QUANTITY SHEET

APPROXIMATE SUMMARY OF QUANTITIES

STATE OF VERMONT
AGENCY OF TRANSPORTATION

MORETOWN STP EGC-RSEGC RS 0167(9)								MORETOWN - MIDDLESEX BRS 0167(11)										MORETOWN STP EGC-RSEGC RS 0167(9) AND MORETOWN - MIDDLESEX BRS 0167(11)				MORETOWN STP EGC-RSEGC RS 0167(9) DETAILED SUMMARY OF QUANTITIES			MORETOWN - MIDDLESEX BRS 0167(11) DETAILED SUMMARY OF QUANTITIES		
TRAIN-ING	LAND-SCAPING	R.O.W.	FULL E+C ITEMS	BRIDGE 300 SERIES	EROSION CONTROL	ROADWAY	TOTALS	TRAIN-ING	LAND-SCAPING	R.O.W.	UTILIT.	FULL E+C ITEMS	EROSION CONTROL	BRIDGE 100 SERIES	BRIDGE 200 SERIES	ROADWAY	TOTALS	GRAND TOTALS	UNIT	ITEMS	ITEM NO.	ROUND-ING	QUANTITIES	UNIT	ITEMS	QUANTITIES	UNIT	ITEMS
						0.83	0.83									0.17	0.17	1	LS	CLEARING AND GRUBBING (INCL. INDIVIDUAL TREES AND STUMPS)	201.10				COMMON EXCAVATION			COMMON EXCAVATION
						.17													AC	CLEARING AND GRUBBING	201.11		52789	CY	MAINLINE	530	CY	MAINLINE
					74.21	81 000	81 000									3600	3600	84600	CY	COMMON EXCAVATION	203.15		1285	CY	DRIVES	2004	CY	U.S. ROUTE 2 APPROACH
					8904	7600	7600									450	450	8050	CY	SOLID ROCK EXCAVATION	203.16	115	4311	CY	TH 2	107	CY	DRIVES
						38													CY	SOLID ROCK EXCAVATION (MODIFIED)			11173	CY	TH 12	892	CY	UNDERCUT FOR EST. SAND
						32 75	75							150			150	225	CY	UNCLASSIFIED CHANNEL EXCAVATION	203.27	3	98	CY	TH 66			BORROW (U.S. 2 & ML)
						128 500	500									50	50	550	CY	EXCAVATION OF SURFACES & PAVEMENT	203.28	34	166	CY	REMOVAL OF PAVEMENT	67	CY	ROUNDING
						954													CY	MUCK EXCAVATION	203.20				0'-2' BELOW SUBGRADE	3600	CY	TOTAL
					0	2500	2500									50	50	2550	CY	EARTH BORROW	203.30	224	6437	CY	UNDERCUT FOR EST. SAND BORROW (ML & TH'S)			
					7643	15700	15700									2500	2500	18200	CY	SAND BORROW	203.31							
						914													CY	SAND BORROW (MODIFICATION # 1)	203.31		248	CY	CUT TO FILL TRANSITIONS			SAND BORROW
					1783	605	605									1350	1350	1955	CY	GRANULAR BORROW	203.32	58	1076	CY	FROM DRAINAGE SHEET :			
														40			40	40	CY	GRANULAR BORROW, (UNFACTORED)	203.32				SPECIAL DITCHES	742	CY	MAINLINE (DESIGNED)
																							2630	CY	BRIDGE 300 SERIES	281	CY	MAINLINE (ESTIMATED)
					38.89	38000	38000									10250	10250	48250	SY	FINE GRADING-SUBGRADE	203.40				(RETAINING WALL)	718	CY	U.S. 2 APPROACH
																							787	CY	ROUNDING			(DESIGNED)
					0 85	4834650	4735						22		20	1300	1342	6077	CY	TRENCH EXCAVATION OF EARTH	204.20		81000	CY	TOTAL	711	CY	U.S. 2 APPROACH
						1154 750	750									40	40	790	CY	TRENCH EXCAVATION OF ROCK	204.21	3						(ESTIMATED)
																									SOLID ROCK EXCAVATION	48	CY	ROUNDING
						446 1400	1400							200			200	1600	CY	STRUCTURE EXCAVATION	204.25	14				2500	CY	TOTAL
																							4303	CY	MAINLINE			
						215 260	260							240	10		250	510	CY	GRANULAR BACKFILL FOR STRUCTURES	204.30	41	2830	CY	TH 2			
																							158	CY	TH 12			FINE GRADING -
														1			1	1	LS	COFFERDAM (STA. 210+56)	204.40		280	CY	OVERBREAKAGE (MAINLINE & TH 2)			SUBGRADE
														1			1	1	LS	COFFERDAM (STA. 211+96)	204.40							
																			LF	DRILLING & BLASTING OF SOLID ROCK (MOD)	205.10		29	CY	ROUNDING	5203	SY	MAINLINE
					4087.7	985 3233	3233									372	372	3605	SY	DRILLING AND BLASTING OF SOLID ROCK SUBGRADE	205.20	3	7600	CY	TOTAL	4278	SY	U.S. ROUTE 2 APPROACH
																										737	SY	DRIVES
						139.10													SY	DRILL & BLAST OF SOLID ROCK SUB (MOD)	205.20				SAND BORROW	32	SY	ROUNDING
					593.2	350	350									575	575	925	SY	COLD PLANING-BIT. PAVEMENT	210.10	33				10250	SY	TOTAL
					2839	2800	2800									200	200	3000	SY	SCARIFYING PAVEMENT	212.20	275	8953	CY	MAINLINE (DESIGNED)			
						411 600	600									20	20	620	CY	SUBBASE OF CRUSHED GRAVEL (FINE GRADED)	301.26	6	4732	CY	MAINLINE (ESTIMATED)			
																							975	CY	TH 2 (ESTIMATED)			
						23.9 10	10											10	CY	SUBBASE OF CRUSHED GRAVEL (FINE GRADED)(MODIFIED) (CRUSHED SLATE)	301.26	1	630	CY	TH 12 (ESTIMATED)			
																							100	CY	TH 66 (ESTIMATED)			TRENCH EXCAVATION
																							176	CY	3'' LAYER OVER SHATTERED ROCK			OF EARTH
					20923.6	20100	20100									3300	3300	23400	CY	SUBBASE OF DENSE GRADED CRUSHED STONE	301.35							
																							134	CY	ROUNDING	1024	CY	DRAINAGE SHEET
																							15700	CY	TOTAL	100	CY	DESIGNED UNDERDRAIN
																										130	CY	ESTIMATED UNDERDRAIN & CARRIER PIPE
																									FINE GRADING - SUBGRADE	46	CY	ROUNDING
																										1300	CY	TOTAL
					103.22	42	42									12	12	54	CWT	EMULSIFIED ASPHALT	404.65							
																							28743	SY	MAINLINE			
					7435.75	6400	6400									1750	1750	8150	TON	BITUMINOUS CONCRETE PAVEMENT	406.25		2816	SY	DRIVES AND PARKING AREAS			SUBBASE OF DENSE GRADED CRUSHED STONE
						406.16													TON	(PG 58-34) (NON PARTICIPATION)	406.25							
					-624	1.98 0.5	0.5									0.5	0.5	1	LU	PRICE ADJUST. ASPHALT CEMENT(NABIR)	406.50		3306	SY	TH 2			
														362			362	362	CY	CONCRETE, CLASS A	501.22		2055	SY	TH 12	50	CY	EXTRA DEPTH AT BRIDGE
					25.93	80	80							826	3	40	869	949	CY	CONCRETE, CLASS B	501.25	0.8	945	SY	TH 66			APPROACH
																							135	SY	ROUNDING	1100	CY	MAINLINE
														44			44	44	CY	SILICA FUME CONCRETE	501.60		38000	SY	TOTAL	1289	CY	U.S. ROUTE 2 APPROACH
																										229	CY	DRIVES
														1			1	1	LS	FURNISHING EQUIPMENT FOR DRIVING PILING	504.10							627	CY	AREAS BEHIND THE CURB (U.S. 2 AND ML)
																									TRENCH EXCAVATION OF EARTH	5	CY	ROUNDING
														500			500	500	LF	STEEL PILING (HP 12 X 53)	505.15					3300	CY	TOTAL
																							71	CY	TEST TRENCHES			
														543830			543830	543830	LB	STRUCTURAL STEEL (PLATE GIRDER)	506.55		2586	CY	DRAINAGE SHEET			
																							1221	CY	DESIGNED UNDERDRAIN AND CARRIER PIPE			
					2219	6850	6850							102700	280	3150	106130	112980	LB	REINFORCING STEEL	507.15	27						
																							750	CY	ESTIMATED UNDERDRAIN AND CARRIER PIPE			
														635	75		710	710	LF	DRILLING AND GROUTING DOWELS	507.16							
																							22	CY	ROUNDING			
														116200			116200	116200	LB	EPOXY COATED REINFORCING STEEL	507.17		4650	CY	TOTAL			
														1			1	1	LS	SHEAR CONNECTORS (2472-7/8'' X 7'' LONG)	508.15							
														1			1	1	LS	STRUCTURAL PAINTING, SHOP APPLIED (57 TONS)	513.25							
														1			1	1	LS	SURFACE PREPARATION	513.40							
														41			41	41	GAL	WATER REPELLANT	514.10							

SQUAD LEADER DELLA SANTA

DESIGN FILE NO. /SQDB/78EI32/DEI32.DGN

IPARM FILE DEI32QI.I DATE PLOTTED 31-MAY-2000

MORETOWN RS 0167(9) AND MORETOWN-MIDDLESEX BRS 0167(11)

QUANTITY SHEET

APPROXIMATE SUMMARY OF QUANTITIES

MORETOWN STP EGC-RSEGC RS 0167(9)								MORETOWN - MIDDLESEX BRS 0167(11)										GRAND TOTALS	UNIT	ITEMS	ITEM NO.	ROUND-ING
TRAIN-ING	LAND-SCAPING	R.O.W.	FULL E+C ITEMS	BRIDGE 300 SERIES	EROSION CONTROL	ROADWAY	TOTALS	TRAIN-ING	LAND-SCAPING	R.O.W.	UTILIT.	FULL E+C ITEMS	EROSION CONTROL	BRIDGE 100 SERIES	BRIDGE 200 SERIES	ROADWAY	TOTALS					
														80			80	80	LF	BRIDGE EXPANSION JOINT	516.10	
														1140			1140	1140	SY	SHEET MEMBRANE WATERPROOFING	519.20	
															161		161	161	SY	SHEET MEMBRANE WATERPROOFING(MOD.)	519.20	
														599			599	599	LF	BRIDGE RAILING-ALUMINUM PEDESTRIAN (MOD)	525.23	
															1		1	1	EA	PARTIAL REMOVAL OF STRUCTURE	529.20	
														15			15	15	EA	BEARING DEVICE ASSEMBLY (POT BEARING)	531.10	
				1															LS	EXTRA WORK ORDER # 10	900.10	
			0	30405			30405											30405	LF	PERMANENT SOIL NAILS, FULLY ENCAPSULATED	535.15	
				29254.5																		
				9			9											9	EA	VERIFICATION NAILS	535.20	
			9034	9300			9300											9300	CY	STRUCTURE EXCAVATION - SOIL NAIL WALL	535.25	
				16122			16122											16122	SF	PERMANENT SHOTCRETE FACING	535.35	
			14693	13545			13545											13545	SF	TIMBER FACING	535.40	
				1															LS	EXTRA WORK ORDER # 17	900.17	
						60 58	58									35 ON ESTIMATE		58	LF	18'' CSP .064 (2-2/3X1/2)	601.0015	
																32	32	32	LF	30'' RCP CL III (MOD)	601.0835	
						8	8											8	LF	18'' CPEP(SL) (RDWY ITEM SHT 138)	601.2615	
																				** BEGIN OPTION ITEMS **		
						48 40	40											40	LF	12'' CSP .064 (2-2/3X1/2)	601.0005	
						40	40											40	LF	12'' CAAP .060 (2-2/3X1/2)	601.0205	
						735 494	494											494	LF	15'' CSP .064 (2-2/3X1/2)	601.0010	
						494	494											494	LF	15'' RCP CL III	601.0810	
						494	494											494	LF	15'' CPEP (SL)	601.2610	
						0 212	212											212	LF	15'' PCCSP .064 (2-2/3X1/2)	601.0410	
						212	212											212	LF	15'' CAAP .060 (2-2/3X1/2)	601.0210	
						212	212											212	LF	15'' CPEP	601.0910	
																642	642	642	LF	18'' RCP CLASS III	601.0815	
																642	642	642	LF	18'' CPEP (SL)	601.2615	
						180 146	146									58	58	204	LF	18'' CSP .064 (2-2/3X1/2)	601.0015	
						146	146									58	58	204	LF	18'' CPEP (SL)	601.2615	
						512	512									218	218	730	LF	18'' CAAP .060 (2-2/3X1/2)	601.0215	
						557 512	512									218	218	730	LF	18'' PCCSP .064 (2-2/3X1/2)	601.0415	
						512	512									218	218	730	LF	18'' CPEP (SL)	601.2615	
						60 56	56											56	LF	18'' CSP .064 (2-2/3X1/2)	601.0015	
						56	56											56	LF	18'' CAAP .060 (2-2/3X1/2)	601.0215	
						410	410											410	LF	18'' CAAP .060 (2-2/3X1/2)	601.0215	
						367 410	410											410	LF	18'' CSP .064 (2-2/3X1/2)	601.0015	
						410	410											410	LF	18'' CPEP	601.0915	
						48	48											48	LF	18'' RCP CL III	601.0815	
						55 48	48											48	LF	18'' CSP .064 (2-2/3X1/2)	601.0015	
						48	48											48	LF	18'' CPEP	601.0915	
						350 404	404											404	LF	18'' PCCSP .064 (2-2/3X1/2)	601.0415	
						404	404											404	LF	18'' CAAP .060 (2-2/3X1/2)	601.0215	
						404	404											404	LF	18'' CPEP	601.0915	
																304	304	304	LF	18'' CAAP .060 (2-2/3X1/2)	601.0215	
																304	304	304	LF	18'' PCCSP .064 (2-2/3X1/2)	601.0415	
																304	304	304	LF	18'' RCP CLASS III	601.0815	
																304	304	304	LF	18'' CPEP (SL)	601.2615	
						144	144											144	LF	24'' CAAP .060 (2-2/3X1/2)	601.0225	
						13 144	144											144	LF	24'' PCCSP .064 (2-2/3X1/2)	601.0425	
						144	144											144	LF	24'' CPEP	601.0920	
						316	316											316	LF	24'' CAAP .060 (2-2/3X1/2)	601.0225	
						307 316	316											316	LF	24'' PCCSP .064 (2-2/3X1/2)	601.0425	
						316	316											316	LF	24'' CPEP (SL)	601.2620	

STATE OF VERMONT
AGENCY OF TRANSPORTATION

MORETOWN STP EGC-RSEGC RS 0167(9) DETAILED SUMMARY OF QUANTITIES			MORETOWN - MIDDLESEX BRS 0167(11) DETAILED SUMMARY OF QUANTITIES		
QUANTITIES	UNIT	ITEMS	QUANTITIES	UNIT	ITEMS
		TRENCH EXCAVATION			
		OF ROCK			BITUMINOUS CONCRETE
					PAVEMENT
289	CY	DRAINAGE SHEET			
439	CY	DESIGNED UNDERDRAIN	321	TON	M/L (TYPE I BASE)
		AND CARRIER PIPE	223	TON	M/L (TYPE II BINDER)
5	CY	EST. UNDERDRAIN & C.P.	168	TON	M/L (TYPE III WEARING)
17	CY	ROUNDING	297	TON	U.S.2(TYPE I BASE)
750	CY	TOTAL	198	TON	U.S.2(TYPE II BINDER)
			200	TON	U.S.2(TYPE III WEARING)
		SUBBASE OF CRUSHED	34	TON	DRIVES
		GRAVEL (FINE GRADED)	155	TON	ROADWAY QUANTITY
					(FROM BRIDGE SHEET)
212	CY	DRIVES	105	TON	CHURCH ST.(FORMER VT.
197	CY	TH 2			100 B)(TYPE III WEARING
111	CY	TH 12	49	TON	ROUNDING
47	CY	TH 66	1750	TON	TOTAL
33	CY	ROUNDING			
600	CY	TOTAL			
		SUBBASE OF DENSE			
		GRADED CRUSHED STONE			
185	CY	MAINLINE APPROACH			
16383	CY	MAINLINE			
48	CY	GUARD RAIL FLARES			
1245	CY	TH 2			
744	CY	TH 12			
343	CY	TH 66			
1069	CY	DRIVES			
83	CY	ROUNDING			
20100	CY	TOTAL			
		BITUMINOUS CONCRETE PAVEMENT			
2134	TON	MAINLINE (TYPE I BASE)			
2193	TON	MAINLINE(TYPE II BINDER)			
1642	TON	MAINLINE(TYPE III WEARING)			
233	TON	MAINLINE APPROACH (INCLUDES BASE COURSE)			
39	TON	TH APPROACHES			
127	TON	DRIVES			
32	TON	ROUNDING			
6400	TON	TOTAL			
		DRILLING AND BLASTING OF SOLID ROCK SUBGRADE			
2261	SY	MAINLINE			
667	SY	TH 2			
302	SY	TH 12			
3	SY	ROUNDING			
3233	SY	TOTAL			
		STONE FILL, TYPE I			
147	CY	DRAINAGE SHEET			
45	CY	TEMP. EROSION CONTROL			
250	CY	BR. 300 SERIES (RDWY ITEM SHT # 138)			
18	CY	ROUNDING			
460	CY	TOTAL			
		STONE FILL, TYPE II			
259	CY	DRAINAGE SHEET			
260	CY	SLOPE STABILIZATION			
6	CY	ROUNDING			
525	CY	TOTAL			

SQUAD LEADER DELLA SANTA

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IPARM FILE DEI32Q2.I DATE PLOTTED 31-MAY-2000

MORETOWN RS 0167(9) AND MORETOWN-MIDDLESEX BRS 0167(11)

QUANTITY SHEET

APPROXIMATE SUMMARY OF QUANTITIES

STATE OF VERMONT
AGENCY OF TRANSPORTATION

MORETOWN STP EGC-RSEGC RS 0167(9)							
TRAIN-ING	LAND-SCAPING	R.O.W.	FULL E+C ITEMS	BRIDGE 300 SERIES	EROSION CONTROL	ROADWAY	TOTALS
						64	64
						64	64
						154	154
						261 ~~154~~	154
						154	154
						258	258
						260 ~~258~~	258
						2	2
						2	2
						2	2
						2	2
						2 ~~1~~	1
						1	1
						1	1
						5 ~~4~~	4
						4	4
						4	4
						1	1
						1	1
						1	1
						1	1
						1	1
						1	1
						1	1
						0 ~~100~~	100
						IL05 ~~10~~	10
						19 ~~1~~	1
						0 ~~15~~	15
						0 ~~4~~	4
						0 ~~4~~	4
						4063 ~~4774~~	4774
						514 ~~518~~	518
						295 ~~306~~	306
						20 ~~24~~	24
						38 ~~100~~	100
						2 ~~0.5~~	0.5
						0 ~~0.5~~	0.5
						3 ~~0.5~~	0.5
						34 ~~0.5~~	0.5
						24 ~~0.5~~	0.5
						3 ~~0.5~~	0.5
						0 ~~0.5~~	0.5

MORETOWN - MIDDLESEX BRS 0167(11)										
TRAIN-ING	LAND-SCAPING	R.O.W.	UTILIT.	FULL E+C ITEMS	EROSION CONTROL	BRIDGE 100 SERIES	BRIDGE 200 SERIES	ROADWAY	TOTALS

QUANTITY SHEET

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STATE OF VERMONT
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MORETOWN STP EGC-RSEGC RS 0167(9)								MORETOWN - MIDDLESEX BRS 0167(11)										MORETOWN STP EGC-RSEGC RS 0167(9) AND MORETOWN - MIDDLESEX BRS 0167(11)				
TRAIN-ING	LAND-SCAPING	R.O.W.	FULL E+C ITEMS	BRIDGE 300 SERIES	EROSION CONTROL	ROADWAY	TOTALS	TRAIN-ING	LAND-SCAPING	R.O.W.	UTILIT.	FULL E+C ITEMS	EROSION CONTROL	BRIDGE 100 SERIES	BRIDGE 200 SERIES	ROADWAY	TOTALS	GRAND TOTALS	UNIT	ITEMS	ITEM NO.	ROUND-ING
						7.5 ~~0.5~~	0.5									0.5	0.5	1	HR	TRUCK RENTAL (NOT A BID ITEM)	608.37	
						3 ~~0.5~~	0.5									0.5	0.5	1	HR	LOADER RENTAL, TYPE I (NOT A BID ITEM)	608.40	
						5 ~~0.5~~	0.5									0.5	0.5	1	HR	LOADER RENTAL, TYPE II (NOT A BID ITEM)	608.41	
						1480 ~~215~~	215									55	55	270	MGAL	DUST CONTROL W/ WATER	609.10	EST.
						3.125 ~~3~~	3									1	1	4	TON	DUST AND ICE CONTROL W/ CALCIUM CHLORIDE	609.15	EST.
														16			16	16	EA	ROCK BOLT ANCHOR (ULT. STRENGTH = 25K MIN.)	612.30	
				260.345		685 ~~415~~	460						11				11	471	CY	STONE FILL, TYPE I	613.10	
						1123.8 ~~525~~	525									5	5	530	CY	STONE FILL, TYPE II	613.11	1
						371.9-C.0								300			300	300	CY	STONE FILL, TYPE IV	613.13	
																210	210	210	LF	GRANITE SLOPE EDGING	616.20	10
																1100	1100	1100	LF	VERTICAL GRANITE CURB	616.21	31
						1112 ~~1150~~	1150											1150	LF	TREATED TIMBER CURB	616.35	20
																3	3	3	TON	BITUMINOUS CONCRETE GUTTERS AND TRAFFIC ISLANDS	616.47	EST
						5 ~~7~~	7									1	1	8	EA	RELOCATE MAILBOX, SINGLE SUPPORT	617.10	
						2 ~~3~~	3									1	1	4	EA	RELOCATE MAILBOX, MULTIPLE SUPPORT	617.12	
						0 ~~55~~	55									15	15	70	EA	BOUNDARY MARKERS	619.10	EST.
						3 ~~78~~	78									3	3	81	EA	YIELDING MARKER POSTS	619.17	3
						0 ~~5~~	5									2	2	7	EA	REMOVING AND RESETTING PROPERTY MARKERS	619.20	EST.
															90		90	90	LF	CHAIN-LINK FENCE, 8 FT. (MOD.)	620.13	
															24		24	24	LF	GATE FOR CHAIN-LINK FENCE, 8 FT. (MOD.)	620.17	
															16		16	16	EA	BRACING ASSEMBLY FOR CHAIN LINK FENCE, 8 FT.(MOD)	620.22	
						3	3											3	EA	DRIVE GATE FOR WOVEN WIRE FENCE	620.30	
						6 ~~3~~	3											3	EA	STEEL BRACE FOR WOVEN WIRE FENCE	620.40	
						0 ~~1150~~	1150									110	110	1260	LF	REMOVAL OF EXISTING FENCE	620.55	18
						3183 ~~3175~~	3175											3175	LF	STEEL BEAM GUARD RAIL (W/ STEEL POSTS)	621.20	13
						9	9											9	EA	MODIFIED ECCENTRIC LOADER TERMINAL W/ WOOD POSTS (MELT)	621.52	
						50	50									50	50	100	LF	ALUMINUM APPROACH RAIL (MOD # 1)	621.74	
						0 ~~75~~	75									200	200	275	LF	ALUMINUM APPROACH RAIL (MOD # 2)	621.74	
						84.3 1925 ~~2000~~	2000									100	100	2100	LF	REMOVAL & DISP. OF GUARD RAIL	621.80	34
																			LF	ALUMINUM APPROACH RAIL (MOD #3)	621.74	
		120 ~~140~~					140											140	LF	INCLINOMETER	623.30	
		116 ~~140~~					140											140	LF	GROUND WATER OBSERVATION WELL	623.50	
						418 ~~388~~	388											388	LF	SLEEVES FOR UTILITIES (6'' PVC)(SCHEDULE 40)	625.10	
																31	31	31	LF	PVC SEWER PIPE (3'')	628.35	

MORETOWN STP EGC-RSEGC RS 0167(9) DETAILED SUMMARY OF QUANTITIES			MORETOWN - MIDDLESEX BRS 0167(11) DETAILED SUMMARY OF QUANTITIES		
QUANTITIES	UNIT	ITEMS	QUANTITIES	UNIT	ITEMS

SQUAD LEADER DELLA SANTA

DESIGN FILE NO. /SQDB/78E132/DE132.DGN

IPARM FILE DE13204.I DATE PLOTTED 31-MAY-2000

MORETOWN RS 0167(9) AND
MORETOWN-MIDDLESEX BRS 0167(11)

QUANTITY SHEET

APPROXIMATE SUMMARY OF QUANTITIES

STATE OF VERMONT
AGENCY OF TRANSPORTATION

MORETOWN STP EGC-RSEGC RS 0167(9)								MORETOWN - MIDDLESEX BRS 0167(11)										MORETOWN STP EGC-RSEGC RS 0167(9) AND MORETOWN - MIDDLESEX BRS 0167(11)					MORETOWN STP EGC-RSEGC RS 0167(9) DETAILED SUMMARY OF QUANTITIES			MORETOWN - MIDDLESEX BRS 0167(11) DETAILED SUMMARY OF QUANTITIES		
TRAIN-ING	LAND-SCAPING	R.O.W.	FULL E+C ITEMS	BRIDGE 300 SERIES	EROSION CONTROL	ROADWAY	TOTALS	TRAIN-ING	LAND-SCAPING	R.O.W.	UTILIT.	FULL E+C ITEMS	EROSION CONTROL	BRIDGE 100 SERIES	BRIDGE 200 SERIES	ROADWAY	TOTALS	GRAND TOTALS	UNIT	ITEMS	ITEM NO.	ROUND-ING	QUANTITIES	UNIT	ITEMS	QUANTITIES	UNIT	ITEMS
						140 ~~161~~	161											161	LF	SEAMLESS COPPER WATER TUBE(1'')	629.23							
						95 ~~62~~	62											62	LF	SEAMLESS COPPER WATER TUBE (1-1/4'')	629.23							
						0 ~~2~~	2								4		4	6	EA	EXTENSION SERVICE BOX & CURB STOP	629.25							
																			EA	EXT SERVICE BOX & CURB STOP (MOD)	629.25							
						230 ~~100~~	100											100	LF	PLASTIC WATER PIPE-FLEXIBLE 1/2''	629.32							
															20		20	20	LF	PIPE INSULATION	629.44							
															1		1	1	EA	RELOCATE WATER LINE (MOD)	629.80							
						0 ~~545~~	545									155	155	700	HR	UNIFORMED TRAFFIC OFFICERS	630.10	EST						
					6228.5	~~5975~~	5975									525	525	6500	HR	FLAGGERS	630.15	EST						
			0.5				0.5					0.5					0.5	1	LS	FIELD OFFICE - ENGINEERS	631.10							
			0.2				0.2					0.8					0.8	1	LS	TESTING EQUIPMENT - CONCRETE(MOD)	631.16							
			0.5				0.5					0.5					0.5	1	LS	TESTING EQUIPMENT - BITUMINOUS	631.17							
												1					1	1	LS	TESTING EQUIPMENT - PROTECTIVE COATINGS	631.18							
		695 ~~0.5~~					0.5					0.5					0.5	1	LU	FIELD OFFICE - TELEPHONE (NABI)	631.25							
1659 1040							1040	1040									1040	2080	HR	EMPLOYEE TRAINEESHIP	634.10							
						0.6	0.6									0.4	0.4	1	LS	MOBILIZATION	635.10							
										1							1	1	LS	UTILITY SYSTEM	636.15							
						0.5	0.5									0.5	0.5	1	LS	TRAFFIC CONTROL	641.10							
						2	2									3	3	5	EA	PORTABLE CHANGEABLE MESSAGE SIGN	641.15							
						0 ~~9050~~	9050									2900	2900	11950	LF	4'' WHITE LINE	646.20	45						
						0 ~~9050~~	9050									2925	2925	11975	LF	4'' YELLOW LINE	646.21	37						
						0 ~~35~~	35									50	50	85	LF	24'' STOP BAR	646.26	7						
																210	210	210	LF	PAINTED CURB	646.27	10						
																4	4	4	EA	LETTER OR SYMBOL	646.30							
						9506 ~~9450~~	9450									2925	2925	12375	LF	DURABLE 4'' WHITE LINE	646.40	46						
						9890 ~~9050~~	9050									3400	3400	12450	LF	DURABLE 4'' YELLOW LINE	646.41	46						
						53.2 ~~35~~	35									80	80	115	LF	DURABLE 24'' STOP BAR	646.46	9						
																8	8	8	EA	DURABLE LETTER OR SYMBOL	646.50							
						10.638 ~~18100~~	18100									7250	7250	25350	LF	TEMPORARY 4'' WHITE LINE	646.60	85						
						23.760 ~~18100~~	18100									7400	7400	25500	LF	TEMPORARY 4'' YELLOW LINE	646.61	78						
																100	100	100	LF	TEMPORARY 24'' STOP BAR	646.66	4						
																8	8	8	EA	TEMPORARY LETTERS OR SYMBOLS	646.70							
						116	116									29	29	145	EA	LINE STRIPING TARGETS	646.73							
						2833 ~~1150~~	1150							555			555	1705	SY	GEOTEXTILE UNDER STONE FILL	649.31	3						
						8015 ~~8500~~	8500									610	610	9110	SY	GEOTEXTILE FOR UNDERDRAIN TRENCH LINING	649.41	7						
				1166.8 ~~1925~~			1925						350				350	2275	SY	GEOTEXTILE FOR SILT FENCE	649.51	62						
				1069 ~~900~~			900						50				50	950	LB	SEED	651.15	31						

SQUAD LEADER DELLA SANTA

DESIGN FILE NO. /SQDB/78EI32/DEI32.DGN

IPARM FILE DEI3205.I DATE PLOTTED 31-MAY-2000

MORETOWN RS 0167(9) AND
MORETOWN-MIDDLESEX BRS 0167(11)

QUANTITY SHEET

APPROXIMATE SUMMARY OF QUANTITIES

STATE OF VERMONT
AGENCY OF TRANSPORTATION

MORETOWN STP EGC-RSEGC RS 0167(9)								MORETOWN - MIDDLESEX BRS 0167(11)										MORETOWN STP EGC-RSEGC RS 0167(9) AND MORETOWN - MIDDLESEX BRS 0167(11)				MORETOWN STP EGC-RSEGC RS 0167(9) DETAILED SUMMARY OF QUANTITIES			MORETOWN - MIDDLESEX BRS 0167(11) DETAILED SUMMARY OF QUANTITIES		
TRAIN-ING	LAND-SCAPING	R.O.W.	FULL E+C ITEMS	BRIDGE 300 SERIES	EROSION CONTROL	ROADWAY	TOTALS	TRAIN-ING	LAND-SCAPING	R.O.W.	UTILIT.	FULL E+C ITEMS	EROSION CONTROL	BRIDGE 100 SERIES	BRIDGE 200 SERIES	ROADWAY	TOTALS	GRAND TOTALS	UNIT	ITEMS	ITEM NO.	ROUND-ING	QUANTITIES	UNIT	ITEMS	QUANTITIES	UNIT	ITEMS
					835 ~~55~~		55						15				15	70	LB	SEED-WINTER RYE	651.17							
				7300 ~~5975~~			5975						350				350	6325	LB	FERTILIZER	651.18	10						
				27.16 ~~24~~			24						2				2	26	TON	AGRICULTURAL LIMESTONE	651.20							
				47.52 ~~25~~			25						3				3	28	TON	HAY MULCH	651.25	0.5						
				1002 ~~1700~~			1700						100				100	1800	EA	HAY BALES FOR EROSION CONTROL	651.26	EST.						
					773.6 ~~675~~		675									100	100	775	CY	TOPSOIL	651.35							
						6060 ~~2825~~	2825							555		25	580	3405	SY	GRUBBING MATERIAL	651.40	49						
				353 ~~2000~~			2000						50				50	2050	SY	EROSION MATTING	654.10							
	30						30											30	EA	EVERGREEN TREES (PICEA GLAUCA) (WHITE SPRUCE) (6' - 8' HT., BAGGED+BURLAPED)	656.20							
									22								22	22	EA	DECIDUOUS TREES (ACER FREEMANII "JEFFERSRED") (AUTUMN BLAZE MAPLE) 2 (3" -3 ~~2~~ 1/2" CAL)(BAGGED + BURLAPPED) (CLEAR STEM TO 6') CHANGE ORDER	656.30							
									2								2	2	EA	DECIDUOUS TREES (ACER TRUNCATUM, SUBSP. MONO) (PAINTED MAPLE) (3" -3 1/2" CAL)(BAGGED + BURLAPPED) (CLEAR STEM TO 6')	656.30							
									3								3	3	EA	DECIDUOUS TREES (BETULA PAPYRIFERA, CLUMP) (WHITE BIRCH CLUMP -3 STEM MIN.) (10'-12' HT., BAGGED+BURLAPED)	656.30							
	96						96											96	EA	DECIDUOUS SHRUBS (CORNUS SERICEA) (REDSTEM DOGWOOD) (12" -18" HT., BAGGED + BURLAPPED OR CONTAINER)	656.35							
	43 ~~33~~						33											33	EA	DECIDUOUS SHRUBS (CORNUS AMOMUM) (GRAYSTEM DOGWOOD) (12" -18" HT., BAGGED + BURLAPPED OR CONTAINER)	656.35							
	51						51											51	EA	DECIDUOUS SHRUBS (VIBURNUM DENTATUM) (ARROWWOOD VIBURNUM) (12" -18" HT., BAGGED + BURLAPPED OR CONTAINER)	656.35							
	74						74											74	EA	DECIDUOUS SHRUBS (LONICERA XYLOSTEUM "CLAVEYI") (CLAVEYS'S DWARF HONEYSUCKLE) (12" -18" HT., BAGGED + BURLAPPED OR CONTAINER)	656.35							
	41 ~~45~~						45		14								14	59	EA	DECIDUOUS SHRUBS (AMELANCHIER CANADENSIS) (SHADBLOW) (6'-8' HT., BAGGED+BURLAPPED (MULTI-STEM)	656.35							
	118						118											118	EA	DECIDUOUS SHRUBS (RHUS TYPHINA) (STAGHORN SUMAC) (12"-18" HT., BAGGED+BURLAPPED OR CONTAINER)	656.35							

SQUAD LEADER DELLA SANTA

DESIGN FILE NO. /SQDB/78EI32/DEI32.DGN

IPARM FILE DEI3206.I DATE PLOTTED 31-MAY-2000

MORETOWN RS 0167(9) AND
MORETOWN-MIDDLESEX BRS 0167(11)

QUANTITY SHEET

APPROXIMATE SUMMARY OF QUANTITIES

STATE OF VERMONT
AGENCY OF TRANSPORTATION

MORETOWN STP EGC-RSEGC RS 0167(9)								MORETOWN - MIDDLESEX BRS 0167(II)										MORETOWN STP EGC-RSEGC RS 0167(9) AND MORETOWN - MIDDLESEX BRS 0167(II)					MORETOWN STP EGC-RSEGC RS 0167(9) DETAILED SUMMARY OF QUANTITIES			MORETOWN - MIDDLESEX BRS 0167(II) DETAILED SUMMARY OF QUANTITIES		
TRAIN-ING	LAND-SCAPING	R.O.W.	FULL E+C ITEMS	BRIDGE 300 SERIES	EROSION CONTROL	ROADWAY	TOTALS	TRAIN-ING	LAND-SCAPING	R.O.W.	UTILIT.	FULL E+C ITEMS	EROSION CONTROL	BRIDGE 100 SERIES	BRIDGE 200 SERIES	ROADWAY	TOTALS	GRAND TOTALS	UNIT	ITEMS	ITEM NO.	ROUND-ING	QUANTITIES	UNIT	ITEMS	QUANTITIES	UNIT	ITEMS
	15						15		14								14	29	EA	DECIDUOUS SHRUBS (RHUS AROMATICA "GRO-LOW") (GRO-LOW SUMAC) (12"-18" HT., BAGGED+BURLAPPED OR CONTAINER)	656.35								
	13						13											13	EA	GROUND COVER AND VINES (CELASTRUS SCANDENS) (AMERICAN BITTERSWEET) (2 YR. FIELD, FIELD POT)	656.40								
	10 13						13											13	EA	GROUND COVER AND VINES (PARTHENOSIS QUINQUEFOLIA) (WOODBINE/VIRGINIA CREEPER) (2 YR. FIELD, FIELD POT)	656.40								
									800								800	800	EA	GROUND COVER AND VINES (HEMMEROCALLIS - STELLA DEORO) (STELLA D'ORO DAYLILLY) (ROOT 3-5 EYE DIVISION, FIELD GROWN)	656.40								
	350 200						200		100								300	300	EA	GROUND COVER AND VINES (HEMMEROCALLIS FLAVA) (COMMON DAYLILY-NATIVE LEMON LILY) (ROOT 3-5 EYE DIVISION, FIELD GROWN)	656.40								
	350 500						500		200								200	700	EA	GROUND COVER AND VINES (HEMMEROCALLIS FULVA) (COMMON DAYLILY-NATIVE ORANGE LILY) (ROOT 3-5 EYE DIVISION, FIELD GROWN)	656.40								
																				BEGIN OPTION ITEMS								
	10						10											10	EA	GROUND COVER AND VINES (VITUS CULTIVAR) (VALIENT GRAPEVINE) (2 YR. FIELD GROWN, 2 GAL. POT)	656.40								
	10						10											10	EA	GROUND COVER AND VINES VITUS AESTIVALIS-WILD GRAPE) (SUMMER GRAPE-NATIVE) (2 YR. FIELD GROWN, 2 GAL. POT)	656.40								
																				END OPTION ITEMS								
			455 49			110	110									265	265	375	SF	TRAFFIC SIGNS, TYPE A	675.20	4.52						
			398 ~~306~~			306	306									574	574	880	FT	FLANGED CHANNEL SIGN POSTS	675.301	1						
			306				306																					
			36 ~~49~~			49	49									62	62	111	EA	REMOVING SIGNS	675.50							
			20 ~~4~~				4											4	EA	ERECTING SALVAGED SIGNS	675.60							
																3	3	3	EA	DELINEATORS W/ STEEL POSTS	676.10							
															2		2	2	EA	OVERHEAD TRAFFIC SIGN SUPPORT, TRI-CHORD(MOD)	677.10							
			1																LS	EXTRA WORK ORDER # 7	900.07							
			1																LS	EXTRA WORK ORDER # 13	900.13							
			1																LS	EXTRA WORK ORDER # 14	900.14							
			1																LS	EXTRA WORK ORDER # 15	900.15							

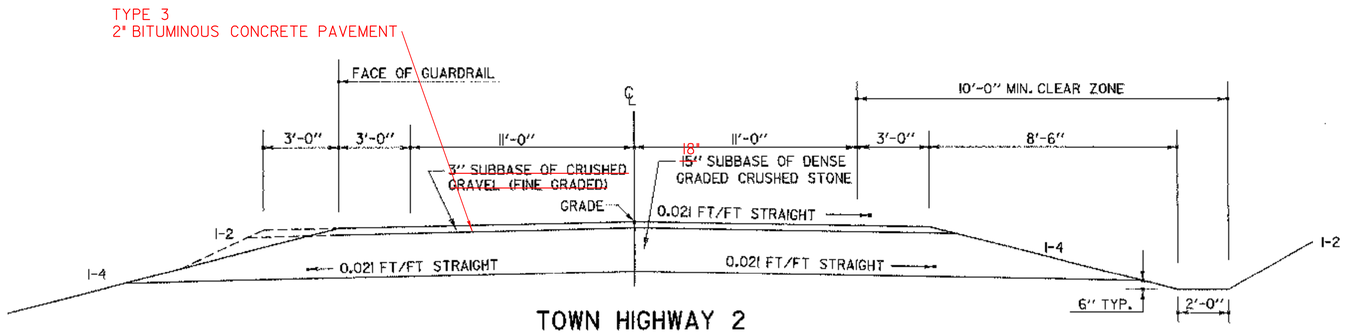
SQUAD LEADER DELLA SANTA

DESIGN FILE NO. /SQDB/78EI32/DEI32.DGN

IPARM FILE DEI3207.I DATE PLOTTED 31-MAY-2000

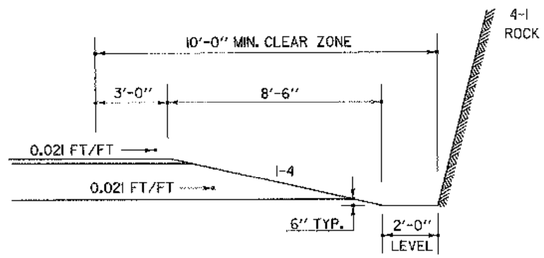
MORETOWN RS 0167(9) AND
MORETOWN-MIDDLESEX BRS 0167(II)

TOWN HIGHWAY TYPICAL SECTIONS

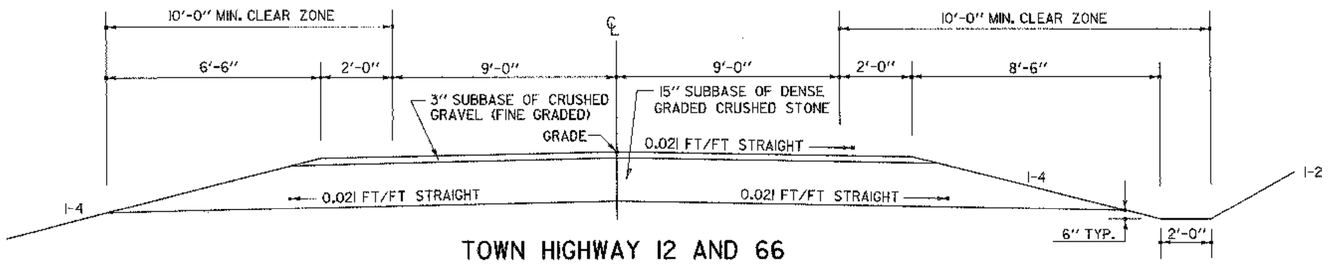


TOWN HIGHWAY 2

NORMAL SECTION

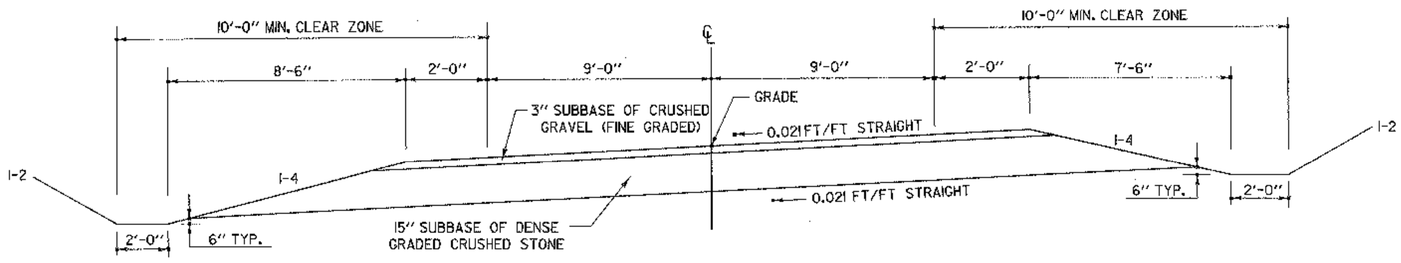


NORMAL SECTION IN ROCK CUT
(TOWN HIGHWAY 2)



TOWN HIGHWAY 12 AND 66

NORMAL SECTION



MAXIMUM BANKED SECTION 0.021 FT/FT

FOR GENERAL NOTES:
SEE SHEET 9

NOT TO SCALE

DATUM
VERTICAL _____
HORIZONTAL _____

SURVEYED BY	NYE	DATE	3/85
DRAWN BY	SQUADB	DATE	11/93 RE
SQUAD LEADER	DELLA SANTA		
DESIGN FILE NO.	/SQDB/84E058/DE058FRM.DGN		
IPARM FILE	DEI32TY2	DATE PLOTTED	04-NOV-1999
PROJ. NAME	MORETOWN		
PROJ. NO.	RSEGC-RS 0167(9)		
SHEET	11 OF 243 SHEETS		

REMOVAL OF PAVEMENT BELOW SUBGRADE (0' ~ 2') (PAID AS COMMON EXCAVATION)
SURV. 170+75 ~ SURV. 173+25
SURV. 175+25 ~ SURV. 175+75

CUT TO FILL TRANSITION
SURV. 174+35 ~ SURV. 175+12 ℄

COLD PLANING - BIT. PAVEMENT
163+70 ~ 164+45

FOR DRAINAGE NOTES SEE ROW SHEET 15 OF 20 SHEETS

STEEL BEAM GUARD RAIL
174+75 LT. ~ 179+00 LT.

MODIFIED ECCENTRIC LOADER TERMINAL(MELT)
174+37.5~174+75 LT

REMOVAL OF EXISTING FENCE
169+83 RT. ~ 171+80 RT.
175+50 LT. ~ 176+35 RT.
176+35 RT. ~ 178+40 RT.
178+40 RT. ~ 178+40 LT.

TREATED TIMBER CURB
176+00 LT. ~ 179+00 LT.

RELOCATE MAILBOX (SINGLE SUPPORT)
167+93 LT.
172+54 LT.
174+40 LT.

CONSTRUCT DRIVE
164+37 RT. (PAVED APRON)
164+88 LT. (PAVED APRON)
165+17 RT. (PAVED APRON)
167+35 LT. (GRAVEL)
168+27 RT. (GRAVEL)
169+55 RT. (GRAVEL)
172+25 RT. (GRAVEL)
174+00 LT. (GRAVEL)
174+70 RT. (SUBBASE MOD.)(CRUSHED SLATE)

SCARIFYING PAVEMENT
175+75 RT. ~ 179+00 RT.

DRIVE GATE FOR WOVEN WIRE FENCE
STA. 169+55 RT. (16' WIDE)
(2 - 8' GATES W/ OPENING IN MIDDLE)

TURNER, FLORENCE P.

163+70 BEGIN APPROACH CONSTRUCTION

165+38 70' LT.

POT 164+65.23

POT 167+07.26

SCRIBNER, STANLEY R., SR & CATHERINE J.

166+50 60' LT.

168+17 27' LT.

168+17 22' LT.

POT 174+39.25

BM #3 CHIS. SQ. ELEV. 464.64'

BM USGS 41 HBC 1967 ELEV. 480.183'

165+00 45' RT.

166+77 30' RT.

166+77 45' RT.

168+17 33' RT.

169+27 45' RT.

169+80 45' RT.

172+49 30' RT.

172+49 5' RT.

172+59 45' RT.

175+18 45' RT.

178+14 80' RT.

178+17 54' RT.

BM #2 RRSIT 2-8 ELMS ELEV. 476.37'

BANDY, WILLIAM, FONTAINE, SUZANNE

SPILAK, GEORGE V. & CAROL J.

MCDONOUGH, CHARLES D., SR. & DOROTHEA E.

TURNER, FLORENCE P.

EXCEPT & RESERVE

UNDERGROUND TANK

APPROX. AERIAL RELOC. ROUTE 6,8 & NYNEX CMP AND ADELPHIA

ALLIED POWER & PHONE SERVICE

NOTE : ALL DRIVE RADII ARE 25'
BIGELOW, POULES INDENTED OTHERWISE
BIGELOW, PAUL W. &
SMITH, FRED G. - TRUSTEES

○ DENOTES REMOVAL OF TREE OR STUMP

09-15-94	REVISION 32
08-22-94	REVISION 31
01-17-94	REVISION 29
12-02-93	REVISION 23
08-17-93	REVISION 19
06-16-93	REVISION 12, 13, 14, 17

FOR R.O.W. USE ONLY

TO SHEET 12 OF 20 SHEETS

DATUM
VERTICAL NGVD 1929
HORIZONTAL N/A

BEGIN R.O.W. PROJECT
STA. 164+67 25' RT.

PVI
STA. 164+18.5
ELEV. 469.60'
400' VC
K=65
(43 MPH)
(EXISTING)

PVI
STA. 167+68.5
ELEV. 471.46'
300' VC
K=141

PVI
STA. 174+00
ELEV. 488.25'
500' VC
SSD = 400

-5.5100 %
+0.5314 %
+2.6588 %
-1.5000 %

SUBBASE
SAND BORROW
CUT TO FILL TRANSITION STA. 174+35~175+12
PRESENT ROAD PROFILE
EXISTING PROFILE OF PROPOSED RELOCATED ROAD

PT 162+08.38
52.40' CONC. BOUND
37.18'
59.95' CONC. BOUND
LEDGE

POT 167+07.26
85.15' 138A 245 20
39.73'
104.40' 24" M
1/4 STY HOUSE

POT 174+39.25
64.17'
53.66'
93.92' 238 208
2 STY. HO.

PC 176+39.93
6" ASH
59.96'
18.41'
12.39'
14.1'
HUB HUB

0167009 201 1805 78E132 J.D.P.

0 50 100 200 300
SCALE IN FEET

SURVEYED BY NYE DATE 12/84
DRAWN BY MCCLURE DATE 5/90
SQUAD LEADER BRUCE BOYD
DESIGN FILE NO. /prop/78e32/rel32zzz.dgn
IPARM FILE rel32llr.1 DATE PLOTTED 26-APR-2000

MORETOWN
RS EGC RS 0167(9)
ROW SHEET 11 OF 20 SHEETS
SHEET 27 OF 243 SHEETS

DRIVE CURVE DATA
△ = 37°-57'-33" LT.
D = 19°-06'
R = 300'
T = 103.18'
L = 195.14'
E = 17.25'

EXCAVATION OF SURFACES AND PAVEMENTS
181+75 RT. ~ 185+00 RT.
AREA TO BE TOPSOILED, SEEDED AND MULCHED

STEEL BEAM GUARD RAIL
179+00 LT. ~ 179+50 LT.
180+46 LT. ~ REV. 186+65.5 LT.
REV. 191+62.5 RT. ~ REV. 192+87.5 RT.
REV. 193+68.5 LT. ~ REV. 195+00 LT.

SCARIFYING PAVEMENT
179+00 RT. ~ 181+75 RT.
183+00 RT. ~ 185+25 RT.

CUT TO FILL TRANSITION
REV. 184+66 ~ REV. 185+42 ℄

REMOVAL AND DISPOSAL OF GUARD RAIL
REV. 192+69 RT. ~ REV. 193+20 RT.
REV. 193+70 LT. ~ REV. 195+00 LT.

CONSTRUCT DRIVE
SURV. 180+00 LT. (GRAVEL)
SURV. 183+25 RT. ~ SURV. 184+50 RT. (GRAVEL PARKING AREA)
SURV. 184+40 RT. (GRAVEL)
REV. 186+59 RT. (PAVED)
REV. 189+57 LT. (GRAVEL)
REV. 190+90 RT. (GRAVEL)
REV. 191+62 LT. (GRAVEL)
REV. 192+69 LT. (GRAVEL)
REV. 193+70 RT. (GRAVEL)

MODIFIED ECCENTRIC LOADED TERMINAL (MELT)
179+50~179+87.5 LT.
180+08.5~180+46 LT.
REV. 186+65.5~REV 187+03 LT.
REV. 191+25~REV 191+62.5 RT.
REV. 192+87.5~REV 193+25 RT.
REV. 193+31~REV 193+68.5 LT.

SURV.CURVE # 2 DATA
△ = 13°22'-04" LT.
D = 2°-00'
R = 2864.79'
T = 335.72'
L = 668.39'
E = 19.60'

REV.CURVE # 2 DATA
△ = 15°-21'-08" LT.
D = 2°-15'-00"
R = 2546.48'
T = 343.22'
L = 682.32'
E = 23.03'
FULL BANK = 0.042 FT / FT

SURV.CURVE #1 DATA
△ = 07°-58'-03" LT.
D = 1°-30'
R = 3819.72'
T = 266.01'
L = 531.17'
E = 9.25'
BANK = 0.030 FT/FT

BEGIN MAINT. AGREE. AREA NO. 1
TH 66 0+12 ℄

CONSTRUCT APPROACH
181+71.10 RT (TH 66)

FOR DRAINAGE NOTES SEE ROW SHEET 16 OF 20 SHEETS

GRUBBING MATERIAL
AT INLET OF 60" CULVERT
((SEE SHEETS 66,67 AND 68))

TO SHEET 11 OF 20 SHEETS

DRIVE (T)

DRIVE PI 11+41.78 = 11+30.56

DRIVE PC 10+38.60

SURV.PT 181+71.10 = TH 66 POT 0+00.00 Δ = 90° RT.

CUL., DIT. & DR. (P)

SCRIBNER, STANLEY R., SR. & CATHERINE J.

BM #4 SIT 8" POP. ELEV. 499.31'

POT 184+82.83

185+00 60' LT.

APPROX. AERIAL RELOC. RTE BY NENEX, GMP. & ADELPHIA

SURV.PC 186+26.78 REV.POT 186+20.52 EQ. +6.26

REV. 186+44 100' LT.

REV. 186+50 60' LT.

REV. PC 186+43.02

181+71 68' RT.

182+37 10' RT.

POT 183+17.66 GUY

REV. 186+54 21' LT.

182+40 95' RT.

182+43 60' RT.

182+45 85' RT.

185+63 42' RT.

REV. 186+59 4' RT.

REV. 188+37 42' LT.

REV. 190+39 10' LT.

REV. 188+41 16' RT.

REV. 188+42 42' RT.

REV. CURVE #2 PI 189+86.24 = 189+82.12

REV. 191+32 80' RT.

AYRES, ROBERT A. & JODY B.

REV. 193+80 135' LT.

REV. 194+00 135' LT.

REV. 191+39 12' LT.

REV. 192+50 50' LT.

NOT PLACED IN DRIVE

REV. 190+40 42' LT.

REV. 190+40 35' LT.

REV. 192+50 42' LT.

NOT PLACED IN DRIVE

REV. 191+34 42' RT.

REV. 192+50 17' LT.

SURV.PT 192+95.11

REV.PT 193+26.34

20' DR(P)

157'

98'

(1345')

(1293')

(1280')

(152')

* NOTE

MATCH LINE

TO SHEET 13 OF 20

ML POC 180+00= DR. POT 10+00 Δ=89° 37' 30" LT.

SURV. CURVE #1 PI 179+05.95= 179+05.99

TH 66 PC 0+49.63

TH 66 PI 1+62.85= 1+45.83

PT 2+58.95

TH 66 POC 2+53 END APPROACH CONSTRUCTION

APPROACH (T)

SR(T)

CONST. (T)

SR(P)

(1847')

(1438') EXISTING R.O.W.

(360')

(365') S.T.

S 62°-29'-32" E

S 81°-30'-28" W

EXISTING R.O.W.

COWAN, WAVELL F. & MARSH, EARLINE

NEW GRAVEL PARKING AREA

DRILLED WELL

SURV. CURVE #2 PI 189+62.50 = 189+59.45

S 78°-51'-36" E

S 40°-40'-00" E

S. T.

D. W.

GAR.

INSTALL (T)

BM #5 SIR 18" PINE ELEV. 500.09'

SURV. POT 195+57.09

REV. 186+59 4' RT.

CLARK, LARRY R. & KIMBERLEE S.

YALICKI, CARL & FRIBERG, CAROLINE J.

LEWIS, GREGORY A. & DIANE L.

COWAN, WAVELL F. & MARSH, EARLINE

GREEN MOUNTAIN POWER CORPORATION

16 MIDDLESEX NON-PROFIT WATER SYSTEM

TH 66 CURVE DATA
△ = 54°-00'-00" RT.
D = 25°-48'
R = 222.08'
T = 113.16'
L = 209.30'
E = 27.17'
BANK = 0.021FT / FT

END MAINT. AGREE. AREA NO. 1
TH 66 0+92 ℄ (LENGTH 80')

EROSION MATTING (ON SLOPE) (ABOVE RETAINING WALL)
REV. 193+93.73 ~ REV. 195+00 RT.

GEOTEXTILE UNDER STONE FILL
AT INLET OF 60" CULVERT
((SEE SHEETS 66,67 AND 68))

TREATED TIMBER CURB
179+00 LT. ~ 179+50 LT.
180+46 LT. ~ 185+50 LT.

RELOCATE MAILBOX
SURV. 181+60 RT. (MULTIPLE)
REV. 187+04 LT. (SINGLE)
REV. 189+47 LT. (SINGLE)
REV. 189+51 LT. (SINGLE)
REV. 192+00 LT. (SINGLE)

○ DENOTES TREE OR STUMP REMOVAL

DATUM
VERTICAL
HORIZONTAL

01-17-94	REVISION 27
12-17-93	REVISION 25
11-15-94	REVISION 33
12-15-93	REVISION 24
08-22-94	REVISION 31
08-17-93	REVISION 20

0167009 201 1805 78E132 J. D. P.

FOR R.O.W. USE ONLY

0 50 100 200 300
SCALE IN FEET

SURVEYED BY	NYE	DATE	12/84
DRAWN BY	MCCLURE	DATE	5/90
SQUAD LEADER	BRUCE BOYD		

DESIGN FILE NO. /prop/78el32/rel32zzz.dgn
IPARM FILE rel32l2r.1 DATE PLOTTED 26-APR-2000

MORETOWN
RS EGC RS 0167(9)
ROW SHEET 12 OF 20 SHEETS
SHEET 28 OF 243 SHEETS

BEGIN MAINT. AGREE AREA NO. 3
STA. TH 2 29+92.68 ℄ (LENGTH 80.32')

MATCH LINE TO SHEET 12 OF 20

MATCH LINE TO SHEET 14 OF 20

BM VTAT DISK "DAM ONE" ELEV. 505.555'

REV. CURVE #3 PI 201+23.23 = 201+20.75

SURV. CURVE #3 PI 201+47.39 = 201+46.36

SURV. CURVE # 4 DATA
△ = 67°-13'-03" LT.
D = 9°
R = 636.62'
T = 423.11'
L = 746.86'
E = 127.78'

REV. CURVE # 4 DATA
△ = 71°-28'-02" LT.
D = 8°-30'
R = 674.07'
T = 484.97'
L = 840.79'
E = 156.33'
FULL BANK = 0.063 FT/FT

POWER HOUSE
SHED
TRANSFORMER YARD
GREEN MOUNTAIN POWER CORP.
VERMONT ELECTRIC POWER CO. INC.
WINOOSKI RIVER
DRIVE (T)
DR (P)
(1198')
(1346')
(1293')
(1280')
CABLE GUARD RAIL
STEEL TOWER
EXISTING R.O.W.
APPROX. AERIAL RELOC. ROUTE BY NYNEX, GMP, AND ADELPHIA
EASEMENT
MIDDLESEX MORETOWN
CUL. & DR. (P)
CONST. (T)
SR (P)
GREEN MOUNTAIN POWER CORPORATION
TH 2 30+95 43' LT.
TH 2 31+48 72' LT.
(178')
(275')
WOODS
LEDGE
ABANDONED W/L
CABLE T.V.
GUY
P
L

REV. 204+30 18' LT.
REV. 205+85 60' LT.
REV. 207+28 138' LT.
REV. 206+70 140' LT.
NOT PLACED LEDGE
REV. 206+62 75' LT.
NOT PLACED LEDGE
REV. 206+57 36' LT.
REV. 208+00 50' LT.
REV. 206+98 71' LT.
REV. 210+20 50' LT.
NOT PLACED LEDGE
SURV. POC 210+12.50
REV. POC 209+81.36 = TH 2 POT 29+92.68
SURV. POC 209+85.00 = TH 2 POT 30+00.00 △ = 90° RT.
REV. POC 207+98.47 = TH 12 POT 19+93.35 △ 90° TANGENT TO CURVE
REV. 206+62 105' LT.
REV. 206+50 23' LT.
REV. 206+30 23' LT.
REV. 204+28 107' RT.
REV. 204+25 133' RT.
REV. 206+30 80' RT.
REV. 206+48 80' RT.
REV. 206+73 80' RT.
REV. 21+50 88' LT.
REV. 21+15 85' LT.
REV. 20+90 55' LT.
REV. 208+08 80' RT.
NOT PLACED LEDGE
REV. 22+94 75' LT.
REV. 23+73 49' LT.
REV. 24+22 48' LT.
REV. 24+75 52' LT.
REV. TH 12 24+82 25' LT.
REV. 25+40 25' LT.
REV. TH 12 25+80 25' LT.
REV. 201+00 108' RT.
REV. 201+50 139' RT.
REV. 202+00 140' RT.
REV. 202+50 136' RT.
REV. 203+05 140' RT.
REV. 204+26 80' RT.
REV. 204+10 132' RT.
REV. 206+50 23' LT.
REV. 206+30 23' LT.
REV. 206+62 3' LT.
REV. 206+57 3' LT.
REV. 206+98 3' LT.
REV. 208+42 80' RT.
REV. 209+20 80' RT.
REV. 209+48 108' RT.
REV. 20+80 30' LT.
REV. 20+90 55' LT.
REV. 21+15 85' LT.
REV. 21+50 88' LT.
REV. 22+94 75' LT.
REV. 23+73 49' LT.
REV. 24+22 48' LT.
REV. 24+75 52' LT.
REV. TH 12 24+82 25' LT.
REV. 25+40 25' LT.
REV. TH 12 25+80 25' LT.
NOT PLACED IN DRIVE
FOR R.O.W. USE ONLY

197+25 105' RT.
138+35 115' RT.
197+43 252' RT.
196+32 305' RT.
196+88 302' RT.
NOT PLACED IN DRIVE

BIGELOW, PAUL W. - TRUST
BIGELOW, PAUL W. & SMITH, FRED G. - TRUSTEES
GREEN MOUNTAIN POWER CORP. EASEMENT
HAYES, BILLIE M., & ERWIN D.
CHURCH STREET COOPERATIVE WATER CO., INC.

REV. CURVE # 3 DATA
△ = 17°-59'-03" RT.
D = 6°-00'
R = 954.93'
T = 151.11
L = 299.74'
E = 11.88'
FULL BANK=0.077 FT/FT

SURV. CURVE # 3 DATA
△ = 11°-45'-00" RT.
D = 4°-00'
R = 1432.40'
T = 147.39'
L = 293.75'
E = 7.56'

FOR DRAINAGE NOTES SEE ROW SHEET 17 OF 20 SHEETS

BEGIN MAINT. AGREE. AREA NO. 2
STA. REV. TH 12 20+05 ℄ LENGTH 75'

END MAINT. AGREE. AREA NO. 2
BEGIN RELINQUISHMENT NO. I
STA. REV. TH 12 20+80 ℄ LENGTH 500'

END MAINT. AREA NO. 3
BEGIN RELINQUISHMENT NO. II
STA. TH 2 30+73 ℄ (LENGTH 695')

END RELINQUISHMENT NO. I
STA. REV. TH 12 25+80 ℄

TH 12 SURV. CURVE #1 DATA
△ = 60°-17'-30" RT.
D = 27°-01'-35"
R = 212.00'
T = 123.12'
L = 223.09'
E = 33.16'

TH 12 SURV. CURVE #2 DATA
△ = 74°-57'-35" LT.
D = 29°-59'-52"
R = 191.00'
T = 146.45'
L = 249.87'
E = 49.68'

TH 12 REV. CURVE #1 DATA
△ = 79°-00'-21" RT.
D = 76°-23'-40"
R = 75.00'
T = 61.83'
L = 103.42'
E = 22.20'

TH 12 REV. CURVE #2 DATA
△ = 59°-31'-08" LT.
D = 28°-38'-52"
R = 200.00'
T = 114.35'
L = 207.76'
E = 30.38'

TH 12 REV. CURVE #3 DATA
△ = 34°-09'-18" LT.
D = 28°-38'-52"
R = 200.00'
T = 61.44'
L = 119.22'
E = 9.23'

TH 12 SURV. PI 24+45.19 = 24+02.16
TH 12 REV. PI 22+65.70 = 22+44.76
TH 12 REV. PI 20+84.07 = 20+83.83
TH 12 SURV. PI 21+40.00 = 21+16.85
REV. CURVE #4 PI 209+60.75 = 208+31.60
SURV. CURVE #4 PI 209+73.78=208+74.42
TH 12 REV. PC 21+51.35
SURV. PT 22+39.97
TH 12 SURV. PC 22+98.7
REV. PT 23+59.11
REV. PC 24+14.49
REV. PT 25+33.72
TH 12 REV. PI 30+41.30 = 30+83.46
TH 2 31+10 50' RT.
TH 2 30+76 7' LT.
TH 12 SURV. PI 30+41.30 = 30+83.46
TH 12 REV. PC 20+22.24
TH 12 REV. PT 20+93.75
TH 12 SURV. PT 202+47.86
TH 12 SURV. PI 202+93.75
TH 12 SURV. PC 200+00
REV. PC 199+12.12
TH 12 SURV. PC 204+75.17
TH 12 SURV. PT 205+50.67
TH 12 SURV. POT 25+48.62 = TH 12 TRAV. POT 66+60.87 EQ. +31.07
TH 12 SURV. PT 25+79.69 = REV. TH 12 25+80 25' LT.

APPROX. AERIAL RELOC. RTE. BY GMP
APPROX. AERIAL RELOC. RTE. BY NYNEX, GMP, & ADELPHIA
1" PLASTIC W/L
CONC. SPRING BOX
APPROACH (T)
5 WIRE FENCE
GARDEN
BUSHES
BM VTAT CHIS. SQ. ELEV. 529.78'
BM VTAT ELEV. 521.95'
SIR (P)
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DATUM
VERTICAL
HORIZONTAL

01-12-00	REVISION 38
02-23-99	REVISION 35
11-15-94	REVISION 33 & 34
10-15-94	REVISION 32
08-17-94	REVISION 27
12-08-95	REVISION 29
04-01-93	REVISION 22
08-18-93	REVISION 24 & 15
12-11-92	REVISION 11

0 50 100
SCALE IN FEET

0167009 201 1805 78E132 J. D. P.

SURVEYED BY	NYE	DATE	12/84
DRAWN BY	MCCLURE	DATE	5/90
SQUAD LEADER	BRUCE BOYD		
DESIGN FILE NO.	/prop/78el32/rel32zzz.dgn		
IPARM FILE	rel3213r.1	DATE PLOTTED	26-APR-2000

MORETOWN
RS EGC RS 0167(9)
ROW SHEET 13 OF 20 SHEETS
SHEET 29 OF 243 SHEETS

SHEET 13 OF 20

MATCH LINE TO

END R.O.W. PROJECT
REV. STA. 211+22 80' RT.

MATCH A — TH 2 CURVE # 2 DATA — MATCH A

△ = 21°49'-45" LT.
D = 10°
R = 572.958'
T = 110.486'
L = 218.292'
E = 10.55'

37+75
END TH 2 APPROACH CONSTRUCTION

TH 2 POT 38+33.80

TH 2 37+70
28' LT.
PLACED IN LEDGES

TH 2 38+35
11' LT.

TH 2 37+88
214' LT.

DRILLING AND BL
SOLID ROCK SU
TH 2 31+75
MATCH A — MATCH A

FOR DRAINAGE NOTES SEE
ROW SHEET 18 OF 20 SHEETS

END RELINQUISHMENT NO. II
STA. T.H. 2 37+68 2' RT.

NOT PLACED LEDGE

GREEN MOUNTAIN POWER CORP.

TH 2 34+44
32' LT.

TH 2 34+48
65' LT.

NOT PLACED LEDGE

WINOOSKI RIVER

BIGELOW, PAUL W. - TRUST
BIGELOW, PAUL W. &
SMITH, FRED G. - TRUSTEES

CONST.(T)
SR(P)
CUL. & DR.(P)
APPROACH (T)
WOODS
BARN
HO. TRAILER
DRILLED WELL
GRANITE FENCE POST
METER BOX POLE #2
GUY
POLE A
CABLE GUARD RAIL
EXISTING R.O.W.
PROPOSED R.O.W.
PROPOSED MATERIAL RELOC. ROUTE
APPROX. R.O.W. LINE
STUMP POWER LINE CLEARING
CONST.(T)

TH 2 34+03.12
TH 2 34+35
7' LT.
TH 2 33+75
50' RT.
TH 2 33+00
125' RT.
TH 2 32+50
82' RT.
TH 2 31+50
105' RT.
TH 2 35+82 ℄
TH 2 35+82
25' RT.
TH 2 35+82
50' RT.
PI 35+13.603 = 35+10.923
TH 2 37+65
27' RT.

SCRIBNER, STANLEY R., SR. & CATHERINE J.

BIGELOW, PAUL W. - TRUST
BIGELOW, PAUL W. &
SMITH, FRED G. - TRUSTEES

EQ. = +31.07'

DATUM
VERTICAL NGVD 1929
HORIZONTAL N/A

○ DENOTES REMOVAL OF TREE OR STUMP

N
45°
TRUE

GRUBBING MATERIAL
2 34+00 LT. ~ 37+25 LT.

ODIFIED ECCENTRIC
)ER TERMINAL(MELT)
33+25 ~ 33+62.5 LT.
36+87.5 ~ 37+25 LT.

EXCAVATION OF SURFACES AND PAVEMENTS
((AREA TO BE TOPSOILED, SEEDED AND MULCHED))
OLD TH 2 : SURV. 31+50 ~ 33+75 LT.

CONSTRUCT DRIVE
TH 2 34+88 RT. (GRAVEL)
TH 2 36+50 RT. (GRAVEL)

DRIVE GATE FOR WOVEN WIRE FENCE
TH 2 34+88 RT. (16' WIDE)
(2 - 8' GATES W/ OPENING IN MIDDLE)

REMOVAL AND DISPOSAL OF GUARD RAIL
TH 2 31+50 ~ 32+54 LT.
TH 2 33+00 ~ 37+07 LT.

REMOVAL OF EXISTING FENCE
TH 2 31+50 ~ 35+00 RT.

FOR R.O.W. USE ONLY

STEEL BEAM GUARD RAIL
TH 2 33+62.5 ~ 36+87.5 LT.

09-15-94	REVISION 32		
12-17-93	REVISION 26		
12-02-93	REVISION 23	01-19-96	REVISION 36

0 50 100
SCALE IN FEET

TH 2 PC 34+03.12 — 10" M., 9.12', 12.59', 2.12', 2-6" M., 4-6" M.
TH 2 PI 35+13.603 = 35+10.923 — 4" M., 10.17', 25.79', 11.88', 24" M., 30" YB
TH 2 POT 38+33.80 — 8" E., 33.26', 27.35', 48.04', 16" BUT., 16" BUT.

TH 12 20+13.36
BEGIN APPROACH CONSTRUCTION
ELEV. 526.26

PVI
STA. 20+63.35
ELEV. 527.31'
100' VC
K=11

+10.80 %
+6.3 %
+2.10 %

TH 12 20+05.35
ELEV. 525.76'

REV. ML 207+98.47 = TH 12 POT 19+83.35
ELEV. 525.00'

REV. TH 12 25+30.00
ELEV. 577.80'

REV. TH 12 25+79.69
END APPROACH CONSTRUCTION

SURV. 25+48.62
REV. 25+79.69

TOWN HIGHWAY 12

REV. ML 209+81.36 = TH 2 29+92.68
ELEV. 521.18'

TH 2 30+12.68
BEGIN TH 2 APPROACH CONSTRUCTION
ELEV. 522.44'

+6.3 %
+2.0958 %

PVI
STA. 31+00
ELEV. 524.27'
174.60' VC
SSD = 217

-3.0248 %
+0.0780 %

PVI
STA. 33+43.65
ELEV. 516.90'
312.70' VC
K=10

-1.8000 %

PVI
STA. 36+00
ELEV. 517.10'
200' VC
SSD=454

TH 2 37+75
END APPROACH CONSTRUCTION

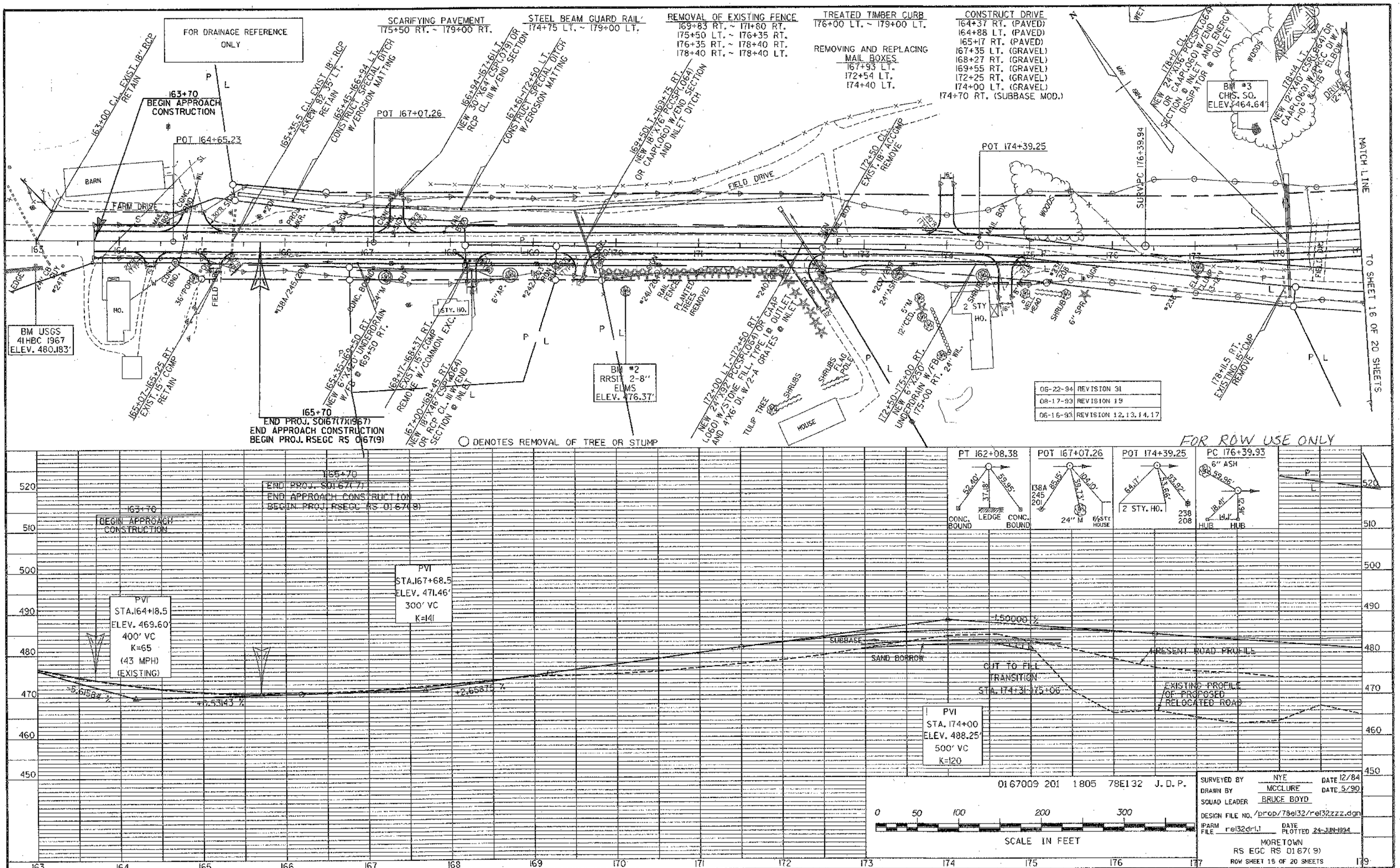
TOWN HIGHWAY 2

0167009 201 1805
78E132 J. D. P.

SURVEYED BY	NYE	DATE	12/84
DRAWN BY	MCCLURE	DATE	5/90
SQUAD LEADER	BRUCE BOYD		
DESIGN FILE NO.	/prop/78el32/rel32zzz.dgn		
IPARM FILE	rel3214r.1	DATE PLOTTED	26-APR-2000

MORETOWN
RS EGC RS 0167(9)
ROW SHEET 14 OF 20 SHEETS
SHEET 30 OF 243 SHEETS

20 21 22 23 24 25 30 31 32 33 34 35 36 37 38



FOR DRAINAGE REFERENCE ONLY
SCARIFYING PAVEMENT
175+50 RT. ~ 179+00 RT.
STEEL BEAM GUARD RAIL
174+75 LT. ~ 179+00 LT.
REMOVAL OF EXISTING FENCE
169+83 RT. ~ 171+80 RT.
175+50 LT. ~ 176+35 RT.
176+35 RT. ~ 178+40 RT.
178+40 RT. ~ 178+40 LT.
TREATED TIMBER CURB
176+00 LT. ~ 179+00 LT.
REMOVING AND REPLACING MAIL BOXES
167+93 LT.
172+54 LT.
174+40 LT.
CONSTRUCT DRIVE
164+37 RT. (PAVED)
164+88 LT. (PAVED)
165+17 RT. (PAVED)
167+35 LT. (GRAVEL)
168+27 RT. (GRAVEL)
169+55 RT. (GRAVEL)
172+25 RT. (GRAVEL)
174+00 LT. (GRAVEL)
174+70 RT. (SUBBASE MOD.)
163+70
BEGIN APPROACH CONSTRUCTION
POT 164+65.23
POT 167+07.26
POT 174+39.25
BM #3
CHIS. SQ.
ELEV. 464.64'
BM USGS
41HBC 1967
ELEV. 480.183'
BM #2
RRSIT 2-8"
ELMS
ELEV. 476.37'
165+70
END PROJ. S0167(7)(1967)
END APPROACH CONSTRUCTION
BEGIN PROJ. RSEGC RS 0167(9)
FARM DRIVE
FIELD DRIVE
BARN
HO.
1 STY. HO.
2 STY HO.
WOODS
MAIL BOX
SURV. PC 176+39.94
MATCH LINE
TO SHEET 16 OF 20 SHEETS
○ DENOTES REMOVAL OF TREE OR STUMP
06-22-94 REVISION 31
08-17-93 REVISION 19
06-16-93 REVISION 12,13,14,17
FOR ROW USE ONLY
PT 162+08.38
POT 167+07.26
POT 174+39.25
PC 176+39.93
CONC. BOUND
LEDGE
2 STY. HO.
HUB
PVI
STA.164+18.5
ELEV. 469.60'
400' VC
K=65
(43 MPH)
(EXISTING)
PVI
STA.167+68.5
ELEV. 471.46'
300' VC
K=141
PVI
STA. 174+00
ELEV. 488.25'
500' VC
K=120
SUBBASE
SAND BORROW
CUT TO FILL TRANSITION
STA. 174+31-175+06
PRESENT ROAD PROFILE
EXISTING PROFILE OF PROPOSED RELOCATED ROAD
0167009 201 1805 78E132 J.D.P.
SCALE IN FEET
SURVEYED BY NYE DATE 12/84
DRAWN BY MCCLURE DATE 5/90
SQUAD LEADER BRUCE BOYD
DESIGN FILE NO. /prop/78e132/re132zzz.dgn
IPARM FILE re132dr1.1 DATE PLOTTED 24-JUN-1994
MORETOWN
RS EGC RS 0167(9)
ROW SHEET 15 OF 20 SHEETS

DRIVE CURVE DATA
△ = 37°-57'-33" LT.
D = 19°-06'
R = 300'
T = 103.18'
L = 195.14'
E = 17.25'

EXCAVATION OF SURFACES AND PAVEMENTS
182+00 RT. ~ 185+00 RT.
AREA TO BE TOPSOILED, SEEDED AND MULCHED

STEEL BEAM GUARD RAIL
SURV. 179+00 LT. ~ REV. 186+75 LT.
REV. 191+50 RT. ~ REV. 193+00 RT.
REV. 193+50 LT. ~ REV. 195+00 LT.

SCARIFYING PAVEMENT
179+00 RT. ~ 182+00 RT.
183+00 RT. ~ 185+00 RT.

DRILLING AND BLASTING OF SOLID ROCK SUBGRADE
REV. 192+50 ~ REV. 193+50

REMOVAL AND DISPOSAL OF GUARD RAIL
REV. 193+70 LT. ~ REV. 195+00 LT.

CONSTRUCT DRIVE
SURV. 180+00 LT.
SURV. 183+25 RT. ~ SURV. 184+50 RT. (GRAVEL PARKING AREA)
SURV. 184+40 RT. (GRAVEL)
REV. 186+59 RT. (PAVED)
REV. 189+57 LT. (GRAVEL)
REV. 190+86 RT. (GRAVEL)
REV. 191+59 LT. (GRAVEL)
REV. 192+69 LT. (GRAVEL)
REV. 193+70 RT. (GRAVEL)

SURV.CURVE * 2 DATA
△ = 13°-22'-04" LT.
D = 2°-00'
R = 2864.79'
T = 335.72'
L = 668.39'
E = 19.60'

REV.CURVE * 2 DATA
△ = 15°-21'-08" LT.
D = 2°-15'-00"
R = 2546.48'
T = 343.22'
L = 682.32'
E = 23.03'
FULL BANK = 0.042 FT / FT

FOR DRAINAGE REFERENCE ONLY

SURV.CURVE *1 DATA
△ = 07°-58'-03" LT.
D = 1°-30'
R = 3819.72'
T = 266.01'
L = 531.17'
E = 9.25'
BANK = 0.030 FT / FT

TO SHEET 15 OF 20 SHEETS

DRIVE PI 11+41.78 = 11+30.56

DRIVE PC 10+38.60

20' R (TYP.)

SURV.PT 181+71.40 = TH 66 POT 0+00.00 Δ = 90° RT.

182+00 LT. NEW 18"X36' CSP(.064)OR CAAPI.060) W/ 4:1-15 ELBOW WITH ENERGY DISSIPATOR @ OUTLET

182+00 LT.-182+53 RT. NEW 18"X84' PCCSP(.064)OR CAAPI.060) W/END SECTION AND INLET DITCH

BM #4
SIT 8" POP.
ELEV. 499.31'

POT 184+82.83

POT 183+17.66

TH 66 PC 0+49.69

ML POC 180+00=
DR. POT 10+00
Δ=89°37'30" LT.

SURV. PI 179+05.95= 179+05.09

TH 66 PI 1+62.85= 1+45.83

TH 66 2+53 END APPROACH CONSTRUCTION

180+29 RT. ASKEW 88.07' LT. EXISTING 12" ACCOMP REMOVE

TH 66 2+50 LT. EXIST. 12" CCMP RETAIN

TH 66 C+87 CL. EXISTING 15" CCMP REMOVE

183+95 RT. EXIST. 10" CMP (POOR) REMOVE

183+85-184+55 RT. NEW 15"X80' CSP(.064)OR RCP CL.III W/END SECTION @ INLET

184+02 ~ 184+63 RT. NEW 15"X65' CSP(.064)OR CPEP

184+32-184+60 RT. EXIST.12" CMP REMOVE

184+26-184+66 RT. EXIST. CMP (SIZE UNKNOWN) REMOVE

REV.186+44-192+36 LT. NEW 6"X592' UNDERDRAIN W/FB @ 186+44 LT. AND @ 189+94 LT.

REV.191+24 LT.-REV.191+41 RT. APPROX. LOC. OF NEW 6"X123' PLASTIC WATER PIPE RIGID (TO BE USED AS A SLEEVE FOR WATERLINE)

REV.192+36-REV.193+64 LT. NEW 18"X136' RCP(CSP(.064) OR CAAPI.060) OR RCP CL. III

REV.193+09 LT. ASKEW 52°33' LT. EXIST. 48" RCP - REMOVE

REV.193+11 RT.-REV.193+26 LT. APP. LOC. NEW 6"X62' PLASTIC WATER PIPE-RIGID (WATER LINE SLEEVE) W/EXTENSION SERVICE BOX AND CURB STOP @ REV.193+11 RT. NEW 11/4"X62' SEAMLESS COPPER WATER TUBE

REV.193+24 LT. EXIST. 7"X5' CONC. BOX REMOVE

REV.193+54 LT. EXIST. 48" BOULDER PIPE REMOVE

REV.193+59-REV.193+94 LT. NEW 6"X144' UNDERDRAIN W/FB @ REV.193+94 LT. AND @ REV.195+00 LT.

REV.191+44-REV.192+36 LT. NEW 15"X92' RCP CL. III

REV.192+95.17 = REV.PI 193+26.78

SURV.PI 189+62.50 = 189+59.45
REV.PI 189+86.24' = 189+82.12

REV.189+75-REV.190+70 RT. EXIST. WATER OVERFLOW PIPE RETAIN

REV.189+76-REV.190+32 RT. NEW 15"X26' CSP(.064)W/END SECTION @ INLET

REV.191+10 RT.-REV.191+24 RT. EXISTING PIPE REMOVE

1/2"X100' PLASTIC WATER PIPE (FLEXIBLE)INTERCEPT EXISTING PIPE @ REV.190+70 RT. REMOVE

RECHANNEL EXISTING WATER COURSE

REV.191+61-REV.192+50 LT. EXISTING WATER OVERFLOW PIPE)

REV.192+50 RT.-REV.193+54 LT. STONE FILL, TYPE II

REV.192+50-195+00 RT. NEW 60"X174' PCCSP(PIPE)(.09) OR CAAPI.105) W/OUTLET DITCH

REV.192+50-195+00 LT. NEW 6"X2250' UNDERDRAIN W/FB @ 193+74 RT. AND FILTER FABRIC

REV.193+44-REV.193+78 CL. EXISTING 15" CCMP REMOVE W/COMMON EXC.)

REV.193+31-REV.194+07 RT. NEW 18"X76' CSP(.064)OR RCP CL. III W/END SECTION

REV.194+30-REV.195+00 RT. CONSTRUCT TREATED TIMBER BIN WALL

BM #5
SIR 18" PINE
ELEV. 500.09'

SURV. POT 193+57.09

MATCH LINE

TO SHEET 17 OF 20

TH 66 CURVE DATA
△ = 54°-00'-00" RT.
D = 25°-48'
R = 222.08'
T = 113.16'
L = 209.30'
E = 27.17'
BANK = 0.021FT / FT

REMOVING AND REPLACING MAIL BOXES
SURV. 181+60 RT.
REV. 187+04 LT.
REV. 189+47 LT.
REV. 189+51 LT.
REV. 192+00 LT.

STONE FILL, TYPE II
(FOR SLOPE STABILIZATION)
REV. 194+30 RT. ~ REV. 195+00 RT.

TREATED TIMBER CURB
179+00 LT. ~ 184+25 LT.

○ DENOTES TREE OR STUMP REMOVAL

0 50 100 200 300
SCALE IN FEET

DATUM
VERTICAL
HORIZONTAL

FOR ROW USE ONLY

06-22-94	REVISION 31
12-17-93	REVISION 25
08-17-93	REVISION 20

0167009 201 1805 78E132 J.D.P.

SURVEYED BY	NYE	DATE 12/84
DRAWN BY	MCCLURE	DATE 5/90
SQUAD LEADER	BRUCE BOYD	
DESIGN FILE NO.	/prop/78e132/rel32zzz.dgn	
IPARM FILE	rel32dr2.1	DATE PLOTTED 24-JUN-1994

MORETOWN
RS EGC RS 0167(9)
ROW SHEET 16 OF 20 SHEETS

NOTE : ACTUAL LOCATION OF PROPOSED ACCESS FOR DAM TO BE DETERMINED BY THE ENGINEER UPON CONSTRUCTION

MATCH LINE TO SHEET 16 OF 20

MATCH LINE TO SHEET 18 OF 20

BM VTAT DISK "DAM ONE" ELEV. 505.555'

REV.PI 201+23.23 = 201+46.36

SURV.PI 201+47.39 = 201+46.36

SURV. CURVE # 4 DATA
Δ = 67°-13'-03" LT.
D = 9°
R = 636.62'
T = 423.11'
L = 746.86'
E = 127.78'

REV. CURVE # 4 DATA
Δ = 71°-28'-02" LT.
D = 8°-30'
R = 674.07'
T = 484.97'
L = 840.79'
E = 156.33'
FULL BANK = 0.063 FT/FT

REV. 210+03
END PROJECT RSEGC RS0167(8)
BEGIN BRS0167(11)

SURV.POC 210+12.50

REV.POC 209+81.36 = TH 2 POT 29+92.68

SURV.POC 209+85.00 = TH 2 POT 30+00.00
Δ = 30° RT.

REV.POC 207+98.29 = TH 12 POBS 19+93.35

TH 12 REV. PI 20+84.07 = 20+63.83

TH 12 SURV. PI 21+40.00 = 21+16.85

TH 12 REV. PC 21+51.35

TH 12 SURV. PT 22+39.97

TH 12 SURV. PC 22+98.7

TH 12 REV. PT 23+59.11

TH 12 REV.PC 24+14.49

TH 12 REV.PT 25+33.72

TH 12 REV.POT 25+79.69 = TH 12 SURV.PT 25+48.62 = TH 12 TRAV.POT 66+60.87 EQ. +31.07

TH 12 SURV. PI 24+45.19 24+02.16

REV. 25+79.69
END TH 12 APPROACH CONSTRUCTION

SURV.PI 209+73.78 = 208+74.42

TBM#1 SIR 18" M EL. EV. 521.95'

REV.PI 209+60.75 = 208+31.60

TH 2 PI 30+34.00 = 30+83.18

SURV. CURVE # 3 DATA
Δ = 11°-45'-00" RT.
D = 4°-00'
R = 1432.40'
T = 147.39'
L = 293.75'
E = 7.56'

REV. CURVE # 3 DATA
Δ = 17°-59'-03" RT.
D = 6°-00'
R = 954.93'
T = 151.11'
L = 299.74'
E = 11.88'
FULL BANK = 0.077 FT / FT

FOR DRAINAGE REFERENCE ONLY

EXTRA DEPTH OF SUBBASE
REV. 210+00 ~ 210+53.82

EXTRA DEPTH OF BASE COURSE OF BIT. CONC. PAVE. (5")
REV. 210+00 ~ REV. 210+53.82

REMOVAL OF EXISTING FENCE
TH 2 30+25 ~ 31+50 RT.

REMOVAL AND DISPOSAL OF GUARD RAIL
REV. 195+00 LT. ~ REV. 199+40 LT.
REV. 199+30 LT. ~ REV. 200+10 LT.
REV. 200+25 LT. ~ REV. 206+60 LT.
REV. 206+90 LT. ~ REV. 207+10 LT.
TH 2 31+00 ~ 31+50 LT.

EXCAVATION OF SURFACES AND PAVEMENTS
AREA TO BE TOPSOILED, SEEDED AND MULCHED
REV. 205+50 LT. ~ REV. 207+00 LT.
TH 2 30+50 ~ 31+50 LT.

SCARIFYING PAVEMENT
REV. 198+50 LT. ~ 201+00 LT.

CONSTRUCT PAVED WALK
REV. 206+78 LT.

GRANULAR BORROW
REV. 210+21 ~ REV. 210+53

DRILLING AND BLASTING OF SOLID ROCK SUBGRADE
REV. 195+75 ~ REV. 196+25
REV. 200+00 ~ 204+50
REV. 205+50 ~ 207+00
TH 12 REV. 21+59 ~ REV. 22+30

STEEL BEAM GUARD RAIL
REV. 195+00 LT. ~ REV. 206+75 LT.
REV. 206+80 LT. ~ REV. 209+58 LT.
TH 2 30+23.5 ~ 30+48.5 LT.

GUARD RAIL APPROACH SECTION, TYPE I
REV. 209+58 LT. ~ REV. 210+08 LT.
TH 2 30+23.5 LT. ~ 210+53.82 RT.

TREATED TIMBER CURB
REV. 207+30 LT. ~ REV. 210+08 LT.

CONSTRUCT DRIVE
REV. STA. 198+50 RT. (16' GRAVEL)
REV. TH 12 25+75 RT. (GRAVEL)

CONSTRUCT PARKING AREA
REV. 205+90 LT. ~ REV. 207+05 LT.

PLANK RAIL
REV. 206+62 LT. ~206+97 LT.
REV. 207+55 LT. ~208+90 LT.

PLANK RAIL @ MIDDLESEX END OF BRIDGE IS BRS-0167(11) QUANTITY

STONE FILL, TYPE II (FOR SLOPE STABILIZATION)
REV. 195+00 RT. ~ REV. 197+50 RT.
REV. 205+00 RT. ~ REV. 205+50 RT.

○ DENOTES REMOVAL OF TREE OR STUMP

TH 12 SURV. CURVE #1 DATA
Δ = 60°-17'-30" RT.
D = 27°-01'-35"
R = 212.00'
T = 123.12'
L = 223.09'
E = 33.16'

TH 12 SURV. CURVE #2 DATA
Δ = 74°-57'-35" LT.
D = 29°-59'-58"
R = 190.99'
T = 146.45'
L = 249.87'
E = 49.68'

TH 12 REV. CURVE #1 DATA
Δ = 79°-00'-21" RT.
D = 76°-23'-40"
R = 75.00'
T = 61.83'
L = 103.42'
E = 22.20'

TH 12 REV. CURVE #2 DATA
Δ = 59°-31'-08" LT.
D = 28°-38'-52"
R = 200.00'
T = 114.35'
L = 207.76'
E = 30.38'

DATUM
VERTICAL _____
HORIZONTAL _____

0 50 100 200 300
SCALE IN FEET

FOR ROW USE ONLY

12-02-93	REVISION 23
06-16-93	REVISION 14 & 15

03-8053 1805 78E132 J. D. P.

SURVEYED BY NYE DATE 12/84
DRAWN BY MCCLURE DATE 5/90
SQUAD LEADER BRUCE BOYD
DESIGN FILE NO. z:fdot70.70JT8e132zzz.dgn
IPARM FILE T8e132dr3.i DATE PLOTTED 16-DEC-1993

MORETOWN
RS EGC RS 0167(9)
ROW SHEET 17 OF 20 SHEETS

REMOVAL OF PAVEMENT BELOW SUBGRADE (0' ~ 2') (PAID AS COMMON EXCAVATION)
SURV. 170+75 ~ SURV. 173+25
SURV. 175+25 ~ SURV. 175+75

CUT TO FILL TRANSITION
SURV. 174+35 ~ SURV. 175+12 ℄

COLD PLANING - BIT. PAVEMENT
163+70 ~ 164+45
60

STEEL BEAM GUARD RAIL
174+75 LT. ~ 179+00 LT.
73

MODIFIED ECCENTRIC LOADER TERMINAL (MELT)
174+37.5 ~ 174+75 LT
35.5 33

REMOVAL OF EXISTING FENCE
~~169+83 RT. ~ 171+80 RT.~~
~~175+50 LT. ~ 176+35 RT.~~
~~176+35 RT. ~ 178+40 RT.~~
~~178+40 RT. ~ 178+40 LT.~~

TREATED TIMBER CURB
176+00 LT. ~ 179+00 LT.

RELOCATE MAILBOX (SINGLE SUPPORT)
~~167+93 LT.~~
~~172+54 LT.~~
174+40 LT.

CONSTRUCT DRIVE
164+37 RT. (PAVED APRON)
164+88 LT. (PAVED APRON)
165+17 RT. (PAVED APRON)
167+35 LT. (GRAVEL)
168+27 RT. (GRAVEL)
169+55 RT. (GRAVEL)
172+25 RT. (PAVED)
174+00 LT. (GRAVEL)
174+70 RT. (SUBBASE MOD.)(CRUSHED SLATE)

SCARIFYING PAVEMENT
175+75 RT. ~ ~~179+00~~ RT.
181+75 RT

DRIVE GATE FOR WOVEN WIRE FENCE
STA. 169+55 RT. (16' WIDE)
(2 - 8' GATES W/ OPENING IN MIDDLE)

163+70 ~~60~~
BEGIN APPROACH CONSTRUCTION

POT 164+65.23

POT 167+07.26

POT 174+39.25

SURV. PC 176+39.94

BM USGS 41 HBC 1967 ELEV. 480.183'

BM #2 RRSIT 2-8" ELMS ELEV. 476.37'

BM #3 CHIS. SQ. ELEV. 464.64'

MATCH LINE STA. 179+00
MATCH TO SHEET #41

NOTE : ALL DRIVE RADII ARE 20' UNLESS INDICATED OTHERWISE

○ DENOTES REMOVAL OF TREE OR STUMP

DATUM
VERTICAL NGVD 1929
HORIZONTAL N/A

0 50 100
SCALE IN FEET

PT 162+08.38
52.40' CONC. BOUND
37.18'
59.95' CONC. BOUND
LEDGE

POT 167+07.26
138A 245 201
85.16'
104.10'
39.73'
24" M
WASTY HOUSE

POT 174+39.25
64.17'
93.92'
53.65'
2 STY. HO.
238 208

PC 176+39.93
6" ASH
59.96'
18.41'
12.94'
14.1'
HUB HUB

PVI
STA. 164+18.5
ELEV. 469.60'
400' VC
K=65
(43 MPH)
(EXISTING)

PVI
STA. 167+68.5
ELEV. 471.46'
300' VC
K=141

PVI
STA. 174+00
ELEV. 488.25'
500' VC
SSD = 400

-5.6100 %
+0.5314 %
+2.6588 %
-1.5000 %

SUBBASE
SAND BORROW
CUT TO FILL TRANSITION STA. 174+35-175+12
PRESENT ROAD PROFILE
EXISTING PROFILE OF PROPOSED RELOCATED ROAD

SCALES IN FEET
0 50 100
20 10 0

SURVEYED BY FANTONI DATE 1/87
DRAWN BY SQUAD B DATE 8/87
SQUAD LEADER DELLA SANTA
DESIGN FILE NO. /SQDB/84E058/DE058.DGN
IPARM FILE DE132LI DATE PLOTTED 08-MAY-2000
PROJ. NAME MORETOWN
PROJ. NO. RSEGC-RS 0167(9)
SHEET 40 OF 243 SHEETS

DRIVE CURVE DATA
△ = 37°57'-33" LT.
D = 19°-06'
R = 300'
T = 103.18'
L = 195.14'
E = 17.25'

EXCAVATION OF SURFACES AND PAVEMENTS
181+75 RT. ~ ~~185+00 RT.~~ 183+50RT
AREA TO BE TOPSOILED, SEEDED AND MULCHED

STEEL BEAM GUARD RAIL
179+00 LT. ~ 179+50 LT.
58 180+46 LT. ~ REV. 186+~~65.5~~ LT. 63
40 REV. 191+~~62.5~~ RT. ~ REV. 192+~~87.5~~ RT. 86
REV. 193+68.5 LT. ~ REV. 195+00 LT.

SCARIFYING PAVEMENT
179+00 RT. ~ 181+75 RT.
183+00 RT. ~ 185+~~25~~ RT.

CUT TO FILL TRANSITION
REV. 184+66 ~ REV. 185+42 ℄

REMOVAL AND DISPOSAL OF GUARD RAIL
REV. 192+~~69~~ RT. ~ REV. 193+~~20~~ RT.
REV. 193+70 LT. ~ REV. 195+00 LT.

CONSTRUCT DRIVE
SURV. 180+00 LT. (GRAVEL) 185+00
SURV. 183+25 RT. ~ SURV. ~~184+50~~ RT.
(GRAVEL PARKING AREA)
SURV. 184+40 RT. (GRAVEL)
~~REV. 186+59 RT. (PAVED)~~
REV. 189+57 LT. (GRAVEL)
REV. 190+90 RT. (GRAVEL) 65
REV. 191+62 LT. (GRAVEL)
REV. 192+69 LT. (GRAVEL)
REV. 193+70 RT. (GRAVEL)
REV 187+25 LT (GRAVEL)
REV 187+25 LT (PAVED)

GRUBBING MATERIAL
AT INLET OF 60" CULVERT
((SEE SHEETS 66,67 AND 68))

MODIFIED ECCENTRIC LOADED TERMINAL (MELT)
179+50~179+87.5 LT.
20 180+08.5~180+46 LT. 58
REV. 186+~~65.5~~~REV 187+03 LT. 01
30 REV. 191+~~25~~~REV 191+~~62.5~~ RT. 50
REV. 192+~~87.5~~~REV 193+25 RT. 34
86 REV. 193+31~REV 193+68.5 LT.

SURV.CURVE # 2 DATA
△ = 13°22'-04" LT.
D = 2°-00'
R = 2864.79'
T = 335.72'
L = 668.39'
E = 19.60'

REV.CURVE # 2 DATA
△ = 15°-21'-08" LT.
D = 2°-15'-00"
R = 2546.48'
T = 343.22'
L = 682.32'
E = 23.03'
FULL BANK = 0.042 FT / FT

CONSTRUCT APPROACH
181+71.10 RT (TH 66)

SURV.CURVE #1 DATA
△ = 07°-58'-03" LT.
D = 1°-30'
R = 3819.72'
T = 266.01'
L = 531.17'
E = 9.25'
BANK = 0.030 FT/FT

MATCH TO SHEET #40

DRIVE PI 11+41.78 = 11+30.56

DRIVE PC 10+38.60

ML POC 180+00= DR. POT 10+00
△=89° 37' 30" LT.

SURV. CURVE #1 PI 179+05.95= 179+05.09

MATCH LINE STA. 179+00

EXISTING R.O.W.

S 62°-24'-32" E

S 27°-38'-28" W

S 81°-38'-28" W

TH 66 PC 0+49.69

TH 66 PT 2+59.19

TH 66 PI 1+62.85= 1+45.83

TH 66 POC 2+53 END APPROACH CONSTRUCTION

TH 66 CURVE DATA
△ = 54°-00'-00" RT.
D = 25°-48'
R = 222.08'
T = 113.16'
L = 209.30'
E = 27.17'
BANK = 0.021FT / FT

180+29 RT. ASKEW 86°-07' LT. EXISTING 12" ACCGMP REMOVE

TH 66 2+50 LT. EXIST. 12" CGMP RETAIN

TH 66 0+87 ℄ EXISTING 15" CGMP REMOVE

183+95 RT. EXIST. 10" CMP (POOR) REMOVE

183+85~REV. 186+19 RT. NEW 15"X29" CSP(.064), RCP CL. III OR CPEPS(.137) 87+70 86

184+02 ~ 184+33 RT. NEW 15"X29" RCP CL. III CSP (.064) OR CPEPS(.) 7+85 00

184+32~184+60 RT. EXIST. 12" CMP REMOVE

184+26~184+68 RT. EXIST. CMP.(SIZE UNKNOWN) REMOVE

180+50 C.L. NEW 18"X 88' PCCSP(.064), CAAP(.060) OR CPEP @ OUTLET FILL, TYPE I, 80

SURV.PT 181+71.10 = TH 66 POT 0+00.00 △ = 90° RT.

182+00 LT. NEW 18"X56' CSP(.064) OR CAAP(.060) W/ 25°& 15° ELBOW W/STONE FILL, TYPE II, @ OUTLET 60

182+00 LT.~182+53 RT. NEW 18"X64' PCCSP(.064) OR CPEPS(.) W/END SECTION AND INLET 78

BM #4 SIT 8" POP. ELEV. 499.31

POT 184+82.83

POT 183+17.66

APPROX. AERIAL RELOC. RTE BY NYNEX, GMP, & ADELPHIA

SURV.PC 186+26.78 REV.POT 186+20.52 EQ. +6.26

REV.PT 186+43.02

FIELD

WOODS

LAWN

REV.186+44~192+36 LT. NEW 6"X592' UNDERDRAIN W/FB @ 186+44 LT. AND @ 189+94 LT.

REV.191+24 LT.~REV.191+41 RT. APPROX. LOC. OF NEW 6"X65' (PVC SCHEDULE 40) SLEEVE FOR UTILITIES (TO CARRY A FUTURE WATERLINE) 67

140 LT SEAMLESS COPPER WATER TUBES

GAR.

1ST. WFH

GRAV. DR.

SEE SHEETS 66, 67 AND 68 FOR CULVERT INLET AND HEADWALL DETAILS

REV.191+87 RT. ~ REV.193+32 RT. NEW 6" X 207' UNDERDRAIN W/ FB @ 193+94 RT. 82

260 REV.191+85 RT. ~ REV.193+96 LT. NEW 60"X 236' CSP(.138)TR CAAP(.135) W/ INLET DITCH W/ STONE FILL, TYPE II

REV.193+11 RT.~REV.193+26 LT. APP. LOC. NEW 6"X62' (PVC SCHEDULE 40) SLEEVE FOR UTILITIES (TO CARRY A WATERLINE) W/EXTENSION @ REV.193+11 RT. SERVICE BOX AND CURB STOP @ REV.193+11 RT. NEW 1"/4"X62' SEAMLESS COPPER WATER TUBE (INTERCEPT EXISTING)

REV.193+44~REV.193+84 ℄ REMOVE EXISTING 15" ACCGMP

REV.193+94 78 NEW 18"X78' CAAP(.060), CSP(.064) OR CPEP

REV. 197+98 83 NEW 6"X270' UNDERDRAIN (MOD.) REV. 196+60 RT. NEW 6"X62' (PVC SCHEDULE 40) SLEEVE FOR UTILITIES (TO CARRY A WATERLINE) W/EXTENSION @ REV.196+60 RT. SERVICE BOX AND CURB STOP @ REV.196+60 RT. NEW 1"/4"X62' SEAMLESS COPPER WATER TUBE (INTERCEPT EXISTING) 65

REV.194+10 RT.~ REV.196+40 RT. NEW RETAINING WALL NO. 2 STEEL TOWER

REV.192+36 LT.~ REV.193+94 L NEW 18"X180' PCCSP(.064), CAAP(.060) OR CPEP

REV.193+09 LT. ASKEW 52°-33' LT. EXIST. 48" RCP REMOVE PIPE AND HEADWALL BACKFILL TRENCH W/MATERIAL REMOVED FROM TRENCH FOR 60" PIPE

℄ 71.5' LT NEW 6'X67 LF SLEEVE FOR FUTURE USE

REV.193+24 LT. EXIST. 1'X5' CONC.BOX REMOVE 58' OF EXISTING CONC. BOX BACKFILL TRENCH W/MATERIAL REMOVED FROM TRENCH FOR 60" PIPE

REV.193+94~REV. 194+00 LT. NEW 18"X62' CAAP(.060), CSP(.064), OR CPEP 55

REV.193+54 LT. EXIST. 48" BOILER PIPE REMOVE

REV.193+94~REV.195+00 LT. NEW 6"X 106' UNDERDRAIN

REV.192+36 LT. ~ REV.192+95.17 NEW 6"X62' PCCSP(.064), CSP(.064) OR CPEP 99

REV.PT 193+25.34

REV.PT 192+95.17

BM #5 SIR 18" PINE ELEV. 500.09

193+25 C 83 2'-1/2"X74' NEW 2-1/2"X74' WATER LINE FOR 1.25 INCH WATER LINE

1.25 SEAMLESS COPPER WATER TUBE

SURV. PT 195+57.09

EXISTING 15" ACCGMP

MATCH LINE REV. STA. 195+00

MATCH TO SHEET #43

SURV. CURVE #2 PI 189+62.50 = 189+59.45

REV. CURVE #2 PI 189+86.24 = 189+82.12

4 JEFFERSON MAPLES

REV.189+75~REV.190+70 RT. EXIST. WATER OVERFLOW PIPE

REV.190+74~REV.191+00 RT. NEW 15"X66' RCP CL. III CSP(.064) OR CPEPS(.) W/END SECTION @ INLET 45

REV.190+70~REV.191+70 RT. 14"X60' PLASTIC WATER PIPE (FLEXIBLE)WATER OVERFLOW PIPE) INTERCEPT EXISTING PIPE @ REV.190+70 RT. W/ 6" X 100' SLEEVE FOR UTILITIES

REV.191+03 RT.~REV.191+94 RT. EXISTING PIPE REMOVE

REV.186+54~REV.191+67 RT. NEW 6"X4176' UNDERDRAIN W/FB @ REV.186+54 RT. AND @ REV.188+54 RT. 75

7+75

EROSION MATTING (ON SLOPE) (ABOVE RETAINING WALL)
REV. 193+93.73 ~ REV. 195+00 RT.

GEOTEXTILE UNDER STONE FILL
AT INLET OF 60" CULVERT
((SEE SHEETS 66,67 AND 68))

TREATED TIMBER CURB
179+00 LT. ~ 179+50 LT.
180+46 LT. ~ 185+50 LT.

RELOCATE MAILBOX
SURV. 181+60 RT. (MULTIPLE)
REV. 187+04 LT. (SINGLE)
REV. 189+47 LT. (SINGLE)
~~REV. 189+51 LT. (SINGLE)~~
191+80 ~~REV. 192+00 LT. (SINGLE)~~
190+50 RT
184+ 59 RT

○ DENOTES TREE OR STUMP REMOVAL

DATUM
VERTICAL NGVD 1929
HORIZONTAL N/A

0 50 100
SCALE IN FEET

SURVEYED BY FANTONI DATE 1/87
DRAWN BY SQUADB DATE 8/87
SQUAD LEADER DELLA SANTA
DESIGN FILE NO. /SQDB/84E058/DE058.DGN
IPARM FILE DE132L2 DATE PLOTTED 01-MAR-2000
PROJ. NAME MORETOWN
PROJ. NO. RSEGC-RS 0167(9)
SHEET 41 OF 243 SHEETS

CONSTRUCT ACCESS DRIVE
REV. 198+05 LT. ~ REV. 199+30 LT. (APPROXIMATELY)
* NOTE : ACTUAL LOCATION OF PROPOSED ACCESS FOR DAM TO BE DETERMINED BY THE ENGINEER UPON CONSTRUCTION

BM
VTAT DISK
"DAM ONE"
ELEV. 505.555'

REV. CURVE #3 PI 201+23.23 =
201+20.75

SURV. CURVE #3 PI 201+47.39 =
201+46.36

SURV. CURVE # 4 DATA
△ = 67°-13'-03" LT.
D = 9°
R = 636.62'
T = 423.11'
L = 746.86'
E = 127.78'

REV. CURVE # 4 DATA
△ = 71°-28'-02" LT.
D = 8°-30'
R = 674.07'
T = 484.97'
L = 840.79'
E = 156.33'
FULL BANK = 0.063 FT/FT

MATCH LINE
MATCH TO SHEET NUMBER #166
MATCH TO SHEET NUMBER #162
MATCH TO SHEET NUMBER #45
MATCH TO SHEET #41
MATCH LINE REV. STA. 195+00

REV. 210+03
END PROJECT
RSEGC RS0167(9)
BEGIN PROJECT
BRS0167(II)

SURV. POC 210+12.50
REV. POC 209+81.36 =
TH 2 POT 29+92.68
SURV. POC 209+85.00 =
TH 2 POT 30+00.00
△ = 90° RT.

REV. POC. 207+98.47 =
TH 12 POT 19+93.35
△ 90° TANGENT
TO CURVE

REV. 210+00 LT. TO REV. 209+50 RT. NEW 18"X40' CMP (.064") PCCSP(.064) CAMP (.060) OR CPEP(SL) W/FB @ REV. 209+50 RT.

REV. 195+00 - REV. 196+65 LT. NEW 18"X64' CMP (.060") CSPL(.064) OR CPEP(SL)

REV. 195+00 - REV. 196+40 LT. NEW 6"X140' UNDERDRAIN W/FB @ REV. 196+40 LT.

REV. 195+65 ℄ NEW 18"X160' PCCSP(.064) CAMP(.060) OR CPEP(SL)

REV. 198+77 ℄ EXIST 15" CMP REMOVE

REV. 199+19 RT. ~ REV. 199+44 LT. NEW 24"X68' PCCSP(.064) CAMP(.060) OR CPEP(SL)

REV. 201+80 LT. EXIST 12" CGMP REMOVE

REV. 201+80 - REV. 202+00 LT. NEW 6"X220' UNDERDRAIN PIPE W/FB @ 202+00 LT. CAP

REV. 202+00 - REV. 204+00 LT. NEW 6"X200' UNDERDRAIN W/FB @ 204+00 LT.

APPROX. AERIAL RELOC. ROUTE BY NYNEX, GMP, AND ADELPHIA

REV. 204+05 - REV. 205+05 LT. REV. 204+75 LT. NEW 6"X100' UNDERDRAIN W/FB

REV. 205+05 - REV. 205+46 LT. NEW 6"X141' UNDERDRAIN PIPE W/FB @ REV. 205+46 LT.

REV. 205+05 - REV. 205+46 LT. EXIST 15" CGMP REMOVE

REV. 205+46 LT. - REV. 205+05 LT. NEW 6"X100' UNDERDRAIN CARRIER PIPE W/FB @ REV. 205+05 LT.

REV. 206+42 RT. - REV. 207+35 LT. NEW 18"X180' CSP(.064) OR CPEP(SL) W/FB @ REV. 207+35 LT.

REV. 206+42 RT. - REV. 207+35 LT. EXIST 12" CGMP REMOVE

REV. 206+42 RT. ASKEW 60 LT. NEW CURB 18" TUBE

REV. 209+50 RT. NEW 18"X76' PCCSP(.064) CAMP(.060) OR CPEP(SL)

REV. 209+50 RT. NEW 18"X80' PCCSP(.064) CAMP(.060) OR CPEP(SL) W/END SECTION

REV. 209+50 RT. NEW 18"X180

TH 2 CURVE # 2 DATA
△ = 21°-49'-45" LT.
D = 10°
R = 572.958'
T = 110.486'
L = 218.292'
E = 10.55'

37+75
END TH 2 APPROACH CONSTRUCTION

TH 2 POT 38+33.80

DRILLING AND BLASTING OF SOLID ROCK SUBGRADE
TH 2 31+75. ~ 33+25 59

GRUBBING MATERIAL
TH 2 34+00 LT. ~ 37+25 LT.

MODFIED ECCENTRIC LOADER TERRMINAL(MELT)
TH 2 33+25 ~ 33+62.5 LT.
TH 2 36+87.5 ~ 37+25 LT.

EXCAVATION OF SURFACES AND PAVEMENTS
((AREA TO BE TOPSOILED, SEEDED AND MULCHED))
~~OLD TH 2 : SURV. 31+50 ~ 33+75 LT.~~

CONSTRUCT DRIVE
TH 2 34+88 RT. (GRAVEL)
TH 2 36+50 RT. (GRAVEL)

DRIVE GATE FOR WOVEN WIRE FENCE
TH 2 34+88 RT. (16' WIDE)
(2 - 8' GATES W/ OPENING IN MIDDLE)

REMOVAL AND DISPOSAL OF GUARD RAIL
TH 2 31+50 ~ 32+54 LT.
TH 2 33+00 ~ 37+07 LT.

REMOVAL OF EXISTING FENCE
~~TH 2 31+50 ~ 35+00 RT.~~

STEEL BEAM GUARD RAIL
TH 2 33+62.5 ~ 36+87.5 LT.

MATCH TO SHEET NUMBER 119
MATCH LINE 31+50 MATCH TO SHEET NUMBER #43
WINOOSKI RIVER
EXISTING R.O.W.
TH 2
BARN
HD. TRAILER
GUY
WOODS
POWER LINE CLEARING
APPROX. AERIAL RELOC. ROUTE BY NYNEX & GMP
TH 2 31+65 RT. REMOVE EXIST. 15' CGMP
TH 2 31+50~33+50 LT. 148 NEW 6'X156" UNDERDRAIN W/FB @ 32+00 LT.
TH 2 32+00~33+50 LT. NEW 6'X12" UNDERDRAIN CARRIER PIPE W/FB @ 33+50 LT. 27
TH 2 33+50 LT. 212 NEW 6'X156" UNDERDRAIN W/FB @ 31+56 RT.
TH 2 33+75 CL 50 NEW 6'X156" UNDERDRAIN CARRIER PIPE W/FB @ 33+75 RT. 40
6'X20 LF CARRIER
TH 2 34+32 CL ASKEW 83° LT. EXIST. 18"X24" ST. BOX @ INLET REMOVE OUTLET ACCOMP @ 100
TH 2 34+32 LT.-34+75 RT. NEW 24"X44" PCCSP(.064) OR CPEP W/"L" HEADWALL AND STONE FILL AT INLET
TH2 34+65 TO 35+07RT NEW 15"X60 LF CSP (.064)
TH 2 34+67 ~ 35+07 RT. NEW 15"X40' PCCSP(.064) CAAP(.060) OR CPEP
TH 2 35+01 ~ 36+23 RT. NEW 15"X46' PCCSP(.064) CAAP(.060) OR CPEP
TH 2 36+23 CL NEW 18"X28' PCCSP(.064) CAAP(.060) OR CPEP
TH 2 36+23 ~ 36+79 RT. NEW 15"X56' PCCSP(.064) CAAP(.060) OR CPEP
PI 35+13.603 = 35+10.923
S51°-55'-35" E
S73°-45'-20" E
PC 34+03.12
PT 6+21.41
6"BUT
16"BUT
8"E
16"BUT
4-6" M.
2-6" M.
24" M.
30" YB
16" BUT.
16" BUT.
8" E.
4" M.
10" M.
10" M.
9" M.
12" M.
12.53'
27.35'
33.26'
48.01'
25.79'
11.88'
EQ. = +31.07'
SURV. 25+45.62
REV. 25+79.69 =
DATUM
VERTICAL NGVD 1929
HORIZONTAL N/A
DENOTES REMOVAL OF TREE OR STUMP
0 50 100
SCALE IN FEET
TH 2 PC 34+03.12
TH 2 PI 35+13.603 = 35+10.923
TH 2 POT 38+33.80

TOWN HIGHWAY 12

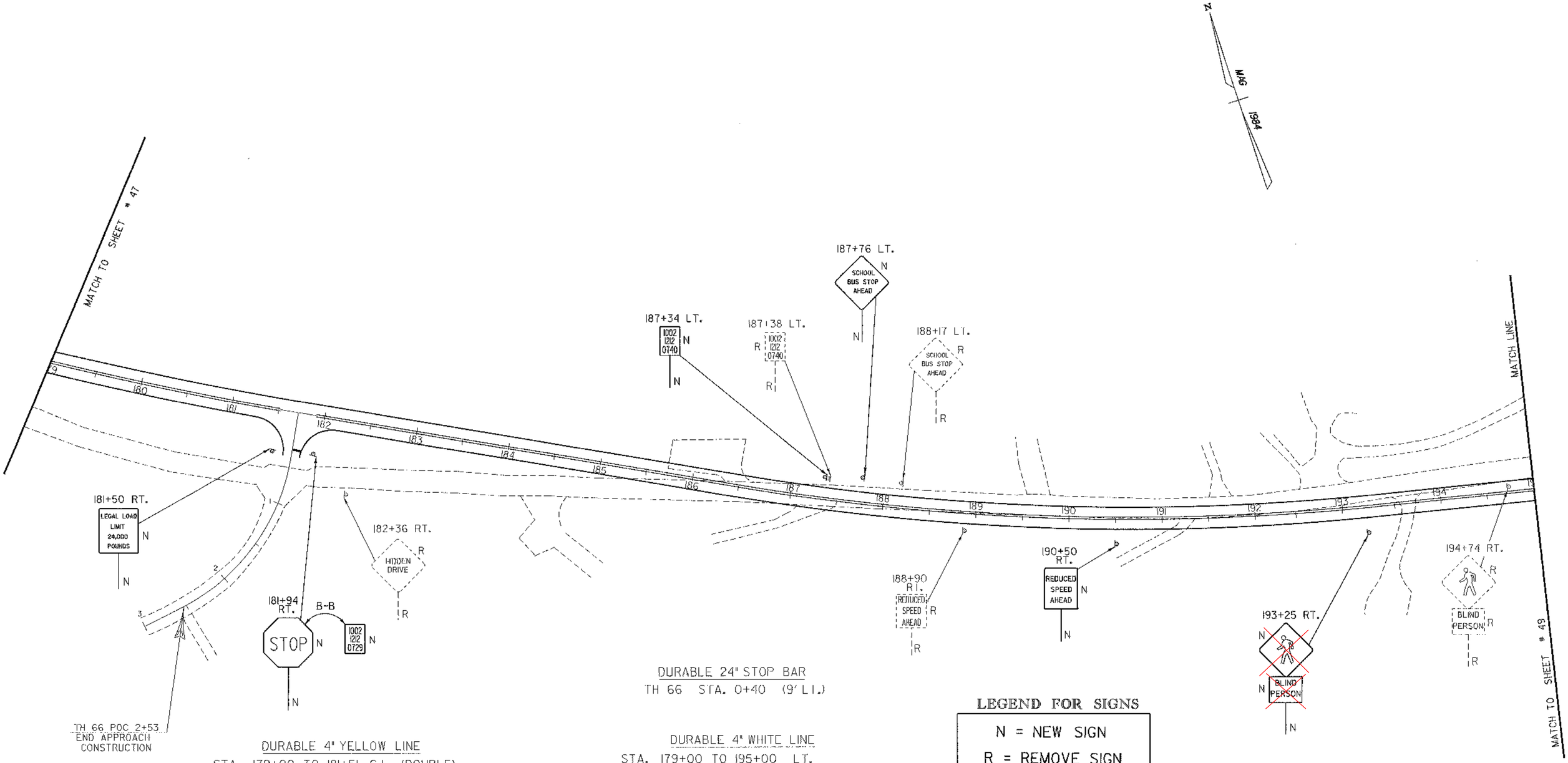
TH 12 20+13.35
BEGIN APPROACH CONSTRUCTION
ELEV. 526.26
PVI
STA. 20+63.35
ELEV. 527.31'
100' VC
K=11
+3.10 %
-2.10 %
TH 12 20+05.35
ELEV. 525.76'
REV. ML 207+98.47 = TH 12 POT 19+93.35
ELEV. 525.00'
REV. TH 12 25+30.00
ELEV. 577.60'
REV. TH 12 25+79.69
END APPROACH CONSTRUCTION

TOWN HIGHWAY 2

REV. ML 209+81.36 = TH 2 29+92.68
ELEV. 521.18'
TH 2 30+12.68
BEGIN TH 2 APPROACH CONSTRUCTION
ELEV. 522.44'
PVI
STA. 31+00
ELEV. 524.27'
174.60' VC
SSD = 217
+0.0950 %
-3.0248 %
PVI
STA. 33+43.65
ELEV. 516.90'
312.70' VC
K=101
+0.0780 %
-1.8060 %
PVI
STA. 36+00
ELEV. 517.10'
200' VC
SSD=454
TH 2 37+75
END APPROACH CONSTRUCTION

SCALES IN FEET
0 50 100
20 10 0

SURVEYED BY FANTONI DATE 1/87
DRAWN BY SQUAD B DATE 8/87
SQUAD LEADER DELLA SANTA
DESIGN FILE NO. /SQDB/84E058/DE058.DGN.DGN
IPARM FILE DE132L4 DATE PLOTTED 01-MAR-2000
PROJ. NAME MORETOWN
PROJ. NO. RSEGC-RS 0167(9)
SHEET 45 OF 243 SHEETS



DURABLE 4" YELLOW LINE

STA. 179+00 TO 181+51 C.L. (DOUBLE)
STA. 181+91 TO 195+00 C.L. (DOUBLE)

TEMPORARY 4" YELLOW LINE

STA. 179+00 TO 181+51 C.L. (DOUBLE)
STA. 181+91 TO 195+00 C.L. (DOUBLE)

REMOVING SIGNS 6

SALVAGE SIGNS 0

DURABLE 24" STOP BAR

TH 66 STA. 0+40 (9' LT.)

DURABLE 4" WHITE LINE

STA. 179+00 TO 195+00 LT.
STA. 179+00 TO 181+62 RT.
STA. 181+80 TO 195+00 RT.

TEMPORARY 4" WHITE LINE

STA. 179+00 TO 195+00 LT.
STA. 179+00 TO 181+30 RT.
STA. 182+16 TO 195+00 RT.

NOTE : DASHED SIGNS AND POSTS ARE EXISTING

LEGEND FOR SIGNS

N = NEW SIGN
R = REMOVE SIGN
S = SALVAGE SIGN

NOTES:

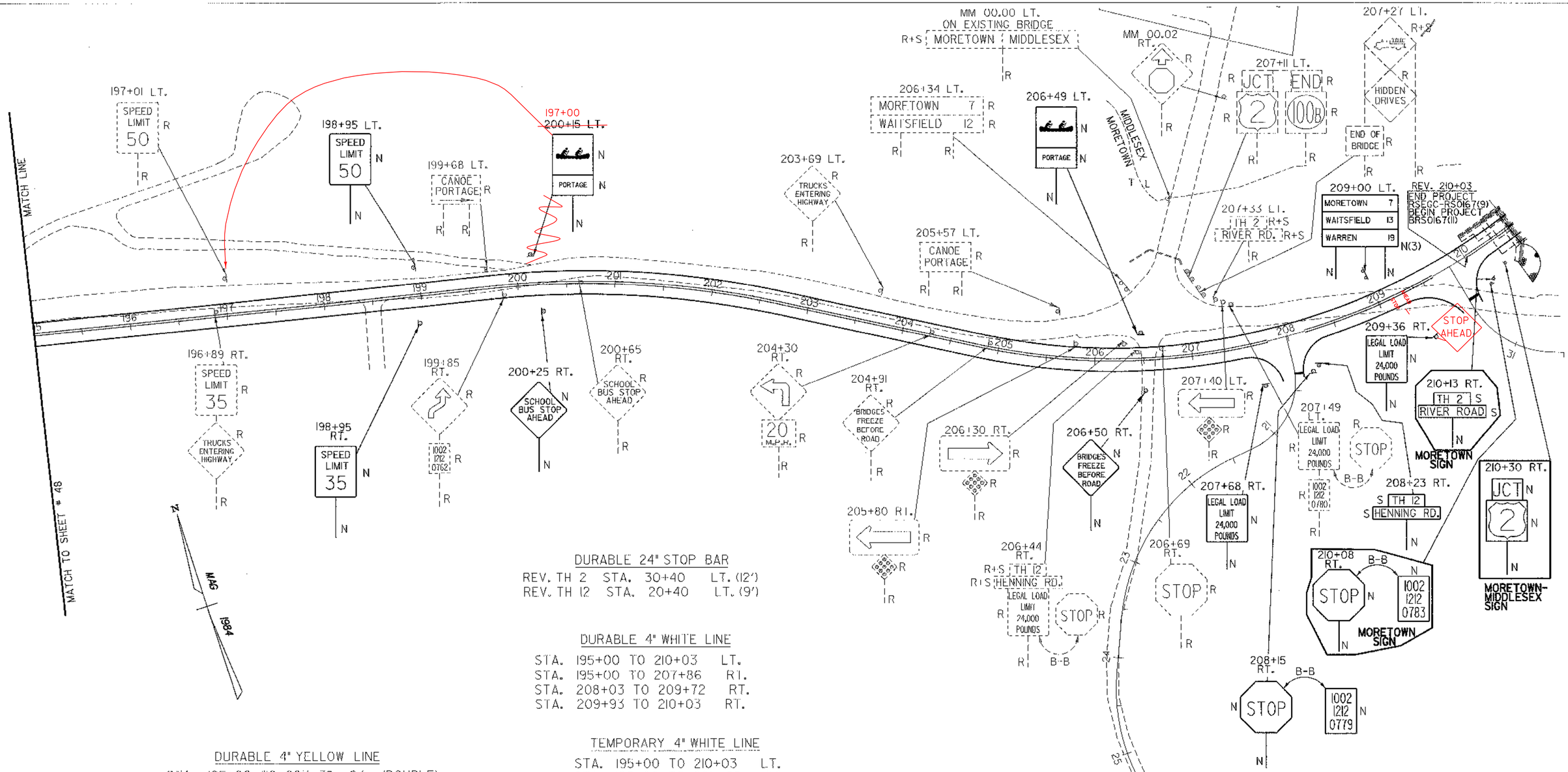
-EXISTING SIGN INVENTORY AS OF 10/11/95.

SIGN & PAVEMENT MARKING LAYOUT SHEET

NOT TO SCALE

TRAFFIC SHEET 2 OF 7 SHEETS

DRAWN BY TRAFFIC & SAFTEY DATE 03/06/95
DESIGN FILE NO. /SQDB/84E058/DE058fbr.DGN
IPARM FILE DE132MK21 DATE PLOTTED 30-NOV-1999
PROJ. NAME. MORETOWN
PROJ. NO. RSEGC RS 0167(9)
SHEET 48 OF 243 SHEETS



DURABLE 24" STOP BAR

REV. TH 2 STA. 30+40 LT. (12')
REV. TH 12 STA. 20+40 LT. (9')

DURABLE 4" WHITE LINE

STA. 195+00 TO 210+03 LT.
STA. 195+00 TO 207+86 RT.
STA. 208+03 TO 209+72 RT.
STA. 209+93 TO 210+03 RT.

DURABLE 4" YELLOW LINE

STA. 195+00 TO 207+78 C.L. (DOUBLE)
STA. 208+18 TO 209+61 C.L. (DOUBLE)
STA. 210+01 TO 210+03 C.L. (DOUBLE)

TEMPORARY 4" WHITE LINE

STA. 195+00 TO 210+03 LT.
STA. 195+00 TO 207+55 RT.
STA. 208+39 TO 209+28 RT.

TEMPORARY 4" YELLOW LINE

STA. 195+00 TO 207+78 C.L. (DOUBLE)
STA. 208+18 TO 209+61 C.L. (DOUBLE)
STA. 210+01 TO 210+03 C.L. (DOUBLE)

LEGEND FOR SIGNS

N = NEW SIGN
R = REMOVE SIGN
S = SALVAGE SIGN

REMOVING SIGNS 39

SALVAGE SIGNS 4

NOTE : DASHED SIGNS AND POSTS ARE EXISTING

SIGN & PAVEMENT MARKING LAYOUT SHEET

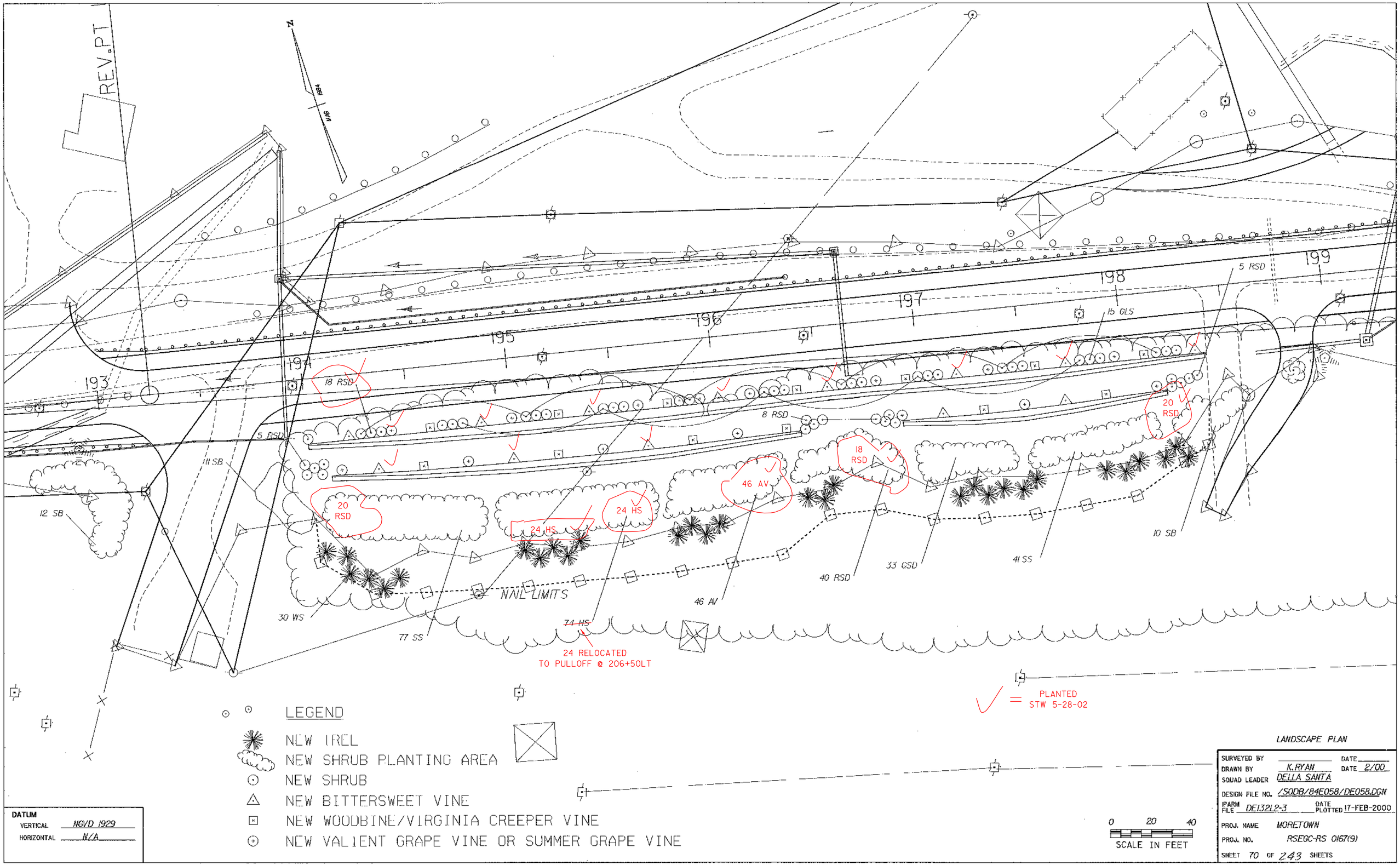
NOTES:

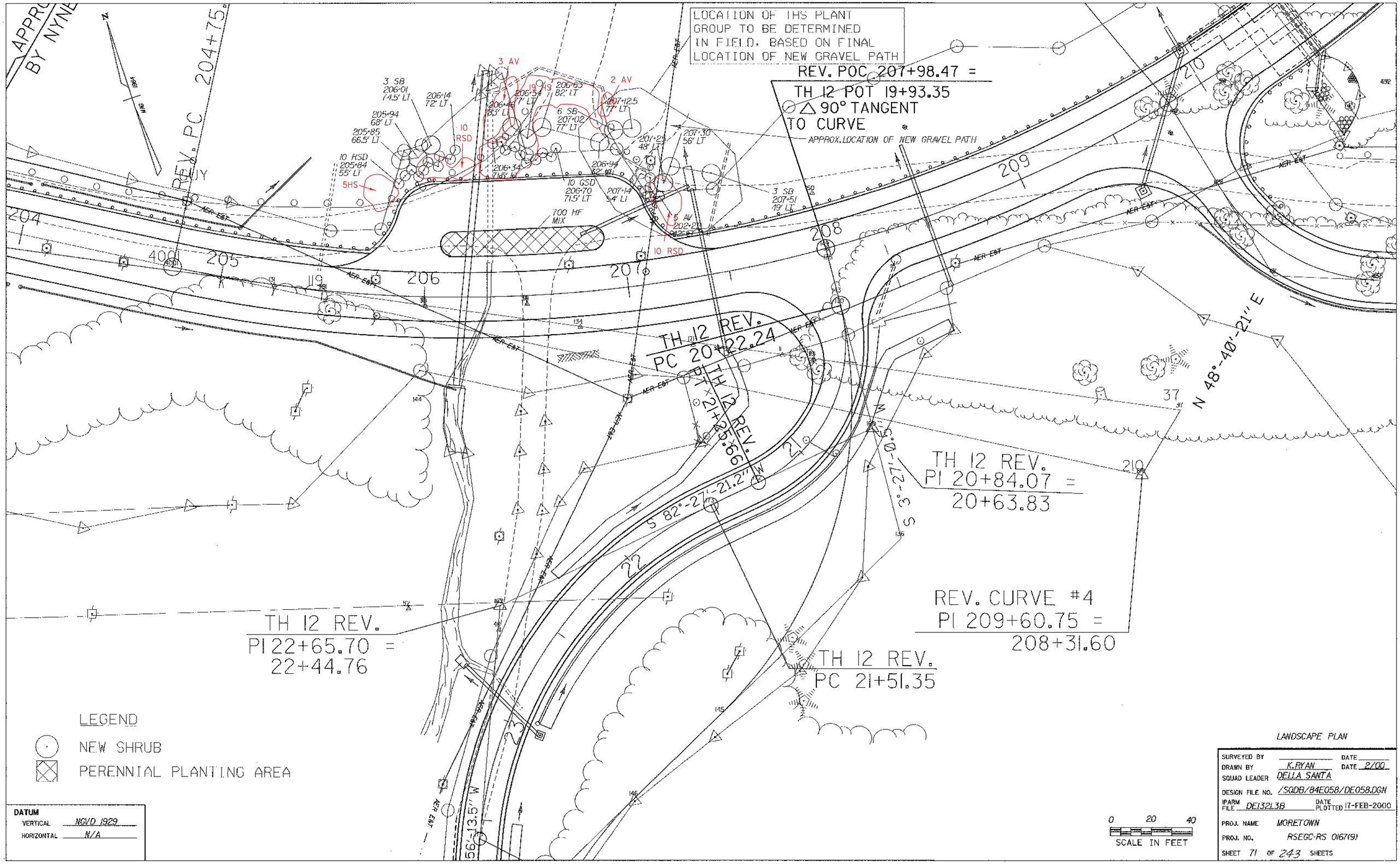
-EXISTING SIGN INVENTORY AS OF 10/11/95.

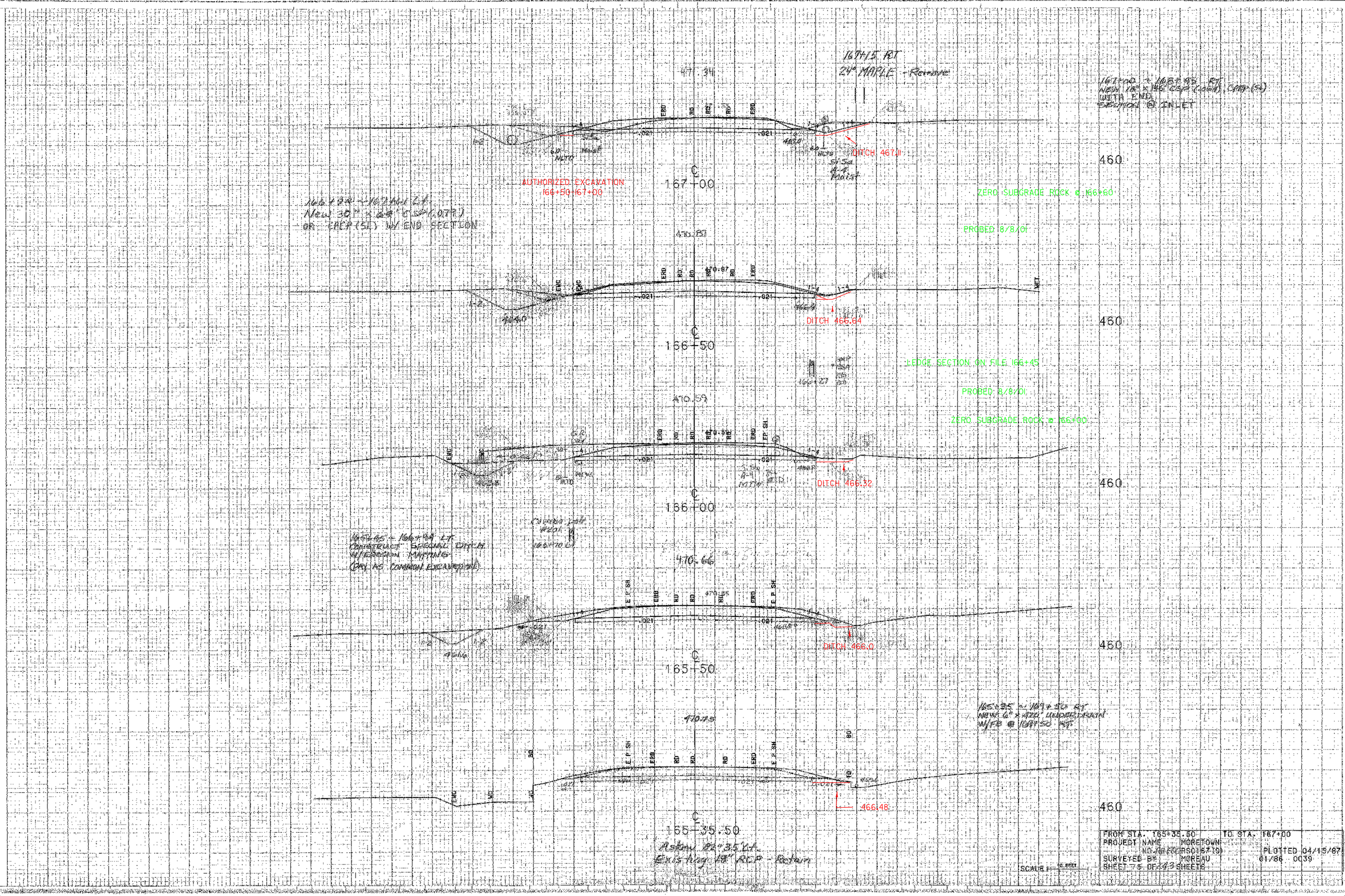
NOT TO SCALE

TRAFFIC SHEET 3 OF 7 SHEETS

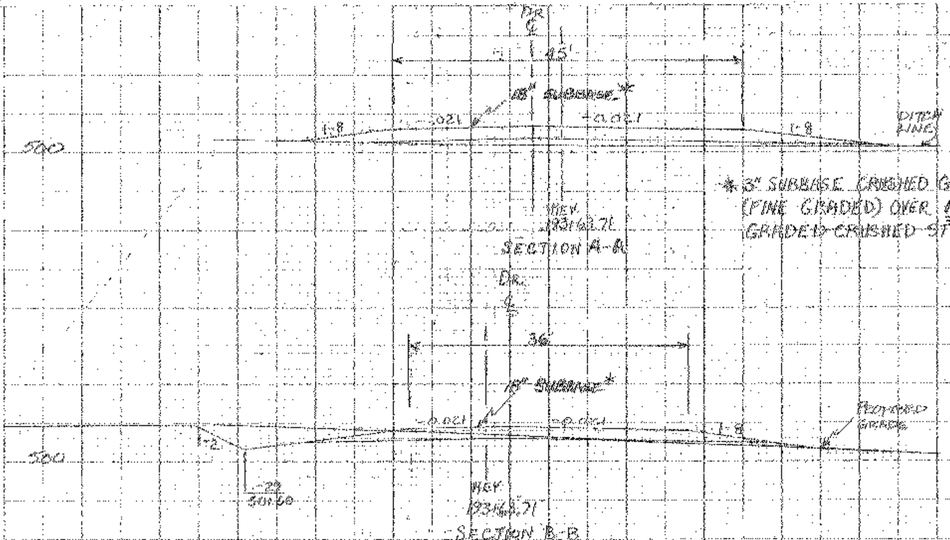
DRAWN BY TRAFFIC & SAFETY DATE 03/06/95
DESIGN FILE NO. /SQDB/64E058/DE058tbf.DGN
IPARM FILE DE132MK3.I DATE PLOTTED 30-NOV-1999
PROJ. NAME MORETOWN
PROJ. NO. RSECC-RS 0167(9)
SHEET 49 OF 243 SHEETS


REV.PT
N
193
194
195
196
197
198
199
18 RSD
5 RSD
8 RSD
15 GLS
20 RSD
18 RSD
46 AV
24 HS
24 HS
20 RSD
11 SB
12 SB
30 WS
77 SS
74 HS
24 RELOCATED
TO PULLOFF @ 206+50LT
46 AV
40 RSD
33 GSD
41 SS
10 SB
NNL LIMITS
PLANTED
STW 5-28-02
LEGEND
NEW TREE
NEW SHRUB PLANTING AREA
NEW SHRUB
NEW BITTERSWEET VINE
NEW WOODBINE/VIRGINIA CREEPER VINE
NEW VALIENT GRAPE VINE OR SUMMER GRAPE VINE
0 20 40
SCALE IN FEET
DATUM
VERTICAL NGVD 1929
HORIZONTAL N/A
LANDSCAPE PLAN
SURVEYED BY
DATE
DRAWN BY K.RYAN
DATE 2/00
SQUAD LEADER DELLA SANTA
DESIGN FILE NO. /SQDB/84E058/DE058.DGN
IPARM FILE DE132L2-3
DATE PLOTTED 17-FEB-2000
PROJ. NAME MORETOWN
PROJ. NO. RSEGC-RS 0167(9)
SHEET 70 OF 243 SHEETS

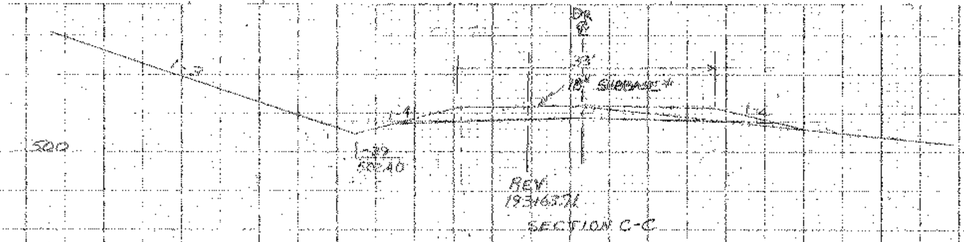

LOCATION OF THS PLANT GROUP TO BE DETERMINED IN FIELD, BASED ON FINAL LOCATION OF NEW GRAVEL PATH
REV. POC 207+98.47 =
TH 12 POT 19+93.35
△ 90° TANGENT TO CURVE
APPROX. LOCATION OF NEW GRAVEL PATH
REV. PC 204+75.
TH 12 REV. PC 20+22.24
TH 12 REV. PT 21+25.66
TH 12 REV. PI 20+84.07 = 20+63.83
REV. CURVE #4 PI 209+60.75 = 208+31.60
TH 12 REV. PC 21+51.35
TH 12 REV. PI 22+65.70 = 22+44.76
N 48°-40'-21" E
S 82°-27'-21.2" W
S 3°-27'-0.5" W
56'-13.5" W
700 HF MIX
3 AV
2 AV
10 RSD
5HS
LEGEND
NEW SHRUB
PERENNIAL PLANTING AREA
DATUM
VERTICAL NGVD 1929
HORIZONTAL N/A
0 20 40
SCALE IN FEET
LANDSCAPE PLAN
SURVEYED BY
DRAWN BY K.RYAN DATE 2/00
SQUAD LEADER DELLA SANTA
DESIGN FILE NO. /SQDB/84E058/DE058.DGN
IPARM FILE DE132L3B DATE PLOTTED 17-FEB-2000
PROJ. NAME MORETOWN
PROJ. NO. RSEGC-RS 0167(9)
SHEET 71 OF 243 SHEETS



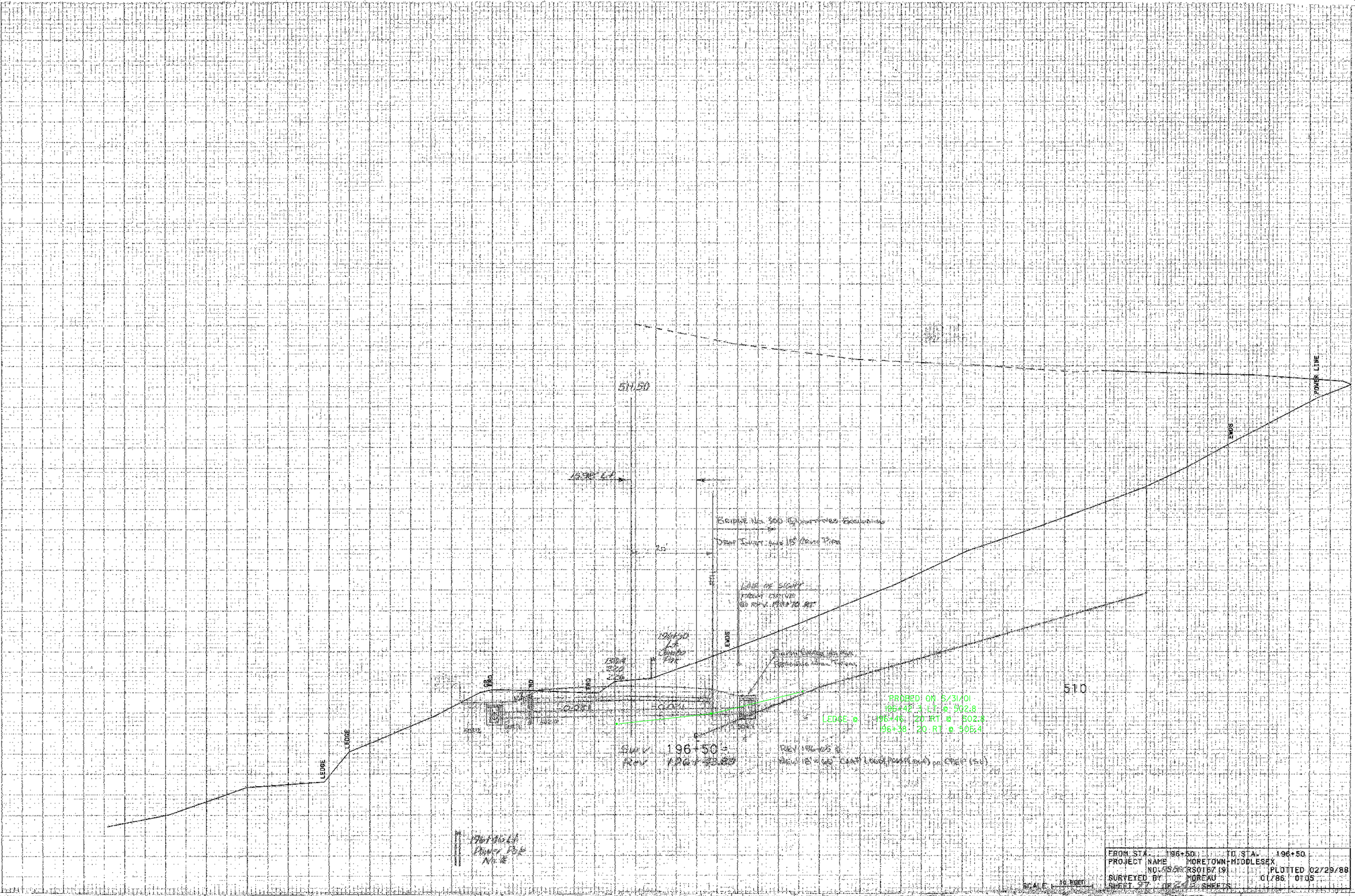
FROM STA. 165+35.50 TO STA. 167+00
PROJECT NAME MORETOWN
NO. RS0167(9)
SURVEYED BY MOREAU
SHEET 75 OF 243 SHEETS
PLOTTED 04/15/87
01/86 0039
SCALE 1" = 10 FEET



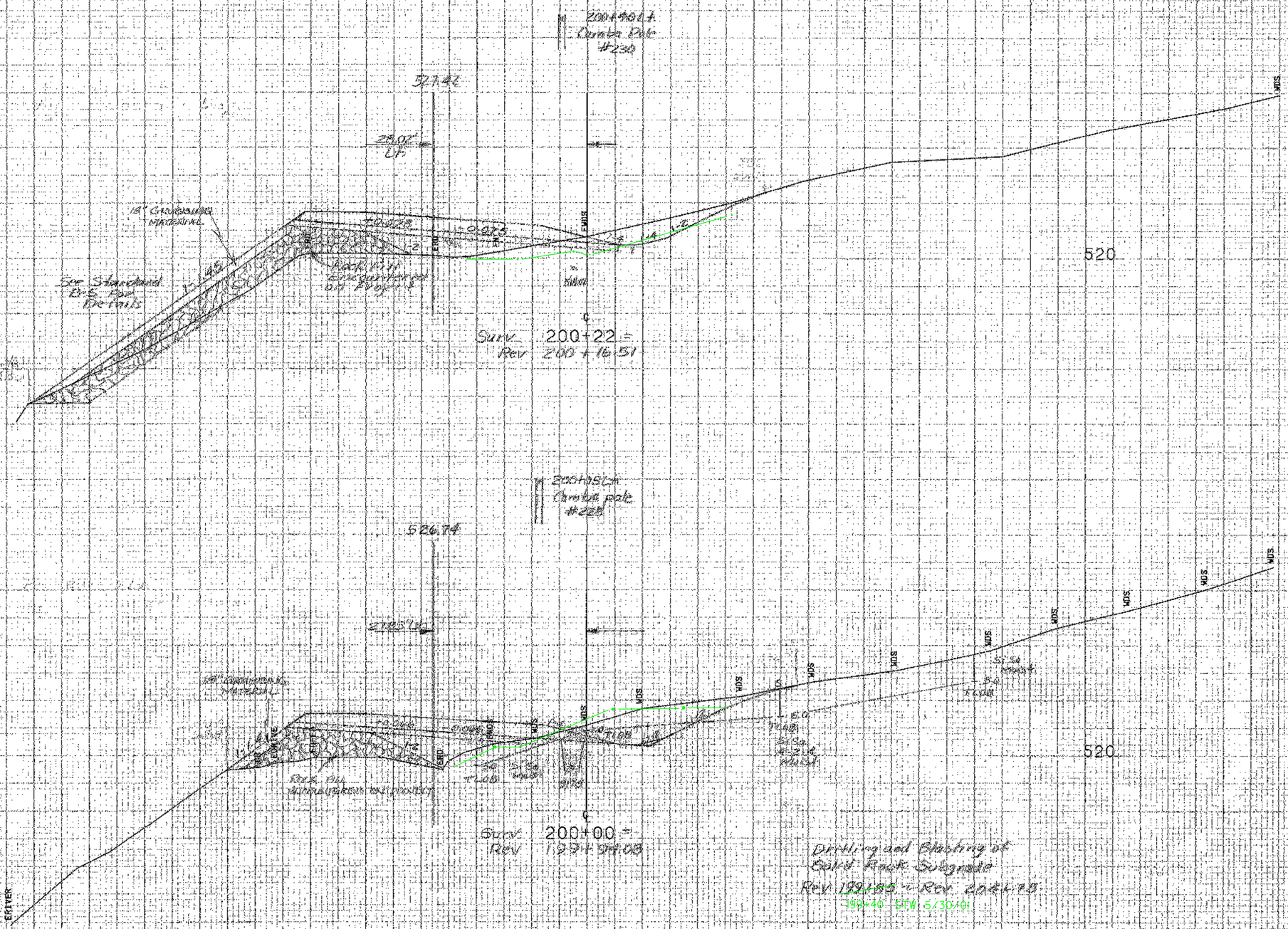
* 3" SUBBASE CRUSHED GRAVEL (FINE GRADED) OVER 15" DENSE GRADED CRUSHED STONE



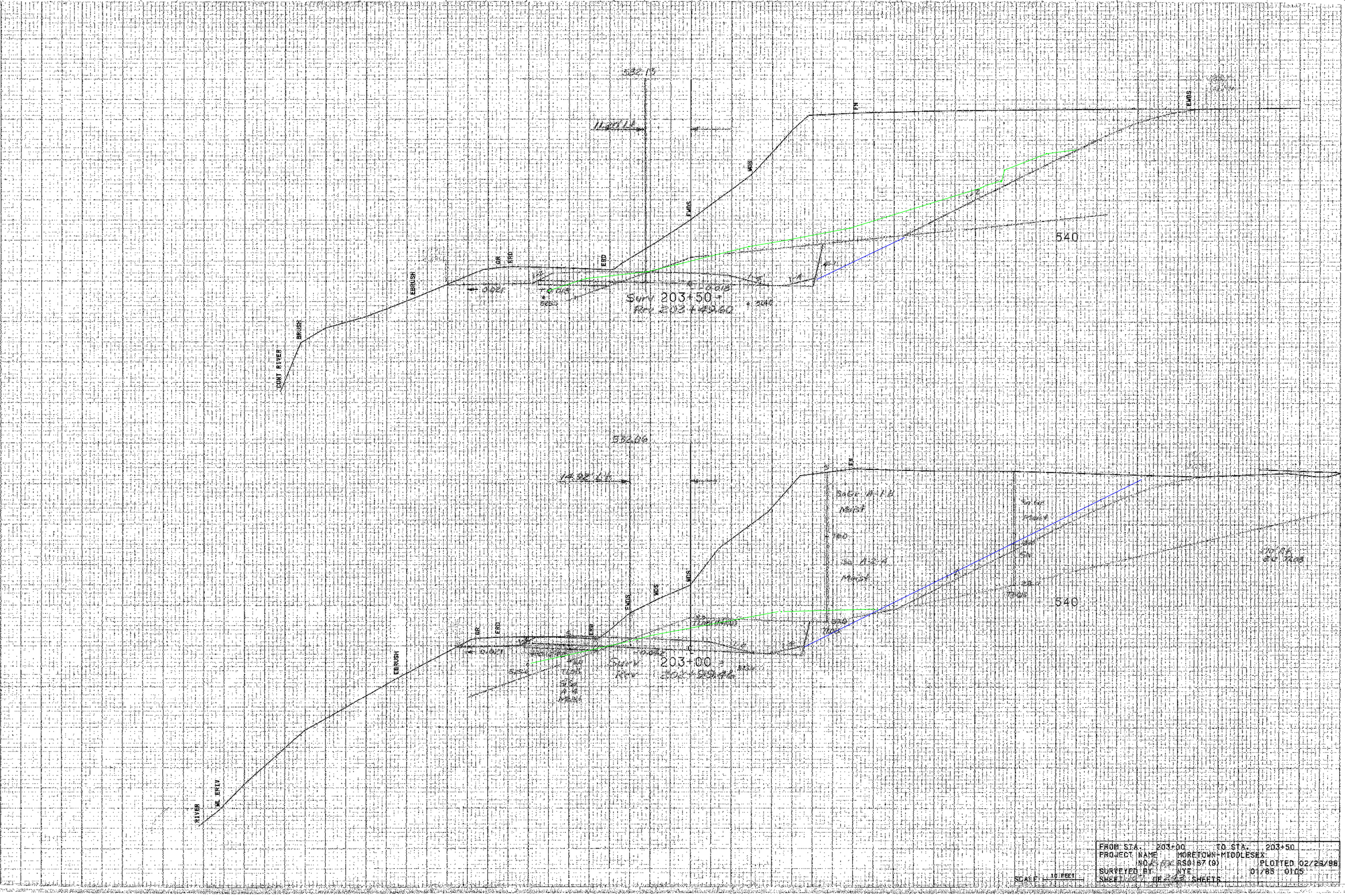
502.97
T.E.
Bridge No. 300 (Retaining Wall) Quantities Right of Path Line.
20'
Bridge No. 300 Quantities Start at Rev. Station 193+75 Rt. Excluding Drainage Items Shown at Rev. Station 193+94 to 193+75 Rt.
REV. 193+94 LT. ~ REV. 196+40 LT.
NEW 6"x 24" UNDERDRAIN w/ FB
@ 196+40 LT.
REV 195+94 - Remove & Replace NEW 18" x 120' CMP (.060), CSP (.064) or CPEP
LINE OF SIGHT FROM DRIVE @ REV 193+70 RT
EXIST. GUIDE RAIL TO BE REMOVED AND REPLACED WITH NEW
EXIST. GUIDE RAIL TO BE REMOVED
EXIST. GUIDE RAIL TO BE REMOVED AND REPLACED WITH NEW



FROM STA. 196+50 TO STA. 196+50
PROJECT NAME MORETOWN-MIDDLESEX
NO. RS0167(9) PLOTTED 02/29/88
SURVEYED BY MOREAU 01/86 0105
SHEET 97 OF 243 SHEETS
SCALE 10 FEET

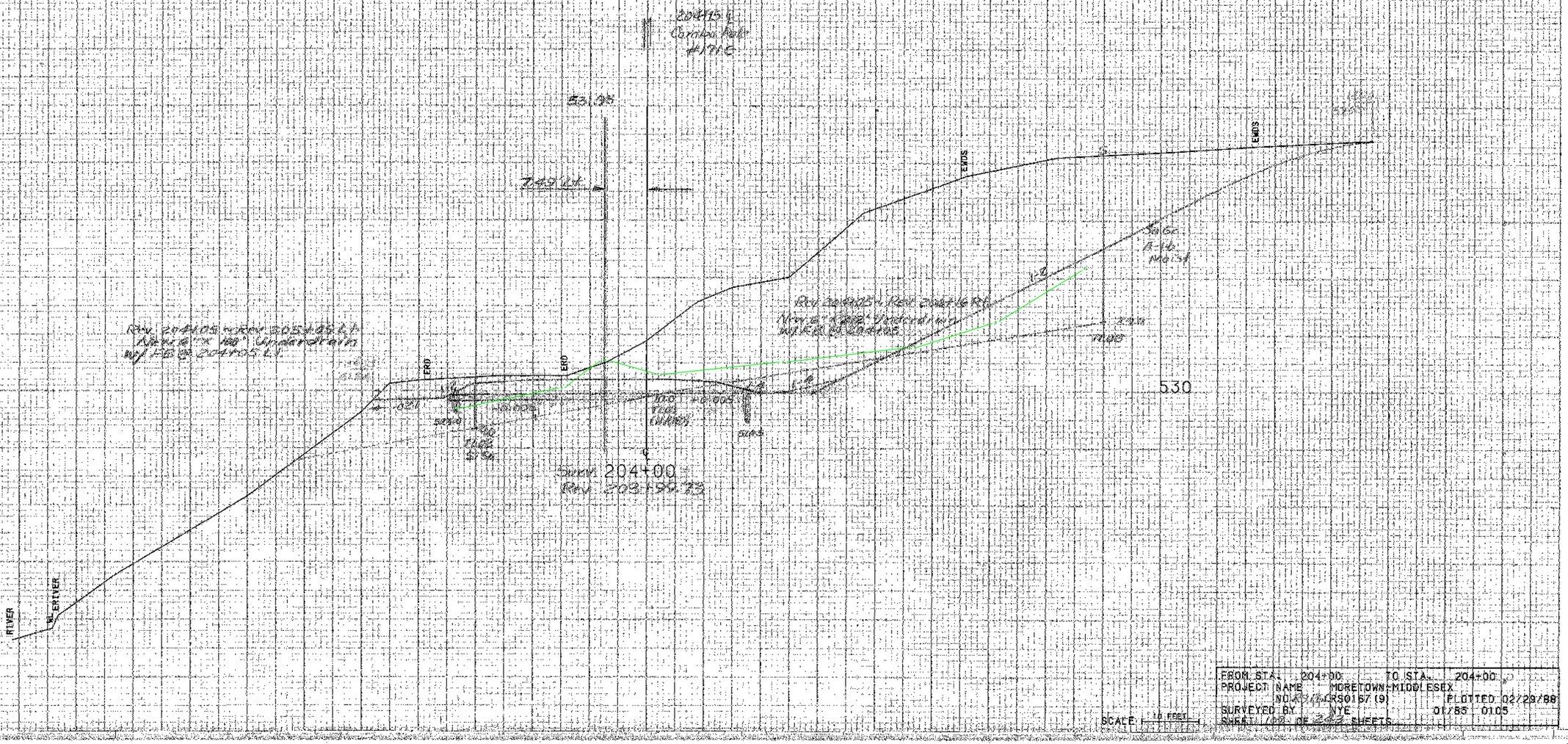


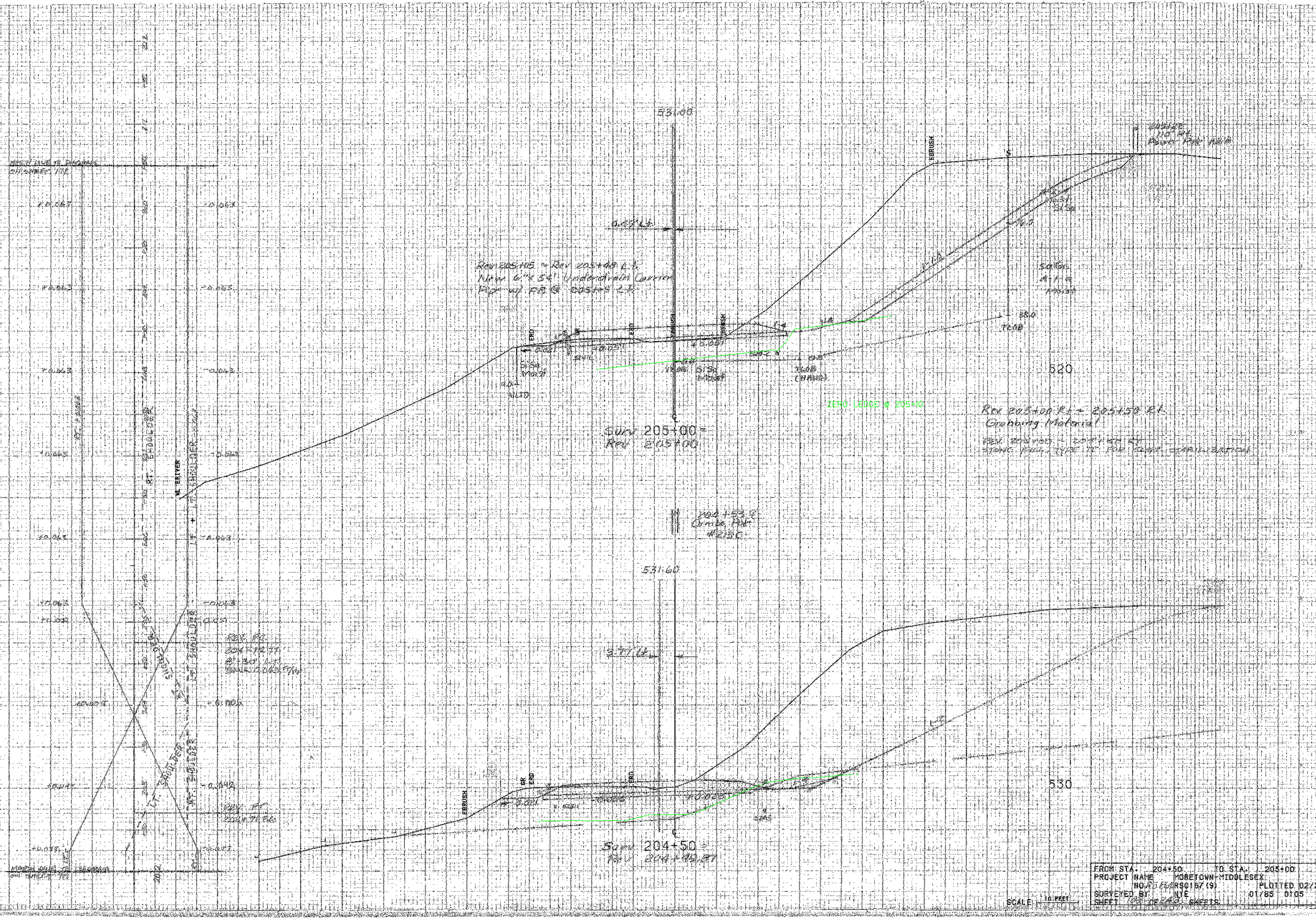
FROM STA. 200+00 TO STA. 200+22
PROJECT NAME MORETOWN-MIDDLESEX
NO. RS0157(9) PLOTTED 02/29/88
SURVEYED BY NYE 01/85 0103
SCALE 10 FEET SHEET 02 OF 2 SHEETS



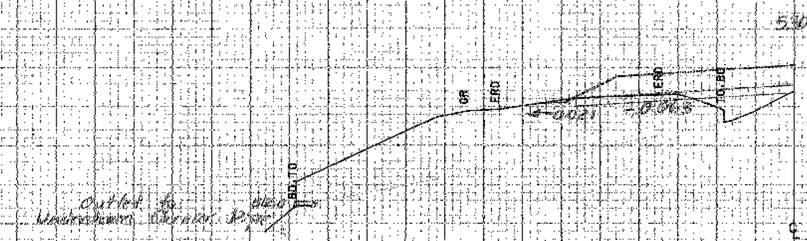
FROM STA. 203+00 TO STA. 203+50
PROJECT NAME MORETOWN-MIDDLESEX
NO. RS0167(9) PLOTTED 02/26/88
SURVEYED BY NYE 01/85 0105
SHEET 107 OF 242 SHEETS

SCALE 10 FEET


RIVER
ST. PETER
EMDS
EMDS
EMDS

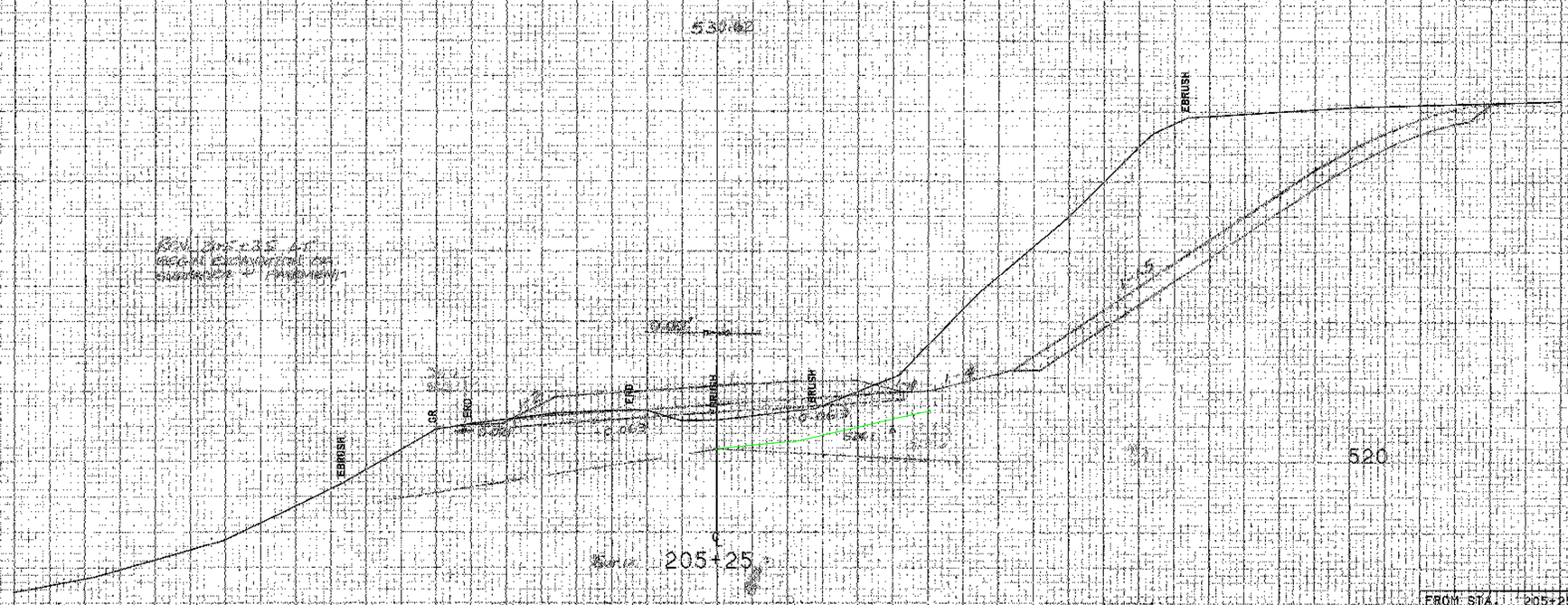


FROM STA. 204+50 TO STA. 205+00
PROJECT NAME MORETOWN-MIDDLESEX
NO. RS0167 (9) PLOTTED 02/29/88
SURVEYED BY NYE 01/85 0105
SHEET OF SHEETS



Rev 205+48.50 to
EXISTING 25" CMP TO REMAIN.

Drilling and Blasting of
Solid Rock Subgrade
Rev 205+25 - Rev 207+25


530.62
EBRUSH
EBRUSH
EBRUSH
OR
ERD
CRP
-0.065
-0.065
-0.065

Rev. 206+33 Lt.
EXISTING 30" RCP

Rev 205+99.93
SURV 206+00.00

Rev 205+84.97
SURV 205+85.00

Rev 205+50.0 =
SURV 205+50.00

Rev 205+70 Lt.
END EXCAVATION ON
SURFACES & PAVEMENTS

Rev 206+10 Rt. = Rev 206+35 Lt.
NEW 30" x 15A FES (CAP) CAMP (OFF)
OR CAMP (Rt.) W/DROPWALL @ INLET END AS INLET DETAIL

SUBGRADE
ZERO LEDGE @ 206+10
ZERO ITEM 203.16 @ 206+1.05

Rev 205+70 Rt.
Guy Pole

Rev 205+70 Lt.
Guy Pole

Rev 206+10 Rt.
Guy Pole

Rev 206+10 Lt.
Construct Curb & Gutter Match

Rev 205+70 Lt.
Relocate Existing
Pavement

Rev 205+70 Rt.
Guy Pole

Rev 206+10 Rt.
Guy Pole

Stone Fill Type A

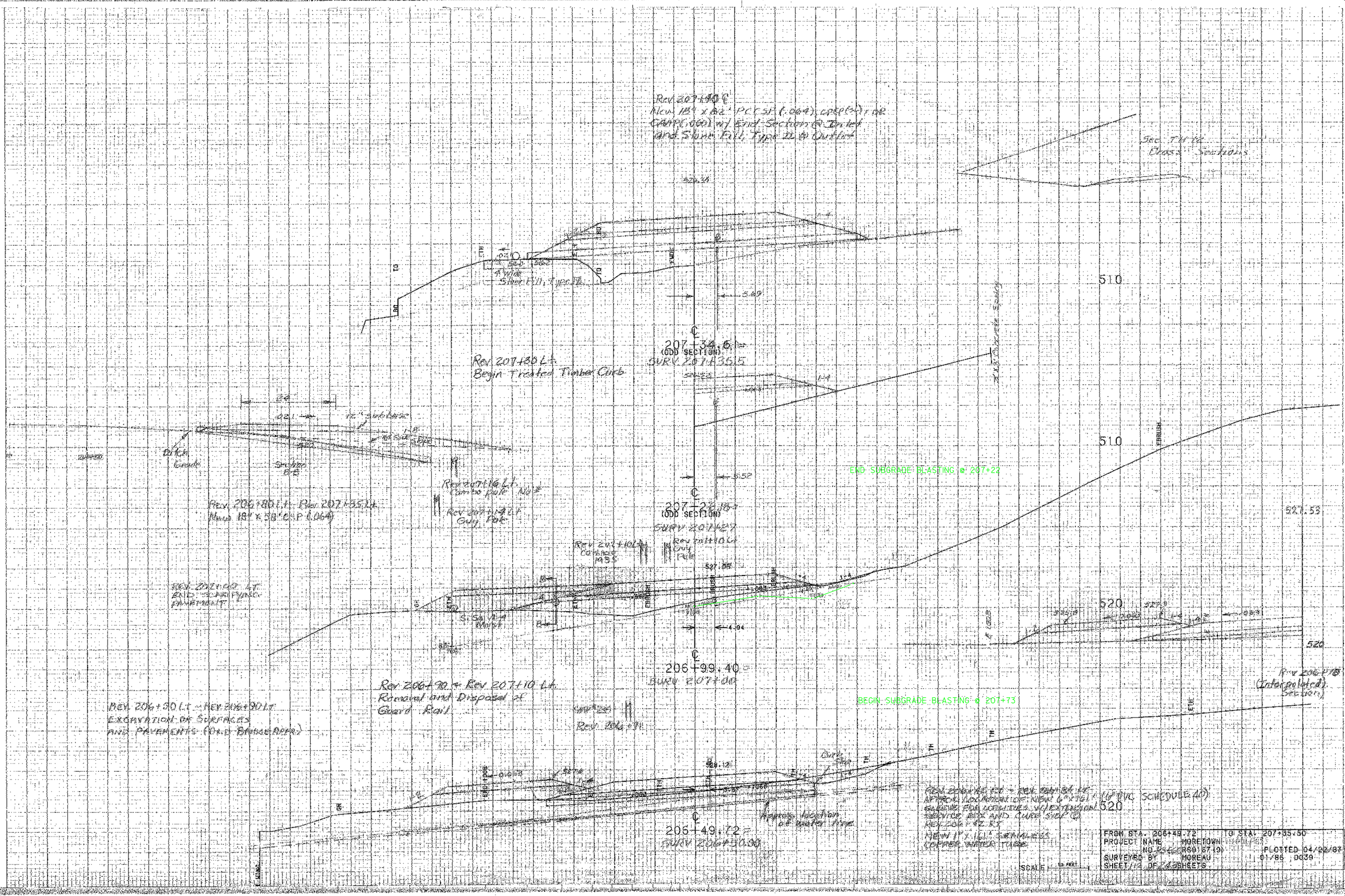
Stone Fill Type B

Stone Fill Type C

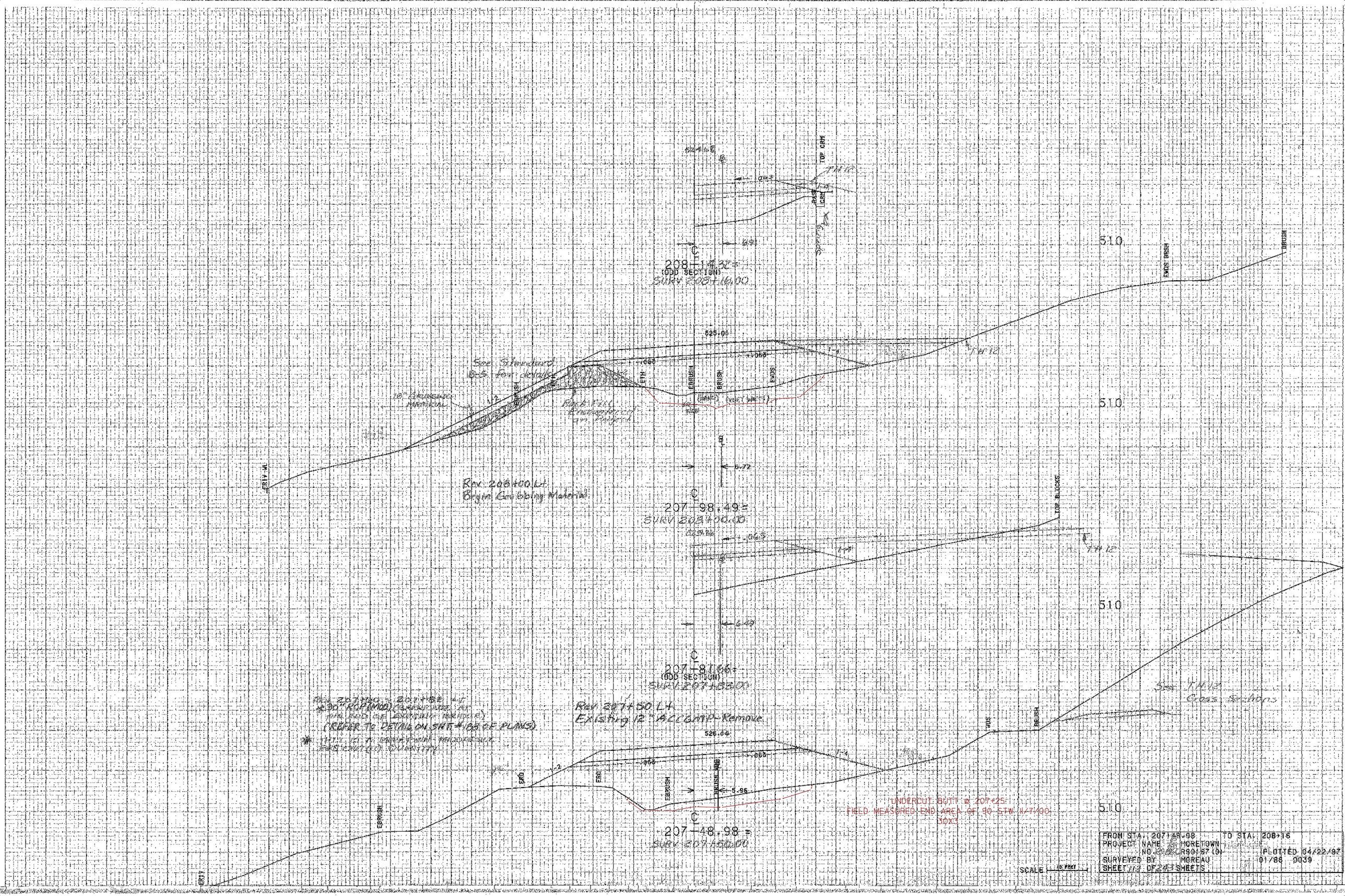
Curb & Gutter Type 2C

Curb & Gutter Type 2A

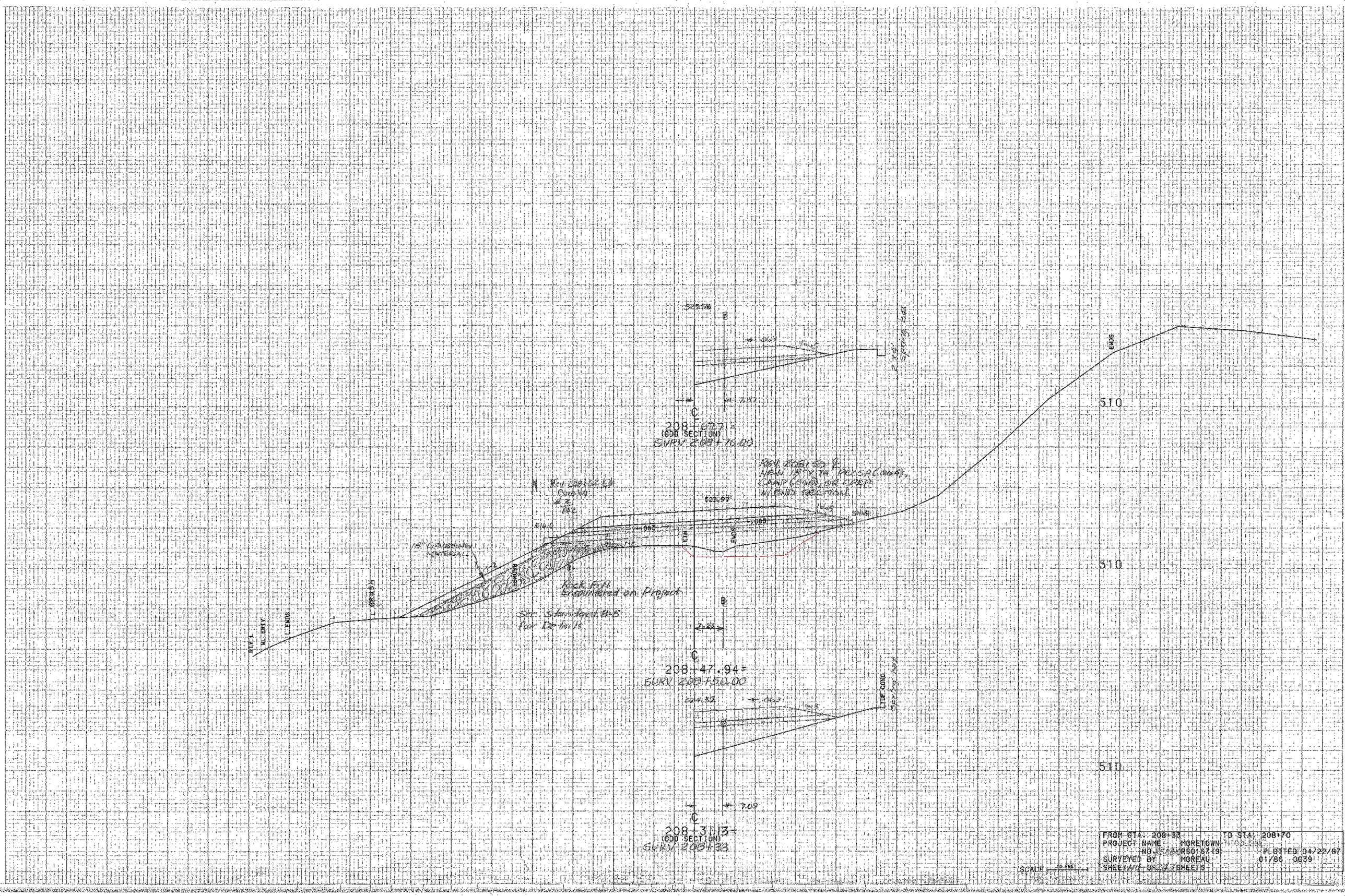
Curb & Gutter Type 2B



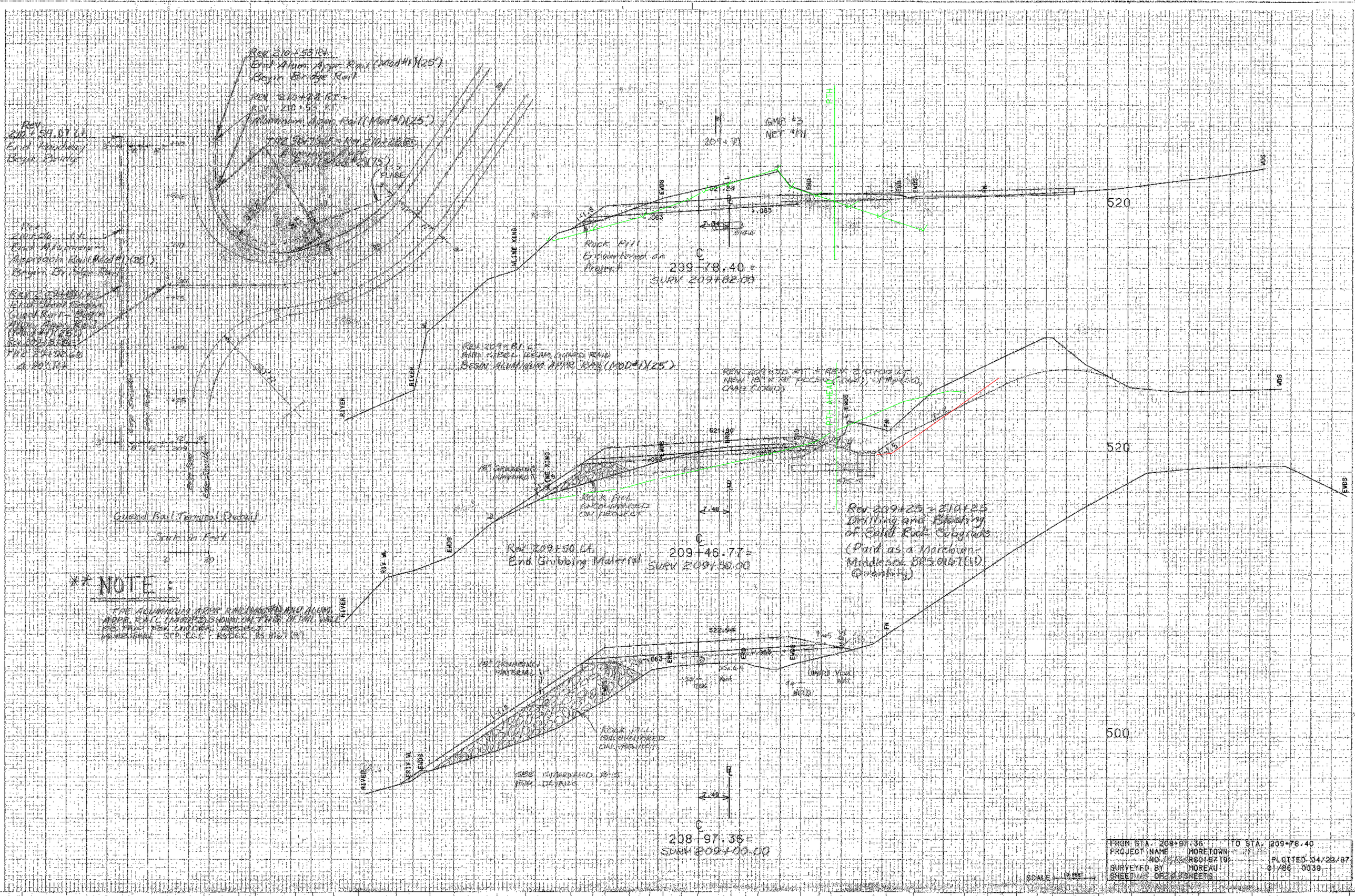
Rev 207+40 ℄
New 18" x 82' PCCSP (.064), CPEP(3-), OR
CAMP(.060) w/ End Section @ Inlet
and Stone Fill, Type II @ Outlet
See TH 12
Cross Sections
510
207+34.61
(ODD SECTION)
SURV 207+35.5
Rev 207+30 Lt.
Begin Treated Timber Curb
12" Subbase
Ditch Grade
Section B-B
Rev 207+16 Lt.
Combo pole No 2
Rev 207+14 Lt.
Guy Pole
Rev 206+80 Lt. - Rev 207+35 Lt.
New 18" x 58' CSP (.064)
END SUBGRADE BLASTING @ 207+22
510
527.53
207+26.18
(ODD SECTION)
SURV 207+27
Rev 207+10 Lt.
Combo
1955
Rev 207+10 Lt.
Guy
Pole
527.08
Rev 207+00 Lt.
END SCARIFYING
PAVEMENT
520
520
206+99.40
SURV 207+00
Rev 206+90 - Rev 207+10 Lt.
Removal and Disposal of
Guard Rail
Rev 206+78
(Interpolated)
Section
BEGIN SUBGRADE BLASTING @ 207+73
Rev 206+50 Lt. - Rev 206+90 Lt.
EXCAVATION OF SURFACES
AND PAVEMENTS (OLD BRIDGE APPR.)
Approx. location
of water line
206+49.72
SURV 206+50.00
520
FROM STA. 206+49.72 TO STA. 207+35.50
PROJECT NAME MORETOWN
NO. RS0167(9)
PLOTTED 04/22/87
SURVEYED BY MOREAU
01/86 0039
SHEET 112 OF 243 SHEETS
SCALE



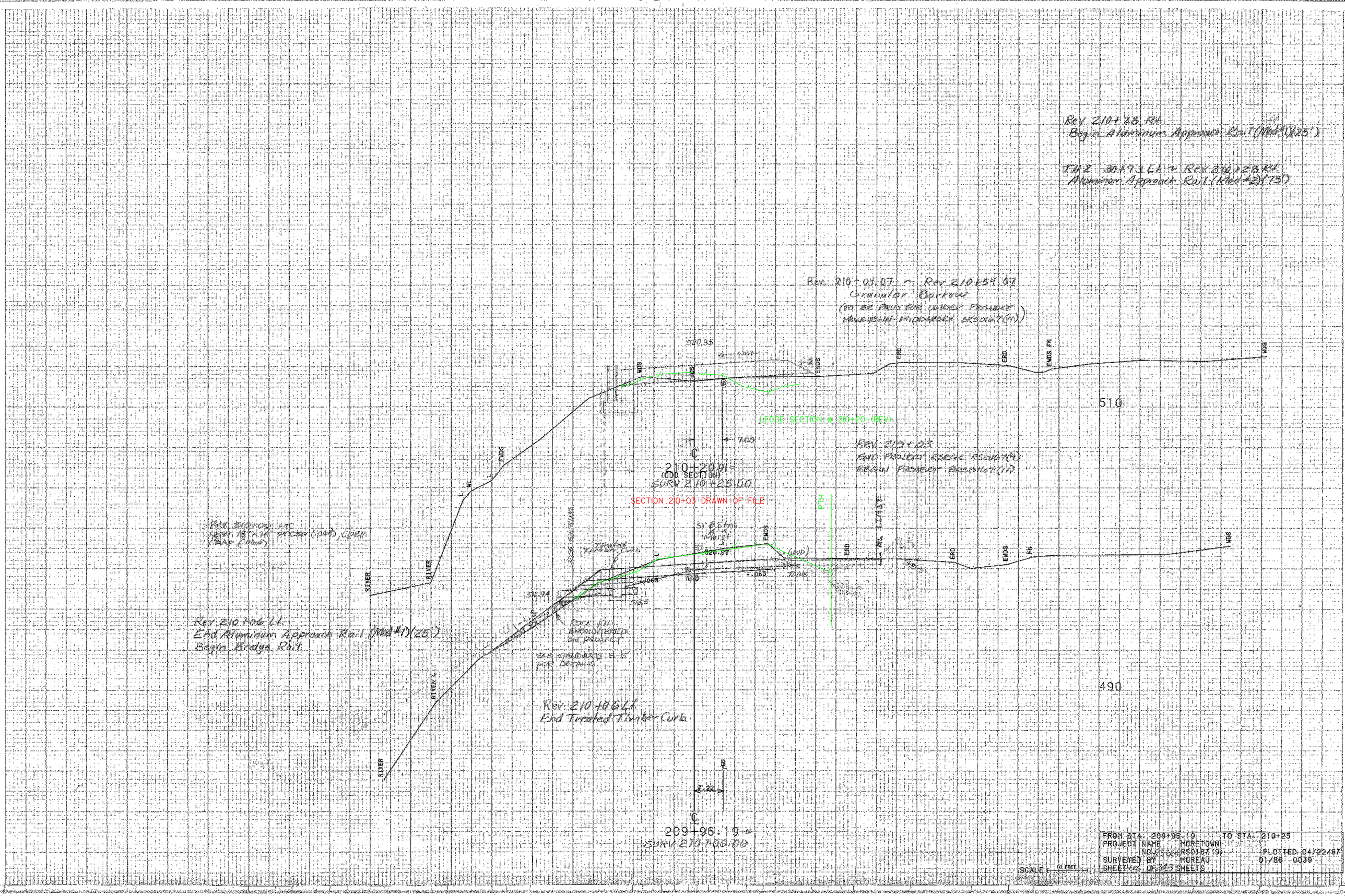
TOP CRM
TH 12
208+14.32
(ODD SECTION)
SURV 208+16.00
525.00
See Standard 18-5 for details
EBRUSH
BRUSH
EWDS
ETH
Rev 208+00 Lt
Begin Grubbing Material
207+98.49
SURV 208+00.00
TOP BLOCKS
207+81.66
(ODD SECTION)
SURV 207+83.00
Rev 207+50 Lt
Existing 12" ACCGMP-Remove
(REFER TO DETAIL ON SHT #183 OF PLANS)
526.04
ERO
UNDERCUT BUTT @ 207+25
FIELD MEASURED END AREA OF 90 STW 1/7/00
30X3
207+48.98
SURV 207+50.00
510
EWDS BRSH
BRUSH
SCALE
FROM STA. 207+48.98 TO STA. 208+16
PROJECT NAME MORETOWN
NO. RS9167 (9)
PLOTTED 04/22/87
SURVEYED BY MOREAU
01/86 0039
SHEET 113 OF 243 SHEETS



FROM STA. 208+33 TO STA. 208+70
PROJECT NAME MORETOWN
NO. RS0167(9) PLOTTED 04/22/87
SURVEYED BY MOREAU 01/86 0039
SHEET NO. OF SHEETS

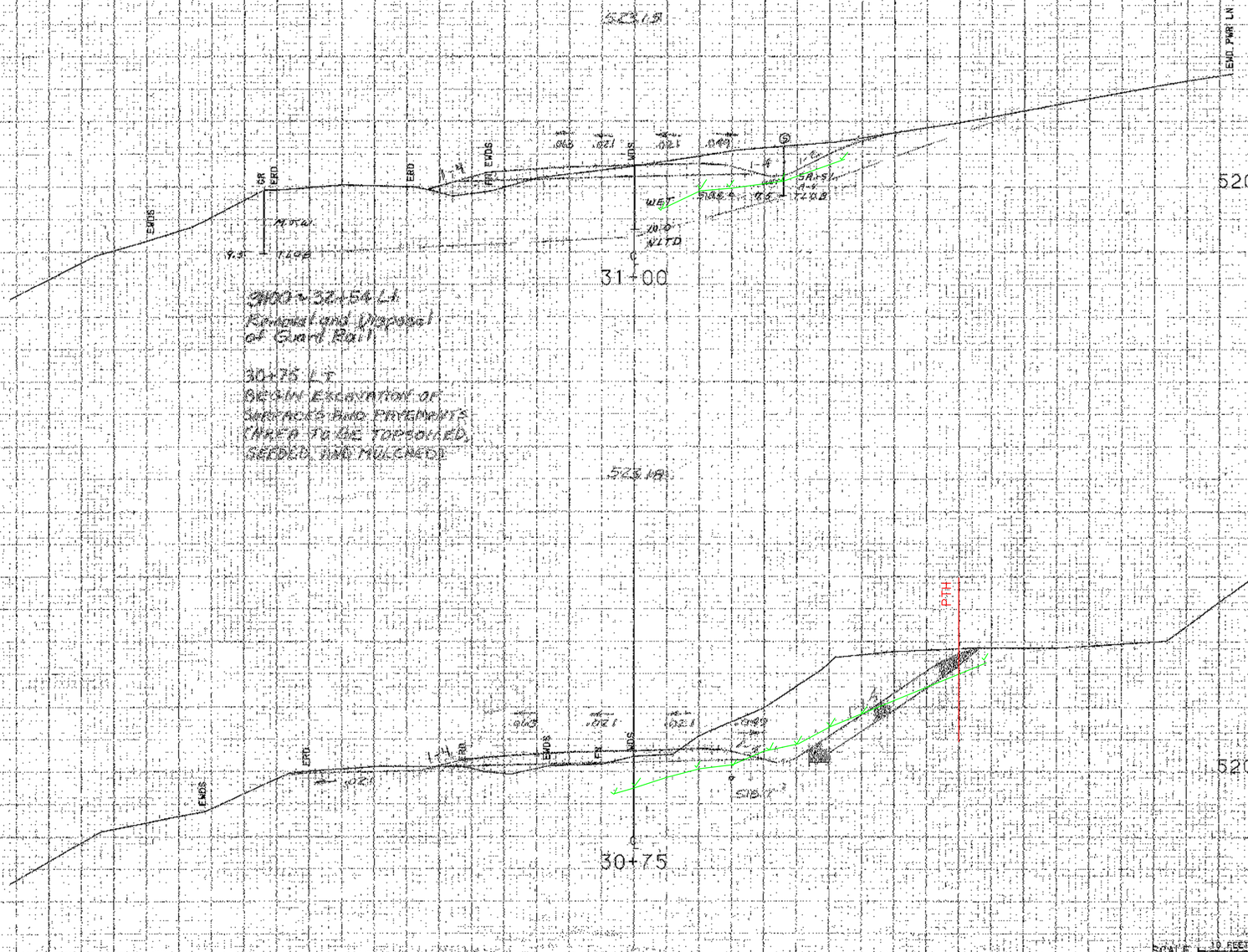


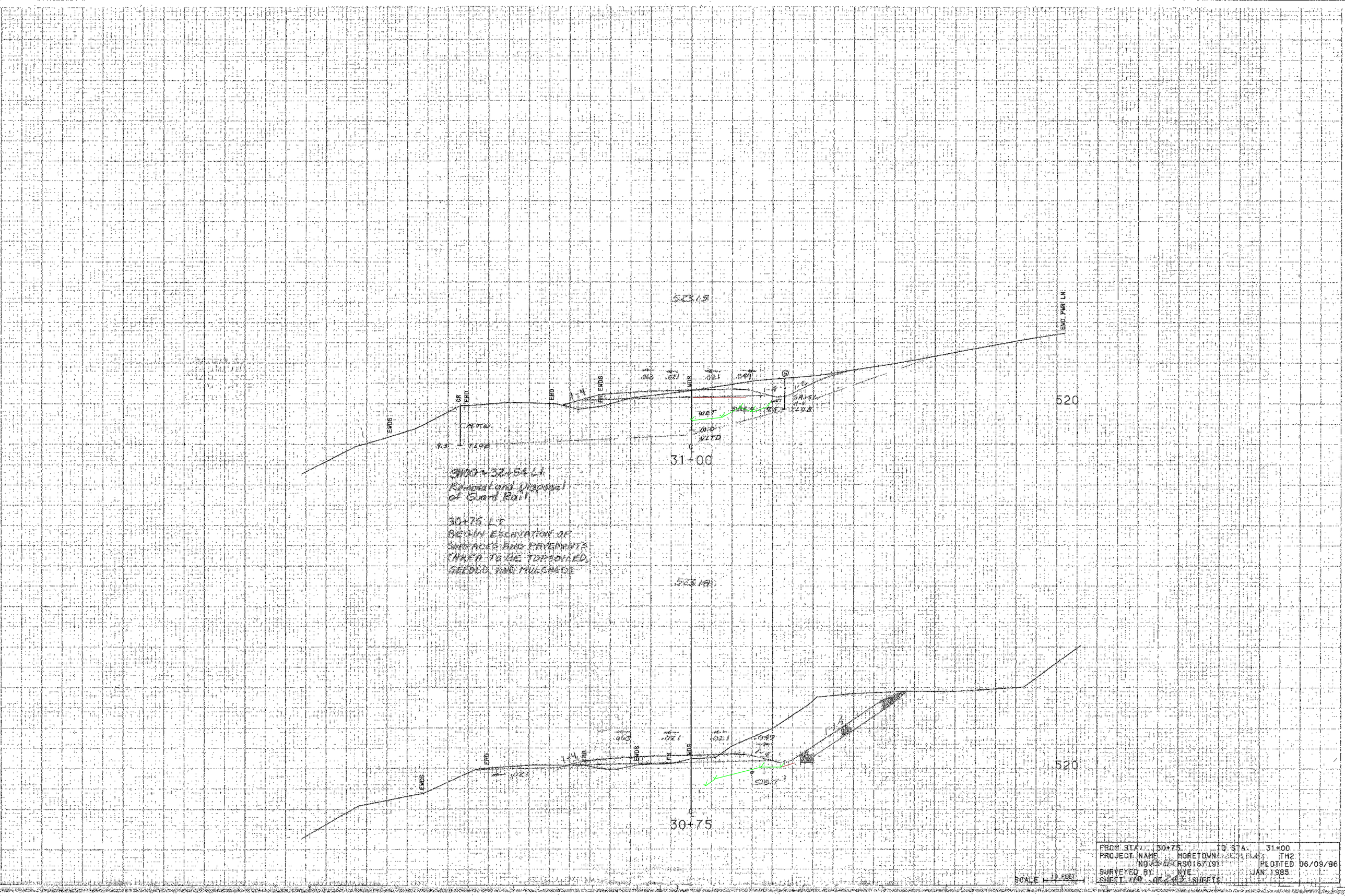
FROM STA. 208+97.36 TO STA. 209+78.40
PROJECT NAME MORETOWN
NO. RS0167(9) PLOTTED 04/22/87
SURVEYED BY MOREAU 01/86 0039
SHEET 1 OF 2 SHEETS



Rev. 210+28 Rt
Begin Aluminum Approach Rail (Mod #1)(25')
TH 2 30+73 Lt ~ Rev 210+28 Rt
Aluminum Approach Rail (Mod #2)(75')
Rev. 210+04.07 ~ Rev 210+54.07
Granular Borrow
520.35
510
EDGE SECTION @ 210+20 (REV)
Rev. 210+03
210+20.91
(ODD SECTION)
SURV 210+25.00
SECTION 210+03 DRAWN OF FILE
Rev 210+06 Lt
End Aluminum Approach Rail (Mod #1)(25')
Begin Bridge Rail
Rev 210+06 Lt
End Treated Timber Curb
490
209+96.19
SURV 210+00.00
FROM STA. 209+96.19 TO STA. 210+25
PROJECT NAME MORETOWN
NO. RS0167(9)
PLOTTED 04/22/87
SURVEYED BY MOREAU
01/86 0039
SHEET 16 OF 23 SHEETS
SCALE 10 FEET

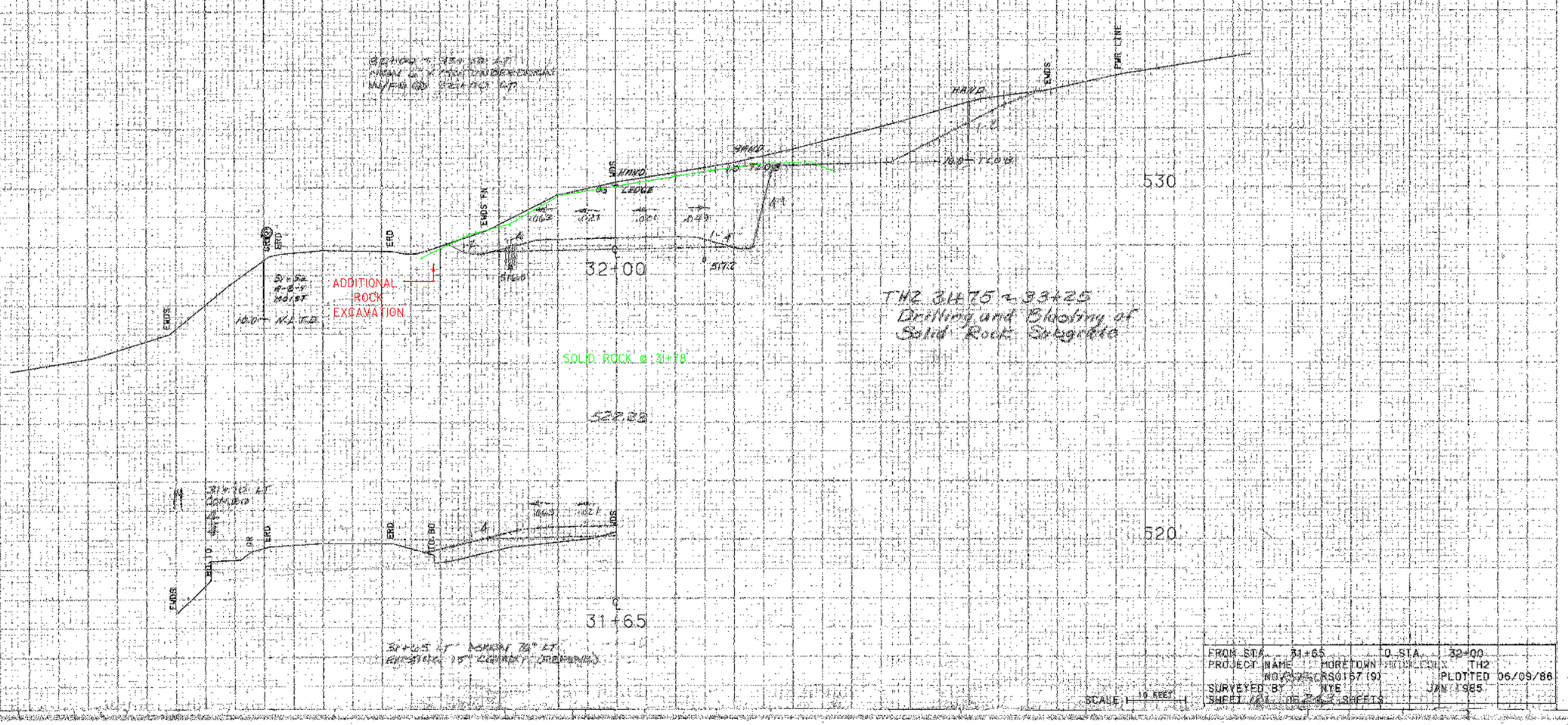

520
30+50
P.T.H.
30+25
30+00
520
520
EXIST. EWDS
EXIST. EWDS
EXIST. EWDS

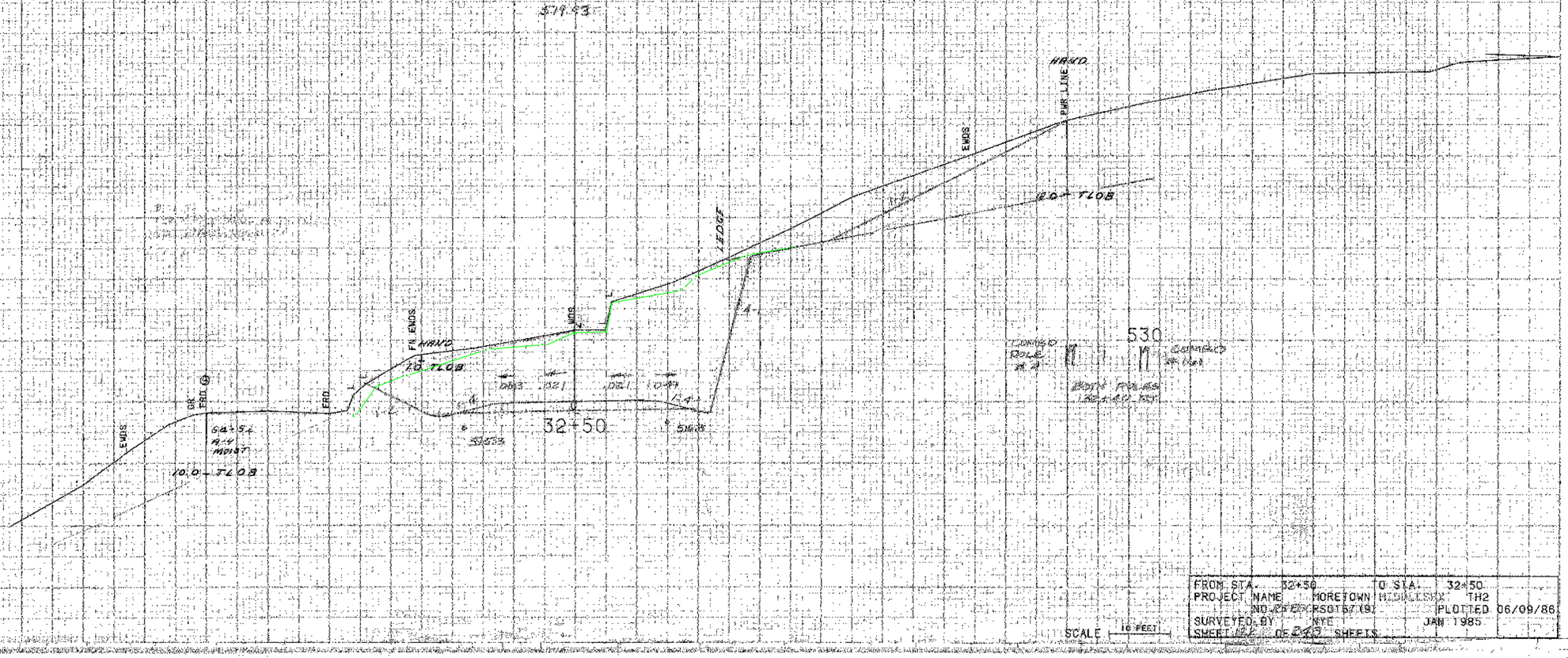

EWD. PWR LN
EXIST
GR
ERD
ERD
EXIST
EXIST
EXIST



FROM STA. 30+75 TO STA. 31+00
PROJECT NAME MORETOWN TH2
NO. RS0167(9) PLOTTED 06/09/86
SURVEYED BY NYE JAN 1985
SHEET 118 OF 243 SHEETS
SCALE 10 FEET

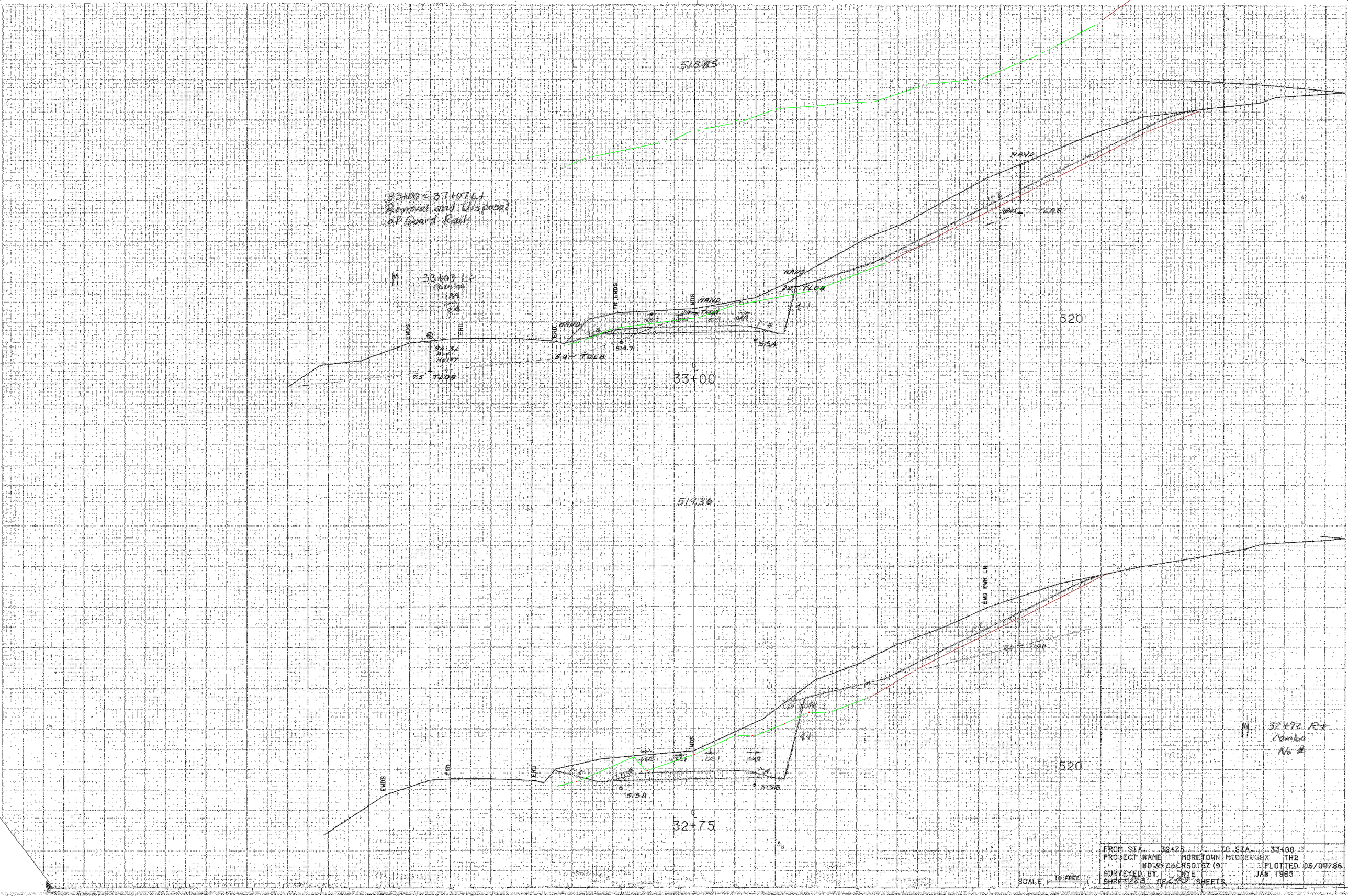
522.26


EWDS
EWDS
EWDS

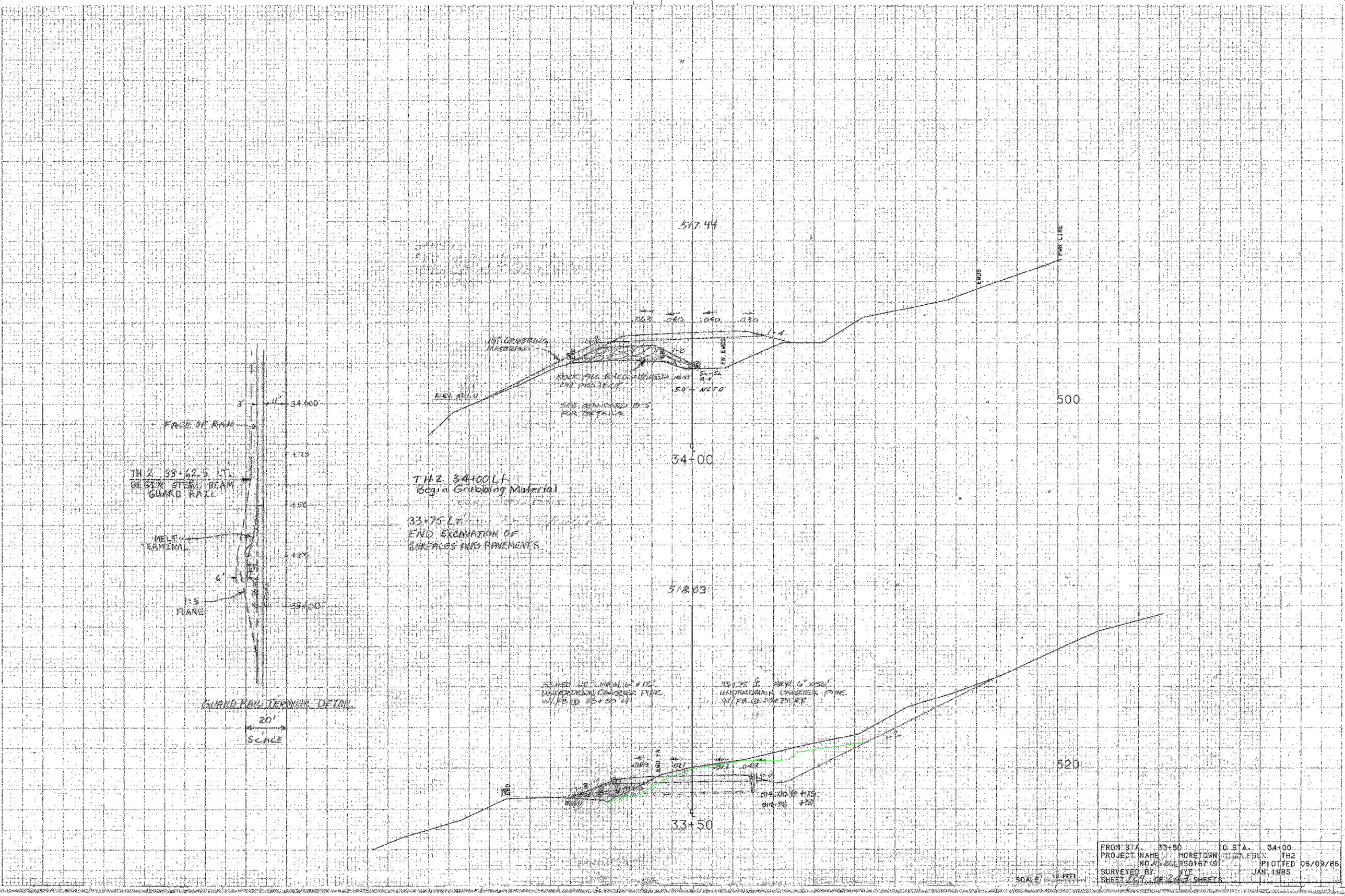


FROM STA. 32+50 TO STA. 32+50
PROJECT NAME MORETOWN MIDDLESEX TH2
NO. FSO167(9) PLOTTED 06/09/86
SURVEYED BY NYE JAN 1985
SHEET 12 OF 240 SHEETS

SCALE 10 FEET

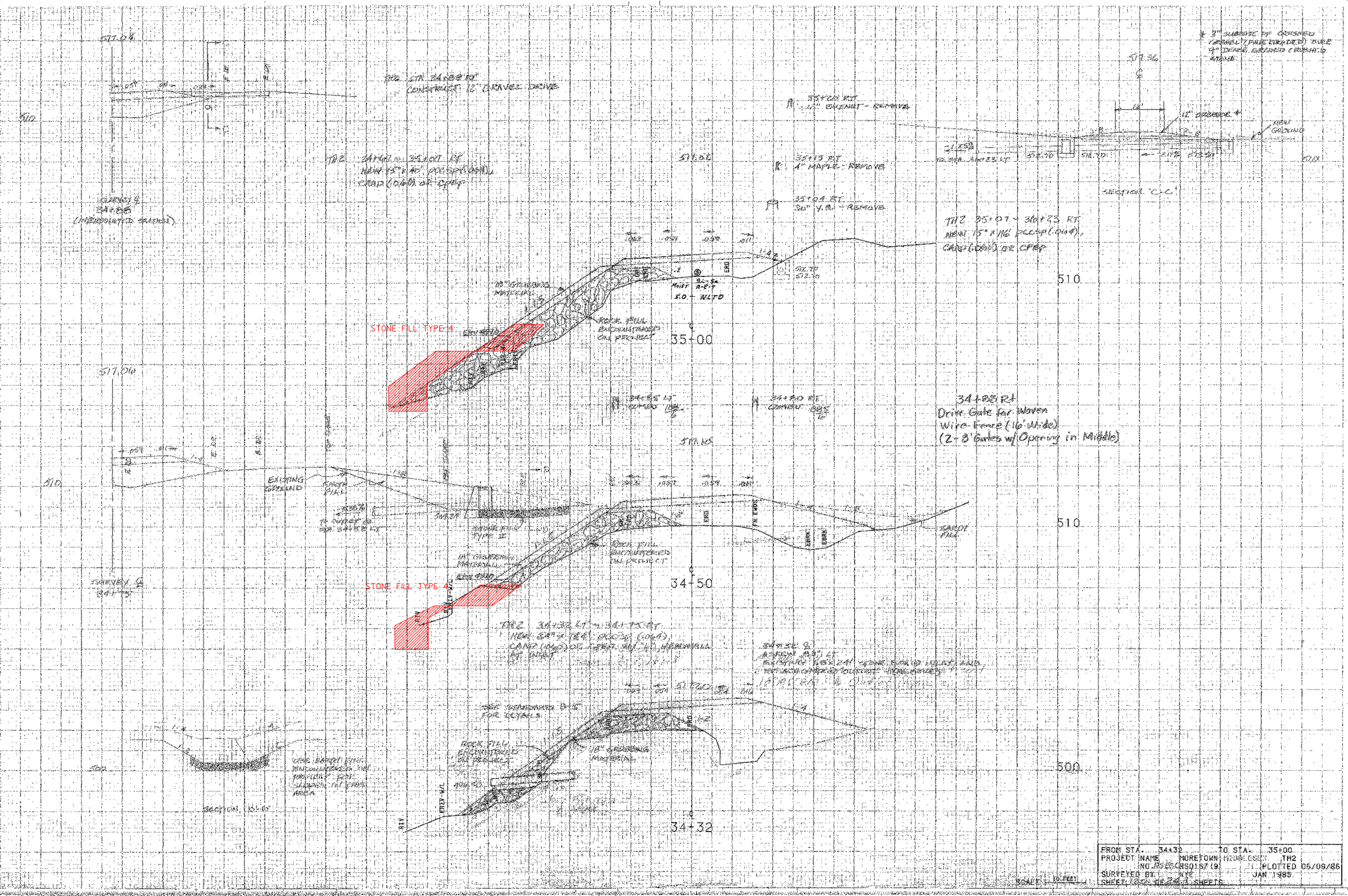


FROM STA. 32+75 TO STA. 33+00
PROJECT NAME MORETOWN MIDDLESEX TH2
NO. RS 0167 (9) PLOTTED 05/09/86
SURVEYED BY NYE JAN 1985
SHEET 23 OF 23 SHEETS
SCALE 10 FEET

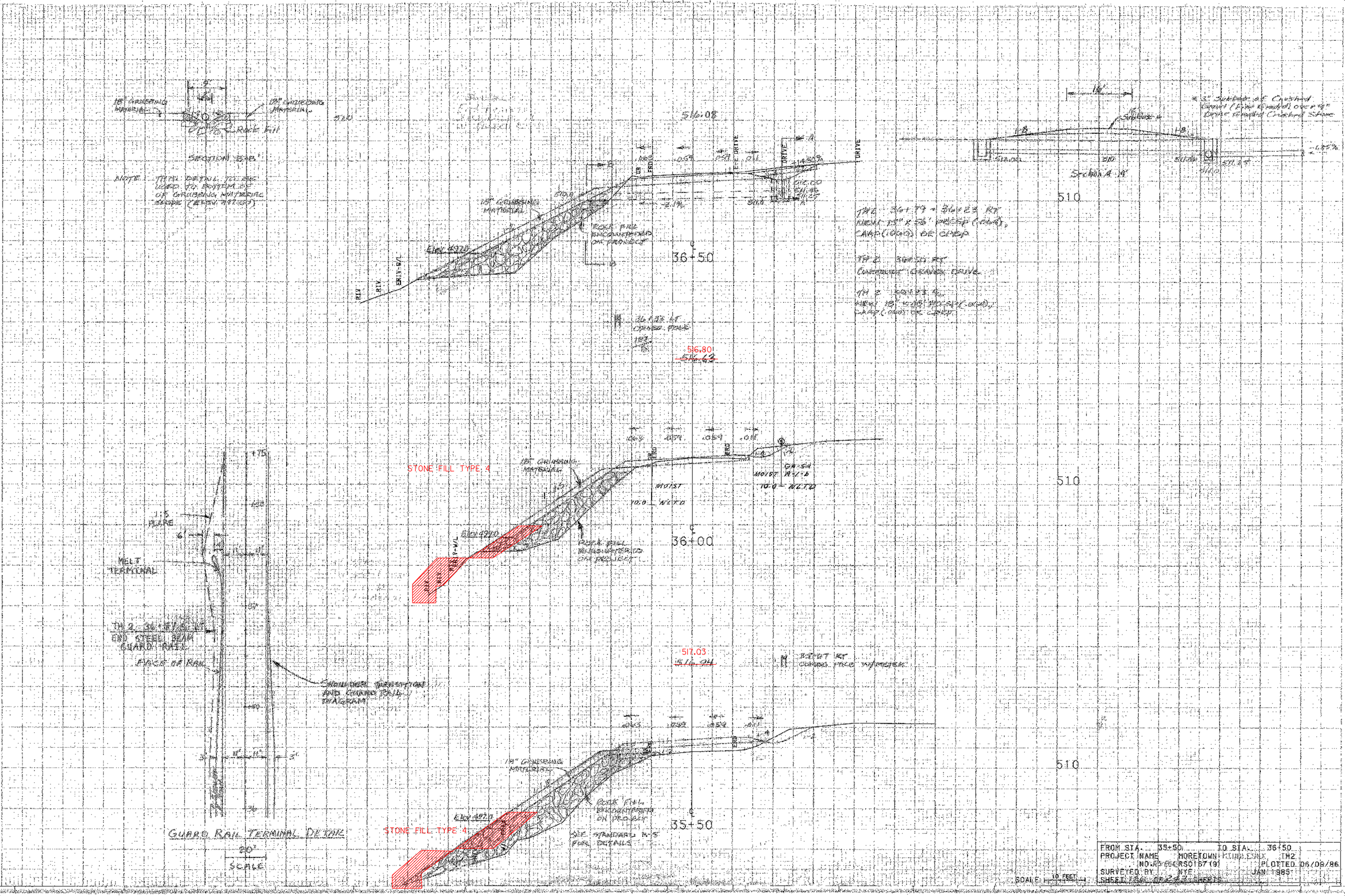


FROM STA. 33+50		TO STA. 34+00	
PROJECT NAME	MORETOWN	TH2	
NO.	RS0167(9)	PLOTTED	06/09/86
SURVEYED BY	NYE	JAN. 1985	
SHEET 224 OF 243 SHEETS			

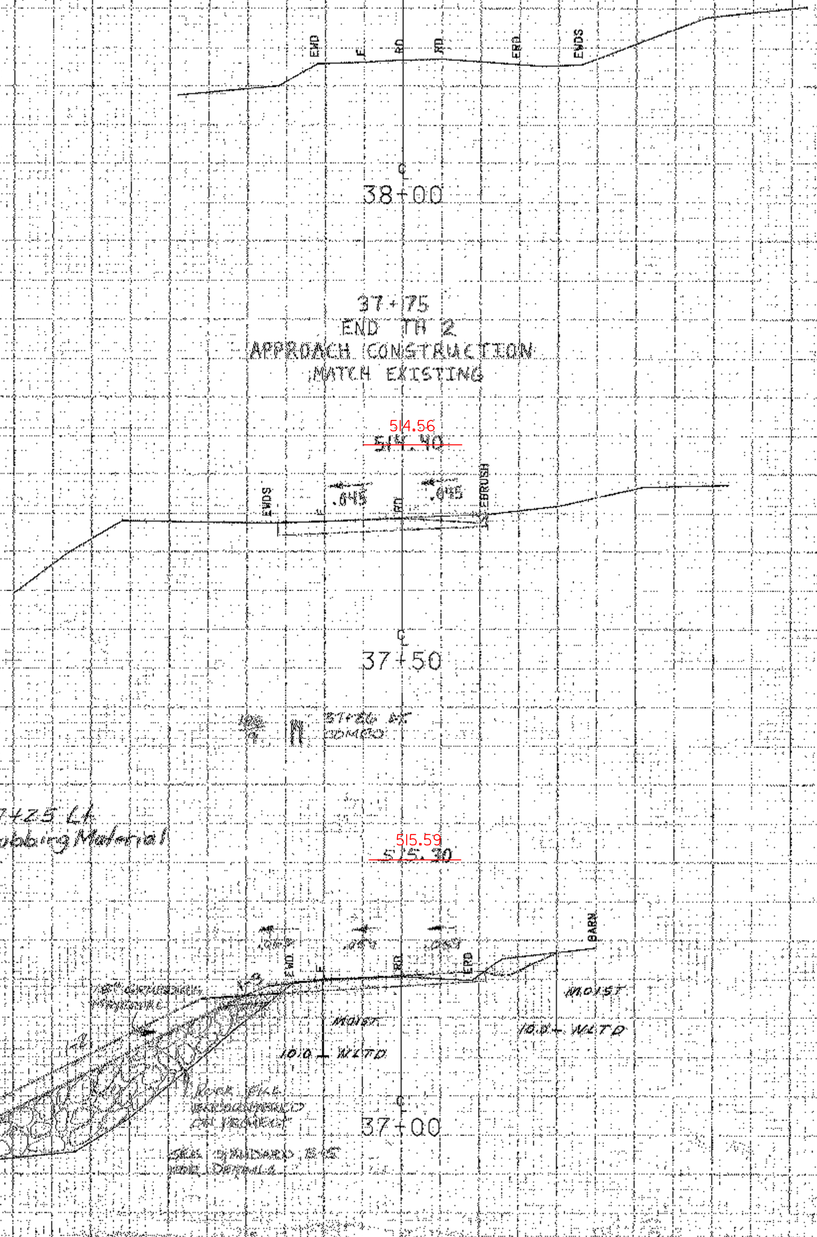
SCALE 10 FEET



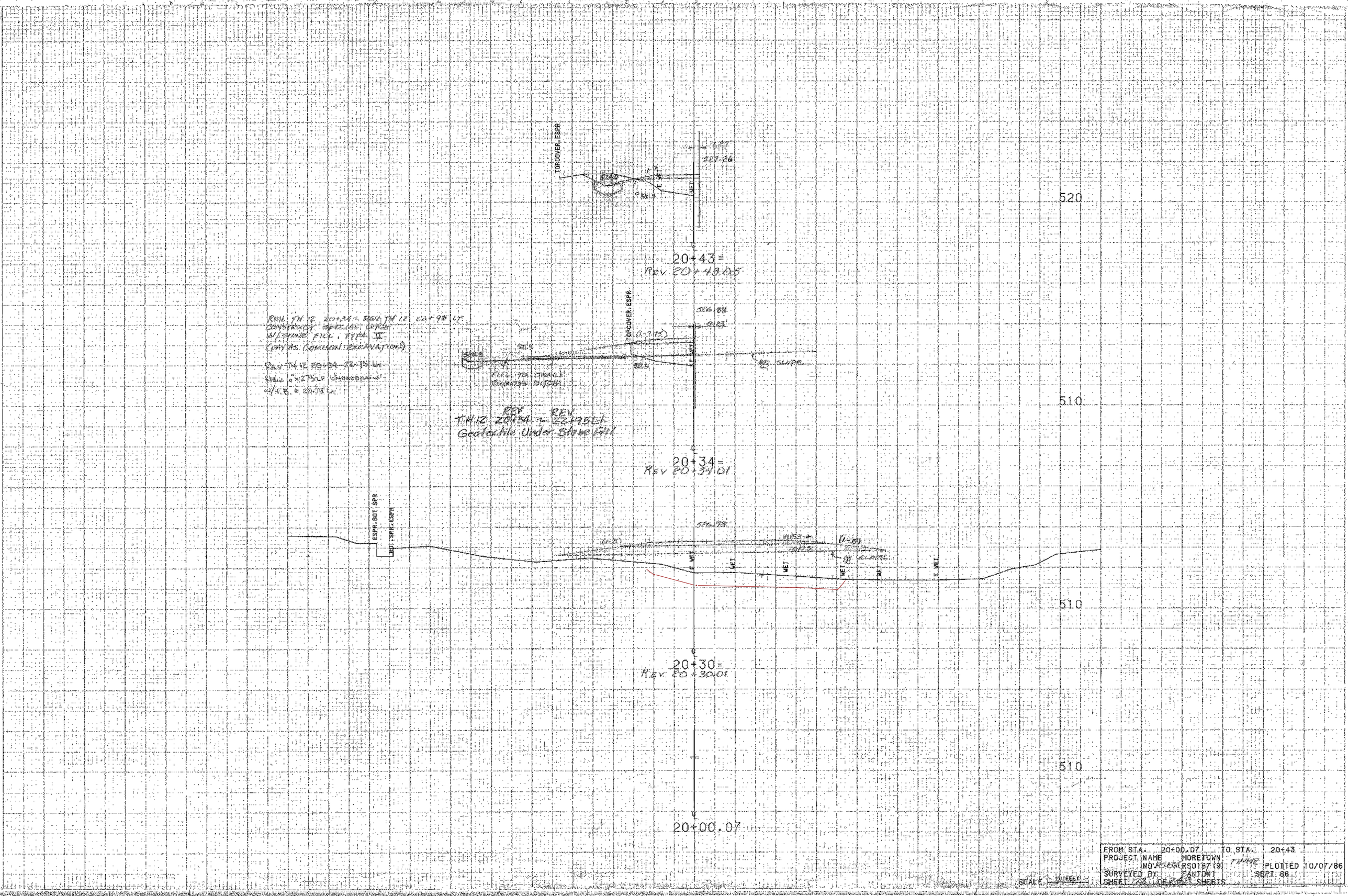
FROM STA. 34+32 TO STA. 35+00
PROJECT NAME MORETOWN-MIDDLESEX TH2
NO. RS0167(9) PLOTTED 05/09/86
SURVEYED BY NYE JAN 1985
SHEET 1 OF 24 SHEETS
SCALE 10 FEET



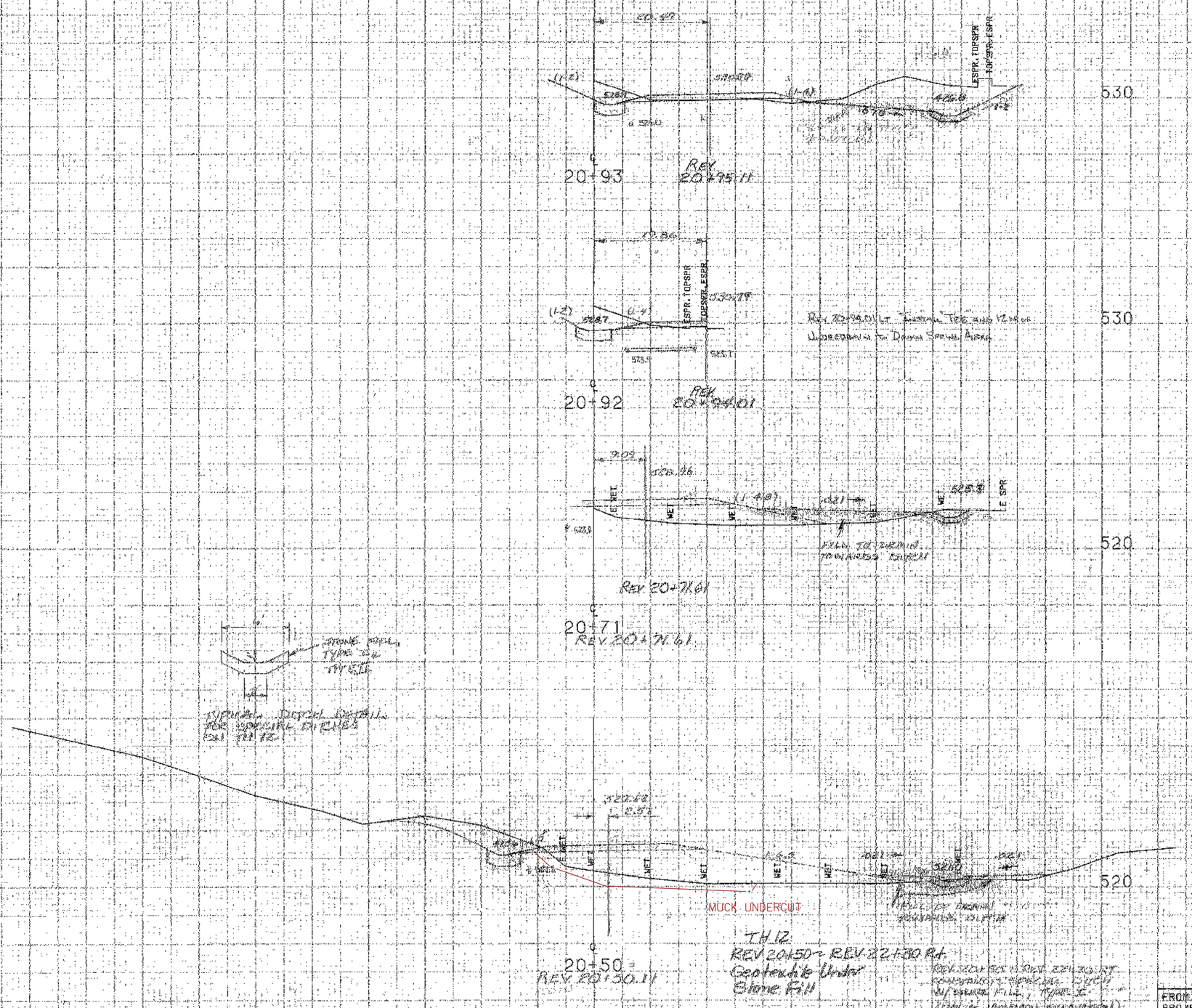
SECTION B-B'
NOTE: THIS DETAIL TO BE USED TO BOTTOM OF OF GRUBBING MATERIAL SLOPE (ELEV. 497.00)
18" GRUBBING MATERIAL
Rock Fill
516.08
36+50
36+00
35+50
516.80
516.63
517.03
516.94
510
STONE FILL TYPE 4
MOIST
10.0 NLTD
ROCK FILL ENCOUNTERED ON PROJECT
1:5 PLANE
MELT TERMINAL
END STEEL BEAM GUARD RAIL
FACE OF RAIL
SHOULDER TRANSITION AND GUARD RAIL DIAGRAM
GUARD RAIL TERMINAL DETAIL
20'
SCALE
SEE STANDARD K-5 FOR DETAILS
FROM STA. 35+50 TO STA. 36+50
PROJECT NAME MORETOWN MIDDLESEX TH2
NO. RS0167(9) PLOTTED 06/09/86
SURVEYED BY NYE JAN 1985
SHEET 126 OF 243 SHEETS
SCALE 10 FEET



FROM STA. 37+00 TO STA. 38+00
PROJECT NAME MORETOWN TH2
NO. [illegible]GRS0157(9) PLOTTED 06/09/86
SURVEYED BY NYE JAN 1985
SHEET [illegible] OF [illegible] SHEETS
SCALE 1" = 10 FEET



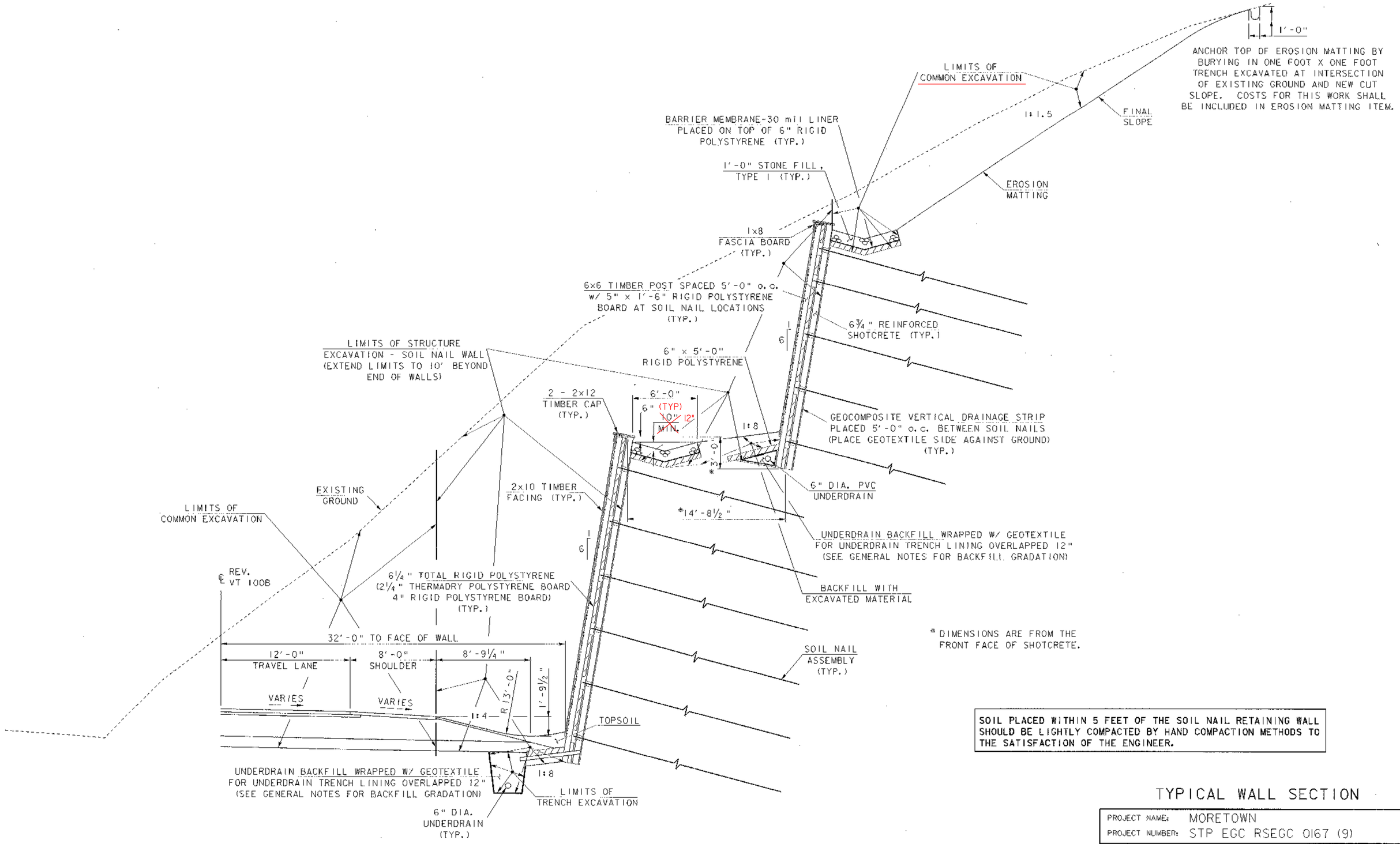
FROM STA. 20+00.07 TO STA. 20+43
PROJECT NAME MORETOWN
NO. RS0167(9) PLOTTED 10/07/86
SURVEYED BY FANTONI SEPT 86
SHEET 28 OF 243 SHEETS
SCALE 10 FEET



TH 12

FROM STA. 20+50		TO STA. 20+93	
PROJECT NAME	MORETOWN		
NO.	RS0167 (9)		PLOTTED 10/07/86
SURVEYED BY	FANTONI		SEPT 86
SHEET	OF	SHEETS	

SCALE 1" = 10 FEET



* DIMENSIONS ARE FROM THE FRONT FACE OF SHOTCRETE.

SOIL PLACED WITHIN 5 FEET OF THE SOIL NAIL RETAINING WALL SHOULD BE LIGHTLY COMPACTED BY HAND COMPACTION METHODS TO THE SATISFACTION OF THE ENGINEER.

TYPICAL WALL SECTION

SCALE: ¼" = 1'-0"

TYPICAL WALL SECTION

PROJECT NAME: MORETOWN
PROJECT NUMBER: STP EGC RSEGC 0167 (9)

FILE NAME: \78a132\Structures\sel32typ.I PLOT DATE: 12-MAY-2000
PROJECT LEADER: R.R. WHITCOMB DRAWN BY: G. ROY
DESIGNED BY: C. ALLEN CHECKED BY: C. ALLEN
BRIDGE SHEET BR302 SHEET 139 OF 243

REV. 196+66 RT. ~ REV. 198+62 RT.
NEW 6"X196' PVC UNDERDRAIN

REV. 196+66 RT. ~ REV. 199+14 RT.
NEW 6"X248' UNDERDRAIN (MOD.)
W/ FB @ REV. 199+14 RT.

REV. 194+00 RT. ~ REV. 198+40 RT.
NEW RETAINING WALL NO. 3

REV. 196+90 RT. ~ REV. 198+20 RT.
NEW RETAINING WALL NO. 1

REV. 196+65 ℄
NEW 18"X8' CPEP (SL) W/ PRCDI @ INLET AND
TYPE A GRATE OR PREMANUFACTURED
HDPE CATCH BASIN W/ FRAME AND GRATE

STEEL TOWER

STEEL TOWER

REV. 194+10 RT. ~ REV. 196+40 RT.
NEW RETAINING WALL NO. 2

REV. 193+90 RT. ~ REV. 196+60 RT.
NEW 6"X270' UNDERDRAIN (MOD.)
W/ FB @ REV. 196+60 RT.

REV. 193+90 RT. ~ REV. 196+64 RT.
NEW 6"X286' PVC UNDERDRAIN

N.

CONSTRUCTION LIMITS

MW-2

INC-2

MW-1

INC-1

1'-0" STONE FILL TYPE I (TYP.)

GRAVEL DRIVE

GRAVEL DRIVE

6"

199+00 198+00 197+00 196+00 195+00 194+00 193+00

℄ REV. VT 100B

8' 12' 12' 8'

STEEL TOWER

CONSTRUCTION LIMITS SEE ROADWAY LAYOUT SHEETS

TRANSFORMER YARD

DAM

WINOOSKI RIVER

OLD SCHOOL HOUSE

SHED

NOTE:

1. SEE ROADWAY SHEETS FOR ALL OTHER DRAINAGE.
2. SEE WALL TYPICAL SECTION SHEET BR301 FOR WALL OFFSETS.

0 20 40
SCALE IN FEET

WALL LAYOUT SHEET

PROJECT NAME: MORETOWN
PROJECT NUMBER: STP EGC RSEGC 0167 (9)

FILE NAME: \78el32\Structures\sel32wls.i
PROJECT LEADER: R.R. WHITCOMB
DESIGNED BY: C. ALLEN
BRIDGE SHEET BR303

PLOT DATE: 12-MAY-2000
DRAWN BY: G. ROY
CHECKED BY: C. ALLEN
SHEET 140 OF 243

HOLE NO.	STATION	ELEV.	NAIL LENGTH	TEST HOLE
101A1	196+92.5	533.00	30	#10
101A2	196+92.5	529.00	30	#8
101B1	196+97.5	~~535.50~~	30	#8
101B2	196+97.5	533.00	30	#8
101B3	196+97.5	529.50	30	#8
102A1	197+02.5	~~538.00~~ 539.00	45	#10
102A2	197+02.5	534.50	45	X
102A3	197+02.5	530.50	45	#8
102B1	197+07.5	~~540.75~~ 539.17	45	#10
102B2	197+07.5	~~538.50~~ 539.00	45	#8
102B3	197+07.5	534.50	45	#8
102B4	197+07.5	531.00	45	#8
103A1	197+12.5	~~543.25~~ 541.00	45	#10
103A2	197+12.5	539.50	45	#8
103A3	197+12.5	536.00	45	#8
103A4	197+12.5	533.00	45	#10
103B1	197+17.5	546.00	45	#10
103B2	197+17.5	543.00	45	#8
103B3	197+17.5	539.50	45	#8
103B4	197+17.5	536.00	45	#8
103B5	197+17.5	533.00	45	#10
104A1	197+22.5	548.50	45	#10
104A2	197+22.5	544.50	45	#8
104A3	197+22.5	539.50	45	#8
104A4	197+22.5	534.50	45	#8
104B1	197+27.5	551.00	45	#10
104B2	197+27.5	~~548.00~~	45	#8
104B3	197+27.5	544.00 549.00	45	#8
104B4	197+27.5	539.50	45	#8
104B5	197+27.5	534.50	45	#8
105A1	197+32.5	553.50	45	#10
105A2	197+32.5	549.50	45	#8
105A3	197+32.5	544.50	45	#8
105A4	197+32.5	539.50	45	#8
105A5	197+32.5	534.50	45	#8
105B1	197+37.5	554.50	45	#8
105B2	197+37.5	549.50	45	#10
105B3	~~197+37.5~~ 197+38.35	544.50	45	#8
105B4	197+37.5	539.50	45	#8
105B5	197+37.5	534.50	45	#8
106A1	197+42.5	554.50	45	#10
106A2	197+42.5	549.50	45	#8
106A3	197+42.5	544.50	45	#8
106A4	197+42.5	539.50	45	#8
106A5	197+42.5	534.50	45	#8
106B1	197+47.5	554.50	45	#10
106B2	197+47.5	549.50	45	#8
106B3	197+47.5	544.50	45	X
106B4	197+47.5	539.50	45	#8
106B5	197+47.5	534.50	45	#8
107A1	197+52.5	554.50	45	#10
107A2	197+52.5	549.50	45	#8
107A3	197+52.5	544.50	45	#8
107A4	197+52.5	539.50	45	#8
107A5	197+52.5	~~534.50~~	45	X TESTED 106A5 VS 102A2
107B1	197+57.5	~~553.50~~ 535.00	45	#10
107B2	197+57.5	549.50	45	#8
107B3	197+57.5	544.50	45	#8
107B4	197+57.5	539.50	45	X
107B5	197+57.5	~~534.50~~ 535.00	45	#8

2625

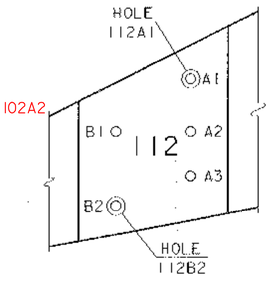
HOLE NO.	STATION	ELEV.	NAIL LENGTH	TEST HOLE
108A1	197+62.5	551.00	45	#10
108A2	197+62.5	~~548.00~~ 546.33	45	#8
108A3	197+62.5	544.50	45	#8
108A4	197+62.5	539.50	45	#8
108A5	197+62.5	534.50	45	#8
108B1	197+67.5	549.50	45	#10X
108B2	197+67.5	544.50	45	#8
108B3	197+67.5	539.50	45	#8
108B4	197+67.5	534.50	45	#8
109A1	197+72.5	548.00	45	#10
109A2	197+72.5	544.50	45	#8
109A3	197+72.5	539.50	45	#8
109A4	197+72.5	536.00	45	#8
109A5	197+72.5	533.00	45	#8
109B1	197+77.5	546.00	45	#10
109B2	197+77.5	543.00	45	#8
109B3	197+77.5	539.50	45	#8
109B4	197+77.5	534.50	45	#8
109B5	197+77.5	531.00	45	#8
110A1	197+82.5	544.50	45	#10
110A2	197+82.5	539.50	45	#8
110A3	197+82.5	534.50	45	#8
110A4	197+82.5	531.00	45	#8
110B1	197+87.5	541.00	45	#10
110B2	197+87.5	538.00	45	#8
110B3	197+87.5	534.50	45	#8
110B4	197+87.5	529.50	45	#8
111A1	197+92.5	539.50	45	#10
111A2	197+92.5	534.50	45	#8
111A3	197+92.5	529.50	45	#8
111B1	197+97.5	536.00	45	#10
111B2	197+97.5	533.00	45	#8
111B3	197+97.5	528.00	45	#8
112A1	198+02.5	534.50	20	#10
112A2	198+02.5	531.00	20	#8
112A3	198+02.5	528.00	20	X
112B1	198+07.5	~~531.00~~ 532.00	20	#10
112B2	198+07.	526.00	20	#8
113A1	198+12.5	529.50	20	#10
113A2	198+12.5	524.50	20	#8
113B1	198+17.5	527.00	20	#10X
113B2	198+17.5	524.50	20	#8

1665

WALL NO. SECTION NO.

112A1

COLUMN HOLE NO.



STATIONING

HOLE NOMENCLATURE

HOLE NO.	STATION	ELEV.	NAIL LENGTH	TEST HOLE
201A1	194+12.5	513.00	35	
201A2	194+12.5	508.00	35	X
201B1	194+17.5	515.00	35	
201B2	194+17.5	511.50	35	
202A1	194+22.5	518.00	35	
202A2	194+22.5	513.00	35	
202B1	194+27.5	520.00	35	X
202B2	194+27.5	515.00	35	
203A1	194+32.5	523.00	35	
203A2	194+32.5	520.00	35	
203A3	194+32.5	516.50	35	
203B1	194+37.5	525.00	35	
203B2	194+37.5	521.50	35	
203B3	194+37.5	516.50	35	
204A1	194+42.5	528.00	35	
204A2	194+42.5	523.00	35	
204A3	194+42.5	518.00	35	
204B1	194+47.5	530.00	35	
204B2	194+47.5	526.50	35	X
204B3	194+47.5	521.50	35	
205A1	194+52.5	531.50	55	
205A2	194+52.5	526.50	55	
205A3	194+52.5	521.50	55	
205B1	194+57.5	533.00	55	
205B2	194+57.5	528.00	55	
205B3	194+57.5	523.00	55	
206A1	194+62.5	535.00	55	#10
206A2	194+62.5	531.50	55	
206A3	194+62.5	526.50	55	
206A4	194+62.5	523.00	55	
206B1	194+67.5	536.50	55	
206B2	194+67.5	533.00	55	
206B3	194+67.5	528.00	55	
206B4	194+67.5	523.00	55	
207A1	194+72.5	538.00	55	
207A2	194+72.5	533.00	55	
207A3	194+72.5	528.00	55	
207A4	194+72.5	525.00	55	
207B1	194+77.5	540.00	55	
207B2	194+77.5	536.50	55	
207B3	194+77.5	531.50	55	
207B4	194+77.5	526.50	55	
208A1	194+82.5	541.50	55	
208A2	194+82.5	536.50	55	
208A3	194+82.5	531.50	55	
208A4	194+82.5	526.50	55	
208B1	194+87.5	~~543.00~~	55	
208B2	194+87.5	544.00 540.00	55	
208B3	194+87.5	536.50	55	X
208B4	194+87.5	531.50	55	
208B5	194+87.5	526.50	55	
209A1	194+92.5	545.00	55	
209A2	194+92.5	541.50	55	
209A3	194+92.5	536.50	55	
209A4	194+92.5	531.50	55	
209A5	194+92.5	528.00	55	
209B1	194+97.5	545.75	55	
209B2	194+97.5	541.50	55	
209B3	194+97.5	536.50	55	
209B4	194+97.5	531.50	55	
209B5	194+97.5	528.00	55	

2951

NOTE:
ELEVATIONS GIVEN ARE AT CENTER OF NAIL AT FRONT FACE OF SHOTCRETE.

HOLE NO.	STATION	ELEV.	NAIL LENGTH	TEST HOLE
210A1	195+02.5	546.50	55	#10
210A2	195+02.5	541.50	55	
210A3	195+02.5	536.50	55	
210A4	195+02.5	533.00	55	
210A5	195+02.5	530.00	55	
210B1	195+07.5	546.50	55	
210B2	195+07.5	541.50	55	
210B3	195+07.5	536.50	55	
210B4	195+07.5	533.00	55	
210B5	195+07.5	530.00	55	
211A1	195+12.5	~~548.00~~ 548.77	55	
211A2	195+12.5	545.00	55	
211A3	195+12.5	541.50	55	
211A4	195+12.5	536.50	55	
211A5	195+12.5	533.00	55	
211A6	195+12.5	530.00	55	
211B1	195+17.5	~~548.00~~ 548.00	55	
211B2	195+17.5	545.00	55	
211B3	195+17.5	541.50	55	
211B4	195+17.5	536.50	55	
211B5	195+17.5	533.00	55	X
211B6	195+17.5	530.00	55	
212A1	195+22.5	~~548.00~~ 549.50	55	
212A2	195+22.5	545.00	55	
212A3	195+22.5	541.50	55	
212A4	195+22.5	536.50	55	
212A5	195+22.5	531.50	55	
212B1	195+27.5	548.00	55	
212B2	195+27.5	545.00	55	
212B3	195+27.5	541.50	55	
212B4	195+27.5	536.50	55	
212B5	195+27.5	531.50	55	
213A1	195+32.5	550.00	55	
213A2	195+32.5	546.50	55	
213A3	195+32.5	541.50	55	X
213A4	195+32.5	536.50	55	
213A5	195+32.5	531.50	55	
213B1	195+37.5	550.00	55	
213B2	195+37.5	546.50	55	
213B3	195+37.5	541.50	55	
213B4	195+37.5	536.50	55	
213B5	195+37.5	531.50	55	
214A1	195+42.5	550.00	55	
214A2	195+42.5	546.50	55	X
214A3	195+42.5	541.50	55	
214A4	195+42.5	536.50	55	
214A5	195+42.5	532.00	55	
214B1	195+47.5	550.50	55	
214B2	195+47.5	546.50	55	
214B3	195+47.5	541.50	55	
214B4	195+47.5	536.50	55	
214B5	195+47.5	532.50	55	
215A1	195+52.5	551.00	55	
215A2	195+52.5	546.50	55	
215A3	195+52.5	541.50	55	
215A4	195+52.5	536.50	55	
215A5	195+52.5	532.50	55	
215B1	195+57.5	551.50	55	
215B2	195+57.5	546.50	55	
215B3	195+57.5	541.50	55	
215B4	195+57.5	536.50	55	
215B5	195+57.5	533.00	55	
216A1	195+62.5	551.50	55	
216A2	195+62.5	546.50	55	
216A3	195+62.5	541.50	55	
216A4	195+62.5	536.50	55	
216A5	195+62.5	533.00	55	

3685

HOLE NO.	STATION	ELEV.	NAIL LENGTH	TEST HOLE
216B1	195+67.5	551.50	55	#10
216B2	195+67.5	546.50	55	
216B3	195+67.5	541.50	55	
216B4	195+67.5	536.50	55	
216B5	195+67.5	533.00	55	
217A1	195+72.5	550.25	55	
217A2	195+72.5	546.50	55	
217A3	195+72.5	541.50	55	
217A4	195+72.5	536.50	55	
217A5	195+72.5	532.75	55	
217B1	195+77.5	~~550.00~~ 549.50	55	
217B2	195+77.5	545.50	55	
217B3	195+77.5	541.50	55	
217B4	195+77.5	536.50	55	
217B5	195+77.5	532.75	55	
218A1	195+82.5	548.00	55	
218A2	195+82.5	545.00	55	
218A3	195+82.5	541.50	55	
218A4	195+82.5	536.50	55	
218A5	195+82.5	531.50	41.5 55	
218B1	195+87.5	546.50	55	
218B2	195+87.5	541.50	55	
LEDGE 45	218B3	195+87.5	536.50 52.83	55 X
	218B4	195+87.5	531.50 44	55
219A1	195+92.5	545.00	55	
219A2	195+92.5	541.50	55	
219A3	195+92.5	536.50 51.29	55	
LEDGE 43	219A4	195+92.5	531.50 42	55
219B1	195+97.5	543.00	55	
219B2	195+97.5	540.00	55	
LEDGE 45	219B3	195+97.5	536.50 50	55
219B4	195+97.5	533.00	55	55
219B5	195+97.5	530.00	34	55
220A1	196+02.5	541.50	51.5	55
220A2	196+02.5	536.50	55	
220A3	196+02.5	533.00	55	55
220A4	196+02.5	530.00	37	55
220B1	196+07.5	540.00	52	55
220B2	196+07.5	536.50	55	
220B3	196+07.5	533.00	55	55
220B4	196+07.5	530.00	35	55
221A1	196+12.5	~~538.00~~ 538.50	55	
221A2	196+12.5	535.00	55	
221A3	196+12.5	531.50	52	55 X
221A4	196+12.5	528.00	52	55
221B1	196+17.5	536.50	55	
221B2	196+17.5	531.50	55	55
221B3	196+17.5	528.00	40	55
222A1	196+22.5	535.00	30	30
222A2	196+22.5	531.50	30	30
222A3	196+22.5	528.00	30	30
222B1	196+27.5	533.00	30	30
222B2	196+27.5	530.00	30	30
222B3	196+27.5	526.50	30	30
223A1	196+32.5	531.50	30	30
223A2	196+32.5	526.50	30	30
223B1	196+37.5	530.00	30	30
223B2	196+37.5	525.50	30	30 X

2933.5

HOLE STATIONS & ELEVATIONS (1)

PROJECT NAME: MORETOWN
PROJECT NUMBER: STP EGC RSEGC 0167 (9)

FILE NAME: \78el32\Structures\sel32sel.l
PROJECT LEADER: R. R. WHITCOMB
DESIGNED BY: C. ALLEN
BRIDGE SHEET BR306
PLOT DATE: 12-MAY-2000
DRAWN BY: G. ROY
CHECKED BY: C. ALLEN
SHEET 142A OF 243

HOLE NO.	STATION	ELEV.	NAIL LENGTH	TEST HOLE
301A1	194+02.5	504.35	35	#8
301A2	194+02.5	501.75	~~35~~ 25	
301B1	194+07.5	505.34	35	
301B2	194+07.5	501.84	~~35~~ 25	
302A1	194+12.5	506.94	35	X
302A2	194+12.5	501.94	~~35~~ 25	
302B1	194+17.5	508.53	35	
302B2	194+17.5	505.53	35	
302B3	194+17.5	502.03	~~35~~ 25	
303A1	194+22.5	510.63	35	
303A2	194+22.5	507.13	35	
303A3	194+22.5	502.13	~~35~~ 25	
303B1	194+27.5	512.22	35	
303B2	194+27.5	507.22	35	
303B3	194+27.5	502.22	~~35~~ 25	
304A1	194+32.5	513.81	35	
304A2	194+32.5	510.81	35	
304A3	194+32.5	507.31	35	
304A4	194+32.5	502.31	~~35~~ 25	
304B1	194+37.5	515.91	35	
304B2	194+37.5	512.41	35	
304B3	194+37.5	507.41	35	
304B4	194+37.5	502.41	~~35~~ 25	
305A1	194+42.5	517.50	35	
305A2	194+42.5	512.50	35	
305A3	194+42.5	507.50	35	
305A4	194+42.5	502.50	~~35~~ 25	
305B1	194+47.5	517.60	35	
305B2	194+47.5	512.60	35	
305B3	194+47.5	507.60	35	
305B4	194+47.5	502.60	~~35~~ 25	X
306A1	194+52.5	519.21	50	#10
306A2	194+52.5	516.21	50	#10
306A3	194+52.5	512.71	50	#10
306A4	194+52.5	507.71	~~50~~ 45	
306A5	194+52.5	502.71	~~50~~ 35	
306B1	194+57.5	519.31	50	#10
306B2	194+57.5	516.31	50	#10
306B3	194+57.5	512.81	50	#10
306B4	194+57.5	507.81	~~50~~ 45	
306B5	194+57.5	502.81	~~50~~ 35	
307A1	194+62.5	521.42	50	#10
307A2	194+62.5	517.92	50	#10
307A3	194+62.5	512.92	50	#10
307A4	194+62.5	507.92	~~50~~ 45	
307A5	194+62.5	502.92	~~50~~ 35	
307B1	194+67.5	521.52	50	#10
307B2	194+67.5	518.02	50	#10
307B3	194+67.5	513.02	50	#10
307B4	194+67.5	508.02	~~50~~ 45	
307B5	194+67.5	503.02	~~50~~ 35	
308A1	194+72.5	523.13	50	#10
308A2	194+72.5	518.13	50	#10
308A3	194+72.5	513.13	50	#10
308A4	194+72.5	508.13	~~50~~ 45	
308A5	194+72.5	503.13	~~50~~ 35	
308B1	194+77.5	523.23	50	#10
308B2	194+77.5	518.23	50	#10
308B3	194+77.5	513.23	50	#10 X
308B4	194+77.5	508.23	~~50~~ 45	
308B5	194+77.5	503.23	~~50~~ 35	
309A1	194+82.5	524.83	50	#10
309A2	194+82.5	521.83	50	#10
309A3	194+82.5	518.33	50	#10
309A4	194+82.5	513.33	50	#10
309A5	194+82.5	508.33	~~50~~ 45	
309A6	194+82.5	503.33	~~50~~ 35	

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HOLE NO.	STATION	ELEV.	NAIL LENGTH	TEST HOLE
309B1	194+87.5	524.94	50	#10
309B2	194+87.5	521.94	50	#10
309B3	194+87.5	518.44	50	#10
309B4	194+87.5	513.44	50	#10
309B5	194+87.5	508.44	~~50~~ 45	#8
309B6	194+87.5	503.44	~~50~~ 35	#8
310A1	194+92.5	525.04	50	#10
310A2	194+92.5	522.04	50	#10
310A3	194+92.5	518.54	50	#10
310A4	194+92.5	513.54	50	#10
310A5	194+92.5	508.54	~~50~~ 45	#8
310A6	194+92.5	503.54	~~50~~ 35	#8
310B1	194+97.5	527.15	50	#10
310B2	194+97.5	523.65	50	#10 X
310B3	194+97.5	518.65	50	#10
310B4	194+97.5	513.65	50	#10
310B5	194+97.5	508.65	~~50~~ 45	#8
310B6	194+97.5	503.65	~~50~~ 35	#8
311A1	195+02.5	527.50	50	#10
311A2	195+02.5	523.75	50	#10
311A3	195+02.5	518.75	50	#10
311A4	195+02.5	513.75	50	#10
311A5	195+02.5	508.75	~~50~~ 45	#8 X
311A6	195+02.5	503.75	~~50~~ 35	#8
311B1	195+07.5	527.91	50	#10
311B2	195+07.5	523.91	50	#10
311B3	195+07.5	518.91	50	#10
311B4	195+07.5	513.91	50	#10
311B5	195+07.5	508.91	~~50~~ 45	#8
311B6	195+07.5	503.91	~~50~~ 35	#8
312A1	195+12.5	528.32	50	#10
312A2	195+12.5	524.07	50	#10
312A3	195+12.5	519.07	50	#10
312A4	195+12.5	514.07	50	#10
312A5	195+12.5	509.07	~~50~~ 45	#8
312A6	195+12.5	504.07	~~50~~ 35	#8
312B1	195+17.5	528.73	50	#10
312B2	195+17.5	524.23	50	#10
312B3	195+17.5	519.23	50	#10
312B4	195+17.5	514.23	50	#10
312B5	195+17.5	509.23	~~50~~ 45	#8
312B6	195+17.5	504.23	~~50~~ 35	#8
313A1	195+22.5	529.14	50	#10
313A2	195+22.5	524.39	50	#10
313A3	195+22.5	519.39	50	#10
313A4	195+22.5	514.39	50	#10
313A5	195+22.5	509.39	~~50~~ 45	#8
313A6	195+22.5	504.39	~~50~~ 35	#8
313B1	195+27.5	529.55	50	#10 X
313B2	195+27.5	524.55	50	#10
313B3	195+27.5	519.55	50	#10
313B4	195+27.5	514.55	50	#10
313B5	195+27.5	509.55	~~50~~ 45	#8
313B6	195+27.5	504.55	~~50~~ 35	#8
314A1	195+32.5	529.71	50	#10
314A2	195+32.5	524.71	50	#10
314A3	195+32.5	519.71	50	#10
314A4	195+32.5	514.71	50	#10
314A5	195+32.5	509.71	~~50~~ 45	#8
314A6	195+32.5	504.71	~~50~~ 35	#8
314B1	195+37.5	529.88	50	#10
314B2	195+37.5	524.88	50	#10
314B3	195+37.5	519.88	50	#10
314B4	195+37.5	514.88	50	#10
314B5	195+37.5	509.88	~~50~~ 45	#8
314B6	195+37.5	504.88	~~50~~ 35	#8

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HOLE NO.	STATION	ELEV.	NAIL LENGTH	TEST HOLE
315A1	195+42.5	530.04	50	
315A2	195+42.5	525.04	50	
315A3	195+42.5	520.04	50	
315A4	195+42.5	515.04	50	
315A5	195+42.5	510.04	50 ~~45~~	#8
315A6	195+42.5	505.04	45 ~~50~~ 35	#8
315B1	195+47.5	530.20	50	
315B2	195+47.5	525.20	50	
315B3	195+47.5	505.20	50	
315B4	195+47.5	515.20	50	
315B5	195+47.5	510.20	45 ~~50~~ 45	#8
315B6	195+47.5	505.20	~~50~~ 35	#8
316A1	195+52.5	530.36	50 50	#10
316A2	195+52.5	525.36	50 50	#10
316A3	195+52.5	520.36	50 50	#10
316A4	195+52.5	515.36	50 50	#10
316A5	195+52.5	510.36	45 ~~50~~ 45	#8
316A6	195+52.5	505.36	35 ~~50~~ 35	#8
316B1	195+57.5	530.52	50 50	#10
316B2	195+57.5	525.52	50 50	#10
316B3	195+57.5	520.52	50 50	#10
316B4	195+57.5	515.52	50 50	#10
316B5	195+57.5	510.52	45 ~~50~~ 45	#8
316B6	195+57.5	505.52	25 ~~50~~ 35	#8 X
317A1	195+62.5	530.68	50 50	#10
317A2	195+62.5	525.68	50 50	#10
317A3	195+62.5	520.68	45 50	#10
317A4	195+62.5	515.68	? 50	#10
317A5	195+62.5	510.68	45 ~~50~~ 45	#8
317A6	195+62.5	505.68	20 ~~50~~ 35	#8
317B1	195+67.5	530.84	50 50	#10
317B2	195+67.5	525.84	50 50	#10
317B3	195+67.5	520.84	50 50	#10 X
317B4	195+67.5	515.84	? 50	#10
317B5	195+67.5	510.84	45 ~~50~~ 45	#8
317B6	195+67.5	505.84	17 ~~50~~ 35	#8
318A1	195+72.5	531.00	50 50	#10
318A2	195+72.5	526.00	50 50	#10
318A3	195+72.5	521.00	51 50	#10
318A4	195+72.5	516.00	36 50	#10
318A5	195+72.5	511.00	40 50 45	#8
318A6	195+72.5	506.00	15 ~~50~~ 35	#8
318B1	195+77.5	530.70	50 50	#10
318B2	195+77.5	526.20	50 50	#10
318B3	195+77.5	521.20	51 50	#10
318B4	195+77.5	516.20	51 50	#10
318B5	195+77.5	511.20	45 ~~50~~ 45	#8
318B6	195+77.5	506.20	15 ~~50~~ 35	#8
319A1	195+82.5	530.40	50 50	#10
319A2	195+82.5	526.40	47.5 50	#10
319A3	195+82.5	521.40	51 50	#10
319A4	195+82.5	516.40	38 50	#10
319A5	195+82.5	511.40	25 ~~50~~ 45	#8
319A6	195+82.5	506.40	15 ~~50~~ 35	#8
319B1	195+87.5	530.10	50 50	#10
319B2	195+87.5	526.60	50 50	#10
319B3	195+87.5	521.60	40 50	#10
319B4	195+87.5	516.60	29 50	#10
319B5	195+87.5	511.60	18 ~~50~~ 45	#8
319B6	195+87.5	506.60	15 ~~50~~ 35	#8
320A1	195+92.5	528.30	49 50	#10
320A2	195+92.5	525.30	50 50	#10
320A3	195+92.5	521.80	45 50	#10
320A4	195+92.5	516.80	29 50	#10
320A5	195+92.5	511.80	15 ~~50~~ 45	#8
320A6	195+92.5	506.80	15 ~~50~~ 35	#8

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HOLE NO.	STATION	ELEV.	NAIL LENGTH	TEST HOLE
320B1	195+97.5	528.50	50 50	
320B2	195+97.5	525.50	45 50	
320B3	195+97.5	522.00	50	
320B4	195+97.5	517.00	27 50	
320B5	195+97.5	512.00	15 ~~50~~ 45	#8
320B6	195+97.5	507.00	15 ~~50~~ 35	#8
321A1	196+02.5	527.20	50 50	
321A2	196+02.5	522.20	38 50	
321A3	196+02.5	517.20	21 50	X
321A4	196+02.5	512.20	20 ~~50~~ 45	#8
321A5	196+02.5	507.20	15 ~~50~~ 35	#8
321B1	196+07.5	527.40	50 50	
321B2	196+07.5	522.40	26 50	
321B3	196+07.5	517.40	21 50	
321B4	196+07.5	512.40	20 ~~50~~ 45	#8
321B5	196+07.5	507.40	15 ~~50~~ 35	#8
322A1	196+12.5	527.10	30 50	
322A2	196+12.5	522.60	31 50	
322A3	196+12.5	517.60	25 50	
322A4	196+12.5	512.60	30 ~~50~~ 45	#8
322A5	196+12.5	507.60	15 ~~50~~ 35	#8
322B1	196+17.5	526.80	31 50	
322B2	196+17.5	522.80	30 50	
322B3	196+17.5	517.80	30 50	
322B4	196+17.5	512.80	30 ~~50~~ 45	#8
322B5	196+17.5	507.80	15 ~~50~~ 35	#8
323A1	196+22.5	526.50	30 30	#8
323A2	196+22.5	522.00	31 30	
323A3	196+22.5	518.00	25 30	
323A4	196+22.5	513.00	30 30	
323A5	196+22.5	508.00	15 ~~30~~ 20	
323B1	196+27.5	524.70	31 30	
323B2	196+27.5	521.70	30 30	
323B3	196+27.5	518.20	30 30	
323B4	196+27.5	513.20	30 30	
323B5	196+27.5	508.20	15 ~~30~~ 20	
324A1	196+32.5	524.90	30 30	
324A2	196+32.5	521.90	30 30	
324A3	196+32.5	518.40	30 30	
324A4	196+32.5	513.40	30 30	
324A5	196+32.5	508.40	15 ~~30~~ 20	
324B1	196+37.5	525.10	30 30	
324B2	196+37.5	522.10	30 30	
324B3	196+37.5	518.60	30 30	
324B4	196+37.5	513.60	30 30	
324B5	196+37.5	508.60	15 ~~30~~ 20	
325A1	196+42.5	522.80	30 30	
325A2	196+42.5	518.80	30 30	
325A3	196+42.5	513.80	30 30	
325A4	196+42.5	508.80	20 ~~30~~ 20	
325B1	196+47.5	523.00	30 30	
325B2	196+47.5	519.00	30 30	
325B3	196+47.5	514.00	30 30	
325B4	196+47.5	509.00	20 ~~30~~ 20	
326A1	196+52.5	523.20	30 30	X
326A2	196+52.5	519.20	30 30	
326A3	196+52.5	514.20	30 30	
326A4	196+52.5	509.20	20 ~~30~~ 20	
326B1	196+57.5	523.40	30 30	
326B2	196+57.5	519.40	30 30	
326B3	196+57.5	514.40	30 30	
326B4	196+57.5	509.40	20 ~~30~~ 20	X

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HOLE NO.	STATION	ELEV.	NAIL LENGTH	TEST HOLE
327A1	196+62.5	523.60	30 30	
327A2	196+62.5	519.60	30 30	
327A3	196+62.5	514.60	30 30	
327A4	196+62.5	509.60	20 ~~30~~ 20	
327B1	196+67.5	523.80	30 30	
327B2	196+67.5	519.80	30 30	
327B3	196+67.5	514.80	30 30	
327B4	196+67.5	509.80	20 ~~30~~ 20	
328A1	196+72.5	524.00	30 30	
328A2	196+72.5	520.00	30 30	
328A3	196+72.5	515.00	30 30	
328A4	196+72.5	510.00	20 ~~30~~ 20	
328B1	196+77.5	524.25	30 30	
328B2	196+77.5	520.25	30 30	X
328B3	196+77.5	515.25	30 30	
328B4	196+77.5	510.25	20 ~~30~~ 20	
329A1	196+82.5	525.50	30 30	
329A2	196+82.5	520.50	30 30	
329A3	196+82.5	515.50	30 30	
329A4	196+82.5	510.50	20 ~~30~~ 20	
329B1	196+87.5	525.75	30 30	
329B2	196+87.5	520.75	30 30	
329B3	196+87.5	515.75	30 30	
329B4	196+87.5	510.75	20 ~~30~~ 20	
330A1	196+92.5	527.50	30	#8
330A2	196+92.5	524.50	30	
330A3	196+92.5	521.00	30	
330A4	196+92.5	516.00	29 30	
330A5	196+92.5	511.00	~~30~~ 20	
330B1	196+97.5	527.75	30	
330B2	196+97.5	524.75	30	
330B3	196+97.5	521.25	30	
330B4	196+97.5	516.25	30 30	
330B5	196+97.5	511.25	~~30~~ 20	
331A1	197+02.5	528.00	35	
331A2	197+02.5	525.00	35	
331A3	197+02.5	521.50	35	
331A4	197+02.5	516.50	35	X
331A5	197+02.5	511.50	~~35~~ 25	
331B1	197+07.5	530.25	35	
331B2	197+07.5	526.75	35	
331B3	197+07.5	521.75	35	
331B4	197+07.5	516.75	35	
331B5	197+07.5	511.75	~~35~~ 25	
332A1	197+12.5	530.50	35	
332A2	197+12.5	527.00	35	
332A3	197+12.5	522.00	35	
332A4	197+12.5	517.00	35	
332A5	197+12.5	512.00	~~35~~ 25	
332B1	197+17.5	531.25	35	
332B2	197+17.5	527.25	35	
332B3	197+17.5	522.25	35	
332B4	197+17.5	517.25	35	
332B5	197+17.5	512.25	~~35~~ 25	

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NOTE:
ELEVATIONS GIVEN ARE AT CENTER OF NAIL AT FRONT FACE OF SHOTCRETE.

HOLE STATIONS & ELEVATIONS (2)

PROJECT NAME: MORETOWN
PROJECT NUMBER: STP EGC RSEGC 0167 (9)

FILE NAME: \78el32\Structures\sel32se2.1 PLOT DATE: 12-MAY-2000
PROJECT LEADER: R.R. WHITCOMB DRAWN BY: G. ROY
DESIGNED BY: C. ALLEN CHECKED BY: C. ALLEN
BRIDGE SHEET BR307 SHEET 142B OF 243

HOLE NO.	STATION	ELEV.	NAIL LENGTH	TEST HOLE
333A1	197+22.5	532.00	35	#8
333A2	197+22.5	527.50	35	
333A3	197+22.5	522.50	35	
333A4	197+22.5	517.50	35	
333A5	197+22.5	512.50	~~35~~ 25	
333B1	197+27.5	532.75	35	X
333B2	197+27.5	527.75	35	
333B3	197+27.5	522.75	35	
333B4	197+27.5	517.75	35	
333B5	197+27.5	512.75	~~35~~ 25	
334A1	197+32.5	533.00	35	
334A2	197+32.5	528.00	35	
334A3	197+32.5	523.00	35	
334A4	197+32.5	518.00	35	
334A5	197+32.5	513.00	~~35~~ 25	
334B1	197+37.5	533.28	35	
334B2	197+37.5	528.25	35	
334B3	197+37.5	523.25	35	
334B4	197+37.5	518.25	35	
334B5	197+37.5	513.25	~~35~~ 25	
335A1	197+42.5	533.50	35	
335A2	197+42.5	528.50	35	
335A3	197+42.5	523.50	35	
335A4	197+42.5	518.50	35	
335A5	197+42.5	513.50	~~35~~ 25	
335B1	197+47.5	533.75	35	
335B2	197+47.5	528.75	35	
335B3	197+47.5	523.75	35	
335B4	197+47.5	518.75	35	
335B5	197+47.5	513.75	~~35~~ 25	
336A1	197+52.5	534.00	35	
336A2	197+52.5	529.00	35	
336A3	197+52.5	524.00	35	
336A4	197+52.5	519.00	35	
336A5	197+52.5	514.00	~~35~~ 25	
336B1	197+57.5	533.50	35	
336B2	197+57.5	529.25	35	
336B3	197+57.5	524.25	35	
336B4	197+57.5	519.25	35	
336B5	197+57.5	514.25	~~35~~ 25	
337A1	197+62.5	533.25	35	
337A2	197+62.5	529.50	35	
337A3	197+62.5	524.50	35	
337A4	197+62.5	519.50	35	
337A5	197+62.5	514.50	~~35~~ 25	
337B1	197+67.5	531.25	35	
337B2	197+67.5	528.25	35	
337B3	197+67.5	524.75	35	
337B4	197+67.5	519.75	35	
337B5	197+67.5	514.75	~~35~~ 25	
338A1	197+72.5	531.50	35	
338A2	197+72.5	528.50	35	
338A3	197+72.5	525.00	35	
338A4	197+72.5	520.00	35	
338A5	197+72.5	515.00	~~35~~ 25	
338B1	197+77.5	530.25	35	
338B2	197+77.5	525.25	35	X
338B3	197+77.5	520.25	35	
338B4	197+77.5	515.25	~~35~~ 25	

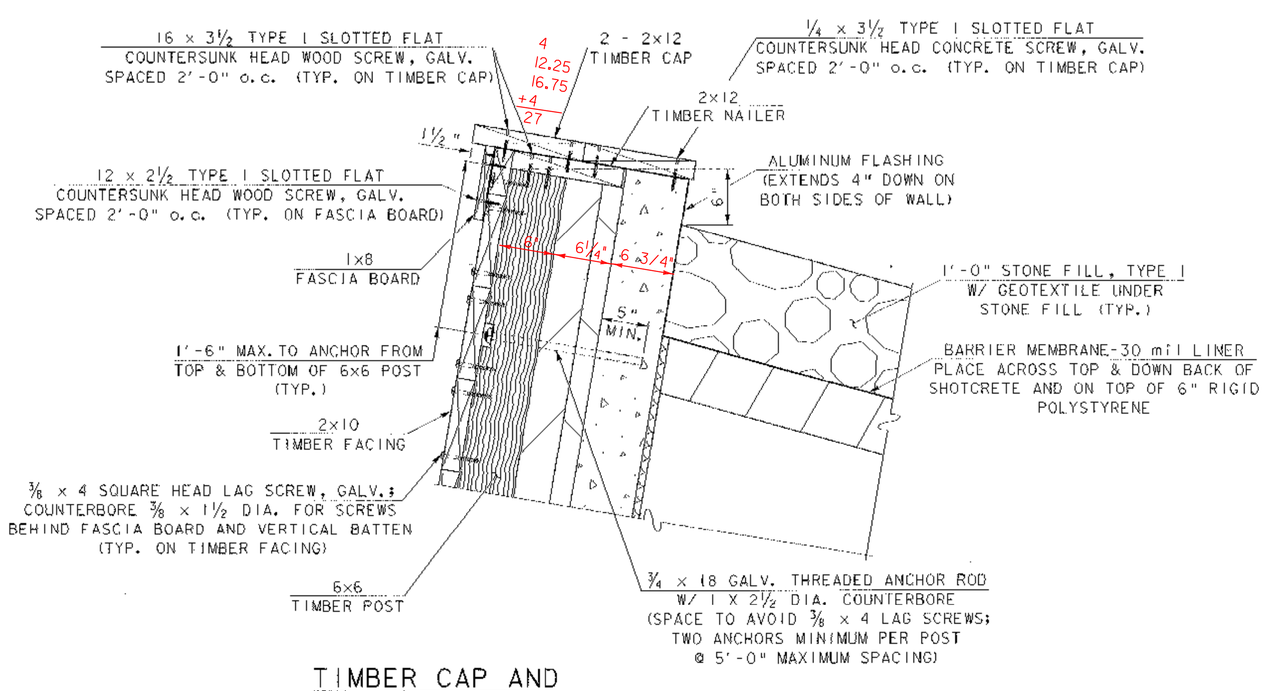
HOLE NO.	STATION	ELEV.	NAIL LENGTH	TEST HOLE
339A1	197+82.5	529.00	35	#8
339A2	197+82.5	525.50	35	
339A3	197+82.5	520.50	35	
339A4	197+82.5	515.50	~~35~~ 25	
339B1	197+87.5	527.25	35	
339B2	197+87.5	524.25	35	
339B3	197+87.5	520.75	35	
339B4	197+87.5	515.75	~~35~~ 25	
340A1	197+92.5	527.50	35	
340A2	197+92.5	524.50	35	
340A3	197+92.5	521.00	35	
340A4	197+92.5	516.00	~~35~~ 25	
340B1	197+97.5	526.25	35	
340B2	197+97.5	521.25	35	X
340B3	197+97.5	516.25	~~35~~ 25	
341A1	198+02.5	525.00	20	
341A2	198+02.5	521.50	20	
341A3	198+02.5	516.50	20	
341B1	198+07.5	523.25	20	
341B2	198+07.5	520.25	20	
341B3	198+07.5	516.75	20	
342A1	198+12.5	523.50	20	
342A2	198+12.5	520.50	20	
342A3	198+12.5	517.00	20	
342B1	198+17.5	522.25	20	
342B2	198+17.5	517.25	20	
343A1	198+22.5	522.00	20	
343A2	198+22.5	517.50	20	
343B1	198+27.5	521.25	20	
343B2	198+27.5	517.75	20	
344A1	198+32.5	519.50	20	
344A2	198+32.5	517.00	20	
344B1	198+37.5	518.25	20	

NOTE:
ELEVATIONS GIVEN ARE AT CENTER OF NAIL AT FRONT FACE OF SHOTCRETE.

HOLE STATIONS & ELEVATIONS (3)

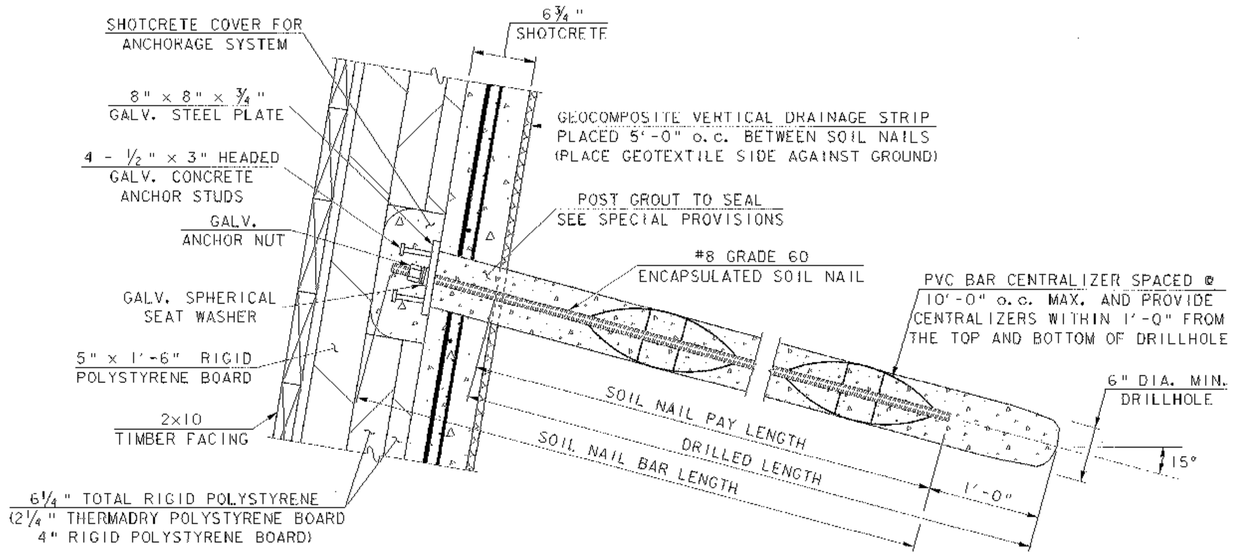
PROJECT NAME: MORETOWN
PROJECT NUMBER: STP EGC RSEGC 0167 (9)

FILE NAME: \78el32\Structures\sel32se3.I PLOT DATE: 12-MAY-2000
PROJECT LEADER: R. R. WHITCOMB DRAWN BY: G. ROY
DESIGNED BY: C. ALLEN CHECKED BY: C. ALLEN
BRIDGE SHEET BR308 SHEET 142C OF 243



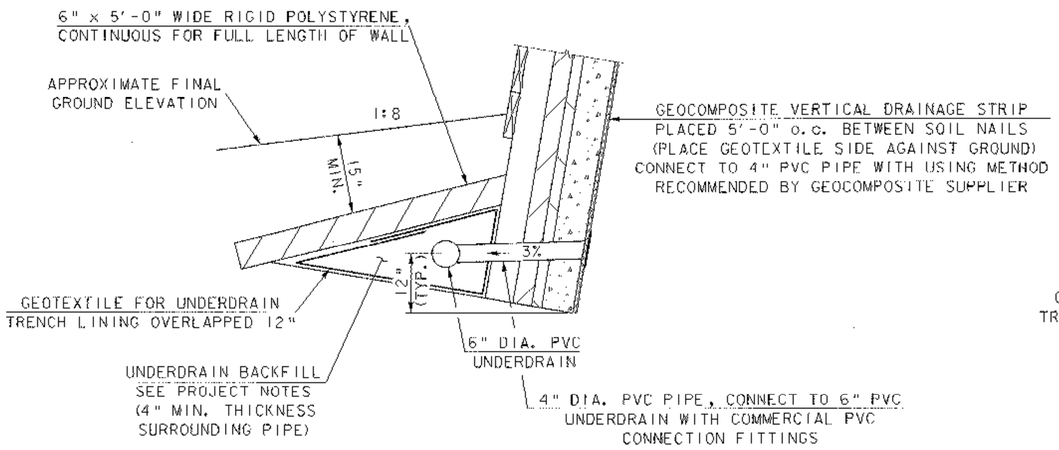
TIMBER CAP AND POST ANCHOR DETAIL

SCALE: 1½" = 1'-0"



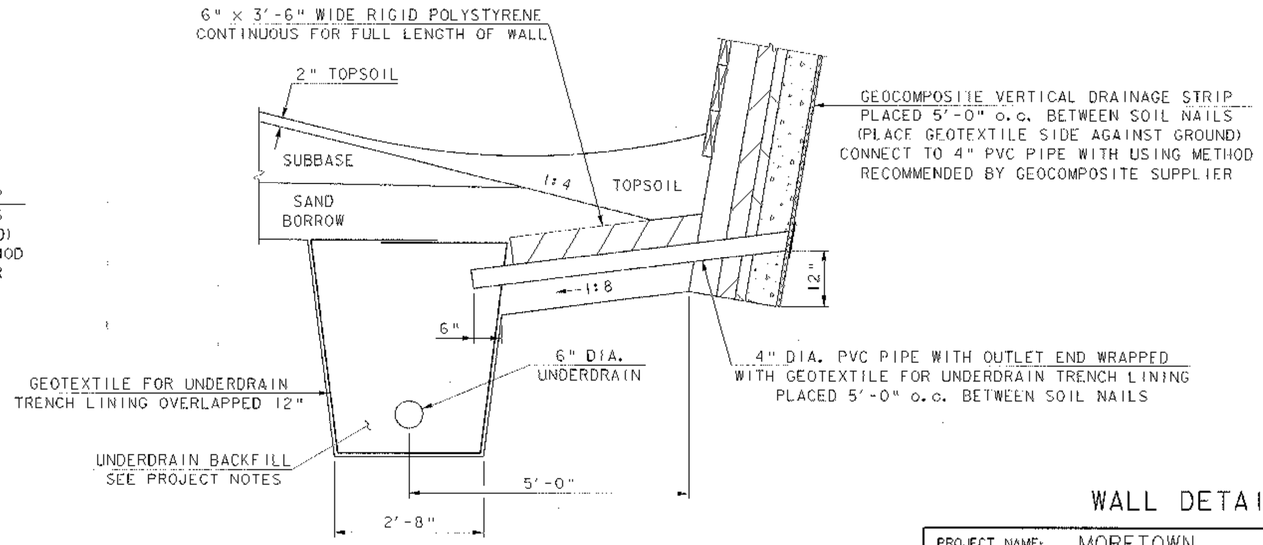
SOIL NAIL DETAIL

SCALE: 1½" = 1'-0"



UPPER WALL DRAINAGE DETAIL

SCALE: ¾" = 1'-0"



LOWER WALL DRAINAGE DETAIL

SCALE: ¾" = 1'-0"

WALL DETAILS

PROJECT NAME:	MORETOWN
PROJECT NUMBER:	STP EGC RSEGC 0167 (9)
FILE NAME: \78el32\Structures\sel32det1	PLOT DATE: 12-MAY-2000
PROJECT LEADER: R. R. WHITCOMB	DRAWN BY: G. ROY
DESIGNED BY: C. ALLEN	CHECKED BY: C. ALLEN
BRIDGE SHEET BR314	SHEET 144B OF 243

F. G. = 503.90

0.014

+0.056

1:4

1:2

REV. 193+89 @ 28.8' RT.
NEW RCDI W/ TYPE A GRATE
F. G. EL. 501.80; DEPTH= 6.5'

INLET INV.
EL. 496.4

OUTLET INV.
EL. 496.9

REV. 193+90 RT. ~ REV. 196+64 RT.
NEW 6' X 286' PVC UNDERDRAIN

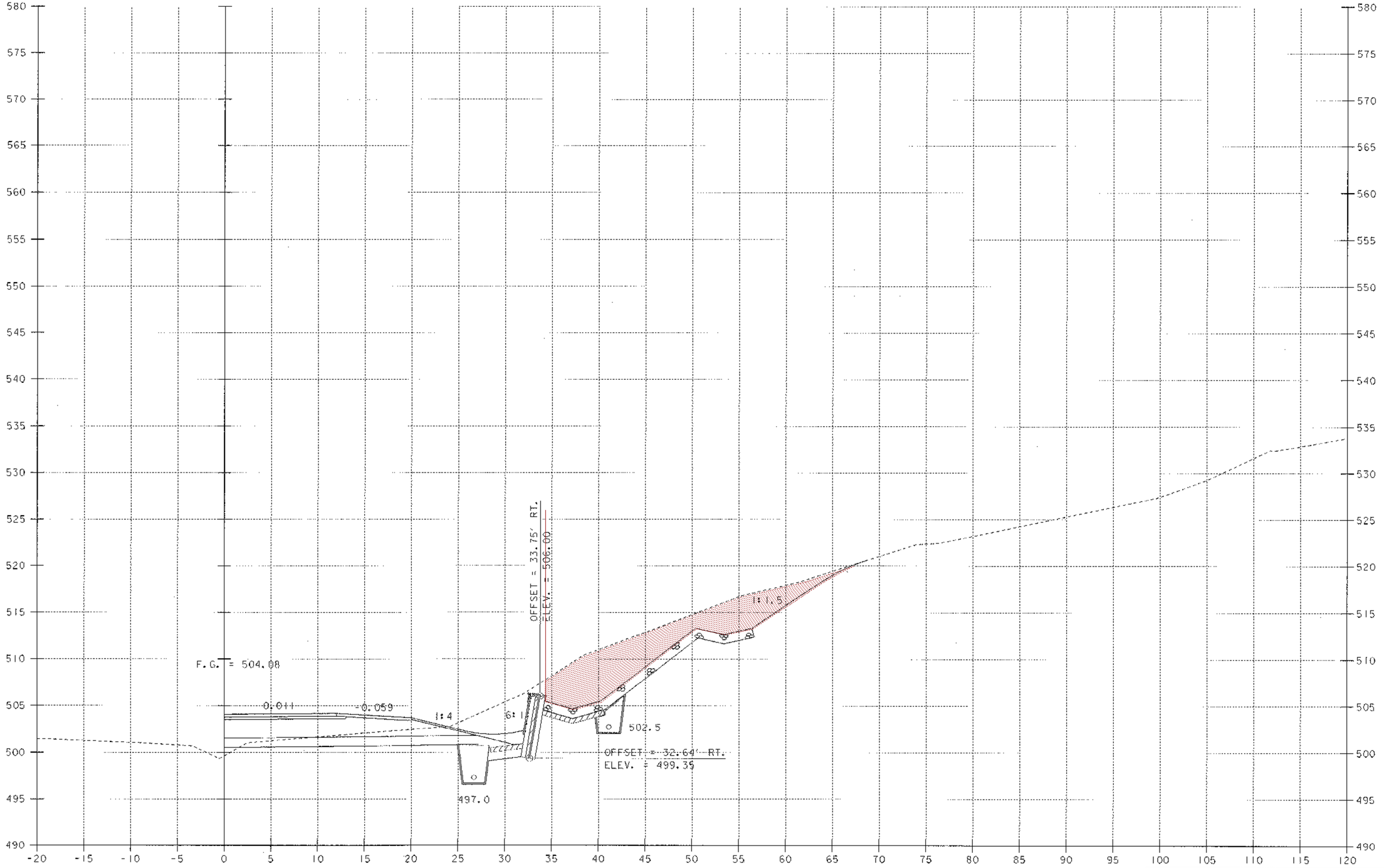
REV. 193+90 RT. ~ REV. 196+60 RT.
NEW 6' X 270' UNDERDRAIN (MOD.)
W/ FB @ REV. 196+60 RT.

REV. 193+89 RT. ~ REV. 193+94 LT.
NEW 18' X 78' CAAP (.060),
CSP (.064), OR CPEP

REV. 193+89

SCALE 1" = 5'-0

PROJECT NAME:	MORETOWN
PROJECT NUMBER:	STP EGC RSEGC 0167 (9)
FILE NAME: \78el32\Structures\sel32t02.l	PLOT DATE: 12-MAY-2000
PROJECT LEADER: R. R. WHITCOMB	DRAWN BY: G. ROY
DESIGNED BY: C. ALLEN	CHECKED BY: C. ALLEN
BRIDGE SHEET BR317	SHEET 1458 OF 243



REV. 193+87 RT.
BEGIN STRUCTURE EXCAVATION
GEOTEXTILE UNDER STONE FILL
STONE FILL, TYPE I

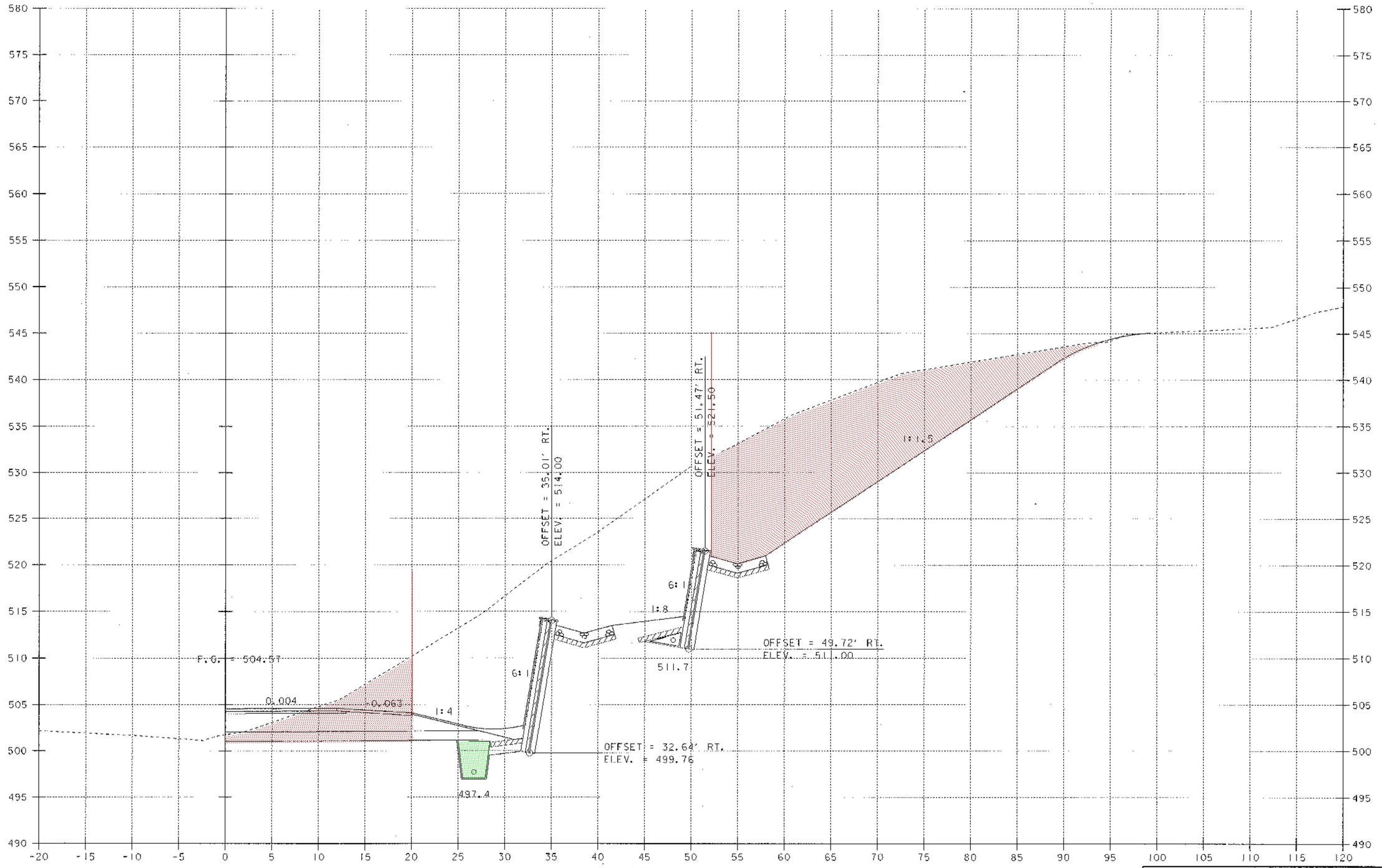
REV. 194+00

SCALE 1" = 5'-0
5 0 5

REV. 194+00 RT.
BEGIN RETAINING WALL NO. 3

PROJECT NAME: MORETOWN
PROJECT NUMBER: STP EGC RSEGC 0167 (9)

FILE NAME: \78el32\Structures\sel32103.t PLOT DATE: 12-MAY-2000
PROJECT LEADER: R. R. WHITCOMB DRAWN BY: G. ROY
DESIGNED BY: C. ALLEN CHECKED BY: C. ALLEN
BRIDGE SHEET BR318 SHEET 145C OF 243



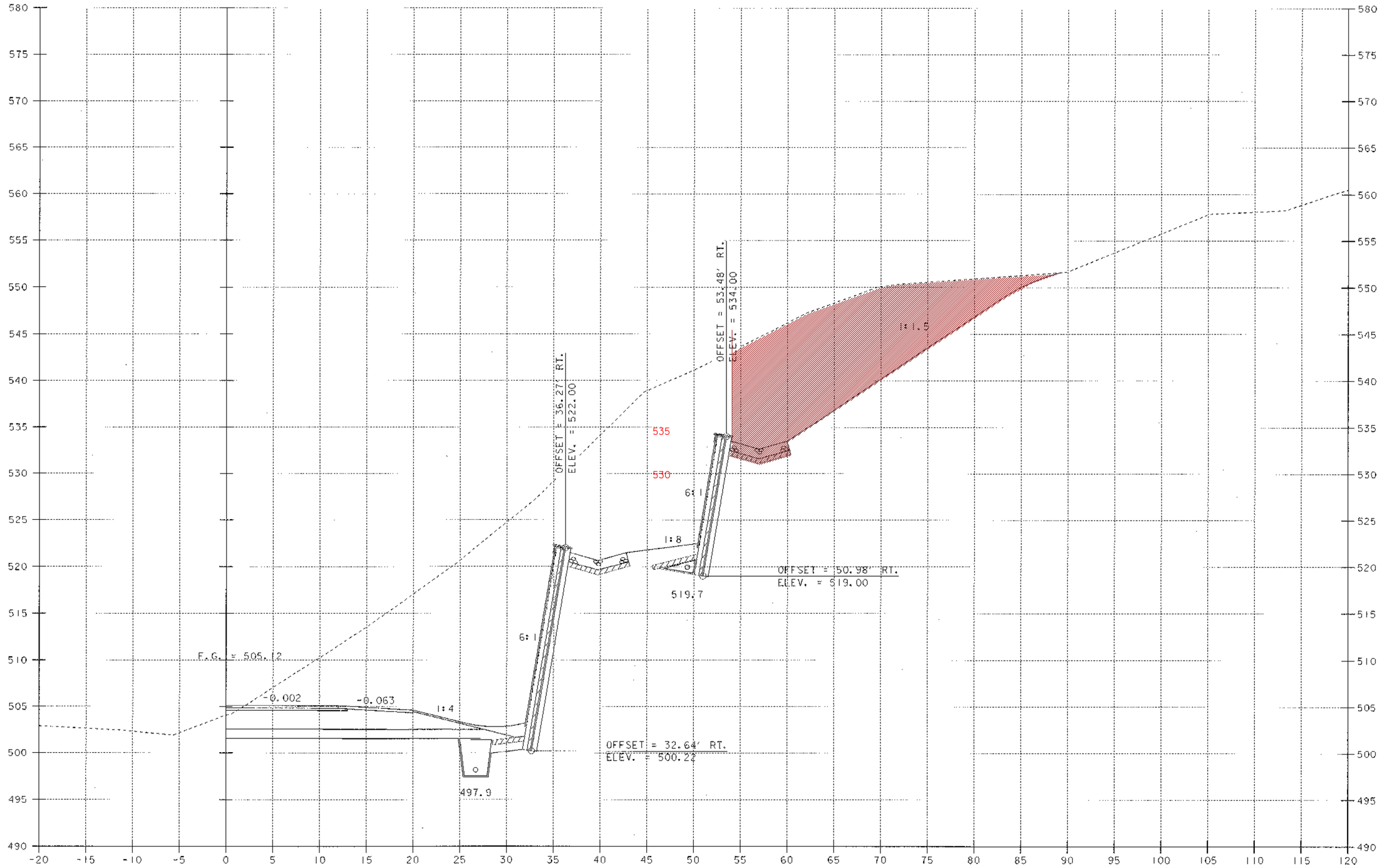
REV. 194+25

SCALE 1" = 5'-0
5 0 5

REV. 194+10 RT.
BEGIN RETAINING WALL NO. 2

PROJECT NAME: MORETOWN
PROJECT NUMBER: STP EGC RSEGC 0167 (9)

FILE NAME: \78ol32\Structures\sel32t04.1 PLOT DATE: 12-MAY-2000
PROJECT LEADER: R. R. WHITCOMB DRAWN BY: G. ROY
DESIGNED BY: C. ALLEN CHECKED BY: C. ALLEN
BRIDGE SHEET BR319 SHEET 1450 OF 243

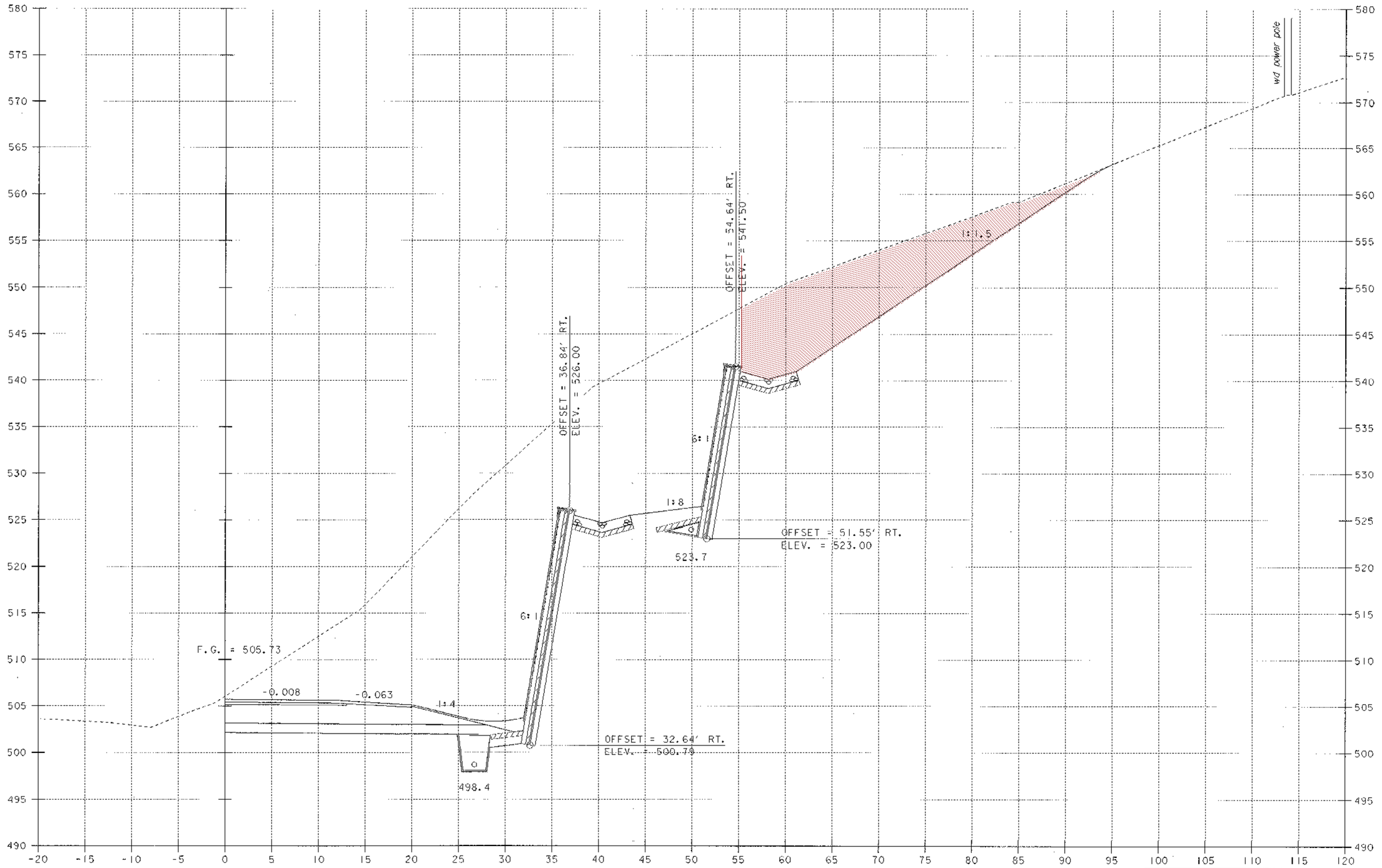


REV. 194+50

SCALE 1" = 5'-0
5 0 5

PROJECT NAME: MORETOWN
PROJECT NUMBER: STP EGC RSEGC 0167 (9)

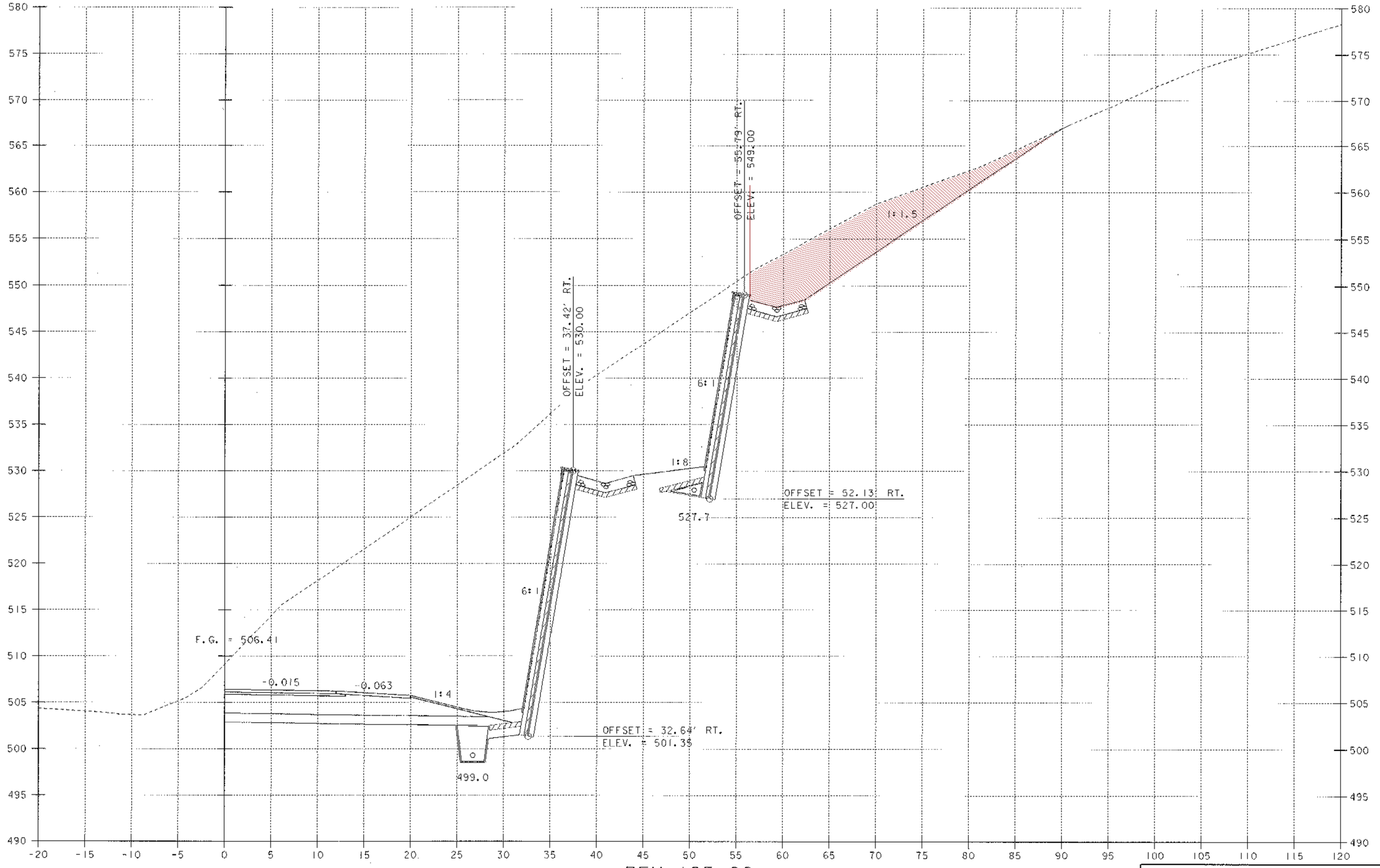
FILE NAME: \78el32\Structures\sel32t05.1 PLOT DATE: 12-MAY-2000
PROJECT LEADER: R. R. WHITCOMB DRAWN BY: G. ROY
DESIGNED BY: C. ALLEN CHECKED BY: C. ALLEN
BRIDGE SHEET BR320 SHEET 145E OF 243



REV. 194+75

SCALE 1" = 5'-0
5 0 5

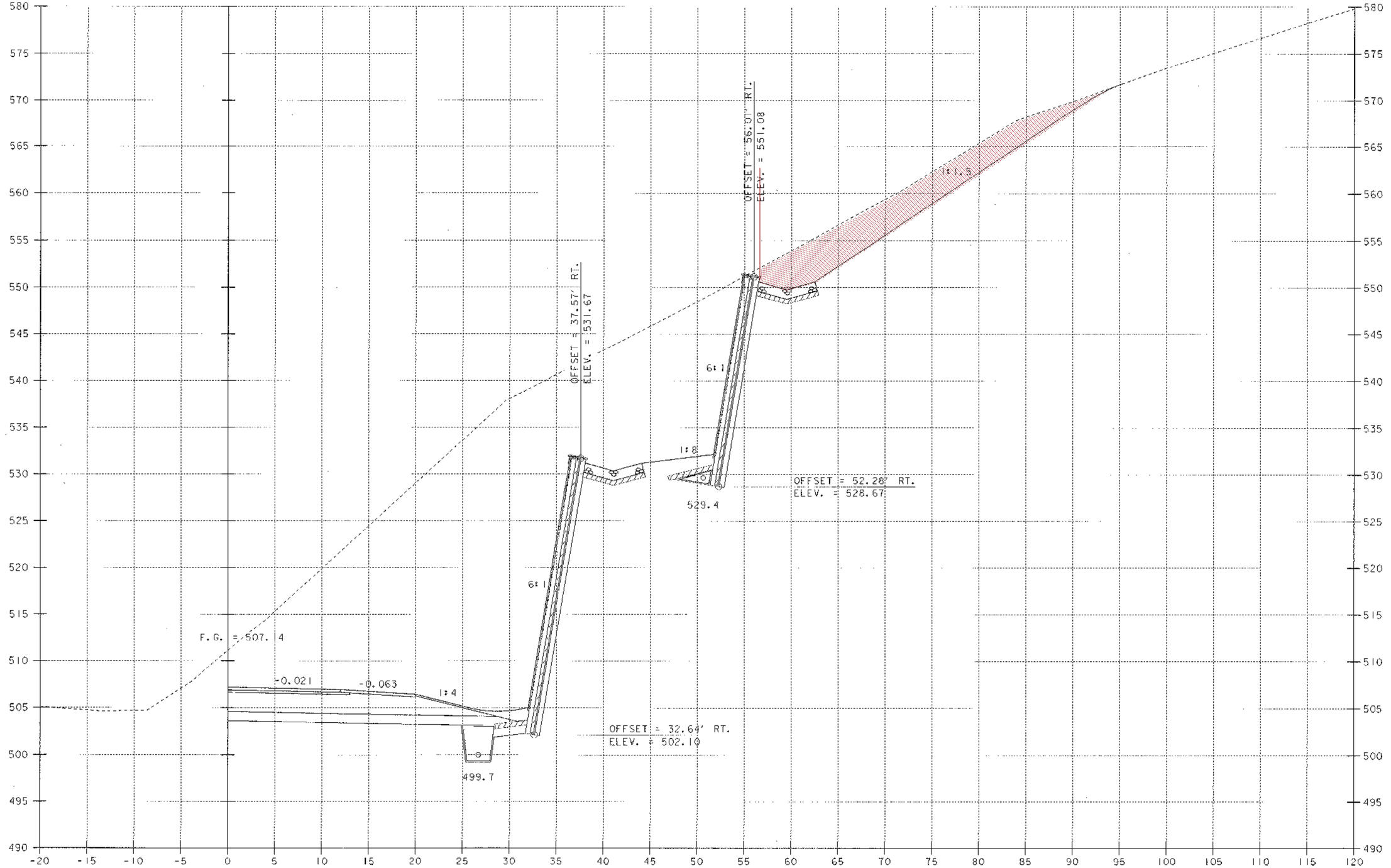
PROJECT NAME:	MORETOWN
PROJECT NUMBER:	STP EGC RSEGC 0167 (9)
FILE NAME: \78el32\Structures\sel32t06.i	PLOT DATE: 12-MAY-2000
PROJECT LEADER: R. R. WHITCOMB	DRAWN BY: G. ROY
DESIGNED BY: C. ALLEN	CHECKED BY: C. ALLEN
BRIDGE SHEET BR321	SHEET 145F OF 243



REV. 195+00

SCALE 1" = 5'-0

PROJECT NAME:	MORETOWN
PROJECT NUMBER:	STP EGC RSEGC 0167 (9)
FILE NAME: \78el32\Structures\sel32t07.I	PLOT DATE: 12-MAY-2000
PROJECT LEADER: R.R. WHITCOMB	DRAWN BY: G. ROY
DESIGNED BY: C. ALLEN	CHECKED BY: C. ALLEN
BRIDGE SHEET BR322	SHEET 145G OF 243

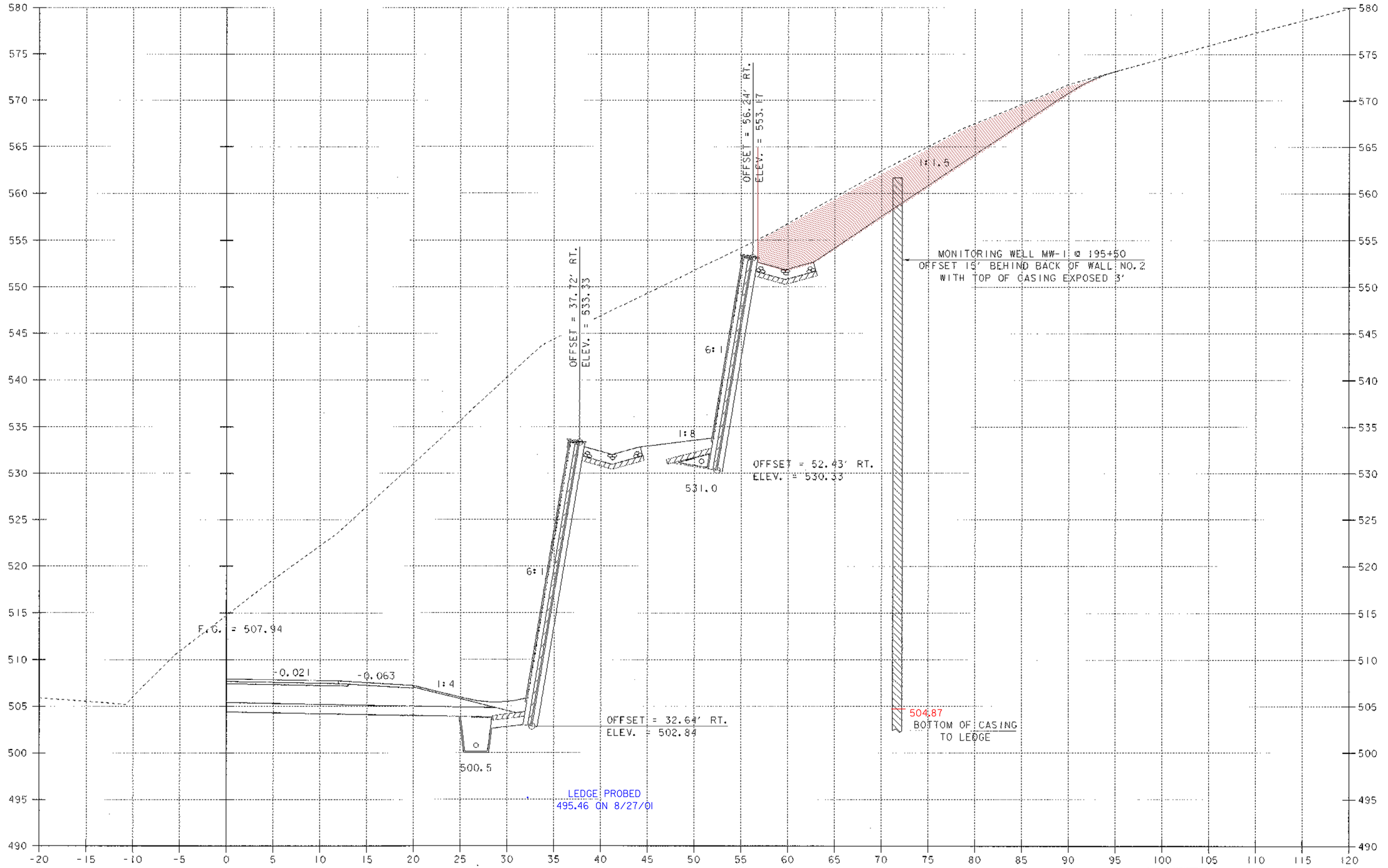


REV. 195+25

SCALE 1" = 5'-0
5 0 5

PROJECT NAME: MORETOWN
PROJECT NUMBER: STP EGC RSEGC 0167 (9)

FILE NAME: \78el32\Structures\sel32t08.i PLOT DATE: 12-MAY-2000
PROJECT LEADER: R. R. WHITCOMB DRAWN BY: C. ROY
DESIGNED BY: C. ALLEN CHECKED BY: C. ALLEN
BRIDGE SHEET BR323 SHEET 145H OF 243

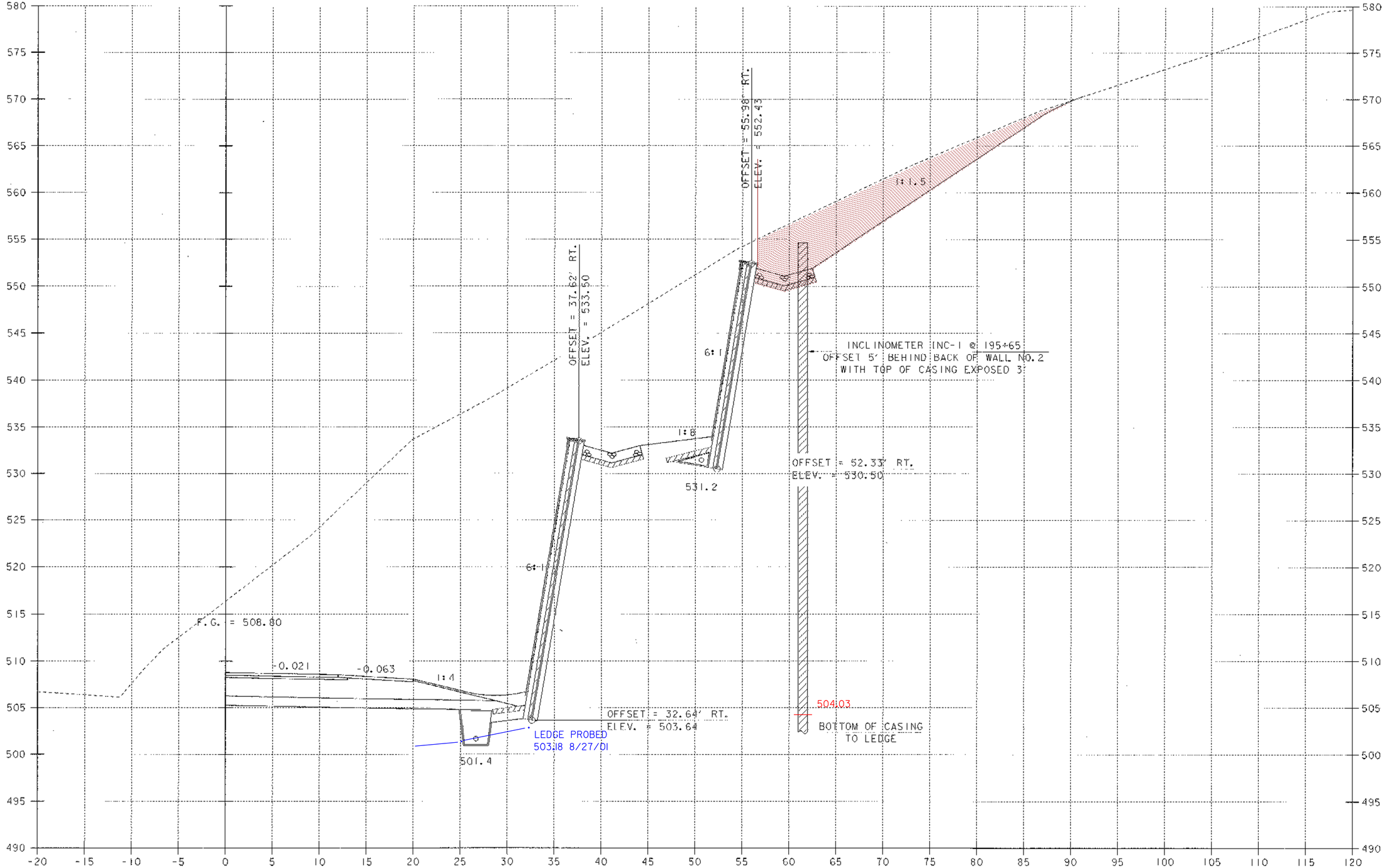


REV. 195+50

SCALE 1" = 5'-0
5 0 5

PROJECT NAME: MORETOWN
PROJECT NUMBER: STP EGC RSEGC 0167 (9)

FILE NAME: \78sl32\Structures\sel32t09.1 PLOT DATE: 12-MAY-2000
PROJECT LEADER: R. R. WHITCOMB DRAWN BY: G. ROY
DESIGNED BY: C. ALLEN CHECKED BY: C. ALLEN
BRIDGE SHEET BR324 SHEET 1451 OF 243



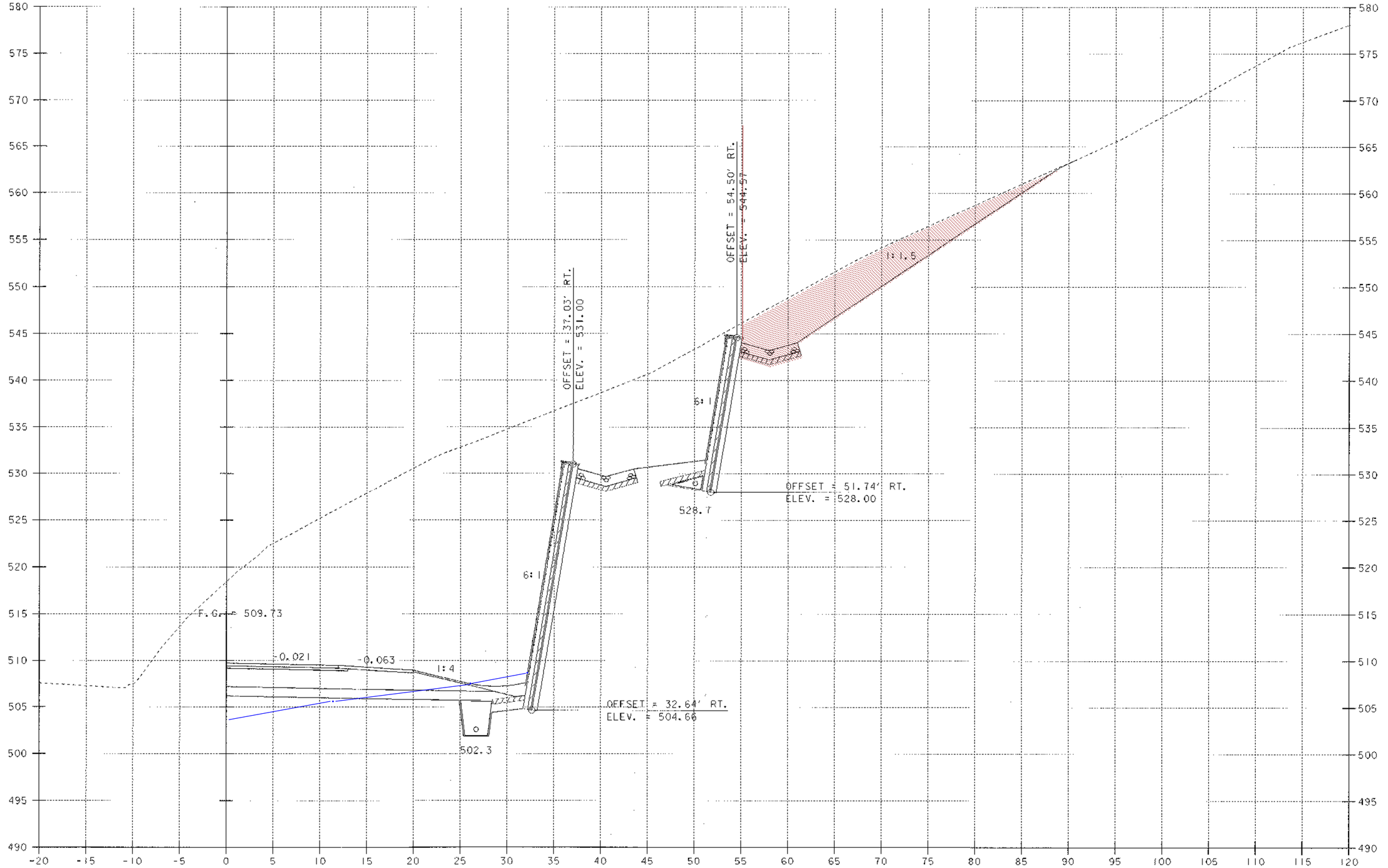
REV. 195+75

SCALE 1" = 5'-0
5 0 5

PROJECT NAME: MORETOWN
PROJECT NUMBER: STP EGC RSEGC 0167 (9)

FILE NAME: \78el32\Structures\sel32+10.1
PROJECT LEADER: R. R. WHITCOMB
DESIGNED BY: C. ALLEN
BRIDGE SHEET BR325

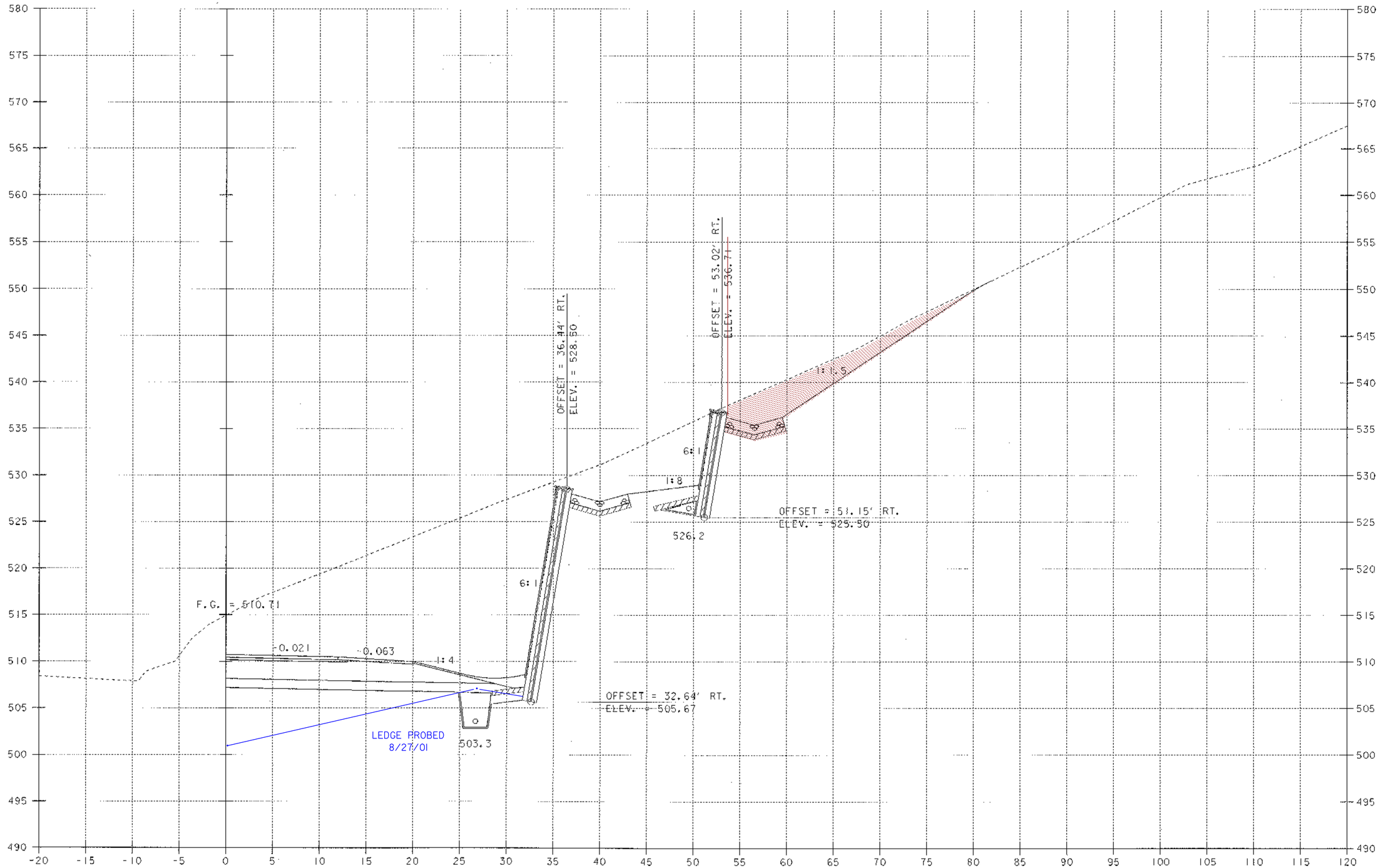
PLOT DATE: 12-MAY-2000
DRAWN BY: G. ROY
CHECKED BY: C. ALLEN
SHEET 145J OF 243



REV. 196+00

SCALE 1" = 5'-0
5 0 5

PROJECT NAME: MORETOWN	
PROJECT NUMBER: STP EGC RSEGC 0167 (9)	
FILE NAME: \78el32\Structures\sel32fil1	PLOT DATE: 12-MAY-2000
PROJECT LEADER: R. R. WHITCOMB	DRAWN BY: G. ROY
DESIGNED BY: C. ALLEN	CHECKED BY: C. ALLEN
BRIDGE SHEET BR326	SHEET 145K OF 243



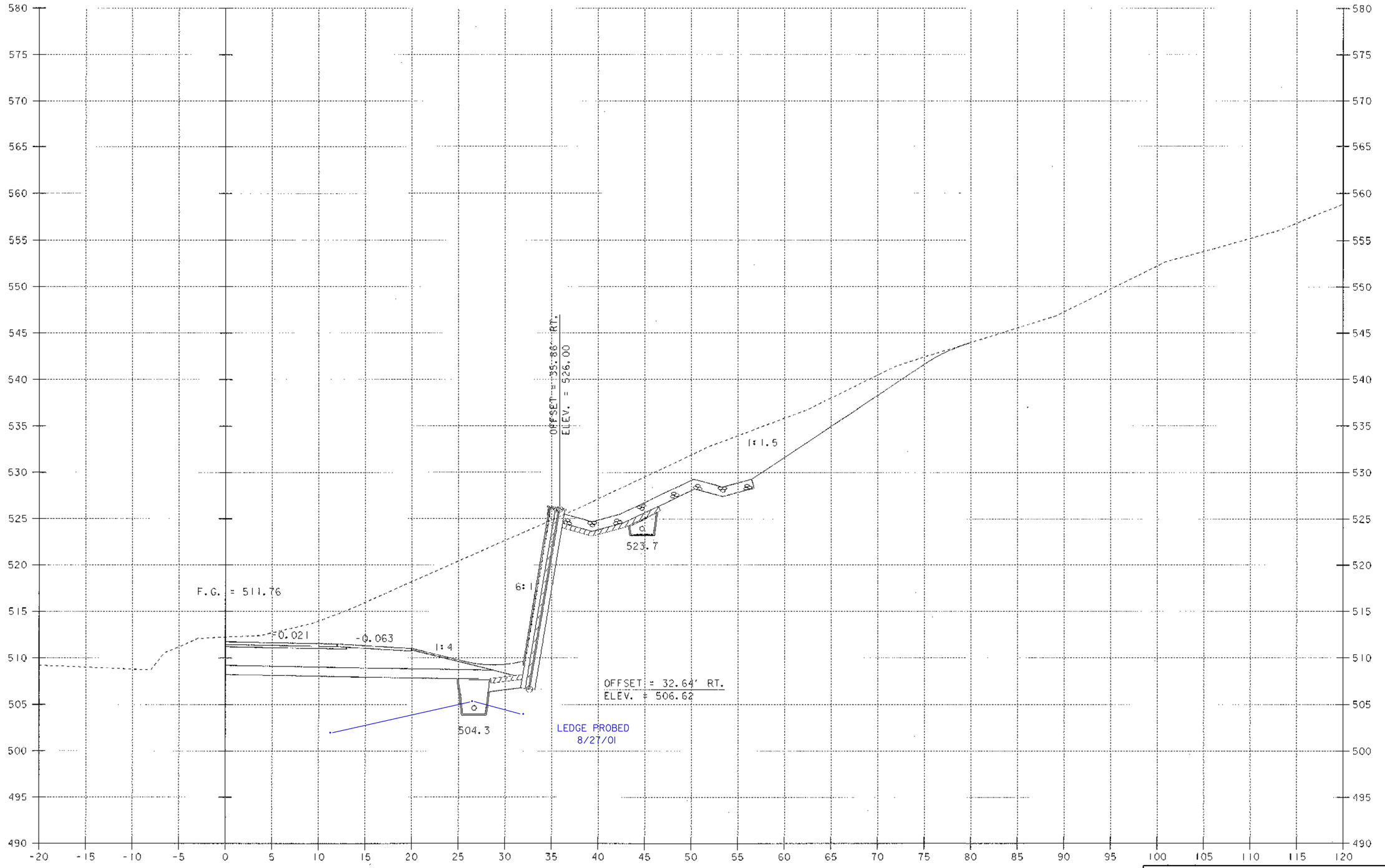
REV. 196+25

SCALE 1" = 5'-0
5 0 5

PROJECT NAME: MORETOWN
PROJECT NUMBER: STP EGC RSEGC 0167 (9)

FILE NAME: \78el32\Structures\sel32f12.f
PROJECT LEADER: R. R. WHITCOMB
DESIGNED BY: C. ALLEN
BRIDGE SHEET BR327

PLOT DATE: 12-MAY-2000
DRAWN BY: G. ROY
CHECKED BY: C. ALLEN
SHEET 145L OF 243

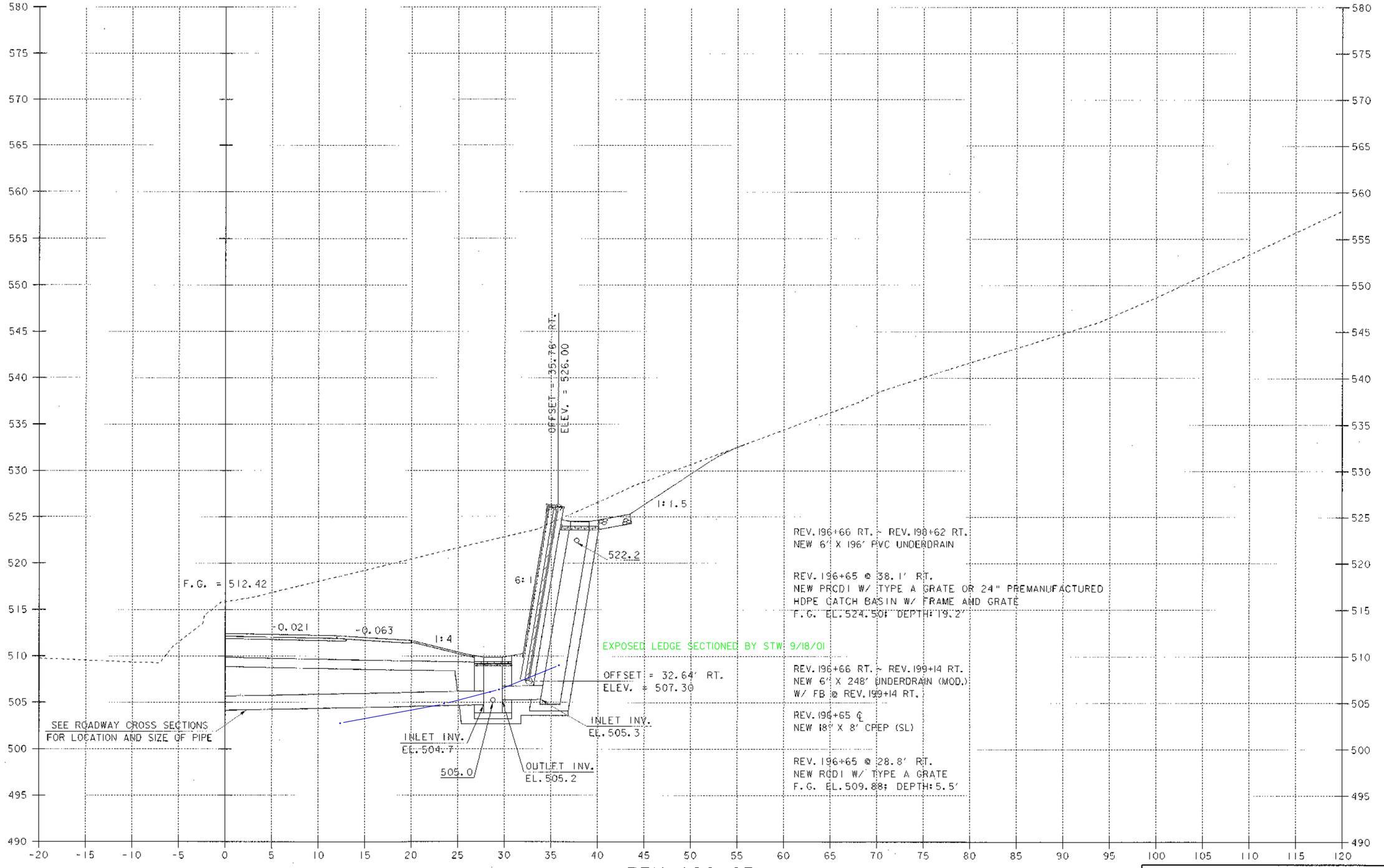


REV. 196+50

REV. 196+40 RT.
END RETAINING WALL NO. 2

SCALE 1" = 5'-0
5 0 5

PROJECT NAME:	MORETOWN
PROJECT NUMBER:	STP EGC RSEGC 0167 (9)
FILE NAME: \78el32\Structures\sel32+13.i	PLOT DATE: 12-MAY-2000
PROJECT LEADER: R. R. WHITCOMB	DRAWN BY: G. ROY
DESIGNED BY: C. ALLEN	CHECKED BY: C. ALLEN
BRIDGE SHEET BR328	SHEET 145M OF 243



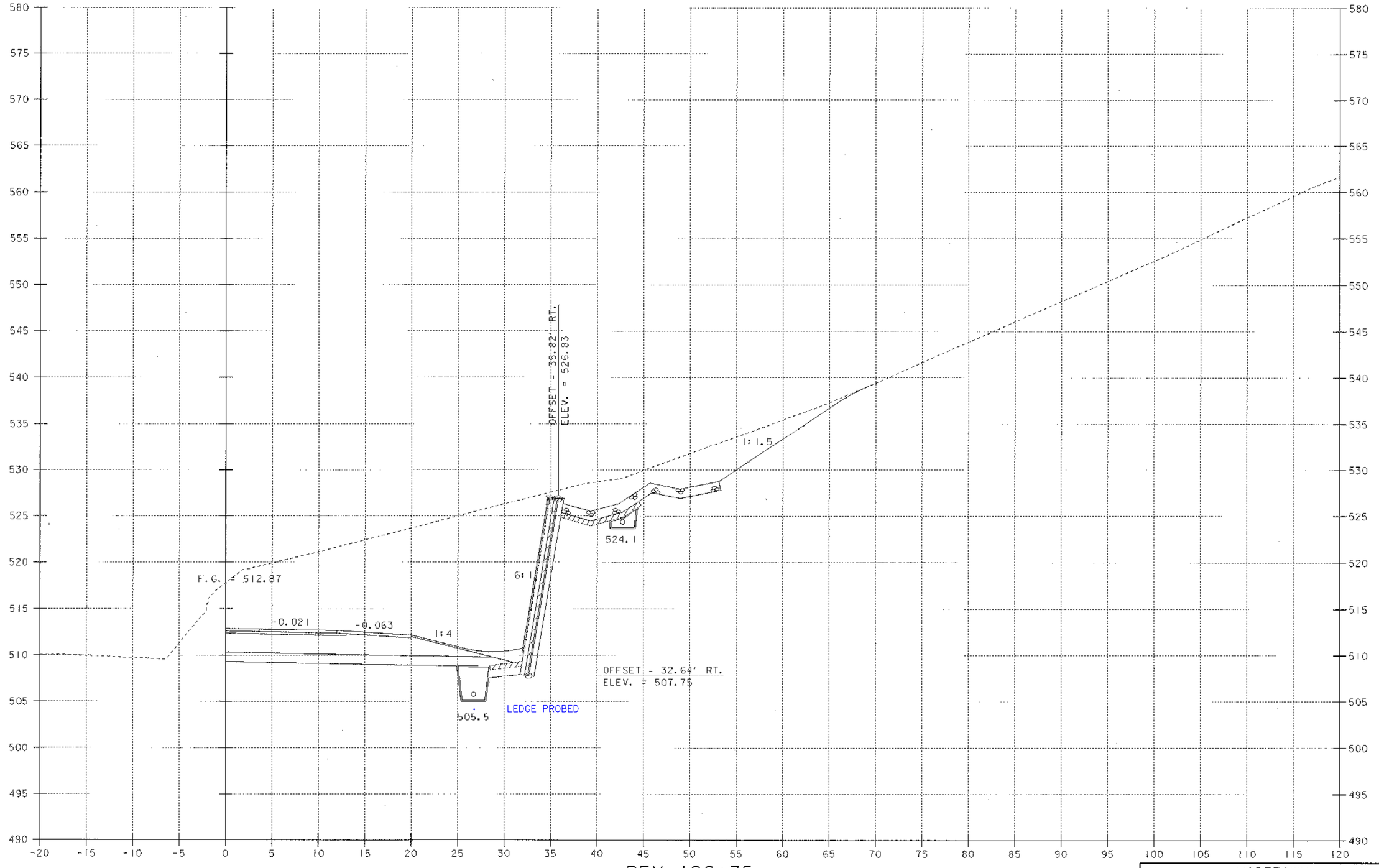
REV. 196+65

SCALE 1" = 5'-0
5 0 5

PROJECT NAME: MORETOWN
PROJECT NUMBER: STP EGC RSEGC 0167 (9)

FILE NAME: \78el32\Structures\sel32t14.l
PROJECT LEADER: R. R. WHITCOMB
DESIGNED BY: C. ALLEN
BRIDGE SHEET BR329

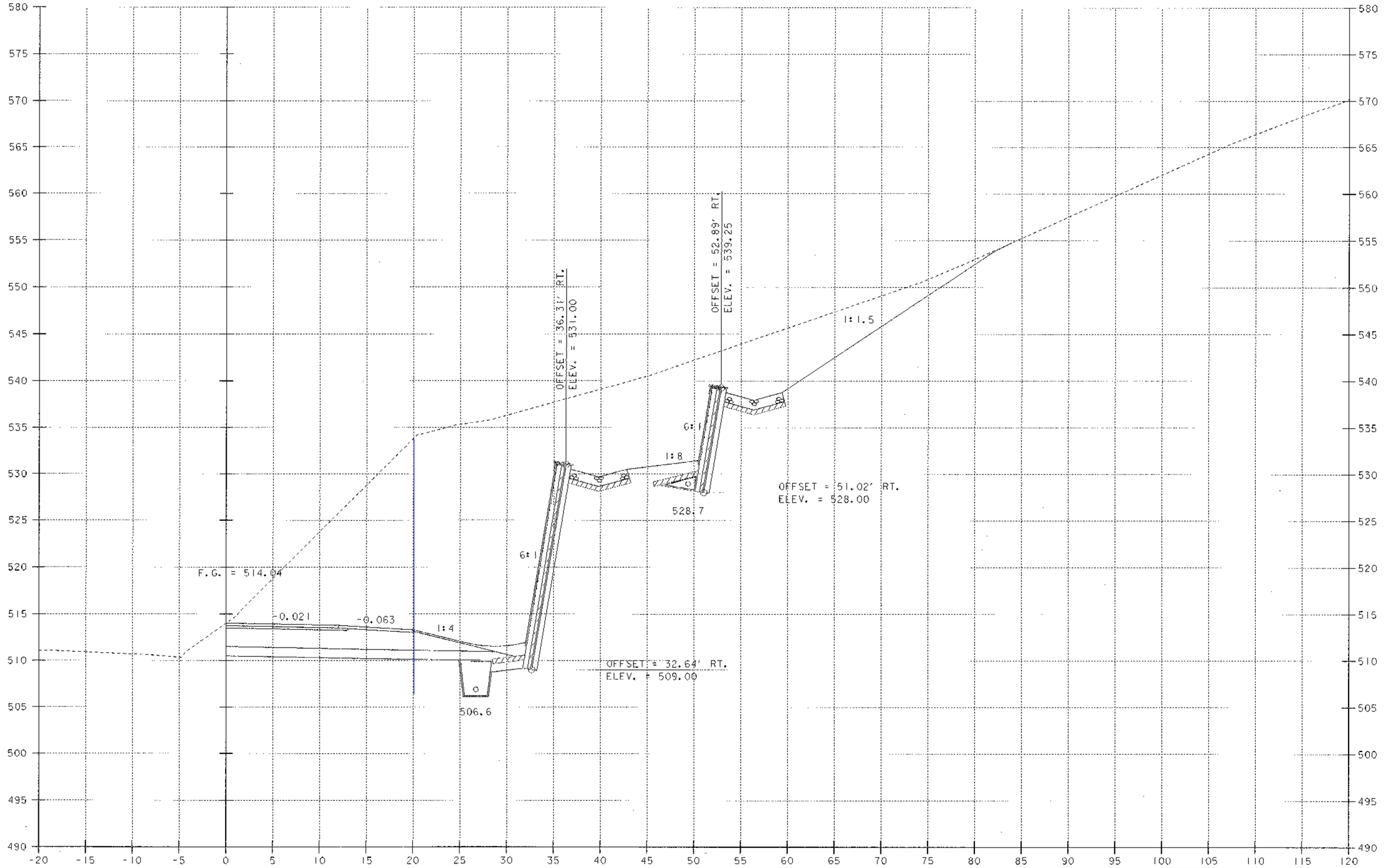
PLOT DATE: 12-MAY-2000
DRAWN BY: G. ROY
CHECKED BY: C. ALLEN
SHEET 145N OF 243



REV. 196+75

SCALE 1" = 5'-0
5 0 5

PROJECT NAME: MORETOWN	
PROJECT NUMBER: STP EGC RSEGC 0167 (9)	
FILE NAME: \78el32\Structures\sel32f15.f	PLOT DATE: 12-MAY-2000
PROJECT LEADER: R. R. WHITCOMB	DRAWN BY: G. ROY
DESIGNED BY: C. ALLEN	CHECKED BY: C. ALLEN
BRIDGE SHEET BR330	SHEET 1450 OF 243

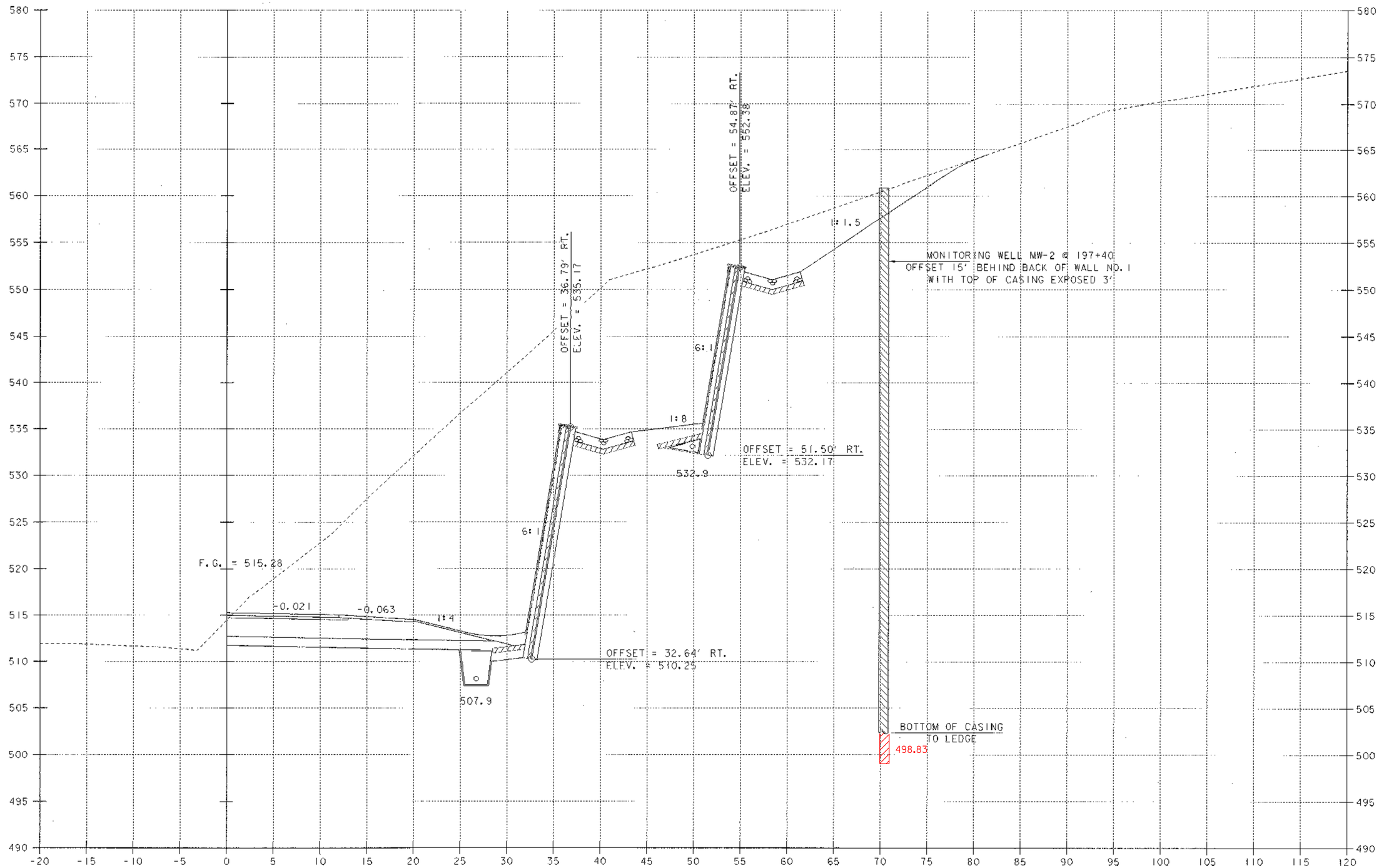


REV. 197+00

REV. 196+90 RT.
BEGIN RETAINING WALL NO. 1

SCALE 1" = 5'-0
5 0 5

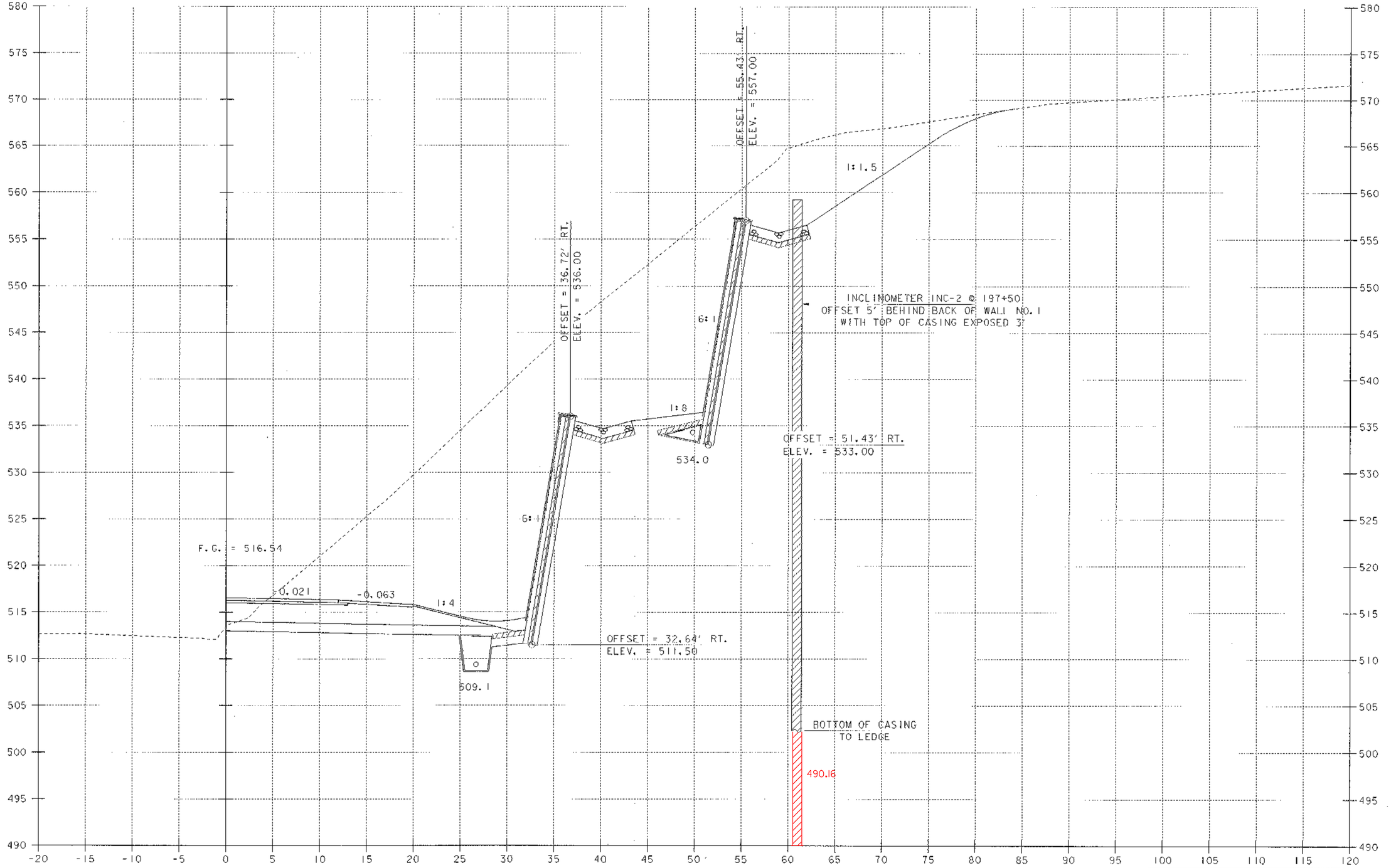
PROJECT NAME:	MORETOWN
PROJECT NUMBER:	STP EGC RSEGC 0167 (9)
FILE NAME: \78el32\Structures\sel32f16.i	PLOT DATE: 12-MAY-2000
PROJECT LEADER: R. R. WHITCOMB	DRAWN BY: G. ROY
DESIGNED BY: C. ALLEN	CHECKED BY: C. ALLEN
BRIDGE SHEET BR331	SHEET 145P OF 243



REV. 197+25

SCALE 1" = 5'-0
5 0 5

PROJECT NAME:	MORETOWN
PROJECT NUMBER:	STP EGC RSEGC 0167 (9)
FILE NAME: \78el32\Structures\sel32f17.i	PLOT DATE: 12-MAY-2000
PROJECT LEADER: R. R. WHITCOMB	DRAWN BY: C. ROY
DESIGNED BY: C. ALLEN	CHECKED BY: C. ALLEN
BRIDGE SHEET BR332	SHEET 1450 OF 243



REV. 197+50

SCALE 1" = 5'-0

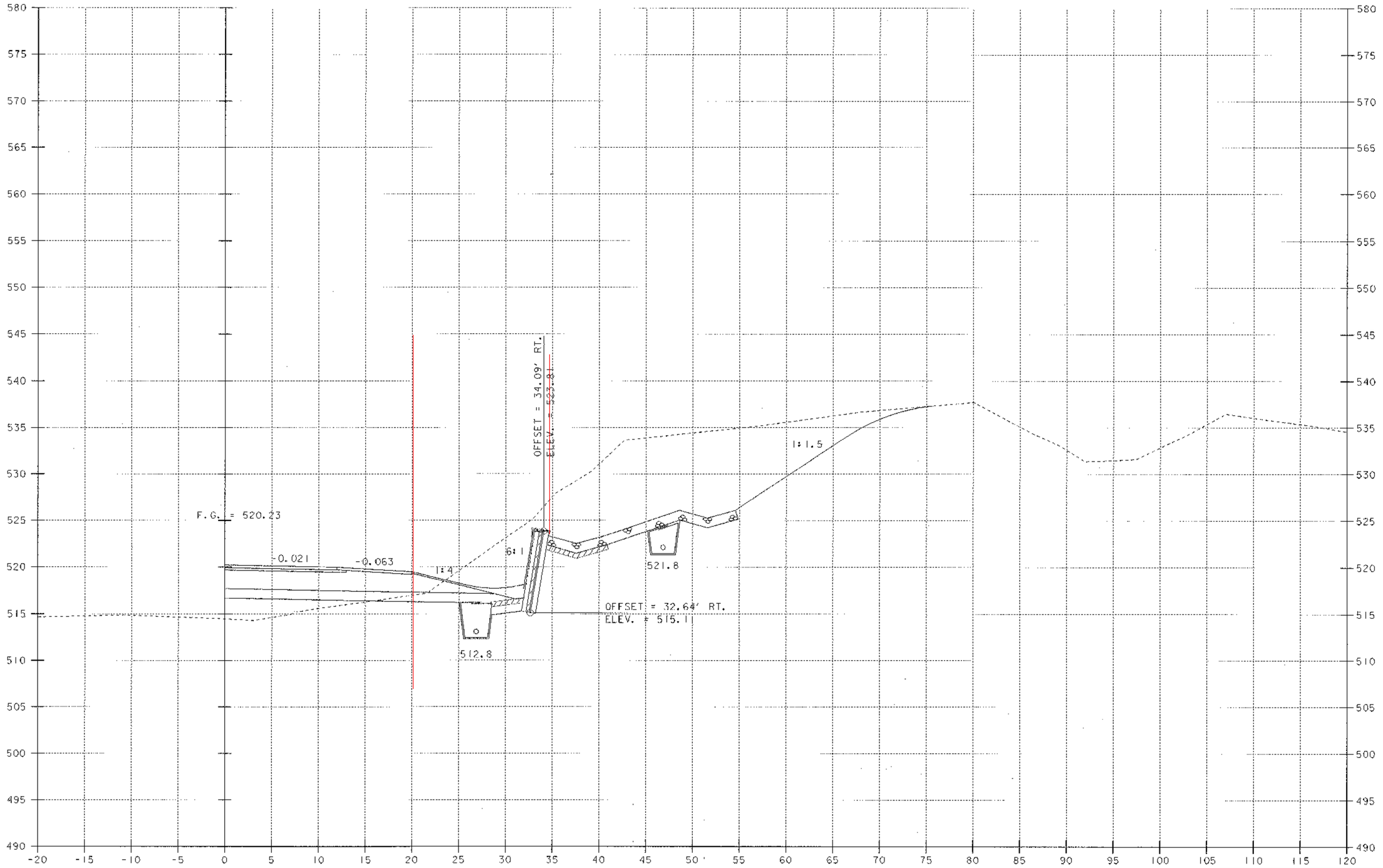
5 0 5

PROJECT NAME: MORETOWN

PROJECT NUMBER: STP EGC RSEGC 0167 (9)

FILE NAME: \78el32\Structures\set32118.dgn
PROJECT LEADER: R. R. WHITCOMB
DESIGNED BY: C. ALLEN
BRIDGE SHEET BR333

PLOT DATE: 12-MAY-2000
DRAWN BY: C. ROY
CHECKED BY: C. ALLEN
SHEET 145R OF 243

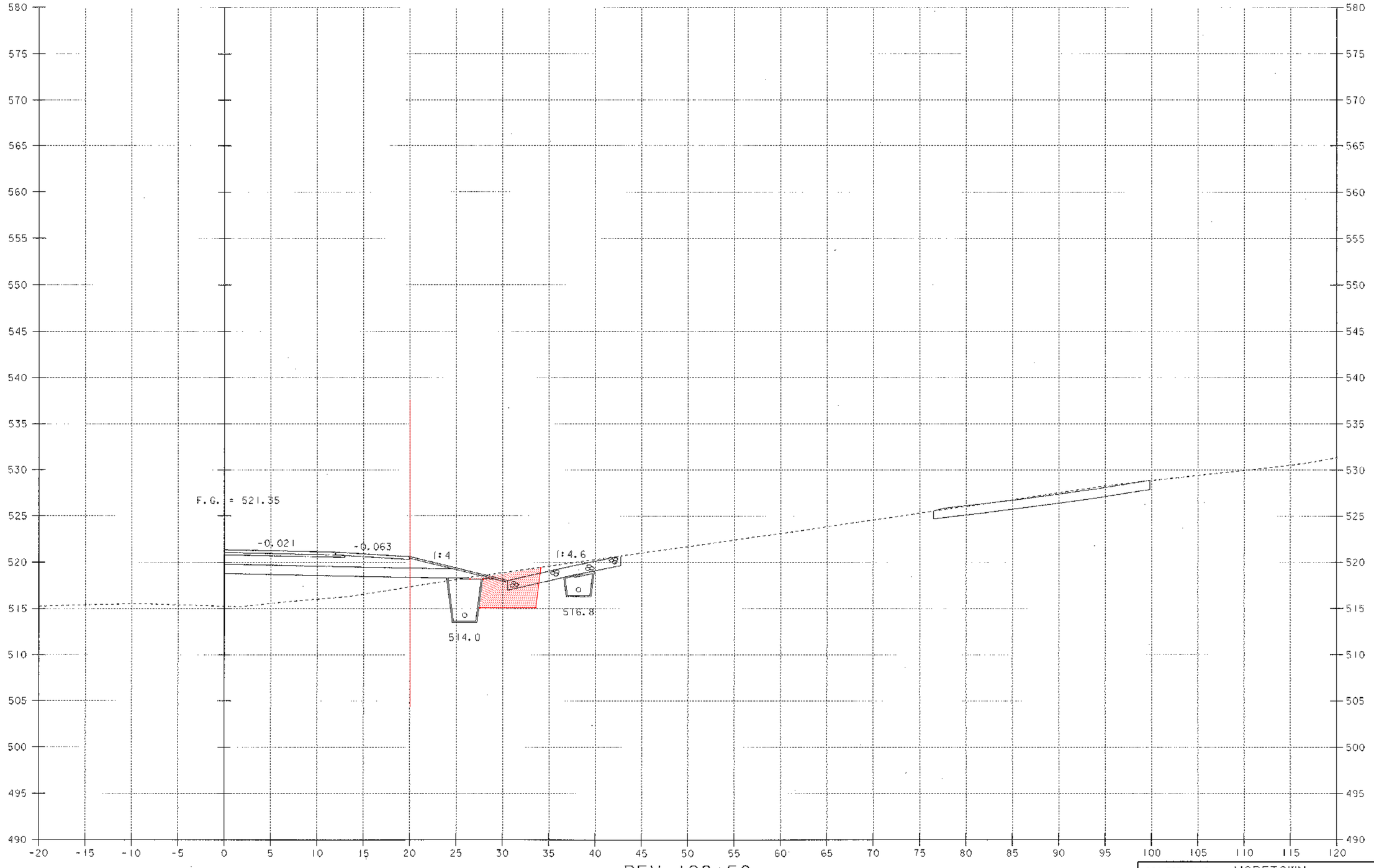


REV. 198+25

REV. 198+20 RT.
END RETAINING WALL NO. 1

SCALE 1" = 5'-0
5 0 5

PROJECT NAME:	MORETOWN
PROJECT NUMBER:	STP EGC RSEGC 0167 (9)
FILE NAME: \78e132\Structures\se132f2L1	PLOT DATE: 12-MAY-2000
PROJECT LEADER: R. R. WHITCOMB	DRAWN BY: G. ROY
DESIGNED BY: C. ALLEN	CHECKED BY: C. ALLEN
BRIDGE SHEET BR336	SHEET 145U OF 243



REV. 198+64 RT.
END STRUCTURE EXCAVATION
GEOTEXTILE UNDER STONE FILL
STONE FILL, TYPE I

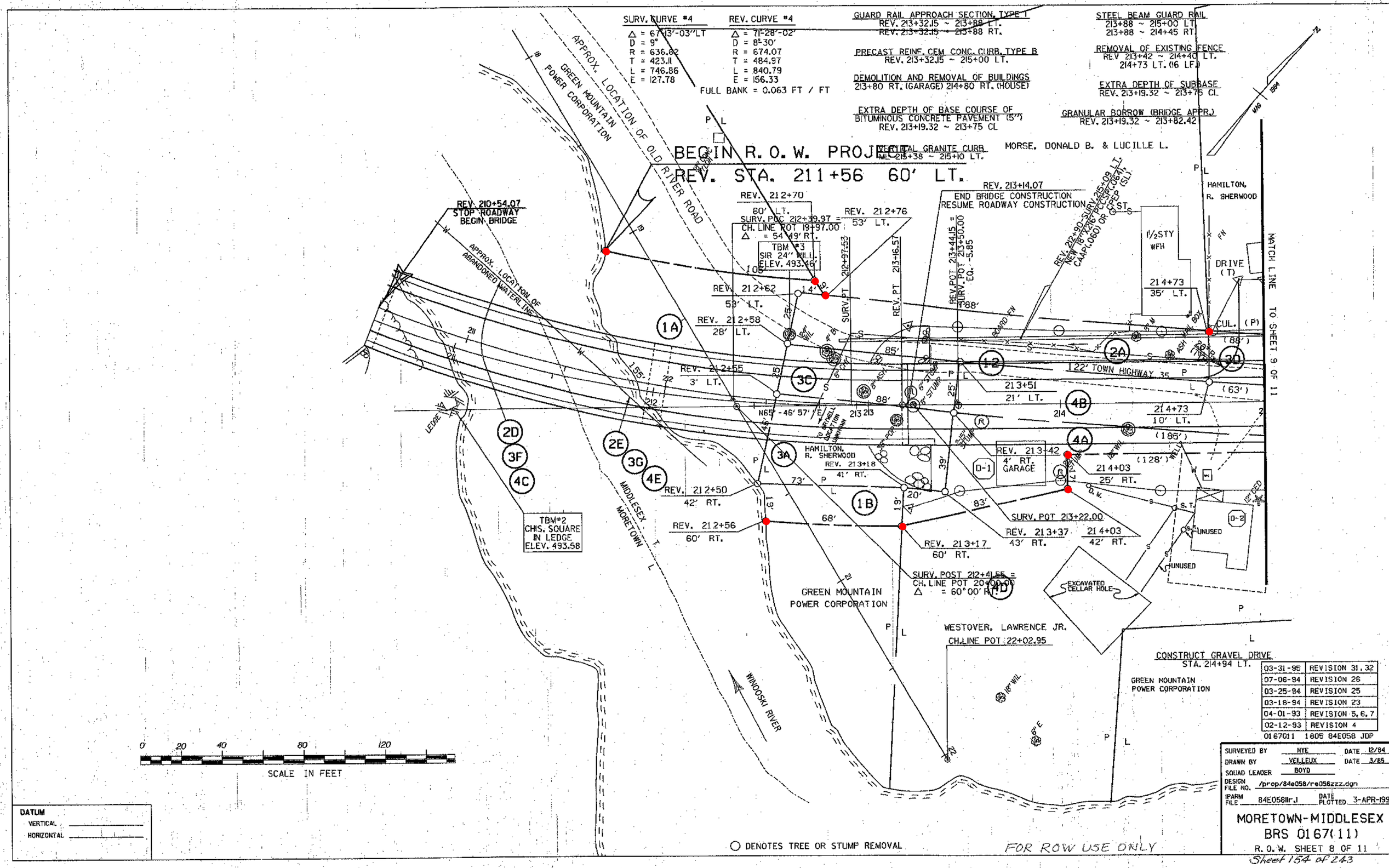
REV. 198+50

REV. 198+40 RT.
END RETAINING WALL NO. 3

SCALE 1" = 5'-0
5 0 5

PROJECT NAME: MORETOWN
PROJECT NUMBER: STP EGC RSEGC 0167 (9)

FILE NAME: \78el32\Structures\sel32t22.1 PLOT DATE: 12-MAY-2000
PROJECT LEADER: R. R. WHITCOMB DRAWN BY: G. ROY
DESIGNED BY: C. ALLEN CHECKED BY: C. ALLEN
BRIDGE SHEET BR337 SHEET 145V OF 243

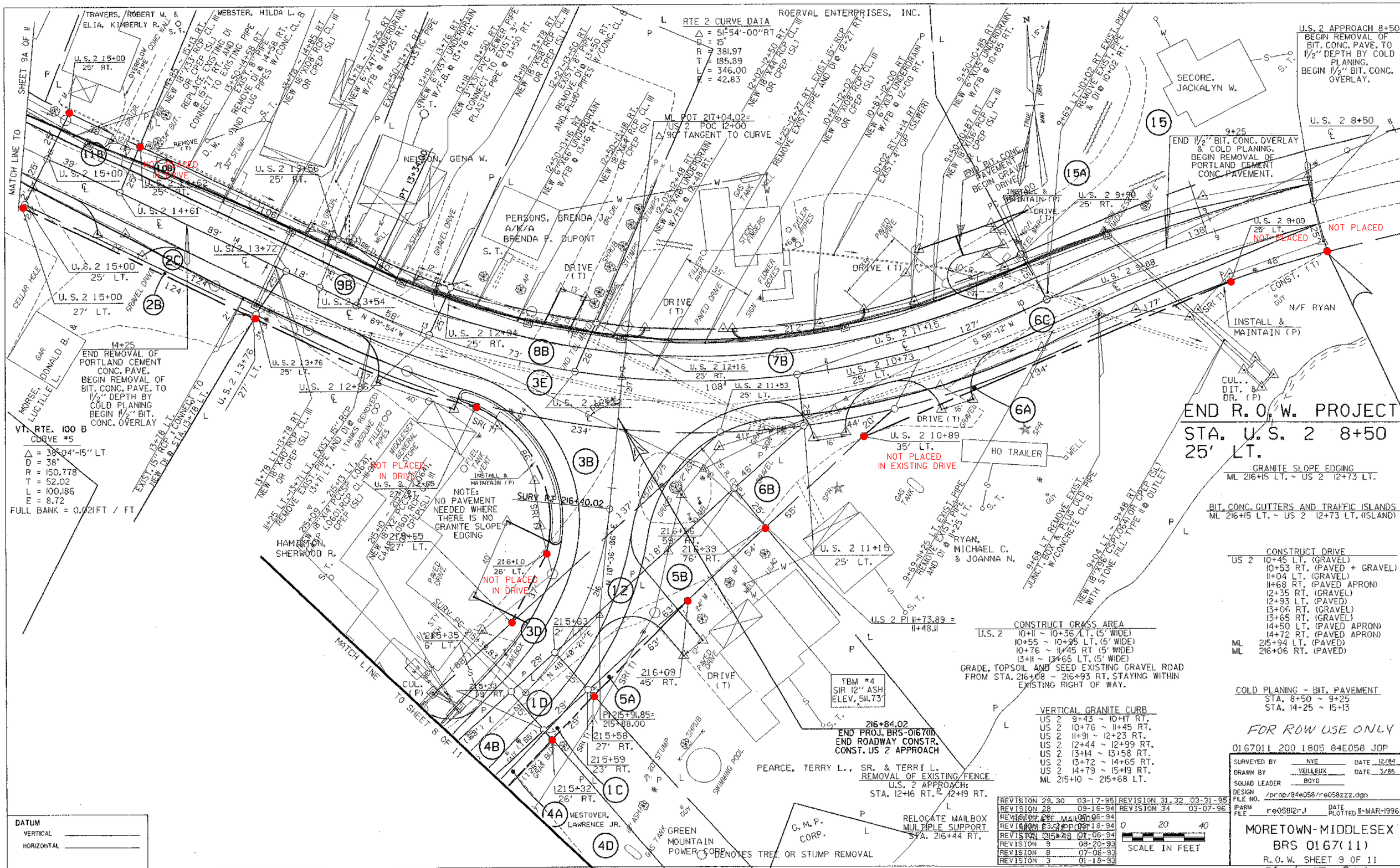


03-31-95	REVISION 31, 32
07-06-94	REVISION 26
03-25-94	REVISION 25
03-18-94	REVISION 23
04-01-93	REVISION 5, 6, 7
02-12-93	REVISION 4

0167011 1805 84E058 JDP

SURVEYED BY	NYE	DATE	12/84
DRAWN BY	VEILLEUX	DATE	3/85
SQUAD LEADER	BOYD		
DESIGN FILE NO.	/prop/84e058/re056zzz.dgn		
IPARM FILE	84E056llr.l	DATE PLOTTED	3-APR-1995

MORETOWN-MIDDLESEX
BRS 0167(11)
R. O. W. SHEET 8 OF 11



RTE 2 CURVE DATA
Δ = 51°54'-00"RT
D = 15°
R = 381.97
T = 185.89
L = 346.00
E = 42.83
ROERVAL ENTERPRISES, INC.
U.S. 2 APPROACH 8+50
BEGIN REMOVAL OF BIT. CONC. PAVE. TO 1½" DEPTH BY COLD PLANING.
BEGIN 1½" BIT. CONC. OVERLAY.
SECORE, JACKALYN W.
9+25
END 1½" BIT. CONC. OVERLAY & COLD PLANING.
BEGIN REMOVAL OF PORTLAND CEMENT CONC. PAVEMENT.
NOT PLACED
NOT PLACED
N/F RYAN
INSTALL & MAINTAIN (P)
CUL., DIT. & DR. (P)
END R. O. W. PROJECT
STA. U. S. 2 8+50
25' LT.
GRANITE SLOPE EDGING
ML 216+15 LT. ~ US 2 12+73 LT.
BIT. CONC. GUTTERS AND TRAFFIC ISLANDS
ML 216+15 LT. ~ US 2 12+73 LT. (ISLAND)
CONSTRUCT DRIVE
US 2 10+45 LT. (GRAVEL)
10+53 RT. (PAVED + GRAVEL)
11+04 LT. (GRAVEL)
11+68 RT. (PAVED APRON)
12+35 RT. (GRAVEL)
12+93 LT. (PAVED)
13+06 RT. (GRAVEL)
13+65 RT. (GRAVEL)
14+50 LT. (PAVED APRON)
14+72 RT. (PAVED APRON)
ML 215+94 LT. (PAVED)
ML 216+06 RT. (PAVED)
COLD PLANING - BIT. PAVEMENT
STA. 8+50 ~ 9+25
STA. 14+25 ~ 15+13
FOR ROW USE ONLY
0167011 200 1805 84E058 JDP
CONSTRUCT GRASS AREA
U.S. 2 10+11 ~ 10+36 LT. (5' WIDE)
10+55 ~ 10+95 LT. (5' WIDE)
10+76 ~ 11+45 RT (5' WIDE)
13+11 ~ 13+65 LT. (5' WIDE)
GRADE, TOPSOIL AND SEED EXISTING GRAVEL ROAD FROM STA. 216+08 ~ 216+93 RT. STAYING WITHIN EXISTING RIGHT OF WAY.
VERTICAL GRANITE CURB
US 2 9+43 ~ 10+17 RT.
US 2 10+76 ~ 11+45 RT.
US 2 11+91 ~ 12+23 RT.
US 2 12+44 ~ 12+99 RT.
US 2 13+14 ~ 13+58 RT.
US 2 13+72 ~ 14+65 RT.
US 2 14+79 ~ 15+19 RT.
ML 215+10 ~ 215+68 LT.
REMOVAL OF EXISTING FENCE
U.S. 2 APPROACH:
STA. 12+16 RT. ~ 12+19 RT.
RELOCATE MAILBOX MULTIPLE SUPPORT
STA. 216+44 RT.
DENOTES TREE OR STUMP REMOVAL
TBM #4
SIR 12" ASH
ELEV. 511.73'
216+84.02
END PROJ. BRS-0167(11)
END ROADWAY CONSTR.
CONST. US 2 APPROACH
PEARCE, TERRY L., SR. & TERRI L.
PERSONS, BRENDA J. A/K/A BRENDA P. DUPONT
NEILSON, GENA W.
HAMILTON, SHERWOOD R.
WESTOVER, LAWRENCE JR.
GREEN MOUNTAIN POWER CORP.
G.M.P. CORP.
RYAN, MICHAEL C. & JOANNA N.
HO TRAILER
NOT PLACED IN DRIVE
NOT PLACED IN EXISTING DRIVE
NOTE: NO PAVEMENT NEEDED WHERE THERE IS NO GRANITE SLOPE EDGING
VT. RTE. 100 B
CURVE #5
Δ = 38°04'-15" LT
D = 38°
R = 150.778
T = 52.02
L = 100.186
E = 8.72
FULL BANK = 0.021FT / FT
MATCH LINE TO SHEET 9A OF 11
MATCH LINE TO SHEET 8 OF 11
DATUM
VERTICAL
HORIZONTAL
SCALE IN FEET
0 20 40
REVISION 29, 30 03-17-95
REVISION 28 09-16-94
REVISION 31, 32 03-31-95
REVISION 34 03-07-96
REVISION 9 08-20-93
REVISION 8 07-06-93
REVISION 3 01-18-93
SURVEYED BY NYE DATE 12/84
DRAWN BY VEILLEUX DATE 3/85
SQUAD LEADER BOYD
DESIGN FILE NO. /prop/84e058/re058zzz.dgn
IPARM FILE re05812rJ DATE PLOTTED 11-MAR-1996
MORETOWN-MIDDLESEX
BRS 0167(11)
R. O. W. SHEET 9 OF 11

SURV. CURVE #4
△ = 67°13'-03"LT
D = 9°
R = 636.62
T = 423.11
L = 746.86
E = 127.78

REV. CURVE #4
△ = 71°28'-02'
D = 8°30'
R = 674.07
T = 484.97
L = 840.79
E = 156.33

FULL BANK = 0.063 FT / FT

ALUMINUM APPROACH RAIL (MOD#2)
SURV. 213+63 ~ SURV. 214+63 LT. (100')
SURV. 213+63 ~ SURV. 214+63 RT. (100')

ALUMINUM APPROACH RAIL (MOD#1)
REV. 213+32 ~ SURV. 213+63 LT. (25')
REV. 213+32 ~ SURV. 213+63 RT. (25')

VERTICAL GRANITE CURB
~~REV. ML 213+32 ~ SURV. 214+38 LT.~~
~~REV. ML 213+32 ~ SURV. 214+70 RT.~~
SURV. 215+06 ~ 215+10 LT.
OI
TREATED TIMBER CURB
213+32 214+38 RT
213+31 214+36 LT

REMOVAL OF EXISTING FENCE
VT. RTE. 100 B:
213+50 LT. ~ ~~214+35 LT.~~
~~214+73 LT. (10 LF)~~
47 213+89
214+04 LT - 214+17 LT
CONSTRUCT GRAVEL DRIVE
214+94 LT.

MATCH LINE TO SHEET # 163

REV. 210+54.07
STOP ROADWAY
BEGIN BRIDGE

18" CONC PILON

SURV. POC 212+39.97 =
CH. LINE POT 19+97.00
△ = 54° 49' RT.

TBM #3
SIR 24" WILL.
ELEV. 493.46'

SURV. PT 212+97.53

REV. PT 213+16.57

REV. POT 213+44.15 =
SURV. POT 213+50.00
EQ. -5.85

REV. 213+19.07
END BRIDGE CONSTRUCTION
RESUME ROADWAY CONSTRUCTION

STONE FILL TYPE IV

STONE FILL TYPE IV

STONE FILL TYPE IV

STONE FILL TYPE IV

REV. 212+90-SURV. 215+08 LT.
NEW 18"X77' PCCSP(.064")
~~CAAP(.060") OR CRPP~~

09
212

1½STY WFH

FN

BOARD FN

8" M

MAIL BOX

60' R (TYP)

ASH

6" STUMP

8" ASH

6" STUMP

6" STUMP

6" STUMP

12" WIL

WELL

12" WIL

6" WIL

4" B

6" ASH

12"

TOWN HIGHWAY 35

N 48°-40'-21" E 213.13

211
212
213
214
215

MATCH LINE

MATCH LINE TO SHEET # 164

TBM#2
CHIS. SQUARE
IN LEDGE
ELEV. 493.58

MIDDLESEX
MORETOWN
T
L

MATCH TO SHEET NUMBER

SURV. POT 213+22.00

SURV. POST 212+41.55 =
CH. LINE POT 20+00.00
△ = 60°00' RT.

214+36 ~ 215+10 LT.
NEW 18"X74' PCCSP(.064")
~~CAAP(.060") OR CRPP~~

SURV 214+70 ~ 215+10 RT.
LEAVE 40' OPENING IN CURB FOR FUTURE ACCESS
DO NOT CONSTRUCT DRIVE

~~SURV. 214+70 ~ 215+10 RT.~~
~~NEW 18"X 38' PCCSP(.064")CAAP(.060")~~
~~RCP (CLASS III OR CRPEPSET)~~

CH.LINE POT 22+02.95

15" WIL

6" E

WINOOSKI RIVER

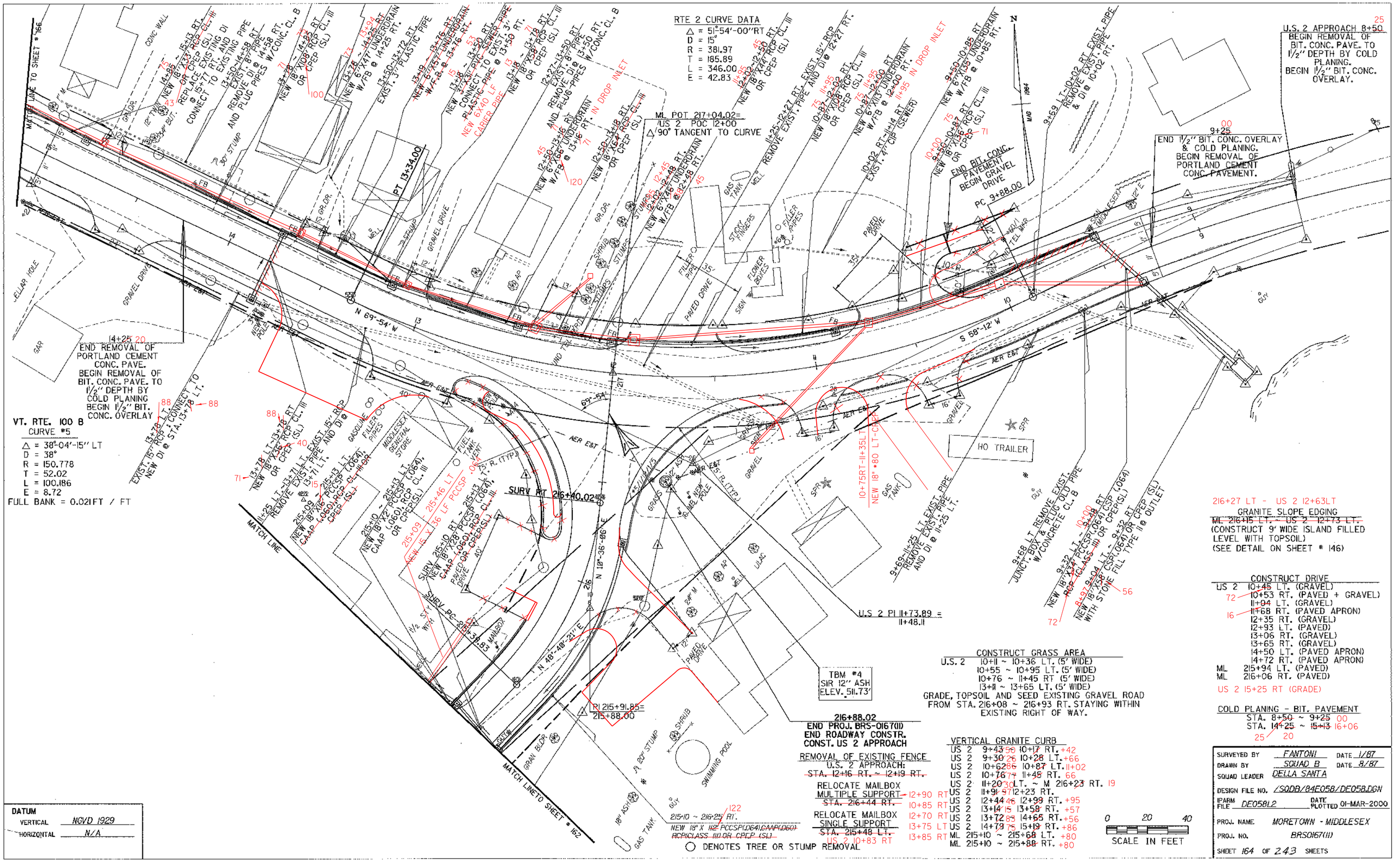
12" DED

0 20 40
SCALE IN FEET

○ DENOTES TREE OR STUMP REMOVAL

DATUM
VERTICAL NGVD 1929
HORIZONTAL N/A

SURVEYED BY FANTONI DATE 1/87
DRAWN BY SQUAD B DATE 8/87
SQUAD LEADER DELLA SANTA
DESIGN FILE NO. /SQDB/84E058/DE058.DGN
IPARM FILE DE058LI DATE PLOTTED 01-MAR-2000
PROJ. NAME MORETOWN - MIDDLESEX
PROJ. NO. BRS0167(11)
SHEET 162 OF 243 SHEETS


RTE 2 CURVE DATA
△ = 51°-54'-00"RT
D = 15°
R = 381.97
T = 185.89
L = 346.00
E = 42.83
ML POT 217+04.02=
US 2 POC 12+00
△90° TANGENT TO CURVE
PT 13+34.00
SURV PT 216+40.02
RI 215+91.85=
215+88.00
U.S. 2 PI 11+73.89 =
11+48.11
TBM #4
SIR 12" ASH
ELEV. 511.73'
216+88.02
END PROJ. BRS-0167(11)
END ROADWAY CONSTR.
CONST. US 2 APPROACH
14+25 20
END REMOVAL OF PORTLAND CEMENT CONC. PAVE.
BEGIN REMOVAL OF BIT. CONC. PAVE. TO 1½" DEPTH BY COLD PLANING
BEGIN 1½" BIT. CONC. OVERLAY
9+25 00
END 1½" BIT. CONC. OVERLAY & COLD PLANING.
BEGIN REMOVAL OF PORTLAND CEMENT CONC. PAVEMENT.
U.S. 2 APPROACH 8+50 25
BEGIN REMOVAL OF BIT. CONC. PAVE. TO 1½" DEPTH BY COLD PLANING.
BEGIN 1½" BIT. CONC. OVERLAY.
END BIT. CONC. PAVEMENT
BEGIN GRAVEL DRIVE
PC 9+88.00
HO TRAILER
MATCH LINE TO SHEET # 166
MATCH LINE TO SHEET # 162
VT. RTE. 100 B
CURVE #5
△ = 38°-04'-15" LT
D = 38°
R = 150.778
T = 52.02
L = 100.186
E = 8.72
FULL BANK = 0.021FT / FT
DATUM
VERTICAL NGVD 1929
HORIZONTAL N/A
CONSTRUCT GRASS AREA
US 2 10+11 ~ 10+36 LT. (5' WIDE)
10+55 ~ 10+95 LT. (5' WIDE)
10+76 ~ 11+45 RT (5' WIDE)
13+11 ~ 13+65 LT. (5' WIDE)
GRADE, TOPSOIL AND SEED EXISTING GRAVEL ROAD FROM STA. 216+08 ~ 216+93 RT. STAYING WITHIN EXISTING RIGHT OF WAY.
REMOVAL OF EXISTING FENCE
U.S. 2 APPROACH:
STA. 12+16 RT. ~ 12+19 RT.
RELOCATE MAILBOX MULTIPLE SUPPORT
STA. 216+44 RT. 12+90 RT
10+85 RT
RELOCATE MAILBOX SINGLE SUPPORT
STA. 215+48 LT. 12+70 RT
13+75 LT
US 2 10+83 RT 13+85 RT
215+10 ~ 216+25 RT.
NEW 18" X 112' PCCSP(.064)CAAP(.060) RCP(CLASS III) OR CPEP (SL)
VERTICAL GRANITE CURB
US 2 9+43 50 10+17 RT. +42
US 2 9+30 26 10+28 LT. +66
US 2 10+62 86 10+87 LT. 11+02
US 2 10+76 74 11+45 RT. 66
US 2 11+20 30 LT. ~ M 216+23 RT. 19
US 2 11+91 97 12+23 RT.
US 2 12+44 46 12+93 RT. +95
US 2 13+14 15 13+58 RT. +57
US 2 13+72 85 14+65 RT. +56
US 2 14+79 75 15+19 RT. +86
ML 215+10 ~ 215+68 LT. +80
ML 215+10 ~ 215+88 RT. +80
216+27 LT - US 2 12+63LT
GRANITE SLOPE EDGING
ML 216+15 LT. ~ US 2 12+73 LT.
(CONSTRUCT 9' WIDE ISLAND FILLED LEVEL WITH TOPSOIL)
(SEE DETAIL ON SHEET # 146)
CONSTRUCT DRIVE
US 2 10+45 LT. (GRAVEL)
72 10+53 RT. (PAVED + GRAVEL)
11+04 LT. (GRAVEL)
16 11+68 RT. (PAVED APRON)
12+35 RT. (GRAVEL)
12+93 LT. (PAVED)
13+06 RT. (GRAVEL)
13+65 RT. (GRAVEL)
14+50 LT. (PAVED APRON)
14+72 RT. (PAVED APRON)
ML 215+94 LT. (PAVED)
ML 216+06 RT. (PAVED)
US 2 15+25 RT (GRADE)
COLD PLANING - BIT. PAVEMENT
STA. 8+50 ~ 9+25 00
STA. 14+25 ~ 15+13 16+06
25 20
SURVEYED BY FANTONI DATE 1/87
DRAWN BY SQUAD B DATE 8/87
SQUAD LEADER DELLA SANTA
DESIGN FILE NO. /SQDB/84E058/DE058.DGN
IPARM FILE DE058L2 DATE PLOTTED 01-MAR-2000
PROJ. NAME MORETOWN - MIDDLESEX
PROJ. NO. BRS0167(11)
SHEET 164 OF 243 SHEETS
0 20 40
SCALE IN FEET
○ DENOTES TREE OR STUMP REMOVAL

OVERLAY CHURCH STREET
(FORMER VT. ROUTE 100B)
W/ 1½" TYPE III WEARING COURSE
(REFER TO SHEET 147 FOR PAVING TYPICAL)

REV. ML 207+60 ~ 207 +82 LT.
30" RCP (MOD) BARRICADE (SEE SHT. # 183 FOR DETAILS)
POSITION OF BARRICADE TO BE DETERMINED BY RESIDENT ENGINEER IN FIELD.

METHODIST CHURCH

LIMITS OF PAVING

U.S. ROUTE 2

MAG 1984

30" REINFORCED CONCRETE PIPE (MOD)
(BARRICADE AT THE END OF EXISTING BRIDGE) (REFER TO DETAIL ON SHEET NUMBER 183)
REV. MAINLINE ~~207+60~~ ~ 207+82 LT.

VT 100B

MATCH LINE TO SHEET # 43

MIDDLESEX TOWN HALL

U.S. 2 APPROACH 16+63
END CONSTRUCTION

16+06
U.S. 2 ~~15+85~~
END REMOVAL OF BIT. CONC. PAVE.
END 1½" BIT. CONC. OVERLAY

30" R

16

12' 12'

57

15+13 ~ 15+77 RT.
NEW 18"X36" RCP (SL)
OR CPEP (SL)
REPLACE EXISTING DI
@ 15+77 RT. AND
CONNECT TO EXISTING PIPE

REMOVAL AND DISPOSAL OF GUARD RAIL
REMOVE GUARD RAIL APPROACH SECTIONS ON THE EAST AND WEST SIDE OF THE NORTHERN END OF THE EXISTING BRIDGE

COLD PLANING - BIT. PAVEMENT
U.S. 2 15+13 ~ ~~15+85~~ 16+06

VERTICAL GRANITE CURB
U.S. 2 15+19 ~ 15+~~82~~ 86 RT.

EXCAVATION OF SURFACES AND PAVEMENTS
U.S. 2 15+50 ~ 16+63 LT.
(AREA TO BE TOPSOILED, SEEDED AND MULCHED)

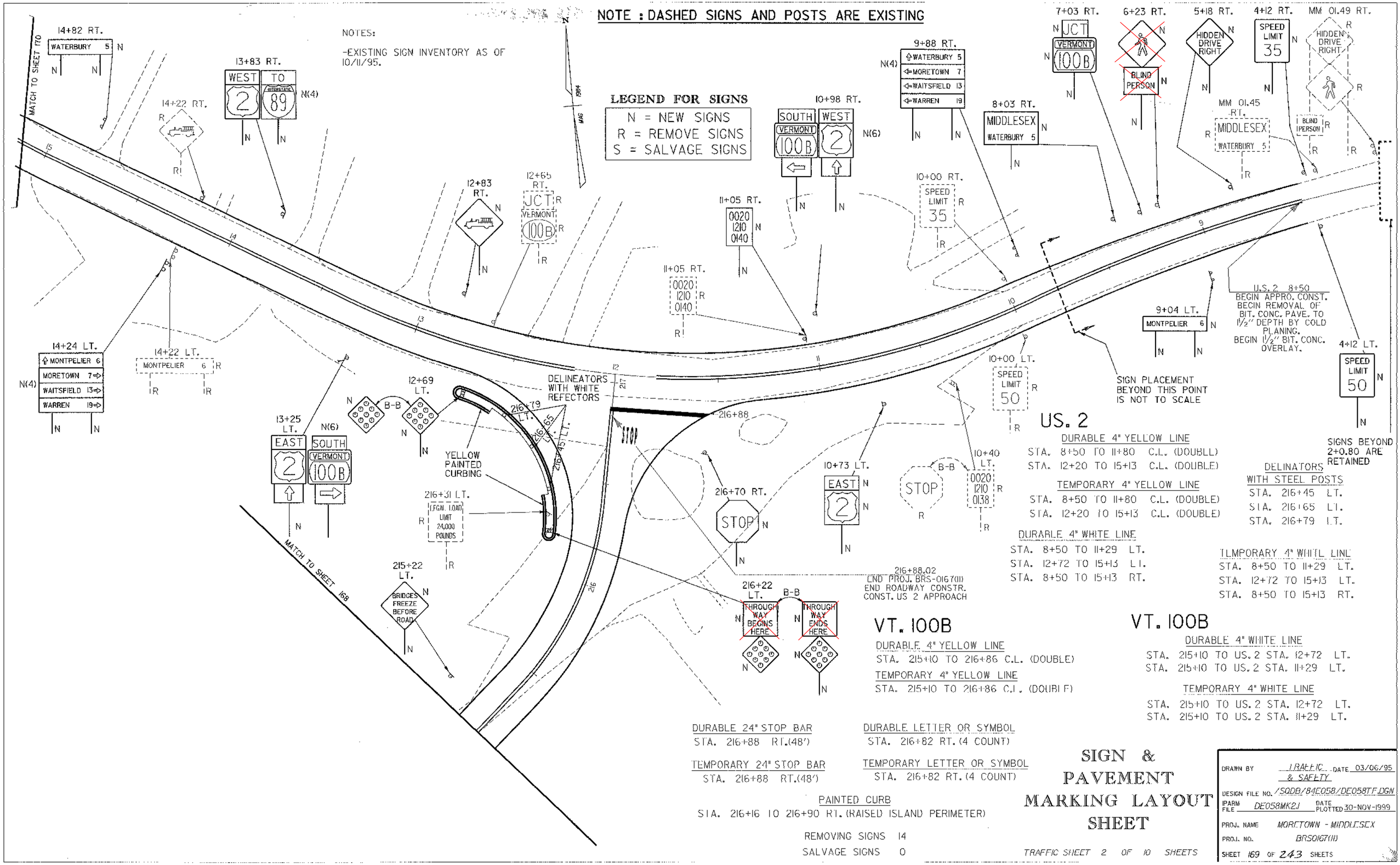
MATCH LINE TO SHEET # 164

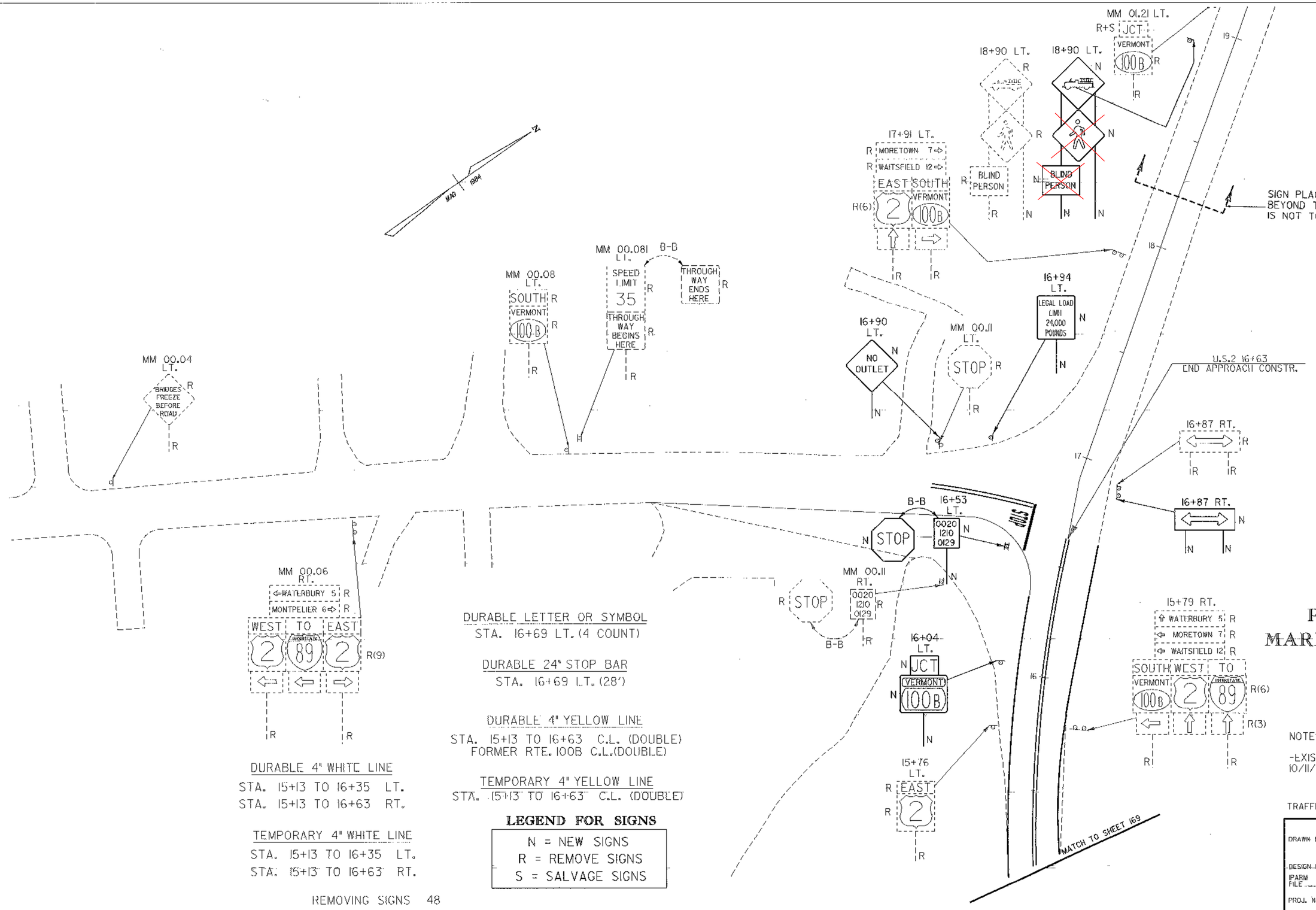
VERT. CURB DROP ER DRIVE

0 20 40
SCALE IN FEET

DATUM
VERTICAL
HORIZONTAL

SURVEYED BY ____ DATE ____
DRAWN BY SQUADB DATE 2/93
SQUAD LEADER DELLA SANTA
DESIGN FILE NO. /SQDB/84E058/DE058.DGN
IPARM FILE DE058L3 DATE PLOTTED 25-APR-2000
PROJ. NAME MORETOWN-MIDDLESEX
PROJ. NO. BRS 0167(11)
SHEET 166 OF 243 SHEETS


NOTE : DASHED SIGNS AND POSTS ARE EXISTING
NOTES:
-EXISTING SIGN INVENTORY AS OF 10/11/95.
LEGEND FOR SIGNS
N = NEW SIGNS
R = REMOVE SIGNS
S = SALVAGE SIGNS
MATCH TO SHEET 170
MATCH TO SHEET 168
14+82 RT.
WATERBURY 5
13+83 RT.
WEST 2
TO INTERSTATE 89
14+22 RT.
12+83 RT.
12+65 RT.
JCT VERMONT 100B
11+05 RT.
0020 1210 0140
10+98 RT.
SOUTH VERMONT 100B
WEST 2
9+88 RT.
WATERBURY 5
MORETOWN 7
WAITSFIELD 13
WARREN 19
8+03 RT.
MIDDLESEX WATERBURY 5
7+03 RT.
JCT VERMONT 100B
6+23 RT.
BLIND PERSON
5+18 RT.
HIDDEN DRIVE RIGHT
4+12 RT.
SPEED LIMIT 35
MM 01.49 RT.
HIDDEN DRIVE RIGHT
MM 01.45 RT.
MIDDLESEX WATERBURY 5
BLIND PERSON
10+00 RT.
SPEED LIMIT 35
14+24 LT.
MONTPELIER 6
MORETOWN 7
WAITSFIELD 13
WARREN 19
14+22 LT.
MONTPELIER 6
12+69 LT.
B-B
13+25 LT.
EAST 2
SOUTH VERMONT 100B
DELINEATORS WITH WHITE REFECTORS
216+79 LT.
216+65 LT.
216+45 LT.
YELLOW PAINTED CURBING
216+31 LT.
LEGAL LOAD LIMIT 24,000 POUNDS
215+22 LT.
BRIDGES FREEZE BEFORE ROAD
216+88
216+70 RT.
STOP
10+73 LT.
EAST 2
10+40 LT.
0020 1210 0138
216+88.02
END PROJ. BRS-0167(11)
END ROADWAY CONSTR.
CONST. US 2 APPROACH
216+22 LT.
THROUGH WAY BEGINS HERE
THROUGH WAY ENDS HERE
9+04 LT.
MONTPELIER 6
10+00 LT.
SPEED LIMIT 50
4+12 LT.
SPEED LIMIT 50
U.S. 2 8+50
BEGIN APPRO. CONST.
BEGIN REMOVAL OF BIT. CONC. PAVE. TO 1½" DEPTH BY COLD PLANING.
BEGIN 1½" BIT. CONC. OVERLAY.
SIGN PLACEMENT BEYOND THIS POINT IS NOT TO SCALE
SIGNS BEYOND 2+0.80 ARE RETAINED
US. 2
DURABLE 4" YELLOW LINE
STA. 8+50 TO 11+80 C.L. (DOUBLE)
STA. 12+20 TO 15+13 C.L. (DOUBLE)
TEMPORARY 4" YELLOW LINE
STA. 8+50 TO 11+80 C.L. (DOUBLE)
STA. 12+20 TO 15+13 C.L. (DOUBLE)
DURABLE 4" WHITE LINE
STA. 8+50 TO 11+29 LT.
STA. 12+72 TO 15+13 LT.
STA. 8+50 TO 15+13 RT.
DELINATORS WITH STEEL POSTS
STA. 216+45 LT.
STA. 216+65 LT.
STA. 216+79 LT.
TEMPORARY 4" WHITE LINE
STA. 8+50 TO 11+29 LT.
STA. 12+72 TO 15+13 LT.
STA. 8+50 TO 15+13 RT.
VT. 100B
DURABLE 4" YELLOW LINE
STA. 215+10 TO 216+86 C.L. (DOUBLE)
TEMPORARY 4" YELLOW LINE
STA. 215+10 TO 216+86 C.L. (DOUBLE)
VT. 100B
DURABLE 4" WHITE LINE
STA. 215+10 TO US. 2 STA. 12+72 LT.
STA. 215+10 TO US. 2 STA. 11+29 LT.
TEMPORARY 4" WHITE LINE
STA. 215+10 TO US. 2 STA. 12+72 LT.
STA. 215+10 TO US. 2 STA. 11+29 LT.
DURABLE 24" STOP BAR
STA. 216+88 RT.(48')
TEMPORARY 24" STOP BAR
STA. 216+88 RT.(48')
DURABLE LETTER OR SYMBOL
STA. 216+82 RT. (4 COUNT)
TEMPORARY LETTER OR SYMBOL
STA. 216+82 RT. (4 COUNT)
PAINTED CURB
STA. 216+16 TO 216+90 RT. (RAISED ISLAND PERIMETER)
REMOVING SIGNS 14
SALVAGE SIGNS 0
SIGN & PAVEMENT MARKING LAYOUT SHEET
TRAFFIC SHEET 2 OF 10 SHEETS
DRAWN BY TRAFFIC & SAFETY DATE 03/06/95
DESIGN FILE NO. /SQDB/84E058/DE058TF.DGN
IPARM FILE DE058MK2J DATE PLOTTED 30-NOV-1999
PROJ. NAME MORETOWN - MIDDLESEX
PROJ. NO. BRS0167(11)
SHEET 169 OF 243 SHEETS



DURABLE LETTER OR SYMBOL
STA. 16+69 LT. (4 COUNT)

DURABLE 24" STOP BAR
STA. 16+69 LT. (28')

DURABLE 4" YELLOW LINE
STA. 15+13 TO 16+63 C.L. (DOUBLE)
FORMER RTE. 100B C.L.(DOUBLE)

TEMPORARY 4" YELLOW LINE
STA. 15+13 TO 16+63 C.L. (DOUBLE)

DURABLE 4" WHITE LINE
STA. 15+13 TO 16+35 LT.
STA. 15+13 TO 16+63 RT.

TEMPORARY 4" WHITE LINE
STA. 15+13 TO 16+35 LT.
STA. 15+13 TO 16+63 RT.

LEGEND FOR SIGNS

N = NEW SIGNS
R = REMOVE SIGNS
S = SALVAGE SIGNS

REMOVING SIGNS 48
SALVAGE SIGNS 0

NOTE : DASHED SIGNS AND POSTS ARE EXISTING

SIGN & PAVEMENT MARKING LAYOUT SHEET

NOTES:

-EXISTING SIGN INVENTORY AS OF 10/11/95.

TRAFFIC SHEET 3 OF 10 SHEETS

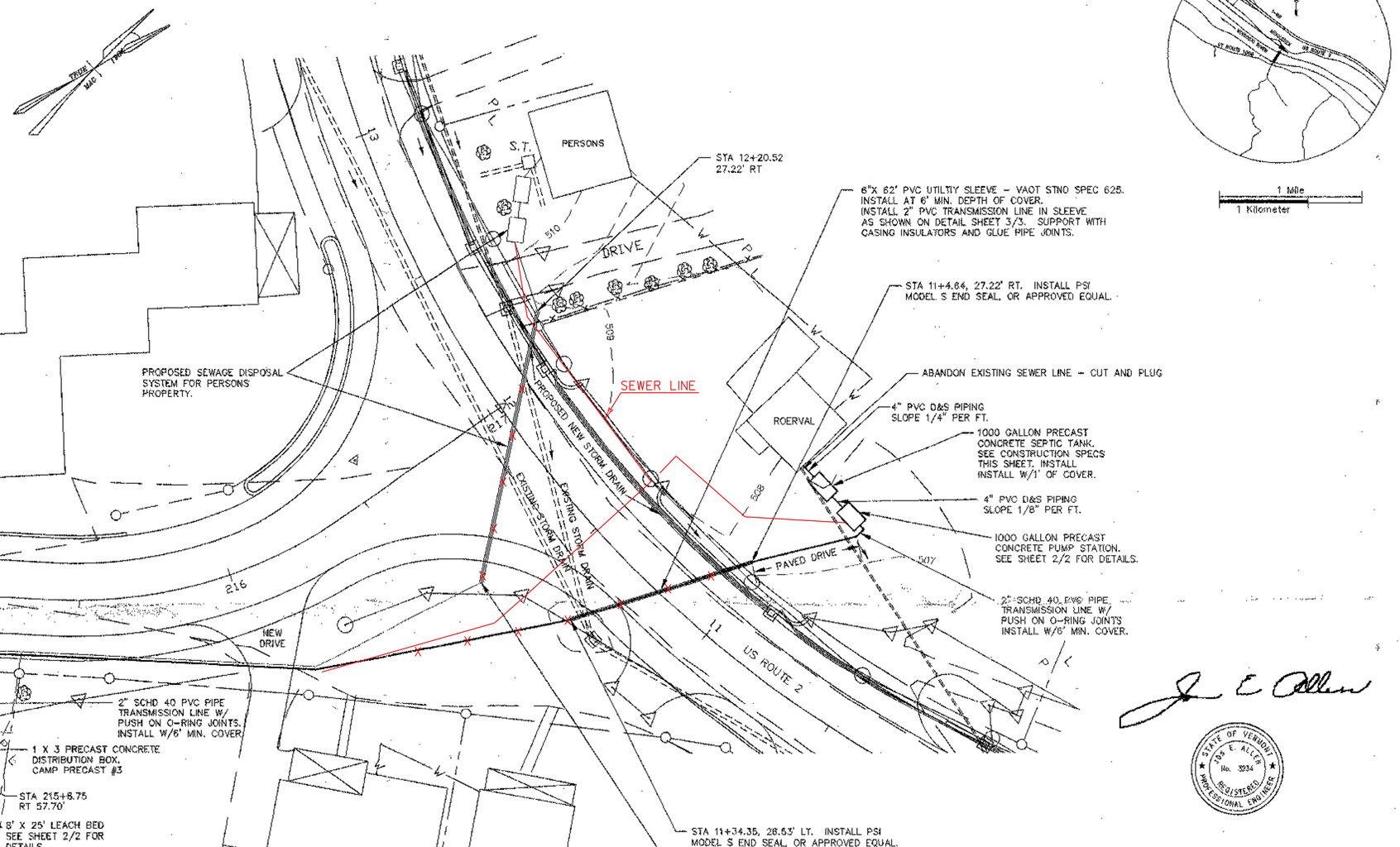
DRAWN BY TRAFFIC & SAFETY DATE 03/06/95
DESIGN FILE NO. SQDB/84E058/DE058tbr.DGN
IPARM FILE DE058MK3.I DATE PLOTTED 25-APR-2000
PROJ. NAME MORETOWN MIDDLESEX
PROJ. NO. BRS 0167(11)
SHEET 170 OF 243 SHEETS

TEST PIT LOGS

TP	DEPTH	DESCRIPTION
1	0 – 6" 6" – 6' 6' – 7'	Sod/topsoil. Fill – silty loam w/black streaks, few stones. Native material – medium–fine gray sand.
2	0 – 4" 4" – 7' 7'	Sod/topsoil. Fill – silty sand w/stones. Native material – fine gray sand.
3	0 – 4" 4" – 6' 6' – 7'	Sod/topsoil. Fill – silty sand w/ashes. Native material – fine gray sand w/brown bands.
4	0 – 4" 4" – 5.5' 5.5' – 7'	Sod/topsoil. Fill – brown silty sand w/broken shale @ 2.5' – 3'. Native material – fine gray sand.
5	0 – 4" 4" – 3.5'	Sod/topsoil. Fill – brown silty sand w/stones @ 1' – 2'.

PERC TESTS

PERC HOLE	PERC RATE (min/inch)
1	4.7
2	0.5
3	0.4
4	3.9
5	8.2



The following estimated quantities and their installation, including the excavation, granular materials and other associated materials, shall be paid for under Item #36.15, Utility System (Lump Sum).

ESTIMATED QUANTITIES		
DESCRIPTION	UNIT	AMT.
4" SOLID PVC D&S PIPE	FEET	20
4" PERF PVC D&S PIPE	FEET	50
2" SCHD 40 PVC PIPE	FEET	341
6" PVC UTILITY SLEEVE	FEET	62
SEPTIC TANK	EACH	1
PUMP STATION	EACH	1
DISTRIBUTION BOX	EACH	1
LEACH BED	EACH	1

DESIGN SPECIFICATIONS

SEWAGE VOLUME:
150 GALLONS/DAY (1 BEDROOM RESIDENCE)

LEACH BED LOADING RATE:
0.75 GALS/DAY/SF (200 SF)

CONSTRUCTION SPECIFICATIONS

THE PROJECT:

Provide, construct, test, and set operating a complete sewage disposal system including septic tank, pump station, leach bed interconnecting piping, utility sleeve, pump, power and controls, high–water alarm, all as shown on the Plans, specified herein, and directed by the Engineer. Abandon the existing sewer line for which this system is replacing. Fill the excavated cellar hole.

MATERIALS AND EQUIPMENT:

1. Crushed Stone Bedding for leach bed: 1–1/2" Stone, VAOT 704.02 COARSE AGGREGATE FOR CONCRETE.

Sieve Designation.	1–3/4"	1–1/2"	1"	3/4"	3/8"
% Passing	100	90–100	20–55	0–15	0–5

2. Sand Borrow for leach bed:

Sieve Designation.	10	40	200
% Passing	85	30–50	5–10

3. Septic Tank:

   1000 gallon; 4000 psi precast concrete; two compartment; Camp Precast 1000 Standard or approved equal. Frost holes shall be properly plugged with grout prior to installation. "Ledge tank" may be substituted with Engineers approval.

4. Pump Station:

   1. Vault – 1000 gallon precast, seamless concrete; Camp Precast or approved equal. Frost holes shall be properly plugged with grout prior to installation.
   2. Pump – Hydromatic OSP33 Effluent Pump or approved equal, 40 gpm @ 16 ft TDH.
   3. Pump Controls – Model JSD, S.J. Electro Systems mercury tilt switch, or approved equal. Control set for a 70 gallon pumped volume per cycle. Control level settings given on the Pump Station Detail of the drawings are for this pump station only. Contractor is responsible for settings if he substitutes another pump station.
   4. High Water Alarm – Model LB–50, Ohio Electric Control, INC., or approved equal. Audio & visual alarm installed in the house at the owner's location.

REV. NO.	DATE	DESCRIPTION	MADE BY	CHECKED BY	APPROVED BY
8	5/24/96	CHANGED NOTES	JEA	GAK	
7	5/20/96	CHANGED QUANTITY ESTIMATE	JEA	GAK	
6	5/08/96	CHANGED PIPELINE ROUTES	JEA	GAK	
5	11/13/95	CHANGED QUANTITY ESTIMATE	JEA	GAK	
2	11/13/95	CHANGED SCOPE OF WORK	JEA	GAK	
1	11/13/95	CHANGED PIPELINE ROUTES	JEA	GAK	

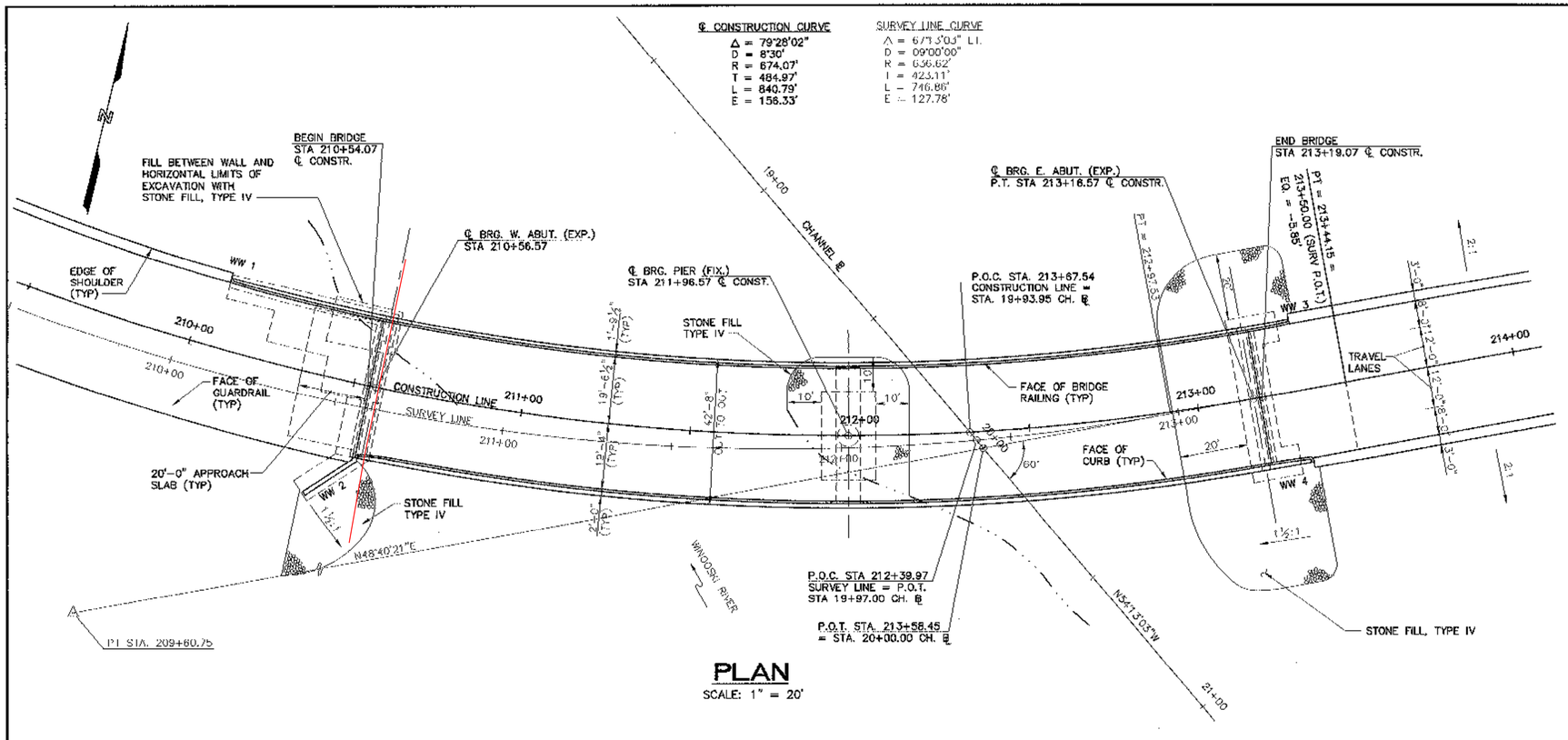
ROERVAL PROPERTY
MIDDLESEX, VERMONT

SEWAGE DISPOSAL SYSTEM PLANS

JAN 29 1996

SURVEYED VSE DESIGNED JEA DRAWN VSE TRACED CHECKED	VERMONT SURVEY AND ENGINEERING, INC. 58 EAST STATE STREET MONTPELIER, VERMONT 05602		SCALE 1"= 20' PROJECT NO. 13194
	SUBMITTED JON E. ALLEN	DATE 1/9/95	DRAWING NO. 1/3

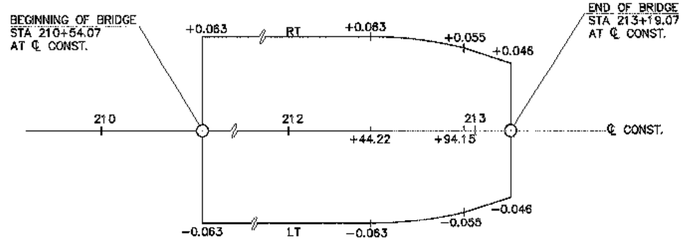
Sheet 184 of 243



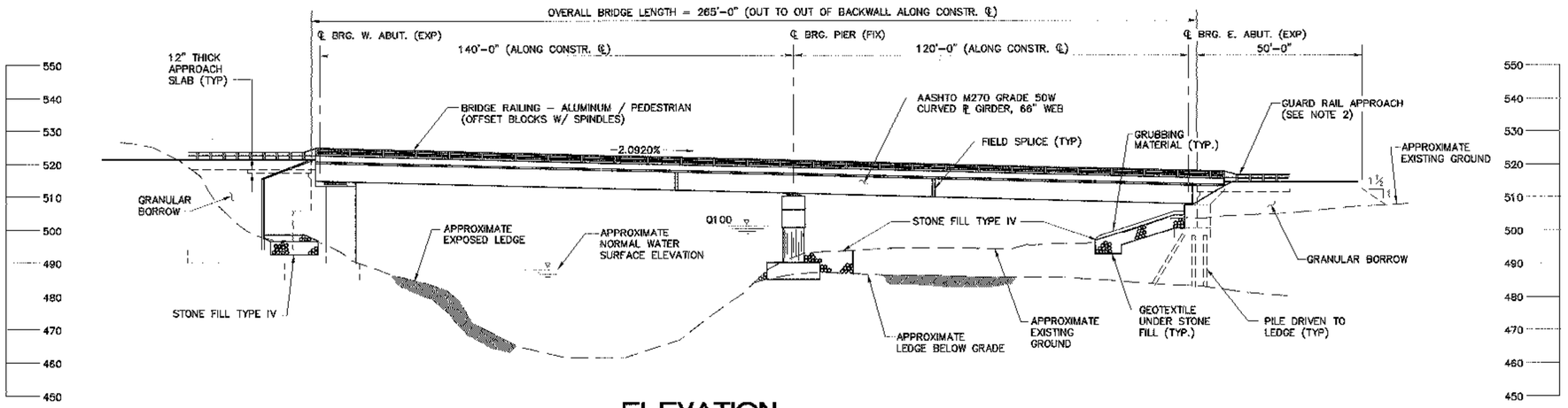
PLAN

SCALE: 1" = 20'

LOCATION	SURVEY LINE	OFFSET	℄ CONST.	FIN. GRADE ℄ CONST.
BEGIN BRIDGE	210+58.26	6.58' LT.	210+54.07	519.66
℄ BRG. W. ABUT.	210+61.03	6.54' LT.	210+56.57	519.61
℄ BRG. PIER	212+02.16	3.55' LT.	211+96.57	516.68
℄ BRG. E. ABUT.	213+22.42	0	213+16.57	514.17
END BRIDGE	213+25.17	0	213+19.07	514.11



BANKING TRANSITION



ELEVATION

SCALE: 1" = 20'

NOTE:

1. FOR BENCH MARK AND BRIDGE PLAQUE DETAIL, SEE BRIDGE SHEET NO. BR110D.
2. GUARD RAIL APPROACH - THREE RAIL ALUMINUM TO TWO RAIL ALUMINUM, EXCEPT AT WINGWALL No. 1, WHERE THREE RAIL ALUMINUM TO STEEL BEAM GUARDRAIL IS TO BE USED.

THIS SHEET HAS BEEN REVISED TO REFLECT 1993 AASHTO AND VAOT SPECIFICATIONS AND STANDARDS

REVISED DESIGN BY: R. KELM — DRAWN BY: S. BELANGER
CHECKED BY: J. PATUSKY — DATE: 5/95

BETTIGOLE ANDREWS & CLARK, INC.
Consulting Engineers

STATE OF VERMONT
AGENCY OF TRANSPORTATION

CITY OF MORETOWN / MIDDLESEX	BRIDGE NO.
	LOG STA.
STREET NAME VT. RTE. 100B	SURV. STA. 212+00
OVER THE WINOOSKI RIVER	
PLAN AND ELEVATION	
DESIGNED BY R. KELM	DRAWN BY S. BELANGER
CHECKED BY J. PATUSKY DATE 9/94	BRIDGE DESIGN SUPERVISOR R. ROBERTS DATE 9/94
PROJECT MORETOWN / MIDDLESEX	PROJECT NO. BRS 0167(11)
BA&C DRAWING NO. 94030-30/1-20	DATE 5/3/95
BRIDGE SHEET NO. BR101	SHEET 188 OF 243

SEA Consultants Inc. Science/Engineering/Architecture
CAMBRIDGE, MASSACHUSETTS — ROCKY HILL, CONNECTICUT
CONCORD, NEW HAMPSHIRE — ROCHESTER, NEW YORK

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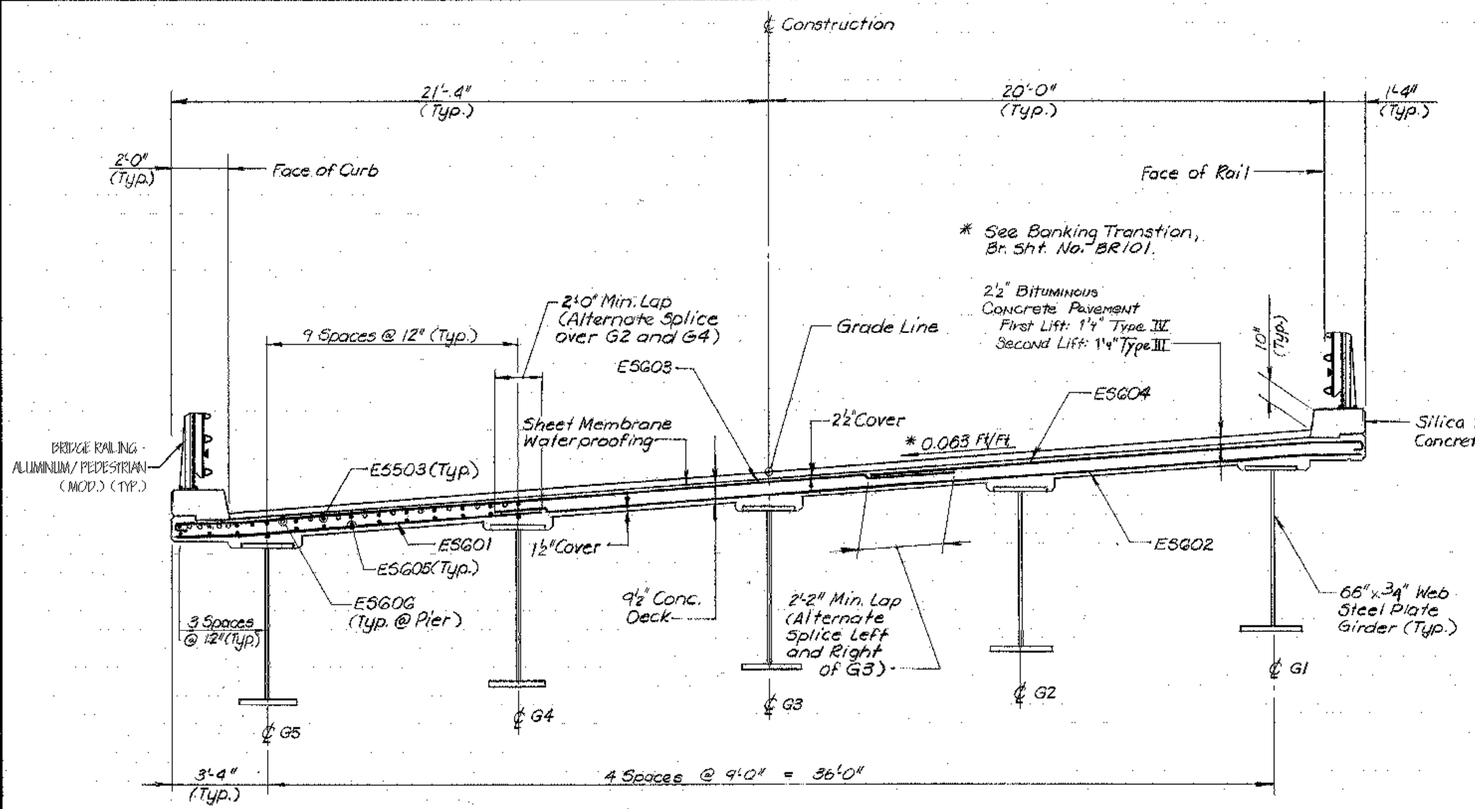
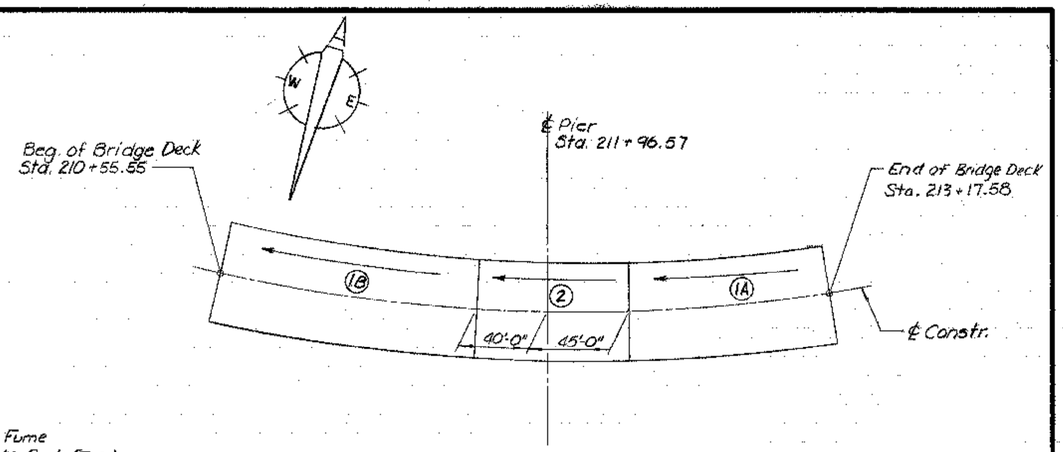
Consulting Engineers





DECK POUR SEQUENCE

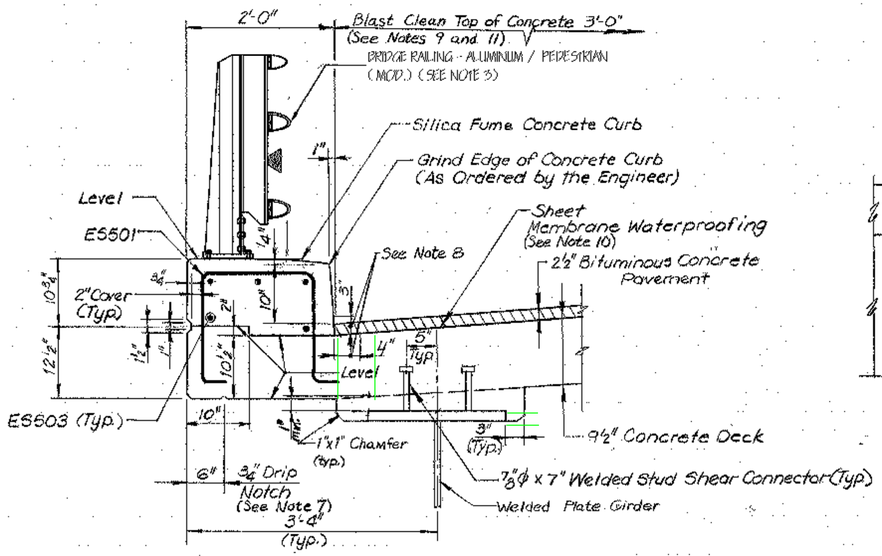
Not To Scale

NOTES:

1. WORK THIS SHEET WITH DECK REINFORCEMENT PLAN, BRIDGE SHEET NO. BR105.
2. FOR CONCRETE CURB DETAILS, SEE BRIDGE SHEET NO. BR110D.
3. FOR RAILING DETAILS, SEE **BR122 & BR123 SHEETS**
4. POUR 1 (CONSISTING OF 1A AND 1B AS SHOWN) SHALL BE PLACED CONTINUOUSLY IN ONE 8 HOUR WORKING DAY. THERE SHALL BE A MINIMUM DELAY PERIOD OF 96 HOURS AFTER COMPLETION OF POUR 1 BEFORE BEGINNING POUR 2. POURS 1 AND 2 MAY BE COMBINED INTO A SINGLE POUR IF APPROVED BY THE ENGINEER. IN ANY CASE, THE PLACEMENT SEQUENCE SHALL BE IN THE ORDER 1A, 1B 2.
5. THE DECK CONCRETE SHALL BE RETARDED SUFFICIENTLY TO REMAIN FLUID UNTIL EACH POUR IS COMPLETE. THE QUANTITY OF RETARDANT SHALL BE ESTABLISHED BY THE CONCRETE ENGINEER PRIOR TO PLACEMENT. ANY DEVIATIONS FROM THIS PROCEDURE MUST BE APPROVED BY THE STRUCTURES ENGINEER IN WRITING BEFORE THE POUR BEGINS.
6. FOR EXPANSION JOINT DETAILS AND TYPICAL SECTION AT END OF BRIDGE, SEE MISCELLANEOUS DETAILS, BRIDGE SHEET NOS. BR110, BR110A, AND BR110B.
7. STOP DRIP NOTCH 3" FROM FACE OF ABUTMENT AND OUTLET AT 45° TO FASCIA.
8. TWO COATS OF POLYURETHENE MEMBRANE SHALL BE PLACED 4" WIDE ALONG DECK, 3" UP FACE OF CURB AND ALONG CONCRETE SHOULDER AT EXPANSION JOINT. SEE SPEC. 519.05(E).
9. BLAST CLEAN 3'-0" FROM FACE OF CURB AND 3" UP CURB FACE PRIOR TO PLACING MEMBRANCE.
10. SHEET MEMBRANE WATERPROOFING SHALL EXTEND TO FACE OF CURB.
11. POLYURETHANE MEMBRANE AND BLAST CLEANING SHALL BE INCLUDED IN THE UNIT PRICE BID FOR SHEET MEMBRANE WATERPROOFING.

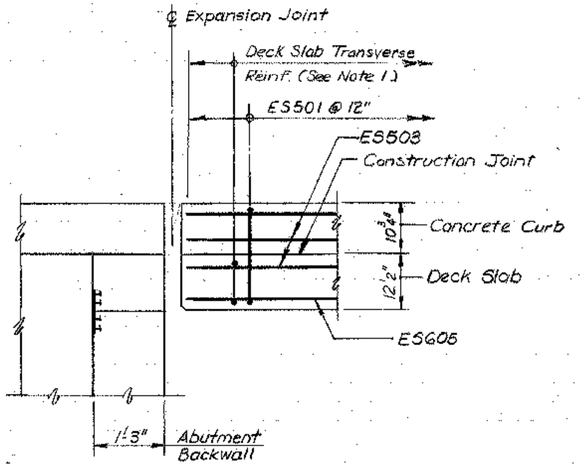
TRANSVERSE SECTION

Scale: ⅜" = 1'-0"



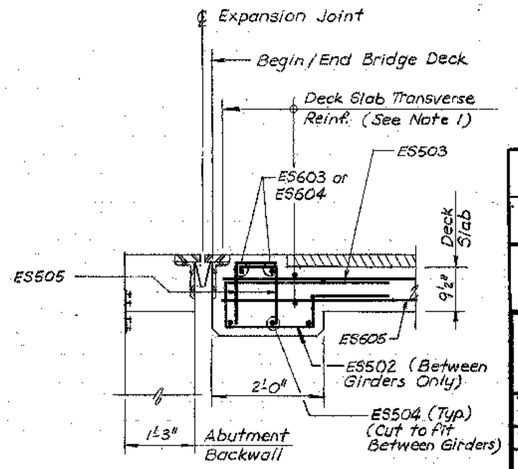
FASCIA DETAIL

Scale: 1" = 1'-0"



END OF SLAB DETAIL

(Outside of Fascia Girders)
Scale: ¾" = 1'-0"



END OF SLAB DETAIL

(Between Fascia Girders)
Scale: ¾" = 1'-0"

THIS SHEET HAS BEEN REVISED TO REFLECT 1993 AASHTO AND VAOT SPECIFICATIONS AND STANDARDS

REVISED DESIGN BY: R. KELM, J. PATUSKY — DRAWN BY: G. SAUCIER — CHECKED BY: — DATE: 6/95

BETTIGOLE ANDREWS & CLARK, INC.
Consulting Engineers

STATE OF VERMONT
AGENCY OF TRANSPORTATION

Town Of MORETOWN / MIDDLESEX	Bridge No.
Highway No. VT. RTE. 100B	Log Sta. / Surv. Sta. 212+00
OVER THE WINOOSKI RIVER	
TRANSVERSE SECTION	
Designed By JPH	Drawn By NJC
Checked By DMN Date 12-86	Bridge Design Supervisor CDB Date 7-87
PROJECT MORETOWN / MIDDLESEX	PROJECT NO. BRS 0167(11)
L.G.C. Info.	
Bridge Sheet No. BR105	Sheet 192 of

SEA Consultants Inc. Science/Engineering/Architecture
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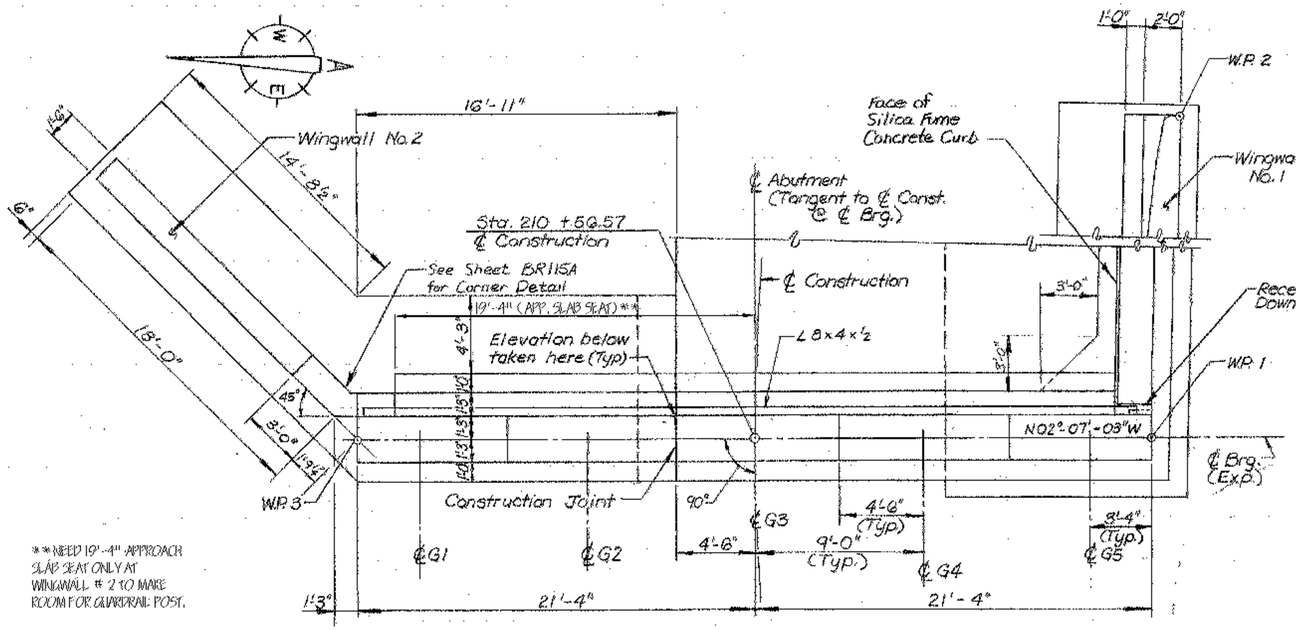
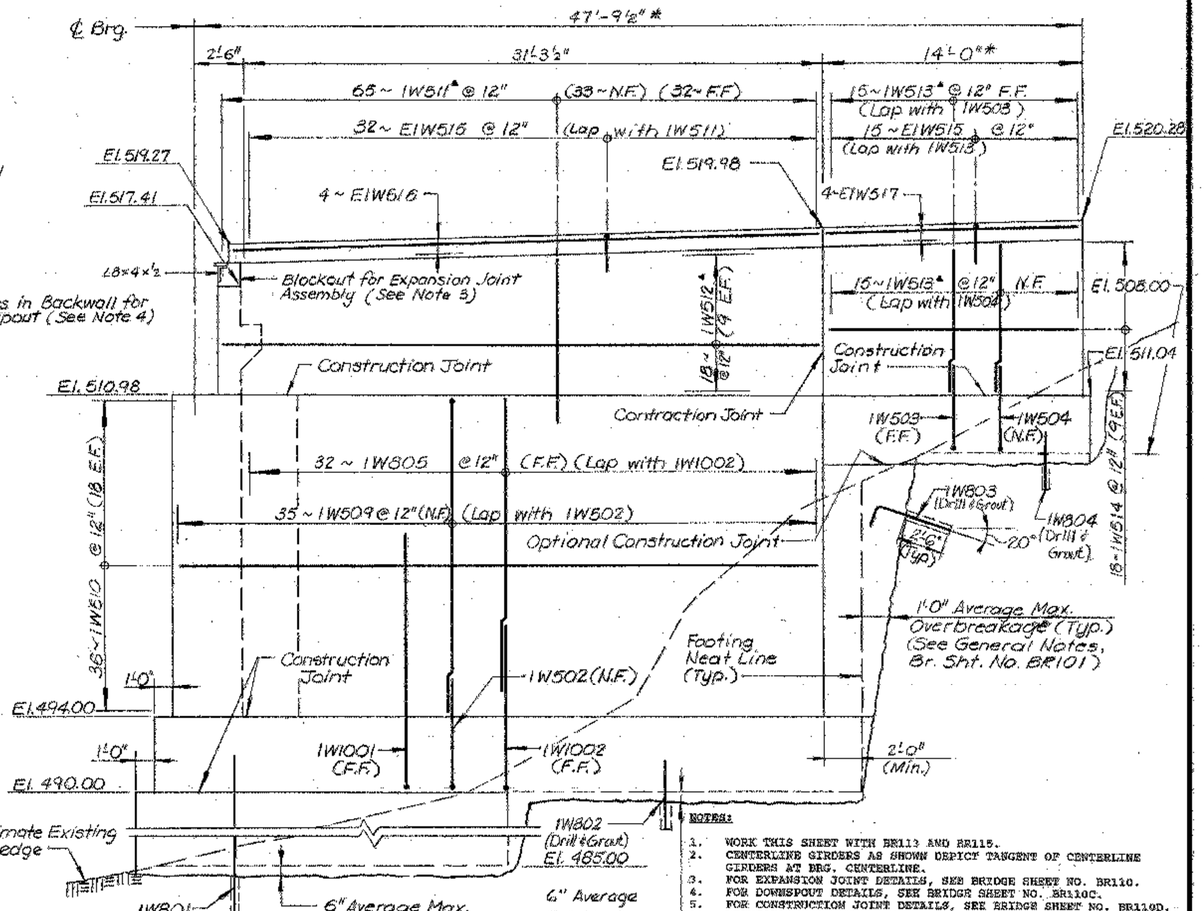
ANDREWS & CLARK, INC.
Consulting Engineers

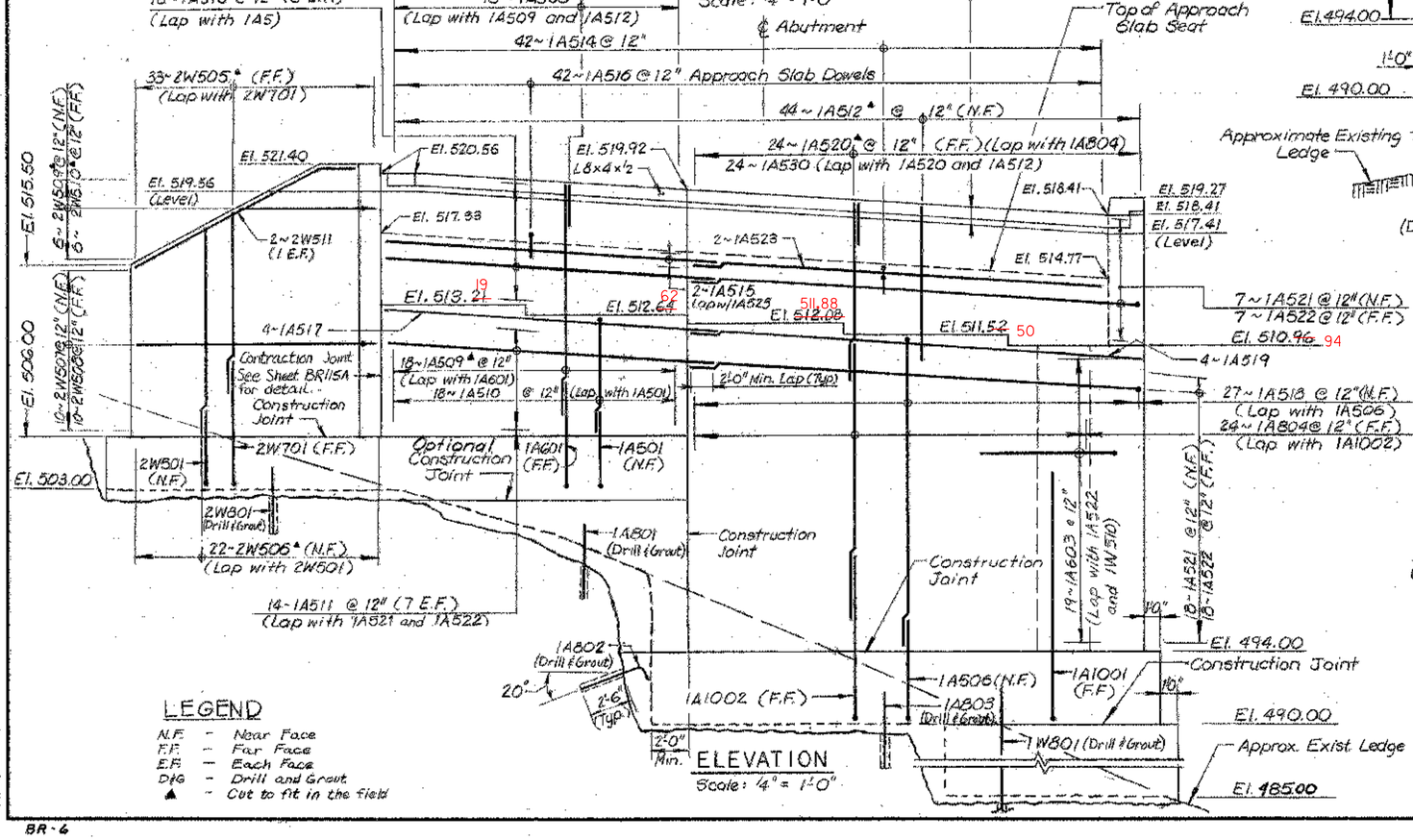
BRUNING 34-232 84442



** NEED 19'-4" APPROACH SLAB SEAT ONLY AT WINGWALL # 2 TO MAKE ROOM FOR GUARDRAIL POST.



PLAN
Scale: 1/4" = 1'-0"

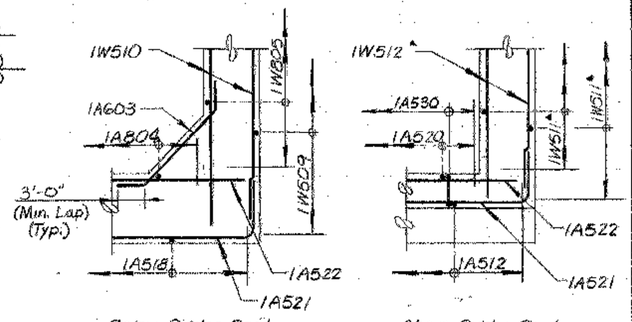


ELEVATION
Scale: 4" = 1'-0"

LEGEND
N.F. – Near Face
F.F. – Far Face
E.F. – Each Face
D&G – Drill and Grout
▲ – Cut to fit in the field

* Denotes Radial Lengths

N.W. WINGWALL ELEVATION
Scale: 4" = 1'-0"



CORNER DETAILS (Wingwall No.1)
N.T.S.

NOTES:
1. WORK THIS SHEET WITH BR113 AND BR115.
2. CENTERLINE GIRDERS AS SHOWN DEPICT TANGENT OF CENTERLINE GIRDERS AT BRG. CENTERLINE.
3. FOR EXPANSION JOINT DETAILS, SEE BRIDGE SHEET NO. BR110.
4. FOR DOWNSPOUT DETAILS, SEE BRIDGE SHEET NO. BR110C.
5. FOR CONSTRUCTION JOINT DETAILS, SEE BRIDGE SHEET NO. BR110D.
6. REINFORCING STEEL DESIGNATED DRILL AND GROUT SHOULD BE DRILLED AND GROUTED 2'-6" INTO LEDGE. THIS WORK WILL BE PAID FOR UNDER THE ITEM "DRILLING AND GROUTING DOWELS".
7. PLACE 4" DIAMETER WEEPHOLES IN ABUTMENTS AND WINGWALLS AT 10'-0" MAXIMUM SPACING. EXACT LOCATION SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD. FOR WEEPHOLE DETAILS, SEE BRIDGE SHEET BR115A.

THIS SHEET HAS BEEN REVISED TO REFLECT 1993 AASHTO AND VAOT SPECIFICATIONS AND STANDARDS

REVISED DESIGN BY: R. KELM DRAWN BY: G. SAUCIER
CHECKED BY: J. PATUSKY DATE: 6/95

BETTIGOLE ANDREWS & CLARK, INC.
Consulting Engineers

STATE OF VERMONT
AGENCY OF TRANSPORTATION

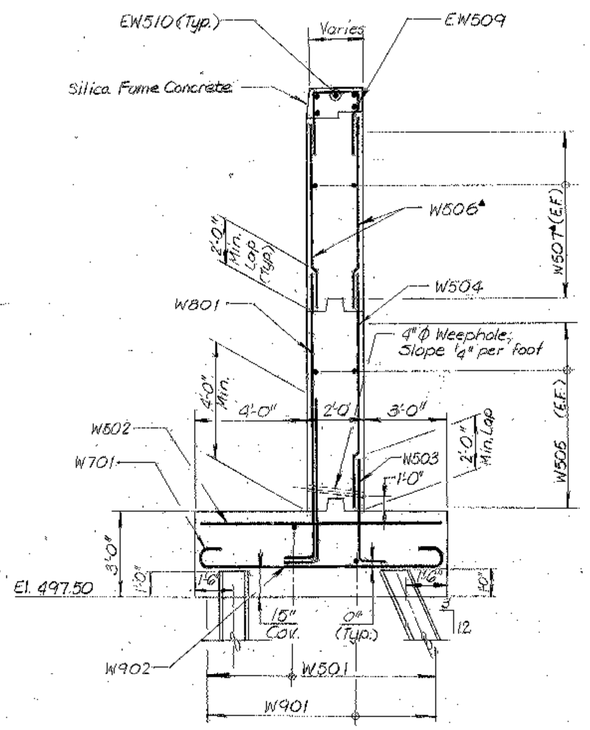
Town Of MORETOWN / MIDDLESEX	Bridge No.
Highway No. VT. RTE. 100B	Log Sta. / Surv. Sta. 212+00
OVER THE WINOOSKI RIVER	
WEST ABUTMENT MASONRY & REINF.	
Designed By RLJ	Drawn By BJAN
Checked By JPH Date 12-86	Bridge Design Supervisor CDB Date 7-87
PROJECT MORETOWN/MIDDLESEX	PROJECT NO. BRS 0167(11)
I.G.C. Info.	
Bridge Sheet No. BR114	Sheet 206 of 243

SEA Consultants Inc. Science/Engineering/Architecture
CAMBRIDGE, MASSACHUSETTS ROCKY HILL, CONNECTICUT
CONCORD, NEW HAMPSHIRE ROCHESTER, NEW YORK

ANDREWS & CLARK, INC.
Consulting Engineers

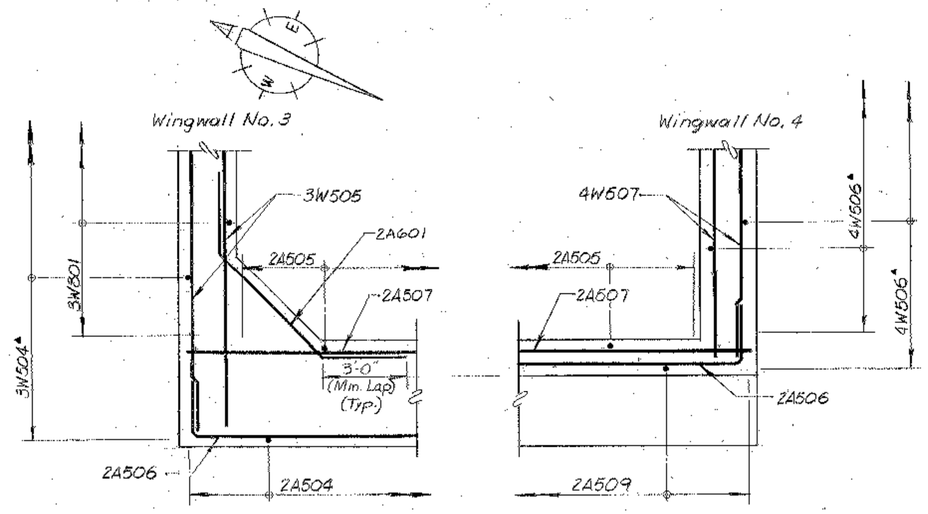
BRUNING 44-023 5442

BR-6



TYPICAL WINGWALL SECTION

Scale : 3/8" = 1'-0"



Below Bridge Seat
(South Corner Similar)

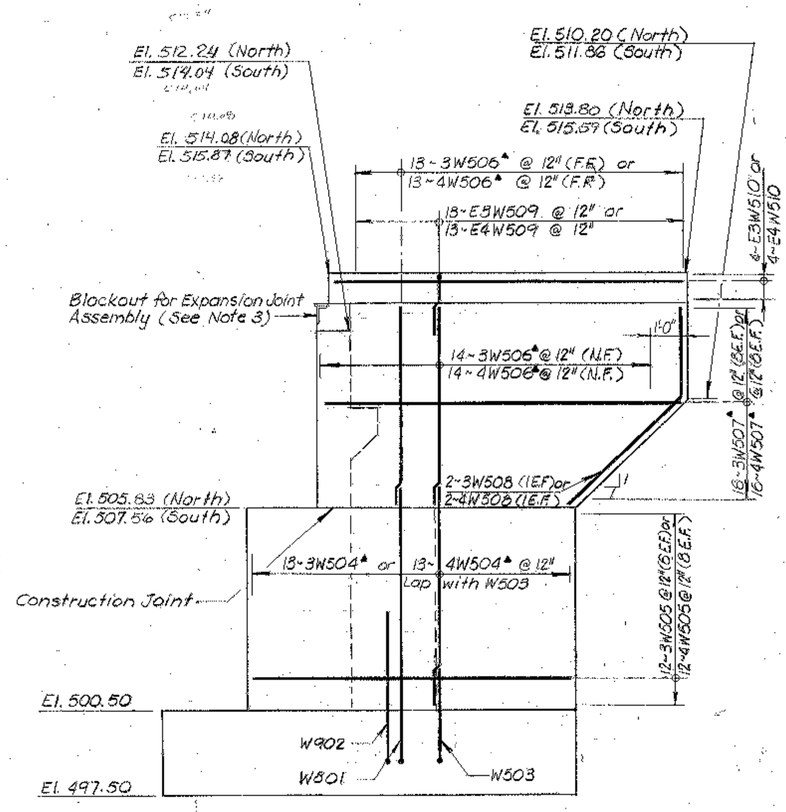
Above Bridge Seat
(North Corner Similar)

CORNER DETAILS

Scale : 3/8" = 1'-0"

LEGEND

N.F. - Near Face
F.F. - Far Face
E.F. - Each Face
D&G - Drill and Grout
▲ - Cut to Fit in the Field



WINGWALL ELEVATION

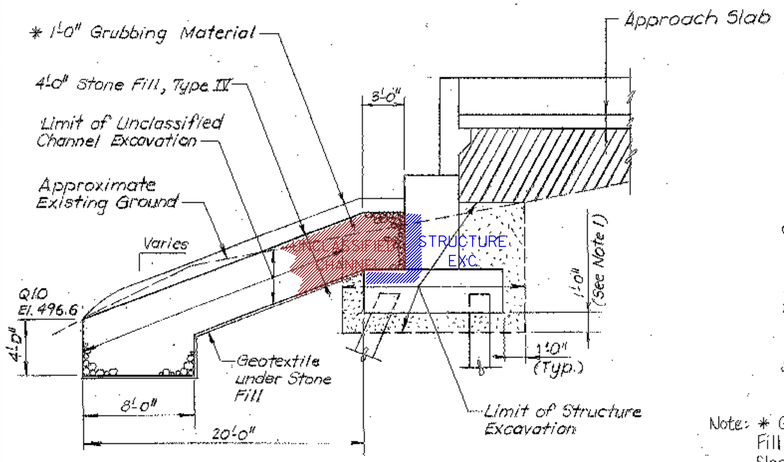
Scale : 3/8" = 1'-0"

NOTES:

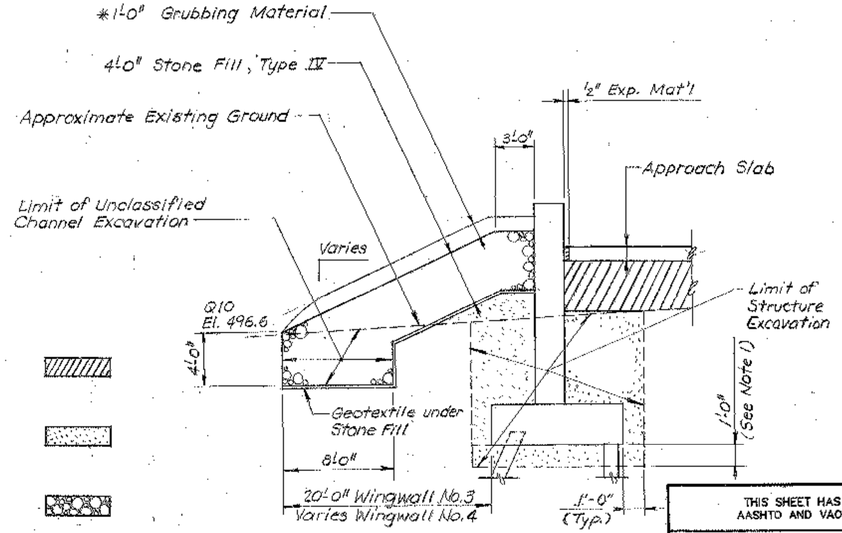
1. THE EAST ABUTMENT SHALL BE CONSTRUCTED ON A 1'-0" LAYER OF GRANULAR BACKFILL FOR STRUCTURES, WHICH SHALL BE COMPACTED TO 95% DENSITY, AS SPECIFIED IN SECTION 208.11(D).
2. FOR WINGWALL CURB LAYOUT, SEE DECK REINFORCEMENT PLAN, BRIDGE SHEET NO. BR106.
3. ▲ DENOTES REINFORCEMENT TO BE CUT TO FIT IN FIELD.

PILE NOTES:

1. THE FOLLOWING ARE PILE SYMBOLS. THE PILES SHALL BE BATTERED IN THE DIRECTION OF THE ARROW.
   - VERTICAL
   - 3" PER FOOT BATTER
2. ALL PILES SHALL BE DRIVEN TO REFUSAL ON LEDGE. ESTIMATE PILE LOAD: 35T.
3. ESTIMATE OF PILES REQUIRED: 25 - HP12X53.



ABUTMENT



WINGWALL

Granular Borrow

Granular Backfill for Structures

Stone Fill, Type IV

Note: * Grubbing Material Should Not Be Placed On The Stone Fill In The Area Under The Bridge. Whenever Channel Slope Intersects Roadway Subbase, Grubbing Material Shall Begin At The Bottom Of Subbase.

EARTHWORK DETAILS

N.T.S.

THIS SHEET HAS BEEN REVISED TO REFLECT 1993 AASHTO AND VAOT SPECIFICATIONS AND STANDARDS

REVISED DESIGN BY: R. KELM DRAWN BY: G. SAUCIER
CHECKED BY: J. PATUSKY DATE: 6/95

BETTIGOLE ANDREWS & CLARK, INC.
Consulting Engineers

ANDREWS & CLARK, INC.
Consulting Engineers

STATE OF VERMONT
AGENCY OF TRANSPORTATION

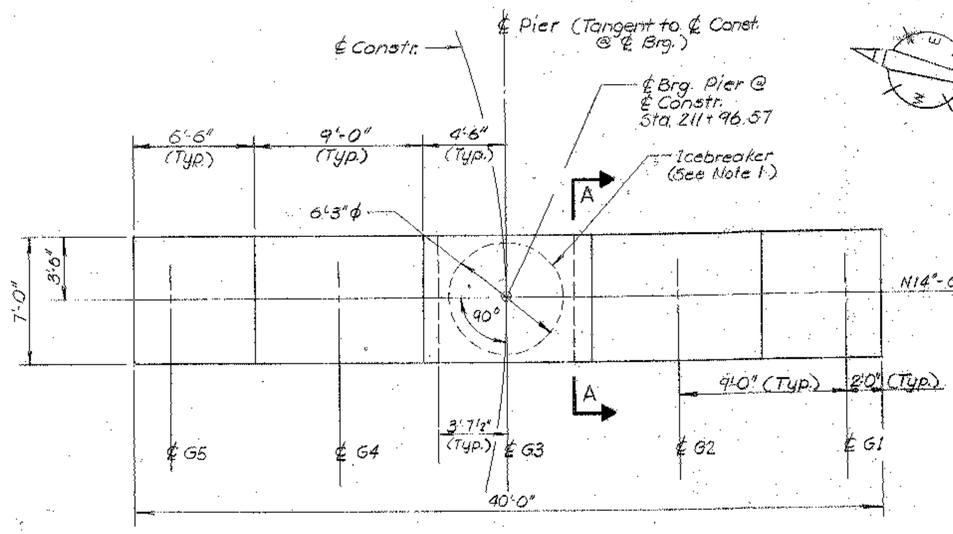
Town Of MORETOWN / MIDDLESEX	Bridge No.
Highway No. VT. RTE. 100B	Log Sta. / Surv. Sta. 212+00
OVER THE WINOOSKI RIVER	
EAST ABUTMENT DETAILS	
Designed By RLJ	Drawn By NJC
Checked By DMN Date 12-86	Bridge Design Supervisor CDB Date 7-87
PROJECT MORETOWN / MIDDLESEX	PROJECT NO. BRS 0167 (11)
I.G.C. Info.	
Bridge Sheet No. BR117	Sheet 210 of 243

BRUNING 44-233 64462

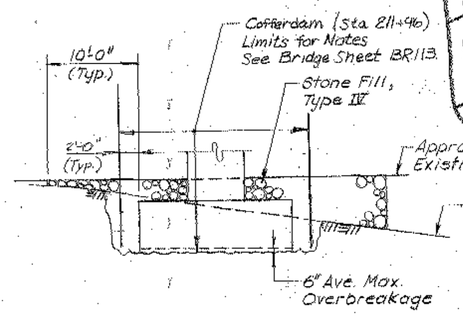
BR - 6

NOTES:

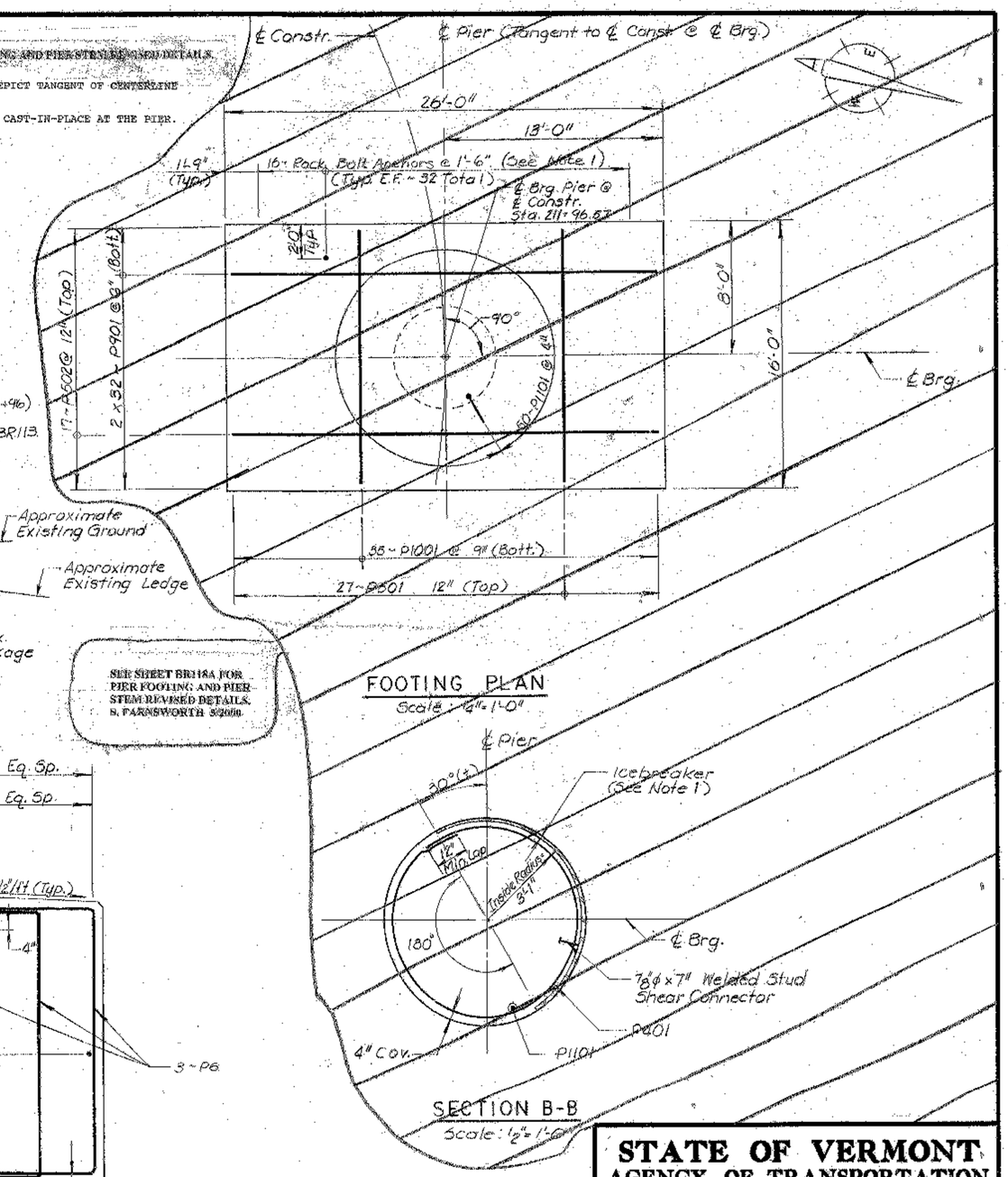
1. SEE SHEET BR118A FOR PIER FOOTING AND PIER STEM REVISED DETAILS AND DETAILS.
2. CENTERLINE GIRDERS AS SHOWN DEPICT TANGENT OF CENTERLINE GIRDERS AT BRG. CENTERLINE.
3. BEARING ANCHOR BOLTS SHALL BE CAST-IN-PLACE AT THE PIER.



PLAN
Scale: ¼" = 1'-0"

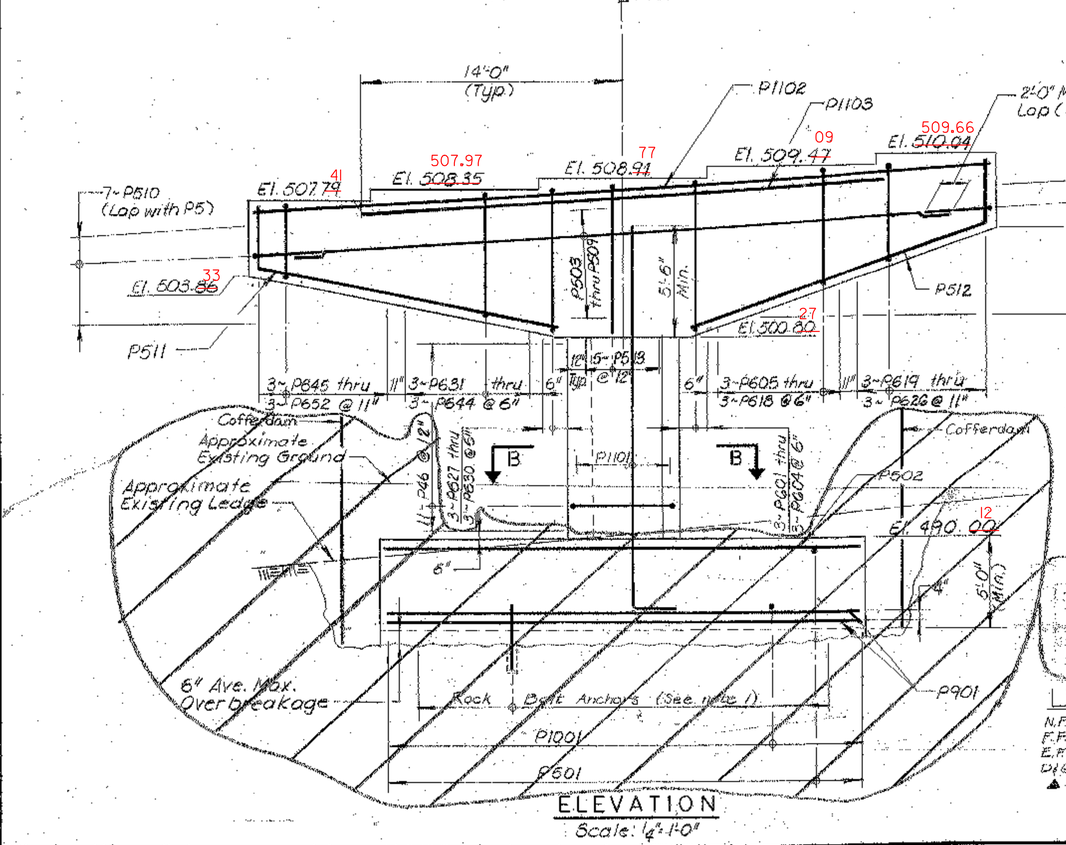


EARTHWORK DETAILS
N.T.S.

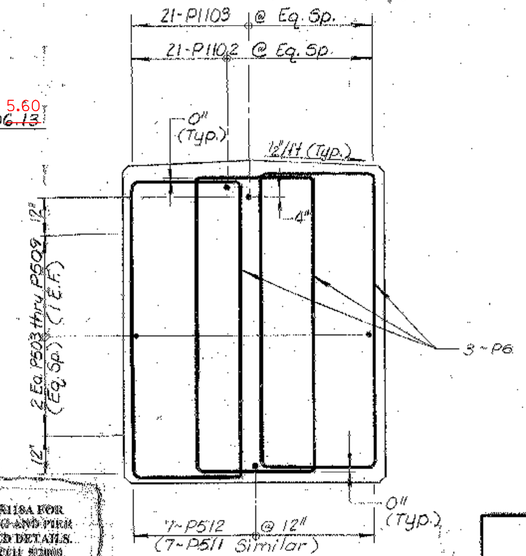


FOOTING PLAN
Scale: ¼" = 1'-0"

SEE SHEET BR118A FOR PIER FOOTING AND PIER STEM REVISED DETAILS. S. FARNSWORTH 3/2000



ELEVATION
Scale: ¼" = 1'-0"



SECTION A-A
Scale: ½" = 1'-0"

SECTION B-B
Scale: ½" = 1'-0"

LEGEND

N.F. - Near Face
F.F. - Far Face
E.F. - Each Face
D&G - Drill and Grout
▲ - Cut to fit in the field

SEE SHEET BR118A FOR PIER FOOTING AND PIER STEM REVISED DETAILS. S. FARNSWORTH 3/2000

THIS SHEET HAS BEEN REVISED TO REFLECT 1993 AASHTO AND VAOT SPECIFICATIONS AND STANDARDS

REVISED DESIGN BY: R. KELM DRAWN BY: G. SAUCIER
CHECKED BY: J. PATUSKY DATE: 6/95

BETTIGOLE ANDREWS & CLARK, INC.
Consulting Engineers

ANDREWS & CLARK, INC.
Consulting Engineers

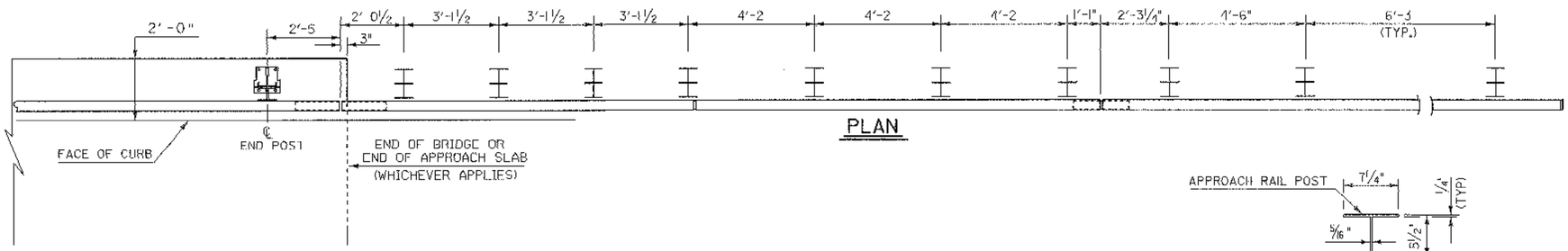
STATE OF VERMONT
AGENCY OF TRANSPORTATION

Town Of MORETOWN/ MIDDLESEX	Bridge No.
Highway No. VT RTE. 100B	Leg Sta. / Surv. Sta. 212+00
OVER THE WINOOSKI RIVER	
PIER - MASONRY & REINF.	
Designed By RLJ	Drawn By NJC
Checked By DMN Date 12-86	Bridge Design Supervisor CDB Date 7-87
PROJECT MORETOWN/ MIDDLESEX	PROJECT NO. BRS 0167(11)
L&C. Info.	
Bridge Sheet No. BR118	Sheet 211 of

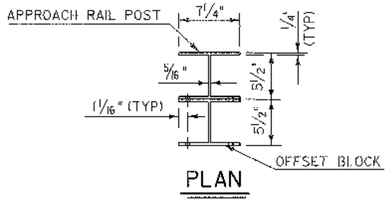
POST NO.	RAIL HEIGHT DIMENSIONS			OFFSET BLOCK DIMENSIONS			
	A	B	C	D	E	F	G
1	4'-1 15/16	3'-2 15/16	1'-9 3/8	0'-11 7/16	1'-5 9/16	2'-9 1/2	
2	3'-10 5/8	3'-1 5/16	1'-8 7/16	0'-9 3/4	1'-4 7/8	2'-7 3/16	
3	3'-7 3/8	2'-11 11/16	1'-7 1/2	0'-8 1/8	1'-4 3/16	2'-4 13/16	
4	3'-4 1/16	2'-10 1/16	1'-6 9/16	0'-6 7/16	1'-3 1/2	2'-2 1/2	
5		2'-7 7/8	1'-5 5/16		1'-2 9/16		1'-7 9/16
6		2'-5 3/4	1'-4 1/16		1'-1 5/8		1'-6 5/8
7		2'-3 9/16	1'-2 13/16		1'-0 3/4		1'-5 3/4

ALL REMAINING POSTS ARE TO HAVE THE SAME DIMENSIONS AS POST NO. 7

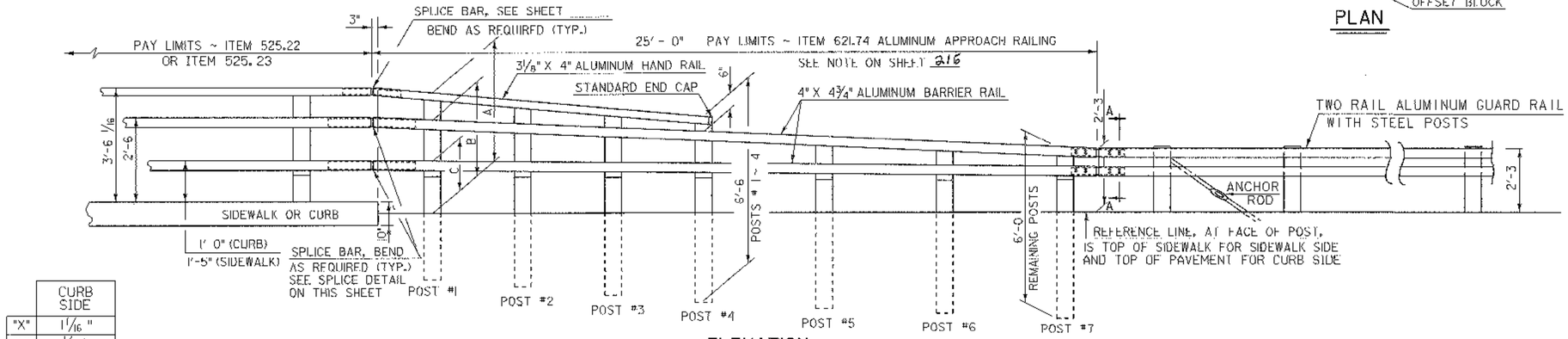
ALUMINUM APPROACH RAIL DIMENSIONS FOR A CURB CONDITION WITH TWO RAIL ALUMINIM APPROACH



PLAN



PLAN

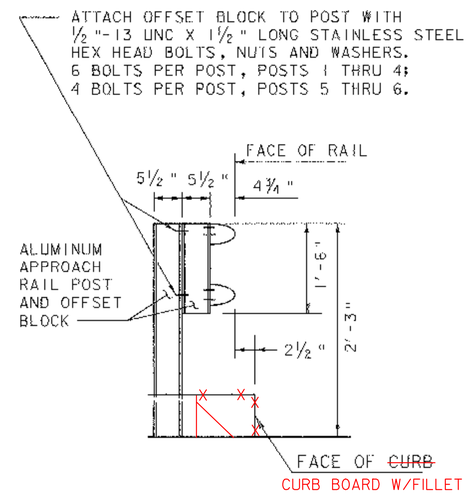


CURB SIDE
"X" 1 1/16"
"Y" ½"
"Z" 5/16"

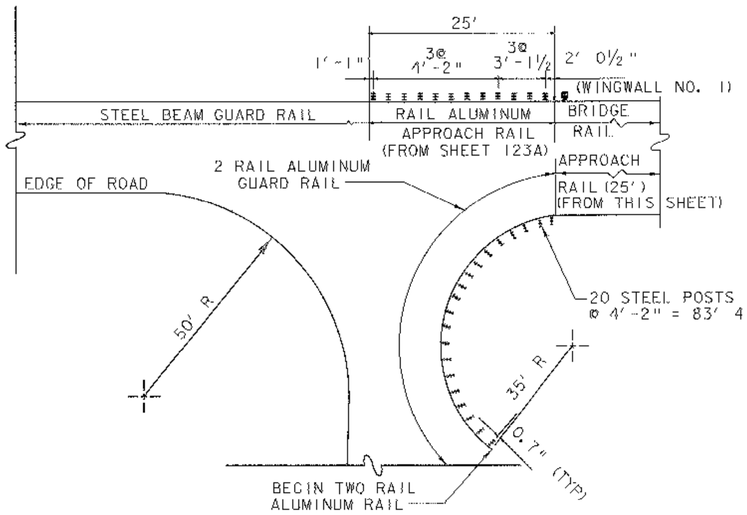
ELEVATION

NOTES

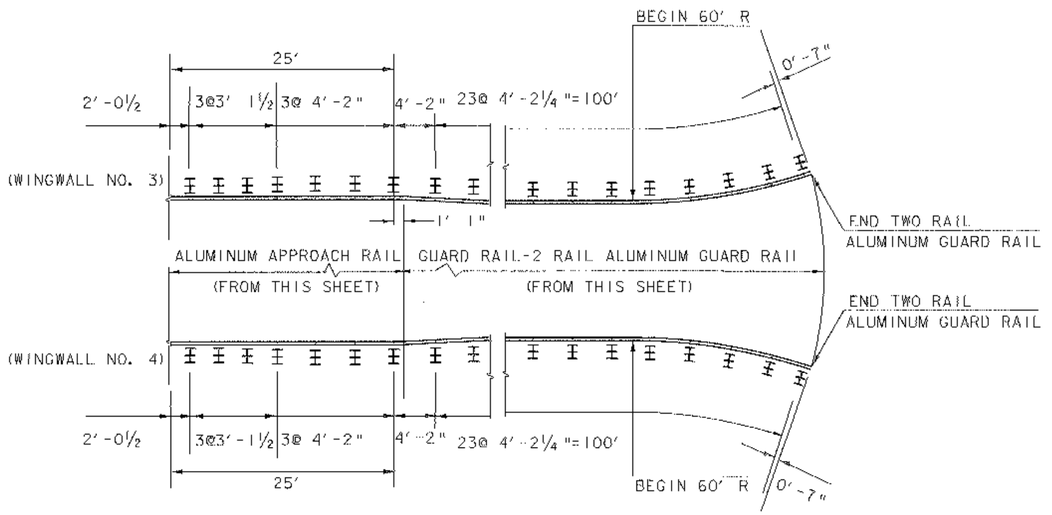
1. SEE NOTES AND DETAILS ON SHEET BR123A FOR THREE RAIL ALUMINUM APPROACH RAILINGS, AND FOR TWO RAIL GUARDRAIL RAILING.



SIDE ELEVATION



APPROACH FROM WEST END OF BRIDGE (MORETOWN END)



APPROACH FROM EAST END OF BRIDGE (MIDDLESEX END)

TWO RAIL ALUMINUM GUARD RAIL AND OFFSET BLOCK

STATE OF VERMONT
AGENCY OF TRANSPORTATION

Town Of MORETOWN/MIDDLESEX	Bridge No. 8
Highway No. VT ROUTE 100B	Log Sta. / Surv. Sta.
OVER THE WINOOSKI RIVER	
ALUM. APPROACH RAILING DETAILS FOR 2 RAIL ALUMINUM	
Designed By VTrans	Drawn By J.SCOTT
Checked By S.FARNSWORTH Date 1/2000	Bridge Design Supervisor S.FARNSWORTH Date 1/2000
PROJECT MORETOWN/MIDDLESEX	PROJECT NO. BRS 0167(11)
I.G.C. Info. 84e058\se058ard.dgn	se058230
Bridge Sheet No. BR123B	Sheet 216 of 243

PLOTTED 27-JAN-2000

NOTES

GENERAL:

1. THIS STRUCTURE SHALL BE OF THE BLACK ANNODIZED ALUMINUM TRI-CHORD TYPE. DETAILS FOR THESE PLANS ARE FOR A TRI-CHORD SECTION. THE CONTRACTOR MAY CHOOSE TO USE A BOX SECTION. SEE SPECIAL PROVISIONS.
2. THE RESIDENT ENGINEER AND THE CONTRACTOR MUST CHECK THE DISTANCE BETWEEN BACKWALLS AND EXISTING BRIDGE SEAT ELEVATIONS BEFORE FABRICATION DRAWINGS OF THE TRI-CHORD ARE SUBMITTED FOR REVIEW BY THE VTRANS STRUCTURES ENGINEER.

DESIGN:

1. THE FABRICATOR IS RESPONSIBLE FOR THE DESIGN AND FABRICATION OF THIS STRUCTURE.
2. ALL CONNECTIONS NOT DETAILED IN THESE PLANS OR OTHERWISE, SHALL BE DETAILED AND SUBMITTED BY THE FABRICATOR TO THE ENGINEER FOR APPROVAL.
3. THE DESIGN OF THIS STRUCTURE SHALL CONFORM TO THE 'STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS' DATED 1994, ITS LATEST INTERIMS, AND ANY CORRECTIONS OR EDITIONS.
4. ALL MATERIALS AND CONSTRUCTION SHALL CONFORM TO STATE OF VERMONT, AGENCY OF TRANSPORTATION 1990 STANDARD SPECIFICATIONS FOR HIGHWAY AND BRIDGE CONSTRUCTION AND ITS LATEST REVISIONS, AND THE AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, DATED 1996, AND ITS LATEST REVISIONS.
5. THE FOLLOWING LOADS ARE MINIMUMS TO USE FOR DESIGNING:
   DEAD LOAD= 66 LBS/LF PLUS TRI-CHORD WEIGHT PER FOOT

   LIVE LOAD = 425 LBS. MOVING POINT LOAD (2 MEN)
   ICE AND SNOW LOAD ON WATER LINE BOX = 75 POUNDS/LF
   WIND LOAD= 50 LBS/SF
   ICE LOAD 10 LBS/SF
   VELOCITY (V) = 90 MPH
   HEIGHT COEFFICIENT (C)H = 1.10
   DRAG COEFFICIENT (C)D = 1.20
6. ALL CONCRETE SHALL BE 'CONCRETE CLASS B'.
7. ALL REINFORCING STEEL SHALL BE FABRICATED USING PROCEDURES AND TOLERANCES IN ACCORDANCE WITH APPLICABLE PUBLICATIONS OF THE 'CONCRETE REINFORCING STEEL INSTITUTE'.
8. DESIGN, FABRICATION, DELIVERY AND ERECTION OF A PREENGINEERED TRI-CHORD STRUCTURE, INCLUDING FURNISHING AND INSTALLING BEARINGS, ANCHOR BOLTS AND LEVELING PADS, SHALL BE PAID FOR UNDER ITEM 677.10 'OVERHEAD TRAFFIC SIGN SUPPORT, TRI-CHORD (MOD)'.
9. THE PREENGINEERED TRI-CHORD STRUCTURE SHALL BE CAMBERED UPWARD TO OFFSET DESIGN DEAD LOADS SUCH THAT RESIDUAL CAMBER IS ZERO TO THREE INCHES.
10. BEARING AND ANCHOR BOLT LOCATIONS FOR THE TRI-CHORD STRUCTURE SHALL BE DETERMINED BY THE FABRICATOR.

CONSTRUCTION:

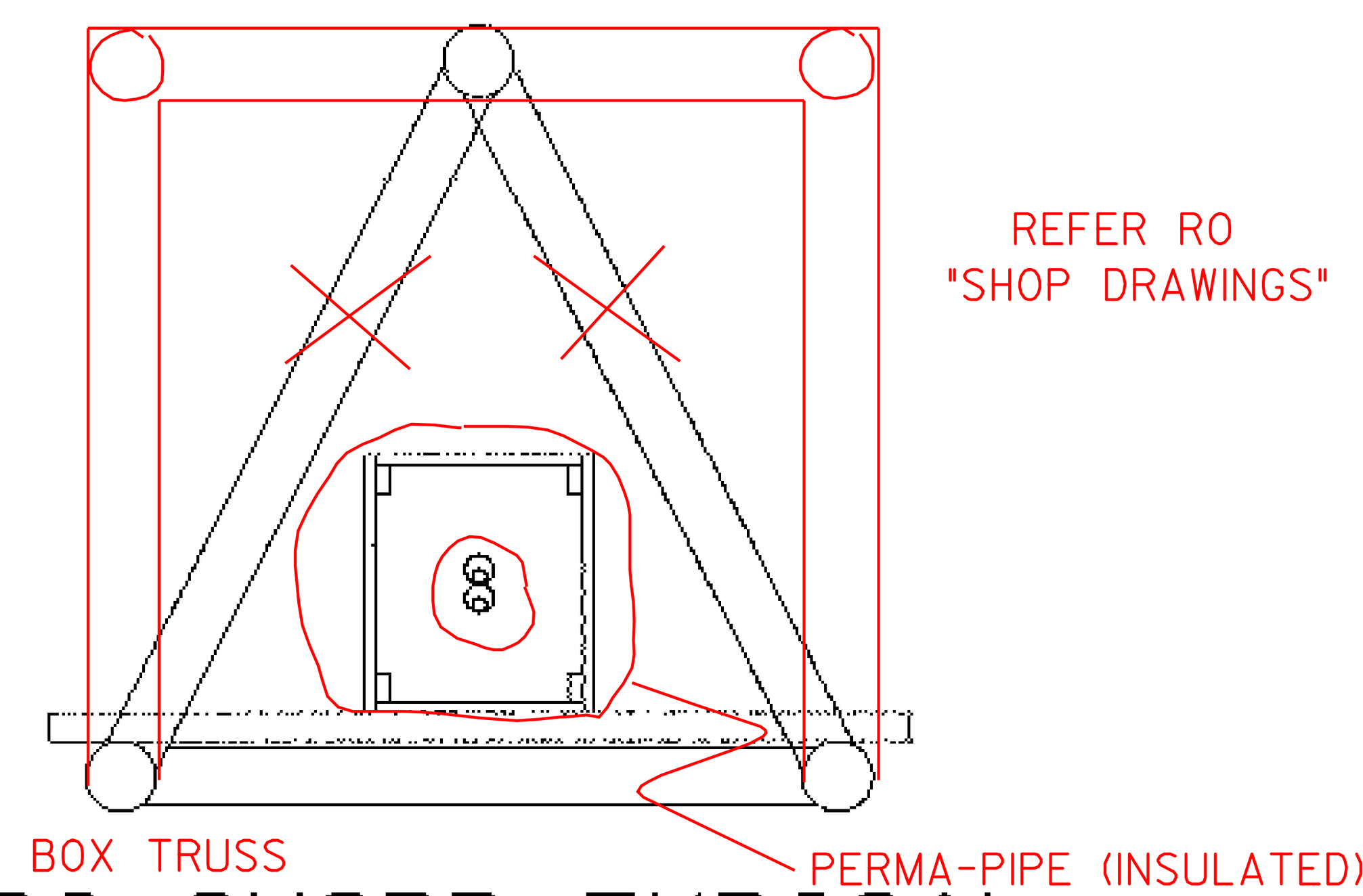
1. MINIMUM COVER FOR REINFORCING STEEL SHALL BE 3' UNLESS OTHERWISE SHOWN.
2. ALL EXPOSED EDGES OF CONCRETE SHALL BE CHAMFERED 1' X 1'.
3. ALL BRIDGE SEATS SHALL BE SLOPED 1/2' PER FOOT EXCEPT UNDER BEARING PLATES WHERE THE SURFACES SHALL BE LEVEL. ABUTMENTS SHALL BE SLOPED FULL WIDTH. PIERS SHALL BE SLOPED EACH WAY FROM CENTER. THE ENTIRE BRIDGE SEAT SHALL BE SMOOTHED WITH EITHER A WOOD OR MAGNESIUM FLOAT FINISH.
4. REINFORCING PLACEMENT TOLERANCES SHALL BE AS FOLLOWS:
   SPACING TOLERANCE = +/- 1'
5. 'WATER REPELLENT' SHALL BE APPLIED TO ALL EXPOSED CONCRETE.
6. ALL REINFORCING STEEL CUT-OFFS SHALL BECOME THE PROPERTY OF THE CONTRACTOR.
7. REMOVAL OF THE EXISTING ACROW VEHICULAR BRIDGE AND ALL ASSOCIATED APPURTENANCES WILL BE PAID FOR UNDER THE ITEM 529.20 'PARTIAL REMOVAL OF STRUCTURE'. SEE SPECIAL PROVISIONS.
8. INSTALLATION AND CUTOVER OF THE TEMPORARY WATER LINE, TEMPORARY SUPPORT AND PROTECTION OF THE EXISTING WATER LINE, REMOVAL OF THE EXISTING WATER LINE AND REINSTALLATION OF THE WATER LINE ON THE NEW TRI-CHORD SHALL BE PAID FOR UNDER ITEM '629.80 RELOCATE WATER LINE' (MOD).
9. THE CONTRACTOR SHALL FIELD VERIFY ALL DIMENSIONS AND ELEVATIONS TO ASSURE PROPER SUPPORT OF THE PREENGINEERED BRIDGE SUPERSTRUCTURE. IF CHANGES ARE REQUIRED, THE CONTRACTOR SHALL SUBMIT REVISIONS TO THE ENGINEER FOR APPROVAL PRIOR TO FABRICATION.

OTHER:

1. ALL MATERIALS: INCLUDING HANGERS, (2) 2 INCH DIAMETER PVC PIPE SLEEVES (ITEM 625.10), (2) 1 INCH DIAMETER PLASTIC WATER PIPES, FLEXIBLE (ITEM 629.32), FROM SERVICE CURB STOP AND BOX TO SERVICE CURB STOP AND BOX, PIPE INSULATION IN BOX, ALONG WITH WORK NECESSARY TO CONSTRUCT A TEMPORARY LOCATION AND HANG A ONE INCH PLASTIC WATERLINE, AND NECESSARY WORK TO CONSTRUCT THE WATERLINE SHALL BE SUBSIDIARY TO THE ITEM 629.80 'RELOCATE WATER LINE (MOD)'. SEE SPECIAL PROVISIONS.
2. THE ITEM 'SHEET MEMBRANE WATERPROOFING (MOD)' WILL BE USED TO WRAP THE WATERLINE BOX. SEE SPECIAL PROVISIONS.
3. THE WATERLINE BOX RUNS FROM BACKWALL TO BACKWALL. ITEM 629.44 'PIPE INSULATION' IS FOR PROJECTING SLEEVES THROUGH BACK WALLS AND TO SERVICE BOX AS DETAILED ON SHEET BR201.
4. THE FABRICATOR IS RESPONSIBLE FOR THE DESIGN OF THE SUPPORT MEMBER AND ATTACHMENTS THAT CARRY THE LOAD OF THE WATERLINE BOX TO THE TRI-CHORD. THE MAXIMUM SPACING OF THIS SUPPORT MEMBER IS FOUR FOOT ON CENTER. THE MINIMUM BEARING WIDTH OF THIS SUPPORT MEMBER UNDER THE WATERLINE BOX IS 4 INCHES. ALL ALUMINUM MEMBERS IN CONTACT WITH CONCRETE SURFACES SHALL BE SEPARATED BY A GASKET MATERIAL. THE COST OF SUPPORT MEMBER, SAID ATTACHMENTS, AND GASKET MATERIALS SHALL BE PAID FOR UNDER ITEM 677.10, 'OVERHEAD TRAFFIC SIGN SUPPORT, TRI-CHORD (MOD)'.
5. THE MINIMUM THICKNESS OF PIPE INSULATION AROUND THE PVC PIPES IS SIX INCHES.

SEQUENCE OF PROJECT

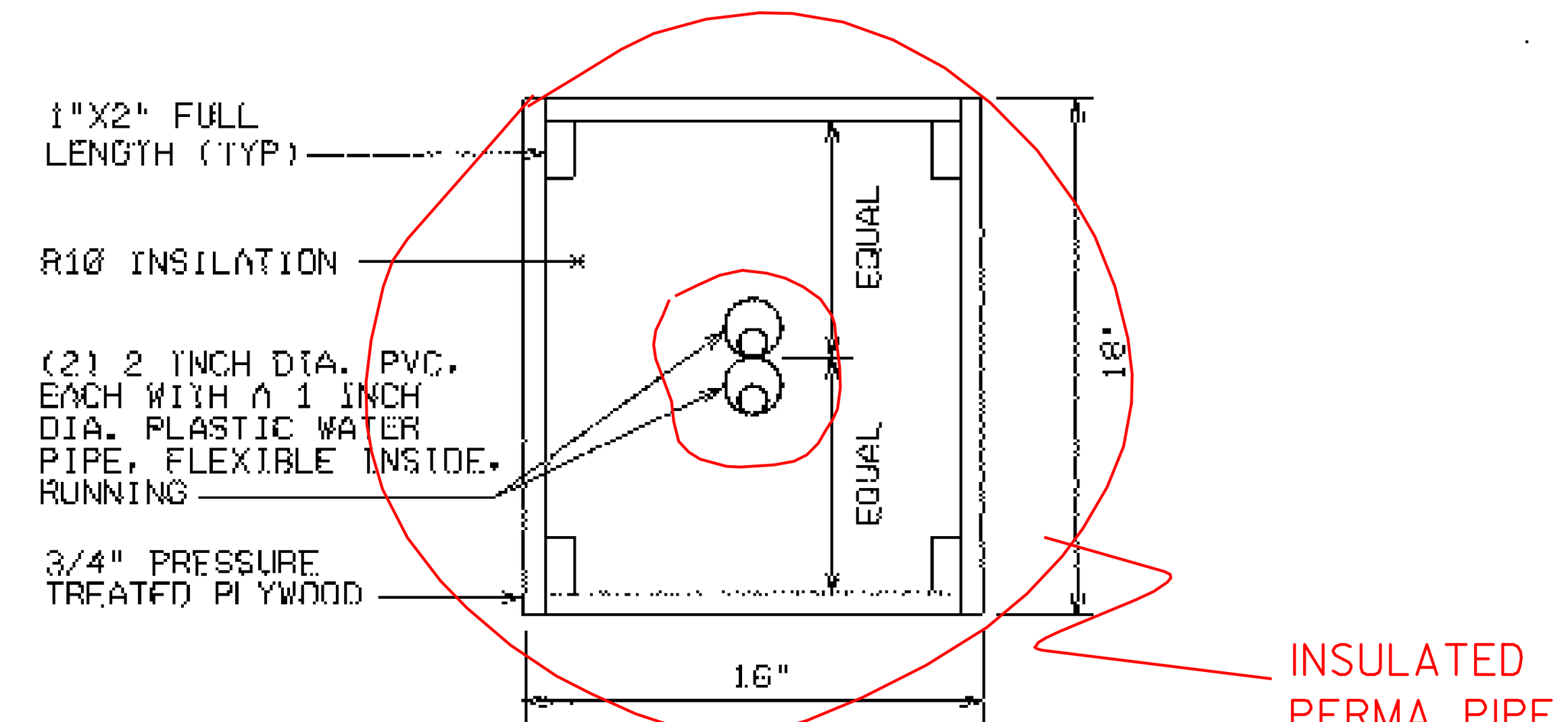
1. CLOSE EXISTING BRIDGE (ACROW).
2. STRING A TEMPORARY WATER LINE AND REROUTE WATER TO THIS LINE.
3. REMOVE ENTIRE EXISTING BRIDGE INCLUDING BEARINGS, ANCHOR BOLTS & ALL APPURTENANCES.
4. DRILL & GROUT DOWELS INTO PIER SEATS. REMOVE ANY DELAMINATED OR SPALLED CONCRETE FROM BRIDGE SEATS.
5. TIE STEEL AND POUR BRIDGE SEATS TO FINISH GRADE ELEVATIONS PROVIDED BY THE FABRICATOR.
6. PLACE ANCHOR BOLTS AND BEARINGS IN PREPARATION TO SET TRI-CHORD STRUCTURE.
7. SET AND SECURE TRI-CHORD STRUCTURE BASED UPON FABRICATOR RECOMMENDATIONS.
8. STRING AND SECURE WATER LINE.
9. INSTALL CHAIN LINK FENCE AT BOTH ABUTMENTS.
10. CLEAN UP AND FINISH WORK.



~~TRI-CHORD~~ TYPICAL

NTS

(STRUCTURE SHOWN FOR CONCEPTUAL PURPOSES ONLY).



1" DIA. WATERLINE INSIDE OF A ~~2"~~ 4 DIA. PVC ENGAPSULATED

IN A 10" PVC OUTER ~~NTS~~ CASING (R-10+ INSULATION

EXISTING STRUCTURE

1. STRUCTURE TYPE TEMPORARY (ACROW) BRIDGE OVERALL LENGTH 240' INVENTORY RATING
2. SPAN LENGTH(S) CENTER TO CENTER OF BEARINGS 120' - 120'
3. CLEAR SPAN LENGTH(S) NORMAL TO STREAM 80' - 80'
4. WATERWAY AREA OF FULL OPENING (NORMAL TO STREAM) 6400 SQ FT VERTICAL CLEARANCE ABOVE STREAMBED 62'
5. WATER SURFACE ELEVATION @ Q 2.33 493.1 FT WATER SURFACE ELEVATION @ Q_{100} 500.8 FT
6. WATER SURFACE ELEVATION AT FLOOD OF RECORD UNKNOWN YEAR 1927 ESTIMATED DISCHARGE UNKNOWN
7. DOES ALL WATER PASS THROUGH EXISTING STRUCTURE YES IF NOT, AT WHAT FREQUENCY AND ELEVATION DOES RELIEF OCCUR N/A
   ADDITIONAL WATERWAY AREA PROVIDED BY RELIEF N/A
8. TYPE OF SUBSTRUCTURE FOUNDATION MATERIAL LEDGE
9. DISPOSITION OF STRUCTURE TO BE REMOVED

NEW STRUCTURE

STRUCTURE GEOMETRY:

1. STRUCTURE TYPE ANNODIZED ALUMINUM TRI-CHORD UTILITY TRUSS OVERALL LENGTH 240'
2. SPAN LENGTH(S) CENTER TO CENTER OF BEARINGS 120' - 120'
3. VERTICAL CLEARANCE ABOVE STREAMBED OR ROAD UNDER 62'
4. CLEAR SPAN LENGTH(S) NORMAL TO STREAM 80' - 80'
5. WATERWAY AREA OF FULL OPENING (NORMAL TO STREAM) 6400 SQ FT
6. ARE PROVISIONS TO BE MADE FOR PUBLIC UTILITIES YES

N/A - NOT APPLICABLE

QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	TOTAL	FINAL
204.20	TRENCH EXCAVATION OF EARTH	CY	20	
204.30	GRANULAR BACKFILL OF STRUCTURES	CY	10	
501.25	CONCRETE, CLASS B	CY	3	
507.15	REINFORCING STEEL	LB	280	
507.16	DRILLING AND GROUTING OF DOWELS	LF	75	
519.20	SHEET MEMBRANE WATERPROOFING (MOD.)	SY	161	
529.20	PARTIAL REMOVAL OF STRUCTURE	EACH	1	
620.13	CHAIN LINK FENCE, 8' HIGH (MOD.)	LF	90	
620.17	GATE FOR CHAIN LINK FENCE, 8' HIGH (MOD)	LF	24	
620.22	BRACING ASSEMBLY FOR CHAIN LINK FENCE, 8' HIGH (MOD)	EACH	16	
629.25	EXTENSION SERVICE BOX AND CURB STOP.	EACH	4	
629.44	PIPE INSULATION	LF	20	
629.80	RELOCATE WATER LINE (MOD.)	EACH	1	
677.10	OVERHEAD TRAFFIC SIGN SUPPORT, TRI-CHORD (MOD.)	EACH	2	

INDEX OF SHEETS:

BR200 GENERAL INFORMATION SHEET
BR201 PLAN & ELEVATION
BR202 BRIDGE DETAILS
BR203 MISCELLANEOUS DETAILS
BR204-BR209 REFERENCE SHEETS: MORETOWN MIDDLESEX BRS 0167-(13)S

STANDARD SHEETS

F2 CHAIN LINK FENCE, TYPE I 06-01-94

	ITEM	NUMBER OF PIECES	SIZE	LENGTH	MARK	TYPE	A	B	C	D	E	F	G	H	J
	10				3P501	NOT	USED								
▲	11	18	5	2'-8"	1P502	STR.									
	12	4	5	3' 9"	1P503	STR.									
△	13	9	5	10'-2"	1P504	STR.									
	14	5	5	6'-8"	1P505	2	3'-0"	3'-8'							
	15	4	5	6'-0"	1P506	2	1'-3"	3'-6'					1'-3"		
	16	9	5	5' 10"	1P508	2	1'-2"	3'-6'					1'-2"		
	17	2	5	2'-4"	1P509	STR.									



REINFORCING SCHEDULE

NOTES:

1. *UNLESS OTHERWISE DESIGNATED, ALL BAR REINFORCEMENT FOR CONCRETE IN SIZES UP TO AND INCLUDING NO. 18 SHALL CONFORM TO THE REQUIREMENTS OF THE "SPECIFICATIONS FOR DEFORMED BILLET-STEEL BARS FOR CONCRETE REINFORCEMENT", AASHTO M 31 (ASTM A 615-S1). ALL BARS SHALL BE GRADE 60, UNLESS OTHERWISE DESIGNATED.*
2. *FOR TYPICAL BENDING DETAILS, RECOMMENDED PIN DIAMETER "D" OF BENDS AND HOOKS AND OTHER STANDARD PRACTICE SEE CURRENT CONCRETE REINFORCING STEEL INSTITUTE "MANUAL OF STANDARD PRACTICE".*
3. *BARS WHICH REQUIRE MORE ACCURATE BENDING THAN STANDARD PRACTICES SHOULD HAVE LIMITS INDICATED.*
4. *ALL DIMENSIONS ARE OUT TO OUT OF BAR EXCEPT "A" AND "G" ON STANDARD 180° AND 135° HOOKS.*
5. *"J" DIMENSION ON 180° HOOKS TO BE SHOWN ONLY WHERE NECESSARY TO RESTRICT HOOK SIZE. OTHERWISE STANDARD HOOKS ARE TO BE USED.*
6. *"H" DIMENSION ON STIRRUPS TO BE SHOWN ONLY WHEN NECESSARY TO MAINTAIN CLEARANCES.*
7. *WHERE SLOPE DIFFERS FROM 45° DIMENSIONS "H" AND "K" MUST BE SHOWN.*

▲ *DENOTES BARS TO BE CUT IN FIELD.*
△ *DENOTES TWO EXTRA BARS ADDED FOR TESTING PURPOSES.*

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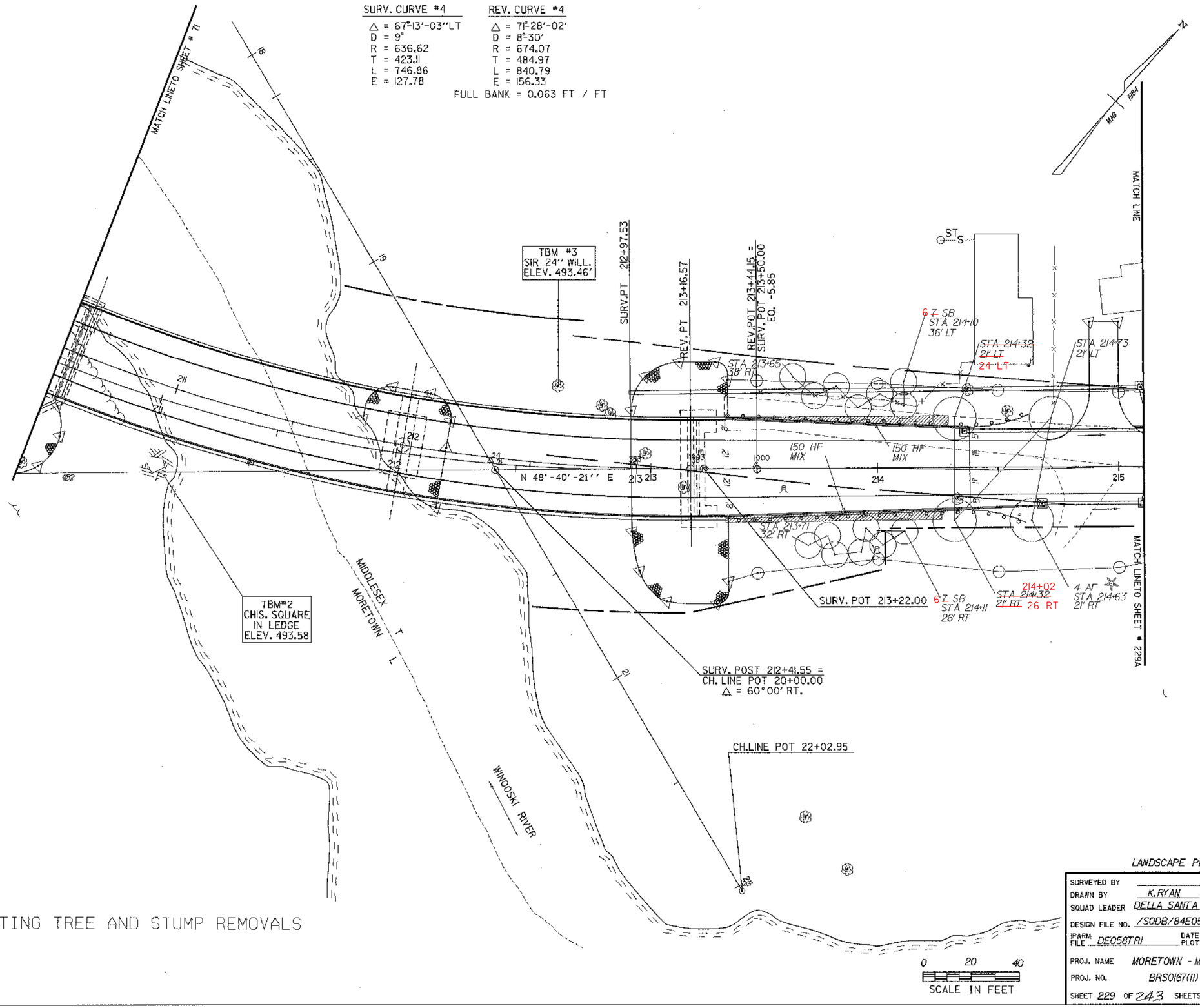
STATE OF VERMONT
AGENCY OF TRANSPORTATION

TOWNS OF MORETOWN - MIDDLESEX	BRIDGE NO. 8	
	LOG STA.	
ROUTE NUMBER VT 100B	SURV. STA.	
WATER LINE OVER WINOOSKI RIVER		
GENERAL INFORMATION SHEET		
DESIGNED BY J.P. SPILAK	DRAWN BY STR1	
CHECKED BY S. FARNSWORTH DATE 6/98	BRIDGE DESIGN SUPERVISOR S. FARNSWORTH	DATE 6/98
PROJECT MORETOWN - MIDDLESEX	PROJECT NO. BRS 0167-(11)	
	DATE 6/23/98	
BRIDGE SHEET NO. BR200	SHEET 225 OF 243	

SURV. CURVE #4	REV. CURVE #4
△ = 67°-13'-03"LT	△ = 71°-28'-02'
D = 9°	D = 8°-30'
R = 636.62	R = 674.07
T = 423.11	T = 484.97
L = 746.86	L = 840.79
E = 127.78	E = 156.33

FULL BANK = 0.063 FT / FT



LEGEND

- NEW TREE
- NEW SHRUB
- PERENNIAL PLANTING AREA

NOTE: SEE LAYOUT SHEETS FOR EXISTING TREE AND STUMP REMOVALS

DATUM
VERTICAL NGVD 1929
HORIZONTAL N/A

LANDSCAPE PLAN

SURVEYED BY _____ DATE _____
DRAWN BY K.RYAN DATE 2/00
SQUAD LEADER DELLA SANTA
DESIGN FILE NO. /SODB/84E058/DE058.DGN
IPARM FILE DE058TRI DATE PLOTTED 17-FEB-2000
PROJ. NAME MORETOWN - MIDDLESEX
PROJ. NO. BRS0167(11)
SHEET 229 OF 243 SHEETS

MATCH LINE TO SHEET # 229B

RTE 2 CURVE DATA
△ = 5°-54'-00" RT
D = 15°
R = 381.97
T = 185.89
L = 346.00
E = 42.83

ML POT 217+04.02=
US 2 POC 12+00
△ 90° TANGENT TO CURVE

PT 13+34.00

PC 9+88.00

STA.14+22 22' RT

STA.13+82 22' RT 83 23

STA.13+21 22' RT 24 23

STA.12+20 29 22' RT 16

STA 12+87 23 RT

48 DAY LILLIES

STA.11+31 22' RT 44

11+00 STA.10+85 21' RT

7 AT STA.10+14 19' RT 24

STA.10+22 21' LT 30 25 24

2 AT STA.9+90 23' LT

9 AT STA.10+87 22' LT

STA 11+52 33' LT

STA.11+36 21' LT 33 22

STA.11+67 39' LT 48 47

STA 13+23 63 LT

487 DAY LILLIES

800 HO

SURV PT 215+40.02

STA.215+56 21' LT

STA.215+15 22' LT 19

SURV PC 215+39.83

65 DAY LILLIES

STA.216+32 21' RT 43 36

STA.215+86 21' RT 78

PI 215+91.85= 215+88.00

STA.215+59 21' RT 51

STA.215+19 22' RT

U.S 2 PI 11+73.89 = 11+48.11

TBM #4
SIR 12" ASH
ELEV. 511.73'

N 69°-54' W

S 58°-12' W

N 18°-38'-06" E

N 48°-49'-21" E

AER E&T

SIGN

MATCH LINE

MATCH LINE TO SHEET # 229

VT. RTE. 100 B
CURVE #5
△ = 38°-04'-15" LT
D = 38°
R = 150.778
T = 52.02
L = 100.186
E = 8.72
FULL BANK = 0.021FT / FT

LEGEND

NEW TREE

PERENNIAL PLANTING AREA

NOTE: SEE LAYOUT SHEETS FOR EXISTING TREE & STUMP REMOVALS

DATUM
VERTICAL NGVD 1929
HORIZONTAL N/A

0 20 40
SCALE IN FEET

LANDSCAPE PLAN

SURVEYED BY _____ DATE _____
DRAWN BY K.RYAN DATE 2/00
SQUAD LEADER DELLA SANTA
DESIGN FILE NO. /SQDB/84E058/DE058.DGN
IPARM FILE DE058TR2 DATE PLOTTED 17-FEB-2000
PROJ. NAME MORETOWN - MIDDLESEX
PROJ. NO. BRS0167(11)
SHEET 229A OF 243 SHEETS

MATCH LINE TO SHEET # 71

METHODIST CHURCH

VT 100B

U.S. ROUTE 2

MAG 1994

U.S. 2 APPROACH 16+63
END CONSTRUCTION

ACER FREEMANI "JEFFERSON"
DECIDUOUS TREES

MIDDLESEX TOWN HALL

16'

12'

12'

2 AF
STA 15+63
20' RT

STA 15+32
20' RT

MATCH LINE TO SHEET # 229A

0 20 40
SCALE IN FEET

LEGEND

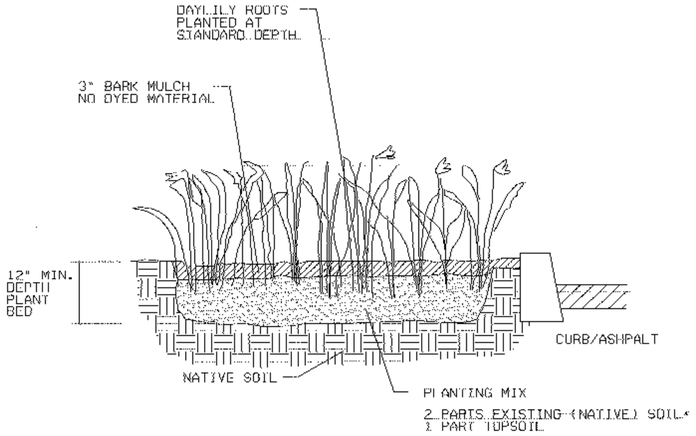
NEW TREE

NOTE: FOR ADDITIONAL PLANTING LOCATIONS REFER TO THE BARRIER DETAIL (SHEET 183).

DATUM
VERTICAL
HORIZONTAL

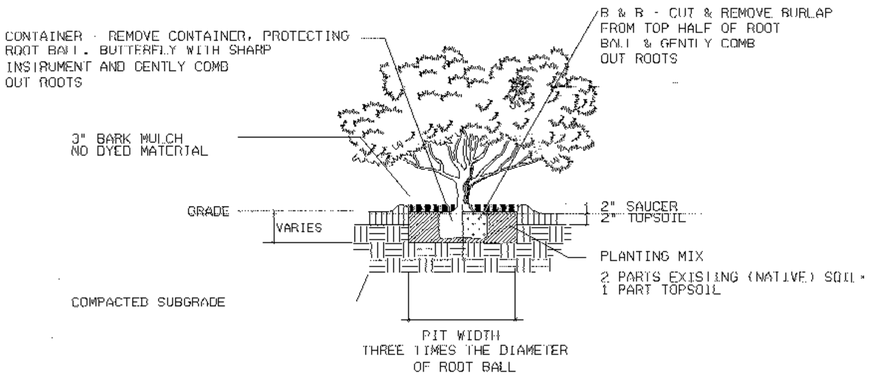
LANDSCAPE PLAN

SURVEYED BY _____ DATE _____
DRAWN BY K. RYAN DATE 2/00
SQUAD LEADER DELLA SANTA
DESIGN FILE NO. /SQDB/84E058/DE058.DGN
PARM FILE DE058TR3 DATE PLOTTED 17-FEB-2000
PROJ. NAME MORETOWN-MIDDLESEX
PROJ. NO. BRS 0167(11)
SHEET 229B OF 243 SHEETS



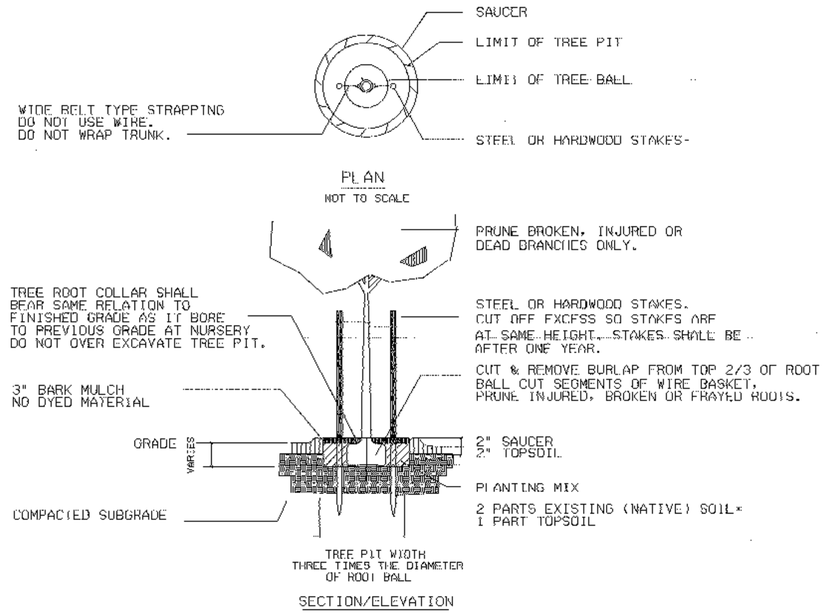
PERENNIAL PLANTING DETAIL

NOT TO SCALE



SHRUB INSTALLATION DETAIL

NOT TO SCALE



TYPICAL TREE PLANTING

NOT TO SCALE

* IF THE NATIVE SOIL FOUND IN PLANT PIT AREA IS CONSIDERED BY THE RESIDENT ENGINEER TO BE UNSUITABLE FOR PLANTING MIX, THE CONTRACTOR SHALL SUBSTITUTE TOPSOIL FOR THE TWO PARTS EXISTING SOIL.

PLANTING SCHEDULE

ABBREVIATION	QUANTITY	ITEM NUMBER	BOTANICAL NAME	COMMON NAME	SIZE	REMARKS
			TREES			
A.F.	22	656.30	ACER FREEMANII "JEFFERSRED"	AUTUMN BLAZE MAPLE	3-3 1/2" CAL.	CLEAR STEM TO 6 FT.
A.T.	2	656.30	ACER TRUNCATUM, SUBSP. MONO	PAINTED MAPLE	3-3 1/2" CAL.	CLEAR STEM TO 6 FT.
W.B.	3	656.30	BETULA PAPYRIFERA CLUMP	WHITE BIRCH CLUMP	10-12'	THREE STEM MIN.
			SHRUBS			
S.B.	~~14~~ 12	656.35	AMELANCIER CANADENSIS	SHADBLOW	6-8'	B&B - MULTI-STEM
G.L.S.	14	656.35	RHUS AROMATICA 'GRO-LOW'	GRO-LOW SUMAC	12-18"	B&B OR CONT.
			PERENNIALS			
H.O.	~~200~~ 600	656.40	HEMMEROCALLIS - STELLA DEORO	STELLA D'ORO DAYLILLY	ROOTS 3-5 EYE DIVISION	FIELD GROWN
H.F.			HEMMEROCALLIS	COMMON DAYLILLY	ROOTS 3-5 EYE DIVISION	
	100	656.40	FLAVA	NATIVE LEMON LILY	ROOTS	FIELD GROWN
	200	656.40	FULVA	NATIVE ORANGE LILY	ROOTS	FIELD GROWN

LANDSCAPE DETAILS

SURVEYED BY _____ DATE _____
DRAWN BY K.RYAN DATE 2/00
SQUAD LEADER DELLA SANTA
DESIGN FILE NO. /SQDB/84E058/de058dtl.dgn
IPARM FILE de058dtl DATE PLOTTED 25-APR-2000
PROJ. NAME MORETOWN - MIDDLESEX
PROJ. NO. BRS0167(11)
SHEET 229C OF 243 SHEETS