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PROJECT NAME & NUMBER TYPE PAVEMENT AREA  
E. MONTPELIER-CALAIS S0243(1) SINGLE TACK COAT REFINED TAR & BLADE MIX PEA STONE SEAL WITH CUTBACK ASPHALT. 35,904 s.y.

## RECORD PLANS MATERIALS

SUB-BASE OF GRAVEL - PARTLOW PIT - RIVERTON, VERMONT.  
PEA STONE - CALEDONIA SAND & GRAVEL CO. - PLAINFIELD, VERMONT.  
REFINED TAR - KOPPERS CO. - EVERETT, MASS. & E. PROVIDENCE, R.I.  
CUTBACK ASPHALT - MOBIL OIL CO. - EAST PROVIDENCE, R.I.  
REINFORCED CONCRETE PIPE - VERMONT CONCRETE PIPE CO. - WINDSORVT.  
ASPH. CTD. CORR. GALV. METAL PIPE - NORTHEASTERN CULVERT CORP.  
6" PERF. ASPH. CTD. CORR. GALV. MET. UNDERDRAIN - WESTMINSTER, VT.  
PLANK GUARD RAIL - S. I. GRISWOLD CO. INC. - ESSEX JUNCTION, VT.  
CONTRACTOR - GOSS DOWNING CONST. CO. CONTRACT DATED - MAY 8, 1959.  
RESIDENT ENGINEER - H.A. HEALD. CONTRACT STARTED - MAY 14, 1959.  
RECORD PLANS - A.G. SPIDLE. CONTRACT COMPLETED - JULY 22, 1960.  
CONTRACT ACCEPTED - JULY 22, 1960.

## STATE OF VERMONT DEPARTMENT OF HIGHWAYS

### Proposed Improvement

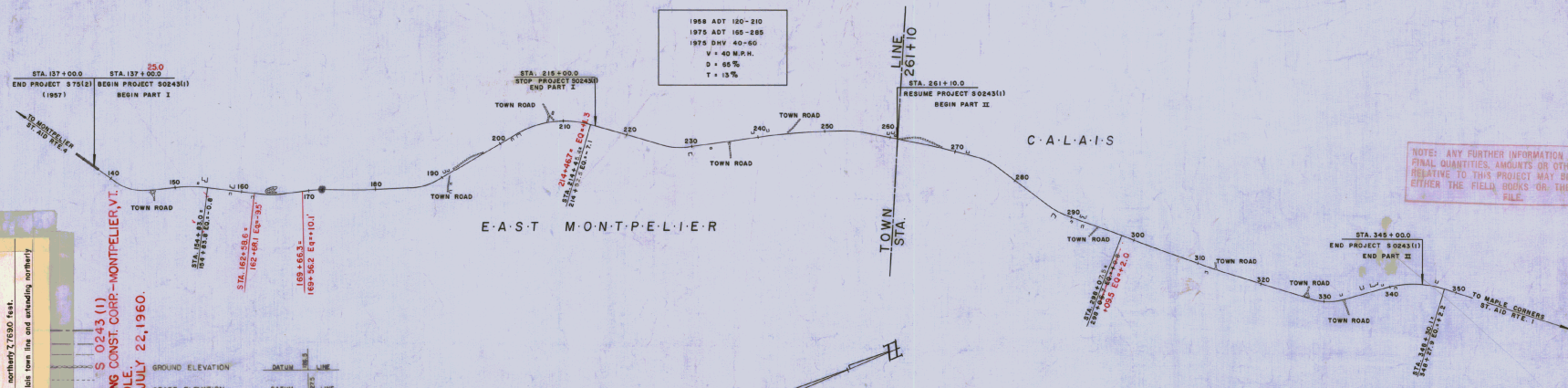
FEDERAL AID  
SECONDARY PROJECT

## TOWNS OF EAST MONTPELIER-CALAIS COUNTY OF WASHINGTON STATE AID ROUTES # 4 & # 1 MONTPELIER-MAPLE CORNERS RD.

PART 1: BEGINNING AT A POINT APPROXIMATELY 2.35 MILES SOUTHERLY OF THE  
E. MONTPELIER-CALAIS TOWN LINE AND EXTENDING NORTHERLY 7,792.1 FT. = 1.471 MI.

PART 2: BEGINNING AT THE E. MONTPELIER-CALAIS TOWN LINE AND EXTENDING  
NORTHERLY 8,390.8 FT. = 1.589 MI.

LENGTH OF PART 1: 7,792.1 FT. = 1.471 MI.  
LENGTH OF PART 2: 8,390.8 FT. = 1.589 MI.  
LENGTH OF PROJECT: 16,182.9 FT. = 3.060 MI.



NOTE: ANY FURTHER INFORMATION CONCERNING  
FINAL QUANTITIES, AMOUNTS OR OTHER DETAILS  
RELATIVE TO THIS PROJECT MAY BE OBTAINED  
EITHER THE FIELD BOOKS OR THE ESTIMATE  
FILE.

|                 |                                                                                                                                     |
|-----------------|-------------------------------------------------------------------------------------------------------------------------------------|
| PROJECT         | EAST MONTPELIER-CALAIS                                                                                                              |
| SECTION         | S 0243(1)                                                                                                                           |
| TYPE            | SINGLE TACK COAT OF REFINED TAR & BLADE MIX PEA STONE SEAL WITH CUTBACK ASPHALT.                                                    |
| CONTRACTOR      | GOSS DOWNING CONSTRUCTION CORP.                                                                                                     |
| LOCATION        | MONTPELIER, VERMONT.                                                                                                                |
| LOCATION PART 1 | Beginning at a point approximately 2.35 miles southerly of the E. Montpelier-Calais town line and extending northerly 2,792.1 feet. |
| PART 2          | Beginning at the E. Montpelier-Calais town line and extending northerly 8,390.8 feet.                                               |

EAST MONTPELIER-CALAIS S 0243(1)  
CONTRACTOR-GOSS DOWNING CONST. CORP.-MONTPELIER, VT.  
RECORD PLANS-A.G. SPIDLE.  
CONTRACT COMPLETED-JULY 22, 1960.

|                       |          |      |
|-----------------------|----------|------|
| GROUND ELEVATION      | DATUM    | FEET |
| GRADE ELEVATION       | DATUM    | FEET |
| CURVE DATA            |          |      |
| DEFLECTION OF ANGLE   | Δ        |      |
| DEGREE OF CURVE       | D        |      |
| RADIUS OF CURVE       | R        |      |
| TANGENT DISTANCE      | T        |      |
| LENGTH OF CURVE       | L        |      |
| EXTERNAL DISTANCE     | E        |      |
| POINT OF INTERSECTION | P.I.     |      |
| POINT OF CURVE        | P.C.     |      |
| POINT OF TANGENT      | P.T.     |      |
| POINT ON TANGENT      | P.O.T.   |      |
| POINT ON SUB-TANGENT  | P.O.S.T. |      |

### SCALES

|                    |           |
|--------------------|-----------|
| TITLE              | 1" = 800' |
| TYPICAL            | 1" = 2'   |
| PLAN               | 1" = 50'  |
| PROFILE HORIZONTAL | 1" = 50'  |
| PROFILE VERTICAL   | 1" = 10'  |
| GROSS SECTIONS     | 1" = 9'   |

THESE PLANS ARE SUBJECT TO SUCH REVISIONS AS MAY BE  
REQUIRED BY THE BUREAU OF PUBLIC ROADS OR THE COMMISSIONER  
OF HIGHWAYS.  
CONSTRUCTION IS TO BE CARRIED ON IN ACCORDANCE WITH  
THE PLANS AND THE STANDARD SPECIFICATIONS FOR HIGHWAY AND BRIDGE  
CONSTRUCTION OF JANUARY 1956 SUBMITTED TO THE BUREAU OF  
PUBLIC ROADS AS APPROVED JULY 5, 1956, INCLUDING ALL SUBSEQUENT  
APPROVED REVISIONS AND SUCH REVISED SPECIFICATIONS AND SPECIAL  
PROVISIONS AS ARE SAME WITH THE PLANS.

DEPARTMENT OF COMMERCE  
BUREAU OF PUBLIC ROADS

|                   |                |
|-------------------|----------------|
| APPROVED          |                |
| DISTRICT ENGINEER | DATE           |
| PROJECT           | S NO. 0243(1)  |
| SHEET             | 1 OF SHEETS 68 |

|                                                       |                                                           |                                                     |                                                       |                                        |                                              |
|-------------------------------------------------------|-----------------------------------------------------------|-----------------------------------------------------|-------------------------------------------------------|----------------------------------------|----------------------------------------------|
| APPROVED<br>RESIDENT ENGINEER<br>DATE: Sept. 19, 1959 | APPROVED<br>CONSTRUCTION ENGINEER<br>DATE: Sept. 22, 1959 | APPROVED<br>BRIDGE ENGINEER<br>DATE: Sept. 19, 1959 | APPROVED<br>DISTRICT ENGINEER<br>DATE: Sept. 17, 1958 | APPROVED<br>INSPECTOR<br>DATE: 4/19/58 | APPROVED<br>ENGINEER<br>DATE: Sept. 22, 1959 |
|-------------------------------------------------------|-----------------------------------------------------------|-----------------------------------------------------|-------------------------------------------------------|----------------------------------------|----------------------------------------------|

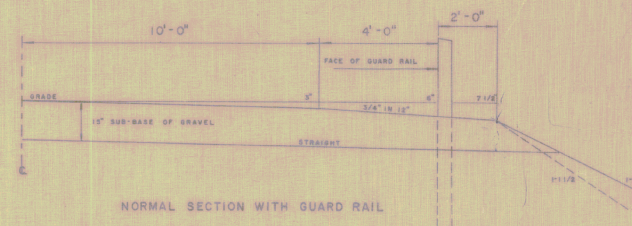
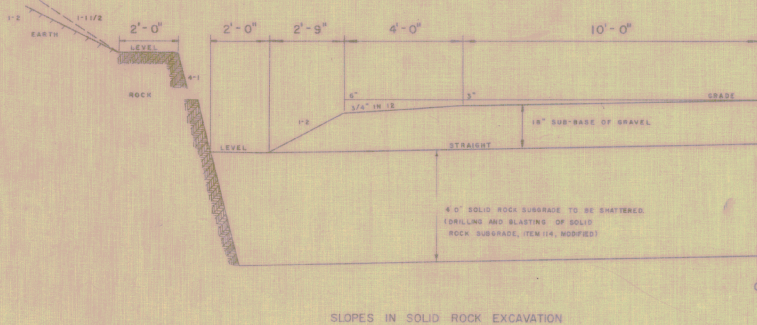
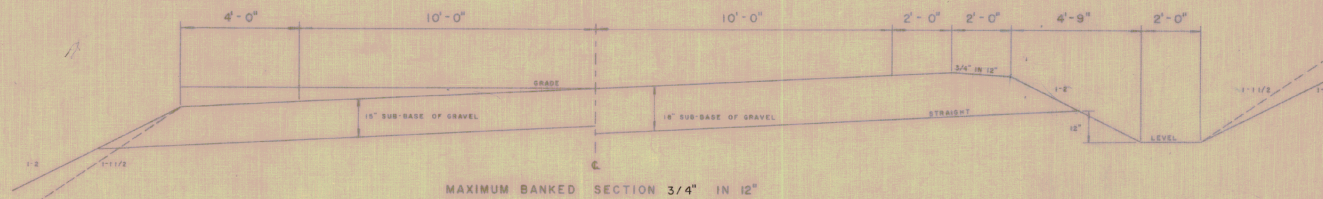
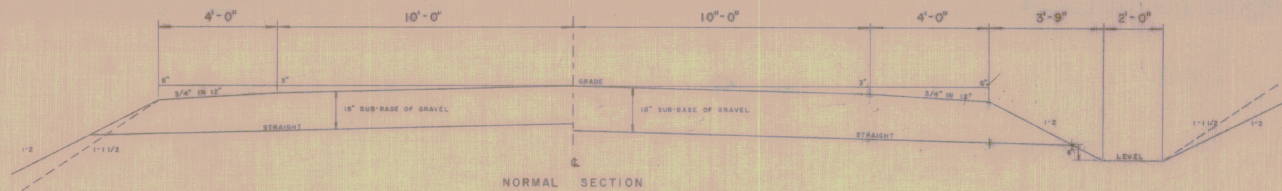






# TYPICAL SECTIONS

SINGLE TACK COAT OF REFINED TAR  
AND BLADE MIX PEA STONE SEAL  
WITH CUTBACK ASPHALT. ITEM 317  
(15" & 18") SUB-BASE OF GRAVEL ITEM 201-A  
CONSTRUCTED AS DESIGNED



GENERAL NOTES  
WOOD HARKER POSTS, ITEM 848-C,  
TO BE PLACED AS DIRECTED BY THE ENGINEER  
WINTER RYE, ITEM 610 1200 LBS PER ACRE  
TO BE USED ON EARTH SLOPES AS DIRECTED BY THE ENGINEER  
SEEDING, ITEM 64 TO BE USED AS DIRECTED BY THE ENGINEER  
FORMULA  
CREEPING RED PEGUE 10 LBS PER ACRE  
RED TOP 5 LBS PER ACRE  
KENTUCKY BLUE GRASS 30 LBS PER ACRE  
DUTCH WHITE CLOVER 5 LBS PER ACRE  
TOTAL 50 LBS PER ACRE  
COMMERCIAL FERTILIZER FOR GRASSES, ITEM 615,  
FORMULA 10-10-10, TO BE USED WITH SEEDING, ITEM 64,  
AS DIRECTED BY THE ENGINEER  
MULCH, ITEM 622,  
TO BE PLACED ON ALL EARTH SLOPES



# QUANTITY SHEET

STATE OF VERMONT DEPARTMENT OF HIGHWAYS

EAST MONTPELIER - CALAIS PROJECT NO. 5 - 0243(1)

SUMMARY SHEET NO. 3 OF 68 19 58

| APPROXIMATE SUMMARY OF QUANTITIES |                           |                    |                                |       |                                                                                                                           |
|-----------------------------------|---------------------------|--------------------|--------------------------------|-------|---------------------------------------------------------------------------------------------------------------------------|
| R. O. W.                          | PART 1<br>(E. MONTPELIER) | PART 2<br>(CALAIS) | QUANTITIES<br>CUMULATIVE TOTAL | UNIT  | ITEMS                                                                                                                     |
|                                   | 10,800                    | 5,800              | 16,600                         | c.y.  | Common Excavation                                                                                                         |
|                                   | 2,900                     | 5,800              | 8,700                          | c.y.  | Solid Rock Excavation                                                                                                     |
|                                   | 8,200                     | 3,500              | 11,700                         | c.y.  | Borrow (incl. 535 cy overrun Part 1)<br>(incl. 805 cy overrun Part 2)                                                     |
|                                   | 700                       | 1,300              | 2,000                          | c.y.  | Trench Excavation of Earth                                                                                                |
|                                   | 300                       | 500                | 800                            | c.y.  | Trench Excavation of Rock (Estimated 766 cy Part 1)<br>(incl. 45 cy overrun Part 2)                                       |
|                                   | 1                         | 1                  | 1                              | i.s.  | Clearing and Grubbing                                                                                                     |
|                                   | 14                        | 16                 | 30                             | day   | Roadway Patrol Maintenance                                                                                                |
|                                   | 140                       | 160                | 300                            | M/gal | Bust Control                                                                                                              |
|                                   | 1,300                     | 2,300              | 3,600                          | s.x.  | Drilling & Blasting of Solid Rock Subgrade (Modified)<br>(incl. 38 cy overrun - Part 1)<br>(incl. 38 cy overrun - Part 2) |
|                                   | 10                        | 10                 | 20                             | hr.   | Bulldozer Rental (Estimated)                                                                                              |
|                                   | 14,100                    | 14,400             | 28,500                         | c.y.  | Sub-base of Gravel                                                                                                        |
|                                   | 141,000                   | 144,400            | 285,400                        | cy/m  | Gravel Overhaul (Modified)                                                                                                |
|                                   | 50                        | 50                 | 100                            | c.y.  | Gravel Backfill (incl. 50 cy Estimated Part 1)<br>(incl. 51 cy overrun Part 2)                                            |
|                                   | 2,820                     | 2,880              | 5,700                          | c.y.  | Stripping of Gravel Pits                                                                                                  |
|                                   | 15,400                    | 20,300             | 35,700                         | gal.  | Single Thick Coat of Refined Tar and Blade Mix<br>Hot Stone Seal with Cutback Asphalt                                     |
|                                   | 30                        | 35                 | 65                             | c.y.  | Cement Rubble Masonry (incl. 3.2 cy overrun Part 1)<br>(incl. 90.9 cy overrun Part 2)                                     |
|                                   | 172                       | 172                | 172                            | i.f.  | 18" Reinf. Concrete Pipe (incl. 80 i.f. overrun Part 1)<br>(incl. 84 i.f. overrun Part 2)                                 |
|                                   | 140                       | 234                | 374                            | i.f.  | 18" Reinf. Concrete Pipe (incl. 87 i.f. overrun Part 1)<br>(incl. 84 i.f. overrun Part 2)                                 |
|                                   | 60                        | 64                 | 124                            | i.f.  | 24" Reinf. Concrete Pipe                                                                                                  |
|                                   | 60                        | 60                 | 120                            | i.f.  | 36" Reinf. Concrete Pipe                                                                                                  |
|                                   | 56                        | 56                 | 112                            | i.f.  | 42" Reinf. Concrete Pipe                                                                                                  |
|                                   | 72                        | 72                 | 144                            | i.f.  | 48" Reinf. Concrete Pipe                                                                                                  |
|                                   | 224                       | 256                | 480                            | i.f.  | 18" Asph. Ctd. Corr. Galv. Metal Pipe (incl. 80 i.f. overrun Part 1)<br>(incl. 84 i.f. overrun Part 2)                    |
|                                   | 182                       | 128                | 310                            | i.f.  | 18" Asph. Ctd. Corr. Galv. Metal Pipe (incl. 80 i.f. overrun Part 1)<br>(incl. 84 i.f. overrun Part 2)                    |
|                                   | 188                       | 188                | 376                            | i.f.  | 24" Asph. Ctd. Corr. Galv. Metal Pipe                                                                                     |
|                                   | 56                        | 56                 | 112                            | i.f.  | 48" Asph. Ctd. Corr. Galv. Metal Pipe                                                                                     |
|                                   | 100                       | 100                | 200                            | i.f.  | Relaying Pipe Culverts (Part 1 Estimated)<br>(Part 2 44 i.f. overrun)                                                     |
|                                   | 1,000                     | 1,300              | 2,300                          | i.f.  | 6" Perf. Asph. Ctd. Corr. Galv. Metal Underdrain<br>(Modified) (Estimated)                                                |
|                                   | 32                        | 64                 | 96                             | i.f.  | Plank Guard Rail w/Preservative Treatment                                                                                 |
|                                   | 205                       | 235                | 440                            | each  | Wood Guide Posts (incl. 2 ea. overrun Part 1)<br>(incl. 3 ea. overrun Part 2)                                             |
|                                   | 25                        | 25                 | 50                             | each  | Wood Marker Posts (incl. 9 ea. overrun Part 1)<br>(incl. 9 ea. overrun Part 2)                                            |
|                                   | 2                         | 2                  | 4                              | each  | Erection of Project Markers                                                                                               |
|                                   | 500                       | 450                | 950                            | lb.   | Winter Bye                                                                                                                |
|                                   | 50                        | 50                 | 100                            | lb.   | Seeding (Estimated)                                                                                                       |
|                                   | 100                       | 100                | 200                            | lb.   | Commercial Fertilizer for Grasses (Estimated)                                                                             |
|                                   | 10                        | 10                 | 20                             | c.y.  | Topsoil (Estimated)                                                                                                       |
|                                   | 8                         | 7                  | 15                             | ton   | Mulch (Modified)                                                                                                          |

| PART 1 (E. MONTPELIER)                                                             |      |                                                      |
|------------------------------------------------------------------------------------|------|------------------------------------------------------|
| QUANTITIES                                                                         | UNIT | ITEMS                                                |
| COMMON EXCAVATION                                                                  |      |                                                      |
| 10,507                                                                             | c.y. | Roadway (incl. 678 cy overrun)                       |
| 228                                                                                | c.y. | Approaches (incl. 18 cy overrun)                     |
| 25                                                                                 | c.y. | Drives (incl. 3 cy overrun)                          |
| 10,800                                                                             | c.y. | Total                                                |
| SOLID ROCK EXCAVATION                                                              |      |                                                      |
| 2,793                                                                              | c.y. | As per Sections                                      |
| 186                                                                                | c.y. | 15% Unavoidable Overbreakage                         |
| 91                                                                                 | c.y. | Boulders (Estimated)                                 |
| 2,900                                                                              | c.y. | Total                                                |
| TRENCH EXCAVATION OF EARTH                                                         |      |                                                      |
| 367                                                                                | c.y. | Pipe Culverts (Designed)                             |
| 84                                                                                 | c.y. | Pipe Culverts (Estimated)                            |
| 250                                                                                | c.y. | Side Underdrain (Estimated)                          |
| 700                                                                                | c.y. | Total                                                |
| SUB-BASE OF GRAVEL                                                                 |      |                                                      |
| 13,270                                                                             | c.y. | Roadway (incl. 514 cy overrun)                       |
| 637                                                                                | c.y. | Approaches (incl. 50 cy overrun)                     |
| 123                                                                                | c.y. | Turnout Sts. 209+00 - 211+50 (incl. 8 cy overrun)    |
| 70                                                                                 | c.y. | Drives (incl. 5 cy overrun)                          |
| 14,100                                                                             | c.y. | Total                                                |
| SINGLE THICK COAT OF REFINED TAR AND BLADE MIX-PEA STONE SEAL WITH CUTBACK ASPHALT |      |                                                      |
| 17,379                                                                             | gal. | Roadway (incl. 920 gal. overrun)                     |
| 303                                                                                | gal. | Approaches (incl. 20 gal. overrun)                   |
| 180                                                                                | gal. | Drives (incl. 9 gal. overrun)                        |
| 332                                                                                | gal. | Turnout Sts. 209+00 - 211+50 (incl. 16 gal. overrun) |
| 18,000                                                                             | gal. | Total                                                |

| PART 2 (CALAIS)                                                                    |      |                                    |
|------------------------------------------------------------------------------------|------|------------------------------------|
| QUANTITIES                                                                         | UNIT | ITEMS                              |
| COMMON EXCAVATION                                                                  |      |                                    |
| 5,800                                                                              | c.y. | Roadway (incl. 988 cy overrun)     |
| 189                                                                                | c.y. | Approaches (incl. 12 cy overrun)   |
| 5                                                                                  | c.y. | Drives (incl. 3 cy overrun)        |
| 5,800                                                                              | c.y. | Total                              |
| SOLID ROCK EXCAVATION                                                              |      |                                    |
| 5,812                                                                              | c.y. | As per Sections                    |
| 281                                                                                | c.y. | 15% Unavoidable Overbreakage       |
| 7                                                                                  | c.y. | Boulders (Estimated)               |
| 5,900                                                                              | c.y. | Total                              |
| TOTAL EXCAVATION OF EARTH                                                          |      |                                    |
| 530                                                                                | c.y. | Pipe Culverts (Designed)           |
| 116                                                                                | c.y. | Pipe Culverts (Estimated)          |
| 850                                                                                | c.y. | Side Underdrain (Estimated)        |
| 1,500                                                                              | c.y. | Total                              |
| SUB-BASE OF GRAVEL                                                                 |      |                                    |
| 19,680                                                                             | c.y. | Roadway (incl. 769 cy overrun)     |
| 635                                                                                | c.y. | Approaches (incl. 31 cy overrun)   |
| 85                                                                                 | c.y. | Drives (incl. 5 cy overrun)        |
| 14,400                                                                             | c.y. | Total                              |
| SINGLE THICK COAT OF REFINED TAR AND BLADE MIX-PEA STONE SEAL WITH CUTBACK ASPHALT |      |                                    |
| 18,895                                                                             | gal. | Roadway (incl. 1177 gal. overrun)  |
| 1,140                                                                              | gal. | Approaches (incl. 53 gal. overrun) |
| 265                                                                                | gal. | Drives (incl. 12 gal. overrun)     |
| 20,300                                                                             | gal. | Total                              |

| TYPE OF CONSTRUCTION   |            |                 |  |  |           |       |
|------------------------|------------|-----------------|--|--|-----------|-------|
| STATIONS               |            | PAVEMENT WIDTHS |  |  | EQUATIONS |       |
| FROM                   | TO         | 20'             |  |  | +         | -     |
| PART 1 EAST MONTPELIER |            |                 |  |  |           |       |
| 137 + 00               | 194 + 83   | 1783.0          |  |  |           |       |
| 194 + 83.8             | 214 + 41.6 | 5997.8          |  |  | 0.8       |       |
| 214 + 55.7             | 215 + 00   | 58.3            |  |  | 8.1       | = 7 / |
| Part 1 Total           |            | 7789.1          |  |  |           |       |
| PART 2 CALAIS          |            |                 |  |  |           |       |
| 261 + 10               | 298 + 09.3 | 3699.9          |  |  | 1.6       |       |
| 298 + 09.3             | 345 + 00   | 4691.7          |  |  |           |       |
| Part 2 Total           |            | 8391.6          |  |  |           |       |
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STATE OF VERMONT  
DEPARTMENT OF HIGHWAYS

|                       |       |           |                |              |                 |
|-----------------------|-------|-----------|----------------|--------------|-----------------|
| FED. ROAD<br>DIV. NO. | STATE | PROJ. NO. | FISCAL<br>YEAR | SHEET<br>NO. | TOTAL<br>SHEETS |
| 1                     | VT.   |           | POST<br>WAR    |              |                 |

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| DRAINAGE STRUCTURES |        |             |           |      |         |         |          |      |       |      |       |        |       |       |         |      |        |         |                                      |
|---------------------|--------|-------------|-----------|------|---------|---------|----------|------|-------|------|-------|--------|-------|-------|---------|------|--------|---------|--------------------------------------|
| STA.                | STA.   | POS.        | OLD CULV. | TYPE | R.C.P.  | ACCGMP. | R.C. BOX | CONC | REINF | D.I. | DEPTH | TRENCH | EXCAV | RELAY | ASBEST. | WOOD | GRAVEL | DITCHES | REMARKS                              |
| PART 1              | EAST   | MONTEPELIER |           |      | D       | L       | D        | L    | S     | L    |       | STEEL  | CRM   | GRATE | D.I.    | E    | R      | PIPE    |                                      |
| 192 + 86            |        |             |           | L.R. |         |         | 18"      | 50"  |       |      | 2.8   | 19     |       |       | 60"     | 3    |        |         |                                      |
| Approach to CHSD    |        |             |           | S.H. |         |         | 15"      | 25"  |       |      | 1.0   | 10     | 10    |       |         | 2    |        |         |                                      |
| 199 + 90            |        |             |           | S.H. |         |         | 18"      | 60"  |       |      | 1.8   | 44     |       |       |         | 2    |        |         |                                      |
| 157 + 55            |        |             |           | S.H. |         |         | 18"      | 48"  |       |      | 1.8   | 22     |       |       | 60"     | 2    |        |         |                                      |
| 156 + 16            |        |             |           | Lt.  |         |         | 15"      | 28"  |       |      |       |        |       |       |         |      |        |         | Drive Culvert                        |
| 158 + 90            |        |             |           | Lt.  |         |         | 15"      | 28"  |       |      |       |        |       |       |         |      |        |         | Drive Culvert                        |
| 163 + 86            |        |             |           | C.H. |         |         | 48"      | 56"  |       |      | 1.7   | 58     |       |       |         | 2    |        |         | Invert Elev. 6' above exist. Ground  |
| 167 + 50            |        |             |           | S.H. |         |         | 24"      | 76"  |       |      | 2.7   | 43     |       |       | 60"     | 2    |        |         |                                      |
| 178 + 09            |        |             |           | C    | 22" RCP | S.H.    | 24"      | 60"  |       |      | 2.7   | 32     |       |       | 60"     | 2    |        |         |                                      |
| 188 + 00            |        |             |           | Rt.  |         |         | 15"      | 28"  |       |      |       |        |       |       | 60"     | 2    |        |         |                                      |
| 189 + 65            |        |             |           | C    | 15" CHP | S.H.    | 24"      | 48"  |       |      | 2.7   | 30     |       |       | 60"     | 2    |        |         | Drive Culvert                        |
| 187 + 22            |        |             |           | Rt.  |         |         | 15"      | 30"  |       |      |       |        |       |       |         |      |        |         | Old Pipe a 60" Rt.                   |
| 190 + 19            |        |             |           | Lt.  | 8" VCP  |         |          |      |       |      |       |        |       |       |         |      |        |         | Drive Culvert                        |
| 193 + 50            |        |             |           | S.H. |         |         | 18"      | 56"  |       |      | 1.8   | 26     |       |       |         | 2    |        |         | Remove                               |
| 194 + 00            |        |             |           | Lt.  |         |         | 18"      | 90"  |       |      |       |        |       |       |         |      |        |         | Drive Culvert                        |
| 201 + 02            |        |             |           | S.H. |         |         | 24"      | 88"  |       |      | 2.7   | 106    | 38    |       | 70"     | 2    |        |         | Constr. Inlet Bitch 90' Lt. to Brook |
| 203 + 14.6          |        |             |           | C    | 20" GHP |         |          |      |       |      |       | 26     |       |       | 77"     |      |        |         | Remove                               |
| 201 + 14.5          |        |             |           | Lt.  |         |         | 15"      | 24"  |       |      |       |        |       |       |         |      |        |         | Drive Culvert                        |
| 202 + 24            |        |             |           | Lt.  |         |         | 15"      | 26"  |       |      |       |        |       |       |         |      |        |         | Drive Culvert                        |
| 206 + 00            |        |             |           | C    |         | S.H.    | 18"      | 52"  |       |      | 1.8   | 31     |       |       | 60"     | 2    |        |         |                                      |
| 208 + 09            |        |             |           | Lt.  |         |         |          | 192" | 30"   |      |       |        |       |       |         |      |        |         |                                      |
| 210 + 25            |        |             |           | C    | 15" CHP | S.H.    | 18"      | 64"  |       |      | 1.8   | 26     |       |       |         | 2    |        |         | Drive Culvert                        |
| TOTALS              | PART 1 |             |           |      |         |         | 18"      | 180" | 15"   | 198" |       |        |       |       |         |      |        |         |                                      |
|                     |        |             |           |      |         |         | 24"      | 60"  | 24"   | 246" |       |        |       |       |         |      |        |         |                                      |
|                     |        |             |           |      |         |         |          |      |       | 55"  | 56"   |        |       |       |         |      |        |         |                                      |
| PART 2              | CALAIS |             |           |      |         |         |          |      |       |      |       |        |       |       |         |      |        |         |                                      |
| 261 + 50            |        |             |           | S.H. |         |         | 18"      | 66"  |       |      | 1.8   | 20     |       |       | 2       |      |        |         |                                      |
| 267 + 50            |        |             |           | C    | 15" CHP | S.H.    | 24"      | 64"  |       |      | 2.7   | 55     |       |       | 70"     | 2    | 5      |         |                                      |
| 271 + 28            |        |             |           | C    | 15" CHP | S.H.    |          | 18"  | 48"   |      | 1.8   | 32     |       |       | 65"     | 2    |        |         |                                      |
| 274 + 68            |        |             |           | C    | 15" CHP |         |          |      |       |      |       | 8      |       |       |         |      |        |         |                                      |
| 275 + 62            |        |             |           | C    | 15" CHP | C.H.    | 48"      | 72"  |       |      | 1.7   | 67     |       |       | 60"     | 2    |        |         | Remove                               |
| 290 + 30            |        |             |           | Rt.  |         |         |          | 15"  | 22"   |      |       |        |       |       |         |      |        |         | Drive Culvert                        |
| 293 + 03            |        |             |           | C    | 15" CHP | C.H.    | 42"      | 56"  |       |      | 1.8   | 61     |       |       |         | 2    |        |         |                                      |
| 298 + 26            |        |             |           | C    | 15" CHP | S.H.    | 18"      | 44"  |       |      | 1.8   | 37     |       |       |         | 2    |        |         |                                      |
| 311 + 50            |        |             |           | C    | 15" CHP | S.H.    | 15"      | 48"  |       |      | 1.4   | 19     |       |       |         |      |        |         | Drive Culvert                        |
| 313 + 40            |        |             |           | C    | 15" CHP | S.H.    | 15"      | 48"  |       |      | 1.4   | 19     |       |       |         |      |        |         |                                      |
| 319 + 50            |        |             |           | C    |         | S.H.    | 18"      | 56"  |       |      | 1.8   | 49     |       |       | 60"     | 2    |        |         |                                      |
| 322 + 15            |        |             |           | Lt.  | 12" CHP |         |          | 15"  | 26"   |      |       | 1      |       |       |         |      |        |         |                                      |
| 331 + 93            |        |             |           | C    | 15" CHP | S.H.    |          |      |       |      |       | 6      | 5     |       |         |      |        |         | Side Road Culvert                    |
| 331 + 75            |        |             |           | Lt.  |         |         | 15"      | 26"  |       |      |       |        |       |       |         |      |        |         | Remove                               |
| 332 + 25            |        |             |           | C    |         | S.H.    | 15"      | 50"  |       |      | 1.4   | 23     |       |       |         | 2    |        |         | Drive Culvert                        |
| 332 + 75            |        |             |           | Lt.  |         |         | 15"      | 30"  |       |      |       |        |       |       |         |      |        |         |                                      |
| 334 + 17.6          |        |             |           | C    | 36" RCP | S.H.    | 36"      | 60"  |       |      | 4.9   | 55     |       |       | 85"     | 2    |        |         | Drive Culvert                        |
| 336 + 83            |        |             |           | C    | 12" CHP | S.H.    | 15"      | 44"  |       |      | 1.4   | 25     |       |       | 50"     | 2    |        |         |                                      |
| 340 + 55            |        |             |           | Rt.  |         |         | 15"      | 22"  |       |      |       |        |       |       |         |      |        |         |                                      |
| 342 + 55            |        |             |           | C    | 18" RCP | S.H.    | 18"      | 20"  |       |      | 1.8   | 30     |       | 25    | 75"     |      |        |         | Drive Culvert                        |
| 345 + 04.5          |        |             |           | C    | 18" RCP | L.H.    | 18"      | 24"  |       |      | 2.8   | 48     |       | 28    | 60"     |      |        |         | Remove & Relay 18"x28" RCP           |
| TOTAL               | PART 2 |             |           |      |         |         | 15"      | 92"  | 15"   | 176" |       |        |       |       |         |      |        |         |                                      |
|                     |        |             |           |      |         |         | 18"      | 90"  | 18"   | 48"  |       |        |       |       |         |      |        |         |                                      |
|                     |        |             |           |      |         |         | 24"      | 64"  |       |      |       |        |       |       |         |      |        |         |                                      |
|                     |        |             |           |      |         |         | 36"      | 60"  |       |      |       |        |       |       |         |      |        |         |                                      |
|                     |        |             |           |      |         |         | 42"      | 56"  |       |      |       |        |       |       |         |      |        |         |                                      |
|                     |        |             |           |      |         |         | 48"      | 64"  |       |      |       |        |       |       |         |      |        |         |                                      |
| GRAND TOTALS        |        |             |           |      |         |         | 15"      | 92"  | 15"   | 176" |       |        |       |       |         |      |        |         |                                      |
|                     |        |             |           |      |         |         | 18"      | 90"  | 18"   | 48"  |       |        |       |       |         |      |        |         |                                      |
|                     |        |             |           |      |         |         | 24"      | 64"  |       |      |       |        |       |       |         |      |        |         |                                      |
|                     |        |             |           |      |         |         | 36"      | 60"  |       |      |       |        |       |       |         |      |        |         |                                      |
|                     |        |             |           |      |         |         | 42"      | 56"  |       |      |       |        |       |       |         |      |        |         |                                      |
|                     |        |             |           |      |         |         | 48"      | 64"  |       |      |       |        |       |       |         |      |        |         |                                      |
|                     |        |             |           |      |         |         | 15"      | 92"  | 15"   | 176" |       |        |       |       |         |      |        |         |                                      |
|                     |        |             |           |      |         |         | 18"      | 90"  | 18"   | 48"  |       |        |       |       |         |      |        |         |                                      |
|                     |        |             |           |      |         |         | 24"      | 64"  |       |      |       |        |       |       |         |      |        |         |                                      |
|                     |        |             |           |      |         |         | 36"      | 60"  |       |      |       |        |       |       |         |      |        |         |                                      |
|                     |        |             |           |      |         |         | 42"      | 56"  |       |      |       |        |       |       |         |      |        |         |                                      |
|                     |        |             |           |      |         |         | 48"      | 64"  |       |      |       |        |       |       |         |      |        |         |                                      |
|                     |        |             |           |      |         |         | 15"      | 92"  | 15"   | 176" |       |        |       |       |         |      |        |         |                                      |
|                     |        |             |           |      |         |         | 18"      | 90"  | 18"   | 48"  |       |        |       |       |         |      |        |         |                                      |
|                     |        |             |           |      |         |         | 24"      | 64"  |       |      |       |        |       |       |         |      |        |         |                                      |
|                     |        |             |           |      |         |         | 36"      | 60"  |       |      |       |        |       |       |         |      |        |         |                                      |
|                     |        |             |           |      |         |         | 42"      | 56"  |       |      |       |        |       |       |         |      |        |         |                                      |
|                     |        |             |           |      |         |         | 48"      | 64"  |       |      |       |        |       |       |         |      |        |         |                                      |
|                     |        |             |           |      |         |         | 15"      | 92"  | 15"   | 176" |       |        |       |       |         |      |        |         |                                      |
|                     |        |             |           |      |         |         | 18"      | 90"  | 18"   | 48"  |       |        |       |       |         |      |        |         |                                      |
|                     |        |             |           |      |         |         | 24"      | 64"  |       |      |       |        |       |       |         |      |        |         |                                      |
|                     |        |             |           |      |         |         | 36"      | 60"  |       |      |       |        |       |       |         |      |        |         |                                      |
|                     |        |             |           |      |         |         | 42"      | 56"  |       |      |       |        |       |       |         |      |        |         |                                      |
|                     |        |             |           |      |         |         | 48"      | 64"  |       |      |       |        |       |       |         |      |        |         |                                      |
|                     |        |             |           |      |         |         | 15"      | 92"  | 15"   | 176" |       |        |       |       |         |      |        |         |                                      |
|                     |        |             |           |      |         |         | 18"      | 90"  | 18"   | 48"  |       |        |       |       |         |      |        |         |                                      |
|                     |        |             |           |      |         |         | 24"      | 64"  |       |      |       |        |       |       |         |      |        |         |                                      |
|                     |        |             |           |      |         |         | 36"      | 60"  |       |      |       |        |       |       |         |      |        |         |                                      |
|                     |        |             |           |      |         |         | 42"      | 56"  |       |      |       |        |       |       |         |      |        |         |                                      |
|                     |        |             |           |      |         |         | 48"      | 64"  |       |      |       |        |       |       |         |      |        |         |                                      |
|                     |        |             |           |      |         |         | 15"      | 92"  | 15"   | 176" |       |        |       |       |         |      |        |         |                                      |
|                     |        |             |           |      |         |         | 18"      | 90"  | 18"   | 48"  |       |        |       |       |         |      |        |         |                                      |
|                     |        |             |           |      |         |         | 24"      | 64"  |       |      |       |        |       |       |         |      |        |         |                                      |
|                     |        |             |           |      |         |         | 36"      | 60"  |       |      |       |        |       |       |         |      |        |         |                                      |
|                     |        |             |           |      |         |         | 42"      | 56"  |       |      |       |        |       |       |         |      |        |         |                                      |
|                     |        |             |           |      |         |         | 48"      | 64"  |       |      |       |        |       |       |         |      |        |         |                                      |
|                     |        |             |           |      |         |         | 15"      | 92"  | 15"   | 176" |       |        |       |       |         |      |        |         |                                      |
|                     |        |             |           |      |         |         | 18"      | 90"  | 18"   | 48"  |       |        |       |       |         |      |        |         |                                      |
|                     |        |             |           |      |         |         | 24"      | 64"  |       |      |       |        |       |       |         |      |        |         |                                      |
|                     |        |             |           |      |         |         | 36"      | 60"  |       |      |       |        |       |       |         |      |        |         |                                      |
|                     |        |             |           |      |         |         | 42"      | 56"  |       |      |       |        |       |       |         |      |        |         |                                      |
|                     |        |             |           |      |         |         | 48"      | 64"  |       |      |       |        |       |       |         |      |        |         |                                      |
|                     |        |             |           |      |         |         | 15"      | 92"  | 15"   | 176" |       |        |       |       |         |      |        |         |                                      |
|                     |        |             |           |      |         |         | 18"      | 90"  | 18"   | 48"  |       |        |       |       |         |      |        |         |                                      |
|                     |        |             |           |      |         |         | 24"      | 64"  |       |      |       |        |       |       |         |      |        |         |                                      |
|                     |        |             |           |      |         |         | 36"      | 60"  |       |      |       |        |       |       |         |      |        |         |                                      |
|                     |        |             |           |      |         |         | 42"      | 56"  |       |      |       |        |       |       |         |      |        |         |                                      |
|                     |        |             |           |      |         |         | 48"      | 64"  |       |      |       |        |       |       |         |      |        |         |                                      |
|                     |        |             |           |      |         |         | 15"      | 92"  | 15"   | 176" |       |        |       |       |         |      |        |         |                                      |
|                     |        |             |           |      |         |         | 18"      | 90"  | 18"   | 48"  |       |        |       |       |         |      |        |         |                                      |
|                     |        |             |           |      |         |         | 24"      | 64"  |       |      |       |        |       |       |         |      |        |         |                                      |
|                     |        |             |           |      |         |         | 36"      | 60"  |       |      |       |        |       |       |         |      |        |         |                                      |
|                     |        |             |           |      |         |         | 42"      | 56"  |       |      |       |        |       |       |         |      |        |         |                                      |
|                     |        |             |           |      |         |         | 48"      | 64"  |       |      |       |        |       |       |         |      |        |         |                                      |
|                     |        |             |           |      |         |         | 15"      | 92"  | 15"   | 176" |       |        |       |       |         |      |        |         |                                      |
|                     |        |             |           |      |         |         | 18"      | 90"  | 18"   | 48"  |       |        |       |       |         |      |        |         |                                      |
|                     |        |             |           |      |         |         | 24"      | 64"  |       |      |       |        |       |       |         |      |        |         |                                      |
|                     |        |             |           |      |         |         | 36"      | 60"  |       |      |       |        |       |       |         |      |        |         |                                      |
|                     |        |             |           |      |         |         | 42"      | 56"  |       |      |       |        |       |       |         |      |        |         |                                      |
|                     |        |             |           |      |         |         | 48"      | 64"  |       |      |       |        |       |       |         |      |        |         |                                      |
|                     |        |             |           |      |         |         | 15"      | 92"  | 15"   | 176" |       |        |       |       |         |      |        |         |                                      |
|                     |        |             |           |      |         |         | 18"      | 90"  | 18"   | 48"  |       |        |       |       |         |      |        |         |                                      |
|                     |        |             |           |      |         |         | 24"      | 64"  |       |      |       |        |       |       |         |      |        |         |                                      |
|                     |        |             |           |      |         |         | 36"      | 60"  |       |      |       |        |       |       |         |      |        |         |                                      |
|                     |        |             |           |      |         |         | 42"      | 56"  |       |      |       |        |       |       |         |      |        |         |                                      |
|                     |        |             |           |      |         |         | 48"      | 64"  |       |      |       |        |       |       |         |      |        |         |                                      |
|                     |        |             |           |      |         |         | 15"      | 92"  | 15"   | 176" |       |        |       |       |         |      |        |         |                                      |
|                     |        |             |           |      |         |         | 18"      | 90"  | 18"   | 48"  |       |        |       |       |         |      |        |         |                                      |
|                     |        |             |           |      |         |         | 24"      | 64"  |       |      |       |        | </    |       |         |      |        |         |                                      |

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| PLANK GUARD RAIL WITH PRESERVATIVE TREATMENT |            |     |     |
|----------------------------------------------|------------|-----|-----|
| STA.                                         | STA.       | LT. | RT. |
| 163 + 78                                     | 163 + 94   | 16  | 16  |
| Sub-Total                                    | Part 1     | 32  |     |
| 275 + 57                                     | 275 + 73   | 16  | 16  |
| 292 + 95                                     | 293 + 11   | 16  | 16  |
| Col-Total                                    |            | 32  | 32  |
| Sub-Total                                    | Part 2     | 64  |     |
| Col-Total                                    | Part 1 & 2 | 48  | 48  |
| TOTAL                                        |            | 96  |     |

| WOOD GUIDE POSTS |          |                 |     |
|------------------|----------|-----------------|-----|
| PART I           |          | EAST HONTPELIER |     |
| STA.             | STA.     | LT.             | RT. |
| 142 + 80         | 144 + 56 |                 | 12  |
| 148 + 23         | 150 + 79 |                 | 17  |
| 148 + 27         | 152 + 75 | 26              | 10  |
| 164 + 75         | 164 + 35 |                 | 11  |
| 162 + 75         | 167 + 71 | 32              |     |
| 177 + 80         | 178 + 28 |                 |     |
| 192 + 23         | 194 + 79 |                 | 17  |
| 192 + 97         | 193 + 83 | 7               |     |
| 195 + 75         | 201 + 87 |                 |     |
| 206 + 67         | 211 + 81 |                 | 38  |
| 209 + 71         | 211 + 31 | 11              |     |
| Col. Totals      |          | 63              | 120 |
| Sub-Total        |          | Part I          | 203 |

| WORD GUIDE POSTS |            |        |     |
|------------------|------------|--------|-----|
| PART 2           |            | CALAIS |     |
| STA.             | STA.       | LT.    | RT. |
| 266 + 24         | 270 + 24   |        | 26  |
| 272 + 28         | 276 + 24   |        | 17  |
| 274 + 70         | 272 + 26   | 17     | 17  |
| 282 + 42         | 284 + 66   | 15     |     |
| 292 + 71         | 294 + 79   | 16     |     |
| 292 + 75         | 294 + 03   |        |     |
| 302 + 71         | 300 + 27   |        | 9   |
| 308 + 21         | 310 + 27   |        | 39  |
| 318 + 71         | 321 + 27   |        | 17  |
| 324 + 75         | 328 + 75   |        | 26  |
| 332 + 86         | 334 + 82   |        | 12  |
| 334 + 50         | 334 + 08   |        |     |
| 342 + 34         | 345 + 22   | 10     |     |
| GOL.Tots         |            | 65     | 167 |
| Sub.Total        | Part 2     | 232    |     |
| GOL.Totals       | Part 1 & 2 | 203    | 232 |
| GRAND TOTAL      |            | 435    |     |

EAST MONTPELIER - CALAIS  
PROJECT \_\_\_\_\_ NO. 0243(1)



| GOVERNMENT PARTICIPATION  |      | DESIGN | AMOUNT  | AMOUNT   | DOLLAR VALUE | DOLLAR VALUE OF WORK DONE AS OF MAY 24, 1968 |
|---------------------------|------|--------|---------|----------|--------------|----------------------------------------------|
| ITEMS                     |      |        |         |          |              |                                              |
| COMMON EXCAVATION         | 101A | CY     | 16,600  | 16,074   | 0.48         | 7,233.30                                     |
| COMMON EXCAVATION         | 101B | CY     | 8,800   | 80,20    | 2.50         | 28,070.00                                    |
| ROCK EXCAVATION           | 102  | CY     | 11,200  | 18,20    | 3.50         | 3,380.00                                     |
| ROCK EXCAVATION OF EARTH  | 103  | CY     | 2,0     | 2.0      | 30.00        | 90.00                                        |
| FRENCH EXCAV. OF ROCK     | 103A | CY     | 800     | 15.6     | 2.0          | 100.00                                       |
| CLEARING & GRUBBING       | 104  | LS     | 1       | 0        | 1.00         | 730.                                         |
| CONCRETE/PAVING, MTC      | 108  | YD     | 30      | 4        | 5            | 100.00                                       |
| GRAVEL CONTROL            | 11   | YARD   | 300     | 704      | 500          | 1,000.00                                     |
| ROLLING & BLASTING        | 116  | YD     | 28,000  | 2,949    | 0            | 1.78                                         |
| ROCK UPGRADE (MOD)        | 119  | HR     | 80      | 82       | 93.00        | 14.88                                        |
| TANK DRESSER RENTAL       | 120A | CY     | 16,600  | 24,709   | 3.30         | 22,210.00                                    |
| GRAVEL BASE GRAVEL        | 201A | CY     | 289,400 | 1,63,672 | 0.10         | 26,367.20                                    |
| GRAVEL OVERHAUL           | 222  | CY     | 100     | 0        | 0            | 2.50                                         |
| TRIPPING GRAVEL PITS      | 323  | CY     | 3,700   | 16,651   | 0.10         | 1,665.10                                     |
| UNIQUE JACK UP RIG PLANE  |      |        |         |          |              |                                              |
| IN REMOTE SINK W/OUT BACK |      |        |         |          |              |                                              |
| CEMENTAL                  | 317  | SAK    | 38,700  | 0        | 38,700       | 17,615.00                                    |
| CEMENT RUBBLE MASONRY     | 317  | SAK    | 65      | 347      | 0            | 5.00                                         |
| 15" RCD                   | 317F | LF     | 88      | 88       | 0            | 319.78                                       |
| 18" RCD                   | 320L | LF     | 43.6    | 302      | 0            | 3.80                                         |
| 18" RCP                   | 421K | LF     | 124     | 134      | 0            | 6.75                                         |
| 18" RCP                   | 421M | LF     | 60      | 24       | 0            | 11.90                                        |
| 18" RCP                   | 421N | LF     | 56      | 68       | 0            | 8.78                                         |
| 18" RCP                   | 422L | LF     | 28      | 28       | 0            | 12.70                                        |
| 18" RCP                   | 424F | LF     | 480     | 422      | 84           | 336.00                                       |
| 18" RCP                   | 424H | LF     | 310     | 298      | 0            | 4.80                                         |
| 18" RCP                   | 424K | LF     | 184     | 188      | 0            | 7.80                                         |
| 18" RCP                   | 424M | LF     | 156     | 156      | 0            | 10.60                                        |
| 18" RCP                   | 425  | LF     | 200     | 165      | 0            | 165.00                                       |
| 18" RCP                   | 425A | LF     | 2500    | 88       | 0            | 200.00                                       |
| 18" RCP                   | 425B | LF     | 86      | 0        | 86           | 336.00                                       |
| 18" RCP                   | 425C | LF     | 440     | 0        | 440          | 3300.00                                      |
| 18" RCP                   | 425D | LF     | 50      | 0        | 50           | 275.00                                       |
| 18" RCP                   | 425E | LF     | 50      | 0        | 50           | 275.00                                       |
| 18" RCP                   | 425F | LF     | 50      | 0        | 50           | 275.00                                       |
| 18" RCP                   | 425G | LF     | 50      | 0        | 50           | 275.00                                       |
| 18" RCP                   | 425H | LF     | 50      | 0        | 50           | 275.00                                       |
| 18" RCP                   | 425I | LF     | 50      | 0        | 50           | 275.00                                       |
| 18" RCP                   | 425J | LF     | 50      | 0        | 50           | 275.00                                       |
| 18" RCP                   | 425K | LF     | 50      | 0        | 50           | 275.00                                       |
| 18" RCP                   | 425L | LF     | 50      | 0        | 50           | 275.00                                       |
| 18" RCP                   | 425M | LF     | 50      | 0        | 50           | 275.00                                       |
| 18" RCP                   | 425N | LF     | 50      | 0        | 50           | 275.00                                       |
| 18" RCP                   | 425O | LF     | 50      | 0        | 50           | 275.00                                       |
| 18" RCP                   | 425P | LF     | 50      | 0        | 50           | 275.00                                       |
| 18" RCP                   | 425Q | LF     | 50      | 0        | 50           | 275.00                                       |
| 18" RCP                   | 425R | LF     | 50      | 0        | 50           | 275.00                                       |
| 18" RCP                   | 425S | LF     | 50      | 0        | 50           | 275.00                                       |
| 18" RCP                   | 425T | LF     | 50      | 0        | 50           | 275.00                                       |
| 18" RCP                   | 425U | LF     | 50      | 0        | 50           | 275.00                                       |
| 18" RCP                   | 425V | LF     | 50      | 0        | 50           | 275.00                                       |
| 18" RCP                   | 425W | LF     | 50      | 0        | 50           | 275.00                                       |
| 18" RCP                   | 425X | LF     | 50      | 0        | 50           | 275.00                                       |
| 18" RCP                   | 425Y | LF     | 50      | 0        | 50           | 275.00                                       |
| 18" RCP                   | 425Z | LF     | 50      | 0        | 50           | 275.00                                       |
| 18" RCP                   | 426  | LF     | 50      |          |              |                                              |

| <u>NON-GOVERNMENT PARTICIPATION</u> |      |                  |    |                               |                   |
|-------------------------------------|------|------------------|----|-------------------------------|-------------------|
| RENTAL EXCAV OF EARTH               | 1030 |                  |    |                               | 58.50             |
| RENTAL EXCAV OF ROCK                | 1030 | 9                | 15 | 22.50                         | (50)              |
|                                     |      | 12               | 5  | 25.00                         | 68.50             |
| <b>GRAND TOTAL</b>                  |      | <b>24,658.50</b> |    |                               | <b>124,122.96</b> |
|                                     |      |                  |    | <b>LESS 10%</b>               | <b>12,412.29</b>  |
|                                     |      |                  |    | <b>BALANCE</b>                | <b>115,710.67</b> |
|                                     |      |                  |    | <b>LESS PREVIOUS PAYMENTS</b> | <b>117,631.72</b> |
|                                     |      |                  |    |                               | <b>2,921.08</b>   |
|                                     |      |                  |    | <b>PAYTAINAGE</b>             | <b>15,012.64</b>  |
|                                     |      |                  |    | <b>OVER PAYMENT -</b>         | <b>2,321.05</b>   |
|                                     |      |                  |    | <b>RETAINAGE</b>              | <b>26,333.69</b>  |

|                | EXCAVATION EARTH/ROCK |           |         |           | FILL   |           |        |       | GRAVEL |           |        |       |      |
|----------------|-----------------------|-----------|---------|-----------|--------|-----------|--------|-------|--------|-----------|--------|-------|------|
| STATIONS       | DESIGN                | COMPLETED | OVERCUT | TO BE CUT | DESIGN | COMPLETED | UNDER  | WASTE | DESIGN | COMPLETED | OVER   | UNDER |      |
| PART 1         |                       |           |         |           |        |           |        |       |        |           |        |       |      |
| 137+00         | 140+00                | 489       | 408     | 2.0       | 19     | 12        | 13     | 0     | 0      | 372       | 320    | 42    |      |
| 140+00         | 145+00                | 364       | 257     | 18.4      | 39     | 344       | 401    | 27    | 18     | 870       | 771    | 102   |      |
| 145+00         | 150+00                | 1502      | 1918    | 2.24      | 8      | 2494      | 2408   | 3.0   | 4.9    | 812       | 874    | 0.3   | 0    |
| 150+00         | 155+00                | 228       | 216     | 0         | 2      | 1553      | 2170   | 4     | 107    | 747       | 789    | 146   | 0    |
| 155+00         | 160+00                | 784       | 880     | 33        | 24     | 116       | 210    | 0     | 4      | 766       | 707    | 61    | 14   |
| 160+00         | 165+00                | 92        | 93      | 74        | 0      | 1808      | 1739   | 46    | 37     | 757       | 738    | 124   | 2    |
| 165+00         | 170+00                | 634       | 638     | 18.5      | 0      | 3072      | 2746   | 10.0  | 10     | 778       | 765    | 75    | 36   |
| 170+00         | 175+00                | 1612      | 1367    | 1.14      | 40     | 368       | 419    | 6     | 4      | 777       | 776    | 131   | 14   |
| 175+00         | 180+00                | 1163      | 1633    | 0         | 0      | 948       | 959    | 17    | 34     | 785       | 766    | 152   | 0    |
| 180+00         | 185+00                | 92        | 93      | 166       | 0      | 336       | 363    | 0     | 0      | 709       | 744    | 0     | 0    |
| 185+00         | 190+00                | 858       | 746     | 49        | 0      | 456       | 1114   | 3.2   | 20     | 870       | 842    | 54    | 10   |
| 190+00         | 195+00                | 238       | 118     | 6         | 18     | 3017      | 3094   | 41    | 92     | 774       | 747    | 97    | 10   |
| 195+00         | 200+00                | 118       | 282     | 60        | 20     | 714       | 721    | 4     | 12     | 845       | 838    | 91    | 6    |
| 200+00         | 205+00                | 591       | 823     | 82        | 33     | 637       | 677    | 22    | 38     | 793       | 773    | 50    | 6    |
| 205+00         | 210+00                | 949       | 779     | 111       | 6      | 664       | 664    | 39    | 0      | 830       | 861    | 132   | 2    |
| 210+00         | 215+00                | 239       | 200     | 9         | 10     | 1475      | 1432   | 72    | 72     | 763       | 722    | 108   | 26   |
| ROADWAY TOTALS |                       | 12,375    | 10,036  | 13,36     | 239    | 10,242    | 18,049 | 446   | 616    | 14,456    | 13,891 | 16,83 | 176  |
| DRIVES         |                       | 22        | 0       | 0         | 0      | 76        | 66     | 0     | 0      | 236       | 236    | 0     | 0    |
| TURNOUT        |                       | 0         | 0       | 0         | 0      | 281       | 301    | 4     | 28     | 115       | 111    | 0     | 0    |
| APPROACHES     |                       | 498       | 135     | 42        | 0      | 60        | 31     | 0     | 0      | 537       | 251    | 2     | 32   |
| PART 1 TOTALS  |                       | 12,883    | 10,971  | 1378      | 239    | 10,246    | 18,407 | 444   | 676    | 13,233    | 12,679 | 16,95 | 208  |
| PART 2         |                       |           |         |           |        |           |        |       |        |           |        |       |      |
| 261+00         | 265+00                | 2005      | 2774    | 293       | 17     | 213       | 236    | 0     | 0      | 640       | 622    | 62    | 6    |
| 265+00         | 270+00                | 1059      | 592     | 142       | 8      | 1885      | 1848   | 27    | 75     | 767       | 688    | 6     | 68   |
| 270+00         | 275+00                | 87        | 87      | 0         | 12     | 1666      | 1116   | 30    | 42     | 711       | 694    | 72    | 25   |
| 275+00         | 280+00                | 325       | 682     | 178       | 12     | 1748      | 1784   | 39    | 65     | 789       | 760    | 68    | 40   |
| 280+00         | 285+00                | 815       | 808     | 169       | 2      | 1837      | 1577   | 28    | 24     | 769       | 759    | 33    | 18   |
| 285+00         | 290+00                | 1202      | 1086    | 94        | 67     | 202       | 173    | 16    | 10     | 870       | 850    | 176   | 0    |
| 290+00         | 295+00                | 917       | 231     | 91        | 30     | 1532      | 1666   | 11    | 0      | 786       | 772    | 181   | 0    |
| 295+00         | 300+00                | 143       | 143     | 183       | 22     | 1081      | 1034   | 33    | 72     | 721       | 692    | 43    | 16   |
| 300+00         | 305+00                | 777       | 680     | 87        | 2      | 532       | 575    | 3     | 0      | 711       | 609    | 11    | 86   |
| 305+00         | 310+00                | 1051      | 328     | 113       | 13     | 84        | 25     | 0     | 0      | 667       | 791    | 23    | 61   |
| 310+00         | 315+00                | 424       | 305     | 28        | 5      | 553       | 534    | 8     | 2      | 827       | 656    | 0     | 159  |
| 315+00         | 320+00                | 678       | 678     | 80        | 6      | 683       | 678    | 8     | 20     | 710       | 683    | 0     | 70   |
| 320+00         | 325+00                | 766       | 791     | 63        | 20     | 429       | 342    | 32    | 5      | 832       | 718    | 0     | 87   |
| 325+00         | 330+00                | 129       | 87      | 22        | 16     | 640       | 827    | 40    | 45     | 730       | 609    | 0     | 124  |
| 330+00         | 335+00                | 206       | 125     | 49        | 15     | 1571      | 1635   | 4     | 29     | 781       | 660    | 80    | 187  |
| 335+00         | 340+00                | 340       | 340     | 15        | 6      | 1043      | 1043   | 25    | 27     | 688       | 688    | 0     | 84   |
| 340+00         | 345+00                | 221       | 178     | 82        | 19     | 619       | 714    | 22    | 27     | 700       | 685    | 9     | 98   |
| ROADWAY TOTALS |                       | 10,652    | 96,53   | 20,57     | 278    | 14994     | 15065  | 293   | 411    | 12,911    | 11,625 | 731   | 1160 |
| DRIVES         |                       | 2         | 0       | 0         | 0      | 76        | 66     | 0     | 0      | 185       | 185    | 0     | 0    |
| APPROACHES     |                       | 219       | 35      | 0         | 4      | 116       | 160    | 0     | 0      | 160       |        |       | 3    |
| PART 2 TOTALS  |                       | 10,873    | 9688    | 20,57     | 282    | 15,544    | 15,360 | 293   | 411    | 12,930    | 731    | 1169  |      |
| PROJECT TOTALS |                       |           |         |           |        |           |        |       |        |           |        |       |      |
|                | 23,756                | 20,659    | 3433    | 521       | 34,494 | 34,767    | 737    | 1085  |        | 24,769    | 2486   | 1311  |      |

|             |       |    |        |
|-------------|-------|----|--------|
| Surveyed by |       |    |        |
| Designed by |       |    |        |
| Drawn by    |       |    |        |
| Traced by   |       |    |        |
| Checked by  |       |    |        |
| Series      | No.   |    | Filed  |
|             | Sheet | of | Sheets |



STATE OF VERMONT  
DEPARTMENT OF HIGHWAYS

| FED. ROAD<br>DIVISION NO. | STATE | PROJECT NO. | FISCAL<br>YEAR | SHEET<br>NO. | TOTAL<br>SHEETS |
|---------------------------|-------|-------------|----------------|--------------|-----------------|
| I                         | VT.   |             | POST<br>WAR    |              |                 |

type checked 8/7/58  
Cov. 8/8/58  
change made 10/21/58  
type ckd 10/21/58



STATE OF VERMONT  
DEPARTMENT OF HIGHWAYS

|                           |       |             |                |              |                 |
|---------------------------|-------|-------------|----------------|--------------|-----------------|
| FED. ROAD<br>DIVISION NO. | STATE | PROJECT NO. | FISCAL<br>YEAR | SHEET<br>NO. | TOTAL<br>SHEETS |
| 1                         | VT.   |             | POST<br>WAR    |              |                 |

[illegible]

2/24/58  
 type checked 8/7/58  
 done 3/2/58  
 (2) info made 10/21/68  
 type okd 10-21-58



STATE OF VERMONT  
DEPARTMENT OF HIGHWAYS

|                          |       |            |                |              |                 |
|--------------------------|-------|------------|----------------|--------------|-----------------|
| FED ROAD<br>DIVISION NO. | STATE | PROJECT NO | FISCAL<br>YEAR | SHEET<br>NO. | TOTAL<br>SHEETS |
| I                        | VT.   |            | POST<br>WAR    |              |                 |

[illegible]



# EARTHWORK SHEET

STATE OF VERMONT  
DEPARTMENT OF HIGHWAYS

FEA ROAD DESIGN NO. STATE PROJECT NO. YEAR SHEET NO. TOTAL SHEETS

| GRADES |         |         |           |  |           |       |      |  |        | TOTAL EXCAVATION EARTH AND ROCK |  |        |      |  |        |      |  |        |      | SOLID ROCK EXCAVATION |        |      |         |         |           |  |           |       |      | EMBANKMENT |        |      |  |        |      |  |        |      |         | BASE    |           |  |           |       |      |  |        |      |  | GRADES |      |         |         |           |  |           |       |      |  | TOTAL EXCAVATION EARTH AND ROCK |      |  |        |      |         |         |           |  |           | SOLID ROCK EXCAVATION |      |  |        |      |  |        |      |         |         | EMBANKMENT |  |           |       |      |  |        |      |  |        | BASE |         |         |           |  |           |       |      |  |        | GRADES |  |        |      |         |         |           |  |           |       | TOTAL EXCAVATION EARTH AND ROCK |  |        |      |  |        |      |         |         |           | SOLID ROCK EXCAVATION |           |       |      |  |        |      |  |        |      | EMBANKMENT |         |           |  |           |       |      |  |        |      | BASE |        |      |         |         |           |  |           |       |      |  |        |      |  |        |      |         |         |           |  |           |       |      |  |        |      |  |        |      |         |         |           |  |           |       |      |  |        |      |  |        |      |         |         |           |  |           |       |      |  |        |      |  |        |      |         |         |           |  |           |       |      |  |        |      |  |        |      |         |         |           |  |           |       |      |  |        |      |  |        |      |         |         |           |  |           |       |      |  |        |      |  |        |      |         |         |           |  |           |       |    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| V.C.   | % GRADE | STATION | ELEVATION |  | CORR V.C. | DIST. | AREA |  | CU YDS | AREA                            |  | CU YDS | AREA |  | CU YDS | AREA |  | CU YDS | AREA |                       | CU YDS | V.C. | % GRADE | STATION | ELEVATION |  | CORR V.C. | DIST. | AREA |            | CU YDS | AREA |  | CU YDS | AREA |  | CU YDS | V.C. | % GRADE | STATION | ELEVATION |  | CORR V.C. | DIST. | AREA |  | CU YDS | AREA |  | CU YDS | V.C. | % GRADE | STATION | ELEVATION |  | CORR V.C. | DIST. | AREA |  | CU YDS                          | AREA |  | CU YDS | V.C. | % GRADE | STATION | ELEVATION |  | CORR V.C. | DIST.                 | AREA |  | CU YDS | AREA |  | CU YDS | V.C. | % GRADE | STATION | ELEVATION  |  | CORR V.C. | DIST. | AREA |  | CU YDS | AREA |  | CU YDS | V.C. | % GRADE | STATION | ELEVATION |  | CORR V.C. | DIST. | AREA |  | CU YDS | AREA   |  | CU YDS | V.C. | % GRADE | STATION | ELEVATION |  | CORR V.C. | DIST. | AREA                            |  | CU YDS | AREA |  | CU YDS | V.C. | % GRADE | STATION | ELEVATION |                       | CORR V.C. | DIST. | AREA |  | CU YDS | AREA |  | CU YDS | V.C. | % GRADE    | STATION | ELEVATION |  | CORR V.C. | DIST. | AREA |  | CU YDS | AREA |      | CU YDS | V.C. | % GRADE | STATION | ELEVATION |  | CORR V.C. | DIST. | AREA |  | CU YDS | AREA |  | CU YDS | V.C. | % GRADE | STATION | ELEVATION |  | CORR V.C. | DIST. | AREA |  | CU YDS | AREA |  | CU YDS | V.C. | % GRADE | STATION | ELEVATION |  | CORR V.C. | DIST. | AREA |  | CU YDS | AREA |  | CU YDS | V.C. | % GRADE | STATION | ELEVATION |  | CORR V.C. | DIST. | AREA |  | CU YDS | AREA |  | CU YDS | V.C. | % GRADE | STATION | ELEVATION |  | CORR V.C. | DIST. | AREA |  | CU YDS | AREA |  | CU YDS | V.C. | % GRADE | STATION | ELEVATION |  | CORR V.C. | DIST. | AREA |  | CU YDS | AREA |  | CU YDS | V.C. | % GRADE | STATION | ELEVATION |  | CORR V.C. | DIST. | AREA |  | CU YDS | AREA |  | CU YDS | V.C. | % GRADE | STATION | ELEVATION |  | CORR V.C. | DIST. | AREA |  | CU YDS | AREA |  | CU YDS | V.C. | % GRADE | STATION | ELEVATION |  | CORR V.C. | DIST. | AREA |  | CU YDS | AREA |  | CU YDS | V.C. | % GRADE | STATION | ELEVATION |  | CORR V.C. | DIST. | AREA |  | CU YDS | AREA |  | CU YDS | V.C. | % GRADE | STATION | ELEVATION |  | CORR V.C. | DIST. | AREA |  | CU YDS | AREA |  | CU YDS | V.C. | % GRADE | STATION | ELEVATION |  | CORR V.C. | DIST. | AREA |  | CU YDS | AREA |  | CU YDS | V.C. | % GRADE | STATION | ELEVATION |  | CORR V.C. | DIST. | AREA |  | CU YDS | AREA |  | CU YDS | V.C. | % GRADE | STATION | ELEVATION |  | CORR V.C. | DIST. | AREA |  | CU YDS | AREA |  | CU YDS | V.C. | % GRADE | STATION | ELEVATION |  | CORR V.C. | DIST. | AREA |  | CU YDS | AREA |  | CU YDS | V.C. | % GRADE | STATION | ELEVATION |  | CORR V.C. | DIST. | AREA |  | CU YDS | AREA |  | CU YDS | V.C. | % GRADE | STATION | ELEVATION |  | CORR V.C. | DIST. | AREA |  | CU YDS | AREA |  | CU YDS | V.C. | % GRADE | STATION | ELEVATION |  | CORR V.C. | DIST. | 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AREA |  | CU YDS | AREA |  | CU YDS | V.C. | % GRADE | STATION | ELEVATION |  | CORR V.C. | DIST. | AREA |  | CU YDS | AREA |  | CU YDS | V.C. | % GRADE | STATION | ELEVATION |  | CORR V.C. | DIST. | AREA |  | CU YDS | AREA |  | CU YDS | V.C. | % GRADE | STATION | ELEVATION |  | CORR V.C. | DIST. | AREA |  | CU YDS | AREA |  | CU YDS | V.C. | % GRADE | STATION | ELEVATION |  | CORR V.C. | DIST. | AREA |  | CU YDS | AREA |  | CU YDS | V.C. | % GRADE | STATION | ELEVATION |  | CORR V.C. | DIST. | AREA |  | CU YDS | AREA |  | CU YDS | V.C. | % GRADE | STATION | ELEVATION |  | CORR V.C. | DIST. | AREA |  | CU YDS | AREA |  | CU YDS | V.C. | % GRADE | STATION | ELEVATION |  | CORR V.C. | DIST. | AREA |  | CU YDS | AREA |  | CU YDS | V.C. | % GRADE | STATION | ELEVATION |  | CORR V.C. | DIST. | AREA |  | CU YDS | AREA |  | CU YDS | V.C. | % GRADE | STATION | ELEVATION |  | CORR V.C. | DIST. | AREA |  | CU YDS | AREA |  | CU YDS | V.C. | % GRADE | STATION | ELEVATION |  | CORR V.C. | DIST. | AREA |  | CU YDS | AREA |  | CU YDS | V.C. | % GRADE | STATION | ELEVATION |  | CORR V.C. | DIST. | AREA |  | CU YDS | AREA |  | CU YDS | V.C. | % GRADE | STATION | ELEVATION |  | CORR V.C. | DIST. | AREA |  | CU YDS | AREA |  | CU YDS | V.C. | % GRADE | STATION | ELEVATION |  | CORR V.C. | DIST. | AREA |  | CU YDS | AREA |  | CU YDS | V.C. | % GRADE | STATION | ELEVATION |  | CORR V.C. | DIST. | AREA |  | CU YDS | AREA |  | CU YDS | V.C. | % GRADE | STATION | ELEVATION |  | CORR V.C. | DIST. | AREA |  | CU YDS | AREA |  | CU YDS | V.C. | % GRADE | STATION | ELEVATION |  | CORR V.C. | DIST. | AREA |  | CU YDS | AREA |  | CU YDS | V.C. | % GRADE | STATION | ELEVATION |  | CORR V.C. | DIST. | AREA |  | CU YDS | AREA |  | CU YDS | V.C. | % GRADE | STATION | ELEVATION |  | CORR V.C. | DIST. | AREA |  | CU YDS | AREA |  | CU YDS | V.C. | % GRADE | STATION | ELEVATION |  | CORR V.C. | DIST. | AREA |  | CU YDS | AREA |  | CU YDS | V.C. | % GRADE | STATION | ELEVATION |  | CORR V.C. | DIST. | AREA |  | CU YDS | AREA |  | CU YDS | V.C. | % GRADE | STATION | ELEVATION |  | CORR V.C. | DIST. | AREA |  | CU YDS | AREA |  | CU YDS | V.C. | % GRADE | STATION | ELEVATION |  | CORR V.C. | DIST. | AREA |  | CU YDS | AREA |  | CU YDS | V.C. | % GRADE | STATION | ELEVATION |  | CORR V.C. | DIST. | AREA |  | CU YDS | AREA |  | CU YDS | V.C. | % GRADE | STATION | ELEVATION |  | CORR V.C. | DIST. | AREA |  | CU YDS | AREA |  | CU YDS | V.C. | % GRADE | STATION | ELEVATION |  | CORR V.C. | DIST. | AREA |  | CU YDS | AREA |  | CU YDS | V.C. | % GRADE | STATION | ELEVATION |  | CORR V.C. | DIST. | AREA |  | CU YDS | AREA |  | CU YDS | V.C. | % GRADE | STATION | ELEVATION |  | CORR V.C. | DIST. | AREA |  | CU YDS | AREA |  | CU YDS | V.C. | % GRADE | STATION | ELEVATION |  | CORR V.C. | DIST. | AREA |  | CU YDS | AREA |  | CU YDS | V.C. | % GRADE | STATION | ELEVATION |  | CORR V.C. | DIST. | AREA |  | CU YDS | AREA |  | CU YDS | V.C. | % GRADE | STATION | ELEVATION |  | CORR V.C. | DIST. | AREA |  | CU YDS | AREA |  | CU YDS | V.C. | % GRADE | STATION | ELEVATION |  | CORR V.C. | DIST. | AREA |  | CU YDS | AREA |  | CU YDS | V.C. | % GRADE | STATION | ELEVATION |  | CORR V.C. | DIST. | AREA |  | CU YDS | AREA |  | CU YDS | V.C. | % GRADE | STATION | ELEVATION |  | CORR V.C. | DIST. | AREA |  | CU YDS | AREA |  | CU YDS | V.C. | % GRADE | STATION | ELEVATION |  | CORR V.C. | DIST. | AREA |  | CU YDS | AREA |  | CU YDS | V.C. | % GRADE | STATION | ELEVATION |  | CORR V.C. | DIST. | AREA |  | CU YDS | AREA |  | CU YDS | V.C. | % GRADE | STATION | ELEVATION |  | CORR V.C. | DIST. | AREA |  | CU YDS | AREA |  | CU YDS | V.C. | % GRADE | STATION | ELEVATION |  | CORR V.C. | DIST. | AREA |  | CU YDS | AREA |  | CU YDS | V.C. | % GRADE | STATION | ELEVATION |  | CORR V.C. | DIST. | AREA |  | CU YDS | AREA |  | CU YDS | V.C. | % GRADE | STATION | ELEVATION |  | CORR V.C. | DIST. | AREA |  | CU YDS | AREA |  | CU YDS | V.C. | % GRADE | STATION | ELEVATION |  | CORR V.C. | DIST. | AREA |  | CU YDS | AREA |  | CU YDS | V.C. | % GRADE | STATION | ELEVATION |  | CORR V.C. | DIST. | AREA |  | CU YDS | AREA |  | CU YDS | V.C. | % GRADE | STATION | ELEVATION |  | CORR V.C. | DIST. | AREA |  | CU YDS | AREA |  | CU YDS | V.C. | % GRADE | STATION | ELEVATION |  | CORR V.C. | DIST. | AREA |  | CU YDS | AREA |  | CU YDS | V.C. | % GRADE | STATION | ELEVATION |  | CORR V.C. | DIST. | AREA |  | CU YDS | AREA |  | CU YDS | V.C. | % GRADE | STATION | ELEVATION |  | CORR V.C. | DIST. | AREA |  | CU YDS | AREA |  | CU YDS | V.C. | % GRADE | STATION | ELEVATION |  | CORR V.C. | DIST. | AREA |  | CU YDS | AREA |  | CU YDS | V.C. | % GRADE | STATION | ELEVATION |  | CORR V.C. | DIST. | AREA |  | CU YDS | AREA |  | CU YDS | V.C. | % GRADE | STATION | ELEVATION |  | CORR V.C. | DIST. | AREA |  | CU YDS | AREA |  | CU YDS | V.C. | % GRADE | STATION | ELEVATION |  | CORR V.C. | DIST. | AREA |  | CU YDS | AREA |  | CU YDS | V.C. | % GRADE | STATION | ELEVATION |  | CORR V.C. | DIST. | AREA |  | CU YDS | AREA |  | CU YDS | V.C. | % GRADE | STATION | ELEVATION |  | CORR V.C. | DIST. | AREA |  | CU YDS | AREA |  | CU YDS | V.C. | % GRADE | STATION | ELEVATION |  | CORR V.C. | DIST. | AREA |  | CU YDS | AREA |  | CU YDS | V.C. | % GRADE | STATION | ELEVATION |  | CORR V.C. | DIST. | AREA |  | CU YDS | AREA |  | CU YDS | V.C. | % GRADE | STATION | ELEVATION |  | CORR V.C. | DIST. | AREA |  | CU YDS | AREA |  | CU YDS | V.C. | % GRADE | STATION | ELEVATION |  | CORR V.C. | DIST. | AREA |  | CU YDS | AREA |  | CU YDS | V.C. | % GRADE | STATION | ELEVATION |  | CORR V.C. | DIST. | AREA |  | CU YDS | AREA |  | CU YDS | V.C. | % GRADE | STATION | ELEVATION |  | CORR V.C. | DIST. | AREA |  | CU YDS | AREA |  | CU YDS | V.C. | % GRADE | STATION | ELEVATION |  | CORR V.C. | DIST. | AREA |  | CU YDS | AREA |  | CU YDS | V.C. | % GRADE | STATION | ELEVATION |  | CORR V.C. | DIST. | AREA |  | CU YDS | AREA |  | CU YDS | V.C. | % GRADE | STATION | ELEVATION |  | CORR V.C. | DIST. | AREA |  | CU YDS | AREA |  | CU YDS | V.C. | % GRADE | STATION | ELEVATION |  | CORR V.C. | DIST. | AREA |  | CU YDS | AREA |  | CU YDS | V.C. | % GRADE | STATION | ELEVATION |  | CORR V.C. | DIST. | AREA |  | CU YDS | AREA |  | CU YDS | V.C. | % GRADE | STATION | ELEVATION |  | CORR V.C. | DIST. | AREA |  | CU YDS | AREA |  | CU YDS | V.C. | % GRADE | STATION | ELEVATION |  | CORR V.C. | DIST. | AREA |  | CU YDS | AREA |  | CU YDS | V.C. | % GRADE | STATION | ELEVATION |  | CORR V.C. | DIST. | AREA |  | CU YDS | AREA |  | CU YDS | V.C. | % GRADE | STATION | ELEVATION |  | CORR V.C. | DIST. | AREA |  | CU YDS | AREA |  | CU YDS | V.C. | % GRADE | STATION | ELEVATION |  | CORR V.C. | DIST. | AREA |  | CU YDS | AREA |  | CU YDS | V.C. | % GRADE | STATION | ELEVATION |  | CORR V.C. | DIST. | AREA |  | CU YDS | AREA |  | CU YDS | V.C. | % GRADE | STATION | ELEVATION |  | CORR V.C. | DIST. | AREA |  | CU YDS | AREA |  | CU YDS | V.C. | % GRADE | STATION | ELEVATION |  | CORR V.C. | DIST. | AREA |  | CU YDS | AREA |  | CU YDS | V.C. | % GRADE | STATION | ELEVATION |  | CORR V.C. | DIST. | AREA |  | CU YDS | AREA |  | CU YDS | V.C. | % GRADE | STATION | ELEVATION |  | CORR V.C. | DIST. | AREA |  | CU YDS | AREA |  | CU YDS | V.C. | % GRADE | STATION | ELEVATION |  | CORR V.C. | DIST. | AREA |  | CU YDS | AREA |  | CU YDS | V.C. | % GRADE | STATION | ELEVATION |  | CORR V.C. | DIST. | AREA |  | CU YDS | AREA |  | CU YDS | V.C. | % GRADE | STATION | ELEVATION |  | CORR V.C. | DIST. | AREA |  | CU YDS | AREA |  | CU YDS | V.C. | % GRADE | STATION | ELEVATION |  | CORR V.C. | DIST. | AREA |  | CU YDS | AREA |  | CU YDS | V.C. | % GRADE | STATION | ELEVATION |  | CORR V.C. | DIST. | AREA |  | CU YDS | AREA |  | CU YDS | V.C. | % GRADE | STATION | ELEVATION |  | CORR V.C. | DIST. | AREA |  | CU YDS | AREA |  | CU YDS | V.C. | % GRADE | STATION | ELEVATION |  | CORR V.C. | DIST. | AREA |  | CU YDS | AREA |  | CU YDS | V.C. | % GRADE | STATION | ELEVATION |  | CORR V.C. | DIST. | AREA |  | CU YDS | AREA |  | CU YDS | V.C. | % GRADE | STATION | ELEVATION |  | CORR V.C. | DIST |



# EARTHWORK

| V.C.   | % GRADE | GRADES       |              |              |       | TOTAL EXCAVATION<br>EARTH AND ROCK |          |      |          | ROCK |          |      |          | EMBANKMENT |          |      |          | BASE |          |      |          |
|--------|---------|--------------|--------------|--------------|-------|------------------------------------|----------|------|----------|------|----------|------|----------|------------|----------|------|----------|------|----------|------|----------|
|        |         | STATION      |              | CORR<br>V.C. | DIST. | AREA                               | CU. YDS. | AREA | CU. YDS. | AREA | CU. YDS. | AREA | CU. YDS. | AREA       | CU. YDS. | AREA | CU. YDS. | AREA | CU. YDS. | AREA | CU. YDS. |
|        |         | ON TANGENT   | ON V. CURVES |              |       |                                    |          |      |          |      |          |      |          |            |          |      |          |      |          |      |          |
|        |         | APPROACH #   | 145 + 80.3   | Rt.          |       |                                    |          |      |          |      |          |      |          |            |          |      |          |      |          |      |          |
| 0 + 14 |         |              |              |              | 11    | 0                                  | 12       | 0    | 9        | 0    | 5        | 18   |          |            |          |      |          |      |          |      |          |
| + 25   |         |              |              |              | 25    | 59                                 | 63       | 45   | 41       | 31   | 14       | 59   |          |            |          |      |          |      |          |      |          |
| + 50   |         |              |              |              | 25    | 54                                 | 66       | 43   | 26       | 0    | 14       | 25   |          |            |          |      |          |      |          |      |          |
| + 75   |         |              |              |              | 25    | 54                                 | 56       | 14   | 6        | 0    | 23       | 19   |          |            |          |      |          |      |          |      |          |
| 1      |         |              |              |              | 25    | 55                                 | 56       | 0    | 6        | 0    | 17       | 31   |          |            |          |      |          |      |          |      |          |
| + 50   |         |              |              |              | 50    | 15                                 | 75       | 0    | 3        | 3    | 16       | 31   |          |            |          |      |          |      |          |      |          |
|        |         | APPROACH #   | 191 + 50     | Rt.          |       |                                    |          |      |          |      |          |      |          |            |          |      |          |      |          |      |          |
| 0 + 14 |         |              |              |              | 11    | 0                                  | 12       | 0    | 9        | 0    | 5        | 18   |          |            |          |      |          |      |          |      |          |
| + 25   |         |              |              |              | 25    | 0                                  | 6        | 17   | 31       | 14   | 45       | 32   |          |            |          |      |          |      |          |      |          |
| + 50   |         |              |              |              | 25    | 12                                 | 6        | 17   | 31       | 14   | 45       | 32   |          |            |          |      |          |      |          |      |          |
| + 75   |         |              |              |              | 25    | 12                                 | 6        | 17   | 31       | 14   | 45       | 32   |          |            |          |      |          |      |          |      |          |
| 1      |         |              |              |              | 25    | 4                                  | 7        | 0    | 1        | 7    | 17       | 31   |          |            |          |      |          |      |          |      |          |
| + 50   |         |              |              |              | 50    | 0                                  | 4        | 0    | 1        | 3    | 9        | 31   |          |            |          |      |          |      |          |      |          |
|        |         | PART 1 Total |              |              |       | 294                                | 82       | 54   | 250      |      |          |      |          |            |          |      |          |      |          |      |          |
|        |         | APPROACH #   | 294 + 35     | Lt.          |       |                                    |          |      |          |      |          |      |          |            |          |      |          |      |          |      |          |
| 0 + 14 |         |              |              |              | 11    | 0                                  | 12       | 0    | 9        | 0    | 5        | 18   |          |            |          |      |          |      |          |      |          |
| + 25   |         |              |              |              | 25    | 0                                  | 6        | 17   | 31       | 14   | 45       | 32   |          |            |          |      |          |      |          |      |          |
| + 50   |         |              |              |              | 25    | 12                                 | 6        | 17   | 31       | 14   | 45       | 32   |          |            |          |      |          |      |          |      |          |
| + 75   |         |              |              |              | 25    | 12                                 | 6        | 17   | 31       | 14   | 45       | 32   |          |            |          |      |          |      |          |      |          |
| 1      |         |              |              |              | 25    | 4                                  | 7        | 0    | 1        | 7    | 17       | 31   |          |            |          |      |          |      |          |      |          |
| + 50   |         |              |              |              | 50    | 0                                  | 4        | 0    | 1        | 3    | 9        | 31   |          |            |          |      |          |      |          |      |          |
|        |         | APPROACH #   | 318 + 00     | Lt.          |       |                                    |          |      |          |      |          |      |          |            |          |      |          |      |          |      |          |
| 0 + 14 |         |              |              |              | 11    | 0                                  | 12       | 0    | 9        | 0    | 5        | 18   |          |            |          |      |          |      |          |      |          |
| + 25   |         |              |              |              | 25    | 45                                 | 39       | 0    | 0        | 45   | 32       |      |          |            |          |      |          |      |          |      |          |
| + 50   |         |              |              |              | 25    | 37                                 | 30       | 0    | 0        | 23   | 18       |      |          |            |          |      |          |      |          |      |          |
| + 75   |         |              |              |              | 25    | 28                                 | 30       | 0    | 0        | 15   | 7        |      |          |            |          |      |          |      |          |      |          |
| 1      |         |              |              |              | 25    | 0                                  | 13       | 0    | 0        | 0    | 7        |      |          |            |          |      |          |      |          |      |          |
|        |         | APPROACH #   | 327 + 15.0   | Lt.          |       |                                    |          |      |          |      |          |      |          |            |          |      |          |      |          |      |          |
| 0 + 14 |         |              |              |              | 11    | 0                                  | 12       | 0    | 9        | 0    | 5        | 18   |          |            |          |      |          |      |          |      |          |
| + 25   |         |              |              |              | 25    | 37                                 | 25       | 0    | 0        | 12   | 32       |      |          |            |          |      |          |      |          |      |          |
| + 50   |         |              |              |              | 25    | 16                                 | 25       | 0    | 0        | 13   | 15       |      |          |            |          |      |          |      |          |      |          |
| + 75   |         |              |              |              | 25    | 1                                  | 2        | 0    | 0        | 14   | 13       |      |          |            |          |      |          |      |          |      |          |
| 1      |         |              |              |              | 25    | 4                                  | 4        | 0    | 0        | 14   | 13       |      |          |            |          |      |          |      |          |      |          |
| + 50   |         |              |              |              | 50    | 0                                  | 4        | 0    | 0        | 0    | 13       |      |          |            |          |      |          |      |          |      |          |
|        |         | APPROACH #   | 332 + 70     | Rt.          |       |                                    |          |      |          |      |          |      |          |            |          |      |          |      |          |      |          |
| 0 + 14 |         |              |              |              | 11    | 0                                  | 12       | 0    | 9        | 0    | 5        | 18   |          |            |          |      |          |      |          |      |          |
| + 25   |         |              |              |              | 25    | 16                                 | 25       | 0    | 0        | 13   | 15       |      |          |            |          |      |          |      |          |      |          |
| + 50   |         |              |              |              | 25    | 1                                  | 2        | 0    | 0        | 14   | 13       |      |          |            |          |      |          |      |          |      |          |
| + 75   |         |              |              |              | 25    | 4                                  | 4        | 0    | 0        | 14   | 13       |      |          |            |          |      |          |      |          |      |          |
| 1      |         |              |              |              | 25    | 0                                  | 13       | 0    | 0        | 0    | 7        |      |          |            |          |      |          |      |          |      |          |
| + 50   |         |              |              |              | 50    | 0                                  | 4        | 0    | 0        | 0    | 13       |      |          |            |          |      |          |      |          |      |          |
|        |         | PART 2 Total |              |              |       | 137                                | 0        | 343  | 292      |      |          |      |          |            |          |      |          |      |          |      |          |

CARRIED FORWARD  
COLUMN FOOTINGS

# EARTHWORK

| V.C.   | % GRADE | GRADES       |              |              |       | TOTAL EXCAVATION<br>EARTH AND ROCK |          |      |          | ROCK |          |      |          | EMBANKMENT |          |      |          | BASE |          |      |          |
|--------|---------|--------------|--------------|--------------|-------|------------------------------------|----------|------|----------|------|----------|------|----------|------------|----------|------|----------|------|----------|------|----------|
|        |         | STATION      |              | CORR<br>V.C. | DIST. | AREA                               | CU. YDS. | AREA | CU. YDS. | AREA | CU. YDS. | AREA | CU. YDS. | AREA       | CU. YDS. | AREA | CU. YDS. | AREA | CU. YDS. | AREA | CU. YDS. |
|        |         | ON TANGENT   | ON V. CURVES |              |       |                                    |          |      |          |      |          |      |          |            |          |      |          |      |          |      |          |
|        |         | APPROACH #   | 145 + 80.3   | Rt.          |       |                                    |          |      |          |      |          |      |          |            |          |      |          |      |          |      |          |
| 0 + 14 |         |              |              |              | 11    | 0                                  | 12       | 0    | 9        | 0    | 5        | 18   |          |            |          |      |          |      |          |      |          |
| + 25   |         |              |              |              | 25    | 59                                 | 63       | 45   | 41       | 31   | 14       | 59   |          |            |          |      |          |      |          |      |          |
| + 50   |         |              |              |              | 25    | 54                                 | 66       | 43   | 26       | 0    | 14       | 25   |          |            |          |      |          |      |          |      |          |
| + 75   |         |              |              |              | 25    | 54                                 | 56       | 14   | 6        | 0    | 23       | 19   |          |            |          |      |          |      |          |      |          |
| 1      |         |              |              |              | 25    | 55                                 | 56       | 0    | 6        | 0    | 17       | 31   |          |            |          |      |          |      |          |      |          |
| + 50   |         |              |              |              | 50    | 15                                 | 75       | 0    | 3        | 3    | 16       | 31   |          |            |          |      |          |      |          |      |          |
|        |         | APPROACH #   | 191 + 50     | Rt.          |       |                                    |          |      |          |      |          |      |          |            |          |      |          |      |          |      |          |
| 0 + 14 |         |              |              |              | 11    | 0                                  | 12       | 0    | 9        | 0    | 5        | 18   |          |            |          |      |          |      |          |      |          |
| + 25   |         |              |              |              | 25    | 0                                  | 6        | 17   | 31       | 14   | 45       | 32   |          |            |          |      |          |      |          |      |          |
| + 50   |         |              |              |              | 25    | 12                                 | 6        | 17   | 31       | 14   | 45       | 32   |          |            |          |      |          |      |          |      |          |
| + 75   |         |              |              |              | 25    | 12                                 | 6        | 17   | 31       | 14   | 45       | 32   |          |            |          |      |          |      |          |      |          |
| 1      |         |              |              |              | 25    | 4                                  | 7        | 0    | 1        | 7    | 17       | 31   |          |            |          |      |          |      |          |      |          |
| + 50   |         |              |              |              | 50    | 0                                  | 4        | 0    | 1        | 3    | 9        | 31   |          |            |          |      |          |      |          |      |          |
|        |         | PART 1 Total |              |              |       | 294                                | 82       | 54   | 250      |      |          |      |          |            |          |      |          |      |          |      |          |
|        |         | APPROACH #   | 294 + 35     | Lt.          |       |                                    |          |      |          |      |          |      |          |            |          |      |          |      |          |      |          |
| 0 + 14 |         |              |              |              | 11    | 0                                  | 12       | 0    | 9        | 0    | 5        | 18   |          |            |          |      |          |      |          |      |          |
| + 25   |         |              |              |              | 25    | 0                                  | 6        | 17   | 31       | 14   | 45       | 32   |          |            |          |      |          |      |          |      |          |
| + 50   |         |              |              |              | 25    | 12                                 | 6        | 17   | 31       | 14   | 45       | 32   |          |            |          |      |          |      |          |      |          |
| + 75   |         |              |              |              | 25    | 12                                 | 6        | 17   | 31       | 14   | 45       | 32   |          |            |          |      |          |      |          |      |          |
| 1      |         |              |              |              | 25    | 4                                  | 7        | 0    | 1        | 7    | 17       | 31   |          |            |          |      |          |      |          |      |          |
| + 50   |         |              |              |              | 50    | 0                                  | 4        | 0    | 1        | 3    | 9        | 31   |          |            |          |      |          |      |          |      |          |
|        |         | APPROACH #   | 318 + 00     | Lt.          |       |                                    |          |      |          |      |          |      |          |            |          |      |          |      |          |      |          |
| 0 + 14 |         |              |              |              | 11    | 0                                  | 12       | 0    | 9        | 0    | 5        | 18   |          |            |          |      |          |      |          |      |          |
| + 25   |         |              |              |              | 25    | 45                                 | 39       | 0    | 0        | 45   | 32       |      |          |            |          |      |          |      |          |      |          |
| + 50   |         |              |              |              | 25    | 37                                 | 30       | 0    | 0        | 23   | 18       |      |          |            |          |      |          |      |          |      |          |
| + 75   |         |              |              |              | 25    | 28                                 | 30       | 0    | 0        | 15   | 7        |      |          |            |          |      |          |      |          |      |          |
| 1      |         |              |              |              | 25    | 0                                  | 13       | 0    | 0        | 0    | 7        |      |          |            |          |      |          |      |          |      |          |
|        |         | APPROACH #   | 327 + 15.0   | Lt.          |       |                                    |          |      |          |      |          |      |          |            |          |      |          |      |          |      |          |
| 0 + 14 |         |              |              |              | 11    | 0                                  | 12       | 0    | 9        | 0    | 5        | 18   |          |            |          |      |          |      |          |      |          |
| + 25   |         |              |              |              | 25    | 37                                 | 25       | 0    | 0        | 12   | 32       |      |          |            |          |      |          |      |          |      |          |
| + 50   |         |              |              |              | 25    | 16                                 | 25       | 0    | 0        | 13   | 15       |      |          |            |          |      |          |      |          |      |          |
| + 75   |         |              |              |              | 25    | 1                                  | 2        | 0    | 0        | 14   | 13       |      |          |            |          |      |          |      |          |      |          |
| 1      |         |              |              |              | 25    | 4                                  | 4        | 0    | 0        | 14   | 13       |      |          |            |          |      |          |      |          |      |          |
| + 50   |         |              |              |              | 50    | 0                                  | 4        | 0    | 0        | 0    | 13       |      |          |            |          |      |          |      |          |      |          |
|        |         | APPROACH #   | 332 + 70     | Rt.          |       |                                    |          |      |          |      |          |      |          |            |          |      |          |      |          |      |          |
| 0 + 14 |         |              |              |              | 11    | 0                                  | 12       | 0    | 9        | 0    | 5        | 18   |          |            |          |      |          |      |          |      |          |
| + 25   |         |              |              |              | 25    | 16                                 | 25       | 0    | 0        | 13   | 15       |      |          |            |          |      |          |      |          |      |          |
| + 50   |         |              |              |              | 25    | 1                                  | 2        | 0    | 0        | 14   | 13       |      |          |            |          |      |          |      |          |      |          |
| + 75   |         |              |              |              | 25    | 4                                  | 4        | 0    | 0        | 14   | 13       |      |          |            |          |      |          |      |          |      |          |
| 1      |         |              |              |              | 25    | 0                                  | 13       | 0    | 0        | 0    | 7        |      |          |            |          |      |          |      |          |      |          |
| + 50   |         |              |              |              | 50    | 0                                  | 4        | 0    | 0        | 0    | 13       |      |          |            |          |      |          |      |          |      |          |
|        |         | PART 2 Total |              |              |       | 137                                | 0        | 343  | 292      |      |          |      |          |            |          |      |          |      |          |      |          |

CARRIED FORWARD  
COLUMN FOOTINGS

# EARTHWORK SUMMARY

STATE OF VERMONT  
DEPARTMENT OF  
HIGHWAYS

| SUMMARY OF BALANCES                |          |                                                   |       |                                |      |                           |     |             |      |                       |  | BASE        |
|------------------------------------|----------|---------------------------------------------------|-------|--------------------------------|------|---------------------------|-----|-------------|------|-----------------------|--|-------------|
| STATION TO STATION                 |          | TOTAL EXCAVATION<br>(EARTH & ROCK)<br>CUBIC YARDS |       | ROCK EXCAVATION<br>CUBIC YARDS |      | EMBANKMENT<br>CUBIC YARDS |     | EXCESSES    |      | ACCUMULATIVE EXCESSES |  | BASE        |
|                                    |          |                                                   |       | PART 1                         |      | EAST MONTPELIER           |     | OUT FILL    |      | IN FILL               |  | CUBIC YARDS |
| 137 + 00                           | 140 + 00 | 489                                               |       |                                | 12   | 475                       |     |             | 875  |                       |  | 511         |
| 140 + 00                           | 145 + 00 | 930                                               |       |                                | 340  |                           | 497 |             | 992  |                       |  | 870         |
| 145 + 00                           | 150 + 00 | 1302                                              |       | 581                            | 2494 |                           |     | 1025        |      | 63                    |  | 812         |
| 150 + 00                           | 155 + 00 | 223                                               |       |                                | 2145 |                           |     |             |      | 2426                  |  | 757         |
| 155 + 00                           | 160 + 00 | 794                                               |       |                                | 116  | 655                       |     |             |      | 1771                  |  | 746         |
| 160 + 00                           | 165 + 00 | 59                                                |       | 38                             | 1809 |                           |     | 2081        |      | 3812                  |  | 778         |
| 165 + 00                           | 170 + 00 | 634                                               |       |                                | 3078 |                           |     | 3061        |      | 6875                  |  | 778         |
| 170 + 00                           | 175 + 00 | 1612                                              |       | 228                            | 350  | 1353                      |     |             |      | 5520                  |  | 777         |
| 175 + 00                           | 180 + 00 | 1103                                              |       |                                | 949  |                           |     | 37          |      | 5557                  |  | 755         |
| 180 + 00                           | 185 + 00 | 1003                                              |       | 402                            | 236  |                           |     |             |      | 798                   |  | 798         |
| 185 + 00                           | 190 + 00 | 958                                               |       | 424                            | 856  |                           |     | 1581        |      | 7068                  |  | 870         |
| 190 + 00                           | 195 + 00 | 238                                               |       | 107                            | 3017 |                           |     |             |      | 774                   |  | 774         |
| 195 + 00                           | 200 + 00 | 1189                                              |       | 619                            | 718  |                           |     |             |      | 8956                  |  | 895         |
| 200 + 00                           | 205 + 00 | 983                                               |       |                                | 837  | 602                       |     |             |      | 793                   |  | 793         |
| 205 + 00                           | 210 + 00 | 989                                               |       |                                | 964  | 152                       |     |             |      | 6344                  |  | 830         |
| 210 + 00                           | 215 + 00 | 239                                               |       | 27                             | 1875 |                           |     | 1509        |      | 7353                  |  | 763         |
| Part 1 Roadway Totals              |          | 12,375                                            | 2,506 | 18,529                         |      |                           |     |             |      |                       |  | 12,456      |
| Part 1 Drives                      |          | 22                                                |       | 76                             |      |                           |     |             |      |                       |  | 55          |
| Part 1 Turnouts                    |          | 21                                                |       | 231                            |      | 131                       |     |             |      | 7,672                 |  | 115         |
| Part 1 Approaches                  |          | 486                                               | 217   | 60                             |      |                           |     |             |      |                       |  | 597         |
| PART 1 TOTAL                       |          | 12,883                                            | 2,723 | 18,905                         |      |                           |     |             |      |                       |  | 13,233      |
| PART 2 (CALAIS)                    |          |                                                   |       |                                |      |                           |     |             |      |                       |  |             |
| 261 + 10                           | 265 + 00 | 2305                                              |       | 2305                           | 213  |                           |     |             |      |                       |  | 940         |
| 265 + 00                           | 270 + 00 | 1053                                              |       | 1042                           | 1595 |                           |     |             |      |                       |  | 757         |
| 270 + 00                           | 275 + 00 | 87                                                |       |                                | 365  |                           |     |             |      |                       |  | 711         |
| 275 + 00                           | 280 + 00 | 535                                               |       | 497                            | 1242 |                           |     |             |      |                       |  | 798         |
| 280 + 00                           | 285 + 00 | 915                                               |       | 618                            | 1632 |                           |     | 796         |      | 796                   |  | 768         |
| 285 + 00                           | 290 + 00 | 1202                                              |       | 180                            | 202  |                           |     |             |      |                       |  | 970         |
| 290 + 00                           | 295 + 00 | 311                                               |       | 30                             | 1523 |                           |     |             |      |                       |  | 786         |
| 295 + 00                           | 300 + 00 | 484                                               |       | 30                             | 1081 |                           |     |             |      |                       |  | 721         |
| 300 + 00                           | 305 + 00 | 777                                               |       |                                | 592  |                           | 67  |             | 863  |                       |  | 711         |
| 305 + 00                           | 310 + 00 | 1051                                              |       | 234                            | 98   |                           | 965 |             | 1809 |                       |  | 827         |
| 310 + 00                           | 315 + 00 | 824                                               |       | 53                             | 553  |                           |     |             |      |                       |  | 710         |
| 315 + 00                           | 320 + 00 | 51                                                |       |                                | 693  |                           |     | 775         | 1053 |                       |  | 832         |
| 320 + 00                           | 325 + 00 | 796                                               |       |                                | 425  | 251                       |     |             |      | 1304                  |  | 750         |
| 325 + 00                           | 330 + 00 | 129                                               | 81    | 380                            |      |                           |     | 814         | 990  |                       |  | 781         |
| 330 + 00                           | 335 + 00 | 206                                               |       |                                | 1511 |                           |     | 1607        |      | 1117                  |  | 700         |
| 335 + 00                           | 340 + 00 | 26                                                |       |                                | 1063 |                           |     | 1250        |      | 2367                  |  | 700         |
| 340 + 00                           | 345 + 00 | 221                                               |       |                                | 619  |                           |     | 522         |      | 2889                  |  | 700         |
| Part 2 Roadway Totals              |          | 10,652                                            | 5,570 | 14,993                         |      |                           |     |             |      |                       |  | 12,911      |
| Part 2 Drives                      |          | 2                                                 |       | 133                            |      |                           |     | 154         |      | 3003                  |  | 80          |
| Part 2 Approaches                  |          | 219                                               | 42    | 412                            |      |                           |     | 242         |      | 9265                  |  | 604         |
| PART 2 TOTAL                       |          | 10,873                                            | 5,612 | 15,548                         |      |                           |     |             |      |                       |  | 13,595      |
| GRAND TOTAL                        |          | 23,756                                            | 8,335 | 34,894                         |      |                           |     |             |      | 10967                 |  | 26,328      |
| REMARKS                            |          |                                                   |       |                                |      |                           |     |             |      |                       |  |             |
| SHEET NO.                          |          | COL. NO.                                          |       | SUMMARY BY COLUMNS             |      |                           |     | BASE        |      |                       |  |             |
|                                    |          | TOTAL                                             |       | EXCAVATION                     |      | EMBANKMENT                |     | CUBIC YARDS |      | CUBIC YARDS           |  |             |
|                                    |          | TOTAL                                             |       | PART 1                         |      | EAST MONTPELIER           |     | CUBIC YARDS |      | CUBIC YARDS           |  |             |
| 5                                  | 1        | 3114                                              | 581   |                                | 5025 |                           |     | 2940        |      |                       |  | 23,756      |
|                                    | 2        | 3883                                              | 266   |                                | 5350 |                           |     | 3323        |      |                       |  | 8,335       |
|                                    | 3        | 3009                                              | 1523  |                                | 1668 |                           |     | 3138        |      |                       |  | 15,421      |
| 5                                  |          | 1                                                 | 2399  | 136                            | 3470 |                           |     | 3057        |      |                       |  | 34,894      |
| Part 1                             |          |                                                   |       |                                |      |                           |     |             |      |                       |  | 12,456      |
| Roadway Totals                     |          | 12,375                                            | 2506  | 18,529                         |      |                           |     | 12,456      |      |                       |  | 21,991      |
| Part 1 Drives                      |          | 22                                                |       | 76                             |      |                           |     | 65          |      |                       |  | 4,399       |
| Part 1 Turnouts                    |          |                                                   |       | 231                            |      |                           |     | 115         |      |                       |  | 26,389      |
| Part 1 Approaches                  |          | 486                                               | 217   | 60                             |      |                           |     | 597         |      |                       |  |             |
| PART 1 TOTAL                       |          | 12,883                                            | 2723  | 18,905                         |      |                           |     | 13,233      |      |                       |  |             |
| 7                                  |          | 1                                                 | 3945  | 3347                           | 4144 |                           |     | 2567        |      |                       |  | 15,421      |
| 3                                  |          | 3026                                              | 1325  | 3919                           |      |                           |     | 3115        |      |                       |  |             |
| 2                                  |          | 2295                                              | 317   | 2172                           |      |                           |     |             |      |                       |  |             |
| 8                                  |          | 1                                                 | 1195  | 81                             | 3356 |                           |     | 3123        |      |                       |  | 15,421      |
| 2                                  |          | 221                                               |       | 907                            |      |                           |     | 910         |      |                       |  |             |
| PART 2                             |          |                                                   |       |                                |      |                           |     |             |      |                       |  | 26,395      |
| Roadway Totals                     |          | 10,652                                            | 5570  | 14,993                         |      |                           |     | 1291        |      |                       |  | 15,421      |
| Part 2 Drives                      |          | 2                                                 |       | 133                            |      |                           |     | 154         |      |                       |  | 10,965      |
| Part 2 Approaches                  |          | 219                                               | 42    | 412                            |      |                           |     | 60          |      |                       |  |             |
| PART 2 TOTAL                       |          | 10,873                                            | 5612  | 15,548                         |      |                           |     | 13,595      |      |                       |  |             |
| GRAND TOTAL                        |          | 23,756                                            | 8335  | 34,894                         |      |                           |     | 26,328      |      |                       |  |             |
| PROJECT - EAST MONTPELIER - CALAIS |          |                                                   |       |                                |      |                           |     |             |      |                       |  |             |
| PROJECT NO. 0243(11)               |          |                                                   |       |                                |      |                           |     |             |      |                       |  |             |



STATE OF VERMONT  
DEPARTMENT OF HIGHWAYS



East Montpelier - Calais 3-0243(1)

## FINAL EARTHWORK SHEET

STATE OF VERMONT  
DEPARTMENT OF HIGHWAYS

| Cut         |      |                |               |                |                |                   |            |      |        | Fill     |      |                 |                   |                 |         |      |                |               |                | Gravel         |                   |            |      |        |         |      |                 |                   |                 | Cut      |      |                |               |                |                |                   |            |      |        | Fill        |      |                 |                   |                 |  |  |  |  |  | Gravel   |  |  |  |  |  |  |  |  |  |
|-------------|------|----------------|---------------|----------------|----------------|-------------------|------------|------|--------|----------|------|-----------------|-------------------|-----------------|---------|------|----------------|---------------|----------------|----------------|-------------------|------------|------|--------|---------|------|-----------------|-------------------|-----------------|----------|------|----------------|---------------|----------------|----------------|-------------------|------------|------|--------|-------------|------|-----------------|-------------------|-----------------|--|--|--|--|--|----------|--|--|--|--|--|--|--|--|--|
| Station     | Dist | Completed Area | Over Cut Area | To Be Cut Area | Completed Area | To Be Filled Area | Waste Area | Area | CU Yds | Station  | Dist | Authorized Area | Unauthorized Area | Additional Area | Station | Dist | Completed Area | Over Cut Area | To Be Cut Area | Completed Area | To Be Filled Area | Waste Area | Area | CU Yds | Station | Dist | Authorized Area | Unauthorized Area | Additional Area | Station  | Dist | Completed Area | Over Cut Area | To Be Cut Area | Completed Area | To Be Filled Area | Waste Area | Area | CU Yds | Station     | Dist | Authorized Area | Unauthorized Area | Additional Area |  |  |  |  |  |          |  |  |  |  |  |  |  |  |  |
| As Designed |      |                |               |                |                |                   |            |      |        | Required |      |                 |                   |                 |         |      |                |               |                | As Designed    |                   |            |      |        |         |      |                 |                   |                 | Required |      |                |               |                |                |                   |            |      |        | As Designed |      |                 |                   |                 |  |  |  |  |  | Required |  |  |  |  |  |  |  |  |  |
| Gravel      |      |                |               |                |                |                   |            |      |        | Gravel   |      |                 |                   |                 |         |      |                |               |                | Gravel         |                   |            |      |        |         |      |                 |                   |                 | Gravel   |      |                |               |                |                |                   |            |      |        | Gravel      |      |                 |                   |                 |  |  |  |  |  | Gravel   |  |  |  |  |  |  |  |  |  |
| Gravel      |      |                |               |                |                |                   |            |      |        | Gravel   |      |                 |                   |                 |         |      |                |               |                | Gravel         |                   |            |      |        |         |      |                 |                   |                 | Gravel   |      |                |               |                |                |                   |            |      |        | Gravel      |      |                 |                   |                 |  |  |  |  |  | Gravel   |  |  |  |  |  |  |  |  |  |
| Gravel      |      |                |               |                |                |                   |            |      |        | Gravel   |      |                 |                   |                 |         |      |                |               |                | Gravel         |                   |            |      |        |         |      |                 |                   |                 | Gravel   |      |                |               |                |                |                   |            |      |        | Gravel      |      |                 |                   |                 |  |  |  |  |  | Gravel   |  |  |  |  |  |  |  |  |  |
| Gravel      |      |                |               |                |                |                   |            |      |        | Gravel   |      |                 |                   |                 |         |      |                |               |                | Gravel         |                   |            |      |        |         |      |                 |                   |                 | Gravel   |      |                |               |                |                |                   |            |      |        | Gravel      |      |                 |                   |                 |  |  |  |  |  | Gravel   |  |  |  |  |  |  |  |  |  |
| Gravel      |      |                |               |                |                |                   |            |      |        | Gravel   |      |                 |                   |                 |         |      |                |               |                | Gravel         |                   |            |      |        |         |      |                 |                   |                 | Gravel   |      |                |               |                |                |                   |            |      |        | Gravel      |      |                 |                   |                 |  |  |  |  |  | Gravel   |  |  |  |  |  |  |  |  |  |
| Gravel      |      |                |               |                |                |                   |            |      |        | Gravel   |      |                 |                   |                 |         |      |                |               |                | Gravel         |                   |            |      |        |         |      |                 |                   |                 | Gravel   |      |                |               |                |                |                   |            |      |        | Gravel      |      |                 |                   |                 |  |  |  |  |  | Gravel   |  |  |  |  |  |  |  |  |  |
| Gravel      |      |                |               |                |                |                   |            |      |        | Gravel   |      |                 |                   |                 |         |      |                |               |                | Gravel         |                   |            |      |        |         |      |                 |                   |                 | Gravel   |      |                |               |                |                |                   |            |      |        | Gravel      |      |                 |                   |                 |  |  |  |  |  | Gravel   |  |  |  |  |  |  |  |  |  |
| Gravel      |      |                |               |                |                |                   |            |      |        | Gravel   |      |                 |                   |                 |         |      |                |               |                | Gravel         |                   |            |      |        |         |      |                 |                   |                 | Gravel   |      |                |               |                |                |                   |            |      |        | Gravel      |      |                 |                   |                 |  |  |  |  |  | Gravel   |  |  |  |  |  |  |  |  |  |
| Gravel      |      |                |               |                |                |                   |            |      |        | Gravel   |      |                 |                   |                 |         |      |                |               |                | Gravel         |                   |            |      |        |         |      |                 |                   |                 | Gravel   |      |                |               |                |                |                   |            |      |        | Gravel      |      |                 |                   |                 |  |  |  |  |  | Gravel   |  |  |  |  |  |  |  |  |  |
| Gravel      |      |                |               |                |                |                   |            |      |        | Gravel   |      |                 |                   |                 |         |      |                |               |                | Gravel         |                   |            |      |        |         |      |                 |                   |                 | Gravel   |      |                |               |                |                |                   |            |      |        | Gravel      |      |                 |                   |                 |  |  |  |  |  | Gravel   |  |  |  |  |  |  |  |  |  |
| Gravel      |      |                |               |                |                |                   |            |      |        | Gravel   |      |                 |                   |                 |         |      |                |               |                | Gravel         |                   |            |      |        |         |      |                 |                   |                 | Gravel   |      |                |               |                |                |                   |            |      |        | Gravel      |      |                 |                   |                 |  |  |  |  |  | Gravel   |  |  |  |  |  |  |  |  |  |
| Gravel      |      |                |               |                |                |                   |            |      |        | Gravel   |      |                 |                   |                 |         |      |                |               |                | Gravel         |                   |            |      |        |         |      |                 |                   |                 | Gravel   |      |                |               |                |                |                   |            |      |        | Gravel      |      |                 |                   |                 |  |  |  |  |  | Gravel   |  |  |  |  |  |  |  |  |  |
| Gravel      |      |                |               |                |                |                   |            |      |        | Gravel   |      |                 |                   |                 |         |      |                |               |                | Gravel         |                   |            |      |        |         |      |                 |                   |                 | Gravel   |      |                |               |                |                |                   |            |      |        | Gravel      |      |                 |                   |                 |  |  |  |  |  | Gravel   |  |  |  |  |  |  |  |  |  |
| Gravel      |      |                |               |                |                |                   |            |      |        | Gravel   |      |                 |                   |                 |         |      |                |               |                | Gravel         |                   |            |      |        |         |      |                 |                   |                 | Gravel   |      |                |               |                |                |                   |            |      |        | Gravel      |      |                 |                   |                 |  |  |  |  |  | Gravel   |  |  |  |  |  |  |  |  |  |
| Gravel      |      |                |               |                |                |                   |            |      |        | Gravel   |      |                 |                   |                 |         |      |                |               |                | Gravel         |                   |            |      |        |         |      |                 |                   |                 | Gravel   |      |                |               |                |                |                   |            |      |        | Gravel      |      |                 |                   |                 |  |  |  |  |  | Gravel   |  |  |  |  |  |  |  |  |  |
| Gravel      |      |                |               |                |                |                   |            |      |        | Gravel   |      |                 |                   |                 |         |      |                |               |                | Gravel         |                   |            |      |        |         |      |                 |                   |                 | Gravel   |      |                |               |                |                |                   |            |      |        | Gravel      |      |                 |                   |                 |  |  |  |  |  | Gravel   |  |  |  |  |  |  |  |  |  |
| Gravel      |      |                |               |                |                |                   |            |      |        | Gravel   |      |                 |                   |                 |         |      |                |               |                | Gravel         |                   |            |      |        |         |      |                 |                   |                 | Gravel   |      |                |               |                |                |                   |            |      |        | Gravel      |      |                 |                   |                 |  |  |  |  |  | Gravel   |  |  |  |  |  |  |  |  |  |
| Gravel      |      |                |               |                |                |                   |            |      |        | Gravel   |      |                 |                   |                 |         |      |                |               |                | Gravel         |                   |            |      |        |         |      |                 |                   |                 | Gravel   |      |                |               |                |                |                   |            |      |        | Gravel      |      |                 |                   |                 |  |  |  |  |  | Gravel   |  |  |  |  |  |  |  |  |  |
| Gravel      |      |                |               |                |                |                   |            |      |        | Gravel   |      |                 |                   |                 |         |      |                |               |                | Gravel         |                   |            |      |        |         |      |                 |                   |                 | Gravel   |      |                |               |                |                |                   |            |      |        | Gravel      |      |                 |                   |                 |  |  |  |  |  | Gravel   |  |  |  |  |  |  |  |  |  |
| Gravel      |      |                |               |                |                |                   |            |      |        | Gravel   |      |                 |                   |                 |         |      |                |               |                | Gravel         |                   |            |      |        |         |      |                 |                   |                 | Gravel   |      |                |               |                |                |                   |            |      |        | Gravel      |      |                 |                   |                 |  |  |  |  |  | Gravel   |  |  |  |  |  |  |  |  |  |
| Gravel      |      |                |               |                |                |                   |            |      |        | Gravel   |      |                 |                   |                 |         |      |                |               |                | Gravel         |                   |            |      |        |         |      |                 |                   |                 | Gravel   |      |                |               |                |                |                   |            |      |        | Gravel      |      |                 |                   |                 |  |  |  |  |  | Gravel   |  |  |  |  |  |  |  |  |  |
| Gravel      |      |                |               |                |                |                   |            |      |        | Gravel   |      |                 |                   |                 |         |      |                |               |                | Gravel         |                   |            |      |        |         |      |                 |                   |                 | Gravel   |      |                |               |                |                |                   |            |      |        | Gravel      |      |                 |                   |                 |  |  |  |  |  | Gravel   |  |  |  |  |  |  |  |  |  |
| Gravel      |      |                |               |                |                |                   |            |      |        | Gravel   |      |                 |                   |                 |         |      |                |               |                | Gravel         |                   |            |      |        |         |      |                 |                   |                 | Gravel   |      |                |               |                |                |                   |            |      |        | Gravel      |      |                 |                   |                 |  |  |  |  |  | Gravel   |  |  |  |  |  |  |  |  |  |
| Gravel      |      |                |               |                |                |                   |            |      |        | Gravel   |      |                 |                   |                 |         |      |                |               |                | Gravel         |                   |            |      |        |         |      |                 |                   |                 | Gravel   |      |                |               |                |                |                   |            |      |        | Gravel      |      |                 |                   |                 |  |  |  |  |  | Gravel   |  |  |  |  |  |  |  |  |  |
| Gravel      |      |                |               |                |                |                   |            |      |        | Gravel   |      |                 |                   |                 |         |      |                |               |                | Gravel         |                   |            |      |        |         |      |                 |                   |                 | Gravel   |      |                |               |                |                |                   |            |      |        | Gravel      |      |                 |                   |                 |  |  |  |  |  | Gravel   |  |  |  |  |  |  |  |  |  |
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STATE OF VERMONT  
DEPARTMENT OF HIGHWAYS

Cut

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Gravel

PROJECT East Montpelier - Calais Part 2 SHEET 1 OF 3



STATE OF VERMONT  
DEPARTMENT OF HIGHWAYS118







STATE OF VERMONT  
DEPARTMENT OF HIGHWAYS

PROJECT East Montpelier-Colais PROJECT 5 NO. 0 24310  
SHEET OF SHEETS



5-0243(1)

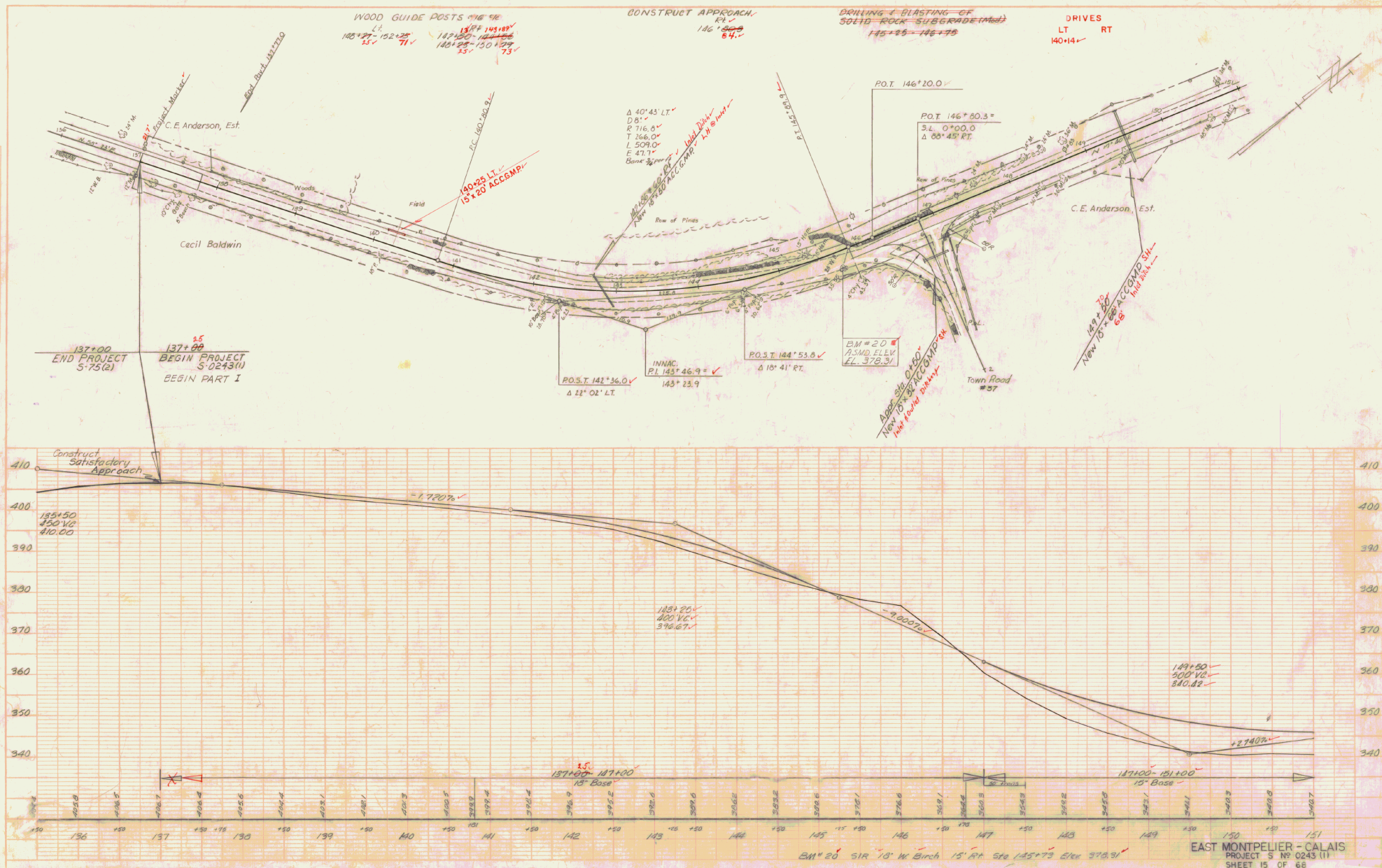
## SUMMARY SHEET

STATE OF VERMONT  
DEPARTMENT OF HIGHWAYS

### COLUMN SUMMARY



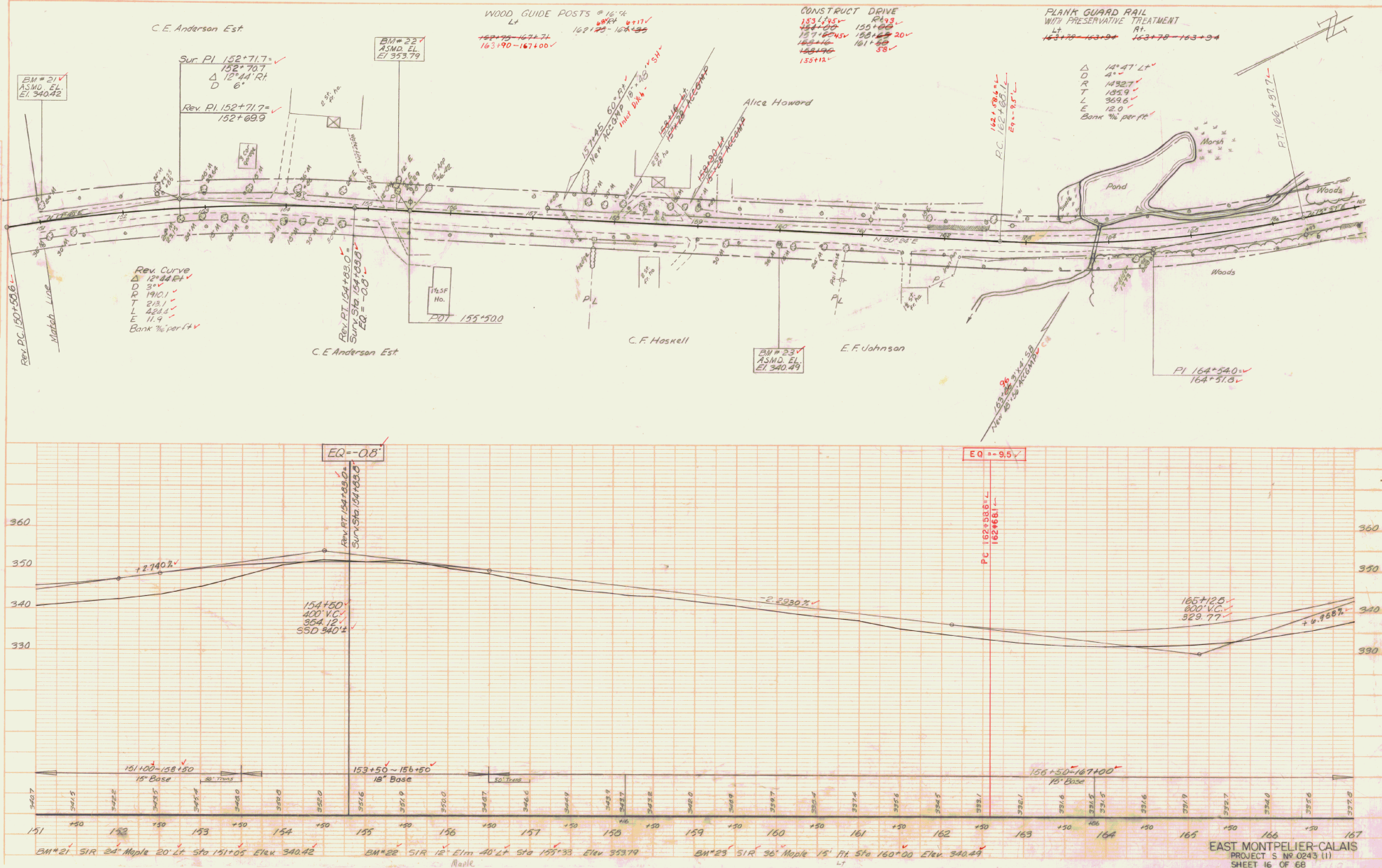
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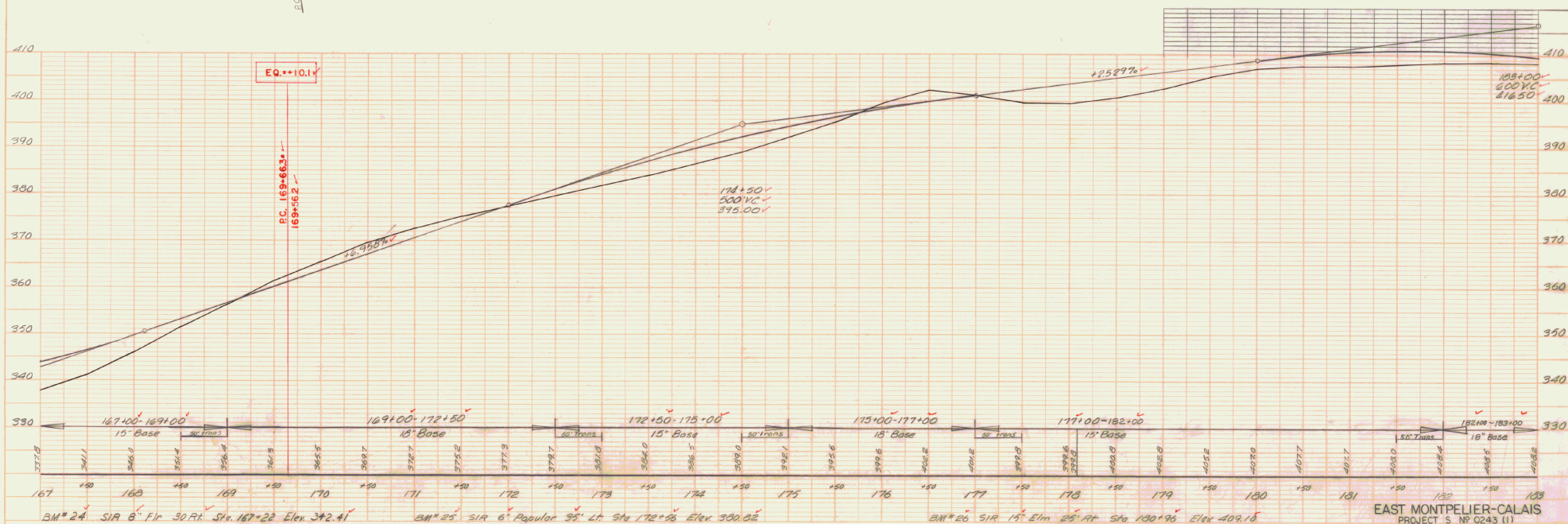
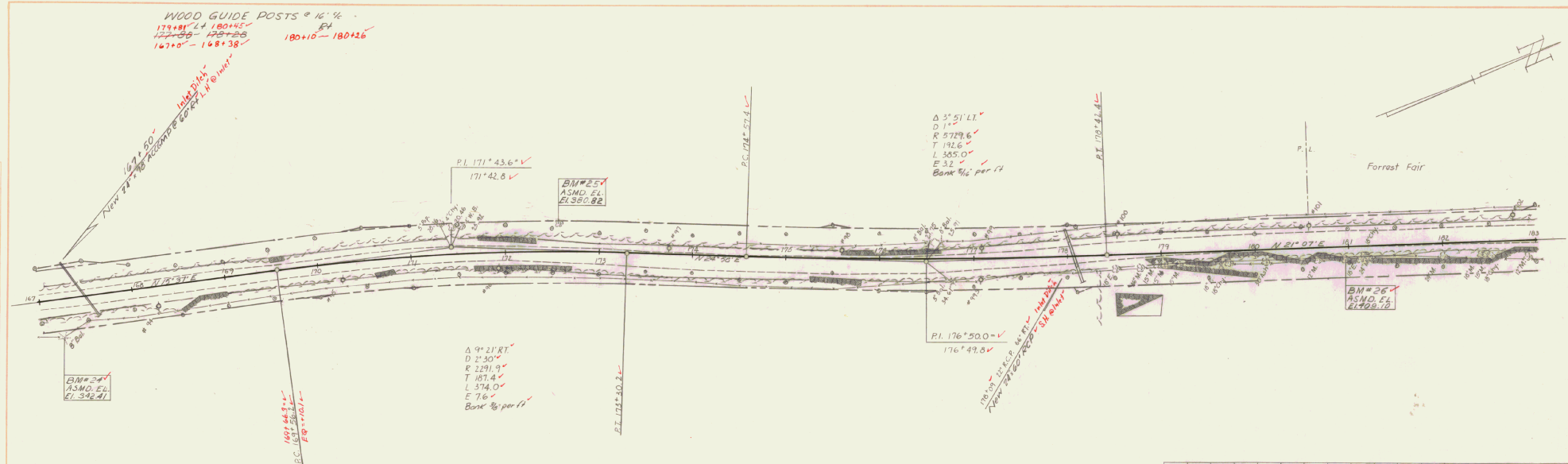
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| PROFILE | DATE  | BY           | CHKD           | APP'D        |
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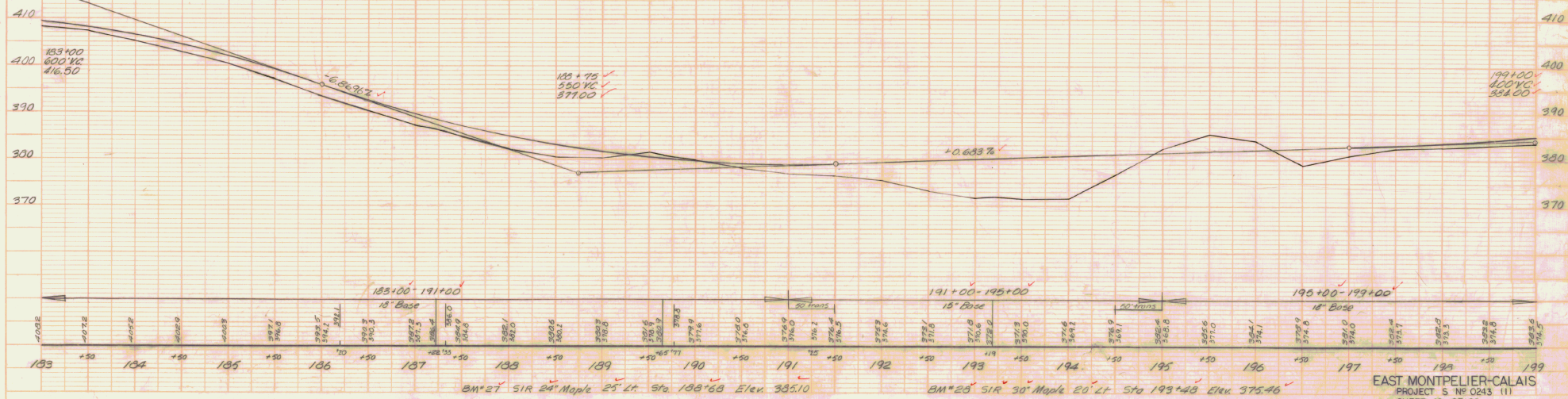
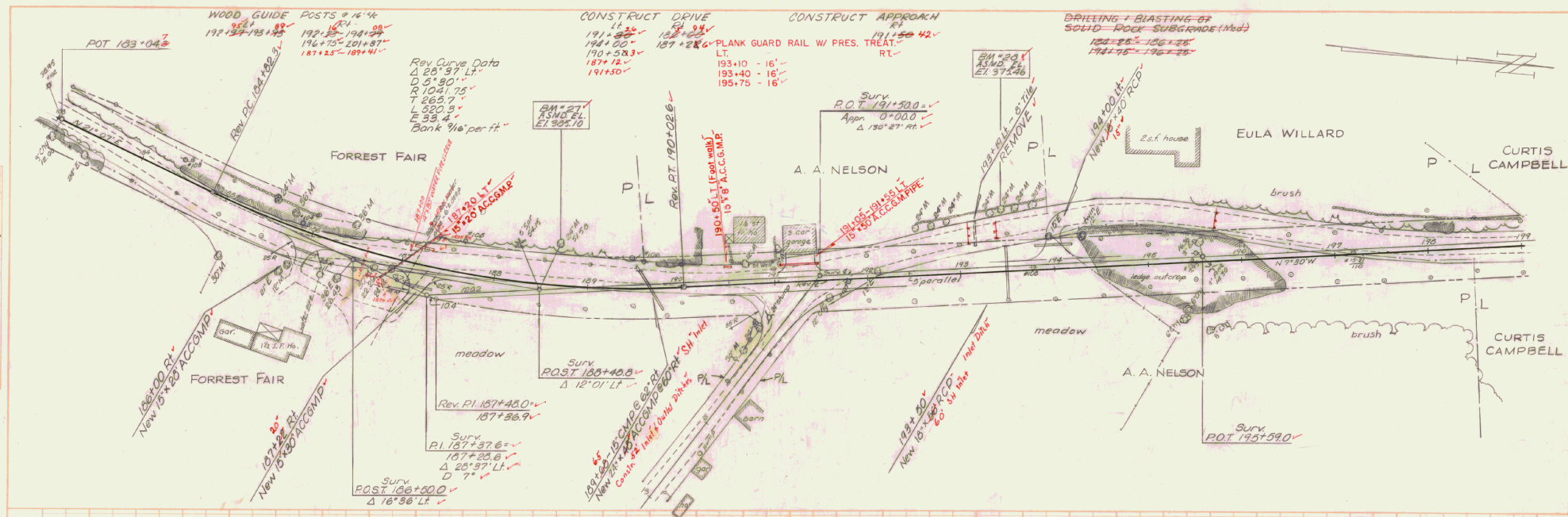




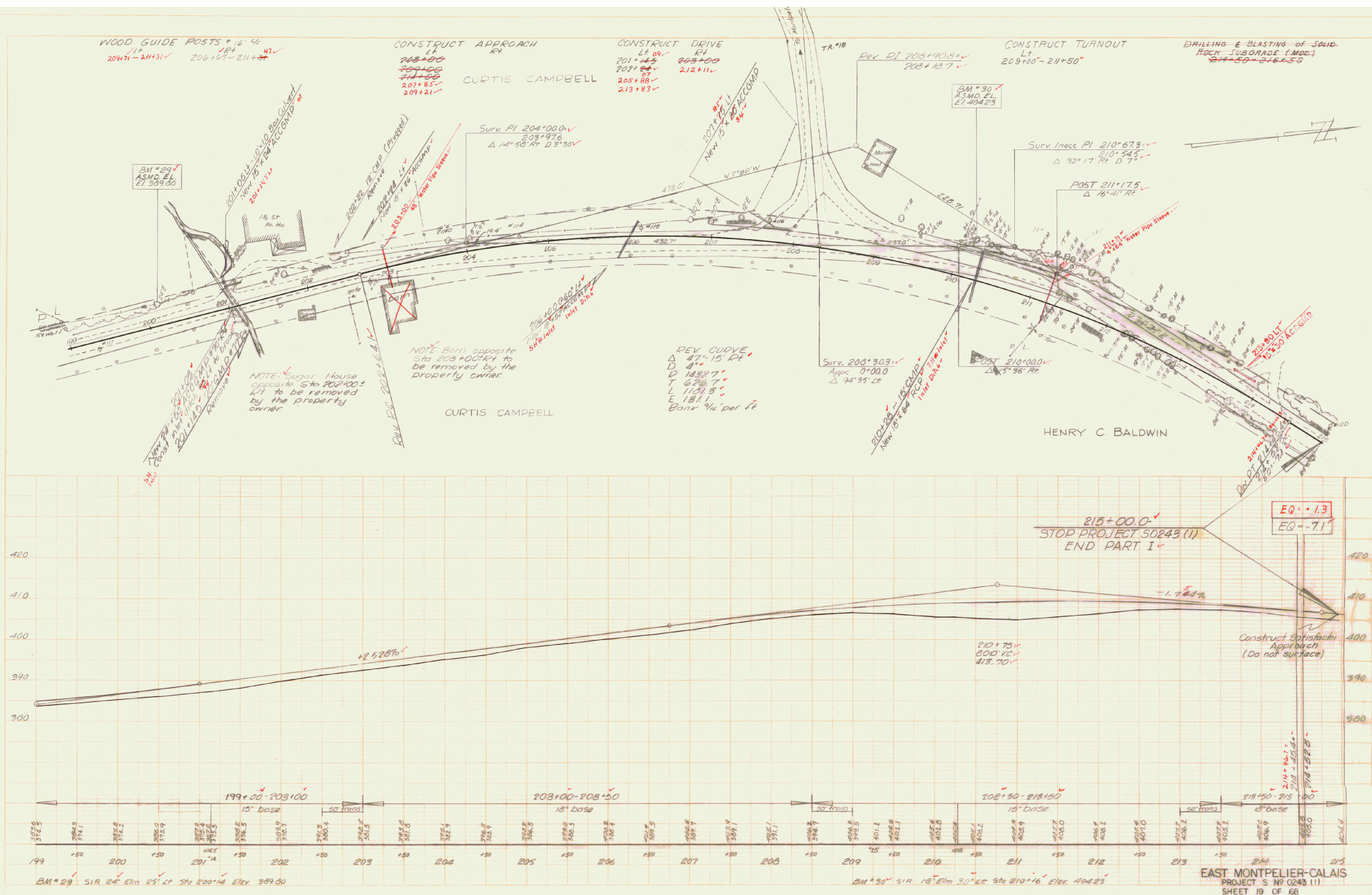
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| NOTE BOOK                   | CHEROKEE CHECKED | W Spaulding<br>McHugh | 9-57<br>10-57 |
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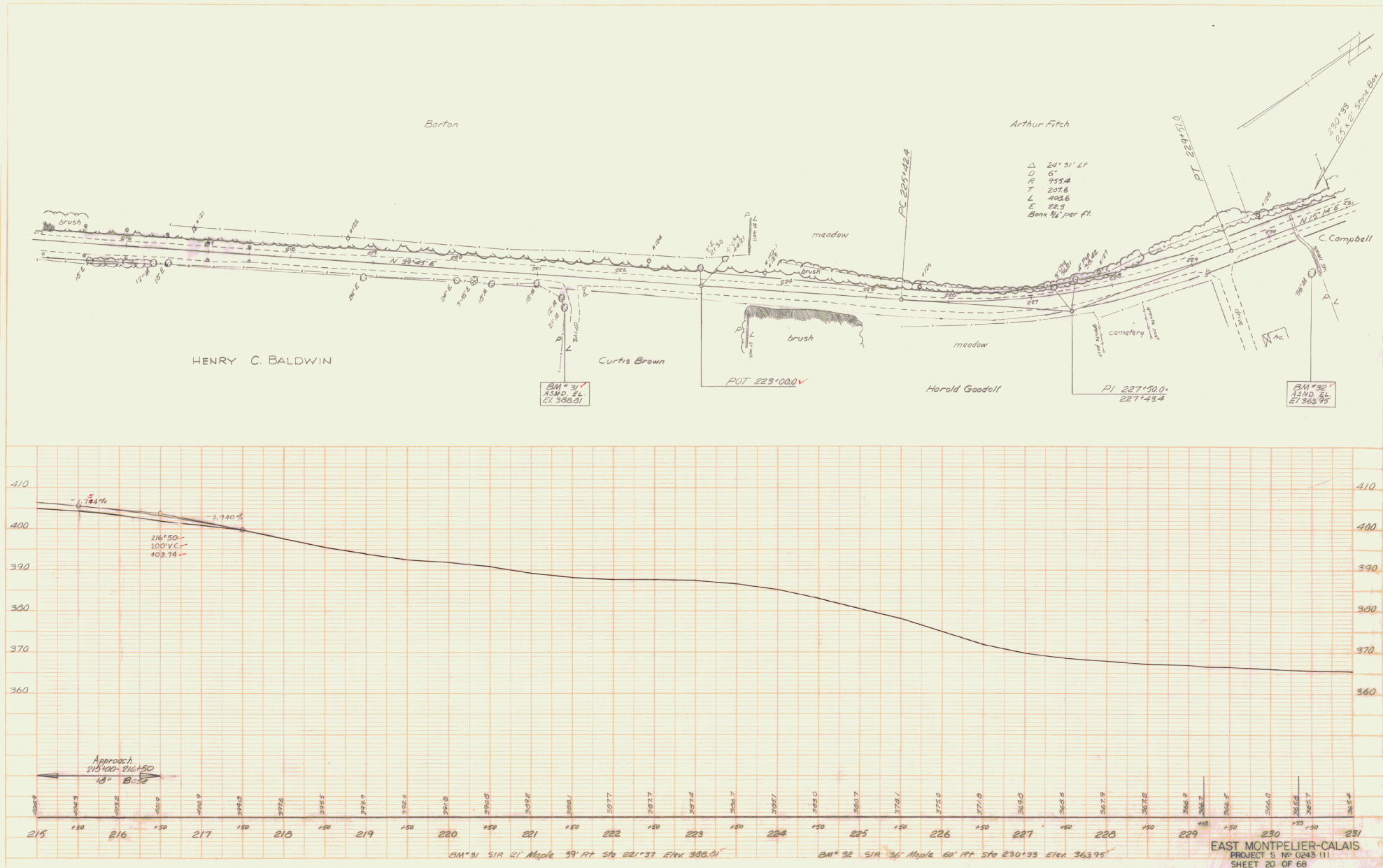






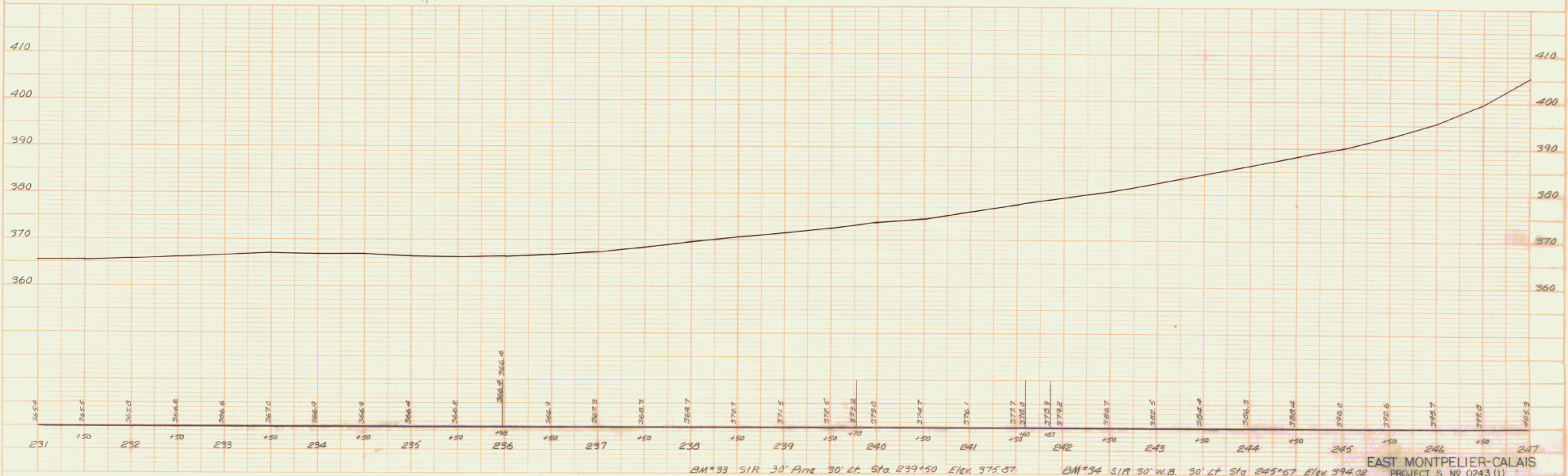
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DATE 8-27  
BY J. C. BALDWIN  
CHECKED H. C. BALDWIN  
NO. 11-27

PROFILE  
DATE 8-27  
BY J. C. BALDWIN  
CHECKED H. C. BALDWIN  
NO. 11-27





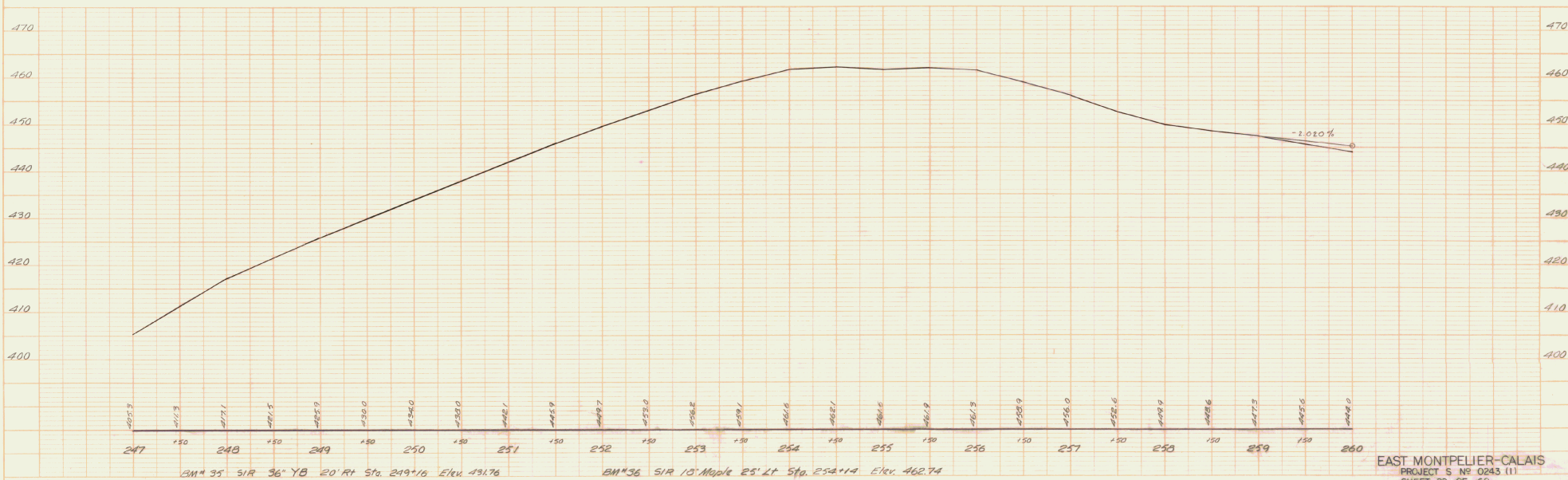
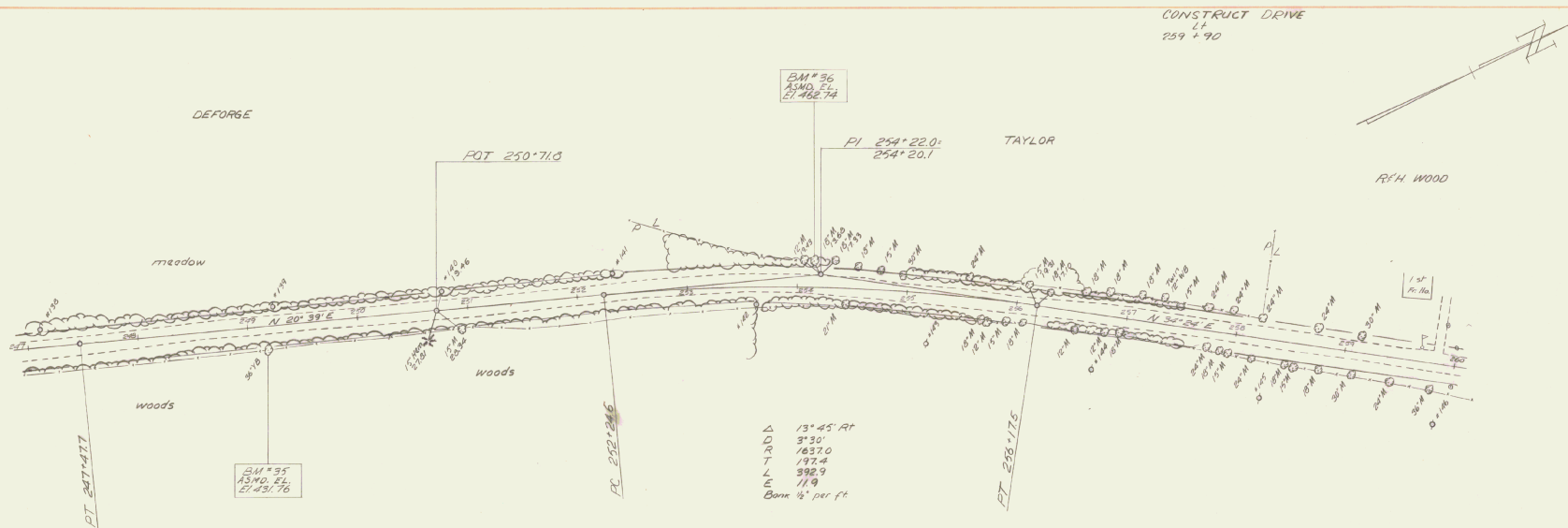
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| NO.       | STRUCTURE NOT IN CH NO. |           |       |





PLAN  
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 DRAWN BY: M. H. 4405  
 CHECKED BY: M. H. 4405  
 NOTE: BOOK 10, PAGE 100  
 100' = 1" = 100'

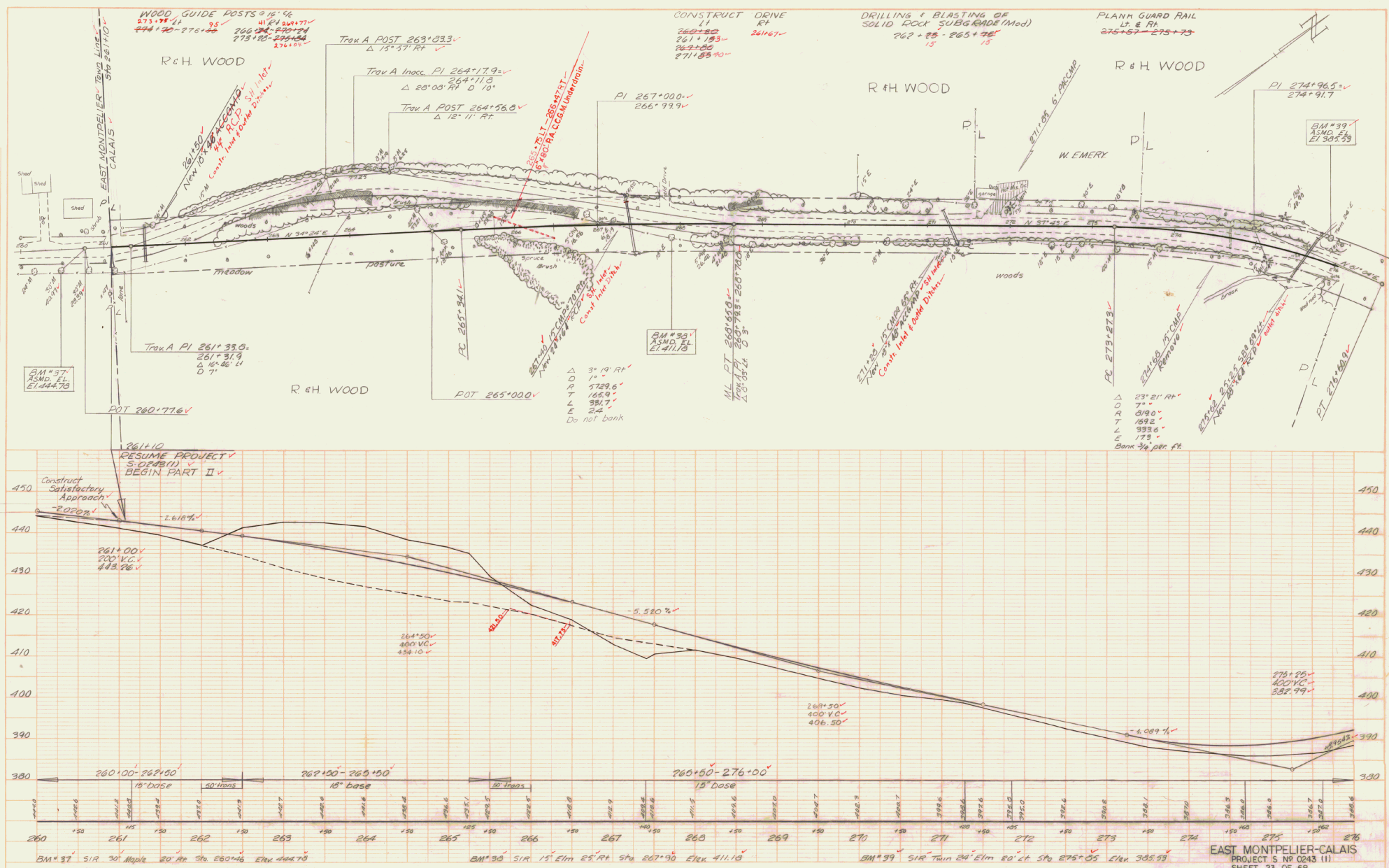
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 CHECKED BY: M. H. 4405  
 NOTE: BOOK 10, PAGE 100  
 100' = 1" = 100'





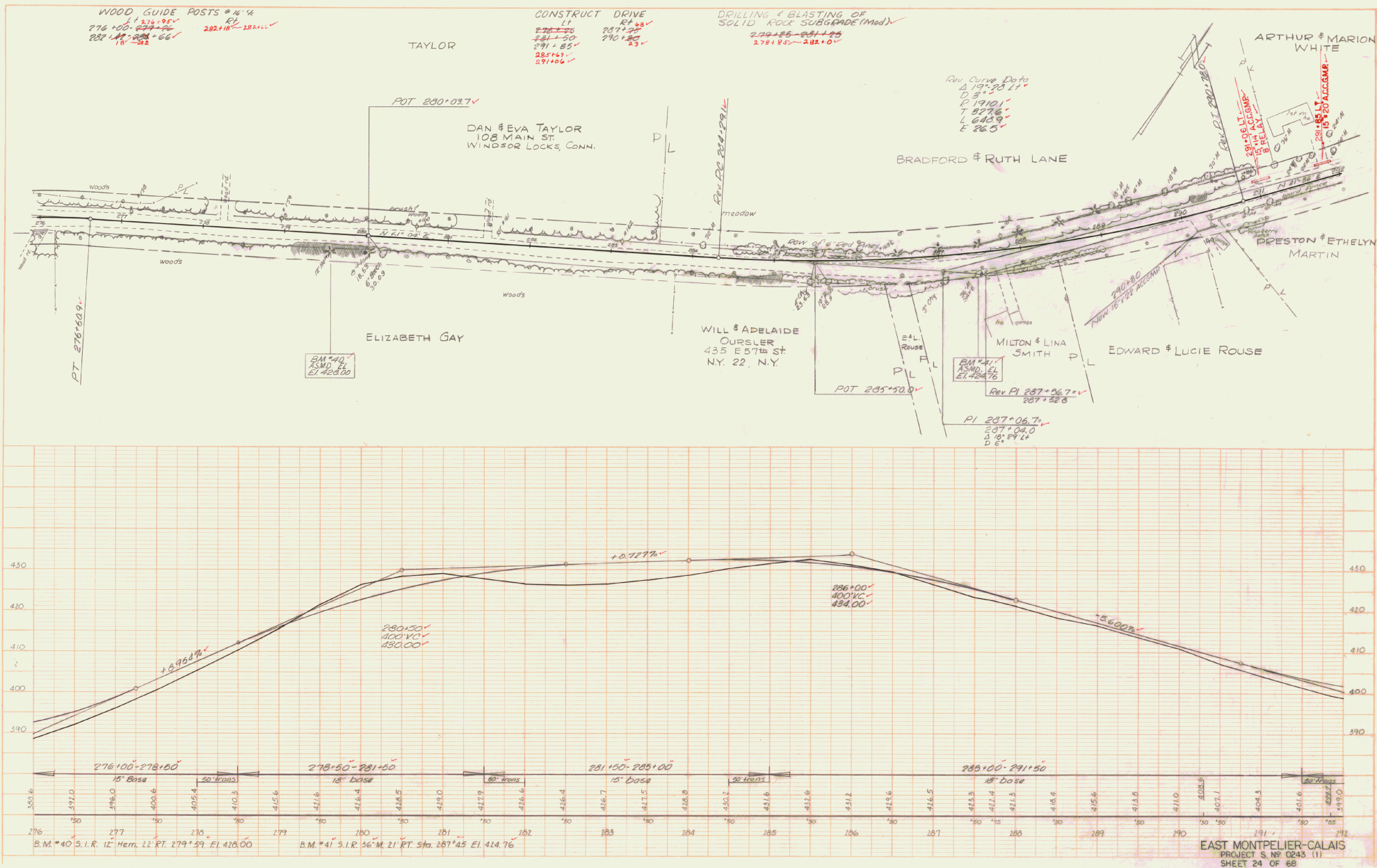
PLAN  
 DATE: 11-57  
 DRAWN BY: J. H. WOOD  
 CHECKED BY: J. H. WOOD  
 SCALE: 1" = 40' HORIZ. 1" = 10' VERT.  
 SHEET NO. 23 OF 68

PROFILE  
 DATE: 11-57  
 DRAWN BY: J. H. WOOD  
 CHECKED BY: J. H. WOOD  
 SCALE: 1" = 40' HORIZ. 1" = 10' VERT.  
 SHEET NO. 23 OF 68





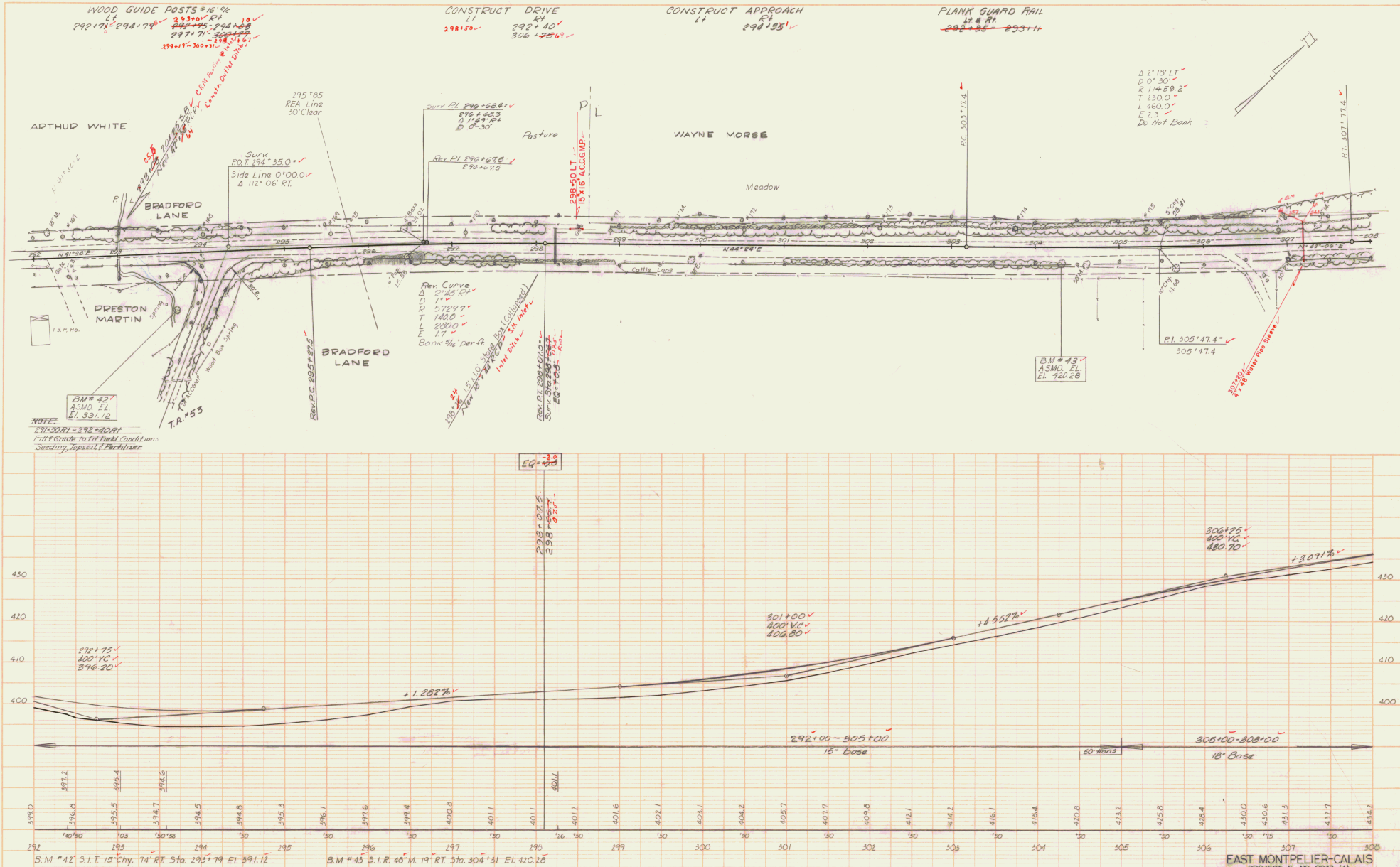
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| PROFILE   | NOTES                       | DATE  |
| NOTE BOOK | SAUNDERS CHECKED            | 9/57  |
| NO.       | B.W. NOTED                  | 12/57 |
|           | STRUCTURE NOT AT HS CH. CD. | 12/57 |



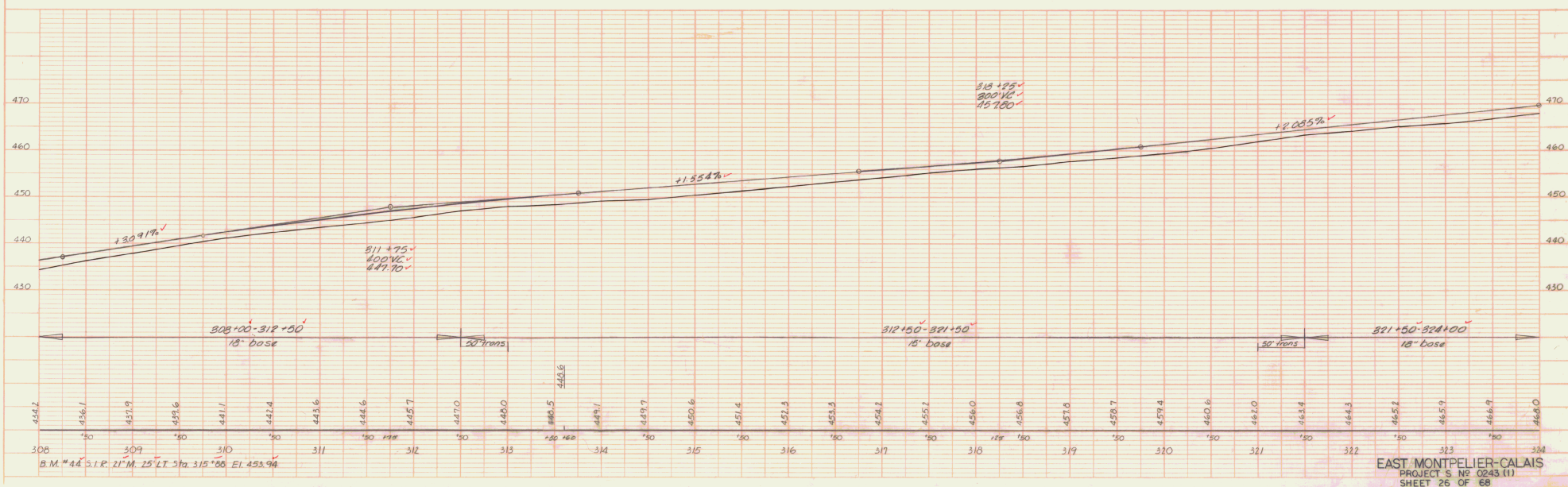
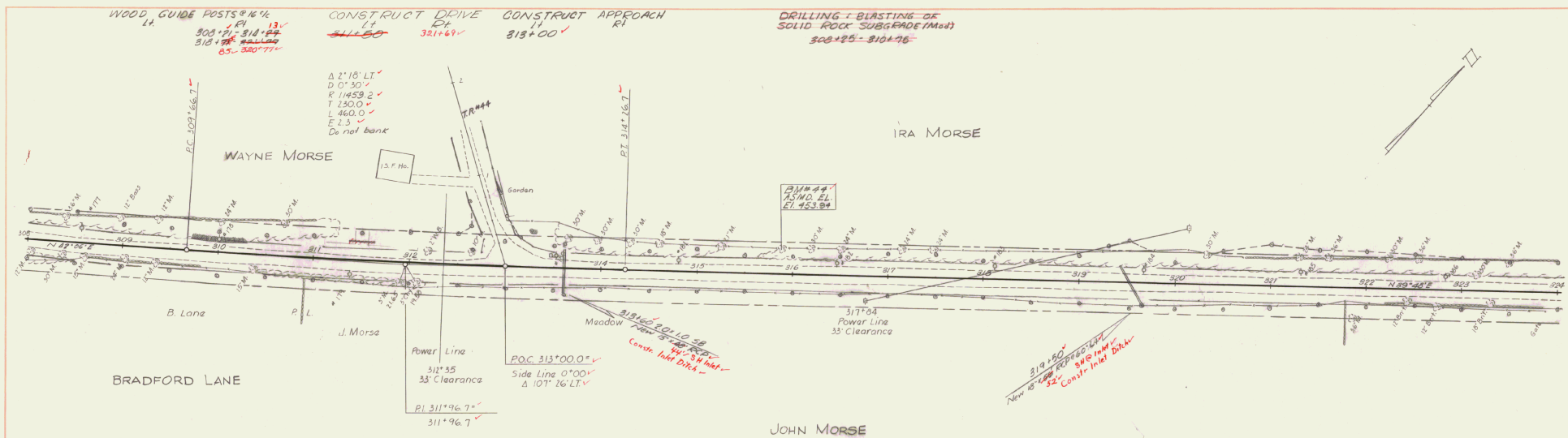


|        |        |        |         |      |
|--------|--------|--------|---------|------|
| PLAN   | DATE   | BY     | CHECKED | DATE |
| 1/1/51 | 1/1/51 | McHugh |         |      |

|         |        |        |         |      |
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| PROFILE | DATE   | BY     | CHECKED | DATE |
| 1/1/51  | 1/1/51 | McHugh |         |      |

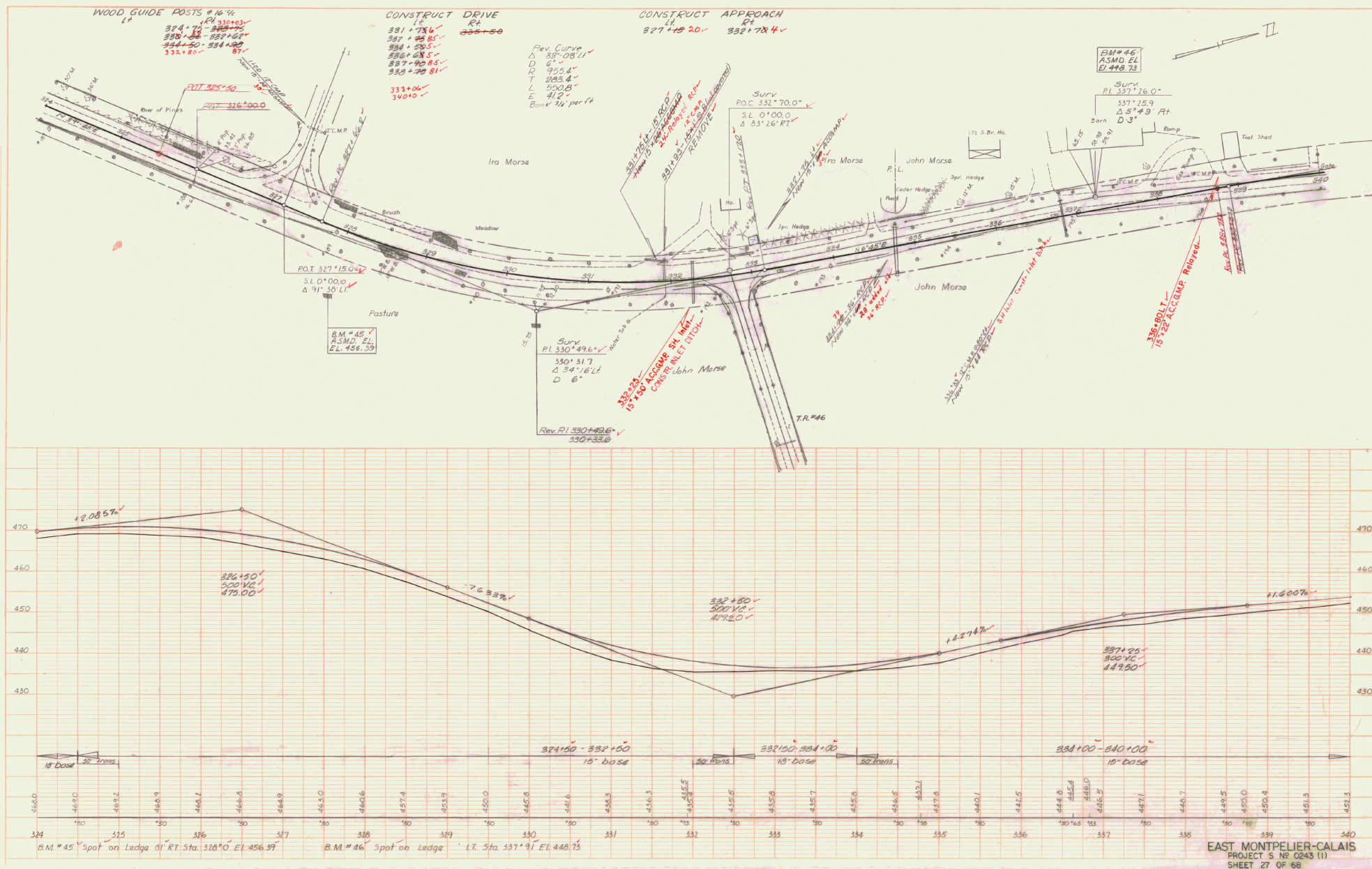








| PROFILE | NO.  | NOTE BOOK                | DATE | BY     | DATE  |
|---------|------|--------------------------|------|--------|-------|
| 1       | 5718 | NOTED                    | 9/57 | DeLano | 12/57 |
|         |      | EXAMINER CHECKED         |      | Jr.    |       |
|         |      | R. M.S. NOTED            |      | Jr.    | 11/57 |
|         |      | STRUCTURE NOTED AS CHRD. |      |        |       |





|                |     |            |      |    |       |    |
|----------------|-----|------------|------|----|-------|----|
| <b>PROFILE</b> | NO. | NOTES BOOK | DATE | BY | DATE  | BY |
|                |     |            |      | JG | 9/57  | JG |
|                |     |            |      | JG | 12/57 | JG |
|                |     |            |      | JG | 12/57 | JG |

