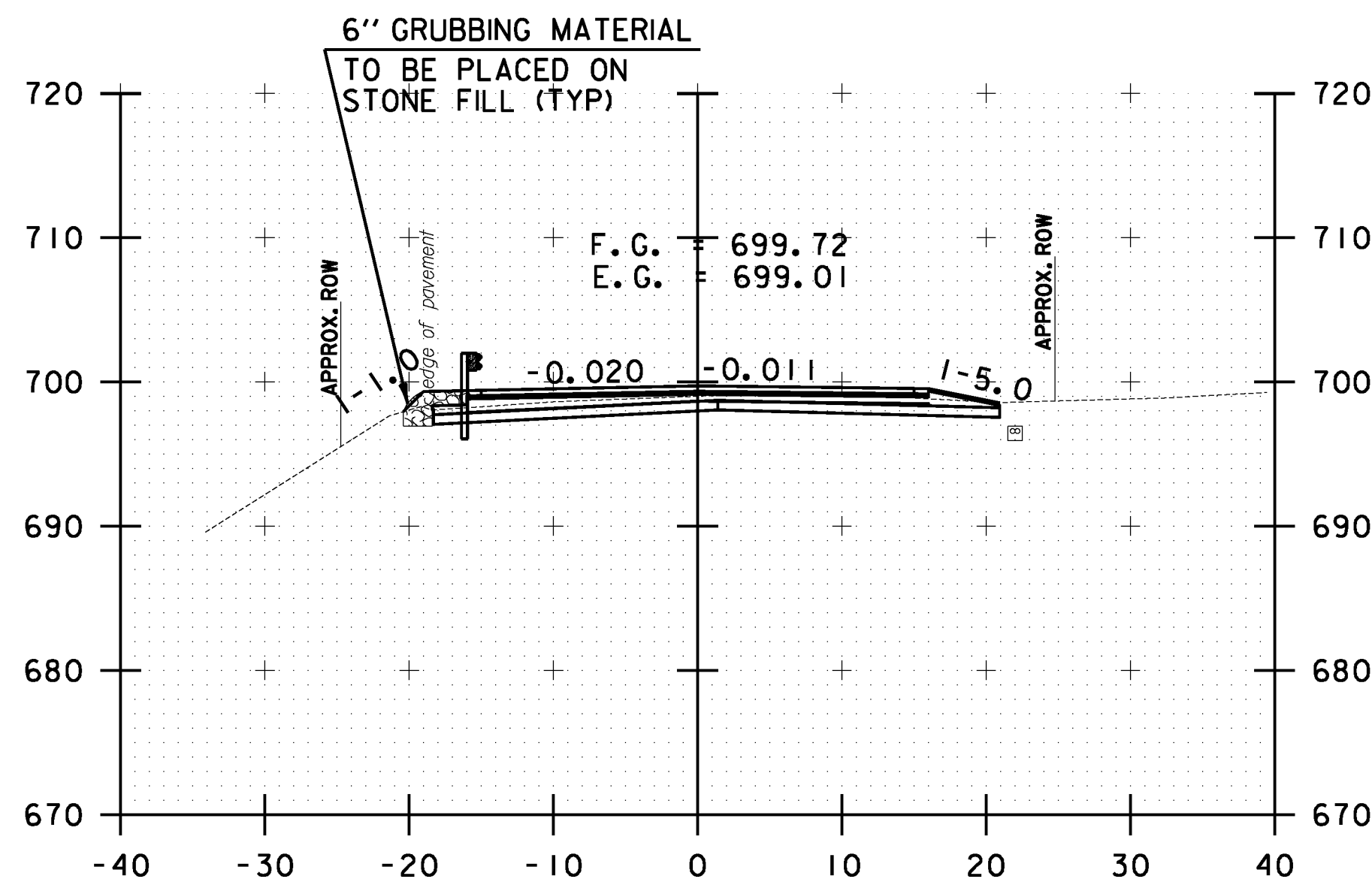
CHECKED BY: J.P.S.

SHEET 283 OF 397

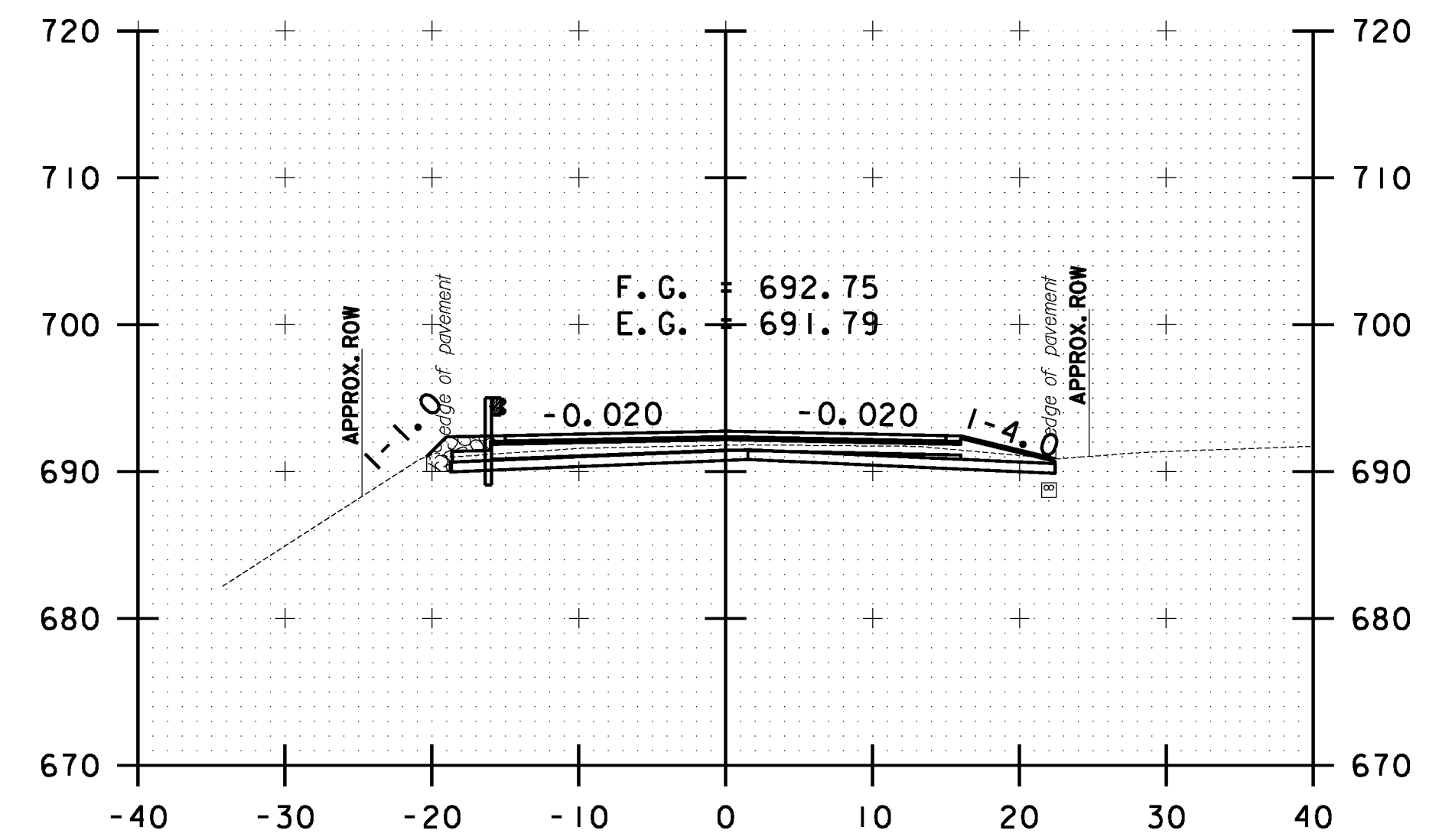
FILE NAME = \\P:\projects\ANY\K2\22425\CAOD_MSTN\10b214_stock.xcdgn
DATE/TIME = 3/17/2014
USER = 4916



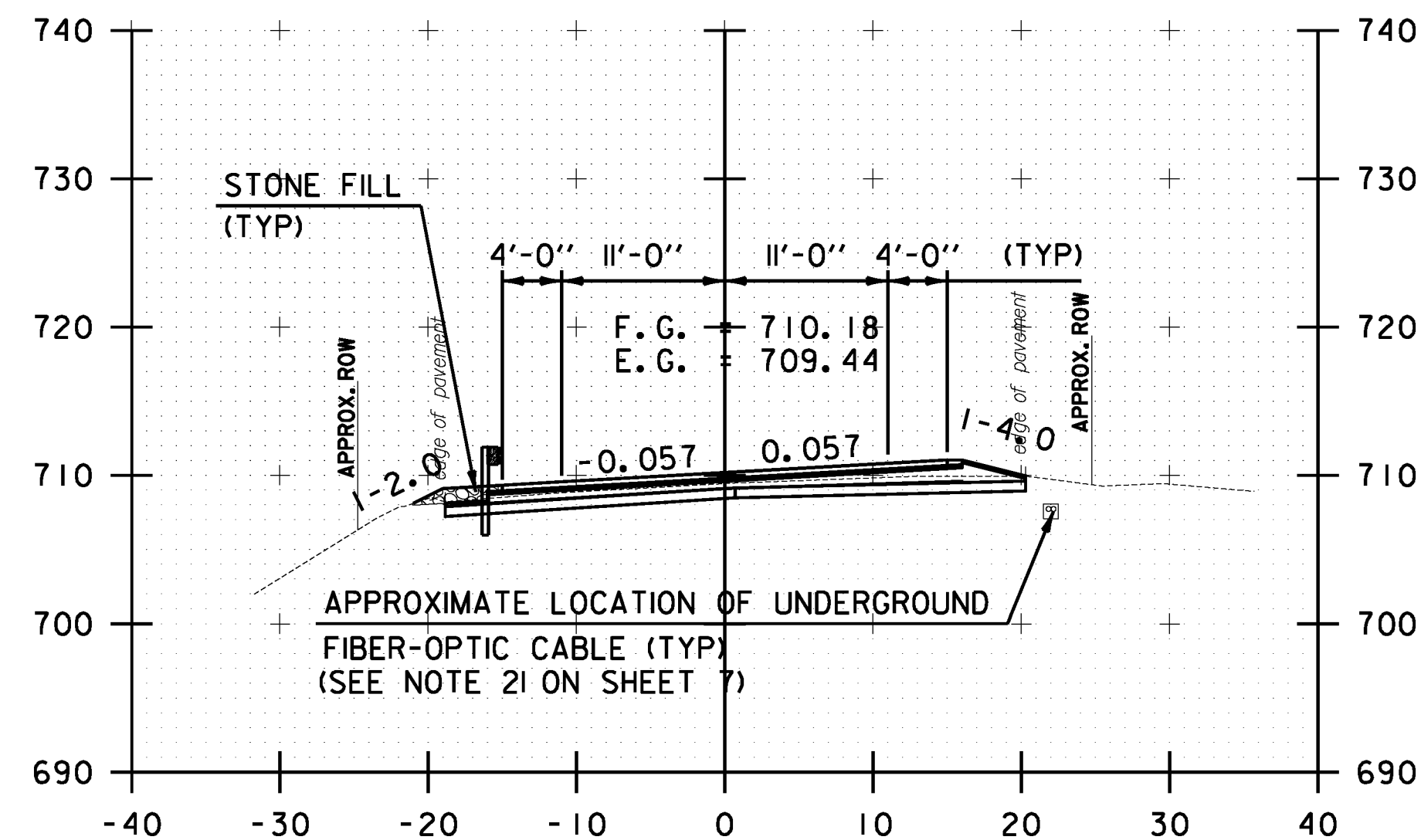
227+00.00



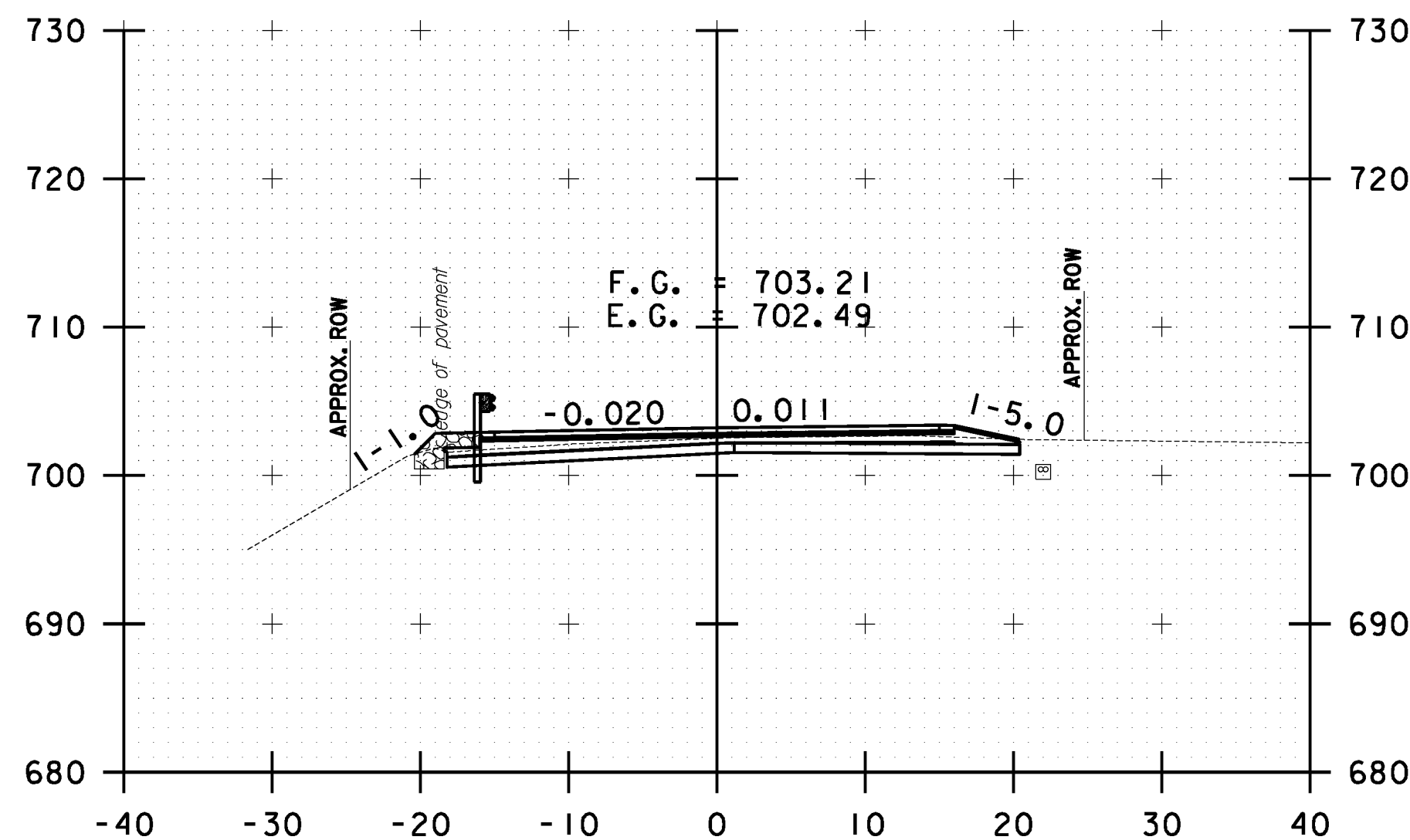
228+00.00



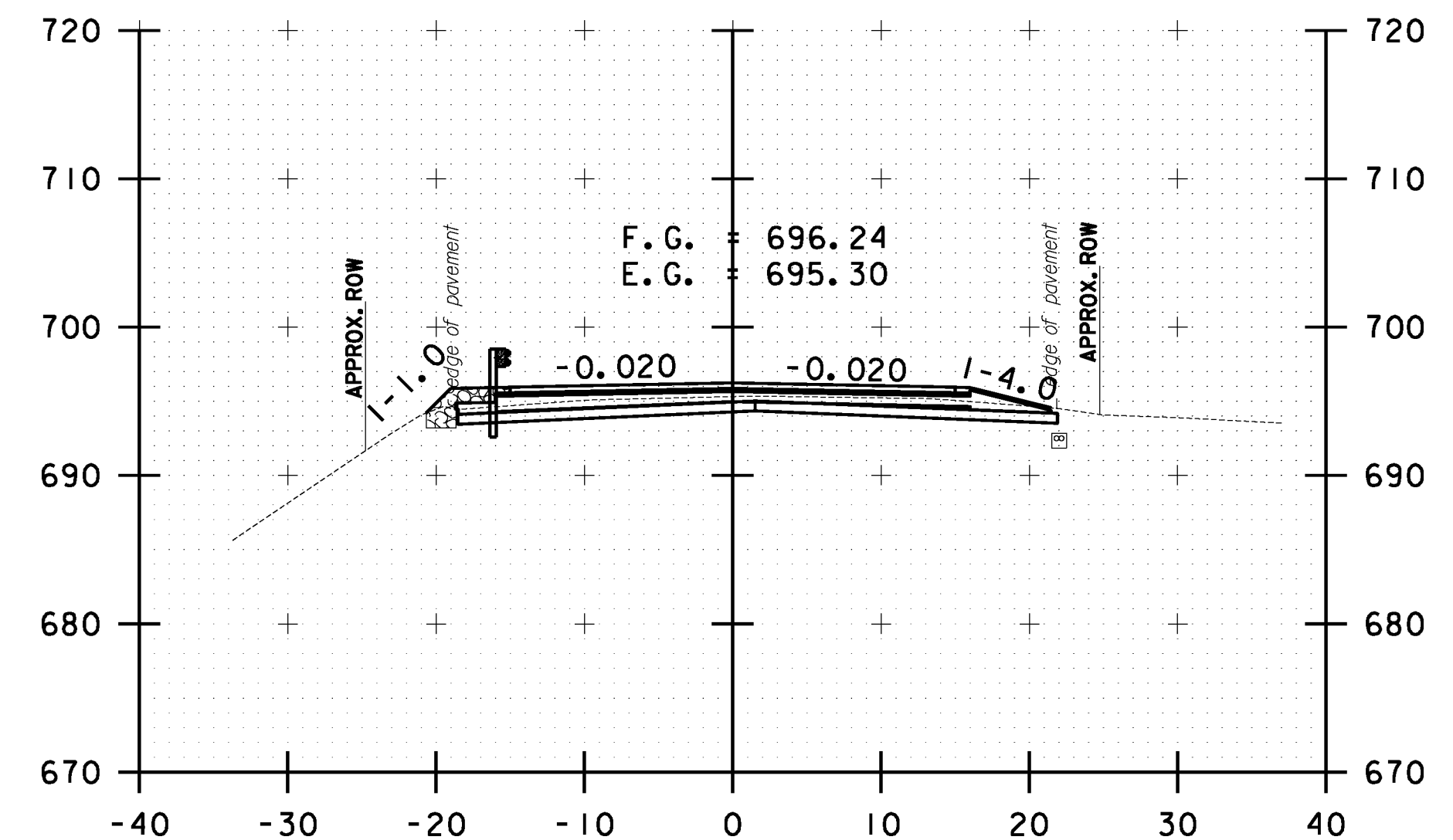
229+00.00



226+50.00



227+50.00



228+50.00

10 0 10
SCALE IN FEET

**STOCKBRIDGE
CROSS SECTION
SHEET #71**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_stock.xc.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214xs71.i

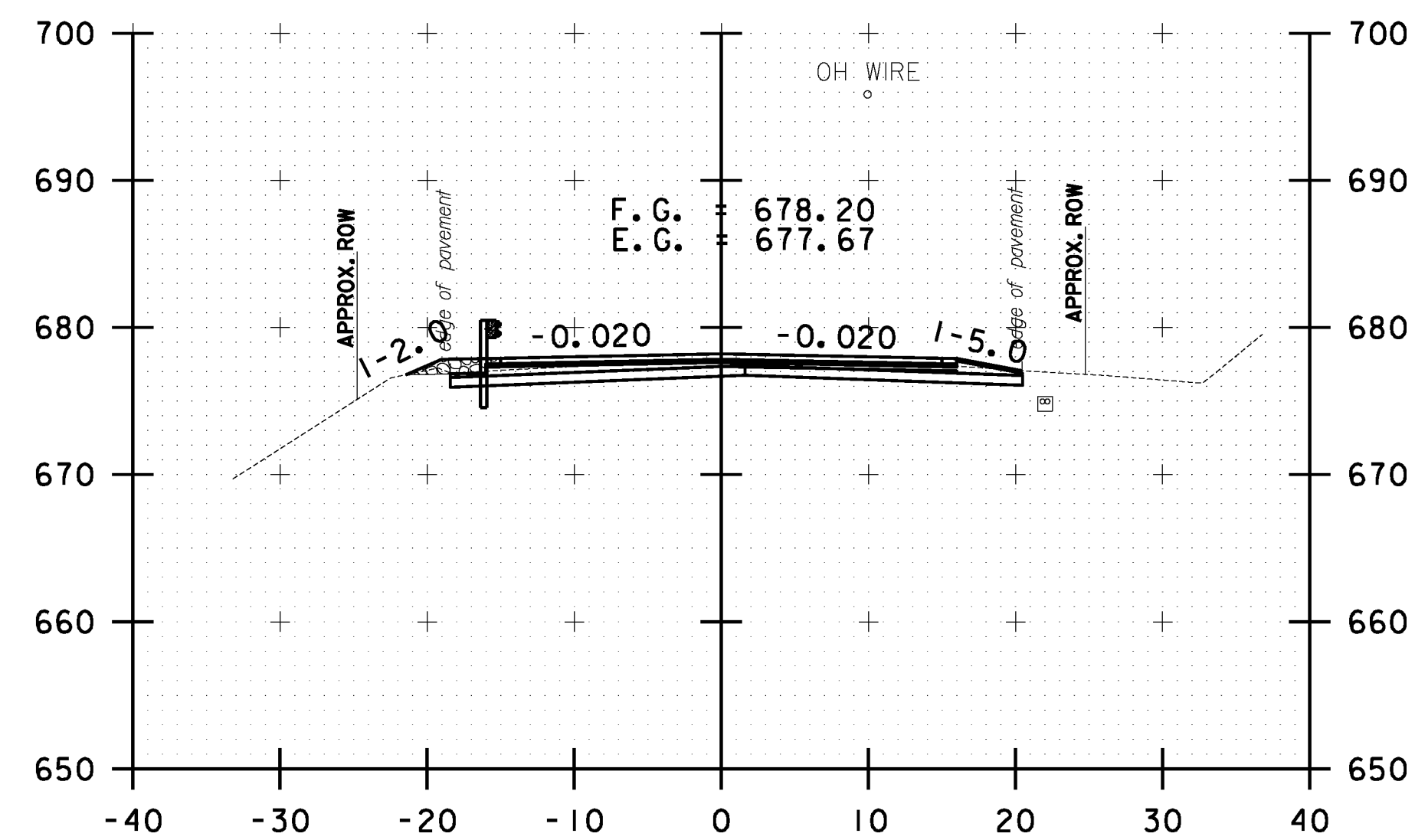
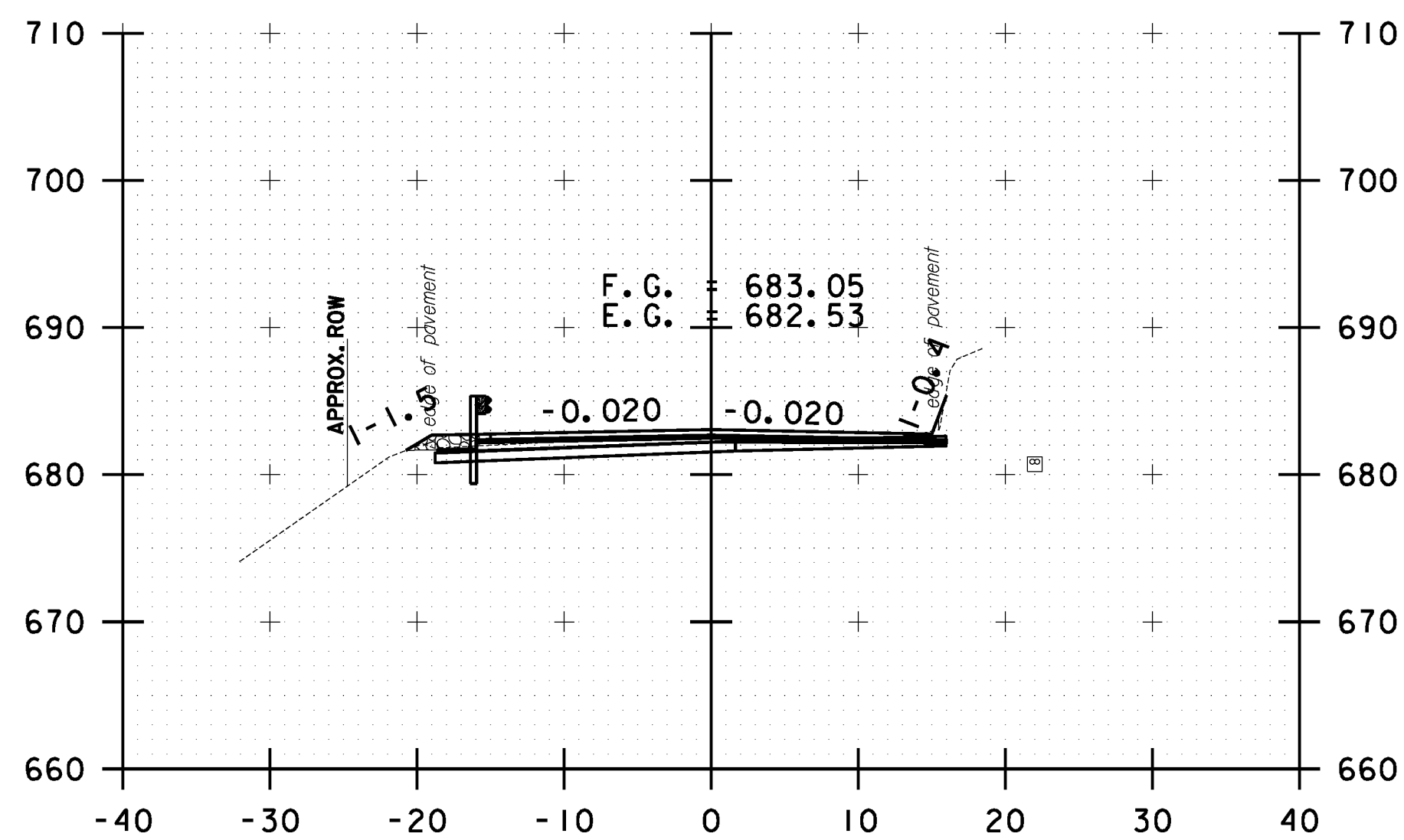
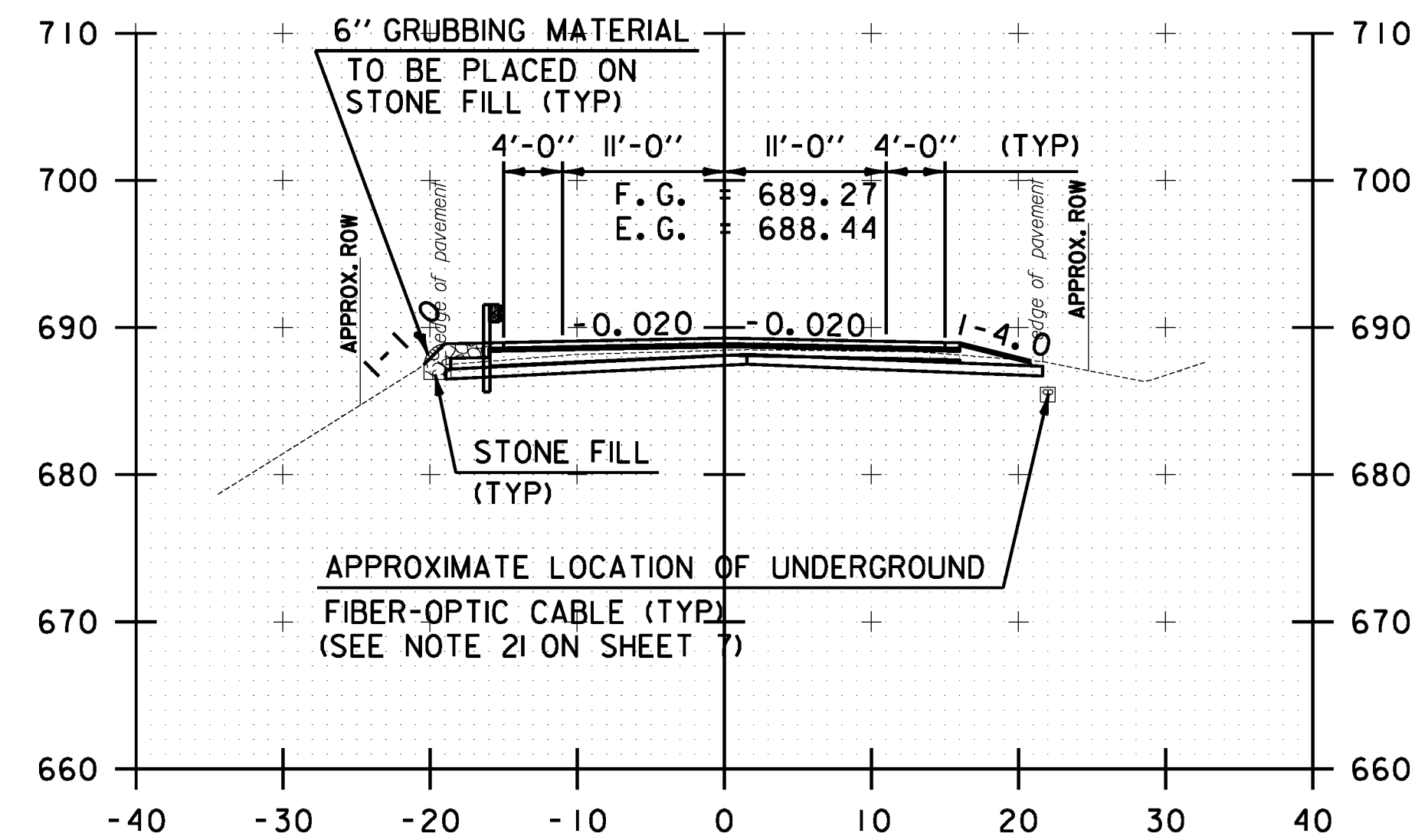
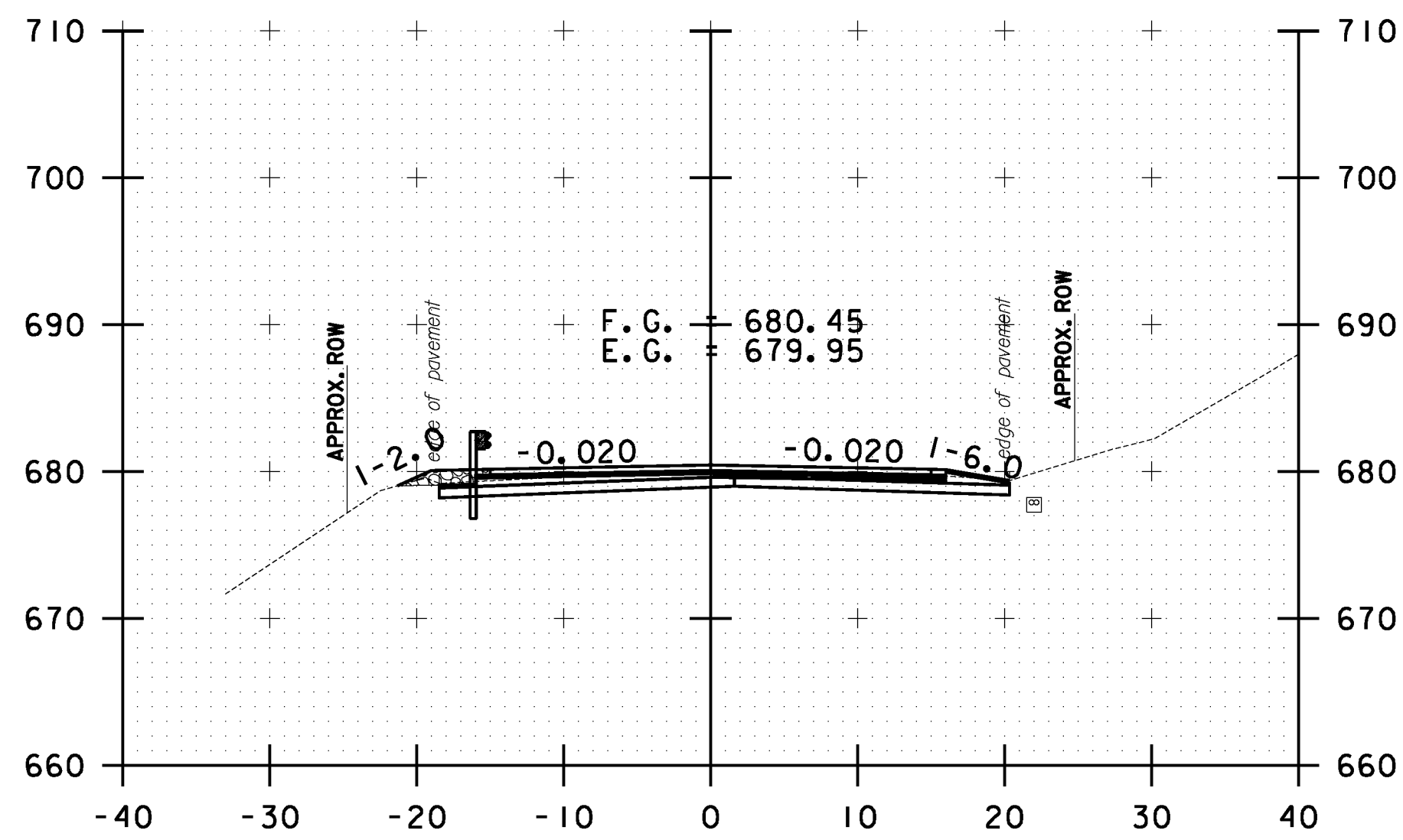
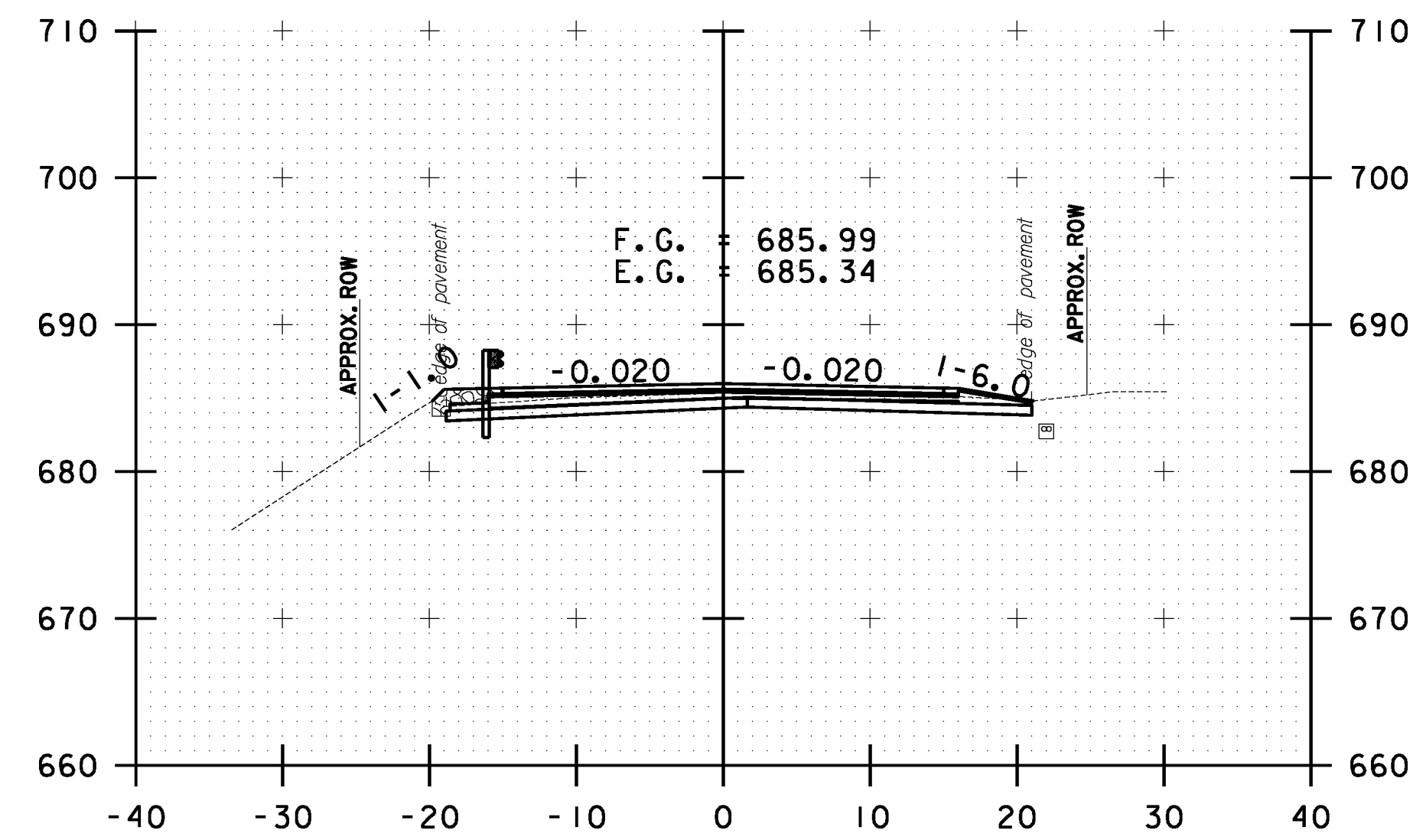
PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

CHECKED BY: J.P.S.

SHEET 284 OF 397

FILE NAME: \\P:\projects\ANY\22\225\CAOD_MSTN\10b214_stock.nc.dgn
DATE/TIME: 3/17/2014
USER: 4916

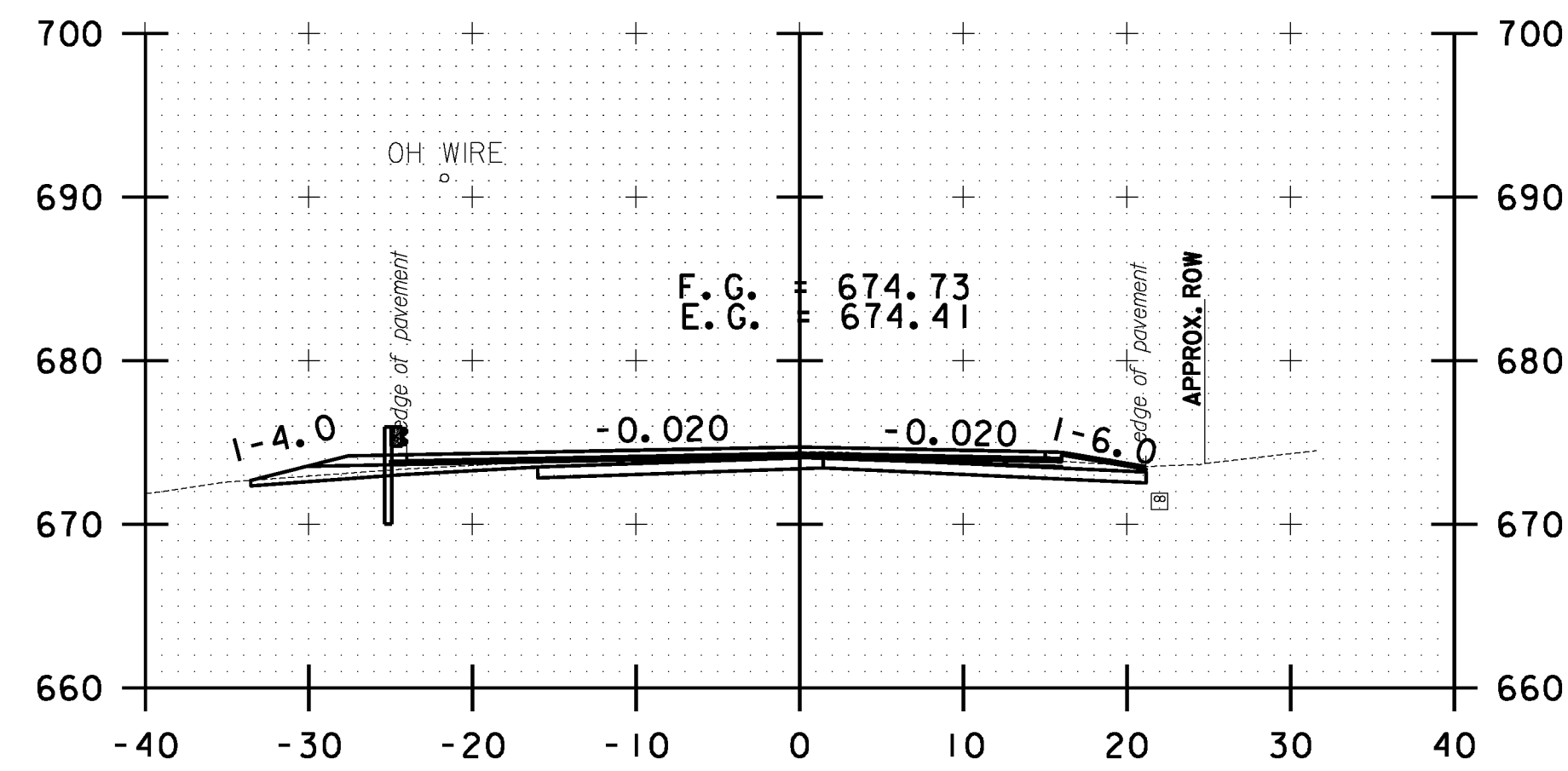


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SCALE IN FEET

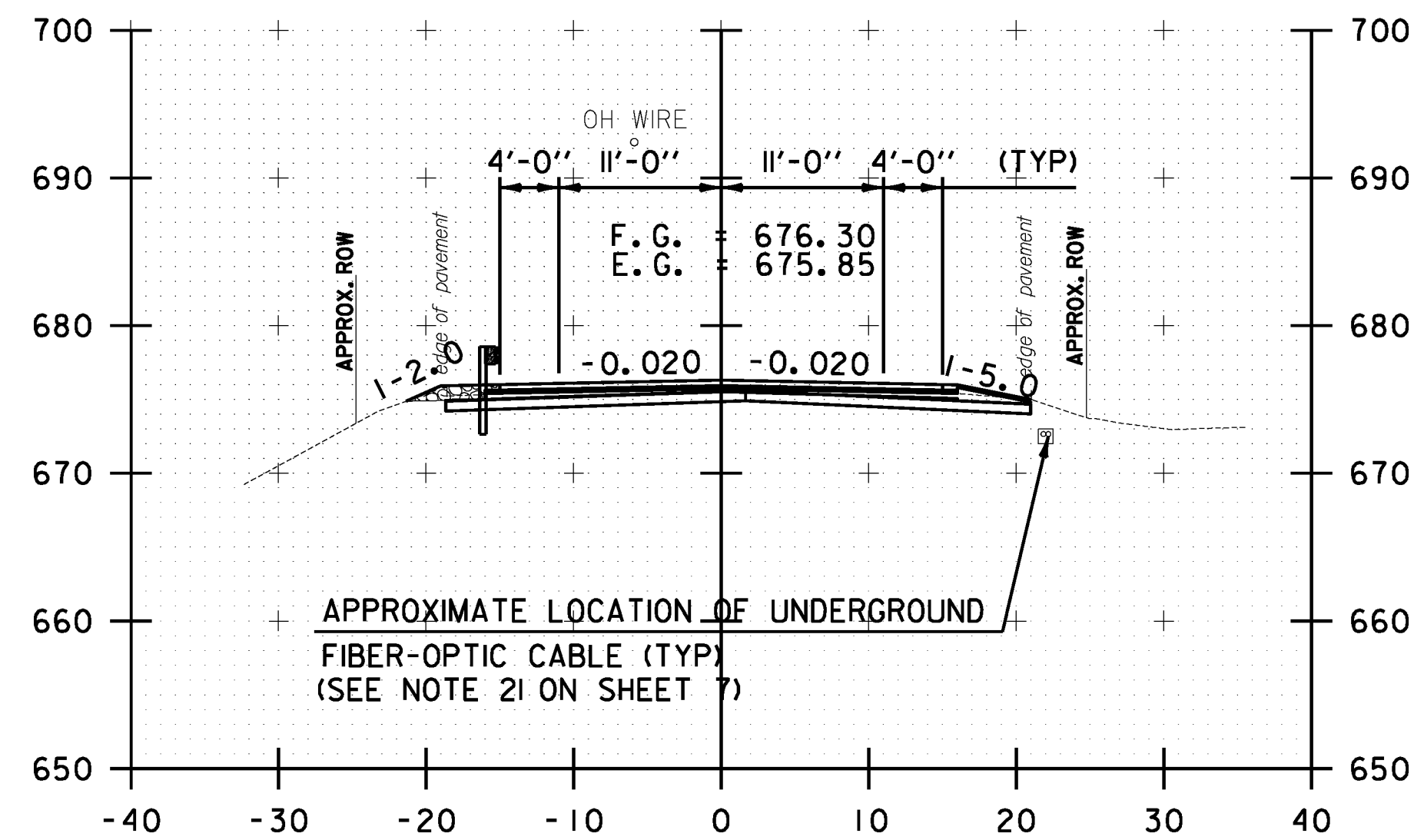
**STOCKBRIDGE
CROSS SECTION
SHEET #72**

PROJECT NAME: STOCKBRIDGE-BETHEL	
PROJECT NUMBER: STP 2910(1)	
FILE NAME: z10b214_stock.nc.dgn	PLOT DATE: 3/17/2014
PROJECT LEADER: D.E.G.	DRAWN BY: W.G.P.
DESIGNED BY: L.M.B.	CHECKED BY: J.P.S.
IPARM FILE: z10b214xs72.1	SHEET 285 OF 397

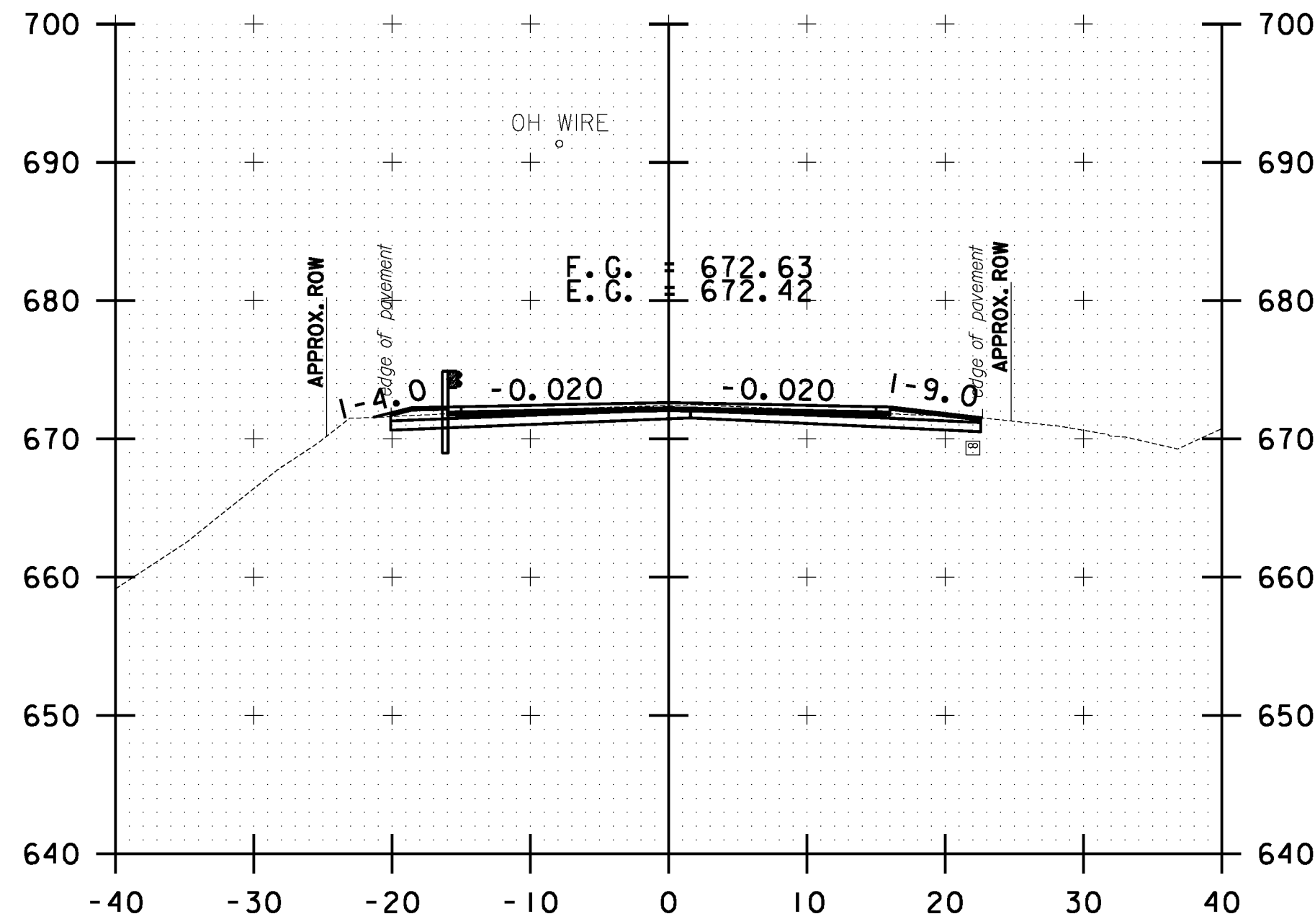
FILE NAME: \\P:\projects\ANY\K2\22425\CAOD\KSTN\10b214_stock.nc.dgn
DATE/TIME: 3/17/2014
USER: 4916



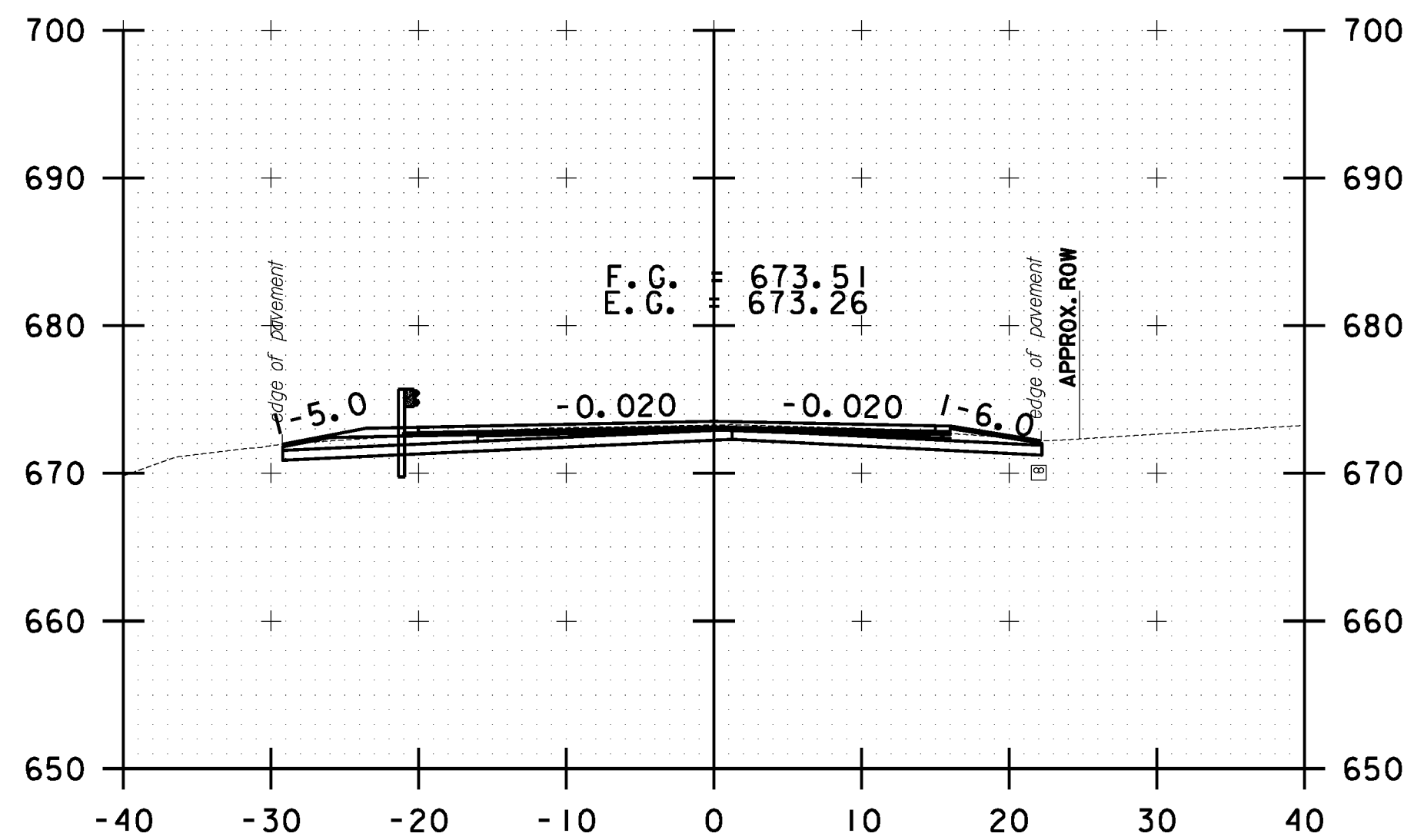
232+50.00



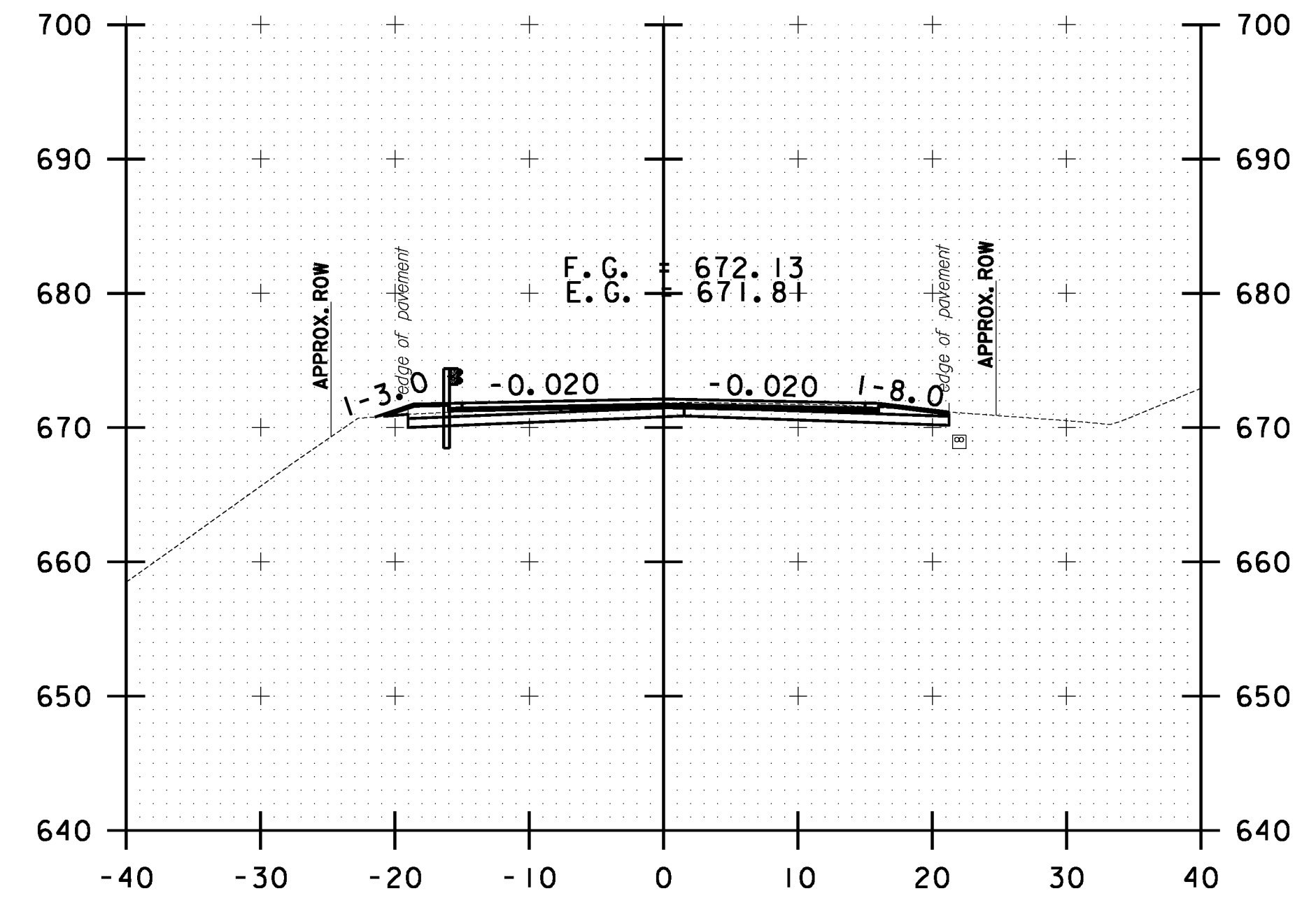
232+00.00



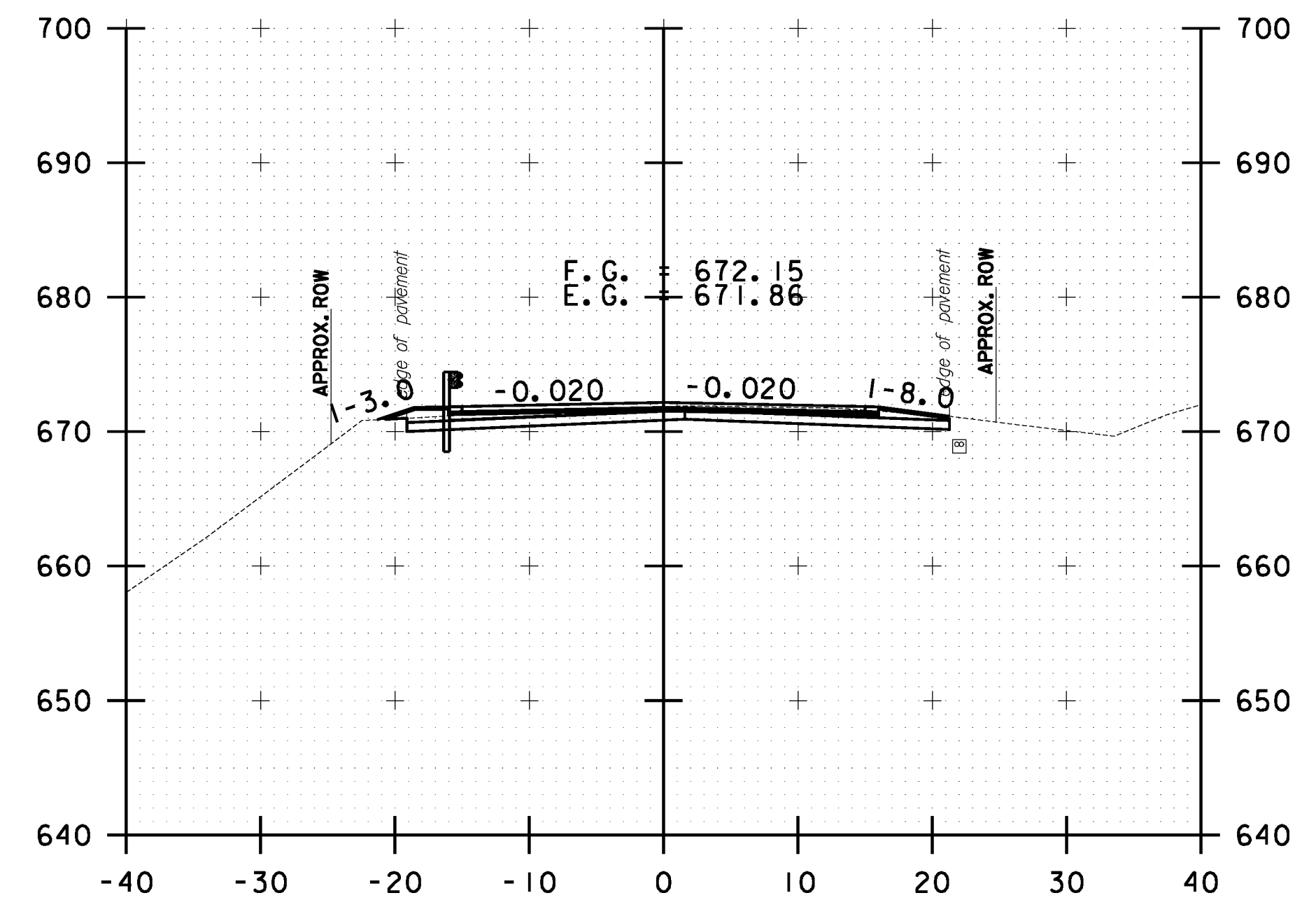
233+50.00



233+00.00



234+50.00



234+00.00

10 0 10
SCALE IN FEET

**STOCKBRIDGE
CROSS SECTION
SHEET #73**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_stock.nc.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214xs73.1

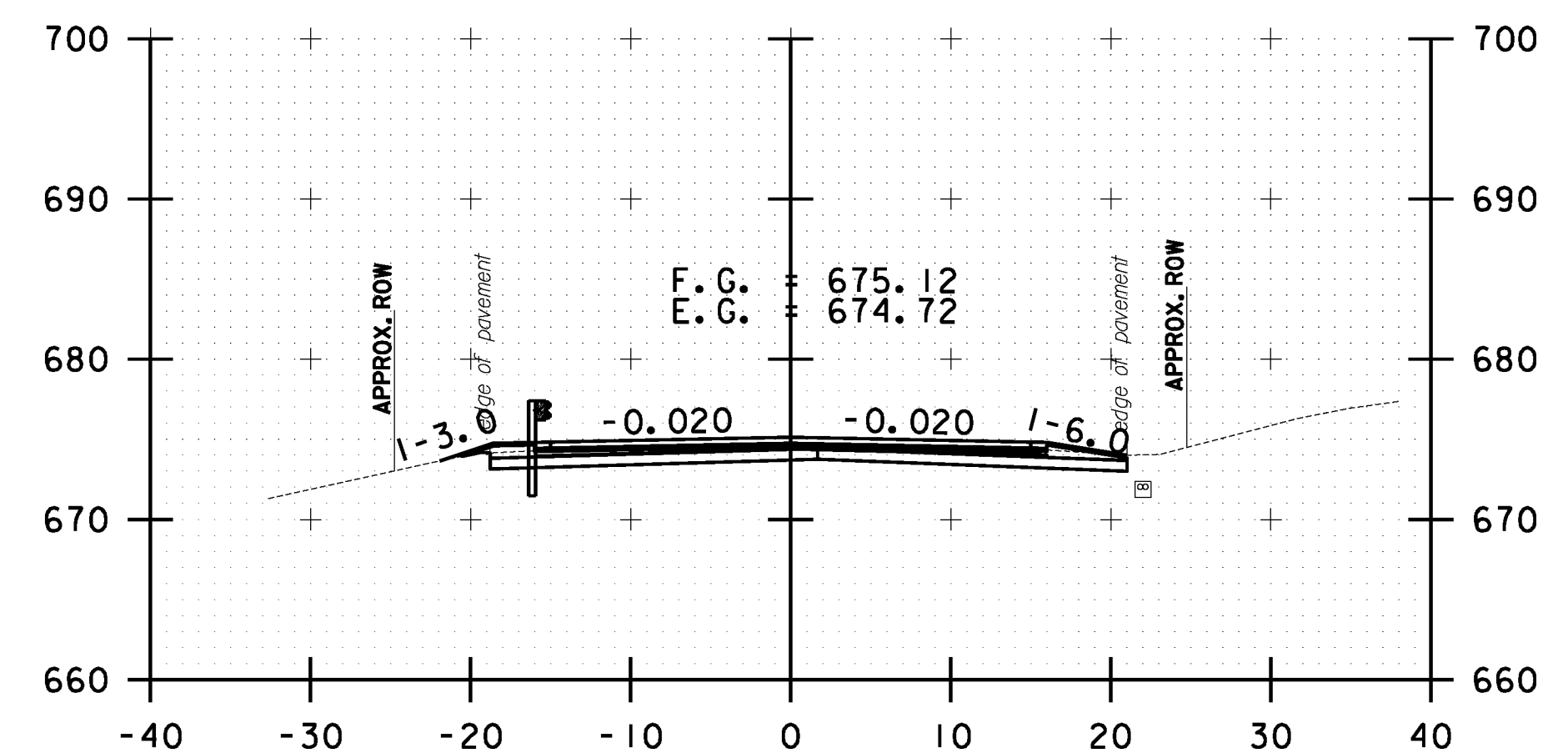
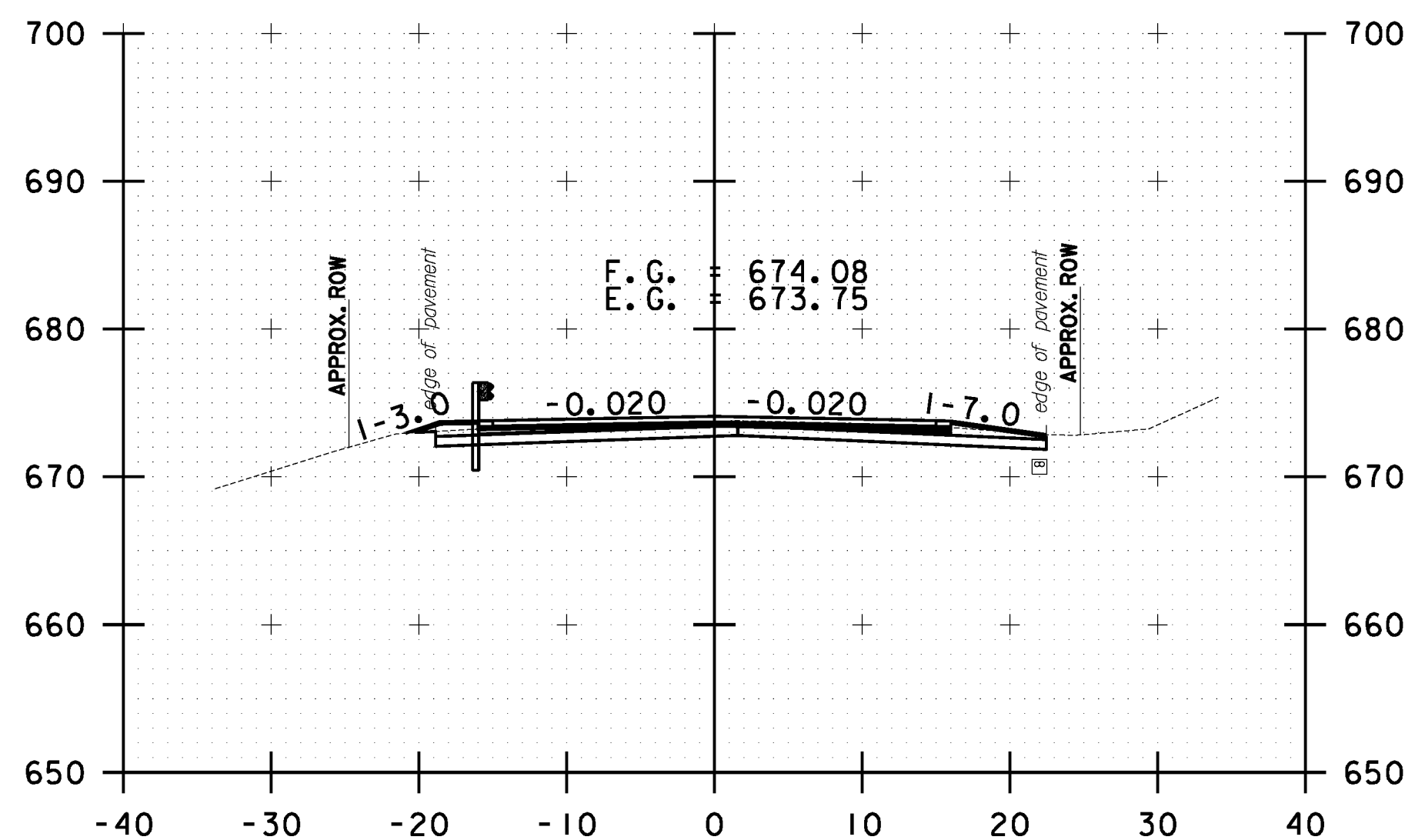
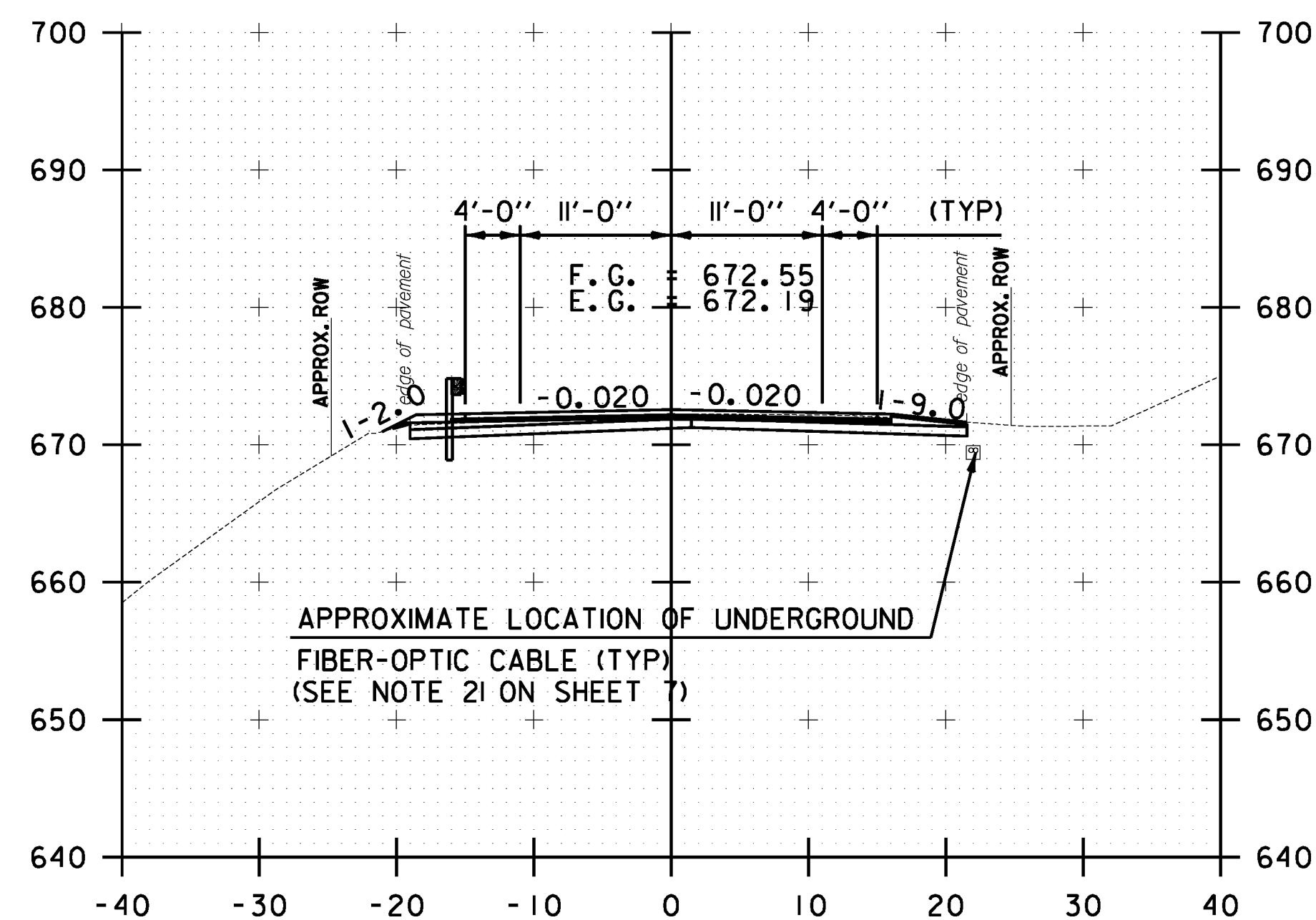
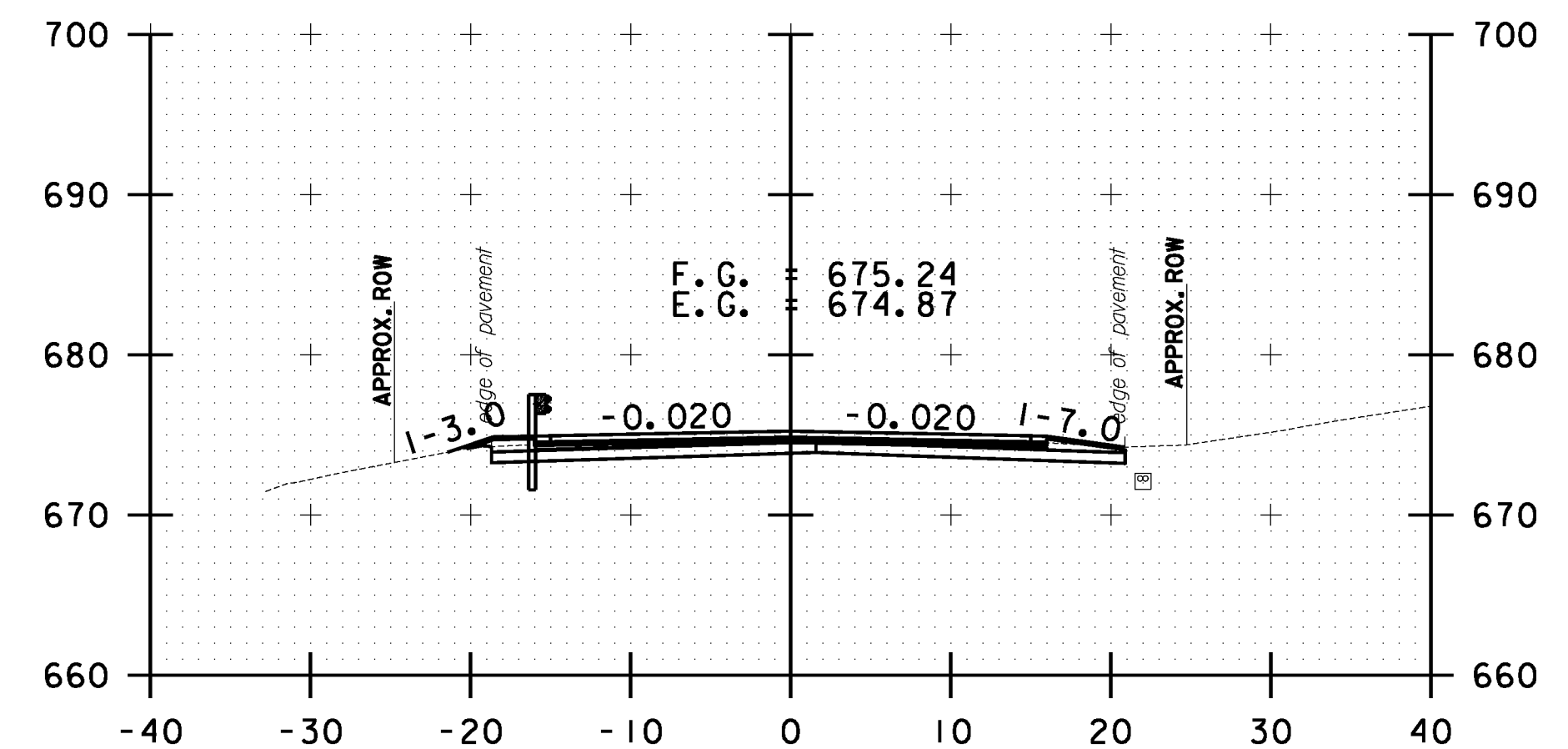
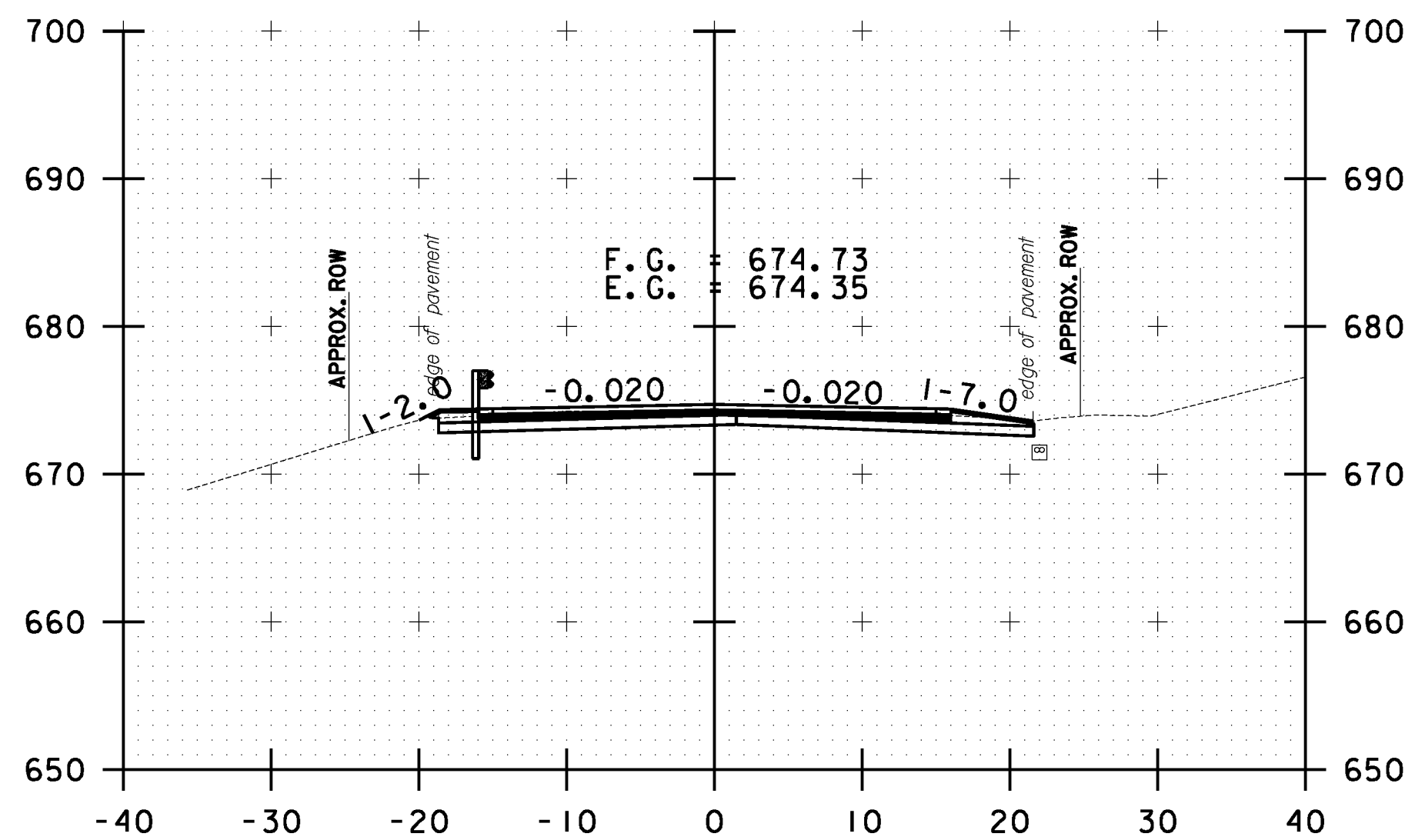
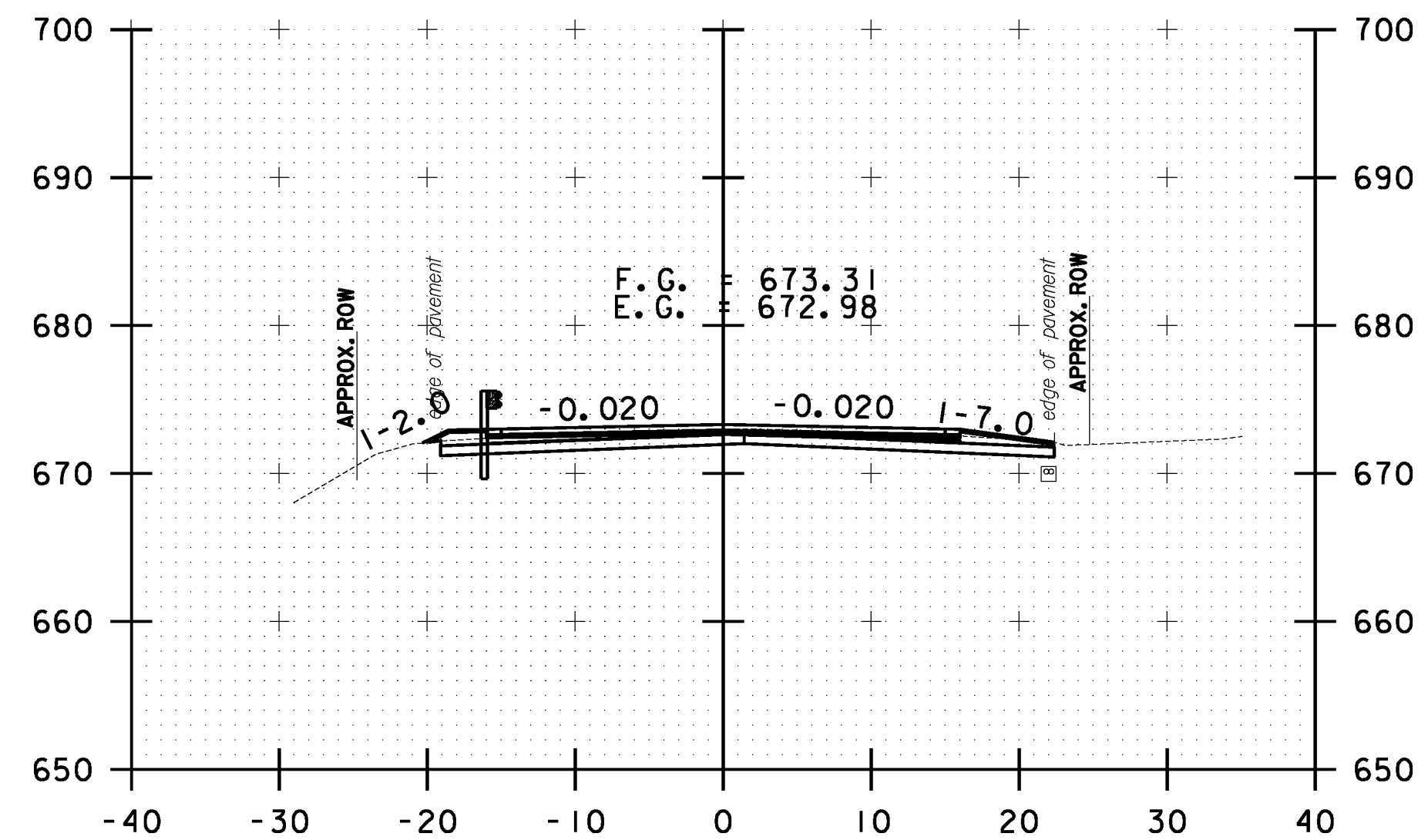
PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

CHECKED BY: J.P.S.

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FILE NAME: \\P:\projects\ANY\K2\22425\CAOD_MSTN\10b214_stock_xc.dgn
DATE/TIME: 3/17/2014
USER: 4916



10 0 10
SCALE IN FEET

**STOCKBRIDGE
CROSS SECTION
SHEET #74**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_stock_xc.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214xs74.1

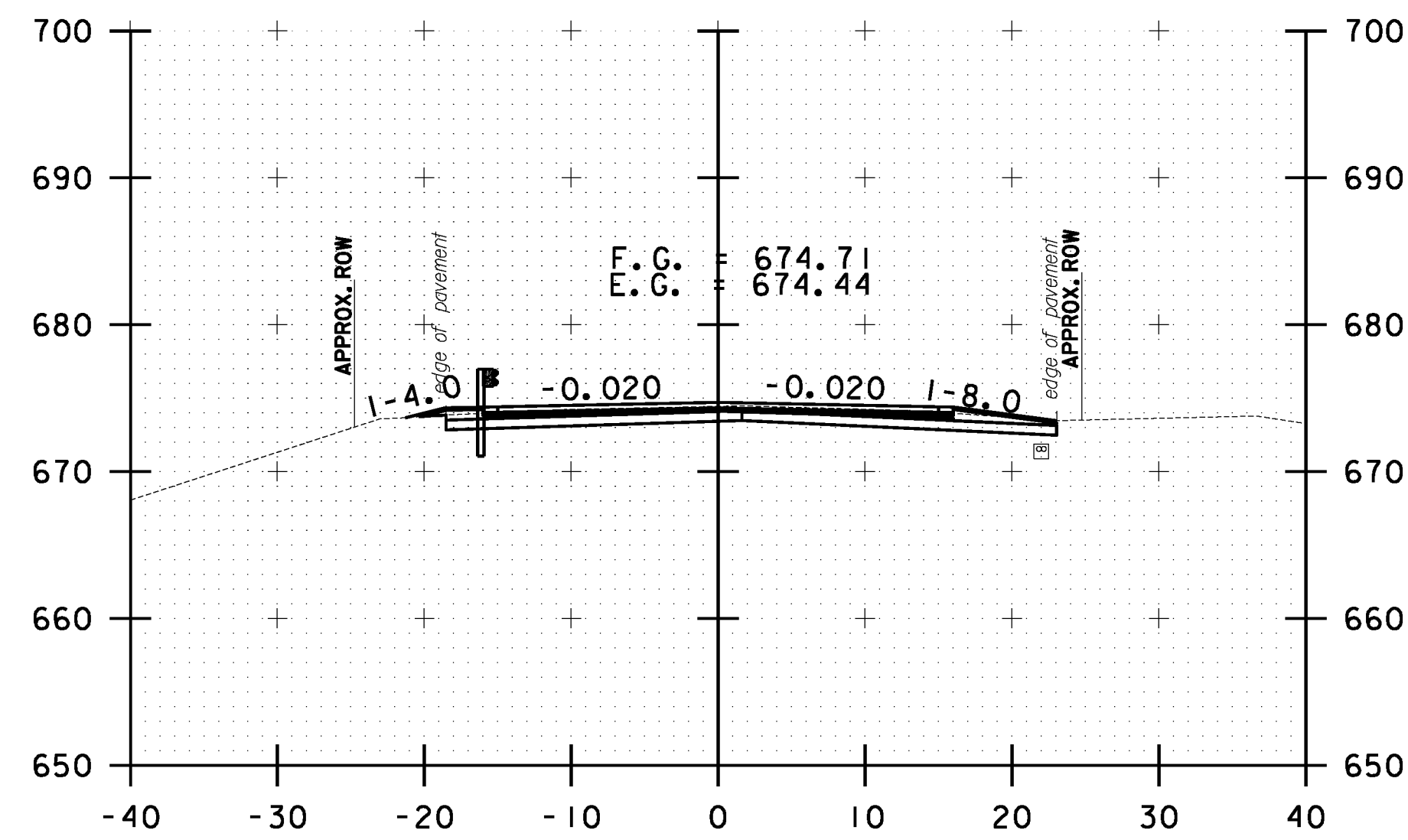
PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

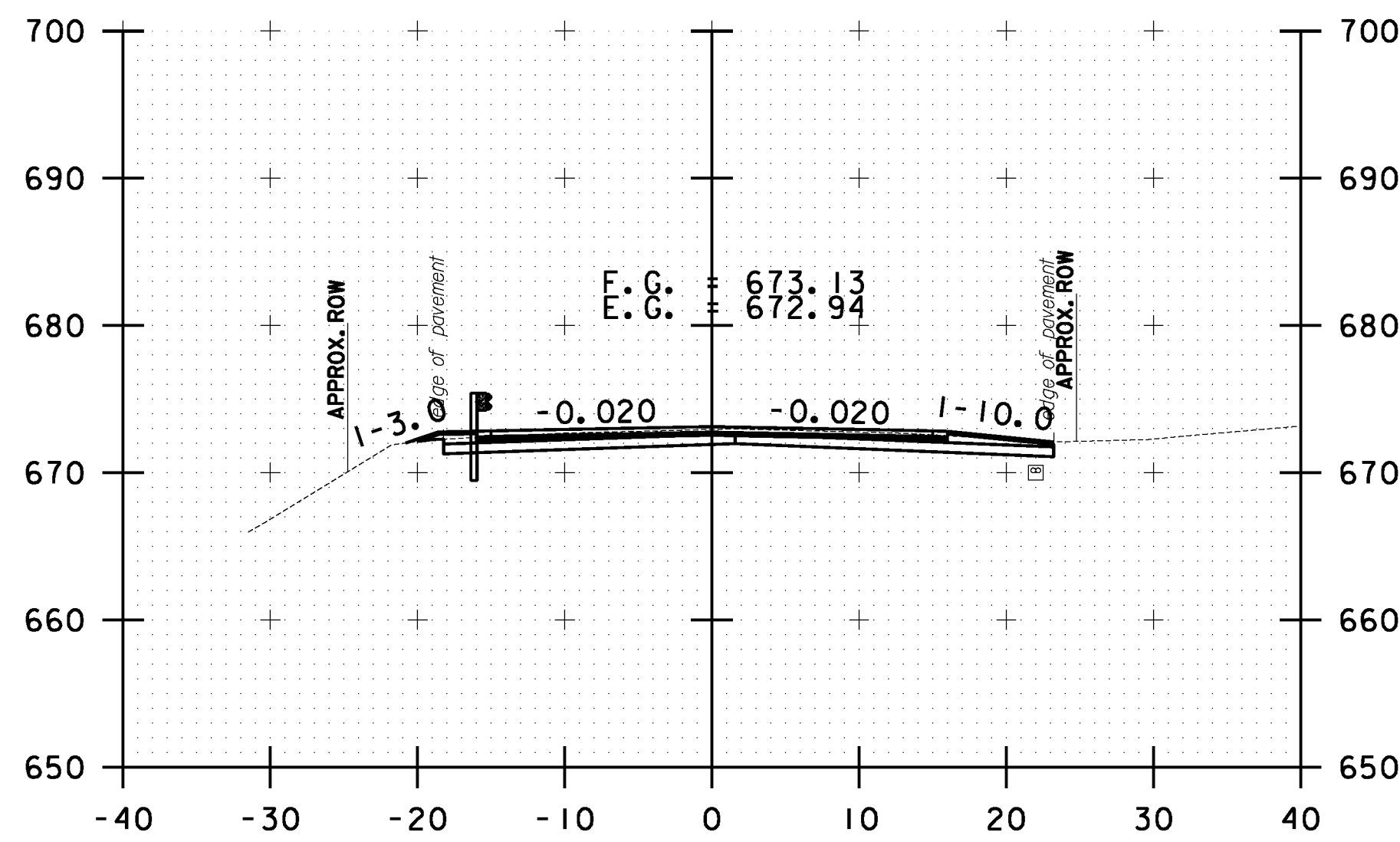
CHECKED BY: J.P.S.

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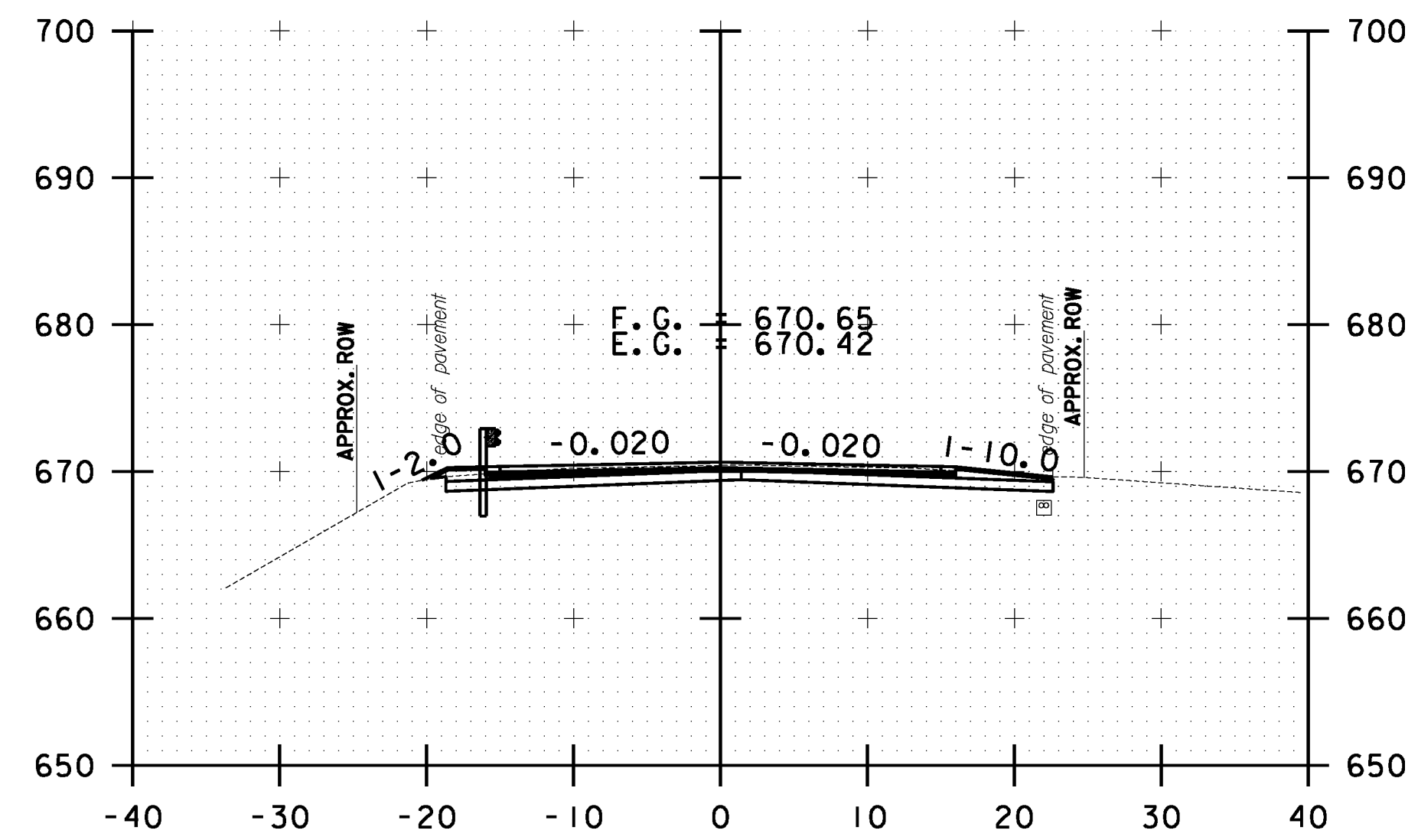
FILE NAME : \\P:\projects\ANY\K2\22425\CAOD\KSTIN\10b214_stock_xc.dgn
DATE/TIME : 3/17/2014
USER : 4916



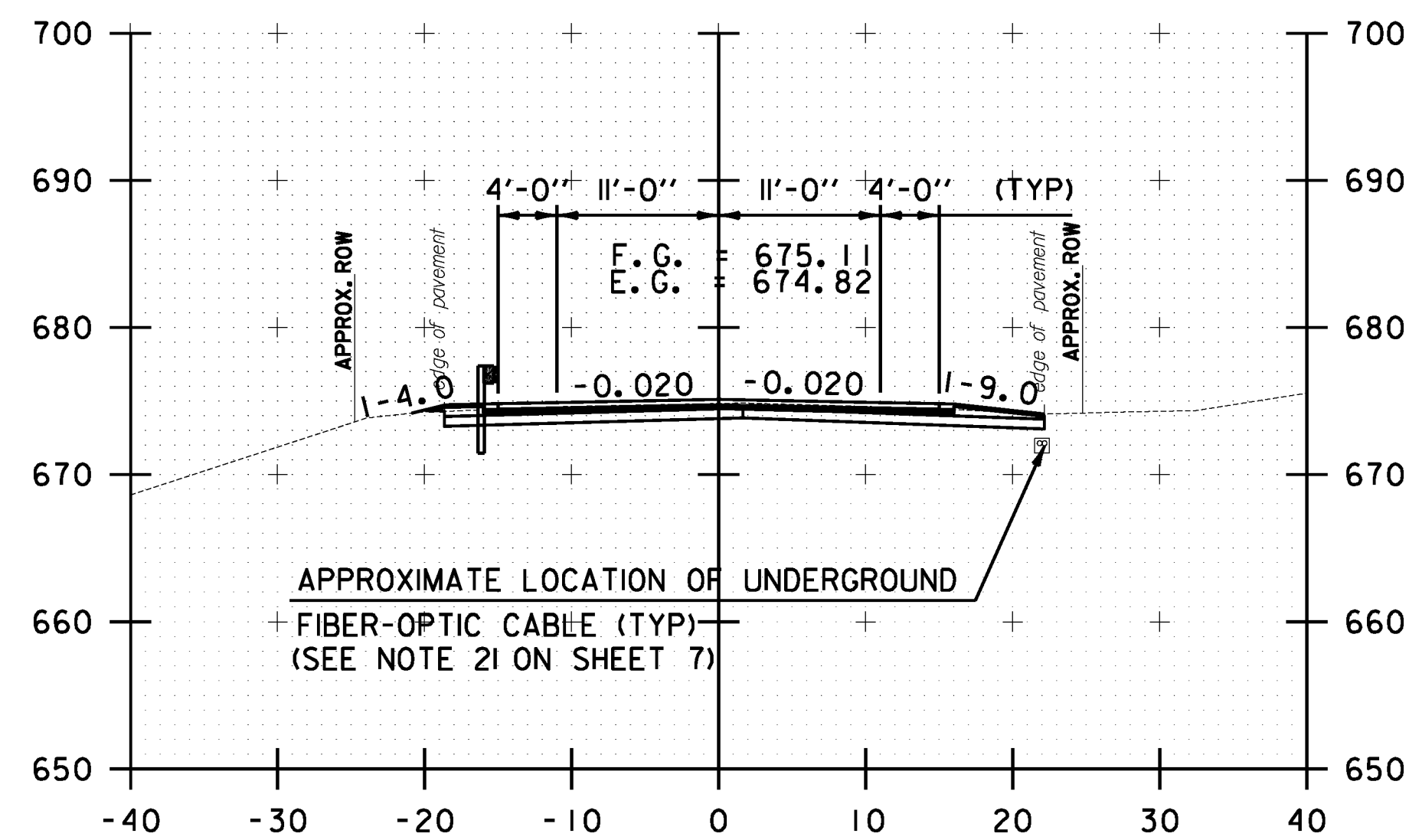
238+50.00



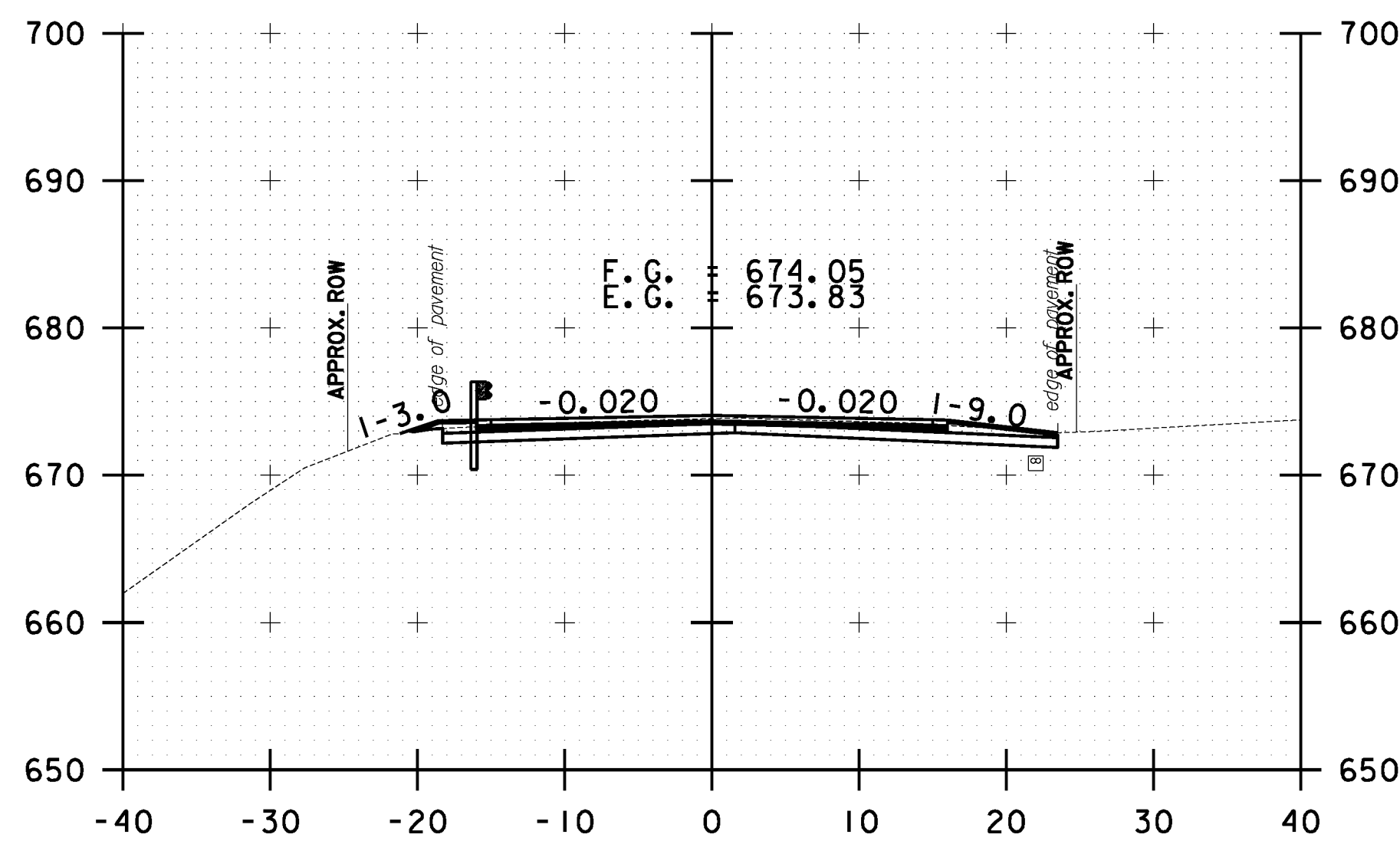
239+50.00



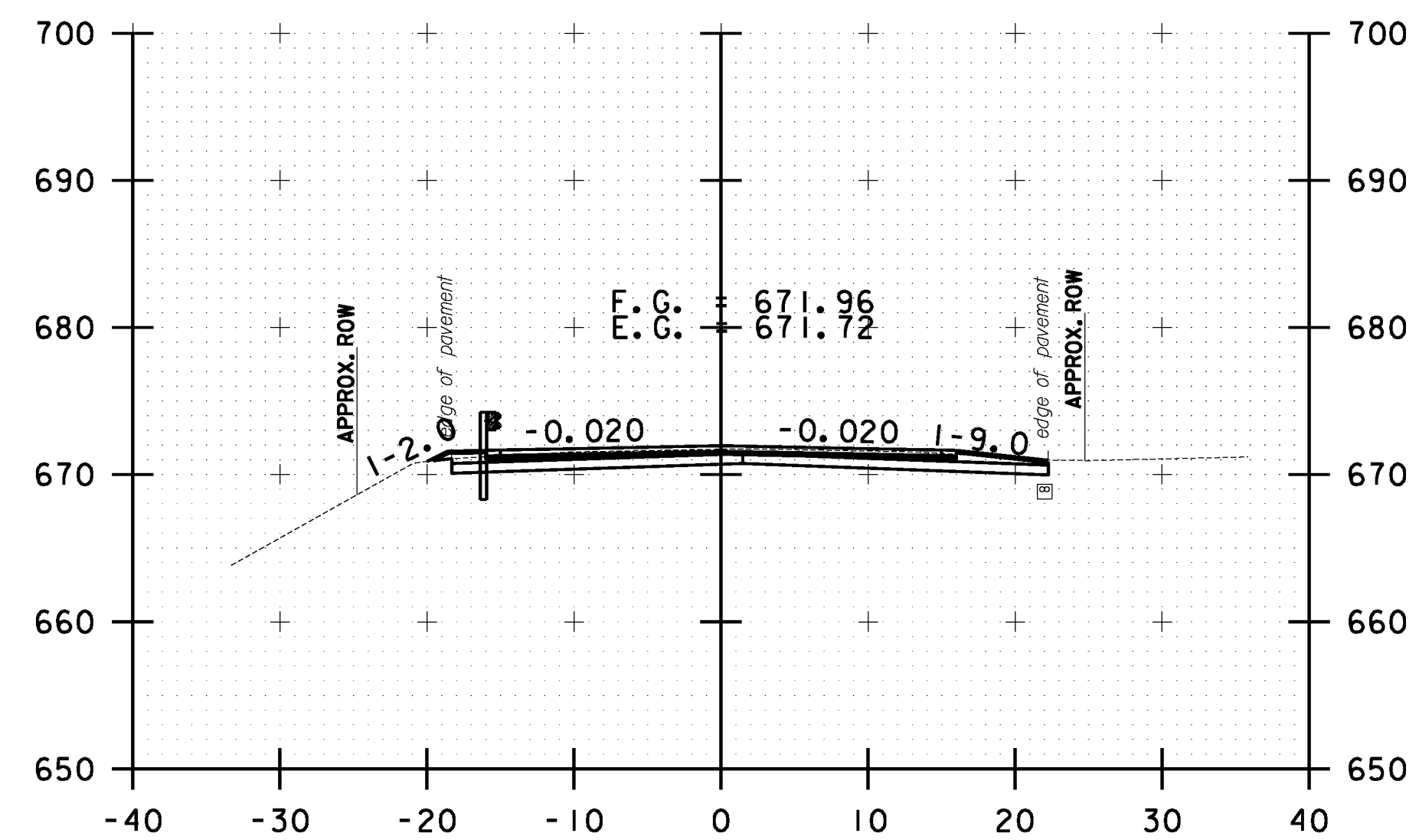
240+50.00



238+00.00



239+00.00



240+00.00

10 0 10
SCALE IN FEET

**STOCKBRIDGE
CROSS SECTION
SHEET #75**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_stock_xc.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214xs75.1

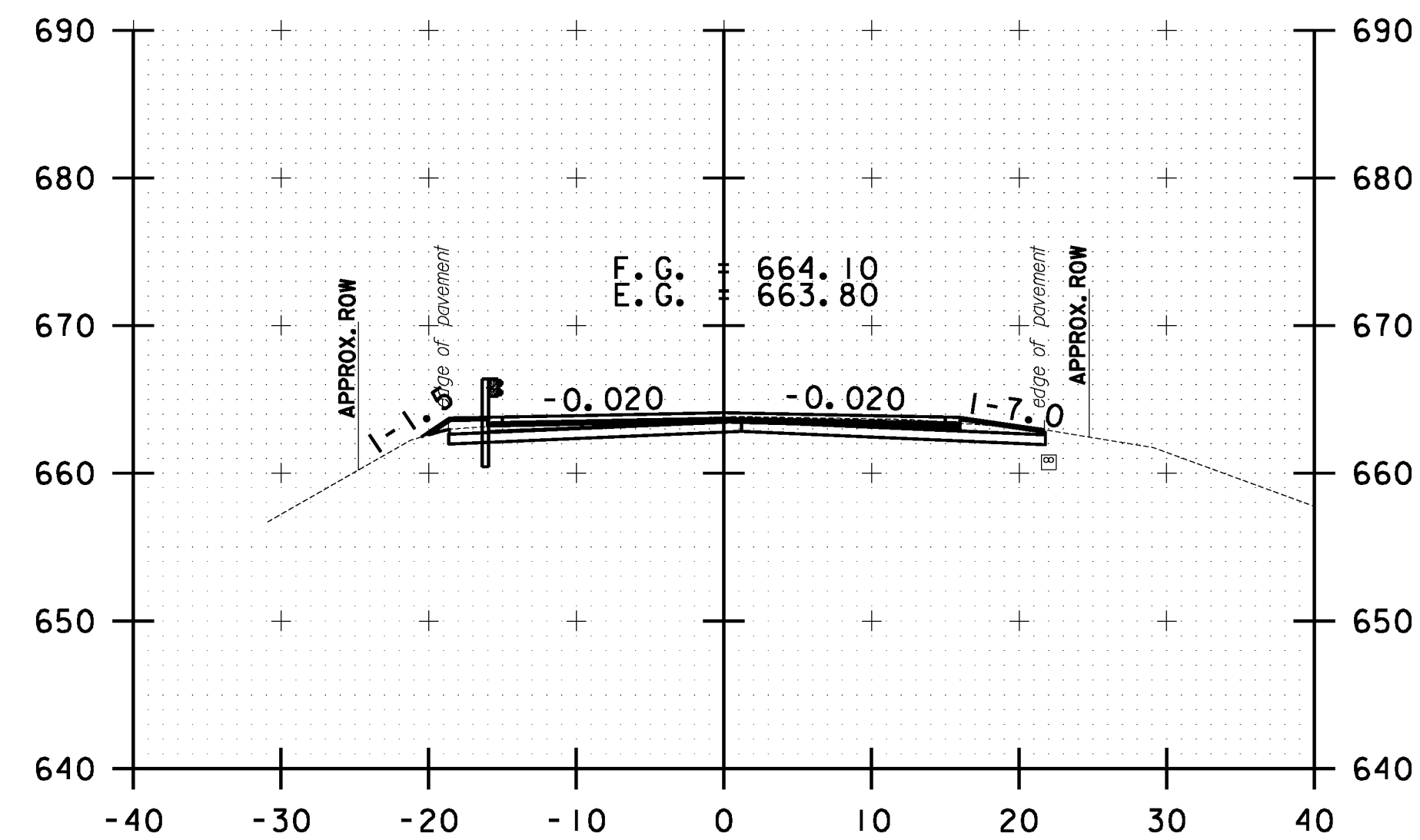
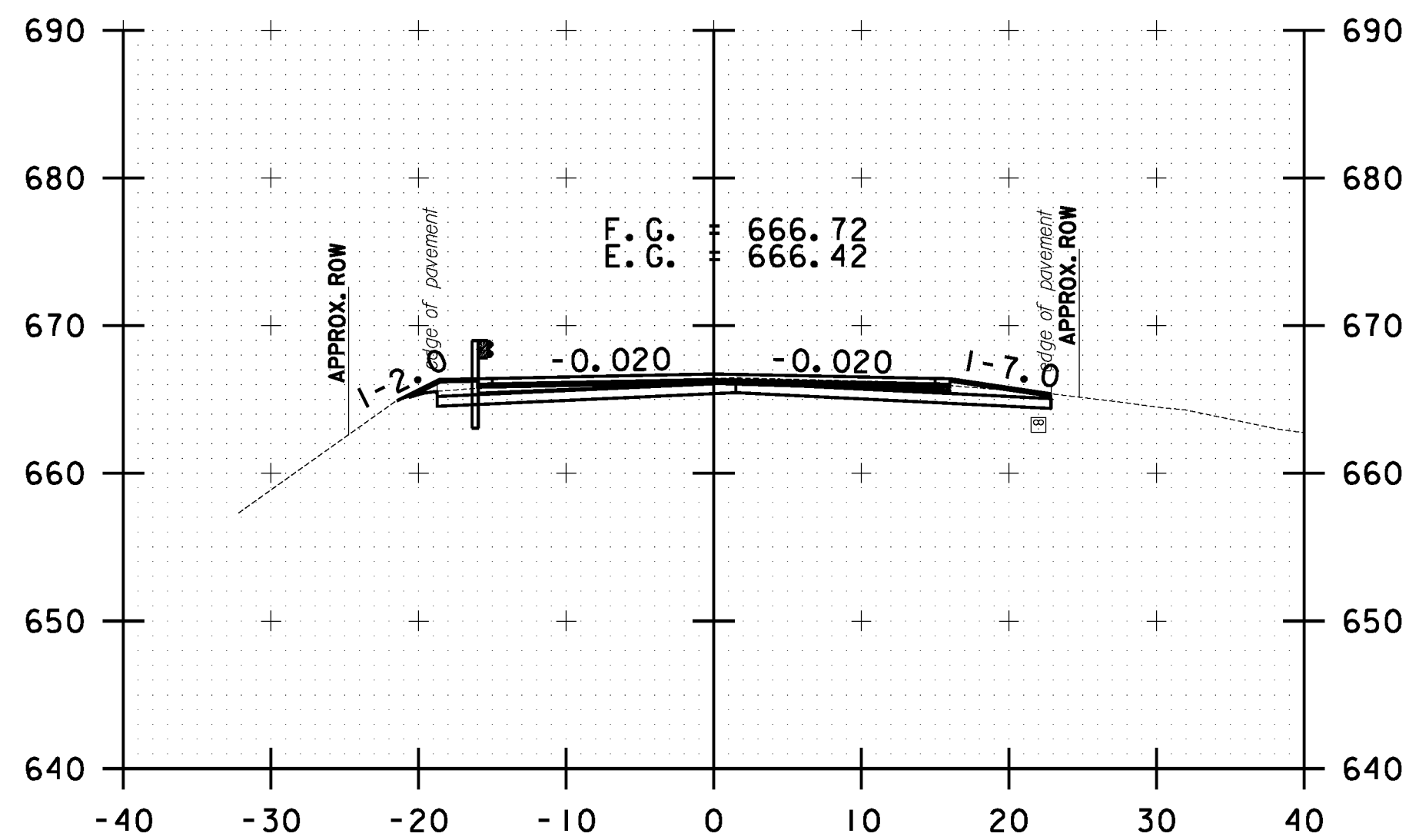
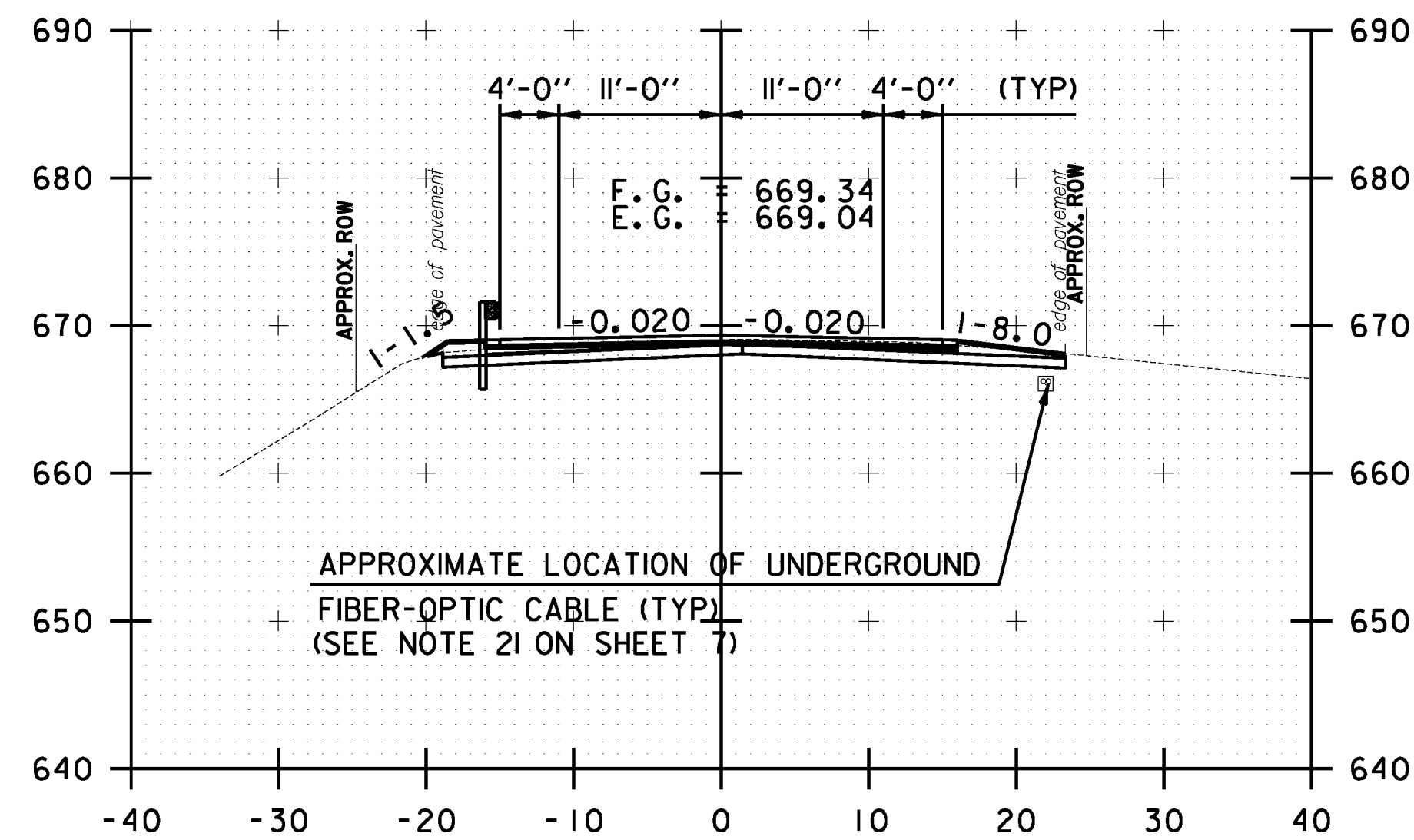
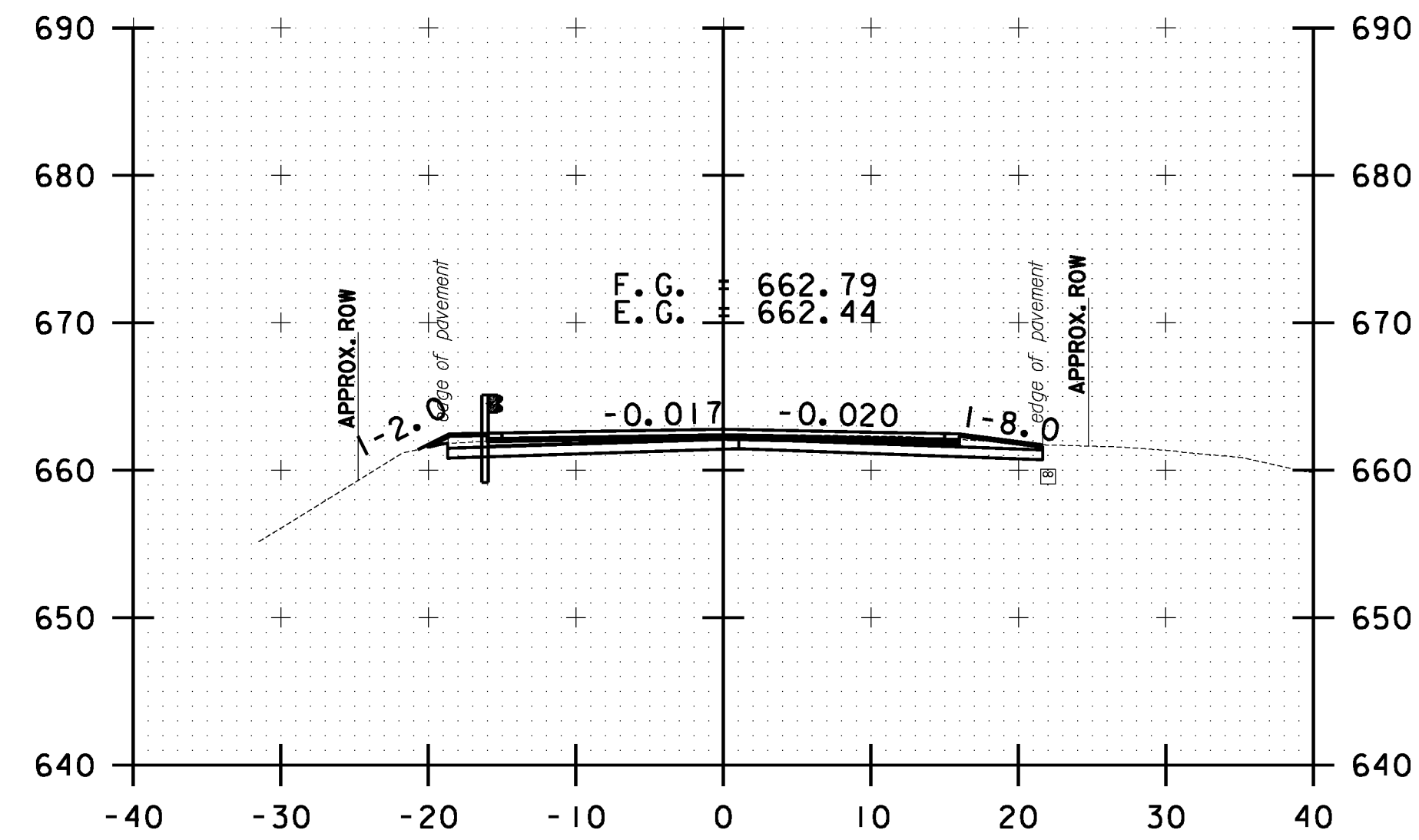
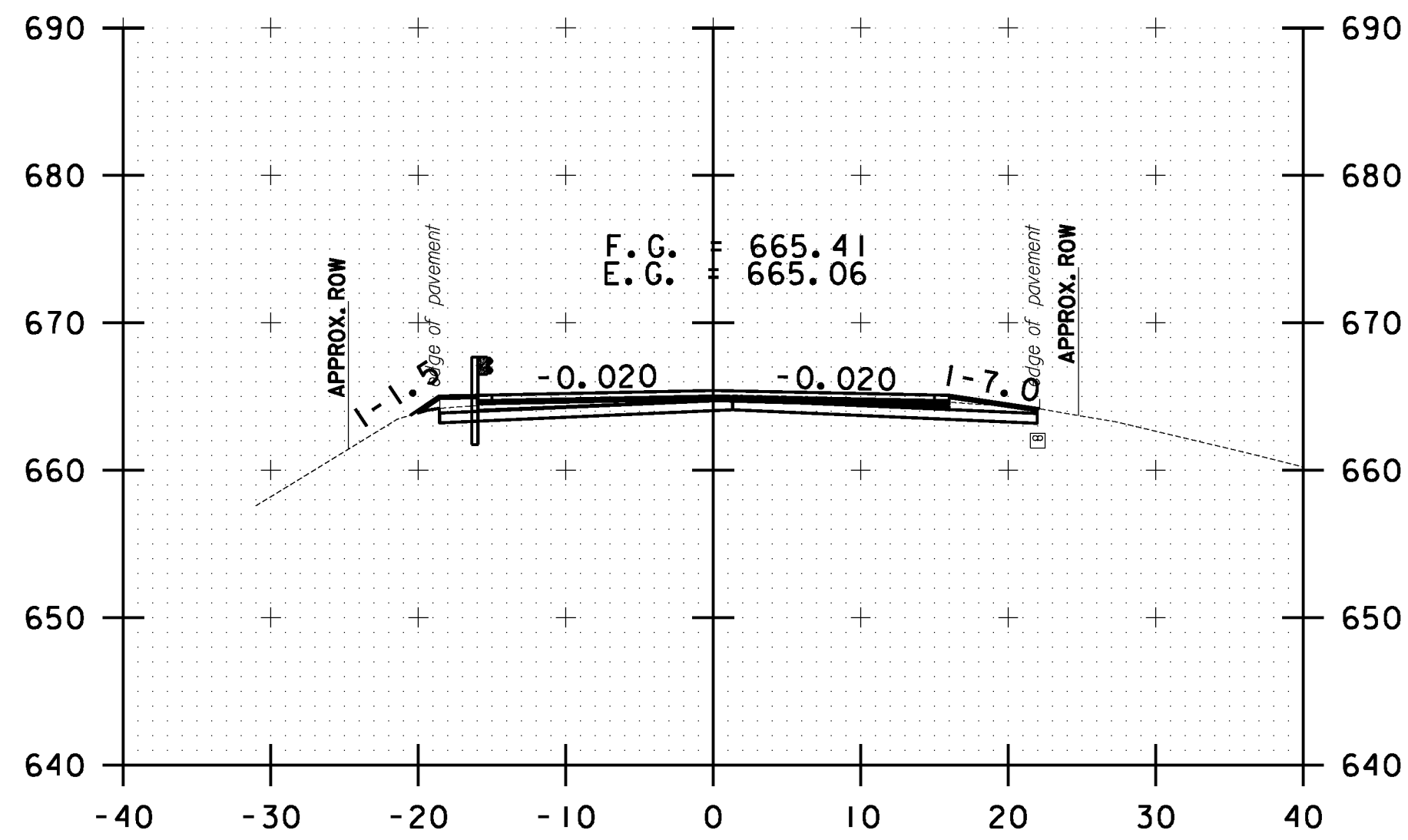
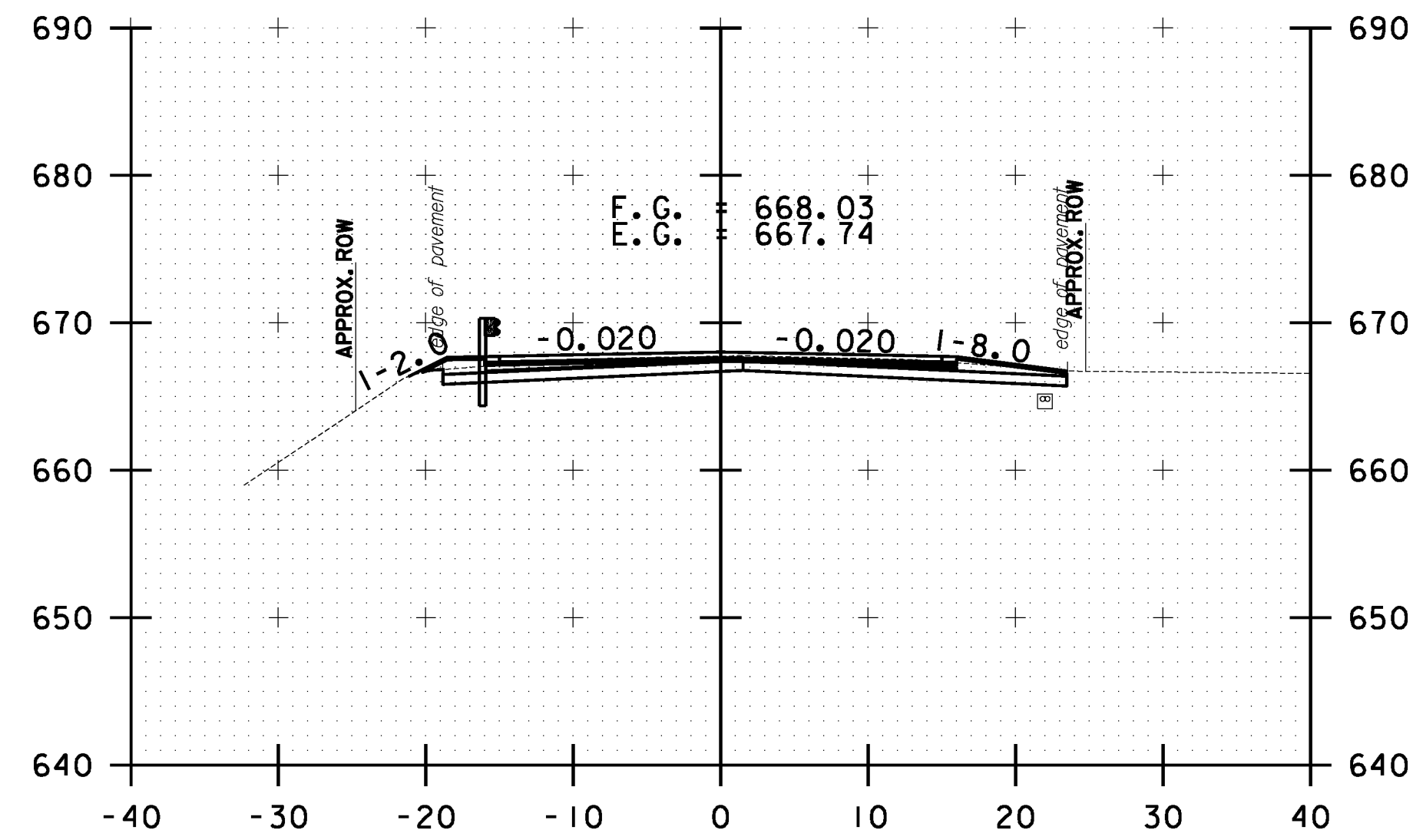
PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

CHECKED BY: J.P.S.

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FILE NAME: \\P:\projects\ANY\K2\22\25\CAOD\KSTN\10b214_stock.nc.dgn
DATE/TIME: 3/17/2014
USER: jsl

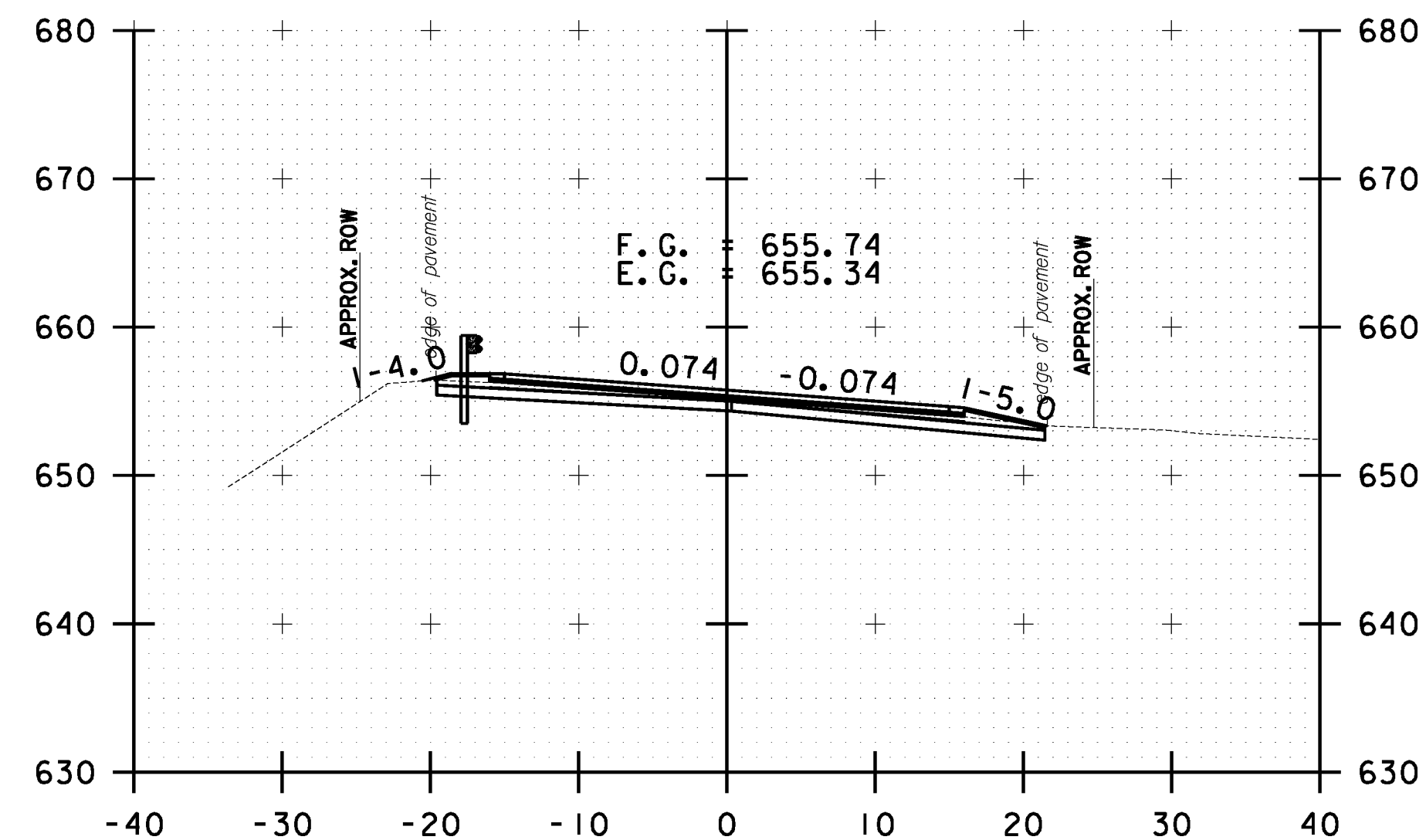
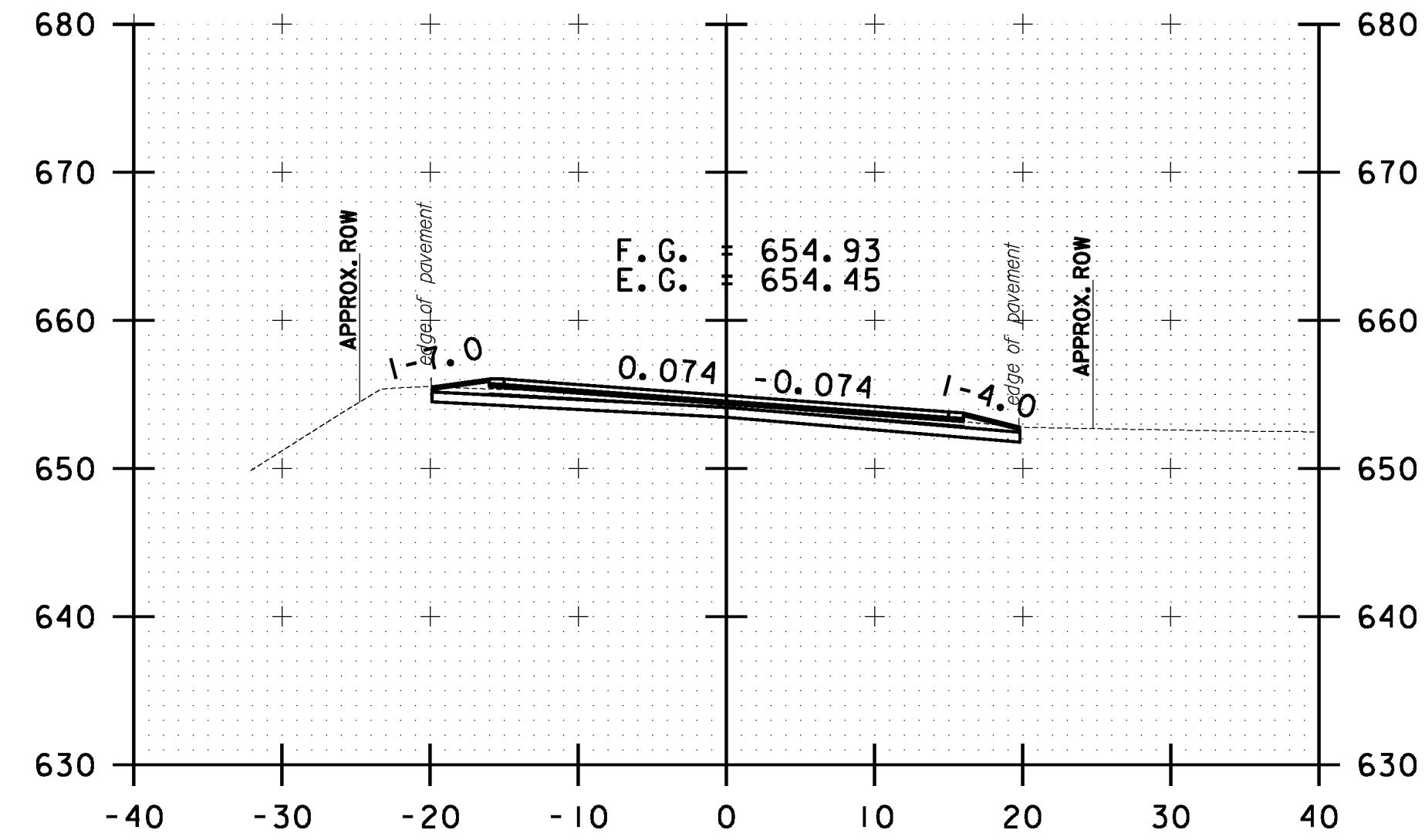
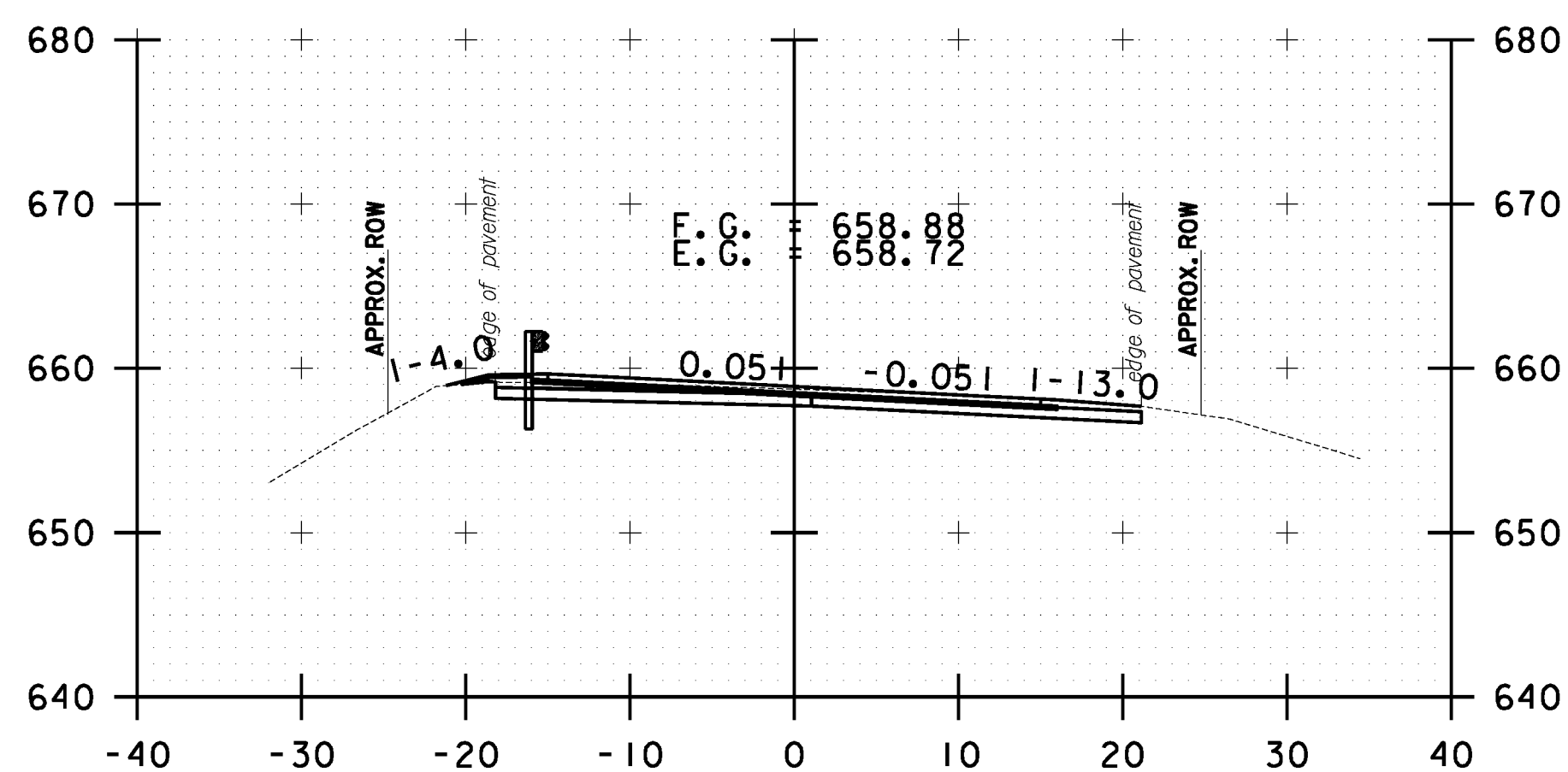
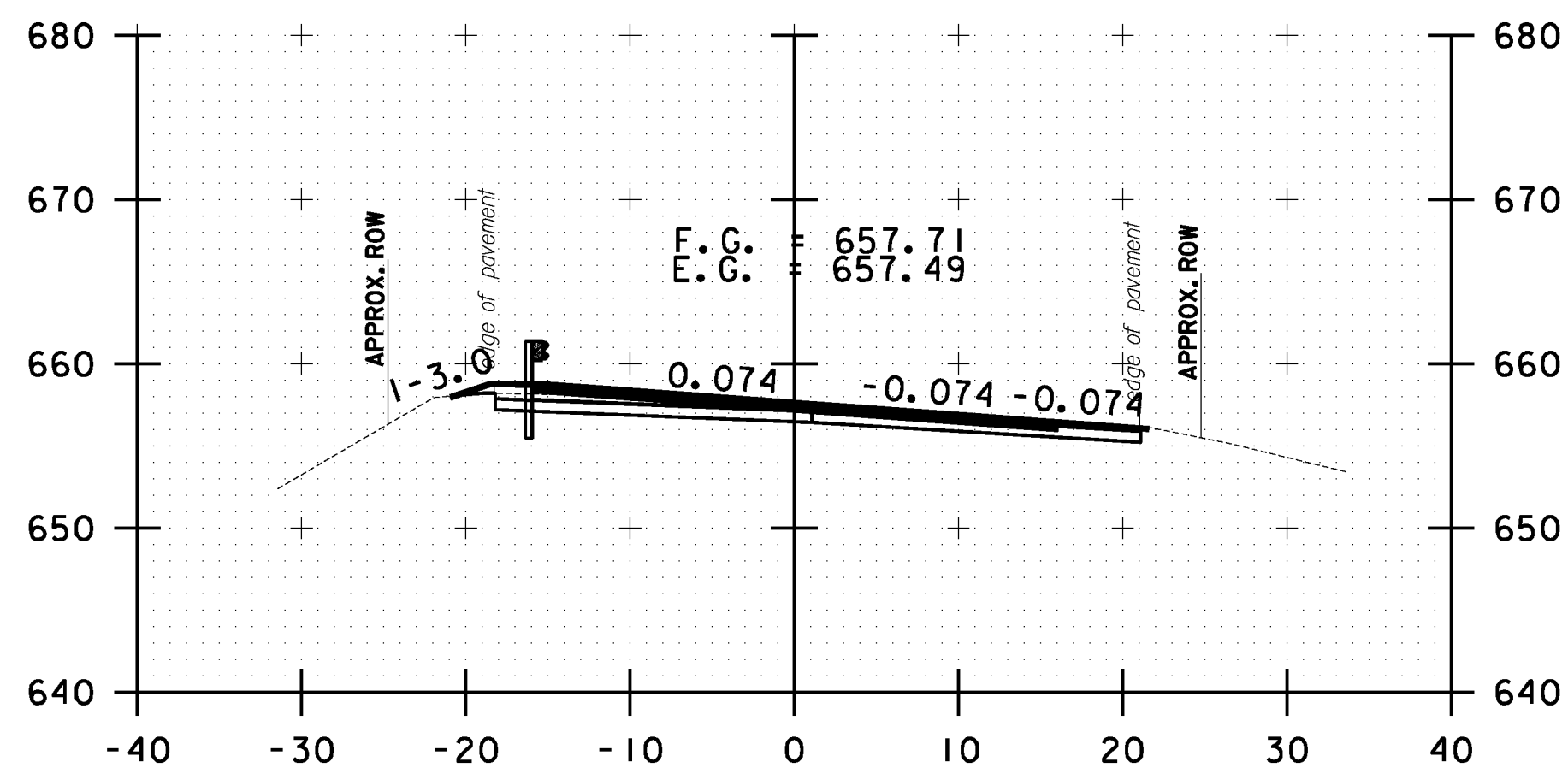
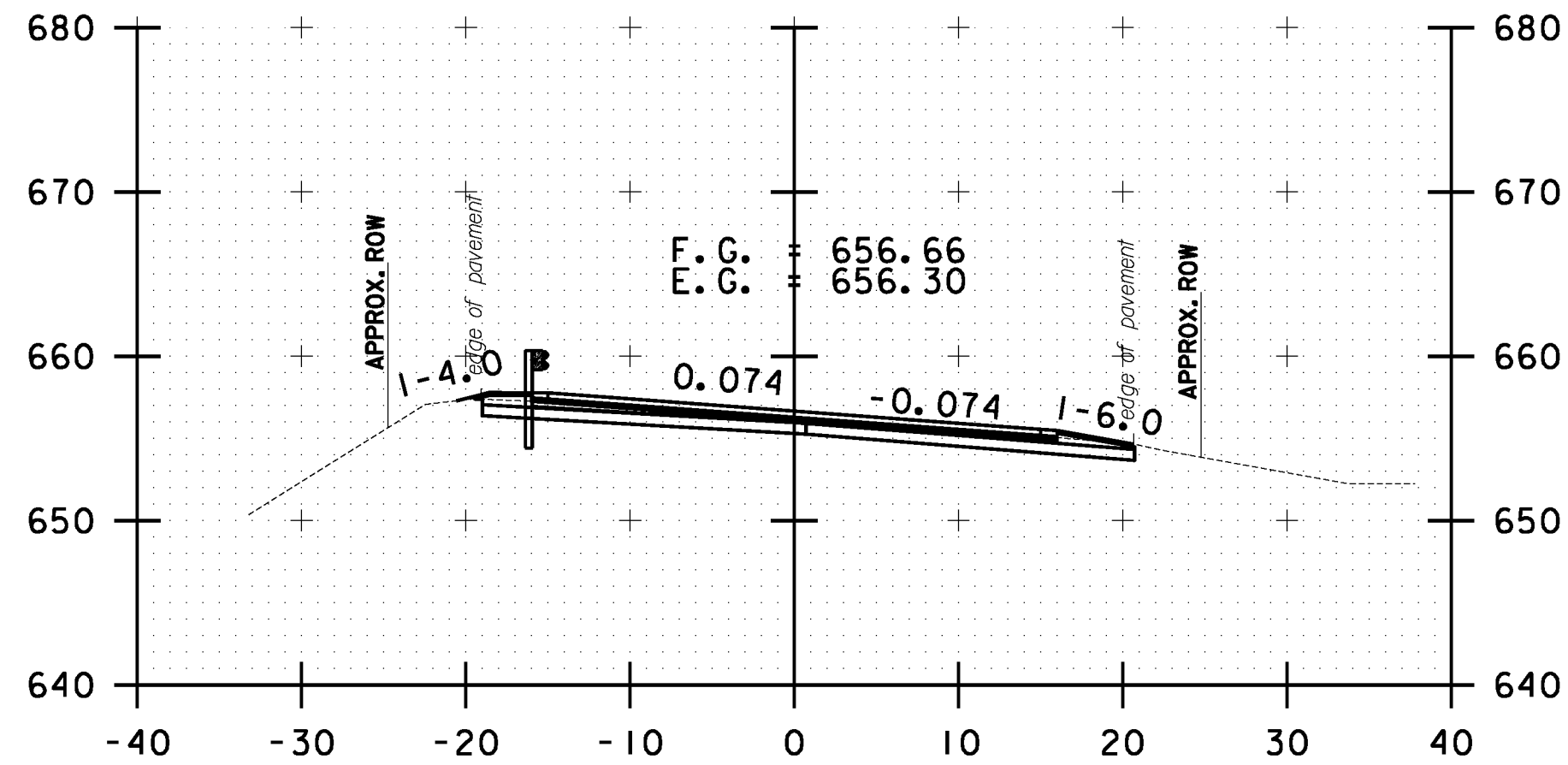
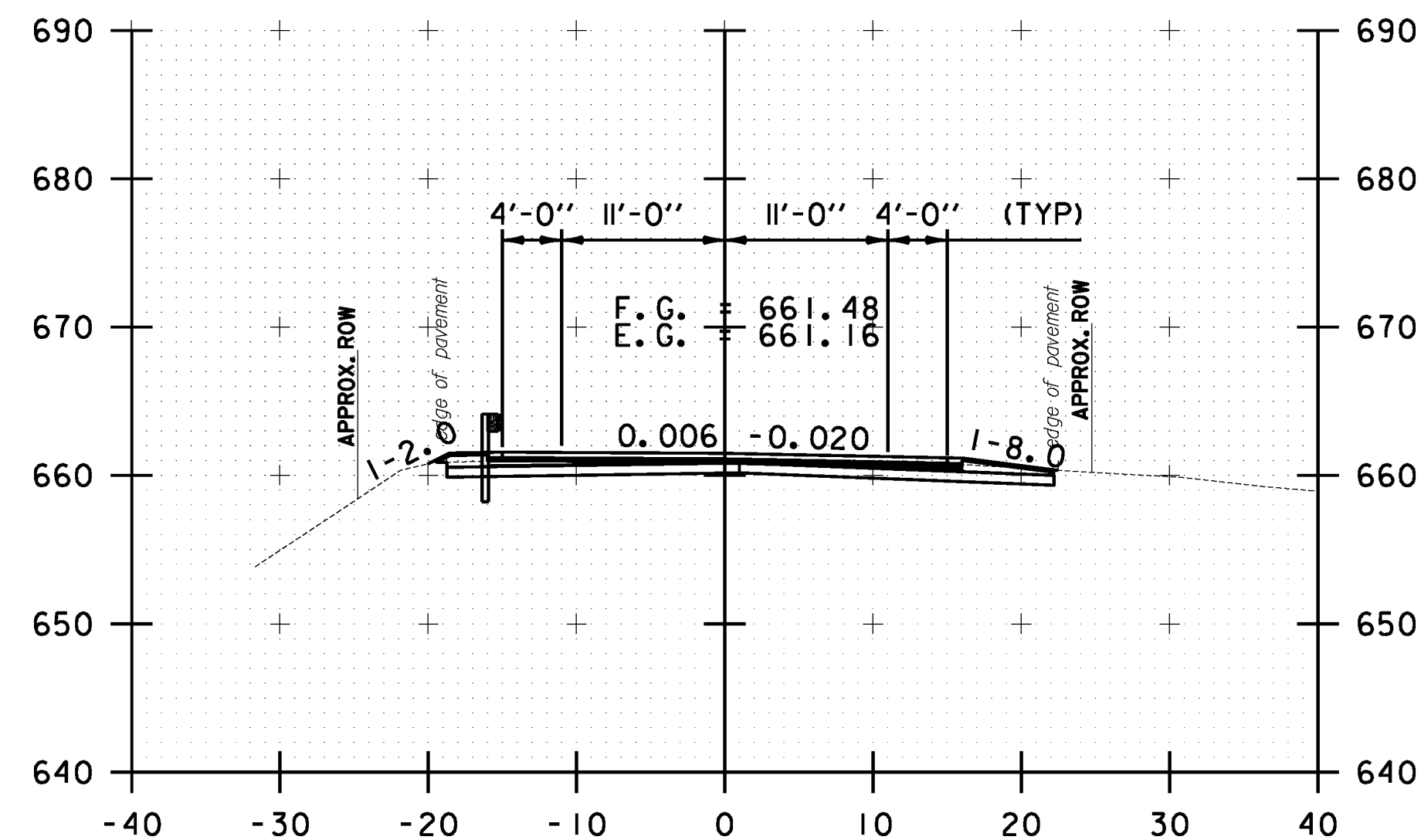
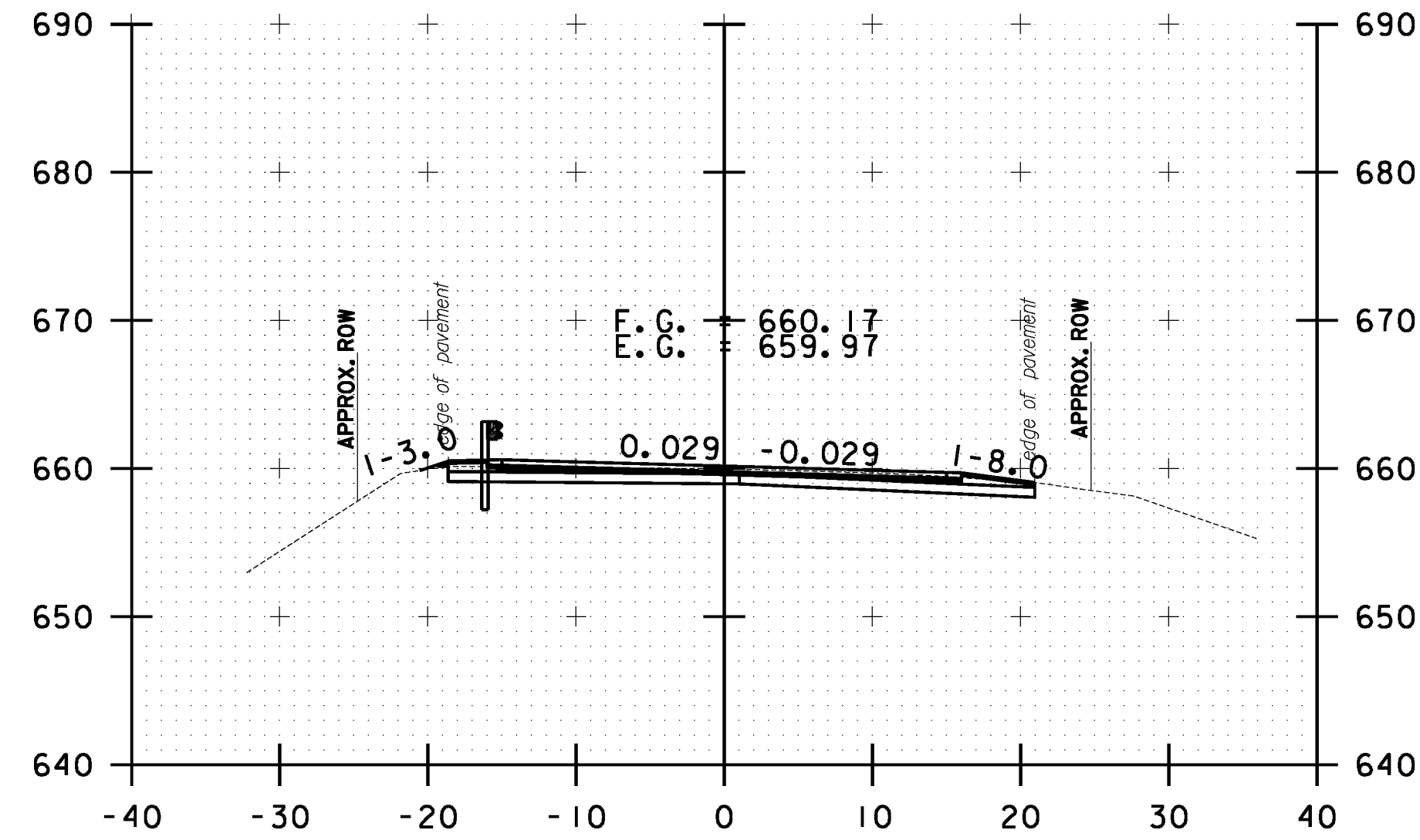


10 0 10
SCALE IN FEET

**STOCKBRIDGE
CROSS SECTION
SHEET #76**

PROJECT NAME: STOCKBRIDGE-BETHEL	
PROJECT NUMBER: STP 2910(1)	
FILE NAME: z10b214_stock.nc.dgn	PLOT DATE: 3/17/2014
PROJECT LEADER: D.E.G.	DRAWN BY: W.G.P.
DESIGNED BY: L.M.B.	CHECKED BY: J.P.S.
IPARM FILE: z10b214xs76.i	SHEET 289 OF 397

FILE NAME : \\P:\projects\ANY\K2\22425\CAOD\KSTN\10b214_stock_xc.dgn
DATE/TIME : 3/17/2014
USER : jslb



10 0 10
SCALE IN FEET

**STOCKBRIDGE
CROSS SECTION
SHEET #77**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_stock_xc.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214xs77.1

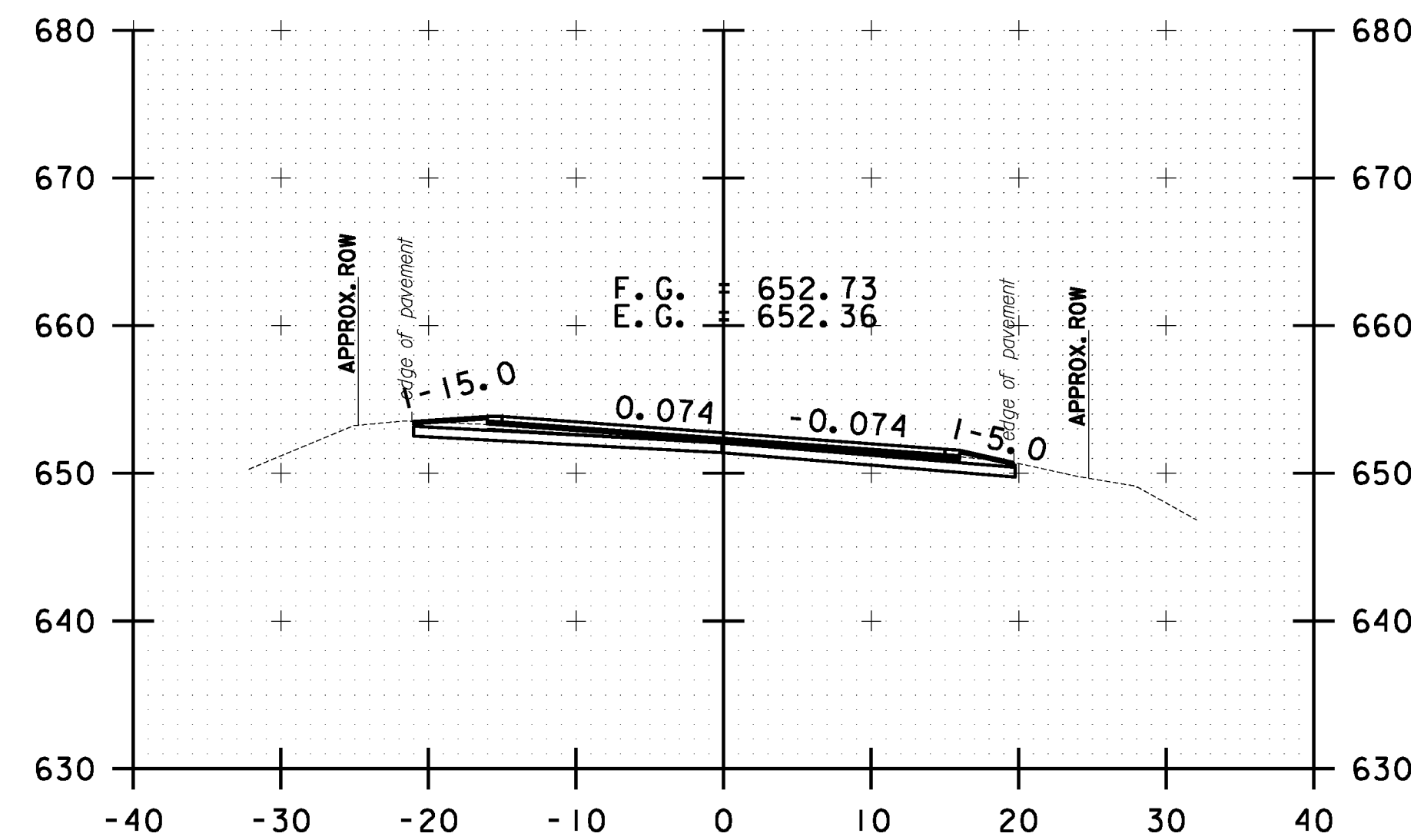
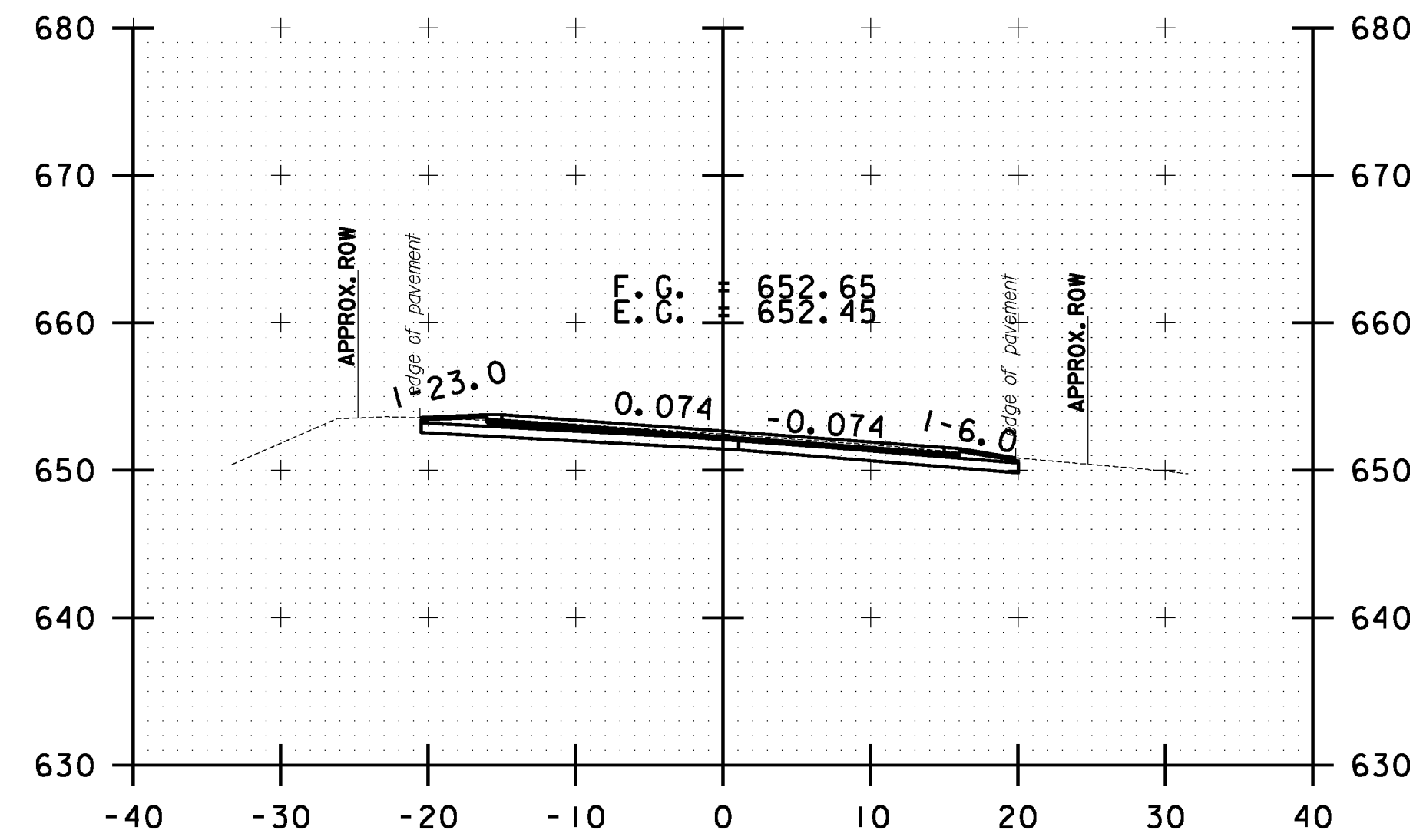
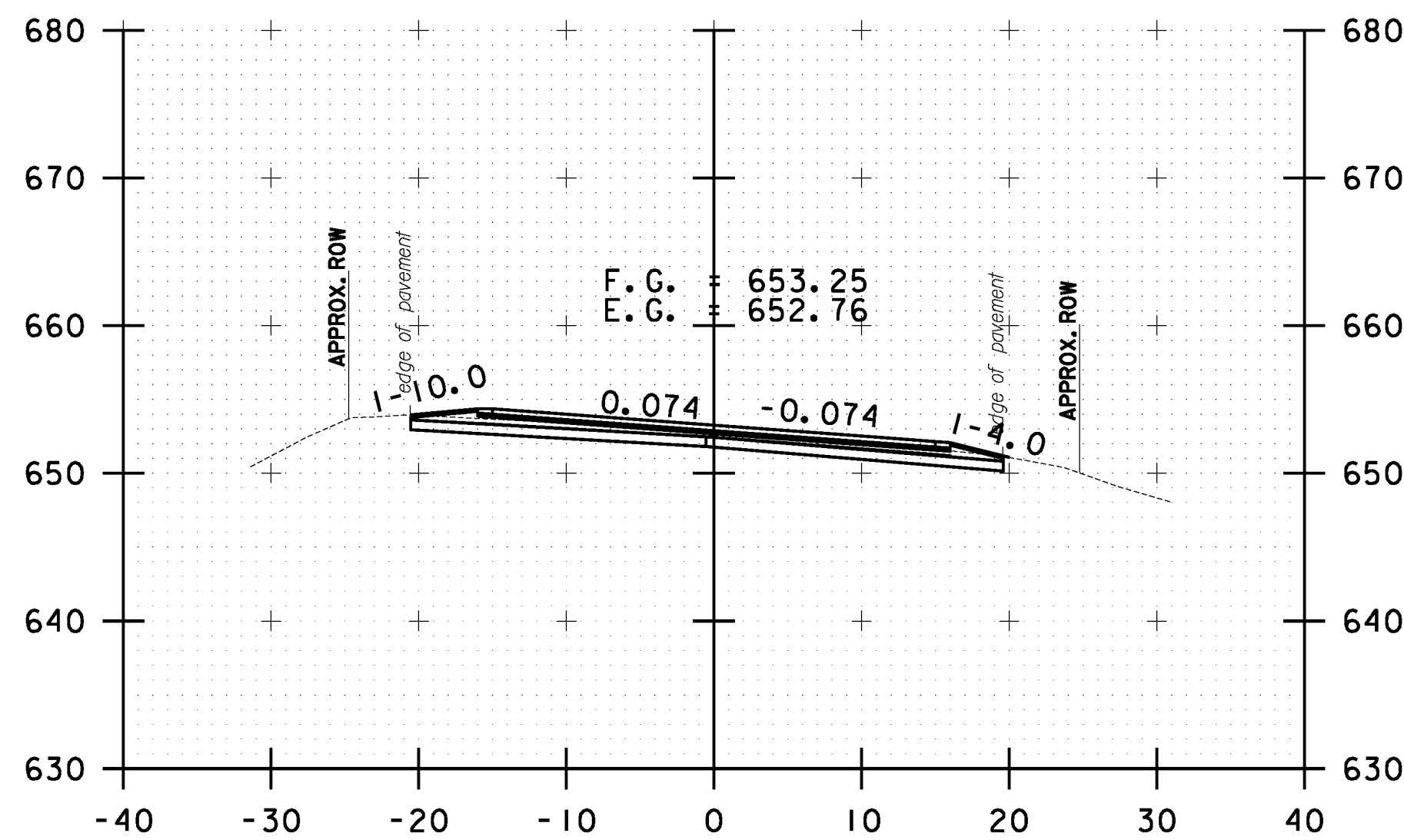
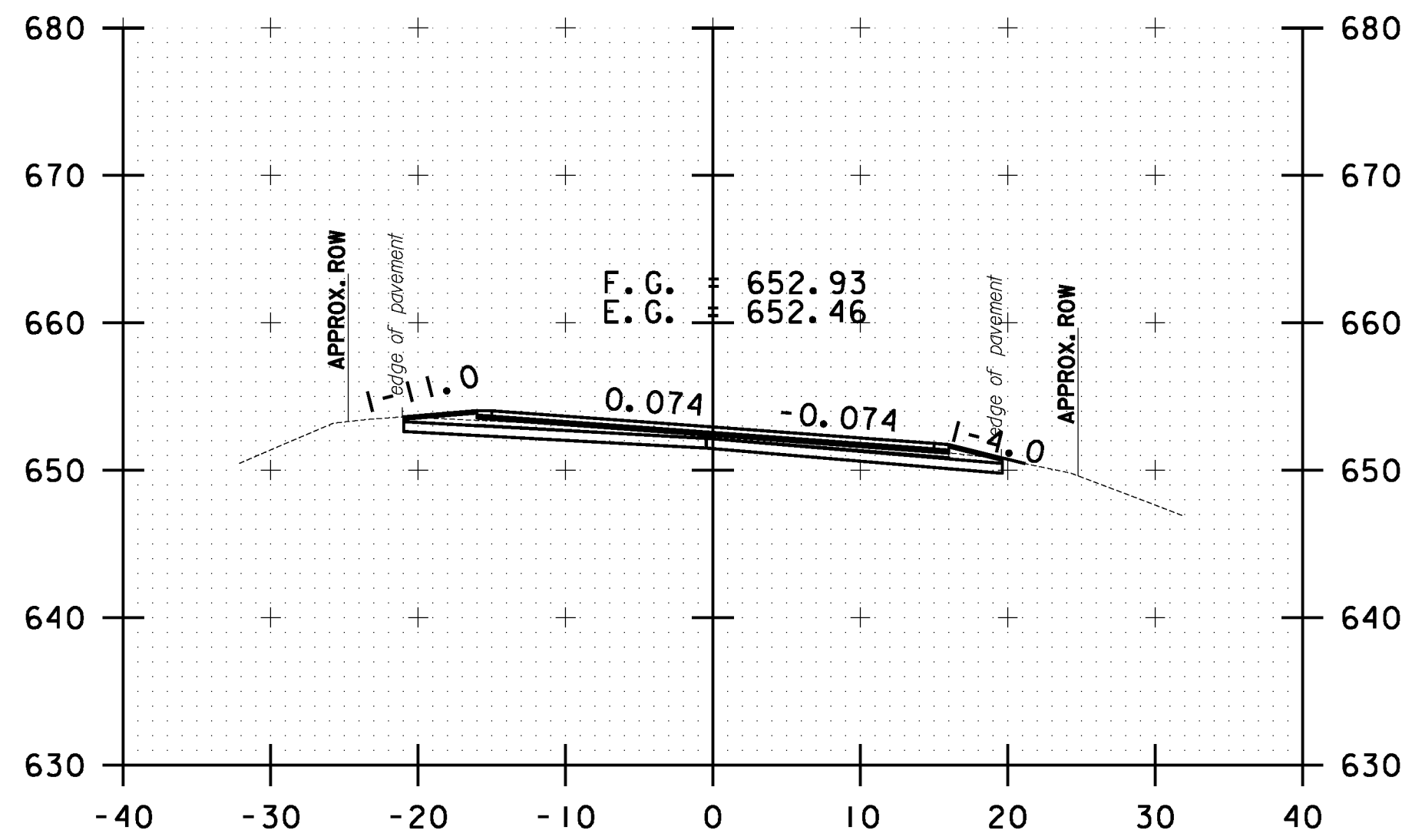
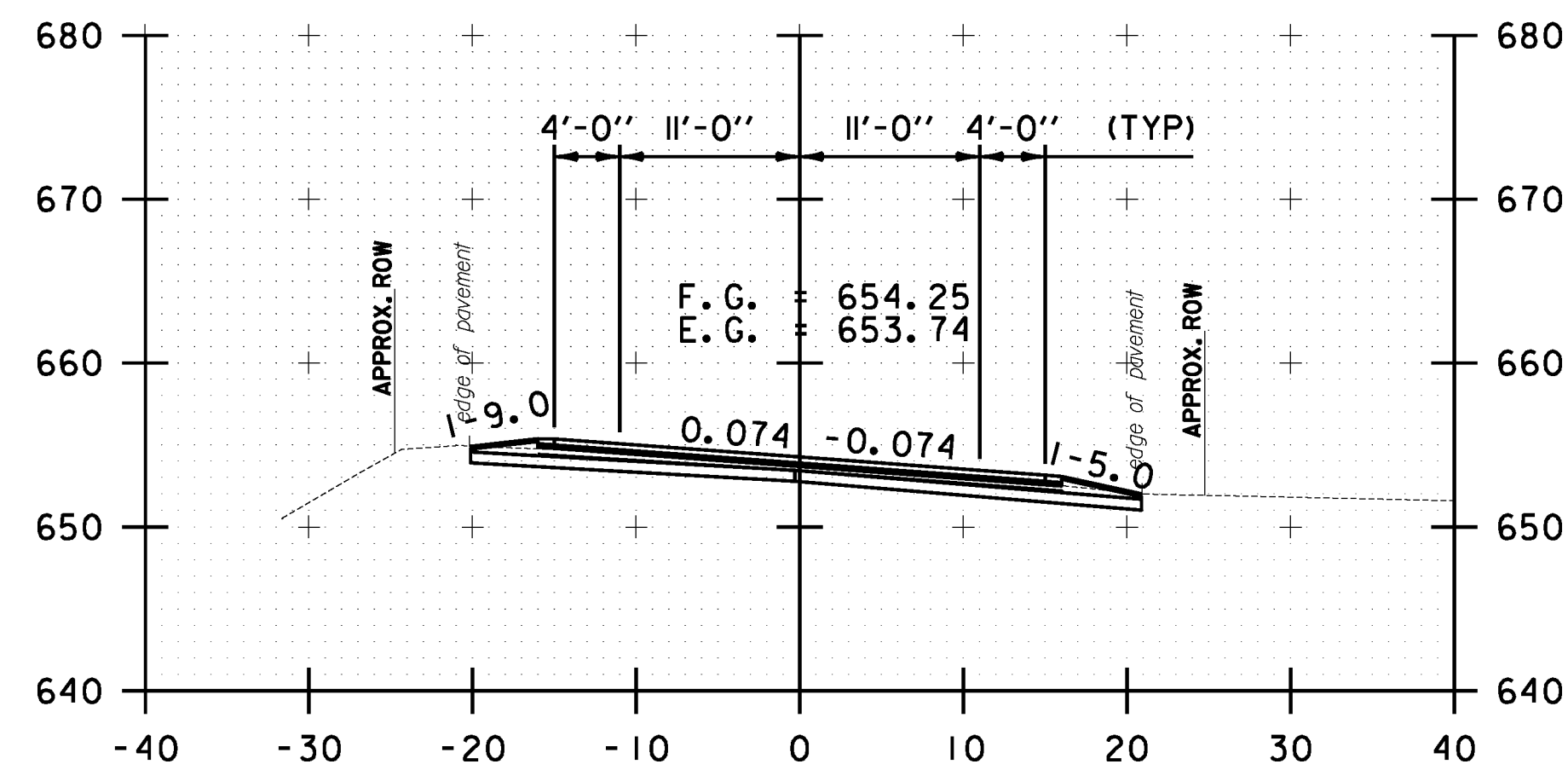
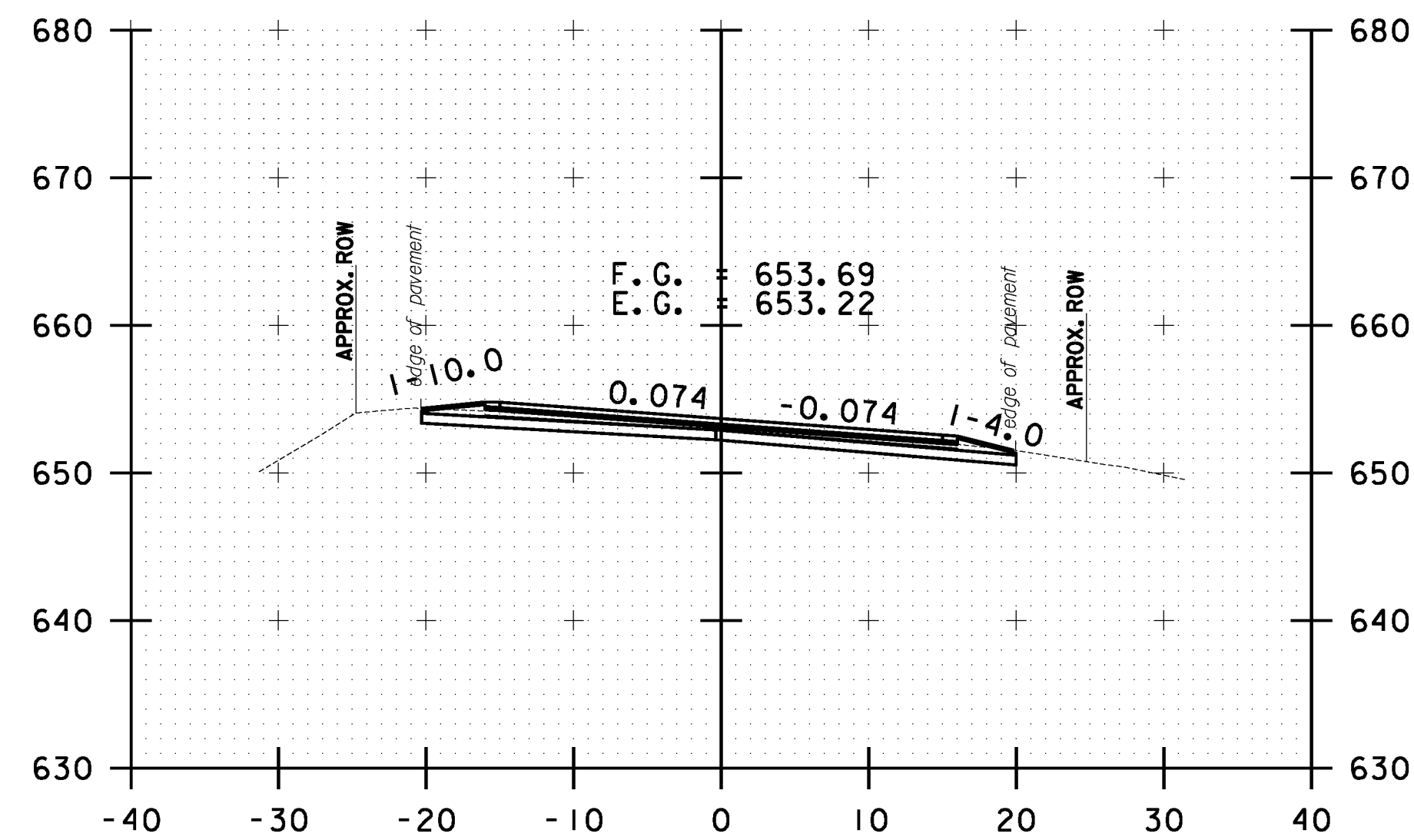
PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

CHECKED BY: J.P.S.

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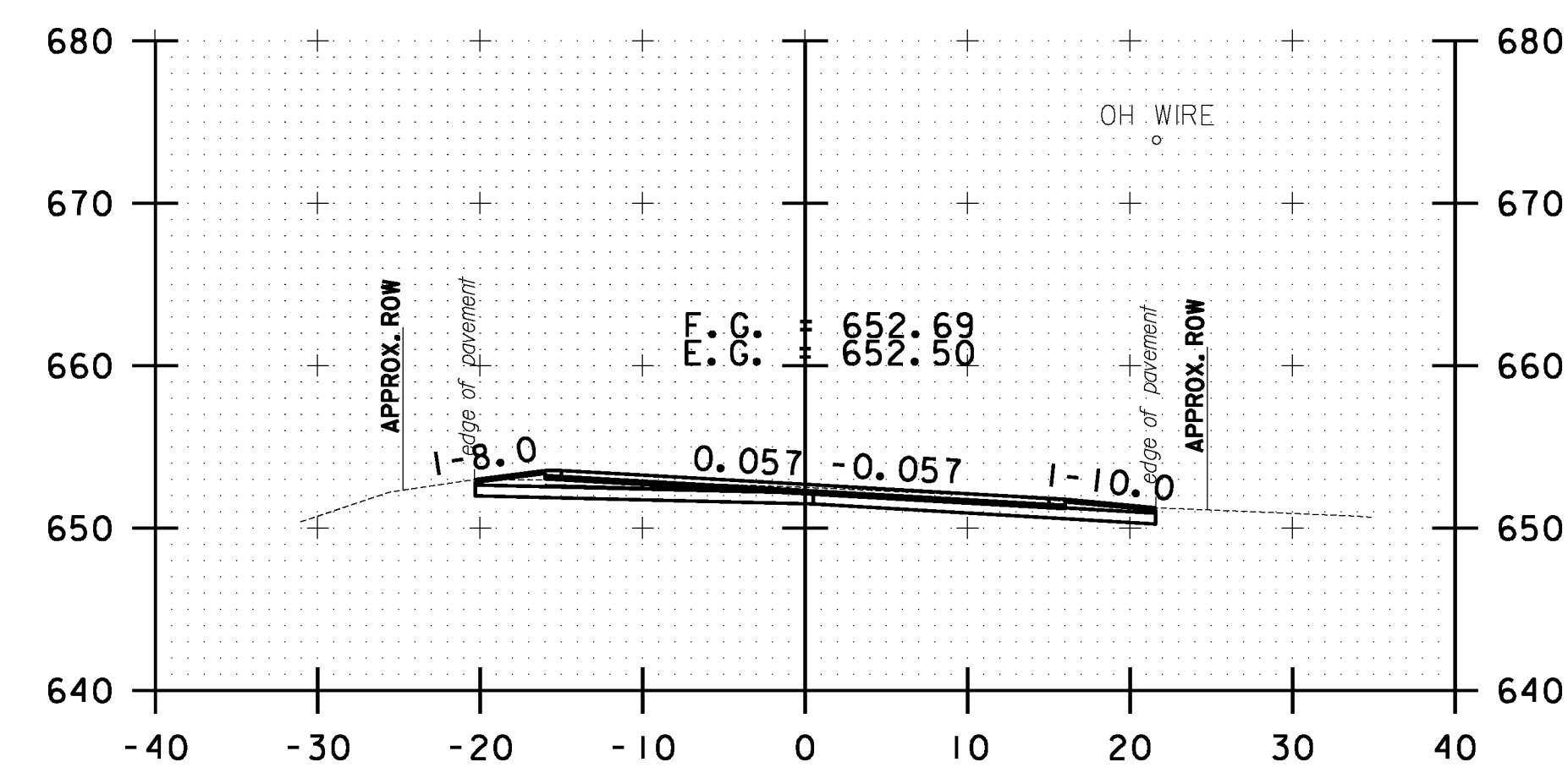
FILE NAME = \\P:\projects\ANY\K2\22425\CAOD\KSTN\10b214_stock_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



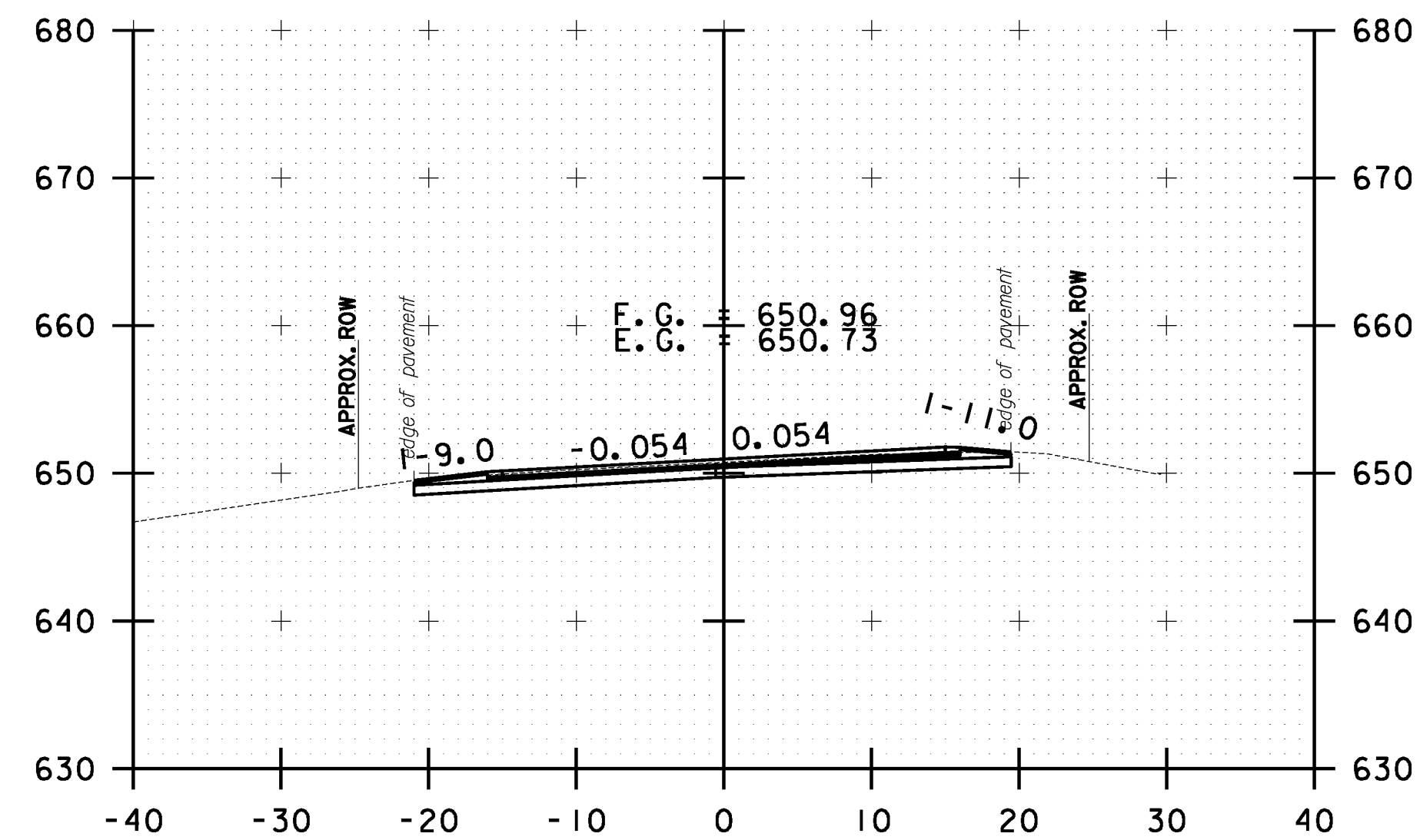
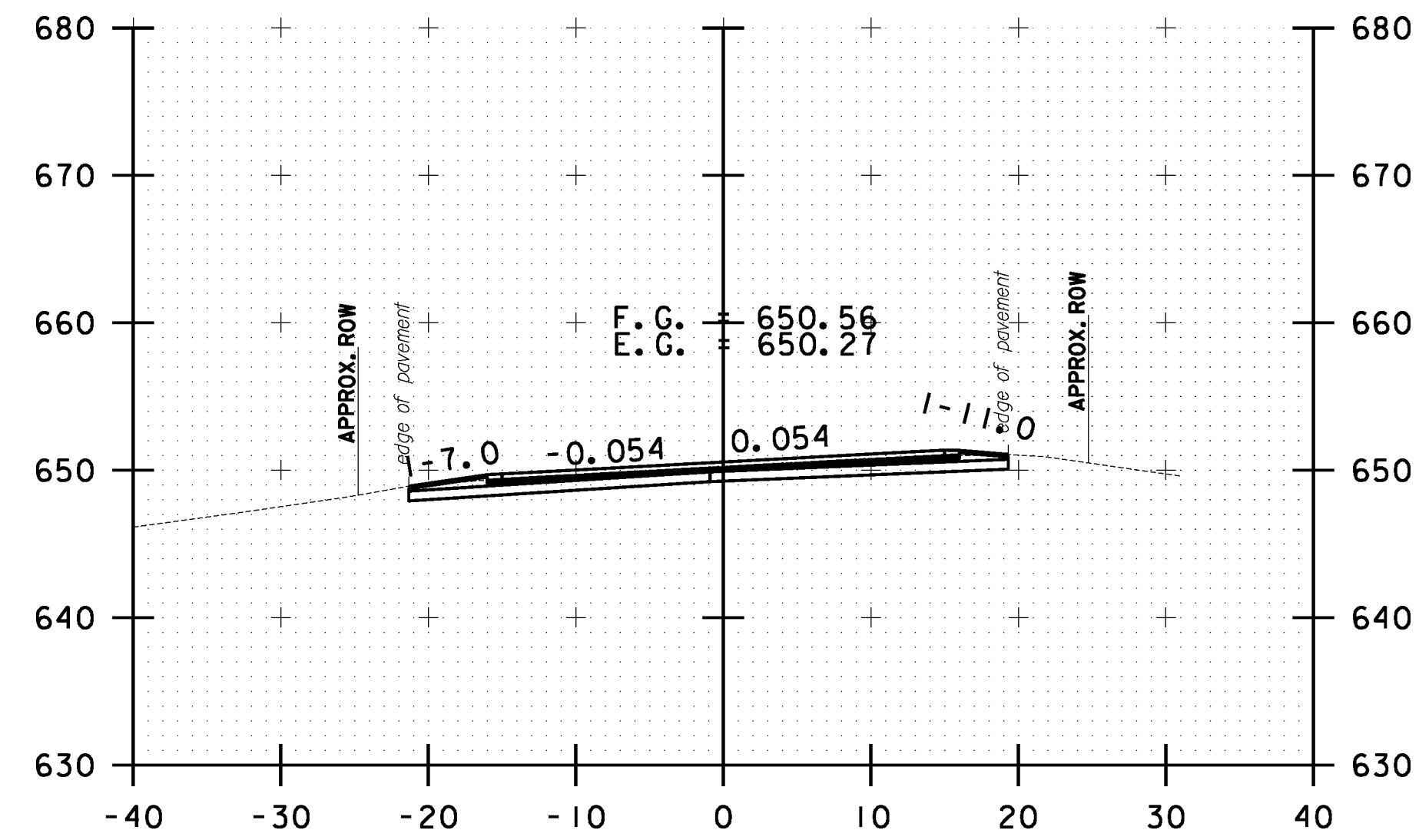
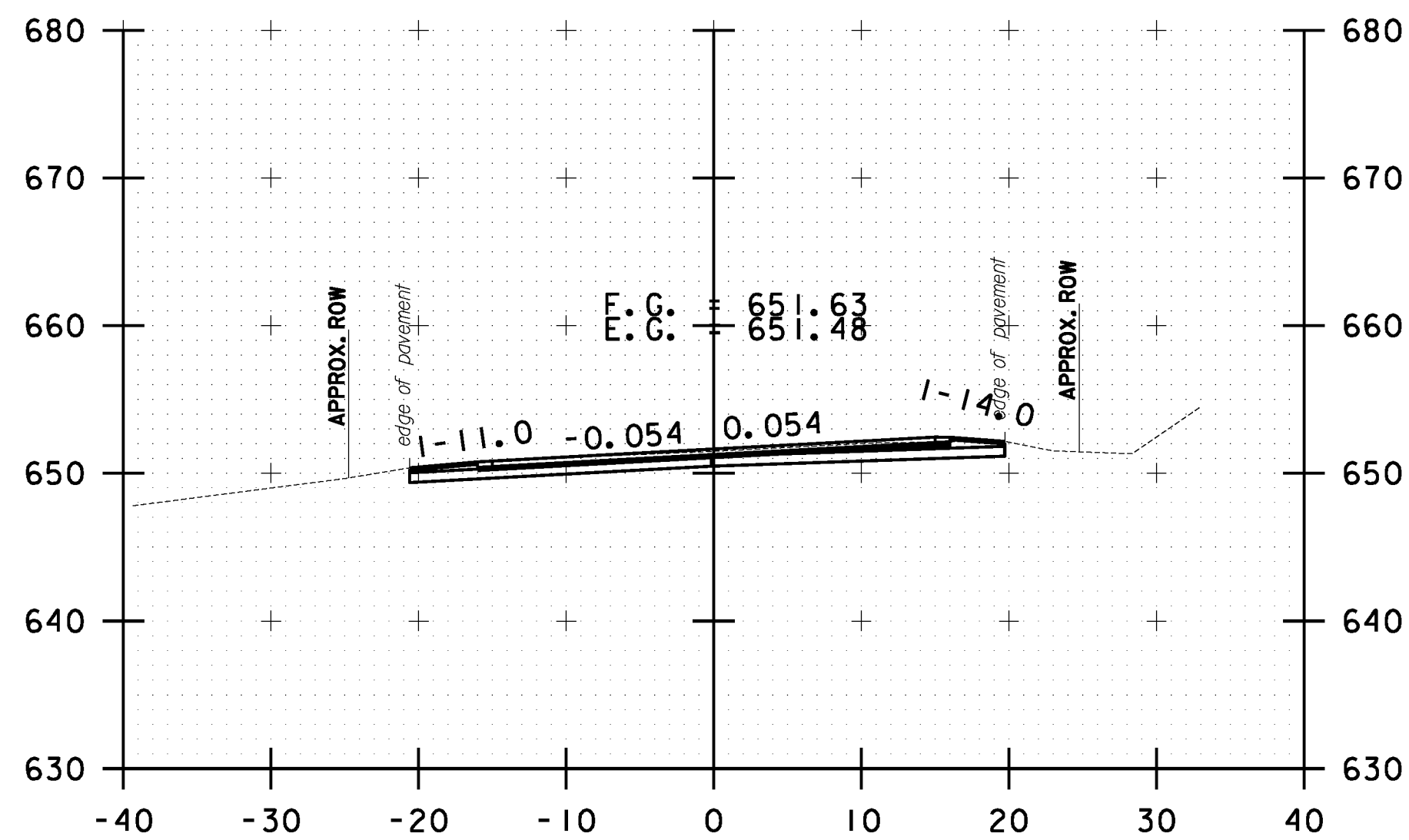
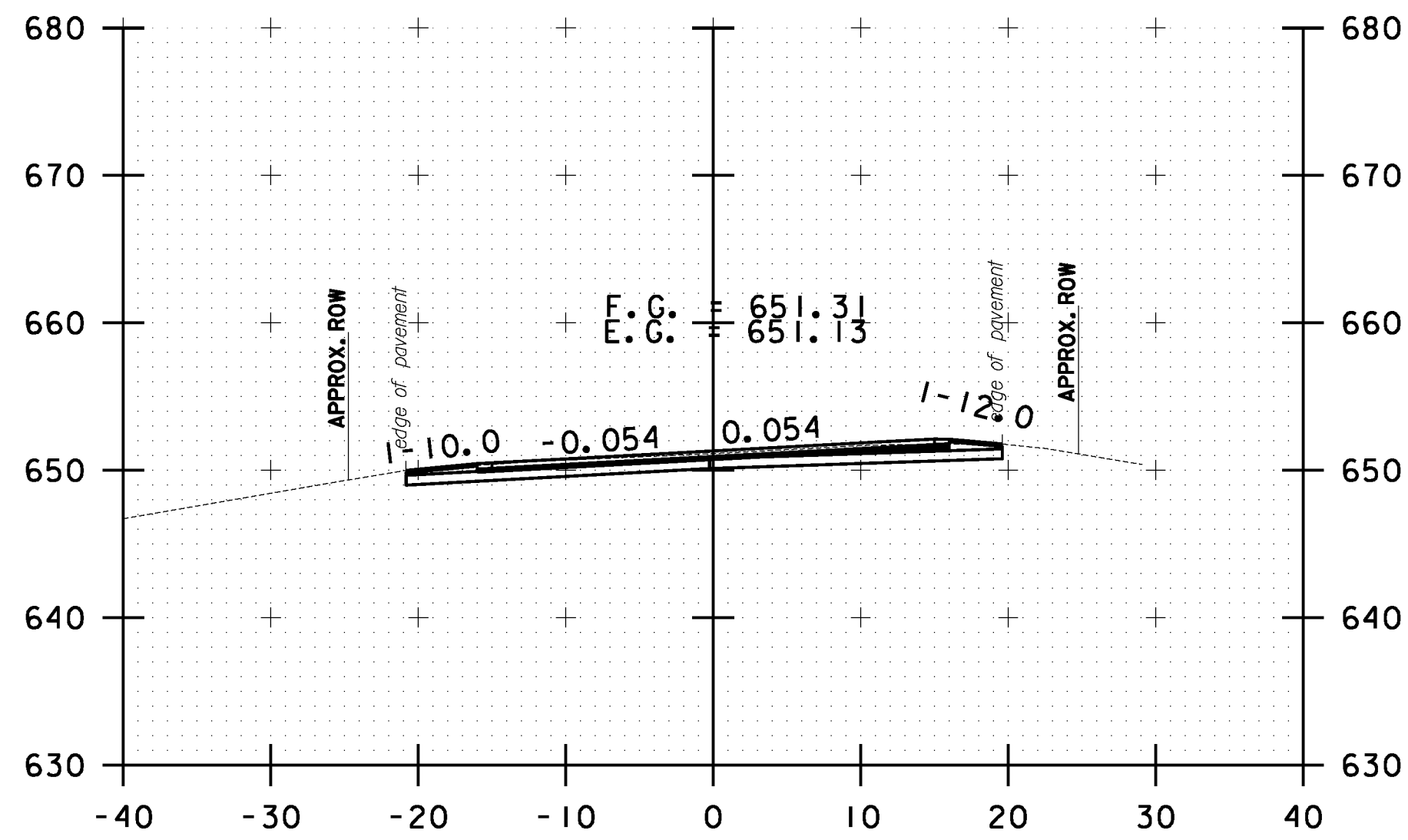
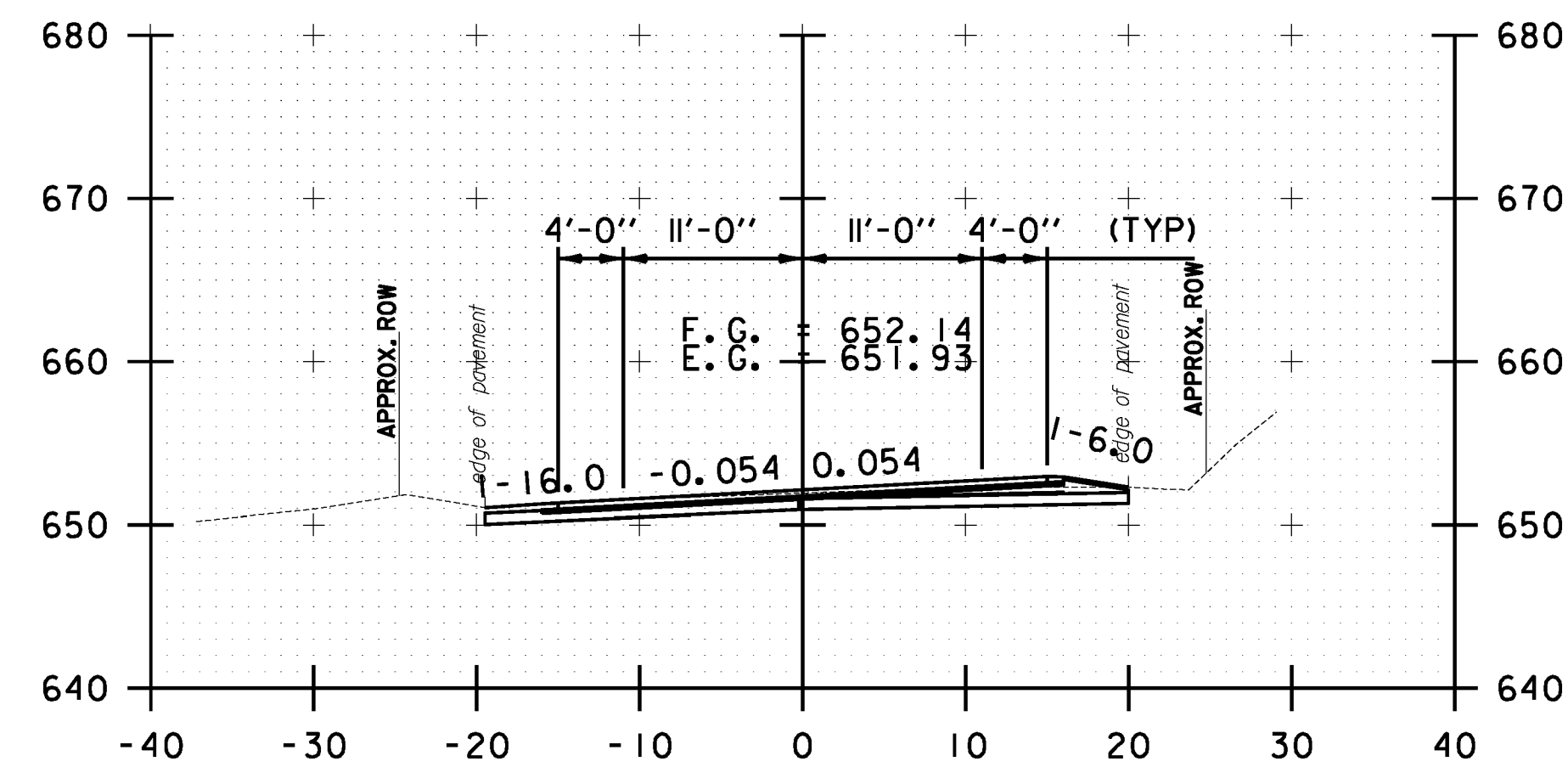
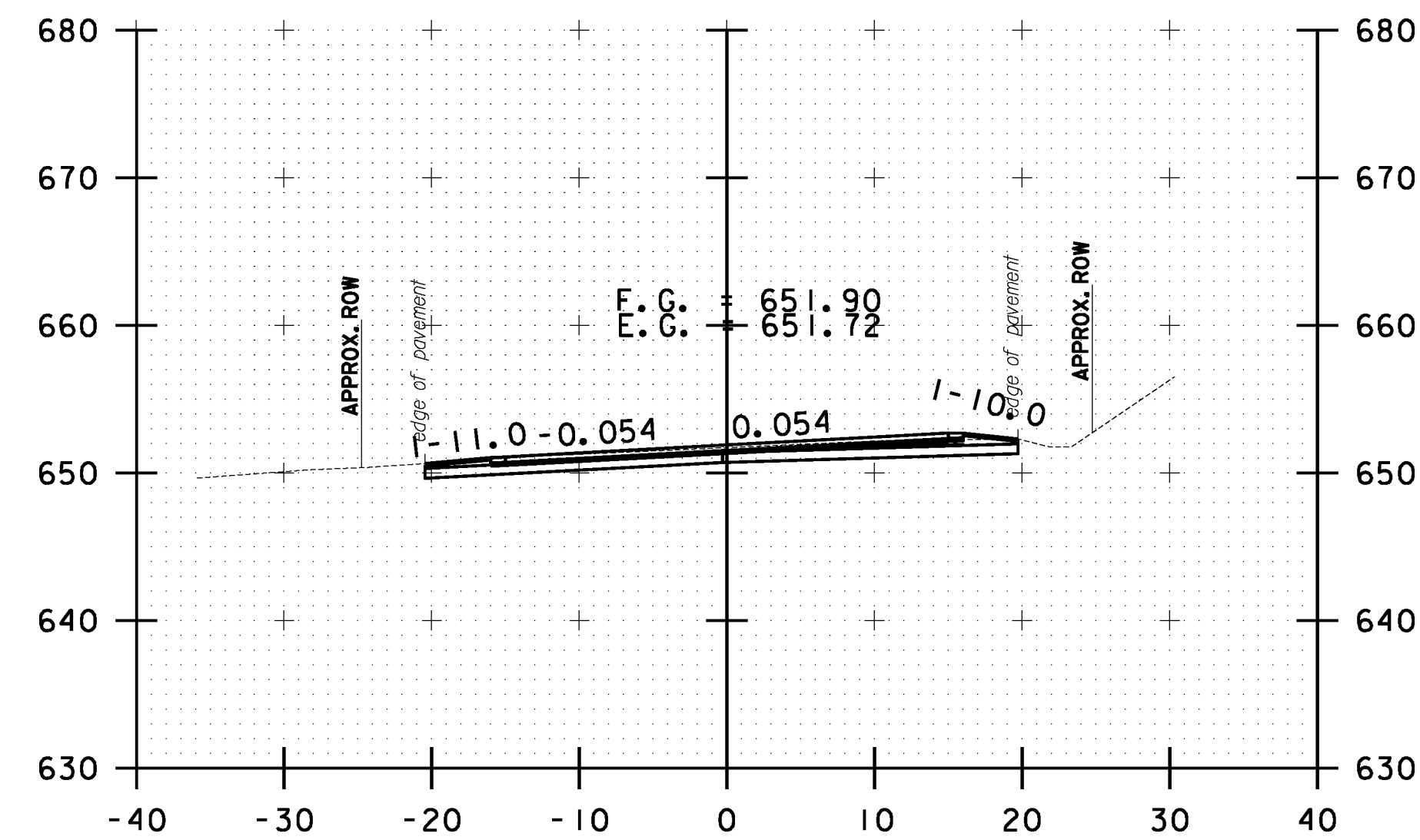
10 0 10
SCALE IN FEET

**STOCKBRIDGE
CROSS SECTION
SHEET #78**

PROJECT NAME: STOCKBRIDGE-BETHEL	
PROJECT NUMBER: STP 2910(1)	
FILE NAME: z10b214_stock_xc.dgn	PLOT DATE: 3/17/2014
PROJECT LEADER: D.E.G.	DRAWN BY: W.G.P.
DESIGNED BY: L.M.B.	CHECKED BY: J.P.S.
IPARM FILE: z10b214xs78.i	SHEET 291 OF 397



FILE NAME = V:\Projects\ANY\22\22\25\CAOD\1\STN\10b214_stock_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



10 0 10
SCALE IN FEET

**STOCKBRIDGE
CROSS SECTION
SHEET #80**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_stock_xc.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214xs80.1

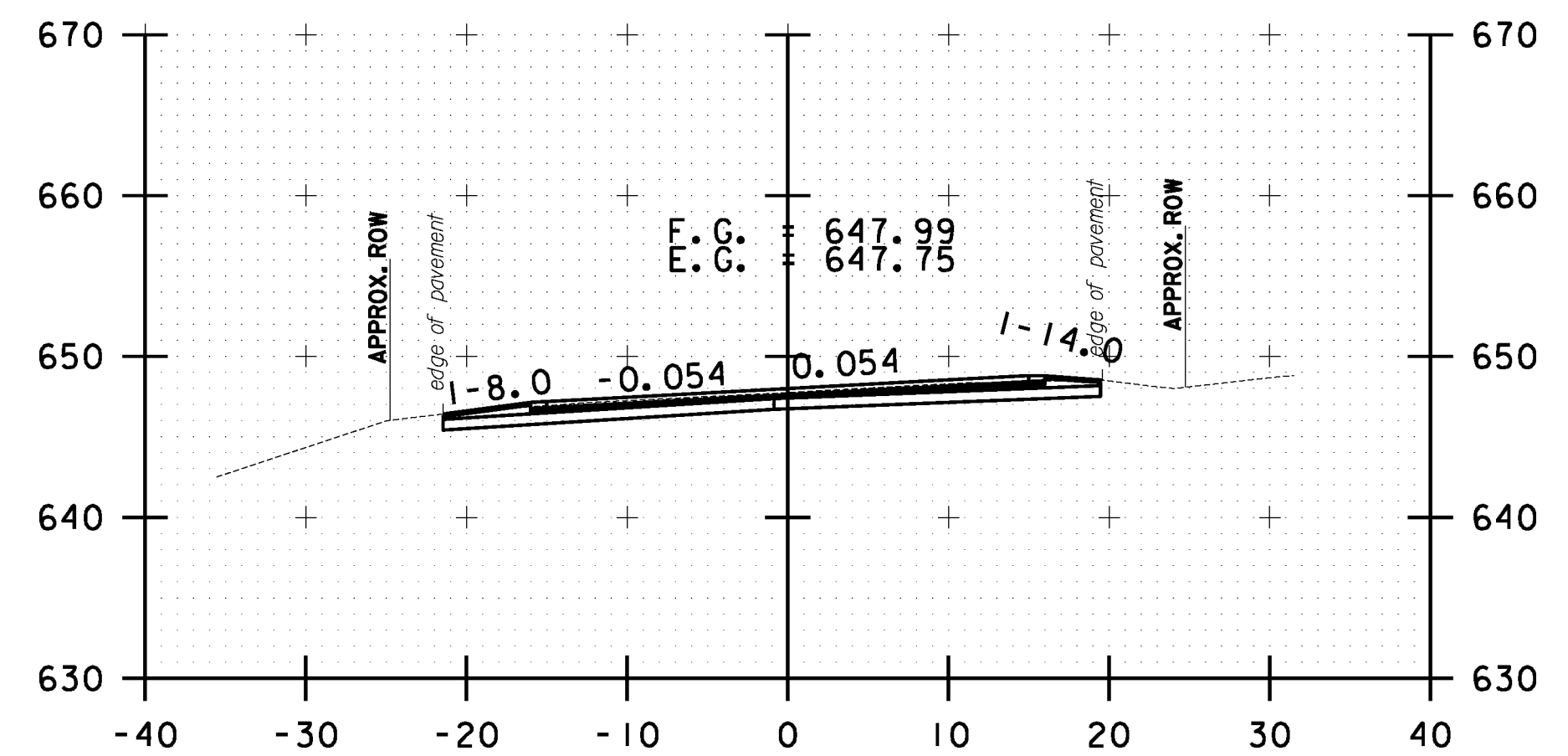
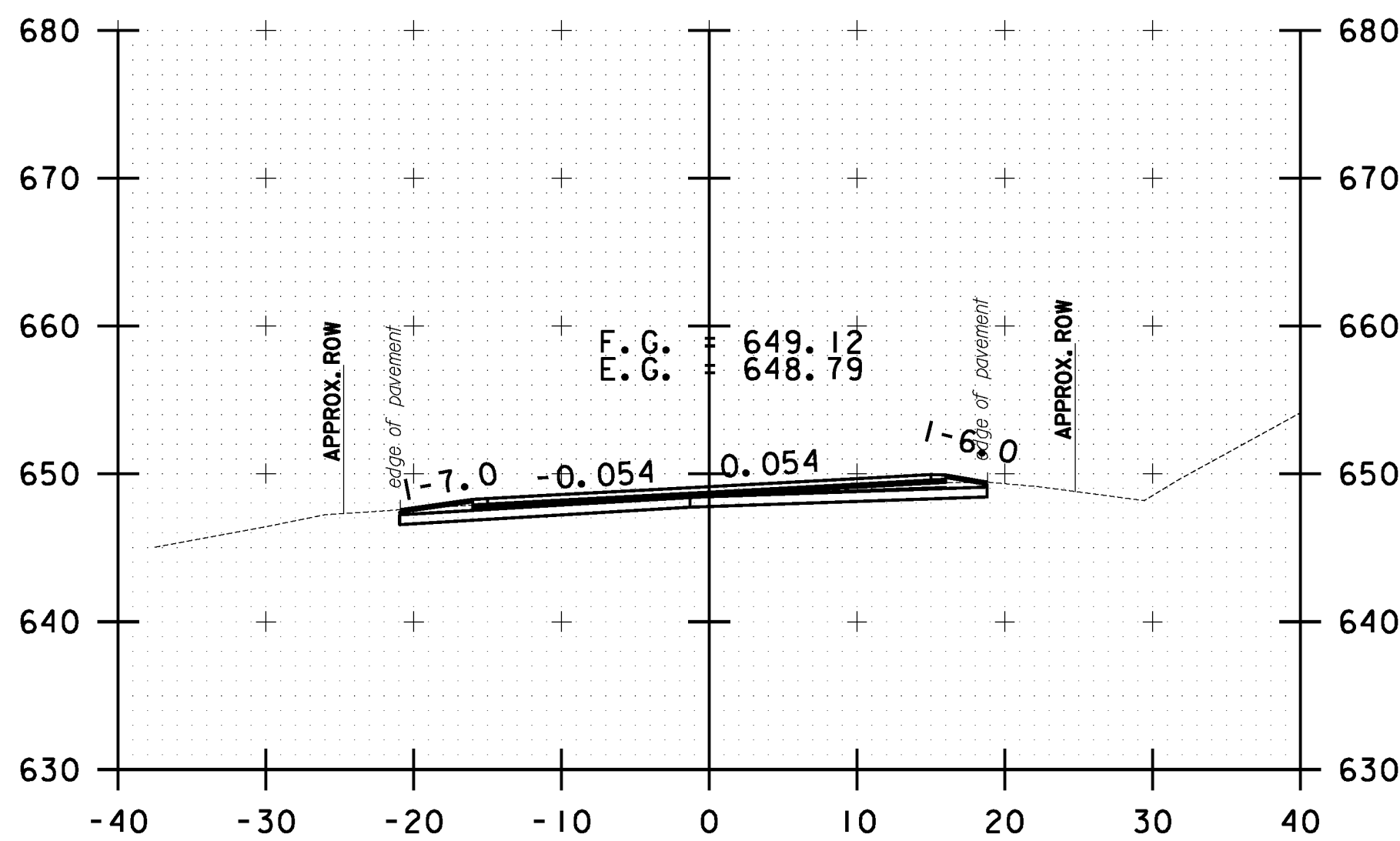
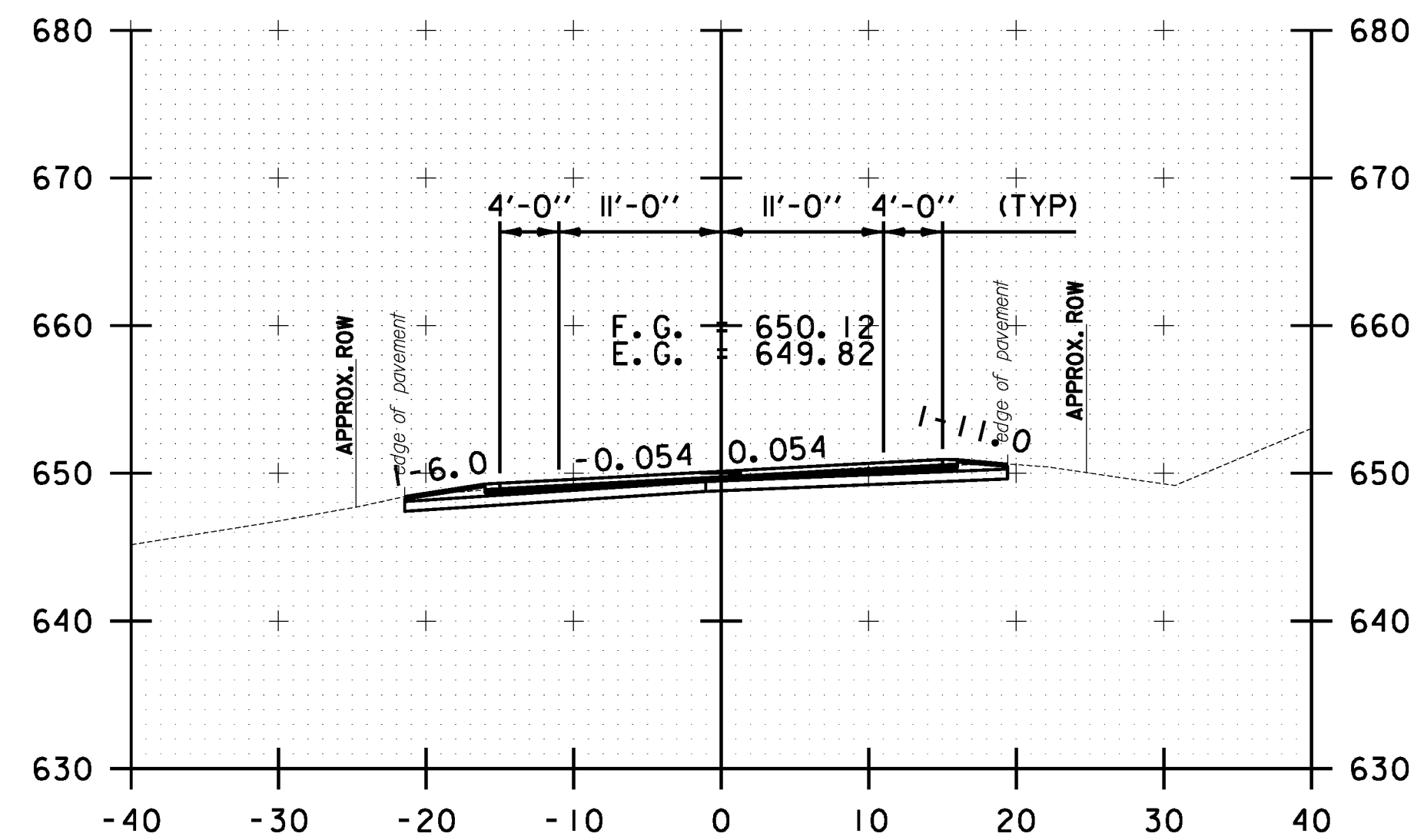
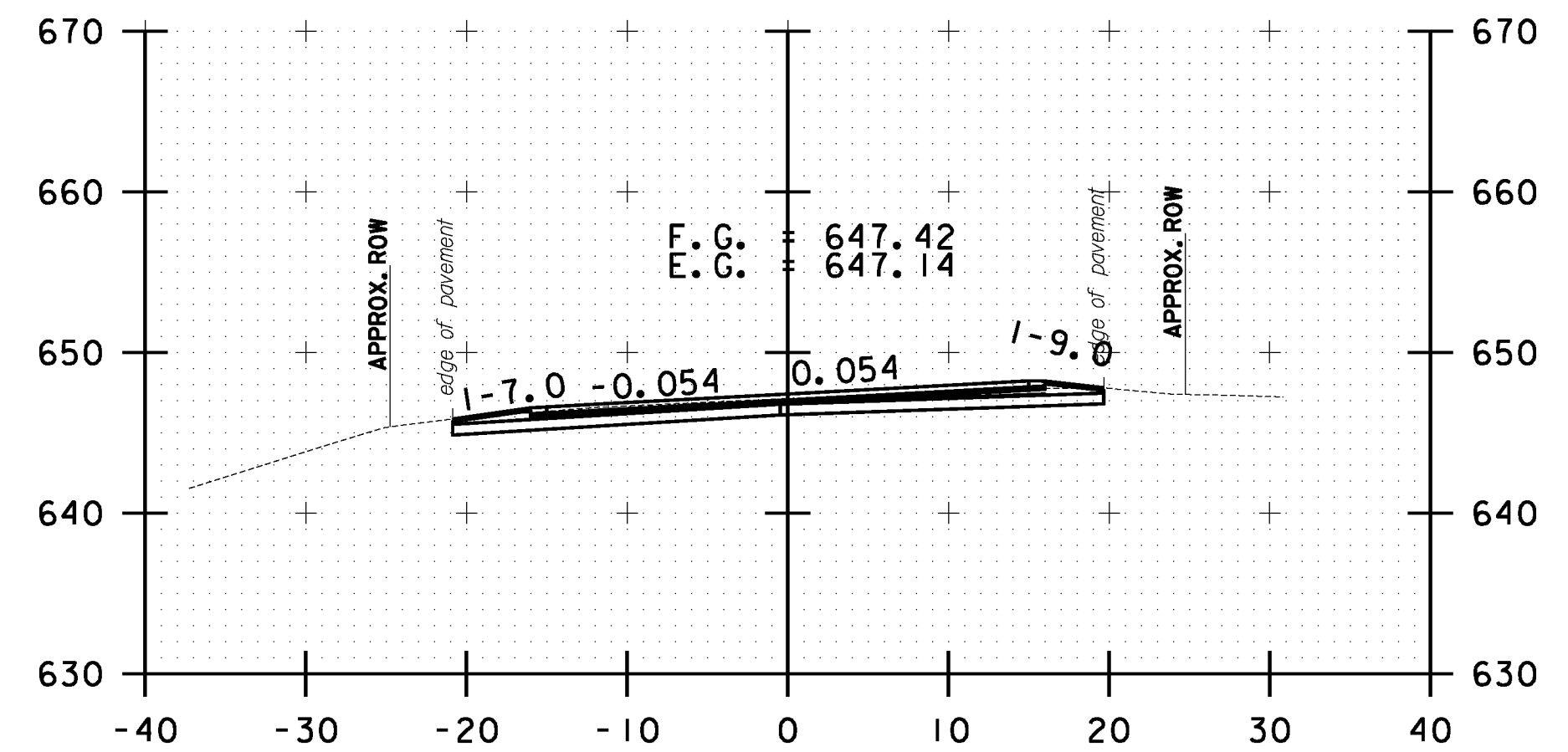
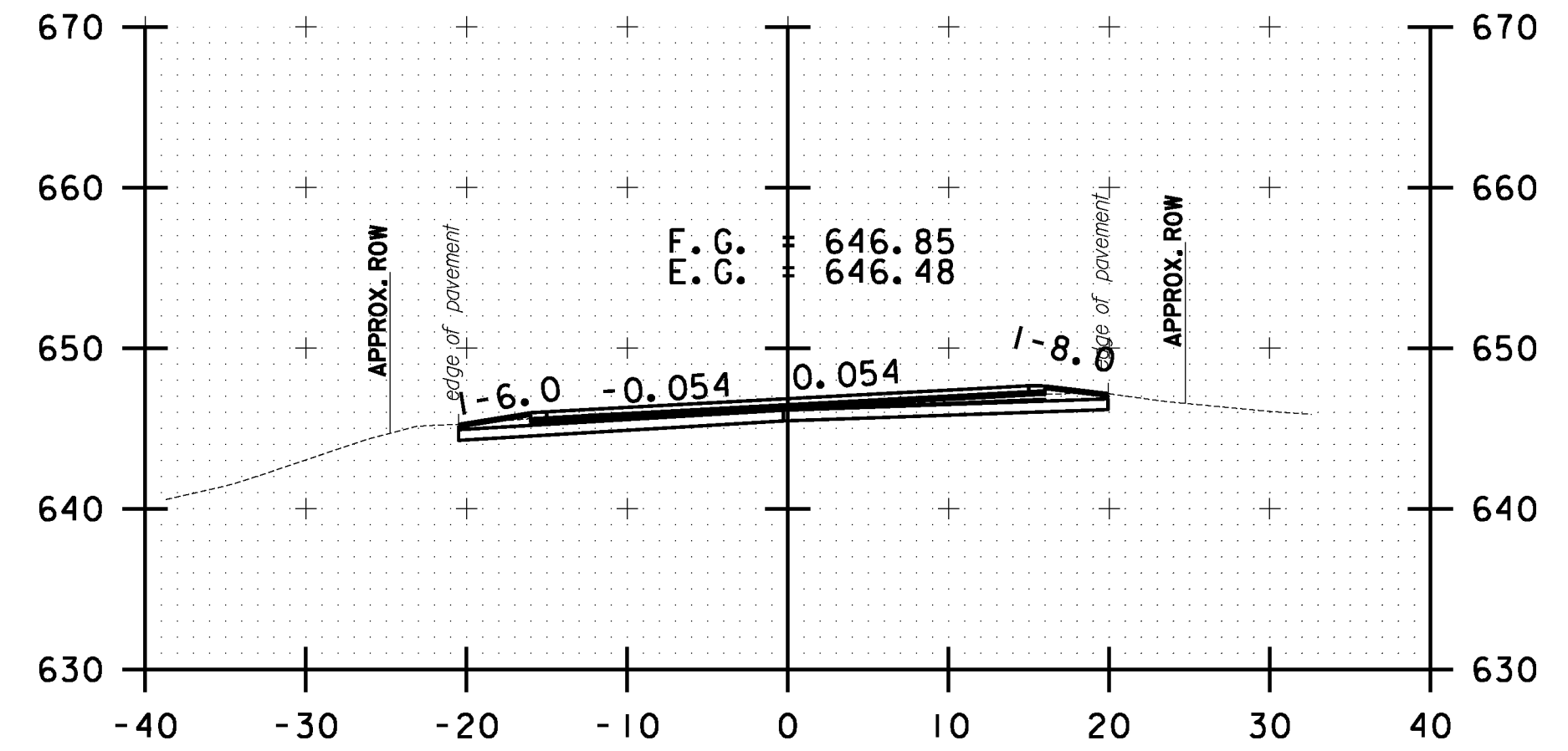
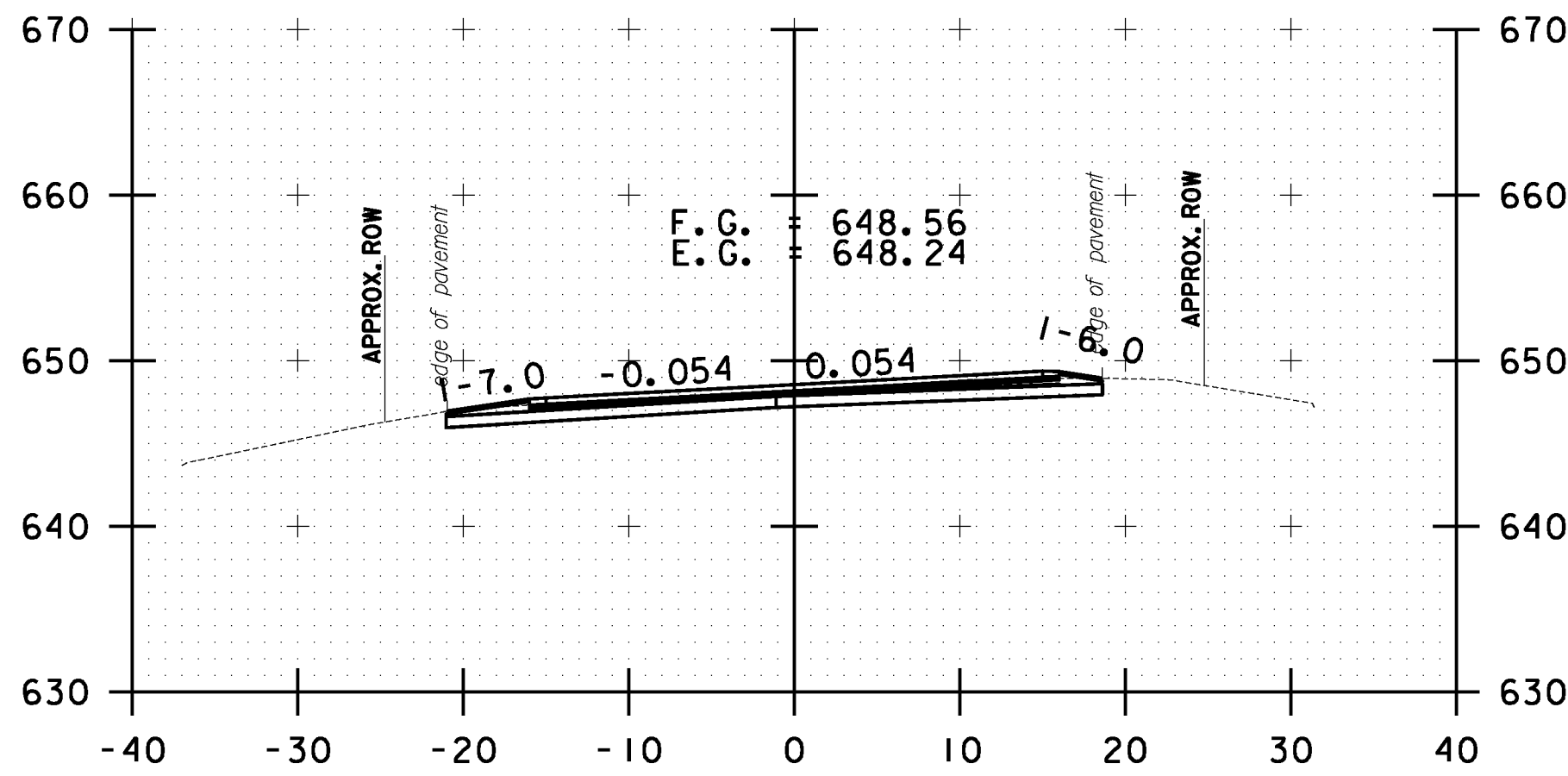
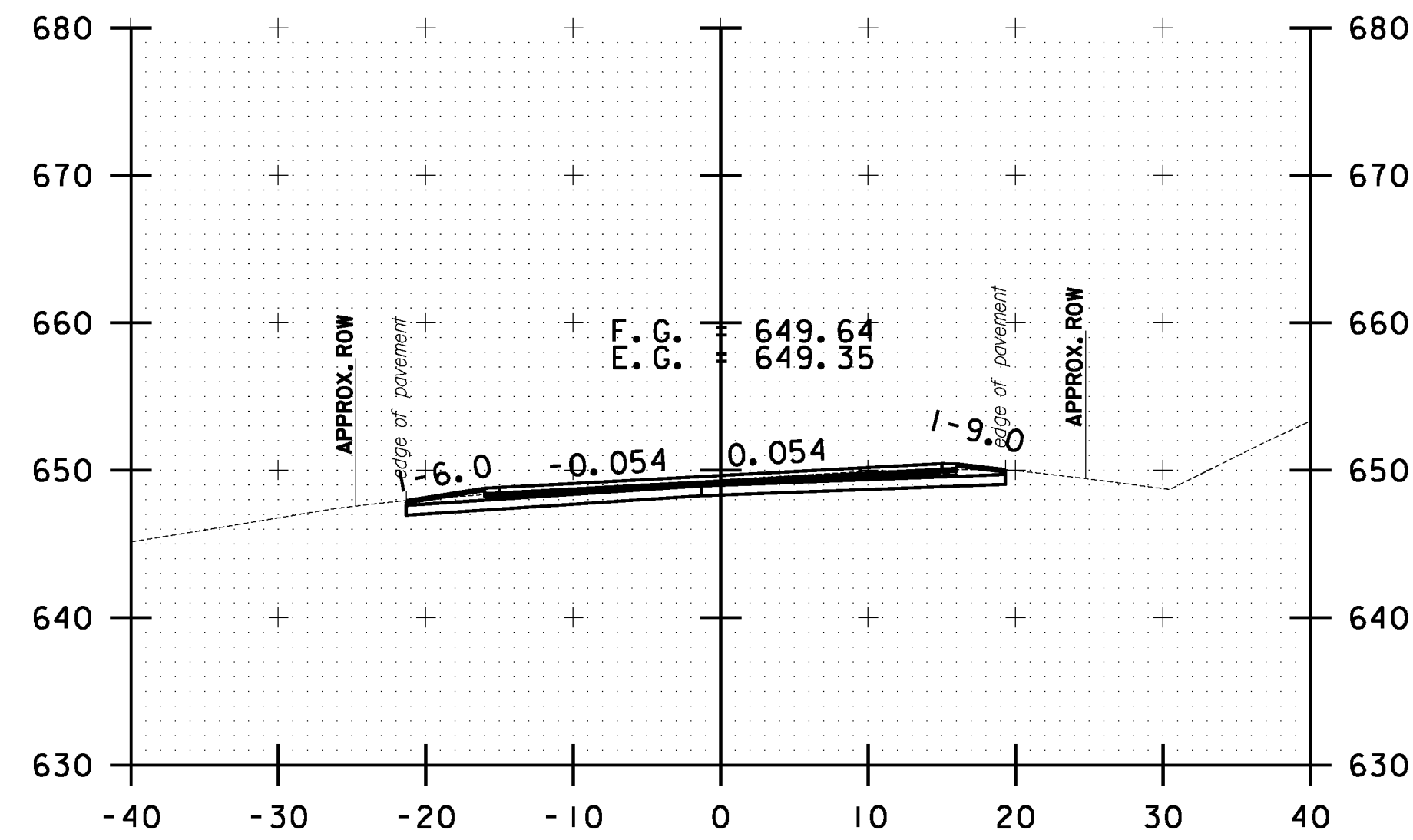
PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

CHECKED BY: J.P.S.

SHEET 293 OF 397

FILE NAME: \\P:\projects\ANY\K2\22425\CAOD_MSTN\10b214_stock.xcdgn
DATE/TIME: 3/17/2014
USER: 4916



10 0 10
SCALE IN FEET

**STOCKBRIDGE
CROSS SECTION
SHEET #81**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_stock.xcdgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214xs81.i

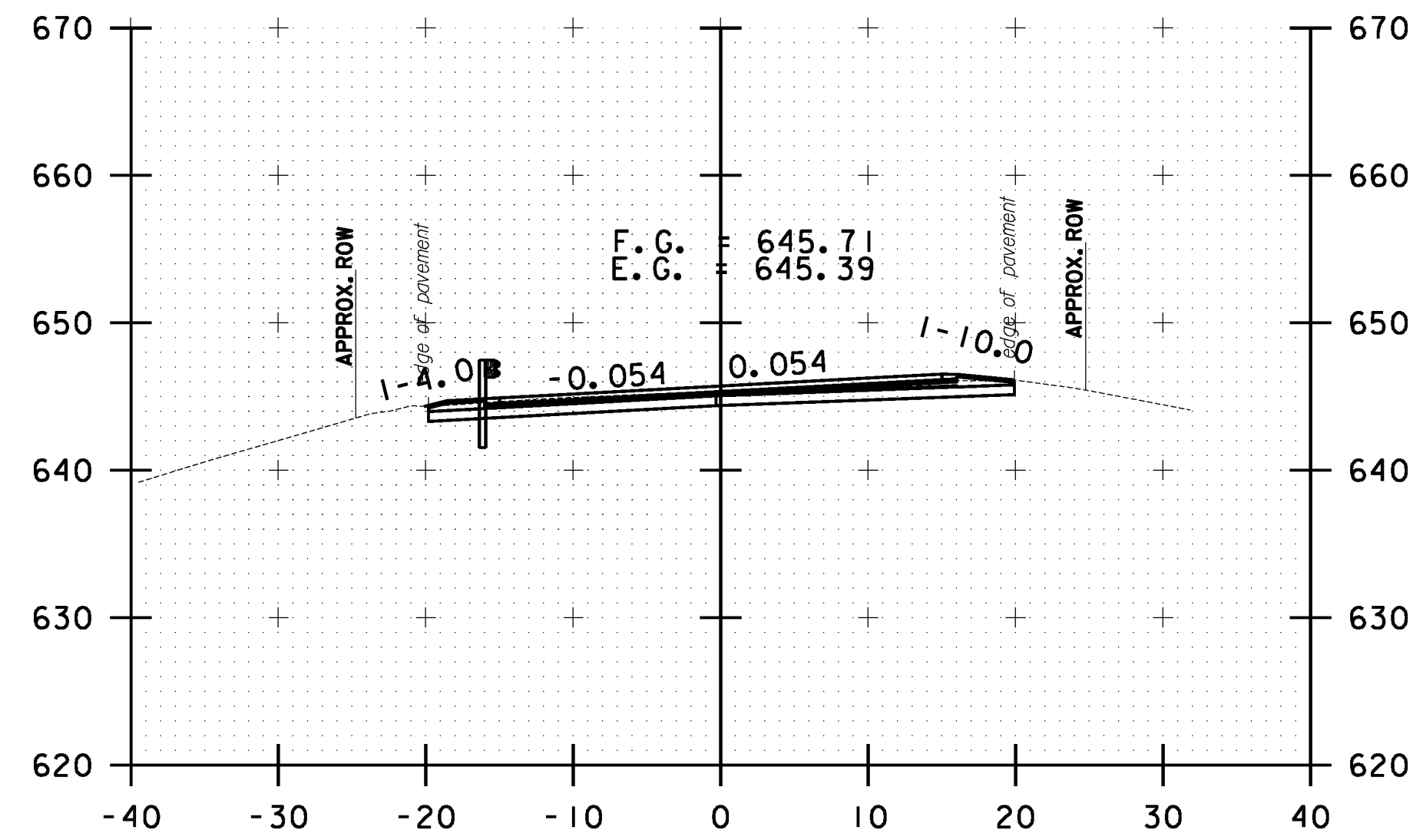
PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

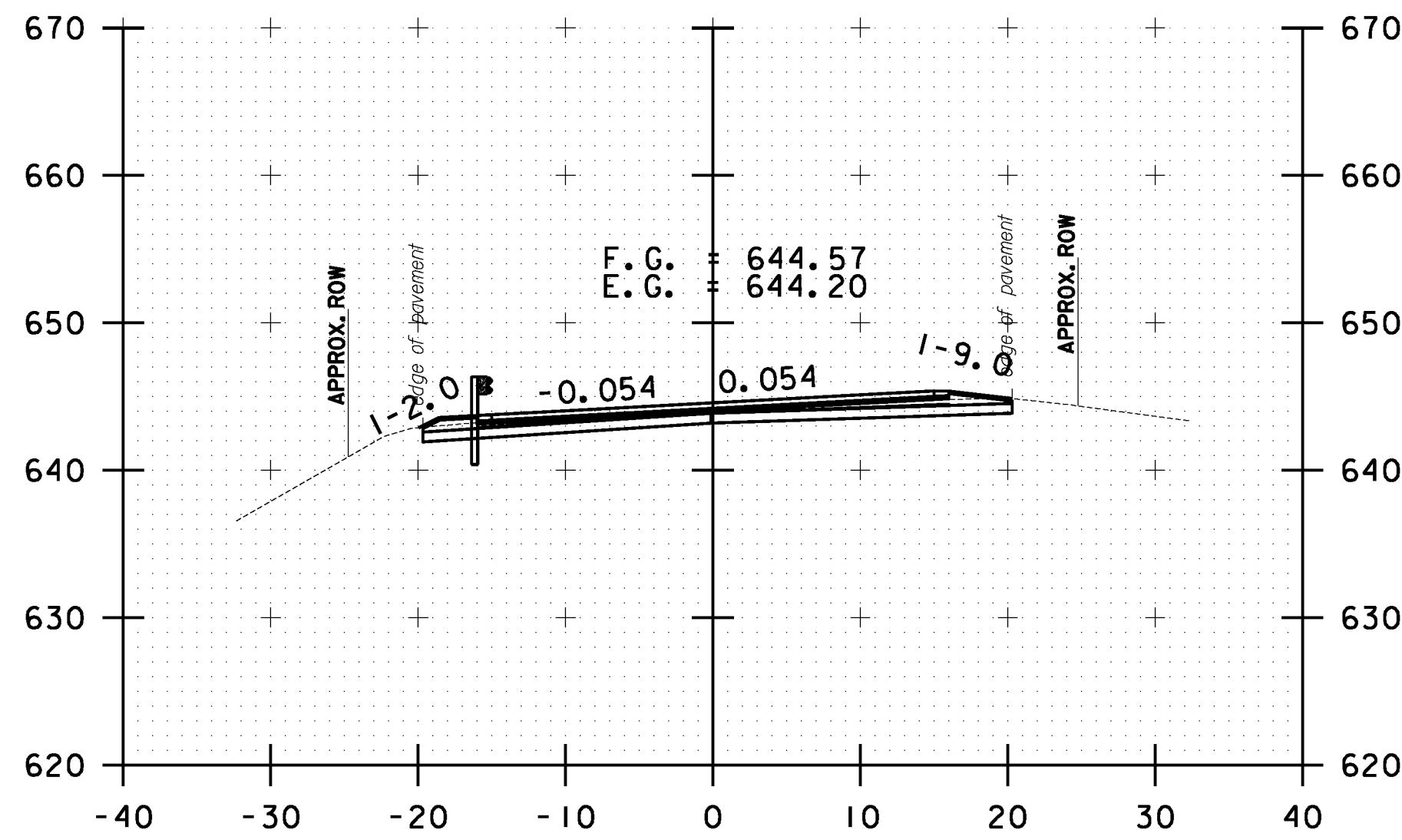
CHECKED BY: J.P.S.

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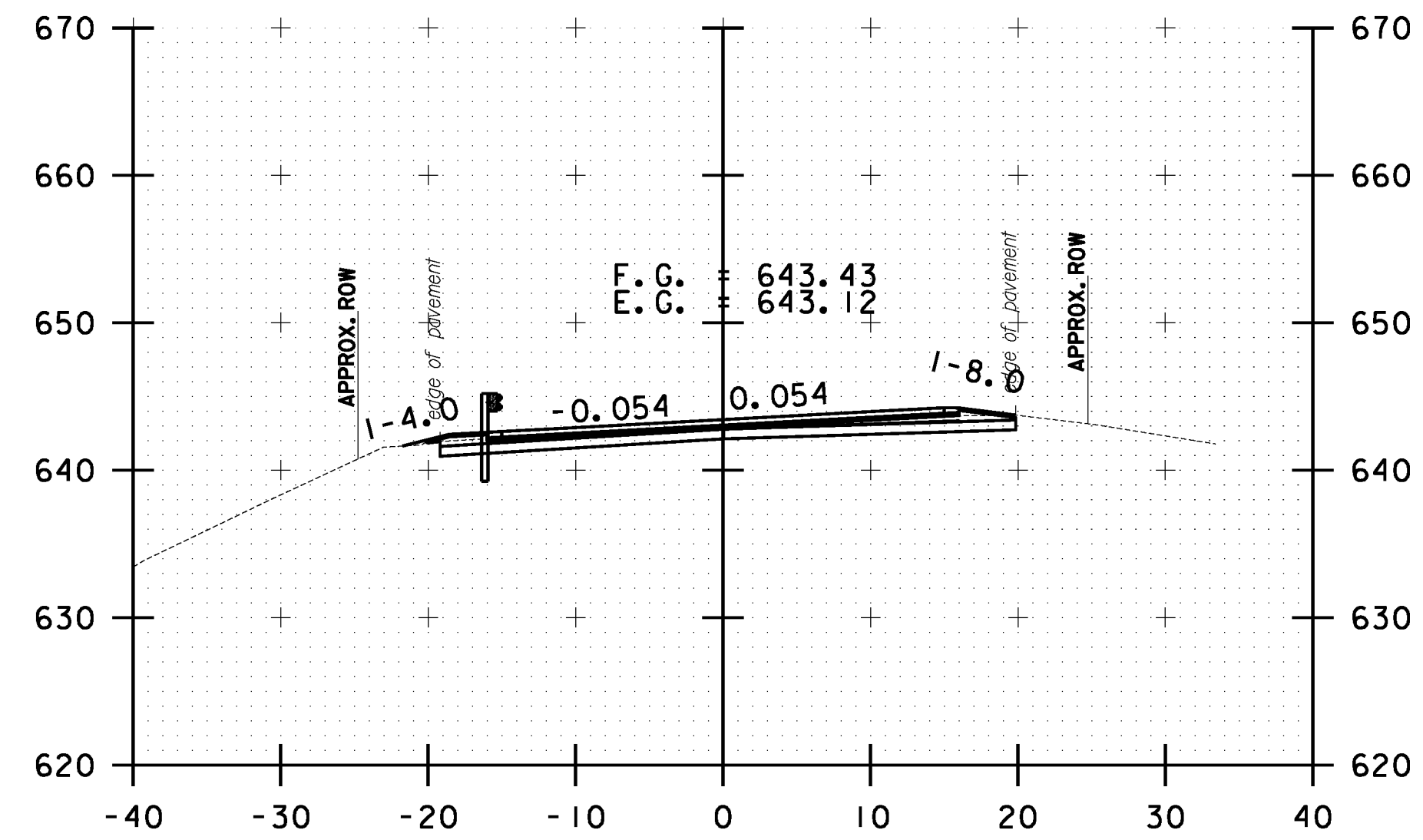
FILE NAME = \\P:\projects\ANY\K2\22\25\CAOD\KSTN\10b214_stock_xc.dgn
DATE/TIME = 3/17/2014
USER = jslb



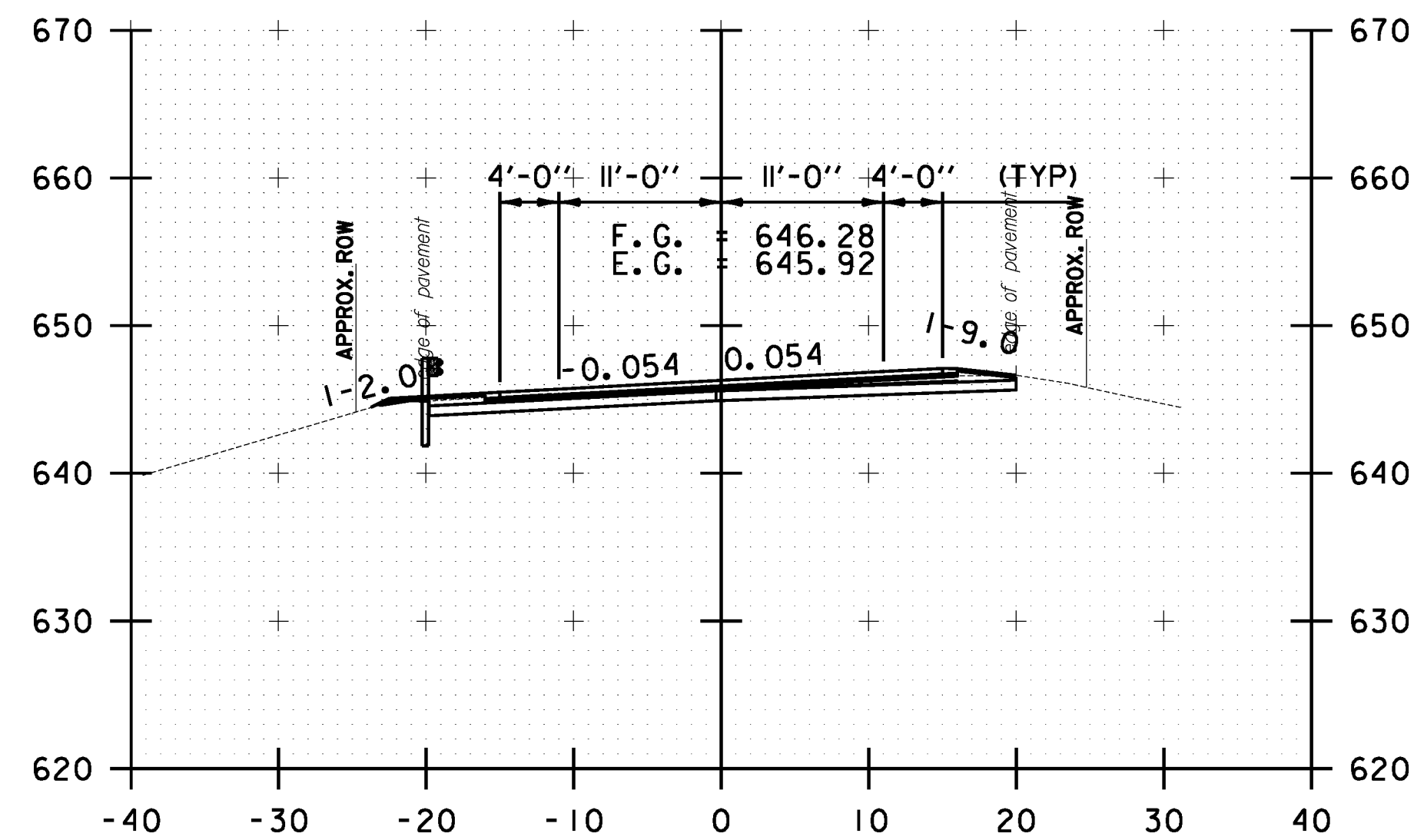
260+50.00



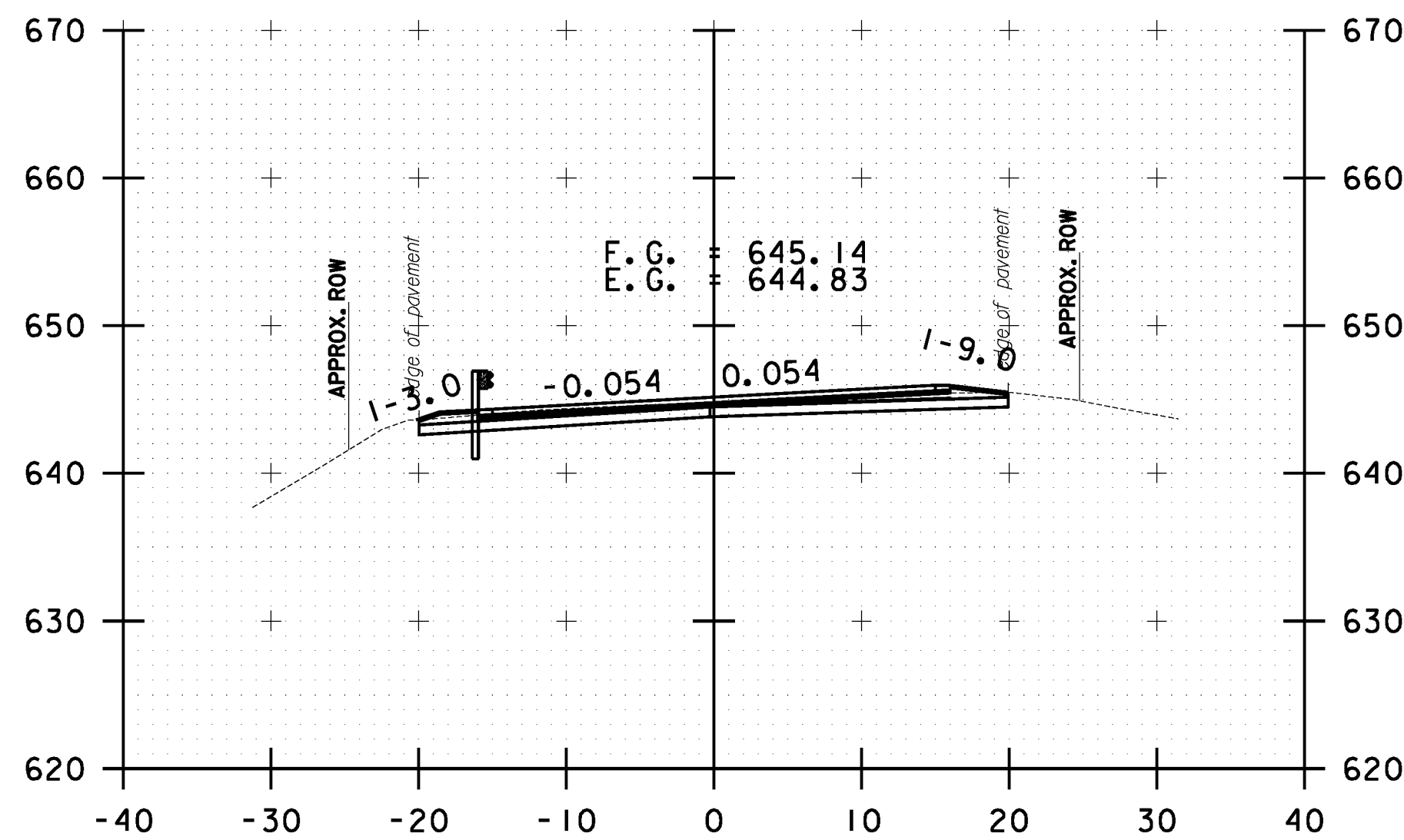
261+50.00



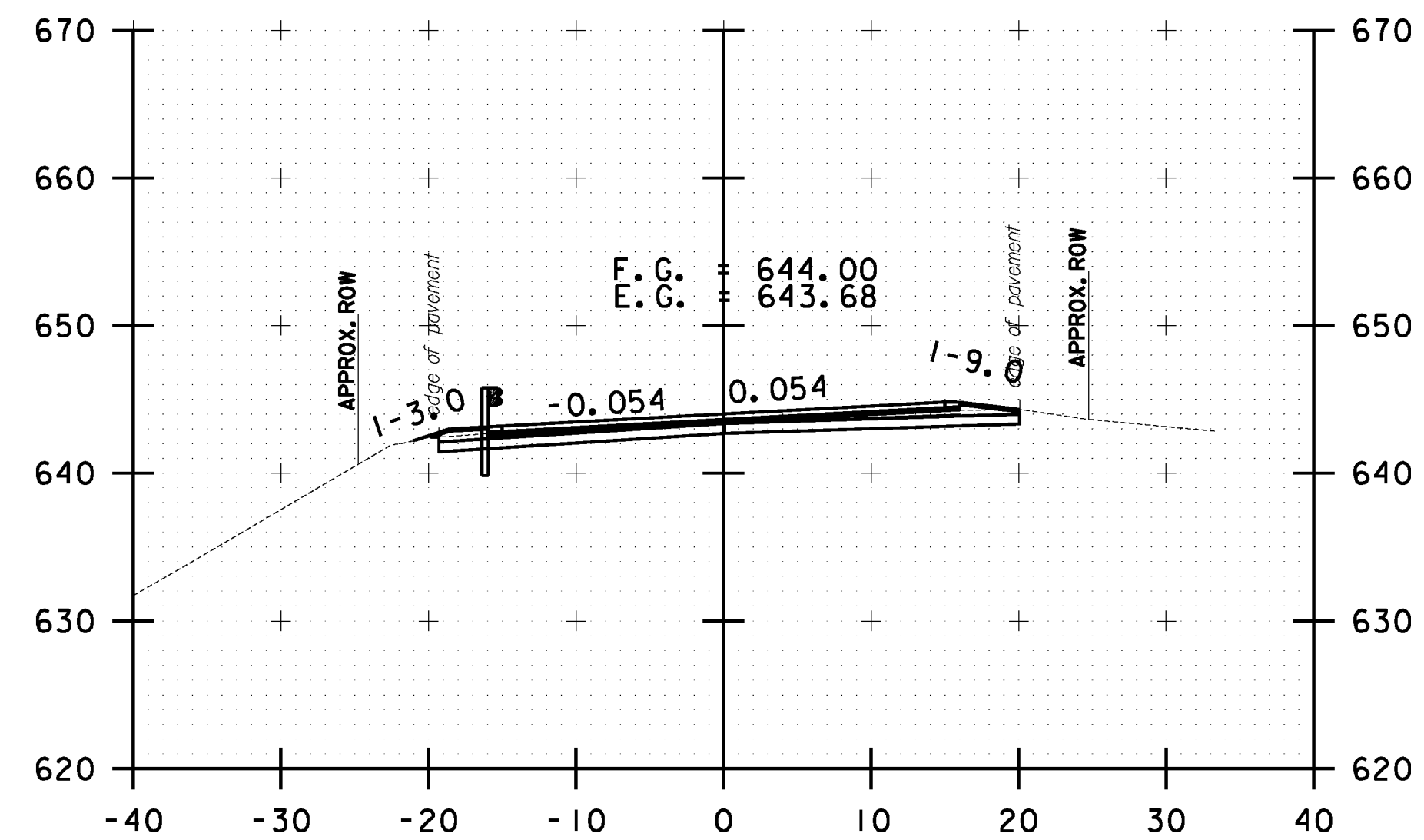
262+50.00



260+00.00



261+00.00



262+00.00

10 0 10
SCALE IN FEET

**STOCKBRIDGE
CROSS SECTION
SHEET #82**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_stock_xc.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214xs82.1

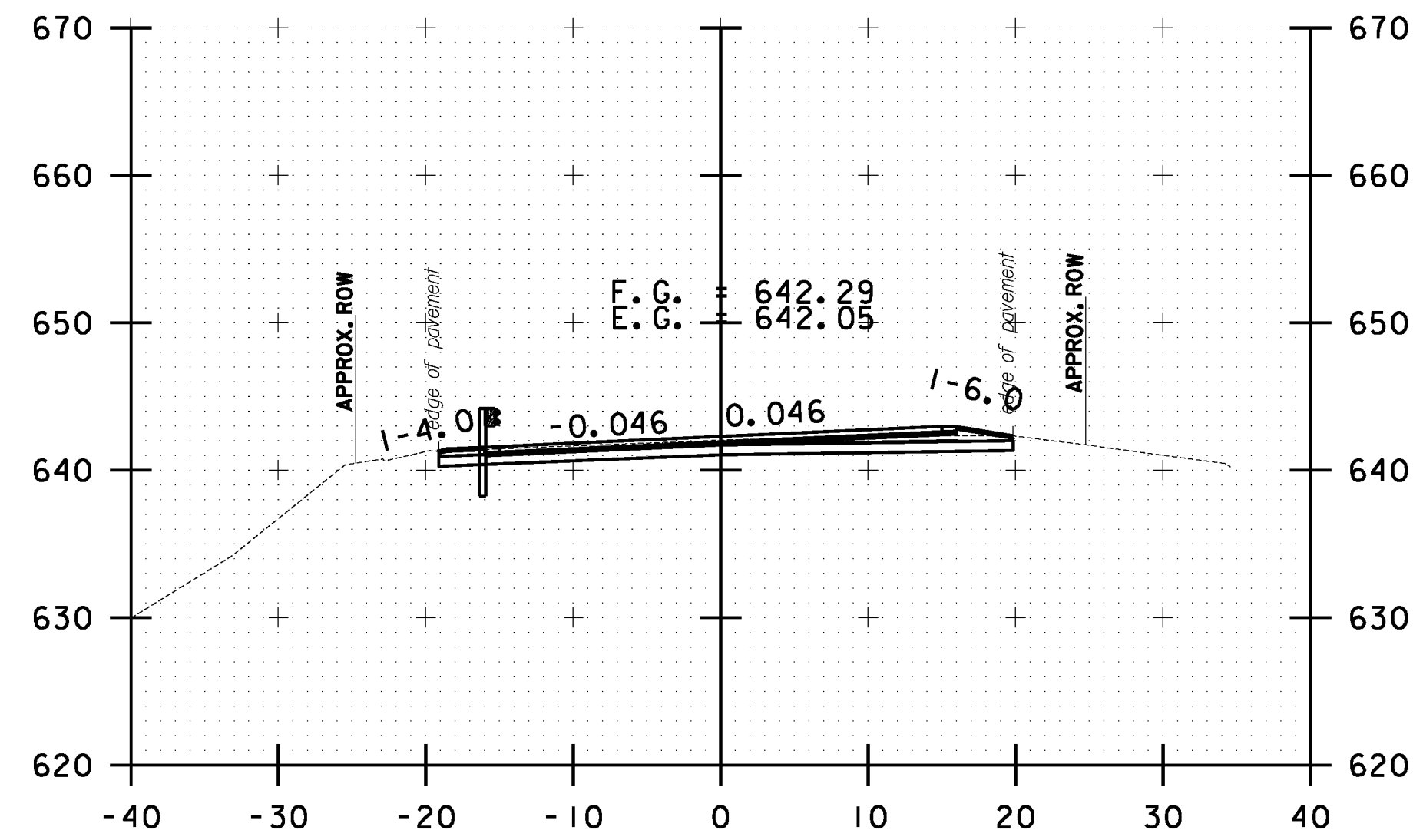
PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

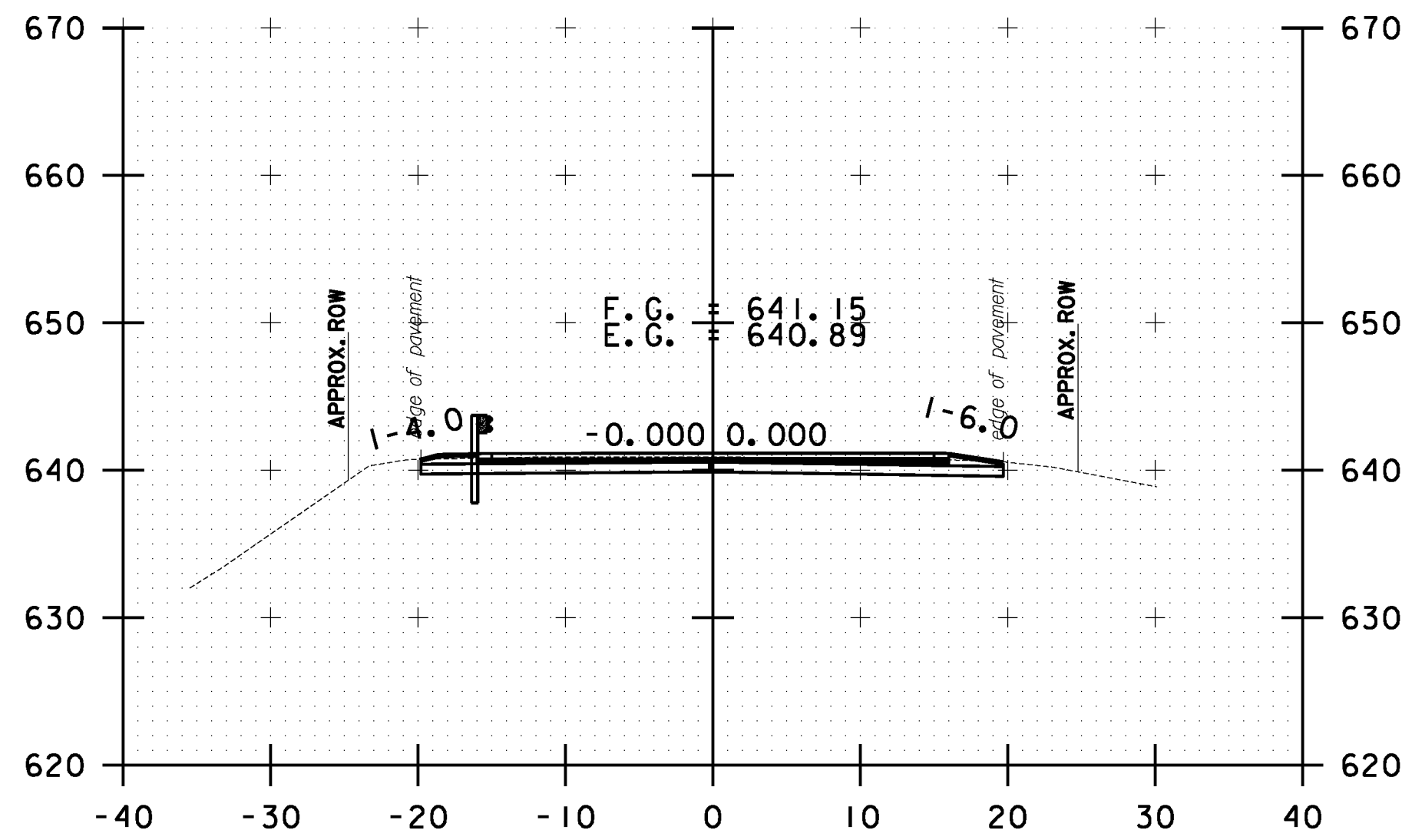
CHECKED BY: J.P.S.

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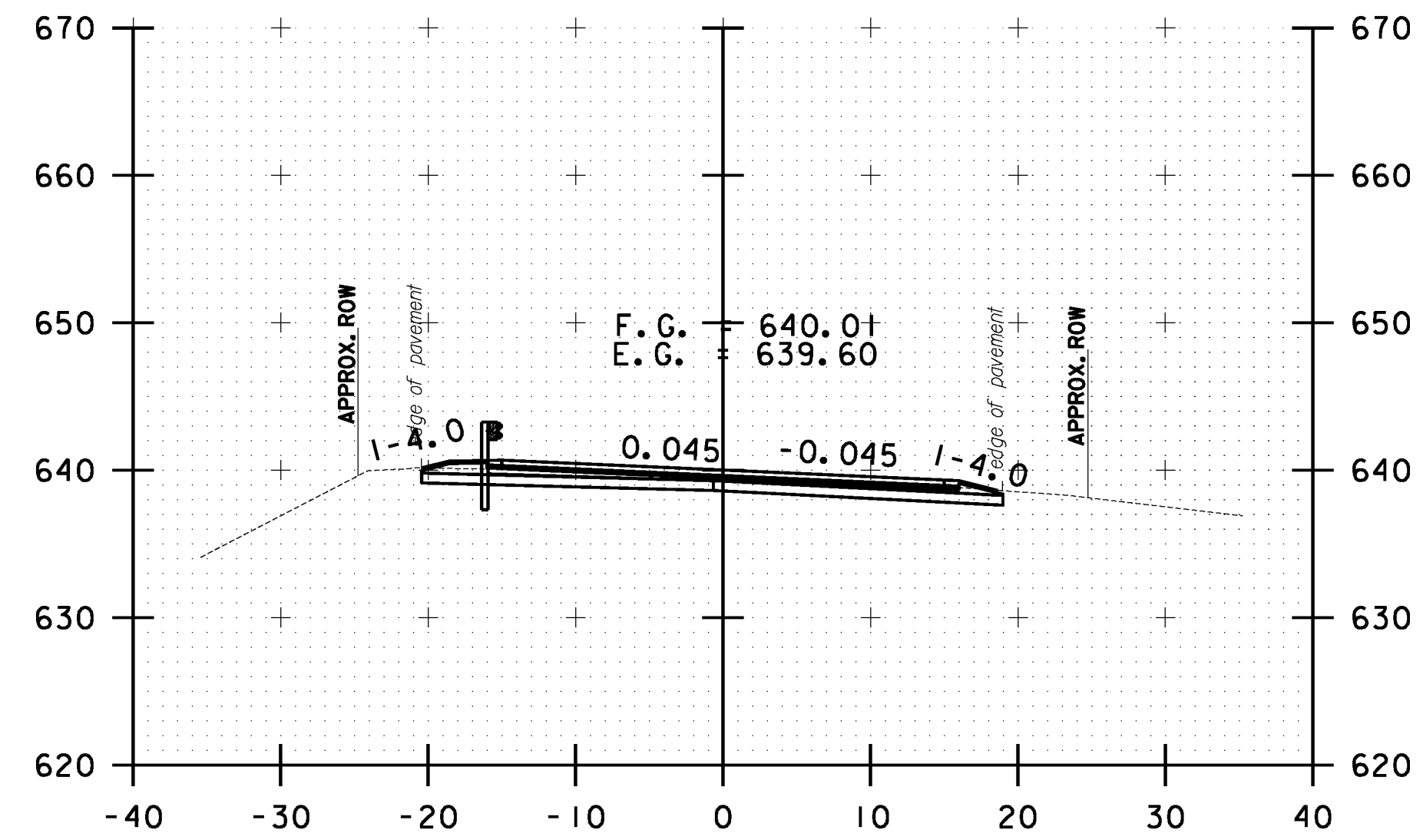
FILE NAME = V:\Projects\ANY\K2\22\25\CAOD\KSTN\10b214_stock_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



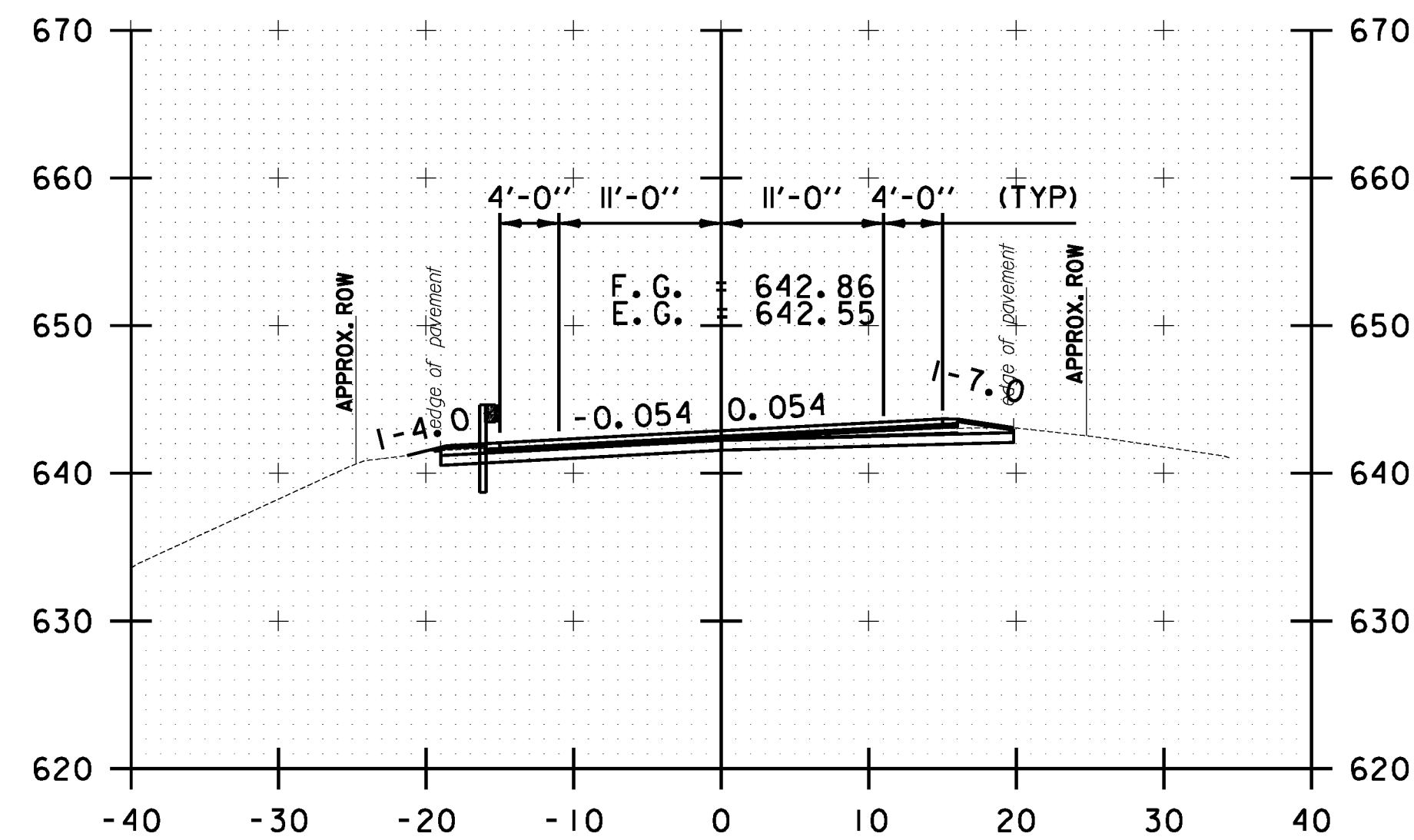
263+50.00



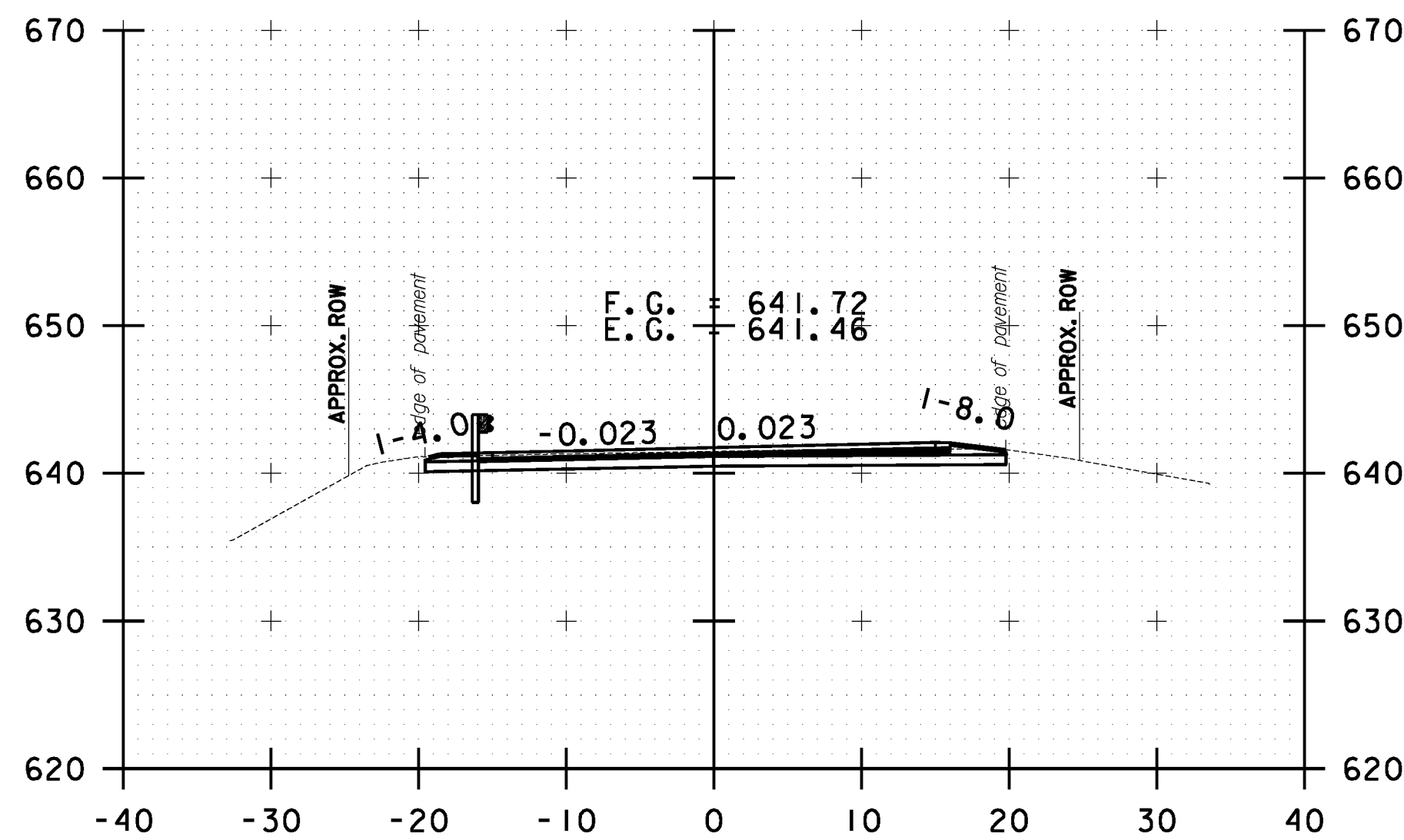
264+50.00



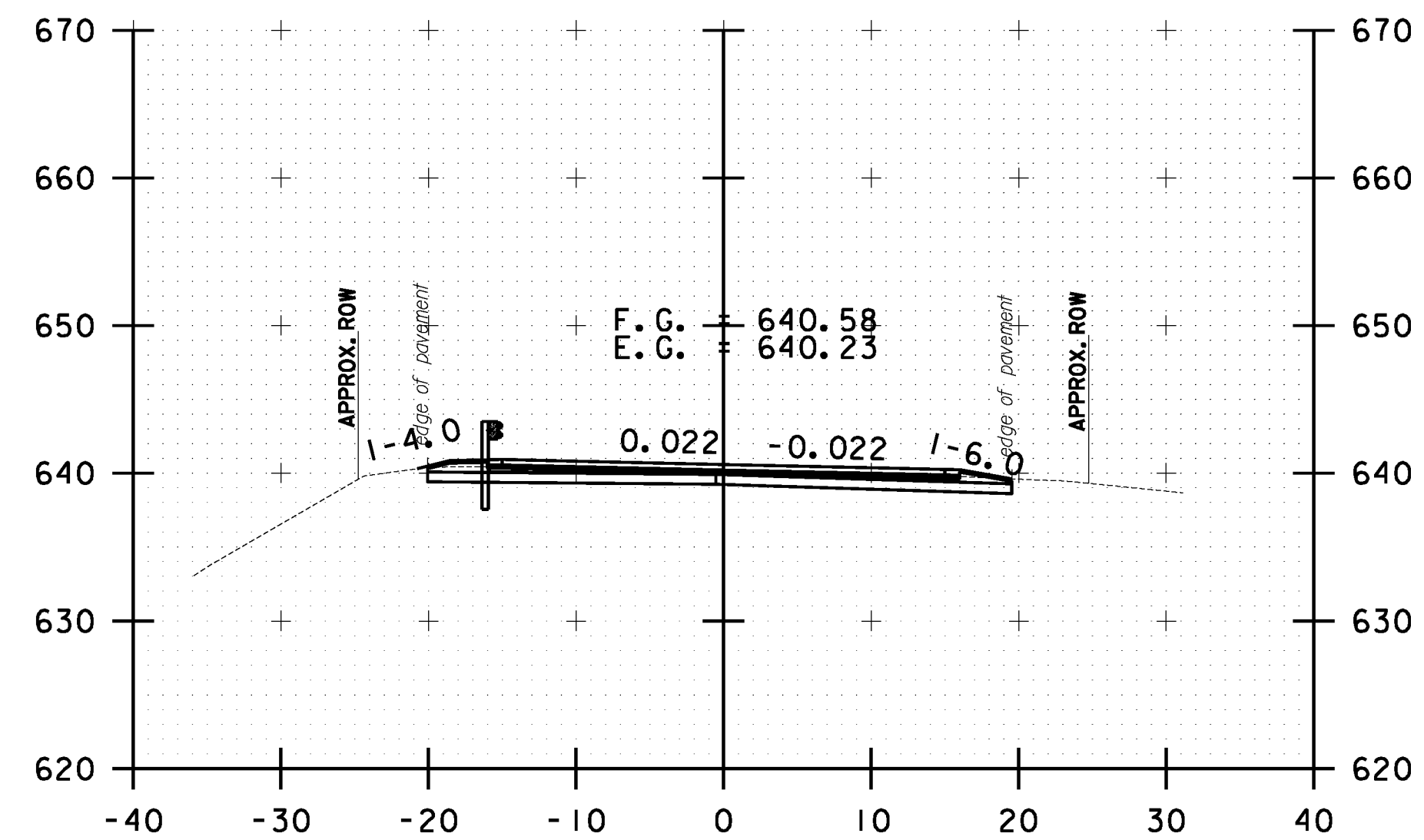
265+50.00



263+00.00



264+00.00



265+00.00

10 0 10
SCALE IN FEET

**STOCKBRIDGE
CROSS SECTION
SHEET #83**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_stock_xc.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214xs83.1

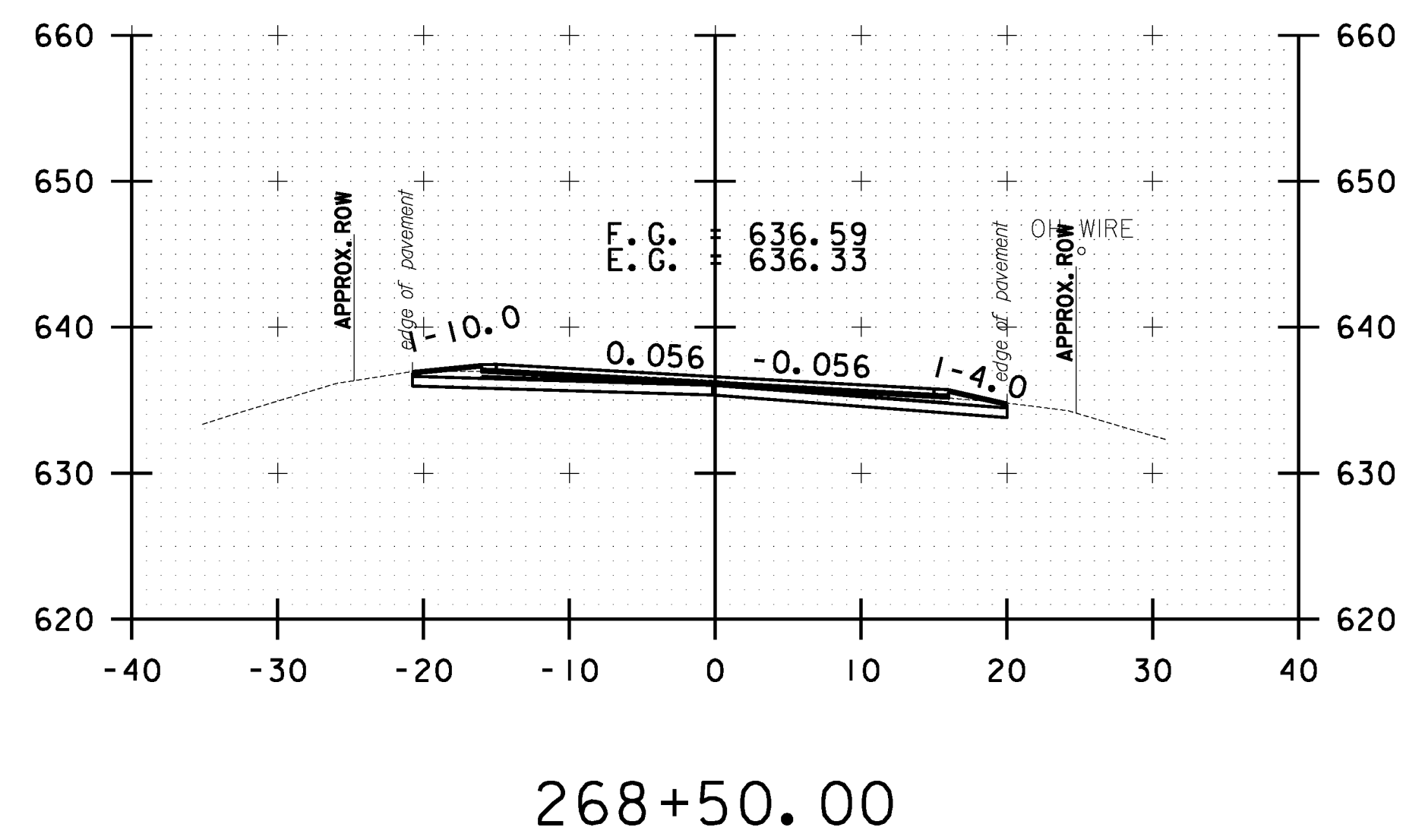
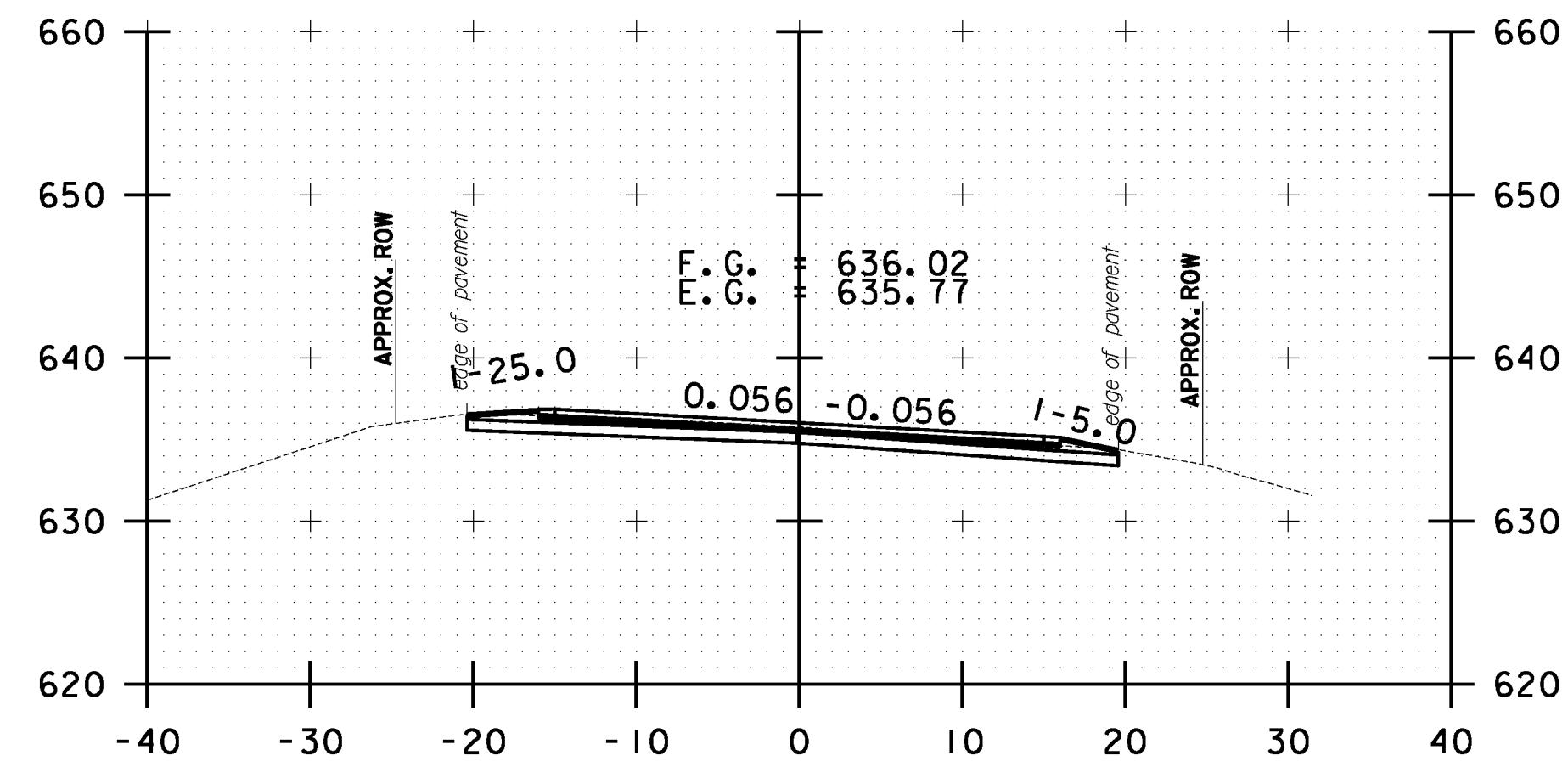
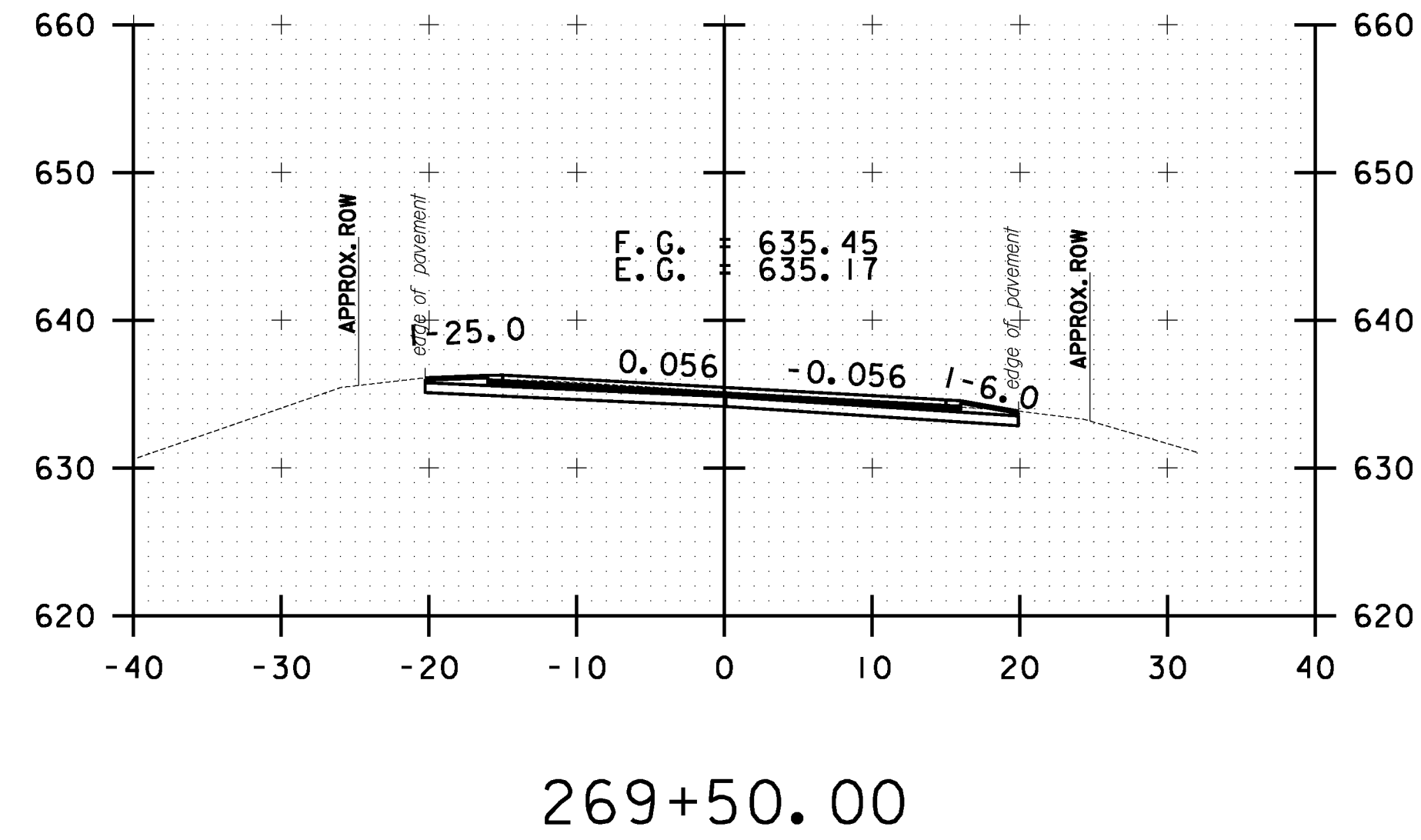
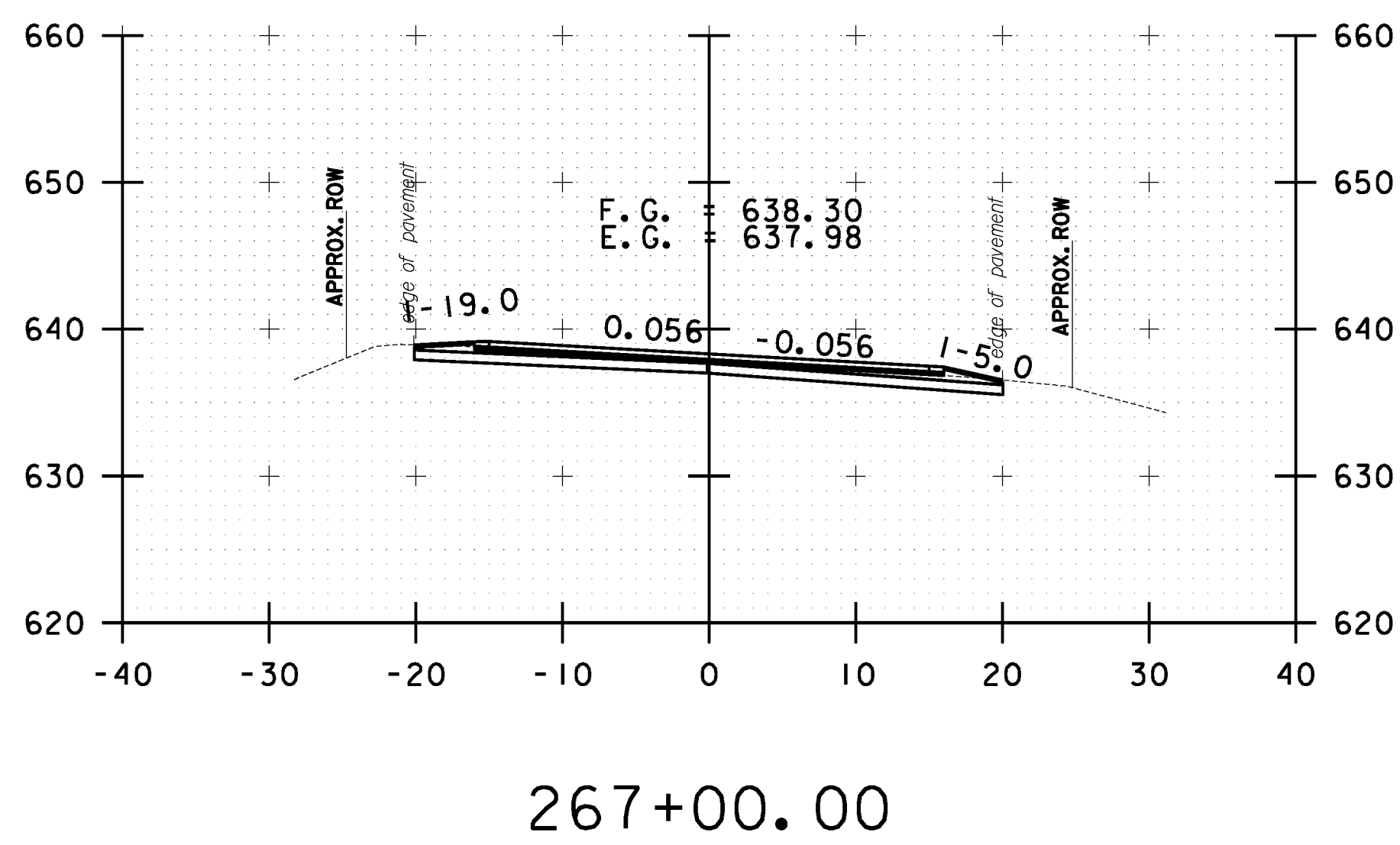
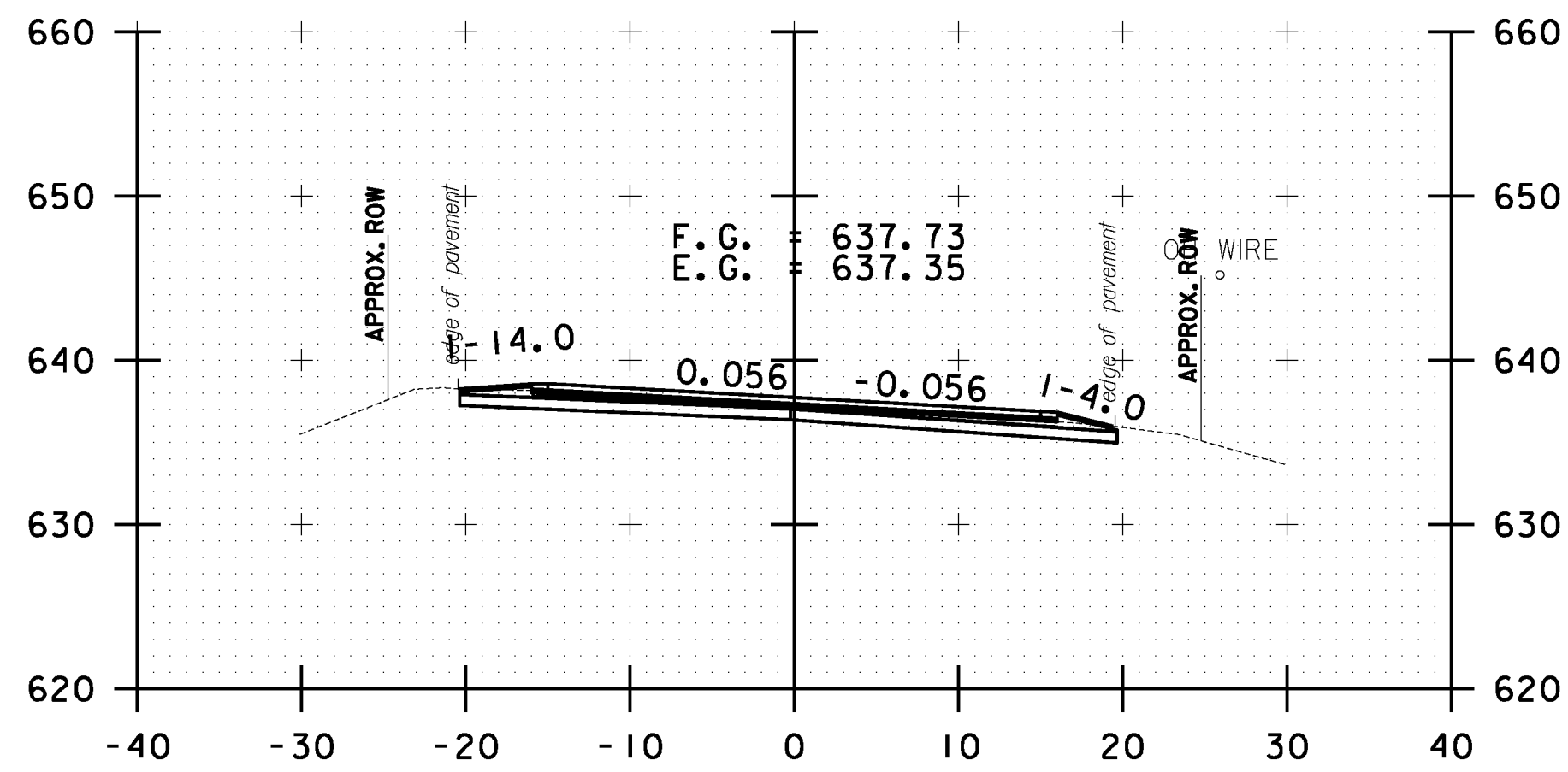
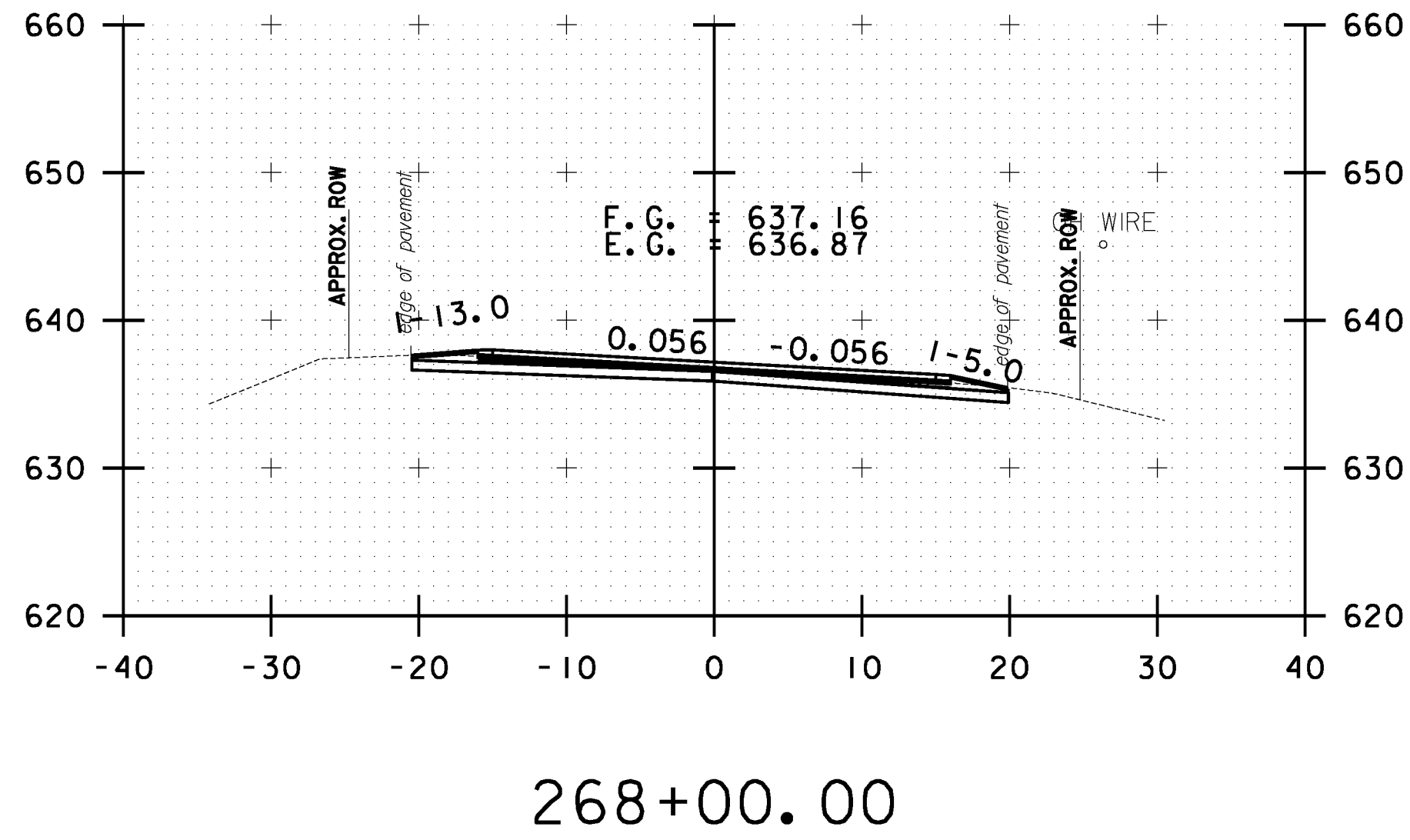
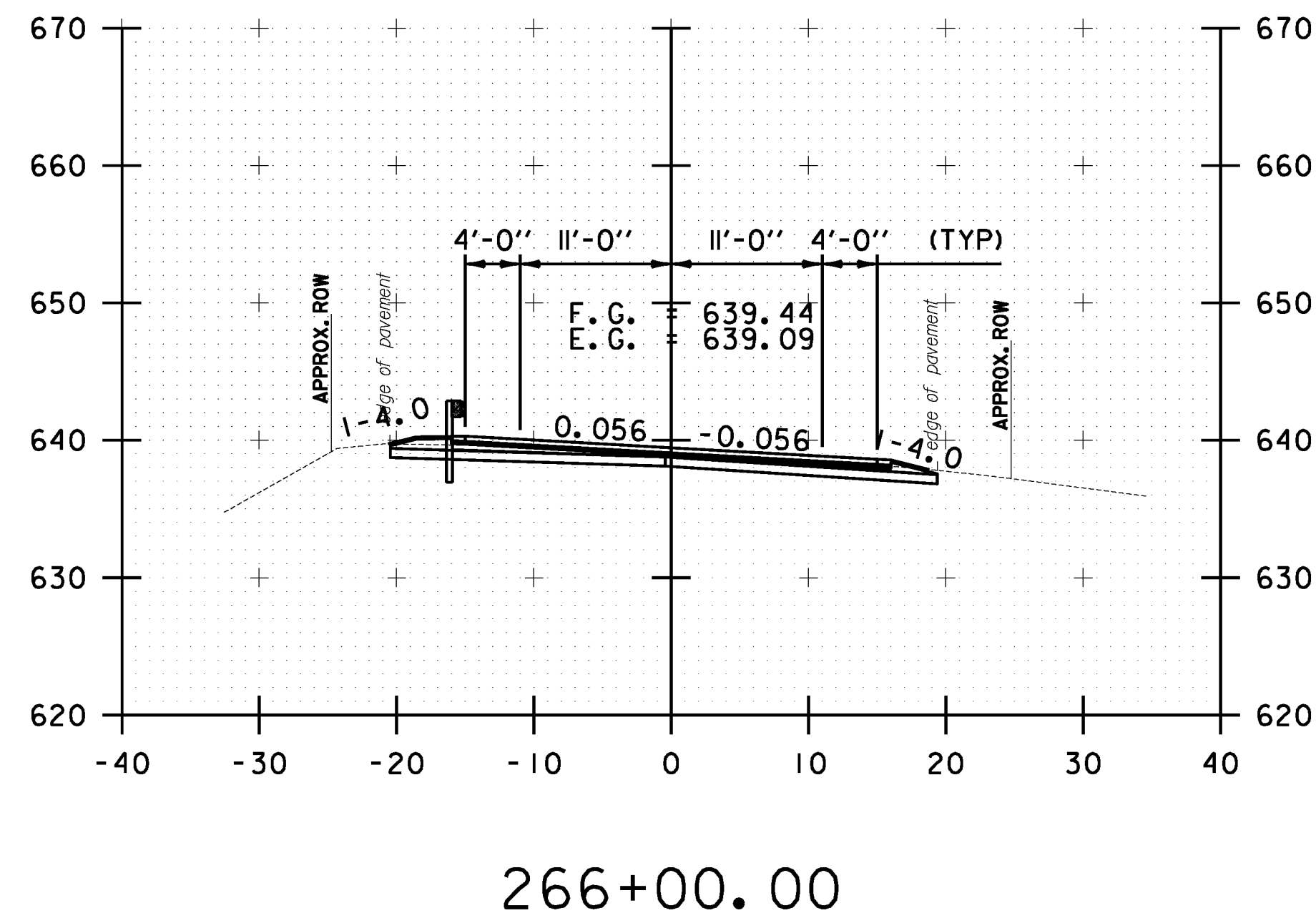
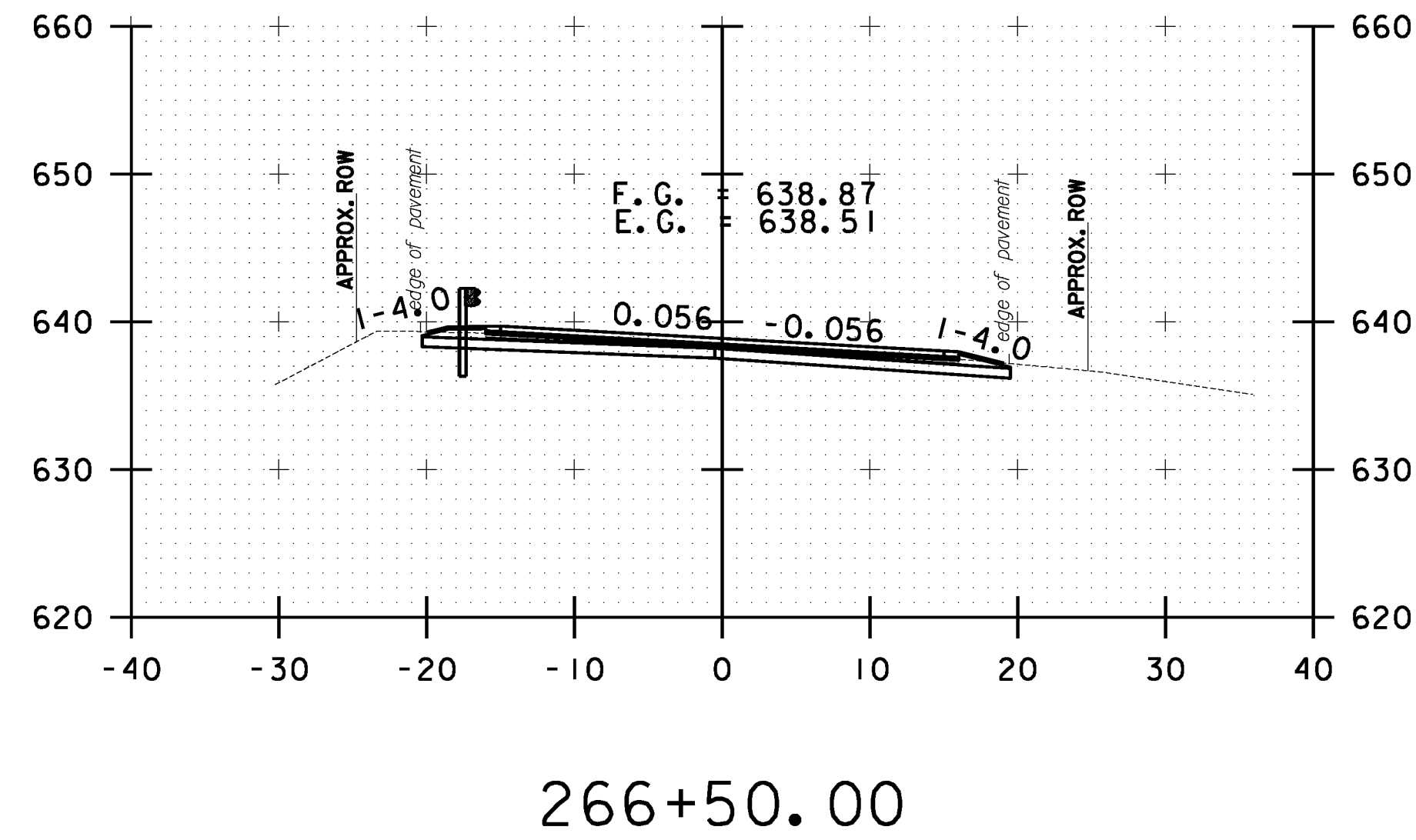
PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

CHECKED BY: J.P.S.

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FILE NAME: W:\Projects\ANY\K2\22\25\CAOD\KSTN\10b214_stock_xc.dgn
DATE/TIME: 3/17/2014
USER: 4916

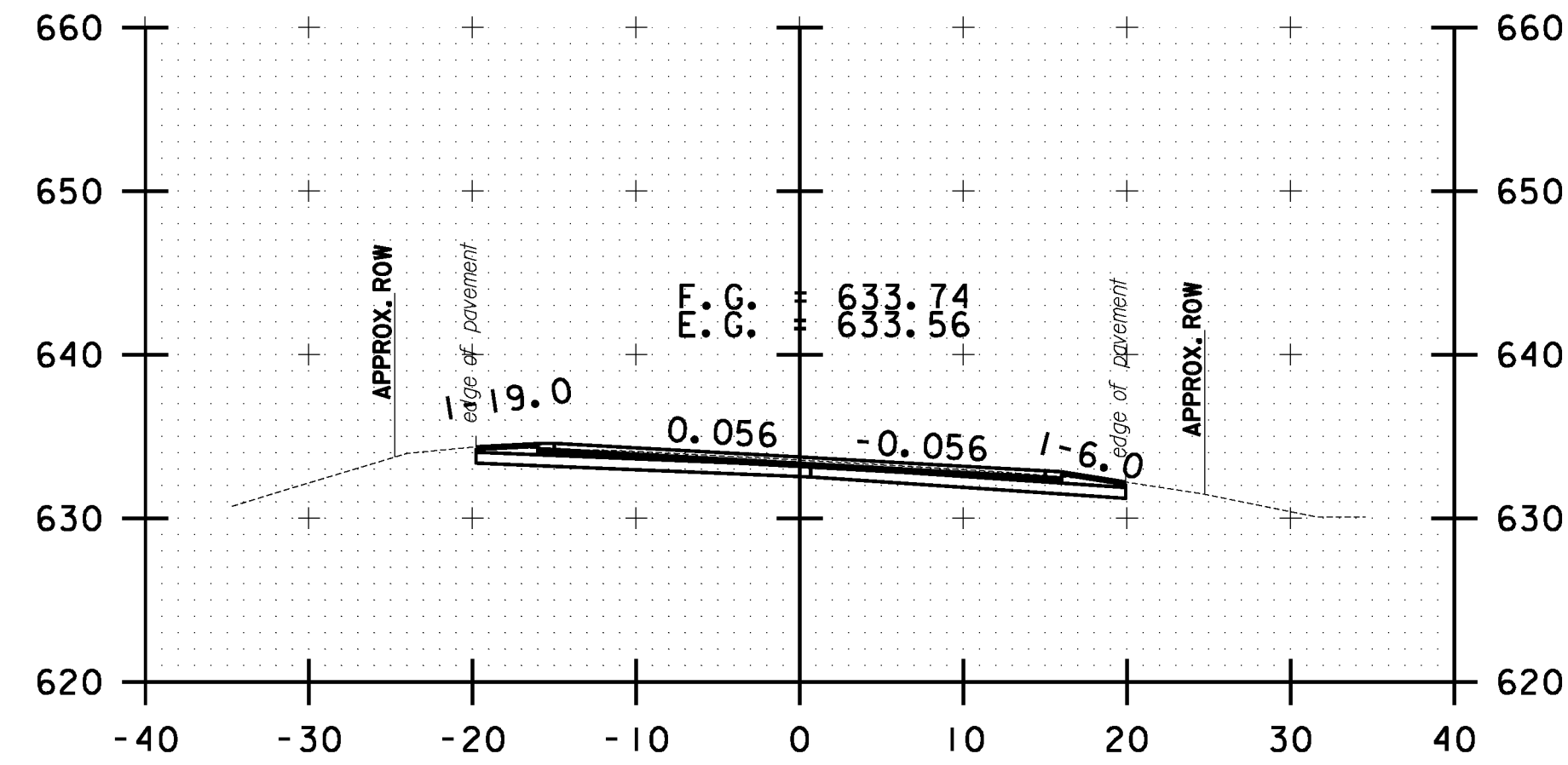


10 0 10
SCALE IN FEET

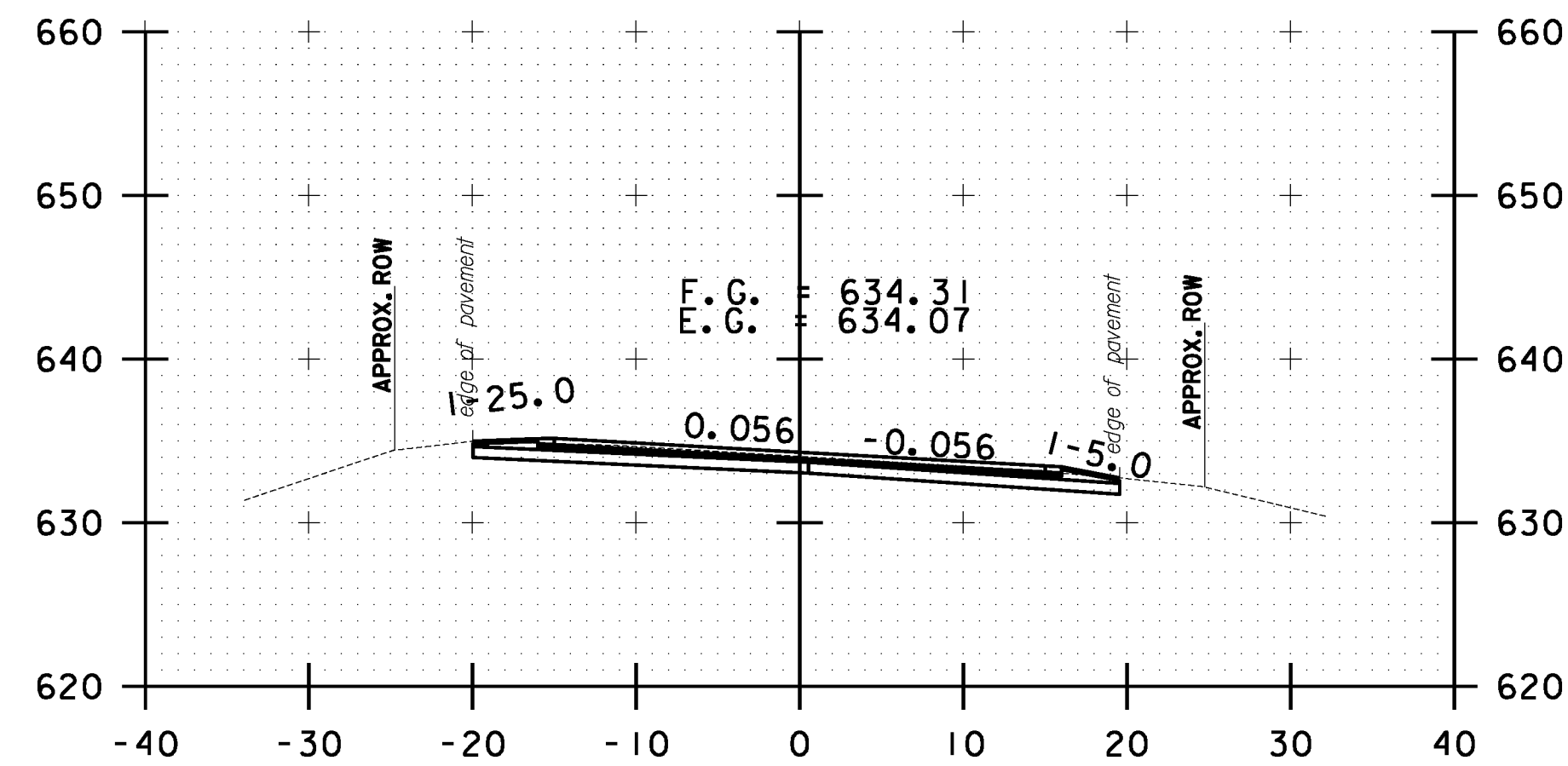
**STOCKBRIDGE
CROSS SECTION
SHEET #84**

PROJECT NAME: STOCKBRIDGE-BETHEL	
PROJECT NUMBER: STP 2910(1)	
FILE NAME: z10b214_stock_xc.dgn	PLOT DATE: 3/17/2014
PROJECT LEADER: D.E.G.	DRAWN BY: W.G.P.
DESIGNED BY: L.M.B.	CHECKED BY: J.P.S.
IPARM FILE: z10b214xs84.1	SHEET 297 OF 397

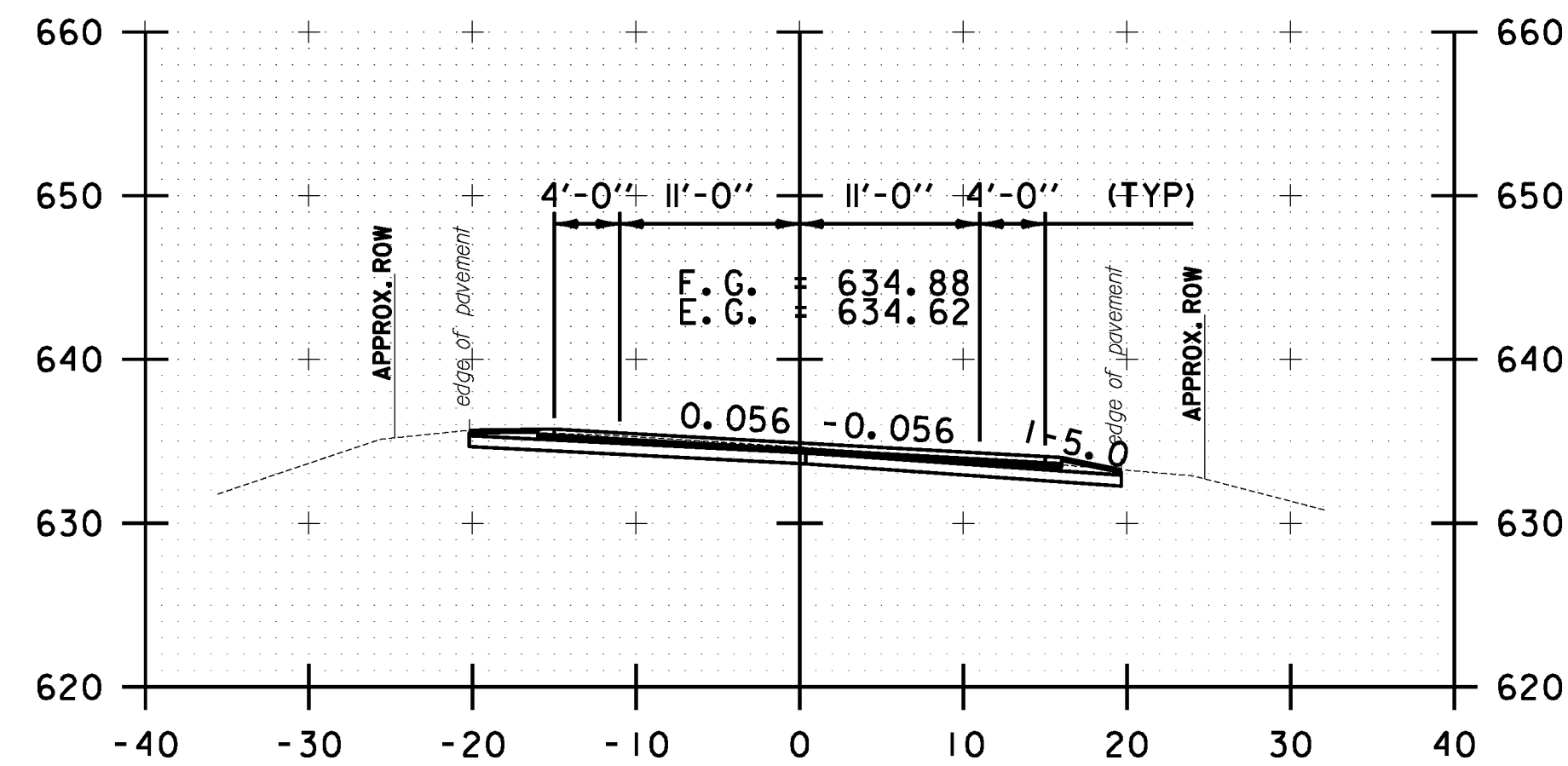
FILE NAME: \\P:\projects\ANY\K2\22426\CAOD\KSTN\10b214_stock_xc.dgn
DATE/TIME: 3/17/2014
USER: jsl6



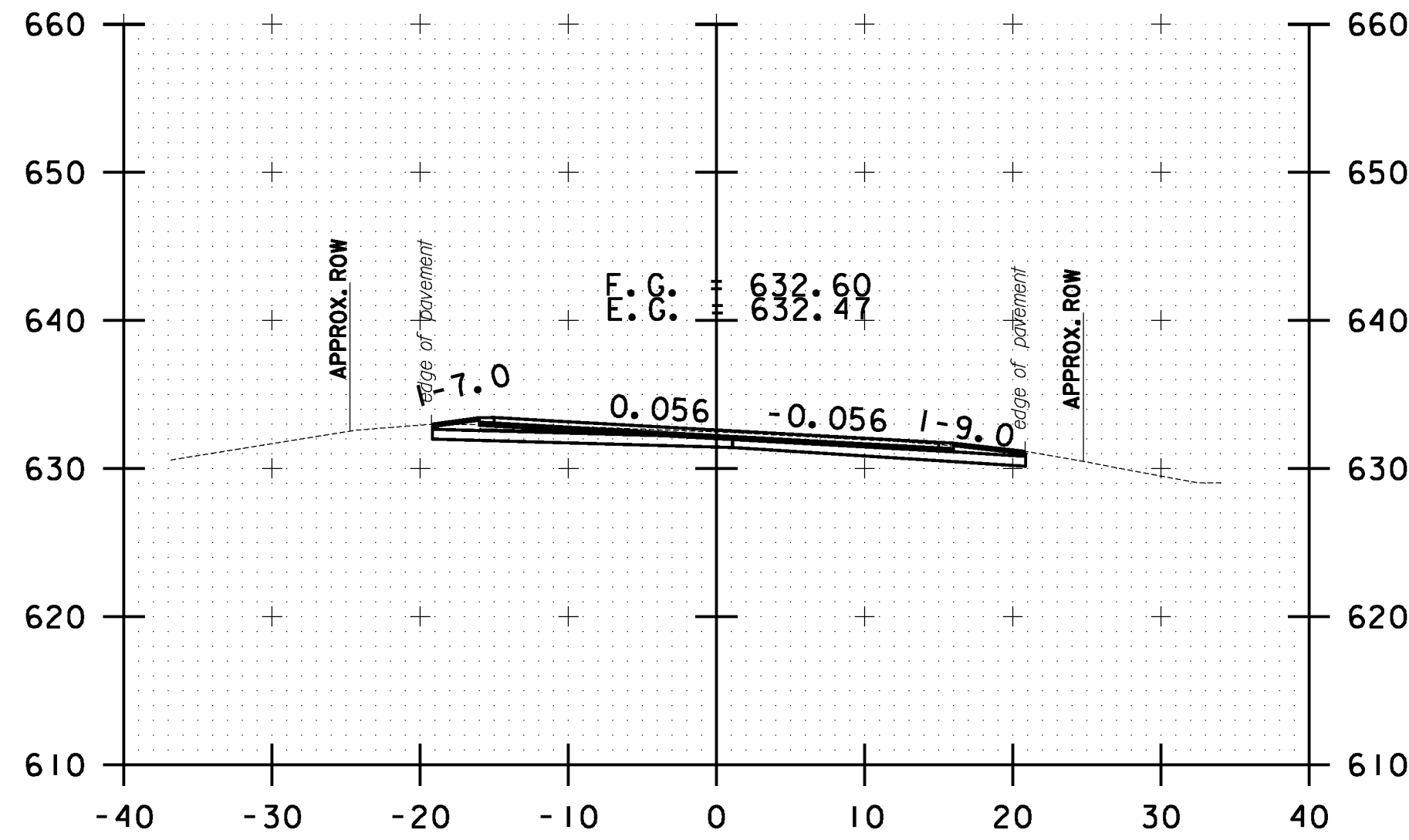
271+00.00



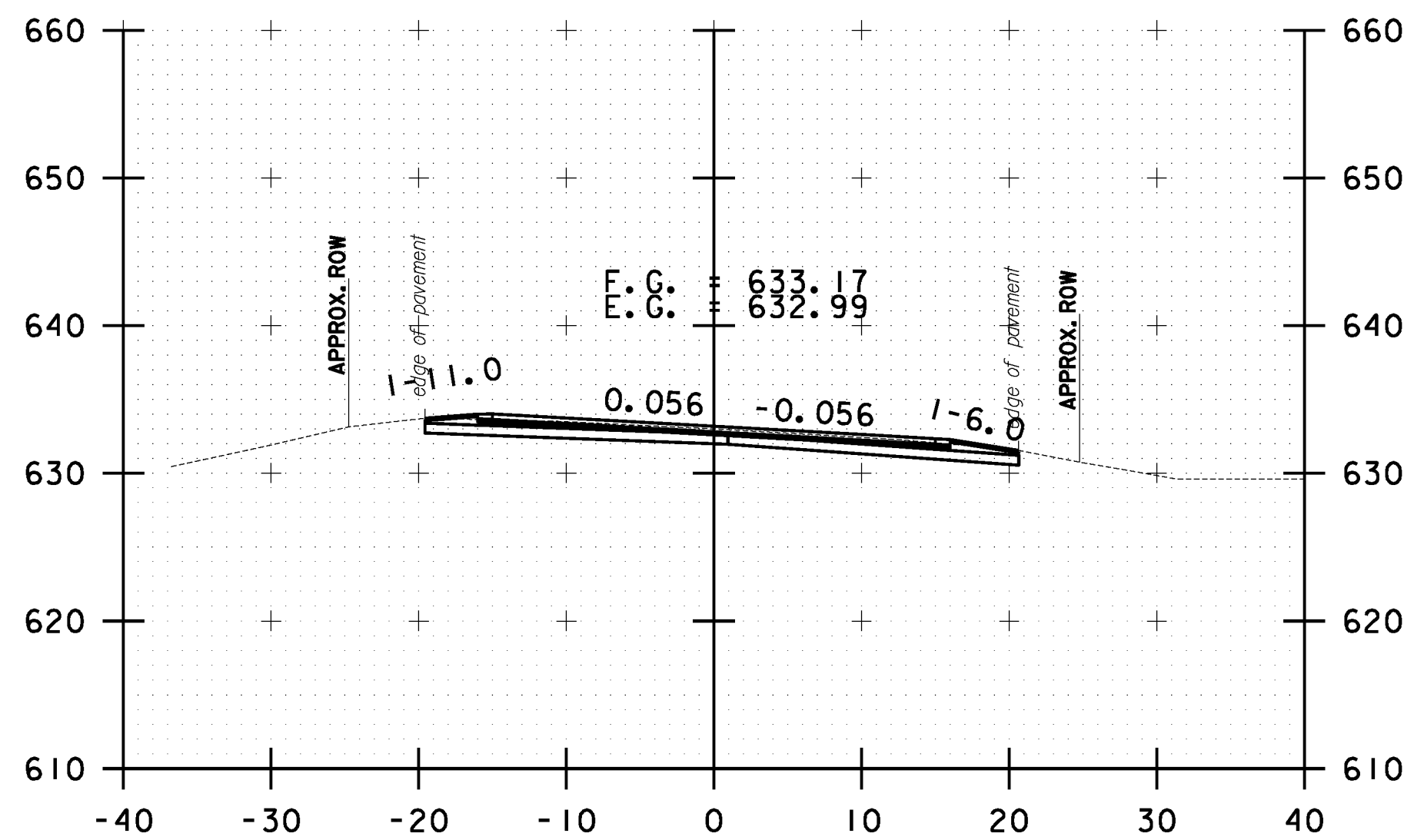
270+50.00



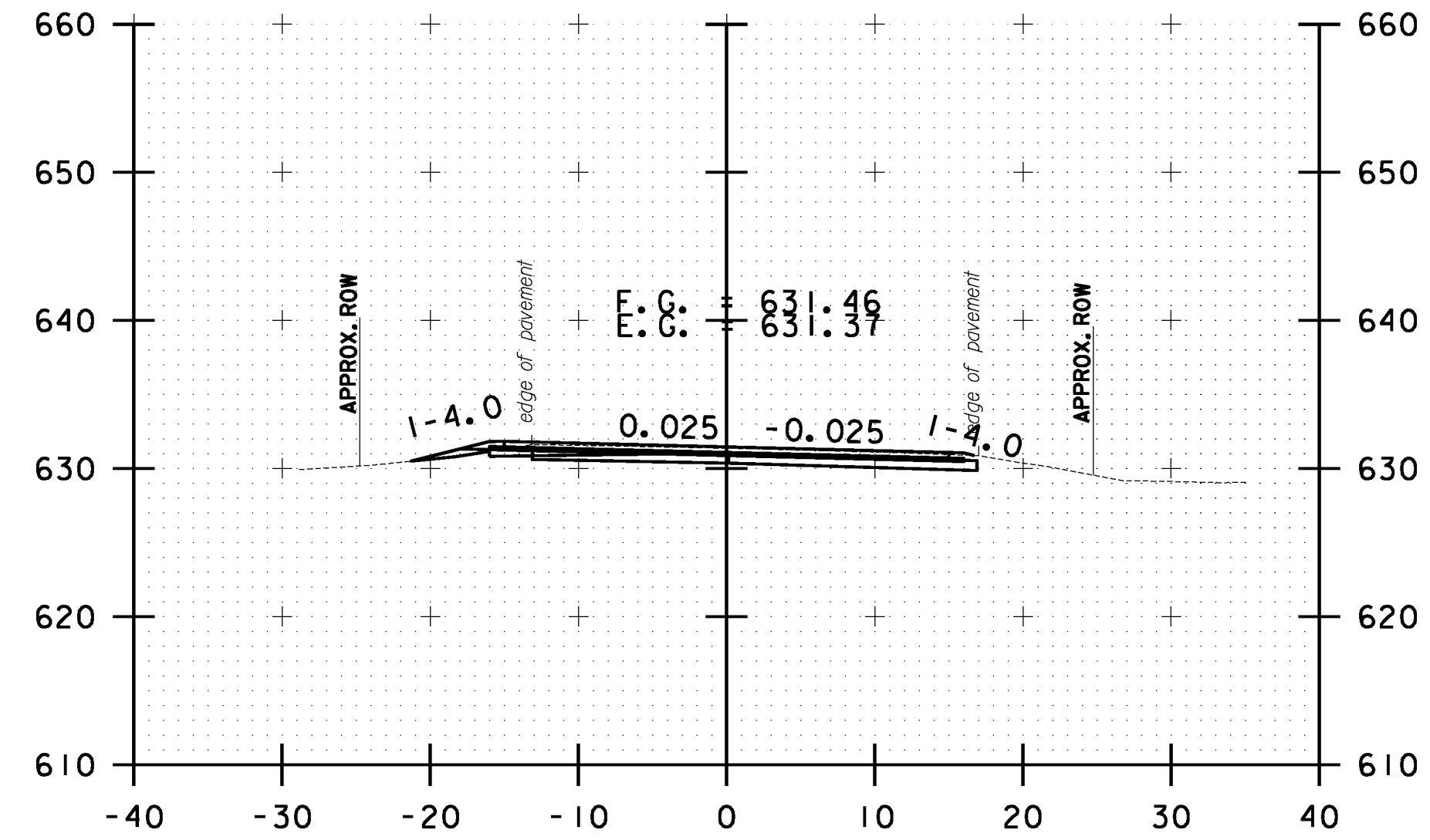
270+00.00



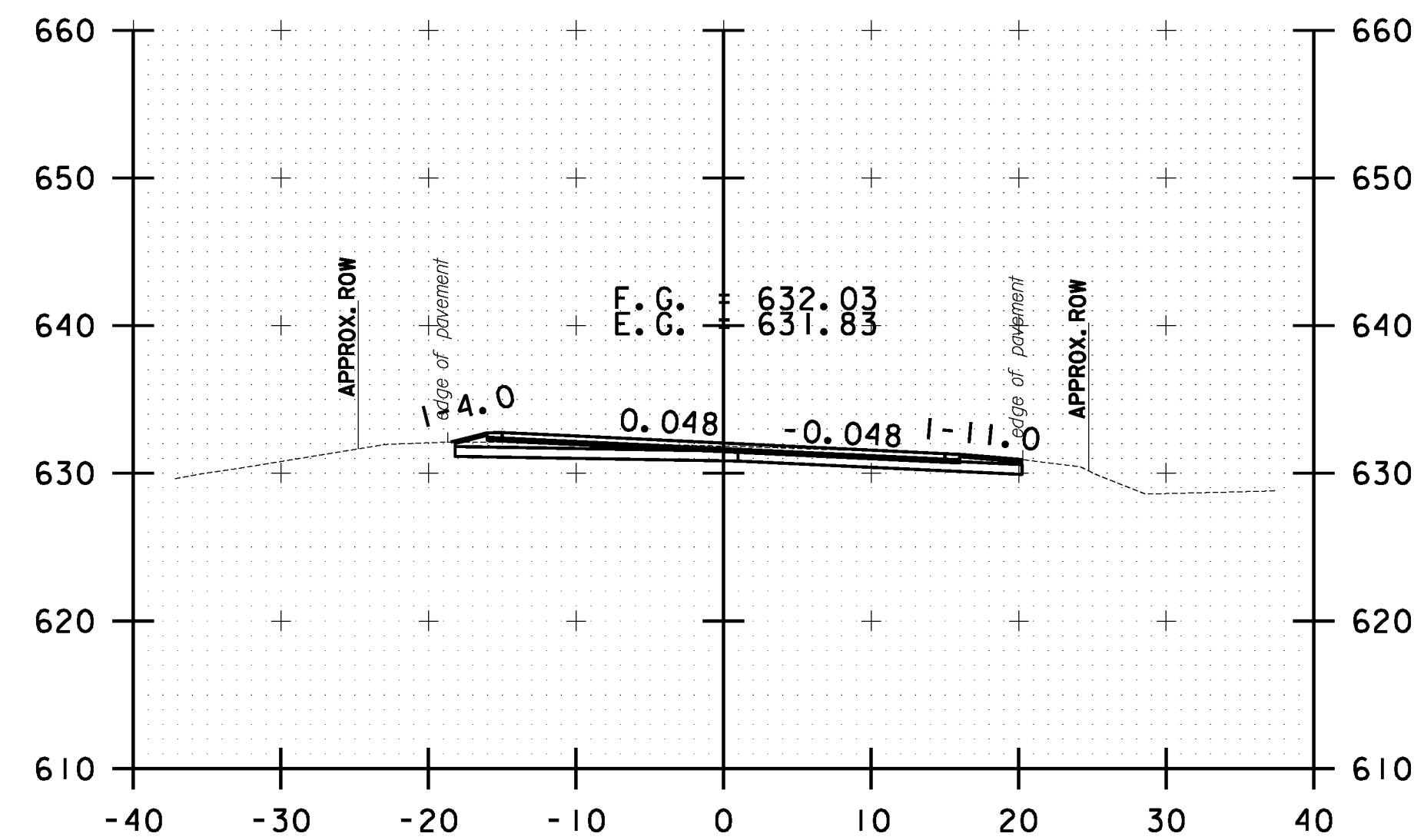
272+00.00



271+50.00



273+00.00



272+50.00

10 0 10
SCALE IN FEET

**STOCKBRIDGE
CROSS SECTION
SHEET #85**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_stock_xc.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

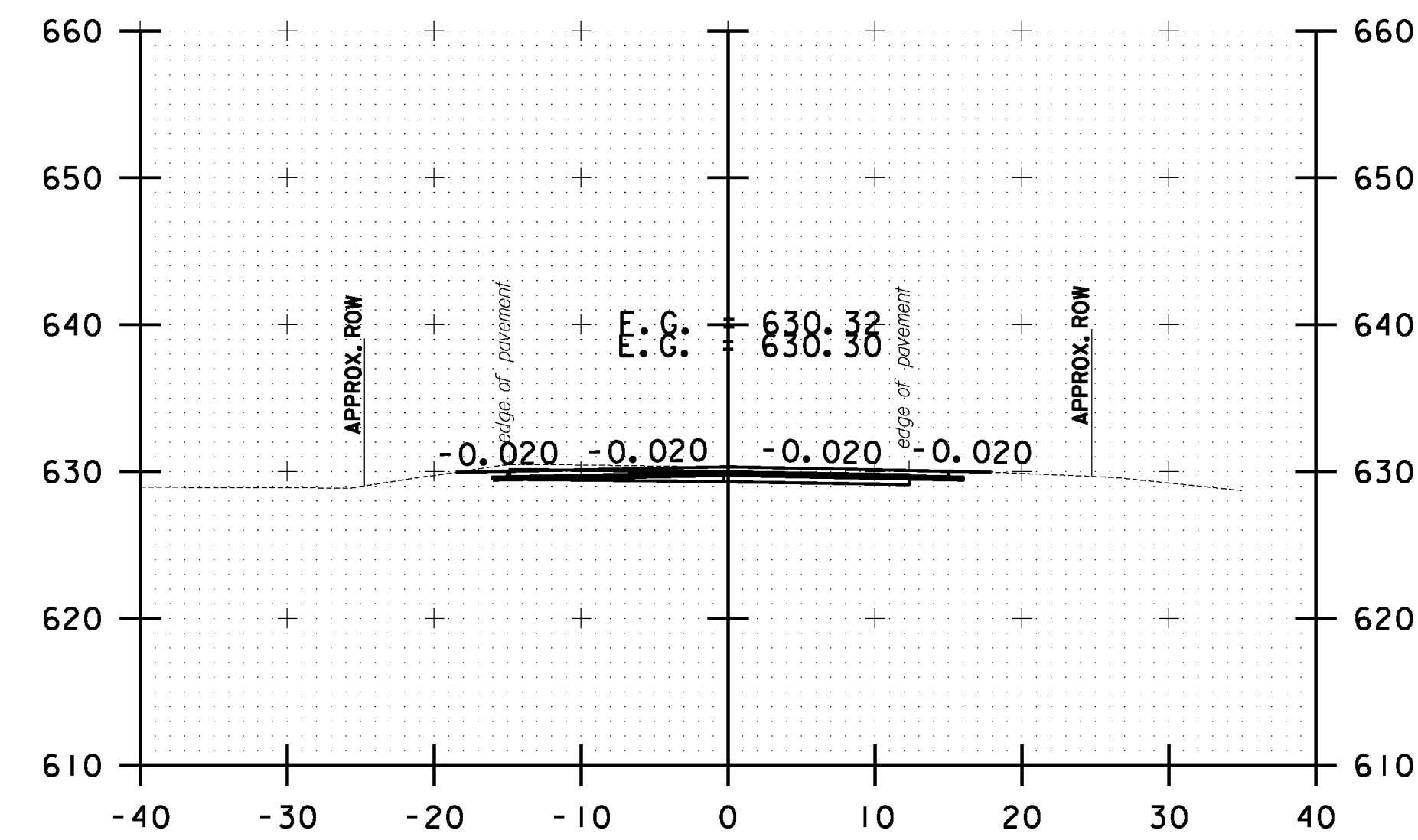
IPARM FILE: z10b214xs85.i

PLOT DATE: 3/17/2014

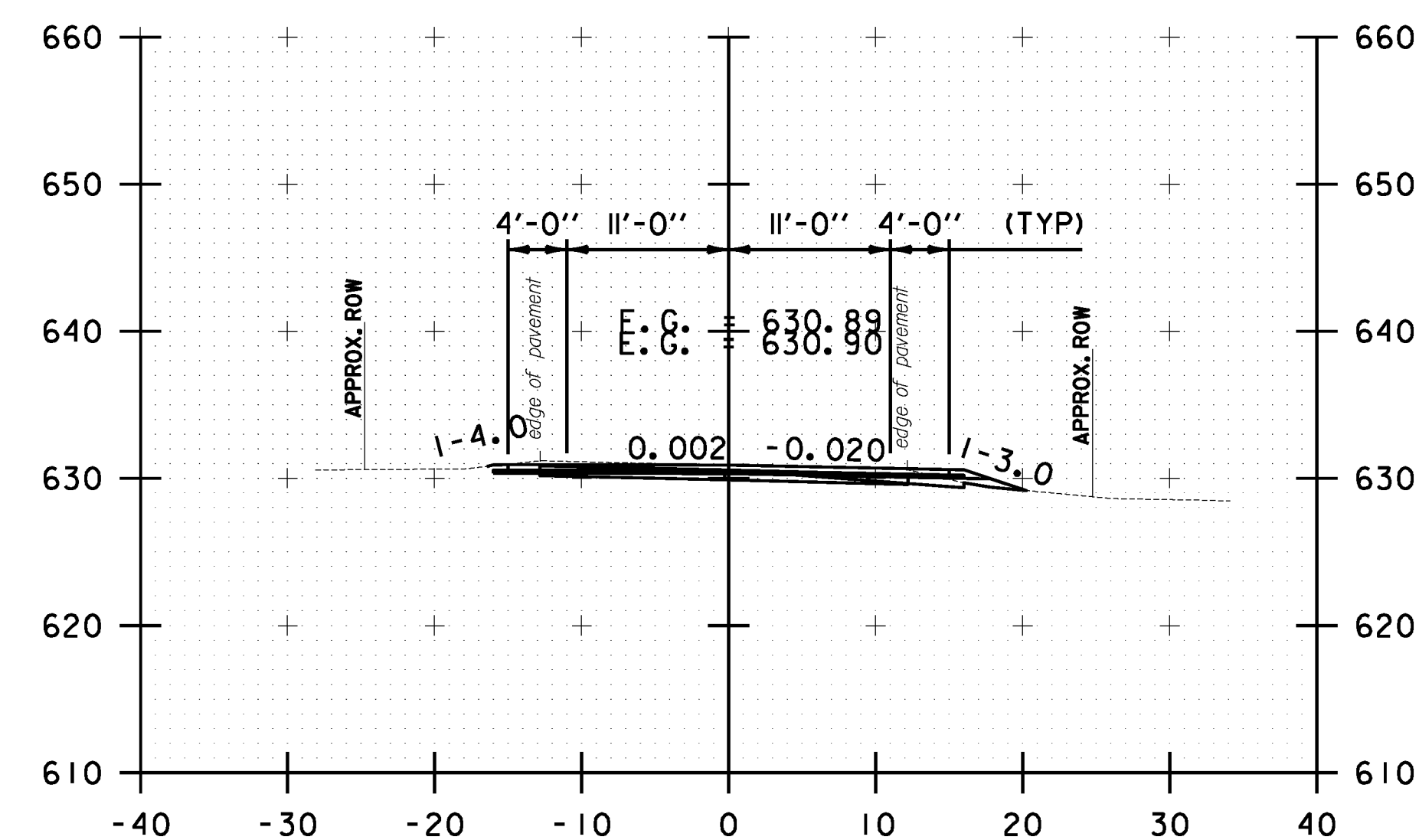
DRAWN BY: W.G.P.

CHECKED BY: J.P.S.

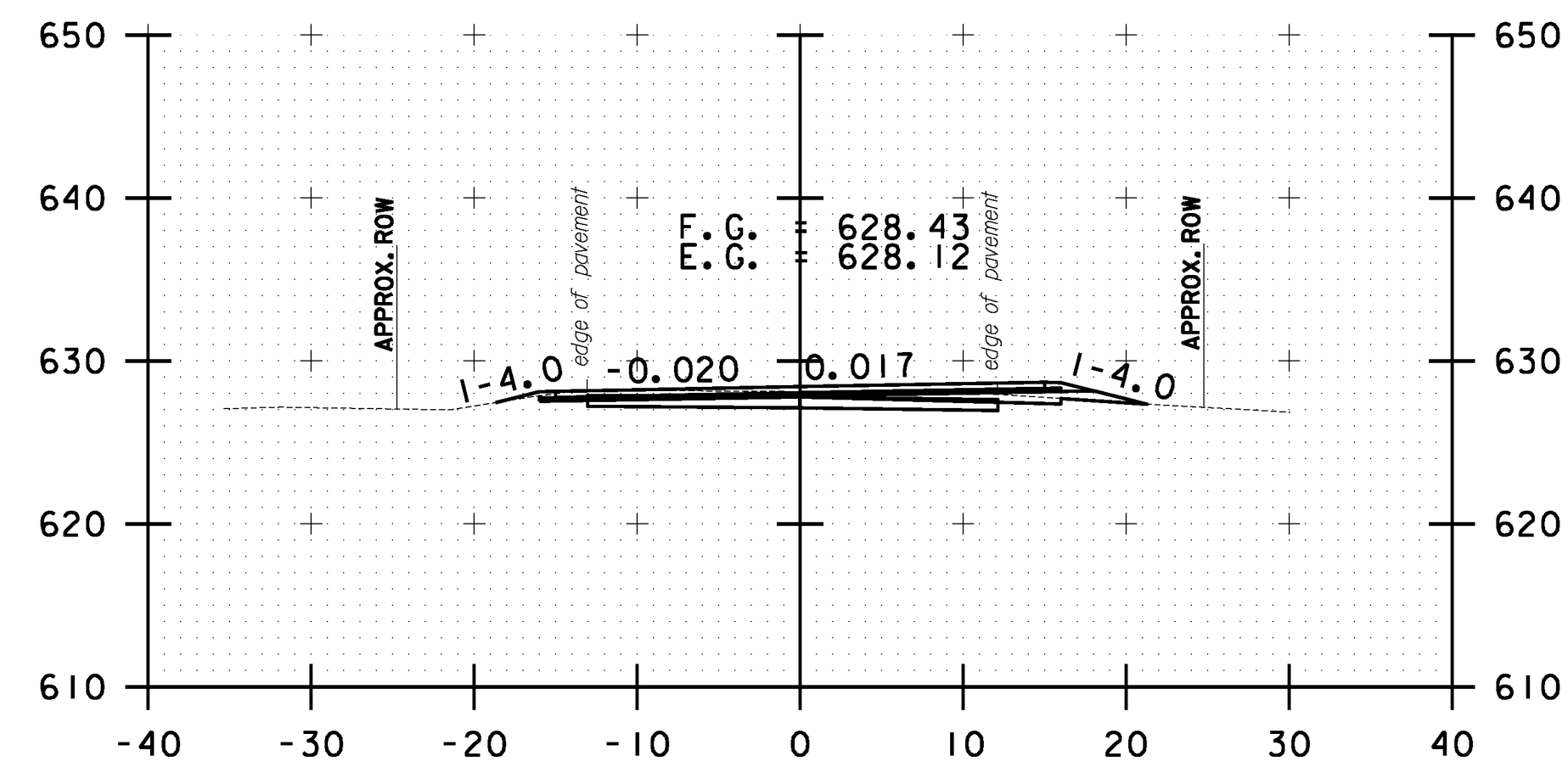
SHEET 298 OF 397



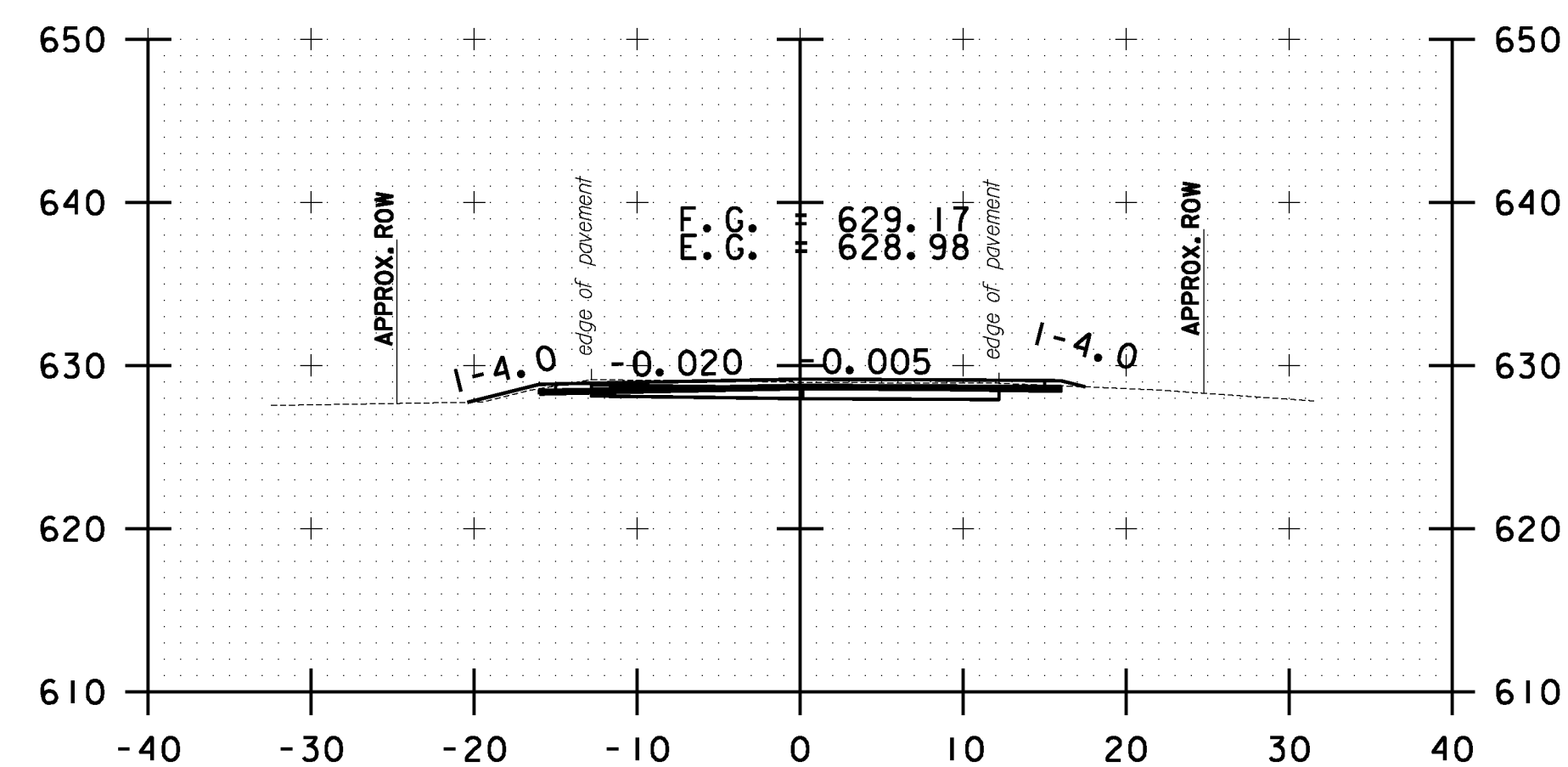
274+00.00



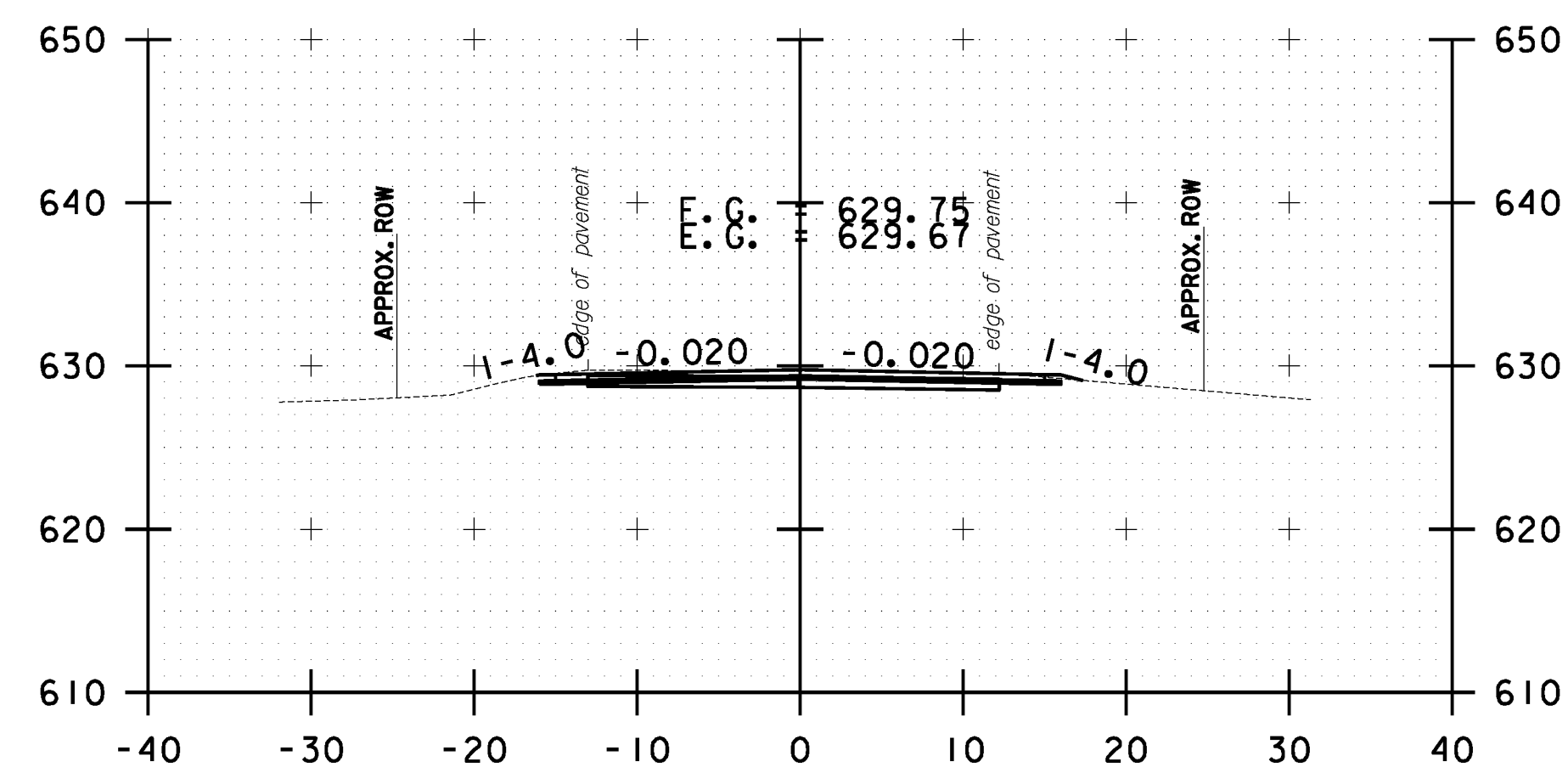
273+50.00



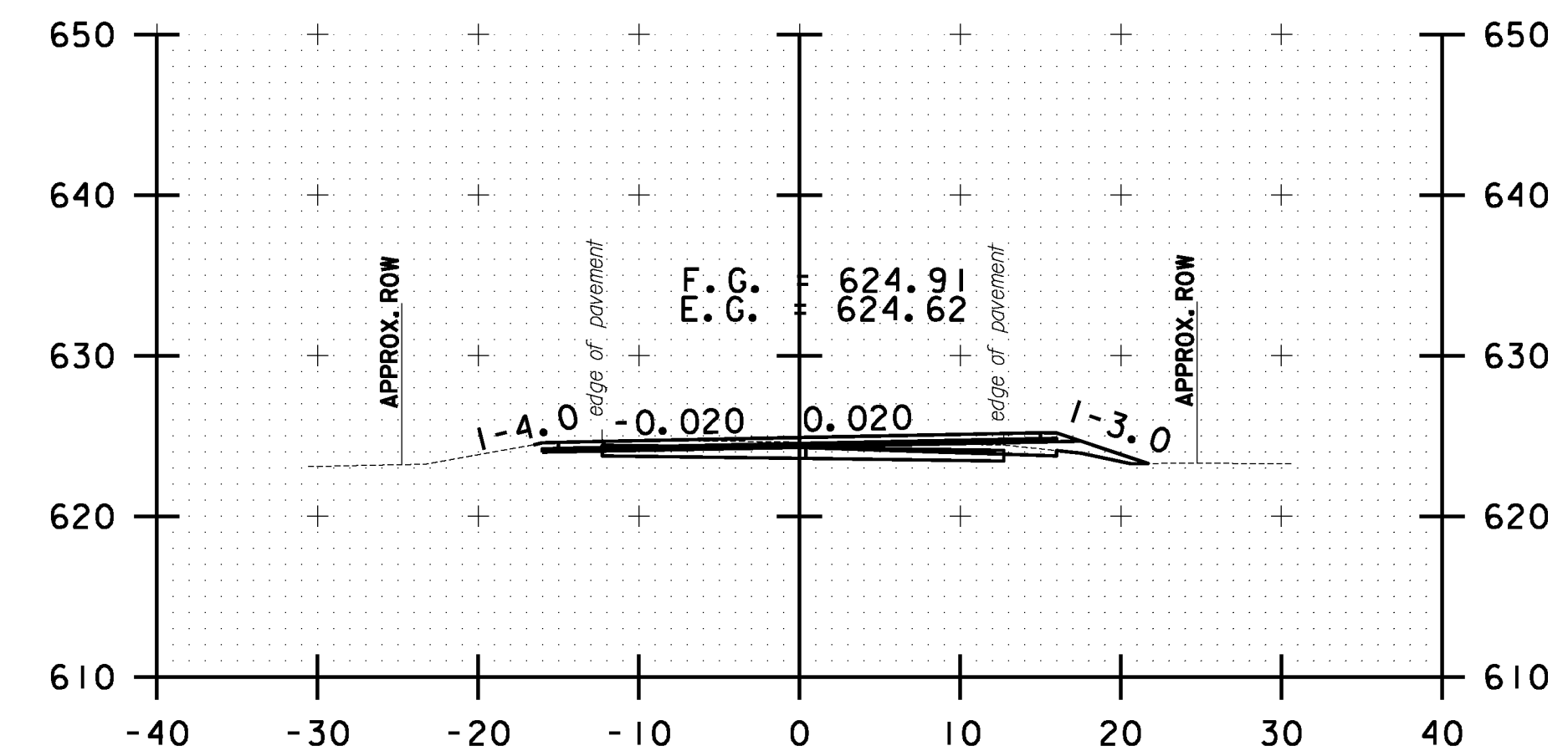
275+50.00



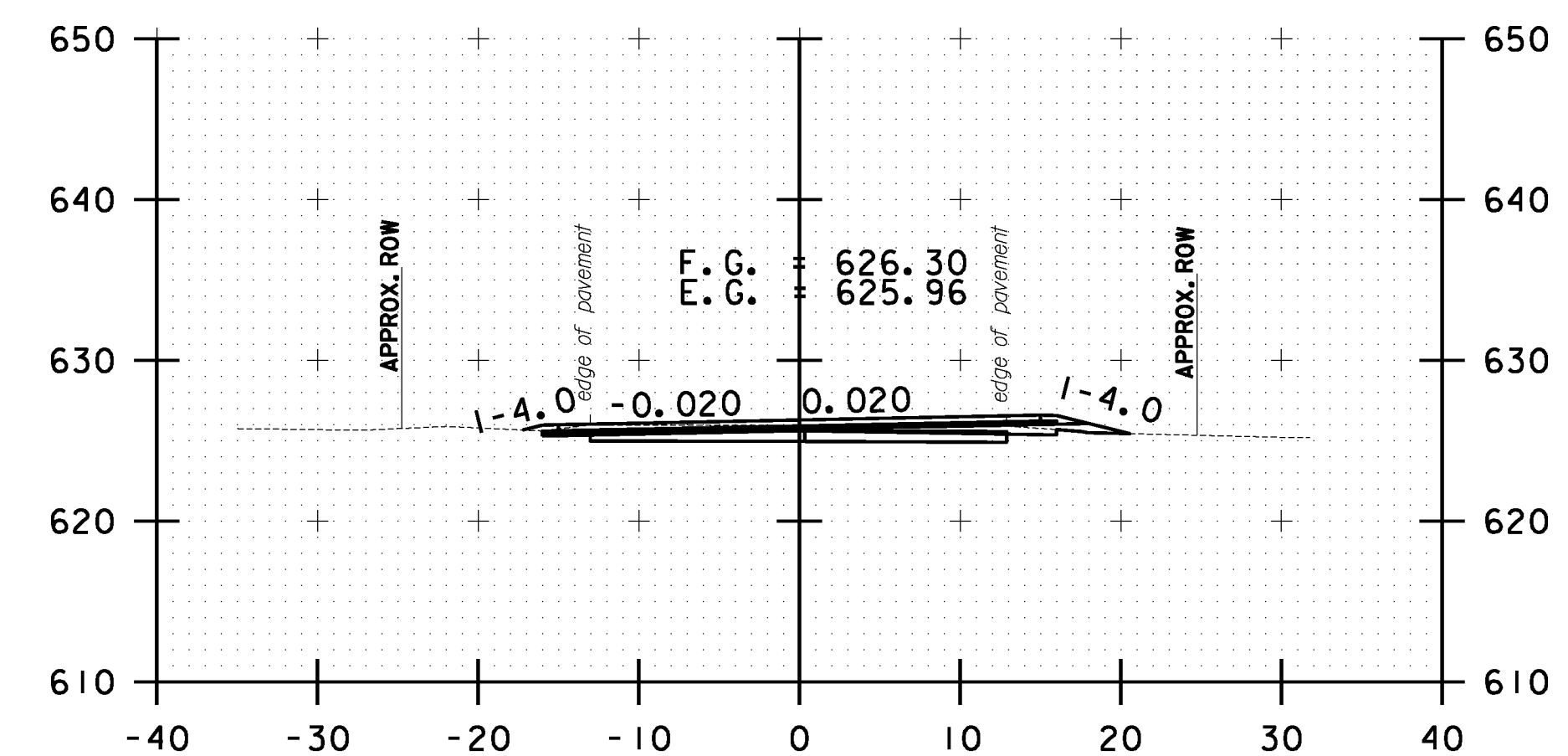
275+00.00



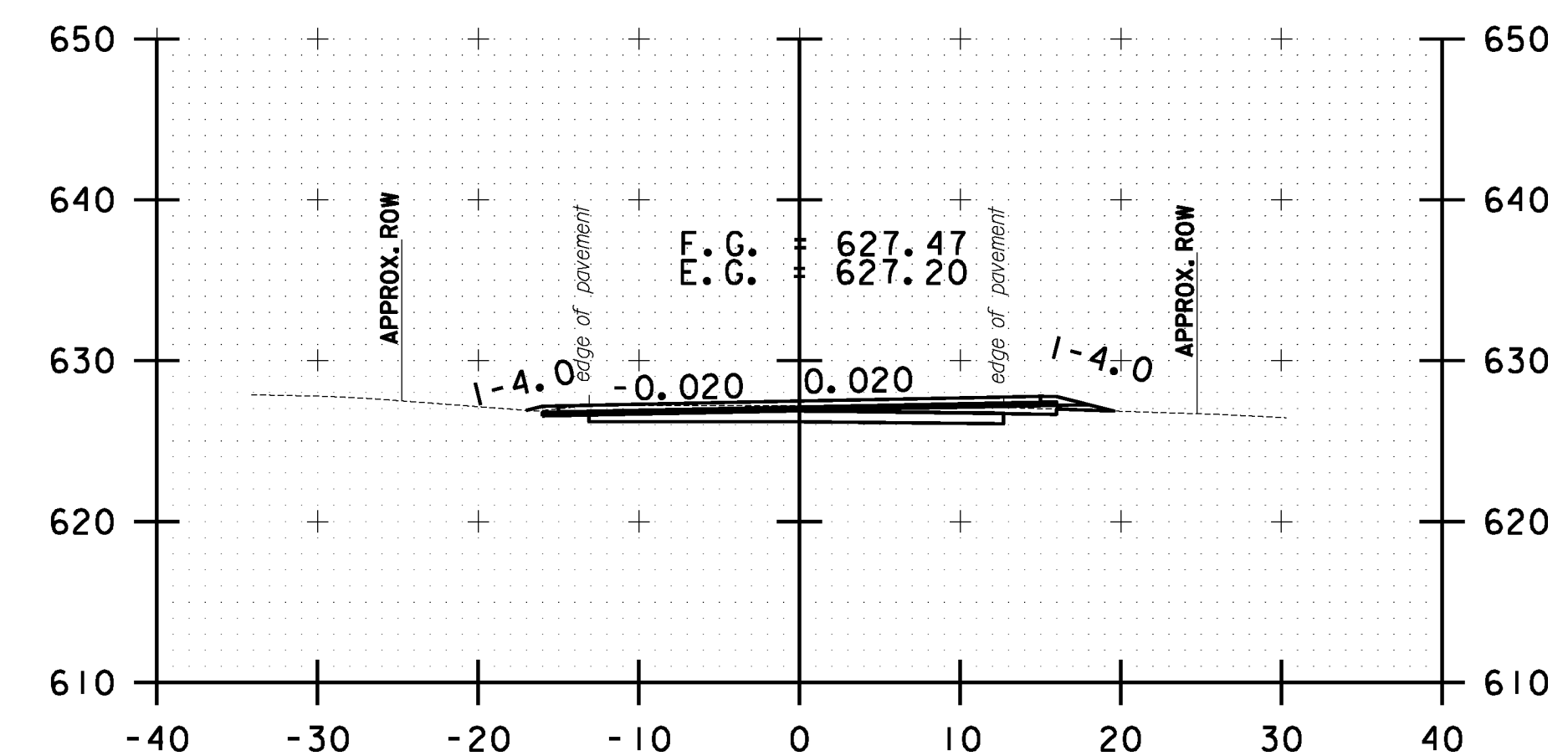
274+50.00



277+00.00

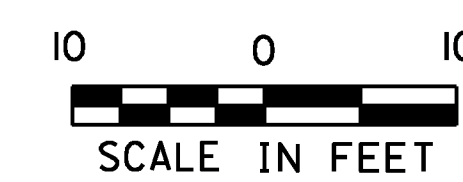


276+50.00



276+00.00

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FILE NAME = V:\Projects\ANY\K2\22426\CADD\*_MSTN\z10b214_*stock*.xc.dgn
DATE/TIME = 3/17/2014
USER = 4916
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**STOCKBRIDGE
CROSS SECTION
SHEET #86**

PROJECT NAME:	STOCKBRIDGE-BETHEL
---------------	--------------------

PROJECT NUMBER: STP 2910(I)

FILE NAME: z10b214_stock_xc.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214xs86.i

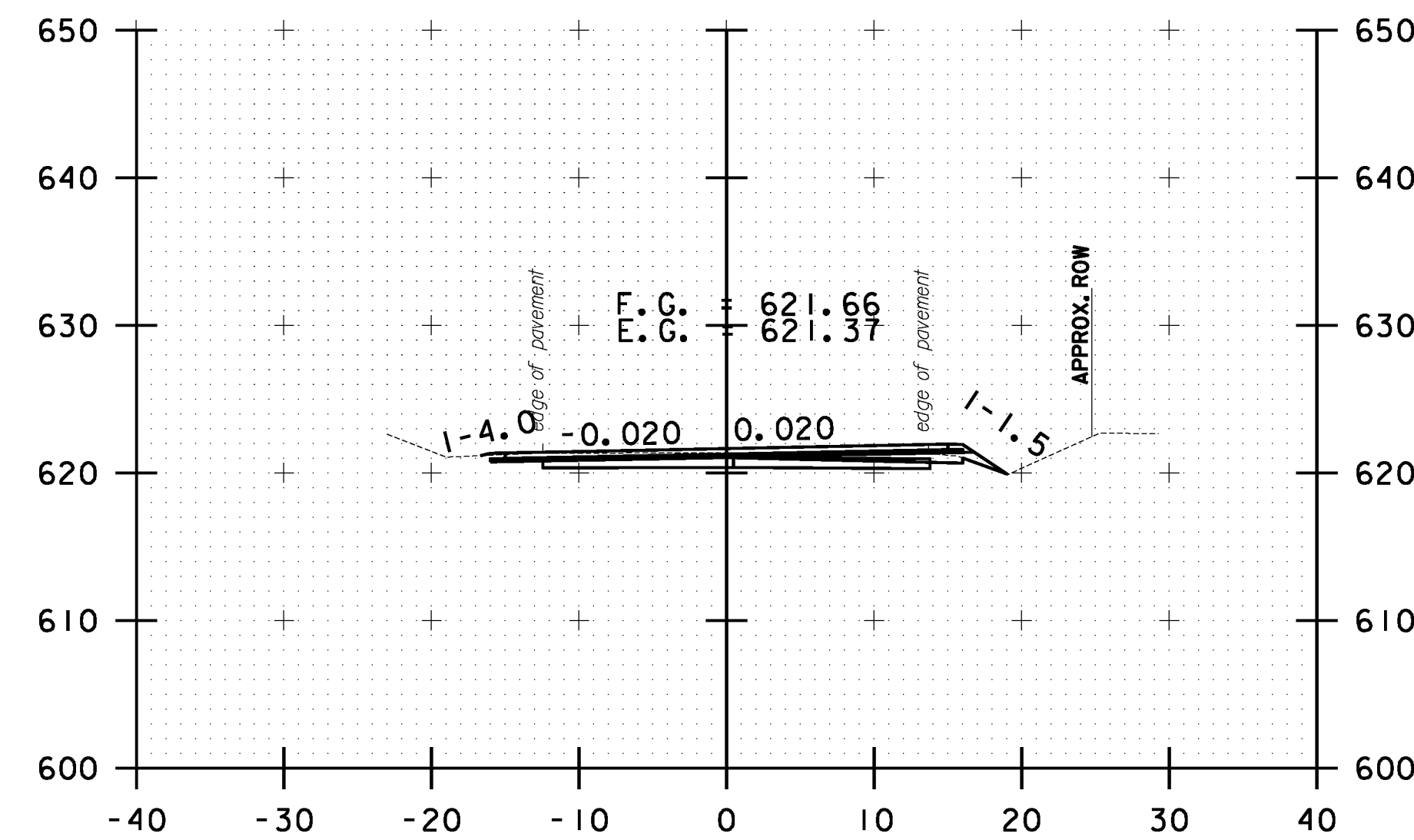
PLOT DATE: 3/17/2014

PLOT DATE: 3/11/2014
 DRAWN BY: W.G.P.

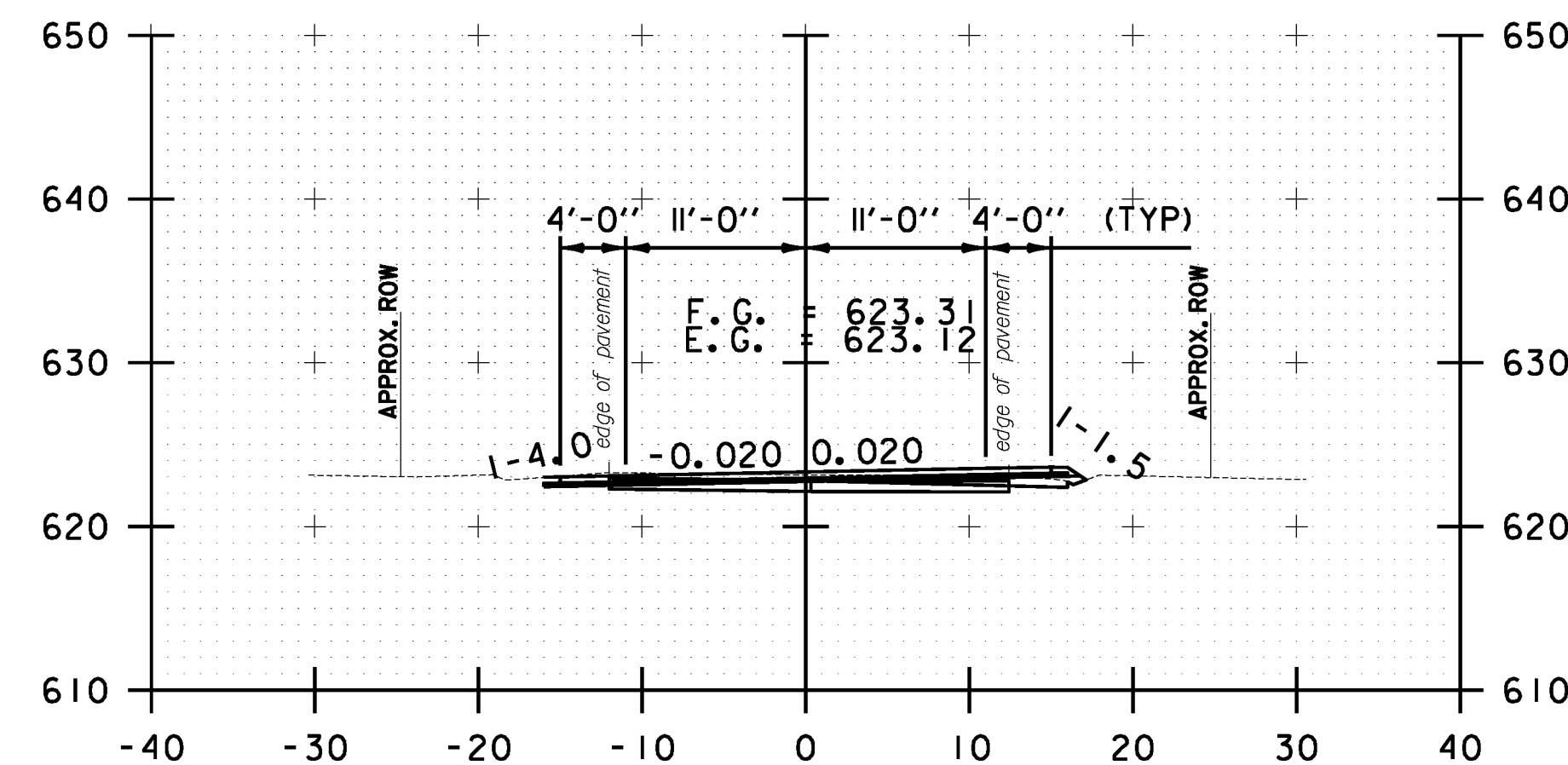
CHECKED BY: J.P.S.

SHEET 299 OF 397

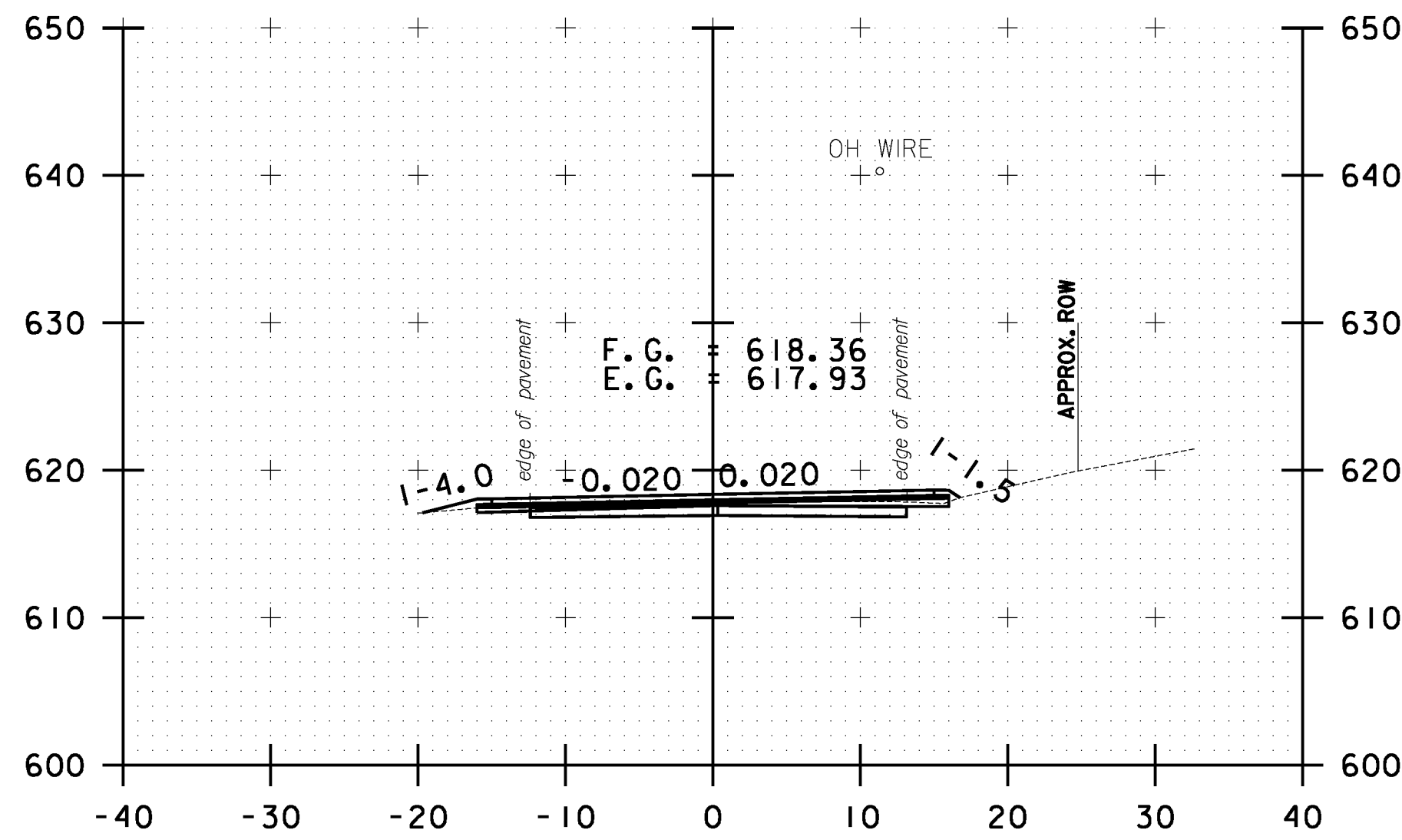
FILE NAME: \\P:\projects\ANY\22\22\25\CAOD\1\STN\10b214_stock.nc.dgn
DATE/TIME: 3/17/2014
USER: 4916



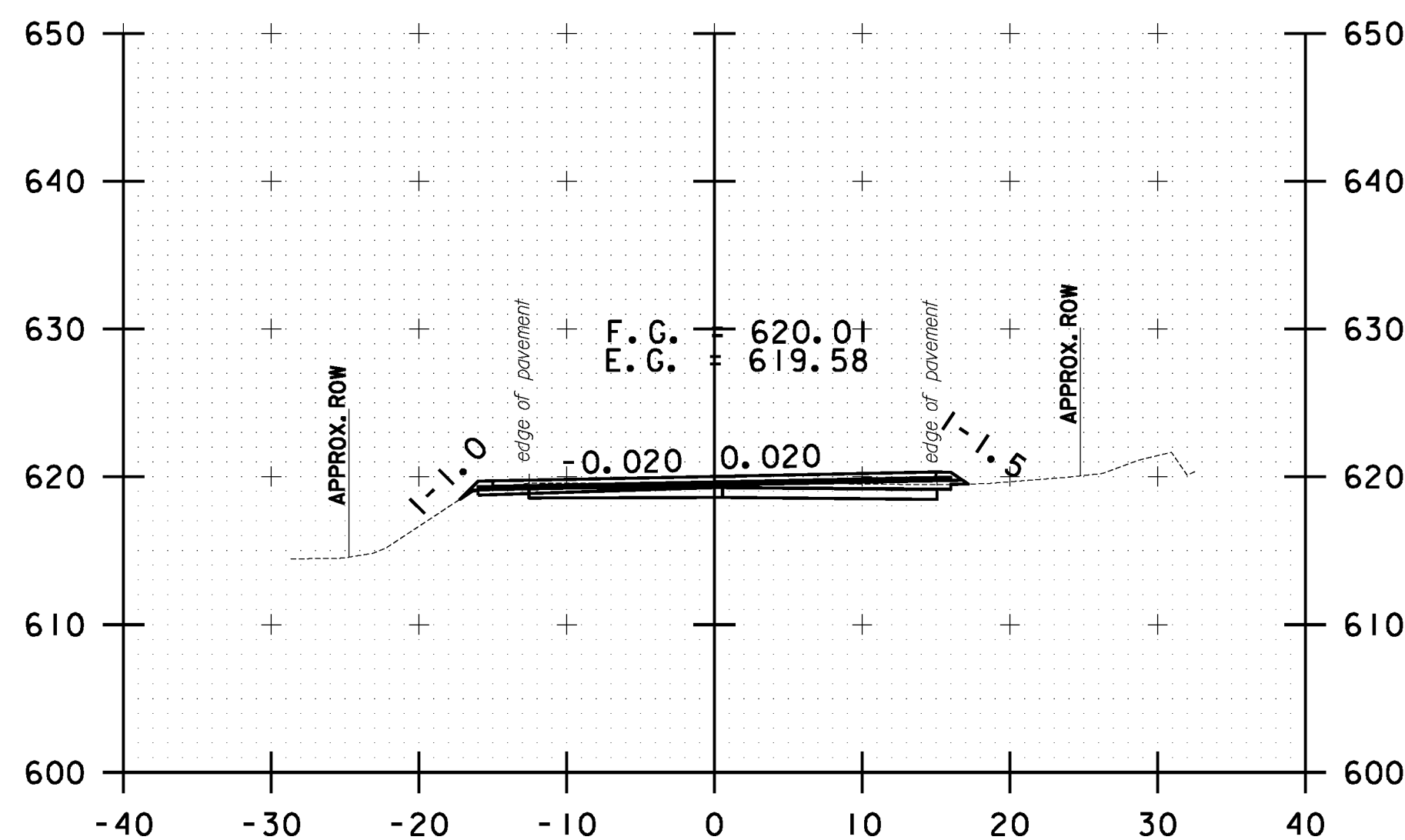
278+00.00



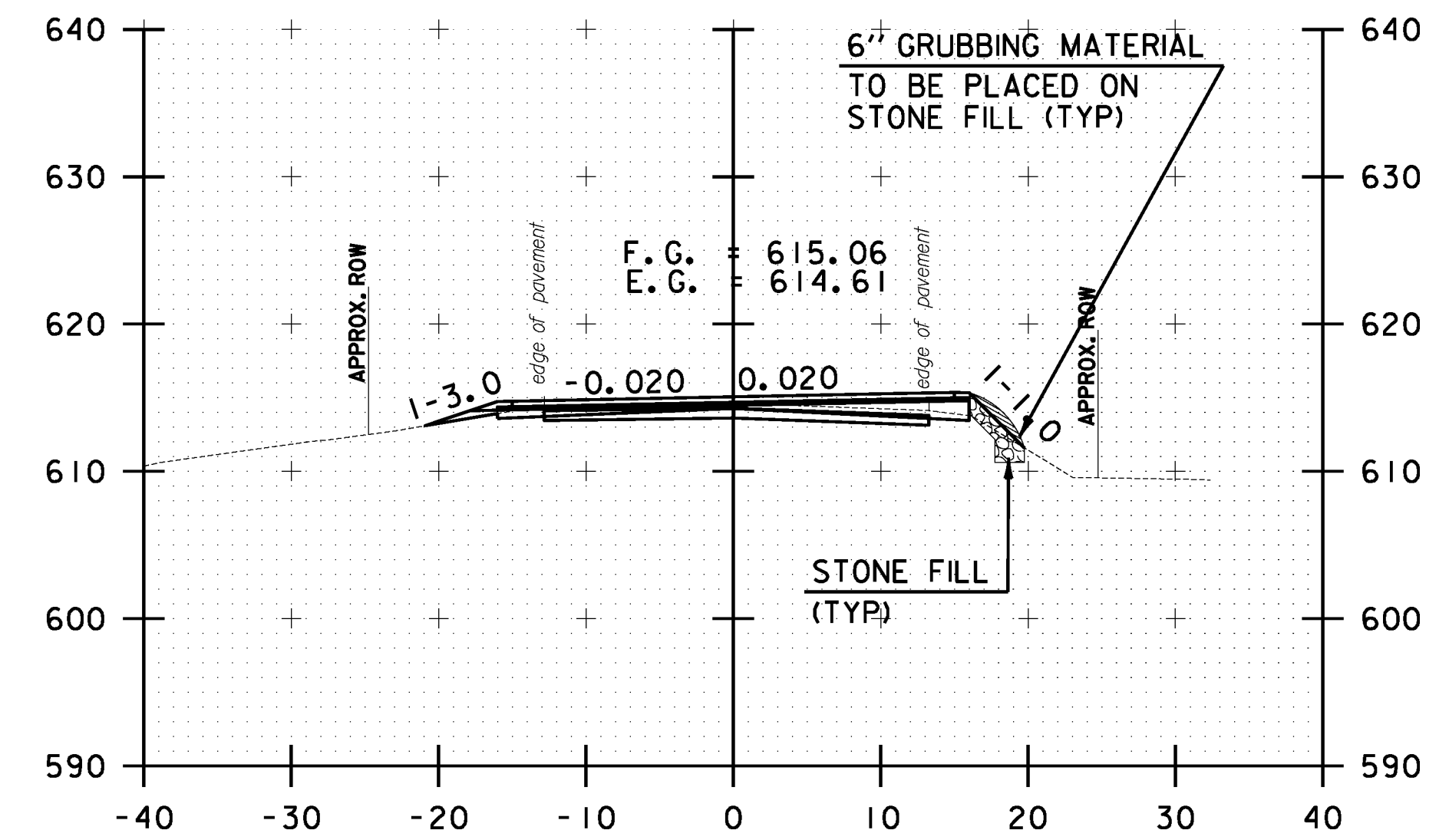
277+50.00



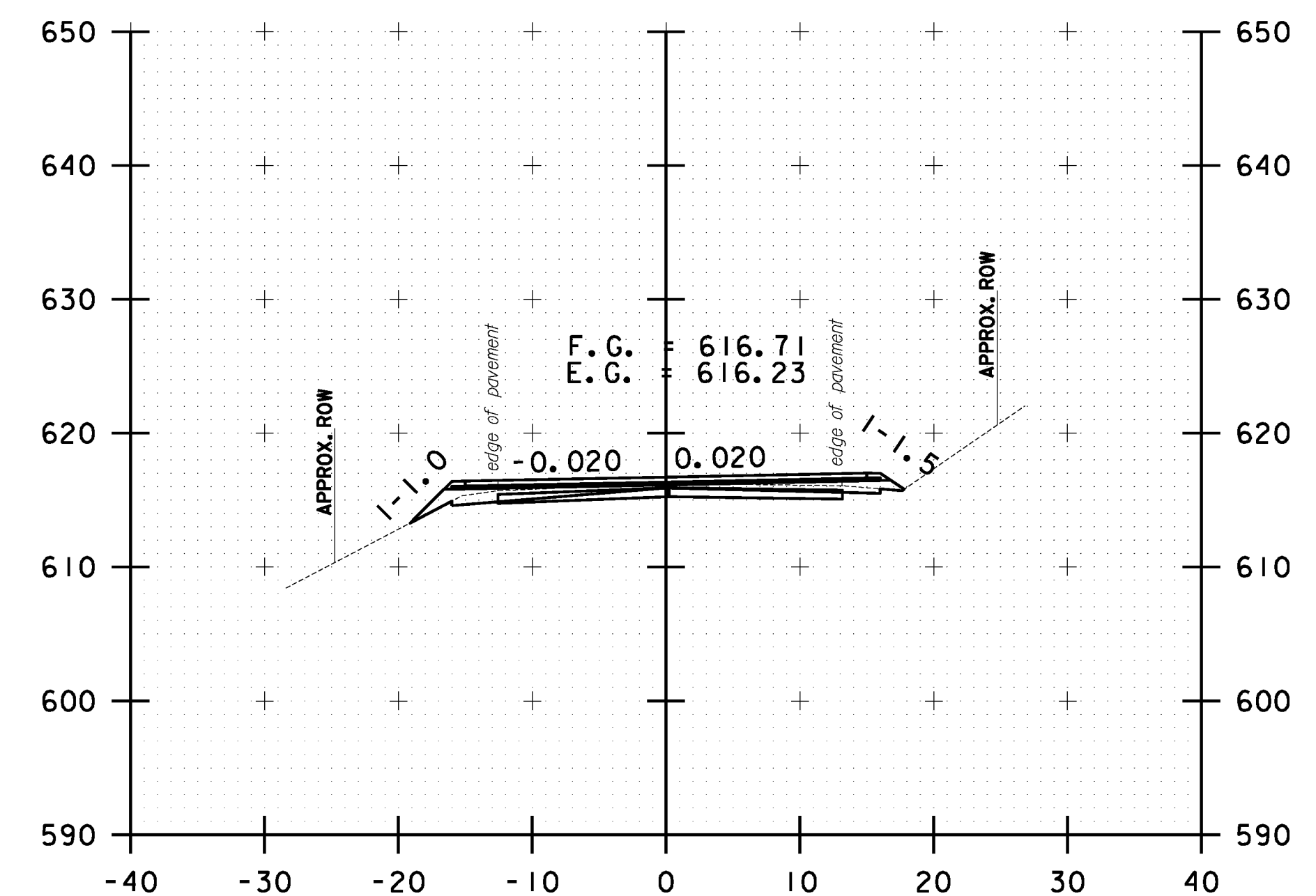
279+00.00



278+50.00



280+00.00



279+50.00

10 0 10
SCALE IN FEET

**STOCKBRIDGE
CROSS SECTION
SHEET #87**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_stock.nc.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

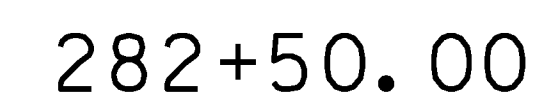
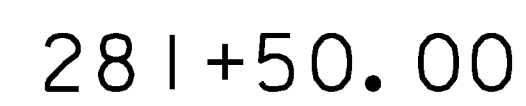
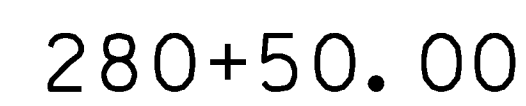
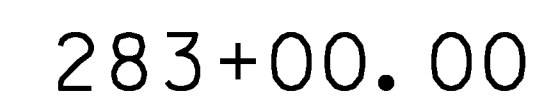
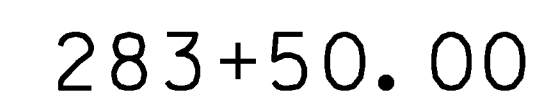
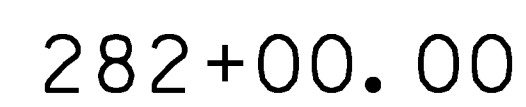
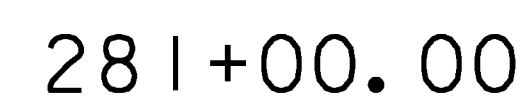
IPARM FILE: z10b214xs87.1

PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

CHECKED BY: J.P.S.

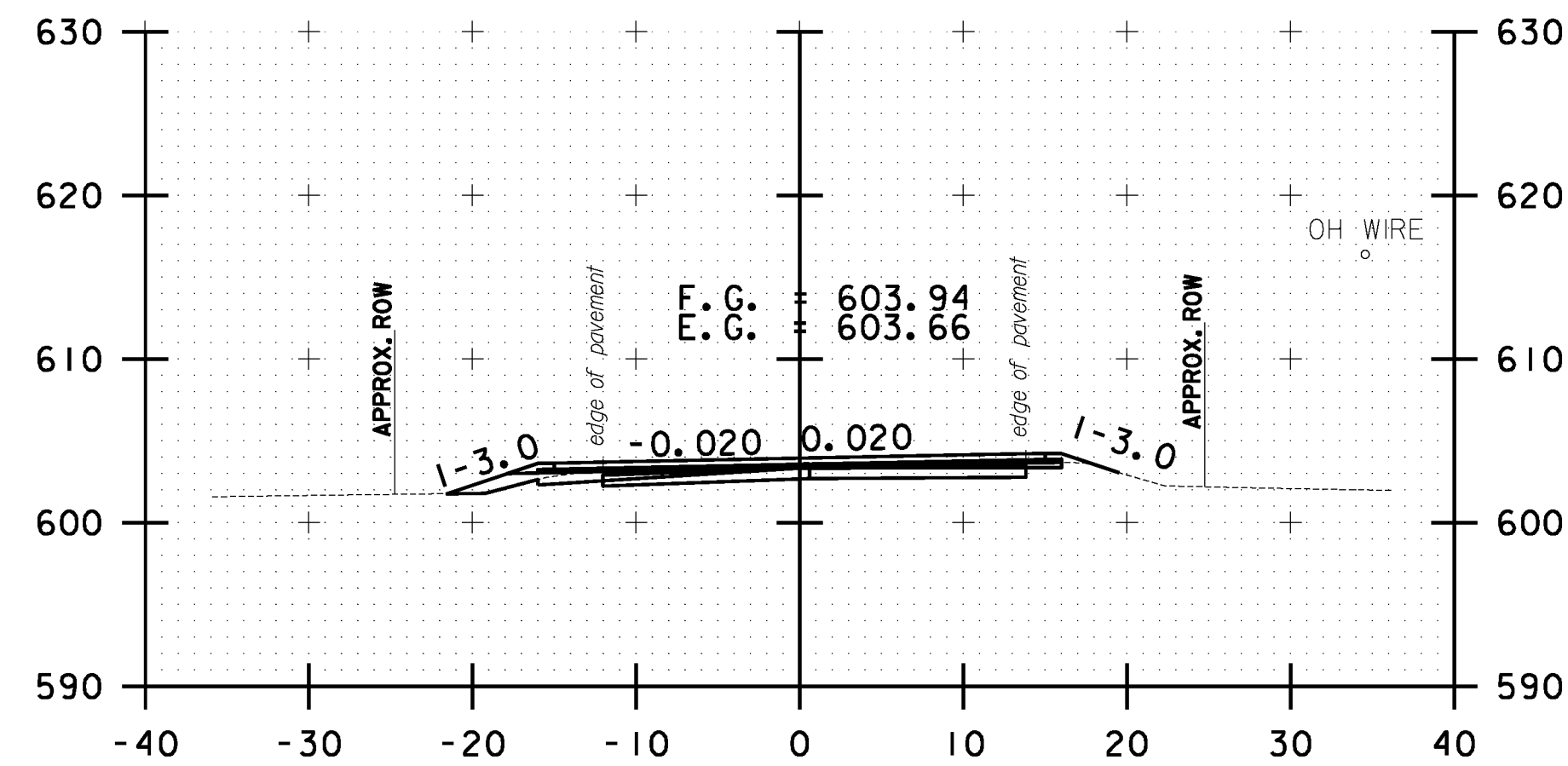
SHEET 300 OF 397



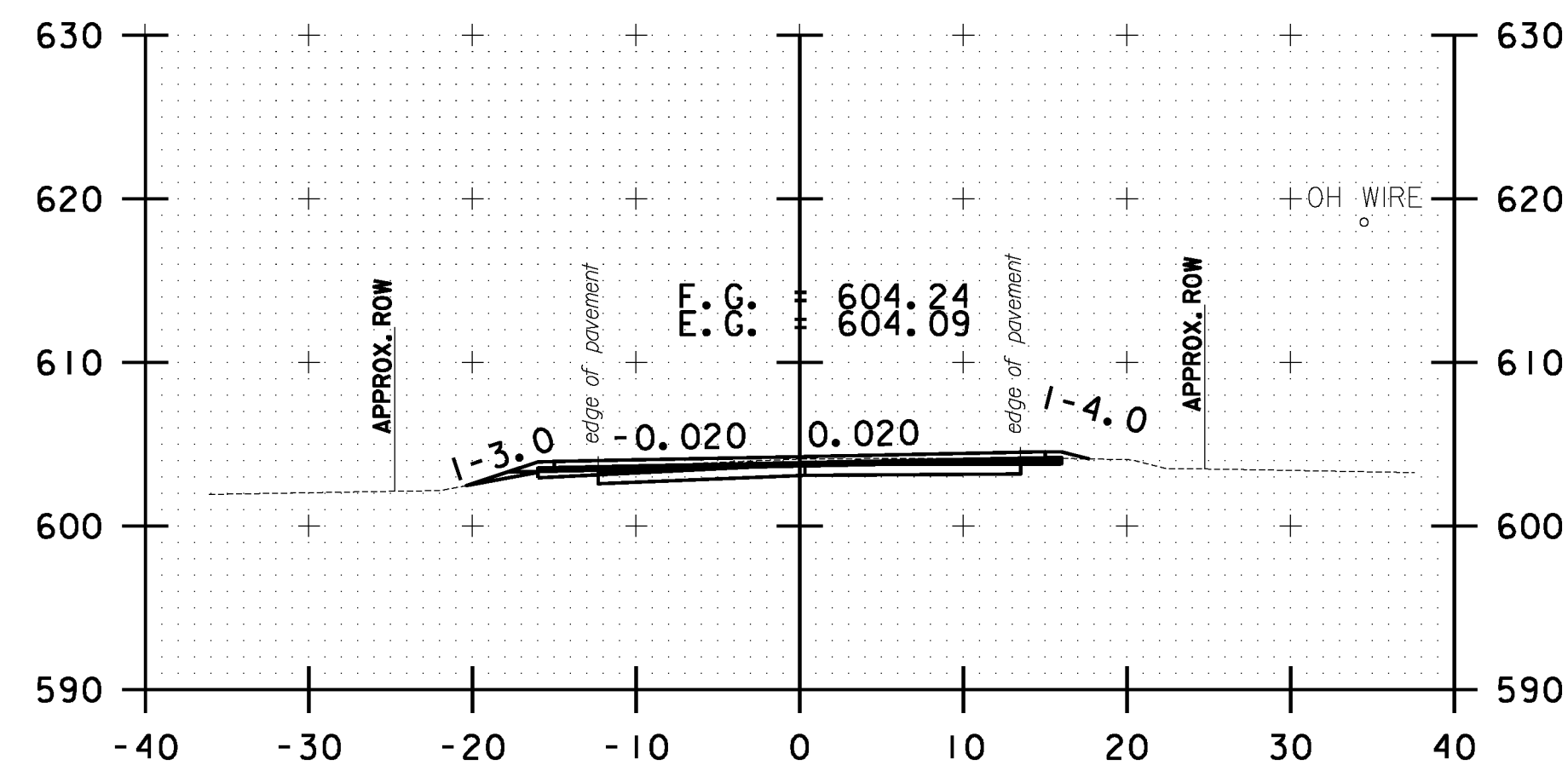
10 0 10
SCALE IN FEET

SHEET 301 OF 397

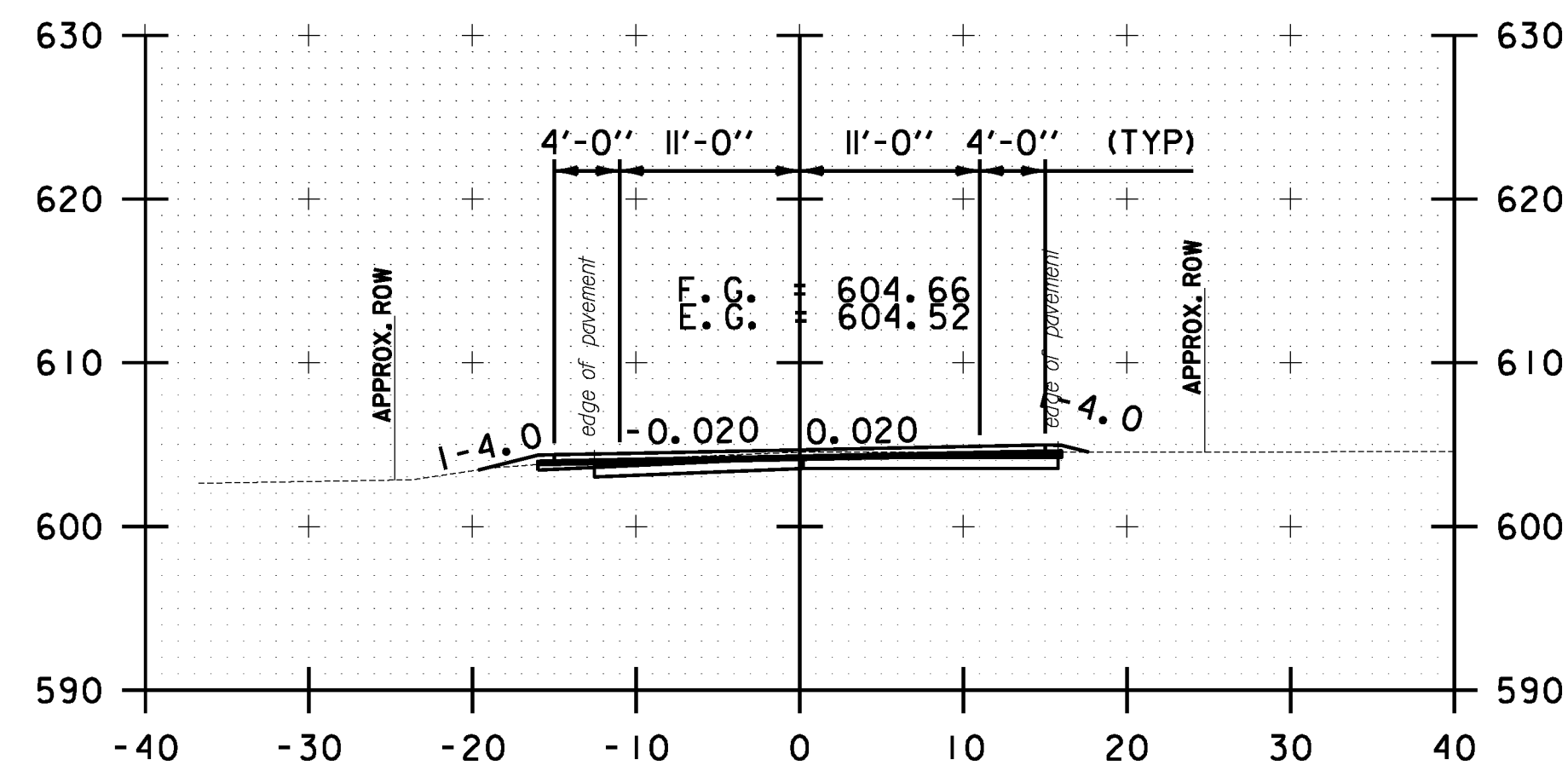
FILE NAME = W:\Projects\ANY\K2\22425\CAOD\KSTN\10b214_stock_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



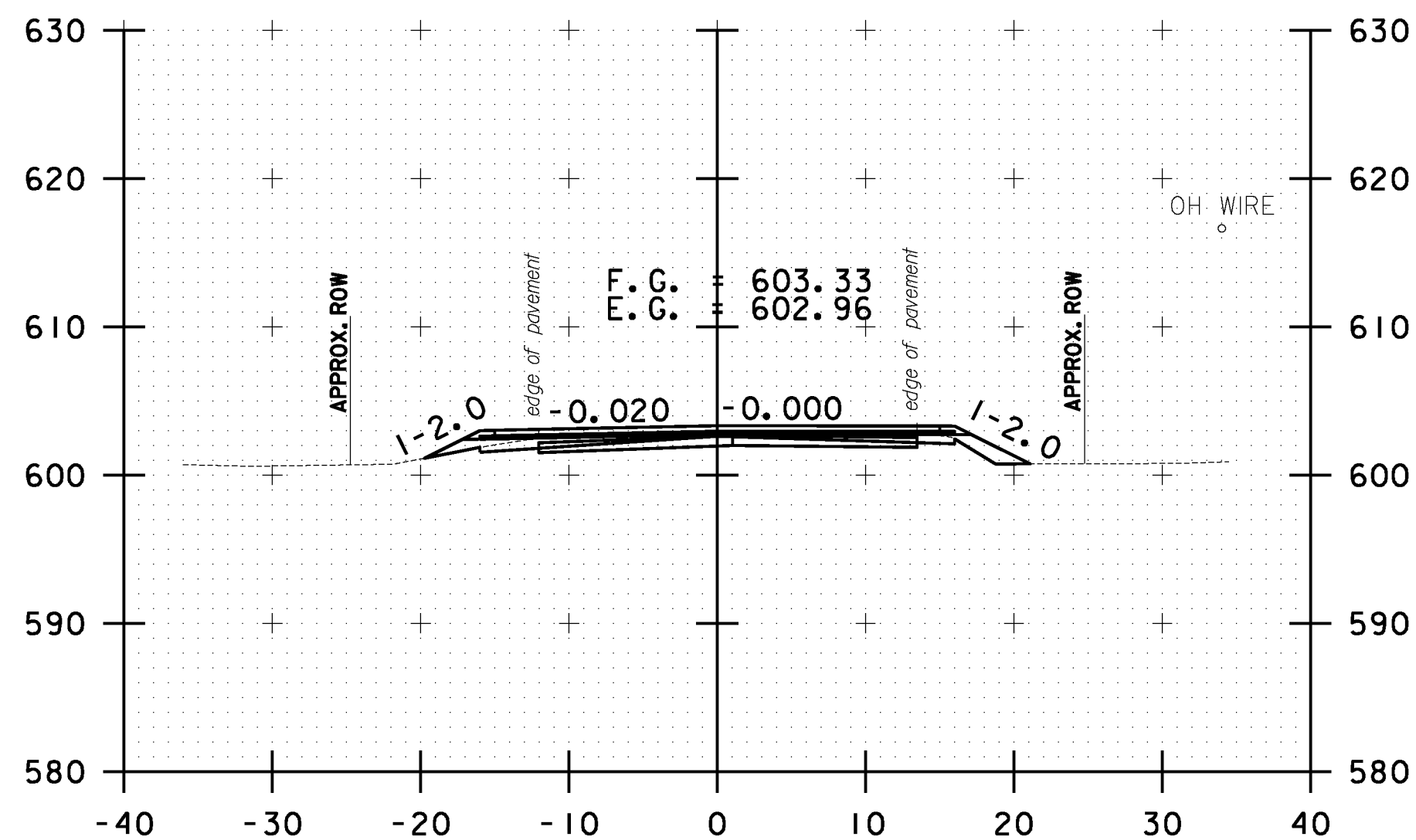
285+00.00



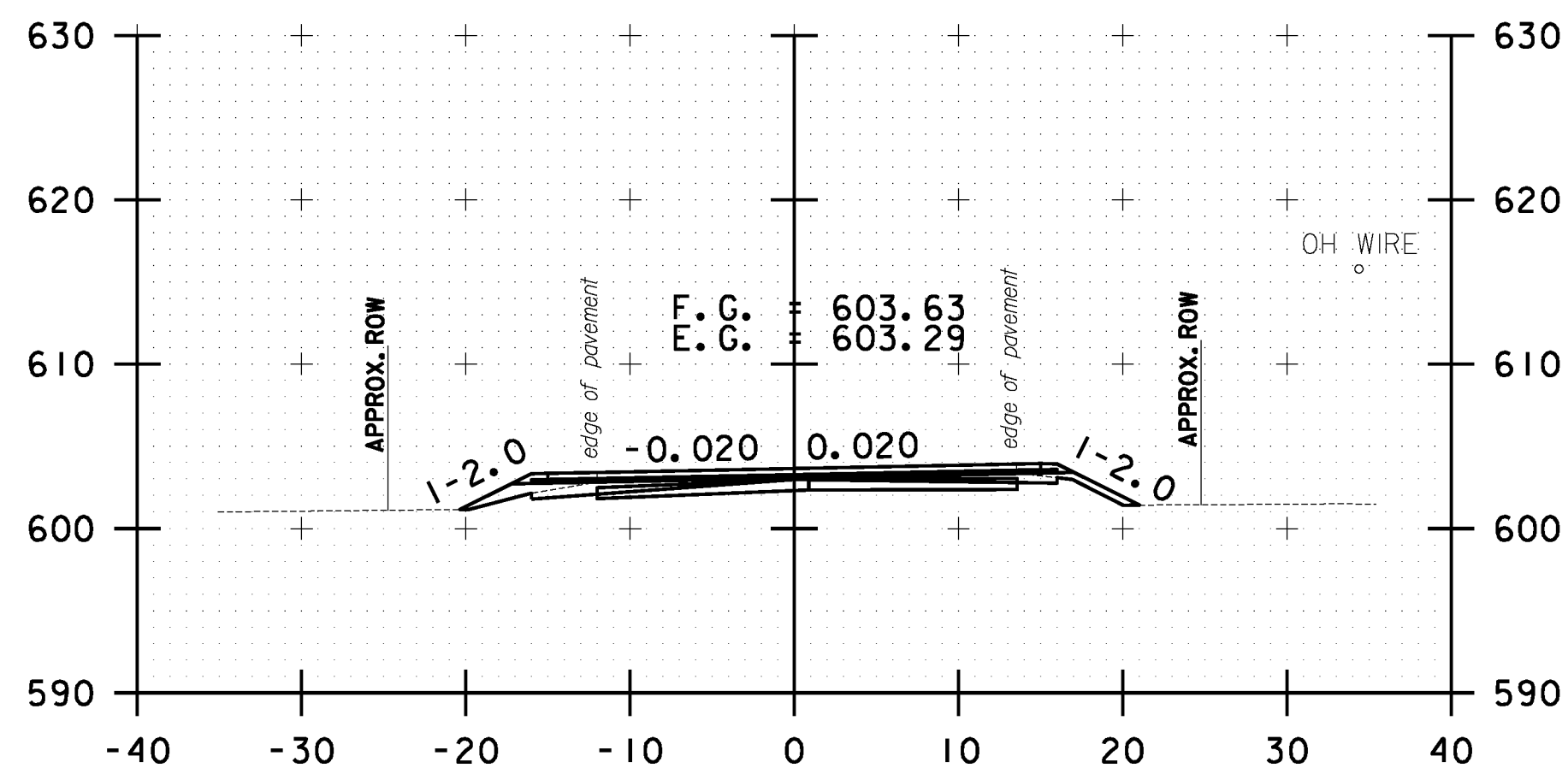
284+50.00



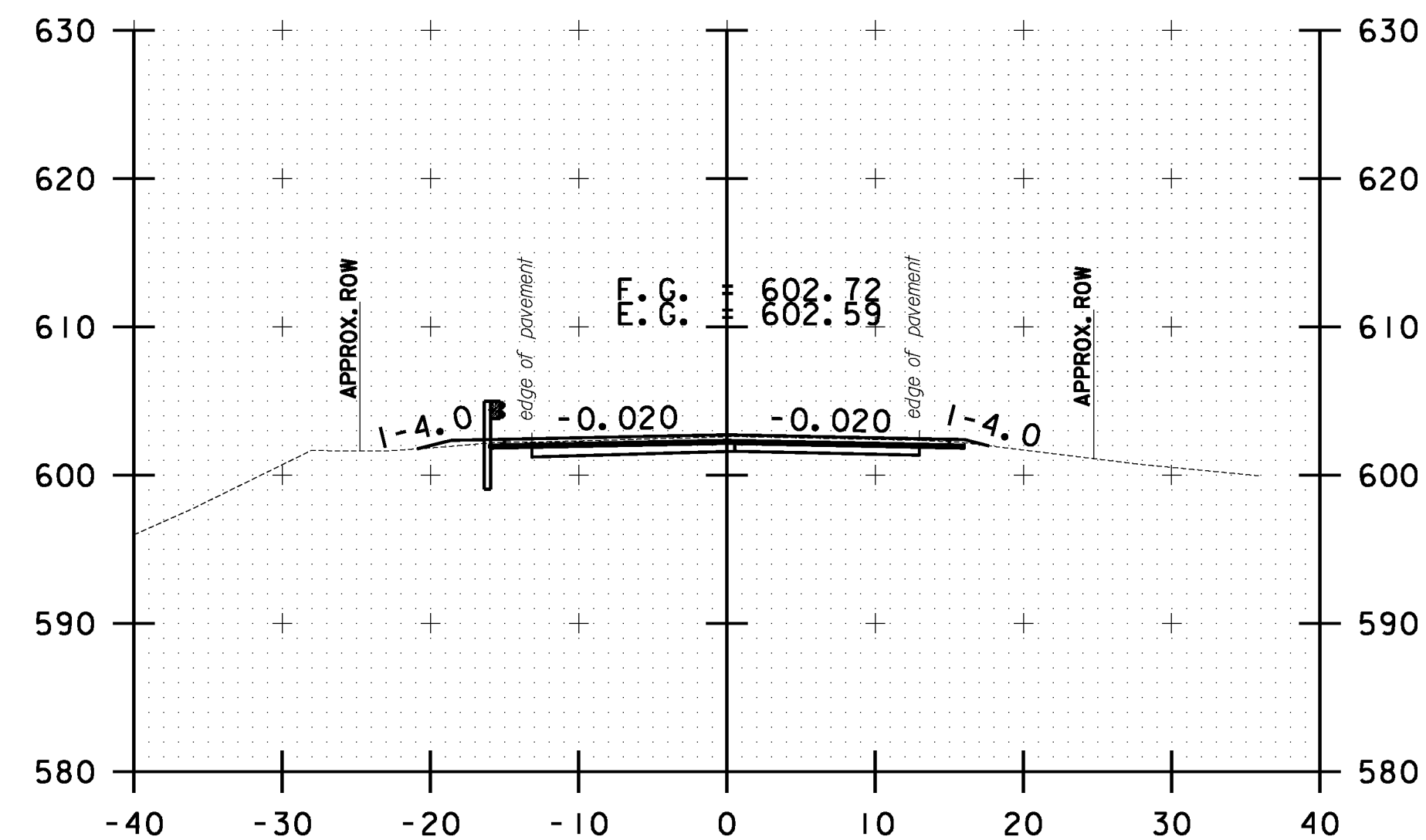
284+00.00



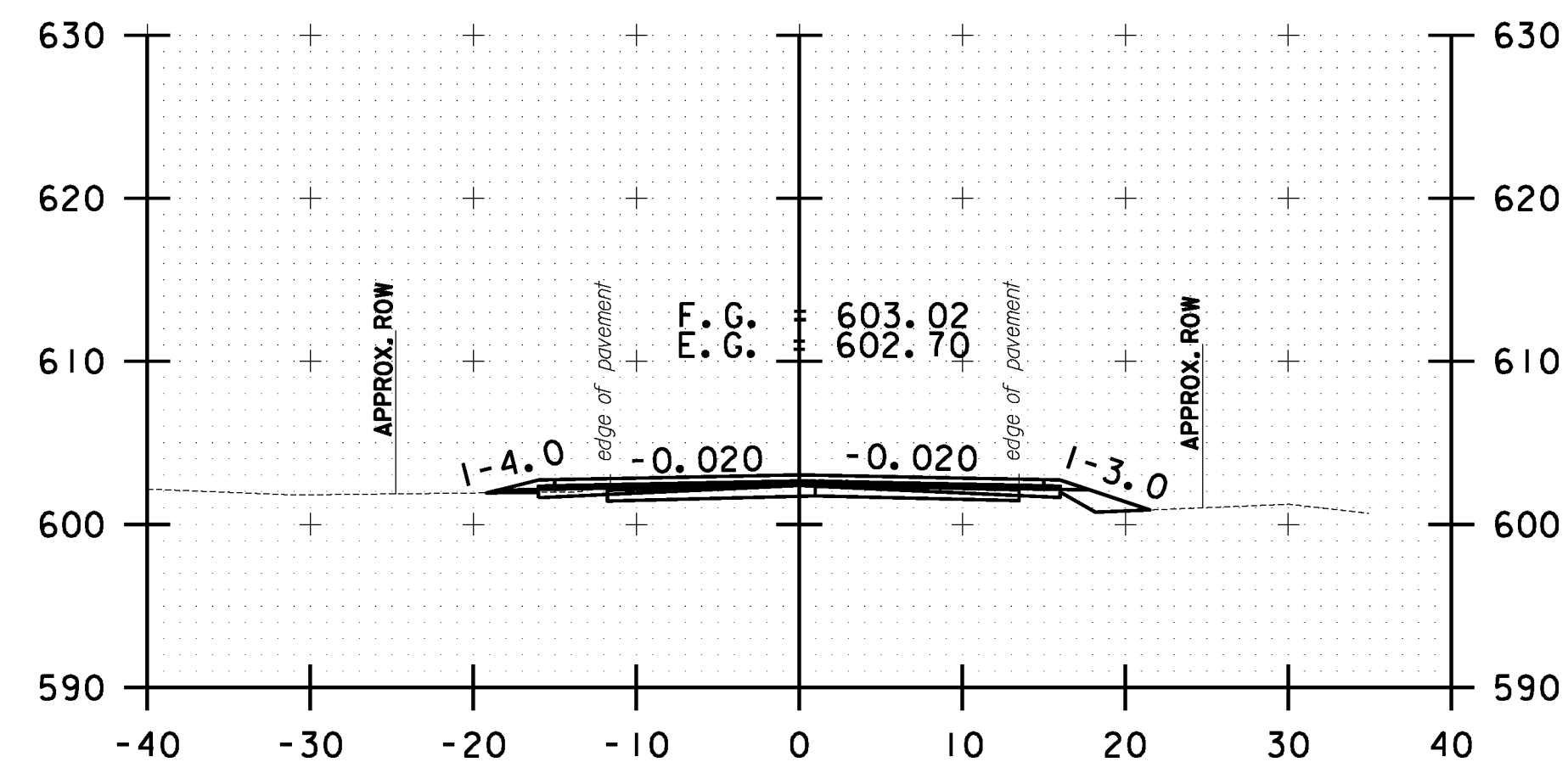
286+00.00



285+50.00



287+00.00



286+50.00

10 0 10
SCALE IN FEET

**STOCKBRIDGE
CROSS SECTION
SHEET #89**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_stock_xc.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214xs89.1

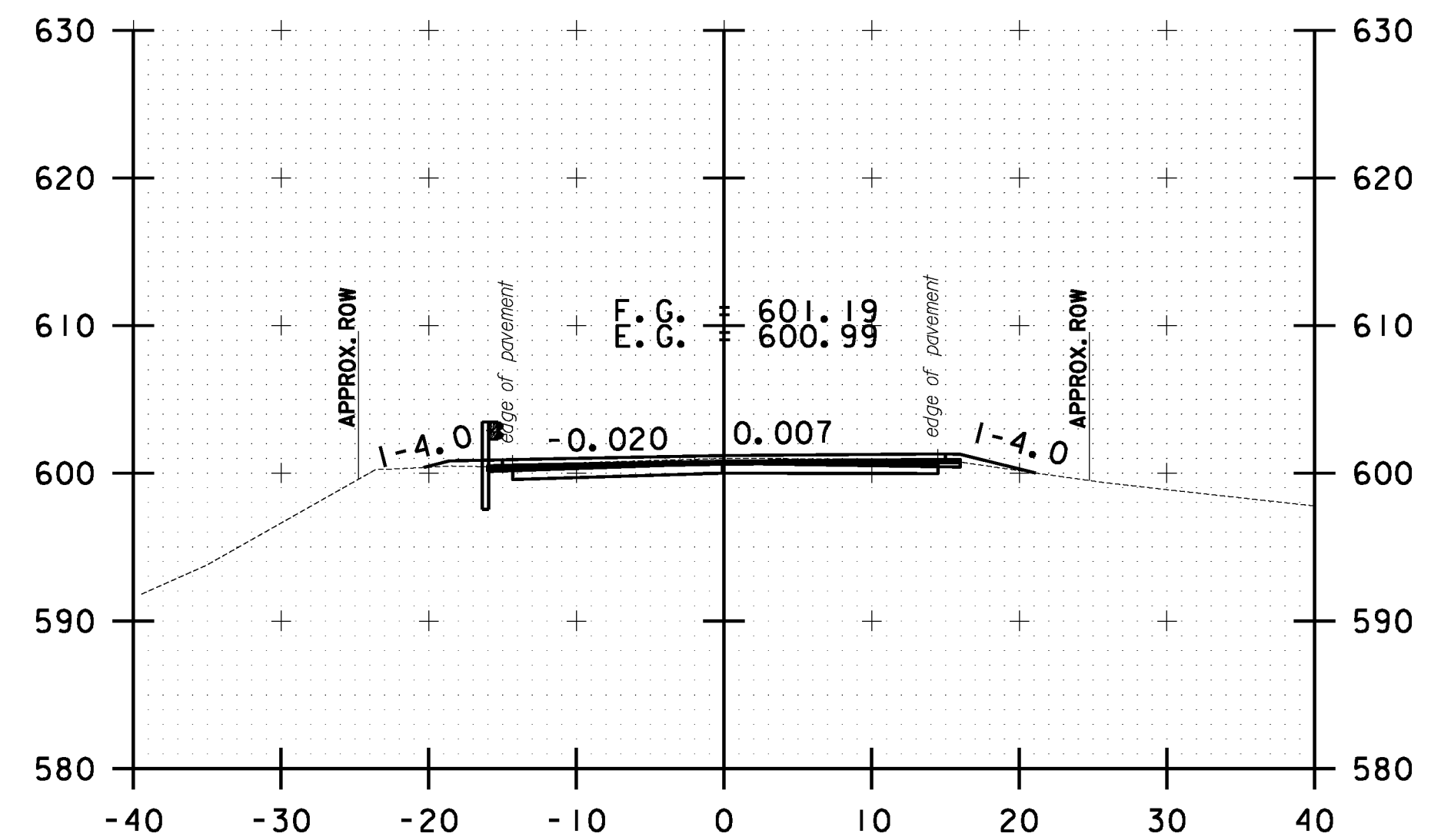
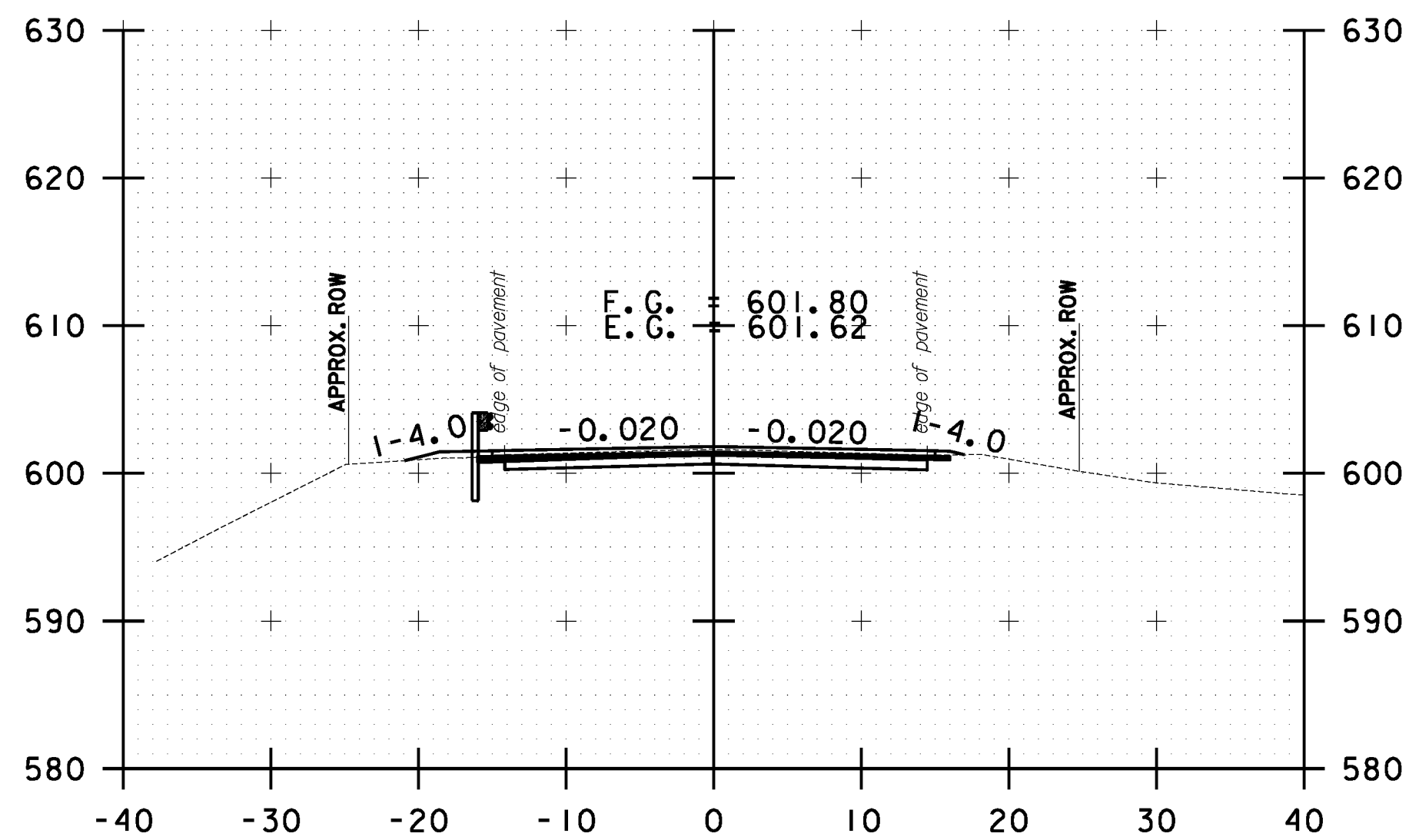
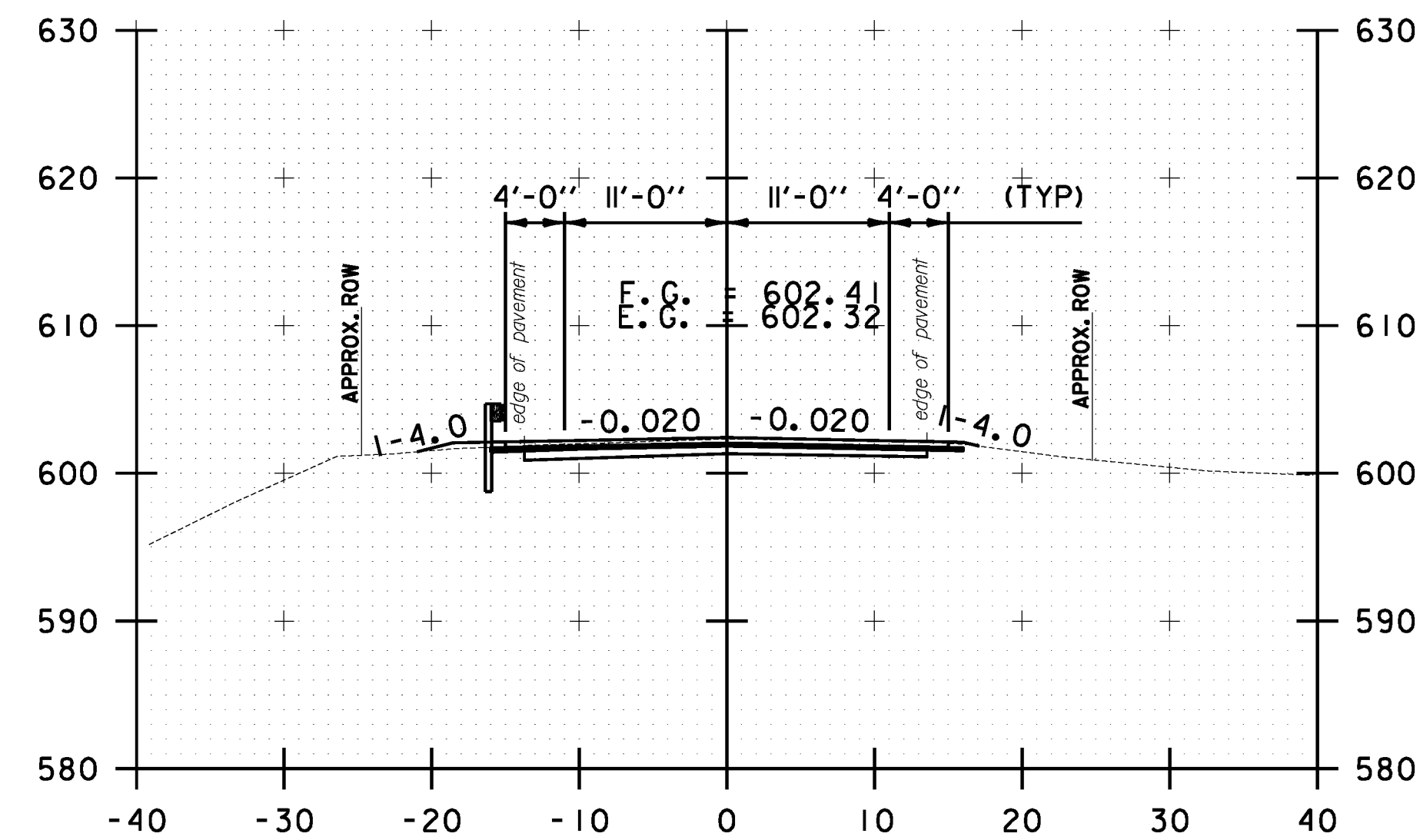
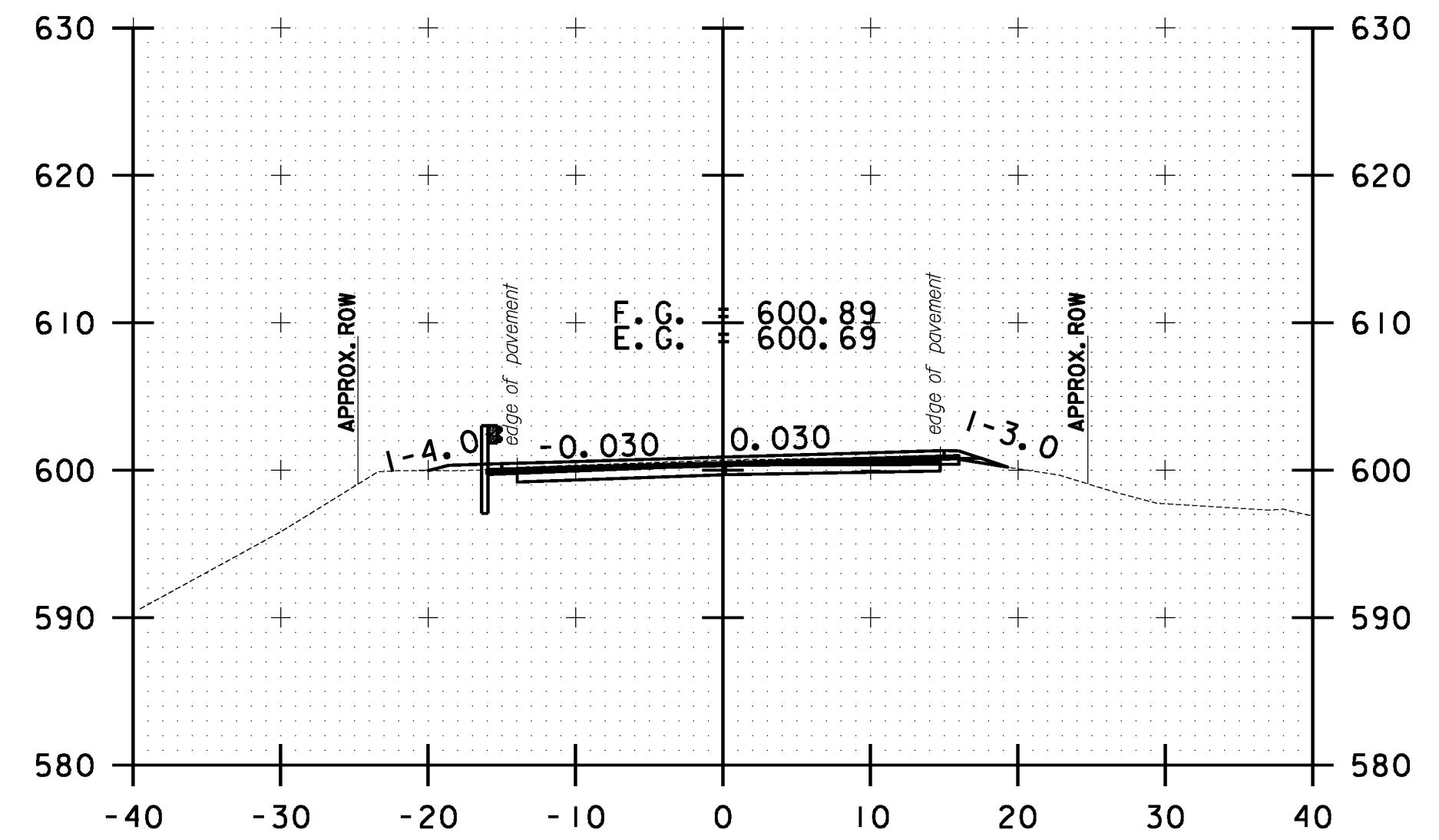
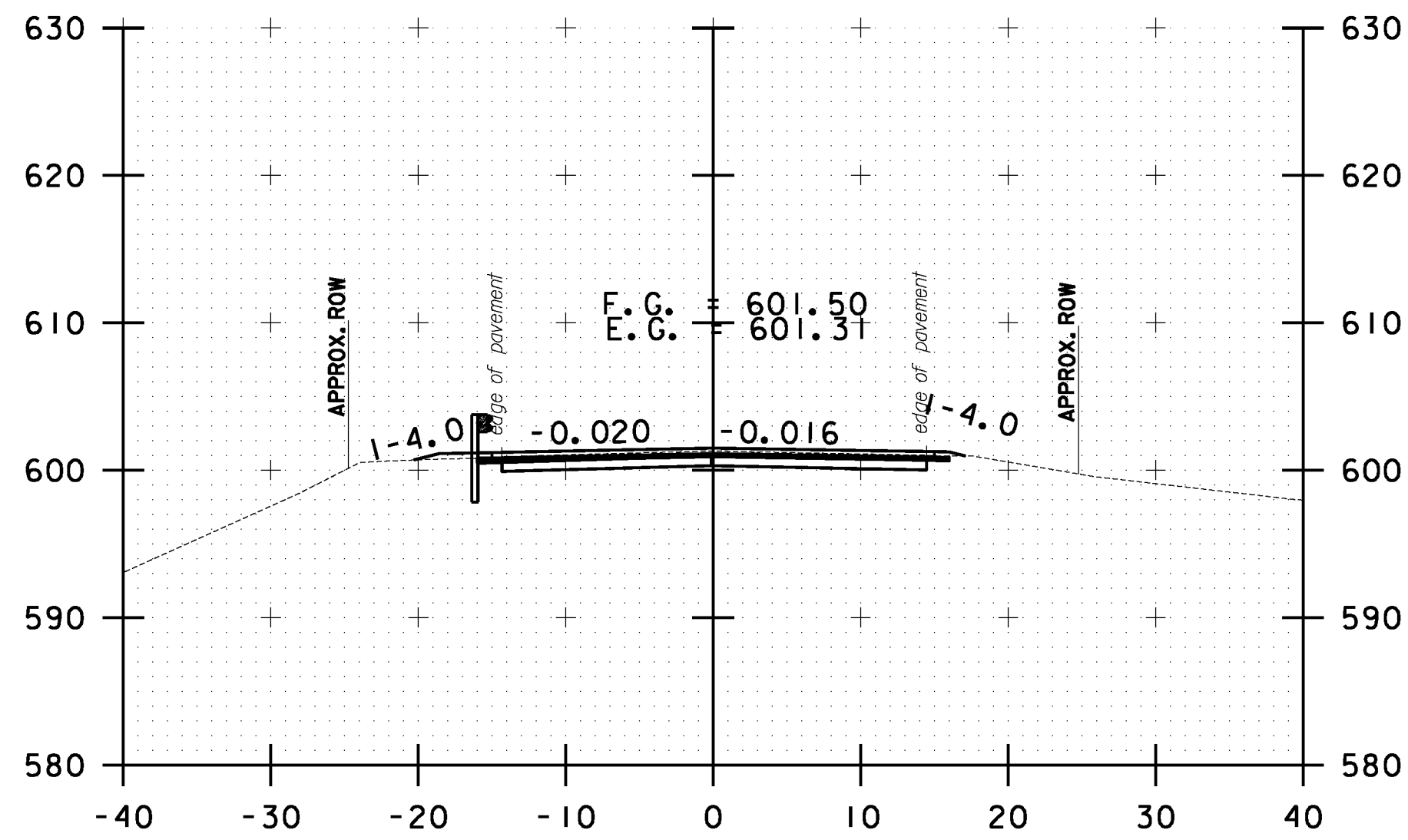
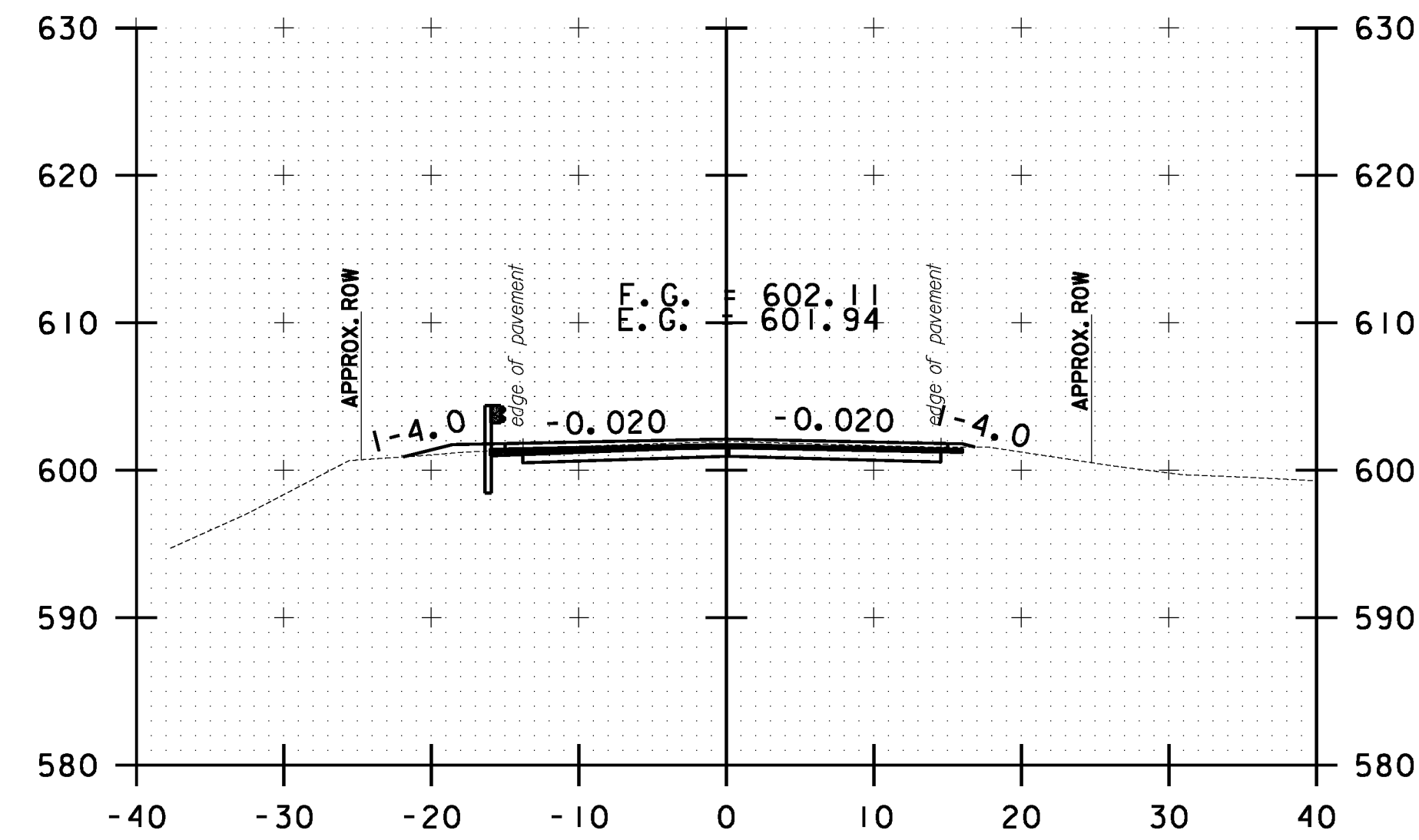
PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

CHECKED BY: J.P.S.

SHEET 302 OF 397

FILE NAME = V:\Projects\ANY\K2\22425\CAOD\KSTN\10b214_stock_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



10 0 10
SCALE IN FEET

**STOCKBRIDGE
CROSS SECTION
SHEET #90**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_stock_xc.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214xs90.1

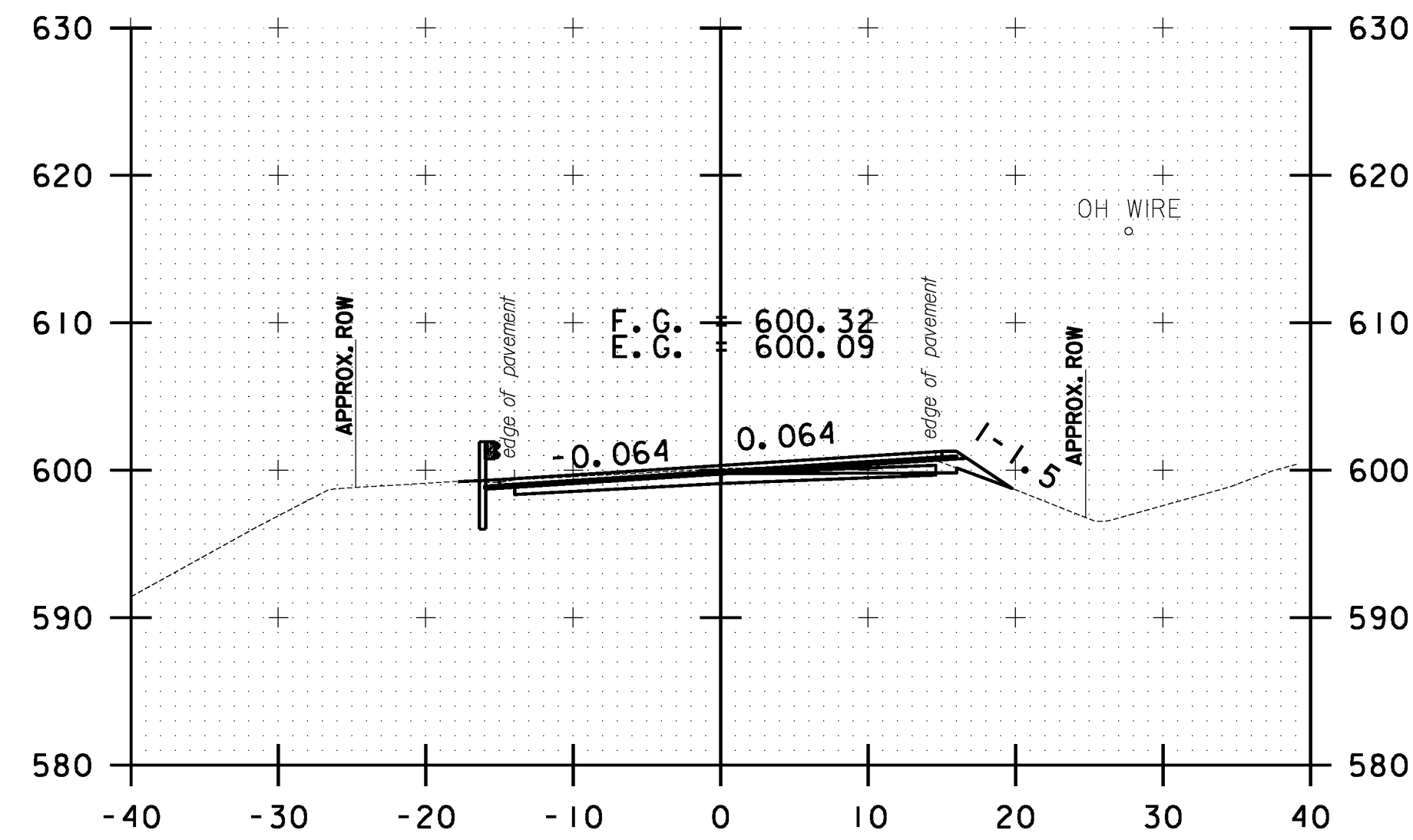
PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

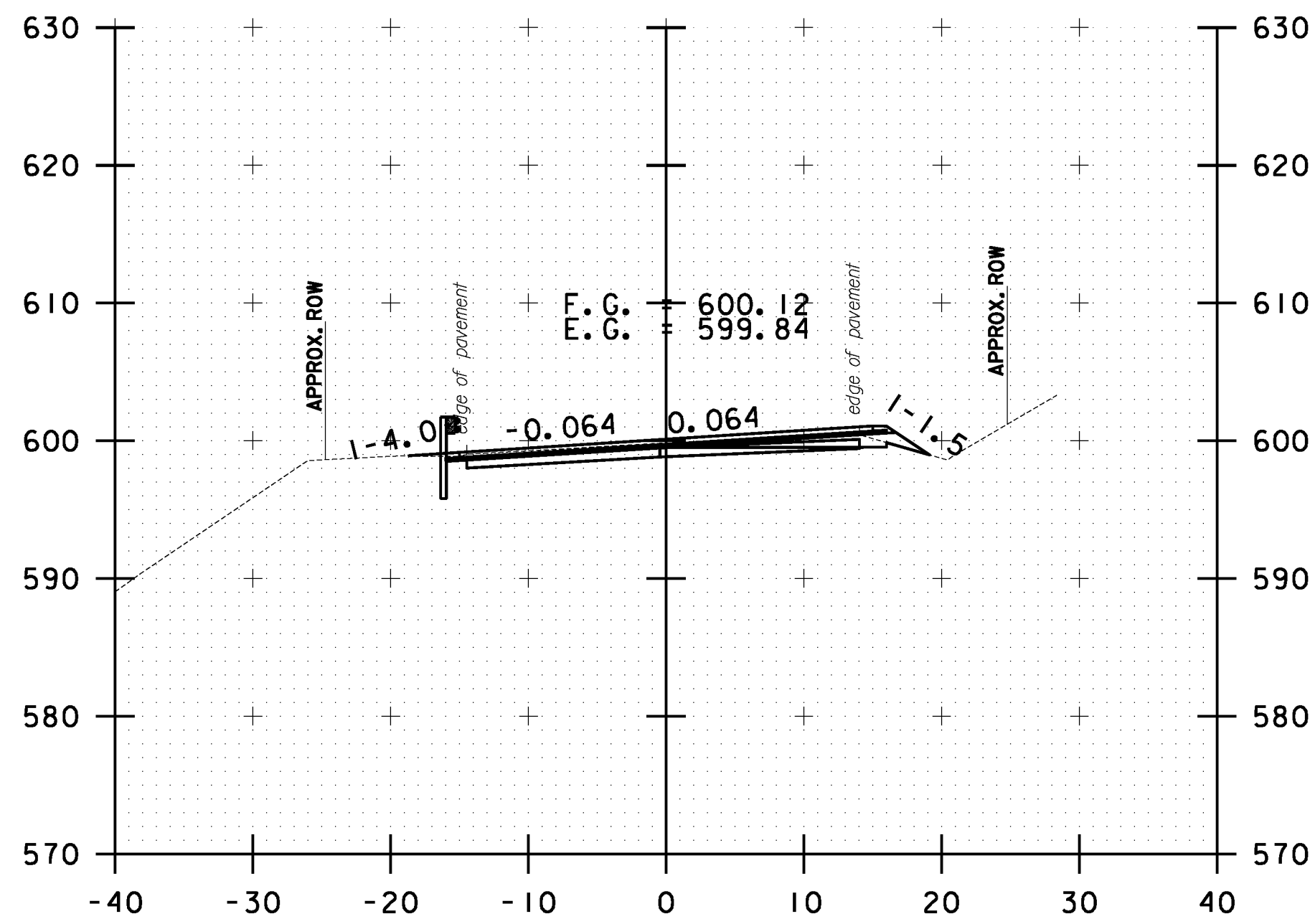
CHECKED BY: J.P.S.

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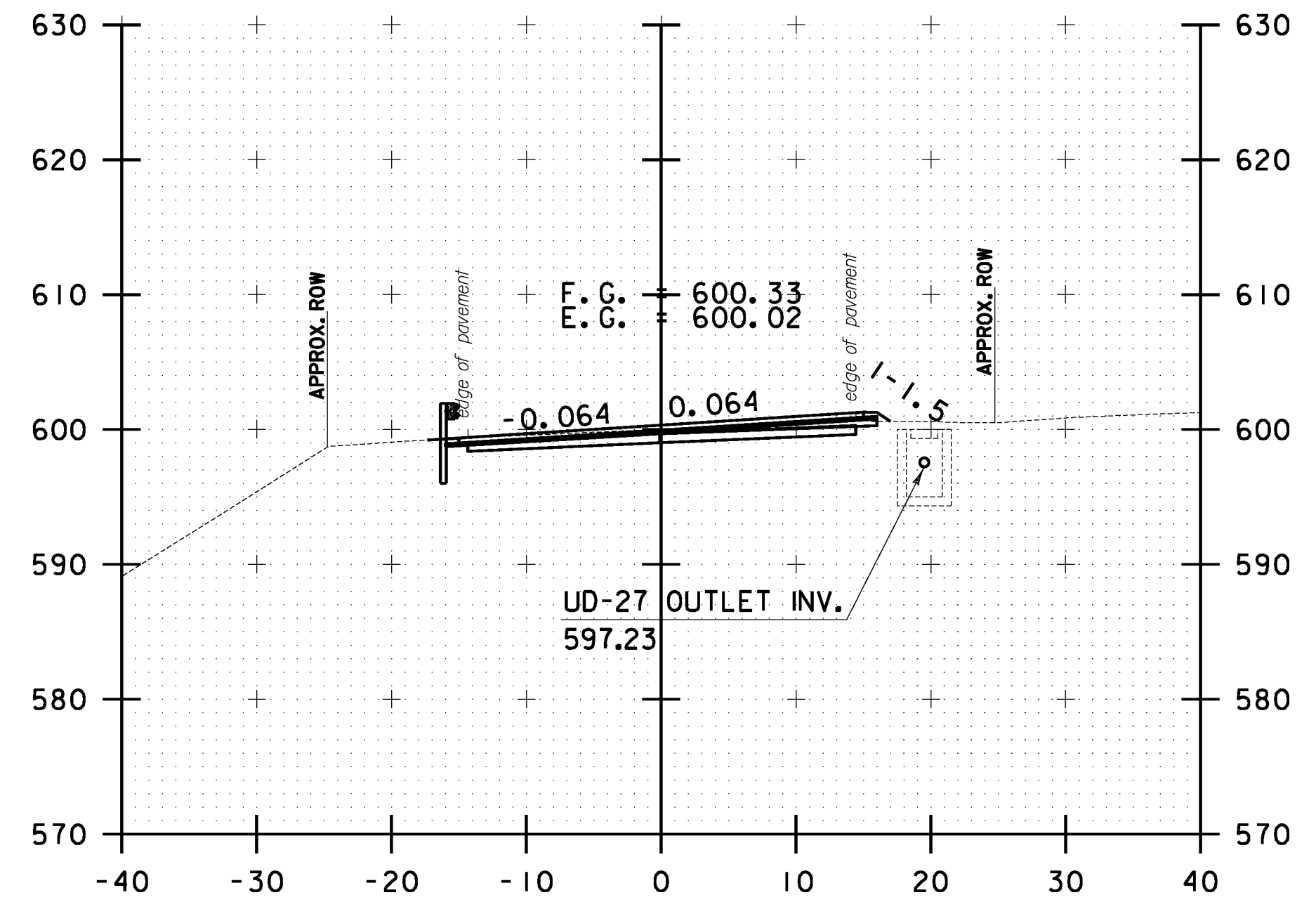
FILE NAME: \\P:\projects\ANY\22\22\25\CAOD\1\STN\10b214_stock.xcdgn
DATE/TIME: 3/17/2014
USER: jsl



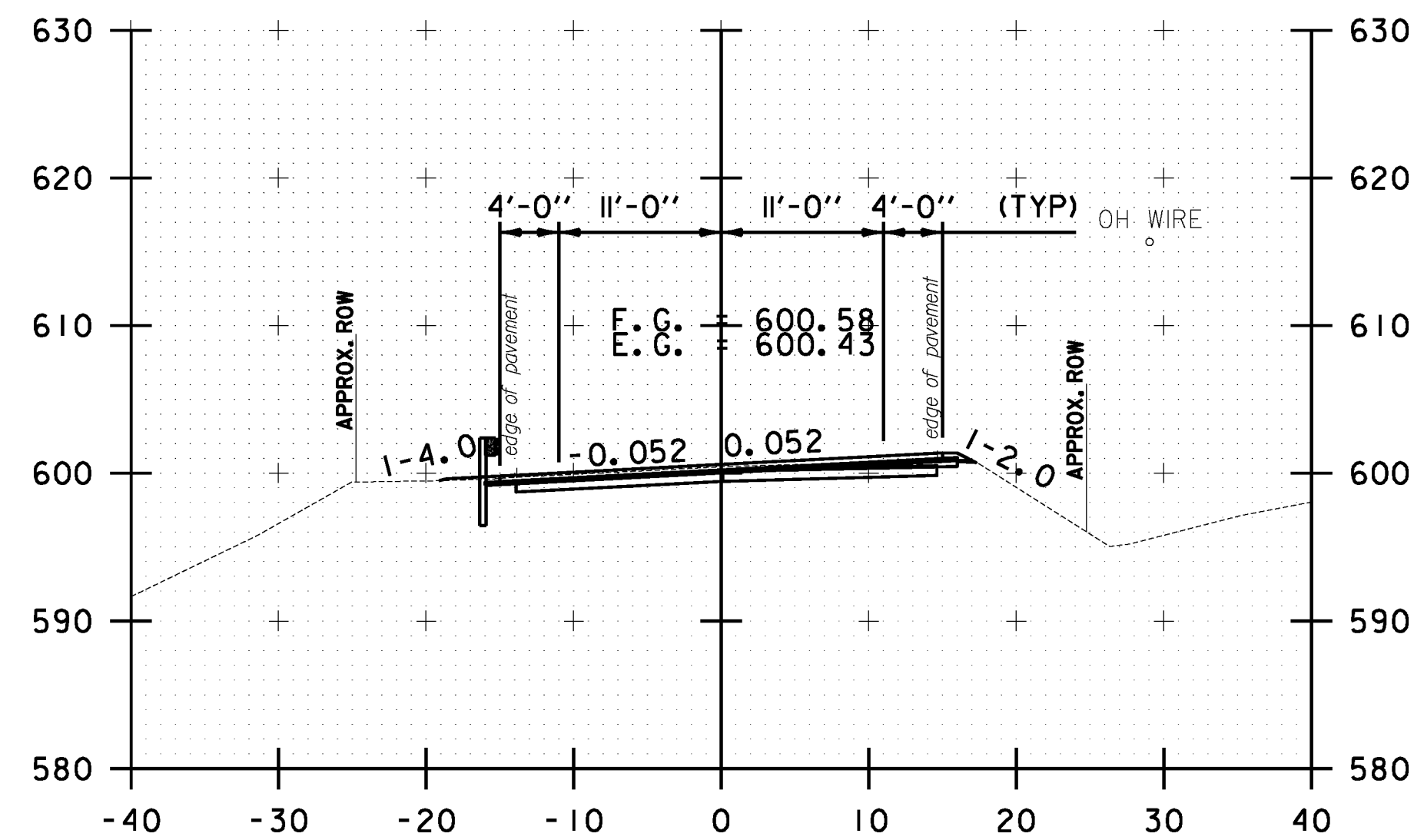
291+00.00



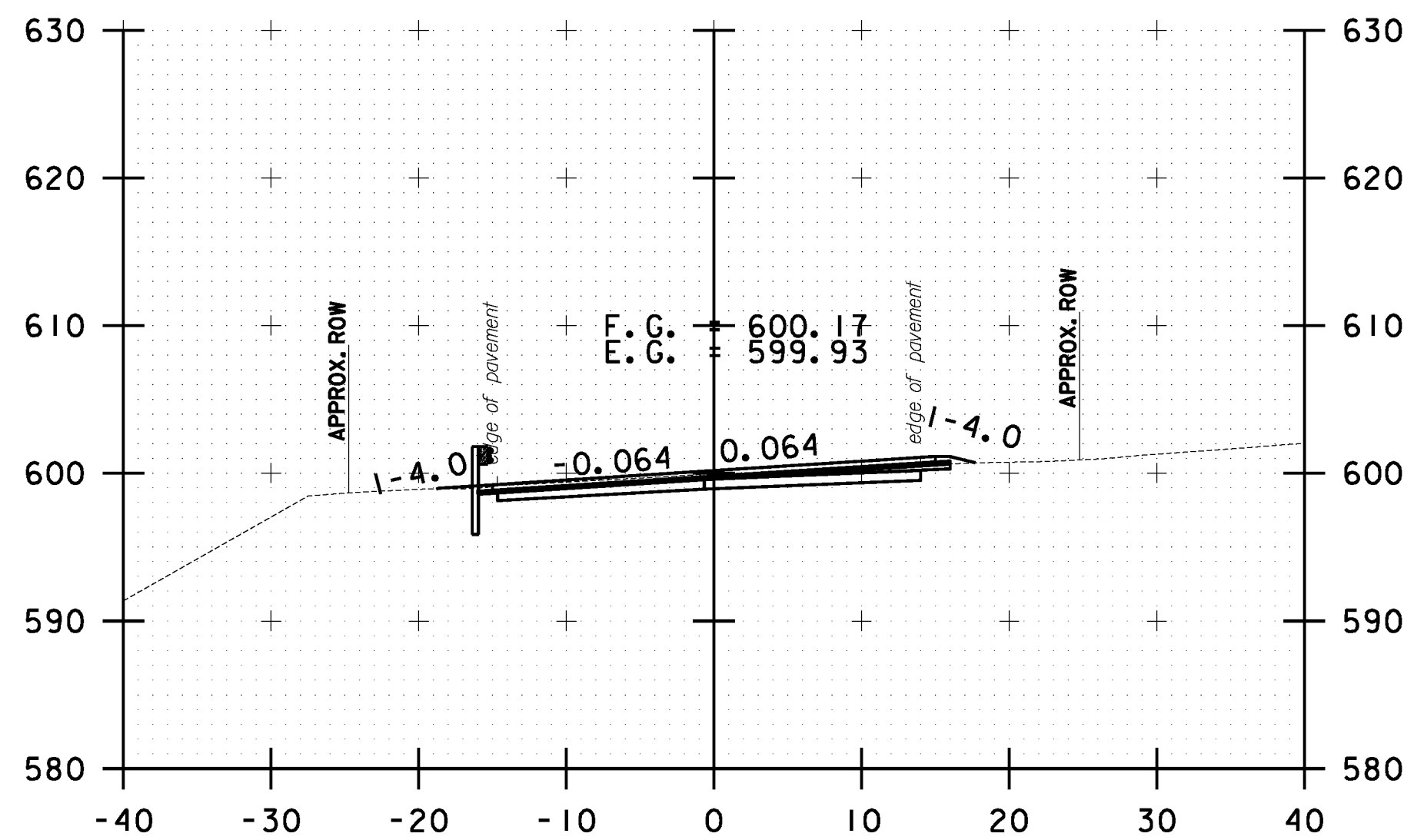
292+00.00



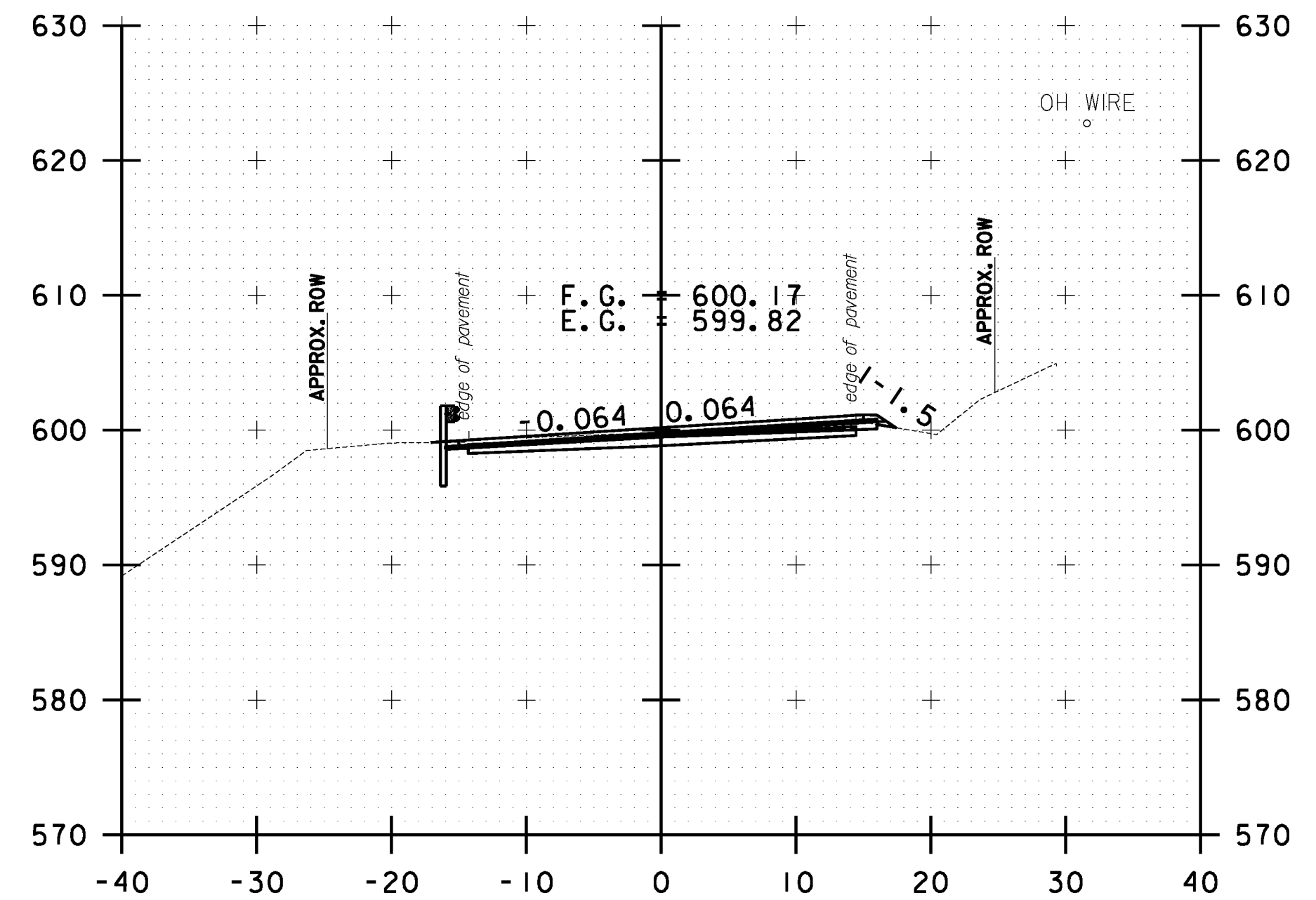
293+00.00



290+50.00



291+50.00



292+50.00

10 0 10
SCALE IN FEET

**STOCKBRIDGE
CROSS SECTION
SHEET #91**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_stock.xcdgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214xs91.i

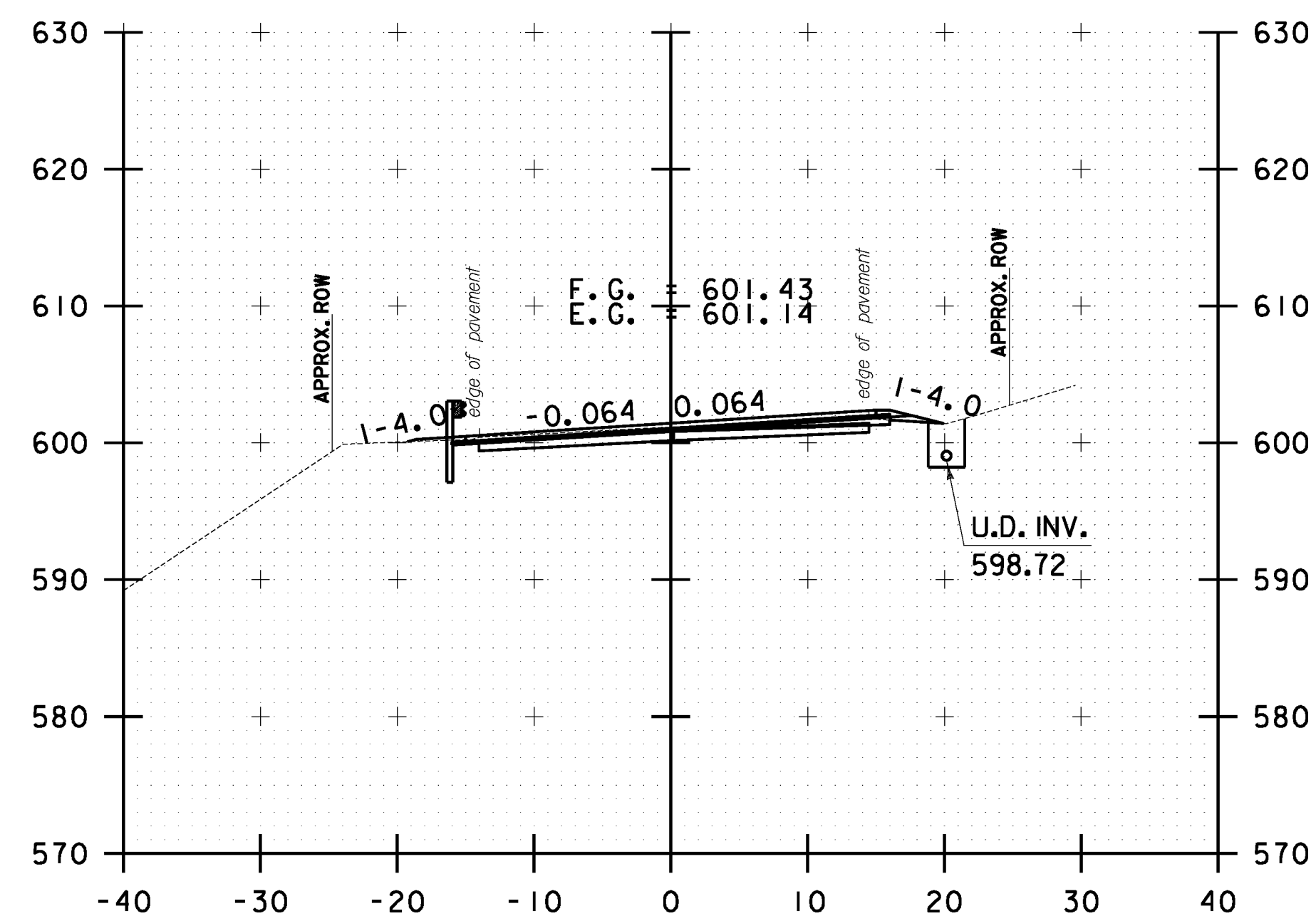
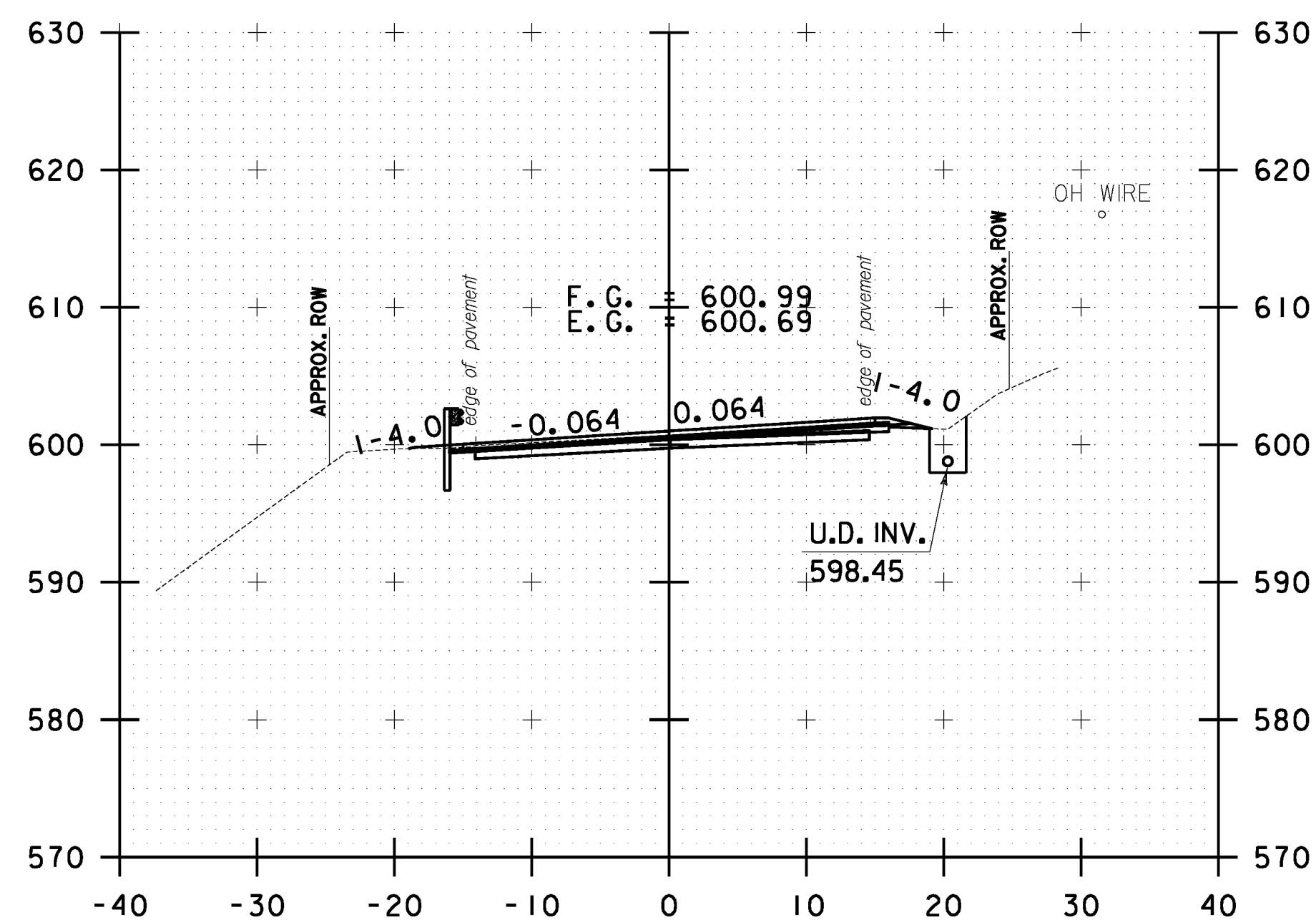
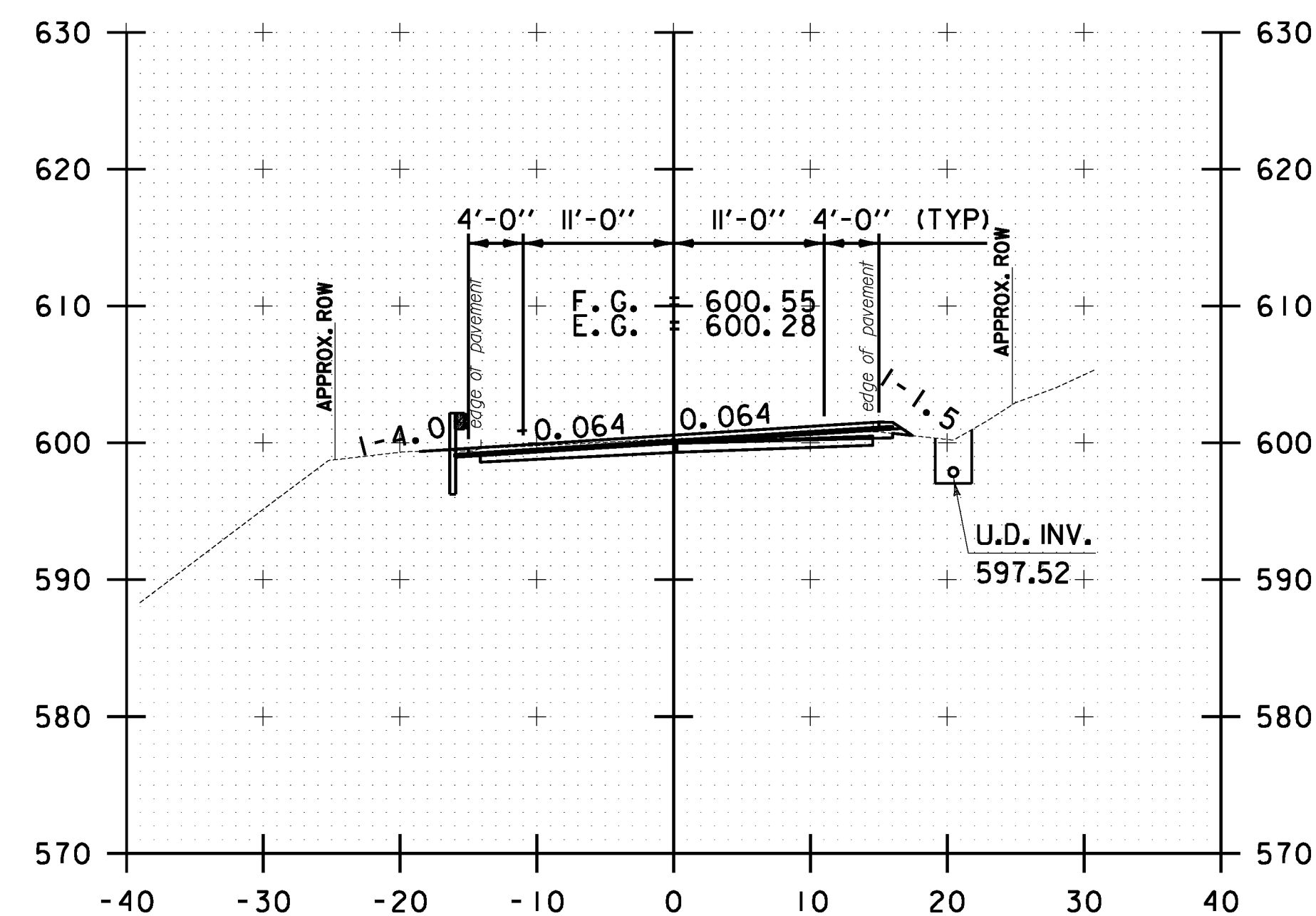
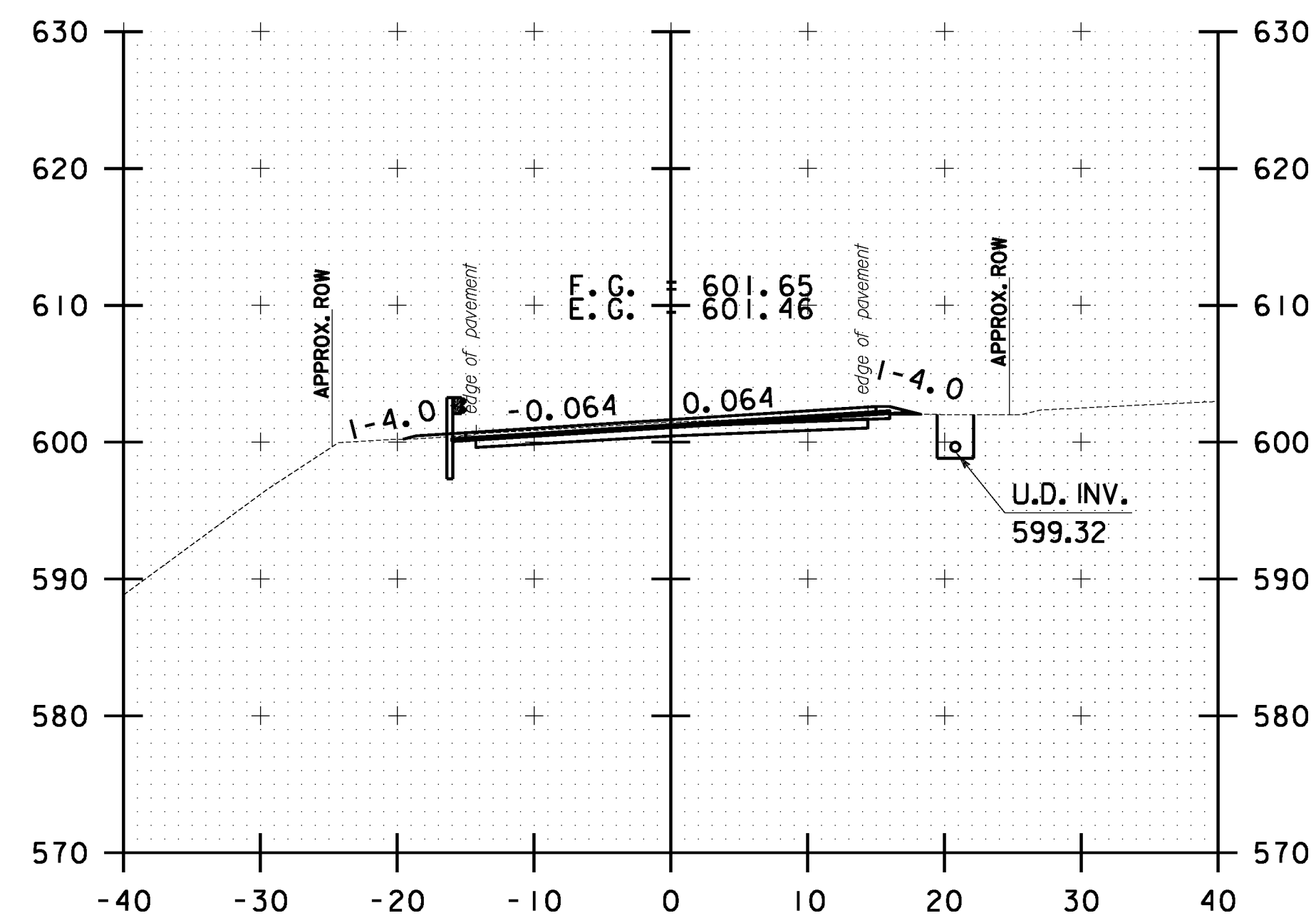
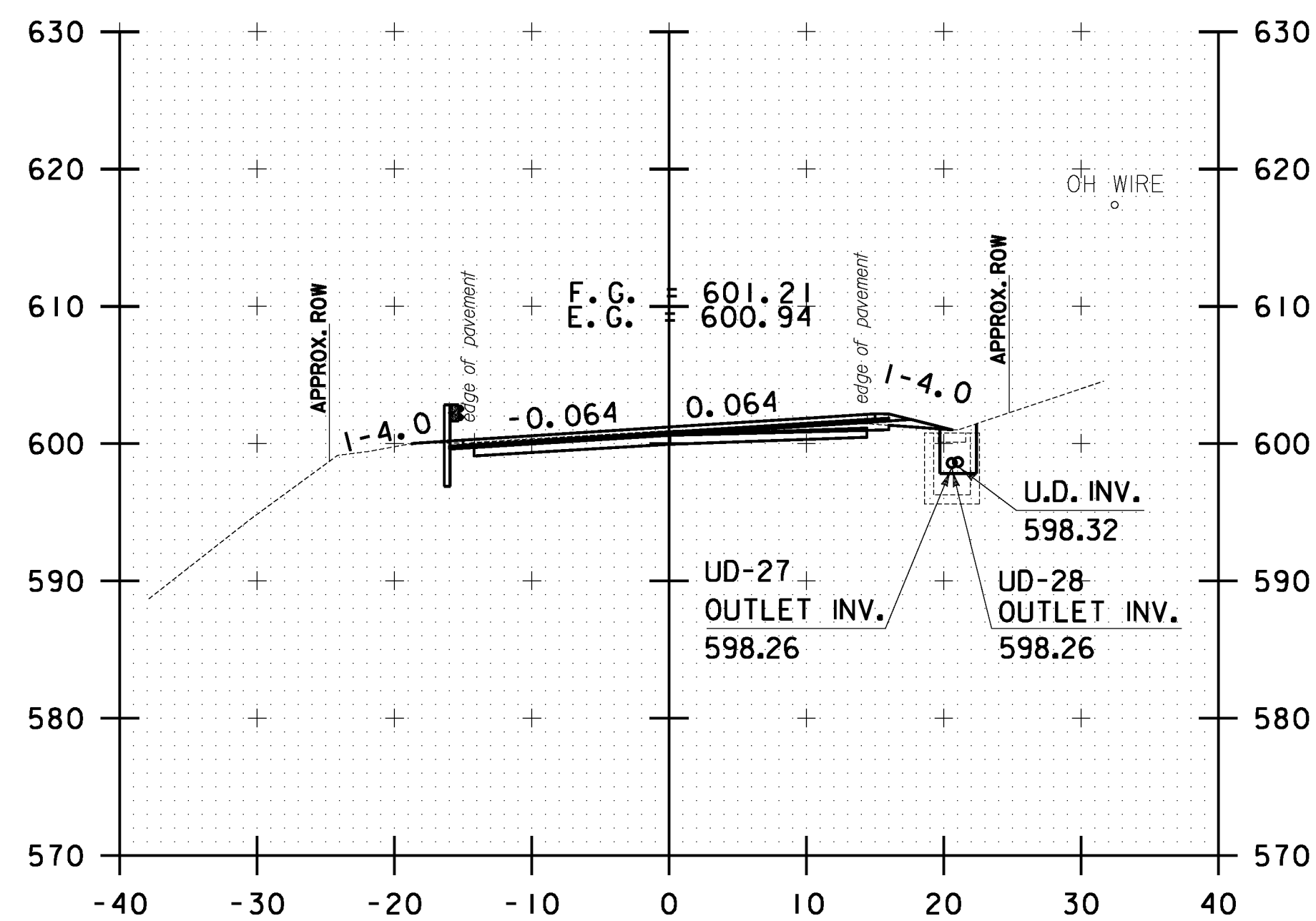
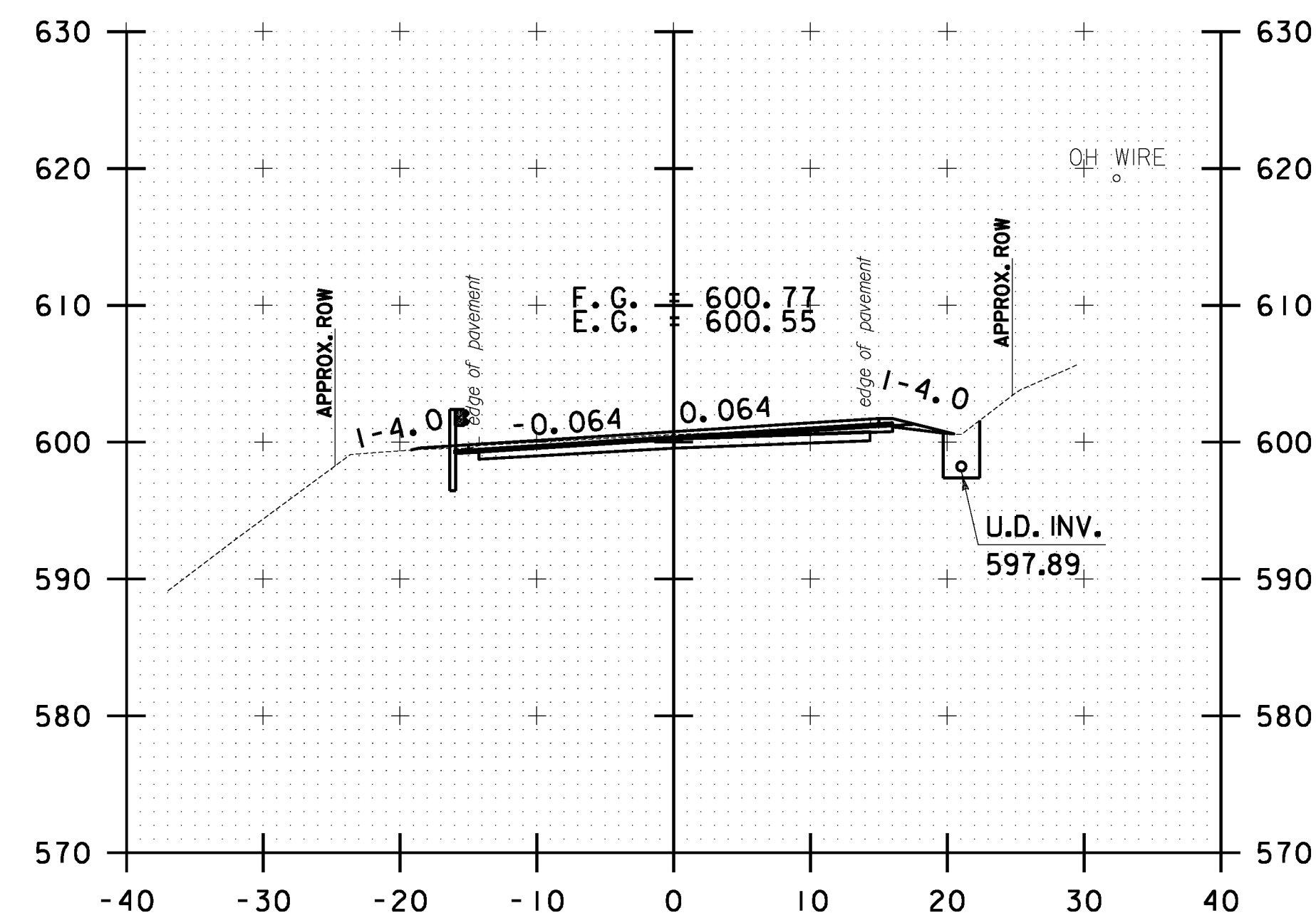
PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

CHECKED BY: J.P.S.

SHEET 304 OF 397

FILE NAME : \\P:\projects\ANY\K2\22425\CAOD\KSTN\10b214_stock_xc.dgn
DATE/TIME : 3/17/2014
USER : jslb



10 0 10
SCALE IN FEET

**STOCKBRIDGE
CROSS SECTION
SHEET #92**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_stock_xc.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214xs92.1

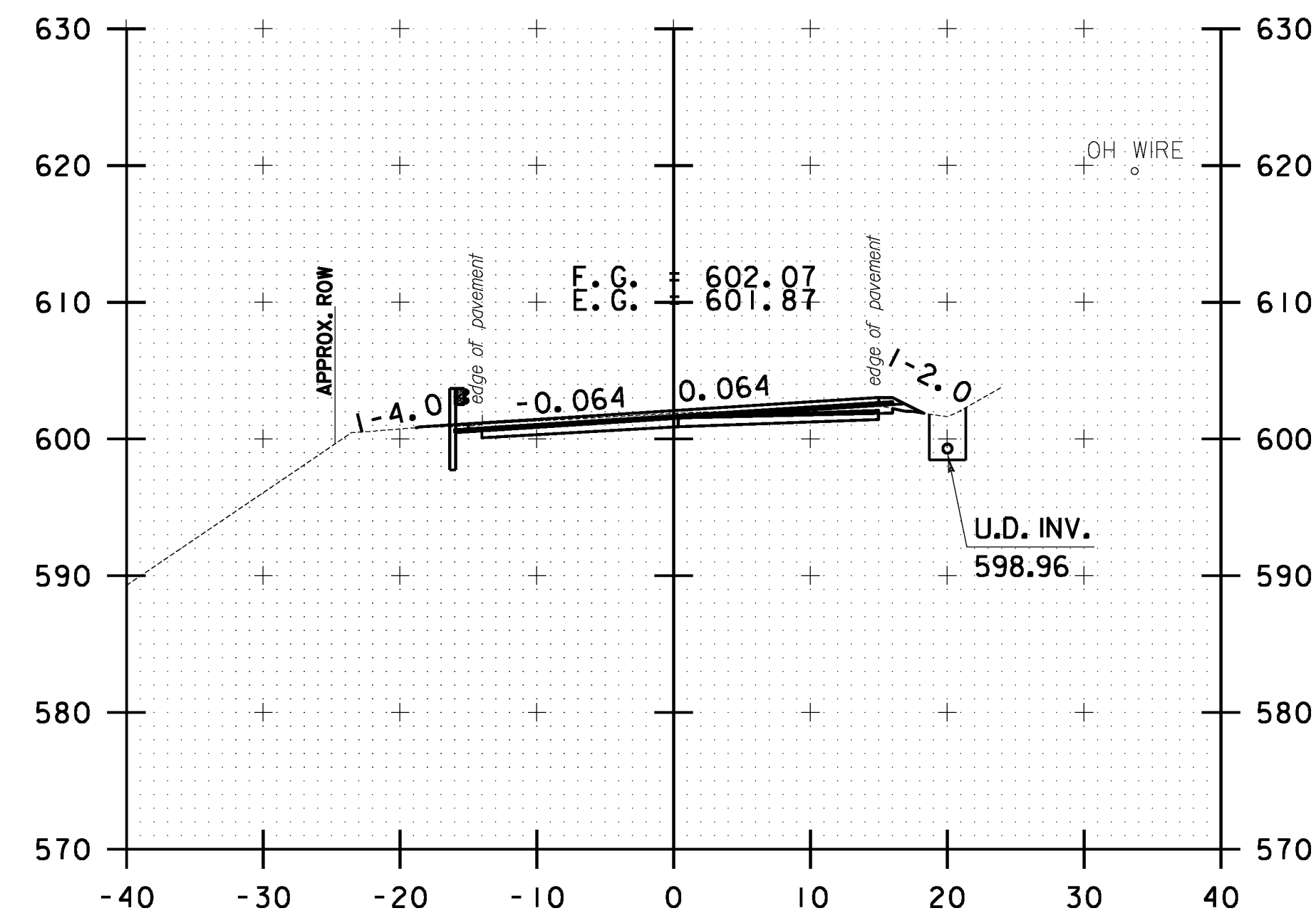
PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

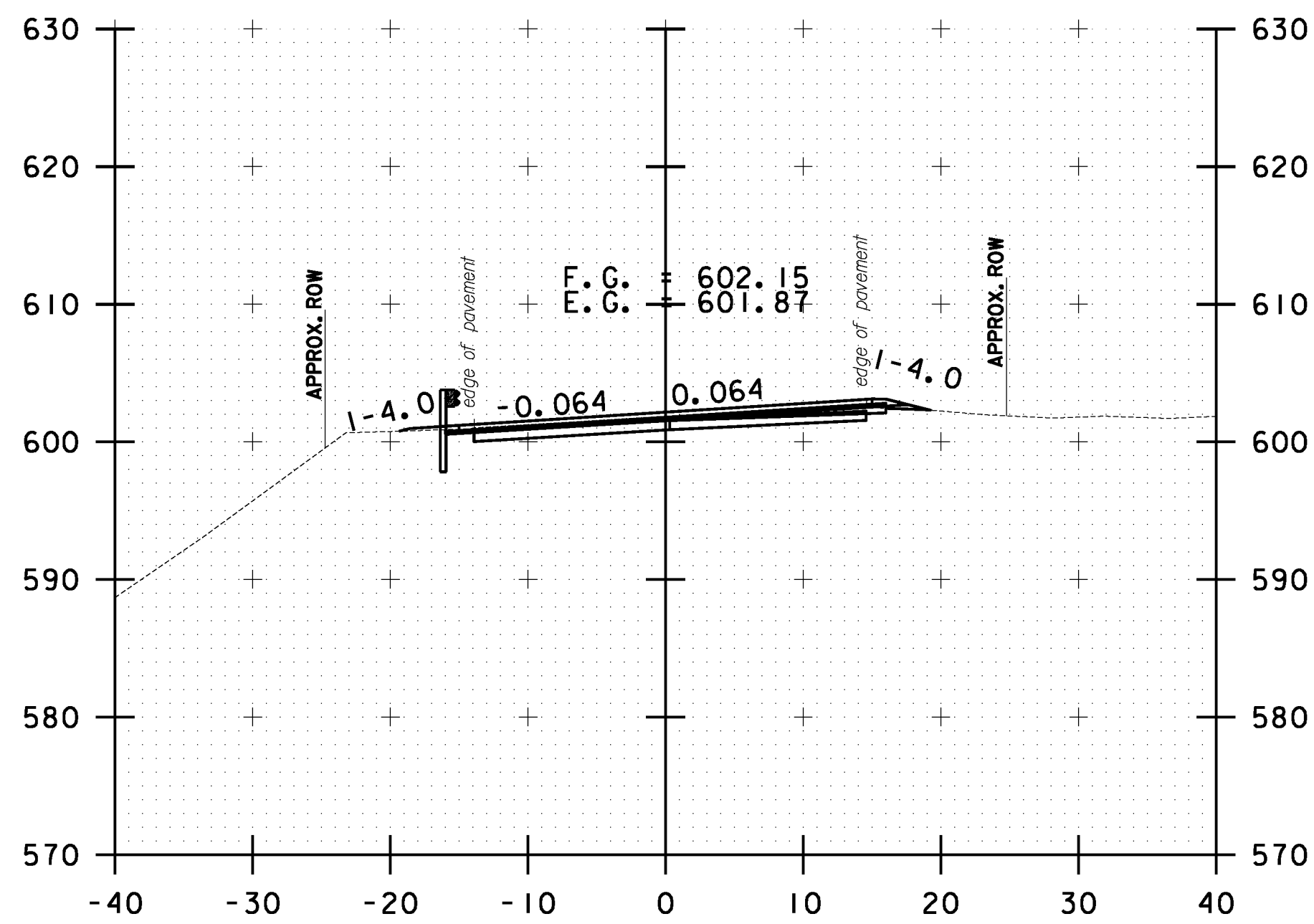
CHECKED BY: J.P.S.

SHEET 305 OF 397

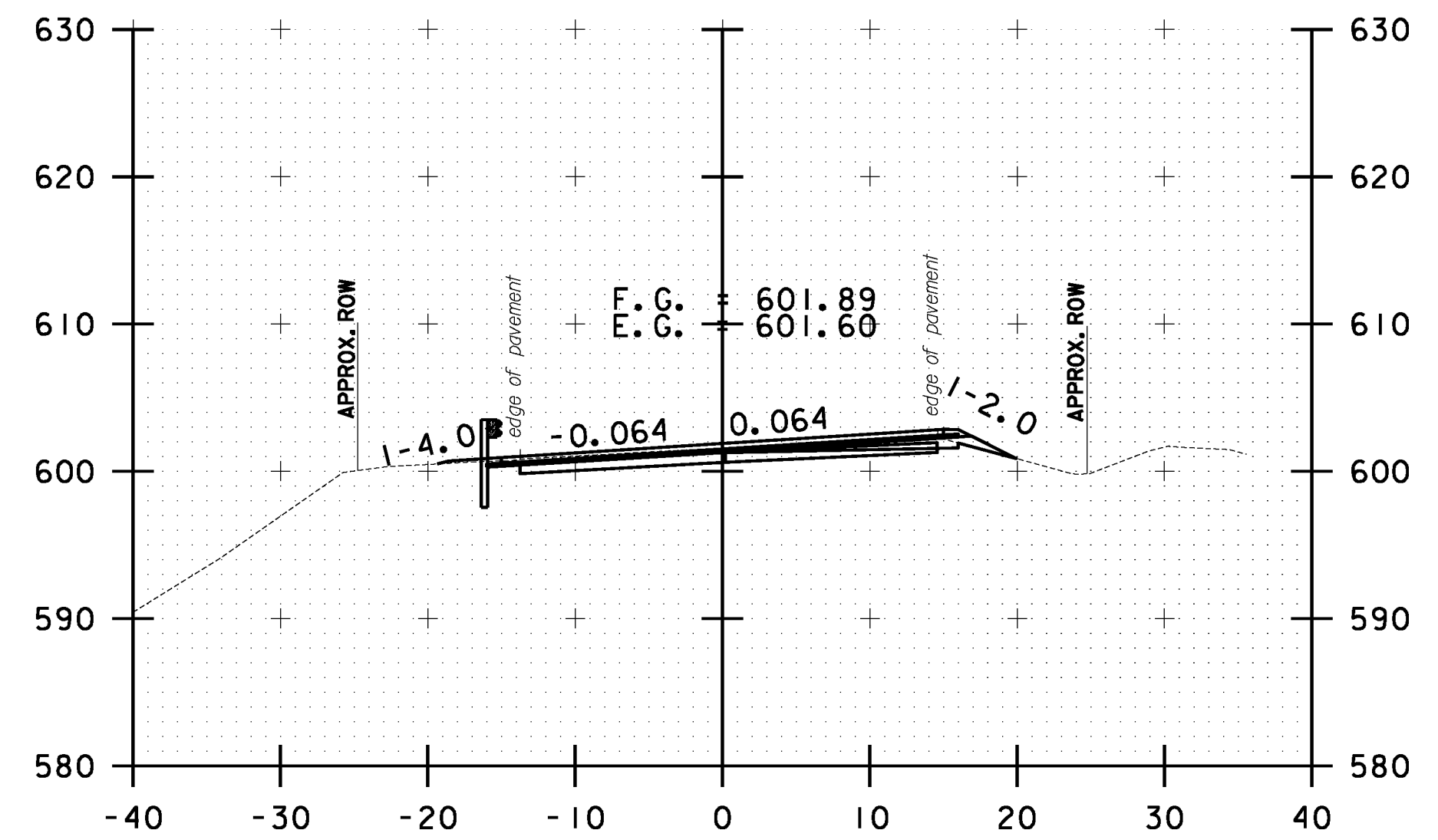
FILE NAME: \\P:\projects\ANY\K2\22426\CAOD\KSTN\10b214_stock_xc.dgn
DATE/TIME: 3/17/2014
USER: 4916



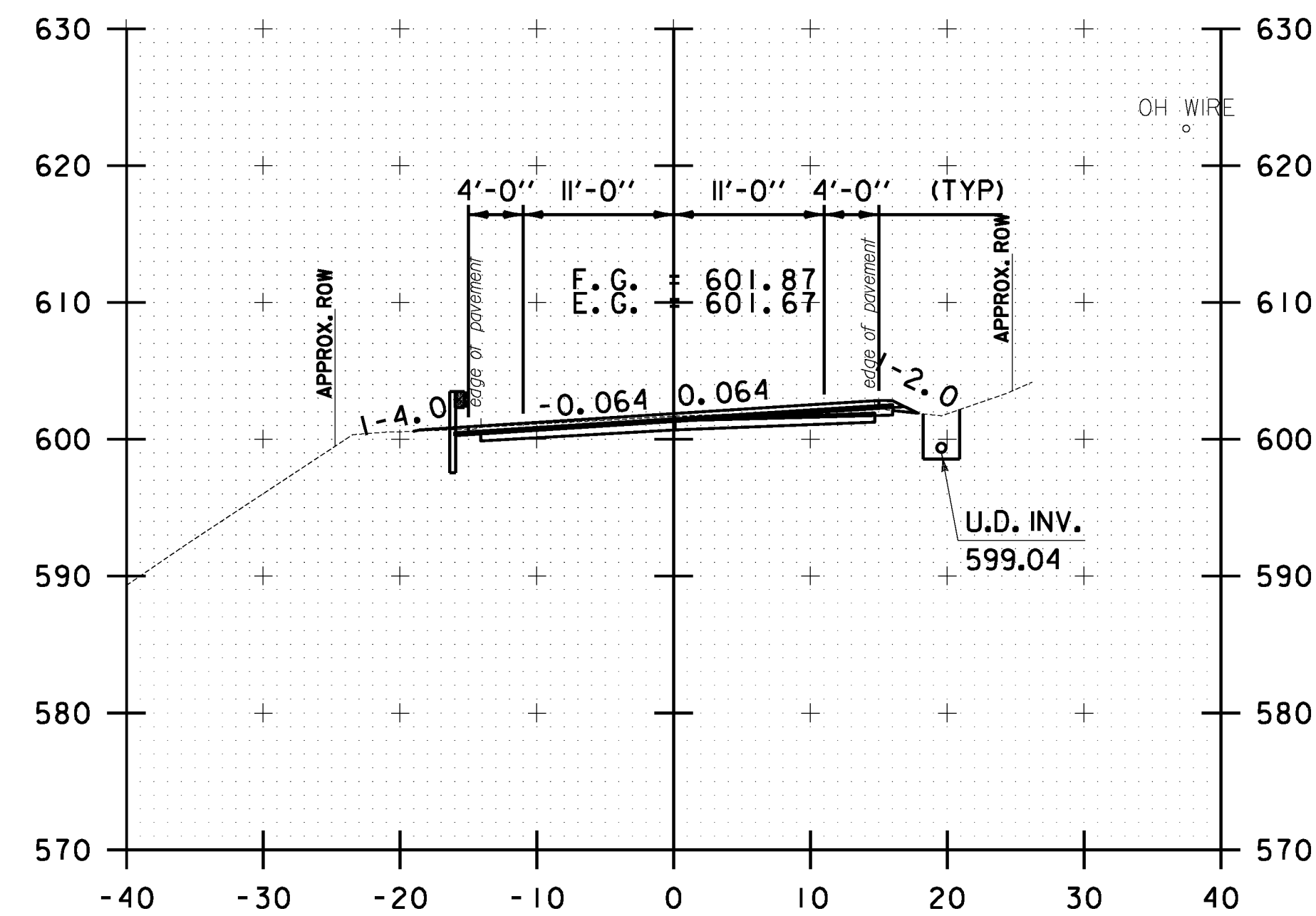
297+00.00



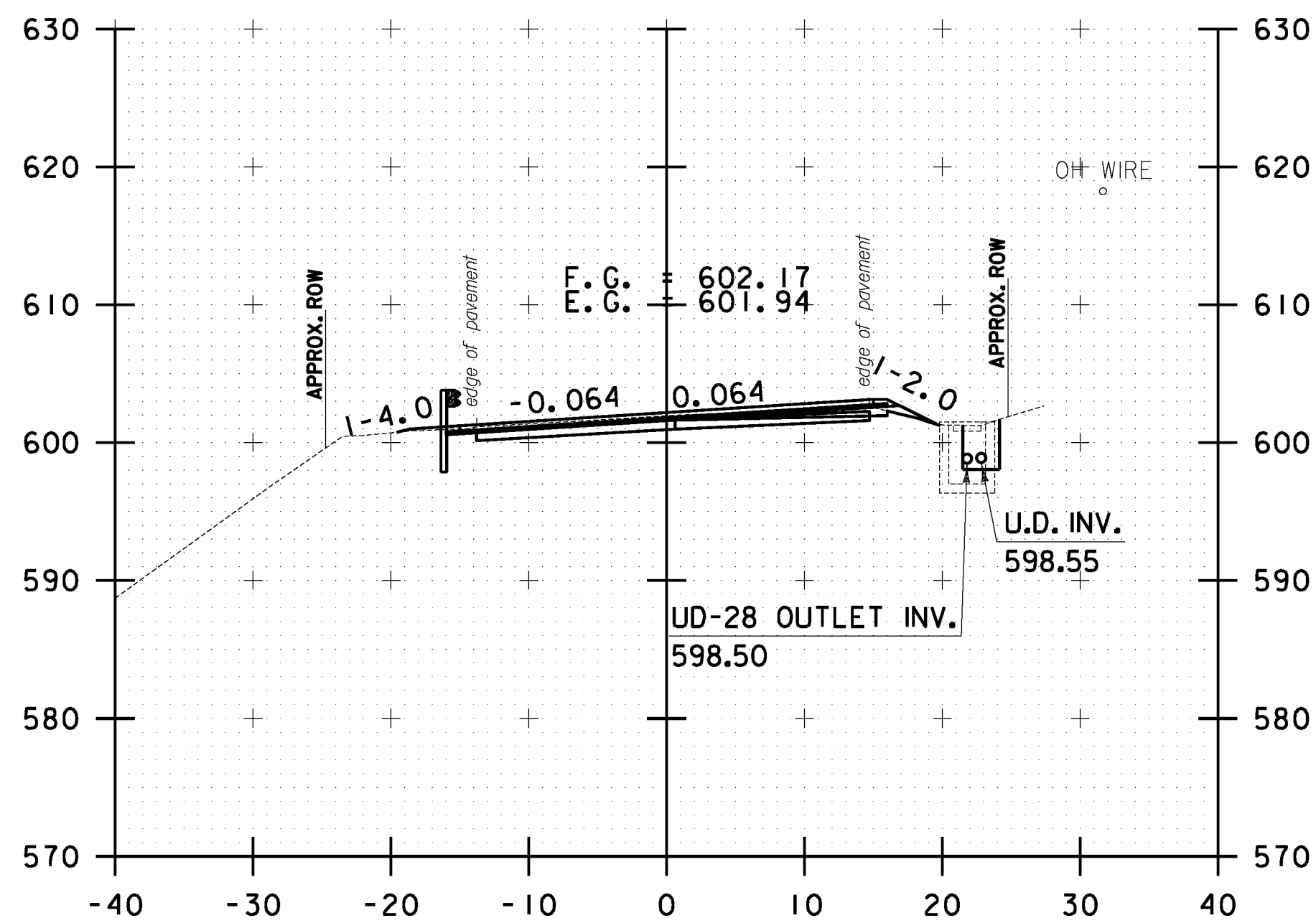
298+00.00



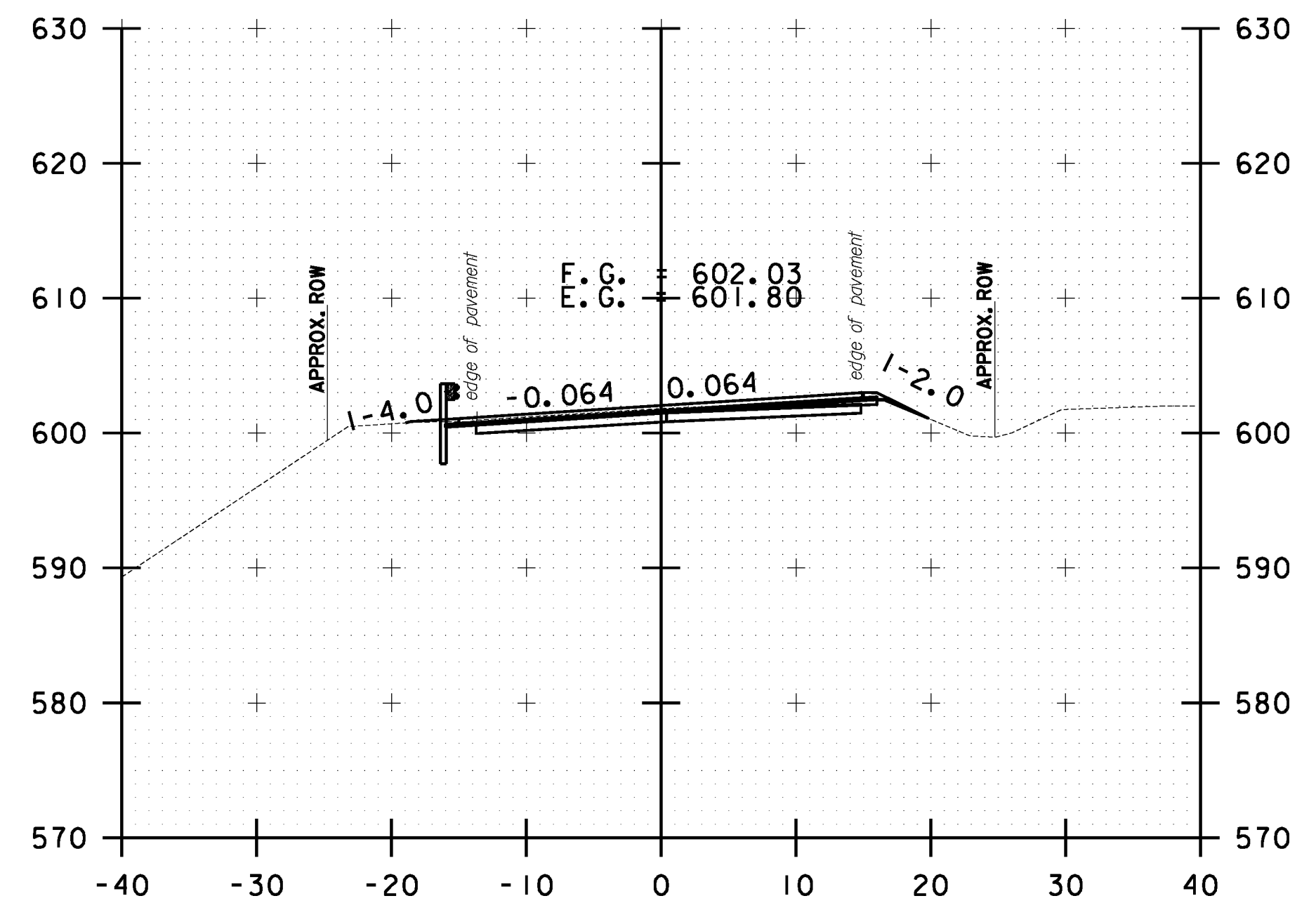
299+00.00



296+50.00



297+50.00



298+50.00

10 0 10
SCALE IN FEET

**STOCKBRIDGE
CROSS SECTION
SHEET #93**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_stock_xc.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214xs93.1

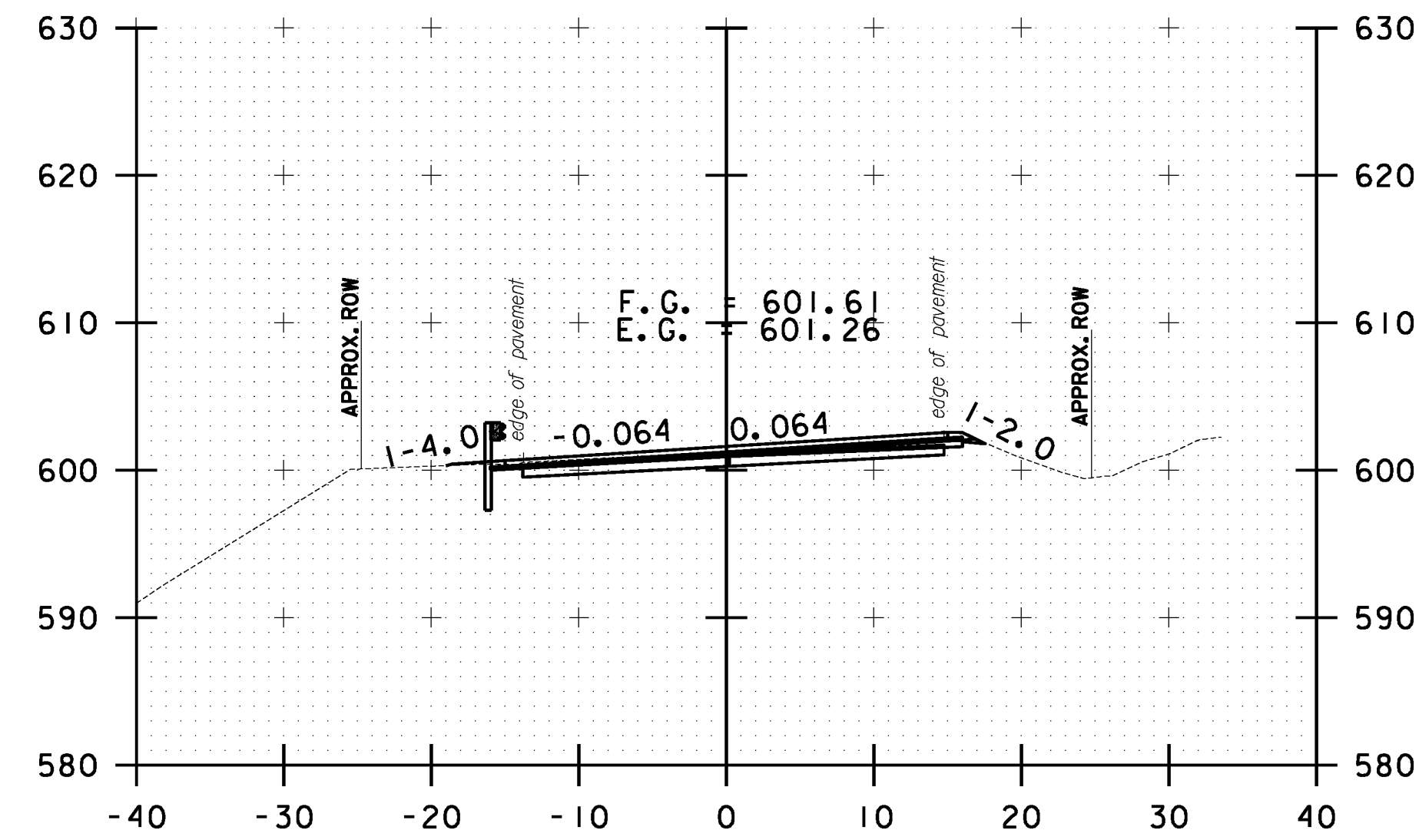
PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

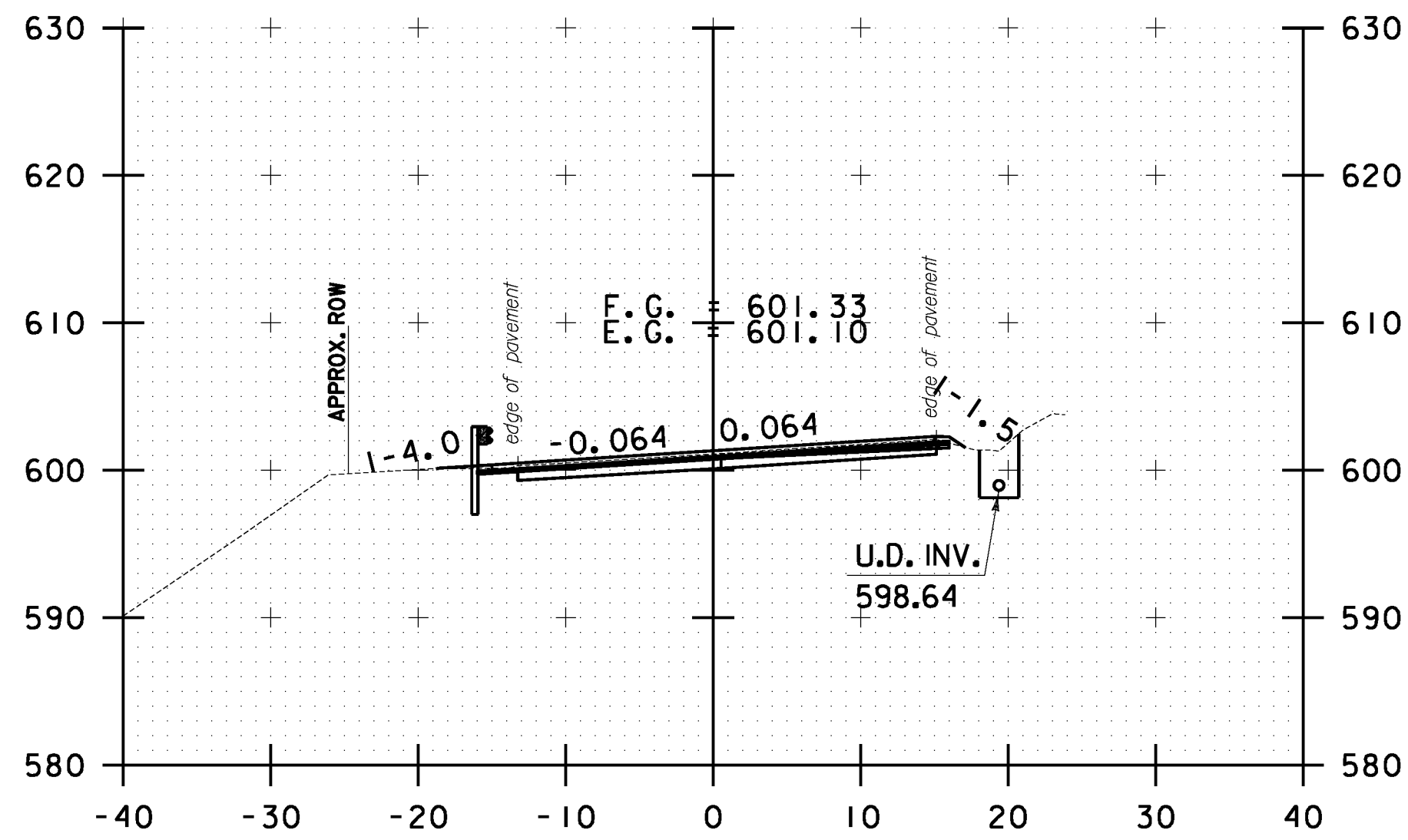
CHECKED BY: J.P.S.

SHEET 306 OF 397

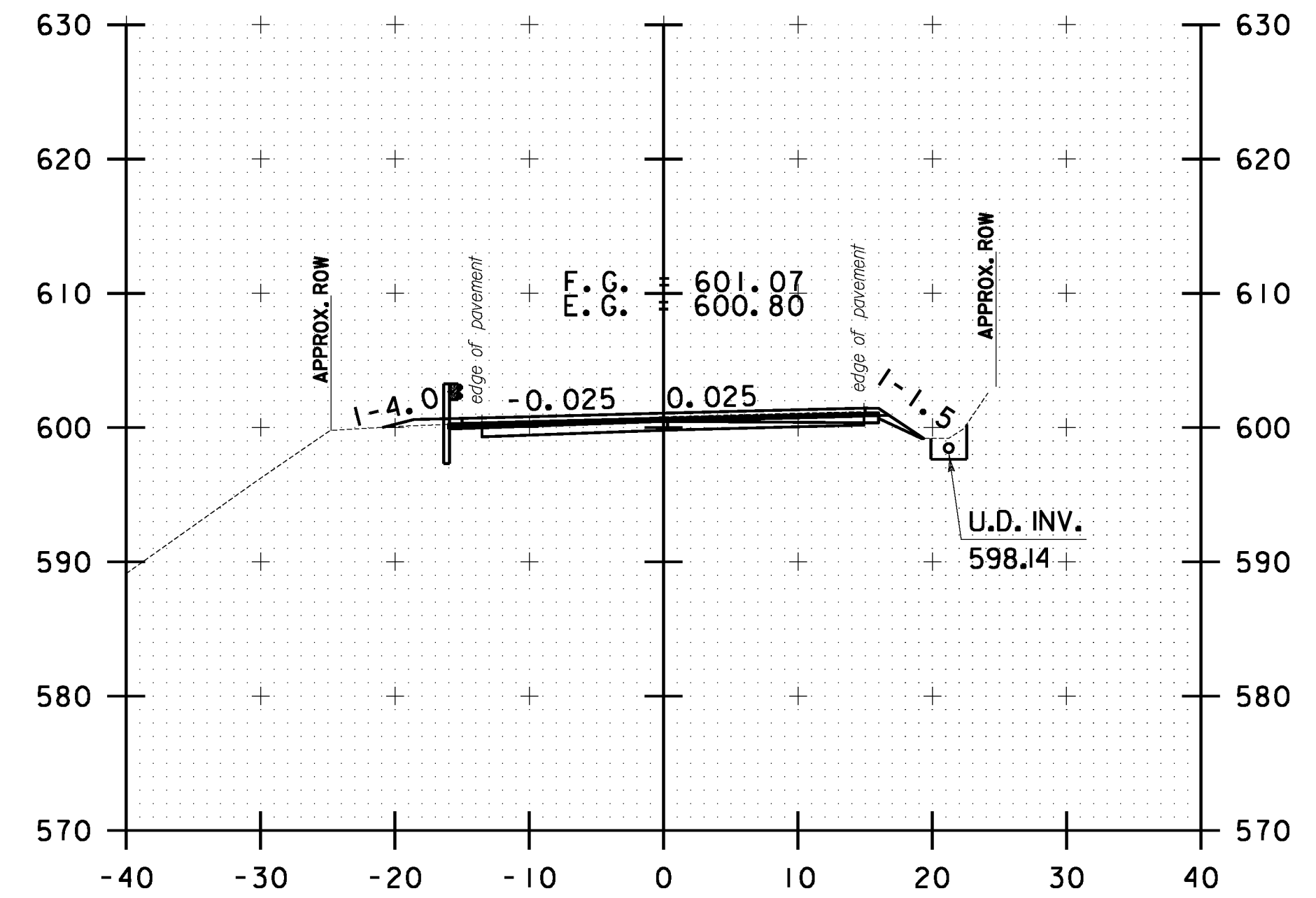
FILE NAME: \\P:\projects\ANY\K2\22425\CAOD\KSTN\10b214_stock.xcdgn
DATE/TIME: 3/17/2014
USER: 4916



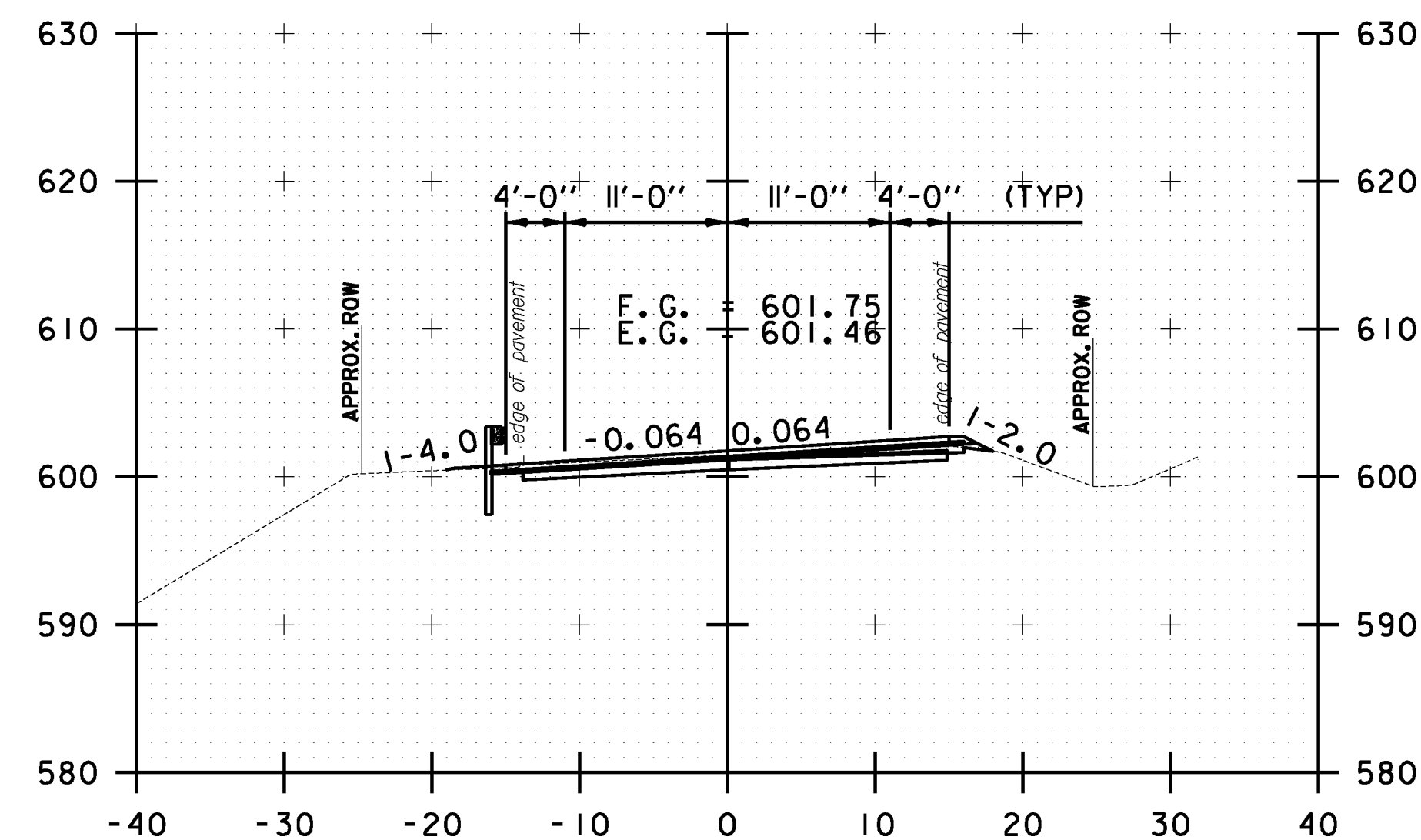
300+00.00



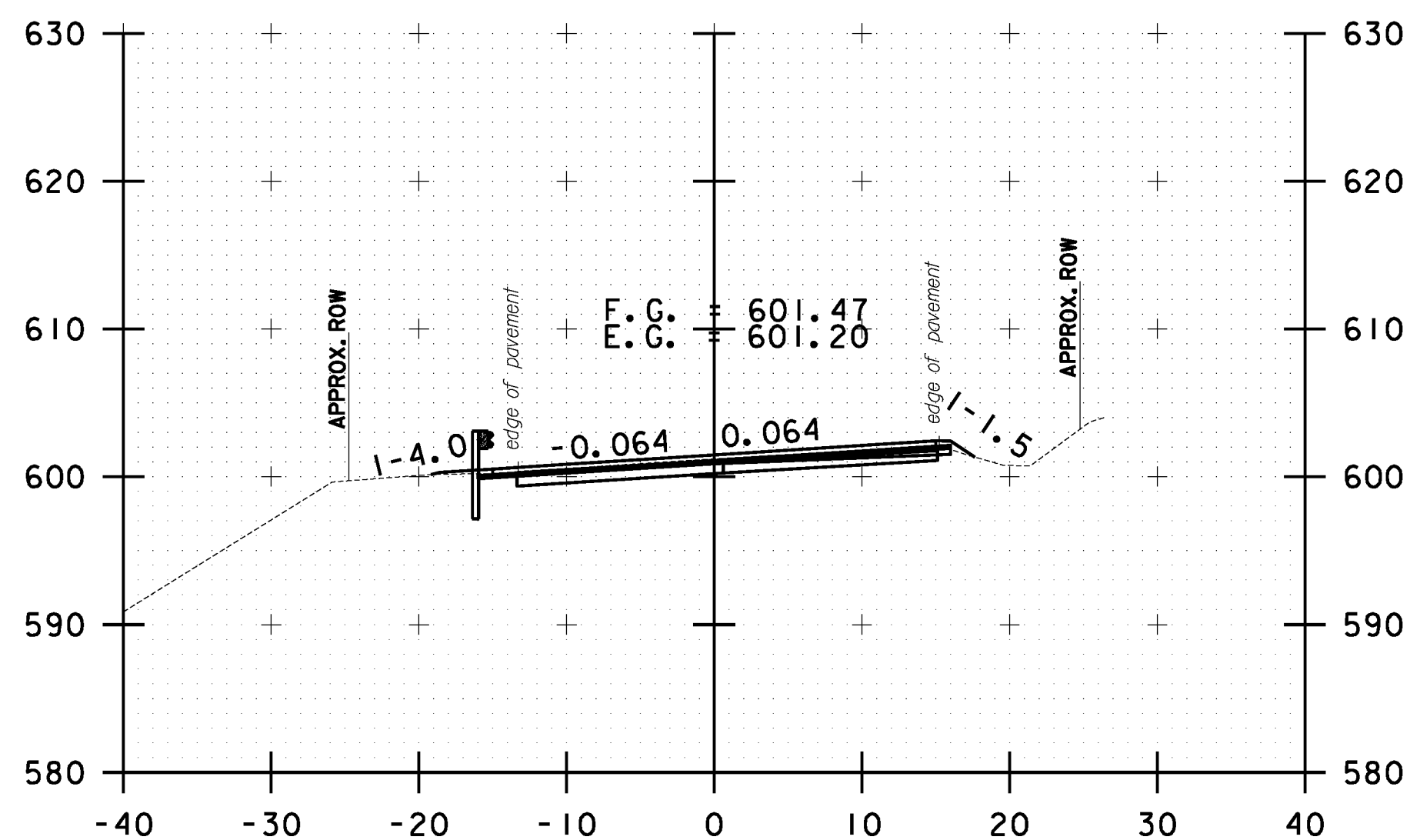
301+00.00



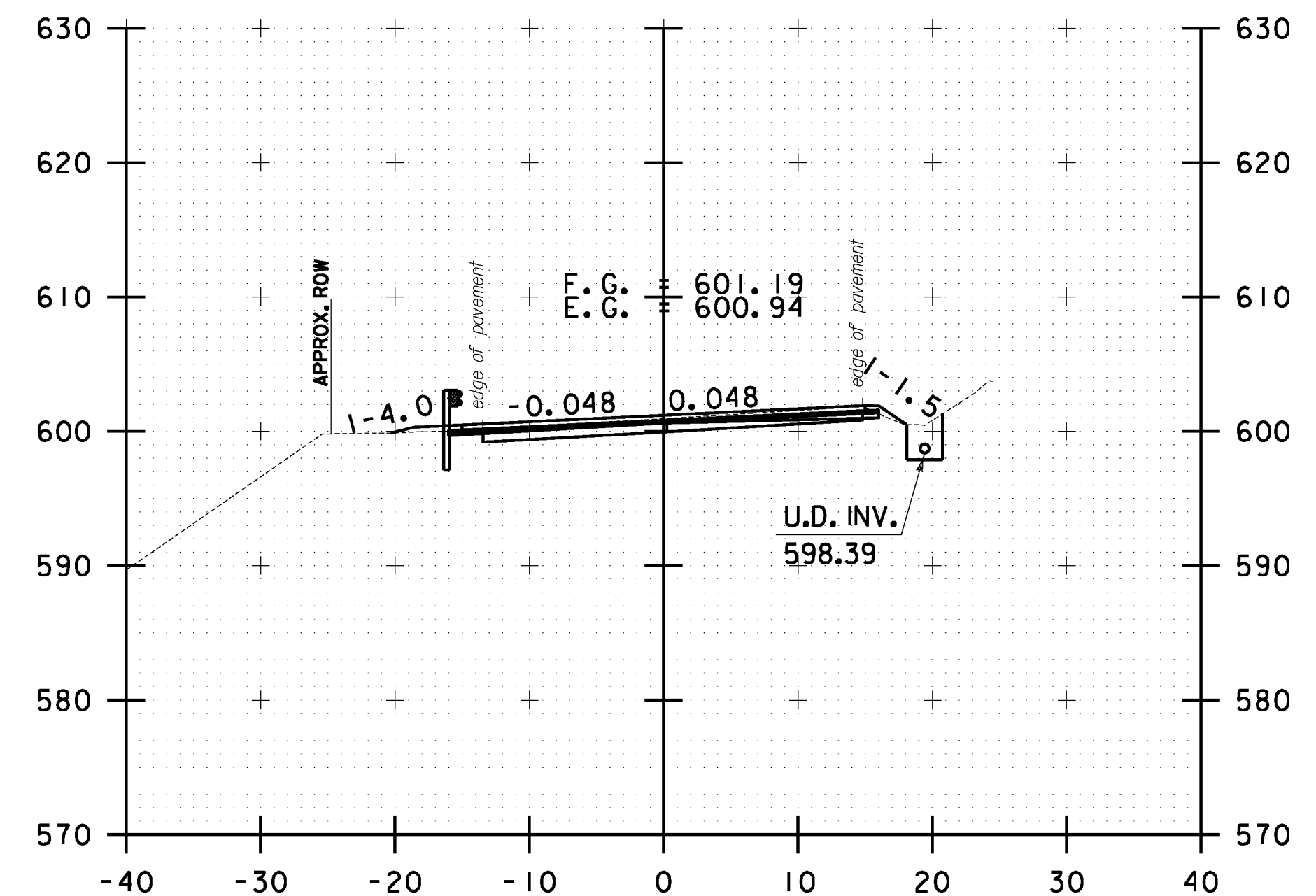
302+00.00



299+50.00



300+50.00



301+50.00

10 0 10
SCALE IN FEET

**STOCKBRIDGE
CROSS SECTION
SHEET #94**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_stock.xcdgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214xs94.1

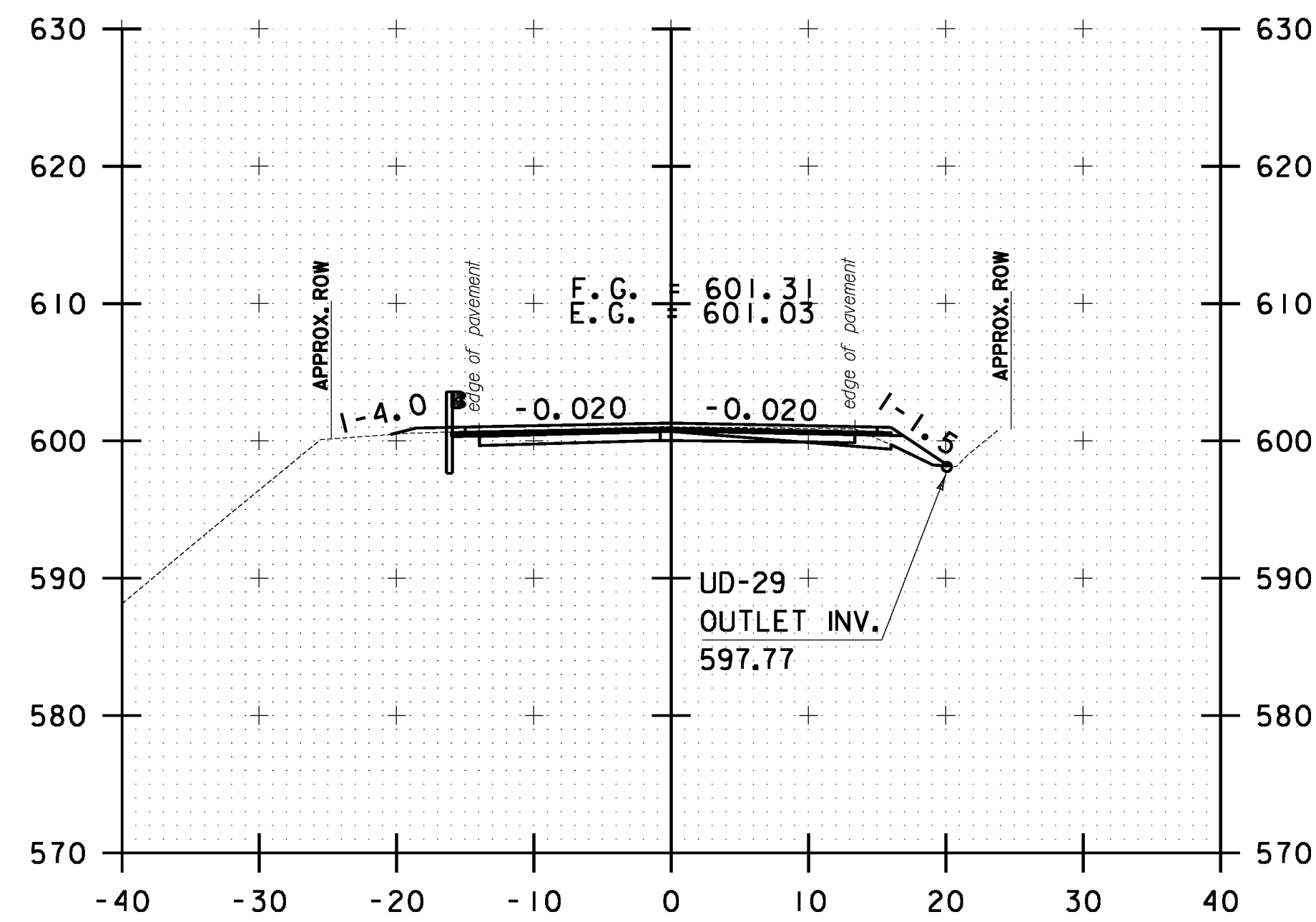
PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

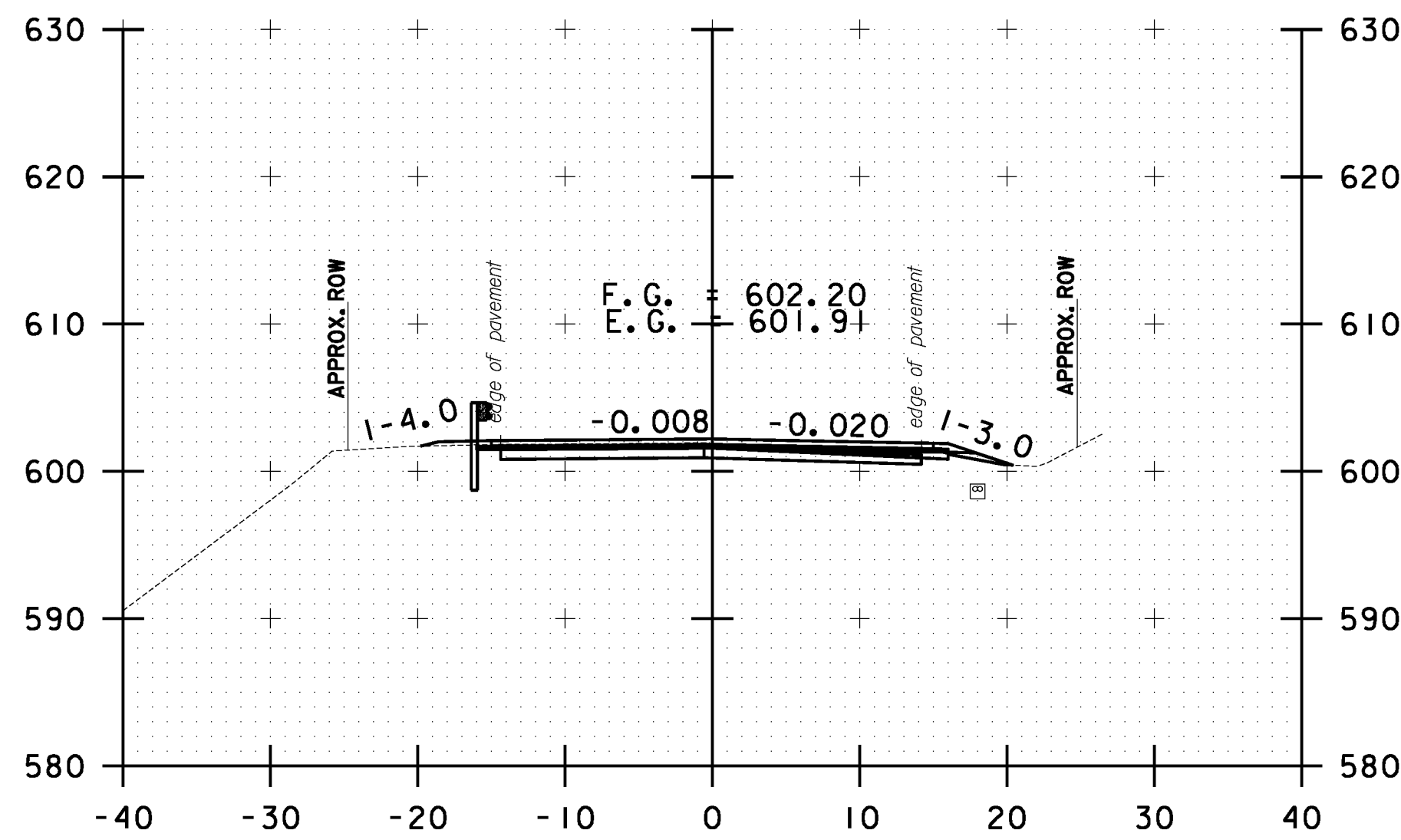
CHECKED BY: J.P.S.

SHEET 307 OF 397

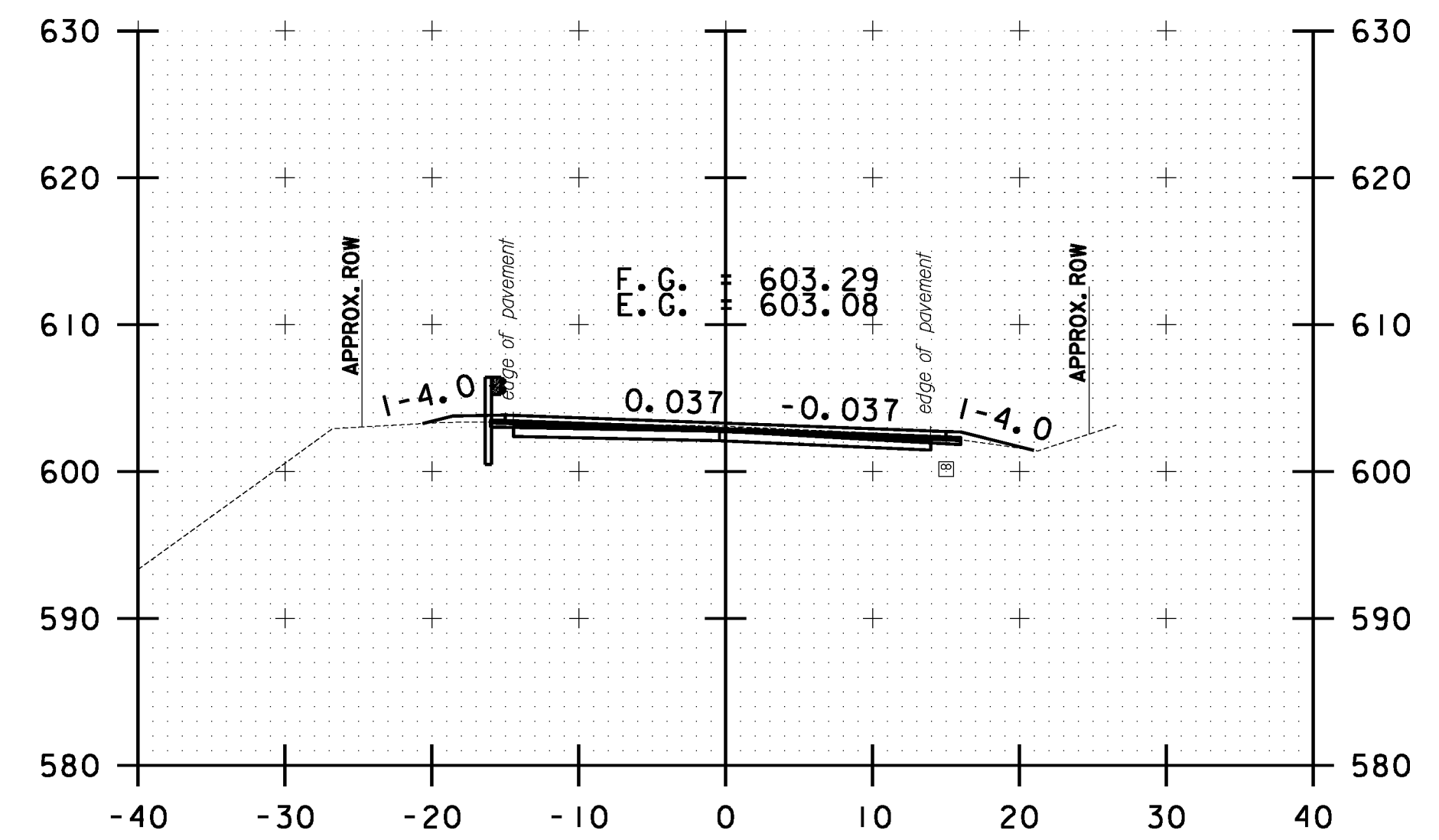
FILE NAME: \\P:\projects\ANY\K2\22\25\CAOD\KSTN\10b214_stock.nc.dgn
DATE/TIME: 3/17/2014
USER: 4916



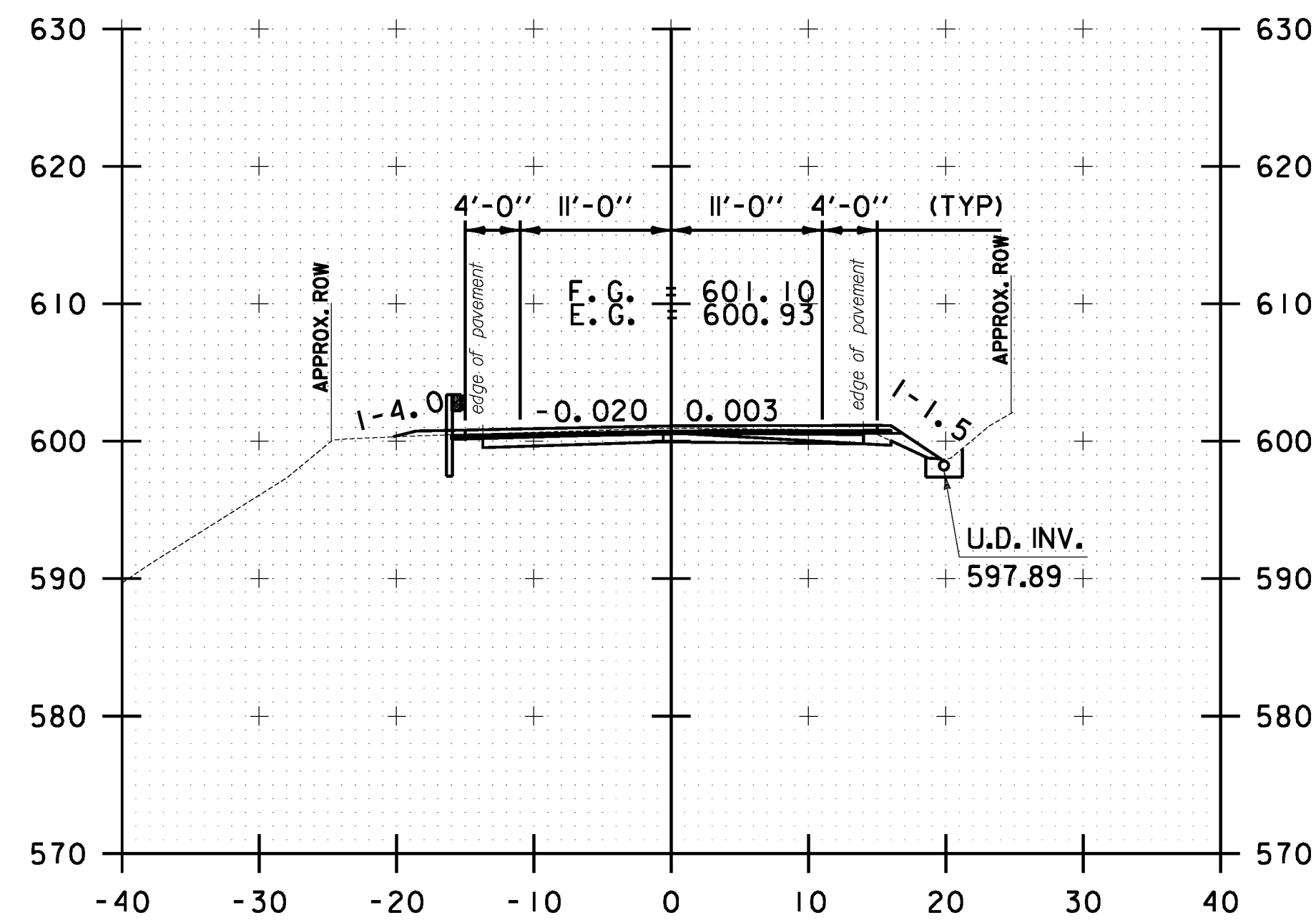
303+00.00



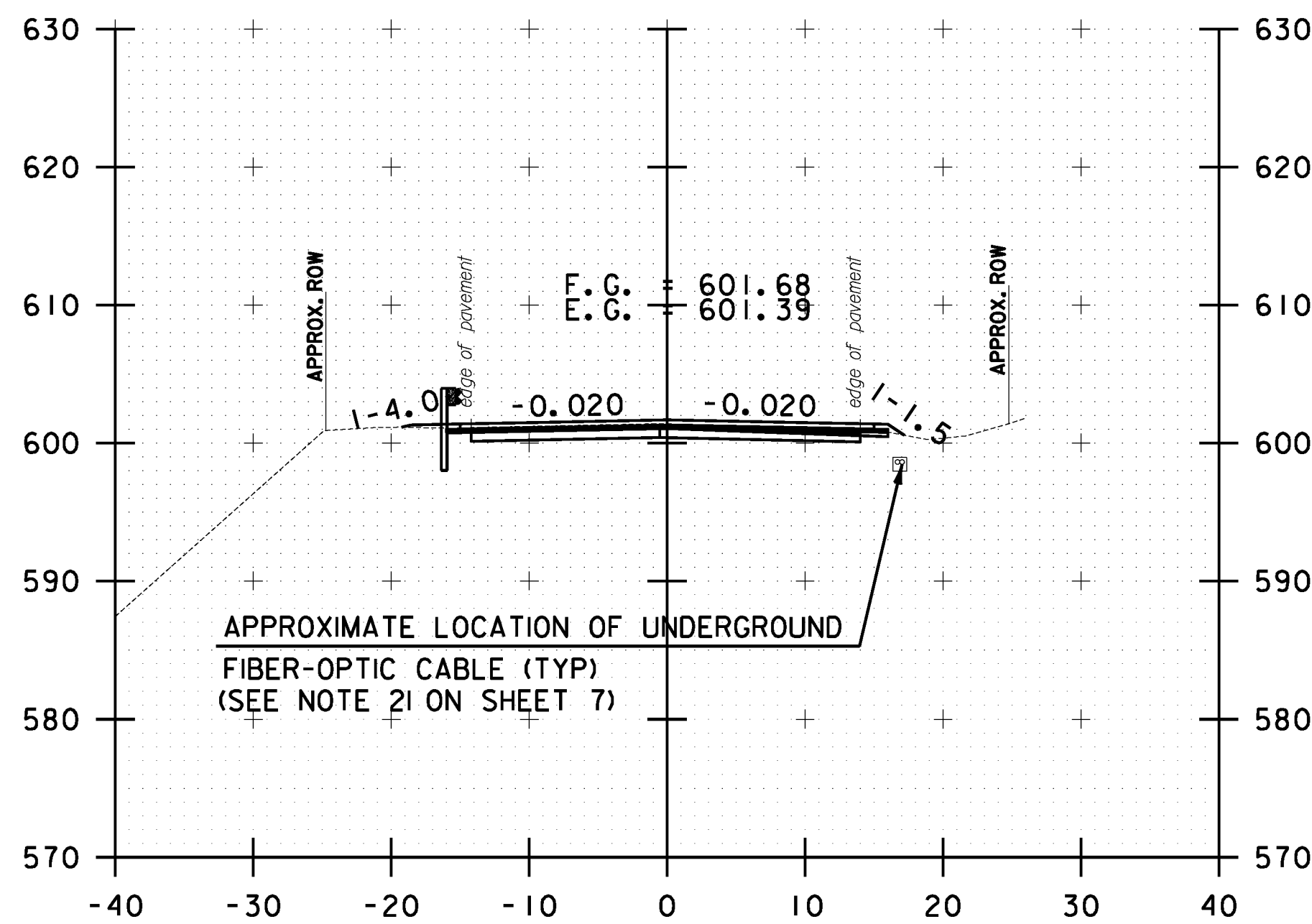
304+00.00



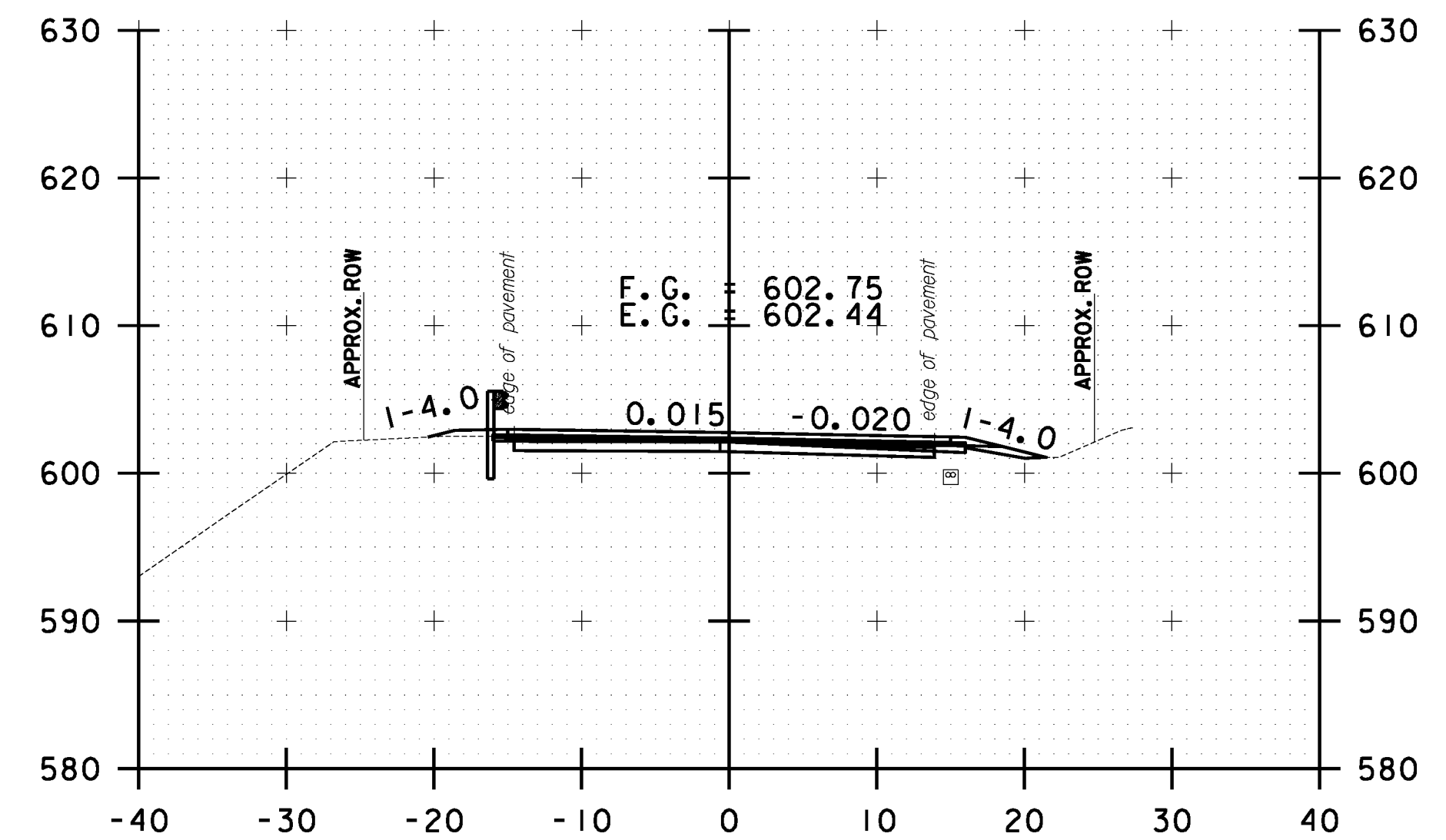
305+00.00



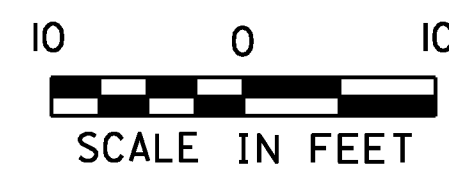
302+50.00



303+50.00



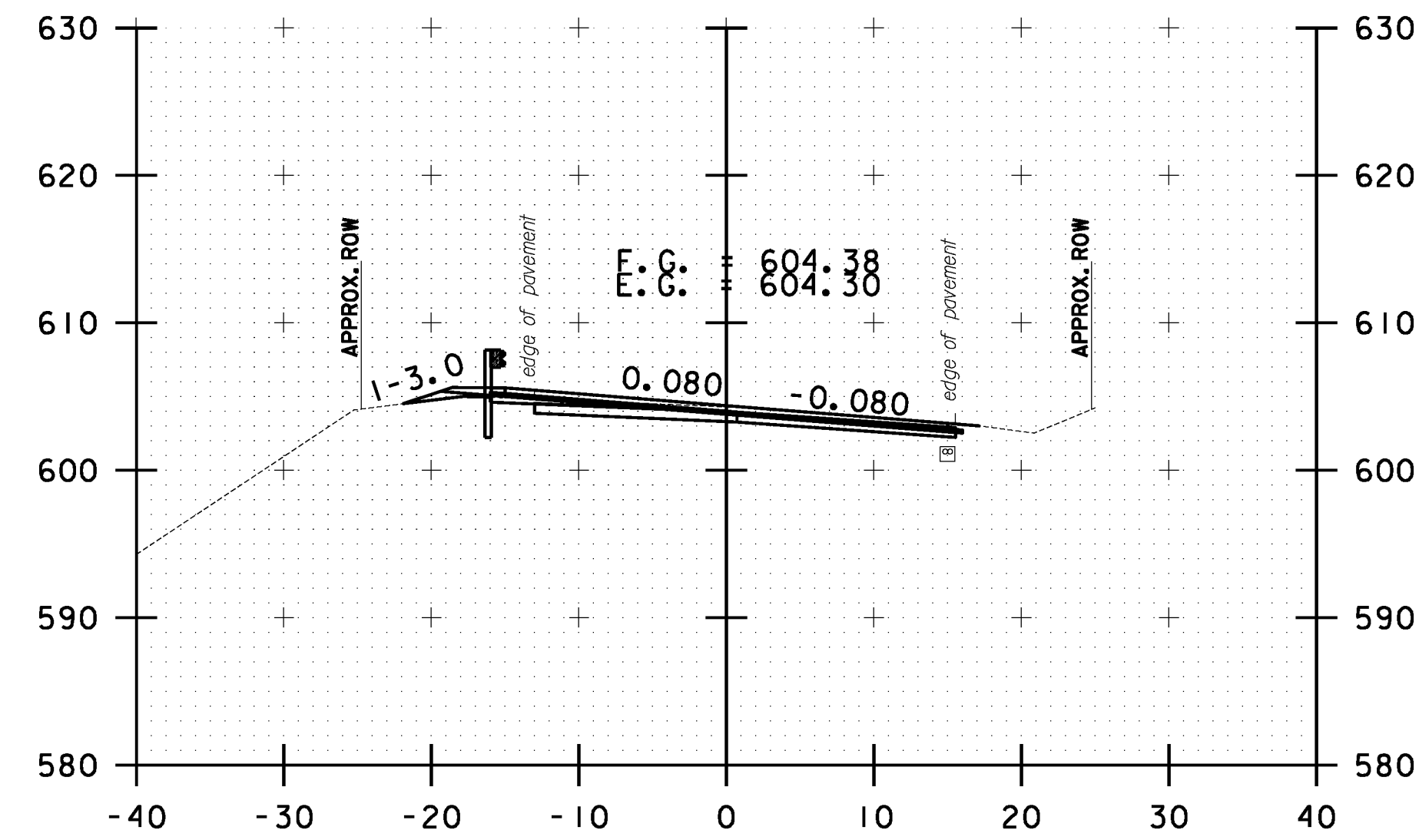
304+50.00



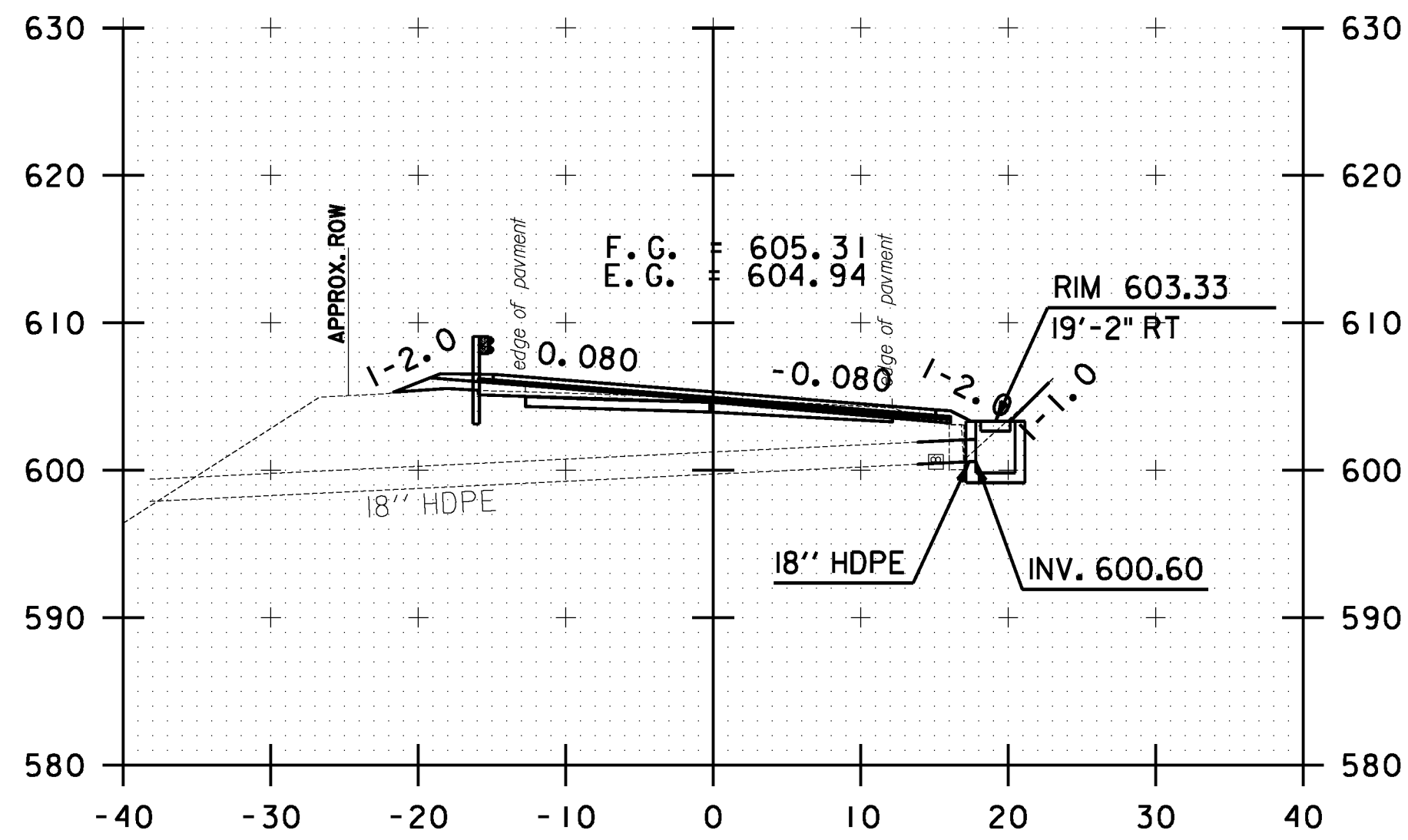
**STOCKBRIDGE
CROSS SECTION
SHEET #95**

PROJECT NAME: STOCKBRIDGE-BETHEL	
PROJECT NUMBER: STP 2910(1)	
FILE NAME: z10b214_stock.nc.dgn	PLOT DATE: 3/17/2014
PROJECT LEADER: D.E.G.	DRAWN BY: W.G.P.
DESIGNED BY: L.M.B.	CHECKED BY: J.P.S.
IPARM FILE: z10b214xs95.1	SHEET 308 OF 397

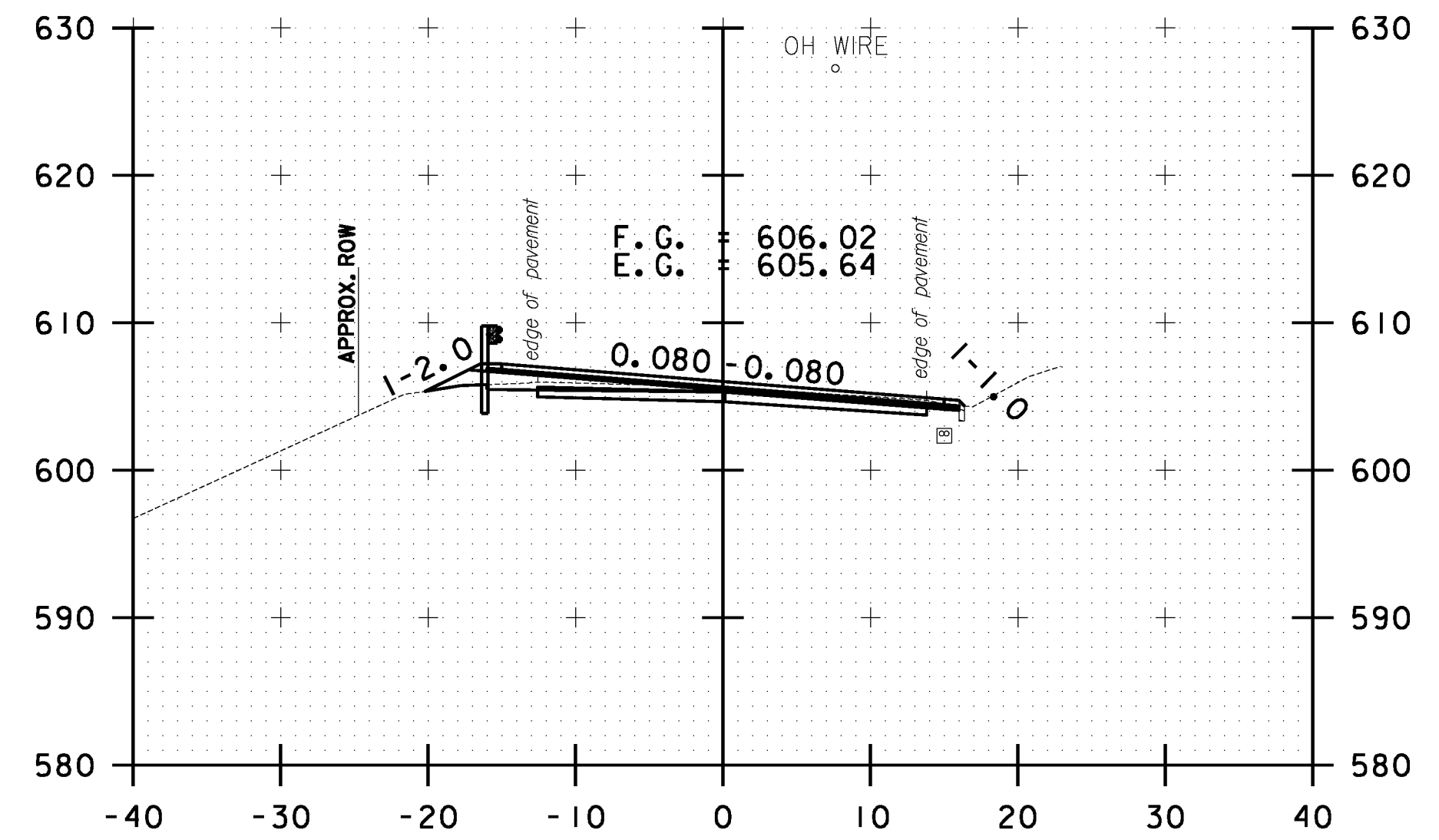
FILE NAME: \\P:\projects\ANY\22\25\CAOD\10b214.stock.xc.dgn
DATE/TIME: 3/17/2014
USER: 4916



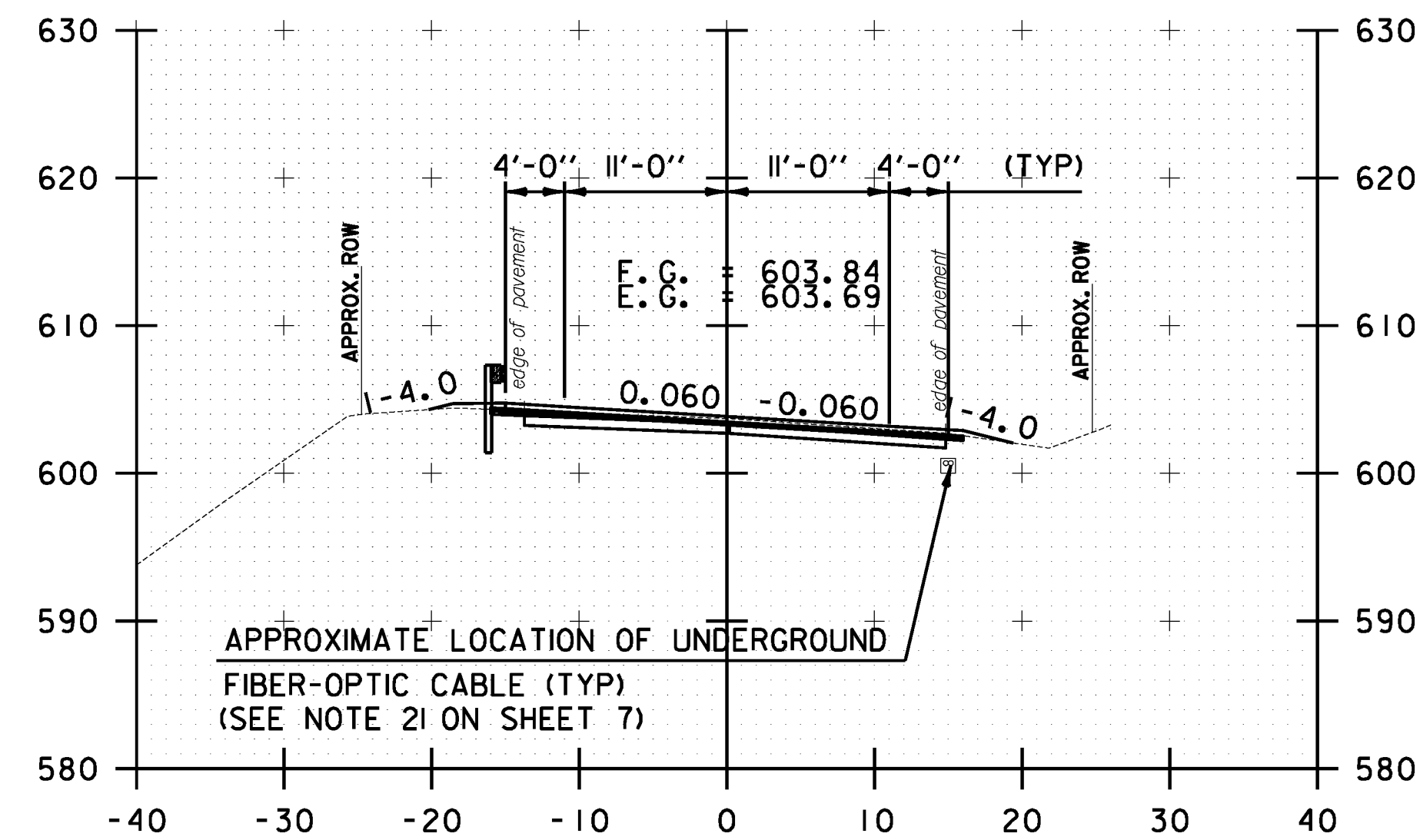
306+00.00



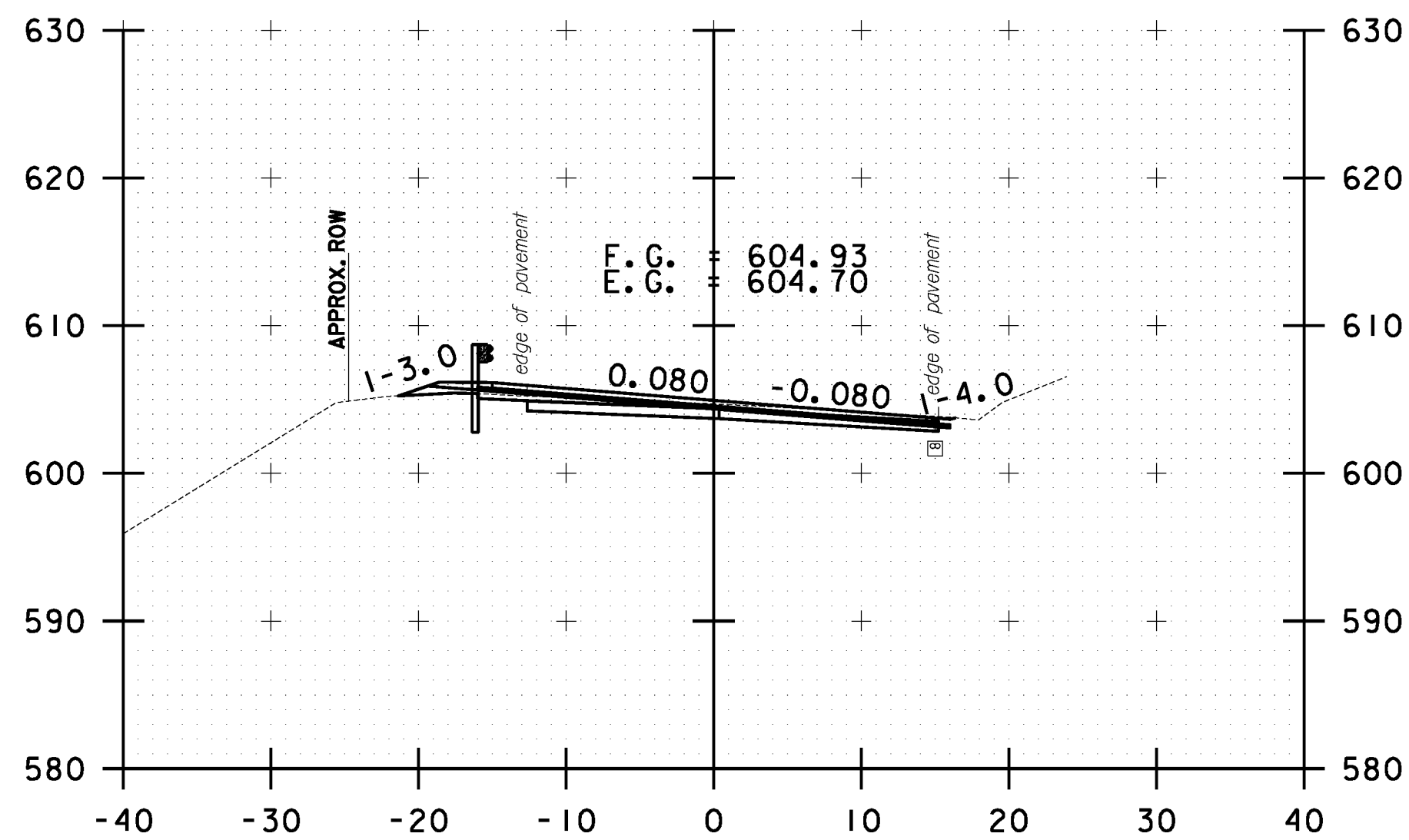
306+84.60



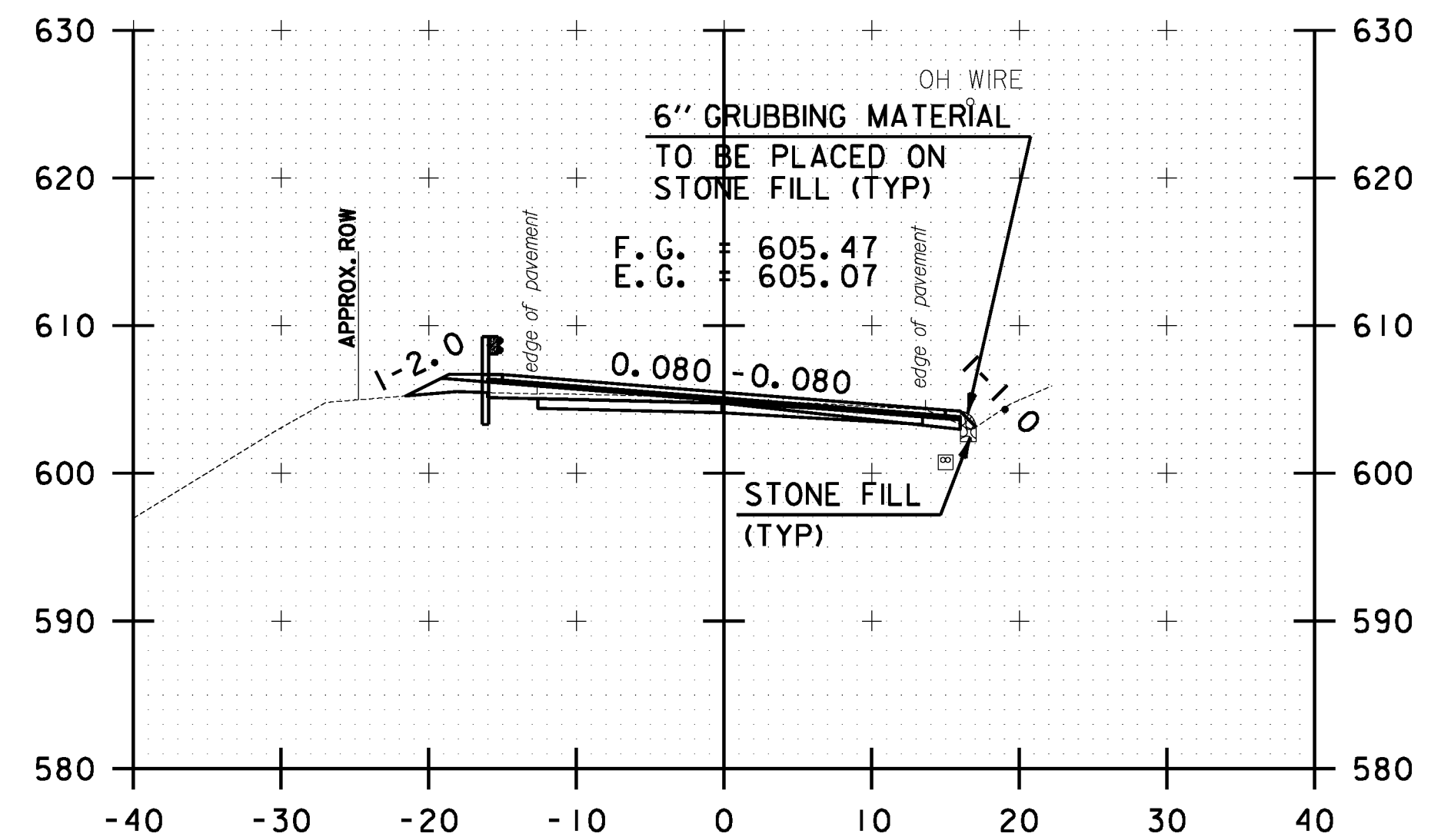
307+50.00



305+50.00



306+50.00



307+00.00

10 0 10
SCALE IN FEET

**STOCKBRIDGE
CROSS SECTION
SHEET #96**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214.stock.xc.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214xs96.i

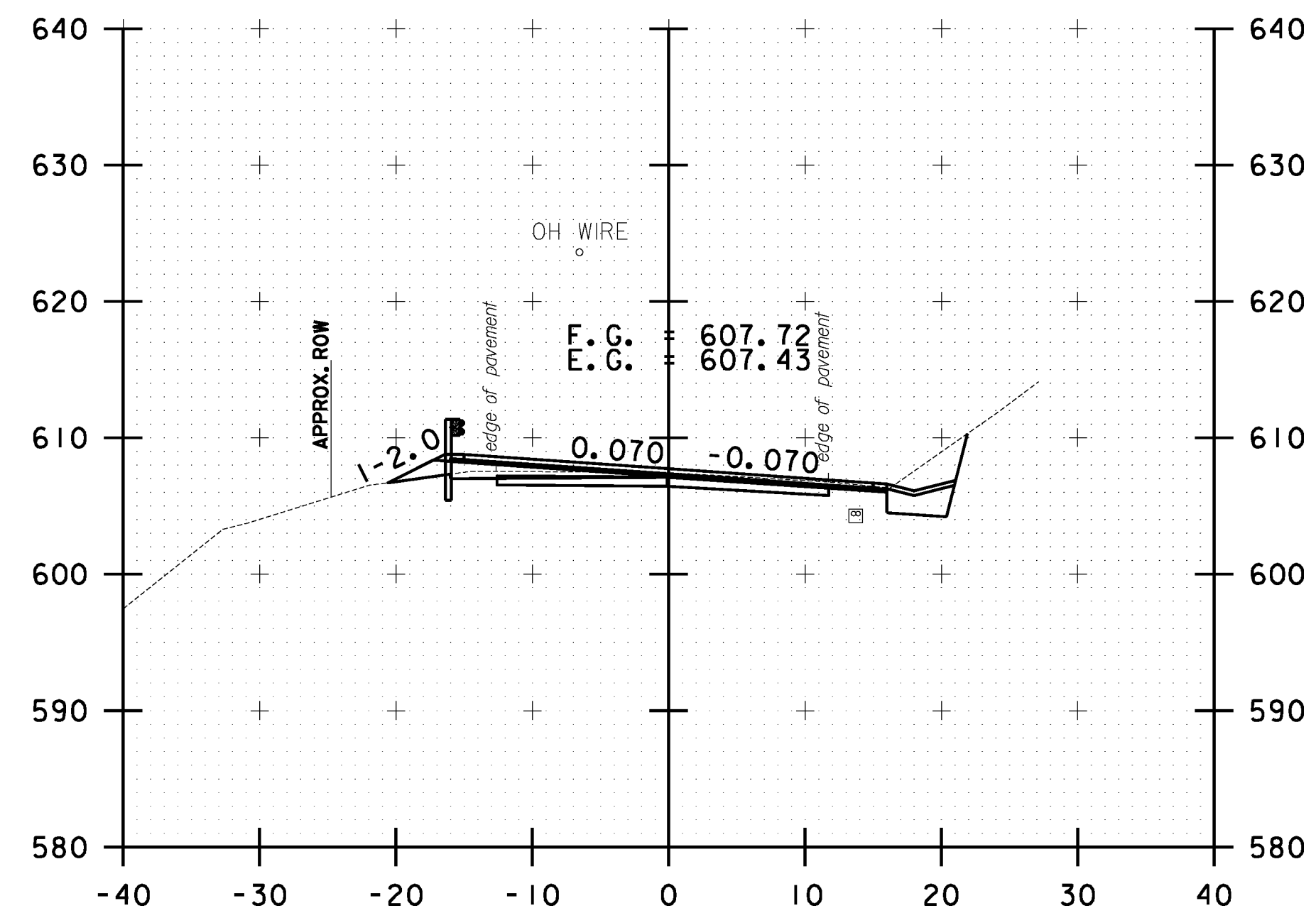
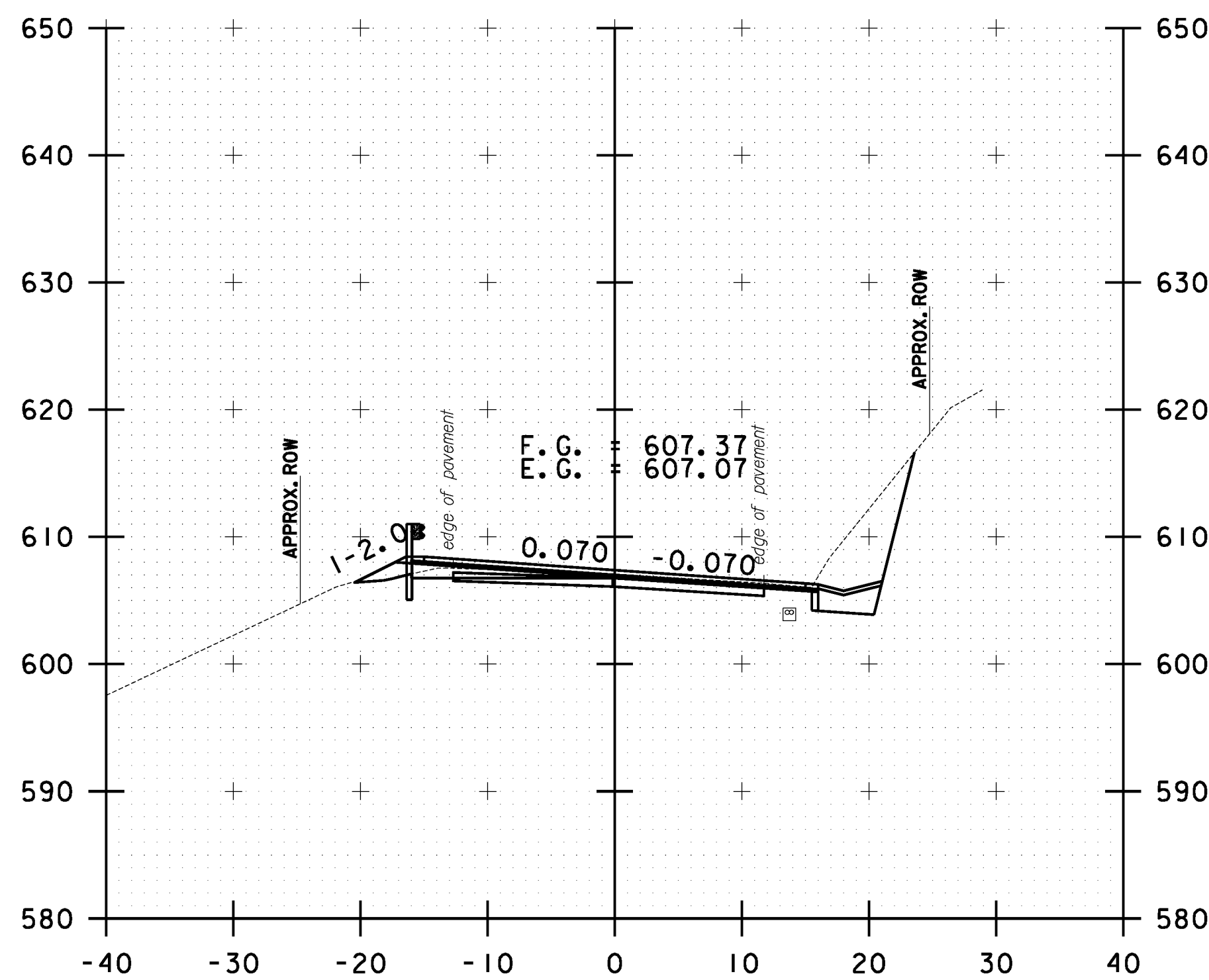
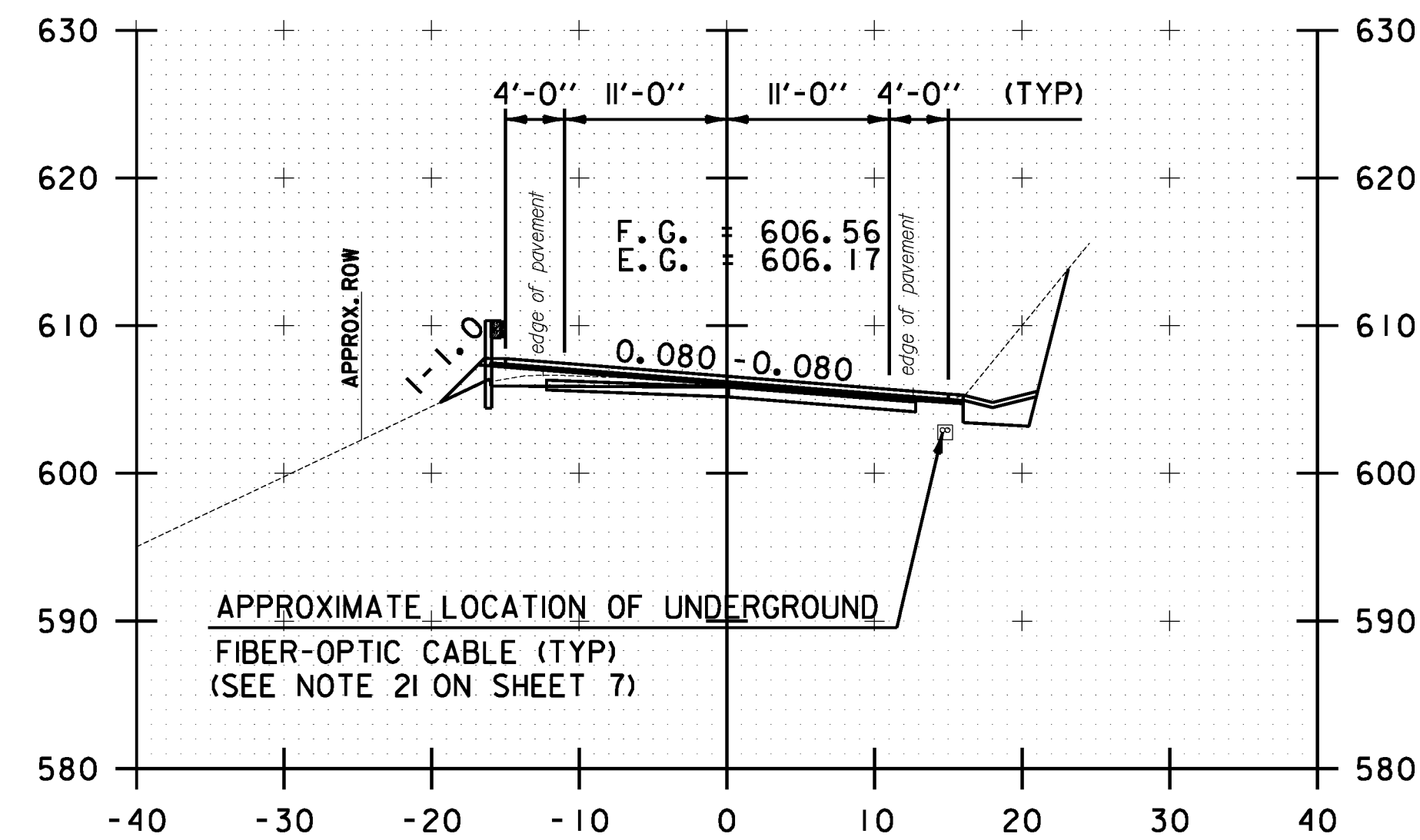
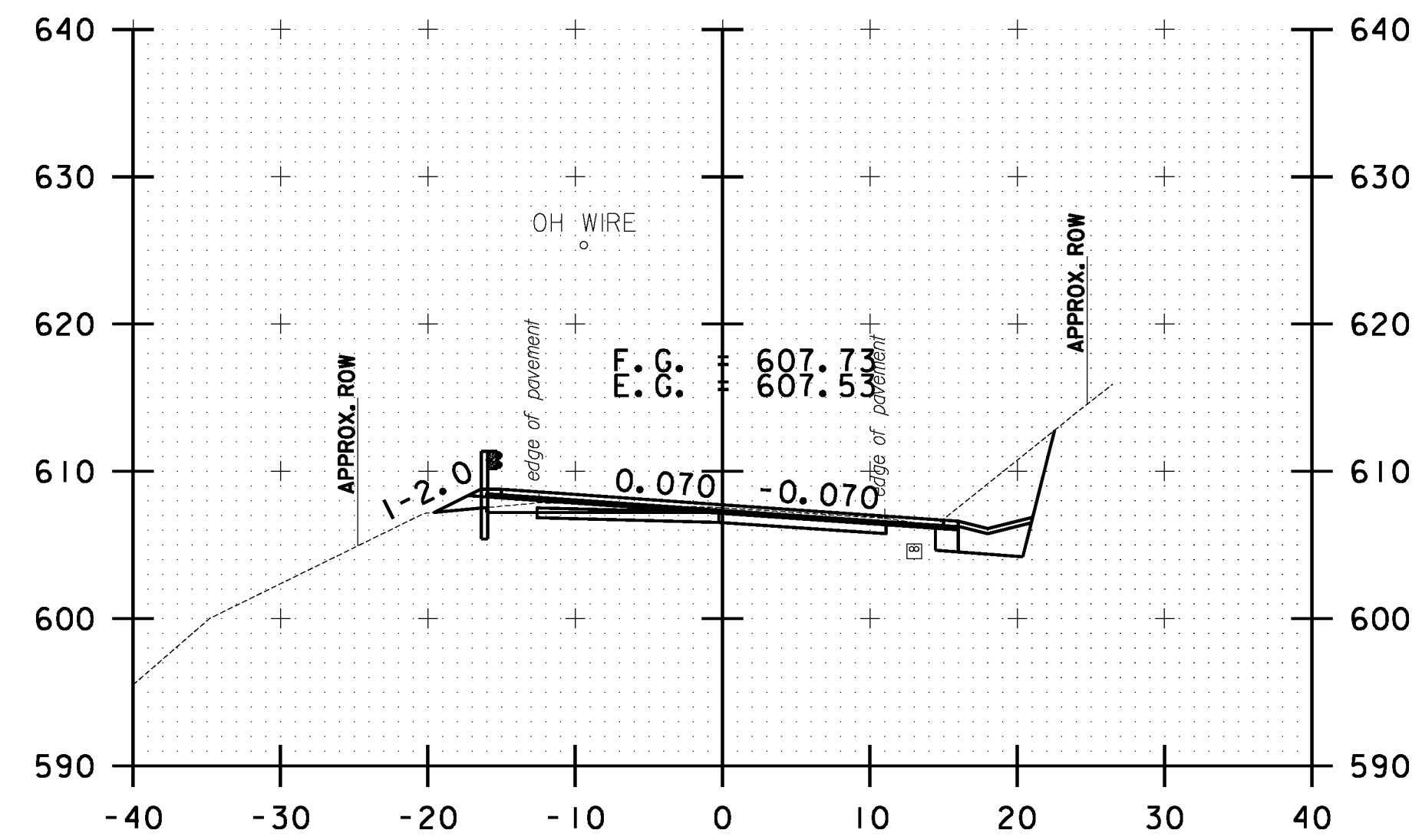
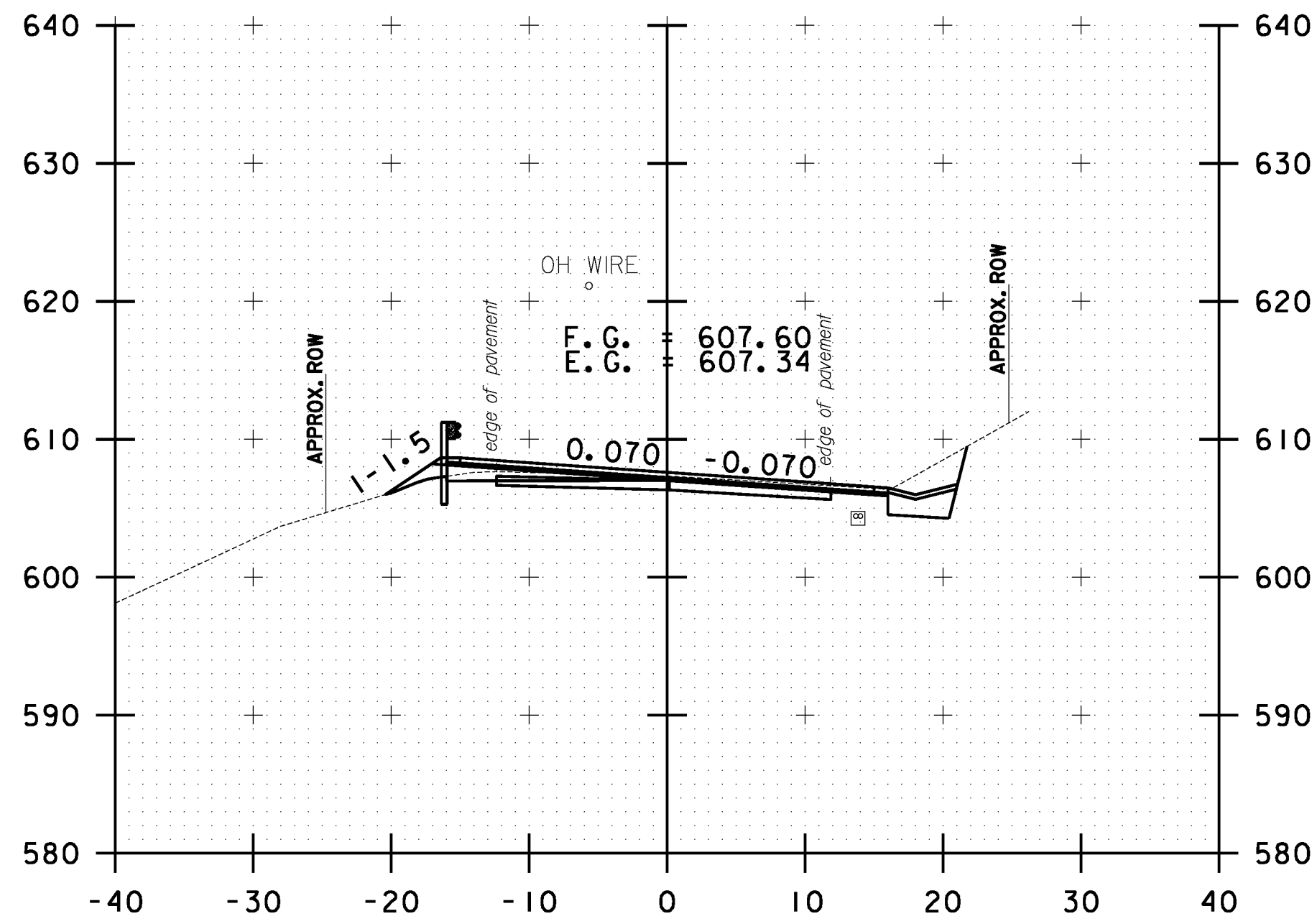
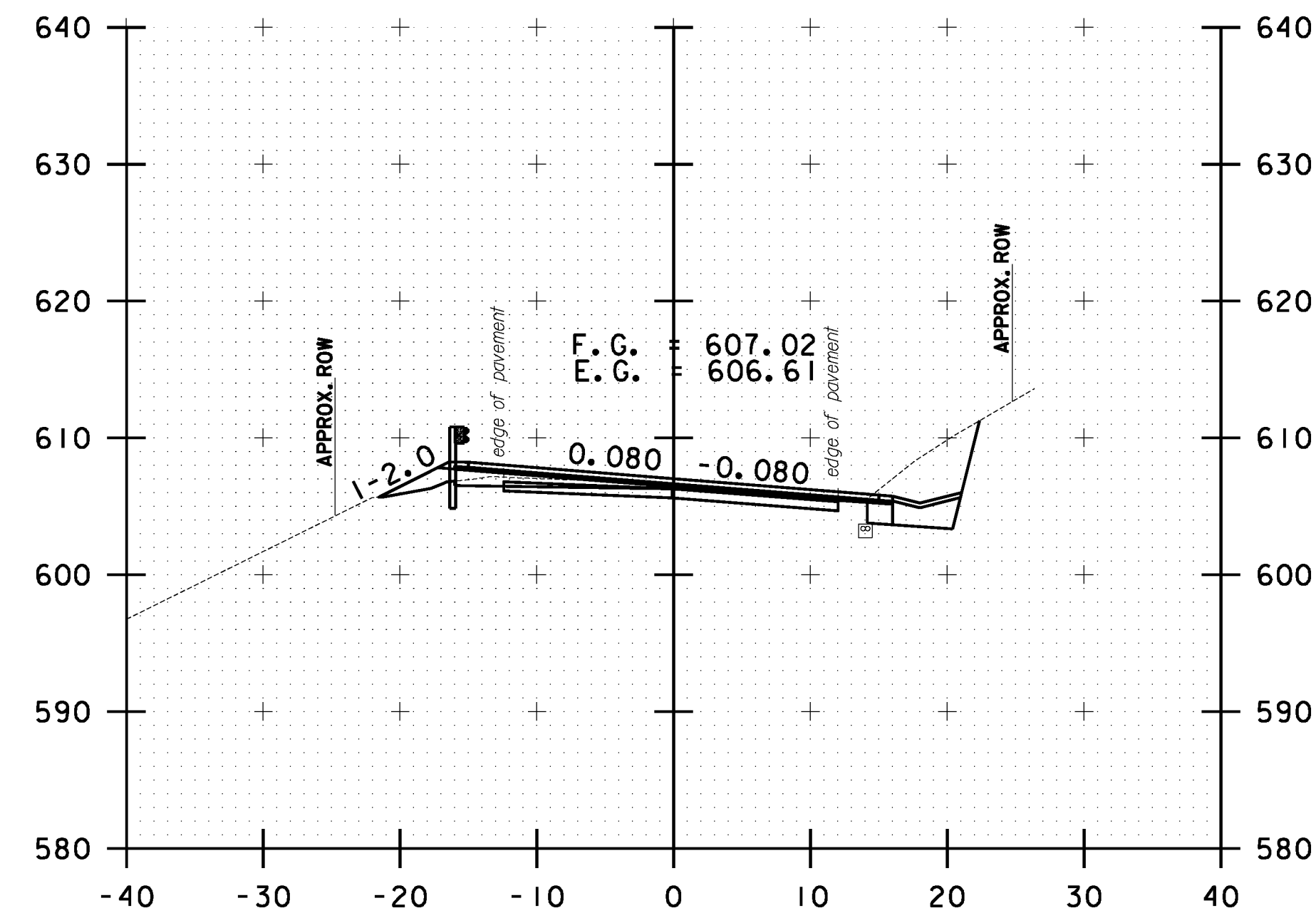
PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

CHECKED BY: J.P.S.

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FILE NAME = \\P:\projects\ANY\K2\22425\CAOD\KSTIN\10b214_stock_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



10 0 10
SCALE IN FEET

**STOCKBRIDGE
CROSS SECTION
SHEET #97**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_stock_xc.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214xs97.1

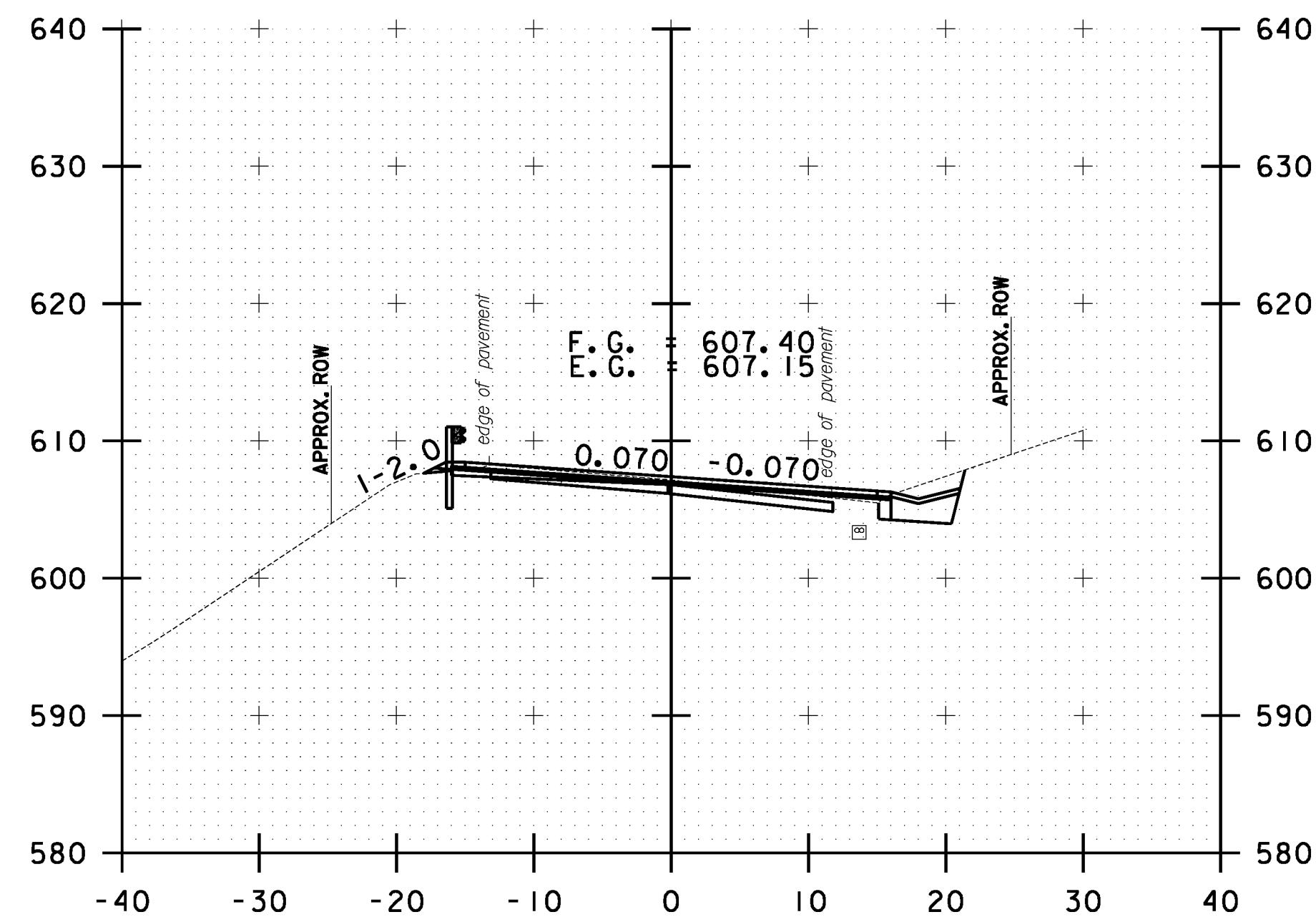
PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

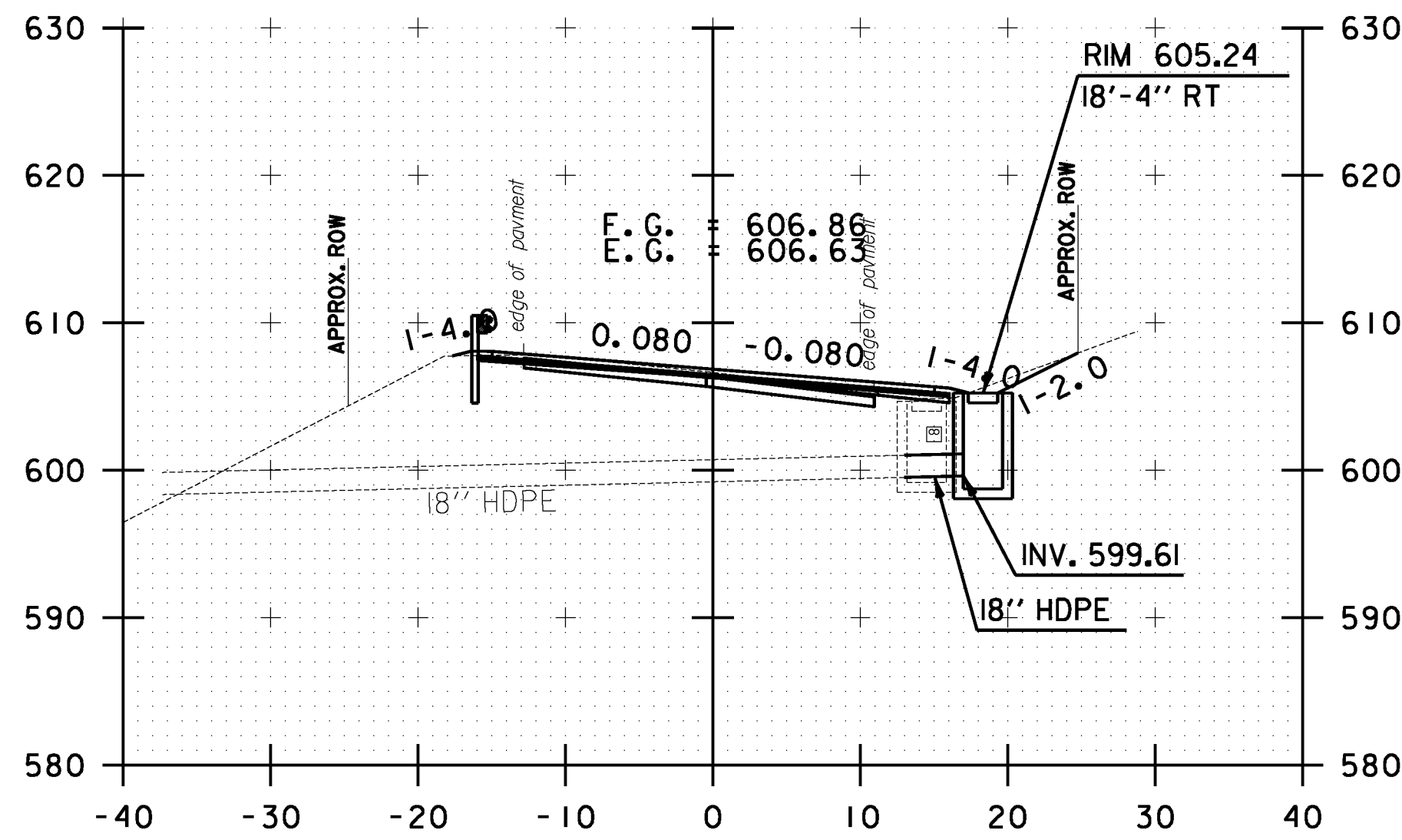
CHECKED BY: J.P.S.

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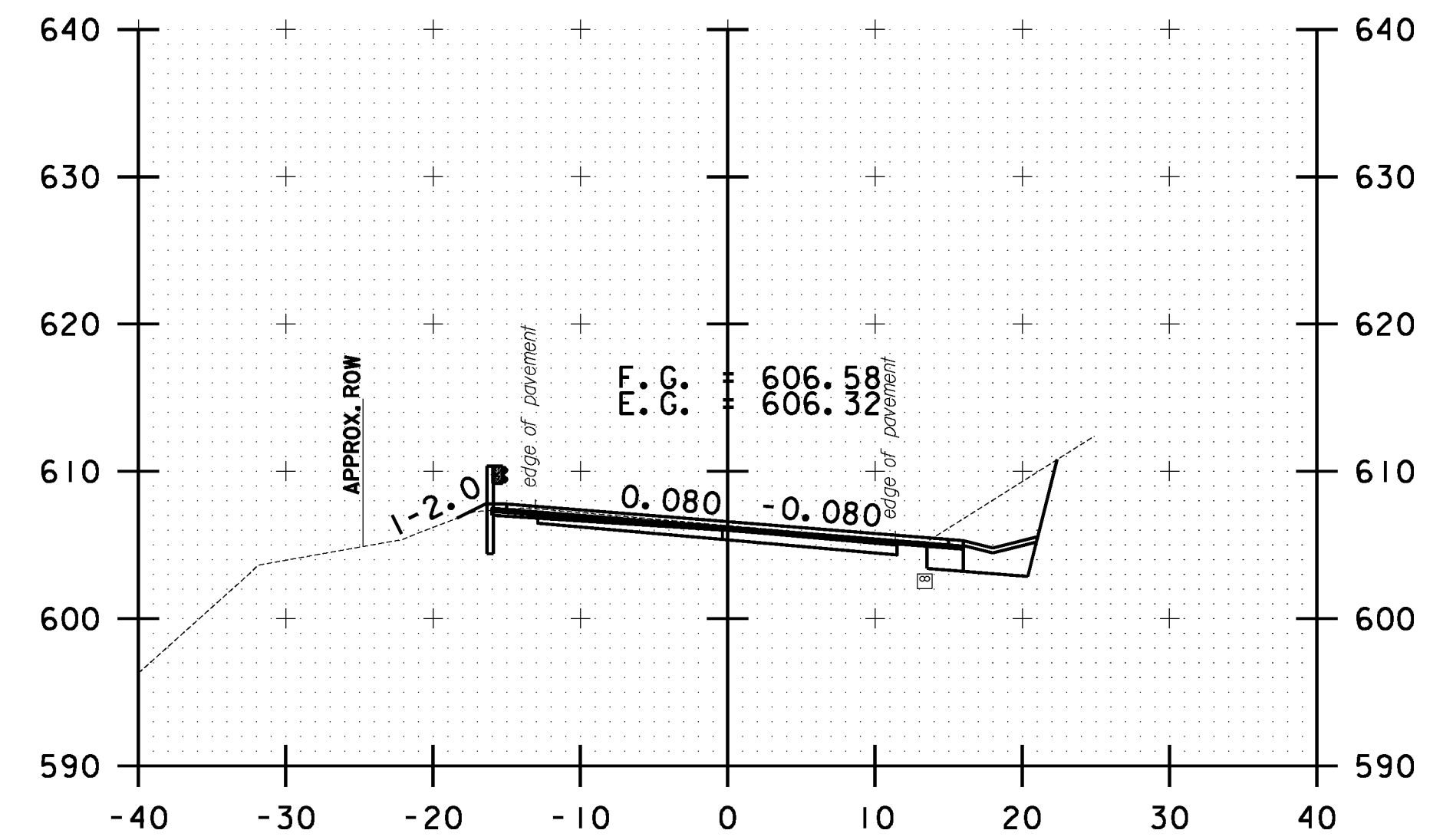
FILE NAME: \\P:\projects\ANY\K2\22\25\CAOD\KSTN\10b214_stock.nc.dgn
DATE/TIME: 3/17/2014
USER: jsl



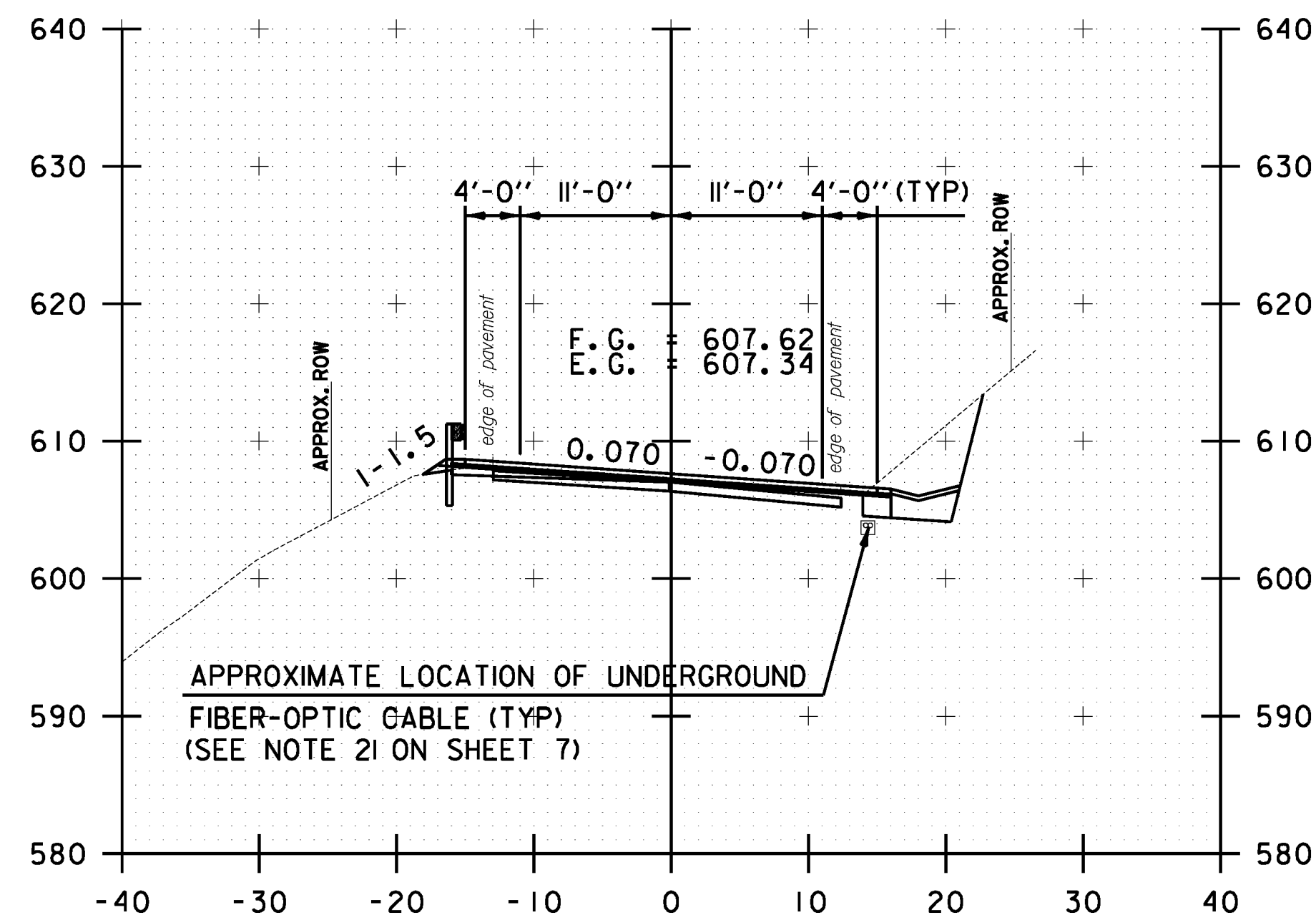
311+50.00



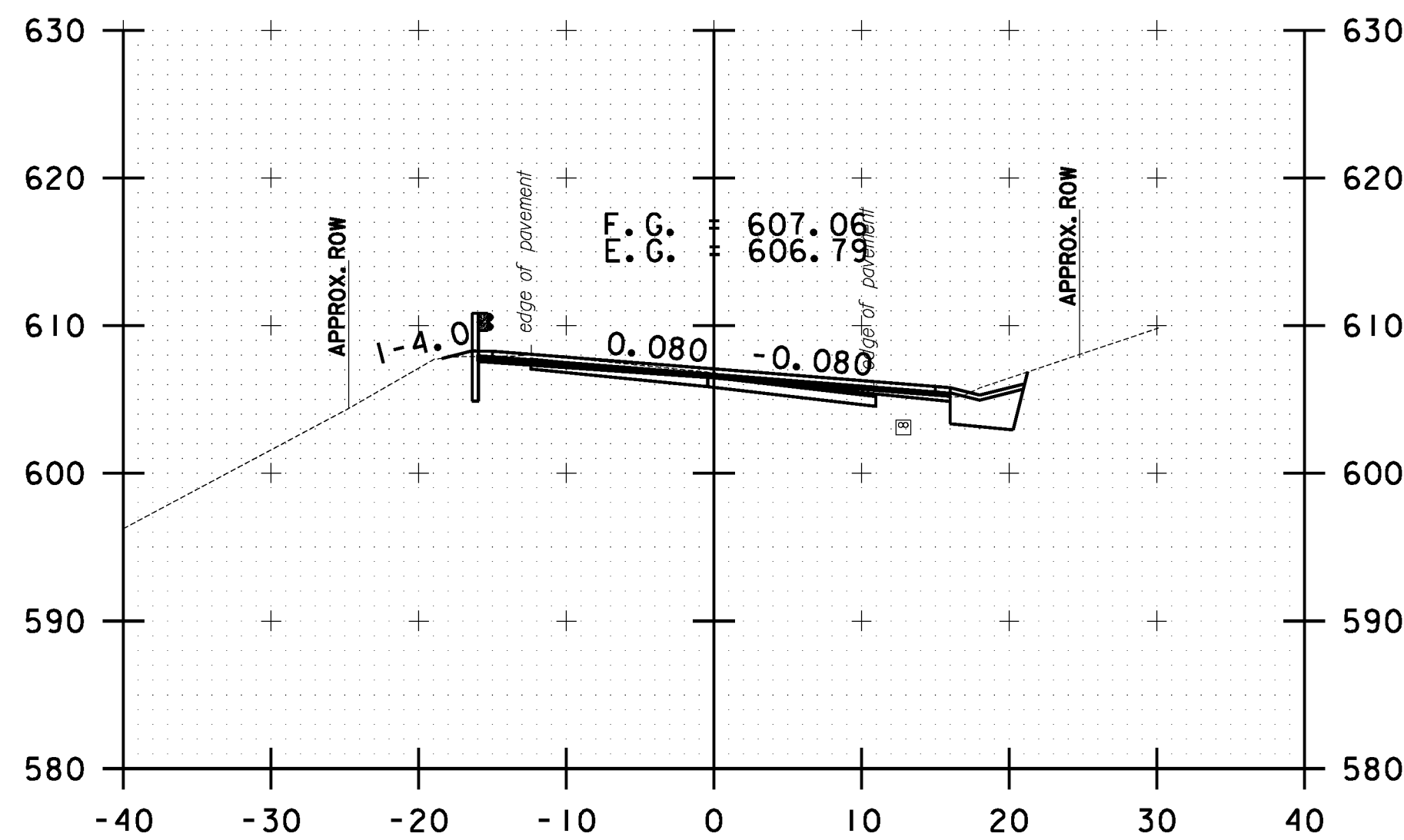
312+26.60



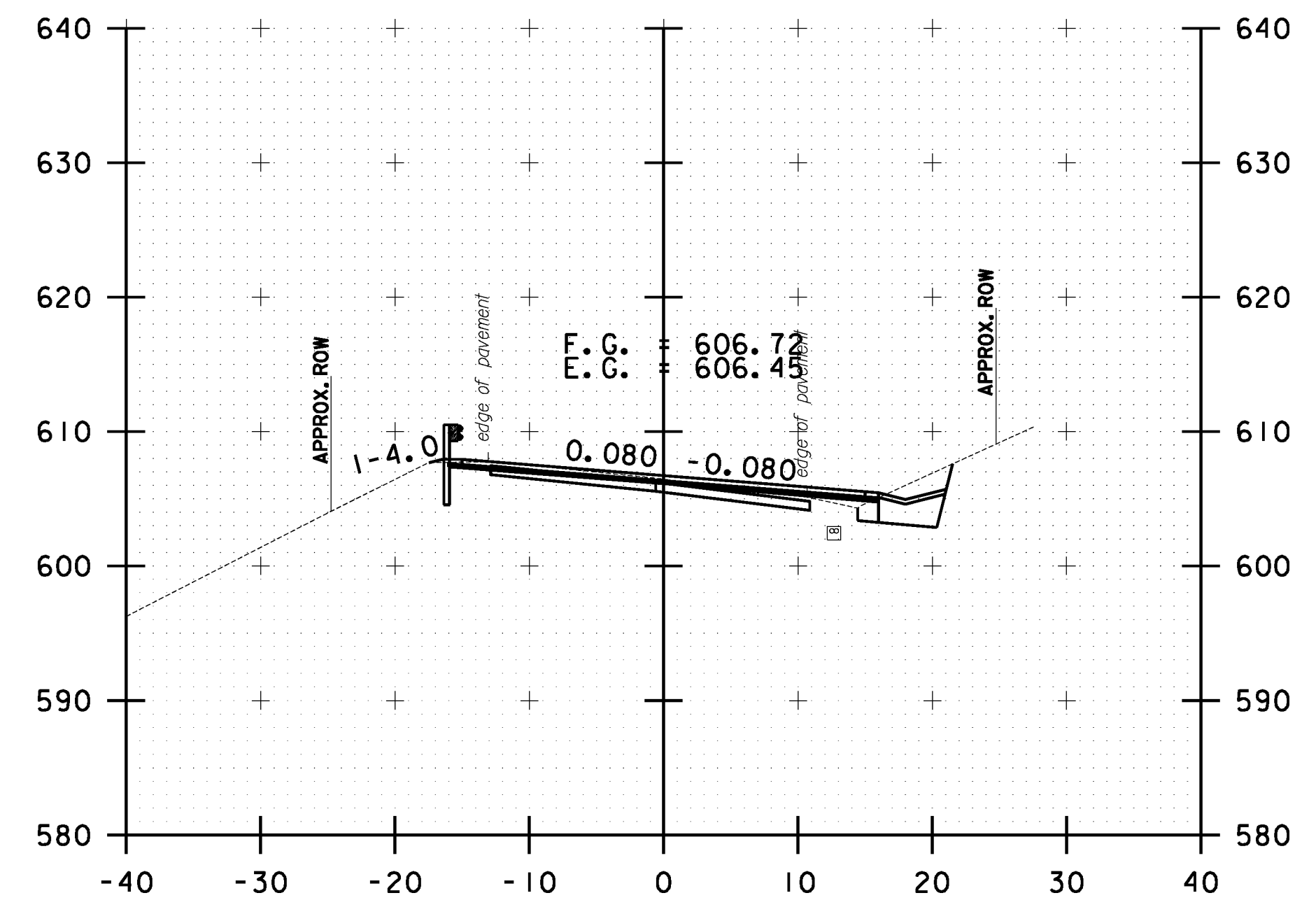
313+00.00



311+00.00



312+00.00



312+50.00



**STOCKBRIDGE
CROSS SECTION
SHEET #98**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_stock.nc.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214xs98.i

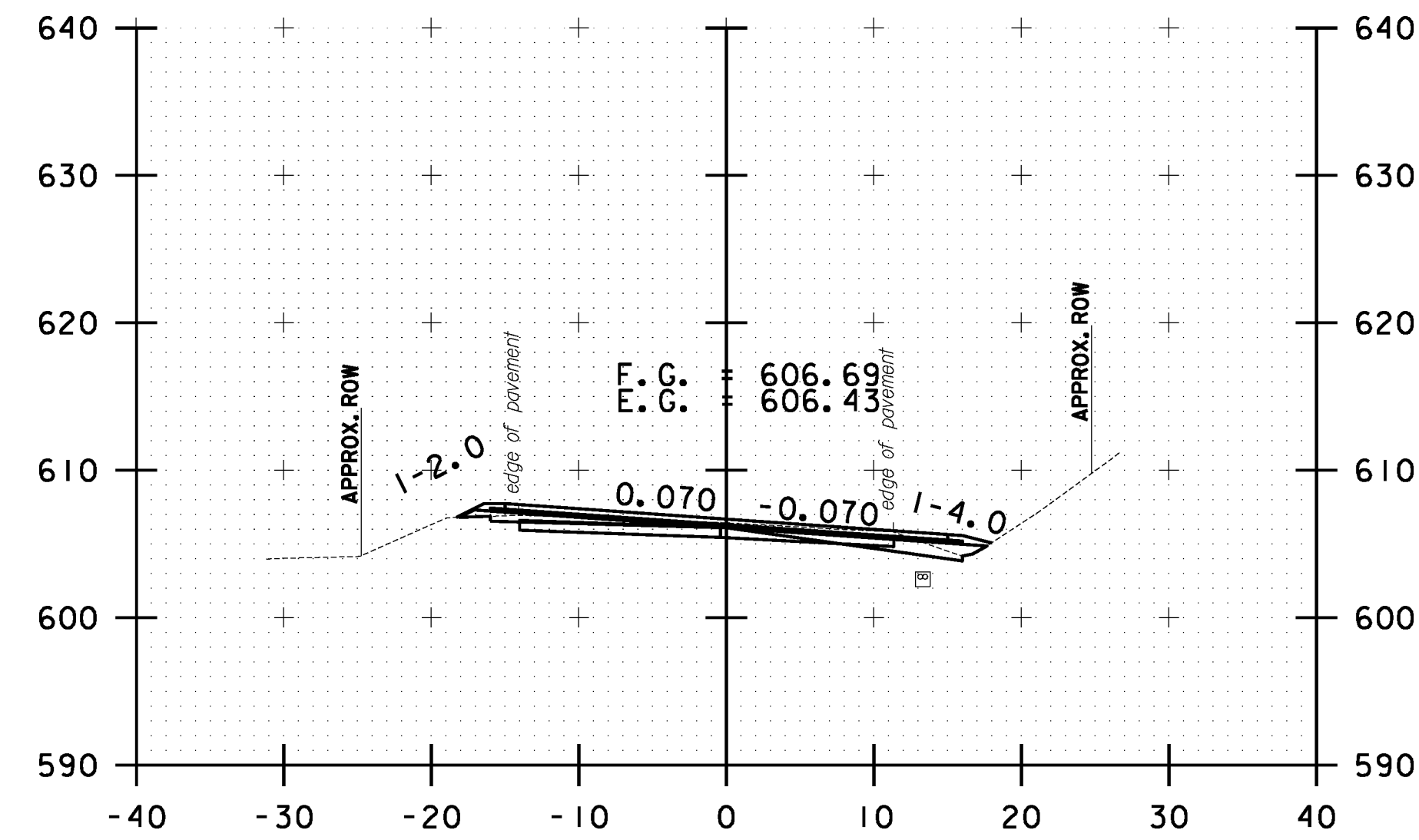
PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

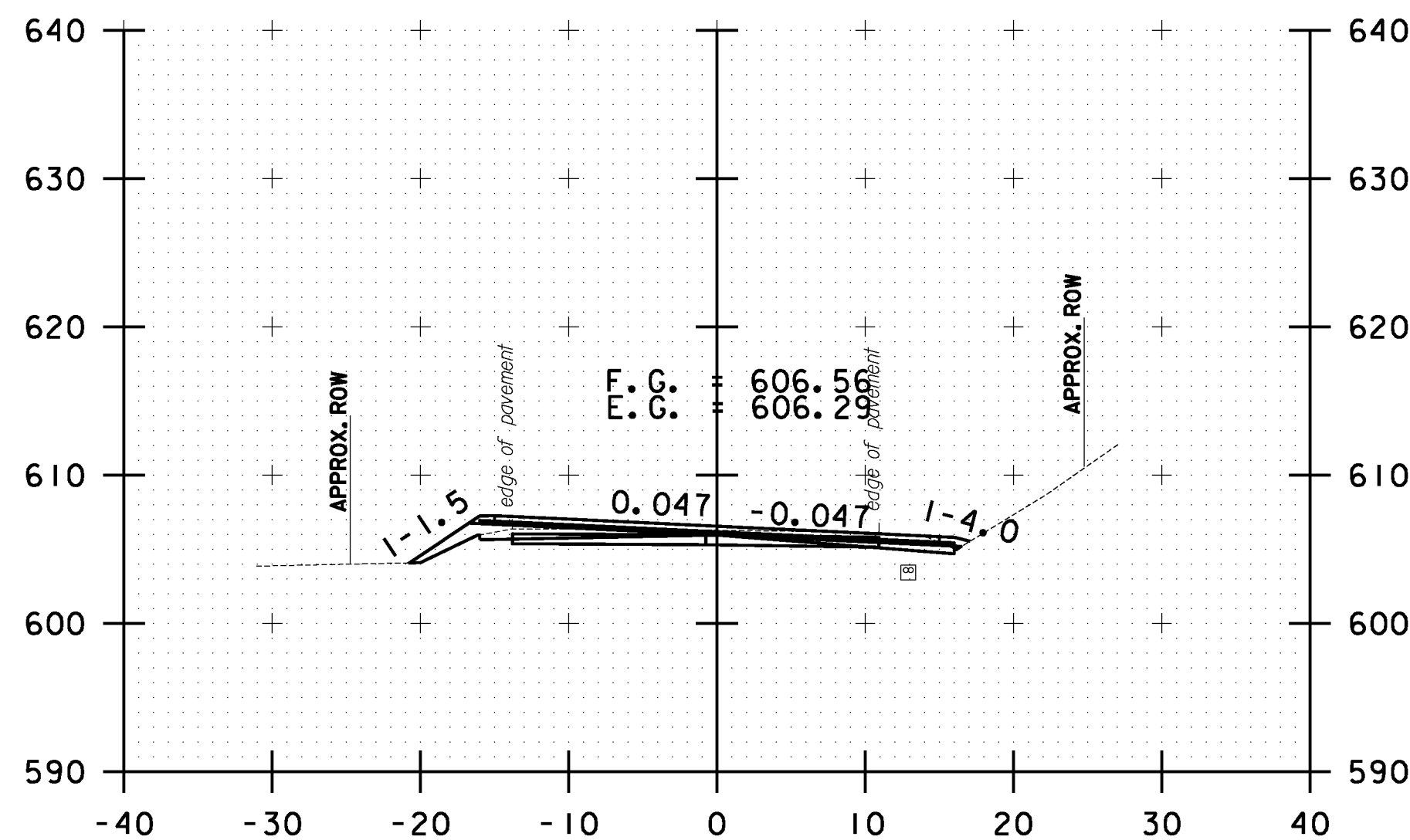
CHECKED BY: J.P.S.

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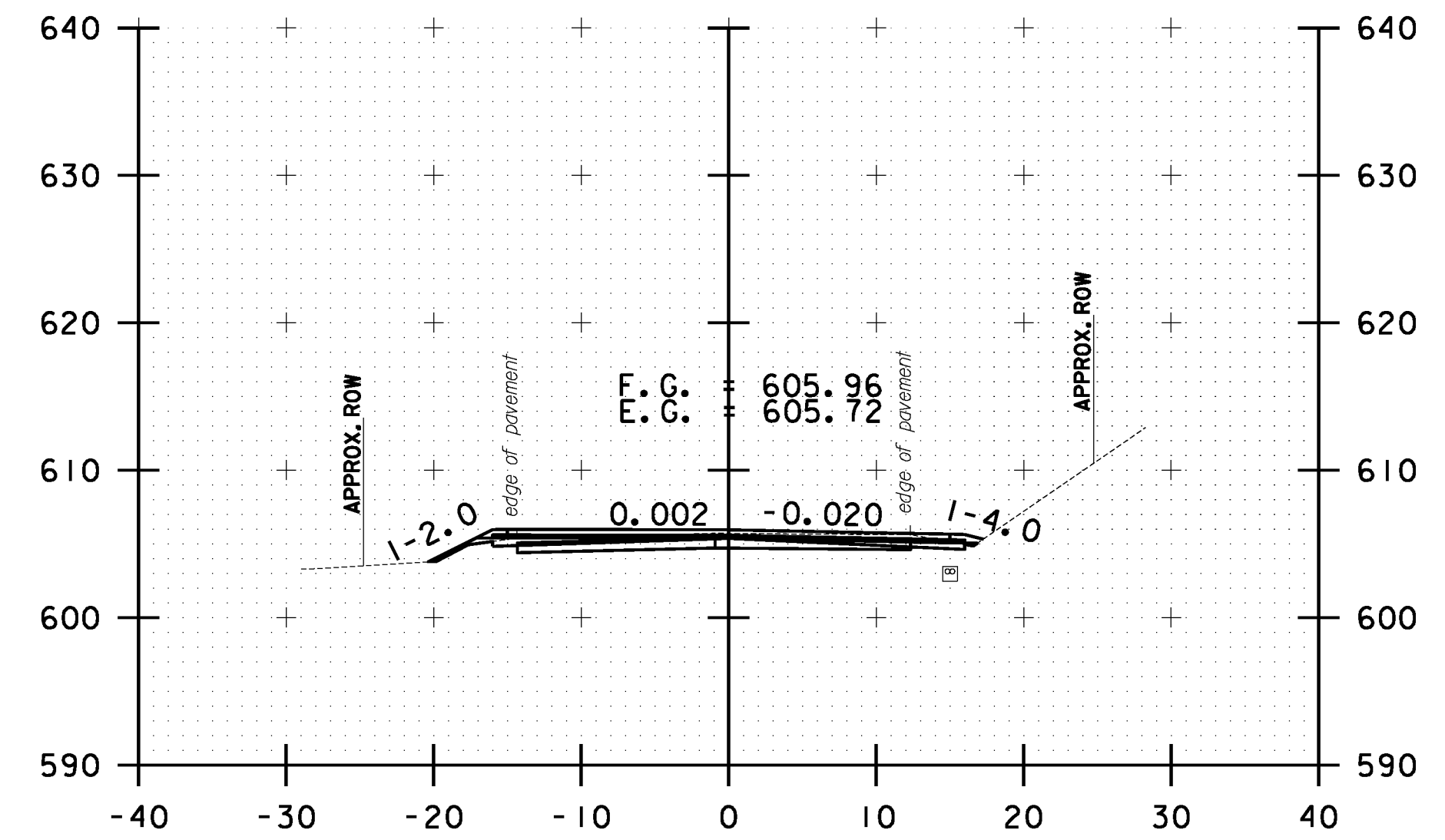
FILE NAME: \\P:\projects\ANY\K2\22426\CAOD\KSTN\10b214_stock_xc.dgn
DATE/TIME: 3/17/2014
USER: 4916



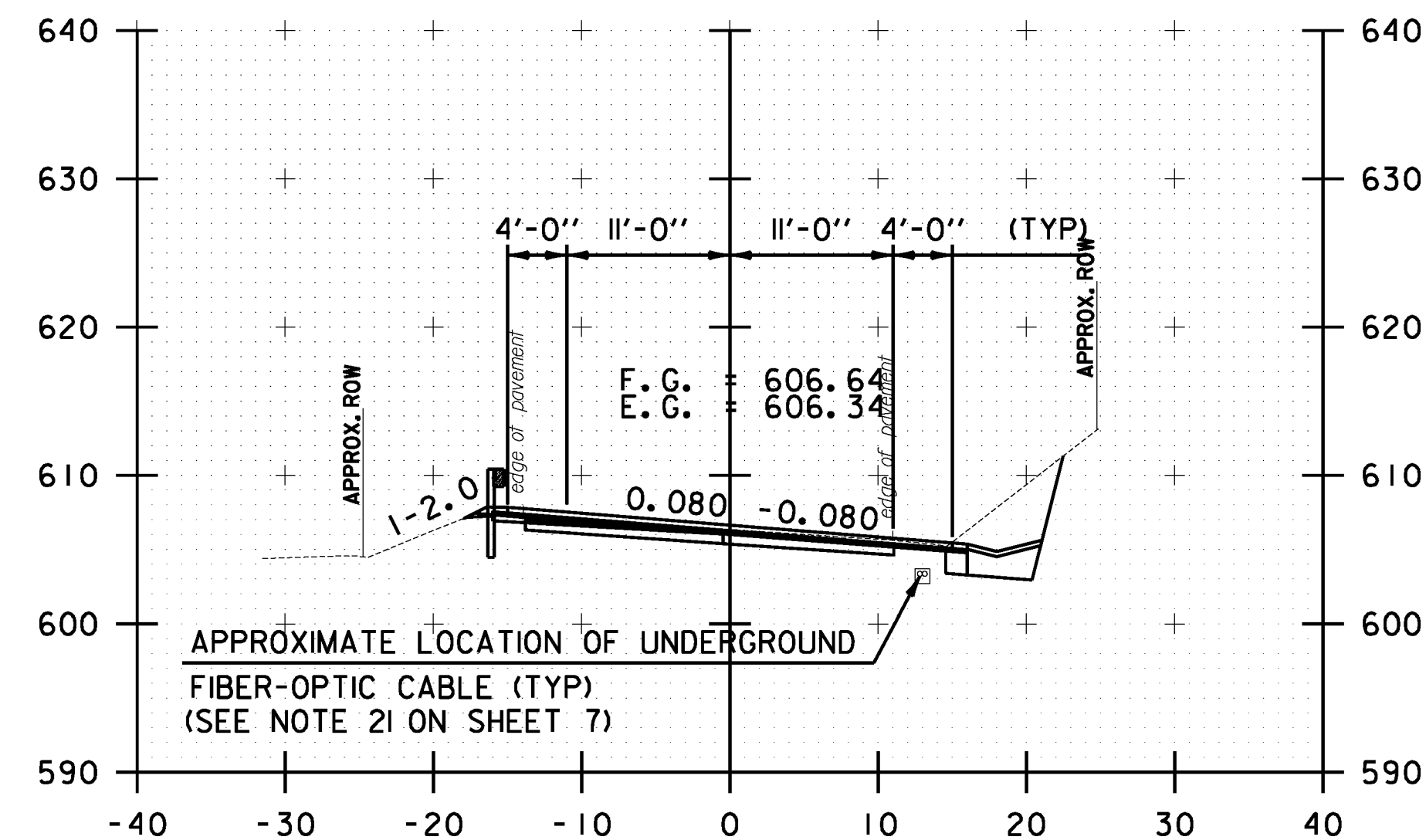
314+00.00



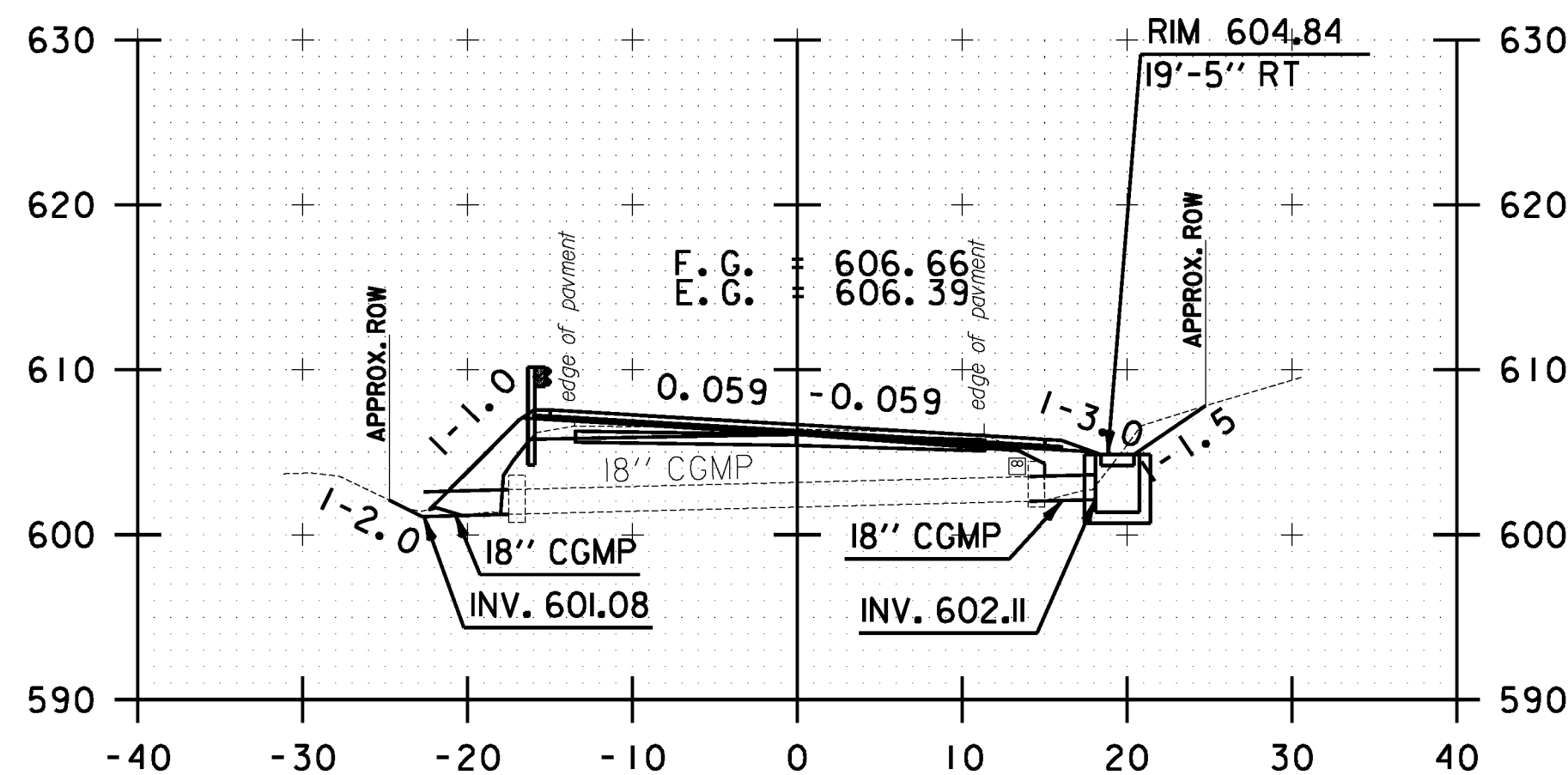
314+50.00



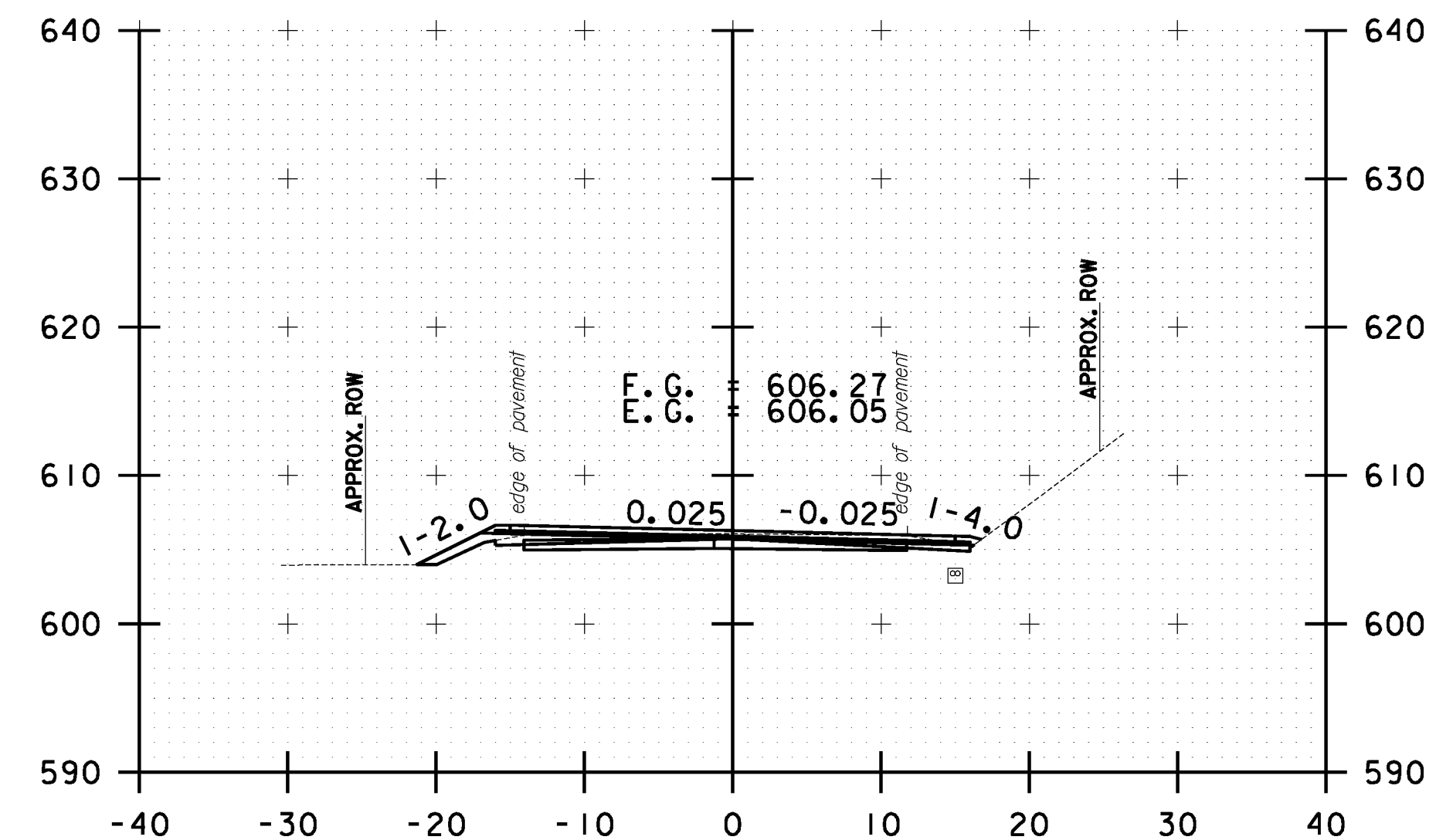
315+50.00



313+50.00



314+23.10



315+00.00

10 0 10
SCALE IN FEET

**STOCKBRIDGE
CROSS SECTION
SHEET #99**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_stock_xc.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214xs99.1

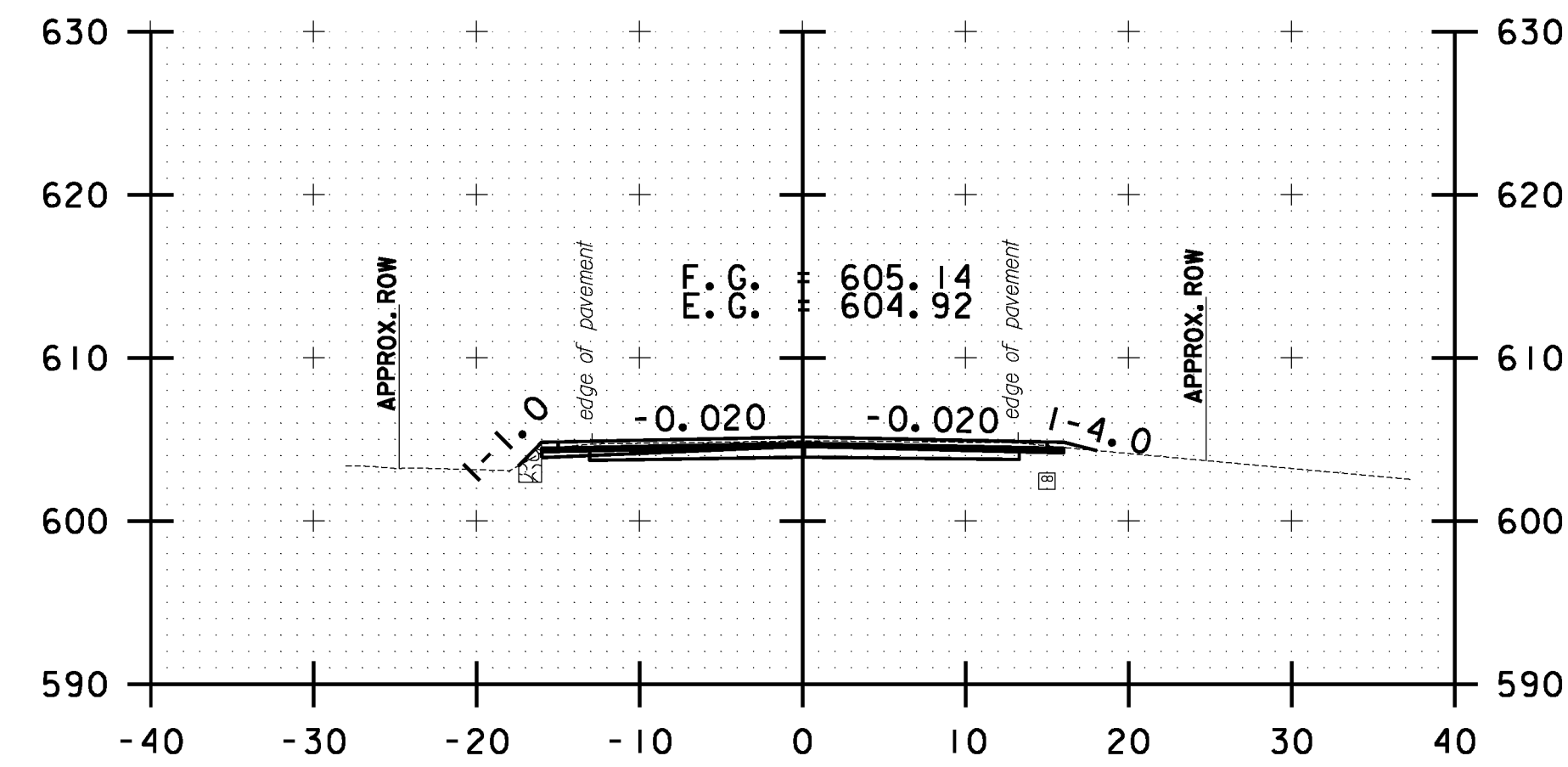
PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

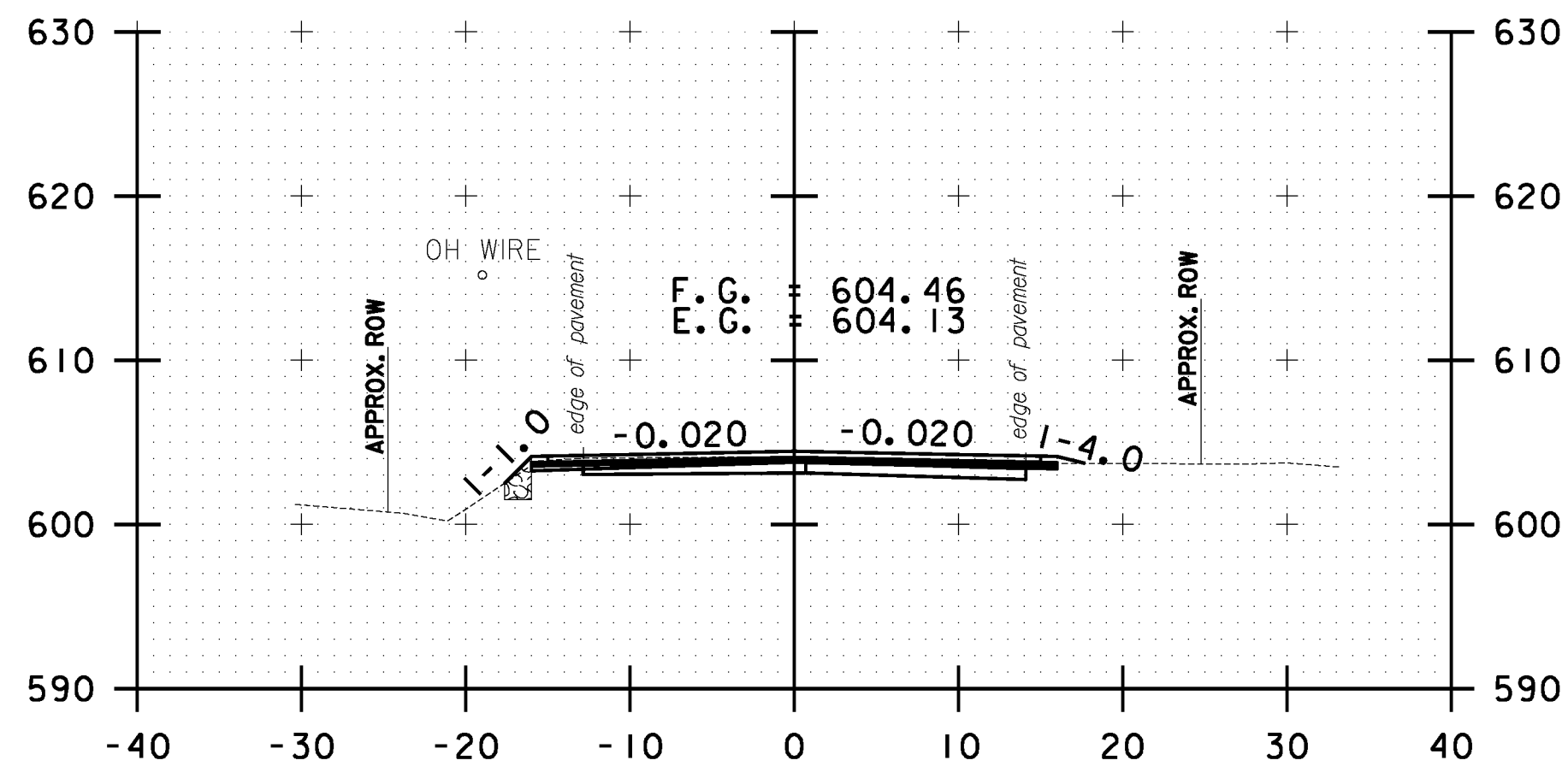
CHECKED BY: J.P.S.

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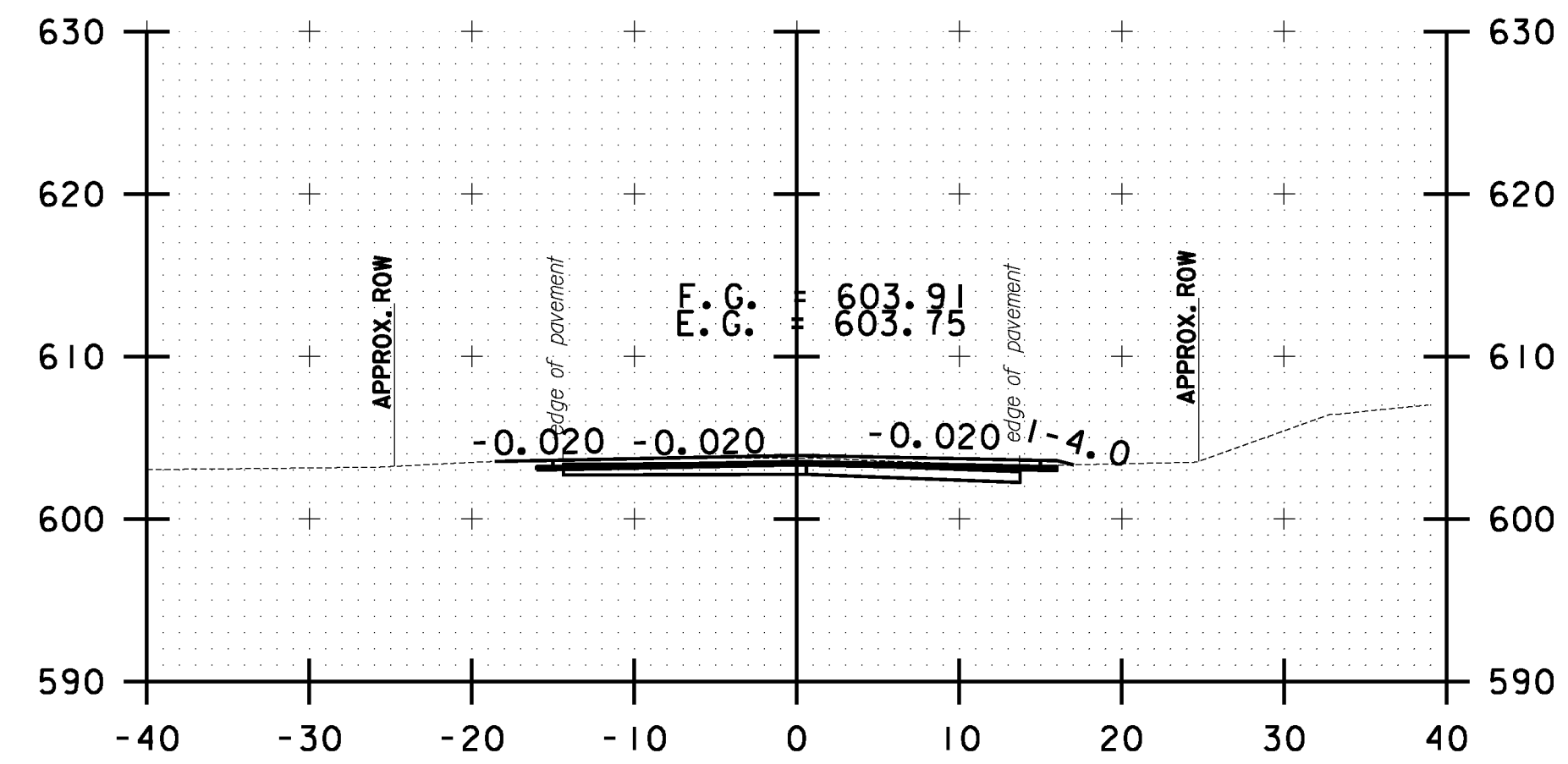
FILE NAME = \\P:\projects\ANY\K2\22425\CAOD\KSTN\10b214_stock_xc.dgn
DATE/TIME = 3/17/2014
USER = jslb



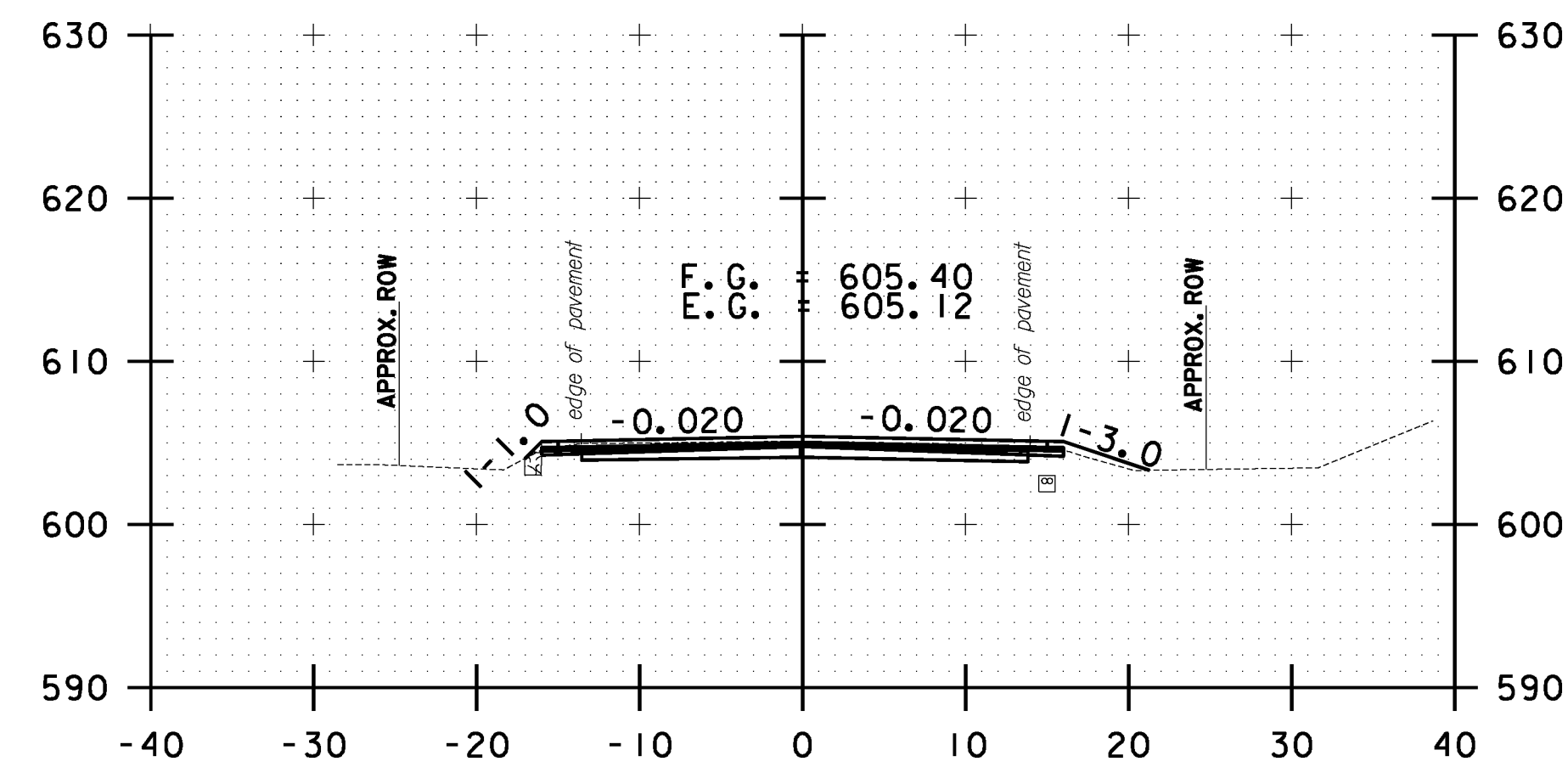
317+00.00



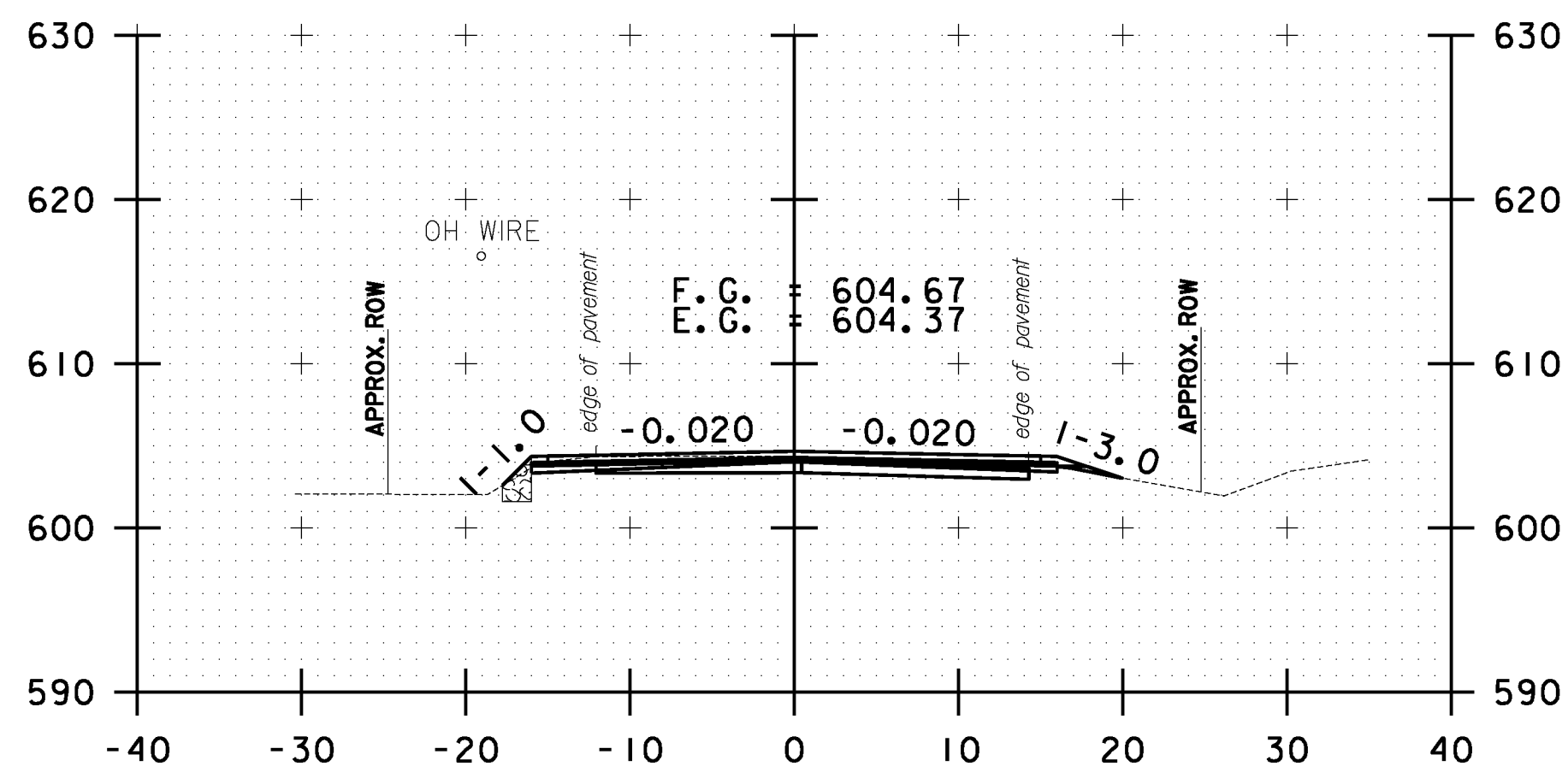
318+50.00



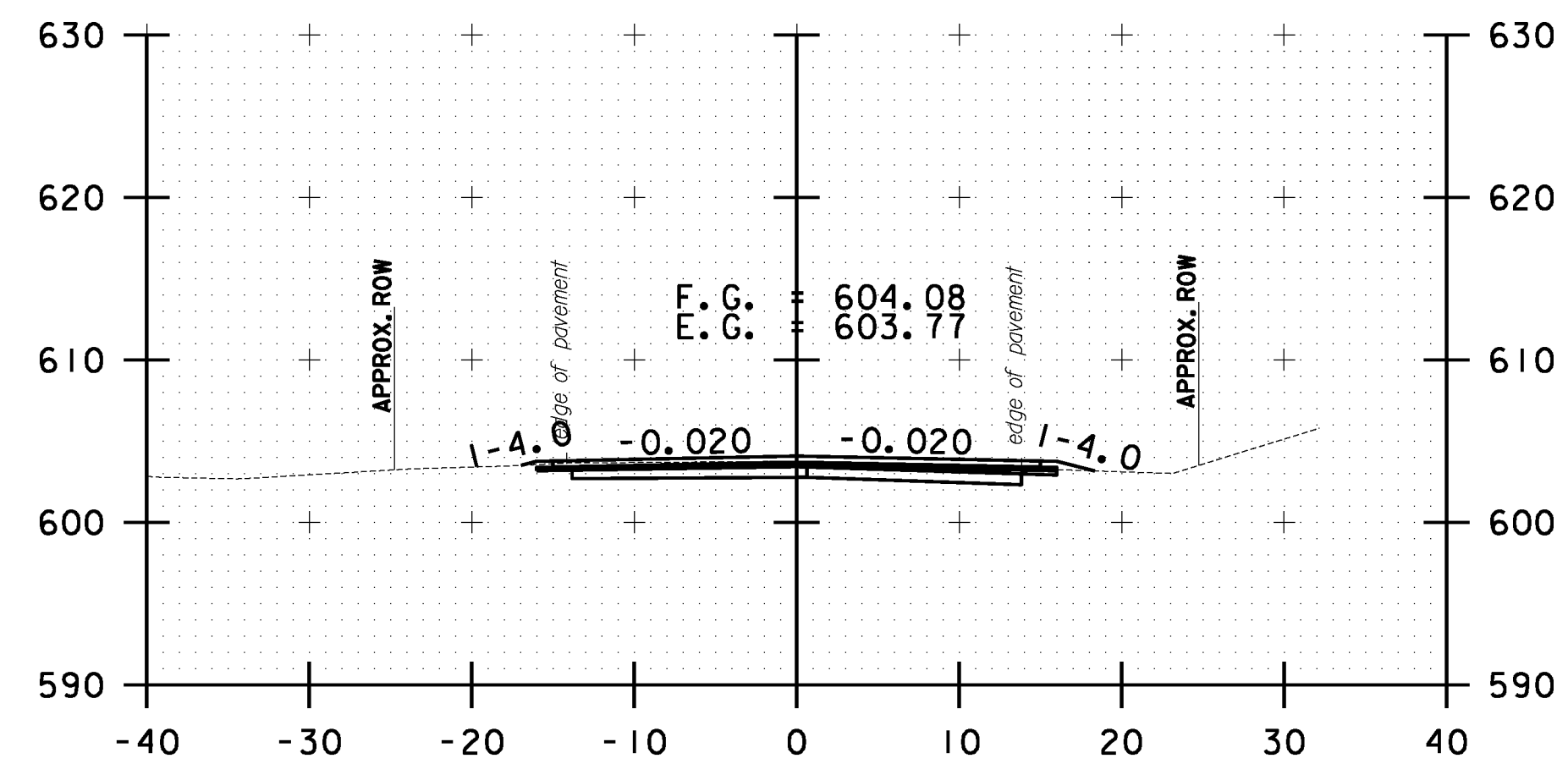
320+00.00



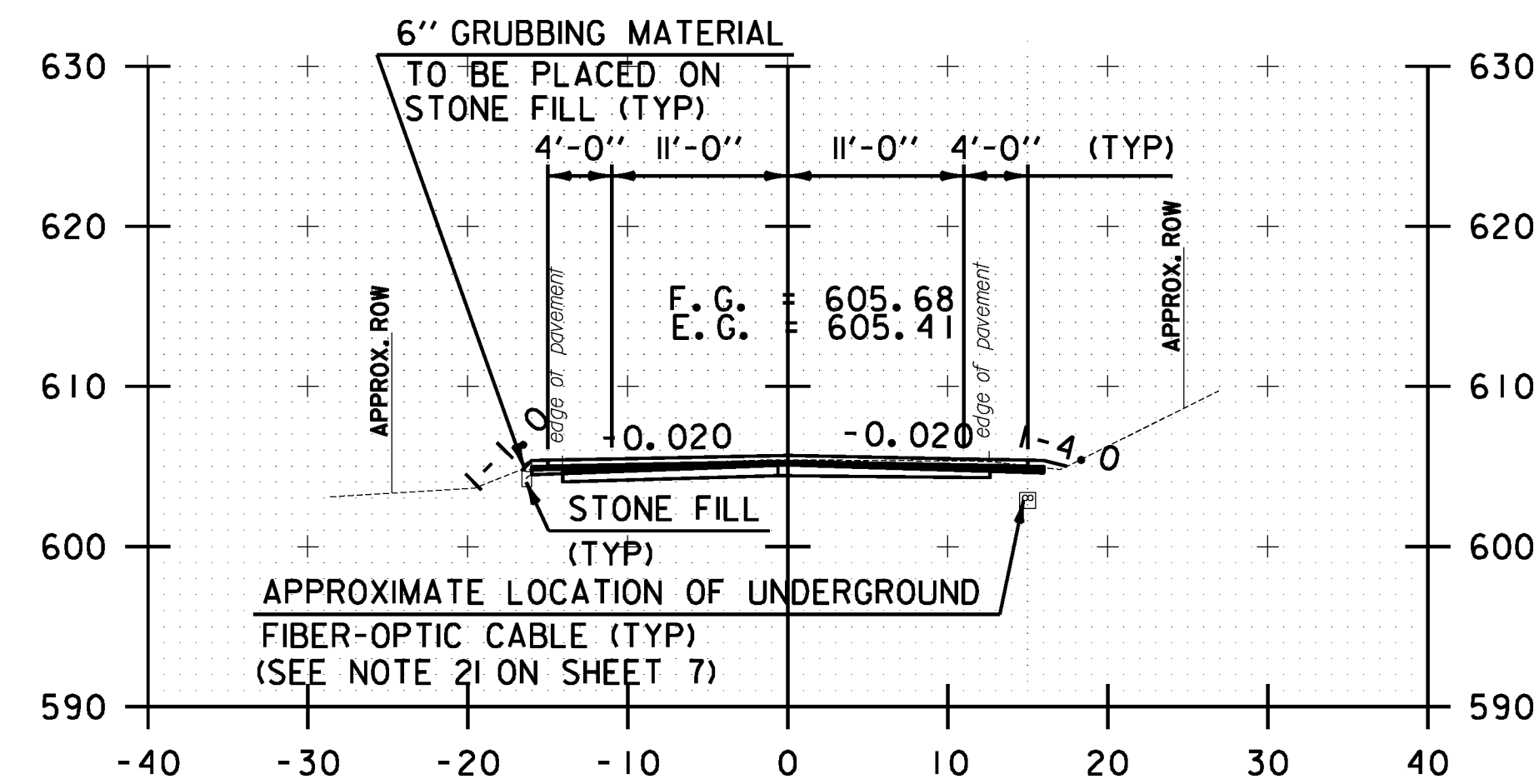
316+50.00



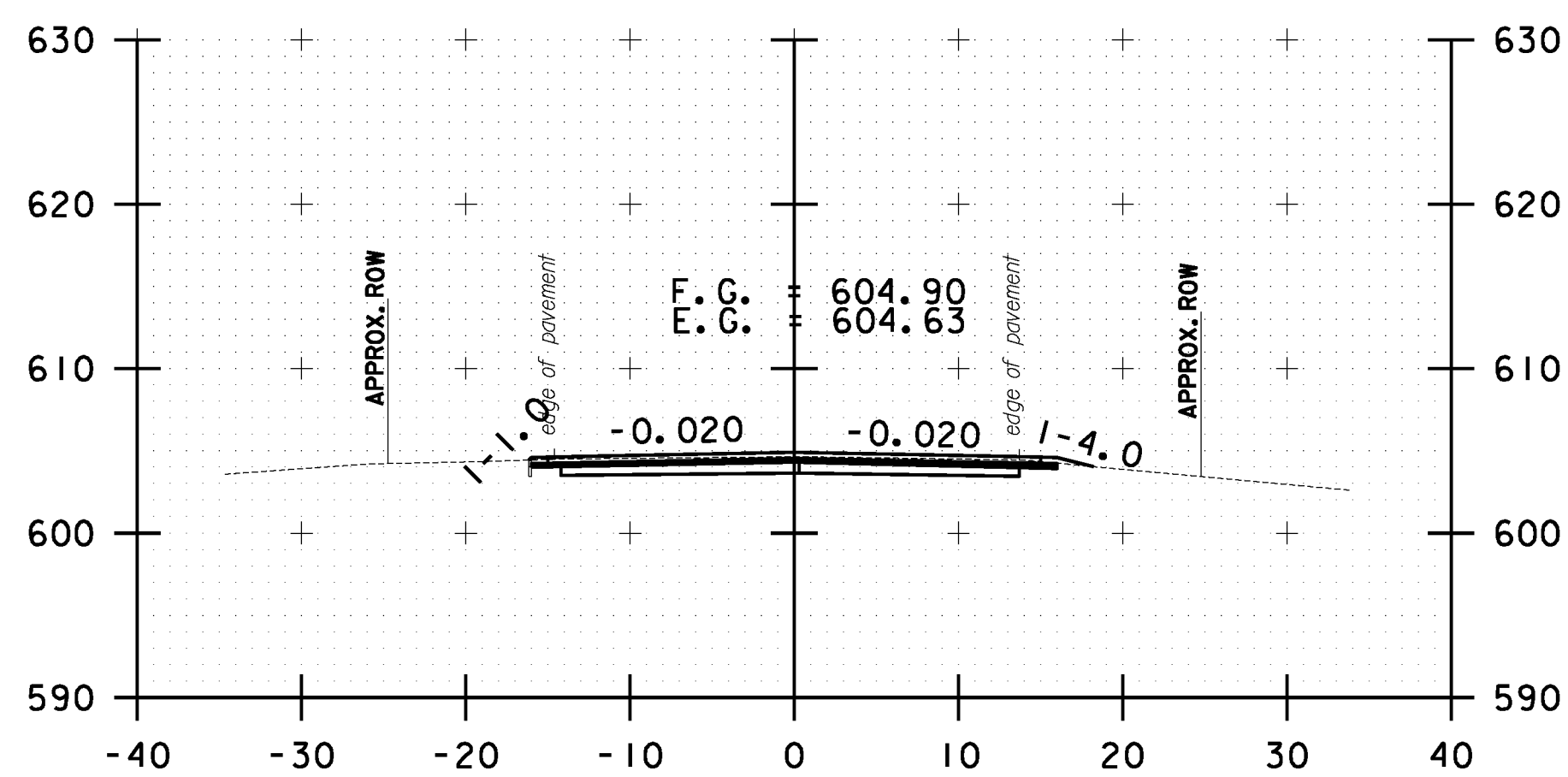
318+00.00



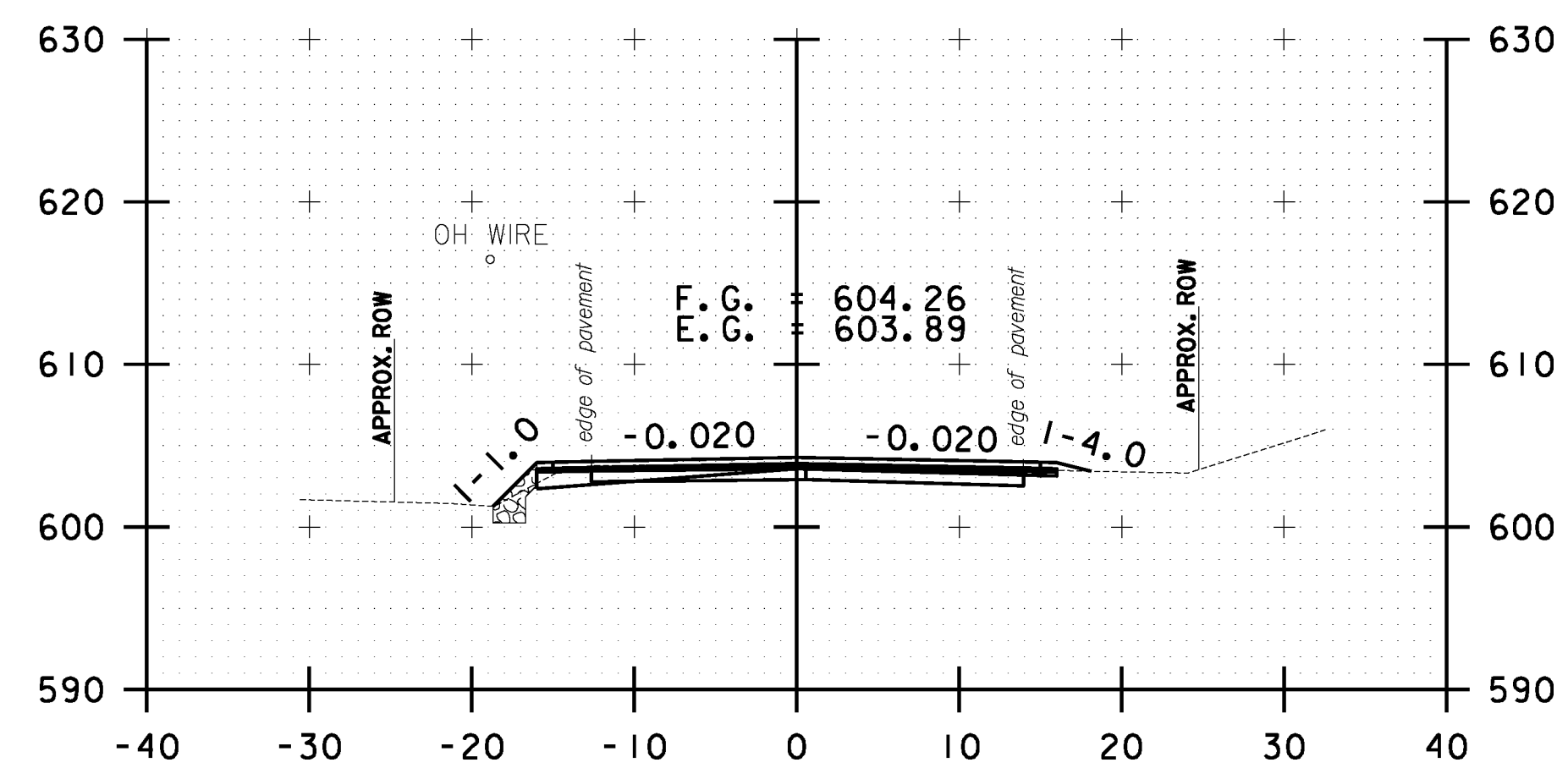
319+50.00



316+00.00



317+50.00



319+00.00



**STOCKBRIDGE
CROSS SECTION
SHEET #100**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_stock_xc.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214xs100.i

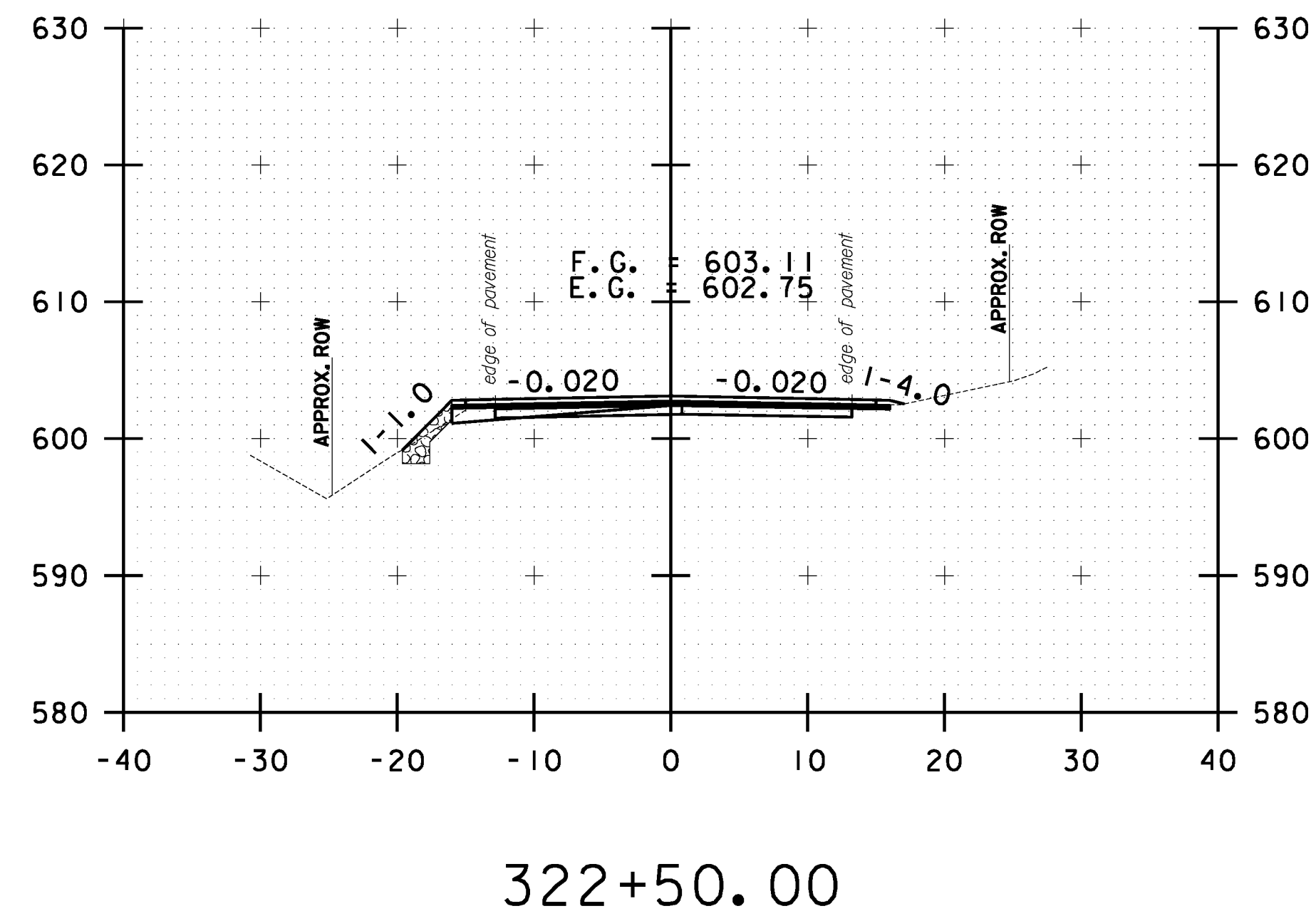
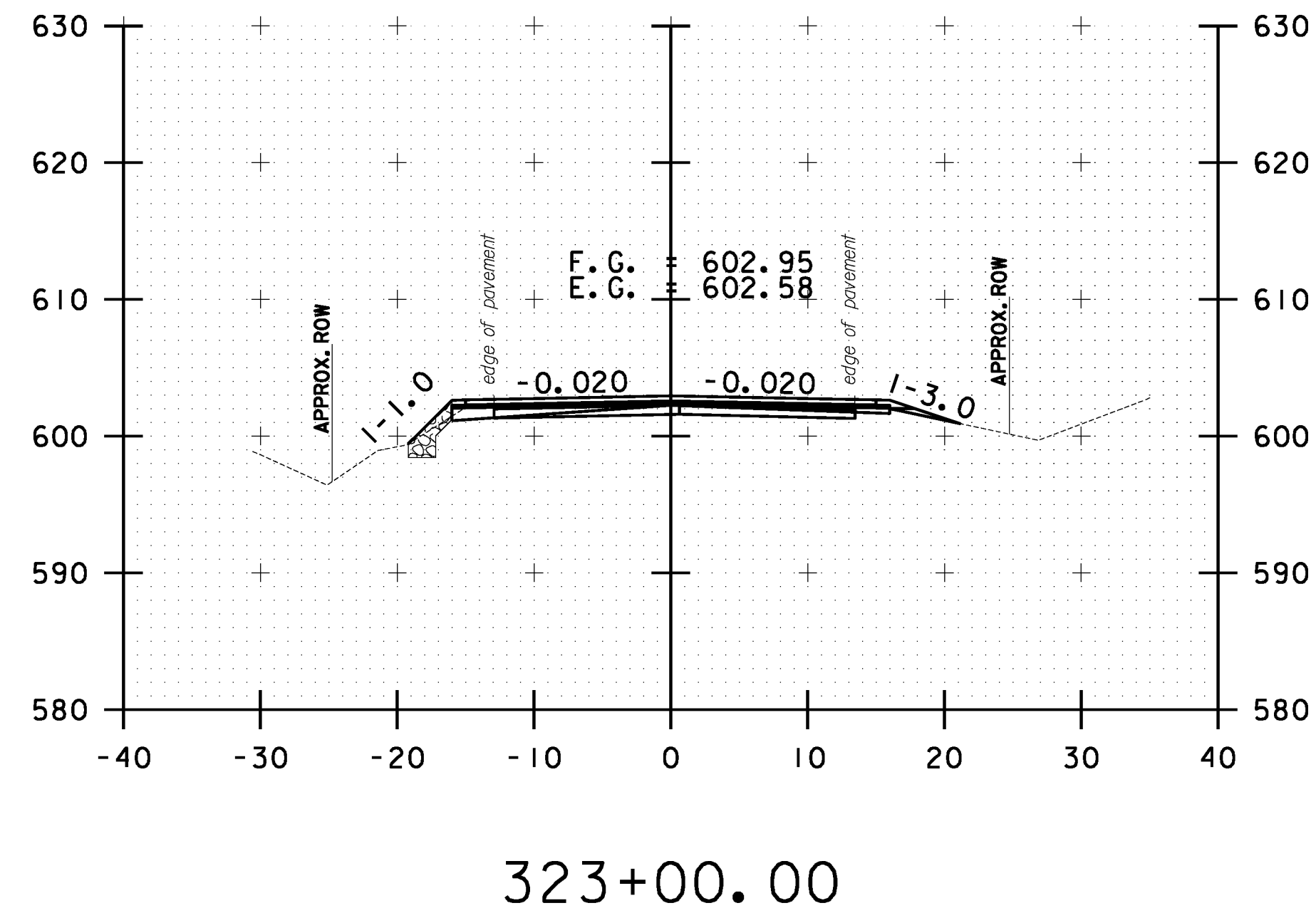
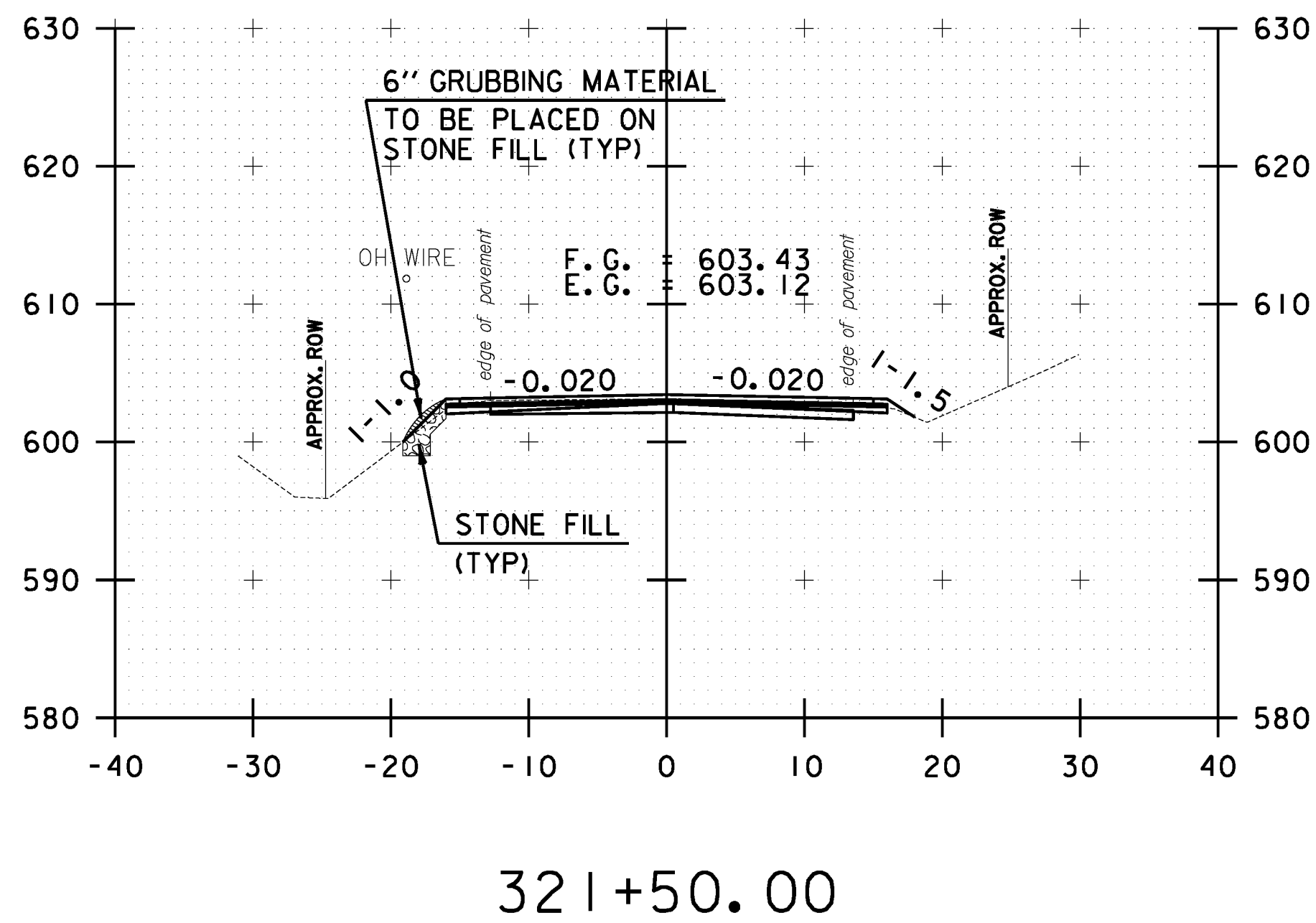
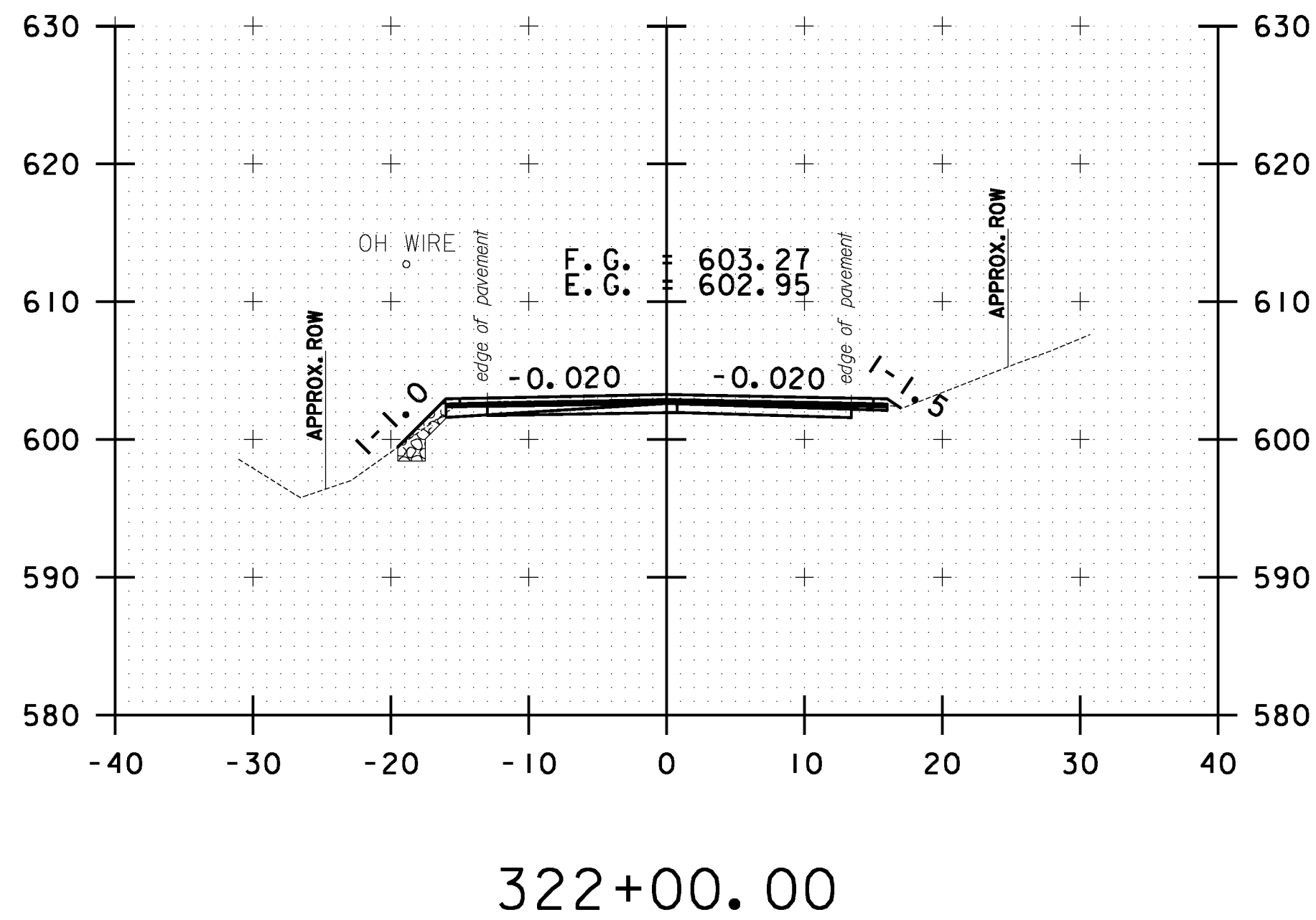
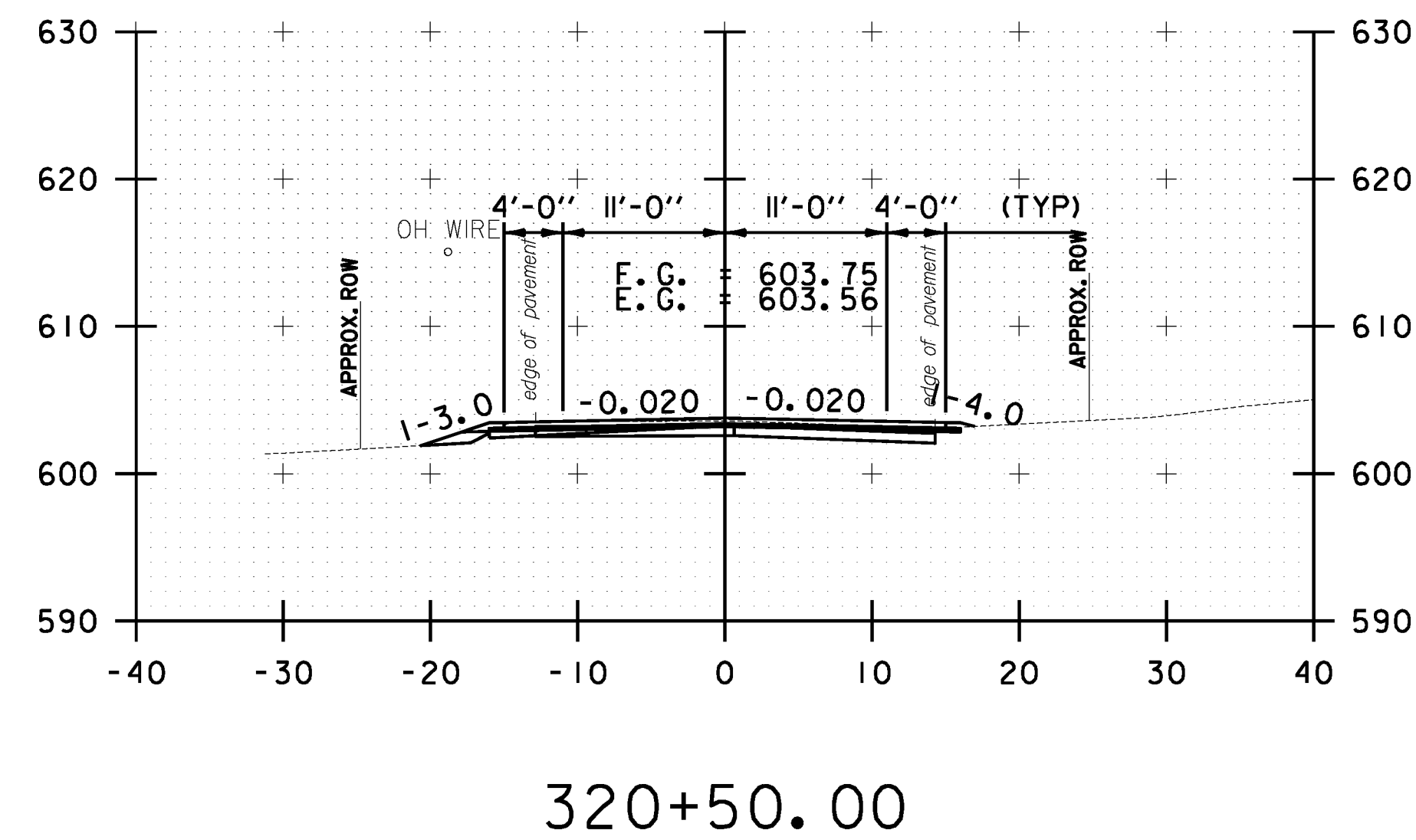
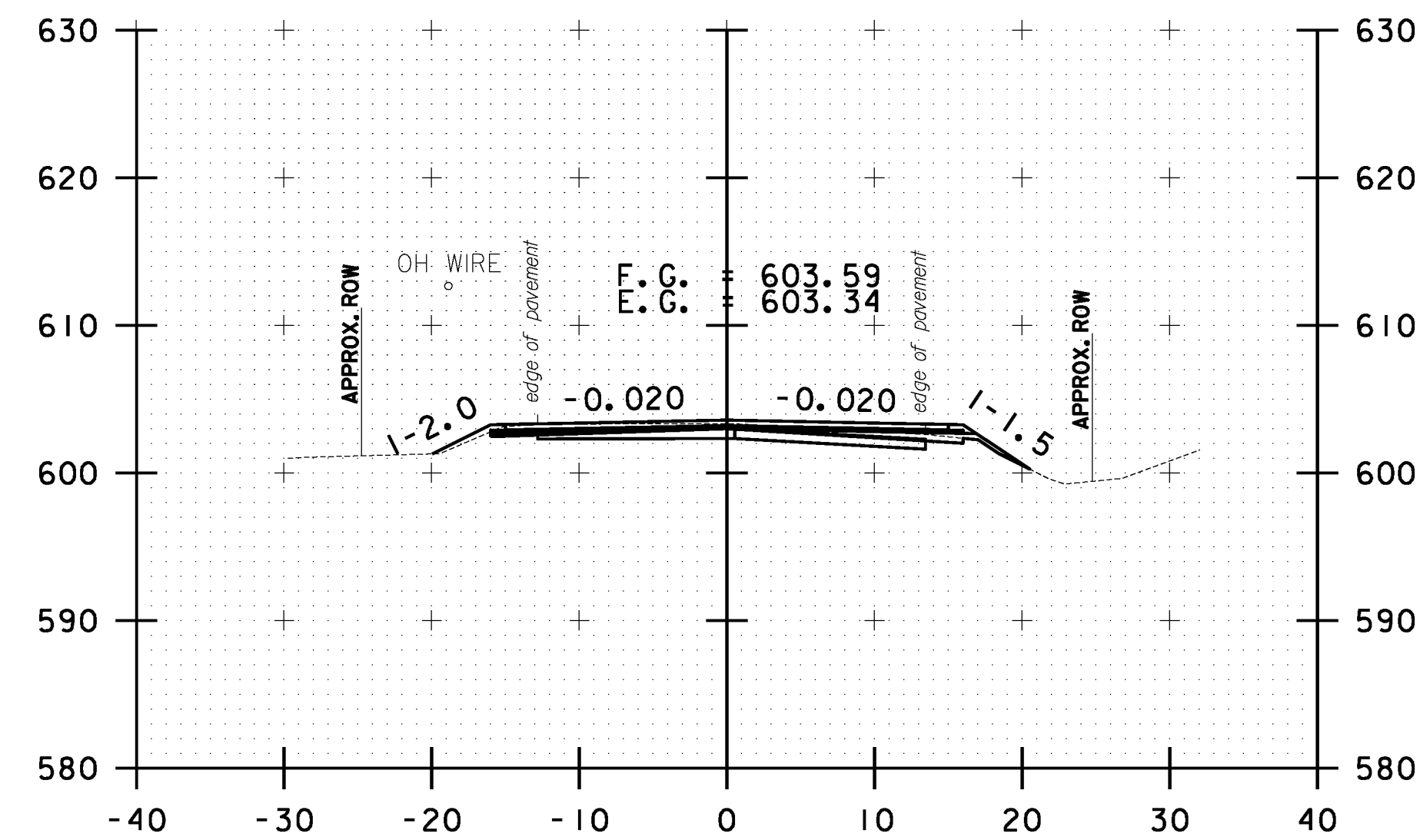
PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

CHECKED BY: J.P.S.

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FILE NAME: \\P:\projects\ANY\K2\22\25\CAOD\KSTIN\10b214_stock.xcdgn
DATE/TIME: 3/17/2014
USER: 4916

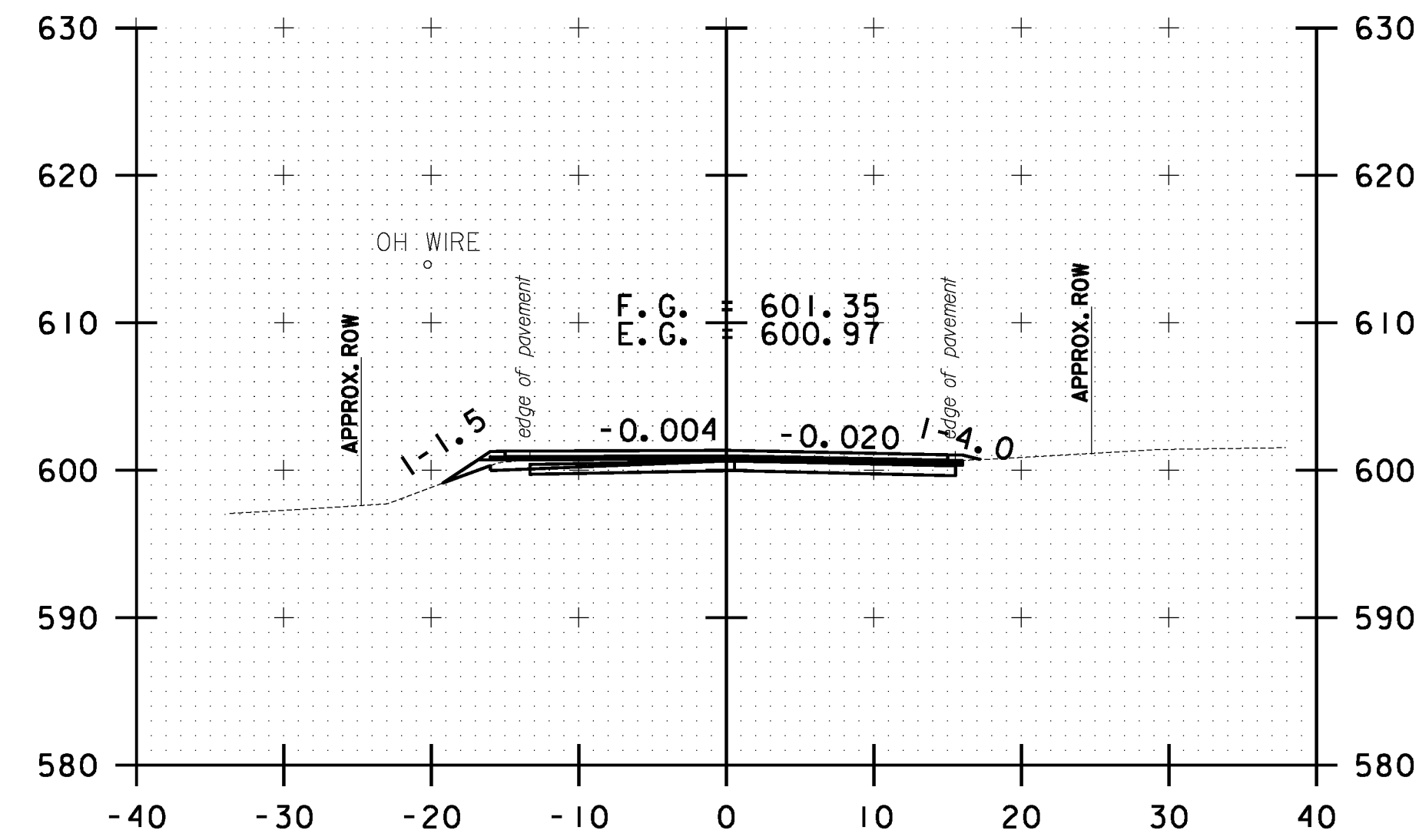


10 0 10
SCALE IN FEET

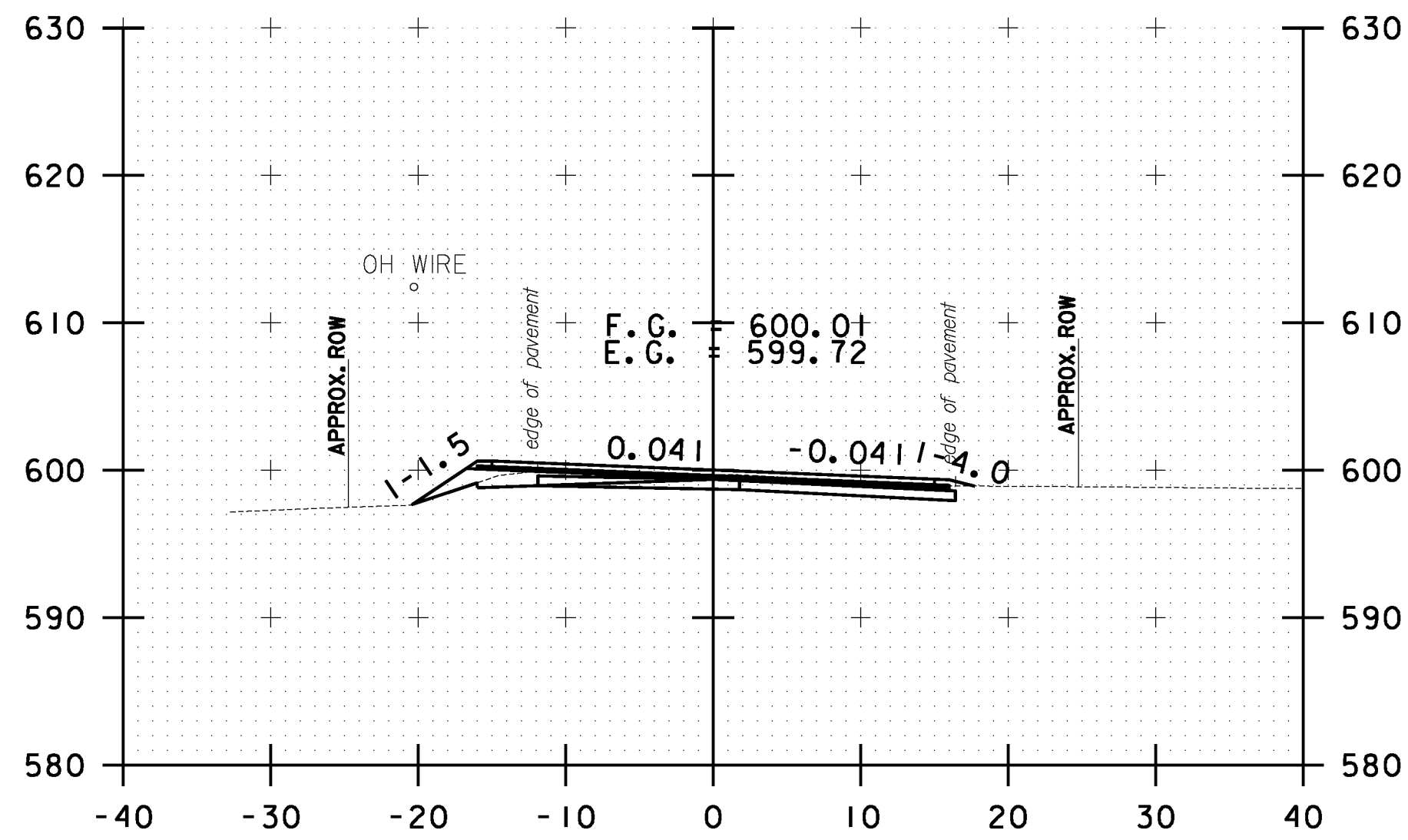
**STOCKBRIDGE
CROSS SECTION
SHEET #101**

PROJECT NAME: STOCKBRIDGE-BETHEL	
PROJECT NUMBER: STP 2910(1)	
FILE NAME: z10b214_stock.xcdgn	PLOT DATE: 3/17/2014
PROJECT LEADER: D.E.G.	DRAWN BY: W.G.P.
DESIGNED BY: L.M.B.	CHECKED BY: J.P.S.
IPARM FILE: z10b214xsl01	SHEET 314 OF 397

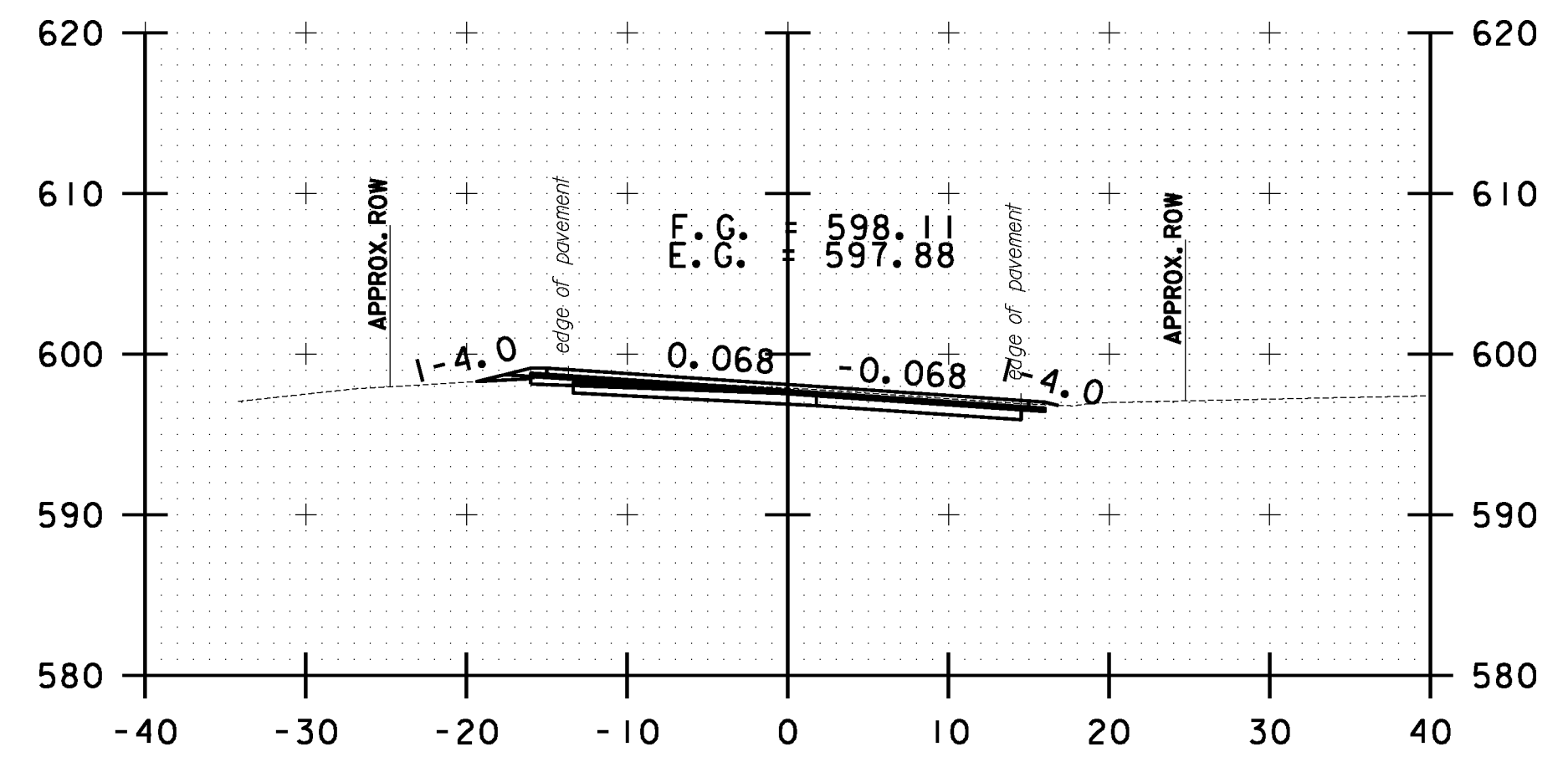
FILE NAME : \\P:\projects\ANY\K2\22\25\CAOD\KSTN\10b214_stock_xc.dgn
DATE/TIME : 3/17/2014
USER : 4916



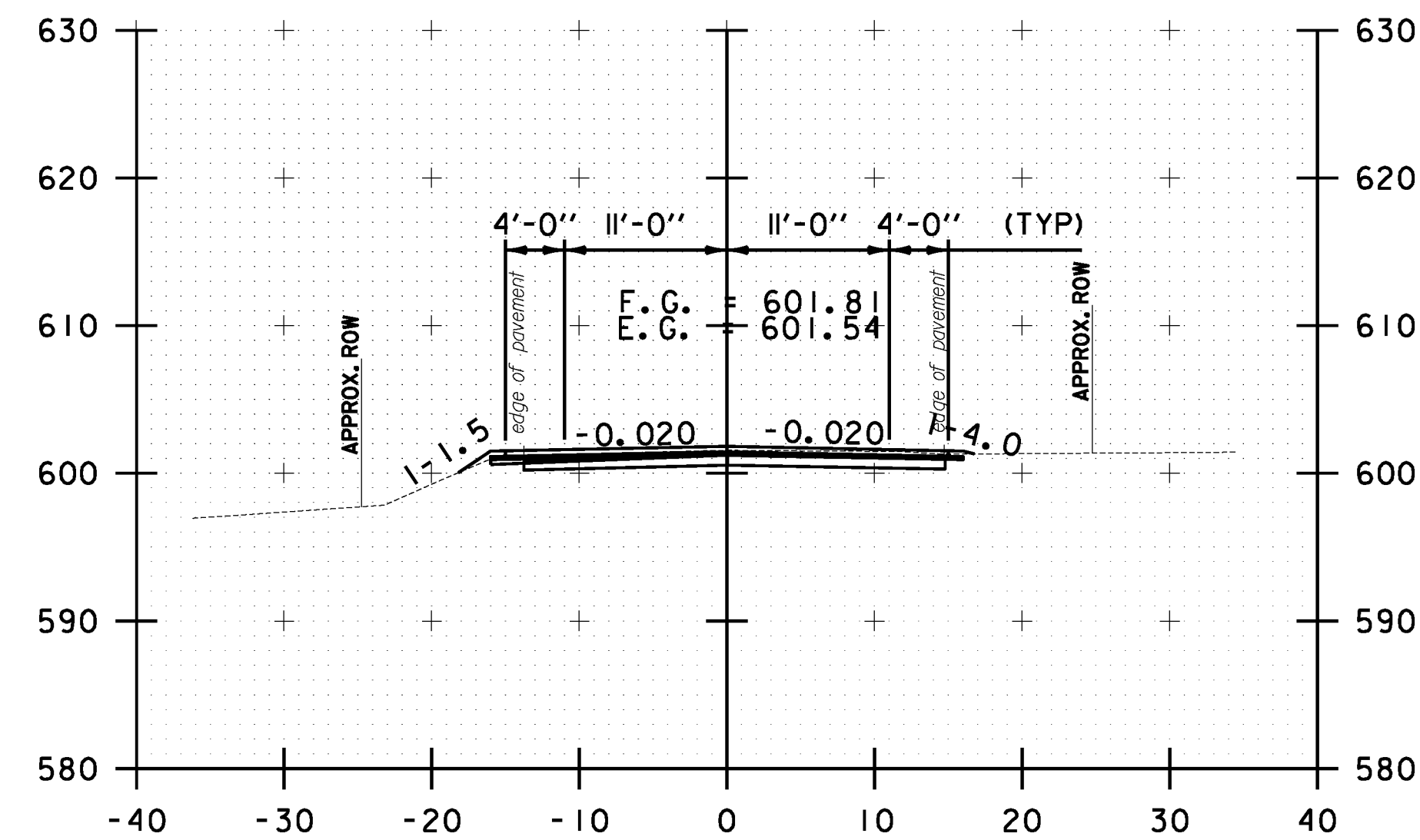
326+50.00



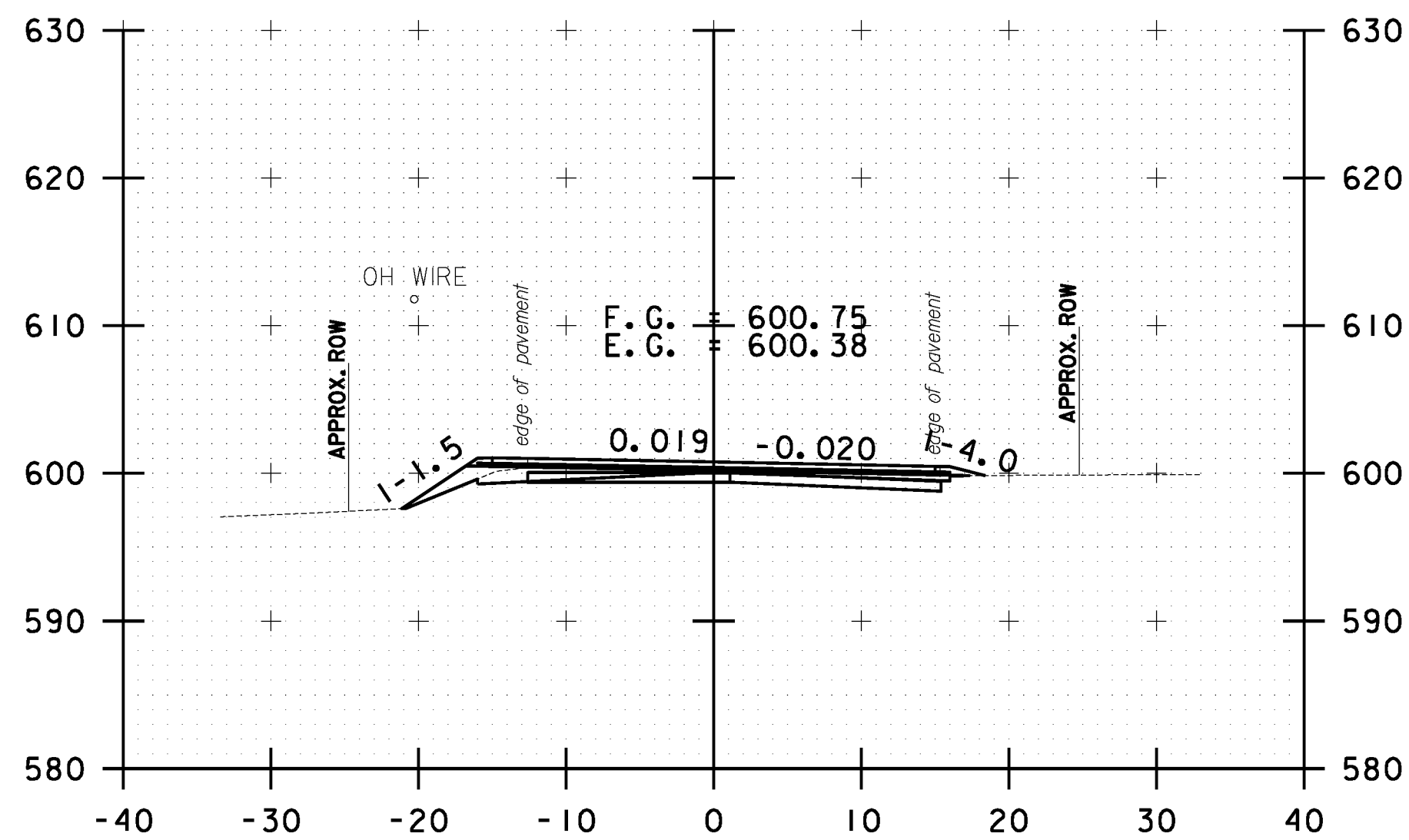
327+50.00



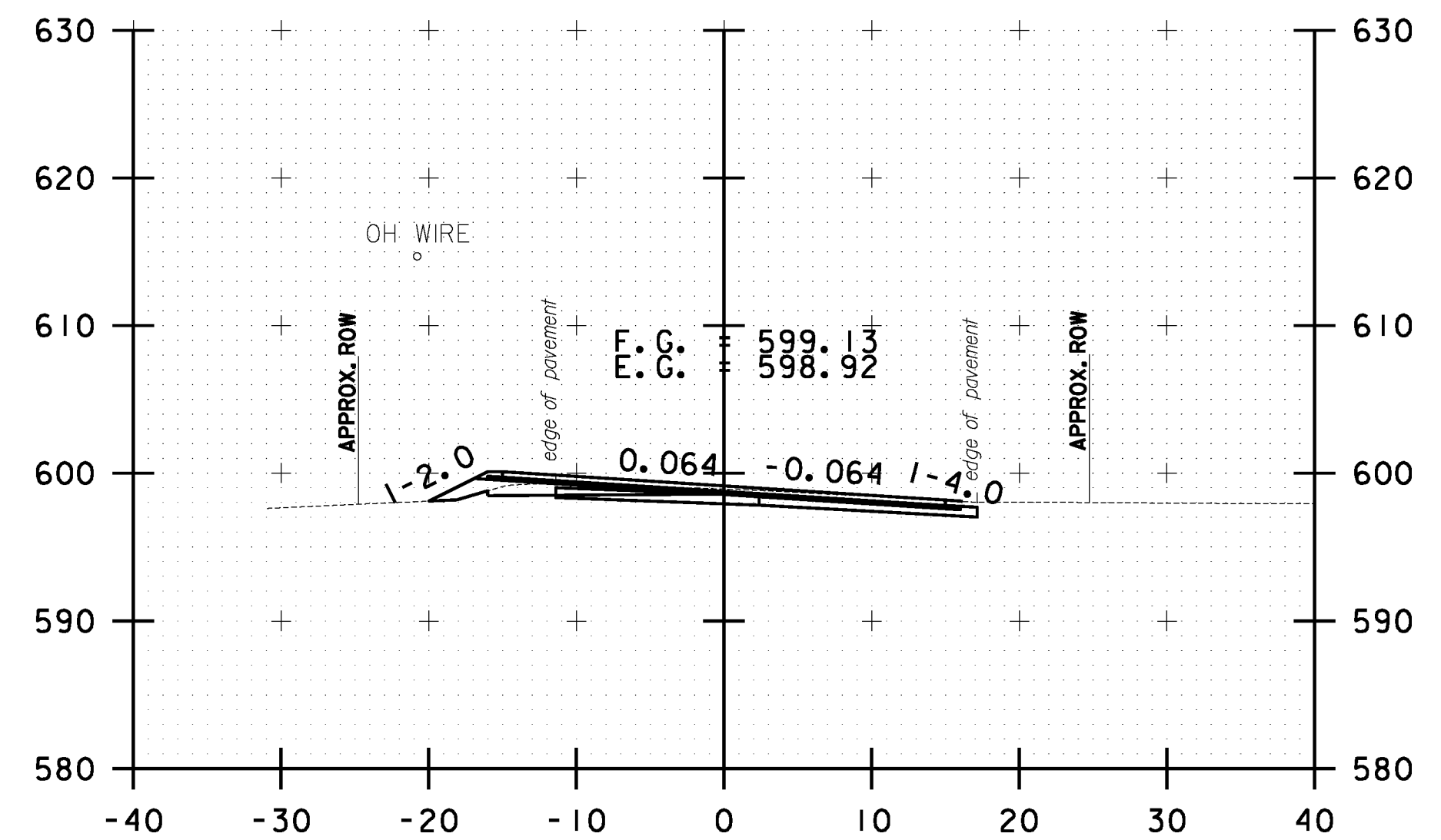
328+50.00



326+00.00



327+00.00



328+00.00

10 0 10
SCALE IN FEET

**STOCKBRIDGE
CROSS SECTION
SHEET #103**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_stock_xc.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214_xsl03.1

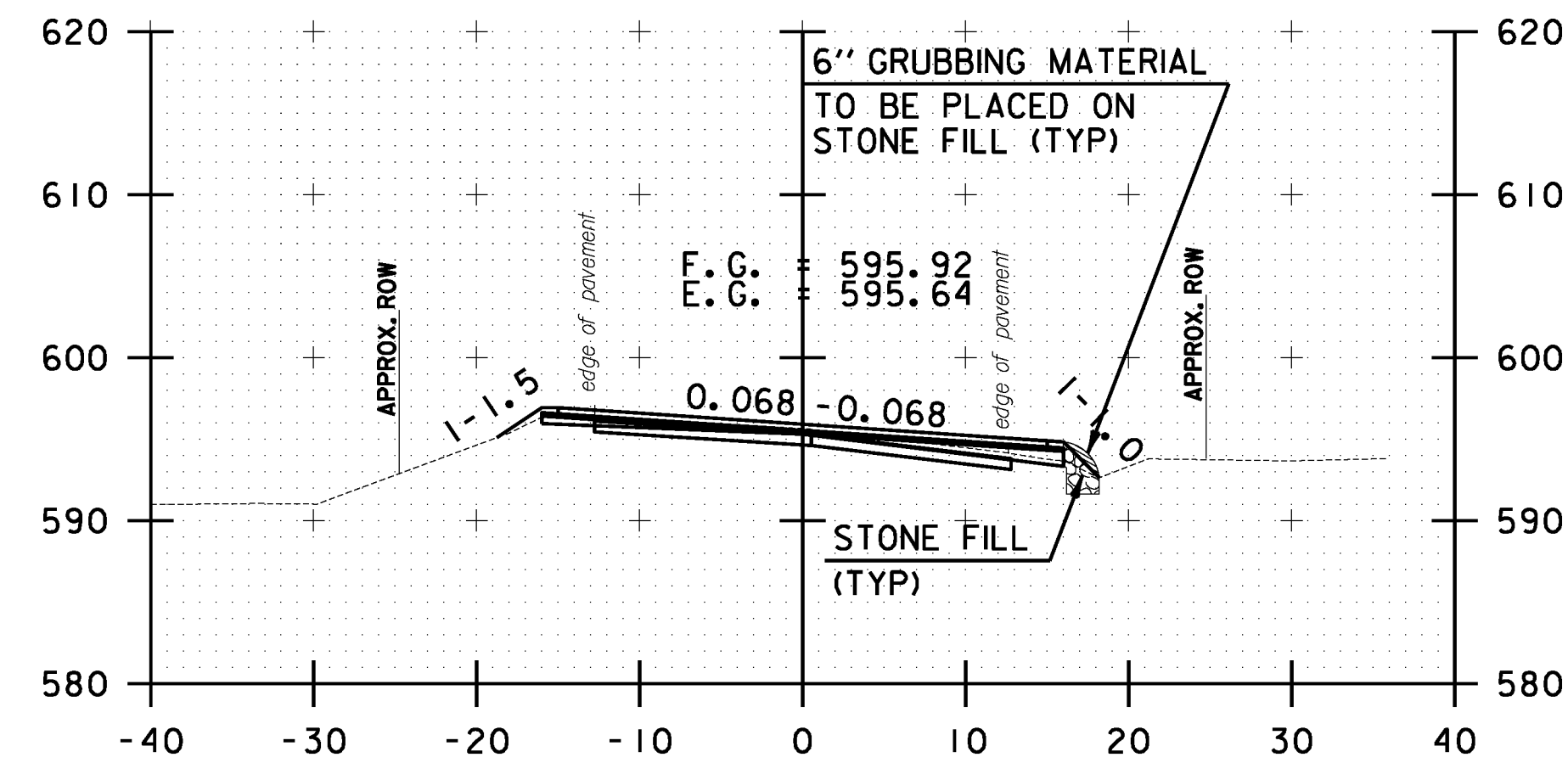
PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

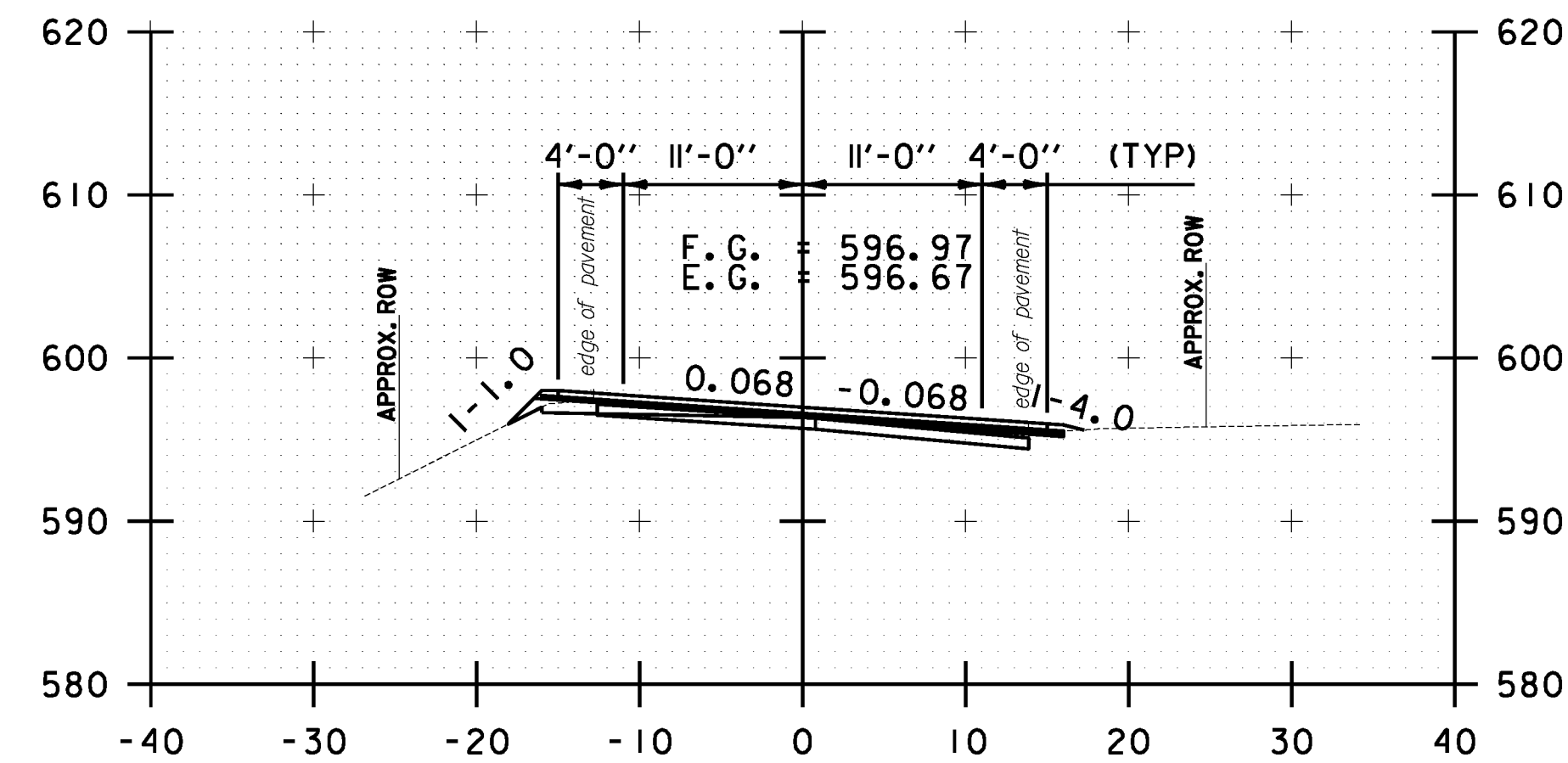
CHECKED BY: J.P.S.

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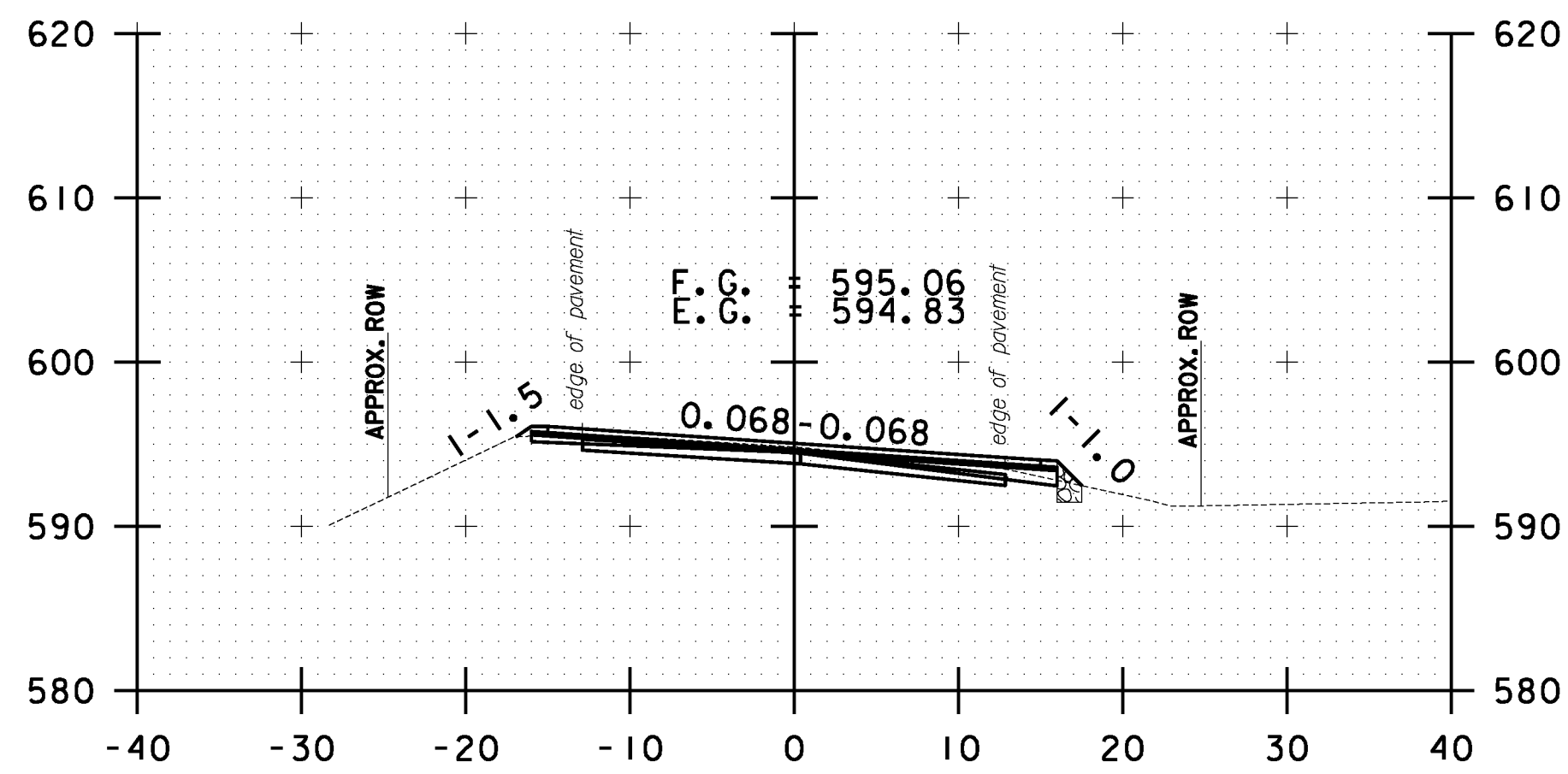
FILE NAME: \\P:\projects\ANY\K2\22\25\CAOD\KSTIN\10b214_stock_xc.dgn
DATE/TIME: 3/17/2014
USER: jsl



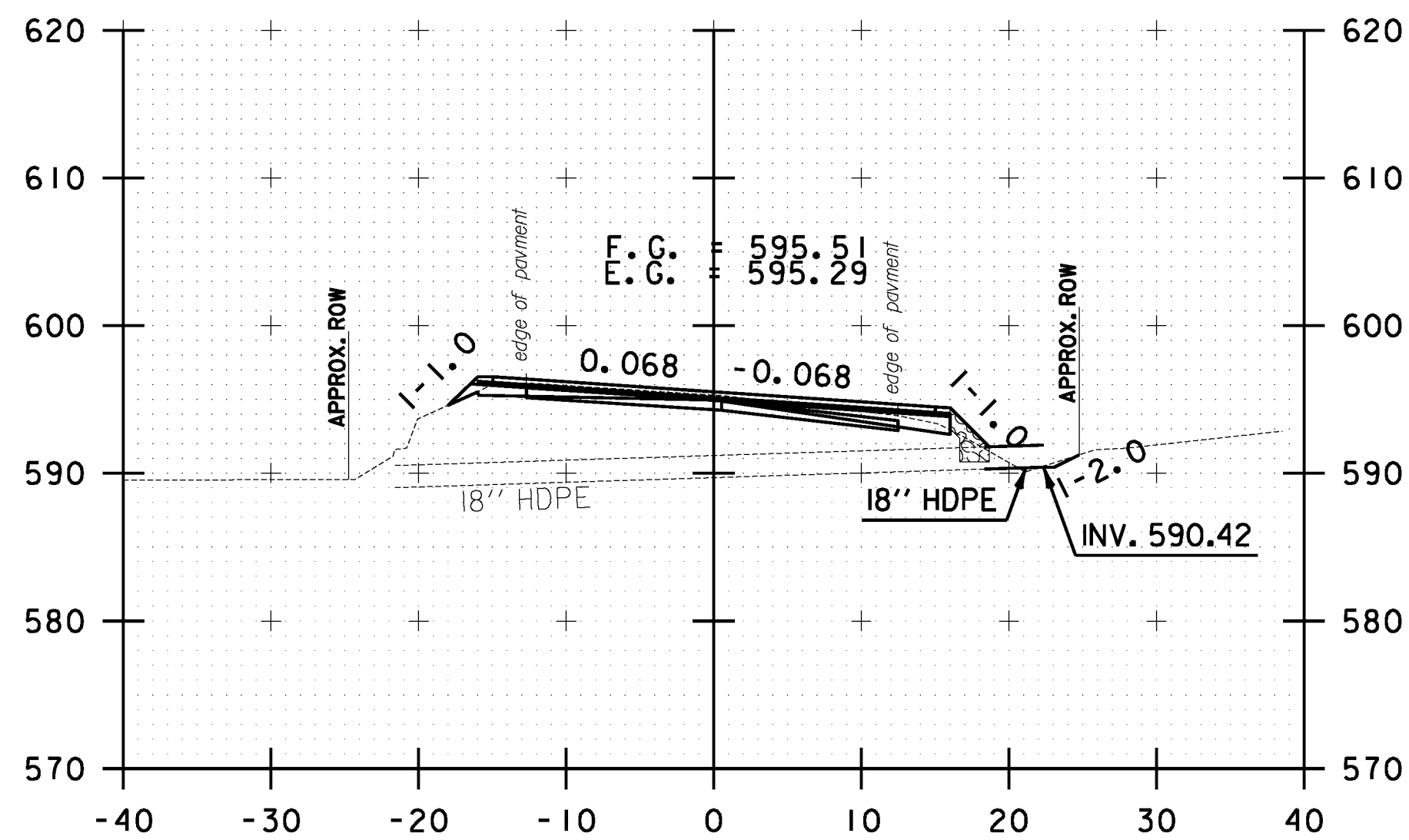
329+50.00



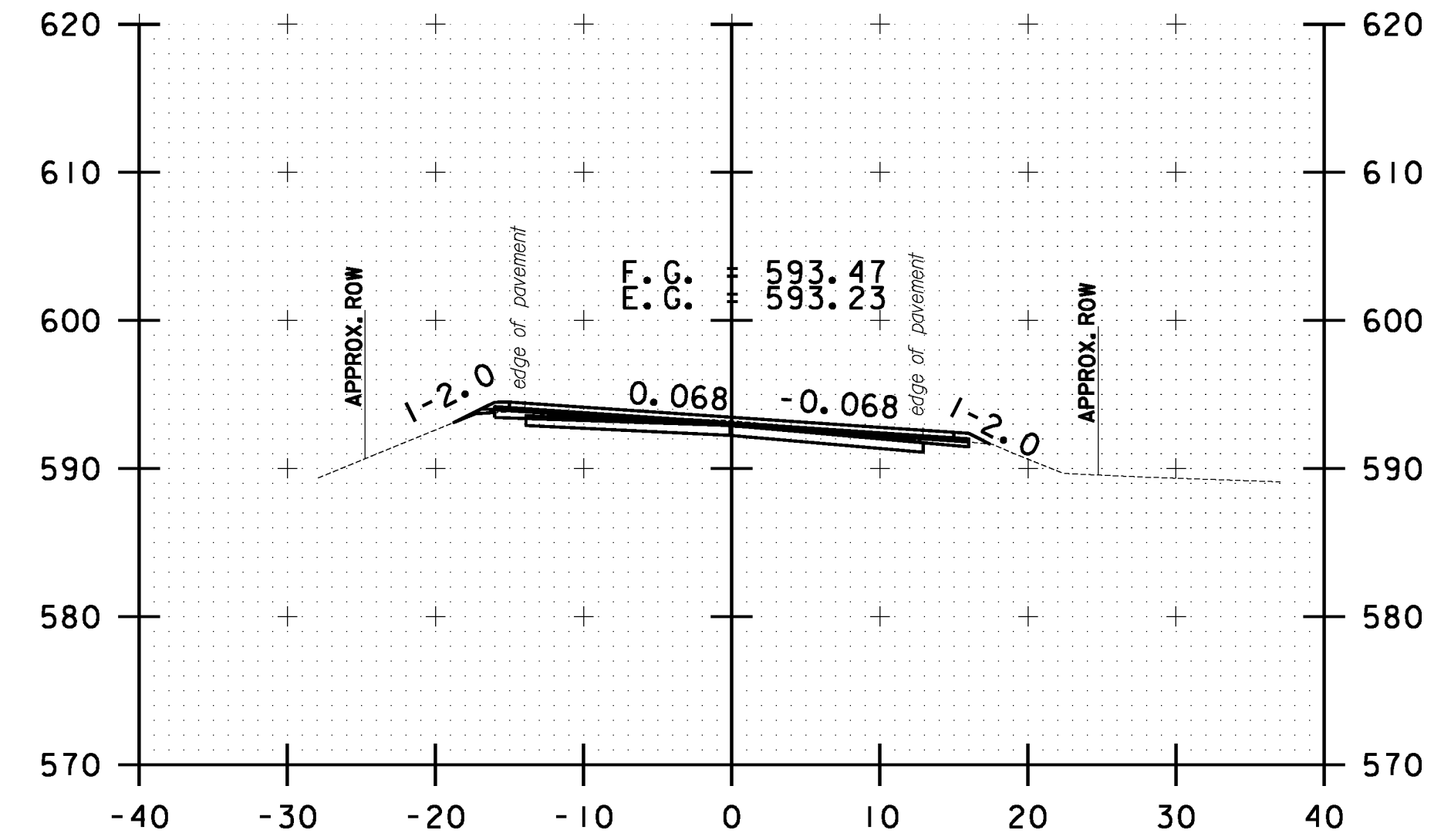
329+00.00



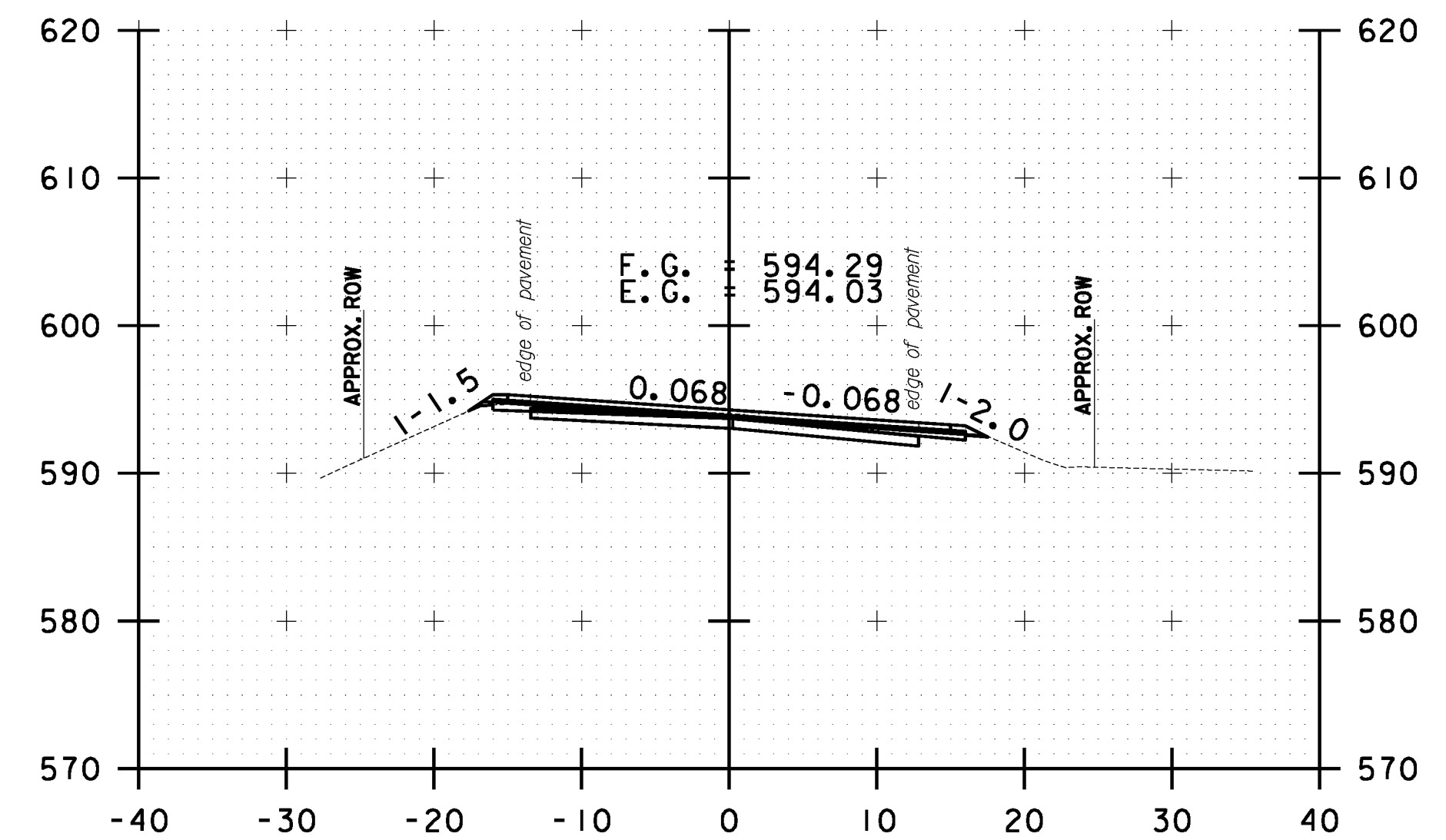
330+00.00



329+72.80



331+00.00



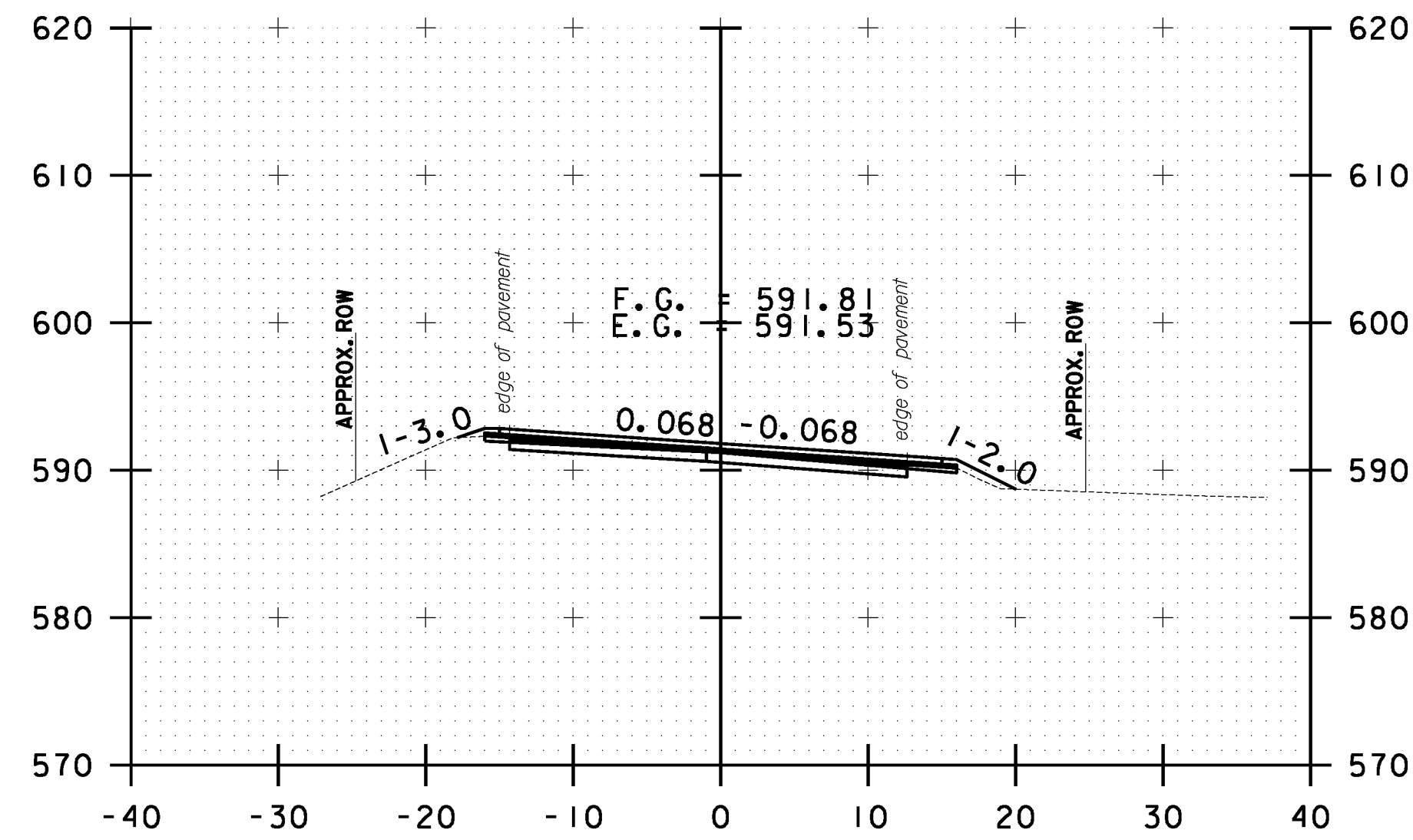
330+50.00

10 0 10
SCALE IN FEET

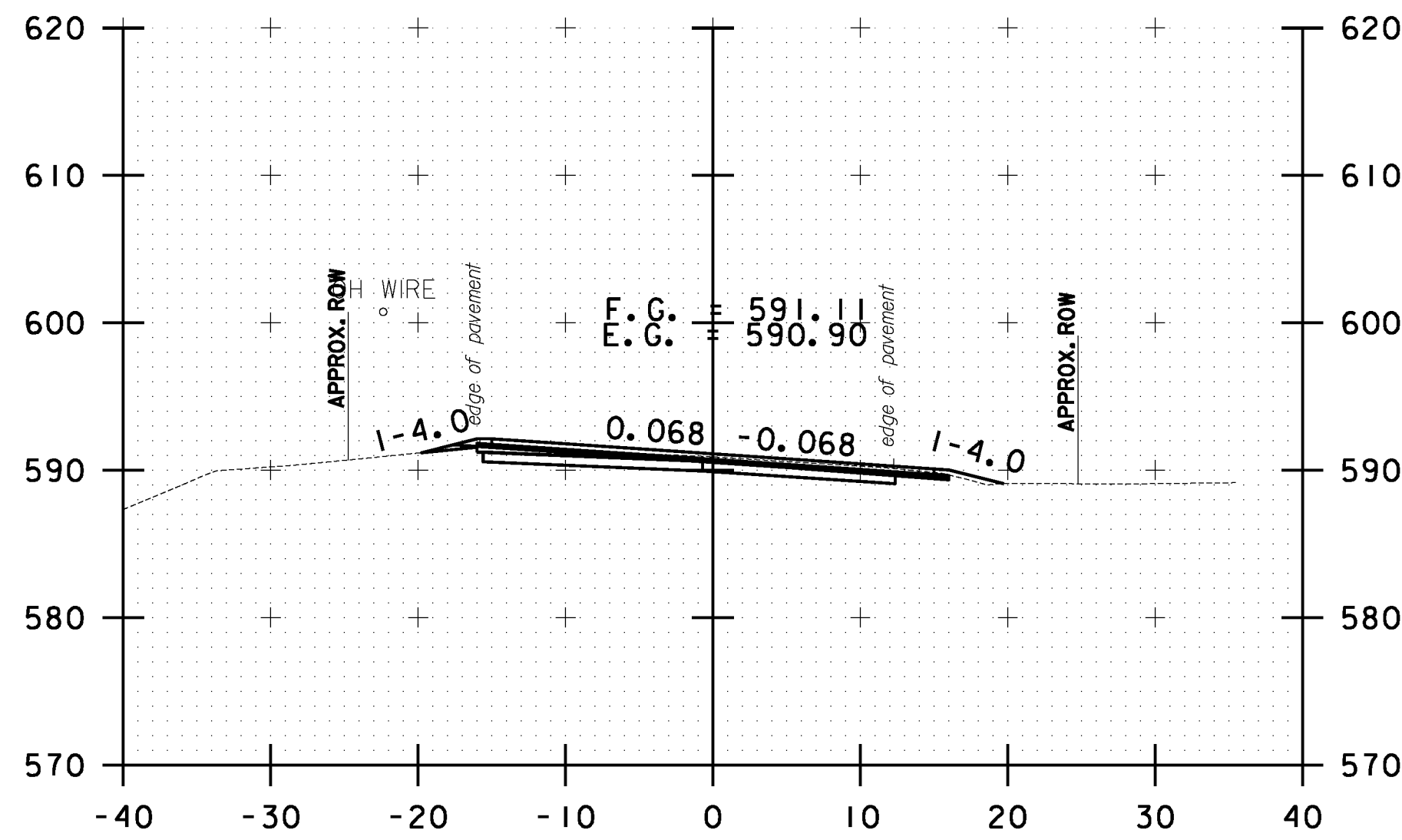
**STOCKBRIDGE
CROSS SECTION
SHEET #104**

PROJECT NAME: STOCKBRIDGE-BETHEL	
PROJECT NUMBER: STP 2910(1)	
FILE NAME: z10b214_stock_xc.dgn	PLOT DATE: 3/17/2014
PROJECT LEADER: D.E.G.	DRAWN BY: W.G.P.
DESIGNED BY: L.M.B.	CHECKED BY: J.P.S.
IPARM FILE: z10b214xsl04.i	SHEET 317 OF 397

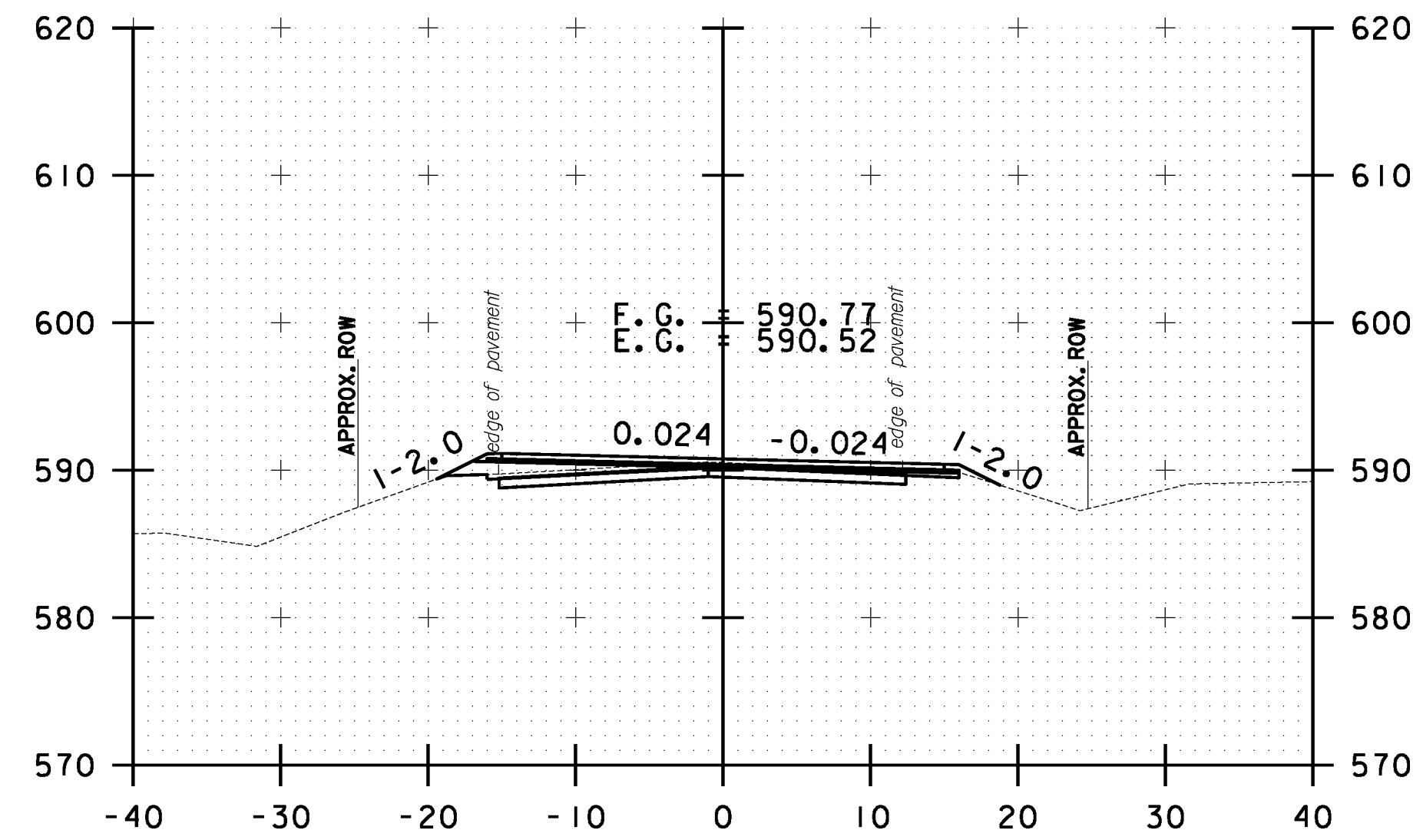
FILE NAME: \\P:\projects\ANY\K2\22\25\CAOD\KSTN\10b214_stock_xc.dgn
DATE/TIME: 3/17/2014
USER: 4916



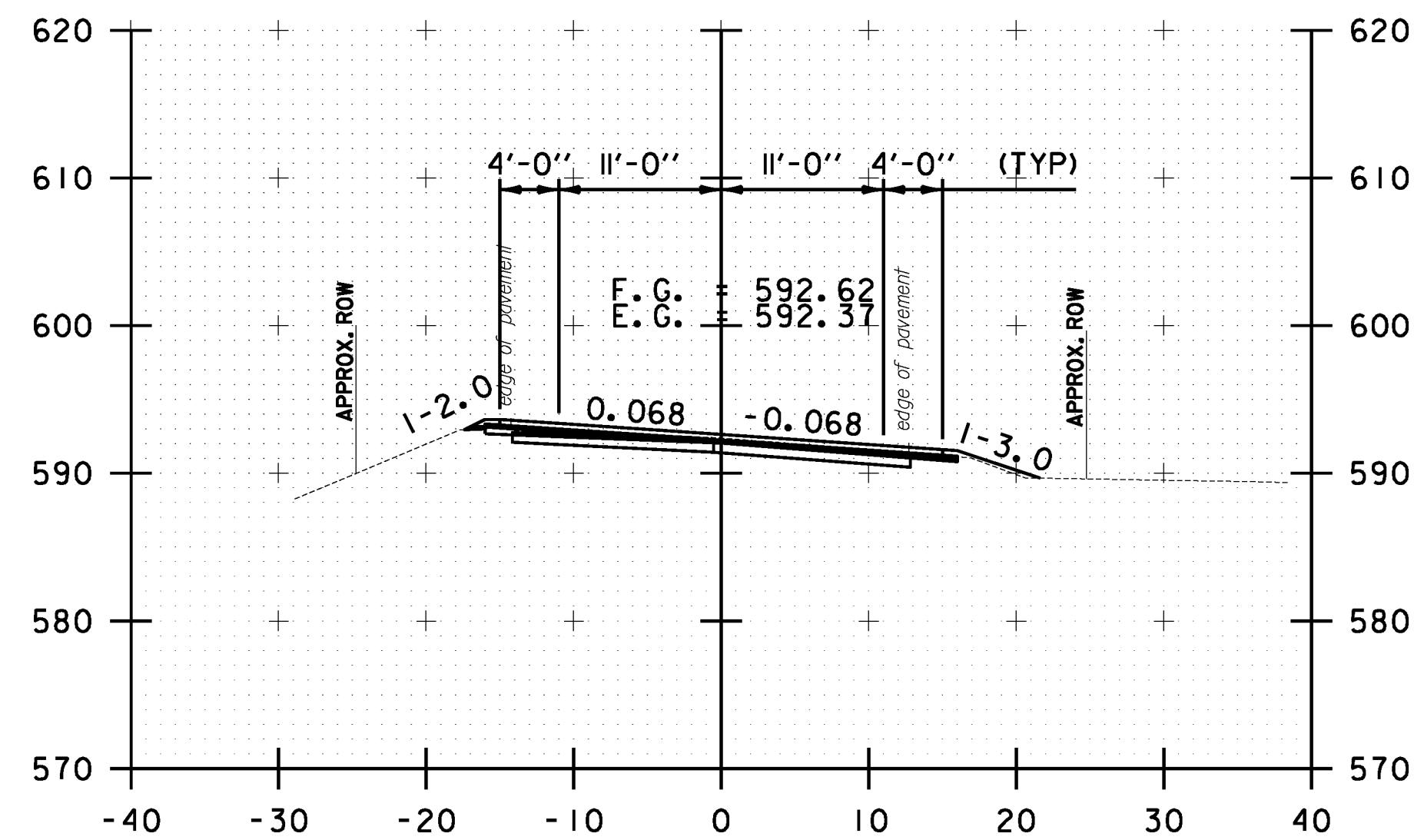
332+00.00



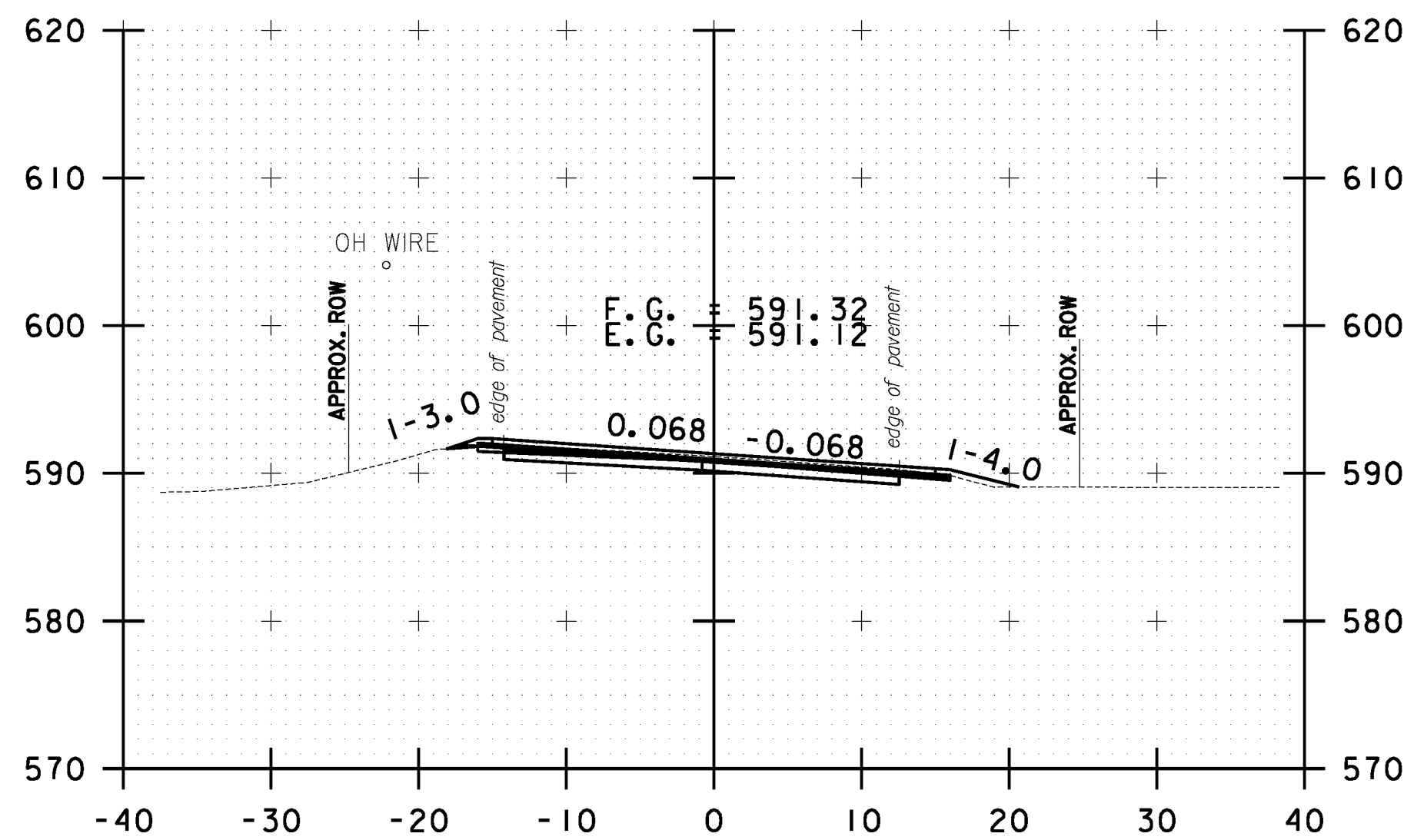
333+00.00



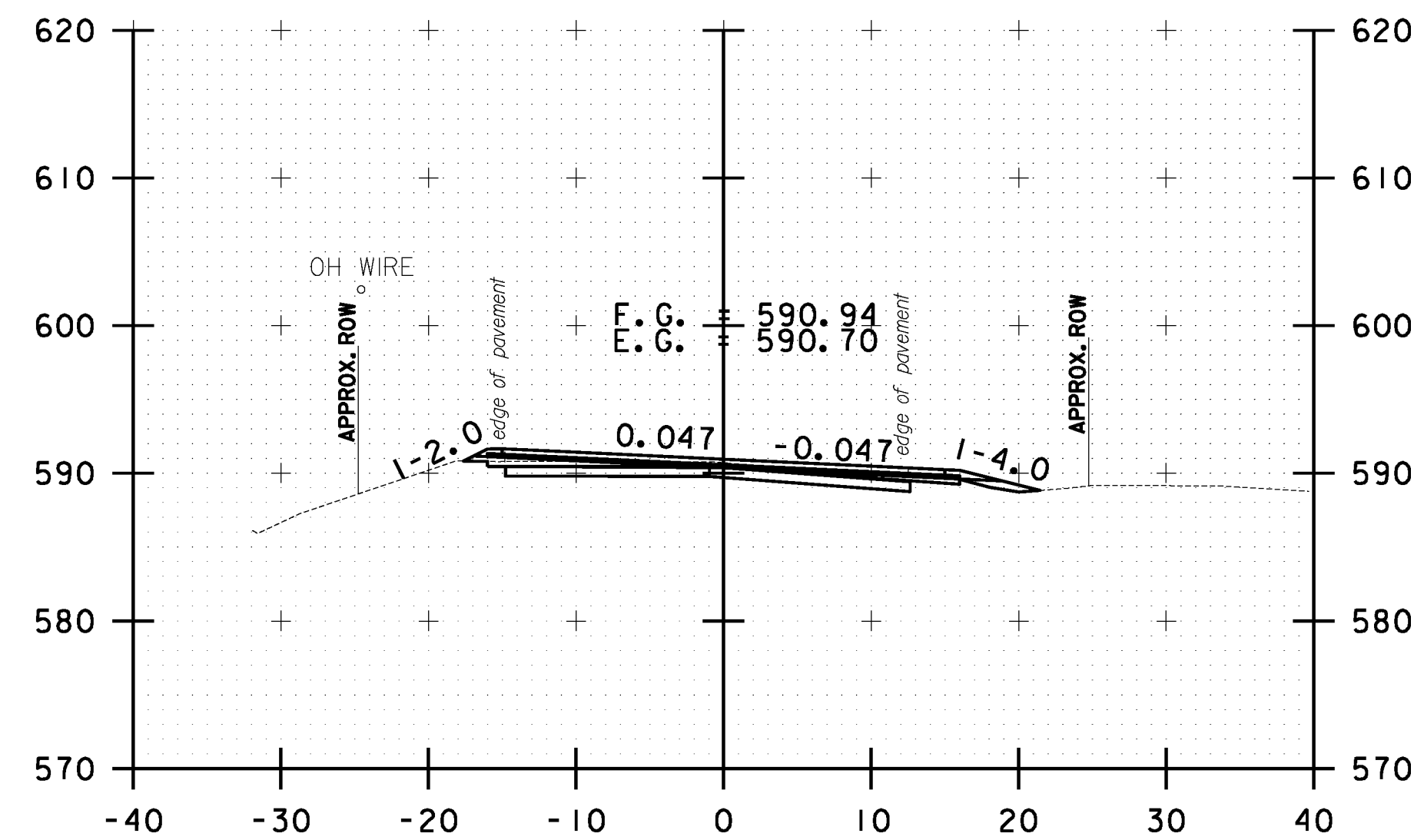
334+00.00



331+50.00



332+50.00



333+50.00

10 0 10
SCALE IN FEET

**STOCKBRIDGE
CROSS SECTION
SHEET #105**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_stock_xc.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214xsl05.1

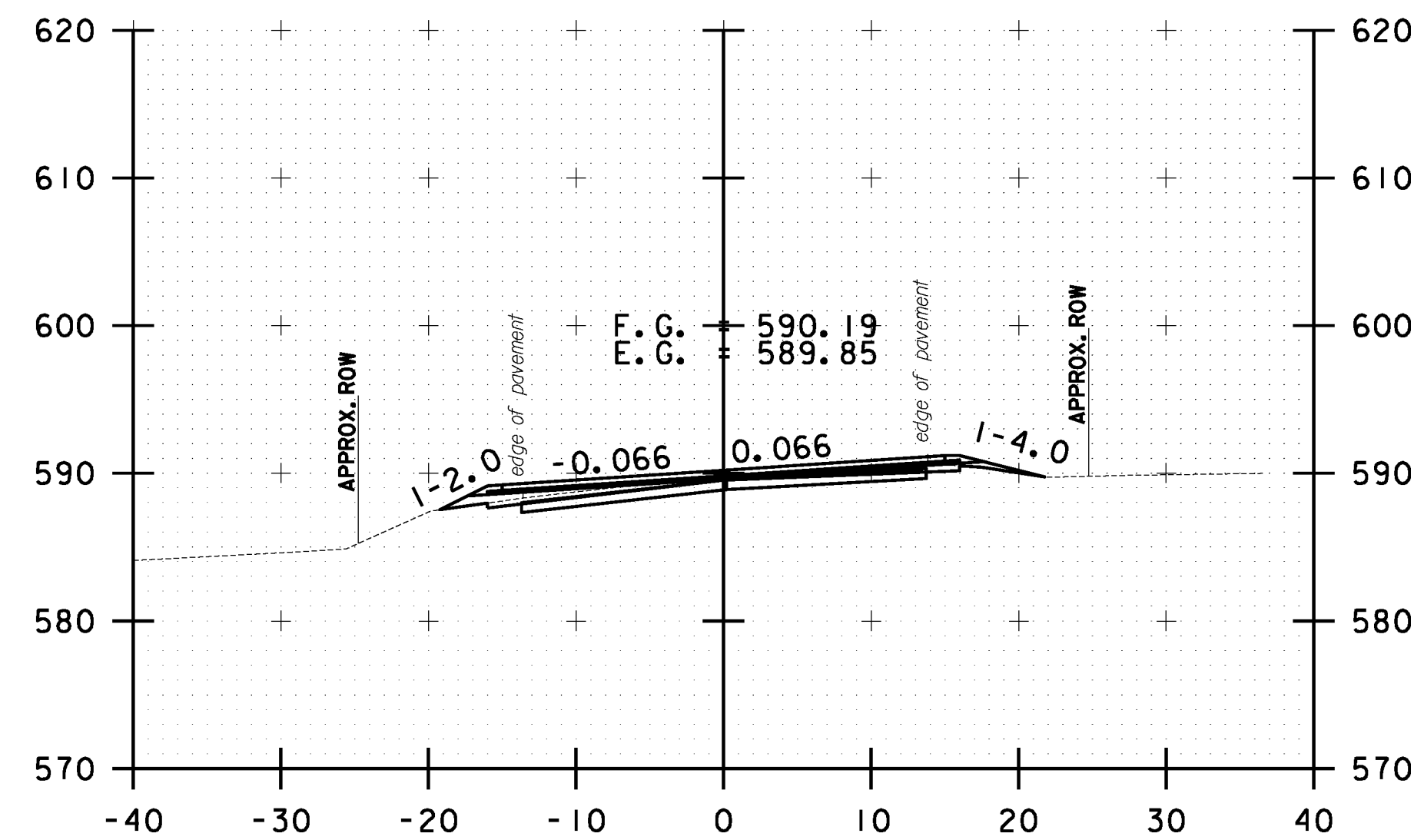
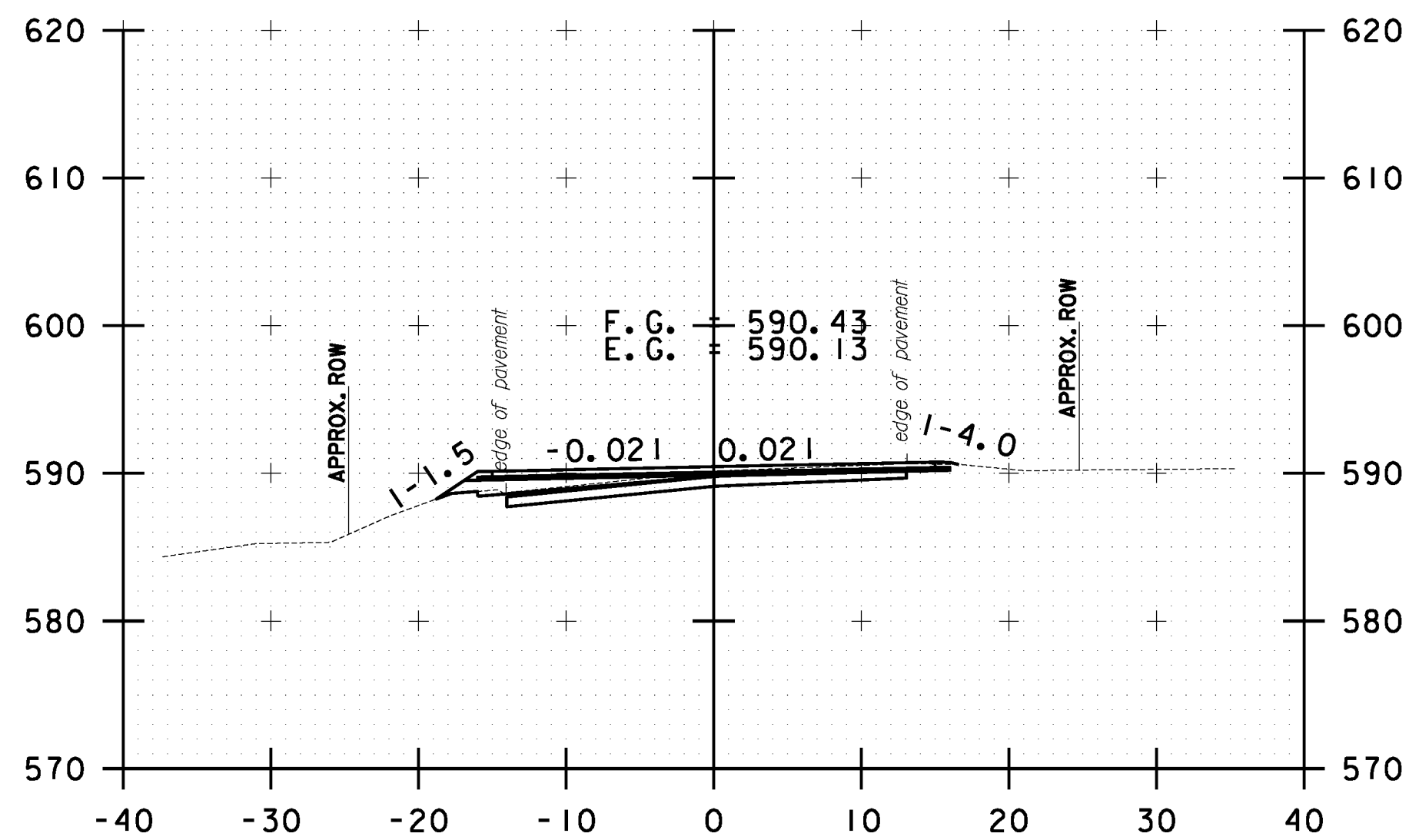
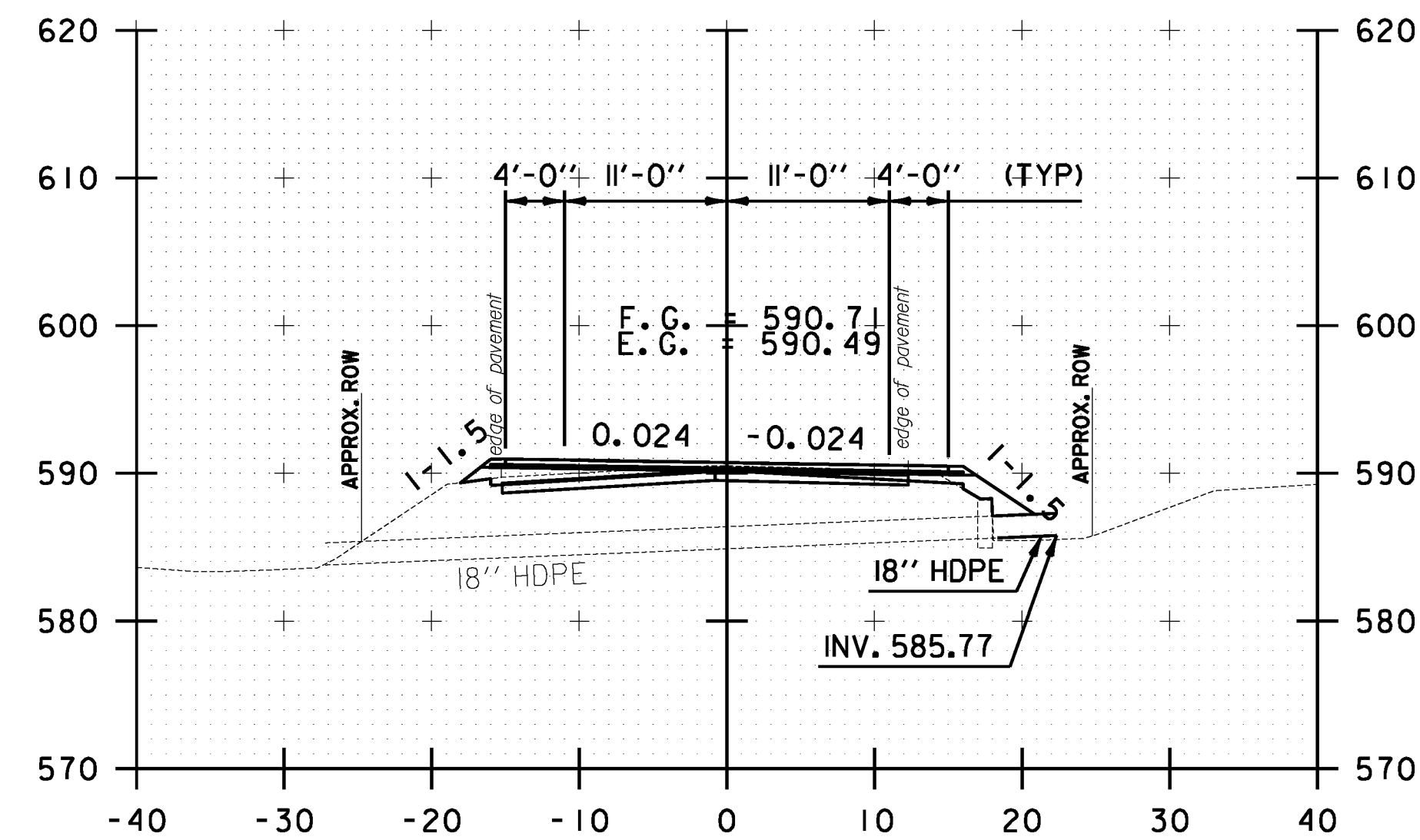
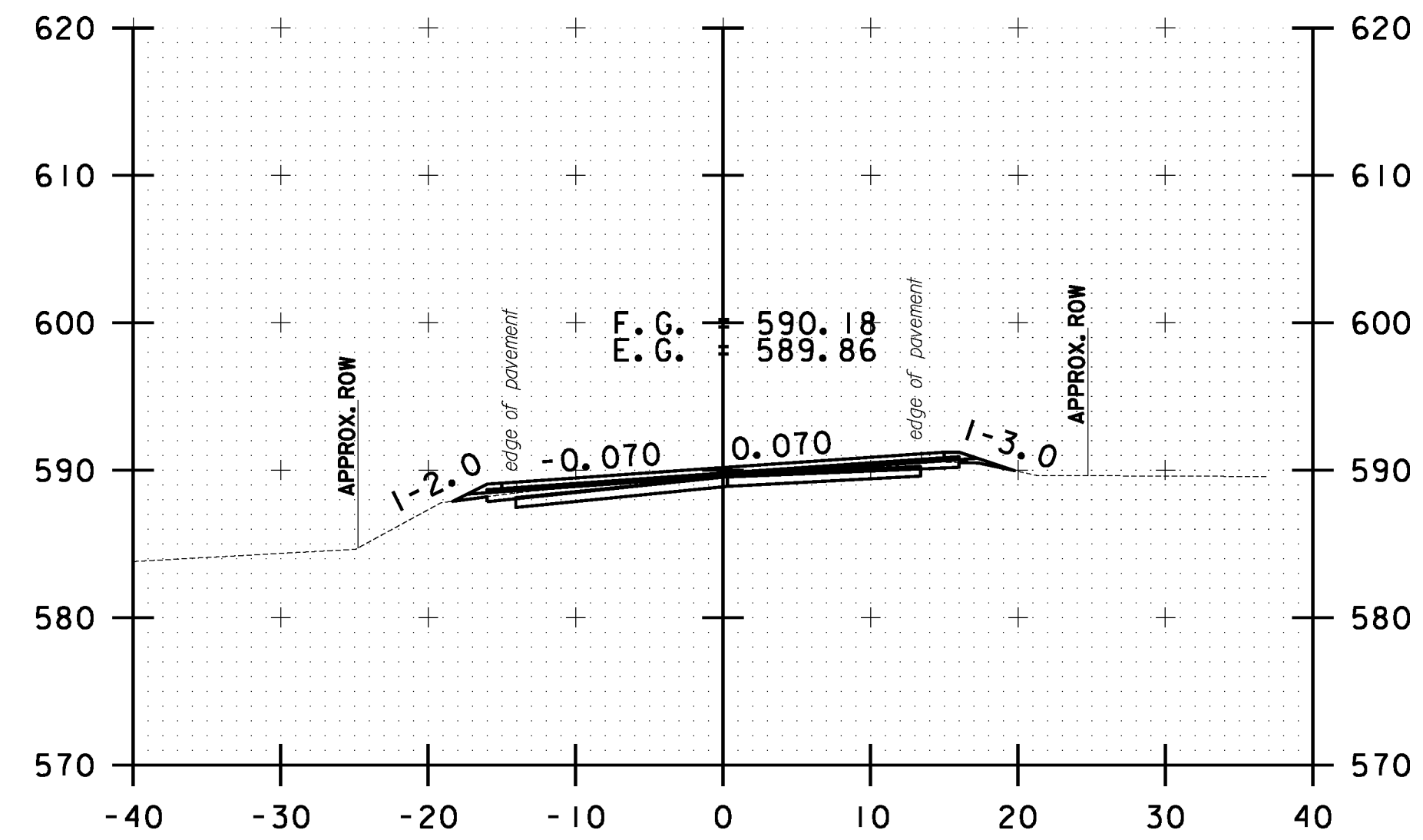
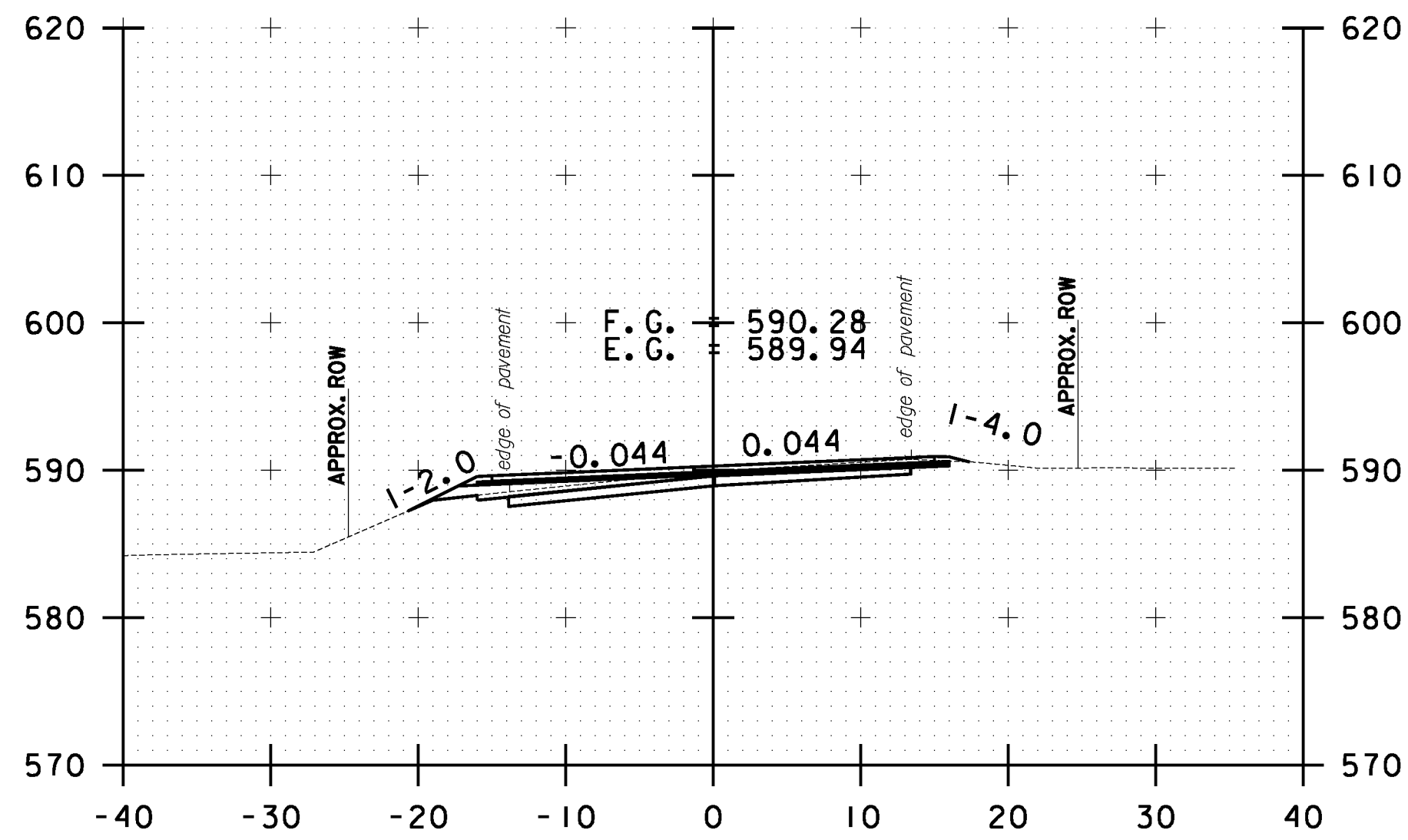
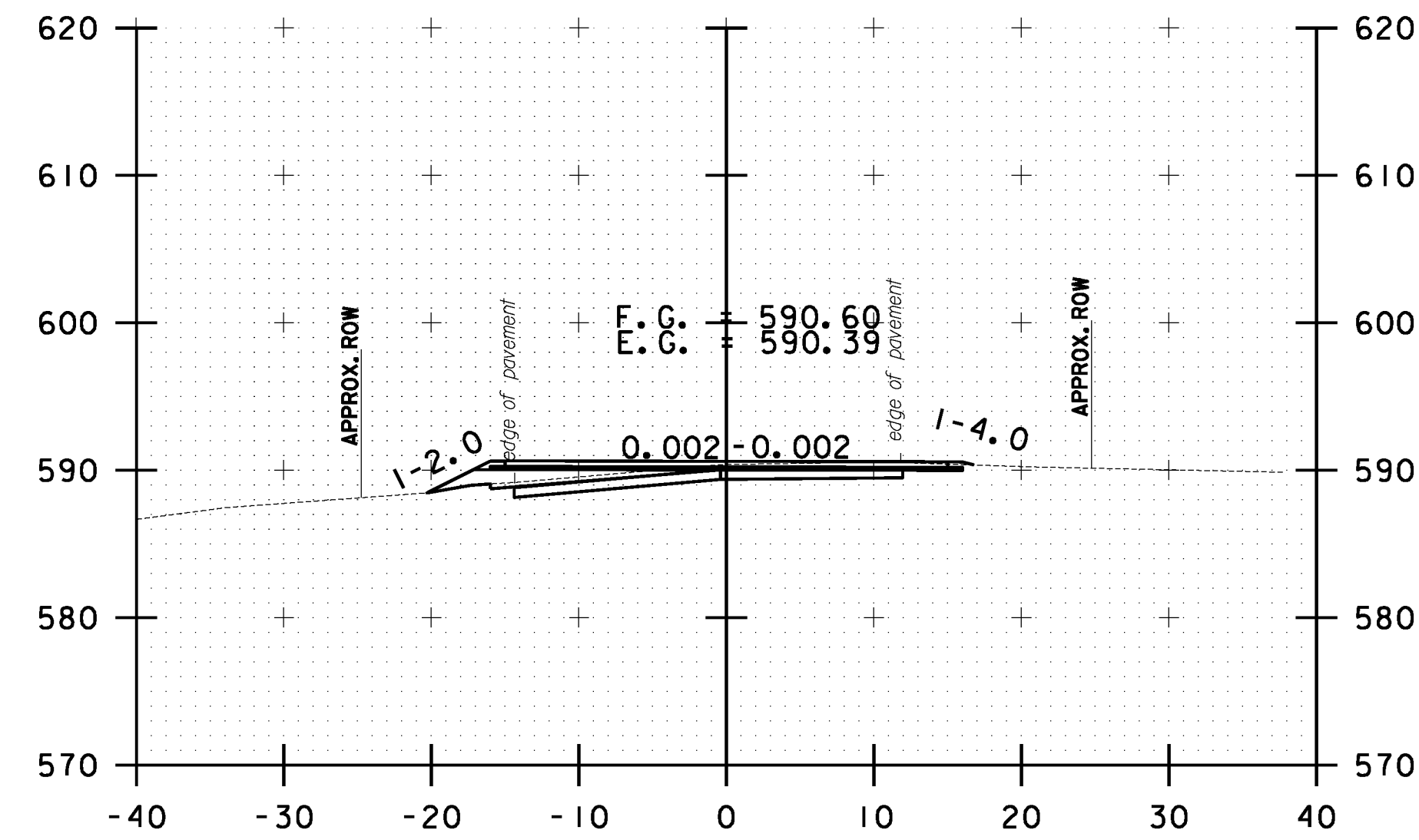
PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

CHECKED BY: J.P.S.

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FILE NAME: \\P:\projects\ANY\K2\22\25\CAOD\KSTN\10b214_stock_xc.dgn
DATE/TIME: 3/17/2014
USER: 4916



10 0 10
SCALE IN FEET

**STOCKBRIDGE
CROSS SECTION
SHEET #106**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_stock_xc.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214xsl06.i

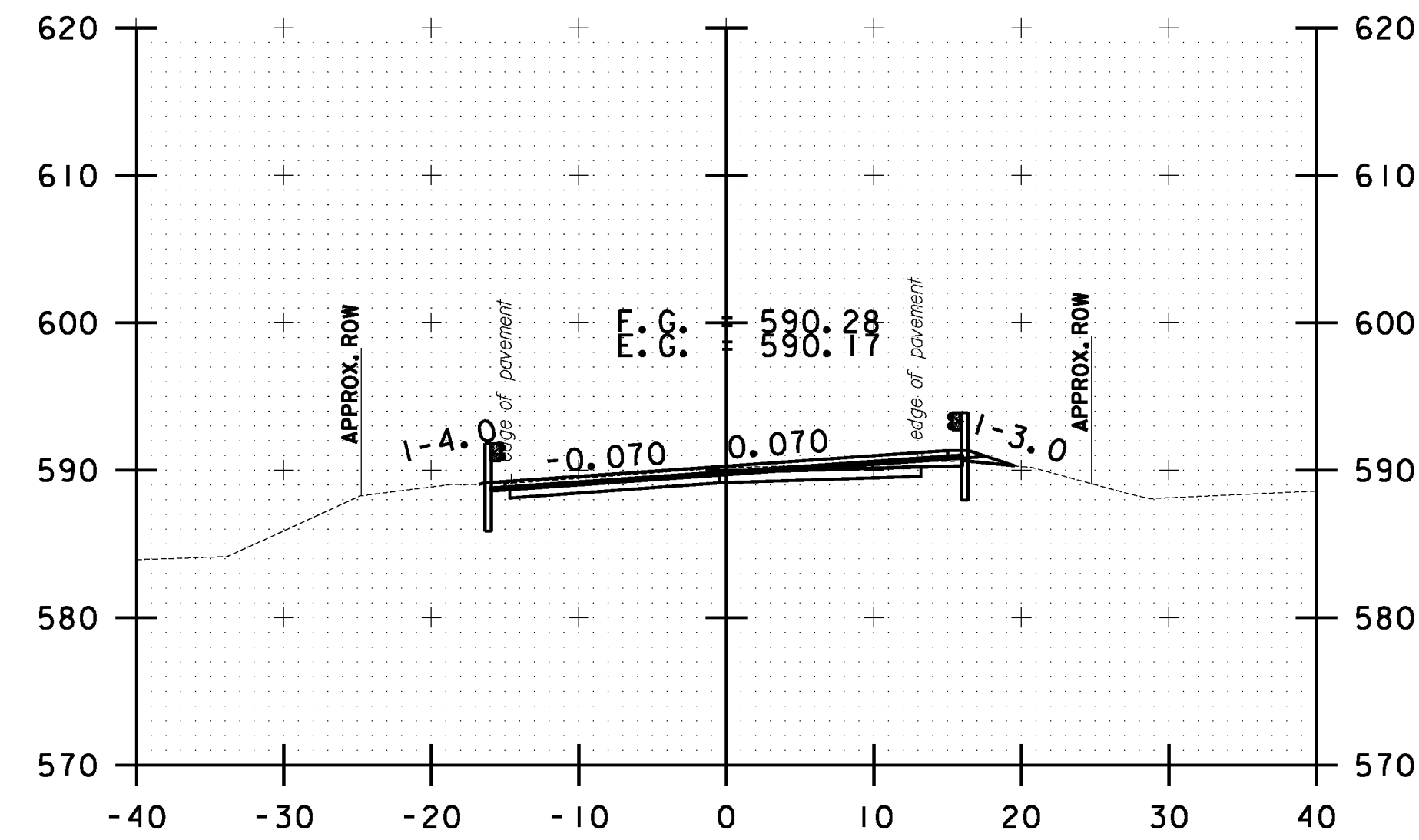
PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

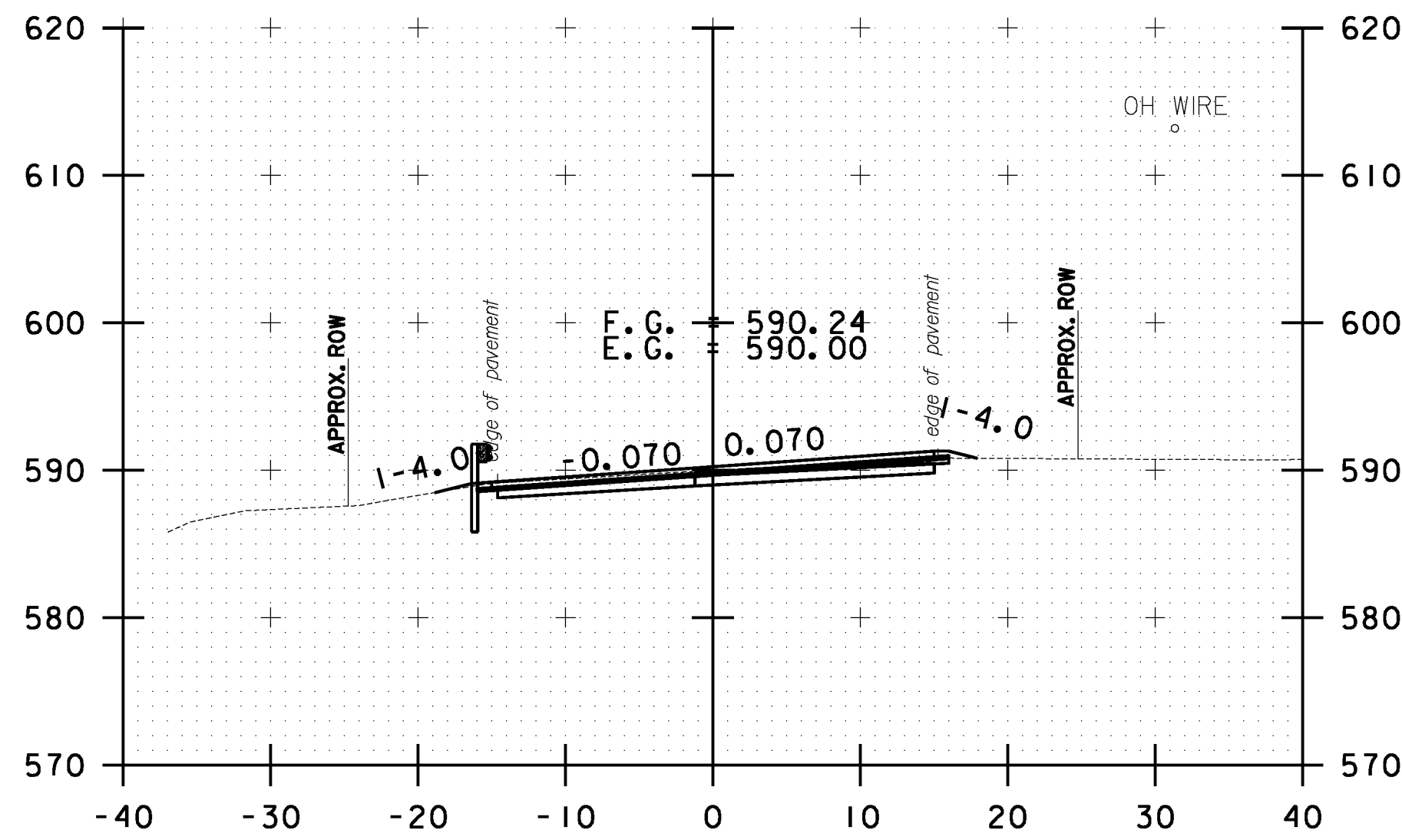
CHECKED BY: J.P.S.

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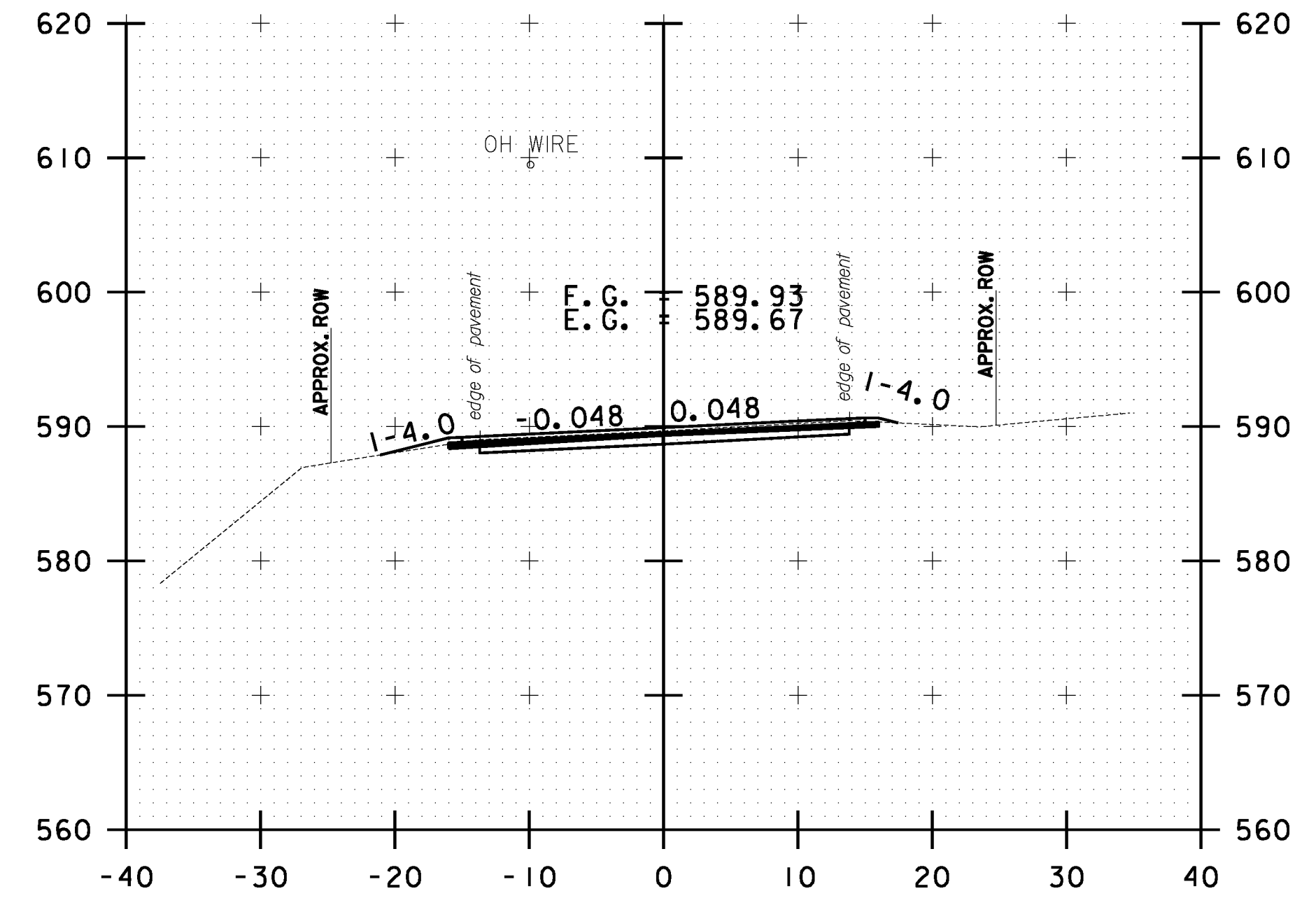
FILE NAME: \\P:\projects\ANY\K2\22\25\CAOD\KSTN\10b214_stock_xc.dgn
DATE/TIME: 3/17/2014
USER: jsl



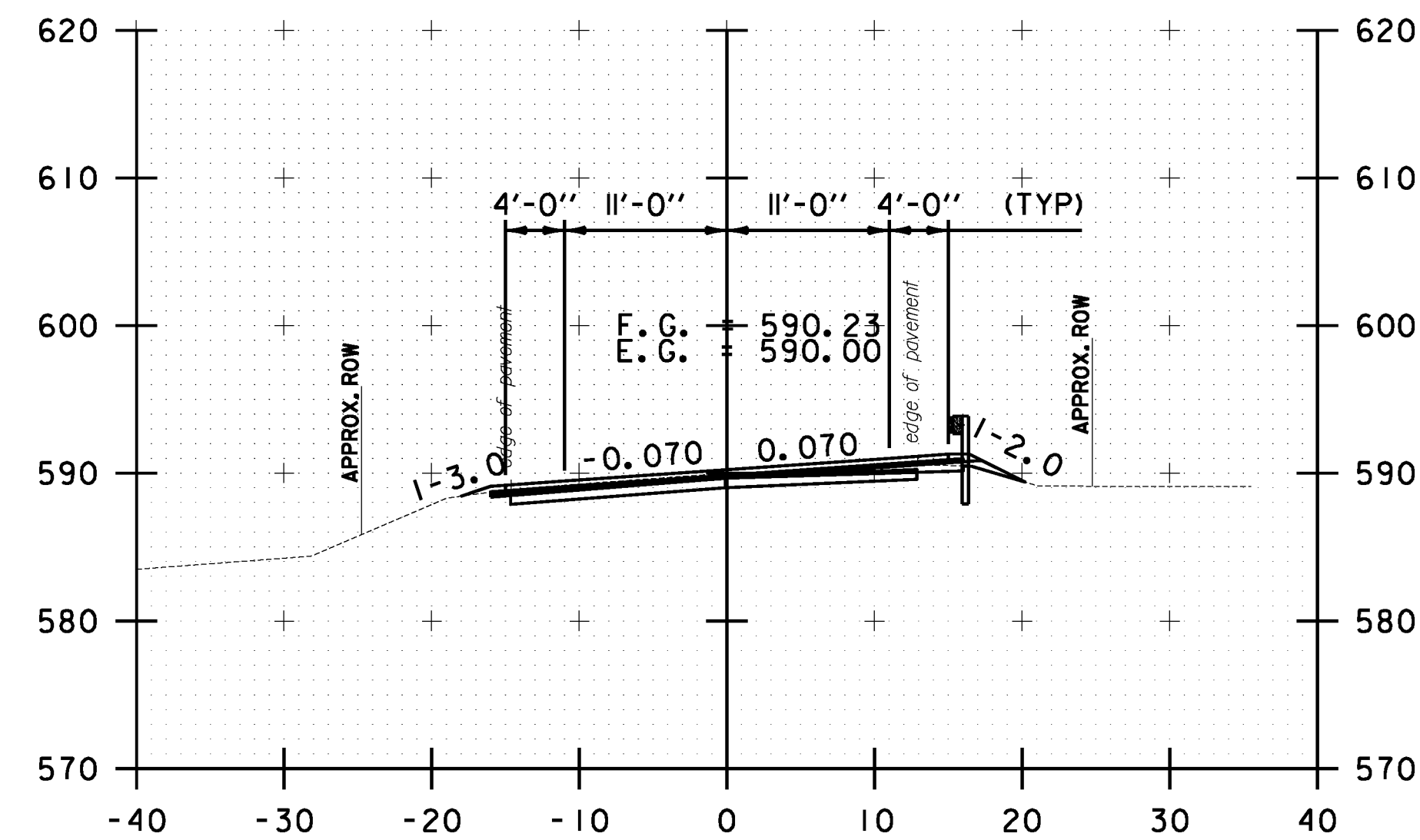
337+50.00



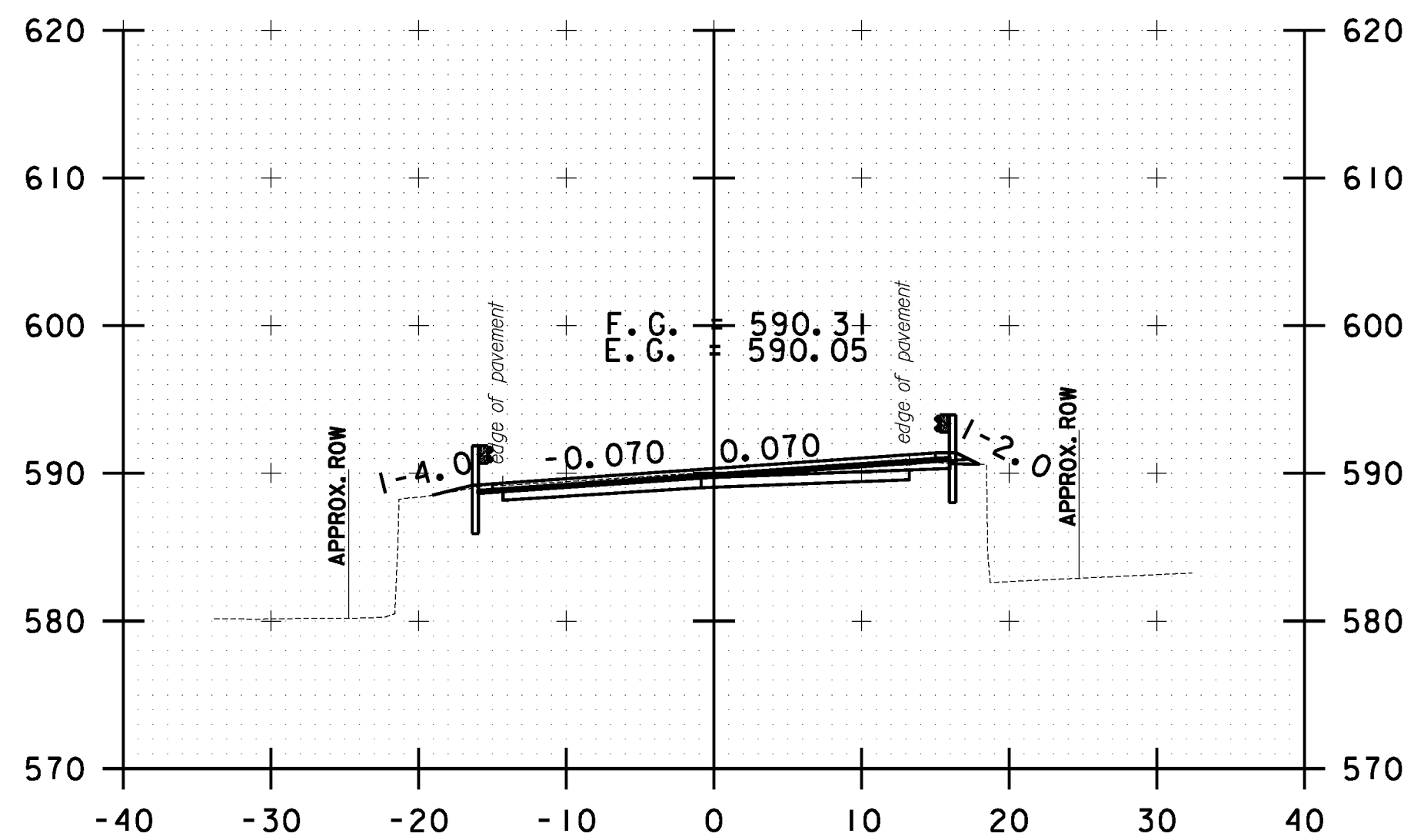
338+50.00



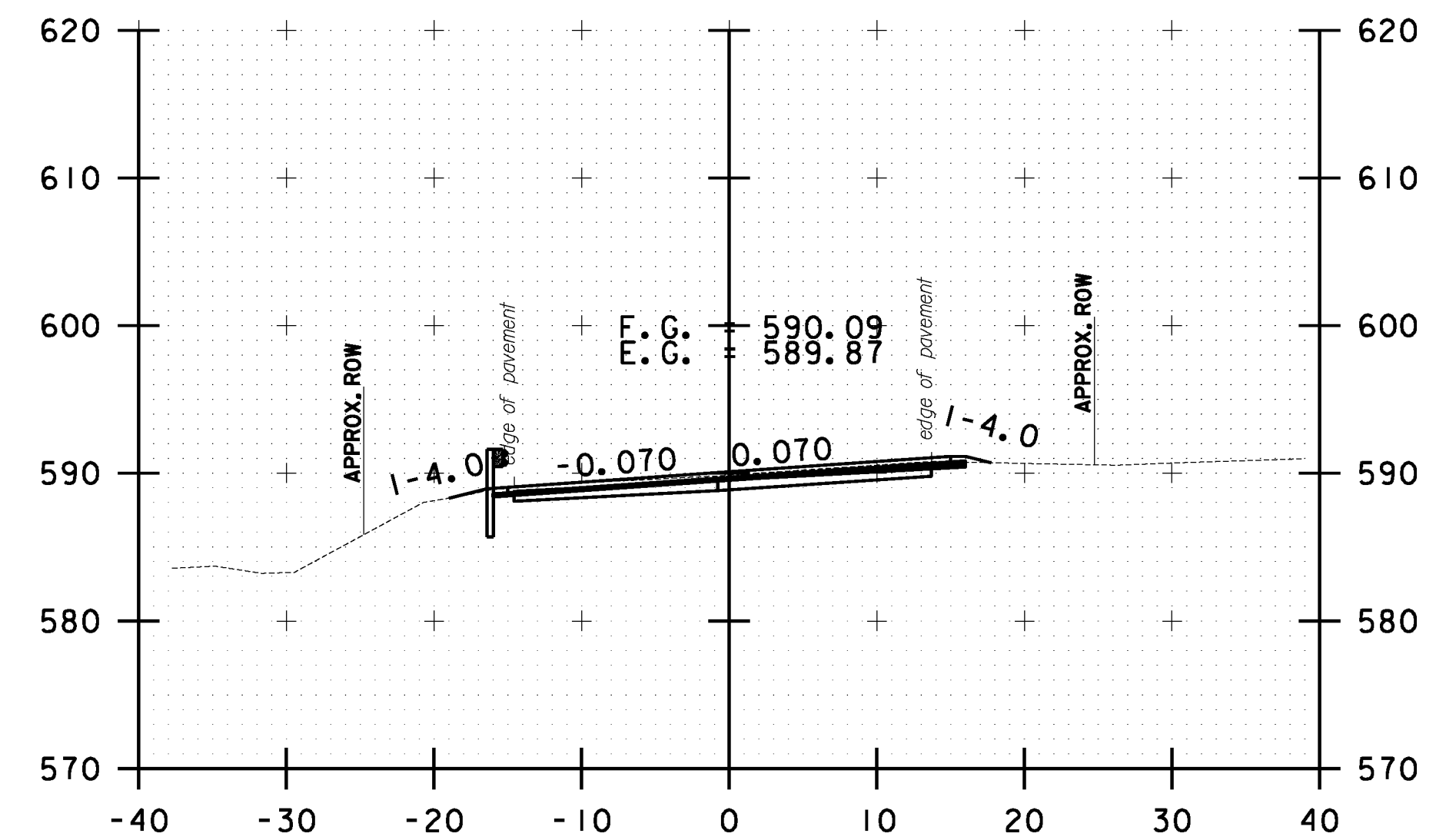
339+50.00



337+00.00



338+00.00



339+00.00

10 0 10
SCALE IN FEET

**STOCKBRIDGE
CROSS SECTION
SHEET #107**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_stock_xc.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214xsl07.i

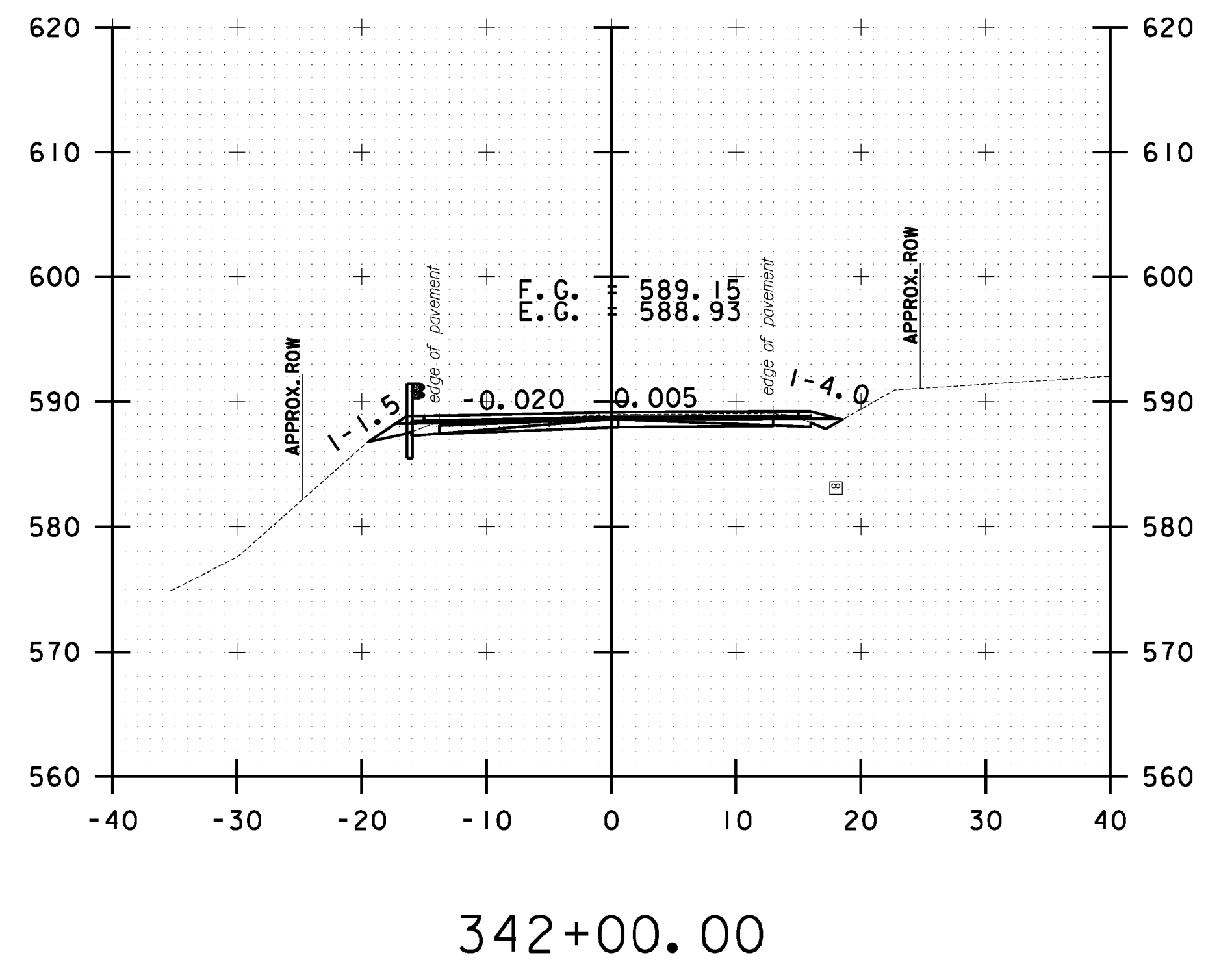
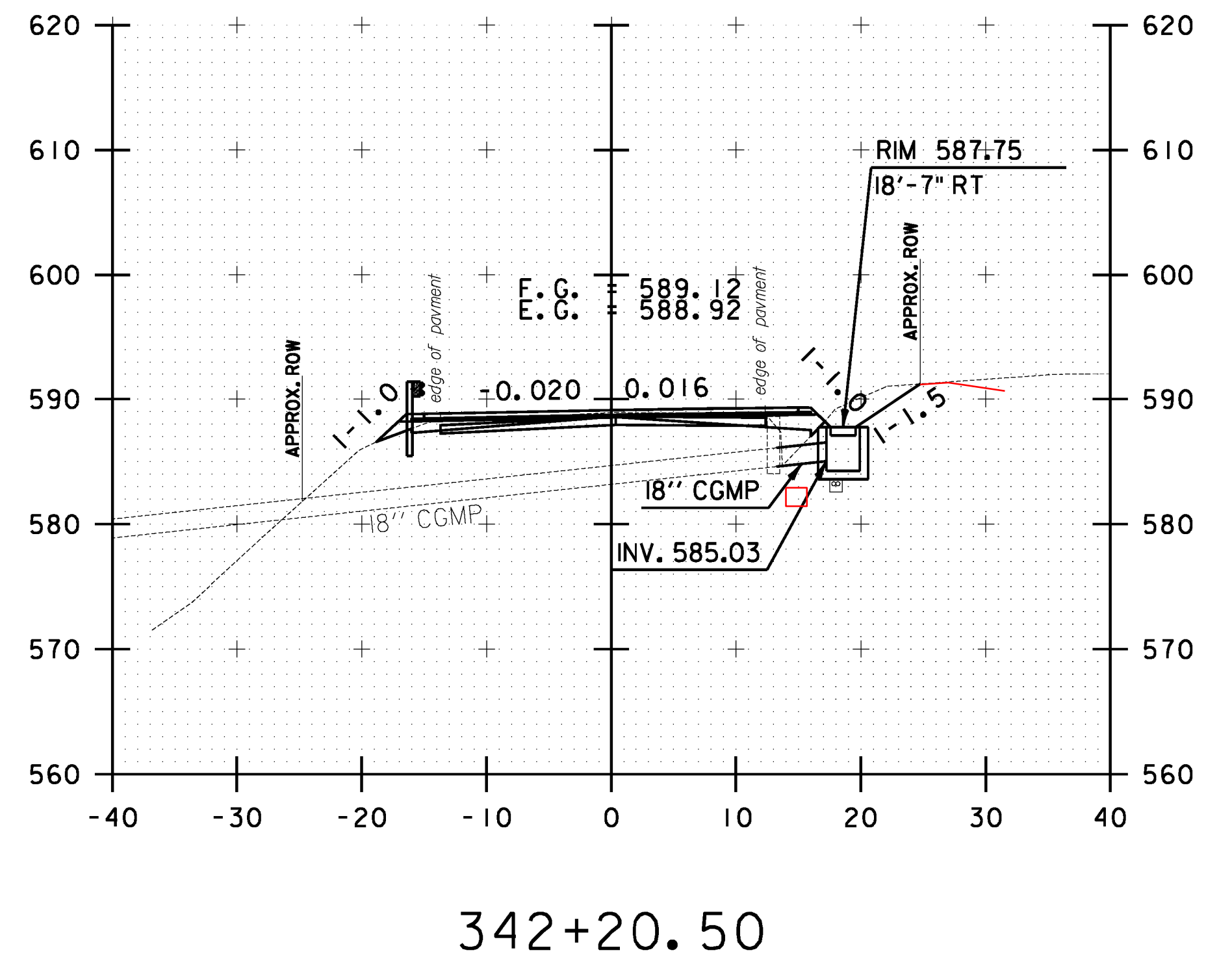
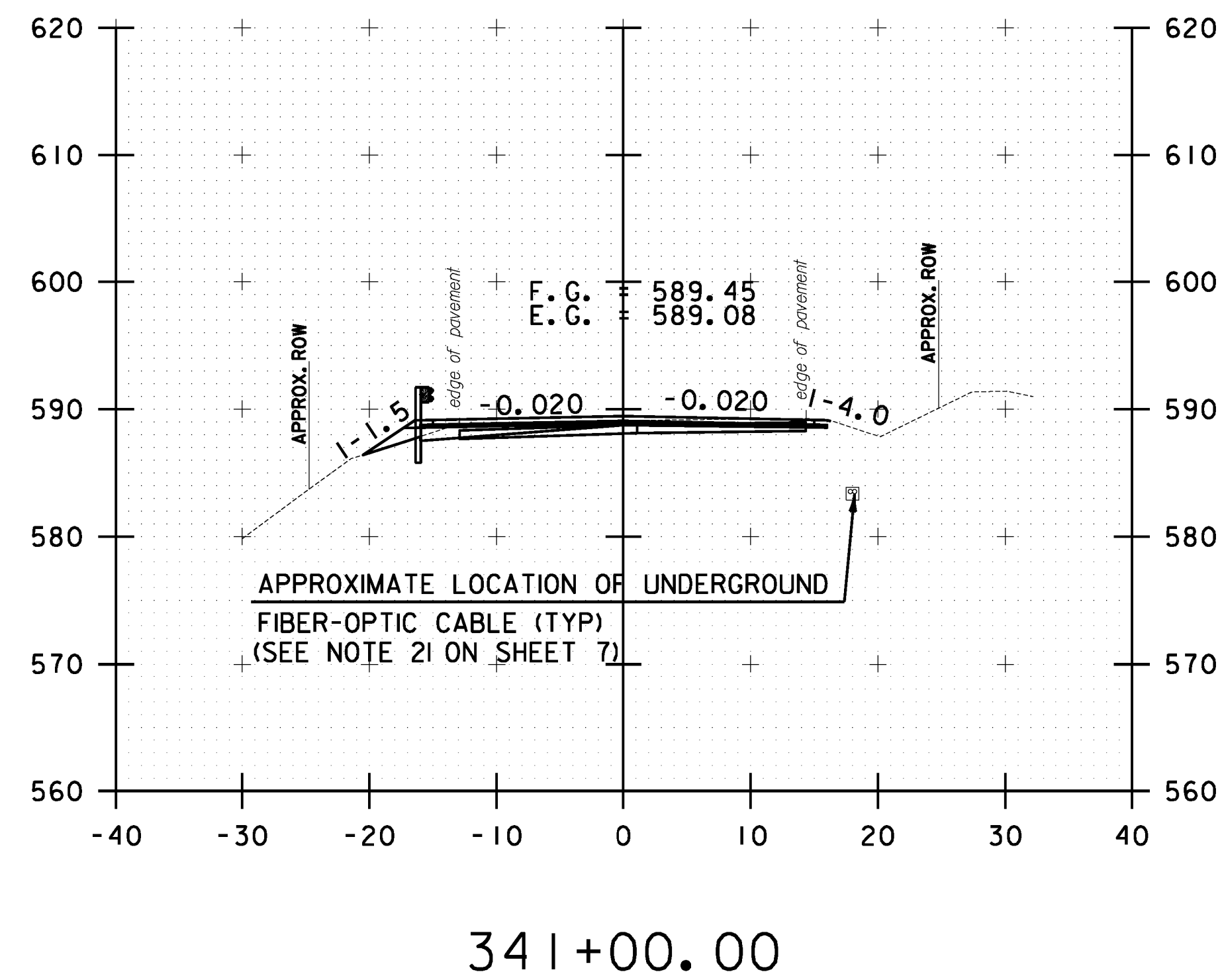
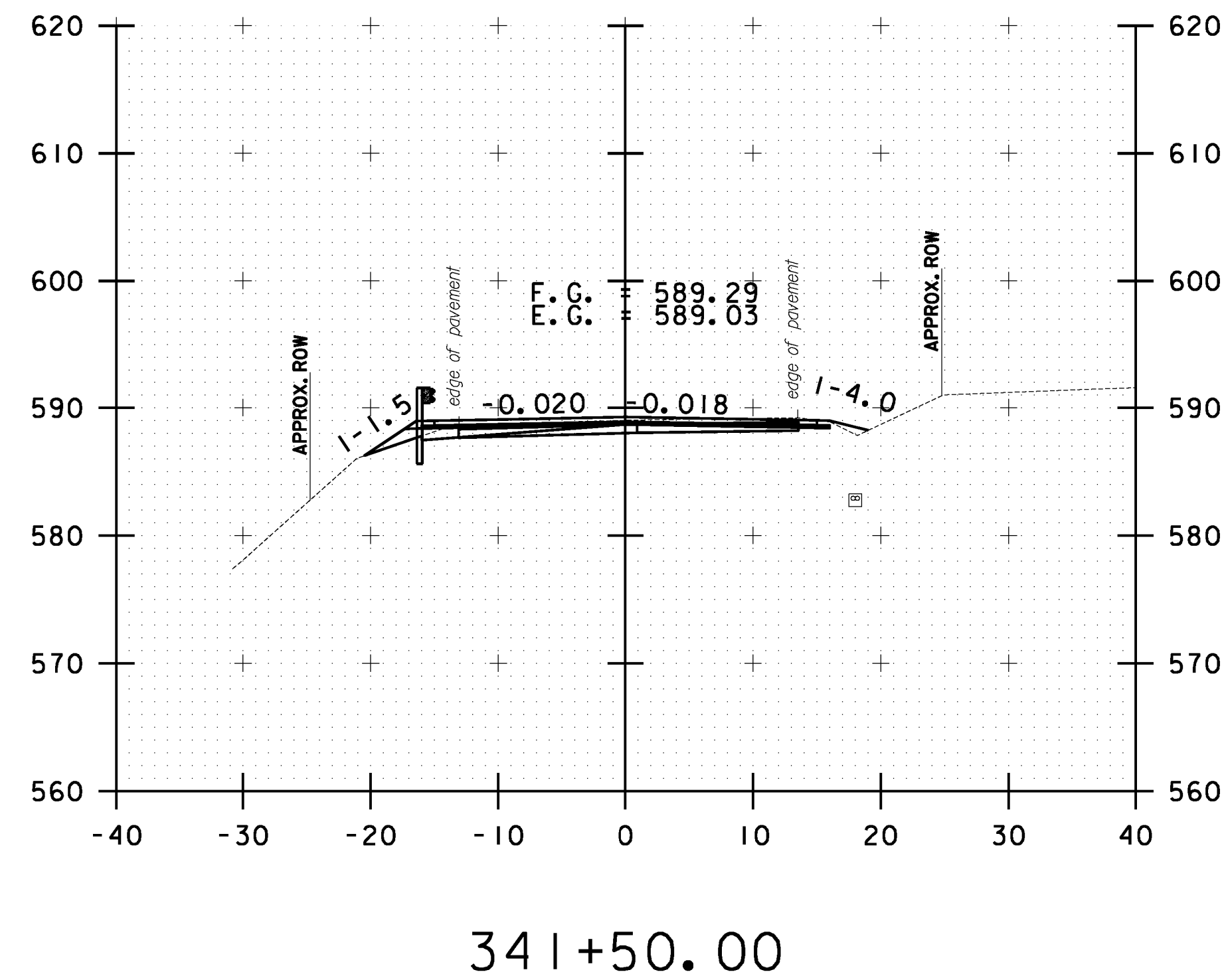
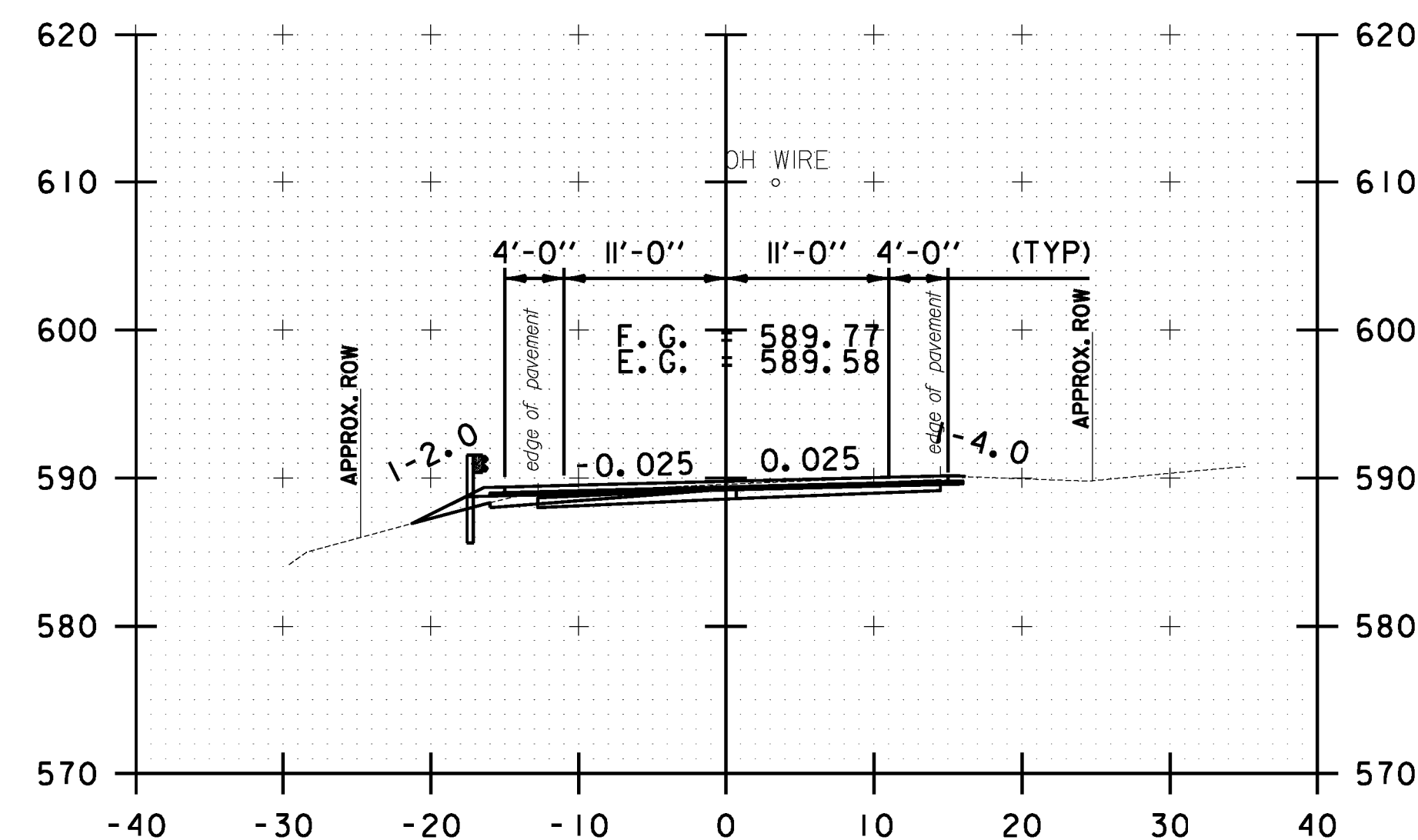
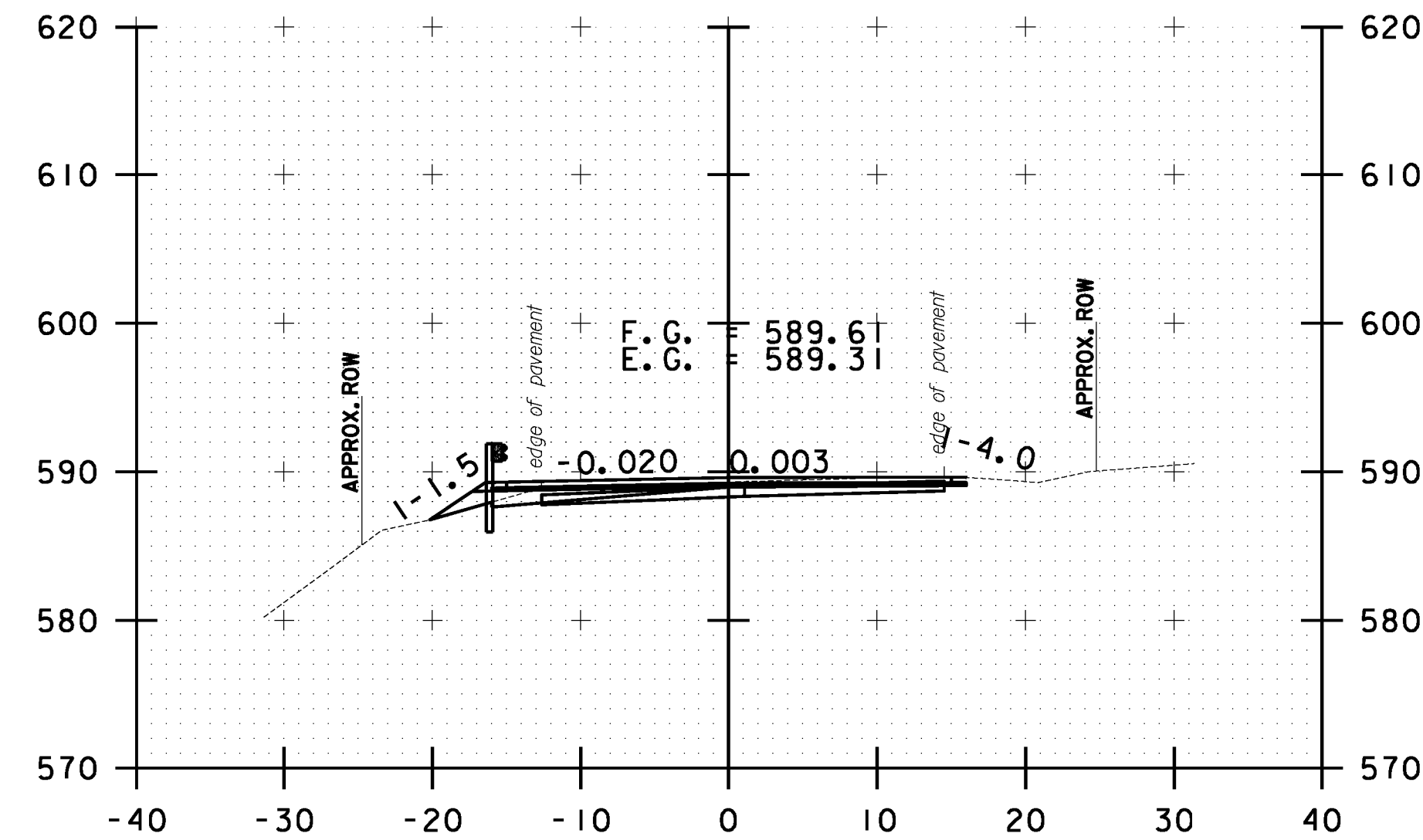
PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

CHECKED BY: J.P.S.

SHEET 320 OF 397

FILE NAME : \\P:\projects\2014\22426\CAD\21\stock_xc.dgn
DATE : 3/17/2014
USER : JPS



10 0 10
SCALE IN FEET

**STOCKBRIDGE
CROSS SECTION
SHEET #108**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_stock_xc.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

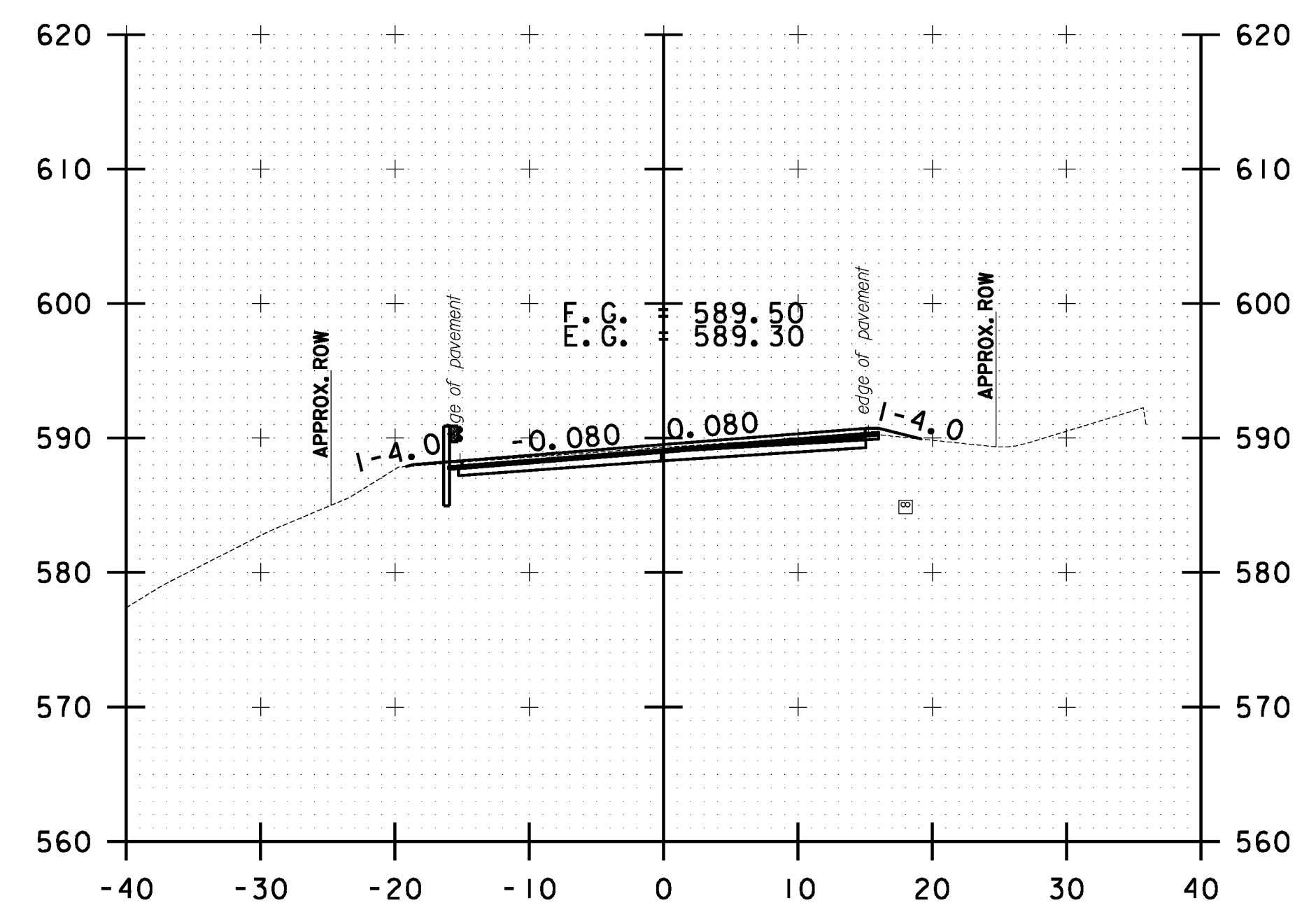
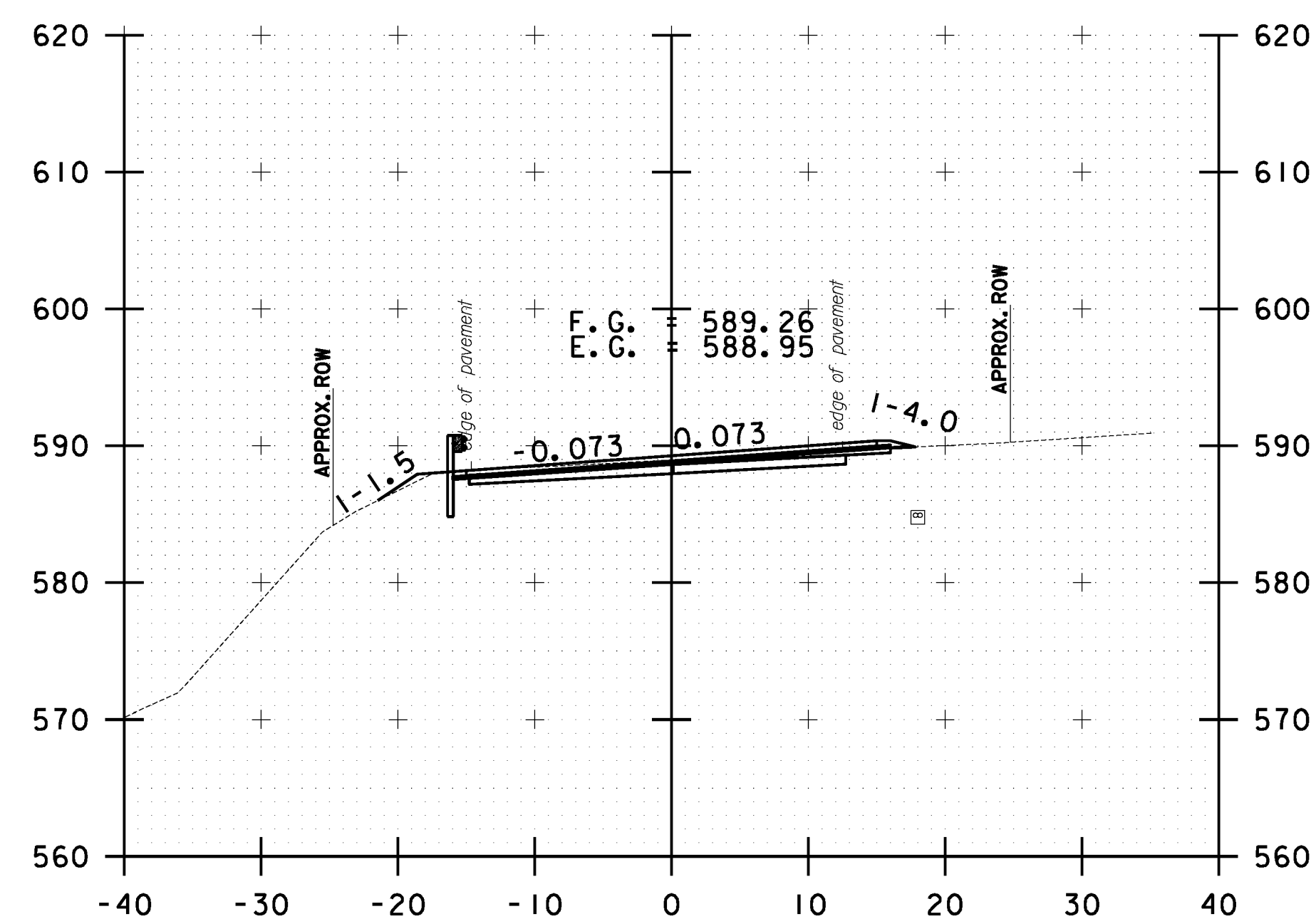
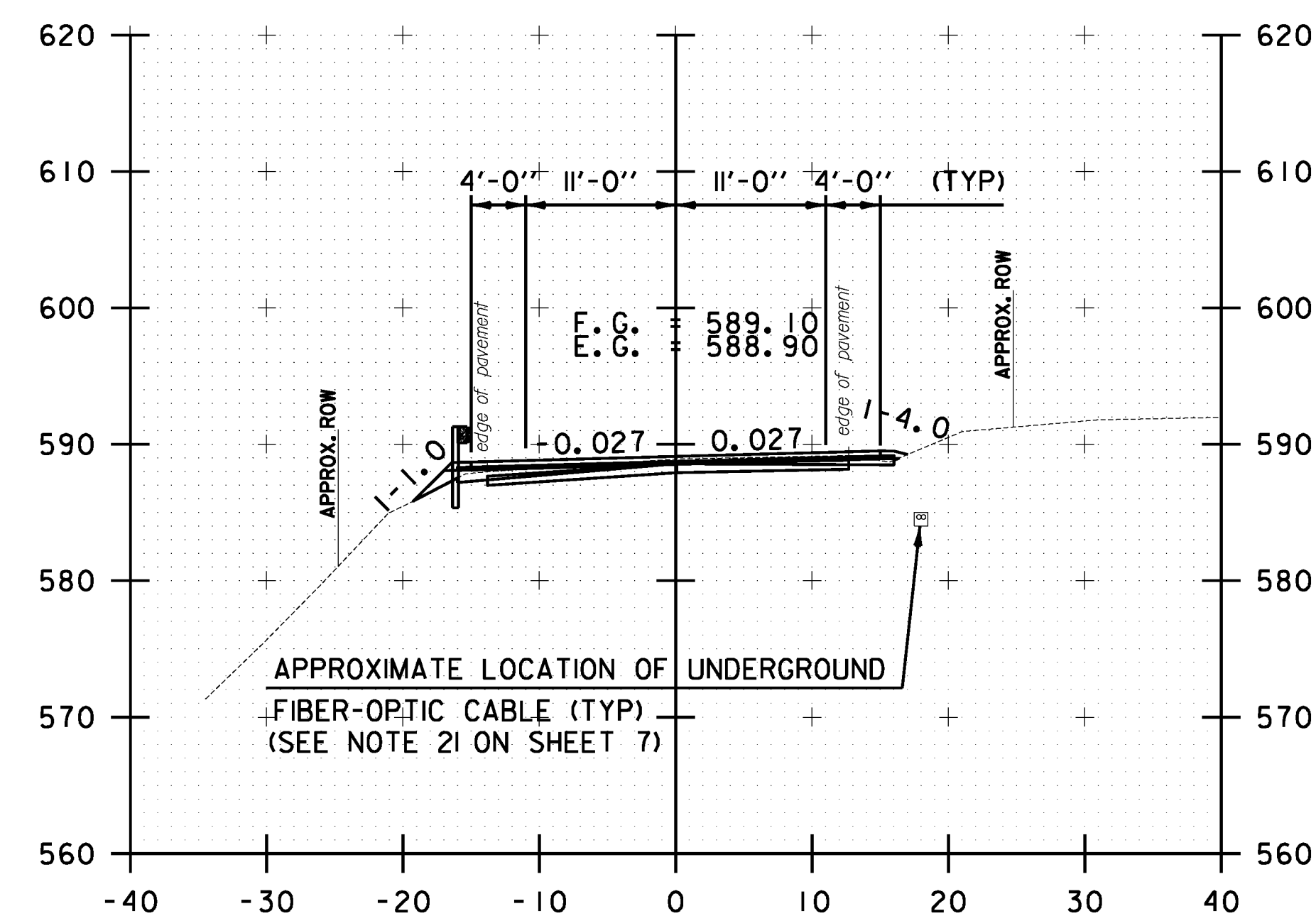
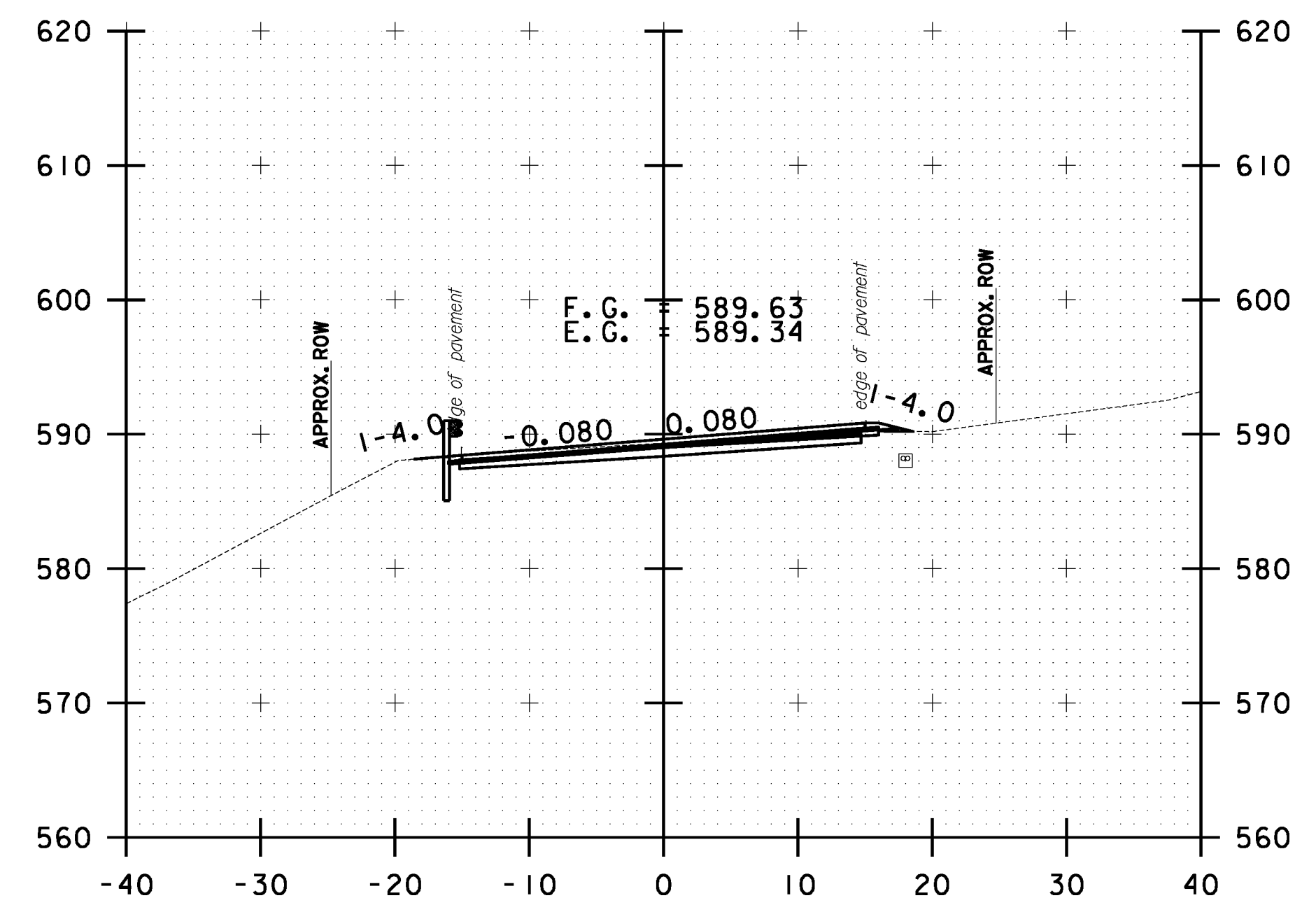
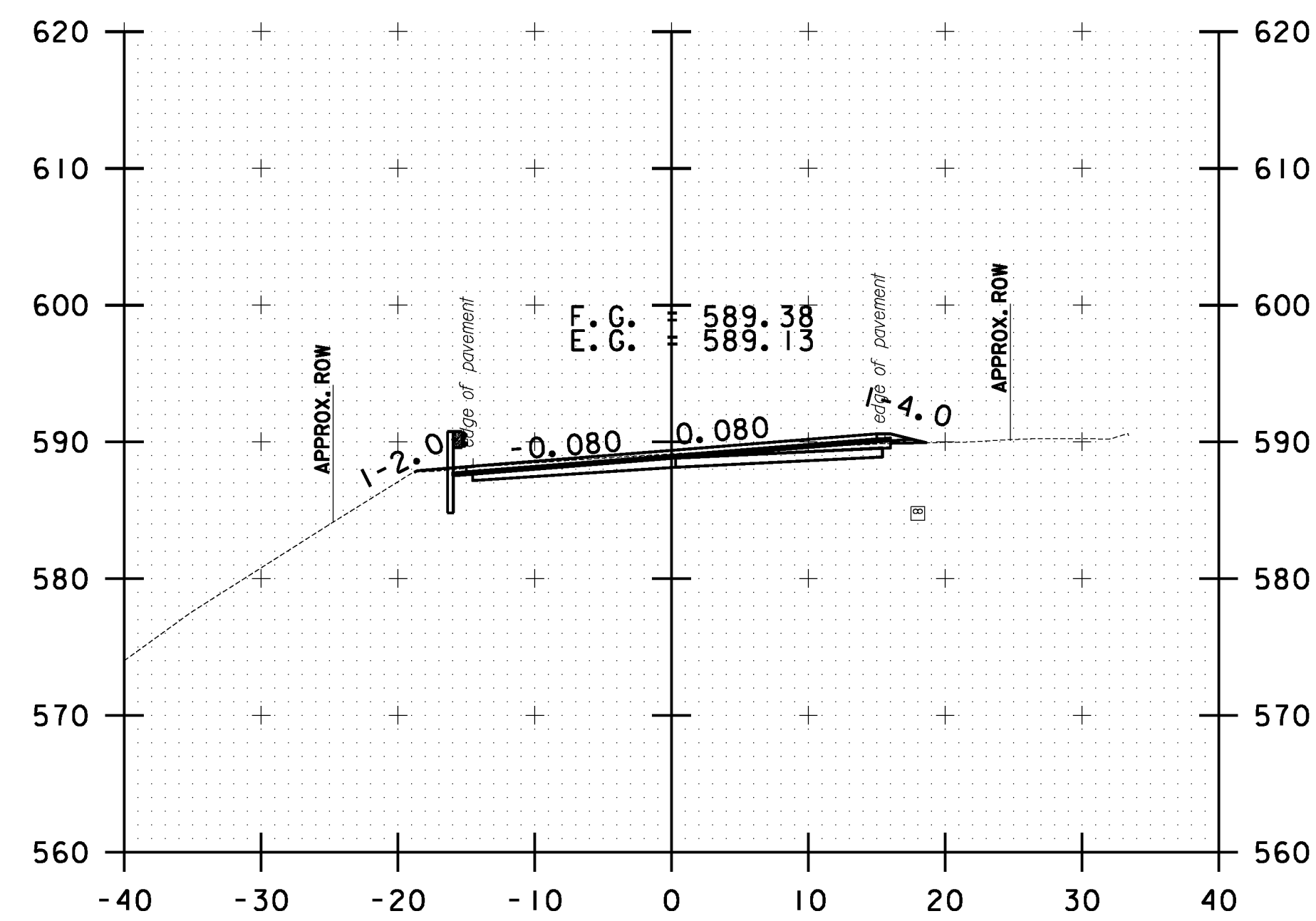
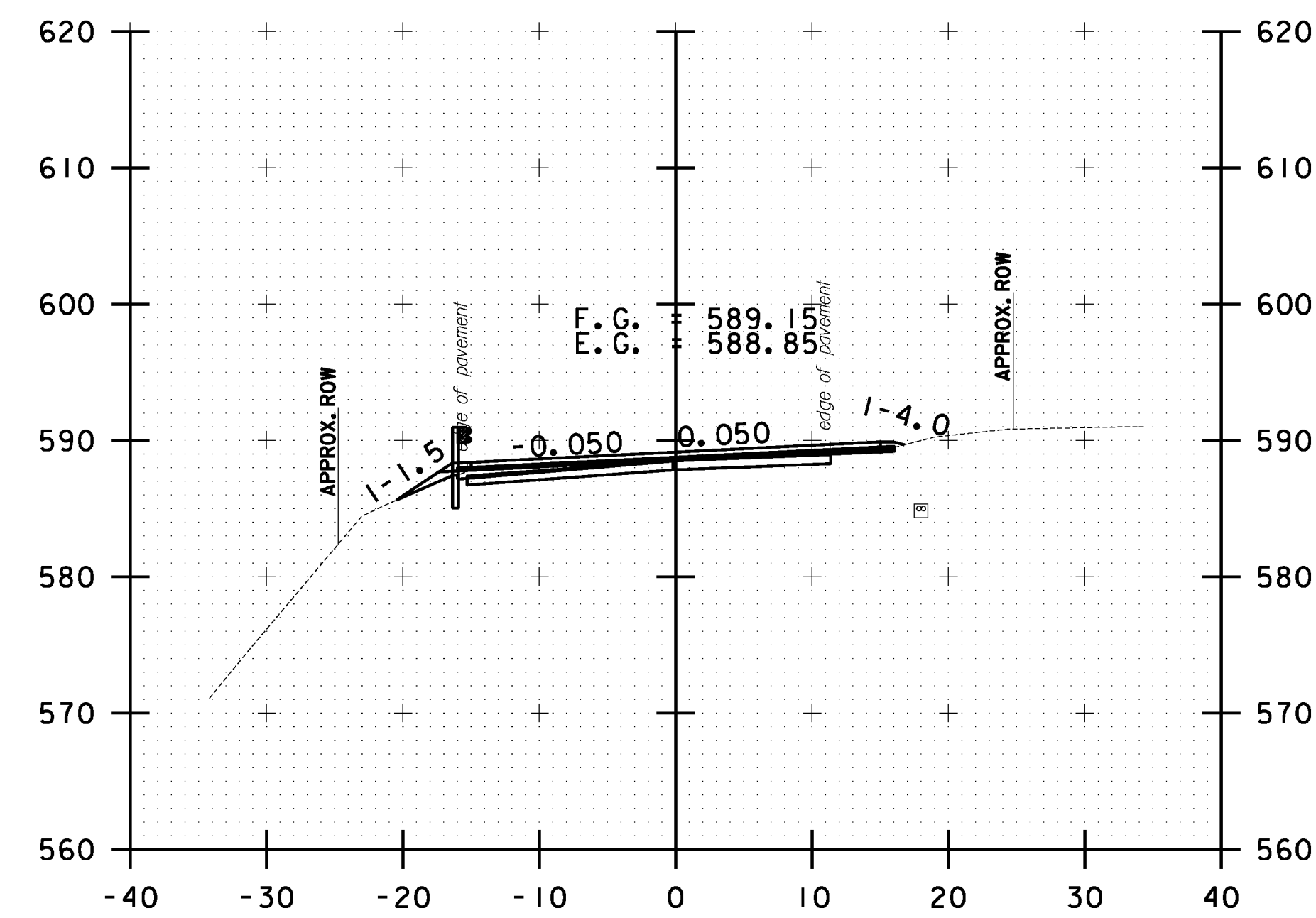
IPARM FILE: z10b214xsl08.i

PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

CHECKED BY: J.P.S.

SHEET 321 OF 397



**STOCKBRIDGE
CROSS SECTION
SHEET #109**

PROJECT NAME:	STOCKBRIDGE-BETHEL
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PROJECT NUMBER: STP 2910(I)

FILE NAME: z10b214_stock_xc.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214xsl09.i

PLOT DATE: 3/17/2014

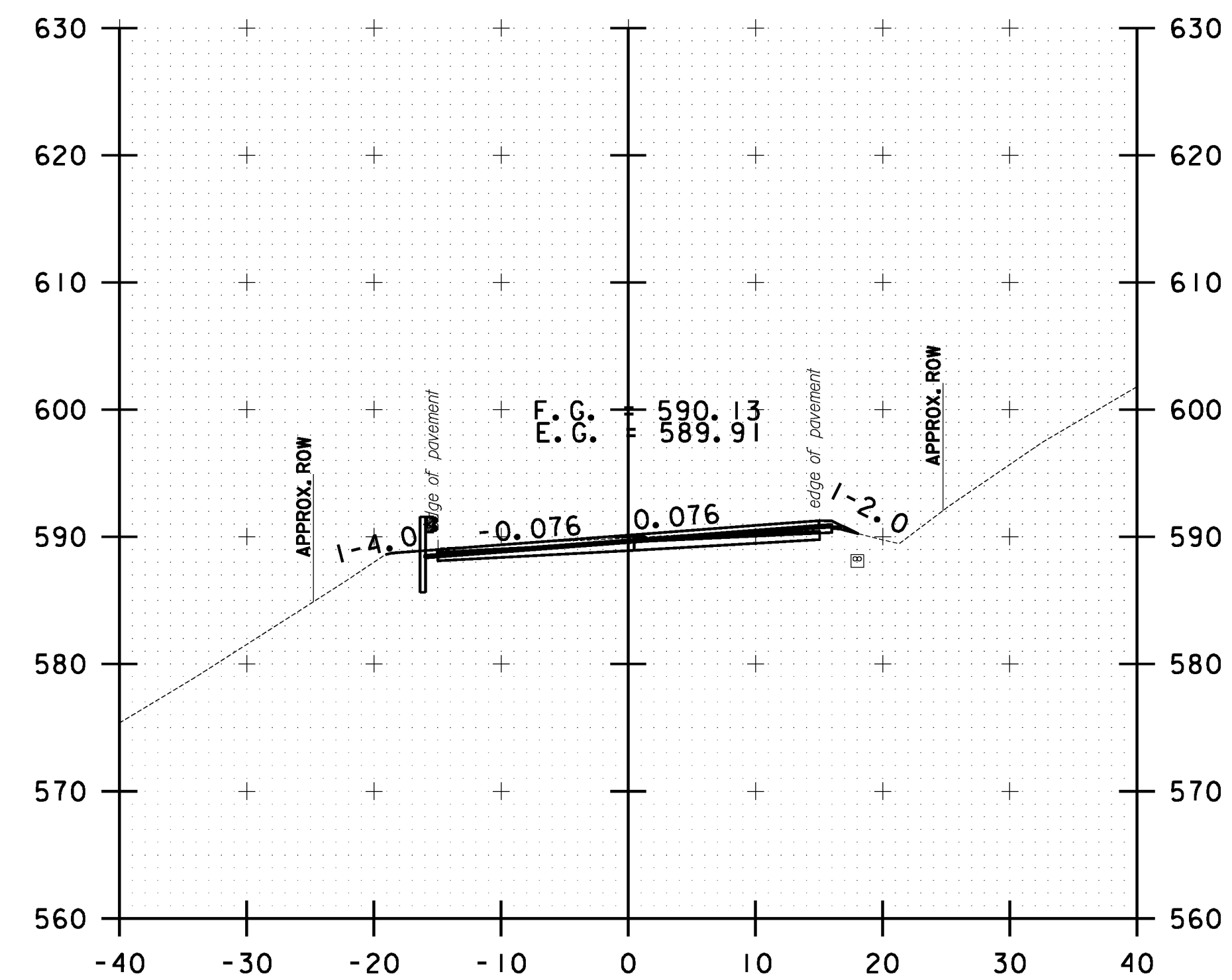
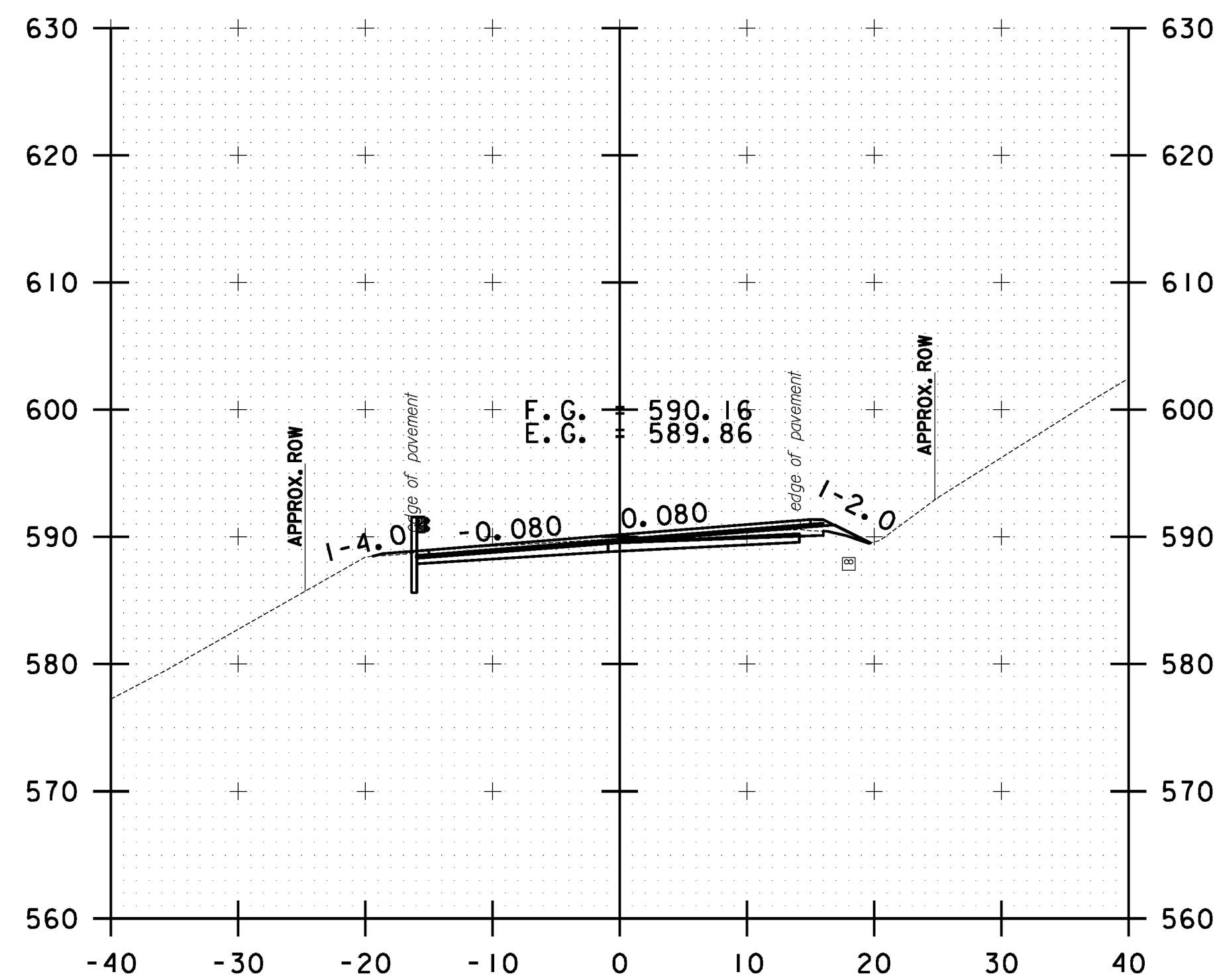
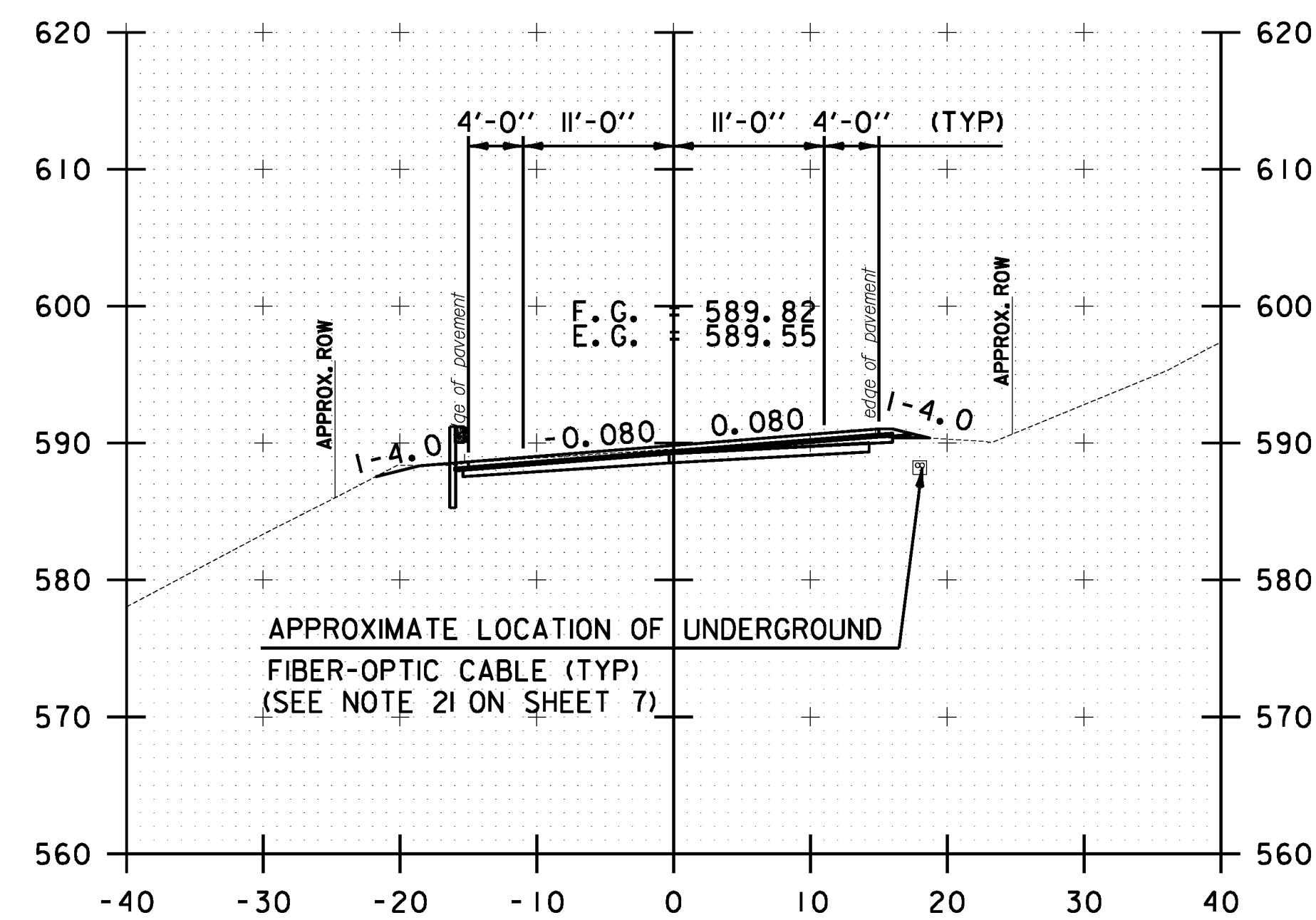
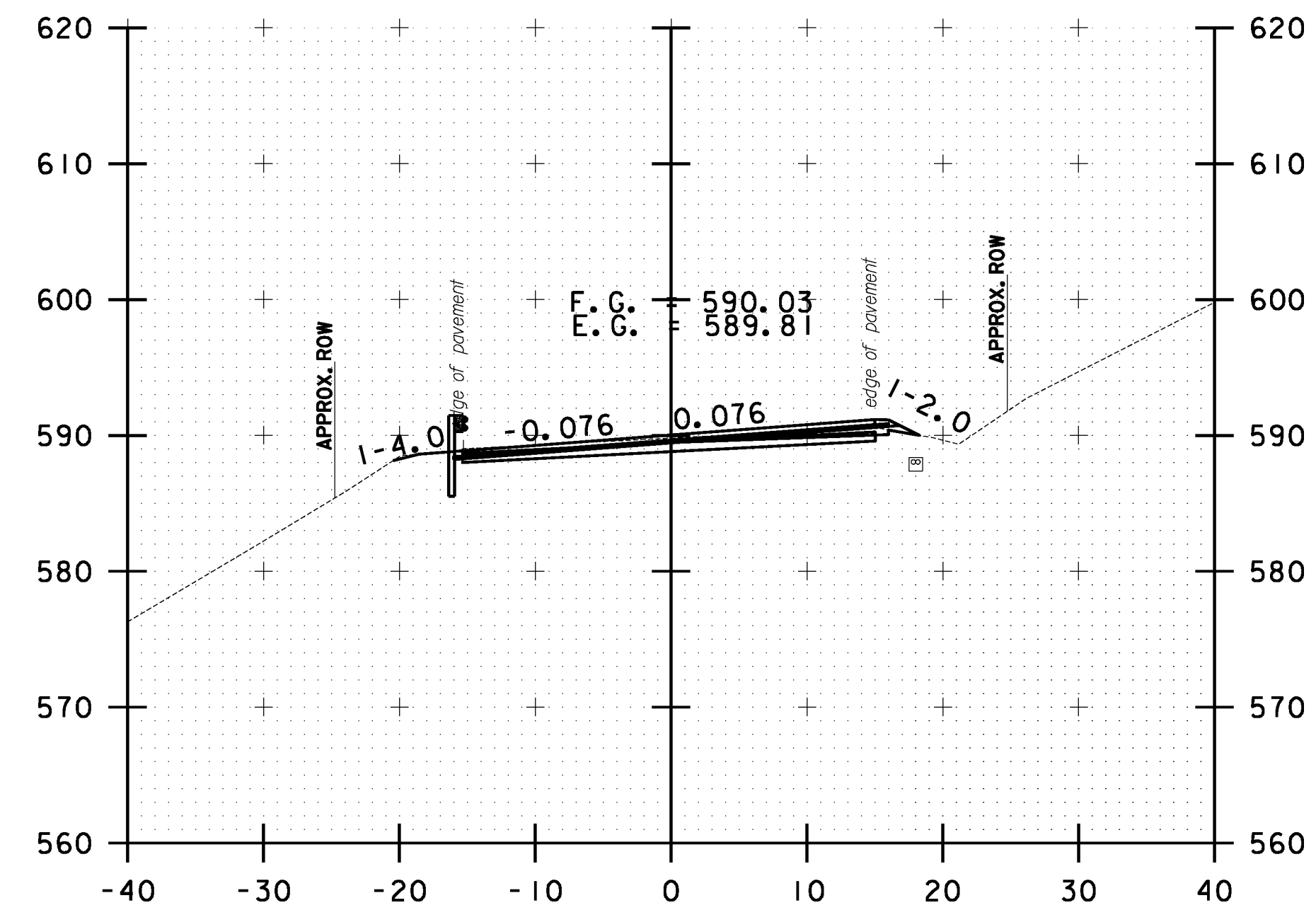
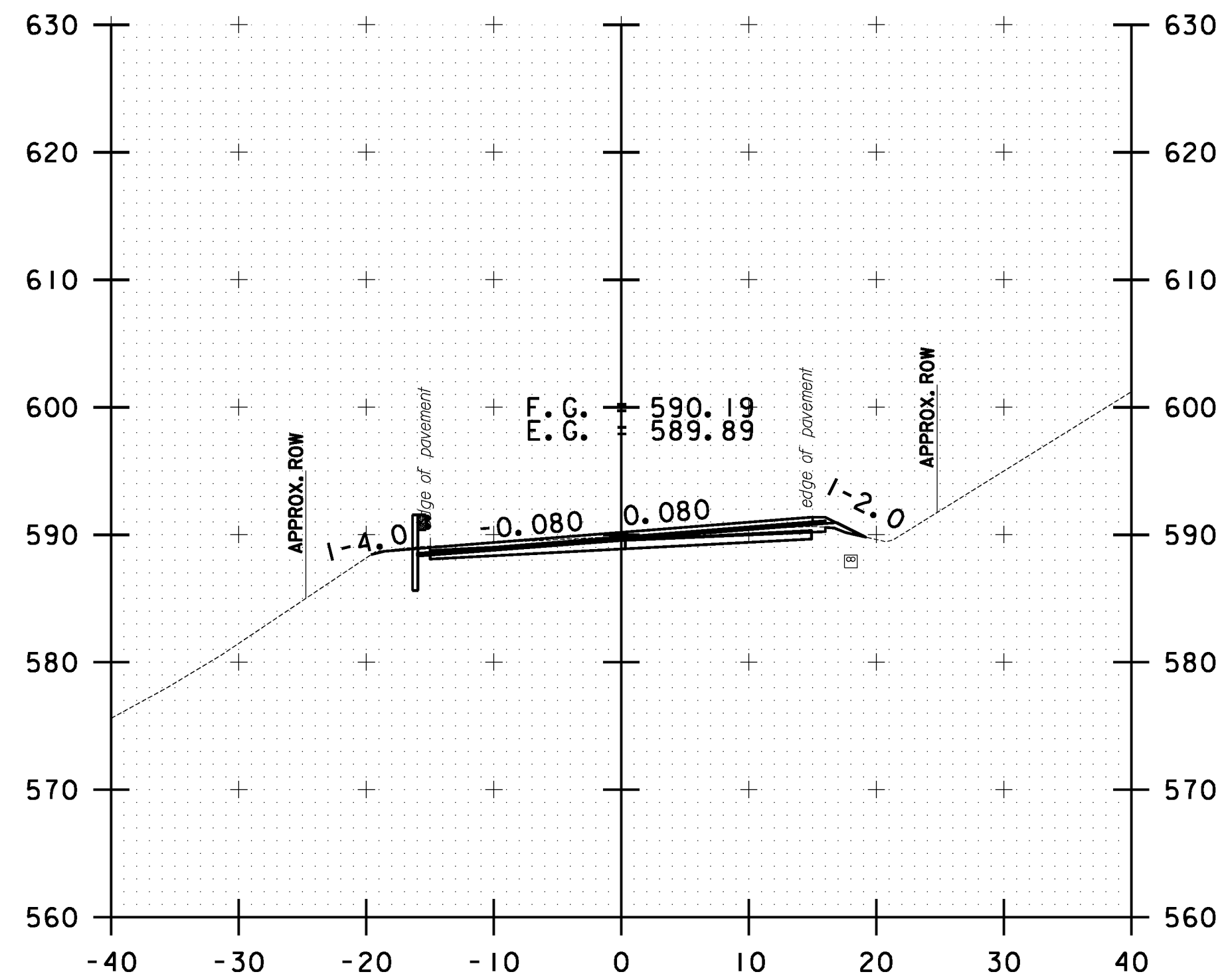
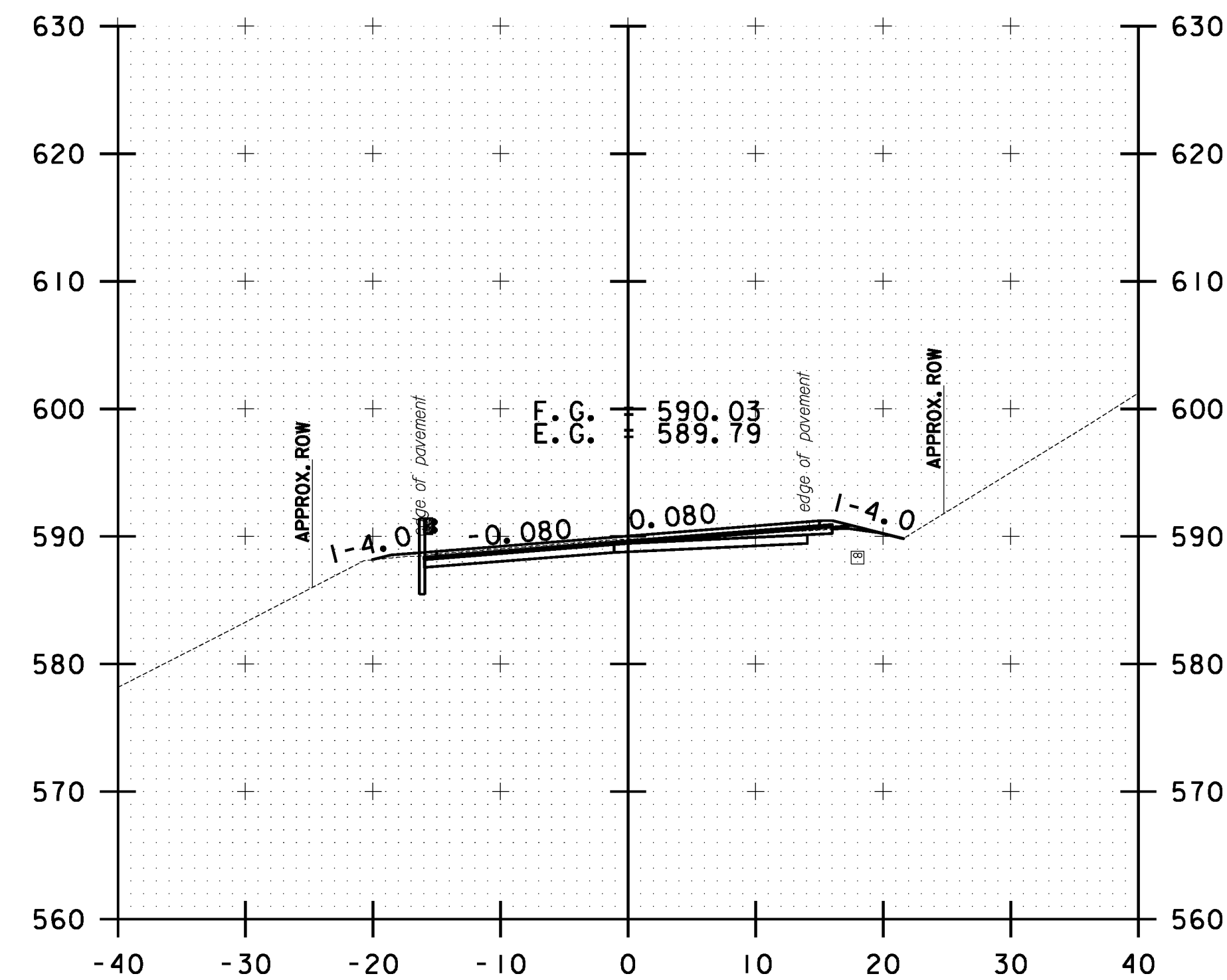
DRAWN BY: W.G.P.

CHECKED BY: J.P.S.

SHEET 322 OF 397

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FILE NAME = V:\Projects\ANY\K2\22426\CADD\MSTN\z10b214_stock_xc.dgn
DATE/TIME = 3/17/2014
USER = 4916
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FILE NAME: \\P:\projects\ANY\K2\22425\CAOD\KSTN\10b214_stock.nc.dgn
DATE/TIME: 3/17/2014
USER: jsl

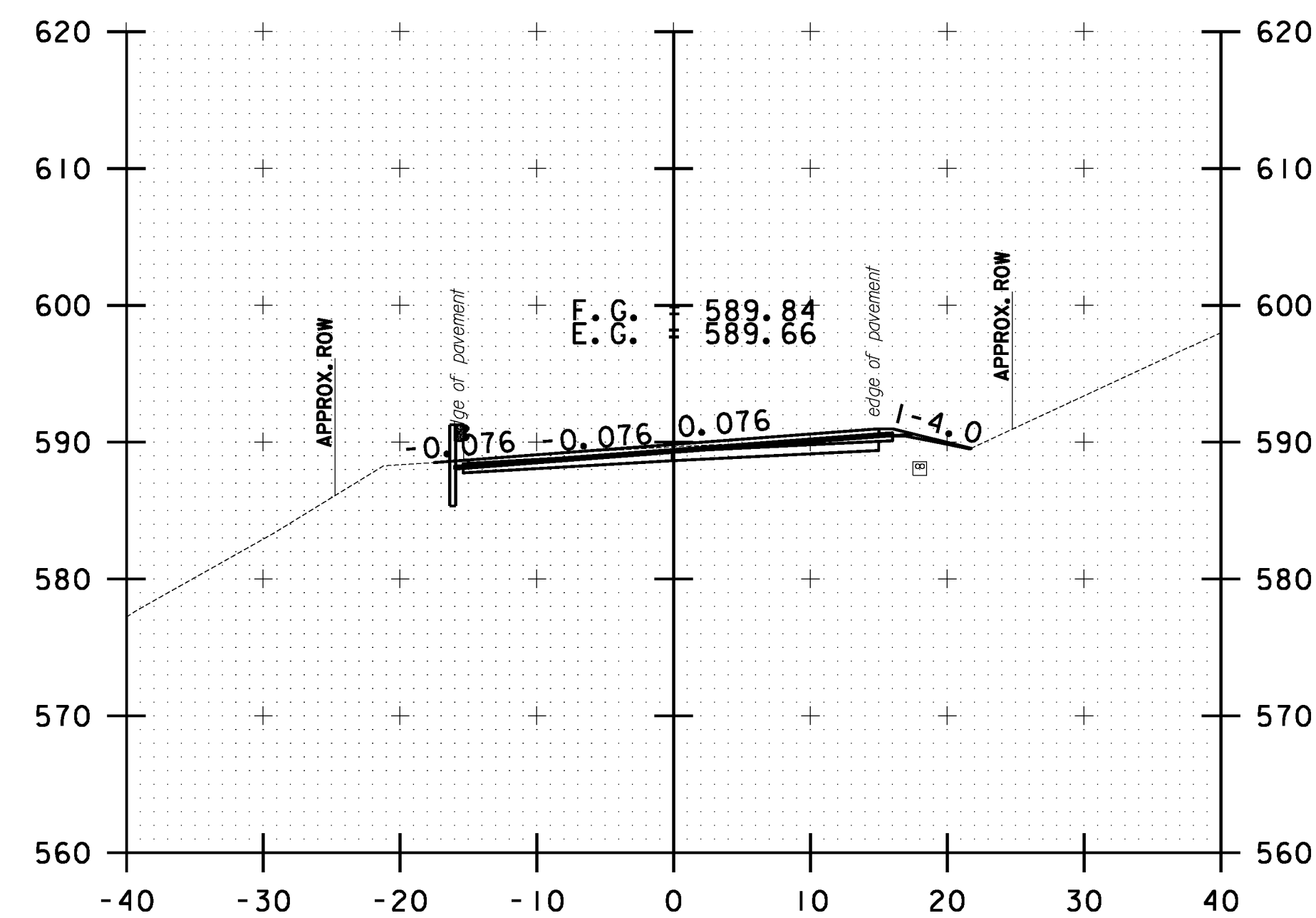


10 0 10
SCALE IN FEET

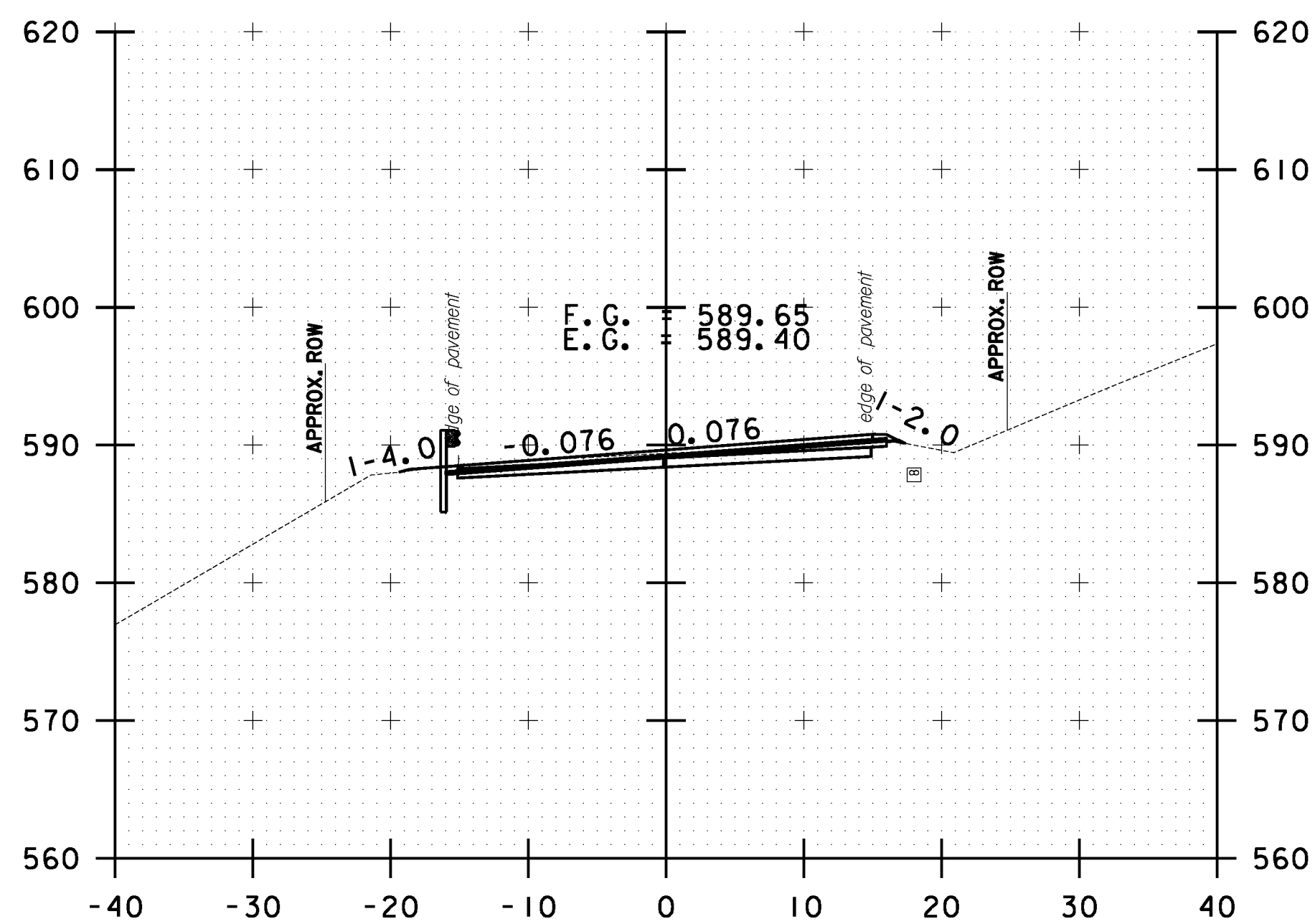
**STOCKBRIDGE
CROSS SECTION
SHEET #110**

PROJECT NAME: STOCKBRIDGE-BETHEL	
PROJECT NUMBER: STP 2910(1)	
FILE NAME: z10b214_stock.nc.dgn	PLOT DATE: 3/17/2014
PROJECT LEADER: D.E.G.	DRAWN BY: W.G.P.
DESIGNED BY: L.M.B.	CHECKED BY: J.P.S.
IPARM FILE: z10b214xs110.1	SHEET 323 OF 397

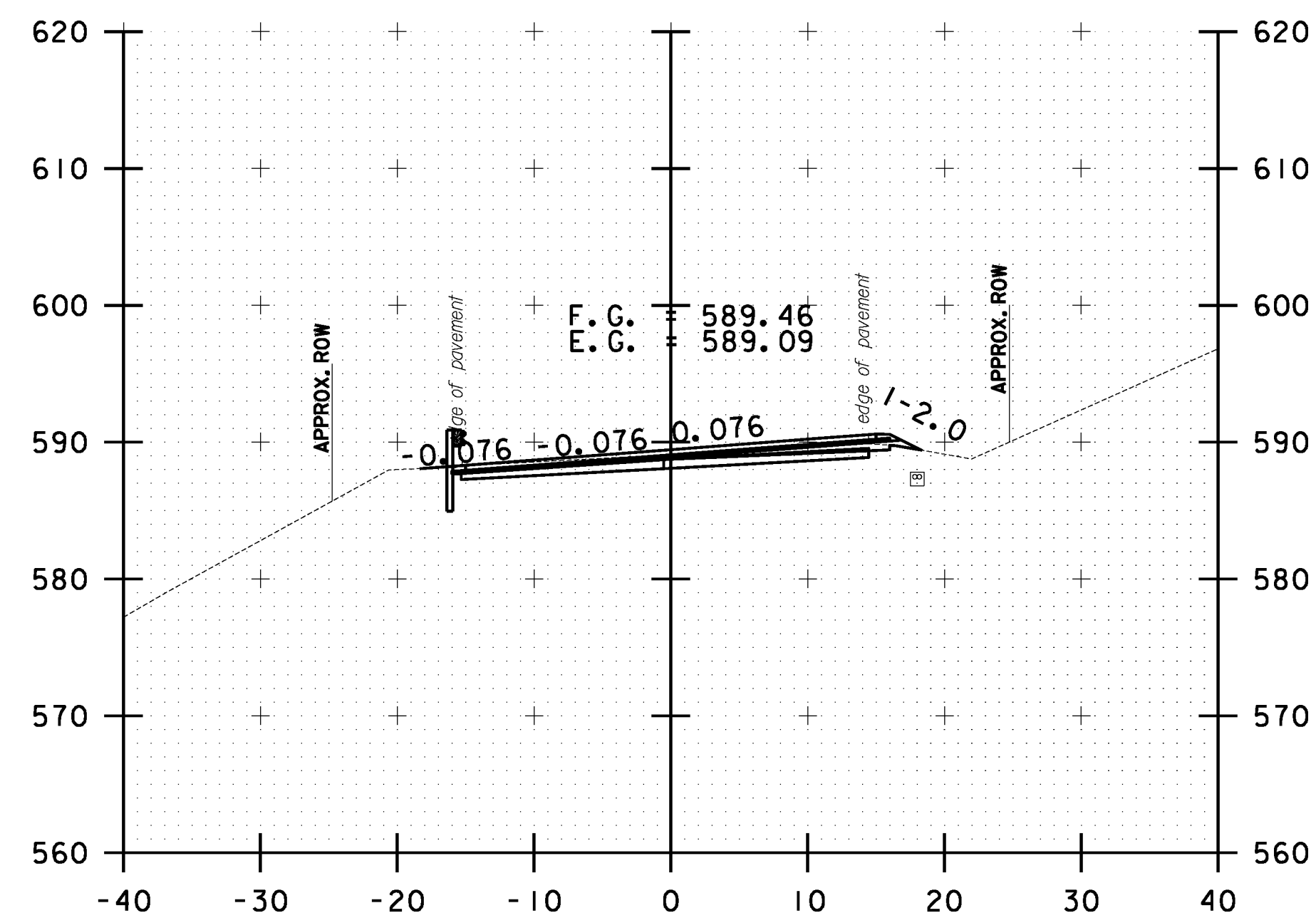
FILE NAME = W:\Projects\ANY\K2\22\25\CAOD\KSTN\10b214_stock.nc.dgn
DATE/TIME = 3/17/2014
USER = jslb



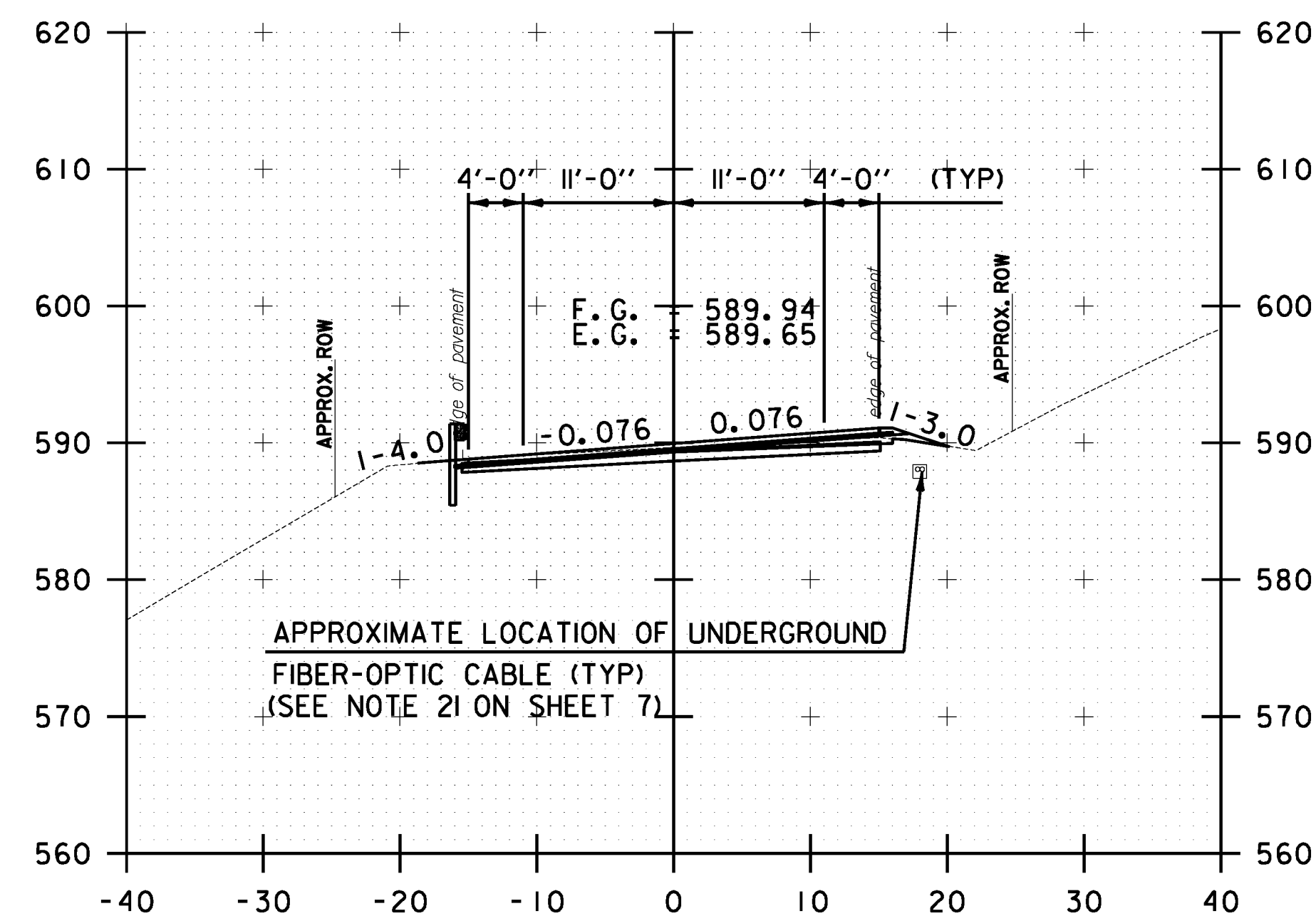
349+00.00



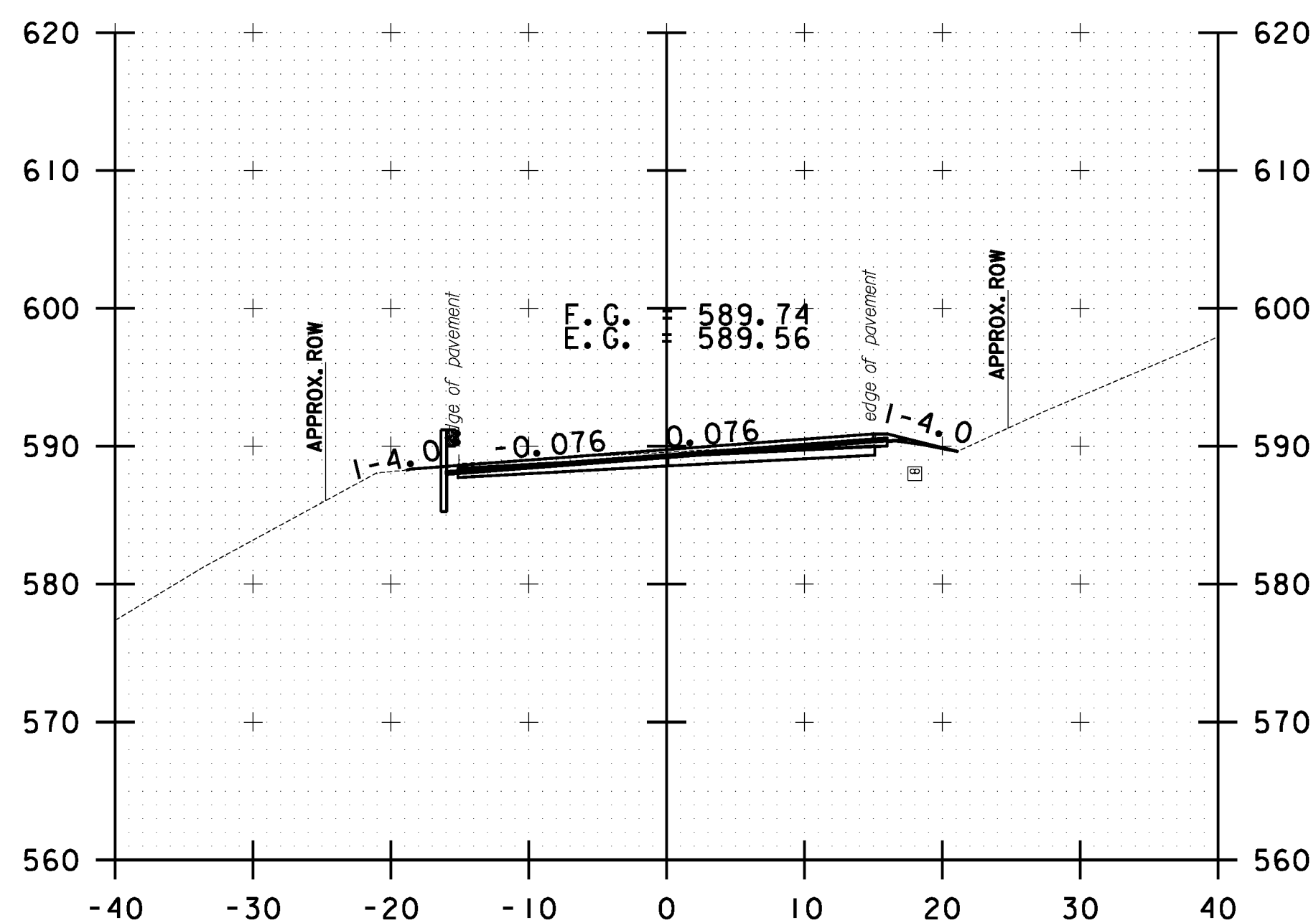
350+00.00



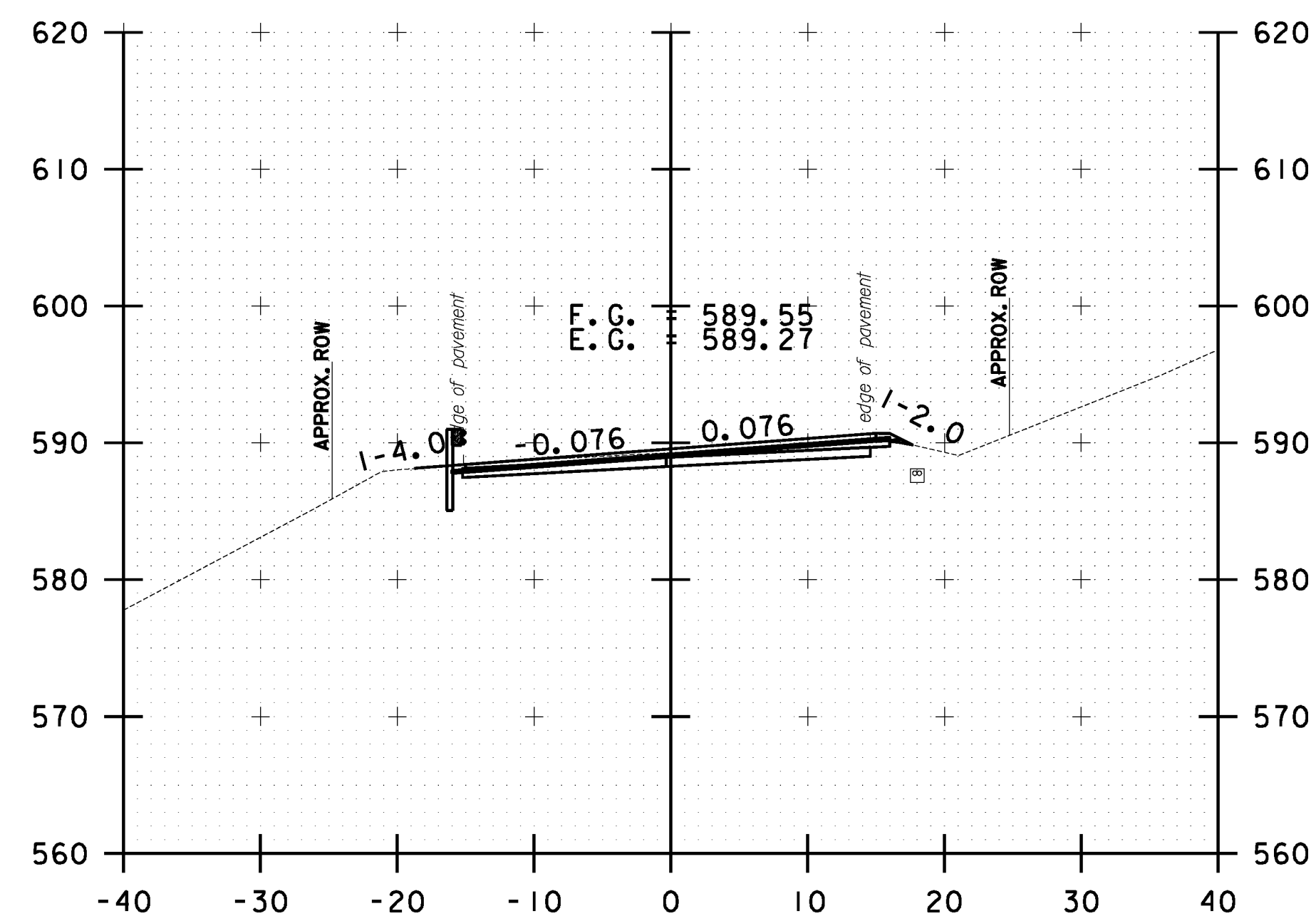
351+00.00



348+50.00



349+50.00



350+50.00

10 0 10
SCALE IN FEET

**STOCKBRIDGE
CROSS SECTION
SHEET #111**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_stock.nc.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214xs111.i

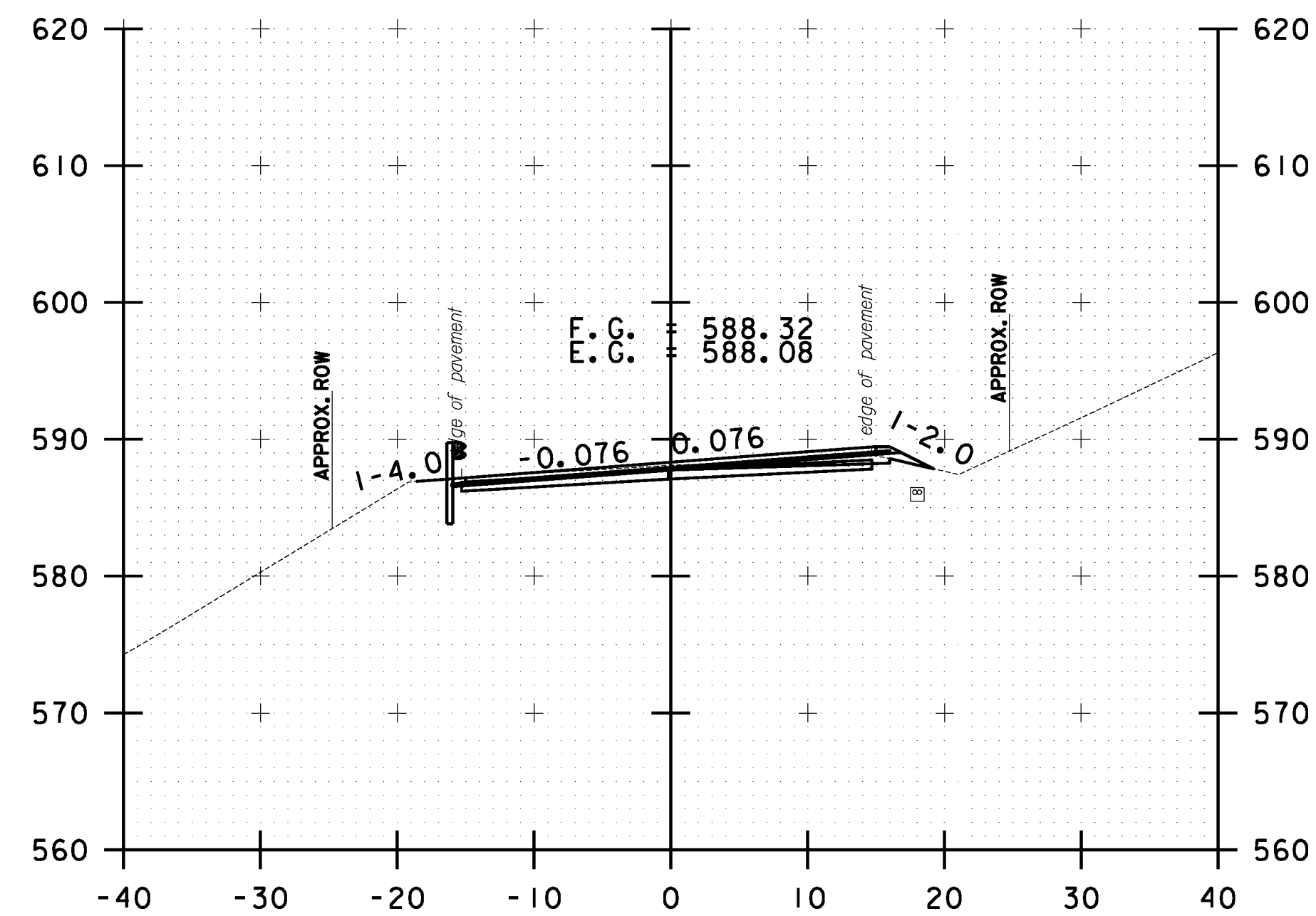
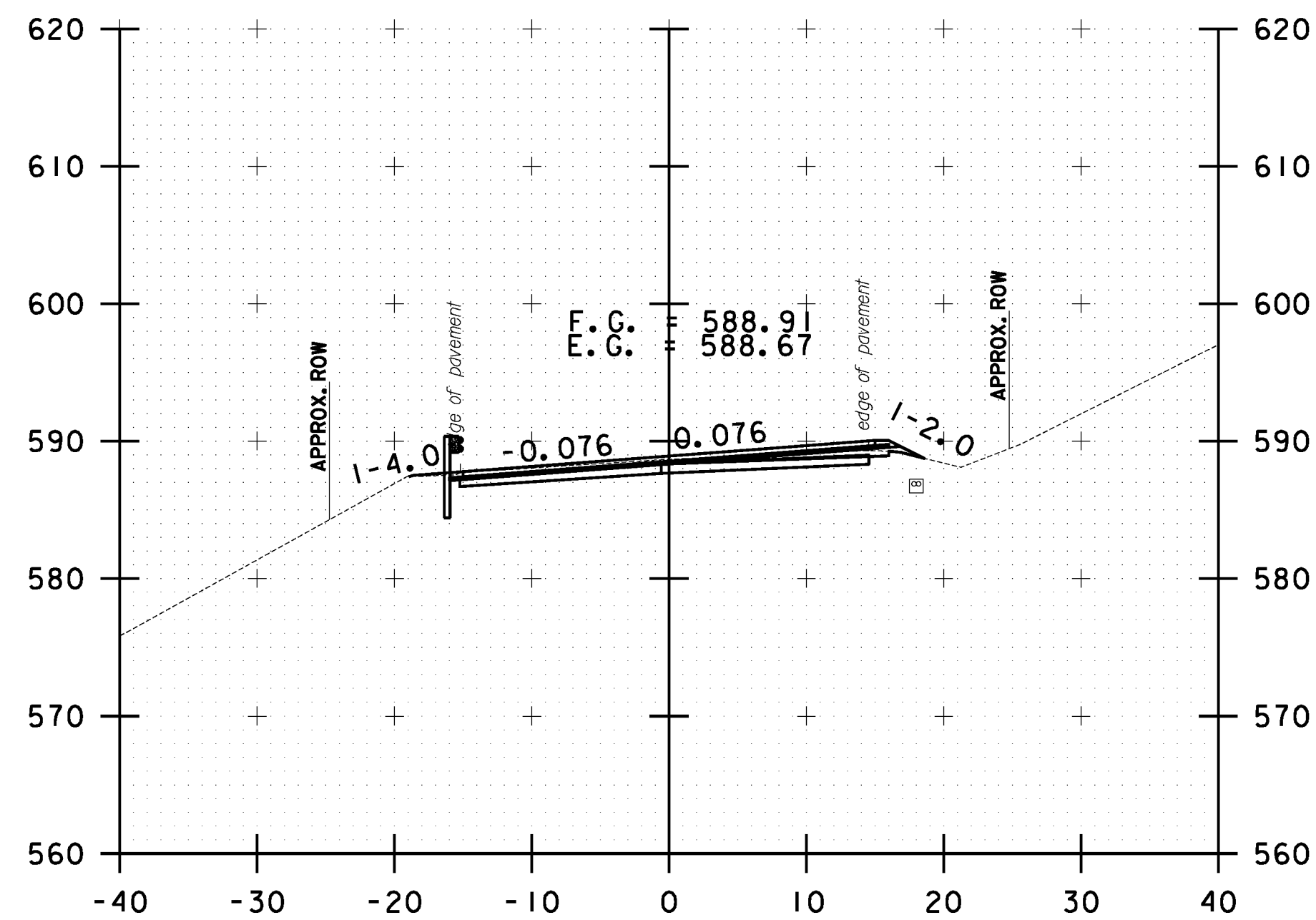
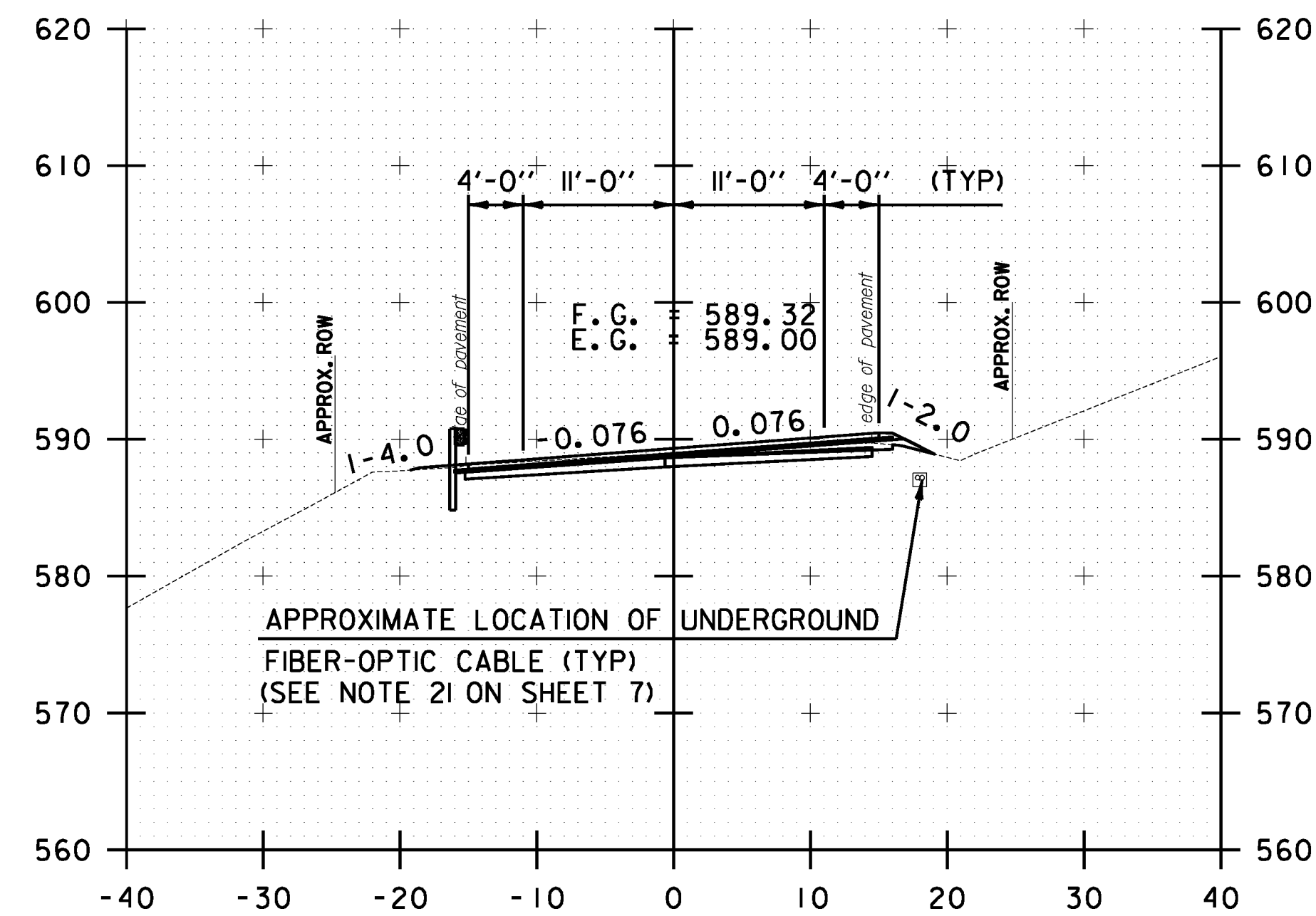
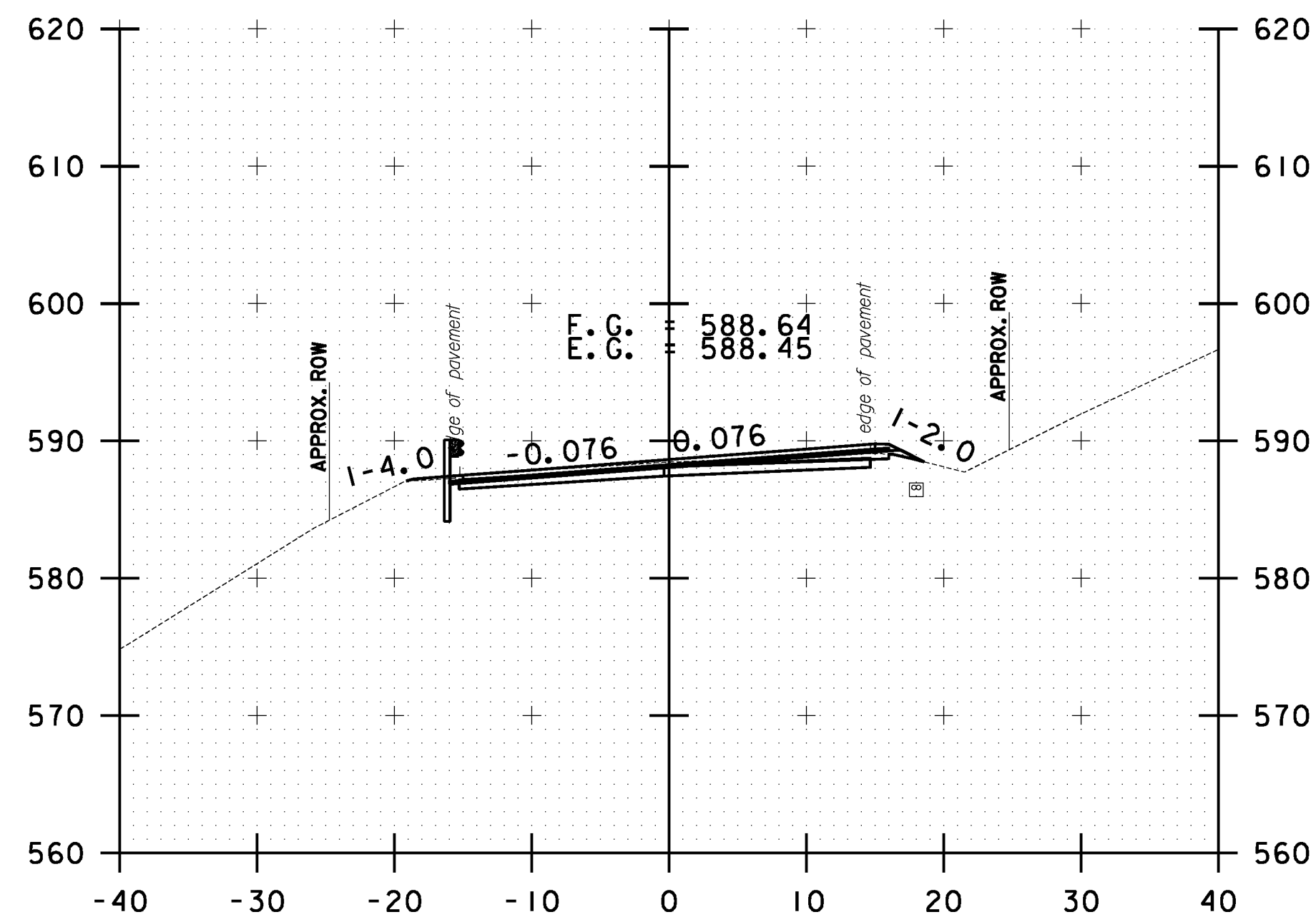
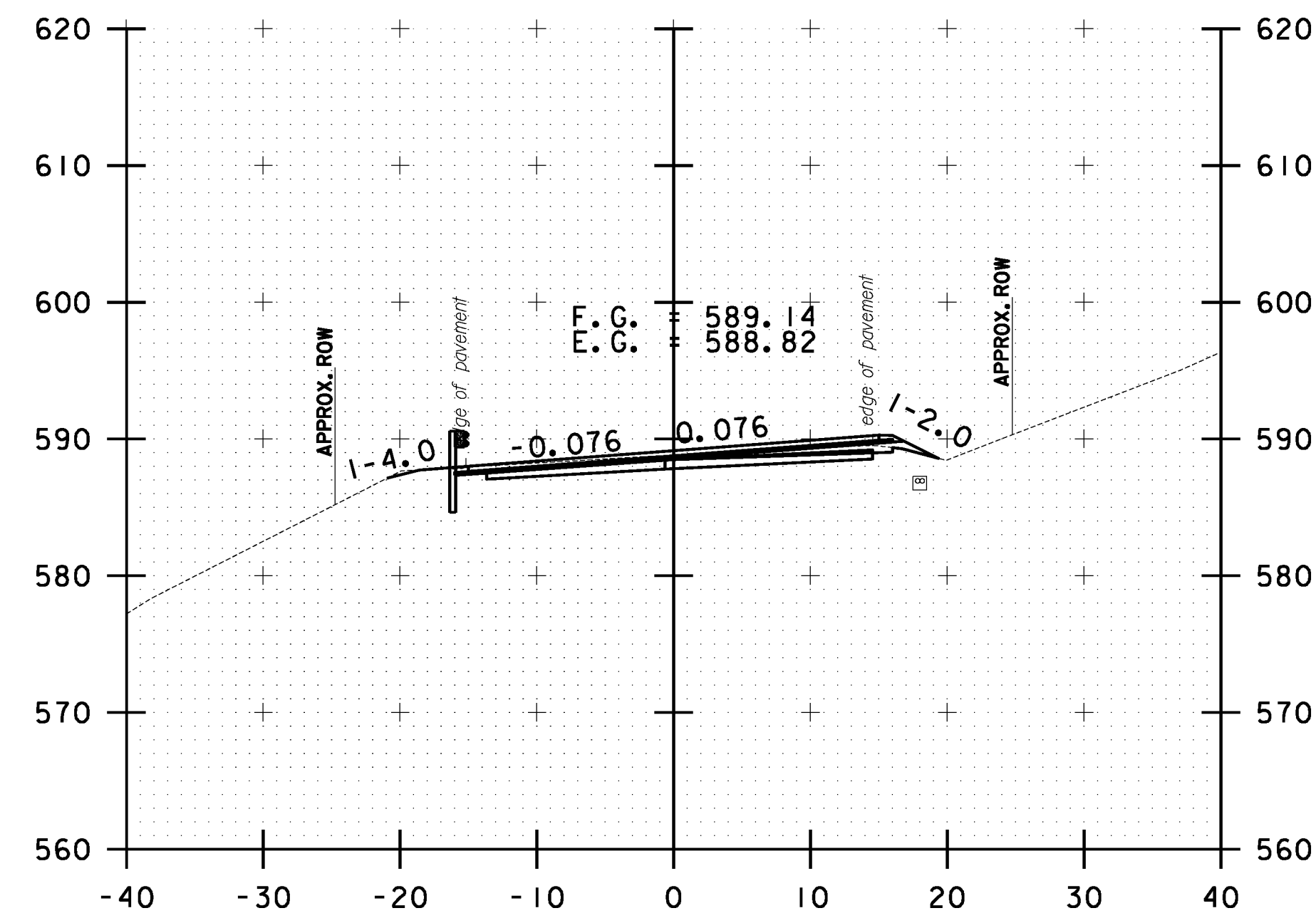
PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

CHECKED BY: J.P.S.

SHEET 324 OF 397

FILE NAME: \\P:\projects\ANY\K2\22\25\CAOD\KSTN\10b214_stock.nc.dgn
DATE/TIME: 3/17/2014
USER: jsl

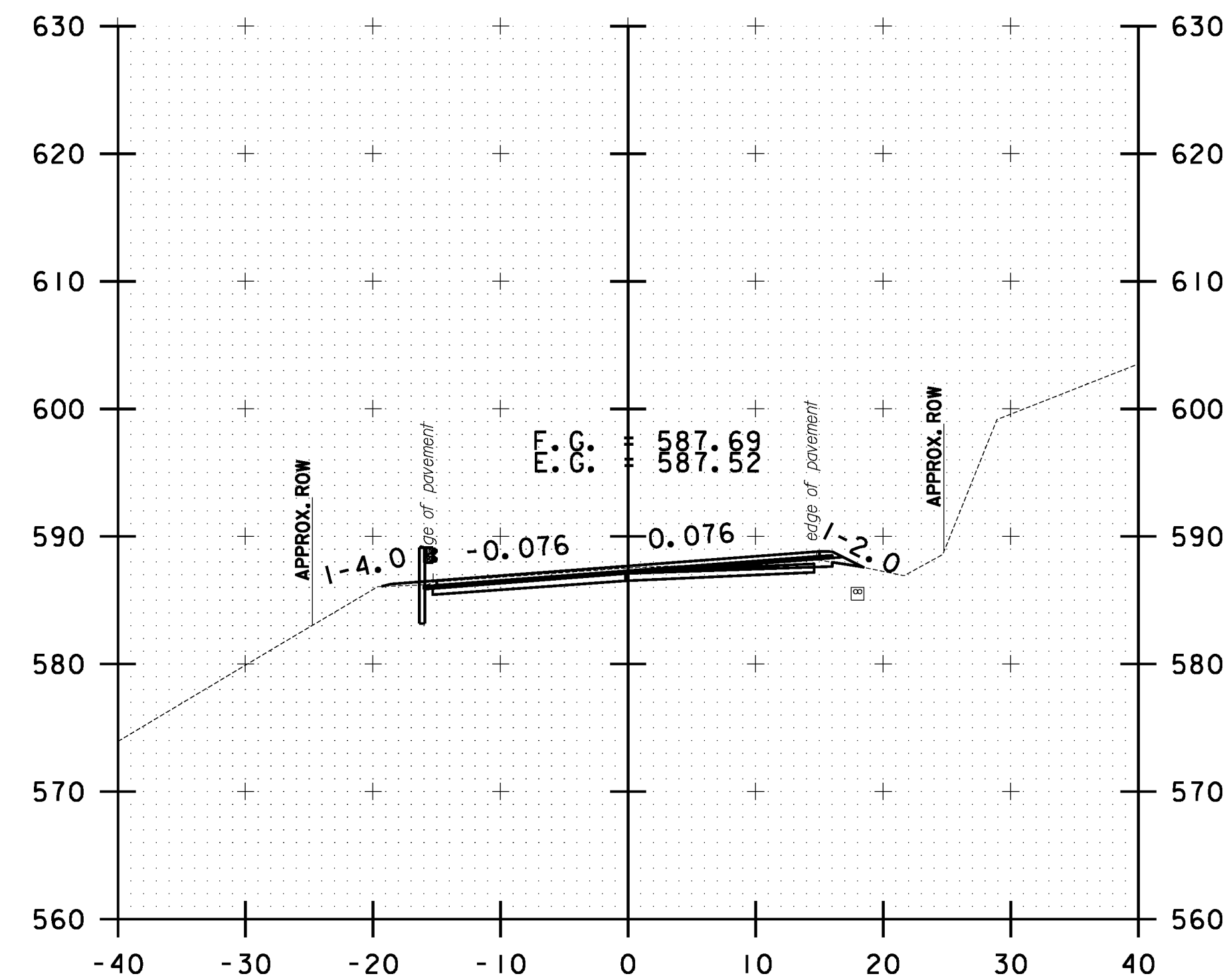


10 0 10
SCALE IN FEET

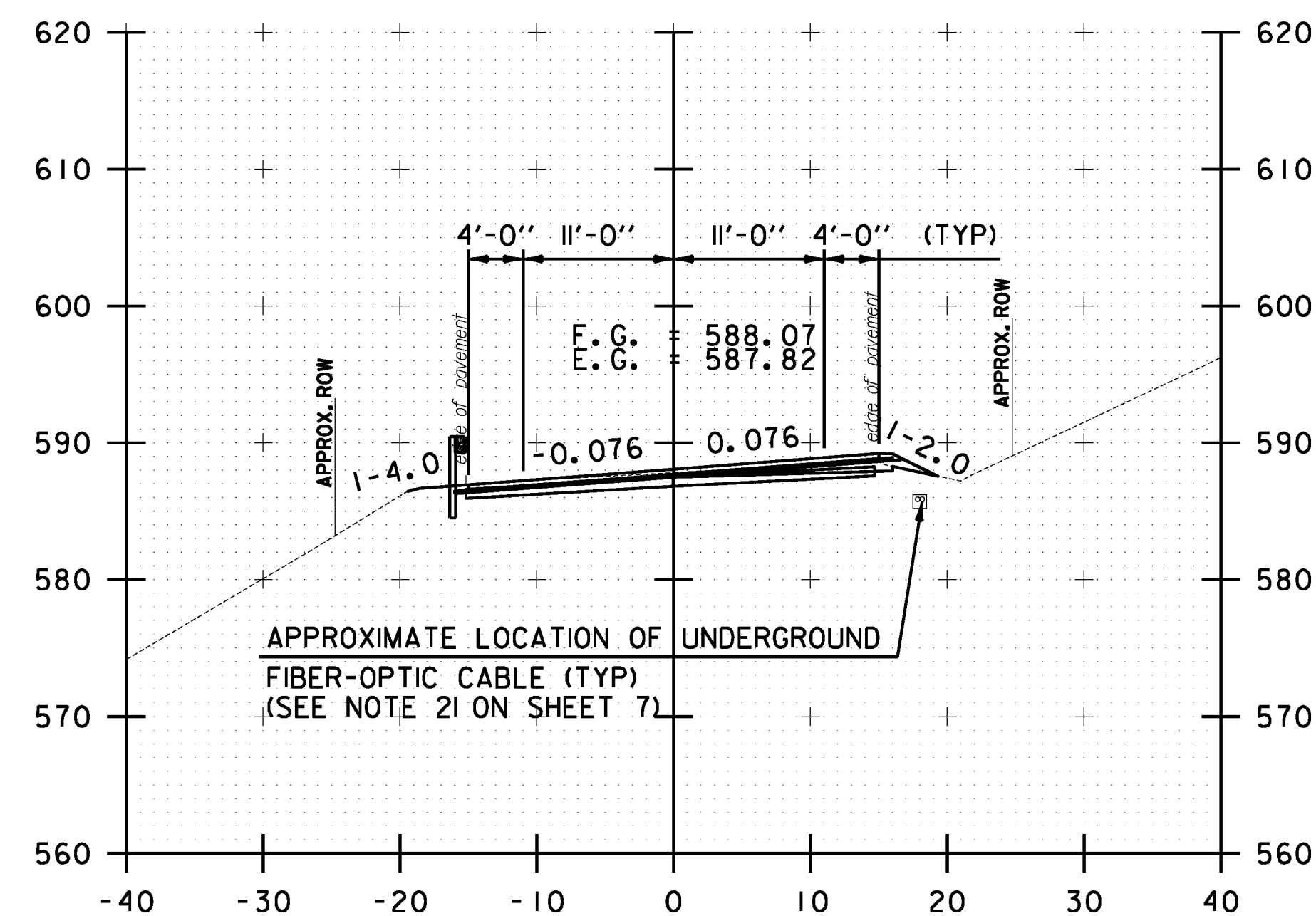
**STOCKBRIDGE
CROSS SECTION
SHEET #112**

PROJECT NAME: STOCKBRIDGE-BETHEL	
PROJECT NUMBER: STP 2910(1)	
FILE NAME: z10b214_stock.nc.dgn	PLOT DATE: 3/17/2014
PROJECT LEADER: D.E.G.	DRAWN BY: W.G.P.
DESIGNED BY: L.M.B.	CHECKED BY: J.P.S.
IPARM FILE: z10b214xsl12.i	SHEET 325 OF 397

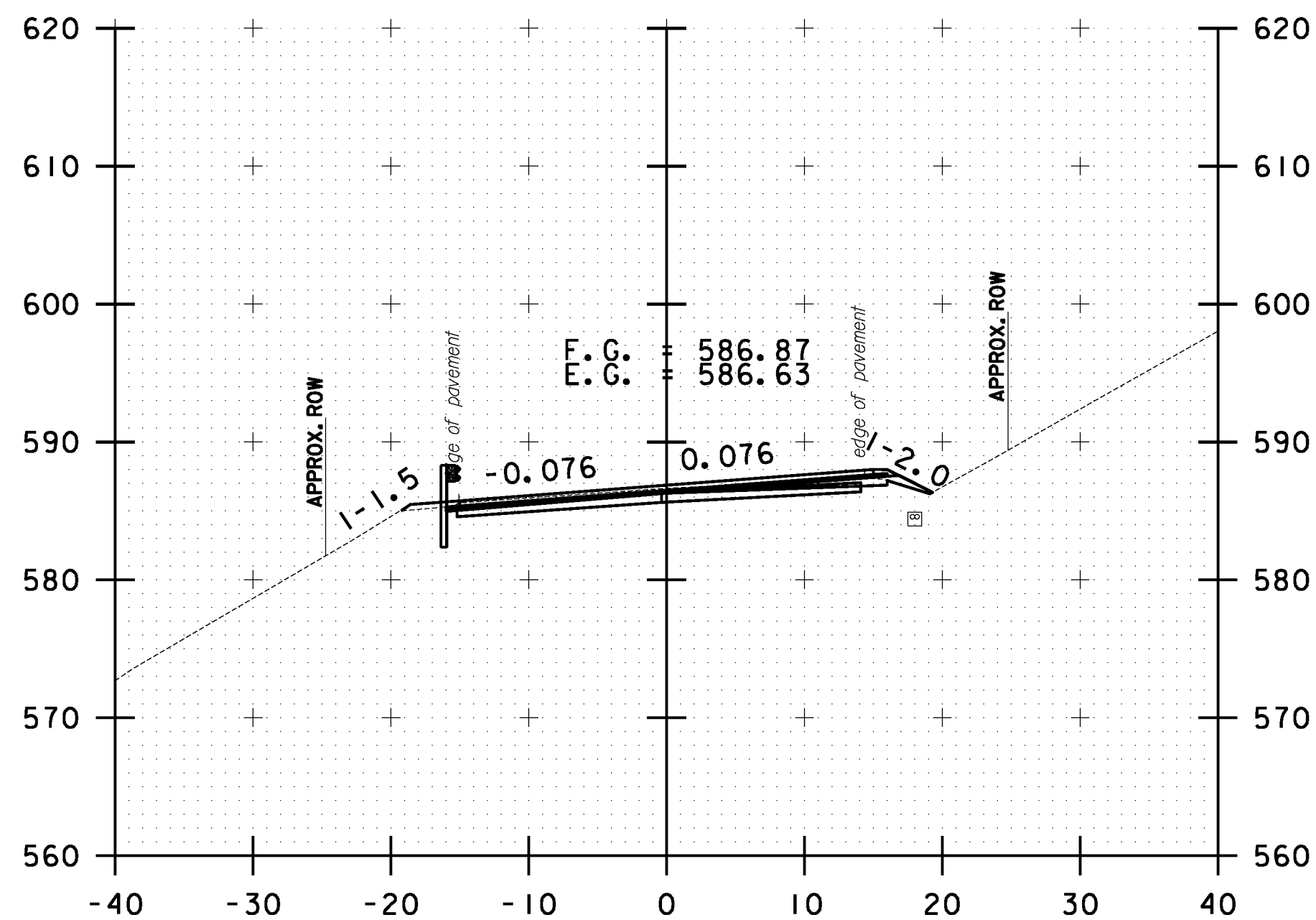
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DATE/TIME = 3/17/2014
USER = 4916



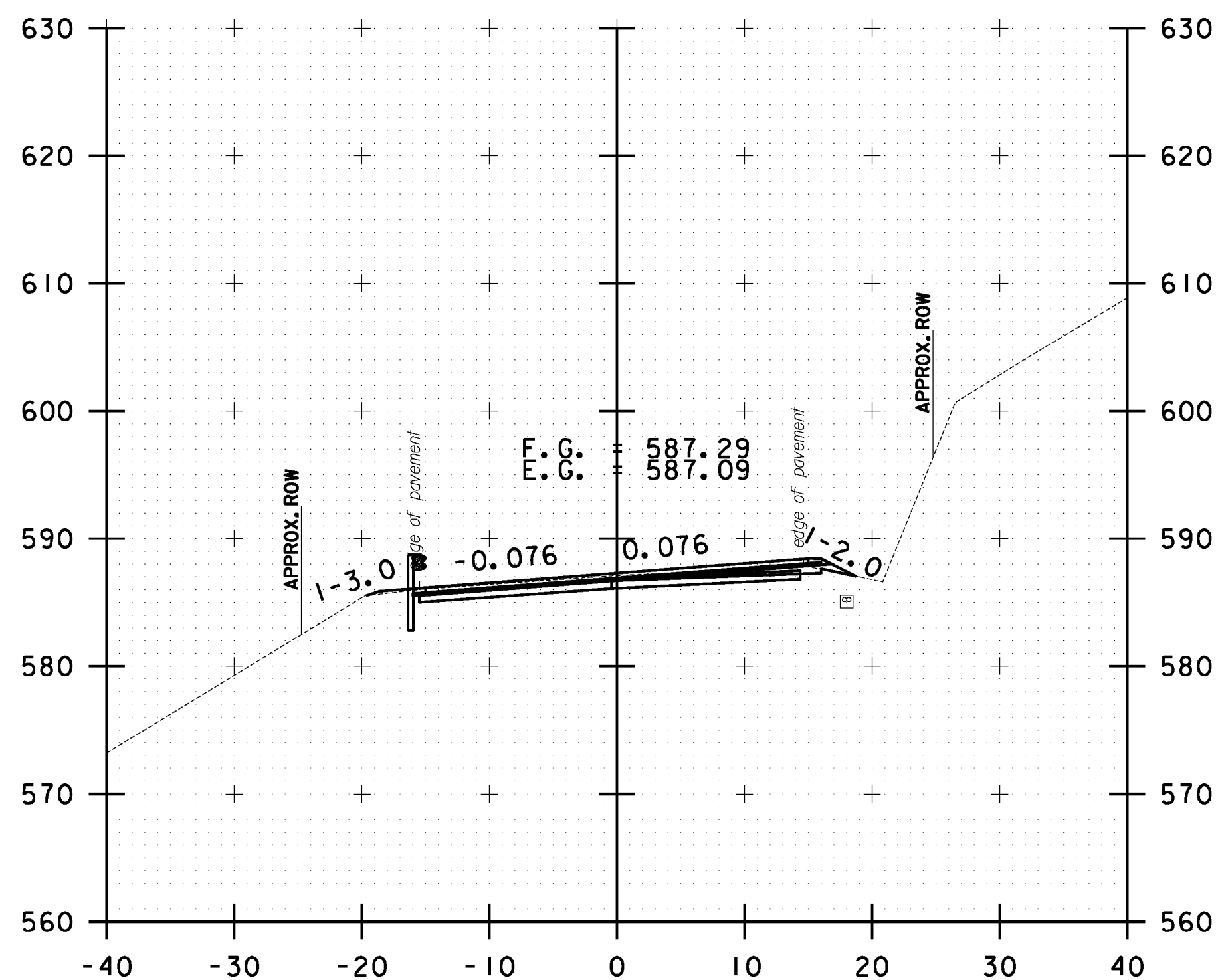
B 0+50.00



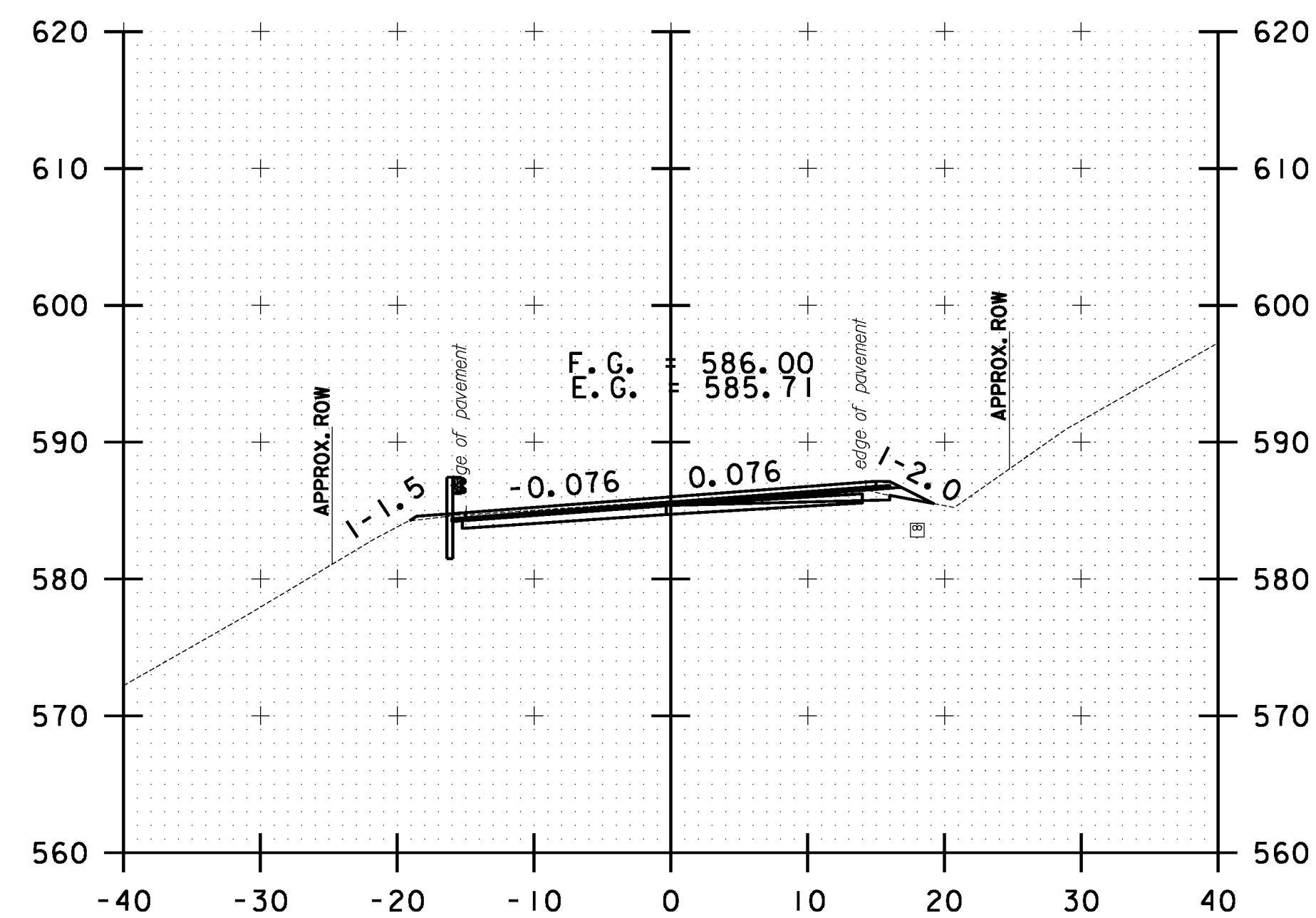
B 0+00.00



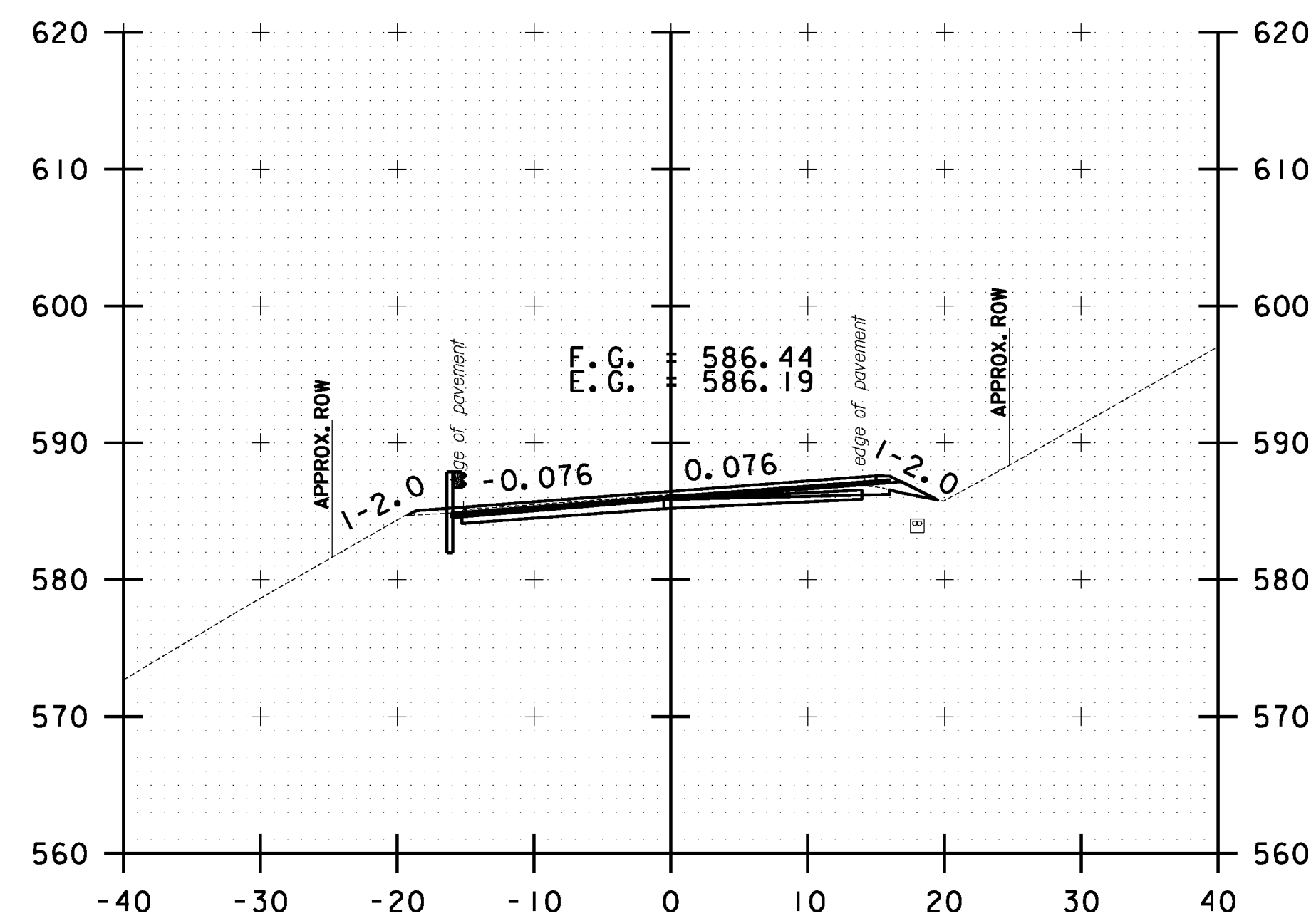
B 1+50.00



B 1+00.00



B 2+50.00



B 2+00.00

10 0 10
SCALE IN FEET

**BETHEL
CROSS SECTION
SHEET #1**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214.bethel.xc.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214xs113.1

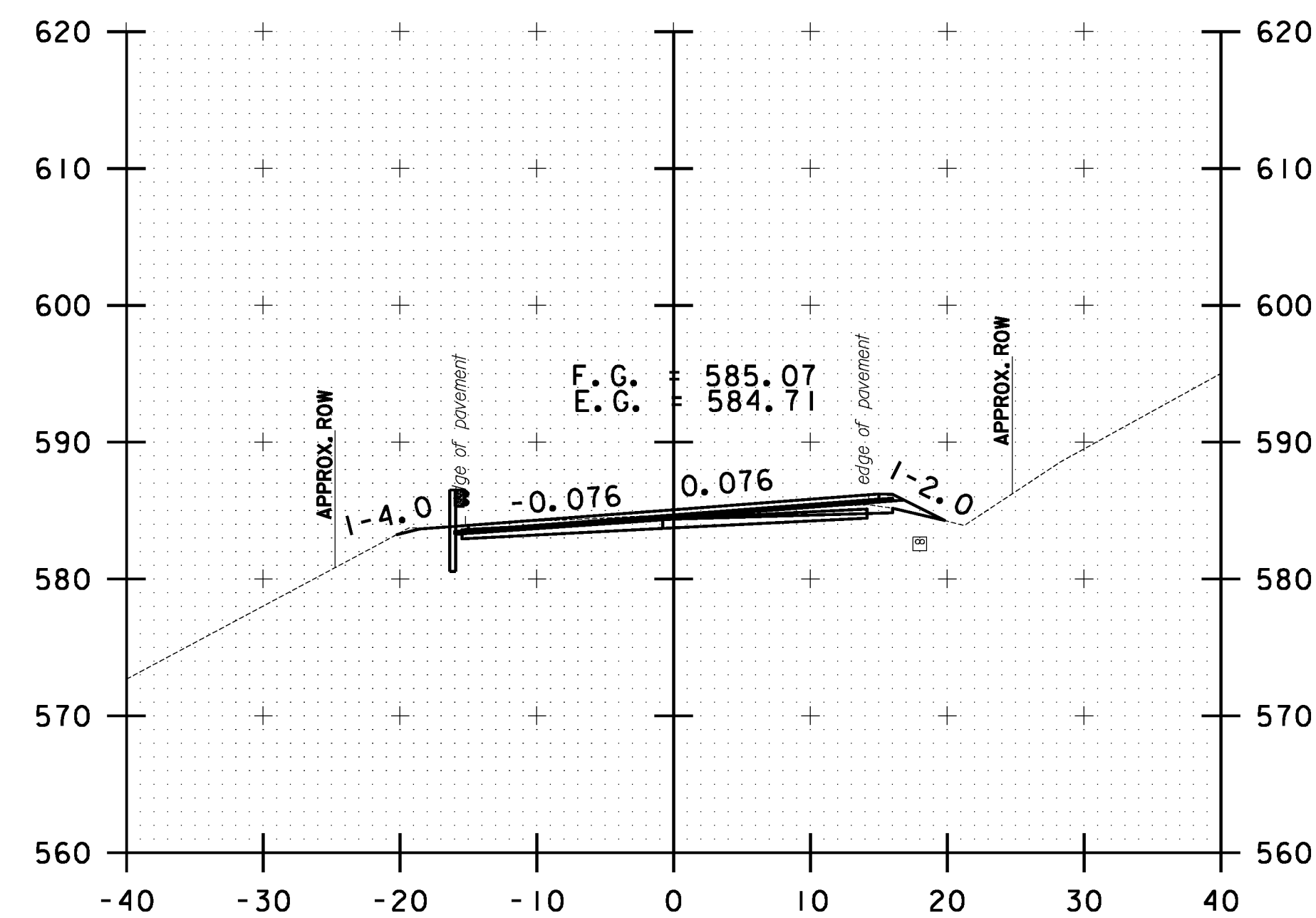
PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

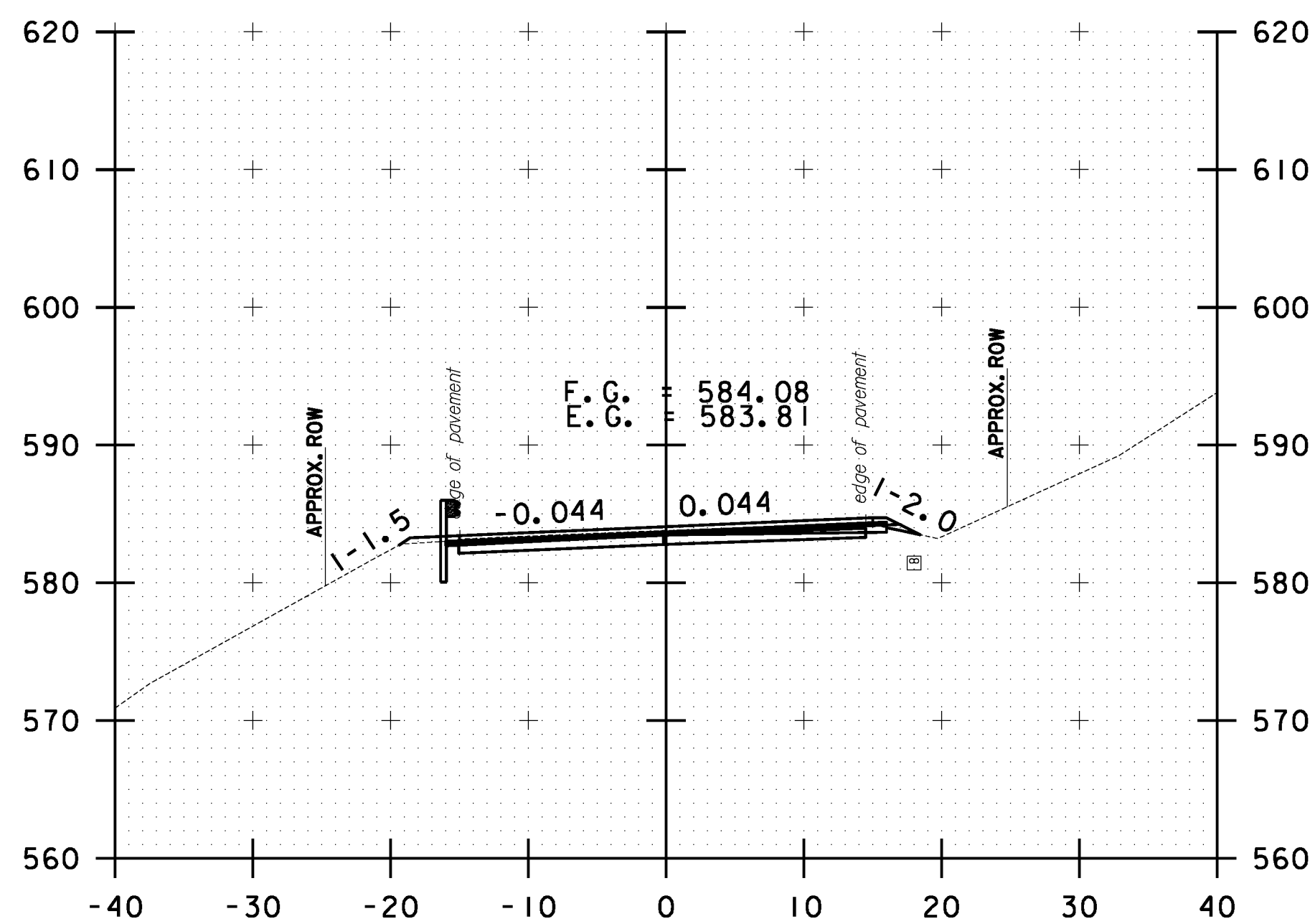
CHECKED BY: J.P.S.

SHEET 326 OF 397

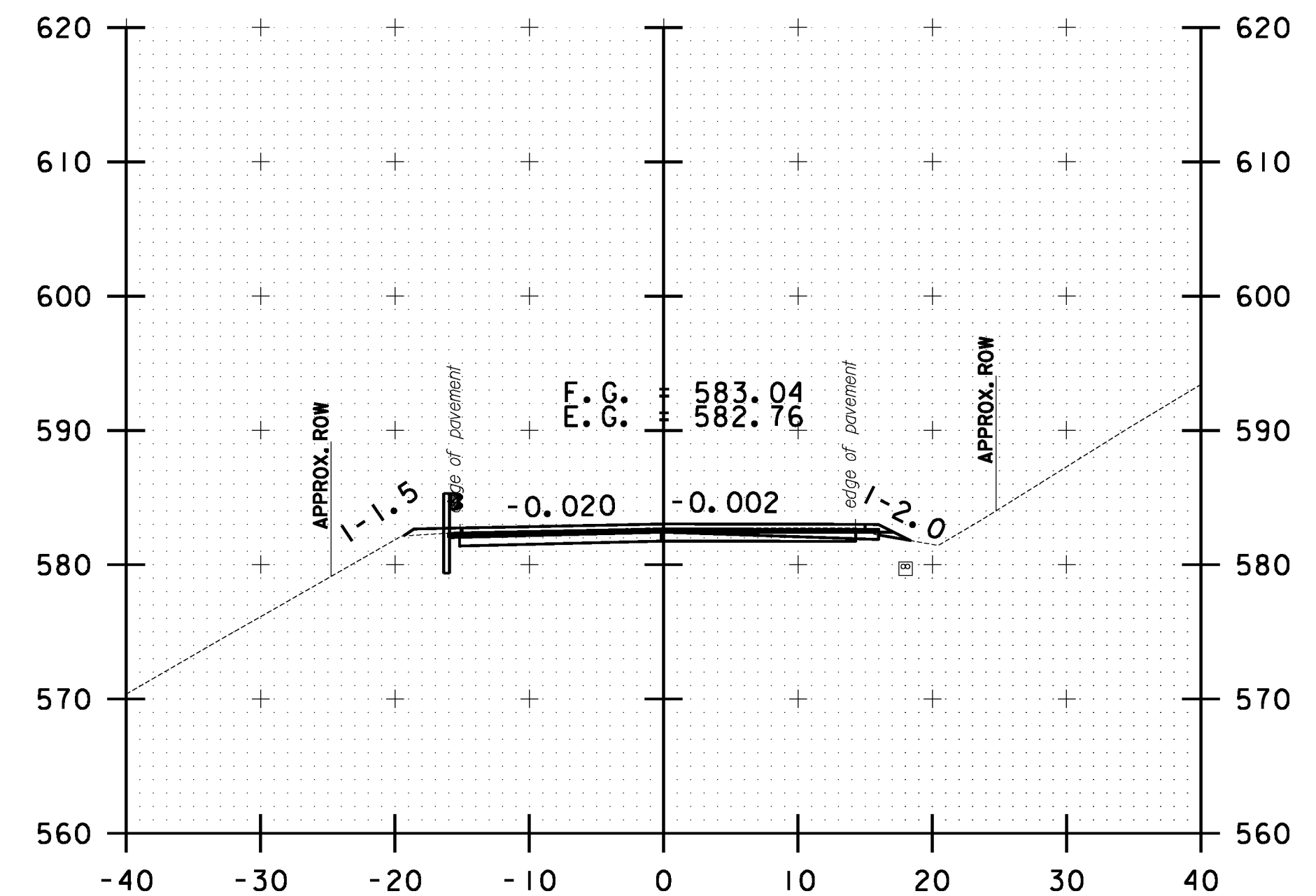
FILE NAME : \\P:\projects\ANY\K2\22425\CAOD\KSTN\10b214.bethel.xc.dgn
DATE/TIME : 3/17/2014
USER : jsl6



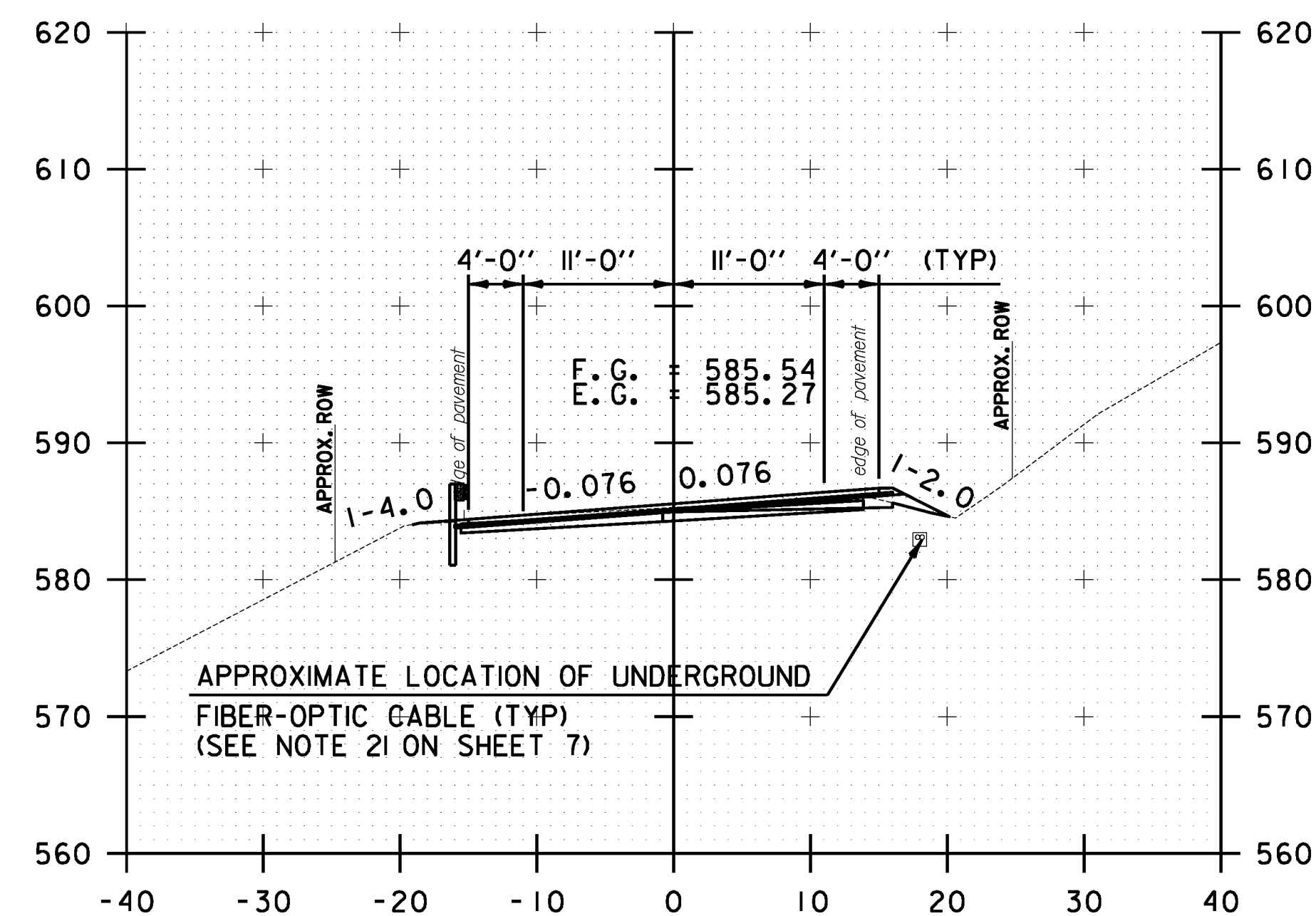
B 3+50.00



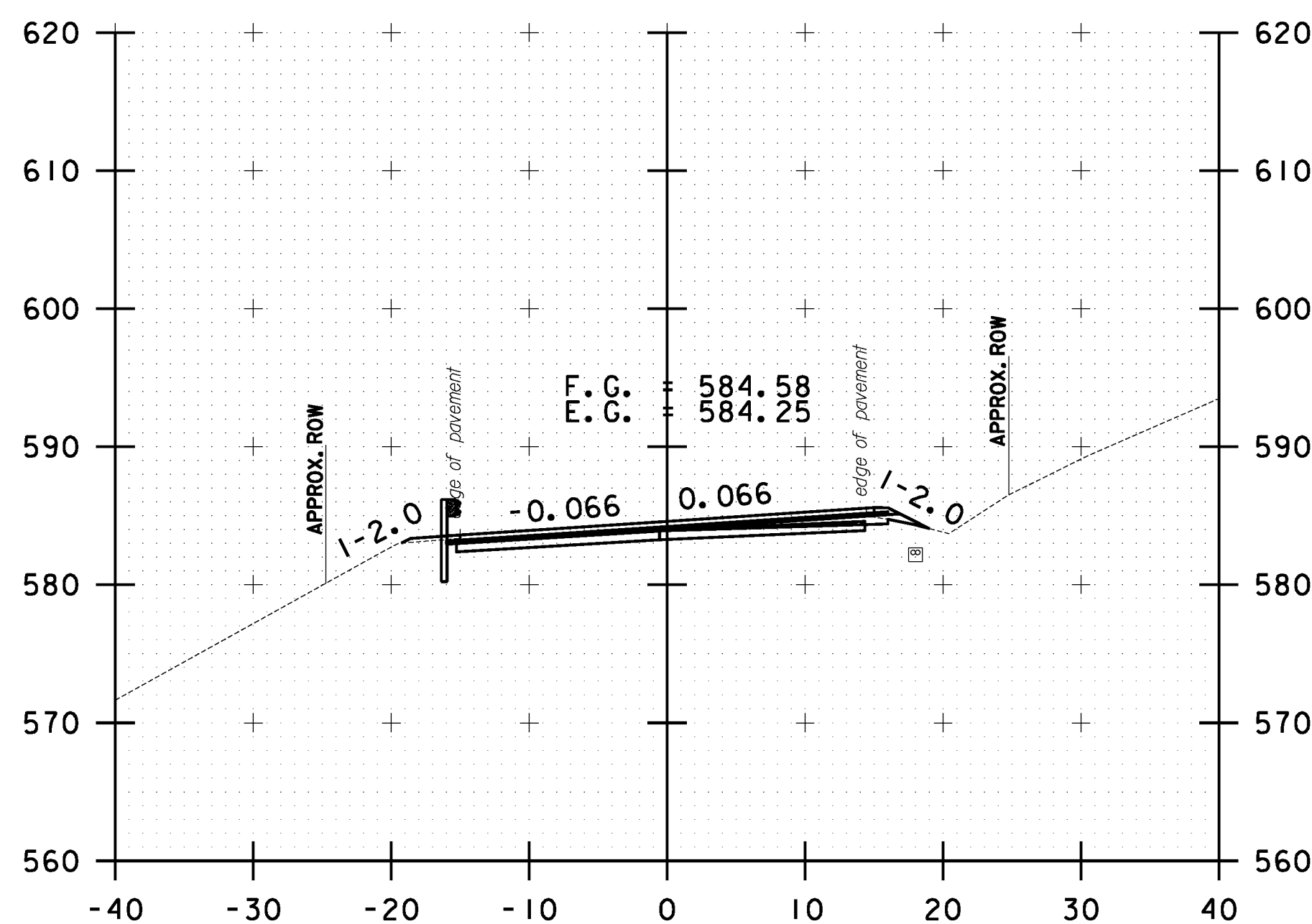
B 4+50.00



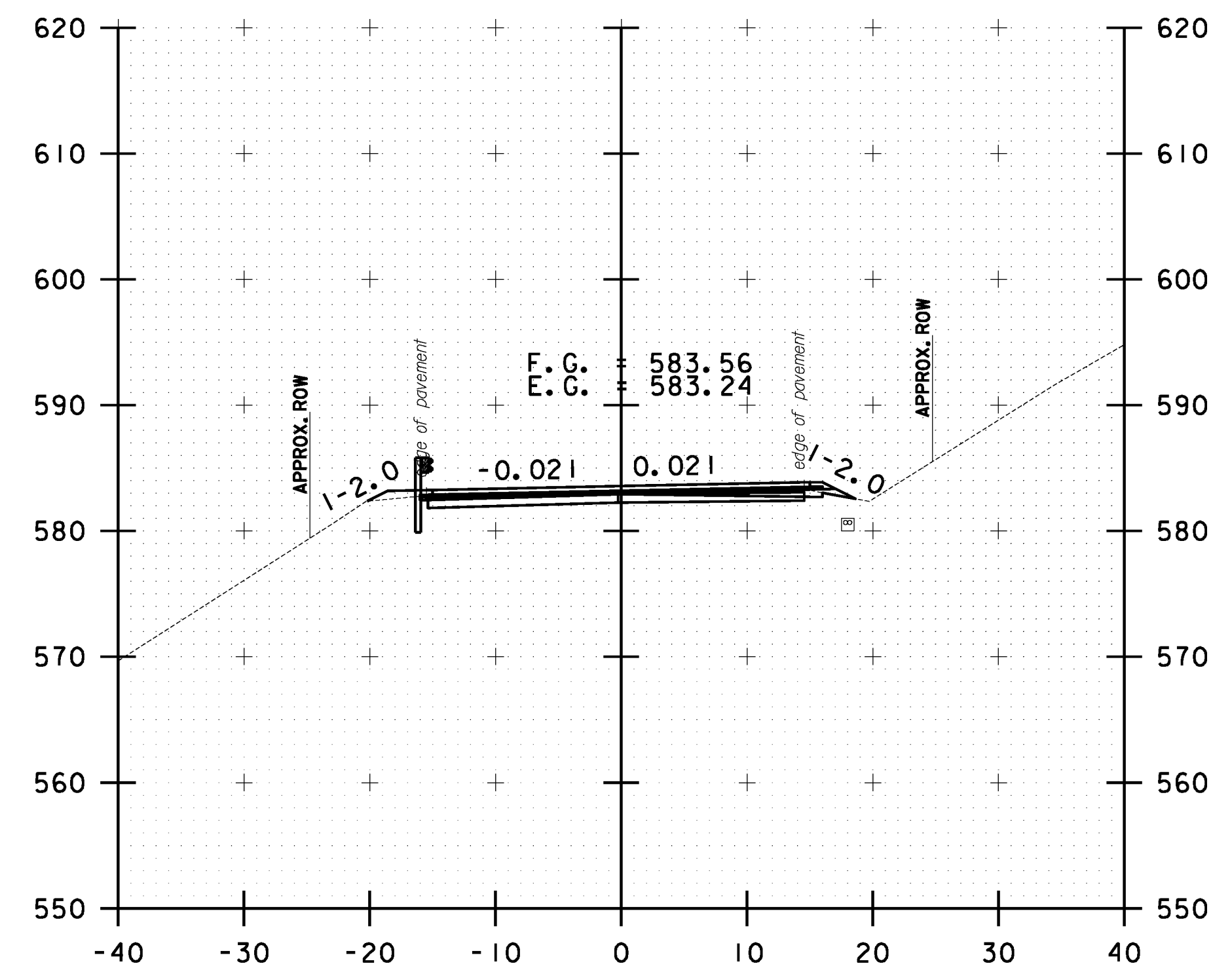
B 5+50.00



B 3+00.00



B 4+00.00



B 5+00.00

10 0 10
SCALE IN FEET

**BETHEL
CROSS SECTION
SHEET #2**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214.bethel.xc.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214xsl14.i

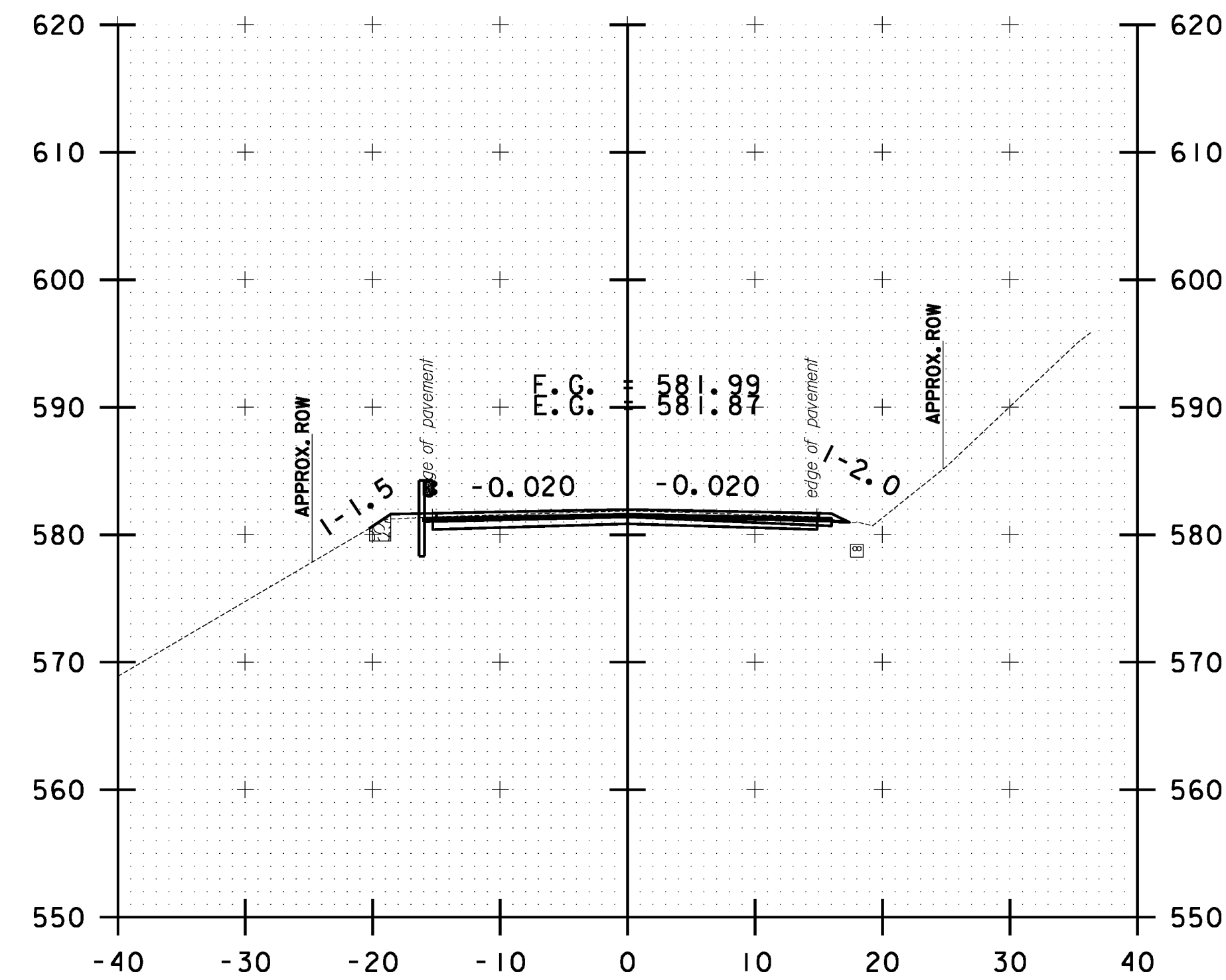
PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

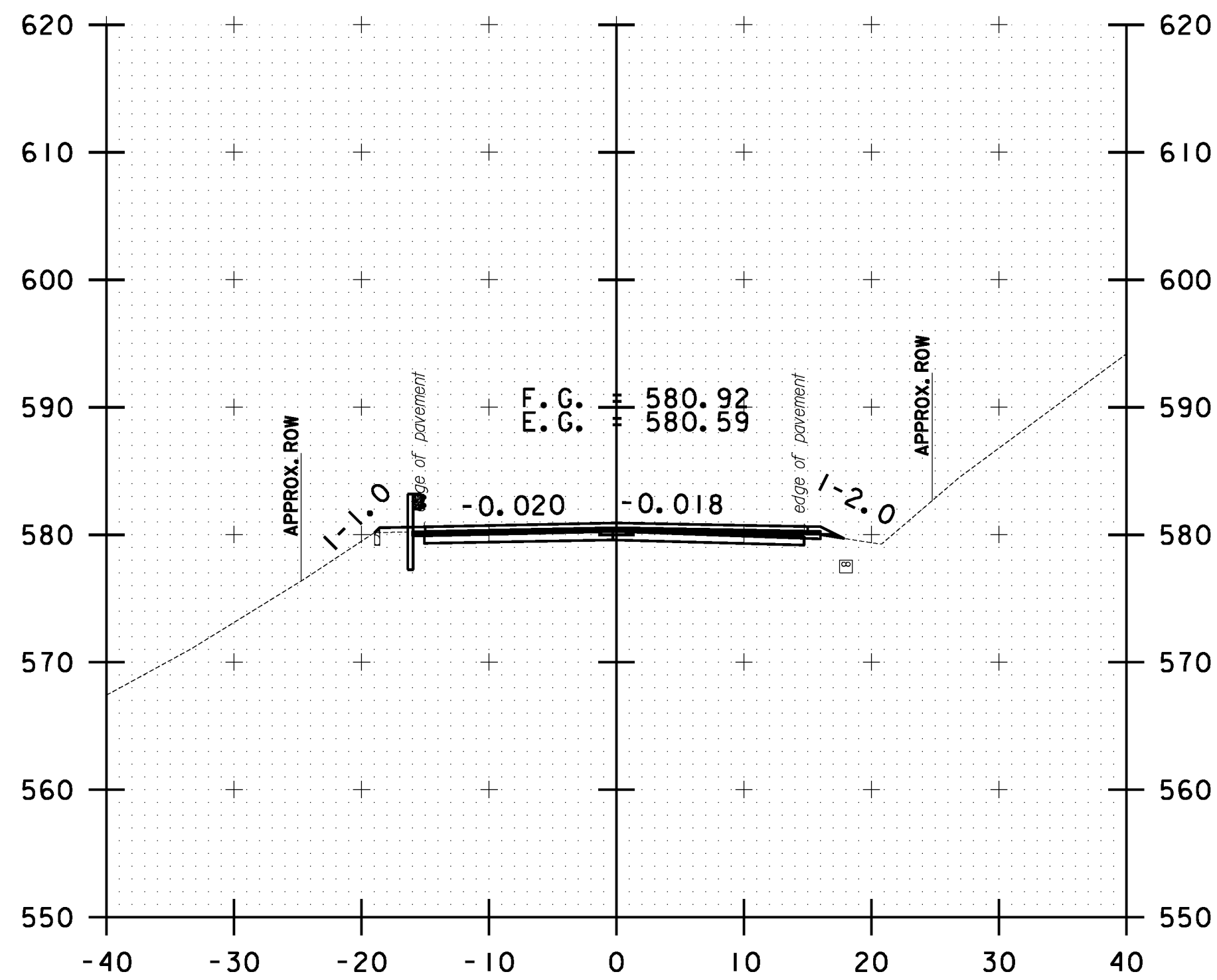
CHECKED BY: J.P.S.

SHEET 327 OF 397

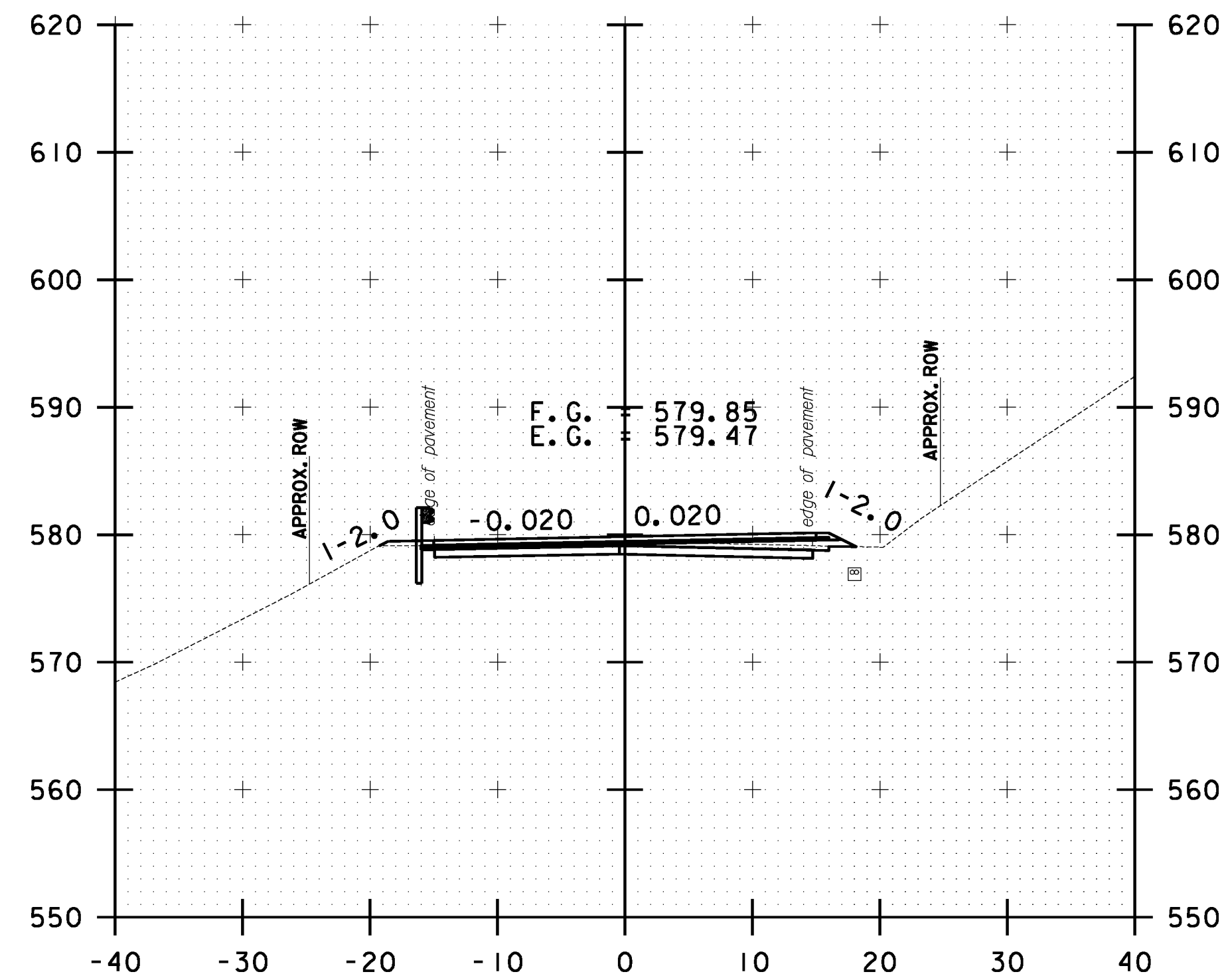
FILE NAME: \\P:\projects\ANY\K2\22425\CAOD\KSTN\10b214.bethel.xc.dgn
DATE/TIME: 3/17/2014
USER: 4916



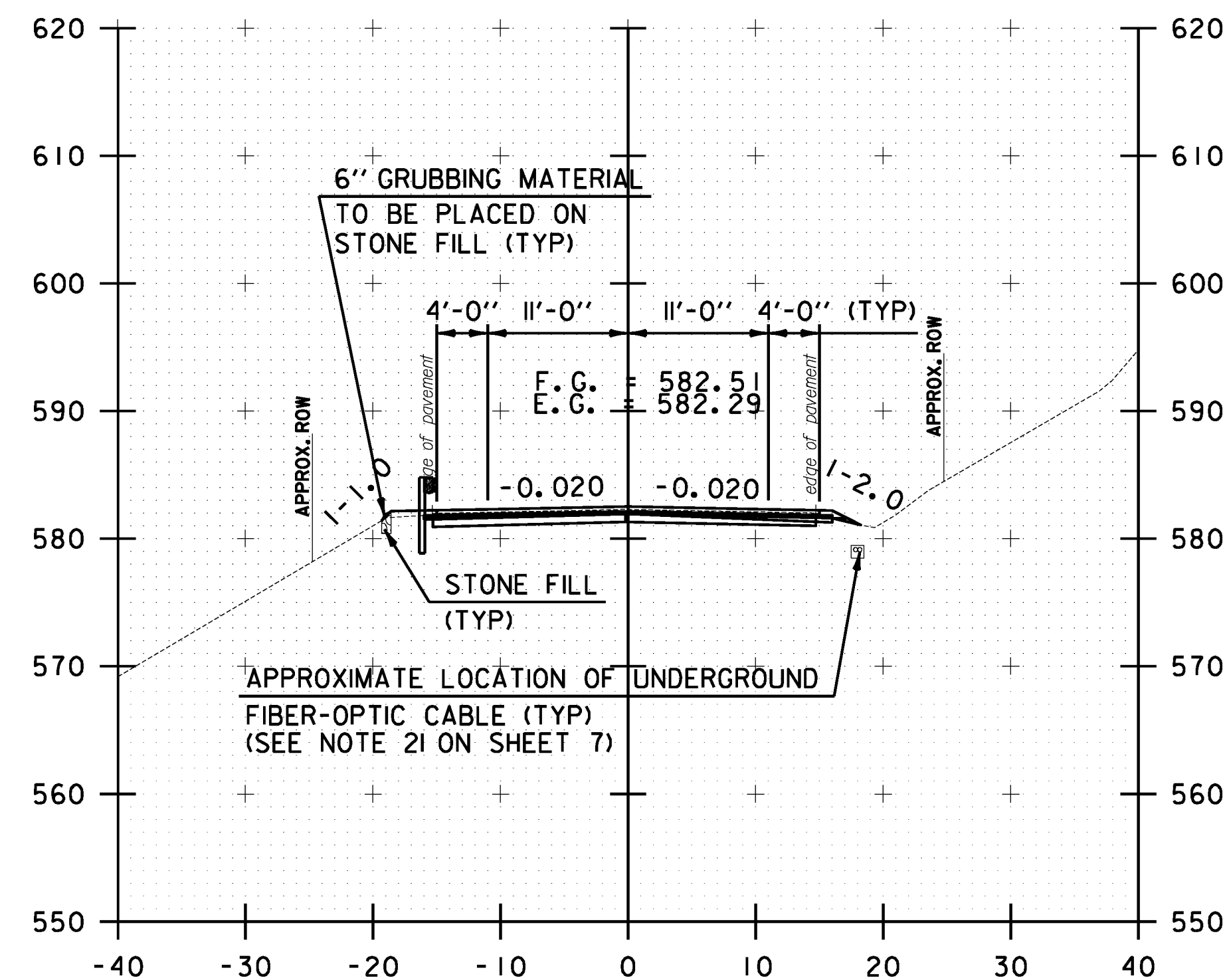
B 6+50.00



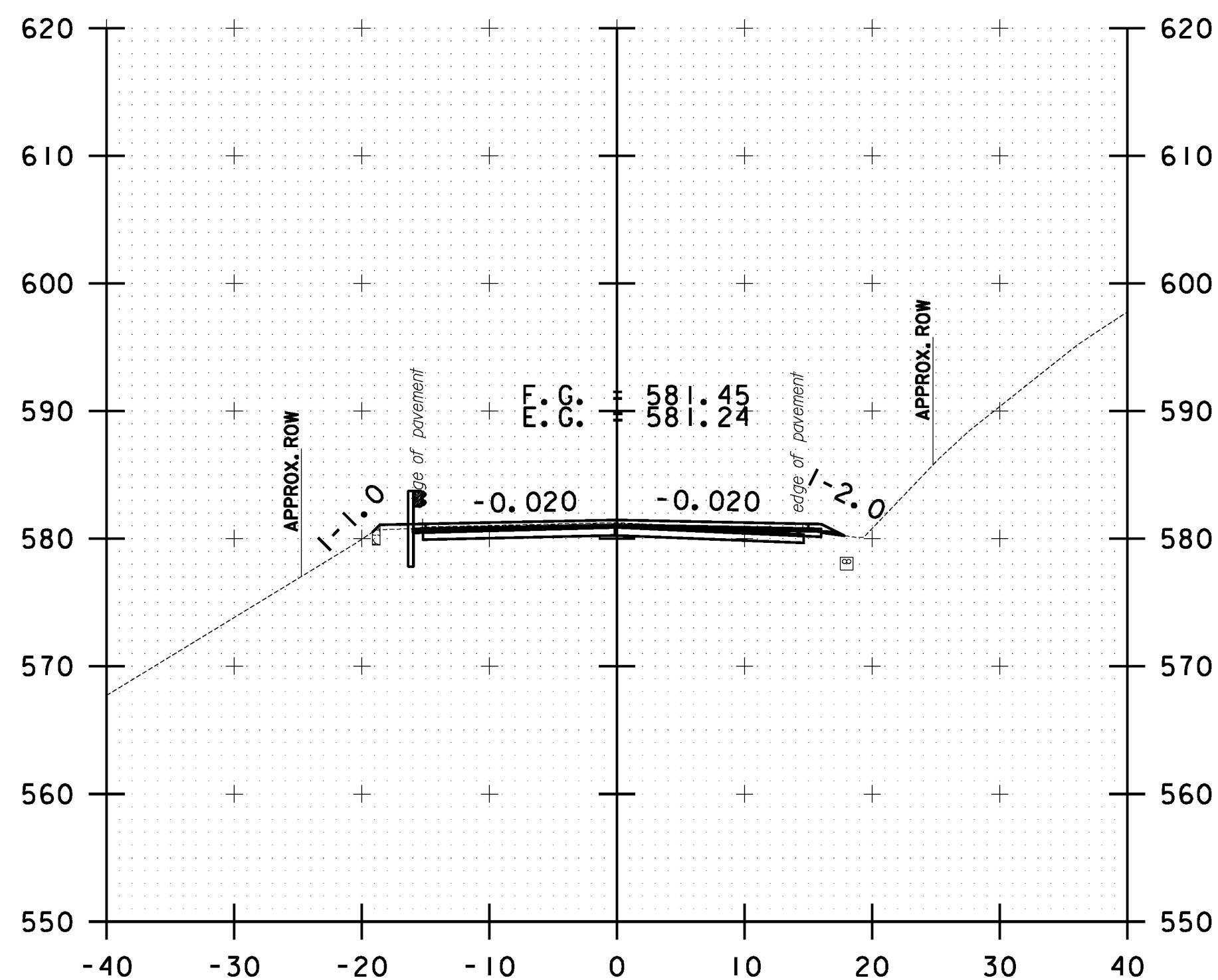
B 7+50.00



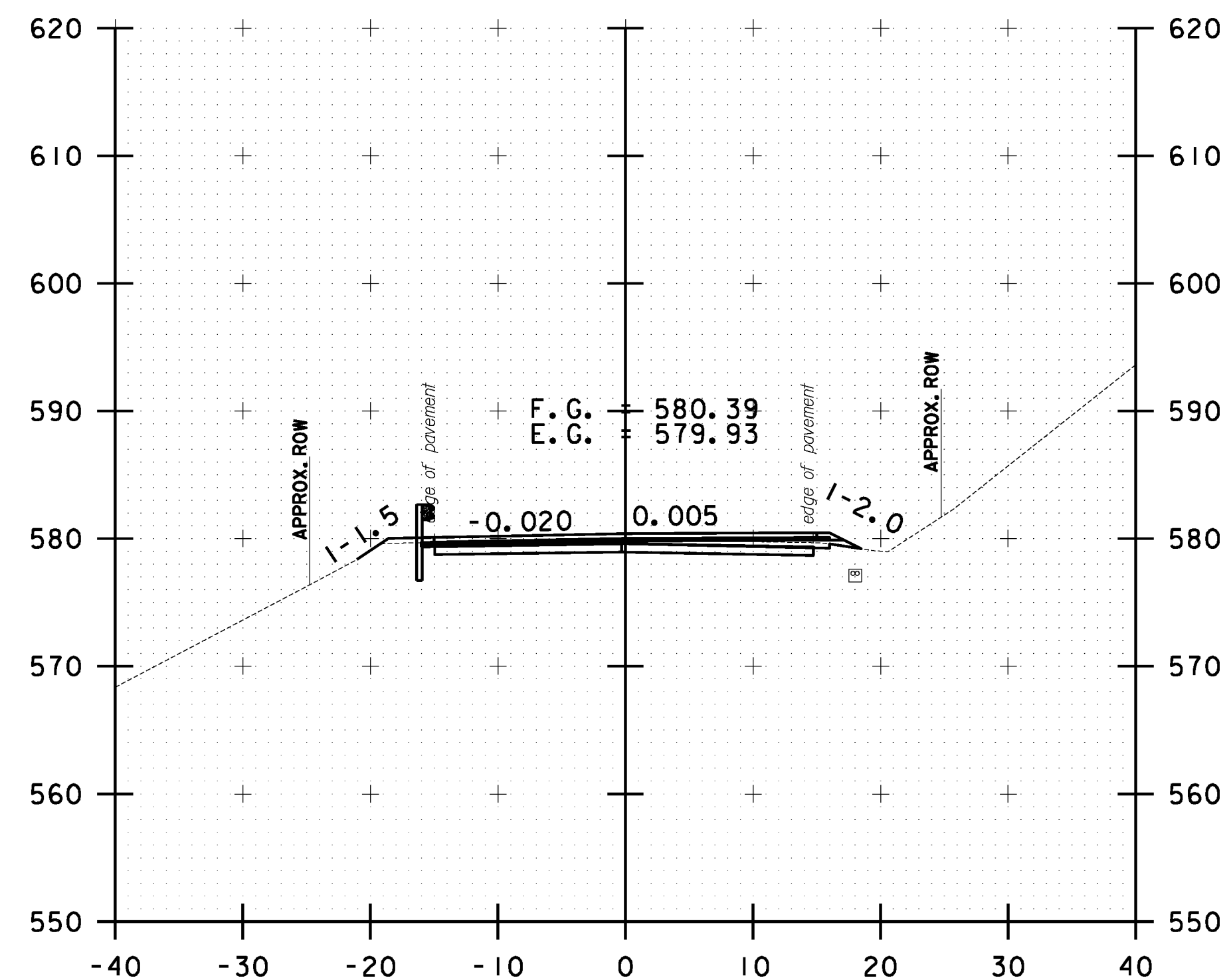
B 8+50.00



B 6+00.00



B 7+00.00



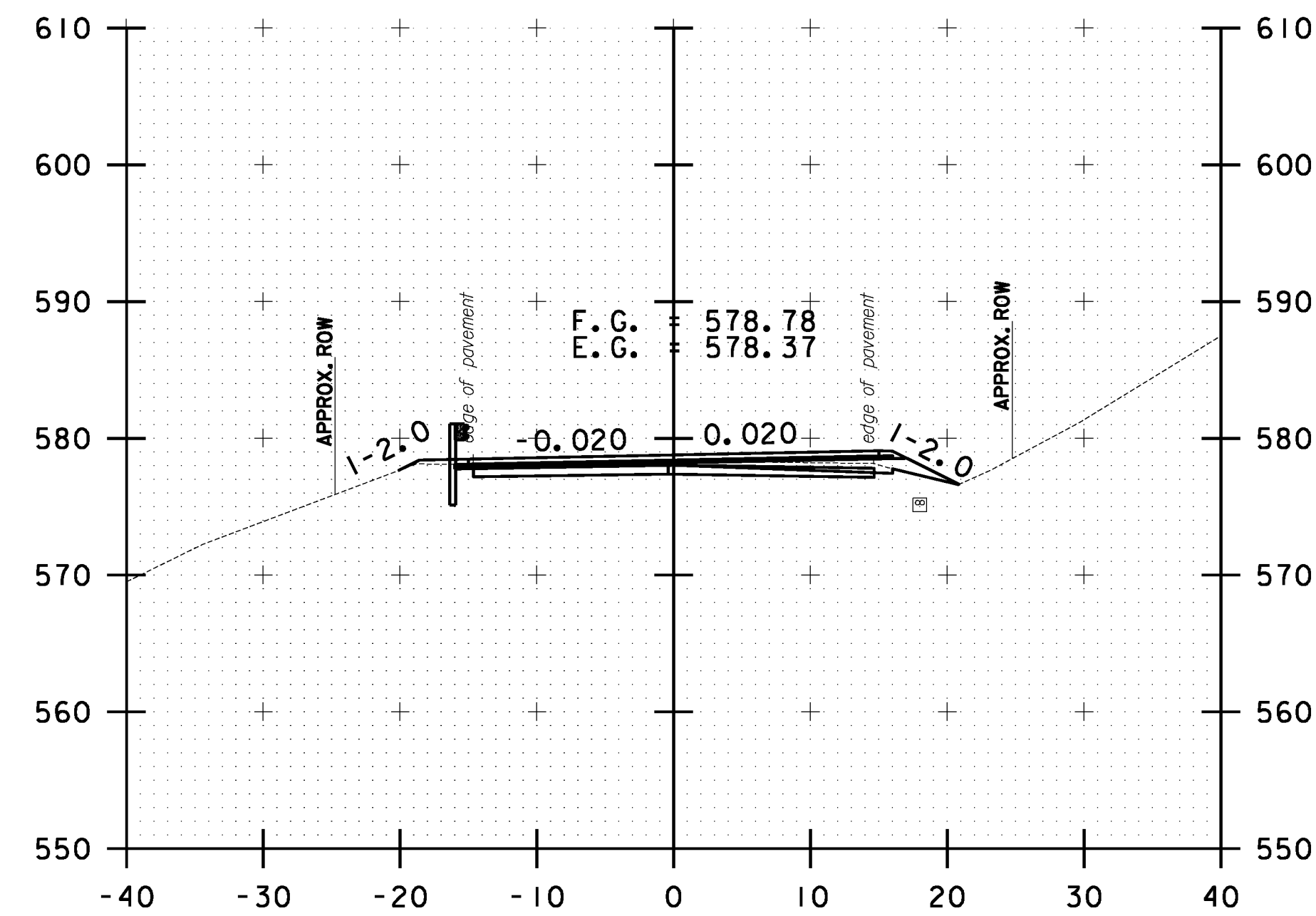
B 8+00.00

10 0 10
SCALE IN FEET

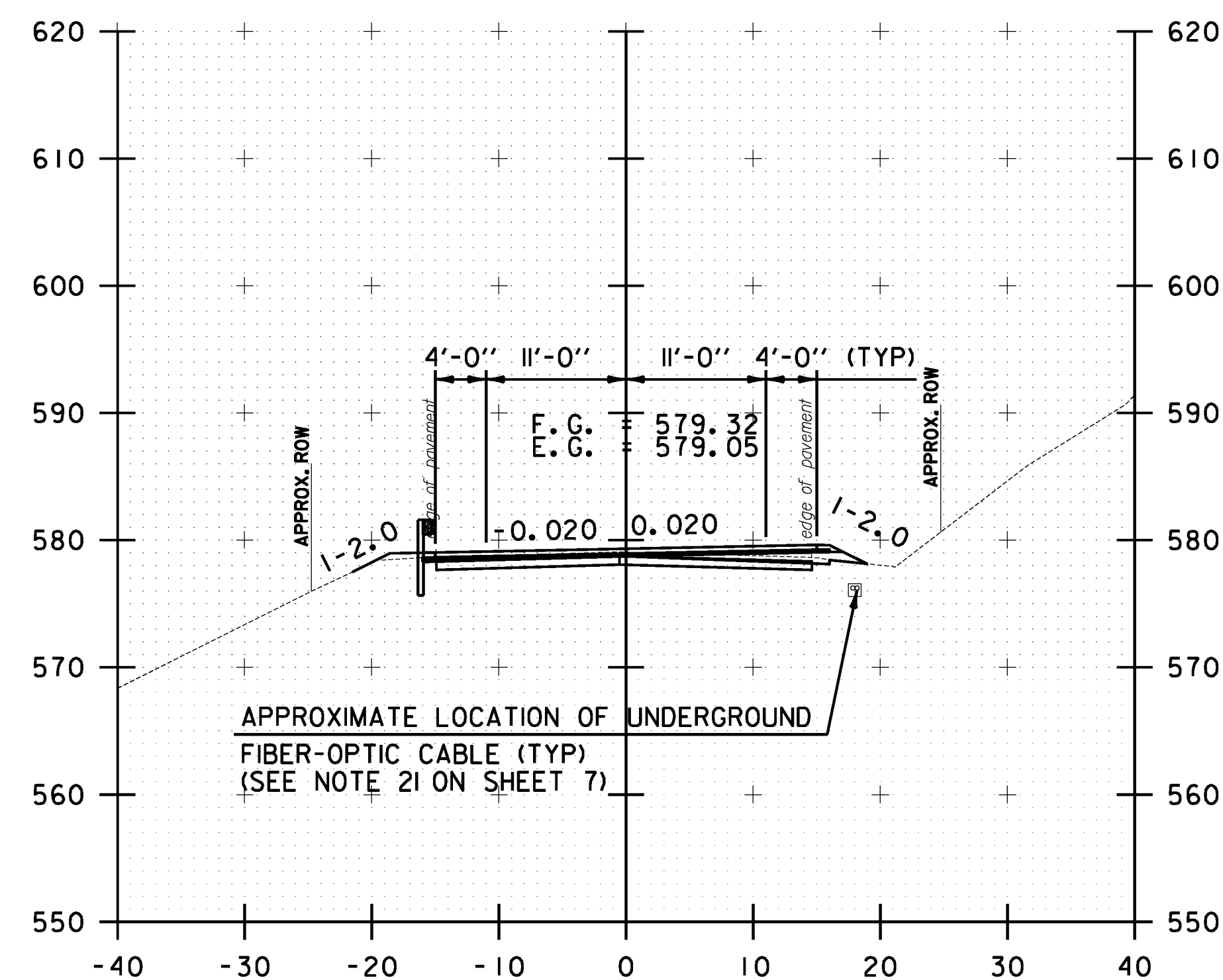
**BETHEL
CROSS SECTION
SHEET #3**

PROJECT NAME: STOCKBRIDGE-BETHEL	
PROJECT NUMBER: STP 2910(1)	
FILE NAME: z10b214.bethel.xc.dgn	PLOT DATE: 3/17/2014
PROJECT LEADER: D.E.G.	DRAWN BY: W.G.P.
DESIGNED BY: L.M.B.	CHECKED BY: J.P.S.
IPARM FILE: z10b214xsl15.i	SHEET 328 OF 397

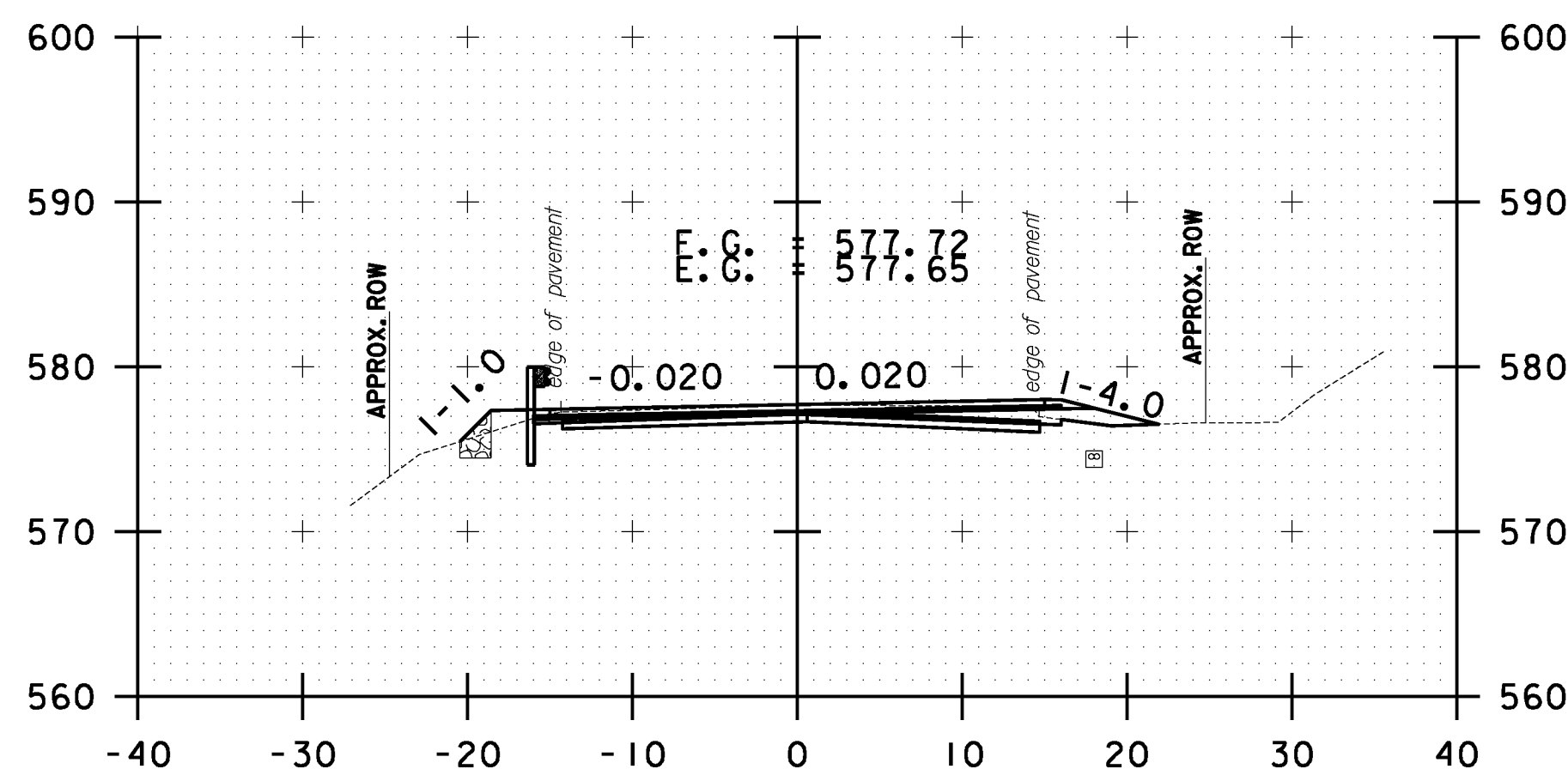
FILE NAME : \\P:\projects\ANY\K2\22425\CAOD\KSTN\10b214.bethel.xc.dgn
DATE/TIME : 3/17/2014
USER : jsl6



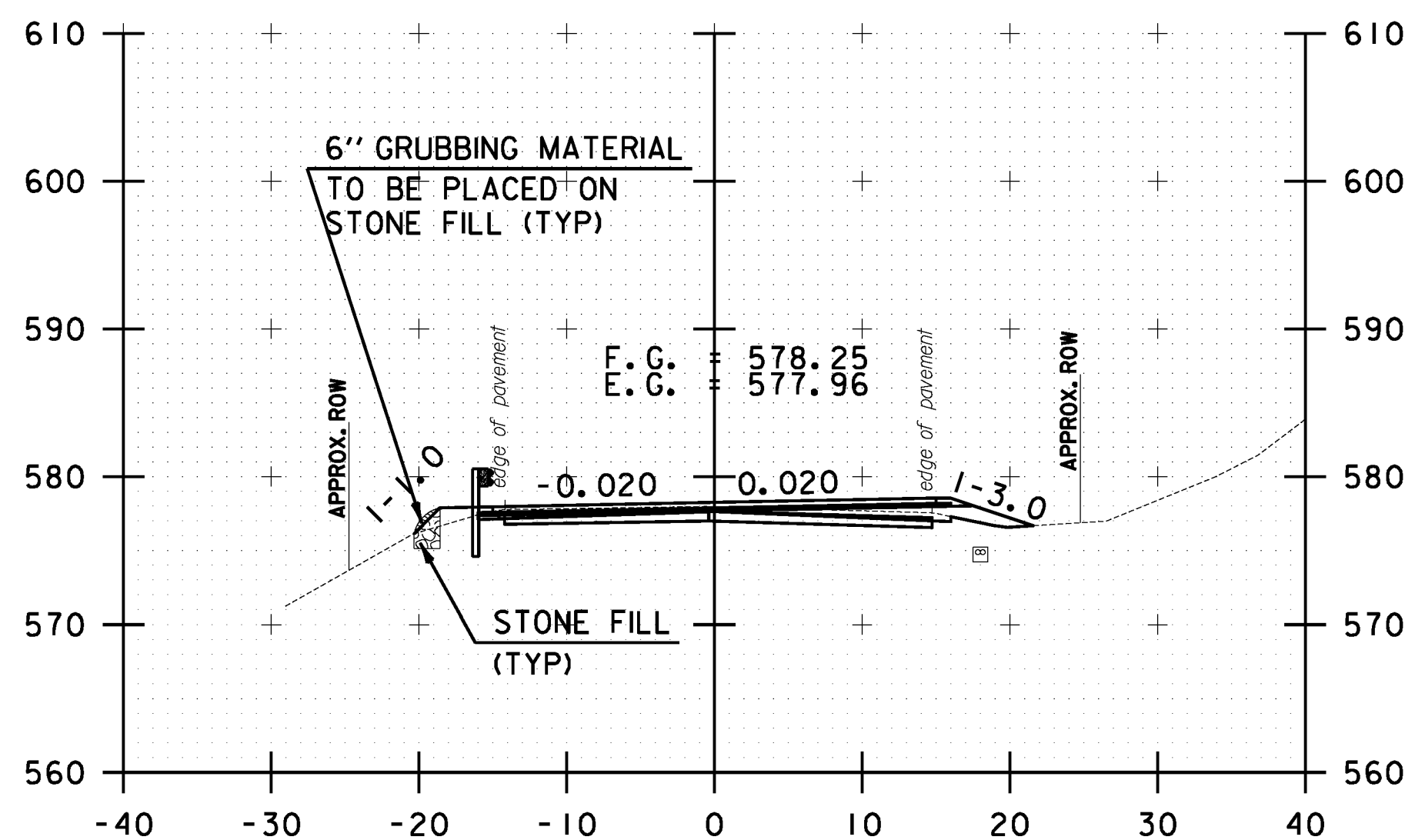
B 9+50.00



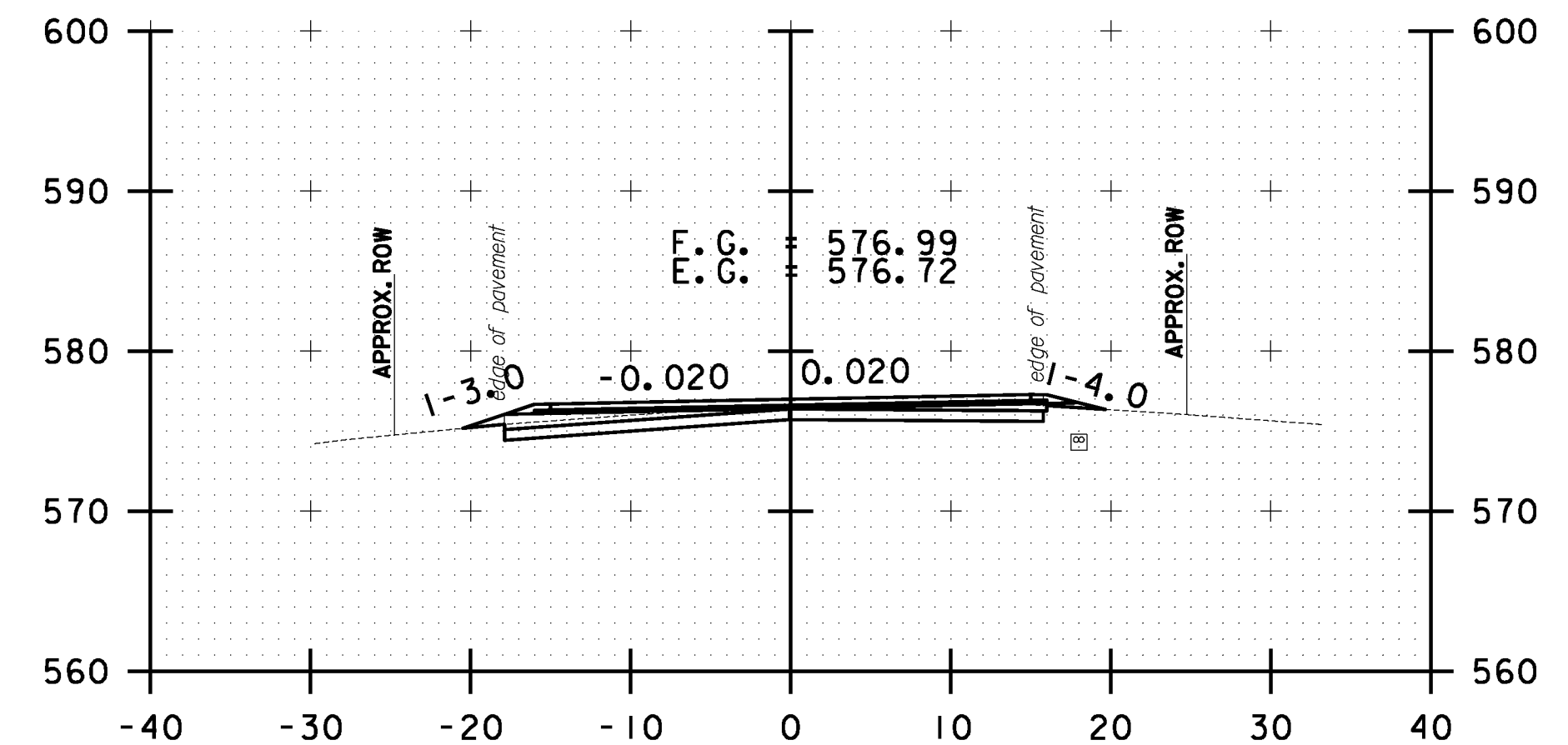
B 9+00.00



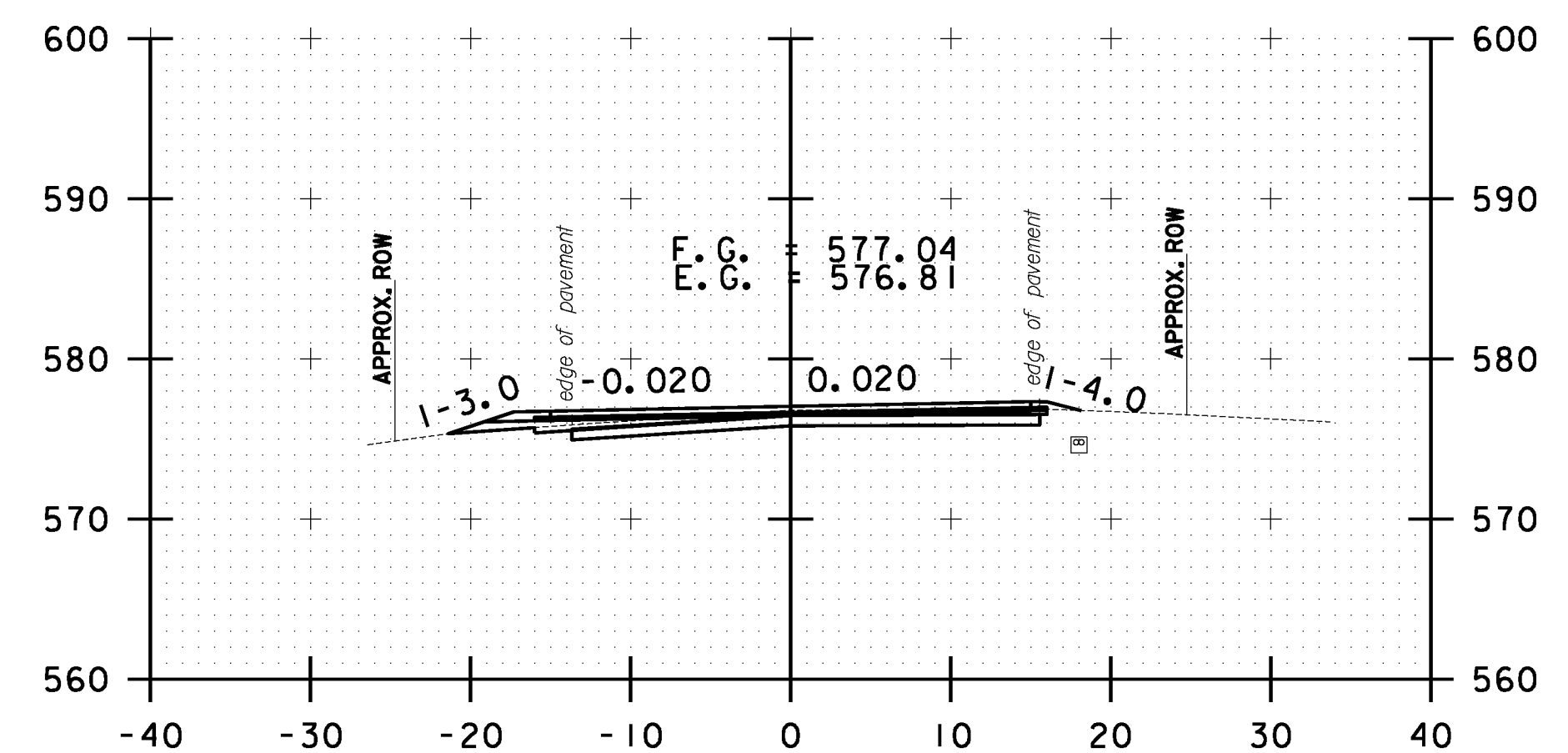
B 10+50.00



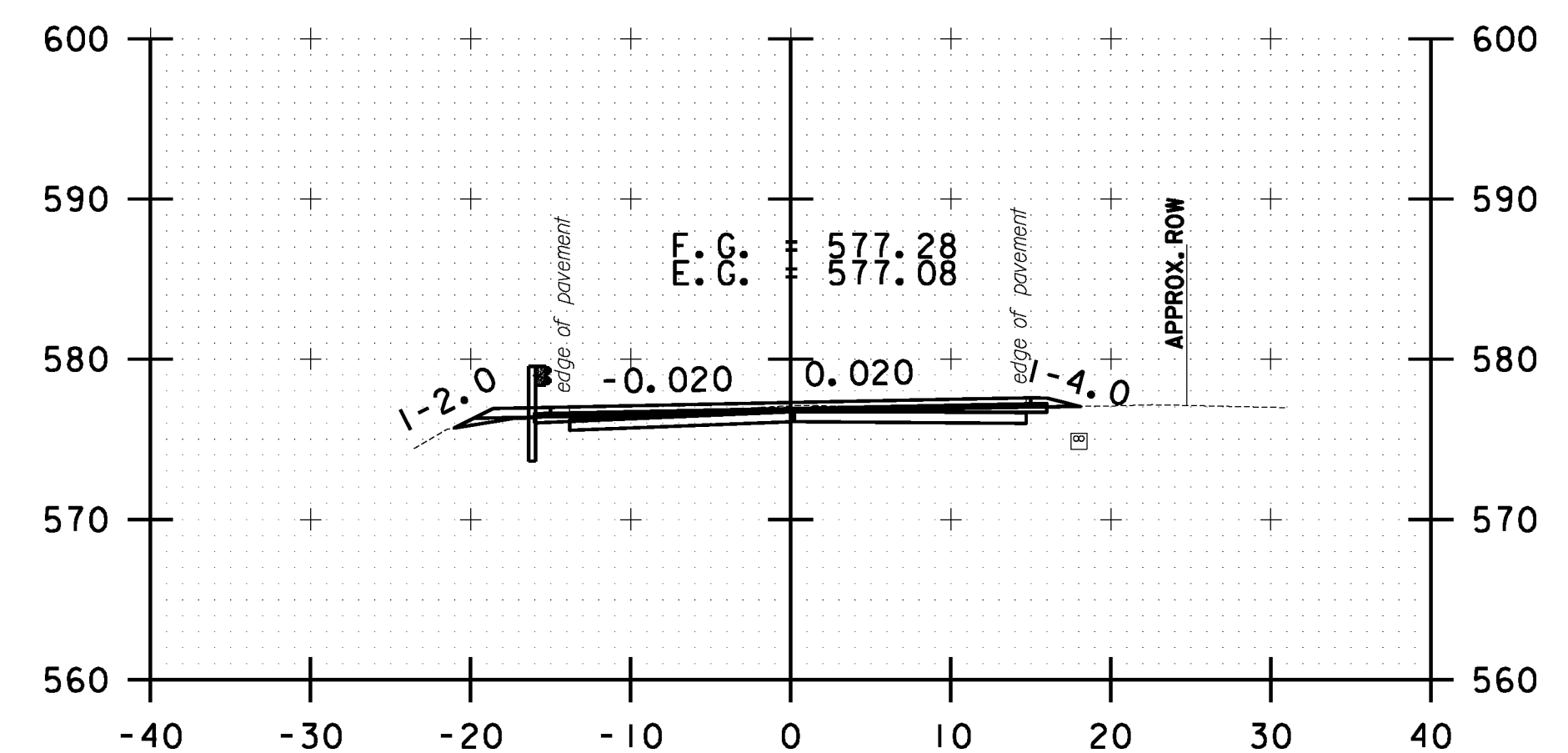
B 10+00.00



B 12+00.00



B 11+50.00



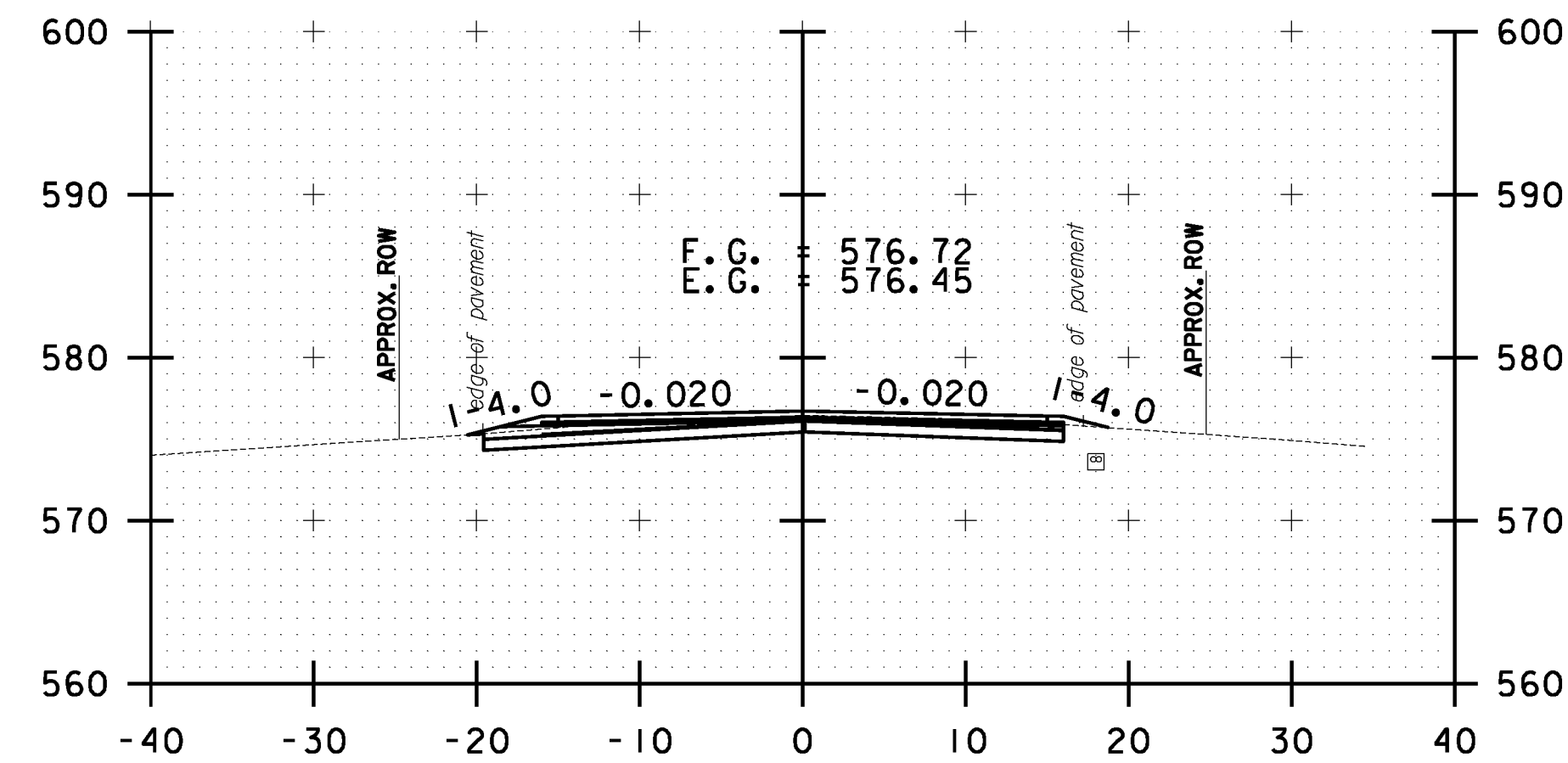
B 11+00.00

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SCALE IN FEET

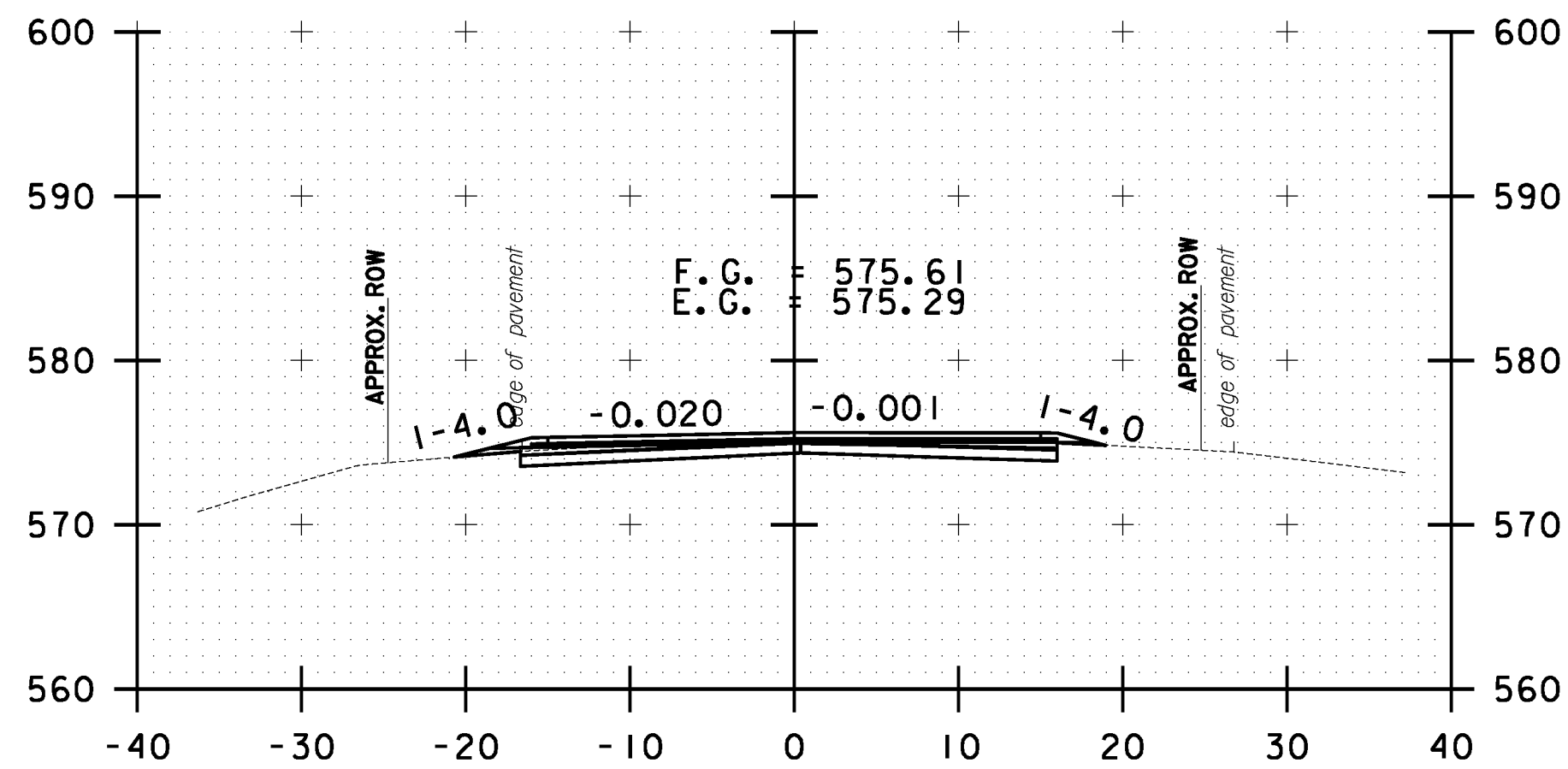
**BETHEL
CROSS SECTION
SHEET #4**

PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(1)
FILE NAME: z10b214.bethel.xc.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214xsl16.1
PLOT DATE: 3/17/2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 329 OF 397

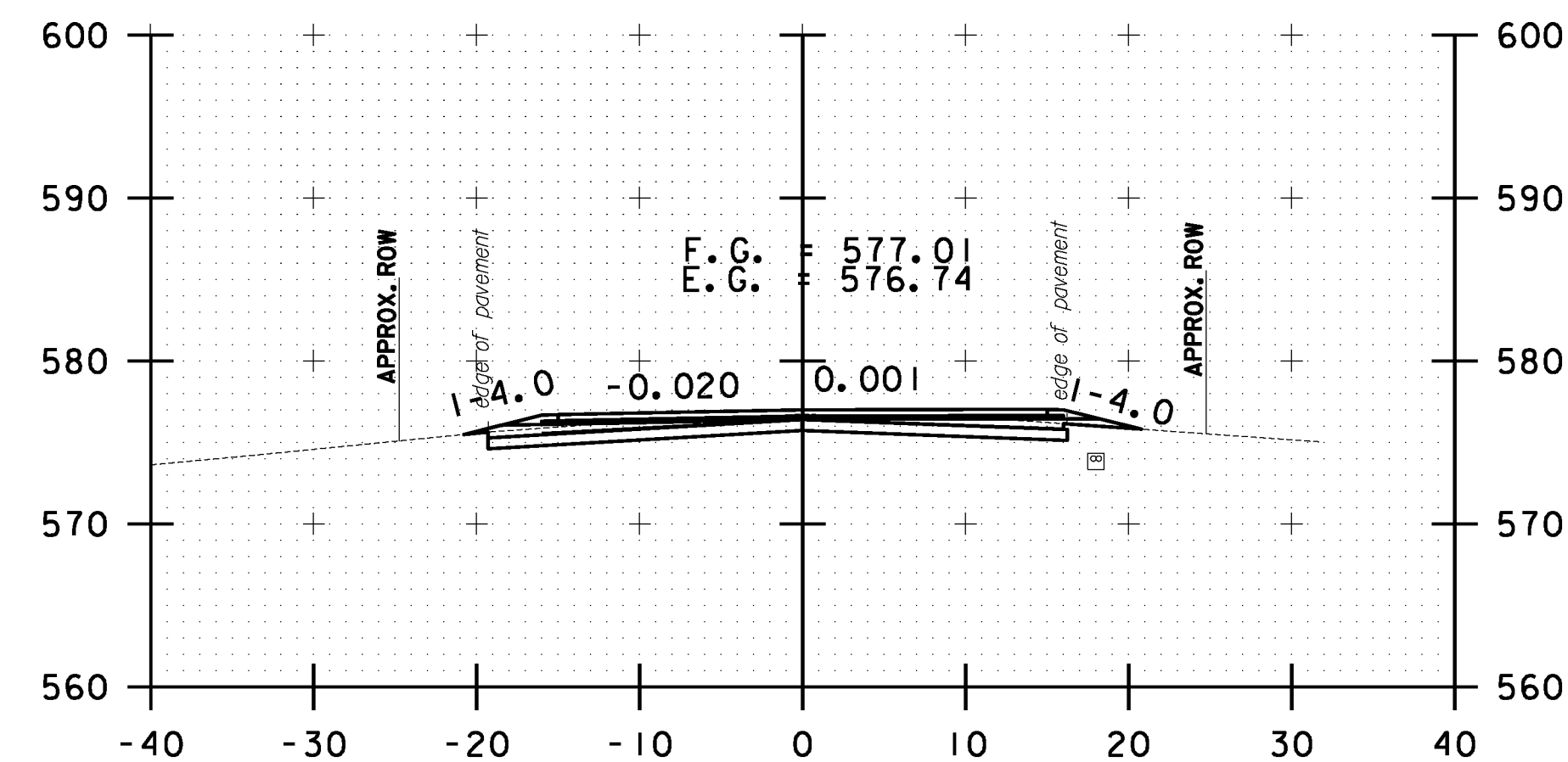
FILE NAME : \\P:\projects\ANY\K2\22425\CAOD\KSTN\10b214.bethel.xc.dgn
DATE/TIME : 3/17/2014
USER : 4916



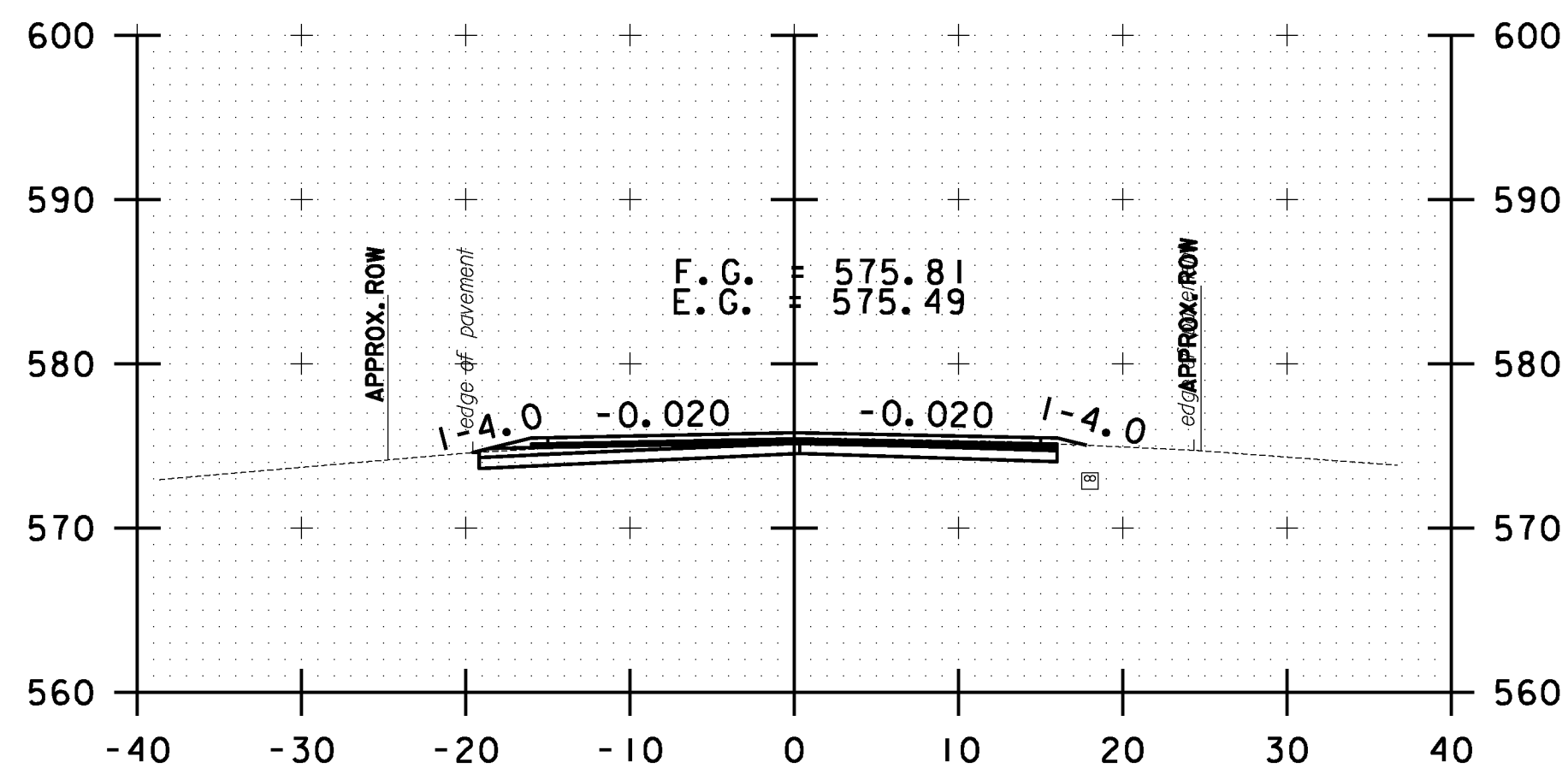
B 13+50.00



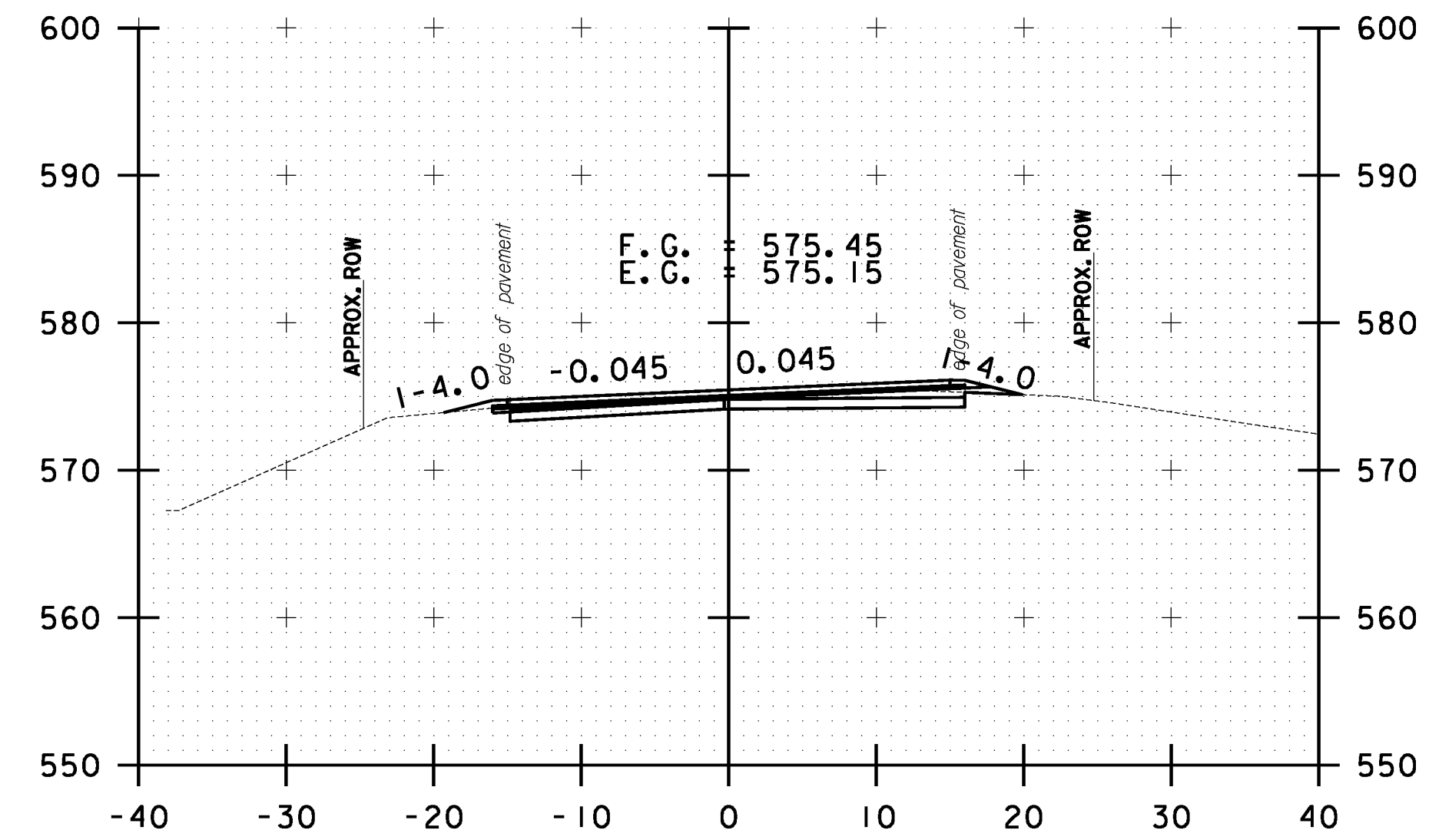
B 15+00.00



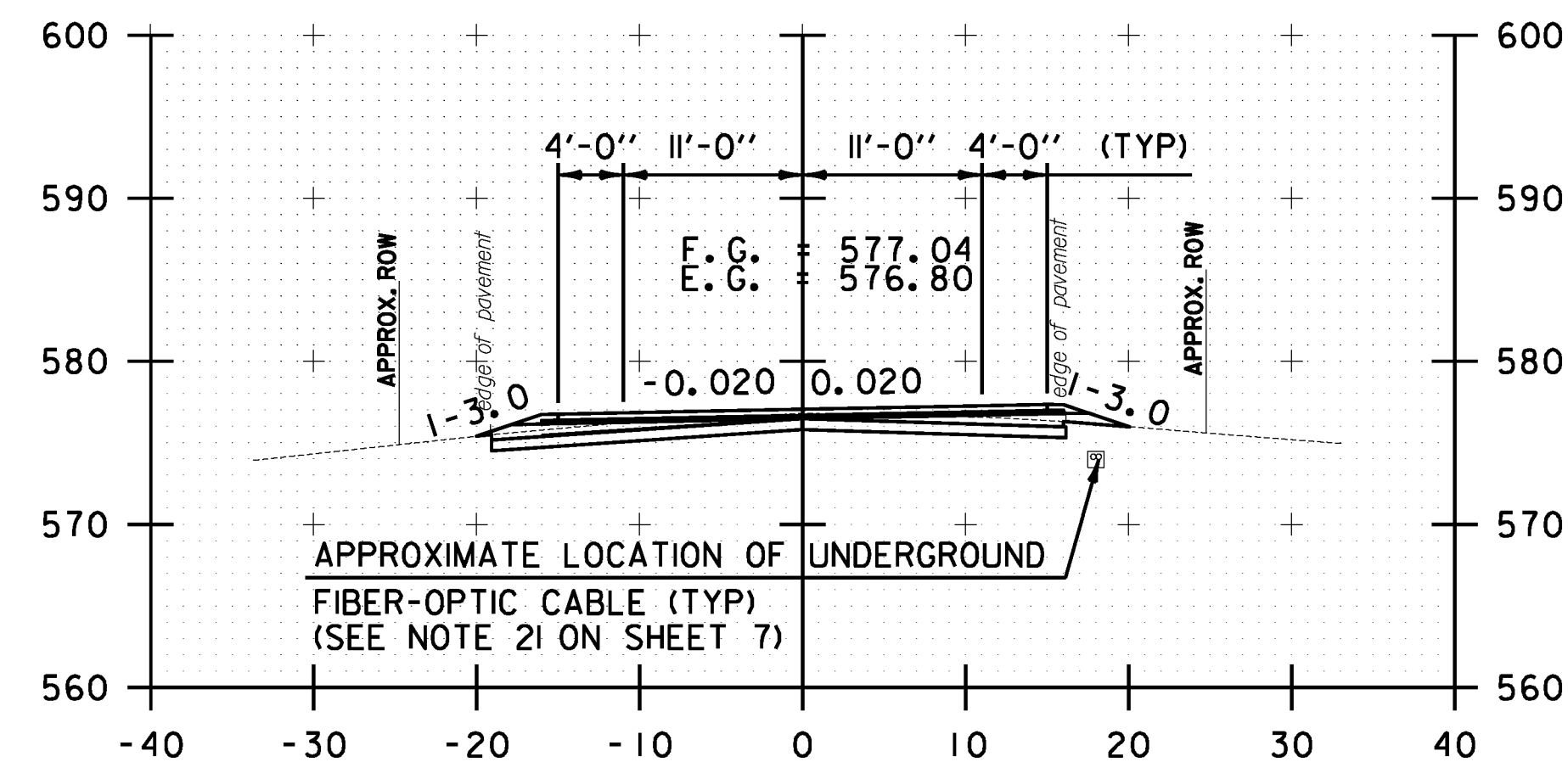
B 13+00.00



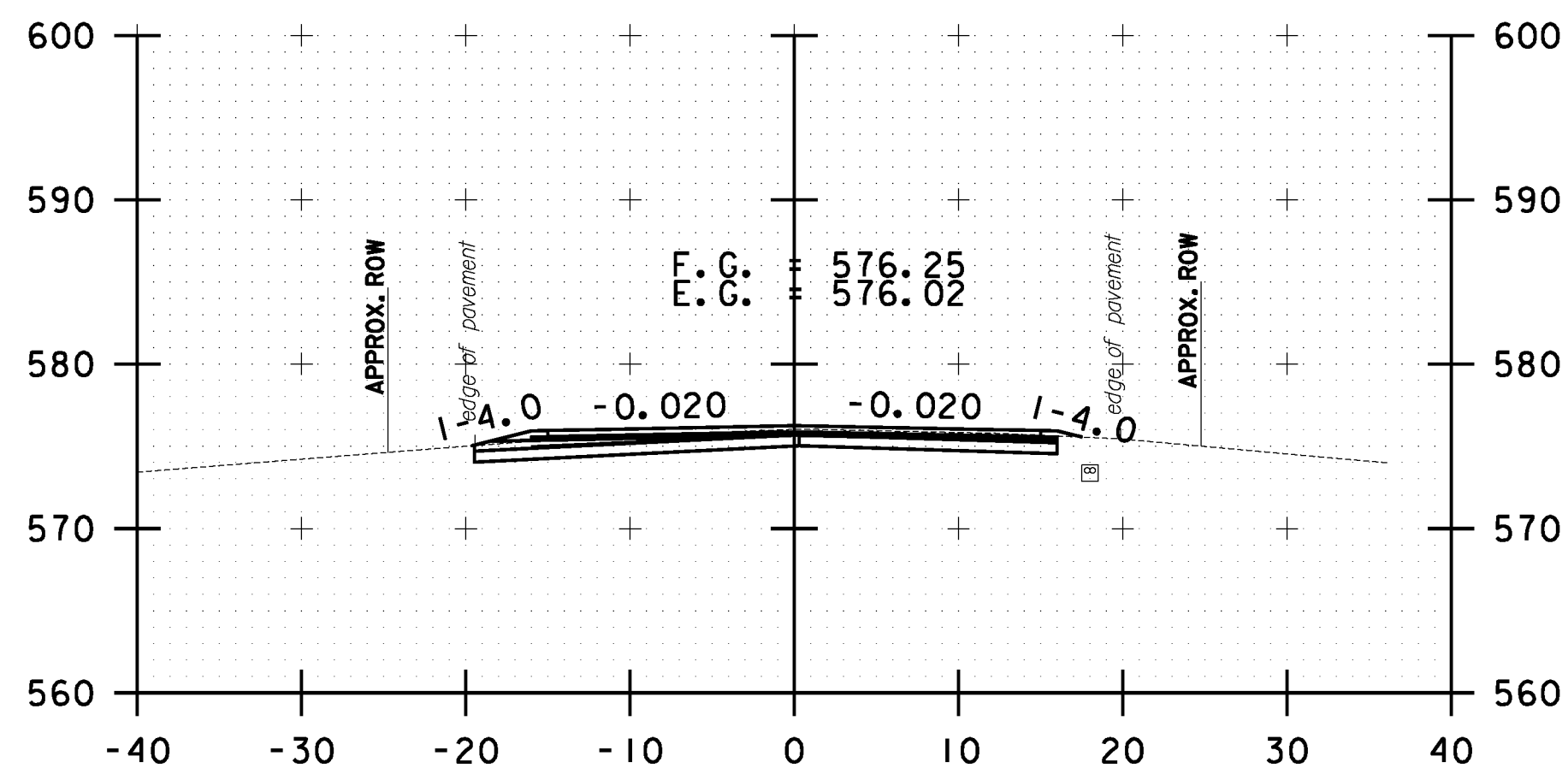
B 14+50.00



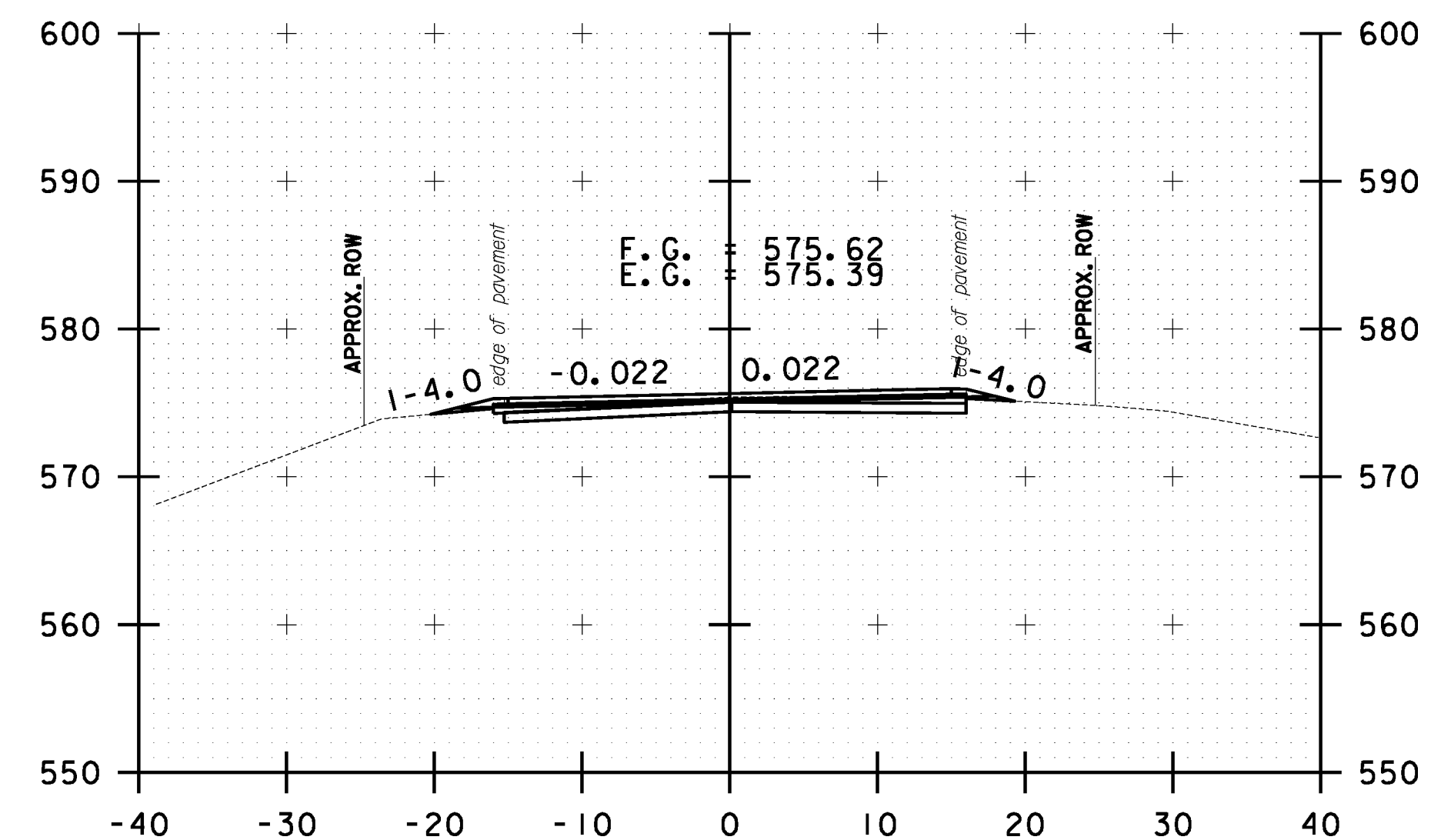
B 16+00.00



B 12+50.00



B 14+00.00



B 15+50.00

10 0 10
SCALE IN FEET

**BETHEL
CROSS SECTION
SHEET #5**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214.bethel.xc.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214xsl17.1

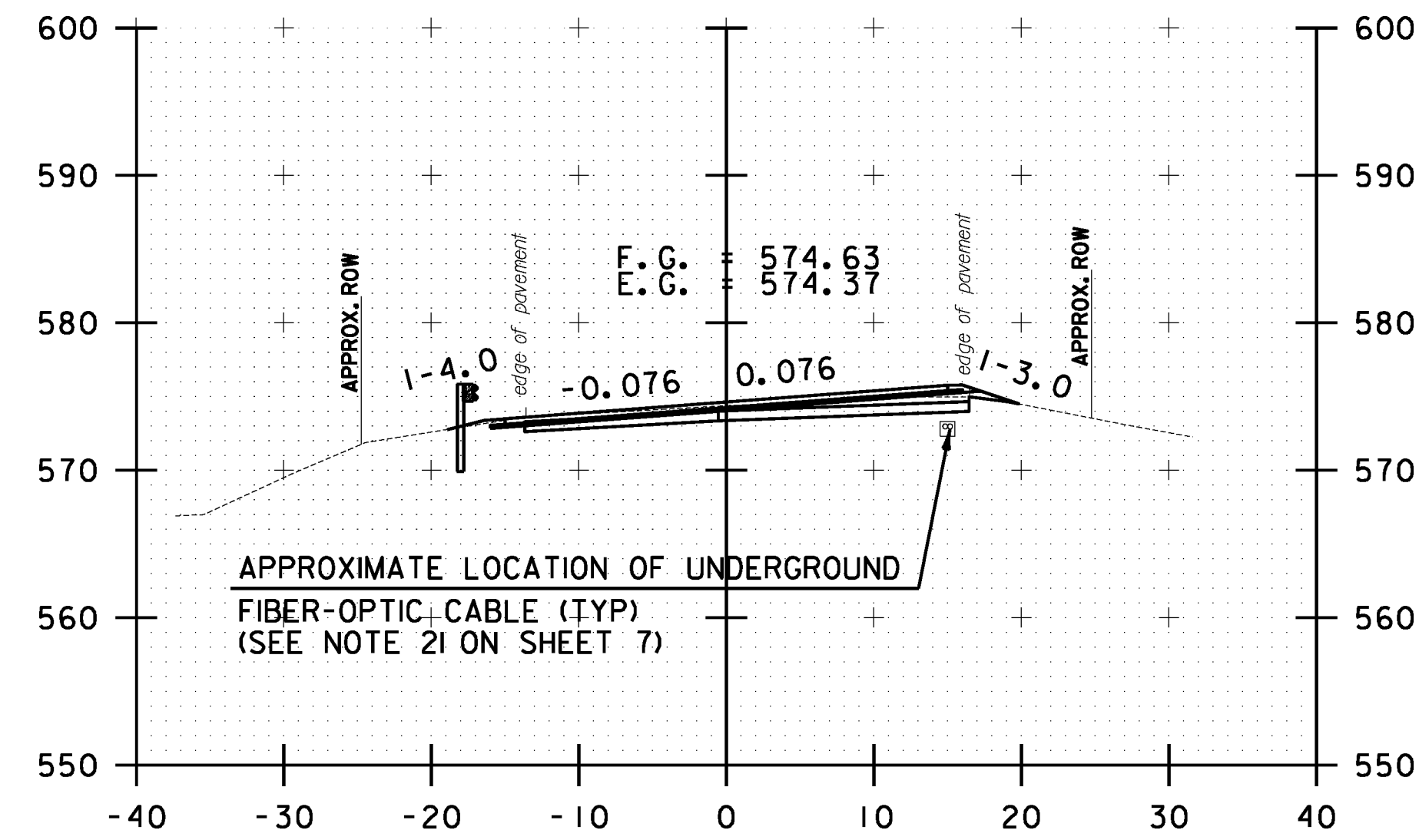
PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

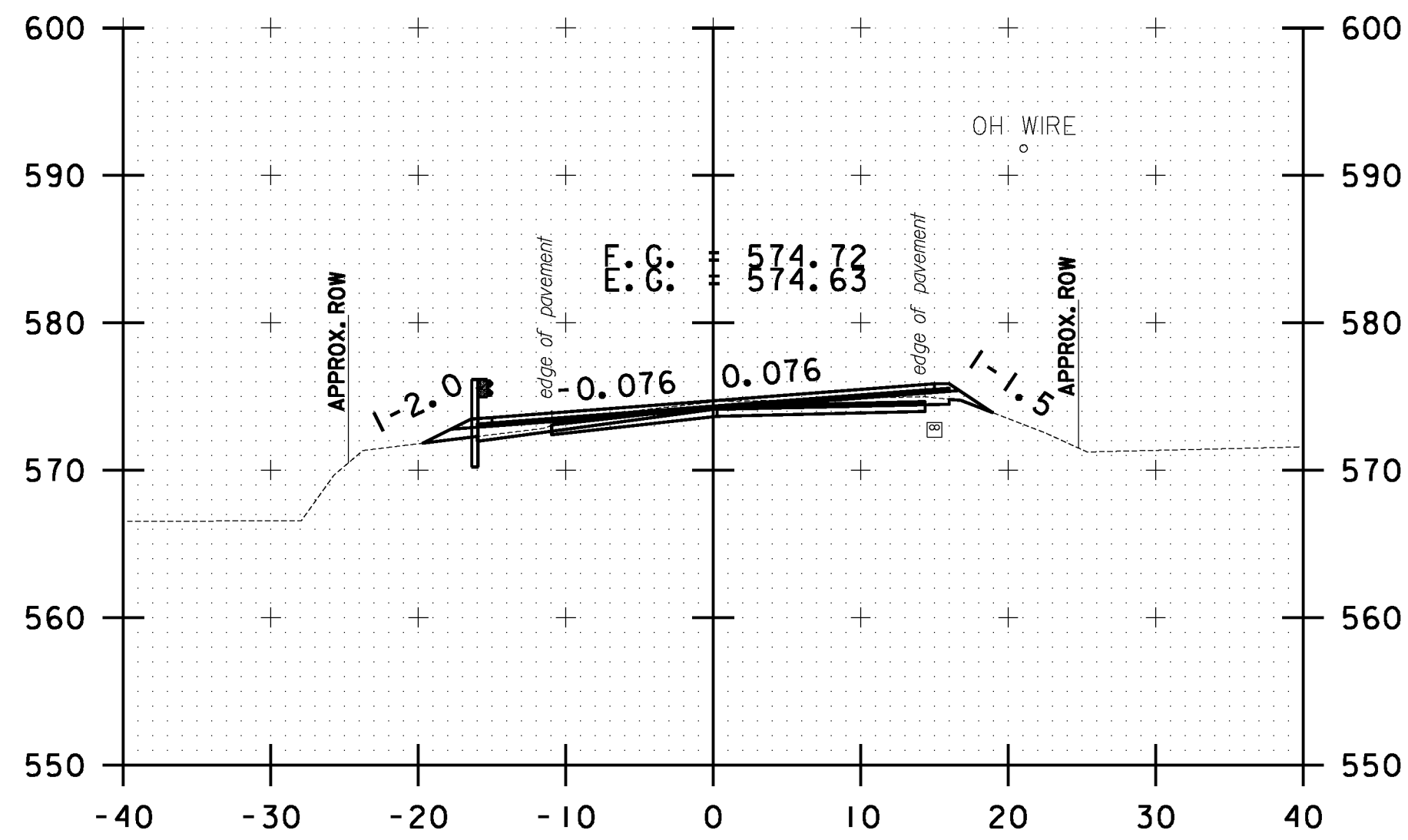
CHECKED BY: J.P.S.

SHEET 330 OF 397

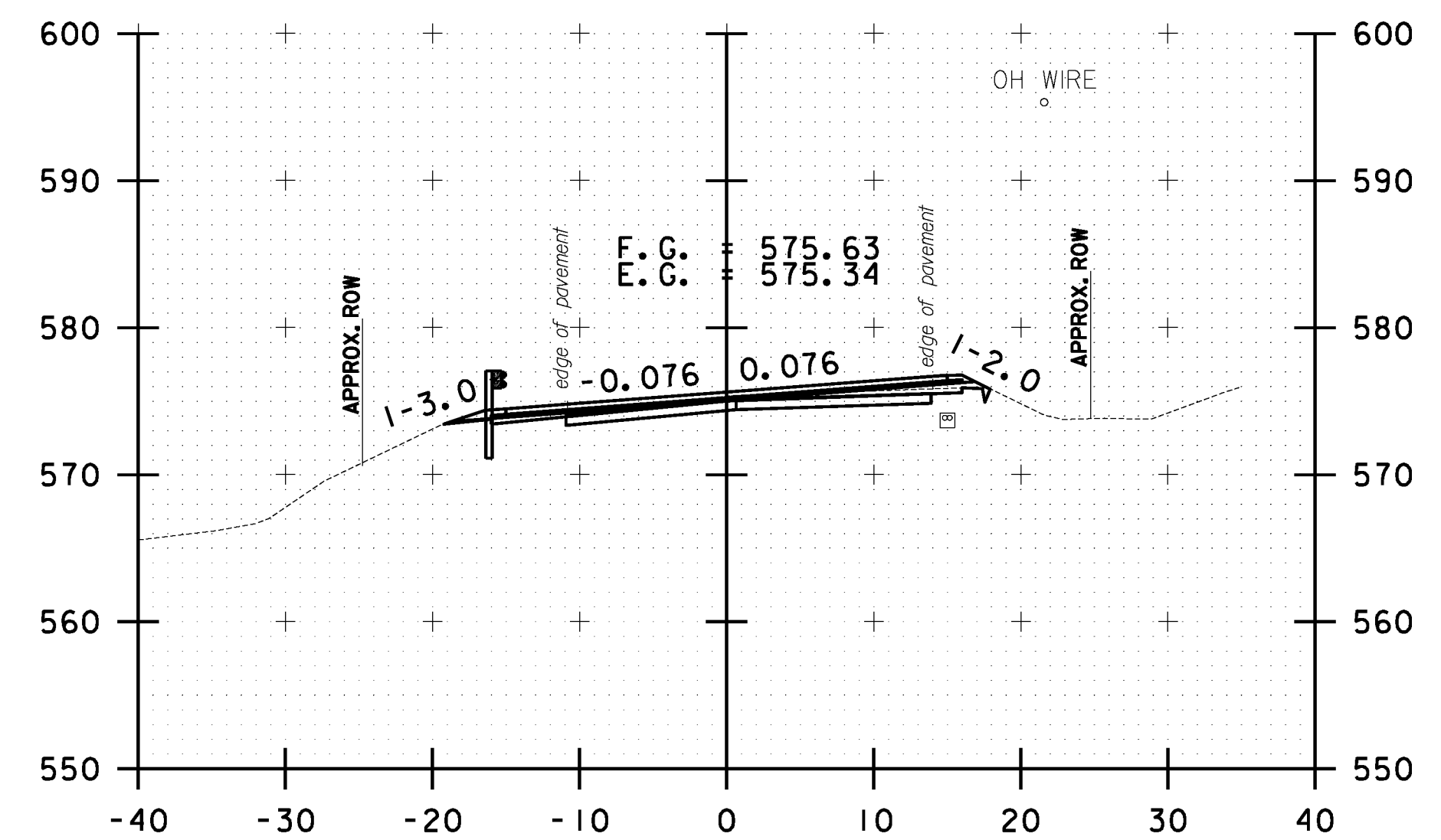
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DATE/TIME: 3/17/2014
USER: 4916



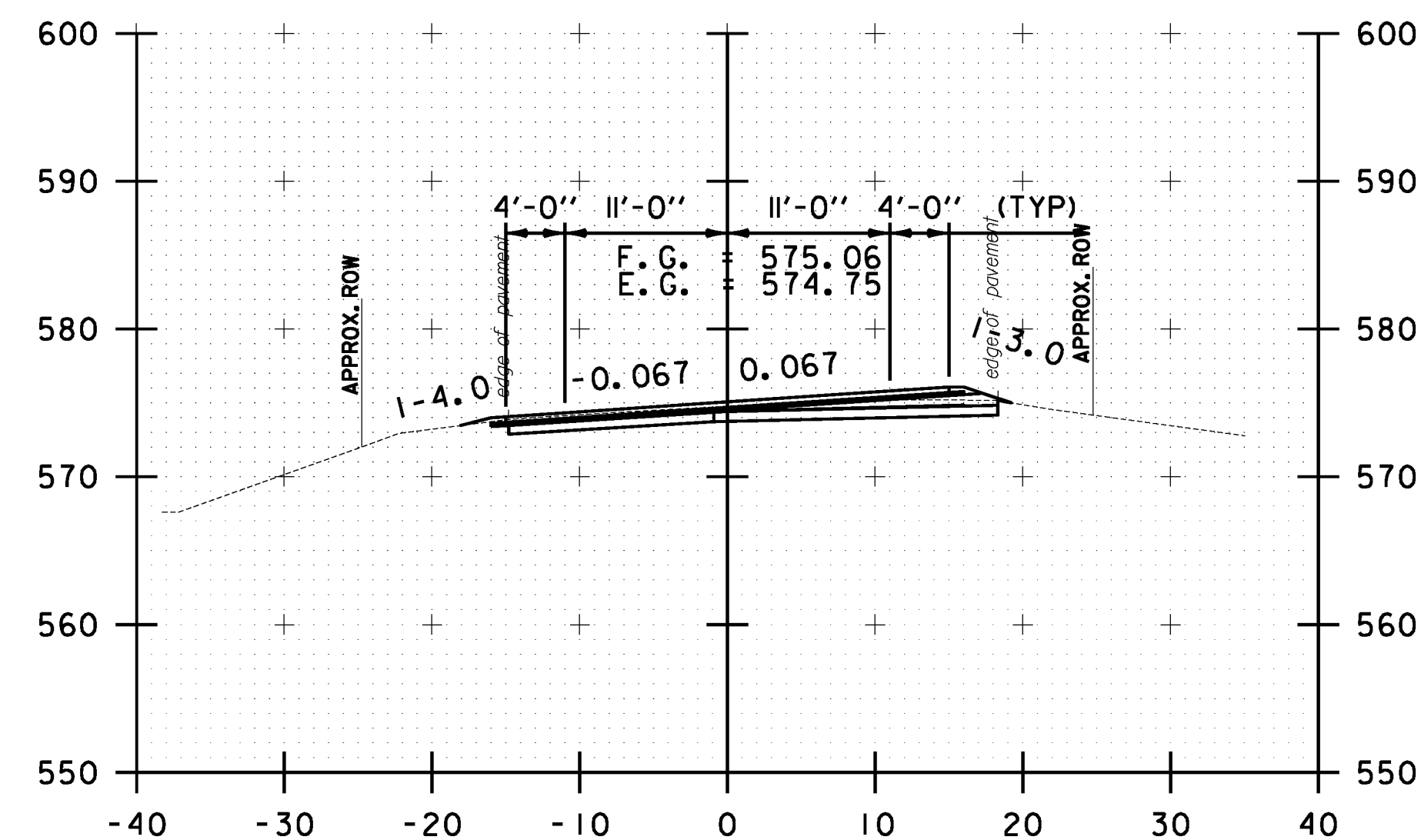
B 17+00.00



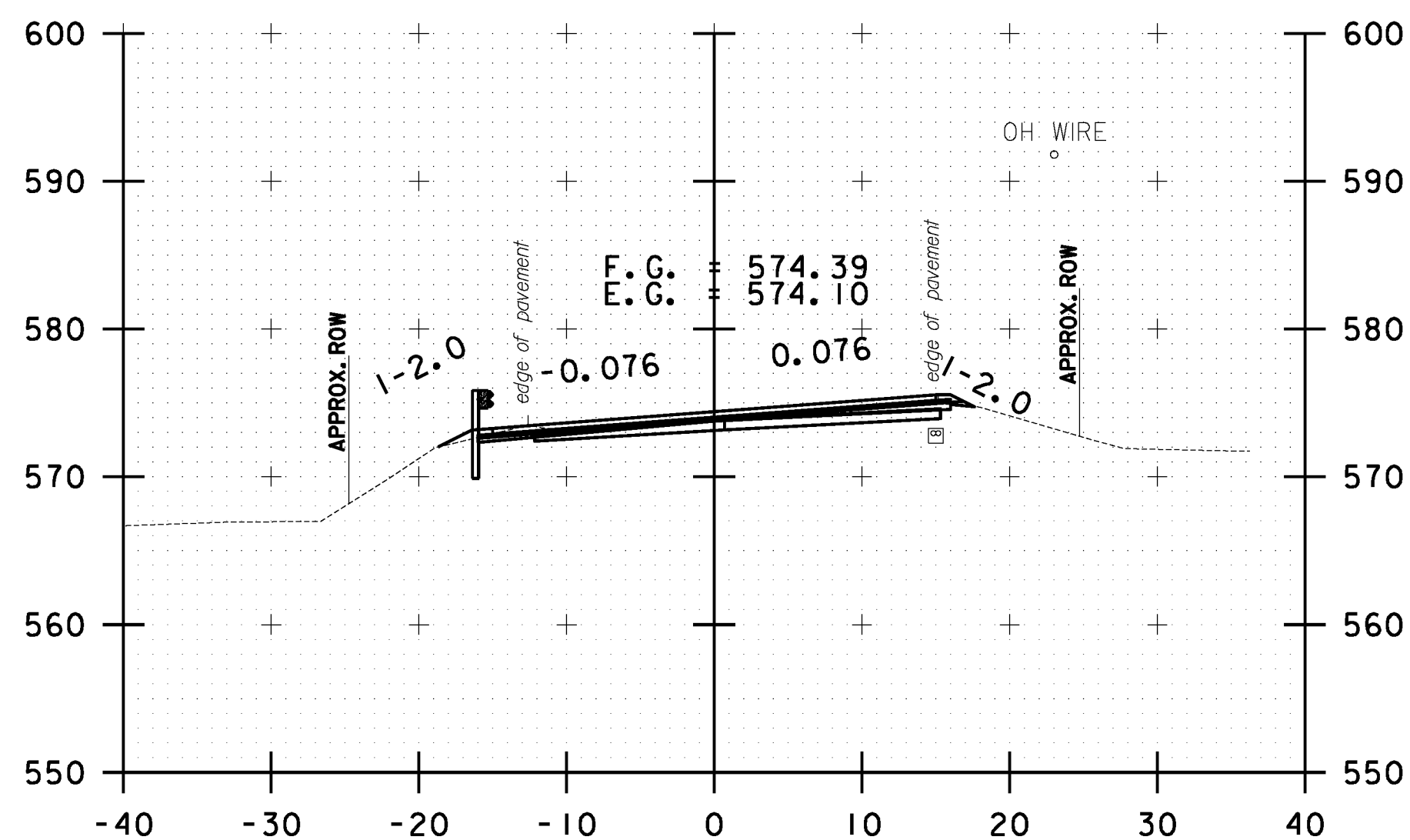
B 18+00.00



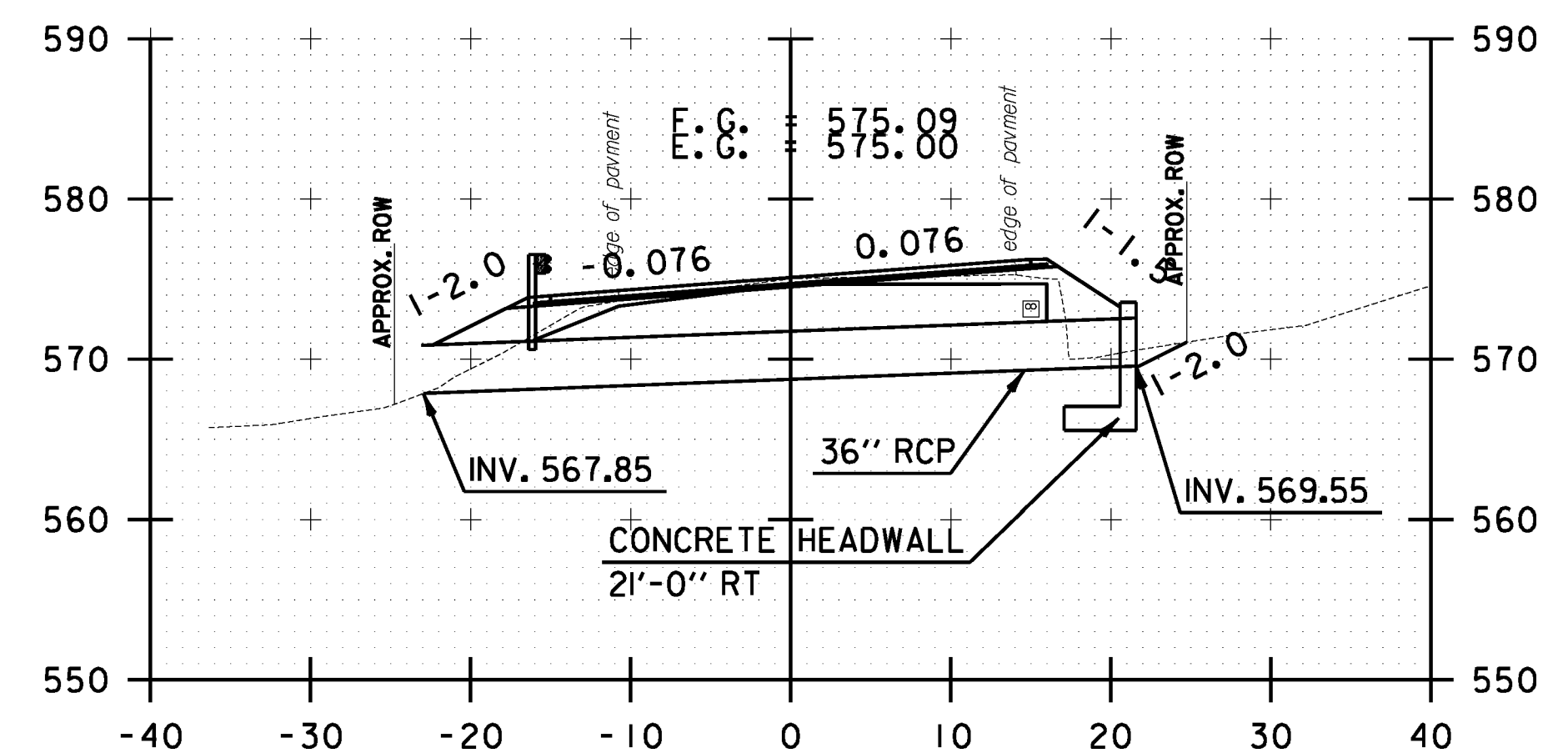
B 18+50.00



B 16+50.00



B 17+50.00



B 18+24.60

10 0 10
SCALE IN FEET

**BETHEL
CROSS SECTION
SHEET #6**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214.bethel.xc.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214xsl18.i

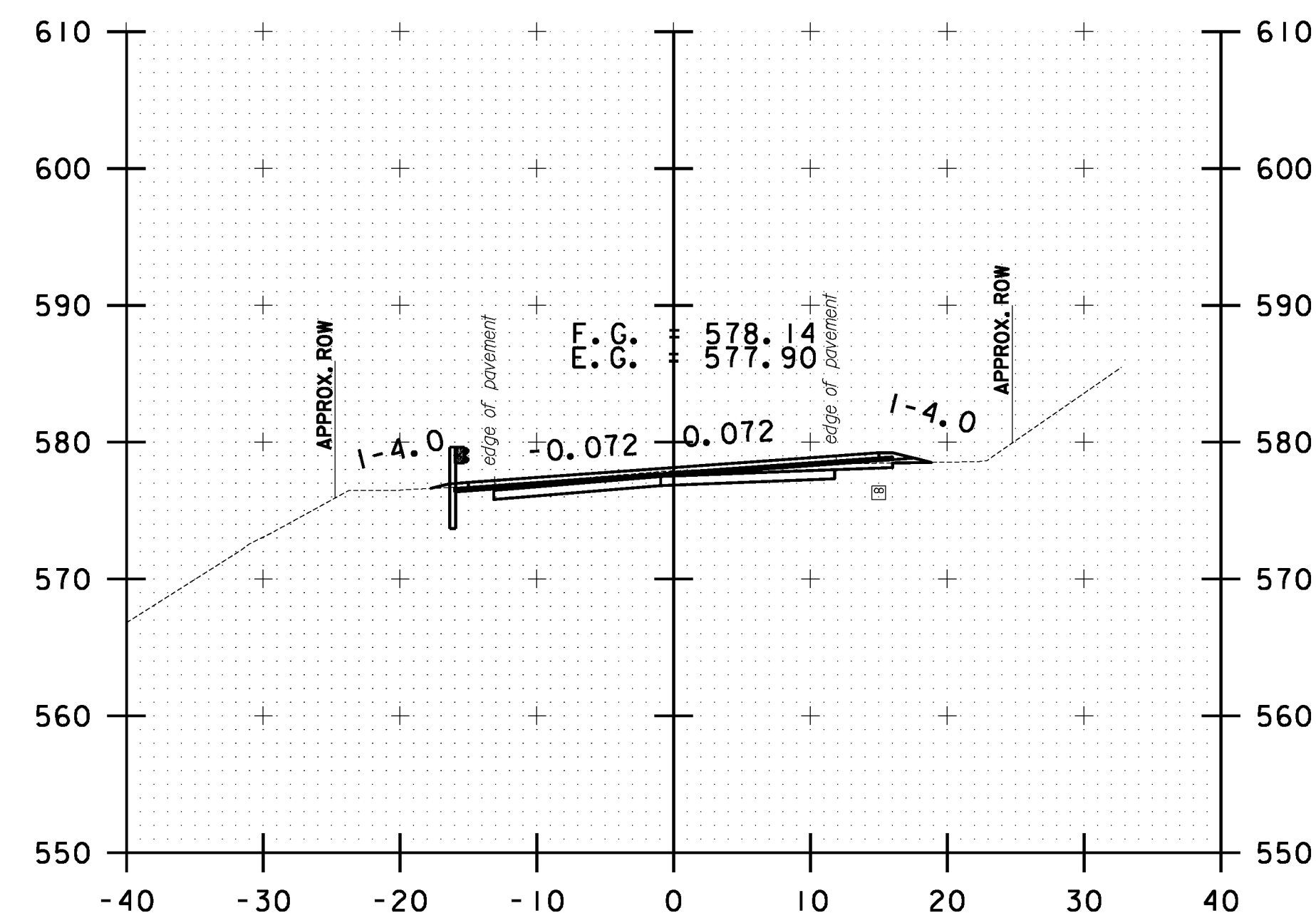
PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

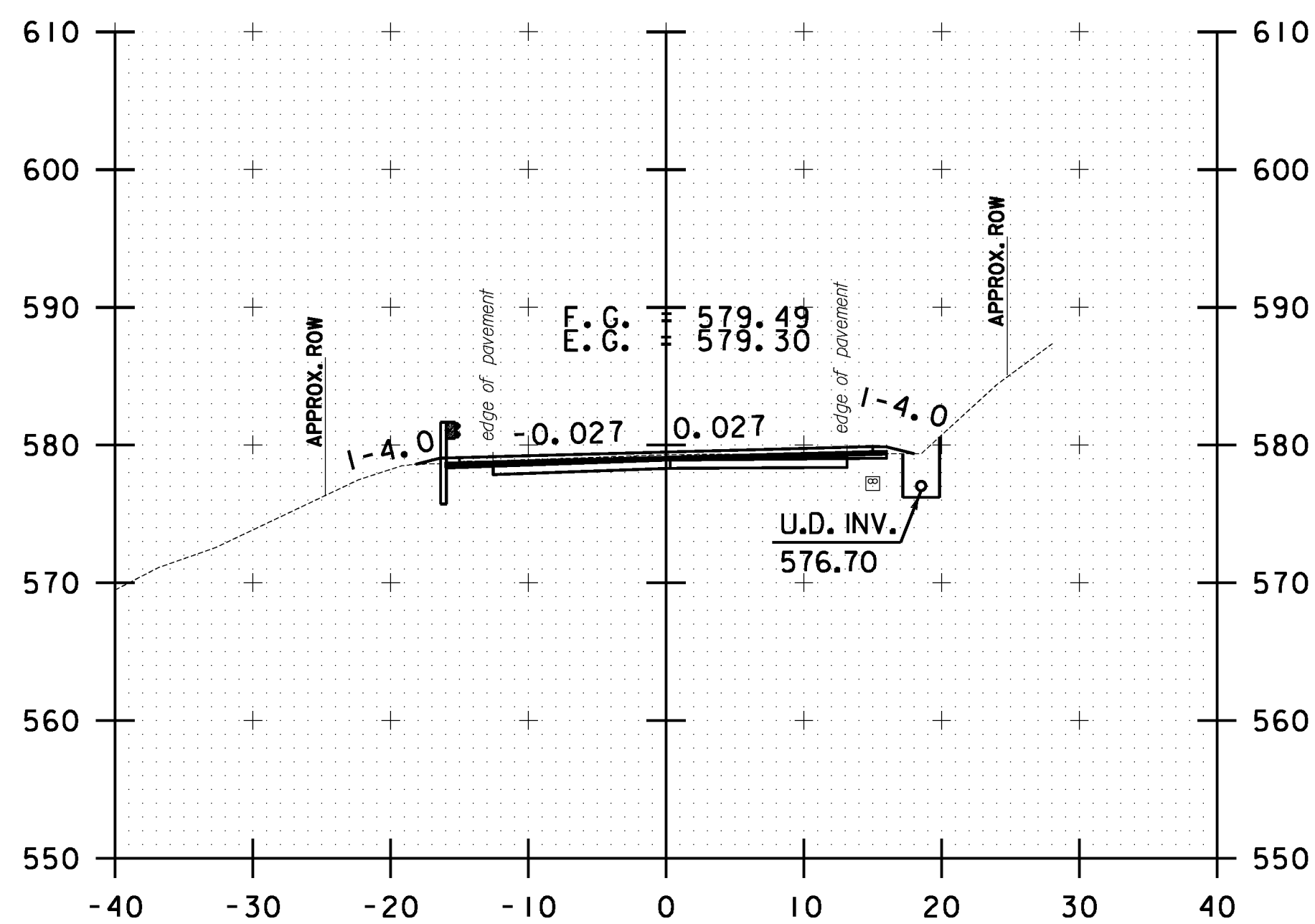
CHECKED BY: J.P.S.

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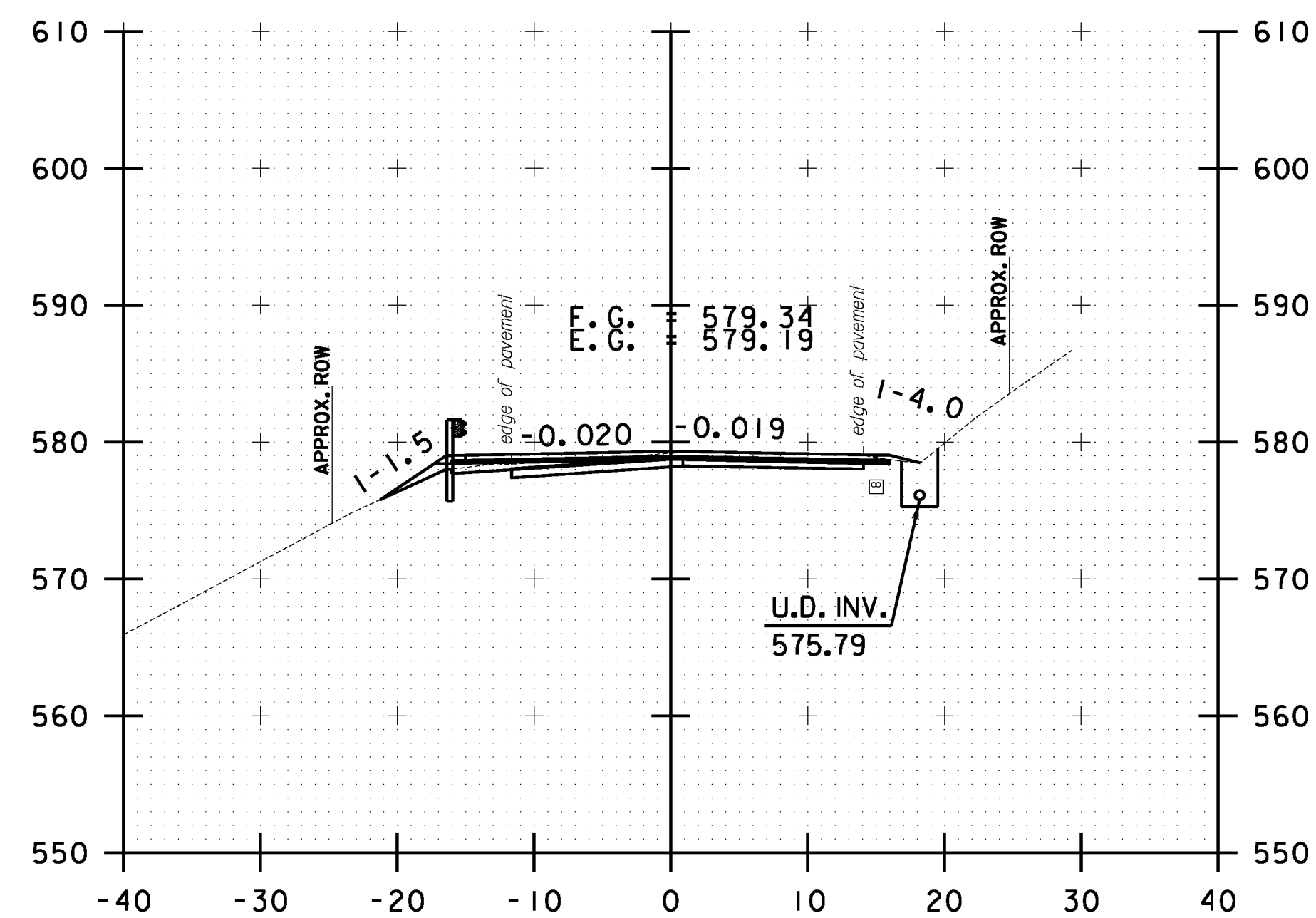
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DATE/TIME = 3/17/2014
USER = 4916



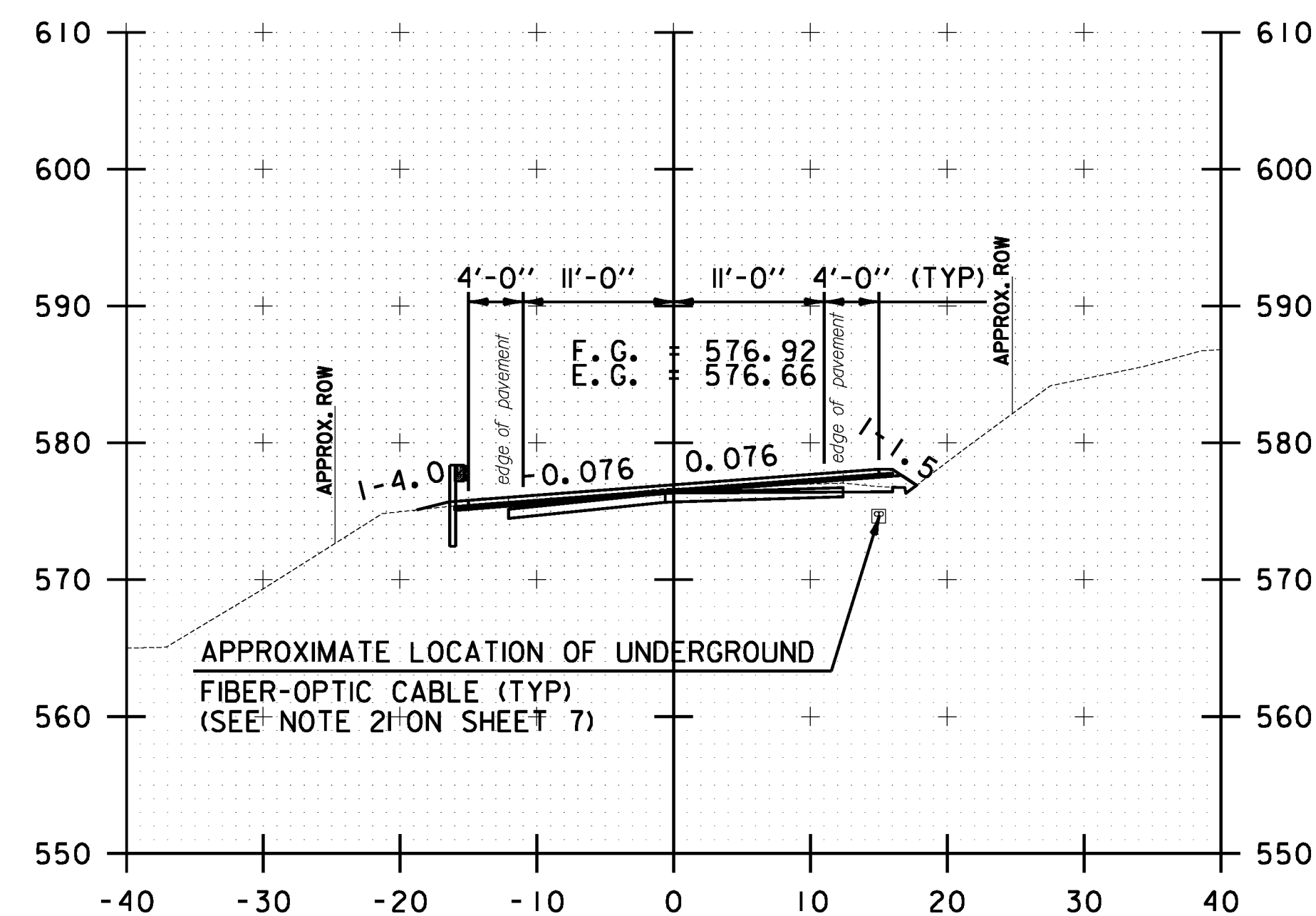
B 19+50.00



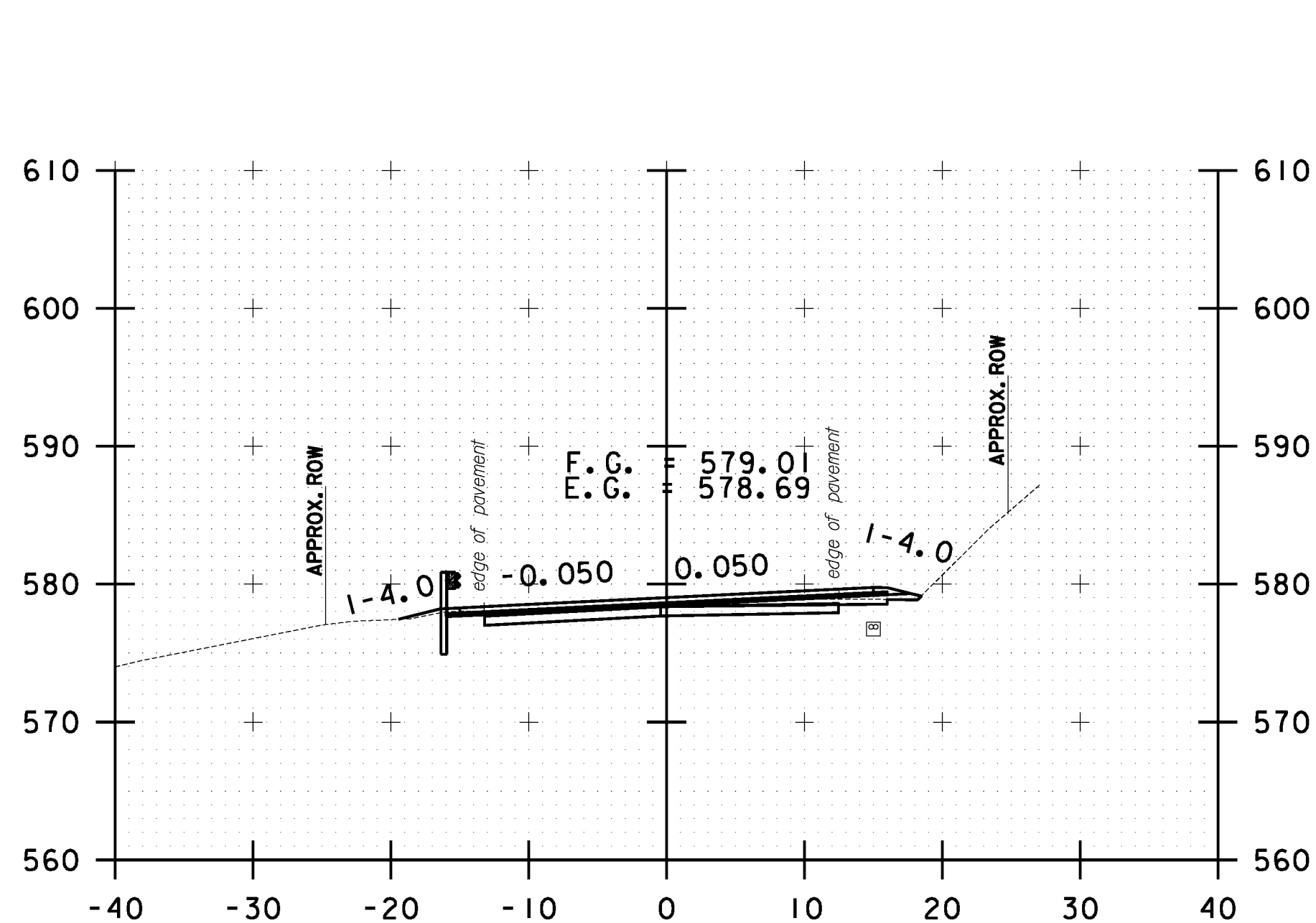
B 20+50.00



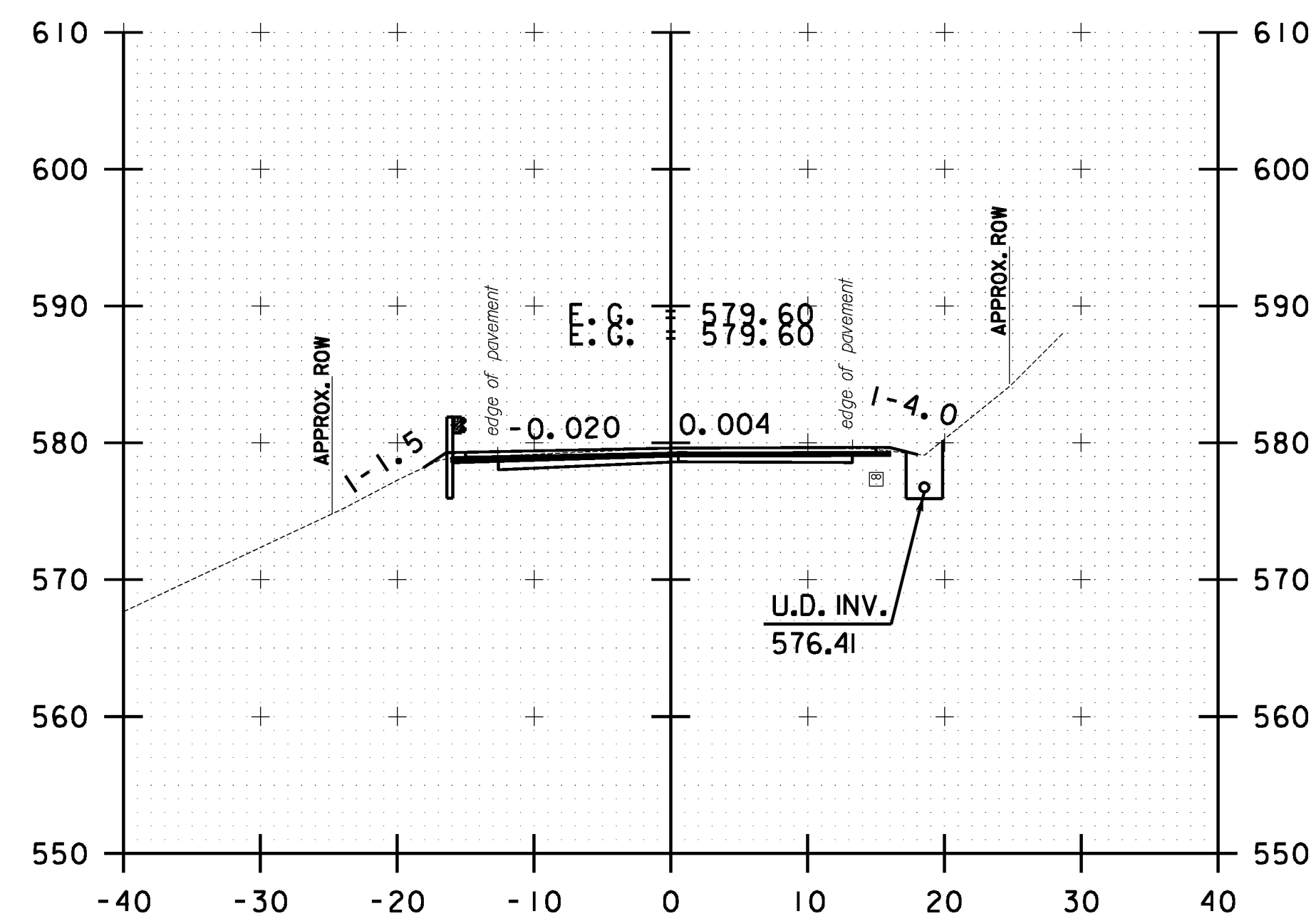
B 21+50.00



B 19+00.00



B 20+00.00



B 21+00.00

10 0 10
SCALE IN FEET

**BETHEL
CROSS SECTION
SHEET #7**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214.bethel.xc.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214xsl19.i

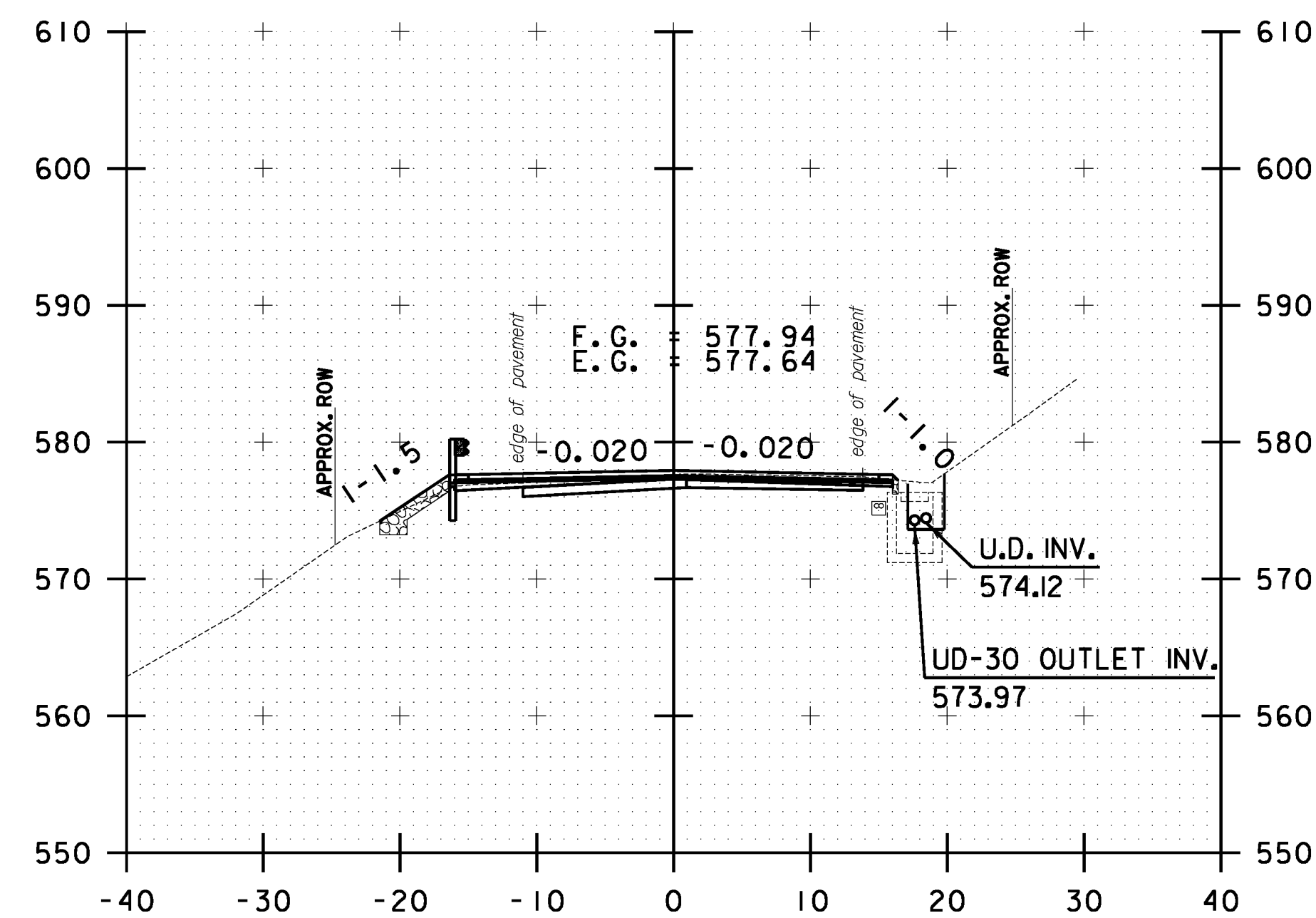
PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

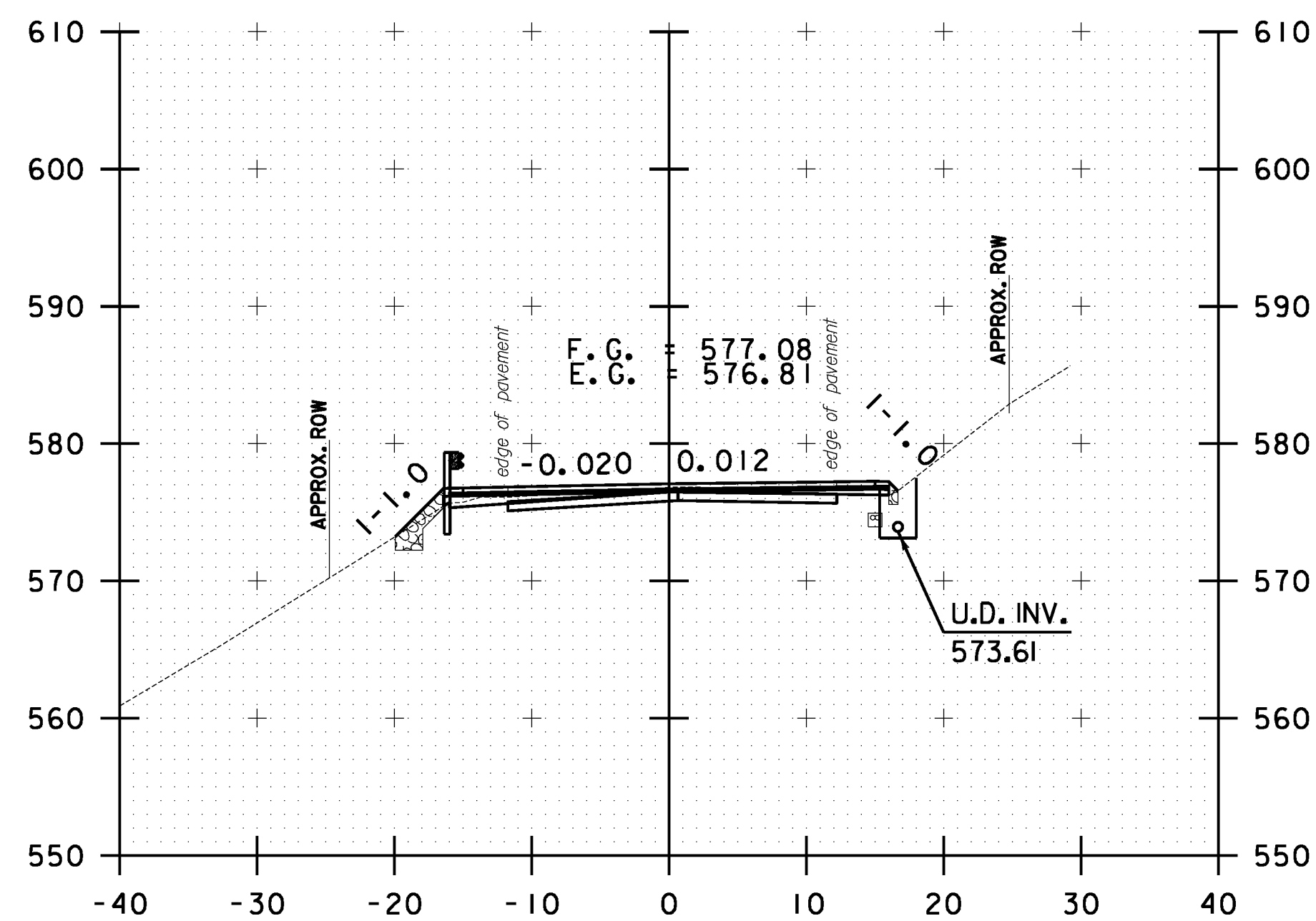
CHECKED BY: J.P.S.

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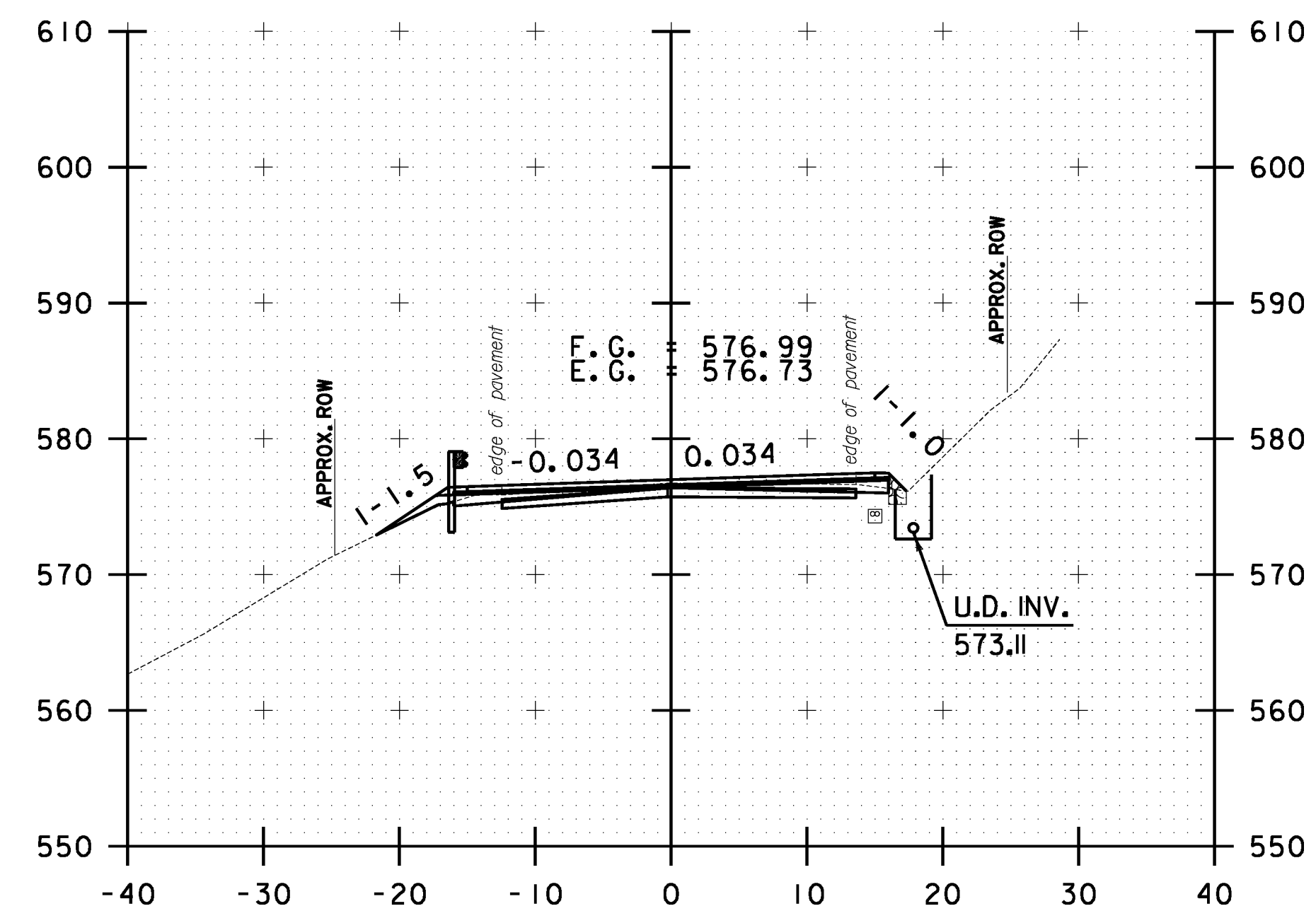
FILE NAME: \\P:\projects\ANY\22\2245\CAOD\10b214.bethel.xc.dgn
DATE/TIME: 3/17/2014
USER: jsp



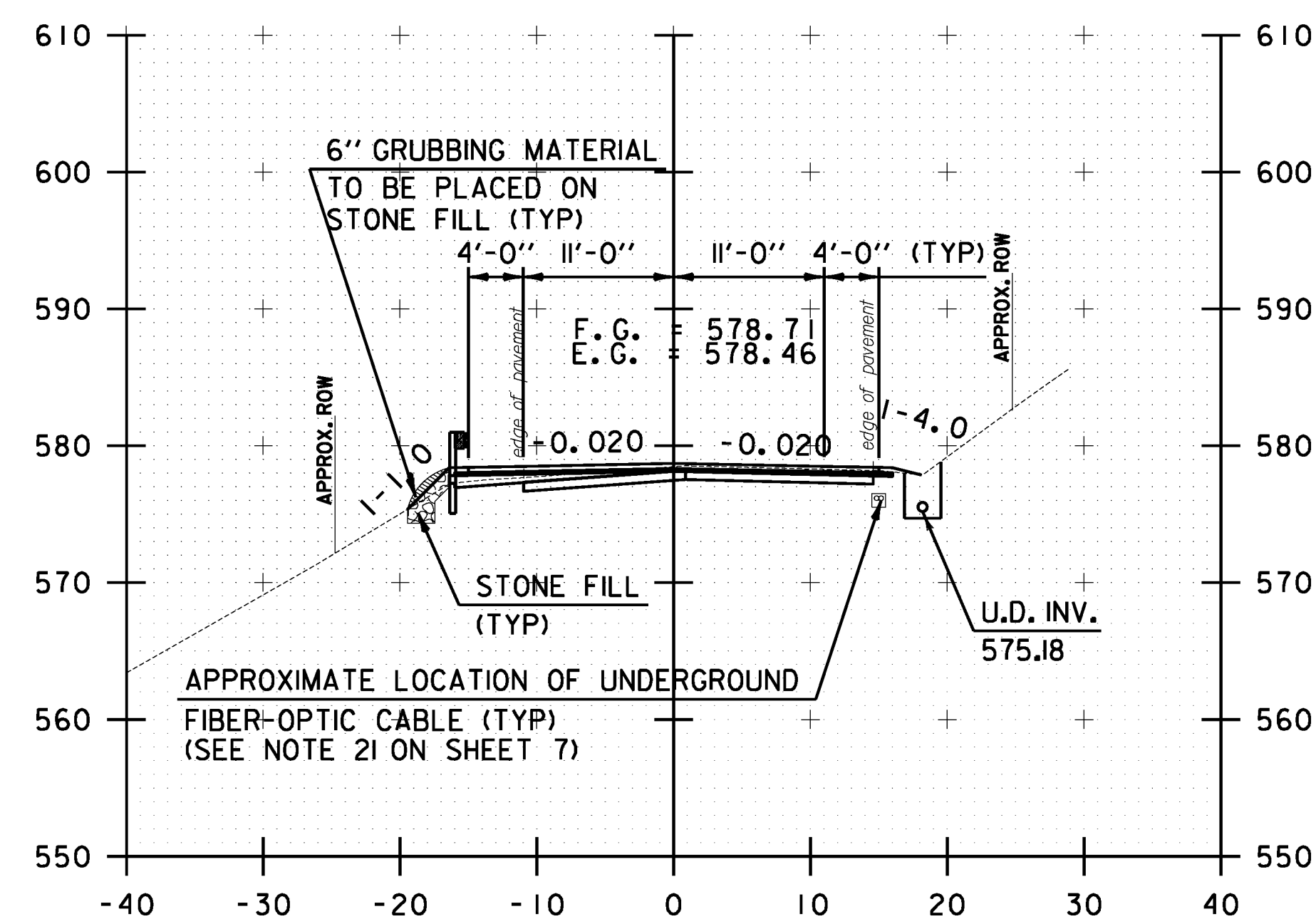
B 22+50.00



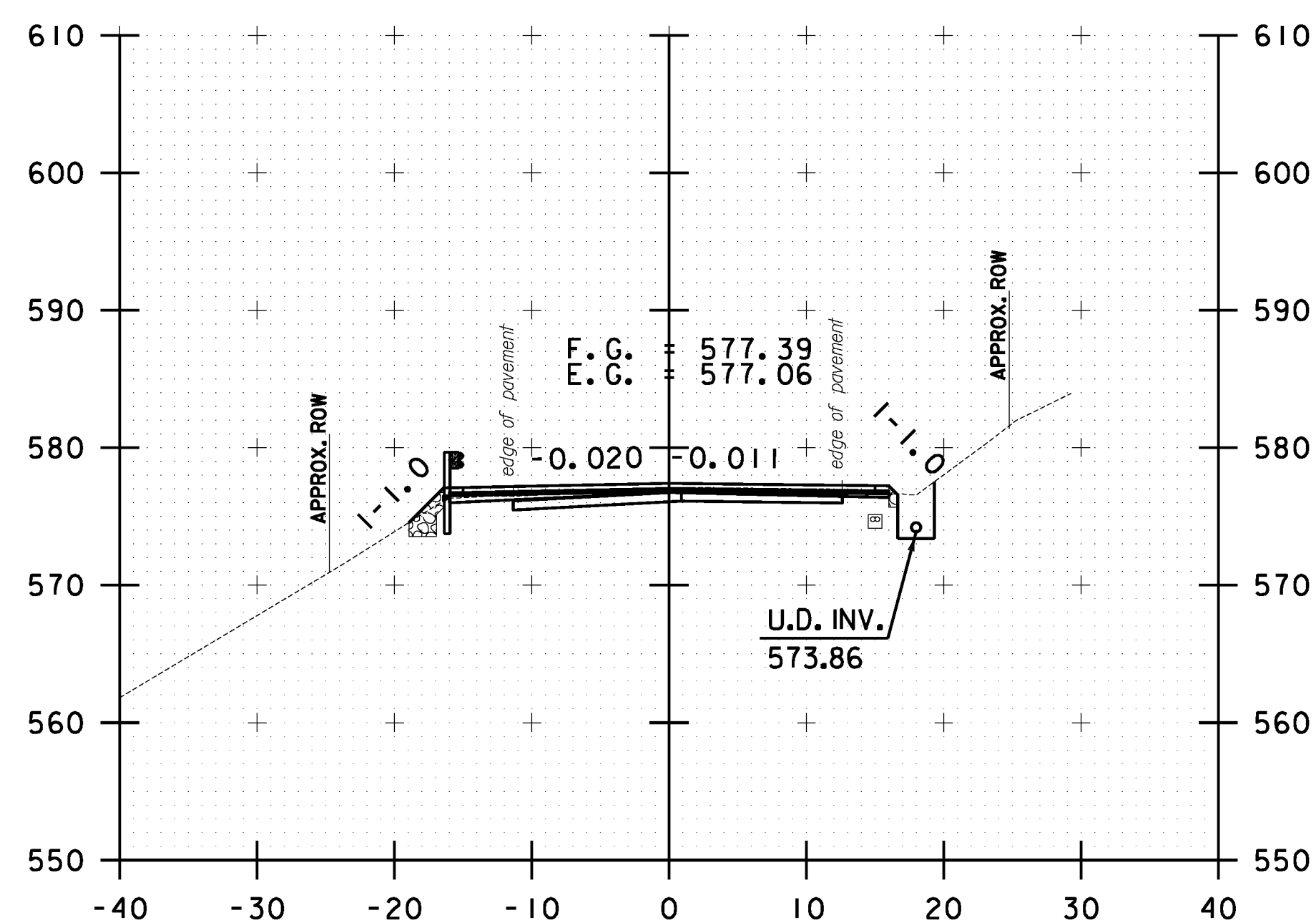
B 23+50.00



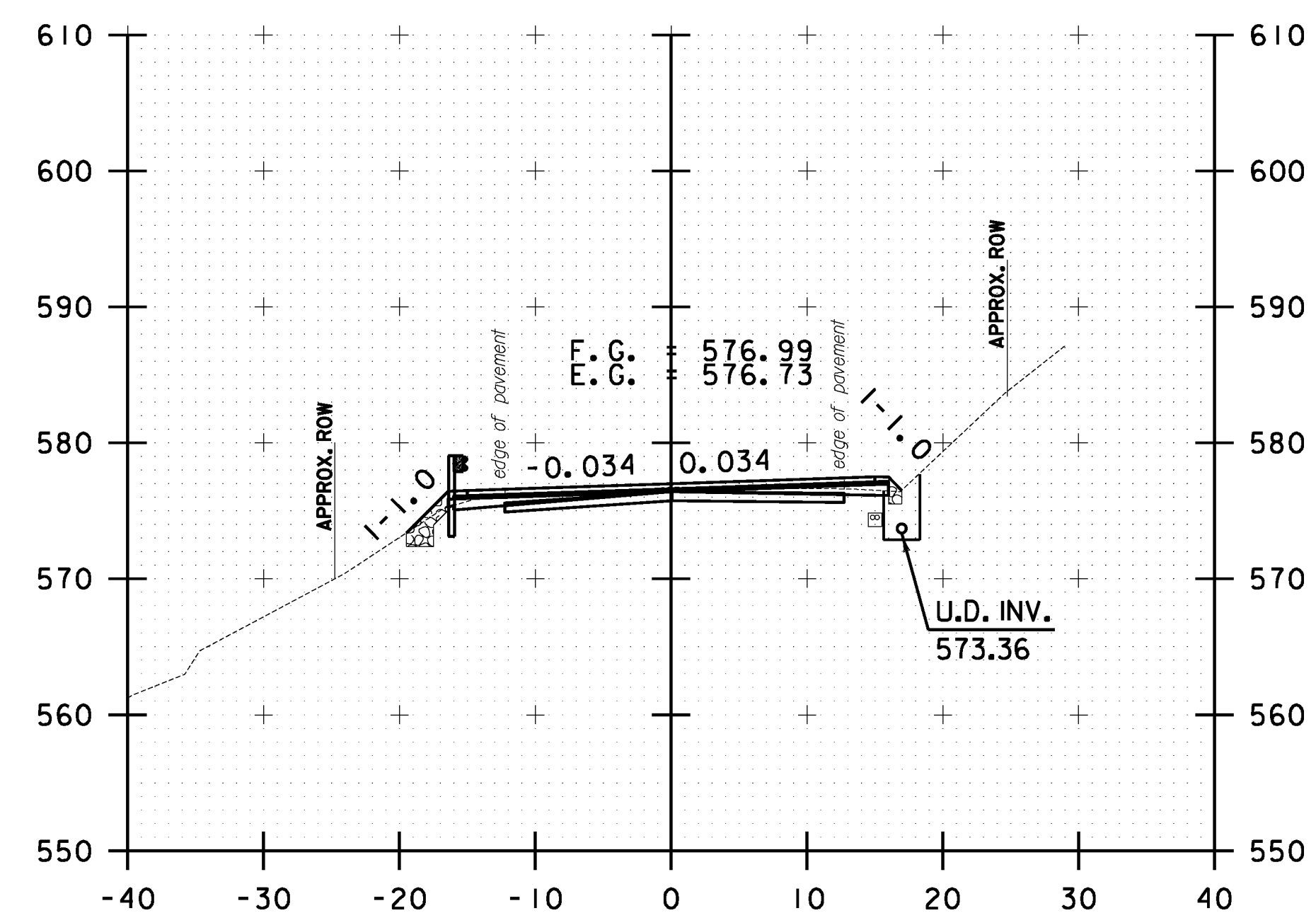
B 24+50.00



B 22+00.00



B 23+00.00



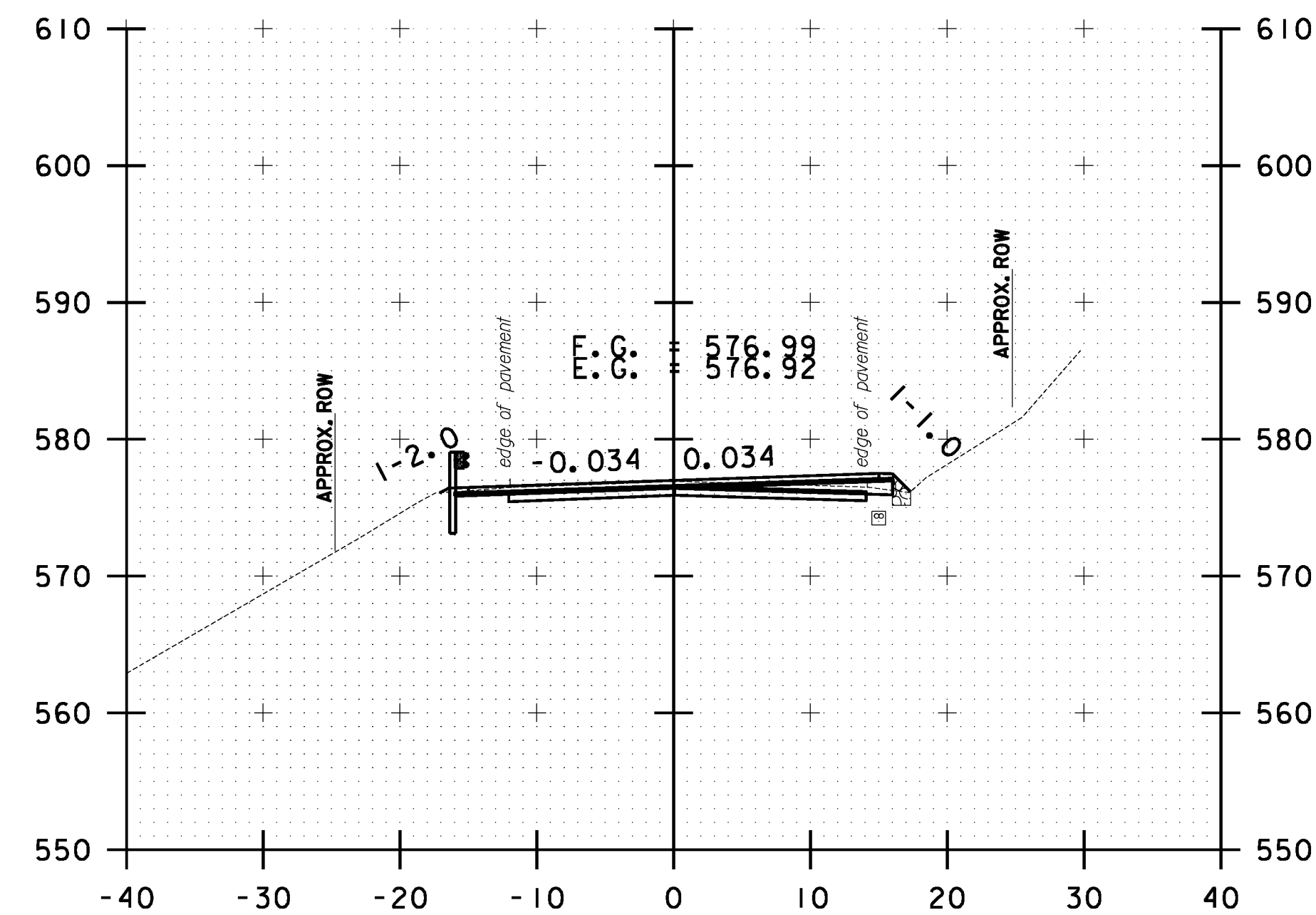
B 24+00.00

10 0 10
SCALE IN FEET

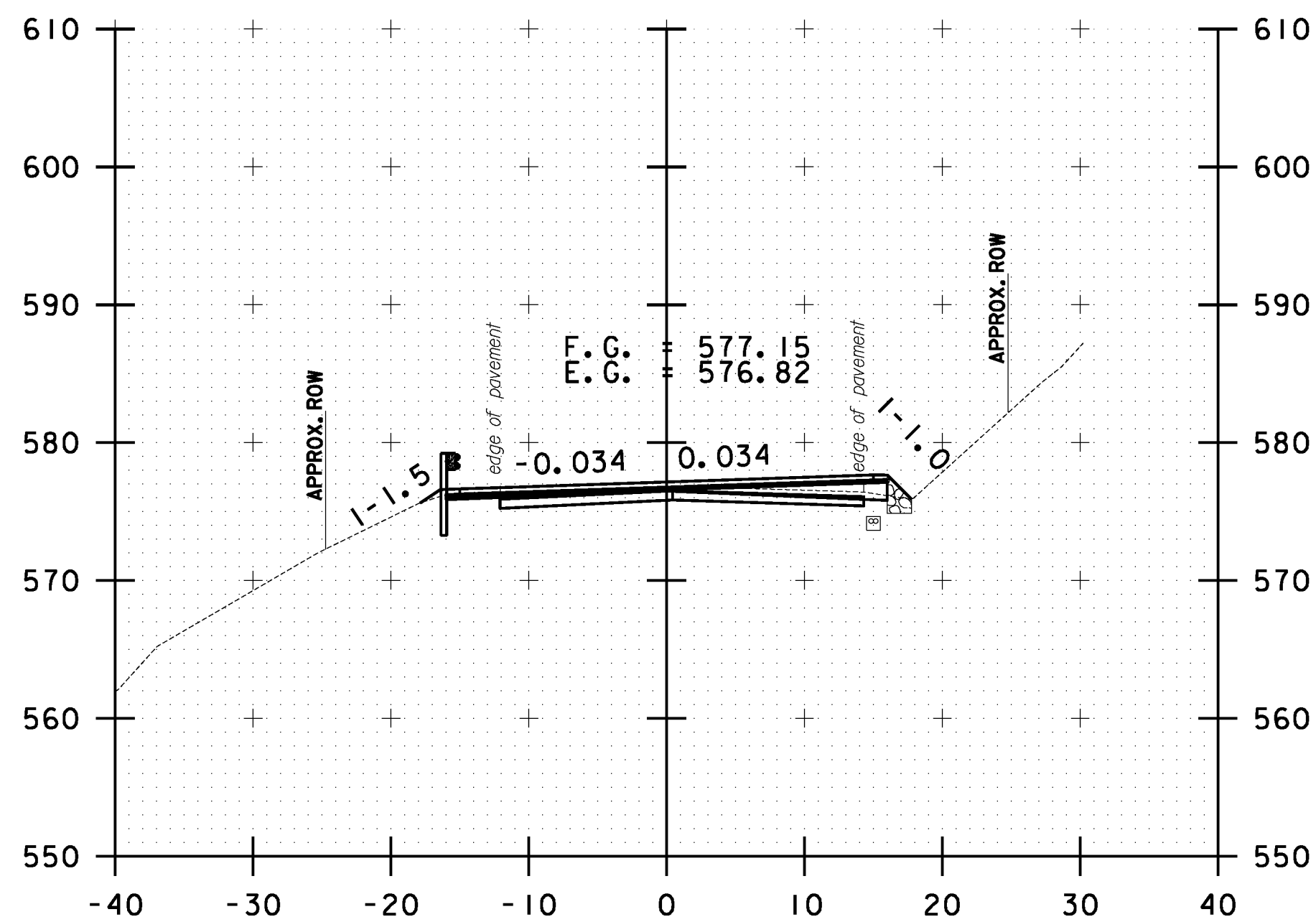
**BETHEL
CROSS SECTION
SHEET #8**

PROJECT NAME: STOCKBRIDGE-BETHEL	
PROJECT NUMBER: STP 2910(1)	
FILE NAME: z10b214.bethel.xc.dgn	PLOT DATE: 3/17/2014
PROJECT LEADER: D.E.G.	DRAWN BY: W.G.P.
DESIGNED BY: L.M.B.	CHECKED BY: J.P.S.
IPARM FILE: z10b214.xsl20.i	SHEET 333 OF 397

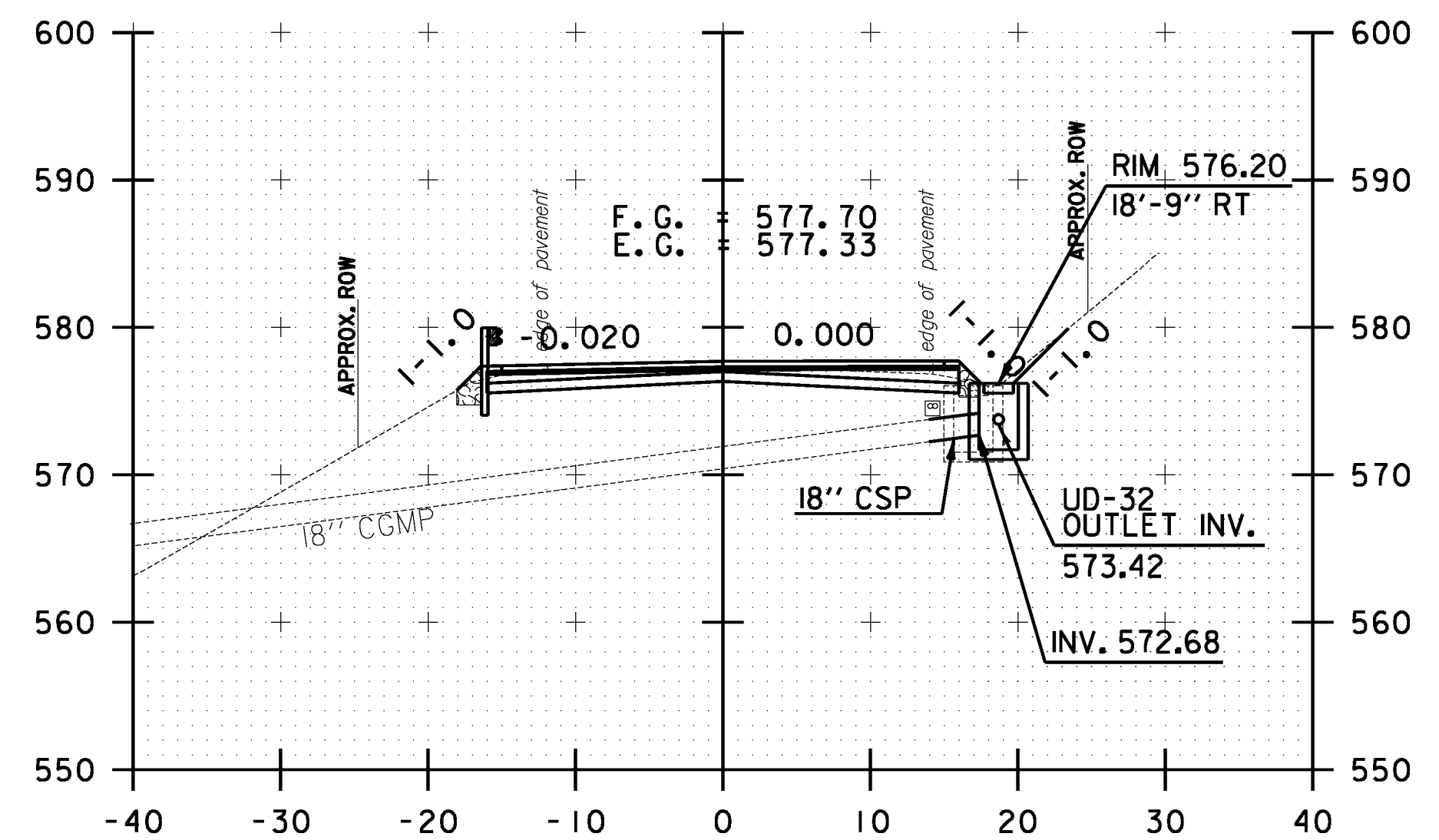
FILE NAME: \\P:\projects\ANY\K2\22425\CAOD_MSTN\10b214.bethel.xc.dgn
DATE/TIME: 3/17/2014
USER: jsp



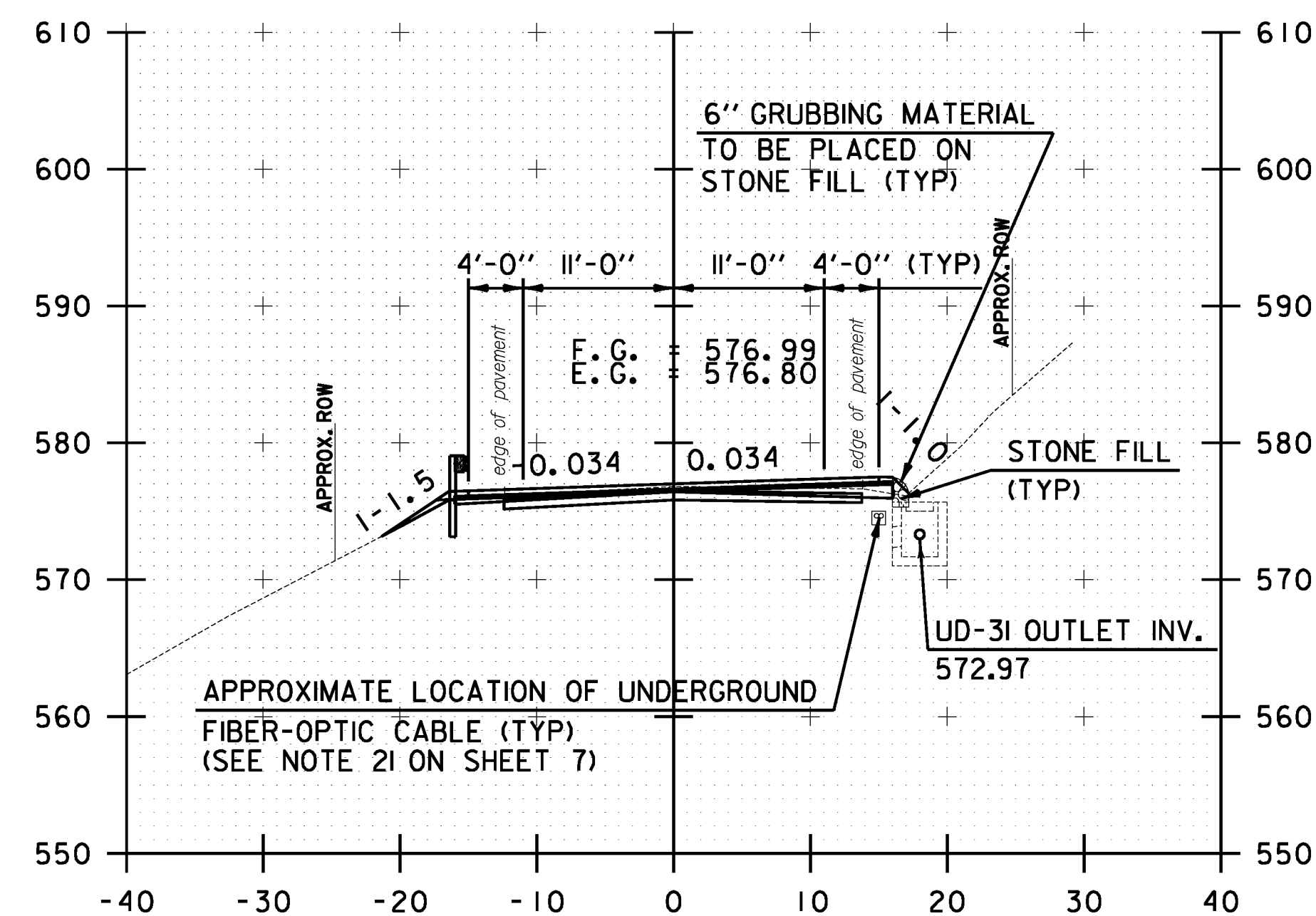
B 25+50.00



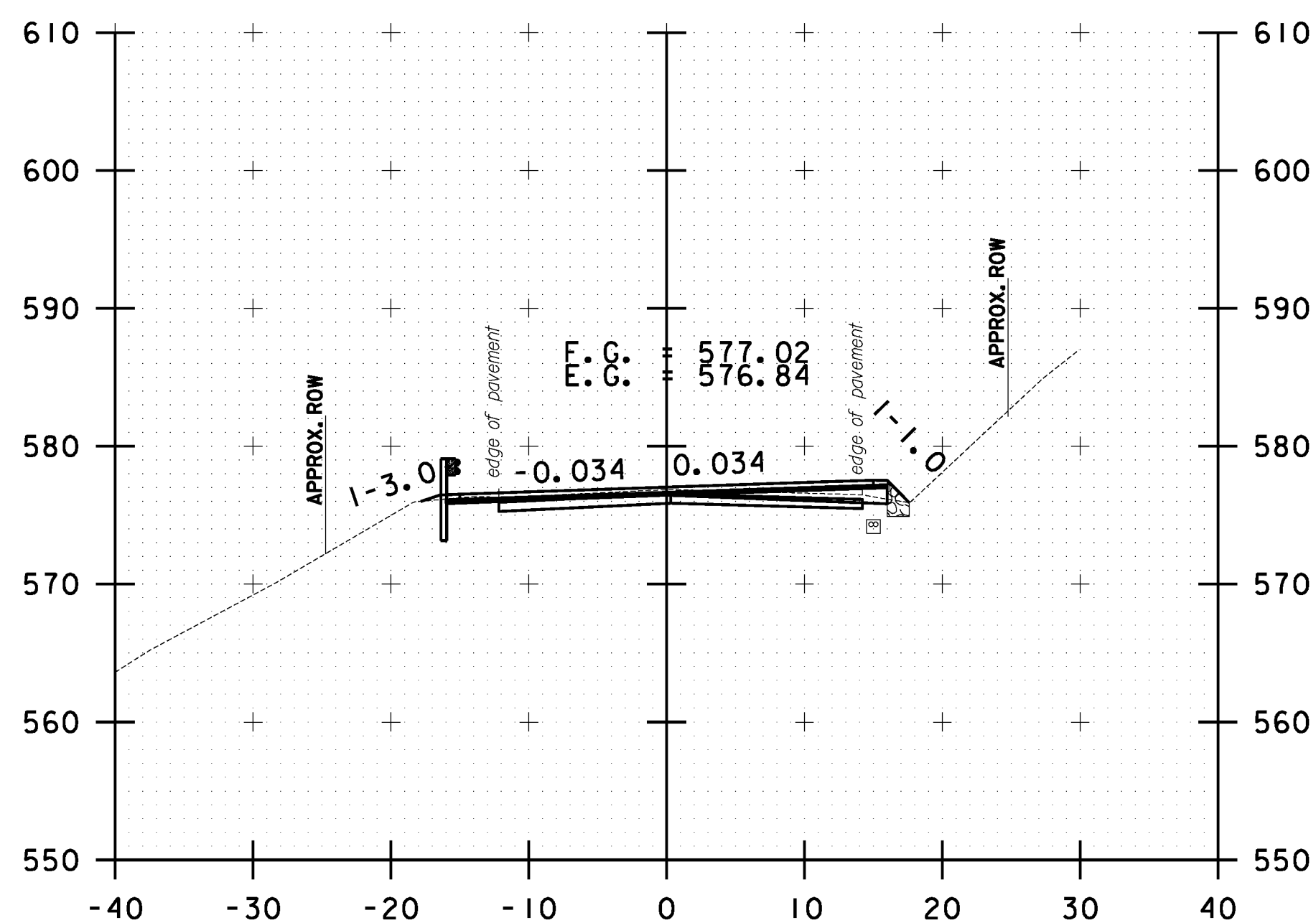
B 26+50.00



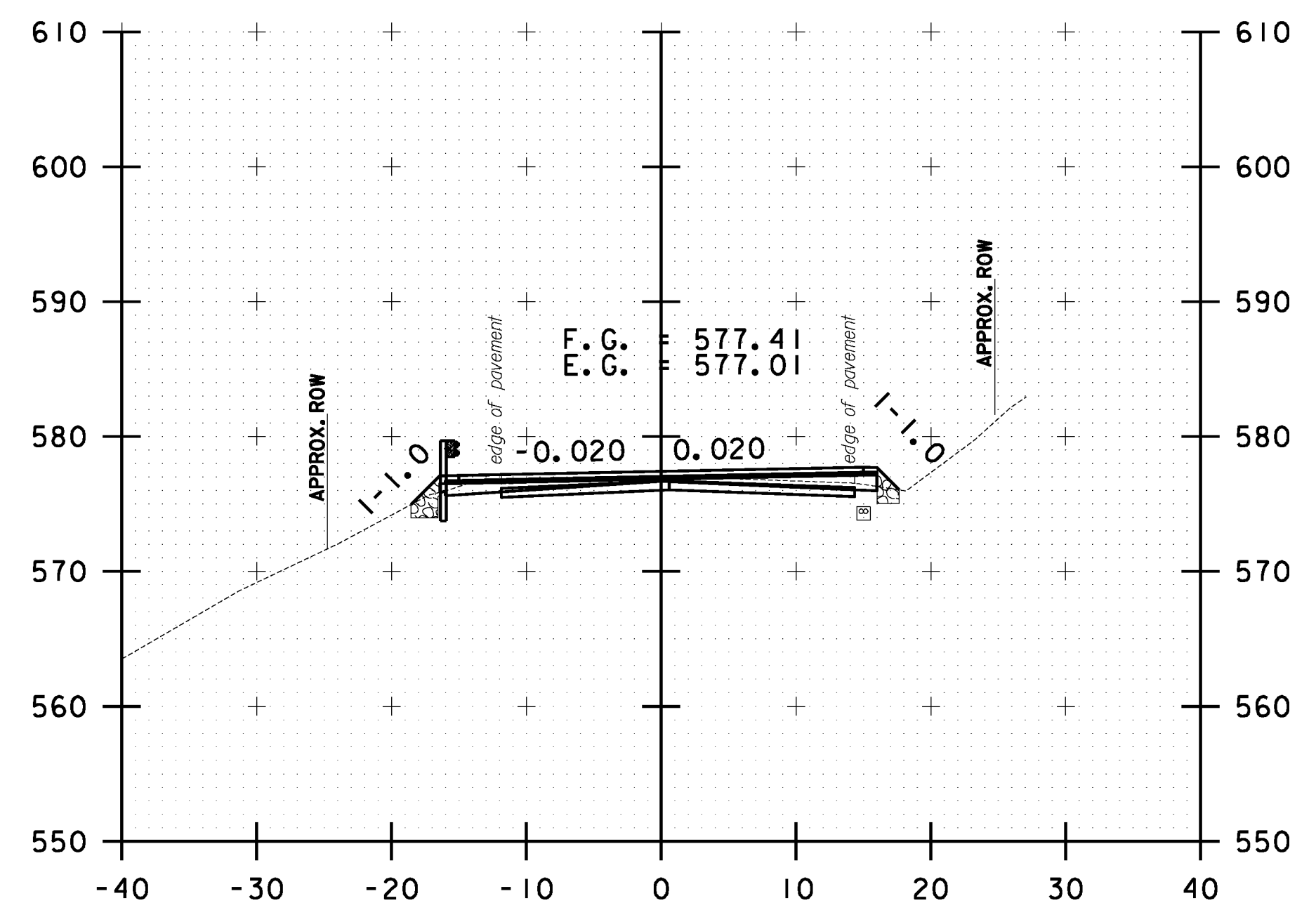
B 27+40.10



B 25+00.00



B 26+00.00



B 27+00.00

10 0 10
SCALE IN FEET

**BETHEL
CROSS SECTION
SHEET #9**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214.bethel.xc.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

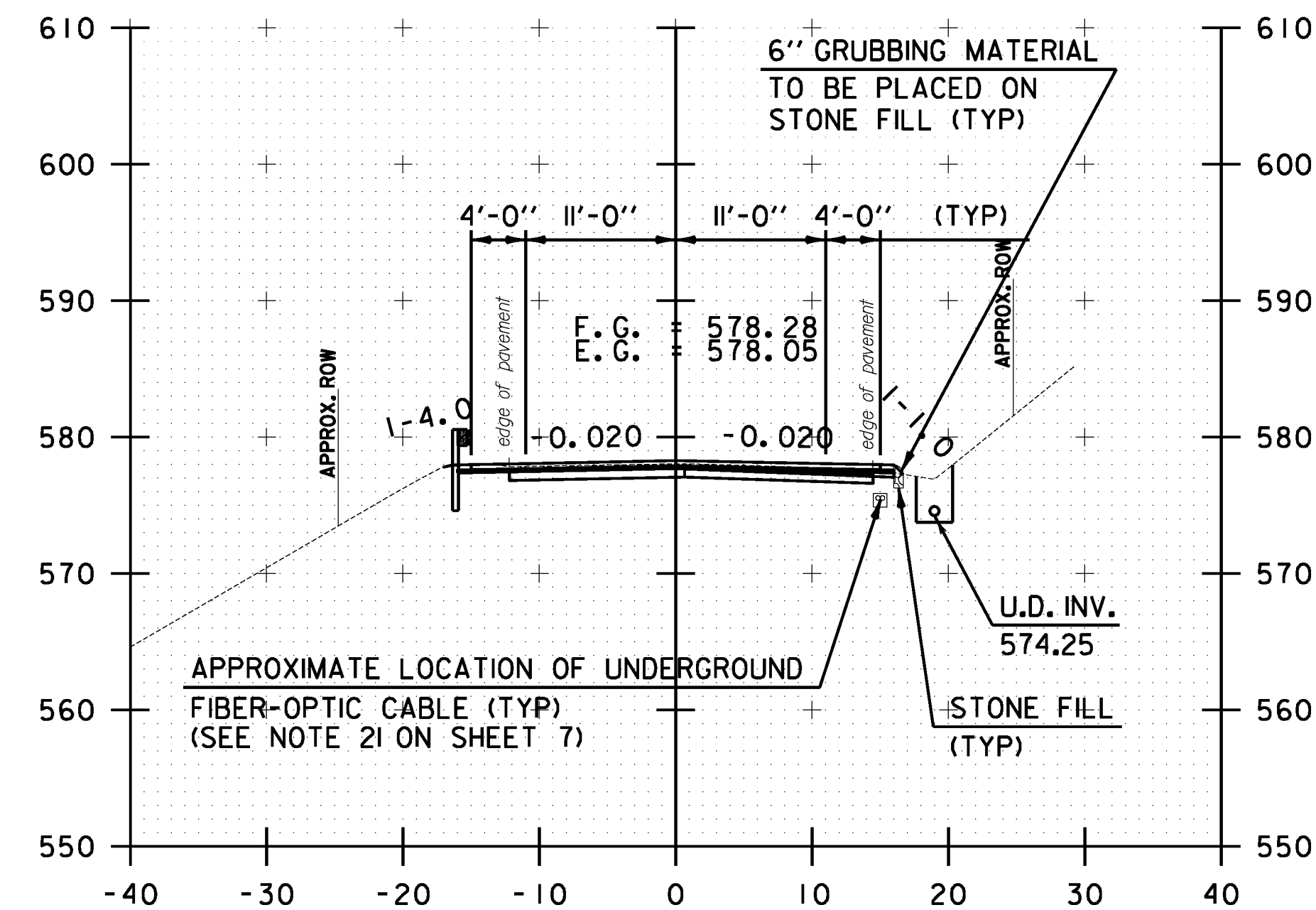
IPARM FILE: z10b214.xsl

PLOT DATE: 3/17/2014

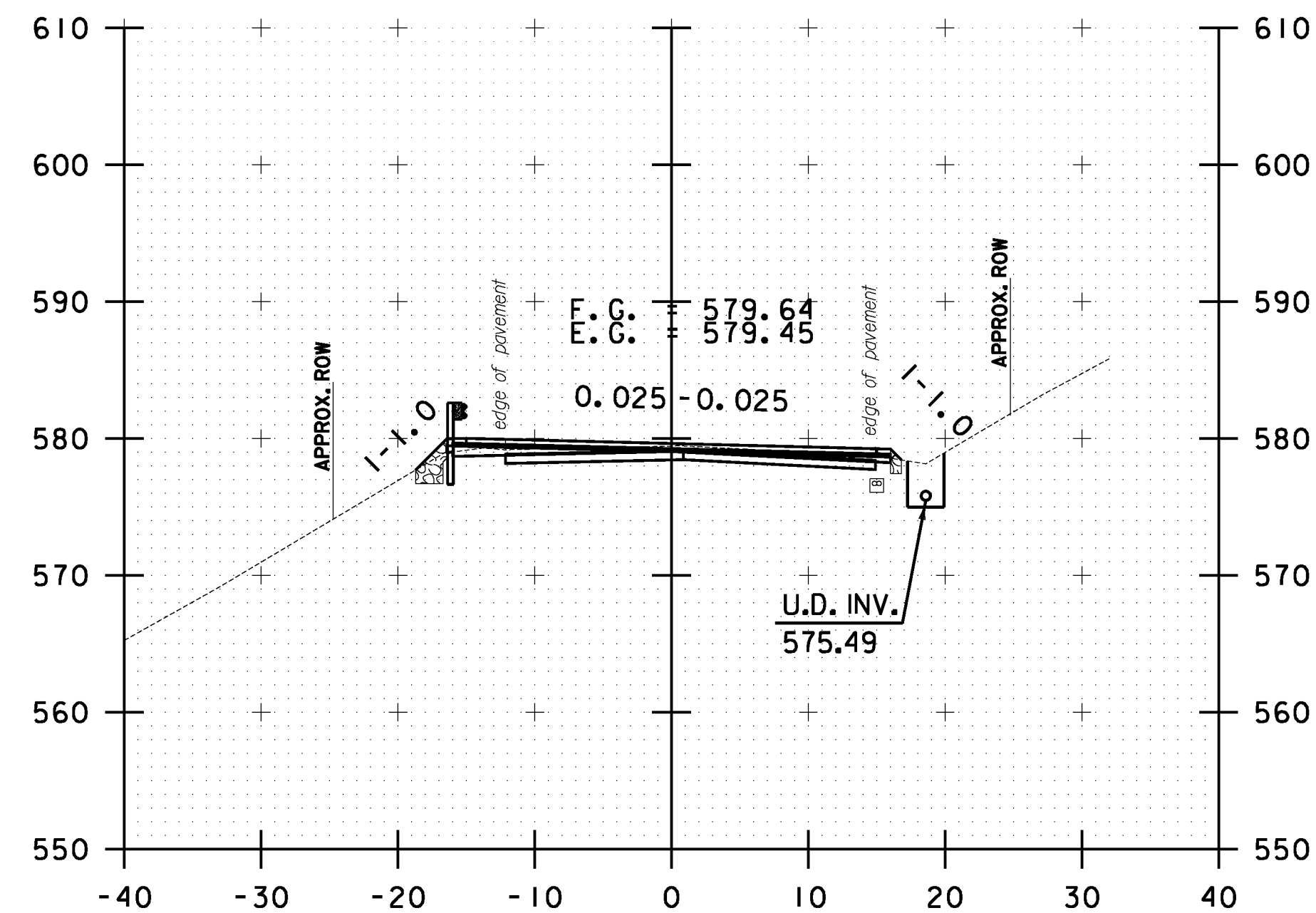
DRAWN BY: W.G.P.

CHECKED BY: J.P.S.

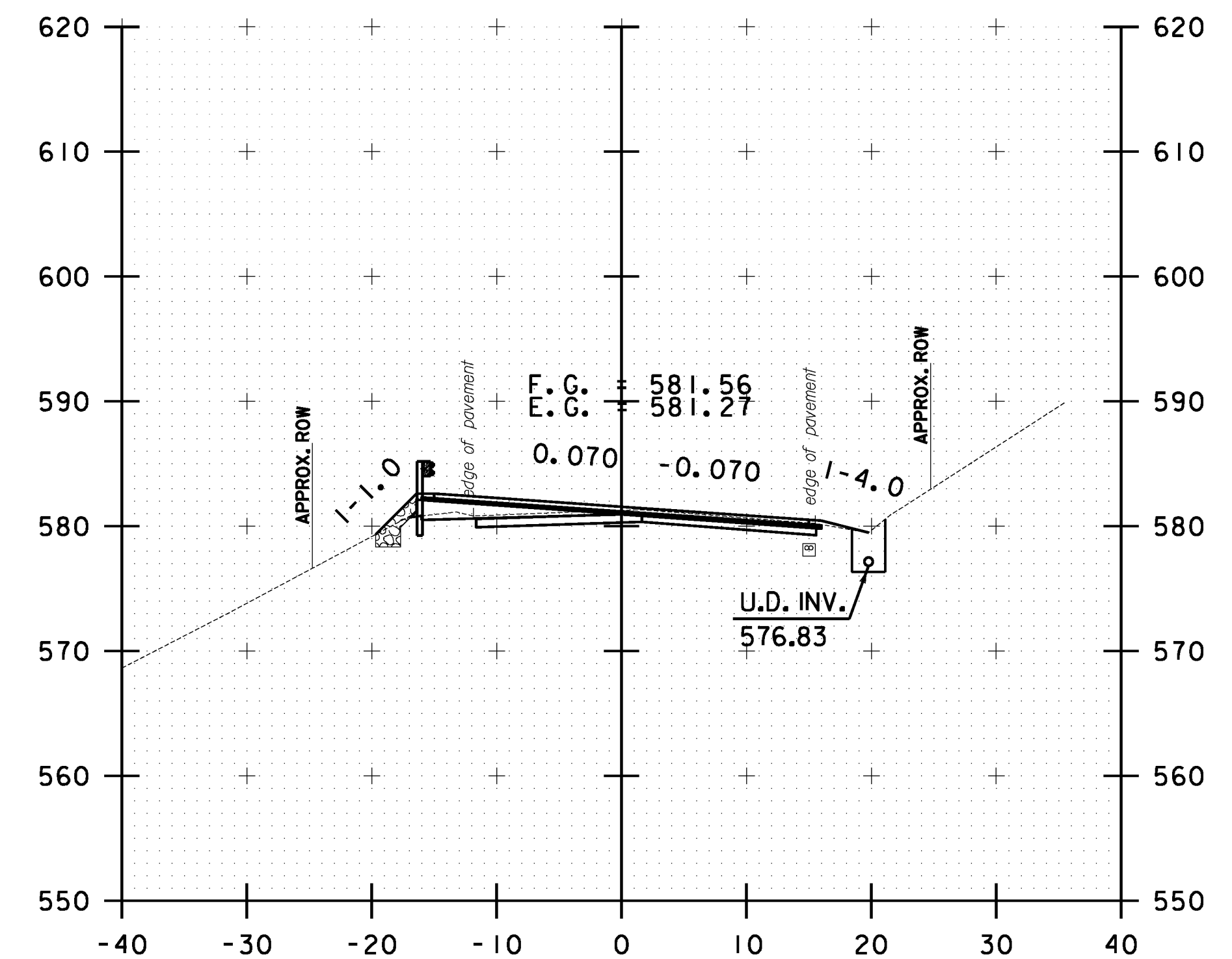
SHEET 334 OF 397



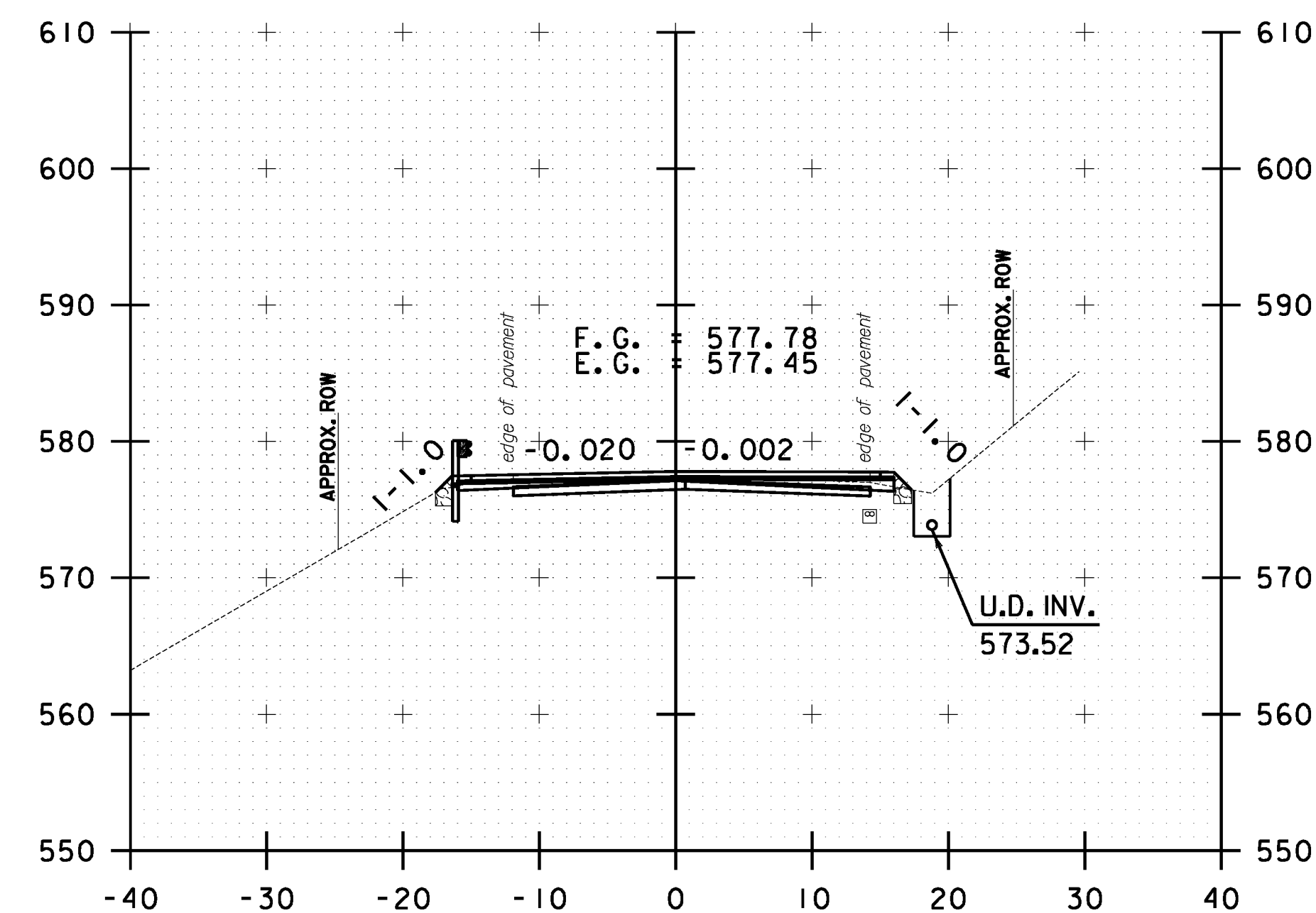
B 28+00.00



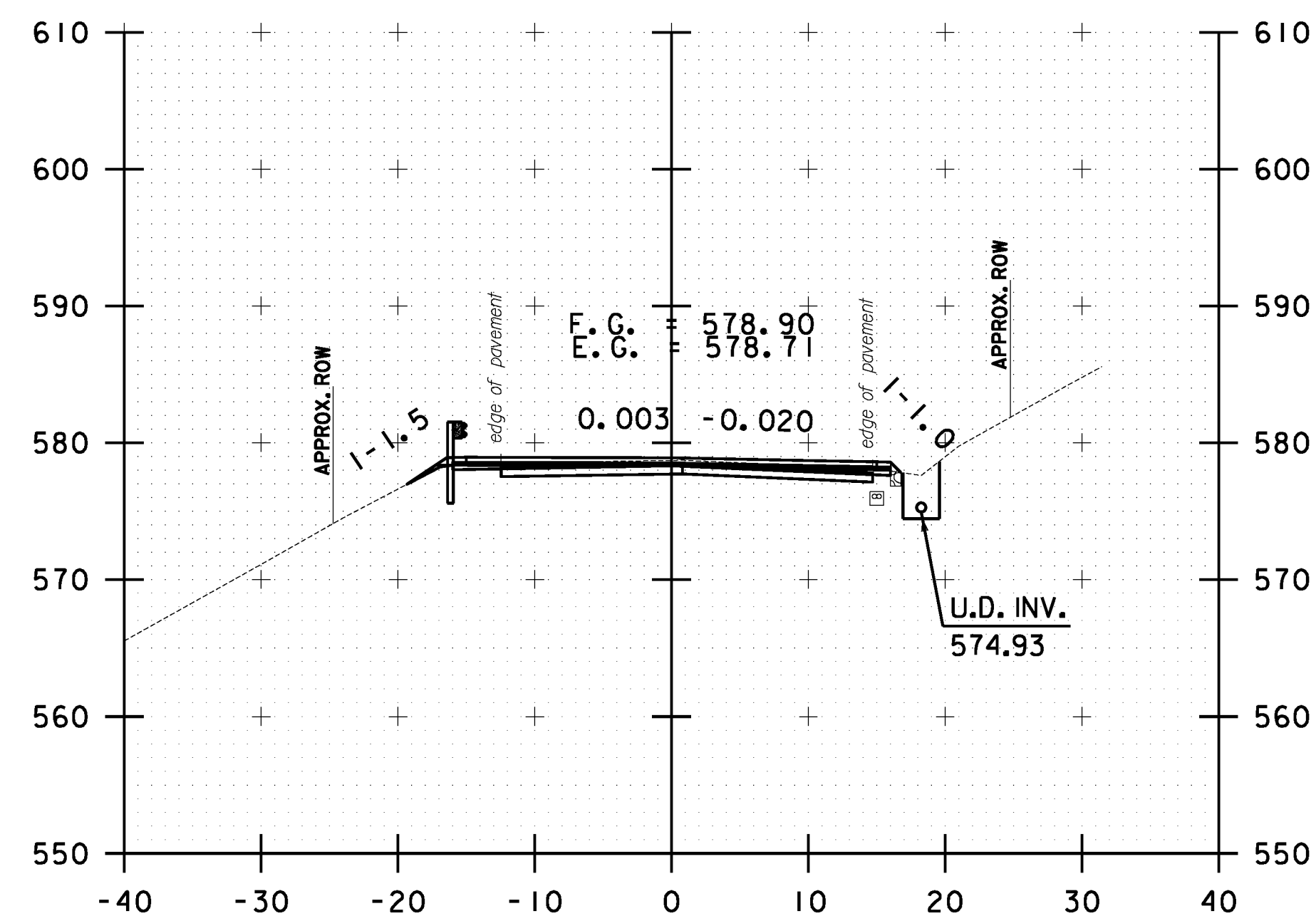
B 29+00.00



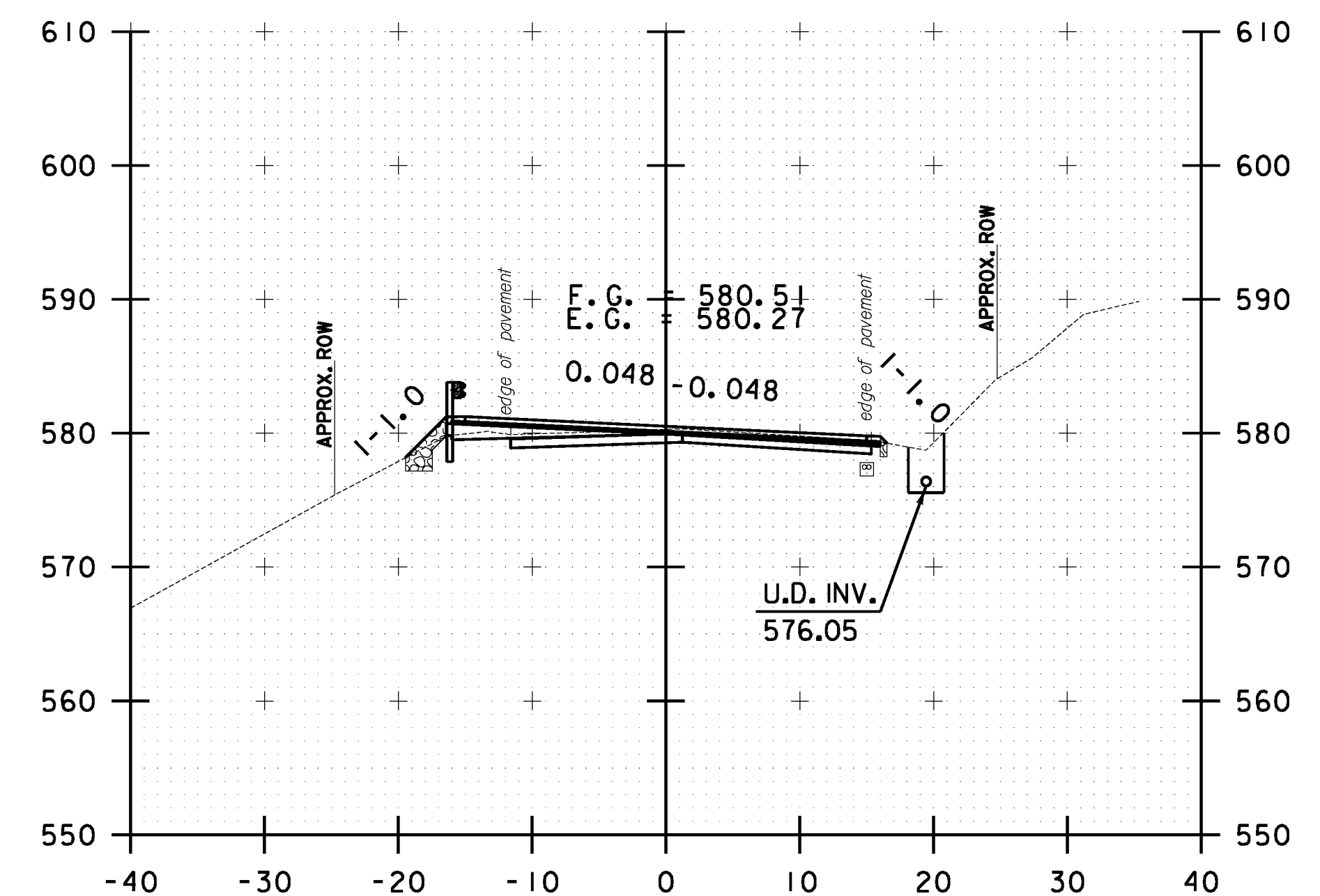
B 30+00.00



B 27+50.00



B 28+50.00



B 29+50.00

FILE NAME = V:\Projects\ANY\K2\22426\CADD\MSTN\z10b214_bethel_.xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



**BETHEL
CROSS SECTION
SHEET #10**

PROJECT NAME:	STOCKBRIDGE-BETHEL
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PROJECT NUMBER: STP 2910(11)

FILE NAME: z10b214_bethel_xc.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214xsl22.i

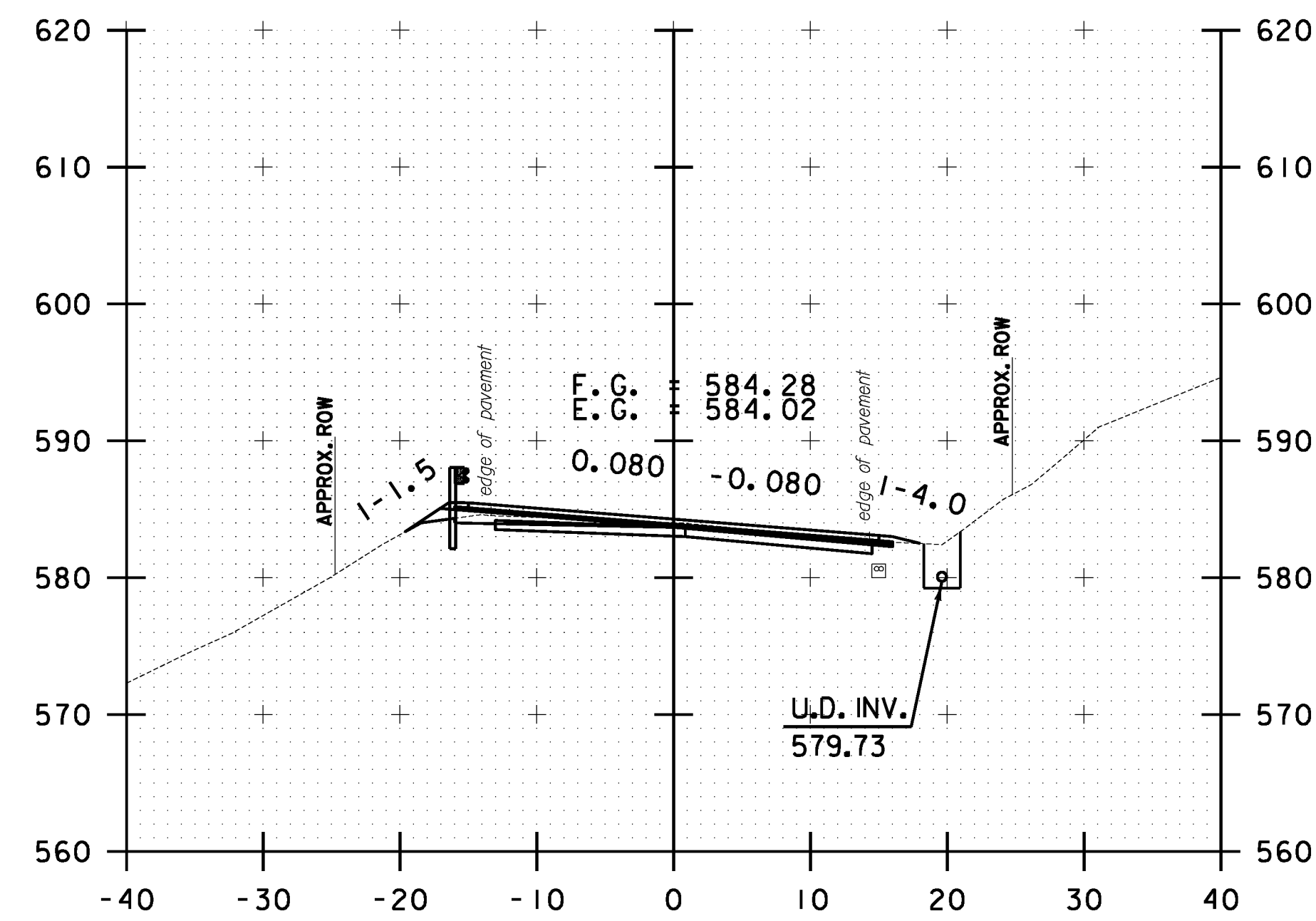
PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

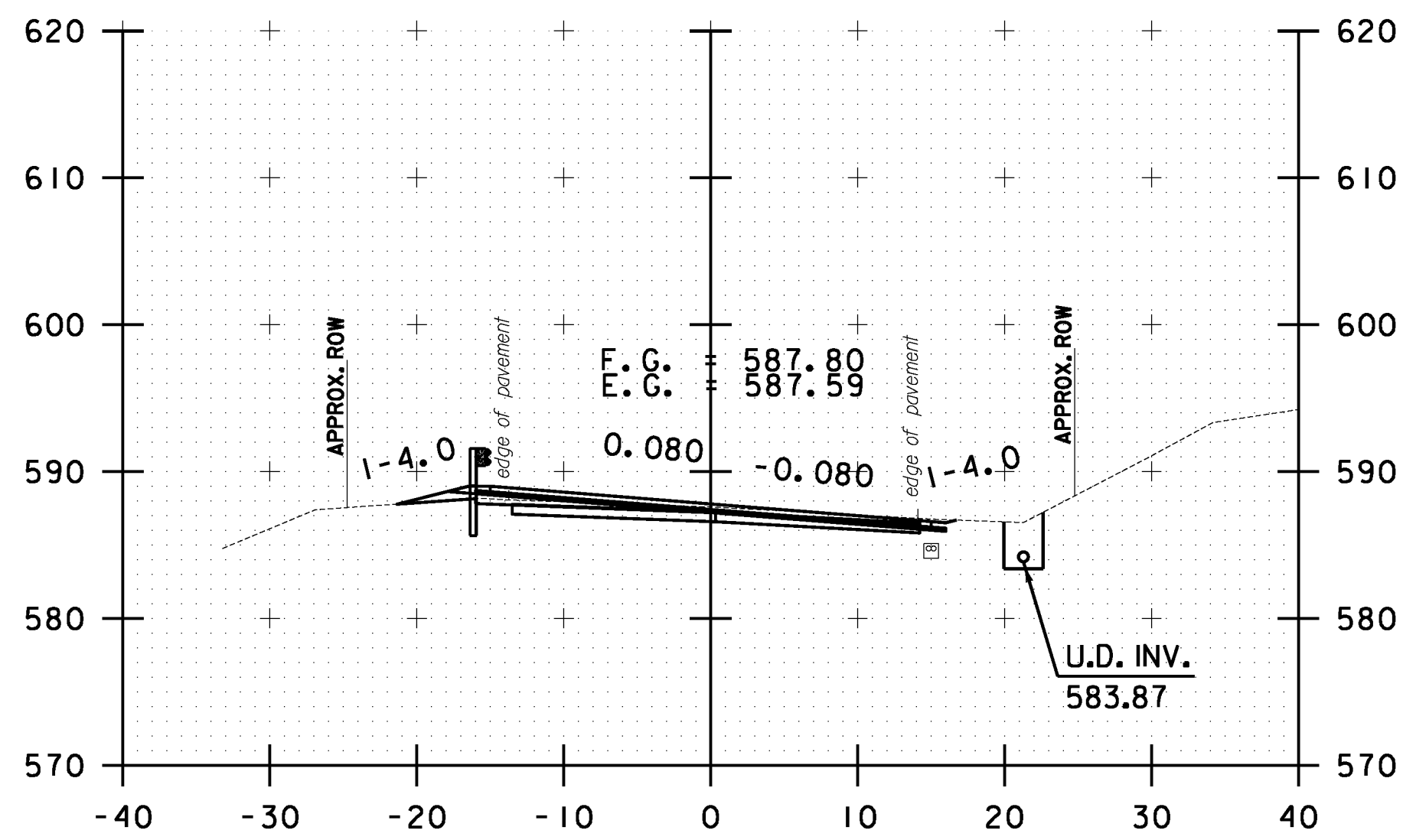
CHECKED BY: J.P.S.

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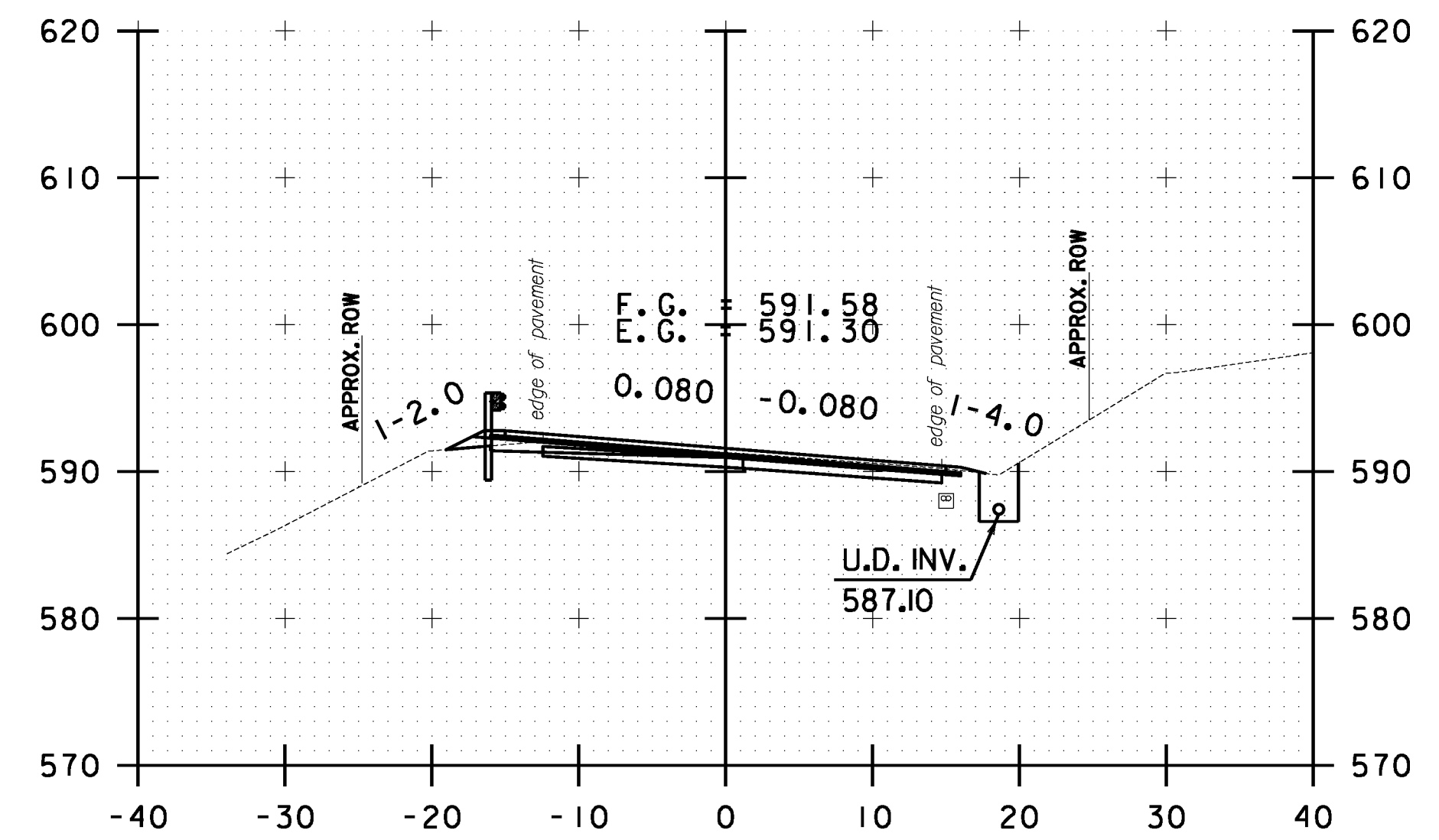
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USER = 4916



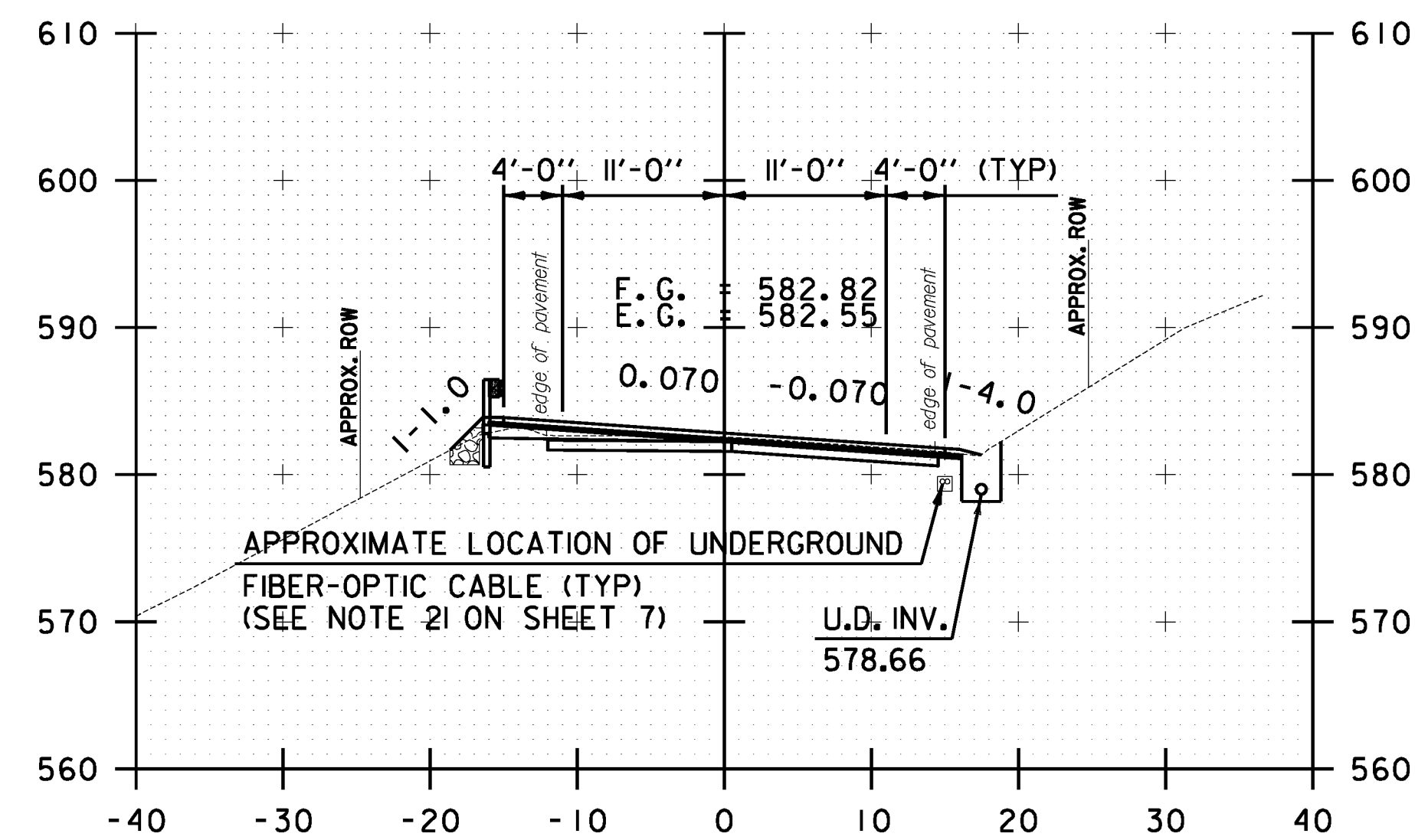
B 31+00.00



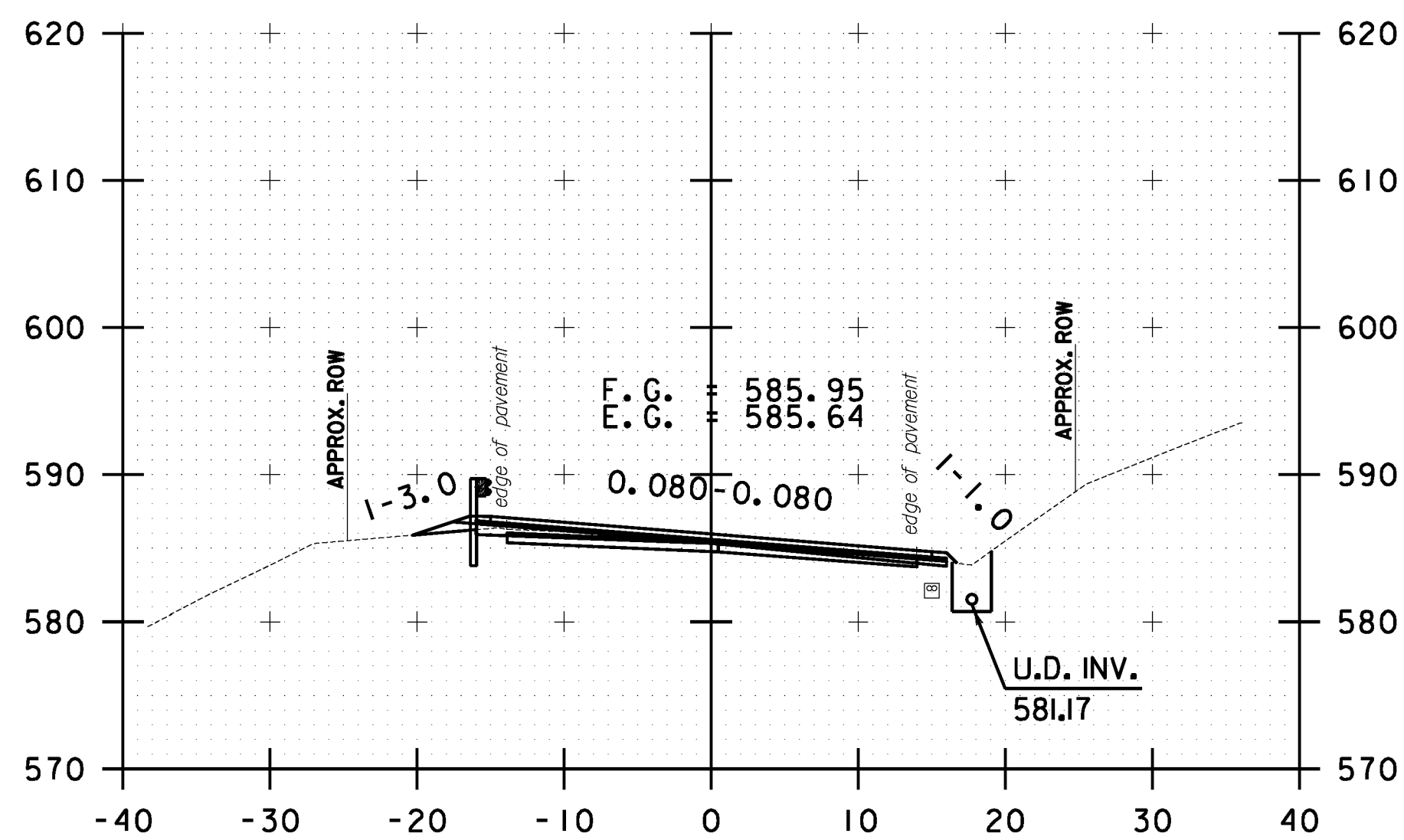
B 32+00.00



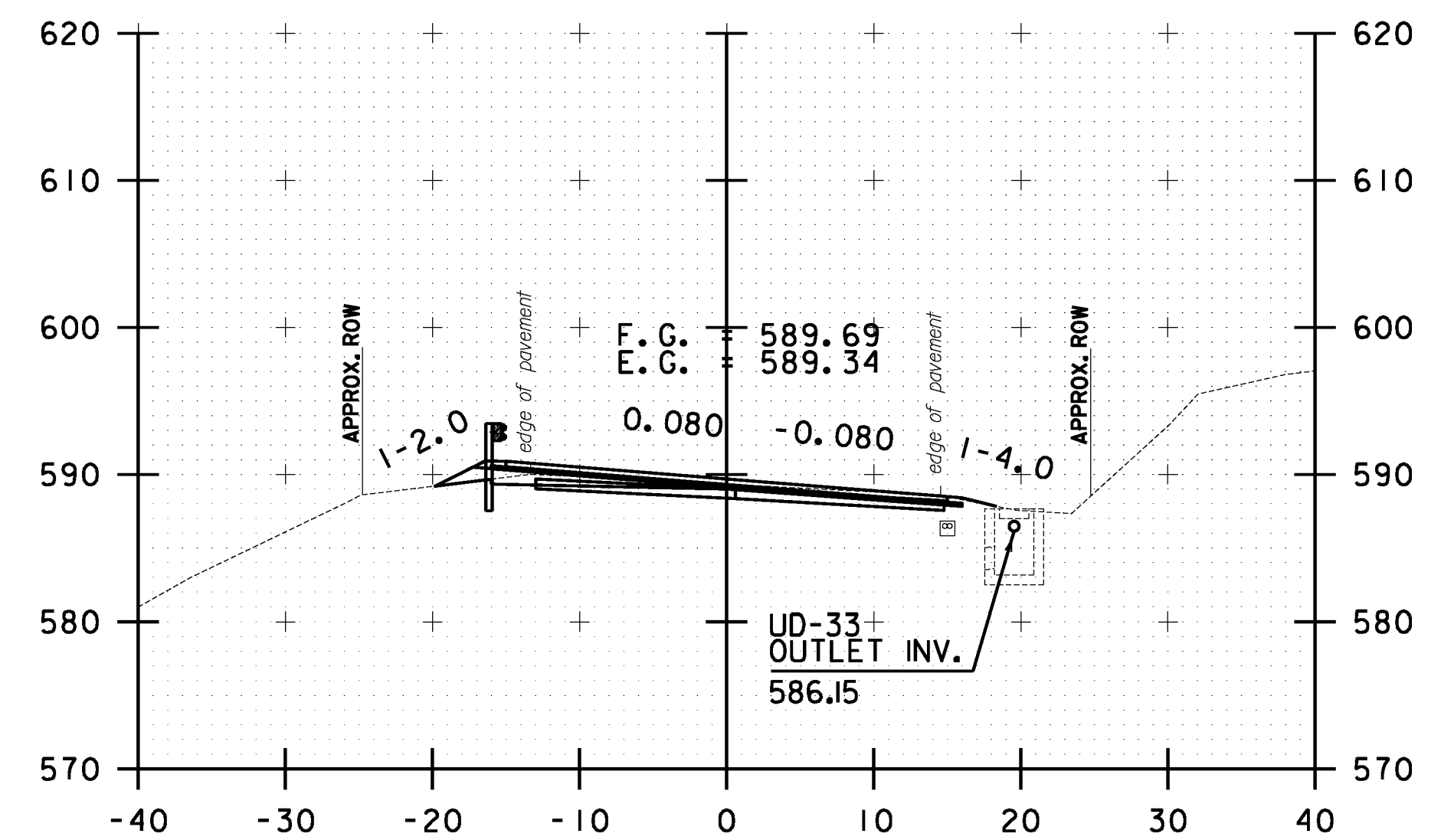
B 33+00.00



B 30+50.00



B 31+50.00



B 32+50.00

10 0 10
SCALE IN FEET

**BETHEL
CROSS SECTION
SHEET #11**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214.bethel.xc.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214xs123.i

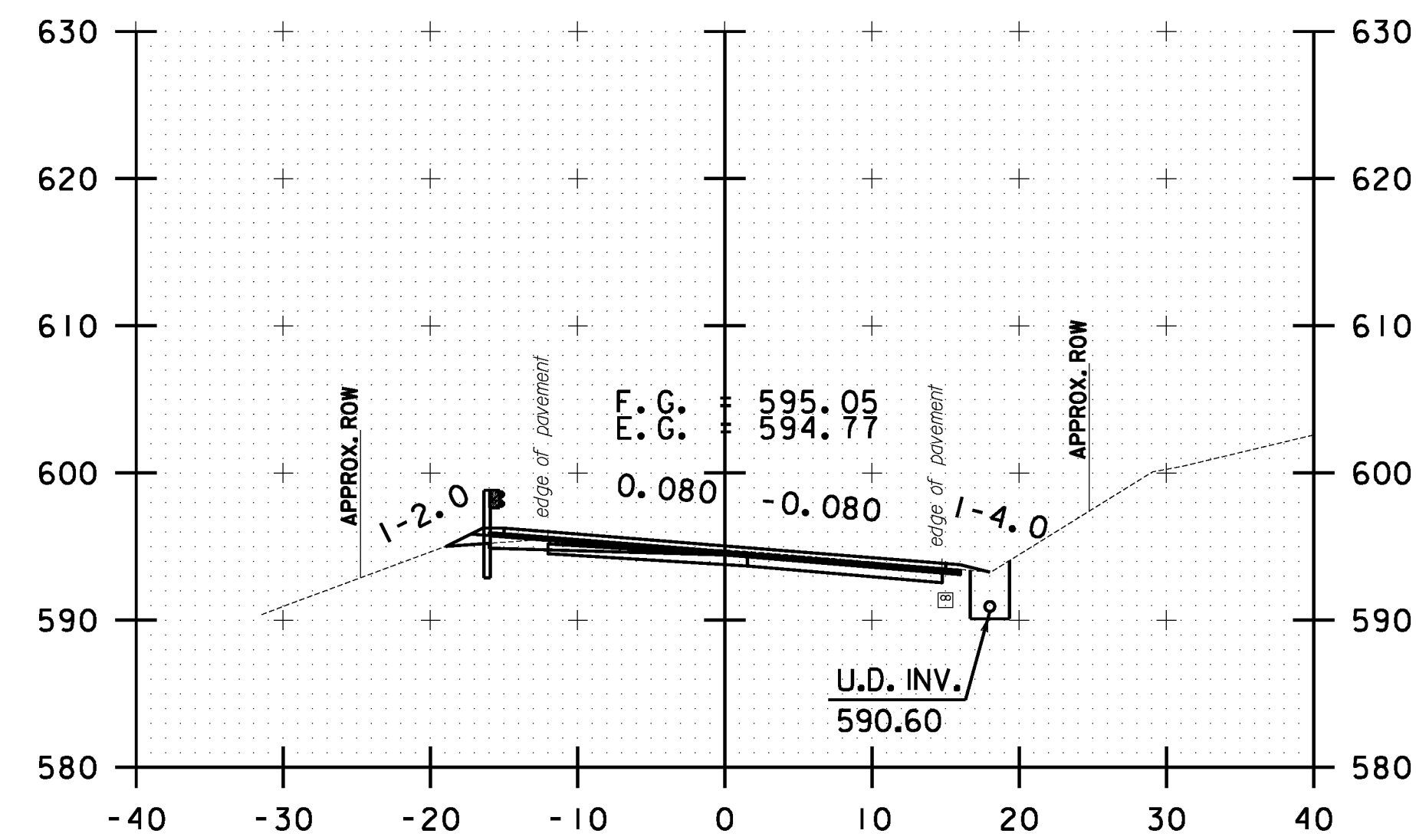
PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

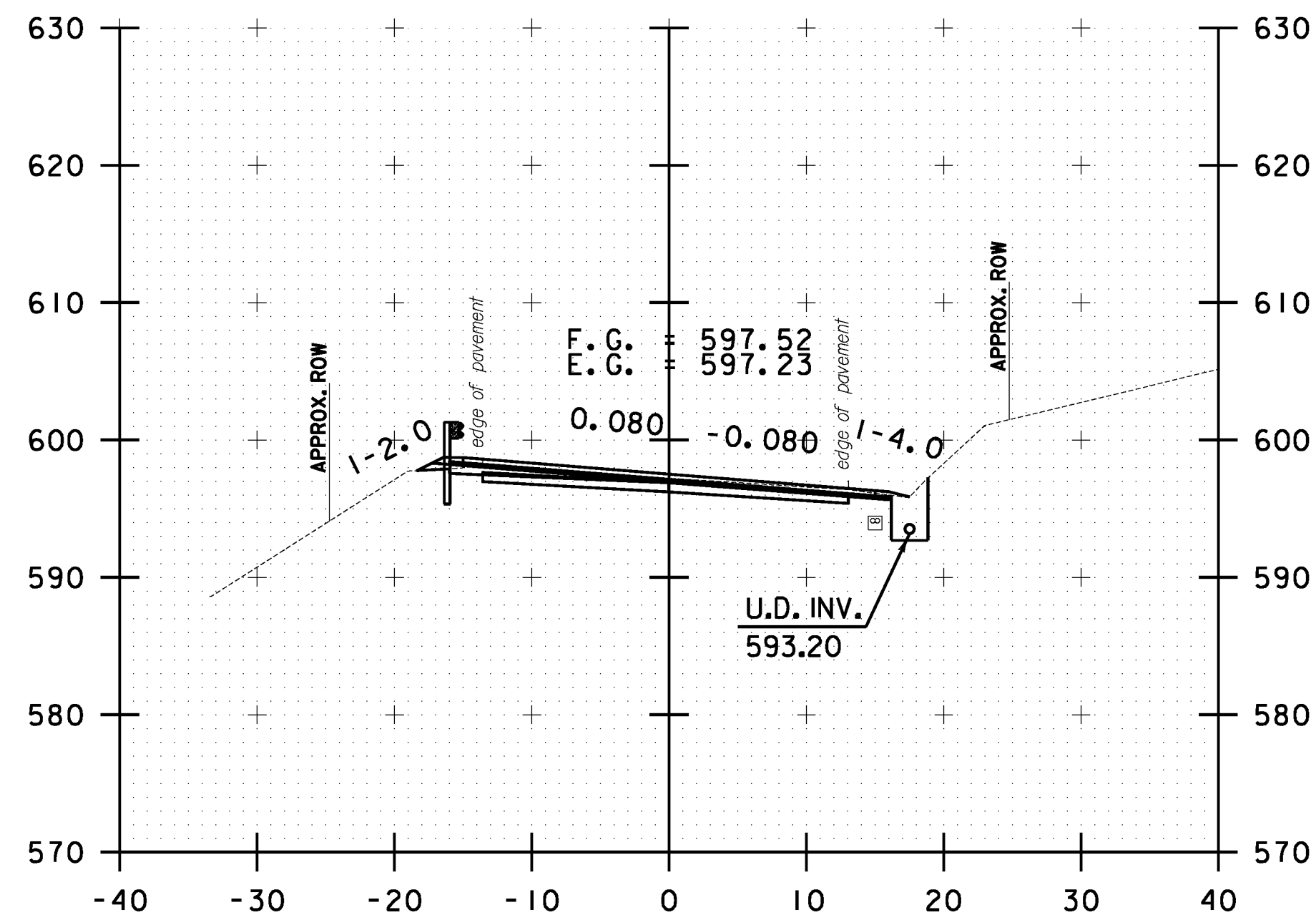
CHECKED BY: J.P.S.

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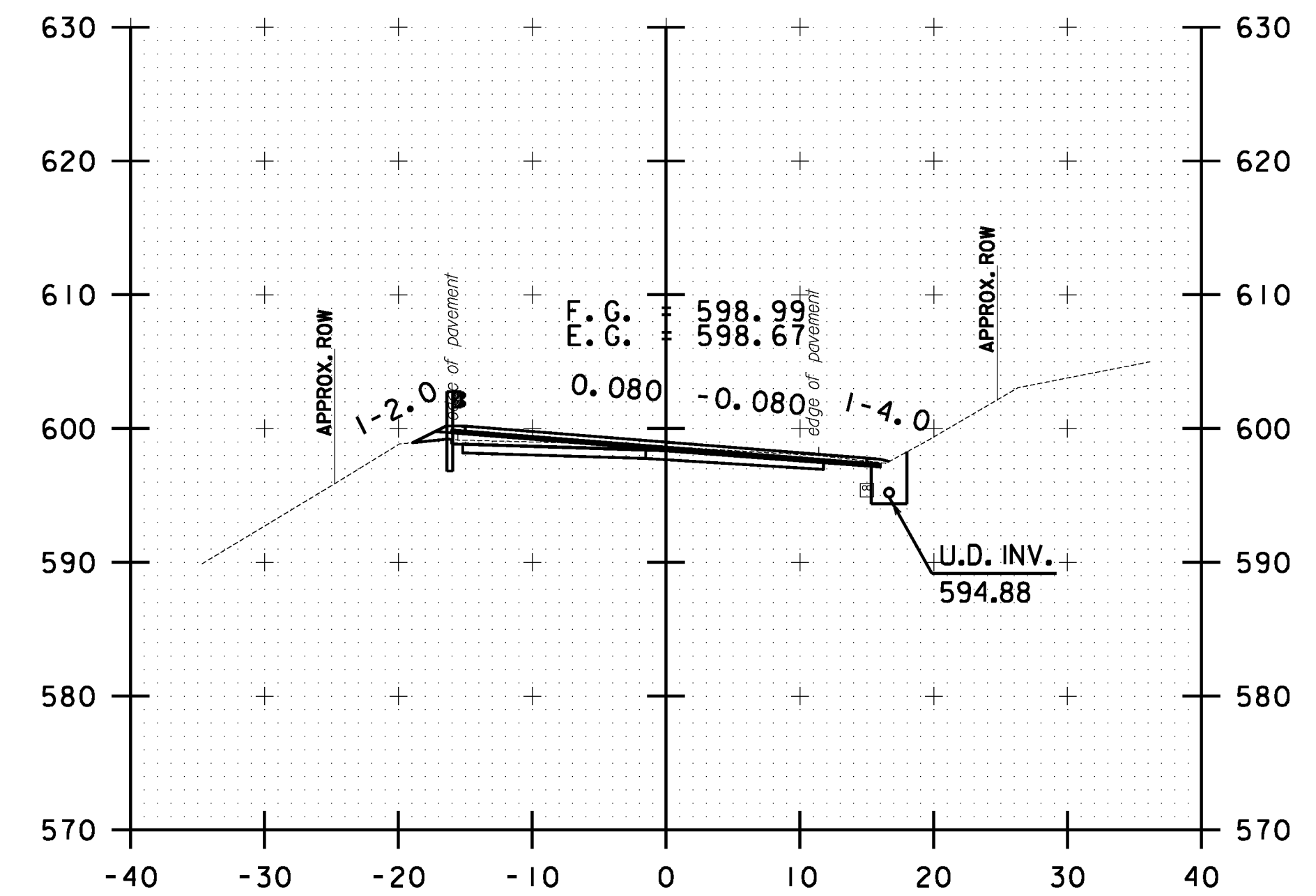
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DATE/TIME = 3/17/2014
USER = 4916



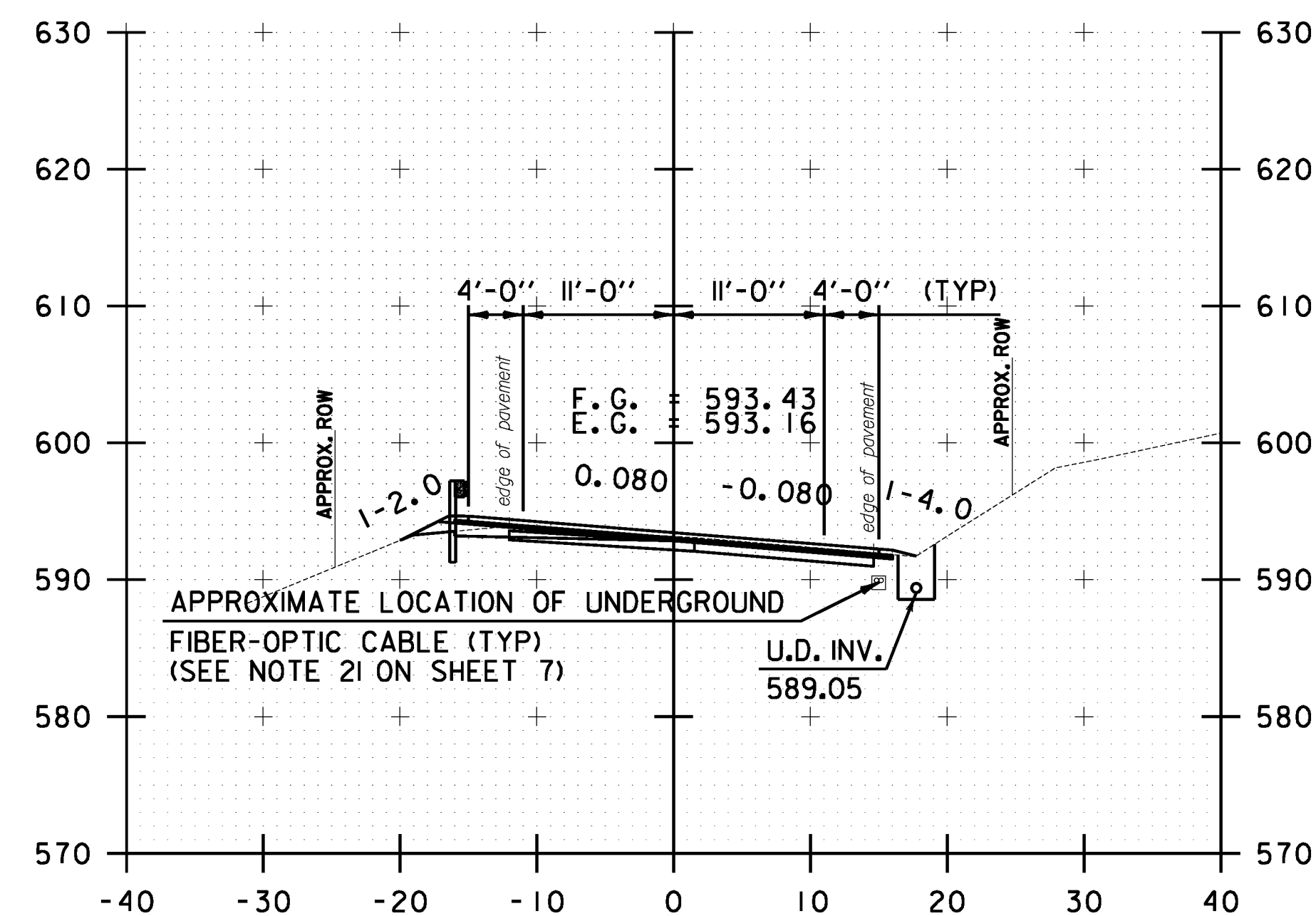
B 34+00.00



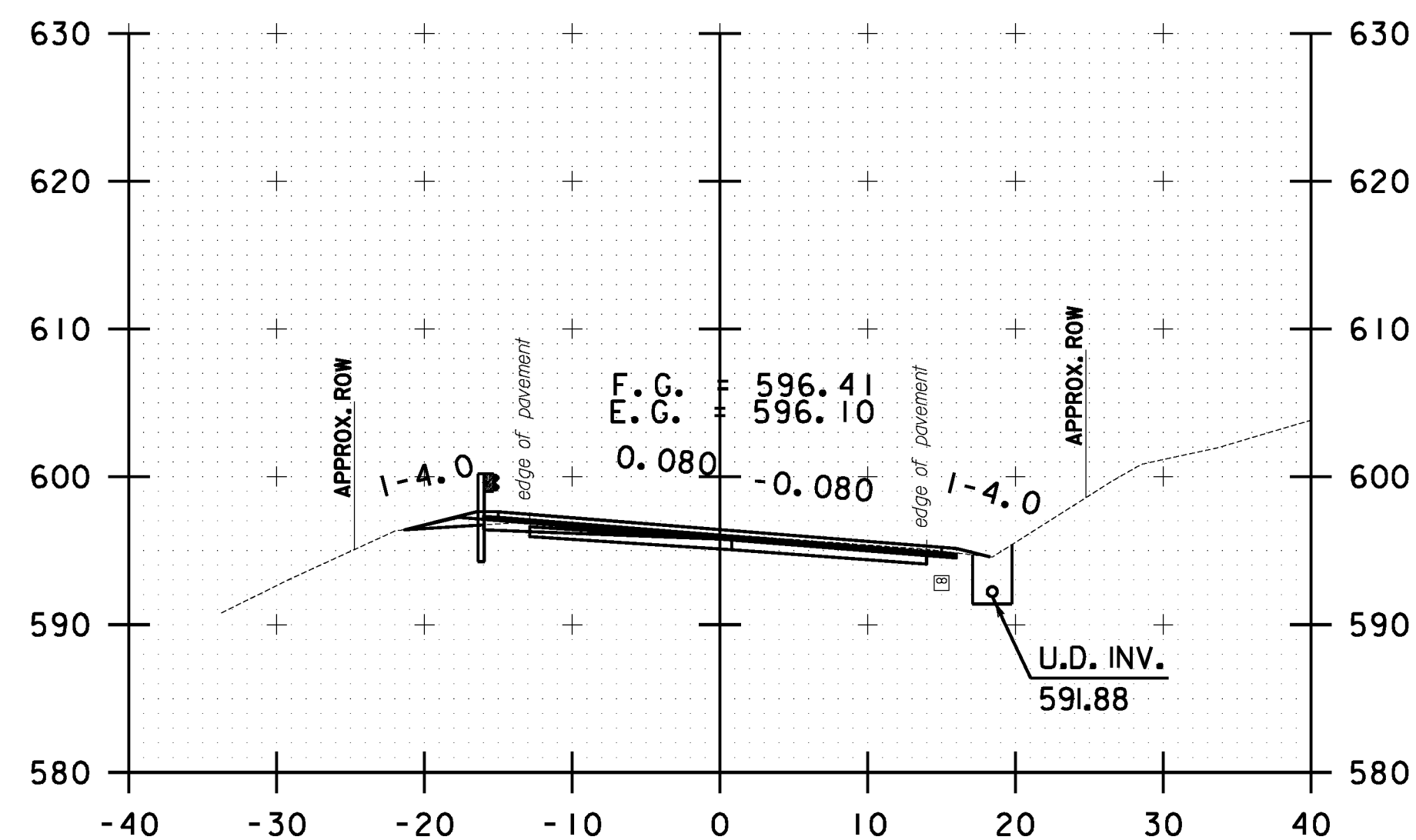
B 35+00.00



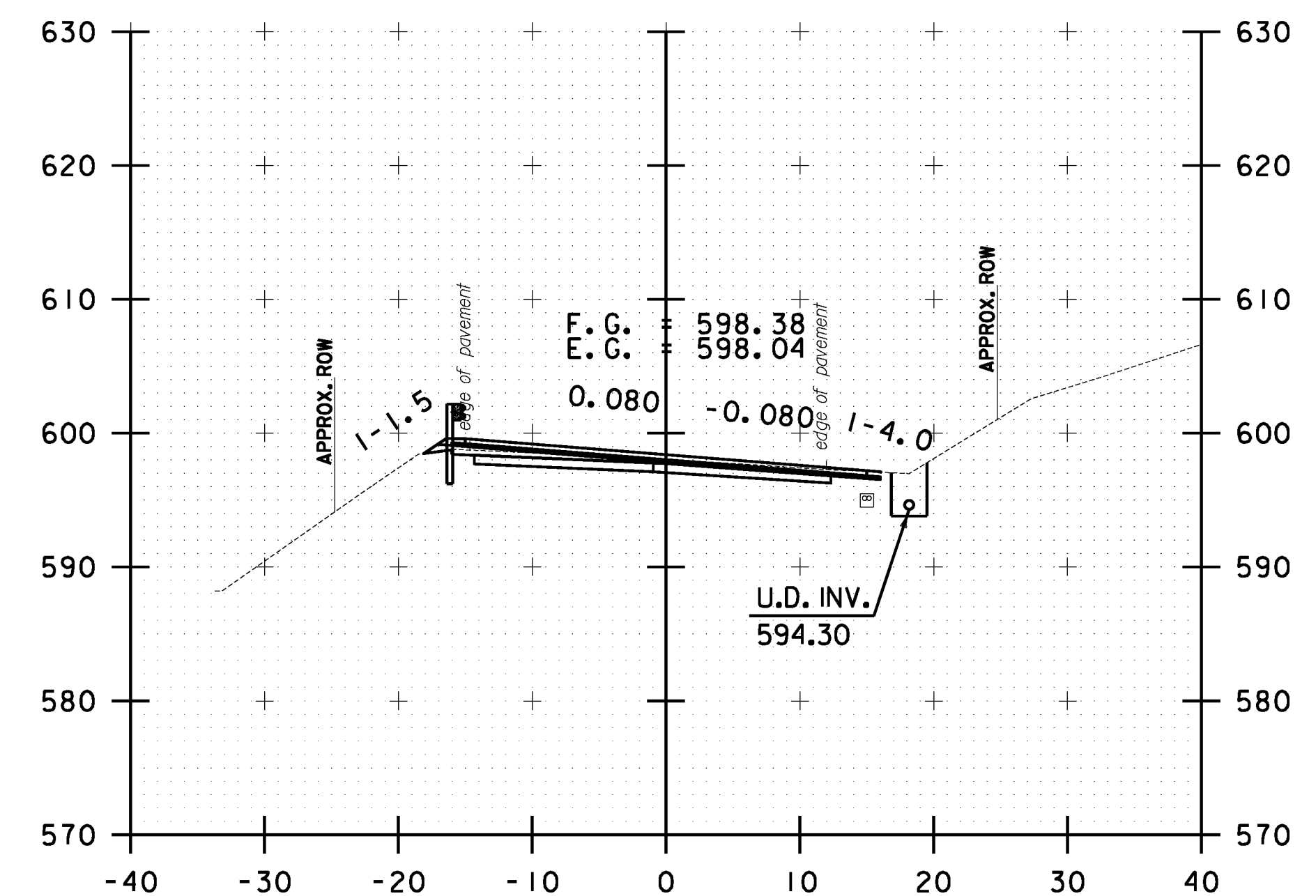
B 36+00.00



B 33+50.00



B 34+50.00



B 35+50.00

10 0 10
SCALE IN FEET

**BETHEL
CROSS SECTION
SHEET #12**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214.bethel.xc.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214.xs124.i

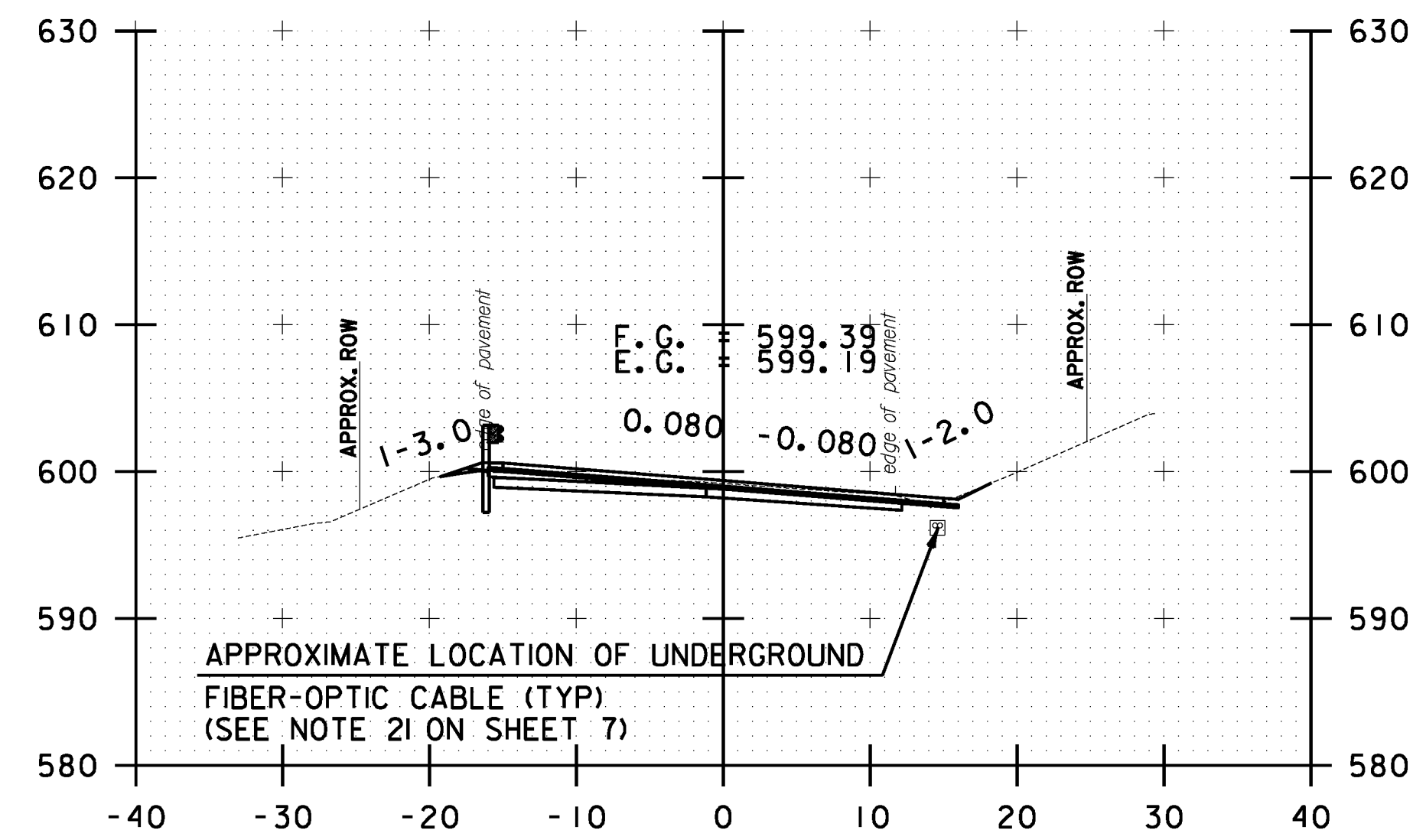
PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

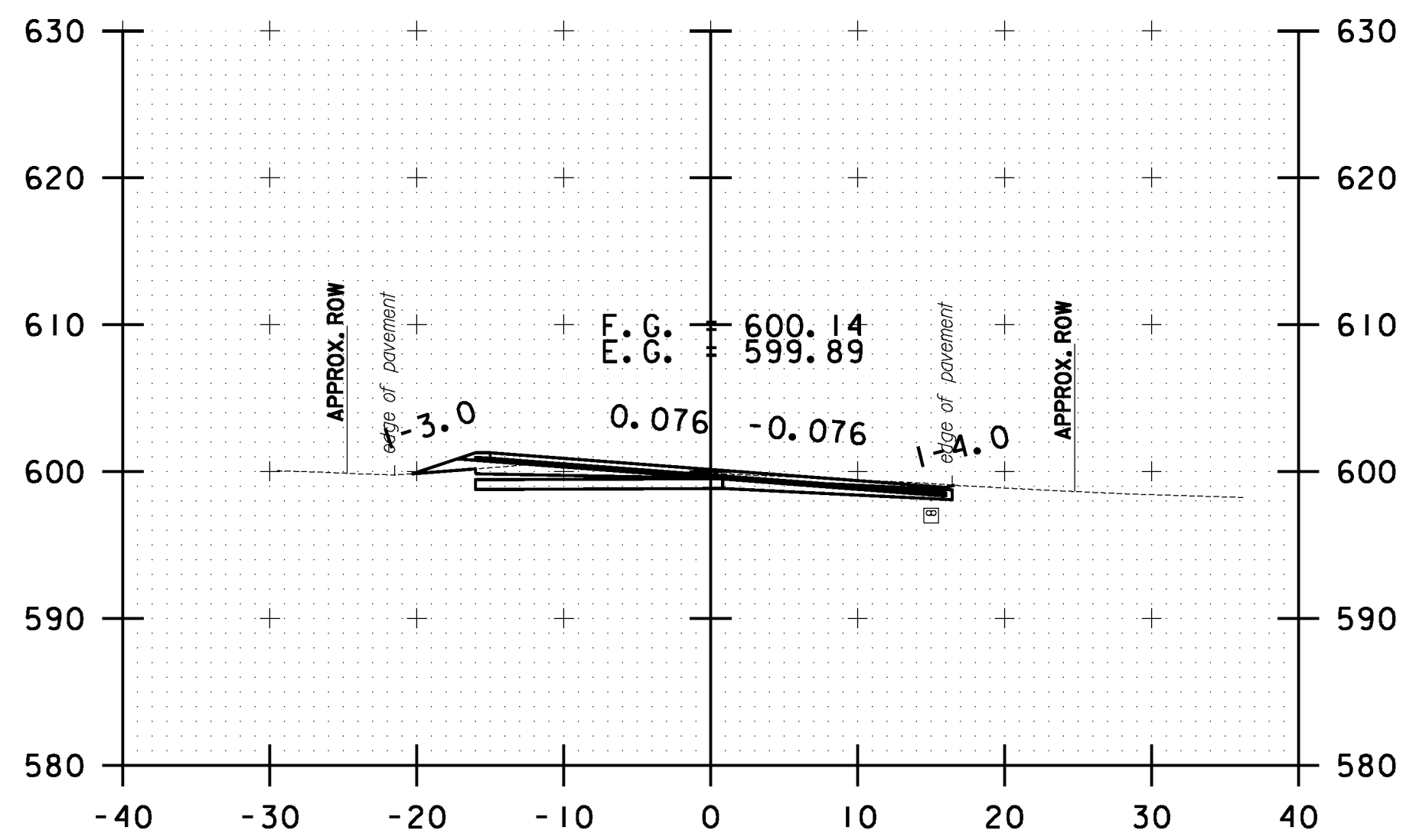
CHECKED BY: J.P.S.

SHEET 337 OF 397

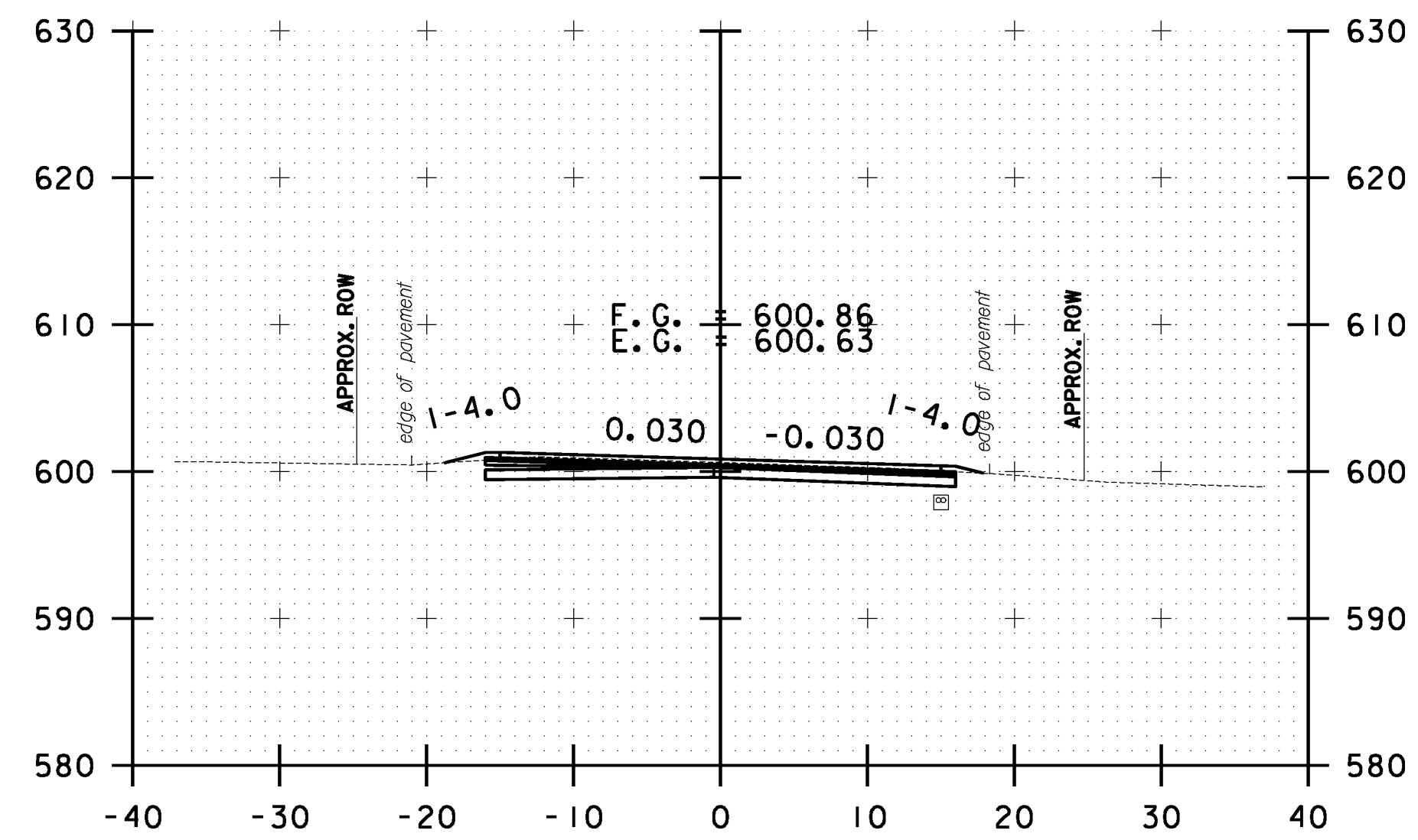
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DATE/TIME = 3/17/2014
USER = 4916



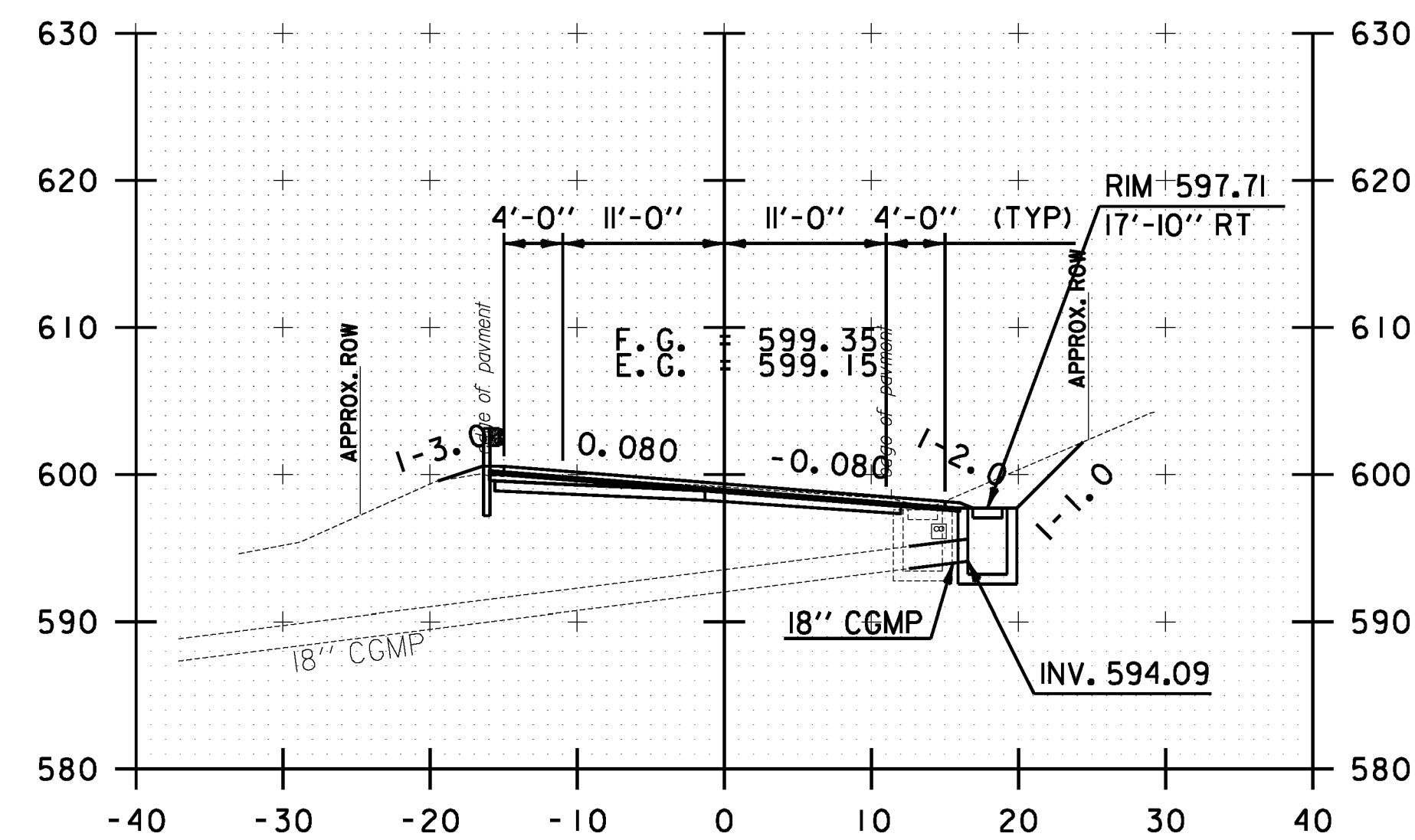
B 36+50.00



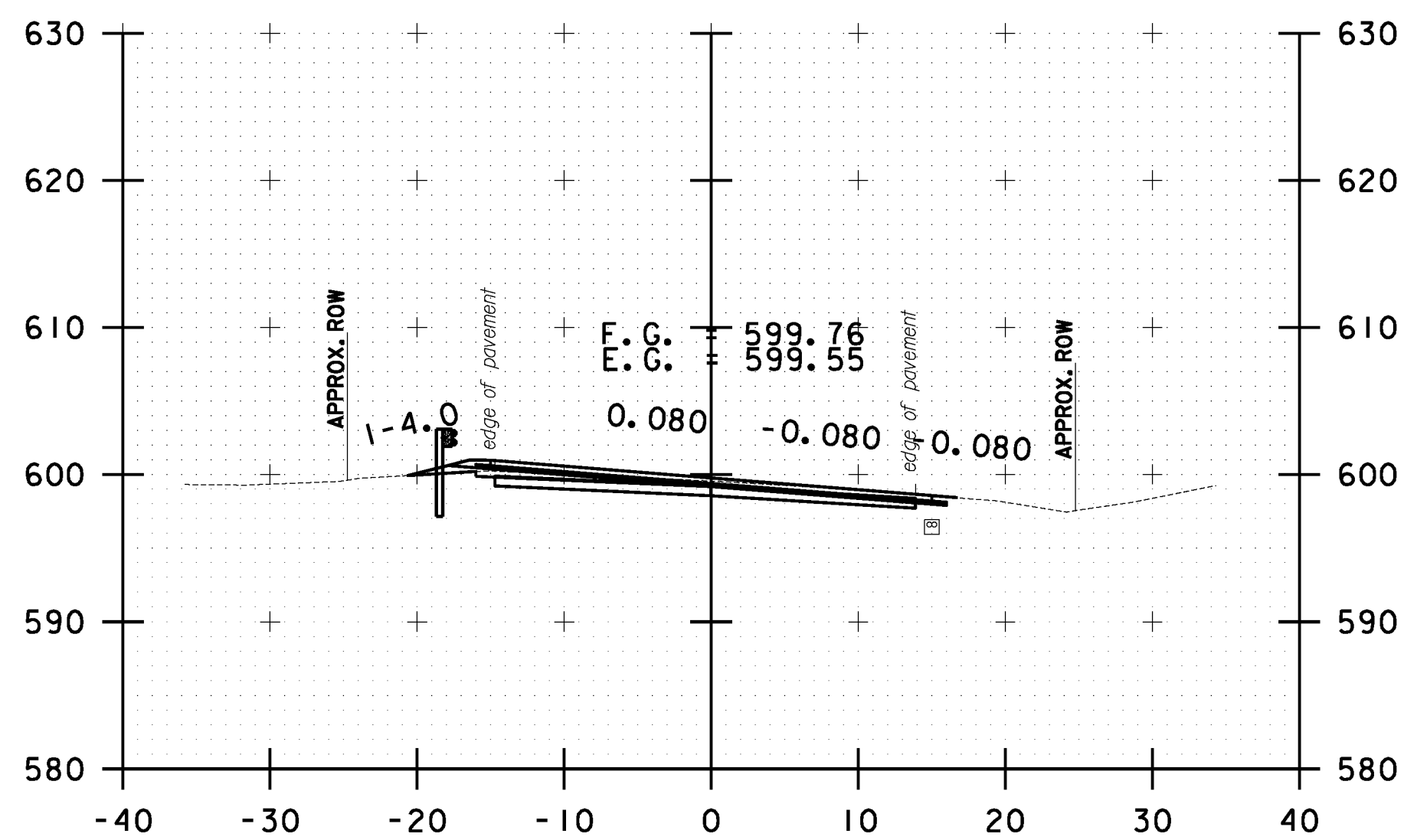
B 37+50.00



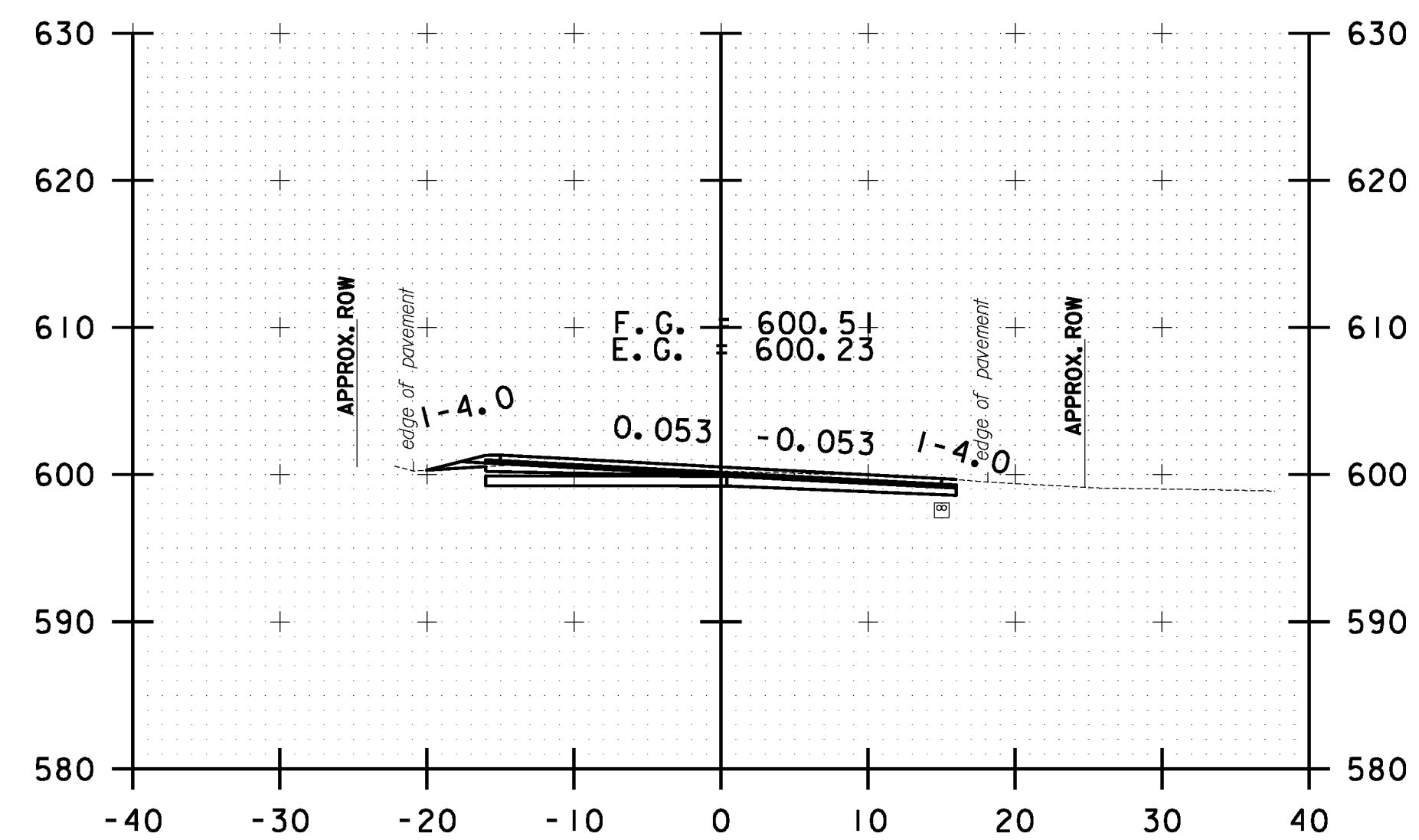
B 38+50.00



B 36+45.50



B 37+00.00



B 38+00.00

10 0 10
SCALE IN FEET

**BETHEL
CROSS SECTION
SHEET #13**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214.bethel.xc.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214.xsl25.1

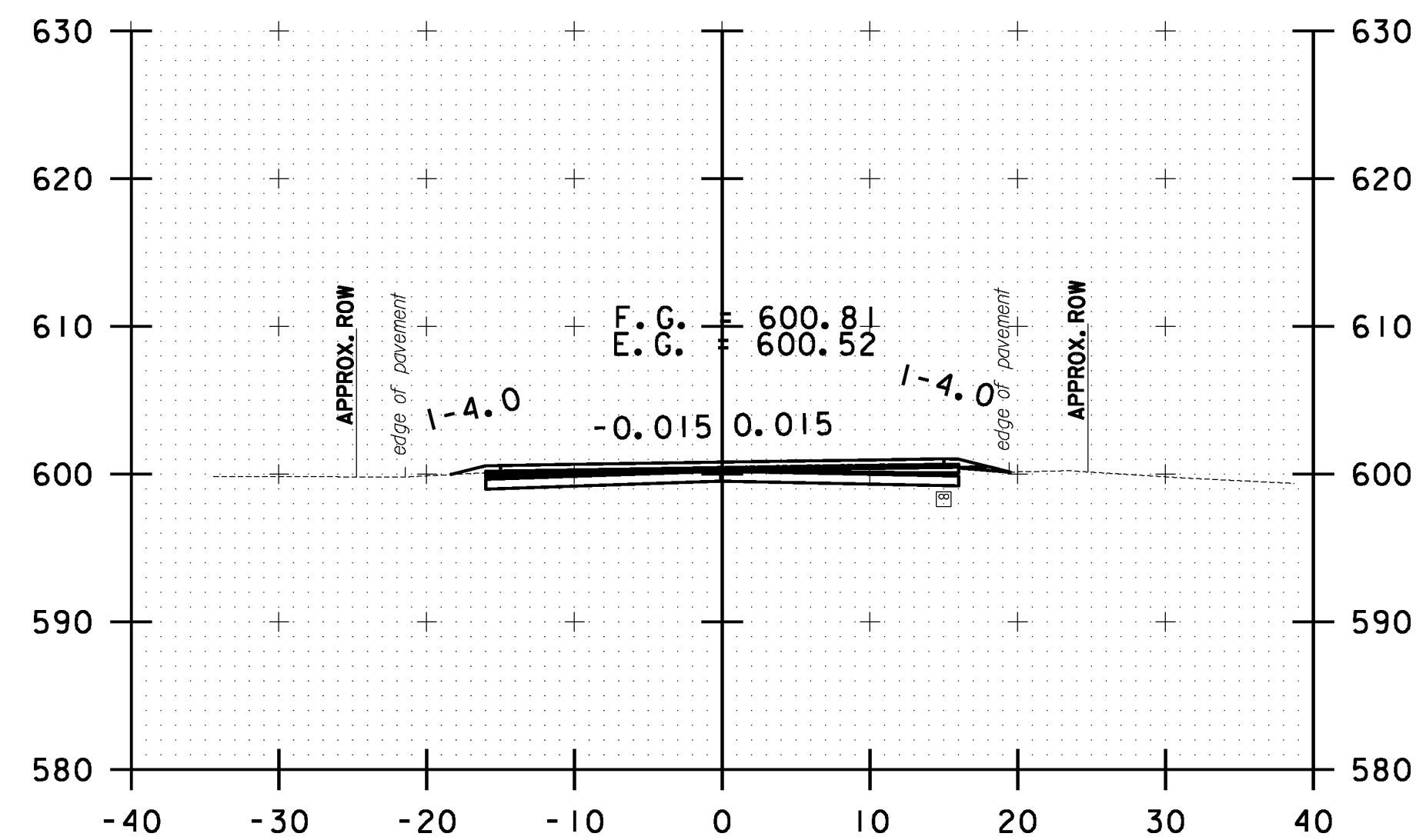
PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

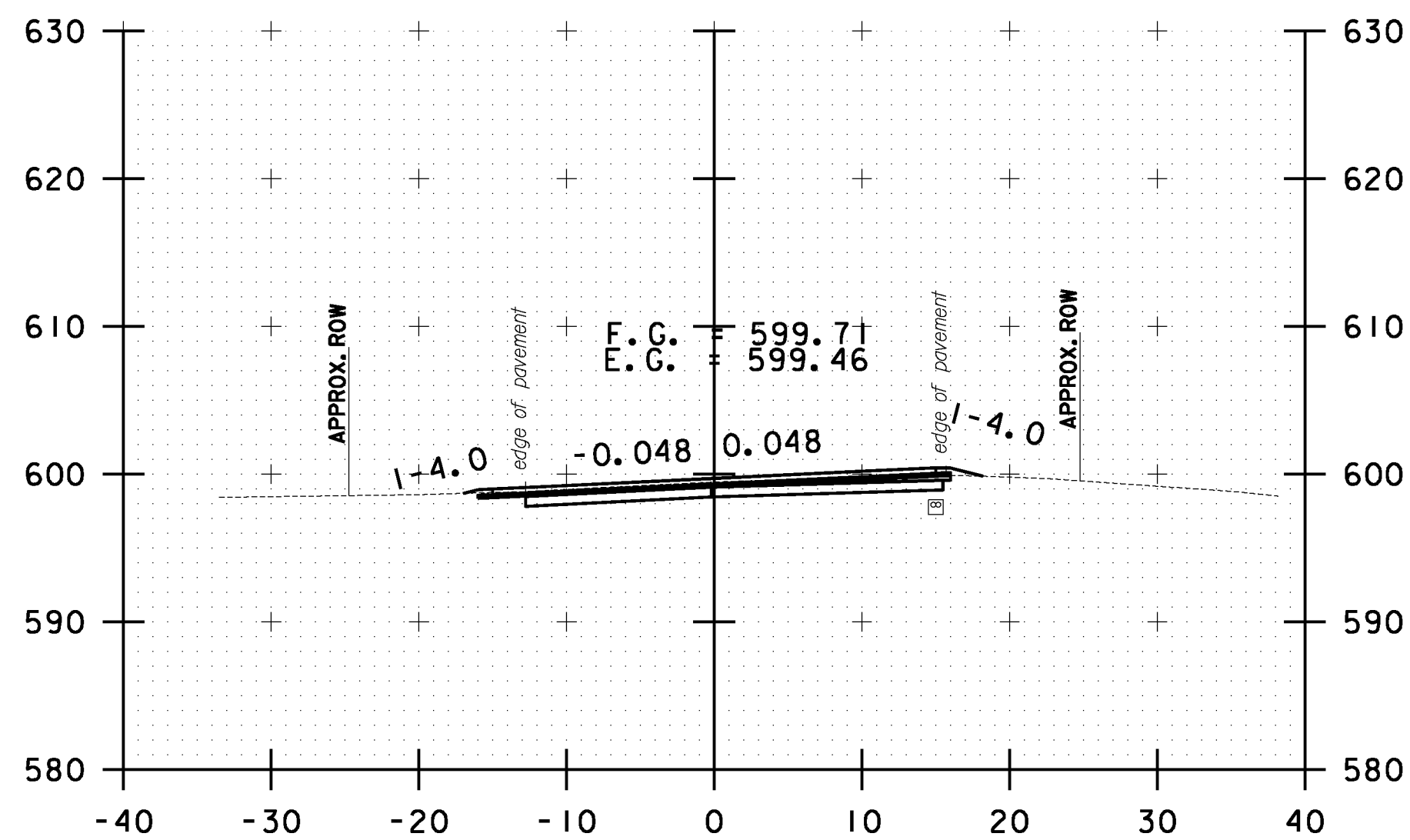
CHECKED BY: J.P.S.

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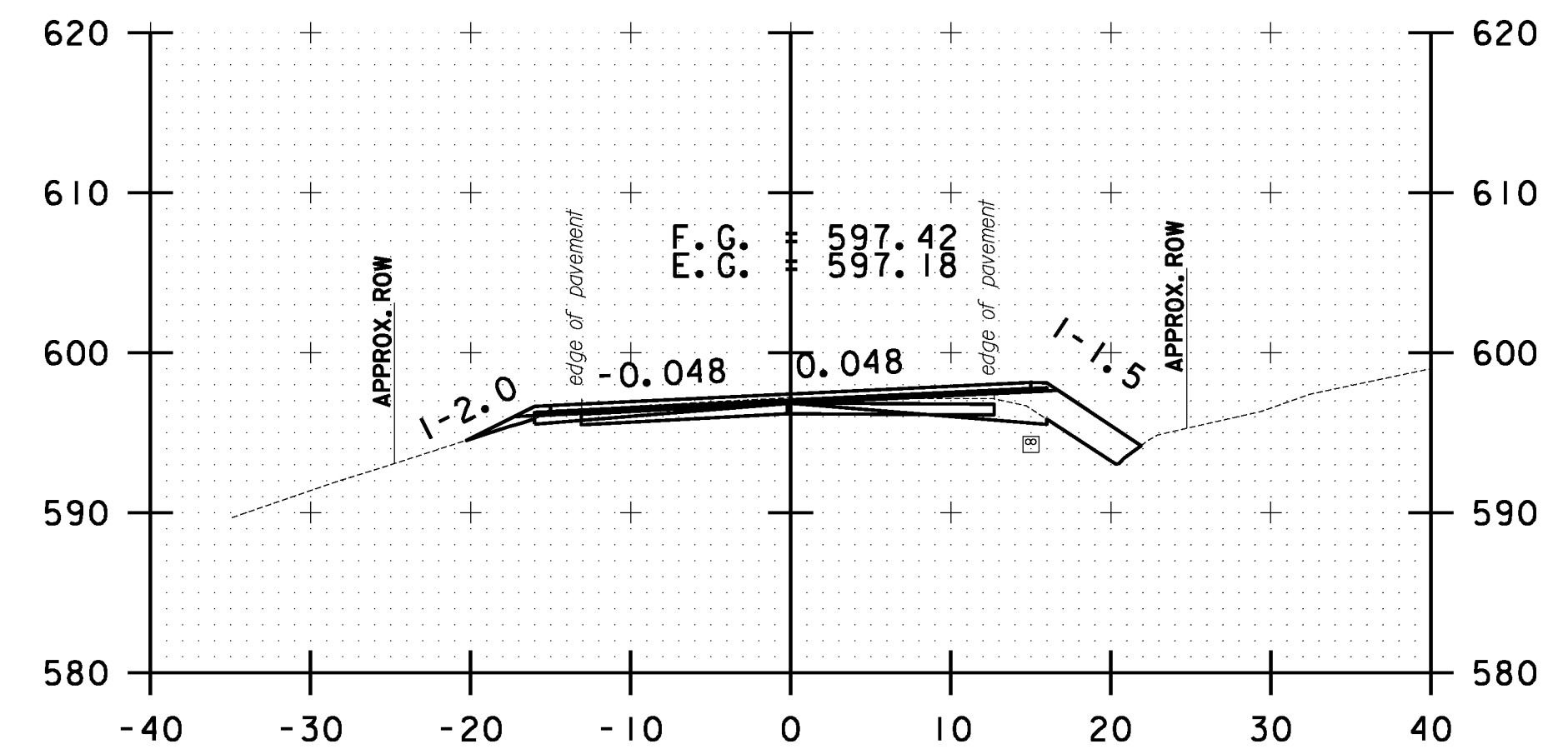
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DATE/TIME = 3/17/2014
USER = 4916



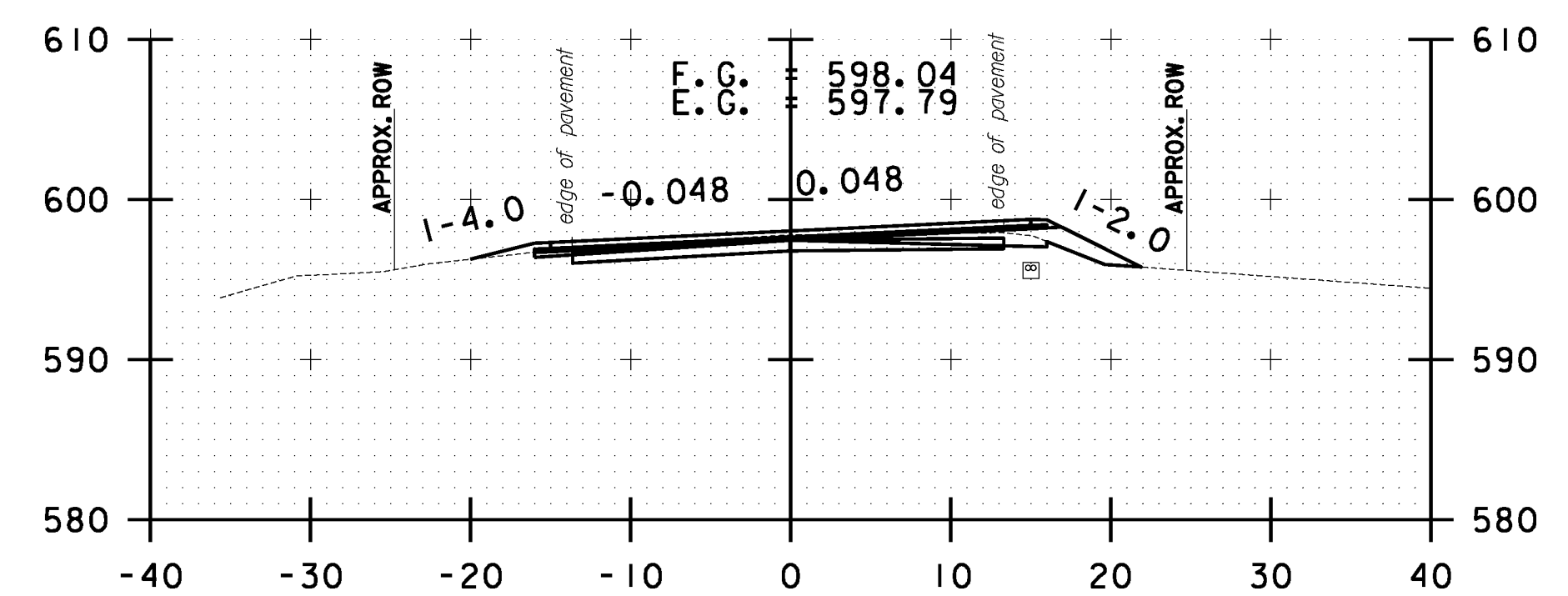
B 39+50.00



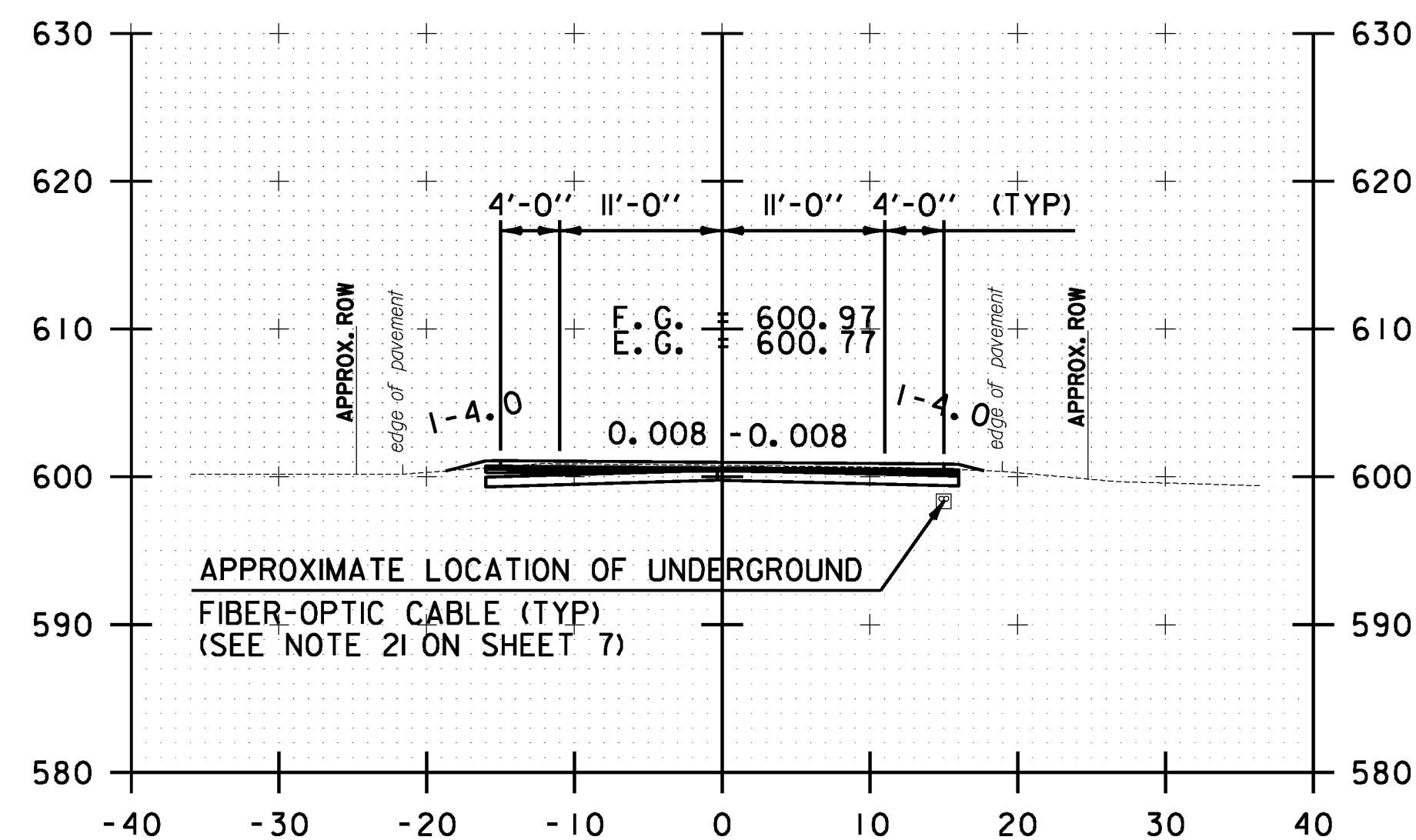
B 40+50.00



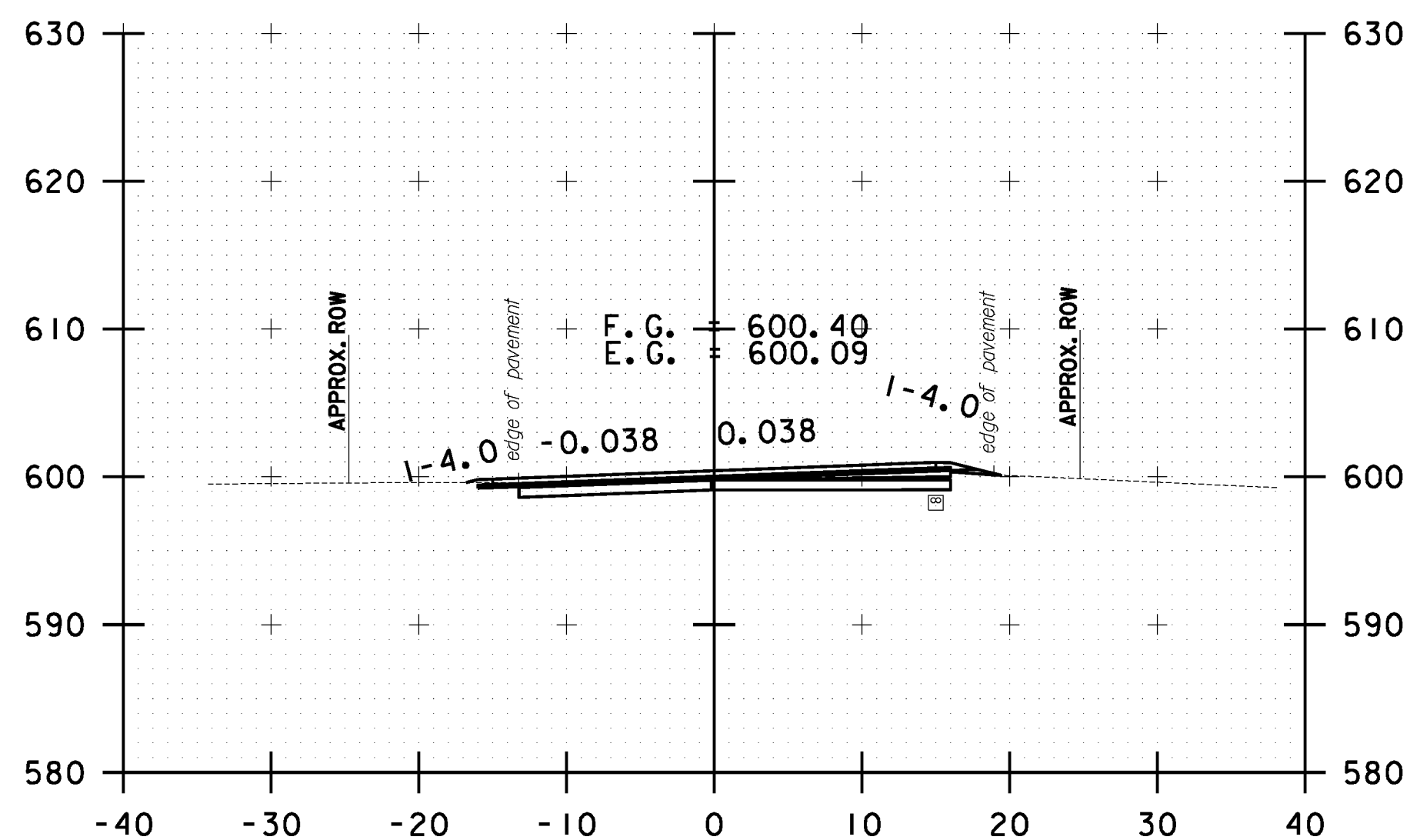
B 42+00.00



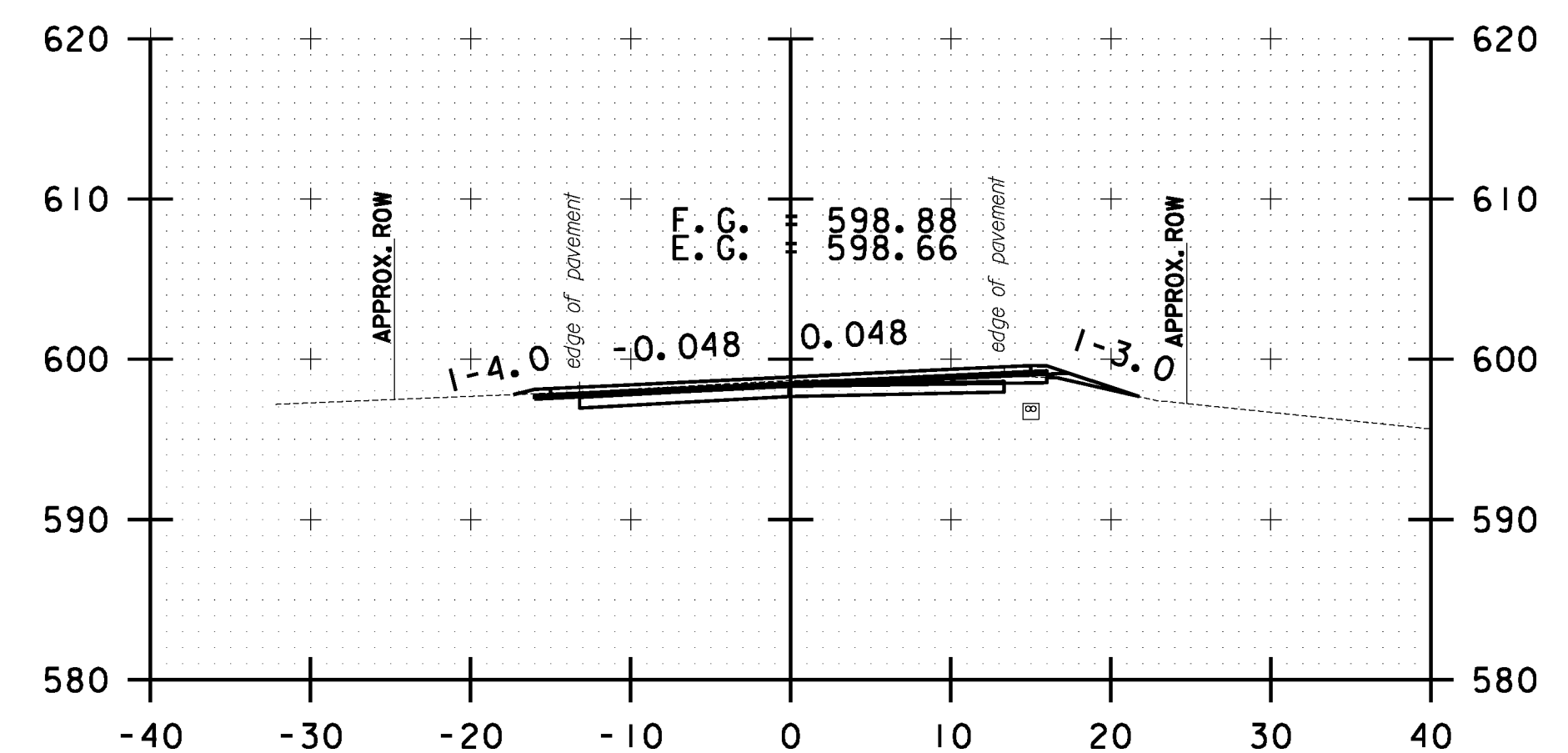
B 41+50.00



B 39+00.00



B 40+00.00



B 41+00.00

10 0 10
SCALE IN FEET

**BETHEL
CROSS SECTION
SHEET #14**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214.bethel.xc.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214xsl26.i

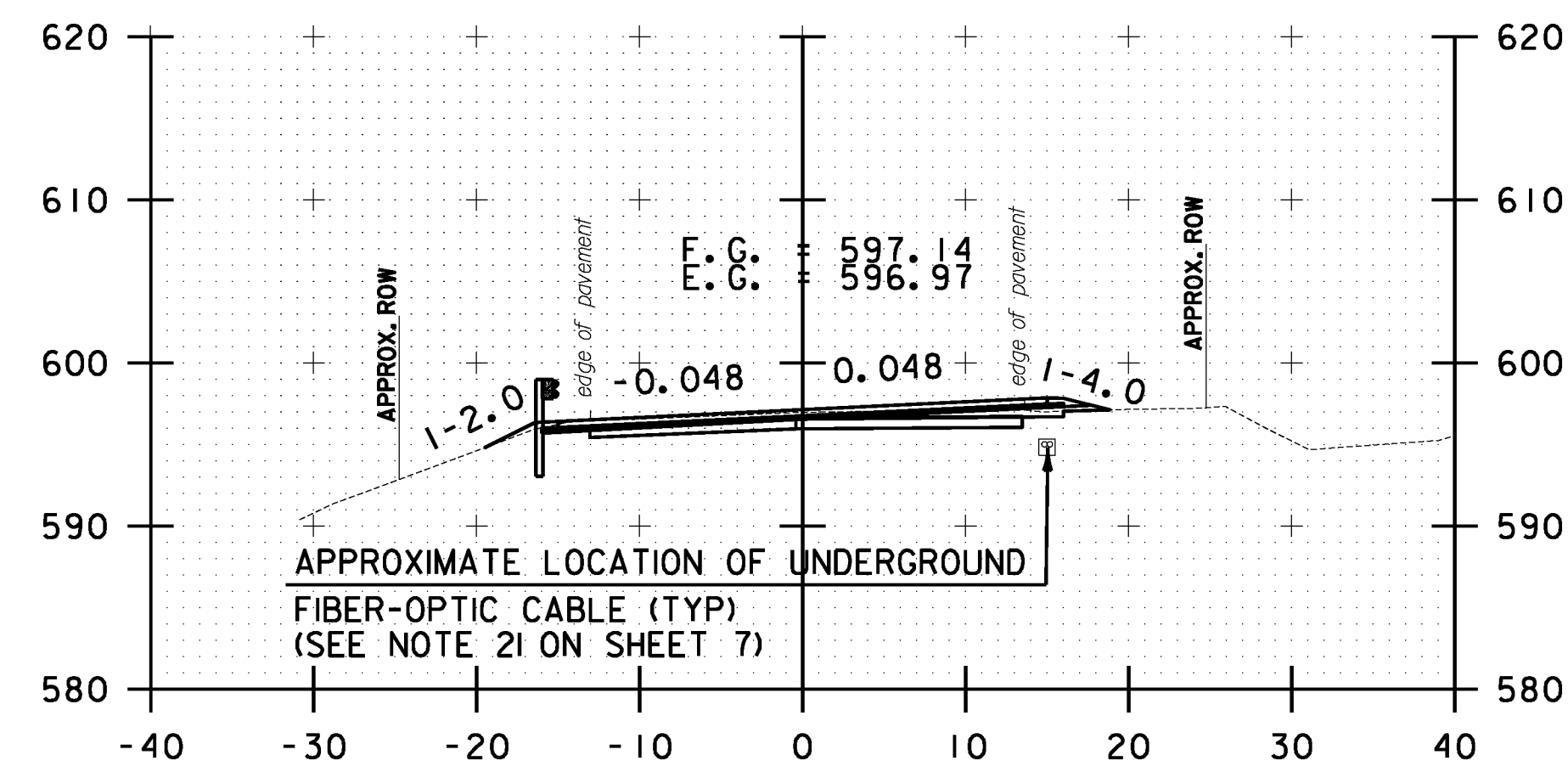
PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

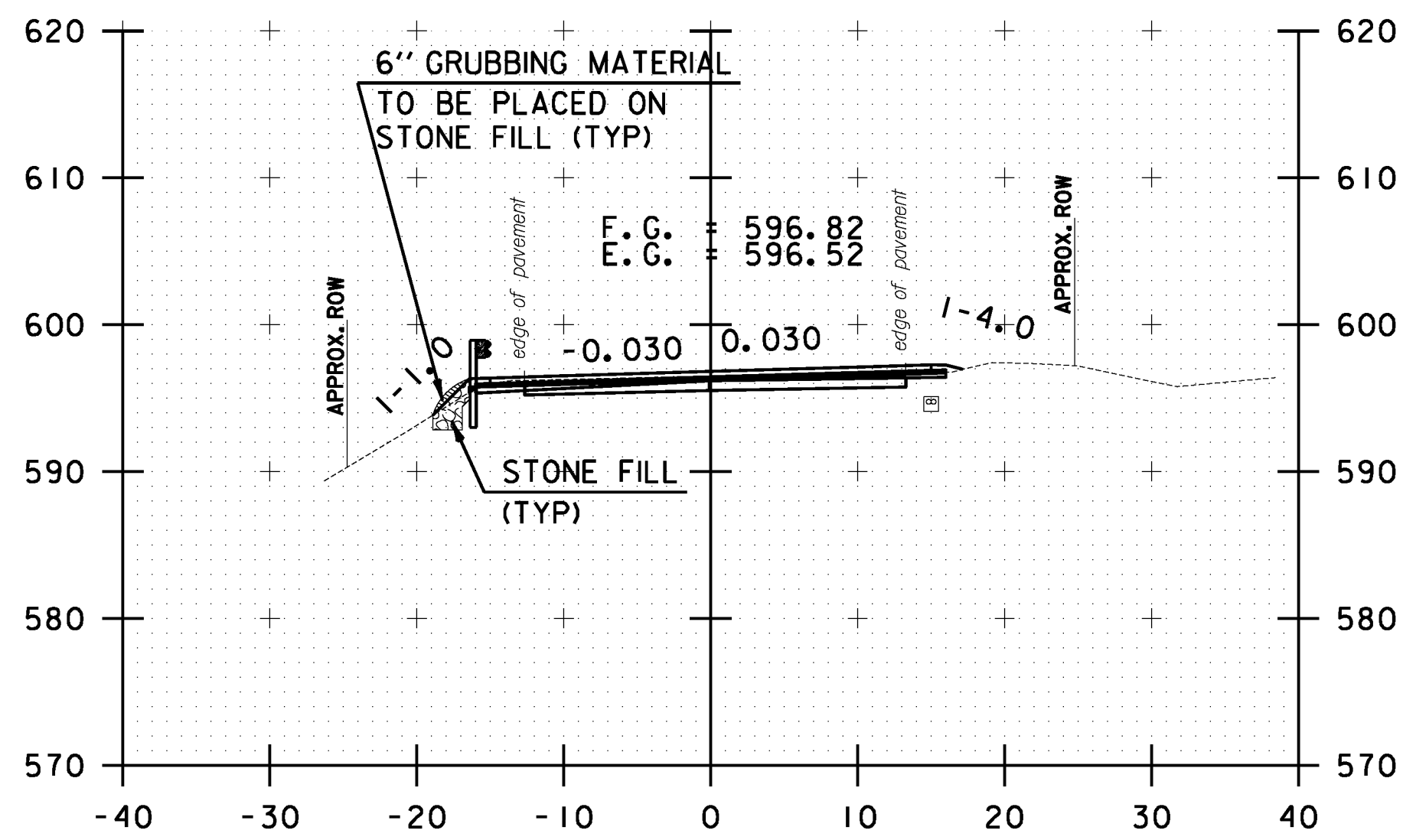
CHECKED BY: J.P.S.

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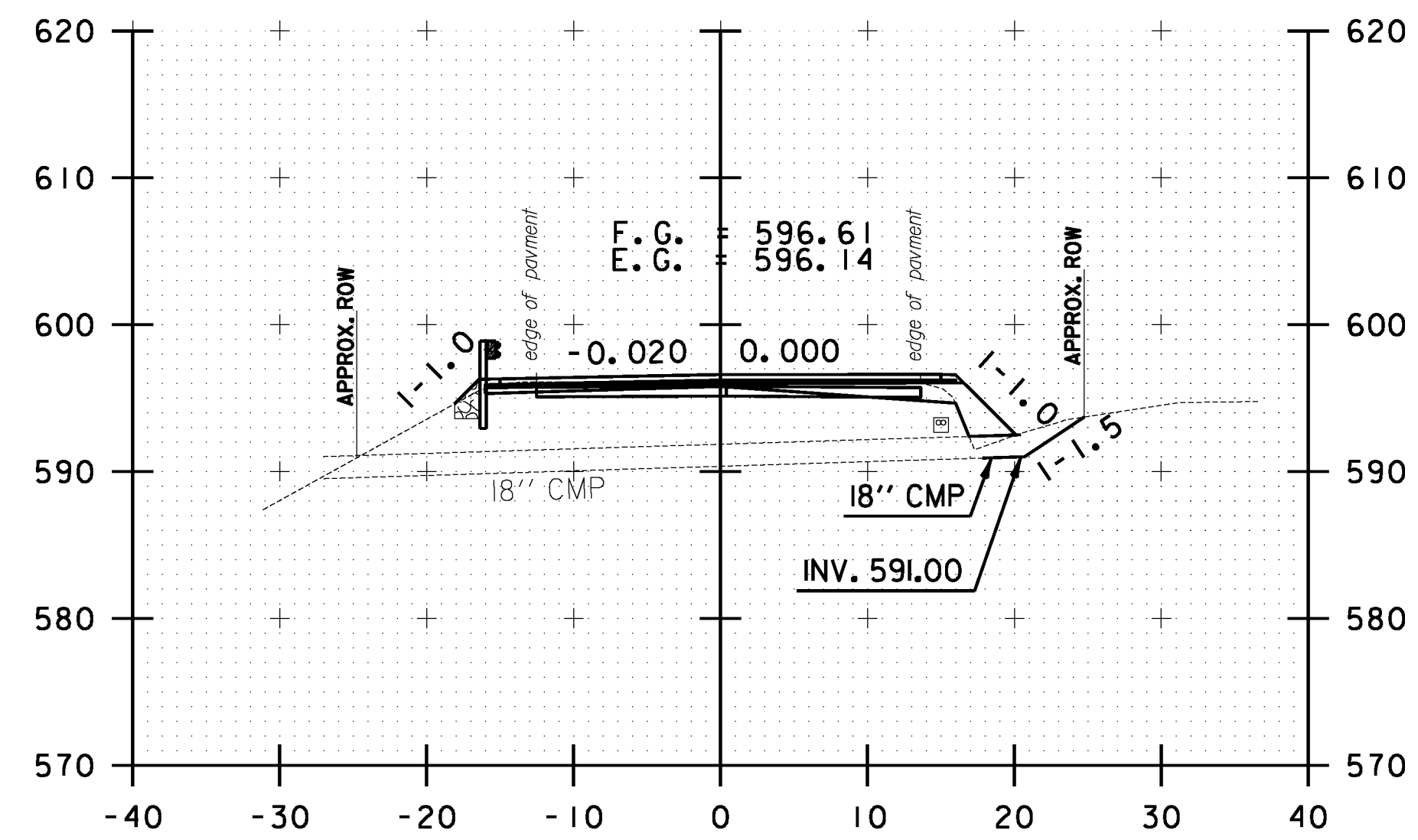
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DATE/TIME: 3/17/2014
USER: 4916



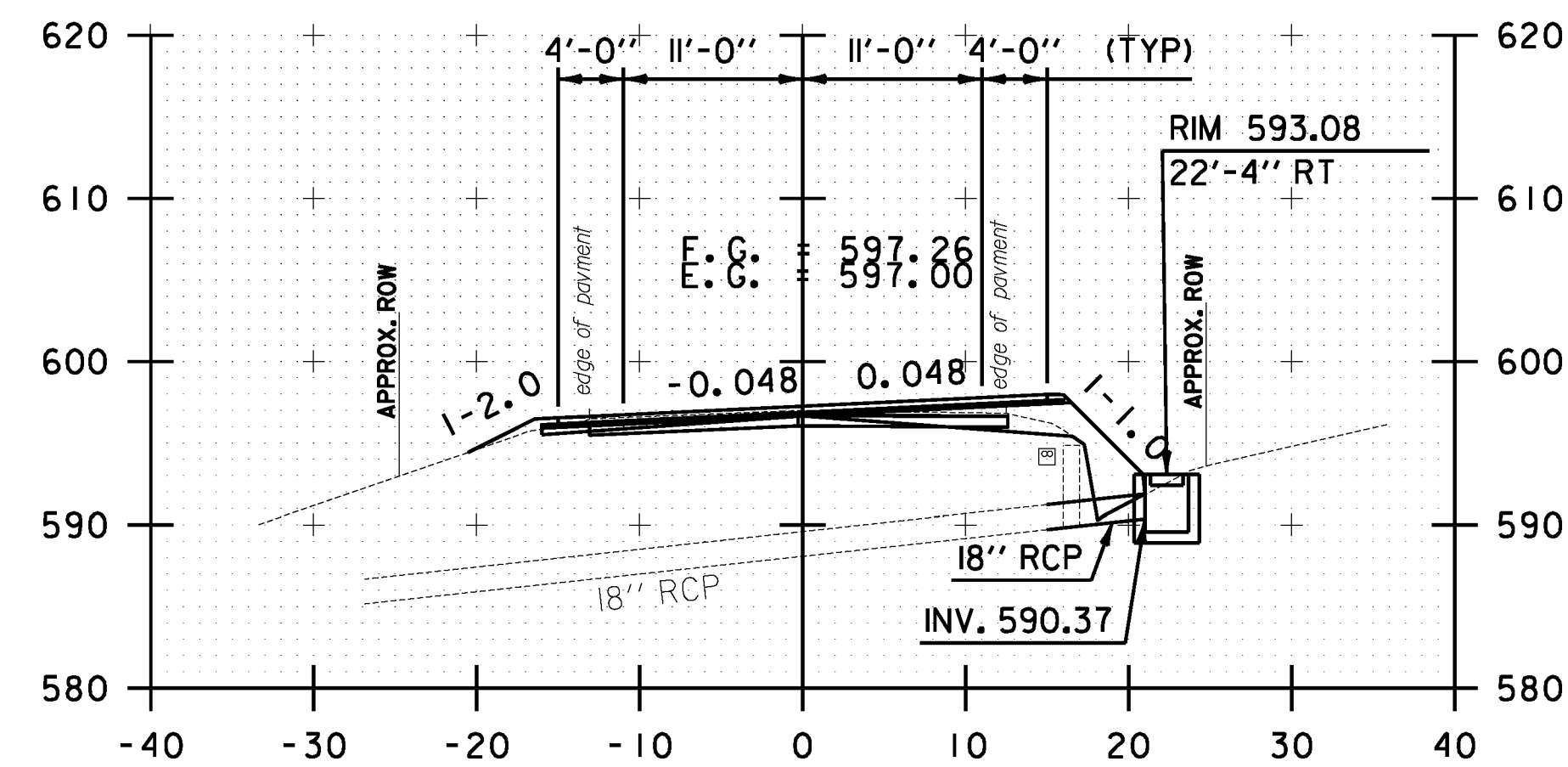
B 42+50.00



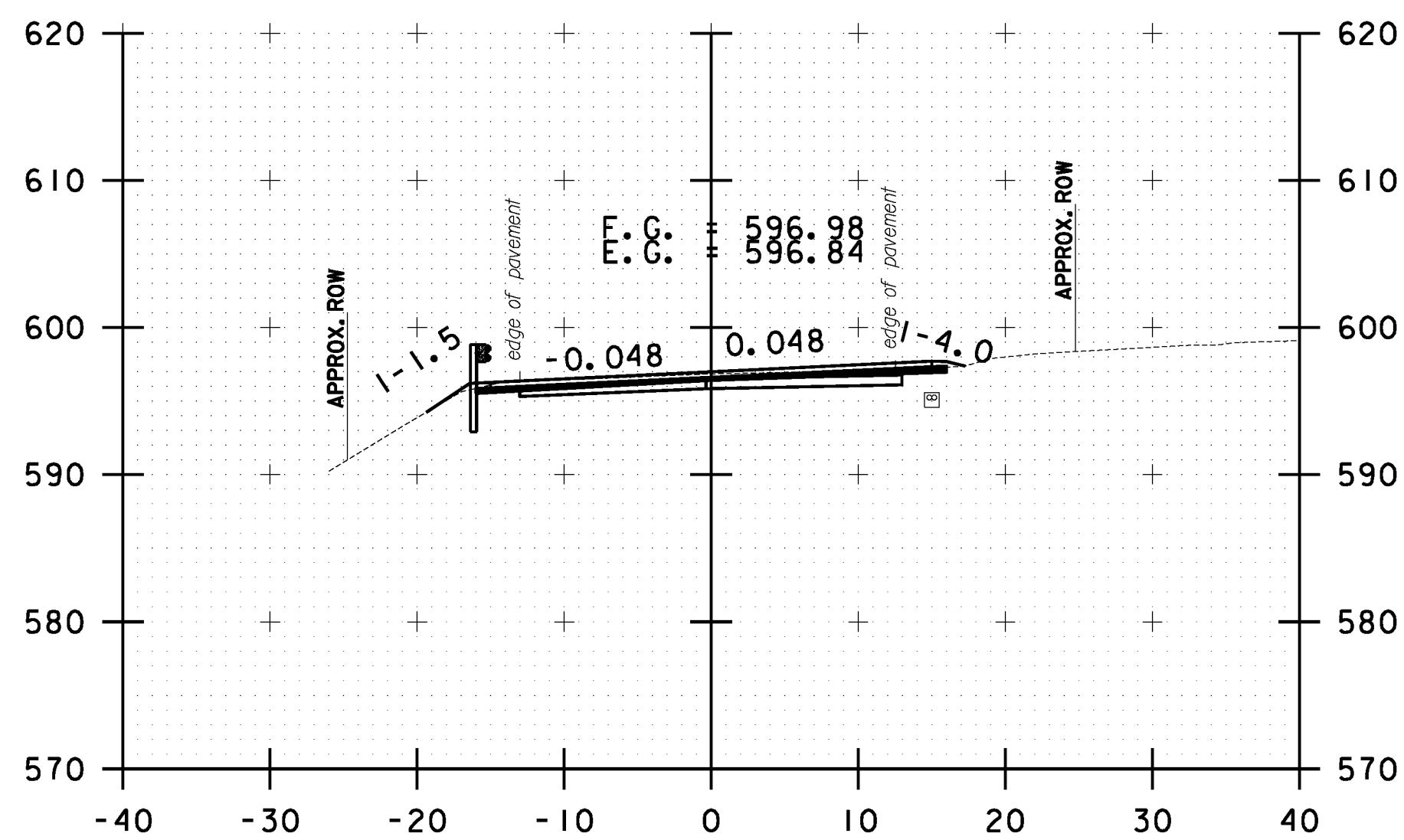
B 43+50.00



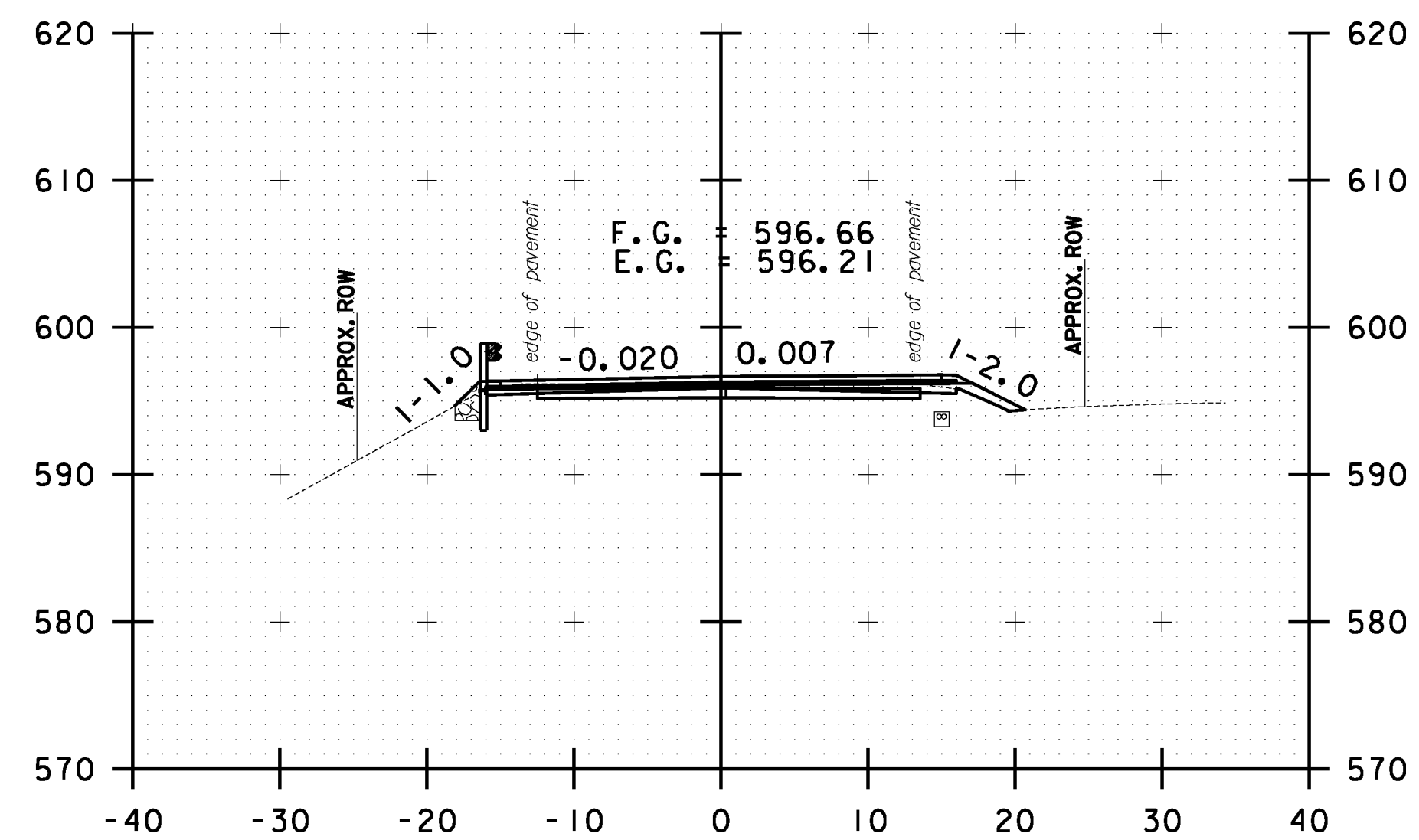
B 44+15.30



B 42+21.70



B 43+00.00



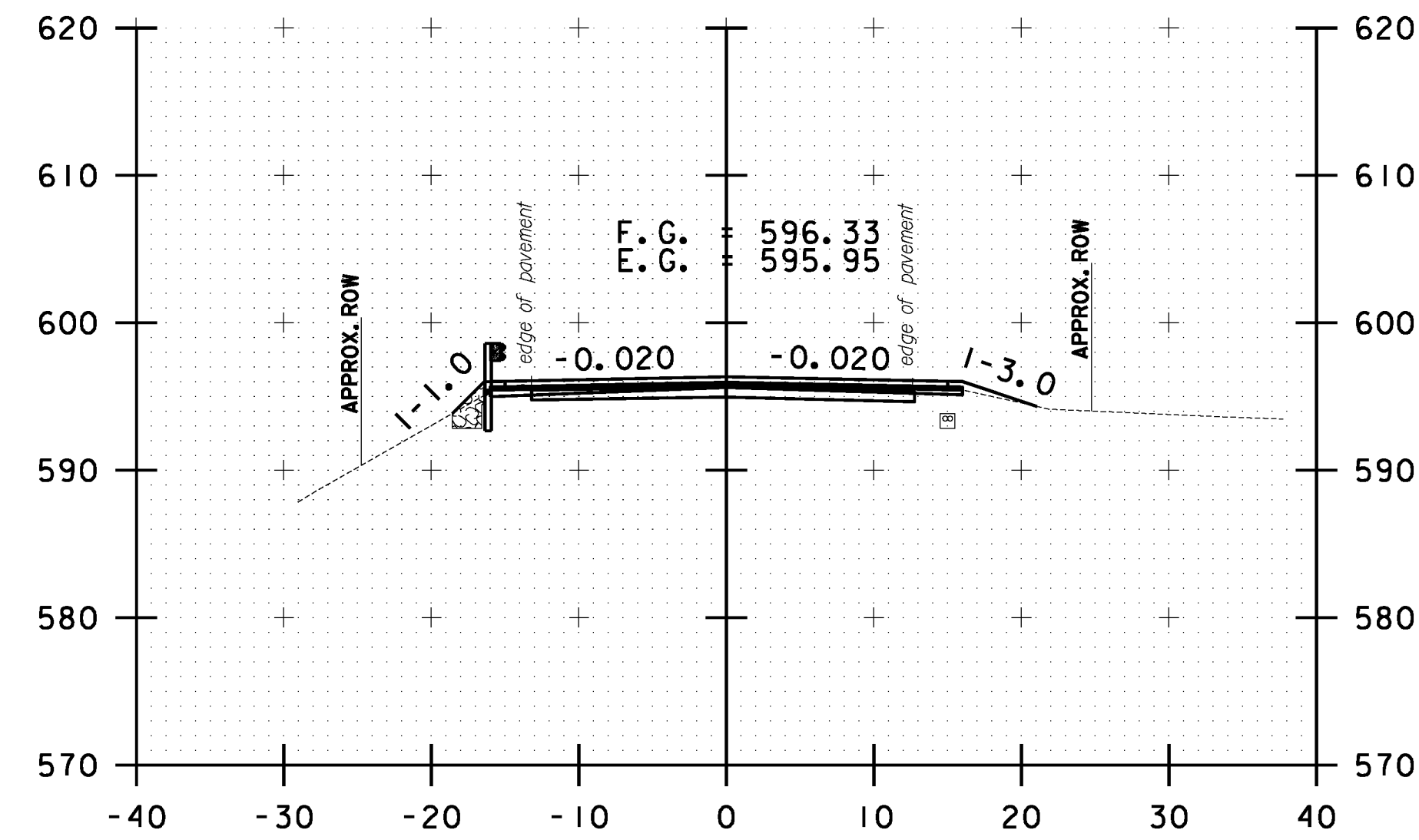
B 44+00.00

10 0 10
SCALE IN FEET

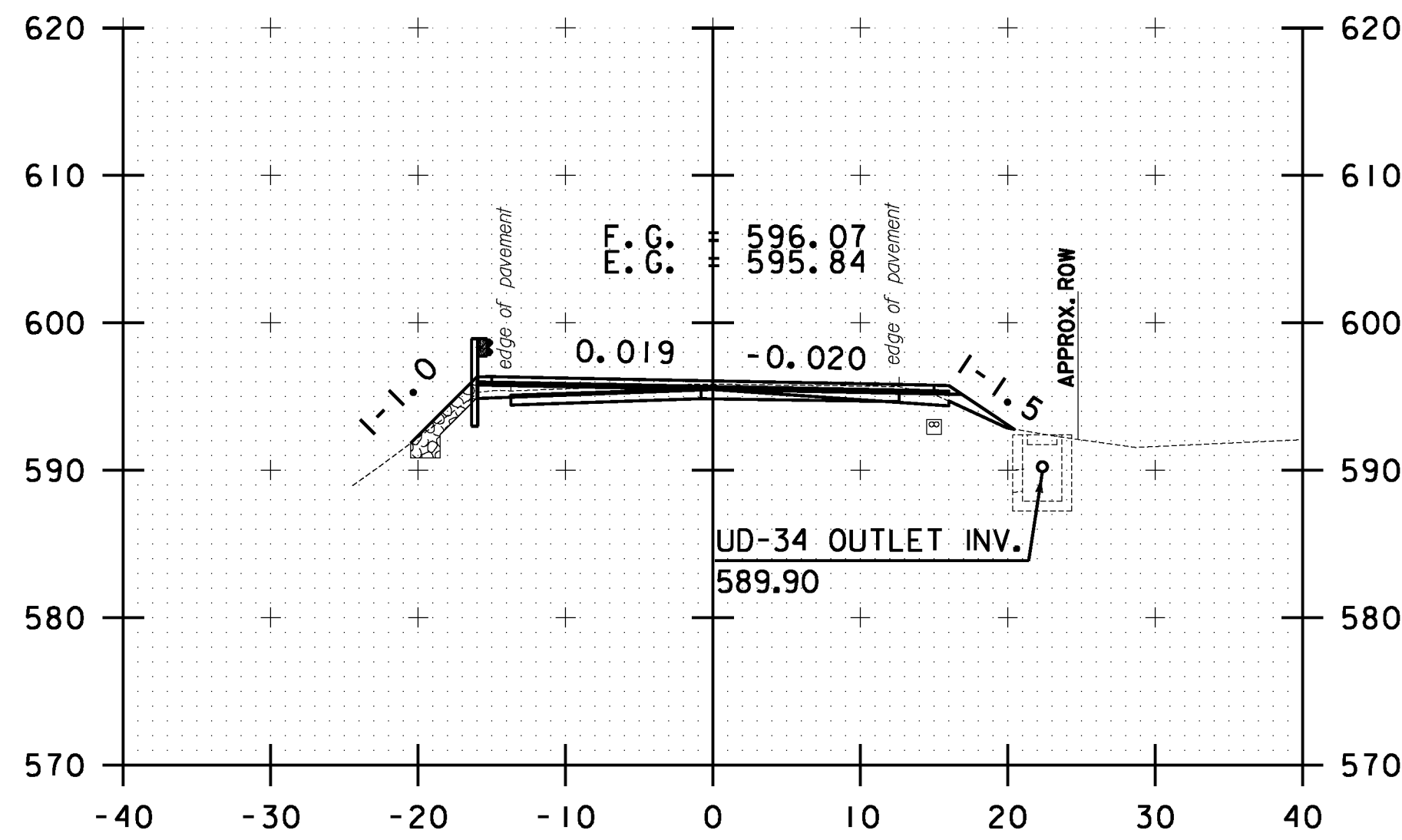
**BETHEL
CROSS SECTION
SHEET #15**

PROJECT NAME: STOCKBRIDGE-BETHEL	
PROJECT NUMBER: STP 2910(1)	
FILE NAME: z10b214.bethel.xc.dgn	PLOT DATE: 3/17/2014
PROJECT LEADER: D.E.G.	DRAWN BY: W.G.P.
DESIGNED BY: L.M.B.	CHECKED BY: J.P.S.
IPARM FILE: z10b214.xs127.i	SHEET 340 OF 397

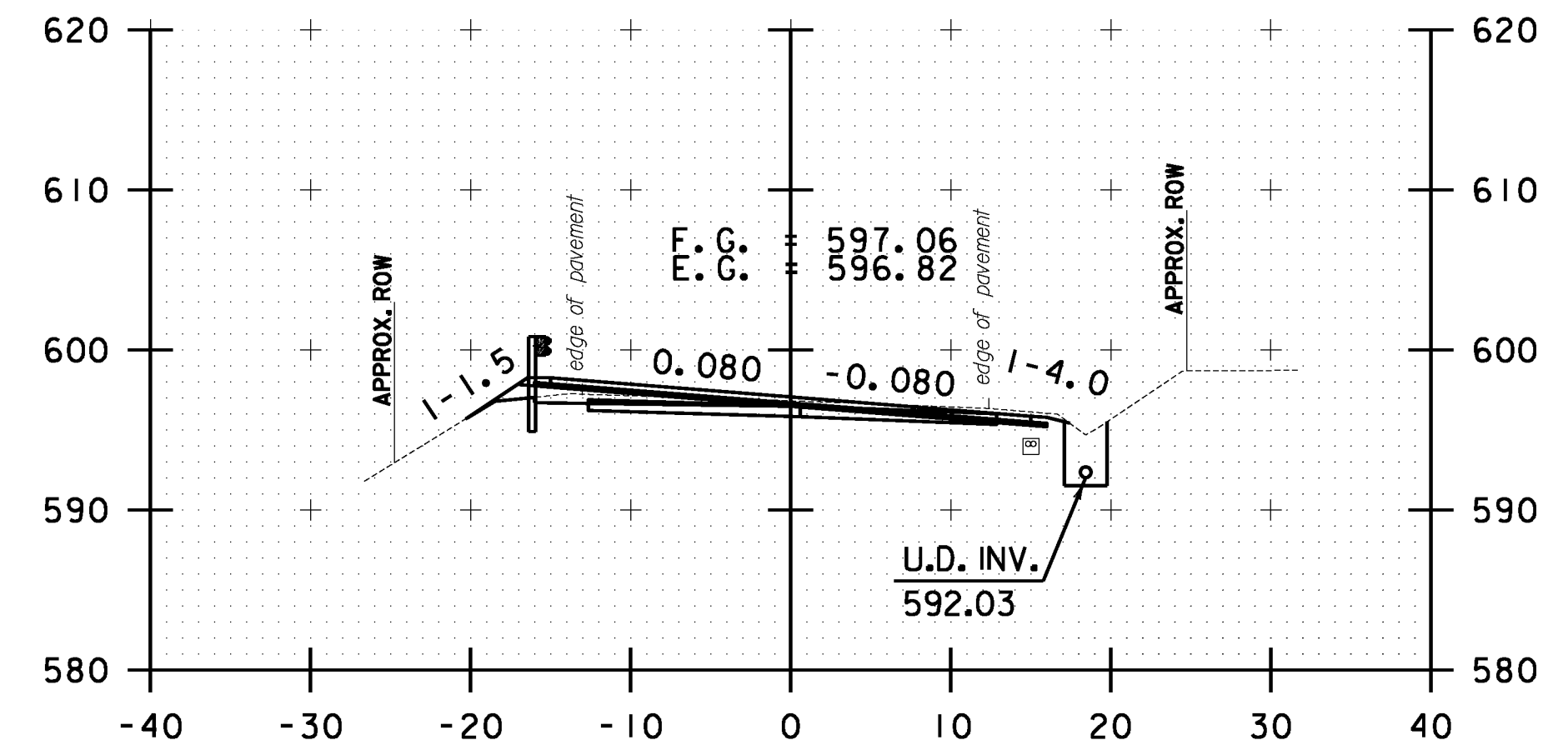
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DATE/TIME: 3/17/2014
USER: 4916



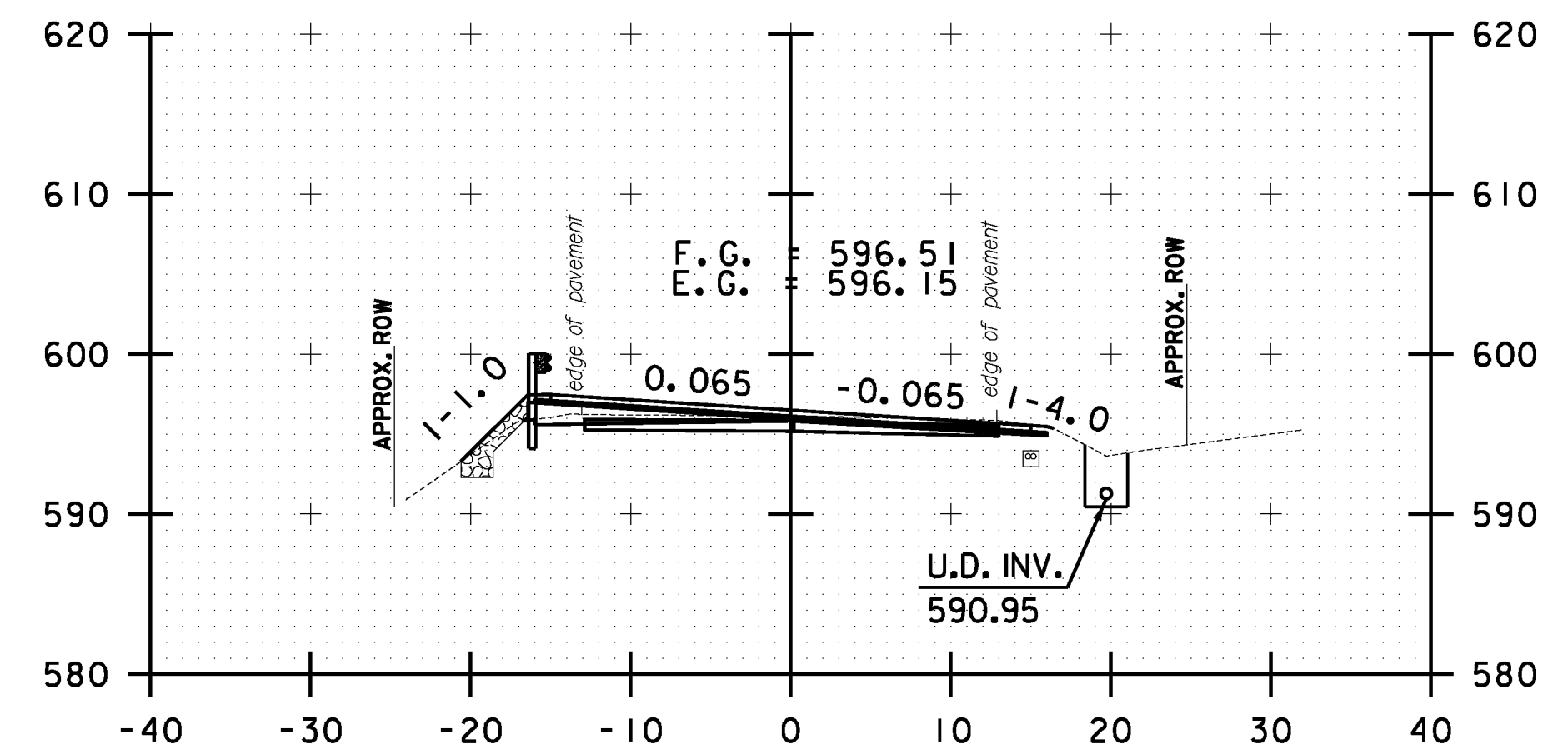
B 45+00.00



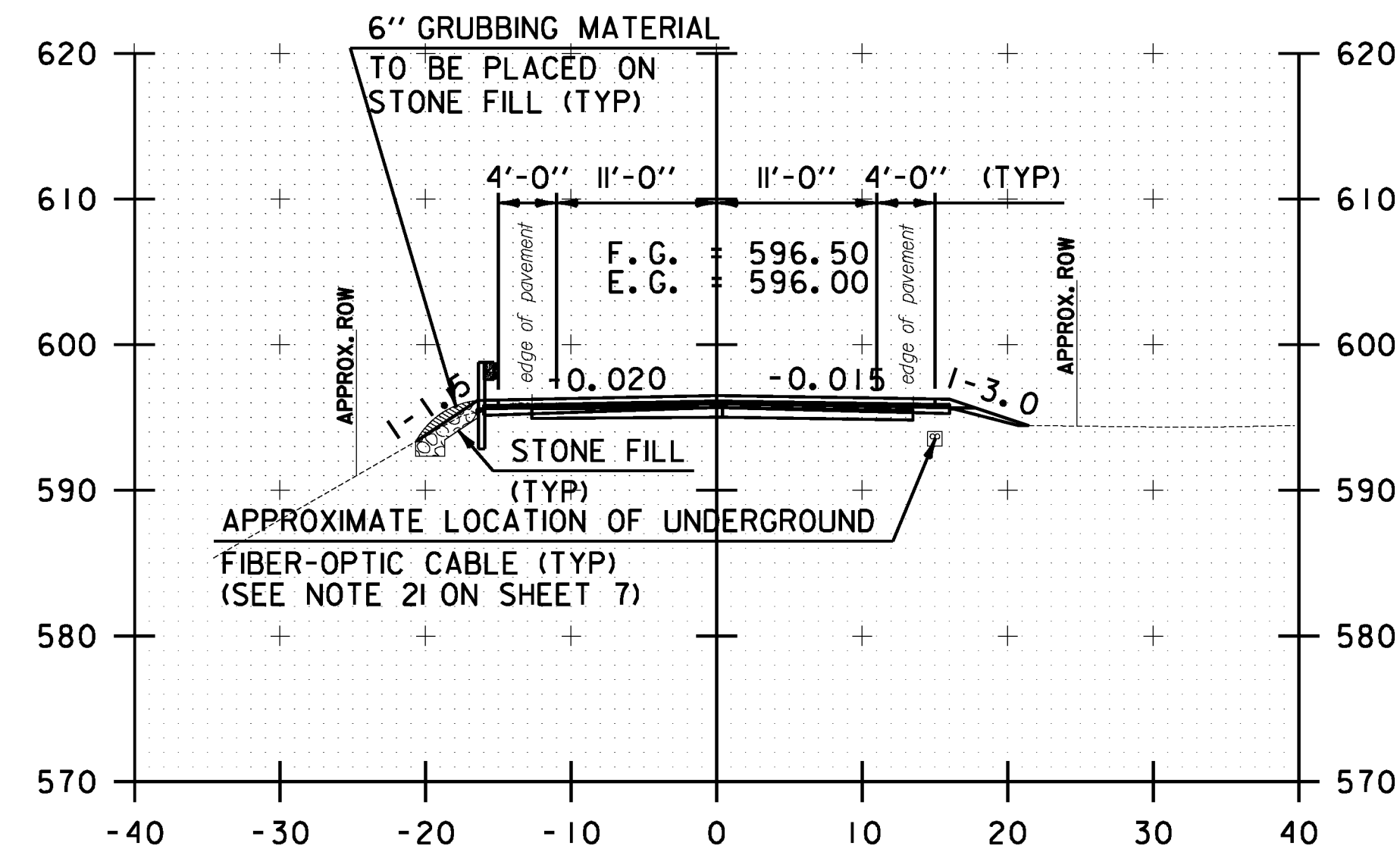
B 46+00.00



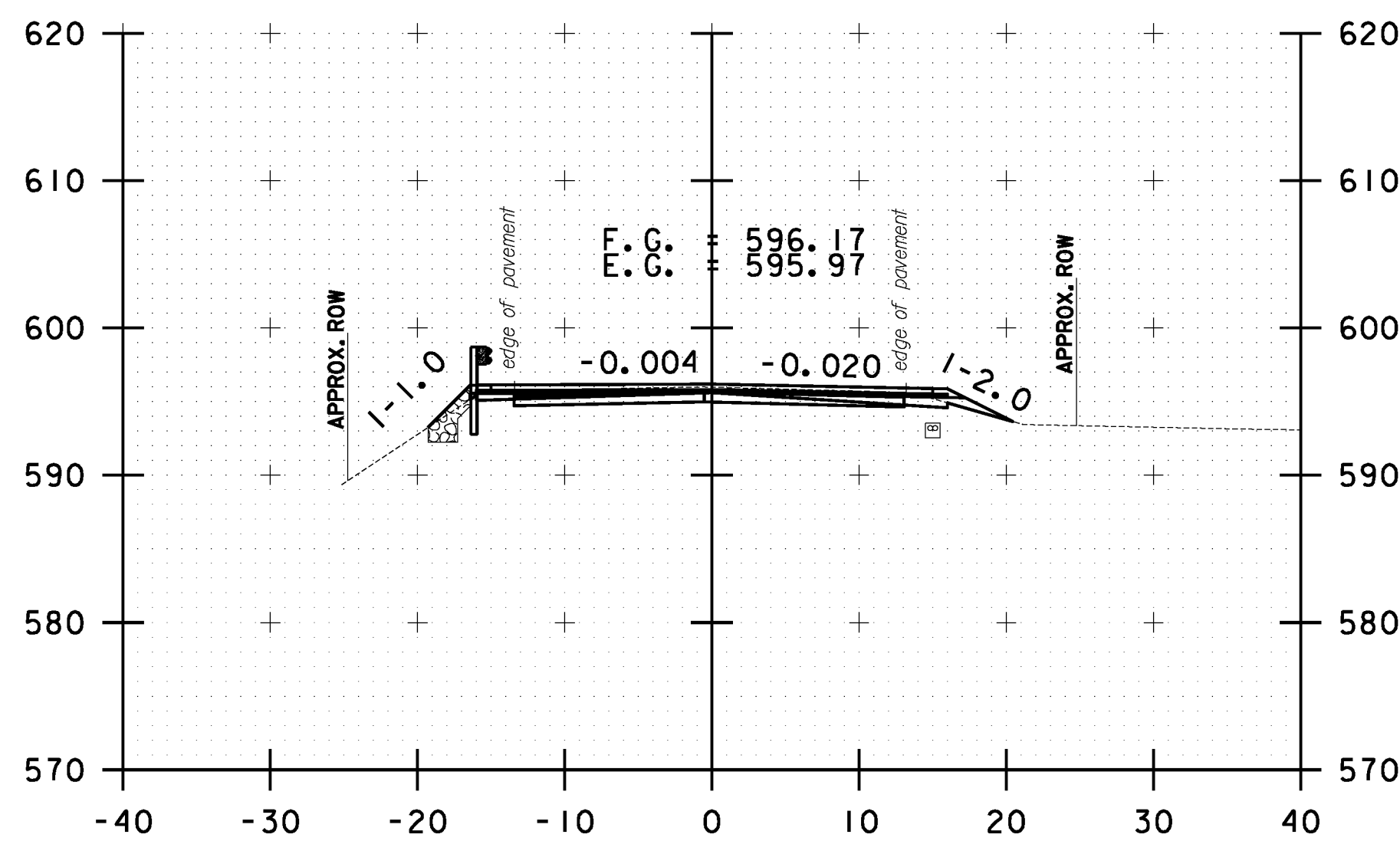
B 47+50.00



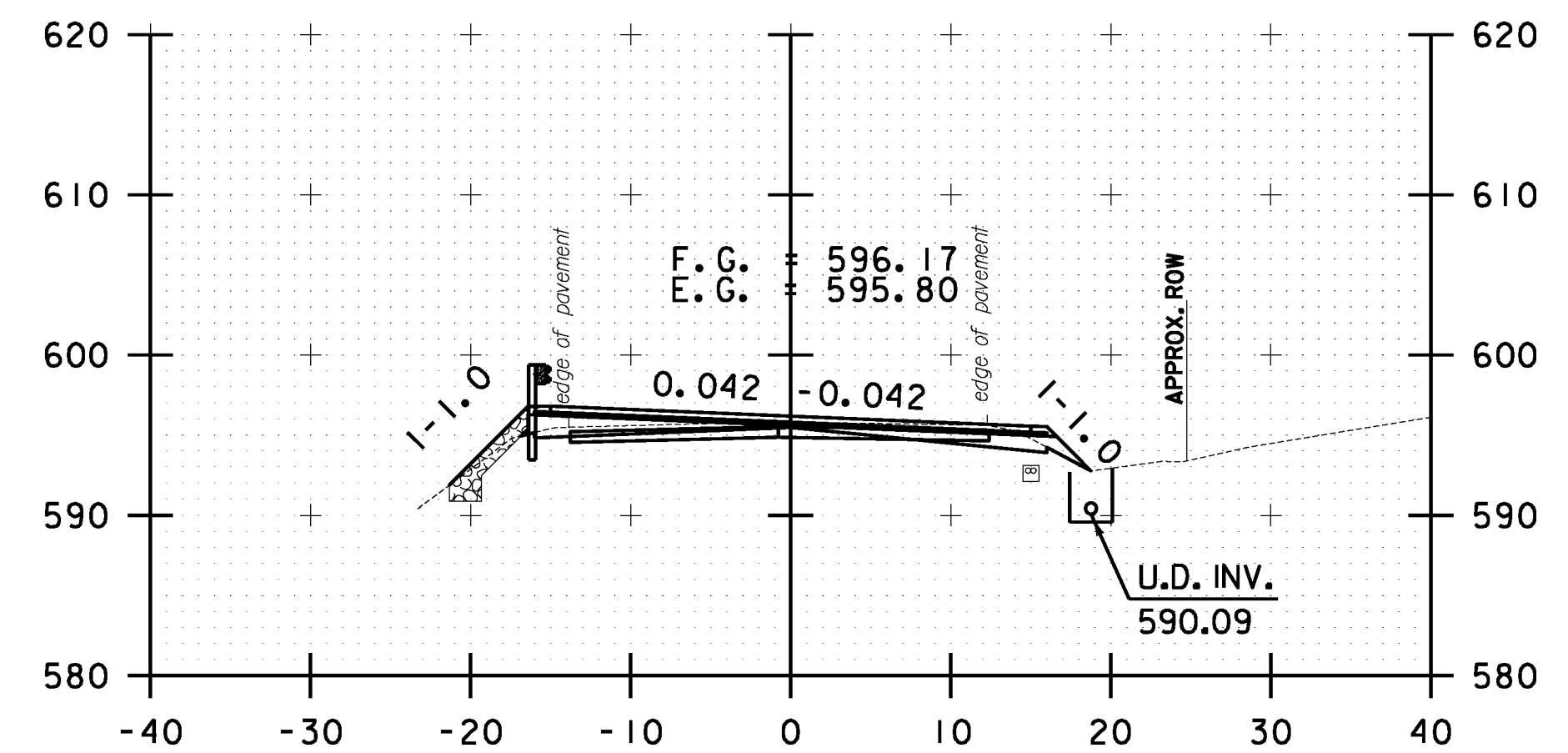
B 47+00.00



B 44+50.00



B 45+50.00



B 46+50.00

10 0 10
SCALE IN FEET

**BETHEL
CROSS SECTION
SHEET #16**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214.bethel.xc.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214.xsl28.i

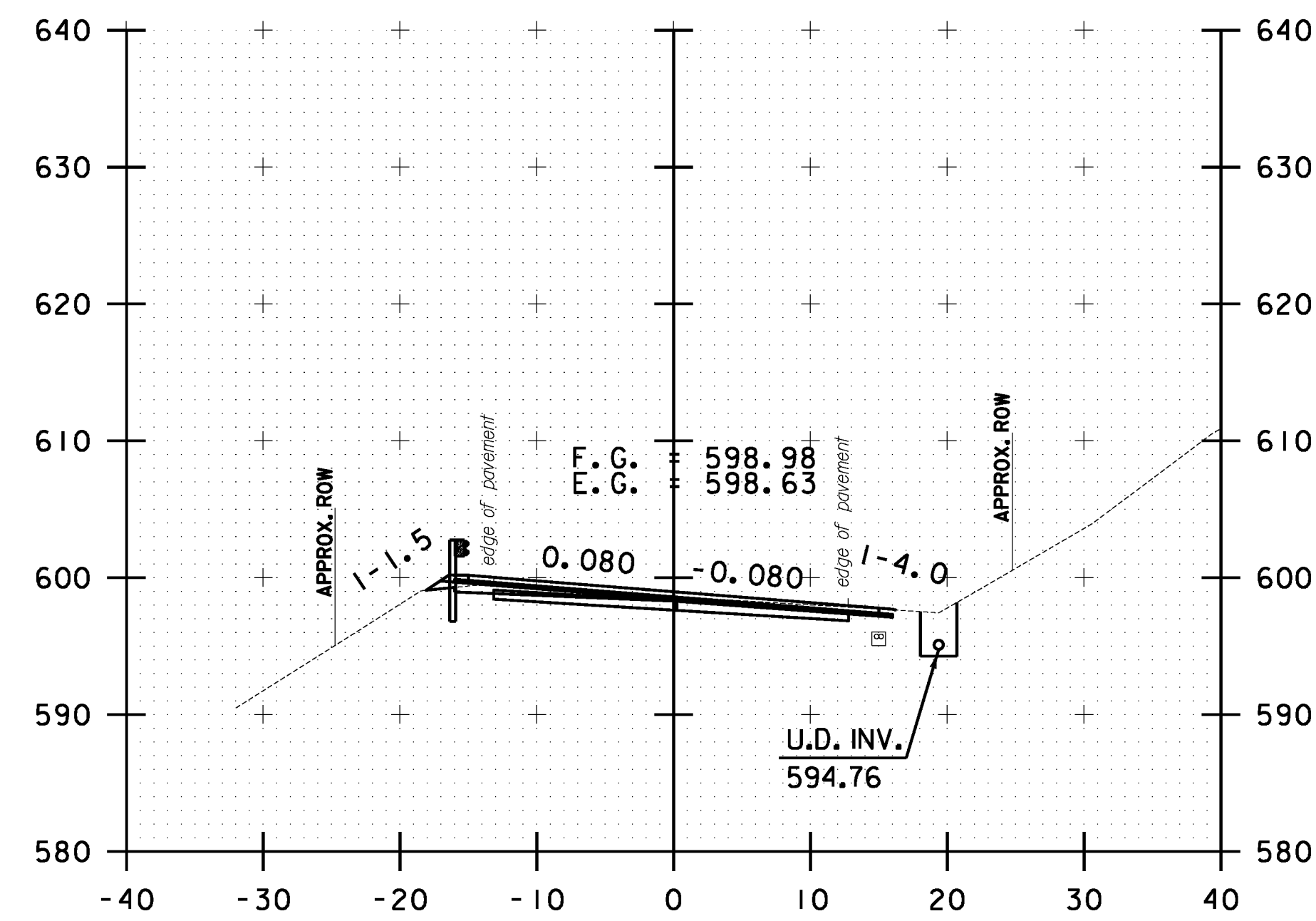
PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

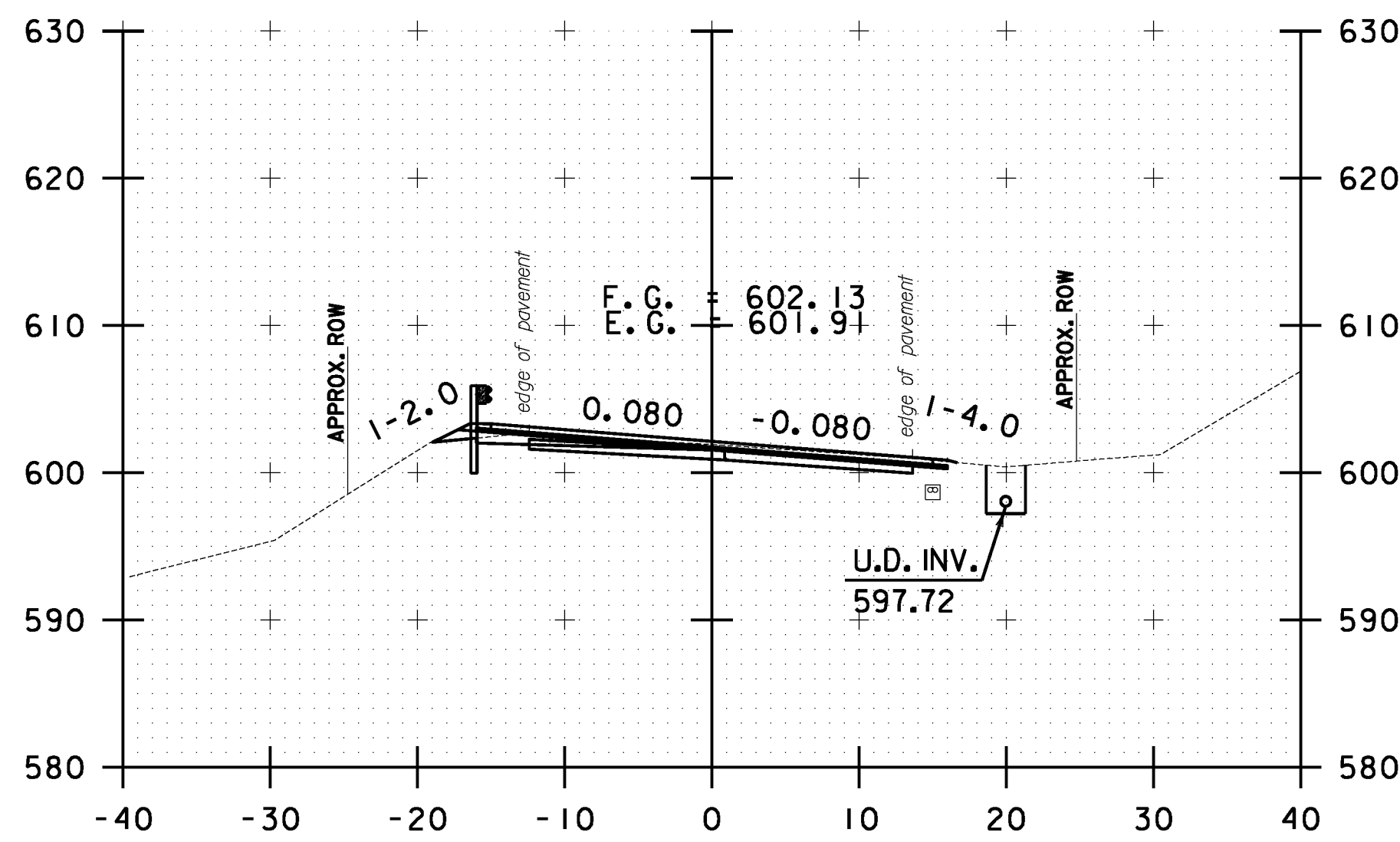
CHECKED BY: J.P.S.

SHEET 341 OF 397

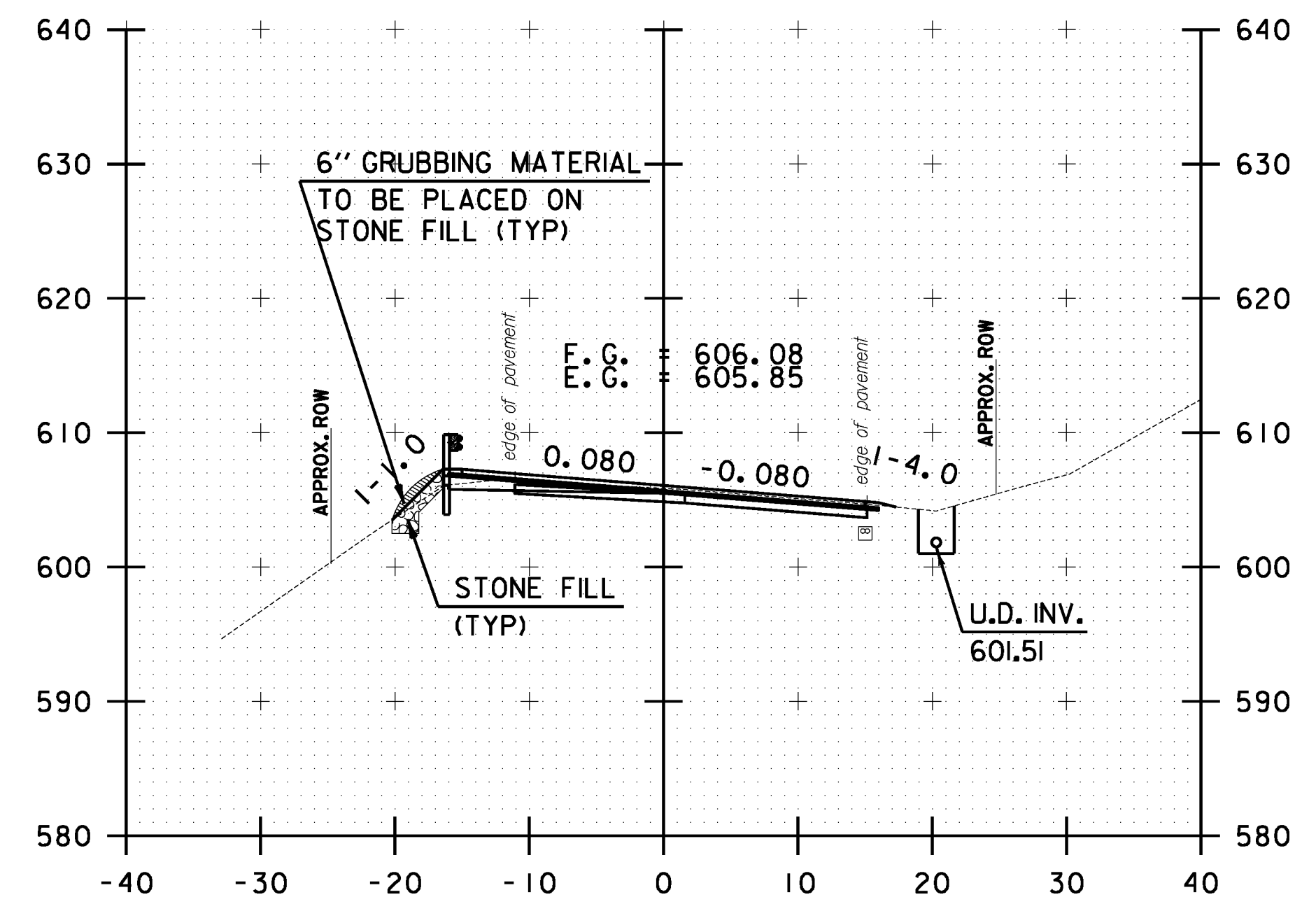
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DATE/TIME: 3/17/2014
USER: 4916



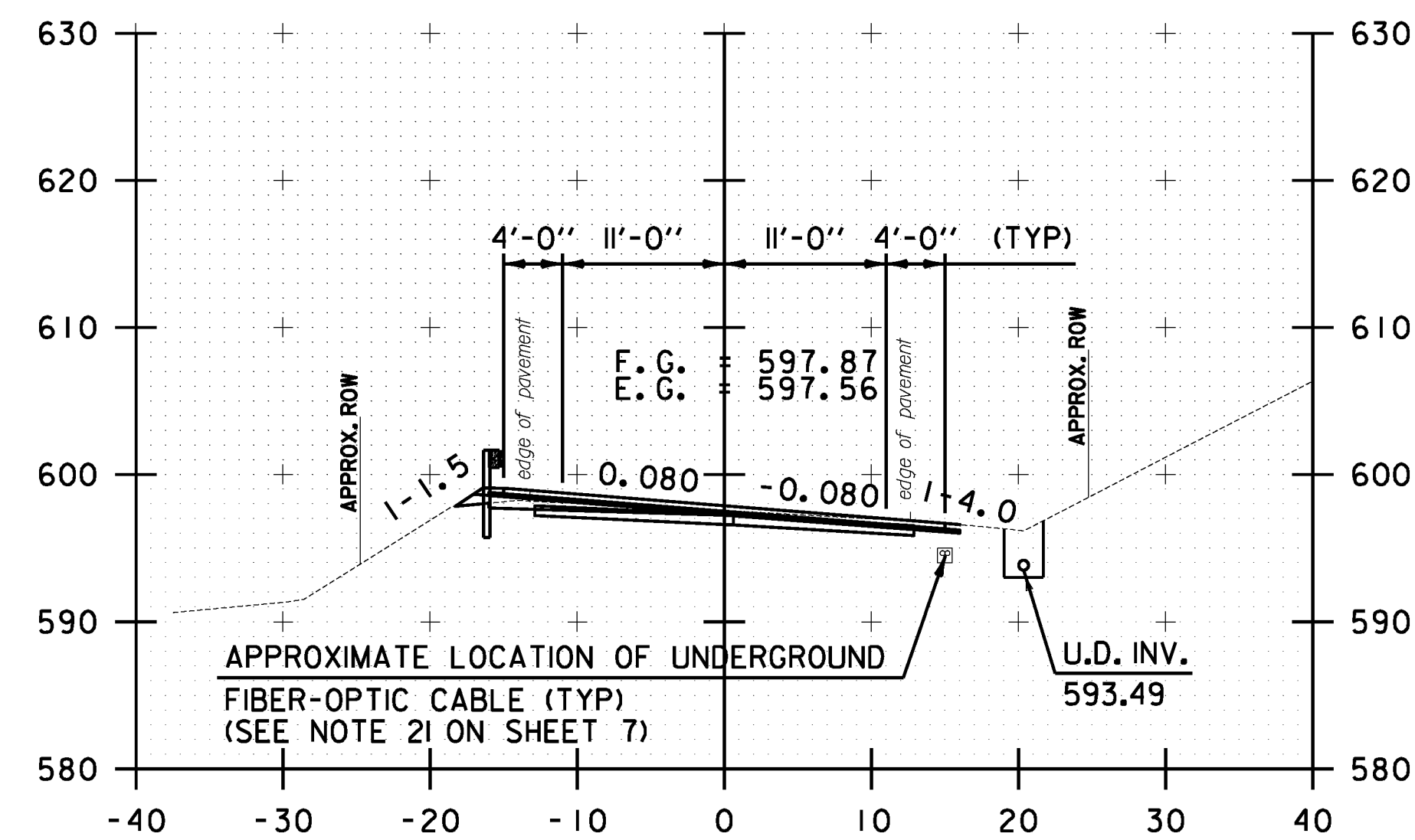
B 48+50.00



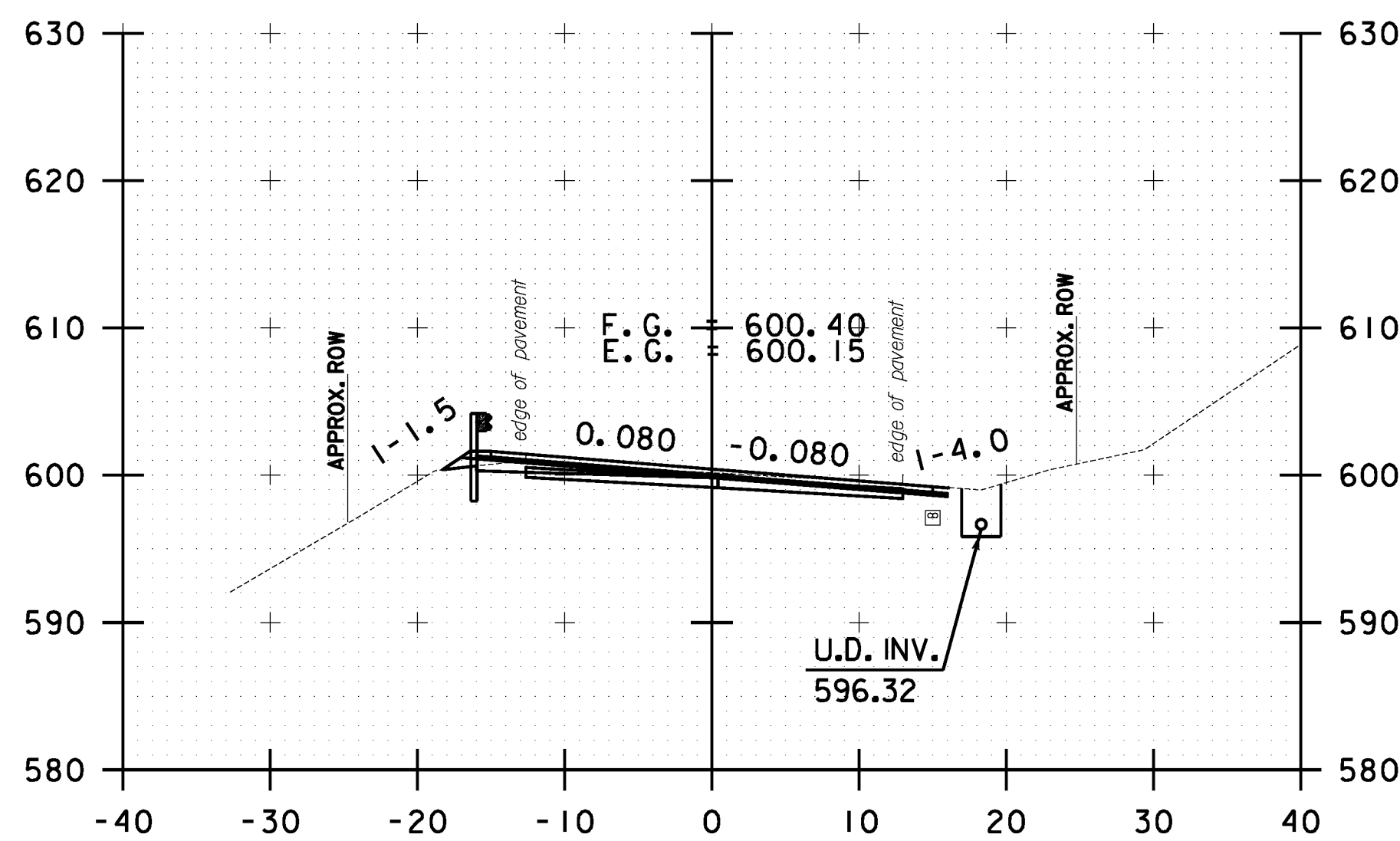
B 49+50.00



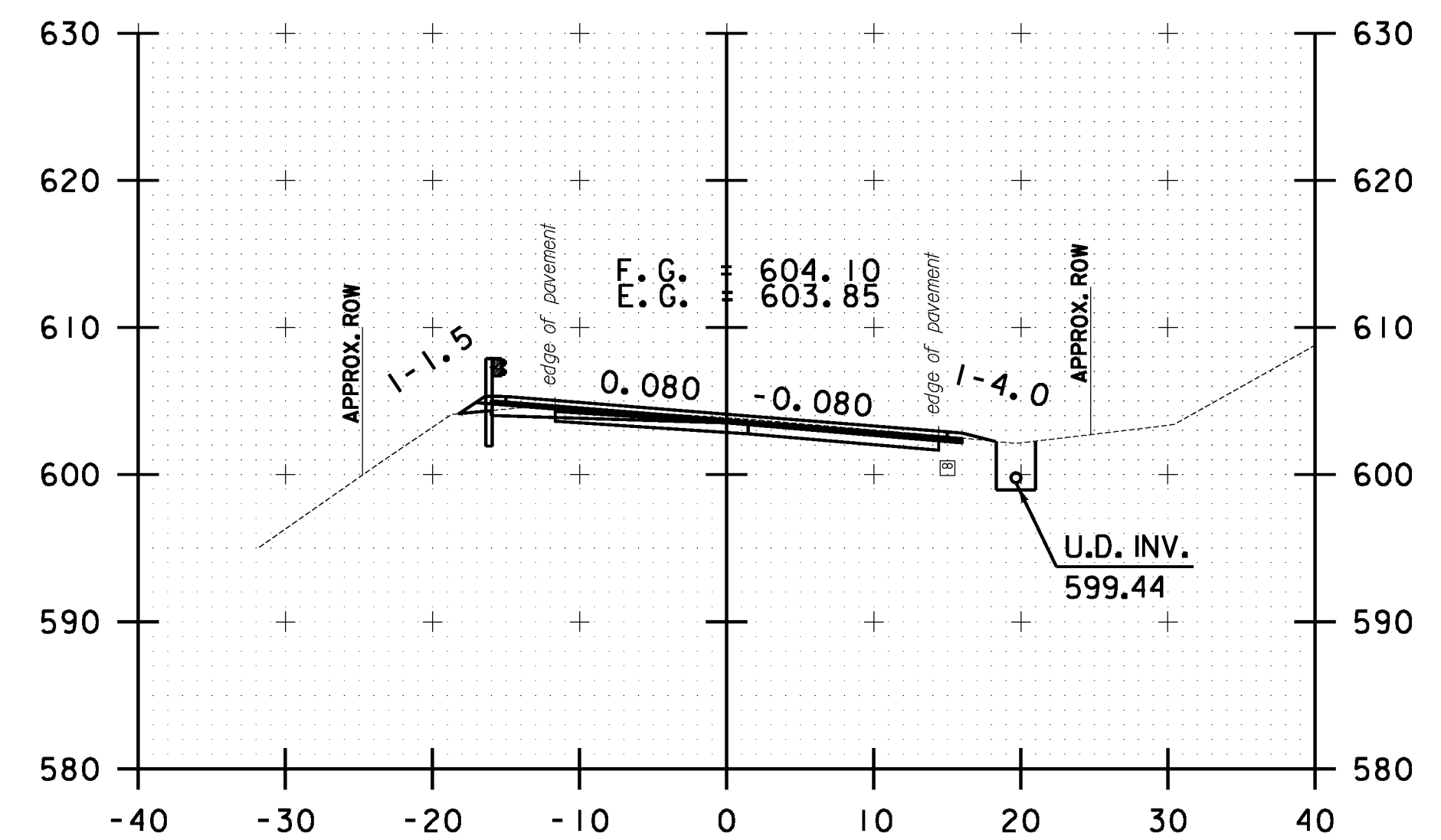
B 50+50.00



B 48+00.00



B 49+00.00



B 50+00.00



**BETHEL
CROSS SECTION
SHEET #17**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214.bethel.xc.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

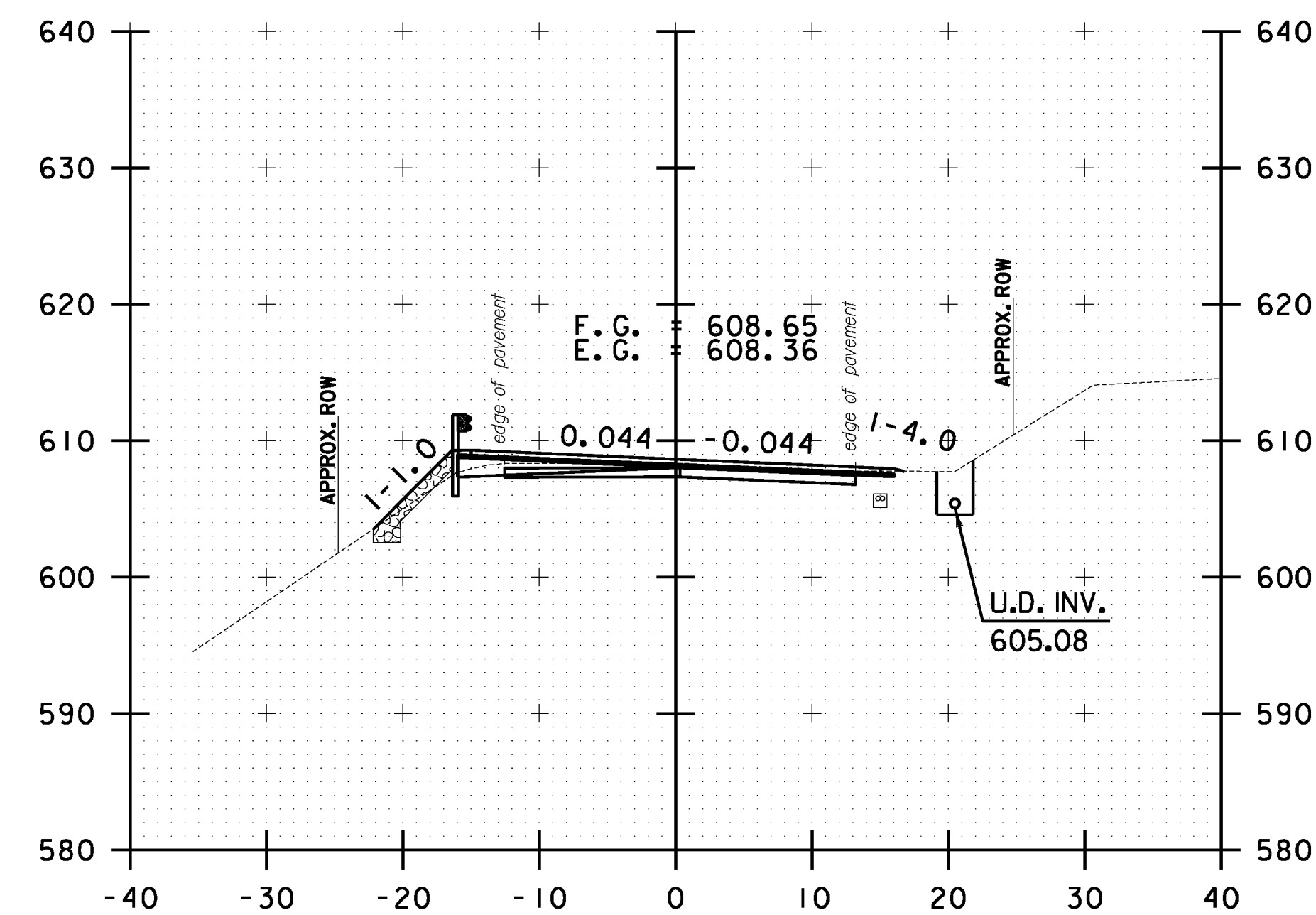
IPARM FILE: z10b214.xsl29.i

PLOT DATE: 3/17/2014

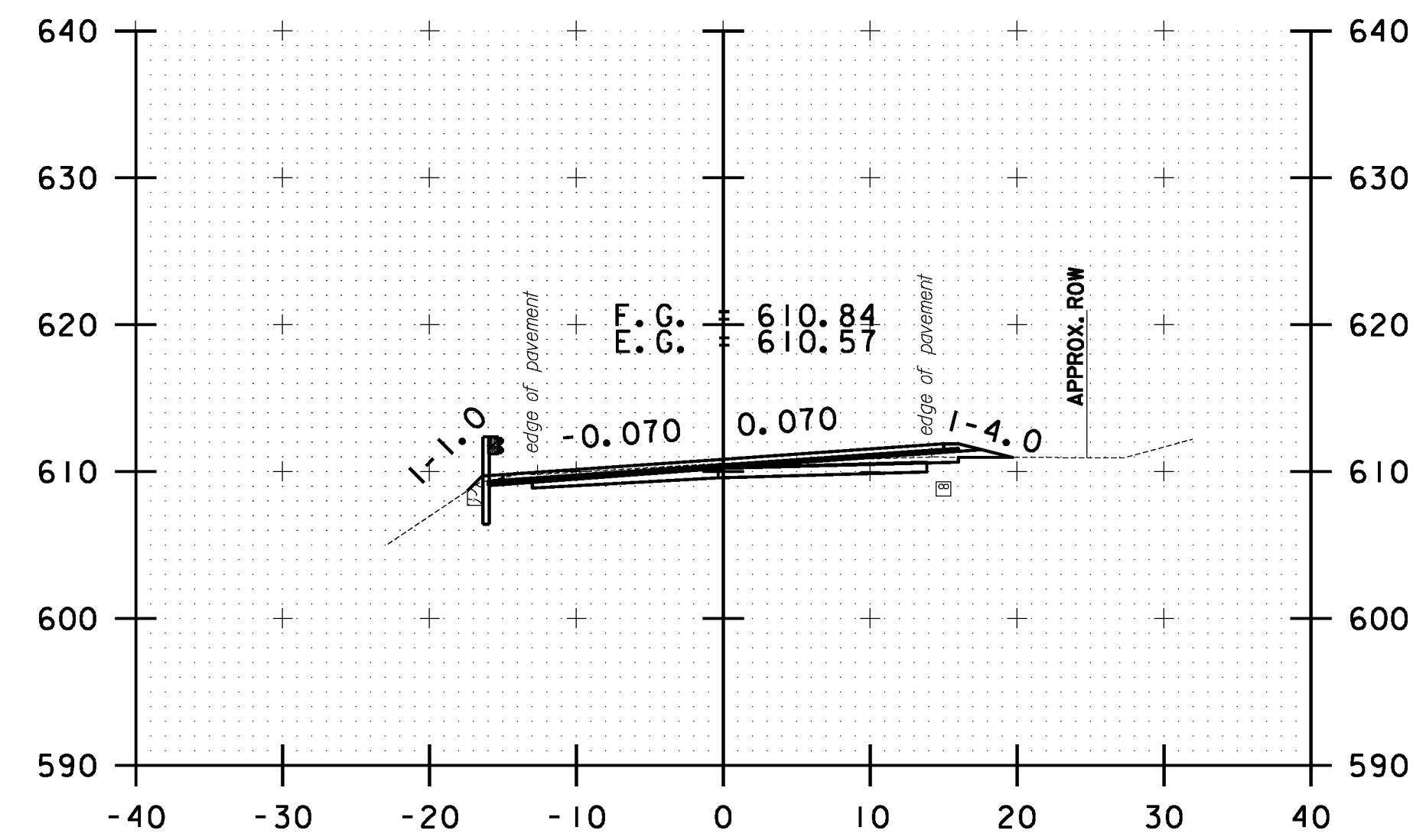
DRAWN BY: W.G.P.

CHECKED BY: J.P.S.

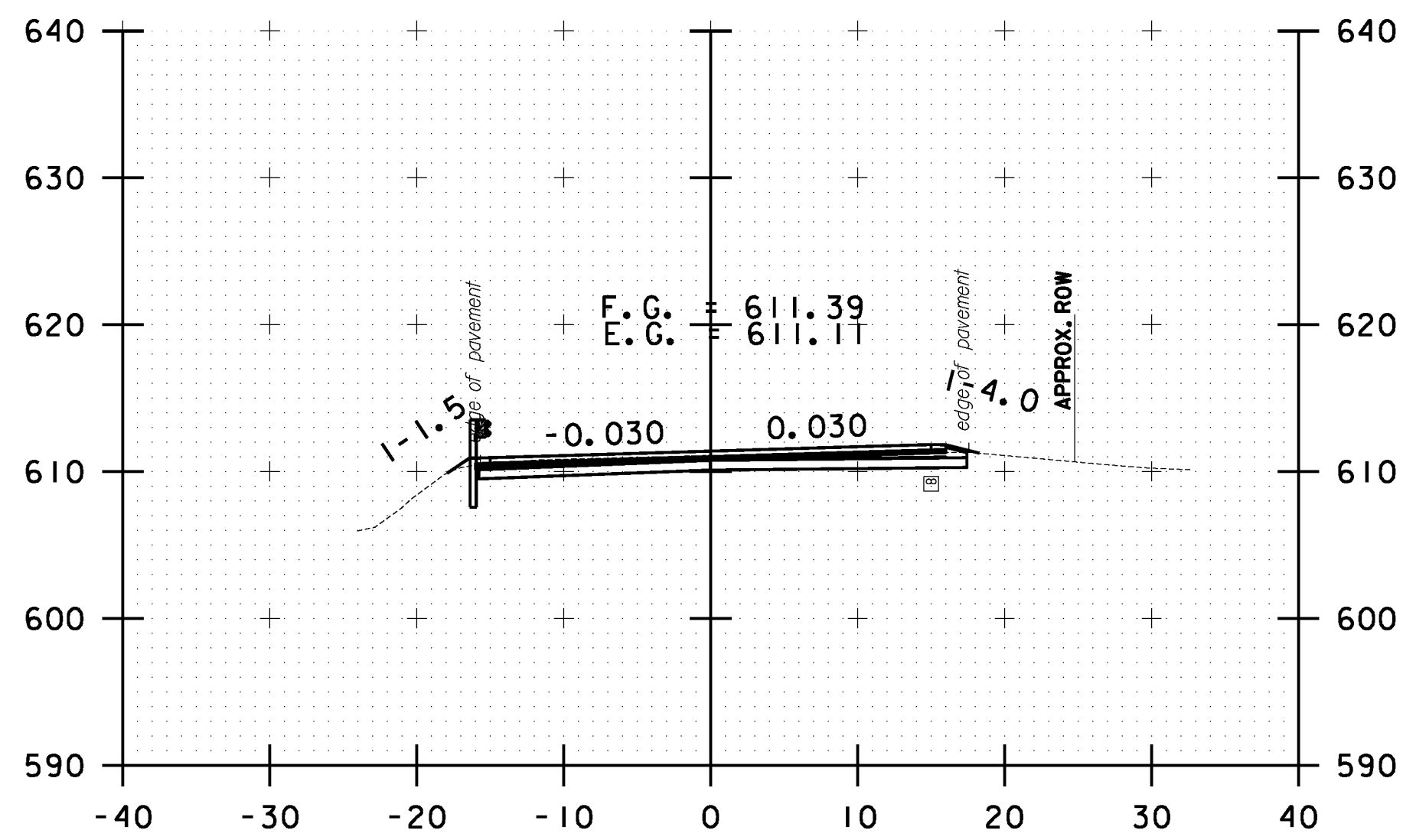
SHEET 342 OF 397



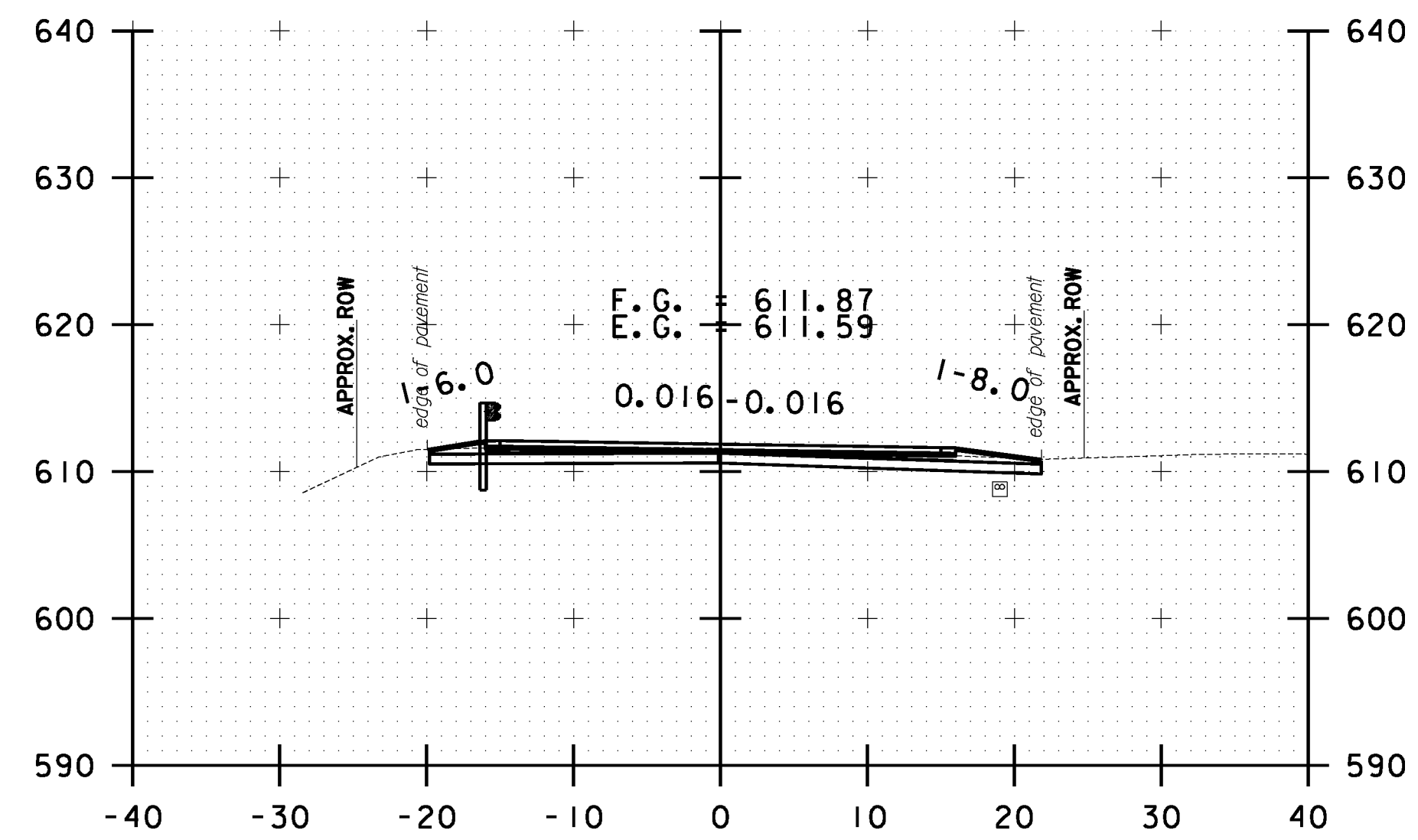
FILE NAME = \\P:\projects\ANY\K2\22425\CAOD_MSTN\10b214.bethel.xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



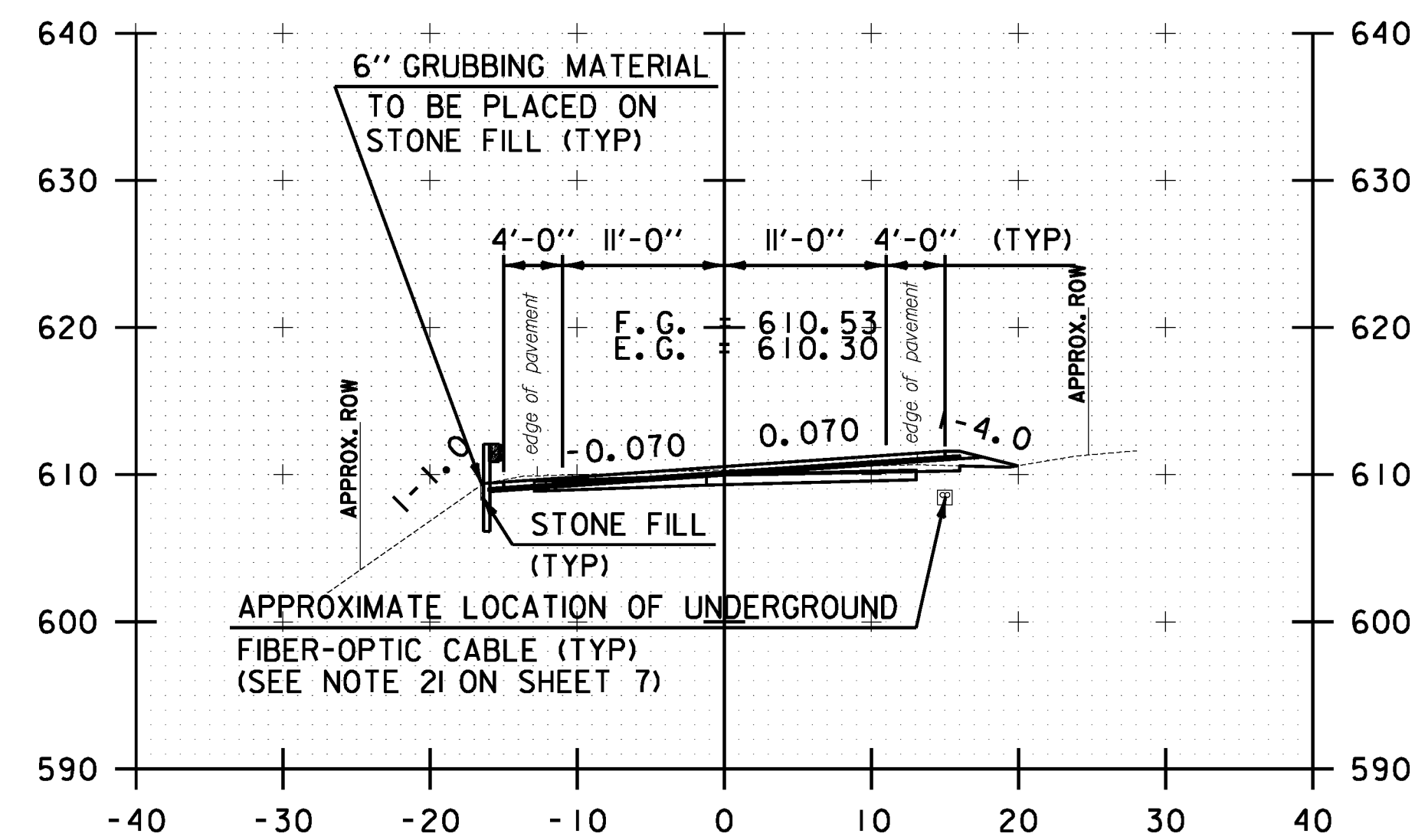
B 54+50.00



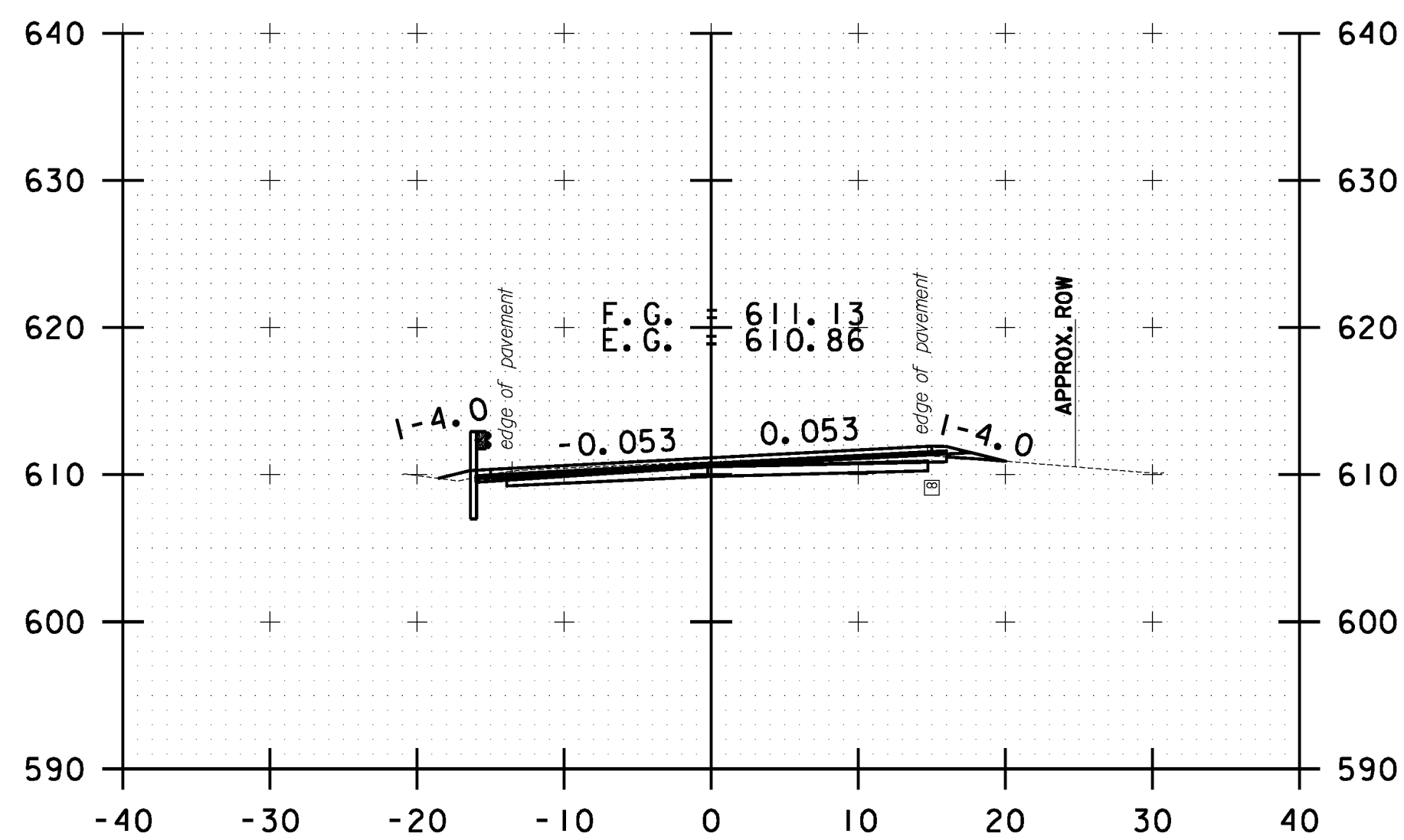
B 55+50.00



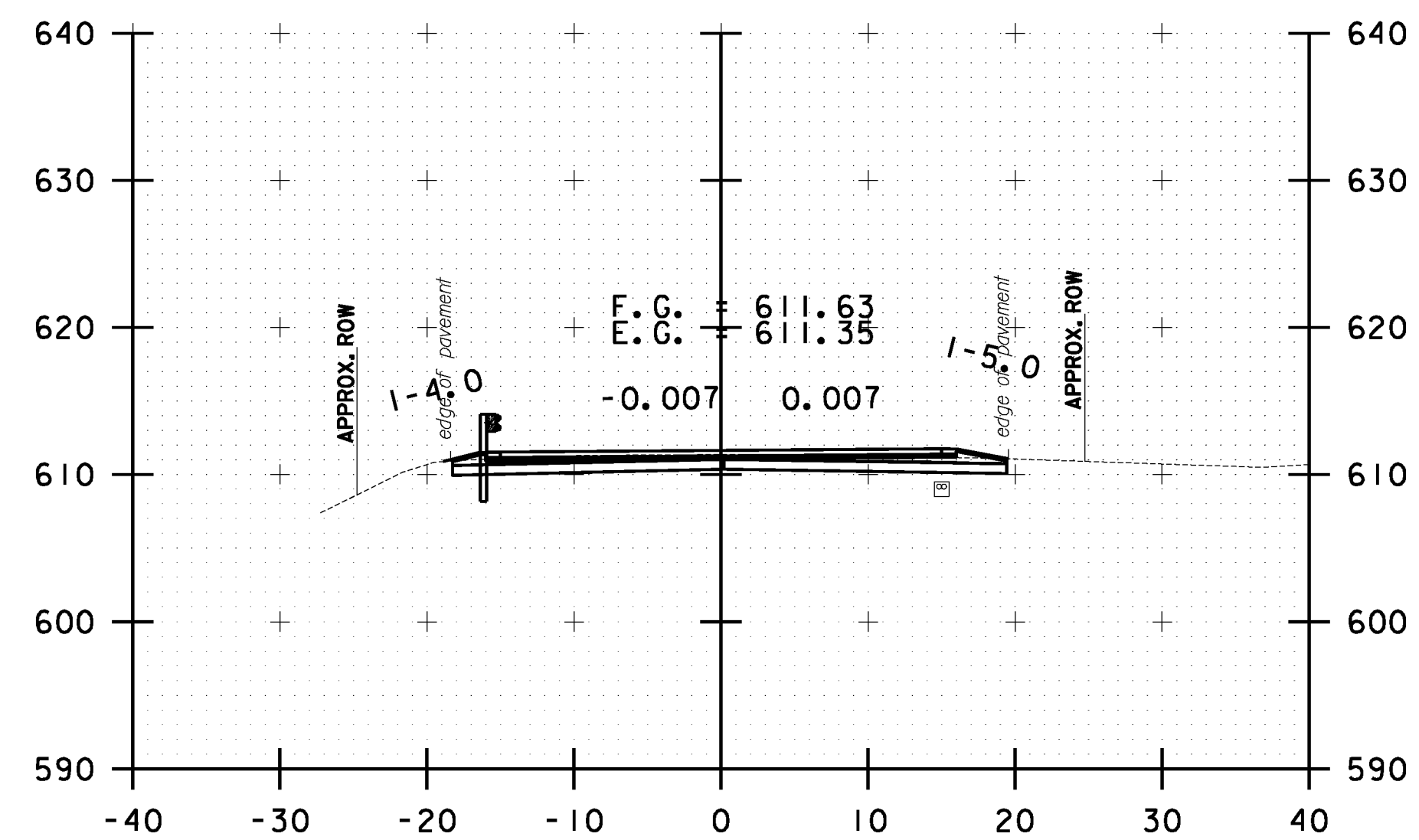
B 56+50.00



B 54+00.00



B 55+00.00



B 56+00.00

10 0 10
SCALE IN FEET

**BETHEL
CROSS SECTION
SHEET #19**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214.bethel.xc.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

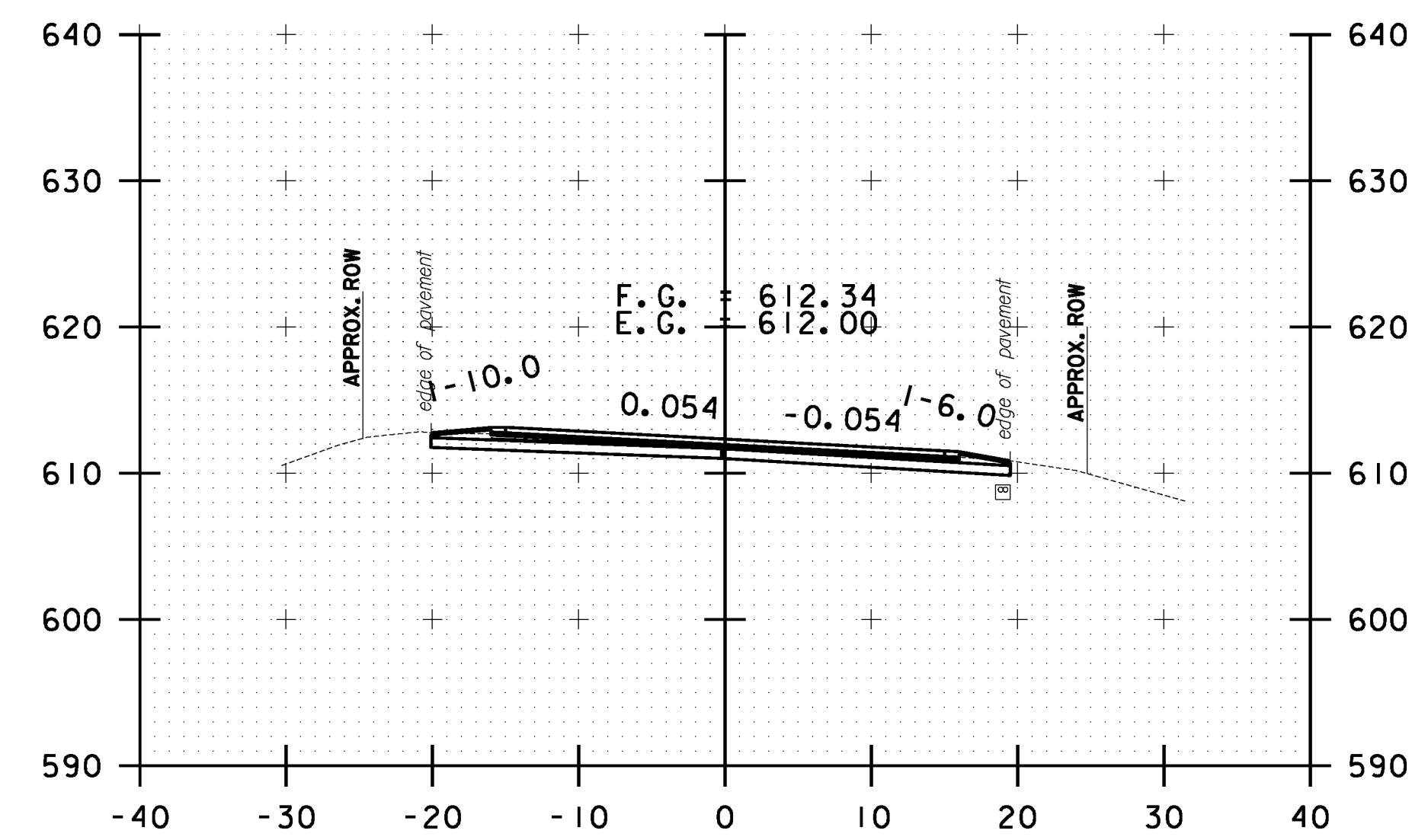
IPARM FILE: z10b214.xsl31i

PLOT DATE: 3/17/2014

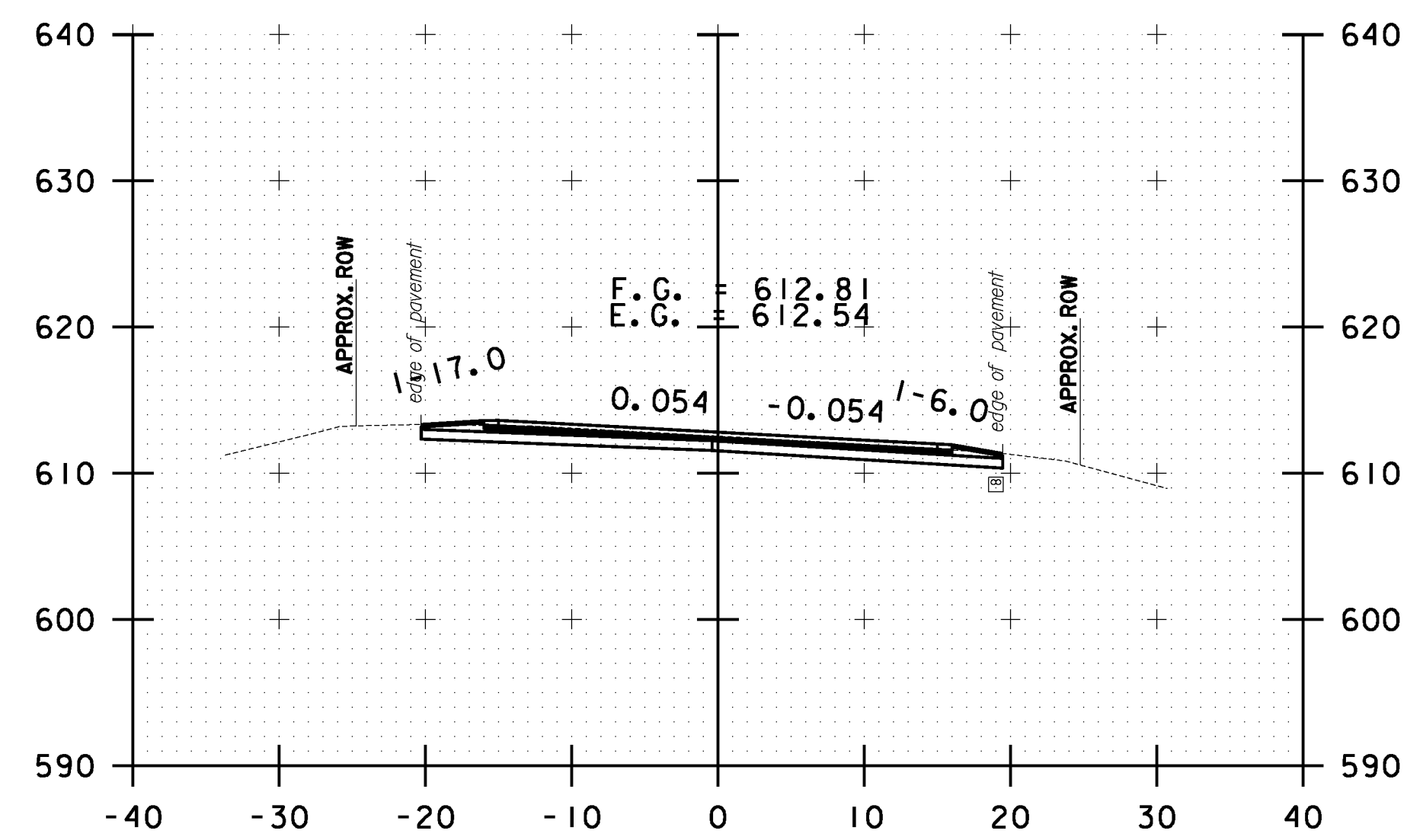
DRAWN BY: W.G.P.

CHECKED BY: J.P.S.

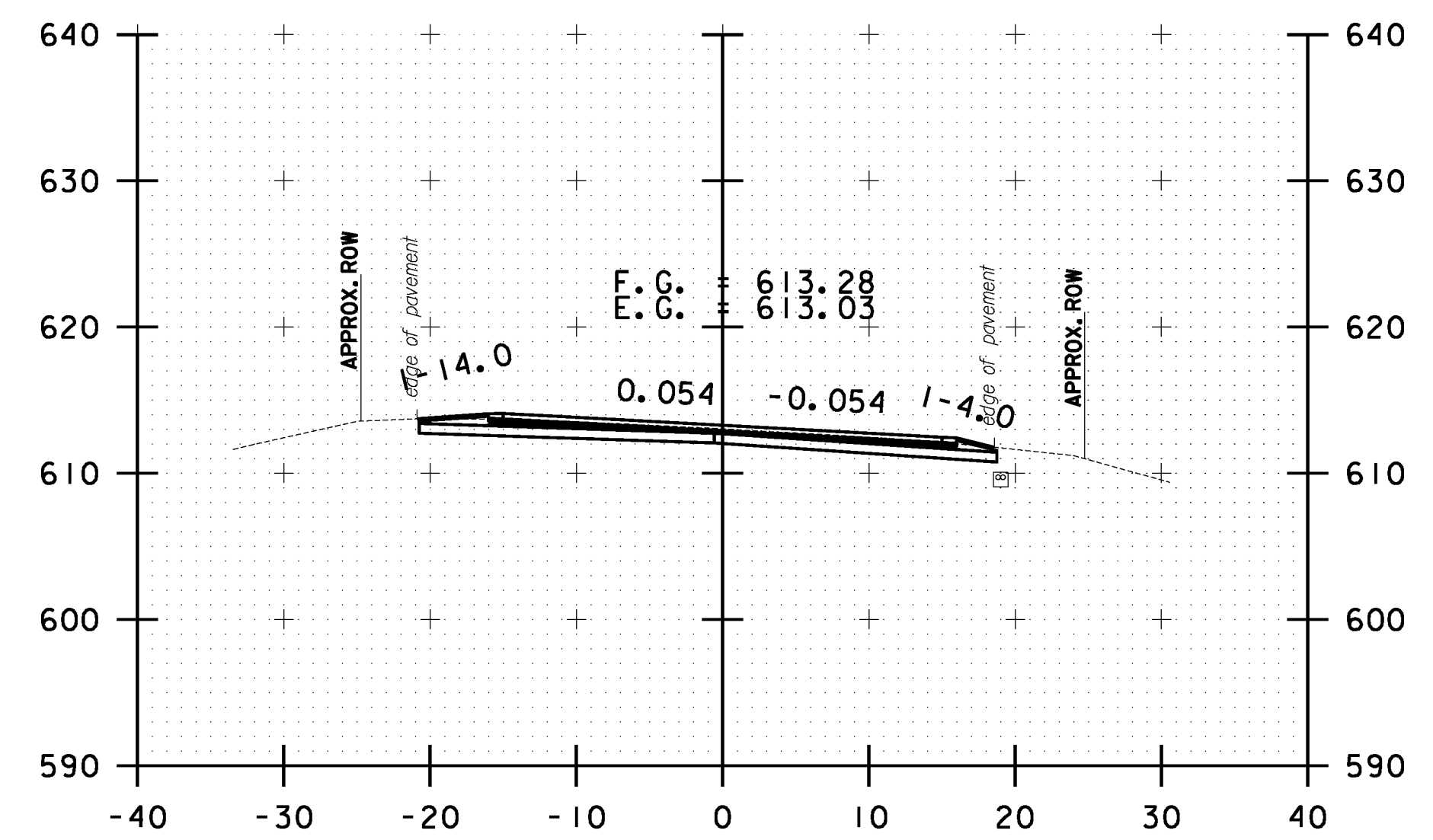
SHEET 344 OF 397



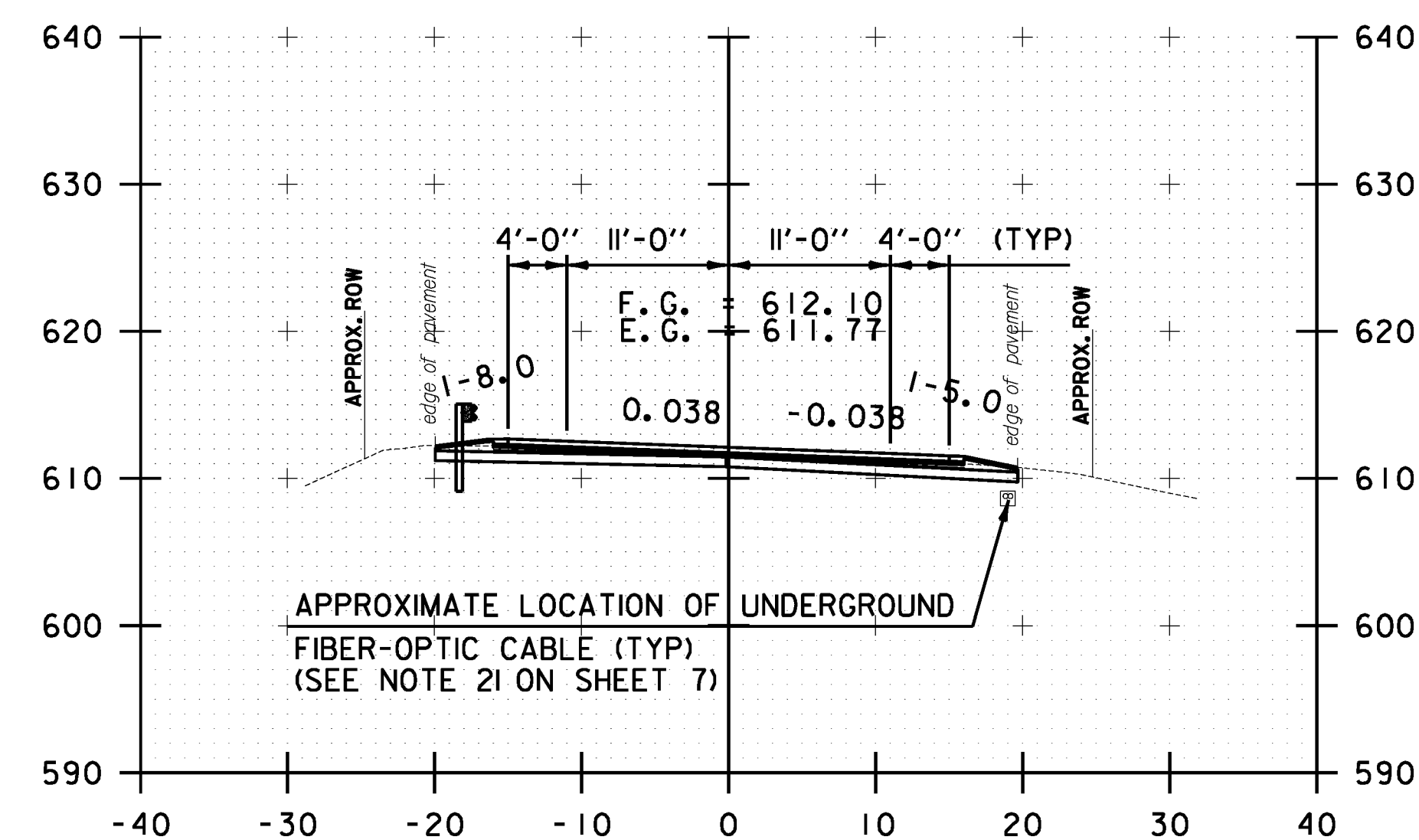
B 57+50.00



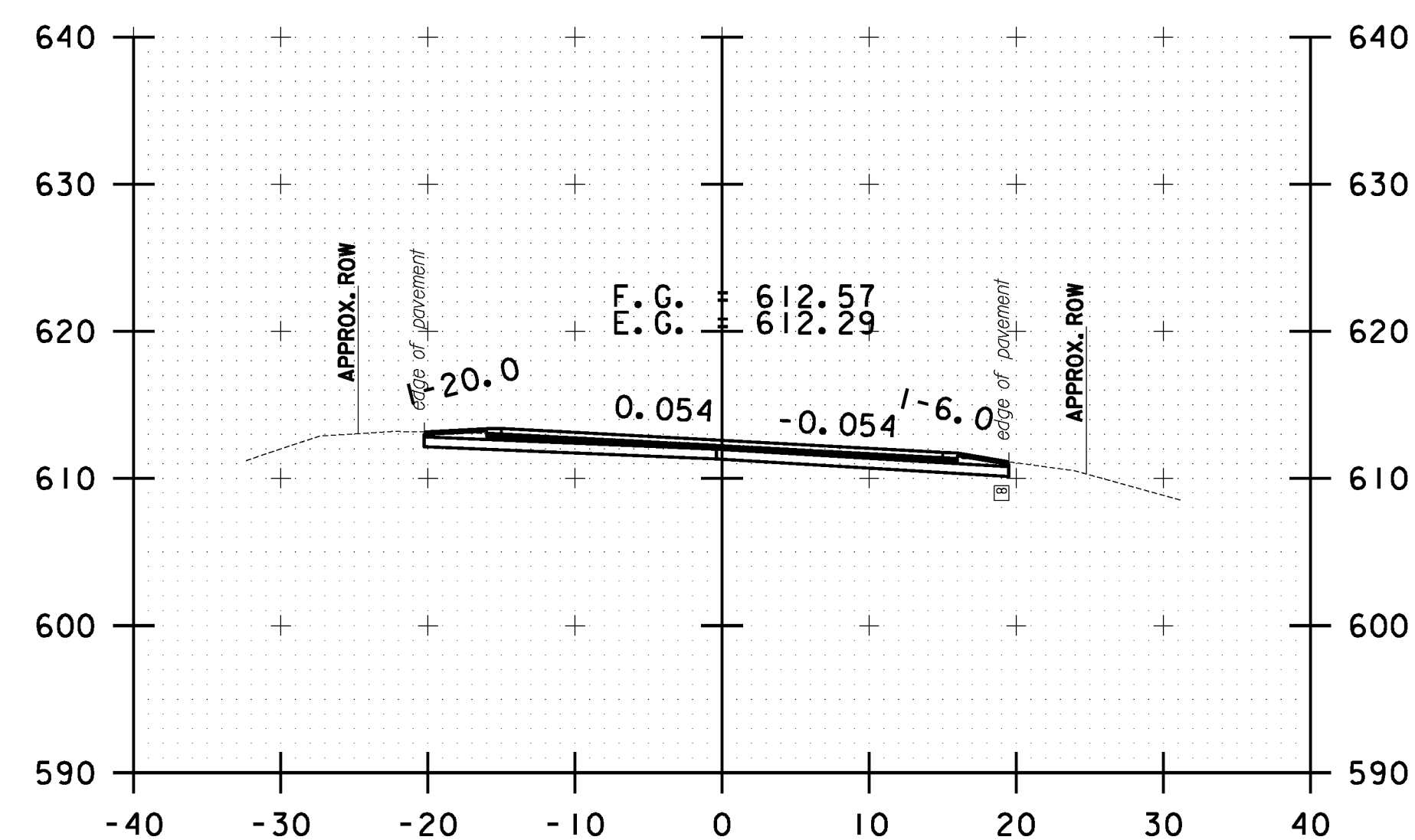
B 58+50.00



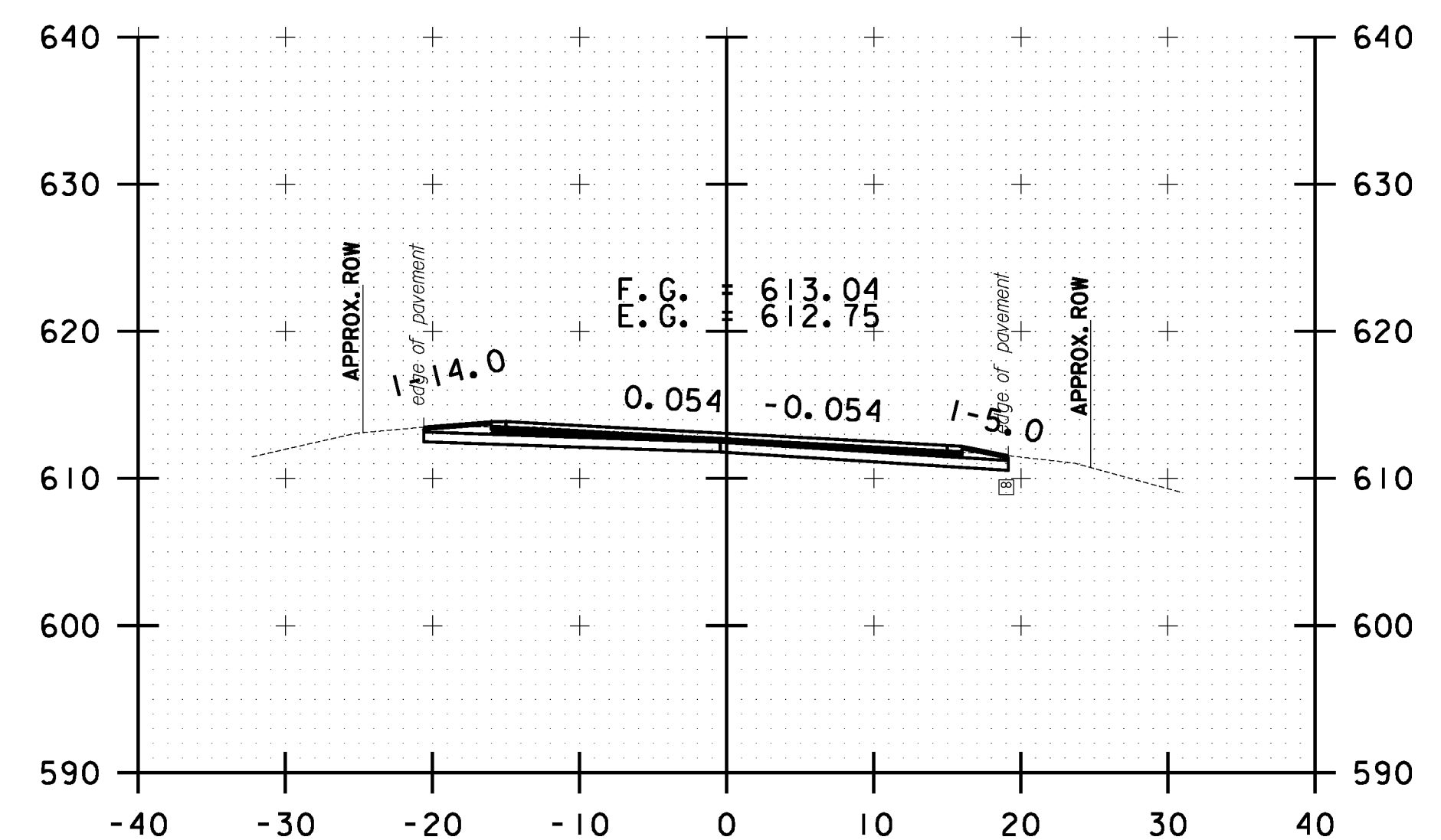
B 59+50.00



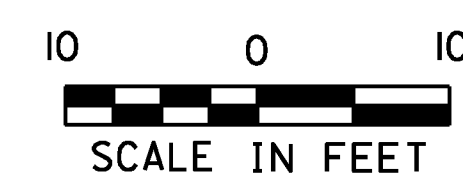
B 57+00.00



B 58+00.00



B 59+00.00



**BETHEL
CROSS SECTION
SHEET #20**

PROJECT NAME:	STOCKBRIDGE-BETHEL
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PROJECT NUMBER: STP 2910(I)

FILE NAME: z10b214_bethel_xc.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY:

IPARM FILE: z10b2i4xsl32.i

PLOT DATE: 3/17/2014

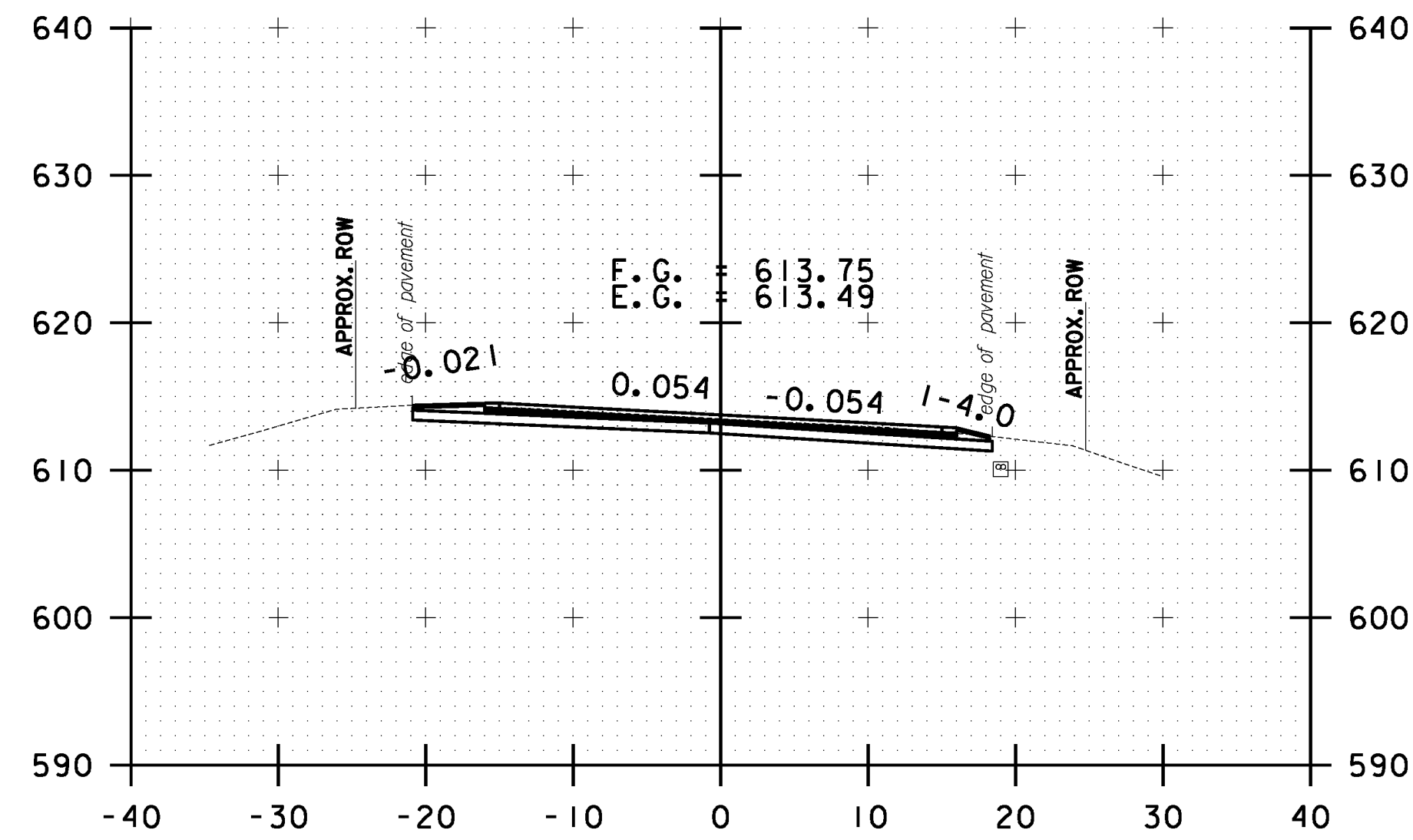
PLOT DATE: 3/17/2014
 DRAWN BY: W.G.P.

CHECKED BY: J.P.S.

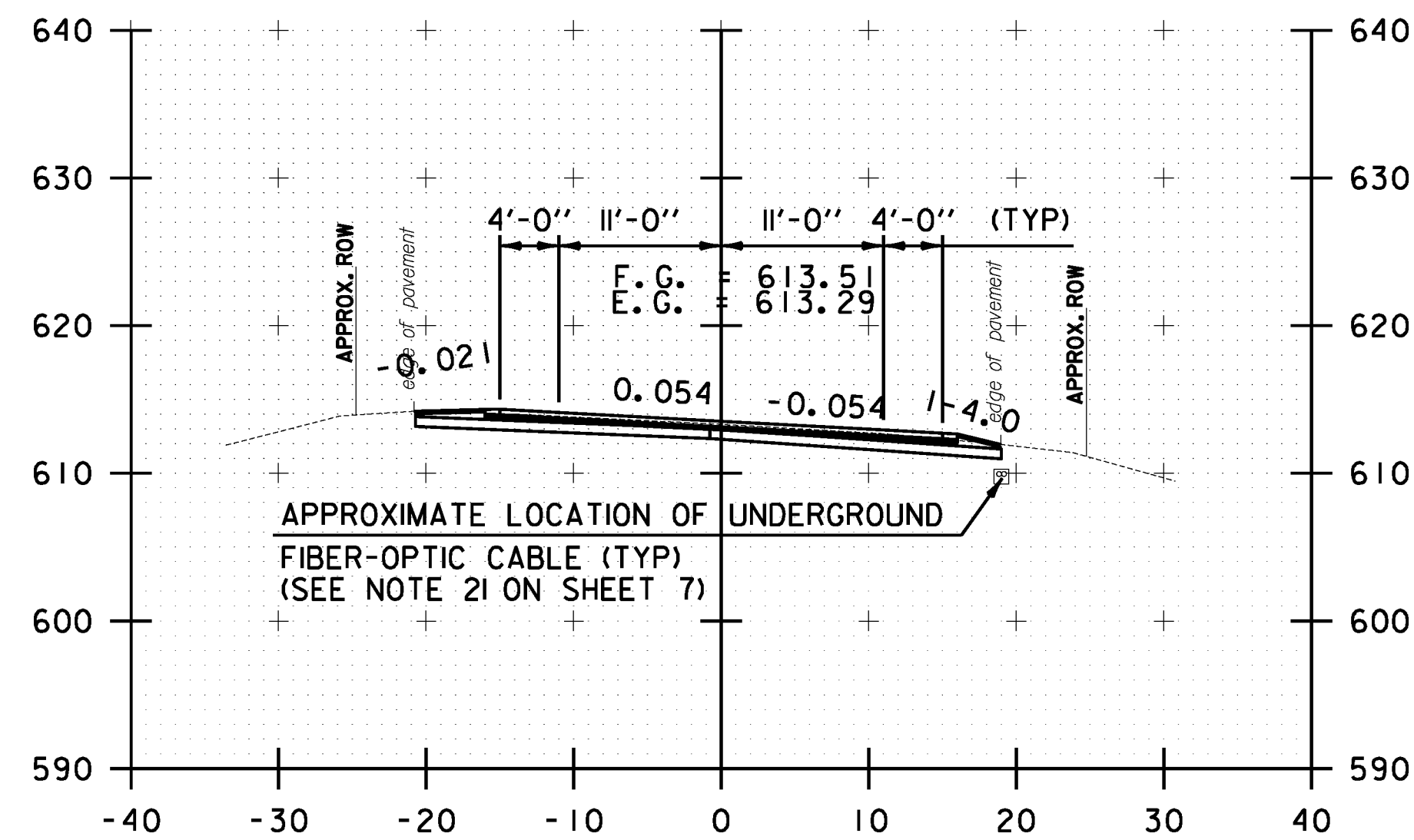
SHEET 345 OF 397

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DATE/TIME = 3/17/2014
USER = 4916
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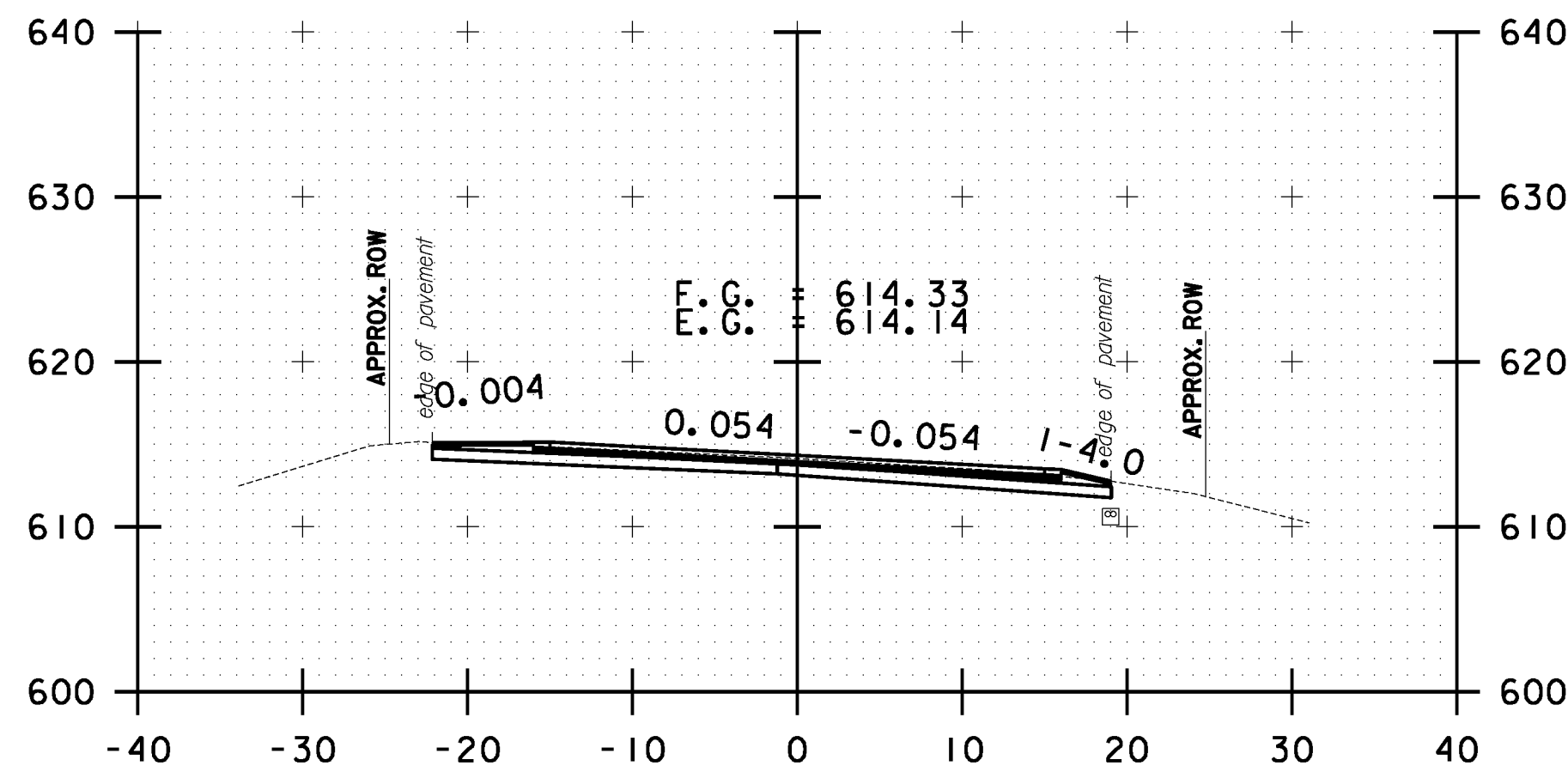

FILE NAME : \\P:\projects\ANY\K2\22\25\CAOD\KSTN\10b214.bethel.xc.dgn
DATE/TIME : 3/17/2014
USER : jslb



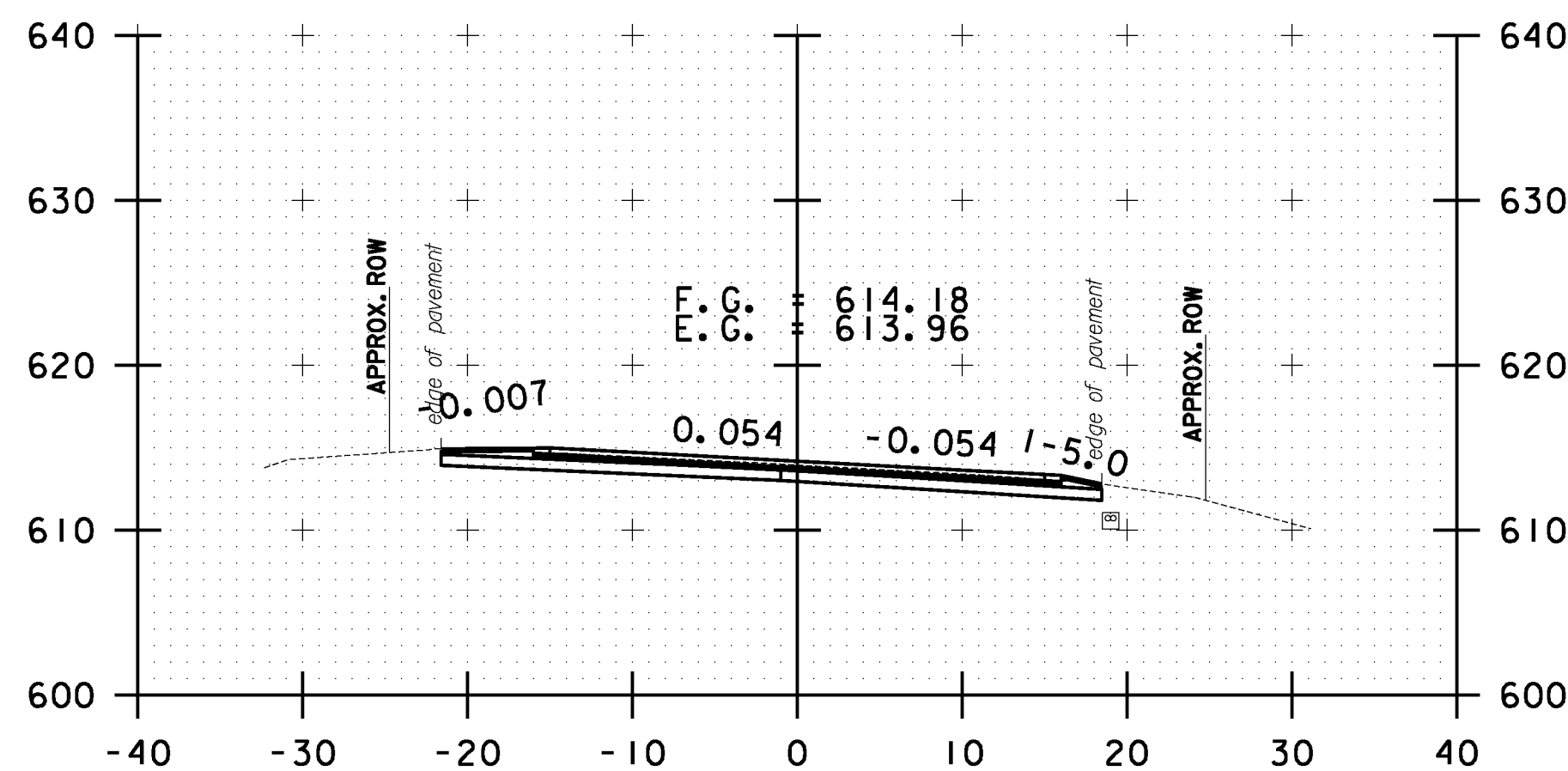
B 60+50.00



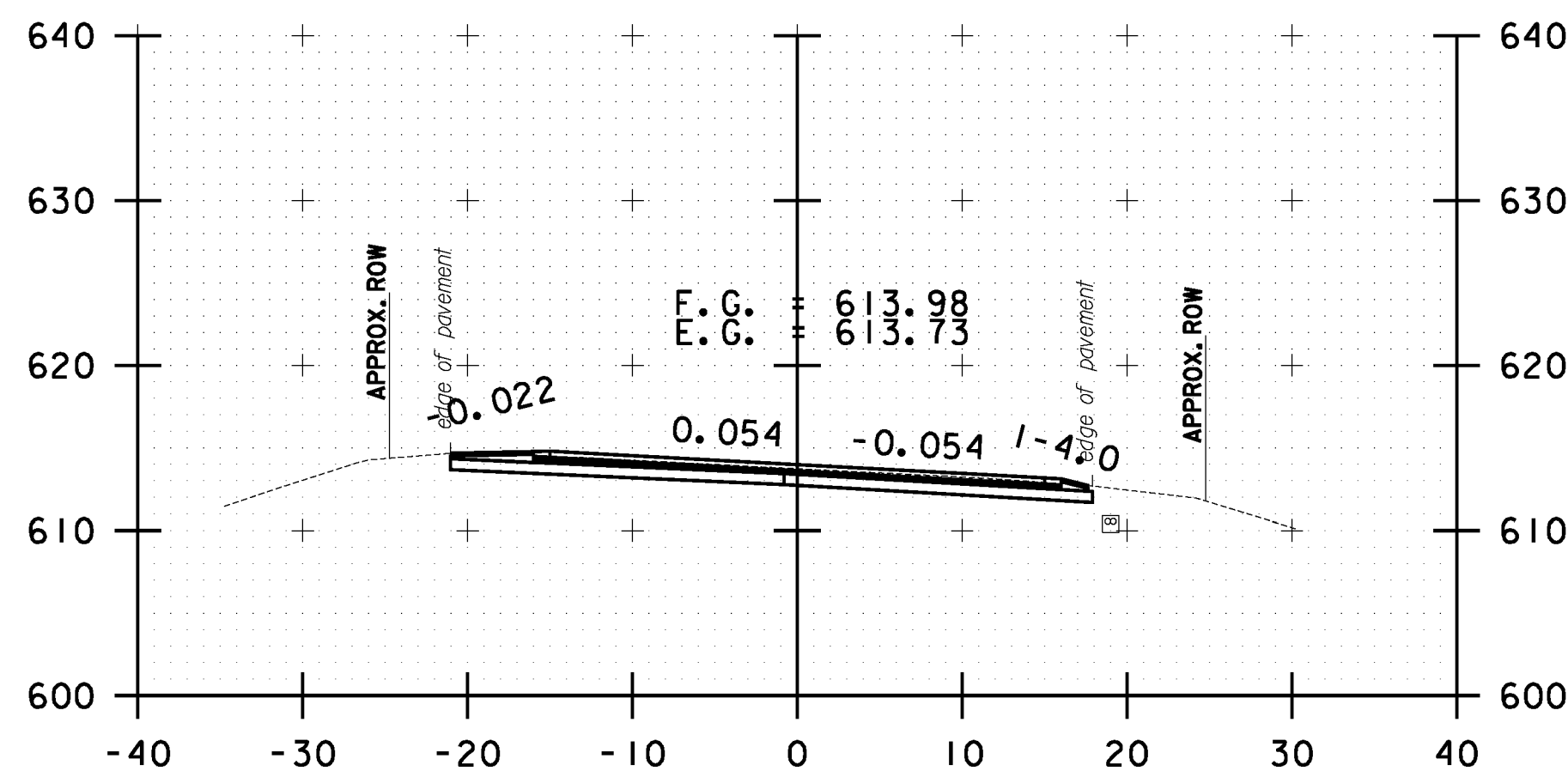
B 60+00.00



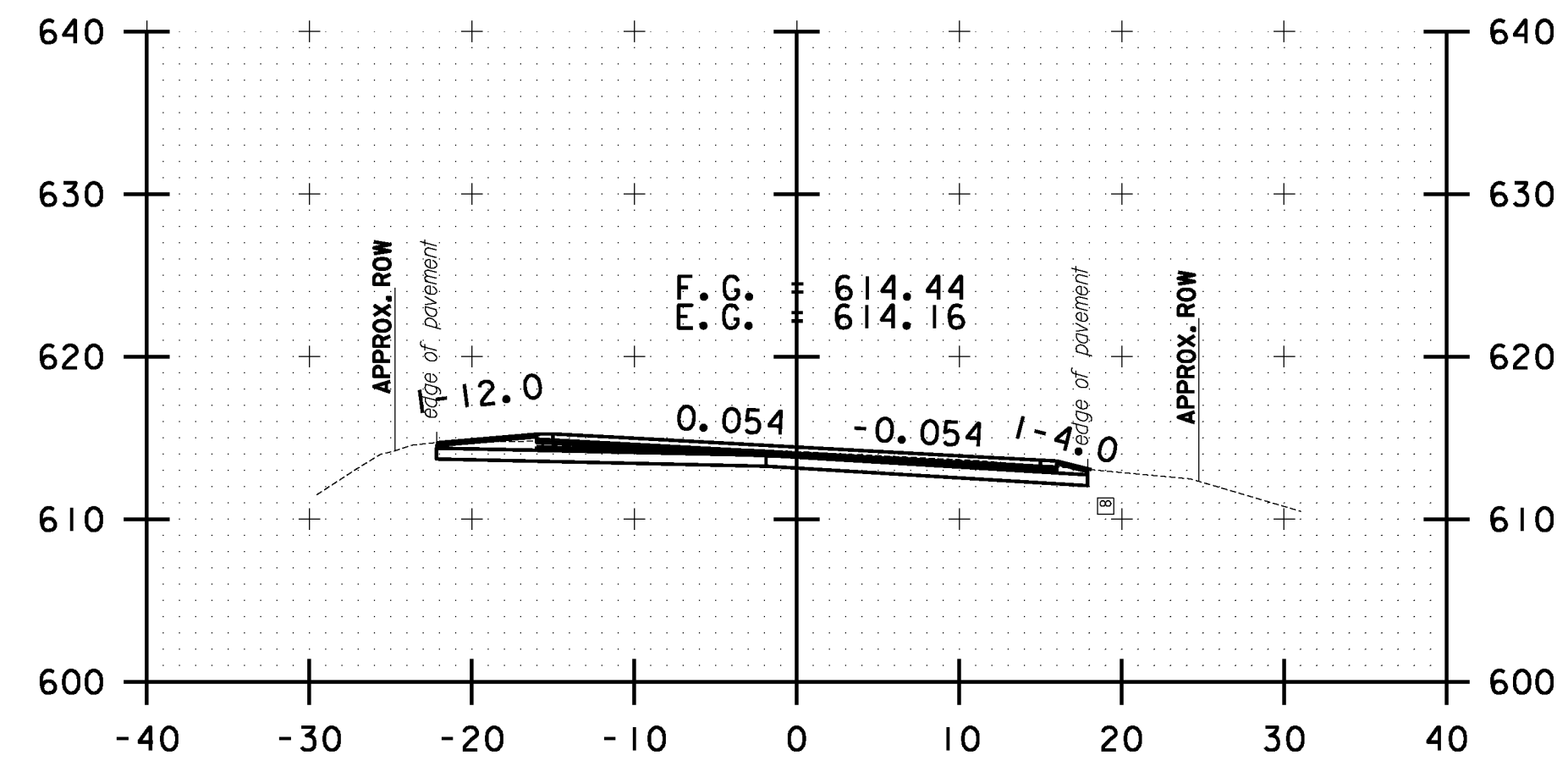
B 62+00.00



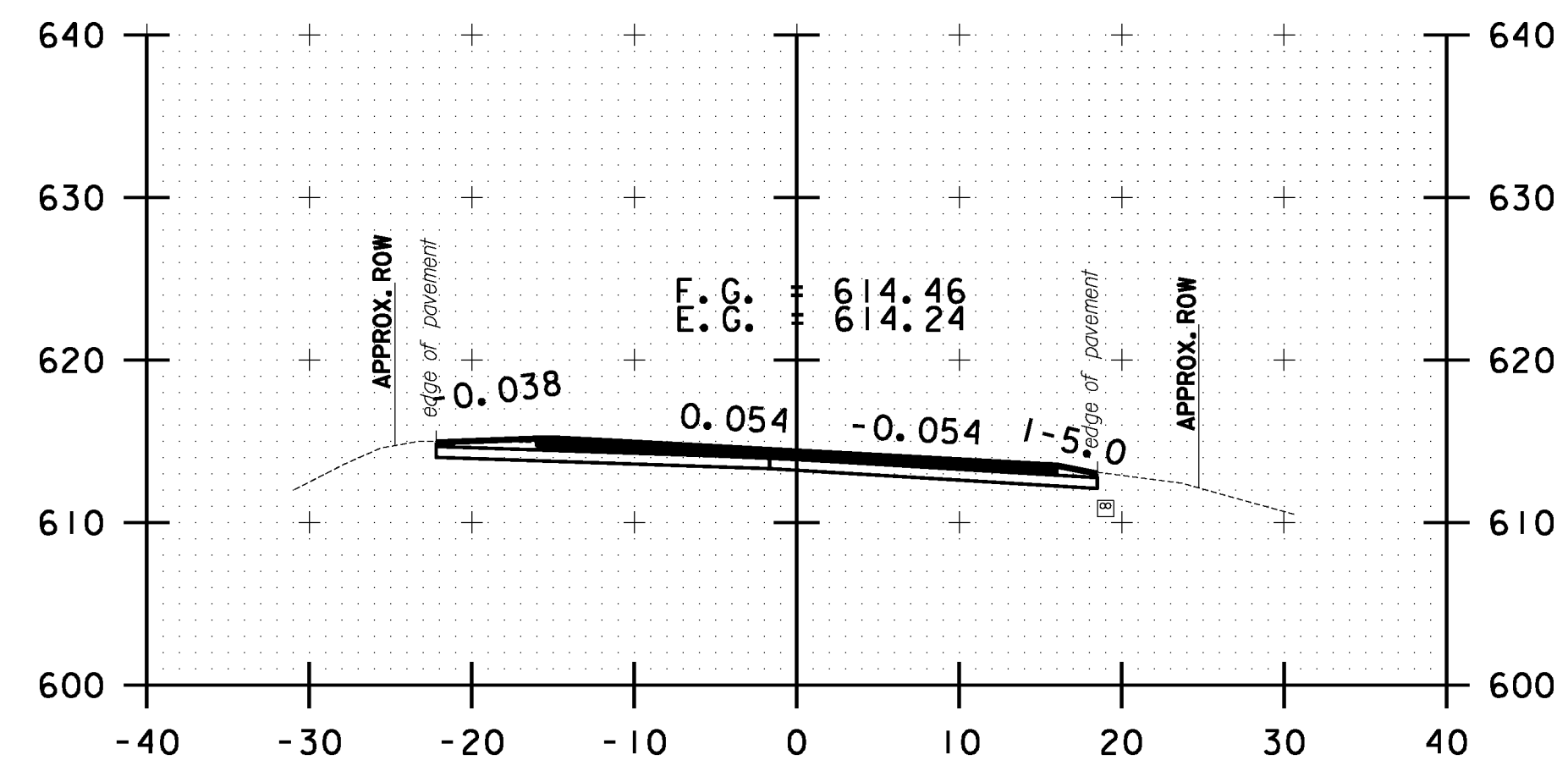
B 61+50.00



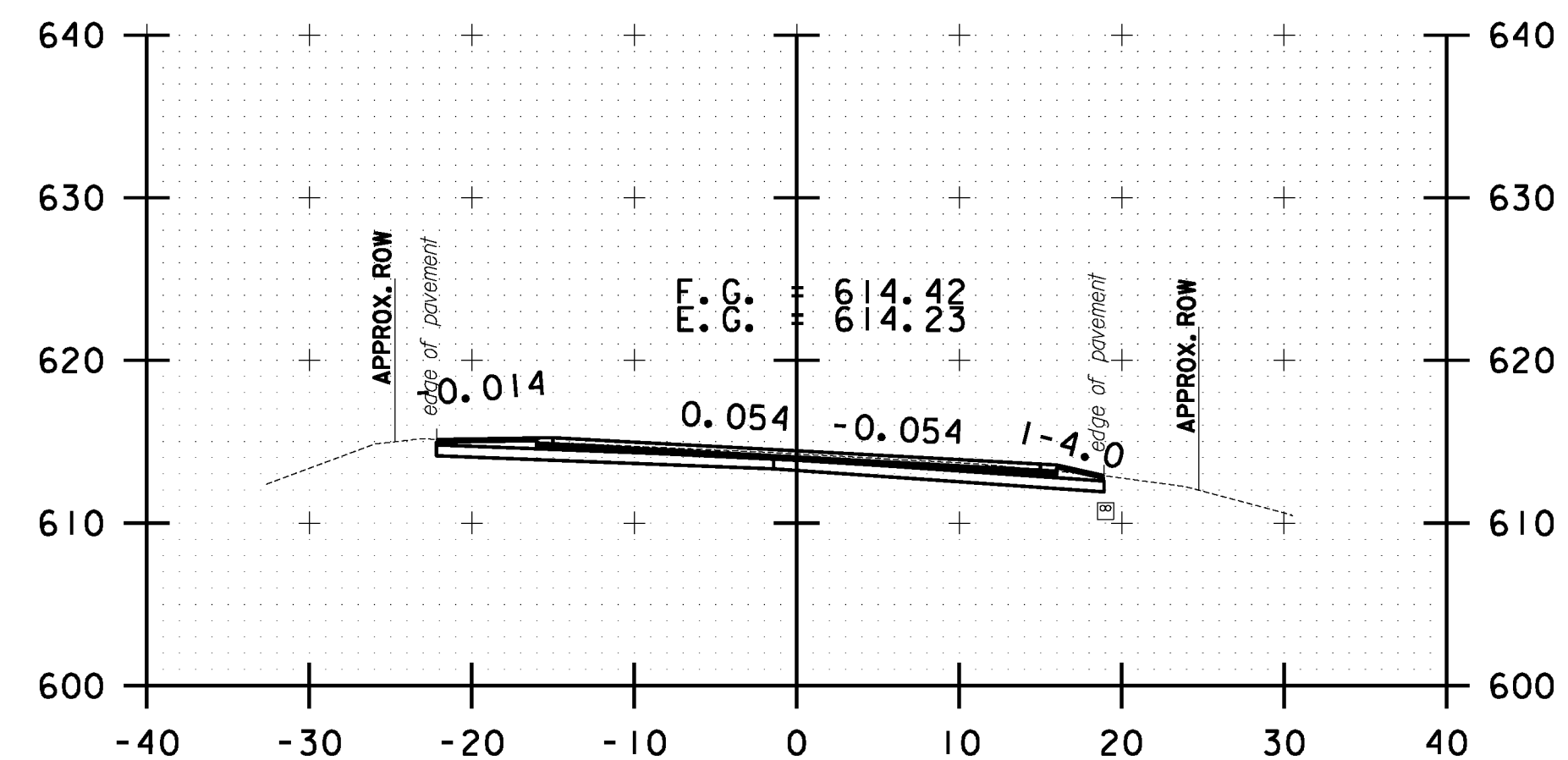
B 61+00.00



B 63+50.00



B 63+00.00



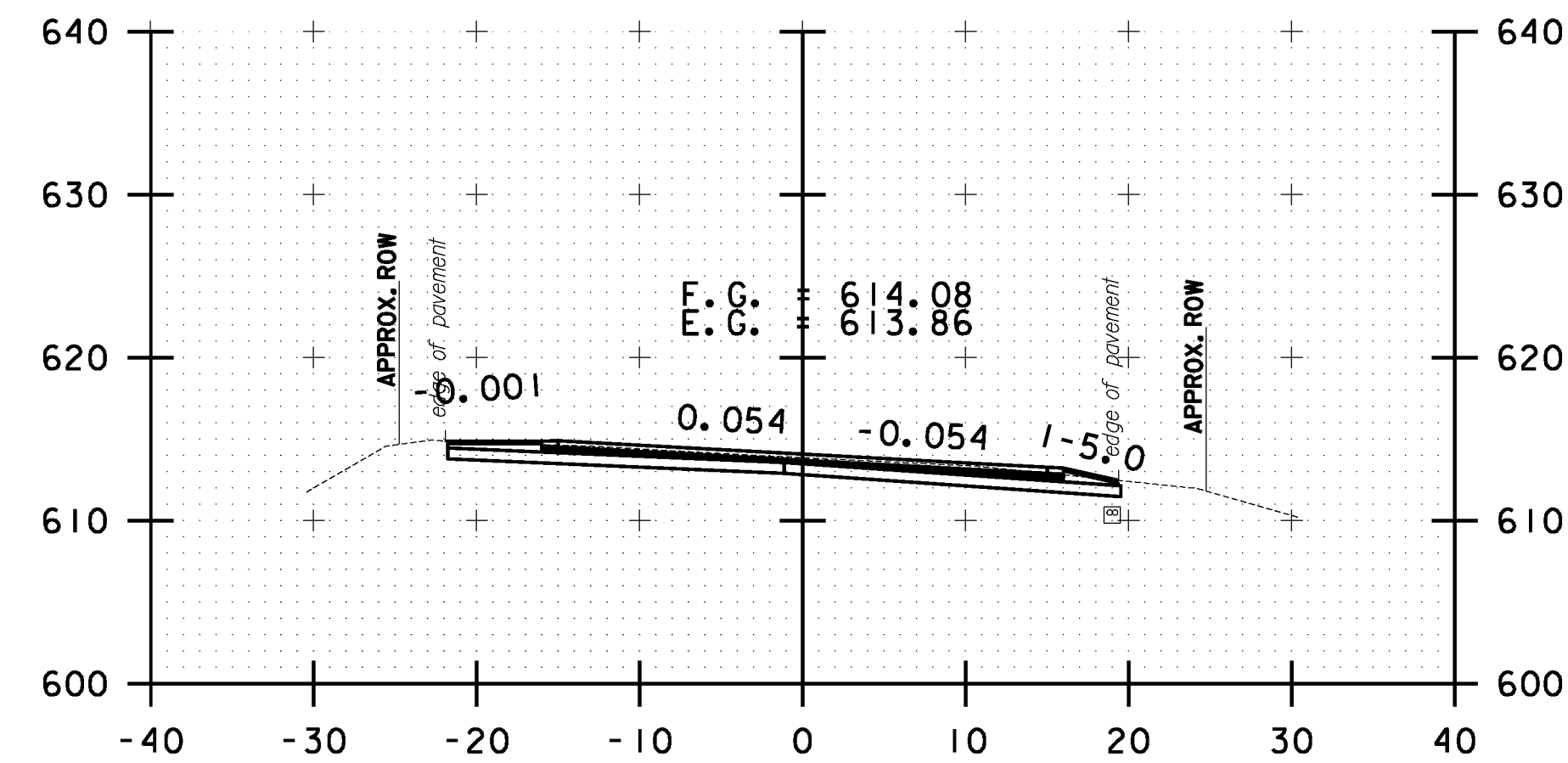
B 62+50.00

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SCALE IN FEET

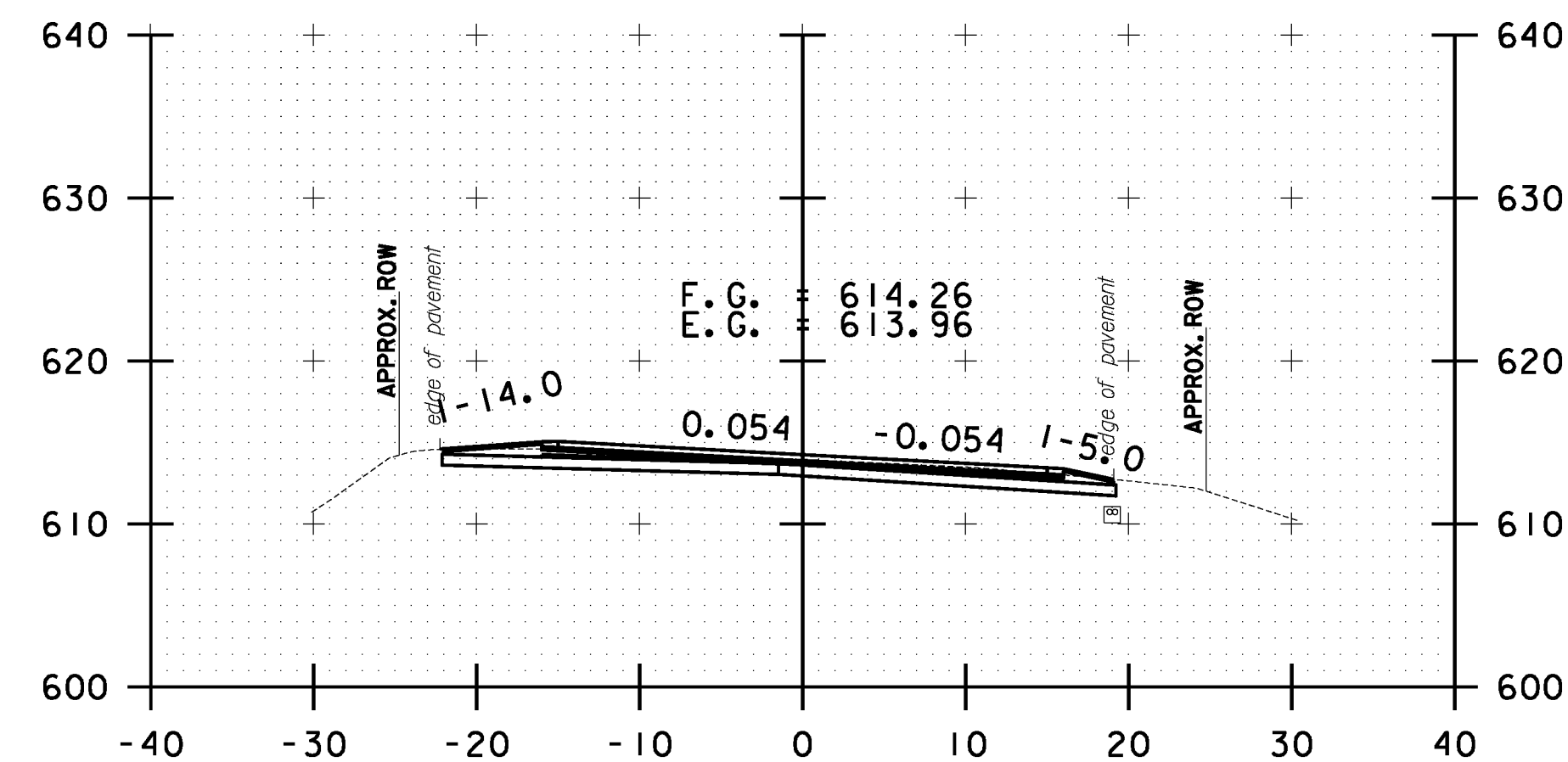
**BETHEL
CROSS SECTION
SHEET #21**

PROJECT NAME: STOCKBRIDGE-BETHEL	
PROJECT NUMBER: STP 2910(1)	
FILE NAME: z10b214.bethel.xc.dgn	PLOT DATE: 3/17/2014
PROJECT LEADER: D.E.G.	DRAWN BY: W.G.P.
DESIGNED BY: L.M.B.	CHECKED BY: J.P.S.
IPARM FILE: z10b214.xsl33.1	SHEET 346 OF 397

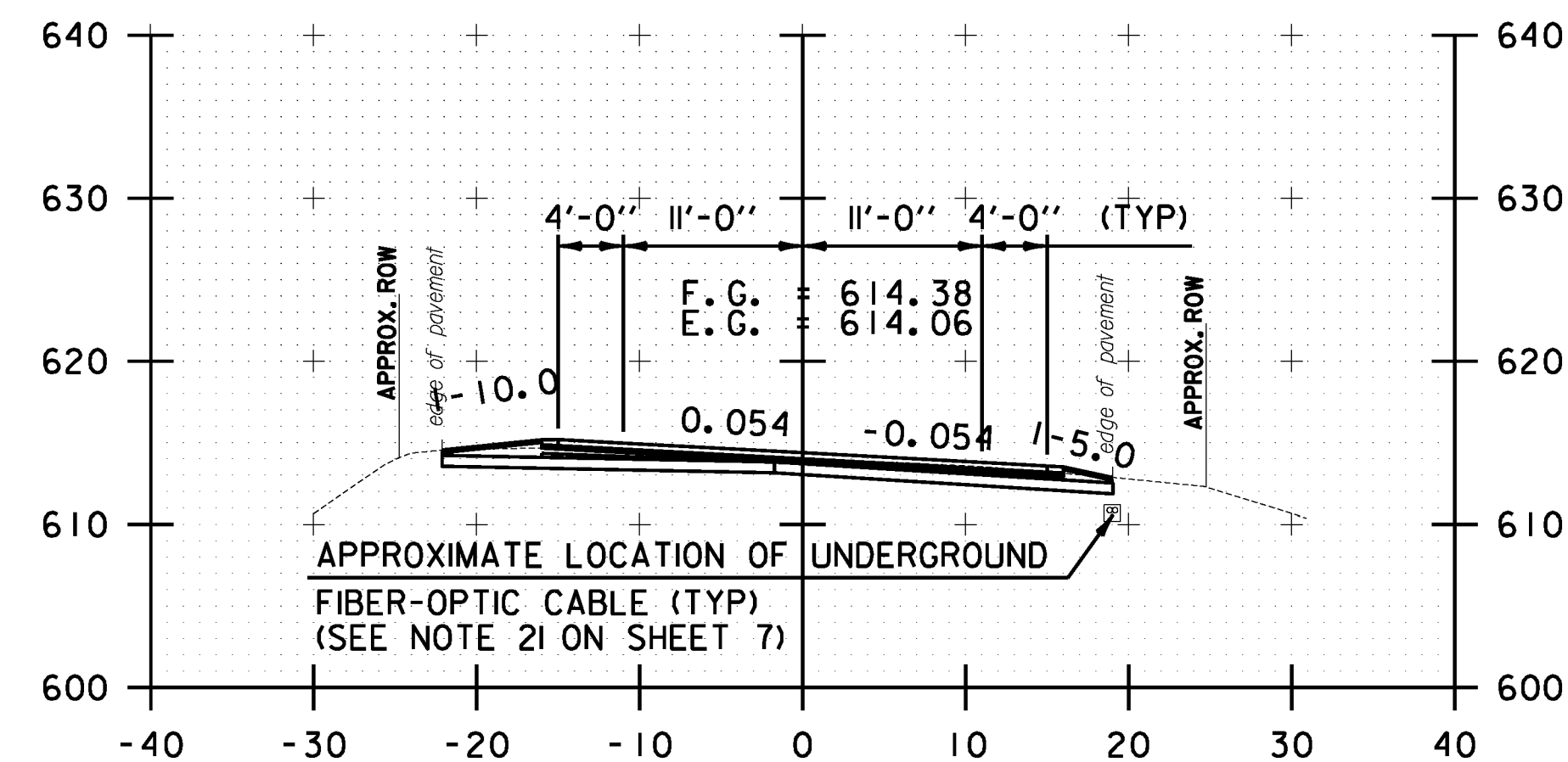
FILE NAME: \\P:\projects\ANY\K2\22425\CAOD_MSTN\10b214.bethel.xc.dgn
DATE/TIME: 3/17/2014 4:51:16
USER: jps



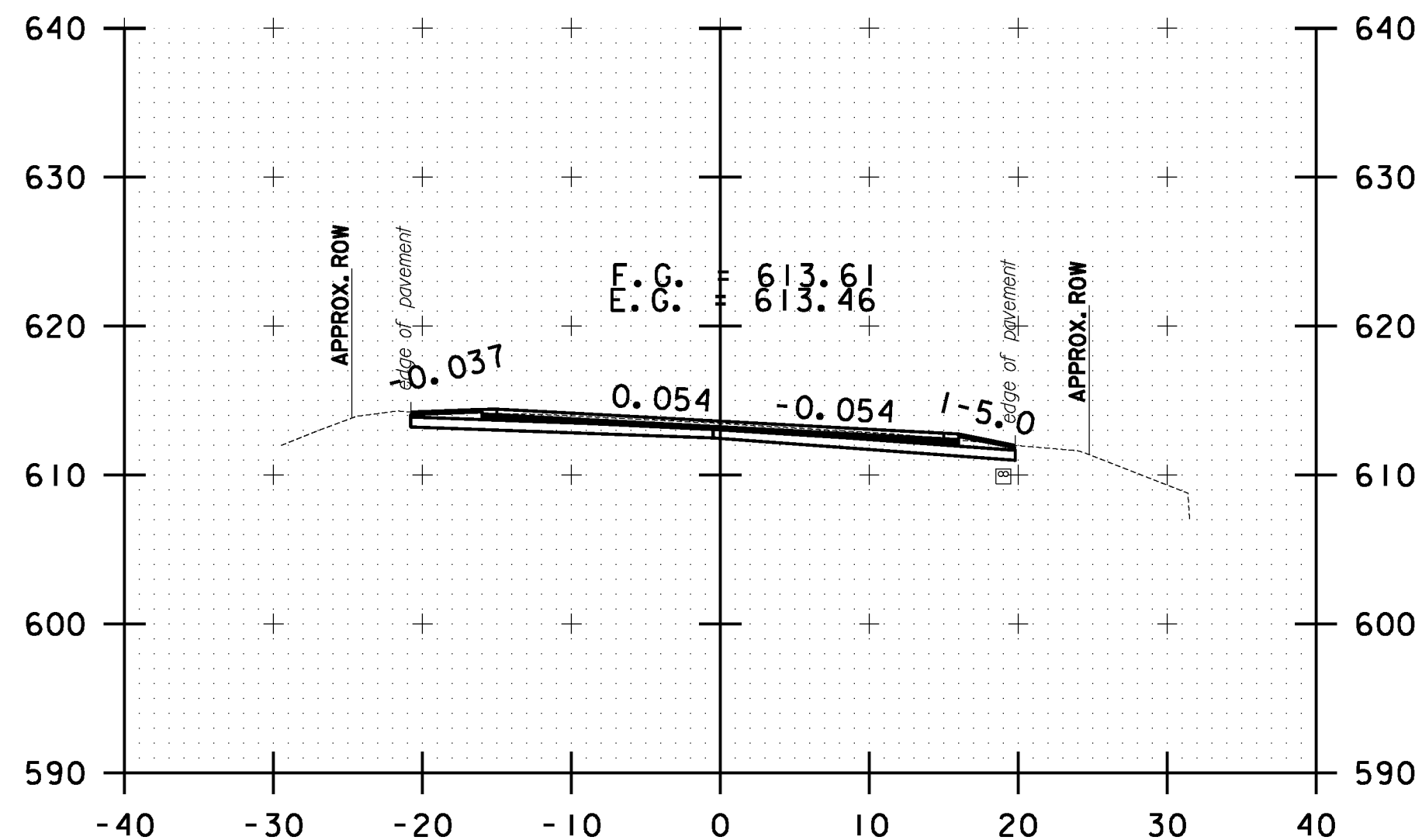
B 65+00.00



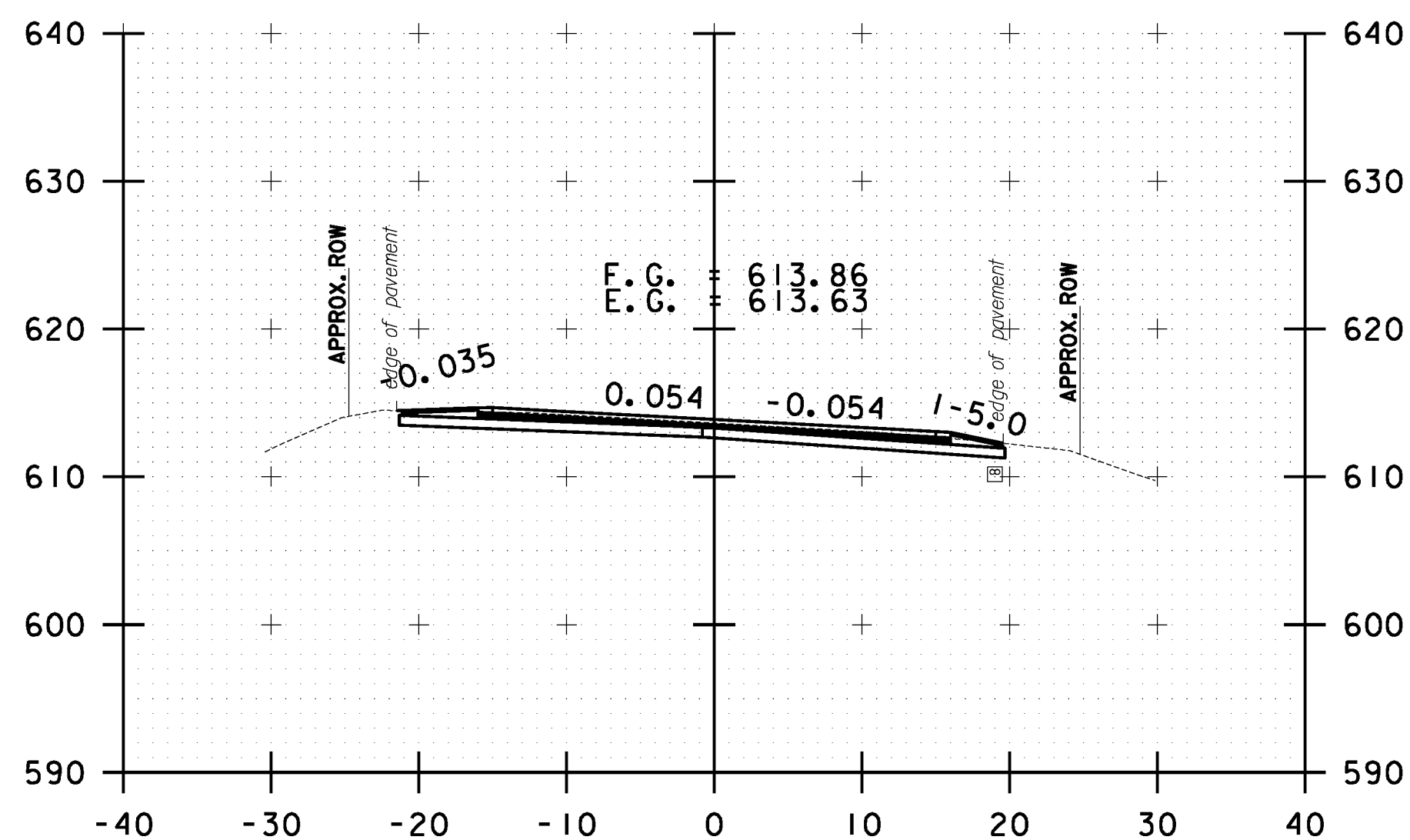
B 64+50.00



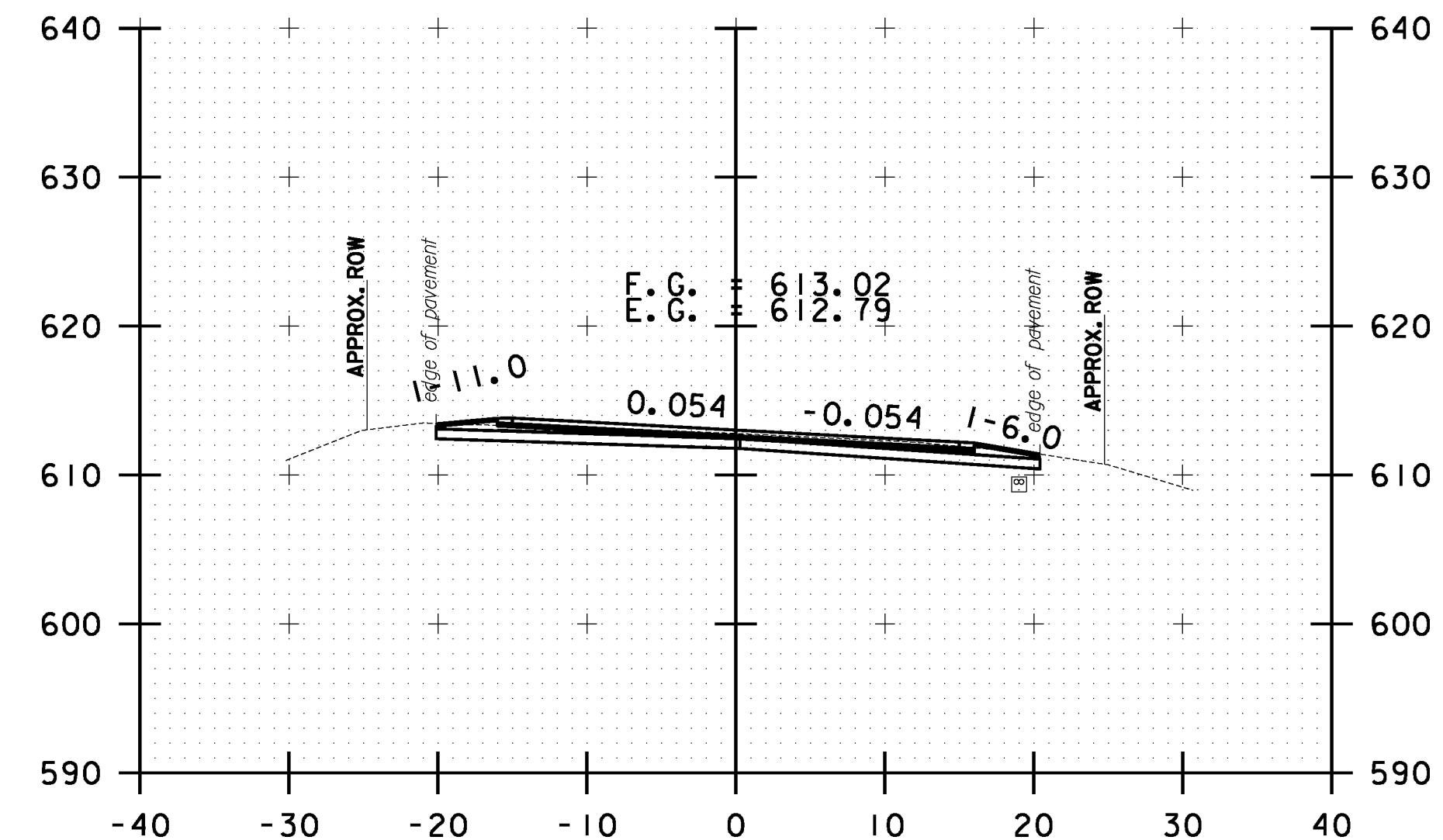
B 64+00.00



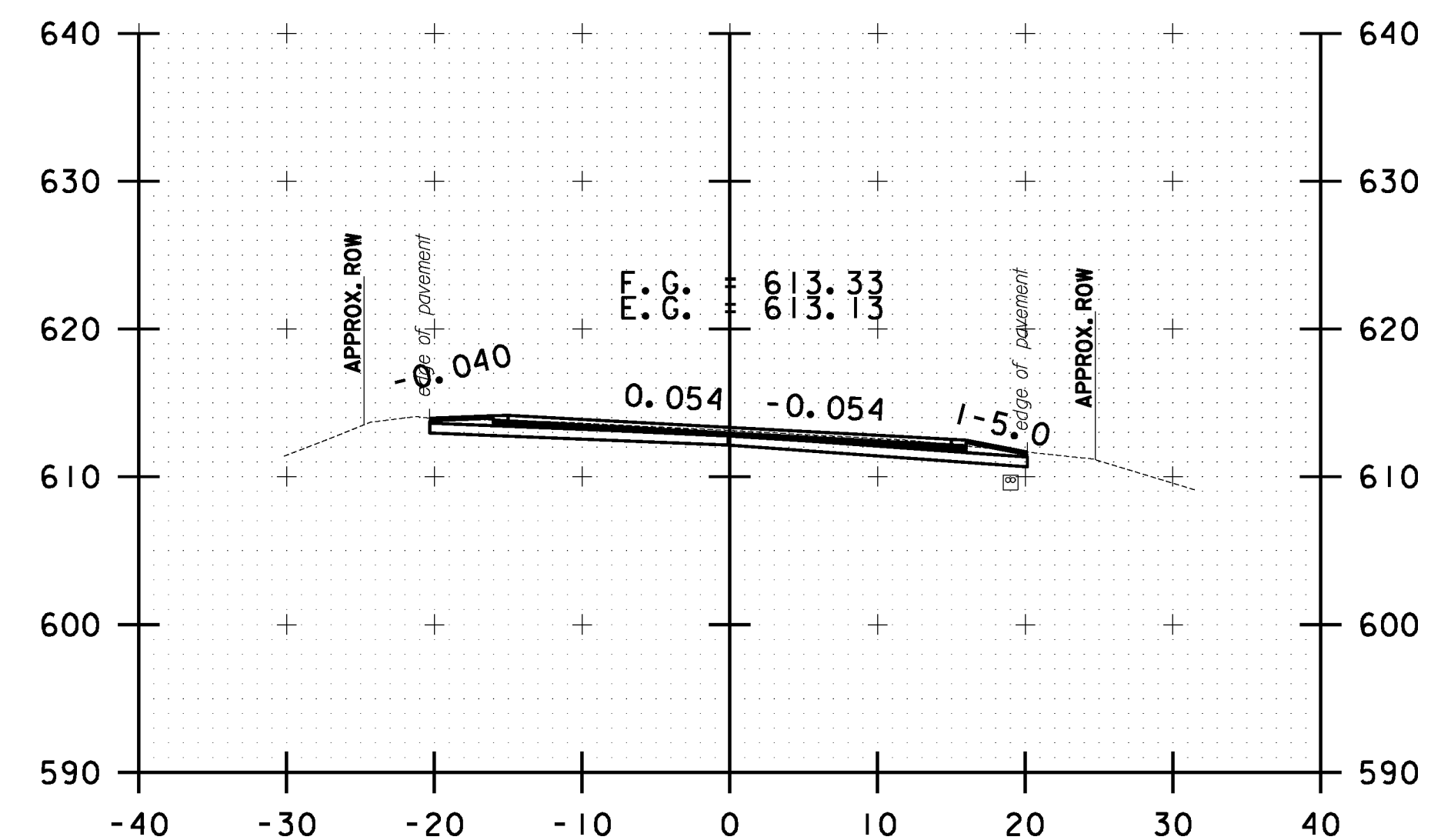
B 66+00.00



B 65+50.00



B 67+00.00



B 66+50.00

10 0 10
SCALE IN FEET

**BETHEL
CROSS SECTION
SHEET #22**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214.bethel.xc.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214.xs134.i

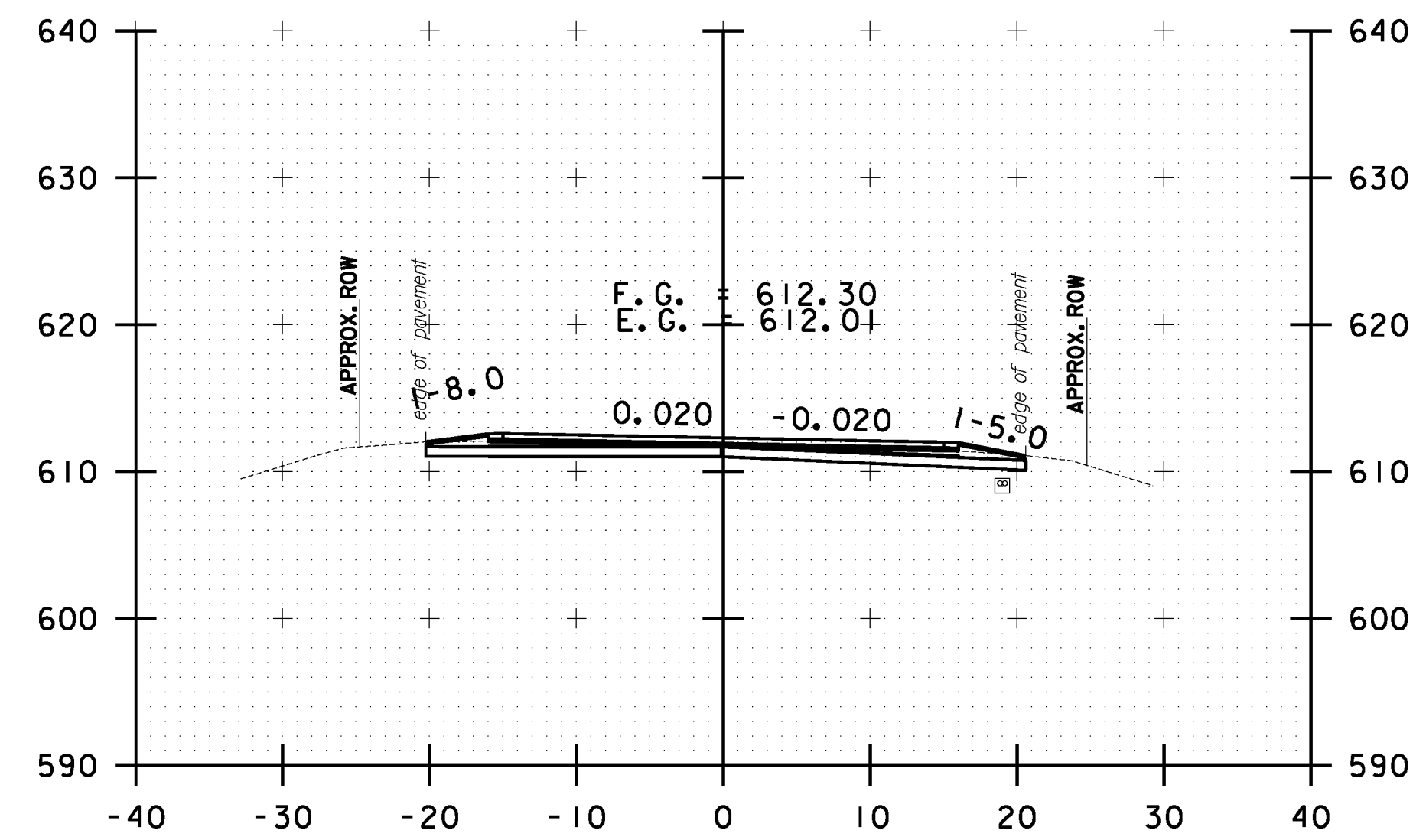
PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

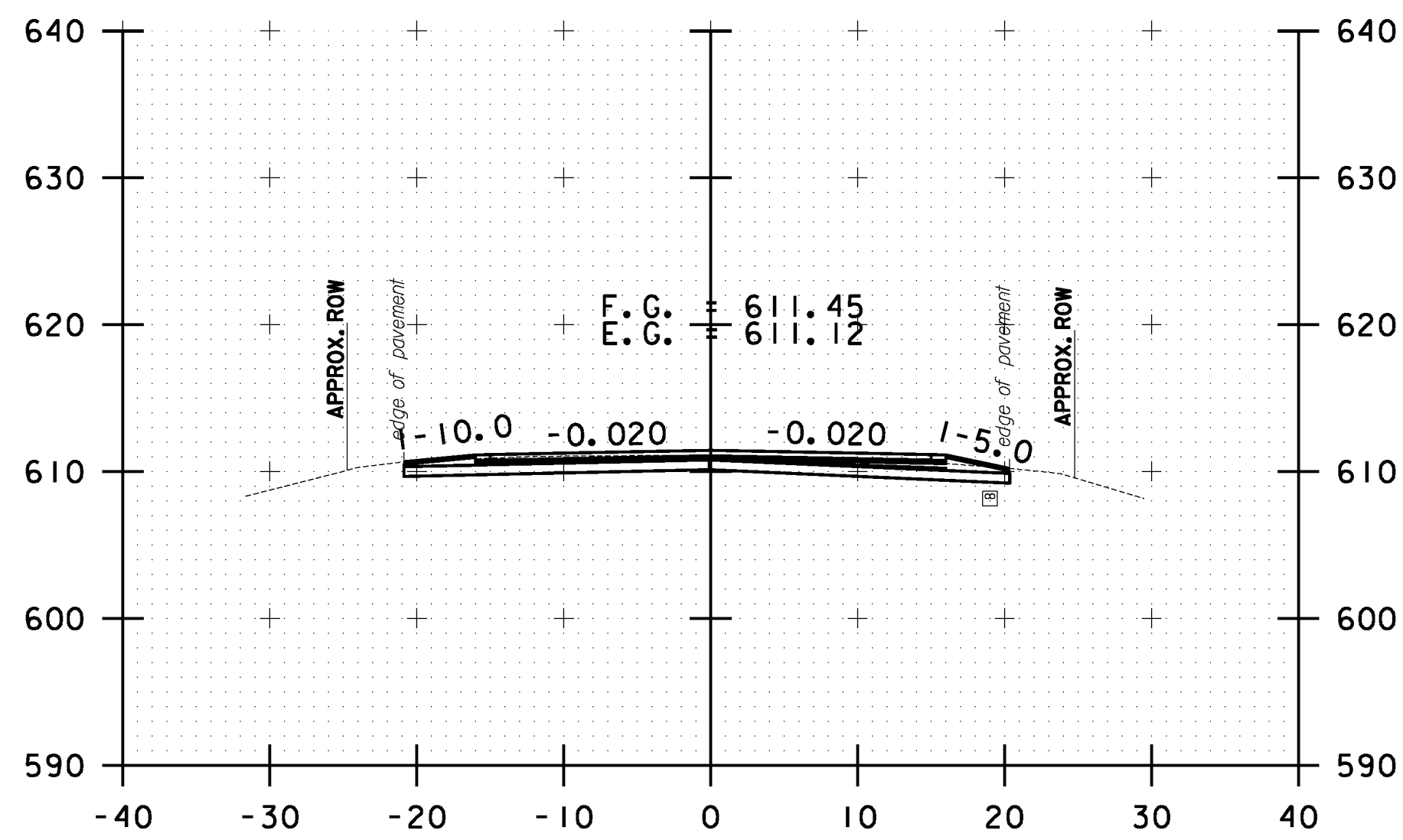
CHECKED BY: J.P.S.

SHEET 347 OF 397

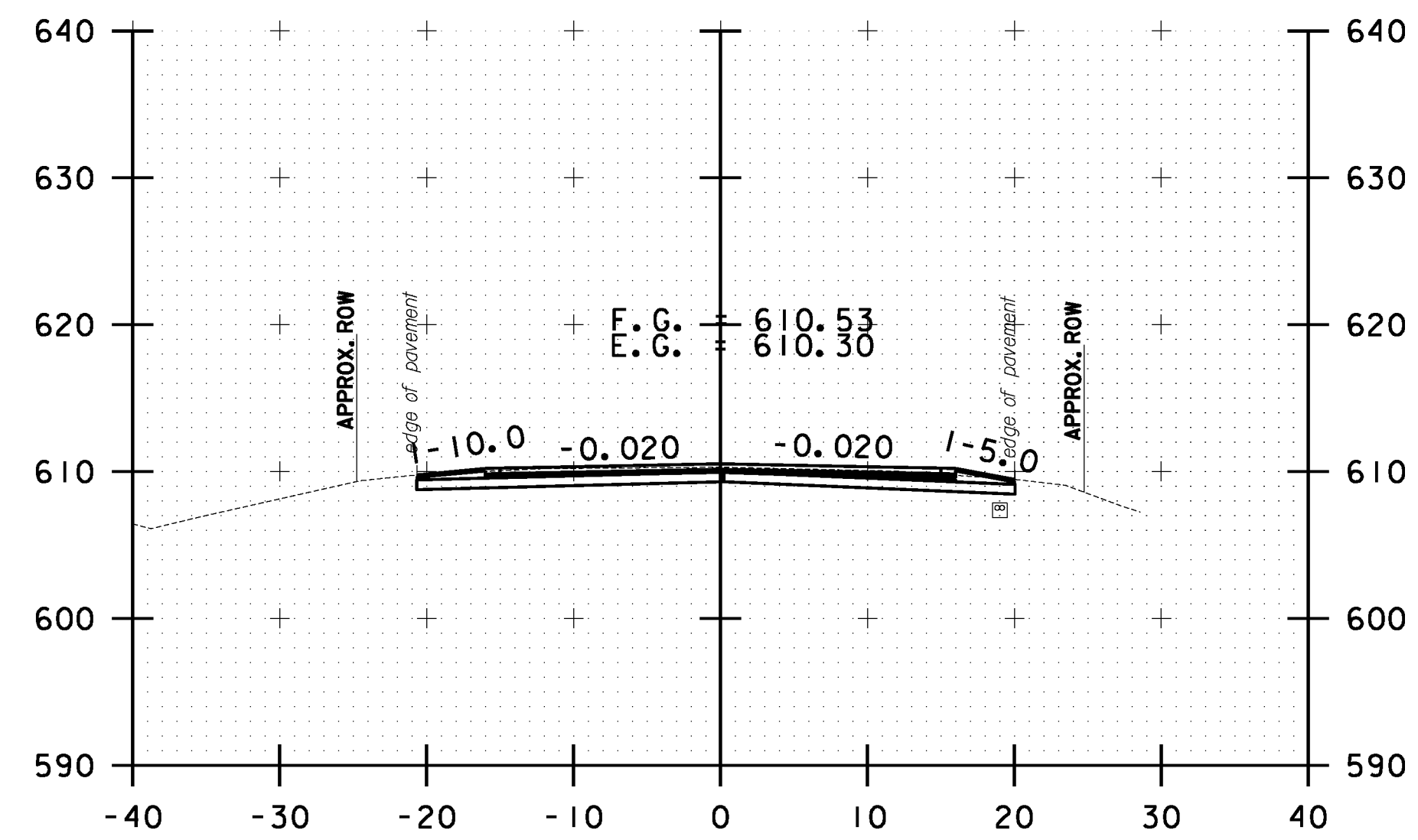
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DATE/TIME : 3/17/2014
USER : 4916



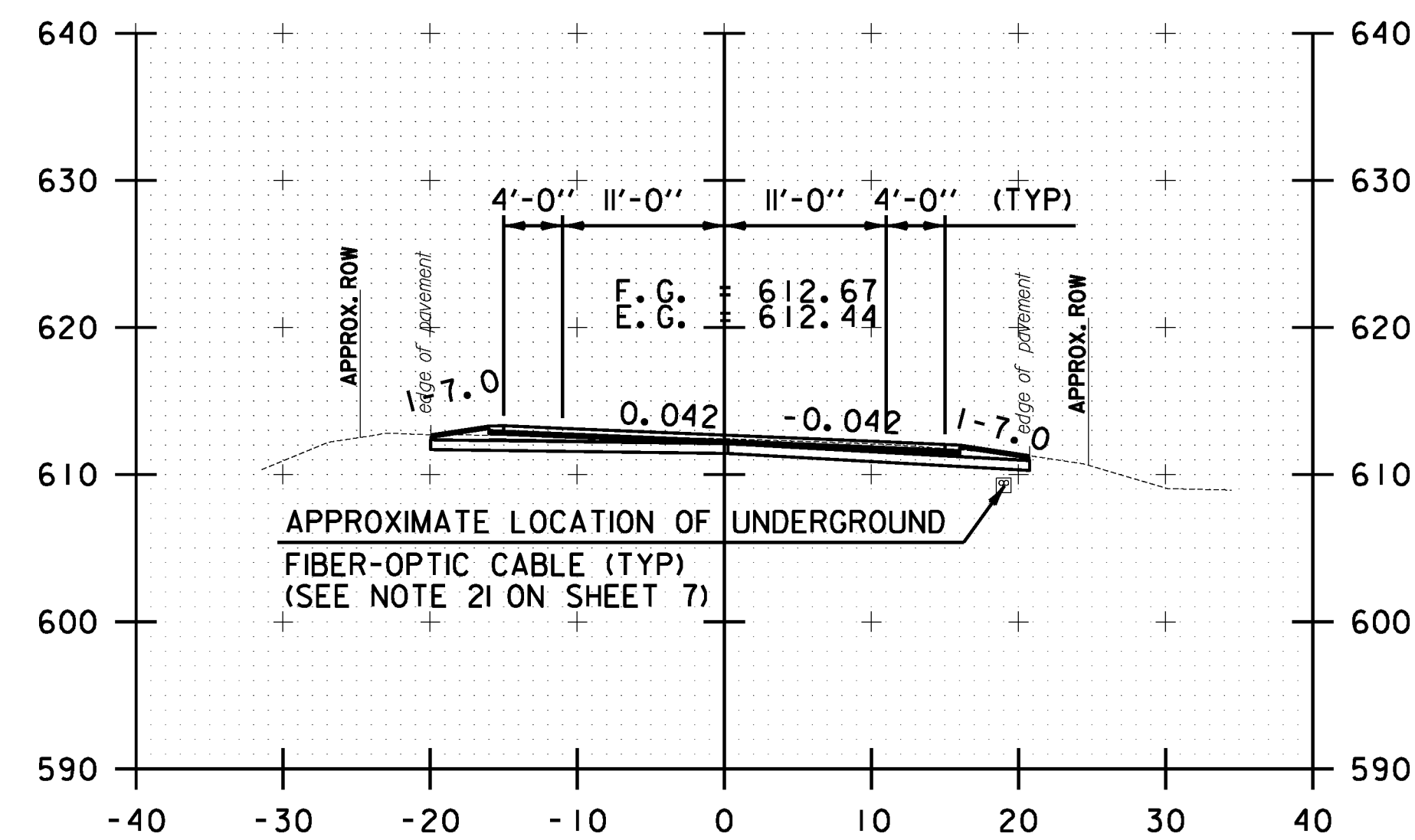
B 68+00.00



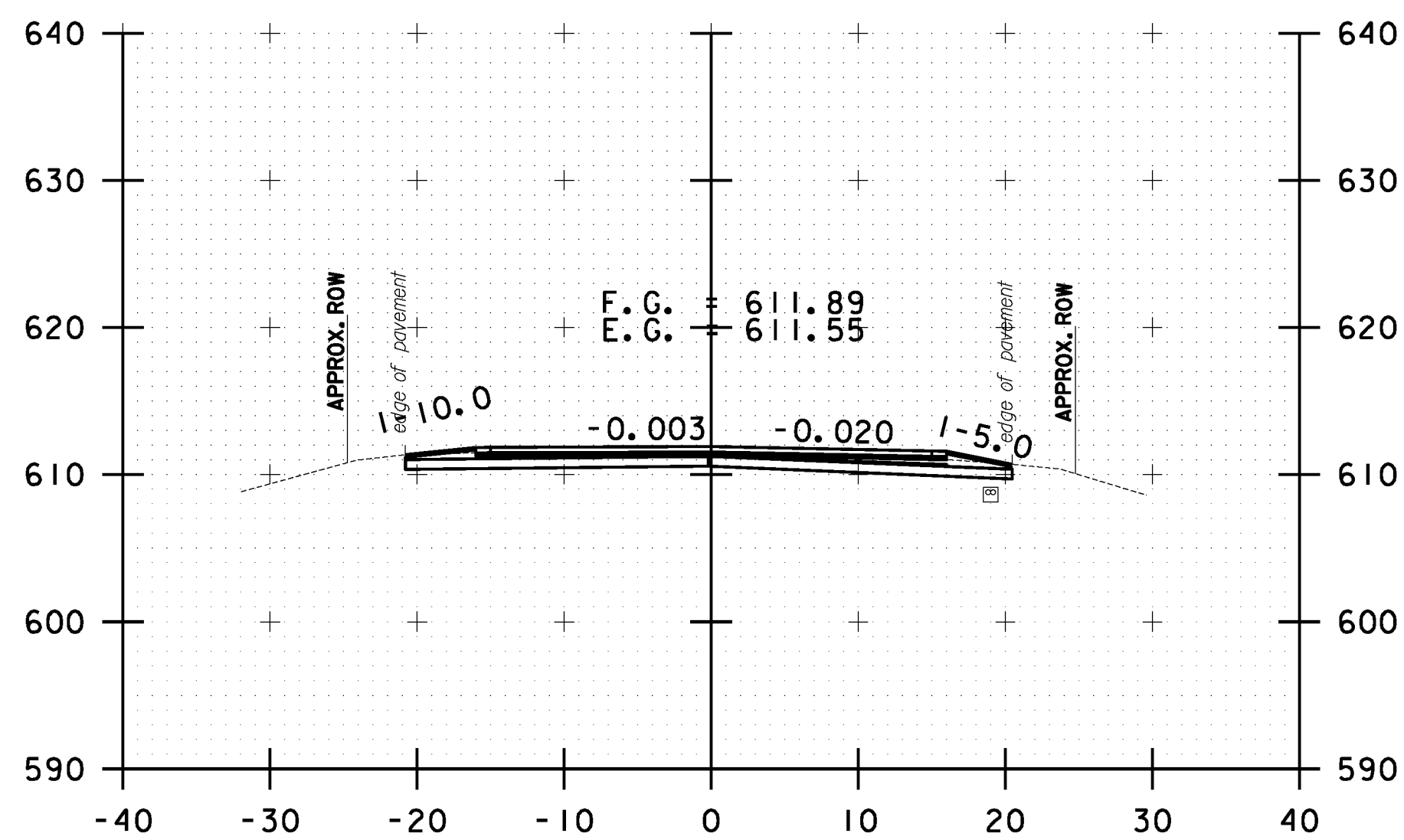
B 69+00.00



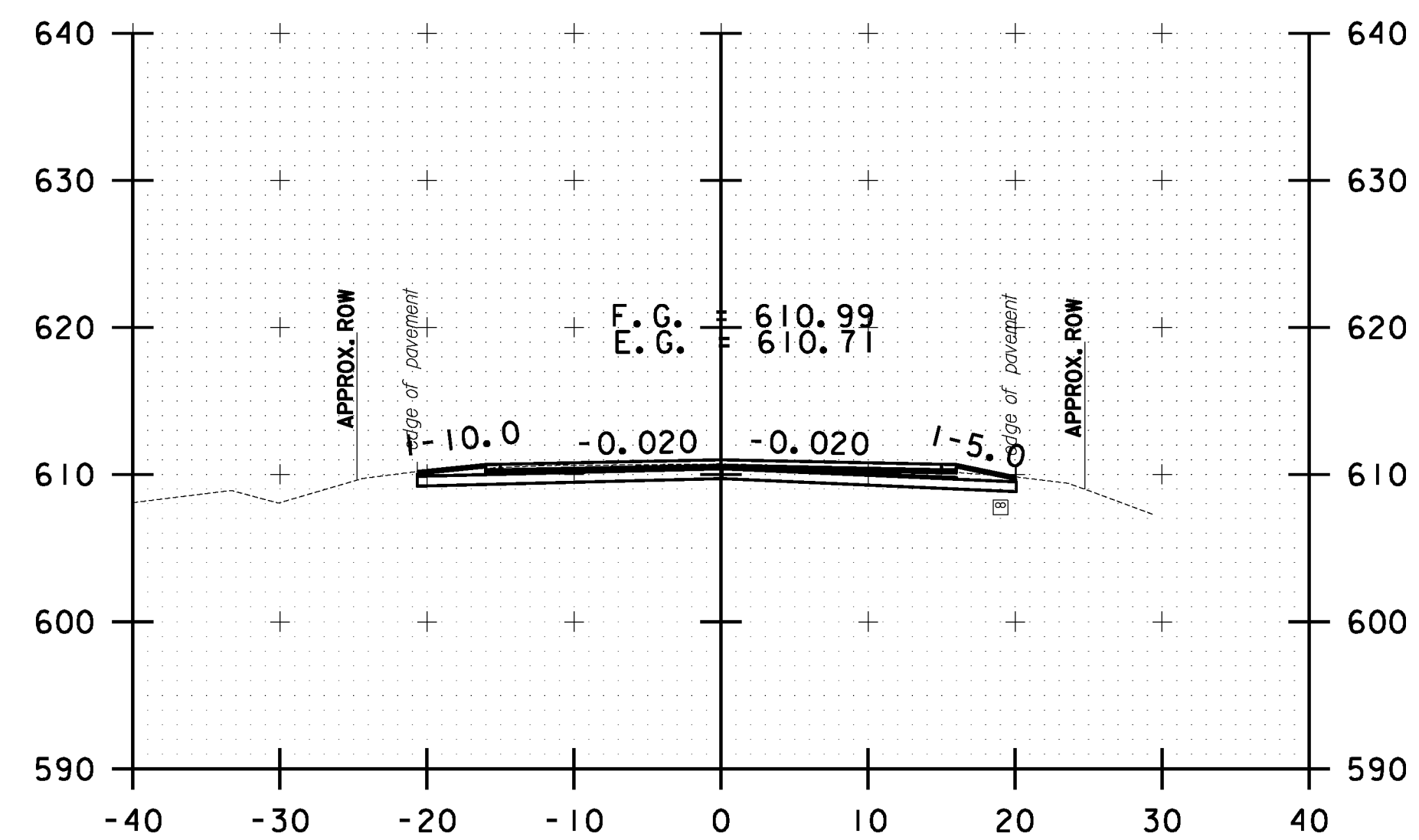
B 70+00.00



B 67+50.00



B 68+50.00



B 69+50.00

10 0 10
SCALE IN FEET

**BETHEL
CROSS SECTION
SHEET #23**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214.bethel.xc.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214.xsl35.1

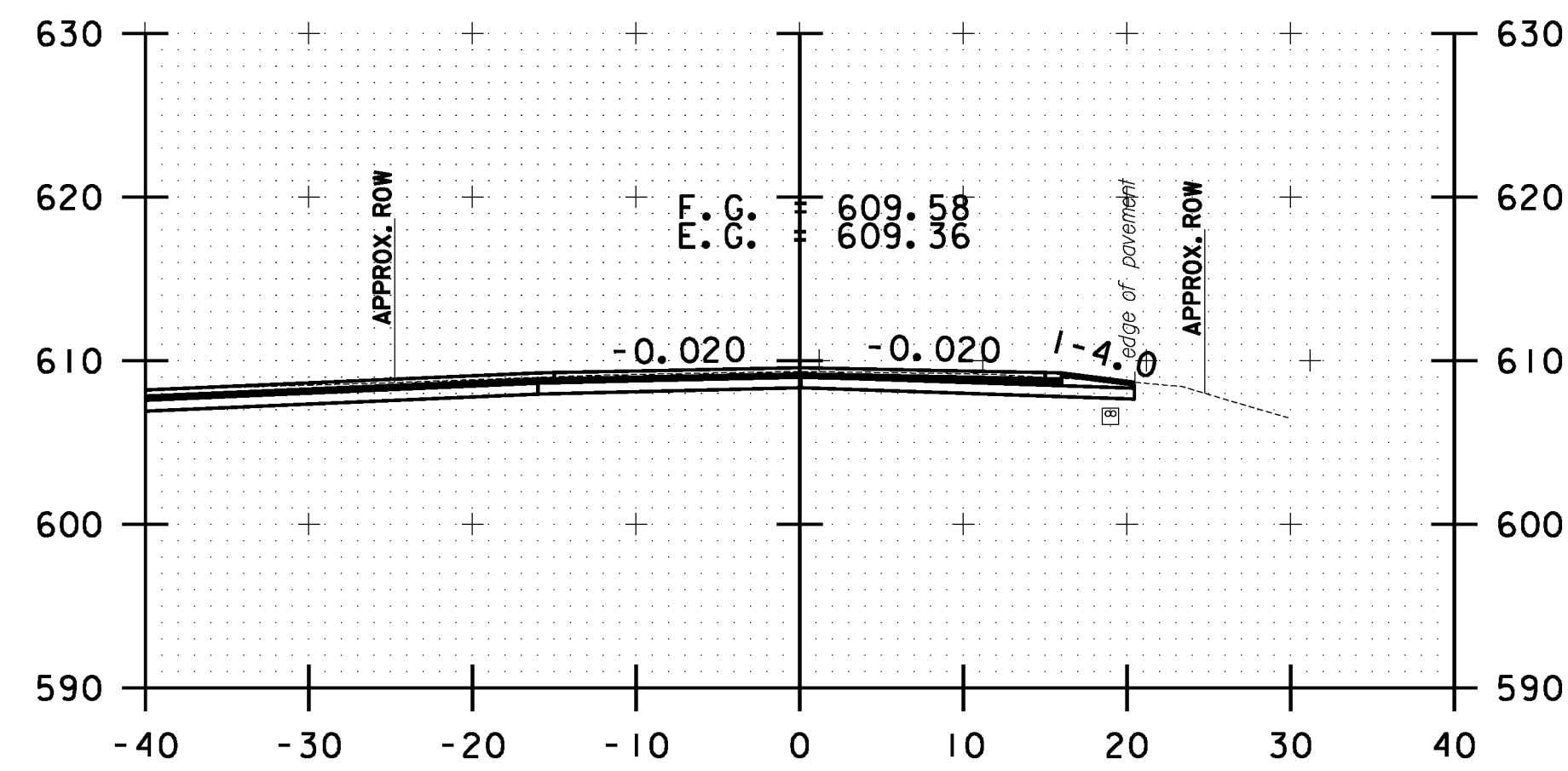
PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

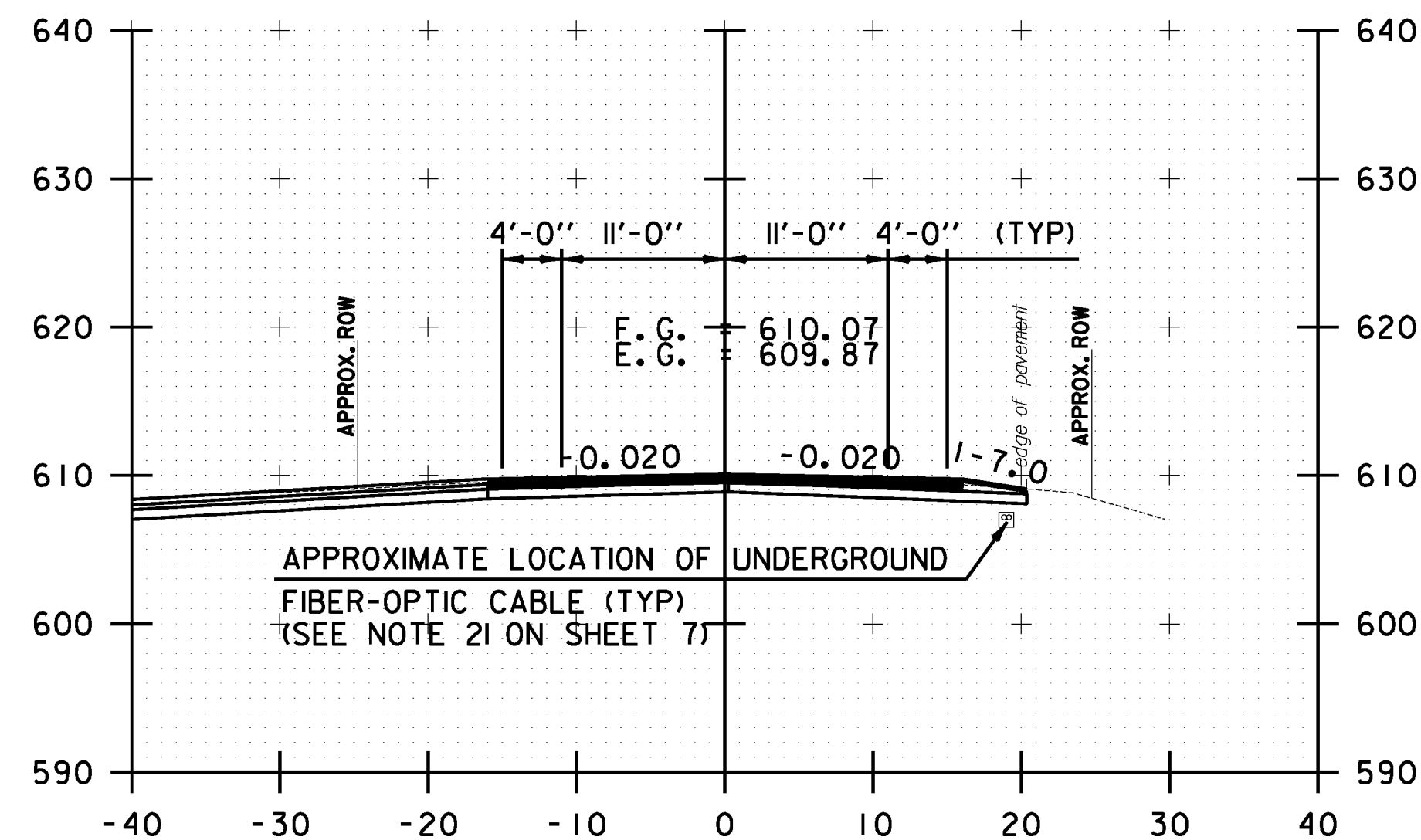
CHECKED BY: J.P.S.

SHEET 348 OF 397

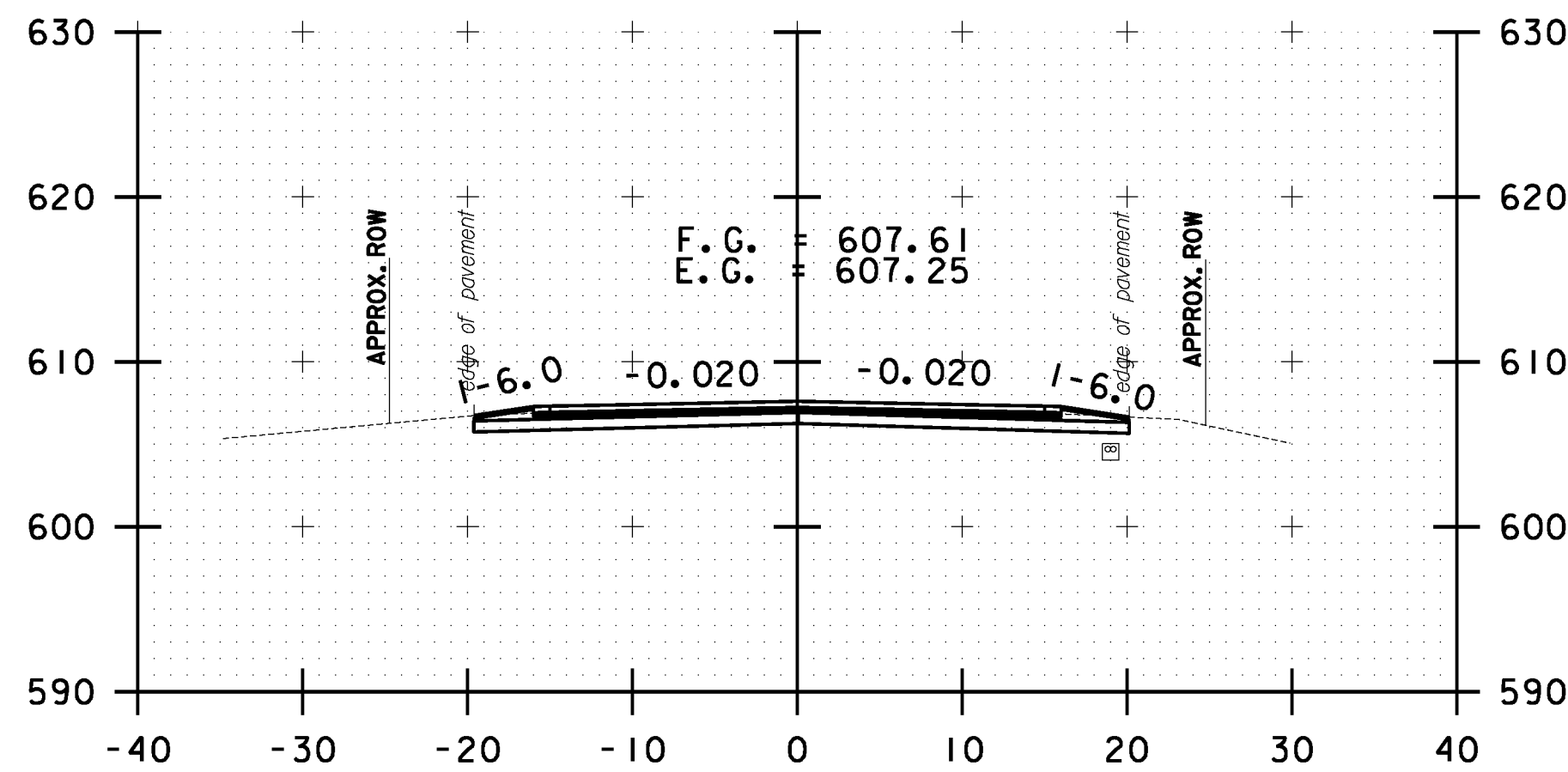
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DATE/TIME = 3/17/2014
USER = 4916



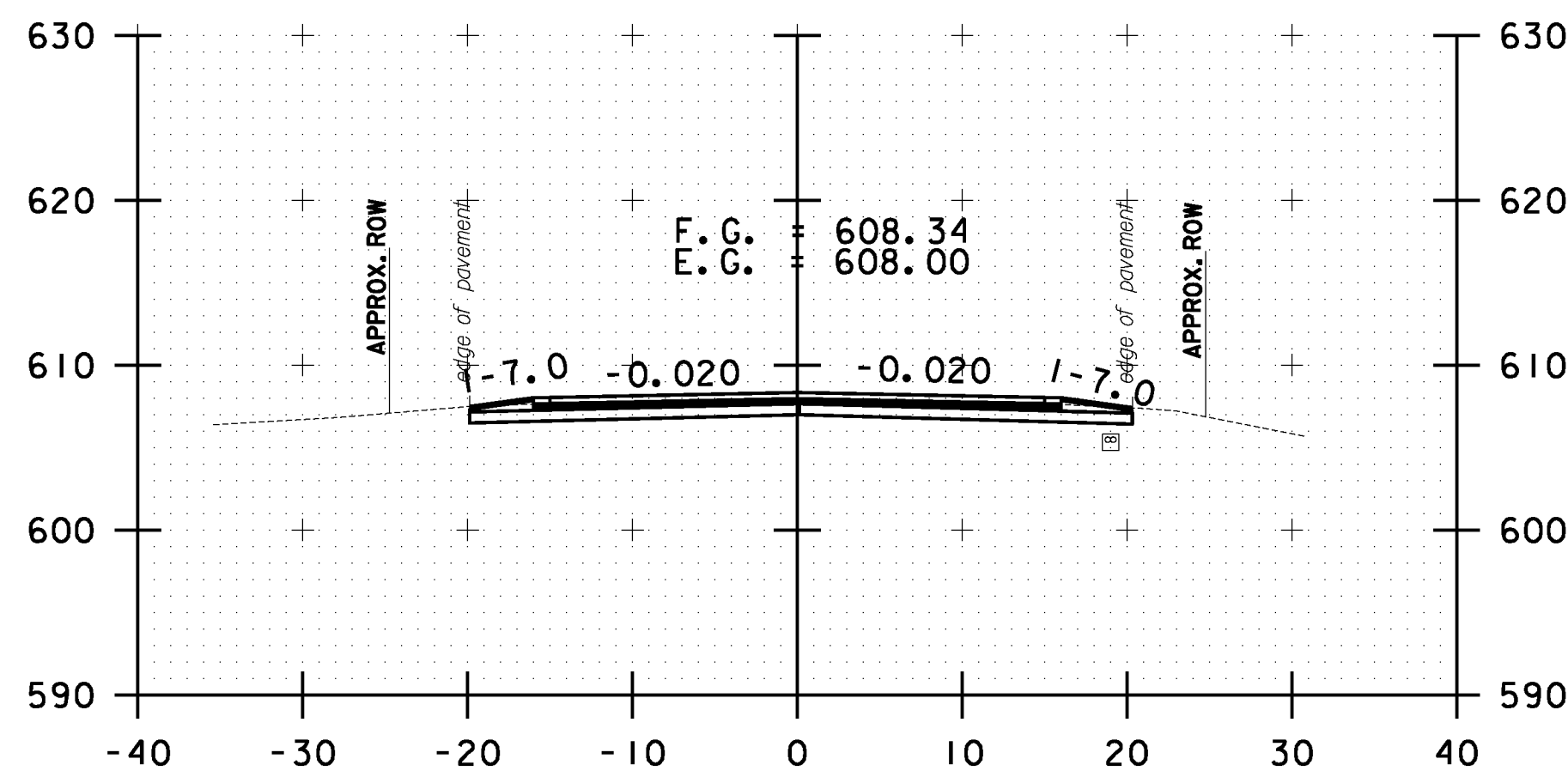
B 71+00.00



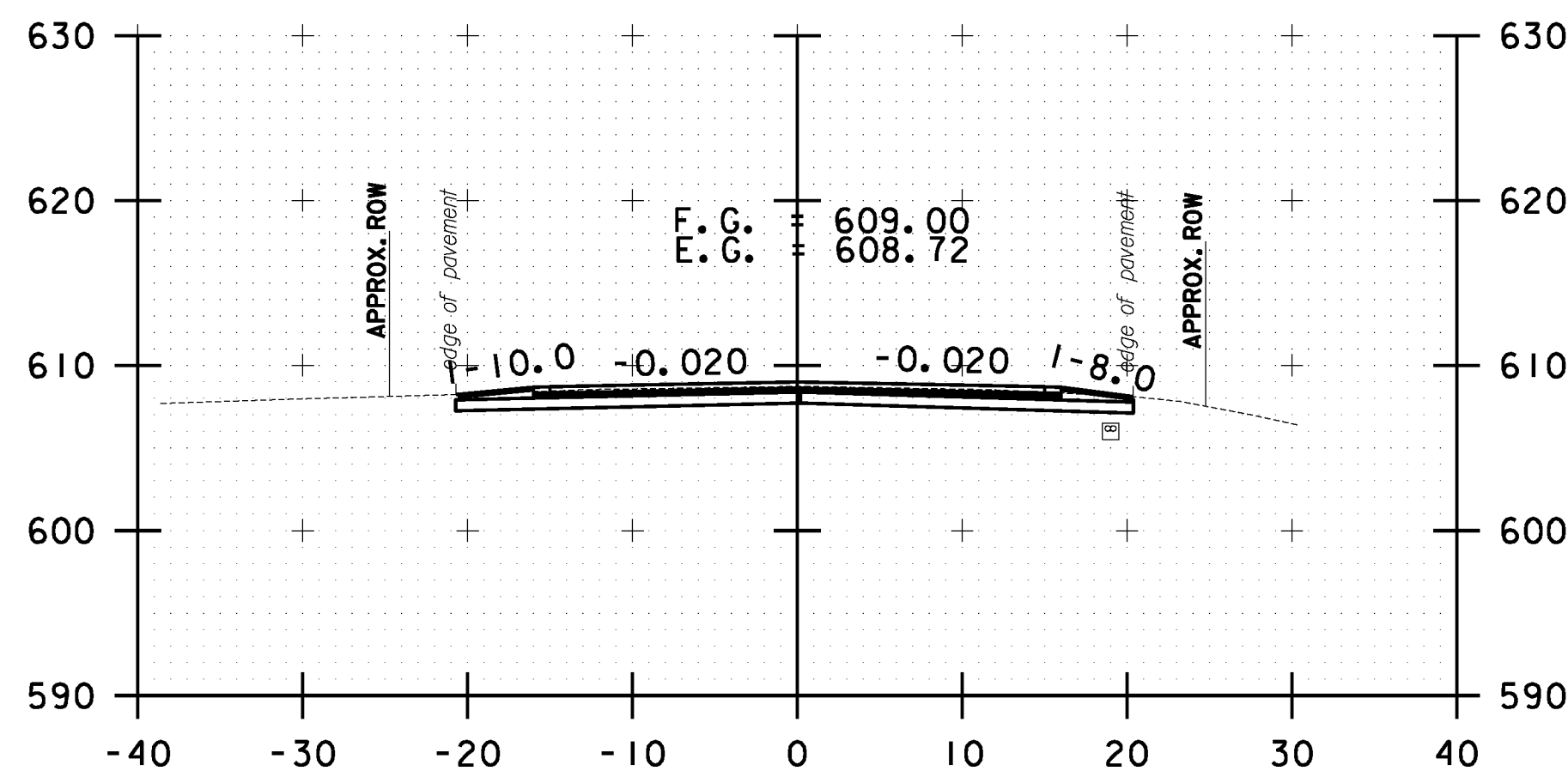
B 70+50.00



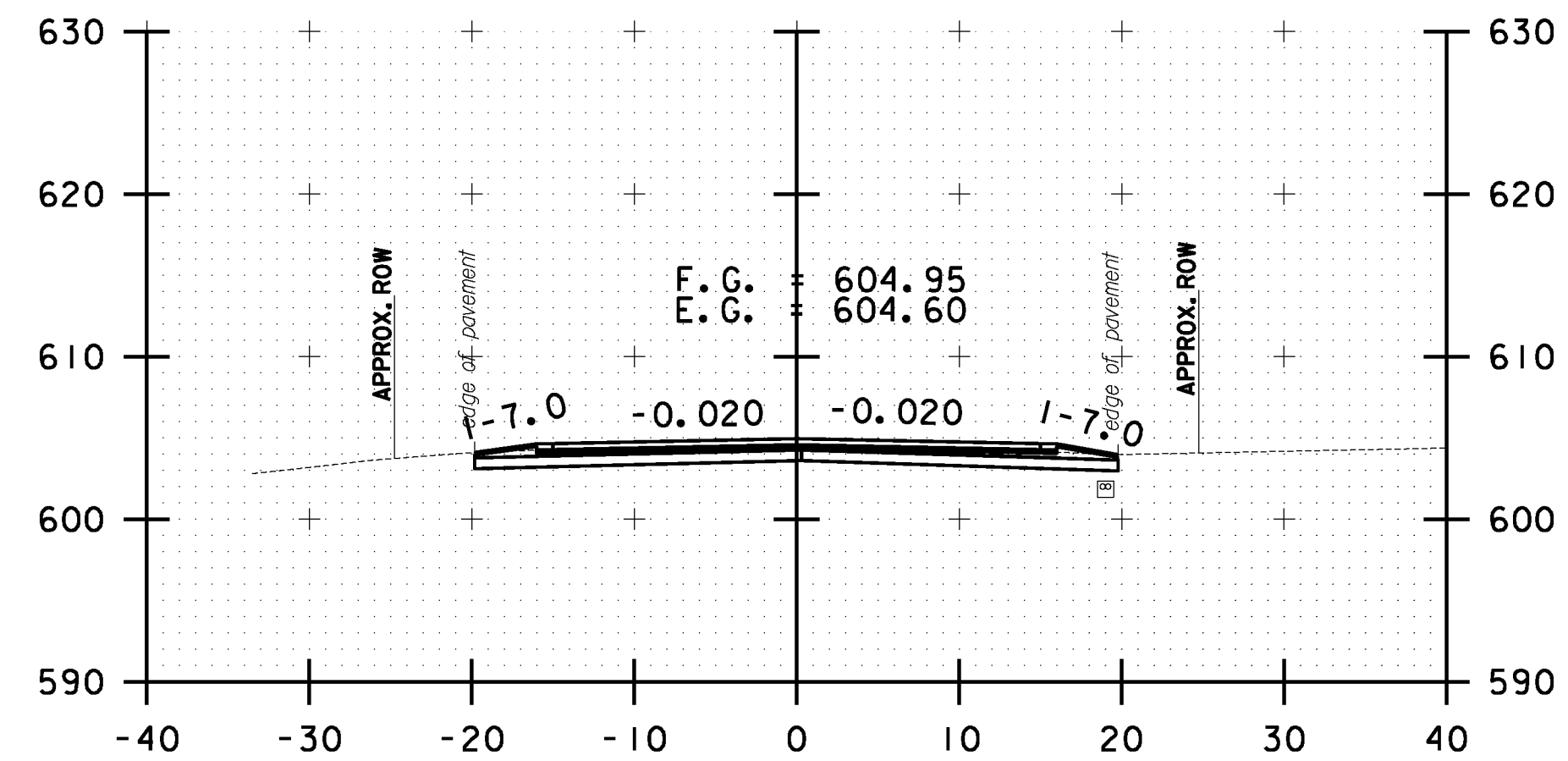
B 72+50.00



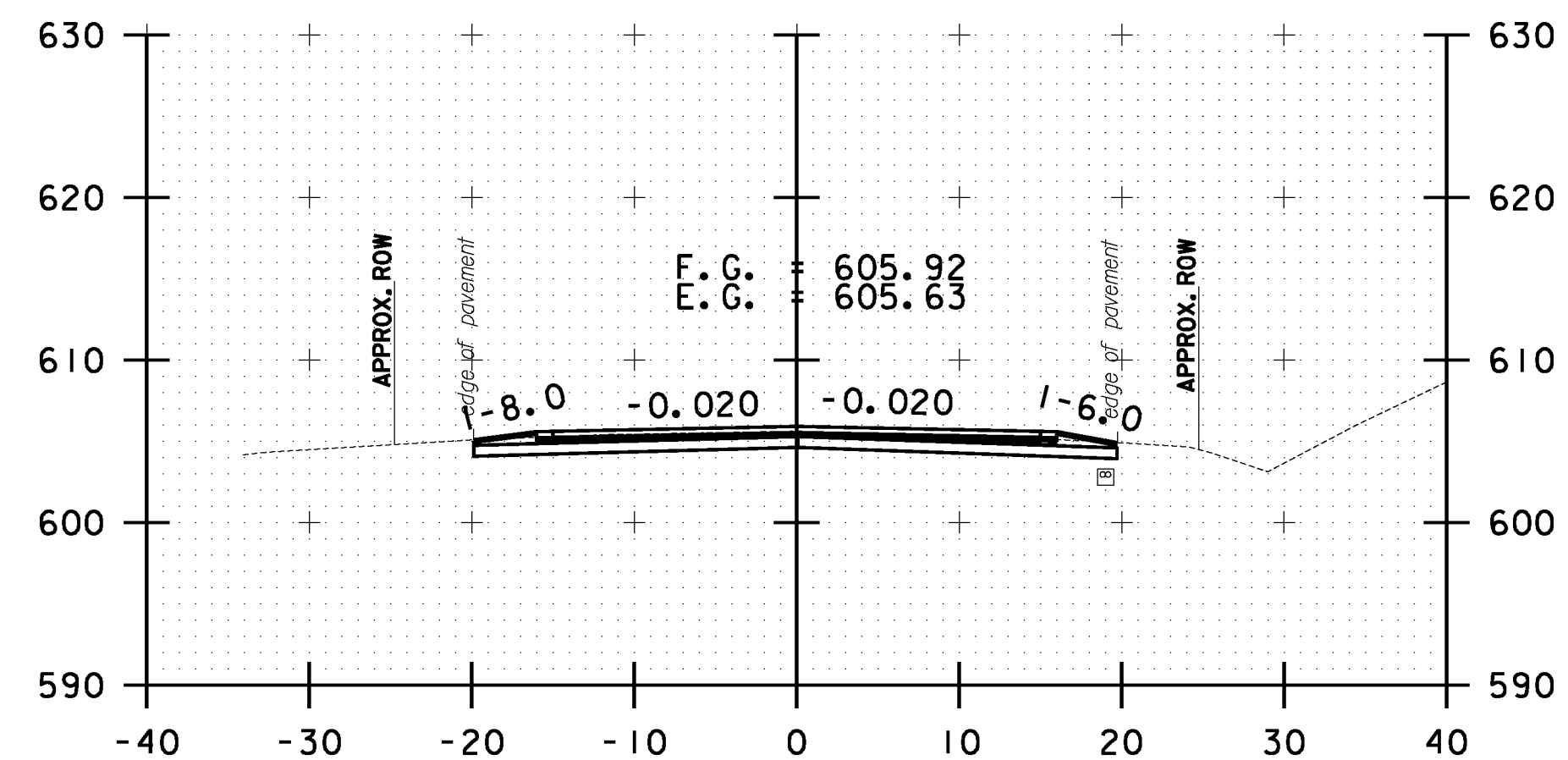
B 72+00.00



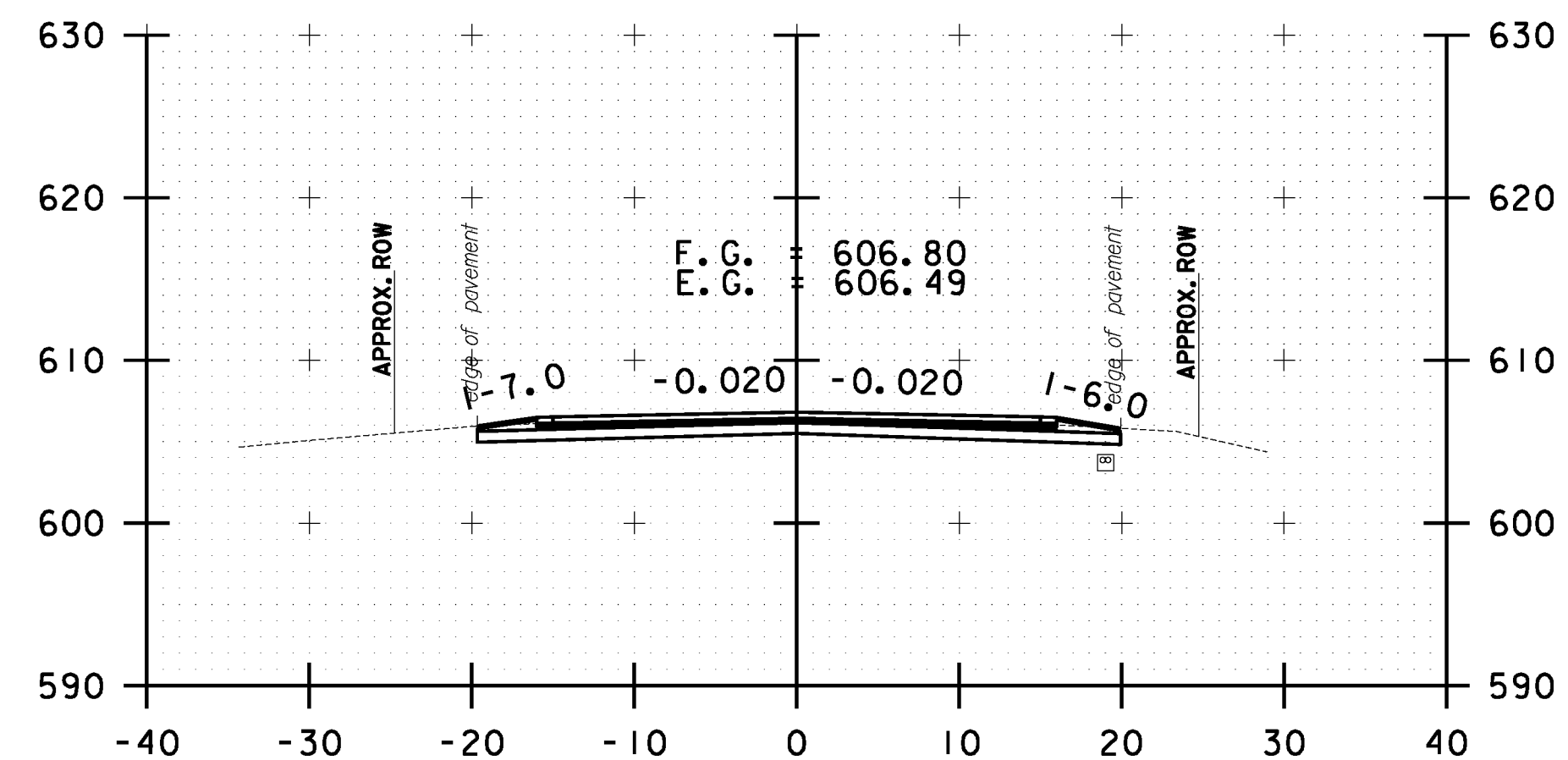
B 71+50.00



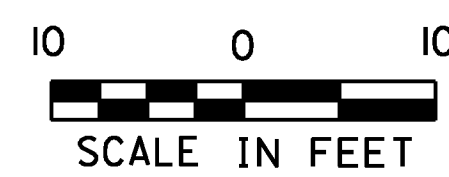
B 74+00.00



B 73+50.00



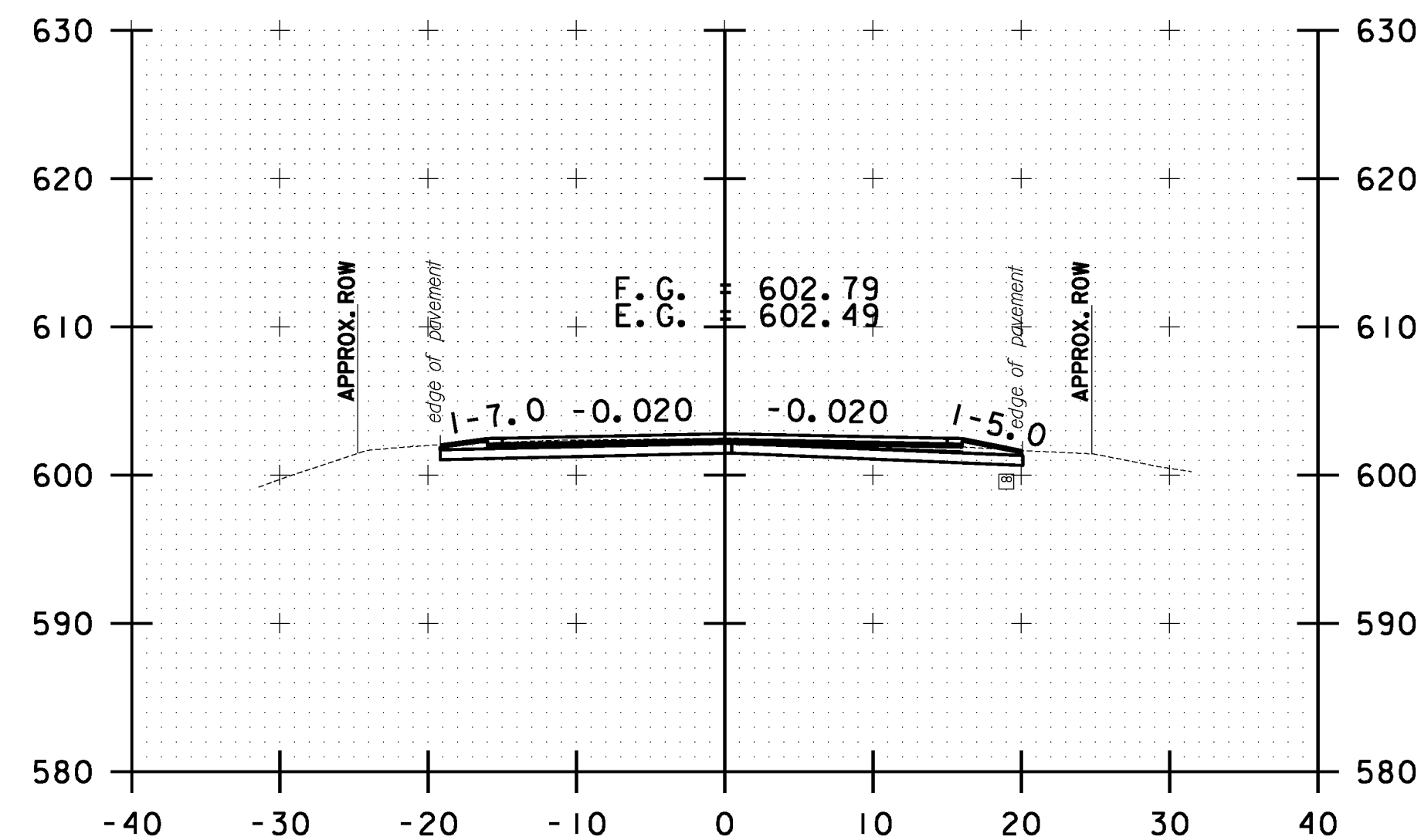
B 73+00.00



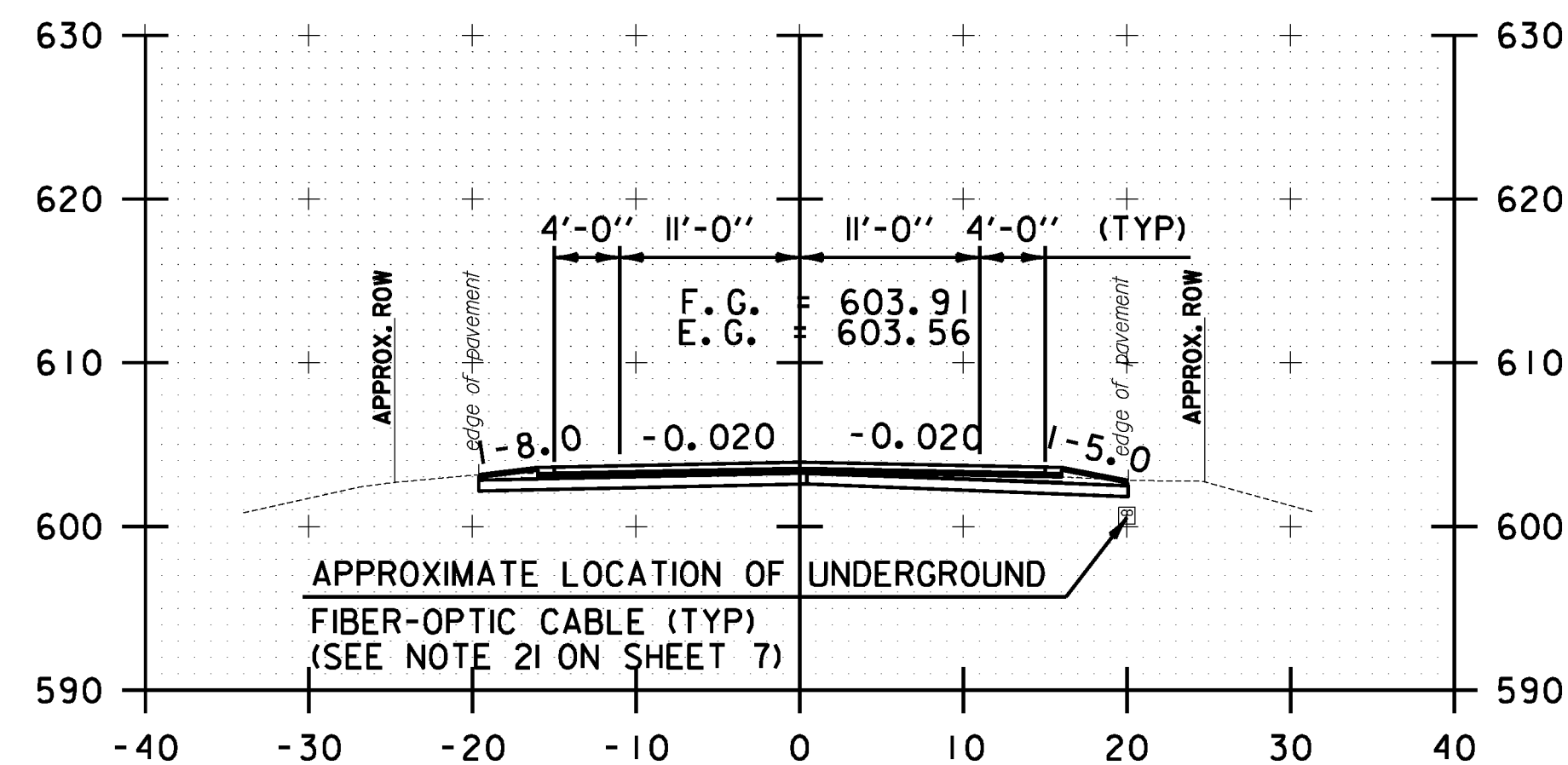
**BETHEL
CROSS SECTION
SHEET #24**

PROJECT NAME: STOCKBRIDGE-BETHEL	
PROJECT NUMBER: STP 2910(1)	
FILE NAME: z10b214.bethel.xc.dgn	PLOT DATE: 3/17/2014
PROJECT LEADER: D.E.G.	DRAWN BY: W.G.P.
DESIGNED BY: L.M.B.	CHECKED BY: J.P.S.
IPARM FILE: z10b214.xsl36.i	SHEET 349 OF 397

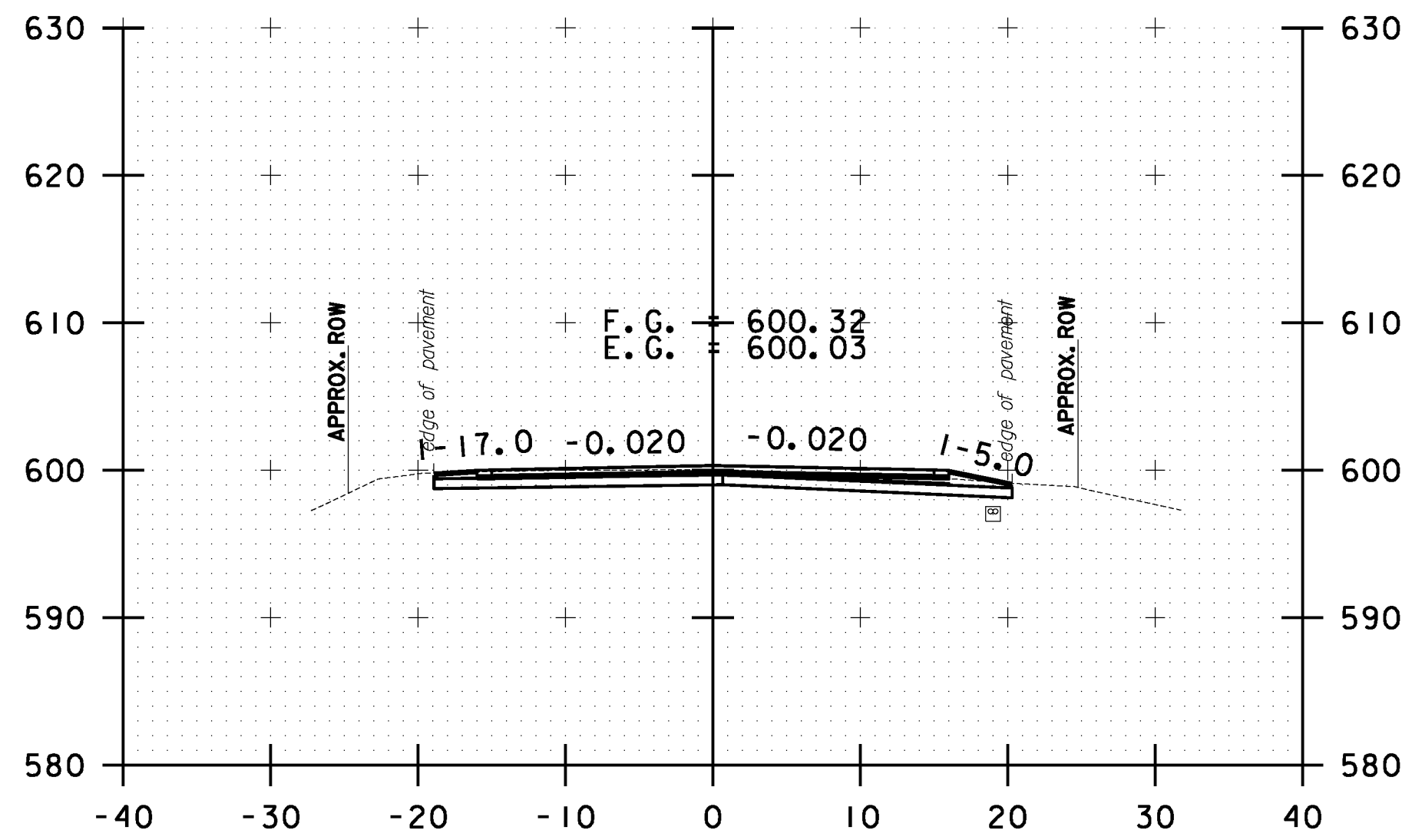
FILE NAME = V:\Projects\ANY\K2\22425\CAOD\KSTN\10b214.bethel.xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



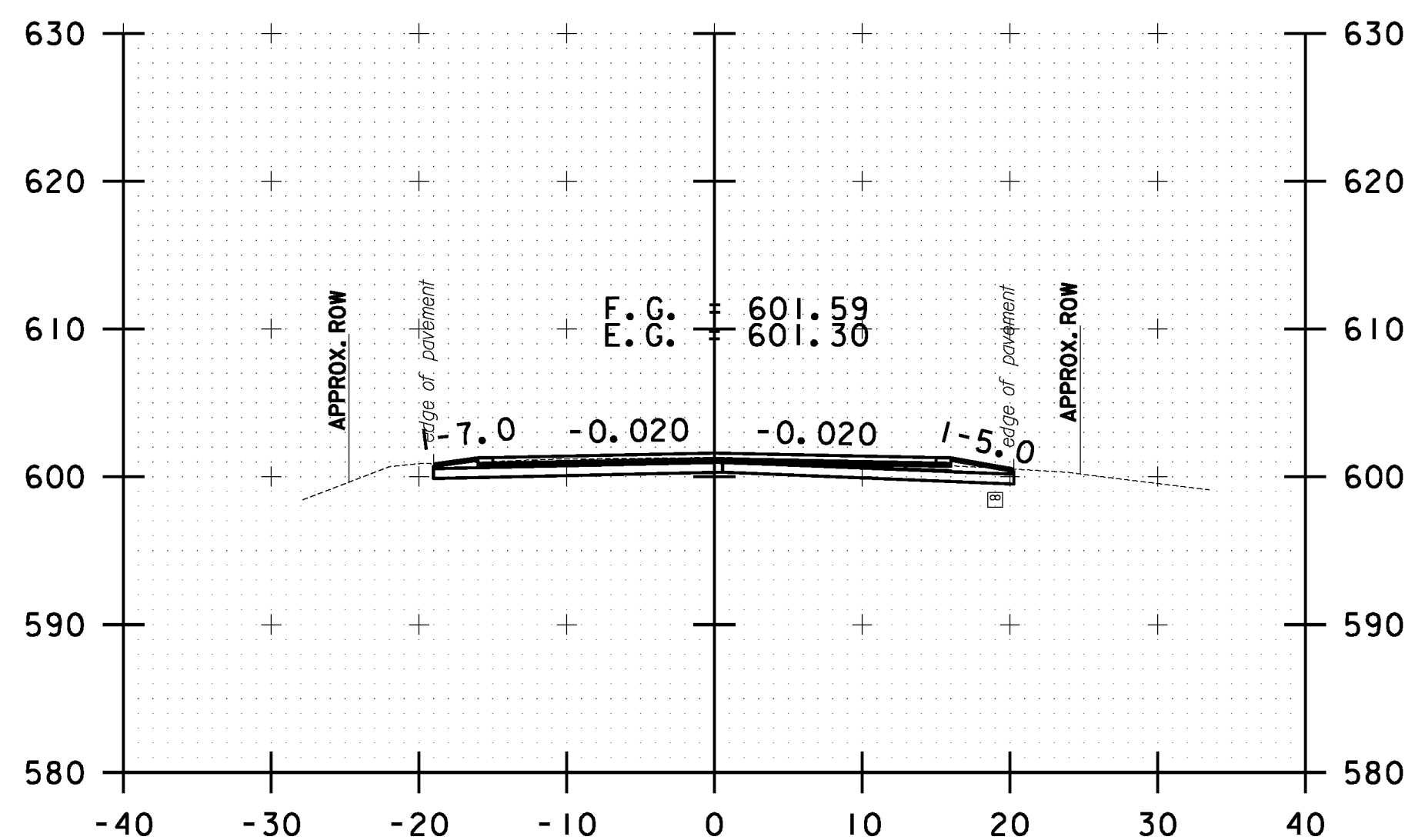
B 75+00.00



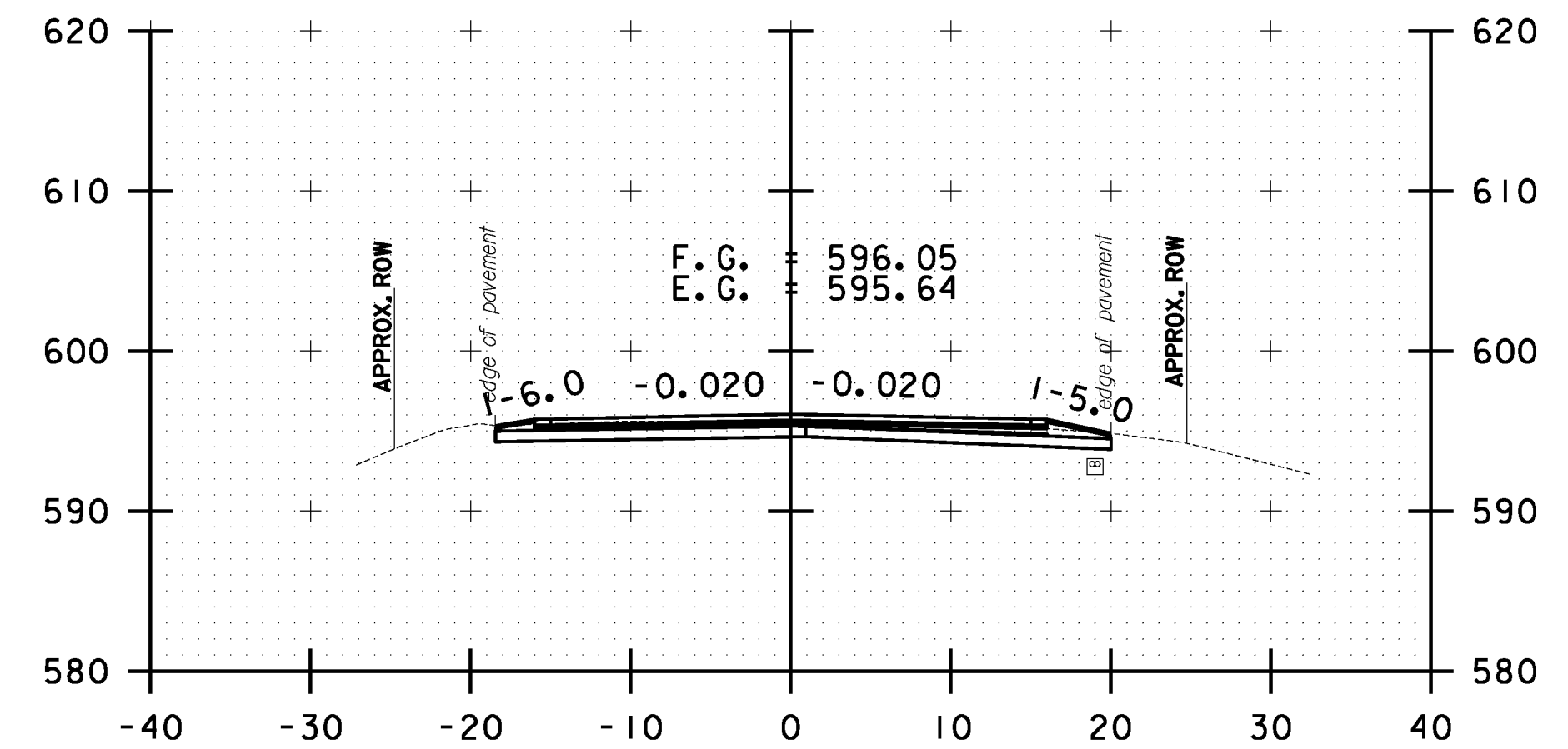
B 74+50.00



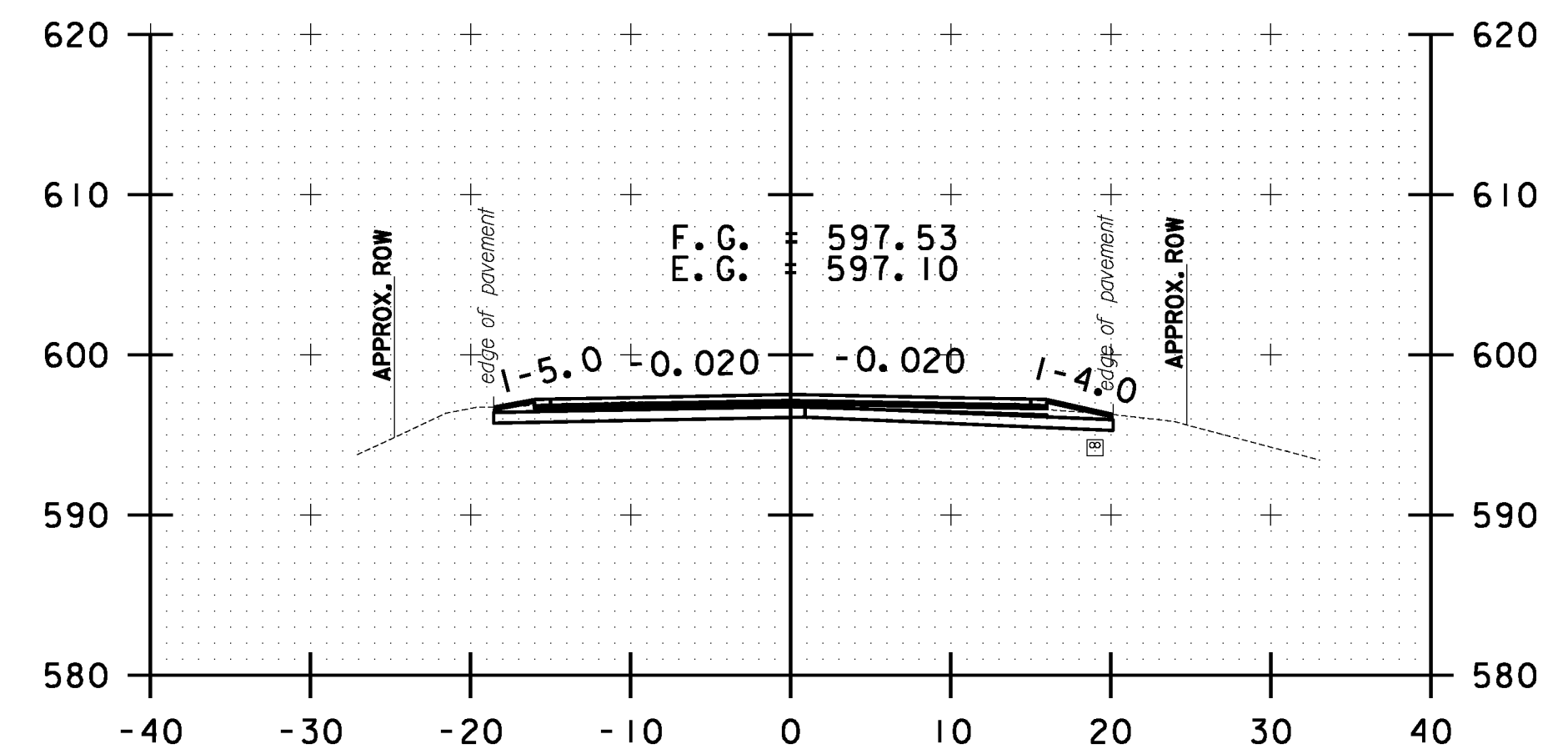
B 76+00.00



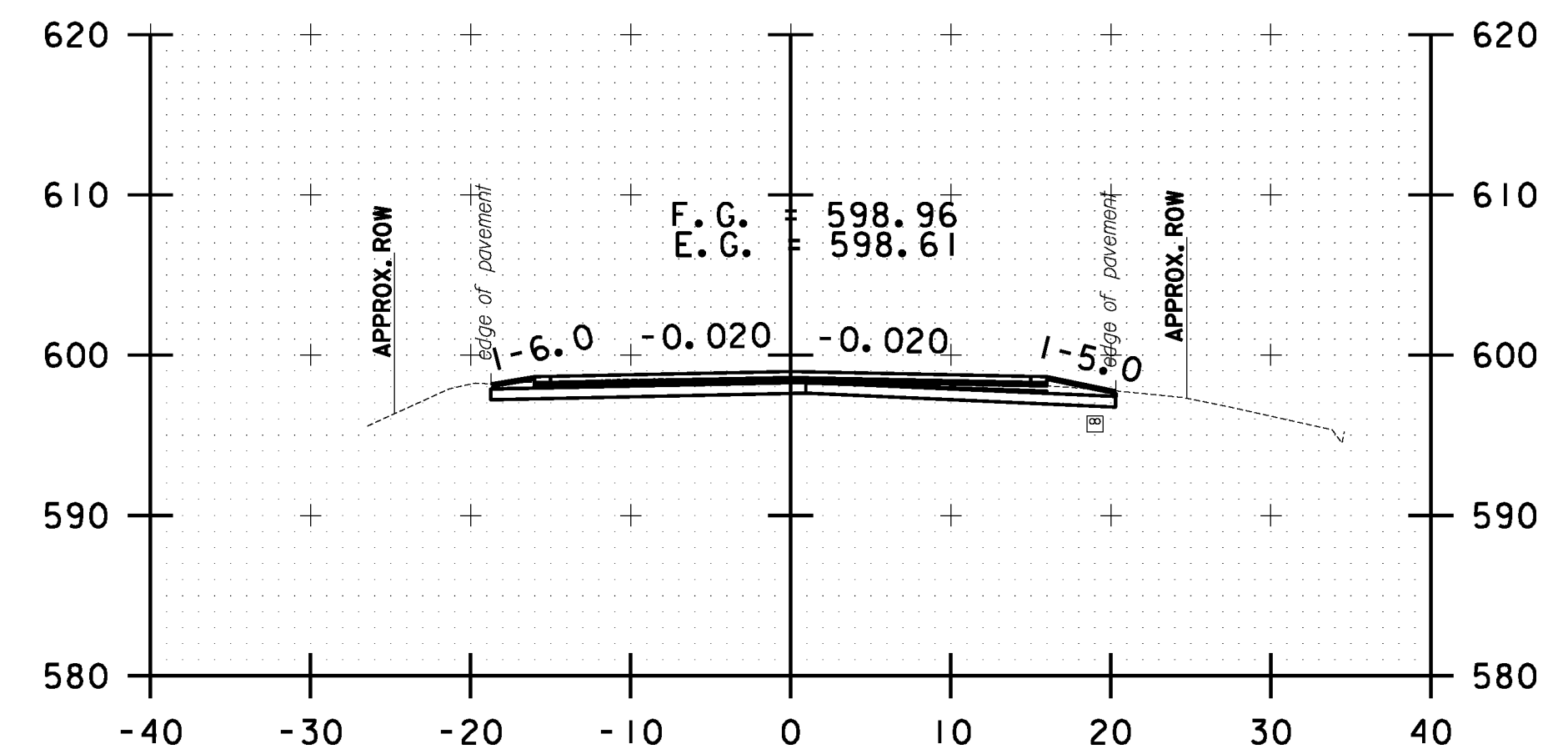
B 75+50.00



B 77+50.00



B 77+00.00



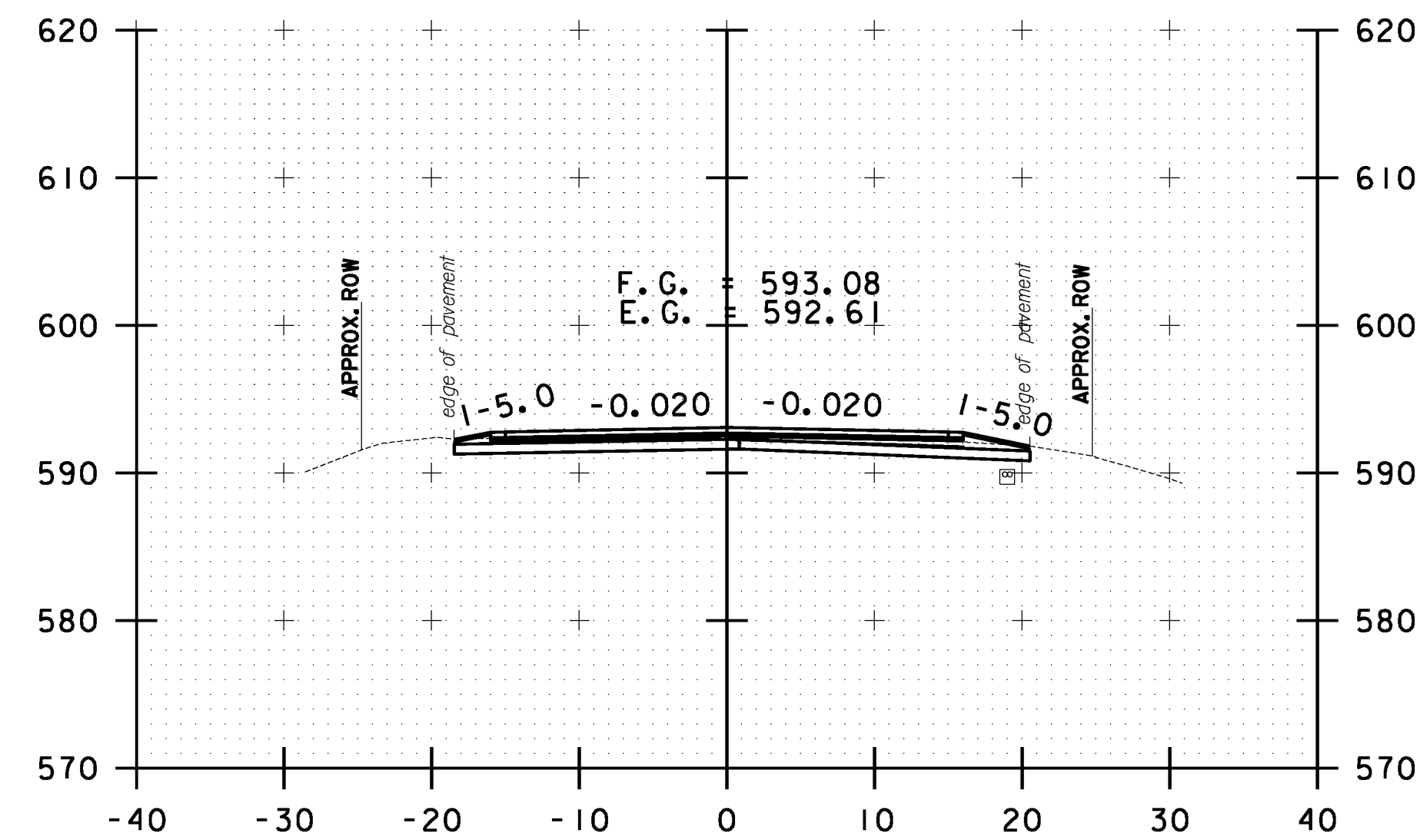
B 76+50.00

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SCALE IN FEET

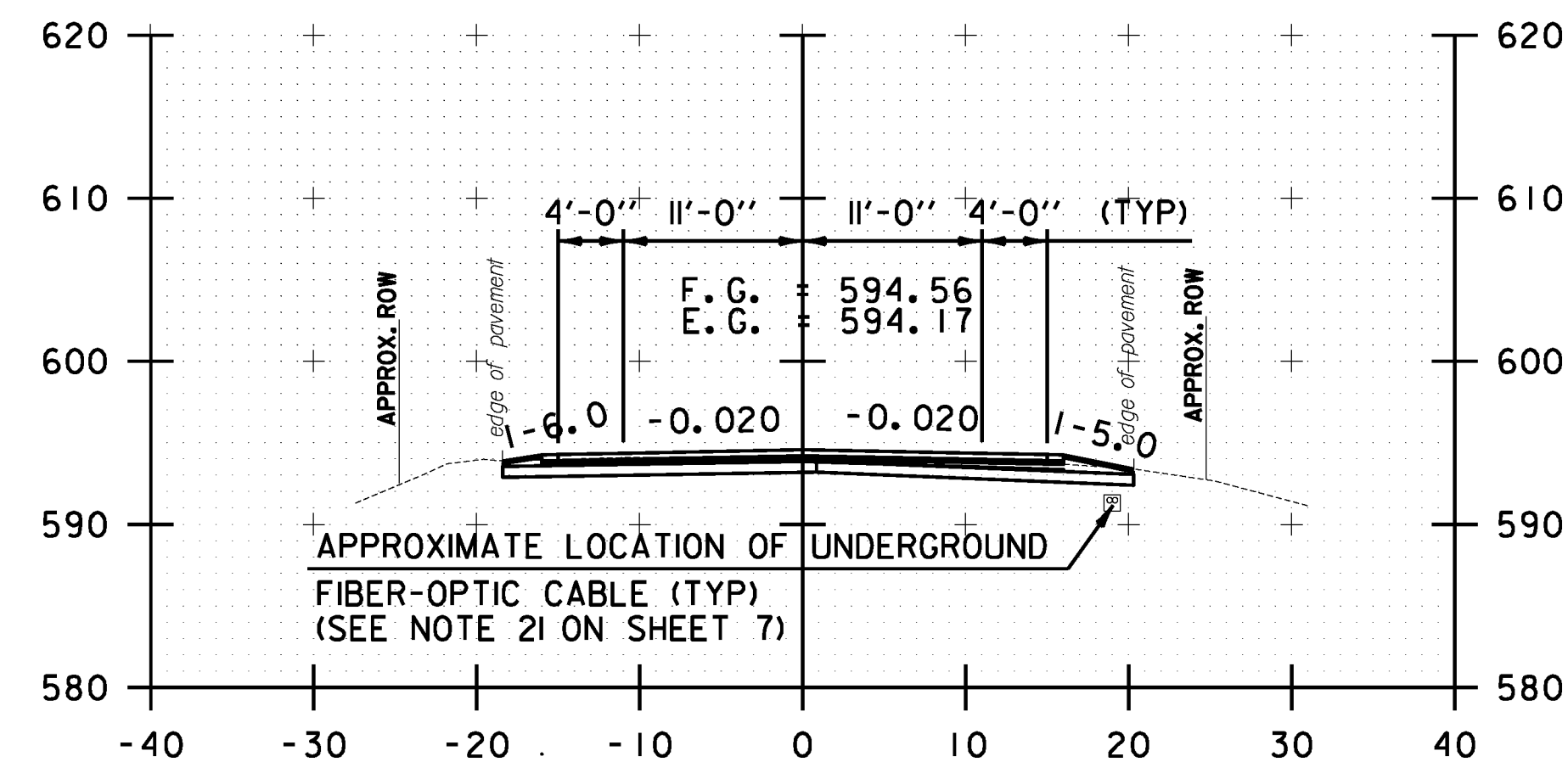
**BETHEL
CROSS SECTION
SHEET #25**

PROJECT NAME: STOCKBRIDGE-BETHEL	
PROJECT NUMBER: STP 2910(1)	
FILE NAME: z10b214.bethel.xc.dgn	PLOT DATE: 3/17/2014
PROJECT LEADER: D.E.G.	DRAWN BY: W.G.P.
DESIGNED BY: L.M.B.	CHECKED BY: J.P.S.
IPARM FILE: z10b214.xs137.i	SHEET 350 OF 397

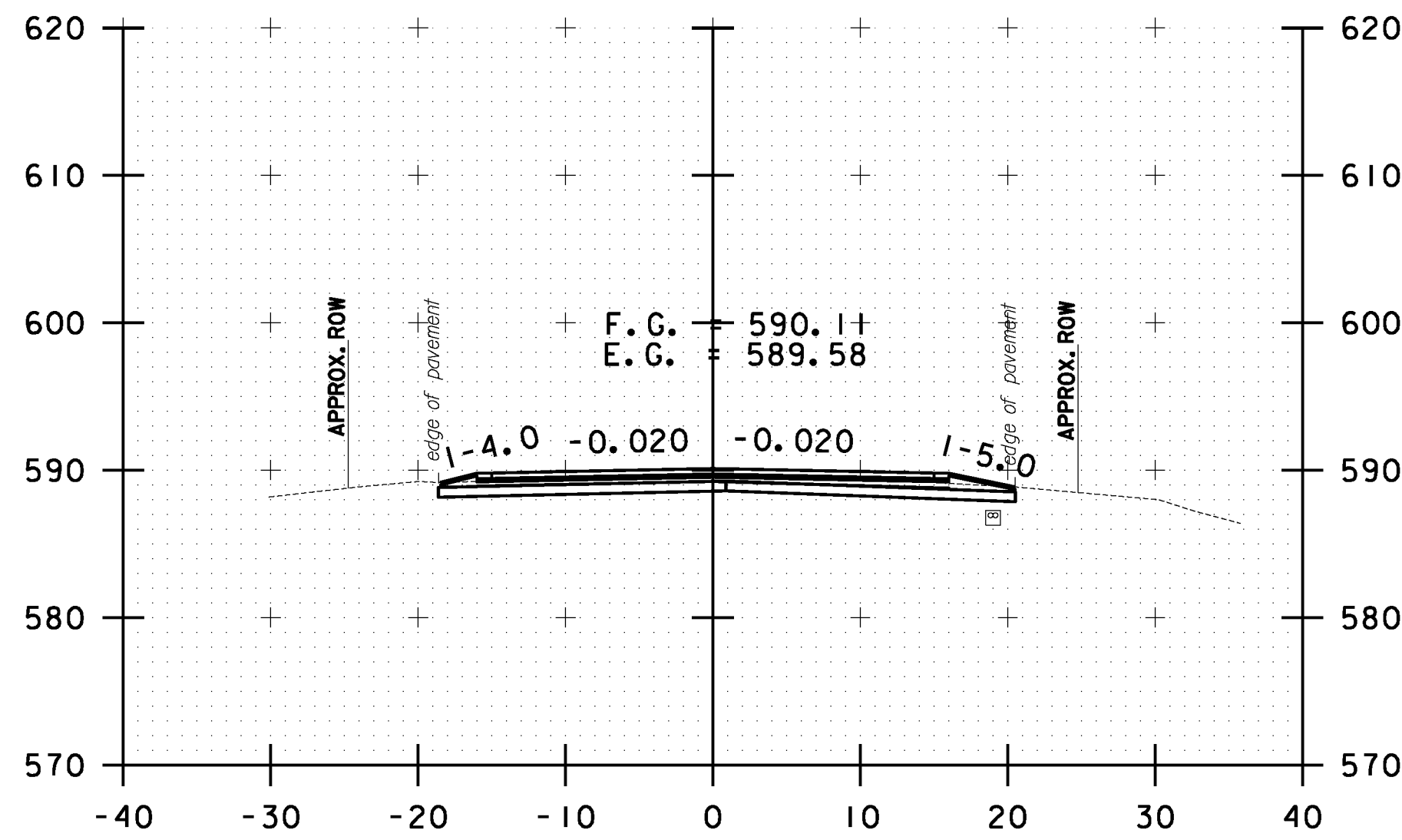
FILE NAME : \\P:\projects\ANY\K2\22\25\CAOD\KSTN\10b214.bethel.xc.dgn
DATE/TIME : 3/17/2014
USER : 4916



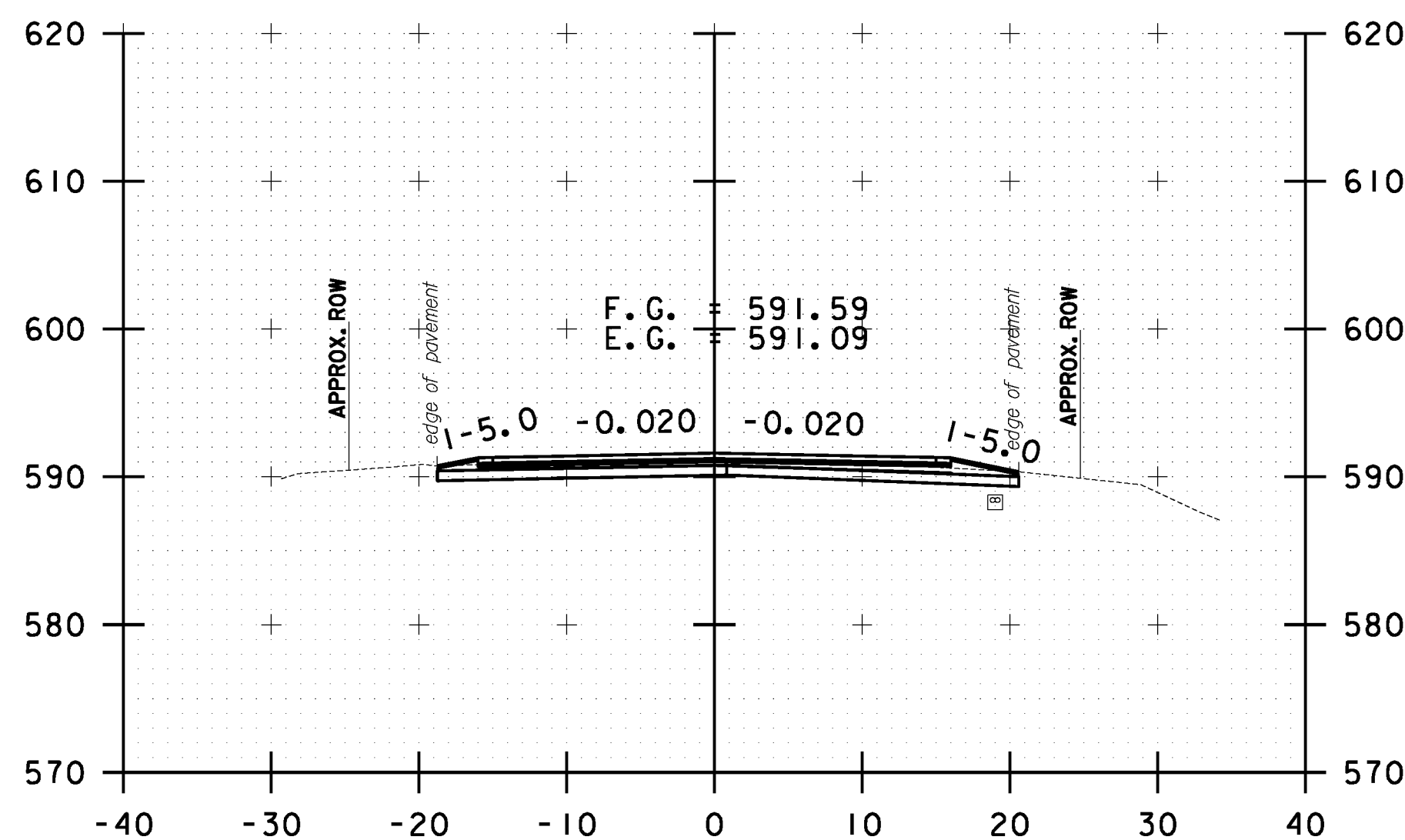
B 78+50.00



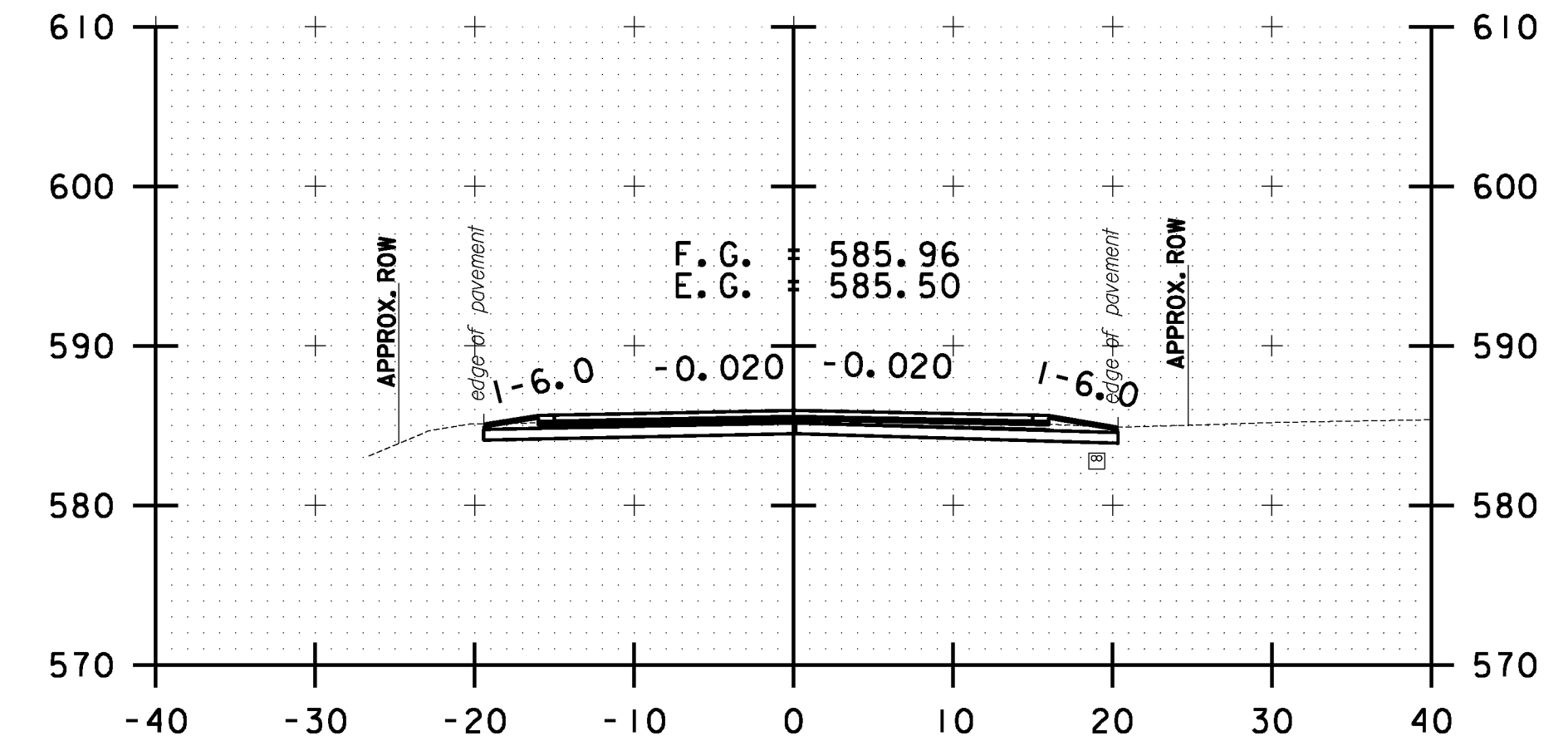
B 78+00.00



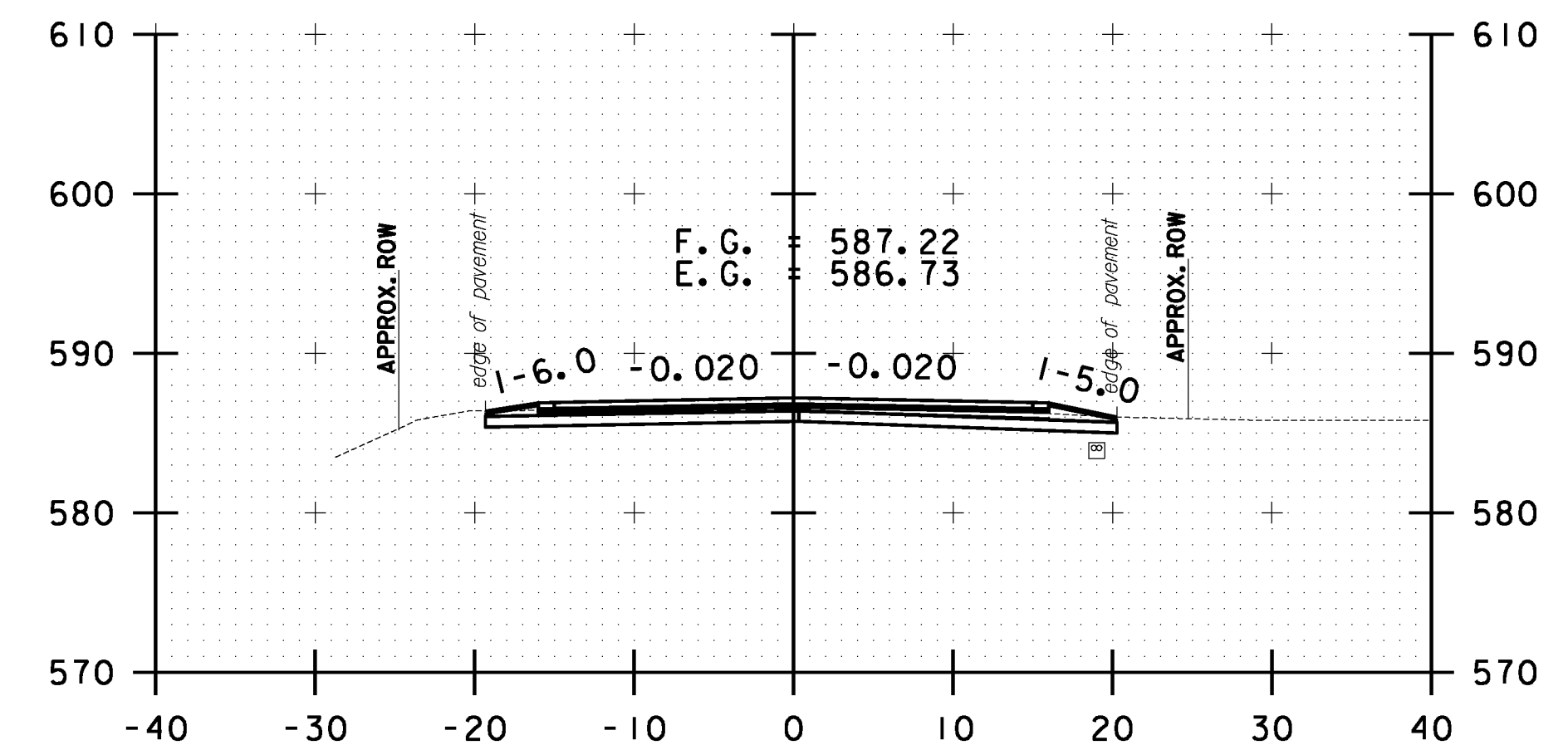
B 79+50.00



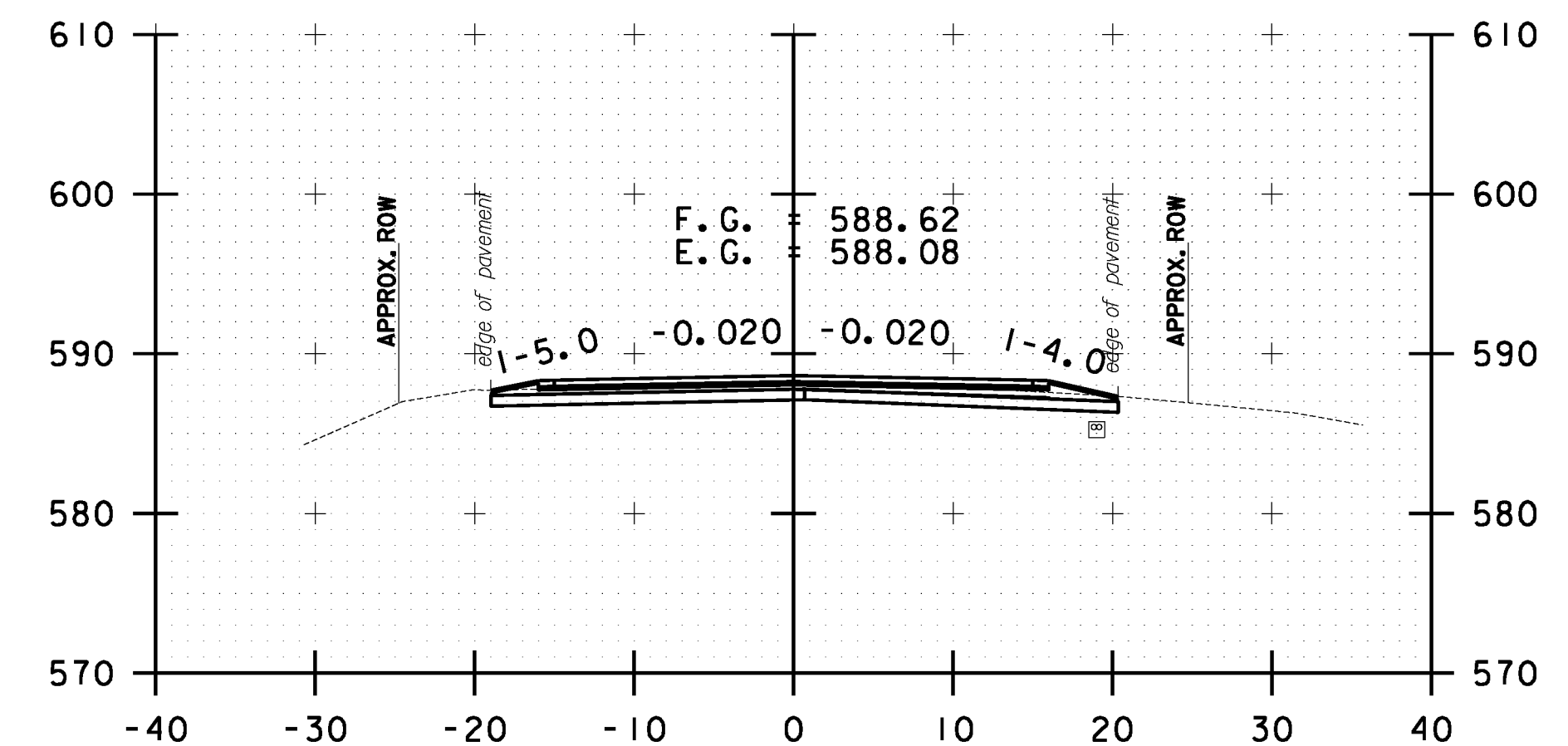
B 79+00.00



B 81+00.00



B 80+50.00



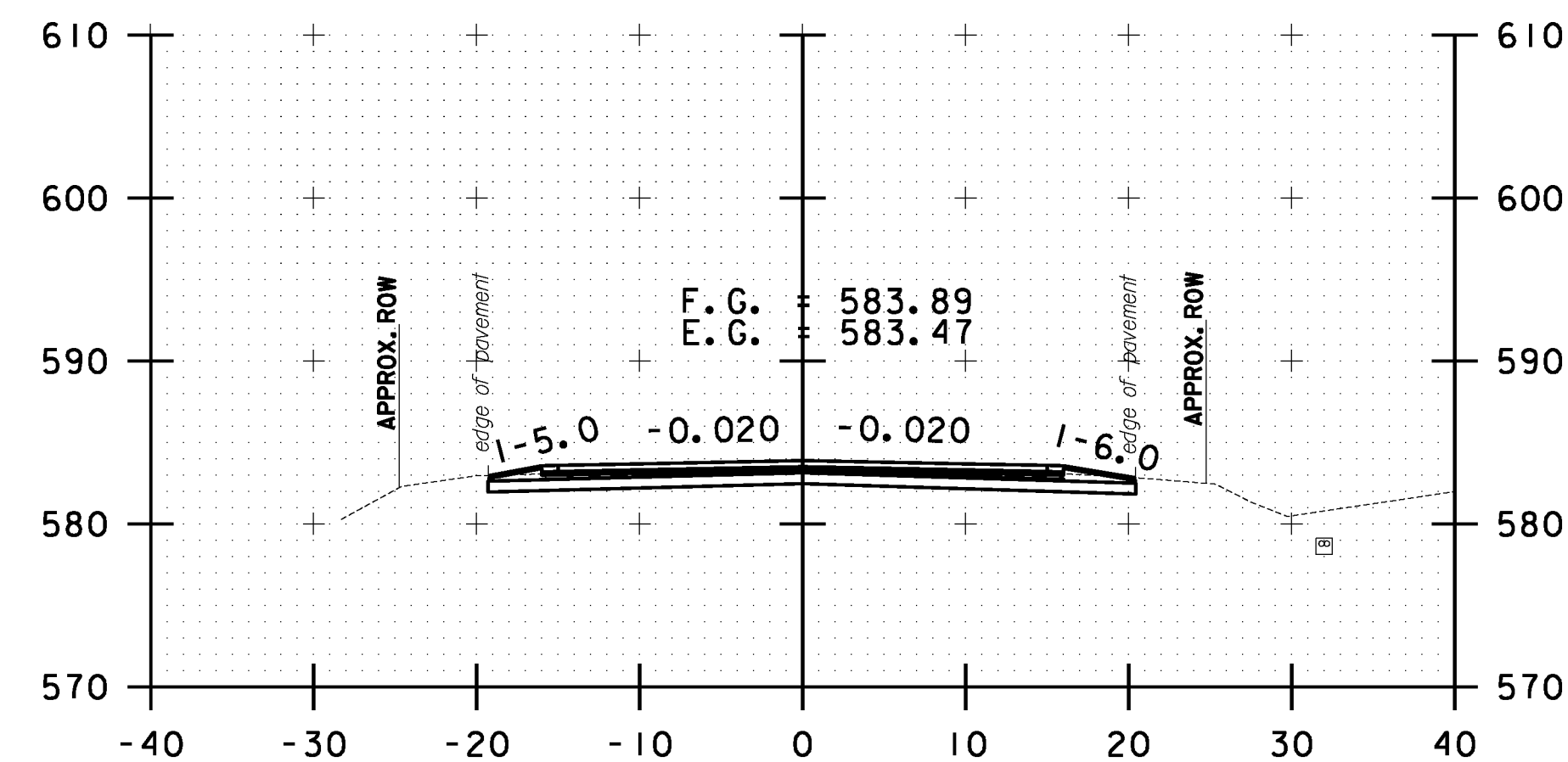
B 80+00.00

10 0 10
SCALE IN FEET

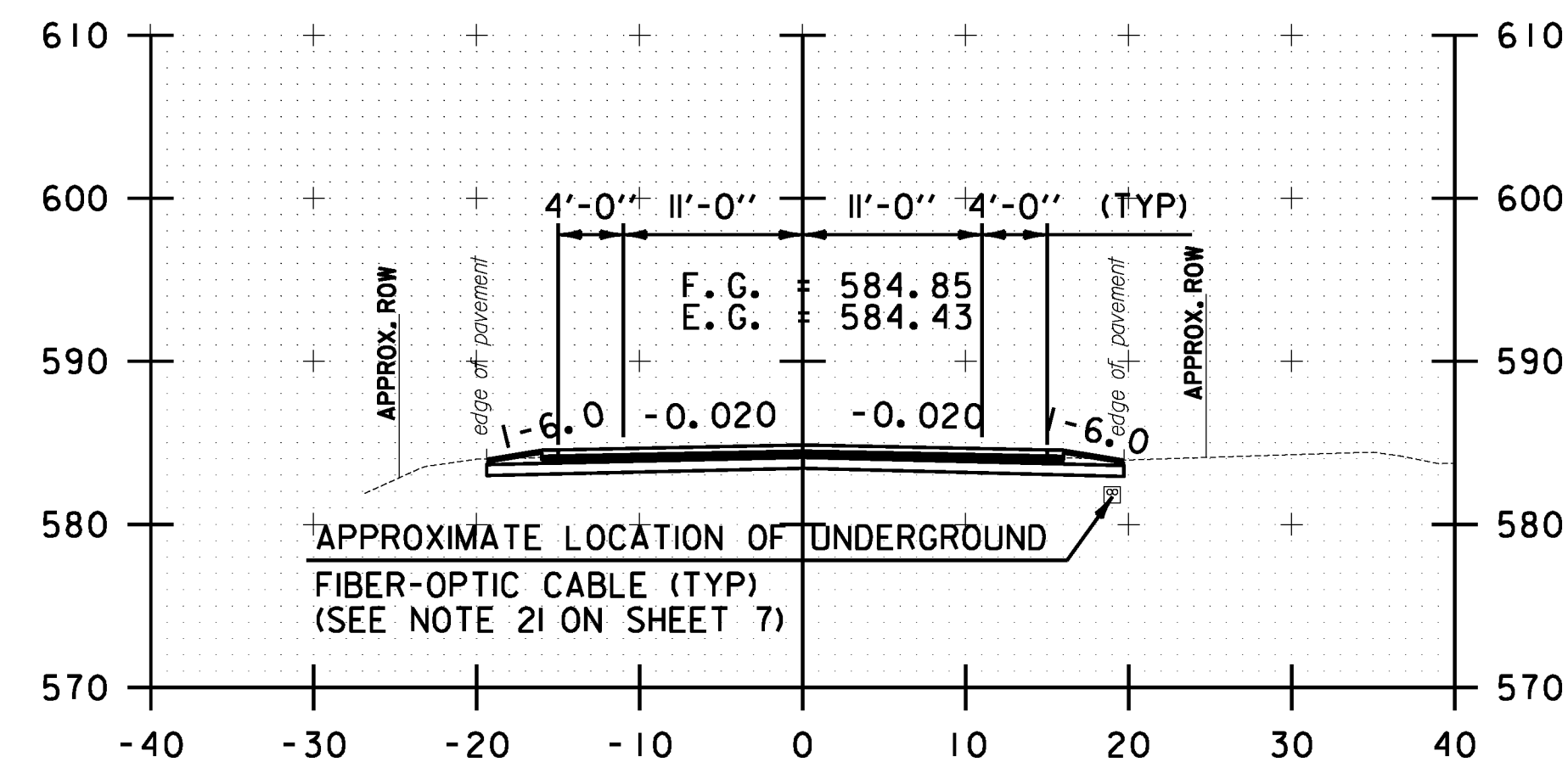
**BETHEL
CROSS SECTION
SHEET #26**

PROJECT NAME: STOCKBRIDGE-BETHEL	
PROJECT NUMBER: STP 2910(1)	
FILE NAME: z10b214.bethel.xc.dgn	PLOT DATE: 3/17/2014
PROJECT LEADER: D.E.G.	DRAWN BY: W.G.P.
DESIGNED BY: L.M.B.	CHECKED BY: J.P.S.
IPARM FILE: z10b214.xsl38.i	SHEET 351 OF 397

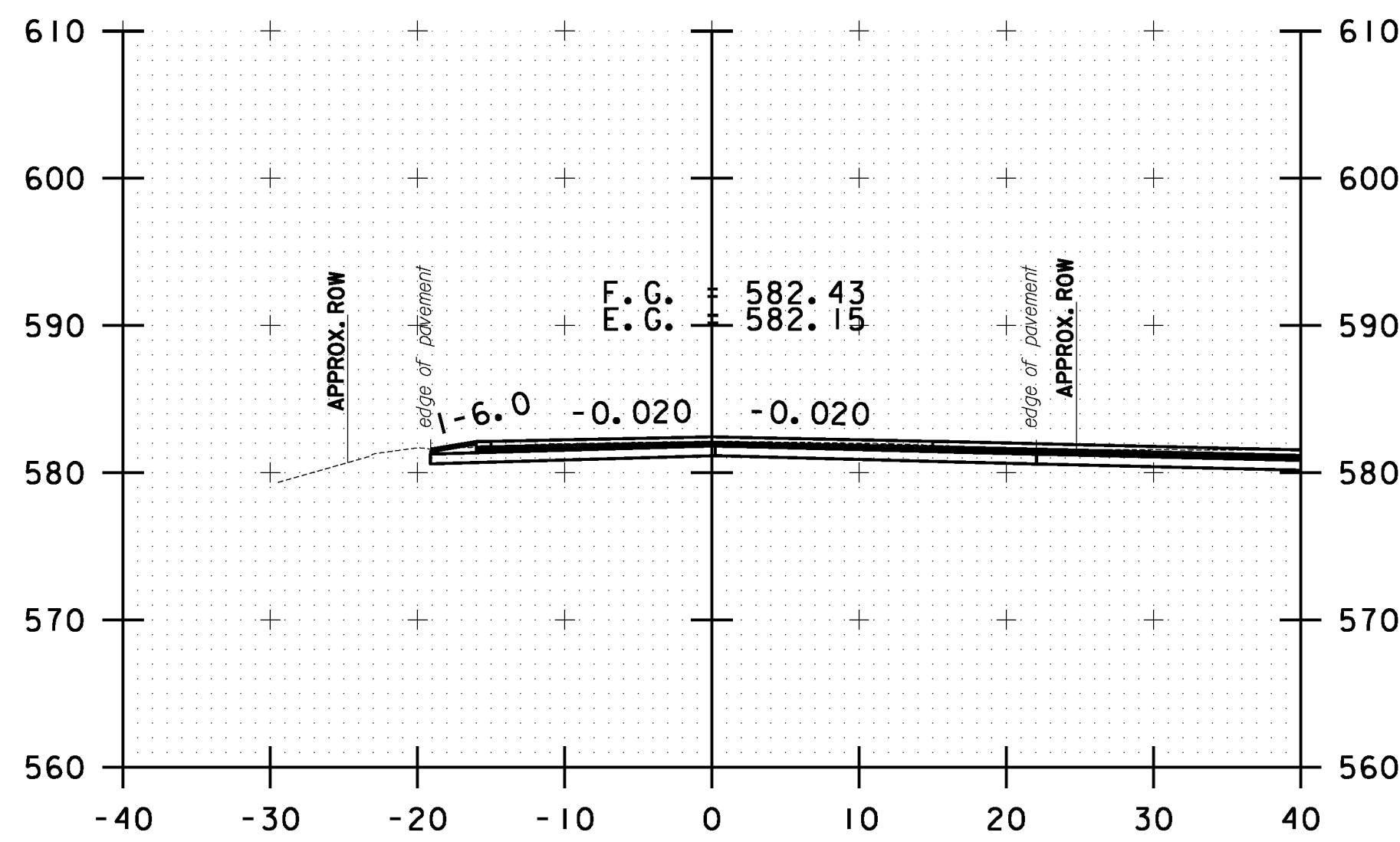
FILE NAME = \\P:\projects\ANY\K2\22425\CA001_MSTN\10b214.bethel.xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



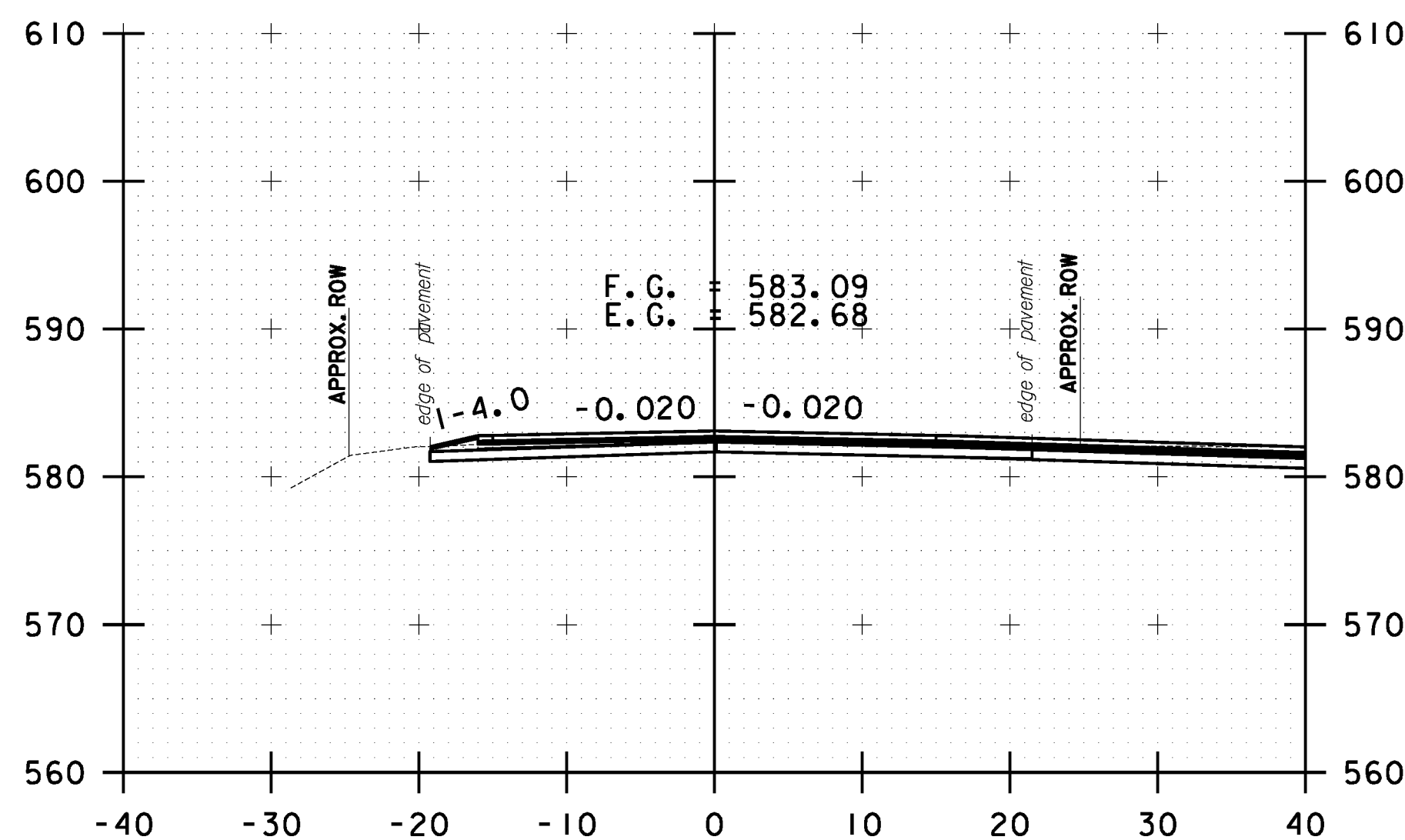
B 82+00.00



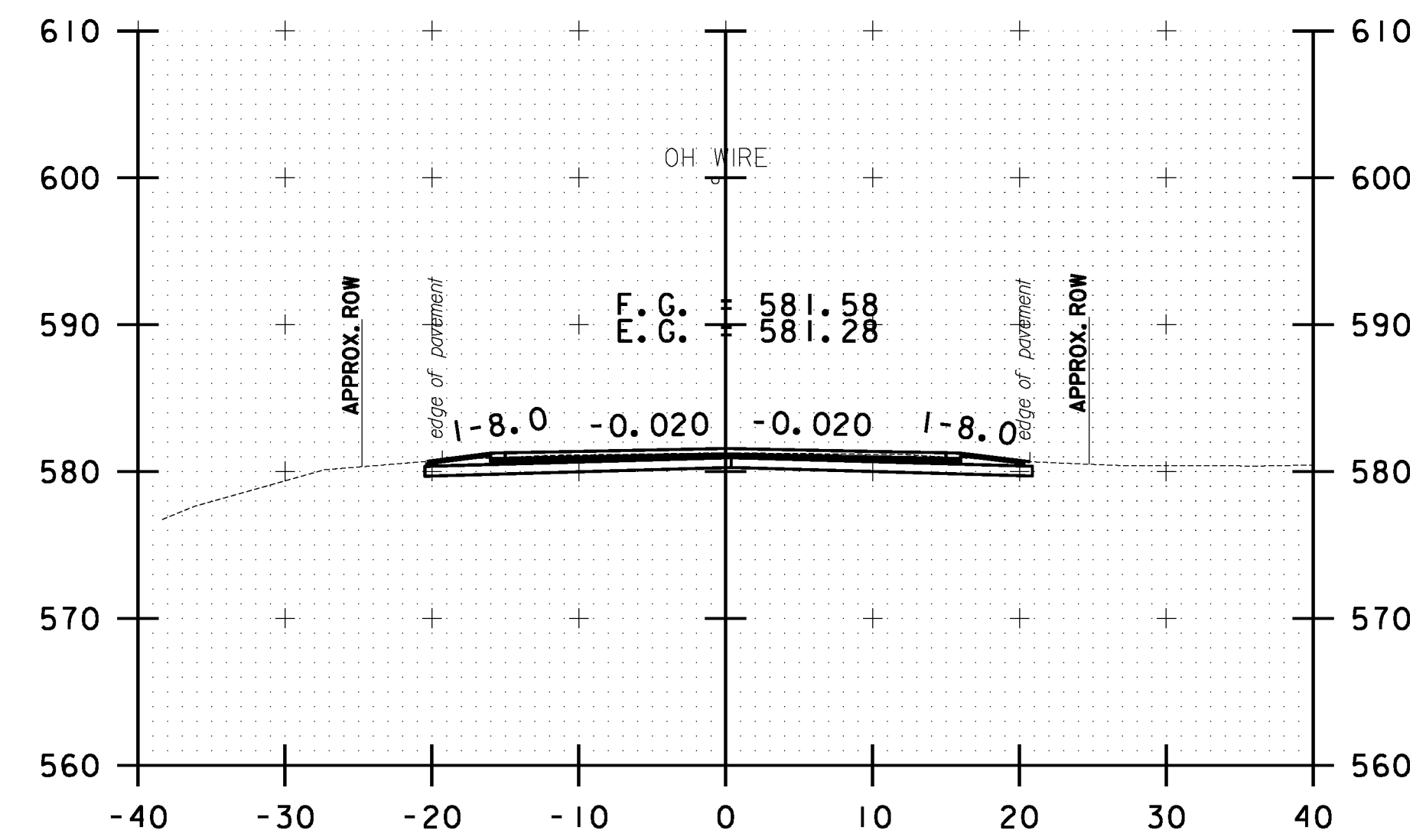
B 81+50.00



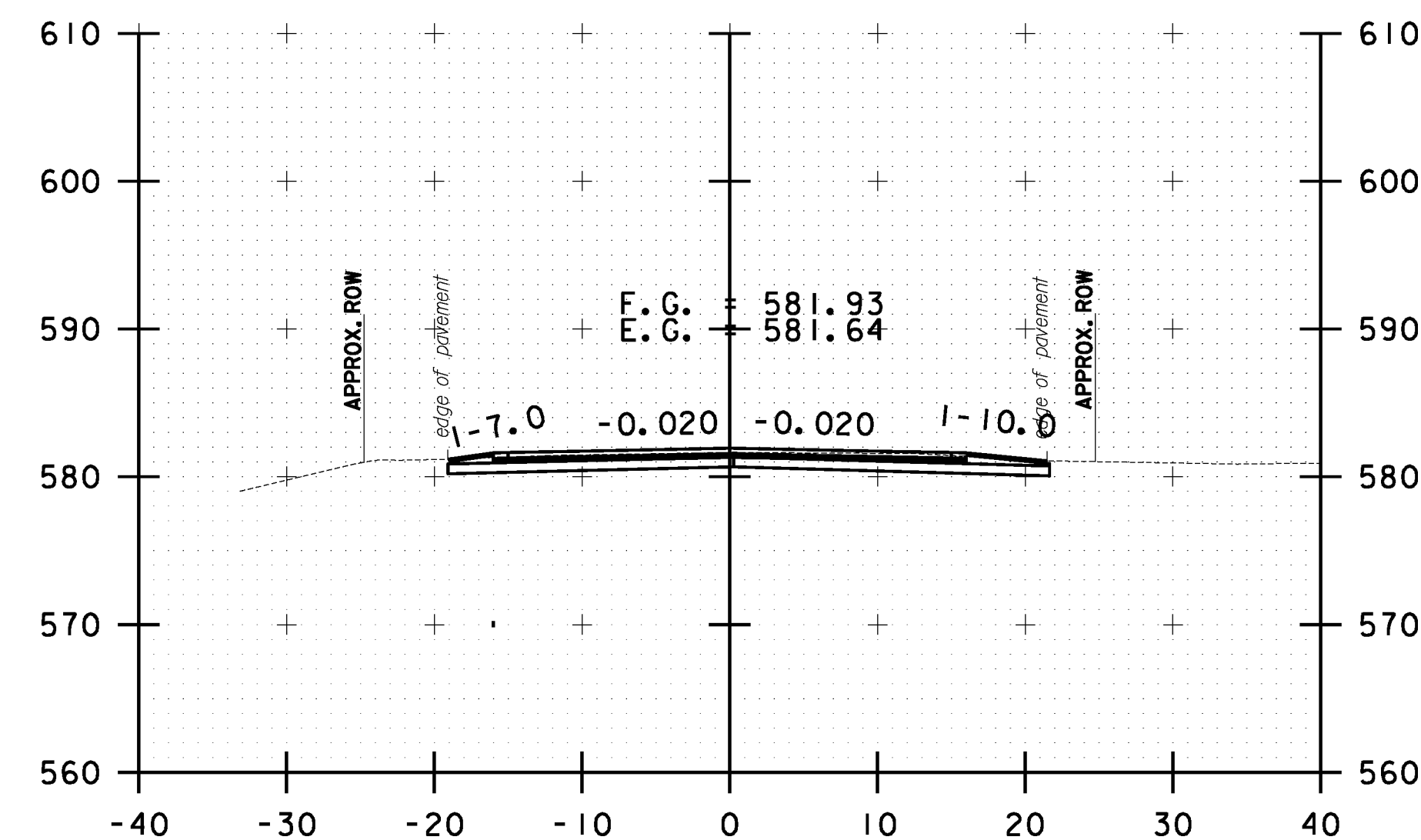
B 83+00.00



B 82+50.00



B 84+00.00



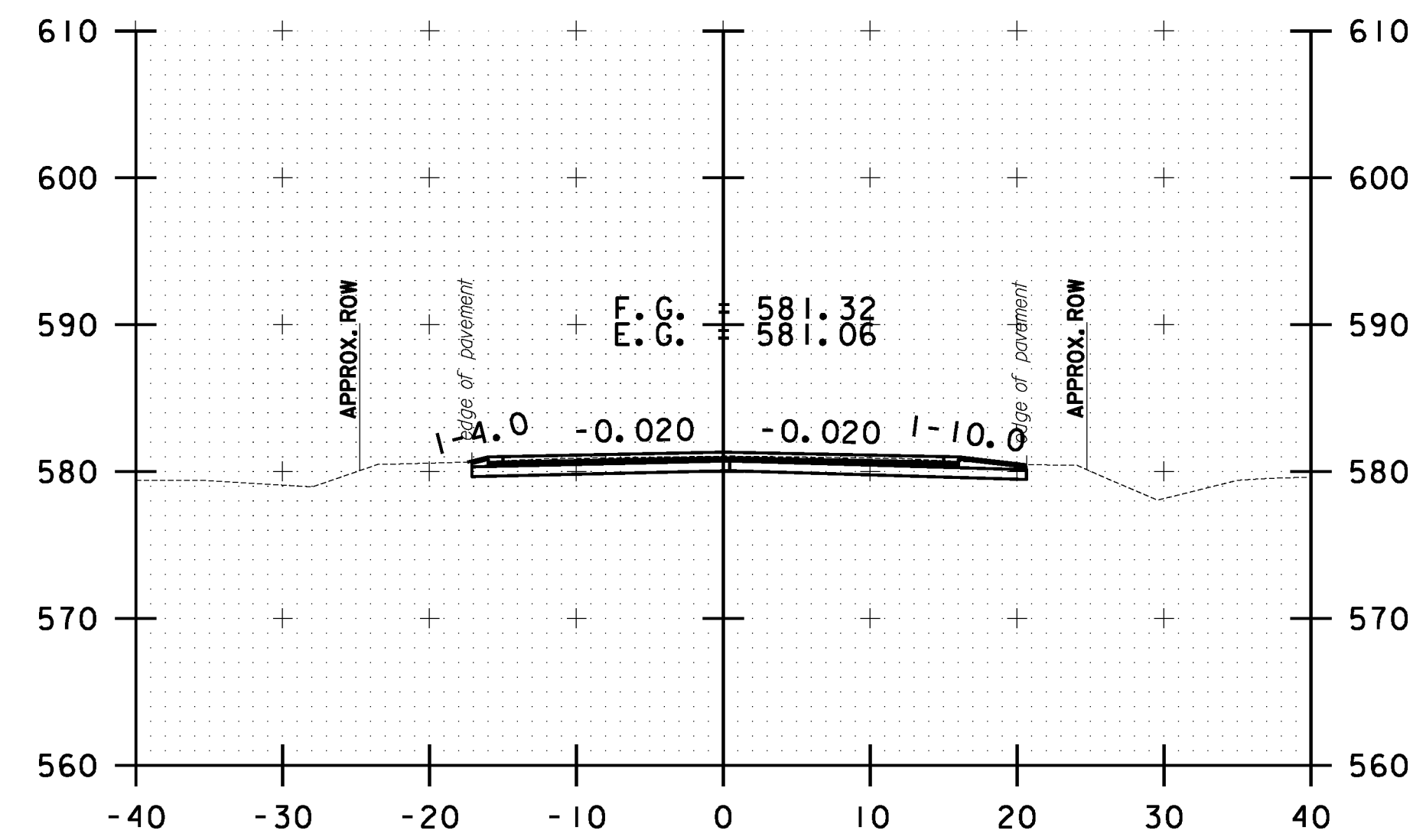
B 83+50.00

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SCALE IN FEET

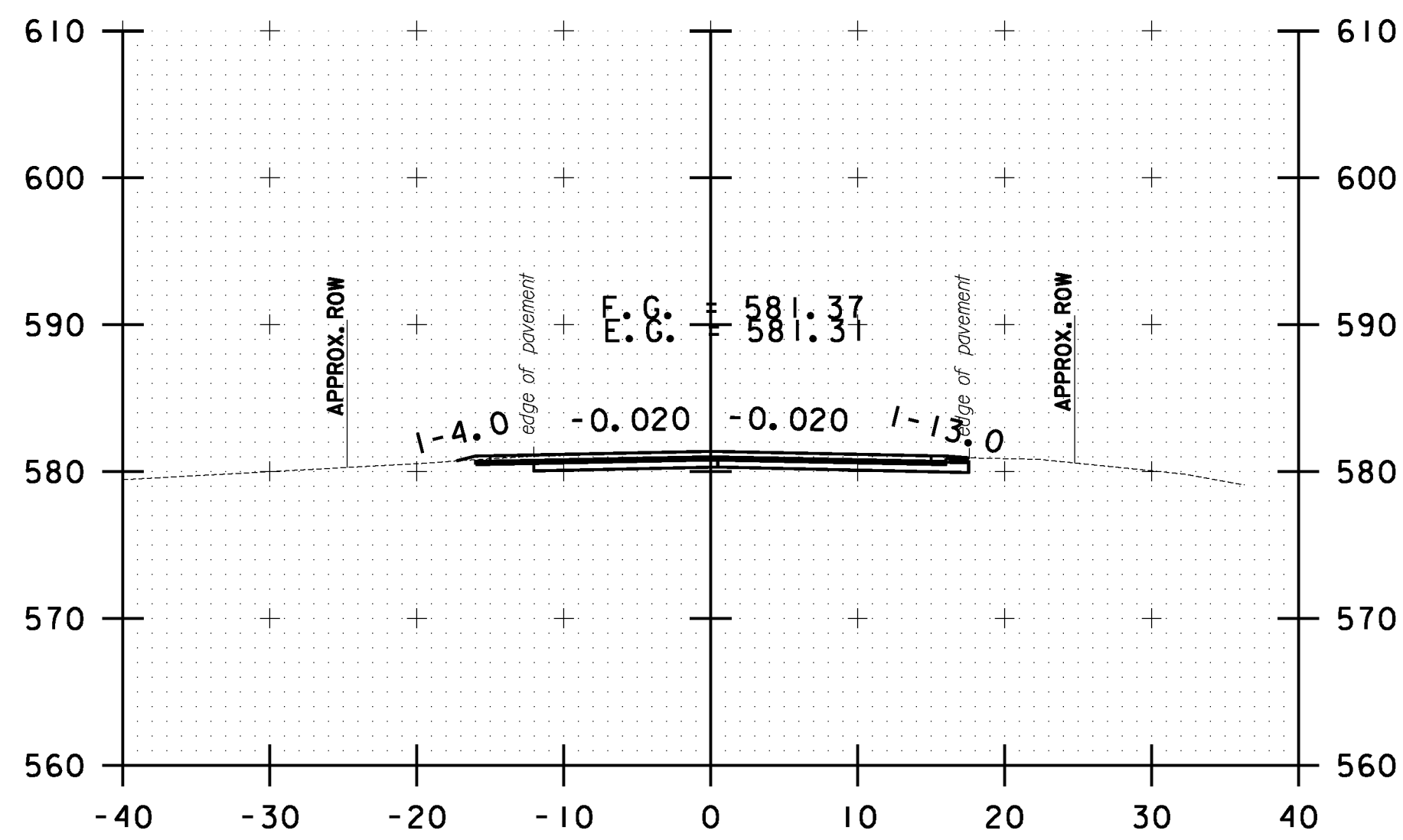
**BETHEL
CROSS SECTION
SHEET #27**

PROJECT NAME: STOCKBRIDGE-BETHEL	
PROJECT NUMBER: STP 2910(1)	
FILE NAME: z10b214.bethel.xc.dgn	PLOT DATE: 3/17/2014
PROJECT LEADER: D.E.G.	DRAWN BY: W.G.P.
DESIGNED BY: L.M.B.	CHECKED BY: J.P.S.
IPARM FILE: z10b214.xsl39.i	SHEET 352 OF 397

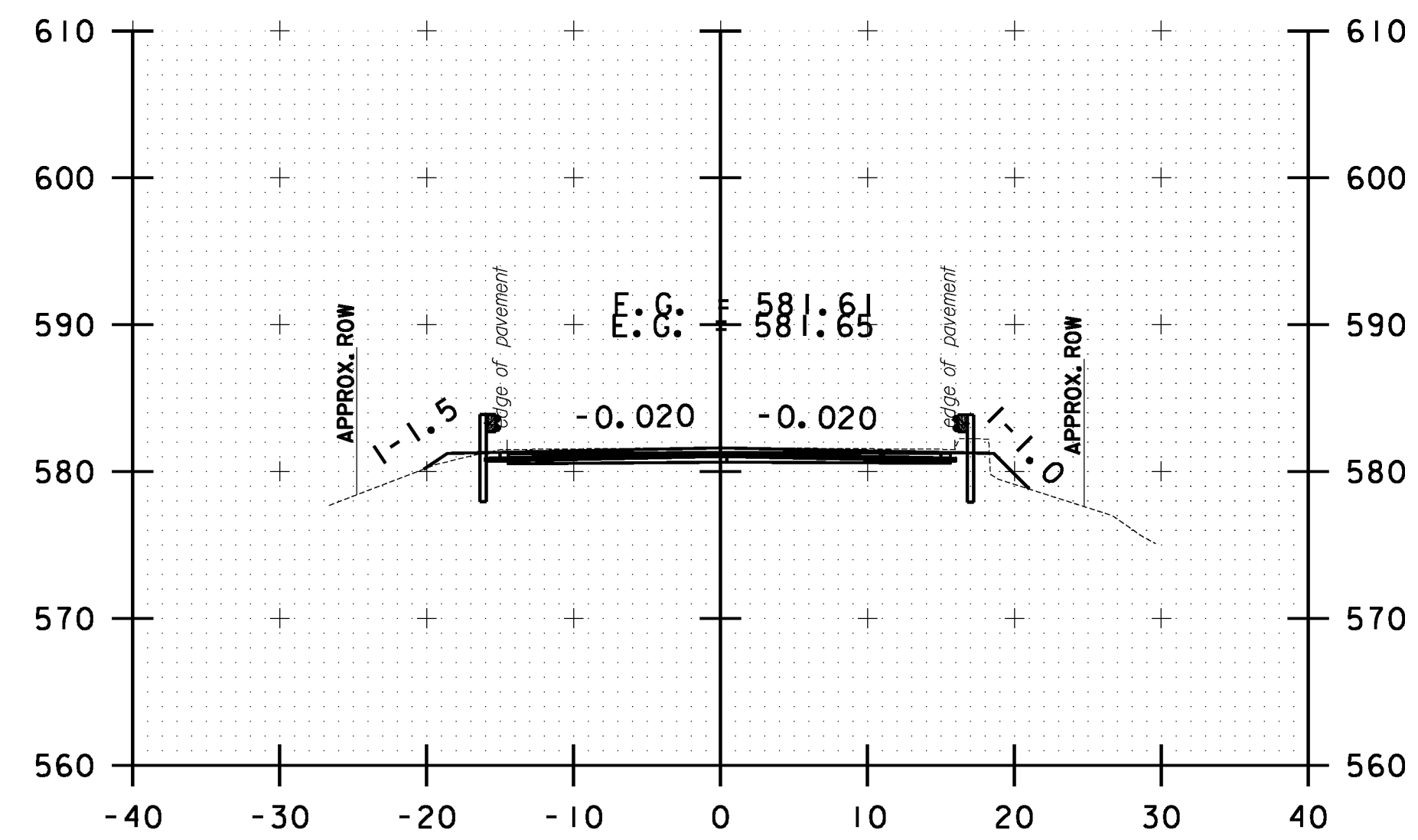
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DATE/TIME = 3/17/2014
USER = 4916



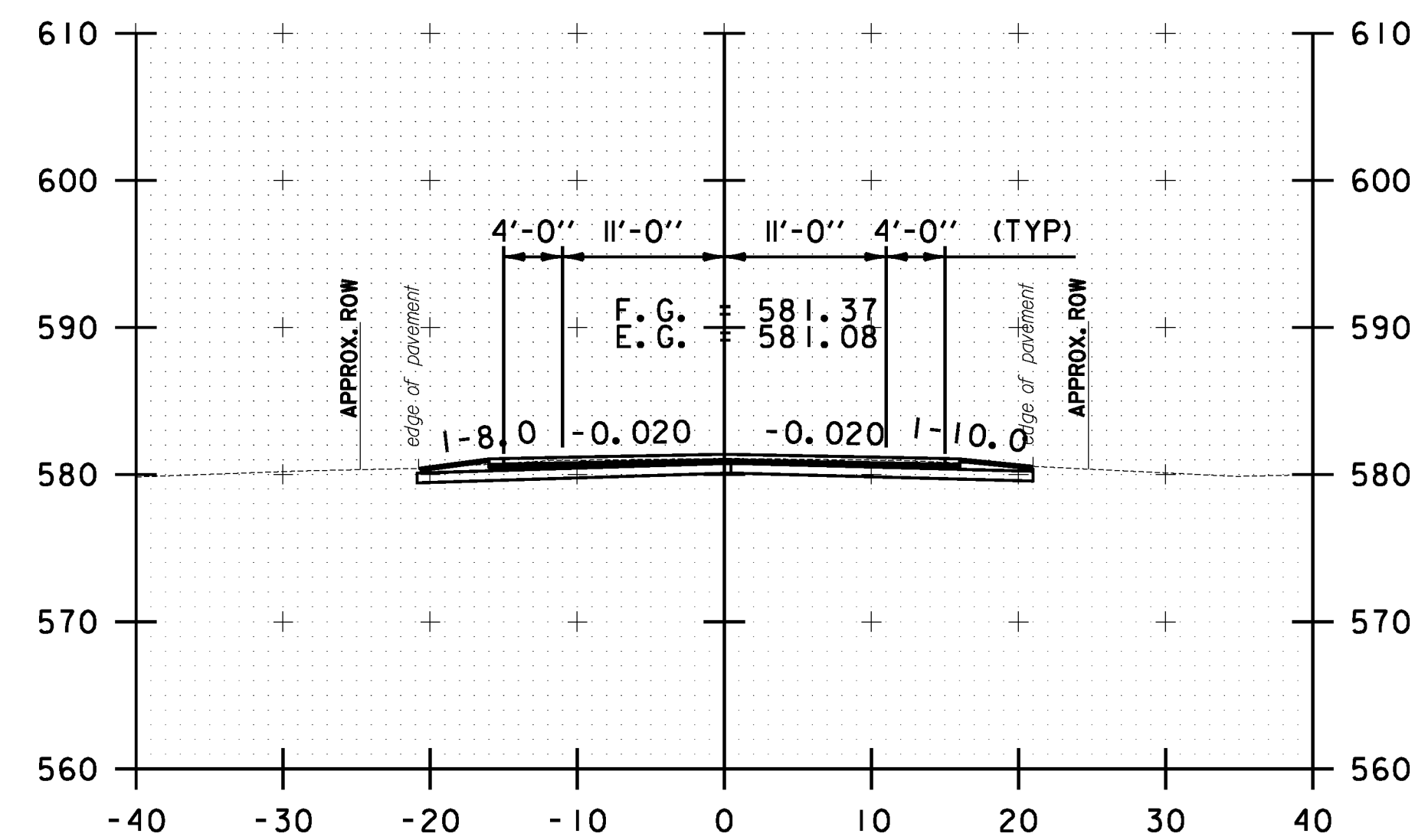
B 85+00.00



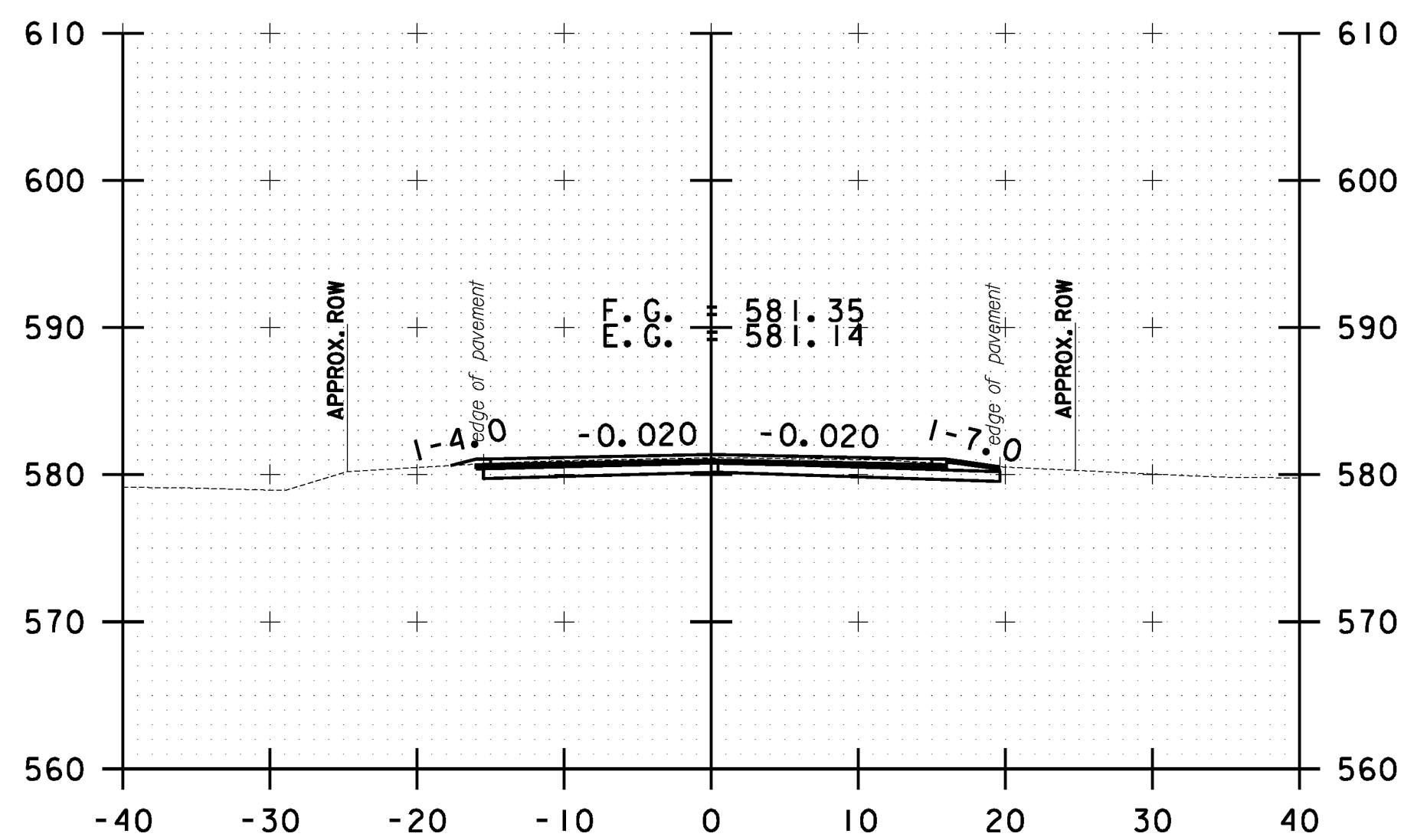
B 86+00.00



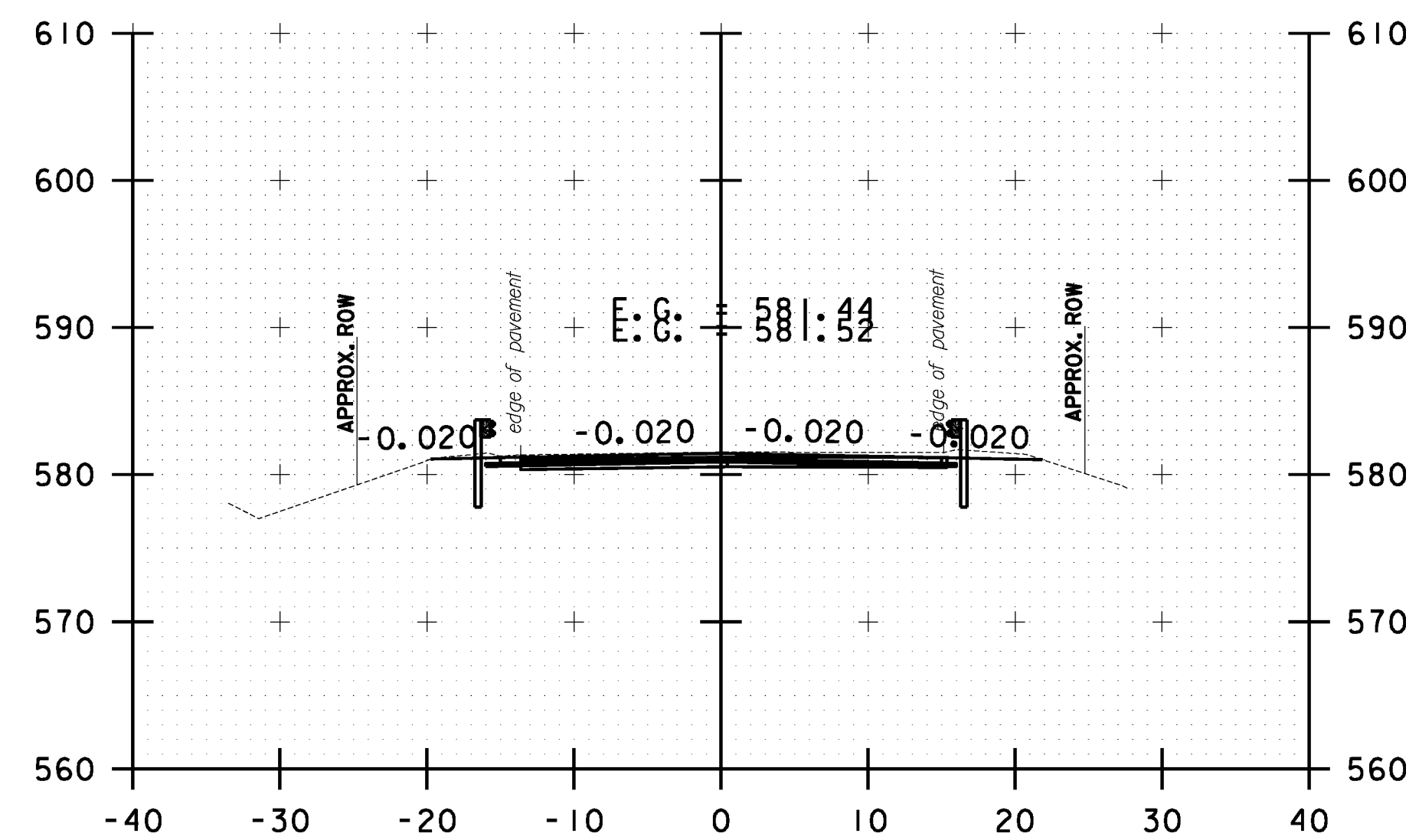
B 87+00.00



B 84+50.00



B 85+50.00



B 86+50.00

10 0 10
SCALE IN FEET

**BETHEL
CROSS SECTION
SHEET #28**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214.bethel.xc.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214.xsl40.i

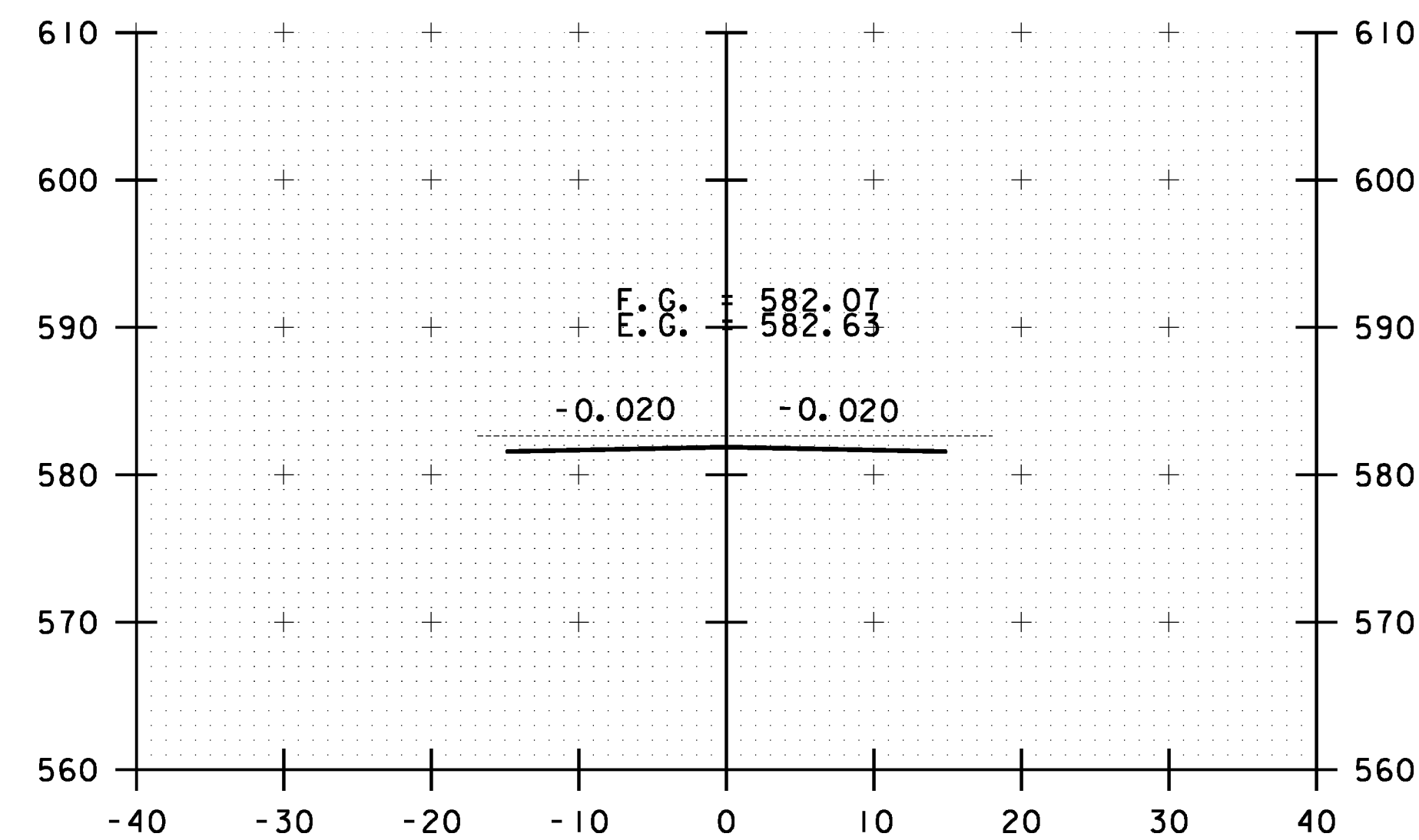
PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

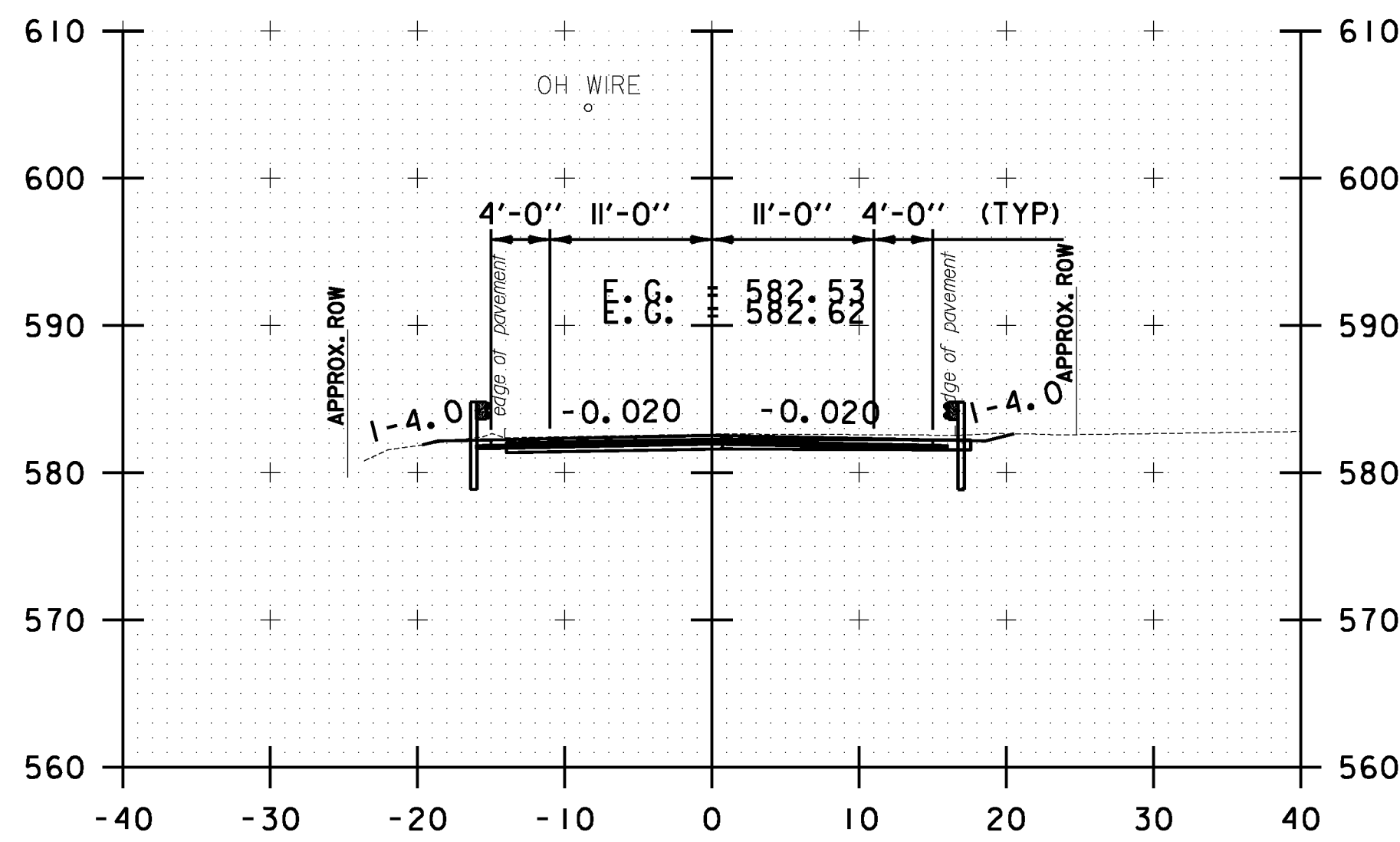
CHECKED BY: J.P.S.

SHEET 353 OF 397

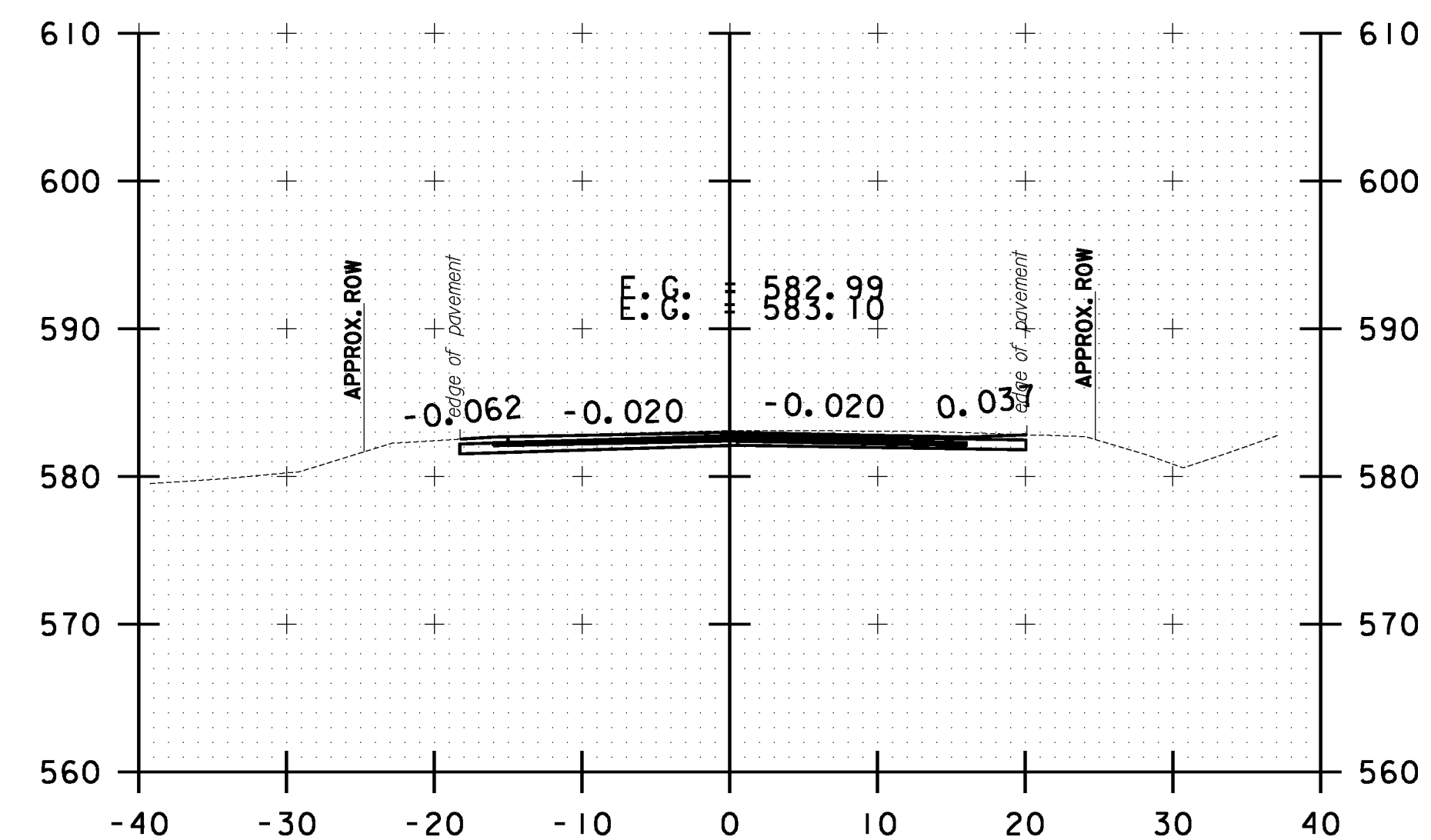
FILE NAME: \\P:\projects\ANY\K2\22426\CAOD\KSTN\10b214.bethel.xc.dgn
DATE/TIME: 3/17/2014
USER: 4916



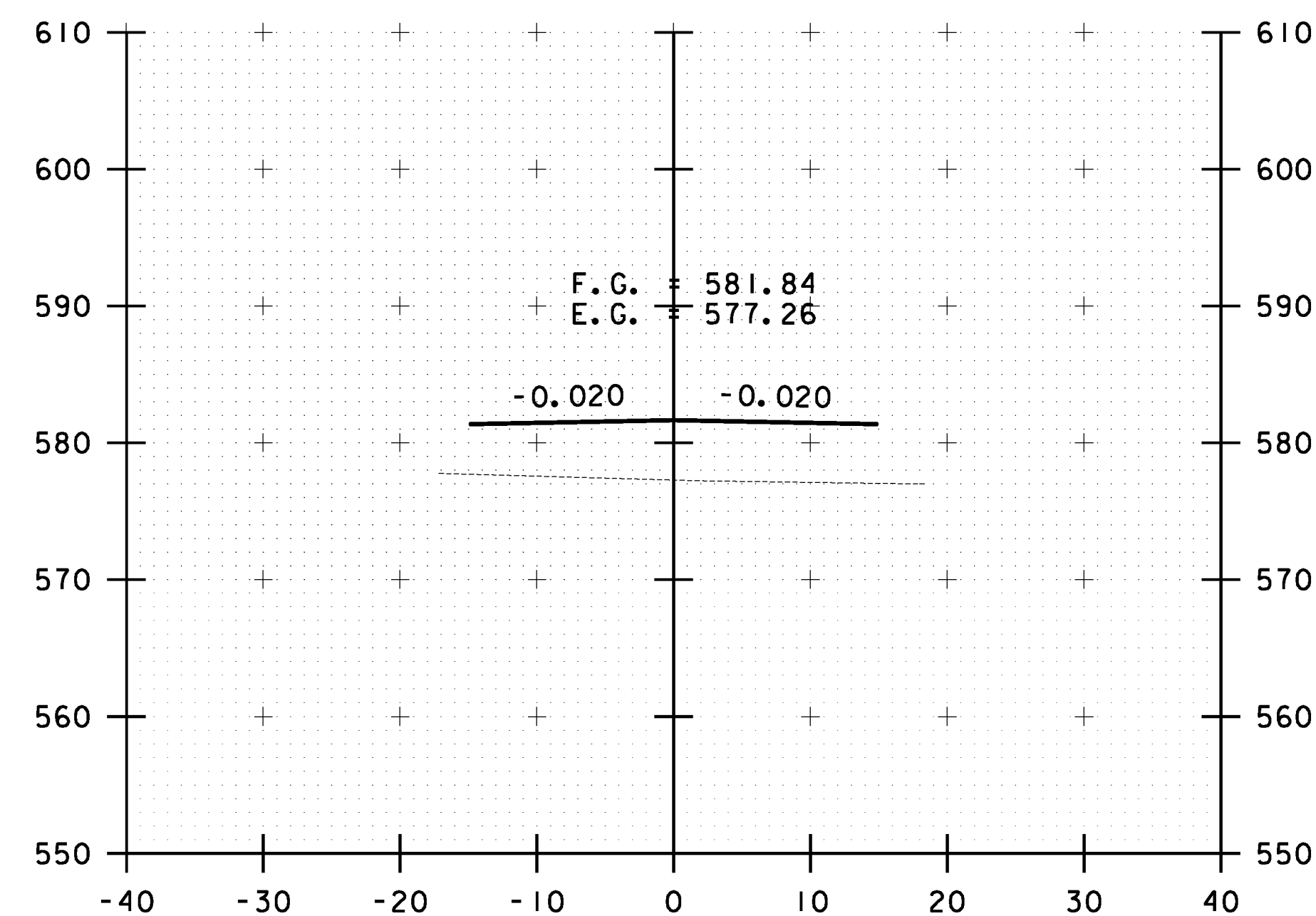
B 88+00.00
(BR 12)



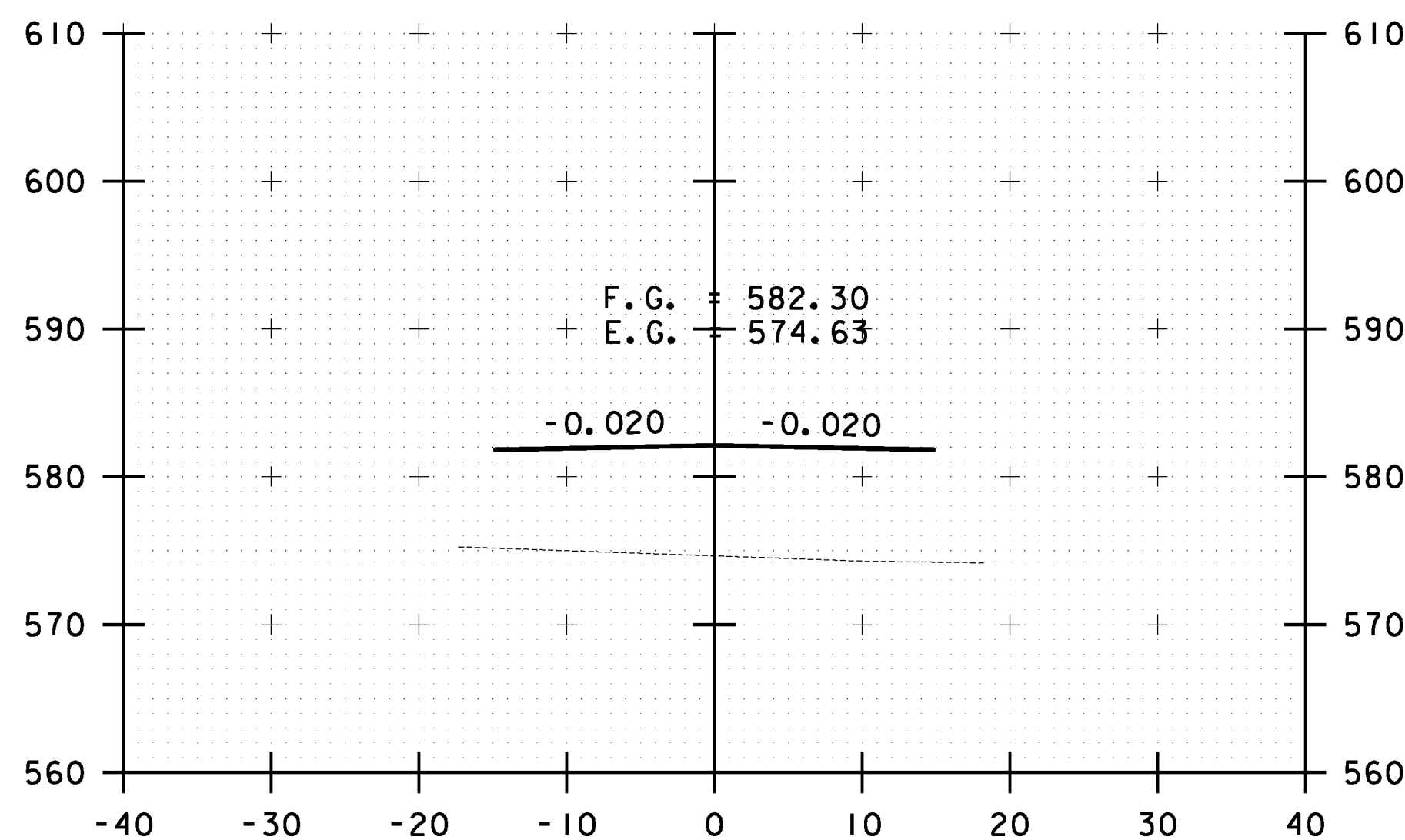
B 89+00.00



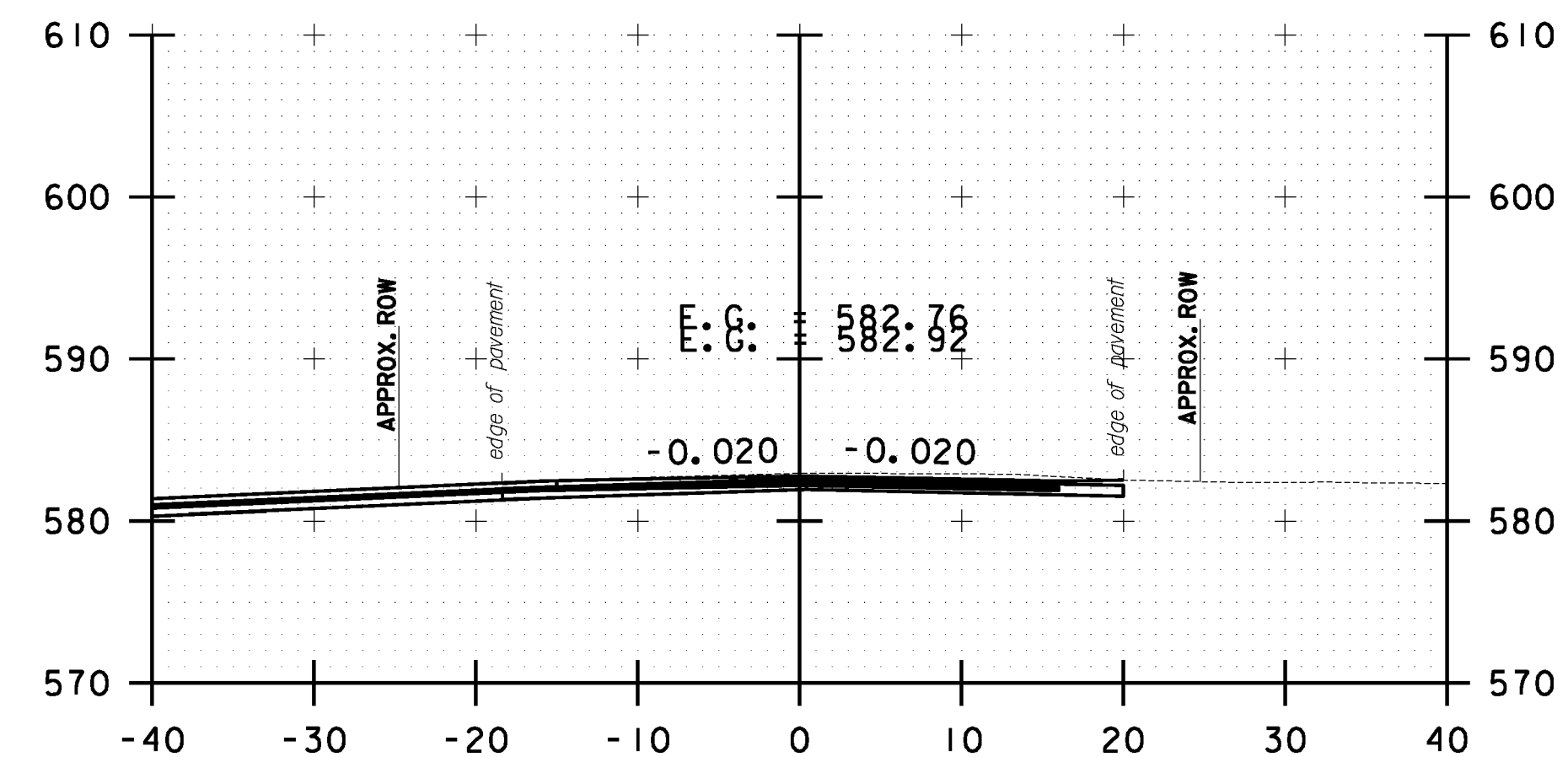
B 90+00.00



B 87+50.00
(BR 12)



B 88+50.00
(BR 12)



B 89+50.00

10 0 10
SCALE IN FEET

**BETHEL
CROSS SECTION
SHEET #29**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214.bethel.xc.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214xsl41i

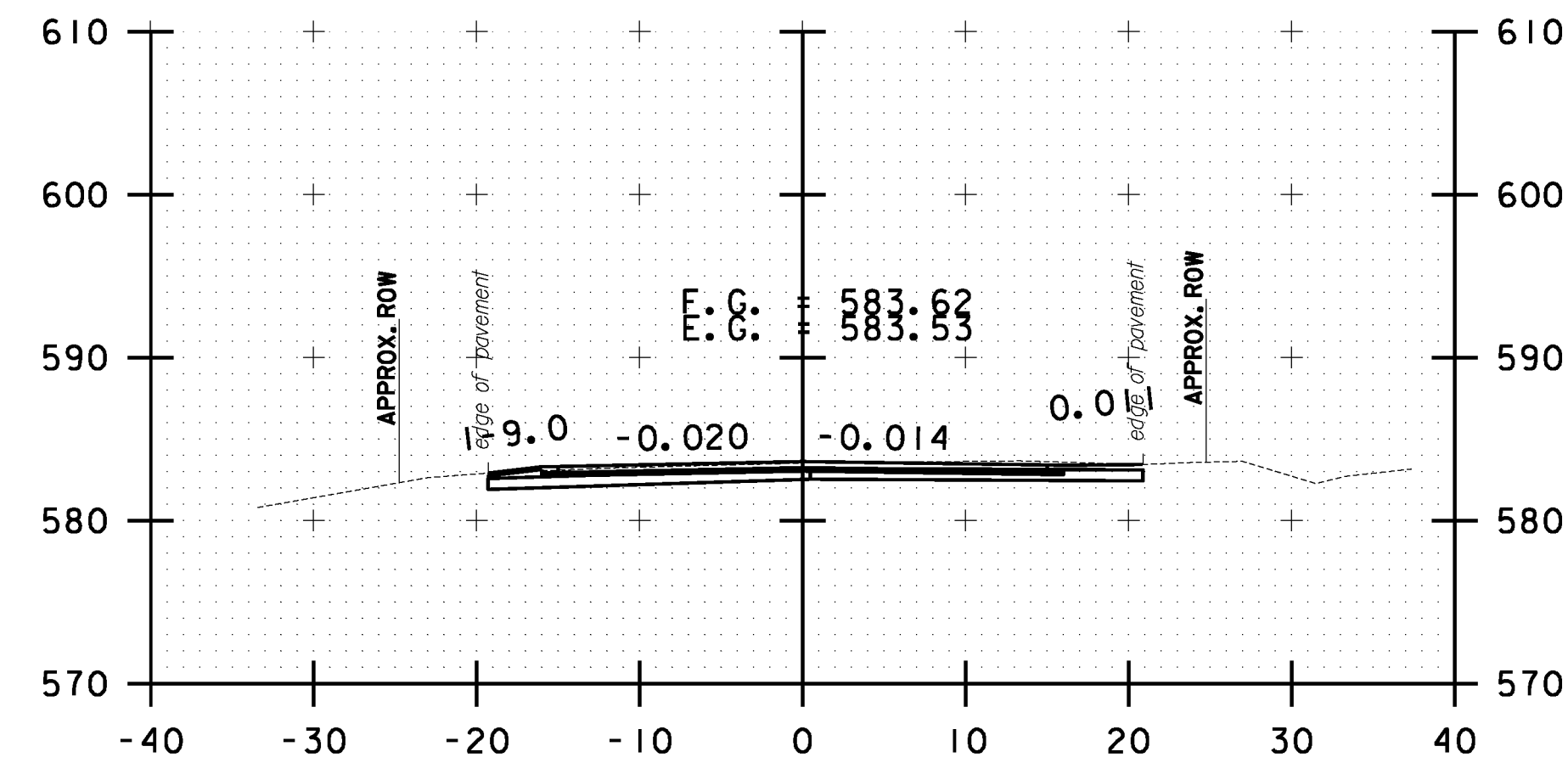
PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

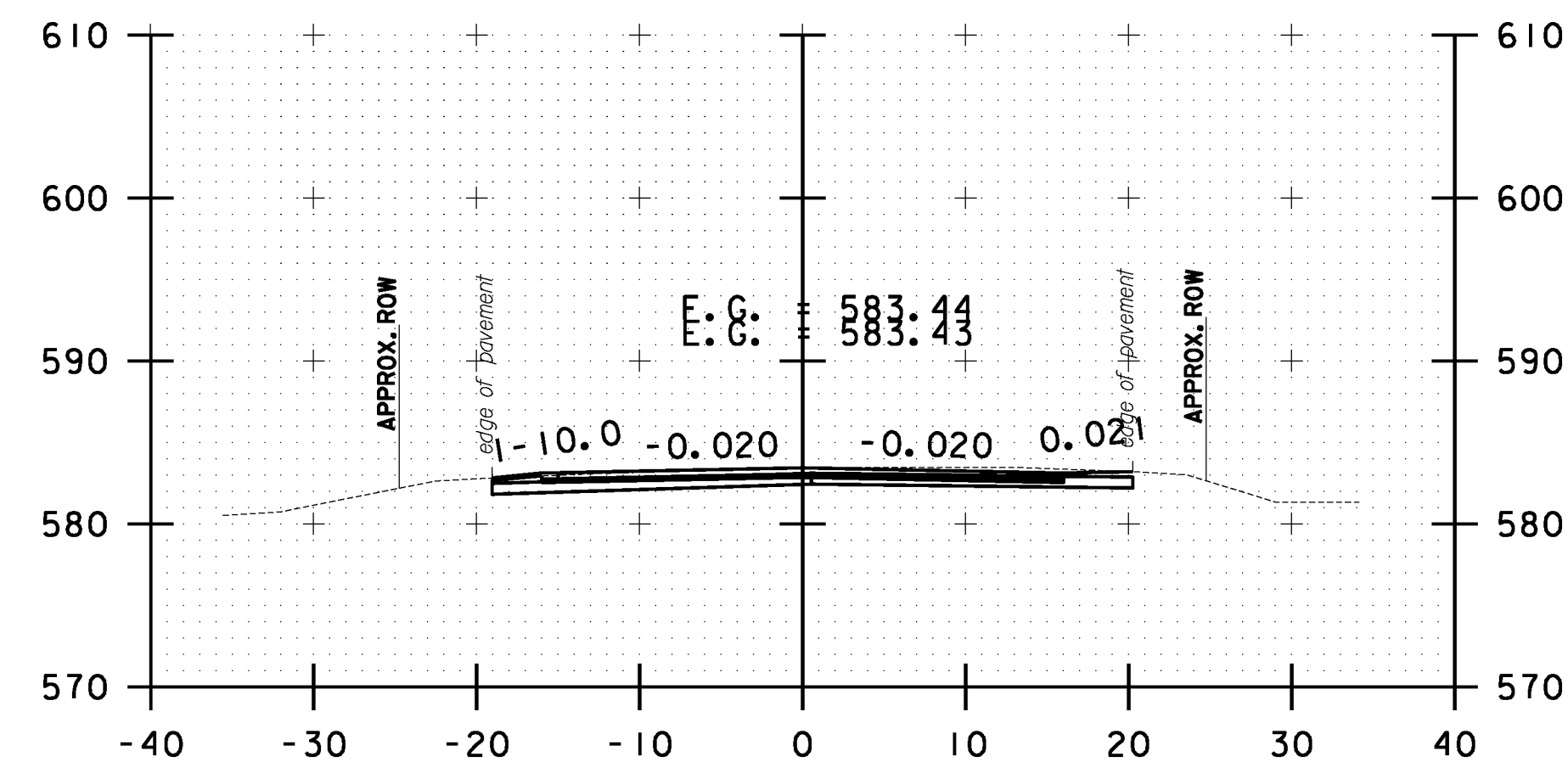
CHECKED BY: J.P.S.

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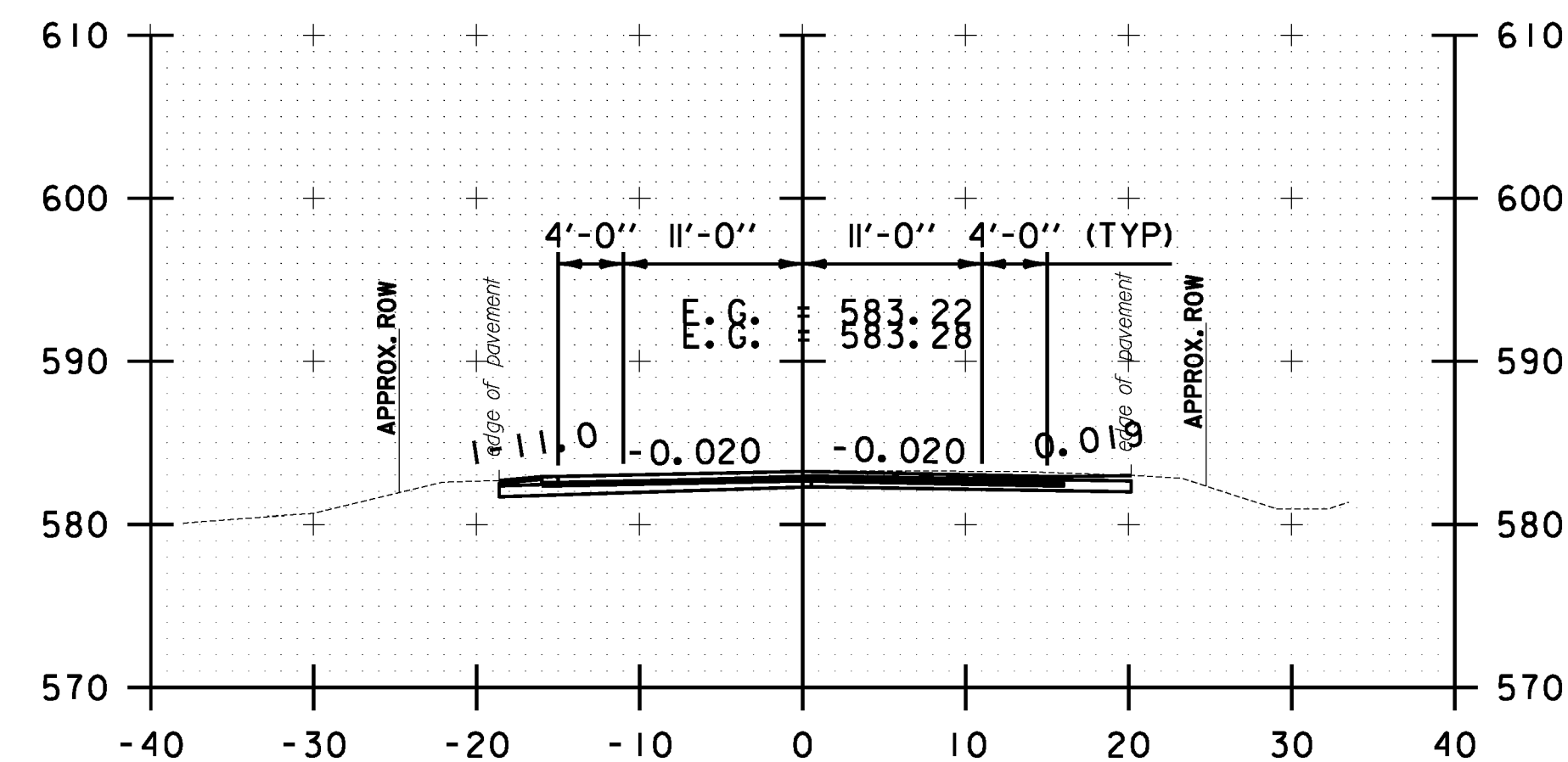
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DATE/TIME = 3/17/2014
USER = 4916



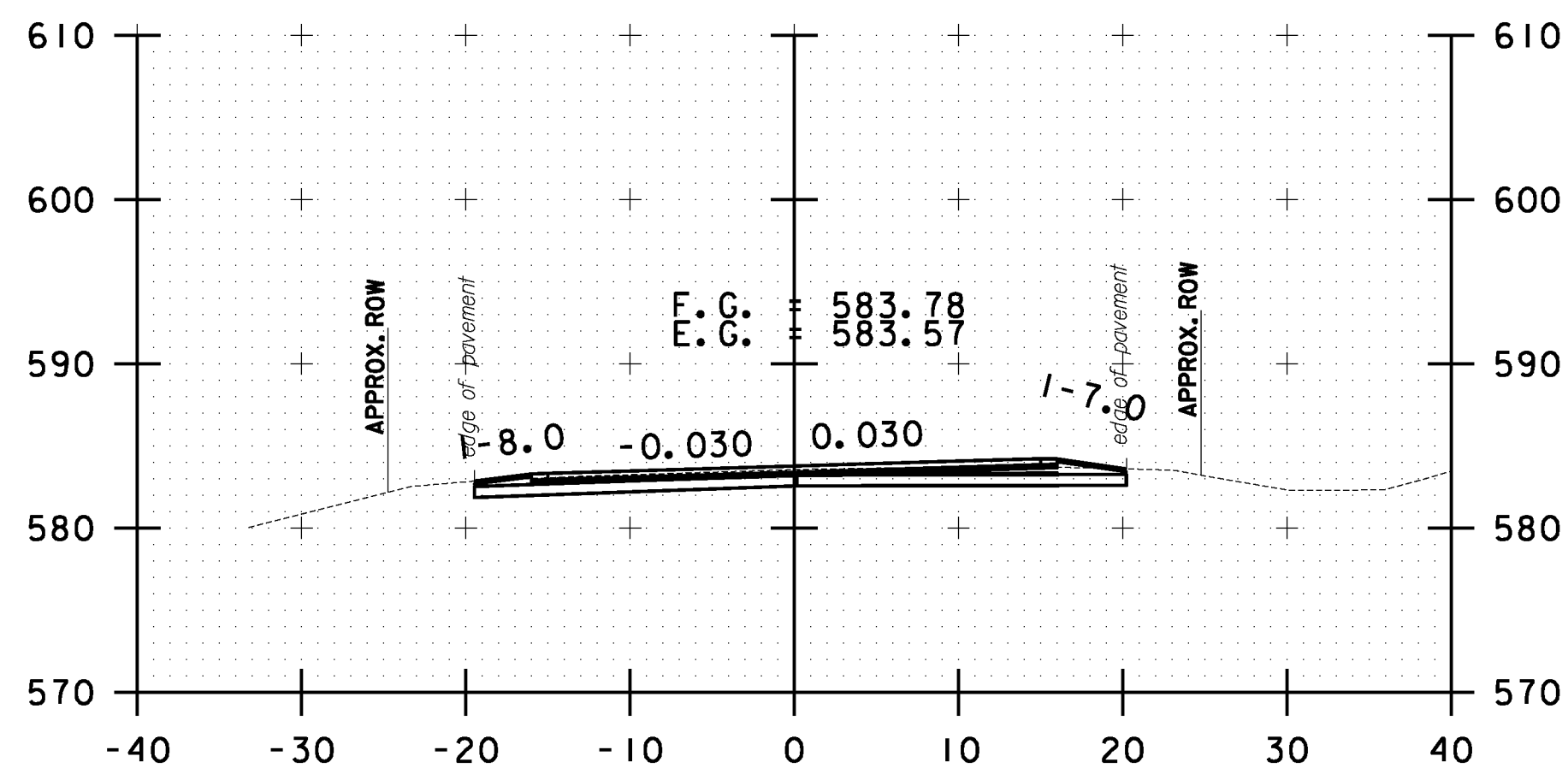
B 91+50.00



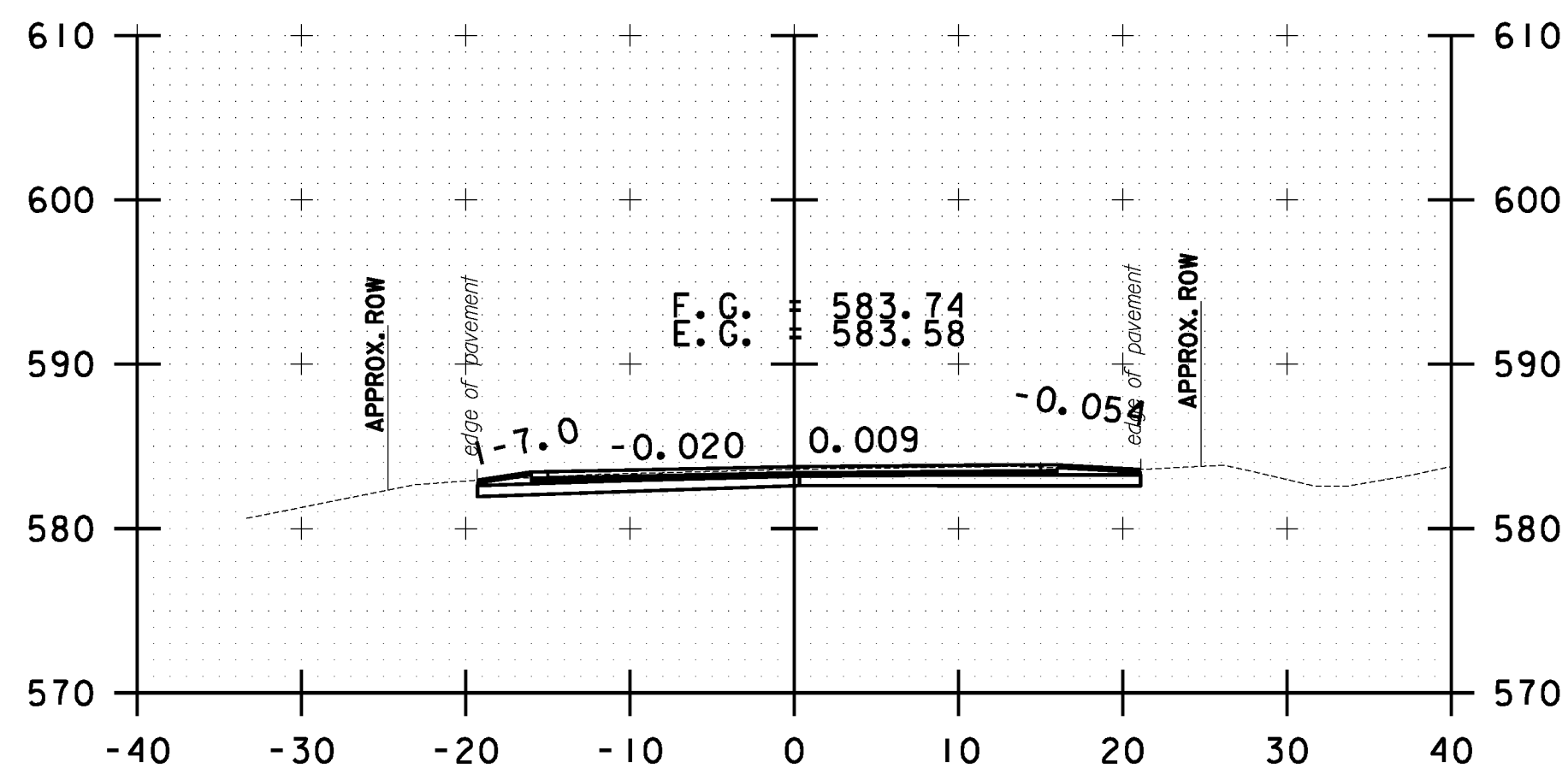
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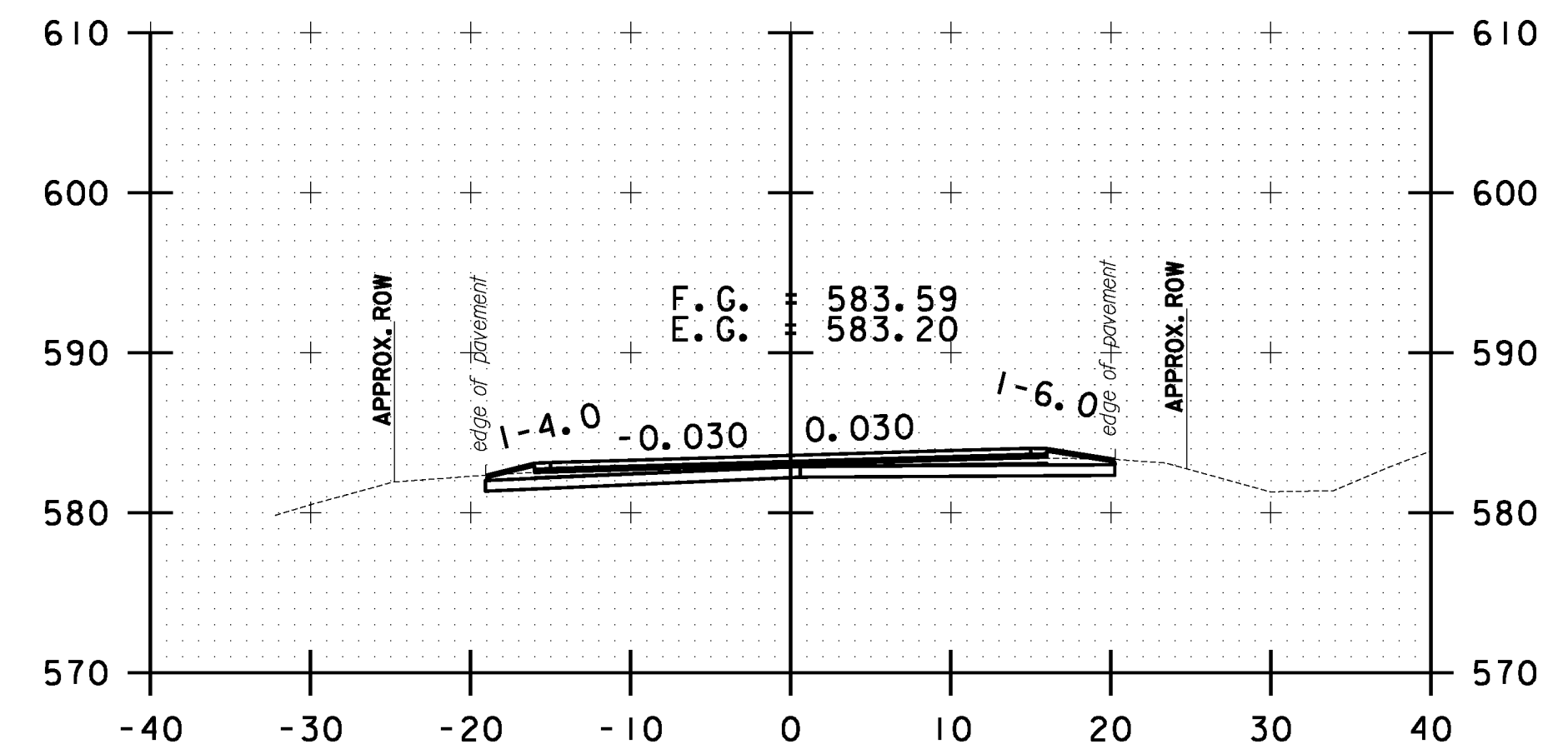
B 90+50.00



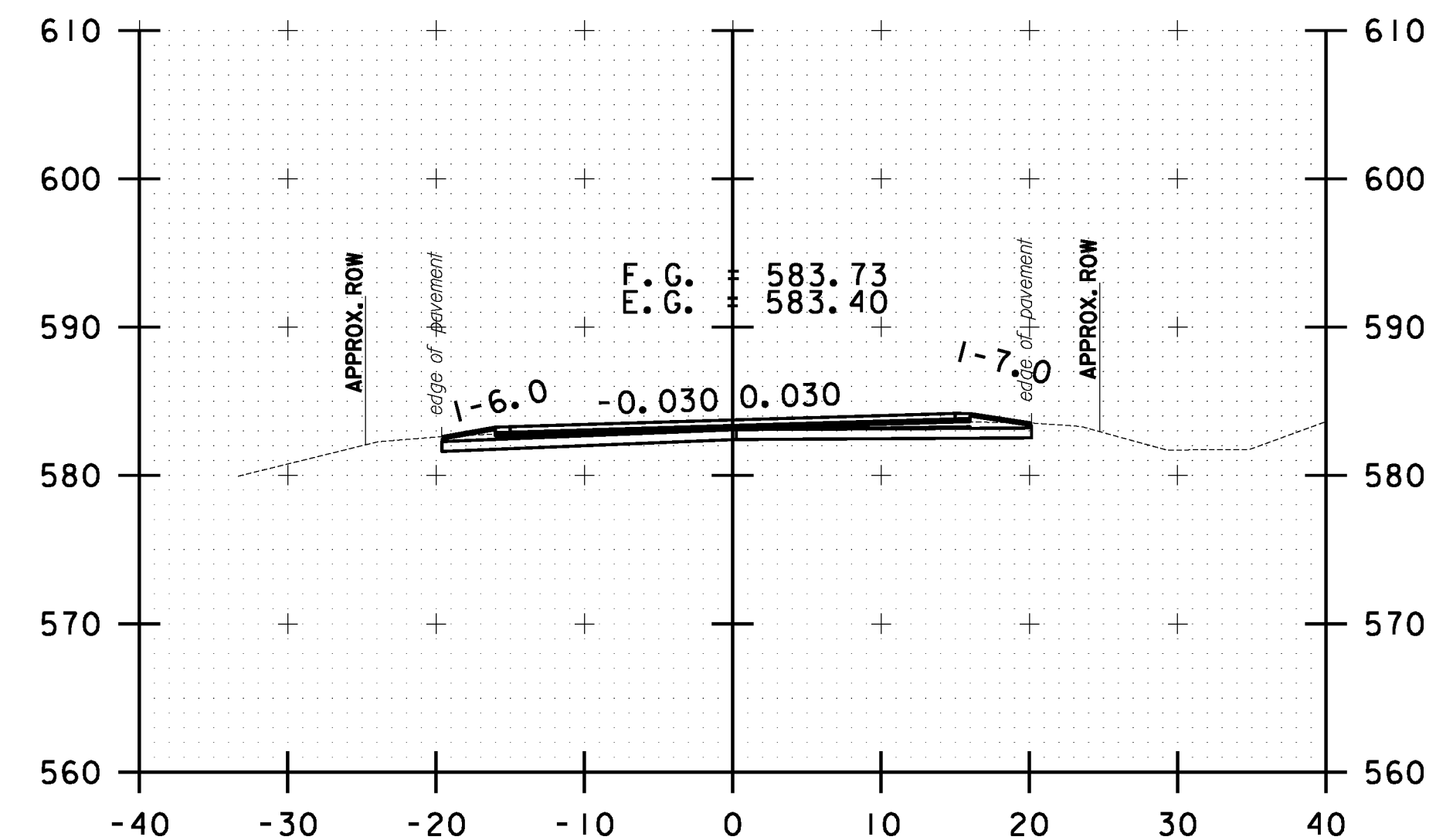
B 92+50.00



B 92+00.00



B 93+50.00



B 93+00.00

10 0 10
SCALE IN FEET

**BETHEL
CROSS SECTION
SHEET #30**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214.bethel.xc.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214xsl42.i

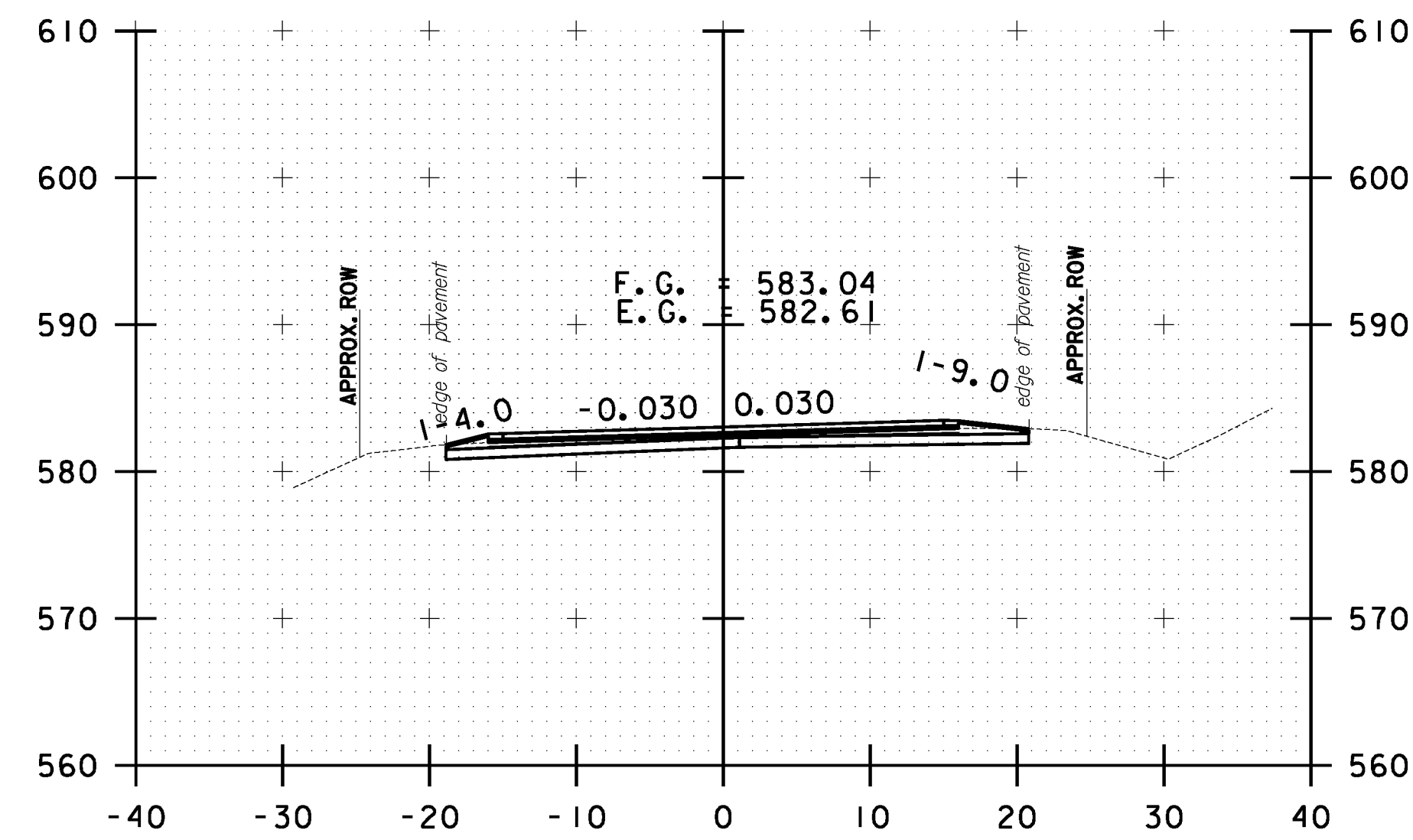
PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

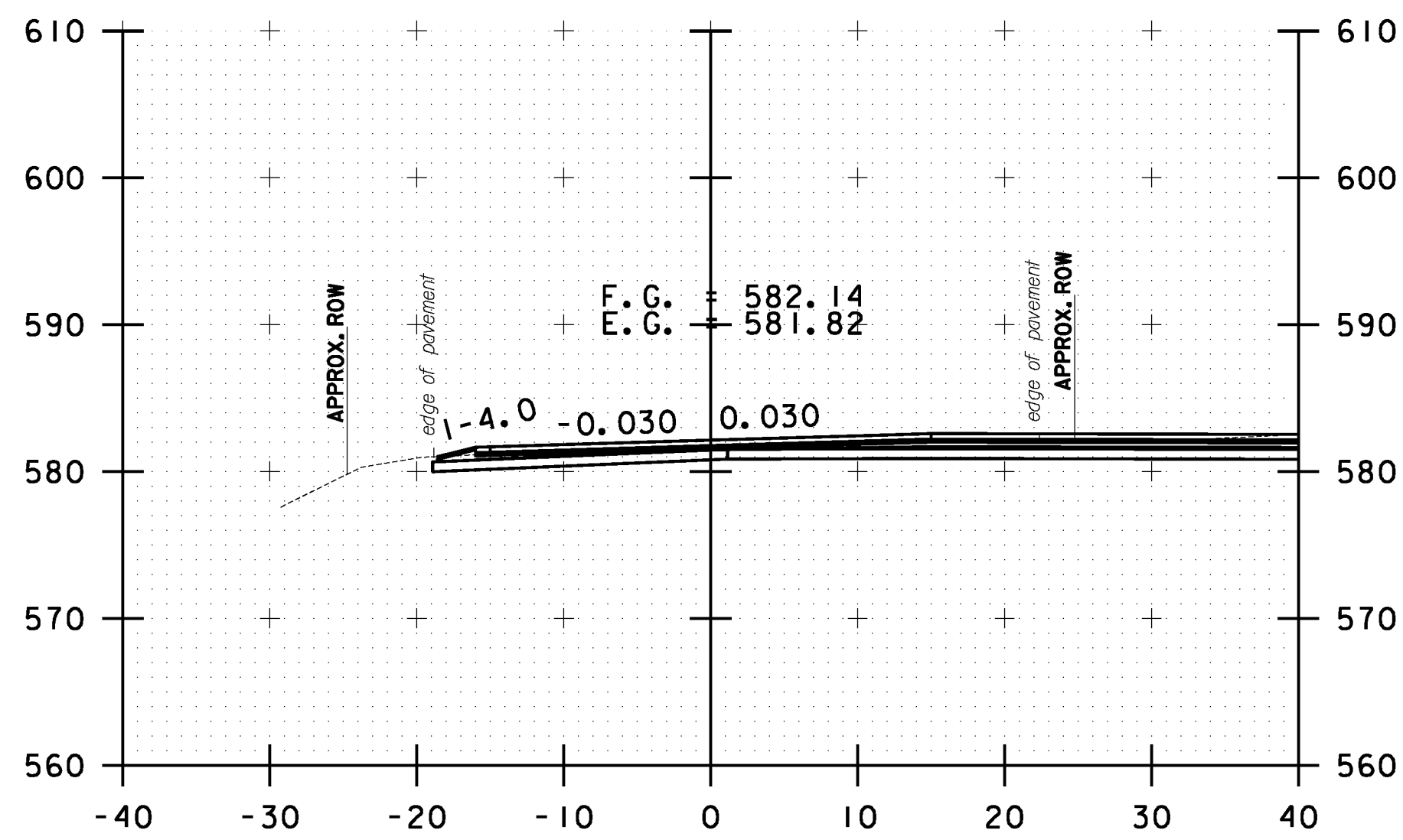
CHECKED BY: J.P.S.

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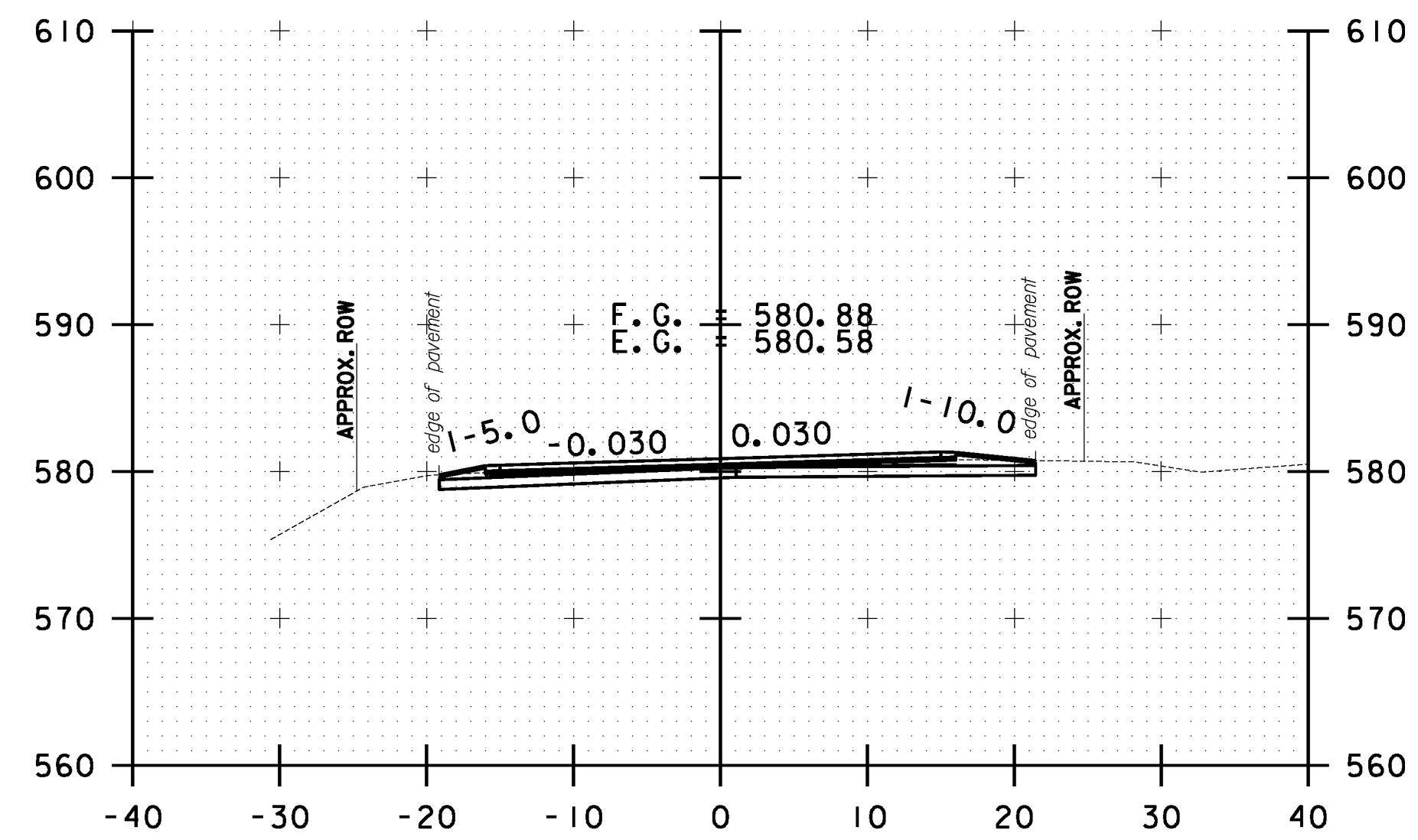
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DATE/TIME: 3/17/2014
USER: 4916



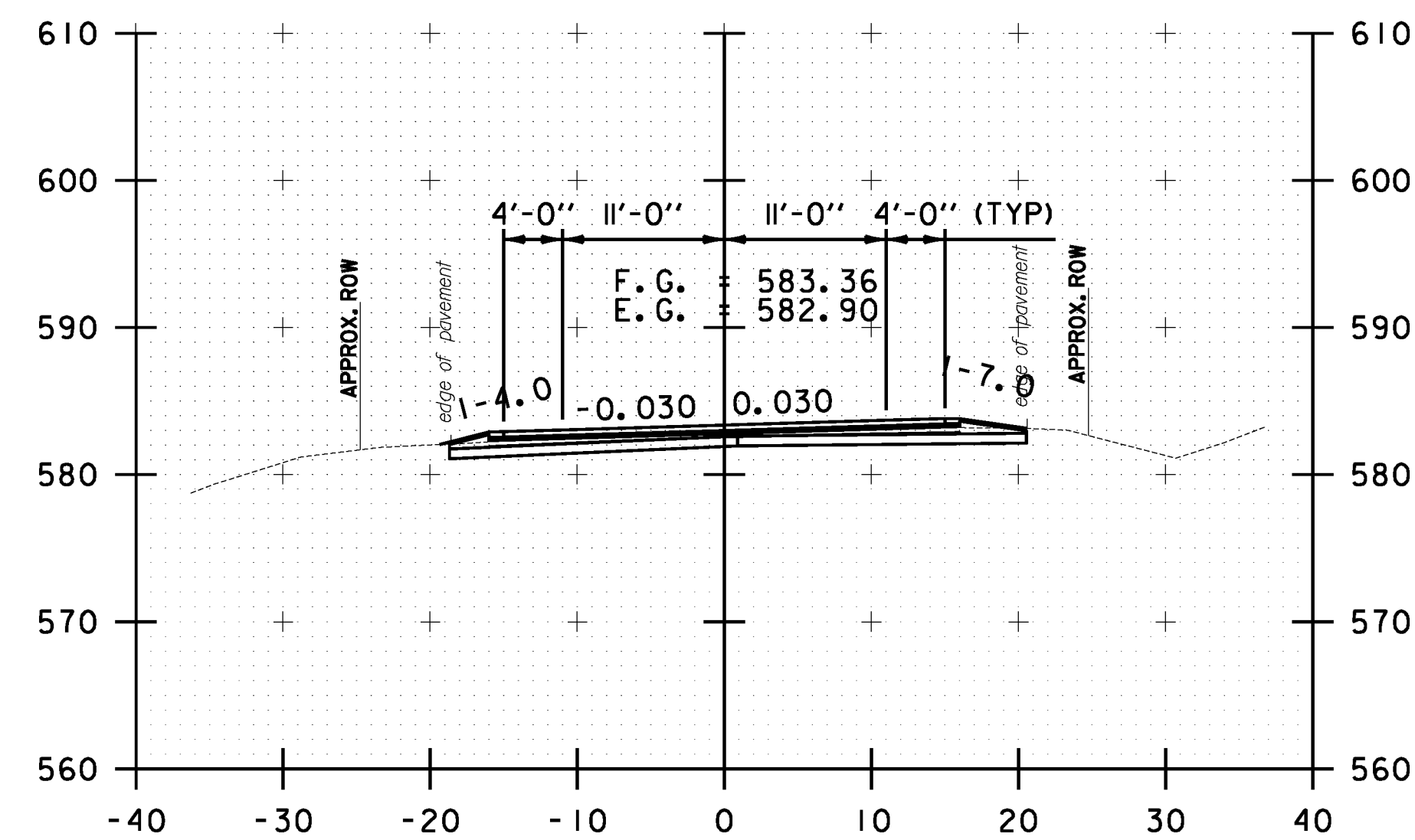
B 94+50.00



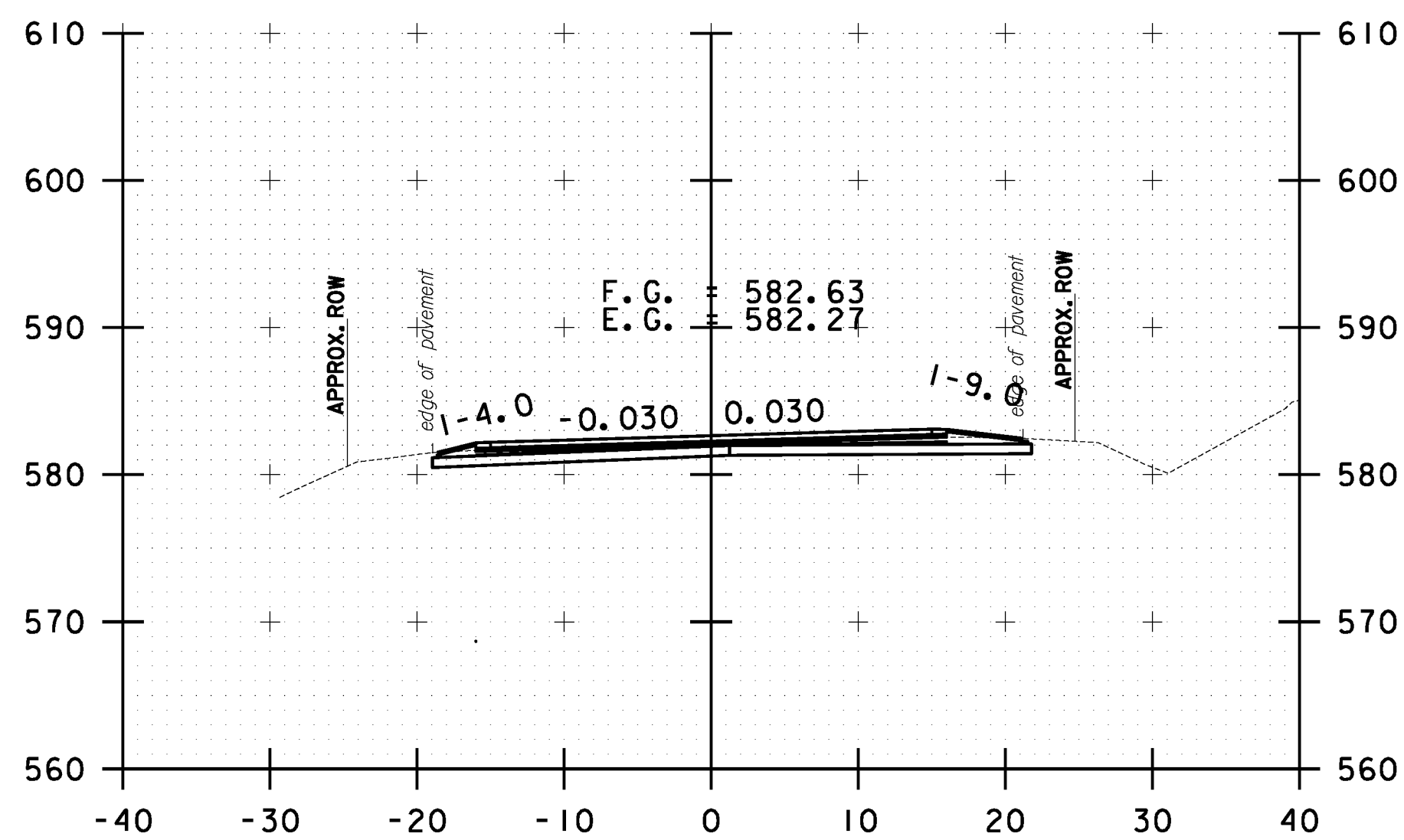
B 95+50.00



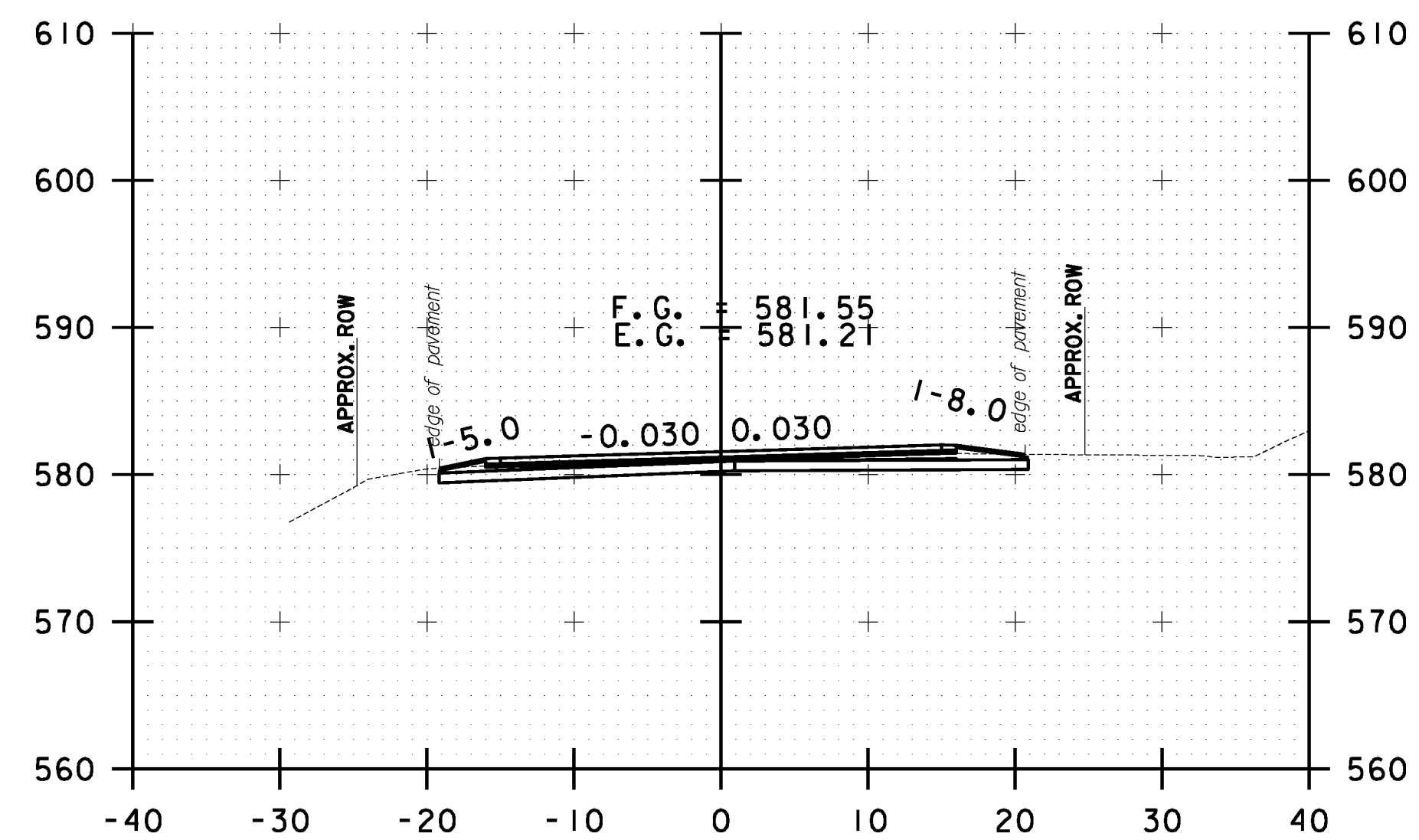
B 96+50.00



B 94+00.00



B 95+00.00



B 96+00.00

10 0 10
SCALE IN FEET

**BETHEL
CROSS SECTION
SHEET #31**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214.bethel.xc.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214xsl43.1

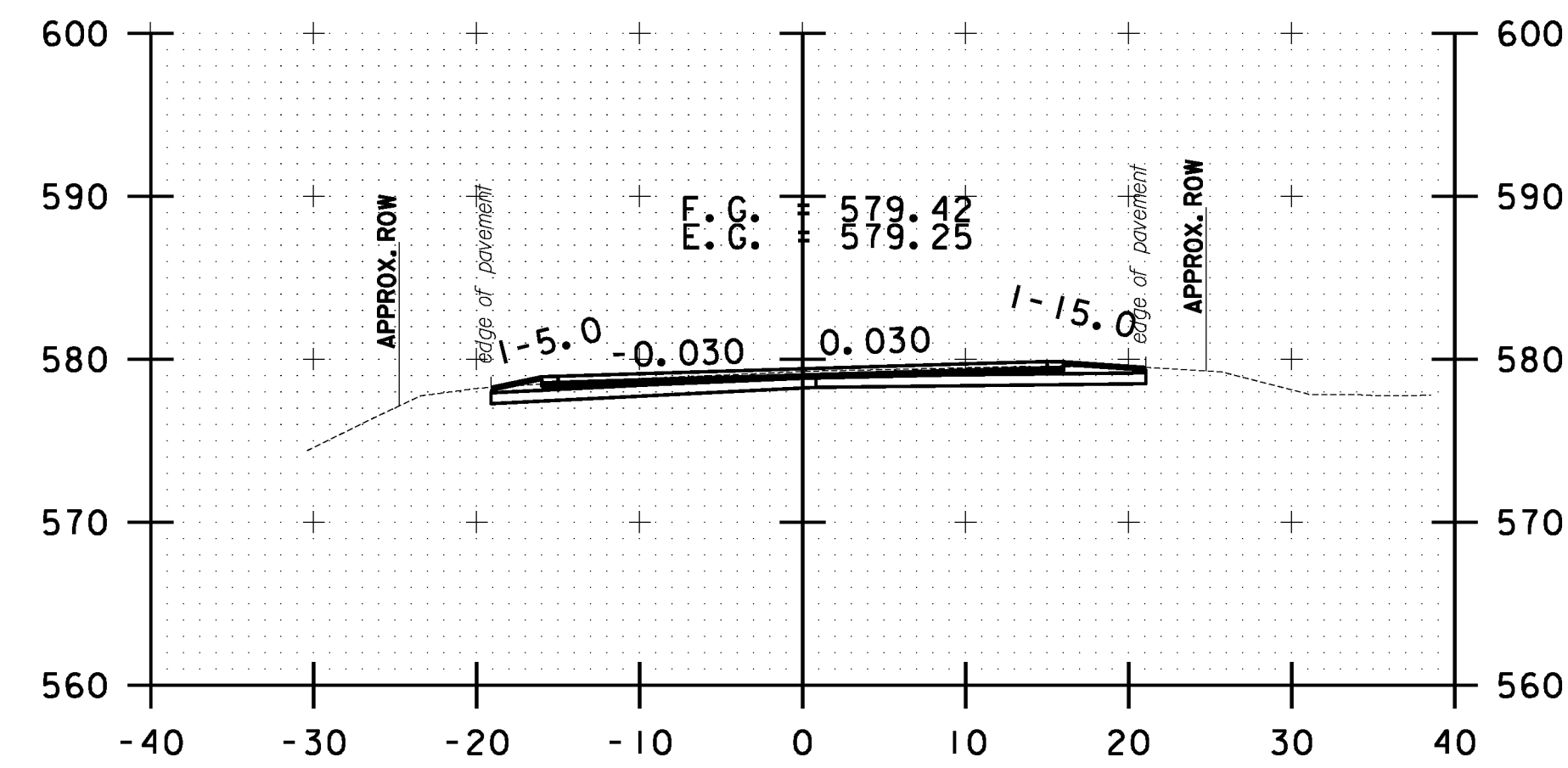
PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

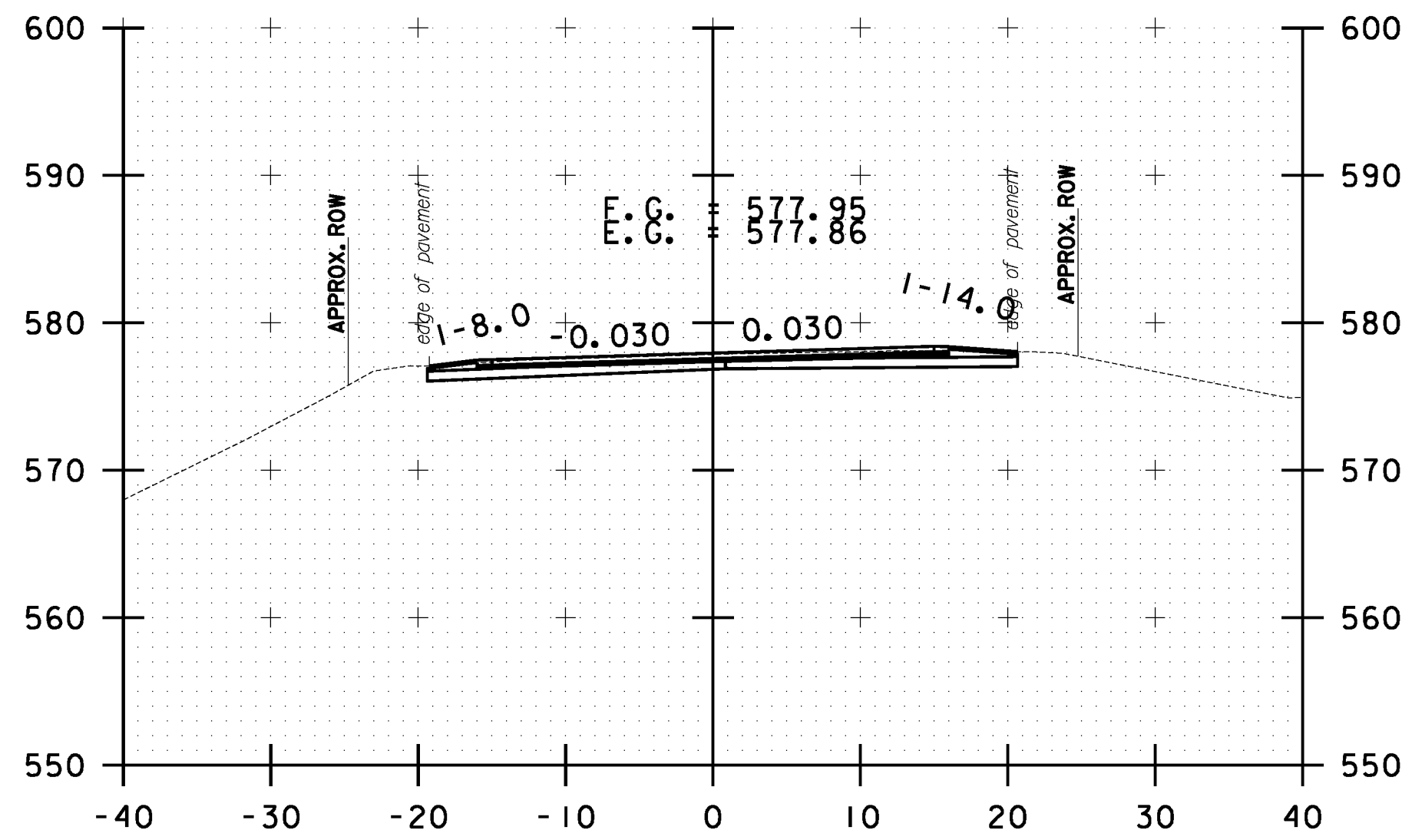
CHECKED BY: J.P.S.

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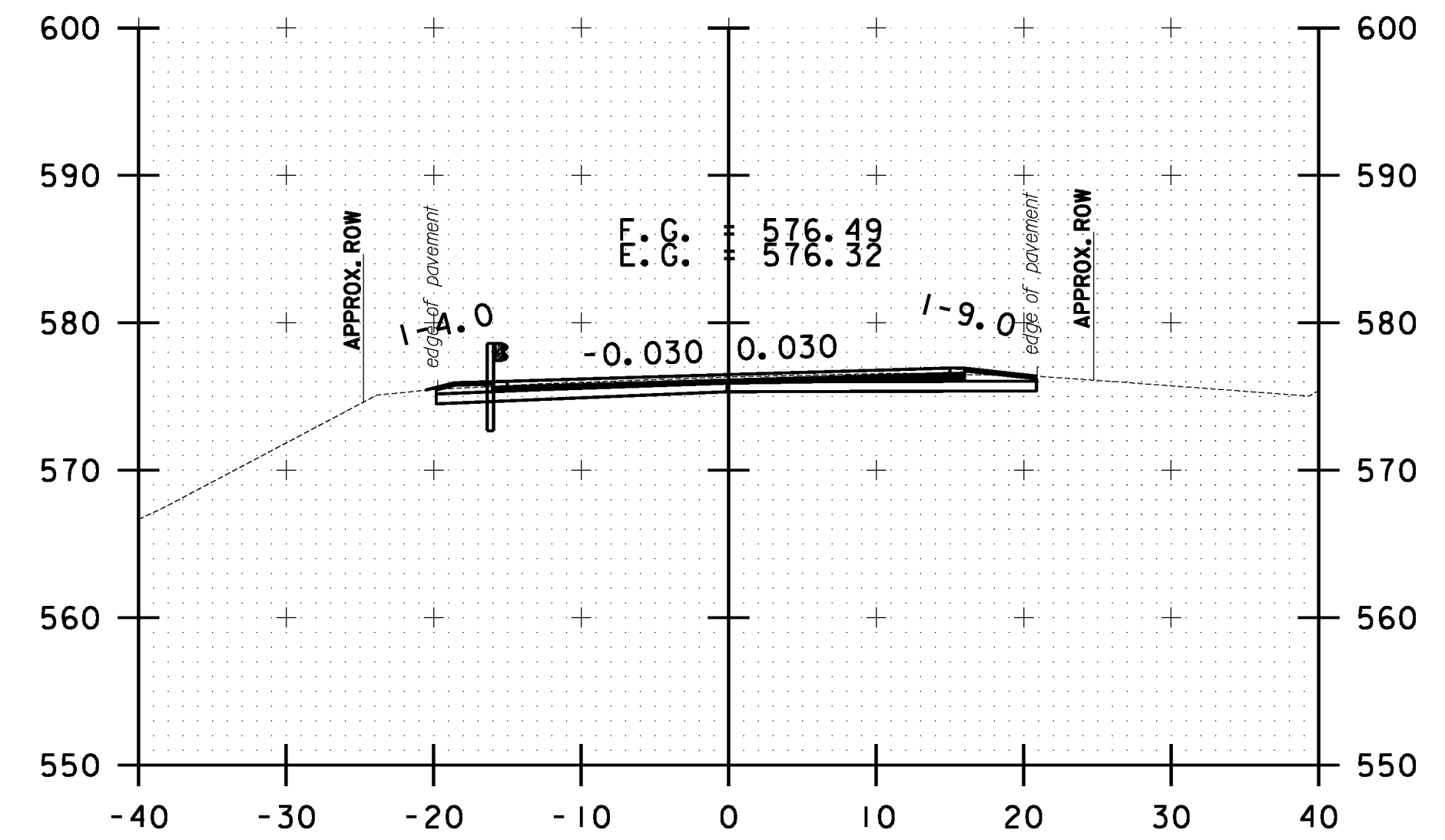
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DATE/TIME = 3/17/2014
USER = 4916



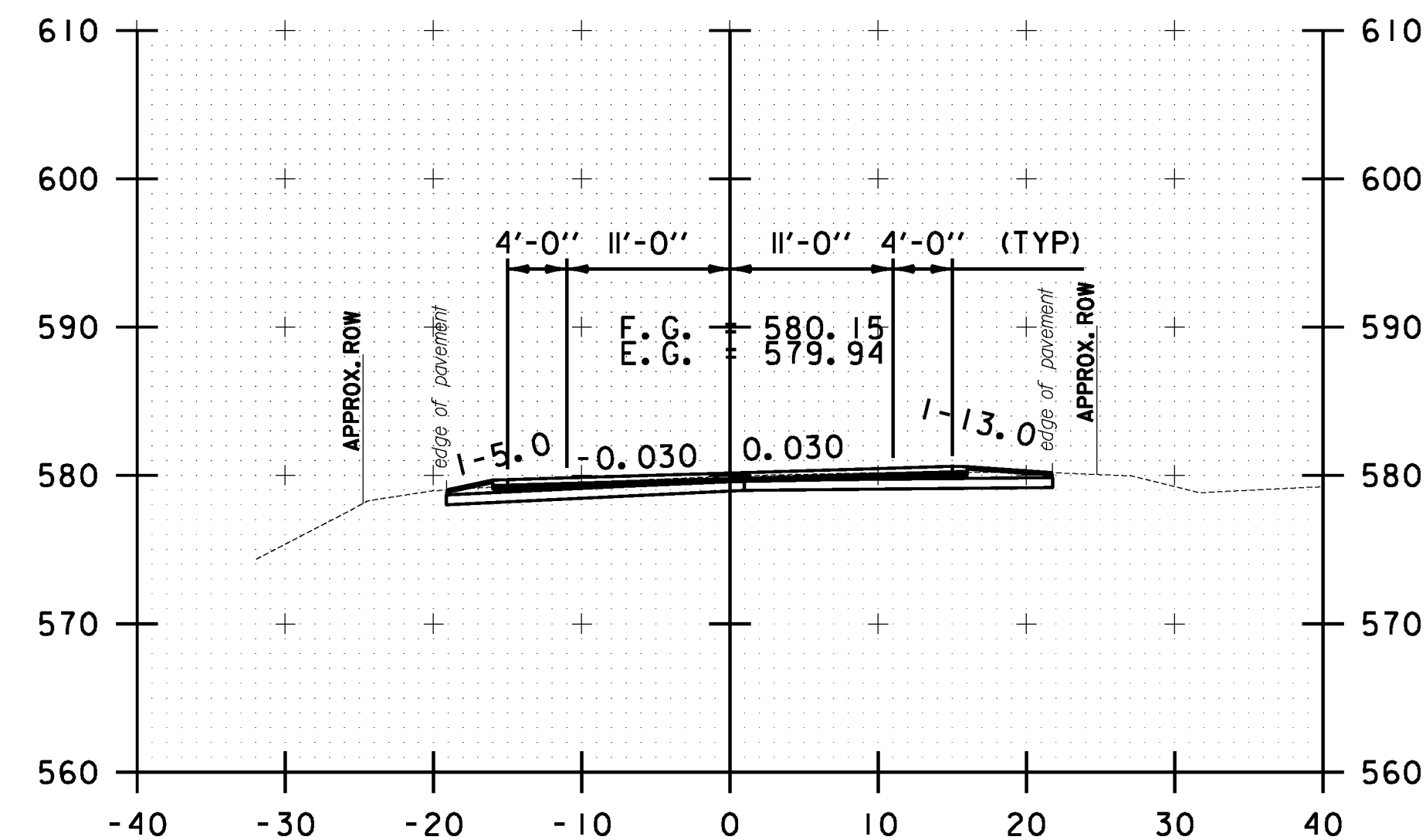
B 97+50.00



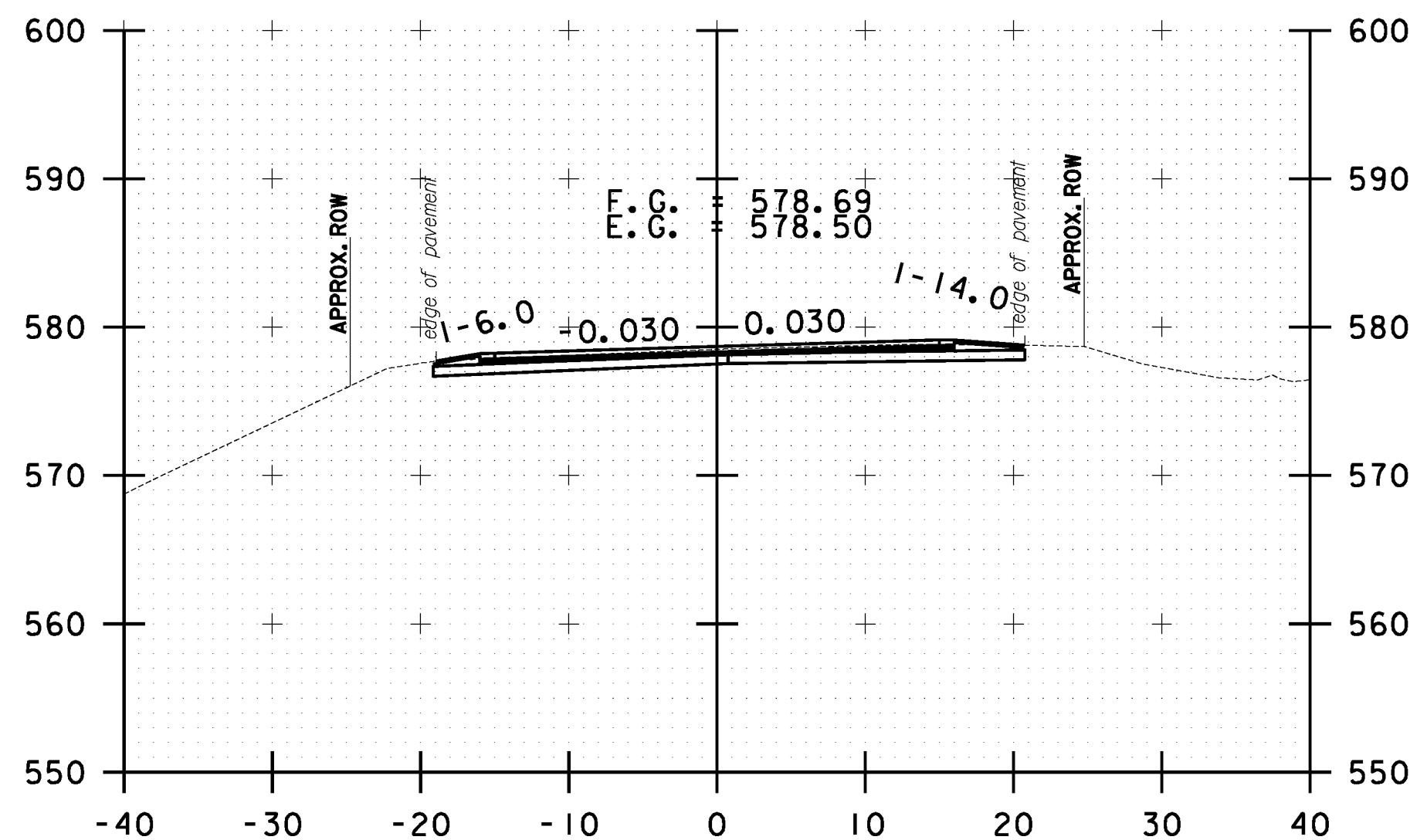
B 98+50.00



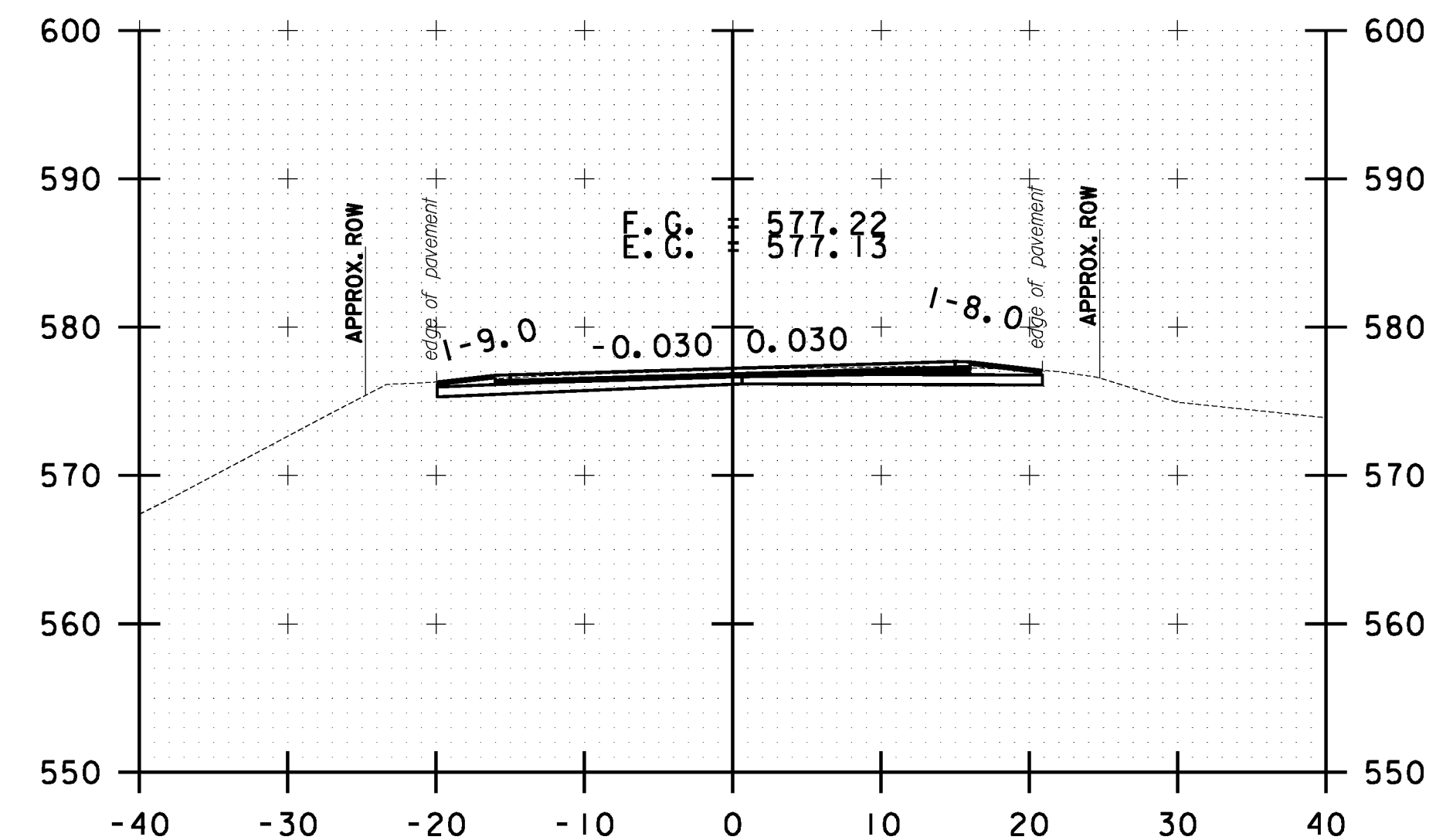
B 99+50.00



B 97+00.00



B 98+00.00



B 99+00.00

10 0 10
SCALE IN FEET

**BETHEL
CROSS SECTION
SHEET #32**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214.bethel.xc.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214.xsl44.i

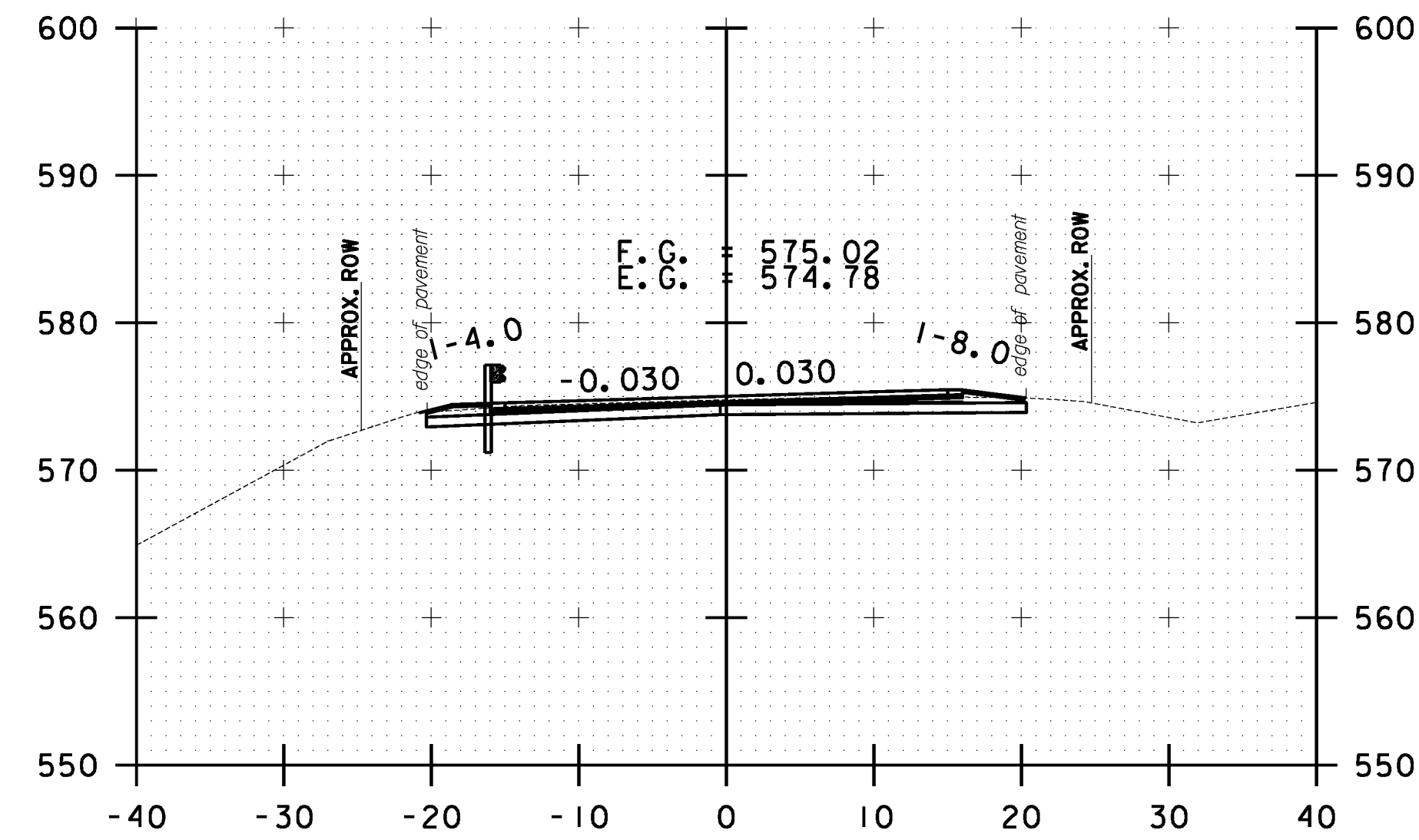
PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

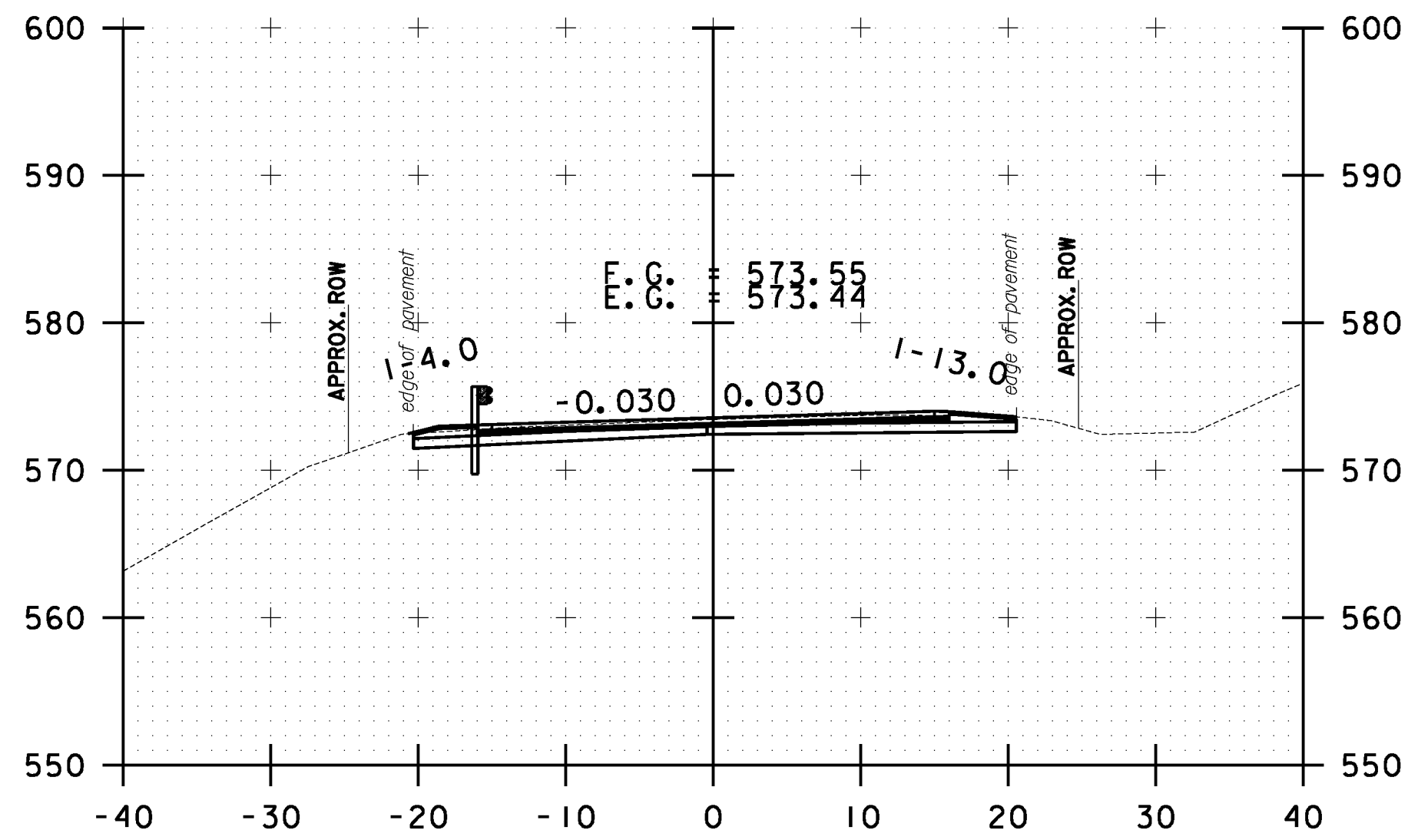
CHECKED BY: J.P.S.

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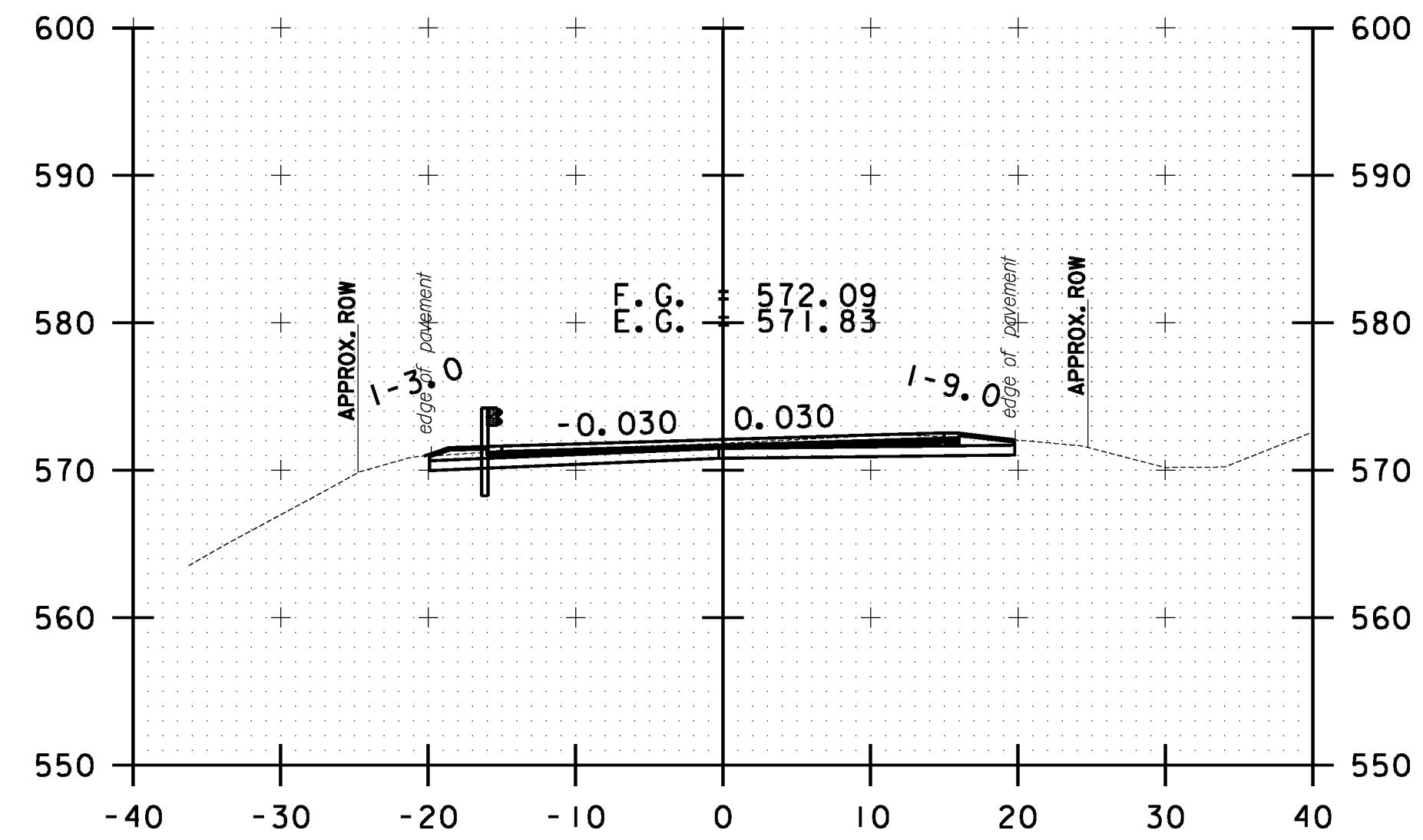
FILE NAME = W:\Projects\ANY\K2\22\25\CAOD\KSTN\10b214.bethel.xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



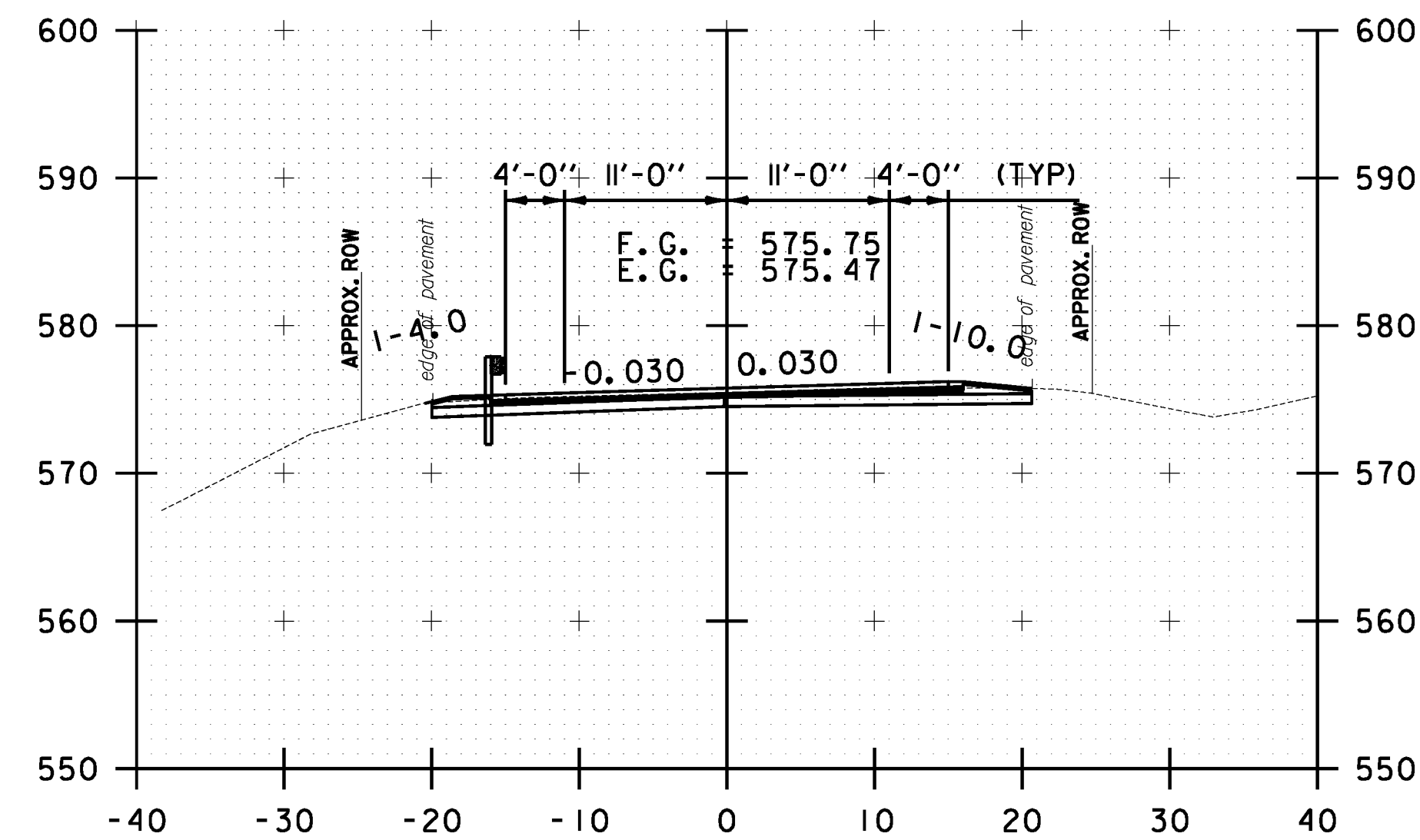
B 100+50.00



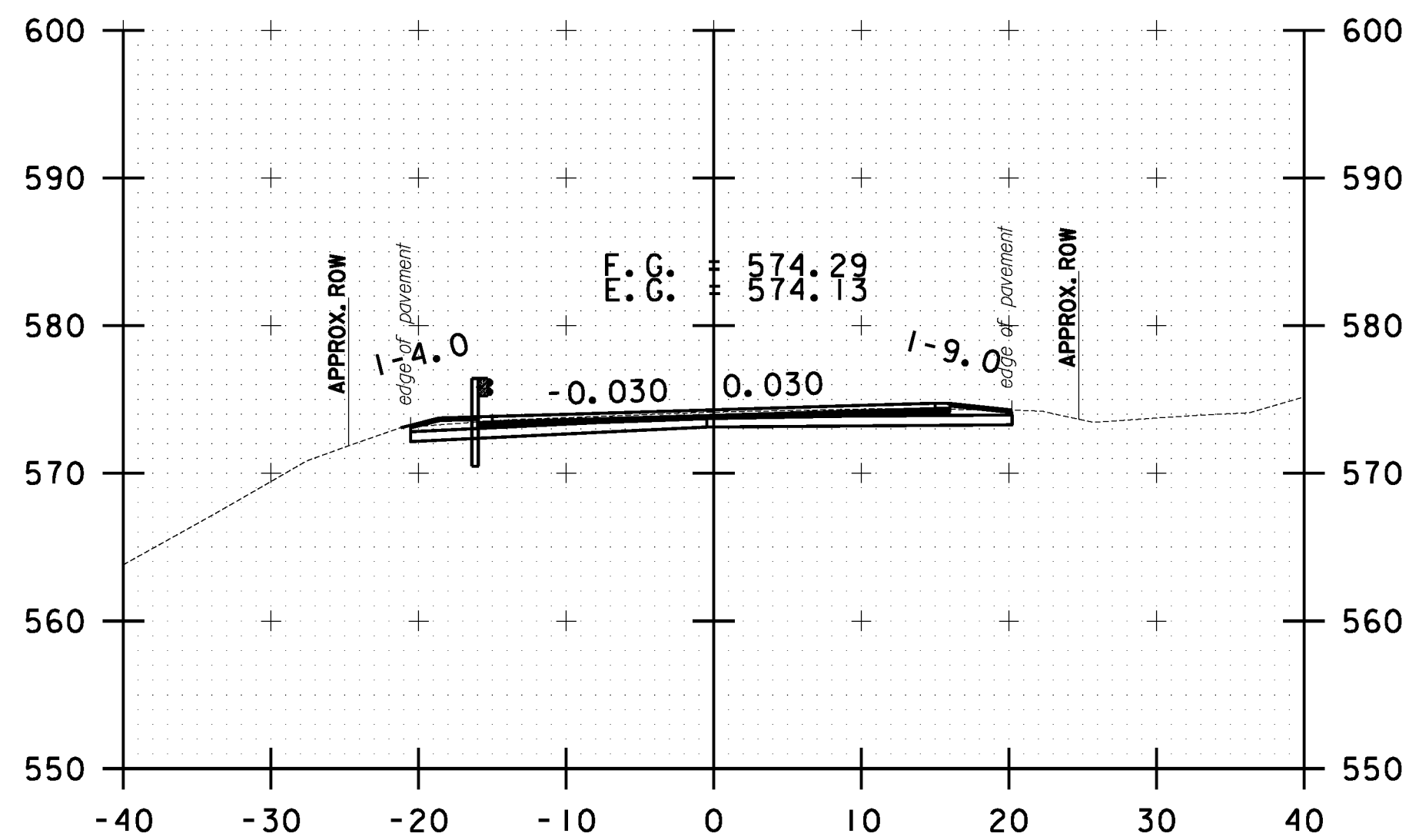
B 101+50.00



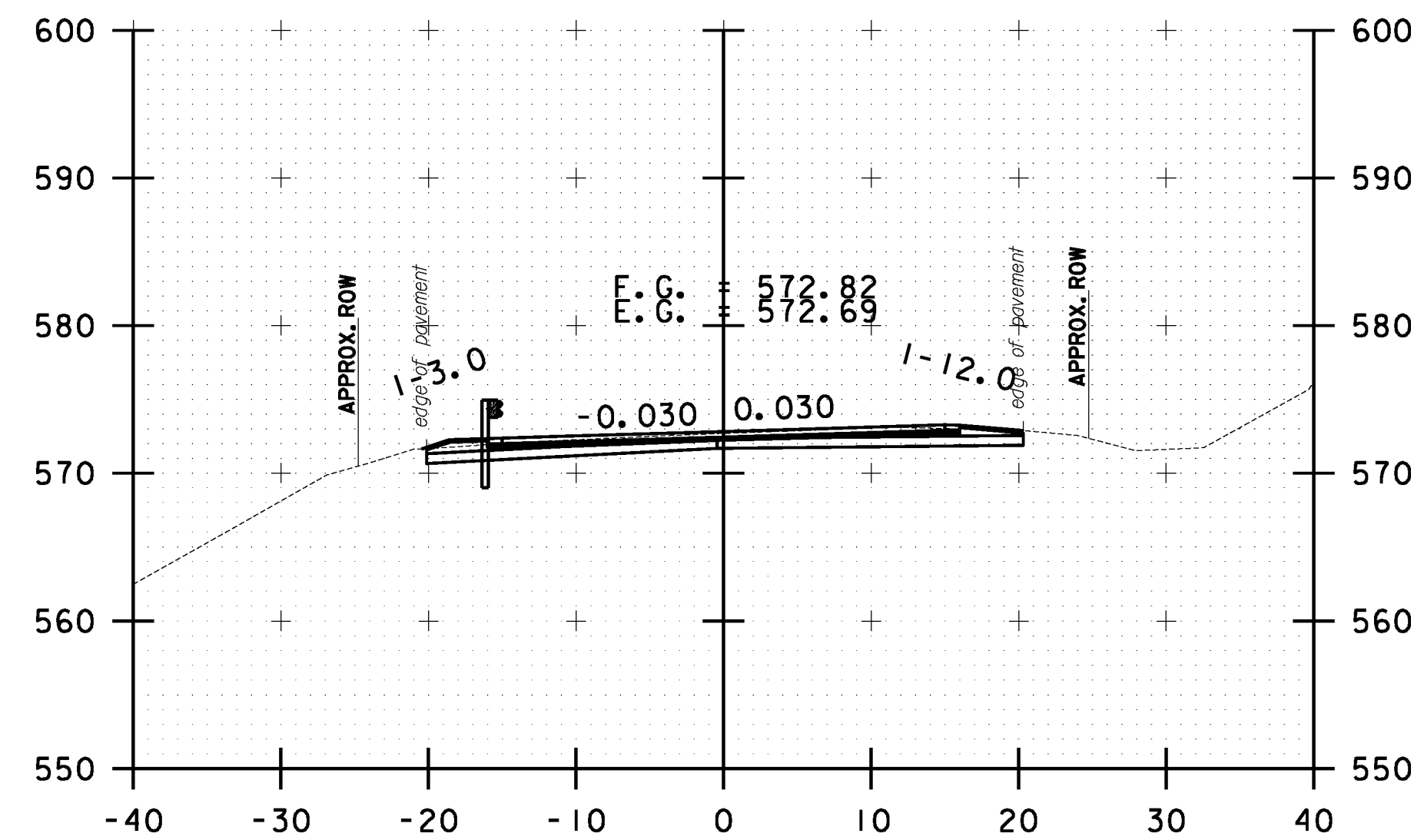
B 102+50.00



B 100+00.00



B 101+00.00



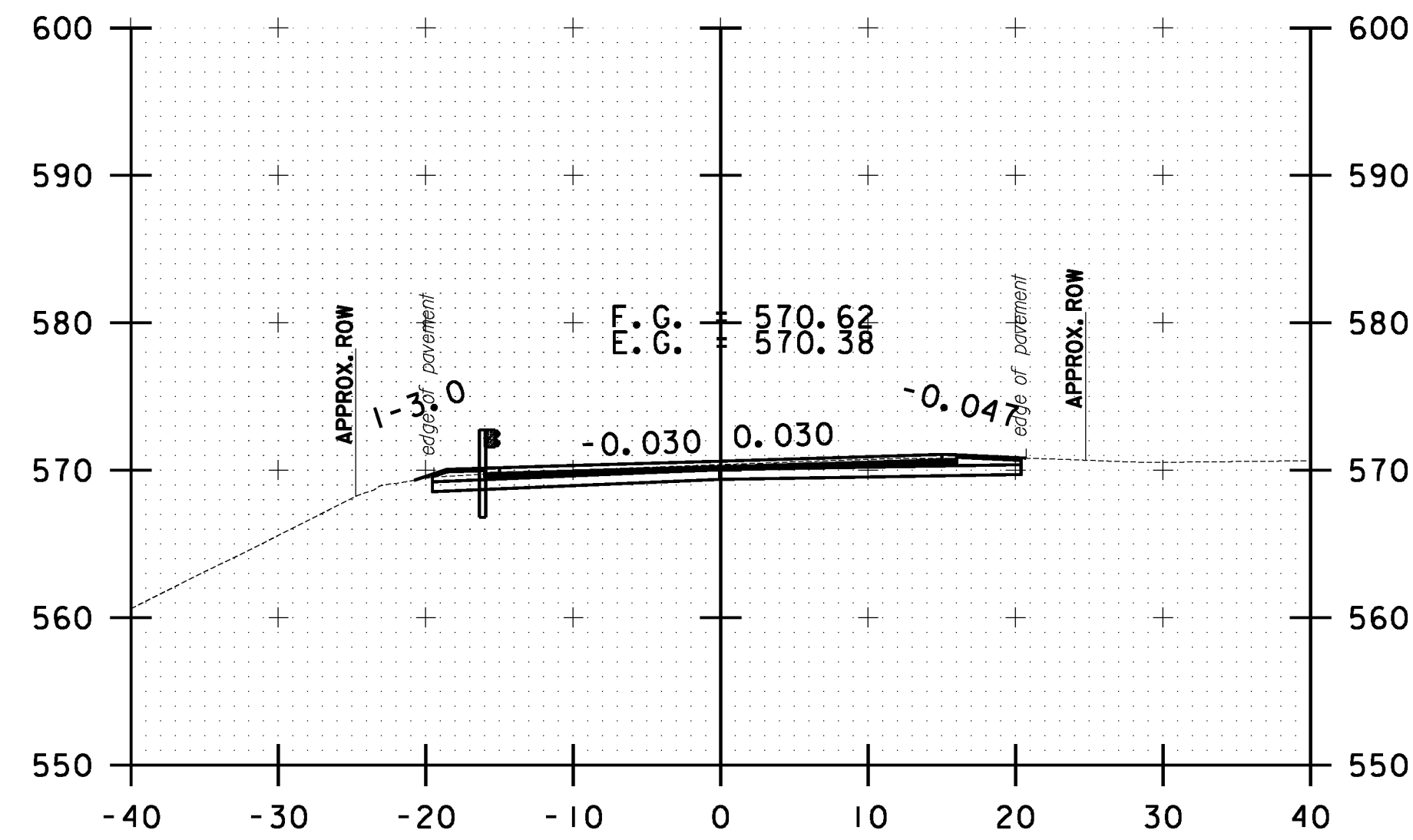
B 102+00.00

10 0 10
SCALE IN FEET

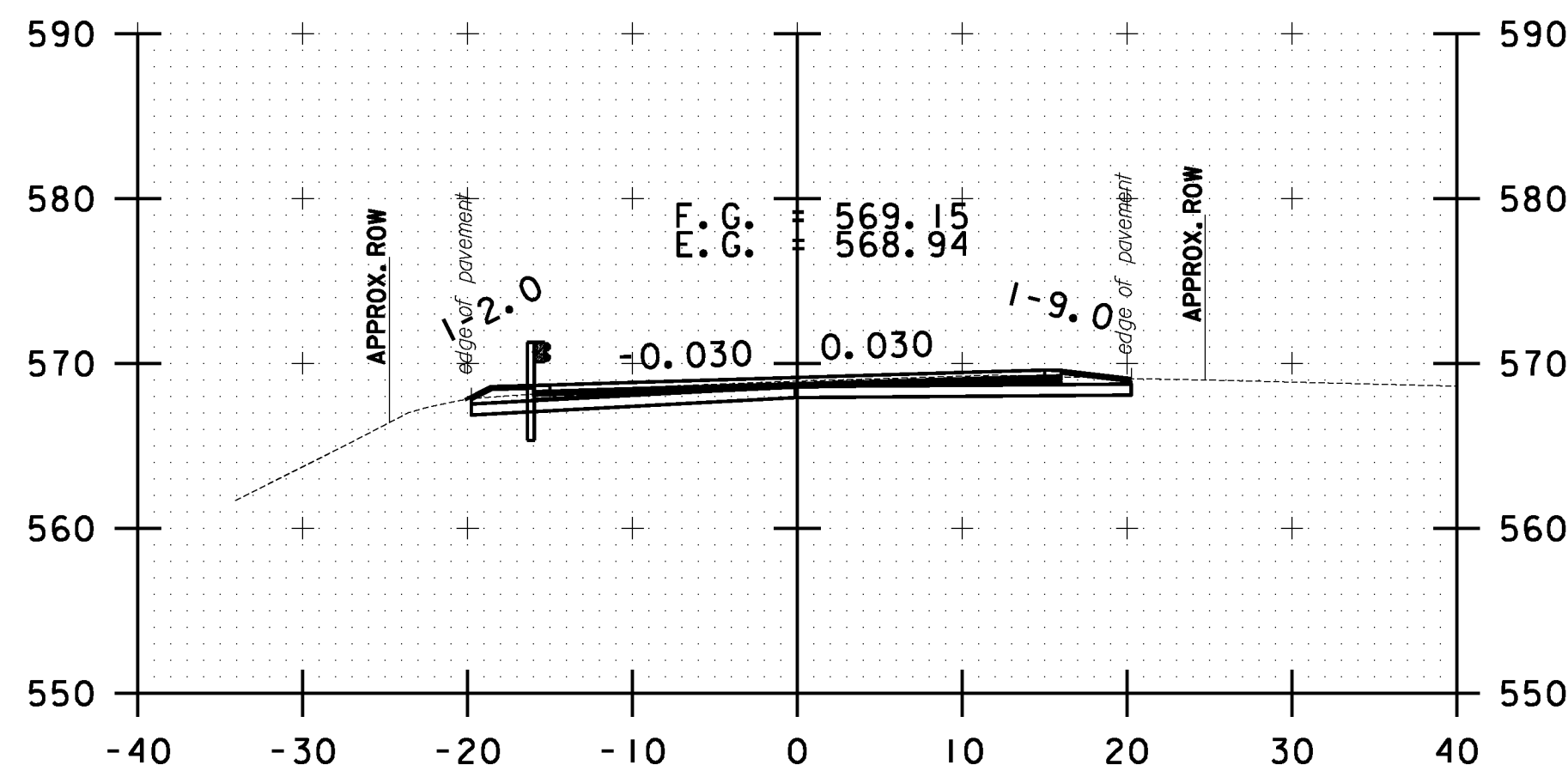
**BETHEL
CROSS SECTION
SHEET #33**

PROJECT NAME: STOCKBRIDGE-BETHEL	
PROJECT NUMBER: STP 2910(1)	
FILE NAME: z10b214.bethel.xc.dgn	PLOT DATE: 3/17/2014
PROJECT LEADER: D.E.G.	DRAWN BY: W.G.P.
DESIGNED BY: L.M.B.	CHECKED BY: J.P.S.
IPARM FILE: z10b214xsl45.1	SHEET 358 OF 397

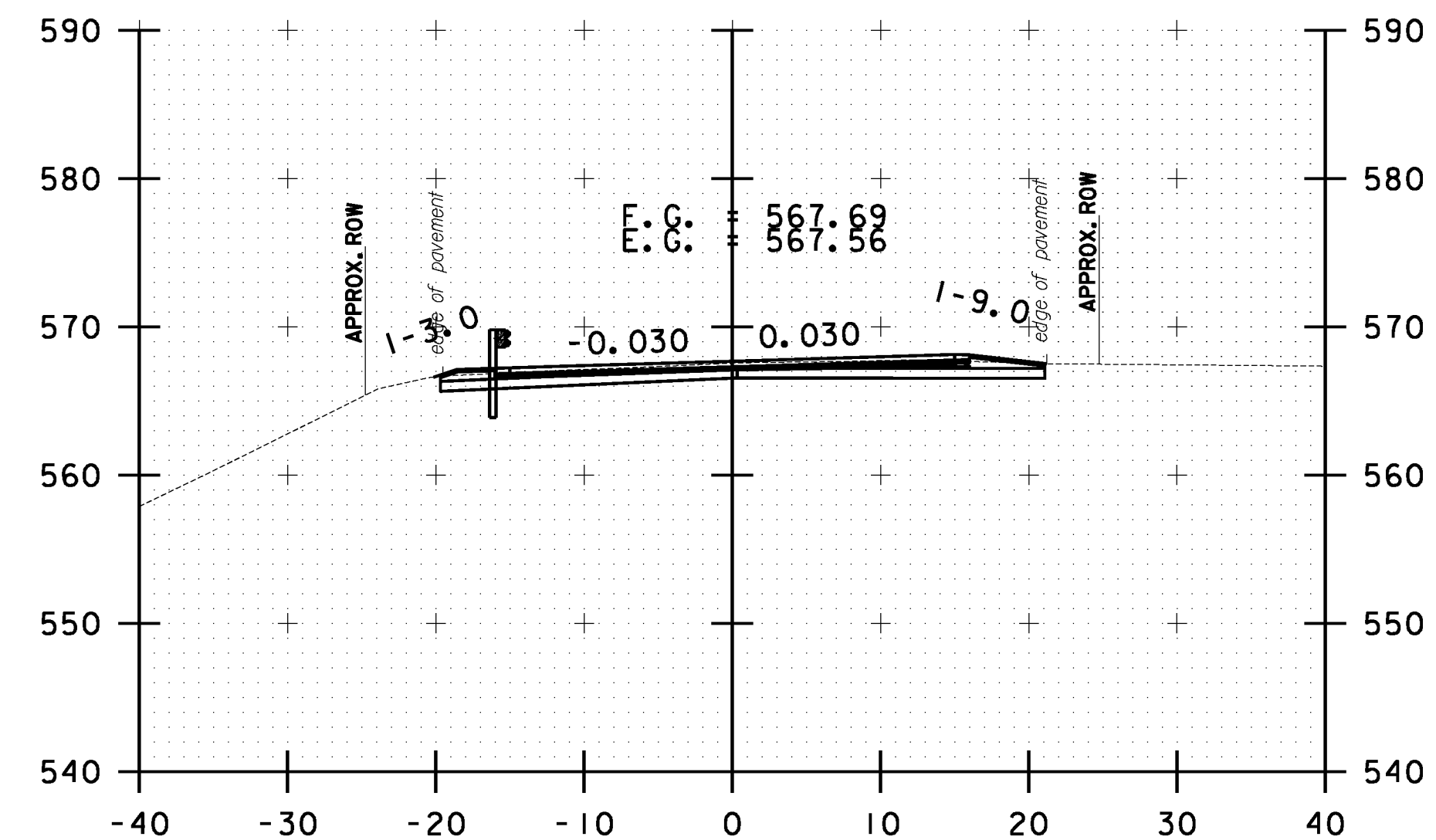
FILE NAME = V:\Projects\ANY\K2\22\25\CAOD\KSTN\10b214.bethel.xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



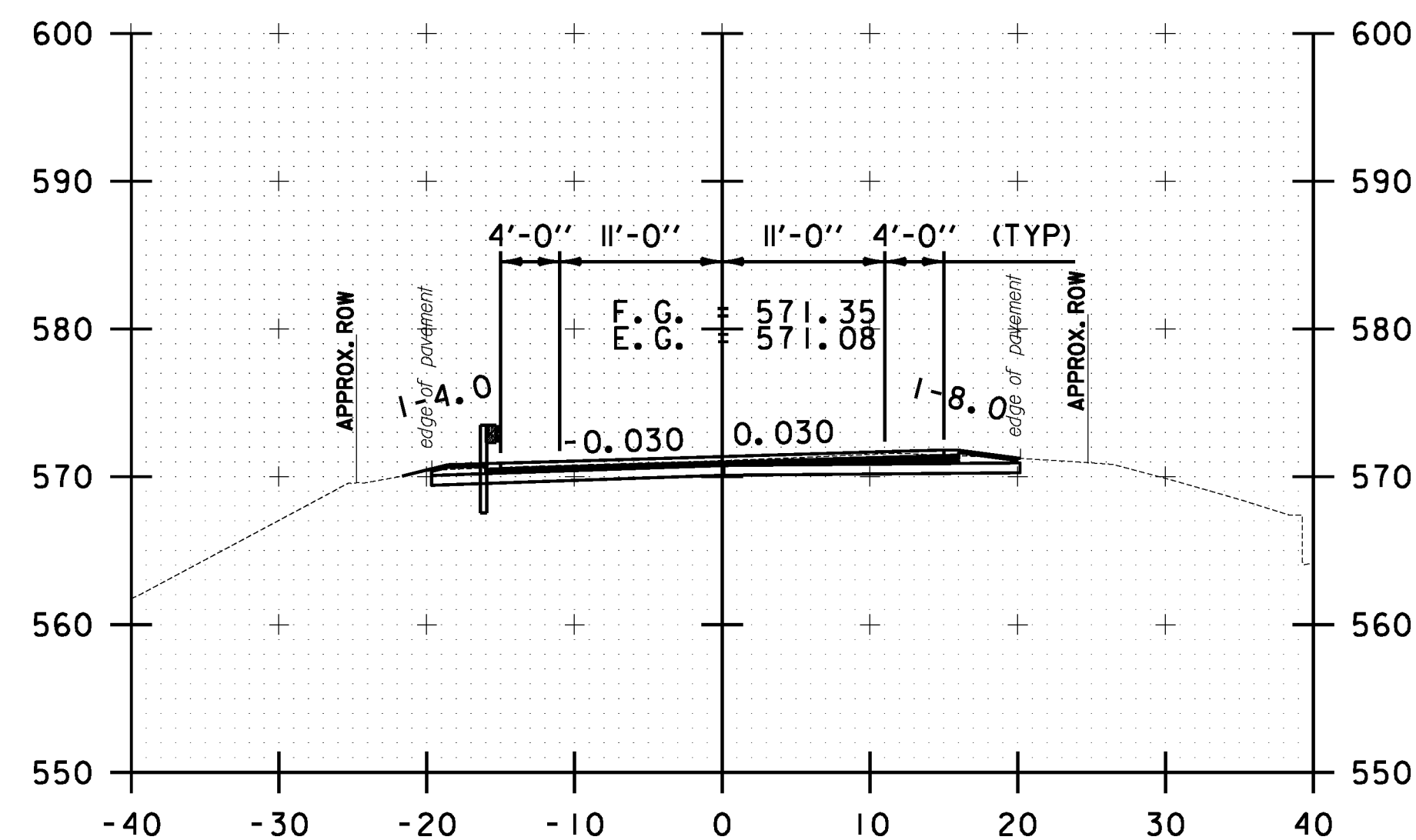
B 103+50.00



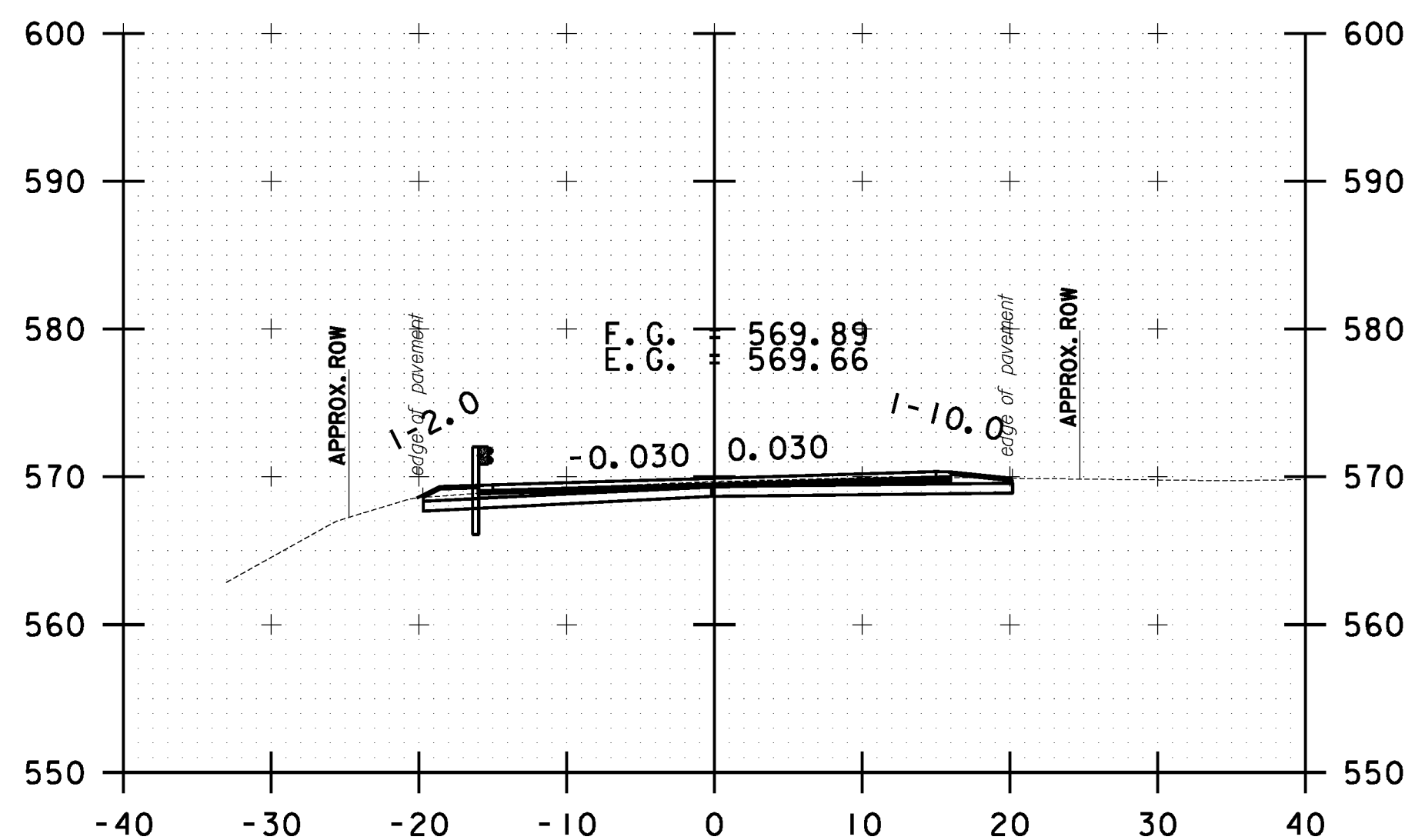
B 104+50.00



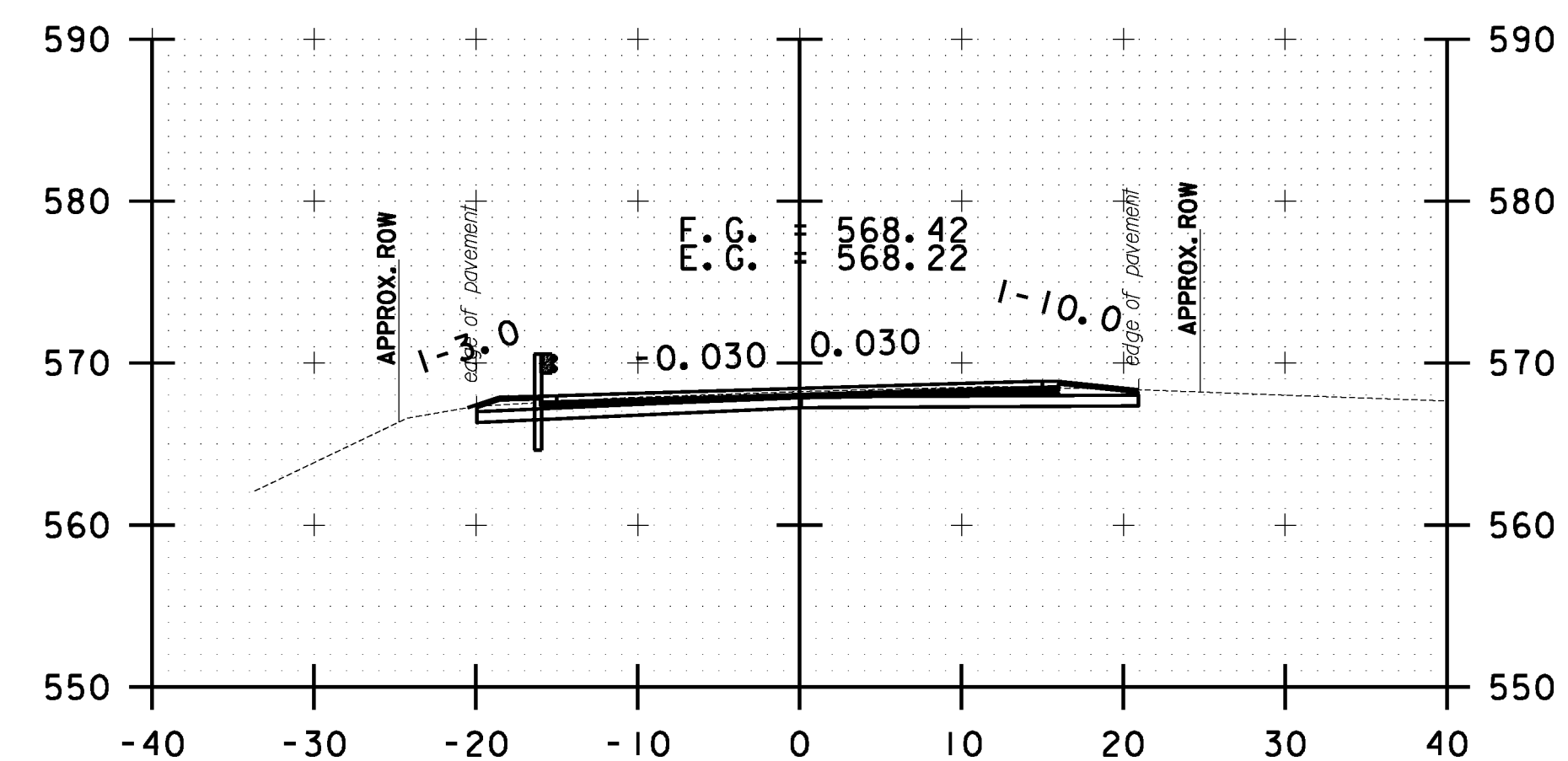
B 105+50.00



B 103+00.00



B 104+00.00



B 105+00.00

10 0 10
SCALE IN FEET

**BETHEL
CROSS SECTION
SHEET #34**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214.bethel.xc.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214xsl46.i

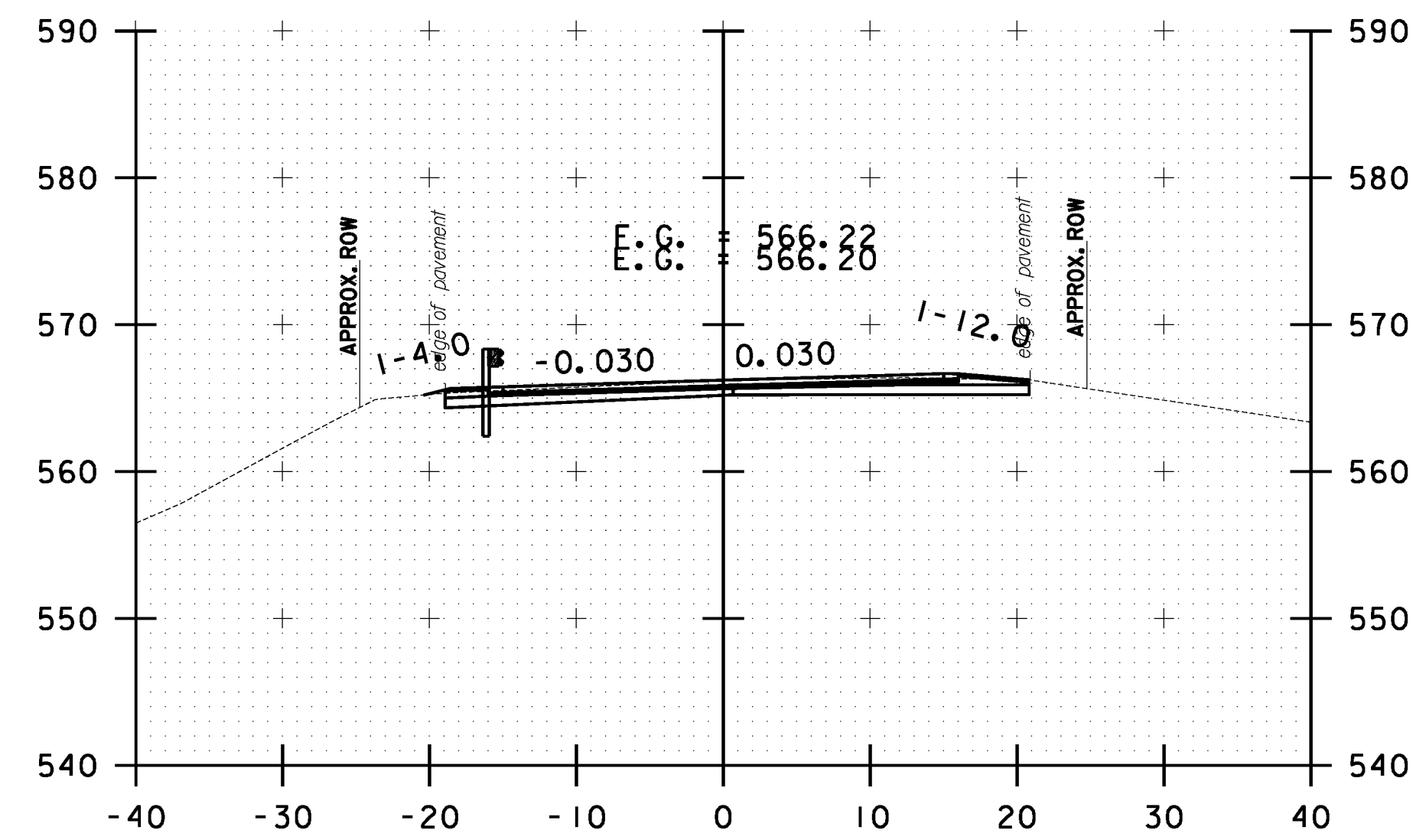
PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

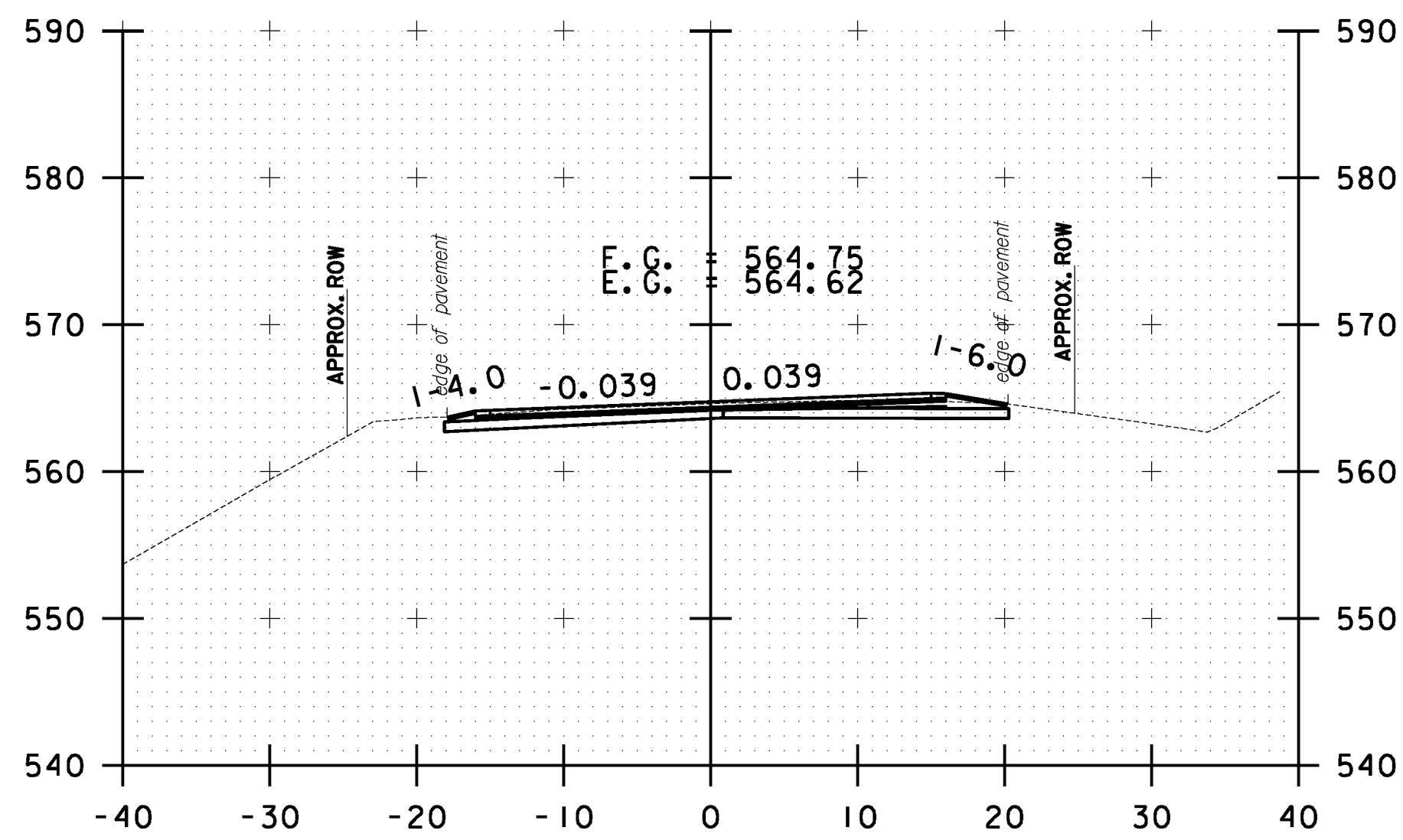
CHECKED BY: J.P.S.

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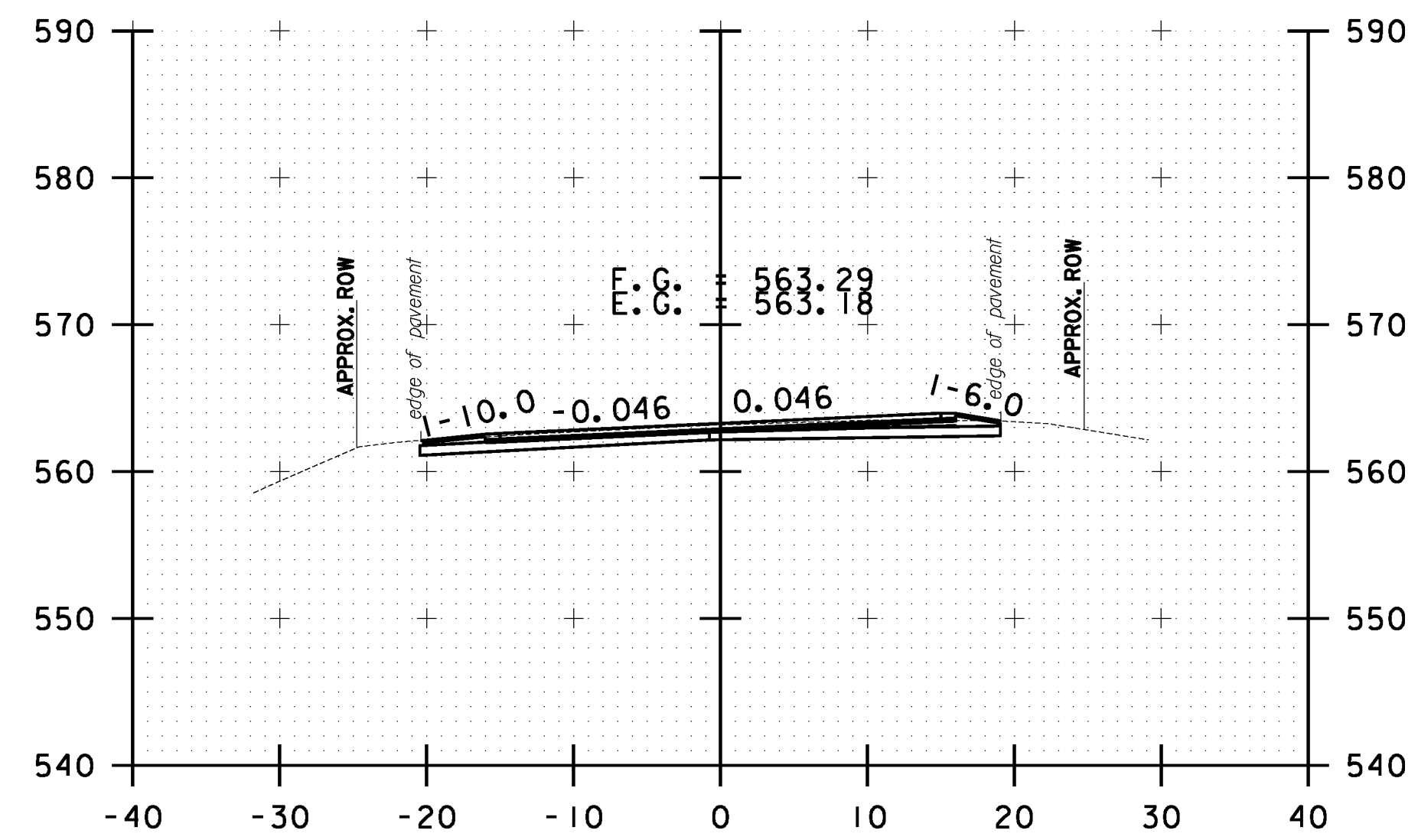
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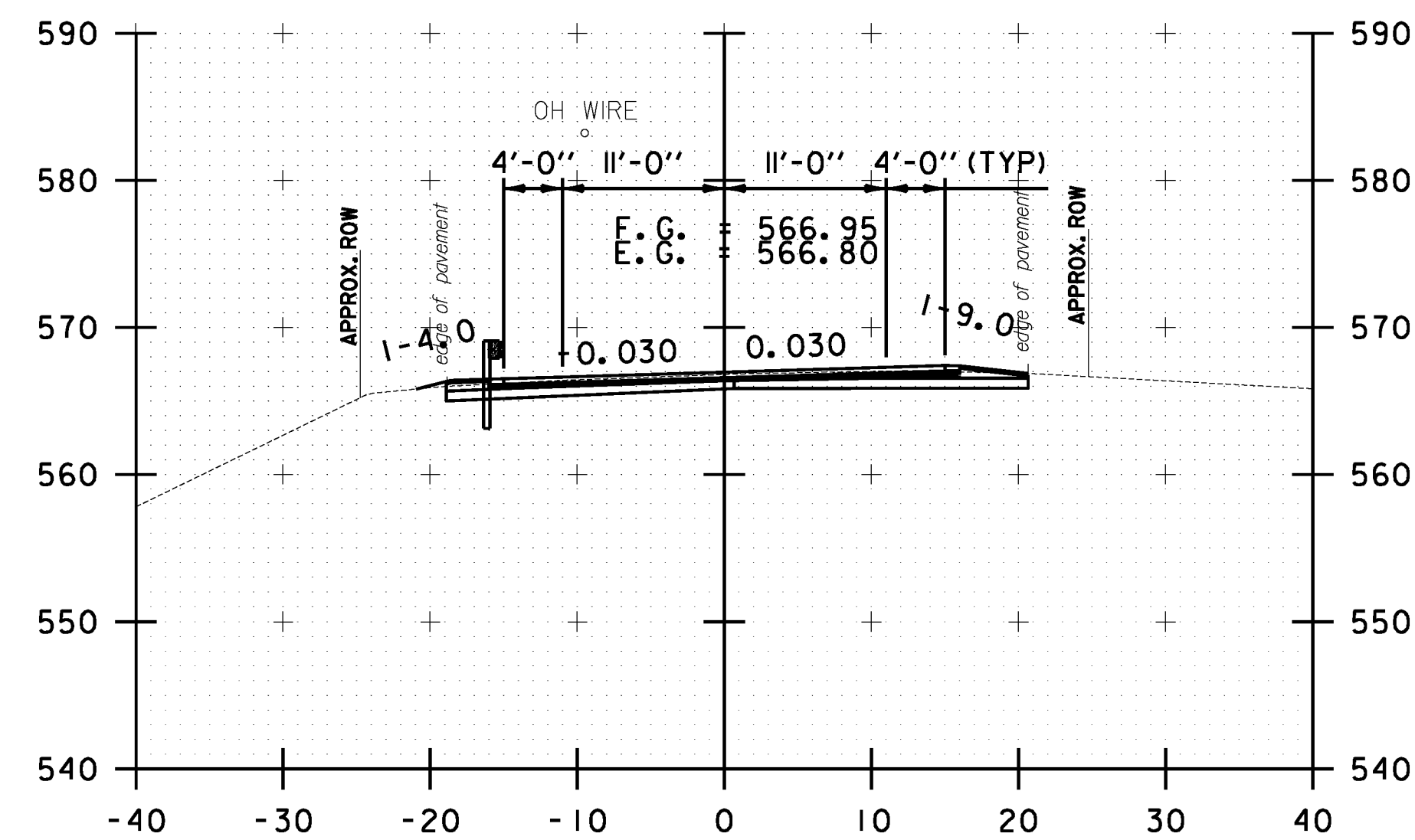
B 106+50.00



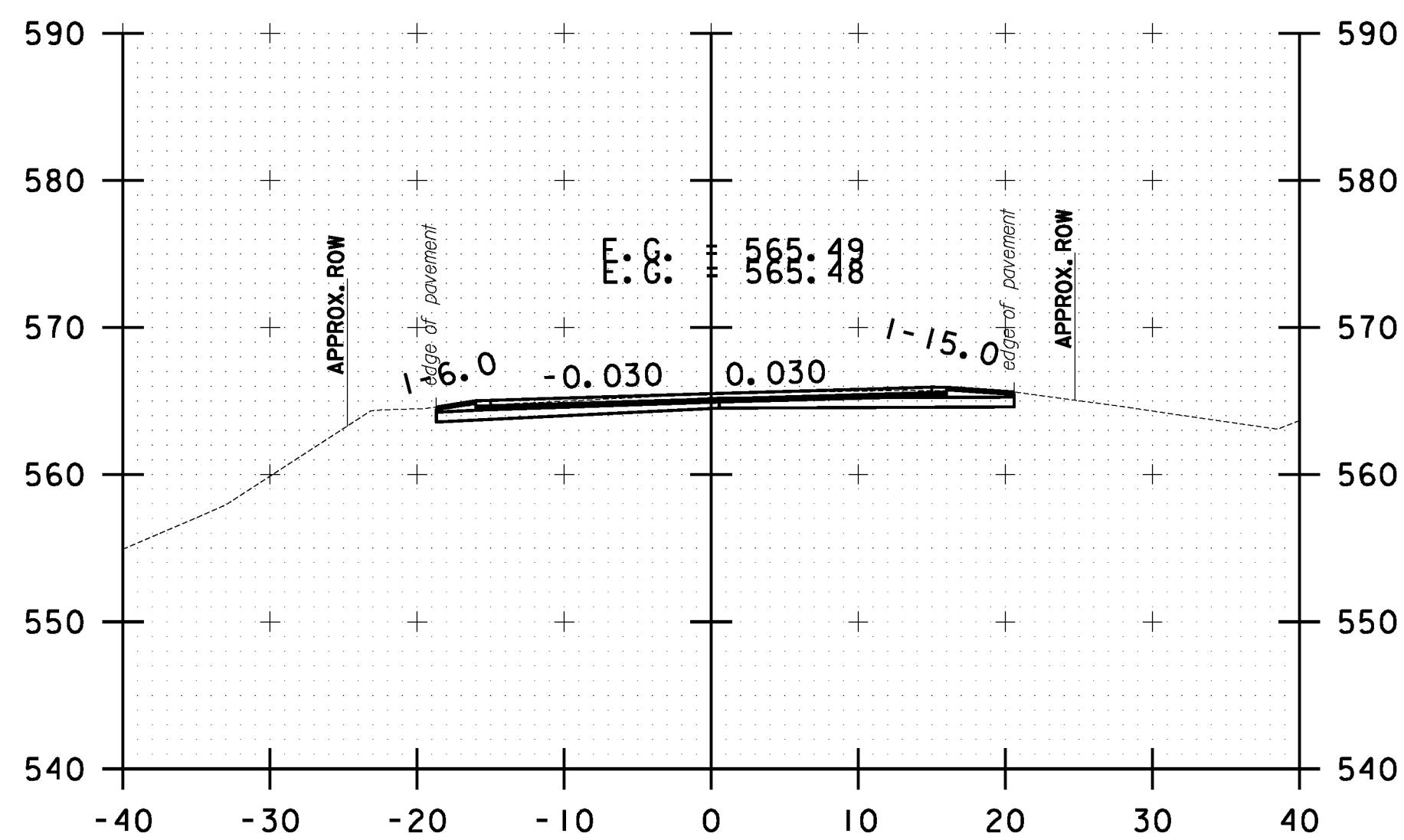
B 107+50.00



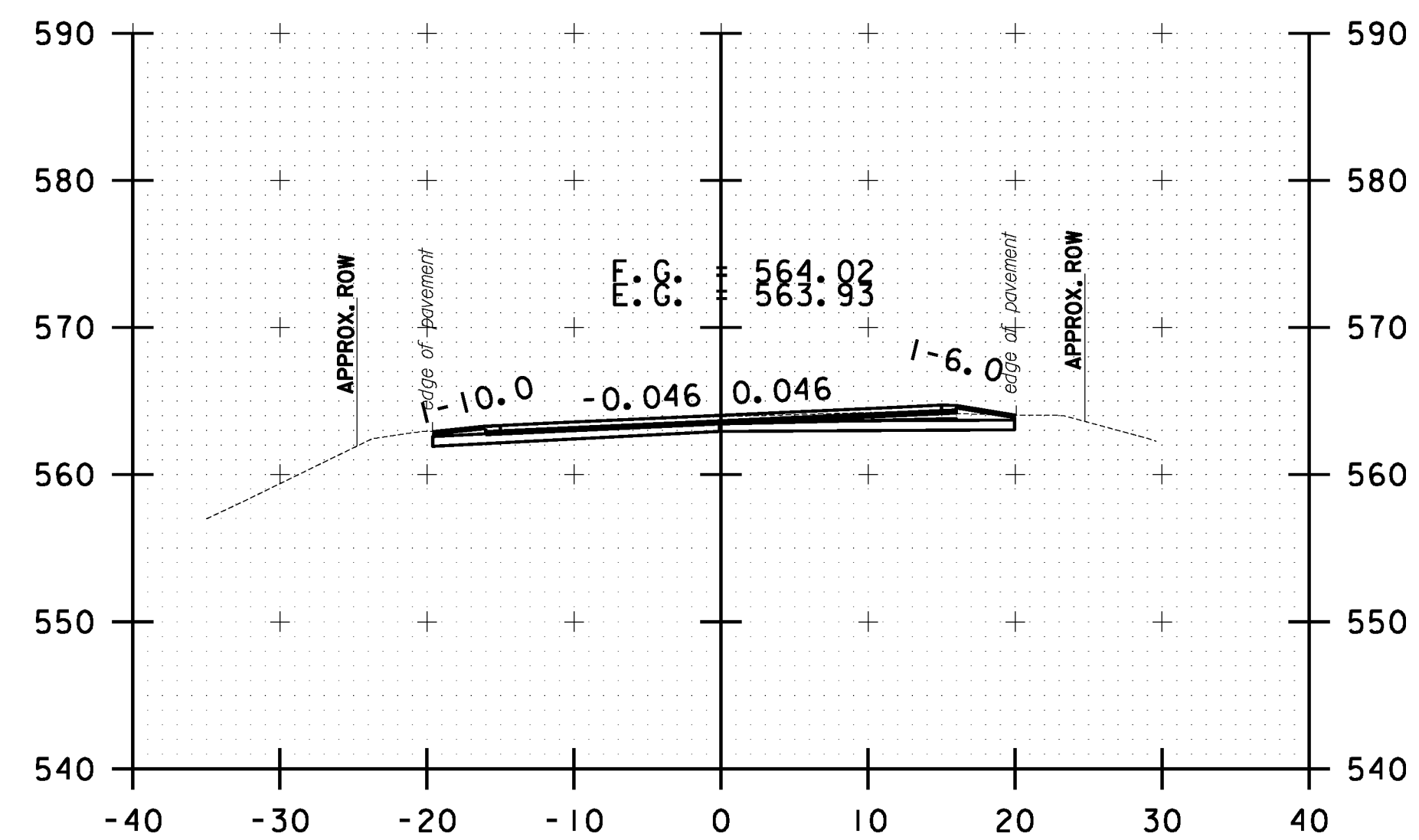
B 108+50.00



B 106+00.00



B 107+00.00



B 108+00.00

10 0 10
SCALE IN FEET

**BETHEL
CROSS SECTION
SHEET #35**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214.bethel.xc.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214xsl47.i

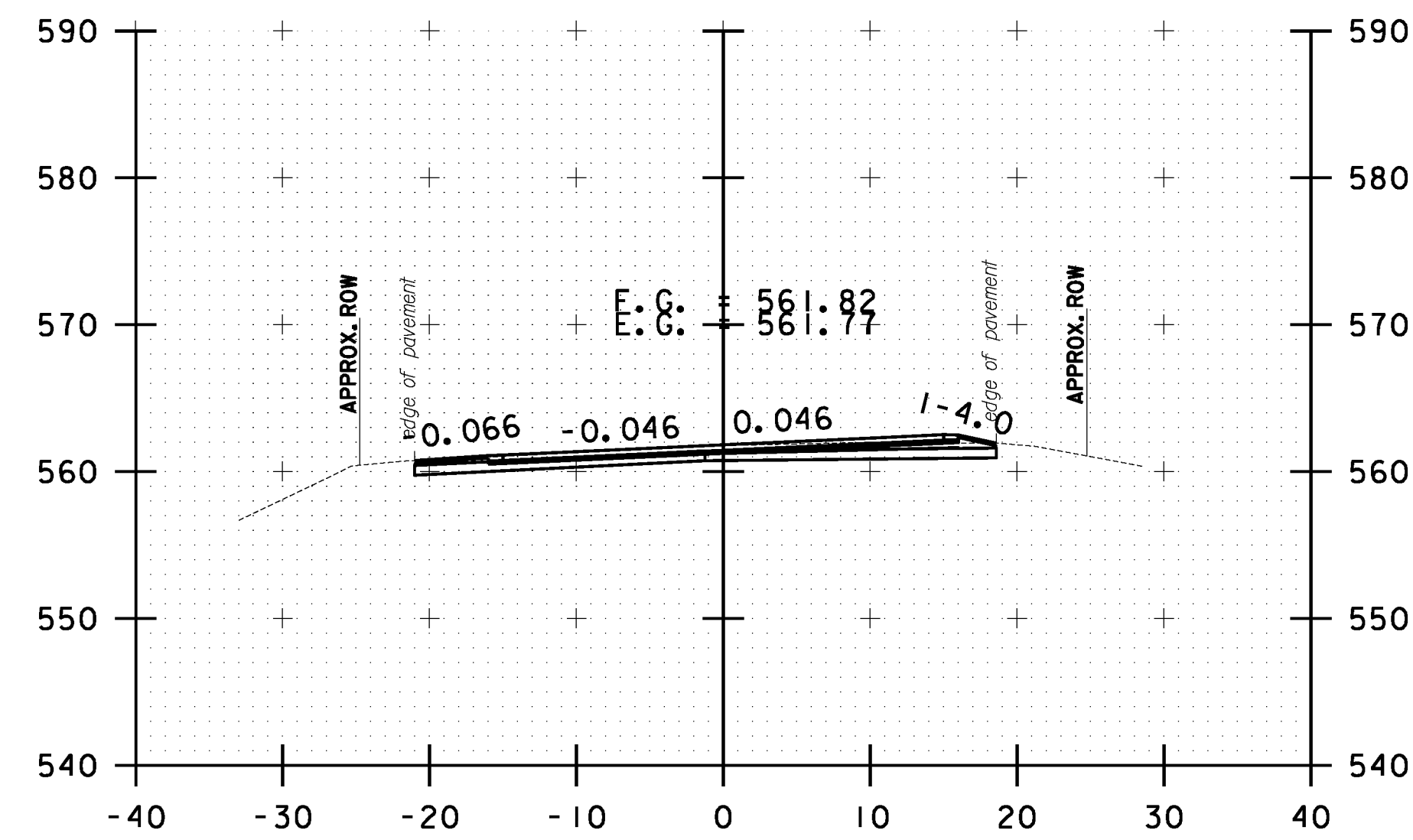
PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

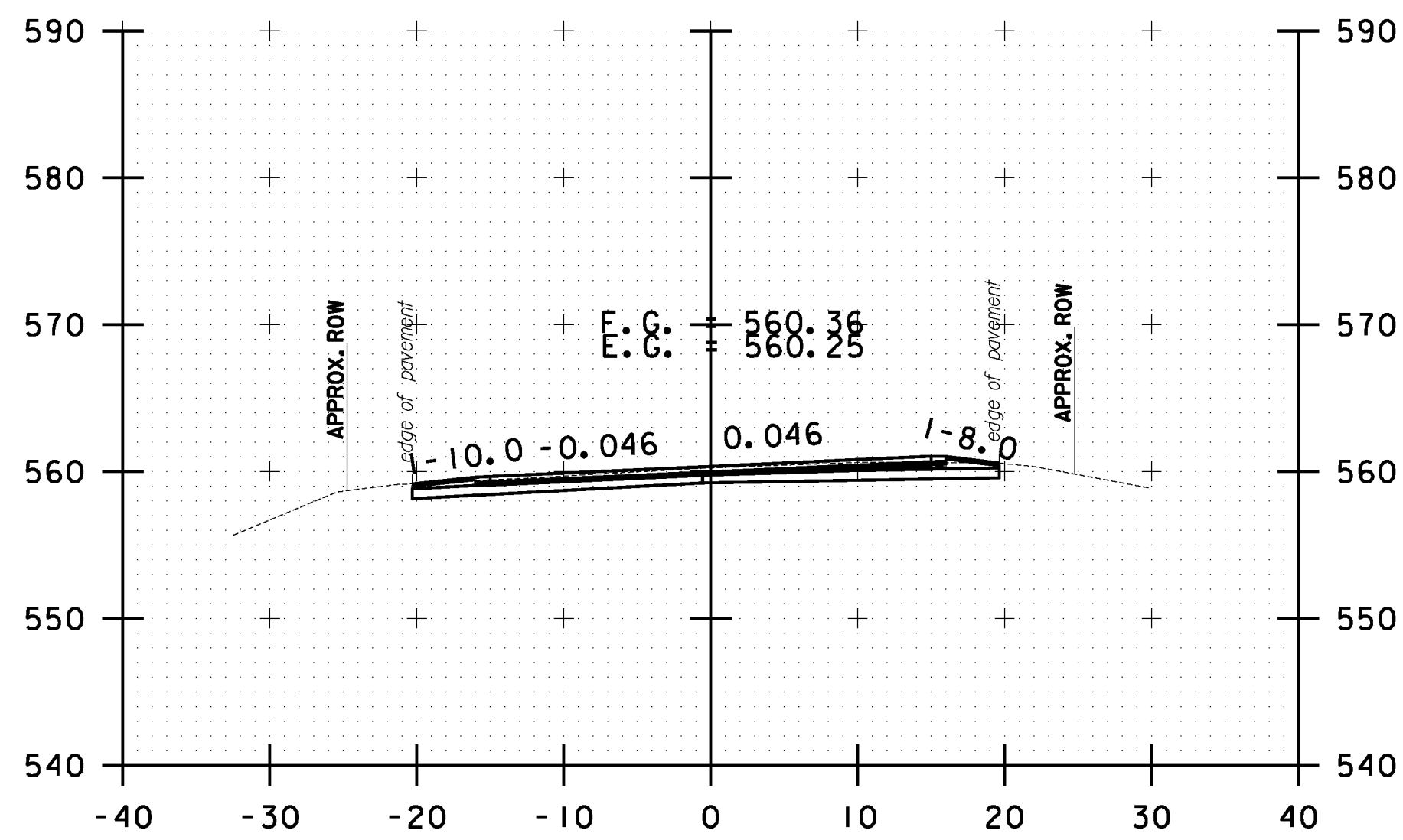
CHECKED BY: J.P.S.

SHEET 360 OF 397

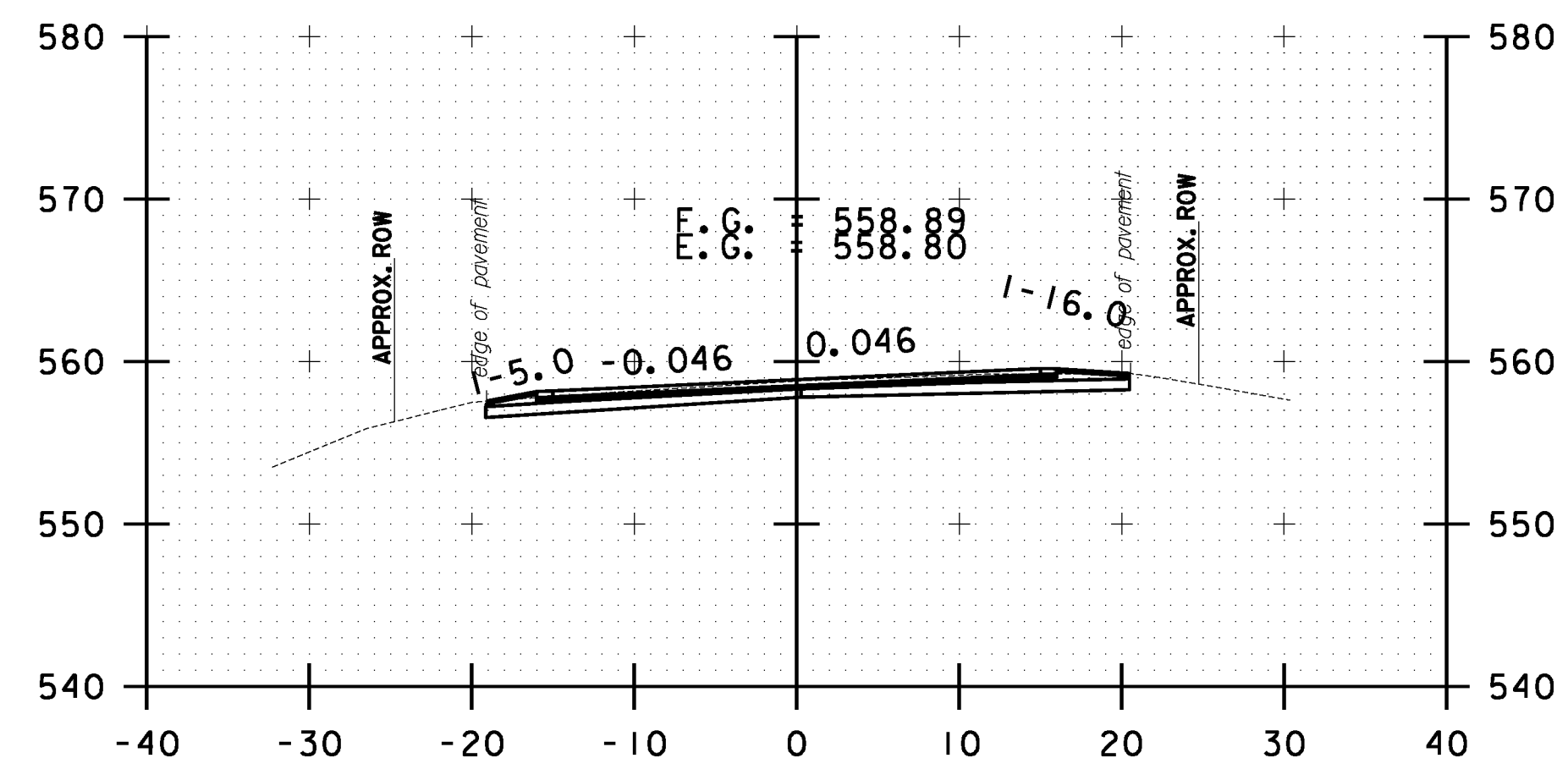
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DATE/TIME = 3/17/2014
USER = 4916



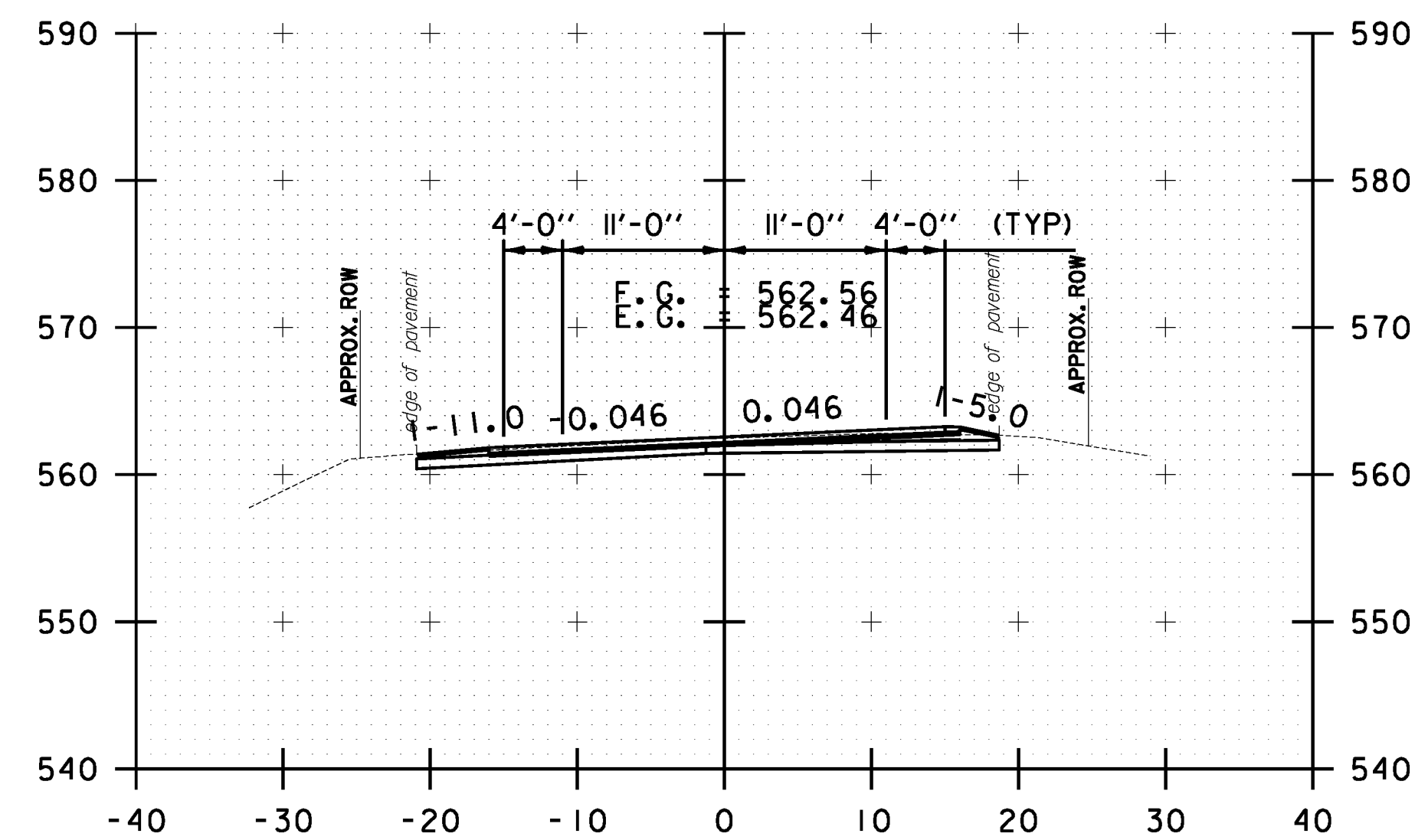
B 109+50.00



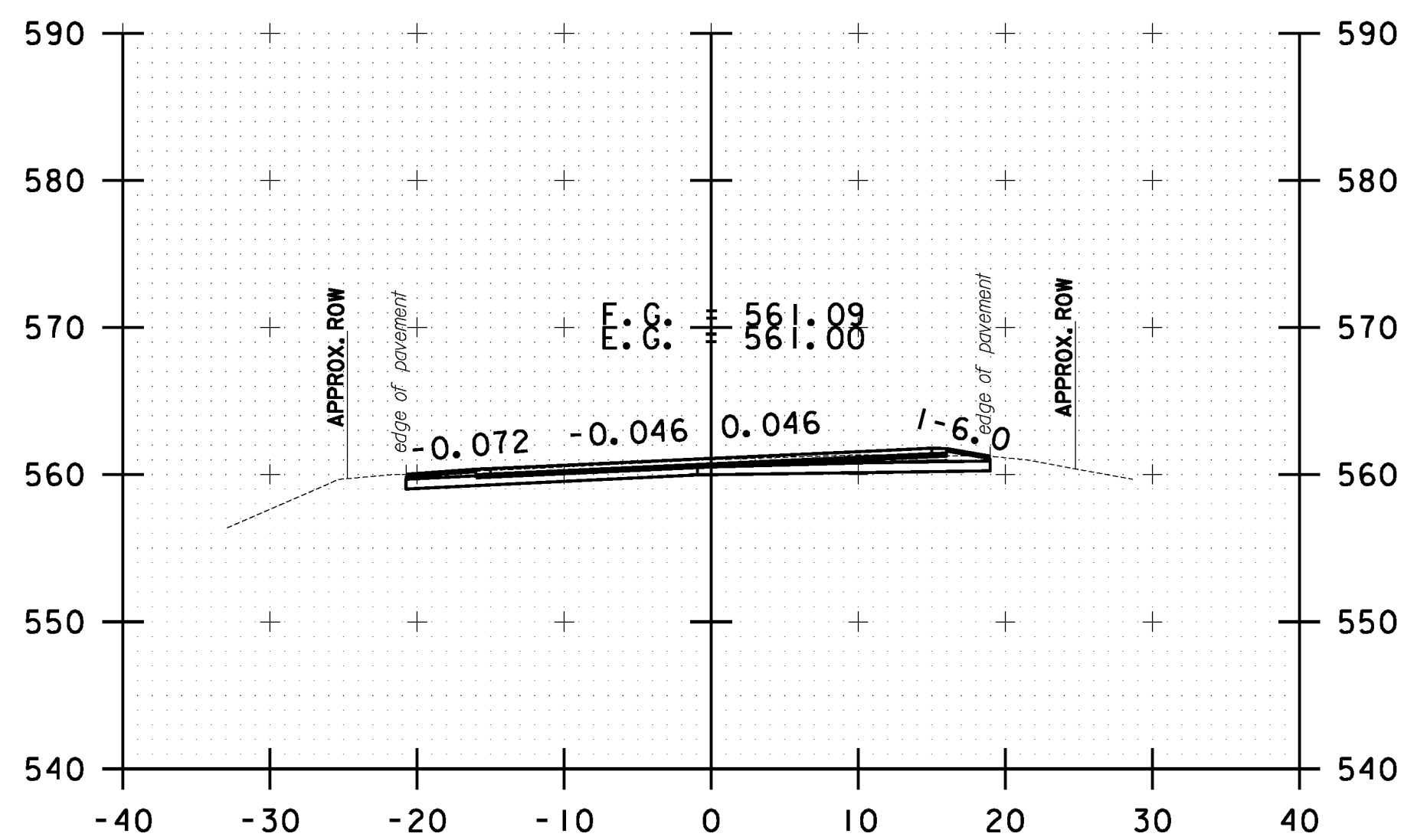
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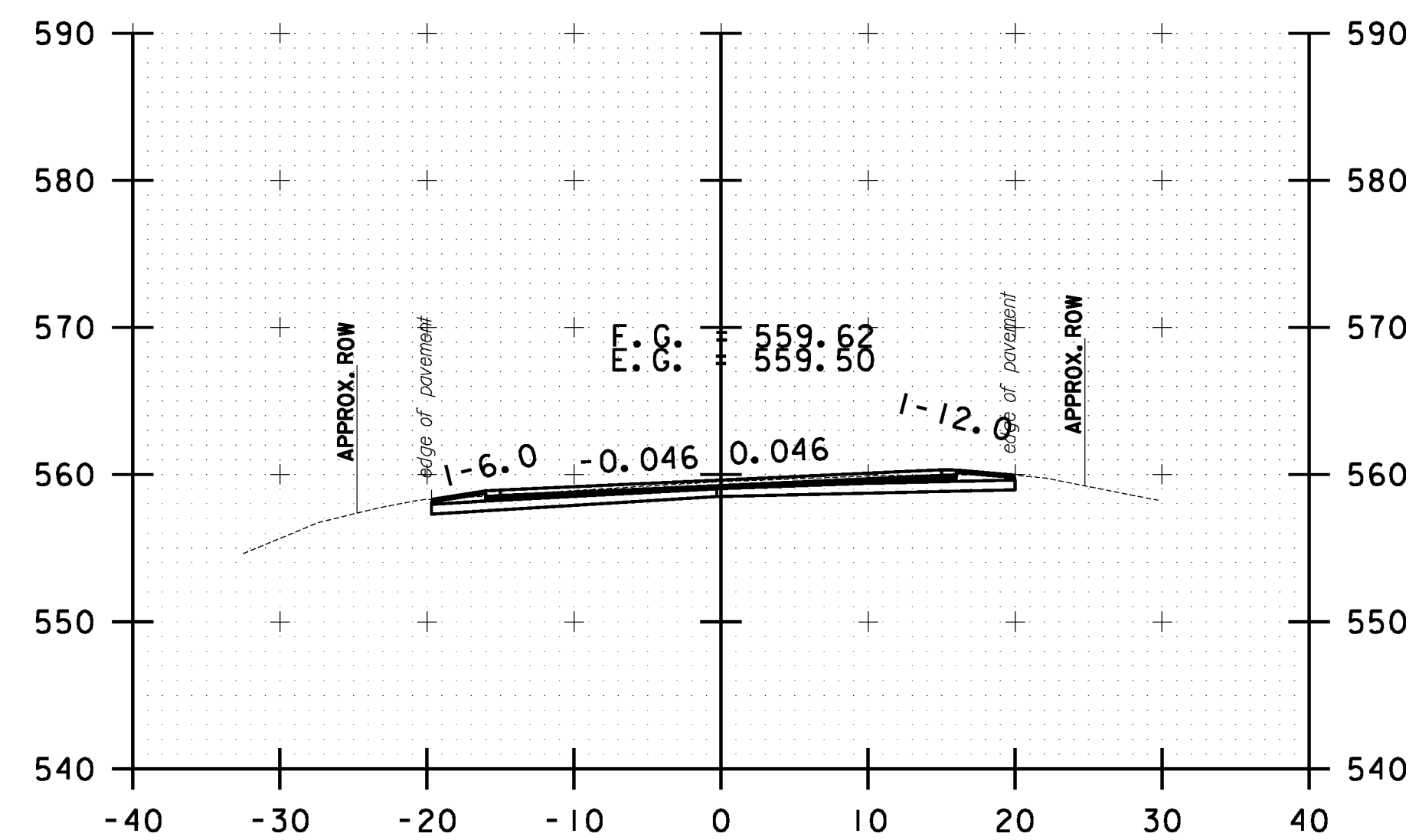
B 111+50.00



B 109+00.00



B 110+00.00



B 111+00.00

10 0 10
SCALE IN FEET

**BETHEL
CROSS SECTION
SHEET #36**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214.bethel.xc.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214.xsl48.i

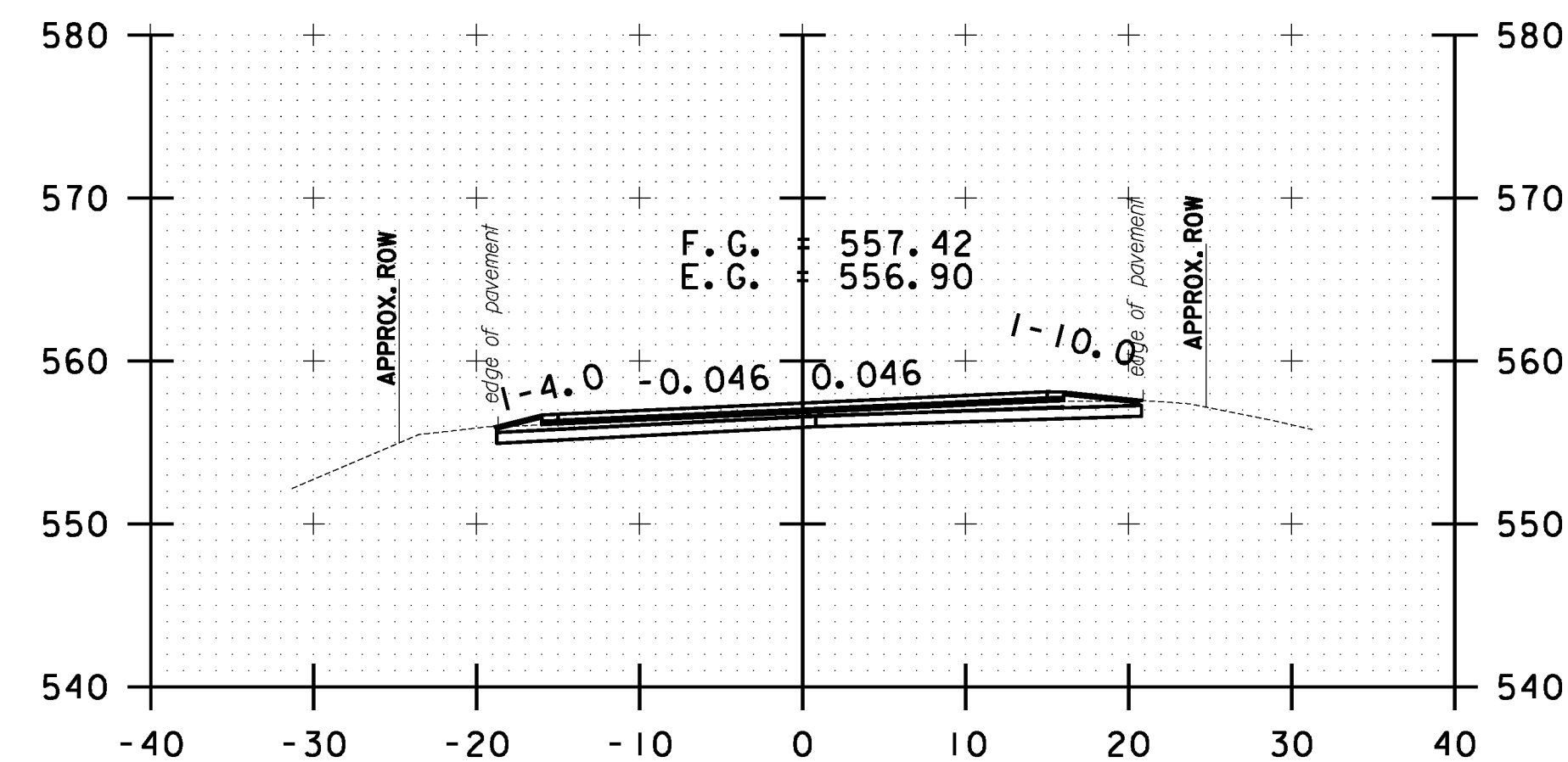
PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

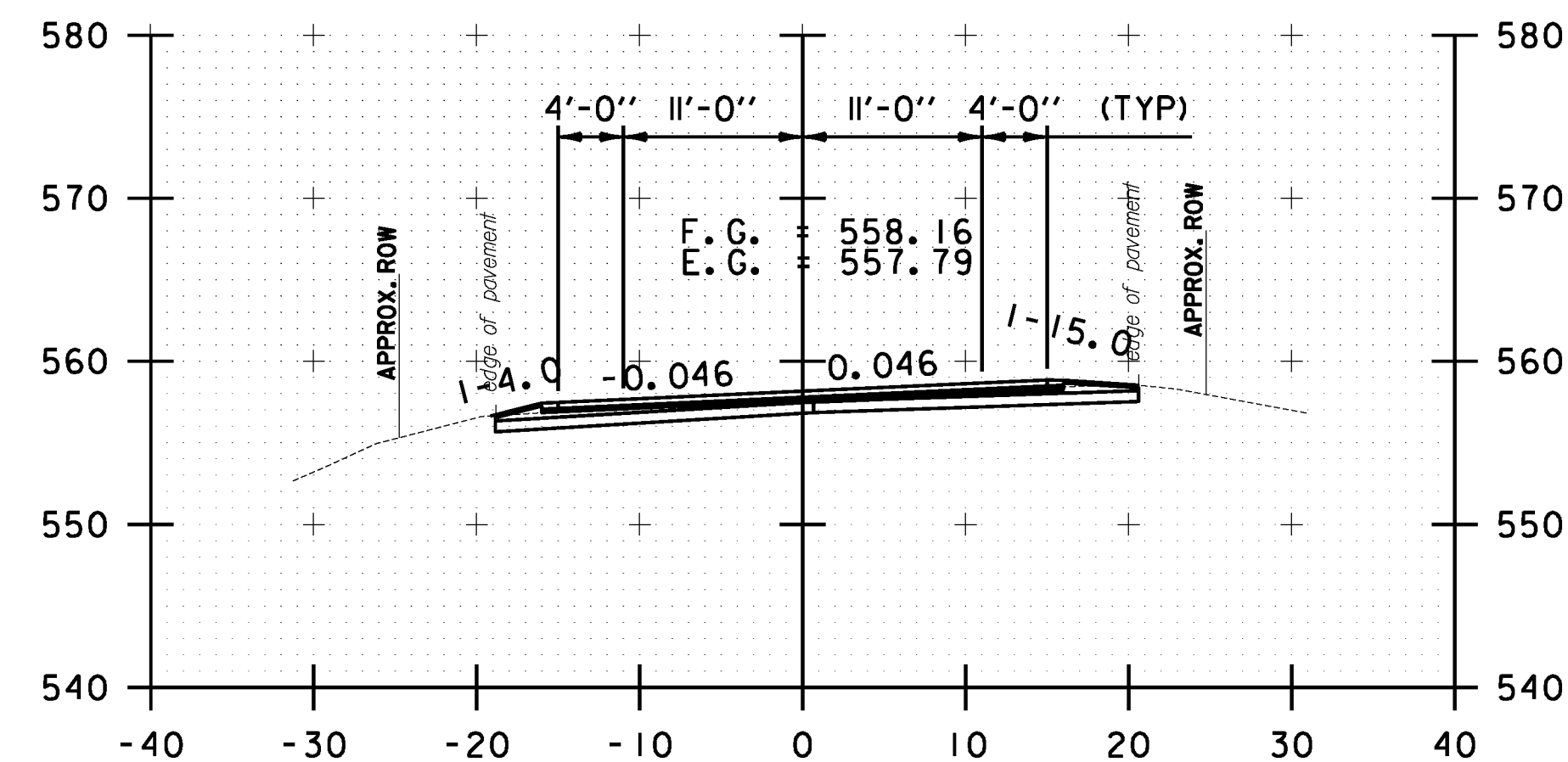
CHECKED BY: J.P.S.

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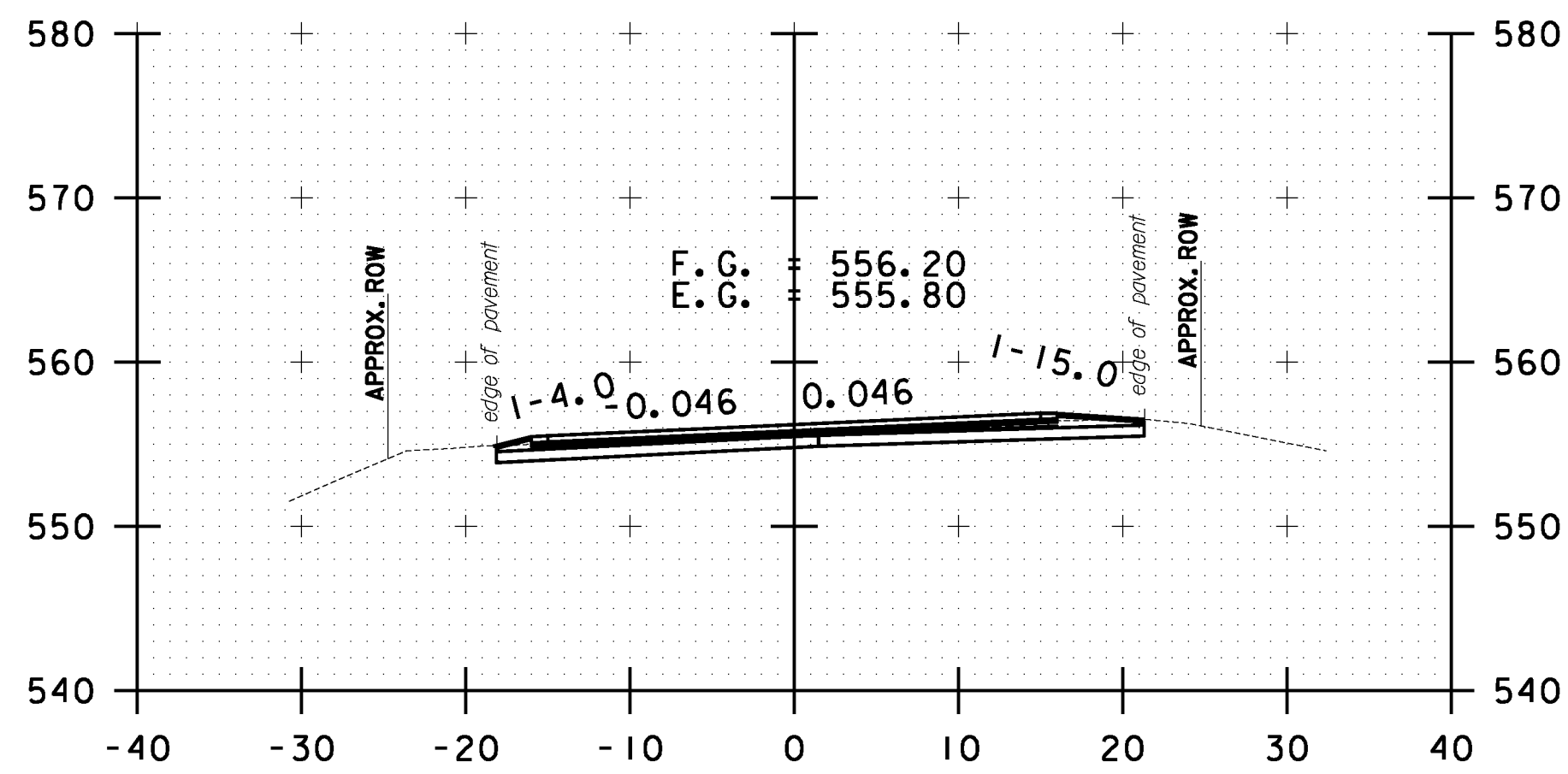
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DATE/TIME = 3/17/2014
USER = 4916



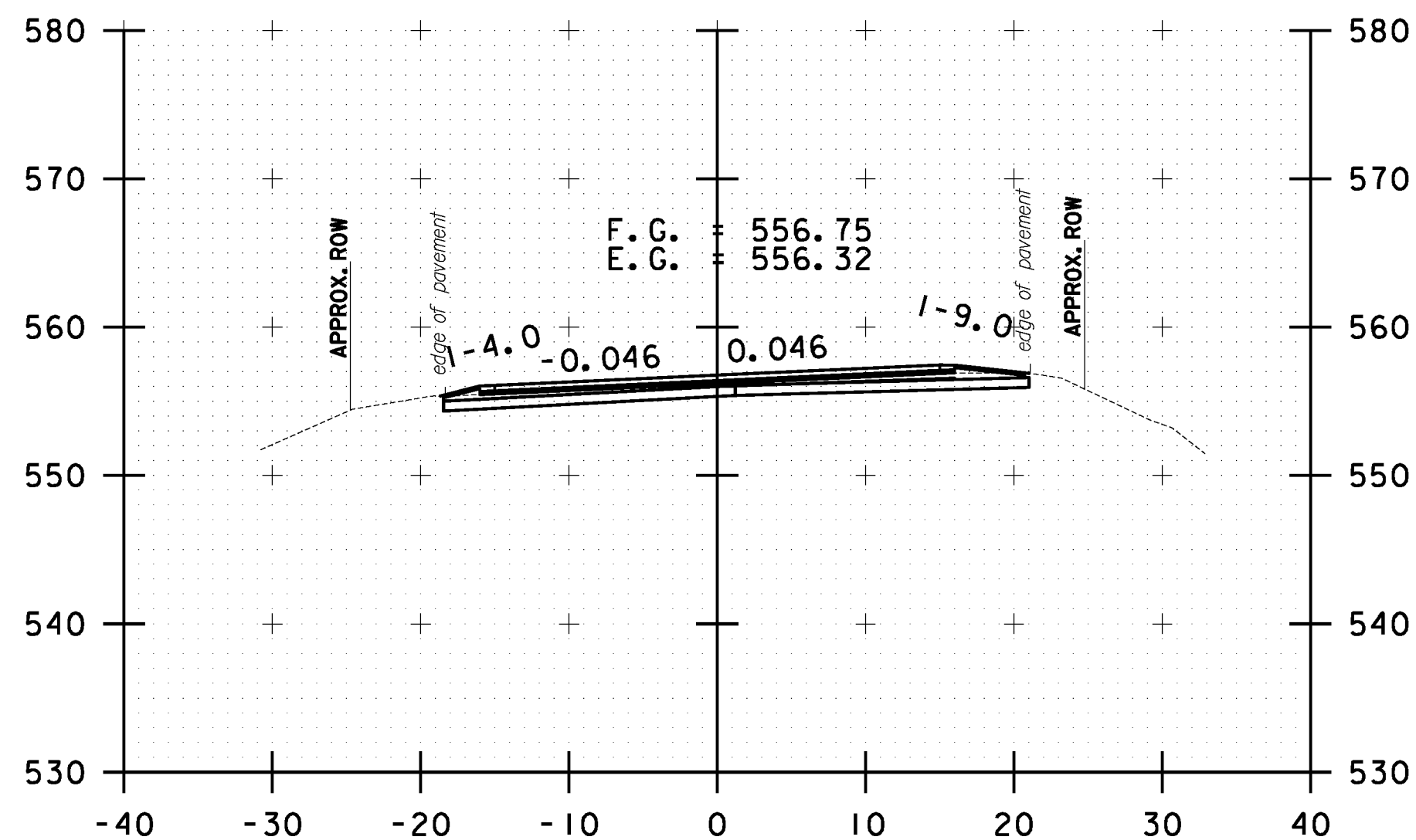
B 112+50.00



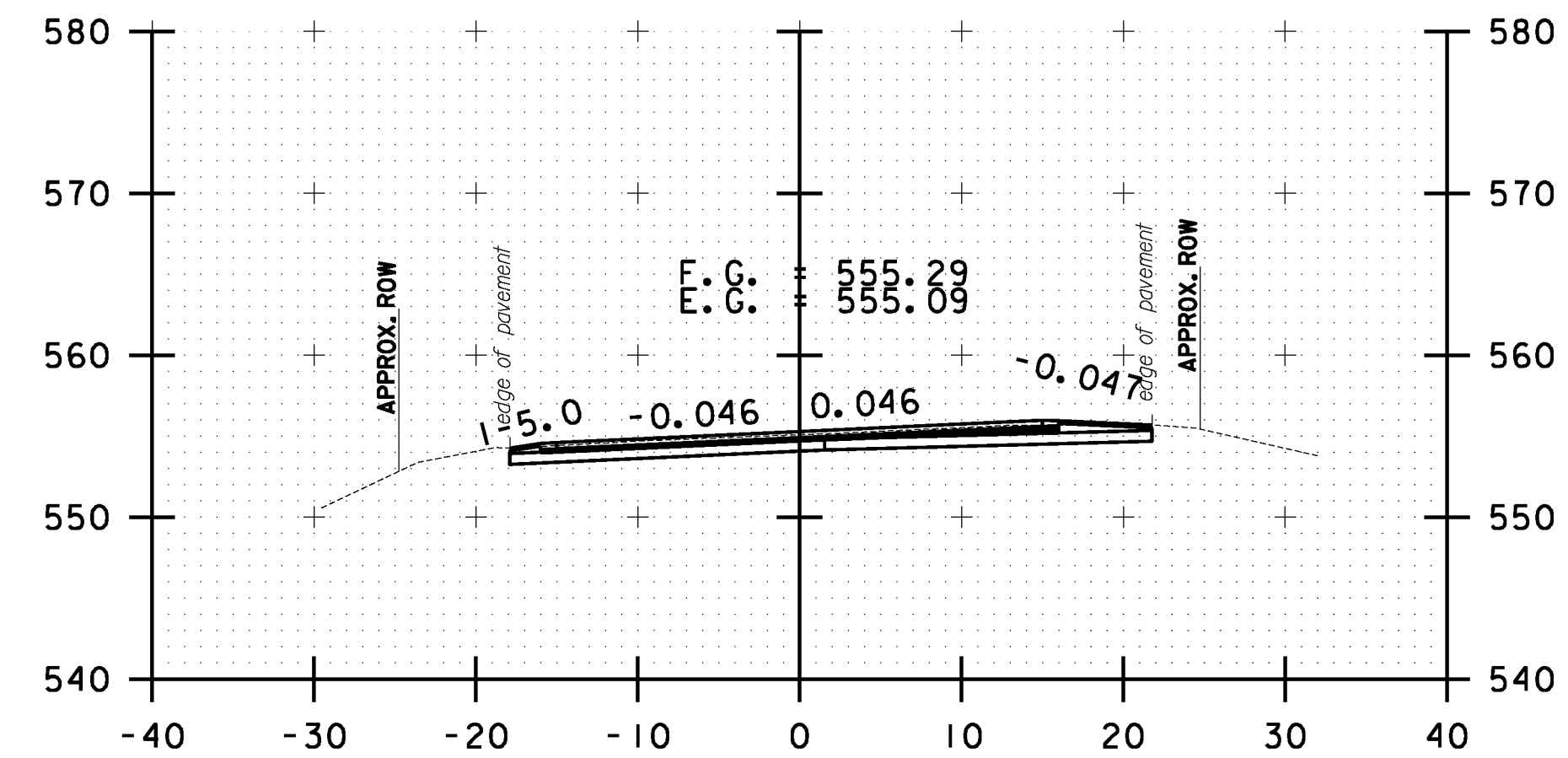
B 112+00.00



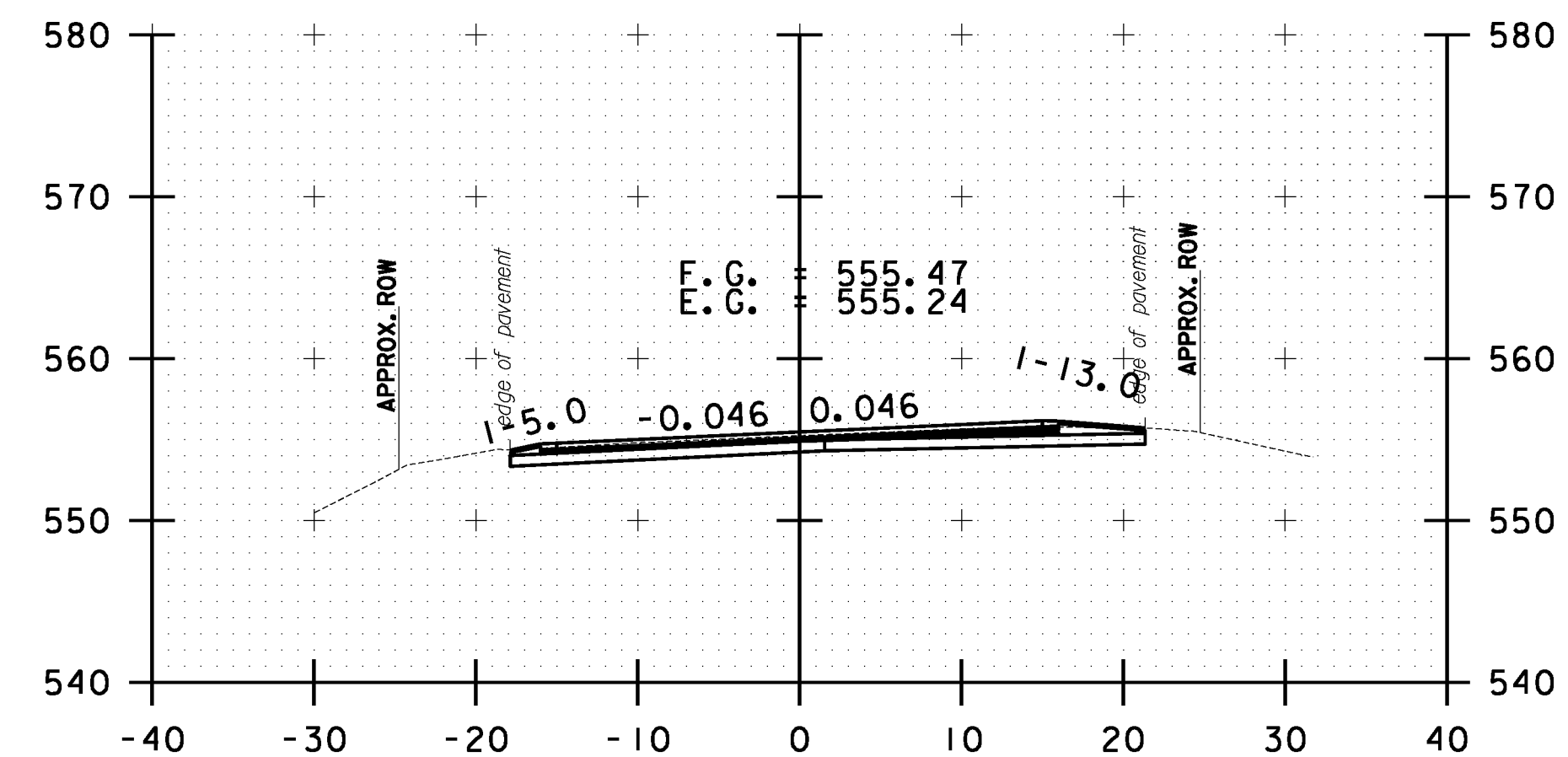
B 113+50.00



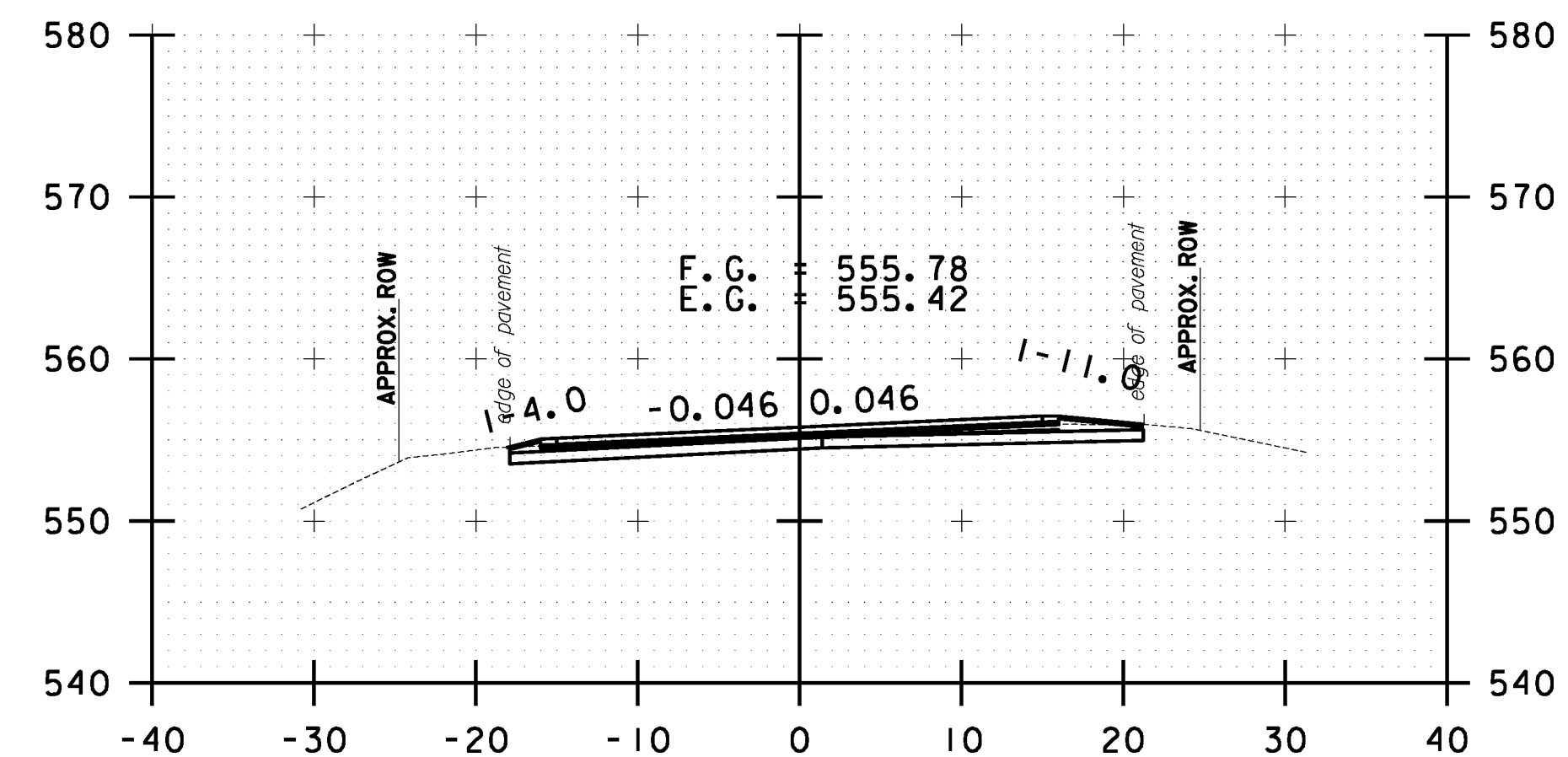
B 113+00.00



B 115+00.00



B 114+50.00



B 114+00.00

**BETHEL
CROSS SECTION
SHEET #37**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214.bethel.xc.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214xs149.i

PLOT DATE: 3/17/2014

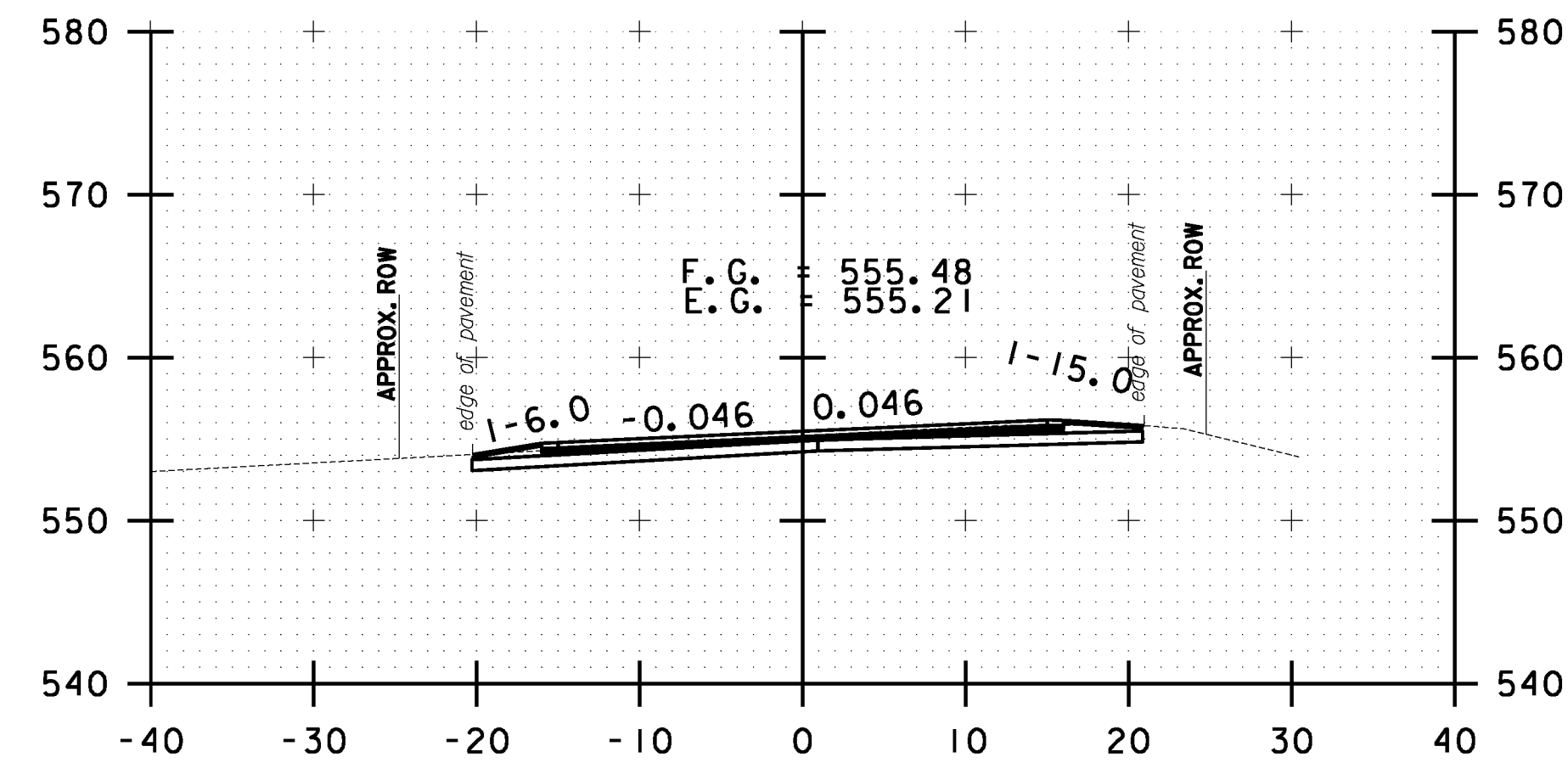
DRAWN BY: W.G.P.

CHECKED BY: J.P.S.

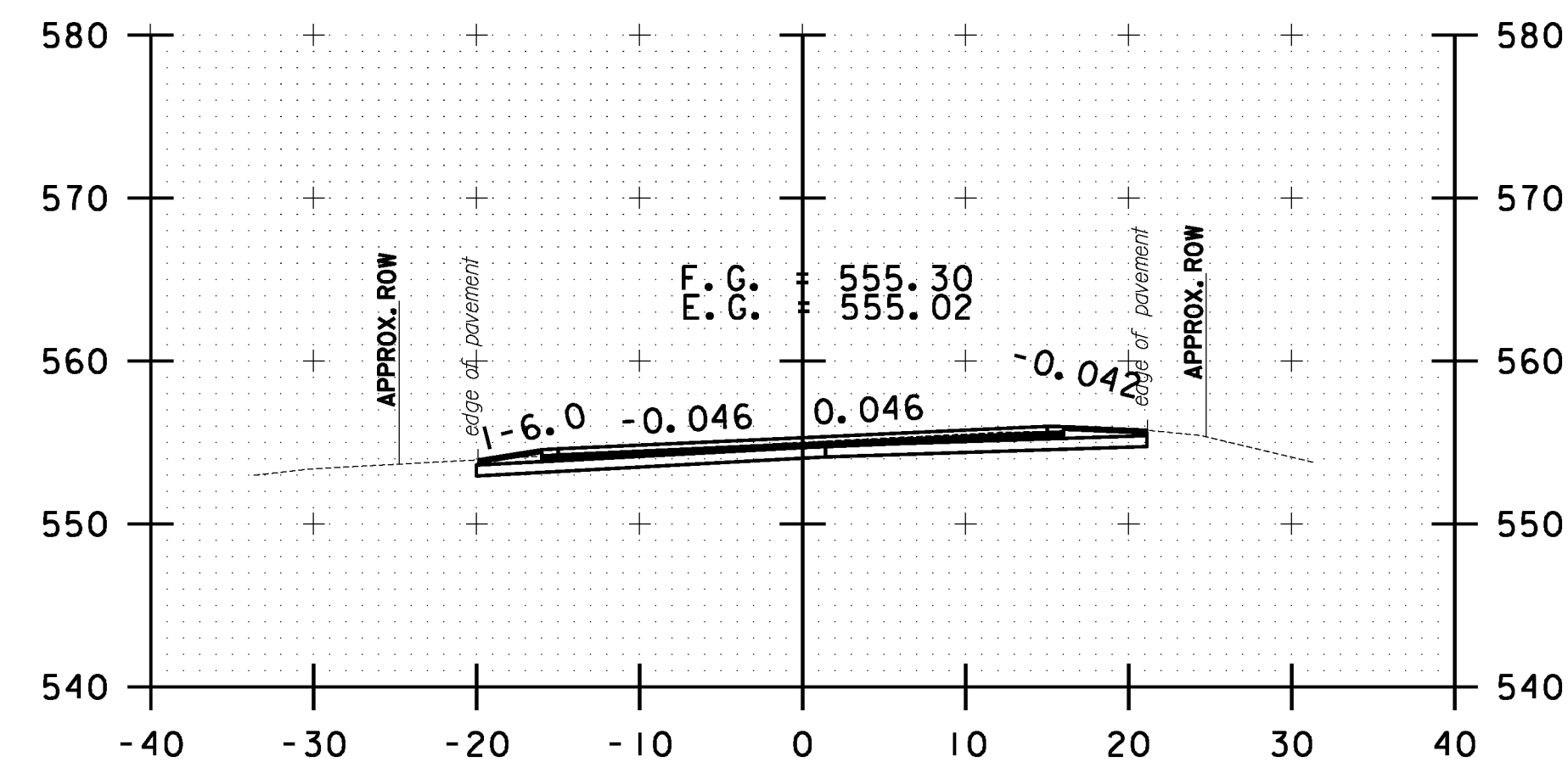
SHEET 362 OF 397

10 0 10
SCALE IN FEET

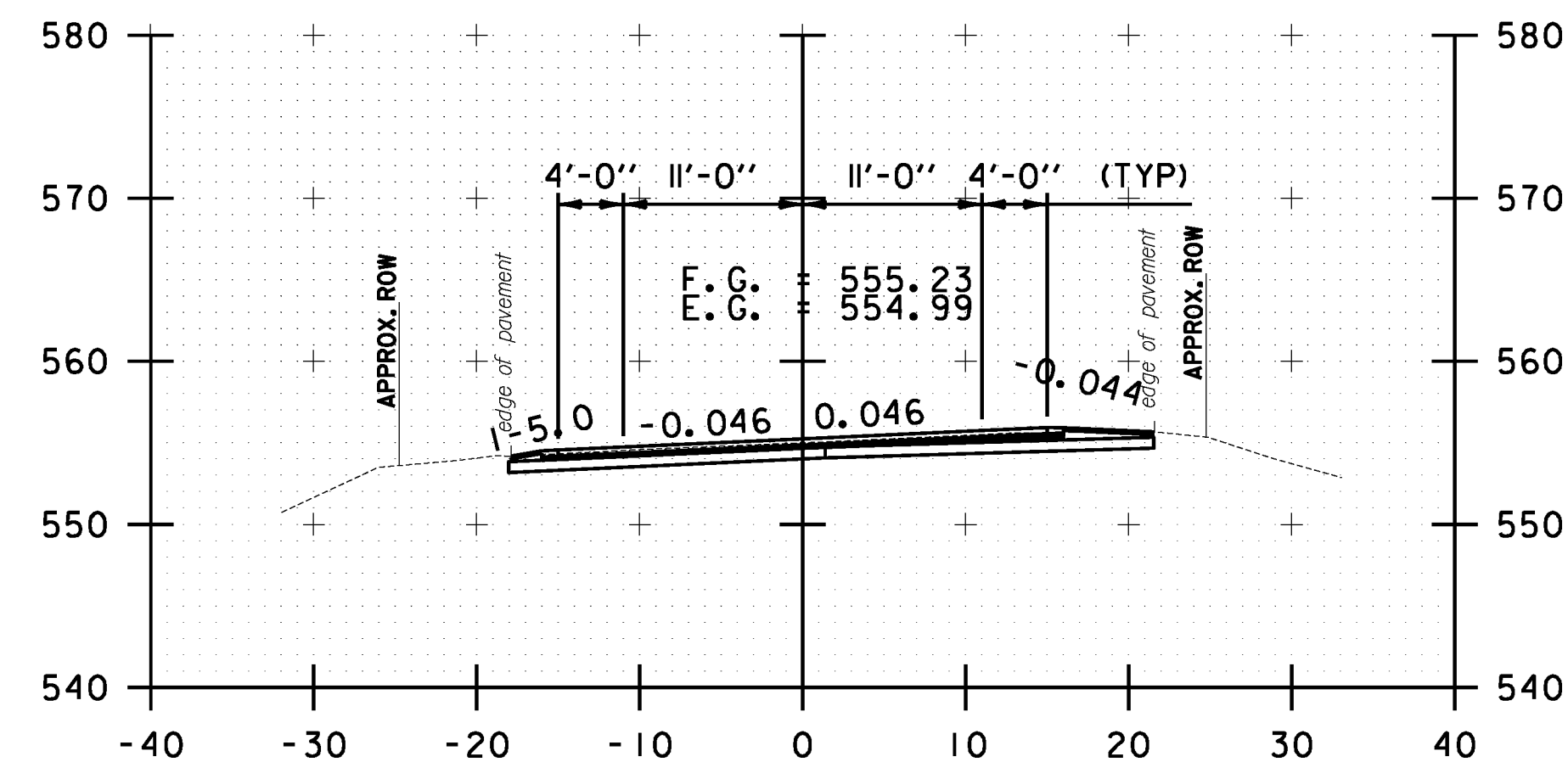
FILE NAME : \\P:\projects\ANY\X2\22425\CAOD\KSTIN\10b214.bethel.xc.dgn
DATE/TIME : 3/17/2014
USER : 4916



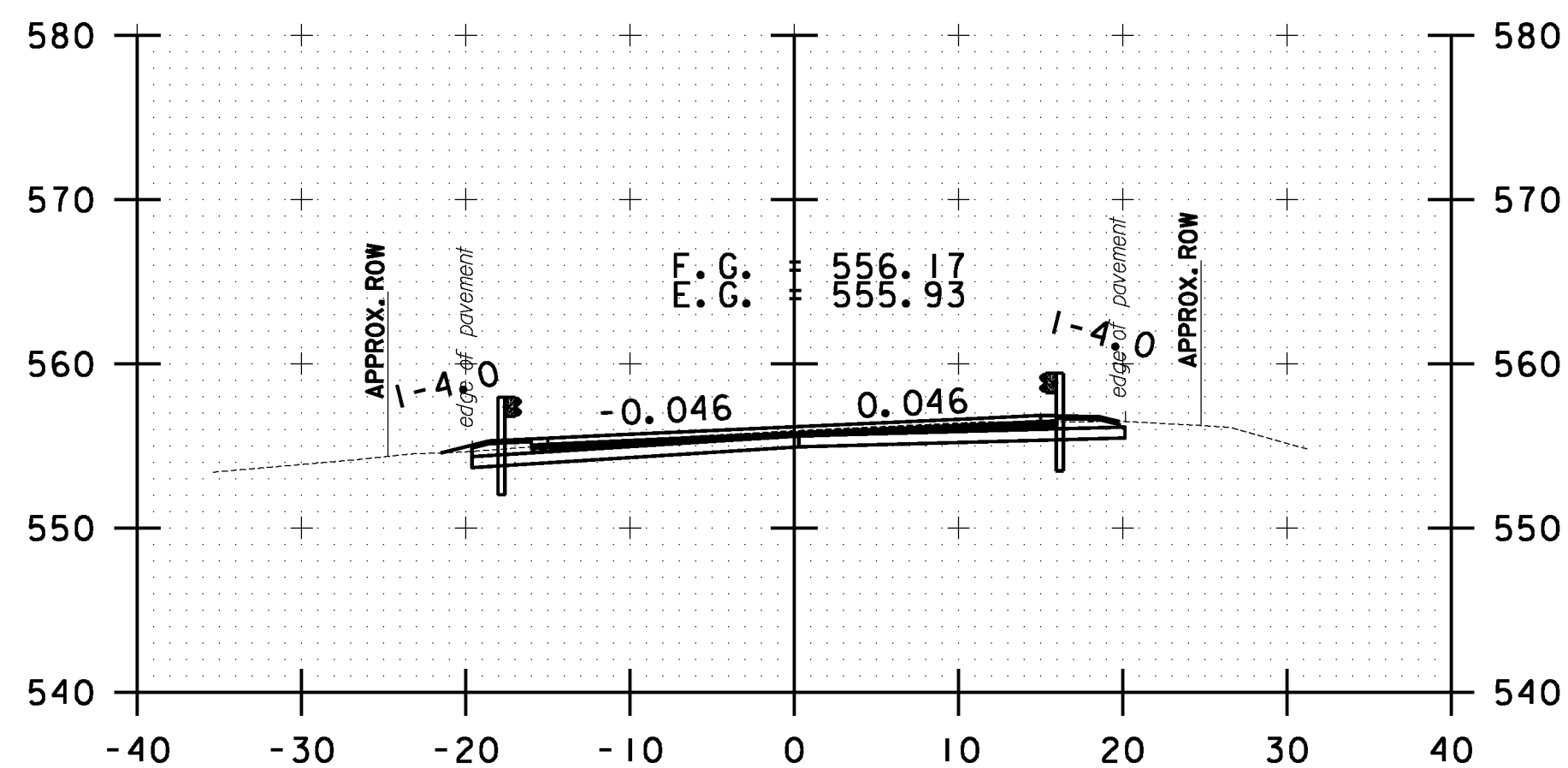
B 116+50.00



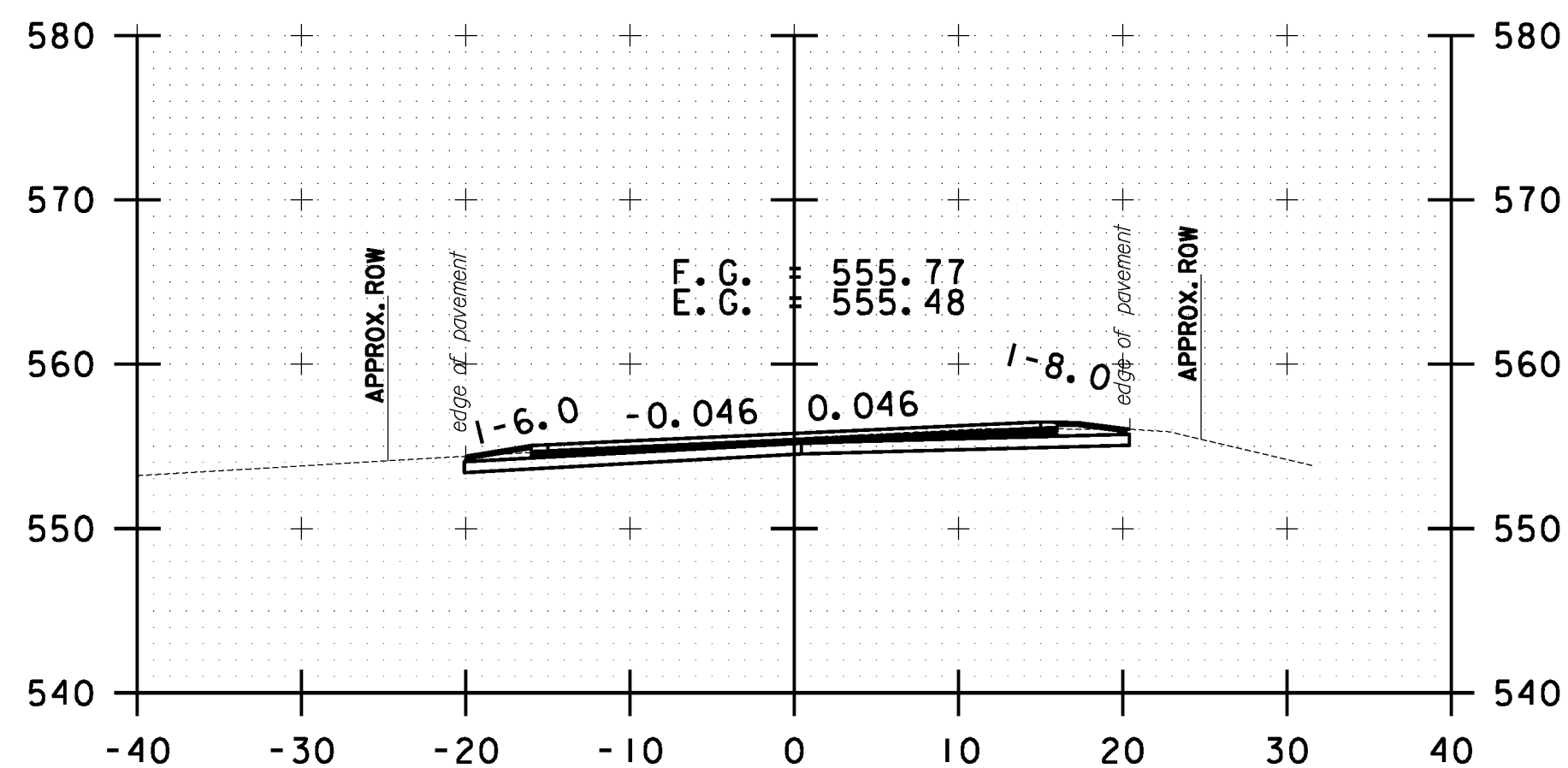
B 116+00.00



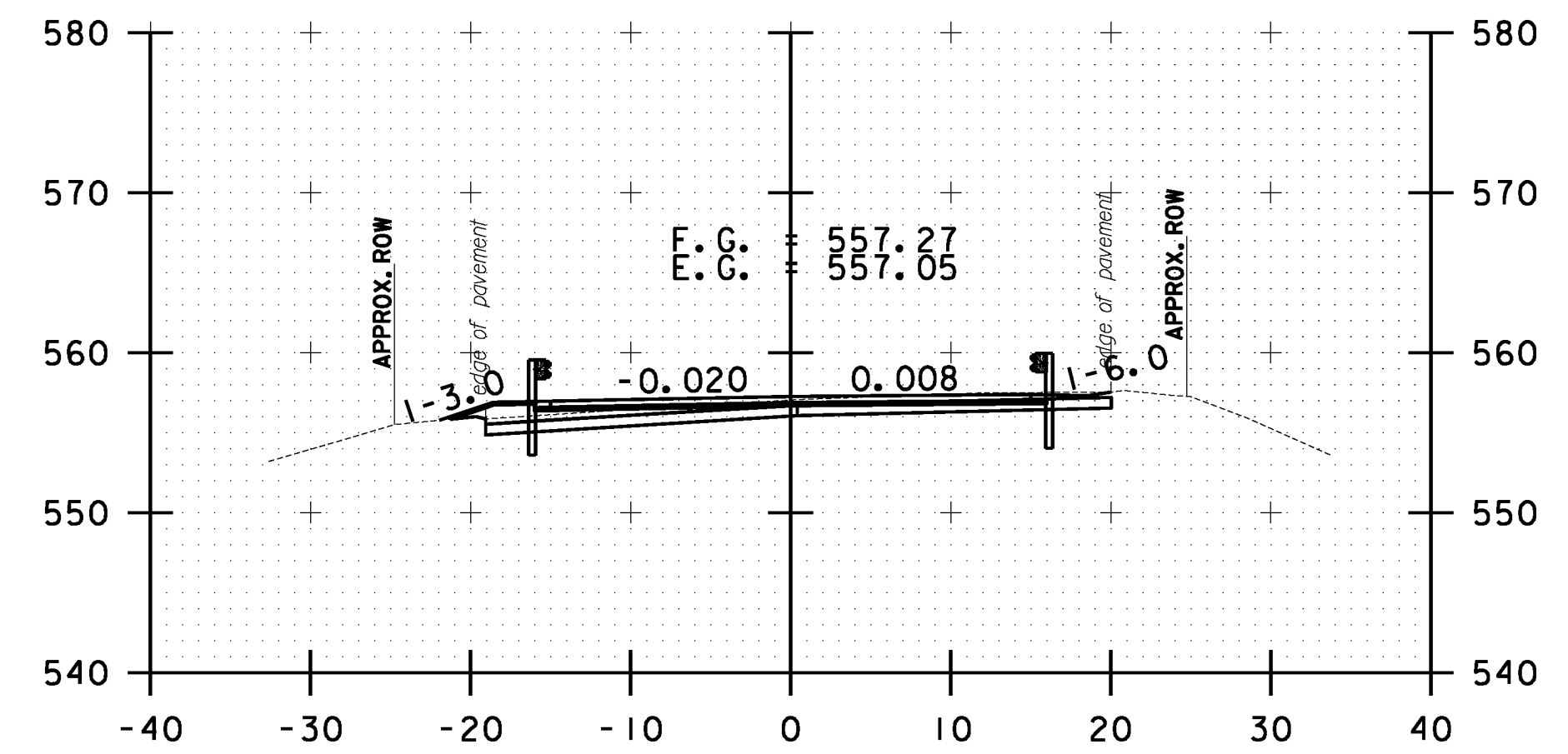
B 115+50.00



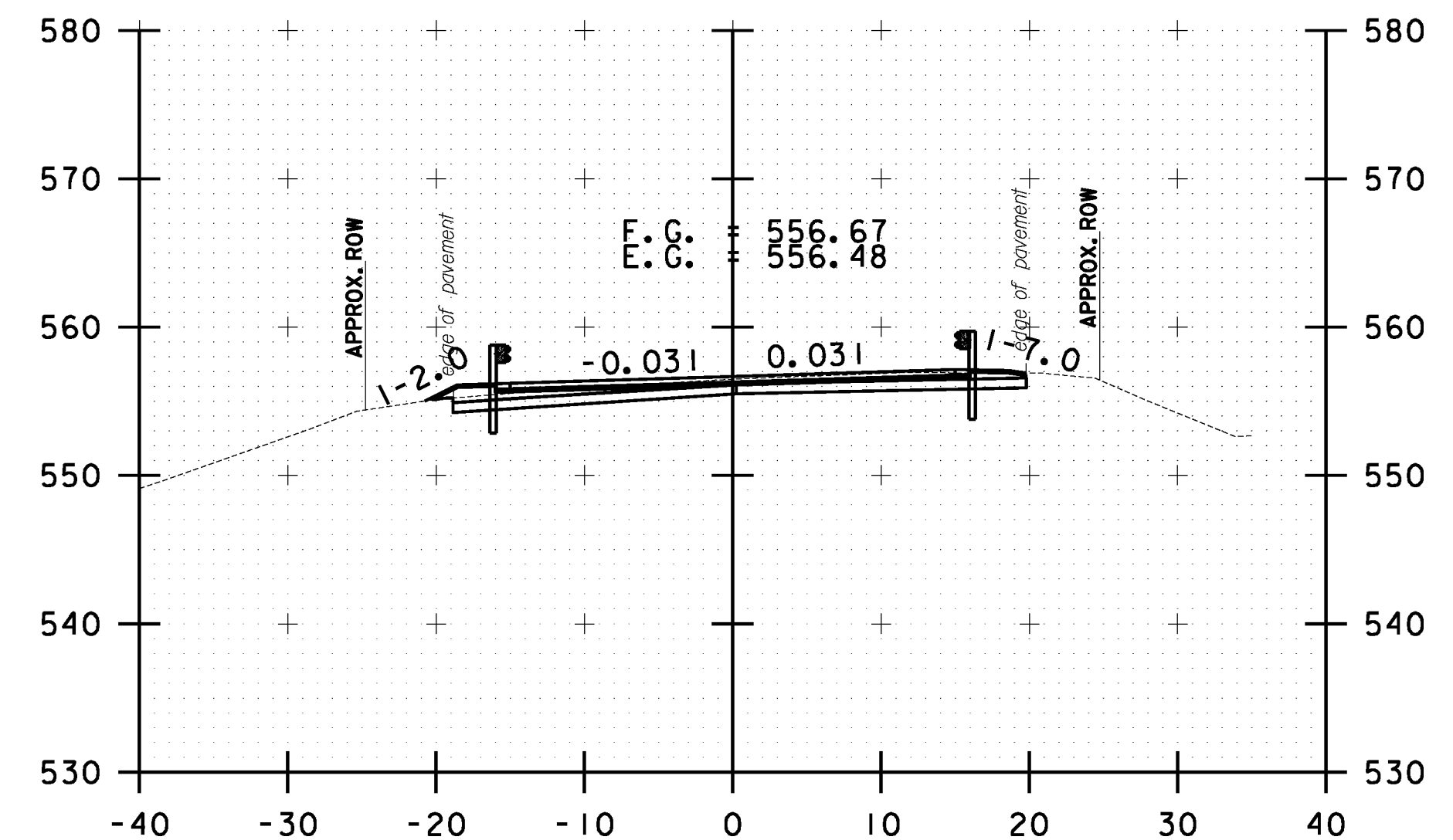
B 117+50.00



B 117+00.00



B 118+50.00



B 118+00.00

10 0 10
SCALE IN FEET

**BETHEL
CROSS SECTION
SHEET #38**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214.bethel.xc.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214xs150.i

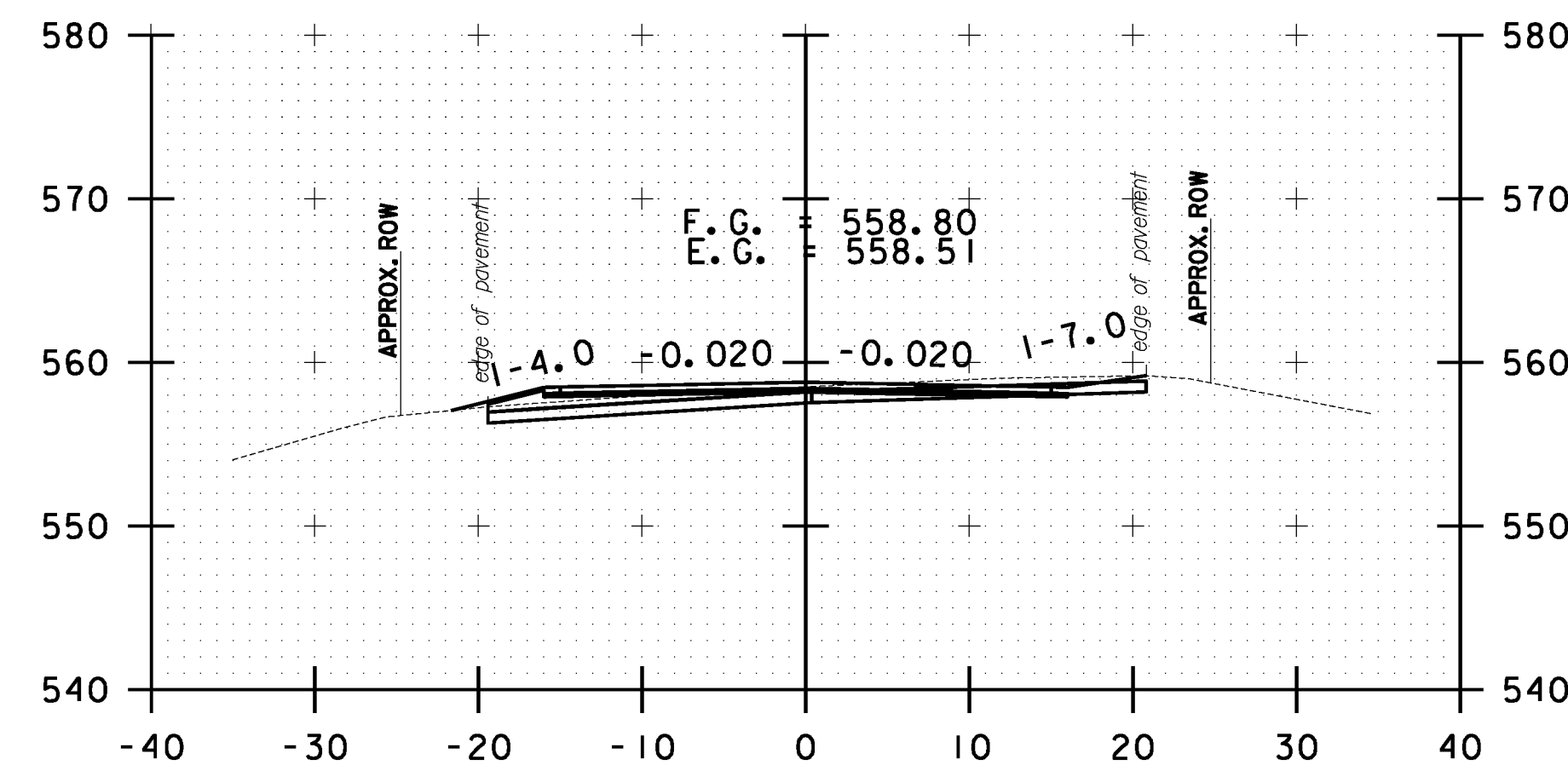
PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

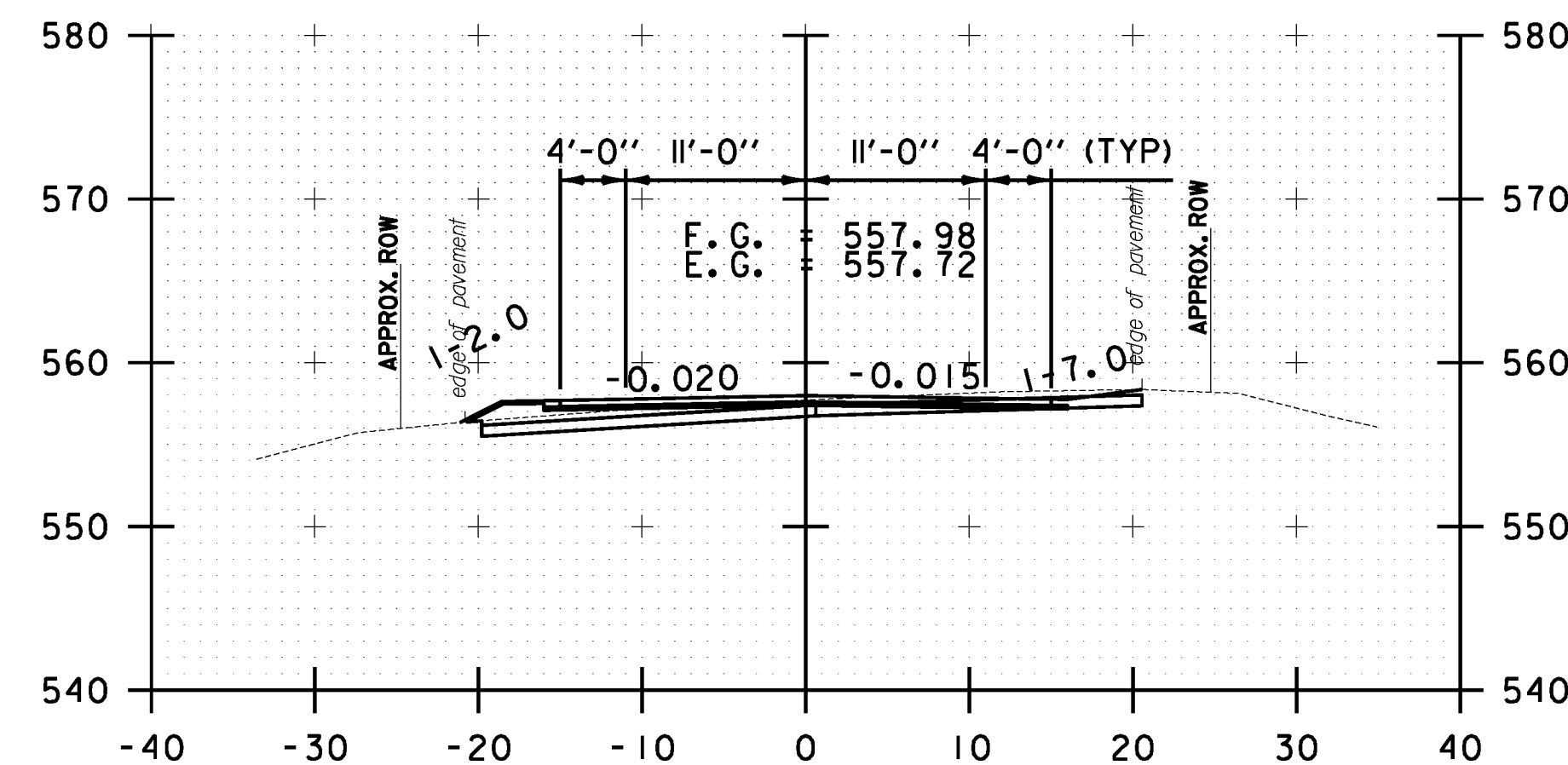
CHECKED BY: J.P.S.

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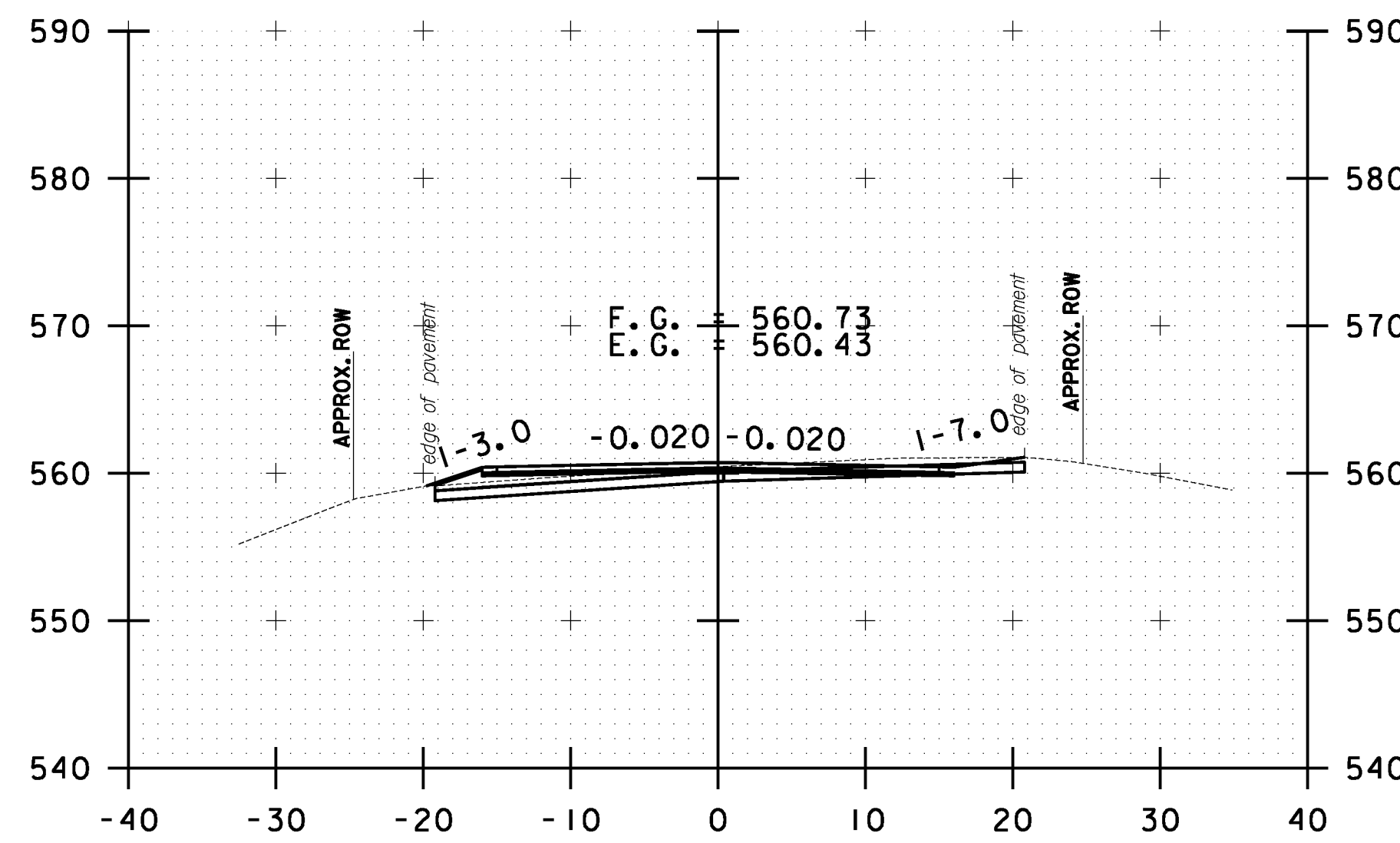
FILE NAME = \\P:\projects\ANY\K2\22\25\CAOD\KSTN\10b214.bethel.xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



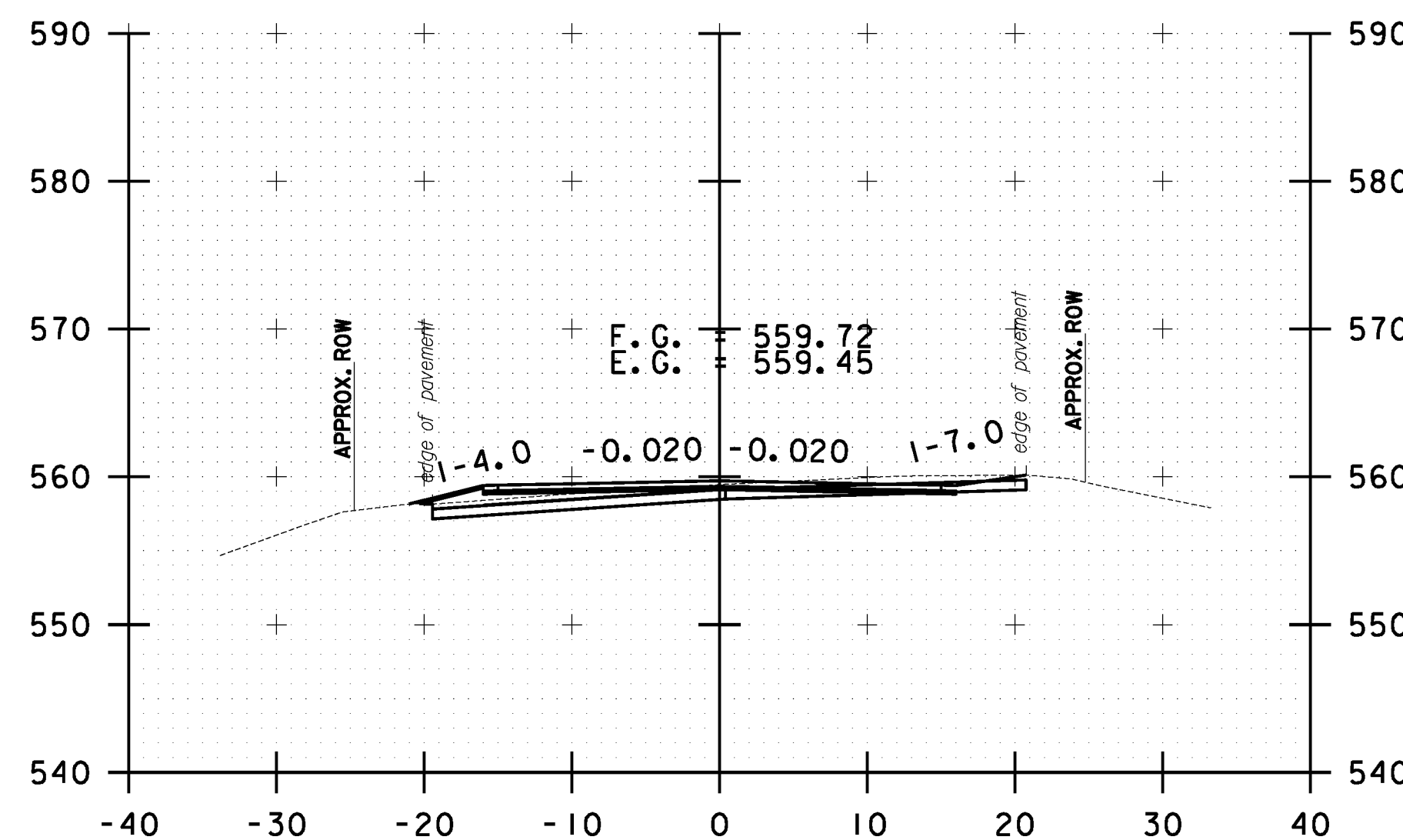
B 119+50.00



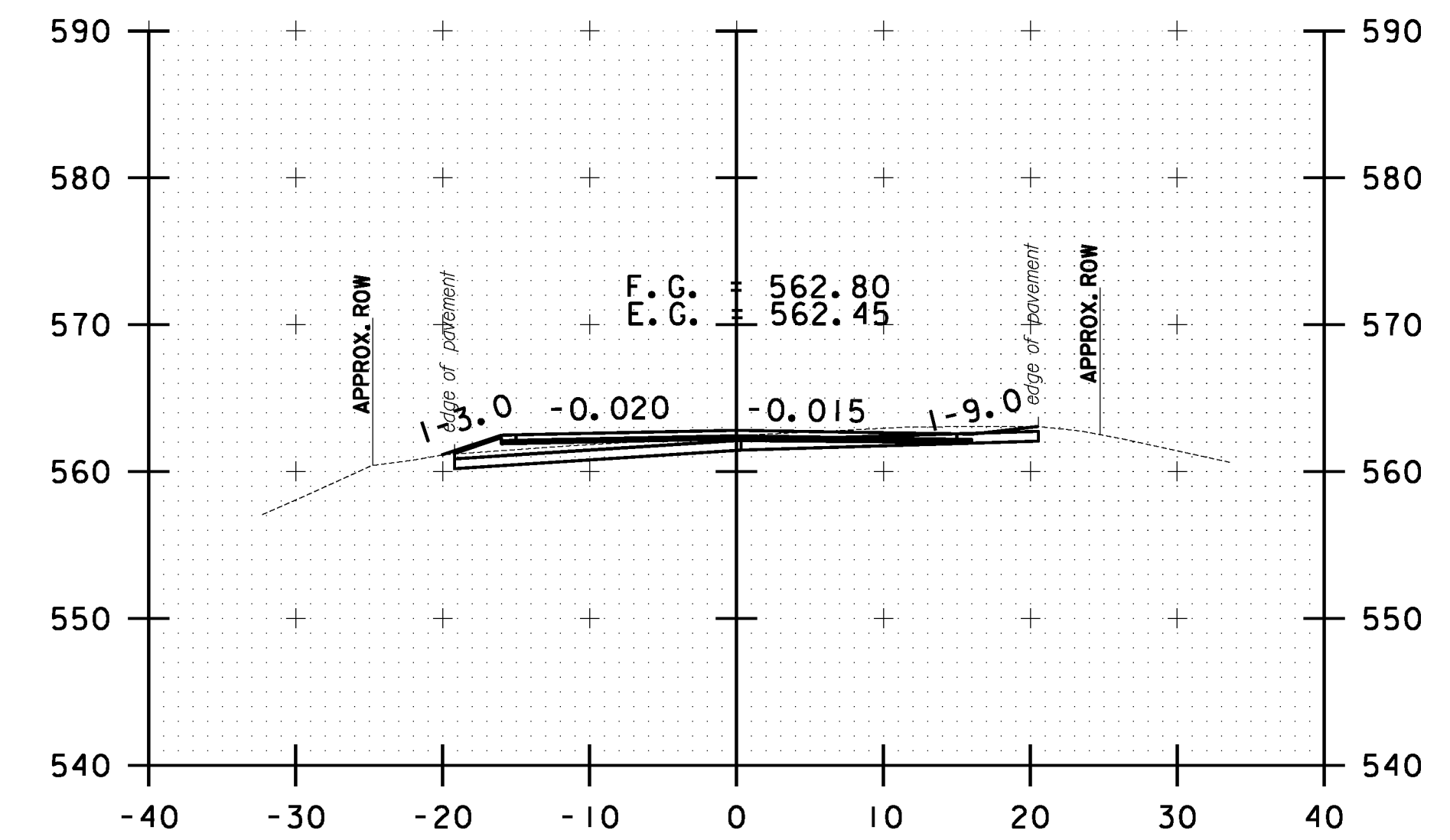
B 119+00.00



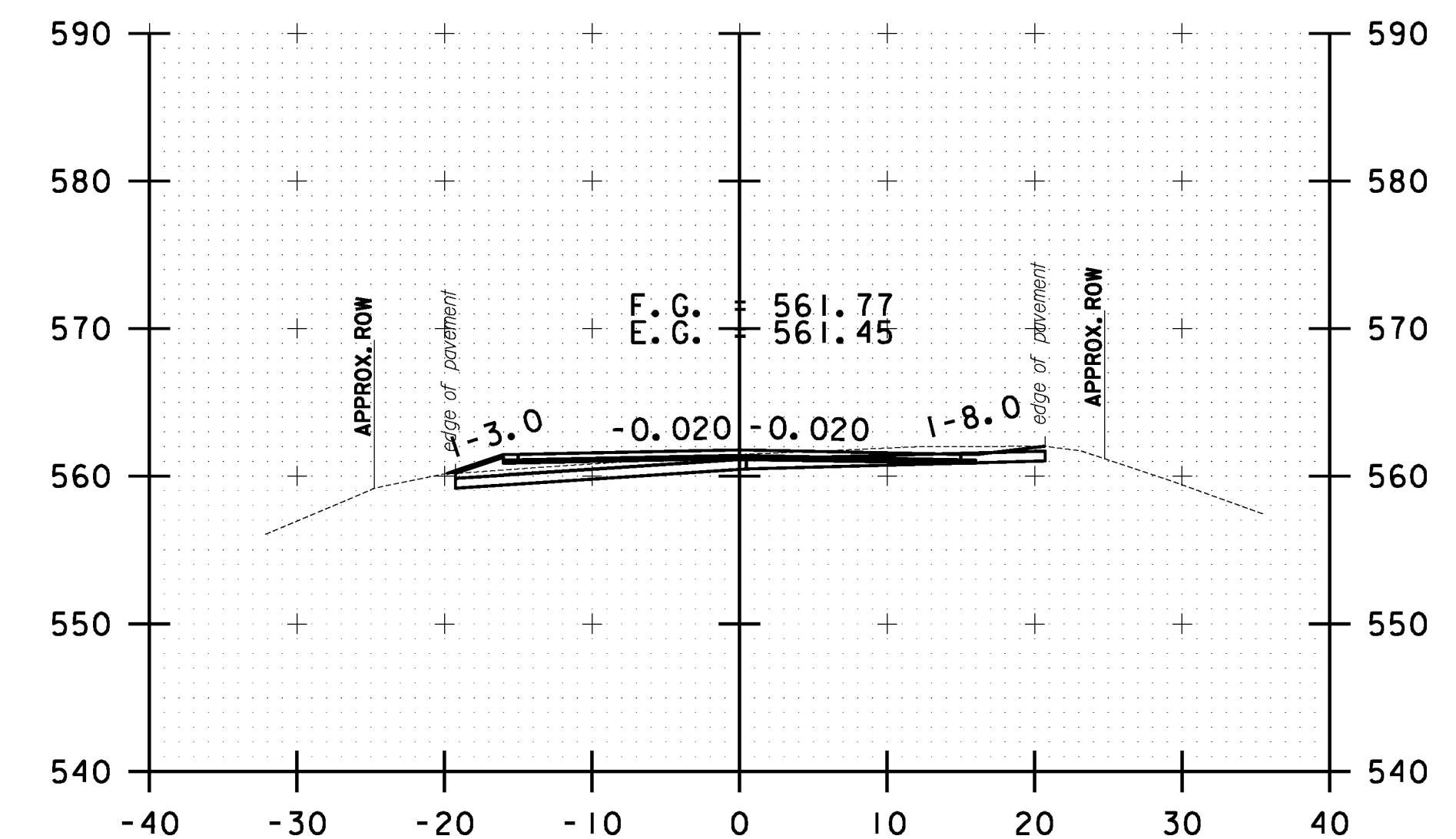
B 120+50.00



B 120+00.00



B 121+50.00



B 121+00.00

10 0 10
SCALE IN FEET

**BETHEL
CROSS SECTION
SHEET #39**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214.bethel.xc.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214xs151i

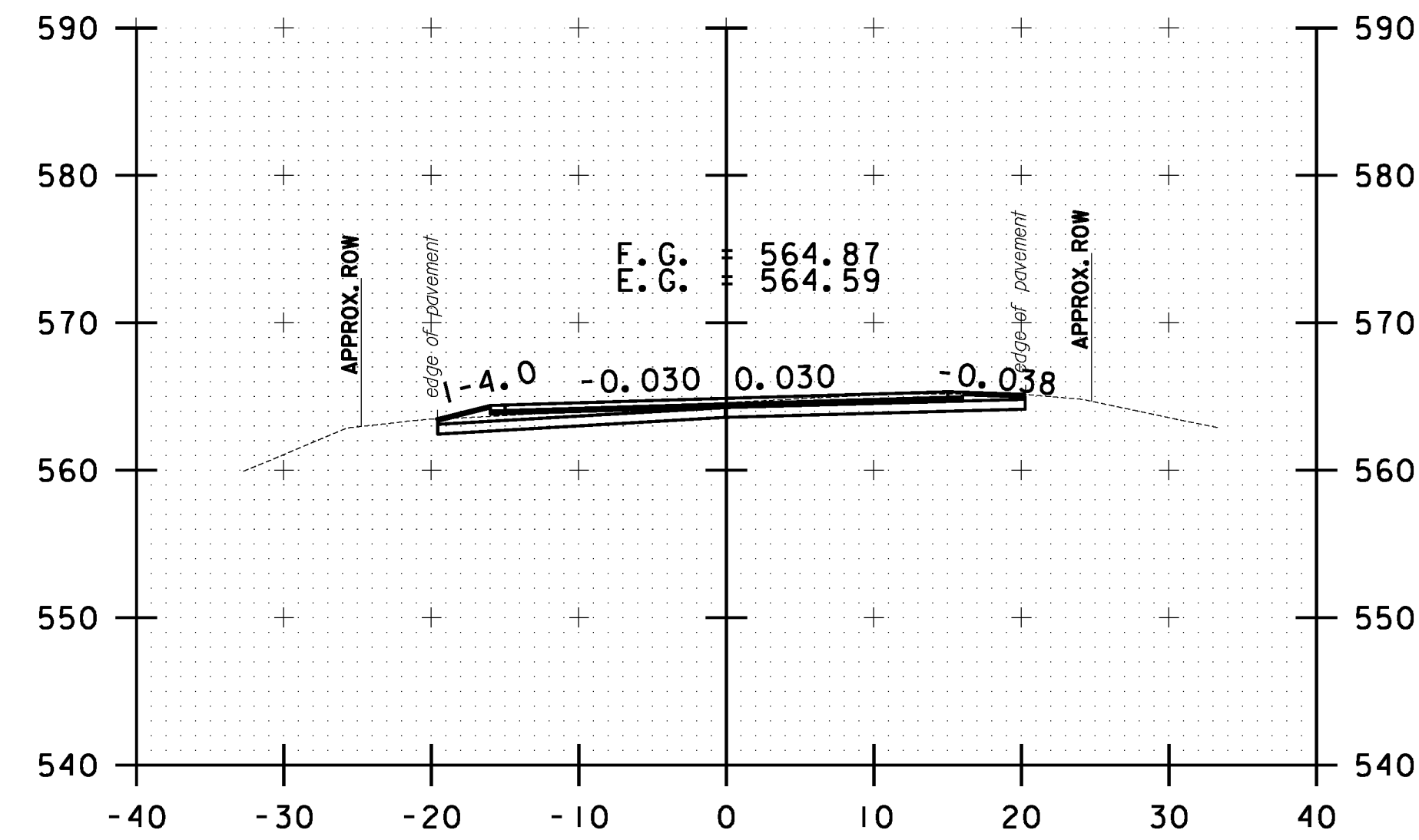
PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

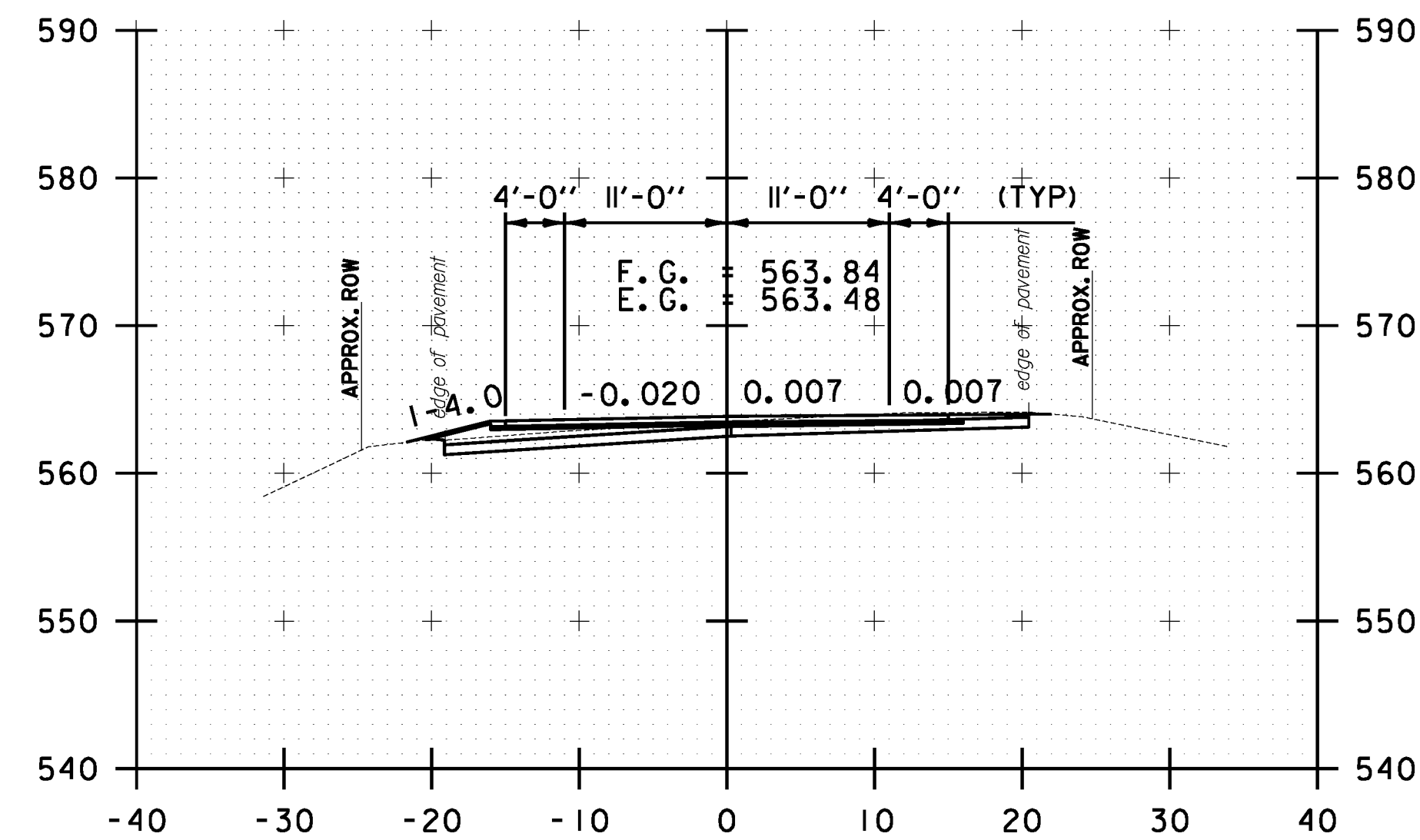
CHECKED BY: J.P.S.

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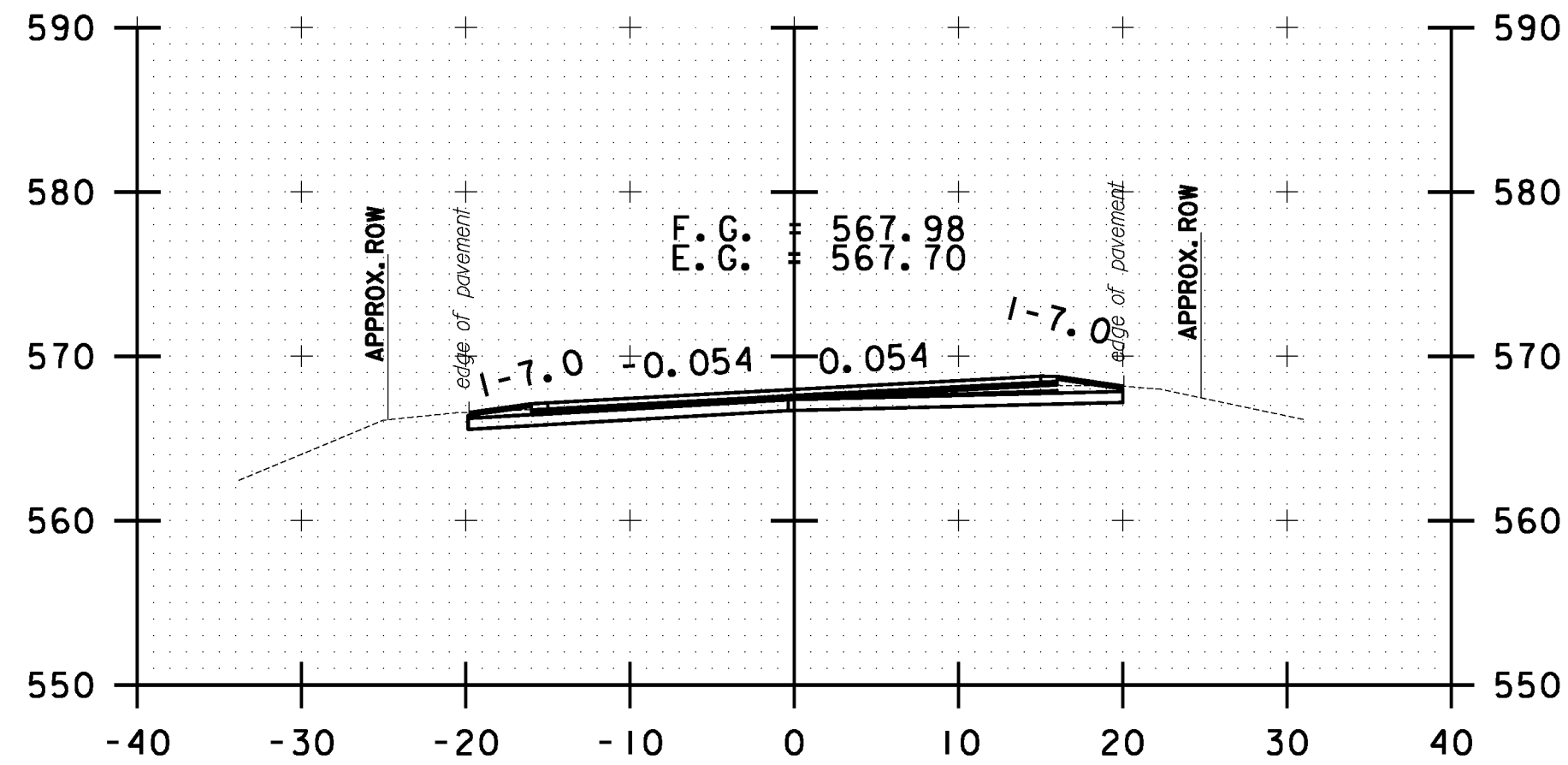
FILE NAME = \\P:\projects\ANY\K2\22\25\CAOD_MSTN\10b214.bethel.xc.dgn
DATE/TIME = 3/17/2014
USER = jsl6



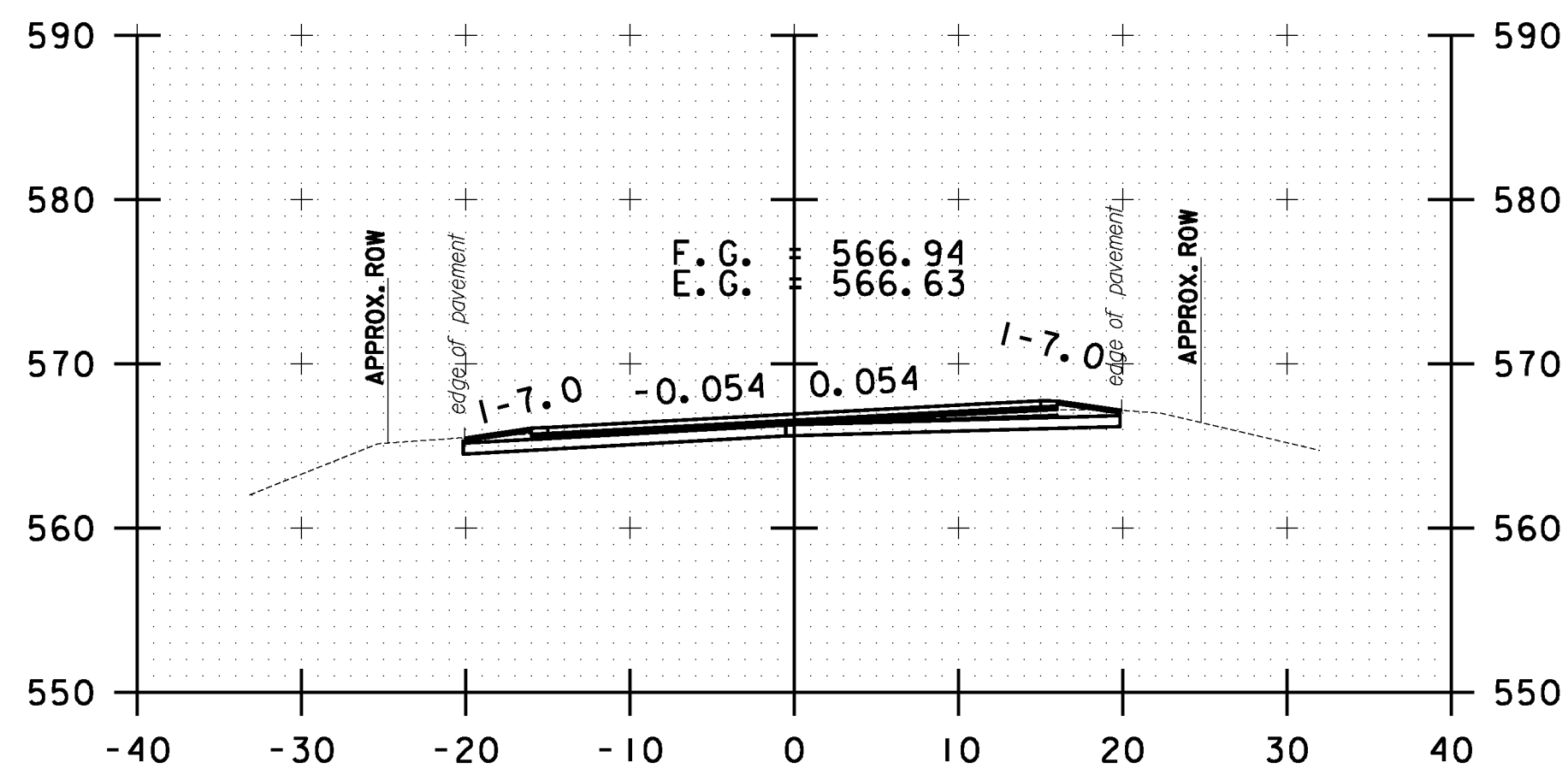
B 122+50.00



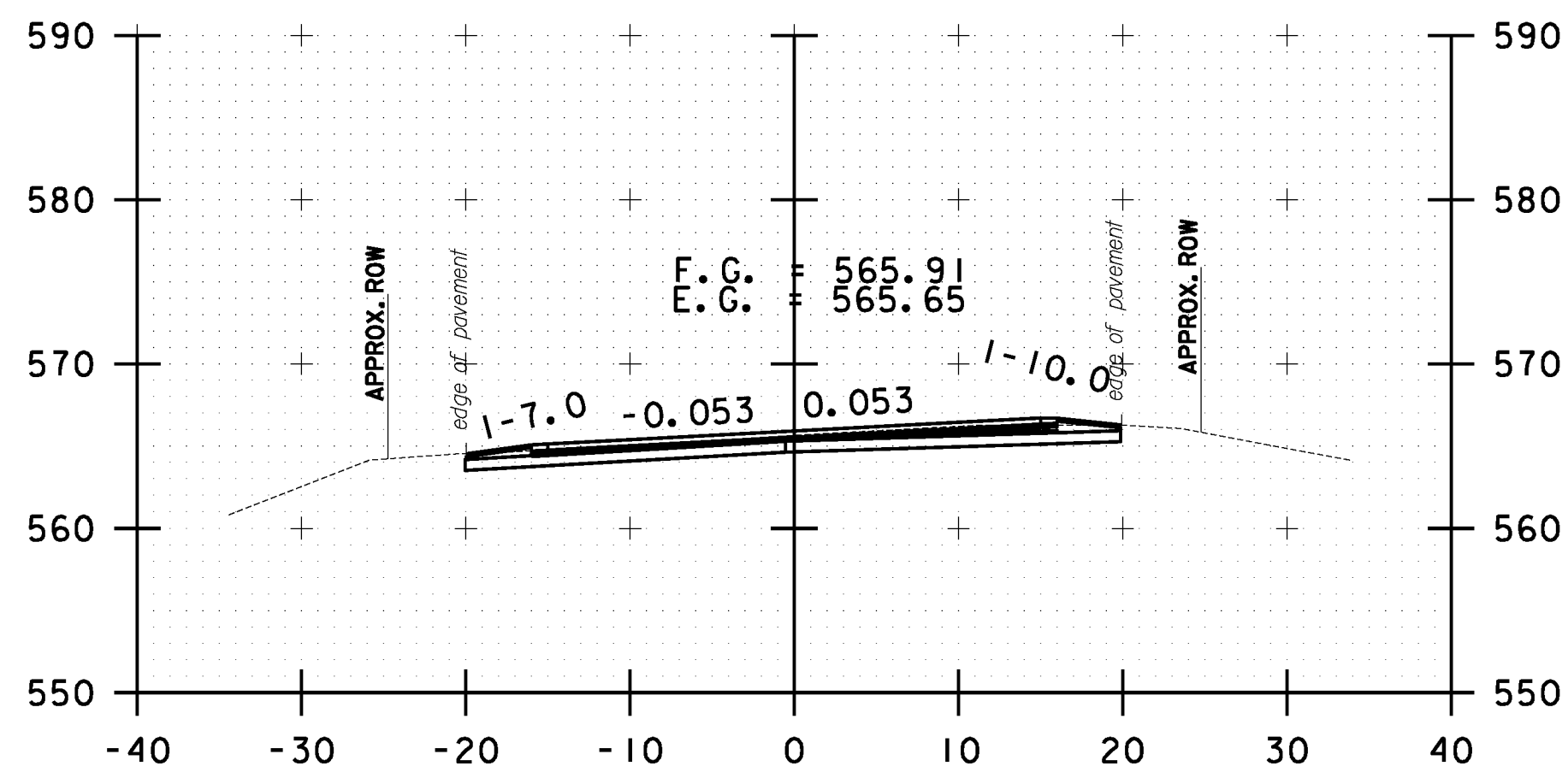
B 122+00.00



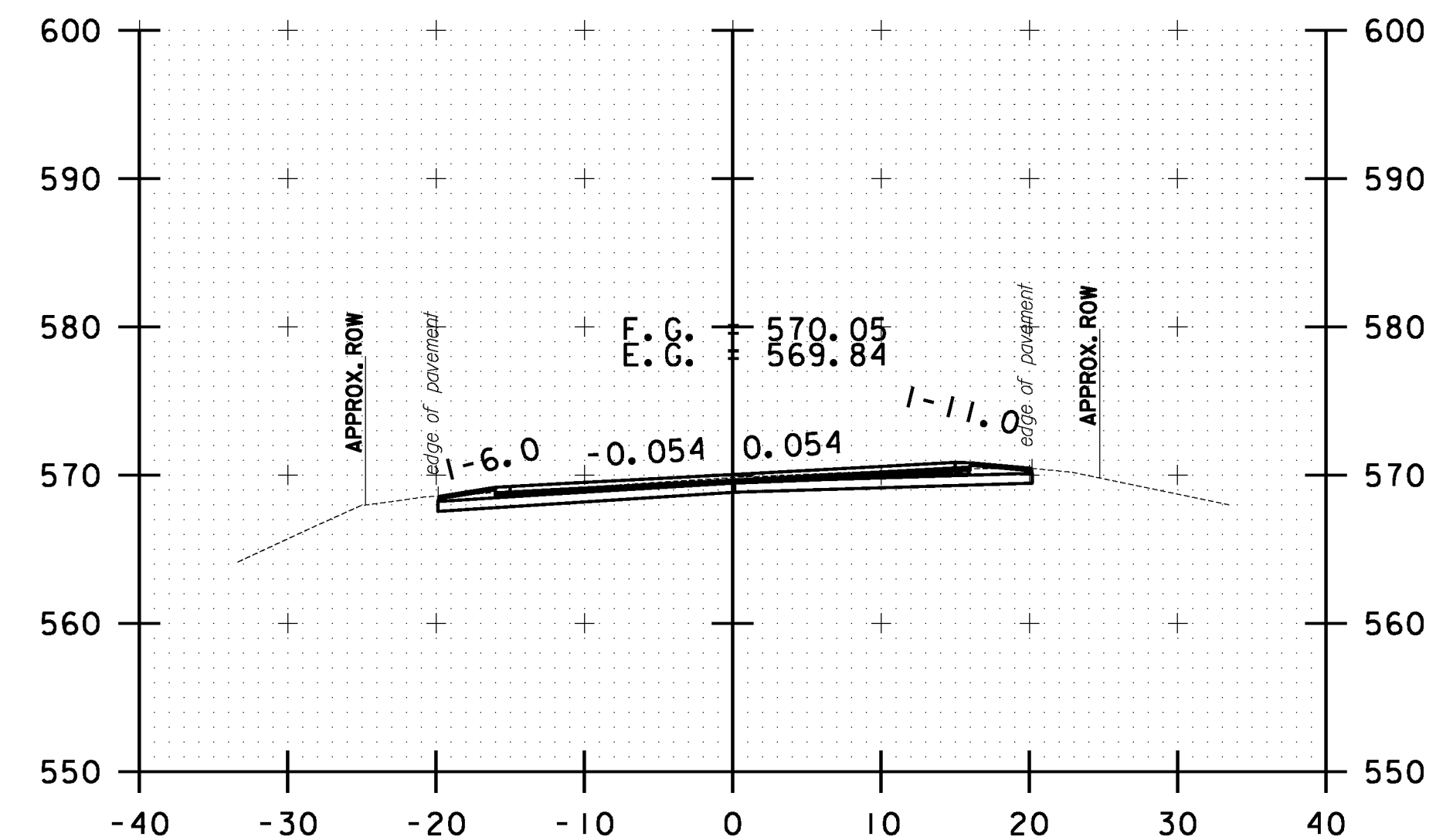
B 124+00.00



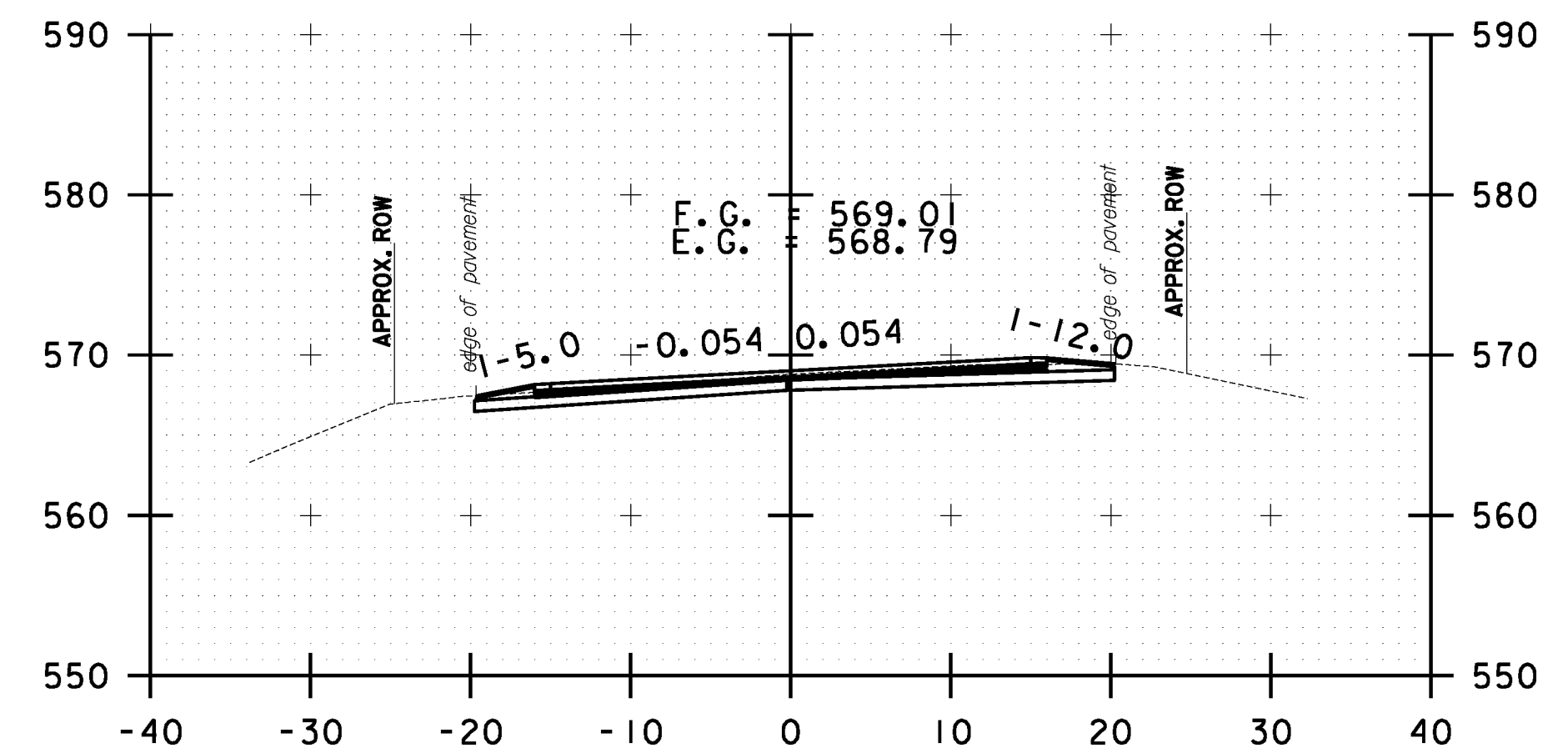
B 123+50.00



B 123+00.00



B 125+00.00



B 124+50.00

10 0 10
SCALE IN FEET

**BETHEL
CROSS SECTION
SHEET #40**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214.bethel.xc.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214xs152.i

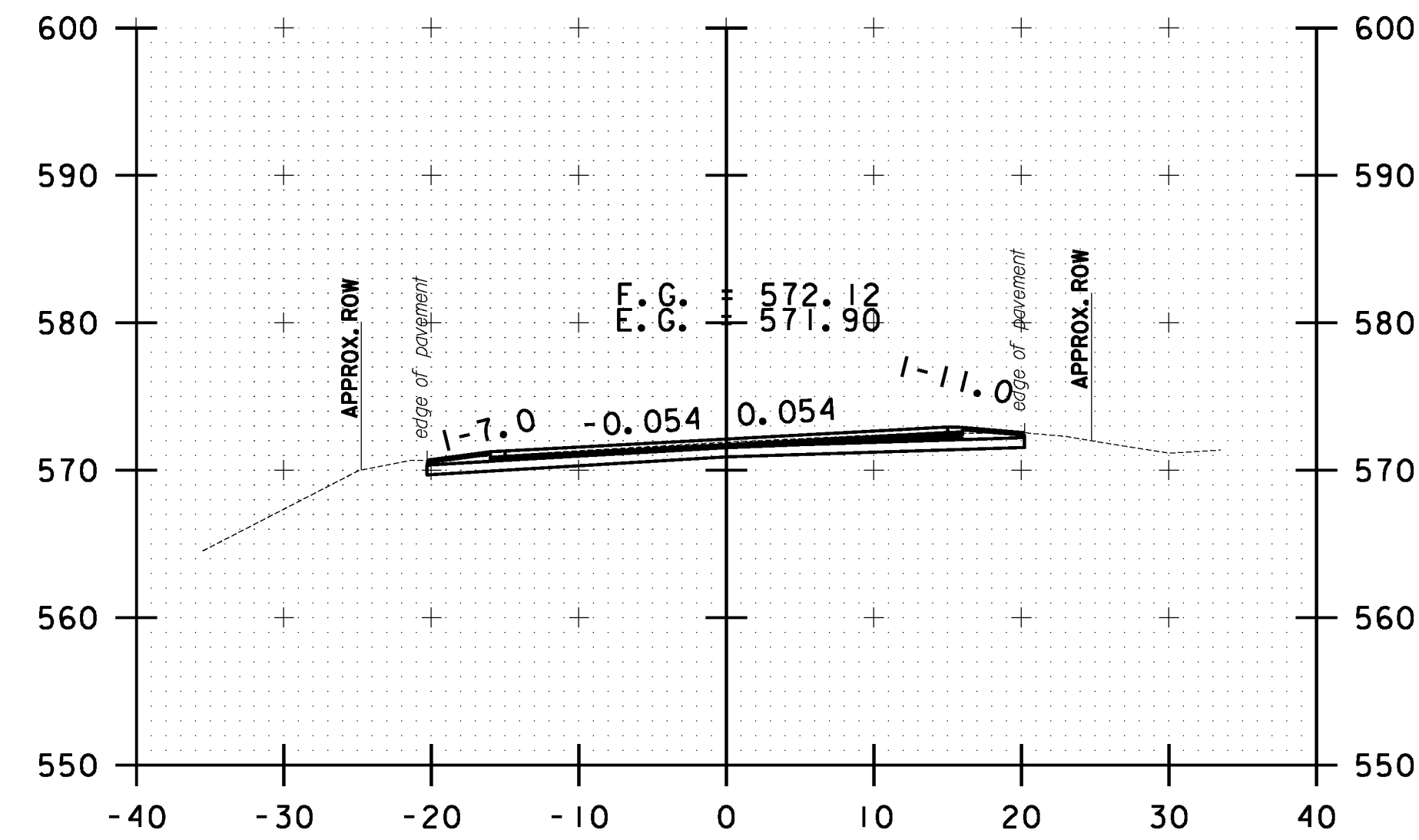
PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

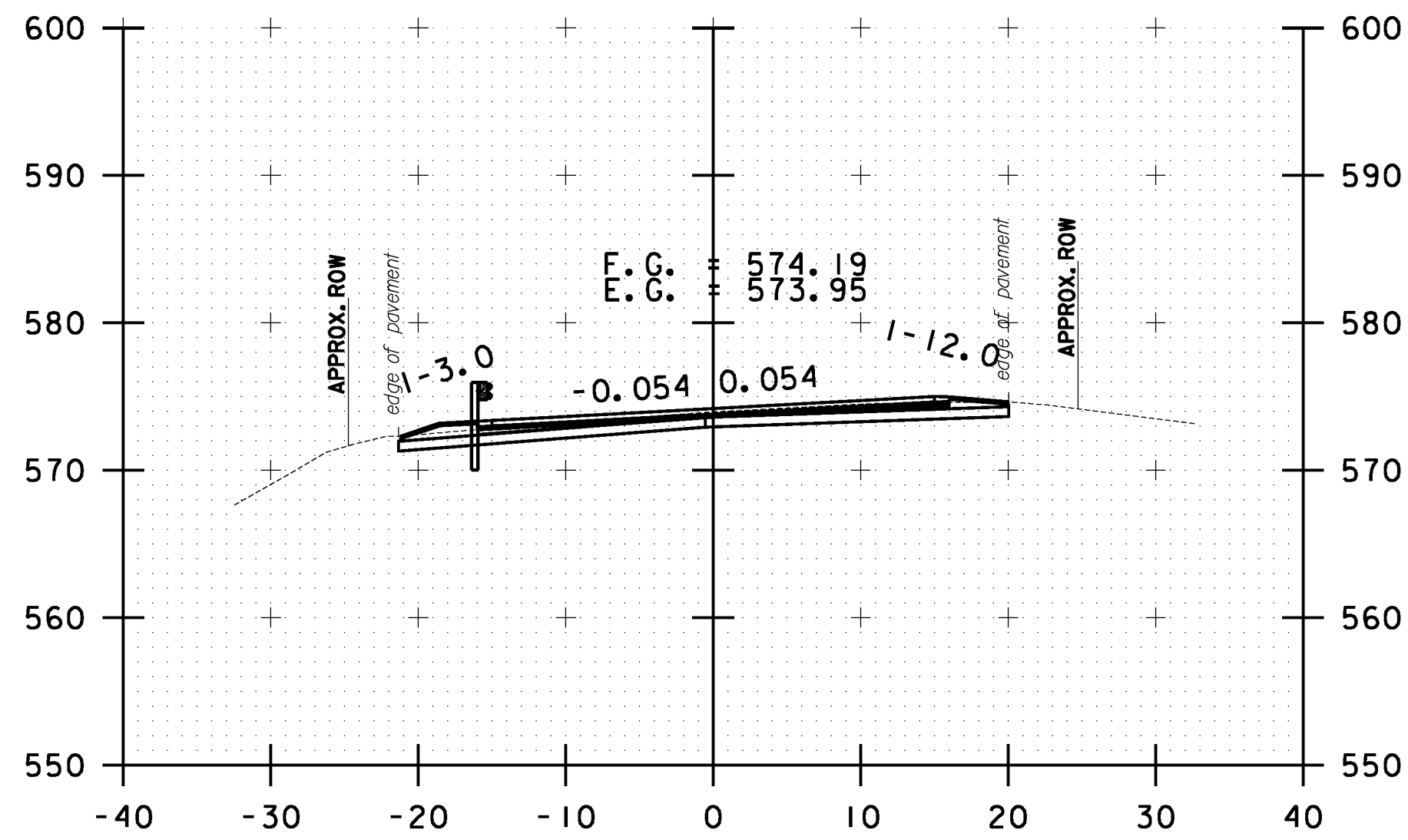
CHECKED BY: J.P.S.

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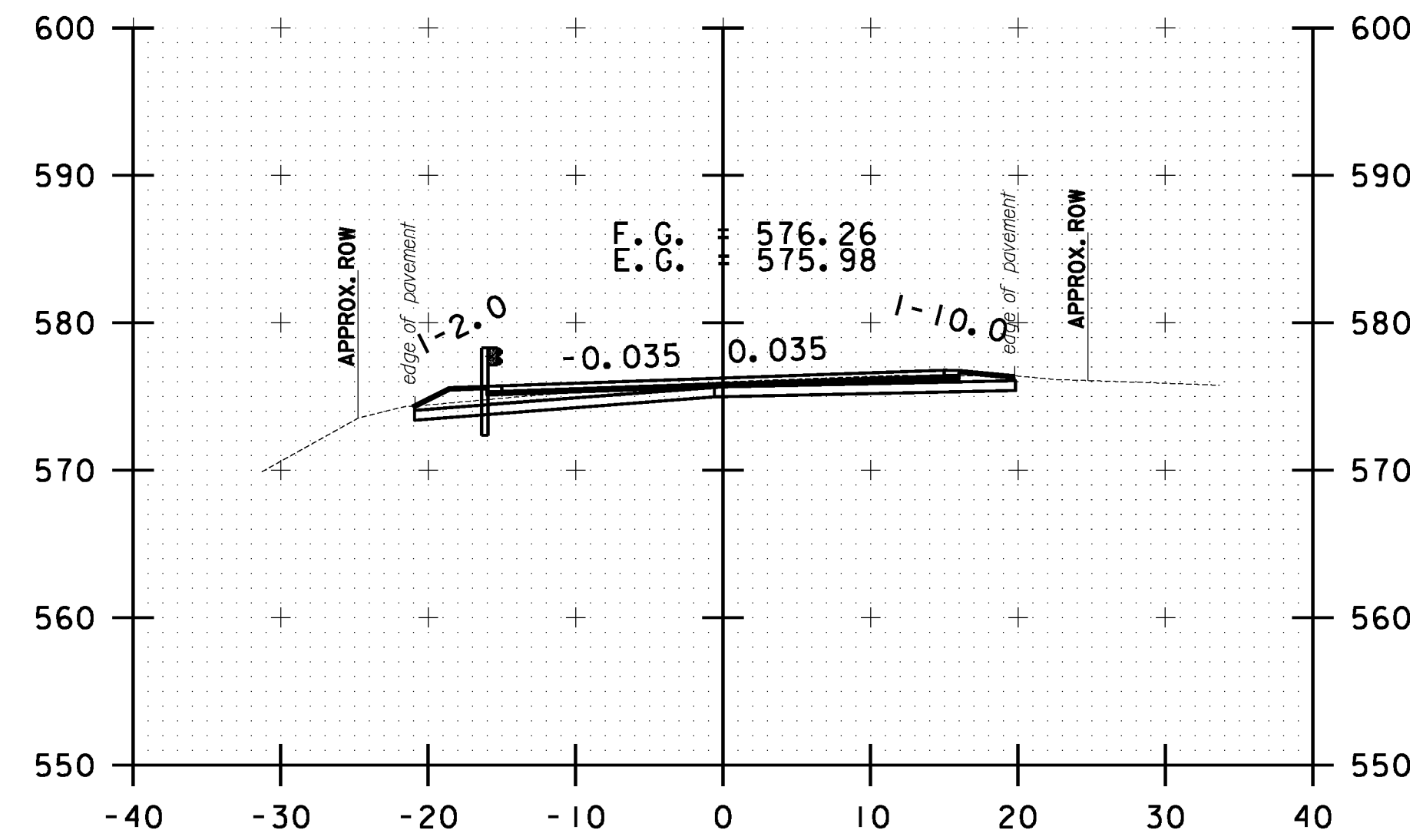
FILE NAME = W:\Projects\ANY\K2\22\25\CAOD\KSTN\10b214.bethel.xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



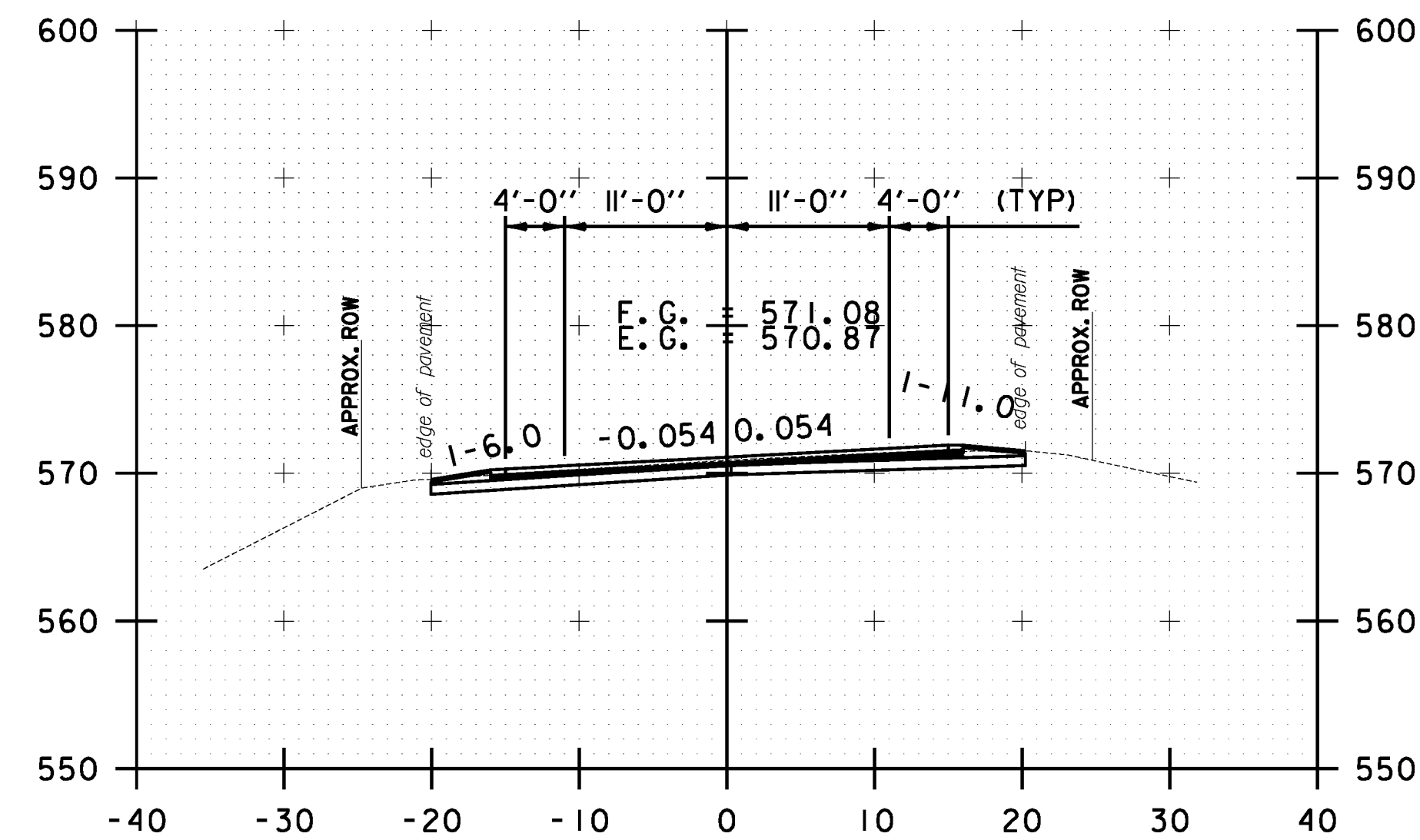
B 126+00.00



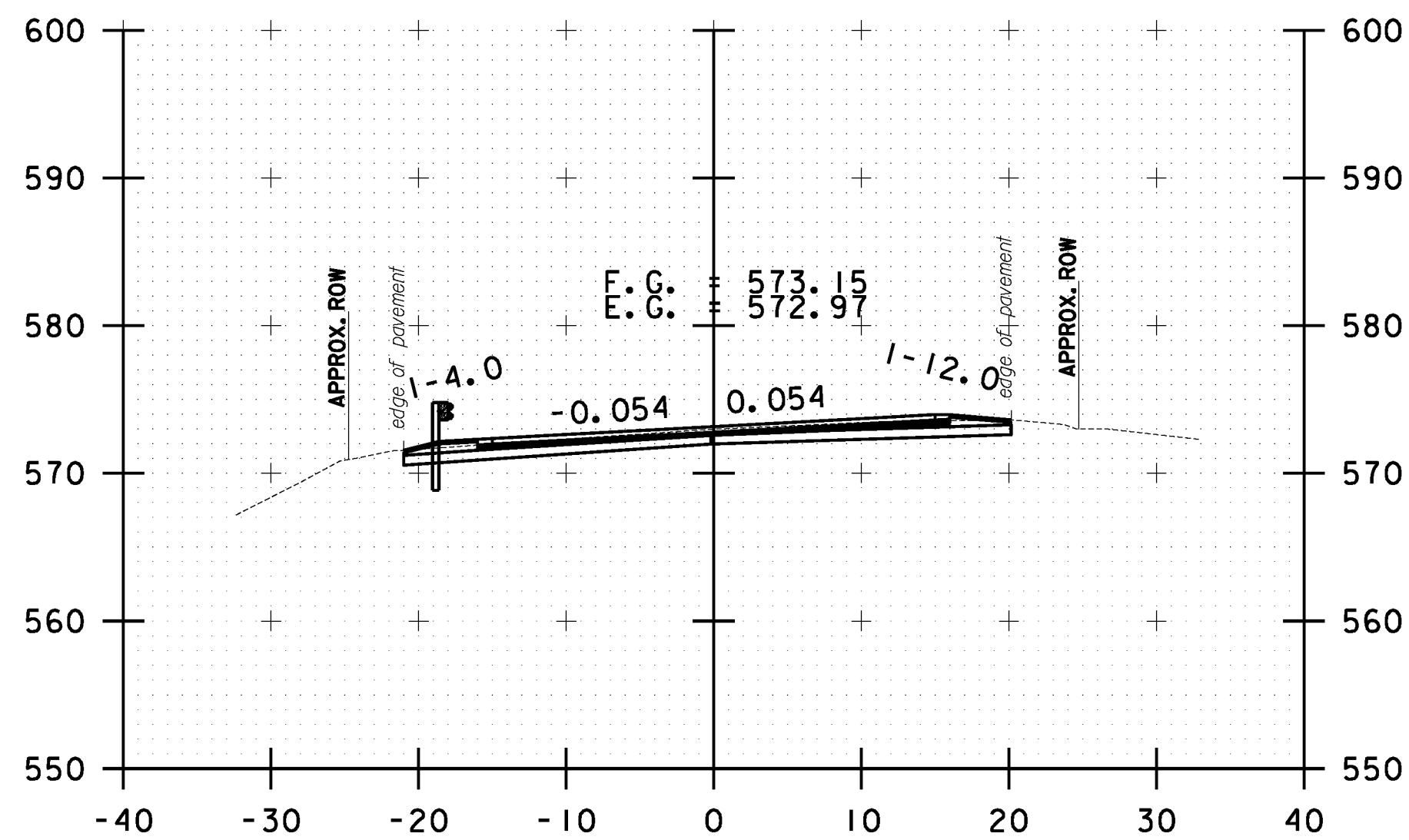
B 127+00.00



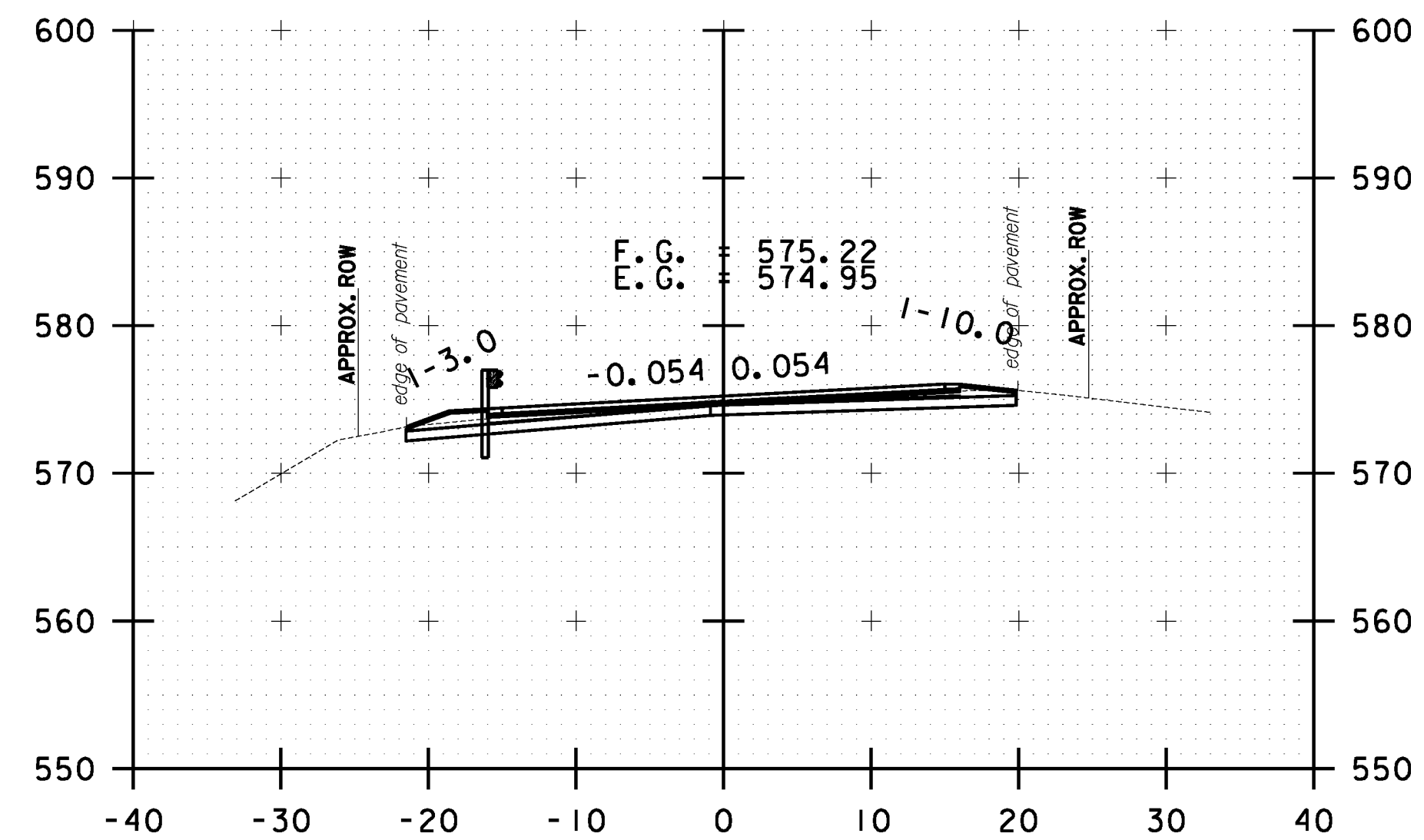
B 128+00.00



B 125+50.00



B 126+50.00



B 127+50.00

10 0 10
SCALE IN FEET

**BETHEL
CROSS SECTION
SHEET #41**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214.bethel.xc.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214xs153.1

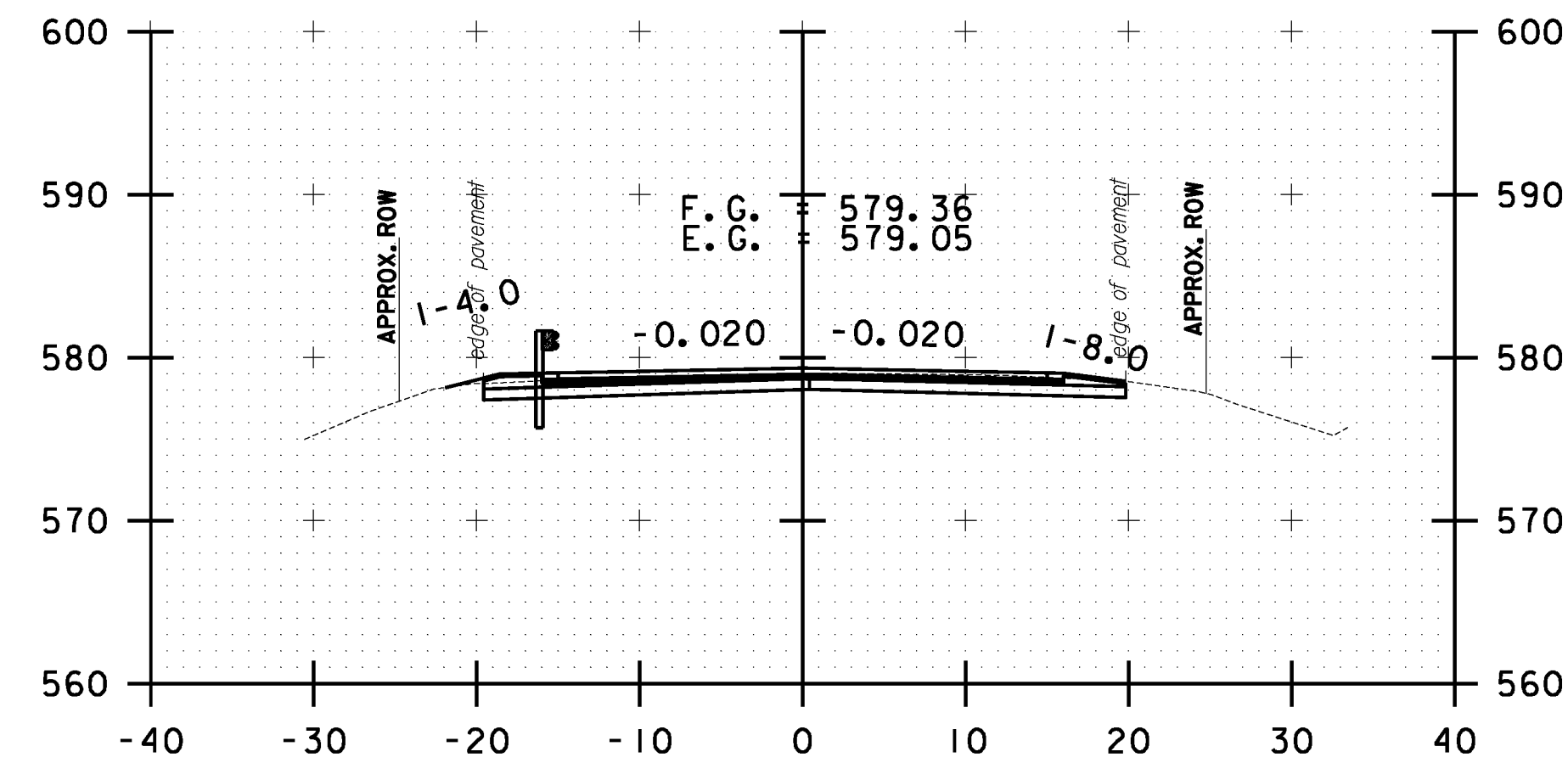
PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

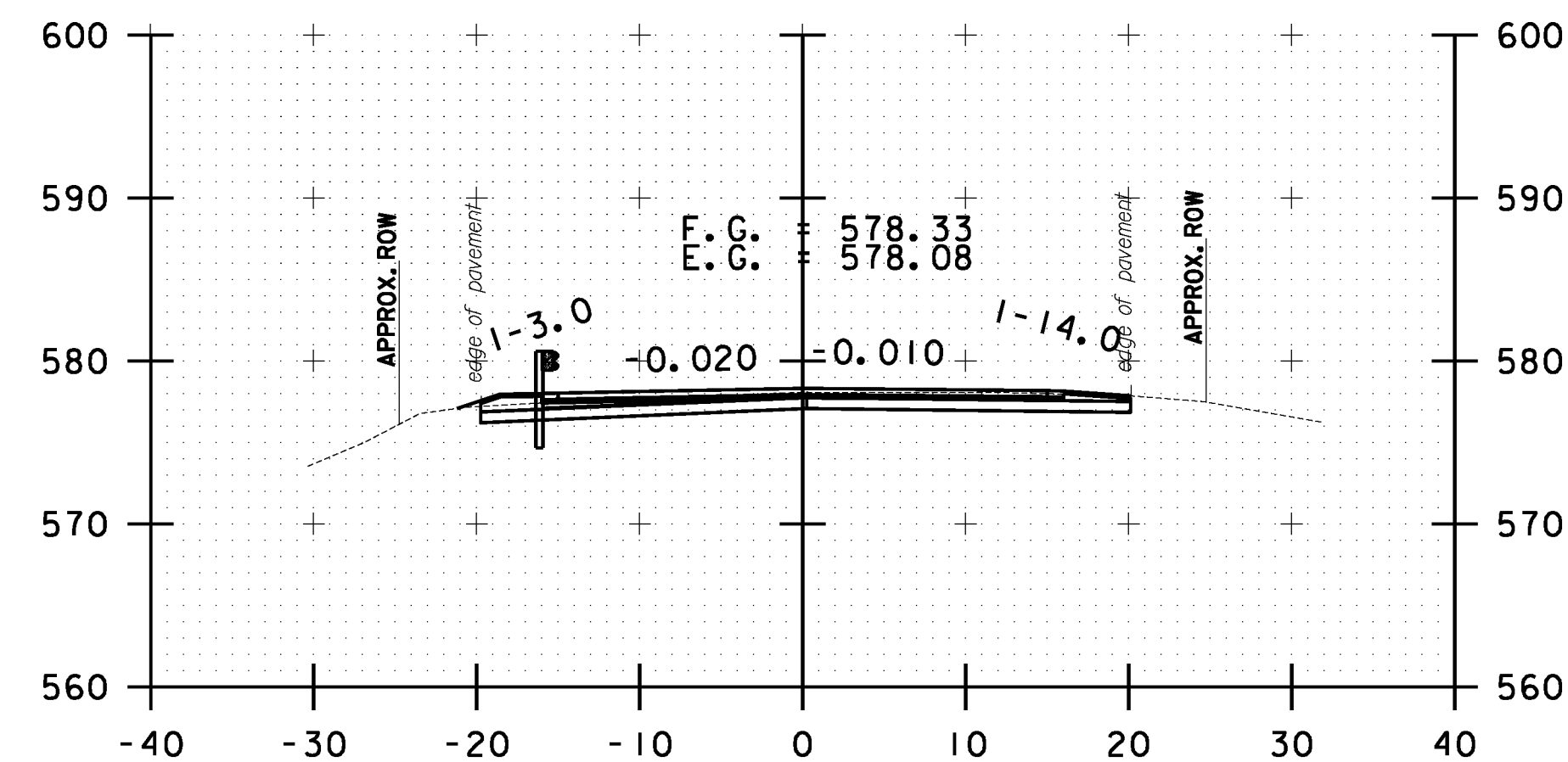
CHECKED BY: J.P.S.

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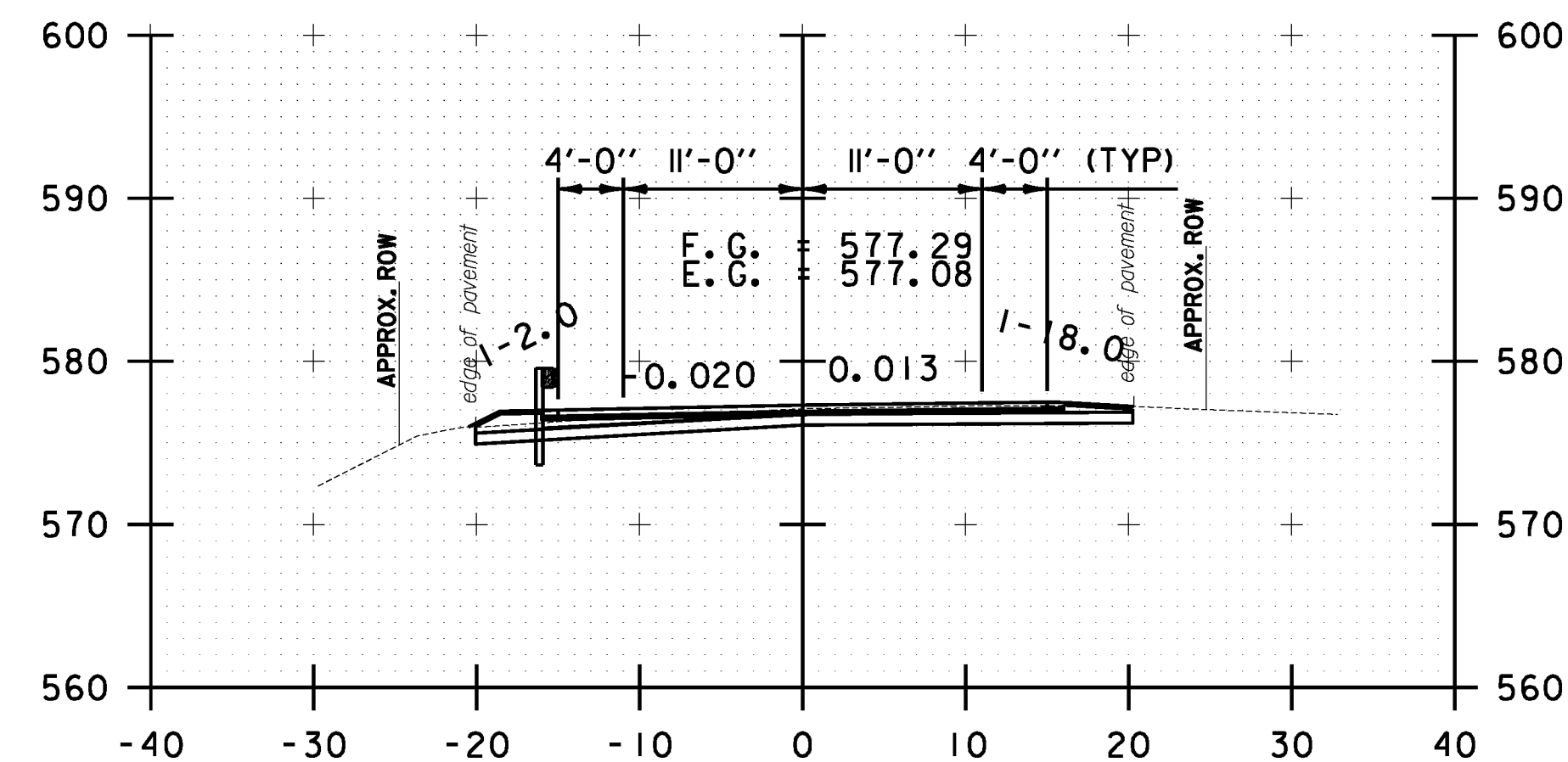
FILE NAME = \\P:\projects\ANY\K2\22\25\CAOD\KSTN\10b214.bethel.xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



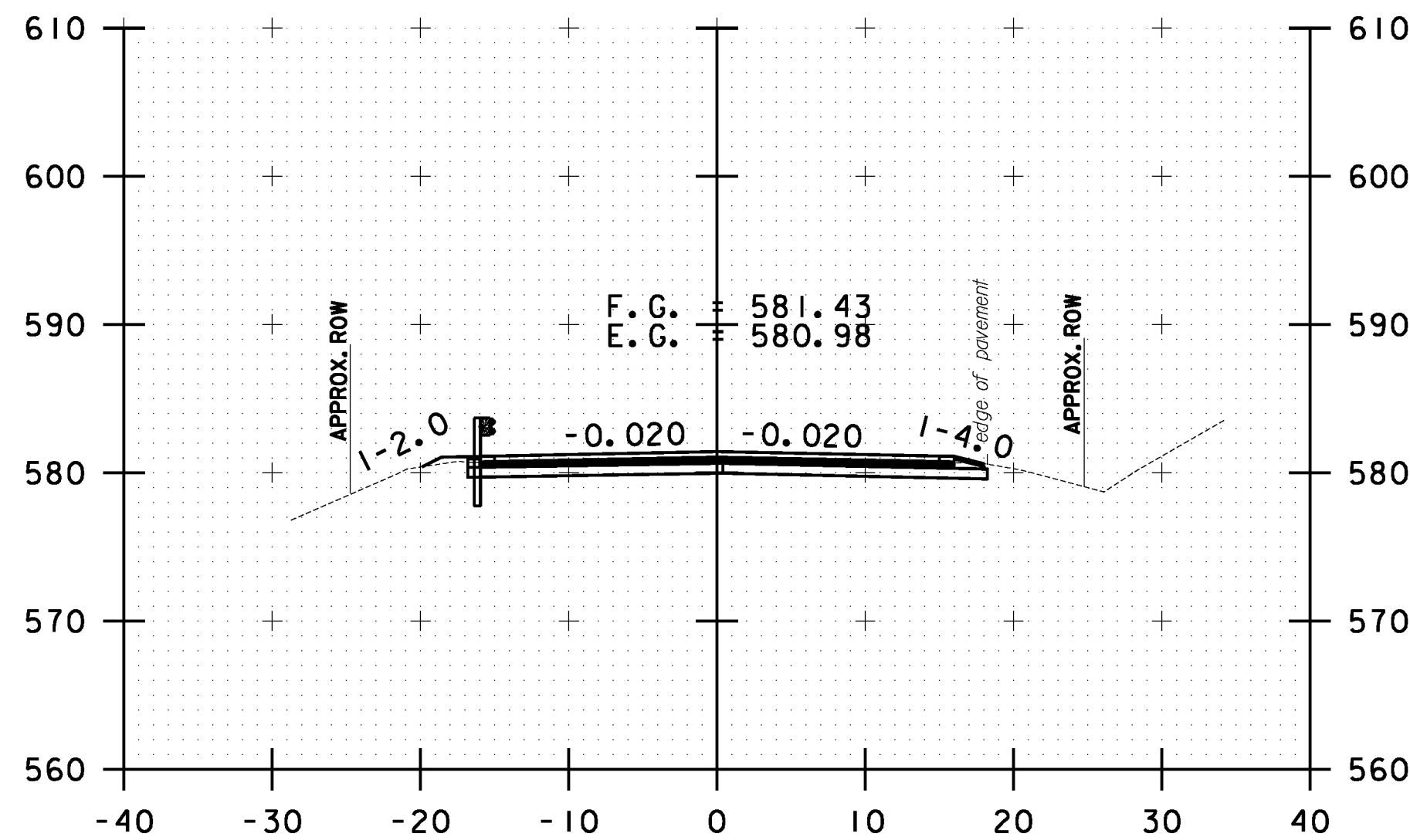
B 129+50.00



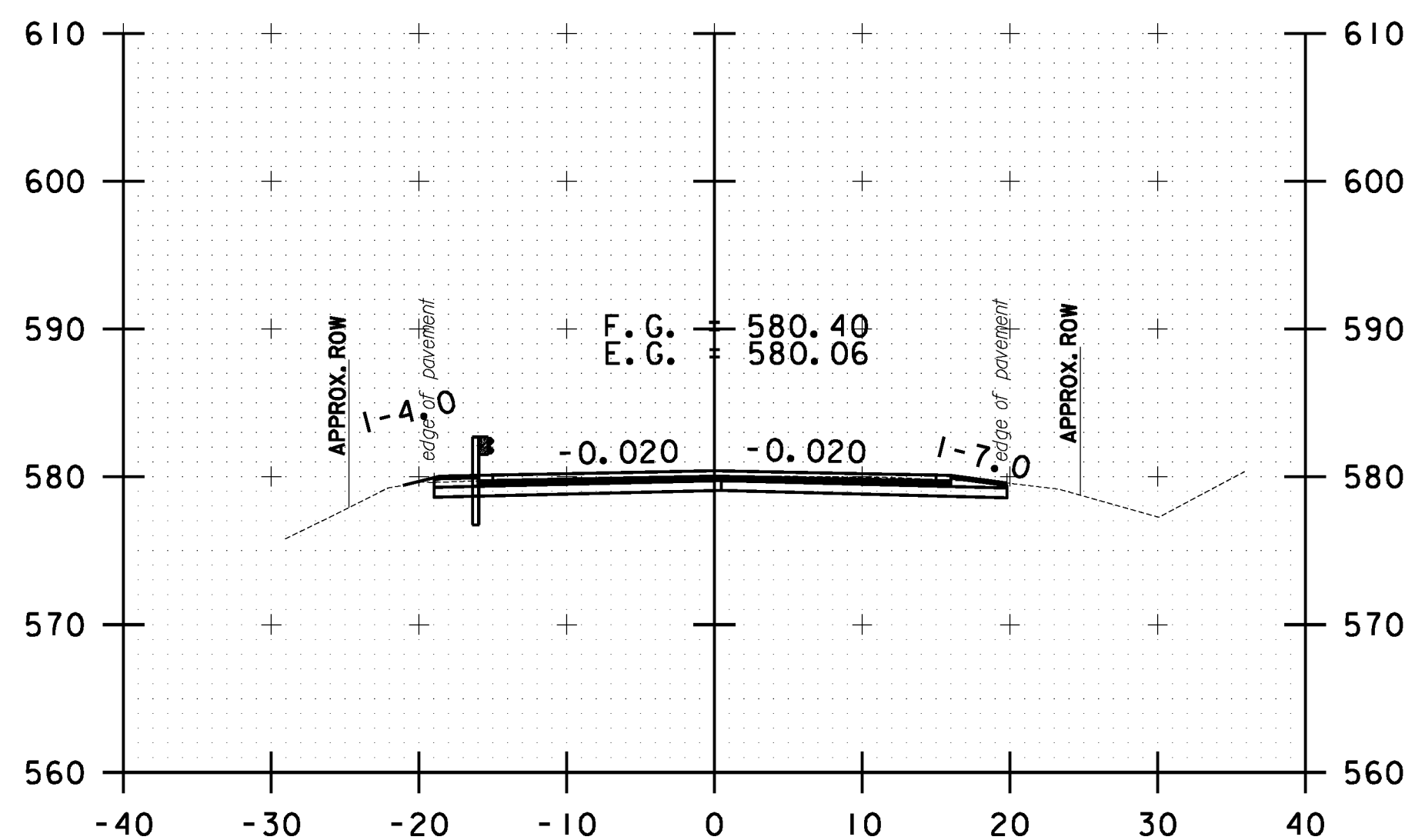
B 129+00.00



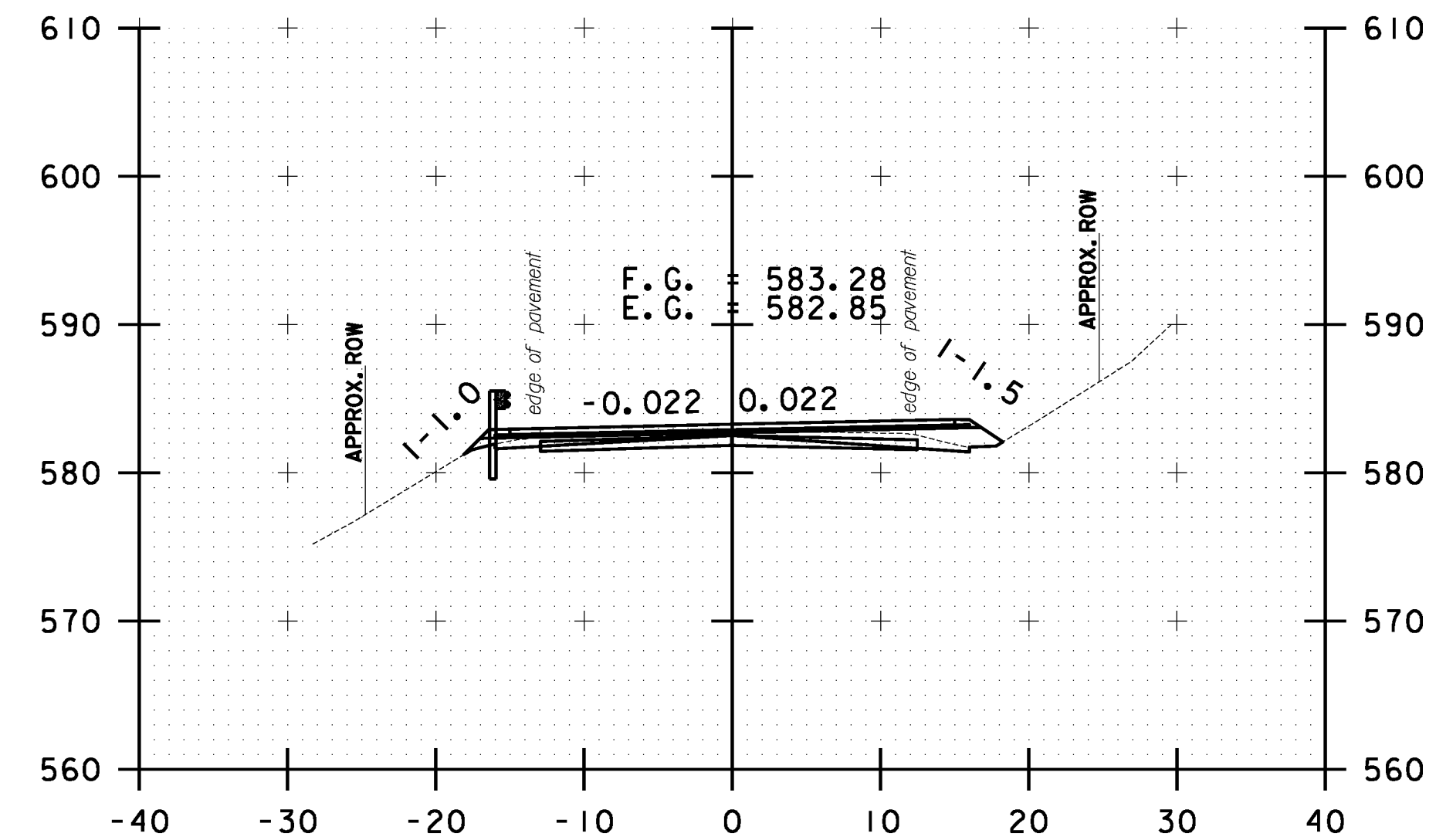
B 128+50.00



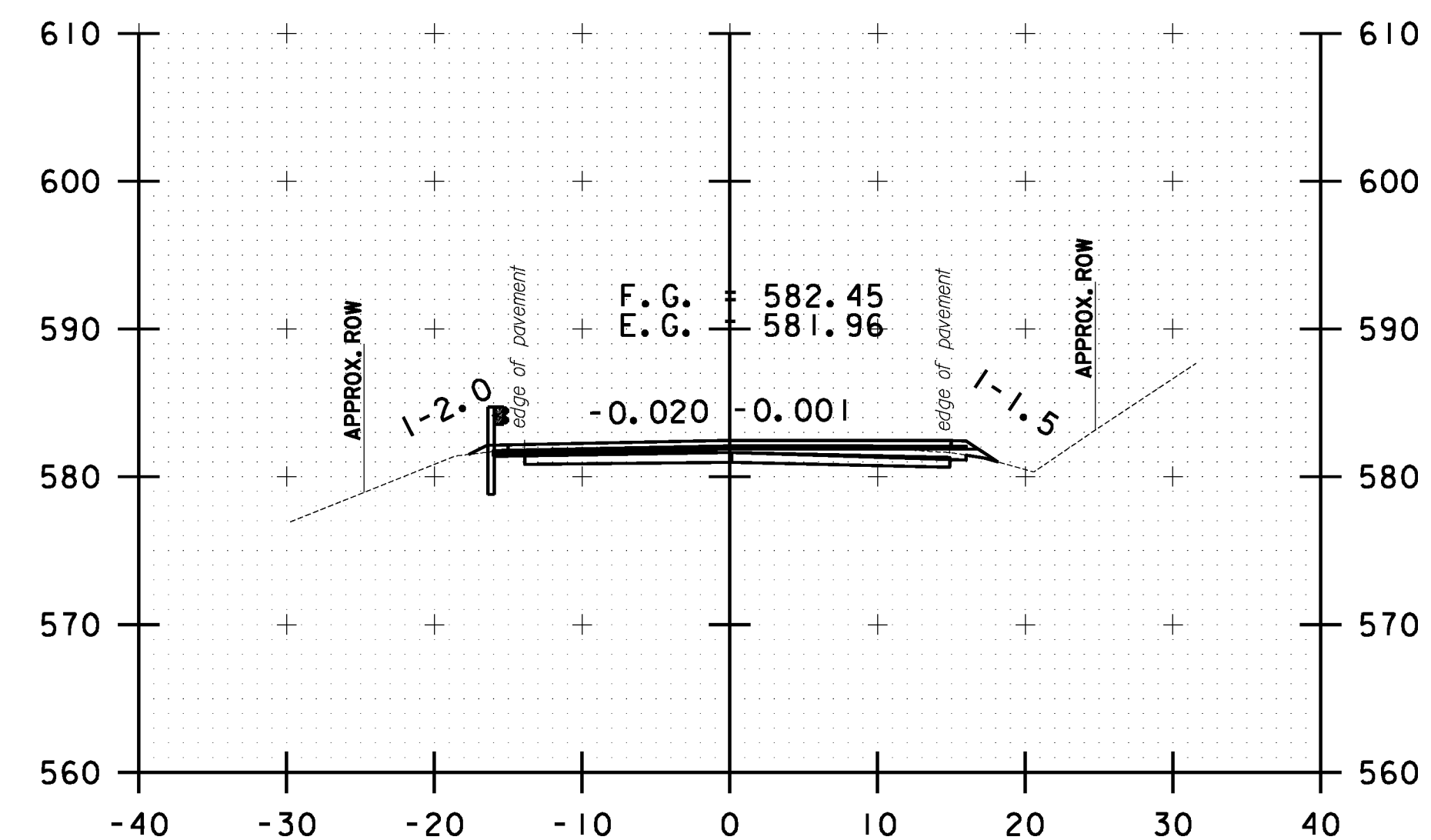
B 130+50.00



B 130+00.00



B 131+50.00



B 131+00.00

10 0 10
SCALE IN FEET

**BETHEL
CROSS SECTION
SHEET #42**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214.bethel.xc.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

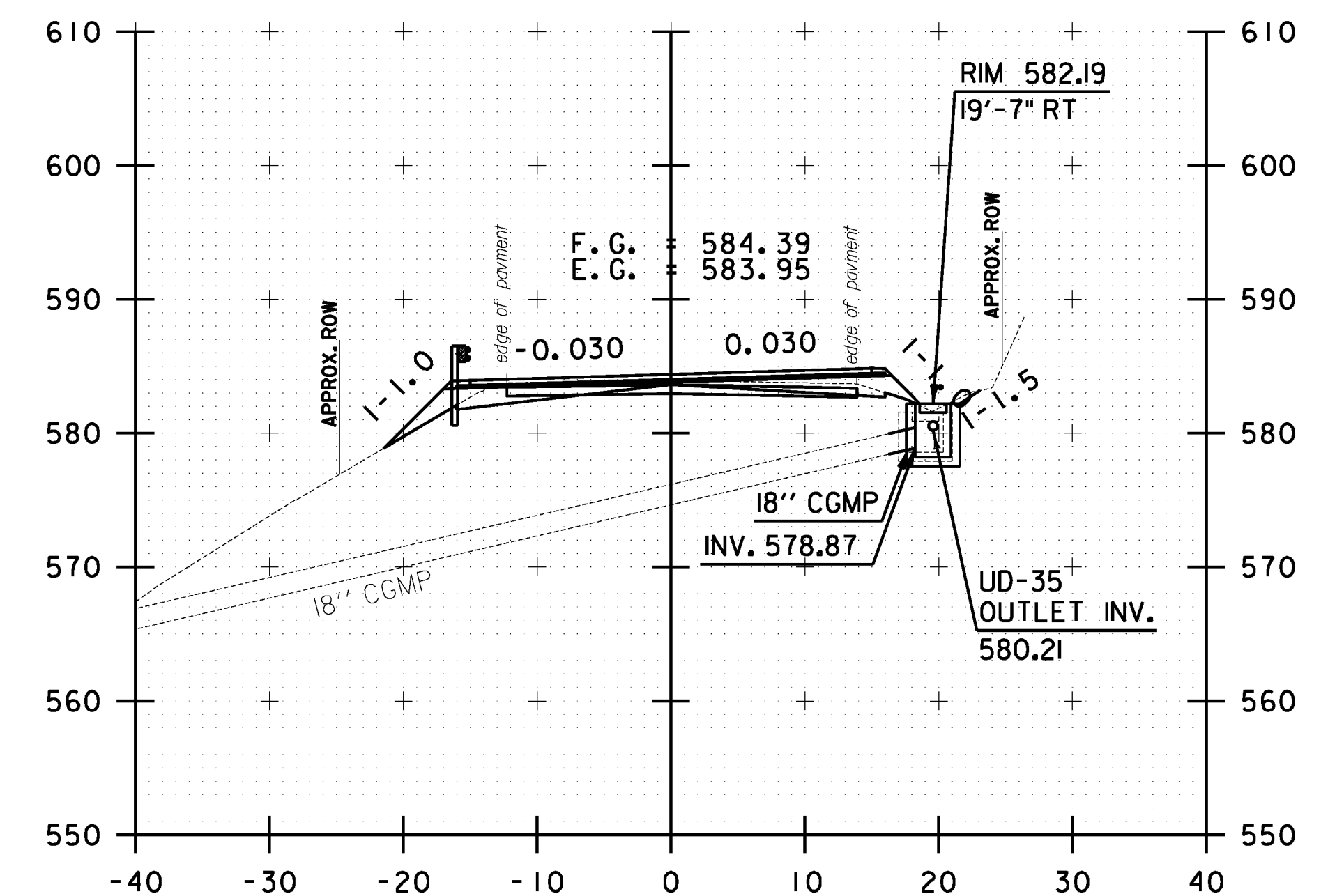
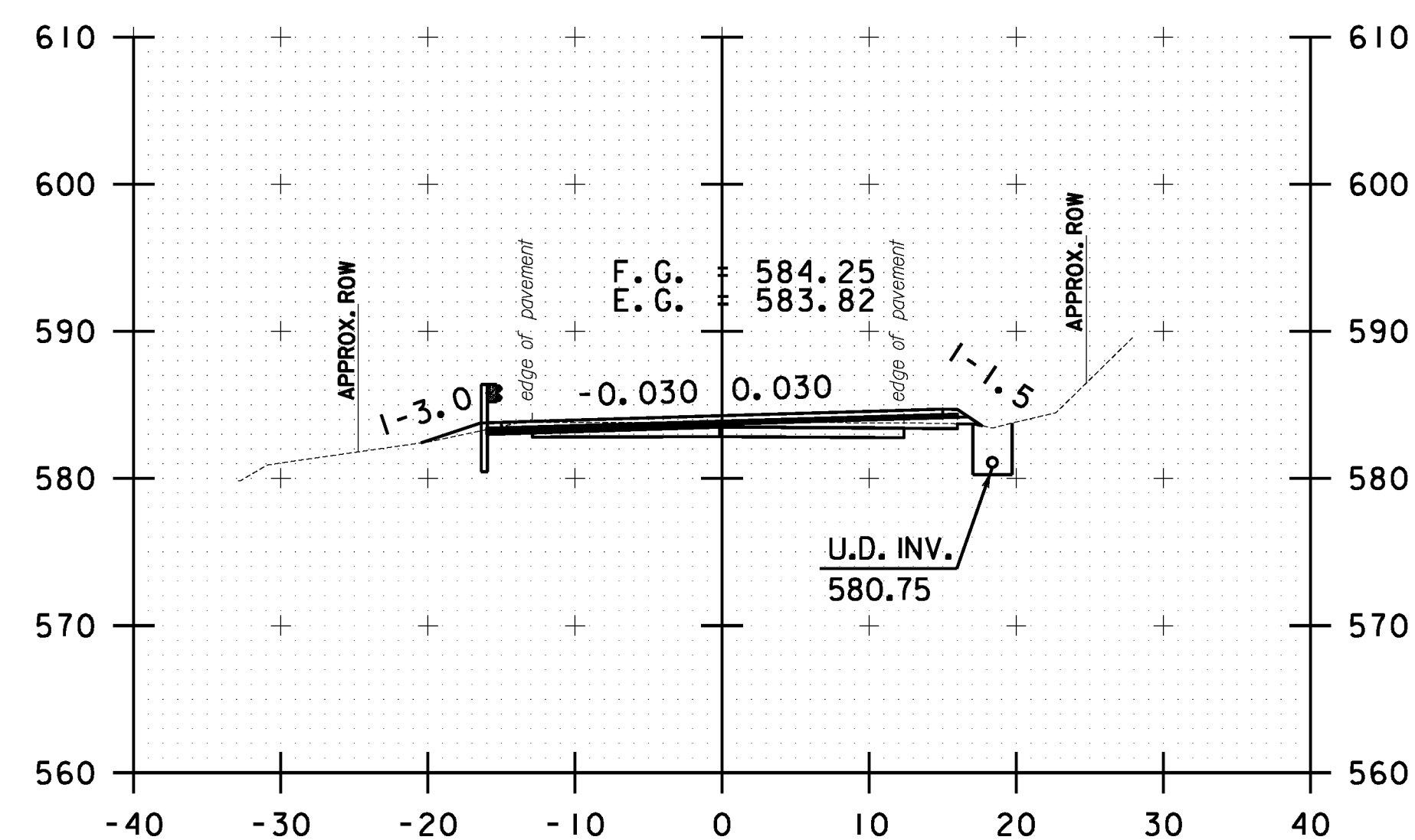
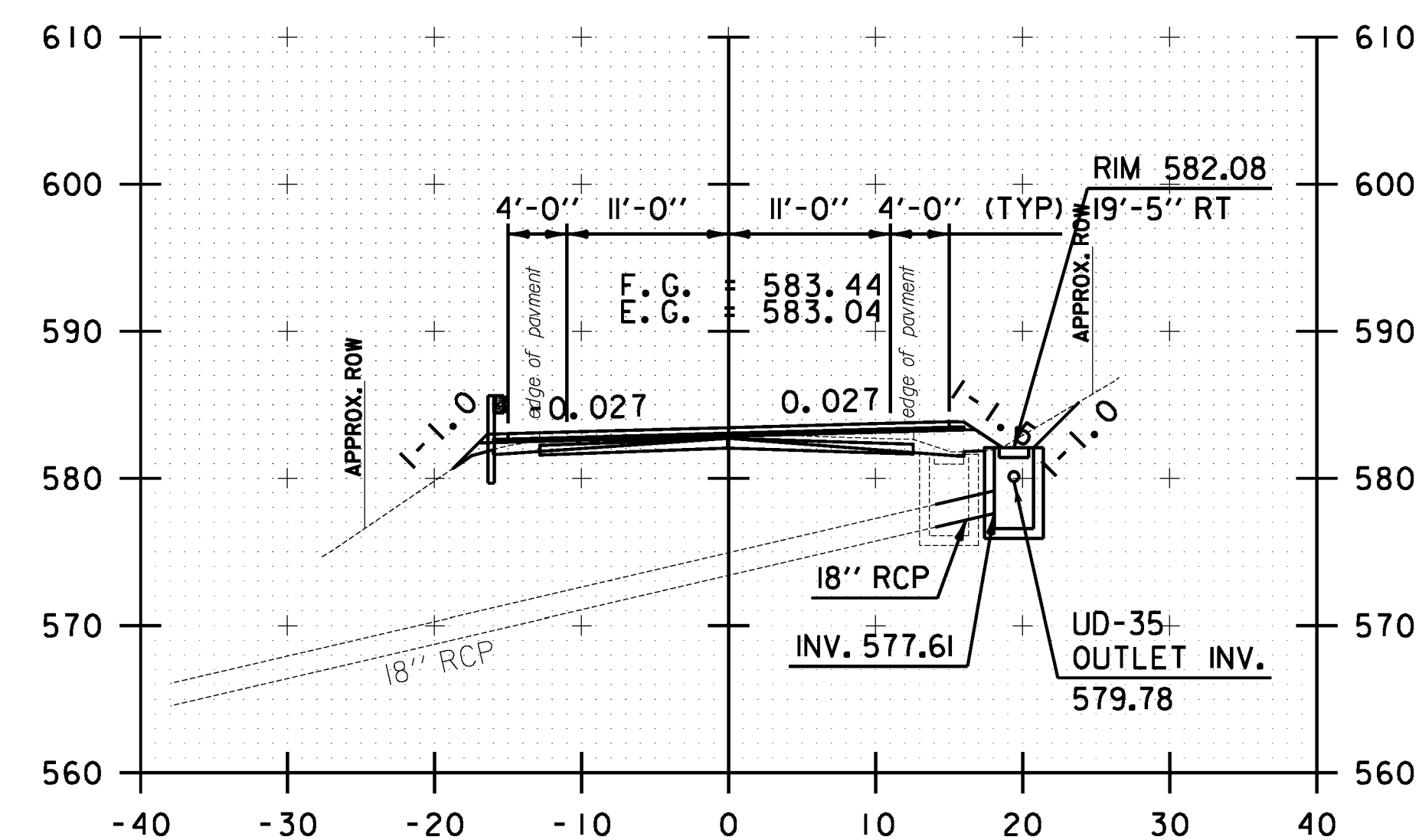
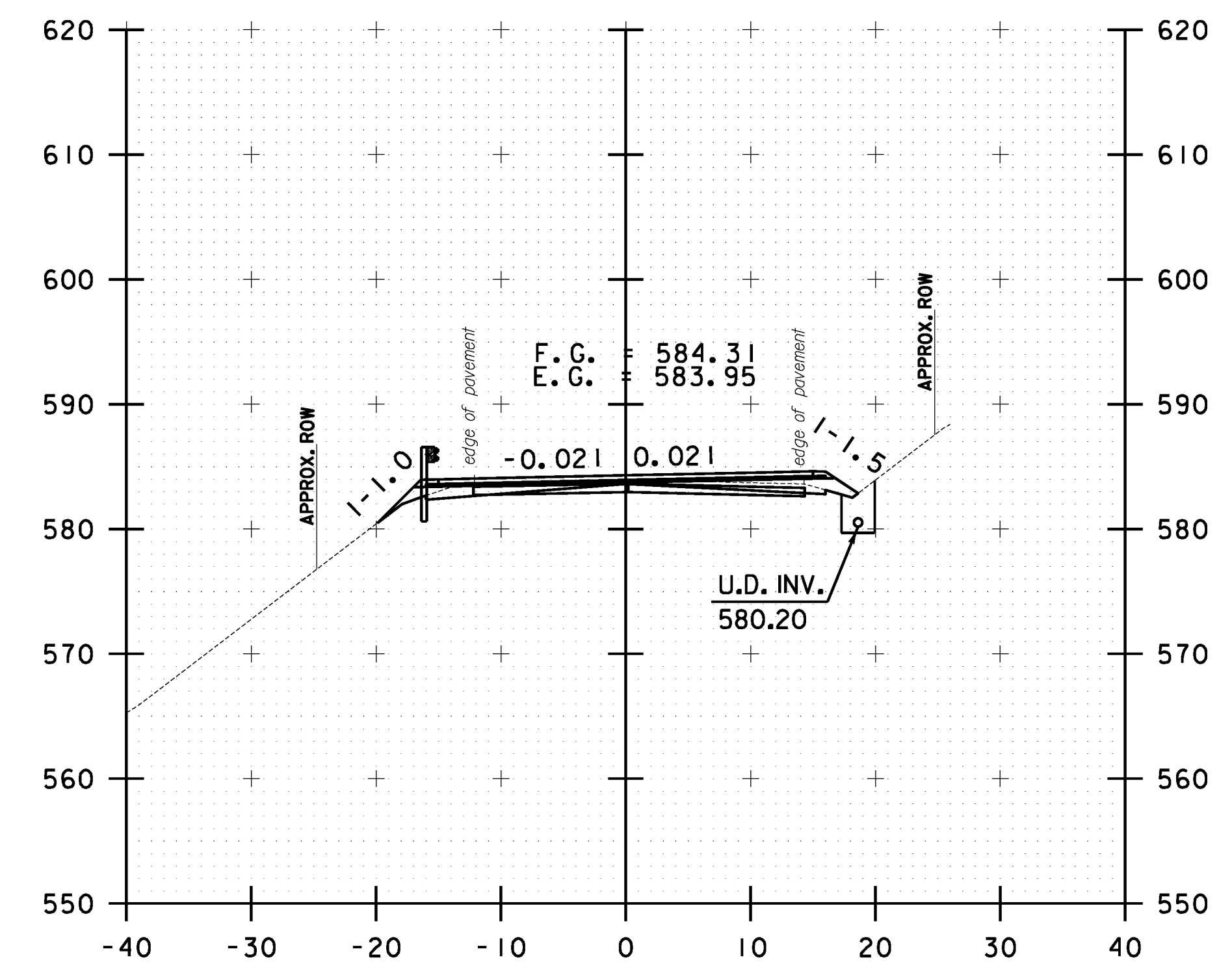
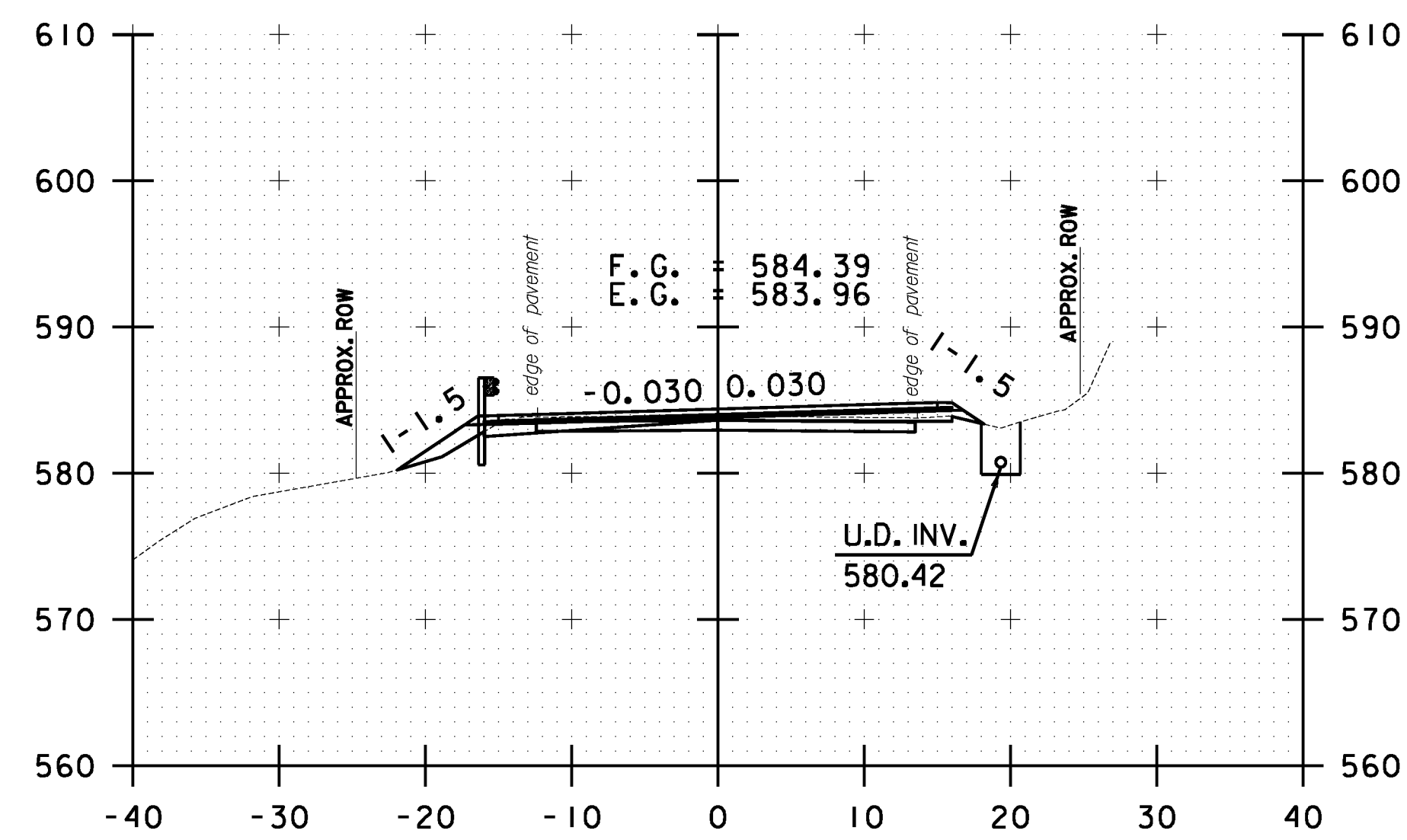
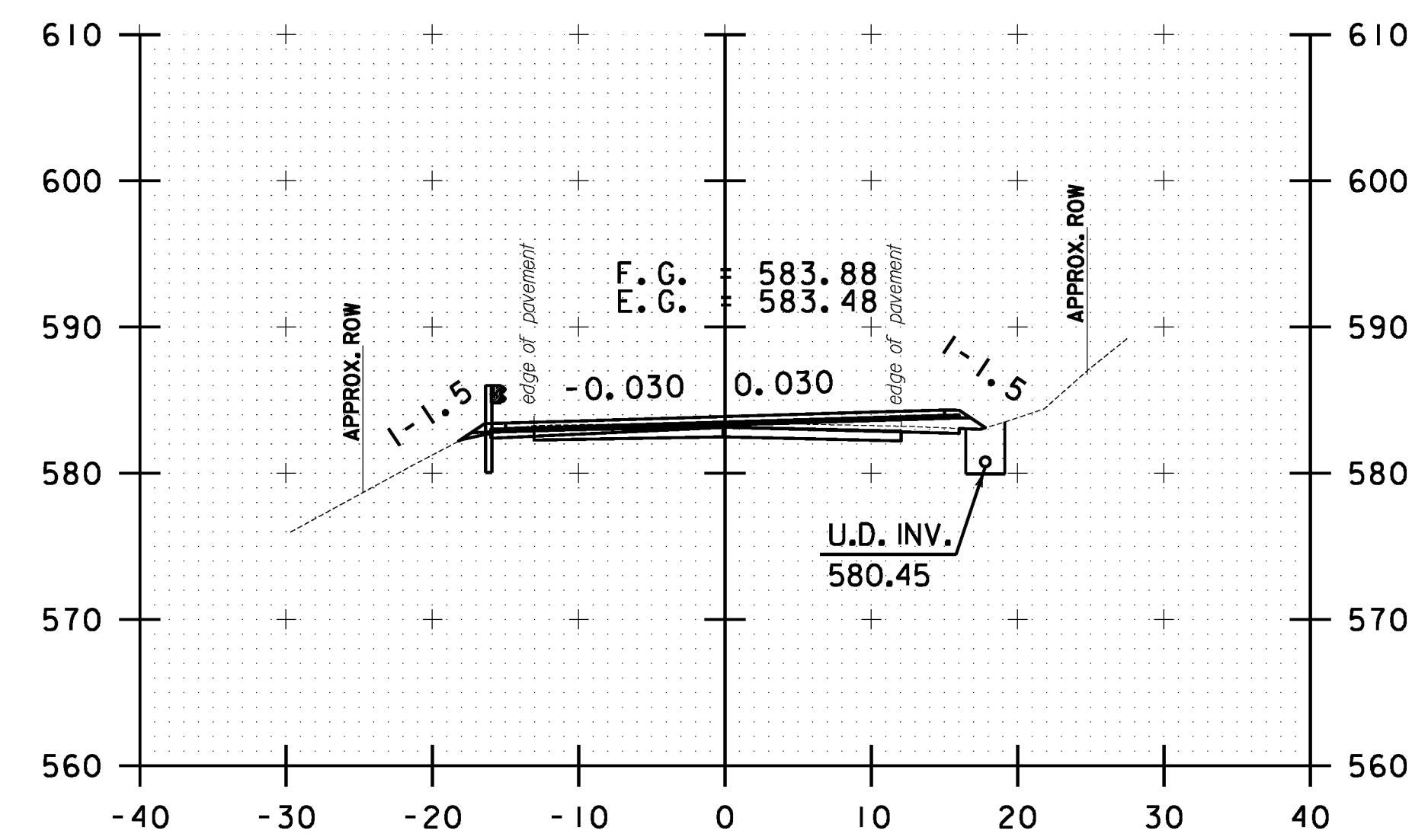
IPARM FILE: z10b214xs154.i

PLOT DATE: 3/17/2014

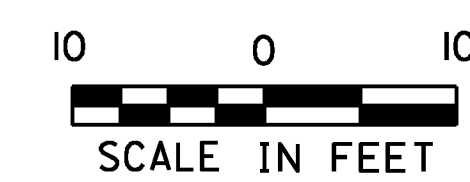
DRAWN BY: W.G.P.

CHECKED BY: J.P.S.

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FILE NAME = V:\Projects\ANY\K2\22426\CADD\MSTN\z10b214_bethel.xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



**BETHEL
CROSS SECTION
SHEET #43**

PROJECT NAME:	STOCKBRIDGE-BETHEL
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PROJECT NUMBER: STP 2910(I)

FILE NAME: z10b214_bethel_xc.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214xsl55.i

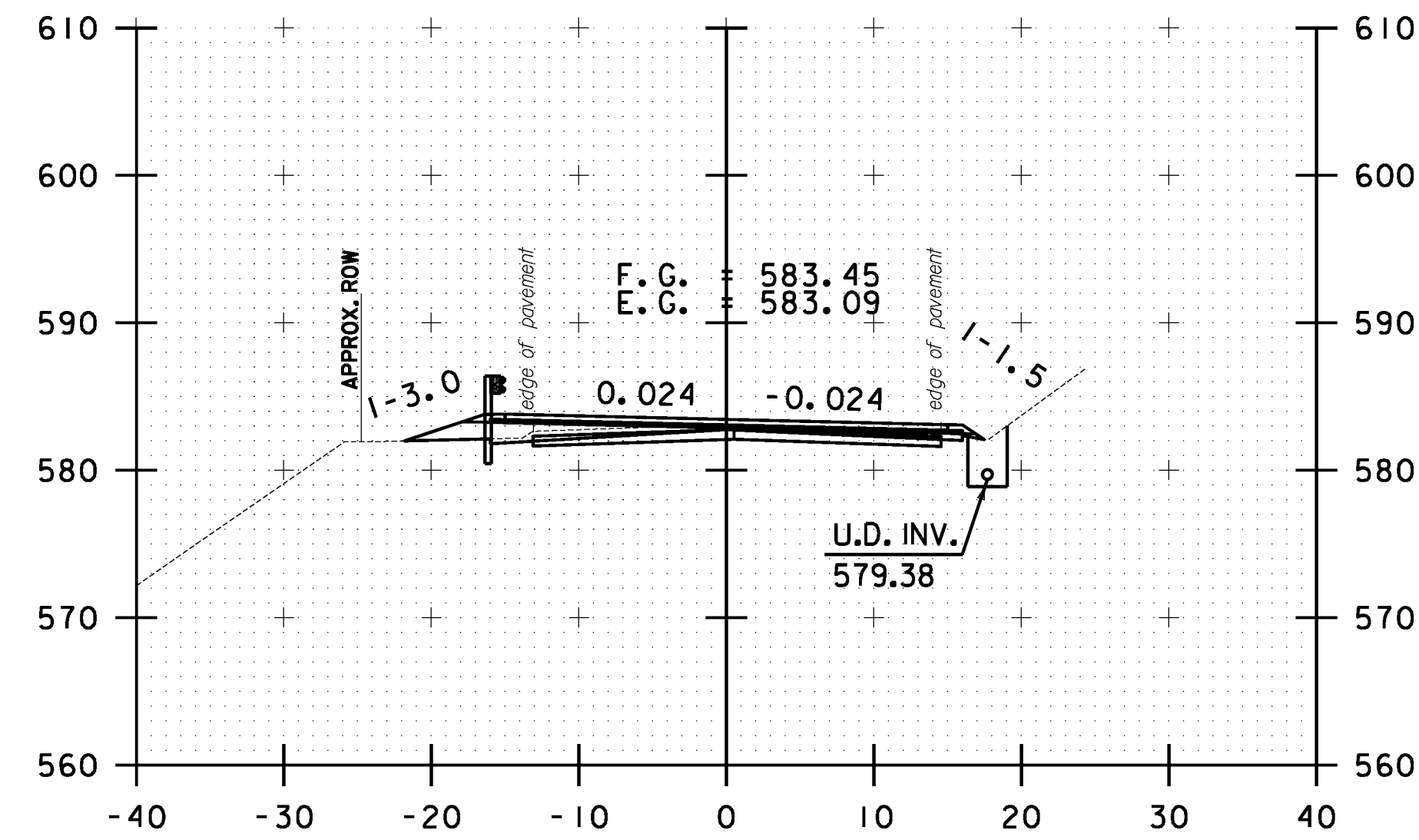
PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

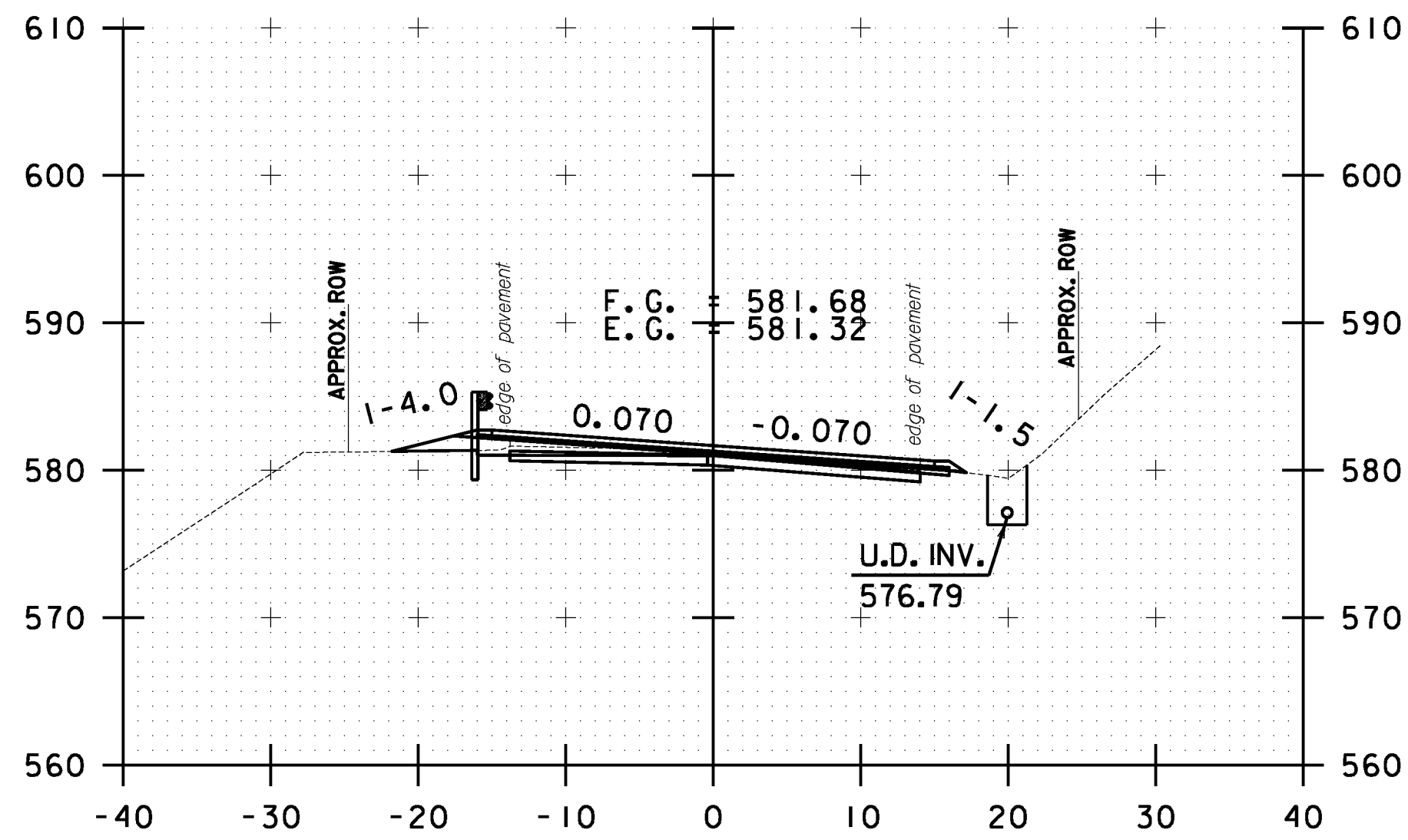
CHECKED BY: J.P.S.

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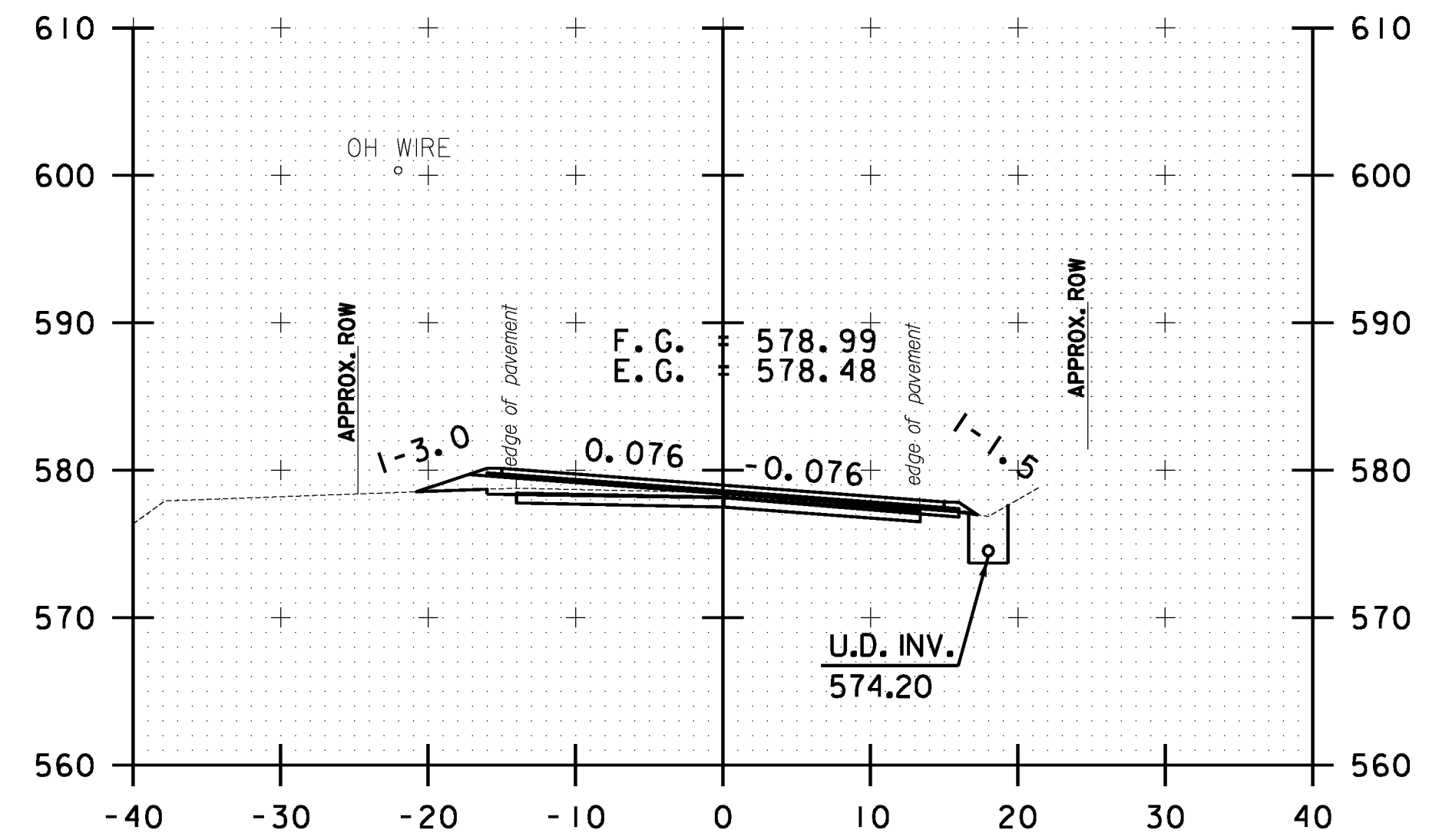
FILE NAME : \\P:\projects\ANY\K2\22\25\CAOD\KSTN\10b214.bethel.xc.dgn
DATE/TIME : 3/17/2014
USER : jsl6



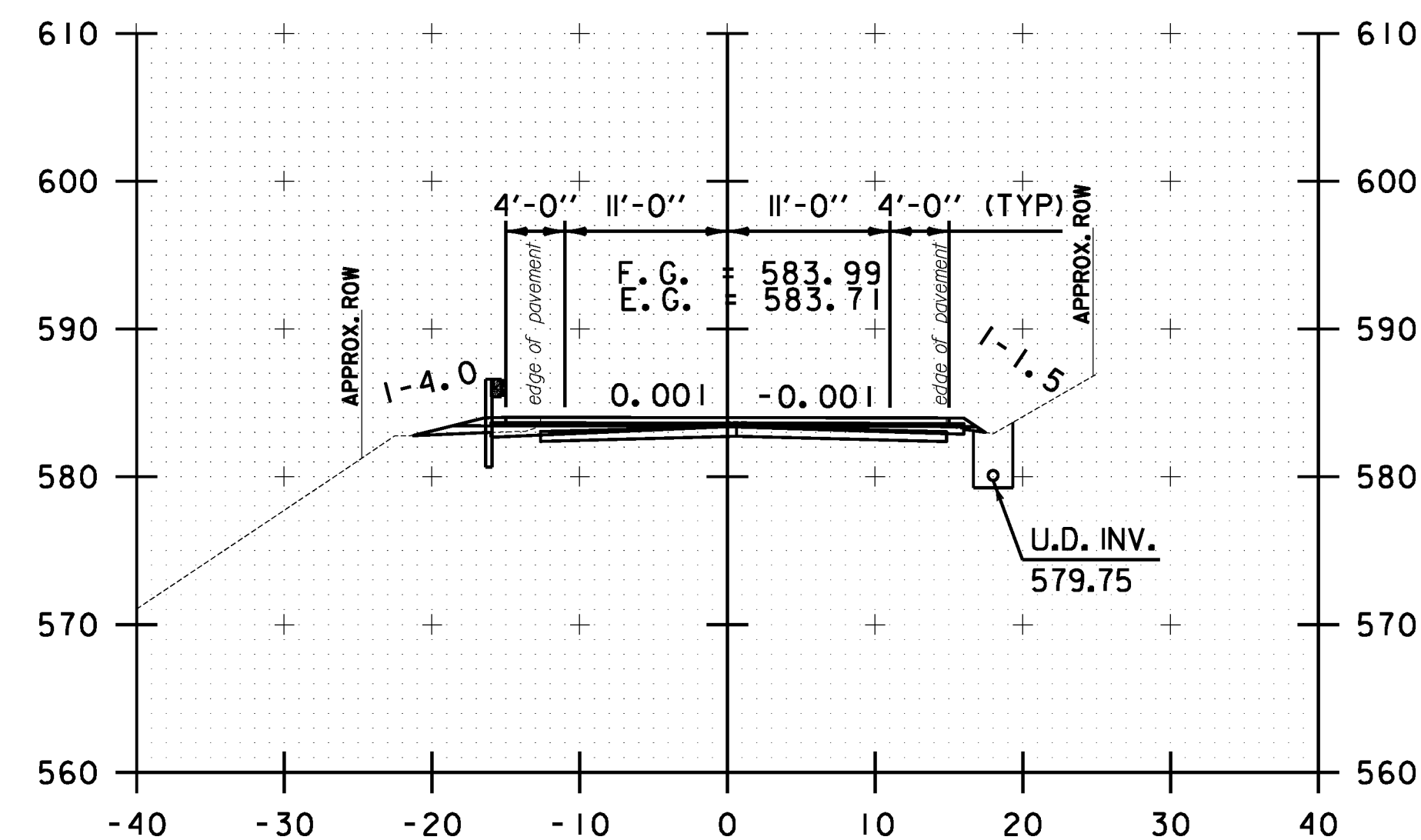
B 134+50.00



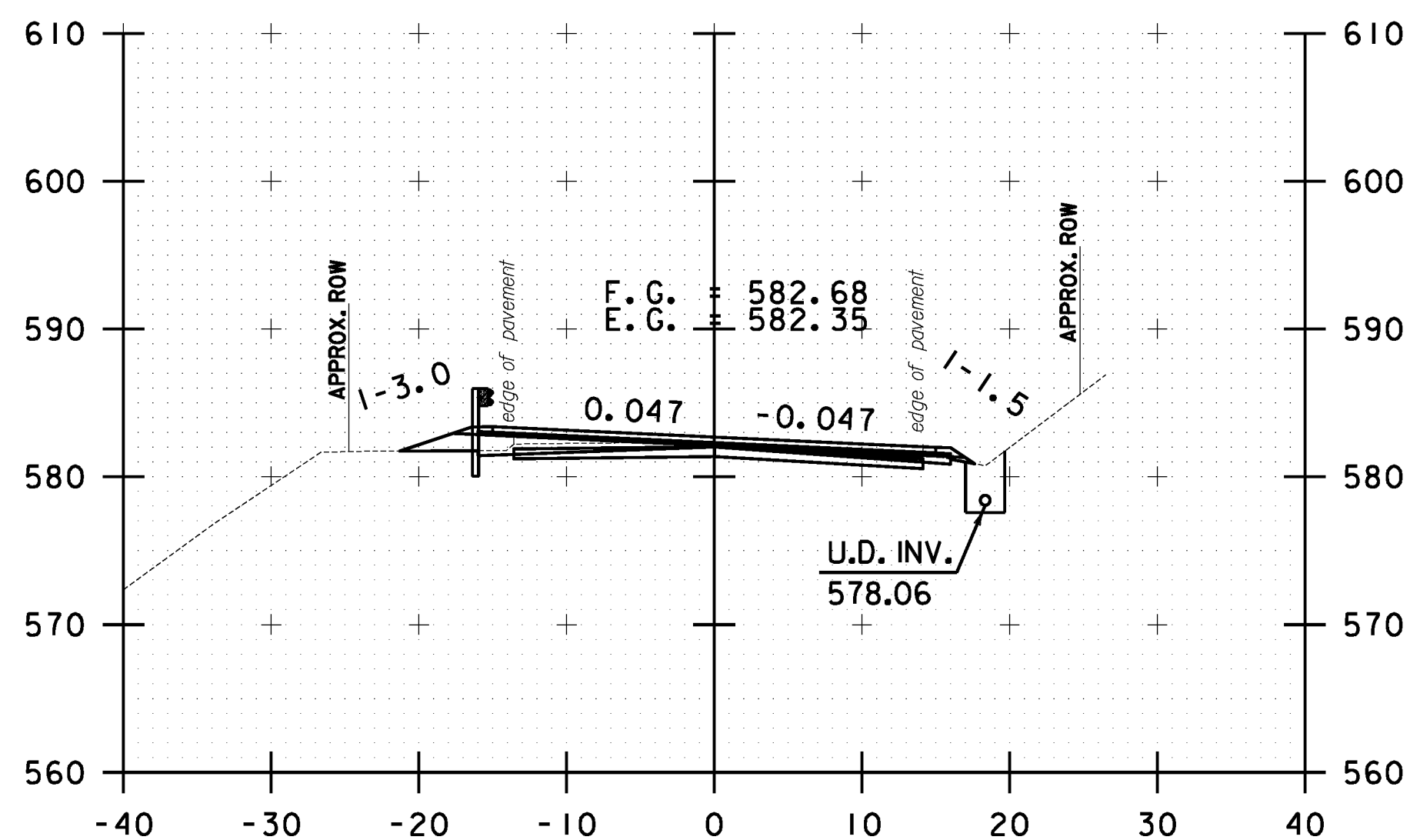
B 135+50.00



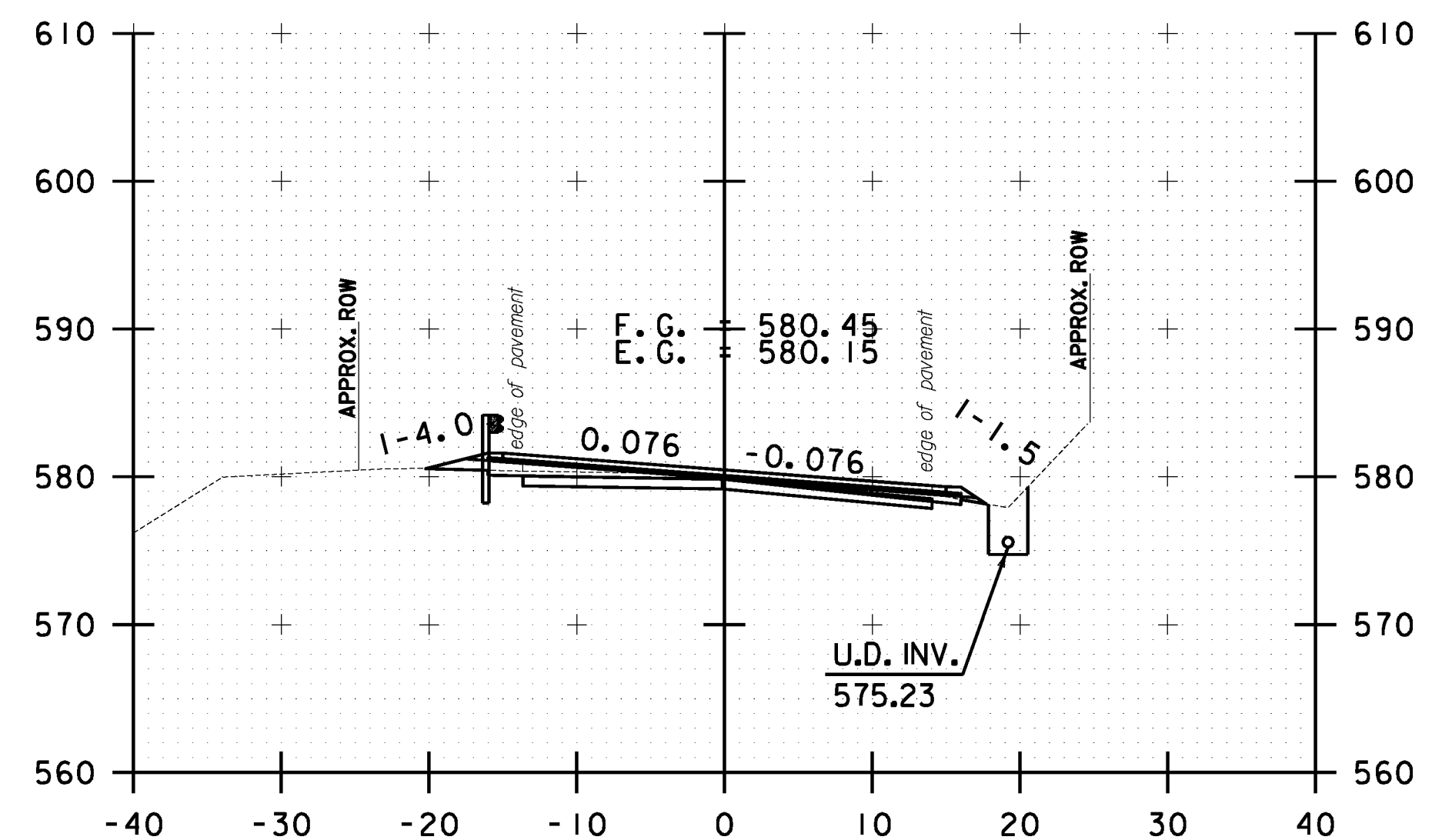
B 136+50.00



B 134+00.00



B 135+00.00



B 136+00.00

10 0 10
SCALE IN FEET

**BETHEL
CROSS SECTION
SHEET #44**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214.bethel.xc.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214.xsl56.1

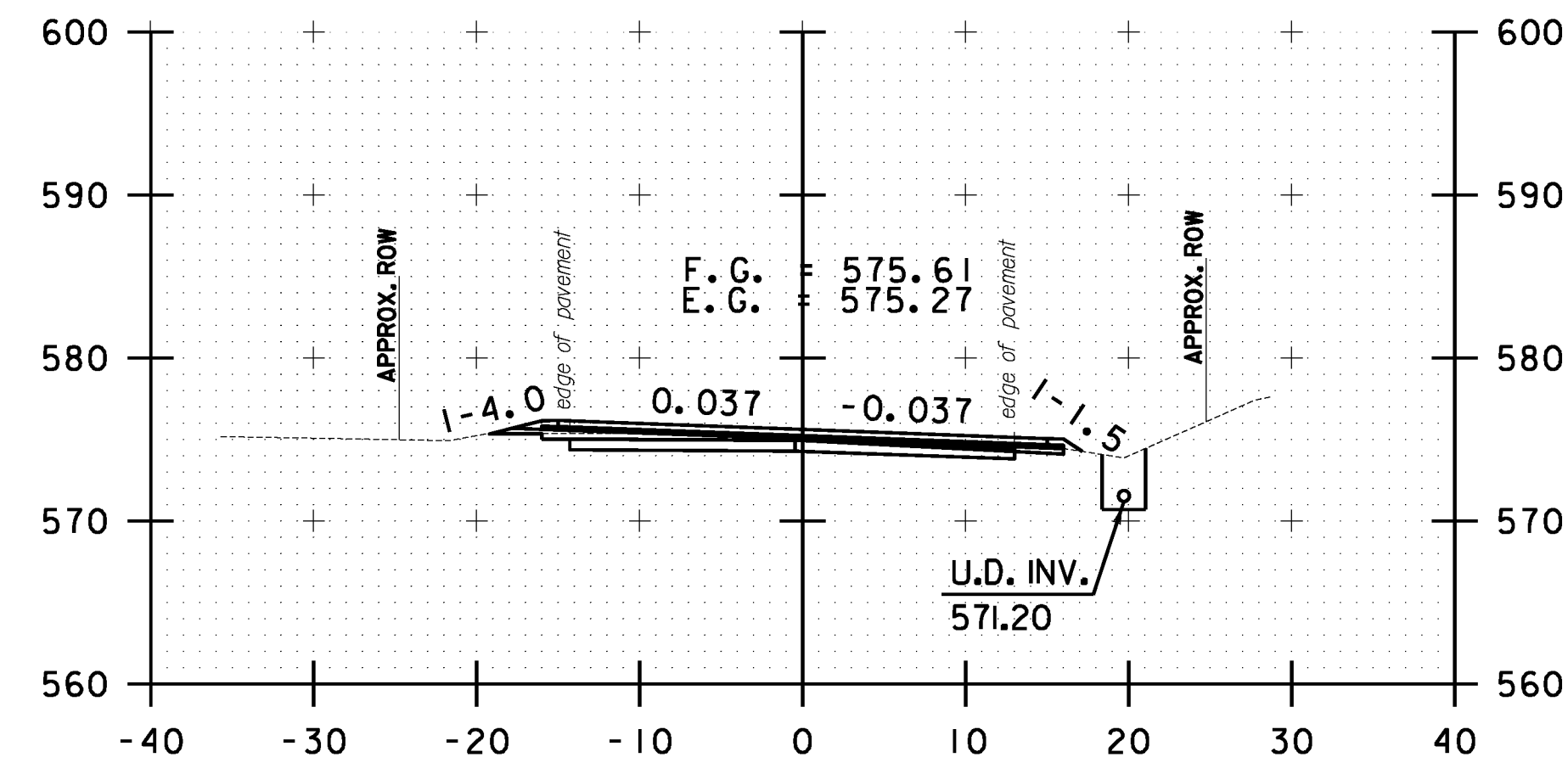
PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

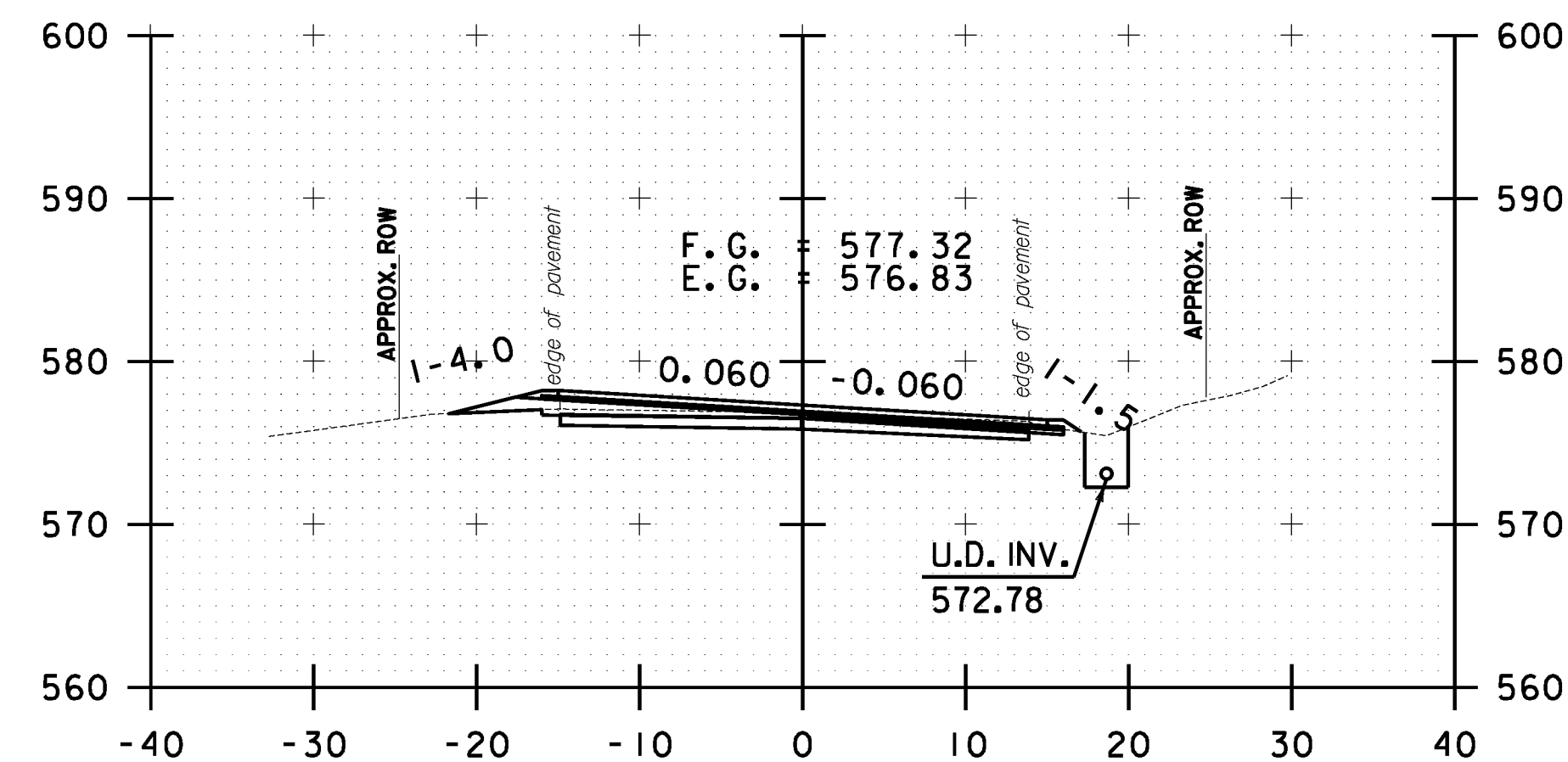
CHECKED BY: J.P.S.

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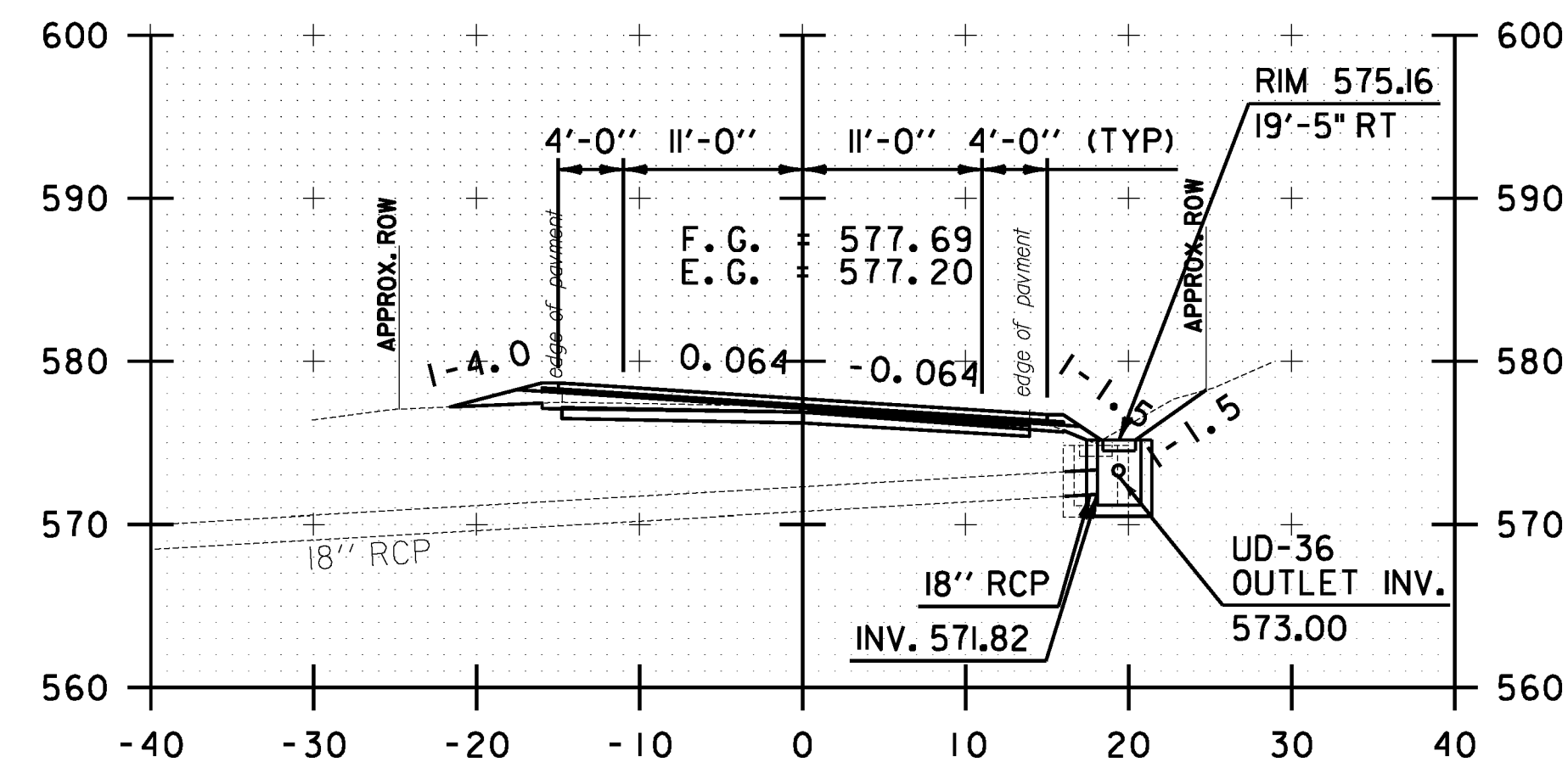
FILE NAME: \\P:\projects\ANY\K2\22\25\CAOD\KSTN\10b214.bethel.xc.dgn
DATE/TIME: 3/17/2014
USER: 4916



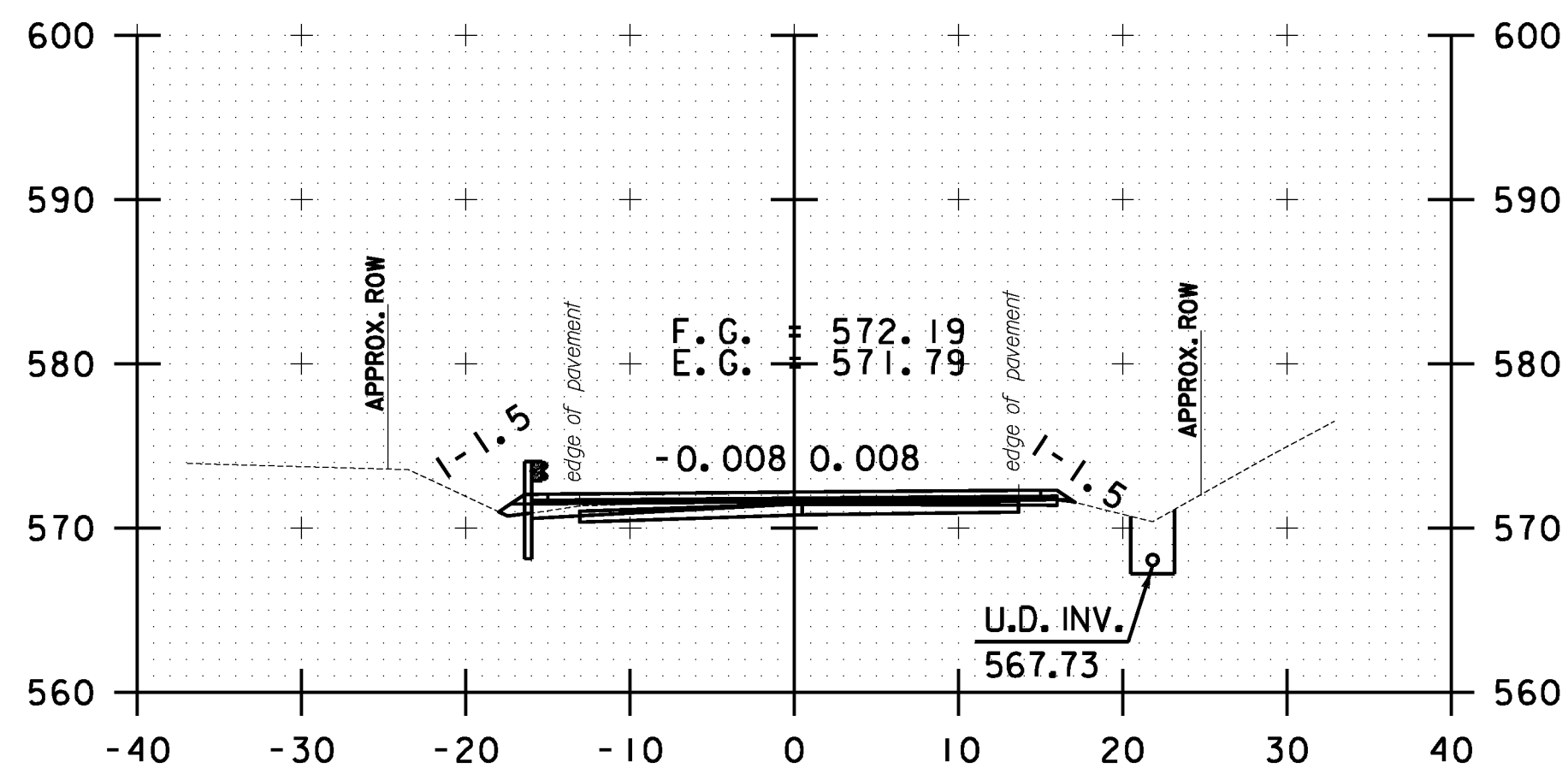
B 137+50.00



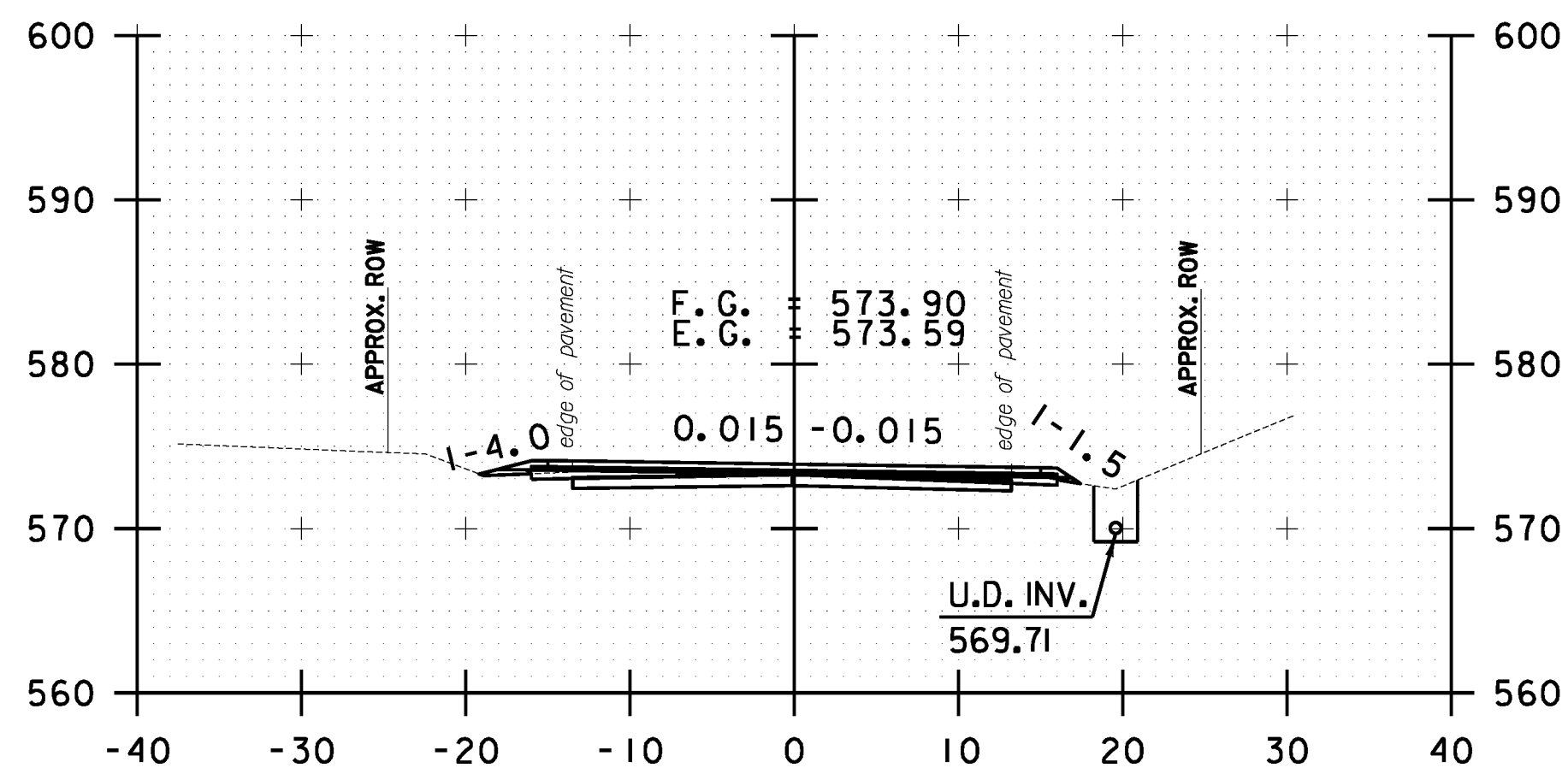
B 137+00.00



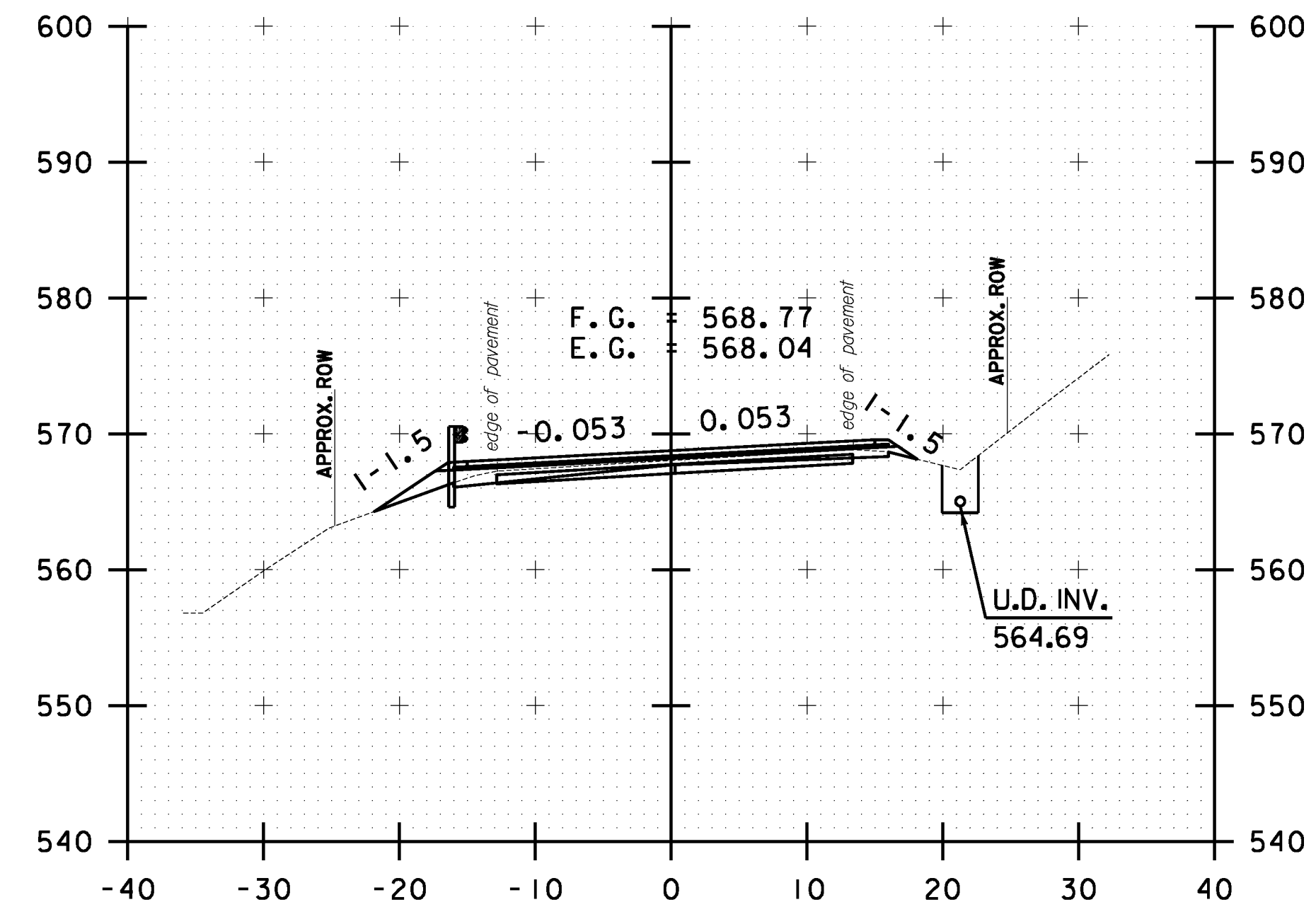
B 136+89.20



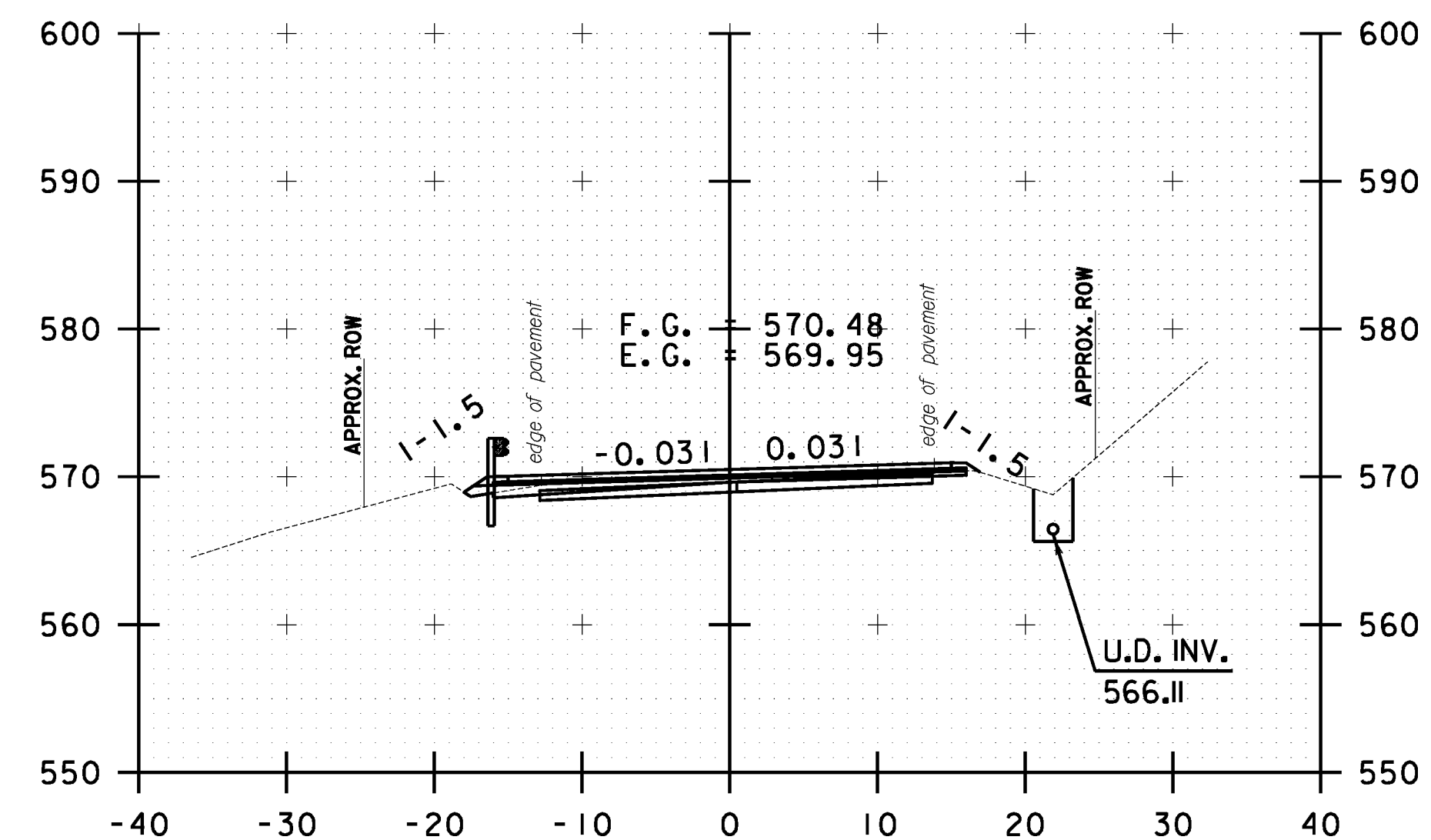
B 138+50.00



B 138+00.00



B 139+50.00



B 139+00.00

10 0 10
SCALE IN FEET

**BETHEL
CROSS SECTION
SHEET #45**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214.bethel.xc.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214xs157.i

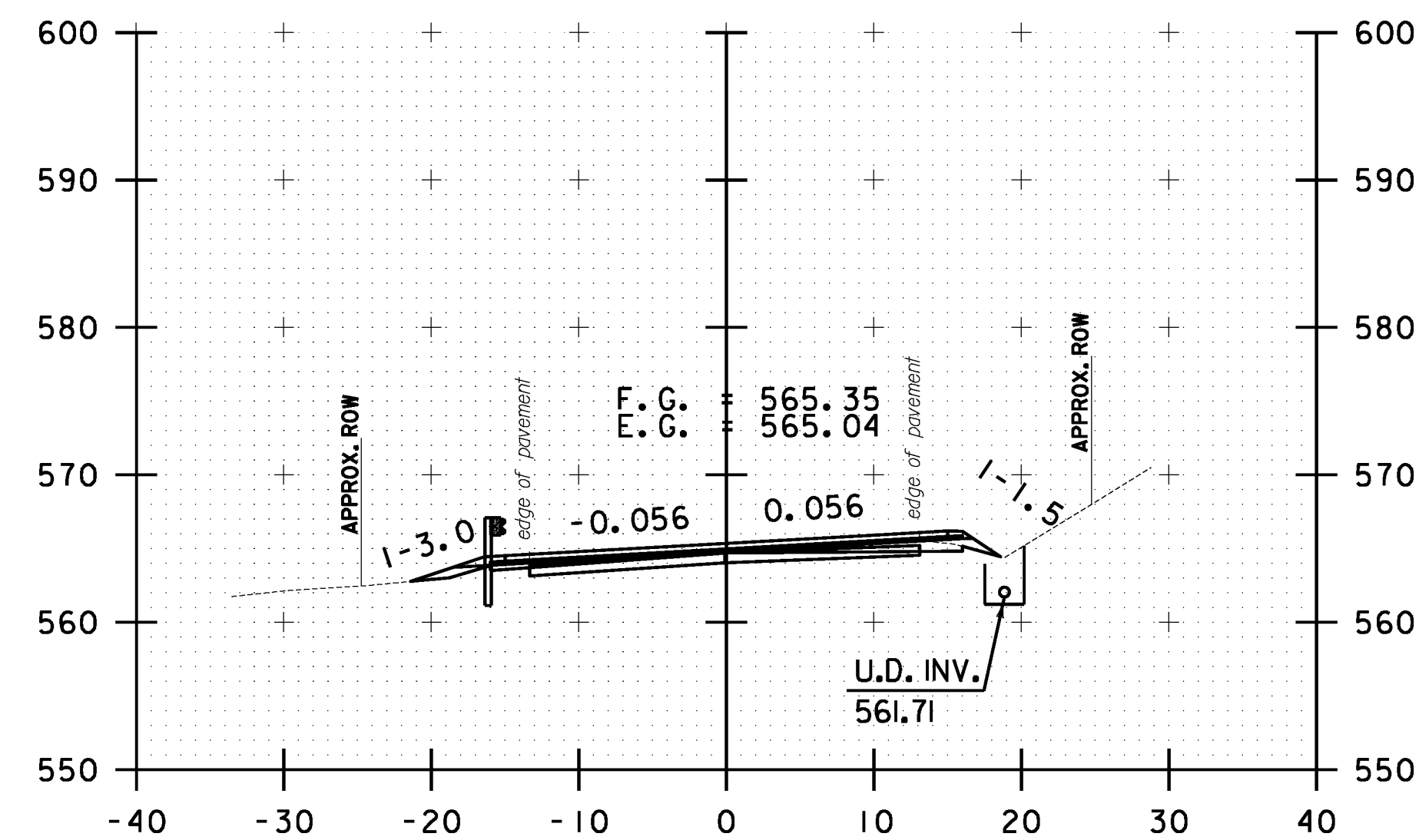
PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

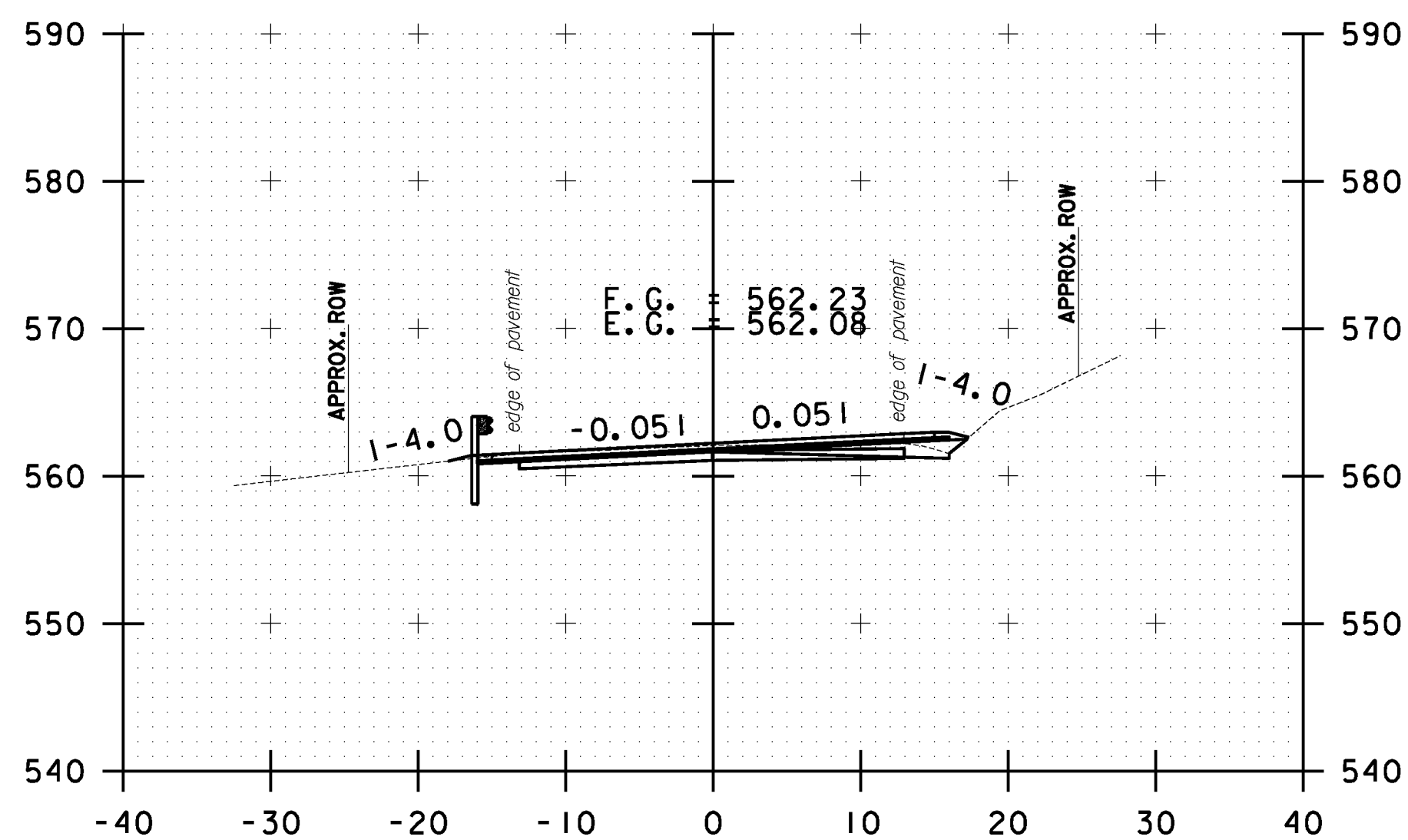
CHECKED BY: J.P.S.

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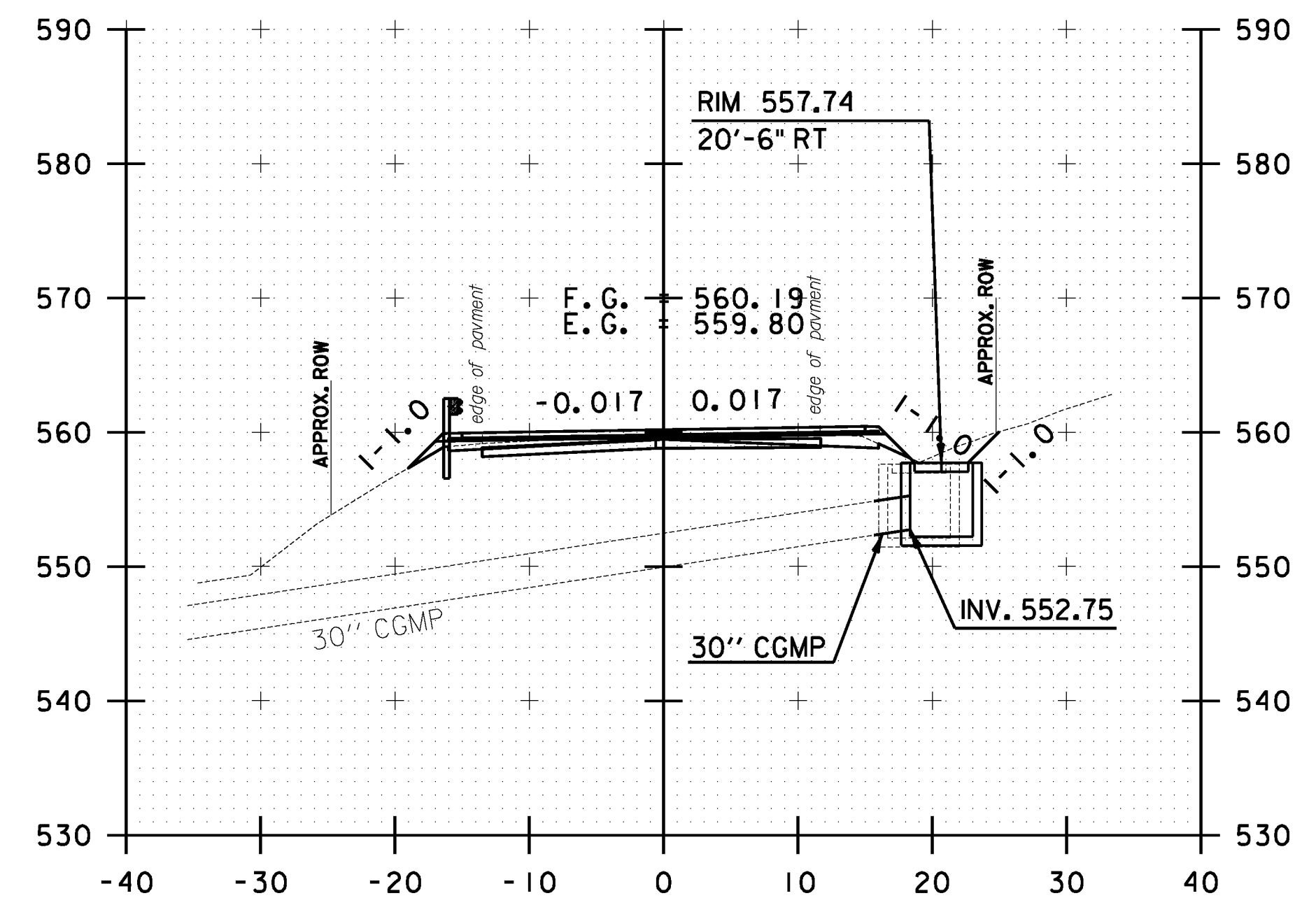
FILE NAME: \\P:\projects\ANY\K2\22425\CAOD\KSTN\10b214.bethel.xc.dgn
DATE/TIME: 3/17/2014
USER: 4916



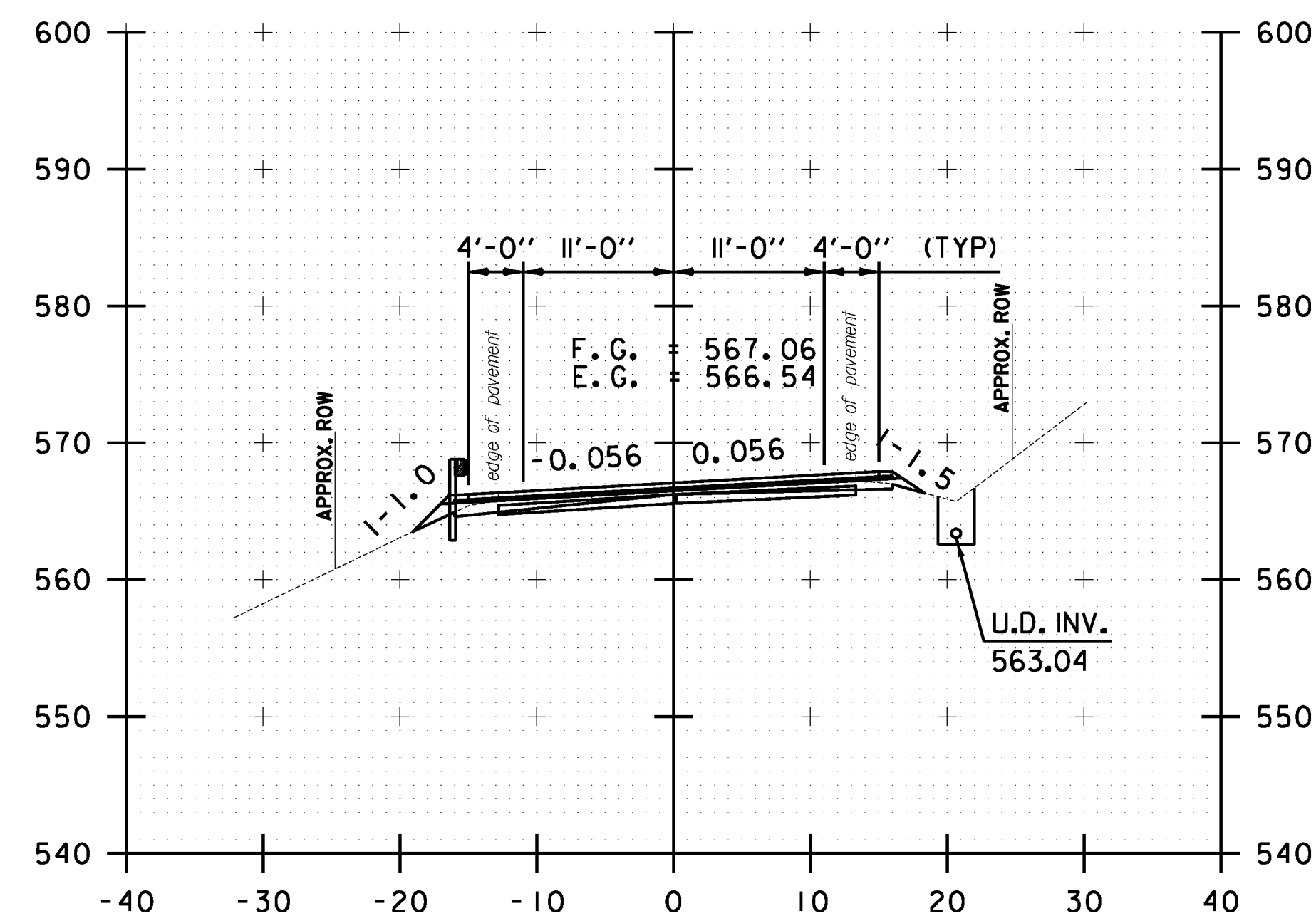
B 140+50.00



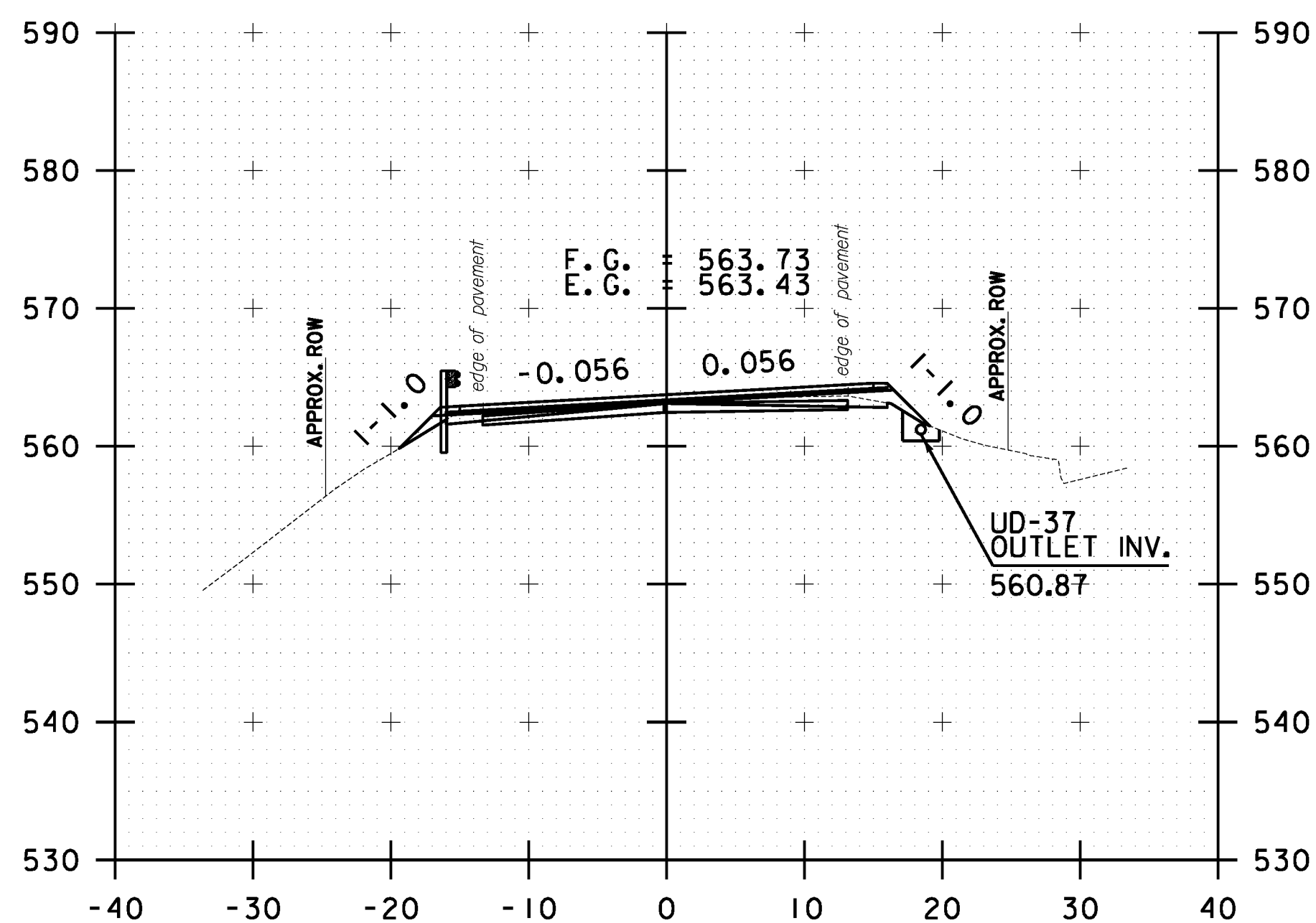
B 141+50.00



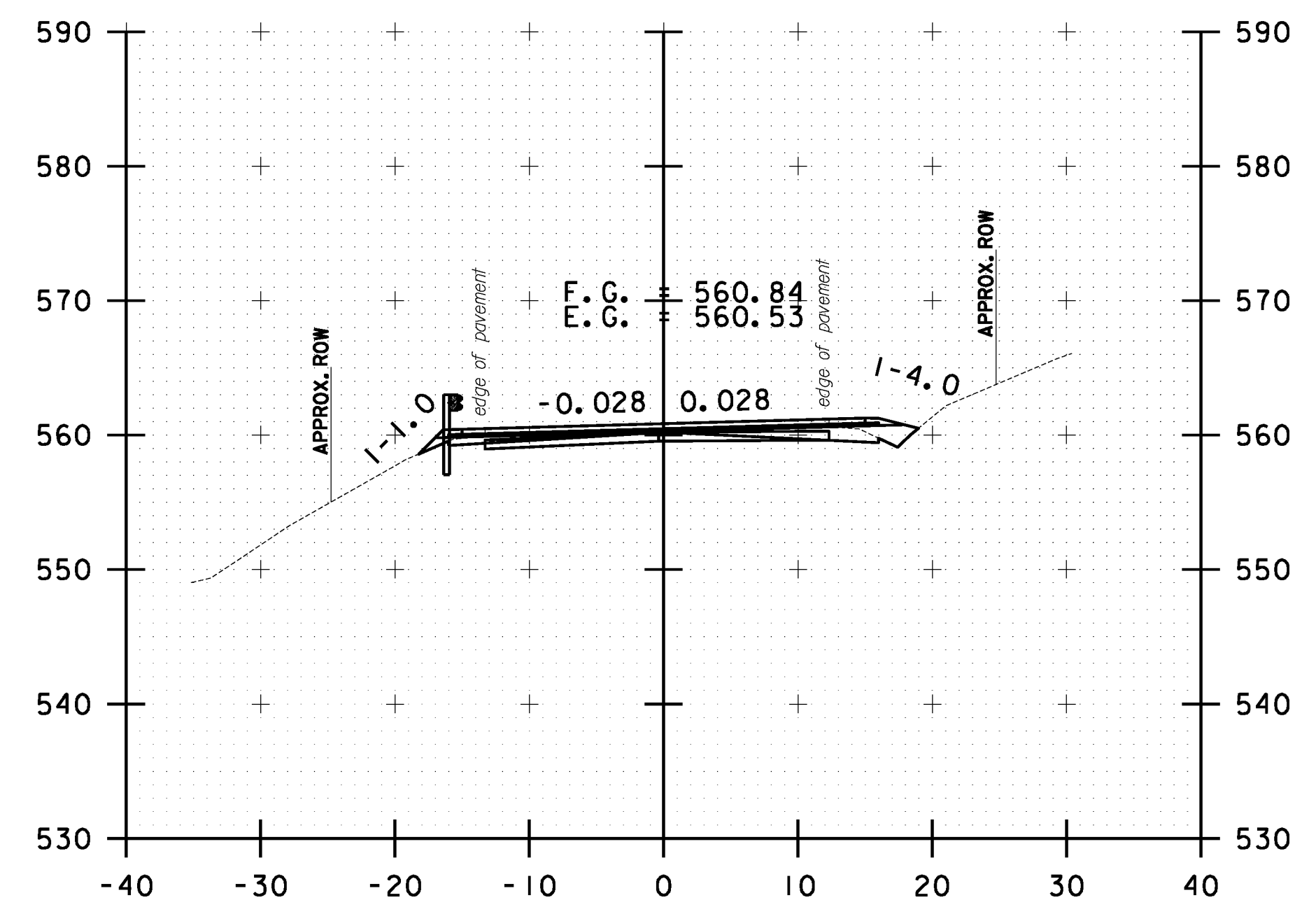
B 142+25.00



B 140+00.00



B 141+00.00



B 142+00.00

10 0 10
SCALE IN FEET

**BETHEL
CROSS SECTION
SHEET #46**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214.bethel.xc.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214xs158.i

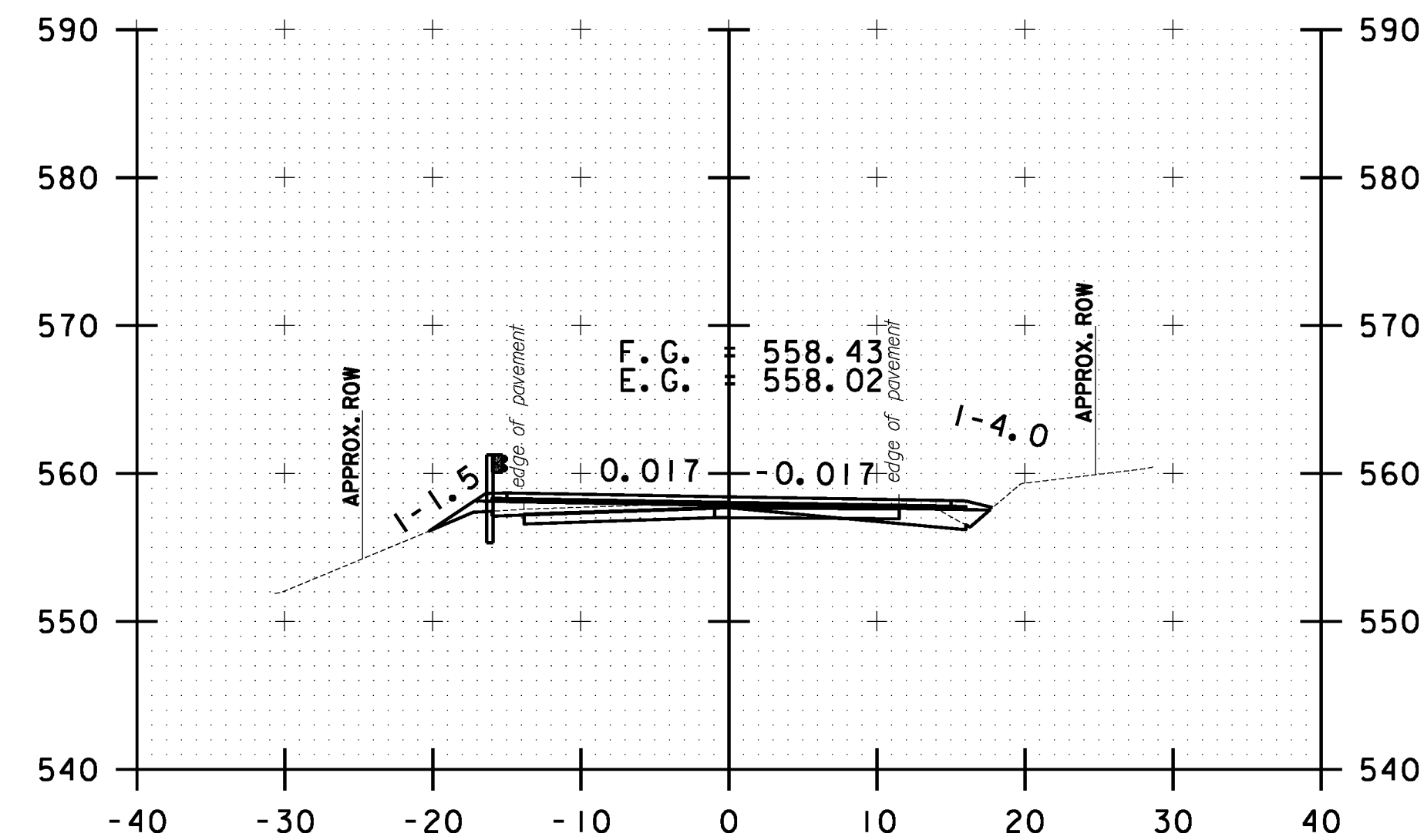
PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

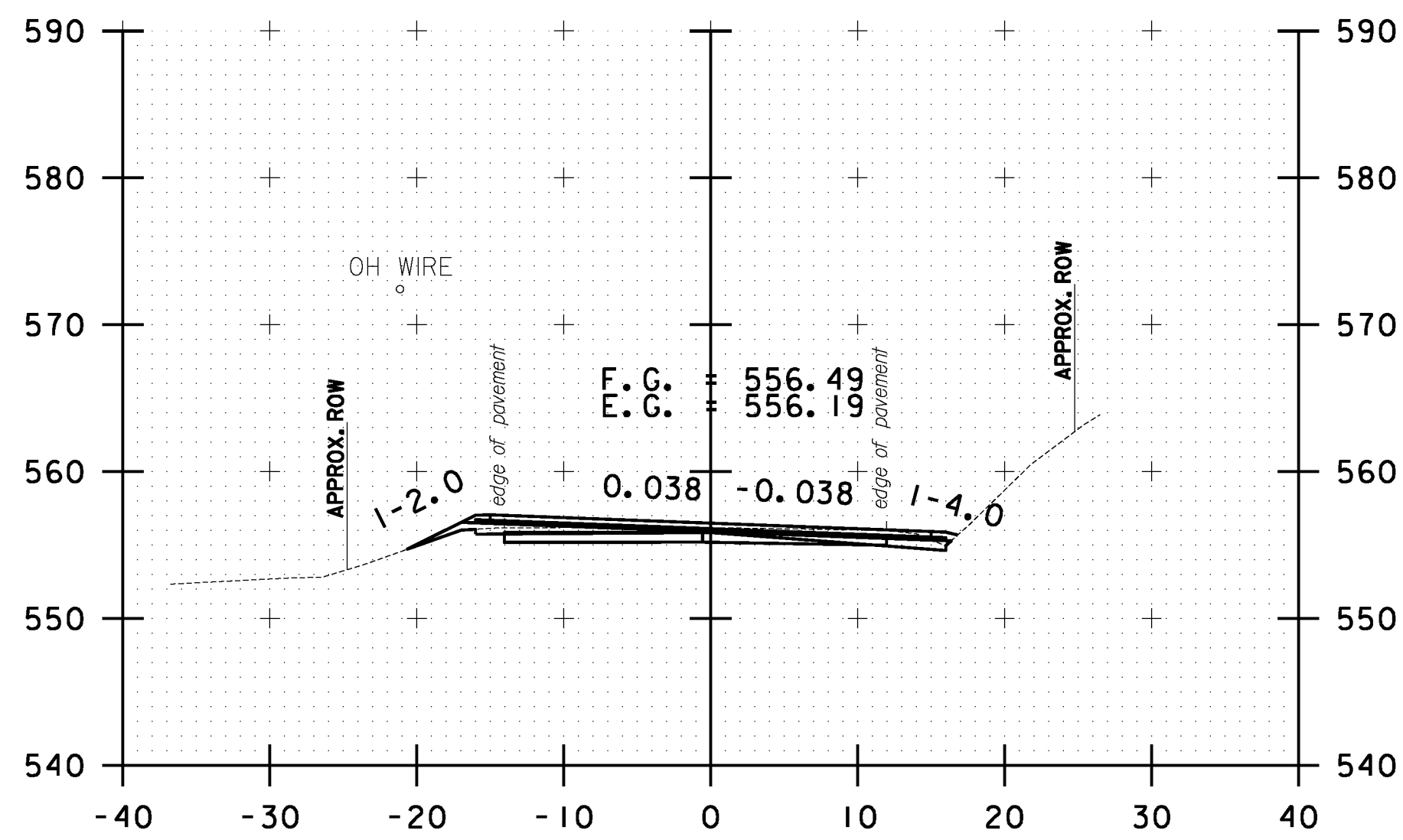
CHECKED BY: J.P.S.

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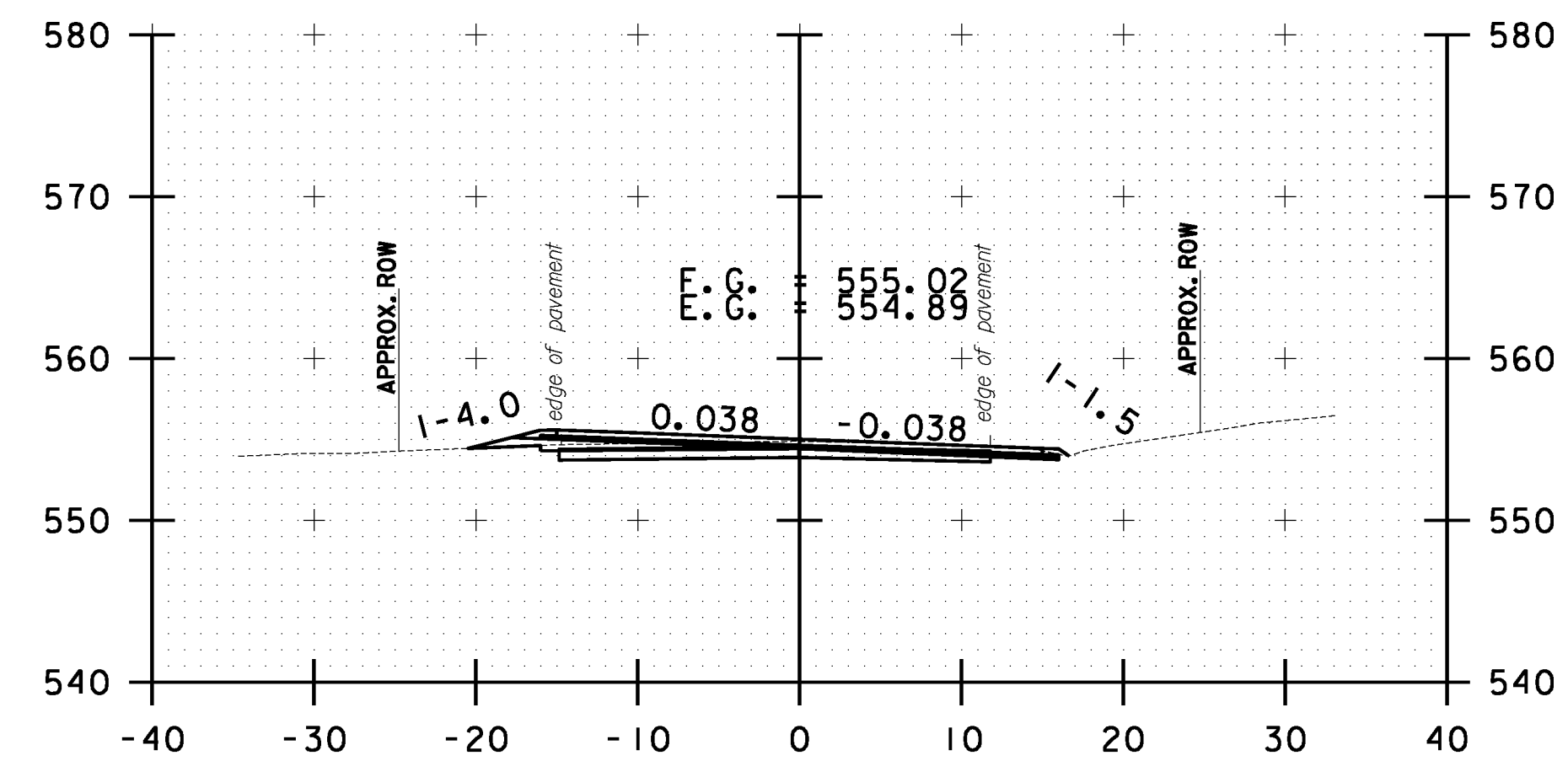
FILE NAME: \\P:\projects\ANY\K2\22\25\CAOD\KSTN\10b214.bethel.xc.dgn
DATE/TIME: 3/17/2014
USER: 4916



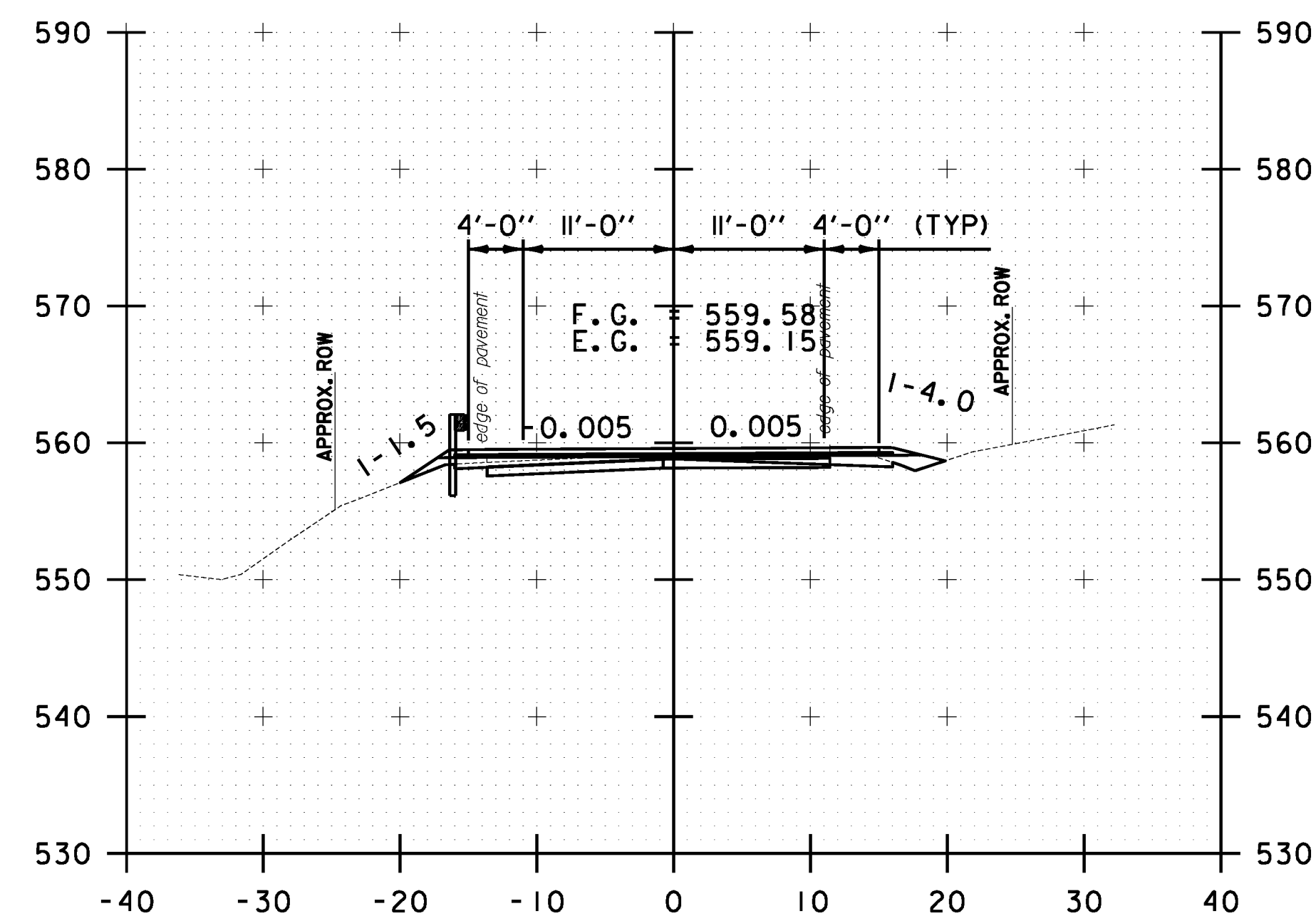
B 143+00.00



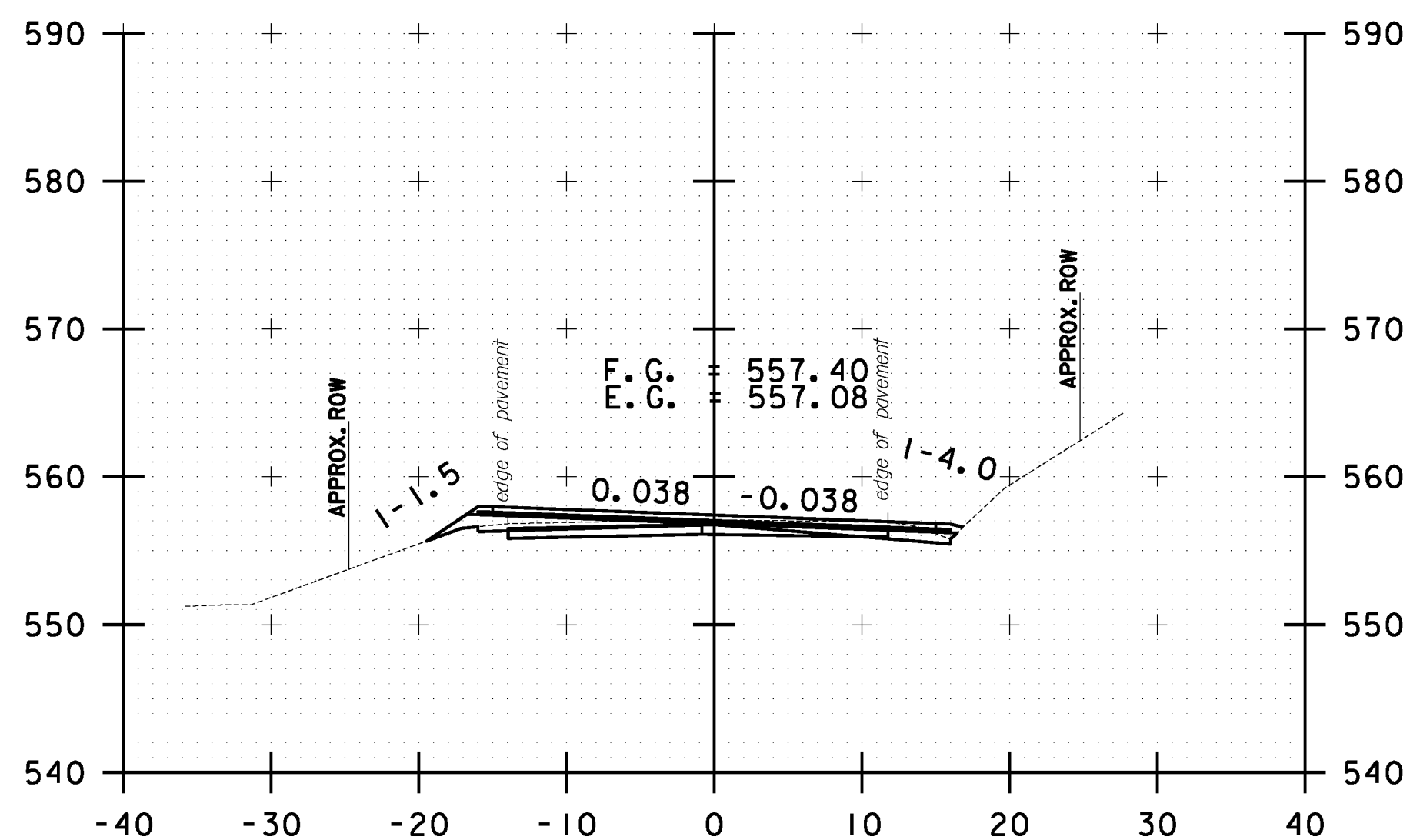
B 144+00.00



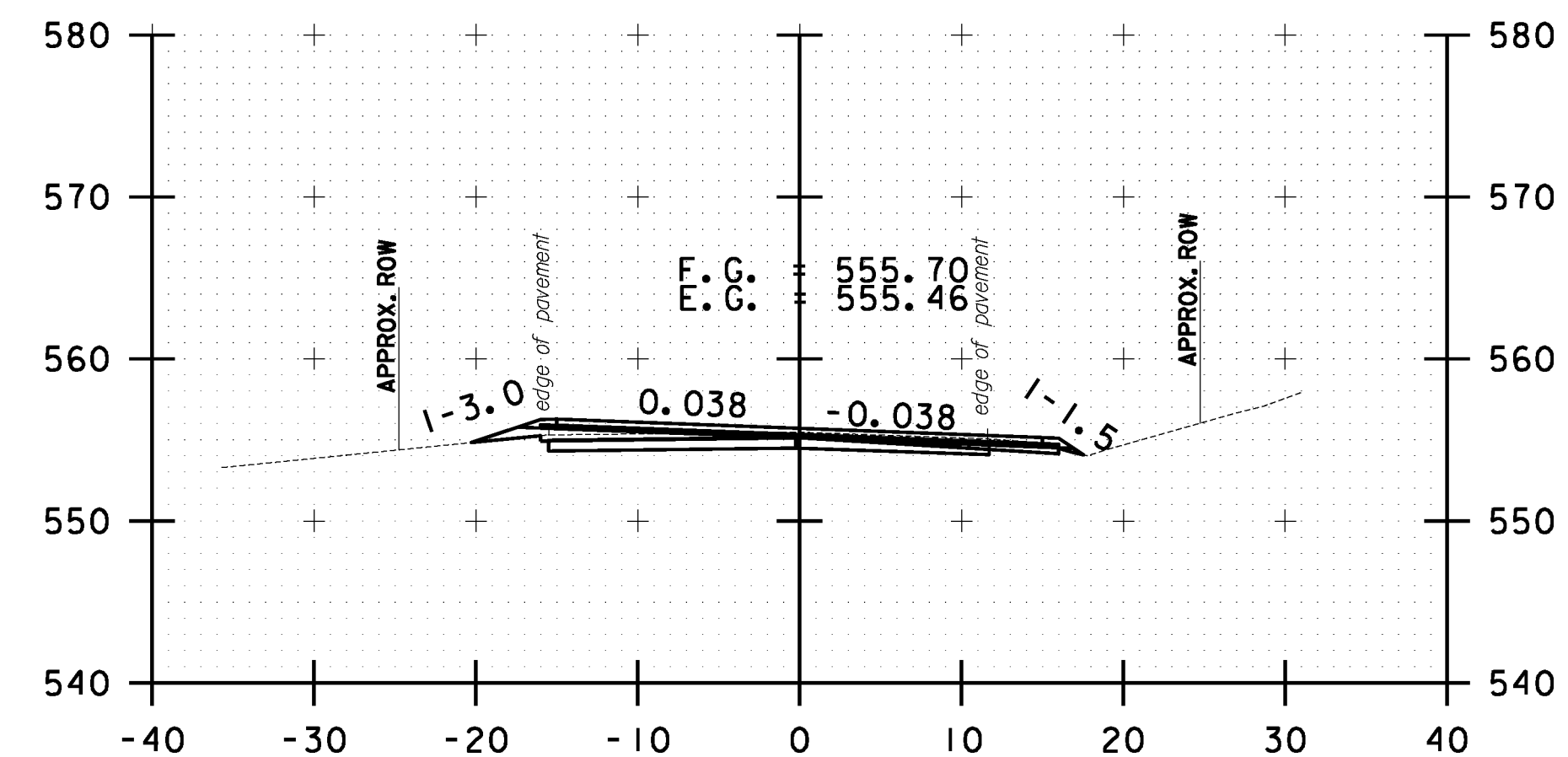
B 145+00.00



B 142+50.00



B 143+50.00



B 144+50.00

10 0 10
SCALE IN FEET

**BETHEL
CROSS SECTION
SHEET #47**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214.bethel.xc.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214.xsl59.i

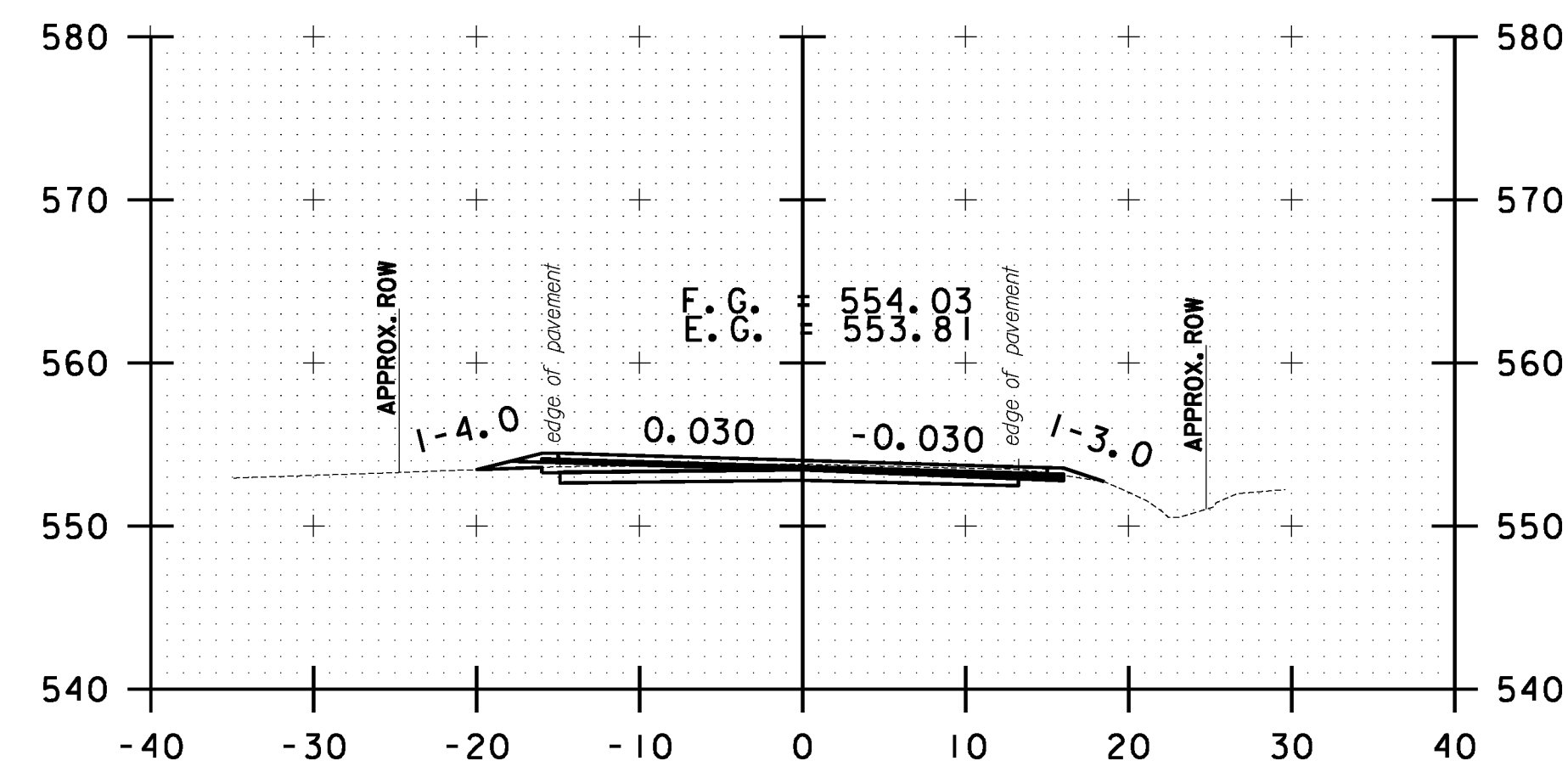
PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

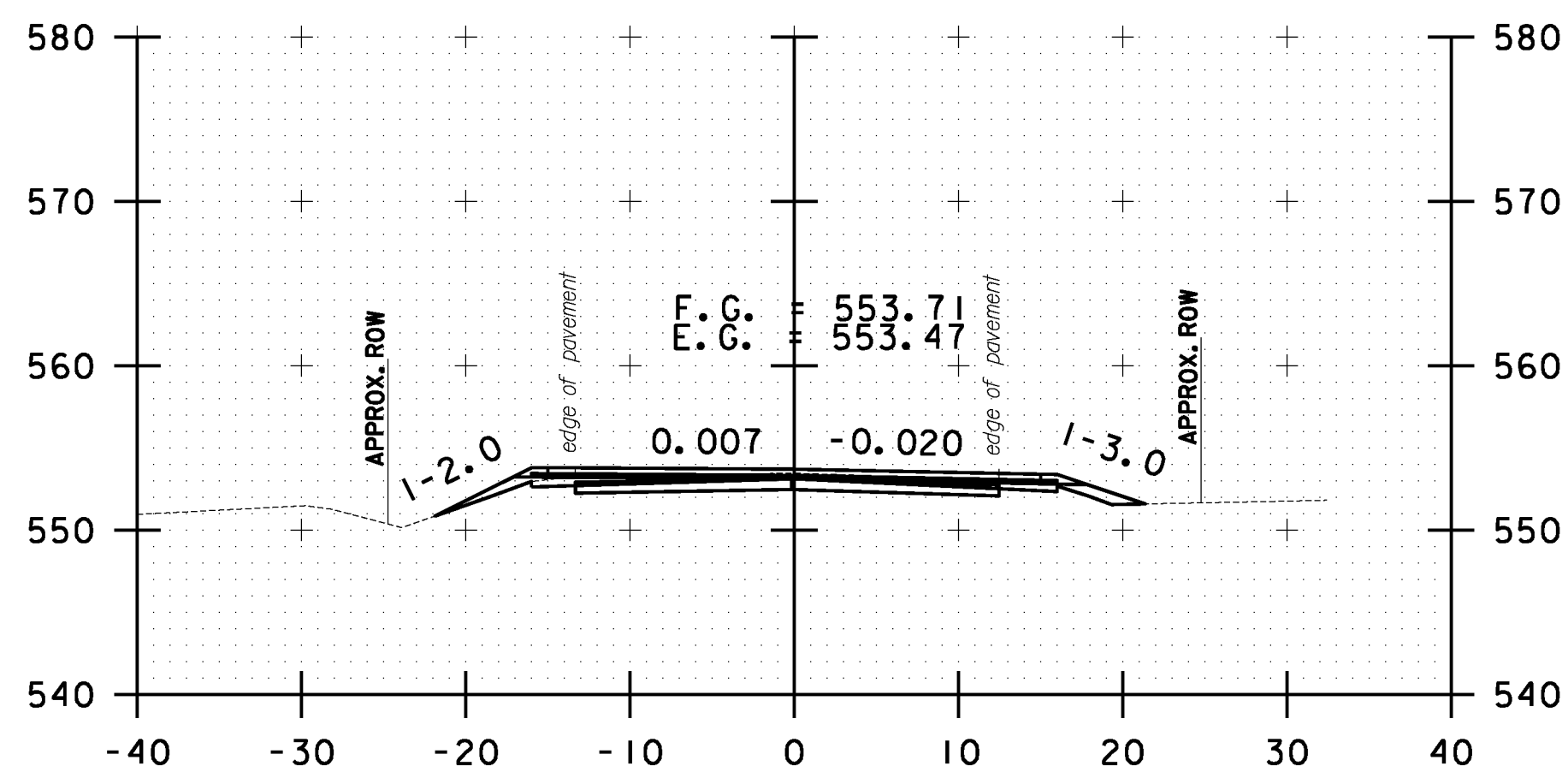
CHECKED BY: J.P.S.

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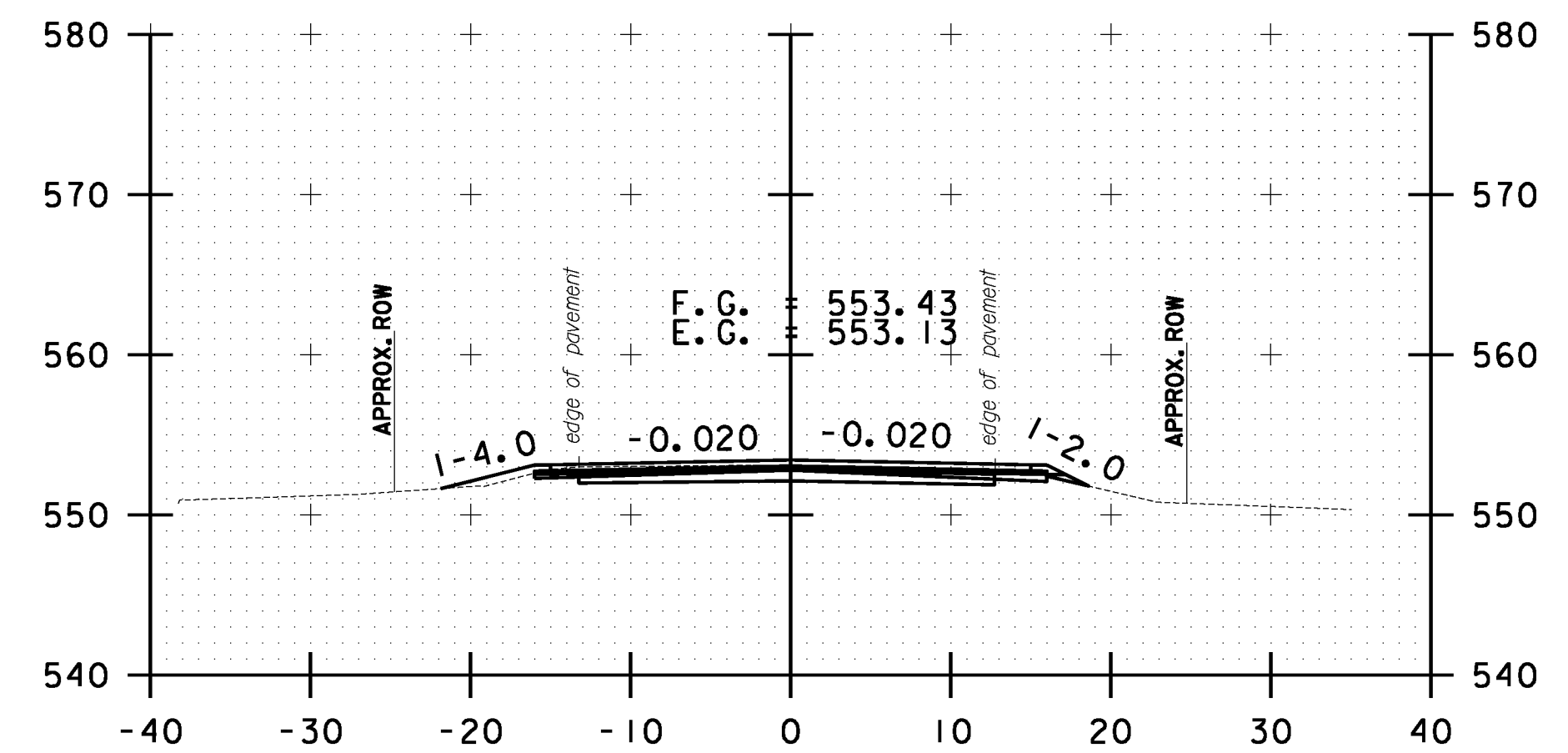
FILE NAME = \\P:\projects\ANY\K2\22\25\CAOD\KSTN\10b214.bethel.xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



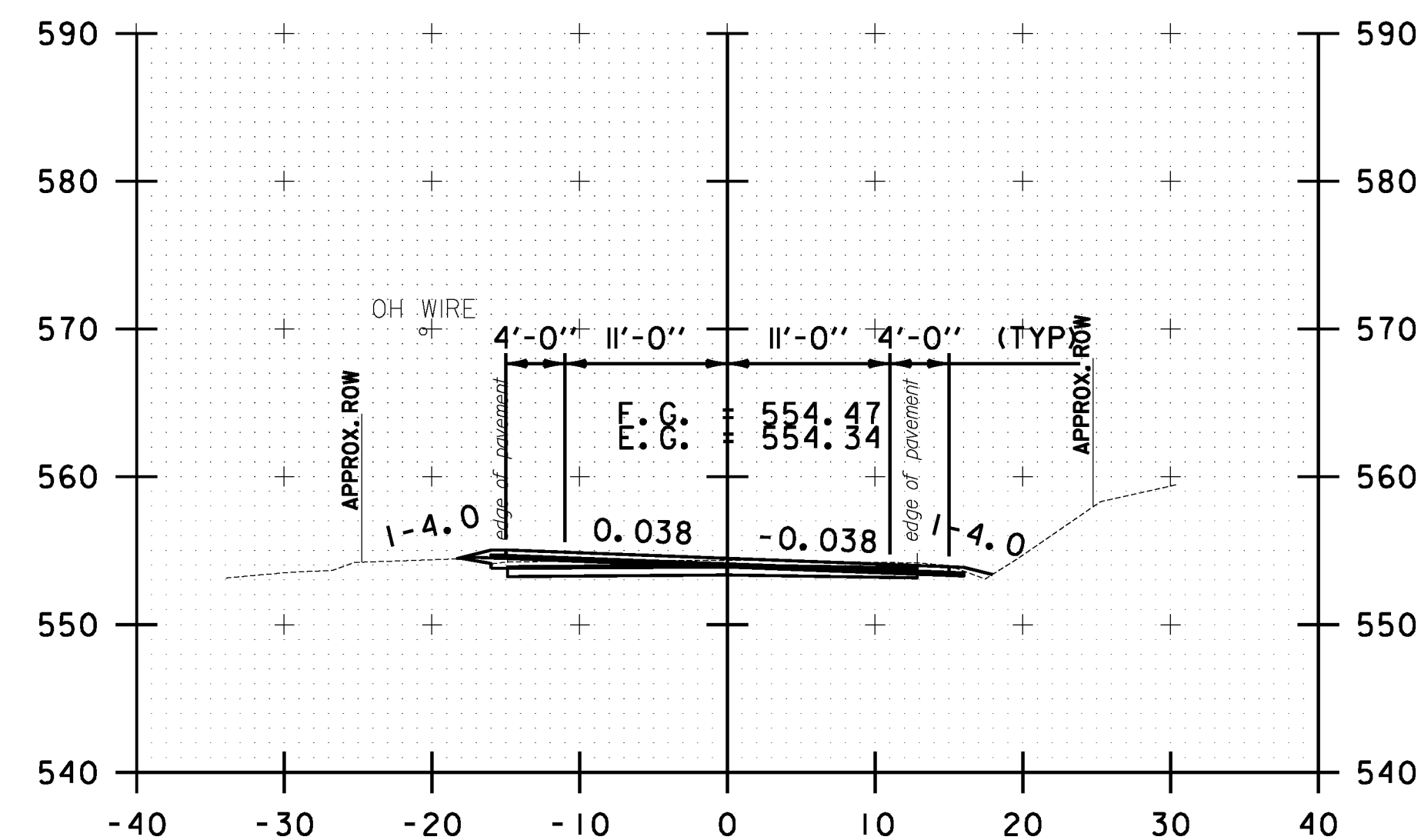
B 146+00.00



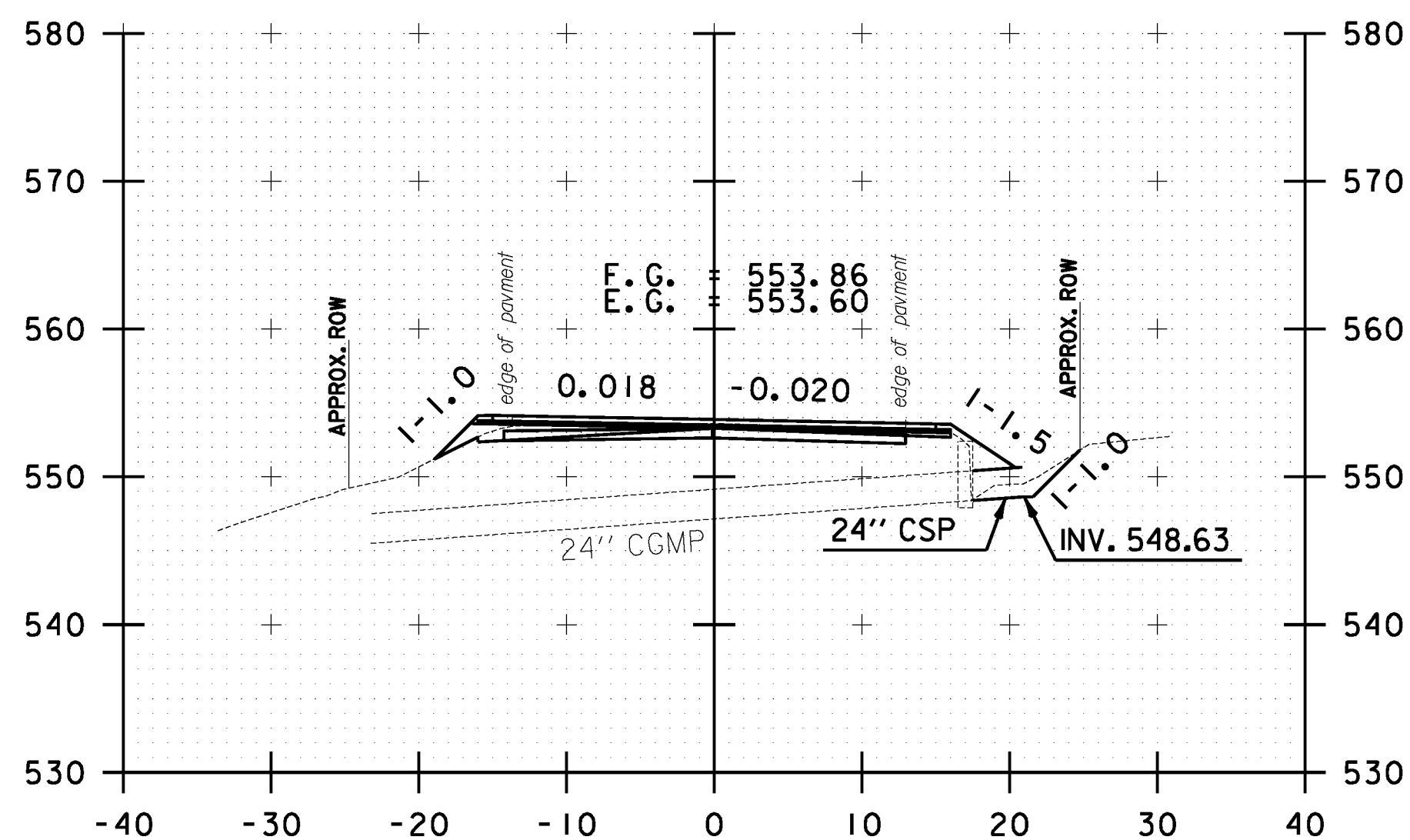
B 146+50.00



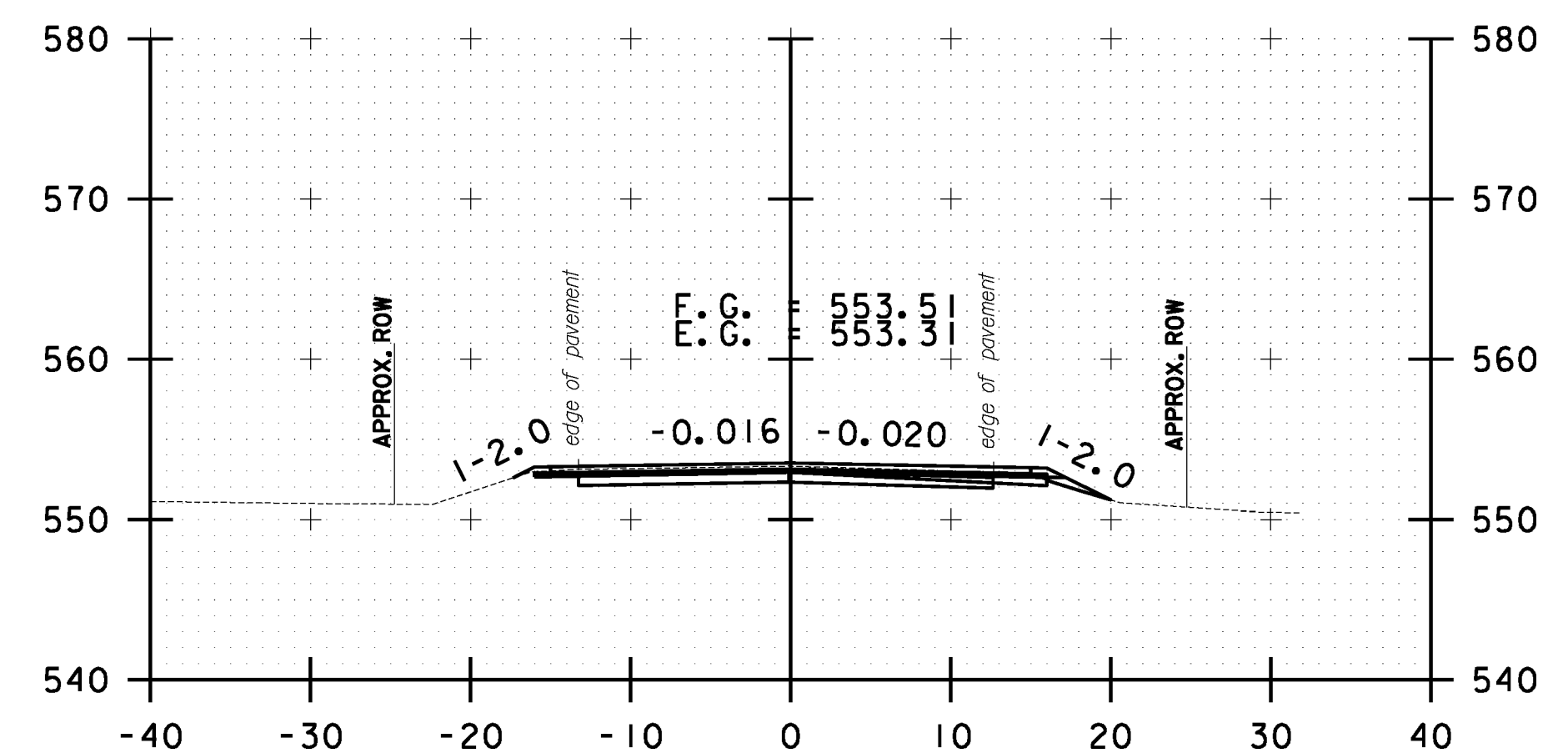
B 147+50.00



B 145+50.00



B 146+24.00



B 147+00.00

10 0 10
SCALE IN FEET

**BETHEL
CROSS SECTION
SHEET #48**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214.bethel.xc.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214.xsl60.i

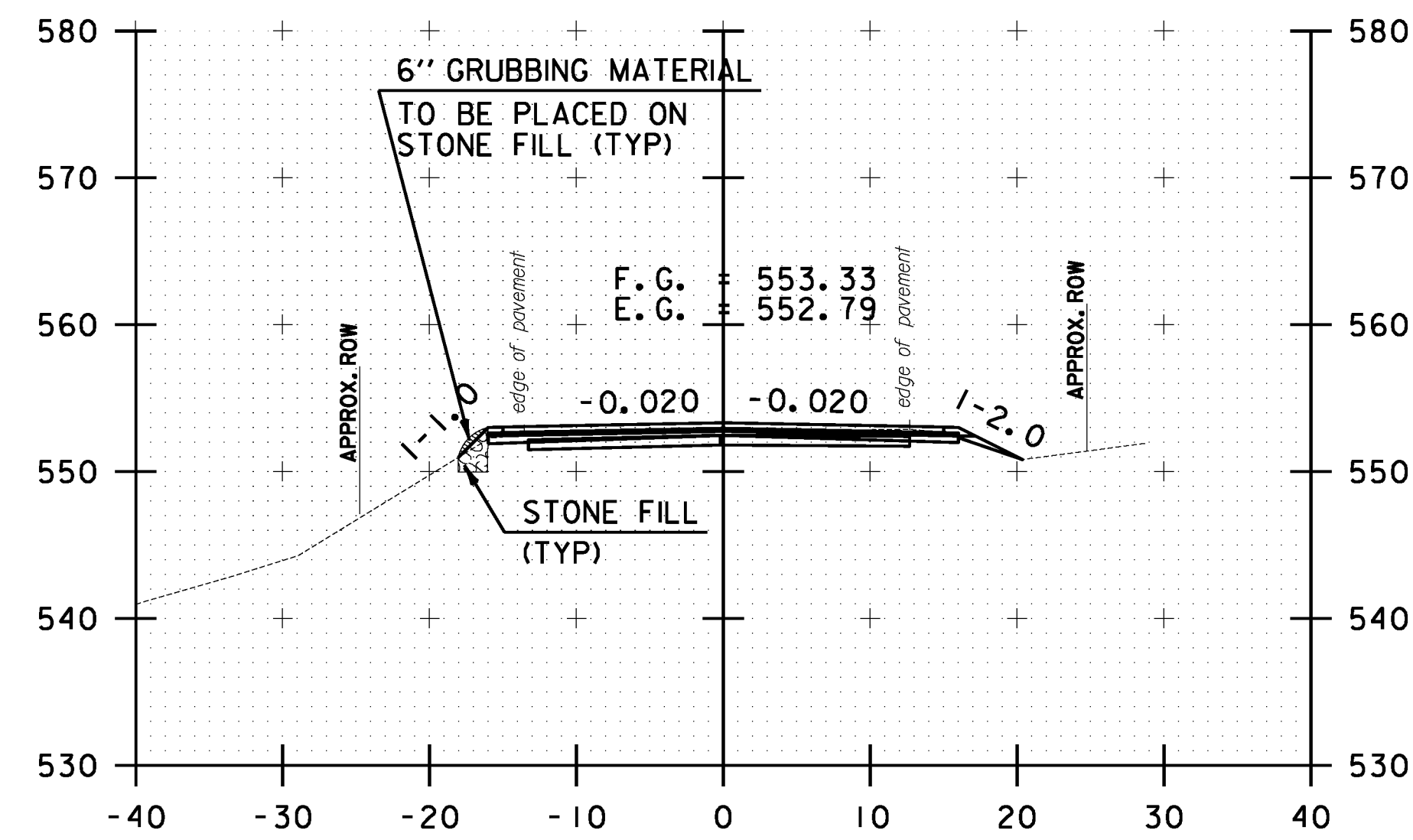
PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

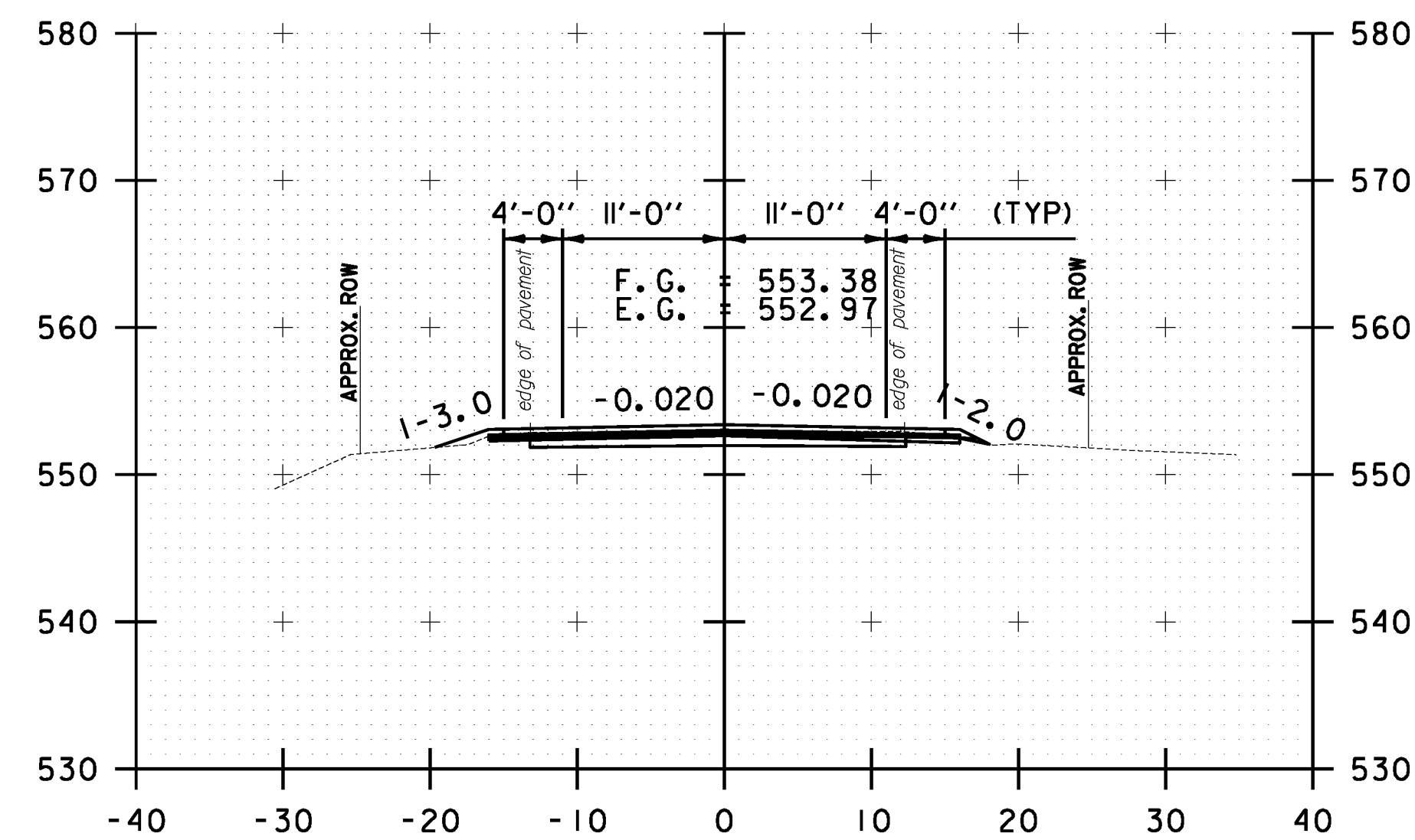
CHECKED BY: J.P.S.

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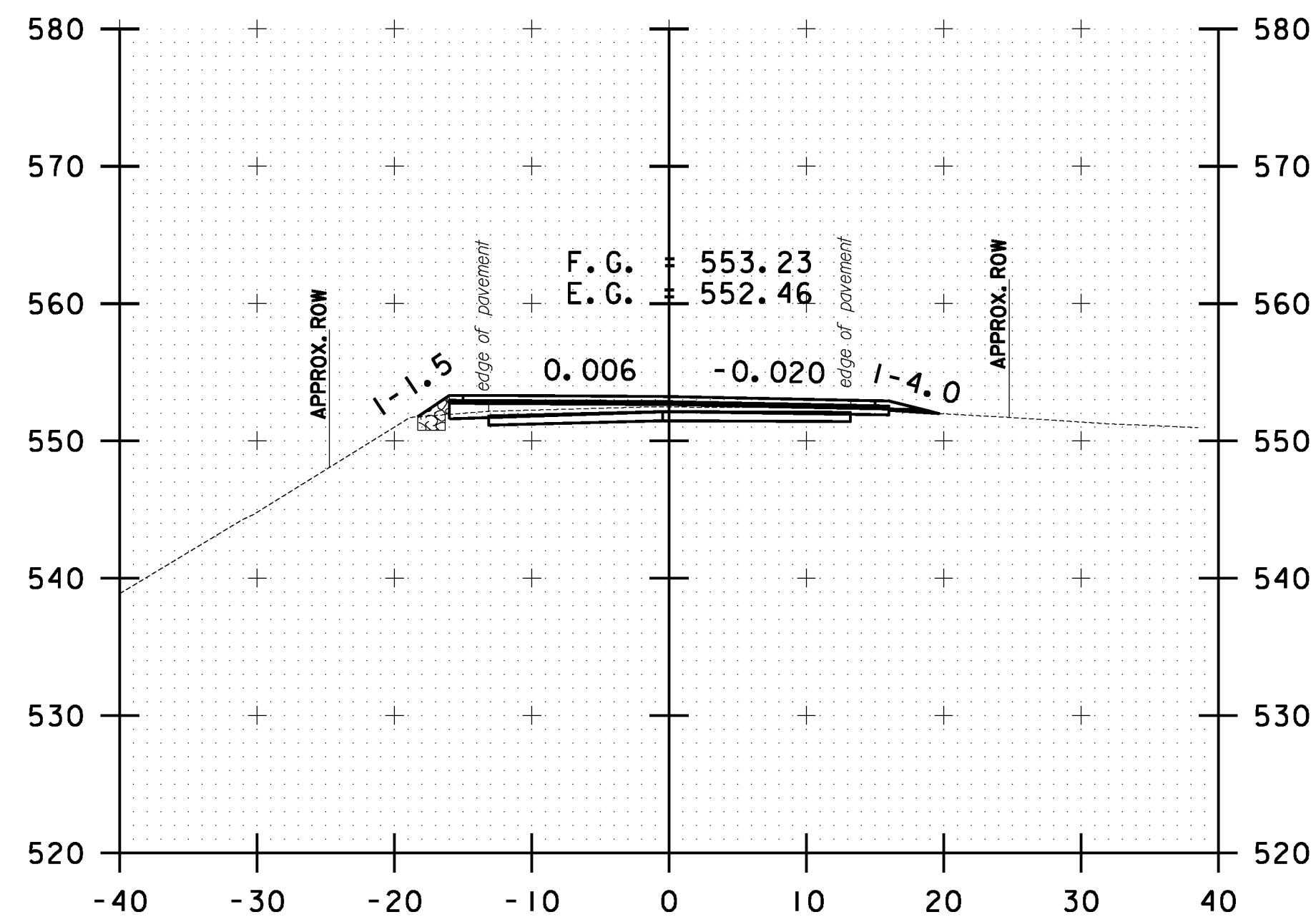
FILE NAME = \\P:\projects\ANY\K2\22425\CAOD\KSTN\10b214.bethel.xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



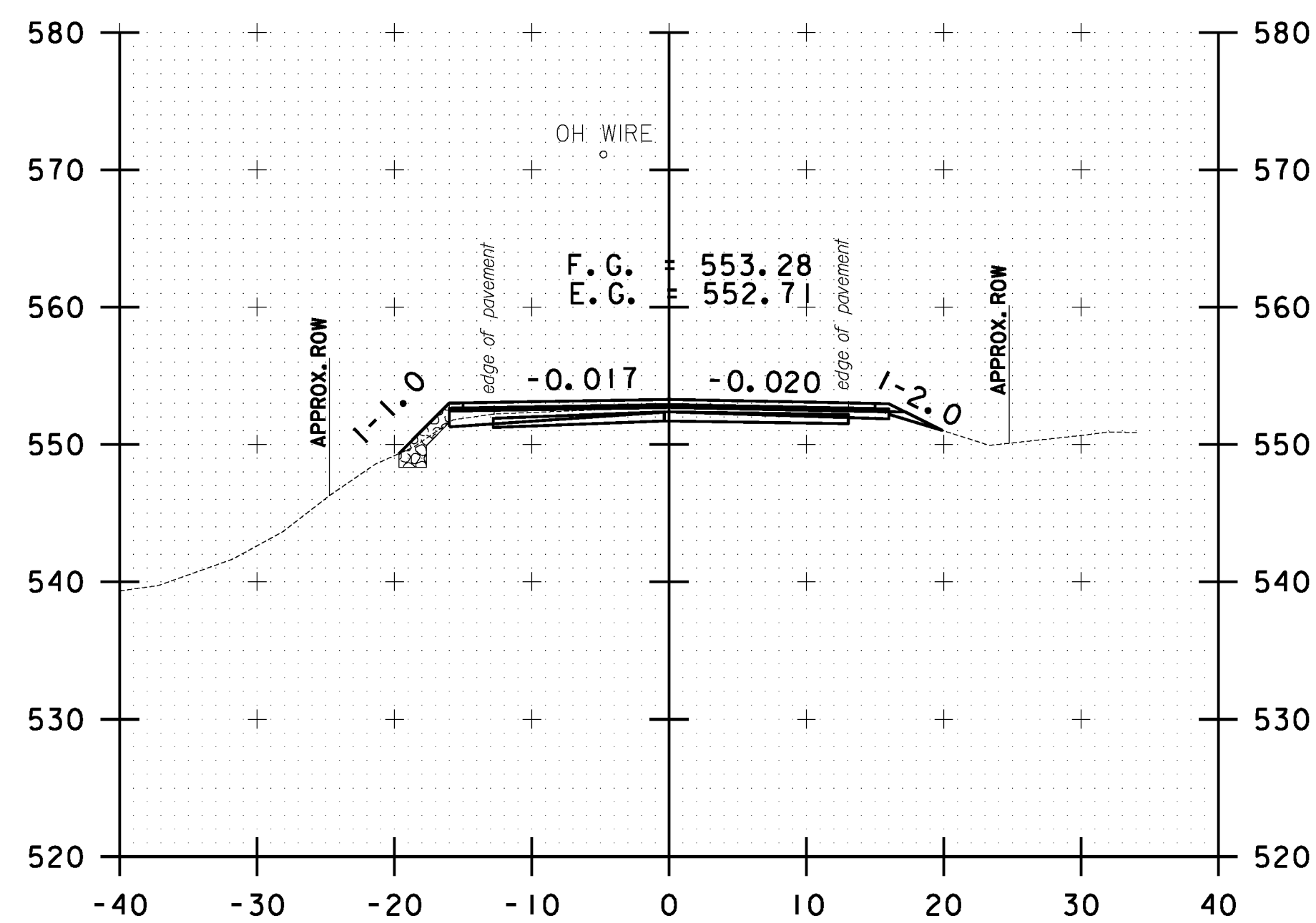
B 148+50.00



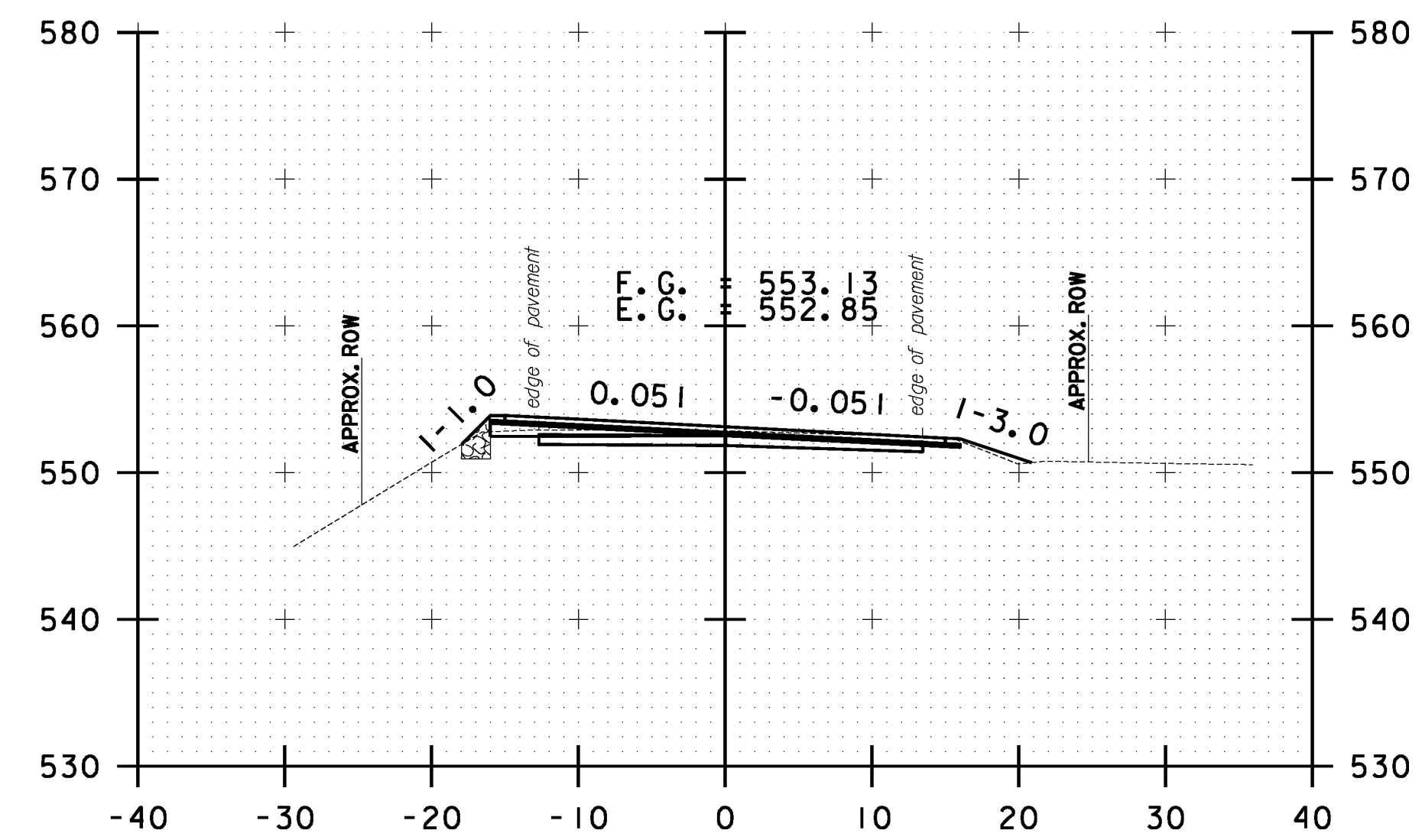
B 148+00.00



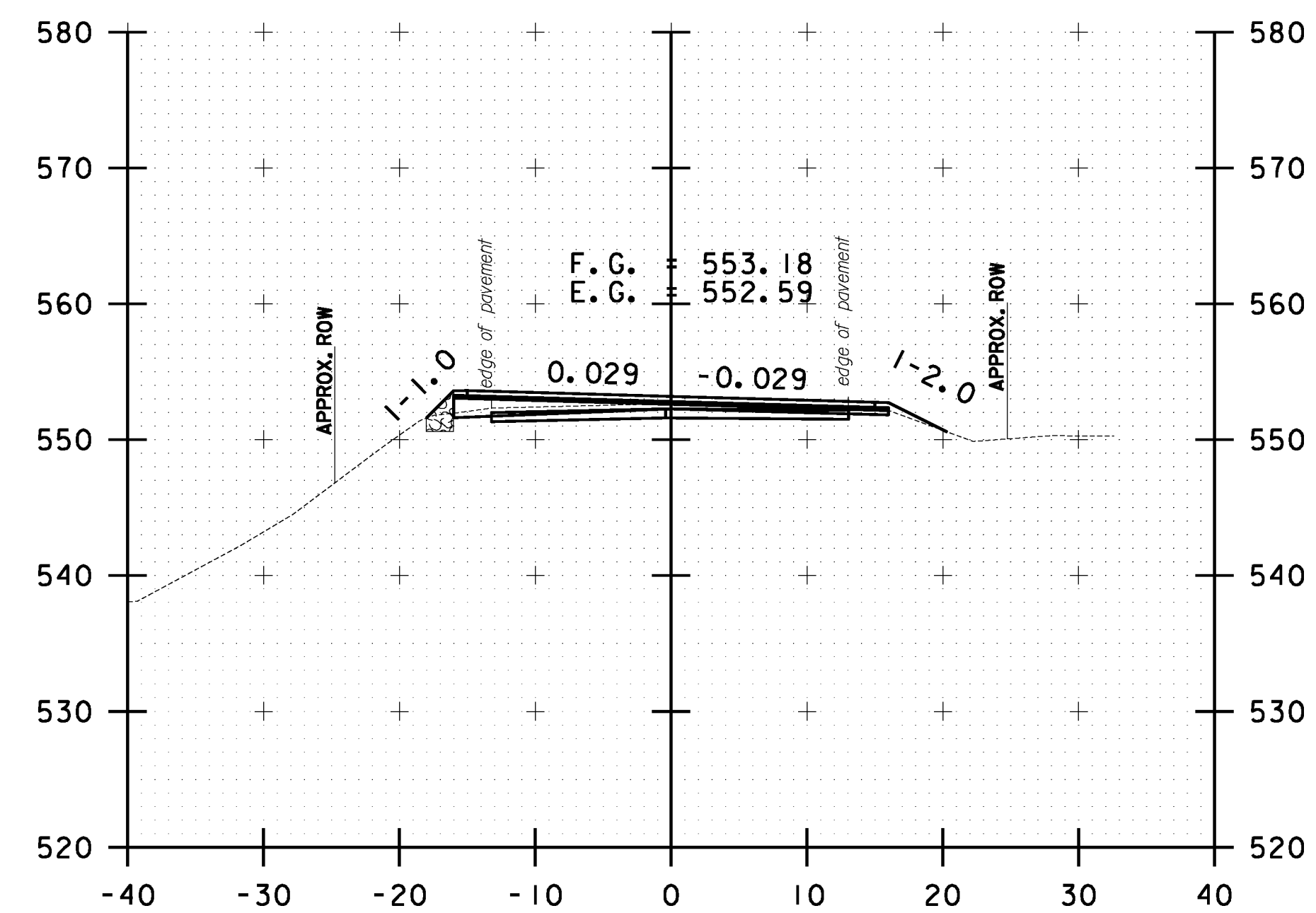
B 149+50.00



B 149+00.00



B 150+50.00



B 150+00.00

10 0 10
SCALE IN FEET

**BETHEL
CROSS SECTION
SHEET #49**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214.bethel.xc.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214xsl61i

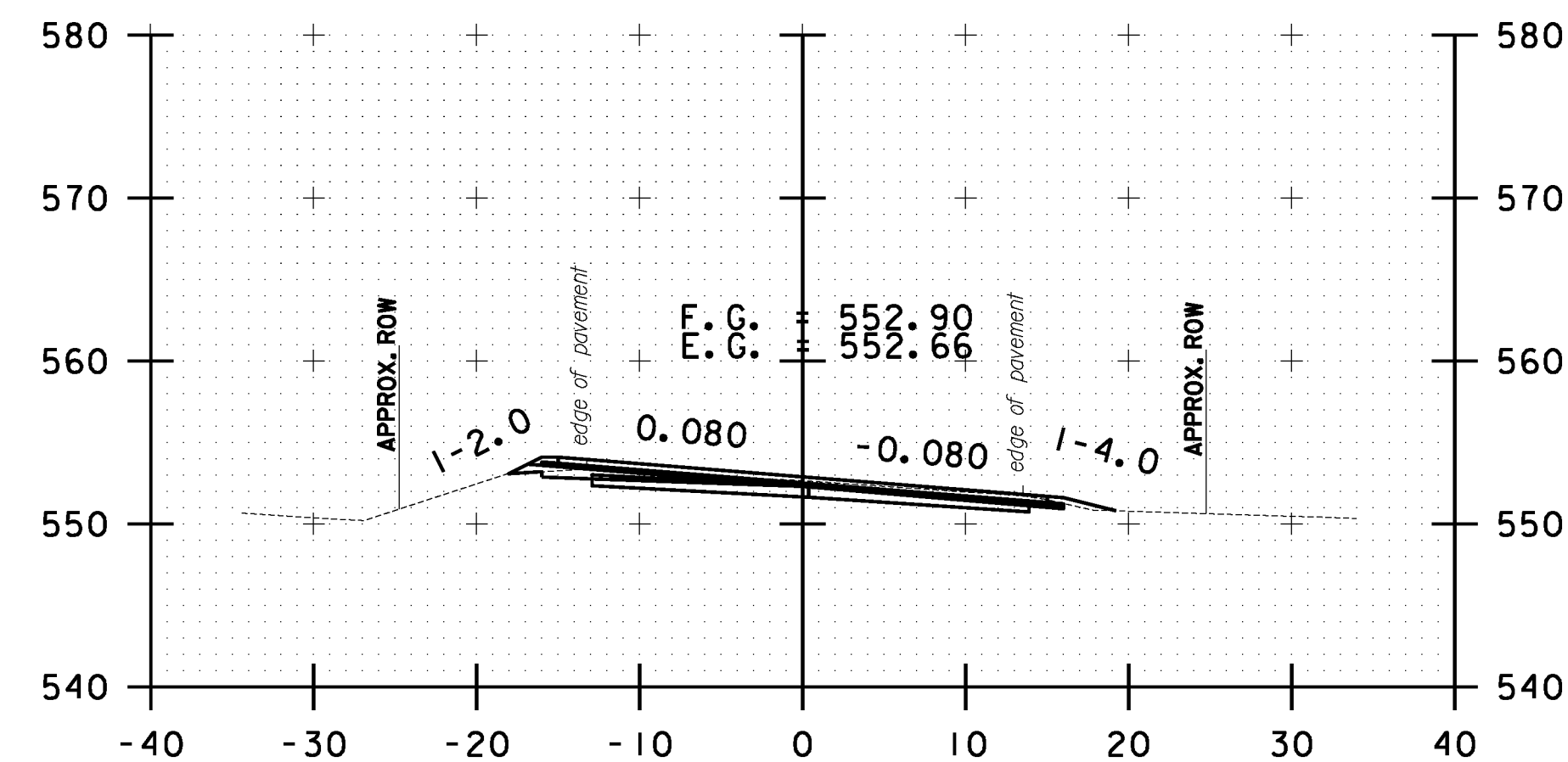
PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

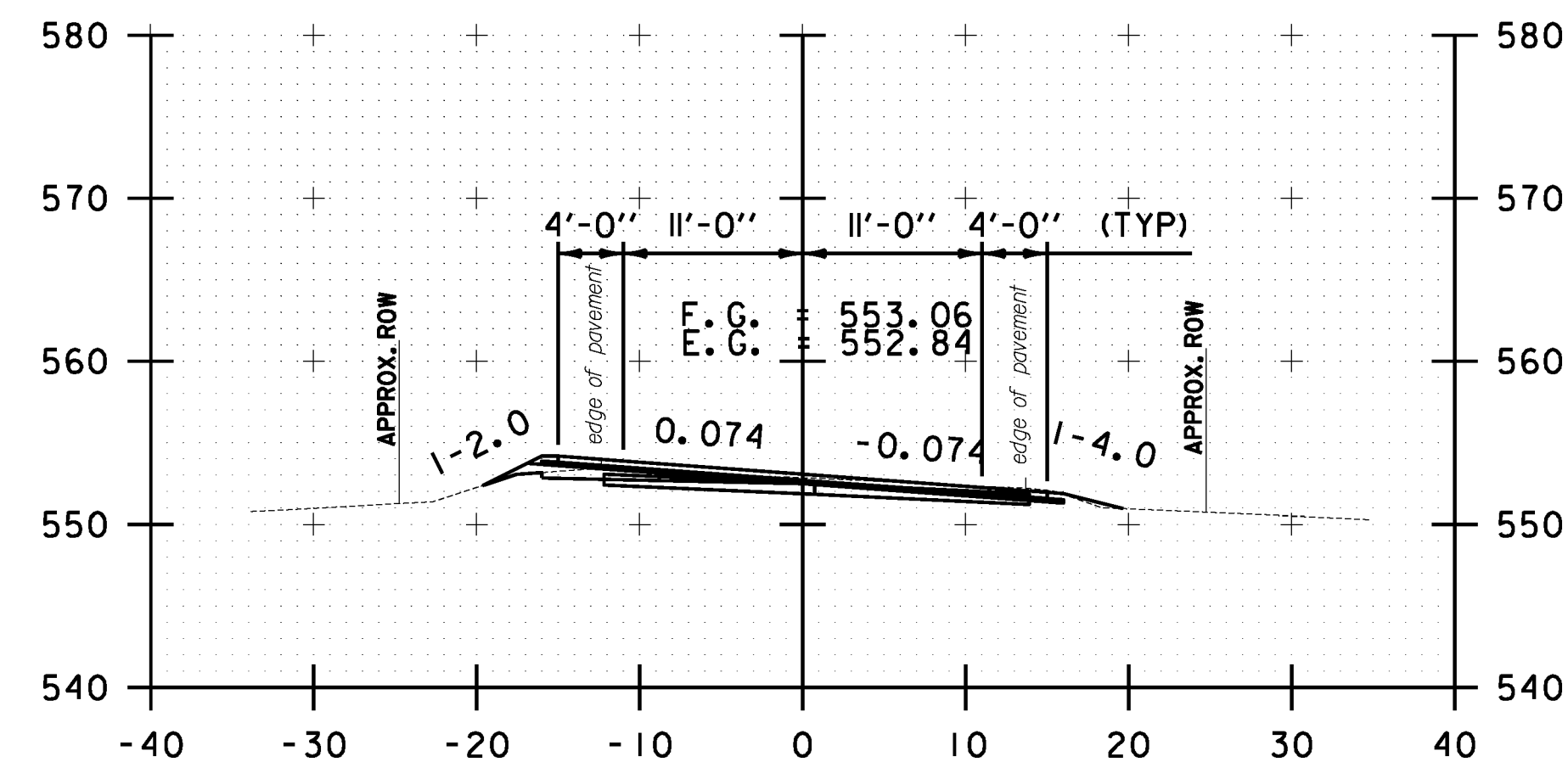
CHECKED BY: J.P.S.

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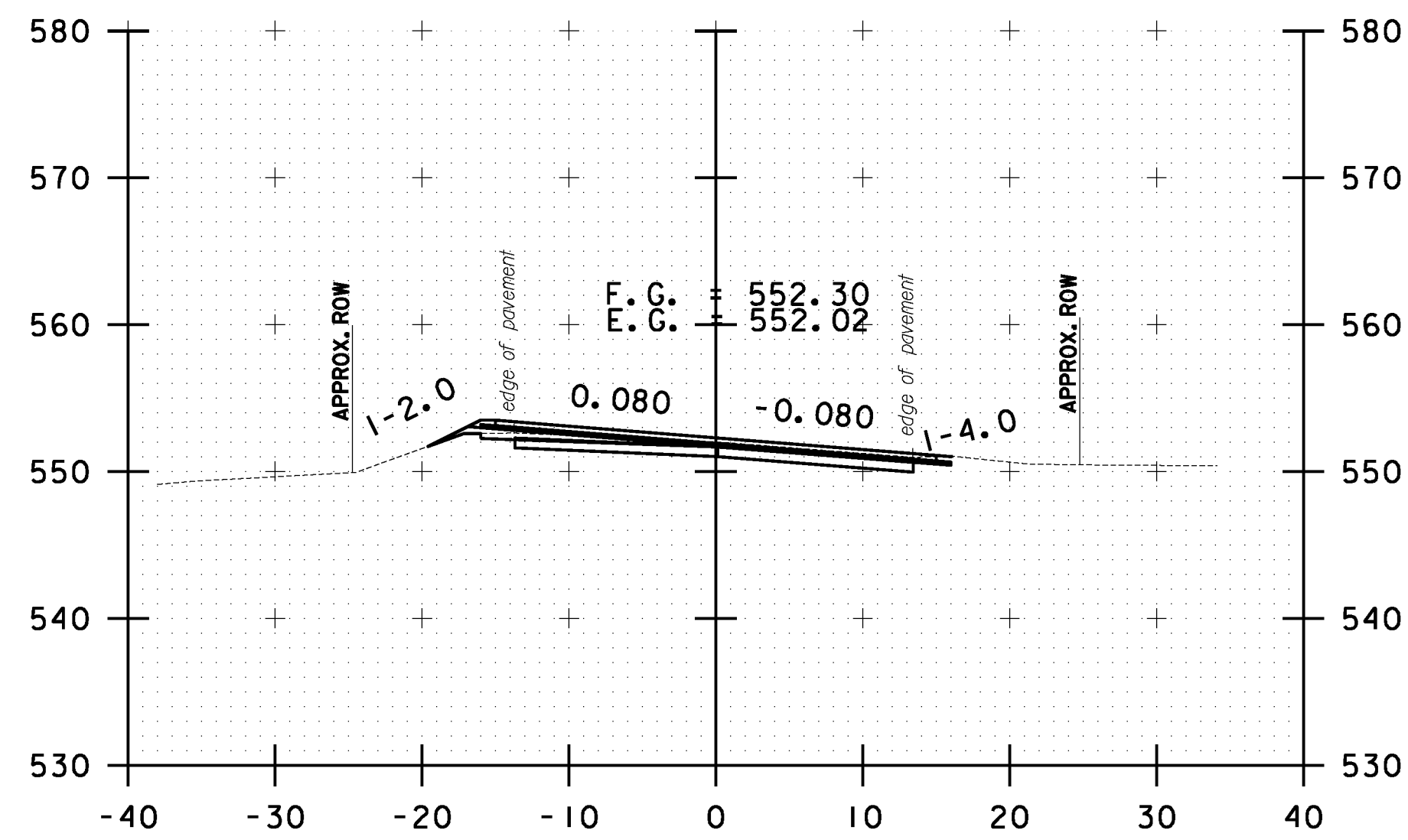
FILE NAME = \\P:\projects\ANY\K2\22\25\CAOD\KSTN\10b214.bethel.xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



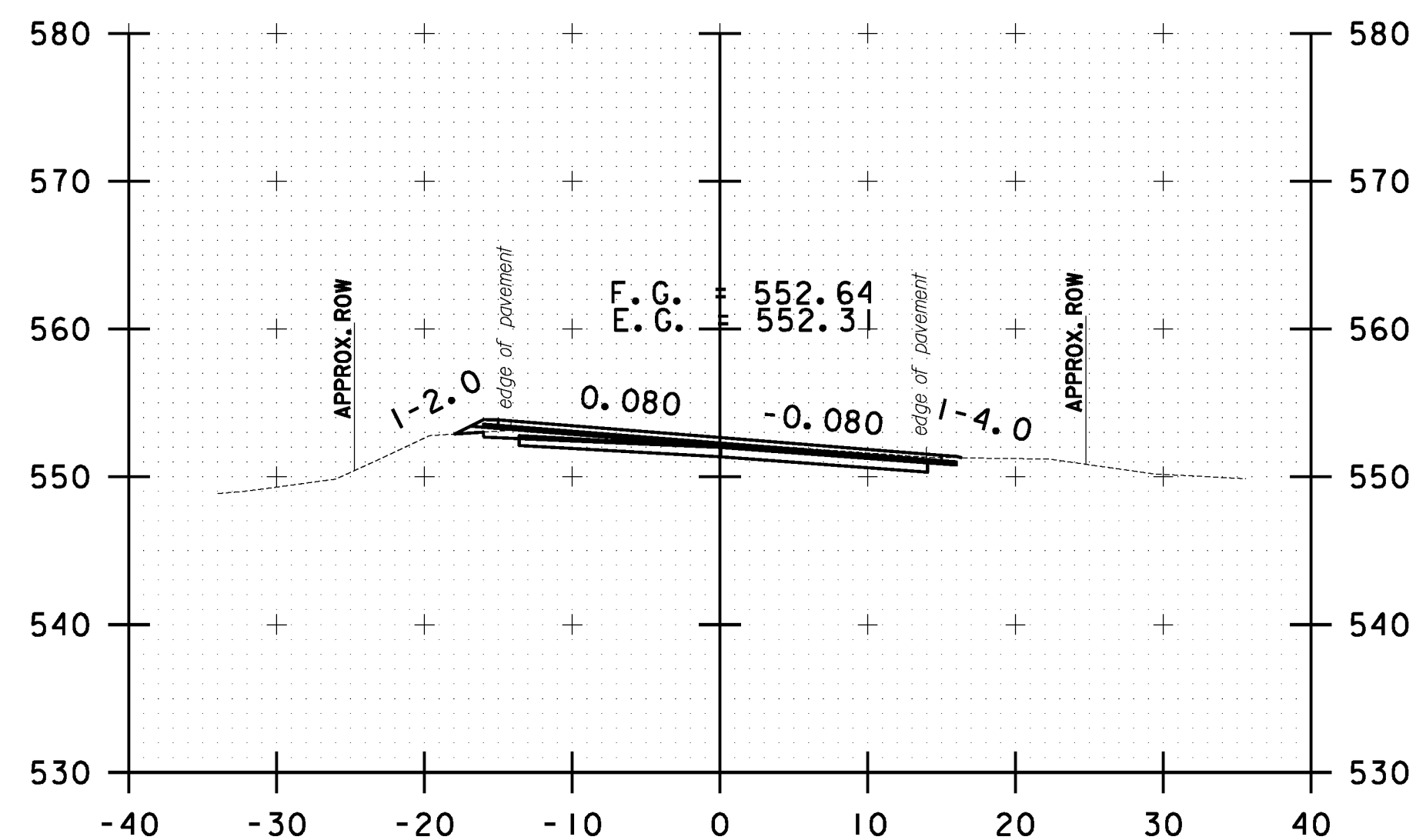
B 151+50.00



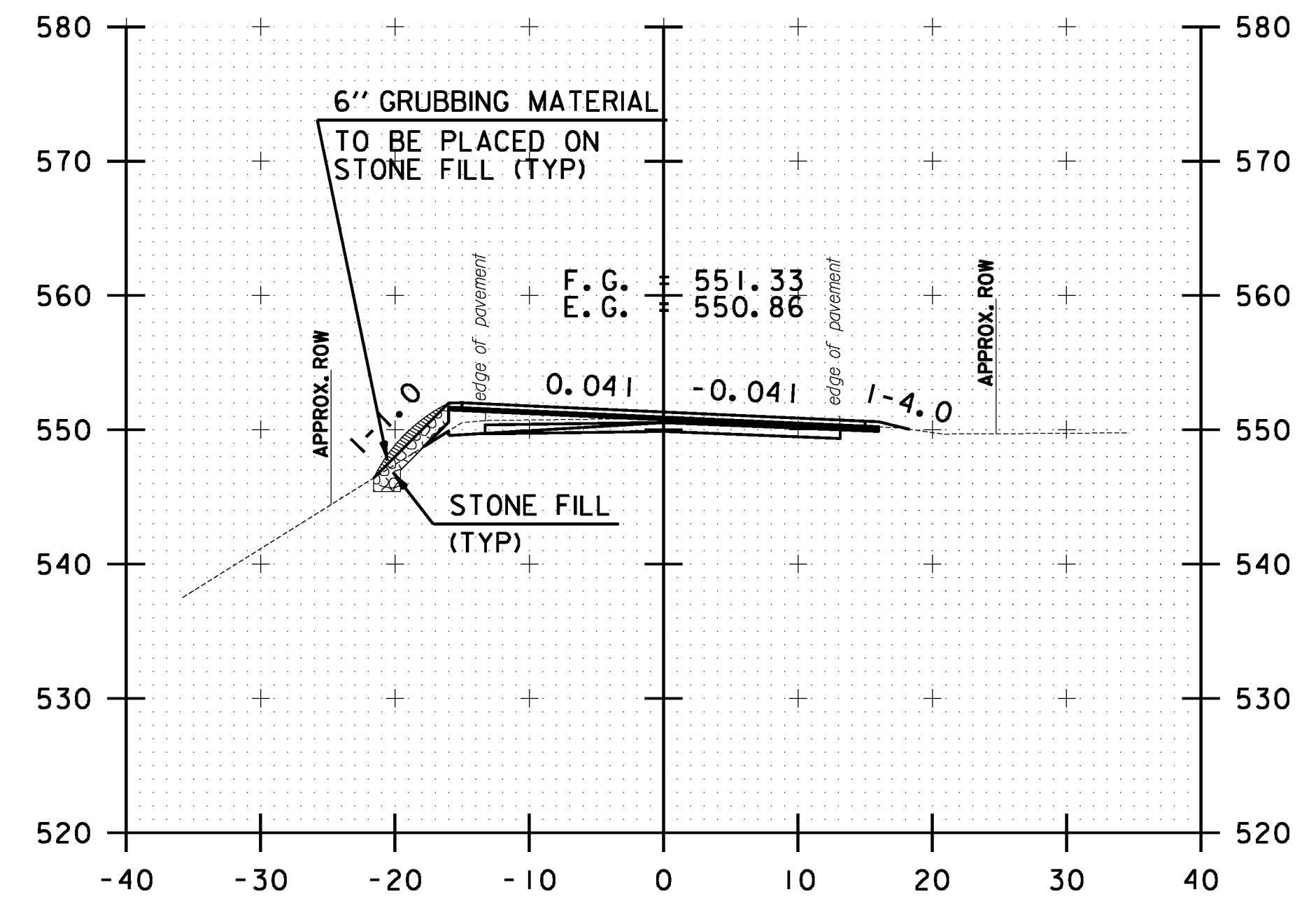
B 151+00.00



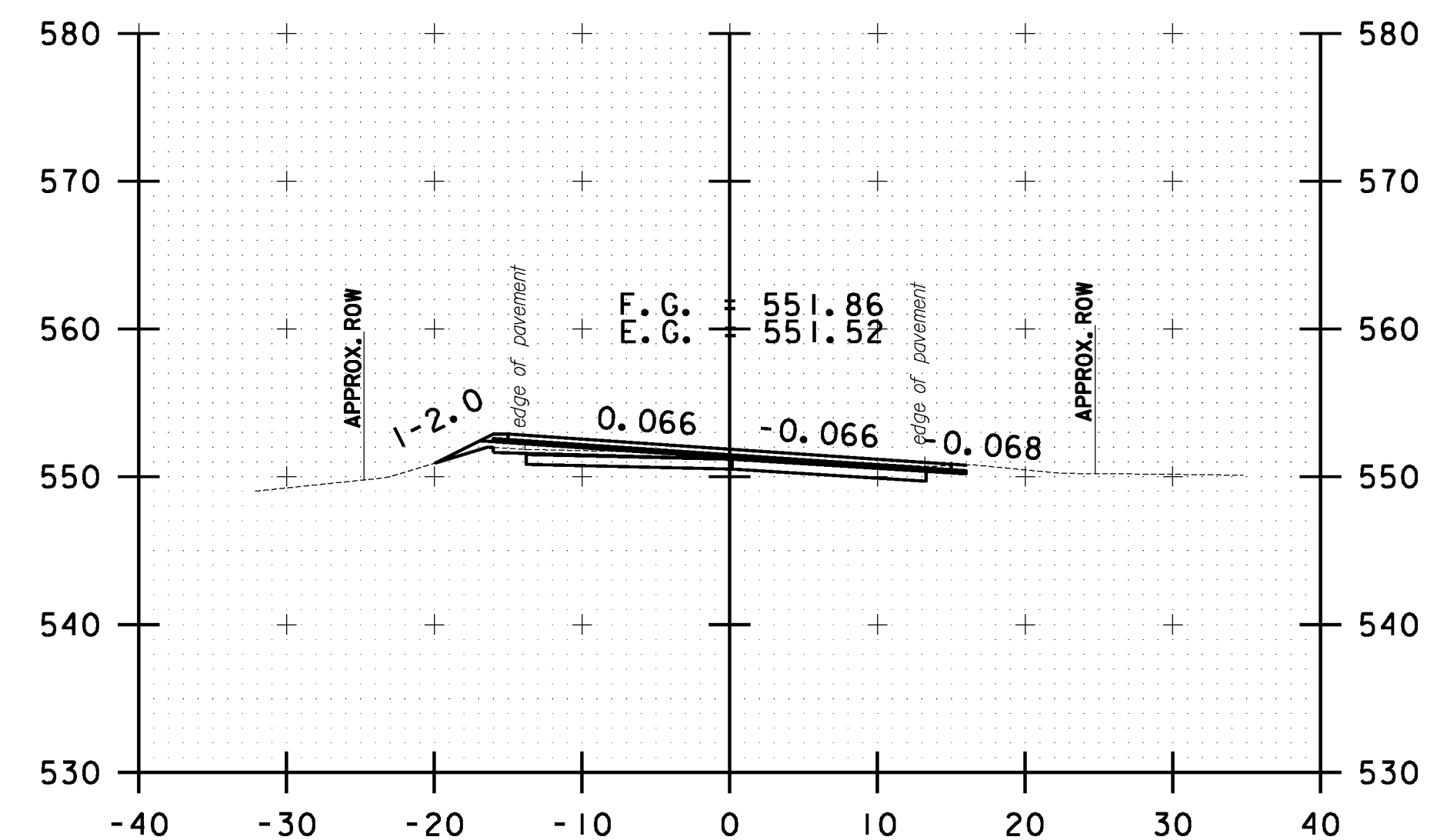
B 152+50.00



B 152+00.00



B 153+50.00



B 153+00.00

10 0 10
SCALE IN FEET

**BETHEL
CROSS SECTION
SHEET #50**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214.bethel.xc.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214xsl62.i

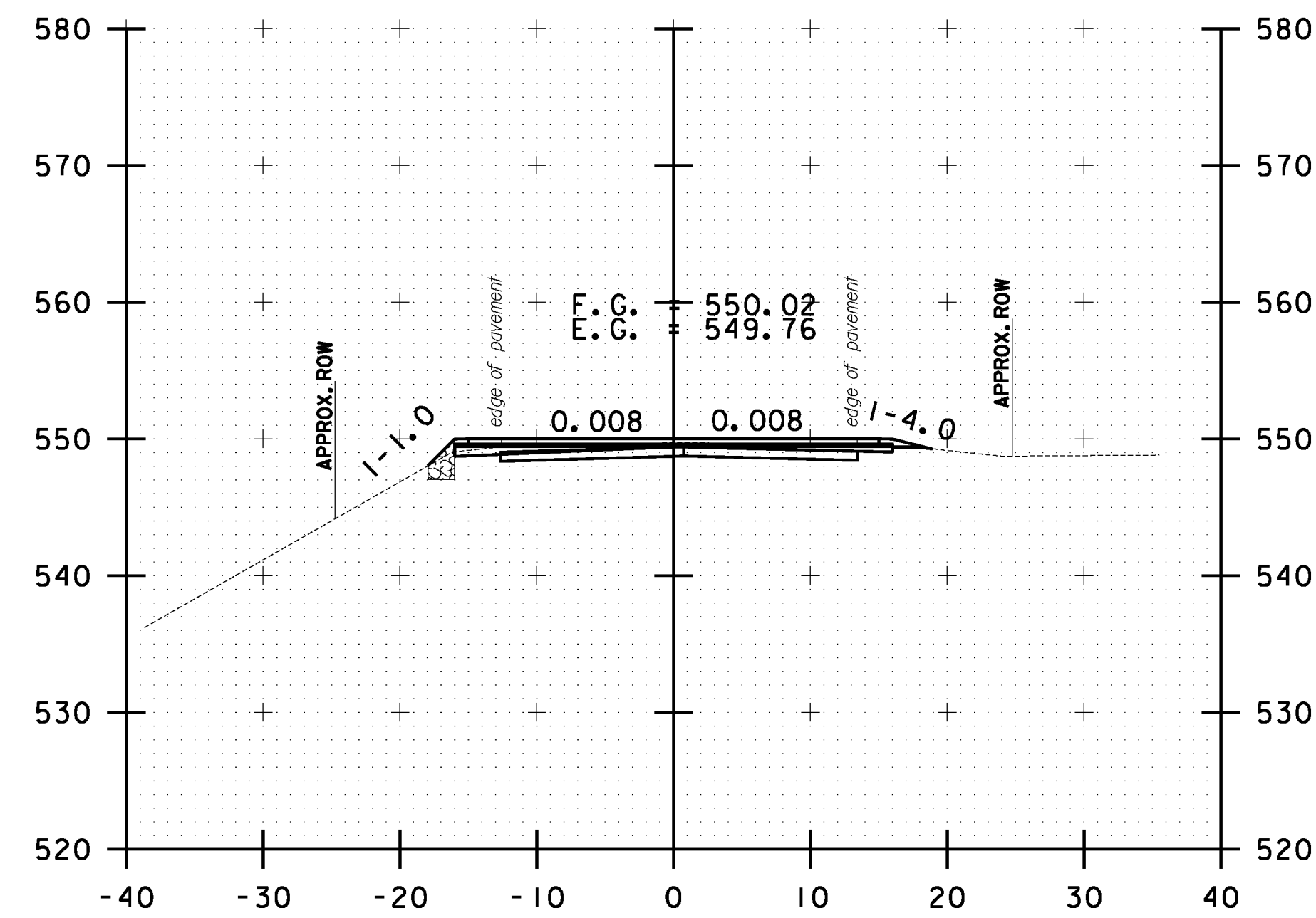
PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

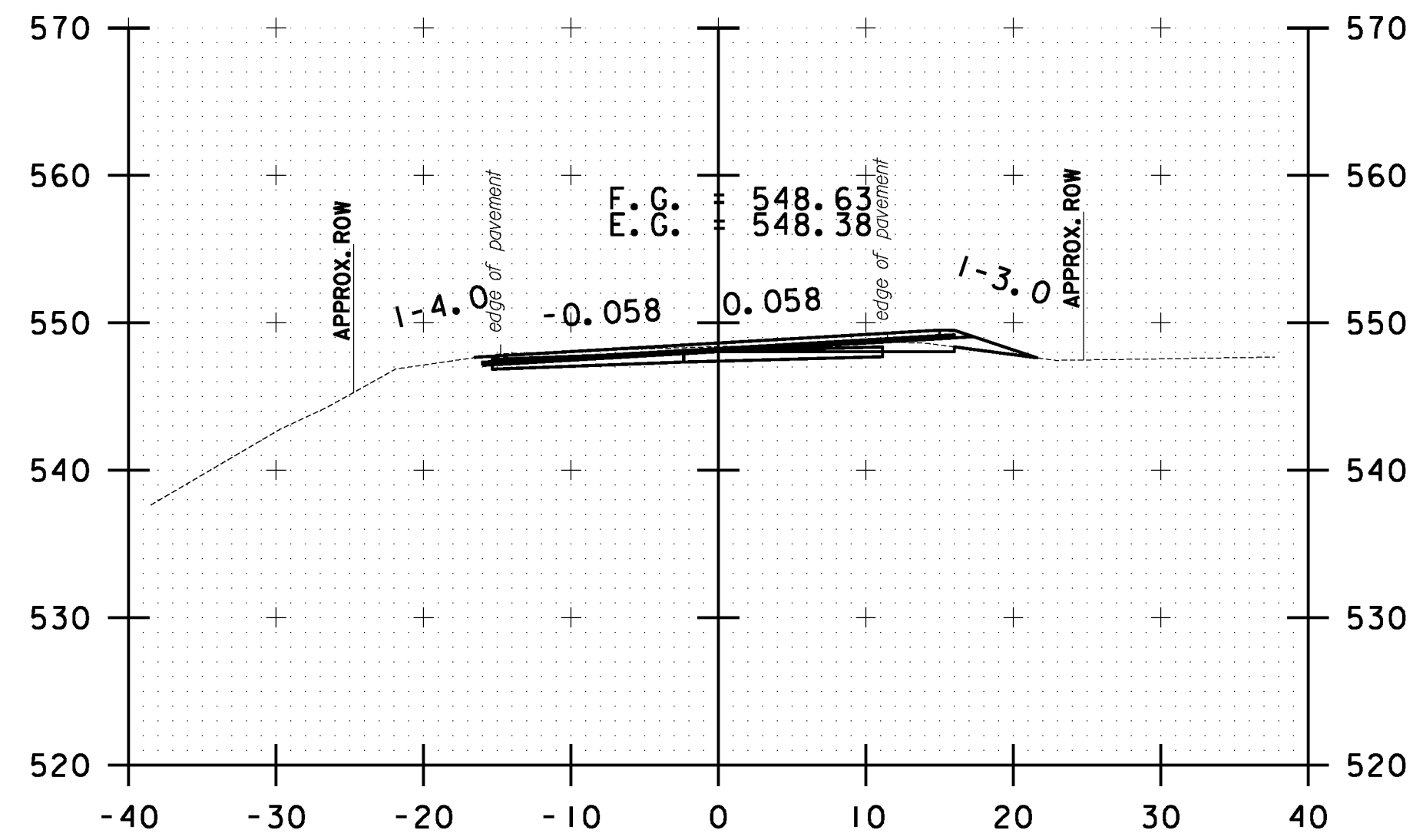
CHECKED BY: J.P.S.

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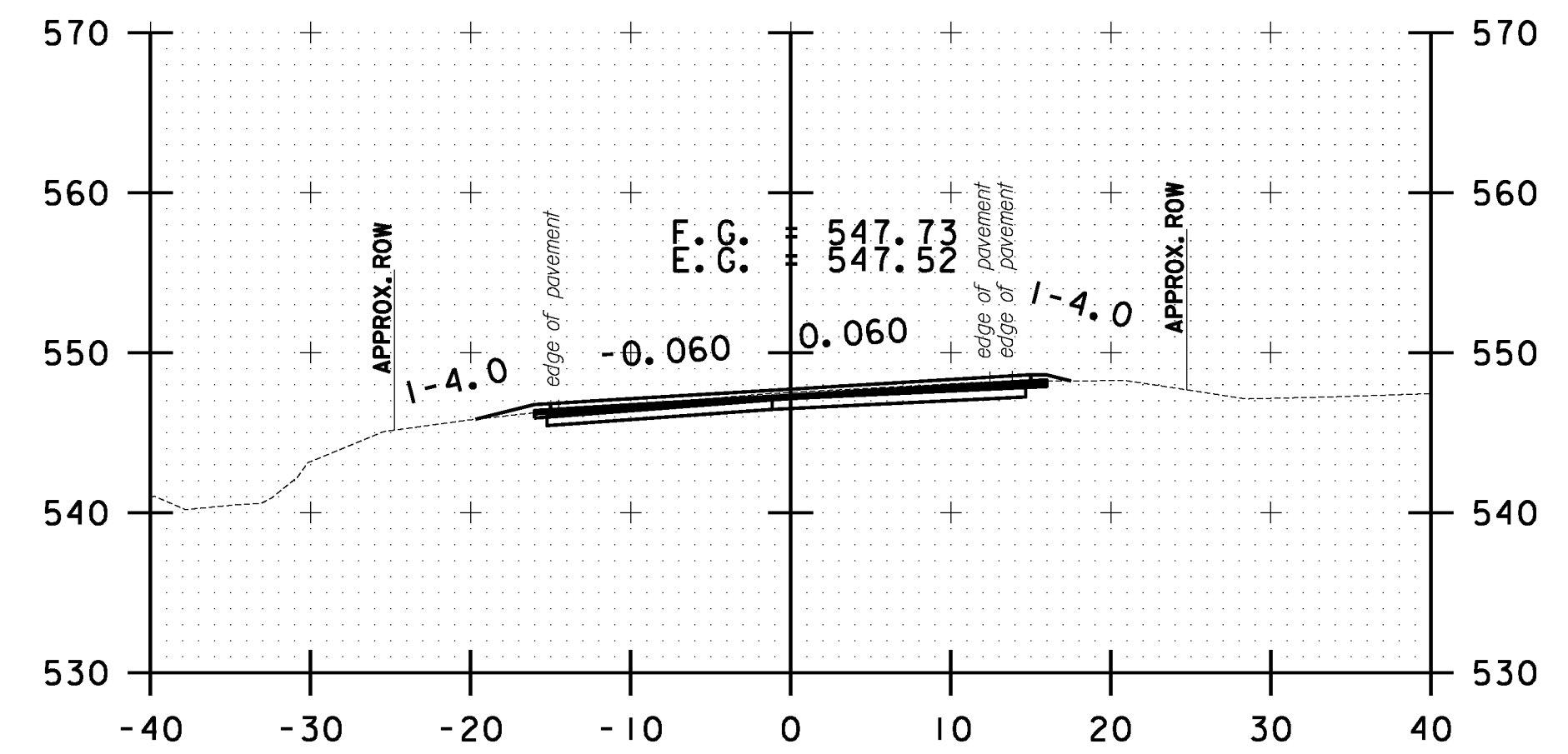
FILE NAME : \\P:\projects\ANY\K2\22425\CAOD\KSTN\10b214.bethel.xc.dgn
DATE/TIME : 3/17/2014
USER : 4916



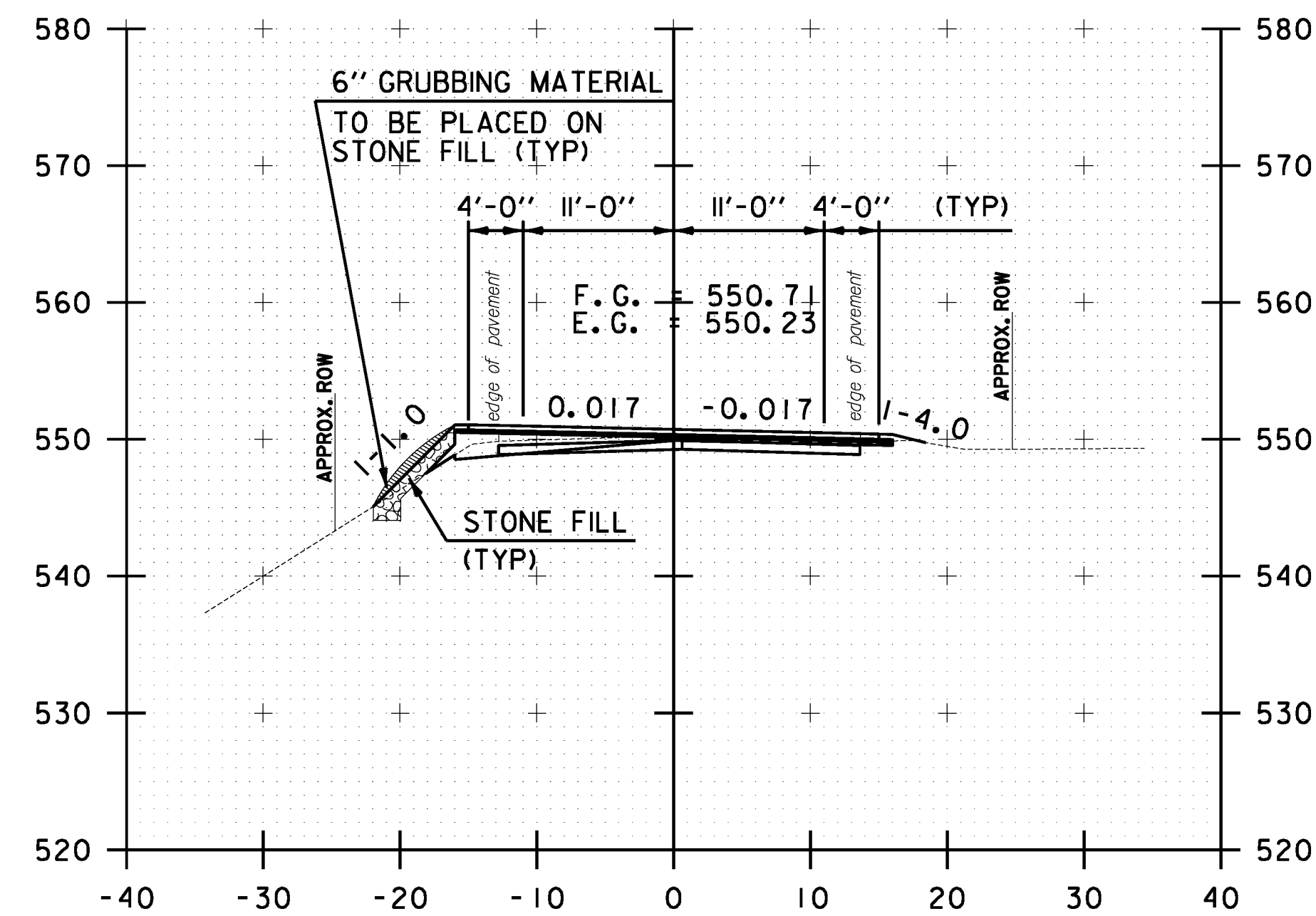
B 154+50.00



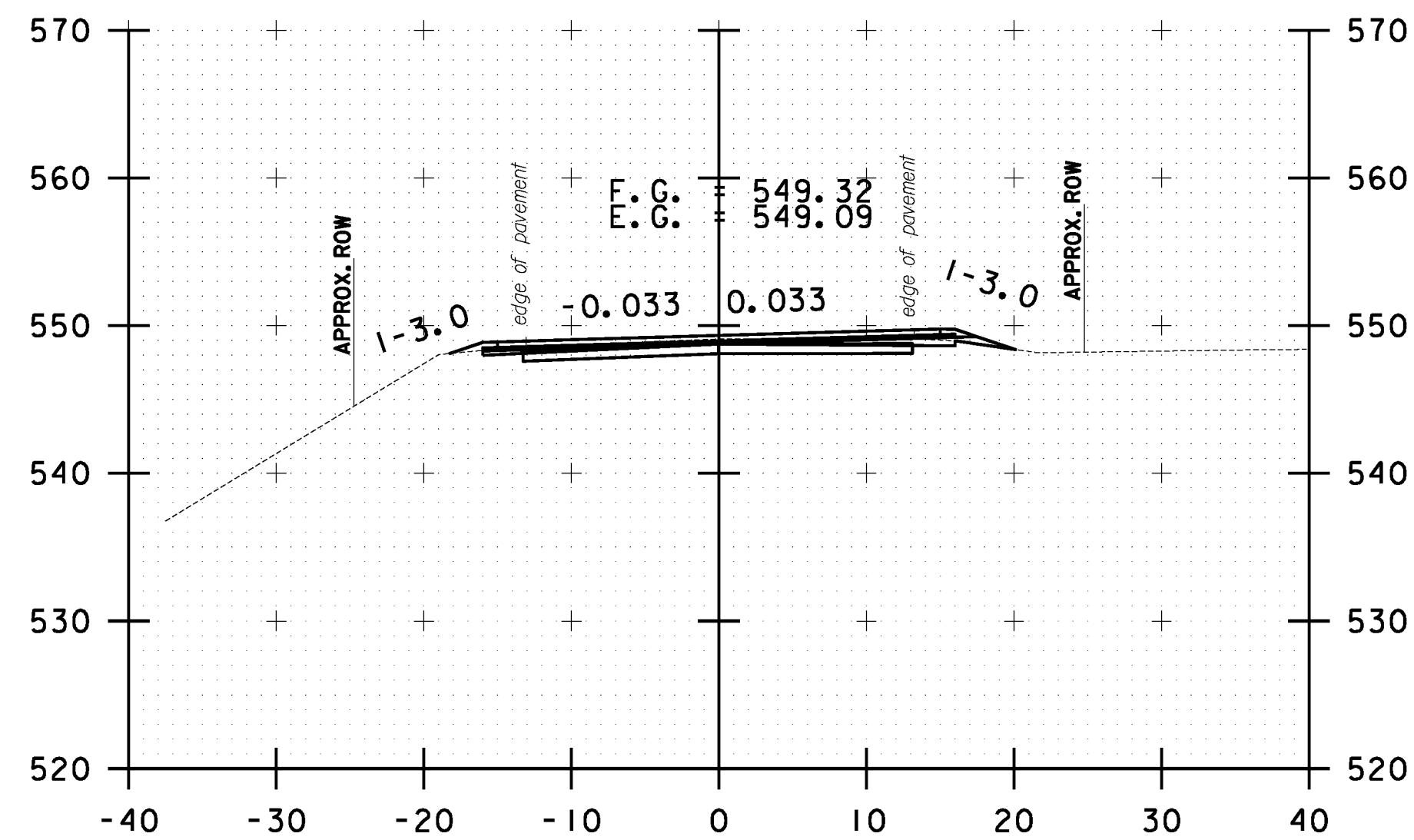
B 155+50.00



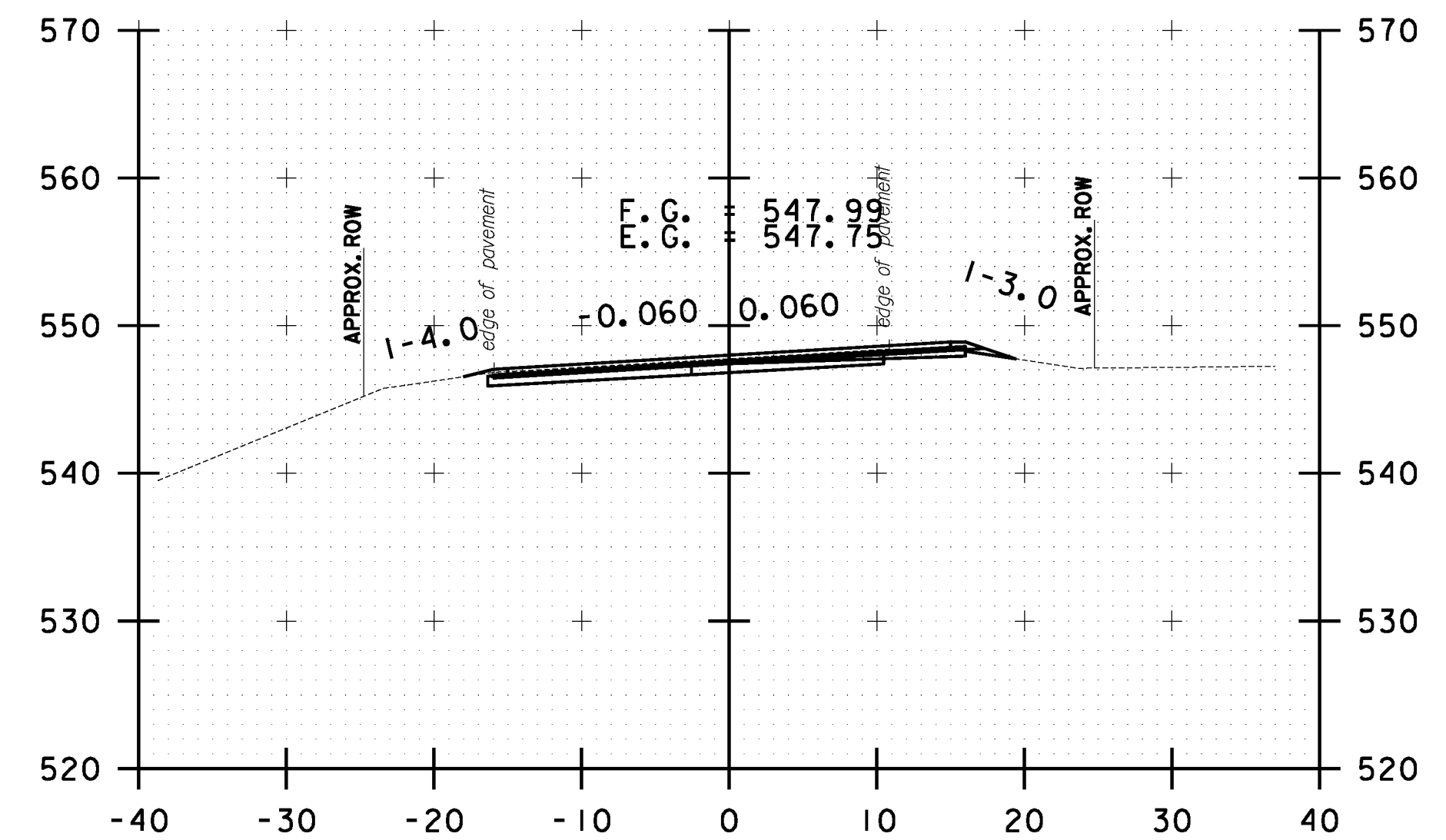
B 156+50.00



B 154+00.00



B 155+00.00



B 156+00.00

10 0 10
SCALE IN FEET

**BETHEL
CROSS SECTION
SHEET #51**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214.bethel.xc.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214xsl63.i

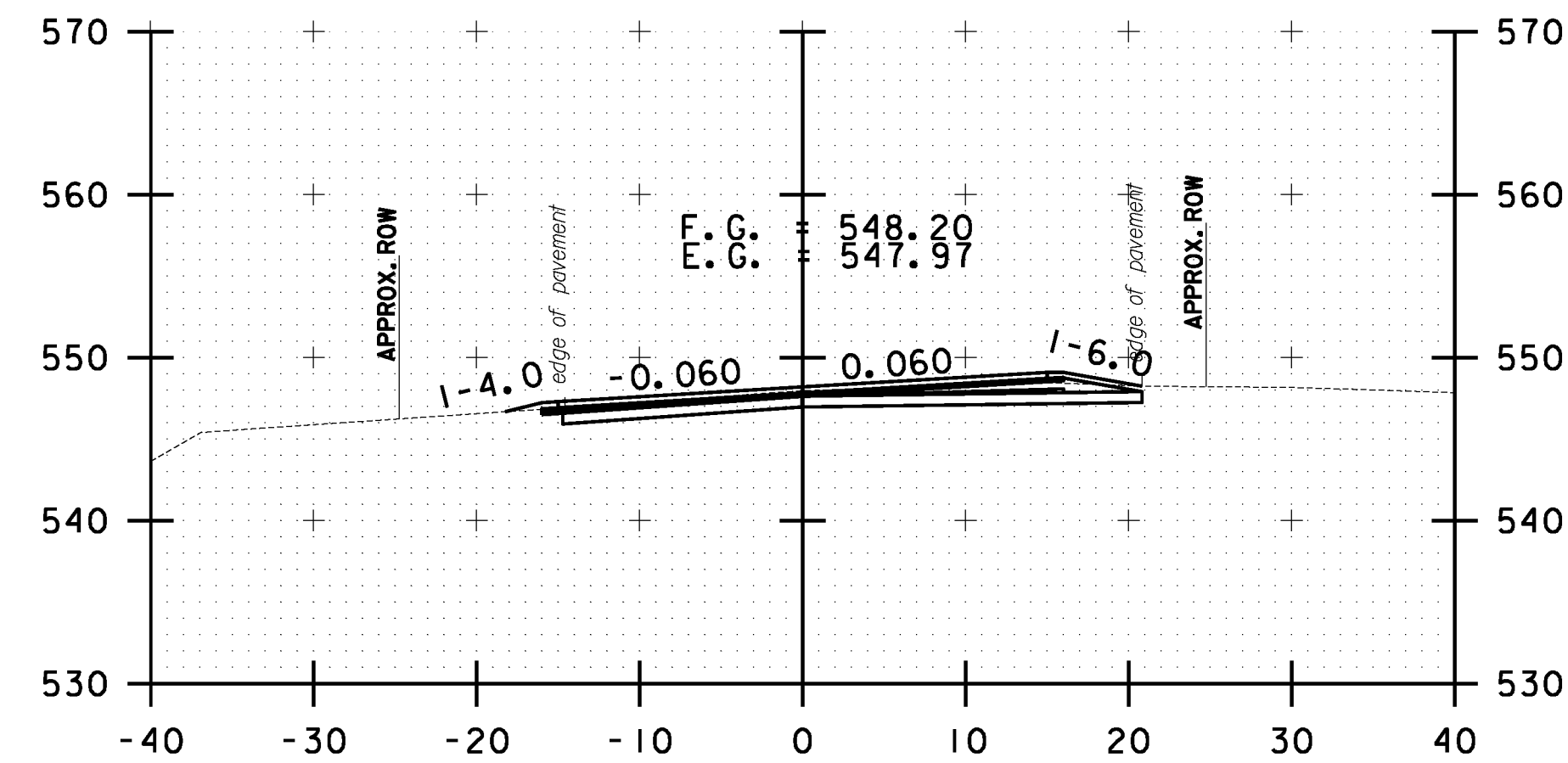
PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

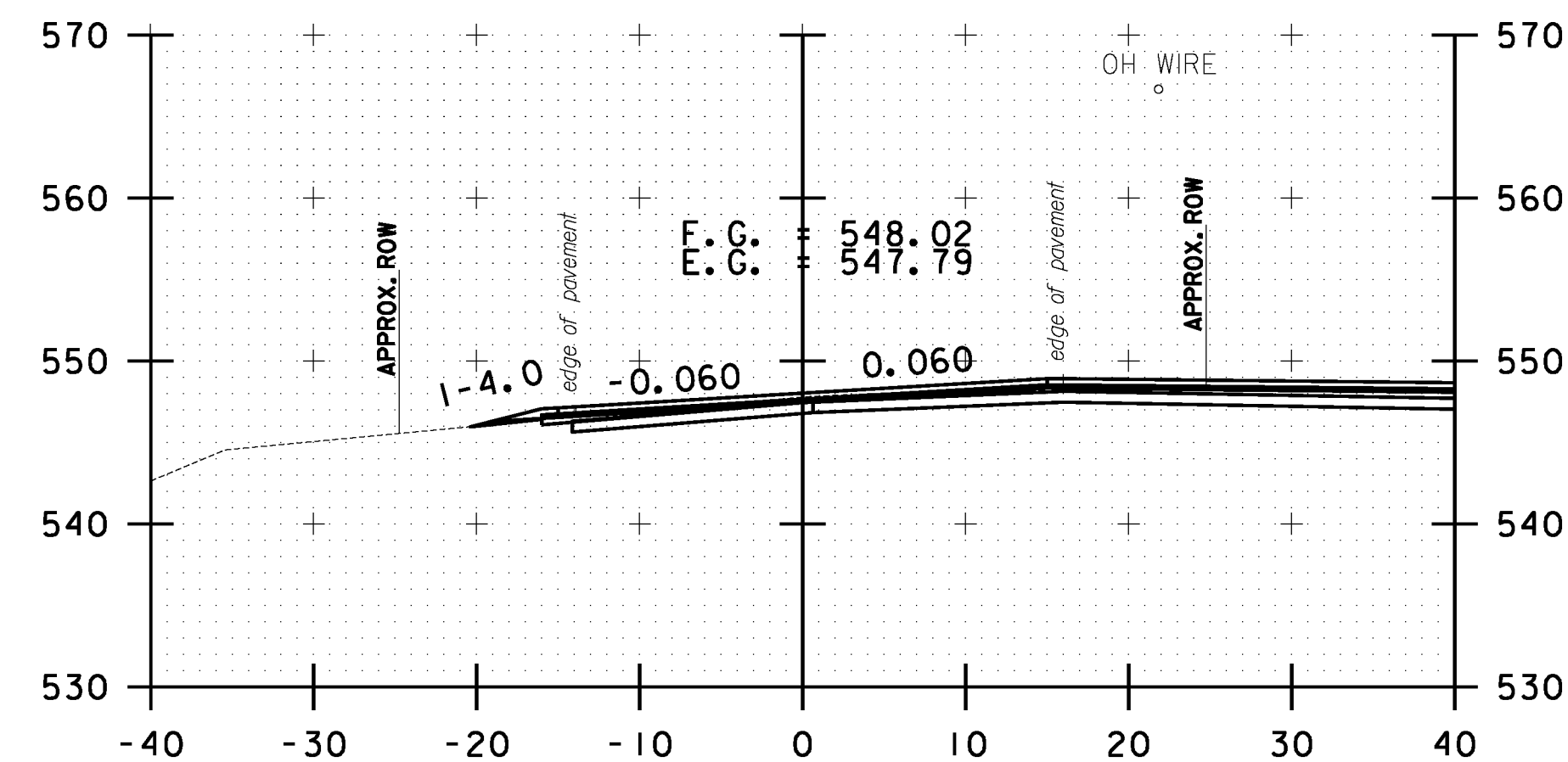
CHECKED BY: J.P.S.

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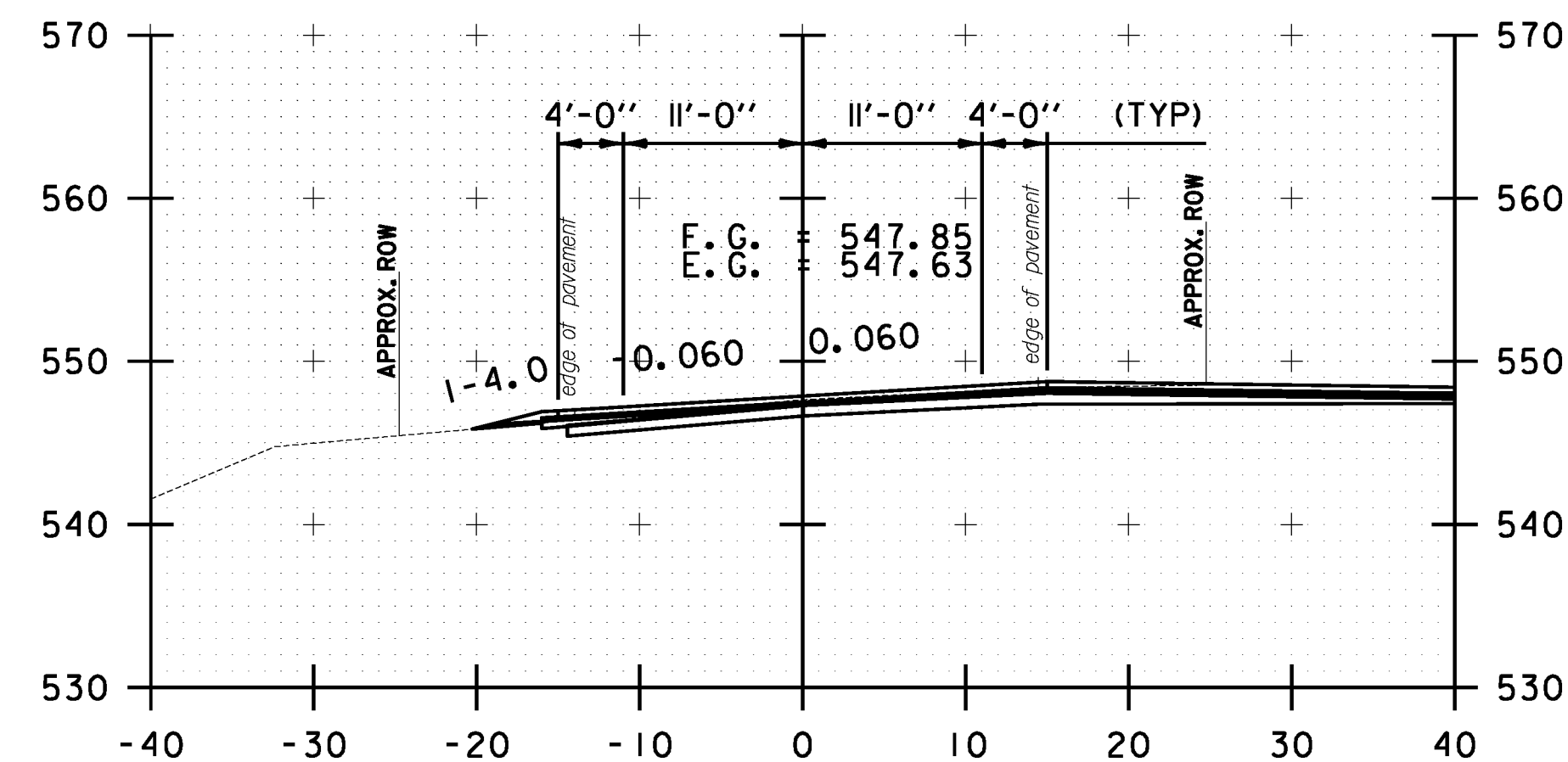
FILE NAME = V:\Projects\ANY\K2\22\25\CAOD\KSTN\10b214.bethel.xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



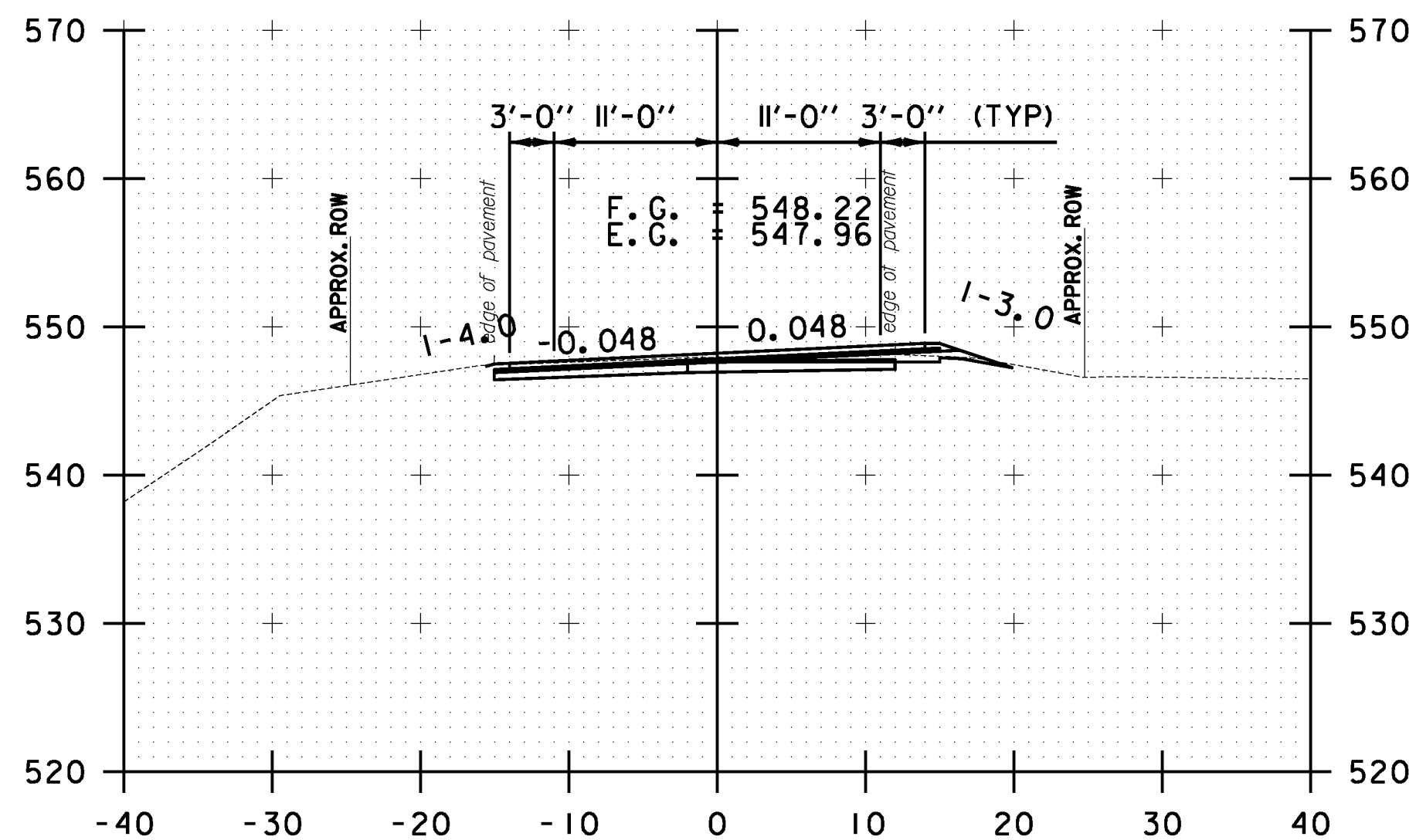
B 158+00.00



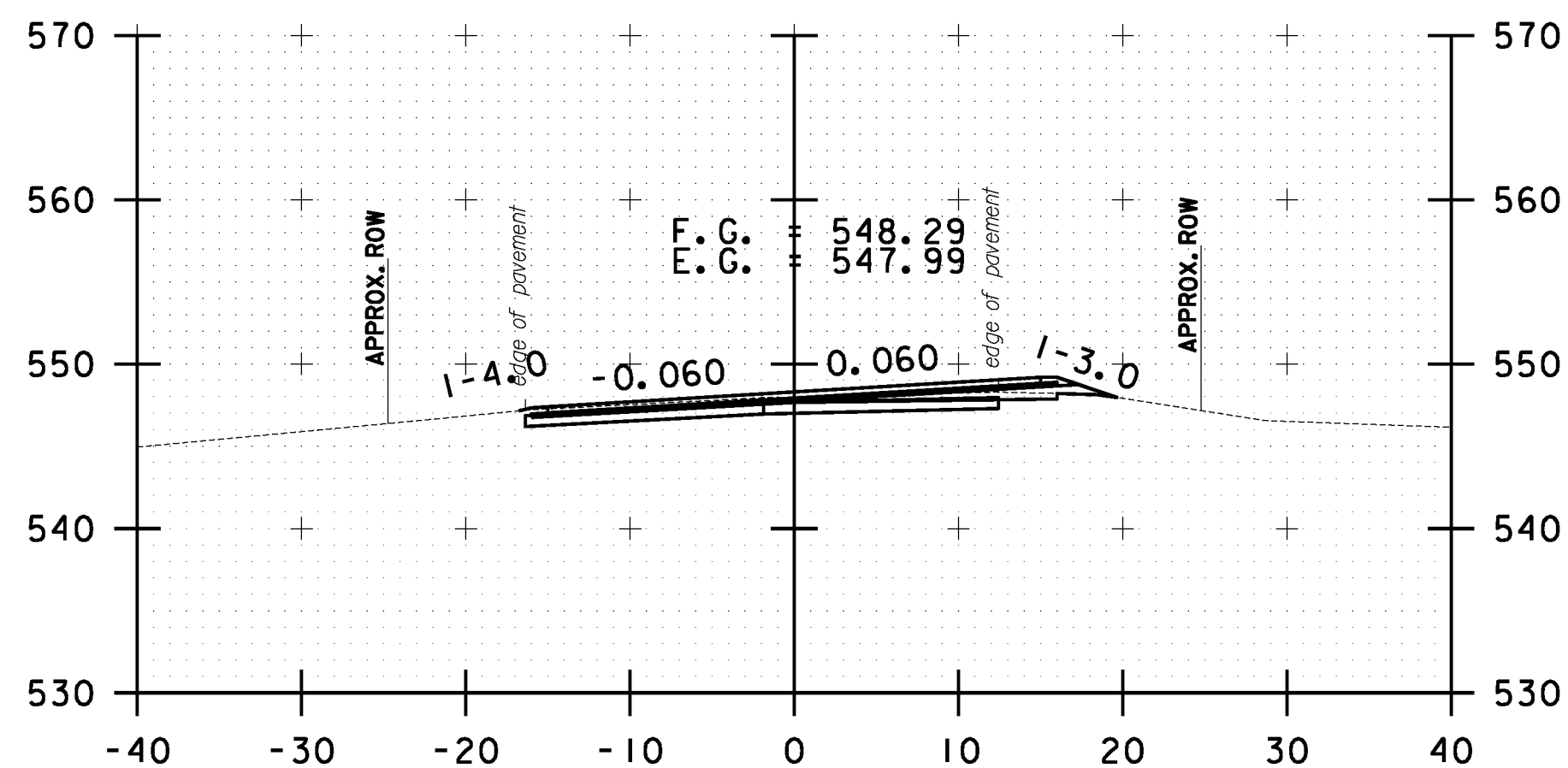
B 157+50.00



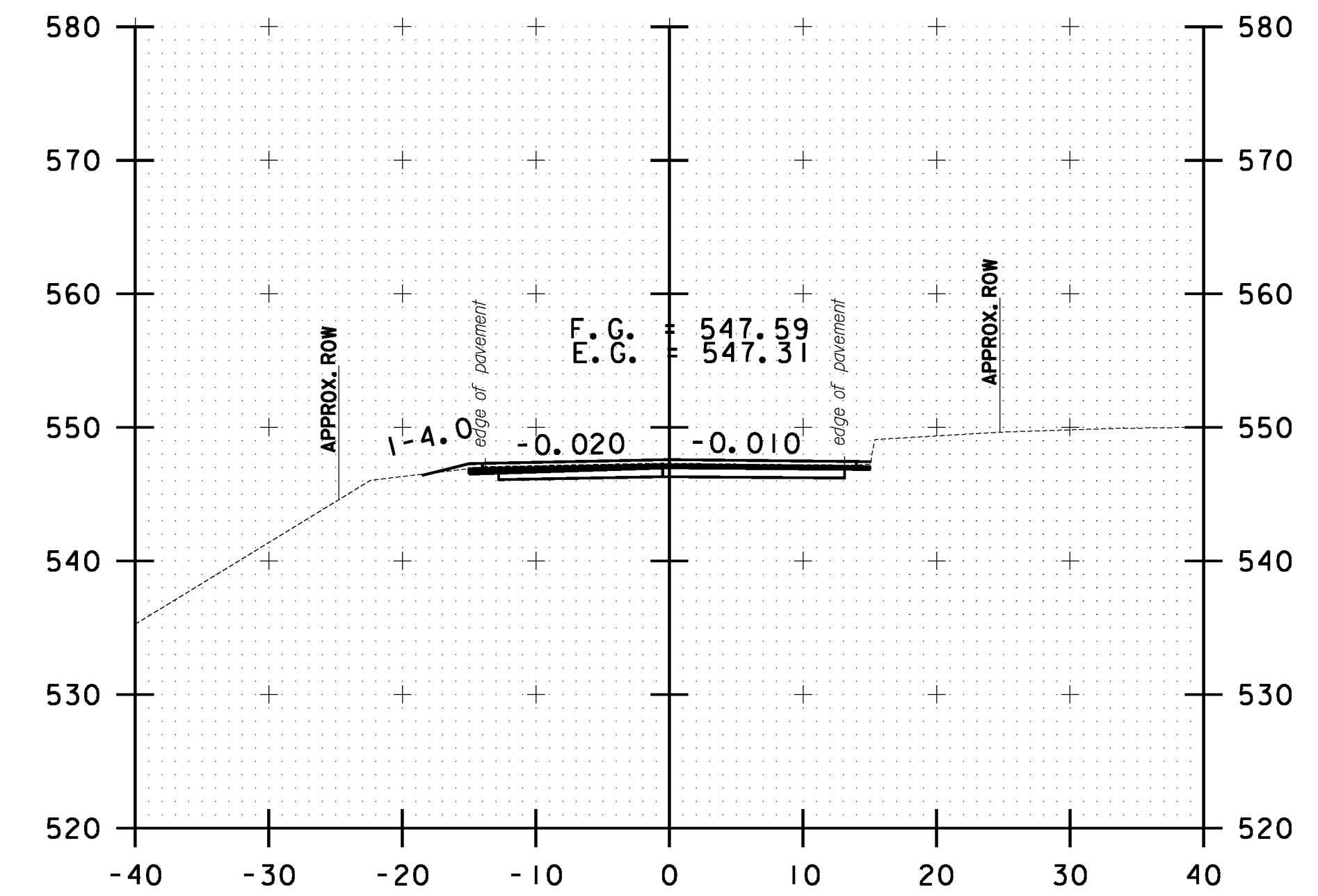
B 157+00.00



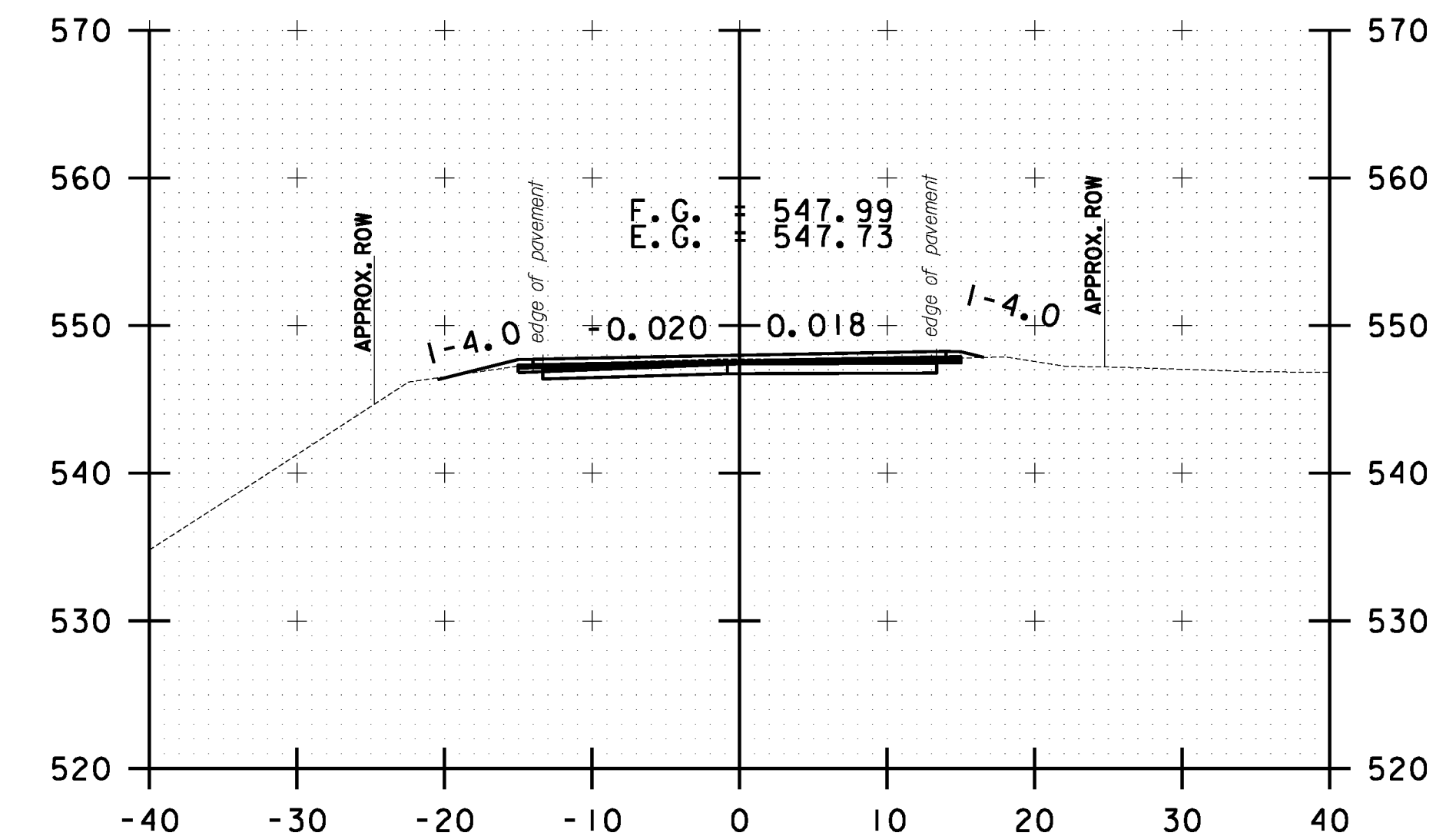
B 159+00.00



B 158+50.00



B 160+00.00



B 159+50.00

10 0 10
SCALE IN FEET

**BETHEL
CROSS SECTION
SHEET #52**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214.bethel.xc.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214xsl64.i

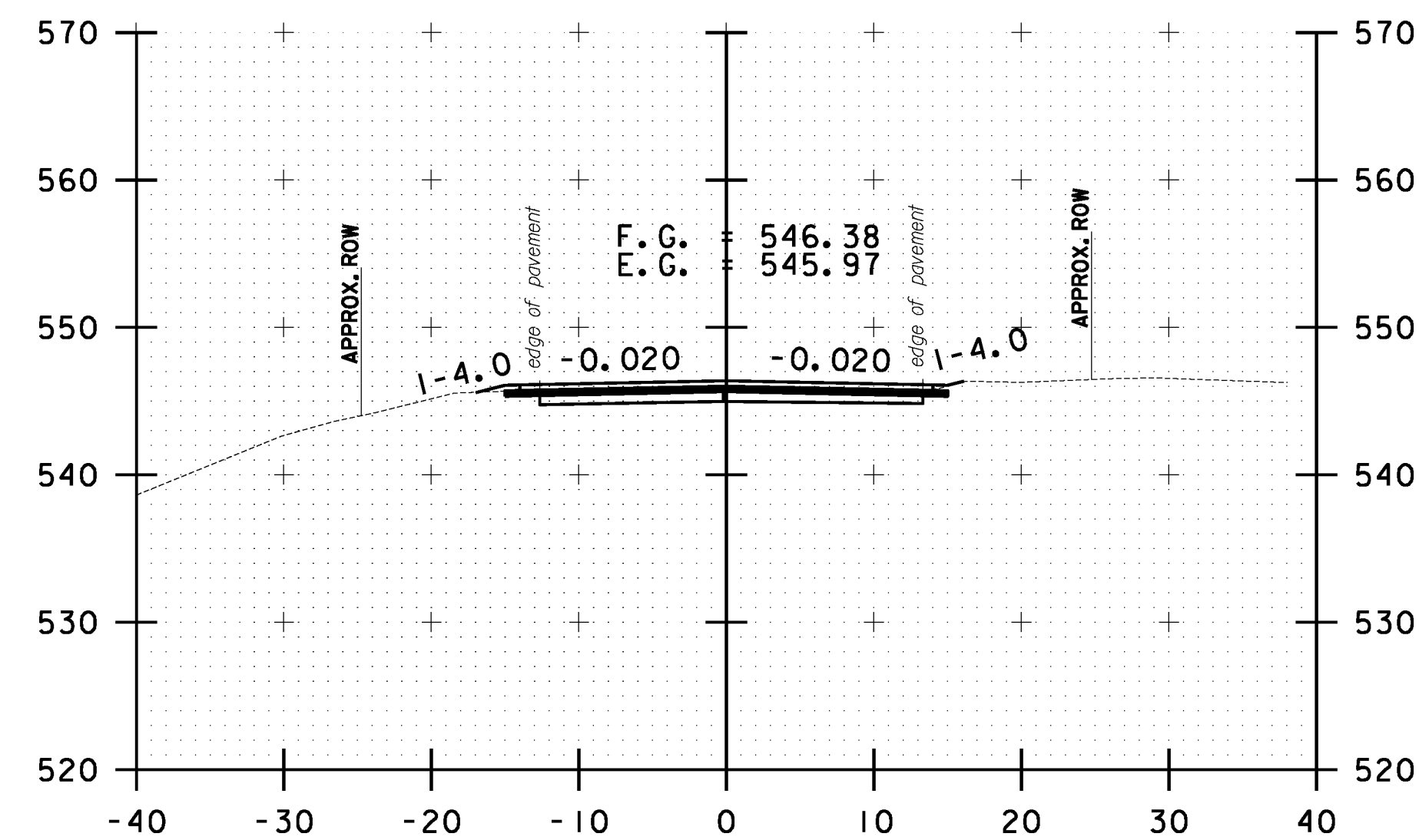
PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

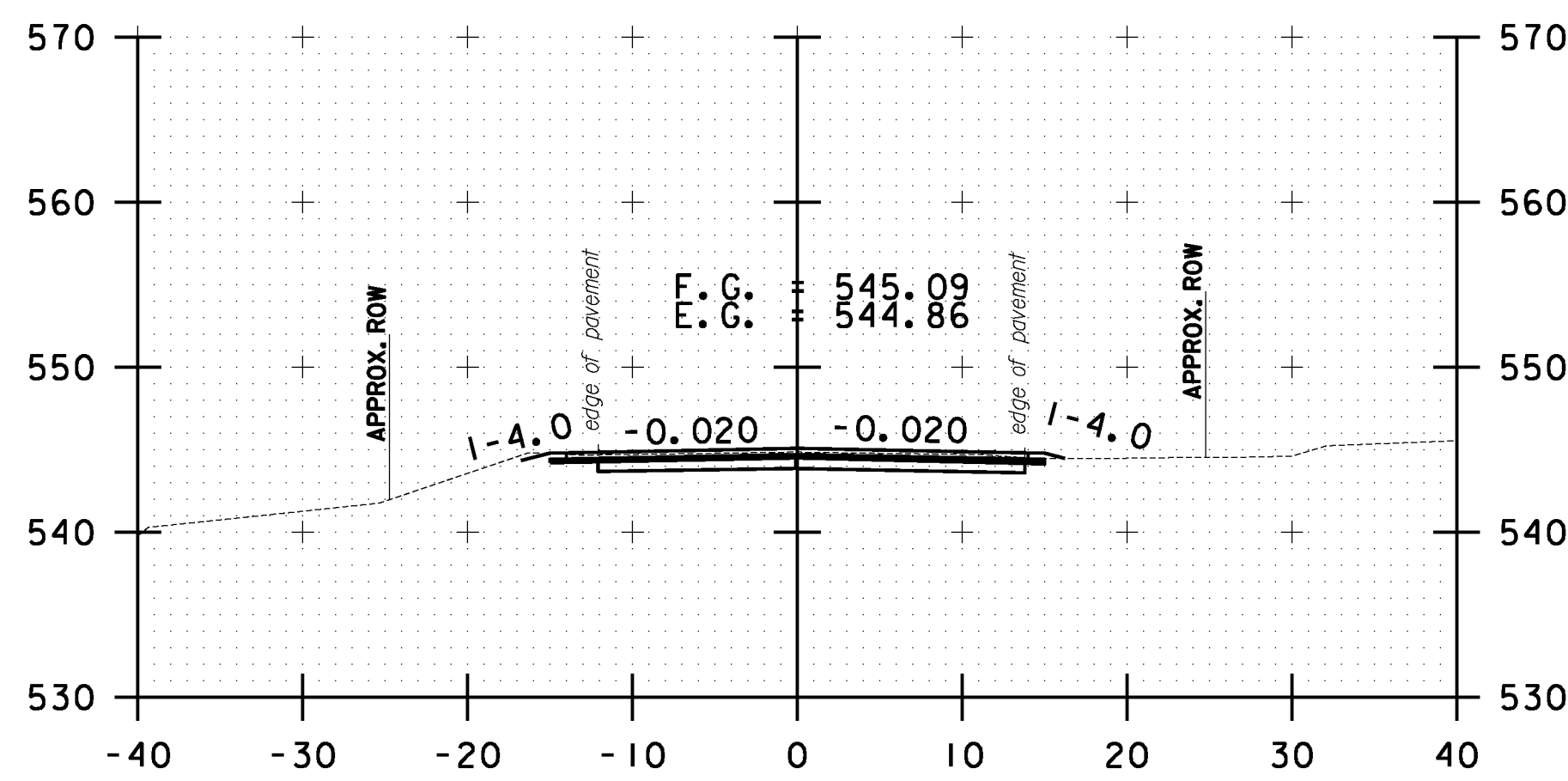
CHECKED BY: J.P.S.

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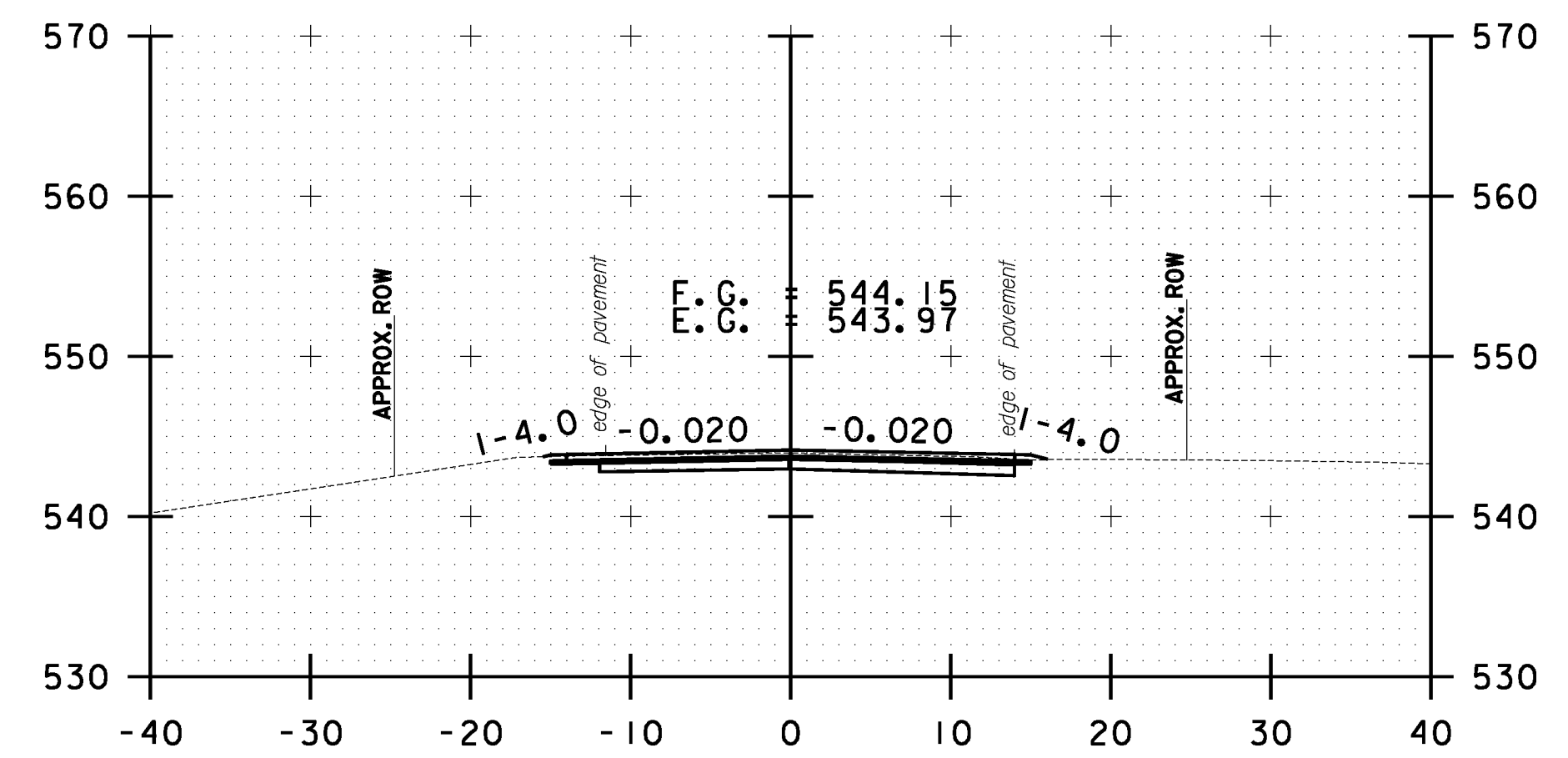
FILE NAME = V:\Projects\BETH\214\22\25\CAOD\1\STN\10b214.bethel.xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



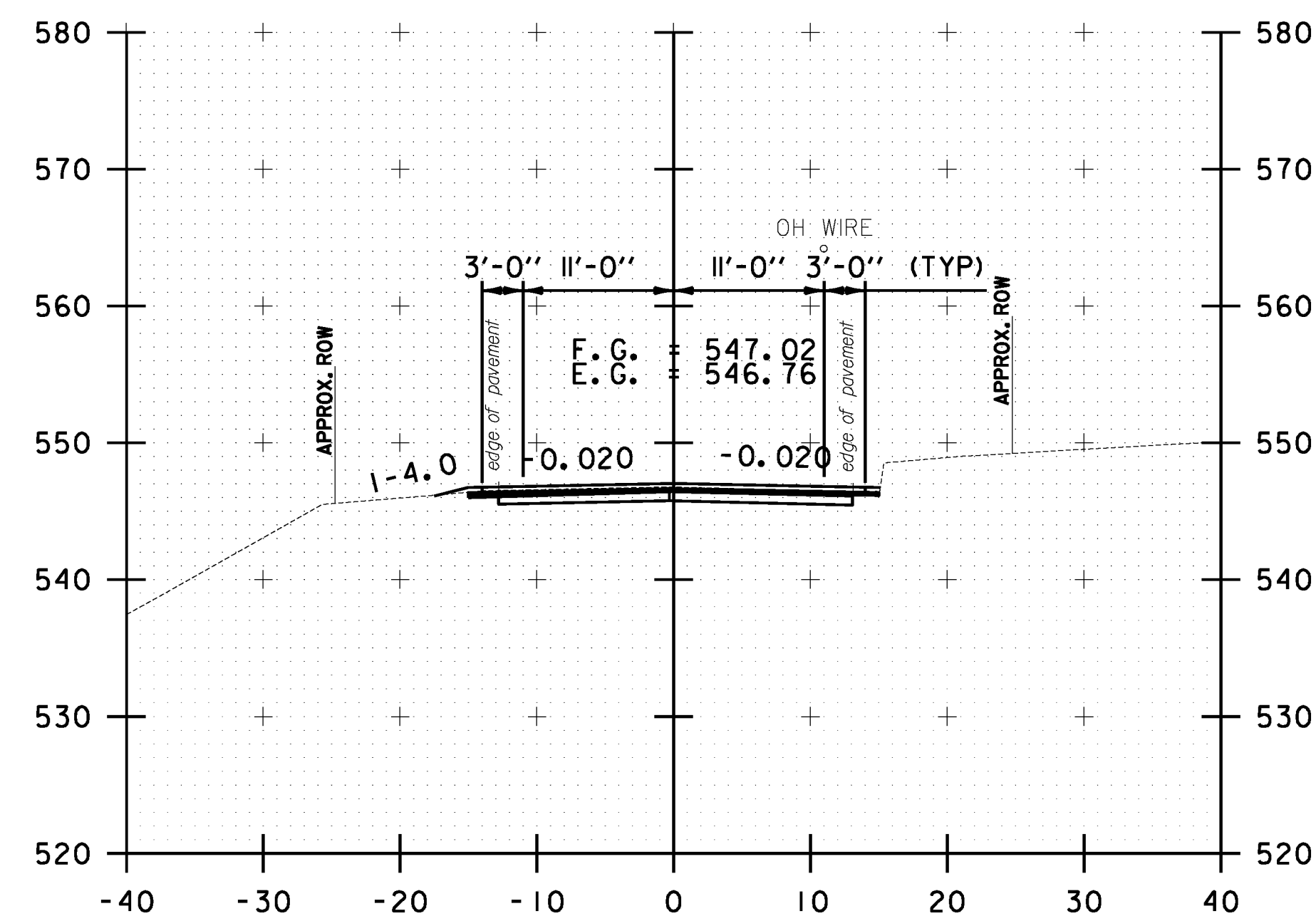
B 161+00.00



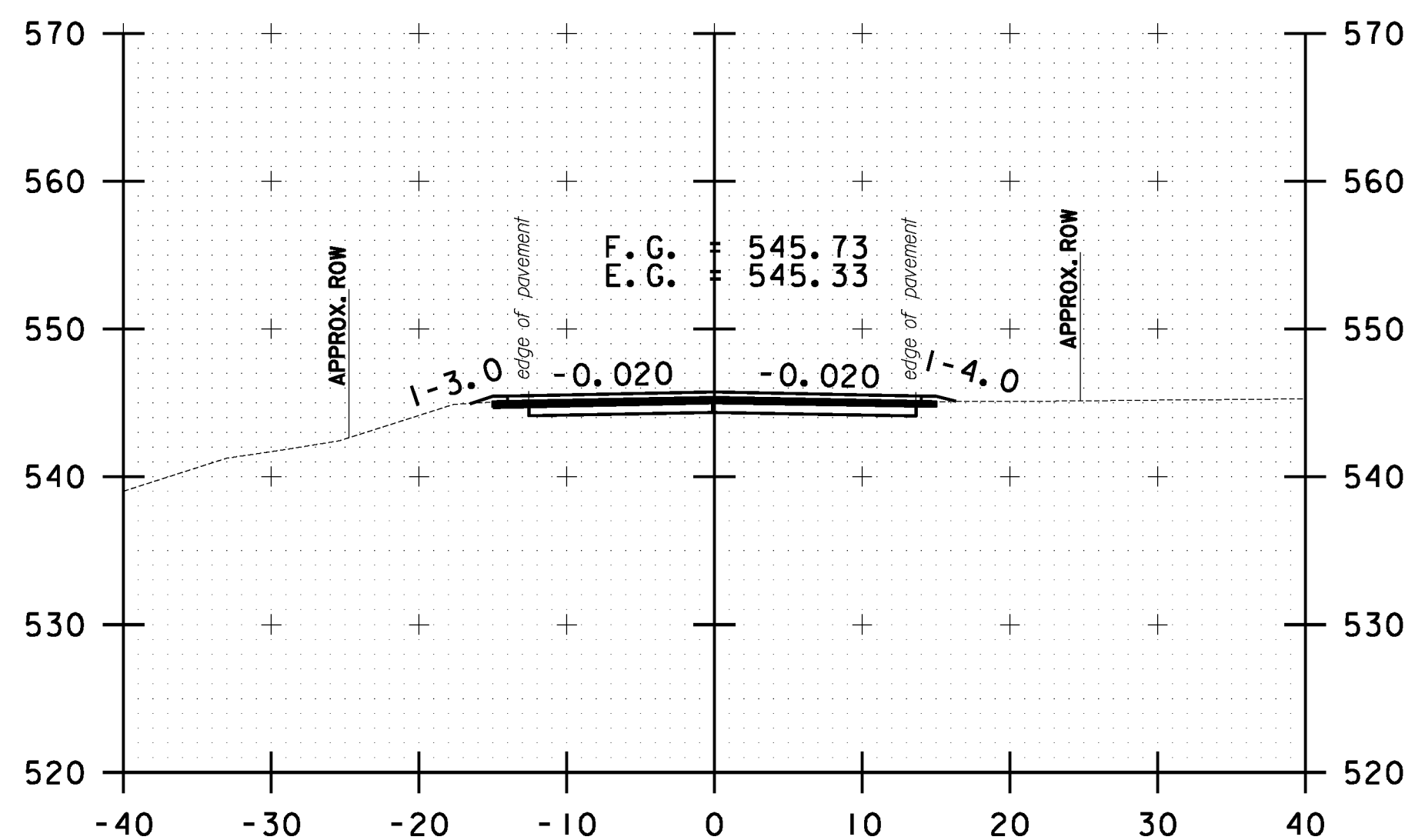
B 162+00.00



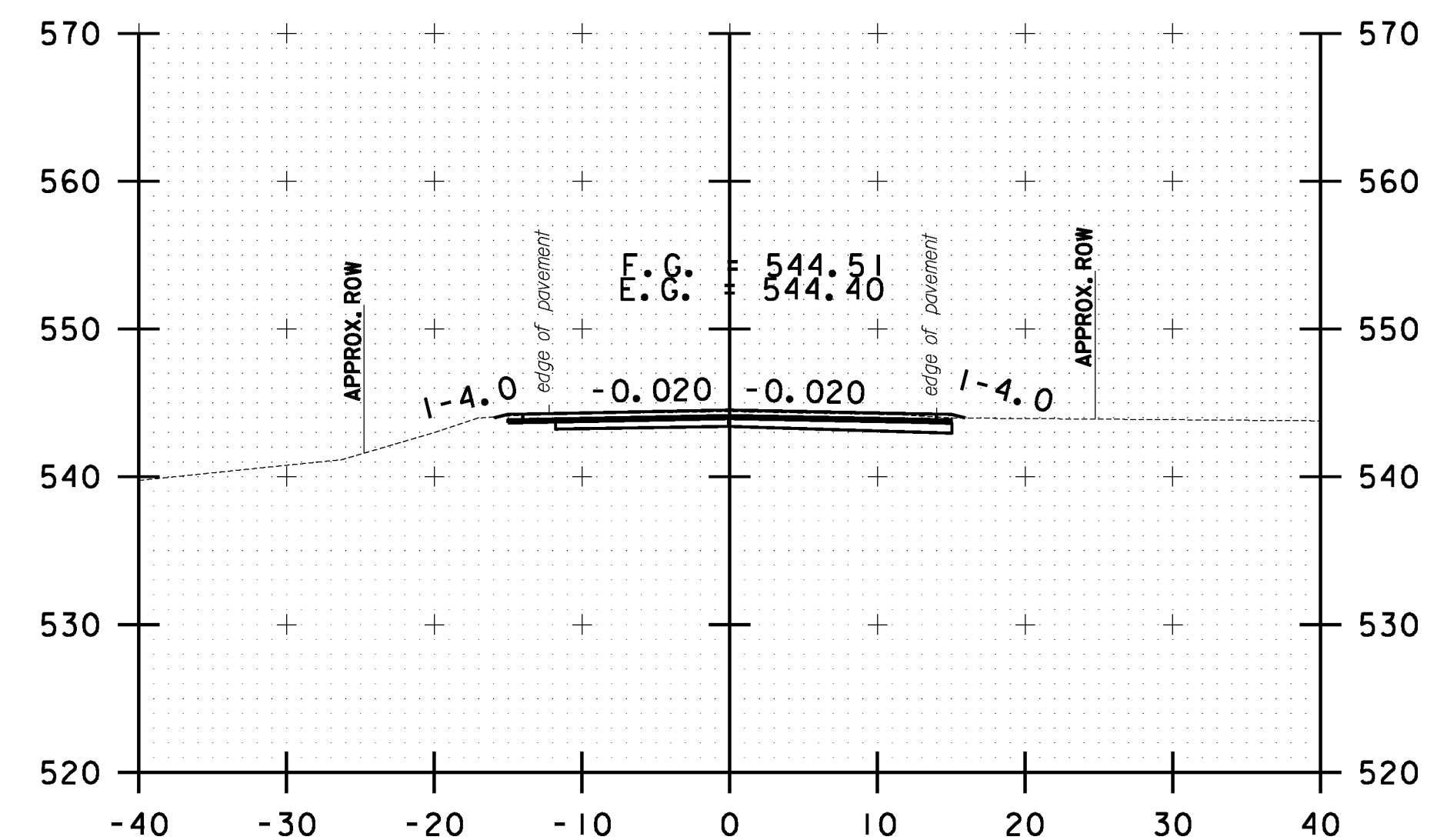
B 163+00.00



B 160+50.00



B 161+50.00



B 162+50.00

10 0 10
SCALE IN FEET

**BETHEL
CROSS SECTION
SHEET #53**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214.bethel.xc.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214xsl65.i

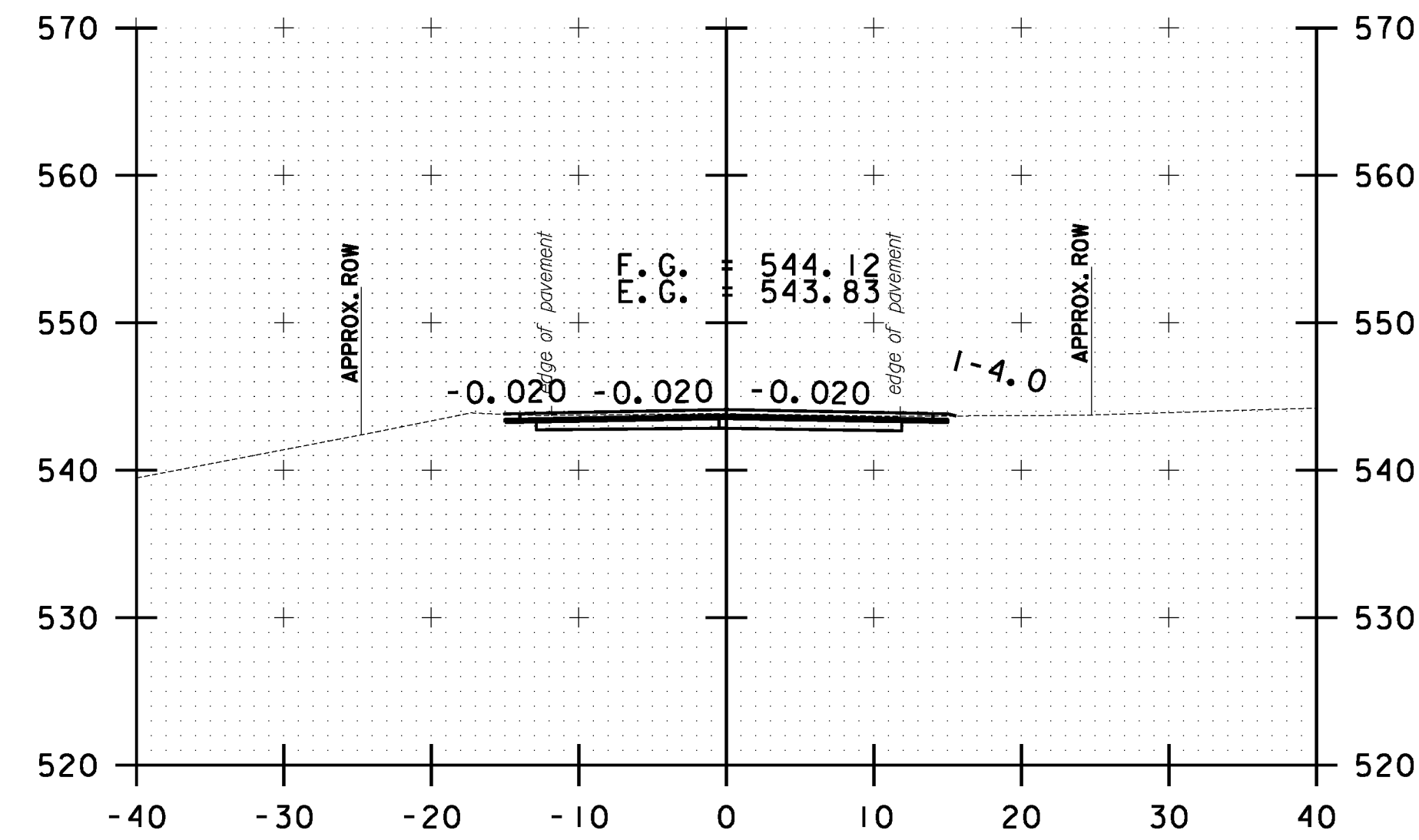
PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

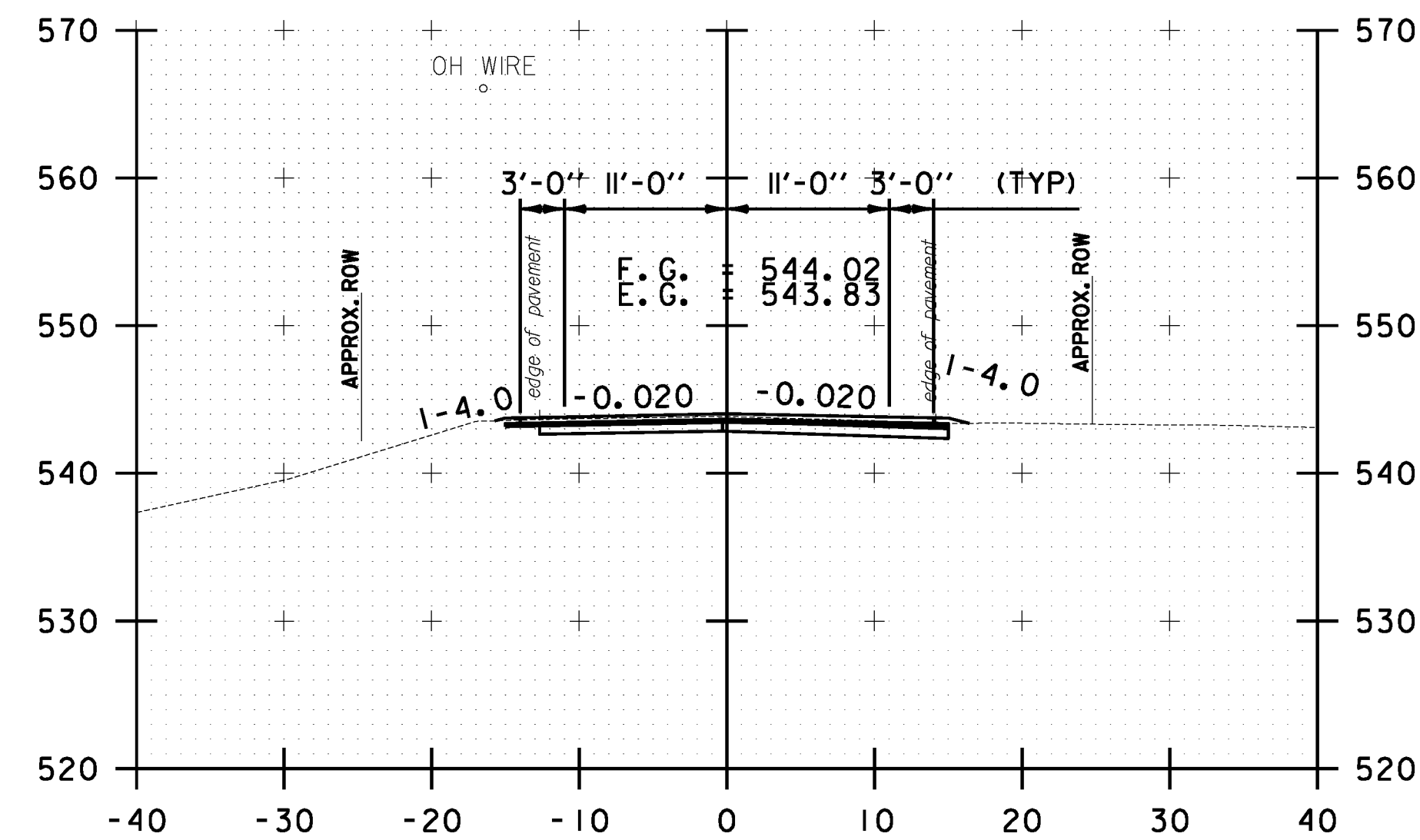
CHECKED BY: J.P.S.

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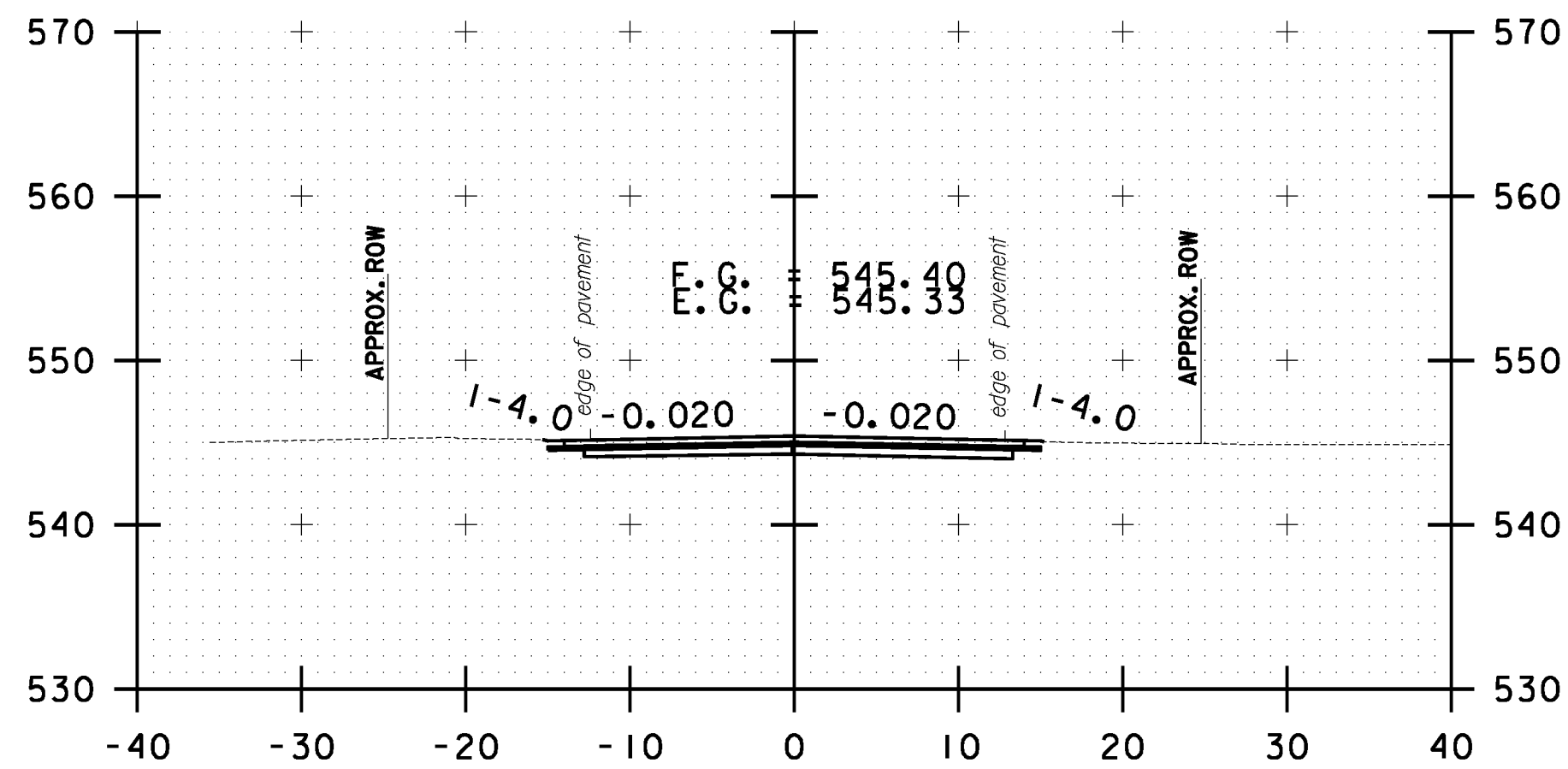
FILE NAME = \\P:\projects\ANY\K2\22425\CAOD\KSTN\10b214.bethel.xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



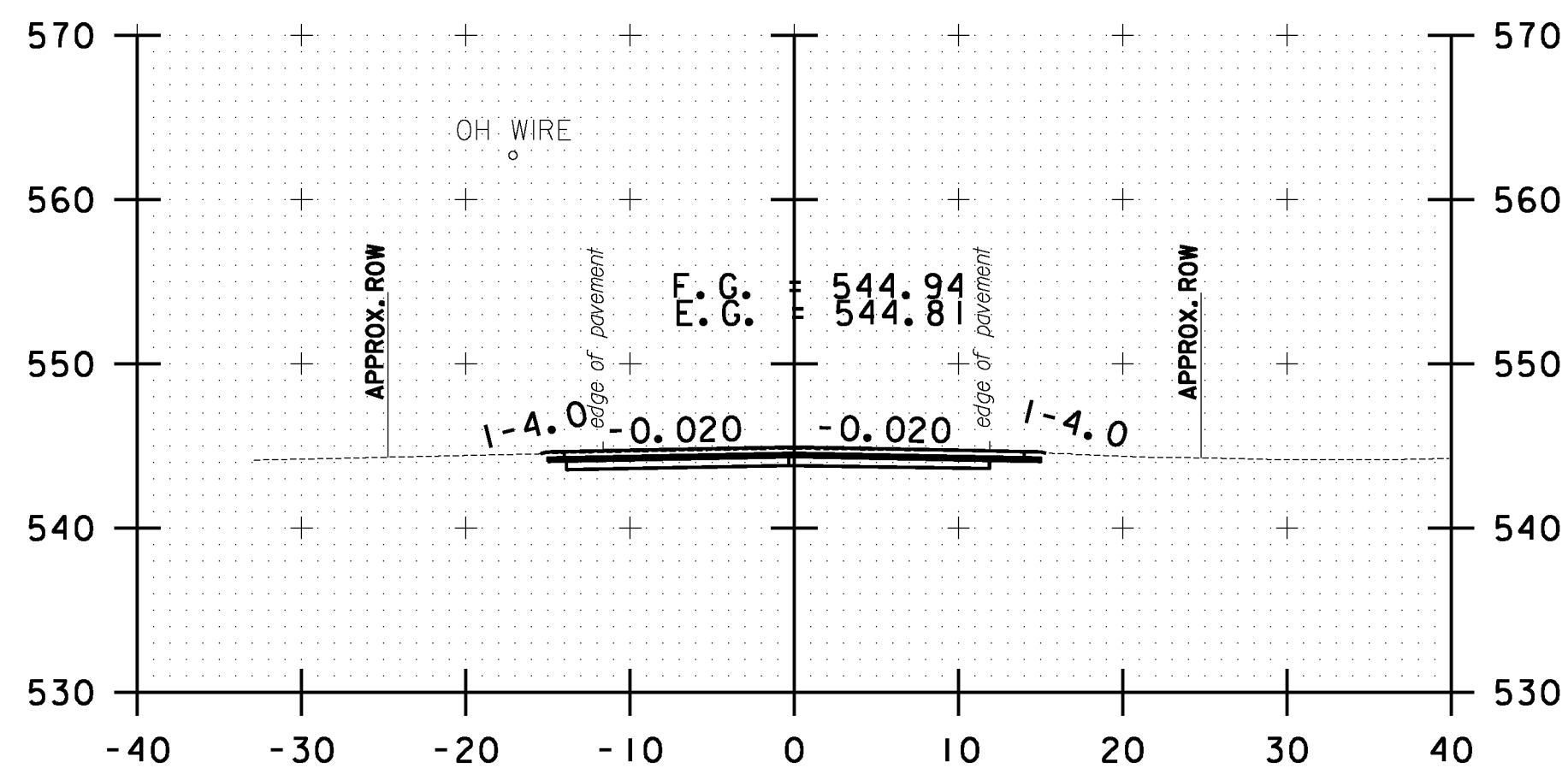
B 164+00.00



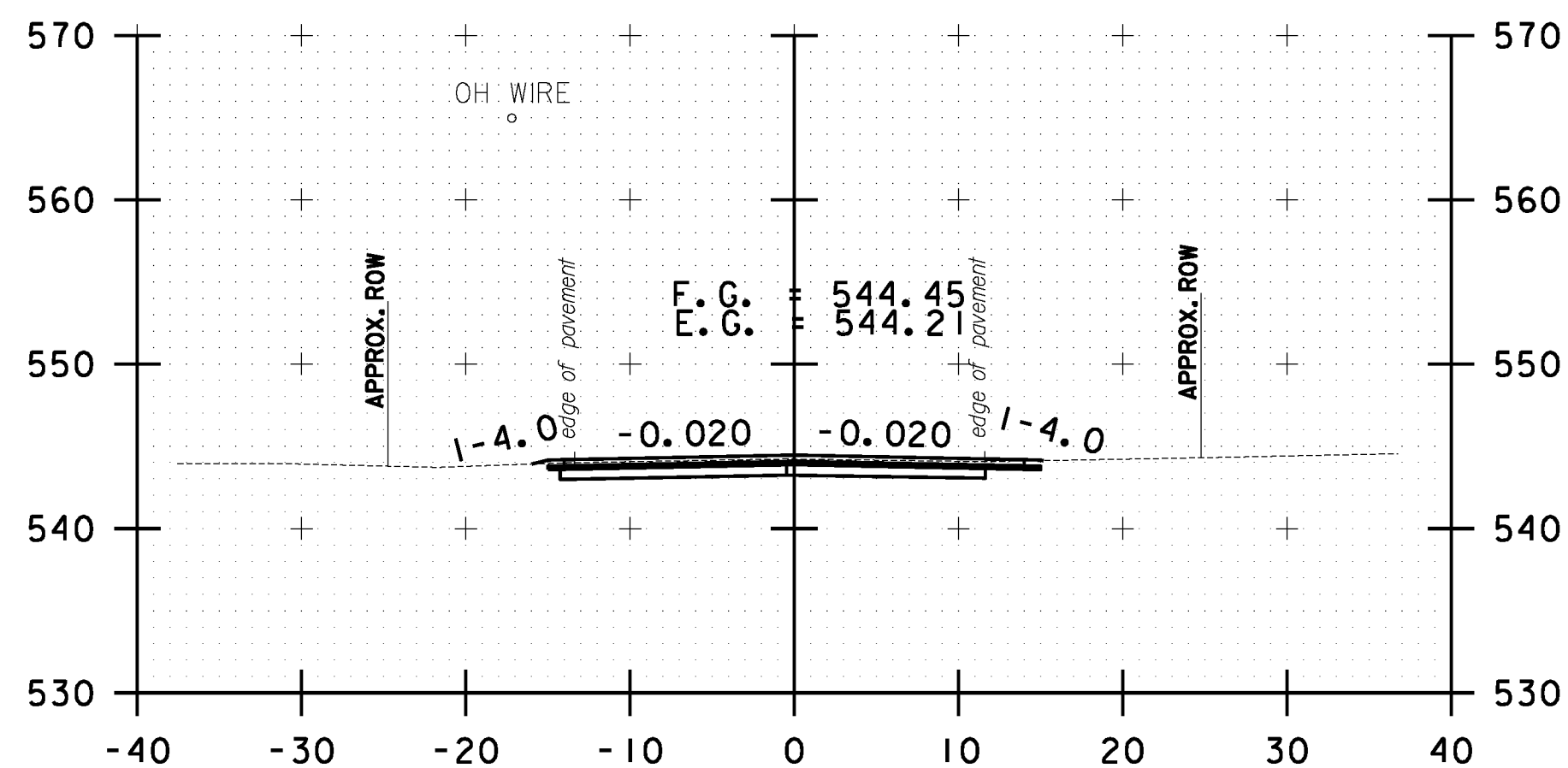
B 163+50.00



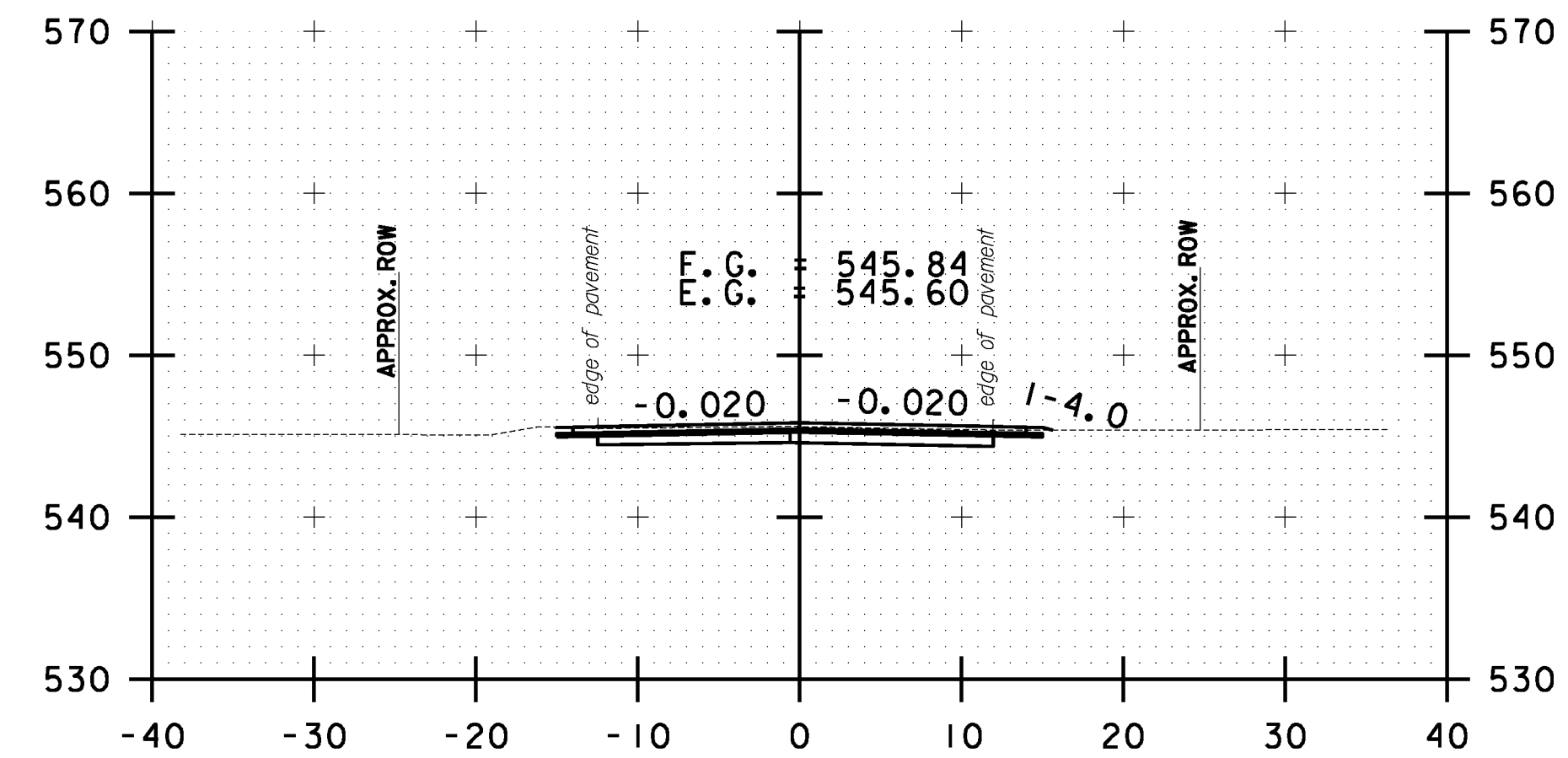
B 165+50.00



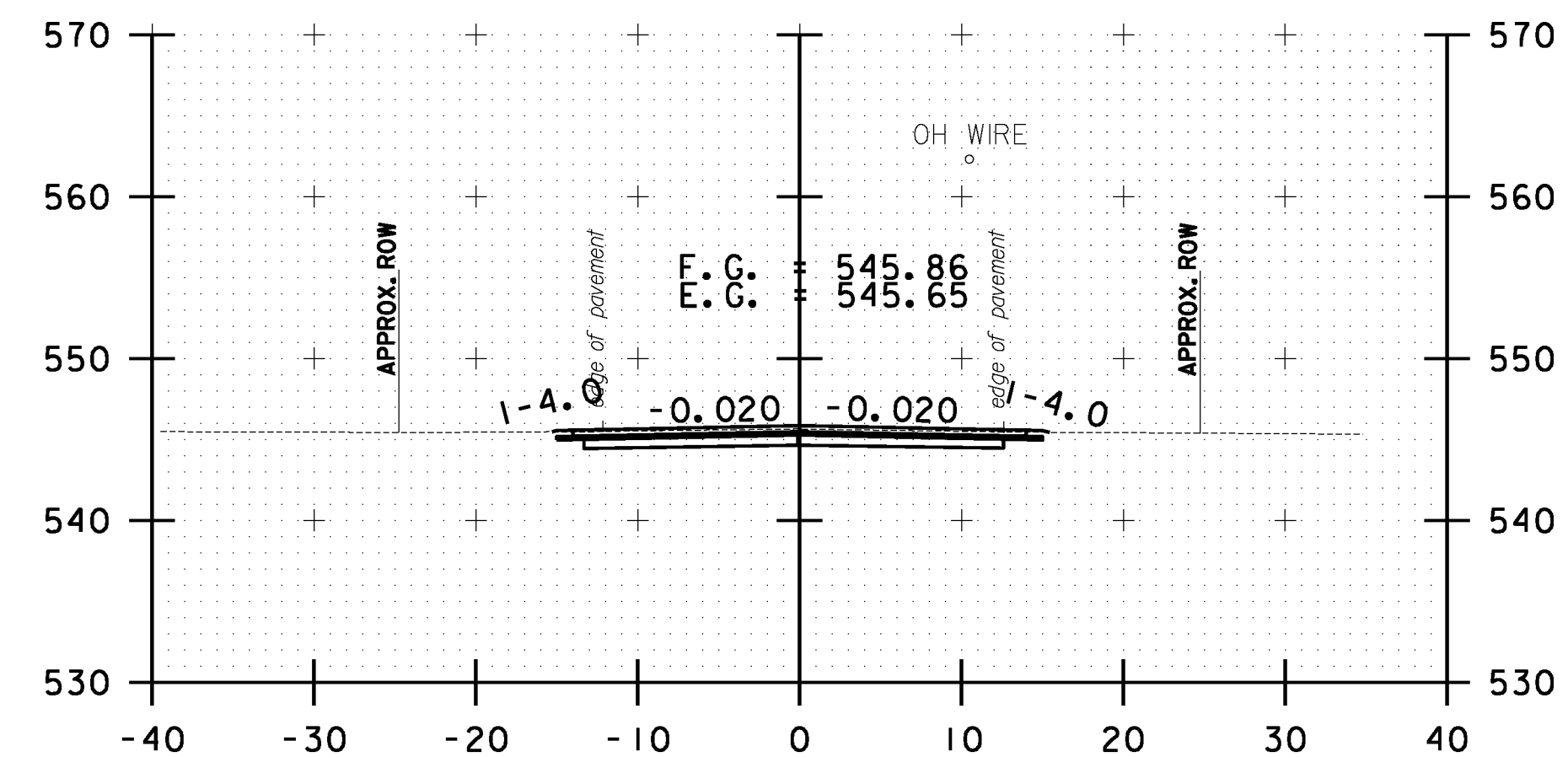
B 165+00.00



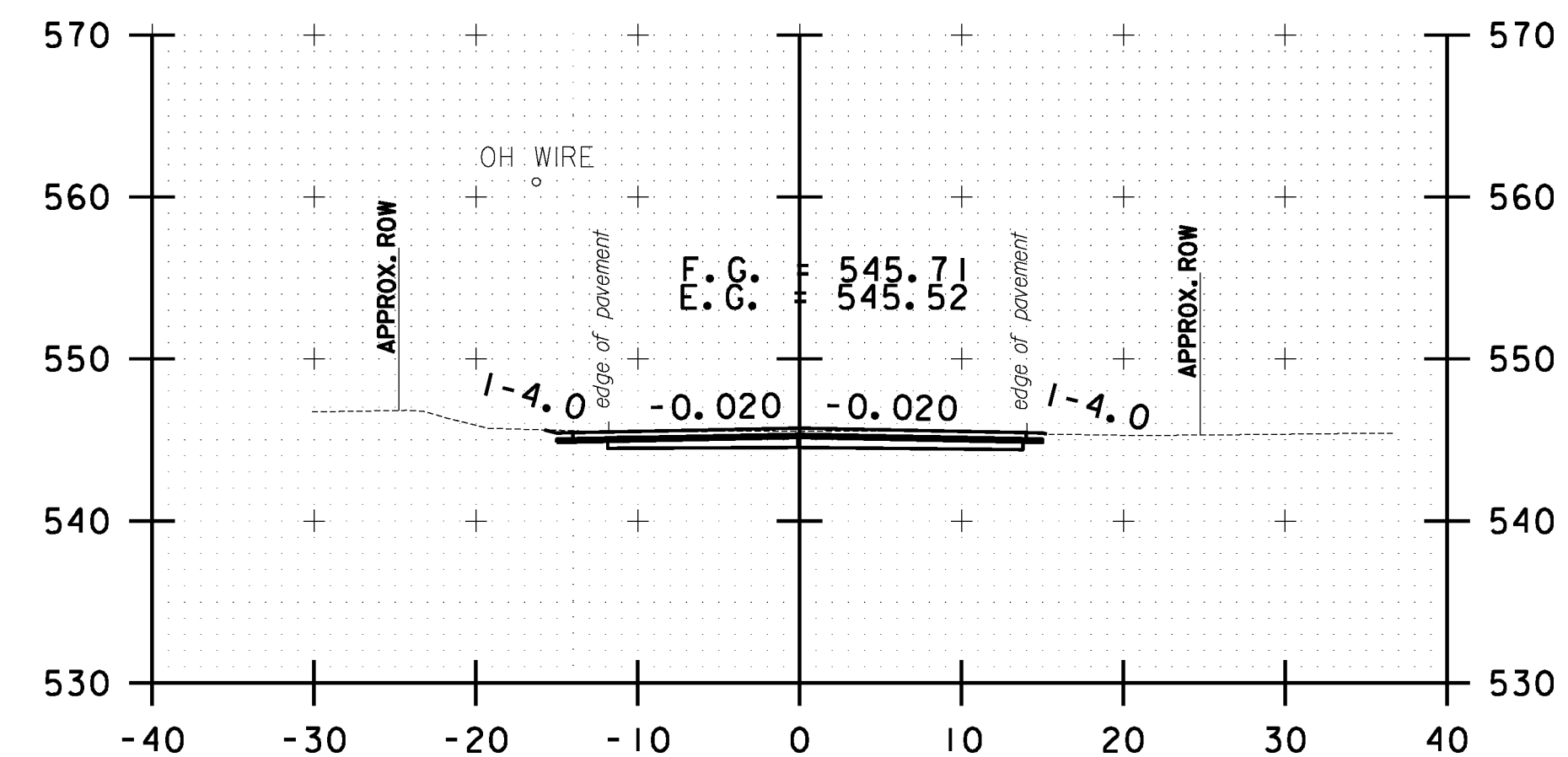
B 164+50.00



B 167+00.00



B 166+50.00



B 166+00.00

10 0 10
SCALE IN FEET

**BETHEL
CROSS SECTION
SHEET #54**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214.bethel.xc.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214.xsl66.i

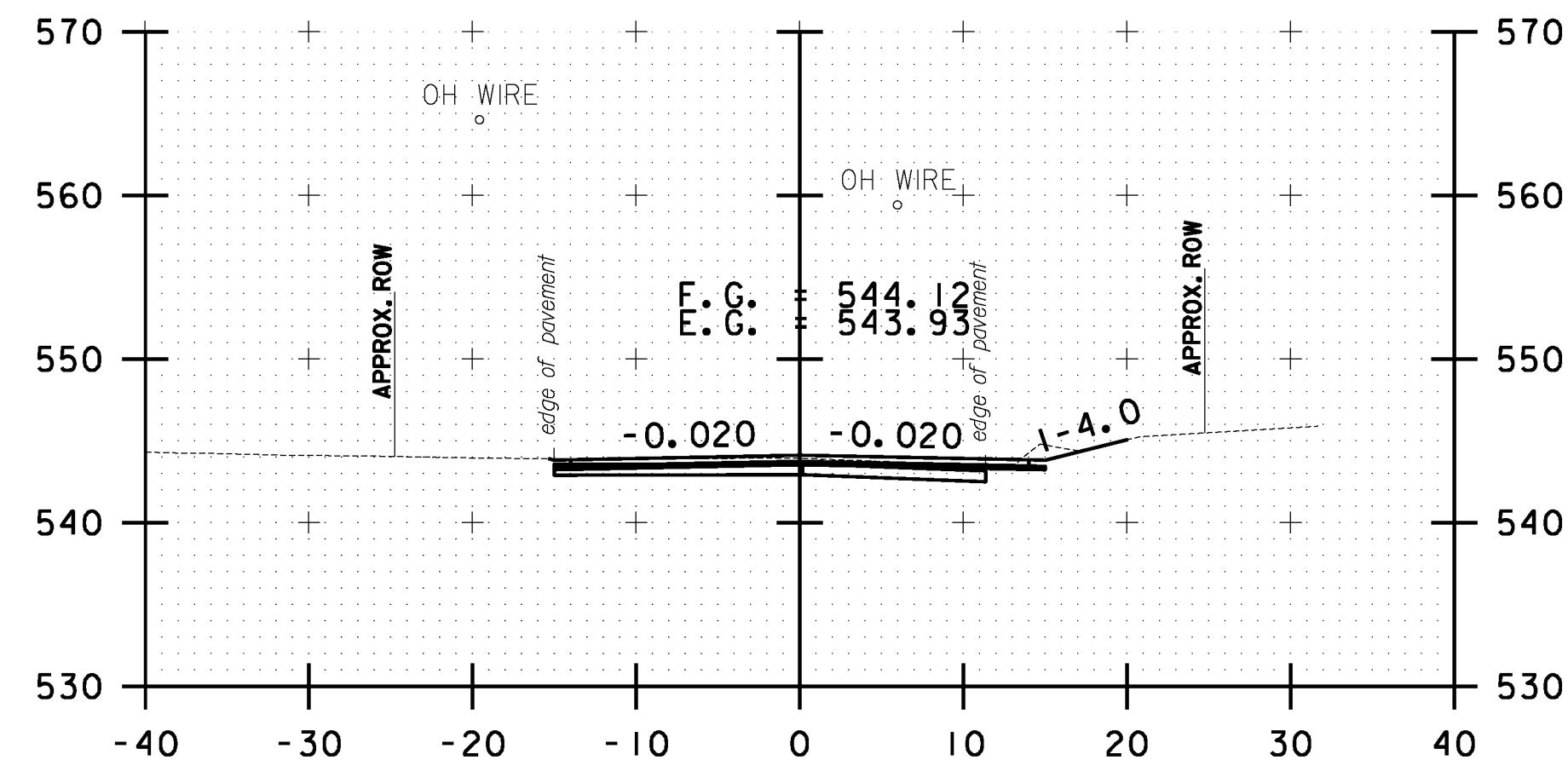
PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

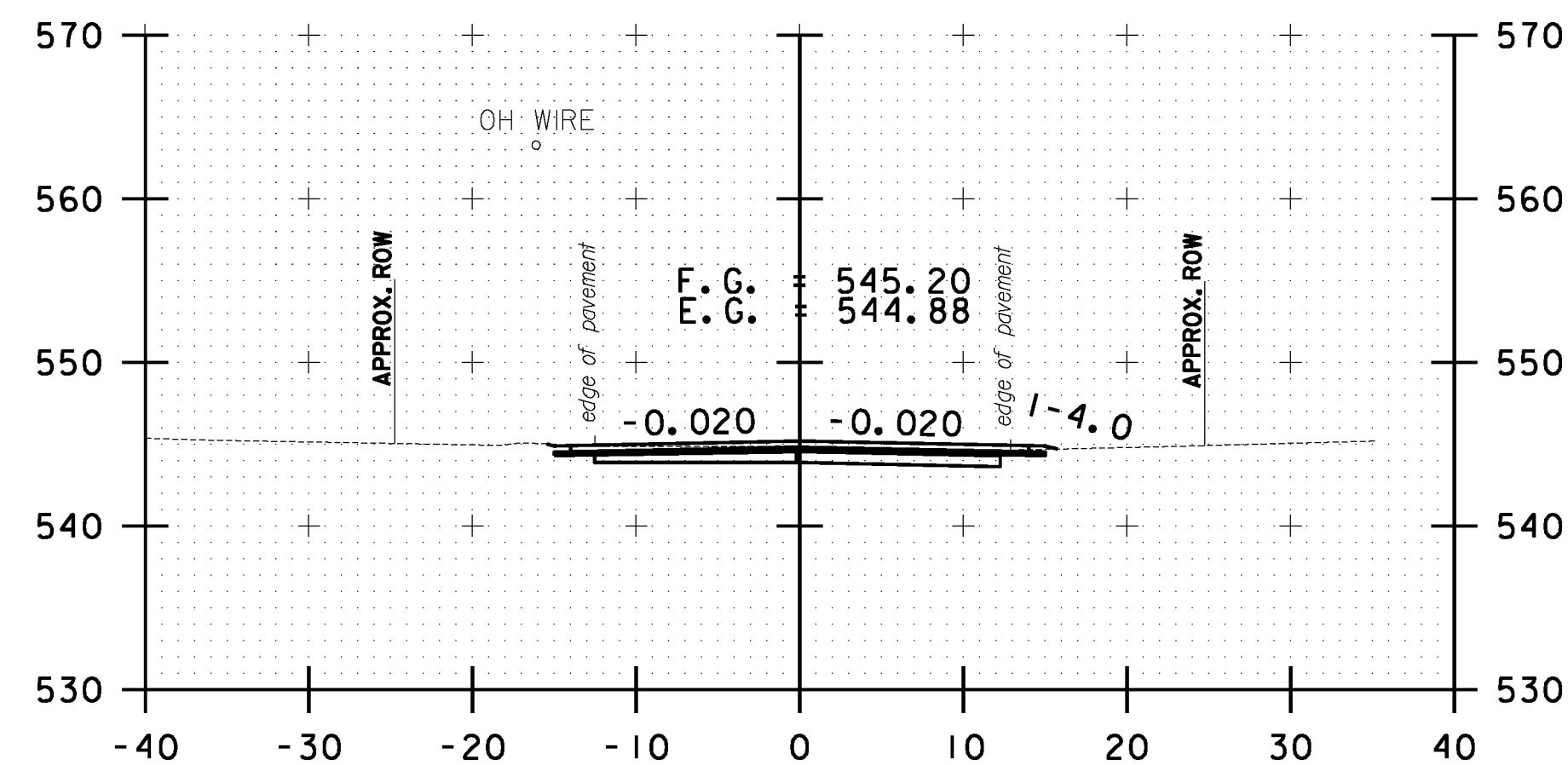
CHECKED BY: J.P.S.

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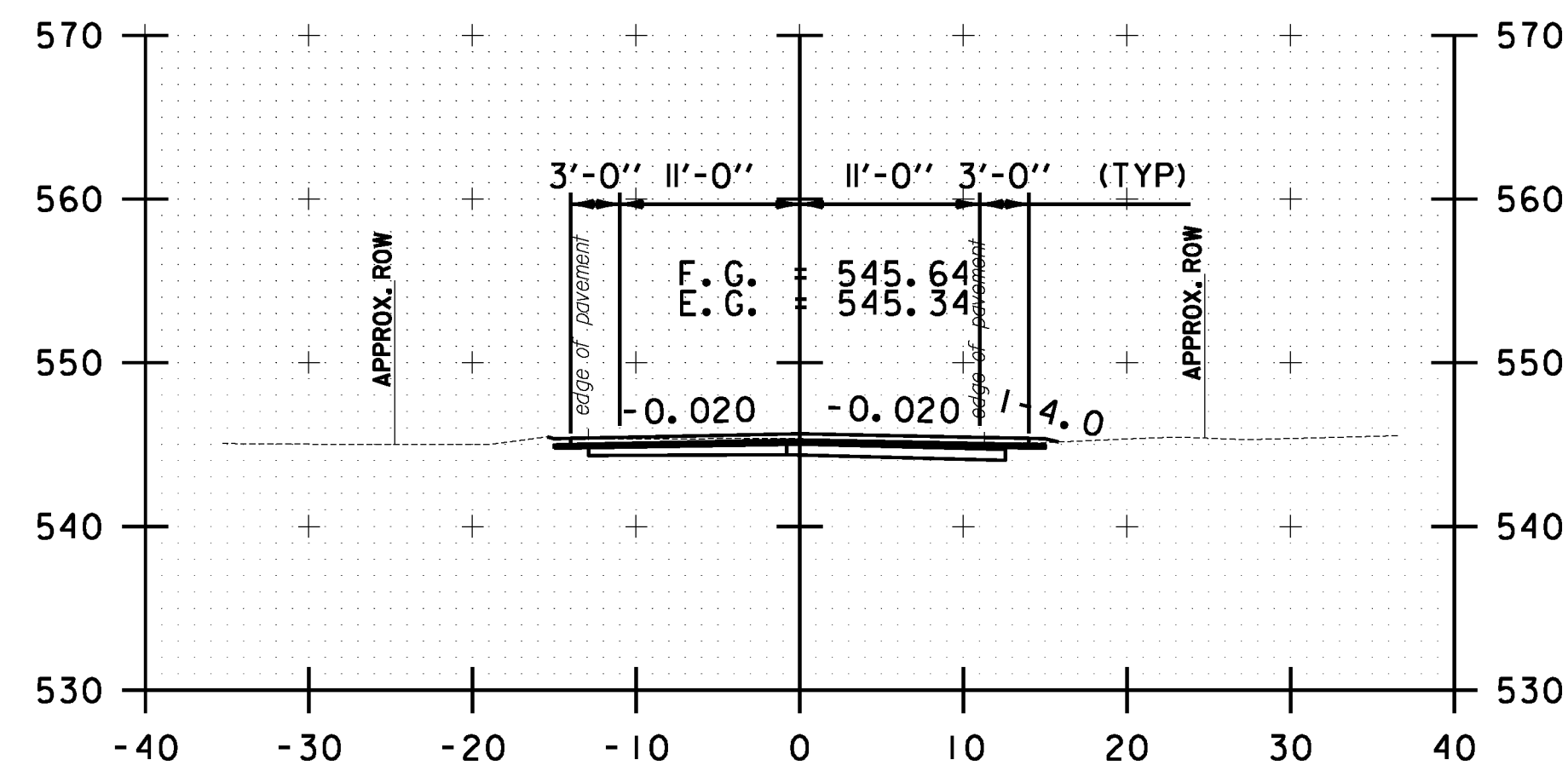
FILE NAME = W:\Projects\ANY\K2\22\25\CAOD\KSTN\10b214.bethel.xc.dgn
DATE/TIME = 3/17/2014
USER = 4916



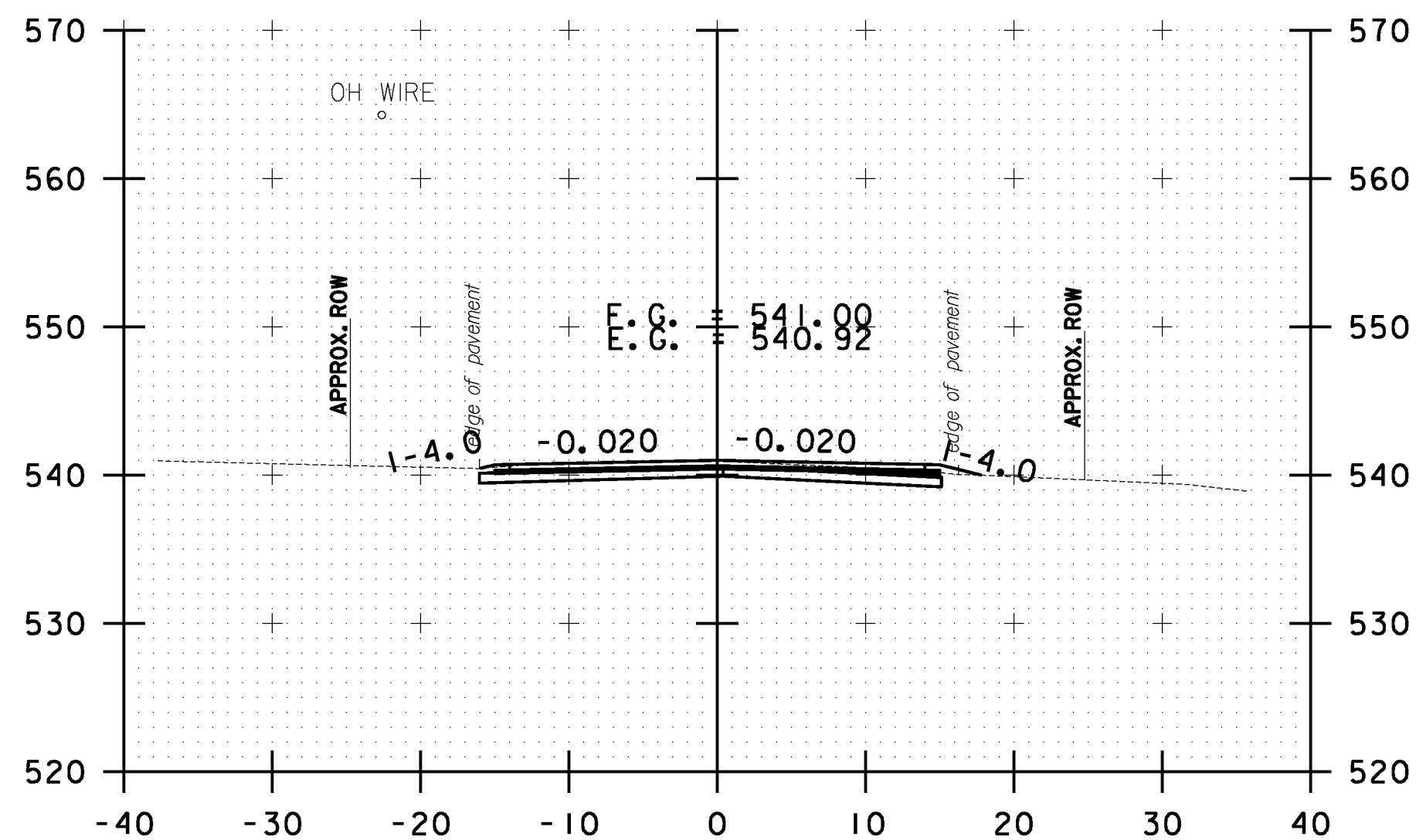
B 168+50.00



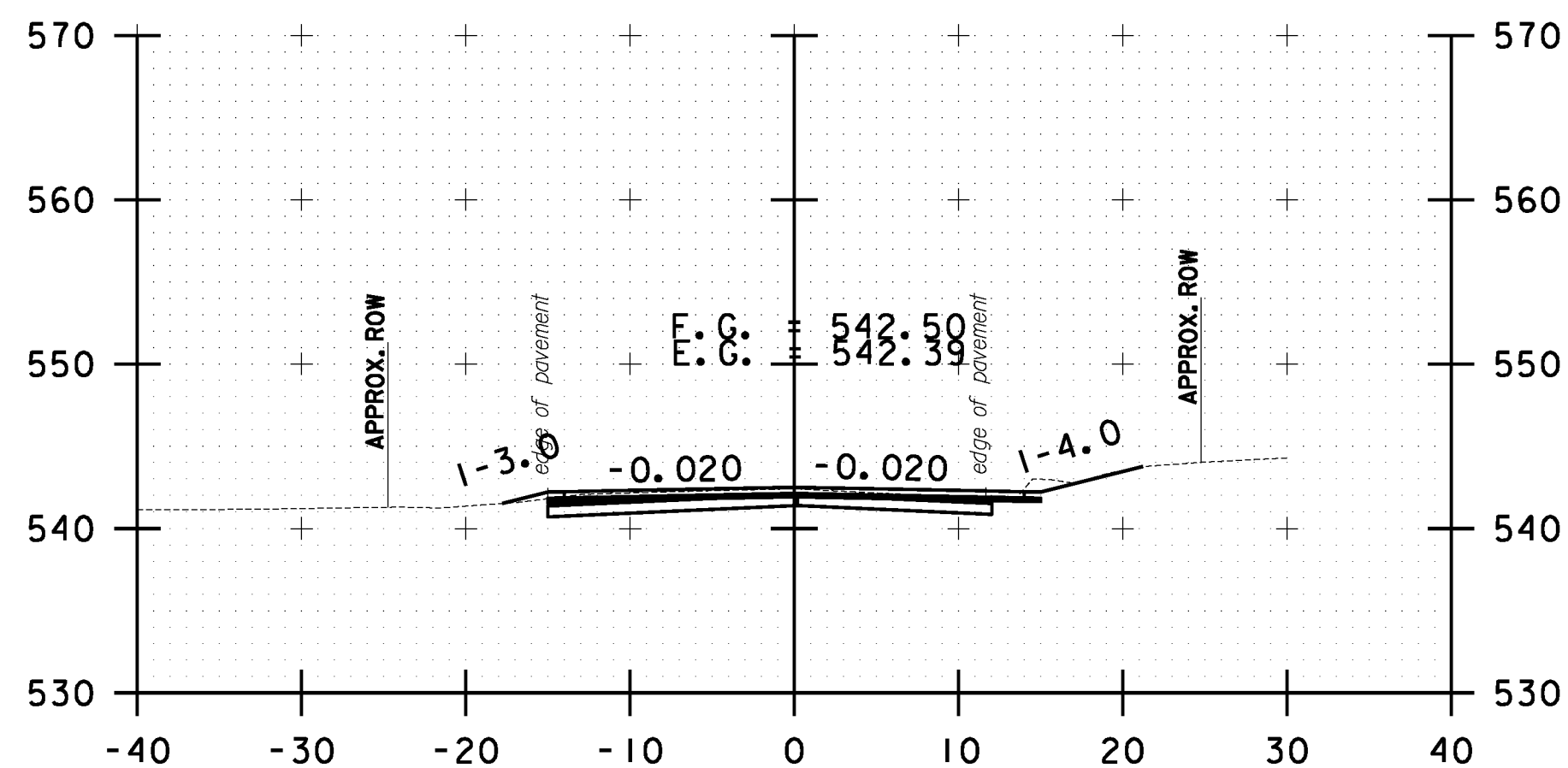
B 168+00.00



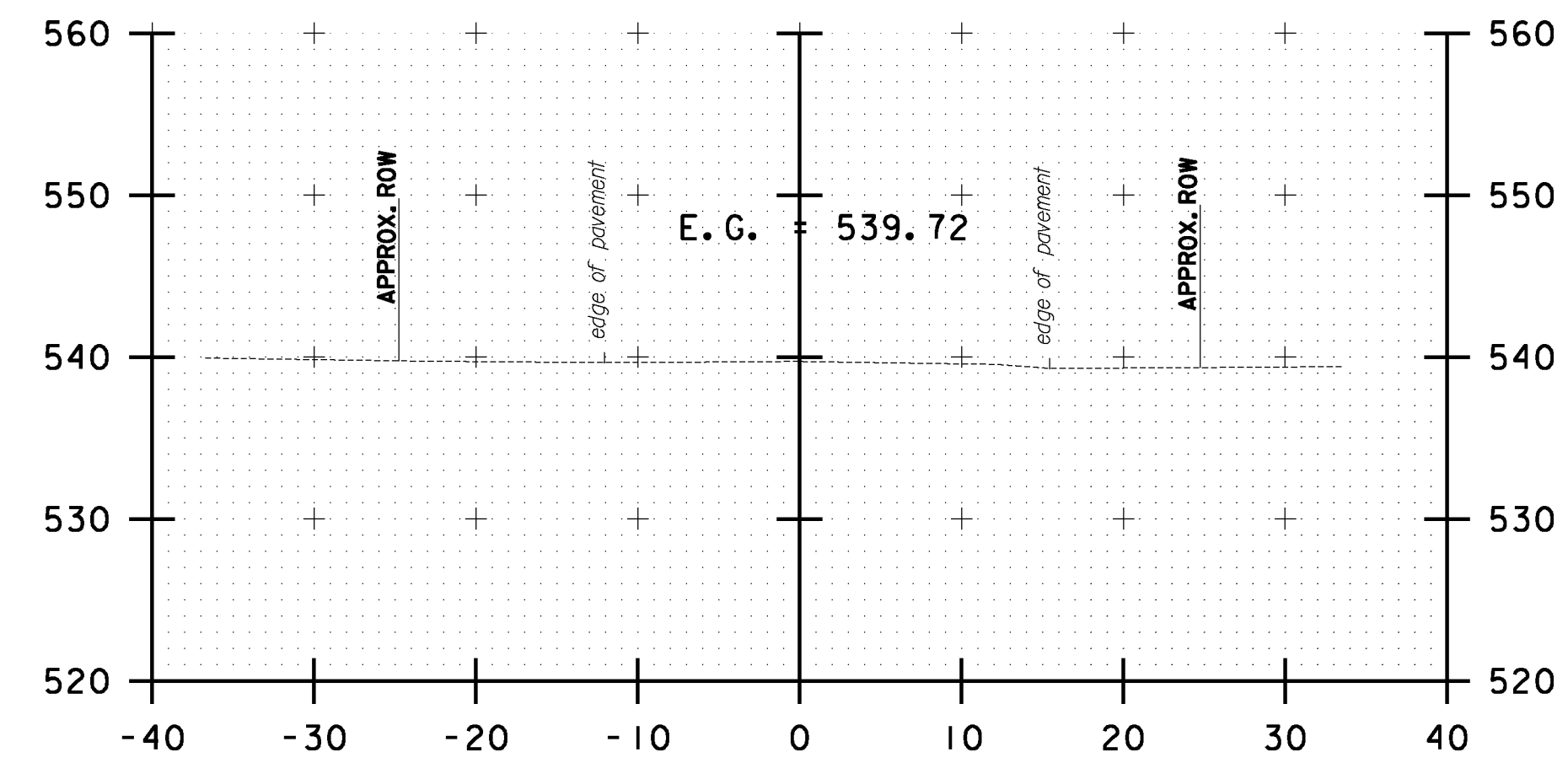
B 167+50.00



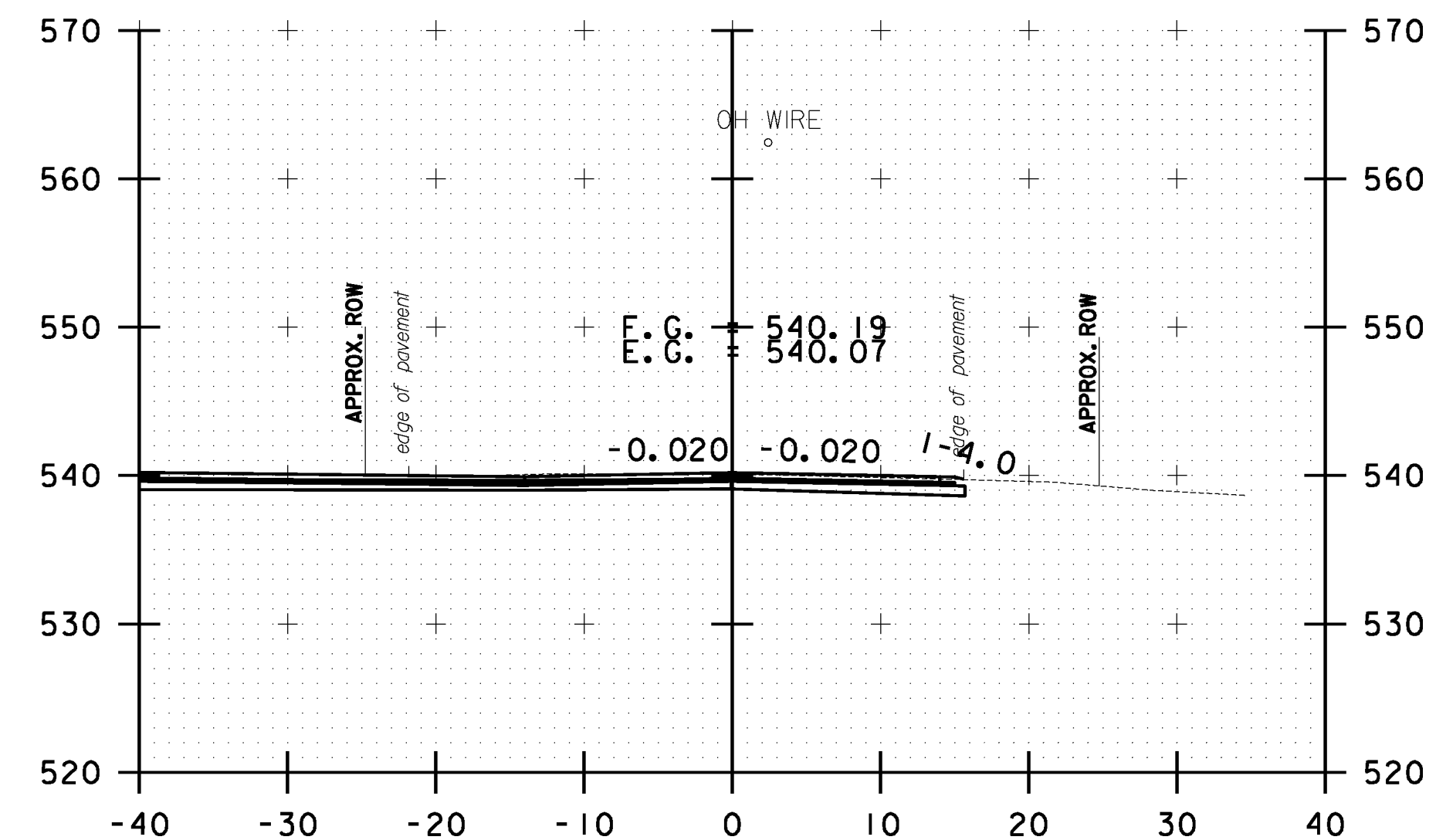
B 169+50.00



B 169+00.00



B 170+50.00



B 170+00.00

10 0 10
SCALE IN FEET

**BETHEL
CROSS SECTION
SHEET #55**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214.bethel.xc.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214.xsl67.1

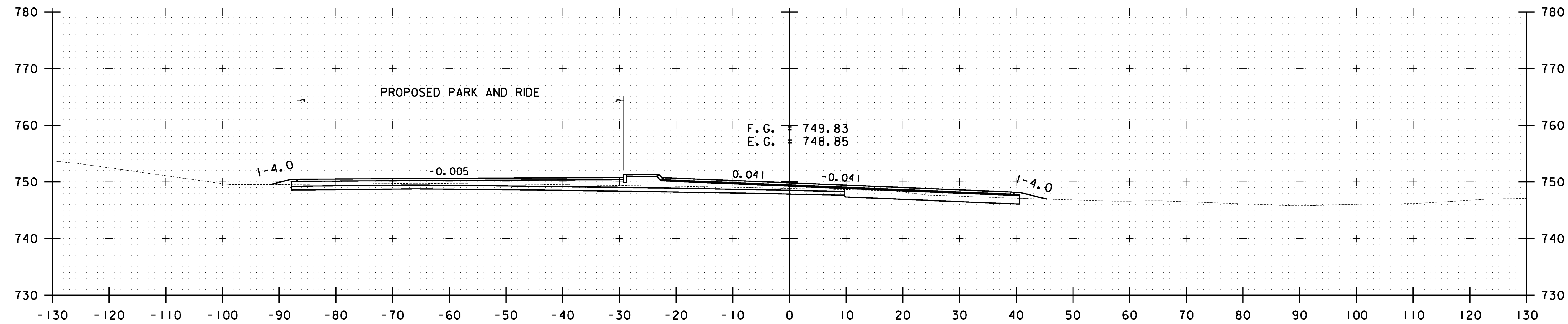
PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

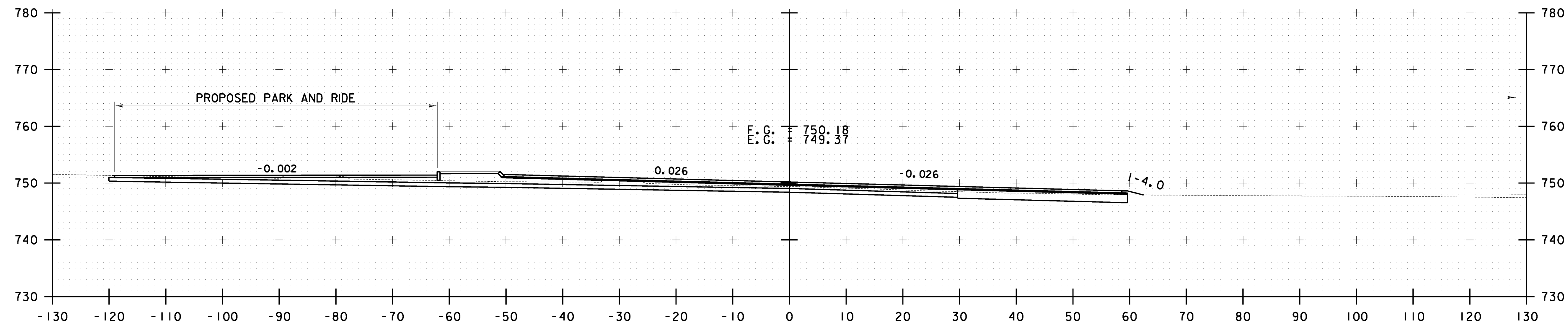
CHECKED BY: J.P.S.

SHEET 380 OF 397

FILE NAME: V:\Projects\VT\22\25\CAOD\10b214.xsect.vt100.dgn
DATE/TIME: 3/17/2014 4:51:16
USER: jsl



V 10+50.00



V 10+25.00

10 0 10
SCALE IN FEET

**VT ROUTE 100
CROSS SECTION
SHEET #1**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214.xsect.vt100.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214xsl67.i

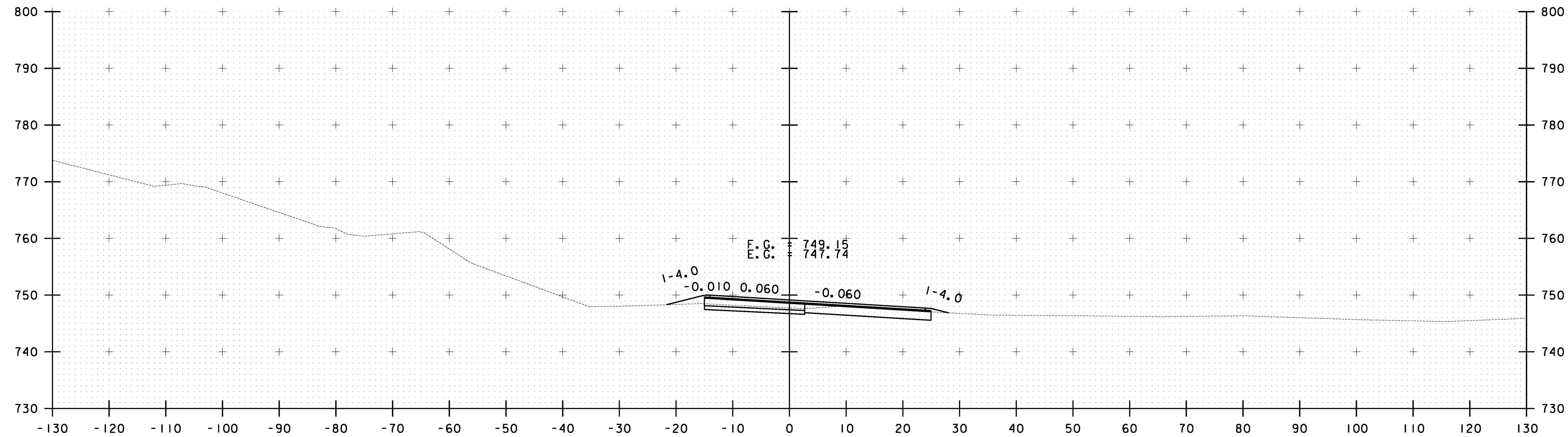
PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

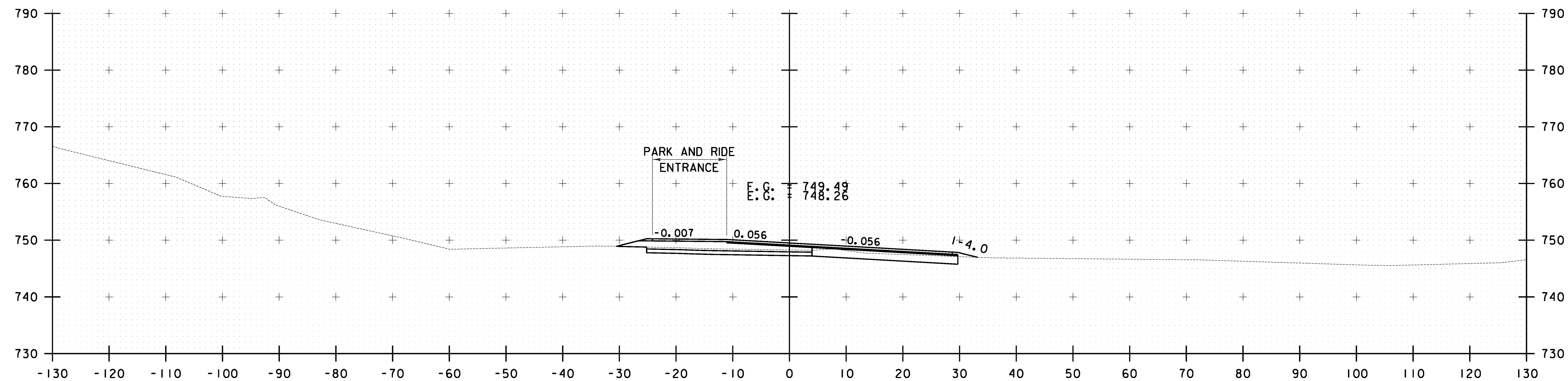
CHECKED BY: J.P.S.

SHEET 381 OF 397

FILE NAME: V:\Projects\VT\22\25\CAOD\10b214.xsect_vt100.dgn
DATE/TIME: 3/17/2014
USER: jsp



V 11+00.00



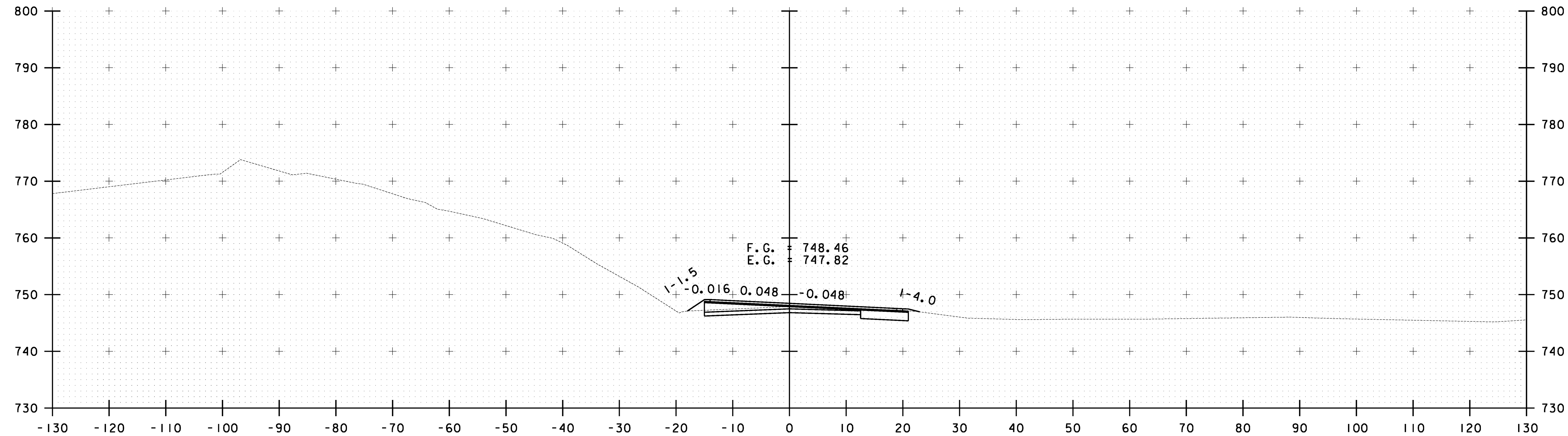
V 10+75.00

10 0 10
SCALE IN FEET

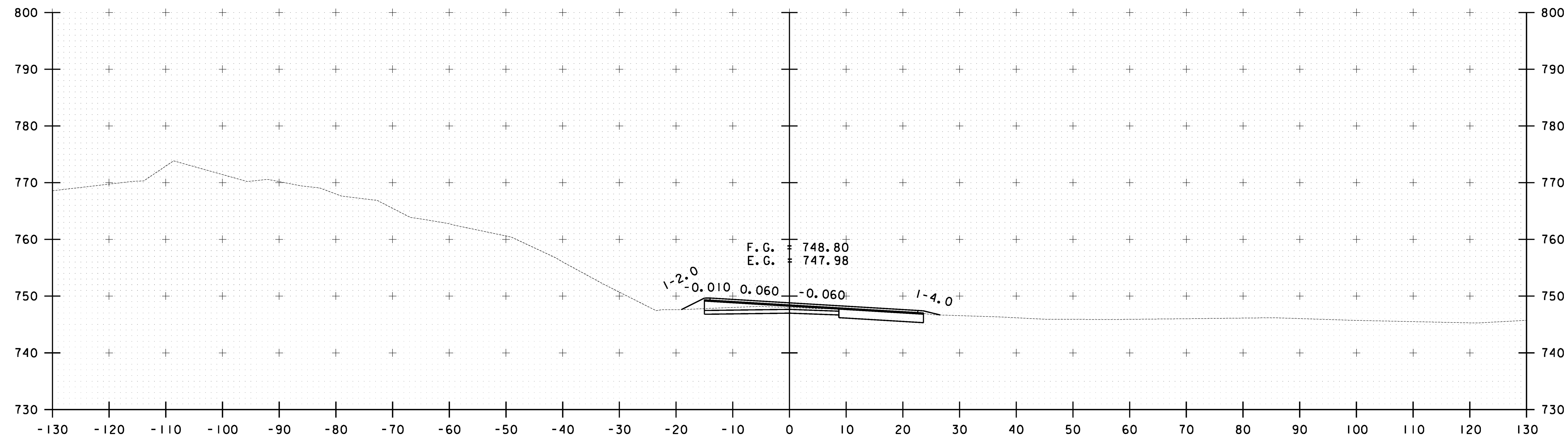
**VT ROUTE 100
CROSS SECTION
SHEET #2**

PROJECT NAME: STOCKBRIDGE-BETHEL	
PROJECT NUMBER: STP 2910(1)	
FILE NAME: z10b214.xsect_vt100.dgn	PLOT DATE: 3/17/2014
PROJECT LEADER: D.E.G.	DRAWN BY: W.G.P.
DESIGNED BY: L.M.B.	CHECKED BY: J.P.S.
IPARM FILE: z10b214xsl68.i	SHEET 382 OF 397

FILE NAME : V:\Projects\VT\22\25\CAOD\10b214_xsect_vt100.dgn
DATE/TIME : 3/17/2014
USER : jsl6



V 11+50.00



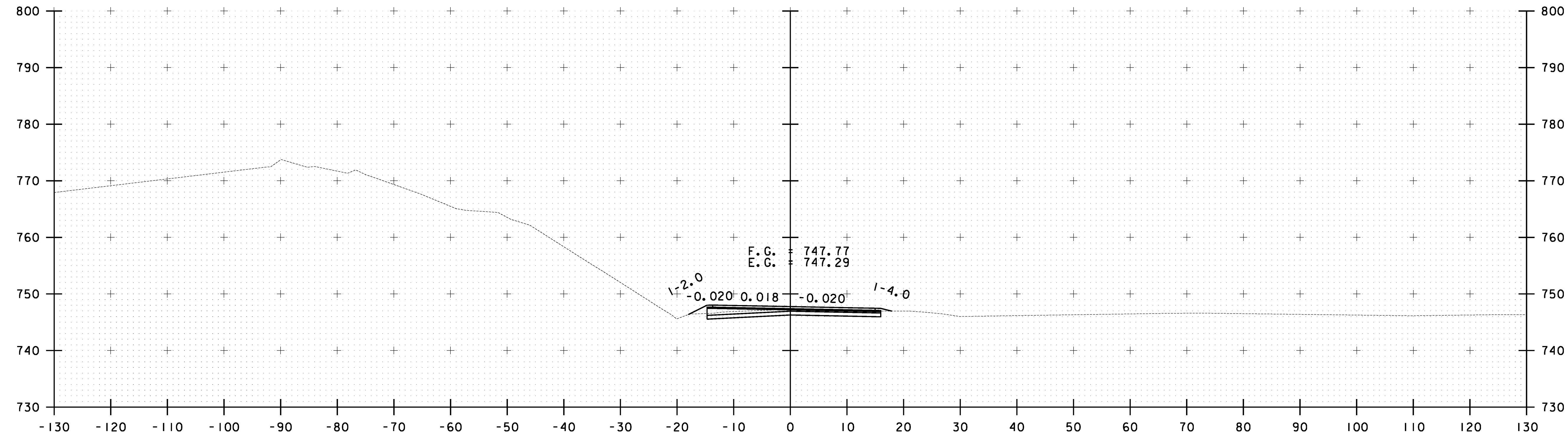
V 11+25.00

10 0 10
SCALE IN FEET

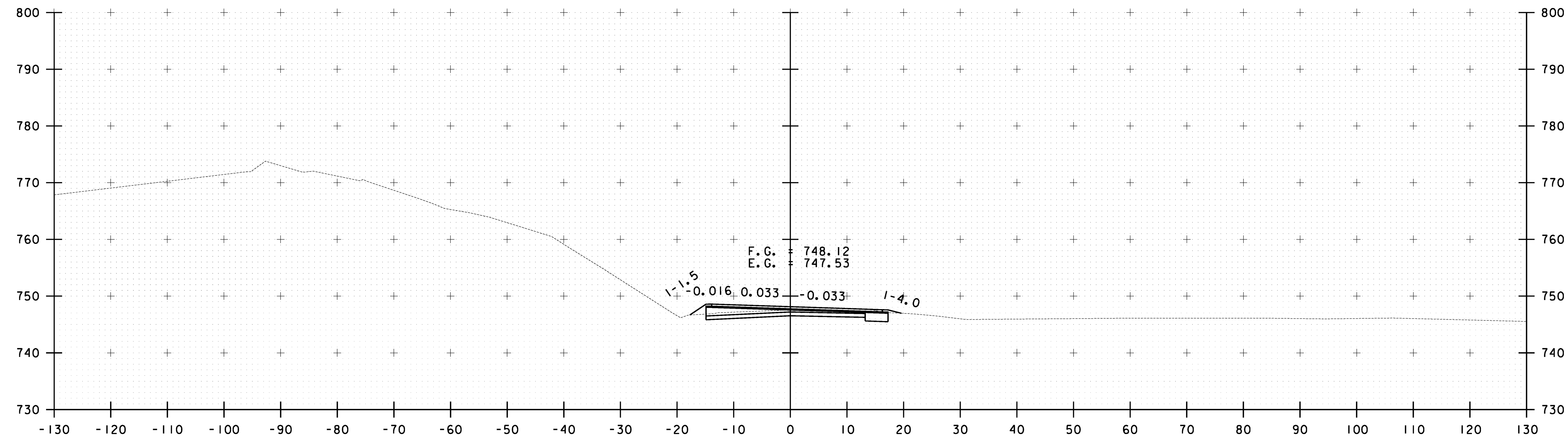
**VT ROUTE 100
CROSS SECTION
SHEET #3**

PROJECT NAME: STOCKBRIDGE-BETHEL	
PROJECT NUMBER: STP 2910(1)	
FILE NAME: z10b214_xsect_vt100.dgn	PLOT DATE: 3/17/2014
PROJECT LEADER: D.E.G.	DRAWN BY: W.G.P.
DESIGNED BY: L.M.B.	CHECKED BY: J.P.S.
IPARM FILE: z10b214xsl69.i	SHEET 383 OF 397

FILE NAME: V:\Projects\VT\22\25\CAOD\10b214.xsect.vt100.dgn
DATE/TIME: 3/17/2014
USER: jsl



V 12+00.00



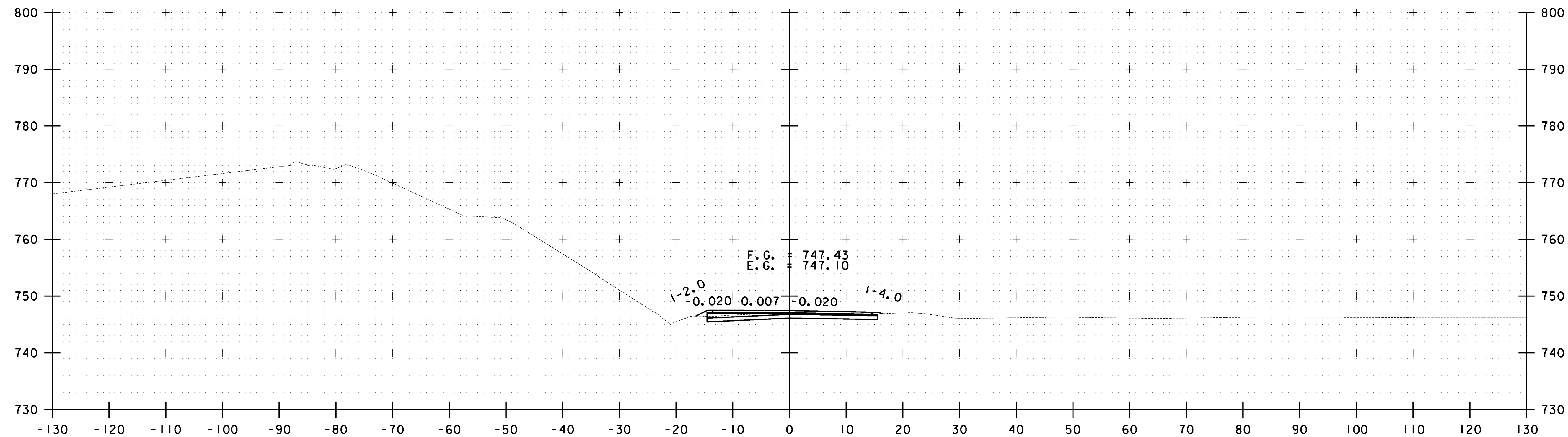
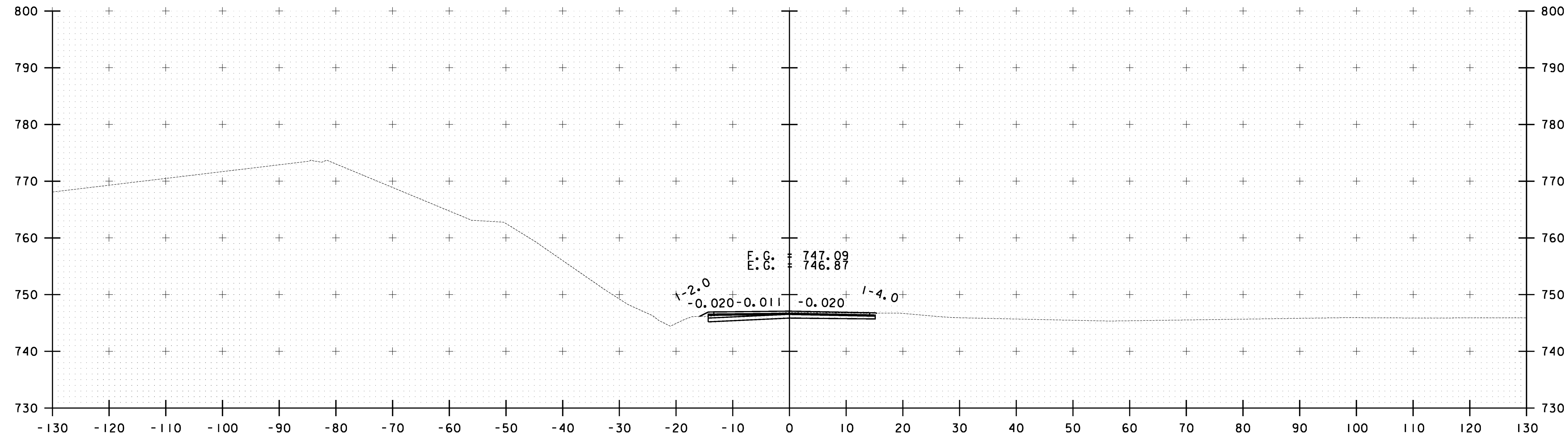
V 11+75.00

10 0 10
SCALE IN FEET

**VT ROUTE 100
CROSS SECTION
SHEET #4**

PROJECT NAME: STOCKBRIDGE-BETHEL	
PROJECT NUMBER: STP 2910(1)	
FILE NAME: z10b214.xsect.vt100.dgn	PLOT DATE: 3/17/2014
PROJECT LEADER: D.E.G.	DRAWN BY: W.G.P.
DESIGNED BY: L.M.B.	CHECKED BY: J.P.S.
IPARM FILE: z10b214.xs170.i	SHEET 384 OF 397

FILE NAME: V:\Projects\VT\22\25\CAOD\10b214_xsect_vt100.dgn
DATE/TIME: 3/17/2014
USER: jsl



10 0 10
SCALE IN FEET

**VT ROUTE 100
CROSS SECTION
SHEET #5**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_xsect_vt100.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214xsl1

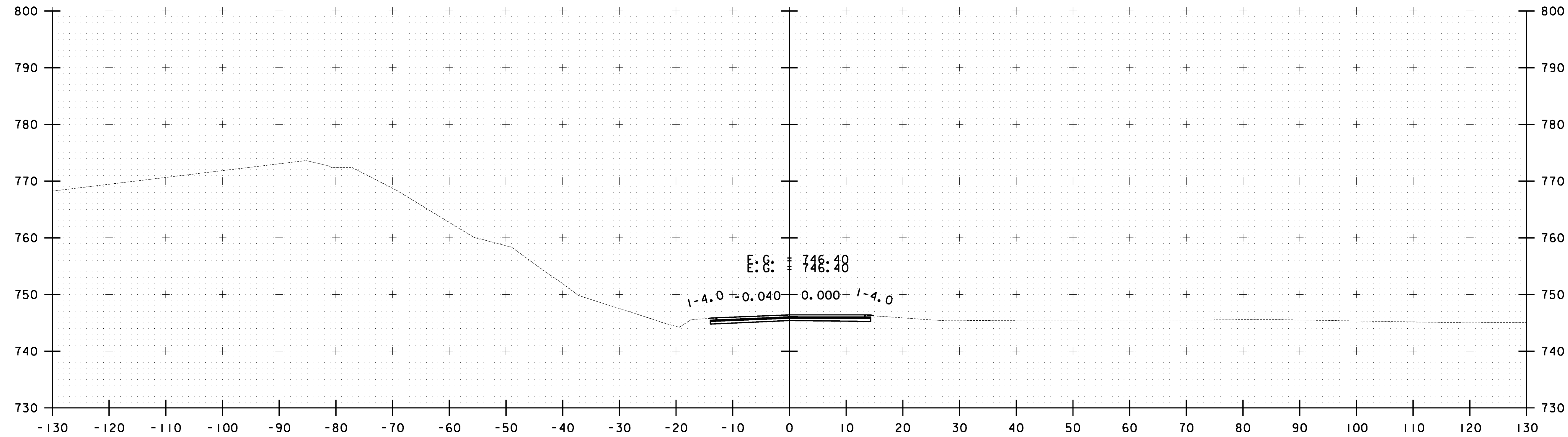
PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

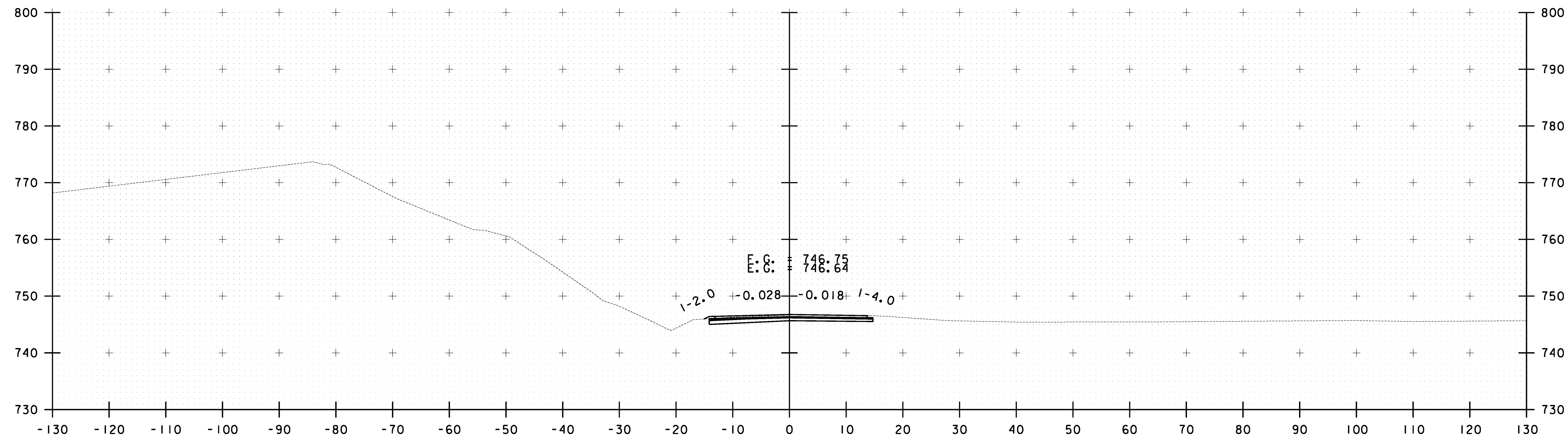
CHECKED BY: J.P.S.

SHEET 385 OF 397

FILE NAME = V:\Projects\VT\22\25\CAOD\1\STN\10b214_xsect_vt100.dgn
DATE/TIME = 3/17/2014
USER = jsl6



V 13+00.00



V 12+75.00

10 0 10
SCALE IN FEET

**VT ROUTE 100
CROSS SECTION
SHEET #6**

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_xsect_vt100.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

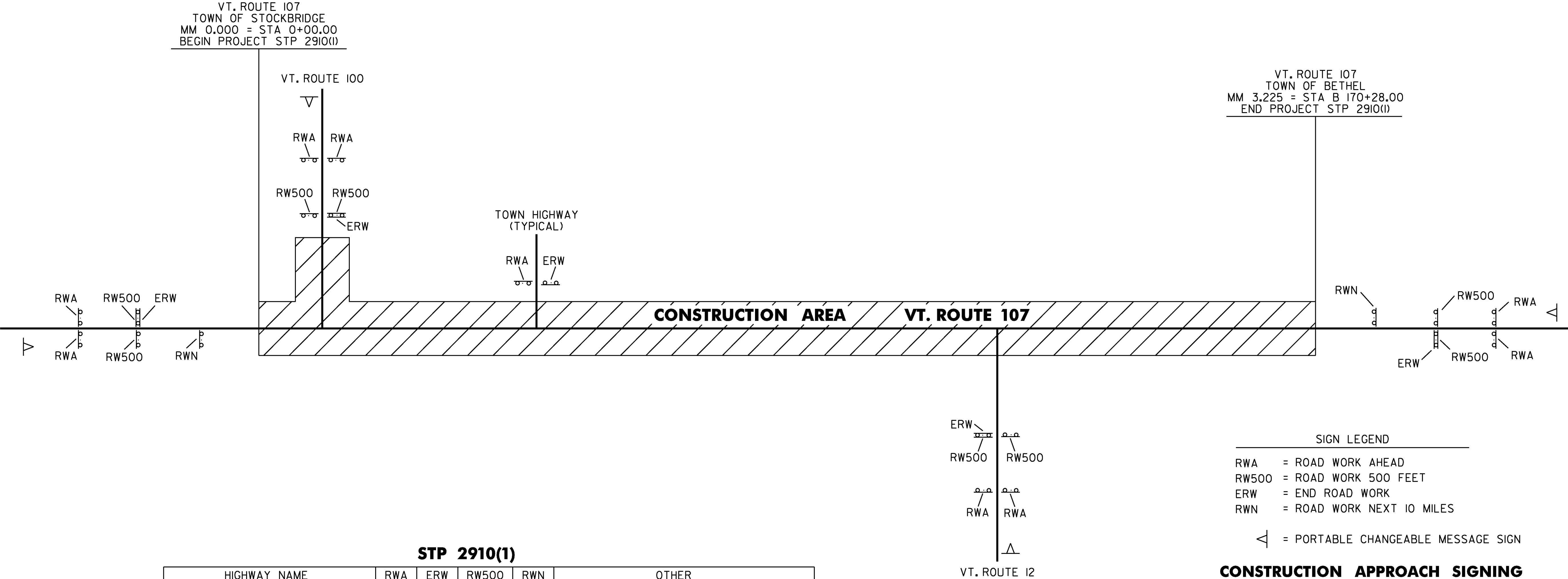
IPARM FILE: z10b214xs172.i

PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

CHECKED BY: J.P.S.

SHEET 386 OF 397



STP 2910(1)					
HIGHWAY NAME	RWA	ERW	RW500	RWN	OTHER
VT. ROUTE 107 - BEGIN PROJECT	2	1	2	1	I-PORTABLE CHANGEABLE MESSAGE SIGN
VT. ROUTE 100	2	1	2		I-PORTABLE CHANGEABLE MESSAGE SIGN
RANNEY ROAD	1	1			
BLACKMER BOULEVARD	1	1			
STOCKBRIDGE CENTRAL SCHOOL	-	-			
STOCKBRIDGE CENTRAL SCHOOL	-	-			
MT. HUNGER ROAD	-	-			
BRIDGE ST	1	1			
WHITE RIVER FISH HATCHERY	-	-			
VT. ROUTE 12	2	1	2		I-PORTABLE CHANGEABLE MESSAGE SIGN
OLD TURNPIKE ROAD	-	-			
CLEVELAND BROOK ROAD	1	1			
NORTH ROAD	1	1			
GRAHAM ST	1	1			
MILLER DRIVE	-	-			
VT. ROUTE 107 - END PROJECT	2	1	2	1	I-PORTABLE CHANGEABLE MESSAGE SIGN
TOTAL	14	10	8	2	4-PORTABLE CHANGEABLE MESSAGE SIGN

- NOTES:
- SEE VTRANS STANDARD T-10 FOR ADDITIONAL SIGN PLACEMENT DETAILS.
 - TEMPORARY TRAFFIC CONTROL SHALL BE IN ACCORDANCE WITH SECTION 6 OF THE LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
 - CONSTRUCTION SIGNS SHALL BE IN NEW OR LIKE NEW CONDITION PER VTRANS STANDARDS.
 - DIAMOND SHAPED SIGNS SHALL BE 4' X 4' WITH BLACK LEGEND ON FLUORESCENT ORANGE BACKGROUND.
 - PORTABLE CHANGEABLE MESSAGE SIGNS ARE TO BE USED AS DIRECTED BY THE ENGINEER.
 - PAYMENT FOR ALL CONSTRUCTION, FLAGGER AND LANE CLOSURE SIGNING AND CONES WILL BE MADE UNDER ITEM 641.10 TRAFFIC CONTROL.
 - CONES SHALL BE USED FOR DELINEATING THE TRAVEL SPACE ALONG THE TANGENT FOR THE ENTIRE LENGTH OF ANY LANE CLOSURE.
 - FLAGGER STATIONS SHALL BE A MAXIMUM OF 1500 FEET FROM THE FLAGGER AHEAD SIGN. WHEN FLAGGER STATIONS ARE MOVED BEYOND THIS DISTANCE, THE FLAGGER AHEAD SIGN SHALL BE MOVED ACCORDINGLY.
 - FLAGGER AHEAD SIGNS SHALL BE TURNED OR REMOVED WHEN FLAGGING OPERATIONS CEASE FOR MORE THAN 15 MINUTES.
 - THE RESIDENT ENGINEER MAY ORDER A CHANGE OF LOCATION OF THE SIGNS BASED ON THE CONTRACTOR'S SCHEDULE IN CONSIDERATION OF THE INTERIM COMPLETION DATE.

**TRAFFIC
CONTROL
PLAN
SHEET**

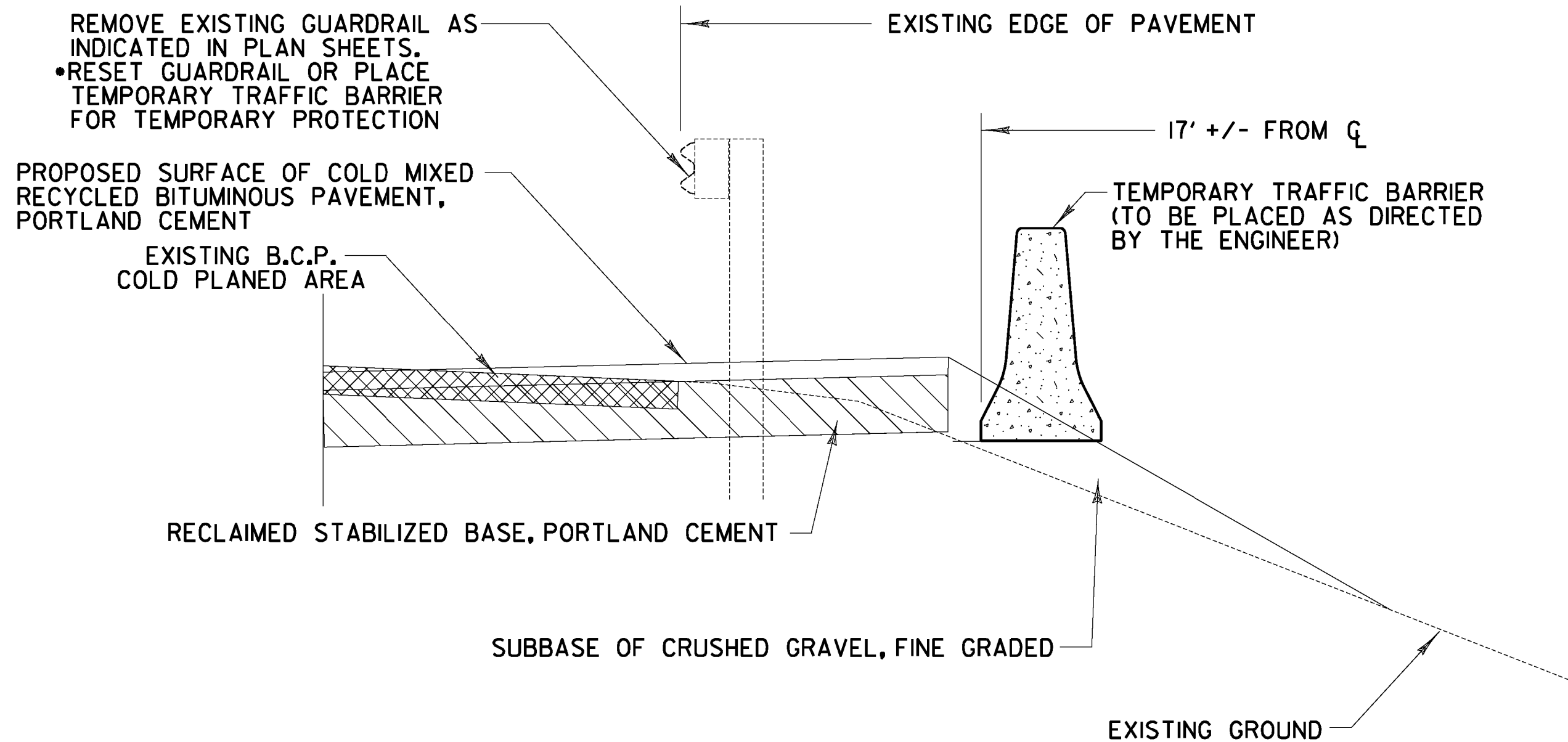
PROJECT NAME: STOCKBRIDGE-BETHEL
PROJECT NUMBER: STP 2910(I)

FILE NAME: z10b214_tcp.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: L.M.B.
IPARM FILE: z10b214+cp.1

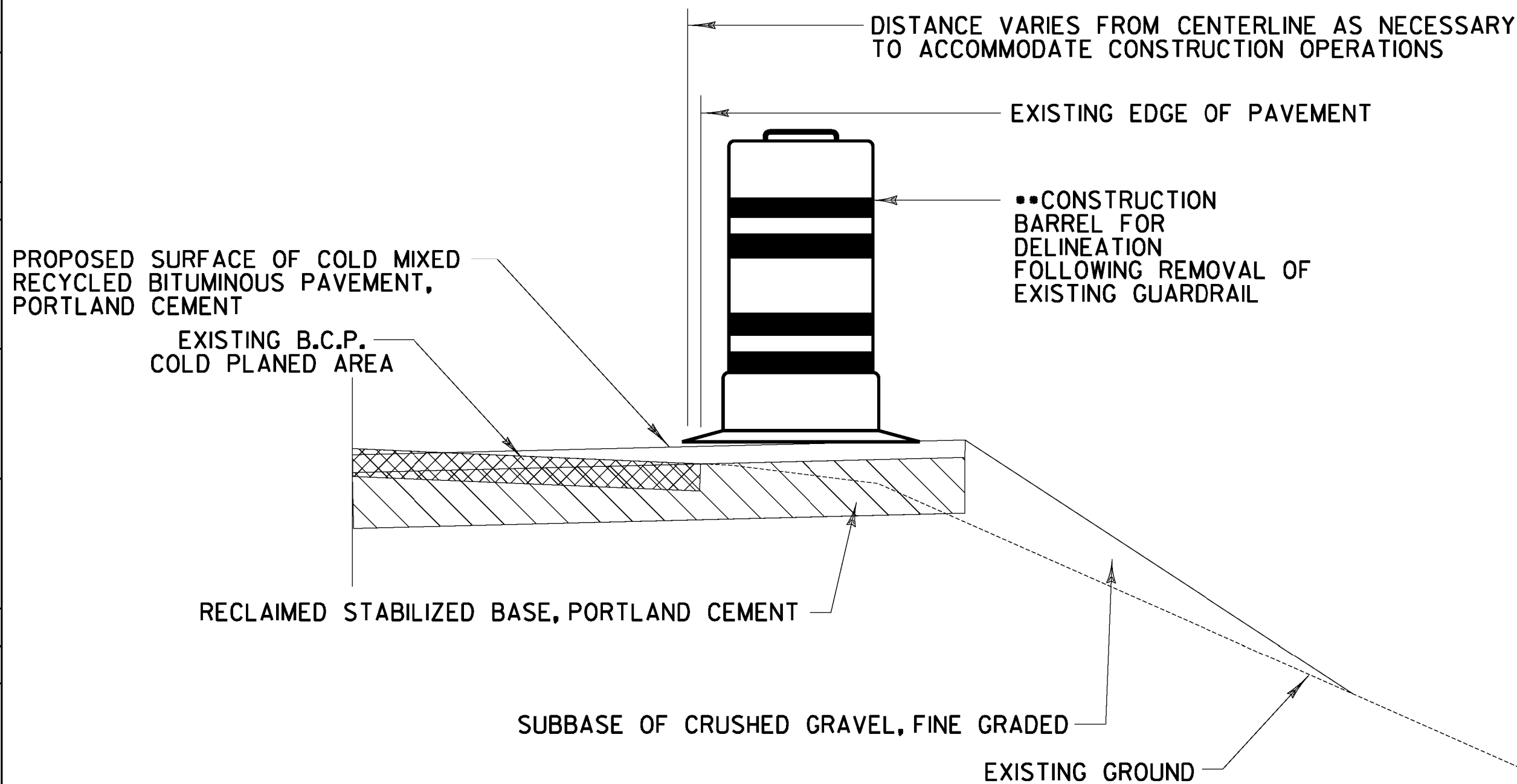
PLOT DATE: 18-APR-2014
DRAWN BY: W.G.P.
CHECKED BY: J.P.S.
SHEET 387 OF 397

CONSTRUCTION OPERATIONS TRAFFIC PROTECTION PLAN

EXISTING GUARDRAIL INVENTORY								PROTECTION PLAN	
BEGIN STA.	END STA.	OFFSET	LENGTH (LF)	RETAIN/REPLACE (Y/N)	APPROX. OFFSET DISTANCE FROM PROPOSED CENTERLINE TO FACE OF EXISTING RAIL (LF)	EXISTING RAIL TYPE (POST AND BARRIER)	ASSESSED CONDITION (GOOD/FAIR/POOR)	CONSTRUCTION CONDITION	900.640 BARRIER FOR TEMPORARY TRAFFIC PROTECTION (LF)
STOCKBRIDGE ROUTE 107									
7+07.0	9+62.0	RT	255	Y	20-23	STEEL W-BEAM	FAIR	LEAVE IN PLACE FOR ALL OPERATIONS AND REMOVE AND INSTALL NEW AFTER COLD MIX LIFT OR TYPE IIIS IS COMPLETE.	-
7+12.0	10+15.0	LT	303	Y	20-23	STEEL W-BEAM	FAIR	LEAVE IN PLACE FOR ALL OPERATIONS AND REMOVE AND INSTALL NEW AFTER COLD MIX LIFT OR TYPE IIIS IS COMPLETE.	-
11+72.0	14+38.0	RT	266	Y	20-23	STEEL W-BEAM	FAIR	LEAVE IN PLACE FOR ALL OPERATIONS AND REMOVE AND INSTALL NEW AFTER COLD MIX LIFT OR TYPE IIIS IS COMPLETE.	-
12+32.0	13+15.0	LT	101	Y	20	STEEL W-BEAM	FAIR	LEAVE IN PLACE FOR ALL OPERATIONS AND REMOVE AND INSTALL NEW AFTER COLD MIX LIFT OR TYPE IIIS IS COMPLETE.	-
13+25.0	20+07.0	LT	682	Y	20-14	STEEL W-BEAM	FAIR	REMOVE BEFORE SHOULDER RECONSTRUCTION AND DELINEATE WITH BARRELS AND INSTALL NEW AFTER COLD MIX LIFT OR TYPE IIIS LIFT IS COMPLETE.	-
46+05.0	53+82.0	LT	777	Y	15-19	STEEL W-BEAM	POOR	REMOVE BEFORE SHOULDER RECONSTRUCTION AND DELINEATE WITH BARRELS AND INSTALL NEW AFTER COLD MIX LIFT OR TYPE IIIS LIFT IS COMPLETE.	775.0
55+56.0	57+75.0	LT	226	N	15-20	STEEL W-BEAM	POOR	REMOVE BEFORE SHOULDER RECONSTRUCTION.	-
59+45.0	62+38.0	LT	293	Y	14-16	STEEL W-BEAM	POOR	REMOVE BEFORE SHOULDER RECONSTRUCTION AND DELINEATE WITH BARRELS AND INSTALL NEW AFTER COLD MIX LIFT OR TYPE IIIS LIFT IS COMPLETE	187.5
72+28.0	136+84.0	LT	6456	Y	15-22	STEEL W-BEAM	FAIR	REMOVE AND RESET TO FACE OF RAIL 17 FEET OFF PROPOSED CENTERLINE BEFORE SHOULDER RECONSTRUCTION AND REMOVE AND RESET AFTER COLD MIX LIFT OR TYPE IIIS IS COMPLETE.	3837.5 6456
83+00.0	84+74.0	RT	174	Y	16-22	STEEL W-BEAM	GOOD	LEAVE IN PLACE FOR ALL OPERATIONS.	175.0
88+07.0	90+06.0	RT	199	Y	15-17	STEEL W-BEAM	GOOD	REMOVE AND RESET TO FACE OF RAIL 17 FEET OFF PROPOSED CENTERLINE BEFORE SHOULDER RECONSTRUCTION AND REMOVE AND RESET AFTER COLD MIX LIFT OR TYPE IIIS IS COMPLETE.	200.0 199
141+15.0	148+36.0	LT	986	Y	14-20	STEEL W-BEAM	POOR	142+50 +/- TO 148+36 +/- REMOVE BEFORE SHOULDER RECONSTRUCTION AND DELINEATE WITH BARRELS AND INSTALL NEW AFTER COLD MIX LIFT OR TYPE IIIS LIFT IS COMPLETE	500.0
163+22.0	172+35.0	LT	913	Y	14-15	STEEL W-BEAM	GOOD	163+22 +/- TO 166+20 +/- REMOVE BEFORE SHOULDER RECONSTRUCTION AND DELINEATE WITH BARRELS AND RESET AFTER COLD MIX LIFT OR TYPE IIIS LIFT IS COMPLETE.	325.0
169+47.0	171+44.0	RT	292	Y	15-16	STEEL W-BEAM	GOOD	NO ACTION NECESSARY - WITHIN BRIDGE PROJECT GAP.	-
171+78.0	172+29.0	RT	301.5	Y	15-16	STEEL W-BEAM	GOOD	NO ACTION NECESSARY - WITHIN BRIDGE PROJECT GAP.	-
173+16.0	180+70.0	LT	754	Y	15-16	STEEL W-BEAM	GOOD	179+25 +/- TO 180+70 +/- REMOVE BEFORE SHOULDER RECONSTRUCTION AND DELINEATE WITH BARRELS AND RESET AFTER COLD MIX LIFT OR TYPE IIIS LIFT IS COMPLETE.	-
173+24.0	174+67.0	RT	143	Y	15-16	STEEL W-BEAM	GOOD	NO ACTION NECESSARY - WITHIN BRIDGE PROJECT GAP.	-
197+58.0	198+21.0	RT	63	Y	18-25	STEEL W-BEAM	POOR	LEAVE IN PLACE FOR ALL OPERATIONS AND REMOVE AND INSTALL NEW AFTER COLD MIX LIFT OR TYPE IIIS IS COMPLETE.	-



• PAYMENT FOR THIS WORK WILL BE MADE UNDER ITEM 900.640 SPECIAL PROVISION (BARRIER FOR TEMPORARY TRAFFIC PROTECTION)



•• PAYMENT FOR THIS WORK WILL BE INCLUDED IN THE UNIT PRICE BID FOR CONTRACT ITEM 641.10

TEMPORARY TRAFFIC PROTECTION AND DELINEATION DETAILS DURING CONSTRUCTION

NOT TO SCALE

CONSTRUCTION
OPERATIONS
TRAFFIC
PROTECTION
PLAN SHEET #1

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_co+pp_01.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214co+pp01.i

PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

CHECKED BY: J.P.S.

SHEET 388 OF 397

FILE NAME : I:\Projects\BETH\22426\CAD\1\STN\z10b214_cotpp_02.dgn
DATE : 3/17/2014
USER : JLB

EXISTING GUARDRAIL INVENTORY								PROTECTION PLAN	
BEGIN STA.	END STA.	OFFSET	LENGTH (LF)	RETAIN/REPLACE (Y/N)	APPROX. OFFSET DISTANCE FROM PROPOSED CENTERLINE TO FACE OF EXISTING RAIL (LF)	EXISTING RAIL TYPE (POST AND BARRIER)	ASSESSED CONDITION (GOOD/FAIR/POOR)	CONSTRUCTION CONDITION	900.640 BARRIER FOR TEMPORARY TRAFFIC PROTECTION (LF)
197+86.0	198+40.0	LT	54	Y	20-22	STEEL W-BEAM	POOR	LEAVE IN PLACE FOR ALL OPERATIONS AND REMOVE AND INSTALL NEW AFTER COLD MIX LIFT OR TYPE IIIS IS COMPLETE.	-
198+58.5	199+15.0	RT	56.5	Y	18-27	STEEL W-BEAM	POOR	LEAVE IN PLACE FOR ALL OPERATIONS AND REMOVE AND INSTALL NEW AFTER COLD MIX LIFT OR TYPE IIIS IS COMPLETE.	-
198+77.5	200+15.0	LT	137.5	Y	18-30	STEEL W-BEAM	POOR	LEAVE IN PLACE FOR ALL OPERATIONS AND REMOVE AND INSTALL NEW AFTER COLD MIX LIFT OR TYPE IIIS IS COMPLETE.	-
202+37.0	219+37.0	LT	1700	Y	15-20	STEEL W-BEAM	POOR	202+37 +/- TO 209+00 +/- REMOVE BEFORE SHOULDER RECONSTRUCTION AND DELINEATE WITH BARRELS. 209+00 +/- TO 219+37 +/- LEAVE IN PLACE FOR ALL OPERATIONS. INSTALL NEW AFTER COLD MIX LIFT OR TYPE IIIS LIFT IS COMPLETE.	1687.0
219+91.0	232+55.0	LT	1404	Y	19-22	STEEL W-BEAM	POOR	LEAVE IN PLACE FOR ALL OPERATIONS AND REMOVE AND INSTALL NEW AFTER COLD MIX LIFT OR TYPE IIIS IS COMPLETE.	-
232+89.0	250+13.0	LT	1864	Y	19-22	STEEL W-BEAM	FAIR	LEAVE IN PLACE FOR ALL OPERATIONS AND REMOVE AND INSTALL NEW AFTER COLD MIX LIFT OR TYPE IIIS IS COMPLETE.	-
259+37.0	267+87.0	LT	850	Y	20-23	STEEL W-BEAM	FAIR	LEAVE IN PLACE FOR ALL OPERATIONS AND REMOVE AND INSTALL NEW AFTER COLD MIX LIFT OR TYPE IIIS IS COMPLETE.	-
286+79.0	313+91.5	LT	2712.5	Y	13-15	STEEL W-BEAM	GOOD	REMOVE AND RESET TO FACE OF RAIL 17 FEET OFF PROPOSED CENTERLINE BEFORE SHOULDER RECONSTRUCTION AND REMOVE AND RESET AFTER COLD MIX LIFT OR TYPE IIIS IS COMPLETE. WOOD POSTS TO BE REPLACED WITH SALVAGED STEEL POSTS FOR TEMPORARY CONFIGURATION DURING CONSTRUCTION.	2700.0 2712.5
337+42.0	338+26.0	RT	84	Y	14-15	STEEL W-BEAM	POOR	REMOVE AND RESET TO FACE OF RAIL 17 FEET OFF PROPOSED CENTERLINE BEFORE SHOULDER RECONSTRUCTION AND REMOVE AND RESET AFTER COLD MIX LIFT OR TYPE IIIS IS COMPLETE.	87.5 84
337+46.5	353+84.48	LT	1637.98	Y	14-16	STEEL W-BEAM	FAIR	REMOVE AND RESET TO FACE OF RAIL 17 FEET OFF PROPOSED CENTERLINE BEFORE SHOULDER RECONSTRUCTION AND REMOVE AND RESET AFTER COLD MIX LIFT OR TYPE IIIS IS COMPLETE.	1499.5 1638
Bethel Route 107									-
B 0+00.0	B 11+13.0	LT	1113	Y	14-16	STEEL W-BEAM	GOOD	REMOVE AND RESET TO FACE OF RAIL 17 FEET OFF PROPOSED CENTERLINE BEFORE SHOULDER RECONSTRUCTION AND REMOVE AND RESET AFTER COLD MIX LIFT OR TYPE IIIS IS COMPLETE.	1113
B 17+15.0	B 32+14.0	LT	1499	Y	12-15	STEEL W-BEAM	FAIR	REMOVE AND RESET TO FACE OF RAIL 17 FEET OFF PROPOSED CENTERLINE BEFORE SHOULDER RECONSTRUCTION AND REMOVE AND RESET AFTER COLD MIX LIFT OR TYPE IIIS IS COMPLETE.	425.0 1499
B 34+64.0	B 36+95.0	LT	231	Y	14-16	STEEL W-BEAM	POOR	REMOVE BEFORE SHOULDER RECONSTRUCTION AND DELINEATE WITH BARRELS AND INSTALL NEW AFTER COLD MIX LIFT OR TYPE IIIS LIFT IS COMPLETE.	237.5
B 41+89.0	B 58+17.0	LT	1628	Y	12-20	STEEL W-BEAM	POOR	REMOVE BEFORE SHOULDER RECONSTRUCTION AND DELINEATE WITH BARRELS AND INSTALL NEW AFTER COLD MIX LIFT OR TYPE IIIS LIFT IS COMPLETE.	1362.5
B 61+56.0	B 67+60.0	LT	604	N	21-23	STEEL W-BEAM	POOR	REMOVE BEFORE SHOULDER RECONSTRUCTION.	-
B 74+93.0	B 83+53.0	LT	860	N	19-20	STEEL W-BEAM	FAIR	REMOVE BEFORE SHOULDER RECONSTRUCTION.	-
B 86+36.5	B 87+18.0	LT	81.5	Y	15-16	STEEL W-BEAM	FAIR	LEAVE IN PLACE FOR ALL OPERATIONS AND REMOVE AND INSTALL NEW AFTER COLD MIX LIFT OR TYPE IIIS IS COMPLETE.	-
B 86+40.0	B 87+10.0	RT	70	Y	15-16	STEEL W-BEAM	POOR	LEAVE IN PLACE FOR ALL OPERATIONS AND REMOVE AND INSTALL NEW AFTER COLD MIX LIFT OR TYPE IIIS IS COMPLETE.	-

CONSTRUCTION
OPERATIONS
TRAFFIC
PROTECTION
PLAN SHEET #2

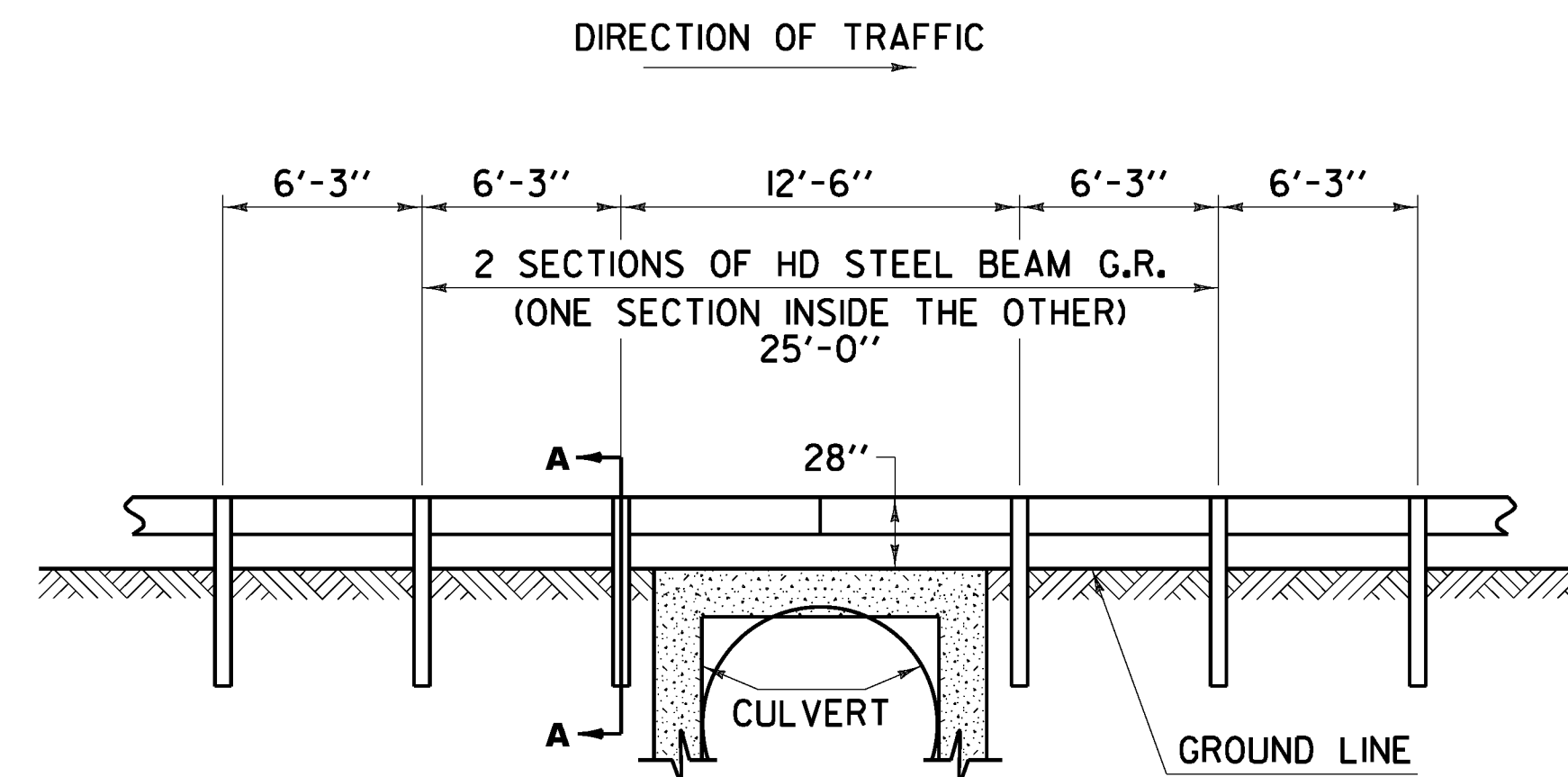
PROJECT NAME: STOCKBRIDGE-BETHEL	
PROJECT NUMBER: STP 2910(1)	
FILE NAME: z10b214_cotpp_02.dgn	PLOT DATE: 3/17/2014
PROJECT LEADER: D.E.G.	DRAWN BY: W.G.P.
DESIGNED BY: L.M.B.	CHECKED BY: J.P.S.
IPARM FILE: z10b214cotpp02.i	SHEET 389 OF 397

FILE NAME : I:\Projects\sta\ANY\K2\22426\CAD\MS\N\z10b214_cotpp_03.dgn
DATE TIME : 3/17/2014 1:49:16
USER : j4916

EXISTING GUARDRAIL INVENTORY								PROTECTION PLAN	
BEGIN STA.	END STA.	OFFSET	LENGTH (LF)	RETAIN/REPLACE (Y/N)	APPROX. OFFSET DISTANCE FROM PROPOSED CENTERLINE TO FACE OF EXISTING RAIL (LF)	EXISTING RAIL TYPE (POST AND BARRIER)	ASSESSED CONDITION (GOOD/FAIR/POOR)	CONSTRUCTION CONDITION	900.640 BARRIER FOR TEMPORARY TRAFFIC PROTECTION (LF)
B 88+73.0	B 89+02.5	RT	29.5	Y	15-16	STEEL W-BEAM	POOR	LEAVE IN PLACE FOR ALL OPERATIONS AND REMOVE AND INSTALL NEW AFTER COLD MIX LIFT OR TYPE IIIS IS COMPLETE.	-
B 88+82.0	B 89+26.0	LT	63	Y	15-16	STEEL W-BEAM	FAIR	LEAVE IN PLACE FOR ALL OPERATIONS AND REMOVE AND INSTALL NEW AFTER COLD MIX LIFT OR TYPE IIIS IS COMPLETE.	-
B 93+94.0	B 115+81.0	LT	2187	Y	18-21	STEEL W-BEAM	FAIR	LEAVE IN PLACE FOR ALL OPERATIONS AND REMOVE AND INSTALL NEW AFTER COLD MIX LIFT OR TYPE IIIS IS COMPLETE.	-
B 117+49.0	B 118+73.0	LT	124	Y	19-20	STEEL W-BEAM	POOR	LEAVE IN PLACE FOR ALL OPERATIONS AND REMOVE AND INSTALL NEW AFTER COLD MIX LIFT OR TYPE IIIS IS COMPLETE.	-
B 117+61.0	B 118+85.0	RT	124	Y	19-21	STEEL W-BEAM	POOR	LEAVE IN PLACE FOR ALL OPERATIONS AND REMOVE AND	-
B 119+85.0	B 136+01.0	LT	1616	Y	14-21	STEEL W-BEAM	FAIR	STA 119+45 TO 130+50 LEAVE IN FOR ALL OPERATIONS. 130+50 TO 136+01 REMOVE AND RESET TO FACE OF RAIL 17 FEET OFF PROPOSED CENTERLINE BEFORE SHOULDER RECONSTRUCTION AND REMOVE AND RESET AND INSTALL NEW AFTER COLD MIX LIFT OR TYPE IIIS IS COMPLETE.	550.0 551
								TOTAL =	14252.5

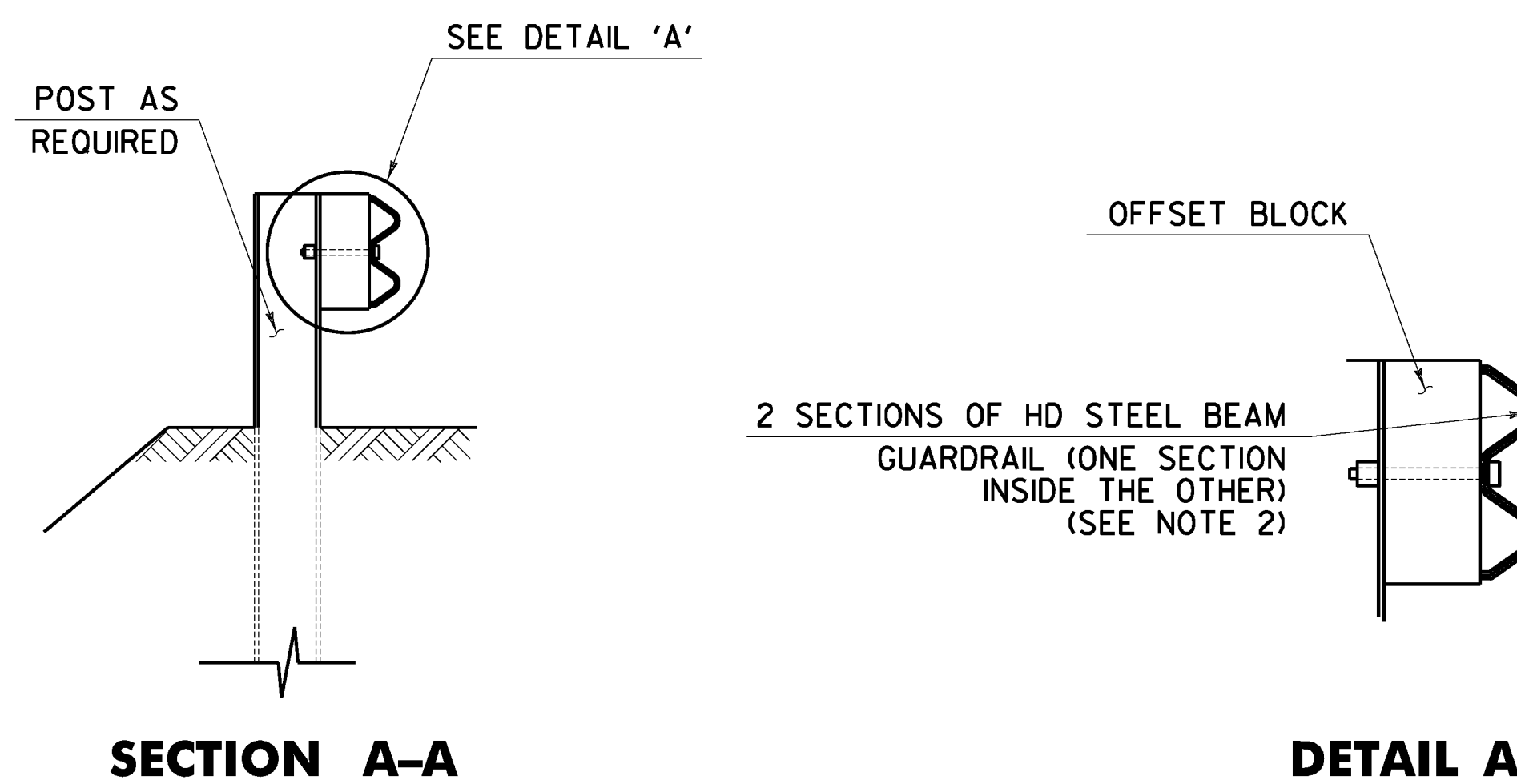
CONSTRUCTION
OPERATIONS
TRAFFIC
PROTECTION
PLAN SHEET #3

PROJECT NAME: STOCKBRIDGE-BETHEL	
PROJECT NUMBER: STP 2910(I)	
FILE NAME: z10b214_cotpp_03.dgn	PLOT DATE: 3/17/2014
PROJECT LEADER: D.E.G.	DRAWN BY: W.G.P.
DESIGNED BY: L.M.B.	CHECKED BY: J.P.S.
IPARM FILE: z10b214cotpp03.i	SHEET 390 OF 397



STEEL BEAM GUARDRAIL AT SMALL CULVERT DETAIL

STOCKBRIDGE: VT ROUTE 107 STA 59+60.5 - STA 59+85.5 RT
 VT ROUTE 107 STA 59+90.0 - STA 60+15.0 LT
 VT ROUTE 107 STA 337+83.5 - STA 338+08.5 RT
 VT ROUTE 107 STA 337+83.5 - STA 338+08.5 LT

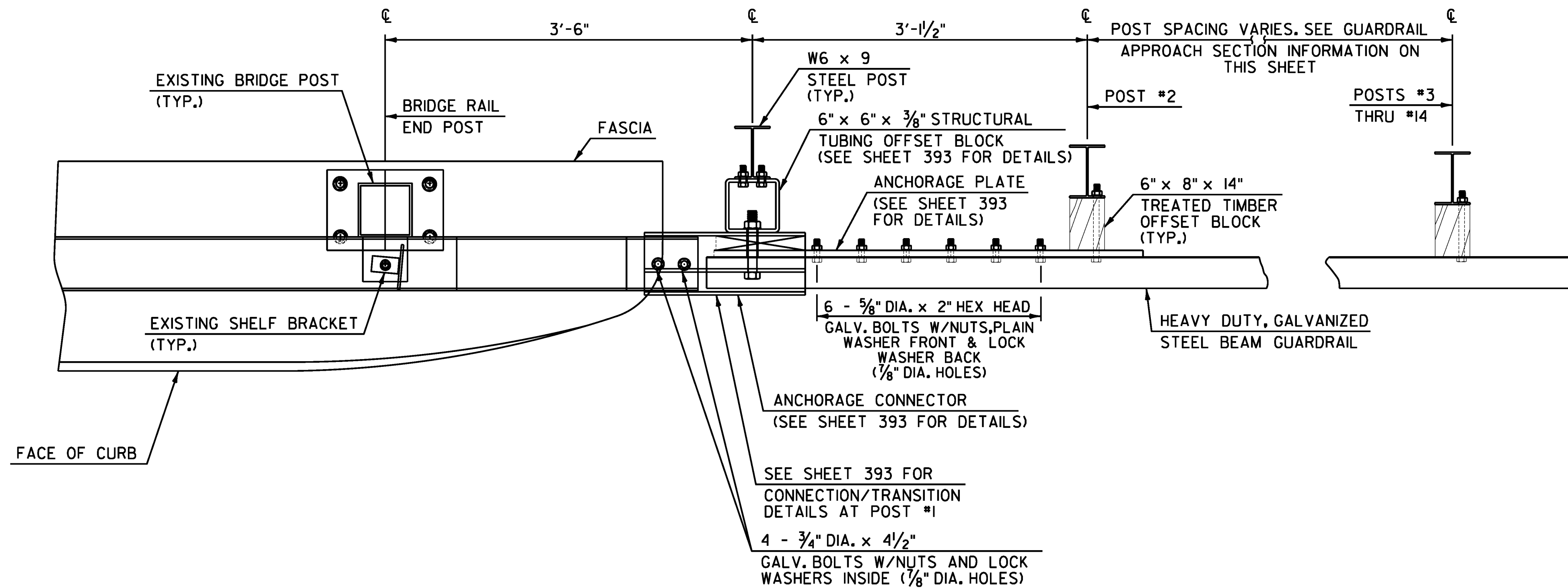


NOTES:

1. SEE STANDARD G-1 FOR STEEL BEAM GUARDRAIL DETAILS.
2. THIS WORK SHALL BE PAID UNDER ITEM 621.216 HD STEEL BEAM GUARDRAIL, GALVANIZED/NESTED OR ITEM 621.217 HD STEEL BEAM GUARDRAIL, GALVANIZED/NESTED W/8 FEET POSTS AT A PAY FACTOR OF 1.0.
3. THIS DETAIL TO BE USED AS INDICATED ON THE ITEM DETAIL SUMMARY SHEET OR AS DIRECTED BY THE ENGINEER.

NOT TO SCALE

NESTED GUARDRAIL SYSTEM DETAIL SHEET	PROJECT NAME: STOCKBRIDGE-BETHEL	
	PROJECT NUMBER: STP 2910(1)	
	FILE NAME: z10b214.dngr_01.dgn	PLOT DATE: 3/17/2014
	PROJECT LEADER: D.E.G.	DRAWN BY: W.G.P.
	DESIGNED BY: L.M.B.	CHECKED BY: J.P.S.
	IPARM FILE: z10b214.dngr1.i	SHEET 391 OF 397

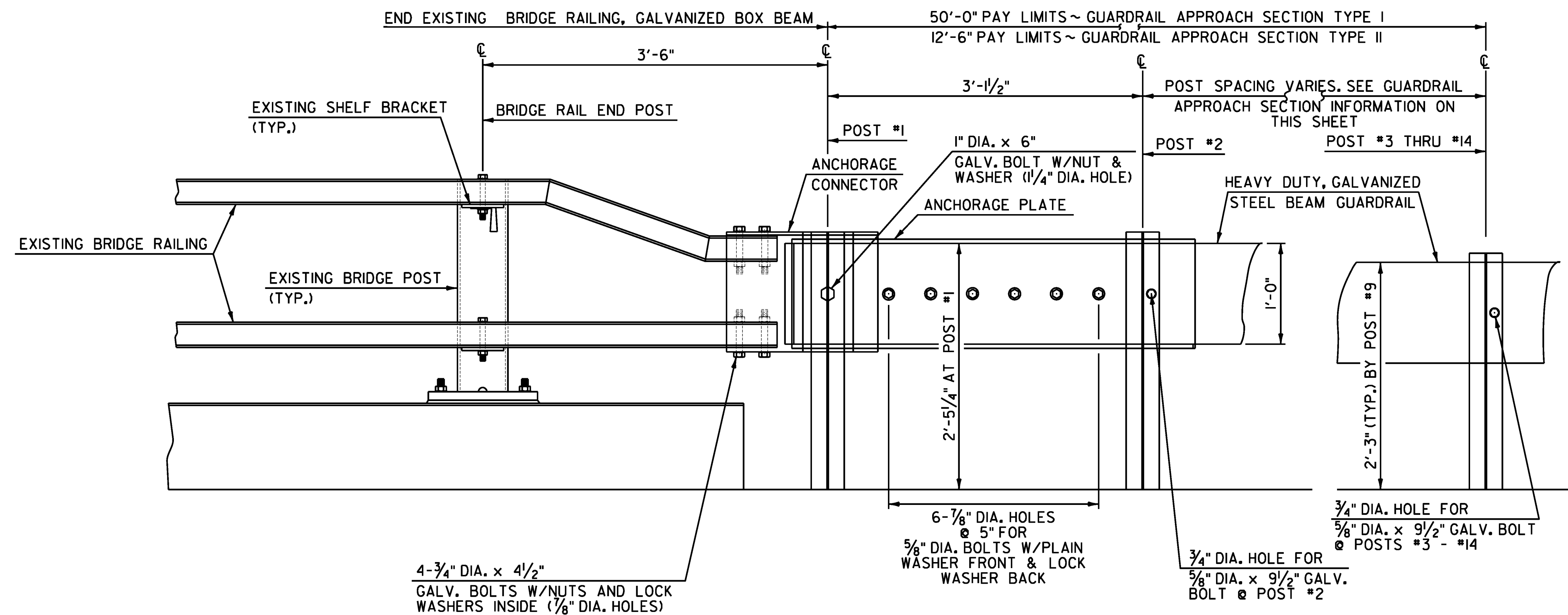


PLAN

**GUARDRAIL
APPROACH SECTION,
TYPE I**

POST NO.	SPACING
1	3'-1 1/2"
2	3'-1 1/2"
3	3'-1 1/2"
4	3'-1 1/2"
5	3'-1 1/2"
6	3'-1 1/2"
7	3'-1 1/2"
8	3'-1 1/2"
9	4'-2"
10	4'-2"
11	4'-2"
12	6'-3"
13	6'-3"
14	6'-3"

50'-0" PAY LENGTH GUARDRAIL
APPROACH SECTION, TYPE I



**ELEVATION
GUARDRAIL APPROACH SECTION DETAIL**

**GUARDRAIL
APPROACH SECTION,
TYPE II**

POST NO.	SPACING
1	3'-1 1/2"
2	4'-8 1/4"
3	4'-8 1/4"
4	4'-8 1/4"

12'-6" PAY LENGTH
GUARDRAIL
APPROACH SECTION,
TYPE II

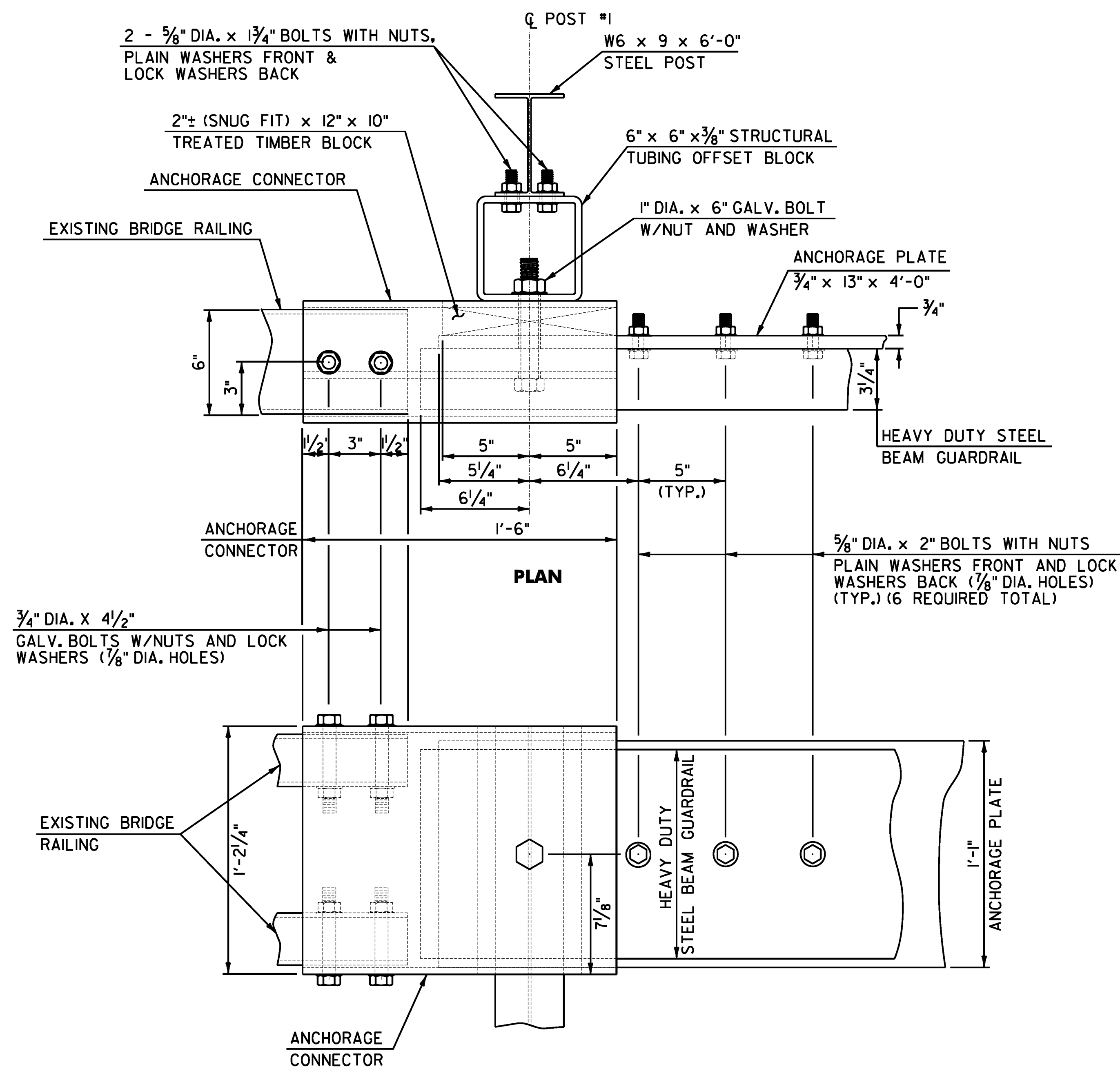
NOTE:

1. REFERENCE THIS SHEET WITH SHEET 393 ALONG WITH SHEET 395 FOR BR 1 DETAILS AND SHEET 397 FOR BR 12 DETAILS.

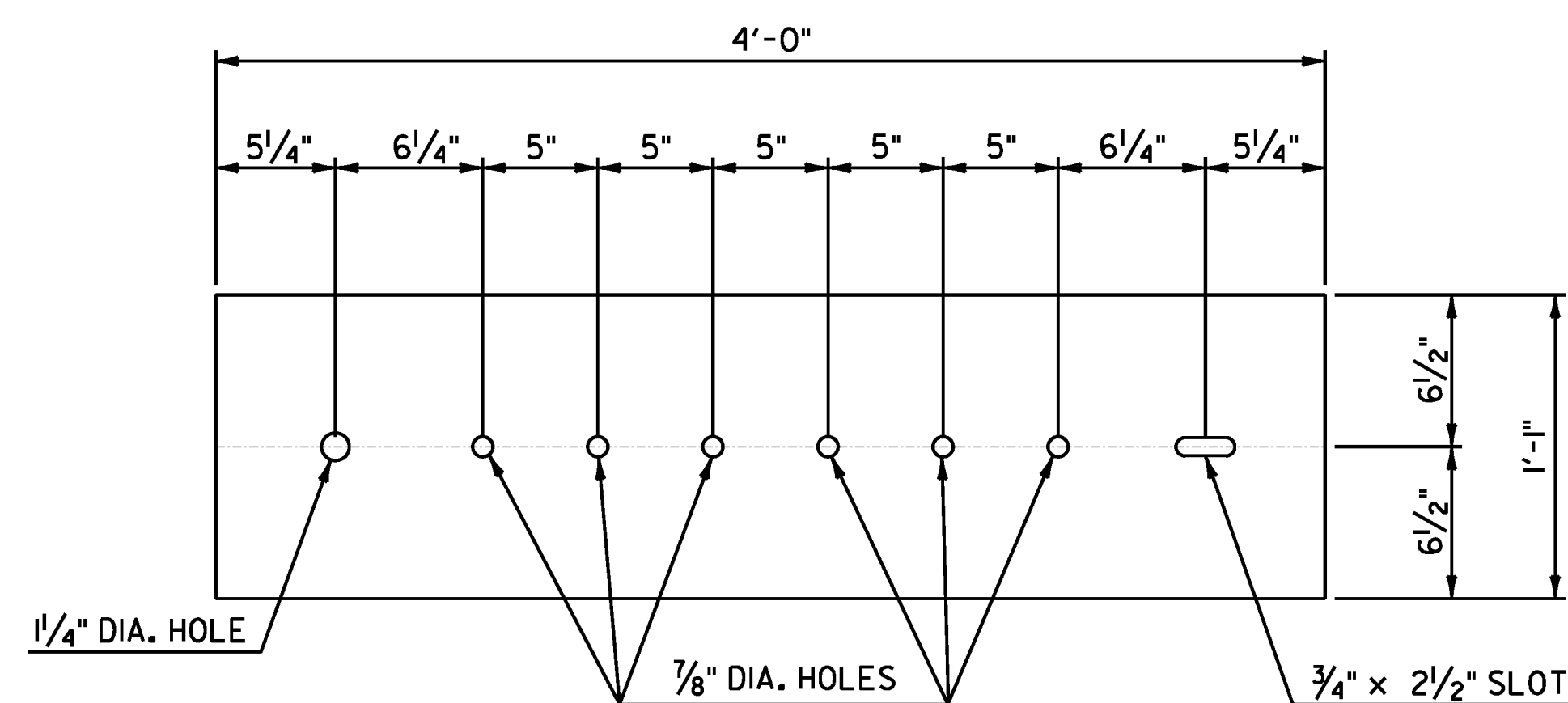
**GUARDRAIL
APPROACH
SECTION
DETAIL
SHEET #1**

PROJECT NAME:	STOCKBRIDGE-BETHEL
PROJECT NUMBER:	STP 2910(1)
FILE NAME:	z10b214_gr_apr_01.dgn
PROJECT LEADER:	D.E.G.
DESIGNED BY:	L.M.B.
IPARM FILE:	z10b214qasl.i
PLOT DATE:	3/17/2014
DRAWN BY:	W.G.P.
CHECKED BY:	J.P.S.
SHEET	392 OF 397

FILE NAME : V:\P\0\gras\ANY\K2\22425\CAOD\...MSTN\10b214_gr_apr_02.dgn
DATE/TIME : 3/17/2014
USER : 4916



CONNECTION DETAILS AT POST #1



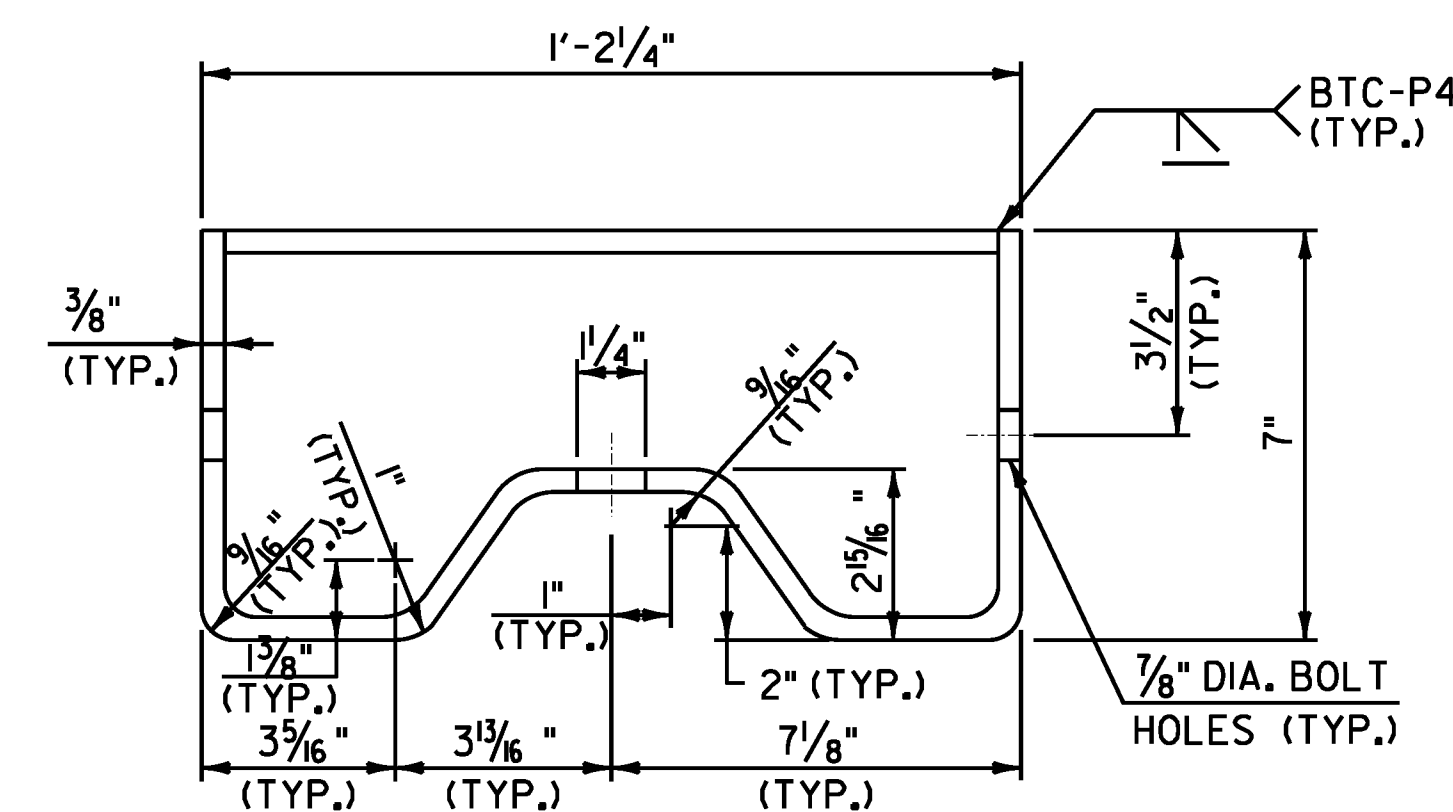
ANCHORAGE PLATE DETAIL

NOTE:

1. REFERENCE THIS SHEET WITH SHEET 392 ALONG WITH SHEET 395 FOR BR I DETAILS AND SHEET 397 FOR BR I2 DETAILS.

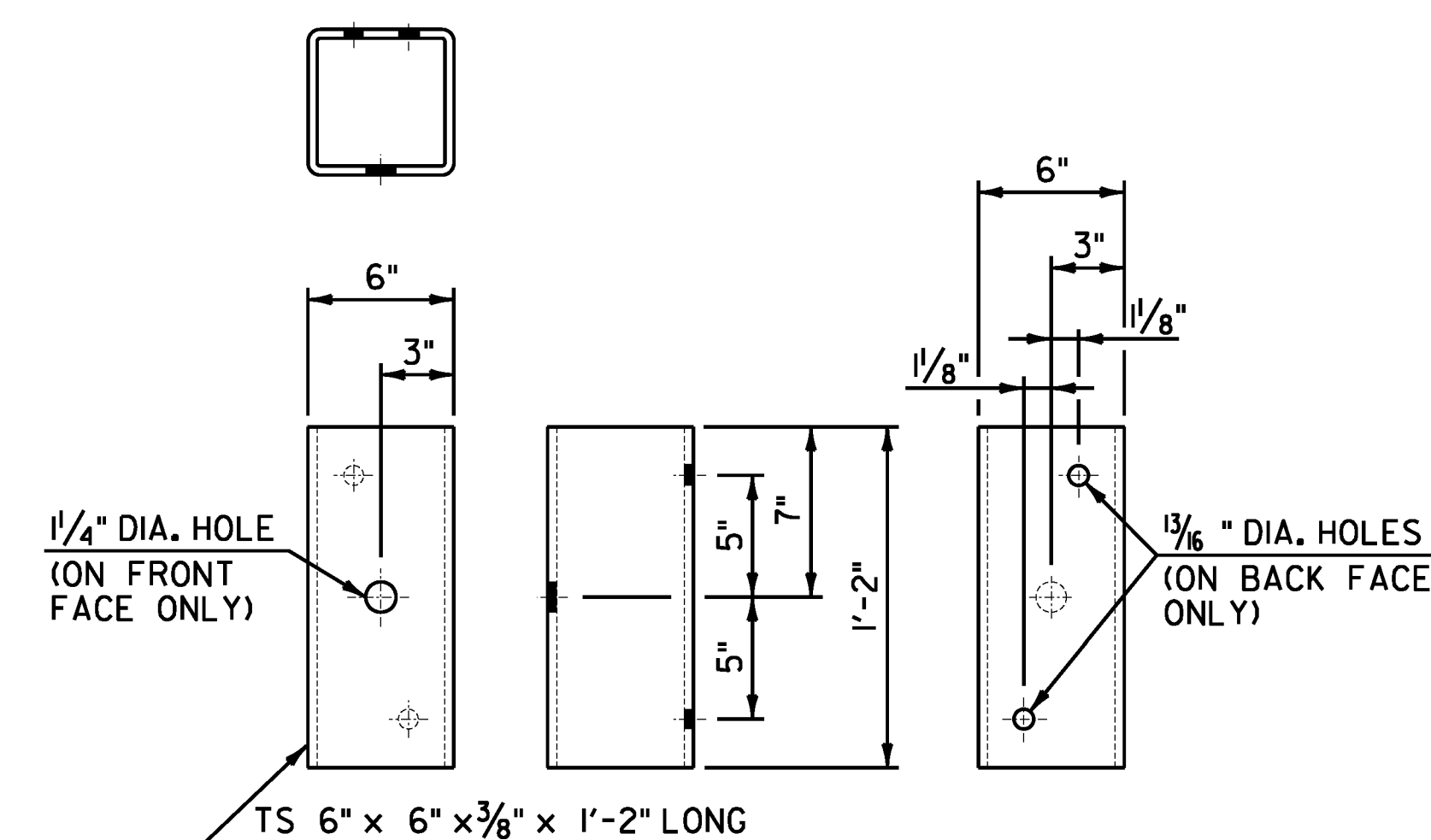
NOTES

1. REFER TO VTRANS STANDARD G-1 FOR ADDITIONAL RAIL DETAILS.
2. ALL POSTS FOR HEAVY DUTY STEEL BEAM GUARDRAIL SHALL BE STEEL IN ACCORDANCE WITH SUBSECTION 728.01(c) UNLESS OTHERWISE SPECIFIED IN THE CONTRACT.
3. APPROACH RAIL SPLICES SHALL LAP IN DIRECTION OF TRAFFIC FLOW.
4. ANCHORAGE CONNECTOR AND ANCHORAGE PLATE SHALL CONFORM TO SUBSECTION 728.01(c).
5. ALL BOLTS, NUTS AND WASHERS SHALL CONFORM TO SUBSECTION 728.03(c).
6. STRUCTURAL TUBING OFFSET BLOCK SHALL CONFORM TO SUBSECTION 728.01(c).
7. APPROACH RAILING SHALL BE HEAVY DUTY STEEL BEAM FOR 50'-0" FROM THE CL OF POST #1 FOR TYPE I AND 12'-6" FROM THE CL OF POST #1 FOR TYPE II.
8. ALLOWABLE DIMENSIONAL TOLERANCE FOR BENT SECTIONS IS ± 1/16".
9. THE UNIT PRICES BID FOR EITHER TYPE OF GUARDRAIL APPROACH SECTION SHALL INCLUDE ANCHORAGE CONNECTOR, ANCHORAGE PLATE, HEAVY DUTY STEEL BEAM GUARDRAIL, POSTS, OFFSET BLOCKS, BLOCKING, BOLTS, AND ALL NECESSARY HARDWARE.



ANCHORAGE CONNECTOR DETAIL

(SEE NOTE 8)



STRUCTURAL TUBING OFFSET BLOCK DETAILS

(OCCURS AT POST #1 WHEN USING APPROACH RAIL UTILIZING STEEL POSTS)

GUARDRAIL APPROACH SECTION DETAIL SHEET #2

PROJECT NAME: STOCKBRIDGE-BETHEL

PROJECT NUMBER: STP 2910(1)

FILE NAME: z10b214_gr_apr_02.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214gas2.1

PLOT DATE: 3/17/2014

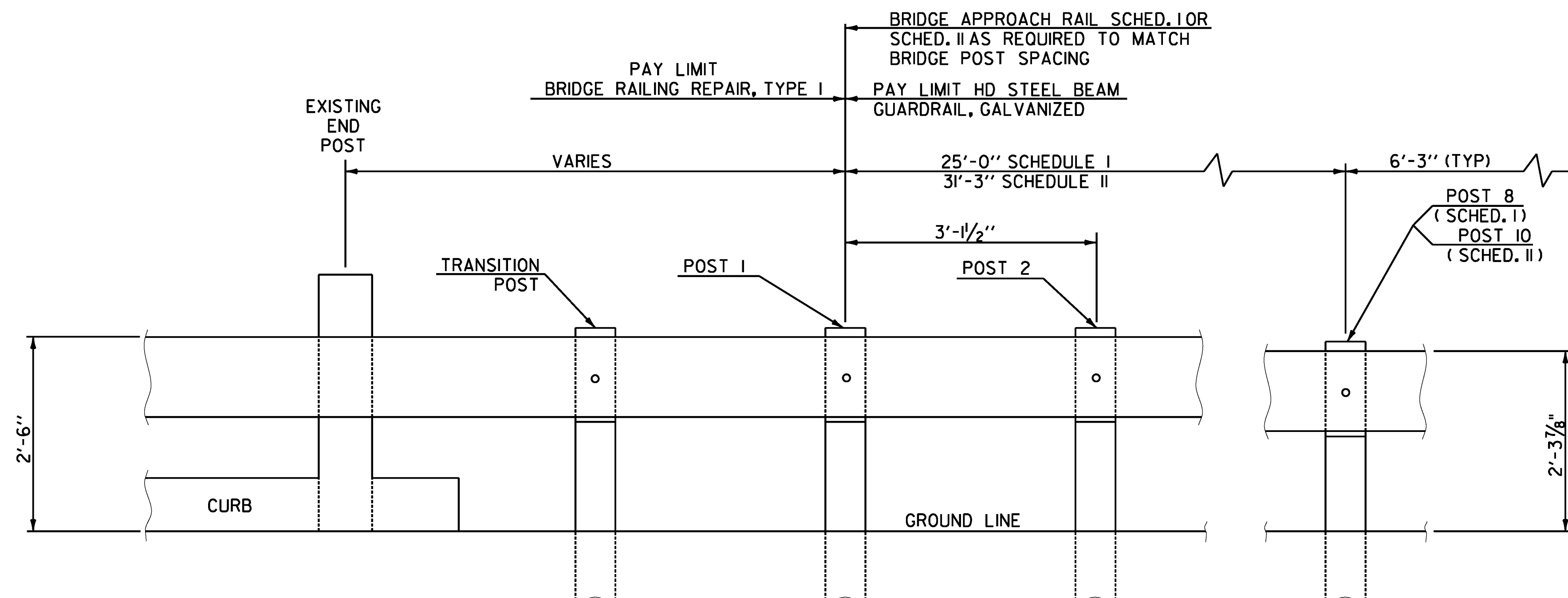
DRAWN BY: W.G.P.

CHECKED BY: J.P.S.

SHEET 393 OF 397

BRIDGE QUANTITY SHEET						
STATION	POS.	BRIDGE NUMBER	OFFSET BLOCK	525.10 REMOVAL OF EXISTING RAIL	BRIDGE 525.50 RAILING REPAIR, TYPE I	REMARKS
			IN	LF	LF	
STOCKBRIDGE: VT. ROUTE 107						
198+21.0 - 198+58.5	RT	10	8	37.5	37.5	BR 10
198+40.0 - 198+77.5	LT	10	8	37.5	37.5	BR 10
ROUNDING				5.0	5.0	
TOTAL				80.0	80.0	

1. BRIDGE RAIL SHALL BE HD STEEL BEAM RAIL.
2. BRIDGE APPROACH RAIL HEIGHT SHALL BE TRANSITIONED TO NORMAL ROADWAY RAIL HEIGHT IN 25'.
3. APPROACH RAILING SHALL BE HD STEEL BEAM FOR 25' FROM THE ENDS OF THE BRIDGE UNLESS OTHERWISE NOTED IN THE PLANS OR DIRECTED BY THE ENGINEER.
4. FOR BRIDGE RAILING, THE TRANSITION POST SHALL HAVE AN OFFSET BLOCK AND BE LOCATED AS CLOSE AS PRACTICABLE TO THE MIDPOINT BETWEEN THE BRIDGE END POST AND APPROACH RAIL POST 1.
5. SPLICES SHALL LAP IN DIRECTION OF TRAFFIC FLOW.
6. SEE VTRANS STANDARD SHEET G-1 FOR DELINEATION DETAILS AND PLACEMENT.
7. ERECT DELINEATORS ON EVERY FIFTH POST OR APPROXIMATELY 31'-3" APART. PAYMENT SHALL BE INCIDENTAL TO OTHER ITEMS.
8. ALL BRIDGE POSTS, HD STEEL BEAM BRIDGE RAIL, AND RELATED HARDWARE SHALL BE PAID FOR UNDER THE APPROPRIATE BRIDGE RAILING ITEMS AS DENOTED IN THE PLANS.
9. SEE STANDARD SHEET G-1 FOR CONNECTION OF STEEL BEAM TO OFFSET BLOCK AND OFFSET BLOCK TO BRIDGE POST.
10. NEW BRIDGE RAILING POSTS SHALL BE SET NORMAL TO GRADE.
11. ALL WELDING SHALL CONFORM TO THE PROVISIONS OF SUBSECTION 506.10 OF THE STANDARD SPECIFICATIONS.
12. THESE CONTRACT DOCUMENTS HAVE BEEN PREPARED BASED ON LIMITED FIELD INVESTIGATION AND AVAILABLE RECORD DRAWING INFORMATION. ACTUAL FIELD CONDITIONS MAY REQUIRE MODIFICATIONS TO THE CONSTRUCTION DETAILS AND WORK QUANTITIES. THE CONTRACTOR SHALL PERFORM THE WORK IN ACCORDANCE WITH FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.
13. ALL LANES SHALL BE OPENED TO TRAFFIC DURING NON-WORKING HOURS. NO GAPS BETWEEN EXISTING RAILING AND NEW RAILING WILL BE PERMITTED. DETAILS FOR TEMPORARY RAIL SHALL BE SUBMITTED FOR APPROVAL IF REQUIRED TO BRIDGE GAPS IN RAILING. PAYMENT FOR TEMPORARY RAIL SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 525.10 REMOVAL OF EXISTING RAILING.
14. ALL OFFSET BLOCKS AND FIXTURES SHALL BE PROVIDED IN ACCORDANCE WITH SUBSECTION 732.04, UNLESS OTHERWISE NOTED, AND SHALL BE GALVANIZED AFTER FABRICATION TO CONFORM TO SUBSECTION 726.08.



SCHEDULE I		
POST NO.	SPACING	PAYMENT FACTOR
1	3'-1/2"	1.4 x 12'-6"
2	3'-1/2"	
3	3'-1/2"	
4	3'-1/2"	
5	3'-1/2"	
6	4'-2"	1.2 x 12'-6"
7	4'-2"	
8	4'-2"	
9	6'-3" (TYP.)	1.0 (TYP)

PAYMENT LENGTH = 32'-6"

SCHEDULE II		
POST NO.	SPACING	PAYMENT FACTOR
1	3'-1 1/2"	1.4 x 18'-9"
2	3'-1 1/2"	
3	3'-1 1/2"	
4	3'-1 1/2"	
5	3'-1 1/2"	
6	3'-1 1/2"	
7	4'-2"	
8	4'-2"	
9	4'-2"	
10	6'-3" (TYP)	
II	6'-3" (TYP)	1.0 (TYP)

PAYMENT LENGTH = 41'-3"

SCHEDULE I APPROACH RAILING SHALL BE USED WHEN
A RAIL PANEL SPLICE OCCURS AT POST NO. 1.
SCHEDULE II APPROACH RAILING SHALL BE USED WHEN
A RAIL PANEL SPLICE OCCURS AT THE BRIDGE END POST.

NOT TO SCALE

**BRIDGE
DETAIL
SHEET #1**

PROJECT NAME:	STOCKBRIDGE-BETHEL
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PROJECT NUMBER: STP 2910(I)

FILE NAME: z10b214_bdt_01.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: L.M.B.

IPARM FILE: z10b214bd+1.i

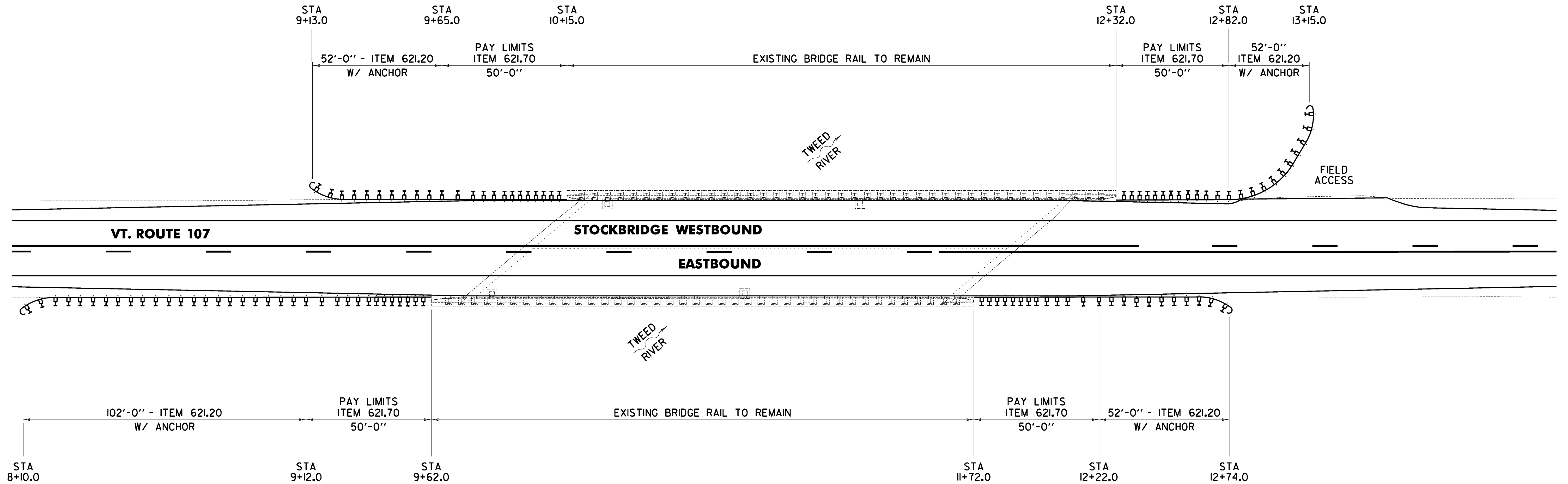
PLOT DATE: 3/17/2014

DRAWN BY: W.G.P.

CHECKED BY: J.P.S.

SHEET 394 OF 397

FILE NAME = V:\Projects\VT\214\22\25\CA001\MSTN\10b214.bdt.dgn
DATE/TIME = 3/17/2014
USER = jps

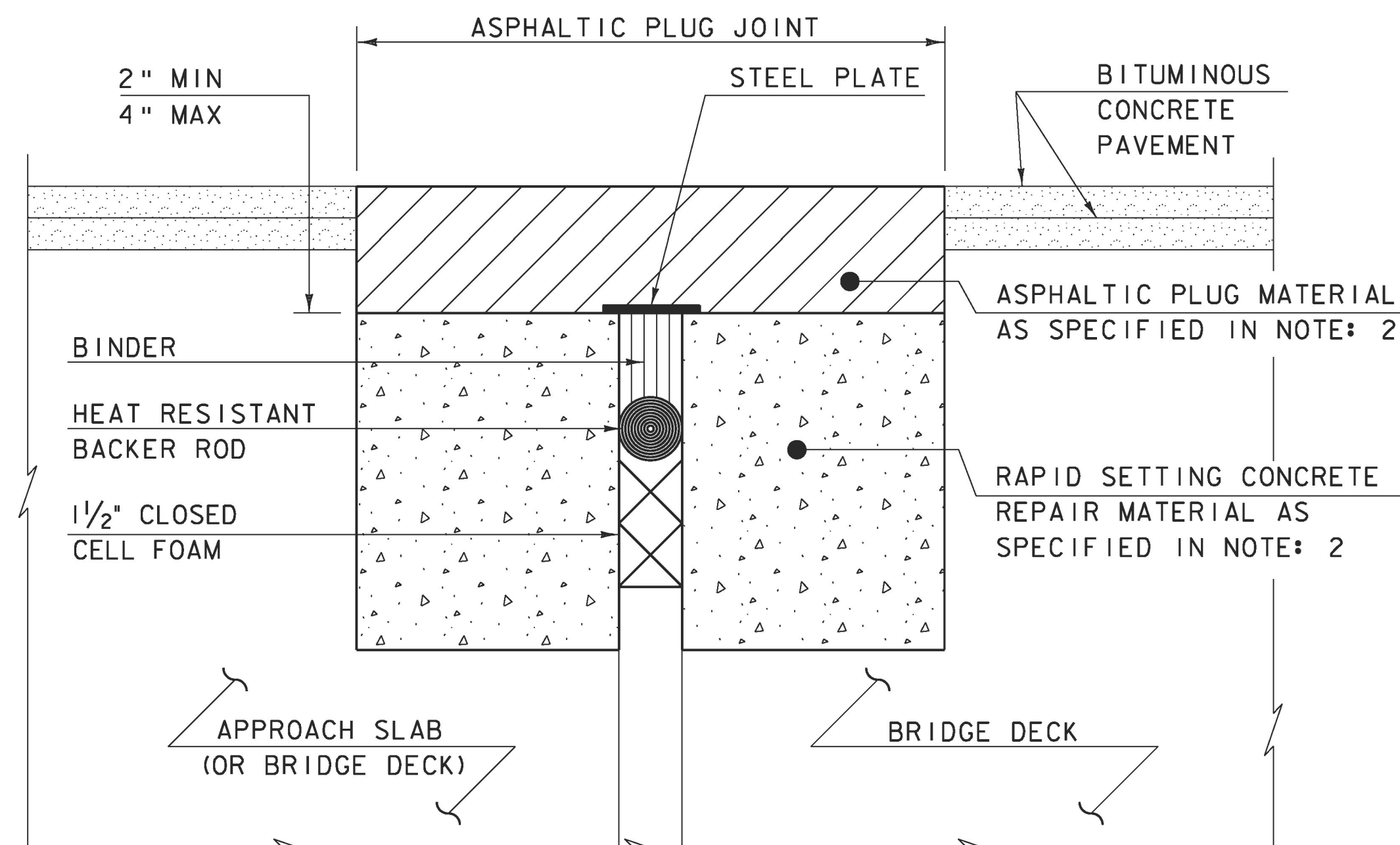


BR 1 STOCKBRIDGE MM 0.207 = STA 10+92.96

NOT TO SCALE

**BRIDGE
DETAIL
SHEET #2**

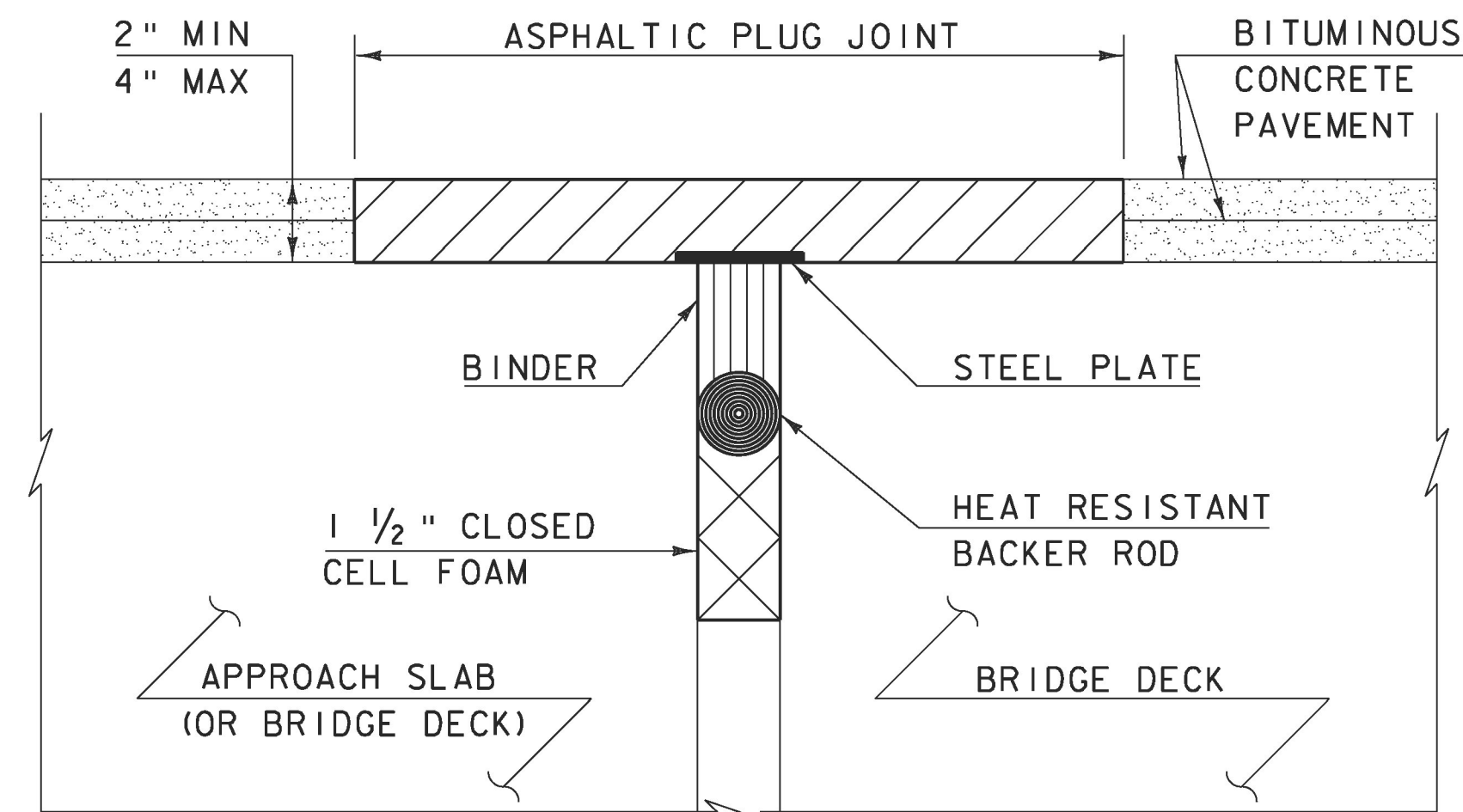
PROJECT NAME: STOCKBRIDGE-BETHEL	
PROJECT NUMBER: STP 2910(1)	
FILE NAME: z10b214.bdt_02.dgn	PLOT DATE: 3/17/2014
PROJECT LEADER: D.E.G.	DRAWN BY: W.G.P.
DESIGNED BY: L.M.B.	CHECKED BY: J.P.S.
IPARM FILE: z10b214bdt2.1	SHEET 395 OF 397



ASPHALTIC PLUG-TYPE JOINT DETAIL - REHAB

NOTES: (NOT TO SCALE)

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) +/-.

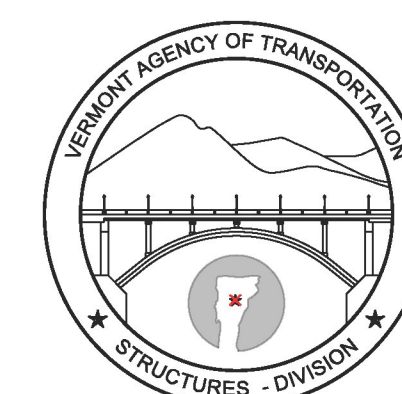
WEATHER LIMITATIONS

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**



**STRUCTURES
DETAIL
SD-516.10**