Vermont Agency of Transportation

REQUEST FOR PROJECT REVIEW

RFPR version 4.0.a.

PROJECT INFORMATION

Proj. Name and Number: KILLINGTON-STOCKBRIDGE ERSTP 022-1(25

EA No.: 0221025-100 PPMS: 12B234

Project Manager: BRANDON KIPP

Program: Pavement Phase: Final

District: Multiple Districts 3 & 4 If Multiple Districts Specify

Traffic Signal: No Precast Elements: Yes

DOCUMENTS FOR REVIEW AND FILES LOCATION

PLANS FILE LOCATION :

ESTIMATE FILE LOCATION :

FILE LOCATION :

FILE LOCATION :

FILE LOCATION :

TIME LINES

SUBMITTED: 07-18-2024

DEADLINE: 08-16-2024

COMPLETED:

INVITEES FOR REVIEW

- [x] MOB Districts
- [x] Operations and Safety Bureau
  - REVIEWED By Joseph Kelly (joe.kelly@vermont.gov) at 10:32 am, Jul 29, 2024
  - REVIEWED By Josh Taylor (joshua.e.taylor@vermont.gov) at 4:15 pm, Aug 15, 2024
- [x] Support Services Bureau
- [x] MAB Bicycle and Pedestrian Program Unit
- [ ] PDB Right-of-Way
- [x] PDB Structural Section
- [ ] PDB Survey Section
- [x] PDB Utility Section
  - REVIEWED By Dan Fletcher (Dan.Fletcher@vermont.gov) at 3:47 pm, Aug 15, 2024
- [x] PDB Highway Safety & Design
- [x] PDB Environmental Section
  - REVIEWED By Heather Voisin (heather.voisin@vermont.gov) at 12:36 pm, Aug 14, 2024
  - REVIEWED By Bonnie Donahue (Bonnie.Donahue@vermont.gov) at 11:00 am, Aug 15, 2024
- [ ] PDB Hydraulics Section
- [x] CMB Construction Section
  - REVIEWED By Jacob Bump (jacob.bump@vermont.gov) at 7:12 pm, Jul 21, 2024
  - Reviewed By Colin Judge (colin.judge) On Aug 08 2024, 7:59 am
  - REVIEWED By Jack Dugdale (jack.dugdale@vermont.gov) at 10:56 pm, Aug 01, 2024
  - Reviewed By Mitchell Weiss (mitchell) On Aug 09 2024, 3:33 am
  - Reviewed By Kevin McClure (Kevin.Mcc On Aug 15 2024, 12:17 pm
  - Reviewed By Sandra (sandra.schneider On Aug 06 2024, 5:00 pm
  - Reviewed By Judy Gildersleeve (judy.gildersl On Jul 23 2024, 9:42 am
  - REVIEWED By Nancy Avery (nancy.avery@vermont.gov) at 3:50 pm, Aug 05, 2024
- [x] CMB Materials Testing and Certification Section
  - Reviewed By Van Anderson (van.anderso On Jul 19 2024, 1:23 pm
  - Reviewed By Aaron Schwarz (aaron.s On Jul 19 2024, 1:29 pm
- [ ] CMB Geotechnical Engineering Section
- [ ] AMP Budget and Programming

  Include on all reviews that include bridges within the Project Limits
- [ ] AMP NBIS Inspections and Budget

  Include on all reviews that include bridges within the Project Limits
- [x] AMP Rumble Stripes

  See Notes at the bottom of this sheet.
- [ ] FHWA

  Include on all PoDI and WCRS Projects
- [ ] Rail Bureau
- [ ] VRS
- [ ] Aviation
- [x] Civil Rights
  - REVIEWED By Karen Brouillette (Karen.Brouillette@vermont.gov) at 7:45 am, Jul 23, 2024
- [x] Policy and Planning Bureau
- [ ] PPAID Permitting Services
- [x] Regional Planners
- Others:

Review Focus Notes:

REVISED FINAL PLANS FOR CHANGE TO 2024 SPEC BOOK.

See plan sheets for Rumble locations.

Print Form

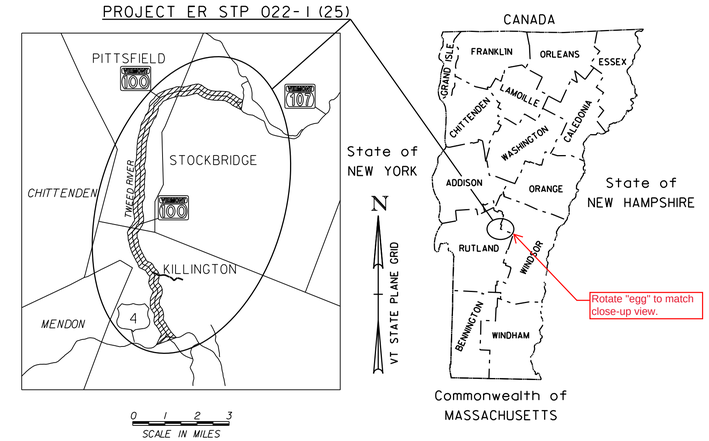
Clear Form

Submit by Email

Online Shared Review

FINAL PLANS
JULY 2024

STATE OF VERMONT
AGENCY OF TRANSPORTATION



PROPOSED IMPROVEMENT
TOWNS OF KILLINGTON, PITTSFIELD AND STOCKBRIDGE
COUNTIES OF RUTLAND AND WINDSOR
VT ROUTE 100 (MINOR ARTERIAL)

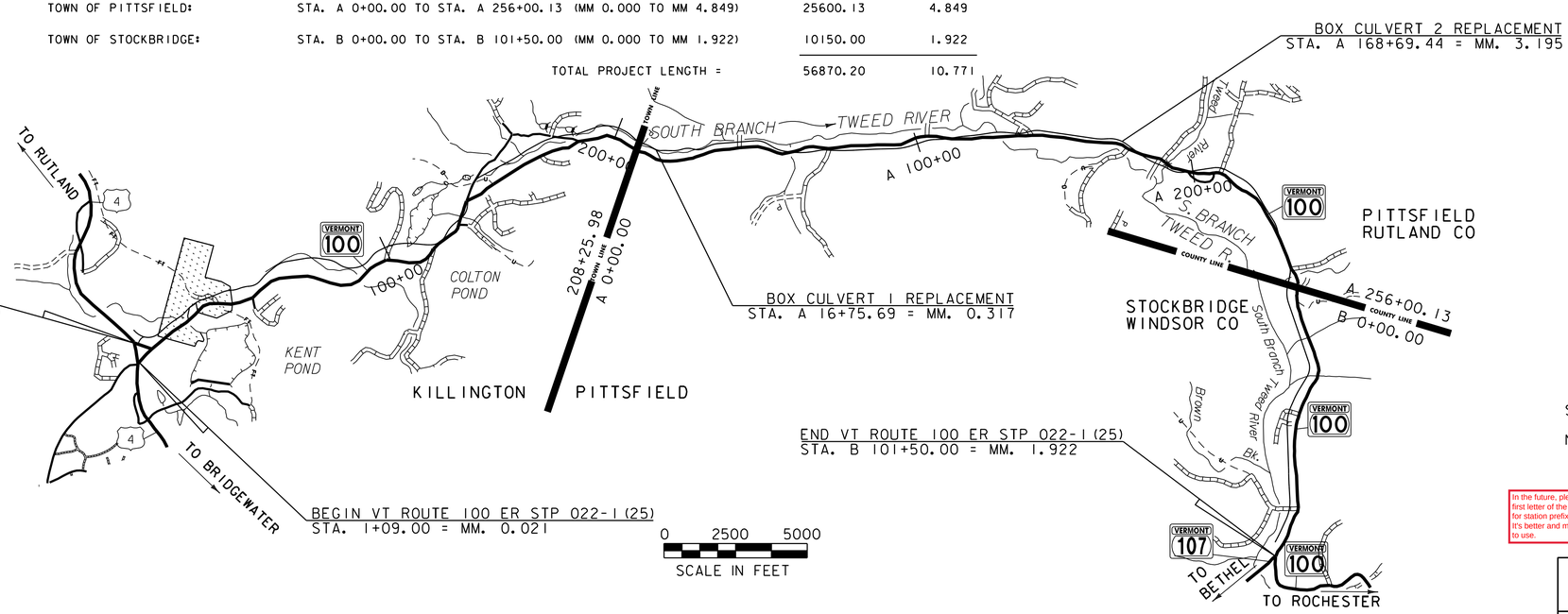
PROJECT LOCATION: BEGINNING AT THE INTERSECTION OF VT ROUTE 100 AND US ROUTE 4 IN THE TOWN OF KILLINGTON, AT MILE MARKER 0.021 = STATION 1+09.00 AND EXTENDING NORTHERLY ALONG VT ROUTE 100 FOR A DISTANCE OF APPROXIMATELY 56870.20 FT (10.771 MILES) TO AN ENDING POINT AT MILE MARKER 1.922 = STATION B 101+50.00 NEAR THE INTERSECTION OF ROUTE 100 AND VT ROUTE 107 IN THE TOWN OF STOCKBRIDGE.

PROJECT DESCRIPTION: WORK TO BE PERFORMED UNDER THIS PROJECT INCLUDES ~~COLD PLANING~~ coarse milling, RECLAIMING, CORRECTING SUPERELEVATION DEFICIENCIES, RESURFACING WITH BASE, INTERMEDIATE, AND WEARING COURSES, NEW PAVEMENT MARKINGS, SIGNAGE, GUARDRAIL IMPROVEMENTS, REPLACEMENT OF CULVERTS, DRAINAGE IMPROVEMENTS AND OTHER RELATED HIGHWAY ITEMS.

TOWN OF KILLINGTON:	STA. 1+09.00 TO STA. 208+25.98 (MM 0.021 TO MM 3.944)	20716.98	3.923
	STA. 300+75.00 TO STA. 304+78.09 (MM 0.014 TO MM 0.091)	403.09	0.077
TOWN OF PITTSFIELD:	STA. A 0+00.00 TO STA. A 256+00.13 (MM 0.000 TO MM 4.849)	25600.13	4.849
TOWN OF STOCKBRIDGE:	STA. B 0+00.00 TO STA. B 101+50.00 (MM 0.000 TO MM 1.922)	10150.00	1.922
	TOTAL PROJECT LENGTH =	56870.20	10.771

Please coordinate project schedule, construction sign overlap, and equipment and material deliveries with the following project(s):
STOCKBRIDGE-BETHEL STP CULV(103)
Project Description:Replacement of several small culverts in advance of a paving project.

Construction: Apr 2023 - Sep 2023 - not sure if all these culverts have been replaced due to flooding in 2023 & 2024 that has taken district crew off scheduled work to correct flood damage areas.
ROCHESTER - WARREN STPG SIGN(78)
Project Description: Sign replacement on VT 100 from Rochester ETE 100.006 to Warren ETE 126.905.
Construction: 2026



STATIONING PREFACE DESIGNATION:

NO DESIGNATION	=	KILLINGTON
A	=	PITTSFIELD
B	=	STOCKBRIDGE

In the future, please use the first letter of the town name for station prefixes (K, P, S). It's better and more intuitive to use.

CONSTRUCTION IS TO BE CARRIED ON IN ACCORDANCE WITH THESE PLANS AND THE STANDARD SPECIFICATIONS FOR CONSTRUCTION DATED 2024, AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION ON JUNE 27, 2023 FOR USE ON THIS PROJECT, INCLUDING ALL SUBSEQUENT REVISIONS AND SUCH REVISED SPECIFICATIONS AND SPECIAL PROVISIONS AS ARE INCORPORATED IN THESE PLANS.

QUALITY ASSURANCE PROGRAM : LEVEL 2

SURVEYED BY : VTRANS
SURVEYED DATE : 12/2016

DATUM
VERTICAL NAVD 88
HORIZONTAL NAD 83 (2011)

HIGHWAY DIVISION, CHIEF ENGINEER
APPROVED _____ DATE _____

PROJECT MANAGER : BRANDON W. KIPP, P.E.

PROJECT NAME : KILLINGTON - STOCKBRIDGE
PROJECT NUMBER : ER STP 022-1(25)

SHEET 1 OF 424 SHEETS

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408-409	CULVERT 2 TYPICAL SECTIONS SHEETS
410-411	CULVERT 2 BORING INFORMATION SHEETS
412	CULVERT 2 PLAN & ELEVATION SHEET
413	CULVERT 2 LAYOUT & LONGITUDINAL SECTION SHEET
414	CULVERT 2 WINGWALL DETAILS SHEET
415	CULVERT 2 RAILING LAYOUT SHEET
416-419	CULVERT 2 CONSTRUCTION PHASING SHEETS
420	CULVERT 2 EPSC EXISTING CONDITIONS SHEET
421-422	CULVERT 2 EPSC CONSTRUCTION CONDITIONS SHEETS
423	CULVERT 2 EPSC FINAL CONDITIONS SHEET

Need to include barrier delineation detail from T-13

HIGHWAY SAFETY AND DESIGN DETAILS

HSD-400.01	SAFETY EDGE DETAILS	01-05-2018
HSD-621.01	POST AND BLOCKOUT DETAILS FOR STEEL BEAM GUARDRAIL, GALVANIZED	06-09-2015
HSD-621.06	GUARDRAIL TERMINAL LABEL DETAIL	02-27-2017
HSD-621.07A	MGS	01-04-2021
HSD-621.07B	MGS COMPONENTS	04-17-2019
HSD-621.07C	MGS ANCHOR	04-17-2019
HSD-621.07D	MGS ANCHOR COMPONENTS 1	04-17-2019
HSD-621.07E	MGS ANCHOR COMPONENTS 2	04-17-2019
HSD-621.07F	MGS TRANSITION	01-04-2021

Key information from the traffic data is missing. Please add.

TRAFFIC DATA
VT 100

HIGHWAY SECTION	AADT		DHV		CUM. ESALS	CUM. ESALS
	2024	2044	2024	2044	(2024-2044)	(2024-2064)
BEGIN PROJECT (KILLINGTON MM 0.014) TO END PROJECT (STOCKBRIDGE MM 1.851)	3120	3429	460	490	3,059,000	6,774,000

Updated Table needed.

BITUMINOUS CONCRETE SUPERPAVE MIXTURE DESIGN CRITERIA	
DESIGN LANE/ DESIGN LIFE ESAL	1,420,350
DESIGN NUMBER OF GYRATIONS	65
PERFORMANCE GRADED ASPHALT BINDER:	SEE TABLE 406.03F

Agreed. Please review the attached guidance document below and update the table accordingly.

VTRANS STANDARDS

A-62	SLOPES IN SOLID ROCK EXCAV. (DHV OVER 100 VPH)	06-30-1995
A-76	STANDARDS FOR TOWN & DEVELOPMENT ROADS	03-03-2003
B-5	SLOPE GRADING, EMBANKMENTS, MUCK	06-01-1994
B-12	SIDE ROAD INTERSECTION, DEPRESSED RAMP	06-01-1994
B-17	GUARDRAIL, BRIDGES, REST AREAS, TURNOUTS	07-01-2019
B-71a	STANDARDS FOR RESIDENTIAL DRIVES	04-07-2020
B-71b	STANDARDS FOR COMMERCIAL DRIVES	04-07-2020
C-10	CURBING	02-17-2022
D-3	TREATED GUTTERS	06-01-1994
D-6	REINFORCED CONCRETE DROP INLET W/GRATE (DITCHES)	06-01-1994
D-11	STEEL OR IRON GRATES & COVERS (TYPE A)	06-01-1994
D-16	DRAINAGE DETAILS INCLUDING DROP INLETS, IRON GRATE TYPE B&C, CONC. END SECTIONS, ETC.	06-01-1994
D-30	UNDERDRAIN CONSTRUCTION DETAILS	08-13-2007
D-33	REINFORCED CONCRETE STRAIGHT HEADWALL	03-12-2007
E-10	ROLLED EROSION CONTROL PRODUCT, TYPE 1	04-07-2020
E-11	CHECK DAM, TYPE 1	04-07-2020
E-12	STABILIZED CONSTRUCTION ENTRANCE	04-07-2020
E-13	INLET PROTECTIN DEVICE, TYPE 1	04-07-2020
E-14	INLET PROTECTION DEVICE, TYPE III	04-07-2020
E-15	SILT FENCE	04-07-2020
E-121	STANDARD SIGN PLACEMENT - CONVENTIONAL ROAD	08-08-1995
E-127	ROUTE MARKINGS AT RURAL INTERSECTIONS	08-08-1995
E-136B	STATE ROUTE MARKER SIGN DETAILS	08-08-1995
E-191	PAVEMENT MARKING DETAILS	02-01-1999
E-193	PAVEMENT MARKING DETAILS	08-18-1995
G-1	STEEL BEAM GUARDRAIL DETAILS (POST, DELINEATOR, TYPICALS)	03-10-2017
G-1D	STEEL BEAM GUARDRAIL DETAILS (END TERMINALS, ANCHOR, MEDIAN)	03-10-2017
G-19	GENERIC GRADING PLANS FOR GUARDRAIL END TERMINALS	10-02-2018
J-3	MAILBOX SUPPORT DETAILS	08-07-1995
S-360A	BRIDGE RAILING, GALVANIZED 2 RAIL BOX BEAM	02-15-2023
S-360B	GUARDRAIL APPROACH SECTION, GALVANIZED 2 RAIL BOX BEAM	02-15-2023
S-360C	GUARDRAIL APPROACH SECTION, GALVANIZED 2 RAIL BOX BEAM	02-15-2023
S-400	BRIDGE JOINT ASPHALTIC PLUG	04-07-2020
S-500	CONCRETE DETAILS AND NOTES	02-15-2023
S-501	CONCRETE DETAILS AND NOTES	02-15-2023
T-1	TRAFFIC CONTROL GENERAL NOTES	04-25-2016
T-2	TRAFFIC SIGN GENERAL NOTES	04-07-2020
T-10	CONVENTIONAL ROADS CONSTRUCTION APPROACH SIGNING	08-06-2012
T-17	TRAFFIC CONTROL MISCELLANEOUS DETAILS	08-06-2012
T-24	TRAFFIC CONTROL FOR MAINTENANCE PAVEMENT MARKING OPERATION	08-06-2012
T-28	CONSTRUCTION SIGN DETAILS	08-06-2012
T-29	CONSTRUCTION SIGN DETAILS	08-06-2012
T-30	CONSTRUCTION SIGN DETAILS	02-17-2022
T-31	CONSTRUCTION SIGN DETAILS	08-06-2012
T-35	CONSTRUCTION ZONE LONGITUDINAL DROP-OFFS	08-06-2012
T-36	CONSTRUCTION ZONE LONGITUDINAL DROP-OFFS FOR PAVING	08-06-2012
T-42	BRIDGE NUMBER PLAQUE	04-09-2014
T-44	MILEMARKER DETAILS STATE AND TOWN HIGHWAYS	04-09-2014
T-45	SQUARE TUBE SIGN POST AND ANCHOR	01-02-2013
T-70	VERMONT REGULATORY SIGN DETAILS	02-17-2022
T-73	VERMONT REGULATORY SIGN DETAILS	04-25-2016
T-80	VERMONT WARNING SIGN DETAILS	02-12-2016
T-81	VERMONT WARNING SIGN DETAILS	02-12-2016
T-82	VERMONT WARNING SIGN DETAILS	03-10-2017
T-92	ROUTE MARKER FRAME DETAILS	10-26-2015
T-93	DESTINATION SIGN DETAILS	10-26-2015
T-94	TOWN & COUNTY LINE SIGNS	02-12-2016
T-95	VILLAGE SIGNS	05-25-2016

GENERAL INFORMATION

SYMBOLOGY LEGEND NOTE

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

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

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

COMMON TOPOGRAPHIC POINT SYMBOLS

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

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

PROPOSED GEOMETRY CODES

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

UTILITY SYMBOLOGY

UNDERGROUND UTILITIES

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

ABOVE GROUND UTILITIES (AERIAL)

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

PROJECT CONSTRUCTION SYMBOLOGY

PROJECT DESIGN & LAYOUT SYMBOLOGY

CZ	CLEAR ZONE
	PLAN LAYOUT MATCHLINE

PROJECT CONSTRUCTION FEATURES

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

CONVENTIONAL BOUNDARY SYMBOLOGY

BOUNDARY LINES

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

EPSC LAYOUT PLAN SYMBOLOGY

EPSC MEASURES

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

SEE EPSC DETAIL SHEETS FOR ADDITIONAL SYMBOLOGY

ENVIRONMENTAL RESOURCES

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

ARCHEOLOGICAL & HISTORIC

ARCH	ARCHEOLOGICAL BOUNDARY
HISTORIC DIST	HISTORIC DISTRICT BOUNDARY
HISTORIC	HISTORIC AREA
H	HISTORIC STRUCTURE

CONVENTIONAL TOPOGRAPHIC SYMBOLOGY

EXISTING FEATURES

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

PROJECT NAME: KILLINGTON - STOCKBRIDGE
PROJECT NUMBER: ER STP 022-1(25)

FILE NAME: z12B234_legend.dgn
PROJECT LEADER: E.P. DETRICK
DESIGNED BY: VTRANS
CONVENTIONAL SYMBOLOGY LEGEND SHEET

PLOT DATE: 7/17/2024
DRAWN BY: R.M. O'BRIEN
CHECKED BY: E.P. DETRICK
SHEET 3 OF 424

GENERAL NOTES

Typically there is a note here about estimated quantities of barrier fence, PDF, and erosion log to be used to delineate/protect these areas. Is that the intent here? And is there enough erosion log?

1. ALL MATERIALS AND CONSTRUCTION SHALL CONFORM TO THE STATE OF VERMONT AGENCY OF TRANSPORTATION'S STANDARD SPECIFICATIONS FOR CONSTRUCTION, DATED 2024 AND SUCH SPECIFICATIONS AS ARE INCORPORATED IN THE CONTRACT DOCUMENTS.

2. APPROXIMATE WETLAND AND OTHER RESOURCE LOCATIONS HAVE BEEN IDENTIFIED. SEE ENVIROMENTALLY SENSITIVE LOCATIONS IN THE CONSTRUCTION NOTES FOR LOCATIONS. THE PROJECT SHALL BE CONSTRUCTED AS DESIGNED AND WITHIN THE LIMITS ESTABLISHED BY THE CROSS SECTIONS. IF IT IS DEEMED NECESSARY BY THE CONTRACTOR TO WORK BEYOND THOSE LIMITS IT WILL BE THE RESPONSIBILITY OF THE CONTRACTOR TO ACQUIRE ANY NECESSARY STATE AND FEDERAL PERMITS.

3. PRIOR TO ANY WORK BEING PERFORMED, THE CONTRACTOR SHALL VERIFY DEPTHS OF ALL STRUCTURES TO ENSURE PROPER CLEARANCES. DAMAGE TO ANY DI'S, CROSS CULVERTS OR OTHER DRAINAGE FEATURES DUE DIRECTLY TO THE CONTRACTOR'S OPERATIONS SHALL BE REPAIRED OR REPLACED AS DIRECTED BY THE ENGINEER AT NO ADDITIONAL COST TO THE STATE.

4. ITEM 201.1000 "CLEARING AND GRUBBING, INCLUDING INDIVIDUAL TREES AND STUMPS", SHALL CONSIST OF CUTTING AND DISPOSING OF ALL TREES, STUMPS, DOWN TIMBER, BRUSH, BUSHES, AND DEBRIS, AND THINNING AND TRIMMING OF SIGNS FROM ALL AREAS EXTENDING FROM THE CENTERLINE TO 10 FEET OUTSIDE THE TOE OF SLOPES, BUT IN NO CASE BEYOND APPLICABLE RIGHT-OF-WAY LIMITS. BRANCHES OF TREES EXTENDING INTO AND OVER THE ROADWAY SHALL BE TRIMMED TO A MINIMUM HEIGHT OF 20 FEET ABOVE THE FINISHED GRADE. THE ENGINEER MAY EXCLUDE REMOVAL IN SOME AREAS WHERE DEEMED NECESSARY AND APPROPRIATE OR NECESSITATED BY PERMIT REQUIREMENTS PER THE CONSTRUCTION ENVIRONMENTAL ENGINEER'S RECOMMENDATIONS.

5. ALL BORINGS WERE TAKEN IN THE CENTER OF THE TRAVEL LANE AND THEREFORE MAY NOT BE REPRESENTATIVE OF TYPICAL SECTIONS.

6. AN ASSUMED QUANTITY OF ITEM 204.2100 "TRENCH EXCAVATION OF ROCK" HAS BEEN INCLUDED IN THE EVENT LEDGE IS ENCOUNTERED DURING THE INSTALLATION OF UNDERDRAIN.

7. PRIOR TO RECLAIMING, ANY EXISTING SHOULDER MATERIAL DEEMED UNSUITABLE BY THE ENGINEER WILL BE EXCAVATED TO THE DEPTH OF RECLAIMING OR AS DIRECTED BY THE ENGINEER. EXCAVATED MATERIAL WILL BE SPREAD ON THE ADJACENT SLOPES OR REMOVED FROM THE PROJECT AS DIRECTED BY THE ENGINEER. THIS WORK WILL BE PAID FOR USING THE APPROPRIATE RENTAL ITEMS. THE METHOD OF REMOVAL AND THE USE OF RENTAL ITEMS SHALL BE APPROVED BY THE ENGINEER PRIOR TO ANY WORK BEING DONE. AN ADDITIONAL QUANTITY OF ITEM 608.2601 "SPECIAL PURPOSE EXCAVATOR RENTAL, TYPE I" HAS BEEN ADDED FOR THE REMOVAL OF LEDGE. SHOULDER MATERIAL REMOVED SHALL BE REPLACED WITH ITEM 402.1300 "AGGREGATE SHOULDERS, RAP".

8. AN ADDITIONAL QUANTITY OF ITEM 312.5200001 "SUPPLEMENTAL AGGREGATE FOR FDR, CEMENT" HAS BEEN INCLUDED TO CORRECT SUPERELEVATION AND GRADATION DEFICIENCIES WITHIN THE RECLAIMED SECTIONS.

ption of the
ontractor to use,
o "Shall" seems
appropriate.

Not the current name

9. FOG SEAL SURFACE TREATMENT SHALL BE APPLIED TO THE SURFACE OF THE RECLAIMED STABILIZED BASE, PORTLAND CEMENT AT THE RATE OF 0.15 GAL/SY OR AS DIRECTED BY THE ENGINEER. PAYMENT FOR FOG SEAL SURFACE TREATMENT DURING THE FULL DEPTH RECLAMATION WITH CEMENT SHALL BE INCIDENTAL TO ITEM 312.0100001 "FULL DEPTH RECLAMATION, CEMENT".

the spec gives a range of 0.10 to 0.20 gal/SY

10. DURING THE FIRST RECLAIM PASS, WATER SHALL BE USED AS A STABILIZING AGENT AND FOR COMPACTION FOR THE RECLAIMED STABILIZED BASE AS DIRECTED BY THE ENGINEER. THE FIRST RECLAIM PASS SHALL BE PERFORMED FROM TOP OF BANK TO TOP OF BANK WHERE THE FULL WIDTH IS NOT ACHIEVABLE. THE FIRST RECLAIM PASS SHALL BE PAID UNDER ITEM 310.0100 "FULL DEPTH RECLAMATION". THE SECOND RECLAIM PASS SHALL BE PERFORMED FULL WIDTH PER THE TYPICAL SECTION. THE SECOND RECLAIM PASS SHALL BE PAID UNDER ITEM 312.0100001 "FULL DEPTH RECLAMATION, CEMENT".

11. ALL EDGES OF PAVEMENT SHALL BE BACKED UP TO FULL HEIGHT WITH AGGREGATE SHOULDER MATERIAL AS DIRECTED BY THE ENGINEER AND WILL BE PAID UNDER ITEM 402.1300 "AGGREGATE SHOULDERS, RAP".

12. FOR THE PURPOSES OF QUANTITY CALCULATION, THE FOLLOWING ASSUMPTIONS HAVE BEEN MADE: ITEM 415.0300 "COLD CENTRAL PLANT RECYCLING, 3 INCH DEPTH" WILL REQUIRE 3% BY WEIGHT OF ITEM 415.5300 "EMULSIFIED ASPHALT FOR CCPR"; ITEM 415.5200 "PORTLAND CEMENT FOR CCPR" WAS ESTIMATED AT 1% BY WEIGHT OF ITEM 415.0300 "COLD CENTRAL PLANT RECYCLING, 3 INCH DEPTH".

Update note if foamed asphalt alternate is added.

13. ITEM 613.1001 "STONE FILL, TYPE I", ITEM 651.4006 "GRUBBING MATERIAL, 6 INCH", ITEM 653.2001 "ROLLED EROSION CONTROL PRODUCT, TYPE I" AND ITEM 608.2501 "ALL PURPOSE EXCAVATOR RENTAL, TYPE I" HAVE BEEN INCLUDED FOR AREAS WITH PROPOSED SIDE SLOPES STEEPER THAN 1:1.5, AND TO PROVIDE FOR REPAIR OF EXISTING STONE LINED DRAINAGE OUTLETS OR WASHOUTS LOCATED ALONG THE ROADWAY SIDE SLOPES AS DIRECTED BY THE ENGINEER.

14. A QUANTITY HAS BEEN ESTIMATED FOR ITEM 617.1100 "REMOVE AND RESET MAILBOX, SINGLE SUPPORT" AND ITEM 617.1200 "REMOVE AND RESET MAILBOX, MULTIPLE SUPPORT" FOR USE BY THE ENGINEER.

15. ITEM 402.1300 "AGGREGATE SHOULDERS, RAP" TO BE APPLIED TO MAILBOX PULL-OFFS AS DIRECTED BY THE ENGINEER.

16. A QUANTITY FOR ITEM 619.1700 "YIELDING MARKER POSTS" HAS BEEN INCLUDED TO DELINEATE PIPE INLETS, PIPE OUTLETS AND DROP INLETS LOCATED OUTSIDE THE PAVEMENT SURFACE OR AS DIRECTED BY THE ENGINEER.

17. ESTIMATED QUANTITIES OF ITEMS 608.2501, "ALL PURPOSE EXCAVATOR RENTAL, TYPE I", 608.3700 "TRUCK RENTAL", AND 608.4001 "LOADER RENTAL, TYPE I" HAVE BEEN INCLUDED FOR THE PROVISION OF CONSTRUCTING GUARDRAIL TERMINAL AREAS WITH EXCAVATED DITCHING MATERIAL AND THE REMOVAL OF BUILT UP EXCESS SHOULDER MATERIAL. 25 CY OF ITEM 203.3000, "EARTH BORROW" HAS BEEN ESTIMATED FOR EACH NEW TERMINAL AREA. GUARDRAIL TERMINAL AREAS SHALL BE CAPPED WITH AN ESTIMATED 4 INCH DEPTH OF ITEM 651.3500, "TOPSOIL" UNLESS OTHERWISE DIRECTED BY THE ENGINEER. THE QUANTITIES INCLUDED REFLECT 5 CY OF ITEM 651.3500, "TOPSOIL" FOR EACH NEW GUARDRAIL TERMINAL AREA. ITEM 653.2001, "ROLLED EROSION CONTROL PRODUCT, TYPE I" SHALL BE PLACED ON SLOPES GREATER THAN 1:6 CREATED BY THE GUARDRAIL TERMINAL AREAS. THE QUANTITIES INCLUDED REFLECT 25 SY OF ITEM 653.2001, "ROLLED EROSION CONTROL PRODUCT, TYPE I" FOR EACH NEW GUARDRAIL TERMINAL AREA. PRIOR TO THE PLACEMENT OF ROLLED EROSION CONTROL PRODUCT, TYPE I, THE AREA SHALL BE TOPSOILED AND SEEDED USING ITEM 651.3500, "TOPSOIL" AND ITEM 651.1500 "TURF ESTABLISHMENT, GENERAL SEED".

and Type I?

18. ADDITIONAL QUANTITIES FOR PAY ITEMS 653.4702 "SILT FENCE, TYPE II", 651.1500 "TURF ESTABLISHMENT, GENERAL SEED", 653.2001 "ROLLED EROSION CONTROL PRODUCT, TYPE I" AND 653.1000 "HAY MULCH" HAVE BEEN INCLUDED FOR GRUBBING AREAS TO BE PLACED OVER STONE SLOPE STABILIZATION AS DIRECTED BY THE ENGINEER.

notes 18 and 21 both say to place RECP on stone fill. what is the difference because there are 2 types called

ITEM 653.2001 "ROLLED EROSION CONTROL PRODUCT, TYPE I" HAS BEEN INCLUDED FOR AREAS WITH PROPOSED SLOPES STEEPER THAN 1:3 AS DIRECTED BY THE ENGINEER.

ITEM 653.2001 "ROLLED EROSION CONTROL PRODUCT, TYPE I" HAS BEEN INCLUDED FOR TURF ESTABLISHMENT BY HAND AND ITEM 653.1000 "HAY MULCH" HAS BEEN INCLUDED FOR TURF ESTABLISHMENT BY HYDRO SEEDING. CALCULATE BY CHECKING STANDARD SPEC. BOOK.

not sure what the intent of the second sentence is.

Or? This reads to me like both are to be used together.

21. ESTIMATED QUANTITIES OF ITEM 653.4701 "SILT FENCE, TYPE I" AND ITEM 653.6000 "EROSION LOG" SHALL BE USED AT LOCATIONS DETERMINED BY THE ENGINEER. FOR ESTIMATING PURPOSES, IT WAS ASSUMED THAT THESE ITEMS WOULD BE PLACED APPROXIMATELY ALONG THE TOE-OF-SLOPE AT ALL STONE FILL INSTALLATIONS WITH SILT FENCE TO BE USED WHERE EXCAVATION IS IN CLOSE PROXIMITY TO ACTIVE WATER COURSES. EROSION LOGS TO BE INSTALLED PER MANUFACTURER'S RECOMMENDATIONS. WHERE SILT FENCE IS TO BE INSTALLED WITHIN 100 FEET OF A NATURAL RESOURCE AND ITS BUFFER, ITEM 653.4702 "SILT FENCE, TYPE II" SHALL BE USED. SEE ENVIRONMENTALLY SENSITIVE LOCATIONS IN THE CONSTRUCTION NOTES FOR LOCATIONS.

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

Everywhere? There's not a single stretch of guardrail in the whole 10 miles that can use 6 foot posts?

23. 8 FOOT POSTS SHALL BE USED FOR STEEL BEAM GUARDRAIL. PAYMENT WILL BE MADE UNDER ITEM 621.1080 "STEEL BEAM GUARDRAIL WITH 8 FOOT POSTS".

24. ASSUMED QUANTITIES FOR ITEM 604.4101 "REHAB DI, CB OR MH CLASS I", ITEM 604.4102 "REHAB DI, CB OR MH CLASS II" AND ITEM 604.4103 "REHAB DI, CB OR MH CLASS III" HAVE BEEN INCLUDED IN THE QUANTITIES TO BE USED AS DIRECTED BY THE ENGINEER.

25. RIM ELEVATIONS FOR DRAIN AND SEWER MANHOLES, WATER VALVE COVERS, GAS GATES, ELECTRIC AND TELEPHONE PULL BOXES, AND MANHOLES, AND OTHER SUCH ITEMS, ARE APPROXIMATE AND SHALL BE SET/RESET AS FOLLOWS:
A. PAVEMENTS AND CONCRETE SURFACES: FLUSH
B. ALL SURFACES ALONG ACCESSIBLE ROUTES: FLUSH
C. LANDSCAPE, LOAM AND SEED, AND OTHER EARTH SURFACE AREAS: ONE INCH ABOVE SURROUNDING AREA AND TAPER EARTH TO THE RIM ELEVATION.

26. ALL GUARDRAIL MANUFACTURED TERMINAL SECTIONS AND G-ID END SECTIONS SHALL HAVE A HIGH INTENSITY YELLOW REFLECTIVE SHEETING WITH BLACK DIAGONAL STRIPES COVERING THE FULL AREA OF THE IMPACT HEAD FACING TRAFFIC. THE BLACK STRIPES SHALL SLOPE DOWNWARD AT AN ANGLE OF 45 DEGREES IN THE DIRECTION OF PASSING TRAFFIC. PAYMENT IS CONSIDERED INCIDENTAL TO THE GUARDRAIL END SECTION.

UTILITY NOTES

1. THE LOCATIONS, SIZES, AND TYPES OF EXISTING UTILITIES ARE SHOWN AS AN APPROXIMATE REPRESENTATION ONLY. THE OWNER OR DESIGN ENGINEER HAVE NOT INDEPENDENTLY VERIFIED ALL OF THIS INFORMATION AS SHOWN ON THE PLANS. THE UTILITY INFORMATION SHOWN DOES NOT GUARANTEE THE ACTUAL EXISTENCE, SERVICEABILITY, OR OTHER DATA CONCERNING THE UTILITIES, NOR DOES IT GUARANTEE AGAINST THE POSSIBILITY THAT ADDITIONAL UTILITIES MAY BE PRESENT THAT ARE NOT SHOWN ON THE PLANS. PRIOR TO ORDERING MATERIALS AND BEGINNING CONSTRUCTION, THE CONTRACTOR SHALL VERIFY THE LOCATION OF ALL BURIED AND AERIAL UTILITIES AND POLES PRIOR TO STARTING WORK. THE CONTRACTOR SHALL COORDINATE WITH ALL UTILITY OWNERS TO CONFIRM ACTUAL LOCATIONS PRIOR TO CONSTRUCTION. DIG-SAFE (1-888-344-7233)

2. WHERE AN EXISTING UTILITY IS FOUND TO CONFLICT WITH THE PROPOSED WORK, OR EXISTING CONDITIONS DIFFER FROM THOSE SHOWN SUCH THAT THE WORK CANNOT BE COMPLETED AS INTENDED, THE LOCATION, ELEVATION, AND SIZE OF THE UTILITY SHALL BE ACCURATELY DETERMINED AND THE INFORMATION FURNISHED IN WRITING TO THE ENGINEER FOR THE RESOLUTION OF THE CONFLICT.

3. THE UNDERGROUND CONDUIT NORTH OF PULL BOX #21 (STA 92+59, RT 20') HAS BEEN ABANDONED IN PLACE. FOR THE LOCATIONS WHERE THE ABANDONED UNDERGROUND CONDUIT IS FOUND TO BE IN CONFLICT WITH THE PROPOSED WORK, THE CONDUIT SHALL BE REMOVED ONLY TO THE REQUIRED LIMITS OF CONFLICT AND AS APPROVED BY THE ENGINEER. REMOVAL OF THE UNDERGROUND CONDUIT SHALL BE PAID UNDER ITEM 204.2100 TRENCH EXCAVATION OF ROCK.

4. THE PROPOSED UNDERGROUND CONDUIT FROM PULL BOX #21 TO UTILITY POLE #215/614/12/10 (STA 94+21, RT 24') WILL BE INSTALLED BY OTHERS.

5. UTILITY MANHOLES CALLED OUT TO BE REMOVED WITHIN THE PLANS SHALL BE PAID UNDER ITEM 204.2100 TRENCH EXCAVATION OF ROCK.

6. LOCATIONS WHERE PROPOSED UNDERDRAIN TRENCHING IS WITHIN 5' OF A UTILITY POLE, THE UTILITY POLE SHALL BE TEMPORARILY BRACED UNTIL THE PROPOSED EARTHWORK HAS BEEN COMPLETED UP TO A 1' DEPTH OF FINISHED GRADE. BRACING OF THE UTILITY POLE SHALL BE INCIDENTAL TO THE INSTALLATION OF THE UNDERDRAIN. THE CONTRACTOR SHALL COORDINATE WITH THE UTILITY COMPANIES AND SHALL SUBMIT A PLAN TO THE ENGINEER FOR REVIEW AND APPROVAL PRIOR TO COMPLETING WORK.

PRECAST CONCRETE STRUCTURE NOTES

1. THE DESIGN, CONSTRUCTION, HANDLING, AND ASSEMBLY OF THE PRECAST UNITS SHALL BE IN ACCORDANCE WITH SECTION 540. HANDLING AND INSTALLATION SHALL BE IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS AS APPLICABLE.

2. ALL LIFTING ATTACHMENTS IN THE PRECAST CONCRETE STRUCTURES SHALL BE REMOVABLE TO THE MINIMUM CLEAR COVER FOR REINFORCING STEEL AS SPECIFIED IN THE PLANS. THE LIFTING POINTS SHALL BE CONSIDERED INCIDENTAL TO THE APPROPRIATE 540.1000 "PRECAST CONCRETE STRUCTURE" ITEM.

3. ALL STEEL PERMANENTLY LEFT IN PLACE SHALL BE COATED TO THE SAME LEVEL OF THE REINFORCING STEEL IN THE PRECAST STRUCTURES. COST ASSOCIATED WITH STEEL COATING SHALL BE CONSIDERED INCIDENTAL TO THE APPROPRIATE 540.1000 "PRECAST CONCRETE STRUCTURE" ITEM.

4. ALL PRECAST UNITS INCLUDING THE HEADWALLS, WINGWALLS, AND FOOTINGS SHALL BE DESIGNED BY THE FABRICATOR AND DESIGN CALCULATIONS SUBMITTED WITH FABRICATION DRAWINGS STAMPED BY AN ENGINEER REGISTERED IN THE STATE OF VERMONT. THE FABRICATOR SHALL USE THE FOLLOWING DESIGN CRITERIA:

   A. SOIL UNIT WEIGHT = 140 PCF
   B. DESIGN LIVE LOAD = HL-93
   C. DESIGN FILL OVER BOX = 0.5 - 6 FEET
   D. AT-REST EARTH PRESSURE (K) = 0.38
   E. CONCRETE COMPRESSIVE STRENGTH - 5.0 KSI (MINIMUM)
   F. DESIGN LIFE = 100 YEAR

   years, plural

5. DESIGN OF THE PRECAST CONCRETE BOX CULVERT EXTENSION FOR CULVERT 27 AT STA. A93+84 SHALL INCLUDE BUT IS NOT LIMITED TO THE CONNECTION OF THE EXISTING CULVERT TO THE PRECAST CONCRETE, DESIGN OF THE PRECAST CONCRETE BOX EXTENSION, HEADWALLS, AND WINGWALLS. AS PART OF THE PRECAST CONCRETE SUBMITTAL THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE DETAILS FOR THE PARTIAL REMOVAL OF THE EXISTING STRUCTURE AND CONNECTION OF THE PRECAST CONCRETE EXTENSION TO THE EXISTING CONCRETE.

   Do you have record plans for the existing structure? They will want those.

6. THE SPAN, RISE, AND LENGTH OF THE PRECAST CONCRETE STRUCTURE SHALL BE NO LESS THAN WHAT IS SHOWN IN THE PRECAST BOX CULVERT TYPICAL SECTION. THE ACTUAL DIMENSIONS AND CONFIGURATION WILL BE DEPENDENT ON THE FABRICATOR. BOX DETAILS AND BOX LAYOUT SHEETS ARE INCLUDED FOR REFERENCE. BOTH INLET AND OUTLET FACES OF THE PRECAST CONCRETE BOX SHALL BE VERTICAL IN THEIR FINAL POSITION.

7. PAYMENT FOR THE PRECAST CONCRETE CULVERT UNITS SHALL BE MADE UNDER ITEM 540.1000, "PRECAST CONCRETE STRUCTURE (8'-0" X 6'-0" X 34'-8" BOX AND WINGWALLS), ITEM 540.1000, "PRECAST CONCRETE STRUCTURE (10'-0" X 5'-0" X 38'-0" BOX AND WINGWALLS)", OR ITEM 540.1000 "PRECAST CONCRETE STRUCTURE (4'-0" x 4'-0" x 11'-0" CONCRETE BOX EXTENSION)". PAYMENT FOR EXPANSION MATERIAL, PREFORMED JOINT FILLER, JOINT GASKETS, MECHANICAL BAR CONNECTORS, MORTAR AND ALL OTHER CONNECTION HARDWARE AND MATERIAL SHALL NOT BE MADE SEPARATELY BUT SHALL BE CONSIDERED INCIDENTAL TO THE PRECAST CONCRETE ITEM.

8. MEMBRANE WATERPROOFING SYSTEM, TYPE III SHALL BE APPLIED TO THE TOP AND SIDES OF THE PRECAST BOX CULVERT AS SHOWN ON THE PLANS AND IN ACCORDANCE WITH SUBSECTION 726.08(C). MEMBRANE SHALL BE APPLIED TO THE SIDES OF THE PRECAST CONCRETE BOX PRIOR TO THE TOPS. ANY OVERLAPPING OF MEMBRANE SHALL BE DONE IN A SHINGLED STYLE WITH A MINIMUM OVERLAP OF ONE FOOT. ALL OF THE CONCRETE JOINTS SHALL BE GROUTED PRIOR TO MEMBRANE APPLICATION. A 1" THICK POLYSTYRENE INSULATION BOARD IN ACCORDANCE WITH SUBSECTION 735.01 SHALL BE PLACED OVER THE MEMBRANE PRIOR TO BACKFILL. PAYMENT FOR MEMBRANE WATERPROOFING SYSTEM, TYPE III AND POLYSTYRENE INSULATION BOARD FOR THIS WORK SHALL BE CONSIDERED INCIDENTAL TO ITEM 540.1000, "PRECAST CONCRETE STRUCTURE (8'-0" X 6'-0" X 34'-8" BOX AND WINGWALLS) OR ITEM 540.1000, "PRECAST CONCRETE STRUCTURE (10'-0" X 5'-0" X 38'-0" BOX AND WINGWALLS)".

9. RETENTION SILLS MEETING THE REQUIREMENTS WITHIN THE PLANS SHALL BE DESIGNED BY THE FABRICATOR AND SHALL BE SPACED AT A MAXIMUM OF 10'-4".

10. E-STONE PLACED INSIDE OF THE PRECAST CONCRETE CULVERT SHALL BE PLACED SUCH THAT THE CULVERT IS NOT DAMAGED.

11. MAINTENANCE OF STREAM FLOWS DURING THE INSTALLATION OF THE PRECAST CONCRETE STRUCTURES BENEATH THE ROADWAY SHALL BE PAID FOR UNDER THE APPROPRIATE 614.1000 "TEMPORARY RELOCATION OF STREAM" ITEM.

12. PER THE REQUIREMENTS OF SECTION 204 THE PRECAST CONCRETE BOX CULVERTS SHALL BE CONSTRUCTED IN THE DRY. ALL COSTS ASSOCIATED WITH DEWATERING THE SITE WILL BE PAID FOR UNDER ITEM 204.2500 "STRUCTURE EXCAVATION".

CONCRETE REPAIR NOTES

1. THE CONTRACTOR SHALL BE REQUIRED TO PERFORM CONCRETE REPAIRS TO THE UPSTREAM AND DOWNSTREAM ENDS OF THE EXISTING CONCRETE BOX STRUCTURE AT KILLINGTON STA. 87+09. PRIOR TO THE START OF REPAIRS THE RESIDENT ENGINEER AND CONTRACTOR SHALL SOUND THE EXISTING CONCRETE AND AGREE ON LIMITS OF REPAIR.

2. ESTIMATED QUANTITIES FOR CONCRETE REPAIR ARE BASED ON LIMITED FIELD INVESTIGATION AND ARE FOR ESTIMATING PURPOSES ONLY. ACTUAL LIMITS SHALL BE ESTABLISHED BY THE RESIDENT ENGINEER AND NO PAYMENT SHALL BE MADE FOR REPAIRS THAT HAVE NOT BEEN APPROVED.

3. PAYMENT FOR ALL REPAIRS, INCLUDING REPAIR MATERIALS, SHALL BE MADE UNDER ITEM 580.1101, "REPAIR OF CONCRETE SUBSTRUCTURE SURFACE, CLASS I", ITEM 580.1102, "REPAIR OF CONCRETE SUBSTRUCTURE SURFACE, CLASS II", OR ITEM 580.1103, "REPAIR OF CONCRETE SUBSTRUCTURE SURFACE, CLASS III" AS APPROPRIATE.

4. EXISTING GUARDRAIL POSTS MOUNTED TO THE HEADWALLS AT BOTH THE UPSTREAM AND DOWNSTREAM ENDS ARE TO REMAIN IN PLACE AND NEED NOT BE CONNECTED TO REPLACEMENT GUARDRAIL. REPLACEMENT GUARDRAIL ACROSS THE CULVERT SHALL BE INSTALLED USING "DETAIL OF STEEL BEAM GUARDRAIL AT SMALL CULVERTS" OR "DETAIL OF STEEL BEAM GUARDRAIL AT LARGE CULVERTS".

   bWould disconnected guardrail posts left standard considered a hazard? I feel like it would be better (and cheap) to just have them remove the posts, or at least cut them off flush with the top of the box.

CONCRETE

1. ALL CAST-IN-PLACE CONCRETE SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH F'c = 3,500 PSI AND SHALL MEET THE REQUIREMENTS OF SECTION 541 OF THE STANDARD SPECIFICATIONS FOR CONCRETE, CLASS B.

2. ITEM 514.1000, "WATER REPELLENT, SILANE" SHALL BE APPLIED TO ALL CONCRETE SURFACES EXPOSED IN THE FINAL CONDITION, WITH THE EXCEPTION OF THE INSIDE OF THE PRECAST BOX, AS SHOWN IN THE PLANS. WATER REPELLENT, SILANE MAY BE SHOP APPLIED FOR THE PRECAST COMPONENTS, IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS.

REINFORCING STEEL

1. ALL REINFORCING STEEL USED IN THE FABRICATION AND CONSTRUCTION OF THE PRECAST CONCRETE BOX CULVERTS SHALL BE LEVEL 1 (EPOXY COATED) REINFORCING STEEL IN ACCORDANCE WITH SECTION 507.

2. ALL REINFORCING STEEL USED IN CAST-IN-PLACE CONCRETE FOR THE CONSTRUCTION OF HEADWALL CAPS AND CULVERT EXTENSIONS SHALL BE LEVEL 1 (PLAIN) IN ACCORDANCE WITH SECTION 507.

3. ALL REINFORCING STEEL SHALL HAVE A MINIMUM CLEAR COVER OF 2" UNLESS OTHERWISE NOTED.

4. REINFORCING STEEL PLACEMENT TOLERANCES SHALL BE AS FOLLOWS:

   A. SPACING +/- 1"
   B. CLEARANCE +/- 1/4"

5. ALL REINFORCING STEEL SHALL BE DETAILED AND FABRICATED USING PROCEDURES AND TOLERANCES IN ACCORDANCE WITH APPLICABLE PUBLICATIONS OF THE CONCRETE REINFORCING STEEL INSTITUTE (CRSI).

RECOMMENDED ORDER OF OPERATIONS FOR FULL DEPTH RECLAMATION, PORTLAND CEMENT PAVEMENT REHABILITATION

STEP	DESCRIPTION	PAYMENT ITEM(S)
1	INSTALL DRAINAGE PIPES, DRAINAGE STRUCTURES, AND UNDERDRAIN.	ITEM 605.1006 UNDERDRAIN PIPE, 6 INCH MISC. DRAINAGE PIPE AND STRUCTURE ITEMS PER PLANS
2	STABILIZE SIDE SLOPES.	ITEM 312.5200001 SUPPLEMENTAL AGGREGATE FOR FDR, CEMENT RENTAL ITEMS ITEM 613.1001 STONE FILL, TYPE I ITEM 613.1002 STONE FILL, TYPE II ITEM 651.4006 GRUBBING MATERIAL, 6 INCH ITEM 653.2001 ROLLED EROSION CONTROL PRODUC, TYPE I
3	COARSE-MILL EXISTING BITUMINOUS PAVEMENT 4 INCHES.	ITEM 210.1000 COARSE-MILLING, BITUMINOUS PAVEMENT
4	RECLAIM EXISTING ROADBED (FIRST PASS) 10 INCHES FROM TOP OF SLOPE TO TOP OF SLOPE USING WATER FOR STABILIZATION AND COMPACTION AND COMPLETE UNDERCUT AREAS AS RECOMMENDED BY THE ENGINEER AND DETERMINED BY THE PROJECT MANAGER.	ITEM 203.1500 COMMON EXCAVATION ITEM 301.2800 SUBBASE OF CRUSHED GRAVEL, FINE GRADED ITEM 310.0100 FULL DEPTH RECLAMATION ITEM 312.5200001 SUPPLEMENTAL AGGREGATE FOR FDR, CEMENT ITEM 649.3100 GEOTEXTILE UNDER STONE FILL
5	REPAIR EXISTING SHOULDERS AS DIRECTED BY THE ENGINEER.	ITEM 312.5200001 SUPPLEMENTAL AGGREGATE FOR FDR, CEMENT
6	CORRECT SUPERELEVATION DEFICIENCIES.	ITEM 312.5200001 SUPPLEMENTAL AGGREGATE FOR FDR, CEMENT
7	FULL DEPTH RECLAIM (SECOND PASS), PLACE PORTLAND CEMENT ON ROAD SURFACE AND RECLAIM TO A DEPTH OF 8 INCHES.	ITEM 312.0100001 FULL DEPTH RECLAMATON, CEMENT ITEM 312.5100001 PORTLAND CEMENT FOR FDR, CEMENT FOG SEAL SURFACE TREATMENT INCIDENTAL TO ITEM 312.0100001 FULL DEPTH RECLAMATION, CEMENT.
8	PLACE COLD CENTRAL PLANT RECYCLED BITUMINOUS CONCRETE PAVEMENT.	ITEM 415.0300 COLD CENTRAL PLANT RECYCLING, 3 INCH DEPTH ITEM 415.5100 AGGREGATE FOR CCPR ITEM 415.5200 PORTLAND CEMENT FOR CCPR ITEM 415.5300 EMULSIFIED ASPHALT FOR CCPR
9	PLACE 2 1/2 INCH TYPE IIS, QA TIER I INTERMEDIATE COURSE.	ITEM 404.1100 "TACK COAT, EMULSIFIED ASPHALT ITEM 406.0210 "BITUMINOUS CONCRETE PAVEMENT, TYPE IIS, QA TIER I"
10	PLACE 1 1/2 INCH TYPE IVS, QA TIER I WEARING COURSE.	ITEM 404.1100 "TACK COAT, EMULSIFIED ASPHALT ITEM 406.0410 "BITUMINOUS CONCRETE PAVEMENT, TYPE IVS, QA TIER I"

THIS LIST OF PROCEDURES FOR REHABILITATING THE EXISTING ROADBED IS FOR INFORMATIONAL PURPOSES ONLY. THE CONTRACTOR SHALL PREPARE THEIR OWN SCHEDULE OF OPERATIONS TO COMPLETE THE PROPOSED WORK IN ACCORDANCE WITH THE PROJECT SPECIFICATIONS WHILE UTILIZING THE APPROPRIATE PAY ITEMS AS SHOWN IN THE PLANS OR AS DIRECTED BY THE ENGINEER.

Not clear to me how this item applies to stabilizing side slopes

product (typo)

This cell is for the first pass reclaim. Shouldn't the supplemental aggregat for FDR only be used during the second pass?

The notes say to use Aggregate Shoulders, RAP to repair shoulders, which makes a lot more sense to me.

Again, optional for the contractor to use, so not sure it needs to be here.

fix weird indent

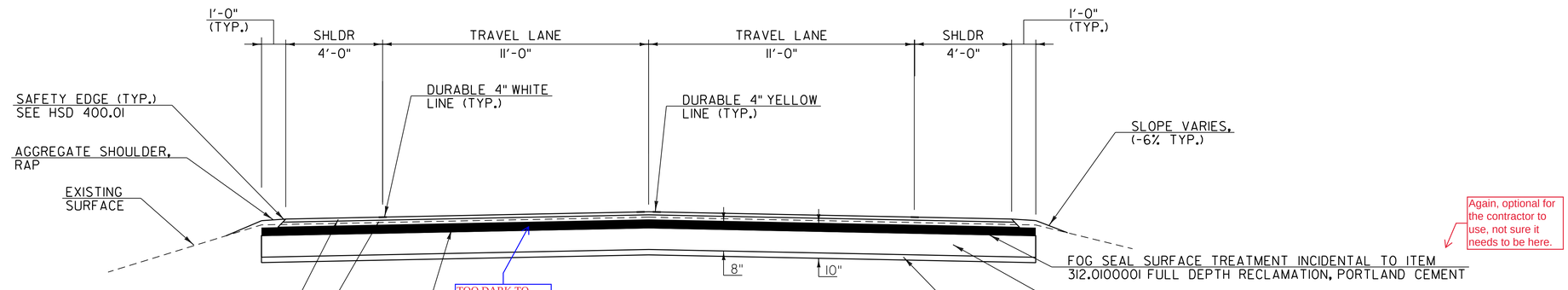
Do we need to update this row in the table to enable alternate bidding with Foamed Asphalt for CCPR (Item 415.5400)?

I realize this is very late to note, but 2.5 inches is very thin for Type IIS...

vhb

PROJECT NAME:	KILLINGTON - STOCKBRIDGE
PROJECT NUMBER:	ER STP 022-1(25)

FILE NAME: z12B234_typ.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: R.M. O'BRIEN
DESIGNED BY: VTRANS	CHECKED BY: E.P. DETRICK
PROJECT TYPICAL SHEET 1	SHEET 6 OF 424



Again, optional for the contractor to use, not sure it needs to be here.

TOO DARK TO SEE ARROWS.

See comment on previous sheet.

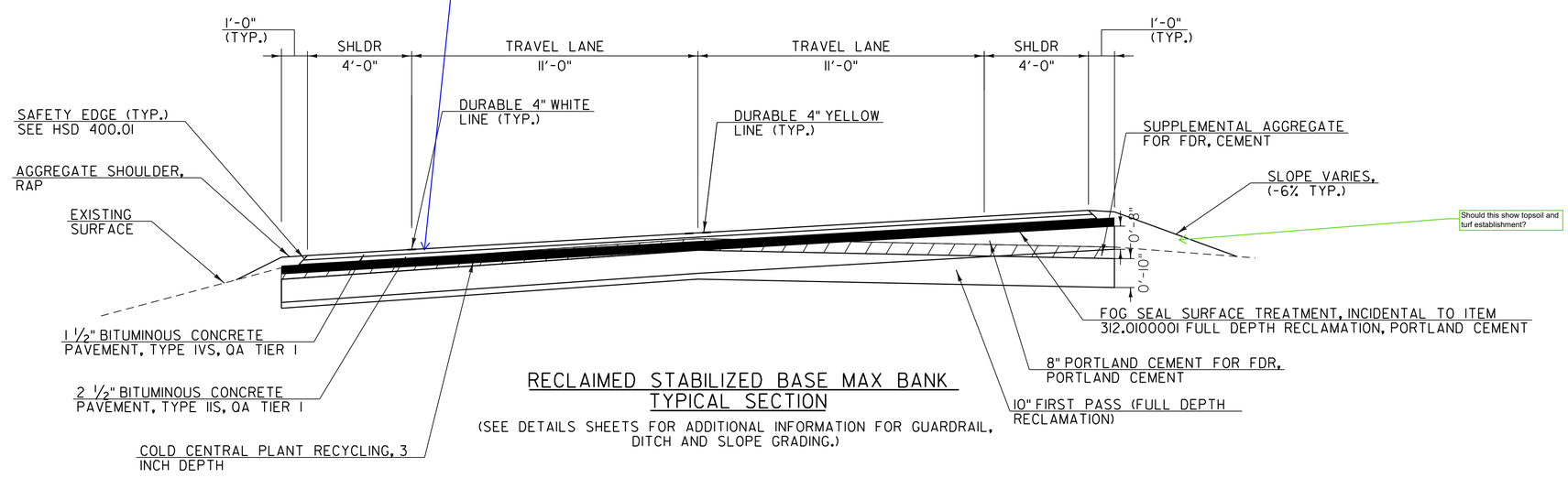
RECLAIMED STABILIZED BASE TYPICAL SECTION

KILLINGTON
STA. 5+00 TO STA. 21+50
STA. 24+75 TO STA. 208+26

PITTSFIELD
STA. A 0+00 TO STA. A 130+00
STA. A 134+25 TO STA. A 188+50
STA. A 210+00 TO STA. A 254+25

STOCKBRIDGE
STA. B 1+75 TO STA. B 96+75

(SEE DETAILS SHEETS FOR ADDITIONAL INFORMATION FOR GUARDRAIL, DITCH AND SLOPE GRADING.)



Should this show topsoil and turf establishment?

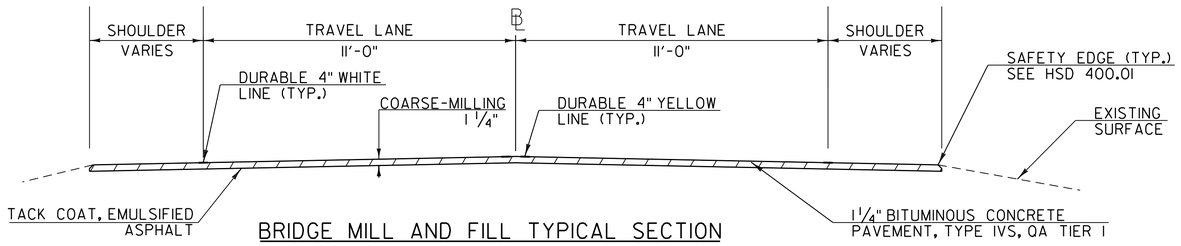
RECLAIMED STABILIZED BASE MAX BANK TYPICAL SECTION

(SEE DETAILS SHEETS FOR ADDITIONAL INFORMATION FOR GUARDRAIL, DITCH AND SLOPE GRADING.)

= MILLING AREA

NOT TO SCALE

PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234_typ.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: R.M. O'BRIEN
DESIGNED BY: VTRANS	CHECKED BY: E.P. DETRICK
PROJECT TYPICAL SHEET 2	SHEET 7 OF 424



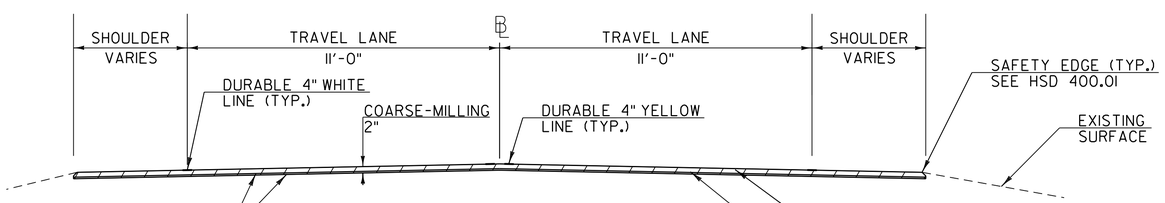
BRIDGE MILL AND FILL TYPICAL SECTION

KILLINGTON
STA. 23+00 - STA. 23+25
STA. 131+50 - STA. 132+75

PITTSFIELD
STA. A 190+00 TO STA. A 191+00

STOCKBRIDGE
STA. A 255+75 TO STA. B 0+25

INCREASE TYPICAL SIZE LIKE PREVIOUS SHEET, APPLIES TO THE NEXT SHEET ALSO AND ALL APPLICABLE.



MILL AND FILL TYPICAL SECTION

PITTSFIELD
STA. A 191+00 TO STA. A 208+50

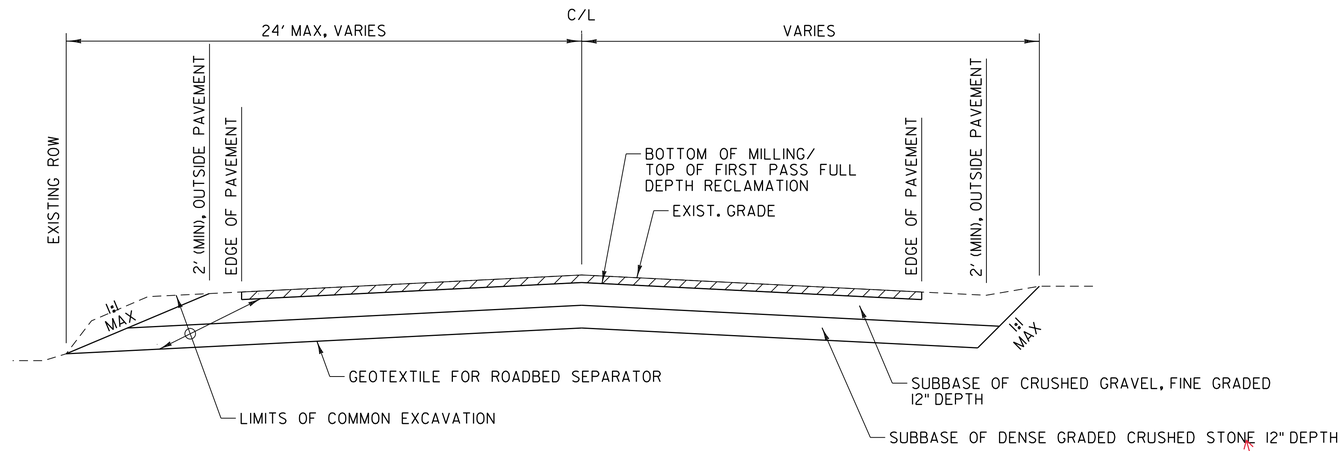
STOCKBRIDGE
STA. B 98+25 TO STA. B 100+52

= MILLING AREA

NOT TO SCALE

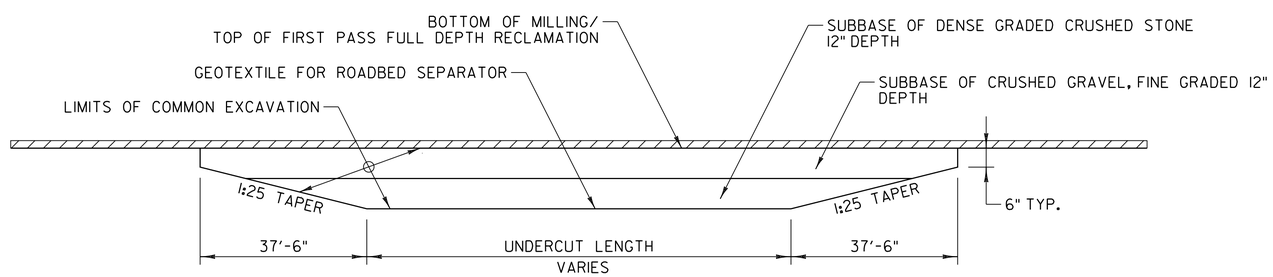
PROJECT NAME:	KILLINGTON - STOCKBRIDGE
PROJECT NUMBER:	ER STP 022-1(25)

FILE NAME: z12B234_typ.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: R.M. O'BRIEN
DESIGNED BY: VTRANS	CHECKED BY: E.P. DETRICK
PROJECT TYPICAL SHEET 3	SHEET 8 OF 424



not on the QTY sheet

UNSUITABLE SUBBASE MATERIAL
TYPICAL SECTION



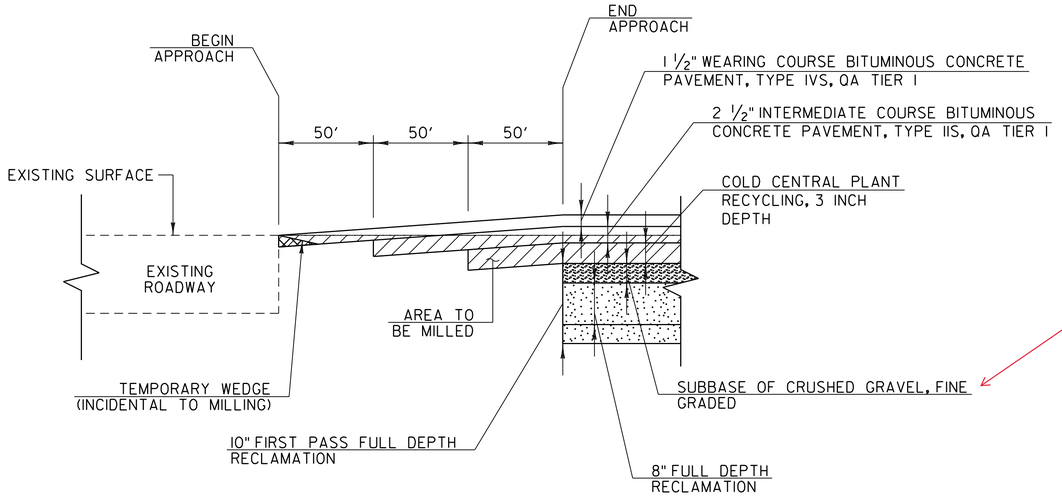
UNSUITABLE SUBBASE MATERIAL
TRANSITION DETAIL

NOTES

1. UNDERCUT CANDIDATE AREAS ENCOUNTERED DURING CONSTRUCTION SHALL BE REVIEWED BY THE ENGINEER AND APPROVED BY THE PROJECT MANAGER.
2. ALL UNDERCUTS SHALL BE FULL WIDTH.
3. GEOTEXTILE FOR ROADBED SEPARATOR TO BE USED ONLY BELOW SUBBASE OF DENSE GRADED CRUSHED STONE, BETWEEN 1:25 MATERIAL TRANSITION TAPERS.

NOT TO SCALE

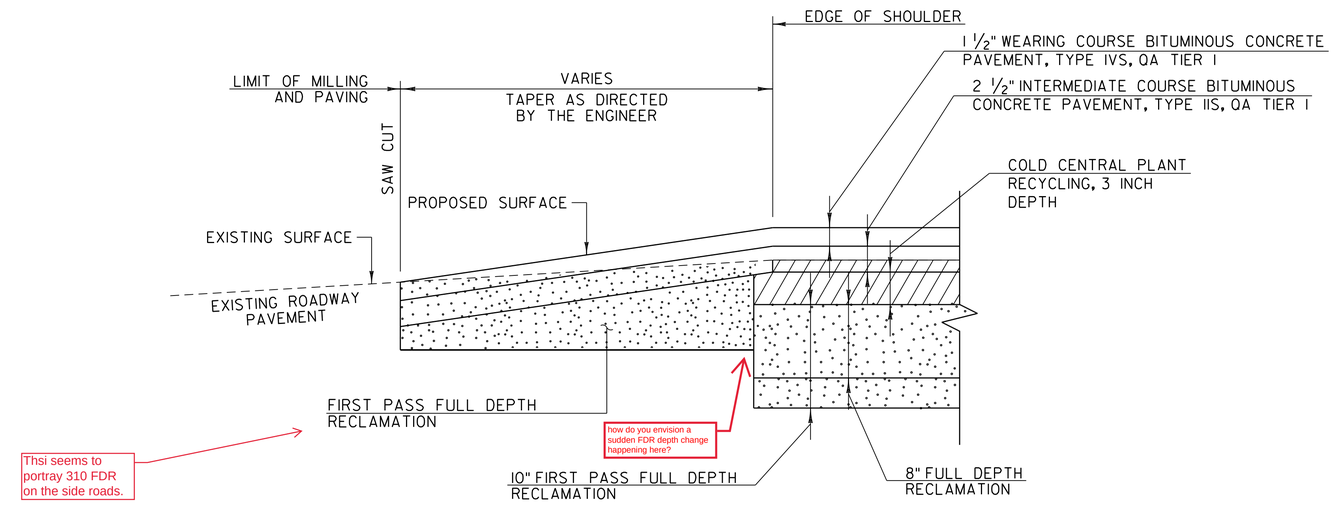
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234_details.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: R.M. O'BRIEN
DESIGNED BY: VTRANS	CHECKED BY: E.P. DETRICK
DETAILS SHEET 1	SHEET 9 OF 424



This seems to portray Subbase of Crushed Gravel between the FDR-Cement and CCPR.

APPROACH DETAIL (FDR)

(BEGIN PROJECT)
KILLINGTON
STA. 1+09 TO STA. 5+00
STA. 300+75 TO STA. 302+25



how do you envision a sudden FDR depth change happening here?

Thsi seems to portray 310 FDR on the side roads.

SIDE ROAD AND PULL-OFF TRANSITION WITHIN RECLAIM AREAS

KILLINGTON	PITTSFIELD	PITTSFIELD
STA. 48+96 RT	STA. A 37+27 LT	STA. A 199+13 RT
STA. 104+09 LT	STA. A 72+54 RT	STA. A 206+17 RT
STA. 119+53 RT	STA. A 108+24 LT	STA. A 209+14 LT
STA. 121+50 RT	STA. A 138+15 LT	STA. A 251+34 LT
STA. 135+24 RT	STA. A 141+58 LT	STOCKBRIDGE
STA. 143+37 LT	STA. A 170+71 RT	STA. B 48+88 RT
STA. 171+50 RT	STA. A 187+12 RT	STA. B 82+84 RT
STA. 186+86 LT	STA. A 189+73 LT	

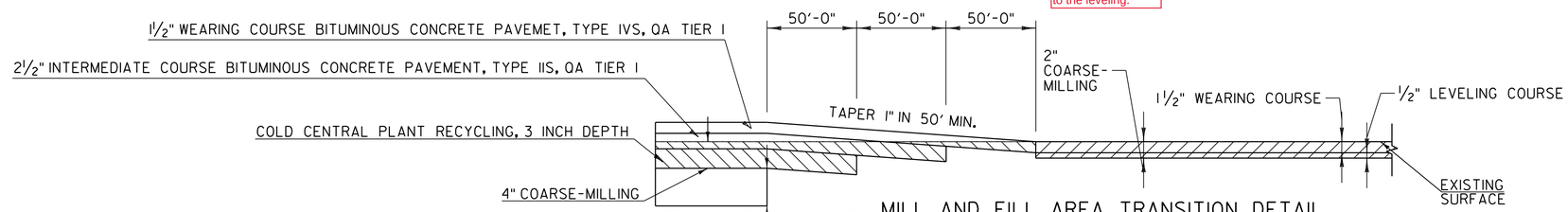
= MILLING AREA

= FULL DEPTH RECLAIMATION

NOT TO SCALE

PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234_details.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: R.M. O'BRIEN
DESIGNED BY: VTRANS	CHECKED BY: E.P. DETRICK
DETAILS SHEET 2	SHEET 10 OF 424

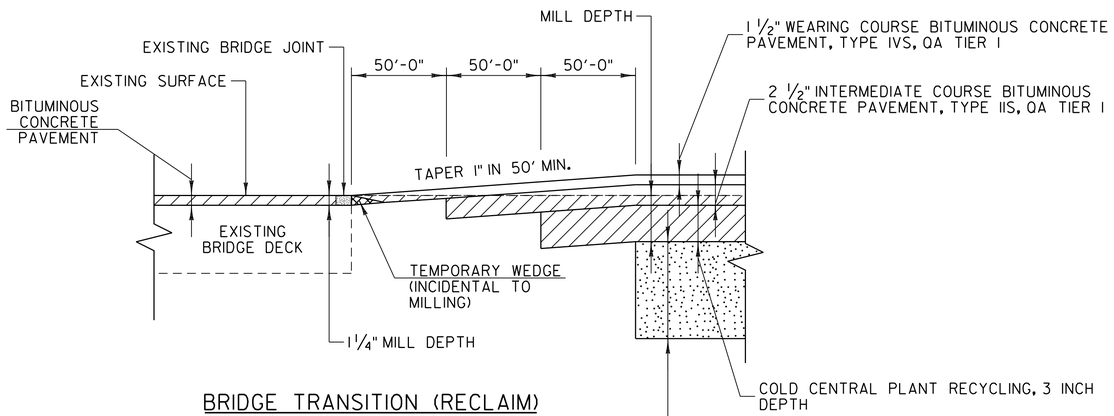
why would we have 50ft with just wearing course, instead of butting the intermdiate up to the leveling.



MILL AND FILL AREA TRANSITION DETAIL

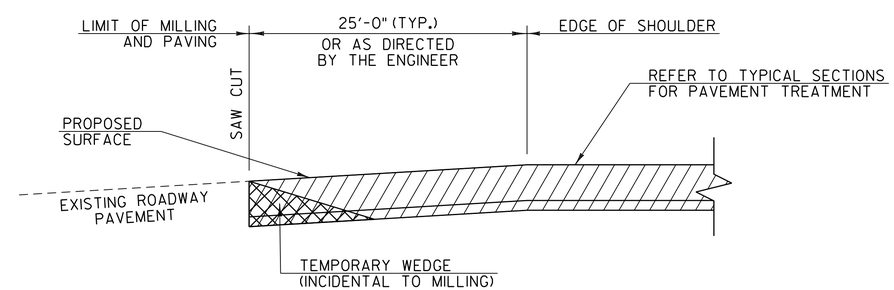
PITTSFIELD
STA. A 208+50 TO STA. A 210+00

STOCKBRIDGE
STA. B 96+75 TO STA. B 98+25



BRIDGE TRANSITION (RECLAIM)

KILLINGTON
STA. 21+50 TO STA. 23+00
STA. 23+25 TO STA. 24+75
PITTSFIELD
STA. A 130+00 TO STA. A 131+50
STA. A 132+75 TO STA. A 134+25
STA. A 188+50 TO STA. A 190+00
STA. A 254+25 TO STA. A 255+75
STA. B 0+25 TO STA. B 1+75



SIDE ROAD AND PULL-OFF TRANSITION WITHIN MILLING AREAS

PITTSFIELD
STA. A 189+73
STA. A 199+13
STA. A 206+17
STA. A 209+14

STOCKBRIDGE
STA. B 0+32 LT

= MILLING AREA

= FIRST PASS FDR

NOT TO SCALE

PROJECT NAME: KILLINGTON - STOCKBRIDGE	
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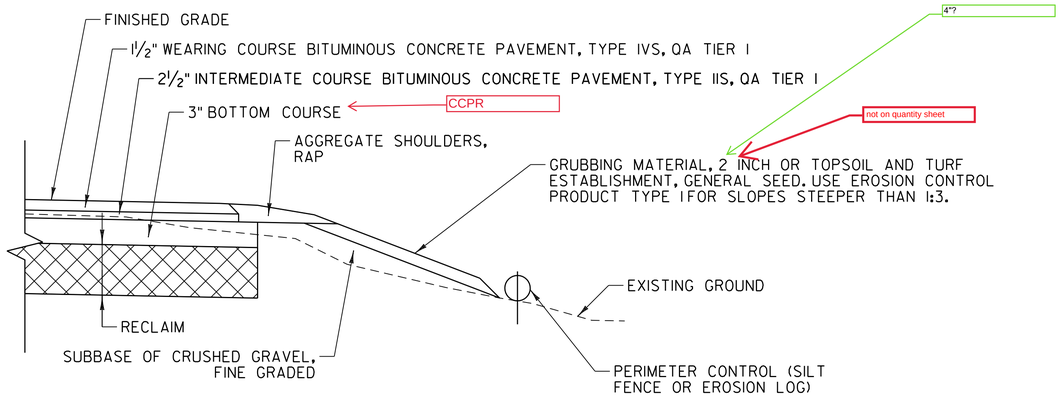
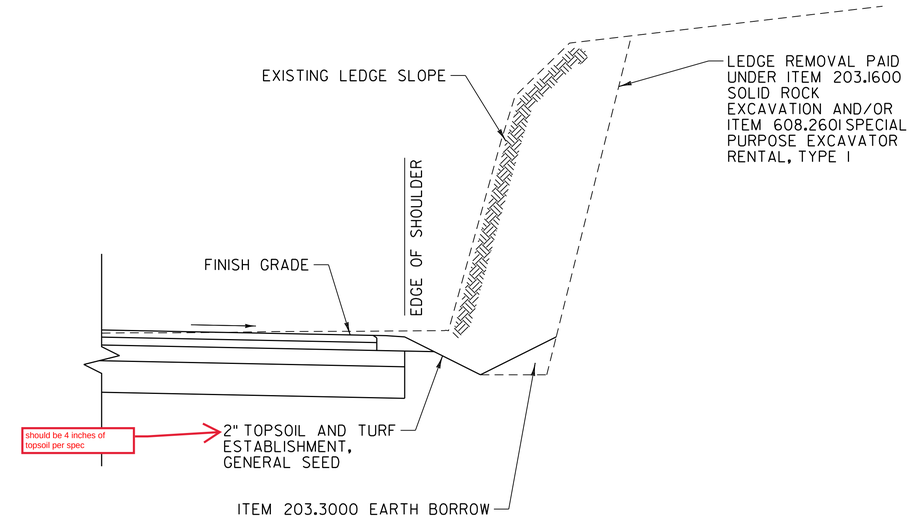
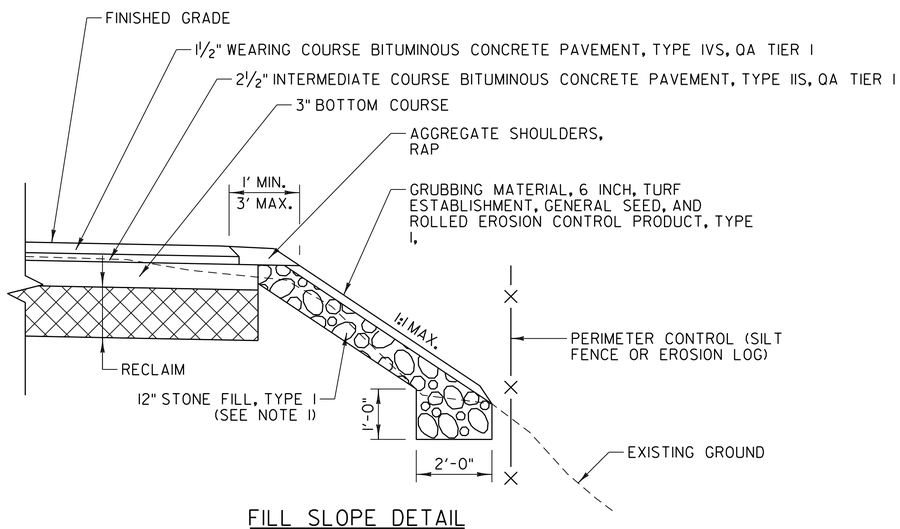
PROJECT LEADER: E.P. DETRICK	DRAWN BY: R.M. O'BRIEN
DESIGNED BY: VTRANS	CHECKED BY: E.P. DETRICK
DETAILS SHEET 3	SHEET 11 OF 424



FILL SLOPE DETAIL
FOR SLOPES 1:1.5 OR FLATTER



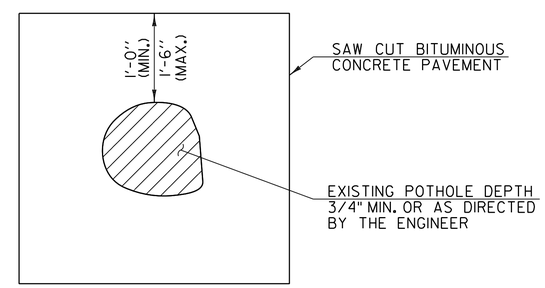
LEDGE CUT DETAIL



FILL SLOPE DETAIL
FOR SLOPES STEEPER THAN 1:1.5

NOTES

1. ANY EXCAVATION REQUIRED TO INSTALL STONE FILL SHALL BE PAID FOR UNDER ITEM 608.2501 ALL PURPOSE EXCAVATOR RENTAL, TYPE I.



TYPICAL POTHOLE REPAIR

reference the table in 404 instead

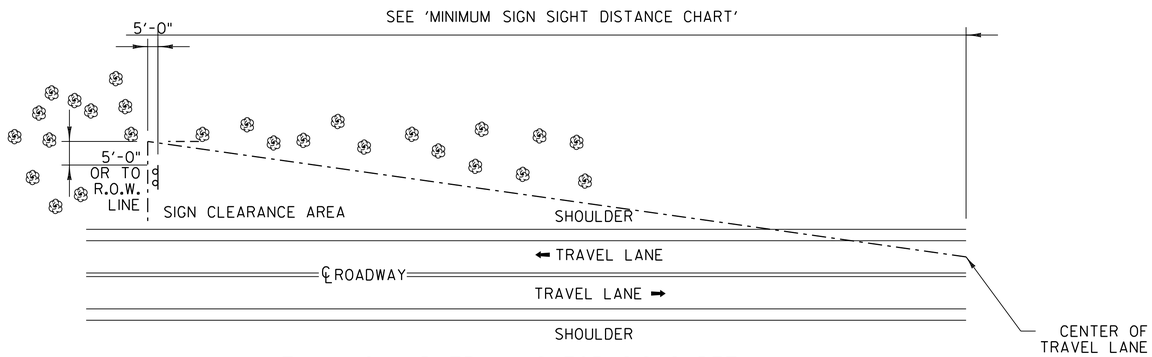
LEAVE AS IS.

NOTES

1. TACK COAT, EMULSIFIED ASPHALT SHALL BE APPLIED AT ALL PATCH INTERFACES AT A RATE OF 0.25 - 0.50 GAL/SY. EMULSIFIED ASPHALT SHALL MEET THE REQUIREMENTS OF SECTION 404 AND WILL BE CONSIDERED INCIDENTAL TO ITEM 406.2400 BITUMINOUS CONCRETE PAVEMENT, SURFACE PREPARATION, TYPE IVS.
2. SAWCUT AND REMOVAL OF BITUMINOUS CONCRETE PAVEMENT WILL BE CONSIDERED INCIDENTAL TO ITEM 406.2400 BITUMINOUS CONCRETE PAVEMENT, SURFACE PREPARATION, TYPE IVS.
3. POTHOLE REPAIR IS ONLY APPLICABLE TO MILL AND FILL AREAS.

NOT TO SCALE

PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234_details.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: R.M O'BRIEN
DESIGNED BY: VTRANS	CHECKED BY: E.P. DETRICK
DETAILS SHEET 4	SHEET 12 OF 424



THINNING AND TRIMMING FOR SIGNS DETAIL

KILLINGTON
STA. 18+87 LT
STA. 28+59 LT
STA. 28+71 LT
STA. 36+05 LT
STA. 36+61 LT
STA. 61+51 LT
STA. 62+02 LT
STA. 103+80 LT
STA. 104+45 LT
STA. 109+08 LT
STA. 110+80 LT
STA. 115+16 LT

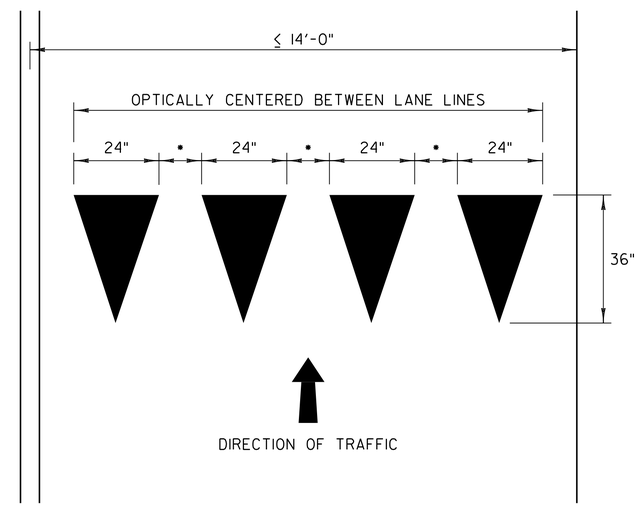
KILLINGTON
STA. 120+92 RT
STA. 143+25 LT
STA. 149+75 LT
PITTSFIELD
STA. A 37+53 LT
STA. A 182+15 LT
STOCKBRIDGE
STA. B 32+08 RT
STA. B 33+55 RT
STA. B 37+40 LT
STA. B 49+11 RT

MINIMUM SIGN SIGHT DISTANCE CHART

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

NOTE

THE CONTRACTOR SHALL REMOVE ALL WOODY STEMMED GROWTH INCLUDING BRUSH, SAPLINGS, TREE LIMBS GROWING WITHIN OR PROJECTING INTO THE CLEARANCE AREA AND DOWN TO GROUND LEVEL. WORK WILL BE PAID FOR UNDER ITEM 201.1000 CLEARING AND GRUBBING, INCLUDING INDIVIDUAL TREES AND STUMPS. THE QUANTITY TO BE MEASURED FOR PAYMENT WILL BE LUMP SUM. NO CHEMICAL GROWTH RETARDANTS, POISONS, OR DEFOLIANTS ALLOWED.



YIELD LINE DETAIL

KILLINGTON
STA. 4+00 RT

NOTES

(•) 1. THE SPACE BETWEEN THE TRIANGLES SHOULD BE 3 TO 12 INCHES AND WITH CONSISTENT SPACING DEPENDING ON ROAD WIDTH.

NOT TO SCALE

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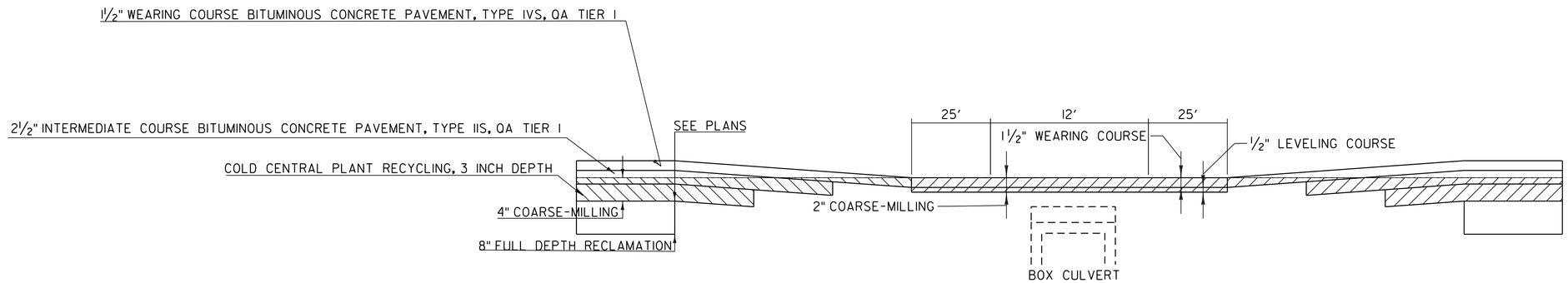
PROJECT LEADER: E.P. DETRICK	DRAWN BY: R.M. O'BRIEN
DESIGNED BY: VTRANS	CHECKED BY: E.P. DETRICK
DETAILS SHEET 5	SHEET 13 OF 424



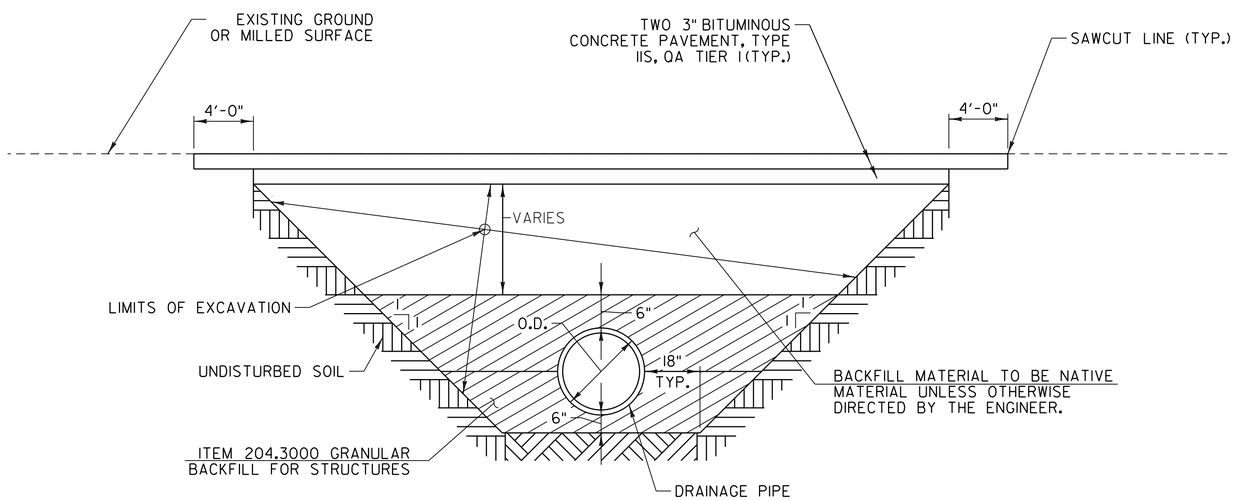
CULVERTS WITH MINIMUM COVER DETAIL

KILLINGTON
STA. 86+90

STOCKBRIDGE
STA. B 20+52

NOTES:

1. CONTRACTOR IS RESPONSIBLE FOR REPLACING ANY EXISTING CULVERTS TO REMAIN IN PLACE DAMAGED BY RECLAIM OPERATIONS.



CULVERT ROADWAY EXCAVATION DETAIL

NOTES

1. BOTTOM COURSES WILL BE PLACED IN TWO LIFTS DURING FIRST CONSTRUCTION SEASON.
2. EXCAVATING EXISTING BITUMINOUS PAVEMENT WILL BE CONSIDERED INCIDENTAL TO ITEM 204.2000 TRENCH EXCAVATION OF EARTH.
3. SAW CUTTING WILL BE CONSIDERED INCIDENTAL TO ITEM 406.0210 BITUMINOUS CONCRETE PAVEMENT, TYPE IIS, QA TIER I.
4. SEE DRAINAGE DETAIL SHEET FOR CULVERT REPLACEMENT LOCATIONS

NOT TO SCALE

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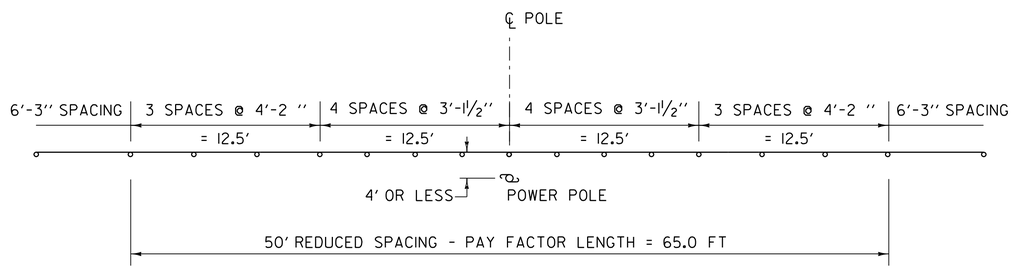
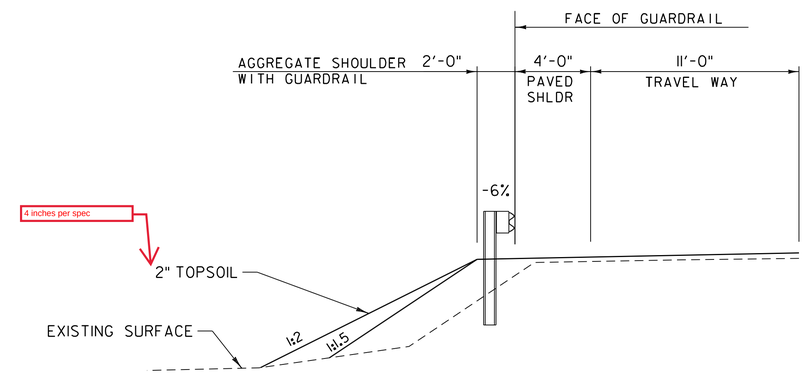
FILE NAME: z12B234_details.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: R.M. O'BRIEN
DESIGNED BY: VTRANS	CHECKED BY: E.P. DETRICK
DETAILS SHEET 6	SHEET 14 OF 424



STEEL BEAM GUARDRAIL DETAIL
OBJECTS WITHIN 4.0' OF GUARDRAIL

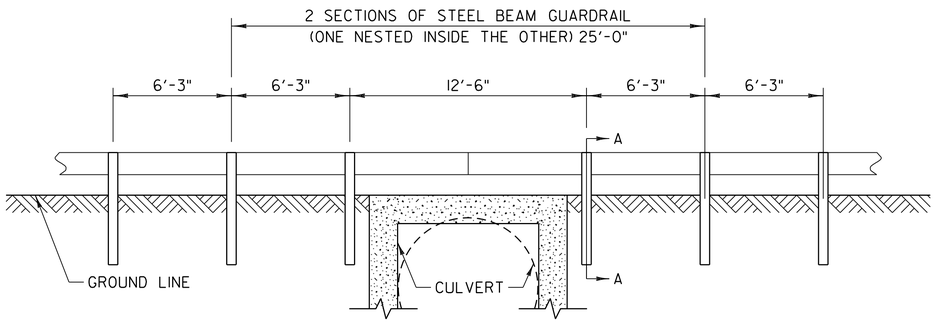
KILLINGTON
STA. 176+72 LT
PITTSFIELD
STA. A 174+79 RT
STA. A 176+17 RT
STA. A 178+42 RT
STOCKBRIDGE
STA. B 24+10 RT



STEEL BEAM GUARDRAIL WITH 8 FOOT POSTS

NOT TO SCALE

PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234_details.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: R.M. O'BRIEN
DESIGNED BY: VTRANS	CHECKED BY: E.P. DETRICK
DETAILS SHEET 7	SHEET 15 OF 424

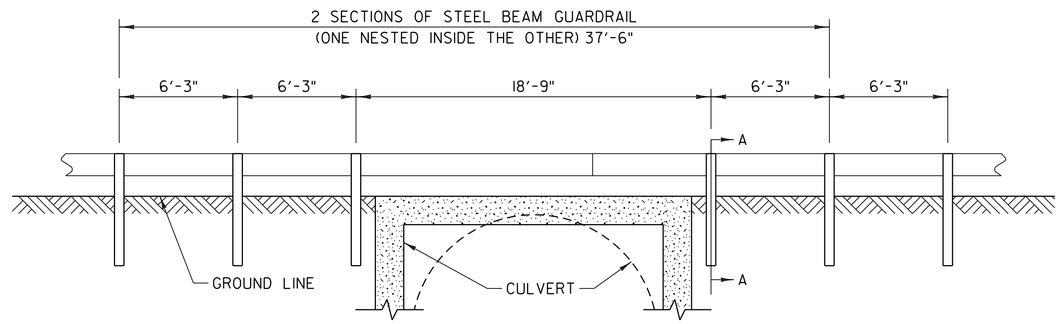


DETAIL OF STEEL BEAM GUARDRAIL AT SMALL CULVERTS

KILLINGTON
STA. 136+95 RT
STA. 137+01 LT
STA. 183+63 LT

PITTSFIELD
STA. A 93+83 RT
STA. A 93+84 LT

STOCKBIDGE
STA. B 20+56 RT

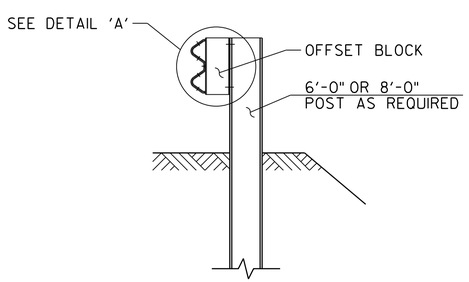


DETAIL OF STEEL BEAM GUARDRAIL AT LARGE CULVERTS

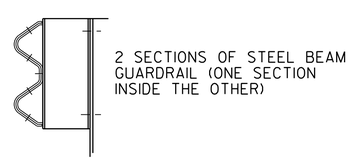
KILLINGTON
STA. 86+90 LT
STA. 87+18 RT

PITTSFIELD
STA. A 60+11 RT
STA. A 60+27 LT

STOCKBRIDGE
STA. B 35+55 LT
STA. B 36+06 RT



SECTION A-A



DETAIL 'A'

NOTES

1. SEE STANDARD G-1 & G-1D FOR STEEL BEAM GUARD RAIL DETAILS.
2. THIS WORK SHALL BE PAID UNDER ITEM 621.1080 STEEL BEAM GUARDRAIL WITH 8 FOOT POSTS OR ITEM 621.1180 STEEL BEAM GUARDRAIL WITH 8 FOOT POSTS, NESTED AT A PAY FACTOR OF 1.0.
3. THIS DETAIL TO BE USED AS INDICATED ON THE ITEM DETAIL AND DRAINAGE SHEETS OR AS DIRECTED BY THE ENGINEER.

NOT TO SCALE

PROJECT NAME: KILLINGTON - STOCKBRIDGE	
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FILE NAME: z12B234_details.dgn	PLOT DATE: 7/17/2024
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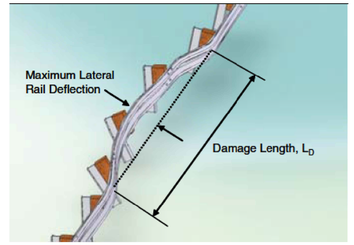
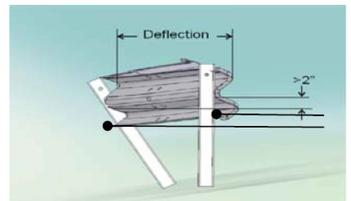
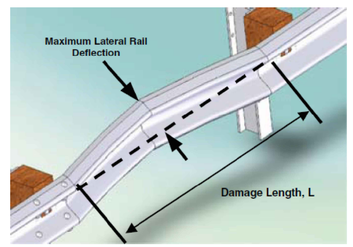
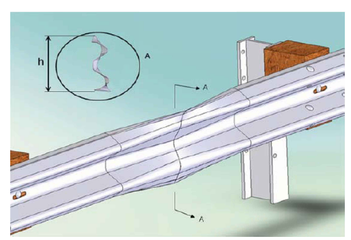
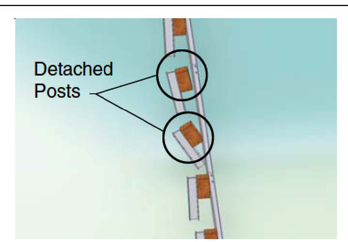
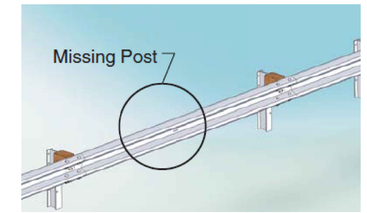
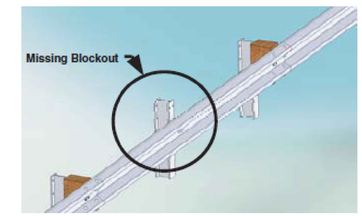
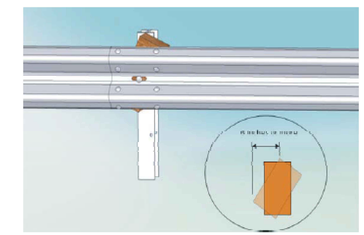
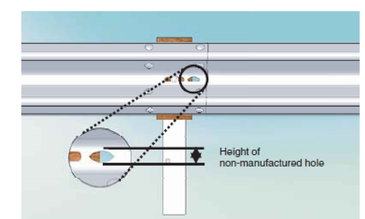
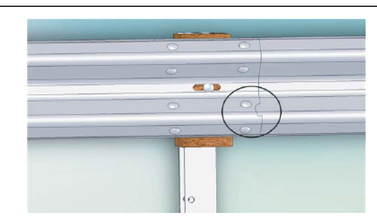
DESIGNED BY: VTRANS	CHECKED BY: E.P. DETRICK
DETAILS SHEET 8	SHEET 16 OF 424

GUARDRAIL REPLACEMENT GUIDELINES

DAMAGE TYPE	REPAIR THRESHOLD	RELATIVE PRIORITY	MEASURMENT
POST AND RAIL DEFLECTION	ONE OR MORE OF THE FOLLOWING THRESHOLDS: • MORE THAN 9 INCHES LATERAL DEFLECTION ANYWHERE OVER A 25 FOOT LENGTH OF RAILTOP OF RAIL • HEIGHT 2 OR MORE INCHES LOWER THAN ORIGINAL TOP OF RAIL HEIGHT	HIGH	  (WEAK POST W-BEAM SHOWN ONLY FOR CLARITY. EACH MEASUREMENT TAKEN AT THE RAIL'S MIDDLE FOLD)
	6-9 INCHES LATERAL DEFLECTION ANYWHERE OVER A 25 FOOT LENGTH OF RAIL	MEDIUM	
	LESS THAN 6 INCHES OF LATERAL DEFLECTION OVER A 25 FOOT LENGTH OF RAIL	LOW	
RAIL DEFLECTION ONLY	6-9 INCHES OF LATERAL DEFLECTION BETWEEN ANY TWO ADJACENT POSTS. NOTE: FOR DEFLECTION OVER 9 INCHES, USE POST/RAIL DEFLECTION GUIDELINES	MEDIUM	
	LESS THAN 6 INCHES OF LATERAL DEFLECTION BETWEEN ANY TWO ADJACENT POSTS	LOW	
RAIL FLATTENING	ONE OR MORE OF THE FOLLOWING THRESHOLDS: • RAIL CROSS SECTION HEIGHT LESS THAN 17 INCHES (SUCH AS MAY OCCUR IF RAIL IS FLATTENED) • RAIL CROSS SECTION HEIGHT LESS THAN 9 INCHES (SUCH AS A DENT TO TOP EDGE)	MEDIUM	
	RAIL CROSS SECTION HEIGHT BETWEEN 9 AND 17 INCHES	LOW	
POSTS SEPARATED FROM RAIL	• 2 OR MORE POSTS WITH BLOCKOUT ATTACHED WITH POST/RAIL SEPARATION LESS THAN 3 INCHES • ONE OR MORE POSTS WITH POST/RAIL SEPARATION WHICH EXCEEDS 3 INCHES.	MEDIUM	 NOTE: 1. IF THE BLOCKOUT IS NOT FIRMLY ATTACHED TO THE POST USE THE MISSING BLOCKOUT GUIDELINES 2. DAMAGE SHOULD ALSO BE EVALUATED AGAINST POST/RAIL DEFLECTION GUIDELINES
	• ONE POST, WITH BLOCKOUT ATTACHED, WITH POST/RAIL SEPARATION LESS THAN 3 INCHES	LOW	

DAMAGE TYPE	REPAIR THRESHOLD	RELATIVE PRIORITY	MEASURMENT
POST AND RAIL DEFLECTION	ONE OR MORE POSTS: • MISSING • CRACKED ACROSS THE GRAIN • BROKEN • ROTTED • WITH METAL TEARS	HIGH	
MISSING BLOCKOUT	ANY BLOCKOUTS: • MISSING • CRACKED ACROSS THE GRAIN • CRACKED FROM TOP OR BOTTOM OF BLOCK OUT • ROTTED	MEDIUM	
TWISTED BLOCKOUTS	ANY MISALIGNED BLOCKOUTS, TOP EDGE OF BLOCK 6 INCHES OR MORE FROM BOTTOM EDGE NOTE: REPAIRS OF TWISTED BLOCKOUT ARE RELATIVELY QUICK AND INEXPENSIVE	LOW	
DAMAGE AT A RAIL SPLICE	MORE THAN ONE SPLICE BOLT: • MISSING • DAMAGED • VISIBLY MISSING ANY UNDERLYING RAIL • ROTTED	HIGH	
	ONE SPLICE BOLT: • MISSING • DAMAGED • VISIBLY MISSING ANY UNDERLYING RAIL • TORN THROUGH RAIL	MEDIUM	
	• MORE THAN 2 HOLES LESS THAN ONE INCH HEIGHT IN A 12.5 FOOT LENGTH OF RAIL • ANY HOLES GREATER THAN ONE INCH IN HEIGHT • ANY HOLE WHICH INTERSECTS EITHER THE TOP OR BOTTOM EDGE OF THE RAIL	HIGH	
	1-2 HOLES LESS THAN ONE INCH IN HEIGHT IN A 12.5 FOOT LENGTH OF RAIL	MEDIUM	

NOTES

1. THESE ARE GUIDELINES FOR THE EVALUATION OF EXISTING GUARDRAIL. THESE ARE GUIDELINES ONLY AND THE CONTRACTOR SHALL REPLACE GUARDAIL AS DIRECTED BY THE ENGINEER.
2. GUIDELINES ARE FROM THE NATIONAL COOPERATIVE HIGHWAY RESEARCH PROGRAM (NCHRP) REPORT 656, "CRITERIA FOR RESTORATION OF LONGITUDINAL BARRIERS", COPYRIGHT 2010.
3. WHEN GUARDRAIL IS TO BE REMOVED AND RESET, PANELS WITH A RAIL CROSS SECTION HEIGHT OF 15 INCHES OR GREATER SHALL BE REPLACED.

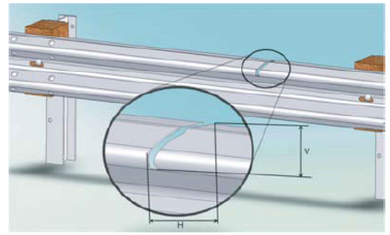
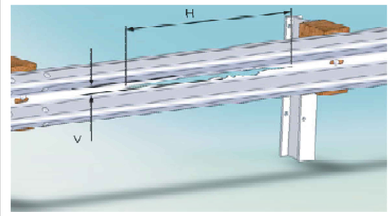
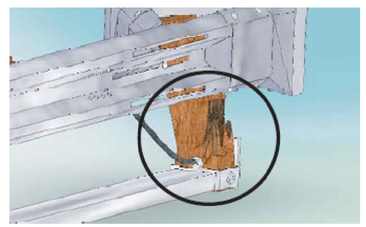
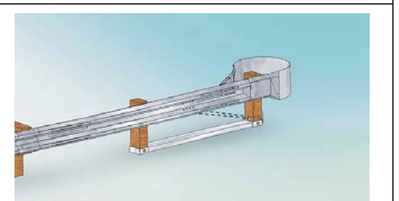
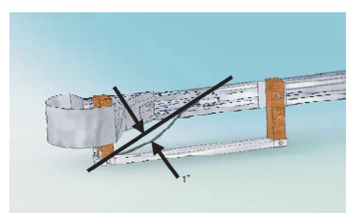
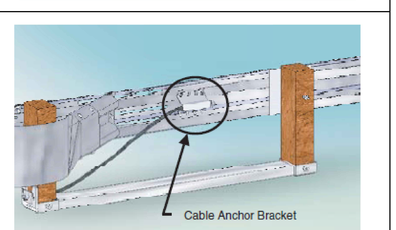
vhb

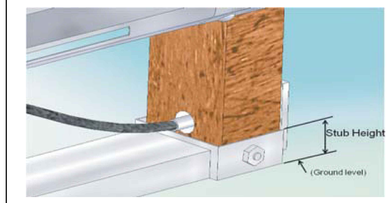
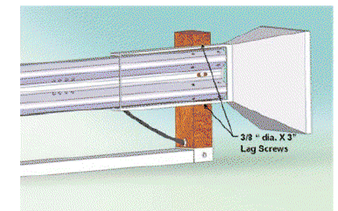
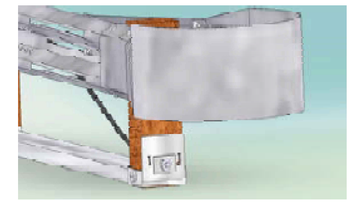
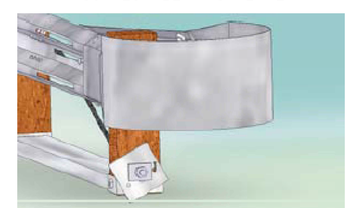
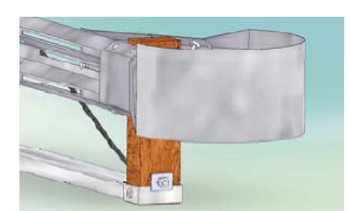
PROJECT NAME: KILLINGTON - STOCKBRIDGE
PROJECT NUMBER: ER STP 022-1(25)

FILE NAME: z12B234_details.dgn
PROJECT LEADER: E.P. DETRICK
DESIGNED BY: R.M. O'BRIEN
GUARDRAIL DETAIL SHEET 1

PLOT DATE: 7/17/2024
DRAWN BY: R.M. O'BRIEN
CHECKED BY: E.P. DETRICK
SHEET 17 OF 424

GUARDRAIL REPLACEMENT GUIDELINES

DAMAGE TYPE	REPAIR THRESHOLD	RELATIVE PRIORITY	MEASURMENT
VERTICAL TEAR	ANY LENGTH VERTICAL (TRANSVERSE) TEAR	HIGH	
HORIZONTAL TEAR	HORIZONTAL (LONGITUDINAL) GREATER THAN 12 INCH LONG AND GREATER THAN 0.5 INCH WIDE NOTE: FOR HORIZONTAL TEARS LESS THAN 12 INCH IN LENGTH OR LESS THAN 0.5 INCH IN HEIGHT, USE THE NON-MANUFACTURED HOLES GUIDELINES	MEDIUM	
DAMAGED END POST	NOT FUNCTIONAL (SHEARED, ROTTED CRACKED ACROSS THE GRAIN)	HIGH	
ANCHOR CABLE	MISSING	HIGH	
ANCHOR CABLE	LOOSE - MORE THAN ONE INCH OF MOVEMENT WHEN PUSHED DOWN BY HAND	MEDIUM	
CABLE ANCHOR BRACKET	LOOSE OR NOT FIRMLY SEATED IN RAIL	MEDIUM	

DAMAGE TYPE	REPAIR THRESHOLD	RELATIVE PRIORITY	MEASURMENT
STUB HEIGHT	HEIGHT WHICH EXCEEDS 4 INCHES	MEDIUM	
LAG SCREWS (ENERGY ABSORBING TERMINALS ONLY)	HEIGHT WHICH EXCEEDS 4 INCHES	MEDIUM	
BEARING PLATE	LOOSE OR MISALIGNED	MEDIUM	 (CORRECT BEARING PLATE)  (MISALIGNED BEARING PLATE)
	MISSING BEARING PLATE	HIGH	 (MISSING BEARING PLATE)

NOTES

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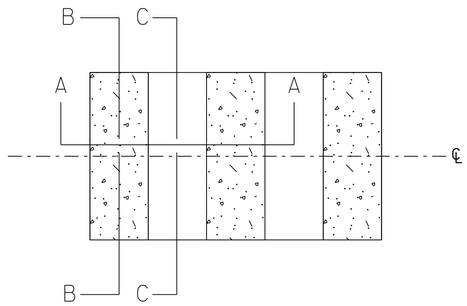
2. GUIDELINES ARE FROM THE NATIONAL COOPERATIVE HIGHWAY RESEARCH PROGRAM (NCHRP) REPORT 656, "CRITERIA FOR RESTORATION OF LONGITUDINAL BARRIERS", COPYRIGHT 2010.
3. WHEN GUARDRAIL IS TO BE REMOVED AND RESET, PANELS WITH A RAIL CROSS SECTION HEIGHT OF 15 INCHES OR GREATER SHALL BE REPLACED.

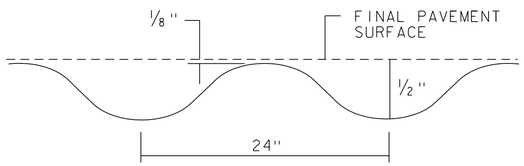
vhb

PROJECT NAME: KILLINGTON - STOCKBRIDGE
PROJECT NUMBER: ER STP 022-1(25)

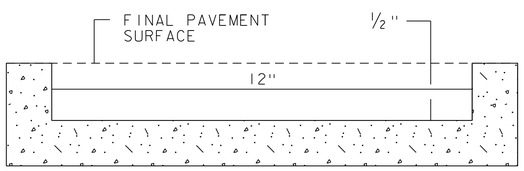
FILE NAME: z12B234_details.dgn
PROJECT LEADER: E.P. DETRICK
DESIGNED BY: R.M. O'BRIEN
GUARDRAIL DETAIL SHEET 2

PLOT DATE: 7/17/2024
DRAWN BY: R.M. O'BRIEN
CHECKED BY: E.P. DETRICK
SHEET 18 OF 424

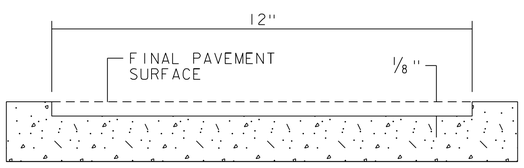




SECTION A-A



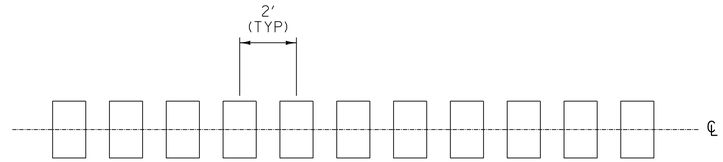
SECTION B-B



SECTION C-C

RUMBLE STRIP DETAIL

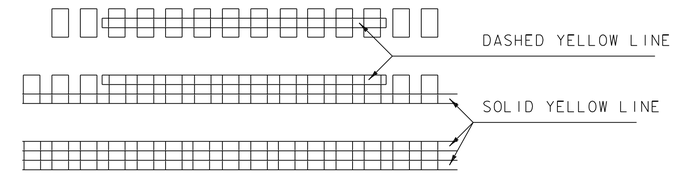
NOT TO SCALE



RUMBLE STRIP LAYOUT DETAIL

NOTE:

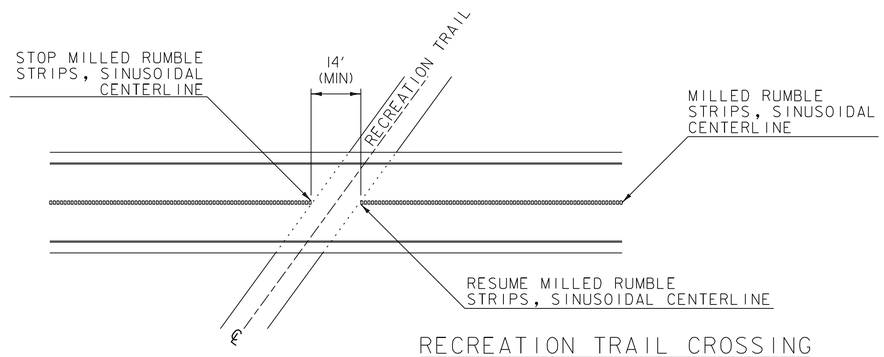
1. MILLED RUMBLE STRIPS, SINUSOIDAL CENTERLINE SHALL BE CENTERED ALONG THE CENTERLINE OF THE ROADWAY WITH A LATERAL TOLERANCE OF +/- TWO INCHES AND INSTALLED AT THE INTERVALS AS DETAILED.



PAVEMENT MARKING LAYOUT DETAIL

NOTES:

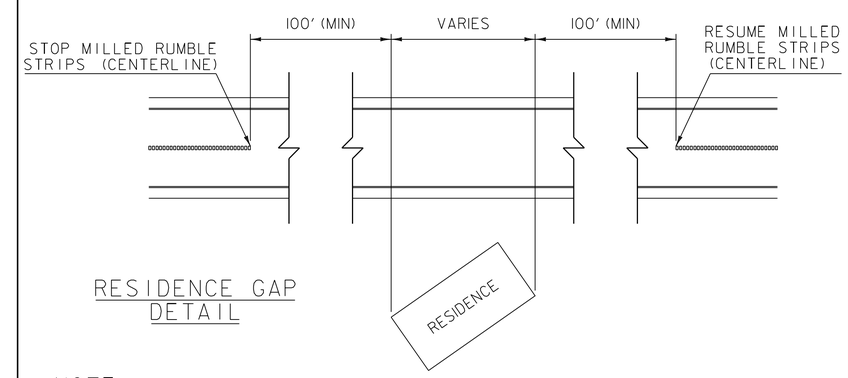
1. MILLED RUMBLE STRIPS, SINUSOIDAL CENTERLINE SHALL BE INSTALLED PRIOR TO FINAL CENTERLINE PAVEMENT MARKINGS.
2. ALL FINAL CENTERLINE PAVEMENT MARKINGS SHALL BE CENTERED ON THE MILLED RUMBLE STRIPS, SINUSOIDAL CENTERLINE WITH A LATERAL TOLERANCE OF +/- ONE INCH.



RECREATION TRAIL CROSSING GAP DETAIL

NOTE:

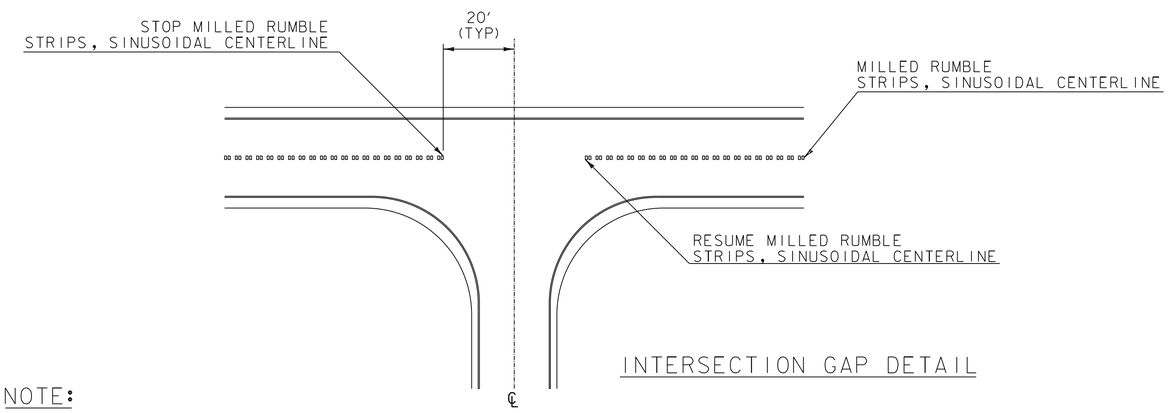
1. WIDTH OF GAP FOR RAIL TRAILS WILL VARY DEPENDENT ON THE SKEW OF THE TRAIL, WITH A 14 FOOT MINIMUM GAP.



RESIDENCE GAP DETAIL

NOTE:

1. MILLED RUMBLE STRIPS, SINUSOIDAL CENTERLINE SHALL BE GAPPED, AS DETAILED, WHEN ANY PORTION OF A RESIDENCE IS WITHIN 100 FEET OF THE ROADWAY CENTERLINE.



INTERSECTION GAP DETAIL

NOTE:

1. MILLED RUMBLE STRIPS, SINUSOIDAL CENTERLINE SHALL STOP 20 FEET PRIOR TO ALL INTERSECTIONS, IN BOTH DIRECTIONS OF TRAVEL.

GENERAL NOTES:

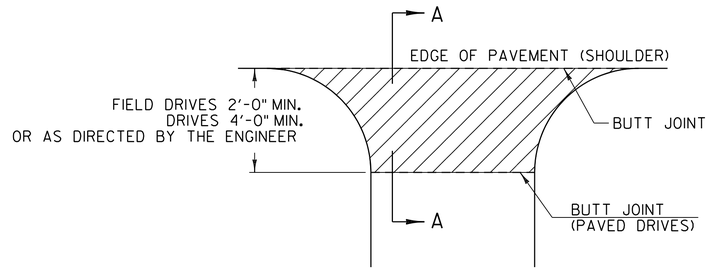
1. STATIONING SHOWN ON PLANS, FOR MILLED RUMBLE STRIPS, SINUSOIDAL CENTERLINE, IS BASED ON LIMITED FIELD SURVEY, ALL GAPS SHALL BE FIELD VERIFIED PRIOR TO INSTALLATION.
2. THE LOCATIONS FOR MILLED RUMBLE STRIPS, SINUSOIDAL CENTERLINE DETAILED IN THE PLANS SHALL BE MARKED IN THE FIELD AND VERIFIED BY THE PROJECT MANAGER PRIOR TO MILLING. THE PROJECT MANAGER SHALL BE NOTIFIED A MINIMUM OF 14 CALENDAR DAYS PRIOR TO MILLING TO ALLOW FOR VERIFICATION OF THE LOCATIONS.

NOT TO SCALE

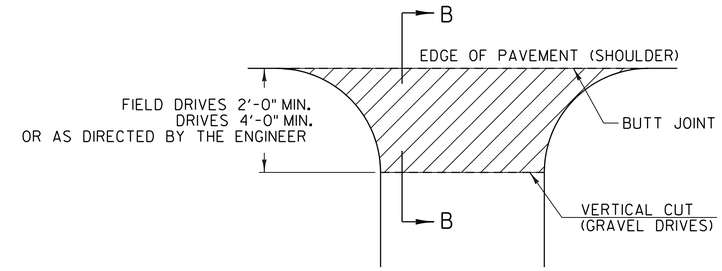
MILLED RUMBLE STRIPS, SINUSOIDAL CENTERLINE DETAILS

vhb

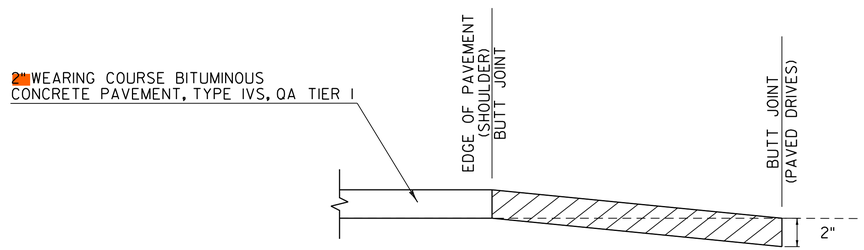
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: zl2B234_details.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: R.M. O'BRIEN
DESIGNED BY: R.M. O'BRIEN	CHECKED BY: E.P. DETRICK
MILLED RUMBLE STRIPS DETAIL SHEET	SHEET 19 OF 424



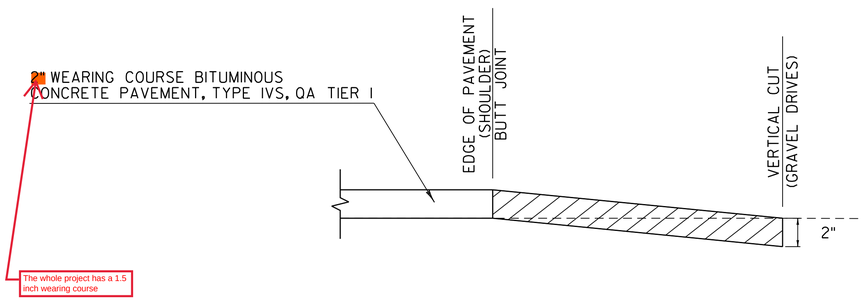
PLAN
(PAVED DRIVES, TOWN/STATE HIGHWAYS, & PULL-OFFS)



PLAN
(GRAVEL DRIVES, TOWN HIGHWAYS, & PULL-OFFS)

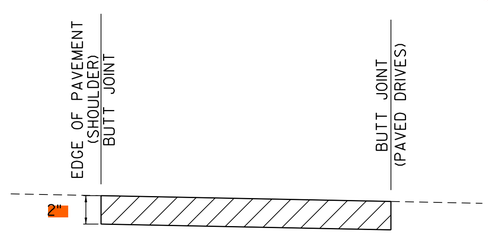


SECTION A-A
HANDWORK DETAILS FOR PAVED DRIVES, TOWN/STATE HIGHWAYS, & PULL-OFFS
WITHIN OVERLAY AREAS

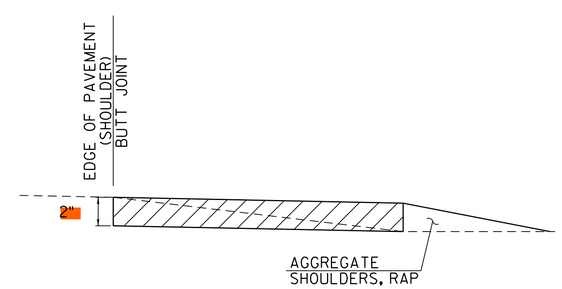


SECTION B-B
HANDWORK DETAILS FOR GRAVEL DRIVES, TOWN HIGHWAYS, & PULL-OFFS
WITHIN OVERLAY AREAS

These seem like the wrong details. This is a reclaim, not an overlay or a mill and fill



SECTION A-A
HANDWORK DETAILS FOR PAVED DRIVES, TOWN/STATE HIGHWAYS, & PULL-OFFS
WITHIN MILLED AREAS



SECTION B-B
HANDWORK DETAILS FOR GRAVEL DRIVES, TOWN HIGHWAYS, & PULL-OFFS
WITHIN MILLED AREAS

NOTES

1. PAVING LIFT NOT TO EXCEED 2.0 INCHES.
2. THE COST OF PROVIDING AND PLACING SUBBASE MATERIAL, CLEANING EXISTING PAVED SURFACES, INCLUDING POWER EQUIPMENT, AND FOR FILLING JOINTS, CRACKS AND HOLES AT LEAST 24 HOURS BEFORE PAVING, WILL NOT BE PAID DIRECTLY BUT WILL BE CONSIDERED INCIDENTAL TO ITEM 406.3400 BITUMINOUS CONCRETE PAVEMENT, NON-PAVER PLACED, TYPE IVS
3. EXCAVATION NEEDED TO ACHIEVE PROPER DRIVE AND TOWN HIGHWAY SLOPES WILL NOT BE PAID DIRECTLY BUT WILL BE CONSIDERED INCIDENTAL TO ITEM 406.3400 BITUMINOUS CONCRETE PAVEMENT, NON-PAVER PLACED, TYPE IVS.
4. MILLING FOR DRIVES, TOWN HIGHWAYS, AND PULL-OFFS WILL MEET THE REQUIREMENTS OF SECTION 210 AS APPLICABLE. PAYMENT FOR MILLING AREAS REQUIRED FOR DRIVES, TOWN HIGHWAYS, AND PULL-OFFS WILL BE CONSIDERED INCIDENTAL TO ITEM 406.3400 BITUMINOUS CONCRETE PAVEMENT, NON-PAVER PLACED, TYPE IVS.

LEGEND

ITEM 406.3400 BITUMINOUS CONCRETE PAVMENT, NON-PAVER PLACED, TYPE IVS

NOT TO SCALE

NOT TO SCALE

PROJECT NAME:	KILLINGTON - STOCKBRIDGE
PROJECT NUMBER:	ER STP 022-1(25)

FILE NAME: z12B234_details.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: R.M. O'BRIEN
DESIGNED BY: R.M. O'BRIEN	CHECKED BY: E.P. DETRICK
HAND-PLACED DRIVES DETAIL SHEET 1	SHEET 20 OF 424

STATION	POSITION	TYPE	QUANTITY (SY)
KILLINGTON			
5+89	RT	GRAVEL	12.7
14+03	RT	PAVED	29.0
25+55	RT	PAVED	20.4
27+60	RT	GRAVEL	82.9
27+72	LT	PAVED	19.5
36+21	LT	PAVED	21.9
45+21	RT	GRAVEL	21.5
45+35	LT	PAVED	29.8
70+91	RT	GRAVEL	15.5
71+56	LT	GRAVEL	111.6
81+91	RT	GRAVEL	26.2
93+86	RT	GRAVEL	14.1
105+02	RT	GRAVEL	15.5
108+65	RT	GRAVEL	19.5
109+96	RT	GRAVEL	53.9
115+38	LT	PAVED	23.9
141+76	LT	PAVED	11.5
141+98	RT	GRAVEL	16.6
148+53	LT	GRAVEL	17.2
148+70	RT	GRAVEL	16.8
160+50	RT	GRAVEL	17.4
163+94	RT	GRAVEL	25.9
164+67	LT	GRAVEL	18.9
167+77	RT	GRAVEL	46.4
174+76	LT	GRAVEL	61.0
196+11	LT	GRAVEL	91.8
205+05	RT	GRAVEL	35.3
PITTSFIELD			
A 0+63	LT	GRAVEL	9.7
A 11+60	RT	GRAVEL	22.8
A 30+64	LT	GRAVEL	21.0
A 31+57	LT	GRAVEL	22.1

STATION	POSITION	TYPE	QUANTITY (SY)
A 32+67	RT	GRAVE	22.1
A 52+20	RT	GRAVEL	8.9
A 52+26	LT	FIELD	4.6
A 55+97	LT	GRAVEL	13.3
A 57+08	LT	GRAVEL	27.6
A 60+99	RT	GRAVEL	30.9
A 66+16	LT	GRAVEL	59.0
A 71+42	LT	GRAVEL	12.0
A 71+96	LT	PAVED	5.7
A 74+07	LT	PAVED	12.2
A 74+55	LT	GRAVEL	19.6
A 74+76	RT	FIELD	2.6
A 78+53	LT	PAVED	18.3
A 78+66	RT	GRAVEL	15.7
A 80+48	LT	PAVED	15.3
A 82+80	LT	GRAVEL	12.8
A 85+13	RT	GRAVEL	17.2
A 87+05	LT	GRAVEL	12.0
A 87+21	RT	GRAVEL	12.7
A 89+16	LT	GRAVEL	31.9
A 93+30	LT	GRAVEL	26.4
A 94+08	RT	GRAVEL	12.5
A 99+65	LT	GRAVEL	21.3
A 108+86	RT	GRAVEL	17.1
A 117+99	LT	GRAVEL	80.5
A 124+13	RT	FIELD	13.6
A 126+59	RT	GRAVEL	21.4
A 126+69	LT	PAVED	22.9
A 128+94	LT	FIELD	6.7
A 130+10	RT	GRAVEL	18.2
A 133+09	LT	GRAVEL	14.5
A 135+24	LT	GRAVEL	16.2

STATION	POSITION	TYPE	QUANTITY (SY)
A 136+27	RT	PAVED	40.3
A 138+46	RT	PAVED	46.0
A 139+85	RT	GRAVEL	68.7
A 139+87	LT	GRAVEL	7.0
A 140+45	LT	GRAVEL	11.5
A 141+34	RT	GRAVEL	22.5
A 142+85	LT	GRAVEL	15.1
A 143+20	RT	GRAVEL	28.5
A 144+42	LT	FIELD	7.0
A 146+04	RT	GRAVEL	16.9
A 147+14	RT	GRAVEL	15.5
A 149+07	RT	GRAVEL	18.4
A 151+51	LT	GRAVEL	6.6
A 153+28	RT	GRAVEL	40.3
A 153+36	LT	GRAVEL	19.9
A 154+55	RT	GRAVEL	18.0
A 157+76	LT	GRAVEL	19.3
A 159+59	LT	GRAVEL	24.9
A 159+96	RT	GRAVEL	17.7
A 161+06	RT	GRAVEL	14.4
A 163+86	LT	GRAVEL	16.7
A 163+86	RT	GRAVEL	29.2
A 165+41	RT	GRAVEL	18.5
A 166+42	RT	GRAVEL	16.8
A 172+69	LT	GRAVEL	18.9
A 174+08	RT	PAVED	17.9
A 182+75	RT	GRAVEL	16.1
A 190+96	RT	GRAVEL	11.0
A 191+45	LT	PAVED	45.4
A 191+91	RT	GRAVEL	15.6
A 192+43	RT	GRAVEL	13.8
A 192+85	LT	GRAVEL	11.7

STATION	POSITION	TYPE	QUANTITY (SY)
A 193+32	RT	GRAVEL	12.9
A 195+72	LT	GRAVEL	9.0
A 195+82	RT	GRAVEL	12.4
A 197+71	RT	PAVED	15.0
A 198+33	LT	GRAVEL	11.7
A 200+20	LT	GRAVEL	10.0
A 200+87	LT	PAVED	22.4
A 201+53	LT	GRAVEL	10.1
A 202+87	LT	PAVED	16.7
A 204+74	LT	GRAVEL	89.2
A 206+80	LT	PAVED	29.3
A 207+97	RT	PAVED	106.5
A 207+98	LT	GRAVEL	10.2
A 208+56	LT	PAVED	30.6
A 210+63	LT	PAVED	21.2
A 211+93	RT	PAVED	17.0
A 214+04	RT	GRAVEL	18.9
A 214+05	LT	GRAVEL	14.5
A 216+46	LT	GRAVEL	22.2
A 218+51	RT	FIELD	5.9
A 219+44	LT	PAVED	24.4
A 220+02	LT	GRAVEL	9.4
A 222+04	LT	GRAVEL	14.2
A 224+35	RT	PAVED	24.2
A 225+88	LT	GRAVEL	15.7
A 226+35	RT	GRAVEL	24.5
A 230+20	LT	GRAVEL	12.5
A 231+68	LT	GRAVEL	15.9
A 232+73	RT	GRAVEL	21.3
A 233+76	LT	GRAVEL	42.1
A 235+80	LT	GRAVEL	34.7

STATION	POSITION	TYPE	QUANTITY (SY)
A 246+68	RT	GRAVEL	22.3
A 247+64	LT	PAVED	27.1
A 249+28	LT	PAVED	16.1
A 253+31	LT	GRAVEL	11.6
A 254+39	RT	GRAVEL	14.0
STOCKBRIDGE			
B 3+58	LT	GRAVEL	16.2
B 3+61	RT	PAVED	18.7
B 4+57	RT	GRAVEL	19.3
B 6+29	LT	FIELD	11.3
B 9+72	RT	GRAVEL	16.5
B 10+39	RT	GRAVEL	26.5
B 14+21	LT	GRAVEL	29.8
B 18+44	LT	GRAVEL	9.2
B 19+74	RT	GRAVEL	21.8
B 20+14	LT	GRAVEL	19.3
B 20+78	LT	GRAVEL	12.1
B 21+85	LT	GRAVEL	15.4
B 24+32	LT	GRAVEL	10.7
B 25+89	RT	GRAVEL	18.3
B 27+96	RT	GRAVEL	20.3
B 28+44	LT	GRAVEL	16.8
B 29+08	LT	GRAVEL	13.7
B 29+73	RT	GRAVEL	30.4
B 33+64	LT	GRAVEL	11.4
B 35+09	LT	GRAVEL	14.9
B 35+71	RT	GRAVEL	13.2
B 38+16	LT	GRAVEL	14.5
B 46+18	RT	PAVED	104.1
B 58+05	LT	GRAVEL	14.4
B 59+04	RT	GRAVEL	21.4
B 61+34	LT	GRAVEL	12.1
B 63+38	RT	PAVED	40.1

STATION	POSITION	TYPE	QUANTITY (SY)
B 71+26	LT	FIELD	7.1
B 71+31	RT	GRAVEL	37.8
B 78+51	RT	FIELD	4.0
B 78+58	LT	GRAVEL	26.3
B 80+26	RT	GRAVEL	8.2
B 82+15	LT	FIELD	5.3
B 87+07	LT	GRAVEL	22.5
B 89+16	LT	PAVED	46.7
B 89+42	RT	GRAVEL	51.3
B 90+64	LT	GRAVEL	13.0
B 90+68	RT	PAVED	19.0
B 92+53	LT	GRAVEL	12.6
B 93+63	LT	GRAVEL	10.7
		KILLINGTON SUBTOTAL	**876.7**
		PITTSFIELD SUBTOTAL	**2207.1**
		STOCKBRIDGE SUBTOTAL	**836.9**
		ROUNDING	79.3
		TOTAL	**4000**

NOTE:

1. THE QUANTITIES SHOWN ARE THE AREAS OF THE PROPOSED PAVED SURFACE TREATMENT ONLY.

PROJECT NAME: KILLINGTON - STOCKBRIDGE
PROJECT NUMBER: ER STP 022-1(25)

FILE NAME: z12B234_details.dgn
PROJECT LEADER: E.P. DETRICK
DESIGNED BY: R.M. O'BRIEN
HAND-PLACED DRIVES DETAIL SHEET 2

PLOT DATE: 7/17/2024
DRAWN BY: R.M. O'BRIEN
CHECKED BY: E.P. DETRICK
SHEET 21 OF 424

EXISTING CULVERT INVENTORY

BEGIN STA.	END STA.	POSITION	SIZE (IN)	TYPE	LENGTH (FT)	REMARKS
KILLINGTON						
3+58	5+99	LT	18	CGMP	261	OUTLET BURIED, CLEAN PIPE
5+71	6+01	RT/LT	18	CGMP	82	EXISTING CULVERT TO REMAIN, CLEAN PIPE
12+73	12+77	LT/RT	30	CPEP	81	EXISTING CULVERT TO REMAIN, CLEAN PIPE
23+03	23+25	CL				BRIDGE
25+31	25+31	LT/RT	18	CGMP	51	EXISTING CULVERT TO REMAIN, CLEAN PIPE
27+96	27+52	LT	15	CGMP	45	DRIVE PIPE, CLEAN PIPE
30+05	29+64	LT/RT	18	CPEP	67	EXISTING CULVERT TO REMAIN, CLEAN PIPE
36+41	36+04	LT/RT	15	CGMP	66	REPLACED UNDER STP CULV(88)
40+77	40+92	LT/RT	18	CGMP	49	REMOVE AND REPLACE
41+60	41+59	LT/RT	18	CGMP	45	REMOVE AND REPLACE
48+69	48+80	RT/LT	18	CGMP	67	EXISTING CULVERT TO REMAIN, CLEAN PIPE
52+27	52+30	RT/LT	18	CGMP	58	EXISTING CULVERT TO REMAIN, CLEAN PIPE
57+76	57+86	RT/LT	24	CPEP	51	EXISTING CULVERT TO REMAIN, CLEAN PIPE
70+74	71+16	RT	18	CPEP	41	DRIVE PIPE, CLEAN PIPE
75+27	75+33	RT/LT	18	CGMP	58	EXISTING CULVERT TO REMAIN, CLEAN PIPE
78+65	78+93	RT/LT	18	CPEP	61	EXISTING CULVERT TO REMAIN, CLEAN PIPE
81+42	81+48	RT/LT	18	CPEP	55	EXISTING CULVERT TO REMAIN, CLEAN PIPE
86+23	86+43	RT	12	CGMP	21	
86+90	87+18	LT/RT	84	CONC	45	BOX CULVERT
91+00	91+13	LT/RT	18	CGMP	57	EXISTING CULVERT TO REMAIN, CLEAN PIPE
97+42	97+36	RT/LT	18	CGMP	45	REMOVE AND REPLACE
99+86	99+87	LT/RT	18	CGMP	46	REMOVE AND REPLACE
103+87	104+44	LT	18 15	CGMP	62	DRIVE PIPE, CLEAN PIPE
114+89	114+73	LT/RT	18	RCP	46	REMOVE AND REPLACE
115+64	115+10	LT	24	CGMP	54	EXISTING CULVERT TO REMAIN, CLEAN PIPE
120+01	119+99	RT/LT	18	RCP	50	REMOVE AND REPLACE
120+18	120+03	RT	15	CGMP	61	
125+44	125+51	RT/LT	18	RCP	50	REMOVE AND REPLACE
128+14	128+21	RT/LT	15	RCP	49	REMOVE AND REPLACE
130+99	130+99	RT/LT	18	RCP	42	REMOVE AND REPLACE
132+74	132+91	RT/LT	18	RCP	44	REMOVE AND REPLACE
134+82	134+78	RT/LT	18	RCP	46	REMOVE AND REPLACE
136+95	137+01	RT/LT	48	CONC	39	BOX CULVERT, REHAB EXISTING CULVERT
138+90	138+91	RT/LT	15	RCP	42	REMOVE AND REPLACE
140+91	140+93	RT/LT	18	RCP	41	EXISTING CULVERT TO REMAIN, CLEAN PIPE
143+33	143+63	RT/LT	18	RCP	95	EXISTING CULVERT TO REMAIN, CLEAN PIPE
145+10	145+11	RT/LT	15 18	CGMP RCP	61	EXISTING CULVERT TO REMAIN, CLEAN PIPE
147+92	147+86	RT/LT	18 24	RCP CGMP	54	EXISTING CULVERT TO REMAIN, CLEAN PIPE
155+38	155+46	RT/LT	24	CGMP	56	EXISTING CULVERT TO REMAIN, CLEAN PIPE
157+42	157+69	RT/LT	36	CPEP	66	EXISTING CULVERT TO REMAIN, CLEAN PIPE
159+37	159+38	RT/LT	24	CGMP	56	EXISTING CULVERT TO REMAIN, CLEAN PIPE
160+92	161+04	RT/LT	24	CGMP	58	EXISTING CULVERT TO REMAIN, CLEAN PIPE
162+36	162+38	RT/LT	15 24	RCP CGMP	54	REMOVE AND REPLACE
164+06	164+04	RT/LT	15 24	RCP CGMP	51	EXISTING CULVERT TO REMAIN, CLEAN PIPE
169+97	170+42	RT/LT	24	CGMP	82	EXISTING CULVERT TO REMAIN, CLEAN PIPE
176+29	176+34	RT/LT	15	CGMP	47	REPLACED UNDER STP CULV(88)
179+81	179+93	RT/LT	18	RCP	50	EXISTING CULVERT TO REMAIN, CLEAN PIPE
183+61	183+63	RT/LT	48	CONC	45	BOX CULVERT
185+31	185+34	RT/LT	24	CGMP	46	EXISTING CULVERT TO REMAIN, CLEAN PIPE
187+86	187+89	RT/LT	18	RCP	47	REMOVE AND REPLACE
191+34	191+42	RT/LT	15	RCP	50	REMOVE AND REPLACE
198+01	198+46	RT/LT	15	RCP	67	REMOVE AND REPLACE
200+86	200+88	RT/LT	18	RCP	51	REMOVE AND REPLACE
204+92	205+48	RT	15	CGMP	56	DRIVE PIPE, CLEAN PIPE
205+65	205+66	RT/LT	24	CGMP	50	EXISTING CULVERT TO REMAIN, CLEAN PIPE
208+09	208+10	RT/LT	30	CGMP	49	EXISTING CULVERT TO REMAIN, CLEAN PIPE

EXISTING CULVERT INVENTORY

BEGIN STA.	END STA.	POSITION	SIZE (IN)	TYPE	LENGTH (FT)	REMARKS
PITTSFIELD						
A 3+78	A 3+81	RT/LT	24	CGMP	53	REMOVE AND REPLACE
A 6+12	A 6+27	RT/LT	24	RCP	51	REPLACED UNDER STP CULV(88)
A 9+28	A 9+28	RT/LT	15	RCP	46	REPLACED UNDER STP CULV(88)
A 10+67	A 10+85	RT/LT	24	CGMP	70	EXISTING CULVERT TO REMAIN, CLEAN PIPE
A 12+94	A 13+18	RT/LT	18	RCP	50	EXISTING CULVERT TO REMAIN, CLEAN PIPE
A 14+92	A 15+07	RT/LT	18	RCP	51	EXISTING CULVERT TO REMAIN, CLEAN PIPE
A 16+73	A 16+84	RT/LT	48	CONC	41	BOX CULVERT, REMOVE AND REPLACE
A 20+71	A 20+83	RT/LT	18	RCP CGMP	62	EXISTING CULVERT TO REMAIN, CLEAN PIPE
A 31+99	A 32+02	RT/LT	18	RCP	62	EXISTING CULVERT TO REMAIN, CLEAN PIPE
A 32+43	A 32+93	RT	15	HDPE	55	DRIVE PIPE, CLEAN PIPE
A 35+91	A 35+91	RT/LT	18	RCP	43	REMOVE AND REPLACE
A 38+88	A 38+93	RT/LT	24	CPEP	52	EXISTING CULVERT TO REMAIN, CLEAN PIPE
A 41+55	A 41+57	RT/LT	18	CGMP	46	REMOVE AND REPLACE
A 47+22	A 47+23	RT/LT	15	CGMP	49	EXISTING CULVERT TO REMAIN, CLEAN PIPE
A 56+15	A 55+79	LT	18	HDPE	30	DRIVE PIPE, CLEAN PIPE
A 60+11	A 60+27	RT/LT	168	CGMP	66	EXISTING CULVERT TO REMAIN, CLEAN PIPE
A 70+86	A 70+70	RT/LT	30	RCP	46	REMOVE AND REPLACE
A 72+31	A 72+49	RT	15	CGMP	26	DRIVE PIPE
A 74+65	A 74+86	RT	15	CPEP	21	DRIVE PIPE, CLEAN PIPE
A 76+41	A 76+52	RT/LT	15	RCP	41	REMOVE AND REPLACE
A 82+06	A 82+15	RT/LT	24	RCP	41	REMOVE AND REPLACE
A 84+96	A 85+32	RT	15	CGMP	37	DRIVE PIPE, CLEAN PIPE
A 87+09	A 87+34	RT	12	CGMP	25	DRIVE PIPE, CLEAN PIPE
A 87+55	A 87+69	RT/LT	24	CPEP	48	EXISTING CULVERT TO REMAIN, CLEAN PIPE
A 92+23	A 92+22	RT/LT	24	CPEP	43	EXISTING CULVERT TO REMAIN, CLEAN PIPE
A 93+83	A 93+84	RT/LT	48	CONC	35	BOX CULVERT, REHAB EXISTING CULVERT
A 98+01	A 98+02	RT/LT	18	RCP	38	REMOVE AND REPLACE
A 103+89	A 104+07	RT/LT	24	CGMP	66	EXISTING CULVERT TO REMAIN, CLEAN PIPE
A 105+49	A 105+68	RT/LT	18	RCP	42	REMOVE AND REPLACE
A 107+52	A 107+50	RT/LT	24	RCP	39	REMOVE AND REPLACE
A 111+12	A 111+14	RT/LT	24 30	RCP CGMP	73	EXISTING CULVERT TO REMAIN, CLEAN PIPE
A 118+92	A 119+12	RT/LT	24	CPEP	66	EXISTING CULVERT TO REMAIN, CLEAN PIPE
A 126+25	A 127+03	RT	15	CGMP	78	DRIVE PIPE, CLEAN PIPE
A 131+55	A 132+68	CL				BRIDGE
A 133+26	A 132+94	LT	18	HDPE	35	DRIVE PIPE, CLEAN PIPE
A 140+33	A 140+57	LT	15	CGMP	25	DRIVE PIPE, REMOVE AND REPLACE
A 141+24	A 141+27	LT	12	CGMP	35	EXISTING CULVERT TO REMAIN, CLEAN PIPE
A 142+68	A 142+99	LT	15	CGMP	33	DRIVE PIPE, CLEAN PIPE
A 142+87	A 143+70	RT	18	CGMP	81	DRIVE PIPE, CLEAN PIPE
A 143+55	A 143+70	LT/RT	18	RCP	47	REMOVE AND REPLACE
A 168+56	A 168+62	LT/RT	48	CONC	37	BOX CULVERT, REMOVE AND REPLACE
A 171+35	A 171+39	LT/RT	24	CGMP	55	EXISTING CULVERT TO REMAIN, CLEAN PIPE
A 173+67	A 173+66	LT/RT	18	CGMP	58	REPLACED UNDER STP CULV(88)
A 175+30	A 175+34	LT/RT	18	CGMP	54	EXISTING CULVERT TO REMAIN, CLEAN PIPE
A 177+42	A 177+33	LT/RT	24	CGMP	62	EXISTING CULVERT TO REMAIN, CLEAN PIPE
A 178+83	A 178+79	LT/RT	18	CGMP	54	EXISTING CULVERT TO REMAIN, CLEAN PIPE
A 183+83	A 183+81	LT/RT	18	RCP	50	EXISTING CULVERT TO REMAIN, CLEAN PIPE
A 185+67	A 186+47	LT	18	CPEP	80	DRIVE PIPE, REMOVE
A 188+26	A 188+06	LT	12	CGMP	21	DRIVE PIPE, REMOVE
A 190+18	A 190+76	CL				BRIDGE
A 192+22	A 190+71	LT	24	CGMP	150	CLOSED SYSTEM
A 196+02	A 192+24	LT	24	CGMP	368	CLOSED SYSTEM
A 197+38	A 196+03	LT	24	RCP	134	CLOSED SYSTEM
A 197+52	A 197+39	RT/LT	24	RCP	42	CLOSED SYSTEM
A 199+34	A 197+40	LT	24	RCP	195	CLOSED SYSTEM
A 199+45	A 199+35	RT/LT	18	RCP	42	CLOSED SYSTEM
A 201+66	A 199+36	LT	18	RCP	231	CLOSED SYSTEM
A 204+79	A 201+68	LT	18	RCP	312	CLOSED SYSTEM
A 206+30	A 204+81	LT	18	RCP	150	CLOSED SYSTEM
A 206+35	A 206+31	LT	18	RCP	10	CLOSED SYSTEM
A 209+29	A 209+25	LT/RT	24	RCP	62	EXISTING CULVERT TO REMAIN, CLEAN PIPE
A 213+86	A 214+30	LT/RT	24	RCP	67	EXISTING CULVERT TO REMAIN, CLEAN PIPE
A 214+63	A 213+85	LT	12	CPEP	79	DRIVE PIPE, CLEAN PIPE
A 218+22	A 218+23	LT/RT	18	RCP	46	REMOVE AND REPLACE
A 219+12	A 219+76	LT	12	CPEP	66	DRIVE PIPE, CLEAN PIPE

EXISTING CULVERT INVENTORY

BEGIN STA.	END STA.	POSITION	SIZE (IN)	TYPE	LENGTH (FT)	REMARKS
PITTSFIELD						
A 219+86	A 220+56	LT	15	CPEP	71	EXISTING CULVERT TO REMAIN, CLEAN PIPE
A 221+86	A 222+16	LT	15	CGMP	31	DRIVE PIPE
A 223+58	A 223+73	LT/RT	24	RCP CGMP	110	EXISTING CULVERT TO REMAIN, CLEAN PIPE
A 230+01	A 230+42	LT	12	CGMP	42	DRIVE PIPE, REMOVE AND REPLACE
A 231+50	A 231+90	LT	12	CGMP	41	DRIVE PIPE, REMOVE AND REPLACE
A 233+16	A 233+14	RT/LT	24	RCP	49	REPLACED UNDER STP CULV(88)
A 234+13	A 234+97	LT	6	PVC	85	CLOSED SYSTEM
A 234+98	A 235+38	LT	12	RCP	40	CLOSED SYSTEM
A 235+39	A 235+51	LT/RT	12	RCP	63	CLOSED SYSTEM
A 235+51	A 237+38	RT	24	CGMP	185	CLOSED SYSTEM
A 237+36	A 237+38	LT/RT	15	CGMP	80	REPLACED UNDER STP CULV(88)
A 238+70	A 238+71	LT/RT	18	CGMP	49	REPLACED UNDER STP CULV(88)
A 240+77	A 240+68	LT/RT	18	CGMP	49	REPLACED UNDER STP CULV(88)
A 245+45	A 245+46	LT/RT	18	RCP	44	REMOVE AND REPLACE
A 251+12	A 251+72	LT	12	CGMP	62	EXISTING CULVERT TO REMAIN, CLEAN PIPE
A 252+98	A 253+20	LT/RT	18	RCP	44	CLOSED SYSTEM
A 253+21	A 254+03	RT	18	RCP	81	CLOSED SYSTEM
A 254+05	A 254+77	RT	18	CGMP	72	CLOSED SYSTEM, DRIVE PIPE
STOCKBRIDGE						
A 255+79	B 0+21	RT/LT				BRIDGE
B 5+69	B 5+68	LT/RT	18	CGMP	43	REMOVE AND REPLACE
B 7+69	B 7+67	LT/RT	18	RCP	45	REMOVE AND REPLACE
B 13+96	B 14+52	LT	12	CPEP	57	DRIVE PIPE, CLEAN PIPE
B 18+26	B 18+25	LT/RT	12 18	RCP CPEP	42	REMOVE AND REPLACE
B 20+52	B 20+56	LT/RT	48	CONC	32	BOX CULVERT
B 21+63	B 22+05	LT	18	CPEP	42	DRIVE PIPE, CLEAN PIPE
B 23+98	B 24+01	LT/RT	18	CGMP	47	REMOVE AND REPLACE
B 24+54	B 24+13	LT	12	CGMP	41	DRIVE PIPE, REMOVE AND REPLACE
B 35+55	B 36+06	LT/RT	84	CONC	73	BOX CULVERT
B 37+88	B 38+38	LT	15	CGMP	51	EXISTING CULVERT TO REMAIN, CLEAN PIPE
B 39+17	B 39+41	LT/RT	24	CGMP	103	EXISTING CULVERT TO REMAIN, CLEAN PIPE
B 45+91	B 45+90	LT/RT	15	CGMP	75	EXISTING CULVERT TO REMAIN, CLEAN PIPE
B 52+71	B 52+64	LT/RT	15	CGMP	43	REMOVE AND REPLACE
B 55+05	B 55+02	LT/RT	24	RCP	46	EXISTING CULVERT TO REMAIN, CLEAN PIPE
B 57+05	B 57+08	RT	15	CGMP	25	EXISTING CULVERT TO REMAIN, CLEAN PIPE
B 70+26	B 70+12	LT/RT	18	CGMP	44	REMOVE AND REPLACE
B 79+43	B 79+35	LT/RT	24	RCP	47	EXISTING CULVERT TO REMAIN, CLEAN PIPE
B 86+32	B 86+35	LT/RT	6	CGMP	53	REPLACED UNDER STP CULV(88)
B 87+38	B 86+78	LT	15	CPEP	62	DRIVE PIPE, CLEAN PIPE
B 90+23	B 90+21	LT/RT	18	RCP	46	REMOVE AND REPLACE
B 95+88	B 95+94	RT/LT	15	CGMP	129	EXISTING CULVERT TO REMAIN, CLEAN PIPE

NOTES:

1. ALL EXISTING CULVERT LOCATIONS TO BE FIELD VERIFIED BY CONTRACTOR.
2. CONTRACTOR IS RESPONSIBLE FOR REPLACING ANY EXISTING CULVERTS TO REMAIN IN PLACE THAT ARE DAMAGED BY RECLAIM OPERATIONS.

vhb

PROJECT NAME: KILLINGTON - STOCKBRIDGE
PROJECT NUMBER: ER STP 022-1(25)

FILE NAME: zl2B234_details.dgn
PROJECT LEADER: E.P. DETRICK
DESIGNED BY: R.M. O'BRIEN
EXISTING CULVERT INVENTORY SHEET

PLOT DATE: 7/17/2024
DRAWN BY: R.M. O'BRIEN
CHECKED BY: E.P. DETRICK
SHEET 22 OF 424

STATE OF VERMONT
AGENCY OF TRANSPORTATION

DRAINAGE DETAIL SHEET

STATION	STATION	POS.	ASKEW	INLET/OUTLET TYPE		DITCH		PIPE ARCH			PIPE		ALLOWABLE OPTIONS						PIPE ELBOW	ES	CB	PRCDI	DEPTH DI	CONC CLASS B	REINF STEEL	DI GRATE	CHAN ELEV	REHAB CLASS I	REHAB CLASS II	GRAN BORR	TRENCH EXCAVATION		COMM EXC	UNC CHAN EXC	STRUCT EXCAV	GRAN BKFILL STRUCT	PCS		STONE FILL		MARKER POSTS		REMARKS
				INLET	OUTLET	IN	OUT	SPAN IN	RISE IN	L FT	D IN	L FT	PCCSP TH	CAAP TH	RCP CL	CSP TH	CPEP SL	PCCSP PI TH	NO. DEG.	EA	EA	EA	FT	CY	LBS	TYPE	EA	EA	EA	CY	EARTH CY	ROCK CY	CY	CY	CY	CY	D IN	EA	CY	TYPE	LT EA	RT EA	
KILLINGTON																																											
40+78	40+93	LT / RT									24	46					X							2.85	516						54.28					28.72	24	1	1.26	II	1	1	
41+60	41+59	LT / RT									18	44					X							2.05	376						52.12					22.79	18	1			1	1	
86+90	87+18	LT / RT																																									SEE STRUCTURES GENERAL NOTES SHEET
97+42	97+36	LT / RT									18	45					X							4.54	662						45.8					23.3	18	1	1.13	II	1	1	
99+86	99+87	LT / RT									30	47					X							5.63	800						53.69					34.54	30	1			1	1	
114+88	114+72	LT / RT									30	44					X														41.3					32.33					1	1	
120+01	119+99	RT / LT									36	47					X														55.58					39.92			3.71	II	1	1	
125+43	125+50	RT / LT									36	46					X							11.26	1600						69.74					39.07	36	2			1	1	
128+14	128+21	RT / LT									18	47					X							2.05	376						51.76					24.34	18	1			1	1	
131+00	130+99	RT / LT									18	46					X							2.05	376						42.99					23.82	18	1			1	1	
132+74	132+93	RT / LT									18	49					X							2.05	376						45.79					25.38	18	1			1	1	
134+82	134+78	RT / LT									18.00	48.00					X							2.05	376						44.86					24.86	18	1			1	1	
136+96	136+94	RT																																							1	1	SEE BOX CULVERT DETAIL SHEET 1
138+90	138+91	RT / LT									18	46					X														42.99					23.82					1	1	
148+50	149+00	RT									15	50					X														37.08					23.31						2	
162+27	162+29	RT / LT									24.00	48.00					X														47.75					29.97			2.40	II	1		
162+27		RT																				X				D					15.91					3.88						1	
164+06		RT																																								1	
179+81		RT																										X														1	
185+31		RT																										X														1	
187+86	187+89	RT / LT									24	46					X							2.85	516						45.76					28.72	24	1	2.37	II	1	1	
191+34	191+42	RT / LT									18	50					X							2.05	376						67.56					25.89	18	1			1	1	
197+92	198+44	RT / LT									18.00	74.00					X							2.05	376						93.82					38.32	18	1	1.30	II	1		
197+92		RT																				X				D					11.36					3.88						1	
200+86	200+88	RT / LT									18.00	43.00					X							2.05	376						40.19					22.27	18	2	0.86	II	1		
200+86		RT																				X				D					13.64					3.88						1	
PITTSFIELD																																											
3+78	3+81	RT / LT									18.00	49.00					X							2.05	376						48.74					30.59	18	1	1.33	II	1	1	
																																							23.59	II	1	1	
16+71	16+97	RT/LT																																					108.08	IV			SEE BOX CULVERT 1 DETAILS
20+71		RT																										X														1	
35+91	35+92	RT / LT									30	44					X							4.54	662						54.74					32.33	30	1			1	1	
41+54	41+57	RT / LT									24	51					X							2.85	516						55.45					31.84	24	1	3.37	II	1	1	
52+07	52+32	RT									15	26					X														15.19					12.12						2	
70+86	70+69	RT / LT									42	48			X									16.40	1980						63.78					46.45	42	2	5.18	II	1	1	
76+41	76+52	RT / LT									30	42					X							4.54	662						39.42					30.86	30	1			1	1	
82+06	82+15	RT / LT									30.00	42.00					X							4.54	662						43.7					30.86	30	1	2.54	II	1	1	
93+83	93+84	RT / LT																																					1.58	I	1	1	SEE BOX CULVERT DETAIL SHEET 1 & 2
98+01	98+02	RT / LT									18	41					X														31.48					21.23			1.33	II	1	1	
105+47	105+68	RT / LT									18	47					X							2.05	376						40.01					24.34	18	1	0.90	II	1	1	
107+52	107+50	RT / LT									18.00	42.00					X							2.05	376						35.75					21.75	18	1	1.33	II	1	1	
118+92		RT																										X														1	
140+31	140+56	LT									15	27					X														22.15					12.59			1.11	II	2		
143+54	143+69	LT / RT									24.00	45.00					X							5.70	1032						44.76					28.1	24	2			1	1	
168+60	168+76	LT / RT																																					183.85	I	1	1	SEE BOX CULVERT 2 DETAILS
173+67		LT																										X													1		
175+30		LT																										X													1		
177+42		LT																									X														1		
178+83		LT																										X													1		
192+23		LT																									X														1		
196+03		LT																									X														1		
197+39		LT																									X														1		
199+35		LT																									X														1		
199+45		RT																									X															1	
201+67		LT																									X														1		
204+79		LT																									X														1		
218+22	218+23	LT / RT									30	46					X							9.08	1324						61.91					33.8	30	2			1	1	
230+00	230+42	LT									15	42					X														21.23					19.58			1.11	II	2		
231+50	231+91	LT									15.00	41.00					X														23.95					19.11			1.11	II	2		
234+97		LT																									X														1		
235+38		LT																									X														1		
240+77		LT																										X													1		
245+45	245+46	LT / RT									30	43					X														44.74					31.6					1	1	
249+10	249+48	LT									15.00	38.00					X														28.18					17.71					1	1	
252+96		LT																										X													1		
253+20		RT																										X														1	
254+04		RT																									X															1	
STOCKBRIDGE																																											
5+57	5+68	LT / RT									24	46					X							2.85	516						50.02					28.72	24	1			1	1	
7+69	7+67	LT / RT									18	43					X							2.05	376						43.77					22.27	18	1			1	1	
18+26	18+25	LT / RT									24.00	43.00					X							2.85	516						34.81					26.85	24	1			1	1	
20+54	20+54	LT / RT																																					3.89	II	1	1	
23+98	24+01	LT / RT									30	45					X							4.54	662						55.99					33.07	30	1			1	1	
24+54	24+13	LT									18	41					X														28.07					21.23			1.33	II	2		
								TOTAL CPEP(SL) 15"			224	FT	TOTAL CPEP(SL) 36"				93	FT				3		110	17138		11	10	0		1862					1100			185.43	I	112		
								TOTAL CPEP(SL) 18"			755	FT	TOTAL RCP 42"				48	EA																					61.15	II			
								TOTAL CPEP(SL) 24"			325	FT																											0.00	III			
								TOTAL CPEP(SL) 30"			353	FT																											108.08	IV			

PROJECT NAME: KILLINGTON - STOCKBRIDGE
PROJECT NUMBER: ER STP 022-1(25)

FILE NAME: z12B234_details.dgn
PROJECT LEADER: E.P. DETRICK
DESIGNED BY: R.M. O'BRIEN
DRAINAGE DETAIL SHEET 1

PLOT DATE: 7/17/2024
DRAWN BY: R.M. O'BRIEN
CHECKED BY: E.P. DETRICK
SHEET 23 OF 424

STATE OF VERMONT
AGENCY OF TRANSPORTATION

DRAINAGE DETAIL SHEET

STATION	STATION	POS.	ASKEW	INLET/OUTLET TYPE		DITCH		PIPE ARCH			PIPE		ALLOWABLE OPTIONS						PIPE ELBOW	ES	CB	PRCDI	DEPTH DI	CONC CLASS B	REINF STEEL	DI GRATE	CHAN ELEV	REHAB CLASS I	REHAB CLASS II	GRAN BORR	TRENCH EXCAVATION		COMM EXC	UNC CHAN EXC	STRUCT EXCAV	GRAN BKFILL STRUCT	PCS		STONE FILL		MARKER POSTS		REMARKS
				INLET	OUTLET	IN	OUT	SPAN	RISE	L	D	L	PCCSP	CAAP	RCP	CSP	CPEP	PCCSP PI													EARTH	ROCK					D				LT	RT	
			NO. DEG.					IN	IN	FT	IN	FT	TH	TH	CL	TH	SL	TH	NO. DEG.	EA	EA	EA	FT	CY	LBS	TYPE	EA	EA	EA	CY	CY	CY	CY	CY	CY	CY	IN	EA	CY	TYPE	EA	EA	
33+52	33+75	LT									15	24					X														17.8					11.19					2		
34+90	35+25	LT									15	37					X														30.35					17.25					2		
52+71	52+64	LT / RT									18	45					X														27.05					23.3						1	
52+71		LT																										X													1		
70+26	70+12	LT / RT									24	44					X														31.55					27.47			2.06	II	1	1	
90+23	90+21	LT / RT									24	44					X														39.70					27.47						1	
90+23		LT																				X				D					11.36					3.88					1		
								TOTAL CPEP(SL) 15"	61	FT	TOTAL CPEP(SL) 36"	0	FT									1		0	0		0	1	0		158					111			0	I	10		
								TOTAL CPEP(SL) 18"	45	FT	TOTAL RCP 42"	0	EA																										2.06	II			
								TOTAL CPEP(SL) 24"	88	FT																														0.00	III			
								TOTAL CPEP(SL) 30"	0	FT																														0.00	IV			

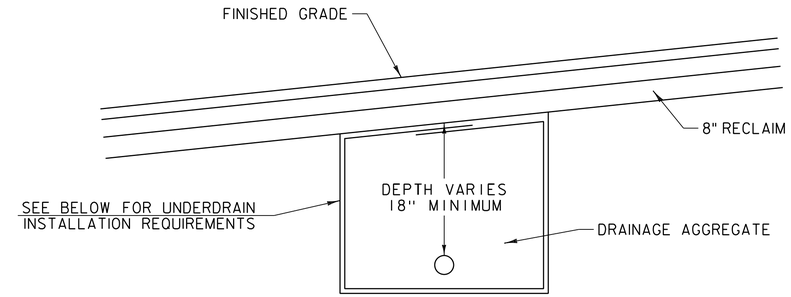
PROJECT NAME: KILLINGTON - STOCKBRIDGE
PROJECT NUMBER: ER STP 022-1(25)

FILE NAME: zl2B234_details.dgn
PROJECT LEADER: E.P. DETRICK
DESIGNED BY: R.M. O'BRIEN
DRAINAGE DETAIL SHEET 2

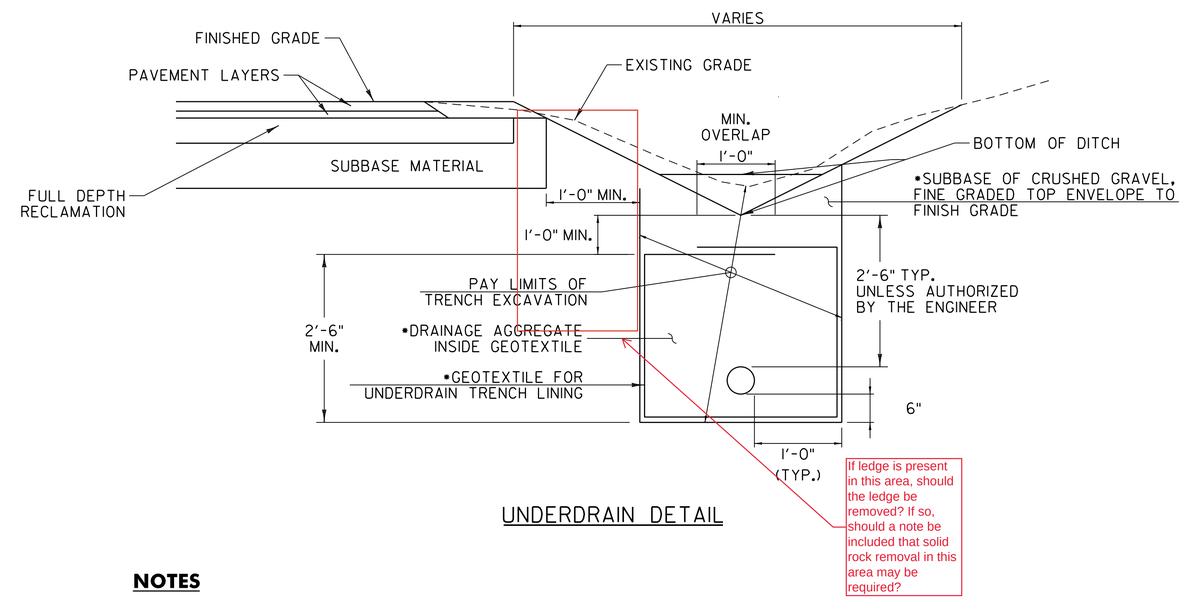
PLOT DATE: 7/17/2024
DRAWN BY: R.M. O'BRIEN
CHECKED BY: E.P. DETRICK
SHEET 24 OF 424

UNDERDRAIN TABLE

LOCATION			204.2000 TRENCH EXCAVATION OF EARTH	204.2100 TRENCH EXCAVATION OF ROCK	301.2600 SUBBASE OF CRUSHED GRAVEL, FINE GRADED*	605.1006 UNDERDRAIN PIPE, 6 INCH	619.1700 YIELDING MARKER POSTS	649.4100 GEOTEXILE FOR UNDERDRAIN TRENCH LINING*	704.16 DRAINAGE AGGREGATE*	602.4500 CORING CONCRETE	REMARKS
BEGIN STA.	END STA.	POS.	CY	CY	CY	LF	EA	SY	CY	EA	
VT ROUTE 100											
KILLINGTON											
14+50	19+00	RT	83.3	20.8	41.7	450	1	550.0	104.2		
27+50	25+50	LT	38.0	9.5	19.0	205	1	250.6	47.5		
28+50	30+00	LT	28.3	7.1	14.2	153	1	187.0	35.4		CLOSE U.P. PROXIMITY
35+77	30+25	LT	102.2	25.6	51.1	552	1	674.7	127.8		CLOSE U.P. PROXIMITY
37+50	39+50	RT	37.0	9.3	18.5	200	1	244.4	46.3		
44+50	41+75	LT	51.1	12.8	25.6	276	1	337.3	63.9		
45+50	48+50	RT	56.5	14.1	28.2	305	1	372.8	70.6		
50+50	51+75	RT	23.5	5.9	11.8	127	1	155.2	29.4		
52+50	57+50	RT	92.6	23.1	46.3	500	1	611.1	115.7		
58+50	60+99	RT	46.3	11.6	23.1	250	1	305.6	57.9		
61+00	65+00	LT	74.8	18.7	37.4	404	1	493.8	93.5		
61+50	66+50	RT	92.6	23.1	46.3	500	1	611.1	115.7		
66+50	70+35	LT	72.0	18.0	36.0	389	1	475.4	90.0		
76+50	78+00	RT	27.8	6.9	13.9	150	1	183.3	34.7		
79+00	81+25	RT	41.7	10.4	20.8	225	1	275.0	52.1		
82+50	84+50	LT	37.0	9.3	18.5	200	1	244.4	46.3		
82+50	86+19	RT	70.6	17.6	35.3	381	1	465.7	88.2		
94+50	96+00	RT	27.8	6.9	13.9	150	1	183.3	34.7		
102+50	100+00	LT	47.0	11.8	23.5	254	1	310.4	58.8		
106+00	109+48	LT	65.0	16.3	32.5	351	1	429.0	81.3		
122+00	125+25	RT	60.6	15.1	30.3	327	1	399.7	75.7		
128+00	125+52	RT	45.9	11.5	23.0	248	1	303.1	57.4		
128+25	130+50	RT	41.7	10.4	20.8	225	1	275.0	52.1		
137+50	138+77	RT	23.5	5.9	11.8	127	1	155.2	29.4		
146+00	147+00	RT	18.5	4.6	9.3	100	1	122.2	23.1		
149+00	150+49	RT	27.6	6.9	13.8	149	1	182.1	34.5		
149+00	153+75	LT	88.1	22.0	44.1	476	1	581.8	110.2		CLOSE U.P. PROXIMITY
150+75	155+27	RT	83.7	20.9	41.9	452	1	552.4	104.6		
155+50	157+37	RT	35.2	8.8	17.6	190	1	232.2	44.0		
157+50	159+00	RT	27.8	6.9	13.9	150	1	183.3	34.7		
161+00	162+27	RT	23.7	5.9	11.9	128	1	156.4	29.6		
162+50	164+04	RT	28.9	7.2	14.4	156		190.7	36.1	1	CONNECT TO DI, 164+04
173+00	176+00	RT	55.6	13.9	27.8	300	1	366.7	69.4		
176+50	179+79	RT	60.9	15.2	30.5	329		402.1	76.2	1	CONNECT TO DI, 179+79
179+86	183+52	RT	67.8	16.9	33.9	366	1	447.3	84.7		
185+50	187+80	RT	43.1	10.8	21.6	233	1	284.8	53.9		
194+00	197+89	RT	72.0	18.0	36.0	389		475.4	90.0	1	CONNECT TO DI 197+92



UNDERDRAIN UNDER PAVEMENT DETAIL



UNDERDRAIN DETAIL

NOTES

1. DRAINAGE AGGREGATE SHALL MEET THE REQUIREMENTS OF SUBSECTION 704.16.

(•) 2. MATERIALS ARE INCLUDED IN THE UNIT PRICE BID FOR PAY ITEM 605.1006 UNDERDRAIN PIPE, 6 INCH.

(•) 3. GEOTEXTILE FOR UNDERDRAIN TRENCH LINING SHALL NOT BE PLACED AROUND UNDERDRAIN WHEN COVER ABOVE UNDERDRAIN IS LESS THAN ONE FOOT.

4. THE END OF THE UNDERDRAIN PIPE AT THE BEGINNING OF ALL UNDERDRAIN RUNS SHALL BE WRAPPED IN GEOTEXTILE FABRIC. PAYMENT FOR THIS WORK IS INCLUDED IN THE UNIT PRICE BID FOR ITEM 605.1006 "UNDERDRAIN PIPE, 6 INCH."

NOT TO SCALE

PROJECT NAME: KILLINGTON - STOCKBRIDGE
PROJECT NUMBER: ER STP 022-1(25)

FILE NAME: z12B234_details.dgn
PROJECT LEADER: E.P. DETRICK
DESIGNED BY: R.M. O'BRIEN
UNDERDRAIN DETAIL SHEET 1

PLOT DATE: 7/17/2024
DRAWN BY: R.M. O'BRIEN
CHECKED BY: E.P. DETRICK
SHEET 25 OF 424

UNDERDRAIN TABLE

LOCATION			204.2000 TRENCH EXCAVATION OF EARTH	204.2100 TRENCH EXCAVATION OF ROCK	301.2600 SUBBASE OF CRUSHED GRAVEL, FINE GRADED*	605.1006 UNDERDRAIN PIPE, 6 INCH	619.1700 YIELDING MARKER POSTS	649.4100 GEOTEXILE FOR UNDERDRAIN TRENCH LINING*	704.16 DRAINAGE AGGREGATE*	602.4500 CORING CONCRETE	REMARKS
BEGIN STA.	END STA.	POS.	CY	CY	CY	LF	EA	SY	CY	EA	
VT ROUTE 100											
KILLINGTON											
198+00	200+85	RT	52.8	13.2	26.4	285	1	348.3	66.0		
205+75	208+04	RT	43.3	10.8	21.7	234	1	286.0	54.2		
PITTSFIELD											
A 0+50	A 3+75	RT	60.6	15.1	30.3	327	1	399.7	75.7		
A 4+00	A 6+00	RT	37.0	9.3	18.5	200	1	244.4	46.3		
A 15+25	A 16+50	RT	23.9	6.0	11.9	129	1	157.7	29.9		
A 17+00	A 20+69	RT	68.3	17.1	34.2	369		451.0	85.4	1	CONNECT TO DI, A 20+69
A 23+25	A 20+73	RT	49.1	12.3	24.5	265		323.9	61.3	1	CONNECT TO DI, A 20+73
A 23+75	A 31+50	RT	143.5	35.9	71.8	775	1	947.2	179.4		
A 33+00	A 35+80	RT	52.2	13.1	26.1	282	1	344.7	65.3		
A 36+00	A 38+85	RT	53.5	13.4	26.8	289	1	353.2	66.9		CLOSE U.P. PROXIMITY
A 39+00	A 41+45	RT	45.9	11.5	23.0	248	1	303.1	57.4		
A 41+65	A 47+16	RT	102.0	25.5	51.0	551	1	673.4	127.5		
A 47+50	A 50+50	RT	56.3	14.1	28.1	304	1	371.6	70.4		
A 61+40	A 70+75	RT	174.1	43.5	87.0	940	1	1148.9	217.6		CLOSE U.P. PROXIMITY
A 72+00	A 70+93	RT	20.4	5.1	10.2	110	1	134.4	25.5		
A 75+00	A 76+35	RT	25.0	6.3	12.5	135	1	165.0	31.3		
A 76+50	A 81+95	RT	100.9	25.2	50.5	545	1	666.1	126.2		CLOSE U.P. PROXIMITY
A 82+25	A 87+47	RT	96.7	24.2	48.3	522	1	638.0	120.8		
A 87+75	A 92+22	RT	83.3	20.8	41.7	450	1	550.0	104.2		
A 94+35	A 97+95	RT	67.0	16.8	33.5	362	1	442.4	83.8		
A 98+10	A 103+78	RT	105.2	26.3	52.6	568	1	694.2	131.5		
A 104+00	A 105+42	RT	25.9	6.5	13.0	140	1	171.1	32.4		
A 105+60	A 107+42	RT	33.7	8.4	16.9	182	1	222.4	42.1		
A 113+98	A 111+70	RT	42.8	10.7	21.4	231	1	282.3	53.5		
A 114+50	A 118+90	RT	81.5	20.4	40.7	440		537.8	101.9	1	CONNECT TO DI, A 118+90
A 169+50	A 171+33	LT	35.6	8.9	17.8	192	1	234.7	44.4		
A 171+50	A 173+64	LT	40.6	10.1	20.3	219		267.7	50.7	1	CONNECT TO DI, A 173+64
A 173+75	A 175+28	LT	28.9	7.2	14.4	156		190.7	36.1	1	CONNECT TO DI, A 175+28
A 175+35	A 177+39	LT	37.8	9.4	18.9	204		249.3	47.2	1	CONNECT TO DI, A 177+39
A 177+50	A 178+81	LT	24.3	6.1	12.1	131		160.1	30.3	1	CONNECT TO DI, A 178+81
A 178+90	A 183+50	LT	85.2	21.3	42.6	460	1	562.2	106.5		
A 189+25	A 183+86	LT/RT	103.0	25.7	51.5	556	1	679.6	128.7		
A 216+00	A 214+66	LT	25.7	6.4	12.9	139		169.9	32.2	1	CONNECT TO DI, A 214+66
A 237+50	A 238+65	LT	22.2	5.6	11.1	120		146.7	27.8		
A 238+80	A 240+77	LT	37.2	9.3	18.6	201		245.7	46.5	1	CONNECT TO DI, A 240+77
A 240+85	A 245+40	LT	84.3	21.1	42.1	455	1	556.1	105.3		

UNDERDRAIN TABLE

LOCATION			204.2000 TRENCH EXCAVATION OF EARTH	204.2100 TRENCH EXCAVATION OF ROCK	301.2600 SUBBASE OF CRUSHED GRAVEL, FINE GRADED*	605.1006 UNDERDRAIN PIPE, 6 INCH	619.1700 YIELDING MARKER POSTS	649.4100 GEOTEXILE FOR UNDERDRAIN TRENCH LINING*	704.16 DRAINAGE AGGREGATE*	602.4500 CORING CONCRETE	REMARKS
BEGIN STA.	END STA.	POS.	CY	CY	CY	LF	EA	SY	CY	EA	
VT ROUTE 100											
PITTSFIELD											
A 247+12	A 245+55	LT	29.4	7.4	14.7	159	1	194.3	36.8		
A 249+00	A 253+19	RT	77.6	19.4	38.8	419		512.1	97.0	1	CONNECT TO DI, A 253+19
A 249+55	A 251+09	LT	29.1	7.3	14.5	157		191.9	36.3	1	CONNECT TO DI, A 253+09
A 251+75	A 252+94	LT	22.8	5.7	11.4	123		150.3	28.5	1	CONNECT TO DI, A 252+94
B 6+50	B 7+65	LT	21.3	5.3	10.6	115	1	140.6	26.6		
B 7+75	B 15+50	LT	143.5	35.9	71.8	775	1	947.2	179.4		CLOSE U.P. PROXIMITY
B 19+00	B 20+47	LT	27.8	6.9	13.9	150	1	183.3	34.7		CLOSE U.P. PROXIMITY
B 28+25	B 24+65	LT	78.1	19.5	39.1	422	1	515.8	97.7		
B 33+50	B 33+75	LT	4.4	1.1	2.2	24	1	29.3	5.6		
B 34+00	B 34+75	LT	14.3	3.6	7.1	77	1	94.1	17.8		
B 36+00	B 37+84	LT	35.6	8.9	17.8	192	1	234.7	44.4		
B 41+00	B 44+00	LT	55.6	13.9	27.8	300	1	366.7	69.4		
B 52+50	B 46+00	LT	120.4	30.1	60.2	650	1	794.4	150.5		
B 54+50	B 52+73	LT	32.8	8.2	16.4	177		216.3	41.0	1	CONNECT TO DI, B 52+73
B 59+50	B 55+08	LT	81.9	20.5	40.9	442	1	540.2	102.3		
B 62+00	B 67+00	LT	92.6	23.1	46.3	500	1	611.1	115.7		
B 94+25	B 90+23	LT	74.8	18.7	37.4	404		493.8	93.5	1	CONNECT TO DI, B 90+23
KILLINGTON SUBTOTAL			**2016**	**504**	**1008**	**10886**	**36**	**13305**	**2520**	**3**	
PITTSFIELD SUBTOTAL			**2232**	**558**	**1116**	**12055**	**25**	**14734**	**2791**	**12**	
STOCKBRIDGE SUBTOTAL			**783**	**196**	**391**	**4228**	**11**	**5168**	**979**	**2**	
			5032	**1258**	**2516**	**27169**	**72**	**33207**	**6290**	**17**	

***MATERIALS INCIDENTAL TO ITEM 605.1006 UNDERDRAIN PIPE, 6 INCH**

7300 on the QTY sheet

1200 on the QTY sheet

not on the QTY Sheet

14 on the QTY sheet

please check all these.... they dont mat the QTY Sheet - maybe some dont (work in other locations??) but what is here isn't matching the QTY sheet at all

vhb

PROJECT NAME: KILLINGTON - STOCKBRIDGE
PROJECT NUMBER: ER STP 022-1(25)

FILE NAME: z12B234_details.dgn
PROJECT LEADER: E.P. DETRICK
DESIGNED BY: R.M. O'BRIEN
UNDERDRAIN DETAIL SHEET 2

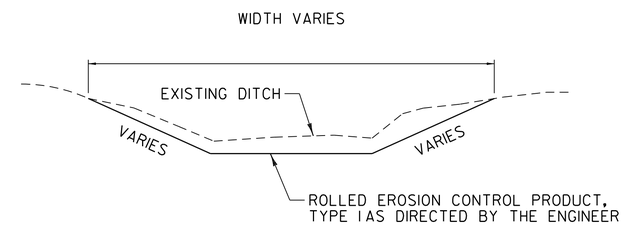
PLOT DATE: 7/17/2024
DRAWN BY: R.M. O'BRIEN
CHECKED BY: E.P. DETRICK
SHEET 26 OF 424

LOCATION			FEET OF DITCHING			MISC. ITEMS				REMARKS
						613.1001	613.1002	651.1500	653.2000	
STA.	STA.	POS.	PERCENT GRADE			STONE FILL, TYPE I	STONE FILL, TYPE II	TURF ESTABLISHMENT, GENERAL SEED	ROLLED EROSION CONTROL PRODUCT, TYPE I	
			0-2.5	2.5-10	>10					
						CY	CY	SY	SY	
VT ROUTE 100										
KILLINGTON										
1+50	3+25	LT		175		46.6				
14+50	15+25	RT	75					66.7	66.7	
37+75	38+75	RT		100		10.1				
45+50	46+75	RT		125		33.2				
51+50	52+00	RT	50					44.4	44.4	
52+50	53+25	RT	75					66.7	66.7	
59+00	59+75	RT	75					66.7	66.7	
92+50	93+00	RT	50					44.4	44.4	
94+50	95+25	RT		75		14.5				
120+00	120+75	RT		75		34.9				
128+50	129+00	RT	50					44.4	44.4	
137+50	138+75	RT		125		34.0				
138+75	140+00	RT	125					111.1	111.1	
149+00	153+75	LT		475		174.2				
149+00	151+25	RT		225		74.2				
152+25	153+75	RT		150		36.5				
156+25	156+75	RT		50		13.6				
162+75	163+25	RT		50		4.7				
165+70	166+25	RT		55		17.3				
183+75	184+00	RT		25		58.6				
194+00	194+25	RT	25					22.2	22.2	
197+25	200+78	RT		353		82.7				
PITTSFIELD										
A 1+00	A 5+50	RT	450					400.0	400.0	
A 16+50	A 18+50	RT	200					177.8	177.8	
A 22+75	A 24+25	RT	150					133.3	133.3	
A 24+25	A 29+75	RT		550		139.9				
A 34+50	A 36+50	RT	200					177.8	177.8	
A 40+00	A 40+75	RT	75					66.7	66.7	
A 40+75	A 41+25	RT		50		29.0				
A 42+00	A 44+75	RT		275		66.7				
A 48+00	A 48+50	RT	50					44.4	44.4	
A 50+25	A 52+00	RT		175		28.7				
A 52+50	A 52+75	RT	25					22.2	22.2	
A 52+75	A 53+25	LT	50					44.4	44.4	
A 61+75	A 62+75	LT		100		14.8				
A 64+00	A 68+00	RT	400					355.6	355.6	
A 74+00	A 74+50	RT	50					44.4	44.4	
A 88+00	A 88+75	RT		75		16.6				
A 94+25	A 94+75	RT	50					44.4	44.4	
A 97+00	A 99+50	RT	250					222.2	222.2	
A 104+75	A 105+75	RT		100		33.3				
A 106+50	A 107+50	RT	100					88.9	88.9	

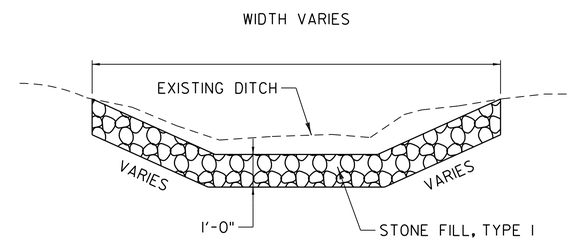
LOCATION			FEET OF DITCHING			MISC. ITEMS				REMARKS
						613.1001	613.1002	651.1500	653.2000	
STA.	STA.	POS.	PERCENT GRADE			STONE FILL, TYPE I	STONE FILL, TYPE II	TURF ESTABLISHMENT, GENERAL SEED	ROLLED EROSION CONTROL PRODUCT, TYPE I	
			0-2.5	2.5-10	>10					
						CY	CY	SY	SY	
A 112+50	A 115+00	RT	250					222.2	222.2	
A 115+00	A 118+25	RT		325		80.6				
A 132+60	A 132+80	LT	20					17.8	17.8	
A 133+30	A 135+00	LT	170					151.1	151.1	
A 135+50	A 137+75	LT	225					200.0	200.0	
A 170+50	A 171+50	LT	100					88.9	88.9	
A 174+00	A 175+00	LT	100					88.9	88.9	
A 175+25	A 175+75	LT	50					44.4	44.4	
A 178+00	A 181+00	LT	300					266.7	266.7	
A 184+75	A 185+75	LT		100		49.5				
A 185+75	A 186+75	LT	100					88.9	88.9	
A 196+00	A 196+75	LT		75		15.2				
A 210+75	A 211+75	RT		100		15.8				
A 224+75	A 225+75	RT	100					88.9	88.9	
A 243+00	A 245+50	LT	250					222.2	222.2	
A 246+25	A 247+25	LT	100					88.9	88.9	
A 248+50	A 248+75	LT	25					22.2	22.2	
A 248+75	A 249+50	LT		75		9.5				
STOCKBRIDGE										
B 2+25	B 3+25	RT	100					88.9	88.9	
B 6+45	B 6+75	LT		30		10.1				
B 8+75	B 10+25	LT		150		24.4				
B 10+25	B 12+25	LT	200					177.8	177.8	
B 24+50	B 24+75	LT	25					22.2	22.2	
B 26+25	B 28+25	LT	200					177.8	177.8	
B 32+75	B 33+41	LT		66		27.3				
B 33+87	B 34+85	LT		98		21.4				
B 36+00	B 37+25	LT		125		20.1				
B 40+75	B 43+25	LT		250		43.8				
B 49+00	B 55+00	LT	600					533.3	533.3	
B 58+50	B 60+75	LT		225		92.5				
B 66+75	B 67+25	LT		50		13.3				
B 88+00	B 89+00	RT	100					88.9	88.9	
KILLINGTON SUBTOTAL			525	2058	0	635.1	0.0	466.7	466.7	
PITTSFIELD SUBTOTAL			3840	2000	0	499.8	0.0	3413.3	3413.3	
STOCKBRIDGE SUBTOTAL			1225	994	0	253.0	0.0	1088.9	1088.9	
SUBTOTAL			5590	5052	0	1387.9	0.0	4968.9	4968.9	

these are much higher on the QTY sheet than here - where are all the otehr areas for this work?

NOT TO SCALE



DITCH DETAIL
0 TO < 2.5 PERCENT



DITCH DETAIL
≥2.5 PERCENT TO 10 PERCENT

NOTES

1. ANY GRADE GREATER THAN 10 PERCENT SHALL USE ITEM 613.1002 "STONE FILL, TYPE II" AS DIRECTED BY THE ENGINEER.
2. PIPE INLET AND OUTLET AREAS AND DITCH CLEANING THROUGHOUT THE PROJECT SHALL BE PERFORMED AT LOCATIONS IDENTIFIED ON THIS SHEET AND AS DIRECTED BY THE ENGINEER. PAYMENT WILL BE UNDER THE APPLICABLE RENTAL ITEM(S).
3. CONSTRUCT DITCHES AS SHOWN IN PLANS WITH TREATMENTS AS DESCRIBED IN VAOT CONSTRUCTION STANDARD D-3 "TREATED GUTTERS."

vhb

PROJECT NAME: KILLINGTON - STOCKBRIDGE
PROJECT NUMBER: ER STP 022-1(25)

FILE NAME: z12B234_details.dgn
PROJECT LEADER: E.P. DETRICK
DESIGNED BY: R.M. O'BRIEN
DITCH DETAIL SHEET

PLOT DATE: 7/17/2024
DRAWN BY: R.M. O'BRIEN
CHECKED BY: E.P. DETRICK
SHEET 27 OF 424

STATE OF VERMONT
AGENCY OF TRANSPORTATION

RIGHT - OF - WAY DETAIL SHEET

TABLE OF PROPERTY ACQUISITION

PARCEL NO.	PROPERTY OWNER	ROW LAYOUT NO.	BEGINNING STATION	ENDING STATION	FEE ACQUISITION	REMAINDER	RIGHT			RECORDING DATA					REMARKS
					AREA±	AREA±	TYPE	T / P	AREA ±	TITLE	DATE	TOWN / CITY	BOOK	PAGE	
1	KENISON, MICHAEL S. & SHANNON L.	1, 2	A 16+50.00 LT	A 16+82± LT			HIGHWAY	P	57 SF	WDOE	10/18/22	PITTSFIELD	69	1-4	
2	WHITE VALLEY PROPERTIES LLC	3	A 166+63.37 LT	A 169+81.48 LT			UTILITY	P	0.10 A	WDOE	12/05/22	PITTSFIELD	845	81-83	4,552 SF±
			A 166+94 LT	A 167+17 LT			INSTALL & MAINTAIN	P							GUYWIRE & ANCHOR
			A 167+28 LT	A 168+33 LT			SLOPE	T	441 SF						INCL. BF & EC
			A 169+41 LT	A 169+42 LT			INSTALL & MAINTAIN	P							GUYWIRE & ANCHOR
	GREEN MOUNTAIN POWER CORPORATION														UTILITY
	COMCAST OF CONNECTICUT/GEORGIA/ MASSACHUESETTS/NEW HAMPSHIRE/ NEW YORK/NORTH CAROLINA/VIRGINIA/ VERMONT, LLC														UTILITY
	ECFIBER														UTILITY
	CONSOLIDATED COMMUNICATIONS OF VERMONT COMPANY, LLC														UTILITY

TABLE OF REVISIONS

REVISION NO.	ROW SET SHEET #	DESCRIPTION	DATE

PROJECT NAME: KILLINGTON - STOCKBRIDGE
PROJECT NUMBER: ER STP 022-1(25)

FILE NAME: z12B234_row_details.dgn
PROJECT LEADER: E.P. DETRICK
DESIGNED BY: R.M. O'BRIEN
R.O.W. DETAIL SHEET

PLOT DATE: 7/17/2024
DRAWN BY: R.M. O'BRIEN
CHECKED BY: B.M. ROBERTS
SHEET 28 OF 424

MILLED RUMBLE STRIPS, SINUSOIDAL CENTERLINE
PITTSFIELD
STA. A 11+75 - STA. A 17+50 CL

BRIDGE RAILING, GALVANIZED 2 RAIL BOX BEAM
PITTSFIELD
STA. A 16+67 - STA. A 16+78 RT
STA. A 16+74 - STA. A 16+83 LT

UNDERDRAIN PIPE, 6 INCH
PITTSFIELD
STA. A 15+25 - STA. A 16+50 RT
STA. A 17+00 - STA. A 17+50 RT

STONE FILL, TYPE II
PITTSFIELD
STA. A 16+39 - STA. A 16+89 RT

STONE FILL, TYPE IV
PITTSFIELD
STA. A 16+47 - STA. A 17+13 LT

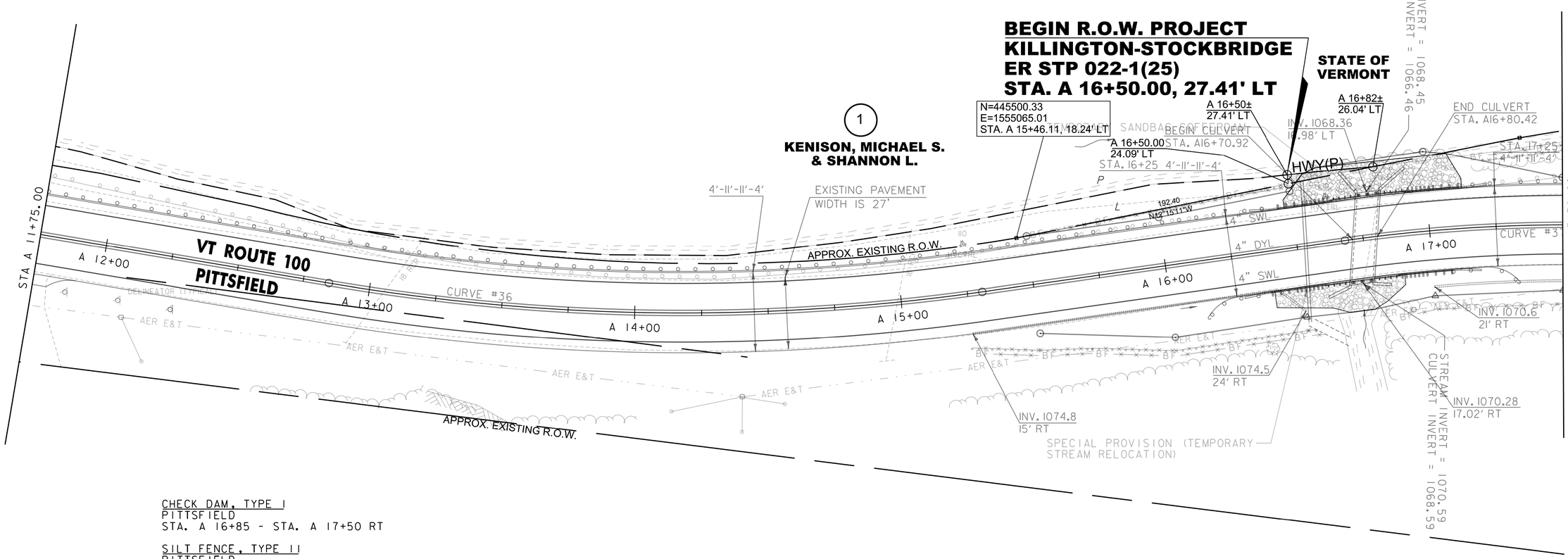
CAST-IN-PLACE CONCRETE CURB, TYPE B
PITTSFIELD
STA. A 16+28 - STA. A 16+68 RT
STA. A 16+34 - STA. A 16+74 LT
STA. A 16+78 - STA. A 17+19 RT
STA. A 16+83 - STA. A 17+22 LT

REMOVAL OF GUARDRAIL
PITTSFIELD
STA. A 11+75 - STA. A 17+49 LT

GUARDRAIL APPROACH SECTION, GALVANIZED 2 RAIL BOX BEAM
PITTSFIELD
STA. A 16+38 - STA. A 16+67 RT
STA. A 16+45 - STA. A 16+74 LT
STA. A 16+78 - STA. A 17+07 RT
STA. A 16+83 - STA. A 17+12 LT

TEMPORARY 4 INCH WHITE LINE, PAINT
DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
PITTSFIELD
STA. A 11+75 - STA. A 17+50 (SOLID LT & RT)

TEMPORARY 4 INCH YELLOW LINE, PAINT
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
PITTSFIELD
STA. A 11+75 - STA. A 17+50 (SOLID LT & RT)



CHECK DAM, TYPE I
PITTSFIELD
STA. A 16+85 - STA. A 17+50 RT

SILT FENCE, TYPE II
PITTSFIELD
STA. A 11+75 - STA. A 17+50 LT
STA. A 15+60 - STA. A 16+60 RT

PROJECT DEMARCATION FENCE
PITTSFIELD
STA. A 11+75 - STA. A 17+50 LT
STA. A 15+60 - STA. A 16+60 RT
STA. A 16+85 - STA. A 17+50 RT

STEEL BEAM GUARDRAIL WITH 8 FOOT POSTS
PITTSFIELD
STA. A 11+75 - STA. A 16+45 LT
STA. A 16+13 - STA. A 16+38 RT
STA. A 17+07 - STA. A 17+33 RT
STA. A 17+12 - STA. A 17+50 LT

N/F
GIOLITO, ROBERT

LINES SHOWN ON THIS PLAN AS EXISTING PROPERTY LINES P/L ARE BELIEVED TO BE ACCURATE BUT SHOULD NOT BE RELIED UPON FOR PURPOSES UNRELATED TO THE STATE OF VERMONT'S ACQUISITION OF LAND AND RIGHTS FOR THIS PROJECT.

FOR R.O.W. USE ONLY

0 20 40
SCALE IN FEET

vhb

PROJECT NAME: KILLINGTON - STOCKBRIDGE
PROJECT NUMBER: ER STP 022-1(25)

FILE NAME: z12B234_row_details.dgn
PROJECT LEADER: E.P. DETRICK
DESIGNED BY: R.M. O'BRIEN
R.O.W. LAYOUT SHEET (1 OF 2)

PLOT DATE: 7/17/2024
DRAWN BY: R.M. O'BRIEN
CHECKED BY: B.M. ROBERTS
SHEET 29 OF 424

MILLED RUMBLE STRIPS, SINUSOIDAL CENTERLINE
PITTSFIELD
STA. A 168+22 - STA. A 170+41 CL

BRIDGE RAILING, GALVANIZED 2 RAIL BOX BEAM
PITTSFIELD
STA. A 168+54 - 168+67 LT
STA. A 168+69 - 168+83 RT

UNDERDRAIN PIPE, 6 INCH
PITTSFIELD
STA. A 169+50 - STA S 171+33 LT

STONE FILL, TYPE I
PITTSFIELD
STA. A 167+94 - STA. A 169+11 LT
STA. A 168+63 - STA. A 169+55 RT

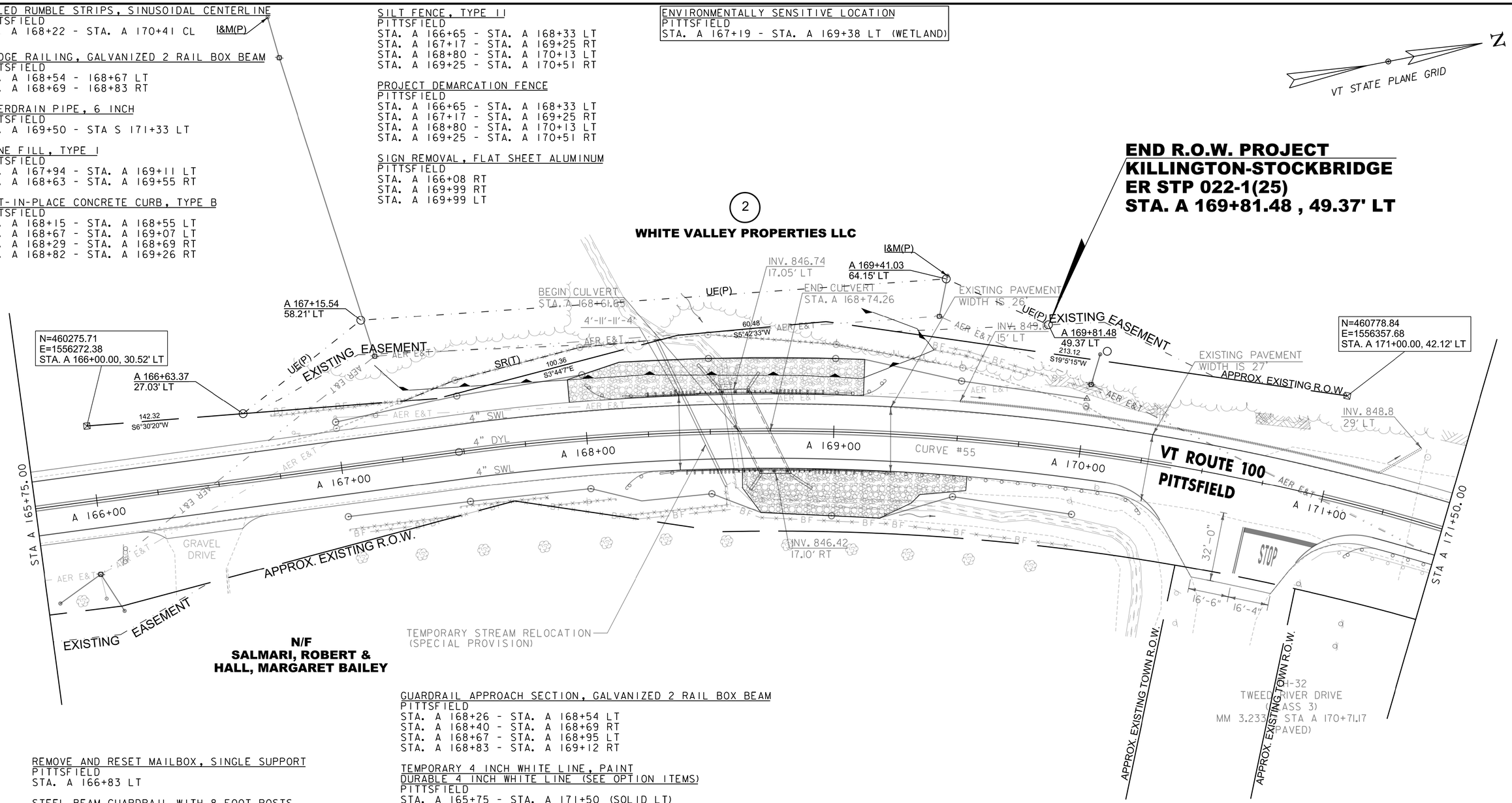
CAST-IN-PLACE CONCRETE CURB, TYPE B
PITTSFIELD
STA. A 168+15 - STA. A 168+55 LT
STA. A 168+67 - STA. A 169+07 LT
STA. A 168+29 - STA. A 168+69 RT
STA. A 168+82 - STA. A 169+26 RT

SILT FENCE, TYPE II
PITTSFIELD
STA. A 166+65 - STA. A 168+33 LT
STA. A 167+17 - STA. A 169+25 RT
STA. A 168+80 - STA. A 170+13 LT
STA. A 169+25 - STA. A 170+51 RT

PROJECT DEMARCATION FENCE
PITTSFIELD
STA. A 166+65 - STA. A 168+33 LT
STA. A 167+17 - STA. A 169+25 RT
STA. A 168+80 - STA. A 170+13 LT
STA. A 169+25 - STA. A 170+51 RT

SIGN REMOVAL, FLAT SHEET ALUMINUM
PITTSFIELD
STA. A 166+08 RT
STA. A 169+99 RT
STA. A 169+99 LT

ENVIRONMENTALLY SENSITIVE LOCATION
PITTSFIELD
STA. A 167+19 - STA. A 169+38 LT (WETLAND)



REMOVE AND RESET MAILBOX, SINGLE SUPPORT
PITTSFIELD
STA. A 166+83 LT

STEEL BEAM GUARDRAIL WITH 8 FOOT POSTS
PITTSFIELD
STA. A 168+13 - STA. A 168+26 LT
STA. A 168+27 - STA. A 168+40 RT
STA. A 168+95 - STA. A 169+08 LT
STA. A 169+12 - STA. A 170+15 RT
STA. A 171+27 - STA. A 171+50 RT

ANCHOR FOR STEEL BEAM GUARDRAIL
PITTSFIELD
STA. A 168+13 LT
STA. A 168+27 RT
STA. A 169+08 LT
STA. A 170+15 RT
STA. A 171+27 RT

REMOVAL OF GUARDRAIL
PITTSFIELD
STA. A 171+21 - STA. A 171+50 RT

GUARDRAIL APPROACH SECTION, GALVANIZED 2 RAIL BOX BEAM
PITTSFIELD
STA. A 168+26 - STA. A 168+54 LT
STA. A 168+40 - STA. A 168+69 RT
STA. A 168+67 - STA. A 168+95 LT
STA. A 168+83 - STA. A 169+12 RT

TEMPORARY 4 INCH WHITE LINE, PAINT
DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
PITTSFIELD
STA. A 165+75 - STA. A 171+50 (SOLID LT)
STA. A 165+75 - STA. A 170+37 (SOLID RT)
STA. A 170+95 - STA. A 171+50 (SOLID RT)

TEMPORARY 4 INCH YELLOW LINE, PAINT
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
PITTSFIELD
STA. A 165+75 - STA. A 170+41 (SOLID LT & RT)
STA. A 170+72 RT (CENTERLINE TH #32) (2)
STA. A 171+01 - STA. A 171+50 (SOLID LT & RT)

TEMPORARY 24 INCH STOP BAR, PAINT
DURABLE 24 INCH STOP BAR (SEE OPTION ITEMS)
PITTSFIELD
STA. A 170+87 RT (TH #32)

TEMPORARY LETTER OR SYMBOL, PAINT
DURABLE LETTER OR SYMBOL (SEE OPTION ITEMS)
PITTSFIELD
STA. A 170+83 RT "STOP" (TH #32)

0 20 40
SCALE IN FEET

vhb
FOR R.O.W. USE ONLY

LINES SHOWN ON THIS PLAN AS EXISTING PROPERTY LINES P/L ARE BELIEVED TO BE ACCURATE BUT SHOULD NOT BE RELIED UPON FOR PURPOSES UNRELATED TO THE STATE OF VERMONT'S ACQUISITION OF LAND AND RIGHTS FOR THIS PROJECT.

PROJECT NAME: KILLINGTON - STOCKBRIDGE
PROJECT NUMBER: ER STP 022-1(25)

FILE NAME: z12B234_row_details.dgn
PROJECT LEADER: E.P. DETRICK
DESIGNED BY: R.M. O'BRIEN
R.O.W. LAYOUT SHEET (2 OF 2)
PLOT DATE: 7/17/2024
DRAWN BY: R.M. O'BRIEN
CHECKED BY: B.M. ROBERTS
SHEET 30 OF 424

NETWORK CONTROL

HVCTRL #1
SKI SHACK
NORTH = 425959.3140
EAST = 1559659.3230
ELEV. = 1694.678

GENERAL LOCATION, KILLINGTON, VT

THE MARK IS LOCATED AT THE JUNCTION OF US ROUTE 4 AND VERMONT 100 NORTH (EASTERN MOST INTERSECTION), 157 FT (47.9 M) WEST ON ROUTE 4 TO THE STATION ON THE RIGHT, IN A TRIANGULAR TRAFFIC ISLAND.

THE STATION MARK IS SET IN THE TOP OF A 1 FT (0.3 M) DIAMETER CONCRETE MONUMENT, SET FLUSH WITH THE GROUND. THE MARK IS LOCATED 95.5 FT (29.1 M) SOUTHEAST OF A 1.5 FT (0.5 M) DIAMETER TRIPLE TRUNK CHERRY TREE, 83 FT (25.3 M) WEST OF MILE MARKER 0040/1121/0231, 57 FT (17.4 M) SOUTHWEST OF THE CENTERLINE OF THE EASTERN MOST LEG OF THE INTERSECTION, 41 FT (12.5 M) NORTH OF THE CENTERLINE OF ROUTE 4, AND 100

HVCTRL #20
A09004
NORTH = 437859.9720
EAST = 1556231.0060
ELEV. = 1356.985

GENERAL LOCATION, KILLINGTON, VT.

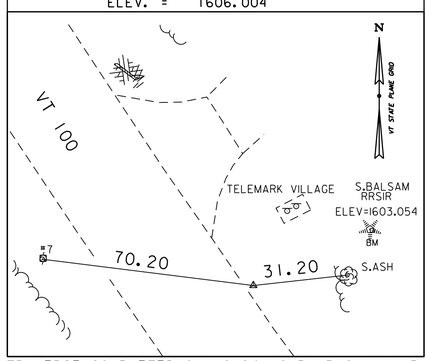
TO REACH FROM THE INTERSECTION OF VT ROUTE 100 AND US ROUTE 4 GO NORTH ALONG VT ROUTE 100 FOR 2.6 MI (4.2 KM) TO THE INTERSECTION OF DOUBLEDAY HILL ROAD RIGHT. CONTINUE STRAIGHT AHEAD AND GO WEST ALONG VT ROUTE 100 FOR ABOUT 15 M (49.2 FT) TO THE SITE OF THE MARK ON THE LEFT AT THE GREEN MOUNTAIN NATIONAL GOLF COURSE.

THE MARK IS SET IN THE TOP A 0.2 M (0.7 FT) X 0.2 M (0.7 FT) ROCK OUTCROP WHICH IS ABOUT 5 CM (2 INCHES) BELOW GROUND SURFACE.

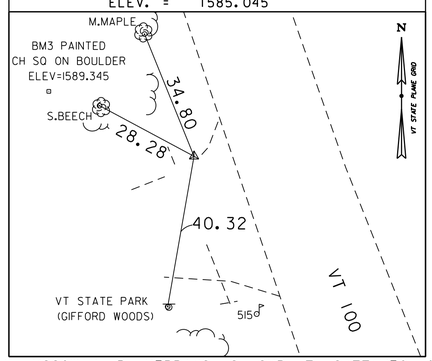
IT IS 14.1 SOUTHWEST OF AND ABOUT 1.6 M (5.2 FT) LOWER THAN THE CENTERLINE OF VT ROUTE 100, 1.5 M (4.9 FT) WEST OF A BIRD HOUSE, 10.5 M (34.4 FT) NORTHEAST OF A PAVED PATH, 14.0 M (45.9 FT) EAST OF THE SOUTHWEST END OF A 5 M (16.4 FT) LONG OUTCROP WITH A TRIANGULAR PEAK, AND 12.2 M (40.0 FT) EAST-SOUTHEAST OF THE NORTHEAST END OF THE SAME OUTCROP.

LOCAL CONTROL

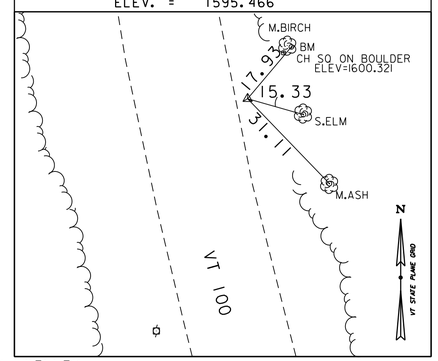
HVCTRL #2
NORTH = 427016.9630
EAST = 1559299.4130
ELEV. = 1606.004



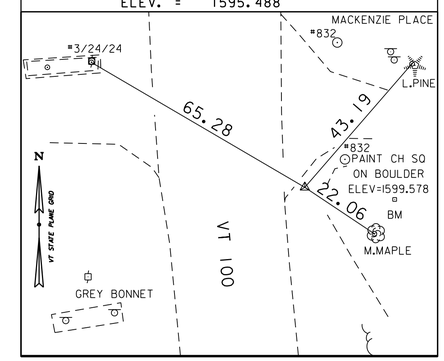
HVCTRL #3
NORTH = 428211.2554
EAST = 1558504.1255
ELEV. = 1585.045



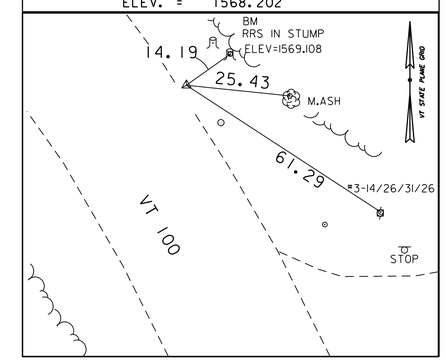
HVCTRL #4
NORTH = 429158.4534
EAST = 1558297.1112
ELEV. = 1595.466



HVCTRL #5
NORTH = 429888.1972
EAST = 1558219.2531
ELEV. = 1595.488



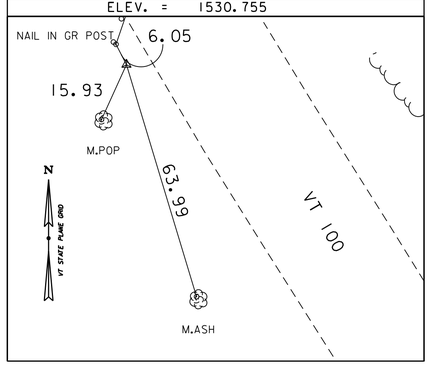
HVCTRL #6
NORTH = 430360.2206
EAST = 1558128.3672
ELEV. = 1568.202



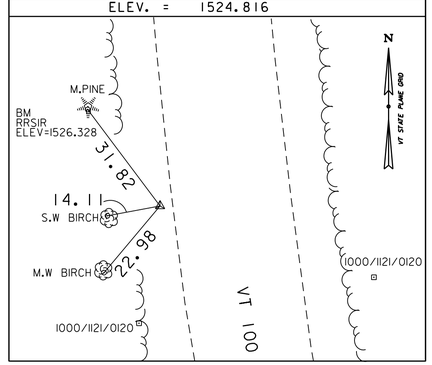
*TRAVERSE COMPLETED ON 10/24/16 BY R.GILMAN P.C. H. MCGOWAN, B. HERRING, C. CYR, T. CATTANEO, & K. KELLEY

LOCAL CONTROL

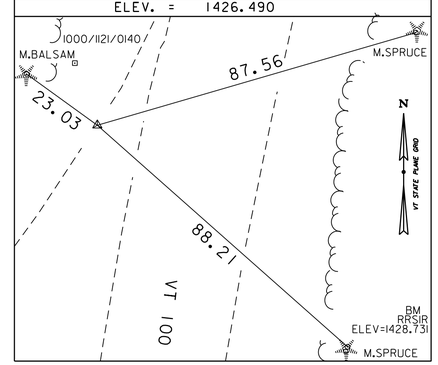
HVCTRL #7
NORTH = 430947.2812
EAST = 1557627.1874
ELEV. = 1530.755



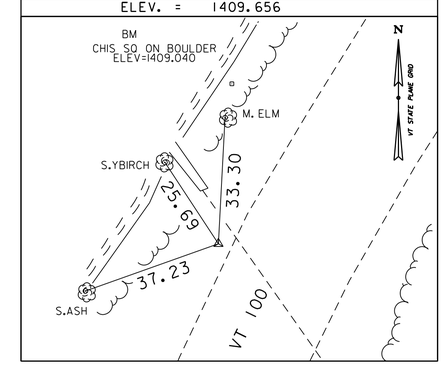
HVCTRL #8
NORTH = 431352.7110
EAST = 1557466.0009
ELEV. = 1524.816



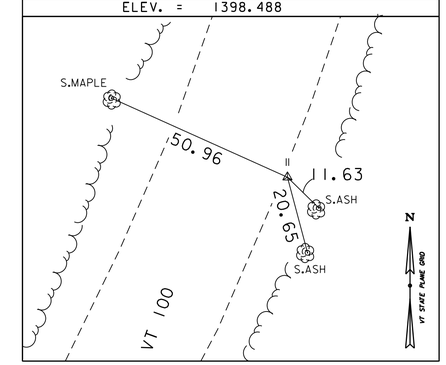
HVCTRL #9
NORTH = 432421.9914
EAST = 1557430.0587
ELEV. = 1426.490



HVCTRL #10
NORTH = 433039.4642
EAST = 1557614.5170
ELEV. = 1409.656



HVCTRL #11
NORTH = 433444.4068
EAST = 1557922.5217
ELEV. = 1398.488



DATUM	
VERTICAL	NAVD88
HORIZONTAL	NAD83(2011)
ADJUSTMENT	COMPASS

PROJECT NAME: KILLINGTON-STOCKBRIDGE
PROJECT NUMBER: ER STP 022-1(25)

FILE NAME: z12B234_tie.dgn
PROJECT LEADER: E.P. DETRICK
DESIGNED BY: VTRANS
TIE SHEET 1

PLOT DATE: 7/17/2024
DRAWN BY: B.M. ROBERTS
CHECKED BY: E.P. DETRICK
SHEET 31 OF 424

NETWORK CONTROL

HVCTRL #40
A09008
NORTH = 449980.3300
EAST = 1555673.5890
ELEV. = 999.794

GENERAL LOCATION, PITTSFIELD, VT.

TO REACH FROM THE INTERSECTION OF VT ROUTE 100 AND US ROUTE 4 IN KILLINGTON, GO NORTH ALONG VT ROUTE 100 FOR 5.2 MI (8.4 KM) TO THE INTERSECTION OF JOHNSON BROOK LANE RIGHT. CONTINUE STRAIGHT AHEAD AND GO NORTH ALONG VT ROUTE 100 FOR ABOUT 30 M (98.4 FT) TO THE SITE OF THE MARK ON THE RIGHT.

THE MARK IS SET 2 CM (1 INCHES) BELOW GROUND SURFACE IN THE TOP OF A 0.3 M (1.0 FT) DIAMETER CONCRETE MONUMENT.

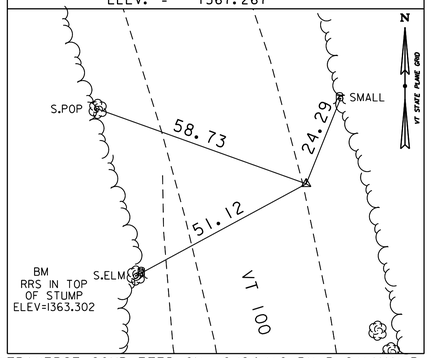
IT IS 6.6 M (21.7 FT) EAST OF AND ABOUT LEVEL WITH THE CENTERLINE OF VT ROUTE 100, 31.6 M (103.7 FT) NORTH-NORTHEAST OF THE CENTERLINE OF JOHNSON BROOK LANE, 56.7 M (186.0 FT) SOUTH-SOUTHWEST OF POLE NO 76, 10.4 M (34.1 FT) NORTH OF A BRACE POLE, AND 8.4 M (27.6 FT) NORTH-NORTHEAST OF POLE NO 184 AND A FIBERGLASS WITNESS POST.

HVCTRL #65
FRENCH
NORTH = 458048.9470
EAST = 1555727.6080
ELEV. = 894.256

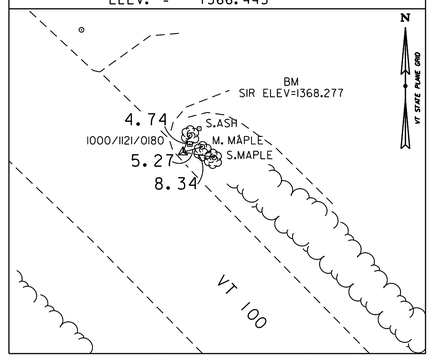
GENERAL LOCATION, PITTSFIELD, VT
THE MARK IS SET FLUSH WITH GROUND SURFACE IN THE TOP OF A 30 CM DIAMETER CONCRETE MONUMENT. IT IS 12.8 M WEST OF AND ABOUT 0.6 M LOWER THAN THE CENTERLINE OF VT ROUTE 100, 6.5 M NORTH-NORTHEAST OF THE CENTERLINE OF A GRAVEL DRIVE, 17.4 M NORTH OF POLE NO 5-1/5/39/25T/146, 29.7 M SOUTHWEST OF POLE NO 38, 29.2 M NORTHEAST OF THE NORTHEAST CORNER OF HOUSE NO 2715 AND 2.2 M NORTH OF A WOODEN POST.

LOCAL CONTROL

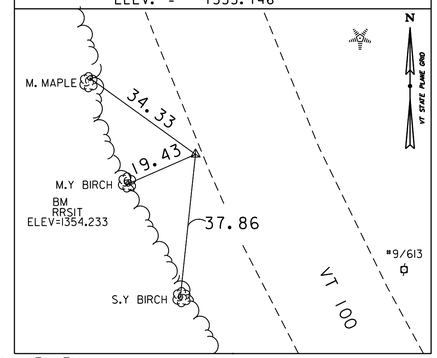
HVCTRL #12
NORTH = 433962.3252
EAST = 1557944.6287
ELEV. = 1367.267



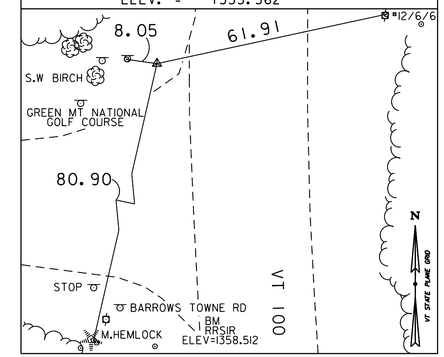
HVCTRL #13
NORTH = 434358.3161
EAST = 1557692.0993
ELEV. = 1366.445



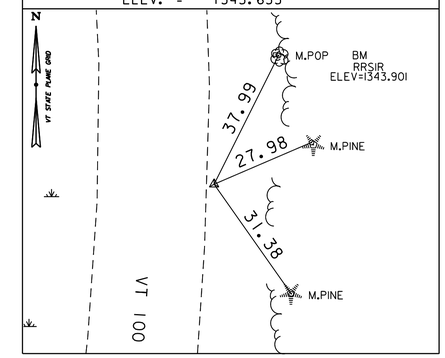
HVCTRL #14
NORTH = 434620.2330
EAST = 1557448.5250
ELEV. = 1355.146



HVCTRL #15
NORTH = 435317.9961
EAST = 1557262.0062
ELEV. = 1355.562

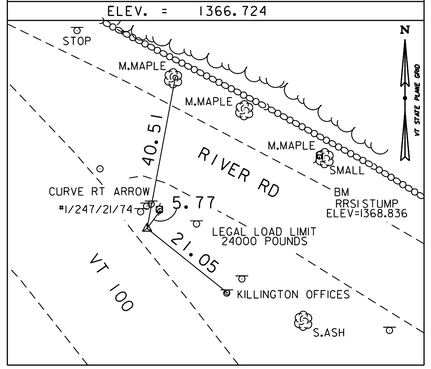


HVCTRL #16
NORTH = 436530.2319
EAST = 1557459.2943
ELEV. = 1345.655

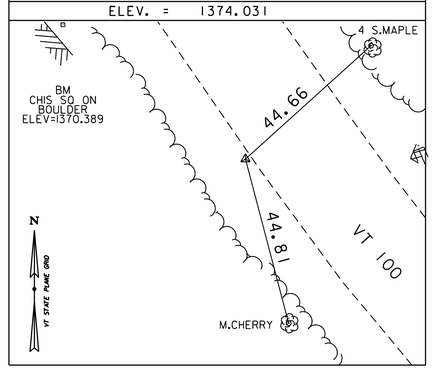


*TRAVERSE COMPLETED ON 10/24/16 BY R.GILMAN P.C. H. MCGOWAN, B. HERRING, C. CYR, T. CATTANEO, & K. KELLEY

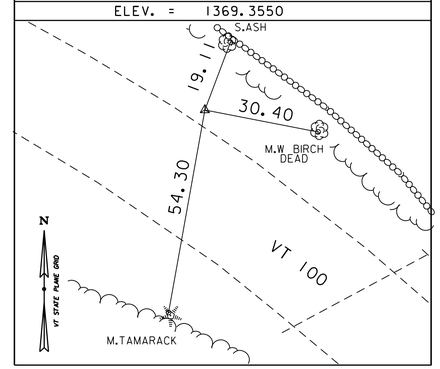
HVCTRL #17
NORTH = 436929.1514
EAST = 1557323.8002
ELEV. = 1366.724



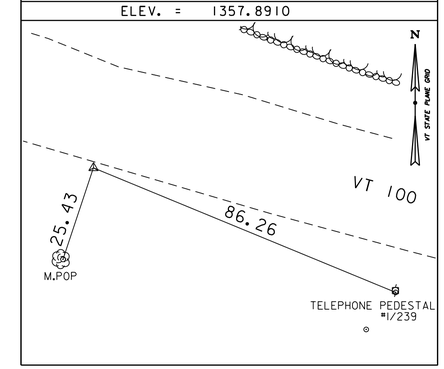
HVCTRL #18
NORTH = 437328.8159
EAST = 1556818.6398
ELEV. = 1374.031



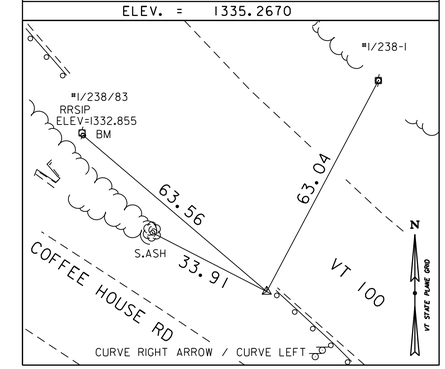
HVCTRL #19
NORTH = 437831.5177
EAST = 1556464.7955
ELEV. = 1369.3550



HVCTRL #21
NORTH = 437946.3417
EAST = 1556006.8481
ELEV. = 1357.8910



HVCTRL #22
NORTH = 438200.4972
EAST = 155415.6825
ELEV. = 1335.2670



DATUM	
VERTICAL	NAVD88
HORIZONTAL	NAD83(2011)
ADJUSTMENT	COMPASS

PROJECT NAME: KILLINGTON-STOCKBRIDGE
PROJECT NUMBER: ER STP 022-1(25)

FILE NAME: z12B234_tie.dgn
PROJECT LEADER: E.P. DETRICK
DESIGNED BY: VTRANS
TIE SHEET 2
PLOT DATE: 7/17/2024
DRAWN BY: B.M. ROBERTS
CHECKED BY: E.P. DETRICK
SHEET 32 OF 424

NETWORK CONTROL

HVCTRL #66
FRENCH AZ MK
NORTH = 459237.3350
EAST = 1556107.5540
ELEV. = 871.254

GENERAL LOCATON, PITTSFIELD, VT
THE MARK IS SET 8 CM BELOW GROUND SURFACE IN THE TOP OF A 30 CM DIAMETER CONCRETE MONUMENT. IT IS 10.4 M EAST OF AND ABOUT 0.3 M LOWER THAN THE CENTERLINE OF VT ROUTE 100, 40.7 M NORTHEAST OF POLE NO 138/31 WITH TRANSFORMER, 28.5 M NORTH-NORTHEAST OF THE CENTERLINE OF THE MOST NORTHERLY ENTRANCE TO A CIRCULAR GRAVEL DRIVE LEADING TO A THREE-BAY GARAGE, AND 17.4 M SOUTH OF POLE NO 5/30/137.

HVCTRL #76
A09014
NORTH = 466111.3510
EAST = 1560963.1230
ELEV. = 880.534

GENERAL LOCATION, STOCKBRIDGE, VT.

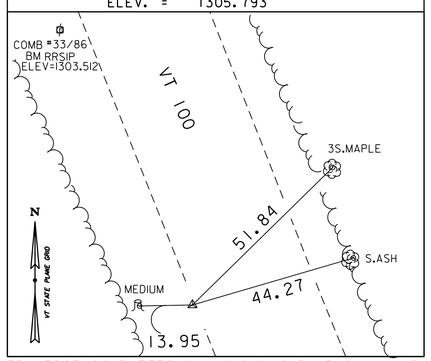
TO REACH FROM THE INTERSECTION OF VT ROUTE 100 AND VT ROUTE 107 GO SOUTH ALONG VT ROUTE 100 FOR 2.2 MI (3.5 KM) TO THE SITE OF THE MARK ON THE LEFT. IT IS ABOUT OPPOSITE THE COLTON FARM, HOUSE NO 4719. IT IS ABOUT 13 M (42.7 FT) WEST OF THE CENTERLINE OF THE MOST EASTERLY DRIVE LEADING THE COLTON FARM.

THE MARK IS SET 5 CM (2 INCHES) BELOW GROUND SURFACE IN THE TOP OF A 30 CM (12 INCHES) DIAMETER CONCRETE MONUMENT.

LOCAL CONTROL

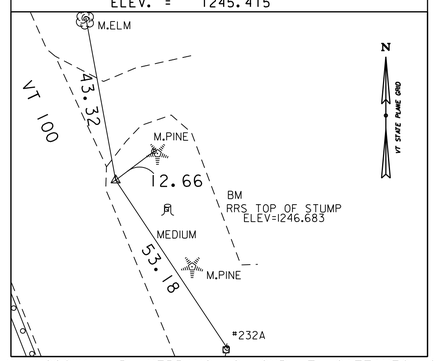
HVCTRL #23

NORTH = 438742.6006
EAST = 1555131.4181
ELEV. = 1305.793



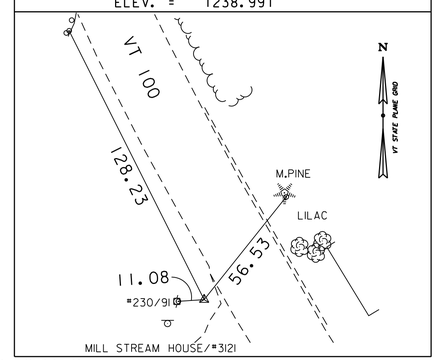
HVCTRL #24

NORTH = 439654.5953
EAST = 1554805.9263
ELEV. = 1245.415



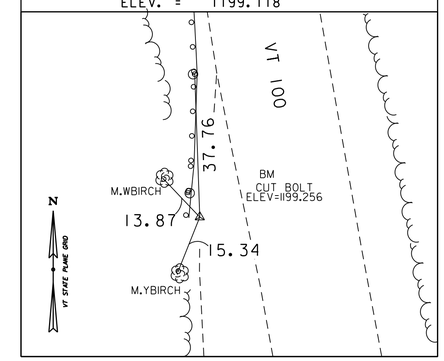
HVCTRL #25

NORTH = 440045.2221
EAST = 1554560.8115
ELEV. = 1238.991



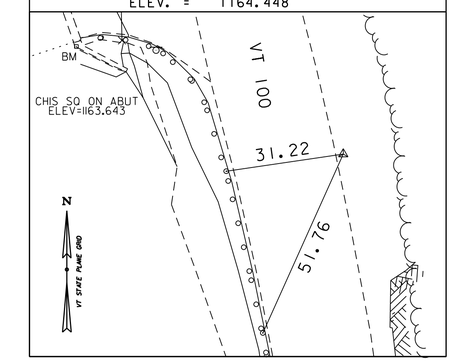
HVCTRL #26

NORTH = 441021.9241
EAST = 1554182.2261
ELEV. = 1199.118



HVCTRL #27

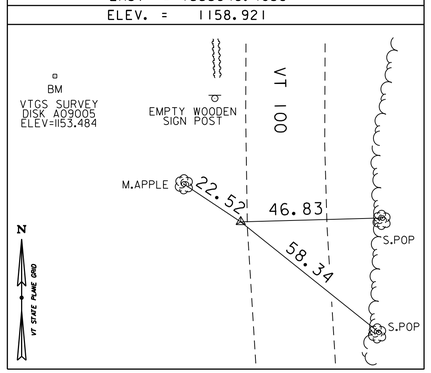
NORTH = 442114.1502
EAST = 1554130.3345
ELEV. = 1164.448



*TRAVERSE COMPLETED ON 10/24/16 BY R.GILMAN P.C. H. MCGOWAN, B. HERRING, C. CYR, T. CATTANEO, & K. KELLEY

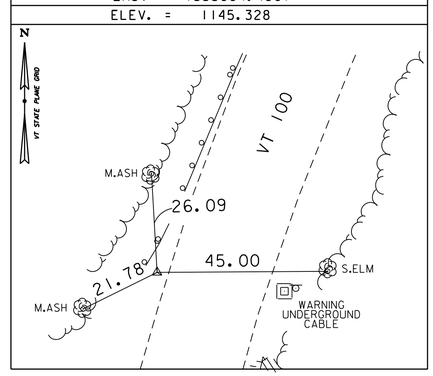
HVCTRL #28

NORTH = 442863.7754
EAST = 1553948.4038
ELEV. = 1158.921



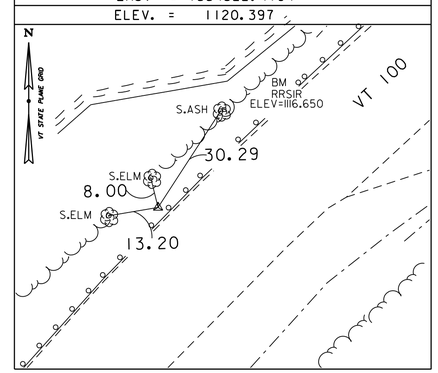
HVCTRL #29

NORTH = 443267.3819
EAST = 1553994.4807
ELEV. = 1145.328



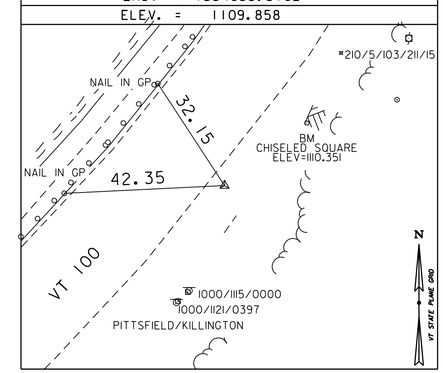
HVCTRL #30

NORTH = 443810.3015
EAST = 1554322.4194
ELEV. = 1120.397



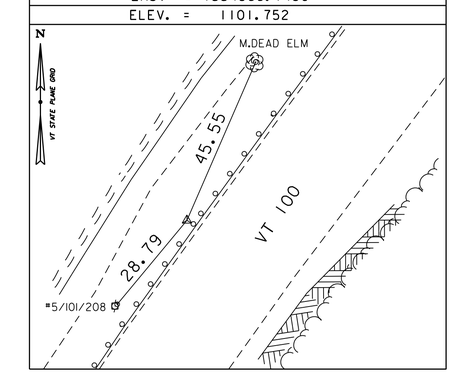
HVCTRL #31

NORTH = 444054.4005
EAST = 1554633.3162
ELEV. = 1109.858



HVCTRL #32

NORTH = 444530.6208
EAST = 1554866.1480
ELEV. = 1101.752



DATUM	
VERTICAL	NAVD88
HORIZONTAL	NAD83(2011)
ADJUSTMENT	COMPASS

PROJECT NAME: KILLINGTON-STOCKBRIDGE
PROJECT NUMBER: ER STP 022-1(25)

FILE NAME: z12B234_tie.dgn
PROJECT LEADER: E.P. DETRICK
DESIGNED BY: VTRANS
TIE SHEET 3

PLOT DATE: 7/17/2024
DRAWN BY: B.M. ROBERTS
CHECKED BY: E.P. DETRICK
SHEET 33 OF 424

NETWORK CONTROL

HVCTRL #85
A09016
NORTH = 465470.2200
EAST = 1567506.3230
ELEV. = 782.386

GENERAL LOCATION, STOCKBRIDGE, VT.

TO REACH FROM THE INTERSECTION OF VT ROUTE 100 AND VT ROUTE 107 GO SOUTH ALONG VT ROUTE 100 FOR 1.1 MI (1.8 KM) TO THE SITE OF THE MARK ON THE LEFT.

THE MARK IS SET FLUSH WITH THE GROUND SURFACE IN THE TOP OF A 0.2 M (0.7 FT) X 0.2 M (0.7 FT) ROCK OUTCROP.

IT IS 7.1 M (23.3 FT) SOUTHWEST OF AND ABOUT 0.2 M (0.7 FT) LOWER THAN THE CENTERLINE OF VT ROUTE 100, 38.4 M (126.0 FT) SOUTH OF THE CENTERLINE OF A GRAVEL DRIVE LEADING TO A TANKER FILLING STATION, 46.4 M (152.2 FT) NORTH OF POLE NO 1/34-1, AND 10.0 M (32.8 FT) EAST OF A 1 INCH (3 CM) DIAMETER METAL PIPE WHICH PROJECTS 0.6 M (2.0 FT) ABOVE GROUND SURFACE.

HVCTRL #89
STOCK
NORTH = 464297.7300
EAST = 1571533.3470
ELEV. = 743.622

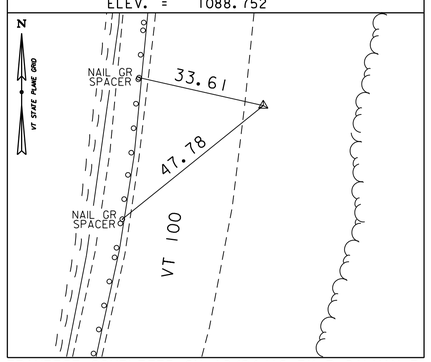
GENERAL LOCATION, STOCKBRIDGE, VT

TO REACH, FROM THE INTERSECTION OF VERMONT ROUTES 100 AND 107 IN STOCKBRIDGE, PROCEED NORTH ON ROUTE 100 FOR 600 FT (182.9 M) TO THE STATION ON THE RIGHT IN AN OPEN FIELD.

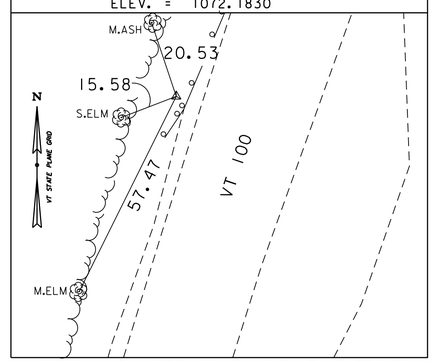
THE DISK IS SET IN THE TOP OF A CONCRETE SEPTIC TANK THAT IS FLUSH WITH THE GROUND. THE MARK IS LOCATED 215 FT (65.5 M) EAST NORTHEAST OF OF THE CENTERLINE OF ROUTE 107, 152 FT (46.3 M) SOUTH SOUTHWEST OF THE CENTERLINE OF ROUTE 100, 77 FT (23.5 M) WEST NORTHWEST OF A WHITE BOARD FENCE, 2.0 FT (0.6 M) EAST OF A FIBERGLASS WITNESS POST, AND 1.5 FT (0.5 M) NORTH OF THE CENTER OF A 2 FT (0.6 M) MANHOLE COVER.

LOCAL CONTROL

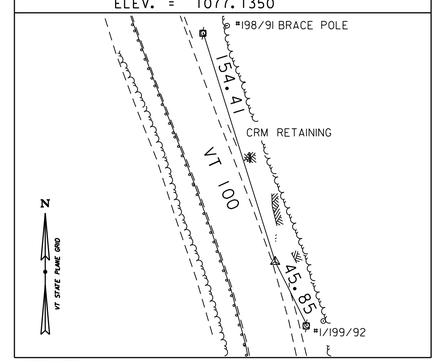
HVCTRL #33
NORTH = 444833.0680
EAST = 1555052.7086
ELEV. = 1088.752



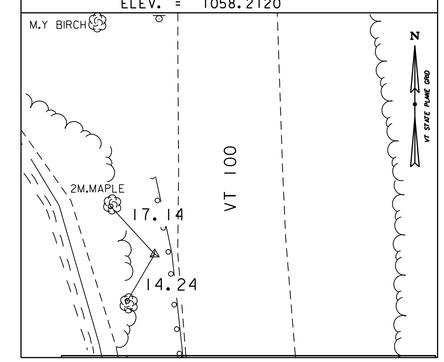
HVCTRL #34
NORTH = 445959.9595
EAST = 1555084.1238
ELEV. = 1072.1830



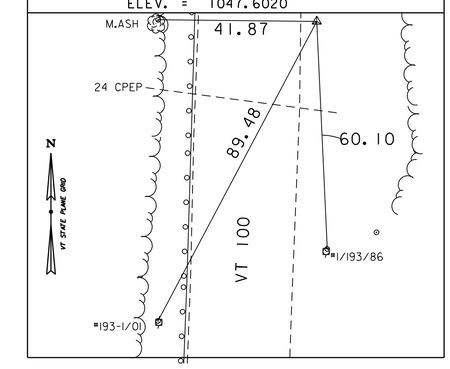
HVCTRL #35
NORTH = 446332.2483
EAST = 1555145.5482
ELEV. = 1077.1350



HVCTRL #36
NORTH = 446764.5462
EAST = 1554993.2737
ELEV. = 1058.2120

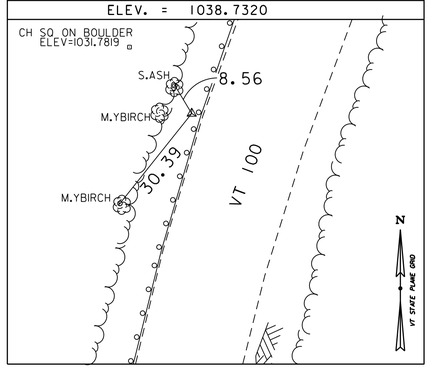


HVCRTL #37
NORTH = 447833.8107
EAST = 1555057.7772
ELEV. = 1047.6020

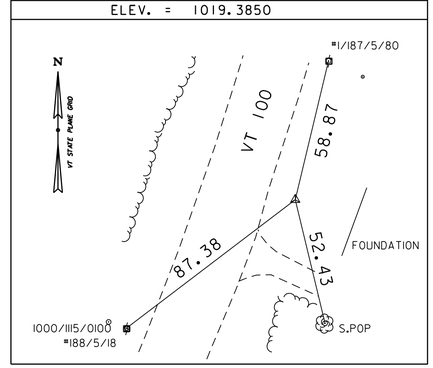


*TRAVERSE COMPLETED ON 10/24/16 BY R.GILMAN P.C. H. MCGOWAN, B. HERRING, C. CYR, T. CATTANEO, & K. KELLEY

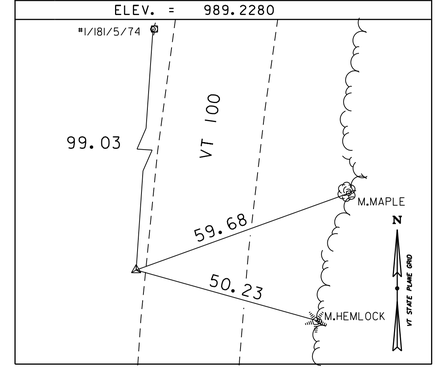
HVCTRL #38
NORTH = 448349.4800
EAST = 1555072.9826
ELEV. = 1038.7320



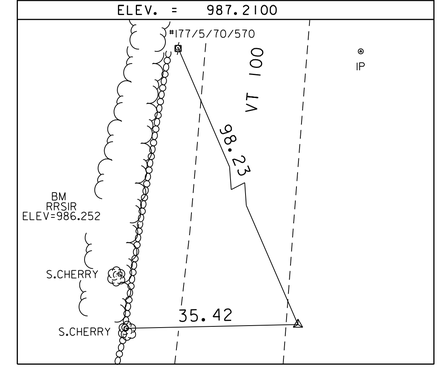
HVCTRL #39
NORTH = 449040.9302
EAST = 1555526.1975
ELEV. = 1019.3850



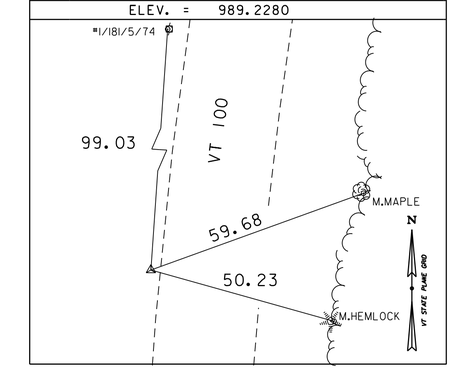
HVCTRL #41
NORTH = 450510.3012
EAST = 1555614.8920
ELEV. = 989.2280



HVCTRL #42
NORTH = 451271.0063
EAST = 1555751.3777
ELEV. = 987.2100



HVCTRL #41
NORTH = 450510.3012
EAST = 1555614.8920
ELEV. = 989.2280



DATUM	
VERTICAL	NAVD88
HORIZONTAL	NAD83(2011)
ADJUSTMENT	COMPASS

PROJECT NAME: KILLINGTON-STOCKBRIDGE
PROJECT NUMBER: ER STP 022-1(25)

FILE NAME: z12B234_tie.dgn
PROJECT LEADER: E.P. DETRICK
DESIGNED BY: VTRANS
TIE SHEET 4

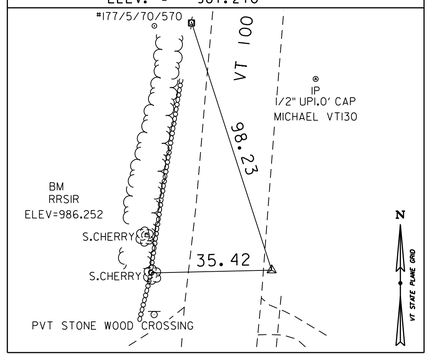
PLOT DATE: 7/17/2024
DRAWN BY: B.M. ROBERTS
CHECKED BY: E.P. DETRICK
SHEET 34 OF 424

NETWORK CONTROL

LOCAL CONTROL

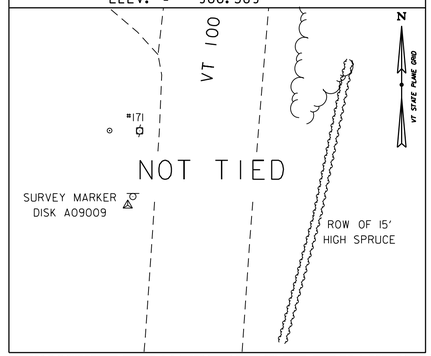
HVCTRL #42

NORTH = 451271.0063
EAST = 1555751.3777
ELEV. = 987.210



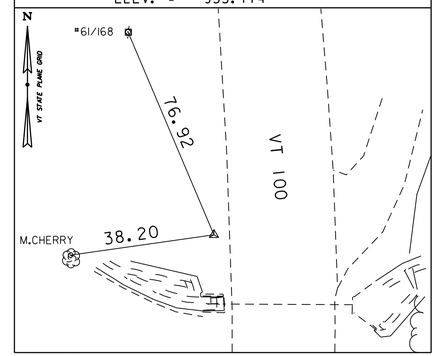
HVCTRL #43

NORTH = 452615.1187
EAST = 1555805.0920
ELEV. = 966.389



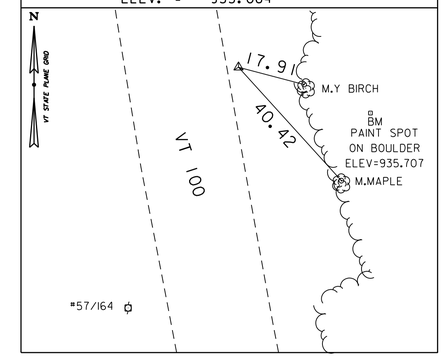
HVCTRL #44

NORTH = 453175.4680
EAST = 1555838.1351
ELEV. = 955.174



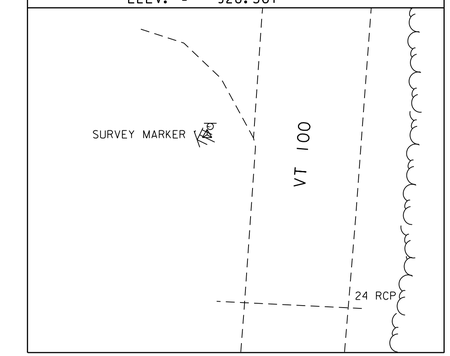
HVCTRL #45

NORTH = 454095.3967
EAST = 1555715.6805
ELEV. = 933.064



HVCTRL #46

NORTH = 454553.1250
EAST = 1555672.7213
ELEV. = 928.367

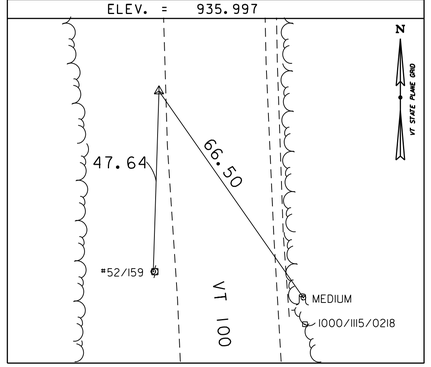


*TRAVERSE COMPLETED ON 10/24/16 BY R.GILMAN P.C. H. MCGOWAN, B. HERRING, C. CYR, T. CATTANEO, & K. KELLEY

LOCAL CONTROL

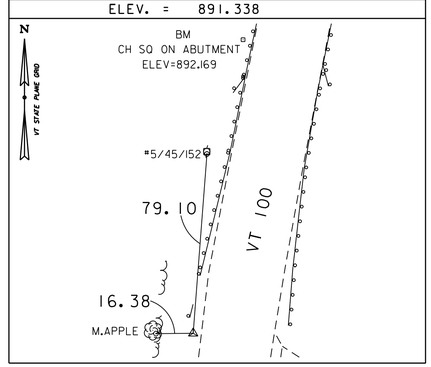
HVCTRL #47

NORTH = 455245.0445
EAST = 1555670.1067
ELEV. = 935.997



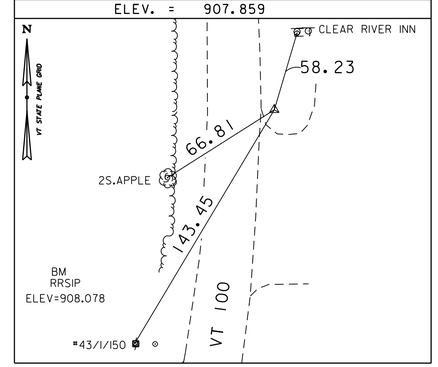
HVCTRL #48

NORTH = 456781.7112
EAST = 1555671.5992
ELEV. = 891.338



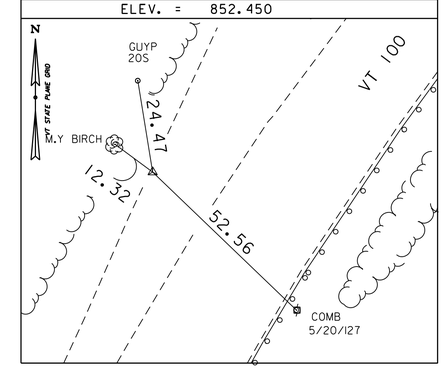
HVCTRL #49

NORTH = 457421.0718
EAST = 1555821.0462
ELEV. = 907.859



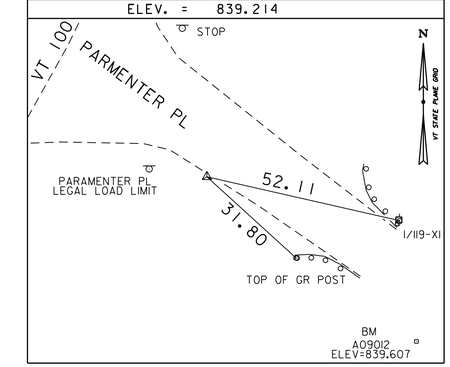
HVCTRL #67

NORTH = 460892.4501
EAST = 1556432.8364
ELEV. = 852.450



HVCTRL #68

NORTH = 461990.6749
EAST = 1557426.8543
ELEV. = 839.214



DATUM	
VERTICAL	NAVD88
HORIZONTAL	NAD83(2011)
ADJUSTMENT	COMPASS

PROJECT NAME: KILLINGTON-STOCKBRIDGE
PROJECT NUMBER: ER STP 022-1(25)

FILE NAME: z12B234_tie.dgn
PROJECT LEADER: E.P. DETRICK
DESIGNED BY: VTRANS
TIE SHEET 5

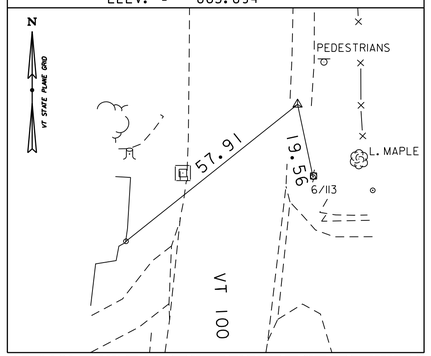
PLOT DATE: 7/17/2024
DRAWN BY: B.M. ROBERTS
CHECKED BY: E.P. DETRICK
SHEET 35 OF 424

NETWORK CONTROL

LOCAL CONTROL

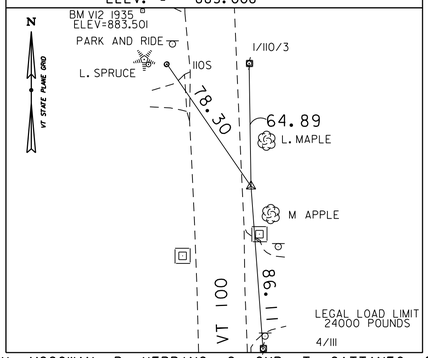
HVCTRL #69

NORTH = 462843.4622
EAST = 1557774.0721
ELEV. = 865.894



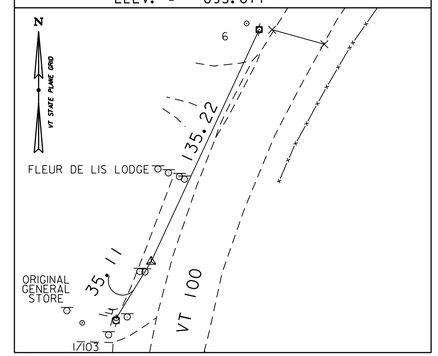
HVCTRL #70

NORTH = 463191.6507
EAST = 1557767.0110
ELEV. = 883.008



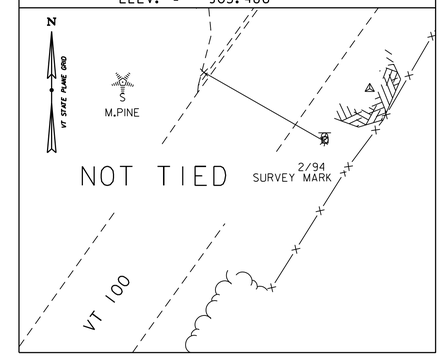
HVCTRL #71

NORTH = 464194.3490
EAST = 1557722.3569
ELEV. = 895.071



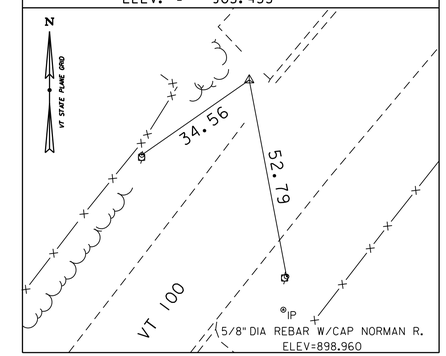
HVCTRL # 72

NORTH = 464733.3237
EAST = 1558124.5484
ELEV. = 905.486



HVCTRL #73

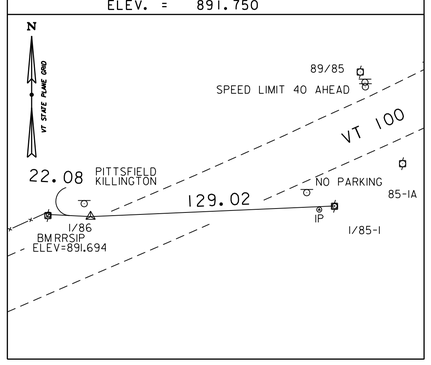
NORTH = 464985.2845
EAST = 1558257.3934
ELEV. = 905.453



*TRAVERSE COMPLETED ON 10/24/16 BY R.GILMAN P.C. H. MCGOWAN, B. HERRING, C. CYR, T. CATTANEO, & K. KELLEY

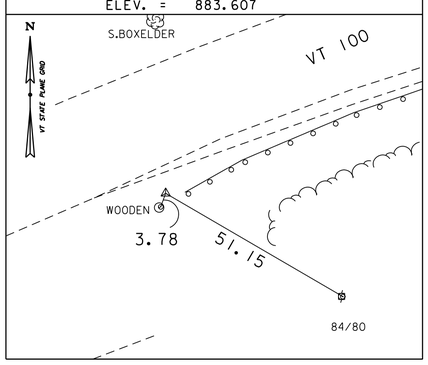
HVCTRL #74

NORTH = 465479.4321
EAST = 1558995.0981
ELEV. = 891.750



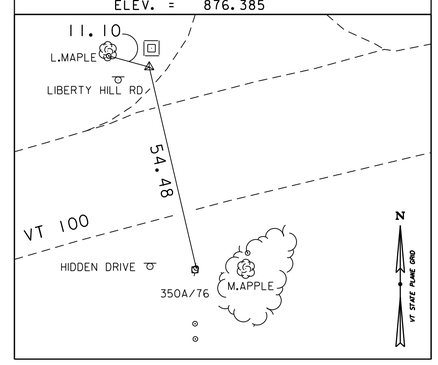
HVCTRL #75

NORTH = 465848.2804
EAST = 1559866.8813
ELEV. = 883.607



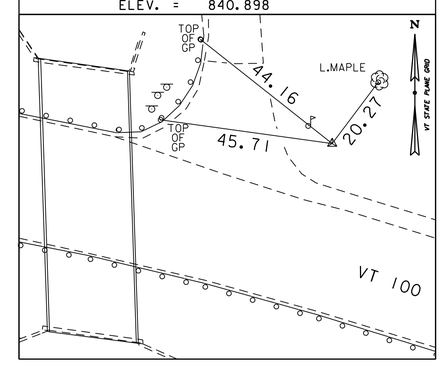
HVCTRL #77

NORTH = 466223.3641
EAST = 1561162.2803
ELEV. = 876.385



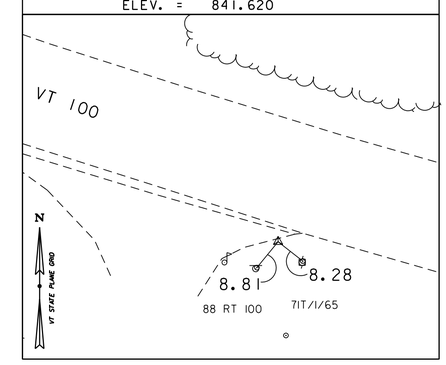
HVCTRL #78

NORTH = 466233.6443
EAST = 1561717.4573
ELEV. = 840.898



HVCTRL #79

NORTH = 466052.7512
EAST = 1562122.3043
ELEV. = 841.620



DATUM	
VERTICAL	NAVD88
HORIZONTAL	NAD83(2011)
ADJUSTMENT	COMPASS

PROJECT NAME: KILLINGTON-STOCKBRIDGE
PROJECT NUMBER: ER STP 022-1(25)

FILE NAME: z12B234_tie.dgn
PROJECT LEADER: E.P. DETRICK
DESIGNED BY: VTRANS
TIE SHEET 6

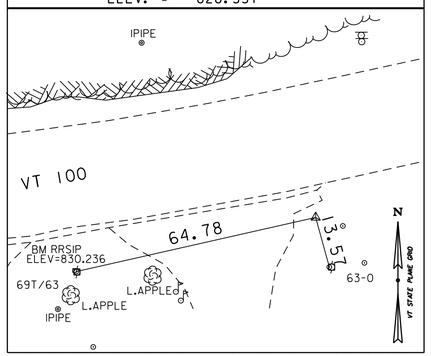
PLOT DATE: 7/17/2024
DRAWN BY: B.M. ROBERTS
CHECKED BY: E.P. DETRICK
SHEET 36 OF 424

NETWORK CONTROL

LOCAL CONTROL

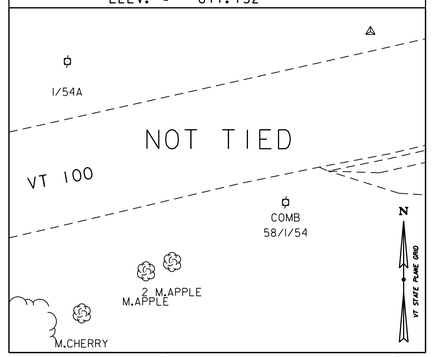
HVCTRL #80

NORTH = 466020.4565
EAST = 1562691.7807
ELEV. = 828.337



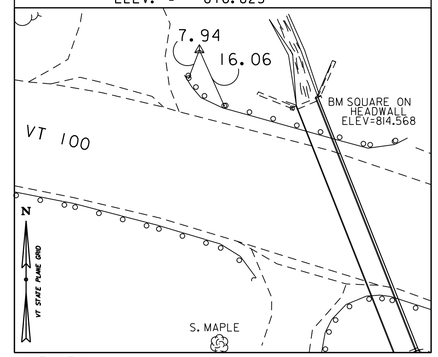
HVCTRL #81

NORTH = 466426.7769
EAST = 1564322.3138
ELEV. = 817.752



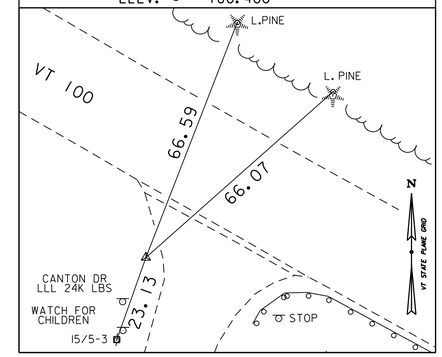
HVCTRL #82

NORTH = 466547.2071
EAST = 1565102.8554
ELEV. = 816.825



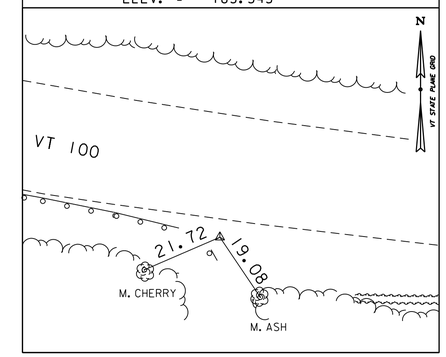
HVCTRL #83

NORTH = 465762.4029
EAST = 1566201.2319
ELEV. = 780.400



HVCTRL #84

NORTH = 465526.3406
EAST = 1566867.4043
ELEV. = 783.345

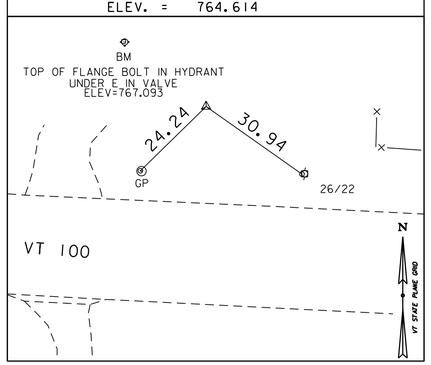


*TRAVERSE COMPLETED ON 10/24/16 BY R.GILMAN P.C. H. MCGOWAN, B. HERRING, C. CYR, T. CATTANEO, & K. KELLEY

LOCAL CONTROL

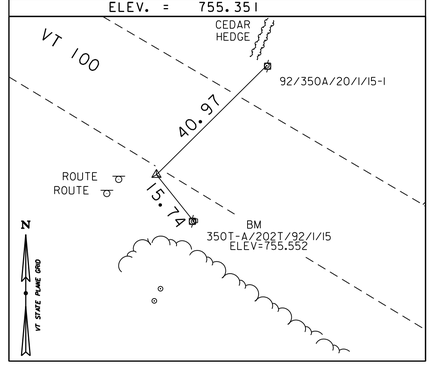
HVCTRL #86

NORTH = 465399.6042
EAST = 1569350.2331
ELEV. = 764.614



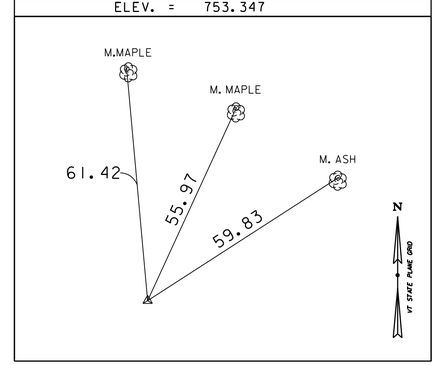
HVCTRL #87

NORTH = 465018.0278
EAST = 1570387.3530
ELEV. = 755.351



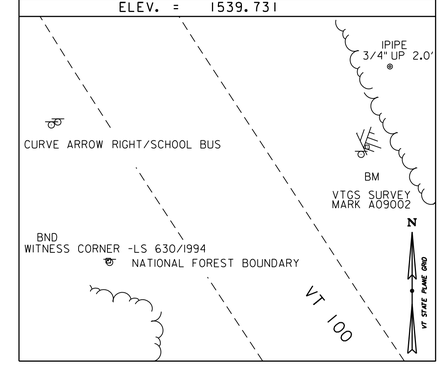
HVCTRL #88

NORTH = 464633.4188
EAST = 1571020.3499
ELEV. = 753.347



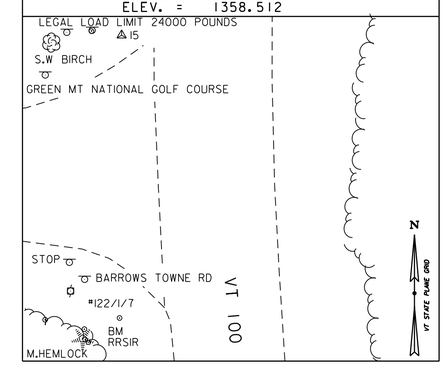
BENCHMARK #7

NORTH = 430812.7895
EAST = 1557782.4179
ELEV. = 1539.731



BENCHMARK #15

NORTH = 435236.9296
EAST = 1557253.2112
ELEV. = 1358.512



DATUM	
VERTICAL	NAVD88
HORIZONTAL	NAD83(2011)
ADJUSTMENT	COMPASS

PROJECT NAME: KILLINGTON-STOCKBRIDGE
PROJECT NUMBER: ER STP 022-1(25)

FILE NAME: z12B234_tie.dgn
PROJECT LEADER: E.P. DETRICK
DESIGNED BY: VTRANS
TIE SHEET 7

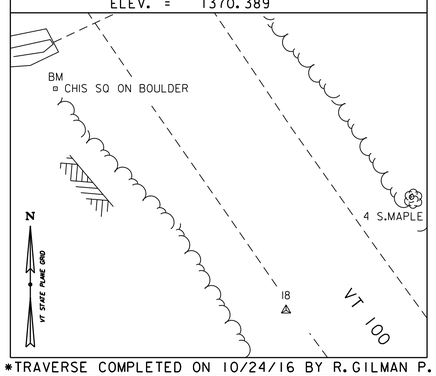
PLOT DATE: 7/17/2024
DRAWN BY: B.M. ROBERTS
CHECKED BY: E.P. DETRICK
SHEET 37 OF 424

NETWORK CONTROL

LOCAL CONTROL

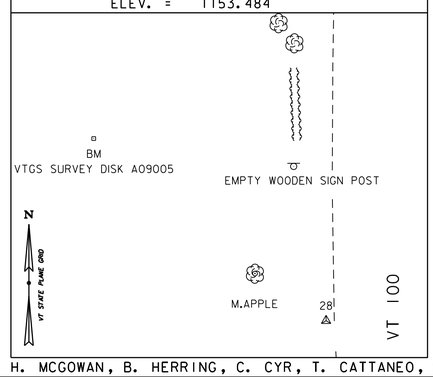
BENCHMARK #18

NORTH = 437387.3371
EAST = 1556757.7398
ELEV. = 1370.389



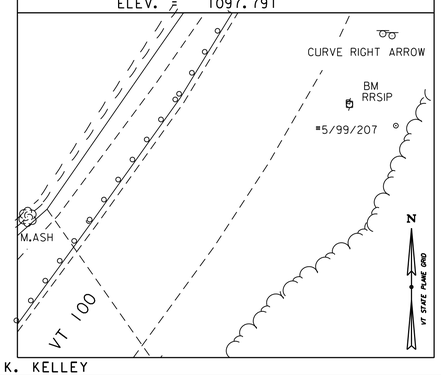
BENCHMARK #28

NORTH = 442911.8615
EAST = 1553887.0750
ELEV. = 1153.484



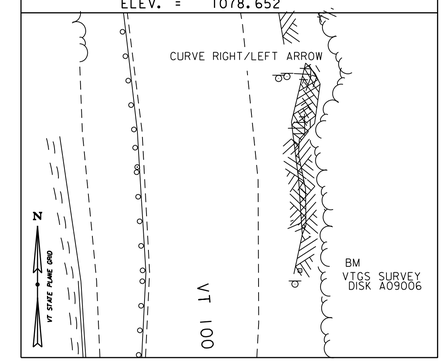
BENCHMARK #32

NORTH = 444654.2164
EAST = 1555004.3180
ELEV. = 1097.791



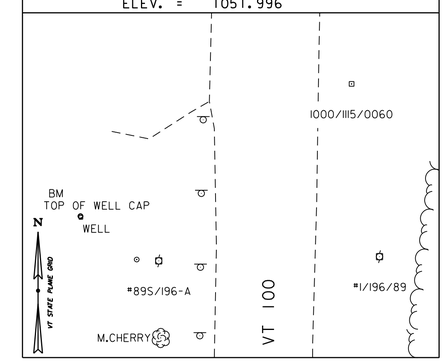
BENCHMARK #34

NORTH = 446177.0828
EAST = 1555179.2921
ELEV. = 1078.652



BENCHMARK #36

NORTH = 446937.6225
EAST = 1554964.5412
ELEV. = 1051.996

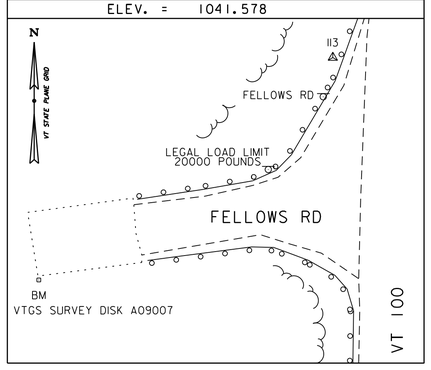


*TRAVERSE COMPLETED ON 10/24/16 BY R.GILMAN P.C. H. MCGOWAN, B. HERRING, C. CYR, T. CATTANEO, & K. KELLEY

LOCAL TIES

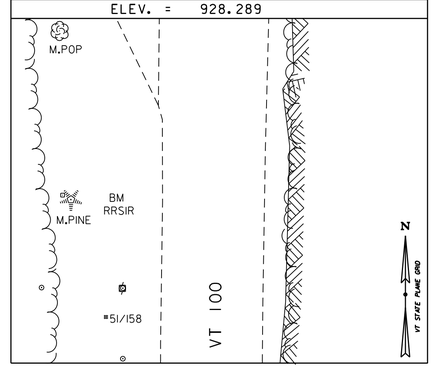
BENCHMARK #37

NORTH = 447628.6238
EAST = 1554933.2669
ELEV. = 1041.578



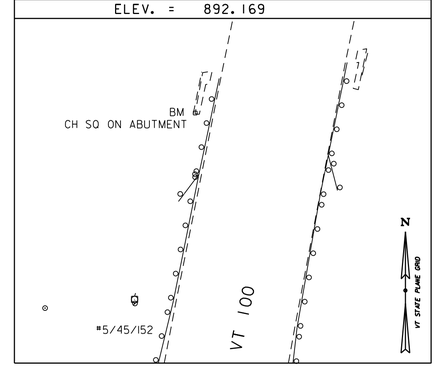
BENCHMARK #47

NORTH = 455437.5356
EAST = 1555645.2170
ELEV. = 928.289



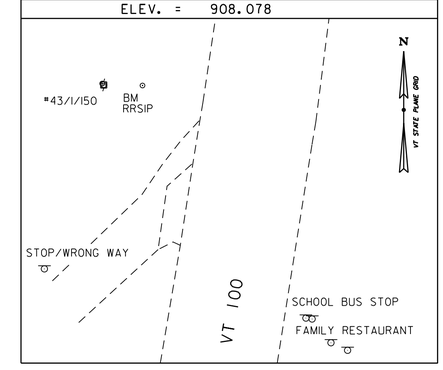
BENCHMARK #48

NORTH = 456910.8861
EAST = 1555693.5364
ELEV. = 892.169



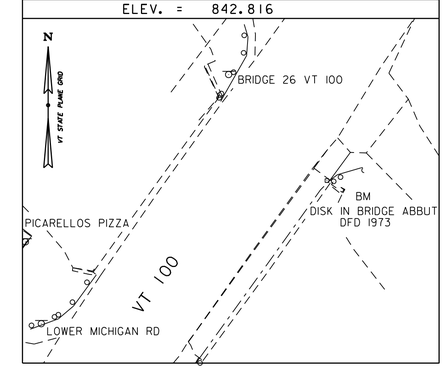
BENCHMARK #49

NORTH = 457297.3711
EAST = 1555747.9454
ELEV. = 908.078



BENCHMARK #69

NORTH = 462332.0279
EAST = 1557577.8480
ELEV. = 842.816



DATUM	
VERTICAL	NAVD88
HORIZONTAL	NAD83(2011)
ADJUSTMENT	COMPASS

PROJECT NAME: KILLINGTON-STOCKBRIDGE
PROJECT NUMBER: ER STP 022-1(25)

FILE NAME: zl2B234_tie.dgn
PROJECT LEADER: E.P. DETRICK
DESIGNED BY: VTRANS
TIE SHEET 8

PLOT DATE: 7/17/2024
DRAWN BY: B.M. ROBERTS
CHECKED BY: E.P. DETRICK
SHEET 38 OF 424

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

PROJECT NAME: KILLINGTON-STOCKBRIDGE **PROJECT NUMBER:** STP 022-1(25) **SITE:** VT-100 **DATE:** 02/2013
BORING CREW: KIEPER, WIMETT, EGGERS **TESTED BY:** J. TOUCHETTE **REVIEWED BY:** M. MEYERS

BORING No.	DATE DRILLED	STATION	OFFSET (FT)	DEPTH (FT)	SAMPLE TYPE	FIELD DESCRIPTION	LABORATORY RESULTS							
						SOIL TYPE, COLOR, MOISTURE	% MOISTURE	AASHTO CLASS.	SOIL DES.	% GRAVEL	% SAND	% FINES	LIQUID LIMIT	PLASTIC LIMIT
B-100	10/1/12	B98+62	7 RT	0.0 – 0.6	A	Asphalt Pavement								
				0.6 – 1.9	A	GrSa	4.9	A-1-b	SiGrSa	38.4	41.2	20.4		
				1.9 – 5.0	A	SaGrSi								
				NLTD										
B-101	10/1/12	B87+87	8 LT	0.0 – 0.75	A	Asphalt Pavement								
				0.75 – 2.0	A	SiGrSa	2.6	A-1-b	GrSa	41.1	41.4	17.5		
				2.0 – 5.0	A	GrSa&Si	3.8	A-2-4	SiGrSa	31.2	42.0	26.8		
				NLTD										
B-102	10/1/12	B77+22	3 RT	0.0 – 0.75	A	Asphalt Pavement								
				0.75 – 2.0	A	GrSiSa	3.6	A-2-4	SiGrSa	29.8	43.3	26.9		
				2.0 – 4.0	A	GrSaSi								
				4.0 – 5.0	A	Si w/ Topsoil & tr. Organics								
				NLTD										
Cont.														

BORING No.	DATE DRILLED	STATION	OFFSET (FT)	DEPTH (FT)	SAMPLE TYPE	FIELD DESCRIPTION	LABORATORY RESULTS							
						SOIL TYPE, COLOR, MOISTURE	% MOISTURE	AASHTO CLASS.	SOIL DES.	% GRAVEL	% SAND	% FINES	LIQUID LIMIT	PLASTIC LIMIT
B-103	10/1/12	B66+89	6 LT	0.0 – 0.75	A	Asphalt Pavement								
				0.75 – 1.8	A	SaGrSi	2.6	A-1-b	SaGr	48.0	36.4	15.6		
				1.8 – 5.0	A	SaGrSi								
				NLTD										
B-104	10/1/12	B56+34	5 RT	0.0 – 0.75	A	Asphalt Pavement								
				0.75 – 2.5	A	SiGrSa	3.1	A-1-b	GrSa	39.2	43.6	17.2		
				2.5 – 4.0	A	SaGrSi								
				4.0 – 5.0	A	SiSa								
				NLTD										
B-105	10/1/12	B45+81	7 LT	0.0 – 0.75	A	Asphalt Pavement								
				0.75 – 2.0	A	SiGrSa	5.3	A-1-b	GrSa	33.4	48.4	18.2		
				2.0 – 4.0	A	SiGrSa								
				4.0 – 5.0	A	SaSi								
				NLTD										
Cont.														

NOTES:

1. SEE PROJECT LAYOUT SHEETS FOR THE LOCATION OF BORE HOLES.

BORING No.	DATE DRILLED	STATION	OFFSET (FT)	DEPTH (FT)	SAMPLE TYPE	FIELD DESCRIPTION	LABORATORY RESULTS							
						SOIL TYPE, COLOR, MOISTURE	% MOISTURE	AASHTO CLASS.	SOIL DES.	% GRAVEL	% SAND	% FINES	LIQUID LIMIT	PLASTIC LIMIT
B-107	10/1/12	B24+61	4 LT	0.0 – 0.5	A	Asphalt Pavement								
				0.5 – 1.2	A	Sa&Gr	1.0		AP mixed w/ SaGr					
				1.2 – 3.5	A	SiGrSa	2.2	A-1-b	SiSaGr	43.1	36.6	20.3		
				3.5 – 5.0	A	SaSi								
				NLTD										
B-108	10/1/12	B13+92	9 RT	0.0 – 0.3	A	Asphalt Pavement								
				0.3 – 0.8	A	Sa&Gr	2.6		AP mixed w/ SaGr					
				0.8 – 5.0	A	SiGrSa								
				NLTD										
B-109	10/1/12	B3+40	6 LT	0.0 – 0.5	A	Asphalt Pavement								
				0.5 – 0.8	A	Reclaimed Asphalt								
				0.8 – 3.5	A	SiSa&Gr	2.5	A-1-b	SaGr	48.5	34.0	17.5		
				3.5 – 5.0	A	GrSiSa								
				NLTD										
B-110	10/1/12	A248+80	6 RT	0.0 – 0.6	A	Asphalt Pavement								
				0.6 – 1.0	A	Sa&Gr	0.4		AP mixed w/ SaGr					
				1.0 – 5.0	A	SiGrSa								
				NLTD										
Cont.														

BORING No.	DATE DRILLED	STATION	OFFSET (FT)	DEPTH (FT)	SAMPLE TYPE	FIELD DESCRIPTION	LABORATORY RESULTS							
						SOIL TYPE, COLOR, MOISTURE	% MOISTURE	AASHTO CLASS.	SOIL DES.	% GRAVEL	% SAND	% FINES	LIQUID LIMIT	PLASTIC LIMIT
B-111	10/1/12	A238+27	5 LT	0.0 – 0.4	A	Asphalt Pavement								
				0.4 – 0.8	A	Reclaimed Asphalt								
				0.8 – 4.0	A	SiGrSa	2.4	A-1-b	SiSaGr	40.9	38.9	20.2		
				4.0 – 5.0	A	SaSi								
				NLTD										
B-112	10/1/12	A227+69	5 RT	0.0 – 0.4	A	Asphalt Pavement								
				0.4 – 0.8	A	Reclaimed Asphalt								
				0.8 – 4.0	A	GrSa	3.3	A-1-b	SaGr	43.9	38.1	18.0		
				4.0 – 5.0	A	GrSiSa								
				NLTD										
B-113	10/1/12	A217+08	4 LT	0.0 – 0.4	A	Asphalt Pavement								
				0.4 – 0.9	A	Reclaimed Asphalt								
				0.9 – 3.5	A	GrSa	2.6	A-1-b	SaGr	47.4	38.0	14.6		
				3.5 – 5.0	A	GrSaSi								
				NLTD										
B-114	10/1/12	A207+63	6 RT	0.0 – 0.7	A	Asphalt Pavement								
				0.7 – 1.0	A	Reclaimed Asphalt								
				1.0 – 3.0	A	SiGrSa	4.1	A-1-b	SiGrSa	36.1	40.1	23.8		
				3.0 – 5.0	A	GrSiSa								
				NLTD										
Cont.														

PROJECT NAME: KILLINGTON - STOCKBRIDGE
PROJECT NUMBER: ER STP 022-1(25)

FILE NAME: z12B234_bor.dgn
PROJECT LEADER: E.P. DETRICK
DESIGNED BY: B.M. ROBERTS
BORING AND CORING SHEET 1

PLOT DATE: 7/17/2024
DRAWN BY: B.M. ROBERTS
CHECKED BY: E.P. DETRICK
SHEET 39 OF 424

BORING No.	DATE DRILLED	STATION	OFFSET (FT)	DEPTH (FT)	SAMPLE TYPE	FIELD DESCRIPTION	LABORATORY RESULTS							
						SOIL TYPE, COLOR, MOISTURE	% MOISTURE	AASHTO CLASS.	SOIL DES.	% GRAVEL	% SAND	% FINES	LIQUID LIMIT	PLASTIC LIMIT
B-115	10/1/12	A196+16	8 LT	0.0 – 0.8	A	Asphalt Pavement								
				0.8 – 1.3	A	Reclaimed Asphalt								
				1.3 – 3.0	A	GrSiSa	3.6	A-2-4	SiGrSa	32.0	41.2	26.8		
				3.0 – 5.0	A	Si								
				NLTD										
B-116	10/1/12	A185+41	3 RT	0.0 – 0.5	A	Asphalt Pavement								
				0.5 – 1.0	A	Reclaimed Asphalt								
				1.0 – 5.0	A	SiGrSa	4.2	A-1-b	SiGrSa	35.9	40.6	23.5		
				NLTD										
B-117	10/1/12	A174+97	8 LT	0.0 – 0.5	A	Asphalt Pavement								
				0.5 – 0.8	A	Reclaimed Asphalt								
				0.8 – 3.0	A	SiGrSa	3.0	A-1-b	SaGr	42.3	40.0	17.7		
				3.0 – 5.0	A	SaGrSi								
				NLTD										
B-118	10/2/12	A164+73	5 RT	0.0 – 0.7	A	Asphalt Pavement								
				0.7 – 3.5	A	SiGrSa	5.6	A-1-b	SiGrSa	35.7	44.1	20.2		
				3.5 – 5.0	A	GrSiSa								
				NLTD										
Cont.														

7.7BORING No.	DATE DRILLED	STATION	OFFSET (FT)	DEPTH (FT)	SAMPLE TYPE	FIELD DESCRIPTION	LABORATORY RESULTS							
						SOIL TYPE, COLOR, MOISTURE	% MOISTURE	AASHTO CLASS.	SOIL DES.	% GRAVEL	% SAND	% FINES	LIQUID LIMIT	PLASTIC LIMIT
B-119	10/2/12	A153+80	6 LT	0.0 – 0.8	A	Asphalt Pavement								
				0.8 – 3.0	A	SiGrSa	5.3	A-1-b	GrSa	39.9	43.3	16.8		
				3.0 – 5.0	A	SiSaGr								
				NLTD										
B-120	10/2/12	A143+40	8 RT	0.0 – 0.7	A	Asphalt Pavement								
				0.7 – 1.0	A	Reclaimed Asphalt								
				1.1 – 5.0	A	Gr Sa	6.7	A-2-4	SiGrSa	30.1	45.7	24.2		
				NLTD										
B-121	10/2/12	A134+75	7 LT	0.0 – 0.9	A	Asphalt Pavement								
				0.9 – 1.2	A	Reclaimed Asphalt								
				1.2 – 3.0	A	GrSa	1.6	A-1-b	SiSaGr	40.6	38.8	20.6		
				3.0 – 5.0	A	SiGrSa	4.6	A-1-b	SiGrSa	36.1	42.7	21.2		
				NLTD										
B-122	10/2/12	A122+33	5 RT	0.0 – 0.3	A	Asphalt Pavement								
				0.3 – 0.75	A	Reclaimed Asphalt								
				0.75 – 5.0	A	GrSiSa	2.6	A-1-b	GrSa	39.4	41.9	18.7		
				NLTD										
Cont.														

NOTES:

1. SEE PROJECT LAYOUT SHEETS FOR THE LOCATION OF BORE HOLES.

BORING No.	DATE DRILLED	STATION	OFFSET (FT)	DEPTH (FT)	SAMPLE TYPE	FIELD DESCRIPTION	LABORATORY RESULTS							
						SOIL TYPE, COLOR, MOISTURE	% MOISTURE	AASHTO CLASS.	SOIL DES.	% GRAVEL	% SAND	% FINES	LIQUID LIMIT	PLASTIC LIMIT
B-123	10/2/12	A111+87	5 LT	0.0 – 0.4	A	Asphalt Pavement								
				0.4 – 1.3	A	Reclaimed Asphalt								
				1.3 – 3.5	A	GrSiSa	4.1	A-1-b	SiGrSa	32.6	44.4	23.0		
				3.5 – 5.0	A	GrSiSa								
				NLTD										
B-124	10/2/12	A101+24	4 RT	0.0 – 0.3	A	Asphalt Pavement								
				0.3 – 0.7	A	Reclaimed Asphalt								
				0.7 – 4.0	A	GrSa	3.9	A-1-b	SaGr	46.9	34.8	18.3		
				CNPF @ 4.0										
B-125	10/2/12	A90+74	6 LT	0.0 – 0.6	A	Asphalt Pavement								
				0.6 – 1.2	A	Reclaimed Asphalt								
				1.2 – 3.0	A	SiGrSa	4.9	A-1-b	SiGrSa	35.3	43.4	21.3		
				3.0 – 5.0	A	SiGrSa								
				NLTD										
B-126	10/2/12	A80+45	6 RT	0.0 – 0.7	A	Asphalt Pavement								
				0.7 – 1.2	A	Reclaimed Asphalt								
				1.2 – 5.0	A	SiGrSa	5.2	A-1-b	SiGrSa	35.4	43.2	21.4		
				NLTD										
Cont.														

BORING No.	DATE DRILLED	STATION	OFFSET (FT)	DEPTH (FT)	SAMPLE TYPE	FIELD DESCRIPTION	LABORATORY RESULTS							
						SOIL TYPE, COLOR, MOISTURE	% MOISTURE	AASHTO CLASS.	SOIL DES.	% GRAVEL	% SAND	% FINES	LIQUID LIMIT	PLASTIC LIMIT
B-127	10/2/21	A69+69	6 LT	0.0 – 0.4	A	Asphalt Pavement								
				0.4 – 1.0	A	Reclaimed Asphalt								
				1.0 – 5.0	A	No samples arrived at lab.								
				NLTD										
B-128	10/2/12	A59+12	6 RT	0.0 – 0.4	A	Asphalt Pavement								
				0.4 – 1.0	A	Reclaimed Asphalt								
				1.0 – 3.5	A	SiSa	4.9	A-2-4	SiGrSa	31.9	43.9	24.2		
				3.5 – 5.0	A	SaSi								
				NLTD										
B-129	10/2/12	A48+65	6 LT	0.0 – 0.5	A	Asphalt Pavement								
				0.5 – 0.8	A	Reclaimed Asphalt								
				0.8 – 3.5	A	SiSa	5.9	A-4	SiSa	18.7	43.3	38.0		
				3.5 – 5.0	A	GrSaSi								
				NLTD										
B-130	10/2/12	A38+05	4 RT	0.0 – 0.4	A	Asphalt Pavement								
				0.4 – 1.1	A	Reclaimed Asphalt								
				1.1 – 3.0	A	SiSa	5.7	A-2-4	GrSiSa	24.8	43.4	31.8		
				3.0 – 5.0	A	GrSiSa								
				NLTD		*Driller noted water table encountered at 4.5 feet.								
Cont.														

PROJECT NAME: KILLINGTON - STOCKBRIDGE
PROJECT NUMBER: ER STP 022-1(25)

FILE NAME: z12B234_bor.dgn
PROJECT LEADER: E.P. DETRICK
DESIGNED BY: B.M. ROBERTS
BORING AND CORING SHEET 2

PLOT DATE: 7/17/2024
DRAWN BY: B.M. ROBERTS
CHECKED BY: E.P. DETRICK
SHEET 40 OF 424

BORING No.	DATE DRILLED	STATION	OFFSET (FT)	DEPTH (FT)	SAMPLE TYPE	FIELD DESCRIPTION	LABORATORY RESULTS							
						SOIL TYPE, COLOR, MOISTURE	% MOISTURE	AASHTO CLASS.	SOIL DES.	% GRAVEL	% SAND	% FINES	LIQUID LIMIT	PLASTIC LIMIT
B-131	10/2/21	A27+50	4 LT	0.0 – 0.6	A	Asphalt Pavement								
				0.6 – 1.3	A	Reclaimed Asphalt								
				1.3 – 3.5	A	SiSa	3.7	A-1-b	SiGrSa	35.3	42.2	22.5		
				4.0 – 5.0	A	SaSi (NP)								
				NLTD										
B-132	10/2/12	A17+00	7 RT	0.0 – 0.5	A	Asphalt Pavement								
				0.5 – 0.9	A	Reclaimed Asphalt								
				0.9 – 3.0	A	SiSa	4.8	A-2-4	SiGrSa	27.9	44.3	27.8		
				3.0 – 5.0	A	SiGrSa								
				NLTD										
B-133	10/2/12	A6+54	6 LT	0.0 – 0.6	A	Asphalt Pavement								
				0.6 – 1.0	A	Reclaimed Asphalt								
				1.0 – 3.5	A	GrSiSa	3.8	A-2-4	GrSiSa	25.9	47.0	27.1		
				3.5 – 5.0	A	SiGrSa								
				NLTD										
B-134	10/2/12	204+29	5 RT	0.0 – 1.1	A	Asphalt Pavement								
				1.1 – 3.5	A	GrSiSa	4.4	A-1-b	SiGrSa	35.3	43.3	21.4		
				3.5 – 5.0	A	SiGrSa								
				NLTD										
Cont.														

BORING No.	DATE DRILLED	STATION	OFFSET (FT)	DEPTH (FT)	SAMPLE TYPE	FIELD DESCRIPTION	LABORATORY RESULTS							
						SOIL TYPE, COLOR, MOISTURE	% MOISTURE	AASHTO CLASS.	SOIL DES.	% GRAVEL	% SAND	% FINES	LIQUID LIMIT	PLASTIC LIMIT
B-135	10/2/12	193+70	4 LT	0.0 - 0.75	A	Asphalt Pavement								
				0.75 – 5.0	A	GrSiSa	4.4	A-2-4	SiGrSa	30.6	39.8	29.6		
				NLTD										
B-136	10/3/1	183+16	3 RT	0.0 – 0.9	A	Asphalt Pavement								
				0.9 – 3.0	A	SiSa	4.2	A-1-b	SiGrSa	35.6	40.4	24.0		
				3.0 – 5.0	A	SiGrSa	12.8	A-2-4	SiGrSa	27.7	46.9	25.4		
				NLTD										
B-137	10/3/12	172+56	2 LT	0.0 – 0.9	A	Asphalt Pavement								
				0.9 – 3.5	A	SiGrSa	3.0	A-1-b	SiSaGr	39.5	35.8	24.7		
				3.5 – 5.0	A	GrSiSa								
				NLTD										
B-138	10/3/12	162+02	5 RT	0.0 – 0.5	A	Asphalt Pavement								
				0.5 – 1.5	A	Sa/Gr	1.6		AP mixed w/ SaGr					
				1.5 – 4.0	A	SiSaGr								
				4.0 – 5.0	A	SiSa								
				NLTD										
Cont.														

NOTES:

1. SEE PROJECT LAYOUT SHEETS FOR THE LOCATION OF BORE HOLES.

BORING No.	DATE DRILLED	STATION	OFFSET (FT)	DEPTH (FT)	SAMPLE TYPE	FIELD DESCRIPTION	LABORATORY RESULTS							
						SOIL TYPE, COLOR, MOISTURE	% MOISTURE	AASHTO CLASS.	SOIL DES.	% GRAVEL	% SAND	% FINES	LIQUID LIMIT	PLASTIC LIMIT
B-139	10/3/12	151+49	5 LT	0.0 – 0.8	A	Asphalt Pavement								
				0.8 – 1.5	A	SaGr w/ Milled Asphalt								
				1.5 – 3.0	A	SiSa	6.5	A-4	GrSiSa	22.4	41.4	36.2		
				3.0 – 5.0	A	Si w/ Fine Sand								
				NLTD										
B-140	10/3/12	140+83	5 RT	0.0 – 0.4	A	Asphalt Pavement								
				0.4 – 1.4	A	Sa/Gr	1.4		AP mixed w/ SiGrSa					
				1.4 – 2.5	A	SiSa	2.6	A-2-4	SiGrSa	33.1	38.4	28.5		
				2.5 – 3.5	A	SiGrSa								
				CNPF @ 3.5										
B-141	10/3/12	130+43	6 LT	0.0 – 0.8	A	Asphalt Pavement								
				0.8 – 1.3	A	SaGr w/ Milled Asphalt								
				1.3 – 3.5	A	SiSa	4.8	A-2-4	GrSiSa	28.2	39.7	32.1		
				3.5 – 5.0	A	GrSaSi w/ tr. Organics (NP)								
				NLTD										
Cont.														

BORING No.	DATE DRILLED	STATION	OFFSET (FT)	DEPTH (FT)	SAMPLE TYPE	FIELD DESCRIPTION	LABORATORY RESULTS							
						SOIL TYPE, COLOR, MOISTURE	% MOISTURE	AASHTO CLASS.	SOIL DES.	% GRAVEL	% SAND	% FINES	LIQUID LIMIT	PLASTIC LIMIT
B-142	10/3/12	119+90	6 RT	0.0 – 0.4	A	Asphalt Pavement								
				0.4 – 1.2	A	Sa/Gr	2.1		AP mixed w/ GrSa					
				1.2 – 3.5	A	GrSiSa								
				3.5 – 5.0	A	GrSiSa								
				NLTD										
B-143	10/3/12	109+51	7 LT	0.0 – 0.7	A	Asphalt Pavement								
				0.7 – 1.3	A	SaGr w/ Milled Asphalt								
				1.3 – 4.0	A	SiSa	2.9	A-2-4	GrSiSa	26.7	40.5	32.8		
				4.0 – 5.0	A	GrSiSa								
				NLTD										
B-144	10/3/12	98+92	8 RT	0.0 – 0.5	A	Asphalt Pavement								
				0.5 – 1.3	A	GrSa w/ Milled Asphalt								
				1.3 – 3.5	A	Sa	4.9	A-2-4	GrSiSa	24.3	43.3	32.4		
				3.5 – 5.0	A	SaSi	16.6	A-2-4	SiGrSa	33.7	36.3	30.0		
				CNPF @ 5.0	* Driller noted water table encountered at 4.0 feet.									
Cont.														

vhb

PROJECT NAME: KILLINGTON - STOCKBRIDGE
PROJECT NUMBER: ER STP 022-1(25)

FILE NAME: z12B234_bor.dgn
PROJECT LEADER: E.P. DETRICK
DESIGNED BY: B.M. ROBERTS
BORING AND CORING SHEET 3

PLOT DATE: 7/17/2024
DRAWN BY: B.M. ROBERTS
CHECKED BY: E.P. DETRICK
SHEET 41 OF 424

BORING No.	DATE DRILLED	STATION	OFFSET (FT)	DEPTH (FT)	SAMPLE TYPE	FIELD DESCRIPTION	LABORATORY RESULTS							
						SOIL TYPE, COLOR, MOISTURE	% MOISTURE	AASHTO CLASS.	SOIL DES.	% GRAVEL	% SAND	% FINES	LIQUID LIMIT	PLASTIC LIMIT
B-145	10/3/12	88+46	5 LT	0.0 – 0.8	A	Asphalt Pavement								
				0.8 – 1.7	A	SaGr w/ Milled Asphalt								
				1.7 – 3.0	A	Sa	4.3	A-2-4	GrSiSa	27.6	39.8	32.6		
				3.0 – 5.0	A	GrSa								
				NLTD										
B-146	10/3/12	77+98	6 RT	0.0 – 0.4	A	Asphalt Pavement								
				0.4 – 1.3	A	GrSa w/ Milled Asphalt								
				1.3 – 4.5	A	SiSa	3.6	A-2-4	GrSiSa	26.0	40.1	33.9		
				4.5 – 5.0	A	SiGrSa								
				CNPF @ 5.0										
B-147	10/3/12	67+42	7 LT	0.0 – 0.3	A	Asphalt Pavement								
				0.3 – 1.1	A	SaGr w/ Milled Asphalt								
				1.1 – 4.0	A	Sa	5.7	A-2-4	SiGrSa	30.9	39.6	29.5		
				4.0 – 5.0	A	Sa								
				NLTD										
Cont.														

BORING No.	DATE DRILLED	STATION	OFFSET (FT)	DEPTH (FT)	SAMPLE TYPE	FIELD DESCRIPTION	LABORATORY RESULTS							
						SOIL TYPE, COLOR, MOISTURE	% MOISTURE	AASHTO CLASS.	SOIL DES.	% GRAVEL	% SAND	% FINES	LIQUID LIMIT	PLASTIC LIMIT
B-148	10/3/12	56+84	5 RT	0.0 – 0.3	A	Asphalt Pavement								
				0.3 – 1.3	A	Sa/Gr	1.4		AP mixed w/ GrSa					
				1.3 – 3.0	A	Sa/Si	3.3	A-2-4	SiSaGr	37.0	35.9	27.1		
				3.0 – 5.0	A	GrSaSi w/ some Organics								
				NLTD										
B-149	10/3/12	46+42	5 LT	0.0 – 0.5	A	Asphalt Pavement								
				0.5 – 1.4	A	Sa/Gr	1.6		AP mixed w/ SaGr					
				1.4 – 3.5	A	GrSaSi								
				3.5 – 5.0	A	SiSa								
				NLTD										
B-150	10/3/12	35+85	5 RT	0.0 – 0.3	A	Asphalt Pavement								
				0.3 – 1.5	A	SaGr w/ Milled Asphalt								
				1.5 – 3.5	A	SiSa	4.0	A-2-4	GrSiSa	31.3	37.1	31.6		
				3.5 – 5.0	A	GrSiSa								
				NLTD										
Cont.														

NOTES:

1. SEE PROJECT LAYOUT SHEETS FOR THE LOCATION OF BORE HOLES.

BORING No.	DATE DRILLED	STATION	OFFSET (FT)	DEPTH (FT)	SAMPLE TYPE	FIELD DESCRIPTION	LABORATORY RESULTS							
						SOIL TYPE, COLOR, MOISTURE	% MOISTURE	AASHTO CLASS.	SOIL DES.	% GRAVEL	% SAND	% FINES	LIQUID LIMIT	PLASTIC LIMIT
B-151	10/3/12	25+29	7 LT	0.0 – 0.5	A	Asphalt Pavement								
				0.5 – 1.5	A	SaGr w/ Milled Asphalt								
				1.5 – 3.5	A	Sa	2.8	A-2-4	SiSa	19.8	48.0	32.2		
				3.5 – 5.0	A	GrSaSi w/ some Organics								
				NLTD										
B-152	10/3/12	14+80	6 RT	0.0 – 0.3	A	Asphalt Pavement								
				0.3 – 1.0	A	SaGr w/ Milled Asphalt								
				1.0 – 4.0	A	Sa	2.9	A-1-b	SiGrSa	36.9	37.6	25.5		
				4.0 – 5.0	A	SiSa	11.3	A-4	SiSa	17.8	41.5	40.7		
				NLTD										
B-153	10/3/12	4+48	11 LT	0.0 – 0.3	A	Asphalt Pavement								
				0.3 – 5.0	A	Sa/Gr	2.4	A-1-b	SaGr	53.7	26.5	19.8		
				NLTD										
SAMPLE TYPE "A" = Auger														
SOIL DES. "AP" = Asphalt Pavement														
CNPF = Could Not Penetrate Further														
NLTD = No Ledge to Depth														

PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234_bor.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
BORING AND CORING SHEET 4	SHEET 42 OF 424

STATE OF VERMONT
AGENCY OF TRANSPORTATION

QUANTITY SHEET 1

agreed

Can barely fit the special spec items, can this be widened.

CHECK ALL ITEMS TO MAKE SURE THEY MATCH QTY CALC'S, A LOT DON'T OR ARE MISSING.

THIS IS AN OVERLOAD OF DECIMAL PLACES.

Missing item 199.8121 for interim completion date LDs. Estimate as a quantity of 1 at a unit price of $1.00.

SUMMARY OF ESTIMATED QUANTITIES

1011 - ROADWAY	1999 - FULL C.E. ITEMS	2011- ROADWAY	3011- ROADWAY	4011 - ROADWAY	OPTION	GRAND TOTAL	FINAL	UNIT	DESCRIPTIONS ITEMS	ITEM NUMBER	ROUND
1						1		LS	CLEARING AND GRUBBING, INCLUDING INDIVIDUAL TREES AND STUMPS	201.1000	
9500						9500		CY	COMMON EXCAVATION	203.1500	37
100						100		CY	UNCLASSIFIED EXCAVATION	203.1700	-
		120	100			220		CY	UNCLASSIFIED CHANNEL EXCAVATION	203.2700	-
15						15		CY	EXCAVATION OF SURFACES AND PAVEMENTS	203.2800	2
7800						7800		CY	EARTH BORROW	203.3000	61
7300						7300		CY	TRENCH EXCAVATION OF EARTH	204.2000	90
2520						2520		CY	TRENCH EXCAVATION OF ROCK	204.2100	10
1						1		CY	TRENCH EXCAVATION OF EARTH, EXPLORATORY (N.A.B.I.)	204.2200	EST
10		250	250	20		530		CY	STRUCTURE EXCAVATION	204.2500	41
1220		130	120	30		1500		CY	GRANULAR BACKFILL FOR STRUCTURES	204.3000	22
16200						16200		SY	COARSE-MILLING, BITUMINOUS PAVEMENT	210.1000	190
30800						30800		LF	MILLED RUMBLE STRIPS, SINUSOIDAL CENTERLINE	213.3015	9
			1			1		LS	TEMPORARY ROADWAY WIDENING (STA. A168+59)	240.0100002	-
		1				1		LS	TEMPORARY ROADWAY WIDENING (STA. A16+78)	240.0100002	-
1200						1200		TON	SUBBASE OF CRUSHED GRAVEL, FINE GRADED	301.2800	107
187000						187000		SY	FULL DEPTH RECLAMATION	310.0100	5
187000						187000		SY	FULL DEPTH RECLAMATION, CEMENT	312.0100001	109
3490						3490		TON	PORTLAND CEMENT FOR FDR, CEMENT	312.5100001	109
16450						16450		TON	SUPPLEMENTAL AGGREGATE FOR FDR, CEMENT	312.5200001	1
4400						4400		TON	AGGREGATE SHOULDERS, RAP	402.1300	170
1300						1300		CWT	TACK COAT, EMULSIFIED ASPHALT	404.1100	44
24660						24660		TON	BITUMINOUS CONCRETE PAVEMENT, TYPE IIS, QA TIER I	406.0210	4
16150		10	10			16170		TON	BITUMINOUS CONCRETE PAVEMENT, TYPE IVS, QA TIER I	406.0410	22
50						50		TON	BITUMINOUS CONCRETE PAVEMENT, SURFACE PREPARATION, TYPE IVS	406.2400	EST.
4000						4000		SY	BITUMINOUS CONCRETE PAVEMENT, NON-PAVER PLACED, TYPE IVS	406.3400	79
1						1		DL	PAY ADJUSTMENT, BCP, MIXTURE PROPERTIES (N.A.B.I.)	406.9100	-
1						1		DL	PAY ADJUSTMENT, BCP, MAT DENSITY (N.A.B.I.)	406.9200	-
1						1		DL	PAY ADJUSTMENT, BCP, LONGITUDINAL JOINT DENSITY (N.A.B.I.)	406.9300	-
1						1		DL	PAY ADJUSTMENT, BCP, PAVEMENT ROUGHNESS (N.A.B.I.)	406.9400	-
40900						40900		TON	MATERIAL TRANSFER VEHICLE	410.1000	90
187000						187000		SY	COLD CENTRAL PLANT RECYCLING, 3 INCH DEPTH	415.0300	109
4910						4910		TON	AGGREGATE FOR CCPR	415.5100	6
330						330		TON	PORTLAND CEMENT FOR CCPR	415.5200	3
17530						17530		CWT	EMULSIFIED ASPHALT FOR CCPR	415.5300	9
140						140		LB	REINFORCING STEEL, LEVEL I	507.1100	-
20				16		36		LF	DRILLING AND GROUTING DOWELS	507.1600	2
		10	10	3		23		GAL	WATER REPELLENT, SILANE	514.1000	2
		20	30			50		LF	BRIDGE RAILING, GALVANIZED 2 RAIL BOX BEAM	525.3120	8
		1	1			2		EACH	REMOVAL OF STRUCTURE (4-0 X 4-0 CONCRETE BOX CULVERT)	529.1500	-

QTY CALC'S SAY 5538.4 THEN 3937 IS ADDED FROM EARTH WORKS SPREAD SHEET WHICH I CAN'T FIND IN THE SUBMITTAL?

203.2800 ISN'T MENTIONED AS TO WHERE IT WILL BE USED, GENERAL NOTES? THIS WOULD APPLY TO OTHER ITEMS AS TO WHERE THEY WILL BE USED IF NOT NOTED/ DETAILED IN THE PLANS.

QTY CALC'S 10

QTY CALC'S 1220

ITEMS NOT IN QTY CALC'S.

COMES BEFORE 301.2800 ON QTY CALC'S. WERE SIDE ROADS CALCULATED FOR RECLAIM ITEMS?

This number seems low for the length of the project, and required work. Verify?

HAS THE SAFETY EDGE BEEN QAUNTIFIED IN MAINLINE CALC'S? ROUNDING SEEMS INCONSISTANT FOR LARGE QTY ITEMS.

WHERE WOULD THIS BE USED?

SHOULD MATCH 460.0210 + 0410 & RND..

Alternate bid with Foamed Asphalt for CCPR (Item 415.5400)?

DETAILED SUMMARY OF QUANTITIES

QUANTITIES	UNIT	ITEMS
		COARSE MILLING, BITUMINOUS PAVEMENT
16010	SY	VT ROUTE 100
16010	SY	SUBTOTAL
190	SY	ROUNDING
16200	SY	TOTAL
		FULL DEPTH RECLAMATION (FDR)
186891	SY	VT ROUTE 100
186891	SY	SUBTOTAL
109	SY	ROUNDING
187000	SY	TOTAL
		BITUMINOUS CONCRETE PAVEMENT, TYPE IIS
24656	TON	VT ROUTE 100
24656	TON	SUBTOTAL
4	TON	ROUNDING
24660	TON	TOTAL
		BITUMINOUS CONCRETE PAVEMENT, TYPE IVS
16148	TON	VT ROUTE 100
		SIDE ROADS FOR BOTH.
16148	TON	SUBTOTAL
22	TON	ROUNDING
16170	TON	TOTAL
		COLD CENTRAL PLANT RECYCLING, 3 INCH DEPTH
186891	SY	VT ROUTE 100
186891	SY	SUBTOTAL
109	SY	ROUNDING
187000	SY	TOTAL
		PORTLAD CEMENT FOR FDR, EMULSION
16449	TON	VT ROUTE 100
16449	TON	SUBTOTAL
1	TON	ROUNDING
16450	TON	TOTAL

ADD MTV BREAKDOWN.

This seems out of place.

vhb

PROJECT NAME: KILLINGTON - STOCKBRIDGE
PROJECT NUMBER: ER STP 022-1(25)

FILE NAME: z12B234_qs.dgn
PROJECT LEADER: E.P. DETRICK
DESIGNED BY: R.M. O'BRIEN
QUANTITY SUMMARY SHEET 1

PLOT DATE: 7/17/2024
DRAWN BY: R.M. O'BRIEN
CHECKED BY: E.P. DETRICK
SHEET 43 OF 424

STATE OF VERMONT
AGENCY OF TRANSPORTATION

QUANTITY SHEET 2

SUMMARY OF ESTIMATED QUANTITIES						TOTALS		DESCRIPTIONS			
1011 - ROADWAY	1999 - FULL C.E. ITEMS	2011- ROADWAY	3011- ROADWAY	4011 - ROADWAY	OPTION	GRAND TOTAL	FINAL	UNIT	ITEMS	ITEM NUMBER	ROUND
				1		1		EACH	PARTIAL REMOVAL OF STRUCTURE	529.2000	-
				1		1		LS	PRECAST CONCRETE STRUCTURE (4-FT X 4-FT X 11-FT CONCRETE BOX EXTENSION)	540.1000	-
			1			1		LS	PRECAST CONCRETE STRUCTURE (10-0 X 5-0 X 38-0 BOX AND WINGWALLS)	540.1000	-
		1				1		LS	PRECAST CONCRETE STRUCTURE (8-0 X 6-0 X 34-8 BOX AND WINGWALLS)	540.1000	-
1						1		LS	PRECAST CONCRETE STRUCTURE (18 INCH HEADWALL)	540.1000	-
1						1		LS	PRECAST CONCRETE STRUCTURE (24 INCH HEADWALL)	540.1000	-
1						1		LS	PRECAST CONCRETE STRUCTURE (30 INCH HEADWALL)	540.1000	-
1						1		LS	PRECAST CONCRETE STRUCTURE (36 INCH HEADWALL)	540.1000	-
1						1		LS	PRECAST CONCRETE STRUCTURE (42 INCH HEADWALL)	540.1000	-
5						5		CY	CONCRETE, CLASS B	541.2200	EST.
2						2		SY	REPAIR OF CONCRETE SUBSTRUCTURE SURFACE, CLASS I	580.1101	
2						2		SY	REPAIR OF CONCRETE SUBSTRUCTURE SURFACE, CLASS II	580.1102	
1						1		CY	REPAIR OF CONCRETE SUBSTRUCTURE SURFACE, CLASS III	580.1103	
50						50		LF	42 INCH RCP CLASS III	601.0850	2
290						290		LF	15 INCH CPEP(SL)	601.2610	5
800						800		LF	18 INCH CPEP(SL)	601.2615	-
420						420		LF	24 INCH CPEP(SL)	601.2620	7
360						360		LF	30 INCH CPEP(SL)	601.2625	7
100						100		LF	36 INCH CPEP(SL)	601.2630	7
1400						1400		LF	CLEANING CULVERT PIPE, IN-PLACE (0 TO 24 INCHES, INCLUSIVE)	601.9950	7
220						220		LF	CLEANING CULVERT PIPE, IN-PLACE (GREATER THAN 24 INCHES)	601.9960	8
14						14		EACH	CORING CONCRETE	602.4500	-
4						4		EACH	PRECAST REINFORCED CONCRETE DI WITH CAST IRON GRATE	604.1800	-
11						11		EACH	CHANGING ELEVATION OF DIS, CATCH BASINS, OR MANHOLES	604.4000	-
12						12		EACH	REHABILITATING DIS, CATCH BASINS, OR MANHOLES, CLASS I	604.4101	-
4						4		EACH	REHABILITATING DIS, CATCH BASINS, OR MANHOLES, CLASS II	604.4102	EST
3						3		EACH	REHABILITATING DIS, CATCH BASINS, OR MANHOLES, CLASS III	604.4103	EST
27200						27200		LF	UNDERDRAIN PIPE, 6 INCH	605.1006	31
20						20		HR	BULLDOZER RENTAL, TYPE I	608.1001	EST
80						80		HR	POWER GRADER RENTAL	608.1500	EST
1060						1060		HR	ALL-PURPOSE EXCAVATOR RENTAL, TYPE I	608.2501	EST
110						110		HR	SPECIAL PURPOSE EXCAVATOR RENTAL, TYPE I (~~PNEUMATIC HAMMER~~)	608.2601	EST
430						430		HR	POWER BROOM RENTAL, TYPE I	608.3001	EST
60						60		HR	POWER BROOM RENTAL, TYPE II	608.3002	EST
1590						1590		HR	TRUCK RENTAL	608.3700	EST
50						50		HR	LOADER RENTAL, TYPE I	608.4001	EST
41000						41000		TON	DUST CONTROL WITH CALCIUM CHLORIDE	609.1500	1
1						1		LS	GNSS MACHINE CONTROL GRADING	610.1000	-
1						1		EACH	GNSS CONSTRUCTION INSPECTION EQUIPMENT	610.2000	-
1						1		LS	GNSS CONSTRUCTION INSPECTION SURFACE MODELS	610.2500	-

We added a new precast concrete item to the book (540.1500) paid by the each specifically to account for headwalls. Strongly urge you to use that item instead. There is an NTB you need to include to use it, see SharePoint.

IS THERE A NOTE/DETAIL AS TO WHERE THESE ARE TO BE USED?

80/10/10 SPLIT.

Might want to check this for accuracy.

DETAILED SUMMARY OF QUANTITIES

QUANTITIES	UNIT	ITEMS

vhb

PROJECT NAME: KILLINGTON - STOCKBRIDGE
PROJECT NUMBER: ER STP 022-1(25)

FILE NAME: z12B234_qs.dgn
PROJECT LEADER: E.P. DETRICK
DESIGNED BY: R.M. O'BRIEN
QUANTITY SUMMARY SHEET 2

PLOT DATE: 7/17/2024
DRAWN BY: R.M. O'BRIEN
CHECKED BY: E.P. DETRICK
SHEET 44 OF 424

STATE OF VERMONT
AGENCY OF TRANSPORTATION

QUANTITY SHEET 3

SUMMARY OF ESTIMATED QUANTITIES						TOTALS		DESCRIPTIONS				DETAILED SUMMARY OF QUANTITIES		
1011 - ROADWAY	1999 - FULL C.E. ITEMS	2011- ROADWAY	3011- ROADWAY	4011 - ROADWAY	OPTION	GRAND TOTAL	FINAL	UNIT	ITEMS	ITEM NUMBER	ROUND	QUANTITIES	UNIT	ITEMS
		50	60	3		113		CY	E-STONE FILL, TYPE I	613.0601	14			
3700			90			3790		CY	STONE FILL, TYPE I	613.1001	46			
40		30				70		CY	STONE FILL, TYPE II	613.1002	6			
		110				110		CY	STONE FILL, TYPE IV	613.1004	2			
				1		1		EACH	TEMPORARY RELOCATION OF STREAM (STA. A 93+84)	614.1000	-			
			1			1		EACH	TEMPORARY RELOCATION OF STREAM (STA. A168+59)	614.1000	-			
		1				1		EACH	TEMPORARY RELOCATION OF STREAM (STA. A16+78)	614.1000	-			
		160	160			320		LF	CAST-IN-PLACE CONCRETE CURB, TYPE B	616.2702	-			
170						170		LF	BITUMINOUS CONCRETE CURB, TYPE A	616.3101	1			
53						53		EACH	REMOVE AND RESET MAILBOX, SINGLE SUPPORT	617.1100	-			
1						1		EACH	REMOVE AND RESET MAILBOX, MULTIPLE SUPPORT	617.1200	-			
200						200		EACH	YIELDING MARKER POSTS UD'S DON'T GET FLUSHED, THERE'S NO PURPOSE FOR THESE?	619.1700	6			
540						540		LF	REMOVING AND RESETTING FENCE	620.5000	2			
14800						14800		LF	REMOVAL OF GUARDRAIL	621.0100	45			
5280		500	400			6180		LF	REMOVE AND RESET TEMPORARY TRAFFIC BARRIER	621.0200	EST.			
3500						3500		LF	REMOVE AND RESET GUARDRAIL	621.0210	27			
22550		25	37.5			22612.5		LF	STEEL BEAM GUARDRAIL WITH 8 FOOT POSTS	621.1080	38			
425						425		LF	STEEL BEAM GUARDRAIL WITH 8 FOOT POSTS, NESTED	621.1180	-			
90		2	3			95		EACH	ANCHOR FOR STEEL BEAM GUARDRAIL	621.1520	3			
2000		600	700			3300		LF	TEMPORARY TRAFFIC BARRIER,	621.2400	-			
		2	2			4		EACH	ENERGY ABSORPTION ATTENUATOR, TEMPORARY, TL-3	621.7030	-			
		4	4			8		EACH	GUARDRAIL APPROACH SECTION, 2 RAIL BOX BEAM	621.8120	-			
5600		200	200			6000		HR	UNIFORMED TRAFFIC OFFICERS	630.1000	EST			
21200		400	400			22000		HR	FLAGGERS	630.1500	EST			
	1					1		LS	FIELD OFFICE, ENGINEER'S	631.1000	-			
	1					1		LS	FIELD OFFICE, SOILS AND MATERIALS	631.1100	-			
	1					1		LS	TESTING EQUIPMENT, CONCRETE	631.1600	-			
	1					1		LS	TESTING EQUIPMENT, BITUMINOUS	631.1700	-			
	6000					6000		DL	FIELD OFFICE COMMUNICATIONS (N.A.B.I.)	631.2600	EST			
	12					12		EACH	CPM SCHEDULE	633.1000	EST			
	1040					1040		HR	EMPLOYEE TRAINEESHIP	634.1000	EST			
1						1		LS	MOBILIZATION/DEMOBILIZATION	635.1100	-			
1						1		LS	TRAFFIC CONTROL, ALL-INCLUSIVE	641.1100	-			
4						4		EACH	PORTABLE CHANGEABLE MESSAGE SIGN	641.1500	-			
		1	1			2		EACH	TEMPORARY TRAFFIC CONTROL SIGNAL SYSTEM, FIXED	641.2100	-			
113600						113600		LF	TEMPORARY 4 INCH WHITE LINE, PAINT	646.6020	72			
102200						102200		LF	TEMPORARY 4 INCH YELLOW LINE, PAINT	646.6120	28			
60						60		LF	TEMPORARY 8 INCH WHITE LINE, PAINT	646.6420	-			
790						790		LF	TEMPORARY 8 INCH YELLOW LINE, PAINT	646.6520	8			
550						550		LF	TEMPORARY 24 INCH STOP BAR, PAINT	646.6820	6			

DONT MATCH QTY CALC'S AND THERE'S MORE.

missing 621.2500

Yielding marker posts will still be needed for cross pipes and DIs as indicated on the drainage sheet. Also the outet of UD should be marked.

These are NOT Full CE items. CPM Schedule goes under Roadway. Employee Traineeship goes under a dedicated training category.

PROJECT NAME: KILLINGTON - STOCKBRIDGE
PROJECT NUMBER: ER STP 022-1(25)

FILE NAME: z12B234_qs.dgn
PROJECT LEADER: E.P. DETRICK
DESIGNED BY: R.M. O'BRIEN
QUANTITY SUMMARY SHEET 3

PLOT DATE: 7/17/2024
DRAWN BY: R.M. O'BRIEN
CHECKED BY: E.P. DETRICK
SHEET 45 OF 424

STATE OF VERMONT
AGENCY OF TRANSPORTATION

QUANTITY SHEET 4

SUMMARY OF ESTIMATED QUANTITIES					TOTALS		DESCRIPTIONS			
1011 - ROADWAY	1999 - FULL C.E. ITEMS	2011- ROADWAY	3011- ROADWAY	4011 - ROADWAY	OPTION	GRAND TOTAL	FINAL	UNIT	ITEMS	ITEM NUMBER	ROUND
145						145		EACH	TEMPORARY LETTER OR SYMBOL, PAINT	646.6920	-
28400						28400		EACH	LINE STRIPING TARGETS	646.7600	31
199800						199800		SY	GEOTEXTILE FOR ROADBED SEPARATOR	649.1100	97
14400		120	270			14790		SY	GEOTEXTILE UNDER STONE FILL	649.3100	30
52920		440	930			54290		SY	TURF ESTABLISHMENT, GENERAL SEED	651.1500	4
2940						2940		CY	TOPSOIL	651.3500	-
5440		140	330			5910		SY	GRUBBING MATERIAL, 6 INCH	651.4006	22
1						1		LS	EPSC PLAN	653.0100	-
60						60		HR	MONITORING EPSC PLAN	653.0200	EST
1						1		DL	MAINTENANCE OF EPSC PLAN (N.A.B.I.)	653.0300	EST
30						30		TON	HAY MULCH	653.1000	-
10000		440	930			11370		SY	ROLLED EROSION CONTROL PRODUCT, TYPE I	653.2001	20
190						190		CY	CHECK DAM, TYPE I	653.2501	5
30						30		EACH	INLET PROTECTION DEVICE, TYPE I	653.4001	-
5						5		EACH	INLET PROTECTION DEVICE, TYPE II	653.4002	-
920						920		CY	INLET PROTECTION DEVICE, TYPE III	653.4003	7
		1	1	1		3		EACH	FILTER BAG	653.4500	-
15330						15330		LF	SILT FENCE, TYPE I	653.4701	EST
9300		280	420			10000		LF	SILT FENCE, TYPE II	653.4702	EST
26010		340	410			26760		LF	BARRIER FENCE	653.5000	EST
10300						10300		LF	PROJECT DEMARCATION FENCE	653.5500	EST
5880						5880		LF	EROSION LOG	653.6000	-
1590						1590		SF	TRAFFIC SIGN, FLAT SHEET ALUMINUM	675.2000	-
4730						4730		LF	SQUARE TUBE SIGN POST AND ANCHOR	675.3410	-
265						265		EACH	SIGN REMOVAL, FLAT SHEET ALUMINUM	675.5000	-
1						1		EACH	RESETTING SIGNS	675.6000	-
31						31		EACH	REMOVE AND REPLACE DELINEATOR	676.1500	-
1						1		DL	PRICE ADJUSTMENT, ASPHALT (N.A.B.I.)	690.0300	EST
1						1		DL	PRICE ADJUSTMENT, FUEL (N.A.B.I.)	690.0400	EST
									BEGIN OPTION EPOXY PAVEMENT MARKING ITEMS		
					113600	113600		LF	DURABLE 4 INCH WHITE LINE, EPOXY PAINT	646.4030	72
					102200	102200		LF	DURABLE 4 INCH YELLOW LINE, EPOXY PAINT	646.4130	28
					60	60		LF	DURABLE 8 INCH WHITE LINE, EPOXY PAINT	646.4430	-
					790	790		LF	DURABLE 8 INCH YELLOW LINE, EPOXY PAINT	646.4530	8
					550	550		LF	DURABLE 24 INCH STOP BAR, EPOXY PAINT	646.4830	6
					145	145		EACH	DURABLE LETTER OR SYMBOL, EPOXY PAINT	646.4930	-
									END OPTION EPOXY PAVEMENT MARKING ITEMS		

This is enough to cover over 11 acres with turf establishment. Is that correct?

That is an insane amount of geotextile. The only place I see this item being called for is the unsuitable subbase detail. Assuming a 30 foot width, this is enough geotextile to replace 11.35 MILES of subbase. Something is wrong here.

make sure this covers a 4 inch depth everywhere

detail on sheet 12 calls for 2 inch grubbing material

box culvert channel on sheet 391 shows 12 inch grubbing material

This quantity is wrong. Swap unit price and quantity. It should be something like a quantity of 5,000 at a unit price of $1.00, similar to how field office communications is handled

DETAILED SUMMARY OF QUANTITIES		
QUANTITIES	UNIT	ITEMS

PROJECT NAME: KILLINGTON - STOCKBRIDGE
PROJECT NUMBER: ER STP 022-1(25)

FILE NAME: $FIELS$
PROJECT LEADER: E.P. DETRICK
DESIGNED BY: R.M. O'BRIEN
QUANTITY SUMMARY SHEET 4

PLOT DATE: 7/17/2024
DRAWN BY: R.M. O'BRIEN
CHECKED BY: E.P. DETRICK
SHEET 46 OF 424

STATE OF VERMONT
AGENCY OF TRANSPORTATION

QUANTITY SHEET 5

| SUMMARY OF ESTIMATED QUANTITIES | | |

STATE OF VERMONT
AGENCY OF TRANSPORTATION

ITEM DETAIL SHEET 1

AFTER COMPARING THE QTY CALC'S TO WHAT'S ON QTY SHEETS MAKE SURE ALL OTHER DETAILS OR ITEMS BREAKDOWNS MATCH IN THE PLAN SET.

BEGIN STATION	END STATION	POS.	213.3015 MILLED RUMBLE STRIPS, SINUSOIDAL CENTERLINE	525.3120 BRIDGE RAILING, GALV 2 RAIL BOX BEAM	613.1001 STONE FILL, TYPE I	613.1002 STONE FILL, TYPE II	613.1003 STONE FILL, TYPE IV	616.2702 CAST-IN-PLACE CONCRETE CURB, TYPE B	616.3101 BITUMINOUS CONCRETE CURB, TYPE A	617.1100 REMOVE & RESET MAILBOX, SINGLE SUPPORT	617.1200 REMOVE & RESET MAILBOX, MULTIPLE SUPPORT	619.1700 YIELDING MARKER POSTS	621.0100 REMOVAL OF GUARDRAIL	621.0210 REMOVE & RESET GUARDRAIL	621.1080 STEEL BEAM GUARDRAIL WITH 8 FOOT POSTS	621.1520 ANCHOR FOR STEEL BEAM GUARDRAIL	621.8120 GUARDRAIL APPR SECT, GALV 2 RAIL BOX BEAM	REMARKS
			LF	LF	CY	CY	CY	LF	LF	EA	EA	EA	LF	LF	LF	EA	EA	
	KILLINGTON																	
301+00	304+78	LT											378.0		387.5			CONNECT TO EXSITING GUARDRAIL
4+78	13+00	LT											160.0		825.0	1		G-1D END UNIT, NORTH END ONLY
8+00	13+50	RT											292.0		550.0	2		G-1D END UNIT
22+62	22+87	RT											25.0		25.0	1		G-1D END UNIT, SOUTH END ONLY
39+75	42+50	RT													275.0	2		G-1D END UNIT
51+50	52+75	LT													125.0	2		G-1D END UNIT
57+50	60+00	LT											171.0		250.0	2		G-1D END UNIT
72+88	80+75	LT											124.0		787.5	2		G-1D END UNIT
81+13	87+13	LT											456.0		600.0	2		G-1D END UNIT
86+75	89+00	RT											162.0		225.0	2		G-1D END UNIT
104+88	105+63	LT													75.0	2		G-1D END UNIT
105+50	107+00	RT													150.0	2		G-1D END UNIT
119+50	120+50	LT													100.0	2		G-1D END UNIT
124+00	131+13	LT													712.5	2		G-1D END UNIT
136+75	138+75	LT													200.0	2		G-1D END UNIT
136+75	137+25	RT													50.0	2		G-1D END UNIT
144+50	148+25	LT											419.0		375.0	2		G-1D END UNIT (MOD)
154+20	164+33	LT											953.0		1012.5	2		G-1D END UNIT
157+20	157+69	RT											49.0					
165+99	186+24	LT											1650.0		2025.0	1		G-1D END UNIT, CONNECT TO EXSTING GUARDRAIL
168+75	170+75	RT													200.0	2		G-1D END UNIT
187+39	194+27	LT											492.0		687.5	1		CONNECT TO EXISTING GUARDRAIL, G-1D END UNIT
188+25	192+50	RT													425.0	2		G-1D END UNIT
197+94	208+32	LT											1040.0		1037.5	1		G-1D END UNIT (GUARDRAIL RUN CONTINUES INTO PITTSFIELD
	PITTSFIELD																	
A 0+00	A 0+48	LT											50.0		50.0	1		EXTEND GUARDRAIL UP TO BRIDGE RAIL
A 0+76	A 16+51	LT											1672.0		1575.0	1		EXTEND GUARDRAIL UP TO BRIDGE RAIL
A 16+13	A 16+38	RT													37.5	1		
A 16+38	A 16+67	RT															1	
A 16+45	A 16+74	LT															1	
A 16+67	A 16+78	RT		10														
A 16+74	A 16+83	LT		10														
A 16+78	A 17+07	RT															1	
A 16+83	A 17+12	LT															1	
A 17+07	A 17+32	RT													25.0	1		
A 17+08	A 28+33	LT											870.0		1125.0	1		G-1D END UNIT
A 32+12	A 36+99	LT											519.0		487.5	1		G-1D END UNIT, CONNECT TO EXISTING GUARDRAIL
A 38+05	A 51+80	LT											800.0		1375.0	1		CONNECT TO EXISTING GUARDRAIL, G-1D END UNIT
A 58+25	A 61+00	LT											293.0		275.0	2		G-1D END UNIT
A 59+75	A 60+50	RT											99.0		75.0	2		G-1D END UNIT
A 75+50	A 76+88	LT													137.5	2		G-1D END UNIT
A 91+00	A 92+00	LT													100.0	2		G-1D END UNIT
A 93+62	A 93+86	RT													25.0	2		G-1D END UNIT
A 93+78	A 98+28	LT													450.0	1		G-1D END UNIT NORTH END ONLY
A 110+44	A 116+56	LT											289.0		612.5	2		G-1D END UNIT
A 111+00	A 111+75	RT													75.0	2		G-1D END UNIT
A 119+04	A 122+16	LT											367.0		312.5	2		G-1D END UNIT
A 168+13	A 168+26	LT													12.5	1		G-1D END UNIT
A 168+26	A 168+54	LT															1	
A 168+27	A 168+40	RT													25.0	1		G-1D END UNIT
A 168+40	A 168+69	RT															1	
A 168+54	A 168+67	LT		13														
A 168+67	A 168+95	LT															1	
A 168+69	A 168+83	RT		14														
A 168+83	A 169+12	RT															1	
A 168+95	A 169+08	LT													12.5	1		G-1D END UNIT
A 169+15	A 170+15	RT													100.0	1		G-1D END UNIT (MOD)
A 171+27	A 173+77	RT											279.0		250.0	1		G-1D END UNIT (MOD), EXTEND GUARDRAIL UP TO BRIDGE RAIL
A 174+39	A 181+02	RT											676.0		662.5	1		EXTEND GUARDRAIL UP TO BRIDGE RAIL, G-1D END UNIT
A 194+25	A 194+75	RT													50.0	2		G-1D END UNIT
A 219+50	A 223+00	RT													350.0	2		G-1D END UNIT
A 239+00	A 245+50	RT											542.0		650.0	2		G-1D END UNIT
	STOCKBRIDGE																	
B 5+50	B 8+50	RT													300.0	2		G-1D END UNIT
B 20+38	B 25+00	RT													462.5	2		G-1D END UNIT
B 32+00	B 35+38	RT											550.0		337.5	2		G-1D END UNIT (MOD)
B 35+50	B 35+75	LT											60.0		25.0	2		G-1D END UNIT
B 36+00	B 42+00	RT											648.0		600.0	2		G-1D END UNIT (MOD)
B 49+25	B 57+75	RT											670.0		850.0	2		G-1D END UNIT (MOD)
SUBTOTAL SHEET 1			0	47	0	0	0	0	0	0	0	0	14755	0	22525.0	87	8	

PROJECT NAME: KILLINGTON - STOCKBRIDGE
PROJECT NUMBER: ER STP 022-1(25)

FILE NAME: z12B234_ids.dgn
PROJECT LEADER: E.P. DETRICK
DESIGNED BY: R.M. O'BRIEN
ITEM DETAIL SHEET 1

PLOT DATE: 7/17/2024
DRAWN BY: R.M. O'BRIEN
CHECKED BY: E.P. DETRICK
SHEET 48 OF 424

STATE OF VERMONT
AGENCY OF TRANSPORTATION

ITEM DETAIL SHEET 2

BEGIN STATION	END STATION	POS.	213.3015 MILLED RUMBLE STRIPS, SINUSOIDAL CENTERLINE (LF)	525.3120 BRIDGE RAILING, GALV 2 RAIL BOX BEAM (LF)	613.1001 STONE FILL, TYPE I (CY)	613.1002 STONE FILL, TYPE II (CY)	613.1003 STONE FILL, TYPE IV (CY)	616.2702 CAST-IN-PLACE CONCRETE CURB, TYPE B (LF)	616.3101 BITUMINOUS CONCRETE CURB, TYPE A (LF)	617.1100 REMOVE & RESET MAILBOX, SINGLE SUPPORT (EA)	617.1200 REMOVE & RESET MAILBOX, MULTIPLE SUPPORT (EA)	619.1700 YIELDING MARKER POSTS (EA)	621.0100 REMOVAL OF GUARDRAIL (LF)	621.0210 REMOVE & RESET GUARDRAIL (LF)	621.1080 STEEL BEAM GUARDRAIL WITH 8 FOOT POSTS (LF)	621.1520 ANCHOR FOR STEEL BEAM GUARDRAIL (EA)	621.8120 GUARDRAIL APPR SECT, GALV 2 RAIL BOX BEAM (EA)	REMARKS
	KILLINGTON																	
86+50	87+50	LT							100									
	PITTSFIELD																	
A16+28	A16+68	RT						40										
A16+34	A16+74	LT						40										
A16+78	A17+19	RT						40										
A16+83	A17+22	LT						40										
A70+90	A71+21	LT							31									
A71+67	A71+84	LT							17									
A72+09	A72+30	LT							21									
A168+15	A168+55	LT						40										
A168+29	A168+69	RT						40										
A168+67	A169+07	LT						40										
A168+82	A169+26	RT						40										
	KILLINGTON																	
27+47		LT								1								
35+96		LT								1								
45+43		RT								1								
45+67		LT								1								
	PITTSFIELD																	
A31+28		LT								1								
A61+08		RT								1								
A70+93		LT								1								
A71+85		LT								1								
A74+31		LT									1							
A78+30		LT								1								
A80+67		LT								1								
A82+63		LT								1								
A87+35		LT								1								
A93+92		RT								1								
A123+86		RT								1								
A123+90		RT								1								
A128+74		LT								1								
A142+68		LT								1								
A146+21		LT								1								
A149+21		LT								1								
A153+14		LT								1								
A158+02		LT								1								
A166+83		LT								1								
A192+60		RT								1								
A197+15		RT								1								
A214+26		RT								1								
A216+26		LT								1								
A232+99		RT								1								
A247+36		LT								1								
	STOCKBRIDGE																	
B 0+48		LT								1								
B 0+50		LT								1								
B 3+39		LT								1								
B 4+85		RT								1								
B 9+90		RT								1								
B 10+24		RT								1								
B 10+25		RT								1								
B 13+98		LT								1								
B 20+34		LT								1								
B 20+64		LT								1								
B 21+66		LT								1								
B 24+58		LT								1								
B 28+87		LT								1								
B 29+63		RT								1								
B 38+01		LT								1								
B 38+31		LT								1								
B 58+14		LT								1								
B 59+24		RT								1								
B 61+14		LT								1								
B 70+96		RT								1								
B 71+08		LT								1								
B 77+95		LT								1								
B 90+85		LT								1								
B 92+71		LT								1								
B 93+45		LT								1								
SUBTOTAL SHEET 2			0	0	0	0	0	320	169	53	1	0	0	0	0	0	0	

PROJECT NAME: KILLINGTON - STOCKBRIDGE
PROJECT NUMBER: ER STP 022-1(25)

FILE NAME: z12B234_ids.dgn
PROJECT LEADER: E.P. DETRICK
DESIGNED BY: R.M. O'BRIEN
ITEM DETAIL SHEET 2

PLOT DATE: 7/17/2024
DRAWN BY: R.M. O'BRIEN
CHECKED BY: E.P. DETRICK
SHEET 49 OF 424

STATE OF VERMONT
AGENCY OF TRANSPORTATION

ITEM DETAIL SHEET 3

BEGIN STATION	END STATION	POS.	213.3015 MILLED RUMBLE STRIPS, SINUSOIDAL CENTERLINE LF		525.3120 BRIDGE RAILING, GALV 2 RAIL BOX BEAM LF		613.1001 STONE FILL, TYPE I CY	613.1002 STONE FILL, TYPE II CY	613.1003 STONE FILL, TYPE IV CY		616.2702 CAST-IN-PLACE CONCRETE CURB, TYPE B LF	616.3101 BITUMINOUS CONCRETE CURB, TYPE A LF		617.1100 REMOVE & RESET MAILBOX, SINGLE SUPPORT EA	617.1200 REMOVE & RESET MAILBOX, MULTIPLE SUPPORT EA		619.1700 YIELDING MARKER POSTS EA		621.0100 REMOVAL OF GUARDRAIL LF	621.0210 REMOVE & RESET GUARDRAIL LF	621.1080 STEEL BEAM GUARDRAIL WITH 8 FOOT POSTS LF	621.1520 ANCHOR FOR STEEL BEAM GUARDRAIL EA	621.8120 GUARDRAIL APPR SECT, GALV 2 RAIL BOX BEAM EA	REMARKS
KILLINGTON																									
39+25	40+25	RT					24.44																		
40+68	40+89	LT					1.64																		
40+75	42+25	RT					24.48																		
41+50	41+70	LT					2.58																		
51+75	52+75	LT					16.80																		
57+75	58+75	LT					25.56																		
73+25	74+25	LT					26.58																		
75+75	77+75	LT					16.99																		
81+25	81+75	LT					12.38																		
87+50	88+00	LT					8.08																		
97+31	97+51	LT					4.81																		
99+75	100+25	LT					7.51																		
103+25	103+75	RT					22.41																		
104+93	105+25	LT					6.12																		
105+50	107+00	RT					36.87																		
107+75	108+25	RT					5.36																		
109+00	109+25	RT					2.38																		
109+25	109+50	LT					9.54																		
113+25	113+75	LT					6.91																		
122+25	122+75	LT					16.07																		
125+25	125+60	RT					10.43																		
125+25	125+75	LT					9.94																		
126+25	130+75	LT					106.30																		
130+25	131+25	RT					24.30																		
137+25	138+75	LT					51.53																		
146+25	148+25	LT					37.85																		
158+25	159+50	LT					21.90																		
161+25	162+25	LT					11.16																		
162+19	162+34	RT					6.62																		
162+75	163+25	RT					10.81																		
163+25	164+00	LT					4.72																		
166+75	173+75	LT					176.90																		
168+75	169+75	RT					17.34																		
176+25	178+25	LT					34.04																		
180+25	181+25	RT					14.76																		
184+00	185+25	RT					49.84																		
187+25	187+75	LT					5.36																		
188+25	192+25	RT					90.73																		
191+75	194+25	LT					92.26																		
199+75	202+75	LT					43.77																		
200+78	200+93	RT					7.15																		
204+50	207+25	LT					45.85																		
207+75	208+26	LT					17.98																		
PITTSFIELD																									
A0+00	A+50	LT					-																		
A3+25	A5+25	LT					18.11																		
A5+75	A7+25	LT					24.86																		
A20+75	A21+25	LT					4.28																		
A21+75	A27+25	LT					92.51																		
A34+75	A35+25	LT					4.76																		
A41+25	A42+25	LT					36.03																		
A44+75	A45+25	LT					3.18																		
A46+25	A48+25	LT					52.53																		
A58+25	A59+75	LT					17.81																		
A68+75	A69+75	RT					11.91																		
A69+75	A70+25	LT					22.42																		
A76+31	A76+51	RT					4.29																		
A81+96	A82+16	RT					11.74																		
A89+25	A89+75	RT					4.00																		
A91+25	A92+75	RT					30.17																		
A95+25	A96+25	RT					27.28																		
A95+25	A96+25	LT					18.17																		
A97+75	A98+25	LT					11.91																		
A100+75	A101+25	RT					8.80																		
A105+25	A107+75	LT					57.07																		
A111+25	A111+75	RT					15.12																		
A113+75	A116+25	LT					74.03																		
A119+75	A120+75	LT					7.98																		
A121+75	A123+25	RT					22.59																		
A124+75	A125+75	RT					18.50																		
A144+75	A145+75	RT					10.00																		
A175+30	A178+80	RT					41.33																		
A181+26	A181+75	RT					5.16																		
A184+75	A185+25	RT					9.47																		
A194+25	A194+75	RT					17.30																		
A209+50	A210+25	RT					7.65																		
A221+75	A223+00	RT					10.97																		
A223+00	A223+50	LT					21.64																		
A230+25	A231+25	RT					33.33																		
A244+75	A245+50	RT					22.15																		
A249+50	A250+75	LT					47.00																		
SUBTOTAL SHEET 3			0		0		1995	0	0		0	0		0	0		0		0	0	0	0	0		

vhb

PROJECT NAME: KILLINGTON - STOCKBRIDGE
PROJECT NUMBER: ER STP 022-1(25)

FILE NAME: $FIELS$
PROJECT LEADER: E.P. DETRICK
DESIGNED BY: R.M. O'BRIEN
ITEM DETAIL SHEET 3

PLOT DATE: 7/17/2024
DRAWN BY: R.M. O'BRIEN
CHECKED BY: E.P. DETRICK
SHEET 50 OF 424

STATE OF VERMONT
AGENCY OF TRANSPORTATION

ITEM DETAIL SHEET 4

BEGIN STATION	END STATION	POS.	213.3015 MILLED RUMBLE STRIPS, SINUSOIDAL LF	525.3120 BRIDGE RAILING, GALV 2 RAIL BOX BEAM LF	613.1001 STONE FILL, TYPE I CY	613.1002 STONE FILL, TYPE II CY	613.1003 STONE FILL, TYPE IV CY	616.2702 CAST-IN-PLACE CONCRETE CURB, TYPE B LF	616.3101 BITUMINOUS CONCRETE CURB, TYPE A LF	617.1100 REMOVE & RESET MAILBOX, SINGLE SUPPORT EA	617.1200 REMOVE & RESET MAILBOX, MULTIPLE SUPPORT EA	619.1700 YIELDING MARKER POSTS EA	621.0100 REMOVAL OF GUARDRAIL LF	621.0210 REMOVE & RESET GUARDRAIL LF	621.1080 STEEL BEAM GUARDRAIL WITH 8 FOOT POSTS LF	621.1520 ANCHOR FOR STEEL BEAM GUARDRAIL EA	621.8120 GUARDRAIL APPR SECT, GALV 2 RAIL BOX BEAM EA	REMARKS
STOCKBRIDGE																		
B5+50	B8+50	RT			54.35													
B15+75	B16+25	LT			18.89													
B22+25	B22+75	RT			7.02													
B22+75	B24+10	LT			30.80													
B23+75	B24+75	RT			20.00													
B35+40	B35+75	LT			4.80													
B43+75	B44+25	RT			6.71													
B49+25	B52+25	RT			78.55													
B53+25	B55+25	RT			21.12													
B56+50	B57+75	RT			17.44													
B68+25	B70+25	LT			19.02													
B82+35	B82+65	LT			5.40													
KILLINGTON																		
12+00	45+50	CL	3350															
49+15	92+00	CL	4285															
95+70	103+70	CL	800															
111+30	119+35	CL	805															
121+70	135+05	CL	1335															
135+45	143+20	CL	775															
153+50	163+25	CL	975															
165+85	171+30	CL	545															
171+70	186+65	CL	1495															
187+05	193+80	CL	675															
197+75	208+26	CL	1051															
PITTSFIELD																		
A0+00	A29+80	CL	2980															
A32+05	A37+10	CL	505															
A37+50	A69+85	CL	3235															
A79+25	A86+75	CL	750															
A89+35	A108+10	CL	1875															
A108+45	A121+75	CL	1330															
A236+30	A247+25	CL	1095															
STOCKBRIDGE																		
B4+10	B18+10	CL	1400															
B21+15	B26+65	CL	550															
B35+90	B45+70	CL	980															
EXISTING PIPES AND STRUCTURES												160						
RE-USE EXISTING RAIL														3000				
CONNECTING TO EXISTING RAIL																		
UNDERDRAIN DETAIL												72						
DITCH DETAIL					1387.93													
DRAINAGE DETAIL					183.85	63.21	108.08					122						
SUBTOTAL THIS SHEET			30791	0	1856	63	108	0	0	0	0	354	0	3000	0	0	0	
SUBTOTAL SHEET 1			0	47	0	0	0	0	0	0	0	0	14755	0	22525.0	87	8	
SUBTOTAL SHEET 2			0	0	0	0	0	320	169	53	1	0	0	0	0	0	0	
SUBTOTAL SHEET 3			0	0	1995	0	0	0	0	0	0	0	0	0	0	0	0	
SUBTOTAL			30791	47	3851	63	108	320	169	53	1	354	14755	3000	22525.0	87	8	
ROUNDING			9	8	4	2	2	0	1	0	0	6	5	0	0	3	2	
TOTAL			30800	55	3855	65	110	320	170	53	1	360	14760	3000	22525.0	90	10	

50 on the QTY sheet

70

200

3500

22612.5

95

8

please check all of these

vhb

PROJECT NAME: KILLINGTON - STOCKBRIDGE
PROJECT NUMBER: ER STP 022-1(25)

FILE NAME: z12B234_ids.dgn
PROJECT LEADER: E.P. DETRICK
DESIGNED BY: R.M. O'BRIEN
ITEM DETAIL SHEET 4

PLOT DATE: 7/17/2024
DRAWN BY: R.M. O'BRIEN
CHECKED BY: E.P. DETRICK
SHEET 51 OF 424

STONE FILL, TYPE I
KILLINGTON
STA. 1+50 - STA. 3+25 LT

NOT NEEDED LISTED ON TITLE SHEET.

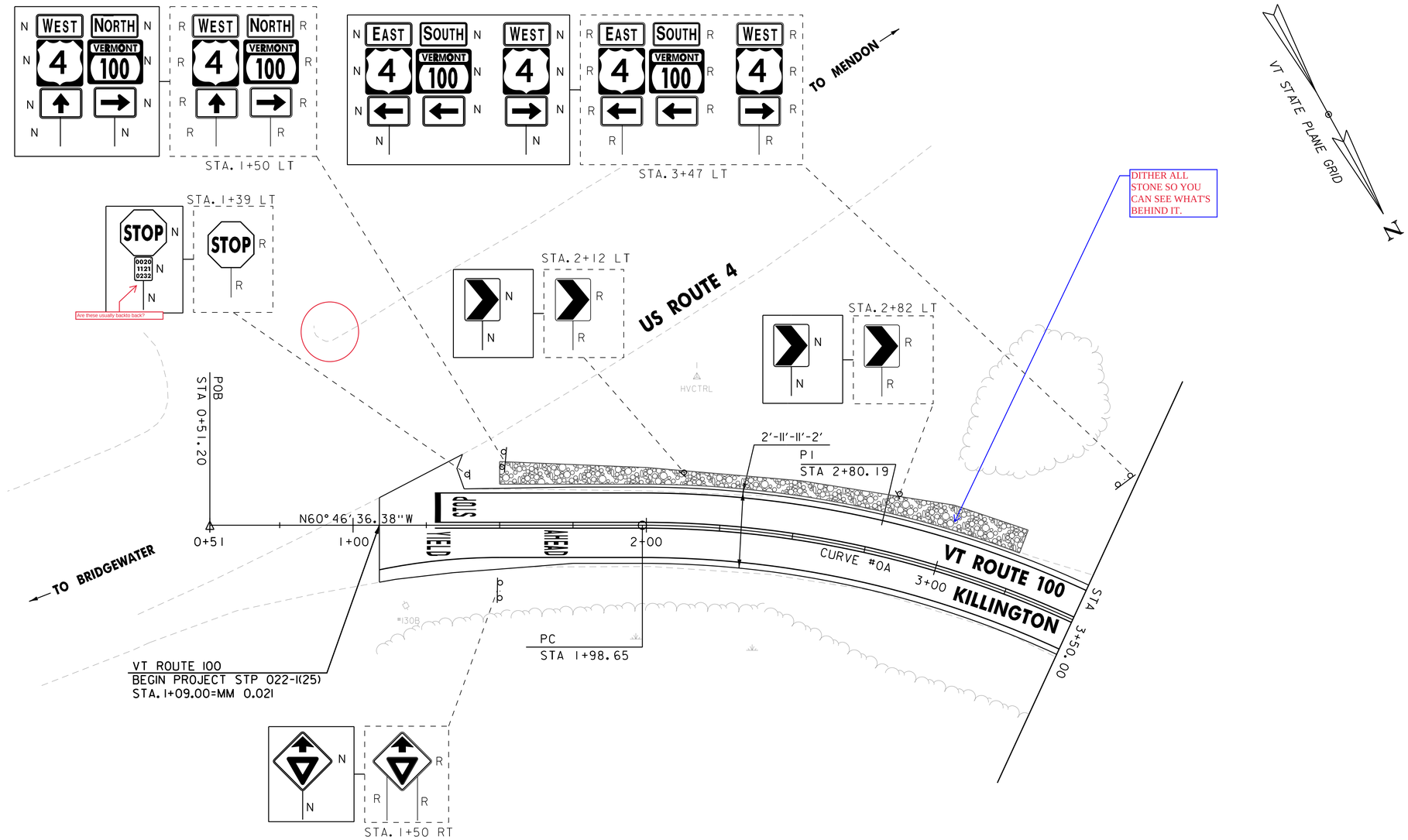
TEMPORARY 4 INCH WHITE LINE, PAINT
DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
KILLINGTON
STA. 1+09 - STA. 3+50 (SOLID RT)
STA. 1+28 - STA. 3+50 (SOLID LT)

TEMPORARY 4 INCH YELLOW LINE, PAINT
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
KILLINGTON
STA. 1+28 - STA. 3+50 (SOLID LT & RT)

TEMPORARY 24 INCH STOP BAR, PAINT
DURABLE 24 INCH STOP BAR (SEE OPTION ITEMS)
KILLINGTON
STA. 1+28 LT

TEMPORARY LETTER OR SYMBOL, PAINT
DURABLE LETTER OR SYMBOL (SEE OPTION ITEMS)
KILLINGTON
STA. 1+25 RT "YIELD"
STA. 1+34 LT "STOP"
STA. 1+65 RT "AHEAD"

SIGN REMOVAL, FLAT SHEET ALUMINUM
KILLINGTON
STA. 1+39 LT
STA. 1+50 RT
STA. 1+50 LT (6)
STA. 2+12 LT
STA. 2+82 LT
STA. 3+47 LT (9)



CURVE #0A
DELTA = 26° 13' 48" RT
D = 16° 22' 13"
R = 350.00'
T = 81.54'
L = 160.23'
E = 9.37'
DESIGN SPEED 15 MPH
SEE SUPERELEVATION DIAGRAMS
FOR BANKING INFORMATION

SIGN LEGEND

R = REMOVE
RES = RESET
R&R = REMOVE & RESET
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = ----------
NEW = ————————

0 20 40
SCALE IN FEET

ALL LEGENDS SHOULD BE IN THE LOWER LEFT CORNER WHEN POSSIBLE.

vhb

PROJECT NAME:	KILLINGTON - STOCKBRIDGE
PROJECT NUMBER:	ER STP 022-1(25)

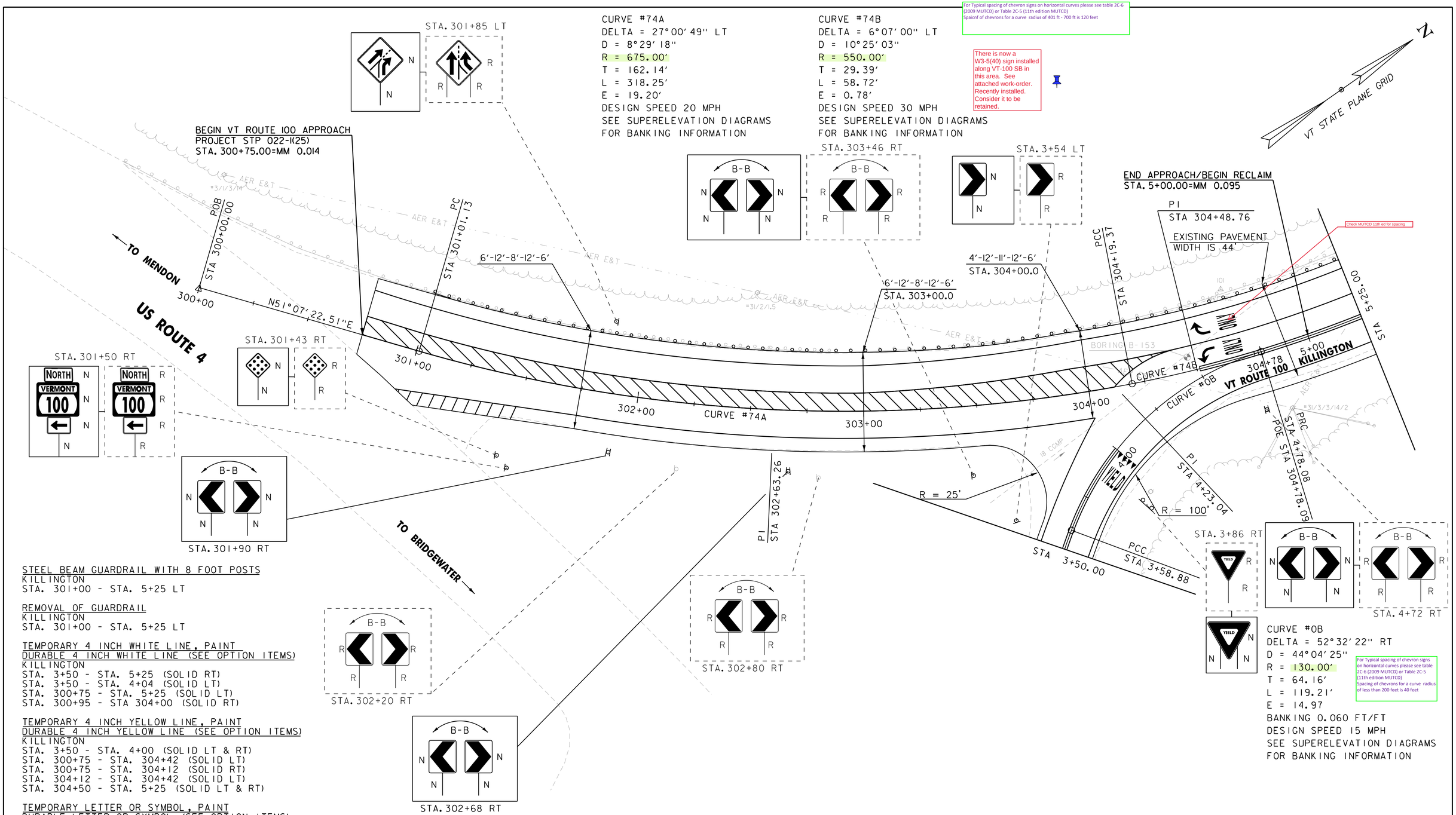
FILE NAME: z12B234BDR_GEN1.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
PROJECT LAYOUT SHEET 1	SHEET 52 OF 424

For Typical spacing of chevron signs on horizontal curves please see table 2C-6 (2009 MUTCD) or Table 2C-5 (11th edition MUTCD)
Spaicnf of chevrons for a curve radius of 401 ft - 700 ft is 120 feet

There is now a W3-5(40) sign installed along VT-100 SB in this area. See attached work-order. Recently installed. Consider it to be retained.

CURVE #74A
DELTA = 27°00′49″ LT
D = 8°29′18″
R = 675.00′
T = 162.14′
L = 318.25′
E = 19.20′
DESIGN SPEED 20 MPH
SEE SUPERELEVATION DIAGRAMS
FOR BANKING INFORMATION

CURVE #74B
DELTA = 6°07′00″ LT
D = 10°25′03″
R = 550.00′
T = 29.39′
L = 58.72′
E = 0.78′
DESIGN SPEED 30 MPH
SEE SUPERELEVATION DIAGRAMS
FOR BANKING INFORMATION



STEEL BEAM GUARDRAIL WITH 8 FOOT POSTS
KILLINGTON
STA. 301+00 - STA. 5+25 LT

REMOVAL OF GUARDRAIL
KILLINGTON
STA. 301+00 - STA. 5+25 LT

TEMPORARY 4 INCH WHITE LINE, PAINT
DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
KILLINGTON
STA. 3+50 - STA. 5+25 (SOLID RT)
STA. 3+50 - STA. 4+04 (SOLID LT)
STA. 300+75 - STA. 5+25 (SOLID LT)
STA. 300+95 - STA 304+00 (SOLID RT)

TEMPORARY 4 INCH YELLOW LINE, PAINT
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
KILLINGTON
STA. 3+50 - STA. 4+00 (SOLID LT & RT)
STA. 300+75 - STA. 304+42 (SOLID LT)
STA. 300+75 - STA. 304+12 (SOLID RT)
STA. 304+12 - STA. 304+42 (SOLID LT)
STA. 304+50 - STA. 5+25 (SOLID LT & RT)

TEMPORARY LETTER OR SYMBOL, PAINT
DURABLE LETTER OR SYMBOL (SEE OPTION ITEMS)
KILLINGTON
STA. 3+85 RT "YIELD"
STA. 3+97 RT TRIANGLES (4)
STA. 304+50 LT TURN ARROW (2)
STA. 304+63 LT "ONLY" (2)

DURABLE 8 INCH YELLOW LINE (SEE OPTION ITEMS)
KILLINGTON
STA. 300+75 - STA. 304+42 (SOLID LT)

DURABLE 8 INCH WHITE LINE (SEE OPTION ITEMS)
KILLINGTON
STA. 300+95 - STA. 301+48 (SOLID RT)

SIGN REMOVAL, FLAT SHEET ALUMINUM
KILLINGTON
STA. 301+43 RT
STA. 301+50 RT (3)
STA. 301+85 LT
STA. 302+20 RT (2)
STA. 302+80 RT (2)
STA. 303+46 RT (2)
STA. 3+54 LT
STA. 3+86 RT
STA. 4+72 RT (2)

CURVE #0B
DELTA = 52°32′22″ RT
D = 44°04′25″
R = 130.00′
T = 64.16′
L = 119.21′
E = 14.97
BANKING 0.060 FT/FT
DESIGN SPEED 15 MPH
SEE SUPERELEVATION DIAGRAMS
FOR BANKING INFORMATION

For Typical spacing of chevron signs on horizontal curves please see table 2C-6 (2009 MUTCD) or Table 2C-5 (11th edition MUTCD)
Spacing of chevrons for a curve radius of less than 200 feet is 40 feet

SIGN LEGEND
R = REMOVE
RES = RESET
R&R = REMOVE & RESET
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = ----------
NEW = ————

0 20 40
SCALE IN FEET

vhb

PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: zl2B234BDR_GEN2.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
PROJECT LAYOUT SHEET 2	SHEET 53 OF 424

STEEL BEAM GUARDRAIL WITH 8 FOOT POSTS
KILLINGTON
STA. 5+25 - STA. 10+75 LT
STA. 8+00 - STA. 10+75 RT

REMOVAL OF GUARDRAIL
KILLINGTON
STA. 5+25 - STA. 6+38 LT
STA. 7+35 - STA. 10+27 RT

ANCHOR FOR STEEL BEAM GUARDRAIL
KILLINGTON
STA. 8+00 RT

TEMPORARY 4 INCH WHITE LINE, PAINT
DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
KILLINGTON
STA. 5+25 - STA. 10+75 (SOLID LT & RT)
STA. 5+25 - STA. 8+61 (SOLID LANE LINE LT)
STA. 8+61 - STA. 10+00 (DASH LANE LINE LT)

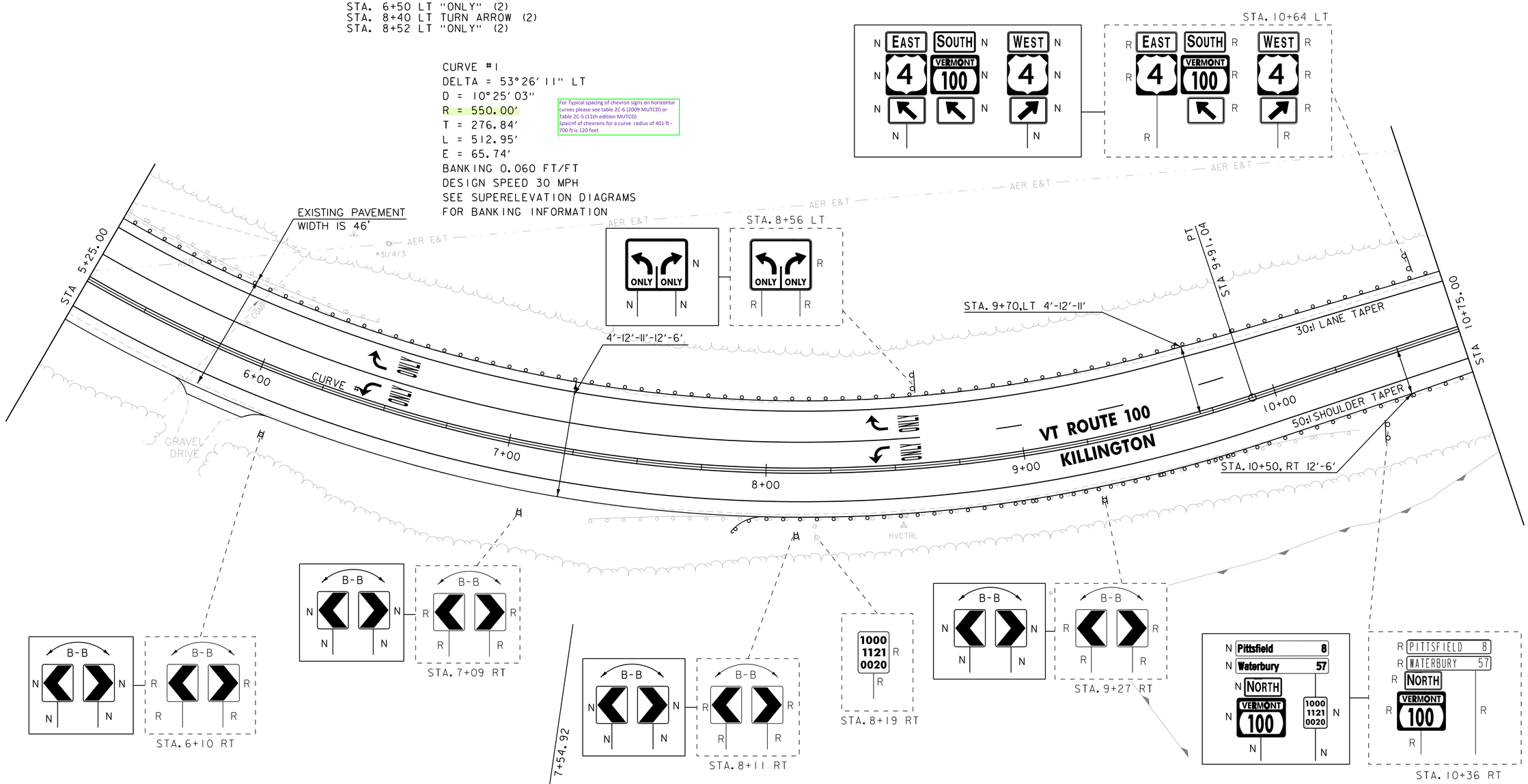
TEMPORARY 4 INCH YELLOW LINE, PAINT
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
KILLINGTON
STA. 5+25 - STA. 10+75 (SOLID LT & RT)

TEMPORARY LETTER OR SYMBOL, PAINT
DURABLE LETTER OR SYMBOL (SEE OPTION ITEMS)
KILLINGTON
STA. 6+38 LT TURN ARROW (2)
STA. 6+50 LT "ONLY" (2)
STA. 8+40 LT TURN ARROW (2)
STA. 8+52 LT "ONLY" (2)

SIGN REMOVAL, FLAT SHEET ALUMINUM
KILLINGTON
STA. 6+10 RT (2)
STA. 7+09 RT (2)
STA. 8+11 RT (2)
STA. 8+19 RT
STA. 8+56 LT (2)
STA. 9+27 RT (2)
STA. 10+36 RT (4)
STA. 10+64 LT (8)

CURVE #1
DELTA = 53°26'11" LT
D = 10°25'03"
R = 550.00'
T = 276.84'
L = 512.95'
E = 65.74'
BANKING 0.060 FT/FT
DESIGN SPEED 30 MPH
SEE SUPERELEVATION DIAGRAMS
FOR BANKING INFORMATION

For Typical spacing of chevron signs on horizontal curves please see table 2C-6 (2009 MUTCD) or Table 2C-5 (11th edition MUTCD)
Spaicnf of chevrons for a curve radius of 401 ft - 700 ft is 120 feet



ENVIRONMENTALLY SENSITIVE LOCATION
KILLINGTON
STA. 8+89 - STA. 10+75 RT (WETLAND)

SIGN LEGEND
R = REMOVE
RES = RESET
R&R = REMOVE & RESET
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = ----------
NEW = ————

0 20 40
SCALE IN FEET

PROJECT NAME:	KILLINGTON - STOCKBRIDGE
PROJECT NUMBER:	ER STP 022-1(25)

FILE NAME: z12B234BDR_GEN3.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
PROJECT LAYOUT SHEET 3	SHEET 54 OF 424

MILLED RUMBLE STRIPS, SINUSOIDAL CENTERLINE
KILLINGTON
STA. 12+00 - STA. 16+25 CL

UNDERDRAIN PIPE, 6 INCH
KILLINGTON
STA. 14+50 - STA. 16+25 RT

STEEL BEAM GUARDRAIL WITH 8 FOOT POSTS
KILLINGTON
STA. 10+75 - STA. 13+00 LT
STA. 10+75 - STA. 13+50 RT

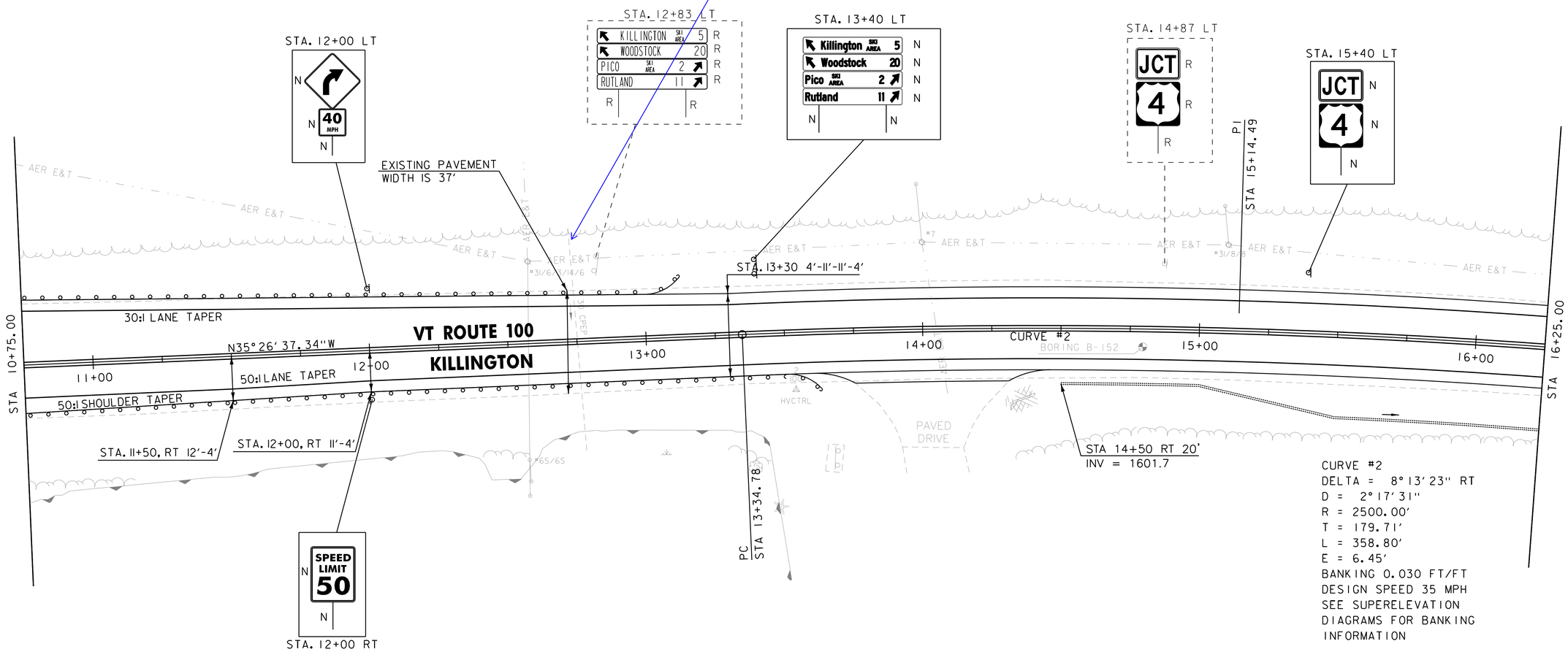
ANCHOR FOR STEEL BEAM GUARDRAIL
KILLINGTON
STA. 13+00 LT
STA. 13+50 RT

TEMPORARY 4 INCH WHITE LINE, PAINT
DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
KILLINGTON
STA. 10+75 - STA. 16+25 (SOLID LT & RT)

TEMPORARY 4 INCH YELLOW LINE, PAINT
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
KILLINGTON
STA. 10+75 - STA. 16+25 (SOLID LT & RT)

SIGN REMOVAL, FLAT SHEET ALUMINUM
KILLINGTON
STA. 12+83 LT (4)
STA. 14+87 LT (2)

ADD CLEANING CULVERT PIPE CONSTRUCTION NOTES UNLESS LOCATIONS ARE LISTED SOME WHERE ELSE IN THE PLANS.



CURVE #2
DELTA = 8°13'23" RT
D = 2°17'31"
R = 2500.00'
T = 179.71'
L = 358.80'
E = 6.45'
BANKING 0.030 FT/FT
DESIGN SPEED 35 MPH
SEE SUPERELEVATION DIAGRAMS FOR BANKING INFORMATION

ENVIRONMENTALLY SENSITIVE LOCATION
KILLINGTON
STA. 10+75 - STA. 13+49 RT (WETLAND)

SIGN LEGEND
R = REMOVE
RES = RESET
R&R = REMOVE & RESET
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = ----------
NEW = ————

0 20 40
SCALE IN FEET

vhb

PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234BDR_GEN4.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
PROJECT LAYOUT SHEET 4	SHEET 55 OF 424

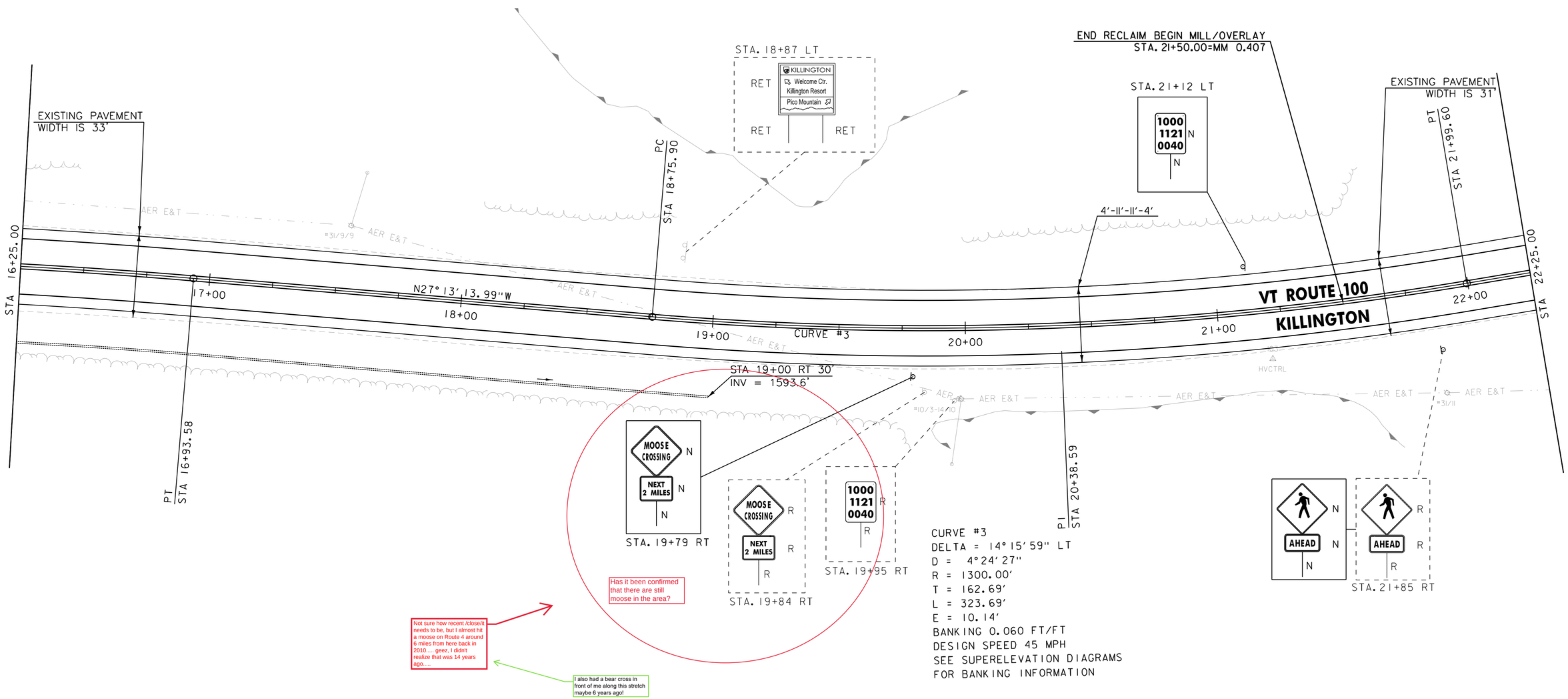
MILLED RUMBLE STRIPS, SINUSOIDAL CENTERLINE
KILLINGTON
STA. 16+25 - STA. 22+25 CL

UNDERDRAIN PIPE, 6 INCH
KILLINGTON
STA. 16+25 RT - STA. 19+00 LT

TEMPORARY 4 INCH WHITE LINE, PAINT
DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
KILLINGTON
STA. 16+25 - STA. 22+25 (SOLID LT & RT)

TEMPORARY 4 INCH YELLOW LINE, PAINT
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
KILLINGTON
STA. 16+25 - STA. 22+25 (SOLID LT & RT)

SIGN REMOVAL, FLAT SHEET ALUMINUM
KILLINGTON
STA. 19+84 RT (2)
STA. 19+95 RT
STA. 21+85 RT (2)



CURVE #3
DELTA = 14° 15' 59" LT
D = 4° 24' 27"
R = 1300.00'
T = 162.69'
L = 323.69'
E = 10.14'
BANKING 0.060 FT/FT
DESIGN SPEED 45 MPH
SEE SUPERELEVATION DIAGRAMS
FOR BANKING INFORMATION

ENVIRONMENTALLY SENSITIVE LOCATION
KILLINGTON
STA. 18+06 - STA. 20+03 LT (WETLAND)
STA. 19+87 - STA. 21+66 RT (WETLAND)

SIGN LEGEND
R = REMOVE
RES = RESET
R&R = REMOVE & RESET
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = ----------
NEW = ————————

0 20 40
SCALE IN FEET

vhb

PROJECT NAME:	KILLINGTON - STOCKBRIDGE
PROJECT NUMBER:	ER STP 022-1(25)

FILE NAME: z12B234BDR_GEN5.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
PROJECT LAYOUT SHEET 5	SHEET 56 OF 424

MILLED RUMBLE STRIPS, SINUSOIDAL CENTERLINE
KILLINGTON
STA. 22+25 - STA. 27+50 CL

UNDERDRAIN PIPE, 6 INCH
KILLINGTON
STA. 25+50 - STA. 27+50 LT

REMOVE AND RESET MAILBOX, SINGLE SUPPORT
KILLINGTON
STA. 27+47 LT

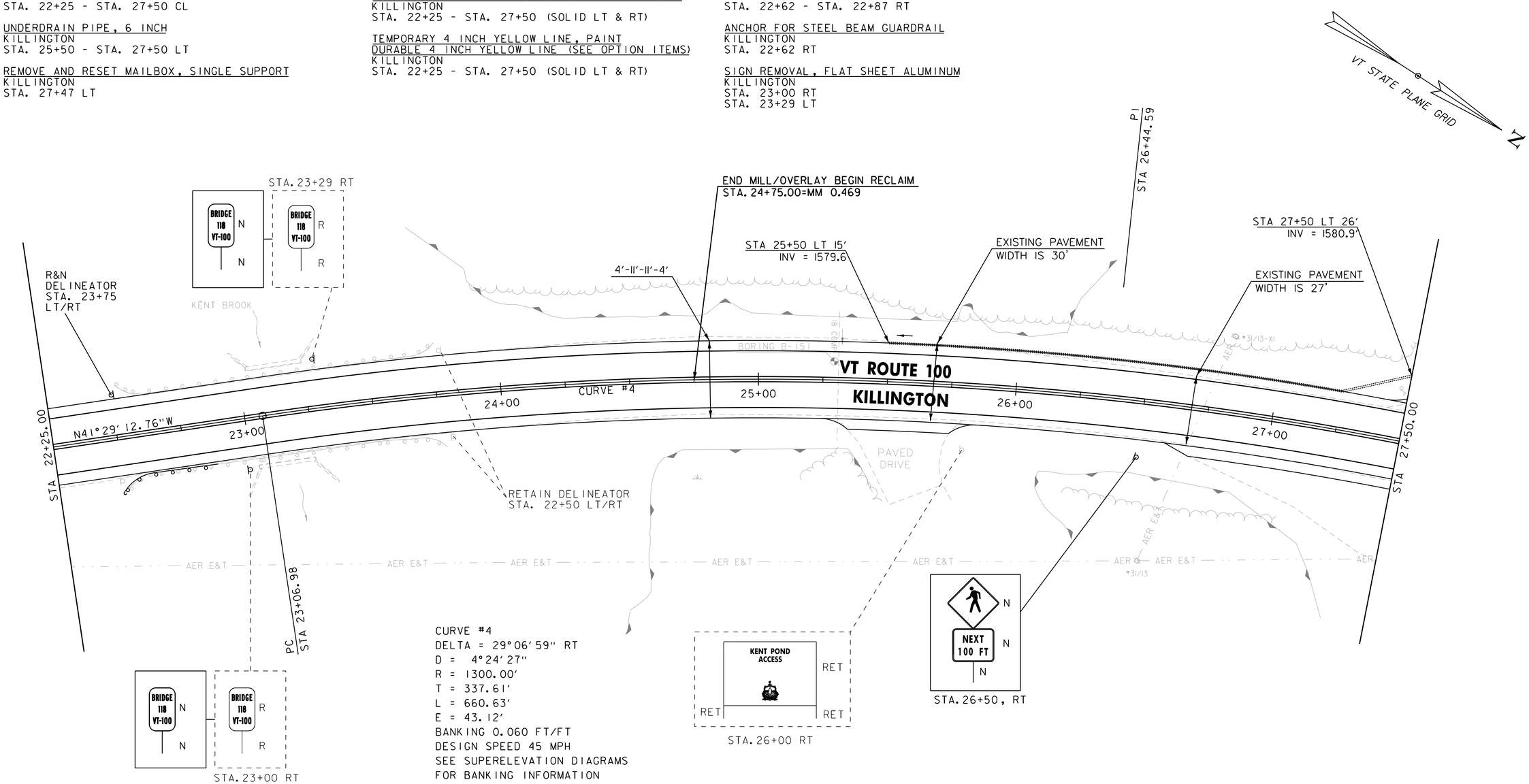
TEMPORARY 4 INCH WHITE LINE, PAINT
DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
KILLINGTON
STA. 22+25 - STA. 27+50 (SOLID LT & RT)

TEMPORARY 4 INCH YELLOW LINE, PAINT
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
KILLINGTON
STA. 22+25 - STA. 27+50 (SOLID LT & RT)

STEEL BEAM GUARDRAIL WITH 8 FOOT POSTS
KILLINGTON
STA. 22+62 - STA. 22+87 RT

ANCHOR FOR STEEL BEAM GUARDRAIL
KILLINGTON
STA. 22+62 RT

SIGN REMOVAL, FLAT SHEET ALUMINUM
KILLINGTON
STA. 23+00 RT
STA. 23+29 LT



CURVE #4
DELTA = 29°06'59" RT
D = 4°24'27"
R = 1300.00'
T = 337.61'
L = 660.63'
E = 43.12'
BANKING 0.060 FT/FT
DESIGN SPEED 45 MPH
SEE SUPERELEVATION DIAGRAMS
FOR BANKING INFORMATION

ENVIRONMENTALLY SENSITIVE LOCATION
KILLINGTON
STA. 23+69 - STA. 26+34 LT (WETLAND)
STA. 24+44 - STA. 25+46 RT (WETLAND)
STA. 26+10 - STA. 27+32 RT (WETLAND)

SIGN LEGEND
R = REMOVE
RES = RESET
R&R = REMOVE & RESET
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = ----------
NEW = ————

0 20 40
SCALE IN FEET

vhb

PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234BDR_GEN6.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
PROJECT LAYOUT SHEET 6	SHEET 57 OF 424

MILLED RUMBLE STRIPS, SINUSOIDAL CENTERLINE
KILLINGTON
STA. 27+50 - STA. 33+00 CL

UNDERDRAIN PIPE, 6 INCH
KILLINGTON
STA. 28+50 - STA. 30+00 LT
STA. 30+25 - STA. 33+00 LT

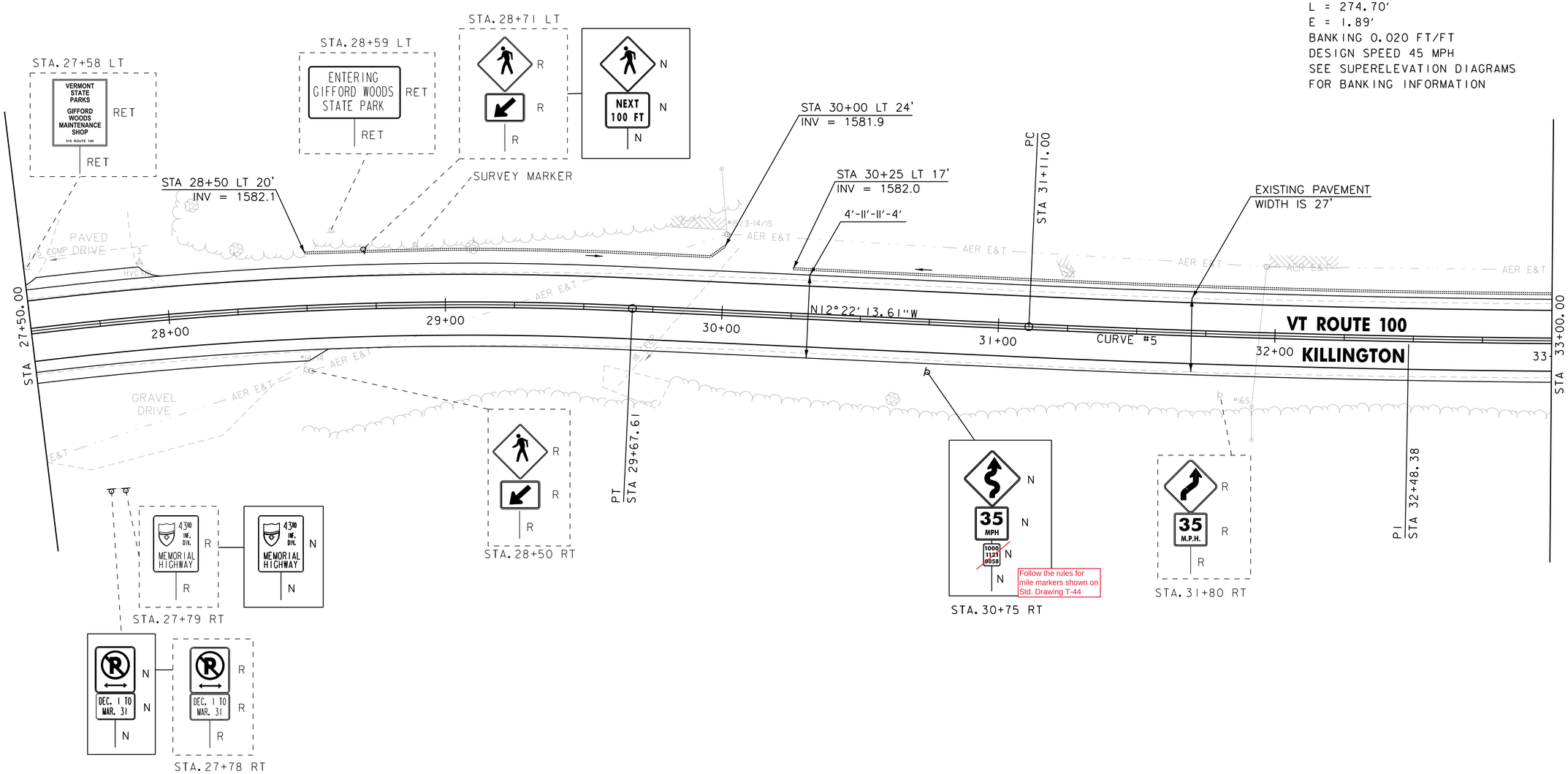
TEMPORARY 4 INCH WHITE LINE, PAINT
DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
KILLINGTON
STA. 27+50 - STA. 33+00 (SOLID LT & RT)

TEMPORARY 4 INCH YELLOW LINE, PAINT
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
KILLINGTON
STA. 27+50 - STA. 33+00 (SOLID LT & RT)

SIGN REMOVAL. FLAT SHEET ALUMINUM
KILLINGTON
STA. 27+78 RT (2)
STA. 27+79 RT
STA. 28+50 RT (2)
STA. 28+71 LT (2)
STA. 31+80 RT (2)

VT STATE PLANE GRID
N

CURVE #5
DELTA = 3°08'52" LT
D = 1°08'45"
R = 5000.00'
T = 137.38'
L = 274.70'
E = 1.89'
BANKING 0.020 FT/FT
DESIGN SPEED 45 MPH
SEE SUPERELEVATION DIAGRAMS
FOR BANKING INFORMATION



SIGN LEGEND
R = REMOVE
RES = RESET
R&R = REMOVE & RESET
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = ----------
NEW = ————————

0 20 40
SCALE IN FEET

vhb

PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234BDR_GEN7.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
PROJECT LAYOUT SHEET 7	SHEET 58 OF 424

MILLED RUMBLE STRIPS, SINUSOIDAL CENTERLINE
KILLINGTON
STA. 33+00 - STA. 38+50 CL

UNDERDRAIN PIPE, 6 INCH
KILLINGTON
STA. 33+00 - STA. 35+77 LT
STA. 37+50 - STA. 38+50 RT

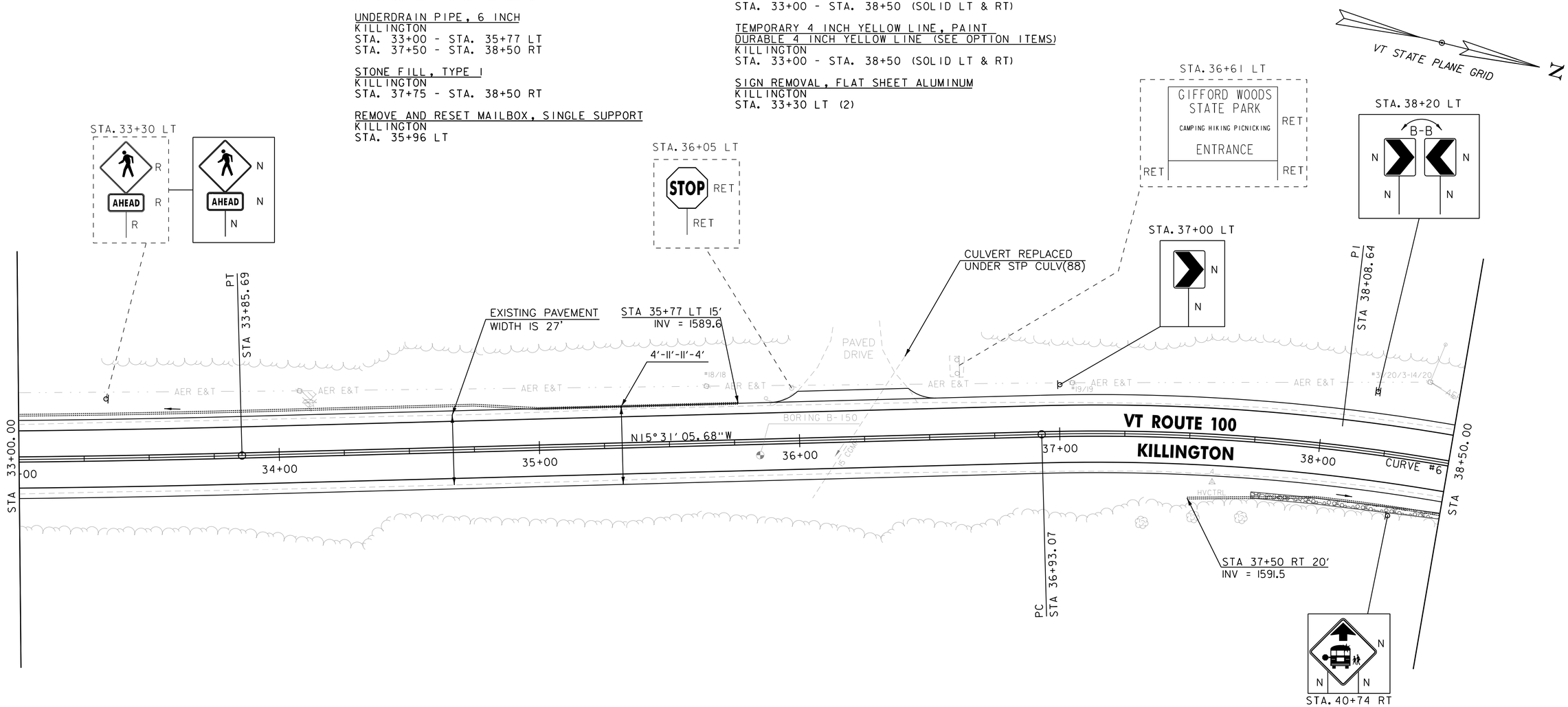
STONE FILL, TYPE I
KILLINGTON
STA. 37+75 - STA. 38+50 RT

REMOVE AND RESET MAILBOX, SINGLE SUPPORT
KILLINGTON
STA. 35+96 LT

TEMPORARY 4 INCH WHITE LINE, PAINT
DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
KILLINGTON
STA. 33+00 - STA. 38+50 (SOLID LT & RT)

TEMPORARY 4 INCH YELLOW LINE, PAINT
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
KILLINGTON
STA. 33+00 - STA. 38+50 (SOLID LT & RT)

SIGN REMOVAL, FLAT SHEET ALUMINUM
KILLINGTON
STA. 33+30 LT (2)



CURVE #6
DELTA = 16°26'28" RT
D = 7°09'43"
R = 800.00'
T = 115.57'
L = 229.56'
E = 8.31'
BANKING 0.058 FT/FT
DESIGN SPEED 35 MPH
SEE SUPERELEVATION DIAGRAMS
FOR BANKING INFORMATION

For Typical spacing of chevron signs on horizontal curves please see table 2C-6 (2009 MUTCD) or Table 2C-5 (11th edition MUTCD)
Spacing of chevrons for a curve radius of 701 ft - 1,250 ft is 160 ft is 120 feet

SIGN LEGEND
R = REMOVE
RES = RESET
R&R = REMOVE & RESET
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = ----------
NEW = ————————

0 20 40
SCALE IN FEET

vhb

PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234BDR_GEN8.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
PROJECT LAYOUT SHEET 8	SHEET 59 OF 424

MILLED RUMBLE STRIPS, SINUSOIDAL CENTERLINE
KILLINGTON
STA. 38+50 - STA. 44+00 CL

UNDERDRAIN PIPE, 6 INCH
KILLINGTON
STA. 38+50 - STA. 39+50 RT
STA. 41+75 - STA. 44+00 LT

STONE FILL, TYPE I
KILLINGTON
STA. 38+50 - STA. 38+75 RT
STA. 39+25 - STA. 40+25 RT
STA. 40+68 - STA. 40+89 LT
STA. 40+75 - STA. 42+25 RT
STA. 41+50 - STA. 41+70 LT

STONE FILL, TYPE II
KILLINGTON
STA. 40+92.6 RT (6'L x 3'W x 3'D)

TEMPORARY 4 INCH WHITE LINE, PAINT
DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
KILLINGTON
STA. 38+50 - STA. 44+00 (SOLID LT & RT)

TEMPORARY 4 INCH YELLOW LINE, PAINT
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
KILLINGTON
STA. 38+50 - STA. 44+00 (SOLID LT & RT)

SIGN REMOVAL, FLAT SHEET ALUMINUM
KILLINGTON
STA. 41+08 RT (2)
STA. 42+65 LT

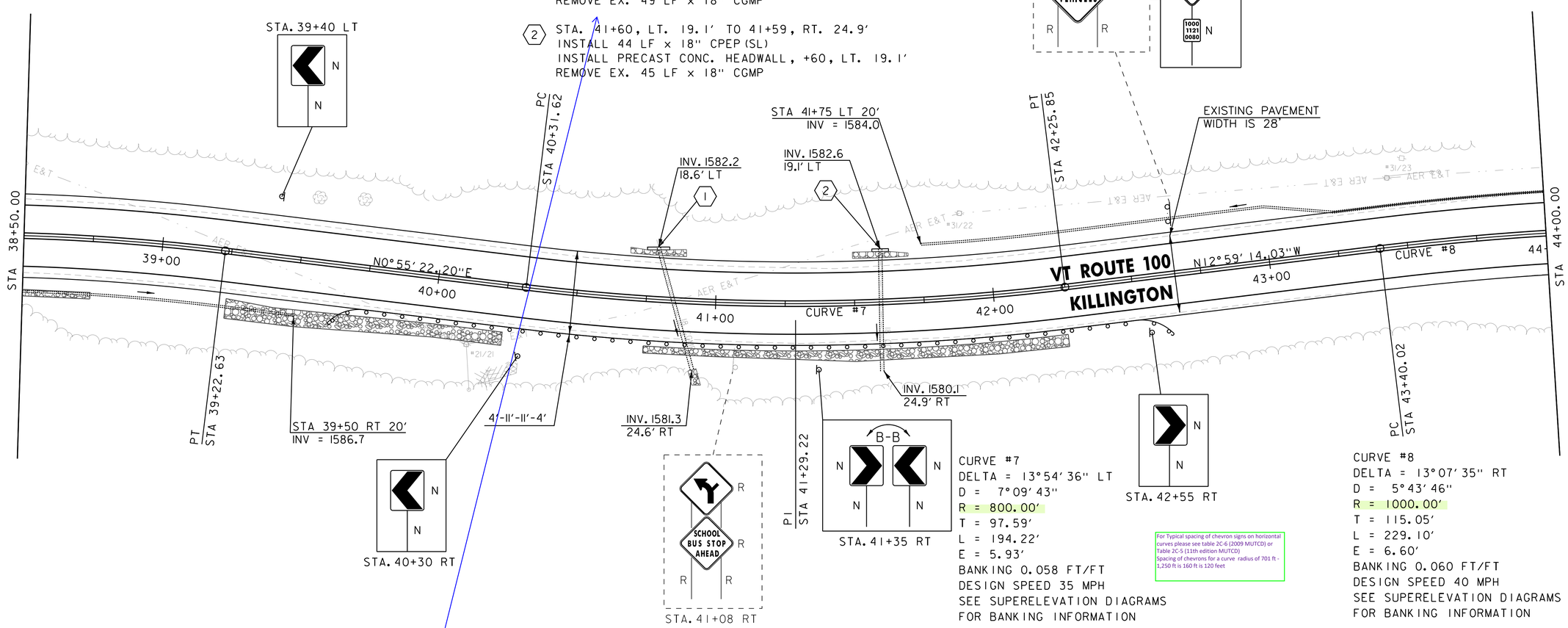
STEEL BEAM GUARDRAIL WITH 8 FOOT POSTS
KILLINGTON
STA. 39+75 - STA. 42+50 RT

ANCHOR FOR STEEL BEAM GUARDRAIL
KILLINGTON
STA. 39+75 RT
STA. 42+50 RT

VT STATE PLANE GRID
N

(1) STA. 40+78, LT. 18.6' TO 40+93, RT. 24.6'
INSTALL 46 LF x 24" CPEP(SL)
INSTALL PRECAST CONC. HEADWALL, +78, LT. 18.6'
REMOVE EX. 49 LF x 18" CGMP

(2) STA. 41+60, LT. 19.1' TO 41+59, RT. 24.9'
INSTALL 44 LF x 18" CPEP(SL)
INSTALL PRECAST CONC. HEADWALL, +60, LT. 19.1'
REMOVE EX. 45 LF x 18" CGMP



CURVE #7
DELTA = 13°54'36" LT
D = 7°09'43"
R = 800.00'
T = 97.59'
L = 194.22'
E = 5.93'
BANKING 0.058 FT/FT
DESIGN SPEED 35 MPH
SEE SUPERELEVATION DIAGRAMS
FOR BANKING INFORMATION

For Typical spacing of chevron signs on horizontal curves please see table 2C-6 (2009 MUTCD) or Table 2C-5 (11th edition MUTCD)
Spacing of chevrons for a curve radius of 701 ft - 1,250 ft is 160 ft is 120 feet

CURVE #8
DELTA = 13°07'35" RT
D = 5°43'46"
R = 1000.00'
T = 115.05'
L = 229.10'
E = 6.60'
BANKING 0.060 FT/FT
DESIGN SPEED 40 MPH
SEE SUPERELEVATION DIAGRAMS
FOR BANKING INFORMATION

PUT THESE DOWN HERE IN ORDER OUT OF THE WAY, APPLIES TO ALL PLAN SHEETS. REDUCE THE CLUTTER

SIGN LEGEND
R = REMOVE
RES = RESET
R&R = REMOVE & RESET
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = ----------
NEW = ————————

0 20 40
SCALE IN FEET

vhb

PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234BDR_GEN9.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
PROJECT LAYOUT SHEET 9	SHEET 60 OF 424

MILLED RUMBLE STRIPS, SINUSOIDAL CENTERLINE
KILLINGTON
STA. 44+00 - STA. 45+50 CL
STA. 49+15 - STA. 49+50 CL

UNDERDRAIN PIPE, 6 INCH
KILLINGTON
STA. 44+00 - STA. 44+50 LT
STA. 45+50 - STA. 48+50 RT

STONE FILL, TYPE I
KILLINGTON
STA. 45+50 - STA. 46+75 RT

TEMPORARY 4 INCH WHITE LINE, PAINT
DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
KILLINGTON
STA. 44+00 - STA. 48+79 (SOLID RT)
STA. 44+00 - STA. 49+50 (SOLID LT)
STA. 49+12 - STA. 49+50 (SOLID RT)

TEMPORARY 4 INCH YELLOW LINE, PAINT
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
KILLINGTON
STA. 44+00 - STA. 48+76 (SOLID LT & RT)
STA. 49+16 - STA. 49+50 (SOLID LT & RT)
STA. 48+96 RT (CENTERLINE TH #60) (2)

TEMPORARY 24 INCH STOP BAR, PAINT)
DURABLE 24 INCH STOP BAR (SEE OPTION ITEMS)
KILLINGTON
STA. 49+09 RT (TH #60)

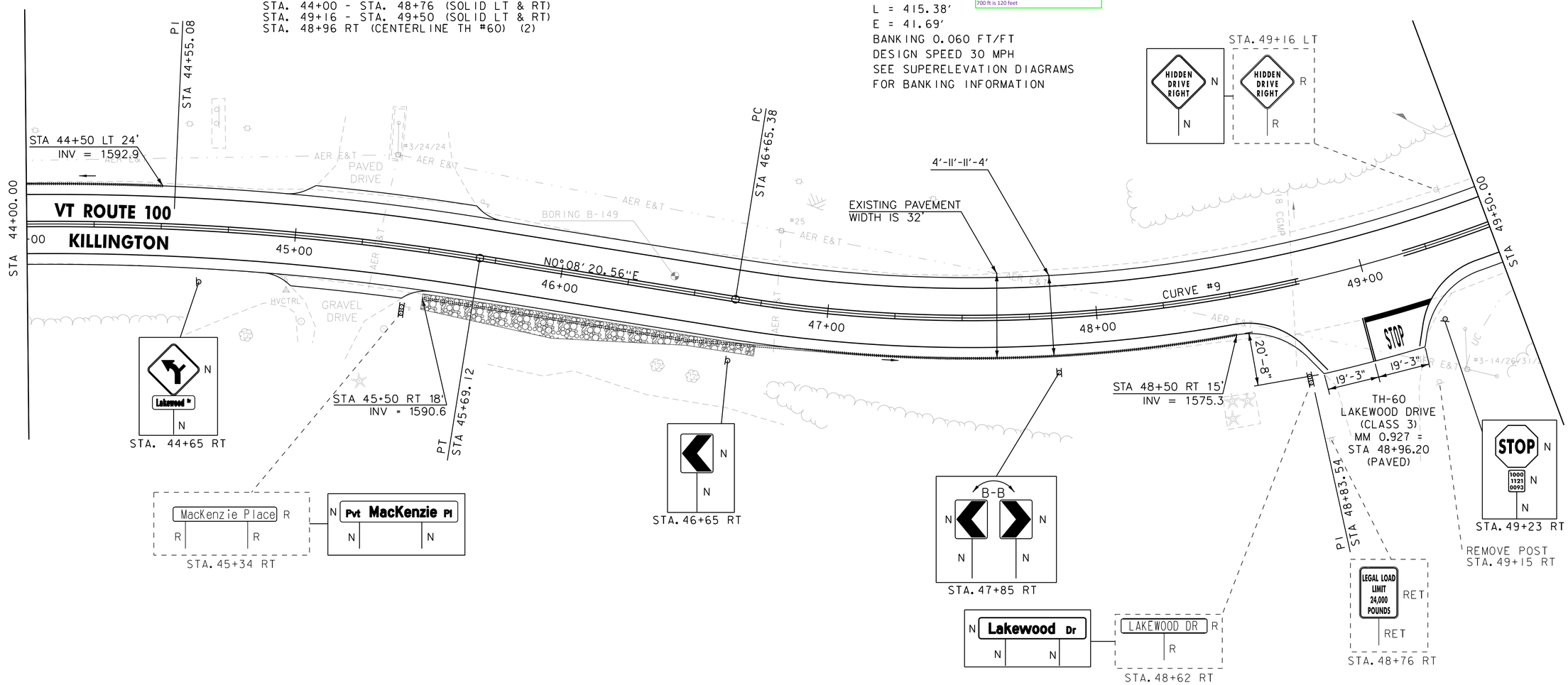
TEMPORARY LETTER OR SYMBOL, PAINT
DURABLE LETTER OR SYMBOL (SEE OPTION ITEMS)
KILLINGTON
STA. 49+05 RT "STOP" (TH #60)

REMOVE AND RESET MAILBOX, SINGLE SUPPORT
KILLINGTON
STA. 45+43 RT
STA. 45+67 LT

SIGN REMOVAL, FLAT SHEET ALUMINUM
KILLINGTON
STA. 45+34 RT
STA. 48+62 RT
STA. 49+15 RT (POST ONLY)
STA. 49+16 LT

CURVE #9
DELTA = 43°16'17" LT
D = 10°25'03"
R = 550.00'
T = 218.16'
L = 415.38'
E = 41.69'
BANKING 0.060 FT/FT
DESIGN SPEED 30 MPH
SEE SUPERELEVATION DIAGRAMS
FOR BANKING INFORMATION

For Typical spacing of chevron signs on horizontal curves please see table 2C-6 (2009 MUTCD) or Table 2C-5 (11th edition MUTCD)
Spacint of chevrons for a curve radius of 401 ft - 700 ft is 120 feet



ENVIRONMENTALLY SENSITIVE LOCATION
KILLINGTON
STA. 49+29 - STA. 49+50 LT (WETLAND)

SIGN LEGEND
R = REMOVE
RES = RESET
R&R = REMOVE & RESET
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = ----------
NEW = ————

0 20 40
SCALE IN FEET

vhb

PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234BDR_GEN10.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
PROJECT LAYOUT SHEET 10	SHEET 61 OF 424

MILLED RUMBLE STRIPS, SINUSOIDAL CENTERLINE
KILLINGTON
STA. 49+50 - STA. 55+00 CL

UNDERDRAIN PIPE, 6 INCH
KILLINGTON
STA. 50+50 - STA. 51+75 RT
STA. 52+50 - STA. 55+00 RT

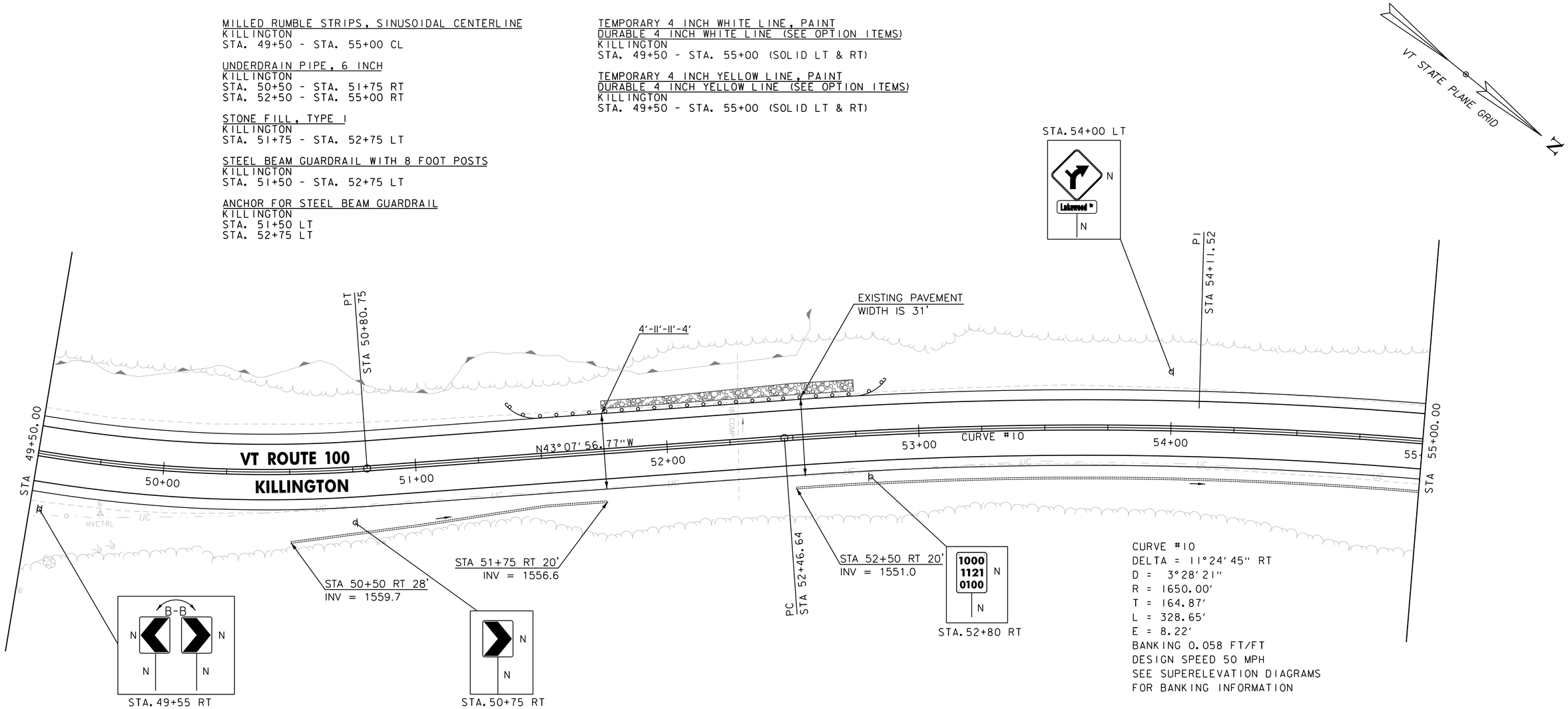
STONE FILL, TYPE I
KILLINGTON
STA. 51+75 - STA. 52+75 LT

STEEL BEAM GUARDRAIL WITH 8 FOOT POSTS
KILLINGTON
STA. 51+50 - STA. 52+75 LT

ANCHOR FOR STEEL BEAM GUARDRAIL
KILLINGTON
STA. 51+50 LT
STA. 52+75 LT

TEMPORARY 4 INCH WHITE LINE, PAINT
DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
KILLINGTON
STA. 49+50 - STA. 55+00 (SOLID LT & RT)

TEMPORARY 4 INCH YELLOW LINE, PAINT
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
KILLINGTON
STA. 49+50 - STA. 55+00 (SOLID LT & RT)



CURVE #10
DELTA = 11°24'45" RT
D = 3°28'21"
R = 1650.00'
T = 164.87'
L = 328.65'
E = 8.22'
BANKING 0.058 FT/FT
DESIGN SPEED 50 MPH
SEE SUPERELEVATION DIAGRAMS
FOR BANKING INFORMATION

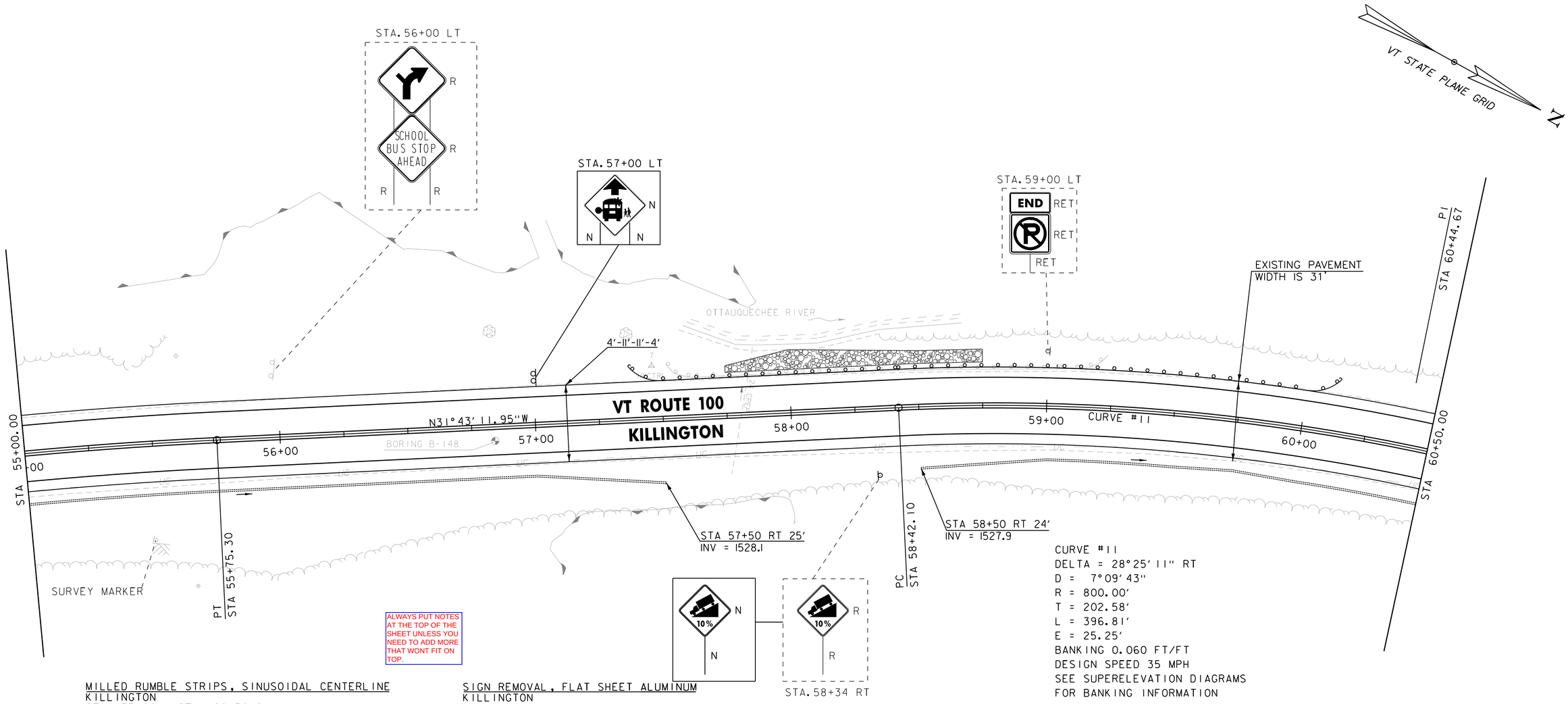
ENVIRONMENTALLY SENSITIVE LOCATION
KILLINGTON
STA. 49+50 - STA. 52+61 LT (WETLAND)

SIGN LEGEND
R = REMOVE
RES = RESET
R&R = REMOVE & RESET
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = ----------
NEW = _____

0 20 40
SCALE IN FEET

vhb

PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234BDR_GEN11.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
PROJECT LAYOUT SHEET 11	SHEET 62 OF 424



ALWAYS PUT NOTES AT THE TOP OF THE SHEET UNLESS YOU NEED TO ADD MORE THAT WONT FIT ON TOP.

CURVE #11
DELTA = 28°25'11" RT
D = 7°09'43"
R = 800.00'
T = 202.58'
L = 396.81'
E = 25.25'
BANKING 0.060 FT/FT
DESIGN SPEED 35 MPH
SEE SUPERELEVATION DIAGRAMS
FOR BANKING INFORMATION

MILLED RUMBLE STRIPS, SINUSOIDAL CENTERLINE
KILLINGTON
STA. 55+00 - STA. 60+50 CL

UNDERDRAIN PIPE, 6 INCH
KILLINGTON
STA. 55+00 - STA. 57+50 RT
STA. 58+50 - STA. 60+50 RT

STONE FILL, TYPE I
KILLINGTON
STA. 57+75 - STA. 58+75 LT

STEEL BEAM GUARDRAIL WITH 8 FOOT POSTS
KILLINGTON
STA. 57+50 - STA. 60+00 LT

ANCHOR FOR STEEL BEAM GUARDRAIL
KILLINGTON
STA. 57+50 LT
STA. 60+00 LT

SIGN REMOVAL, FLAT SHEET ALUMINUM
KILLINGTON
STA. 56+00 LT (2)
STA. 58+34 RT

REMOVAL OF GUARDRAIL
KILLINGTON
STA. 57+52 - STA. 59+23 LT

TEMPORARY 4 INCH WHITE LINE, PAINT
DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
KILLINGTON
STA. 55+00 - STA. 60+50 (SOLID LT & RT)

TEMPORARY 4 INCH YELLOW LINE, PAINT
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
KILLINGTON
STA. 55+00 - STA. 60+50 (SOLID LT & RT)

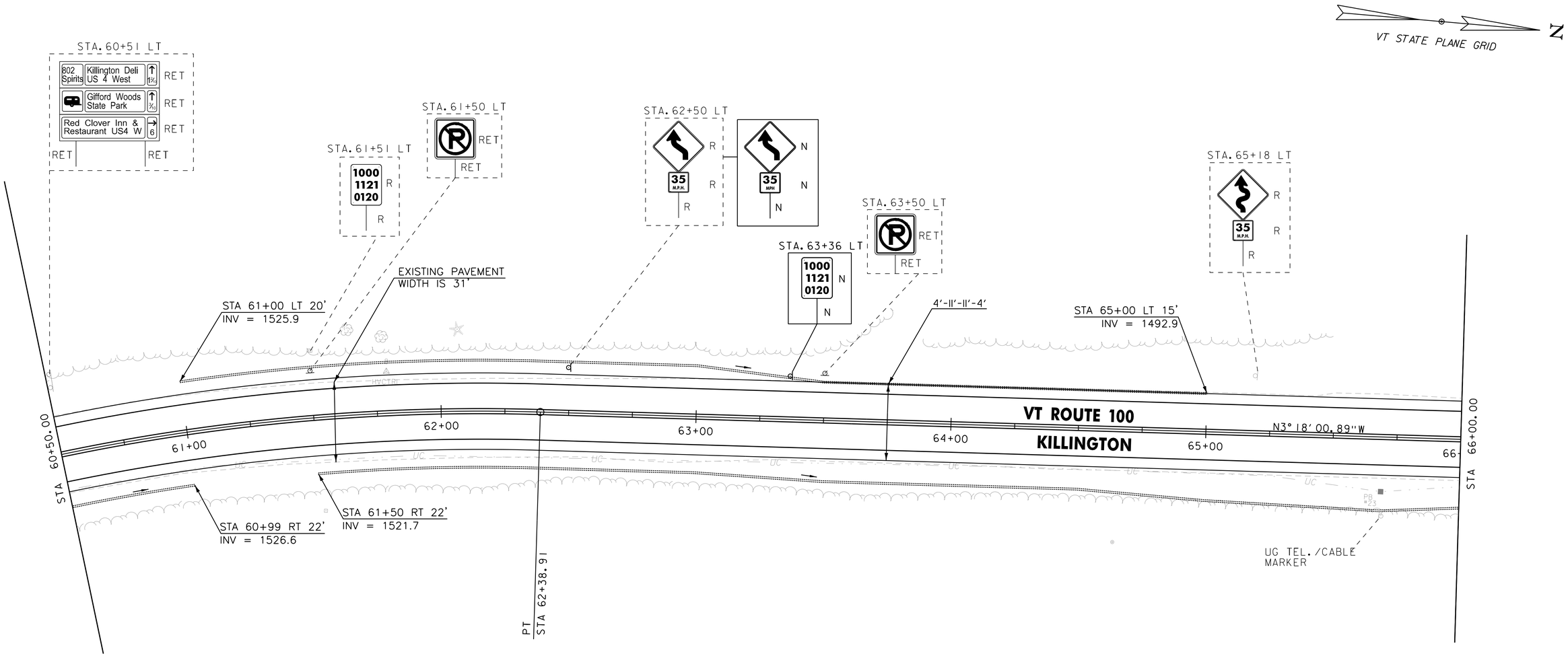
ENVIRONMENTALLY SENSITIVE LOCATION
KILLINGTON
STA. 55+41 - STA. 57+04 LT (WETLAND)
STA. 57+03 - STA. 58+00 RT (WETLAND)
STA. 57+08 - STA. 57+88 LT (WETLAND)

SIGN LEGEND
R = REMOVE
RES = RESET
R&R = REMOVE & RESET
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = ----------
NEW = ————————

0 20 40
SCALE IN FEET

vhb

PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234BDR_GEN12.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
PROJECT LAYOUT SHEET 12	SHEET 63 OF 424



MILLED RUMBLE STRIPS, SINUSOIDAL CENTERLINE
KILLINGTON
STA. 60+50 - STA. 66+00 CL

UNDERDRAIN PIPE, 6 INCH
KILLINGTON
STA. 60+50 - STA. 60+99 RT
STA. 61+00 - STA. 65+00 LT
STA. 61+50 - STA. 66+00 RT

TEMPORARY 4 INCH WHITE LINE, PAINT
DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
KILLINGTON
STA. 60+50 - STA. 66+00 (SOLID LT & RT)

TEMPORARY 4 INCH YELLOW LINE, PAINT
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
KILLINGTON
STA. 60+50 - STA. 66+00 (SOLID LT & RT)

SIGN REMOVAL, FLAT SHEET ALUMINUM
KILLINGTON
STA. 61+51 LT
STA. 62+50 LT (2)
STA. 65+18 LT (2)

SIGN LEGEND
R = REMOVE
RES = RESET
R&R = REMOVE & RESET
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = ----------
NEW = ————————

0 20 40
SCALE IN FEET

vhb

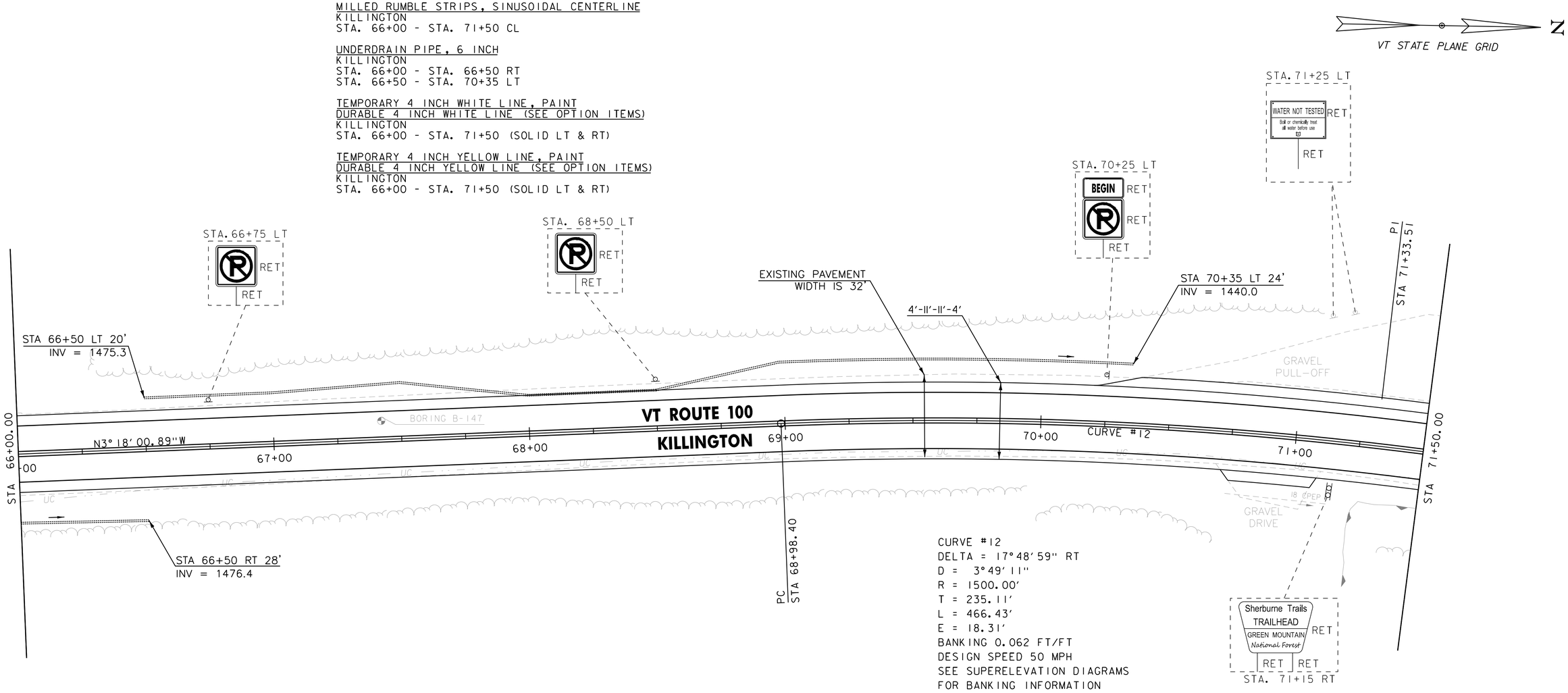
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234BDR_GEN13.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
PROJECT LAYOUT SHEET 13	SHEET 64 OF 424

MILLED RUMBLE STRIPS, SINUSOIDAL CENTERLINE
KILLINGTON
STA. 66+00 - STA. 71+50 CL

UNDERDRAIN PIPE, 6 INCH
KILLINGTON
STA. 66+00 - STA. 66+50 RT
STA. 66+50 - STA. 70+35 LT

TEMPORARY 4 INCH WHITE LINE, PAINT
DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
KILLINGTON
STA. 66+00 - STA. 71+50 (SOLID LT & RT)

TEMPORARY 4 INCH YELLOW LINE, PAINT
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
KILLINGTON
STA. 66+00 - STA. 71+50 (SOLID LT & RT)



CURVE #12
DELTA = 17°48'59" RT
D = 3°49'11"
R = 1500.00'
T = 235.11'
L = 466.43'
E = 18.31'
BANKING 0.062 FT/FT
DESIGN SPEED 50 MPH
SEE SUPERELEVATION DIAGRAMS
FOR BANKING INFORMATION

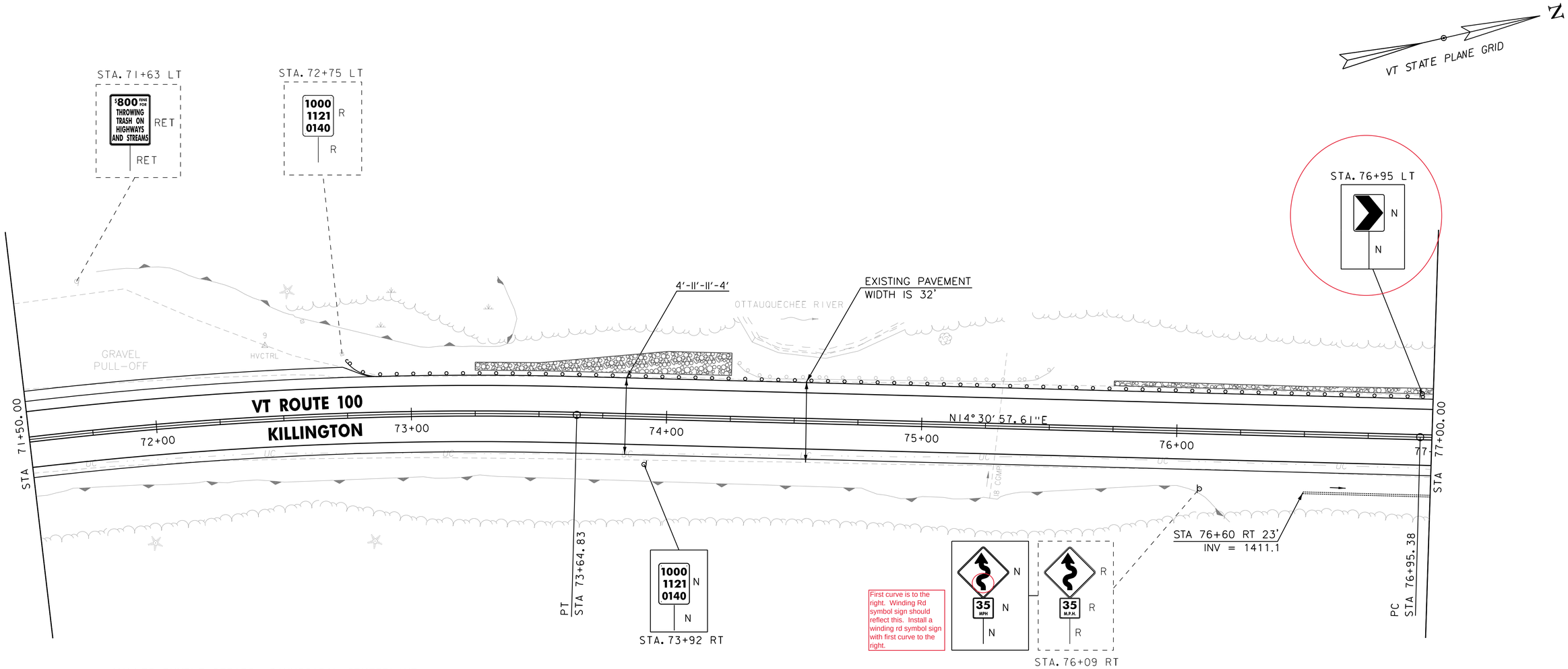
ENVIRONMENTALLY SENSITIVE LOCATION
KILLINGTON
STA. 71+23 - STA. 71+50 RT (WETLAND)

SIGN LEGEND
R = REMOVE
RES = RESET
R&R = REMOVE & RESET
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = ----------
NEW = ————

0 20 40
SCALE IN FEET

vhb

PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234BDR_GEN14.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
PROJECT LAYOUT SHEET 14	SHEET 65 OF 424



First curve is to the right. Winding Rd symbol sign should reflect this. Install a winding rd symbol sign with first curve to the right.

MILLED RUMBLE STRIPS, SINUSOIDAL CENTERLINE
KILLINGTON
STA. 71+50 - STA. 77+00 CL

UNDERDRAIN PIPE, 6 INCH
KILLINGTON
STA. 76+50 - STA. 77+00 RT

STONE FILL, TYPE I
KILLINGTON
STA. 73+25 - STA. 74+25 LT
STA. 75+75 - STA. 77+00 LT

STEEL BEAM GUARDRAIL WITH 8 FOOT POSTS
KILLINGTON
STA. 72+87.5 - STA. 77+00 LT

ANCHOR FOR STEEL BEAM GUARDRAIL
KILLINGTON
STA. 72+87.5 LT

REMOVAL OF GUARDRAIL
KILLINGTON
STA. 74+27 - STA. 75+51 LT

TEMPORARY 4 INCH WHITE LINE, PAINT
DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
KILLINGTON
STA. 71+50 - STA. 77+00 (SOLID LT & RT)

TEMPORARY 4 INCH YELLOW LINE, PAINT
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
KILLINGTON
STA. 71+50 - STA. 77+00 (SOLID LT & RT)

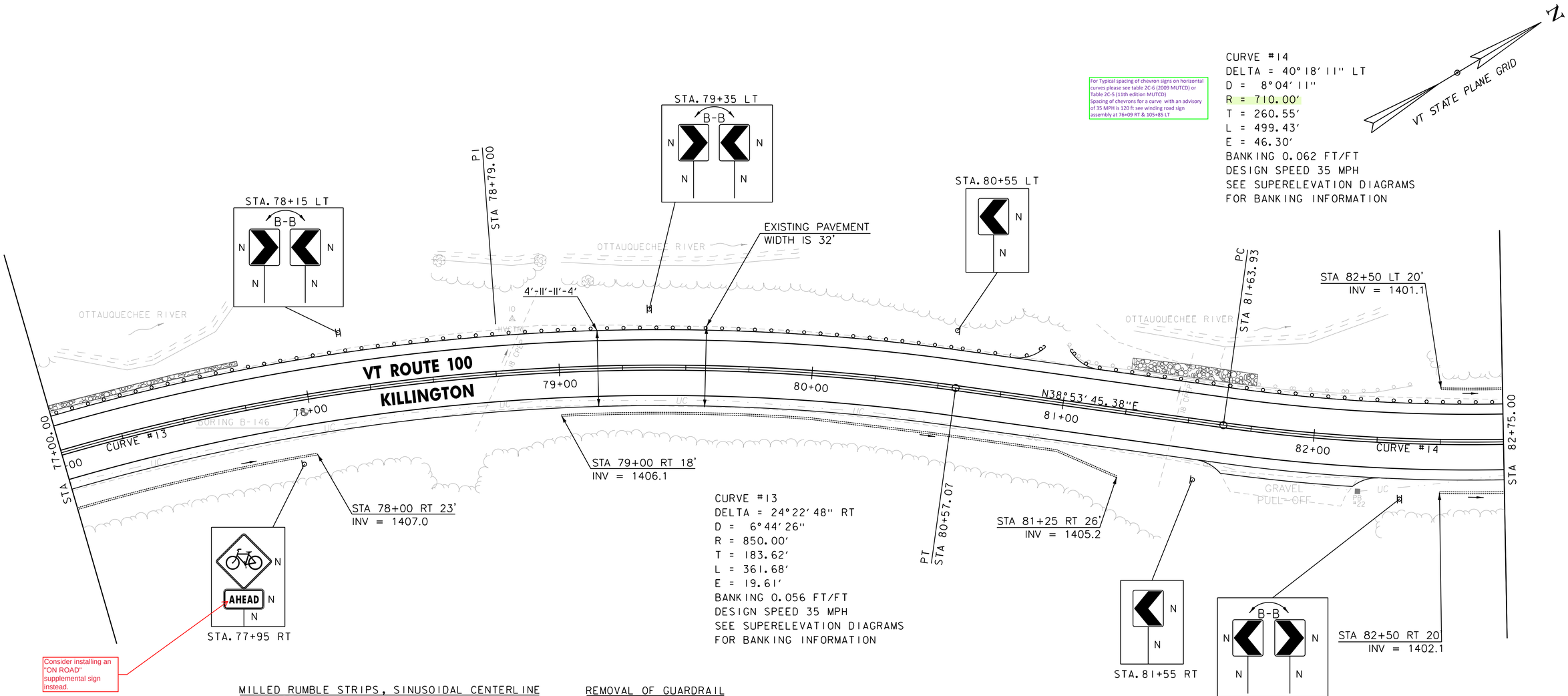
SIGN REMOVAL, FLAT SHEET ALUMINUM
KILLINGTON
STA. 71+63 LT
STA. 72+75 LT
STA. 76+09 RT (2)

ENVIRONMENTALLY SENSITIVE LOCATION
KILLINGTON
STA. 71+50 - STA. 76+22 RT (WETLAND)
STA. 71+82 - STA. 73+41 LT (WETLAND)

SIGN LEGEND
R = REMOVE
RES = RESET
R&R = REMOVE & RESET
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = ----------
NEW = ————

0 20 40
SCALE IN FEET

PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234BDR_GEN15.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
PROJECT LAYOUT SHEET 15	SHEET 66 OF 424



For Typical spacing of chevron signs on horizontal curves please see table 2C-6 (2009 MUTCD) or Table 2C-5 (11th edition MUTCD)
Spacing of chevrons for a curve with an advisory of 35 MPH is 120 ft see winding road sign assembly at 76+09 RT & 105+85 LT

CURVE #14
DELTA = 40°18'11" LT
D = 8°04'11"
R = 710.00'
T = 260.55'
L = 499.43'
E = 46.30'
BANKING 0.062 FT/FT
DESIGN SPEED 35 MPH
SEE SUPERELEVATION DIAGRAMS
FOR BANKING INFORMATION

CURVE #13
DELTA = 24°22'48" RT
D = 6°44'26"
R = 850.00'
T = 183.62'
L = 361.68'
E = 19.61'
BANKING 0.056 FT/FT
DESIGN SPEED 35 MPH
SEE SUPERELEVATION DIAGRAMS
FOR BANKING INFORMATION

Consider installing an "ON ROAD" supplemental sign instead.

MILLED RUMBLE STRIPS, SINUSOIDAL CENTERLINE
KILLINGTON
STA. 77+00 - STA. 82+75 CL

UNDERDRAIN PIPE, 6 INCH
KILLINGTON
STA. 77+00 - STA. 78+00 RT
STA. 79+00 - STA. 81+25 RT
STA. 82+50 - STA. 82+75 RT
STA. 82+50 - STA. 82+75 LT

STONE FILL, TYPE I
KILLINGTON
STA. 77+00 - STA. 77+75 LT
STA. 81+25 - STA. 81+75 LT

STEEL BEAM GUARDRAIL WITH 8 FOOT POSTS
KILLINGTON
STA. 77+00 - STA. 80+75 LT
STA. 81+12.5 - STA. 82+75 LT

ANCHOR FOR STEEL BEAM GUARDRAIL
KILLINGTON
STA. 80+75 LT
STA. 81+12.5 LT

REMOVAL OF GUARDRAIL
KILLINGTON
STA. 80+98 - STA. 82+38 LT

TEMPORARY 4 INCH WHITE LINE, PAINT
DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
KILLINGTON
STA. 77+00 - STA. 82+75 (SOLID LT & RT)

TEMPORARY 4 INCH YELLOW LINE, PAINT
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
KILLINGTON
STA. 77+00 - STA. 82+75 (SOLID LT & RT)

SIGN LEGEND
R = REMOVE
RES = RESET
R&R = REMOVE & RESET
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = ----------
NEW = ————————

0 20 40
SCALE IN FEET

vhb

PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234BDR_GEN16.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
PROJECT LAYOUT SHEET 16	SHEET 67 OF 424

MILLED RUMBLE STRIPS, SINUSOIDAL CENTERLINE
KILLINGTON
STA. 82+75 - STA. 88+25 CL

UNDERDRAIN PIPE, 6 INCH
KILLINGTON
STA. 82+75 - STA. 84+50 LT
STA. 82+75 - STA. 86+19 RT

STEEL BEAM GUARDRAIL WITH 8 FOOT POSTS
KILLINGTON
STA. 82+75 - STA. 87+12.5 LT
STA. 86+75 - STA. 88+25 RT

ANCHOR FOR STEEL BEAM GUARDRAIL
KILLINGTON
STA. 87+12.5 LT
STA. 86+75 RT

REMOVAL OF GUARDRAIL
KILLINGTON
STA. 84+27 - STA. 87+43 LT
STA. 86+31 - STA. 87+93 RT

TEMPORARY 4 INCH WHITE LINE, PAINT
DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
KILLINGTON
STA. 82+75 - STA. 88+25 (SOLID LT & RT)

TEMPORARY 4 INCH YELLOW LINE, PAINT
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
KILLINGTON
STA. 82+75 - STA. 88+25 (SOLID LT & RT)

SIGN REMOVAL, FLAT SHEET ALUMINUM
KILLINGTON
STA. 87+09 RT
STA. 87+09 LT

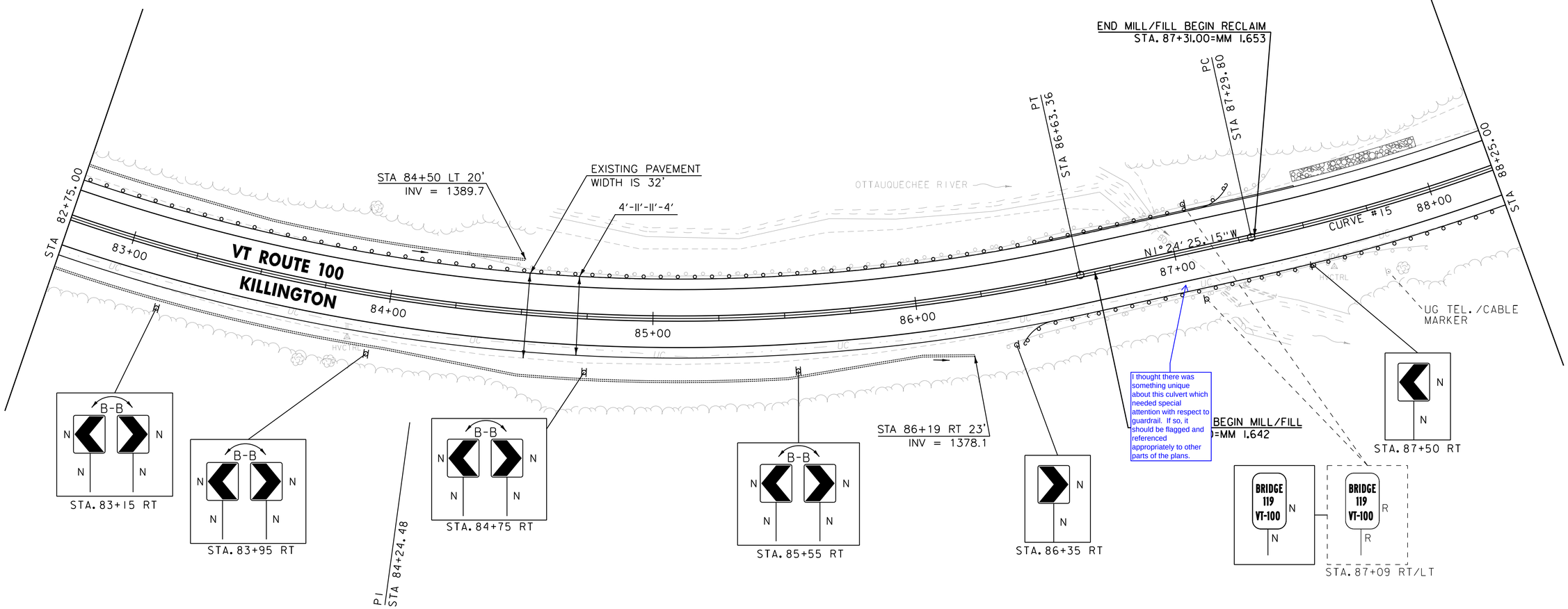
BITUMINOUS CONCRETE CURB, TYPE A
KILLINGTON
STA. 86+50 - 87+50 LT

STONE FILLE, TYPE I
KILLINGTON
STA. 87+50 - 88+00 LT

For Typical spacing of chevron signs on horizontal curves please see table 2C-6 (2009 MUTCD) or Table 2C-5 (11th edition MUTCD)
Spacing of chevrons for a curve with an advisory of 35 MPH is 120 ft see winding road sign assembly at 76+09 RT & 105+85 LT

VT STATE PLANE GRID
N

CURVE #15
DELTA = 43°36'53" LT
D = 7°50'55"
R = 730.00'
T = 292.09'
L = 555.69'
E = 56.27'
BANKING 0.060 FT/FT
DESIGN SPEED 35 MPH
SEE SUPERELEVATION DIAGRAMS
FOR BANKING INFORMATION



I thought there was something unique about this culvert which needed special attention with respect to guardrail. If so, it should be flagged and referenced appropriately to other parts of the plans.

SIGN LEGEND
R = REMOVE
RES = RESET
R&R = REMOVE & RESET
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = ----------
NEW = ————————

0 20 40
SCALE IN FEET

vhb

PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234BDR_GEN17.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
PROJECT LAYOUT SHEET 17	SHEET 68 OF 424

MILLED RUMBLE STRIPS, SINUSOIDAL CENTERLINE
KILLINGTON
STA. 88+25 - STA. 92+00 CL

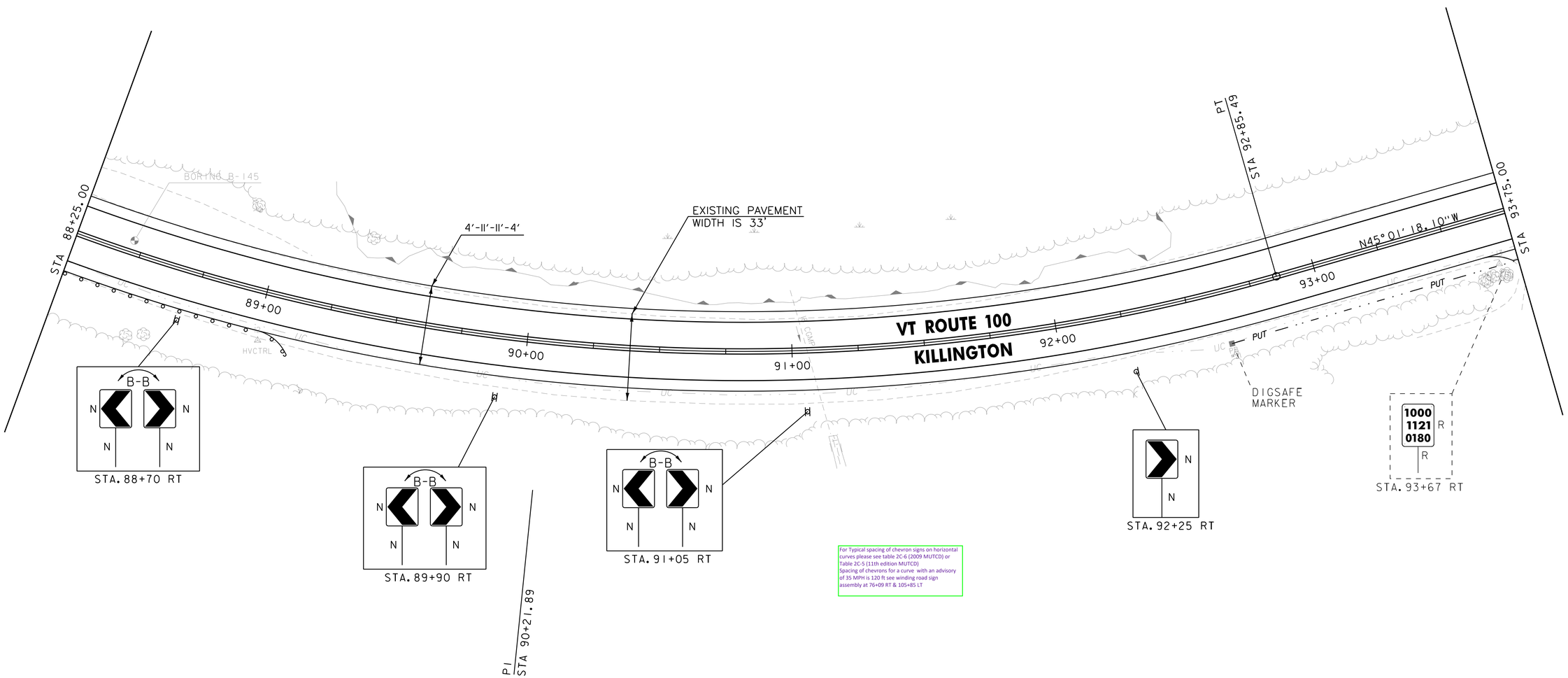
STEEL BEAM GUARDRAIL WITH 8 FOOT POSTS
KILLINGTON
STA. 88+25 - STA. 89+00 RT

ANCHOR FOR STEEL BEAM GUARDRAIL
KILLINGTON
STA. 89+00 RT

TEMPORARY 4 INCH WHITE LINE, PAINT
DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
KILLINGTON
STA. 88+25 - STA. 93+75 (SOLID LT & RT)

TEMPORARY 4 INCH YELLOW LINE, PAINT
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
KILLINGTON
STA. 88+25 - STA. 93+75 (SOLID LT & RT)

SIGN REMOVAL, FLAT SHEET ALUMINUM
KILLINGTON
STA. 93+67 RT



For Typical spacing of chevron signs on horizontal curves please see table 2C-6 (2009 MUTCD) or Table 2C-5 (11th edition MUTCD)
Spacing of chevrons for a curve with an advisory of 35 MPH is 120 ft see winding road sign assembly at 76+09 RT & 105+85 LT

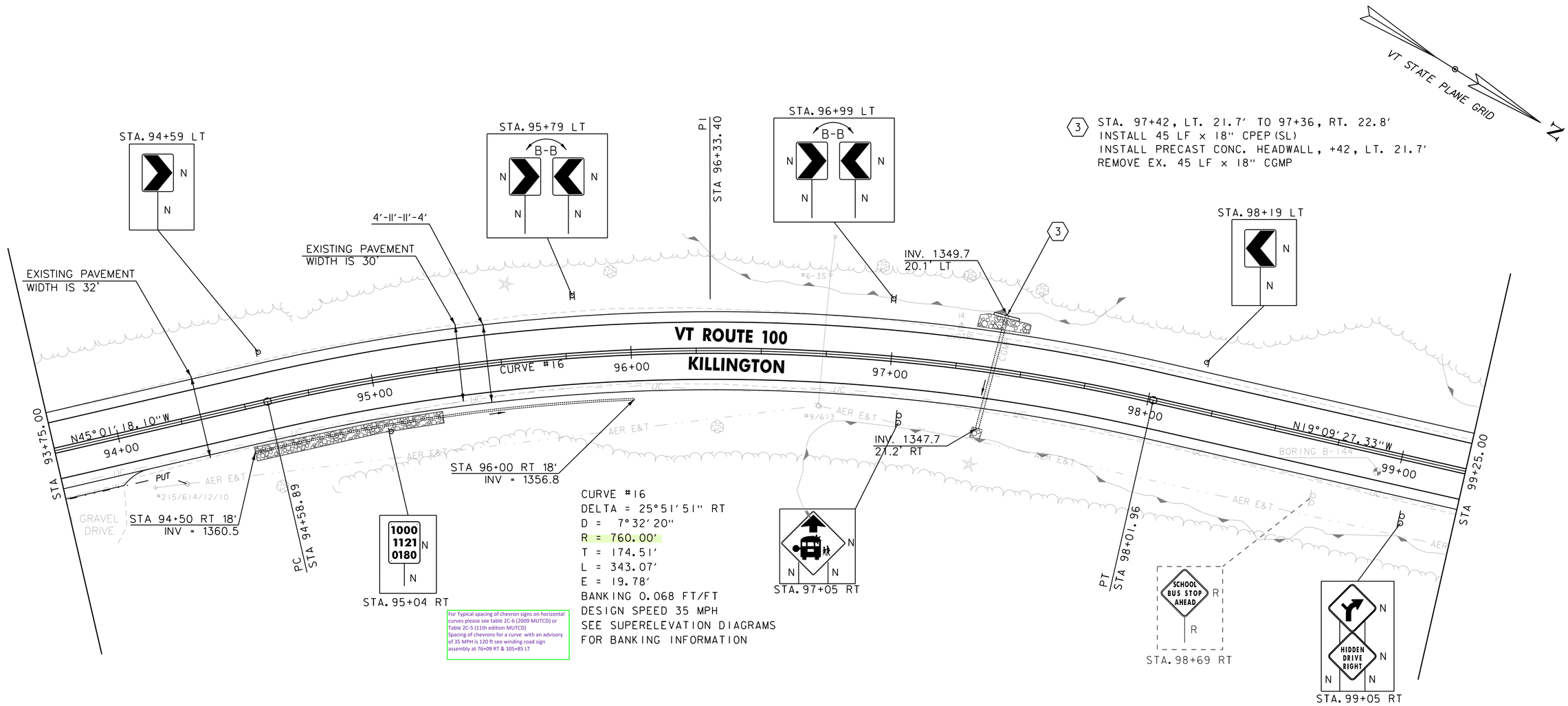
ENVIRONMENTALLY SENSITIVE LOCATION
KILLINGTON
STA. 89+16 - STA. 92+51 LT (WETLAND)

SIGN LEGEND
R = REMOVE
RES = RESET
R&R = REMOVE & RESET
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = ----------
NEW = ————

0 20 40
SCALE IN FEET

vhb

PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234BDR_GEN18.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
PROJECT LAYOUT SHEET 18	SHEET 69 OF 424



For Typical spacing of chevron signs on horizontal curves please see table 2C-6 (2009 MUTCD) or Table 2C-5 (11th edition MUTCD)
Spacing of chevrons for a curve with an advisory of 35 MPH is 120 ft see winding road sign assembly at 76+09 RT & 105+85 LT

MILLED RUMBLE STRIPS, SINUSOIDAL CENTERLINE
KILLINGTON
STA. 95+70 - STA. 99+25 CL

UNDERDRAIN PIPE, 6 INCH
KILLINGTON
STA. 94+50 - STA. 96+00 RT

STONE FILL, TYPE I
KILLINGTON
STA. 94+50 - STA. 95+25 RT
STA. 97+31 - STA. 97+51 LT

STONE FILL, TYPE II
KILLINGTON
STA. 97+36.4 RT (6'L x 4'W x 3'D)

TEMPORARY 4 INCH WHITE LINE, PAINT
DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
KILLINGTON
STA. 93+75 - STA. 99+25 (SOLID LT & RT)

TEMPORARY 4 INCH YELLOW LINE, PAINT
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
KILLINGTON
STA. 93+75 - STA. 99+25 (SOLID LT & RT)

SIGN REMOVAL, FLAT SHEET ALUMINUM
KILLINGTON
STA. 98+69 RT

ENVIRONMENTALLY SENSITIVE LOCATION
KILLINGTON
STA. 96+20 - STA. 97+84 LT (WETLAND)
STA. 96+66 - STA. 99+25 RT (WETLAND)
STA. 99+06 - STA. 99+25 LT (WETLAND)

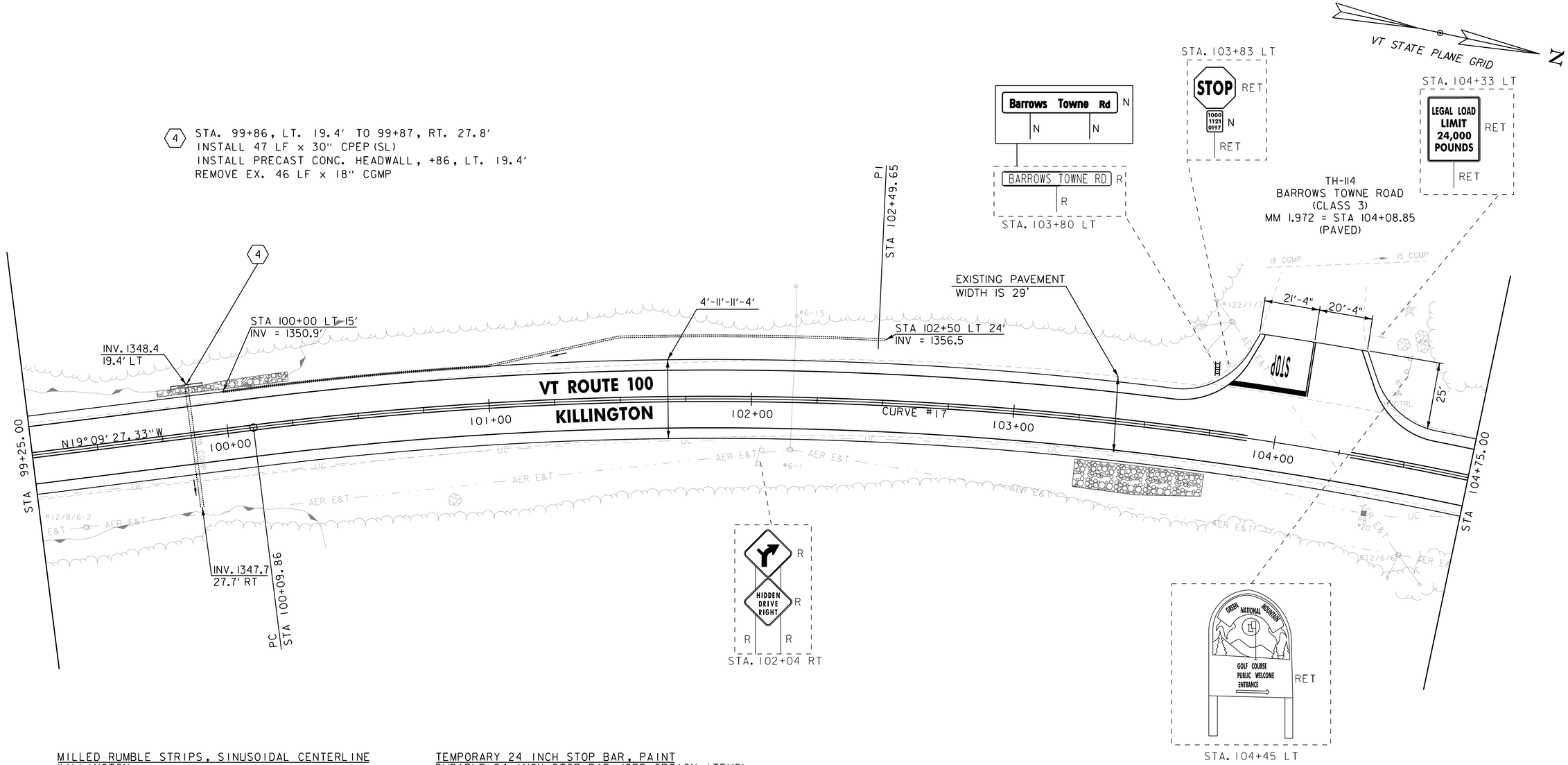
SIGN LEGEND
R = REMOVE
RES = RESET
R&R = REMOVE & RESET
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = ----------
NEW = ————————

0 20 40
SCALE IN FEET

vhb

PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234BDR_GEN19.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
PROJECT LAYOUT SHEET 19	SHEET 70 OF 424

4 STA. 99+86, LT. 19.4' TO 99+87, RT. 27.8'
INSTALL 47 LF x 30" CPEP (SL)
INSTALL PRECAST CONC. HEADWALL, +86, LT. 19.4'
REMOVE EX. 46 LF x 18" CGMP



MILLED RUMBLE STRIPS, SINUSOIDAL CENTERLINE
KILLINGTON
STA. 99+25 - STA. 103+70 CL

UNDERDRAIN PIPE, 6 INCH
KILLINGTON
STA. 100+00 - STA. 102+50 LT

STONE FILL, TYPE I
KILLINGTON
STA. 99+75 - STA. 100+25 LT
STA. 103+25 - STA. 103+75 RT

TEMPORARY 4 INCH WHITE LINE, PAINT
DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
KILLINGTON
STA. 99+25 - STA. 104+75 (SOLID RT)
STA. 99+25 - STA. 103+90 (SOLID LT)
STA. 104+27 - STA. 104+75 (SOLID LT)

TEMPORARY 4 INCH YELLOW LINE, PAINT
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
KILLINGTON
STA. 99+25 - STA. 103+90 (SOLID LT & RT)
STA. 104+10 LT (CENTERLINE TH #114) (2)
STA. 104+29 - STA. 104+75 (SOLID LT & RT)

TEMPORARY 24 INCH STOP BAR, PAINT
DURABLE 24 INCH STOP BAR (SEE OPTION ITEMS)
KILLINGTON
STA. 103+94 LT (TH #114)

TEMPORARY LETTER OR SYMBOL, PAINT
DURABLE LETTER OR SYMBOL (SEE OPTION ITEMS)
KILLINGTON
STA. 103+98 LT "STOP" (TH #114)

SIGN REMOVAL, FLAT SHEET ALUMINUM
KILLINGTON
STA. 102+04 RT (2)
STA. 103+80 LT

ENVIRONMENTALLY SENSITIVE LOCATION
KILLINGTON
STA. 99+25 - STA. 100+32 RT (WETLAND)
STA. 99+25 - STA. 100+48 LT (WETLAND)

CURVE #17
DELTA = 19°26' 18" RT
D = 4°05' 33"
R = 1400.00'
T = 239.79'
L = 474.97'
E = 20.39'
BANKING 0.048 FT/FT
DESIGN SPEED 40 MPH
SEE SUPERELEVATION DIAGRAMS
FOR BANKING INFORMATION

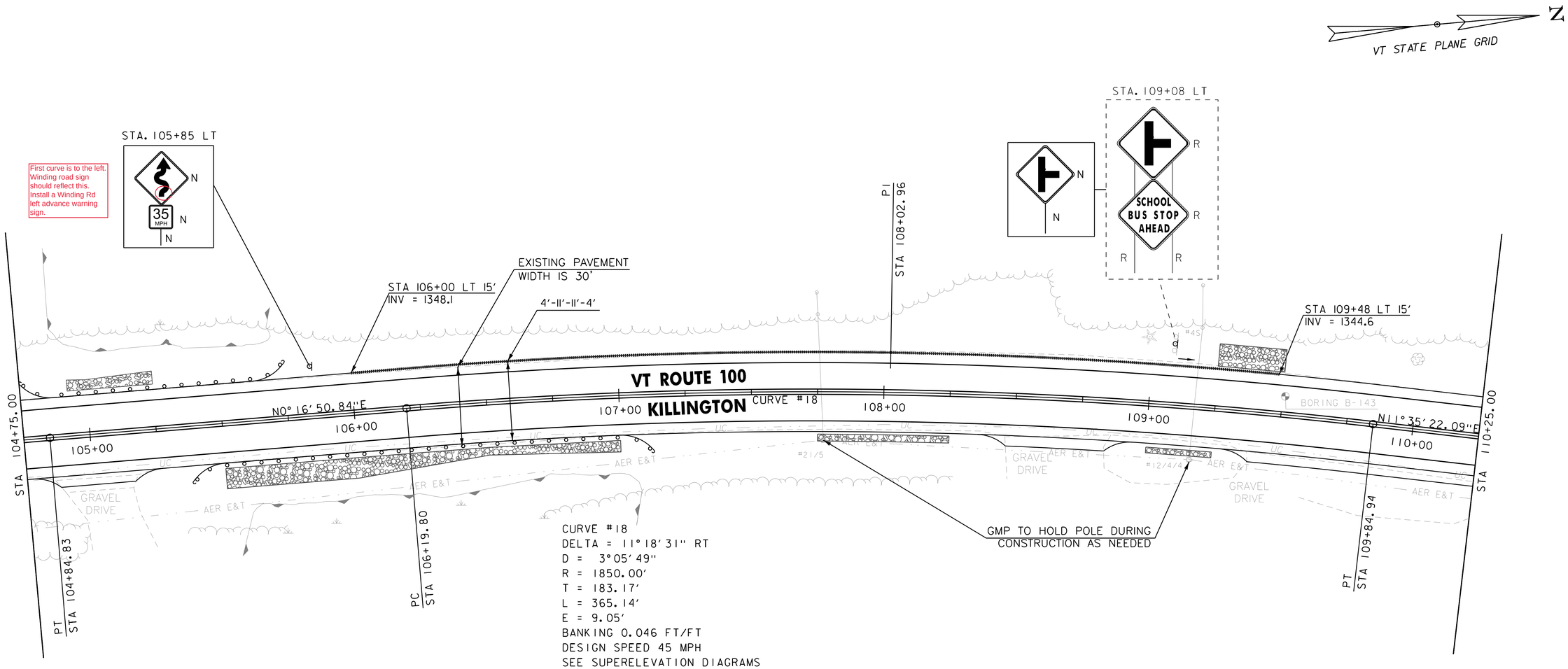
SIGN LEGEND
R = REMOVE
RES = RESET
R&R = REMOVE & RESET
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = ----------
NEW = ————————

0 20 40
SCALE IN FEET

vhb

PROJECT NAME:	KILLINGTON - STOCKBRIDGE
PROJECT NUMBER:	ER STP 022-1(25)

FILE NAME: z12B234BDR_GEN20.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
PROJECT LAYOUT SHEET 20	SHEET 71 OF 424



CURVE #18
DELTA = 11°18'31" RT
D = 3°05'49"
R = 1850.00'
T = 183.17'
L = 365.14'
E = 9.05'
BANKING 0.046 FT/FT
DESIGN SPEED 45 MPH
SEE SUPERELEVATION DIAGRAMS
FOR BANKING INFORMATION

UNDERDRAIN PIPE, 6 INCH
KILLINGTON
STA. 106+00 - STA. 109+48 LT

STONE FILL, TYPE I
KILLINGTON
STA. 104+93 - STA. 105+25 LT
STA. 105+50 - STA. 107+00 RT
STA. 107+75 - STA. 108+25 RT
STA. 109+00 - STA. 109+25 RT
STA. 109+25 - STA. 109+50 LT

STEEL BEAM GUARDRAIL WITH 8 FOOT POSTS
KILLINGTON
STA. 104+87.5 - STA. 105+62.5 LT
STA. 105+50 - STA. 107+00 RT

ANCHOR FOR STEEL BEAM GUARDRAIL
KILLINGTON
STA. 104+87.5 LT
STA. 105+50 RT
STA. 105+62.5 LT
STA. 107+00 RT

TEMPORARY 4 INCH WHITE LINE, PAINT
DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
KILLINGTON
STA. 104+75 - STA. 110+25 (SOLID LT & RT)

TEMPORARY 4 INCH YELLOW LINE, PAINT
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
KILLINGTON
STA. 104+75 - STA. 110+25 (SOLID LT & RT)

SIGN REMOVAL, FLAT SHEET ALUMINUM
KILLINGTON
STA. 109+08 LT (2)

ENVIRONMENTALLY SENSITIVE LOCATION
KILLINGTON
STA. 104+87 - STA. 105+72 LT (WETLAND)
STA. 105+54 - STA. 107+07 RT (WETLAND)

SIGN LEGEND
R = REMOVE
RES = RESET
R&R = REMOVE & RESET
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = ----------
NEW = ————————

0 20 40
SCALE IN FEET

PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234BDR_GEN21.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
PROJECT LAYOUT SHEET 21	SHEET 72 OF 424

MILLED RUMBLE STRIPS, SINUSOIDAL CENTERLINE
KILLINGTON
STA. 111+31 - STA. 115+75 CL

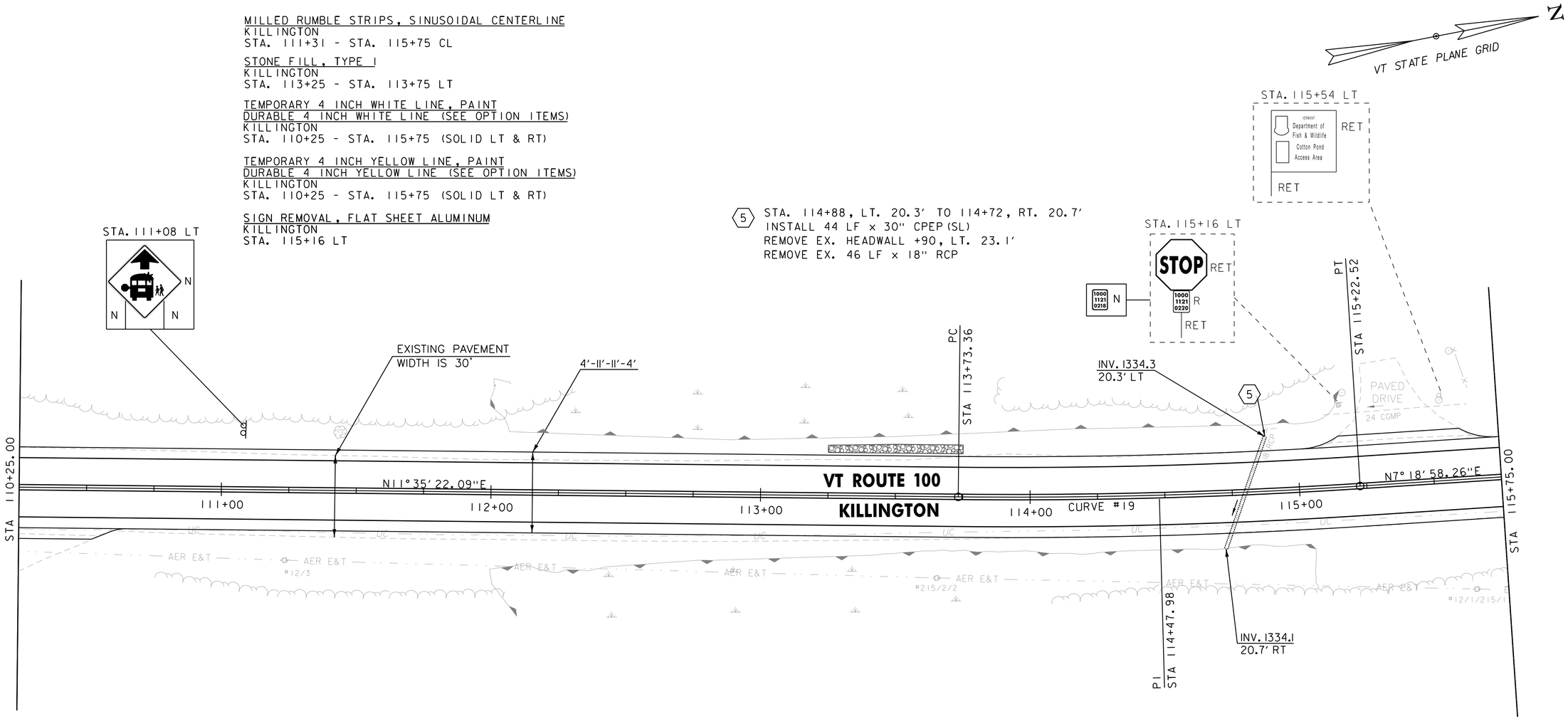
STONE FILL, TYPE I
KILLINGTON
STA. 113+25 - STA. 113+75 LT

TEMPORARY 4 INCH WHITE LINE, PAINT
DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
KILLINGTON
STA. 110+25 - STA. 115+75 (SOLID LT & RT)

TEMPORARY 4 INCH YELLOW LINE, PAINT
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
KILLINGTON
STA. 110+25 - STA. 115+75 (SOLID LT & RT)

SIGN REMOVAL, FLAT SHEET ALUMINUM
KILLINGTON
STA. 115+16 LT

(5) STA. 114+88, LT. 20.3' TO 114+72, RT. 20.7'
INSTALL 44 LF x 30" CPEP(SL)
REMOVE EX. HEADWALL +90, LT. 23.1'
REMOVE EX. 46 LF x 18" RCP



CURVE #19
DELTA = 4°16'24" LT
D = 2°51'53"
R = 2000.00'
T = 74.62'
L = 149.17'
E = 1.39'
BANKING 0.038 FT/FT
DESIGN SPEED 40 MPH
SEE SUPERELEVATION DIAGRAMS
FOR BANKING INFORMATION

ENVIRONMENTALLY SENSITIVE LOCATION
KILLINGTON
STA. 111+99 - STA. 115+17 LT (WETLAND)
STA. 112+00 - STA. 115+05 RT (WETLAND)

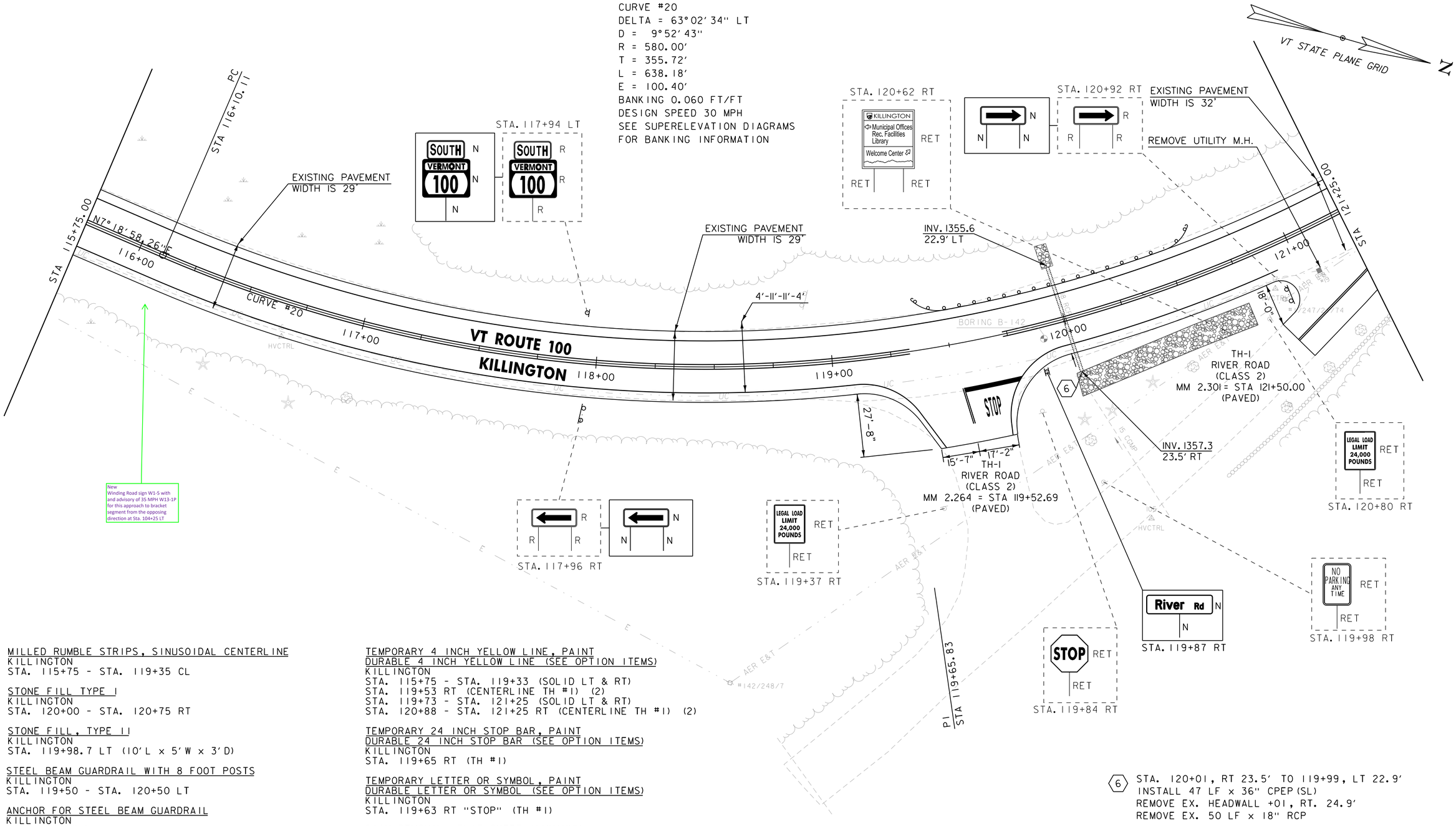
SIGN LEGEND
R = REMOVE
RES = RESET
R&R = REMOVE & RESET
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = ----------
NEW = ————

0 20 40
SCALE IN FEET

vhb

PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234BDR_GEN22.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
PROJECT LAYOUT SHEET 22	SHEET 73 OF 424

CURVE #20
DELTA = 63°02'34" LT
D = 9°52'43"
R = 580.00'
T = 355.72'
L = 638.18'
E = 100.40'
BANKING 0.060 FT/FT
DESIGN SPEED 30 MPH
SEE SUPERELEVATION DIAGRAMS
FOR BANKING INFORMATION



MILLED RUMBLE STRIPS, SINUSOIDAL CENTERLINE
KILLINGTON
STA. 115+75 - STA. 119+35 CL

STONE FILL TYPE I
KILLINGTON
STA. 120+00 - STA. 120+75 RT

STONE FILL, TYPE II
KILLINGTON
STA. 119+98.7 LT (10'L x 5'W x 3'D)

STEEL BEAM GUARDRAIL WITH 8 FOOT POSTS
KILLINGTON
STA. 119+50 - STA. 120+50 LT

ANCHOR FOR STEEL BEAM GUARDRAIL
KILLINGTON
STA. 119+50 LT
STA. 120+50 LT

TEMPORARY 4 INCH WHITE LINE, PAINT
DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
KILLINGTON
STA. 115+75 - STA. 121+25 (SOLID LT)
STA. 115+75 - STA. 119+42 (SOLID RT)
STA. 119+69 - STA. 121+92 (SOLID RT)

TEMPORARY 4 INCH YELLOW LINE, PAINT
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
KILLINGTON
STA. 115+75 - STA. 119+33 (SOLID LT & RT)
STA. 119+53 RT (CENTERLINE TH #1) (2)
STA. 119+73 - STA. 121+25 (SOLID LT & RT)
STA. 120+88 - STA. 121+25 RT (CENTERLINE TH #1) (2)

TEMPORARY 24 INCH STOP BAR, PAINT
DURABLE 24 INCH STOP BAR (SEE OPTION ITEMS)
KILLINGTON
STA. 119+65 RT (TH #1)

TEMPORARY LETTER OR SYMBOL, PAINT
DURABLE LETTER OR SYMBOL (SEE OPTION ITEMS)
KILLINGTON
STA. 119+63 RT "STOP" (TH #1)

SIGN REMOVAL, FLAT SHEET ALUMINUM
KILLINGTON
STA. 117+94 LT (2)
STA. 117+96 RT
STA. 120+92 RT

SIGN LEGEND
R = REMOVE
RES = RESET
R&R = REMOVE & RESET
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = ----------
NEW = ————————

0 20 40
SCALE IN FEET

(6) STA. 120+01, RT 23.5' TO 119+99, LT 22.9'
INSTALL 47 LF x 36" CPEP (SL)
REMOVE EX. HEADWALL +01, RT. 24.9'
REMOVE EX. 50 LF x 18" RCP

vhb

PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234BDR_GEN23.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
PROJECT LAYOUT SHEET 23	SHEET 74 OF 424

MILLED RUMBLE STRIPS, SINUSOIDAL CENTERLINE
KILLINGTON
STA. 121+70 - STA. 126+50 CL

UNDERDRAIN PIPE, 6 INCH
KILLINGTON
STA. 122+00 - STA. 125+25 RT
STA. 125+52 - STA. 126+50 RT

STONE FILL, TYPE I
KILLINGTON
STA. 122+25 - STA. 122+75 LT
STA. 125+25 - STA. 125+60 RT
STA. 125+25 - STA. 125+75 LT
STA. 126+25 - STA. 126+50 LT

STEEL BEAM GUARDRAIL WITH 8 FOOT POSTS
KILLINGTON
STA. 124+00 - STA. 126+50 LT

ANCHOR FOR STEEL BEAM GUARDRAIL
KILLINGTON
STA. 124+00 LT

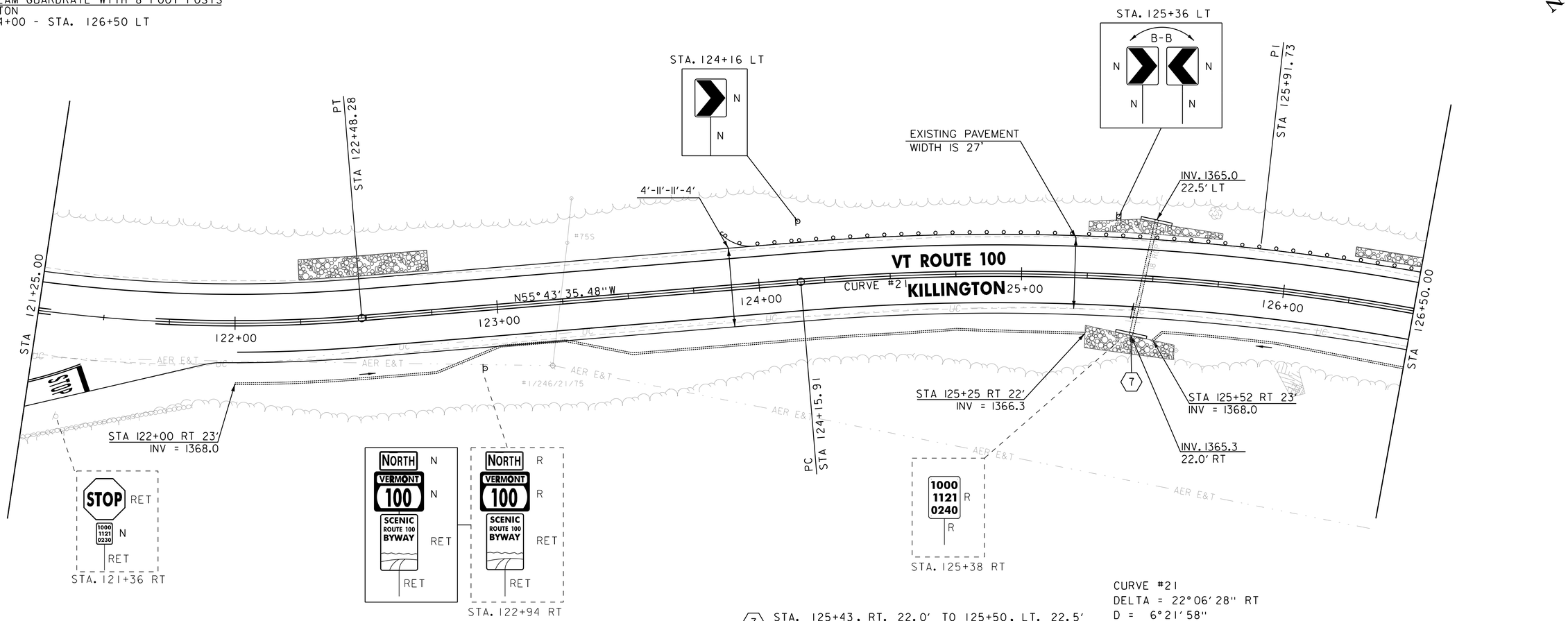
TEMPORARY 4 INCH WHITE LINE, PAINT
DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
KILLINGTON
STA. 121+25 - STA. 126+50 (SOLID LT)
STA. 122+01 - STA. 126+50 (SOLID RT)

TEMPORARY 4 INCH YELLOW LINE, PAINT
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
KILLINGTON
STA. 121+25 - STA. 121+30 (SOLID LT & RT)
STA. 121+70 - STA. 126+50 (SOLID LT & RT)
STA. 121+25 - STA. 121+43 RT (CENTERLINE TH #1) (2)

TEMPORARY 24 INCH STOP BAR, PAINT
DURABLE 24 INCH STOP BAR (SEE OPTION ITEMS)
KILLINGTON
STA. 121+45 RT (TH #1)

TEMPORARY LETTER OR SYMBOL, PAINT
DURABLE LETTER OR SYMBOL (SEE OPTION ITEMS)
KILLINGTON
STA. 121+40 RT "STOP" (TH #1)

SIGN REMOVAL, FLAT SHEET ALUMINUM
KILLINGTON
STA. 122+94 RT (2)
STA. 125+38 RT



7 STA. 125+43, RT. 22.0' TO 125+50, LT. 22.5'
INSTALL 46 LF x 36" CPEP (SL)
INSTALL PRECAST CONC. HEADWALL, +43, RT. 22.0'
INSTALL PRECAST CONC. HEADWALL, +50, LT. 22.5'
REMOVE EX. HEADWALL, +43, RT. 16.7'
REMOVE EX. 50 LF x 18" RCP

CURVE #21
DELTA = 22°06'28" RT
D = 6°21'58"
R = 900.00'
T = 175.82'
L = 347.27'
E = 17.01'
BANKING 0.060 FT/FT
DESIGN SPEED 35 MPH
SEE SUPERELEVATION DIAGRAMS
FOR BANKING INFORMATION

For Typical spacing of chevron signs on horizontal curves please see table 2C-6 (2009 MUTCD) or Table 2C-5 (11th edition MUTCD)
Spacing of chevrons for a curve with an advisory of 35 MPH is 120 ft see winding road sign assembly at 116+10 RT & 104+25 LT

SIGN LEGEND
R = REMOVE
RES = RESET
R&R = REMOVE & RESET
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = ----------
NEW = ————————

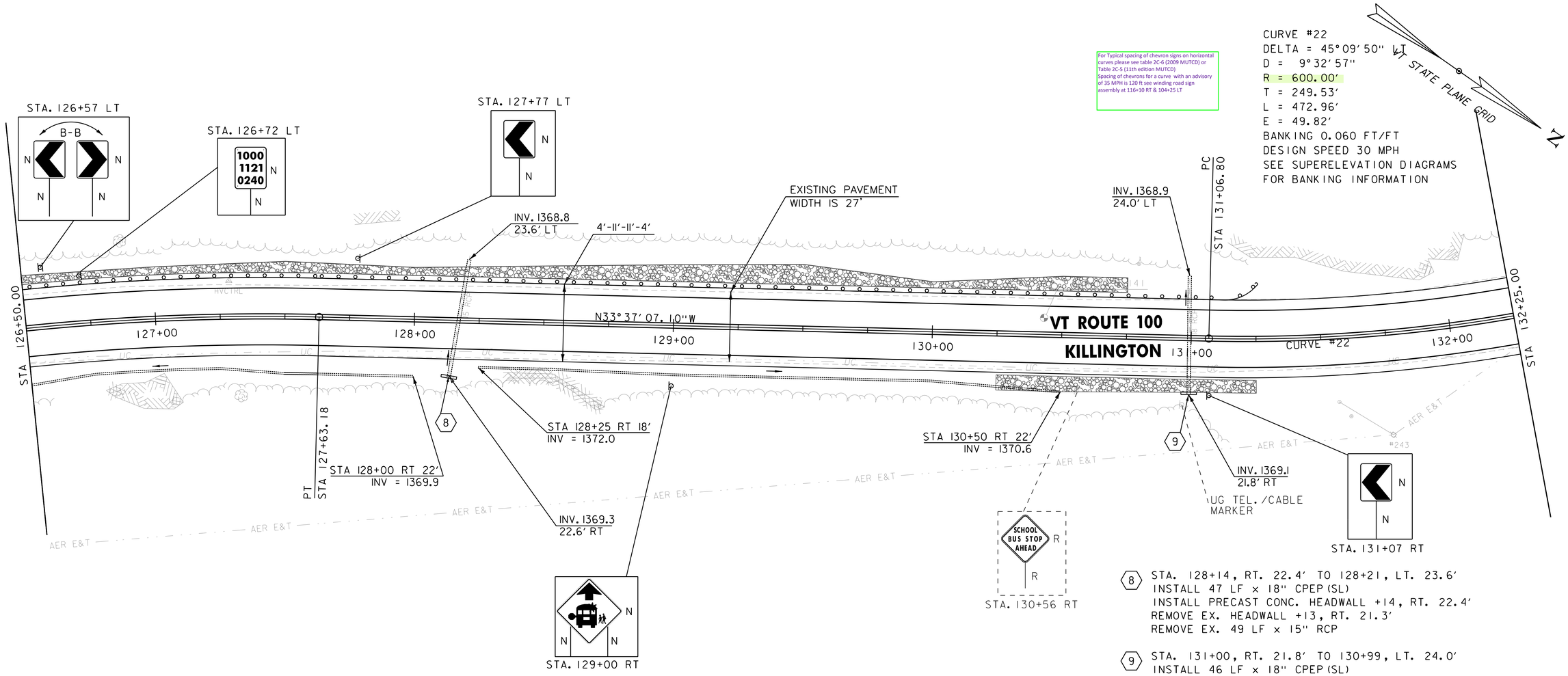
0 20 40
SCALE IN FEET

vhb

PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234BDR_GEN24.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
PROJECT LAYOUT SHEET 24	SHEET 75 OF 424

For Typical spacing of chevron signs on horizontal curves please see table 2C-6 (2009 MUTCD) or Table 2C-5 (11th edition MUTCD)
Spacing of chevrons for a curve with an advisory of 35 MPH is 120 ft see winding road sign assembly at 116+10 RT & 104+25 LT

CURVE #22
DELTA = 45°09′50″ LT
D = 9°32′57″
R = 600.00′
T = 249.53′
L = 472.96′
E = 49.82′
BANKING 0.060 FT/FT
DESIGN SPEED 30 MPH
SEE SUPERELEVATION DIAGRAMS
FOR BANKING INFORMATION



(8) STA. 128+14, RT. 22.4′ TO 128+21, LT. 23.6′
INSTALL 47 LF x 18″ CPEP(SL)
INSTALL PRECAST CONC. HEADWALL +14, RT. 22.4′
REMOVE EX. HEADWALL +13, RT. 21.3′
REMOVE EX. 49 LF x 15″ RCP

(9) STA. 131+00, RT. 21.8′ TO 130+99, LT. 24.0′
INSTALL 46 LF x 18″ CPEP(SL)
INSTALL PRECAST CONC. HEADWALL +00, RT. 21.8′
REMOVE EX. HEADWALL +00, RT. 18.3′
REMOVE EX. 42 LF x 18″ RCP

MILLED RUMBLE STRIPS, SINUSOIDAL CENTERLINE
KILLINGTON
STA. 126+50 - STA. 132+25 CL

UNDERDRAIN PIPE, 6 INCH
KILLINGTON
STA. 126+50 - STA. 128+00 RT
STA. 128+25 - STA. 130+50 RT

STONE FILL, TYPE I
KILLINGTON
STA. 126+50 - STA. 130+75 LT
STA. 130+25 - STA. 131+25 RT

STEEL BEAM GUARDRAIL WITH 8 FOOT POSTS
KILLINGTON
STA. 126+50 - STA. 131+12.5 LT

ANCHOR FOR STEEL BEAM GUARDRAIL
KILLINGTON
STA. 131+12.5 LT

TEMPORARY 4 INCH WHITE LINE, PAINT
DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
KILLINGTON
STA. 126+50 - STA. 132+25 (SOLID LT & RT)

TEMPORARY 4 INCH YELLOW LINE, PAINT
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
KILLINGTON
STA. 126+50 - STA. 132+25 (SOLID LT & RT)

SIGN REMOVAL, FLAT SHEET ALUMINUM
KILLINGTON
STA. 130+56 RT

SIGN LEGEND
R = REMOVE
RES = RESET
R&R = REMOVE & RESET
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = ----------
NEW = ————————

0 20 40
SCALE IN FEET

vhb

PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234BDR_GEN25.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
PROJECT LAYOUT SHEET 25	SHEET 76 OF 424

MILLED RUMBLE STRIPS, SINUSOIDAL CENTERLINE
KILLINGTON
STA. 132+25 - STA. 135+05 CL
STA. 135+45 - STA. 137+50 CL

STONE FILL, TYPE I
KILLINGTON
STA. 137+25 - STA. 137+50 LT

STEEL BEAM GUARDRAIL WITH 8 FOOT POSTS
KILLINGTON
STA. 136+75 - STA. 137+25 RT
STA. 136+75 - STA. 137+50 LT

ANCHOR FOR STEEL BEAM GUARDRAIL
KILLINGTON
STA. 136+75 LT
STA. 136+75 RT
STA. 137+25 RT

TEMPORARY 4 INCH WHITE LINE, PAINT
DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
KILLINGTON
STA. 132+25 - STA. 137+50 (SOLID LT)
STA. 132+25 - STA. 135+14 (SOLID RT)
STA. 135+36 - STA. 137+50 (SOLID RT)

TEMPORARY 4 INCH YELLOW LINE, PAINT
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
KILLINGTON
STA. 132+25 - STA. 135+04 (SOLID LT & RT)
STA. 135+24 RT (CENTERLINE TH #6) (2)
STA. 135+44 - STA. 137+50 (SOLID LT & RT)

TEMPORARY 24 INCH STOP BAR, PAINT
DURABLE 24 INCH STOP BAR (SEE OPTION ITEMS)
KILLINGTON
STA. 135+35 RT (TH #6)

TEMPORARY LETTER OR SYMBOL, PAINT
DURABLE LETTER OR SYMBOL (SEE OPTION ITEMS)
KILLINGTON
STA. 135+32 RT "STOP" (TH #6)

SIGN REMOVAL, FLAT SHEET ALUMINUM
KILLINGTON
STA. 135+48 RT

CURVE #23
DELTA = 7°11'20" RT
D = 2°51'53"
R = 2000.00'
T = 125.63'
L = 250.94'
E = 3.94'
BANKING 0.030 FT/FT
DESIGN SPEED 35 MPH
SEE SUPERELEVATION DIAGRAMS
FOR BANKING INFORMATION

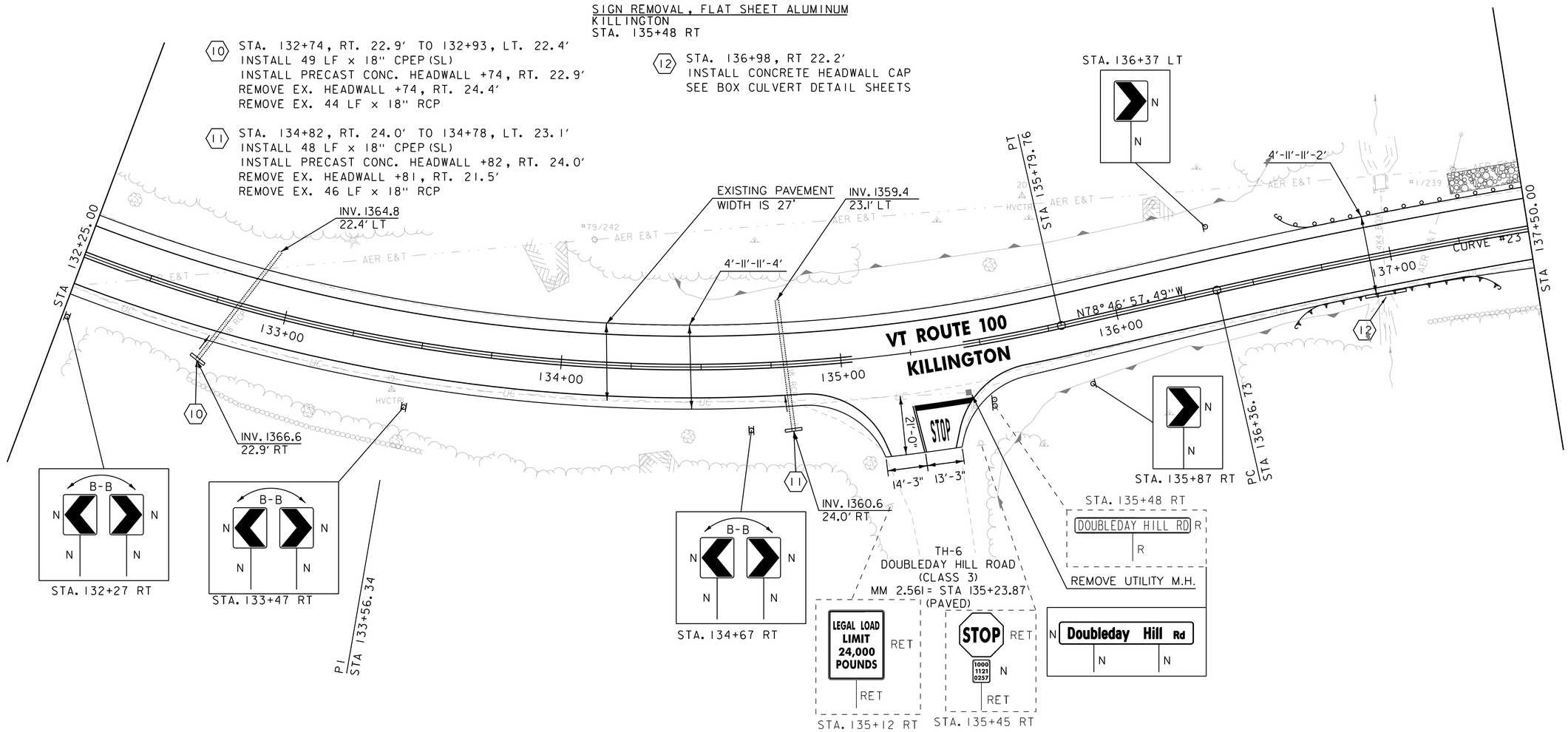
For Typical spacing of chevron signs on horizontal curves please see table 2C-6 (2009 MUTCD) or Table 2C-5 (11th edition MUTCD)
Spacing of chevrons for a curve with an advisory of 35 MPH is 120 ft see winding road sign assembly at 116+10 RT & 104+25 LT

VT STATE PLANE GRID
N

(10) STA. 132+74, RT. 22.9' TO 132+93, LT. 22.4'
INSTALL 49 LF x 18" CPEP(SL)
INSTALL PRECAST CONC. HEADWALL +74, RT. 22.9'
REMOVE EX. HEADWALL +74, RT. 24.4'
REMOVE EX. 44 LF x 18" RCP

(11) STA. 134+82, RT. 24.0' TO 134+78, LT. 23.1'
INSTALL 48 LF x 18" CPEP(SL)
INSTALL PRECAST CONC. HEADWALL +82, RT. 24.0'
REMOVE EX. HEADWALL +81, RT. 21.5'
REMOVE EX. 46 LF x 18" RCP

(12) STA. 136+98, RT 22.2'
INSTALL CONCRETE HEADWALL CAP
SEE BOX CULVERT DETAIL SHEETS



ENVIRONMENTALLY SENSITIVE LOCATION
KILLINGTON
STA. 134+40 - STA. 136+66 LT (WETLAND)
STA. 135+47 - STA. 136+89 RT (WETLAND)

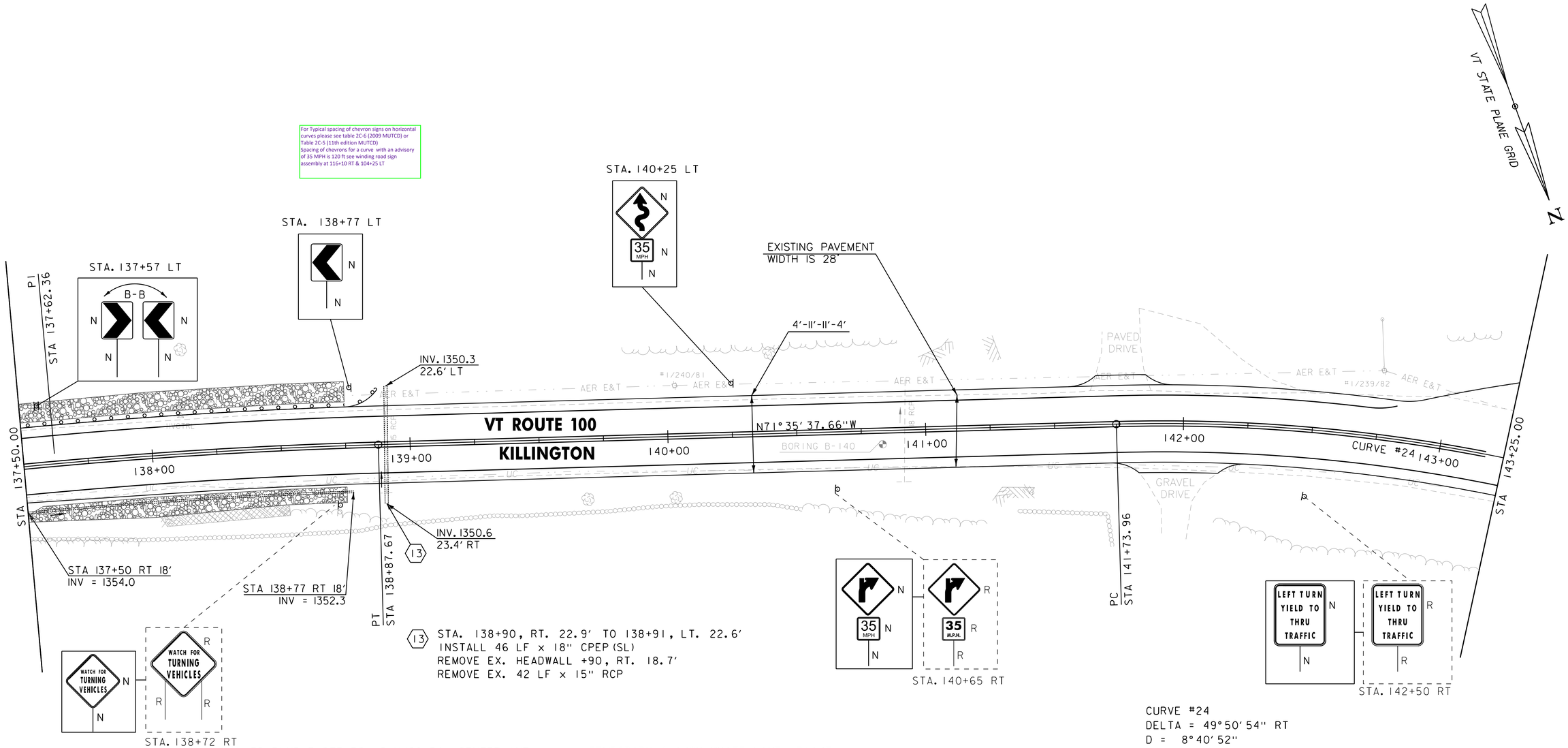
SIGN LEGEND
R = REMOVE
RES = RESET
R&R = REMOVE & RESET
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = ----------
NEW = ————

0 20 40
SCALE IN FEET

vhb

PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234BDR_GEN26.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
PROJECT LAYOUT SHEET 26	SHEET 77 OF 424

For Typical spacing of chevron signs on horizontal curves please see table 2C-6 (2009 MUTCD) or Table 2C-5 (11th edition MUTCD)
Spacing of chevrons for a curve with an advisory of 35 MPH is 120 ft see winding road sign assembly at 116+10 RT & 104+25 LT



13 STA. 138+90, RT. 22.9' TO 138+91, LT. 22.6'
INSTALL 46 LF x 18" CPEP(SL)
REMOVE EX. HEADWALL +90, RT. 18.7'
REMOVE EX. 42 LF x 15" RCP

CURVE #24
DELTA = 49°50'54" RT
D = 8°40'52"
R = 660.00'
T = 306.70'
L = 574.21'
E = 67.78'
BANKING 0.060 FT/FT
DESIGN SPEED 30 MPH
SEE SUPERELEVATION DIAGRAMS
FOR BANKING INFORMATION

MILLED RUMBLE STRIPS, SINUSOIDAL CENTERLINE
KILLINGTON
STA. 137+50 - STA. 143+20 CL

UNDERDRAIN PIPE, 6 INCH
KILLINGTON
STA. 137+50 - STA. 138+77 RT

STONE FILL, TYPE I
KILLINGTON
STA. 137+50 - STA. 138+75 RT
STA. 137+50 - STA. 138+75 LT

STEEL BEAM GUARDRAIL WITH 8 FOOT POSTS
KILLINGTON
STA. 137+50 - STA. 138+75 LT

ANCHOR FOR STEEL BEAM GUARDRAIL
KILLINGTON
STA. 138+75 LT

SIGN REMOVAL, FLAT SHEET ALUMINUM
KILLINGTON
STA. 138+72 RT
STA. 140+65 RT (2)
STA. 142+50 RT

TEMPORARY 4 INCH WHITE LINE, PAINT
DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
KILLINGTON
STA. 137+50 - STA. 143+25 (SOLID RT)
STA. 137+50 - STA. 142+82 (SOLID LT)

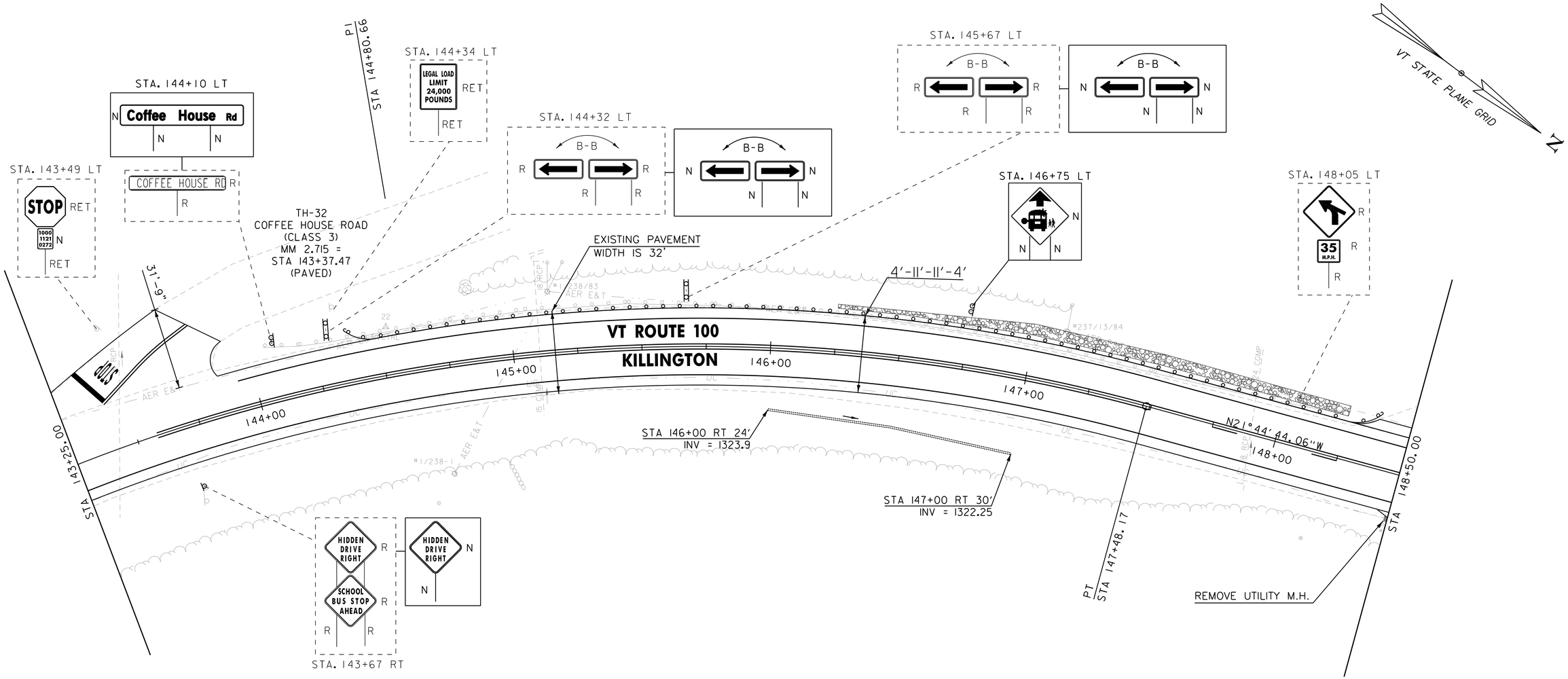
TEMPORARY 4 INCH YELLOW LINE, PAINT
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
KILLINGTON
STA. 137+50 - STA. 143+18 (SOLID LT & RT)

SIGN LEGEND
R = REMOVE
RES = RESET
R&R = REMOVE & RESET
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = ----------
NEW = _____

0 20 40
SCALE IN FEET

vhb

PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234BDR_GEN27.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
PROJECT LAYOUT SHEET 27	SHEET 78 OF 424



UNDERDRAIN PIPE, 6 INCH
KILLINGTON
STA. 146+00 - STA. 147+00 RT

STONE FILL, TYPE I
KILLINGTON
STA. 146+25 - STA. 148+25 LT

STEEL BEAM GURADRAIL WITH 8 FOOT POSTS
KILLINGTON
STA. 144+50 - STA. 148+25 LT

ANCHOR FOR STEEL BEAM GURADRAIL
KILLINGTON
STA. 144+50 LT
STA. 148+25 LT

REMOVAL OF GUARDRAIL
KILLINGTON
STA. 144+06 - STA. 148+25 LT

SIGN REMOVAL, FLAT SHEET ALUMINUM
KILLINGTON
STA. 143+67 RT (2)
STA. 144+10 LT
STA. 144+32 LT (2)
STA. 145+67 LT (2)
STA. 148+05 LT (2)

TEMPORARY 4 INCH WHITE LINE, PAINT
DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
KILLINGTON
STA. 143+25 - STA. 148+50 (SOLID RT)
STA. 143+94 - STA. 148+50 (SOLID LT)

TEMPORARY 4 INCH YELLOW LINE, PAINT
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
KILLINGTON
STA. 143+58 - STA. 147+48 (SOLID RT)
STA. 147+48 - STA. 148+50 (DASH RT)
STA. 143+42 - STA. 143+80 LT (CENTERLINE TH #32) (2)
STA. 143+58 - STA. 148+50 (SOLID LT)

TEMPORARY 24 INCH STOP BAR, PAINT
DURABLE 24 INCH STOP BAR (SEE OPTION ITEMS)
KILLINGTON
STA. 143+38 LT (TH #32)

TEMPORARY LETTER OR SYMBOL, PAINT
DURABLE LETTER OR SYMBOL (SEE OPTION ITEMS)
KILLINGTON
STA. 143+44 LT "STOP" (TH #32)

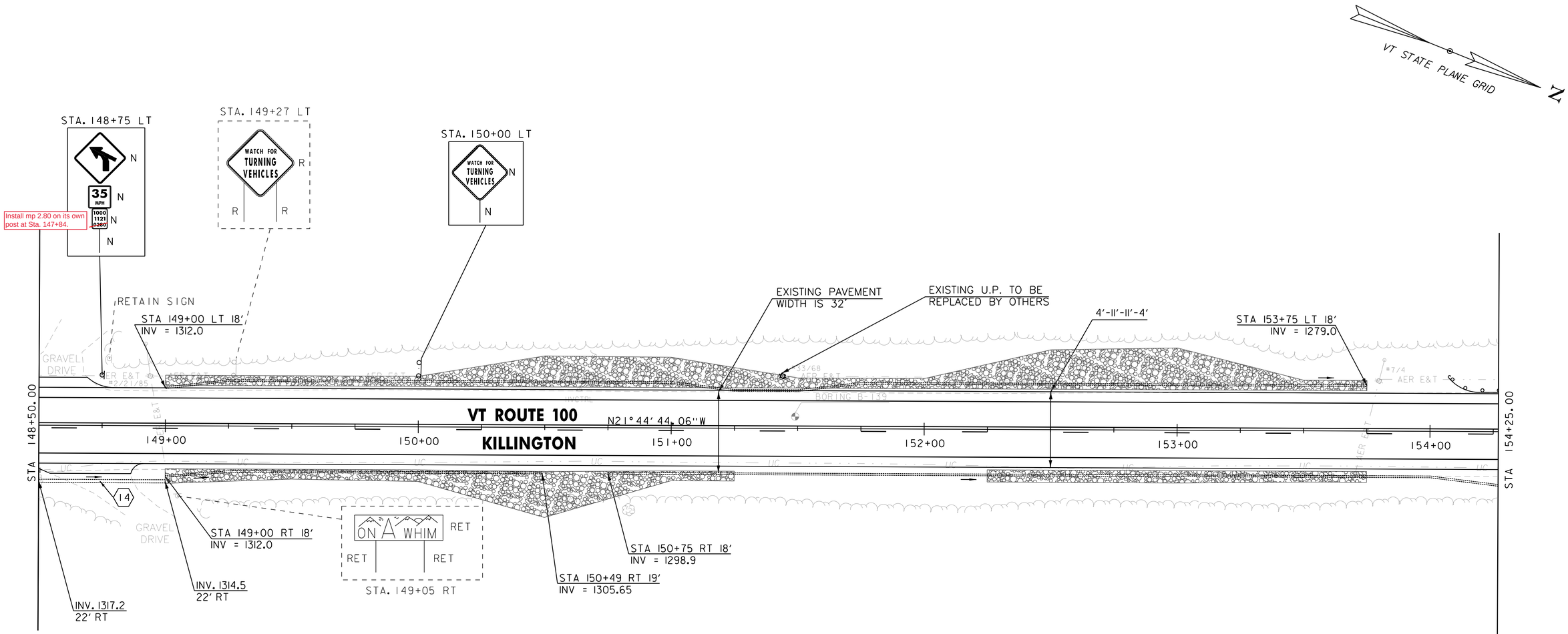
SIGN LEGEND

R	= REMOVE
RES	= RESET
R&R	= REMOVE & RESET
N	= NEW
RET	= RETAIN
B-B	= BACK TO BACK
EXISTING	= ----------
NEW	= ————

0 20 40
SCALE IN FEET

PROJECT NAME:	KILLINGTON - STOCKBRIDGE
PROJECT NUMBER:	ER STP 022-1(25)

FILE NAME: z12B234BDR_GEN28.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
PROJECT LAYOUT SHEET 28	SHEET 79 OF 424



14 STA. 148+50, RT. 22.0' TO 149+00, RT. 22.0'
INSTALL 50 LF x 15" CPEP(SL)

MILLED RUMBLE STRIPS, SINUSOIDAL CENTERLINE
KILLINGTON
STA. 153+50 - STA. 154+25 CL

UNDERDRAIN PIPE, 6 INCH
KILLINGTON
STA. 149+00 - STA. 150+49 RT
STA. 149+00 - STA. 153+75 LT
STA. 150+75 - STA. 154+25 RT

STONE FILL, TYPE I
KILLINGTON
STA. 149+00 - STA. 151+25 RT
STA. 149+00 - STA. 153+75 LT
STA. 152+25 - STA. 153+75 RT

SIGN REMOVAL, FLAT SHEET ALUMINUM
KILLINGTON
STA. 149+27 LT

TEMPORARY 4 INCH WHITE LINE, PAINT
DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
KILLINGTON
STA. 148+50 - STA. 154+25 (SOLID LT & RT)

TEMPORARY 4 INCH YELLOW LINE, PAINT
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
KILLINGTON
STA. 148+50 - STA. 154+25 (SOLID LT)
STA. 148+50 - STA. 154+25 (DASH RT)

STEEL BEAM GUARDRAIL WITH 8 FOOT POSTS
KILLINGTON
STA. 154+20 - STA. 154+25 LT

ANCHOR FOR STEEL BEAM GUARDRAIL
KILLINGTON
STA. 154+20 LT

SIGN LEGEND

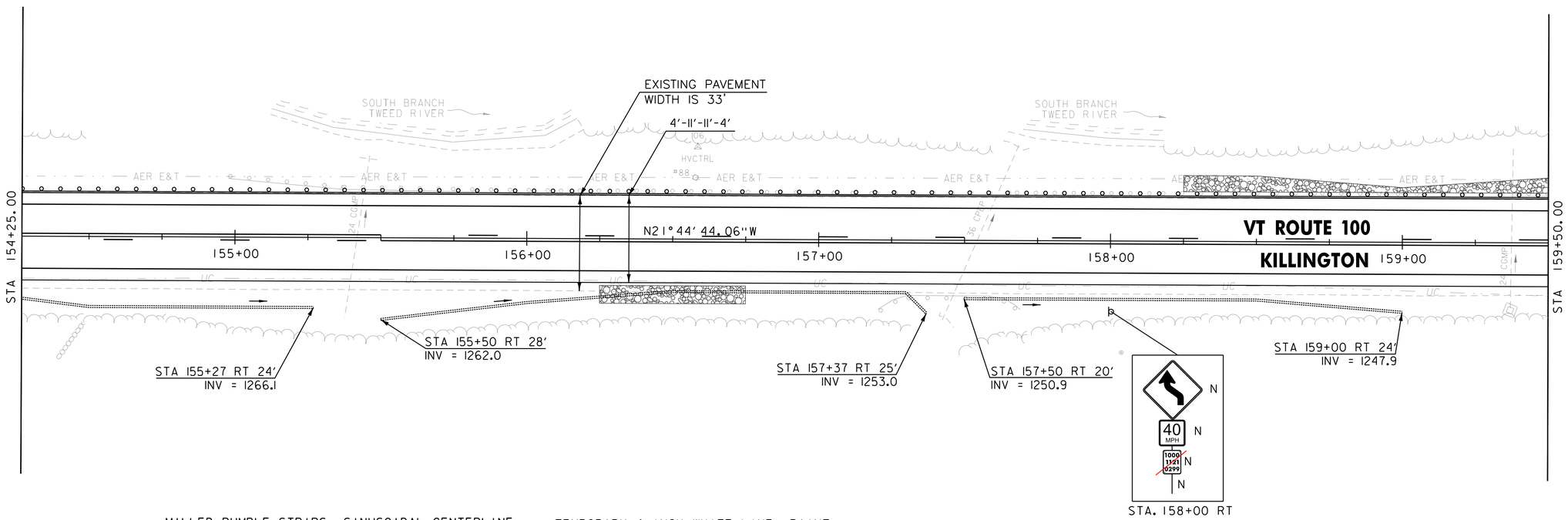
R	= REMOVE
RES	= RESET
R&R	= REMOVE & RESET
N	= NEW
RET	= RETAIN
B-B	= BACK TO BACK
EXISTING	= ----------
NEW	= ————

0 20 40
SCALE IN FEET

vhb

PROJECT NAME:	KILLINGTON - STOCKBRIDGE
PROJECT NUMBER:	ER STP 022-1(25)

FILE NAME: z12B234BDR_GEN29.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
PROJECT LAYOUT SHEET 29	SHEET 80 OF 424



MILLED RUMBLE STRIPS, SINUSOIDAL CENTERLINE
KILLINGTON
STA. 154+25 - STA. 159+50 CL

UNDERDRAIN PIPE, 6 INCH
KILLINGTON
STA. 154+25 - STA. 155+27 RT
STA. 155+50 - STA. 157+37 RT
STA. 157+50 - STA. 159+00 RT

STONE FILL, TYPE I
KILLINGTON
STA. 156+25 - STA. 156+75 RT
STA. 158+25 - STA. 159+50 LT

REMOVAL OF GUARDRAIL
KILLINGTON
STA. 154+98 - STA. 159+50 LT
STA. 157+20 - STA. 157+69 RT

TEMPORARY 4 INCH WHITE LINE, PAINT
DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
KILLINGTON
STA. 154+25 - STA. 159+50 (SOLID LT & RT)

TEMPORARY 4 INCH YELLOW LINE, PAINT
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
KILLINGTON
STA. 154+25 - STA. 155+50 (SOLID LT)
STA. 154+25 - STA. 155+50 (DASH RT)
STA. 155+50 - STA. 159+50 (DASH LT)
STA. 155+50 - STA. 159+50 (SOLID RT)

STEEL BEAM GUARDRAIL WITH 8 FOOT POSTS
KILLINGTON
STA. 154+25 - STA. 159+50 LT

SIGN LEGEND
R = REMOVE
RES = RESET
R&R = REMOVE & RESET
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = ----------
NEW = ————————

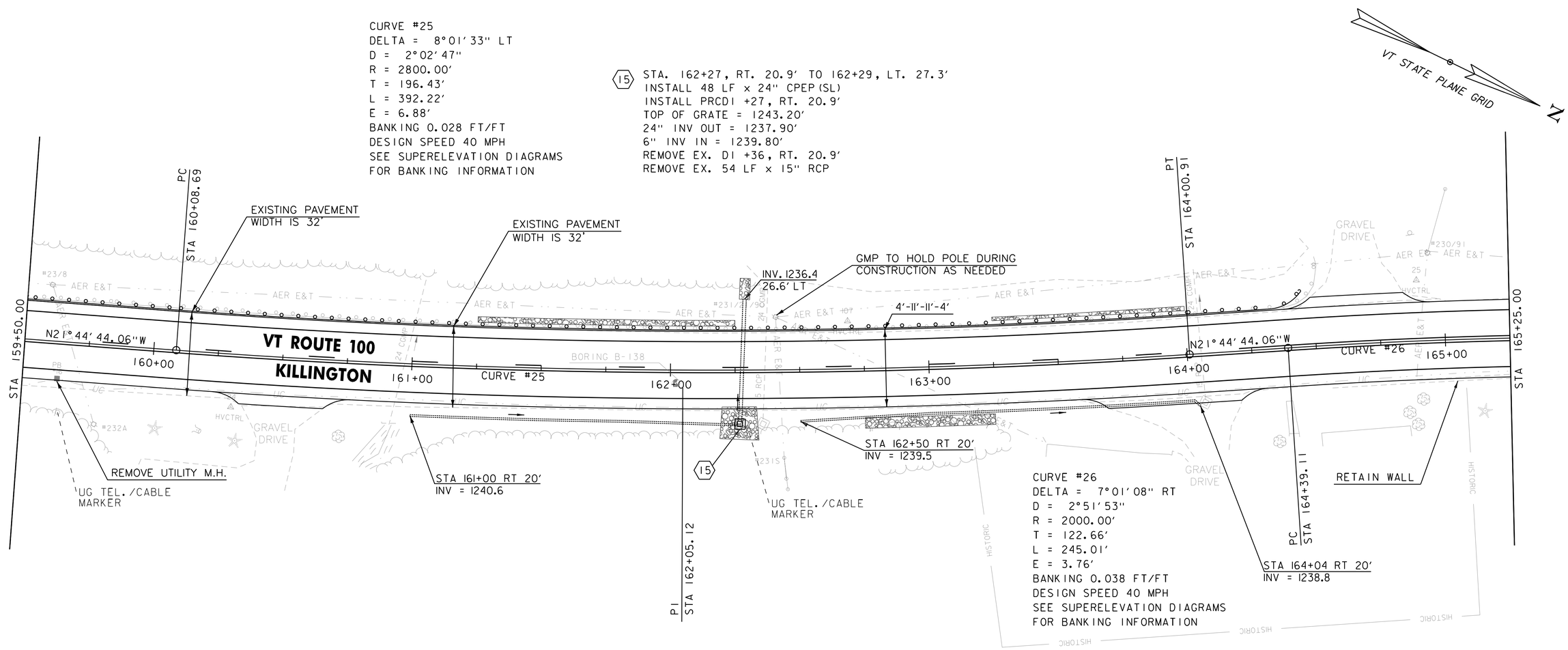
0 20 40
SCALE IN FEET

vhb

PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234BDR_GEN30.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
PROJECT LAYOUT SHEET 30	SHEET 81 OF 424

CURVE #25
DELTA = 8°01′33" LT
D = 2°02′47"
R = 2800.00′
T = 196.43′
L = 392.22′
E = 6.88′
BANKING 0.028 FT/FT
DESIGN SPEED 40 MPH
SEE SUPERELEVATION DIAGRAMS
FOR BANKING INFORMATION

(15) STA. 162+27, RT. 20.9′ TO 162+29, LT. 27.3′
INSTALL 48 LF x 24" CPEP(SL)
INSTALL PRCDI +27, RT. 20.9′
TOP OF GRATE = 1243.20′
24" INV OUT = 1237.90′
6" INV IN = 1239.80′
REMOVE EX. DI +36, RT. 20.9′
REMOVE EX. 54 LF x 15" RCP



CURVE #26
DELTA = 7°01′08" RT
D = 2°51′53"
R = 2000.00′
T = 122.66′
L = 245.01′
E = 3.76′
BANKING 0.038 FT/FT
DESIGN SPEED 40 MPH
SEE SUPERELEVATION DIAGRAMS
FOR BANKING INFORMATION

MILLED RUMBLE STRIPS, SINUSOIDAL CENTERLINE
KILLINGTON
STA. 159+50 - STA. 163+25 CL

REHABILITATING DIs, CATCH BASINS, OR MANHOLES, CLASS I
KILLINGTON
STA. 164+06 RT

UNDERDRAIN PIPE, 6 INCH
KILLINGTON
STA. 161+00 - STA. 164+04 RT
STA. 164+04 - STA. 162+27 RT
STA. 162+50 - STA. 164+04 RT

STONE FILL, TYPE I
KILLINGTON
STA. 161+25 - STA. 162+25 LT
STA. 162+19 - STA. 162+34 RT
STA. 162+75 - STA. 163+25 RT
STA. 163+25 - STA. 164+00 LT

STONE FILL, TYPE II
KILLINGTON
STA. 162+28.8 LT (8′L x 4′W x 3′D)

REMOVAL OF GUARDRAIL
KILLINGTON
STA. 159+50 - STA. 164+51 LT

TEMPORARY 4 INCH WHITE LINE, PAINT
DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
KILLINGTON
STA. 159+50 - STA. 165+25 (SOLID LT & RT)

TEMPORARY 4 INCH YELLOW LINE, PAINT
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
KILLINGTON
STA. 159+50 - STA. 165+25 (SOLID RT)
STA. 159+50 - STA. 164+25 (DASH LT)
STA. 164+25 - STA. 165+25 (SOLID LT)

STEEL BEAM GUARDRAIL WITH 8 FOOT POSTS
KILLINGTON
STA. 159+50 - STA. 164+32.5 LT

ANCHOR FOR STEEL BEAM GUARDRAIL
KILLINGTON
STA. 164+32.5 LT

CORING CONCRETE
KILLINGTON
STA. 164+06 RT

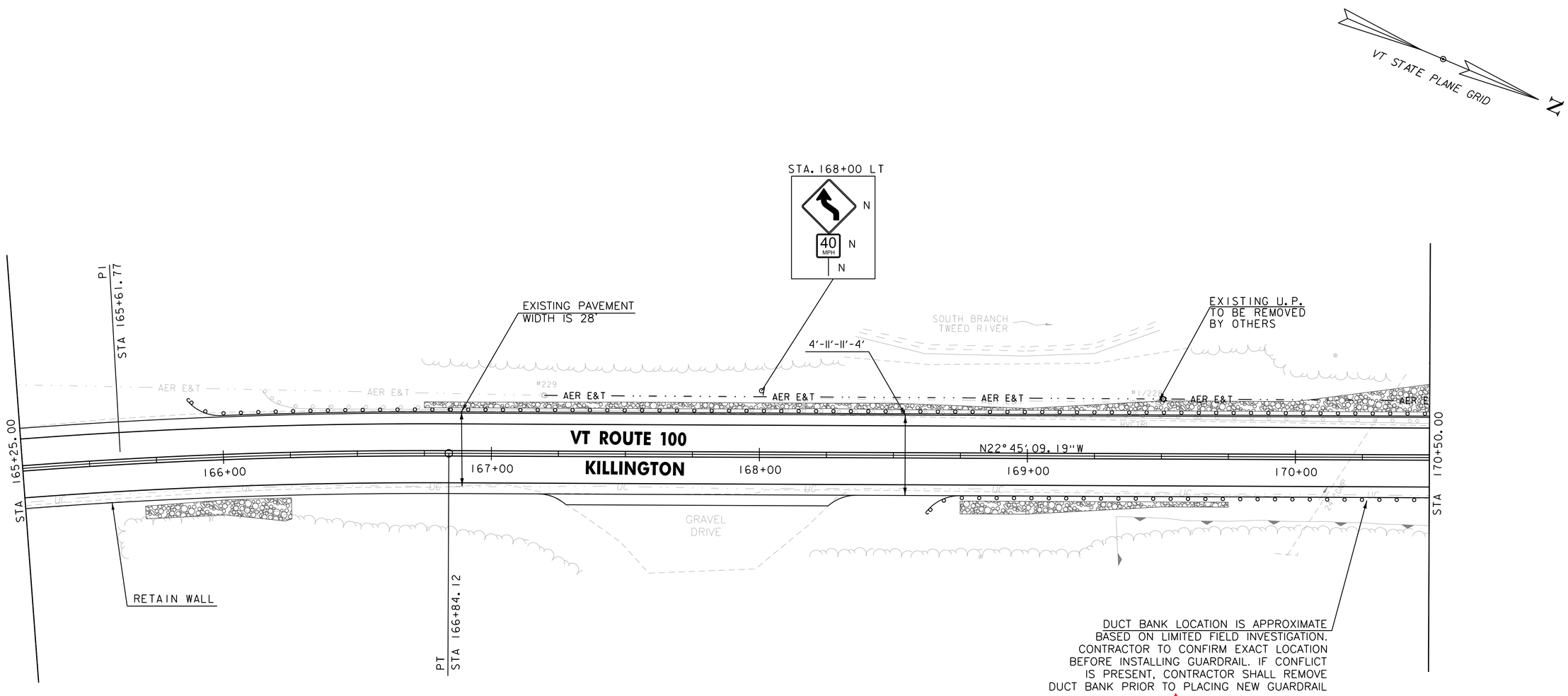
ENVIRONMENTALLY SENSITIVE LOCATION
KILLINGTON
STA. 163+17 - STA. 165+10 RT (HISTORIC)

SIGN LEGEND
R = REMOVE
RES = RESET
R&R = REMOVE & RESET
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = ----------
NEW = ————————

0 20 40
SCALE IN FEET

vhb

PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234BDR_GEN31.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
PROJECT LAYOUT SHEET 31	SHEET 82 OF 424



How is this paid for? This does not appear to be covered by the utility notes.

MILLED RUMBLE STRIPS, SINUSOIDAL CENTERLINE
KILLINGTON
STA. 165+85 - STA. 170+50 CL

STONE FILL, TYPE I
KILLINGTON
STA. 165+70 - STA. 166+25 RT
STA. 166+75 - STA. 170+50 LT
STA. 168+75 - STA. 169+75 RT

REMOVAL OF GUARDRAIL
KILLINGTON
STA. 166+15 - STA. 170+50 LT

STEEL BEAM GURADRAIL WITH 8 FOOT POSTS
KILLINGTON
STA. 165+99 - STA. 170+50 LT
STA. 168+75 - STA. 170+50 RT

ANCHOR FOR STEEL BEAM GURADRAIL
KILLINGTON
STA. 165+99 LT
STA. 168+75 RT

TEMPORARY 4 INCH WHITE LINE, PAINT
DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
KILLINGTON
STA. 165+25 - STA. 170+50 (SOLID LT & RT)

TEMPORARY 4 INCH YELLOW LINE, PAINT
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
KILLINGTON
STA. 165+25 - STA. 170+50 (SOLID LT & RT)

ENVIRONMENTALLY SENSITIVE LOCATION
KILLINGTON
STA. 169+33 - STA. 170+50 RT (WETLAND)

SIGN LEGEND

R = REMOVE
RES = RESET
R&R = REMOVE & RESET
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = ----------
NEW = ————————

0 20 40
SCALE IN FEET

PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234BDR_GEN32.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
PROJECT LAYOUT SHEET 32	SHEET 83 OF 424

MILLED RUMBLE STRIPS, SINUSOIDAL CENTERLINE
KILLINGTON
STA. 170+50 - STA. 171+30 CL
STA. 171+70 - STA. 176+25 CL

UNDERDRAIN PIPE, 6 INCH
KILLINGTON
STA. 173+00 - STA. 176+00 RT

STONE FILL, TYPE I
KILLINGTON
STA. 170+50 - STA. 173+75 LT

STEEL BEAM GUARDRAIL WITH 8 FOOT POSTS
KILLINGTON
STA. 170+50 - STA. 170+75 RT
STA. 170+50 - STA. 176+25 LT

ANCHOR FOR STEEL BEAM GUARDRAIL
KILLINGTON
STA. 170+75 RT

REMOVAL OF GUARDRAIL
KILLINGTON
STA. 170+50 - STA. 171+63 LT
STA. 175+33 - STA. 176+25 LT

TEMPORARY 4 INCH WHITE LINE, PAINT
DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
KILLINGTON
STA. 170+50 - STA. 176+25 (SOLID LT)
STA. 170+50 - STA. 171+33 (SOLID RT)
STA. 171+68 - STA. 176+25 (SOLID RT)

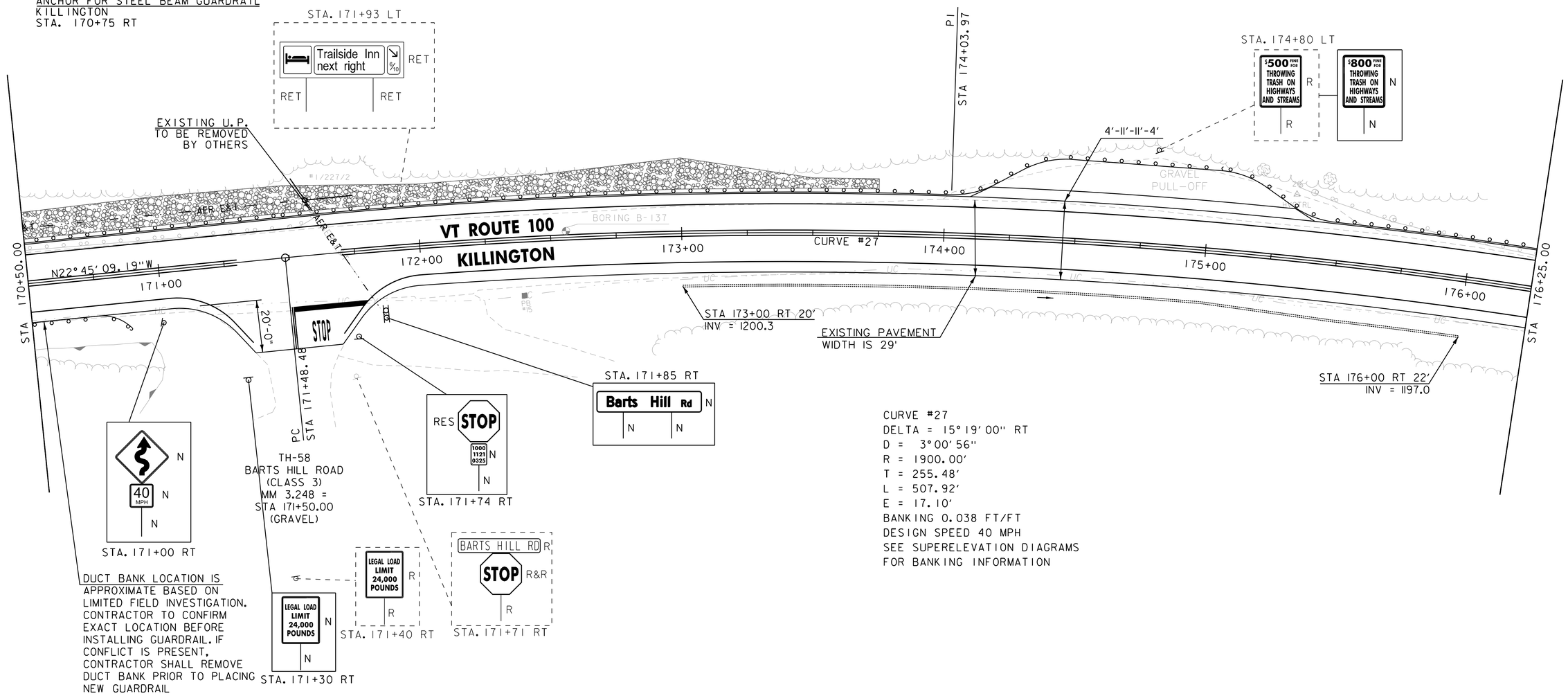
TEMPORARY 4 INCH YELLOW LINE, PAINT
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
KILLINGTON
STA. 170+50 - STA. 171+30 (SOLID LT & RT)
STA. 171+50 RT (CENTERLINE TH #58) (2X)
STA. 171+70 - STA. 176+25 (SOLID LT & RT)

TEMPORARY 24 INCH STOP BAR, PAINT
DURABLE 24 INCH STOP BAR (SEE OPTION ITEMS)
KILLINGTON
STA. 171+64 RT (TH #58)

TEMPORARY LETTER OR SYMBOL, PAINT
DURABLE LETTER OR SYMBOL (SEE OPTION ITEMS)
KILLINGTON
STA. 171+59 RT "STOP" (TH # 58)

SIGN REMOVAL, FLAT SHEET ALUMINUM
KILLINGTON
STA. 171+71 RT (2)
STA. 174+80 LT

RESETTING SIGNS
KILLINGTON
STA. 171+76 RT



DUCT BANK LOCATION IS APPROXIMATE BASED ON LIMITED FIELD INVESTIGATION. CONTRACTOR TO CONFIRM EXACT LOCATION BEFORE INSTALLING GUARDRAIL. IF CONFLICT IS PRESENT, CONTRACTOR SHALL REMOVE DUCT BANK PRIOR TO PLACING NEW GUARDRAIL

CURVE #27
DELTA = 15° 19' 00" RT
D = 3° 00' 56"
R = 1900.00'
T = 255.48'
L = 507.92'
E = 17.10'
BANKING 0.038 FT/FT
DESIGN SPEED 40 MPH
SEE SUPERELEVATION DIAGRAMS FOR BANKING INFORMATION

ENVIRONMENTALLY SENSITIVE LOCATION
KILLINGTON
STA. 170+50 - STA. 170+99 RT (WETLAND)

SIGN LEGEND
R = REMOVE
RES = RESET
R&R = REMOVE & RESET
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = ----------
NEW = ————

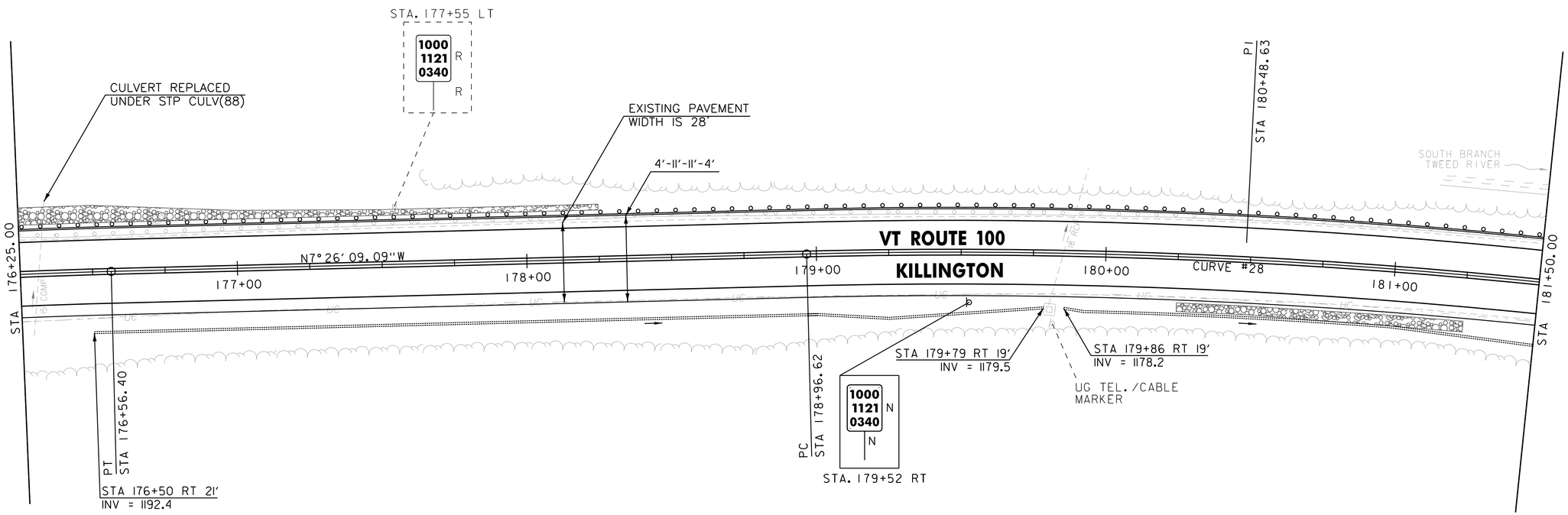
0 20 40
SCALE IN FEET

PROJECT NAME:	KILLINGTON - STOCKBRIDGE
PROJECT NUMBER:	ER STP 022-1(25)

FILE NAME: z12B234BDR_GEN33.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
PROJECT LAYOUT SHEET 33	SHEET 84 OF 424

CURVE #28
DELTA = 8°41'34" RT
D = 2°51'53"
R = 2000.00'
T = 152.01'
L = 303.43'
E = 5.77'
BANKING 0.040 FT/FT
DESIGN SPEED 40 MPH
SEE SUPERELEVATION DIAGRAMS
FOR BANKING INFORMATION

VT STATE PLANE GRID
N



MILLED RUMBLE STRIPS, SINUSOIDAL CENTERLINE
KILLINGTON
STA. 176+25 - STA. 181+50 CL

REHABILITATING DIS, CATCH BASINS, OR MANHOLES, CLASS I
KILLINGTON
STA. 179+81 RT

UNDERDRAIN PIPE, 6 INCH
KILLINGTON
STA. 176+50 - STA. 179+79 RT
STA. 179+86 - STA. 181+50 RT

STONE FILL, TYPE I
KILLINGTON
STA. 176+25 - STA. 178+25 LT
STA. 180+25 - STA. 181+25 RT

REMOVAL OF GUARDRAIL
KILLINGTON
STA. 176+25 - STA. 181+50 LT

TEMPORARY 4 INCH WHITE LINE, PAINT
DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
KILLINGTON
STA. 176+25 - STA. 181+50 (SOLID LT & RT)

TEMPORARY 4 INCH YELLOW LINE, PAINT
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
KILLINGTON
STA. 176+25 - STA. 181+50 (SOLID LT & RT)

SIGN REMOVAL, FLAT SHEET ALUMINUM
KILLINGTON
STA. 177+55 LT

STEEL BEAM GUARDRAIL WITH 8 FOOT POSTS
KILLINGTON
STA. 176+25 - STA. 181+50 LT

CORING CONCRETE
KILLINGTON
STA. 179+81 RT

SIGN LEGEND
R = REMOVE
RES = RESET
R&R = REMOVE & RESET
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = ----------
NEW = ————

0 20 40
SCALE IN FEET

vhb

PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234BDR_GEN34.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
PROJECT LAYOUT SHEET 34	SHEET 85 OF 424

MILLED RUMBLE STRIPS, SINUSOIDAL CENTERLINE
KILLINGTON
STA. 181+50 - STA. 186+65 CL
STA. 187+05 - STA. 187+25 CL

REHABILITATING DIs, CATCH BASINS, OR MANHOLES, CLASS I
KILLINGTON
STA. 185+31 RT

UNDERDRAIN PIPE, 6 INCH
KILLINGTON
STA. 181+50 - STA. 183+52 RT
STA. 185+50 - STA. 187+25 RT

STONE FILL, TYPE I
KILLINGTON
STA. 183+75 - STA. 185+25 RT

REMOVAL OF GUARDRAIL
KILLINGTON
STA. 181+50 - STA. 186+35 LT
STA. 187+23 - STA. 187+25 LT

TEMPORARY 4 INCH WHITE LINE, PAINT
DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
KILLINGTON
STA. 181+50 - STA. 187+25 (SOLID RT)
STA. 181+50 - STA. 186+69 (SOLID LT)
STA. 186+98 - STA. 187+25 (SOLID LT)

TEMPORARY 4 INCH YELLOW LINE, PAINT
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
KILLINGTON
STA. 181+50 - STA. 186+66 (SOLID LT & RT)
STA. 186+86 LT (CENTERLINE TH #32) (2)
STA. 187+06 - STA. 187+25 (SOLID LT & RT)

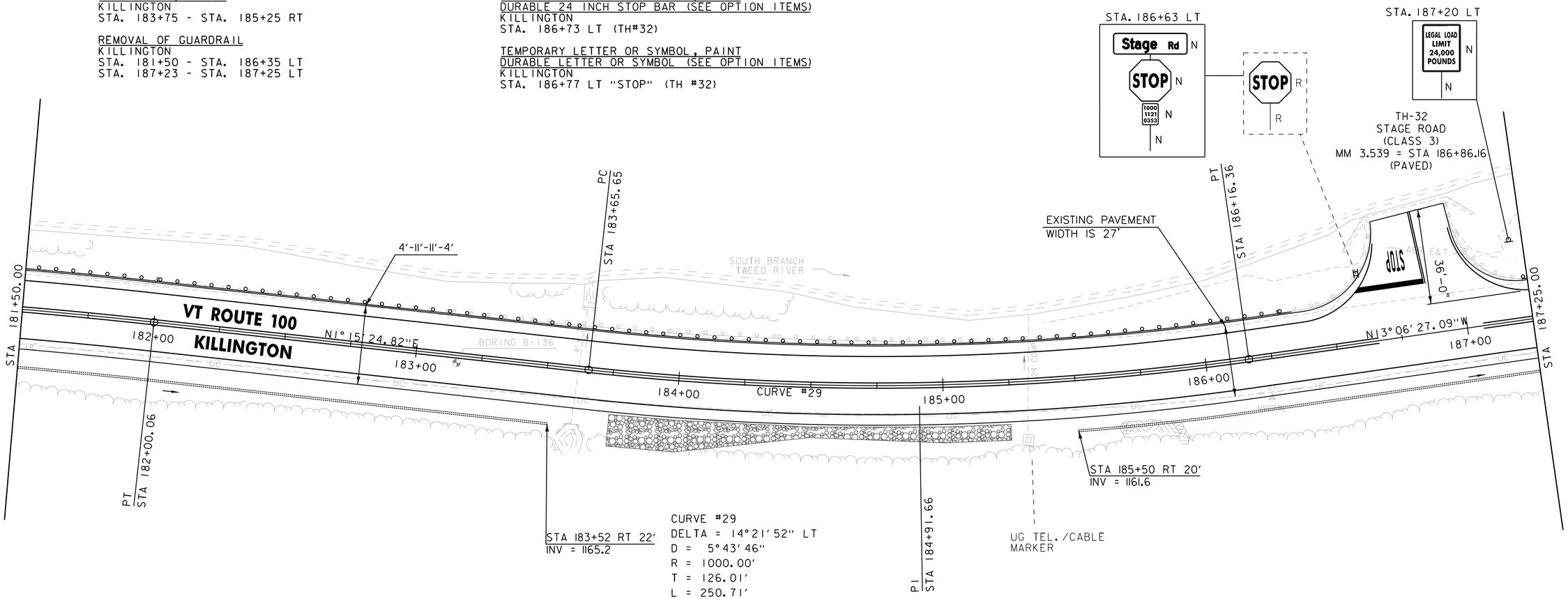
TEMPORARY 24 INCH STOP BAR, PAINT
DURABLE 24 INCH STOP BAR (SEE OPTION ITEMS)
KILLINGTON
STA. 186+73 LT (TH#32)

TEMPORARY LETTER OR SYMBOL, PAINT
DURABLE LETTER OR SYMBOL (SEE OPTION ITEMS)
KILLINGTON
STA. 186+77 LT "STOP" (TH #32)

SIGN REMOVAL, FLAT SHEET ALUMINUM
KILLINGTON
STA. 186+63 LT (2)

STEEL BEAM GUARDRAIL WITH 8 FOOT POSTS
KILLINGTON
STA. 181+50 - STA. 186+24 LT

VT STATE PLANE GRID
N



CURVE #29
DELTA = 14°21'52" LT
D = 5°43'46"
R = 1000.00'
T = 126.01'
L = 250.71'
E = 7.91'
BANKING 0.060 FT/FT
DESIGN SPEED 40 MPH
SEE SUPERELEVATION DIAGRAMS
FOR BANKING INFORMATION

SIGN LEGEND
R = REMOVE
RES = RESET
R&R = REMOVE & RESET
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = ----------
NEW = ————

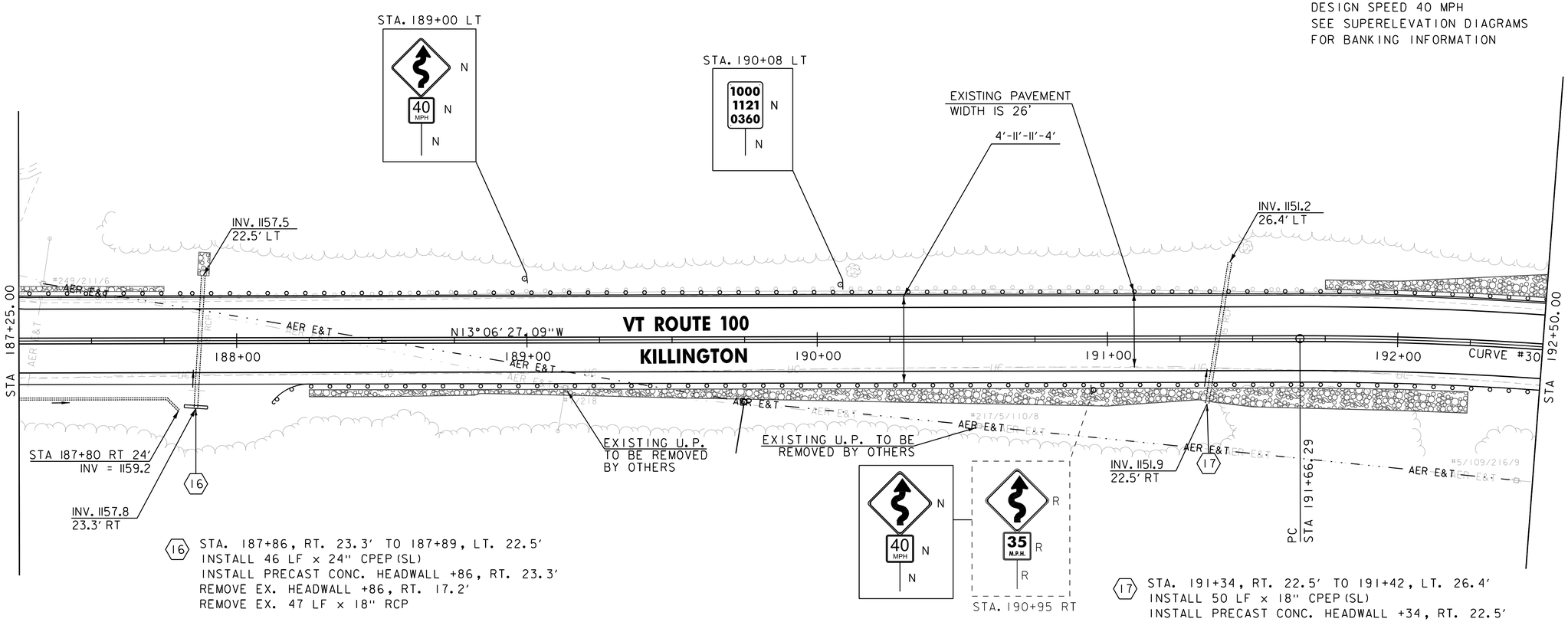
0 20 40
SCALE IN FEET

vhb

PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234BDR_GEN35.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
PROJECT LAYOUT SHEET 35	SHEET 86 OF 424

CURVE #30
DELTA = 45°24'02" RT
D = 4°52'34"
R = 1175.00'
T = 491.52'
L = 931.06'
E = 98.66'
BANKING 0.054 FT/FT
DESIGN SPEED 40 MPH
SEE SUPERELEVATION DIAGRAMS
FOR BANKING INFORMATION

VT STATE PLANE GRID N



16 STA. 187+86, RT. 23.3' TO 187+89, LT. 22.5'
INSTALL 46 LF x 24" CPEP(SL)
INSTALL PRECAST CONC. HEADWALL +86, RT. 23.3'
REMOVE EX. HEADWALL +86, RT. 17.2'
REMOVE EX. 47 LF x 18" RCP

17 STA. 191+34, RT. 22.5' TO 191+42, LT. 26.4'
INSTALL 50 LF x 18" CPEP(SL)
INSTALL PRECAST CONC. HEADWALL +34, RT. 22.5'
REMOVE EX. HEADWALL +34, RT. 20.6'
REMOVE EX. 50 LF x 15" RCP

MILLED RUMBLE STRIPS, SINUSOIDAL CENTERLINE
KILLINGTON
STA. 187+25 - STA. 192+50 CL

UNDERDRAIN PIPE, 6 INCH
KILLINGTON
STA. 187+25 - STA. 187+80 RT

STONE FILL, TYPE I
KILLINGTON
STA. 187+25 - STA. 187+75 LT
STA. 188+25 - STA. 192+25 RT
STA. 191+75 - STA. 192+50 LT

STONE FILL, TYPE II
KILLINGTON
STA. 187+88.5 LT (8'L x 4'W x 3'D)

TEMPORARY 4 INCH WHITE LINE, PAINT
DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
KILLINGTON
STA. 187+25 - STA. 192+50 (SOLID LT & RT)

TEMPORARY 4 INCH YELLOW LINE, PAINT
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
KILLINGTON
STA. 187+25 - STA. 192+50 (SOLID LT & RT)

REMOVAL OF GUARDRAIL
KILLINGTON
STA. 187+25 - STA. 192+15 LT

SIGN REMOVAL, FLAT SHEET ALUMINUM
KILLINGTON
STA. 190+95 RT (2)

STEEL BEAM GUARDRAIL WITH 8 FOOT POSTS
KILLINGTON
STA. 187+39 - STA. 192+50 LT
STA. 188+25 - STA. 192+50 RT

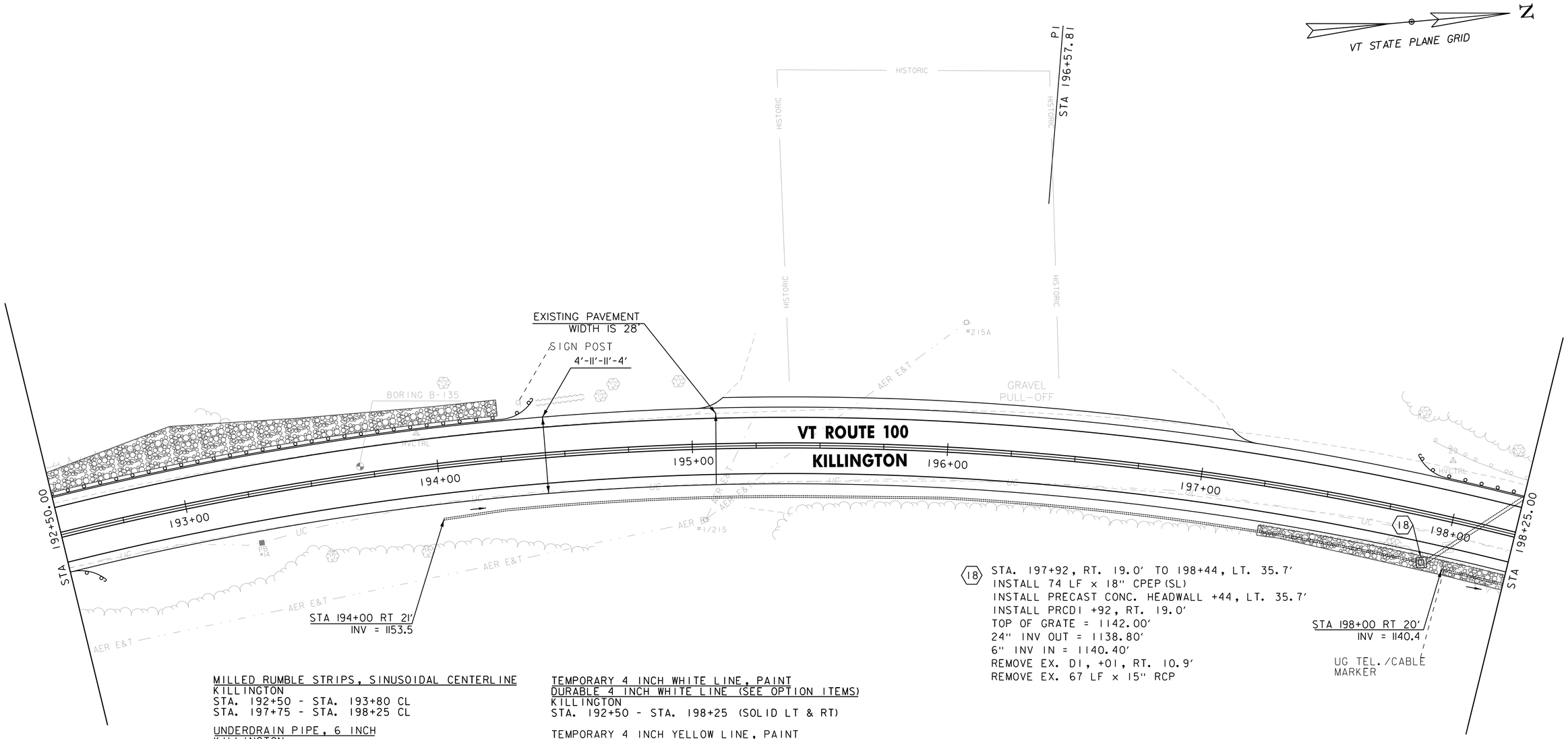
ANCHOR FOR STEEL BEAM GUARDRAIL
KILLINGTON
STA. 188+25 RT
STA. 192+50 RT
STA. 192+50 LT

SIGN LEGEND
R = REMOVE
RES = RESET
R&R = REMOVE & RESET
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = ----------
NEW = ————

0 20 40
SCALE IN FEET

vhb

PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234BDR_GEN36.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
PROJECT LAYOUT SHEET 36	SHEET 87 OF 424



18 STA. 197+92, RT. 19.0' TO 198+44, LT. 35.7'
INSTALL 74 LF x 18" CPEP(SL)
INSTALL PRECAST CONC. HEADWALL +44, LT. 35.7'
INSTALL PRCDI +92, RT. 19.0'
TOP OF GRATE = 1142.00'
24" INV OUT = 1138.80'
6" INV IN = 1140.40'
REMOVE EX. DI, +01, RT. 10.9'
REMOVE EX. 67 LF x 15" RCP

MILLED RUMBLE STRIPS, SINUSOIDAL CENTERLINE
KILLINGTON
STA. 192+50 - STA. 193+80 CL
STA. 197+75 - STA. 198+25 CL

UNDERDRAIN PIPE, 6 INCH
KILLINGTON
STA. 194+00 - STA. 197+89 RT
STA. 198+00 - STA. 198+25 RT

STONE FILL, TYPE I
KILLINGTON
STA. 192+50 - STA. 194+25 LT
STA. 197+25 - STA. 198+25 RT

REMOVAL OF GUARDRAIL
KILLINGTON
STA. 197+86 - STA. 198+25 LT

TEMPORARY 4 INCH WHITE LINE, PAINT
DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
KILLINGTON
STA. 192+50 - STA. 198+25 (SOLID LT & RT)

TEMPORARY 4 INCH YELLOW LINE, PAINT
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
KILLINGTON
STA. 192+50 - STA. 198+25 (SOLID LT & RT)

STEEL BEAM GUARDRAIL WITH 8 FOOT POSTS
KILLINGTON
STA. 192+50 - STA. 194+27 LT
STA. 197+94 - STA. 198+25 LT

STEEL BEAM GUARDRAIL WITH 8 FOOT POSTS
KILLINGTON
STA. 194+27 LT
STA. 197+94 LT

ENVIRONMENTALLY SENSITIVE LOCATION
KILLINGTON
STA. 195+34 - STA. 196+41 RT (HISTORIC)

SIGN LEGEND
R = REMOVE
RES = RESET
R&R = REMOVE & RESET
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = ----------
NEW = ————————

0 20 40
SCALE IN FEET

vhb

PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234BDR_GEN37.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
PROJECT LAYOUT SHEET 37	SHEET 88 OF 424

MILLED RUMBLE STRIPS, SINUSOIDAL CENTERLINE
KILLINGTON
STA. 198+25 - STA. 203+50 CL

UNDERDRAIN PIPE, 6 INCH
KILLINGTON
STA. 198+25 - STA. 200+85 RT

STONE FILL, TYPE I
KILLINGTON
STA. 198+25 - STA. 200+78 RT
STA. 199+75 - STA. 202+75 LT
STA. 200+78 - STA. 200+93 RT

STONE FILL, TYPE II
KILLINGTON
STA. 198+44.6 LT (6'L X 3'W X 2'D)
STA. 200+87.9 LT (7'L x 3'W x 3'D)

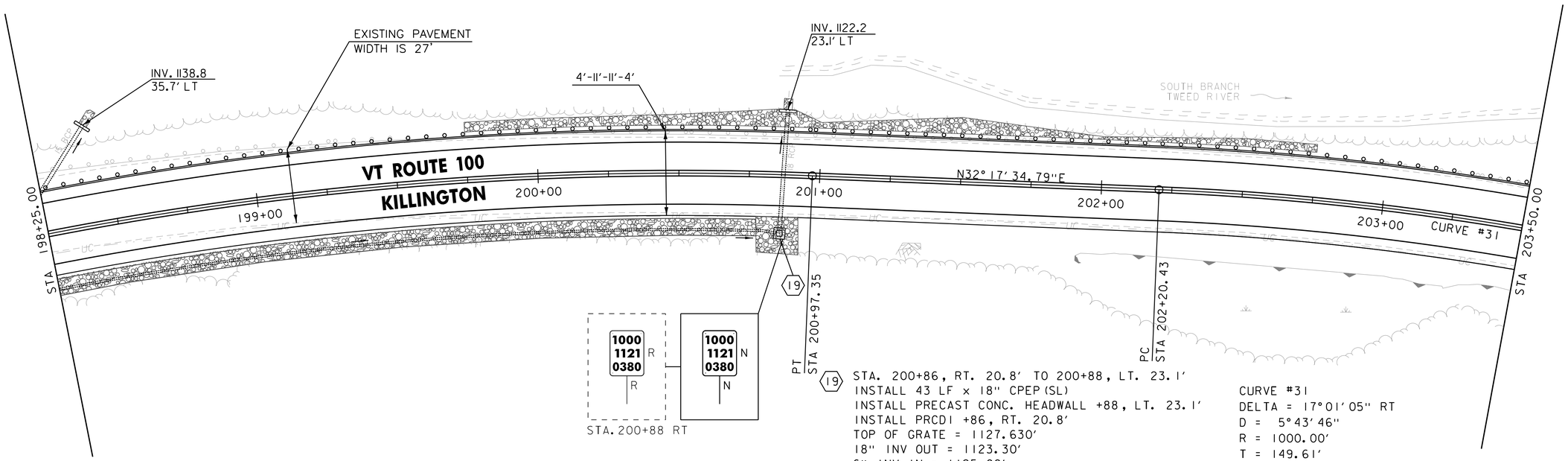
REMOVAL OF GUARDRAIL
KILLINGTON
STA. 198+25 - STA. 203+50 LT

TEMPORARY 4 INCH WHITE LINE, PAINT
DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
KILLINGTON
STA. 198+25 - STA. 203+50 (SOLID LT & RT)

TEMPORARY 4 INCH YELLOW LINE, PAINT
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
KILLINGTON
STA. 198+25 - STA. 203+50 (SOLID LT & RT)

SIGN REMOVAL, FLAT SHEET ALUMINUM
KILLINGTON
STA. 200+88 RT

STEEL BEAM GUARDRAIL WITH 8 FOOT POSTS
KILLINGTON
STA. 198+25 - STA. 203+50 LT



19
STA. 200+86, RT. 20.8' TO 200+88, LT. 23.1'
INSTALL 43 LF x 18" CPEP(SL)
INSTALL PRECAST CONC. HEADWALL +88, LT. 23.1'
INSTALL PRCD1 +86, RT. 20.8'
TOP OF GRATE = 1127.630'
18" INV OUT = 1123.30'
6" INV IN = 1125.00'
REMOVE EX. D1 +86, RT. 21.0'
REMOVE EX. 51 LF x 18" RCP

CURVE #31
DELTA = 17°01'05" RT
D = 5°43'46"
R = 1000.00'
T = 149.61'
L = 297.02'
E = 11.13'
BANKING 0.060 FT/FT
DESIGN SPEED 40 MPH
SEE SUPERELEVATION DIAGRAMS
FOR BANKING INFORMATION

ENVIRONMENTALLY SENSITIVE LOCATION
KILLINGTON
STA. 201+92 - STA. 203+50 RT (WETLAND)

SIGN LEGEND
R = REMOVE
RES = RESET
R&R = REMOVE & RESET
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = ----------
NEW = ————————

0 20 40
SCALE IN FEET

vhb

PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234BDR_GEN38.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
PROJECT LAYOUT SHEET 38	SHEET 89 OF 424

MILLED RUMBLE STRIPS, SINUSOIDAL CENTERLINE
KILLINGTON - PITTSFIELD
STA. 203+50 - STA. A 0+75 CL

UNDERDRAIN PIPE, 6 INCH
KILLINGTON
STA. 205+75 - STA. 208+04 RT
PITTSFIELD
STA. A 0+50 - STA. A 0+75 RT

STONE FILL, TYPE I
KILLINGTON
STA. 204+50 - STA. 207+25 LT
KILLINGTON - PITTSFIELD
STA. 207+75 - STA. A 0+50 LT

REMOVAL OF GUARDRAIL
KILLINGTON - PITTSFIELD
STA. 203+50 - STA. A 0+50 LT

TEMPORARY 4 INCH WHITE LINE, PAINT
DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
KILLINGTON - PITTSFIELD
STA. 203+50 - STA. A 0+75 (SOLID LT & RT)

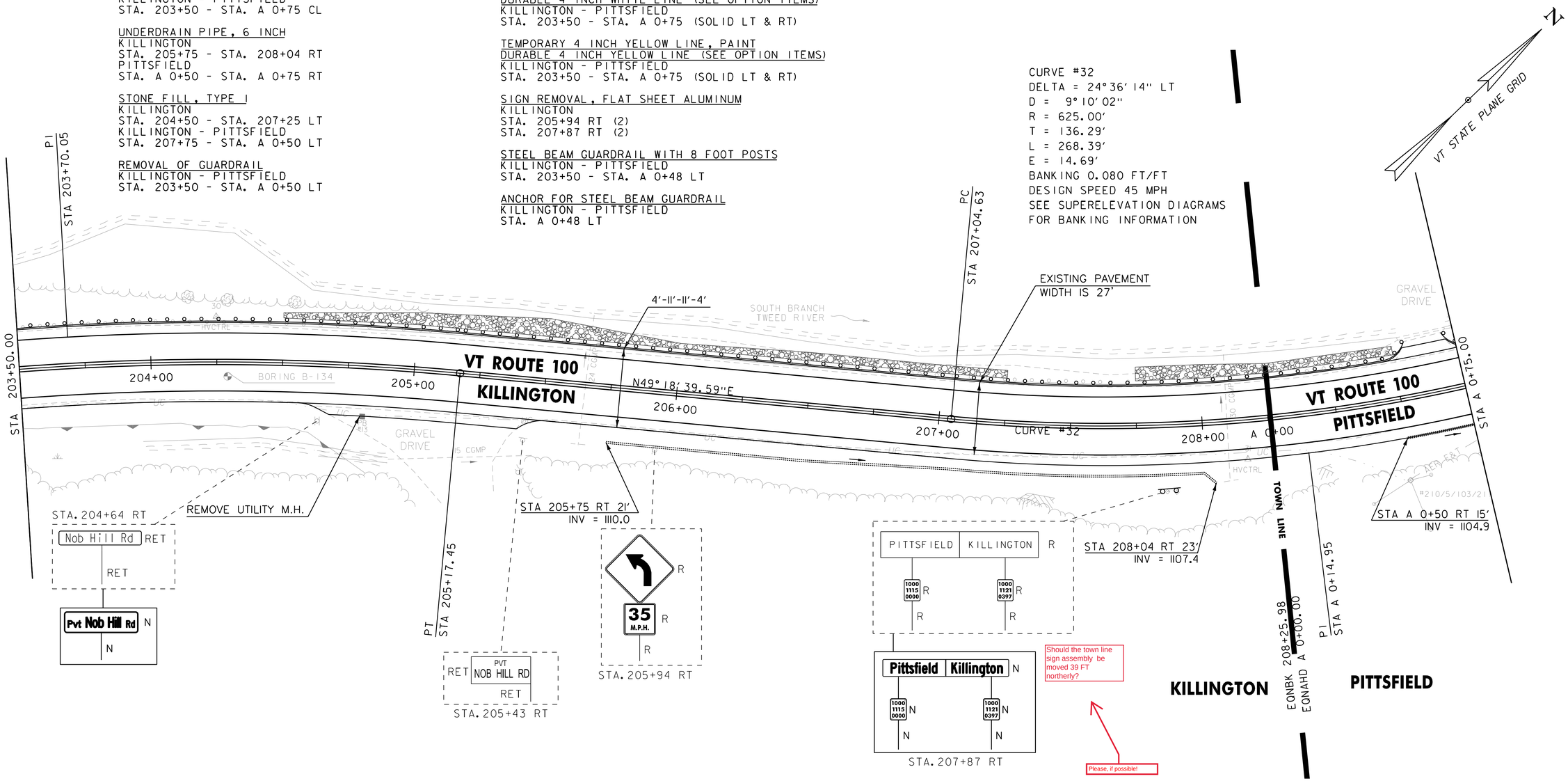
TEMPORARY 4 INCH YELLOW LINE, PAINT
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
KILLINGTON - PITTSFIELD
STA. 203+50 - STA. A 0+75 (SOLID LT & RT)

SIGN REMOVAL, FLAT SHEET ALUMINUM
KILLINGTON
STA. 205+94 RT (2)
STA. 207+87 RT (2)

STEEL BEAM GUARDRAIL WITH 8 FOOT POSTS
KILLINGTON - PITTSFIELD
STA. 203+50 - STA. A 0+48 LT

ANCHOR FOR STEEL BEAM GUARDRAIL
KILLINGTON - PITTSFIELD
STA. A 0+48 LT

CURVE #32
DELTA = 24°36'14" LT
D = 9°10'02"
R = 625.00'
T = 136.29'
L = 268.39'
E = 14.69'
BANKING 0.080 FT/FT
DESIGN SPEED 45 MPH
SEE SUPERELEVATION DIAGRAMS
FOR BANKING INFORMATION



ENVIRONMENTALLY SENSITIVE LOCATION
KILLINGTON
STA. 203+50 - STA. 204+84 RT (WETLAND)

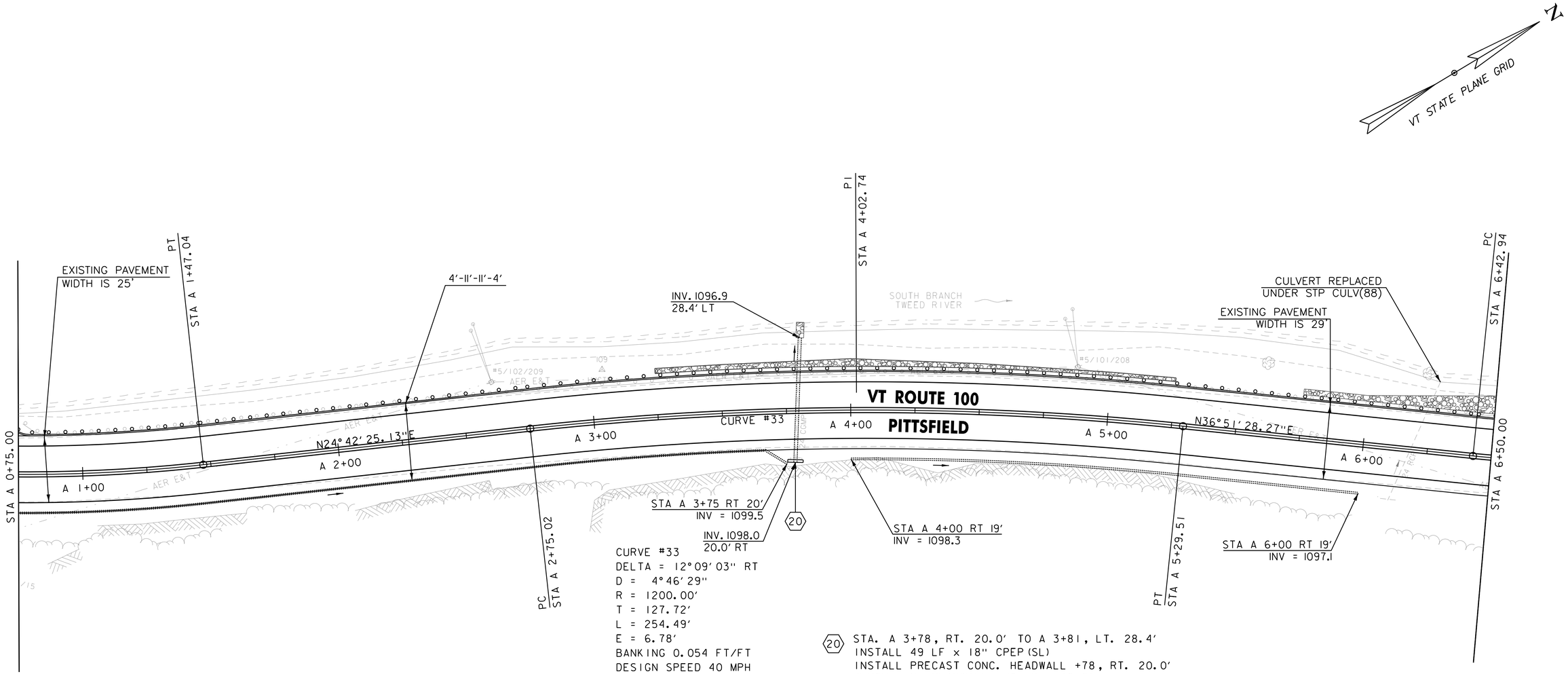
SIGN LEGEND
R = REMOVE
RES = RESET
R&R = REMOVE & RESET
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = ----------
NEW = ————

0 20 40
SCALE IN FEET

vhb

PROJECT NAME:	KILLINGTON - STOCKBRIDGE
PROJECT NUMBER:	ER STP 022-1(25)

FILE NAME: z12B234BDR_GEN39.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
PROJECT LAYOUT SHEET 39	SHEET 90 OF 424



CURVE #33
DELTA = 12° 09' 03" RT
D = 4° 46' 29"
R = 1200.00'
T = 127.72'
L = 254.49'
E = 6.78'
BANKING 0.054 FT/FT
DESIGN SPEED 40 MPH
SEE SUPERELEVATION DIAGRAMS
FOR BANKING INFORMATION

(20) STA. A 3+78, RT. 20.0' TO A 3+81, LT. 28.4'
INSTALL 49 LF x 18" CPEP(SL)
INSTALL PRECAST CONC. HEADWALL +78, RT. 20.0'
REMOVE EX. HEADWALL +78, RT. 18.9'
REMOVE EX. 53 LF x 24" CGMP

MILLED RUMBLE STRIPS, SINUSOIDAL CENTERLINE
PITTSFIELD
STA. A 0+75 - STA. A 6+50 CL

UNDERDRAIN PIPE, 6 INCH
PITTSFIELD
STA. A 0+75 - STA. A 3+75 RT
STA. A 4+00 - STA. A 6+00 RT

STONE FILL, TYPE I
PITTSFIELD
STA. A 3+25 - STA. A 5+25 LT
STA. A 5+75 - STA. A 6+50 LT

STONE FILL, TYPE II
PITTSFIELD
STA. A 3+80.8 LT (6'L x 3'W x 3.5'D)

REMOVAL OF GUARDRAIL
PITTSFIELD
STA. A 0+77 - STA. A 6+50 LT

TEMPORARY 4 INCH WHITE LINE, PAINT
DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
PITTSFIELD
STA. A 0+75 - STA. A 6+50 (SOLID LT & RT)

TEMPORARY 4 INCH YELLOW LINE, PAINT
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
PITTSFIELD
STA. A 0+75 - STA. A 6+50 (SOLID LT & RT)

STEEL BEAM GUARDRAIL WITH 8 FOOT POSTS
PITTSFIELD
STA. A 0+76 - STA. A 6+50 LT

ANCHOR FOR STEEL BEAM GUARDRAIL
PITTSFIELD
STA. A 0+76 LT

SIGN LEGEND
R = REMOVE
RES = RESET
R&R = REMOVE & RESET
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = ----------
NEW = ————————

0 20 40
SCALE IN FEET

vhb

PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234BDR_GEN40.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
PROJECT LAYOUT SHEET 40	SHEET 91 OF 424

MILLED RUMBLE STRIPS, SINUSOIDAL CENTERLINE
PITTSFIELD
STA. A 6+50 - STA. A 11+75 CL

STONE FILL, TYPE I
PITTSFIELD
STA. A 6+50 - STA. A 7+25 LT

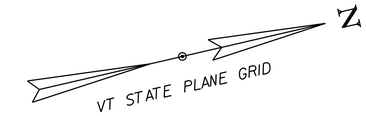
REMOVAL OF GUARDRAIL
PITTSFIELD
STA. A 6+50 - STA. A 11+75 LT

SIGN REMOVAL, FLAT SHEET ALUMINUM
PITTSFIELD
STA. A 7+15 RT
STA. A 7+93 RT

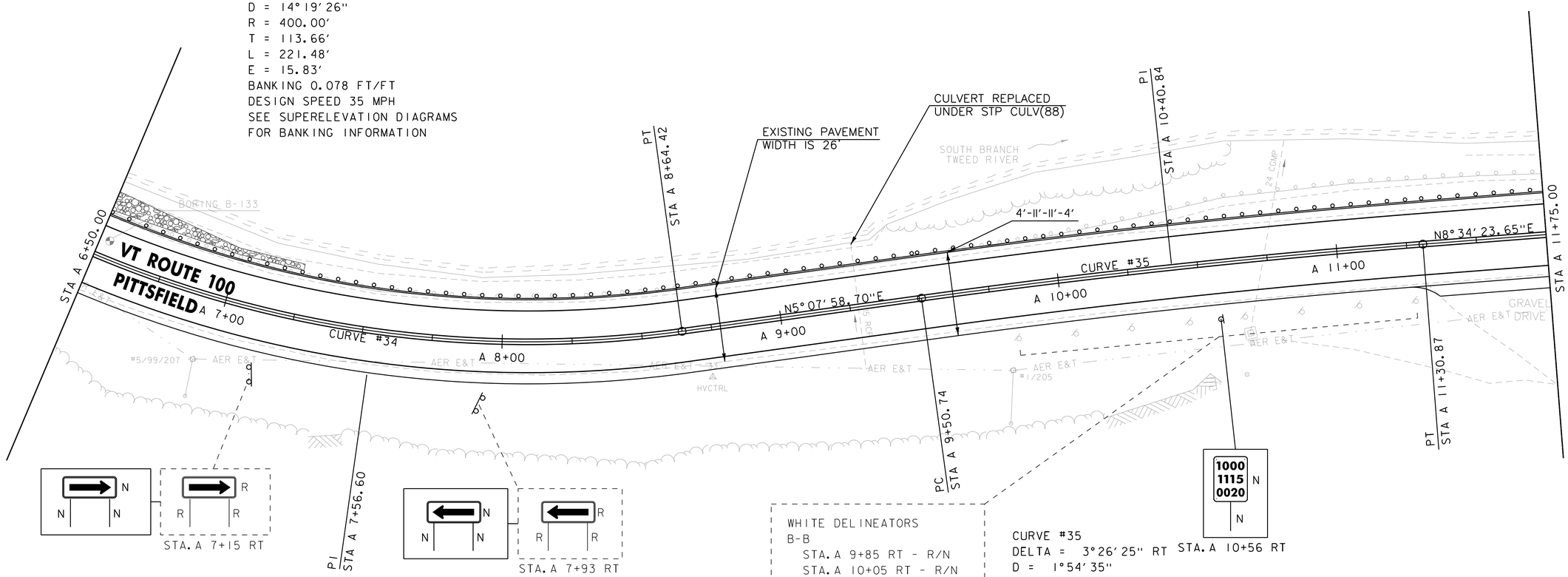
TEMPORARY 4 INCH WHITE LINE, PAINT
DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
PITTSFIELD
STA. A 6+50 - STA. A 11+75 (SOLID LT & RT)

TEMPORARY 4 INCH YELLOW LINE, PAINT
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
PITTSFIELD
STA. A 6+50 - STA. A 11+75 (SOLID LT & RT)

STEEL BEAM GUARDRAIL WITH 8 FOOT POSTS
PITTSFIELD
STA. A 6+50 - STA. A 11+75 LT



CURVE #34
DELTA = 31°43′30" LT
D = 14°19′26"
R = 400.00′
T = 113.66′
L = 221.48′
E = 15.83′
BANKING 0.078 FT/FT
DESIGN SPEED 35 MPH
SEE SUPERELEVATION DIAGRAMS
FOR BANKING INFORMATION



WHITE DELINEATORS
B-B
STA. A 9+85 RT - R/N
STA. A 10+05 RT - R/N
STA. A 10+25 RT - R/N
STA. A 10+45 RT - R/N
STA. A 10+65 RT - R/N
STA. A 10+85 RT - R/N
STA. A 11+05 RT - R/N
STA. A 11+25 RT - R/N

CURVE #35
DELTA = 3°26′25" RT
D = 1°54′35"
R = 3000.00′
T = 90.09′
L = 180.13′
E = 1.35′
BANKING 0.026 FT/FT
DESIGN SPEED 40 MPH
SEE SUPERELEVATION DIAGRAMS
FOR BANKING INFORMATION

SIGN LEGEND
R = REMOVE
RES = RESET
R&R = REMOVE & RESET
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = ----------
NEW = ————————

0 20 40
SCALE IN FEET

vhb

PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234BDR_GEN41.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
PROJECT LAYOUT SHEET 41	SHEET 92 OF 424

MILLED RUMBLE STRIPS, SINUSOIDAL CENTERLINE
PITTSFIELD
STA. A 11+75 - STA. A 17+50 CL

BRIDGE RAILING, GALVANIZED 2 RAIL BOX BEAM
PITTSFIELD
STA. A 16+67 - STA. A 16+78 RT
STA. A 16+74 - STA. A 16+83 LT

UNDERDRAIN PIPE, 6 INCH
PITTSFIELD
STA. A 15+25 - STA. A 16+50 RT
STA. A 17+00 - STA. A 17+50 RT

STONE FILL, TYPE II
PITTSFIELD
STA. A 16+39 - STA. A 16+89 RT

STONE FILL, TYPE IV
PITTSFIELD
STA. A 16+47 - STA. A 17+13 LT

CAST-IN-PLACE CONCRETE CURB, TYPE B
PITTSFIELD
STA. A 16+28 - STA. A 16+68 RT
STA. A 16+34 - STA. A 16+74 LT
STA. A 16+78 - STA. A 17+19 RT
STA. A 16+83 - STA. A 17+22 LT

REMOVAL OF GUARDRAIL
PITTSFIELD
STA. A 11+75 - STA. A 17+49 LT

GUARDRAIL APPROACH SECTION, 2 RAIL BOX BEAM
PITTSFIELD
STA. A 16+38 - STA. A 16+67 RT
STA. A 16+45 - STA. A 16+74 LT
STA. A 16+78 - STA. A 17+07 RT
STA. A 16+83 - STA. A 17+12 LT

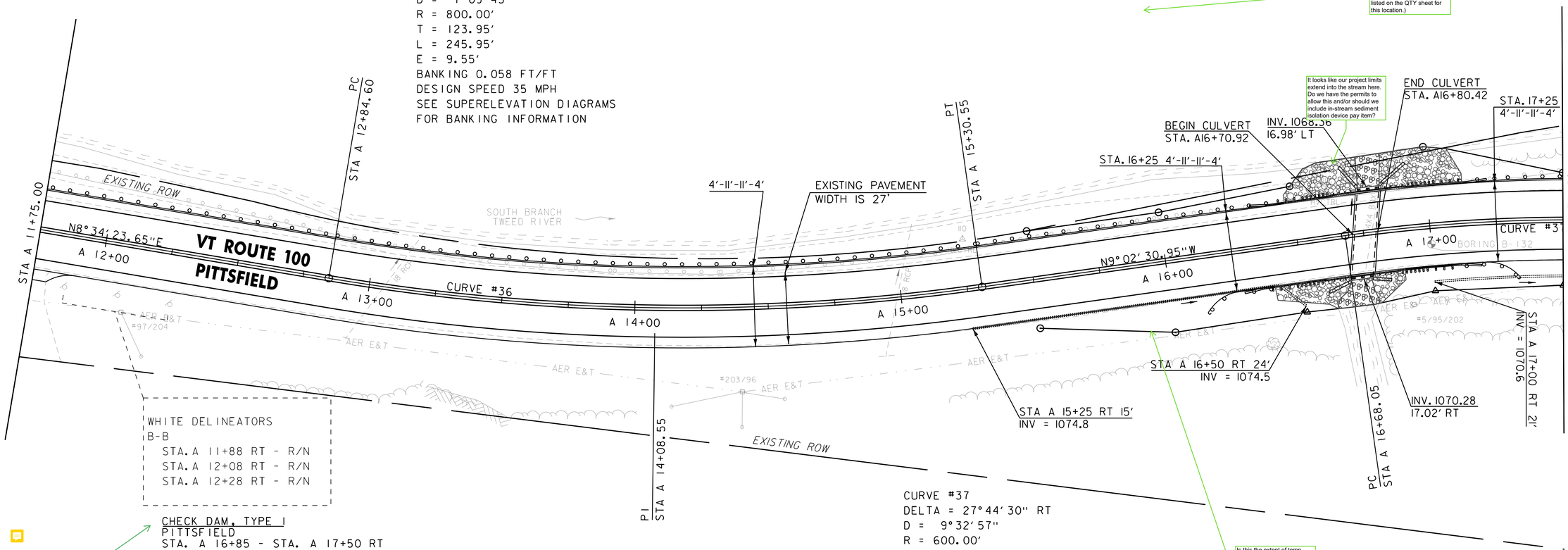
TEMPORARY 4 INCH WHITE LINE, PAINT
DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
PITTSFIELD
STA. A 11+75 - STA. A 17+50 (SOLID LT & RT)

TEMPORARY 4 INCH YELLOW LINE, PAINT
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
PITTSFIELD
STA. A 11+75 - STA. A 17+50 (SOLID LT & RT)

VT STATE PLANE GRID

CURVE #36
DELTA = 17°36'55" LT
D = 7°09'43"
R = 800.00'
T = 123.95'
L = 245.95'
E = 9.55'
BANKING 0.058 FT/FT
DESIGN SPEED 35 MPH
SEE SUPERELEVATION DIAGRAMS
FOR BANKING INFORMATION

Should Temp Relocation of Stream also be listed? (It's listed on the QTY sheet for this location.)



It looks like our project limits extend into the stream here. Do we have the permits to allow this and/or should we include in-stream sediment isolation device pay item?

WHITE DELINEATORS
B-B
STA. A 11+88 RT - R/N
STA. A 12+08 RT - R/N
STA. A 12+28 RT - R/N

CURVE #37
DELTA = 27°44'30" RT
D = 9°32'57"
R = 600.00'
T = 148.16'
L = 290.51'
E = 18.02'
BANKING 0.066 FT/FT
DESIGN SPEED 35 MPH
SEE SUPERELEVATION DIAGRAMS
FOR BANKING INFORMATION

Is this the extent of temp widening? Can that be called out, if so?

CHECK DAM, TYPE I
PITTSFIELD
STA. A 16+85 - STA. A 17+50 RT

SILT FENCE, TYPE II
PITTSFIELD
STA. A 11+75 - STA. A 17+50 LT
STA. A 15+60 - STA. A 16+60 RT

PROJECT DEMARCATION FENCE
PITTSFIELD
STA. A 11+75 - STA. A 17+50 LT
STA. A 15+60 - STA. A 16+60 RT
STA. A 16+85 - STA. A 17+50 RT

STEEL BEAM GUARDRAIL WITH 8 FOOT POSTS
PITTSFIELD
STA. A 11+75 - STA. A 16+45 LT
STA. A 16+13 - STA. A 16+38 RT
STA. A 17+07 - STA. A 17+33 RT
STA. A 17+08 - STA. A 17+50 LT

ANCHOR FOR STEEL BEAM GUARDRAIL
PITTSFIELD
STA. A 16+13 RT
STA. A 17+08 LT

Are all these stations correct? I think it may be confusing to have some EPSC measures called out but not all of them. I recommend deleting these call outs and referencing the EPSC and culvert detail sheets.

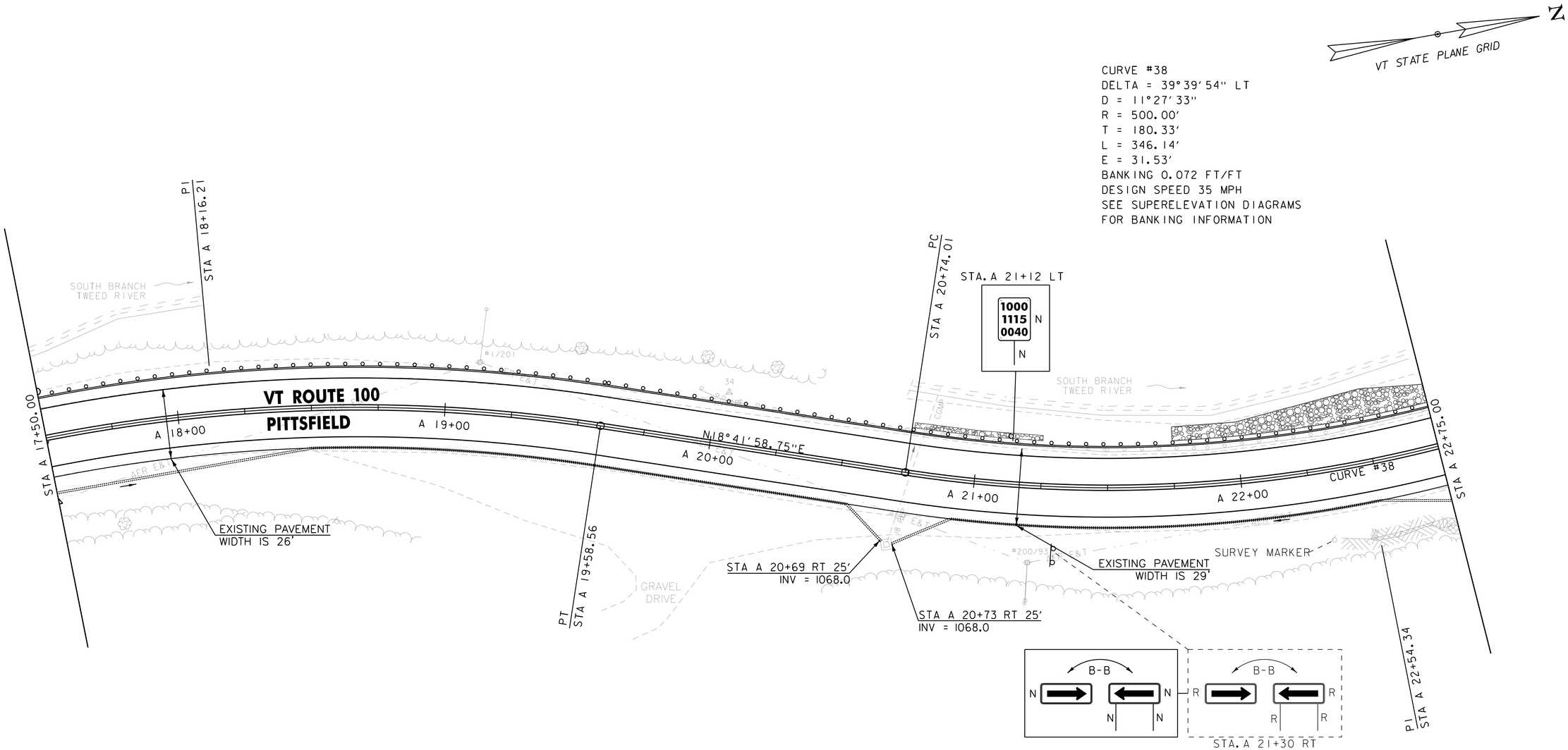
Suggest deleting this list of EPSC items, per comment above. INSTEAD, include a note referencing culvert 1

SIGN LEGEND
R = REMOVE
RES = RESET
R&R = REMOVE & RESET
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = ----------
NEW = ————————

0 20 40
SCALE IN FEET

vhb

PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234BDR_GEN42.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
PROJECT LAYOUT SHEET 42	SHEET 93 OF 424



MILLED RUMBLE STRIPS, SINUSOIDAL CENTERLINE
PITTSFIELD
STA. A 17+50 - STA. A 22+75 CL

REHABILITATING DIs, CATCH BASINS, OR MANHOLES, CLASS I
PITTSFIELD
STA. A 20+71 RT

UNDERDRAIN PIPE, 6 INCH
PITTSFIELD
STA. A 17+50 - STA. A 20+69 RT
STA. A 20+73 - STA. A 22+75 RT

STONE FILL, TYPE I
PITTSFIELD
STA. A 20+75 - STA. A 21+25 LT
STA. A 21+75 - STA. A 22+75 LT

REMOVAL OF GUARDRAIL
PITTSFIELD
STA. A 19+93 - STA. A 22+75 LT

TEMPORARY 4 INCH WHITE LINE, PAINT
DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
PITTSFIELD
STA. A 17+50 - STA. A 22+75 (SOLID LT & RT)

TEMPORARY 4 INCH YELLOW LINE, PAINT
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
PITTSFIELD
STA. A 17+50 - STA. A 22+75 (SOLID LT & RT)

SIGN REMOVAL, FLAT SHEET ALUMINUM
PITTSFIELD
STA. A 22+30 RT (2)

STEEL BEAM GUARDRAIL WITH 8 FOOT POSTS
PITTSFIELD
STA. A 17+50 - STA. A 22+75 LT

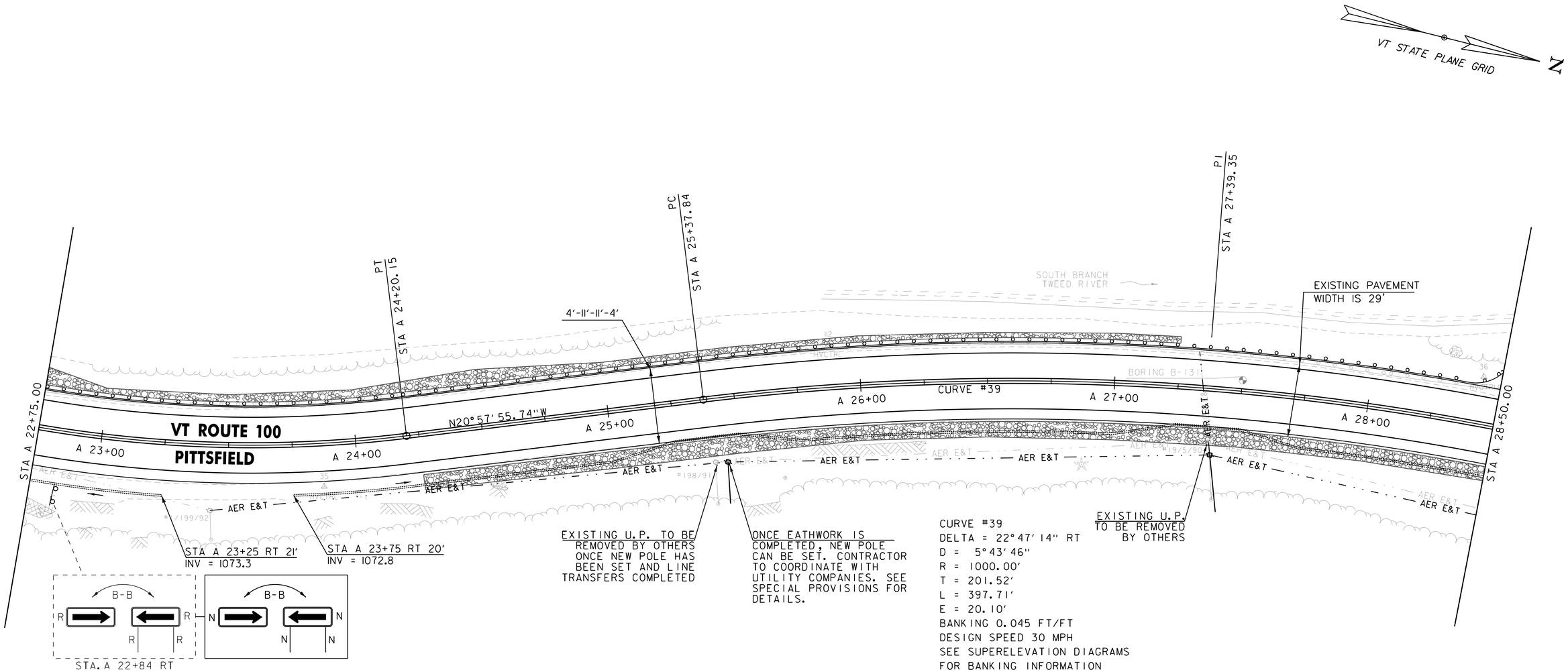
CORING CONCRETE
PITTSFIELD
STA. A 20+69 RT
STA. A 20+73 RT

SIGN LEGEND
R = REMOVE
RES = RESET
R&R = REMOVE & RESET
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = ----------
NEW = ————————

0 20 40
SCALE IN FEET

vhb

PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234BDR_GEN43.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
PROJECT LAYOUT SHEET 43	SHEET 94 OF 424



CURVE #39
DELTA = 22° 47' 14" RT
D = 5° 43' 46"
R = 1000.00'
T = 201.52'
L = 397.71'
E = 20.10'
BANKING 0.045 FT/FT
DESIGN SPEED 30 MPH
SEE SUPERELEVATION DIAGRAMS
FOR BANKING INFORMATION

MILLED RUMBLE STRIPS, SINUSOIDAL CENTERLINE
PITTSFIELD
STA. A 22+75 - STA. A 28+50 CL

UNDERDRAIN PIPE, 6 INCH
PITTSFIELD
STA. A 22+75 - STA. A 23+25 RT
STA. A 23+75 - STA. A 28+50 RT

STONE FILL, TYPE I
PITTSFIELD
STA. A 22+75 - STA. A 27+25 LT
STA. A 24+25 - STA. A 28+50 RT

REMOVAL OF GUARDRAIL
PITTSFIELD
STA. A 22+75 - STA. A 28+50 LT

SIGN REMOVAL, FLAT SHEET ALUMINUM
PITTSFIELD
STA. A 22+84 RT (2)

TEMPORARY 4 INCH WHITE LINE, PAINT
DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
PITTSFIELD
STA. A 22+75 - STA. A 28+50 (SOLID LT & RT)

TEMPORARY 4 INCH YELLOW LINE, PAINT
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
PITTSFIELD
STA. A 22+75 - STA. A 28+50 (SOLID LT & RT)

STEEL BEAM GUARDRAIL WITH 8 FOOT POSTS
PITTSFIELD
STA. A 22+75 - STA. A 28+33 LT

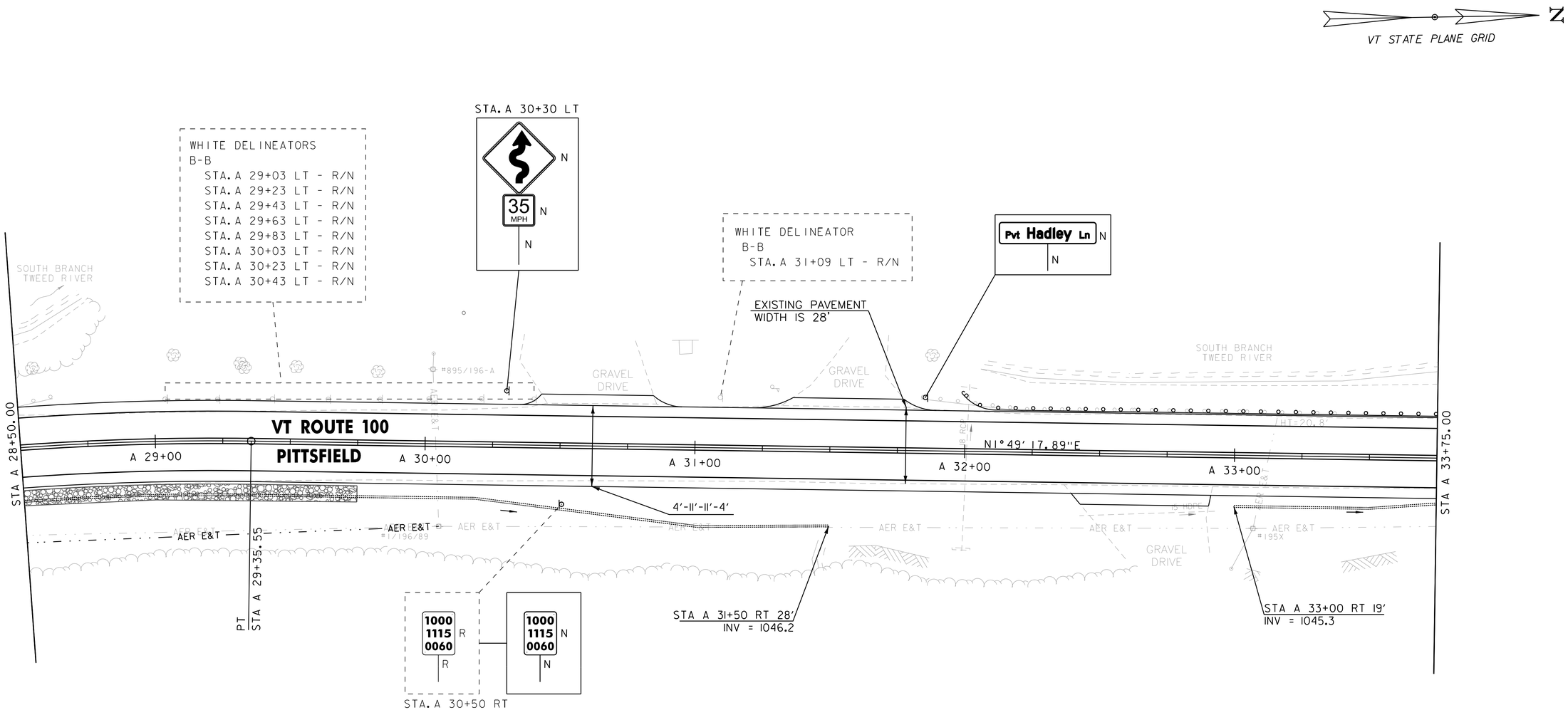
ANCHOR FOR STEEL BEAM GUARDRAIL
PITTSFIELD
STA. A 28+33 LT

SIGN LEGEND
R = REMOVE
RES = RESET
R&R = REMOVE & RESET
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = ----------
NEW = ————————

0 20 40
SCALE IN FEET

vhb

PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234BDR_GEN44.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
PROJECT LAYOUT SHEET 44	SHEET 95 OF 424



MILLED RUMBLE STRIPS, SINUSOIDAL CENTERLINE
PITTSFIELD
STA. A 28+50 - STA. A 29+80 CL
STA. A 32+05 - STA. A 33+75 CL

STONE FILL, TYPE I
PITTSFIELD
STA. A 28+50 - STA. A 29+75 RT

UNDERDRAIN PIPE, 6 INCH
PITTSFIELD
STA. A 28+50 - STA. A 31+50 RT
STA. A 33+00 - STA. A 33+75 RT

REMOVE AND RESET MAILBOX, SINGLE SUPPORT
PITTSFIELD
STA. A 31+28 LT

REMOVAL OF GUARDRAIL
PITTSFIELD
STA. A 28+50 - STA. A 28+63 LT
STA. A 31+84 - STA. A 33+75 LT

TEMPORARY 4 INCH WHITE LINE, PAINT
DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
PITTSFIELD
STA. A 28+50 - STA. A 33+75 (SOLID LT & RT)

TEMPORARY 4 INCH YELLOW LINE, PAINT
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
PITTSFIELD
STA. A 28+50 - STA. A 33+75 (SOLID LT & RT)

SIGN REMOVAL, FLAT SHEET ALUMINUM
PITTSFIELD
STA. A 30+50 RT
STA. A 32+00 LT

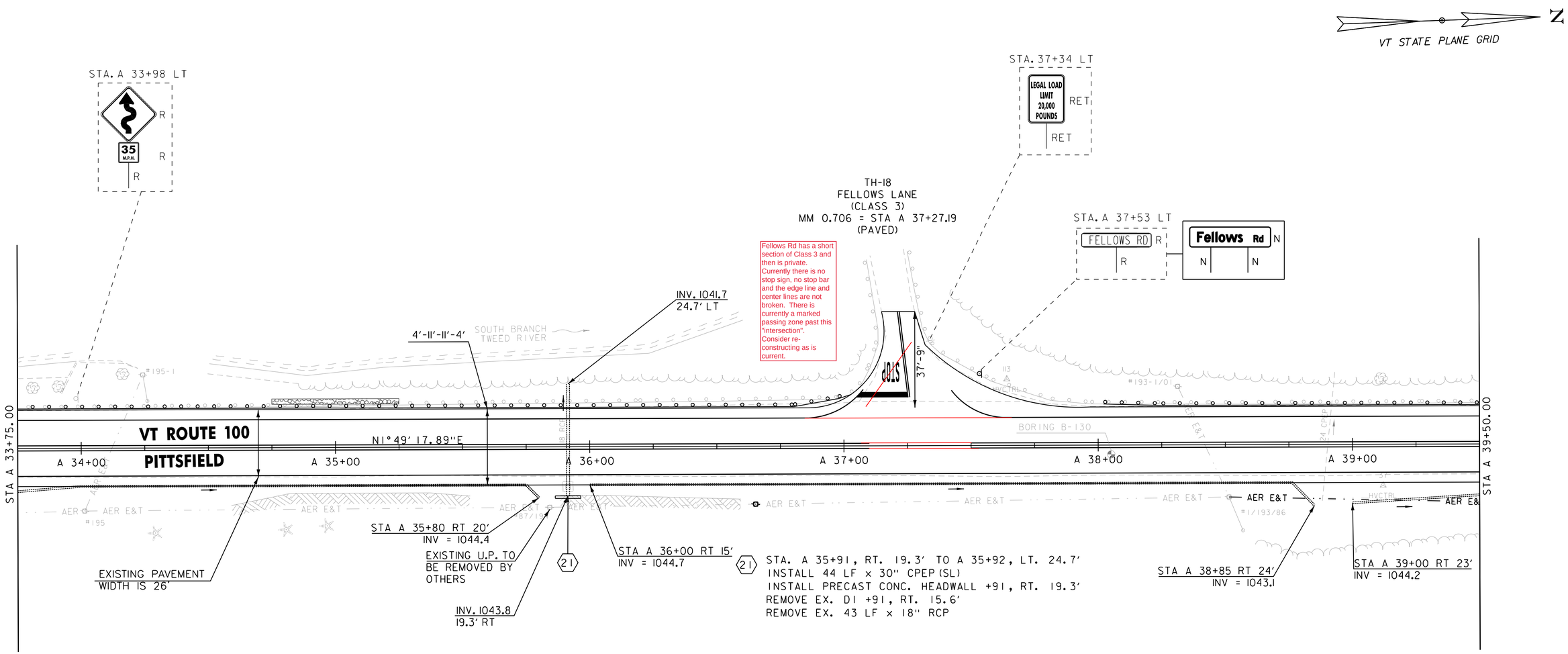
STEEL BEAM GUARDRAIL WITH 8 FOOT POSTS
PITTSFIELD
STA. A 32+12 - STA. A 33+75 LT

ANCHOR FOR STEEL BEAM GUARDRAIL
PITTSFIELD
STA. A 32+12 LT

SIGN LEGEND
R = REMOVE
RES = RESET
R&R = REMOVE & RESET
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = ----------
NEW = ————————

0 20 40
SCALE IN FEET

PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234BDR_GEN45.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
PROJECT LAYOUT SHEET 45	SHEET 96 OF 424



MILLED RUMBLE STRIPS, SINUSOIDAL CENTERLINE
PITTSFIELD
STA. A 33+75 - STA. A 37+10 CL
STA. A 37+50 - STA. A 39+50 CL

UNDERDRAIN PIPE, 6 INCH
PITTSFIELD
STA. A 33+75 - STA. A 35+80 RT
STA. A 36+00 - STA. A 38+85 RT
STA. A 39+00 - STA. A 39+50 RT

STONE FILL, TYPE I
PITTSFIELD
STA. A 34+75 - STA. A 35+25 LT

REMOVAL OF GUARDRAIL
PITTSFIELD
STA. A 33+75 - STA. A 37+03 LT
STA. A 38+02 - STA. A 39+50 LT

TEMPORARY 4 INCH WHITE LINE, PAINT
DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
PITTSFIELD
STA. A 33+75 - STA. A 37+08 (SOLID LT)
STA. A 37+42 - STA. A 39+50 (SOLID LT)
STA. A 33+75 - STA. A 39+50 (SOLID RT)

TEMPORARY 4 INCH YELLOW LINE, PAINT
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
PITTSFIELD
STA. A 33+75 - STA. A 37+10 (SOLID LT & RT)
STA. A 37+26 LT (CENTERLINE TH#18) (2X)
STA. A 37+50 - STA. A 39+50 (SOLID LT & RT)

TEMPORARY 24 INCH STOP BAR
DURABLE 24 INCH STOP BAR (SEE OPTION ITEMS)
PITTSFIELD
STA. A 37+15 LT (TH #18)

TEMPORARY LETTER OR SYMBOL, PAINT
DURABLE LETTER OR SYMBOL (SEE OPTION ITEMS)
PITTSFIELD
STA. A 37+19 LT "STOP" (TH #18)

SIGN REMOVAL, FLAT SHEET ALUMINUM
PITTSFIELD
STA. A 33+98 LT (2)
STA. A 37+53 LT

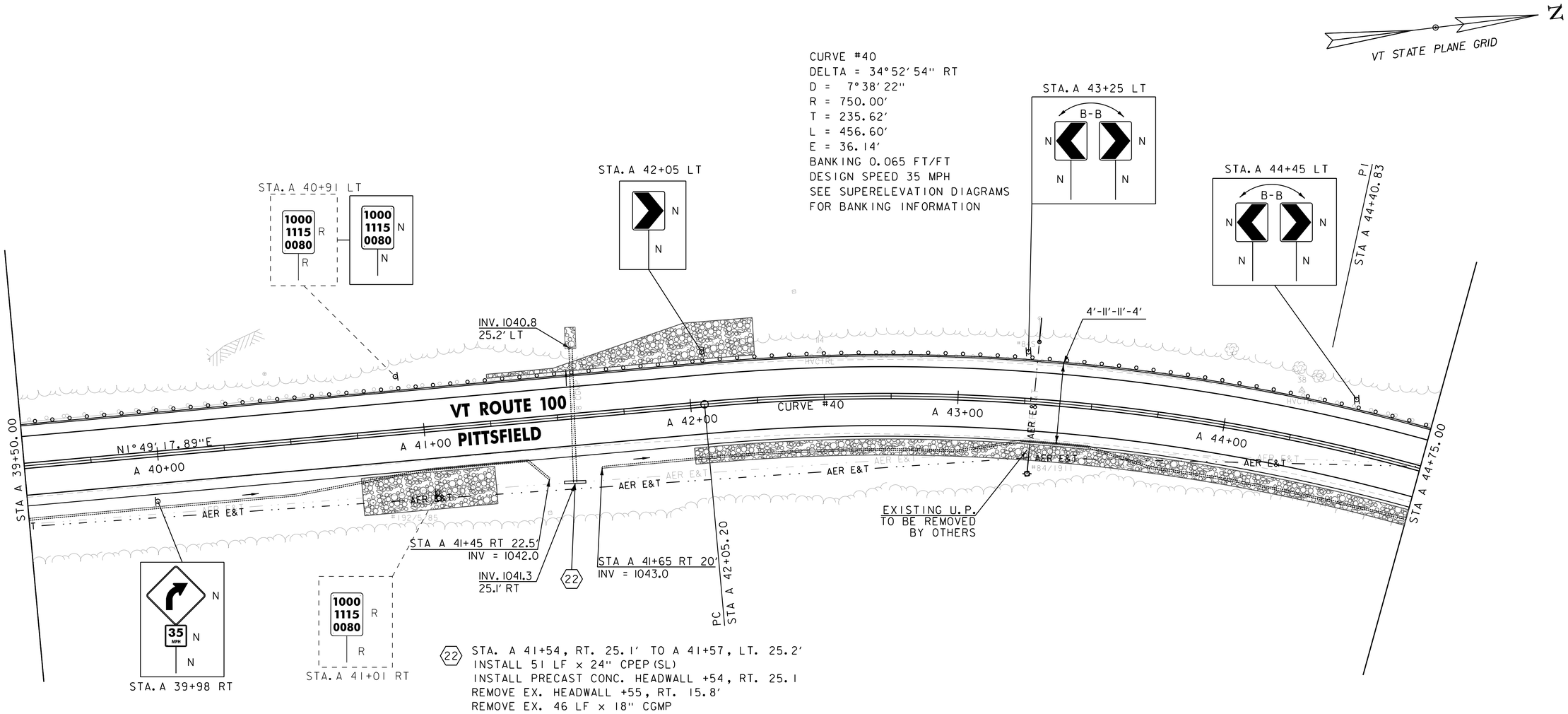
STEEL BEAM GUARDRAIL WITH 8 FOOT POSTS
PITTSFIELD
STA. A 33+75 - STA. A 36+99 LT
STA. A 38+05 - STA. A 39+50 LT

SIGN LEGEND
R = REMOVE
RES = RESET
R&R = REMOVE & RESET
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = ----------
NEW = ————————

0 20 40
SCALE IN FEET

vhb

PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234BDR_GEN46.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
PROJECT LAYOUT SHEET 46	SHEET 97 OF 424



22 STA. A 41+54, RT. 25.1' TO A 41+57, LT. 25.2'
INSTALL 51 LF x 24" CPEP(SL)
INSTALL PRECAST CONC. HEADWALL +54, RT. 25.1
REMOVE EX. HEADWALL +55, RT. 15.8'
REMOVE EX. 46 LF x 18" CGMP

MILLED RUMBLE STRIPS, SINUSOIDAL CENTERLINE
PITTSFIELD
STA. A 39+50 - STA. A 44+75 CL

UNDERDRAIN PIPE, 6 INCH
PITTSFIELD
STA. A 39+50 - STA. A 41+45 RT
STA. A 41+65 - STA. A 44+75 RT

STONE FILL, TYPE I
PITTSFIELD
STA. A 40+75 - STA. A 41+25 RT
STA. A 41+25 - STA. A 42+25 LT
STA. A 42+00 - STA. A 44+75 RT

STONE FILL, TYPE II
PITTSFIELD
STA. A 41+57.2 LT (8'L x 4'W x 3'D)

REMOVAL OF GUARDRAIL
PITTSFIELD
STA. A 39+50 - STA. A 44+75 LT

TEMPORARY 4 INCH WHITE LINE, PAINT
DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
PITTSFIELD
STA. A 39+50 - STA. A 44+75 (SOLID LT & RT)

TEMPORARY 4 INCH YELLOW LINE, PAINT
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
PITTSFIELD
STA. A 39+50 - STA. A 44+75 (SOLID LT & RT)

SIGN REMOVAL, FLAT SHEET ALUMINUM
PITTSFIELD
STA. A 41+01 RT
STA. A 41+91 LT

STEEL BEAM GUARDRAIL WITH 8 FOOT POSTS
PITTSFIELD
STA. A 39+50 - STA. A 44+75 LT

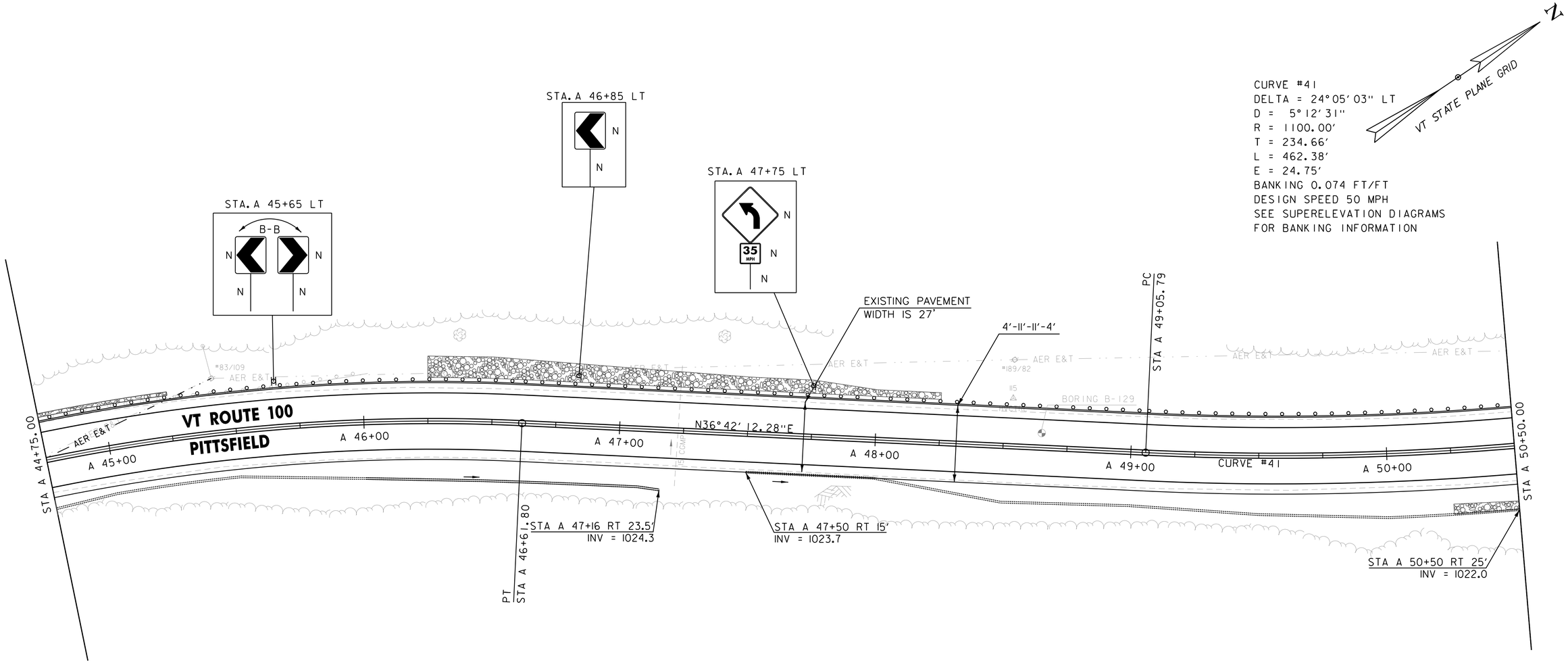
SIGN LEGEND
R = REMOVE
RES = RESET
R&R = REMOVE & RESET
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = ----------
NEW = ————————

0 20 40
SCALE IN FEET

vhb

PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234BDR_GEN47.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
PROJECT LAYOUT SHEET 47	SHEET 98 OF 424

CURVE #41
DELTA = 24°05'03" LT
D = 5°12'31"
R = 1100.00'
T = 234.66'
L = 462.38'
E = 24.75'
BANKING 0.074 FT/FT
DESIGN SPEED 50 MPH
SEE SUPERELEVATION DIAGRAMS
FOR BANKING INFORMATION



MILLED RUMBLE STRIPS, SINUSOIDAL CENTERLINE
PITTSFIELD
STA. A 44+75 - STA. A 50+50 CL

UNDERDRAIN PIPE, 6 INCH
PITTSFIELD
STA. A 44+75 - STA. A 47+16 RT
STA. A 47+50 - STA. A 50+50 RT

STONE FILL, TYPE I
PITTSFIELD
STA. A 44+75 - STA. A 45+25 LT
STA. A 46+25 - STA. A 48+25 LT
STA. A 50+25 - STA. A 50+50 RT

REMOVAL OF GUARDRAIL
PITTSFIELD
STA. A 44+75 - STA. A 46+02 LT

TEMPORARY 4 INCH WHITE LINE, PAINT
DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
PITTSFIELD
STA. A 44+75 - STA. A 50+50 (SOLID LT & RT)

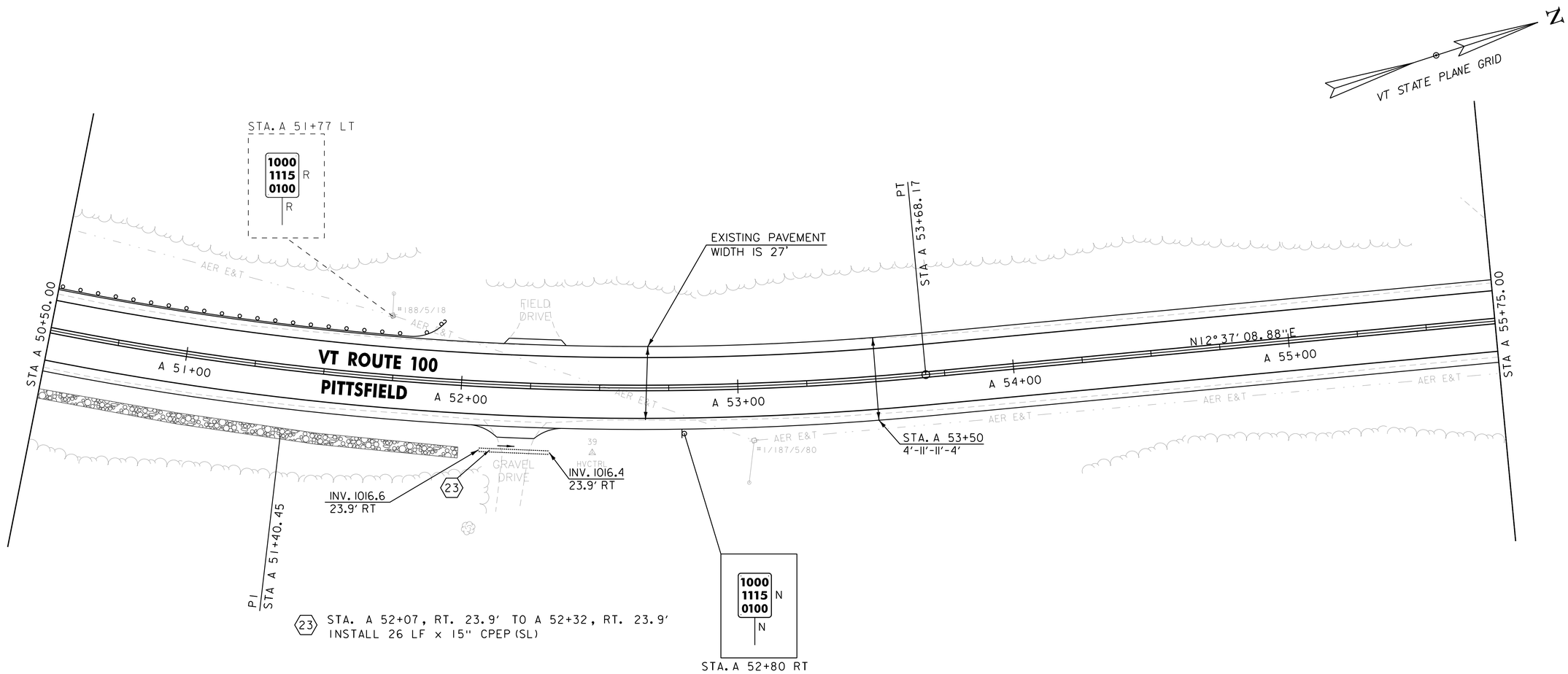
TEMPORARY 4 INCH YELLOW LINE, PAINT
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
PITTSFIELD
STA. A 44+75 - STA. A 50+50 (SOLID LT & RT)

STEEL BEAM GUARDRAIL WITH 8 FOOT POSTS
PITTSFIELD
STA. A 44+75 - STA. A 50+50 LT

SIGN LEGEND
R = REMOVE
RES = RESET
R&R = REMOVE & RESET
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = ----------
NEW = ————————

0 20 40
SCALE IN FEET

PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234BDR_GEN48.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
PROJECT LAYOUT SHEET 48	SHEET 99 OF 424



23 STA. A 52+07, RT. 23.9' TO A 52+32, RT. 23.9'
INSTALL 26 LF x 15" CPEP(SL)

MILLED RUMBLE STRIPS, SINUSOIDAL CENTERLINE
PITTSFIELD
STA. A 50+50 - STA. A 55+75 CL

STONE FILL, TYPE I
PITTSFIELD
STA. A 50+50 - STA. A 52+00 RT

TEMPORARY 4 INCH WHITE LINE, PAINT
DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
PITTSFIELD
STA. A 50+50 - STA. A 55+75 (SOLID LT & RT)

TEMPORARY 4 INCH YELLOW LINE, PAINT
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
PITTSFIELD
STA. A 50+50 - STA. A 55+75 (SOLID LT & RT)

SIGN REMOVAL, FLAT SHEET ALUMINUM
PITTSFIELD
STA. A 51+77 LT

STEEL BEAM GUARDRAIL WITH 8 FOOT POSTS
PITTSFIELD
STA. A 50+50 - STA. A 51+80 LT

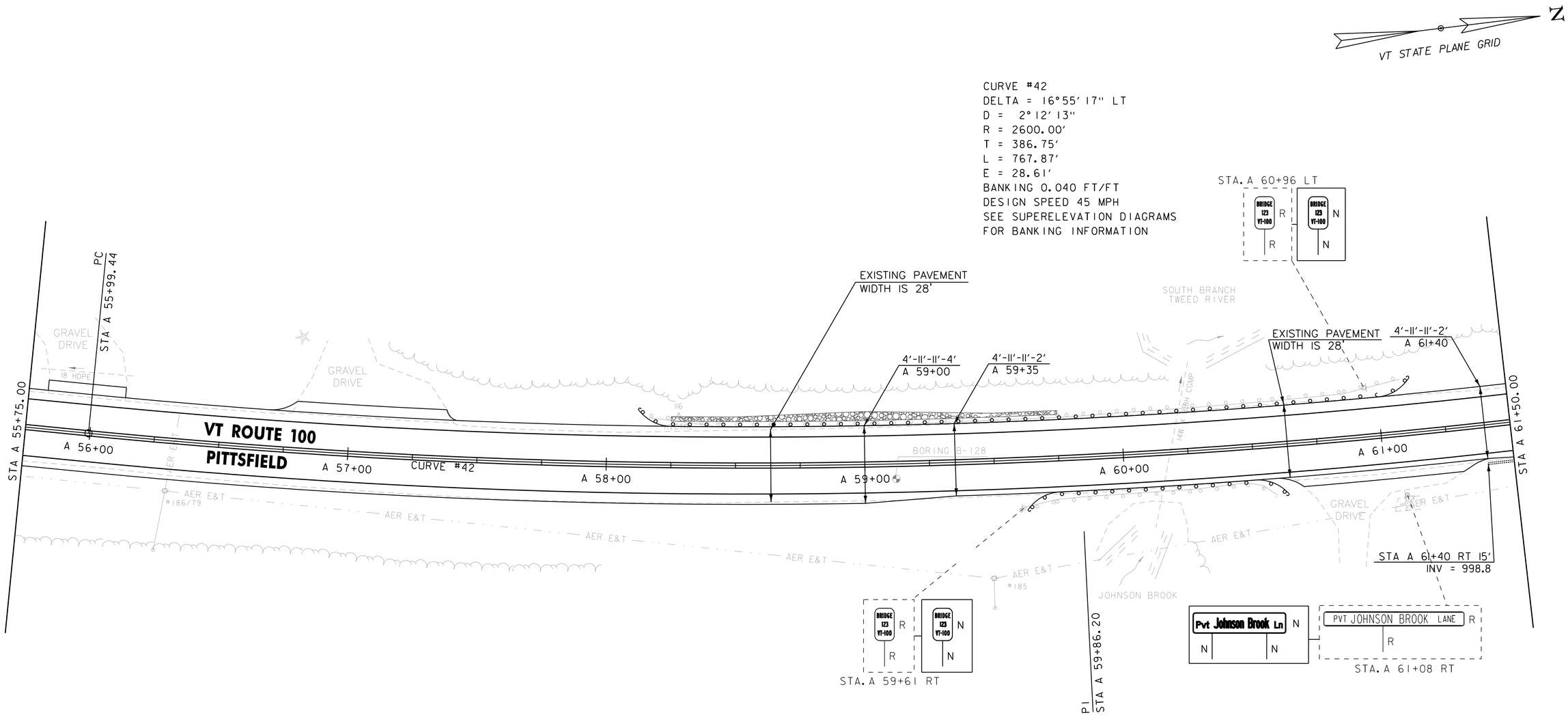
ANCHOR FOR STEEL BEAM GUARDRAIL
PITTSFIELD
STA. A 51+80 LT

SIGN LEGEND
R = REMOVE
RES = RESET
R&R = REMOVE & RESET
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = ----------
NEW = ————————

0 20 40
SCALE IN FEET

vhb

PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234BDR_GEN49.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
PROJECT LAYOUT SHEET 49	SHEET 100 OF 424



MILLED RUMBLE STRIPS, SINUSOIDAL CENTERLINE
PITTSFIELD
STA. A 55+75 - STA. A 61+50 CL

UNDERDRAIN PIPE, 6 INCH
PITTSFIELD
STA. A 61+40 - STA. A 61+50 RT

STONE FILL, TYPE I
PITTSFIELD
STA. A 58+25 - STA. A 59+75 LT

REMOVE AND RESET MAILBOX, SINGLE SUPPORT
PITTSFIELD
STA. A 61+08 RT

STEEL BEAM GUARDRAIL WITH 8 FOOT POSTS
PITTSFIELD
STA. A 58+25 - STA. A 61+00 LT
STA. A 59+75 - STA. A 60+50 RT

ANCHOR FOR STEEL BEAM GUARDRAIL
PITTSFIELD
STA. A 58+25 LT
STA. A 59+75 RT
STA. A 60+50 RT
STA. A 61+00 LT

REMOVAL OF GUARDRAIL
PITTSFIELD
STA. A 58+16 - STA. A 61+09 LT
STA. A 59+59 - STA. A 60+58 RT

TEMPORARY 4 INCH WHITE LINE, PAINT
DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
PITTSFIELD
STA. A 55+75 - STA. A 61+50 (SOLID LT & RT)

TEMPORARY 4 INCH YELLOW LINE, PAINT
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
PITTSFIELD
STA. A 55+75 - STA. A 61+50 (SOLID LT & RT)

SIGN REMOVAL, FLAT SHEET ALUMINUM
PITTSFIELD
STA. A 59+61 RT
STA. A 60+96 LT

SIGN LEGEND

R	= REMOVE
RES	= RESET
R&R	= REMOVE & RESET
N	= NEW
RET	= RETAIN
B-B	= BACK TO BACK
EXISTING	= ----------
NEW	= ————

0 20 40
SCALE IN FEET

vhb

PROJECT NAME:	KILLINGTON - STOCKBRIDGE
PROJECT NUMBER:	ER STP 022-1(25)

FILE NAME: z12B234BDR_GEN50.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
PROJECT LAYOUT SHEET 50	SHEET 101 OF 424

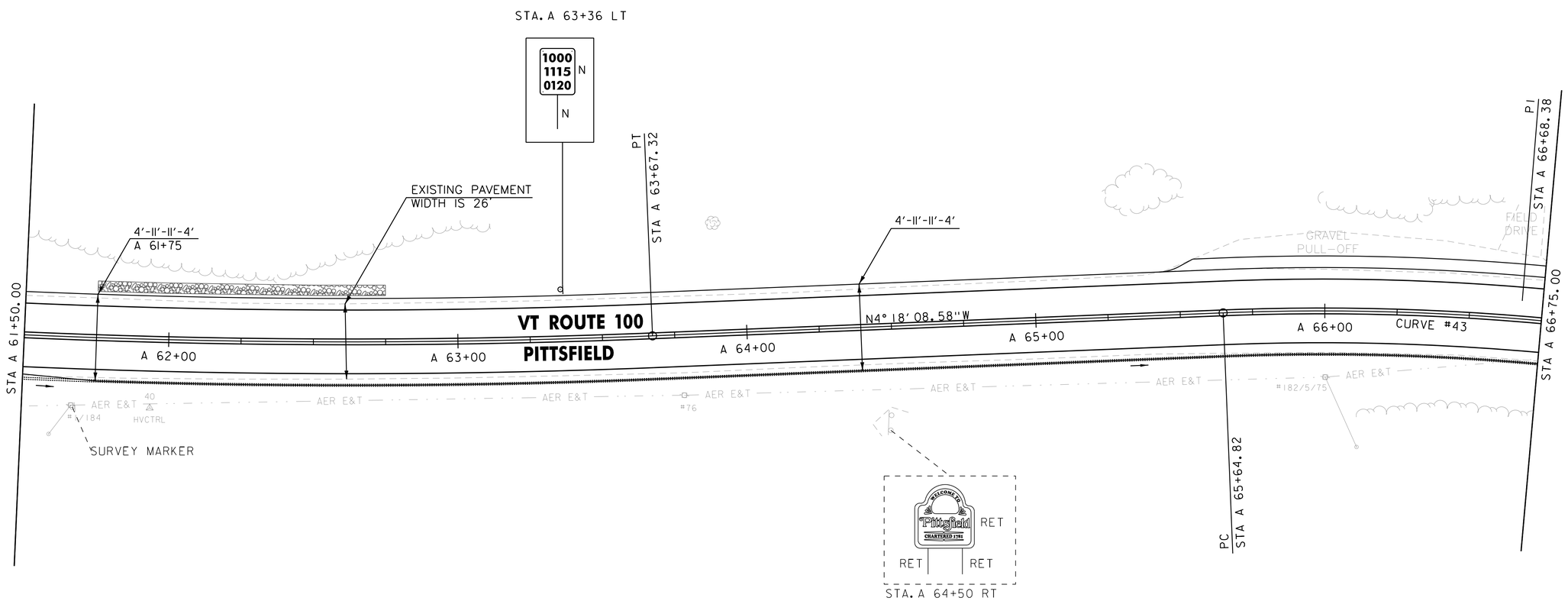
MILLED RUMBLE STRIPS, SINUSOIDAL CENTERLINE
PITTSFIELD
STA. A 61+50 - STA. A 66+75 CL

UNDERDRAIN PIPE, 6 INCH
PITTSFIELD
STA. A 61+50 - STA. A 66+75 RT

STONE FILL, TYPE I
PITTSFIELD
STA. A 61+75 - STA. A 62+75 LT

TEMPORARY 4 INCH WHITE LINE, PAINT
DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
PITTSFIELD
STA. A 61+50 - STA. A 66+75 (SOLID LT & RT)

TEMPORARY 4 INCH YELLOW LINE, PAINT
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
PITTSFIELD
STA. A 61+50 - STA. A 66+75 (SOLID LT & RT)



CURVE #43
DELTA = 13°53' 33" RT
D = 6°44' 26"
R = 850.00'
T = 103.56'
L = 206.10'
E = 6.28'
BANKING 0.076 FT/FT
DESIGN SPEED 45 MPH
SEE SUPERELEVATION DIAGRAMS
FOR BANKING INFORMATION

SIGN LEGEND
R = REMOVE
RES = RESET
R&R = REMOVE & RESET
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = ----------
NEW = ————————

0 20 40
SCALE IN FEET

PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234BDR_GEN51.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
PROJECT LAYOUT SHEET 51	SHEET 102 OF 424

MILLED RUMBLE STRIPS, SINUSOIDAL CENTERLINE
PITTSFIELD
STA. A 66+75 - STA. A 69+85 CL

UNDERDRAIN PIPE, 6 INCH
PITTSFIELD
STA. A 66+75 - STA. A 70+75 RT
STA. A 70+93 - STA. A 72+00 RT

STONE FILL, TYPE I
PITTSFIELD
STA. A 68+75 - STA. A 69+75 RT
STA. A 69+75 - SAT. A 70+25 LT

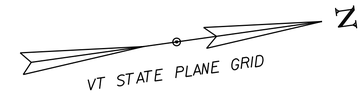
STONE FILL, TYPE II
PITTSFIELD
STA. A 70+68.8 LT (12'L x 6'W x 3'D)

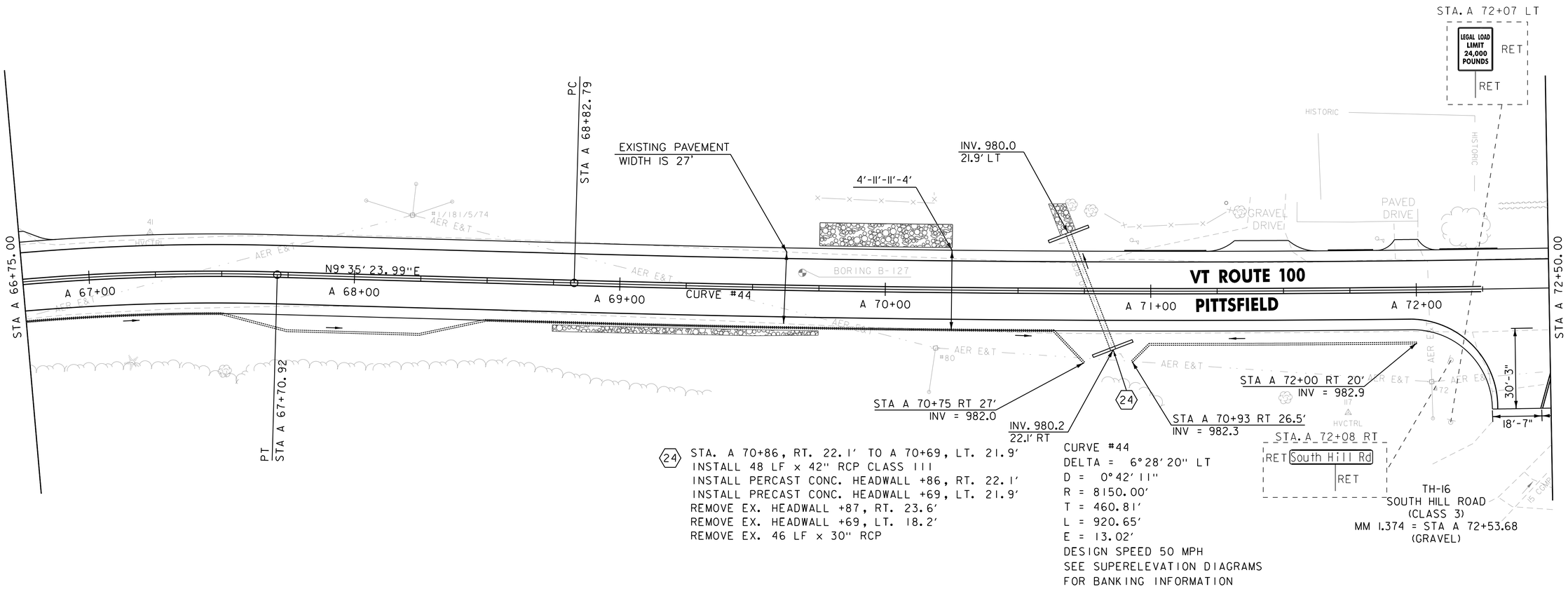
BITUMINOUS CONCRETE CURB, TYPE A
PITTSFIELD
STA. A 70+90 - STA. A 71+21 LT
STA. A 71+67 - STA. A 71+84 LT
STA. A 72+09 - STA. A 72+30 LT

REMOVE AND RESET MAILBOX, SINGLE SUPPORT
PITTSFIELD
STA. A 70+93 LT
STA. A 71+85 LT

TEMPORARY 4 INCH WHITE LINE, PAINT
DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
PITTSFIELD
STA. A 66+75 - STA. A 72+50 (SOLID LT)
STA. A 66+75 - STA. A 72+30 (SOLID RT)

TEMPORARY 4 INCH YELLOW LINE, PAINT
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
PITTSFIELD
STA. A 66+75 - STA. A 72+24 (SOLID LT & RT)





24 STA. A 70+86, RT. 22.1' TO A 70+69, LT. 21.9'
INSTALL 48 LF x 42" RCP CLASS III
INSTALL PERCAST CONC. HEADWALL +86, RT. 22.1'
INSTALL PRECAST CONC. HEADWALL +69, LT. 21.9'
REMOVE EX. HEADWALL +87, RT. 23.6'
REMOVE EX. HEADWALL +69, LT. 18.2'
REMOVE EX. 46 LF x 30" RCP

CURVE #44
DELTA = 6°28'20" LT
D = 0°42'11"
R = 8150.00'
T = 460.81'
L = 920.65'
E = 13.02'
DESIGN SPEED 50 MPH
SEE SUPERELEVATION DIAGRAMS
FOR BANKING INFORMATION

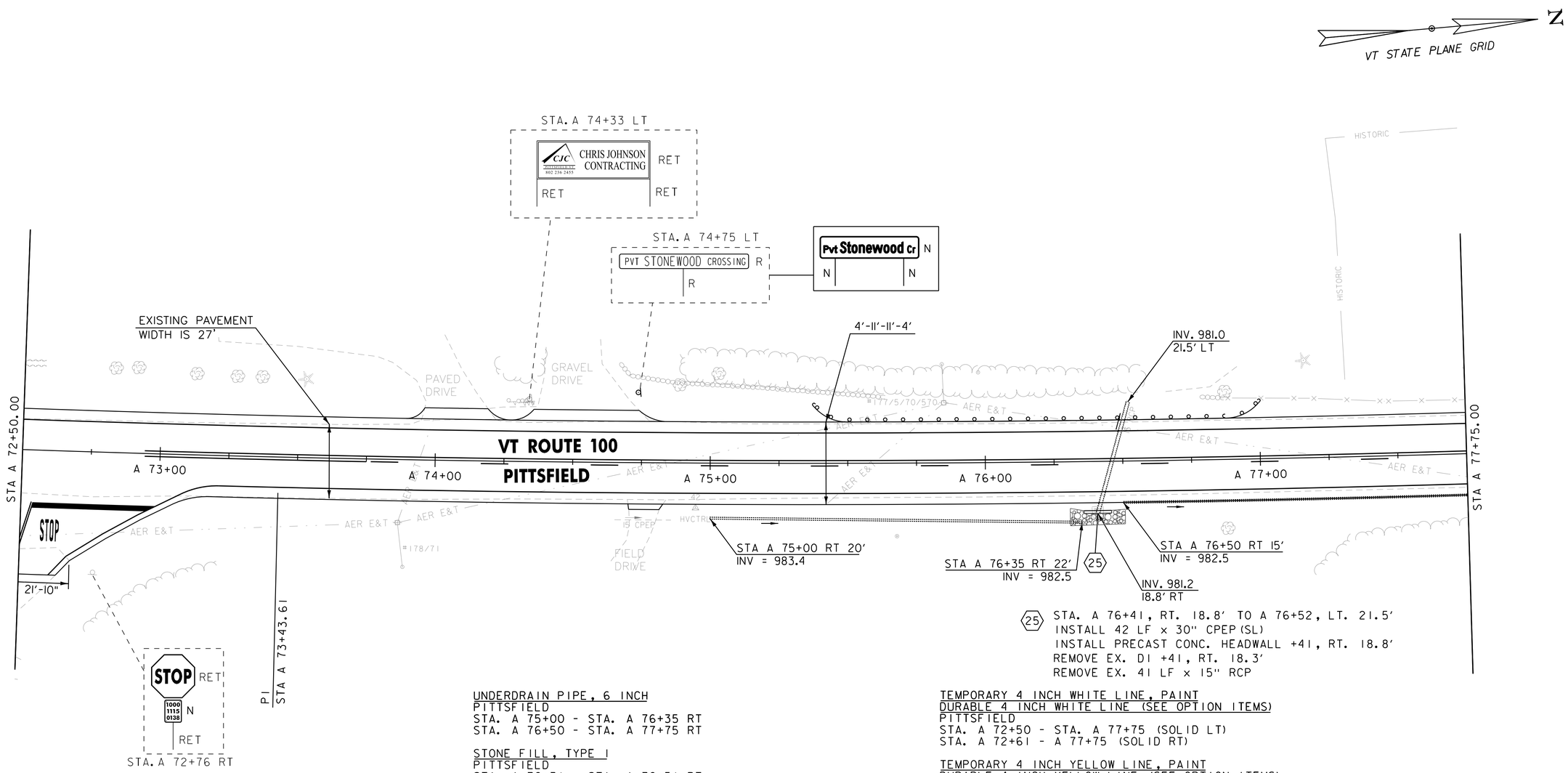
ENVIRONMENTALLY SENSITIVE LOCATION
PITTSFIELD
STA. A 71+63 - STA. A 72+22 LT (HISTORIC)

SIGN LEGEND
R = REMOVE
RES = RESET
R&R = REMOVE & RESET
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = ----------
NEW = ————————

0 20 40
SCALE IN FEET

vhb

PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234BDR_GEN52.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
PROJECT LAYOUT SHEET 52	SHEET 103 OF 424



25 STA. A 76+41, RT. 18.8' TO A 76+52, LT. 21.5'
INSTALL 42 LF x 30" CPEP(SL)
INSTALL PRECAST CONC. HEADWALL +41, RT. 18.8'
REMOVE EX. DI +41, RT. 18.3'
REMOVE EX. 41 LF x 15" RCP

UNDERDRAIN PIPE, 6 INCH
PITTSFIELD
STA. A 75+00 - STA. A 76+35 RT
STA. A 76+50 - STA. A 77+75 RT

STONE FILL, TYPE I
PITTSFIELD
STA. A 76+31 - STA. A 76+51 RT

REMOVE AND RESET MAILBOX, MULTIPLE SUPPORT
PITTSFIELD
STA. A 74+31 LT

STEEL BEAM GUARDRAIL WITH 8 FOOT POSTS
PITTSFIELD
STA. A 75+50 - STA. A 76+87.5 LT

ANCHOR FOR STEEL BEAM GUARDRAIL
PITTSFIELD
STA. A 75+50 LT
STA. A 76+87.5 LT

TEMPORARY 4 INCH WHITE LINE, PAINT
DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
PITTSFIELD
STA. A 72+50 - STA. A 77+75 (SOLID LT)
STA. A 72+61 - A 77+75 (SOLID RT)

TEMPORARY 4 INCH YELLOW LINE, PAINT
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
PITTSFIELD
STA. A 72+94 - STA. A 73+75 (SOLID LT & RT)
STA. A 73+75 - STA. A 77+75 (SOLID LT)
STA. A 73+75 - STA. A 77+75 (DASH RT)
STA. A 72+54 RT (CENTERLINE TH #16) (2X)

TEMPORARY 24 INCH STOP BAR, PAINT
DURABLE 24 INCH STOP BAR (SEE OPTION ITEMS)
PITTSFIELD
STA. A 72+77 RT (TH #16)

TEMPORARY LETTER OR SYMBOL, PAINT
DURABLE LETTER OR SYMBOL (SEE OPTION ITEMS)
PITTSFIELD
STA. A 72+60 RT "STOP" (TH #16)

ENVIRONMENTALLY SENSITIVE LOCATION
PITTSFIELD
STA. A 77+26 - STA. A 77+75 LT (HISTORIC)

SIGN LEGEND
R = REMOVE
RES = RESET
R&R = REMOVE & RESET
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = ----------
NEW = _____

0 20 40
SCALE IN FEET

PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12b234BDR_GEN53.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E. DETRICK	DRAWN BY: B. ROBERTS
DESIGNED BY: J. HILTON	CHECKED BY: E. DETRICK
PROJECT LAYOUT SHEET 53	SHEET 104 OF 424

MILLED RUMBLE STRIPS, SINUSOIDAL CENTERLINE
PITTSFIELD
STA. A 79+25 - STA. A 83+50 CL

UNDERDRAIN PIPE, 6 INCH
PITTSFIELD
STA. A 77+75 - STA. A 81+95 RT
STA. A 82+25 - STA. A 83+50 RT

STONE FILL, TYPE I
PITTSFIELD
STA. A 81+96 - STA. A 82+16 RT

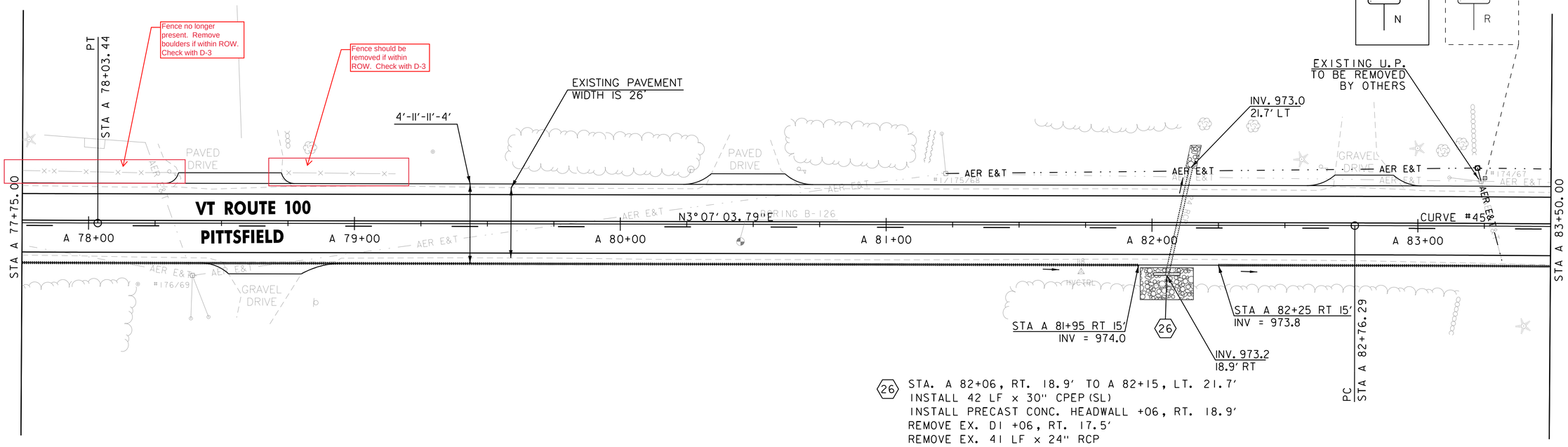
STONE FILL, TYPE II
PITTSFIELD
STA. A 82+14.6 LT (9'L x 4'W x 3'D)

REMOVE AND RESET MAILBOX, SINGLE SUPPORT
PITTSFIELD
STA. A 78+30 LT
STA. A 80+67 LT
STA. A 82+63 LT

TEMPORARY 4 INCH WHITE LINE, PAINT
DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
PITTSFIELD
STA. A 77+75 - STA. A 83+50 (SOLID LT & RT)

TEMPORARY 4 INCH YELLOW LINE, PAINT
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
PITTSFIELD
STA. A 77+75 - STA. A 82+00 (SOLID LT)
STA. A 77+75 - STA. A 82+00 (DASH RT)
STA. A 82+00 - STA. A 83+50 (DASH CENTERLINE)

SIGN REMOVAL, FLAT SHEET ALUMINUM
PITTSFIELD
STA. A 83+26 LT



26 STA. A 82+06, RT. 18.9' TO A 82+15, LT. 21.7'
INSTALL 42 LF x 30" CPEP(SL)
INSTALL PRECAST CONC. HEADWALL +06, RT. 18.9'
REMOVE EX. DI +06, RT. 17.5'
REMOVE EX. 41 LF x 24" RCP

CURVE #45
DELTA = 1°36'30" RT
D = 0°22'55"
R = 15000.00'
T = 210.53'
L = 421.04'
E = 1.48'
DESIGN SPEED 50 MPH
SEE SUPERELEVATION DIAGRAMS
FOR BANKING INFORMATION

ENVIRONMENTALLY SENSITIVE LOCATION
PITTSFIELD
STA. A 77+75 - STA. A 78+58 LT (HISTORIC)

SIGN LEGEND
R = REMOVE
RES = RESET
R&R = REMOVE & RESET
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = ----------
NEW = ————

0 20 40
SCALE IN FEET

PROJECT NAME:	KILLINGTON - STOCKBRIDGE
PROJECT NUMBER:	ER STP 022-1(25)

FILE NAME: z12B234BDR_GEN54.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
PROJECT LAYOUT SHEET 54	SHEET 105 OF 424

MILLED RUMBLE STRIPS, SINUSOIDAL CENTERLINE
PITTSFIELD
STA. A 83+50 - STA. A 86+75 CL

UNDERDRAIN PIPE, 6 INCH
PITTSFIELD
STA. A 83+50 - STA. A 87+47 RT
STA. A 87+75 - STA. A 88+75 RT

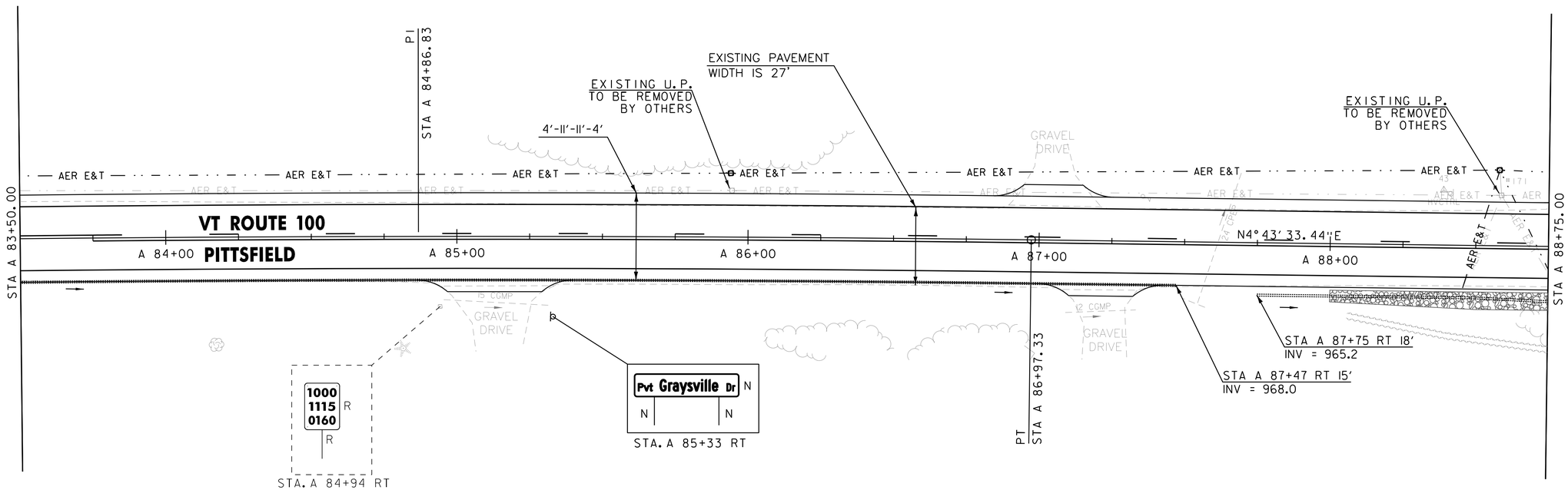
STONE FILL, TYPE I
PITTSFIELD
STA. A 88+00 - STA. A 88+75 RT

REMOVE AND RESET MAILBOX, SINGLE SUPPORT
PITTSFIELD
STA. A 87+35 LT

TEMPORARY 4 INCH WHITE LINE, PAINT
DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
PITTSFIELD
STA. A 83+50 - STA. A 88+75 (SOLID LT & RT)

TEMPORARY 4 INCH YELLOW LINE, PAINT
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
PITTSFIELD
STA. A 83+50 - STA. A 83+75 (CENTERLINE)
STA. A 83+75 - STA. A 88+75 (DASH LT)
STA. A 83+75 - STA. A 88+75 (SOLID RT)

SIGN REMOVAL, FLAT SHEET ALUMINUM
PITTSFIELD
STA. A 84+94 RT



SIGN LEGEND
R = REMOVE
RES = RESET
R&R = REMOVE & RESET
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = ----------
NEW = ————————

0 20 40
SCALE IN FEET

PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234BDR_GEN55.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
PROJECT LAYOUT SHEET 55	SHEET 106 OF 424

MILLED RUMBLE STRIPS, SINUSOIDAL CENTERLINE
PITTSFIELD
STA. A 89+35 - STA. A 94+50 CL

UNDERDRAIN PIPE, 6 INCH
PITTSFIELD
STA. A 88+75 - STA. A 92+22RT
STA. A 94+35 - STA. A 94+50 RT

STONE FILL, TYPE I
PITTSFIELD
STA. A 89+25 - STA. A 89+75 RT
STA. A 93+50 - STA. A 93+75 RT

STONE FILL, TYPE IV
PITTSFIELD
STA. A 93+84 LT (9'L x 6'W x 4'D)

REMOVE AND RESET MAILBOX, SINGLE SUPPORT
PITTSFIELD
STA. A 93+92 RT

STEEL BEAM GUARDRAIL WITH 8 FOOT POSTS
PITTSFIELD
STA. A 91+00 - STA. A 92+00 LT
STA. A 93+62 - STA. A 93+86 RT
STA. A 93+77.5 - STA. A 94+50 LT

ANCHOR FOR STEEL BEAM GUARDRAIL
PITTSFIELD
STA. A 91+00 LT
STA. A 92+00 LT
STA. A 93+62 RT
STA. A 93+86 RT

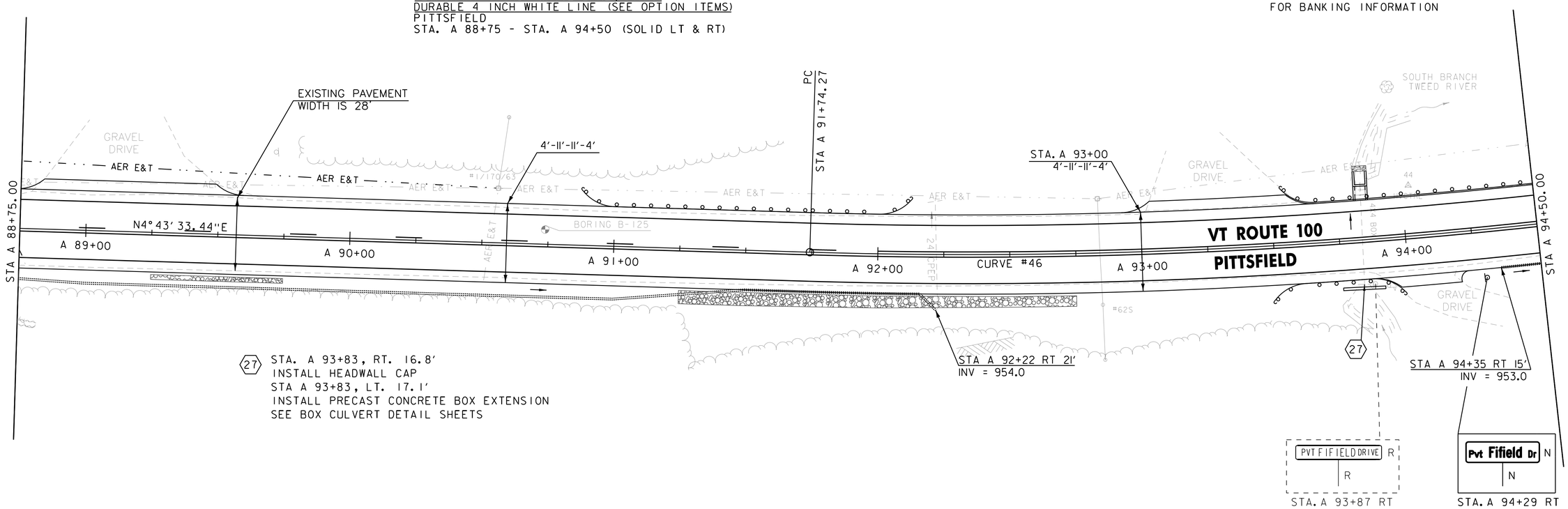
TEMPORARY 4 INCH YELLOW LINE, PAINT
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
PITTSFIELD
STA. A 88+75 - STA. A 92+00 (SOLID RT)
STA. A 88+75 - STA. A 92+00 (DASH LT)
STA. A 92+00 - STA. A 94+50 (SOLID LT & RT)

TEMPORARY 4 INCH WHITE LINE, PAINT
DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
PITTSFIELD
STA. A 88+75 - STA. A 94+50 (SOLID LT & RT)

Temp Relocation of Stream>?

VT STATE PLANE GRID

CURVE #46
DELTA = 16°32'29" LT
D = 2°51'53"
R = 2000.00'
T = 290.72'
L = 577.40'
E = 21.02'
BANKING 0.052 FT/FT
DESIGN SPEED 50 MPH
SEE SUPERELEVATION DIAGRAMS
FOR BANKING INFORMATION



27 STA. A 93+83, RT. 16.8'
INSTALL HEADWALL CAP
STA A 93+83, LT. 17.1'
INSTALL PRECAST CONCRETE BOX EXTENSION
SEE BOX CULVERT DETAIL SHEETS

SIGN LEGEND
R = REMOVE
RES = RESET
R&R = REMOVE & RESET
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = ----------
NEW = ————————

0 20 40
SCALE IN FEET

PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234BDR_GEN56.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
PROJECT LAYOUT SHEET 56	SHEET 107 OF 424

MILLED RUMBLE STRIPS, SINUSOIDAL CENTERLINE
PITTSFIELD
STA. A 94+50 - STA. A 99+75 CL

UNDERDRAIN PIPE, 6 INCH
PITTSFIELD
STA. A 94+50 - STA. A 97+95 RT
STA. A 98+10 - STA. A 99+75 RT

STONE FILL, TYPE I
PITTSFIELD
STA. A 95+25 - STA. A 96+25 RT
STA. A 95+25 - STA. A 96+25 LT
STA. A 97+75 - STA. A 98+25 LT

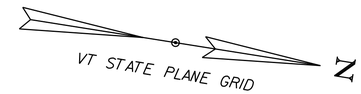
STONE FILL, TYPE II
PITTSFIELD
STA. A 98+01.9 LT (6'L x 3'W x 3'D)

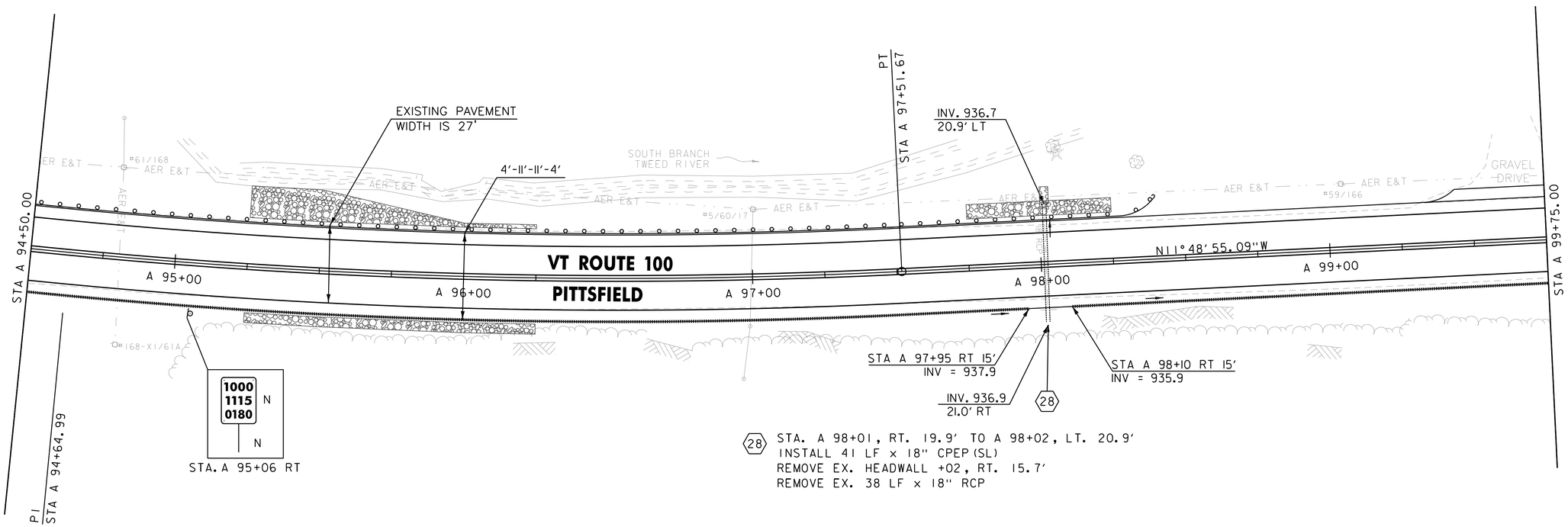
TEMPORARY 4 INCH WHITE LINE, PAINT
DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
PITTSFIELD
STA. A 94+50 - STA. A 99+75 (SOLID LT & RT)

TEMPORARY 4 INCH YELLOW LINE, PAINT
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
PITTSFIELD
STA. A 94+50 - STA. A 99+75 (SOLID LT & RT)

STEEL BEAM GUARDRAIL WITH 8 FOOT POSTS
PITTSFIELD
STA. A 94+50 - A 98+27.5 LT

ANCHOR FOR STEEL BEAM GUARDRAIL
PITTSFIELD
STA. A 98+27.5 LT





28 STA. A 98+01, RT. 19.9' TO A 98+02, LT. 20.9'
INSTALL 41 LF x 18" CPEP (SL)
REMOVE EX. HEADWALL +02, RT. 15.7'
REMOVE EX. 38 LF x 18" RCP

SIGN LEGEND
R = REMOVE
RES = RESET
R&R = REMOVE & RESET
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = ----------
NEW = ————————

0 20 40
SCALE IN FEET

vhb

PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234BDR_GEN57.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
PROJECT LAYOUT SHEET 57	SHEET 108 OF 424

MILLED RUMBLE STRIPS, SINUSOIDAL CENTERLINE
PITTSFIELD
STA. A 99+75 - STA. A 105+50 CL

UNDERDRAIN PIPE, 6 INCH
PITTSFIELD
STA. A 99+75 - STA. A 103+78 RT
STA. A 104+00 - STA. A 105+42 RT

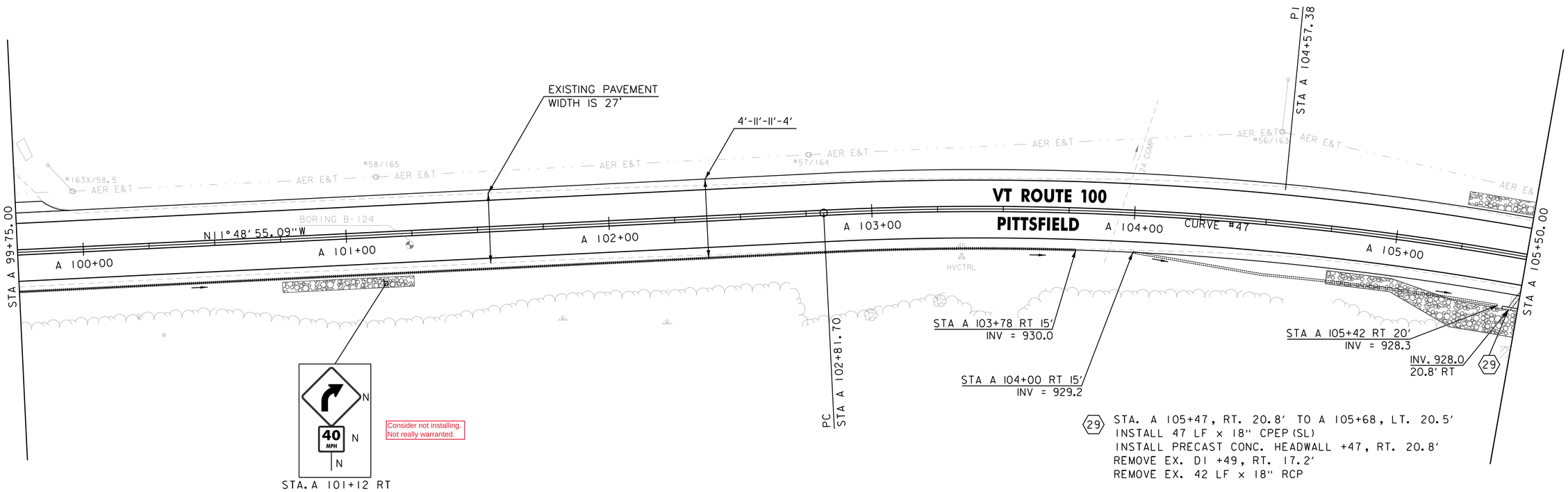
STONE FILL, TYPE I
PITTSFIELD
STA. A 100+75 - STA. A 101+25 RT
STA. A 104+75 - STA. A 105+50 RT
STA. A 105+25 - STA. A 105+50 LT

TEMPORARY 4 INCH WHITE LINE, PAINT
DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
PITTSFIELD
STA. A 99+75 - STA. A 105+50 (SOLID LT & RT)

TEMPORARY 4 INCH YELLOW LINE, PAINT
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
PITTSFIELD
STA. A 99+75 - STA. A 105+50 (SOLID LT & RT)

CURVE #47
DELTA = 16°39'31" RT
D = 4°46'29"
R = 1200.00'
T = 175.69'
L = 348.90'
E = 12.79'
BANKING 0.053 FT/FT
DESIGN SPEED 40 MPH
SEE SUPERELEVATION DIAGRAMS
FOR BANKING INFORMATION

VT STATE PLANE GRID
N



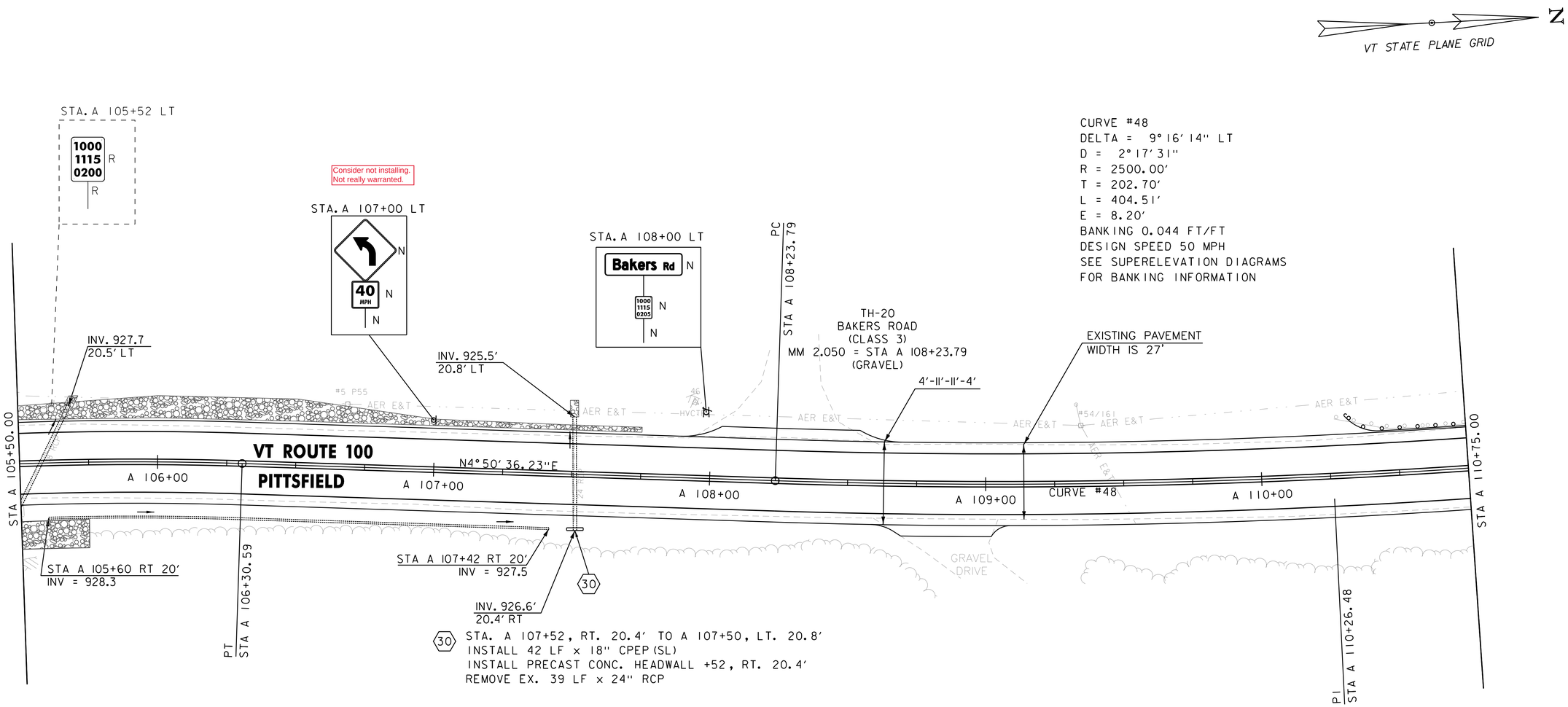
Consider not installing.
Not really warranted.

29 STA. A 105+47, RT. 20.8' TO A 105+68, LT. 20.5'
INSTALL 47 LF x 18" CPEP (SL)
INSTALL PRECAST CONC. HEADWALL +47, RT. 20.8'
REMOVE EX. DI +49, RT. 17.2'
REMOVE EX. 42 LF x 18" RCP

SIGN LEGEND
R = REMOVE
RES = RESET
R&R = REMOVE & RESET
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = ----------
NEW = ————

0 20 40
SCALE IN FEET

PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234BDR_GEN58.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
PROJECT LAYOUT SHEET 58	SHEET 109 OF 424



30 STA. A 107+52, RT. 20.4' TO A 107+50, LT. 20.8'
INSTALL 42 LF x 18" CPEP (SL)
INSTALL PRECAST CONC. HEADWALL +52, RT. 20.4'
REMOVE EX. 39 LF x 24" RCP

MILLED RUMBLE STRIPS, SINUSOIDAL CENTERLINE
PITTSFIELD
STA. A 105+50 - STA. A 108+10 CL
STA. A 108+45 - STA. A 110+75 CL

UNDERDRAIN PIPE, 6 INCH
PITTSFIELD
STA. A 105+60 - STA. A 107+42 RT

STONE FILL, TYPE I
PITTSFIELD
STA. A 105+50 - STA. A 105+75 RT
STA. A 105+50 - STA. A 107+75 LT

STONE FILL, TYPE II
PITTSFIELD
STA. A 105+68.0 LT (5'L x 3'W x 2'D)
STA. A 107+50.4 LT (6'L x 3'W x 3'D)

REMOVAL OF GUARDRAIL
PITTSFIELD
STA. A 110+17 - STA. A 110+75 LT

TEMPORARY 4 INCH WHITE LINE, PAINT
DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
PITTSFIELD
STA. A 105+50 - STA. A 110+75 (SOLID LT & RT)

TEMPORARY 4 INCH YELLOW LINE, PAINT
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
PITTSFIELD
STA. A 105+50 - STA. A 110+75 (SOLID LT & RT)

SIGN REMOVAL, FLAT ALUMINUM SHEET
PITTSFIELD
STA. A 105+52 LT

STEEL BEAM GUARDRAIL WITH 8 FOOT POSTS
PITTSFIELD
STA. A 110+44 - STA. A 110+75 LT

ANCHOR FOR STEEL BEAM GUARDRAIL
PITTSFIELD
STA. A 110+44 LT

SIGN LEGEND
R = REMOVE
RES = RESET
R&R = REMOVE & RESET
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = ----------
NEW = ————————

0 20 40
SCALE IN FEET

vhb

PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234BDR_GEN59.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
PROJECT LAYOUT SHEET 59	SHEET 110 OF 424

MILLED RUMBLE STRIPS, SINUSOIDAL CENTERLINE
PITTSFIELD
STA. A 110+75- STA. A 116+50 CL

UNDERDRAIN PIPE, 6 INCH
PITTSFIELD
STA. A 111+70 - STA. A 113+98 RT
STA. A 114+50 - STA. A 116+50 RT

STONE FILL, TYPE I
PITTSFIELD
STA. A 111+25 - STA. A 111+75 RT
STA. A 113+75 - STA. A 116+25 LT
STA. A 115+00 - STA. A 116+50 RT

TEMPORARY 4 INCH WHITE LINE, PAINT
DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
PITTSFIELD
STA. A 110+75 - STA. A 116+50 (SOLID LT & RT)

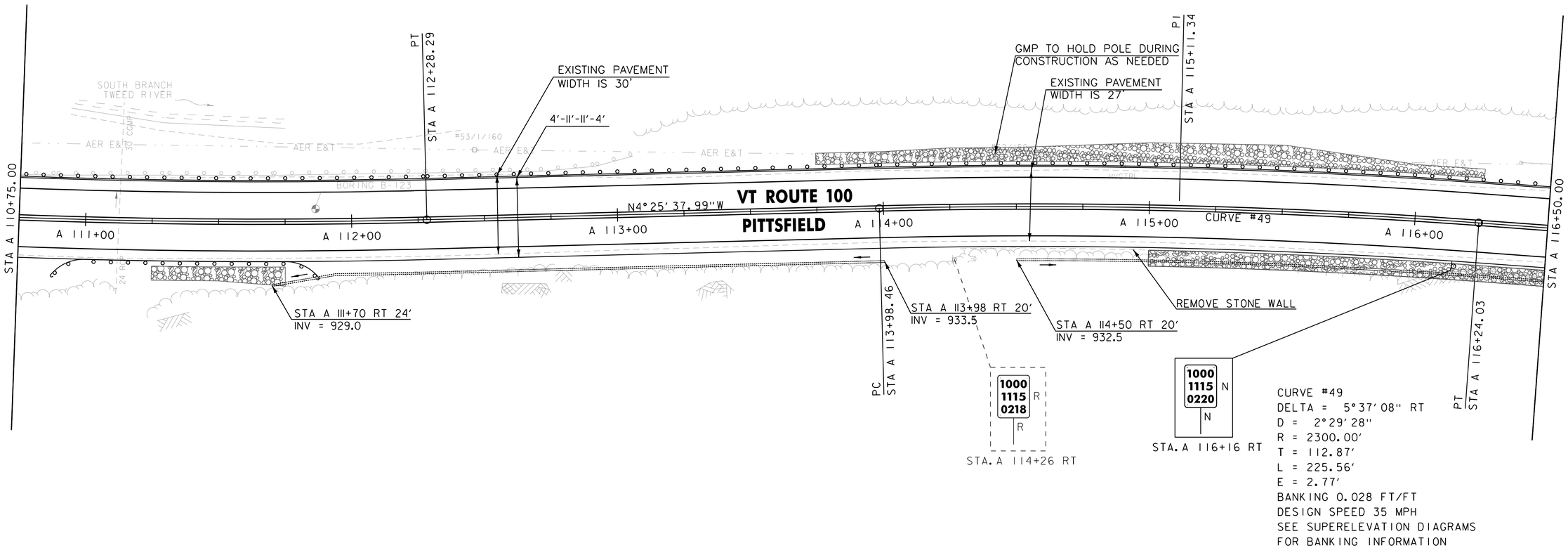
TEMPORARY 4 INCH YELLOW LINE, PAINT
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
PITTSFIELD
STA. A 110+75 - STA. A 116+50 (SOLID LT & RT)

REMOVAL OF GUARDRAIL
PITTSFIELD
STA. A 110+75 - STA. A 113+06 LT

SIGN REMOVAL, FLAT SHEET ALUMINUM
PITTSFIELD
STA. A 114+26 RT

STEEL BEAM GUARDRAIL WITH 8 FOOT POSTS
PITTSFIELD
STA. A 110+75 - STA. A 116+50 LT
STA. A 111+00 - STA. A 111+75 RT

ANCHOR FOR STEEL BEAM GUARDRAIL
PITTSFIELD
STA. A 111+00 RT
STA. A 111+75 RT



CURVE #49
DELTA = 5°37'08" RT
D = 2°29'28"
R = 2300.00'
T = 112.87'
L = 225.56'
E = 2.77'
BANKING 0.028 FT/FT
DESIGN SPEED 35 MPH
SEE SUPERELEVATION DIAGRAMS
FOR BANKING INFORMATION

SIGN LEGEND
R = REMOVE
RES = RESET
R&R = REMOVE & RESET
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = ----------
NEW = ————————

0 20 40
SCALE IN FEET

vhb

PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234BDR_GEN60.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
PROJECT LAYOUT SHEET 60	SHEET 111 OF 424

MILLED RUMBLE STRIPS, SINUSOIDAL CENTERLINE
PITTSFIELD
STA. A 116+50- STA. A 121+75 CL

REHABILITATING DIs, CATCH BASINS, OR MANHOLES, CLASS I
PITTSFIELD
STA. A 118+92 RT

UNDERDRAIN PIPE, 6 INCH
PITTSFIELD
STA. A 116+50 - STA. A 118+90 RT

STONE FILL, TYPE I
PITTSFIELD
STA. A 116+50 - STA. A 118+25 RT
STA. A 119+75 - STA. A 120+75 LT

REMOVAL OF GUARDRAIL
PITTSFIELD
STA. A 118+68 - STA. A 121+75 LT

TEMPORARY 4 INCH WHITE LINE, PAINT
DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
PITTSFIELD
STA. A 116+50 - STA. A 121+75 (SOLID LT & RT)

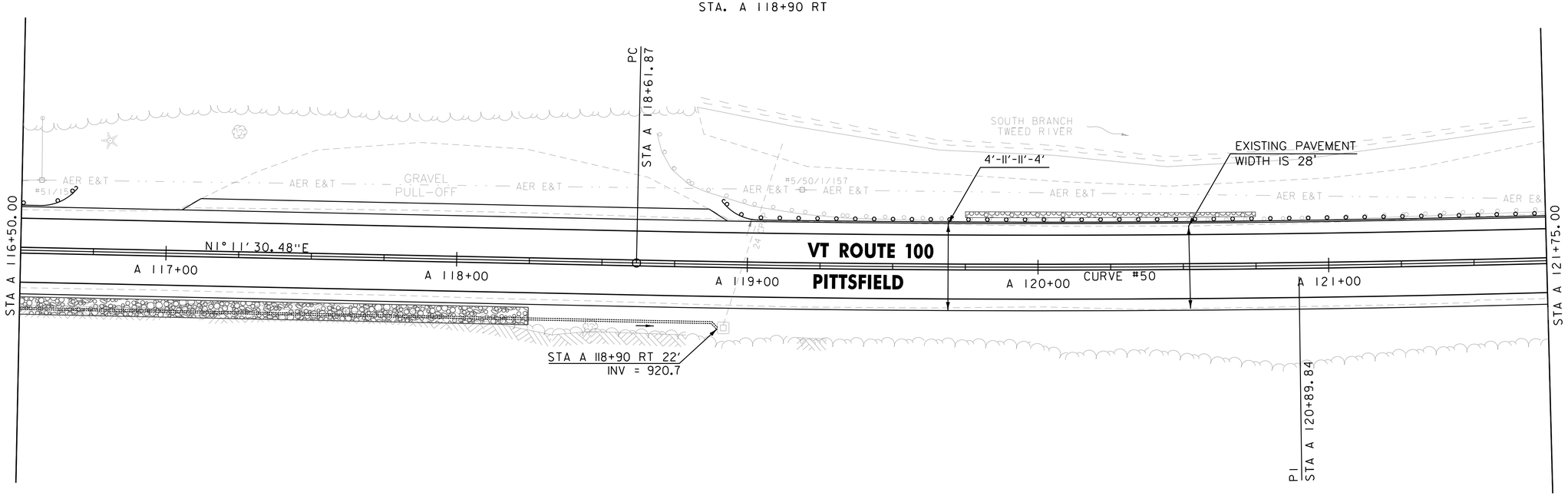
TEMPORARY 4 INCH YELLOW LINE, PAINT
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
PITTSFIELD
STA. A 116+50 - STA. A 121+75 (SOLID LT & RT)

STEEL BEAM GUARDRAIL WITH 8 FOOT POSTS
PITTSFIELD
STA. A 116+50 - STA. A 116+56 LT
STA. A 119+04 - STA. A 121+75 LT

ANCHOR FOR STEEL BEAM GUARDRAIL
PITTSFIELD
STA. A 116+56 LT
STA. A 119+04 LT

CORING CONCRETE
PITTSFIELD
STA. A 118+90 RT

VT STATE PLANE GRID



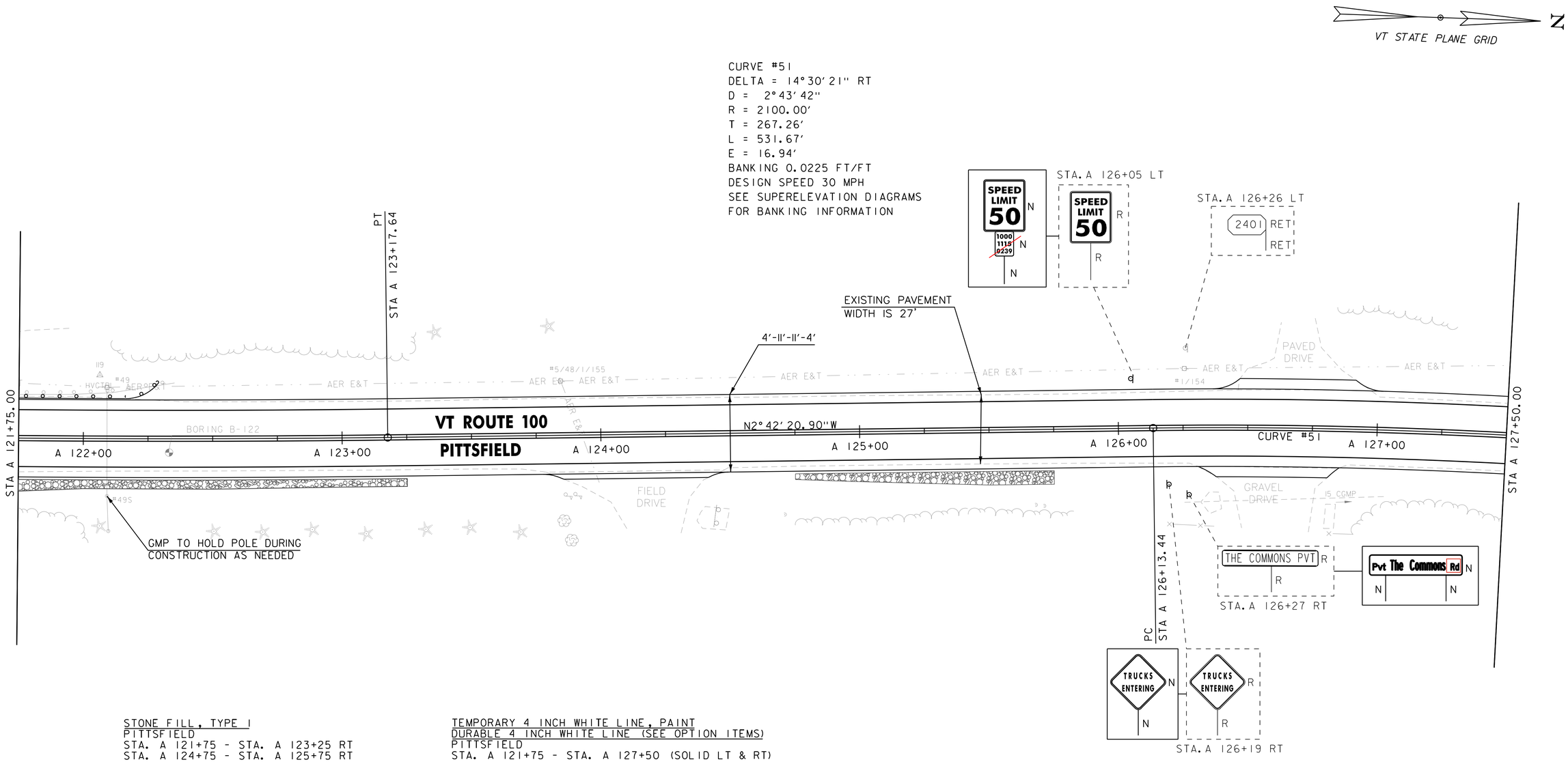
CURVE #50
DELTA = 3°53'51" LT
D = 0°51'19"
R = 6700.00'
T = 227.98'
L = 455.77'
E = 3.88'
BANKING 0.020 FT/FT
DESIGN SPEED 50 MPH
SEE SUPERELEVATION DIAGRAMS
FOR BANKING INFORMATION

SIGN LEGEND
R = REMOVE
RES = RESET
R&R = REMOVE & RESET
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = ----------
NEW = ————————

0 20 40
SCALE IN FEET

PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234BDR_GEN61.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
PROJECT LAYOUT SHEET 61	SHEET 112 OF 424

CURVE #51
DELTA = 14°30'21" RT
D = 2°43'42"
R = 2100.00'
T = 267.26'
L = 531.67'
E = 16.94'
BANKING 0.0225 FT/FT
DESIGN SPEED 30 MPH
SEE SUPERELEVATION DIAGRAMS
FOR BANKING INFORMATION



STONE FILL, TYPE I
PITTSFIELD
STA. A 121+75 - STA. A 123+25 RT
STA. A 124+75 - STA. A 125+75 RT

REMOVE AND RESET MAILBOX, SINGLE SUPPORT
PITTSFIELD
STA. A 123+86 RT
STA. A 123+90 RT

REMOVAL OF GUARDRAIL
PITTSFIELD
STA. A 121+75 - STA. A 122+35 LT

SIGN REMOVAL, FLAT SHEET ALUMINUM
PITTSFIELD
STA. A 126+05 LT
STA. A 126+19 RT

TEMPORARY 4 INCH WHITE LINE, PAINT
DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
PITTSFIELD
STA. A 121+75 - STA. A 127+50 (SOLID LT & RT)

TEMPORARY 4 INCH YELLOW LINE, PAINT
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
PITTSFIELD
STA. A 121+75 - STA. A 127+50 (SOLID LT & RT)

STEEL BEAM GUARDRAIL WITH 8 FOOT POSTS
PITTSFIELD
STA. A 121+75 - STA. A 122+16 LT

ANCHOR FOR STEEL BEAM GUARDRAIL
PITTSFIELD
STA. A 122+16 LT

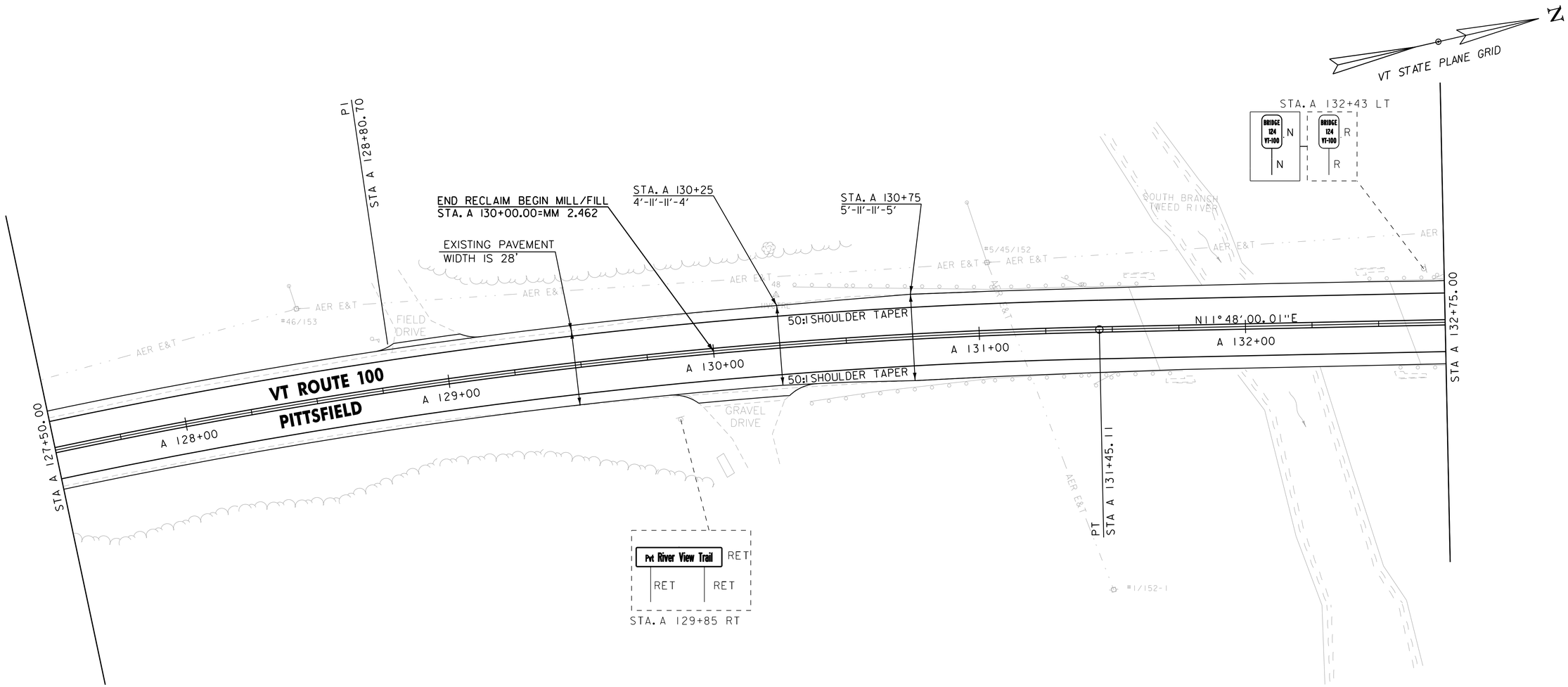
SIGN LEGEND

R = REMOVE
RES = RESET
R&R = REMOVE & RESET
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = ----------
NEW = ————————

0 20 40
SCALE IN FEET

vhb

PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234BDR_GEN62.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
PROJECT LAYOUT SHEET 62	SHEET 113 OF 424



REMOVE AND RESET MAILBOX, SINGLE SUPPORT
PITTSFIELD
STA. A 128+74 LT

TEMPORARY 4 INCH WHITE LINE, PAINT
DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
PITTSFIELD
STA. A 127+50 - STA. A 132+75 (SOLID LT & RT)

TEMPORARY 4 INCH YELLOW LINE, PAINT
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
PITTSFIELD
STA. A 127+50 - STA. A 132+75 (SOLID LT & RT)

SIGN REMOVAL, FLAT SHEET ALUMINUM
PITTSFIELD
STA. A 132+43 LT

SIGN LEGEND

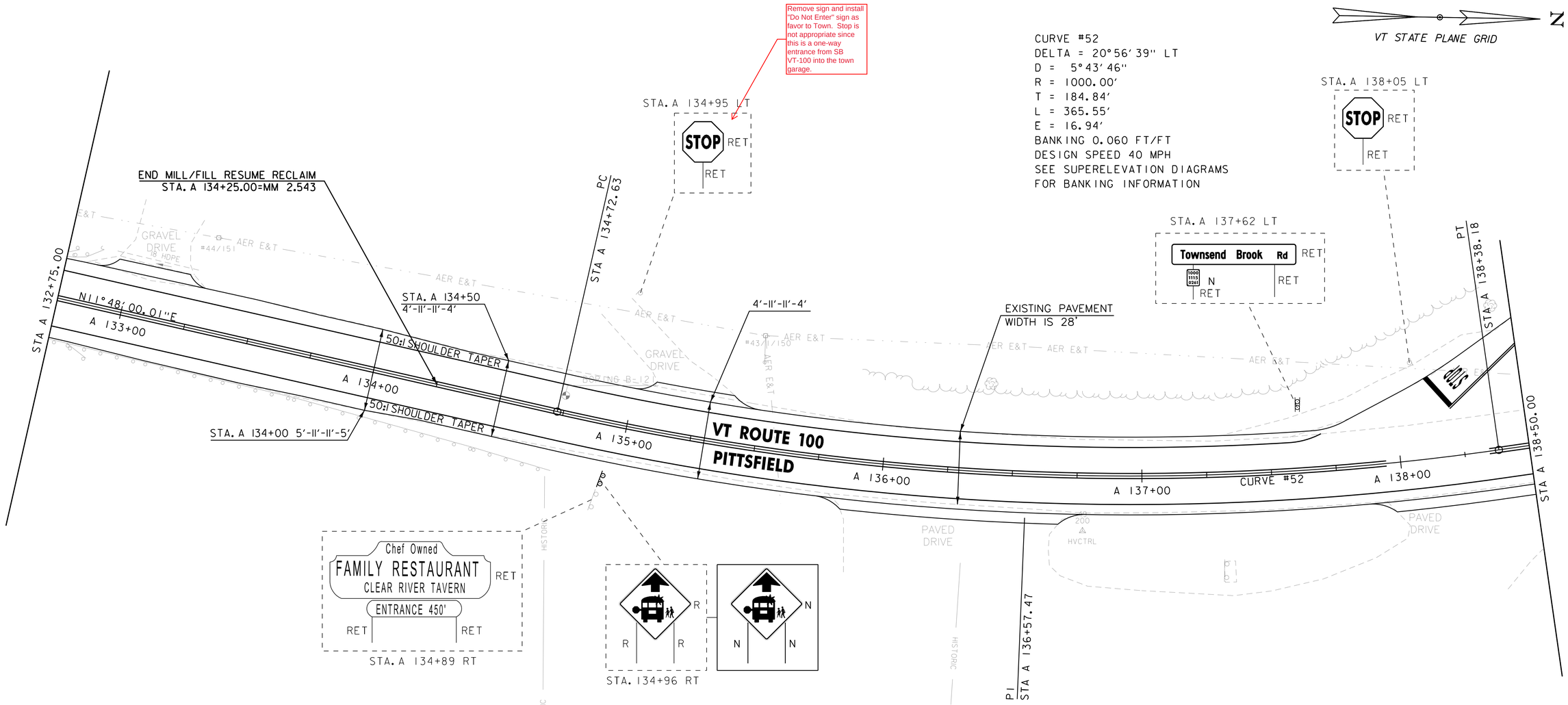
R	=	REMOVE
RES	=	RESET
R&R	=	REMOVE & RESET
N	=	NEW
RET	=	RETAIN
B-B	=	BACK TO BACK
EXISTING	=	----------
NEW	=	_____

0 20 40
SCALE IN FEET

vhb

PROJECT NAME:	KILLINGTON - STOCKBRIDGE
PROJECT NUMBER:	ER STP 022-1(25)

FILE NAME: z12B234BDR_GEN63.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
PROJECT LAYOUT SHEET 63	SHEET 114 OF 424



TEMPORARY 4 INCH WHITE LINE, PAINT
DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
PITTSFIELD
STA. A 132+75 - STA. A 138+50 (SOLID RT)
STA. A 132+75 - STA. A 137+70 (SOLID LT)

TEMPORARY 4 INCH YELLOW LINE, PAINT
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
PITTSFIELD
STA. A 132+75 - STA. A 137+95 (SOLID LT & RT)
STA. A 138+21 LT (CENTERLINE TH #23) (2)
STA. A 138+35 - STA. A 138+50 (SOLID LT & RT)

TEMPORARY 24 INCH STOP BAR, PAINT
DURABLE 24 INCH STOP BAR (SEE OPTION ITEMS)
PITTSFIELD
STA. A 138+17 LT (TH #23)

TEMPORARY LETTER OR SYMBOL, PAINT
DURABLE LETTER OR SYMBOL (SEE OPTION ITEMS)
PITTSFIELD
STA. A 138+22 LT "STOP" (TH #23)

SIGN REMOVAL, FLAT SHEET ALUMINUM
PITTSFIELD
STA. A 134+95 LT
STA. A 134+96 RT
STA. A 137+62 LT

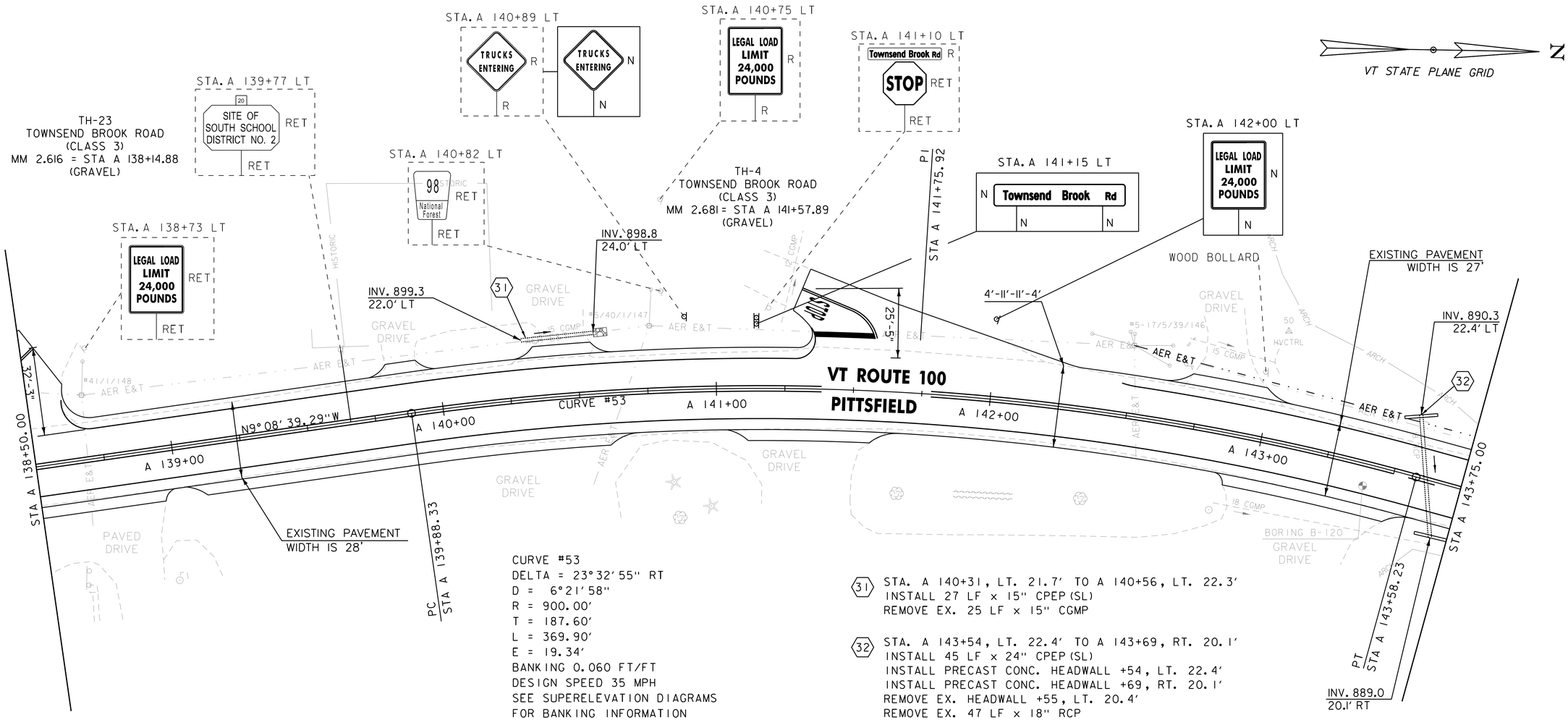
ENVIRONMENTALLY SENSITIVE LOCATION
PITTSFIELD
STA. A 134+73 - STA. A 136+32 RT (HISTORIC)

SIGN LEGEND
R = REMOVE
RES = RESET
R&R = REMOVE & RESET
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = ----------
NEW = ————————

0 20 40
SCALE IN FEET

vhb

PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12b234BDR_GEN64.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E. DETRICK	DRAWN BY: B. ROBERTS
DESIGNED BY: J. HILTON	CHECKED BY: E. DETRICK
PROJECT LAYOUT SHEET 64	SHEET 115 OF 424



CURVE #53
DELTA = 23°32'55" RT
D = 6°21'58"
R = 900.00'
T = 187.60'
L = 369.90'
E = 19.34'
BANKING 0.060 FT/FT
DESIGN SPEED 35 MPH
SEE SUPERELEVATION DIAGRAMS
FOR BANKING INFORMATION

(31) STA. A 140+31, LT. 21.7' TO A 140+56, LT. 22.3'
INSTALL 27 LF x 15" CPEP(SL)
REMOVE EX. 25 LF x 15" CGMP

(32) STA. A 143+54, LT. 22.4' TO A 143+69, RT. 20.1'
INSTALL 45 LF x 24" CPEP(SL)
INSTALL PRECAST CONC. HEADWALL +54, LT. 22.4'
INSTALL PRECAST CONC. HEADWALL +69, RT. 20.1'
REMOVE EX. HEADWALL +55, LT. 20.4'
REMOVE EX. 47 LF x 18" RCP

STONE FILL, TYPE II
PITTSFIELD
STA. A 140+56.4 LT (5'L x 3'W x 2'D)

REMOVE AND RESET MAILBOX, SINGLE SUPPORT
PITTSFIELD
STA. A 142+68 LT

TEMPORARY 4 INCH WHITE LINE, PAINT
DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
PITTSFIELD
STA. A 138+62 - STA. A 141+34 (SOLID LT)
STA. A 142+47 - STA. A 143+75 (SOLID LT)
STA. A 138+50 - STA. A 143+75 (SOLID RT)

TEMPORARY 4 INCH YELLOW LINE, PAINT
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
PITTSFIELD
STA. A 138+50 - STA. A 141+38 (SOLID LT & RT)
STA. A 141+58 LT (CENTERLINE TH #4) (2X)
STA. A 141+78 - STA. A 143+50 (SOLID LT & RT)
STA. A 143+50 - STA. A 143+75 (SOLID LT)
STA. A 143+50 - STA. A 143+75 (DASH RT)

TEMPORARY 24 INCH STOP BAR, PAINT
DURABLE 24 INCH STOP BAR (SEE OPTION ITEMS)
PITTSFIELD
STA. A 141+46 LT (TH #4)

TEMPORARY LETTER OR SYMBOL, PAINT
DURABLE LETTER OR SYMBOL (SEE OPTION ITEMS)
PITTSFIELD
STA. A 141+40 LT "STOP" (TH #4)

SIGN REMOVAL, FLAT SHEET ALUMINUM
PITTSFIELD
STA. A 140+89 LT

ENVIRONMENTALLY SENSITIVE LOCATION
PITTSFIELD
STA. A 139+68 - STA. A 140+21 LT (HISTORIC)
STA. A 142+88 - STA. A 143+75 LT (ARCHAEOLOGICAL)
STA. A 143+53 - STA. A 143+75 RT (ARCHAEOLOGICAL)

SIGN LEGEND
R = REMOVE
RES = RESET
R&R = REMOVE & RESET
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = ----------
NEW = ————

0 20 40
SCALE IN FEET

vhb

PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234BDR_GEN65.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
PROJECT LAYOUT SHEET 65	SHEET 116 OF 424

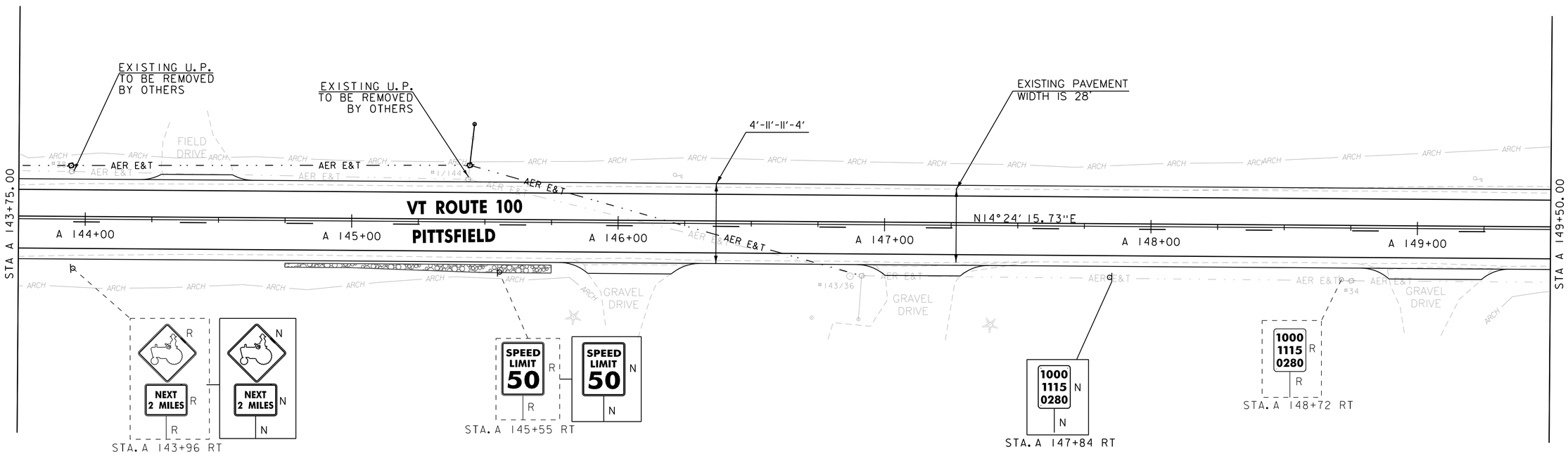
STONE FILL, TYPE I
PITTSFIELD
STA. A 144+75 - STA. A 145+75 RT

REMOVE AND RESET MAILBOX, SINGLE SUPPORT
PITTSFIELD
STA. A 146+21 LT
STA. A 149+21 LT

TEMPORARY 4 INCH WHITE LINE, PAINT
DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
PITTSFIELD
STA. A 143+75 - STA. A 149+50 (SOLID LT & RT)

TEMPORARY 4 INCH YELLOW LINE, PAINT
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
PITTSFIELD
STA. A 143+75 - STA. A 149+50 (SOLID LT)
STA. A 143+75 - STA. A 149+50 (DASH RT)

SIGN REMOVAL, FLAT SHEET ALUMINUM
PITTSFIELD
STA. A 143+96 RT (2)
STA. A 145+55 RT
STA. A 148+72 RT



ENVIRONMENTALLY SENSITIVE LOCATION
PITTSFIELD
STA. A 143+75 - STA. A 149+50 LT (ARCHAEOLOGICAL)
STA. A 143+75 - STA. A 145+93 RT (ARCHAEOLOGICAL)
STA. A 149+25 - STA. A 149+50 RT (ARCHAEOLOGICAL)

SIGN LEGEND
R = REMOVE
RES = RESET
R&R = REMOVE & RESET
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = ----------
NEW = ————

0 20 40
SCALE IN FEET

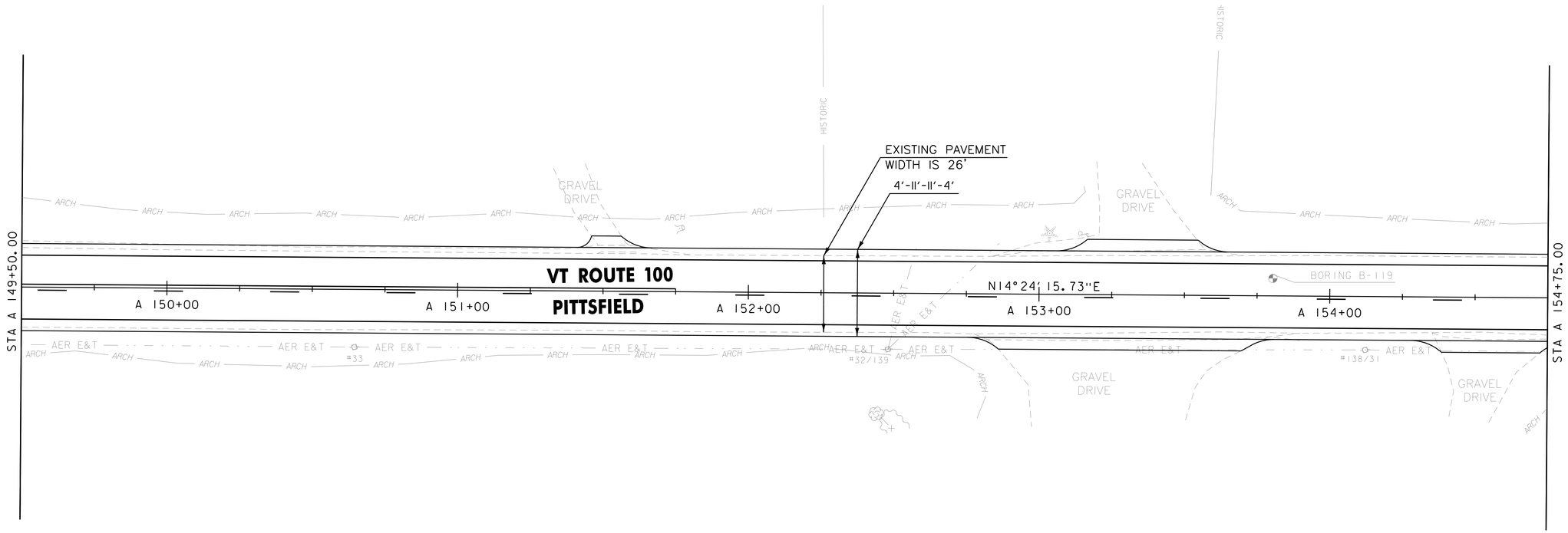
vhb

PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234BDR_GEN66.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
PROJECT LAYOUT SHEET 66	SHEET 117 OF 424

TEMPORARY 4 INCH WHITE LINE, PAINT
DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
PITTSFIELD
STA. A 149+50 - STA. A 154+75 (SOLID LT & RT)

TEMPORARY 4 INCH YELLOW LINE, PAINT
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
PITTSFIELD
STA. A 149+50 - STA. A 151+75 (SOLID LT)
STA. A 149+50 - STA. A 151+75 (DASH RT)
STA. A 151+75 - STA. A 154+75 (DASH CENTERLINE)

REMOVE AND RESET MAILBOX, SINGLE SUPPORT
PITTSFIELD
STA. A 153+14 LT



ENVIRONMENTALLY SENSITIVE LOCATION
PITTSFIELD
STA. A 149+50 - STA. A 153+16 LT (ARCHAEOLOGICAL)
STA. A 149+50 - STA. A 152+82 RT (ARCHAEOLOGICAL)
STA. A 152+26 - STA. A 153+58 LT (HISTORIC)
STA. A 153+60 - STA. A 154+75 LT (ARCHAEOLOGICAL)
STA. A 154+66 - STA. A 154+75 RT (ARCHAEOLOGICAL)

SIGN LEGEND
R = REMOVE
RES = RESET
R&R = REMOVE & RESET
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = ----------
NEW = ————————

0 20 40
SCALE IN FEET

vhb

PROJECT NAME: KILLINGTON - STOCKBRIDGE
PROJECT NUMBER: ER STP 022-1(25)

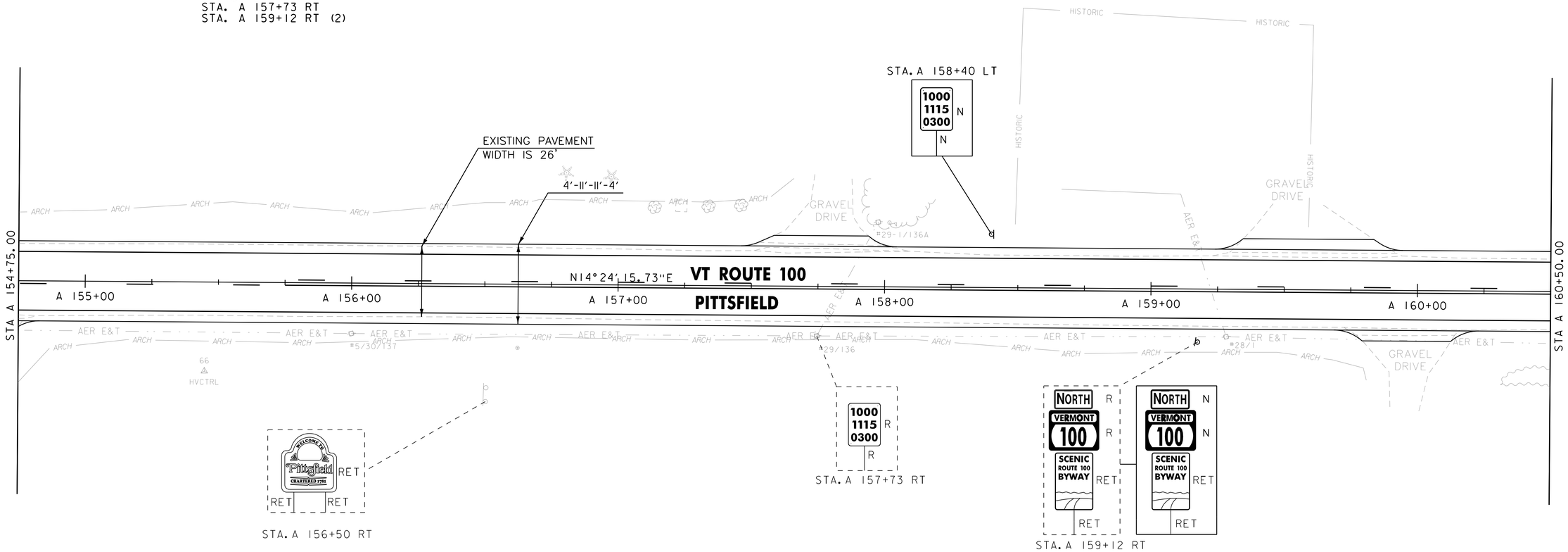
FILE NAME: z12B234BDR_GEN67.dgn
PROJECT LEADER: E.P. DETRICK
DESIGNED BY: B.M. ROBERTS
PROJECT LAYOUT SHEET 67
PLOT DATE: 7/17/2024
DRAWN BY: B.M. ROBERTS
CHECKED BY: E.P. DETRICK
SHEET 118 OF 424

REMOVE AND RESET MAILBOX, SINGLE SUPPORT
PITTSFIELD
STA. A 158+02 LT

TEMPORARY 4 INCH WHITE LINE, PAINT
DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
PITTSFIELD
STA. A 154+75 - STA. A 160+50 (SOLID LT & RT)

TEMPORARY 4 INCH YELLOW LINE, PAINT
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
PITTSFIELD
STA. A 154+75 - STA. 155+75 (DASH CENTERLINE)
STA. A 155+75 - STA. A 160+50 (SOLID RT)
STA. A 155+75 - STA. A 160+50 (DASH LT)

SIGN REMOVAL, FLAT SHEET ALUMINUM
PITTSFIELD
STA. A 157+73 RT
STA. A 159+12 RT (2)



ENVIRONMENTALLY SENSITIVE LOCATION
PITTSFIELD
STA. A 154+75 - STA. A 157+66 LT (ARCHAEOLOGICAL)
STA. A 154+75 - STA. A 159+81 RT (ARCHAEOLOGICAL)
STA. A 158+49 - STA. A 159+59 LT (HISTORIC)

SIGN LEGEND
R = REMOVE
RES = RESET
R&R = REMOVE & RESET
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = ----------
NEW = ————

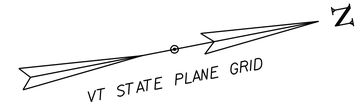
0 20 40
SCALE IN FEET

vhb

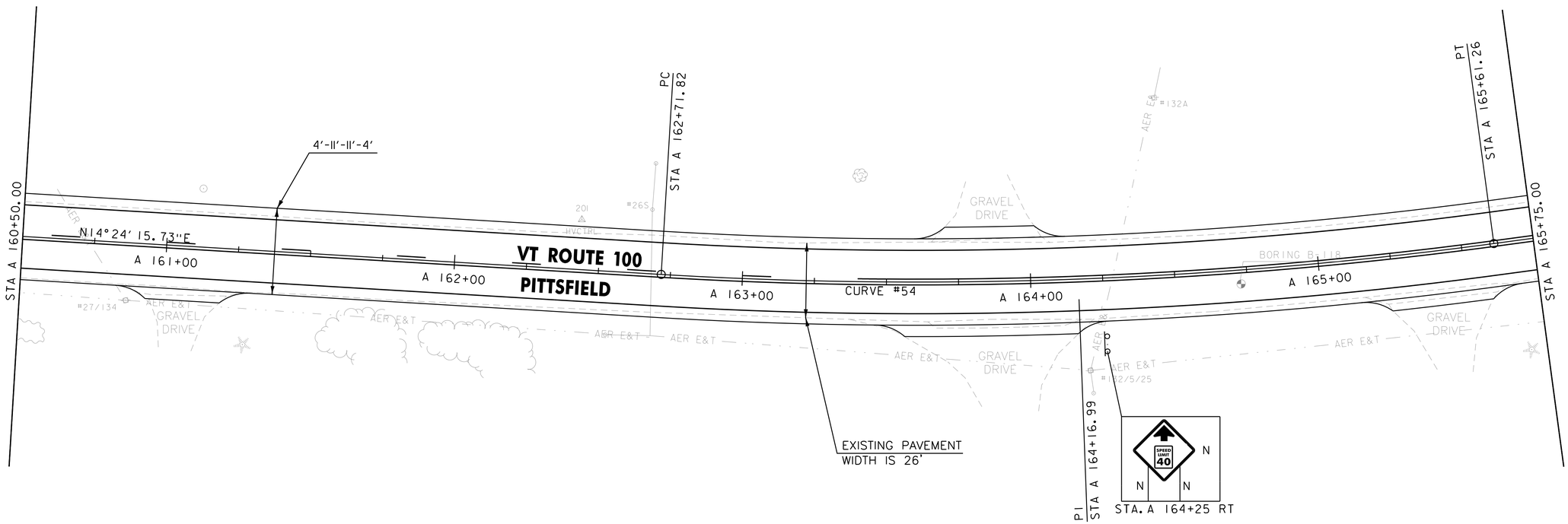
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234BDR_GEN68.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
PROJECT LAYOUT SHEET 68	SHEET 119 OF 424

TEMPORARY 4 INCH WHITE LINE, PAINT
DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
PITTSFIELD
STA. A 160+50 - STA. A 165+75 (SOLID LT & RT)

TEMPORARY 4 INCH YELLOW LINE, PAINT
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
PITTSFIELD
STA. A 160+50 - STA. A 163+50 (SOLID RT)
STA. A 160+50 - STA. A 163+50 (DASH LT)
STA. A 163+50 - STA. A 165+75 (SOLID LT & RT)



CURVE #54
DELTA = 11°03'21" LT
D = 3°49'11"
R = 1500.00'
T = 145.17'
L = 289.44'
E = 7.01'
BANKING 0.062 FT/FT
DESIGN SPEED 50 MPH
SEE SUPERELEVATION DIAGRAMS
FOR BANKING INFORMATION



SIGN LEGEND
R = REMOVE
RES = RESET
R&R = REMOVE & RESET
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = ----------
NEW = ————

0 20 40
SCALE IN FEET

PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234BDR_GEN69.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
PROJECT LAYOUT SHEET 69	SHEET 120 OF 424

BRIDGE RAILING, GALVANIZED 2 RAIL BOX BEAM
PITTSFIELD
STA. A 168+54 - 168+67 LT
STA. A 168+69 - 168+83 RT

UNDERDRAIN PIPE, 6 INCH
PITTSFIELD
STA. A 169+50 - STA S 171+33 LT

STONE FILL, TYPE I
PITTSFIELD
STA. A 167+94 - STA. A 169+11 LT
STA. A 168+63 - STA. A 169+55 RT

CAST-IN-PLACE CONCRETE CURB, TYPE B
PITTSFIELD
STA. A 168+15 - STA. A 168+55 LT
STA. A 168+67 - STA. A 169+07 LT
STA. A 168+29 - STA. A 168+69 RT
STA. A 168+82 - STA. A 169+26 RT

Same comment as page 94.

Yes, and add note referencing EPSC plan sheets for Culvert 2.

Temp Relocation of Stream?

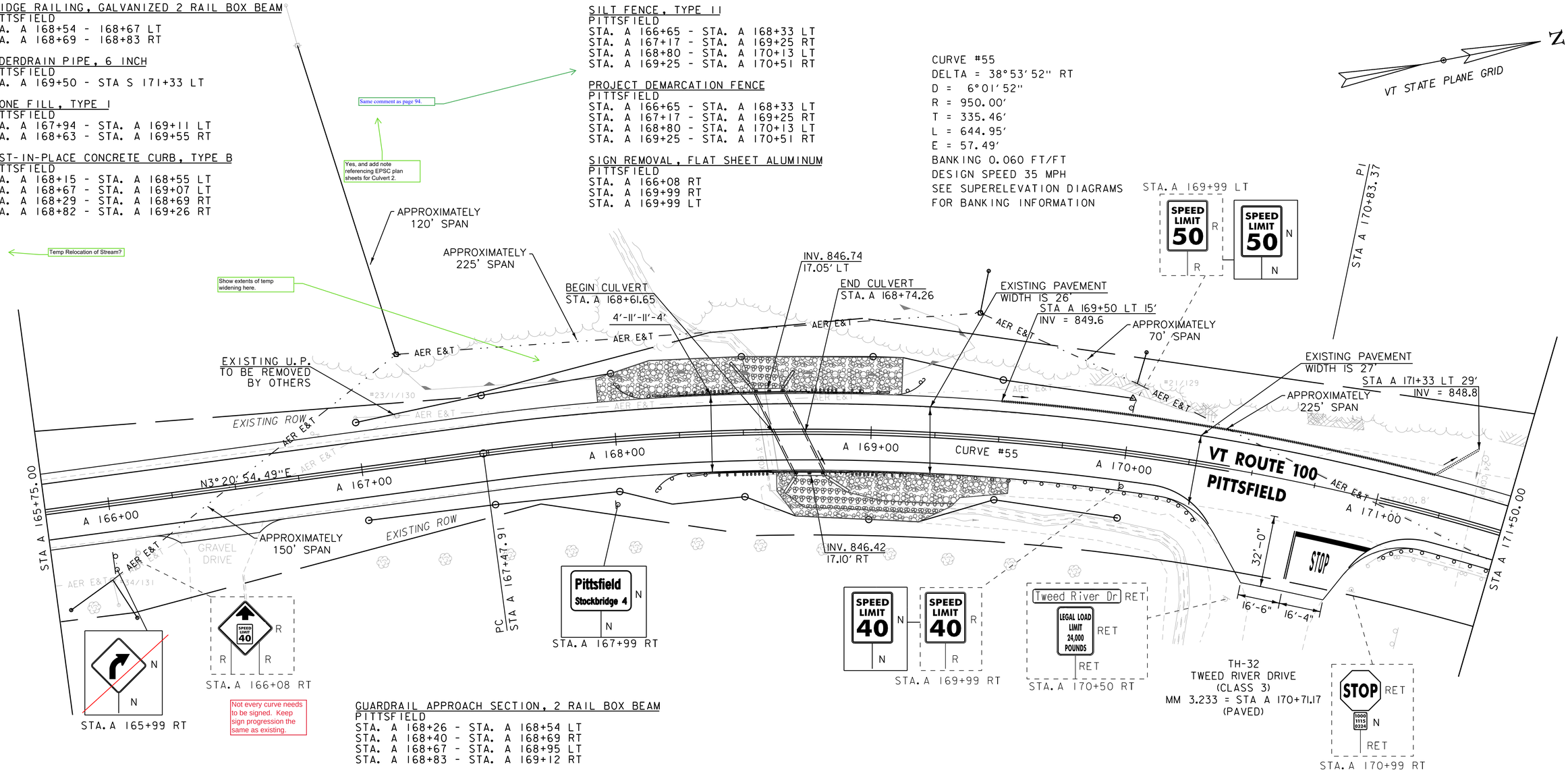
Show extents of temp widening here.

SILT FENCE, TYPE II
PITTSFIELD
STA. A 166+65 - STA. A 168+33 LT
STA. A 167+17 - STA. A 169+25 RT
STA. A 168+80 - STA. A 170+13 LT
STA. A 169+25 - STA. A 170+51 RT

PROJECT DEMARCATION FENCE
PITTSFIELD
STA. A 166+65 - STA. A 168+33 LT
STA. A 167+17 - STA. A 169+25 RT
STA. A 168+80 - STA. A 170+13 LT
STA. A 169+25 - STA. A 170+51 RT

SIGN REMOVAL, FLAT SHEET ALUMINUM
PITTSFIELD
STA. A 166+08 RT
STA. A 169+99 RT
STA. A 169+99 LT

CURVE #55
DELTA = 38°53'52" RT
D = 6°01'52"
R = 950.00'
T = 335.46'
L = 644.95'
E = 57.49'
BANKING 0.060 FT/FT
DESIGN SPEED 35 MPH
SEE SUPERELEVATION DIAGRAMS
FOR BANKING INFORMATION



Not every curve needs to be signed. Keep sign progression the same as existing.

GUARDRAIL APPROACH SECTION, 2 RAIL BOX BEAM
PITTSFIELD
STA. A 168+26 - STA. A 168+54 LT
STA. A 168+40 - STA. A 168+69 RT
STA. A 168+67 - STA. A 168+95 LT
STA. A 168+83 - STA. A 169+12 RT

TEMPORARY 4 INCH WHITE LINE, PAINT
DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
PITTSFIELD
STA. A 165+75 - STA. A 171+50 (SOLID LT)
STA. A 165+75 - STA. A 170+37 (SOLID RT)
STA. A 170+95 - STA. A 171+50 (SOLID RT)

TEMPORARY 4 INCH YELLOW LINE, PAINT
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
PITTSFIELD
STA. A 165+75 - STA. A 170+41 (SOLID LT & RT)
STA. A 170+72 RT (CENTERLINE TH #32) (2)
STA. A 171+01 - STA. A 171+50 (SOLID LT & RT)

TEMPORARY 24 INCH STOP BAR, PAINT
DURABLE 24 INCH STOP BAR (SEE OPTION ITEMS)
PITTSFIELD
STA. A 170+87 RT (TH #32)

TEMPORARY LETTER OR SYMBOL, PAINT
DURABLE LETTER OR SYMBOL (SEE OPTION ITEMS)
PITTSFIELD
STA. A 170+83 RT "STOP" (TH #32)

REMOVE AND RESET MAILBOX, SINGLE SUPPORT
PITTSFIELD
STA. A 166+83 LT

STEEL BEAM GUARDRAIL WITH 8 FOOT POSTS
PITTSFIELD
STA. A 168+13 - STA. A 168+26 LT
STA. A 168+27 - STA. A 168+40 RT
STA. A 168+95 - STA. A 169+08 LT
STA. A 169+15 - STA. A 170+15 RT
STA. A 171+27 - STA. A 171+50 RT

ANCHOR FOR STEEL BEAM GUARDRAIL
PITTSFIELD
STA. A 168+13 LT
STA. A 168+27 RT
STA. A 169+08 LT
STA. A 170+15 RT
STA. A 171+27 RT

REMOVAL OF GUARDRAIL
PITTSFIELD
STA. A 171+21 - STA. A 171+50 RT

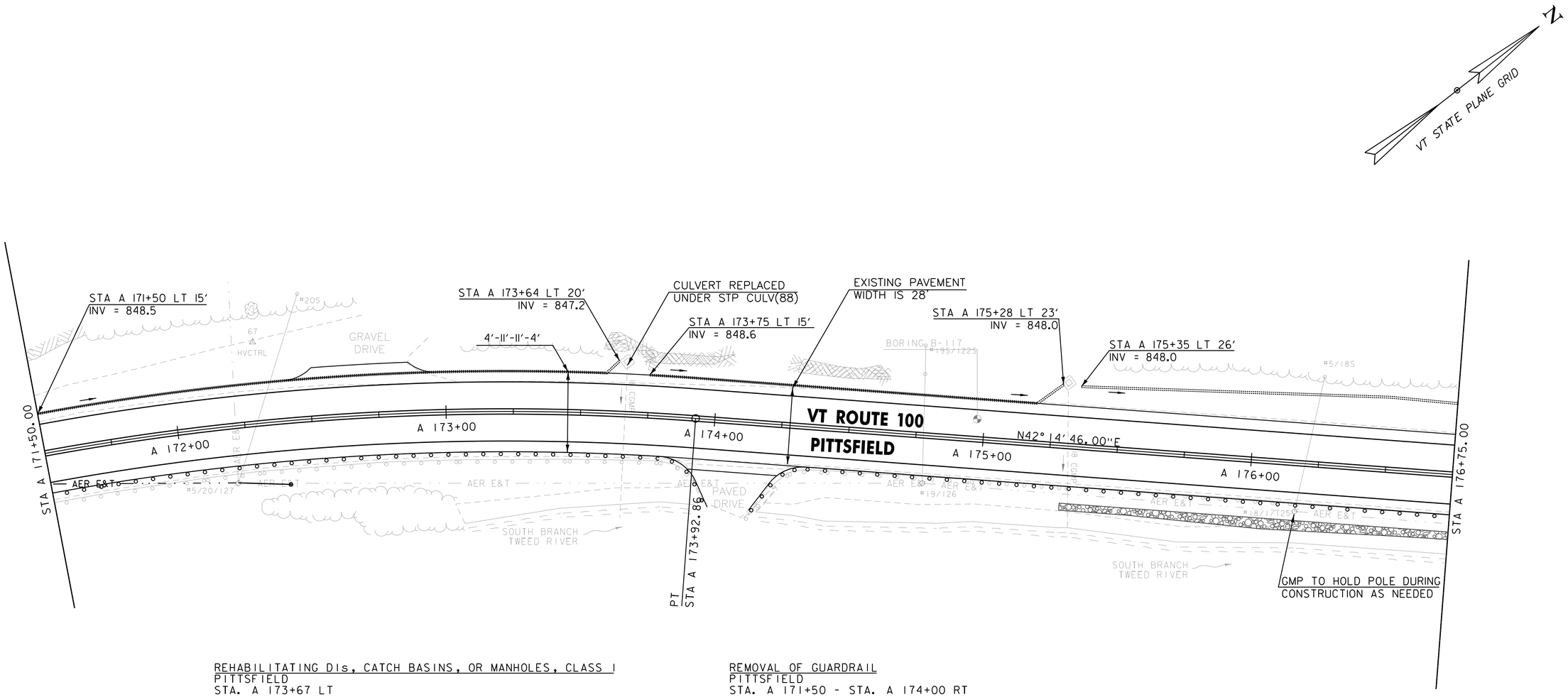
ENVIRONMENTALLY SENSITIVE LOCATION
PITTSFIELD
STA. A 167+19 - STA. A 169+38 LT (WETLAND)

0 20 40
SCALE IN FEET

SIGN LEGEND
R = REMOVE
RES = RESET
R&R = REMOVE & RESET
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = ----------
NEW = ————

vhb

PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234BDR_GEN70.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
PROJECT LAYOUT SHEET 70	SHEET 121 OF 424



REHABILITATING DIs, CATCH BASINS, OR MANHOLES, CLASS I
PITTSFIELD
STA. A 173+67 LT
STA. A 175+30 LT

UNDERDRAIN PIPE, 6 INCH
PITTSFIELD
STA. A 171+50 - STA. A 173+64 LT
STA. A 173+75 - STA. A 175+28 LT
STA. A 175+35 - STA. A 176+75 LT

STONE FILL, TYPE I
PITTSFIELD
STA. A 175+30 - STA. A 176+75 RT

STEEL BEAM GUARDRAIL WITH 8 FOOT POSTS
PITTSFIELD
STA. A 171+50 - STA. A 173+77 RT
STA. A 174+39 - STA. A 176+75 RT

REMOVAL OF GUARDRAIL
PITTSFIELD
STA. A 171+50 - STA. A 174+00 RT
STA. A 174+23 - STA. A 176+75 RT

TEMPORARY 4 INCH WHITE LINE, PAINT
DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
PITTSFIELD
STA. A 171+50 - STA. A 176+75 (SOLID LT & RT)

TEMPORARY 4 INCH YELLOW LINE, PAINT
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
PITTSFIELD
STA. A 171+50 - STA. A 176+75 (SOLID LT & RT)

CORING CONCRETE
PITTSFIELD
STA. A 173+67 LT
STA. A 175+30 LT

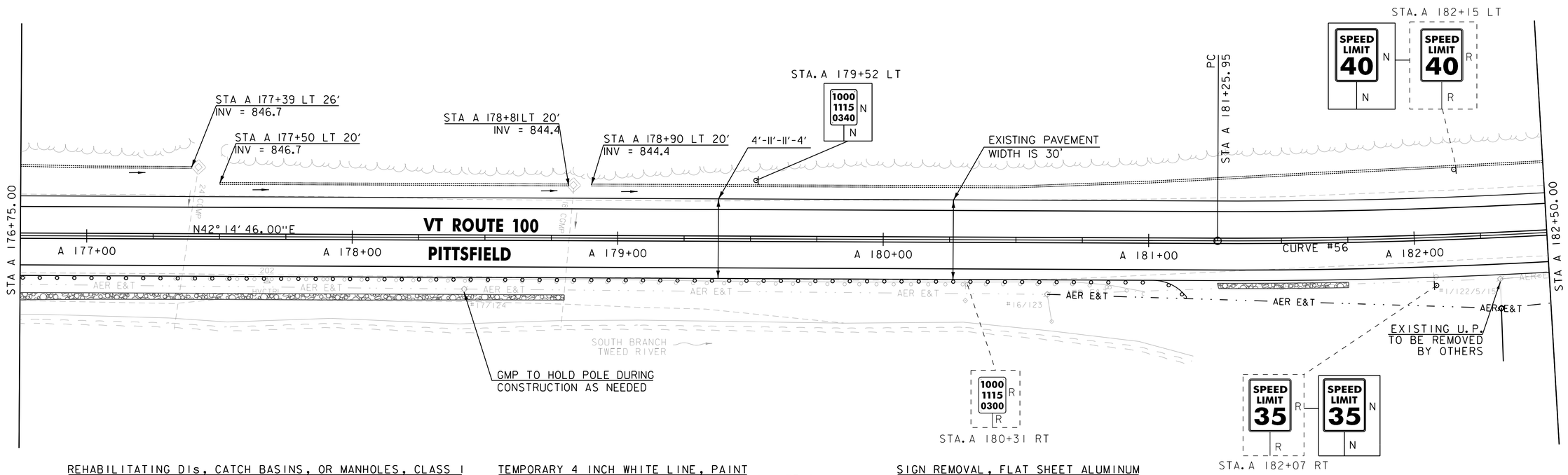
SIGN LEGEND
R = REMOVE
RES = RESET
R&R = REMOVE & RESET
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = ----------
NEW = ————————

0 20 40
SCALE IN FEET

vhb

PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234BDR_GEN71.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
PROJECT LAYOUT SHEET 71	SHEET 122 OF 424

CURVE #56
DELTA = 14°36′01" LT
D = 2°43′42"
R = 2100.00′
T = 269.02′
L = 535.13′
E = 17.16′
BANKING 0.030 FT/FT
DESIGN SPEED 35 MPH
SEE SUPERELEVATION DIAGRAMS
FOR BANKING INFORMATION



REHABILITATING DIs, CATCH BASINS, OR MANHOLES, CLASS I
PITTSFIELD
STA. A 177+42 LT
STA. A 178+83 LT

UNDERDRAIN PIPE, 6 INCH
PITTSFIELD
STA. A 176+75 - STA. A 177+39 LT
STA. A 177+50 - STA. A 178+81 LT
STA. A 178+90 - STA. A 182+50 LT

STONE FILL, TYPE I
PITTSFIELD
STA. A 176+75 - STA. A 178+80 RT
STA. A 181+26 - STA. A 181+75 RT

TEMPORARY 4 INCH WHITE LINE, PAINT
DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
PITTSFIELD
STA. A 176+75 - STA. A 182+50 (SOLID LT & RT)

TEMPORARY 4 INCH YELLOW LINE, PAINT
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
PITTSFIELD
STA. A 176+75 - STA. A 182+50 (SOLID LT & RT)

REMOVAL OF GUARDRAIL
PITTSFIELD
STA. A 176+75 - STA. A 180+99 RT

STEEL BEAM GUARDRAIL WITH 8 FOOT POSTS
PITTSFIELD
STA. A 176+75 - STA. A 181+02 RT

ANCHOR FOR STEEL BEAM GUARDRAIL
PITTSFIELD
STA. A 181+02 RT

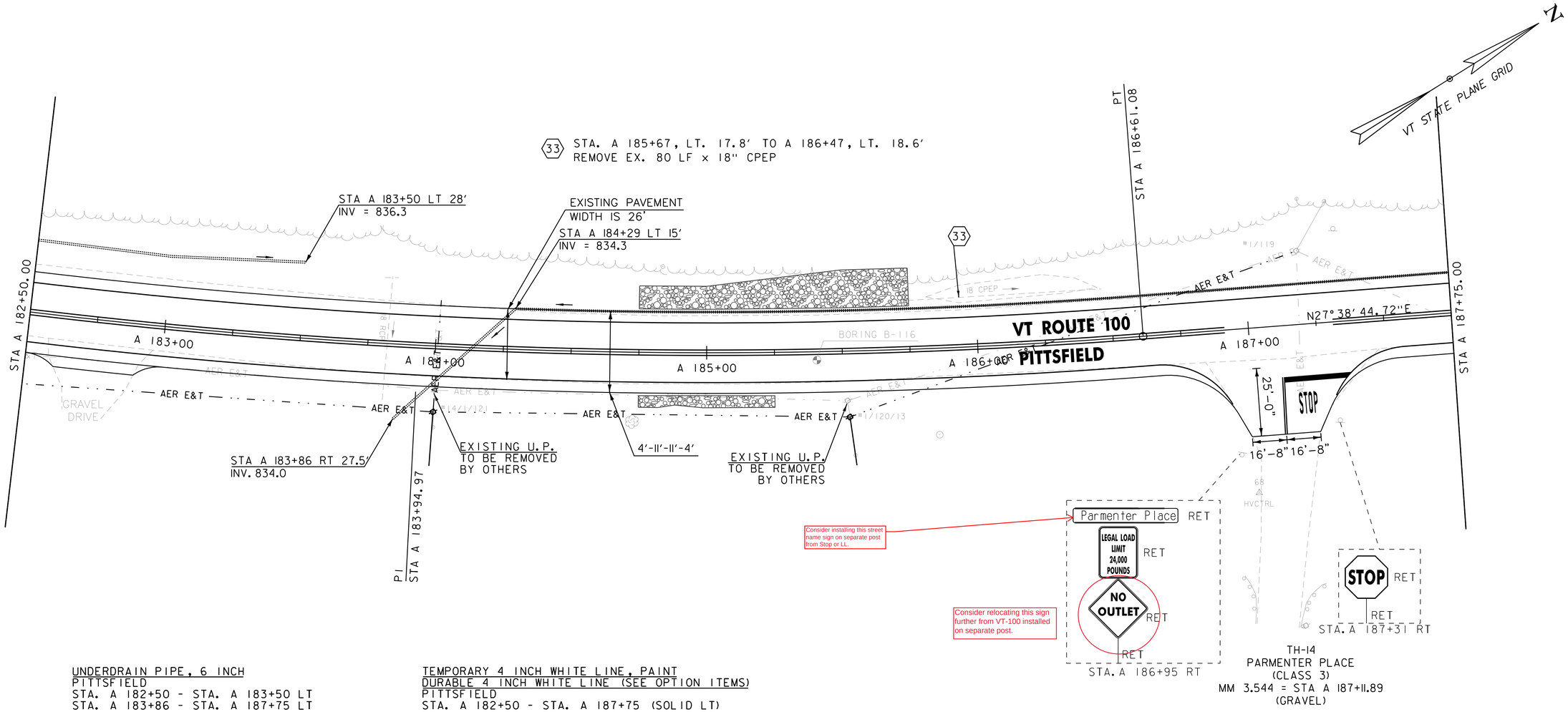
SIGN REMOVAL, FLAT SHEET ALUMINUM
PITTSFIELD
STA. A 180+31 RT
STA. A 182+07 RT
STA. A 182+15 LT

CORING CONCRETE
PITTSFIELD
STA. A 177+42 LT
STA. A 178+83 LT

SIGN LEGEND
R = REMOVE
RES = RESET
R&R = REMOVE & RESET
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = ----------
NEW = ————————

0 20 40
SCALE IN FEET

PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234BDR_GEN72.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
PROJECT LAYOUT SHEET 72	SHEET 123 OF 424



UNDERDRAIN PIPE, 6 INCH
PITTSFIELD
STA. A 182+50 - STA. A 183+50 LT
STA. A 183+86 - STA. A 187+75 LT

STONE FILL, TYPE I
PITTSFIELD
STA. A 184+75 - STA. A 185+75 LT
STA. A 184+75 - STA. A 185+25 RT

TEMPORARY 4 INCH WHITE LINE, PAINT
DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
PITTSFIELD
STA. A 182+50 - STA. A 187+75 (SOLID LT)
STA. A 182+50 - STA. A 186+92 (SOLID RT)
STA. A 187+31 - STA. A 187+75 (SOLID RT)

TEMPORARY 4 INCH YELLOW LINE, PAINT
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
PITTSFIELD
STA. A 182+50 - STA. A 186+91 (SOLID LT & RT)
STA. A 187+12 RT (CENTERLINE TH #14) (2)
STA. A 187+31 - STA. A 187+75 (SOLID LT & RT)

TEMPORARY 24 INCH STOP BAR, PAINT
DURABLE 24 INCH STOP BAR (SEE OPTION ITEMS)
PITTSFIELD
STA. A 187+24 RT (TH #14)

TEMPORARY LETTER OR SYMBOL, PAINT
DURABLE LETTER OR SYMBOL (SEE OPTION ITEMS)
PITTSFIELD
STA. A 187+20 RT "STOP" (TH #14)

SIGN LEGEND

R = REMOVE
RES = RESET
R&R = REMOVE & RESET
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = ----------
NEW = ————————

0 20 40
SCALE IN FEET

vhb

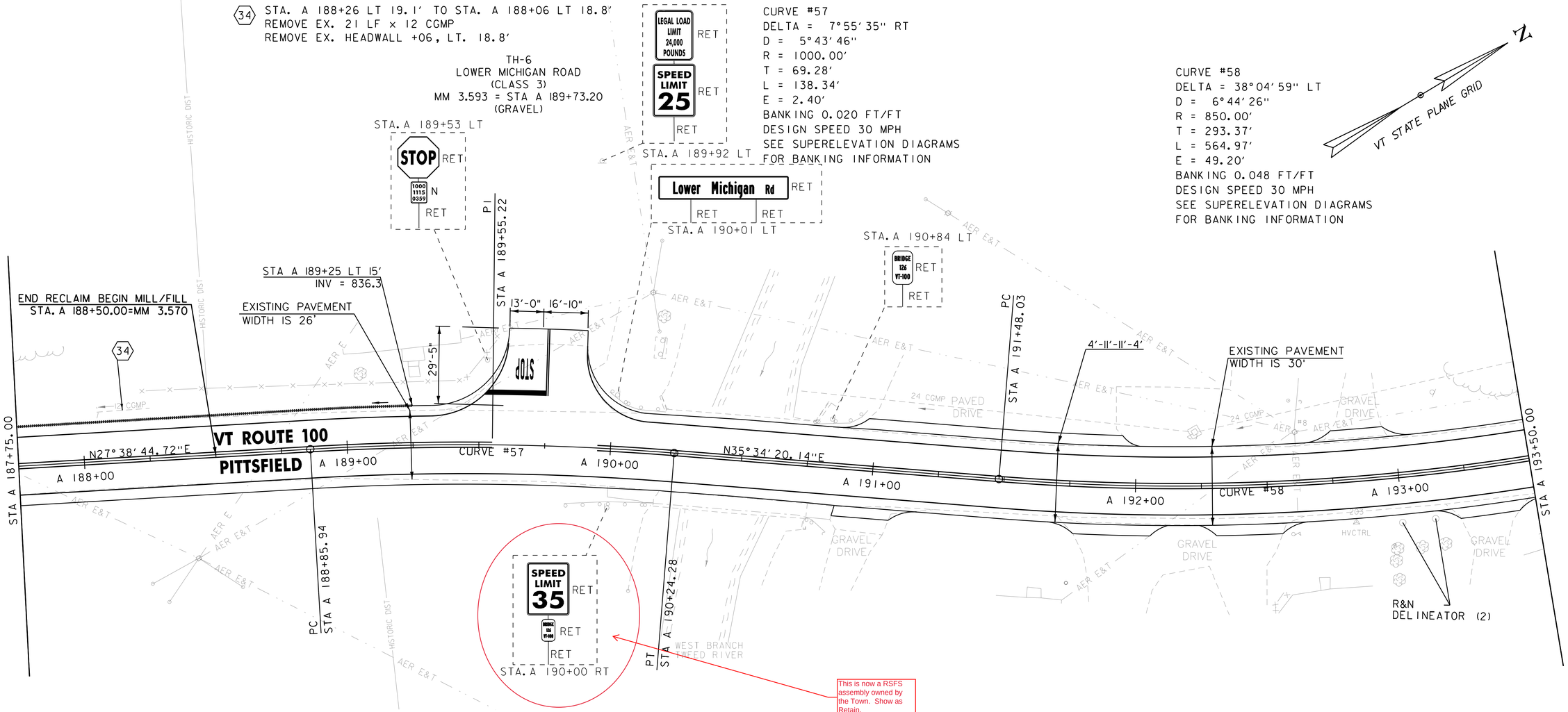
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234BDR_GEN73.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
PROJECT LAYOUT SHEET 73	SHEET 124 OF 424

34 STA. A 188+26 LT 19.1' TO STA. A 188+06 LT 18.8'
REMOVE EX. 21 LF x 12 CGMP
REMOVE EX. HEADWALL +06, LT. 18.8'

TH-6
LOWER MICHIGAN ROAD
(CLASS 3)
MM 3.593 = STA A 189+73.20
(GRAVEL)

CURVE #57
DELTA = 7°55'35" RT
D = 5°43'46"
R = 1000.00'
T = 69.28'
L = 138.34'
E = 2.40'
BANKING 0.020 FT/FT
DESIGN SPEED 30 MPH
SEE SUPERELEVATION DIAGRAMS
FOR BANKING INFORMATION

CURVE #58
DELTA = 38°04'59" LT
D = 6°44'26"
R = 850.00'
T = 293.37'
L = 564.97'
E = 49.20'
BANKING 0.048 FT/FT
DESIGN SPEED 30 MPH
SEE SUPERELEVATION DIAGRAMS
FOR BANKING INFORMATION



This is now a RSFS assembly owned by the Town. Show as Retain.

CHANGING ELEVATION OF DIs, CATCH BASNS, OR MANHOLES
PITTSFIELD
STA. A 192+23 LT

UNDERDRAIN PIPE, 6 INCH
PITTSFIELD
STA. A 187+75 - STA. A 189+25 LT

TEMPORARY 4 INCH WHITE LINE, PAINT
DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
PITTSFIELD
STA. A 187+75 - STA. A 189+61 (SOLID LT)
STA. A 189+90 - STA. A 193+50 (SOLID LT)
STA. A 187+75 - STA. A 193+50 (SOLID RT)

TEMPORARY 4 INCH YELLOW LINE, PAINT
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
PITTSFIELD
STA. A 187+75 - STA. A 189+55 (SOLID LT & RT)
STA. A 189+76 LT (CENTERLINE TH #6) (2)
STA. A 189+95 - STA. A 193+50 (SOLID LT & RT)

TEMPORARY 24 INCH STOP BAR, PAINT
DURABLE 24 INCH STOP BAR (SEE OPTION ITEMS)
PITTSFIELD
STA. A 189+63 LT (TH #6)

TEMPORARY LETTER OR SYMBOL, PAINT
DURABLE LETTER OR SYMBOL (SEE OPTION ITEMS)
PITTSFIELD
STA. A 189+67 LT "STOP" (TH #6)

SIGN REMOVAL, FLAT SHEET ALUMINUM
PITTSFIELD
STA. A 190+00 RT (2)
STA. A 190+01 LT
STA. A 190+84 LT

REMOVE AND RESET MAILBOX, SINGLE SUPPORT
PITTSFIELD
STA. A 192+60 RT

SIGN LEGEND

R = REMOVE
RES = RESET
R&R = REMOVE & RESET
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = ----------
NEW = ————————

0 20 40
SCALE IN FEET

ENVIRONMENTALLY SENSITIVE LOCATION
PITTSFIELD
STA. A 188+48 - STA. A 193+50 LT (HISTORIC)
STA. A 189+11 - STA. A 193+50 RT (HISTORIC)

vhb

PROJECT NAME: KILLINGTON - STOCKBRIDGE
PROJECT NUMBER: ER STP 022-1(25)

FILE NAME: z12B234BDR_GEN74.dgn
PROJECT LEADER: E.P. DETRICK
DESIGNED BY: B.M. ROBERTS
PROJECT LAYOUT SHEET 74
PLOT DATE: 7/17/2024
DRAWN BY: B.M. ROBERTS
CHECKED BY: E.P. DETRICK
SHEET 125 OF 424

CONTRACTOR TO NOT DISTURB STONE WALLS
STA. A 195+50
STA. A 196+50

STONE FILL, TYPE I
PITTSFIELD
STA. A 194+25 - STA. A 194+75 RT
STA. A 196+00 - STA. A 196+75 LT

REMOVE AND RESET MAILBOX, SINGLE SUPPORT
PITTSFIELD
STA. A 197+15 RT

STEEL BEAM GUARDRAIL WITH 8 FOOT POSTS
PITTSFIELD
STA. A 194+25 - STA. A 194+75 RT

ANCHOR FOR STEEL BEAM GUARDRAIL
PITTSFIELD
STA. A 194+25 RT
STA. A 194+75 RT

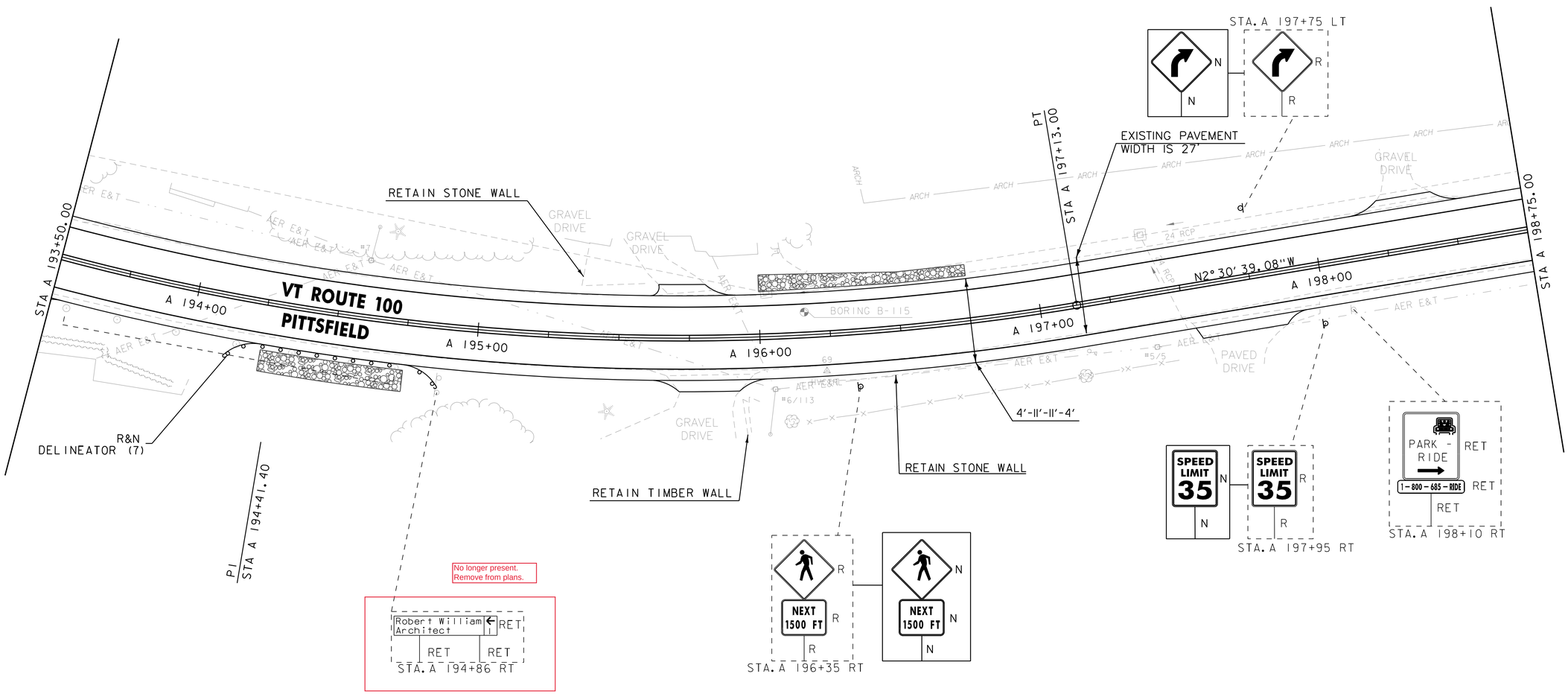
CHANGING ELEVATION OF DIs, CATCH BASINS, OR MANHOLES
PITTSFIELD
STA. A 196+03 LT
STA. A 197+39 LT

TEMPORARY 4 INCH WHITE LINE, PAINT
DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
PITTSFIELD
STA. A 193+50 - STA. A 198+75 (SOLID LT & RT)

TEMPORARY 4 INCH YELLOW LINE, PAINT
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
PITTSFIELD
STA. A 193+50 - STA. A 198+75 (SOLID LT & RT)

SIGN REMOVAL, FLAT SHEET ALUMINUM
PITTSFIELD
STA. A 194+86 RT
STA. A 196+35 RT (2)
STA. A 197+75 LT
STA. A 197+95 RT

RESETTING SIGNS
PITTSFIELD
STA. A 194+80 RT



ENVIRONMENTALLY SENSITIVE LOCATION
PITTSFIELD
STA. A 193+50 - STA. A 198+75 LT (HISTORIC)
STA. A 193+50 - STA. A 198+75 RT (HISTORIC)
STA. A 196+38 - STA. A 198+75 LT (ARCHAEOLOGICAL)

SIGN LEGEND

R	= REMOVE
RES	= RESET
R&R	= REMOVE & RESET
N	= NEW
RET	= RETAIN
B-B	= BACK TO BACK
EXISTING	= ----------
NEW	= ————

0 20 40
SCALE IN FEET

vhb

PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234BDR_GEN75.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
PROJECT LAYOUT SHEET 75	SHEET 126 OF 424

CHANGING ELEVATION OF DIs, CATCH BASINS, OR MANHOLES
PITTSFIELD
STA. A 199+35 LT
STA. A 199+45 RT
STA. A 201+67 LT

TEMPORARY 4 INCH WHITE LINE, PAINT
DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
PITTSFIELD
STA. A 198+75 - STA. A 204+50 (SOLID LT)
STA. A 198+75 - STA. A 198+94 (SOLID RT)
STA. A 199+32 - STA. A 204+50 (SOLID RT)

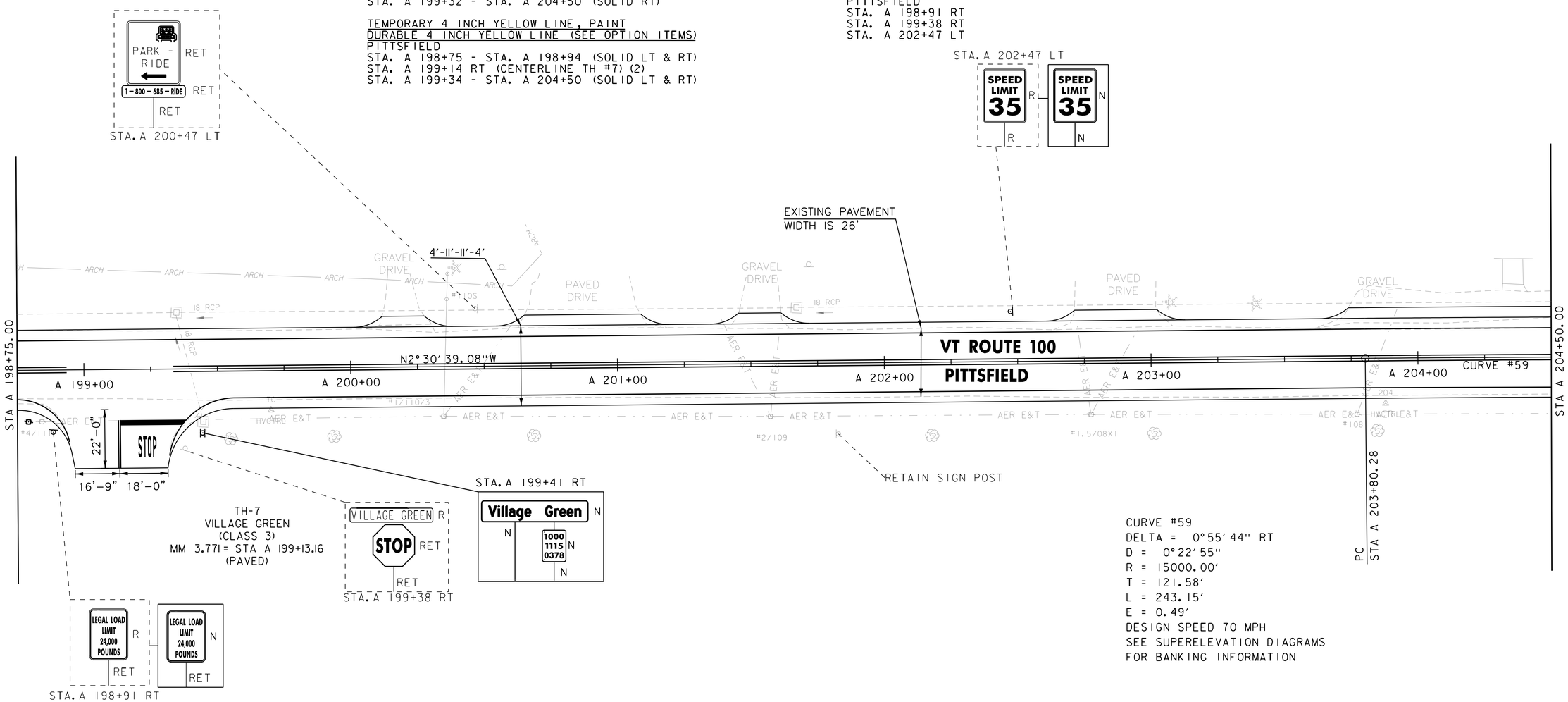
TEMPORARY 4 INCH YELLOW LINE, PAINT
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
PITTSFIELD
STA. A 198+75 - STA. A 198+94 (SOLID LT & RT)
STA. A 199+14 RT (CENTERLINE TH #7) (2)
STA. A 199+34 - STA. A 204+50 (SOLID LT & RT)

TEMPORARY 24 INCH STOP BAR, PAINT
DURABLE 24 INCH STOP BAR (SEE OPTION ITEMS)
PITTSFIELD
STA. A 199+26 RT (TH # 7)

TEMPORARY LETTER OR SYMBOL, PAINT
DURABLE LETTER OR SYMBOL (SEE OPTION ITEMS)
PITTSFIELD
STA. A 199+23 RT "STOP" (TH #7)

SIGN REMOVAL, FLAT SHEET ALUMINUM
PITTSFIELD
STA. A 198+91 RT
STA. A 199+38 RT
STA. A 202+47 LT

VT STATE PLANE GRID
N



CURVE #59
DELTA = 0°55'44" RT
D = 0°22'55"
R = 15000.00'
T = 121.58'
L = 243.15'
E = 0.49'
DESIGN SPEED 70 MPH
SEE SUPERELEVATION DIAGRAMS
FOR BANKING INFORMATION

ENVIRONMENTALLY SENSITIVE LOCATION
PITTSFIELD
STA. A 198+75 - STA. A 204+50 LT (HISTORIC)
STA. A 198+75 - STA. A 204+50 RT (HISTORIC)
STA. A 198+75 - STA. A 200+72 LT (ARCHAEOLOGICAL)

SIGN LEGEND
R = REMOVE
RES = RESET
R&R = REMOVE & RESET
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = ----------
NEW = ————

0 20 40
SCALE IN FEET

vhb

PROJECT NAME: KILLINGTON - STOCKBRIDGE
PROJECT NUMBER: ER STP 022-1(25)

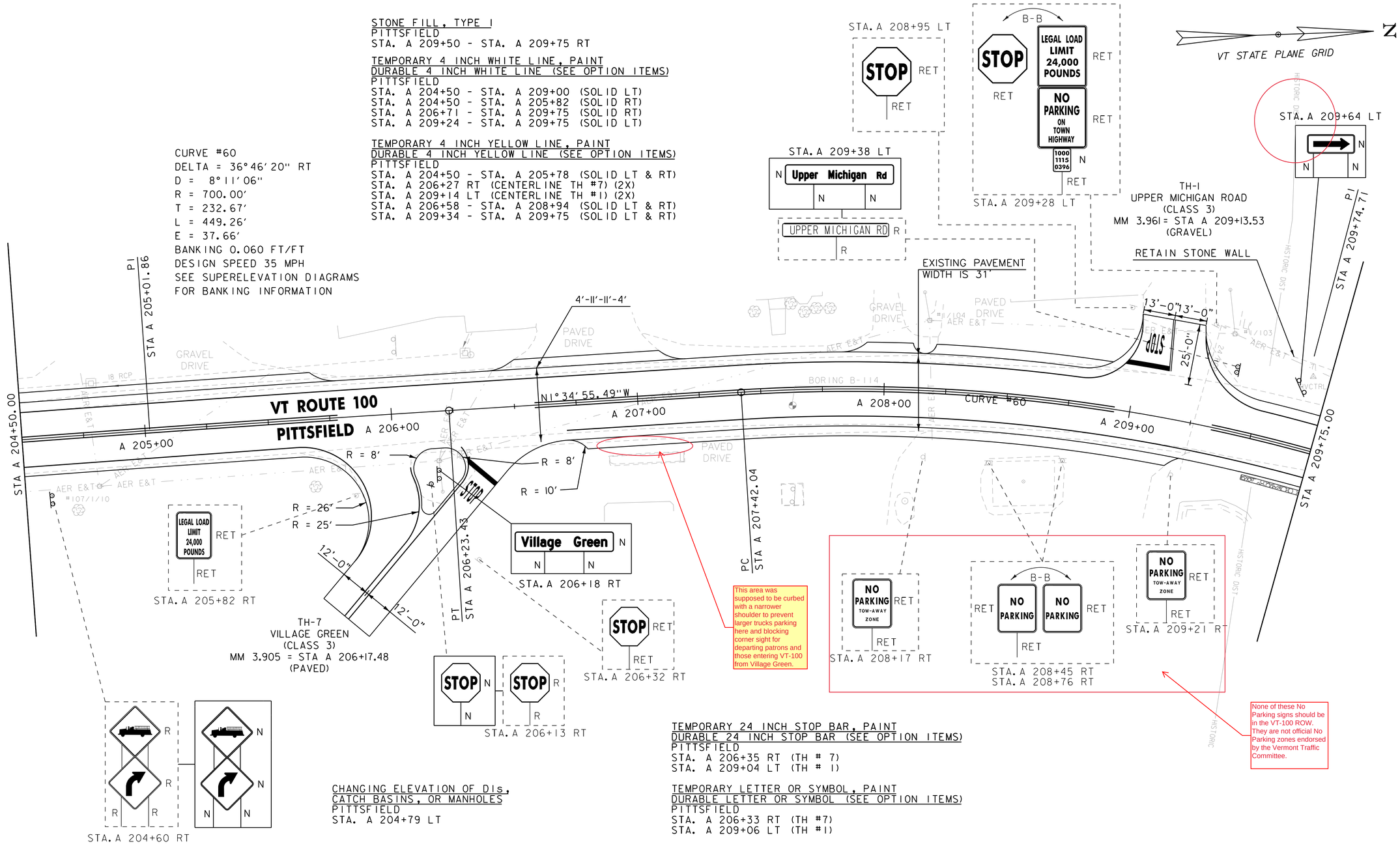
FILE NAME: z12B234BDR_GEN76.dgn
PROJECT LEADER: E.P. DETRICK
DESIGNED BY: B.M. ROBERTS
PROJECT LAYOUT SHEET 76
PLOT DATE: 7/17/2024
DRAWN BY: B.M. ROBERTS
CHECKED BY: E.P. DETRICK
SHEET 127 OF 424

STONE FILL, TYPE I
PITTSFIELD
STA. A 209+50 - STA. A 209+75 RT

TEMPORARY 4 INCH WHITE LINE, PAINT
DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
PITTSFIELD
STA. A 204+50 - STA. A 209+00 (SOLID LT)
STA. A 204+50 - STA. A 205+82 (SOLID RT)
STA. A 206+71 - STA. A 209+75 (SOLID RT)
STA. A 209+24 - STA. A 209+75 (SOLID LT)

TEMPORARY 4 INCH YELLOW LINE, PAINT
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
PITTSFIELD
STA. A 204+50 - STA. A 205+78 (SOLID LT & RT)
STA. A 206+27 RT (CENTERLINE TH #7) (2X)
STA. A 209+14 LT (CENTERLINE TH #1) (2X)
STA. A 206+58 - STA. A 208+94 (SOLID LT & RT)
STA. A 209+34 - STA. A 209+75 (SOLID LT & RT)

CURVE #60
DELTA = 36°46'20" RT
D = 8°11'06"
R = 700.00'
T = 232.67'
L = 449.26'
E = 37.66'
BANKING 0.060 FT/FT
DESIGN SPEED 35 MPH
SEE SUPERELEVATION DIAGRAMS
FOR BANKING INFORMATION



CHANGING ELEVATION OF DIs,
CATCH BASINS, OR MANHOLES
PITTSFIELD
STA. A 204+79 LT

TEMPORARY 24 INCH STOP BAR, PAINT
DURABLE 24 INCH STOP BAR (SEE OPTION ITEMS)
PITTSFIELD
STA. A 206+35 RT (TH # 7)
STA. A 209+04 LT (TH # 1)

TEMPORARY LETTER OR SYMBOL, PAINT
DURABLE LETTER OR SYMBOL (SEE OPTION ITEMS)
PITTSFIELD
STA. A 206+33 RT (TH #7)
STA. A 209+06 LT (TH #1)

SIGN REMOVAL, FLAT SHEET ALUMINUM
PITTSFIELD
STA. A 204+60 RT (2)
STA. A 206+13 RT
STA. A 209+38 LT

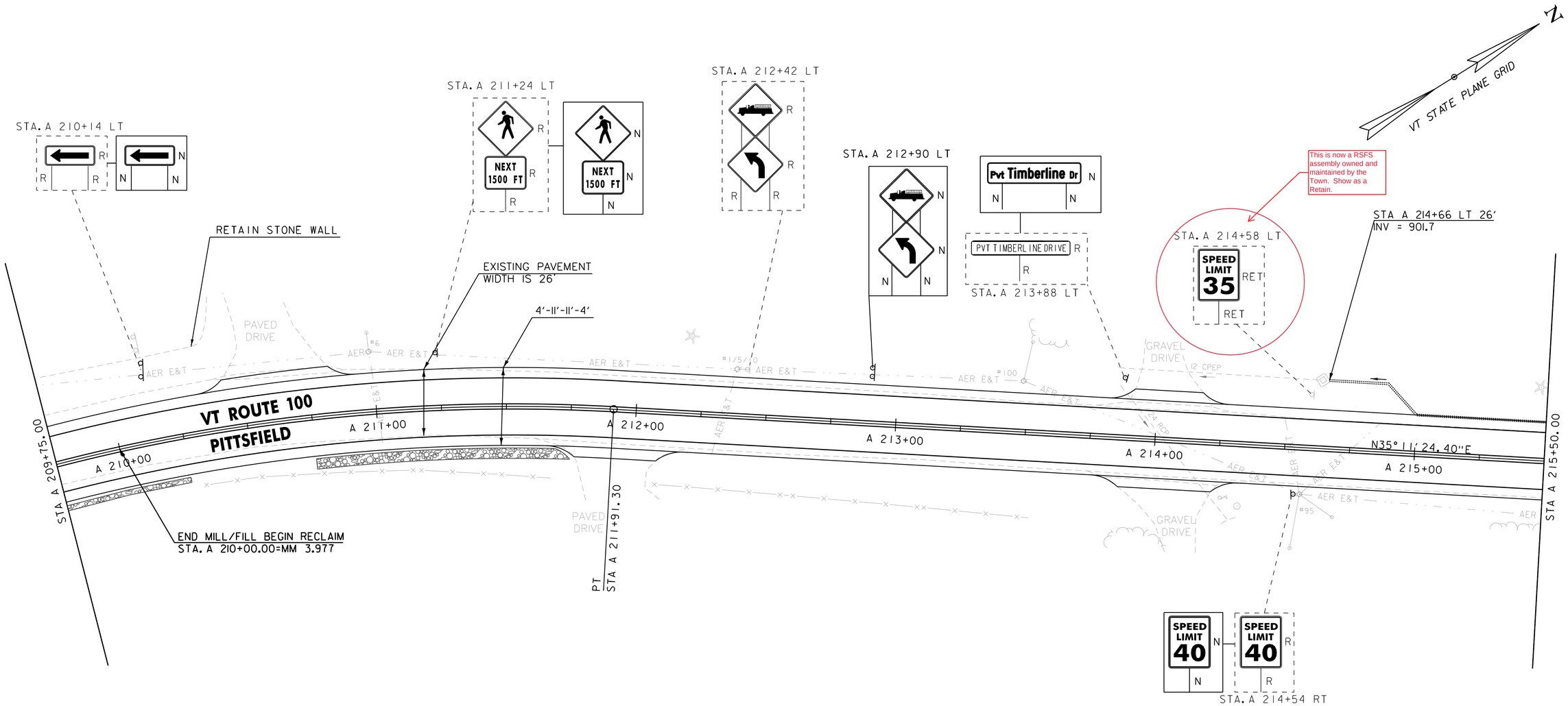
ENVIRONMENTALLY SENSITIVE LOCATION
PITTSFIELD
STA. A 204+50 - STA. A 209+51 LT (HISTORIC)
STA. A 204+50 - STA. A 209+55 RT (HISTORIC)

SIGN LEGEND
R = REMOVE
RES = RESET
R&R = REMOVE & RESET
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = ----------
NEW = _____

0 20 40
SCALE IN FEET

vhb

PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234BDR_GEN77.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
PROJECT LAYOUT SHEET 77	SHEET 128 OF 424



UNDERDRAIN PIPE, 6 INCH
PITTSFIELD
STA. A 214+66 - STA. A 215+50 LT

STONE FILL, TYPE I
PITTSFIELD
STA. A 209+75 - STA. A 210+25 RT
STA. A 210+75 - STA. A 211+75 RT

REMOVE AND RESET MAILBOX, SINGLE SUPPORT
PITTSFIELD
STA. A 216+26 RT

TEMPORARY 4 INCH WHITE LINE, PAINT
DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
PITTSFIELD
STA. A 209+75 - STA. A 215+50 (SOLID LT & RT)

TEMPORARY 4 INCH YELLOW LINE, PAINT
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
PITTSFIELD
STA. A 209+75 - STA. A 215+50 (SOLID LT & RT)

SIGN REMOVAL, FLAT SHEET ALUMINUM
PITTSFIELD
STA. A 210+14 LT
STA. A 211+24 LT (2)
STA. A 212+42 LT (2)
STA. A 214+54 RT
STA. A 214+58 LT

CORING CONCRETE
PITTSFIELD
STA. A 214+66 LT

SIGN LEGEND

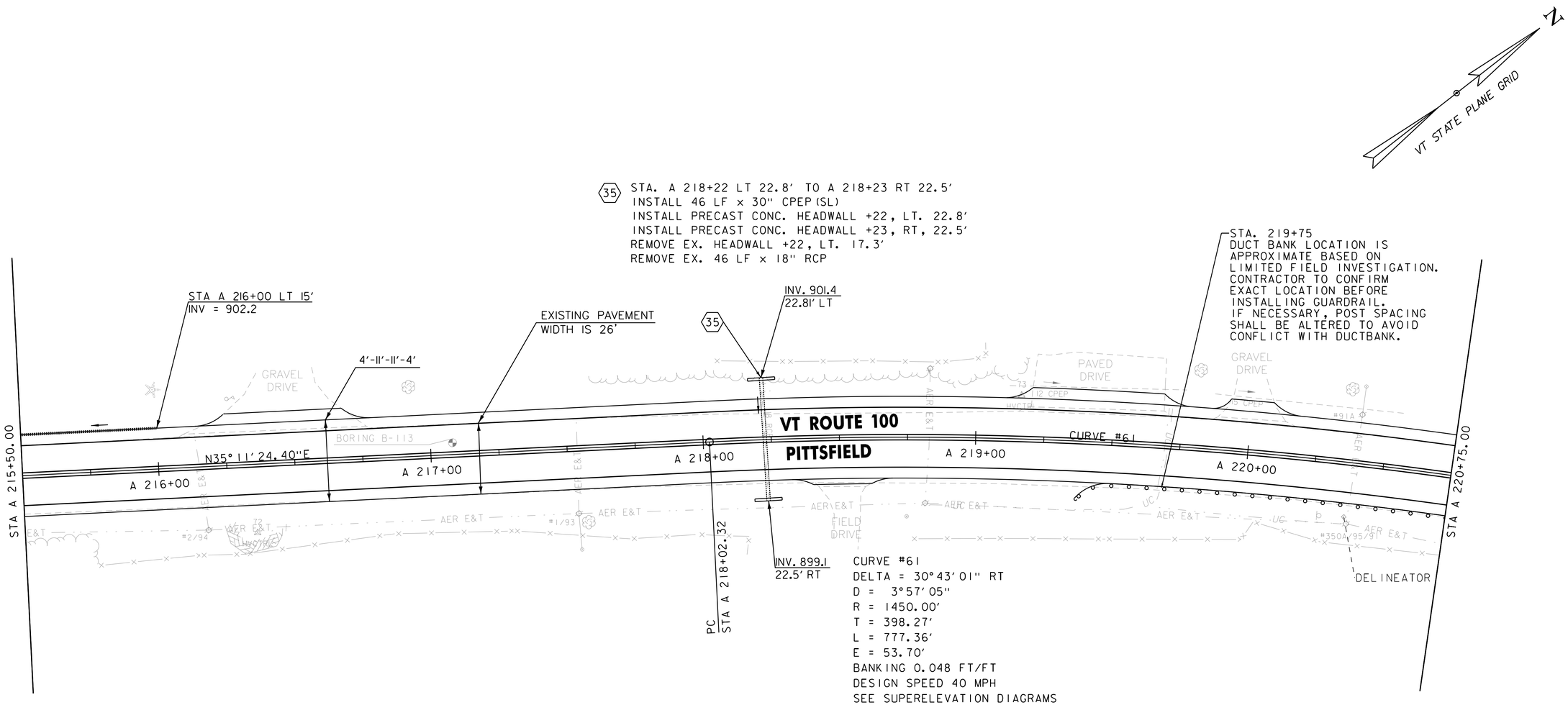
R	=	REMOVE
RES	=	RESET
R&R	=	REMOVE & RESET
N	=	NEW
RET	=	RETAIN
B-B	=	BACK TO BACK
EXISTING	=	----------
NEW	=	————

0 20 40
SCALE IN FEET

vhb

PROJECT NAME:	KILLINGTON - STOCKBRIDGE
PROJECT NUMBER:	ER STP 022-1(25)

FILE NAME: z12B234BDR_GEN78.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
PROJECT LAYOUT SHEET 78	SHEET 129 OF 424



UNDERDRAIN PIPE, 6 INCH
PITTSFIELD
STA. A 215+50 - STA. A 216+00 LT

REMOVE AND RESET MAILBOX, SINGLE SUPPORT
PITTSFIELD
STA. A 216+26 LT

STEEL BEAM GUARDRAIL WITH 8 FOOT POSTS
PITTSFIELD
STA. A 219+50 - STA. A 220+75 RT

ANCHOR FOR STEEL BEAM GUARDRAIL
PITTSFIELD
STA. A 219+50 RT

TEMPORARY 4 INCH WHITE LINE, PAINT
DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
PITTSFIELD
STA. A 215+50 - STA. A 220+75 (SOLID LT & RT)

TEMPORARY 4 INCH YELLOW LINE, PAINT
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
PITTSFIELD
STA. A 215+50 - STA. A 220+75 (SOLID LT & RT)

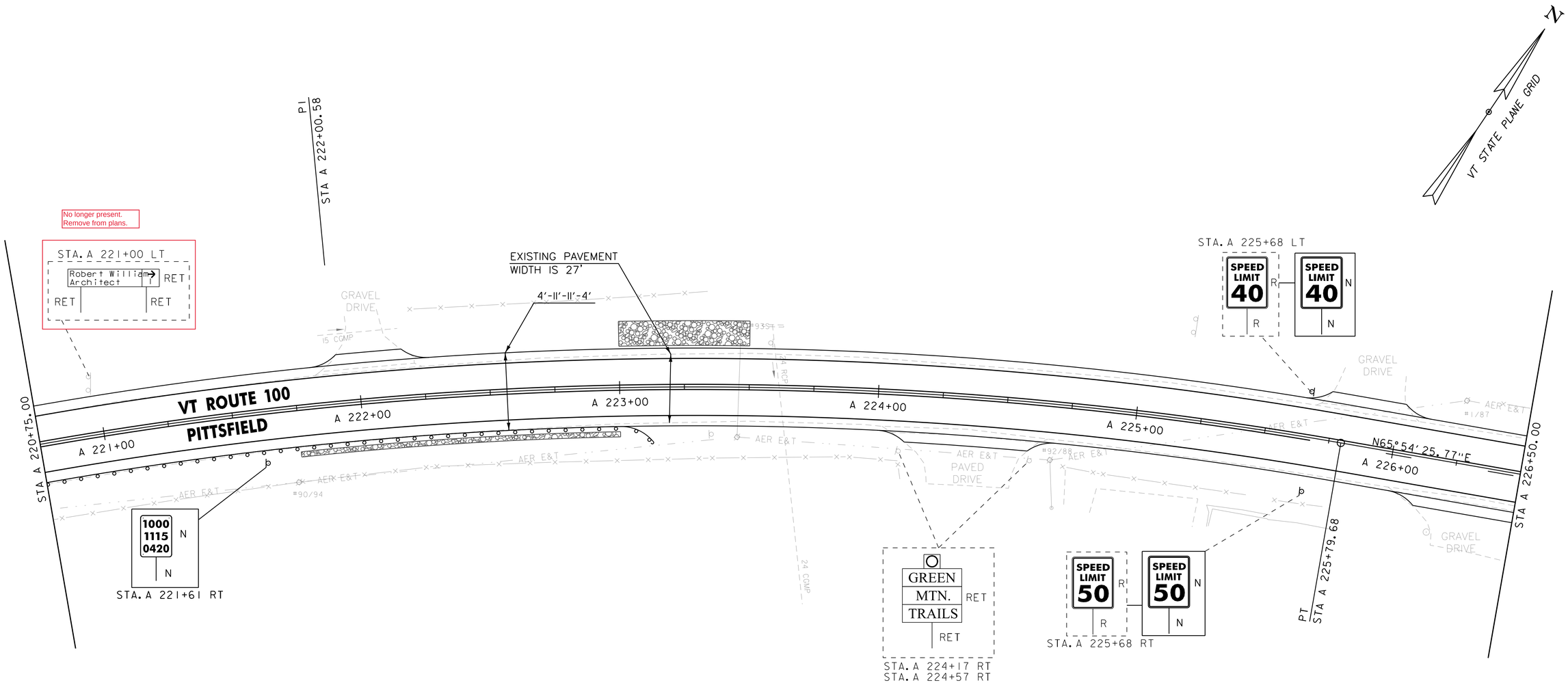
SIGN REMOVAL, FLAT SHEET ALUMINUM
PITTSFIELD
STA. A 220+27 RT

SIGN LEGEND

R = REMOVE
RES = RESET
R&R = REMOVE & RESET
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = ----------
NEW = ————————

0 20 40
SCALE IN FEET

PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234BDR_GEN79.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
PROJECT LAYOUT SHEET 79	SHEET 130 OF 424



STONE FILL, TYPE I
PITTSFIELD
STA. A 221+75 - STA. A 223+00 RT
STA. A 223+00 - STA. A 223+50 LT

STEEL BEAM GUARDRAIL WITH 8 FOOT POSTS
PITTSFIELD
STA. A 220+75 - STA. A 223+00 RT

ANCHOR FOR STEEL BEAM GUARDRAIL
PITTSFIELD
STA. A 223+00 RT

SIGN REMOVAL, FLAT SHEET ALUMINUM
PITTSFIELD
STA. A 223+35 RT
STA. A 223+54 LT
STA. A 225+68 RT
STA. A 225+68 LT

TEMPORARY 4 INCH WHITE LINE, PAINT
DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
PITTSFIELD
STA. A 220+75 - STA. A 226+50 (SOLID LT & RT)

TEMPORARY 4 INCH YELLOW LINE, PAINT
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
PITTSFIELD
STA. A 220+75 - STA. A 226+50 (SOLID LT)
STA. A 220+75 - STA. A 225+68 (SOLID RT)
STA. A 225+68 - STA. A 226+50 (DASHED RT)

SIGN LEGEND
R = REMOVE
RES = RESET
R&R = REMOVE & RESET
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = ----------
NEW = ————————

0 20 40
SCALE IN FEET

vhb

PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234BDR_GEN80.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
PROJECT LAYOUT SHEET 80	SHEET 131 OF 424

STONE FILL, TYPE I
PITTSFIELD
STA. A 230+25 - STA. A 231+25 RT

STONE FILL, TYPE II
PITTSFIELD
STA. A 230+41.9 LT (5'L x 3'W x 3'D)

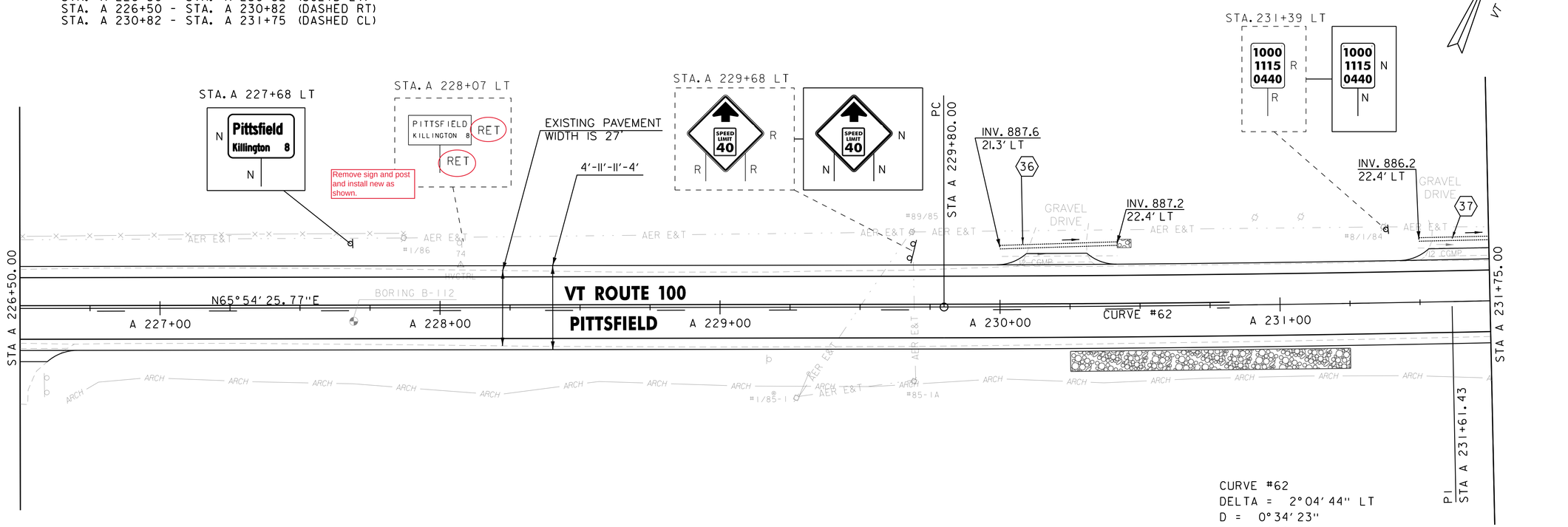
TEMPORARY 4 INCH WHITE LINE, PAINT
DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
PITTSFIELD
STA. A 226+50 - STA. A 231+75 (SOLID LT & RT)

TEMPORARY 4 INCH YELLOW LINE, PAINT
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
PITTSFIELD
STA. A 226+50 - STA. A 230+82 (SOLID LT)
STA. A 226+50 - STA. A 230+82 (DASHED RT)
STA. A 230+82 - STA. A 231+75 (DASHED CL)

SIGN REMOVAL, FLAT SHEET ALUMINUM
PITTSFIELD
STA. A 229+17 RT
STA. A 229+68 LT
STA. A 231+39 LT

36 STA. A 230+00, LT. 21.3' TO A 230+42, LT. 22.4'
INSTALL 42 LF x 15" CPEP(SL)
REMOVE EX. 42 LF x 12" CGMP

37 STA. A 231+50, LT. 22.4' TO A 231+91, LT. 22.5'
INSTALL 41 LF x 15" CPEP(SL)
REMOVE EX. 41 LF x 12" CGMP



CURVE #62
DELTA = 2°04'44" LT
D = 0°34'23"
R = 10000.00'
T = 181.44'
L = 362.83'
E = 1.65'
DESIGN SPEED 55 MPH
SEE SUPERELEVATION DIAGRAMS
FOR BANKING INFORMATION

ENVIRONMENTALLY SENSITIVE LOCATION
PITTSFIELD
STA. A 226+65 - STA. A 231+75 RT (ARCHAEOLOGICAL)

SIGN LEGEND

R = REMOVE
RES = RESET
R&R = REMOVE & RESET
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = ----------
NEW = ————————

0 20 40
SCALE IN FEET

vhb

PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234BDR_GEN81.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
PROJECT LAYOUT SHEET 81	SHEET 132 OF 424

MILLED RUMBLE STRIPS, SINUSOIDAL CENTERLINE
PITTSFIELD
STA. A 236+30 - STA. A 237+50 CL

STONE FILL, TYPE II
PITTSFIELD
STA. A 231+90.8 LT (5'L x 3'W x 3'D)

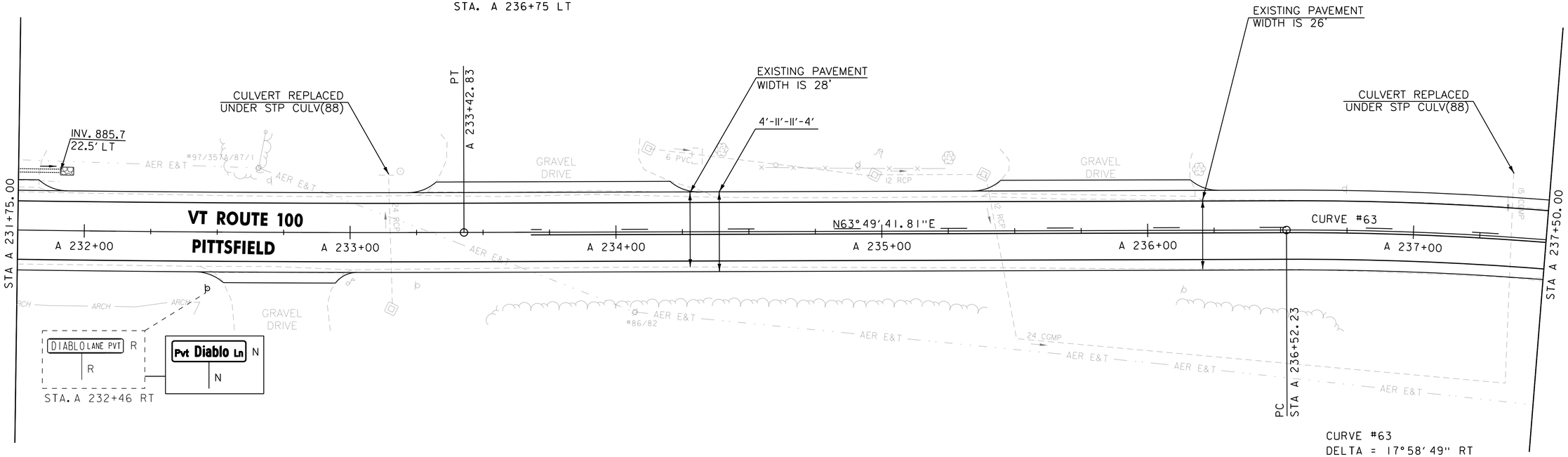
REMOVE AND RESET MAILBOX, SINGLE SUPPORT
PITTSFIELD
STA. A 232+99 RT

CHANGING ELEVATION OF DIs, CATCH BASINS, OR MANHOLES
PITTSFIELD
STA. A 234+97 LT
STA. A 235+38 LT

SIGN REMOVAL, FLAT SHEET ALUMINUM
PITTSFIELD
STA. A 232+69 LT
STA. A 233+25 RT
STA. A 236+14 RT
STA. A 236+75 LT

TEMPORARY 4 INCH WHITE LINE, PAINT
DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
PITTSFIELD
STA. A 231+75 - STA. A 237+50 (SOLID LT & RT)

TEMPORARY 4 INCH YELLOW LINE, PAINT
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
PITTSFIELD
STA. A 231+75 - STA. A 233+68 (DASHED CL)
STA. A 233+68 - STA. A 237+50 (SOLID RT)
STA. A 233+68 - STA. A 237+50 (DASHED LT)



CURVE #63
DELTA = 17°58'49" RT
D = 4°46'29"
R = 1200.00'
T = 189.85'
L = 376.58'
E = 14.93'
BANKING 0.070 FT/FT
DESIGN SPEED 50 MPH
SEE SUPERELEVATION DIAGRAMS
FOR BANKING INFORMATION

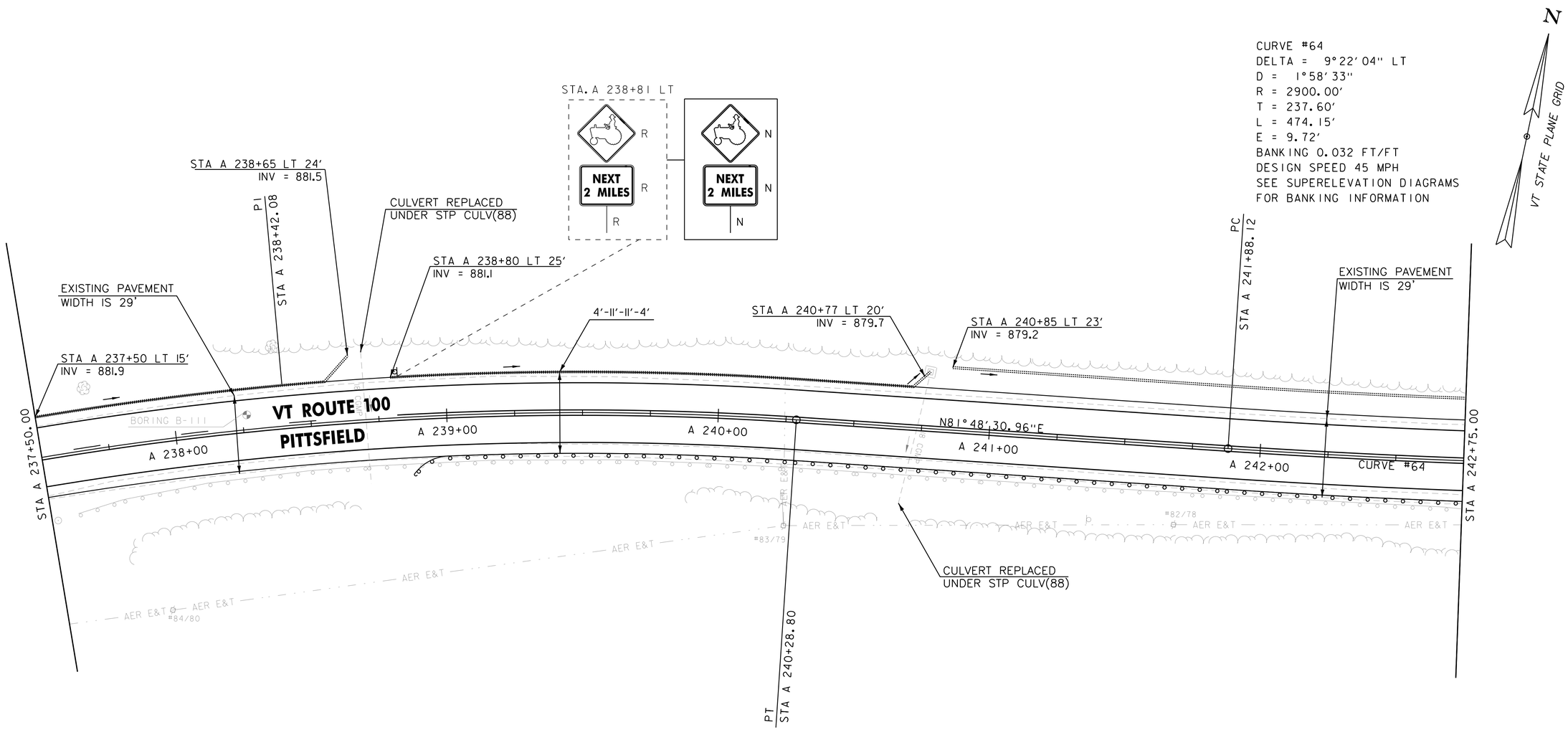
ENVIRONMENTALLY SENSITIVE LOCATION
PITTSFIELD
STA. A 231+75 - STA. A 232+44 RT (ARCHAEOLOGICAL)

SIGN LEGEND
R = REMOVE
RES = RESET
R&R = REMOVE & RESET
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = ----------
NEW = ————————

0 20 40
SCALE IN FEET

vhb

PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234BDR_GEN82.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
PROJECT LAYOUT SHEET 82	SHEET 133 OF 424



MILLED RUMBLE STRIPS, SINUSOIDAL CENTERLINE
PITTSFIELD
STA. A 237+50 - STA. A 242+75 CL

REHABILITATING DIs, CATCH BASINS, OR MANHOLES, CLASS I
PITTSFIELD
STA. A 240+77 LT

UNDERDRAIN PIPE, 6 INCH
PITTSFIELD
STA. A 237+50 - STA. A 238+65 LT
STA. A 238+80 - STA. A 240+77 LT
STA. A 240+85 - STA. A 242+75 LT

REMOVAL OF GUARDRAIL
PITTSFIELD
STA. A 237+60 - STA. A 242+75 RT

STEEL BEAM GUARDRAIL WITH 8 FOOT POSTS
PITTSFIELD
STA. A 239+00 - STA. A 242+75 RT

ANCHOR FOR STEEL BEAM GUARDRAIL
PITTSFIELD
STA. A 239+00 RT

TEMPORARY 4 INCH WHITE LINE, PAINT
DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
PITTSFIELD
STA. A 237+50 - STA. A 242+75 (SOLID LT & RT)

TEMPORARY 4 INCH YELLOW LINE, PAINT
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
PITTSFIELD
STA. A 237+50 - STA. A 242+75 (SOLID RT)
STA. A 237+50 - STA. A 238+82 (DASHED LT)
STA. A 238+82 - STA. A 242+75 (SOLID LT)

SIGN REMOVAL, FLAT SHEET ALUMINUM
PITTSFIELD
STA. A 238+81 LT (2)

CORING CONCRETE
PITTSFIELD
STA. A 240+77 LT

SIGN LEGEND

R	= REMOVE
RES	= RESET
R&R	= REMOVE & RESET
N	= NEW
RET	= RETAIN
B-B	= BACK TO BACK
EXISTING	= ----------
NEW	= ————

0 20 40
SCALE IN FEET

vhb

PROJECT NAME:	KILLINGTON - STOCKBRIDGE
PROJECT NUMBER:	ER STP 022-1(25)

FILE NAME: z12B234BDR_GEN83.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
PROJECT LAYOUT SHEET 83	SHEET 134 OF 424

MILLED RUMBLE STRIPS, SINUSOIDAL CENTERLINE
PITTSFIELD
STA. A 242+75 - STA. A 247+25 CL

UNDERDRAIN PIPE, 6 INCH
PITTSFIELD
STA. A 242+75 - STA. A 245+40 LT
STA. A 245+55 - STA. A 247+12 LT

STONE FILL, TYPE I
PITTSFIELD
STA. A 244+75 - STA. 245+50 RT

REMOVE AND RESET MAILBOX, SINGLE SUPPORT
PITTSFIELD
STA. A 247+36 LT

STEEL BEAM GUARDRAIL WITH 8 FOOT POSTS
PITTSFIELD
STA. A 242+75 - STA. A 245+50 RT

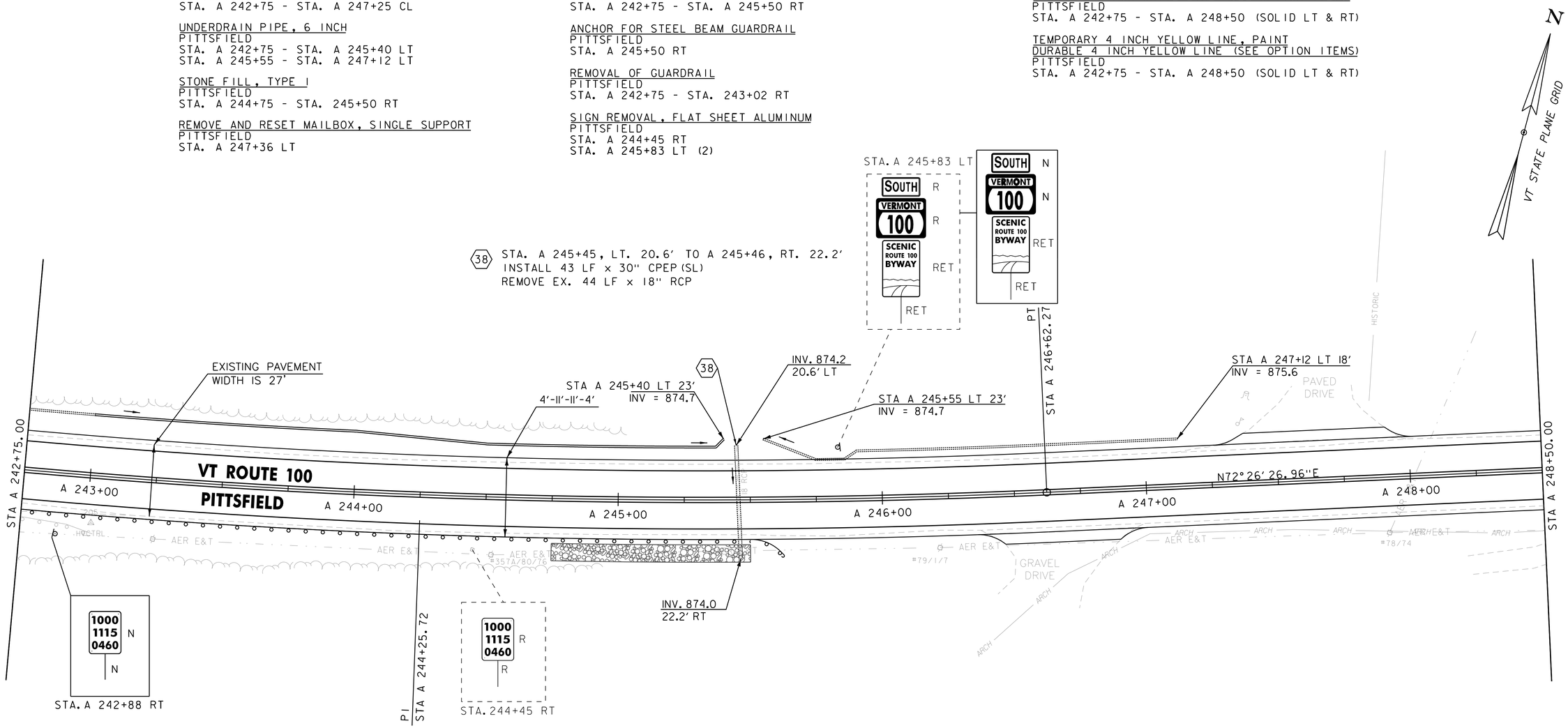
ANCHOR FOR STEEL BEAM GUARDRAIL
PITTSFIELD
STA. A 245+50 RT

REMOVAL OF GUARDRAIL
PITTSFIELD
STA. A 242+75 - STA. 243+02 RT

SIGN REMOVAL, FLAT SHEET ALUMINUM
PITTSFIELD
STA. A 244+45 RT
STA. A 245+83 LT (2)

TEMPORARY 4 INCH WHITE LINE, PAINT
DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
PITTSFIELD
STA. A 242+75 - STA. A 248+50 (SOLID LT & RT)

TEMPORARY 4 INCH YELLOW LINE, PAINT
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
PITTSFIELD
STA. A 242+75 - STA. A 248+50 (SOLID LT & RT)



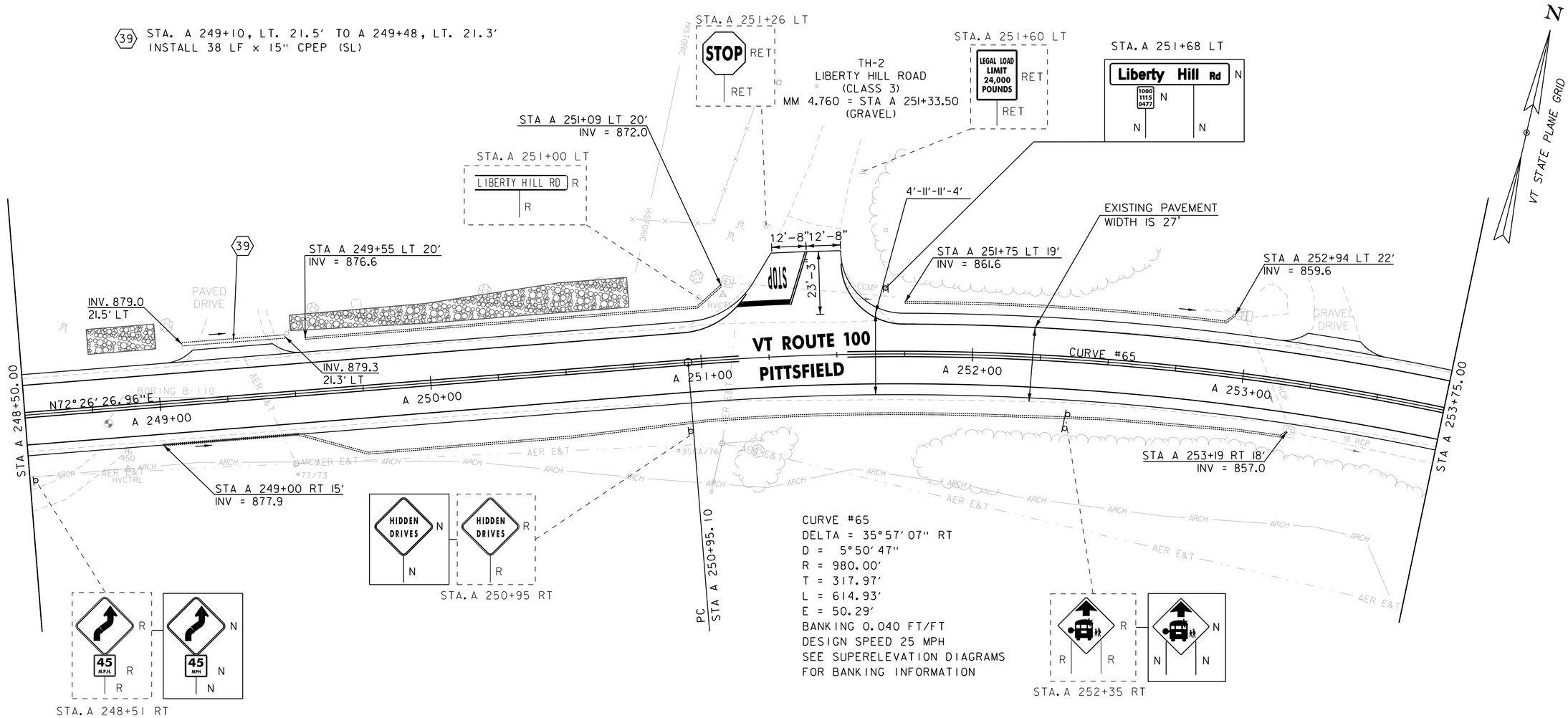
ENVIRONMENTALLY SENSITIVE LOCATION
PITTSFIELD
STA. A 246+33 - STA. A 248+50 RT (ARCHAEOLOGICAL)
STA. A 247+86 - STA. A 248+50 RT (HISTORIC)

SIGN LEGEND
R = REMOVE
RES = RESET
R&R = REMOVE & RESET
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = ----------
NEW = ————————

0 20 40
SCALE IN FEET

vhb

PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234BDR_GEN84.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
PROJECT LAYOUT SHEET 84	SHEET 135 OF 424



REHABILITATING DIs, CATCH BASINS, OR MANHOLES, CLASS I
PITTSFIELD
STA. A 252+96 LT
STA. A 253+20 RT

UNDERDRAIN PIPE, 6 INCH
PITTSFIELD
STA. A 249+00 - STA. A 251+09 RT
STA. A 251+75 - STA. A 253+19 LT
STA. A 249+55 - STA. A 252+91 LT

STONE FILL, TYPE I
PITTSFIELD
STA. A 248+75 - STA. A 249+00 LT
STA. A 249+50 - STA. A 250+75 LT

SIGN REMOVAL, FLAT SHEET ALUMINUM
PITTSFIELD
STA. A 248+51 RT (2)
STA. A 250+95 RT
STA. A 251+00 LT
STA. A 252+35 RT

TEMPORARY 4 INCH WHITE LINE, PAINT
DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
PITTSFIELD
STA. A 248+50 - STA. A 251+18 (SOLID LT)
STA. A 251+52 - STA. A 253+75 (SOLID LT)
STA. A 248+50 - STA. A 253+75 (SOLID RT)

TEMPORARY 4 INCH YELLOW LINE, PAINT
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
PITTSFIELD
STA. A 248+50 - STA. A 251+14 (SOLID LT & RT)
STA. A 251+33 LT (CENTERLINE TH #2) (2)
STA. A 251+54 - STA. A 253+75 (SOLID LT & RT)

TEMPORARY 24 INCH STOP BAR, PAINT
DURABLE 24 INCH STOP BAR (SEE OPTION ITEMS)
PITTSFIELD
STA. A 251+25 LT (TH #2)

TEMPORARY LETTER OR SYMBOL, PAINT
DURABLE LETTER OR SYMBOL (SEE OPTION ITEMS)
PITTSFIELD
STA. A 251+30 LT "STOP" (TH # 2)

CORING CONCRETE
PITTSFIELD
STA. A 251+09 LT
STA. A 252+96 LT
STA. A 253+20 RT

ENVIRONMENTALLY SENSITIVE LOCATION
PITTSFIELD
STA. A 248+50 - STA. A 253+69 RT (ARCHAEOLOGICAL)
STA. A 248+50 - STA. A 250+78 LT (HISTORIC)

SIGN LEGEND
R = REMOVE
RES = RESET
R&R = REMOVE & RESET
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = ----------
NEW = ————————

0 20 40
SCALE IN FEET

vhb

PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234BDR_GEN85.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
PROJECT LAYOUT SHEET 85	SHEET 136 OF 424

CHANGING ELEVATION OF DIs, CATCH BASINS OR MANHOLES
PITTSFIELD
STA. 254+04 RT

REMOVE AND RESET MAILBOX, SINGLE SUPPORT
STOCKBRIDGE
STA. B 0+48 LT
STA. B 0+50 LT

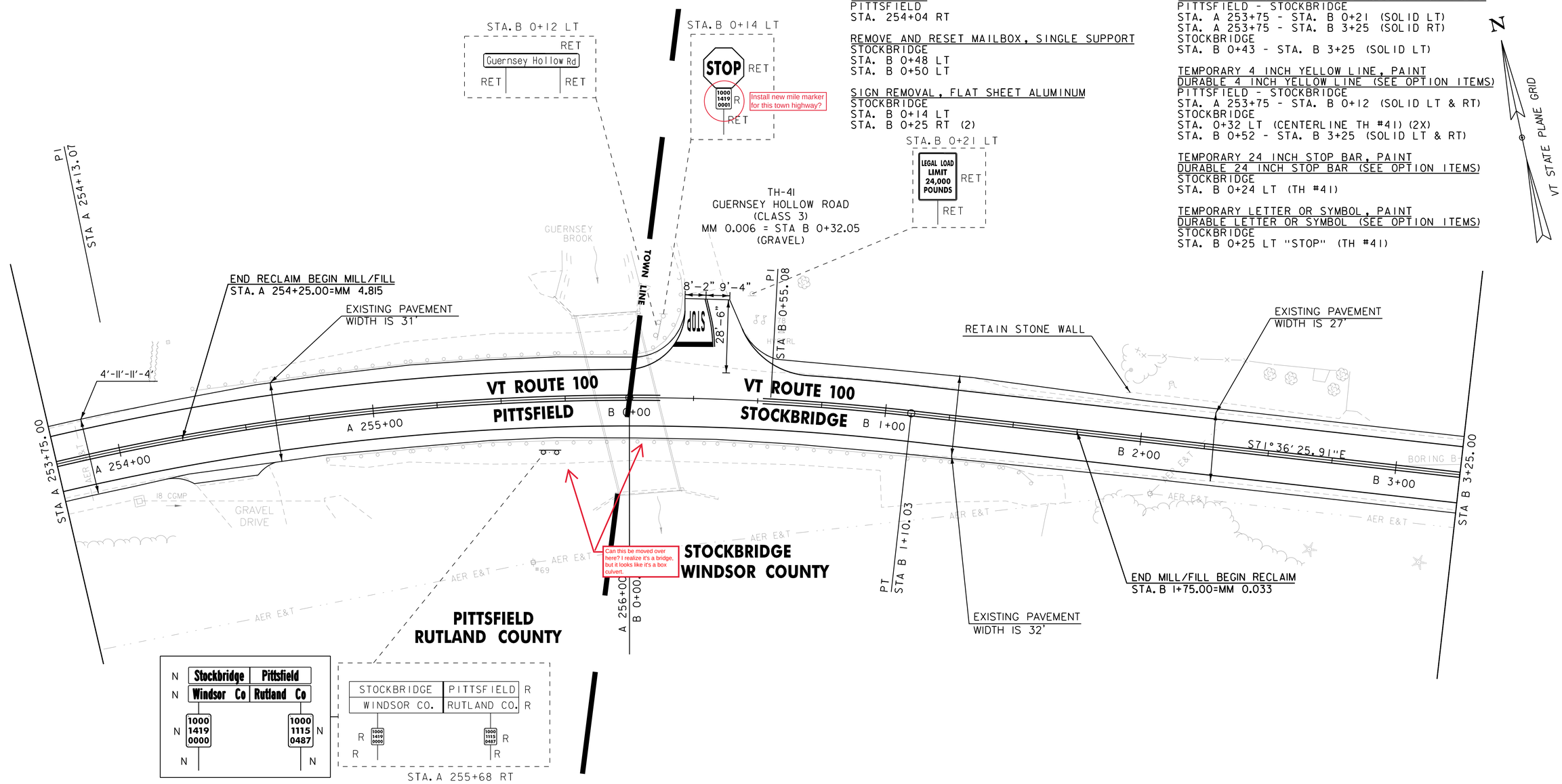
SIGN REMOVAL, FLAT SHEET ALUMINUM
STOCKBRIDGE
STA. B 0+14 LT
STA. B 0+25 RT (2)

TEMPORARY 4 INCH WHITE LINE, PAINT
DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
PITTSFIELD - STOCKBRIDGE
STA. A 253+75 - STA. B 0+21 (SOLID LT)
STA. A 253+75 - STA. B 3+25 (SOLID RT)
STOCKBRIDGE
STA. B 0+43 - STA. B 3+25 (SOLID LT)

TEMPORARY 4 INCH YELLOW LINE, PAINT
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
PITTSFIELD - STOCKBRIDGE
STA. A 253+75 - STA. B 0+12 (SOLID LT & RT)
STOCKBRIDGE
STA. 0+32 LT (CENTERLINE TH #41) (2X)
STA. B 0+52 - STA. B 3+25 (SOLID LT & RT)

TEMPORARY 24 INCH STOP BAR, PAINT
DURABLE 24 INCH STOP BAR (SEE OPTION ITEMS)
STOCKBRIDGE
STA. B 0+24 LT (TH #41)

TEMPORARY LETTER OR SYMBOL, PAINT
DURABLE LETTER OR SYMBOL (SEE OPTION ITEMS)
STOCKBRIDGE
STA. B 0+25 LT "STOP" (TH #41)



SIGN LEGEND
R = REMOVE
RES = RESET
R&R = REMOVE & RESET
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = ----------
NEW = ————————

0 20 40
SCALE IN FEET

vhb

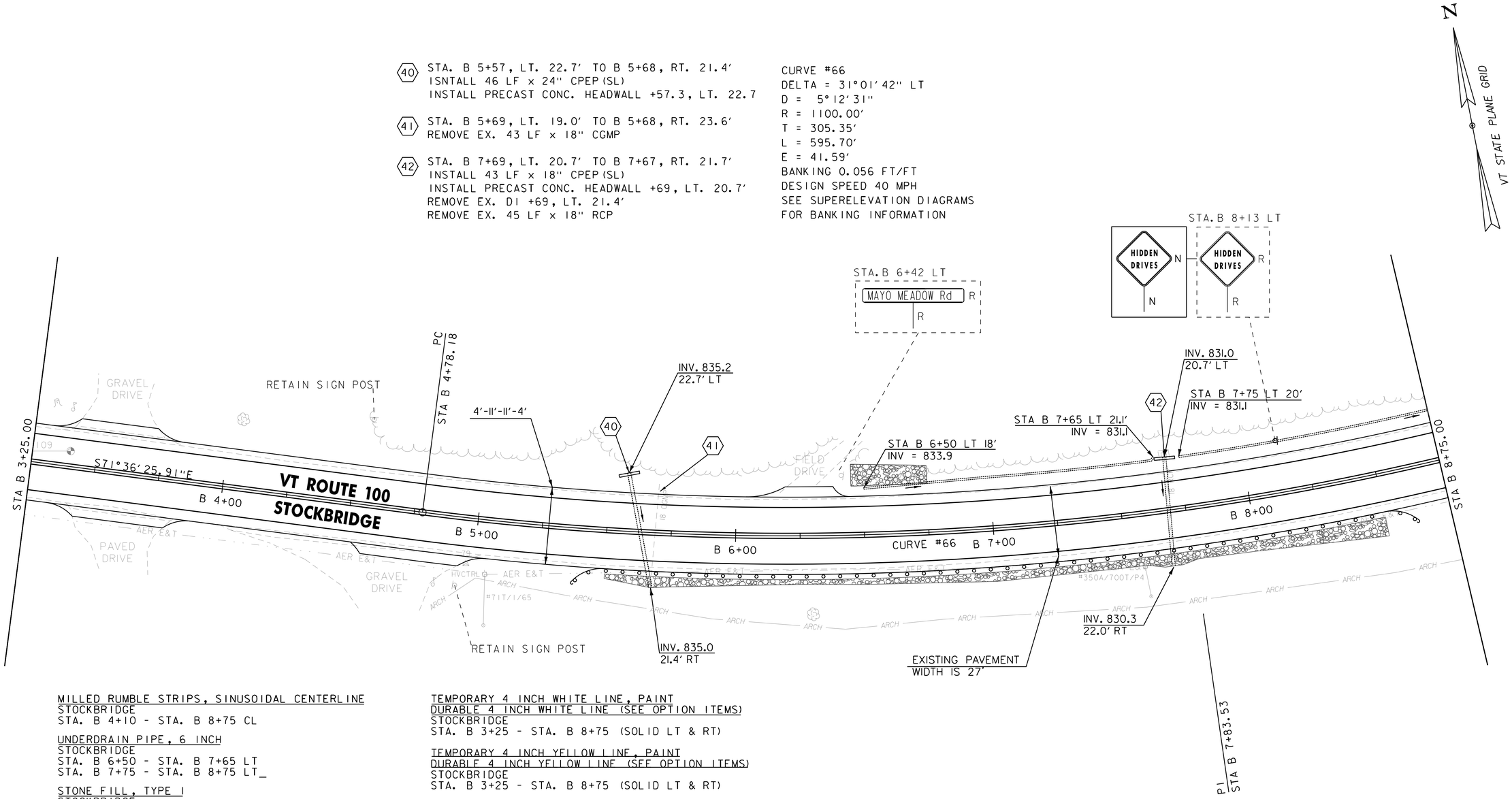
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234BDR_GEN86.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
PROJECT LAYOUT SHEET 86	SHEET 137 OF 424

(40) STA. B 5+57, LT. 22.7′ TO B 5+68, RT. 21.4′
ISNTALL 46 LF x 24" CPEP(SL)
INSTALL PRECAST CONC. HEADWALL +57.3, LT. 22.7

(41) STA. B 5+69, LT. 19.0′ TO B 5+68, RT. 23.6′
REMOVE EX. 43 LF x 18" CGMP

(42) STA. B 7+69, LT. 20.7′ TO B 7+67, RT. 21.7′
INSTALL 43 LF x 18" CPEP(SL)
INSTALL PRECAST CONC. HEADWALL +69, LT. 20.7′
REMOVE EX. DI +69, LT. 21.4′
REMOVE EX. 45 LF x 18" RCP

CURVE #66
DELTA = 31°01′42" LT
D = 5°12′31"
R = 1100.00′
T = 305.35′
L = 595.70′
E = 41.59′
BANKING 0.056 FT/FT
DESIGN SPEED 40 MPH
SEE SUPERELEVATION DIAGRAMS
FOR BANKING INFORMATION



MILLED RUMBLE STRIPS, SINUSOIDAL CENTERLINE
STOCKBRIDGE
STA. B 4+10 - STA. B 8+75 CL

UNDERDRAIN PIPE, 6 INCH
STOCKBRIDGE
STA. B 6+50 - STA. B 7+65 LT
STA. B 7+75 - STA. B 8+75 LT_

STONE FILL, TYPE I
STOCKBRIDGE
STA. B 5+50 - STA. B 8+50 RT
STA. B 6+45 - STA. B 6+75 LT

REMOVE AND RESET MAILBOX, SINGLE SUPPORT
STOCKBRIDGE
STA. B 3+39 LT
STA. B 4+85 RT

STEEL BEAM GUARDRAIL WITH 8 FOOT POSTS
STOCKBRIDGE
STA. B 5+50 - STA. B 8+50 RT

ANCHOR FOR STEEL BEAM GUARDRAIL
STOCKBRIDGE
STA. B 5+50 RT
STA. B 8+50 RT

ENVIRONMENTALLY SENSITIVE LOCATION
STOCKBRIDGE
STA. B 4+84 - STA. B 8+75 RT (ARCHAEOLOGICAL)

TEMPORARY 4 INCH WHITE LINE, PAINT
DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
STOCKBRIDGE
STA. B 3+25 - STA. B 8+75 (SOLID LT & RT)

TEMPORARY 4 INCH YELLOW LINE, PAINT
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
STOCKBRIDGE
STA. B 3+25 - STA. B 8+75 (SOLID LT & RT)

SIGN REMOVAL, FLAT SHEET ALUMINUM
STOCKBRIDGE
STA. B 6+42 LT
STA. B 8+13 LT

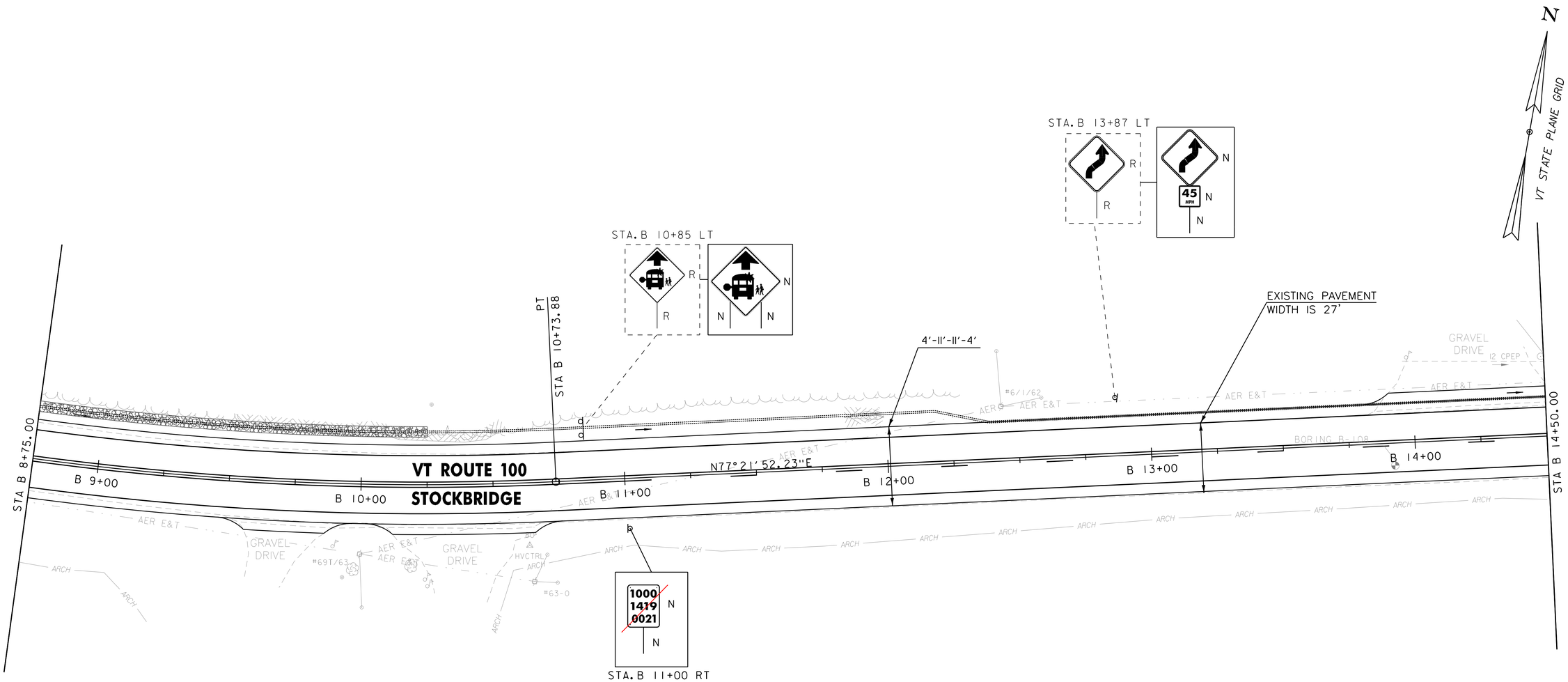
SIGN LEGEND
R = REMOVE
RES = RESET
R&R = REMOVE & RESET
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = ----------
NEW = ————

0 20 40
SCALE IN FEET

vhb

PROJECT NAME:	KILLINGTON - STOCKBRIDGE
PROJECT NUMBER:	ER STP 022-1(25)

FILE NAME: z12B234BDR_GEN87.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
PROJECT LAYOUT SHEET 87	SHEET 138 OF 424



MILLED RUMBLE STRIPS, SINUSOIDAL CENTERLINE
STOCKBRIDGE
STA. B 8+75 - STA. B 14+50 CL

UNDERDRAIN PIPE, 6 INCH
STOCKBRIDGE
STA. B 8+75 - STA. B 14+50 LT

STONE FILL, TYPE I
STOCKBRIDGE
STA. B 8+75 - STA. B 10+25 LT

REMOVE AND RESET MAILBOX, SINGLE SUPPORT
STOCKBRIDGE
STA. B 9+90 RT
STA. B 10+24 RT
STA. B 10+25 RT
STA. B 13+98 LT

TEMPORARY 4 INCH WHITE LINE, PAINT
DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
STOCKBRIDGE
STA. B 8+75 - STA. B 14+50 (SOLID LT & RT)

TEMPORARY 4 INCH YELLOW LINE, PAINT
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
STOCKBRIDGE
STA. B 8+75 - STA. B 11+00 (SOLID LT & RT)
STA. B 11+00 - STA. B 14+50 (SOLID LT)
STA. B 11+00 - STA. B 14+50 (DASH RT)

SIGN REMOVAL, FLAT SHEET ALUMINUM
STOCKBRIDGE
STA. B 10+85 LT
STA. B 13+87 LT

STEEL BEAM GUARDRAIL WITH 8 FOOT POSTS
STOCKBRIDGE
STA. B 8+75 - STA. B 8+79 LT

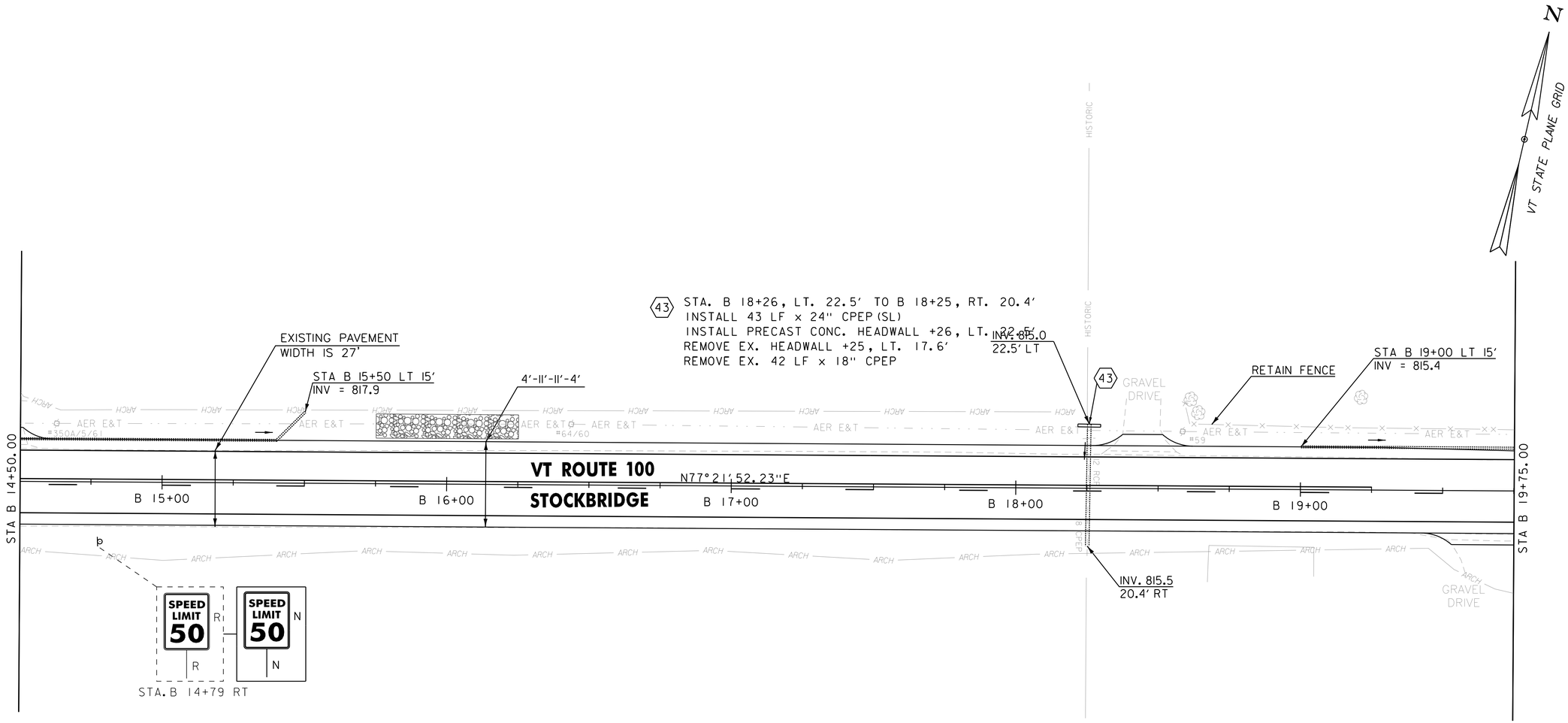
ENVIRONMENTALLY SENSITIVE LOCATION
STOCKBRIDGE
STA. B 8+75 - STA. B 9+23 RT (ARCHAEOLOGICAL)
STA. B 10+48 - STA. B 14+50 RT (ARCHAEOLOGICAL)
STA. B 14+39 - STA. B 14+50 LT (ARCHAEOLOGICAL)

SIGN LEGEND
R = REMOVE
RES = RESET
R&R = REMOVE & RESET
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = ----------
NEW = _____

0 20 40
SCALE IN FEET

vhb

PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234BDR_GEN88.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
PROJECT LAYOUT SHEET 88	SHEET 139 OF 424



MILLED RUMBLE STRIPS, SINUSOIDAL CENTERLINE
STOCKBRIDGE
STA. B 14+50 - STA. B 18+10 CL

UNDERDRAIN PIPE, 6 INCH
STOCKBRIDGE
STA. B 14+50 - STA. B 15+50 LT
STA. B 19+00 - STA. B 19+75 LT

STONE FILL, TYPE I
STOCKBRIDGE
STA. B 15+75 - STA. B 16+25 LT

SIGN REMOVAL, FLAT SHEET ALUMINUM
STOCKBRIDGE
STA. B 14+79 RT

TEMPORARY 4 INCH WHITE LINE, PAINT
DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
STOCKBRIDGE
STA. B 14+50 - STA. B 19+75 (SOLID LT & RT)

TEMPORARY 4 INCH YELLOW LINE, PAINT
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
STOCKBRIDGE
STA. B 14+50 - STA. B 19+25 (SOLID LT)
STA. B 14+50 - STA. B 19+25 (DASH RT)
STA. B 19+25 - STA. B 19+75 (DASH CENTERLINE)

ENVIRONMENTALLY SENSITIVE LOCATION
STOCKBRIDGE
STA. B 14+50 - STA. B 19+75 RT (ARCHAEOLOGICAL)
STA. B 14+50 - STA. B 18+22 LT (ARCHAEOLOGICAL)
STA. B 18+25 - STA. B 19+75 RT (HISTORIC)
STA. B 18+25 - STA. B 19+75 LT (HISTORIC)

SIGN LEGEND
R = REMOVE
RES = RESET
R&R = REMOVE & RESET
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = ----------
NEW = ————————

0 20 40
SCALE IN FEET

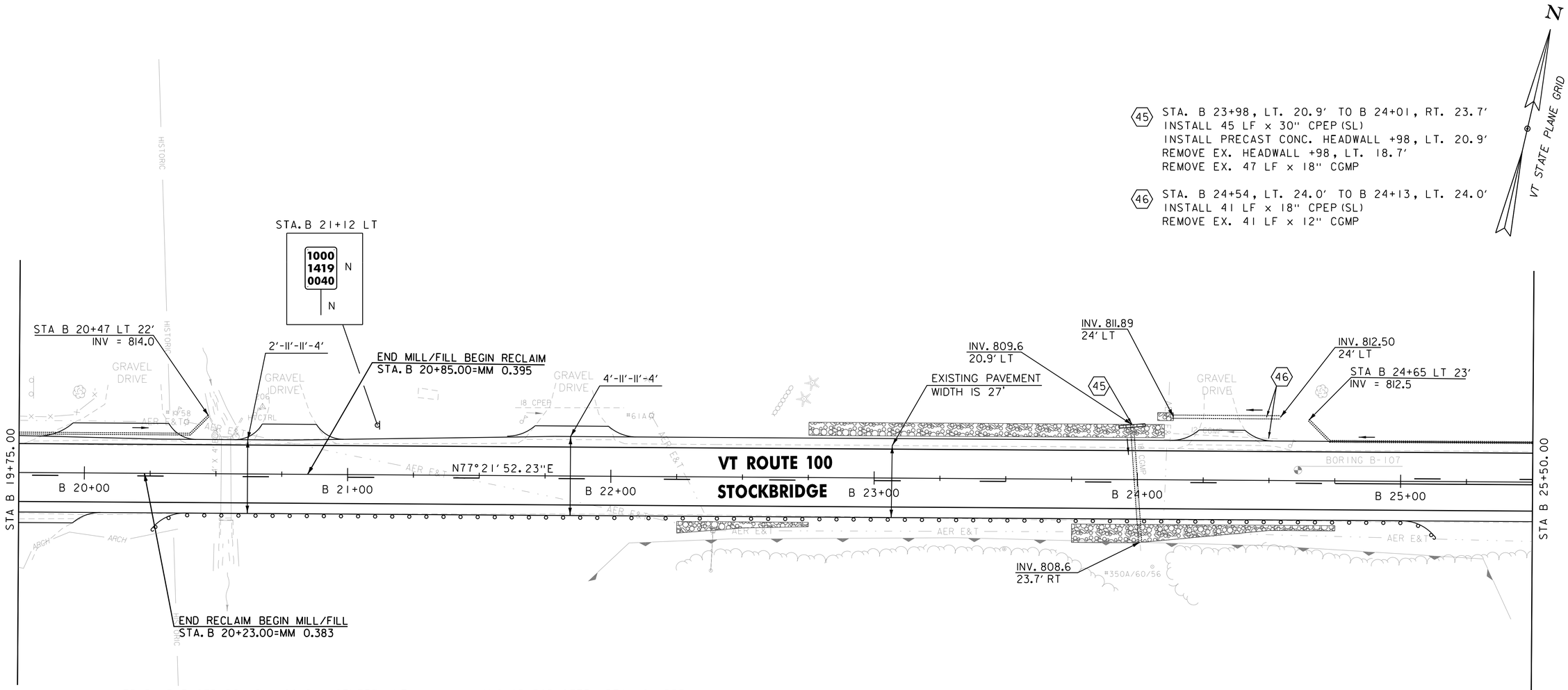
vhb

PROJECT NAME:	KILLINGTON - STOCKBRIDGE
PROJECT NUMBER:	ER STP 022-1(25)

FILE NAME: z12B234BDR_GEN89.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
PROJECT LAYOUT SHEET 89	SHEET 140 OF 424

45 STA. B 23+98, LT. 20.9' TO B 24+01, RT. 23.7'
INSTALL 45 LF x 30" CPEP(SL)
INSTALL PRECAST CONC. HEADWALL +98, LT. 20.9'
REMOVE EX. HEADWALL +98, LT. 18.7'
REMOVE EX. 47 LF x 18" CGMP

46 STA. B 24+54, LT. 24.0' TO B 24+13, LT. 24.0'
INSTALL 41 LF x 18" CPEP(SL)
REMOVE EX. 41 LF x 12" CGMP



MILLED RUMBLE STRIPS, SINUSOIDAL CENTERLINE
STOCKBRIDGE
STA. B 21+15 - STA. B 25+50 CL

UNDERDRAIN PIPE, 6 INCH
STOCKBRIDGE
STA. B 24+65 - STA. B 25+50 LT

STONE FILL, TYPE I
STOCKBRIDGE
STA. B 22+25 - STA. B 22+75 RT
STA. B 22+75 - STA. B 24+10 LT
STA. B 23+75 - STA. B 24+75 RT

STONE FILL, TYPE II
STOCKBRIDGE
STA. B 20+53.8 RT (4'L x 14'W x 4'D)
STA. B 24+13.4 LT (6'L x 3'W x 3'D)

REMOVE AND RESET MAILBOX, SINGLE SUPPORT
STOCKBRIDGE
STA. B 20+34 LT
STA. B 20+64 LT
STA. B 21+66 LT
STA. B 24+58 LT

ANCHOR FOR STEEL BEAM GUARDRAIL
STOCKBRIDGE
STA. B 20+37.5 RT
STA. B 25+00 RT

STEEL BEAM GUARDRAIL WITH 8 FOOT POSTS
STOCKBRIDGE
STA. B 20+37.5 - STA. B 25+00 RT

TEMPORARY 4 INCH WHITE LINE, PAINT
DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
STOCKBRIDGE
STA. B 19+75 - STA. B 25+50 (SOLID LT & RT)

TEMPORARY 4 INCH YELLOW LINE, PAINT
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
STOCKBRIDGE
STA. B 19+75 - STA. B 24+75 (DASH CENTERLINE)
STA. B 24+75 - STA. B 25+50 (SOLID RT)
STA. B 24+75 - STA. B 25+50 (DASH LT)

ENVIRONMENTALLY SENSITIVE LOCATION
STOCKBRIDGE
STA. B 19+75 - STA. B 20+36 RT (ARCHAEOLOGICAL)
STA. B 19+75 - STA. B 20+34 RT (HISTORIC)
STA. B 19+75 - STA. B 20+32 LT (HISTORIC)
STA. B 21+91 - STA. B 25+42 RT (WETLAND)

SIGN LEGEND
R = REMOVE
RES = RESET
R&R = REMOVE & RESET
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = ----------
NEW = _____

0 20 40
SCALE IN FEET

vhb

PROJECT NAME:	KILLINGTON - STOCKBRIDGE
PROJECT NUMBER:	ER STP 022-1(25)

FILE NAME: z12B234BDR_GEN90.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
PROJECT LAYOUT SHEET 90	SHEET 141 OF 424

MILLED RUMBLE STRIPS, SINUSOIDAL CENTERLINE
STOCKBRIDGE
STA. B 25+50 - STA. B 26+65 CL

UNDERDRAIN PIPE, 6 INCH
STOCKBRIDGE
STA. B 25+50 - STA. B 28+25 LT

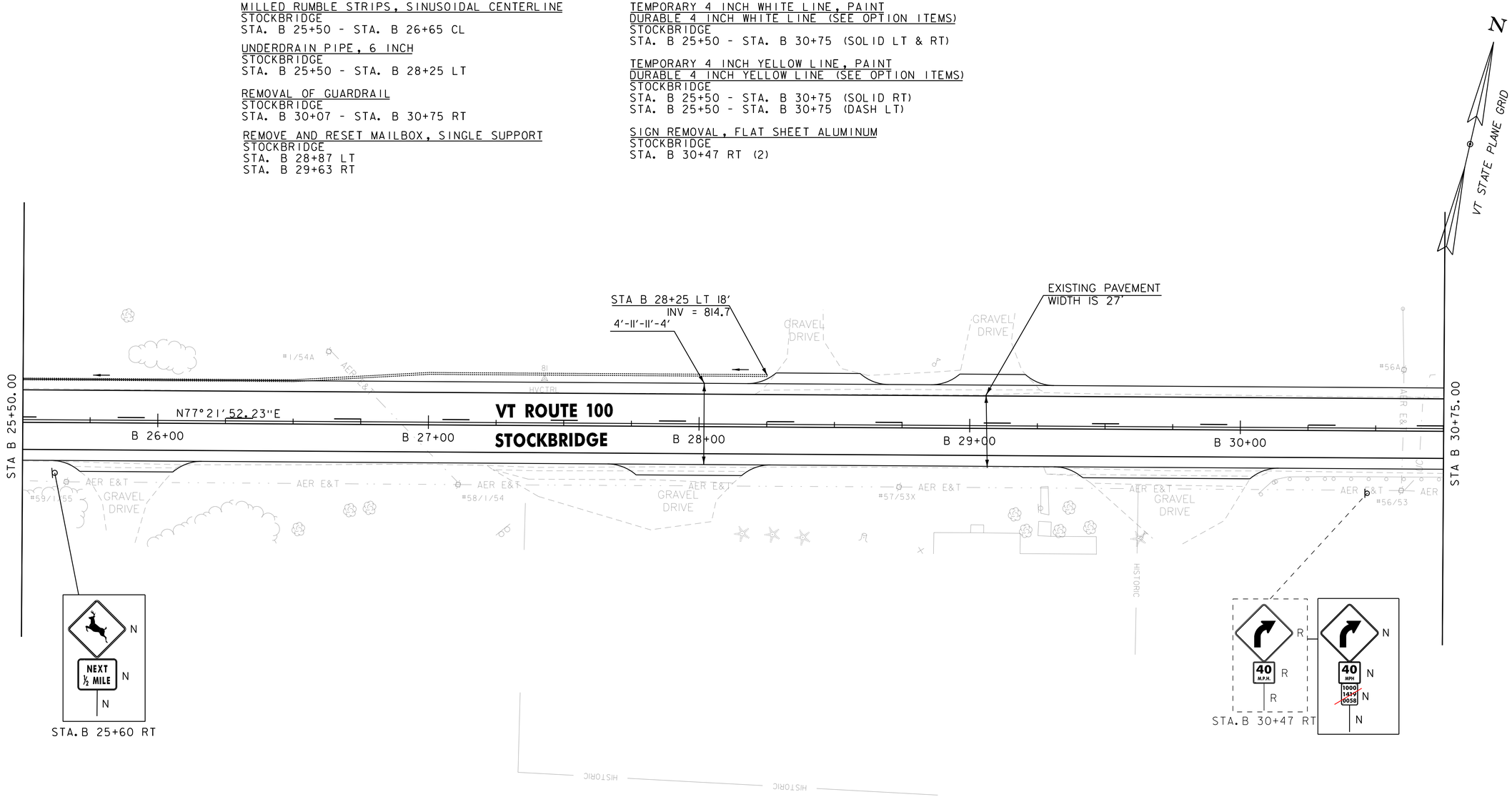
REMOVAL OF GUARDRAIL
STOCKBRIDGE
STA. B 30+07 - STA. B 30+75 RT

REMOVE AND RESET MAILBOX, SINGLE SUPPORT
STOCKBRIDGE
STA. B 28+87 LT
STA. B 29+63 RT

TEMPORARY 4 INCH WHITE LINE, PAINT
DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
STOCKBRIDGE
STA. B 25+50 - STA. B 30+75 (SOLID LT & RT)

TEMPORARY 4 INCH YELLOW LINE, PAINT
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
STOCKBRIDGE
STA. B 25+50 - STA. B 30+75 (SOLID RT)
STA. B 25+50 - STA. B 30+75 (DASH LT)

SIGN REMOVAL, FLAT SHEET ALUMINUM
STOCKBRIDGE
STA. B 30+47 RT (2)

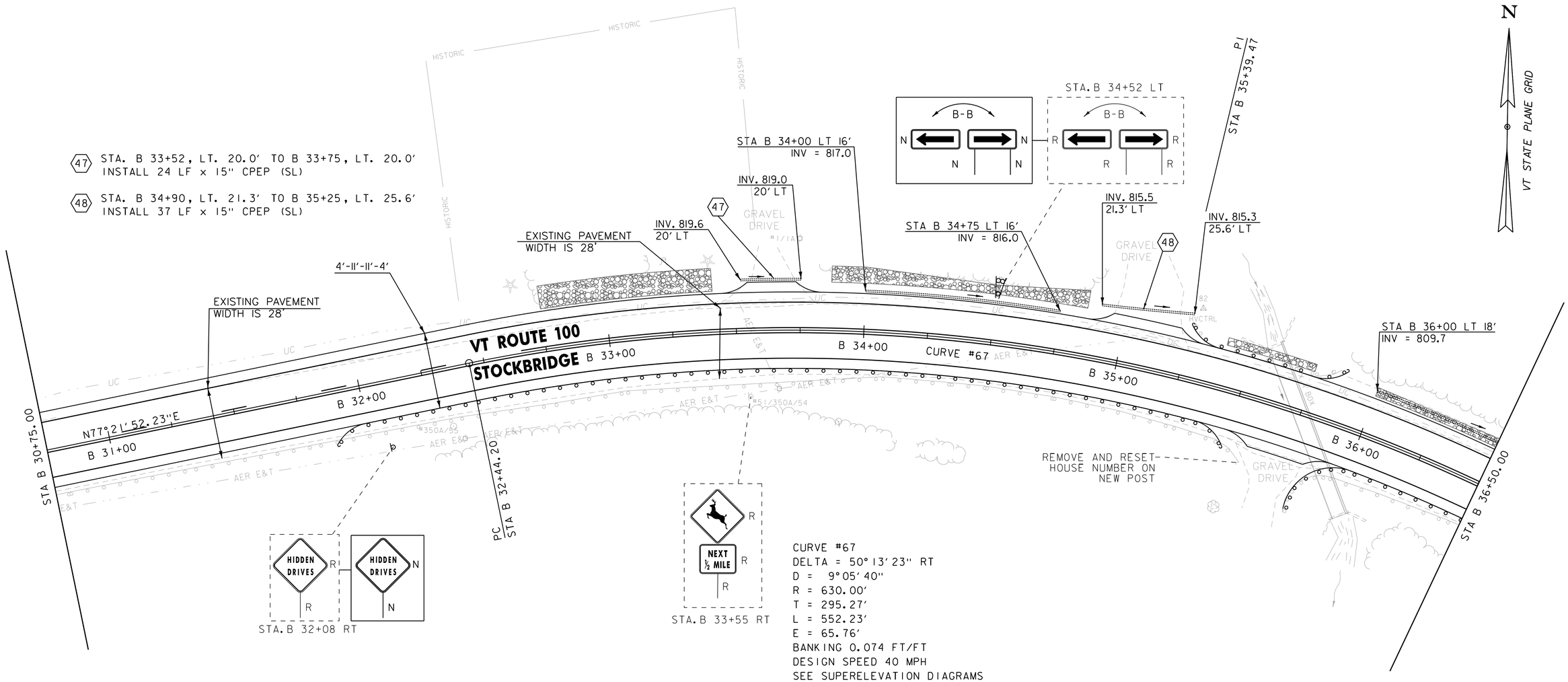


ENVIRONMENTALLY SENSITIVE LOCATION
STOCKBRIDGE
STA. B 27+36 - STA. B 29+62 RT (HISTORIC)

SIGN LEGEND
R = REMOVE
RES = RESET
R&R = REMOVE & RESET
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = ----------
NEW = ————————

0 20 40
SCALE IN FEET

PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234BDR_GEN91.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
PROJECT LAYOUT SHEET 91	SHEET 142 OF 424



CURVE #67
DELTA = 50°13'23" RT
D = 9°05'40"
R = 630.00'
T = 295.27'
L = 552.23'
E = 65.76'
BANKING 0.074 FT/FT
DESIGN SPEED 40 MPH
SEE SUPERELEVATION DIAGRAMS
FOR BANKING INFORMATION

THINNING AND TRIMMING FOR SIGNS
STOCKBRIDGE
STA. B 32+08 RT
STA. B 33+55 RT

MILLED RUMBLE STRIPS, SINUSOIDAL CENTERLINE
STOCKBRIDGE
STA. B 35+90 - STA. B 36+50 CL

UNDERDRAIN PIPE, 6 INCH
STOCKBRIDGE
STA. B 34+00 - STA. B 34+75 LT
STA. B 36+00 - STA. B 36+50 LT

STONE FILL, TYPE I
STOCKBRIDGE
STA. B 32+75 - STA. B 33+41 LT
STA. B 33+87 - STA. B 34+85 LT
STA. B 35+40 - STA. B 35+75 LT
STA. B 36+00 - STA. B 36+50 LT

STEEL BEAM GUARDRAIL WITH 8 FOOT POSTS
STOCKBRIDGE
STA. B 32+00 - STA. B 35+37.5 RT
STA. B 35+50 - STA. B 35+75 LT
STA. B 36+00 - STA. B 36+50 RT

ANCHOR FOR STEEL BEAM GUARDRAIL
STOCKBRIDGE
STA. B 32+00 RT
STA. B 35+37.5 RT
STA. B 35+50 LT
STA. B 35+75 LT
STA. B 36+00 RT

SIGN REMOVAL, FLAT SHEET ALUMINUM
STOCKBRIDGE
STA. B 32+08 RT
STA. B 33+55 RT (2)
STA. B 34+52 LT (2)
STA. B 35+56 RT

REMOVAL OF GUARDRAIL
STOCKBRIDGE
STA. B 30+75 - STA. B 35+57 RT
STA. B 35+25 - STA. B 35+85 LT
STA. B 35+81 - STA. B 36+50 RT

TEMPORARY 4 INCH WHITE LINE, PAINT
DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
STOCKBRIDGE
STA. B 30+75 - STA. B 36+50 (SOLID LT & RT)

TEMPORARY 4 INCH YELLOW LINE, PAINT
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
STOCKBRIDGE
STA. B 30+75 - STA. B 32+75 (SOLID RT)
STA. B 30+75 - STA. B 32+75 (DASH LT)
STA. B 32+75 - STA. B 36+50 (SOLID LT & RT)

RESETTING SIGNS
STOCKBRIDGE
STA. B 35+56 RT

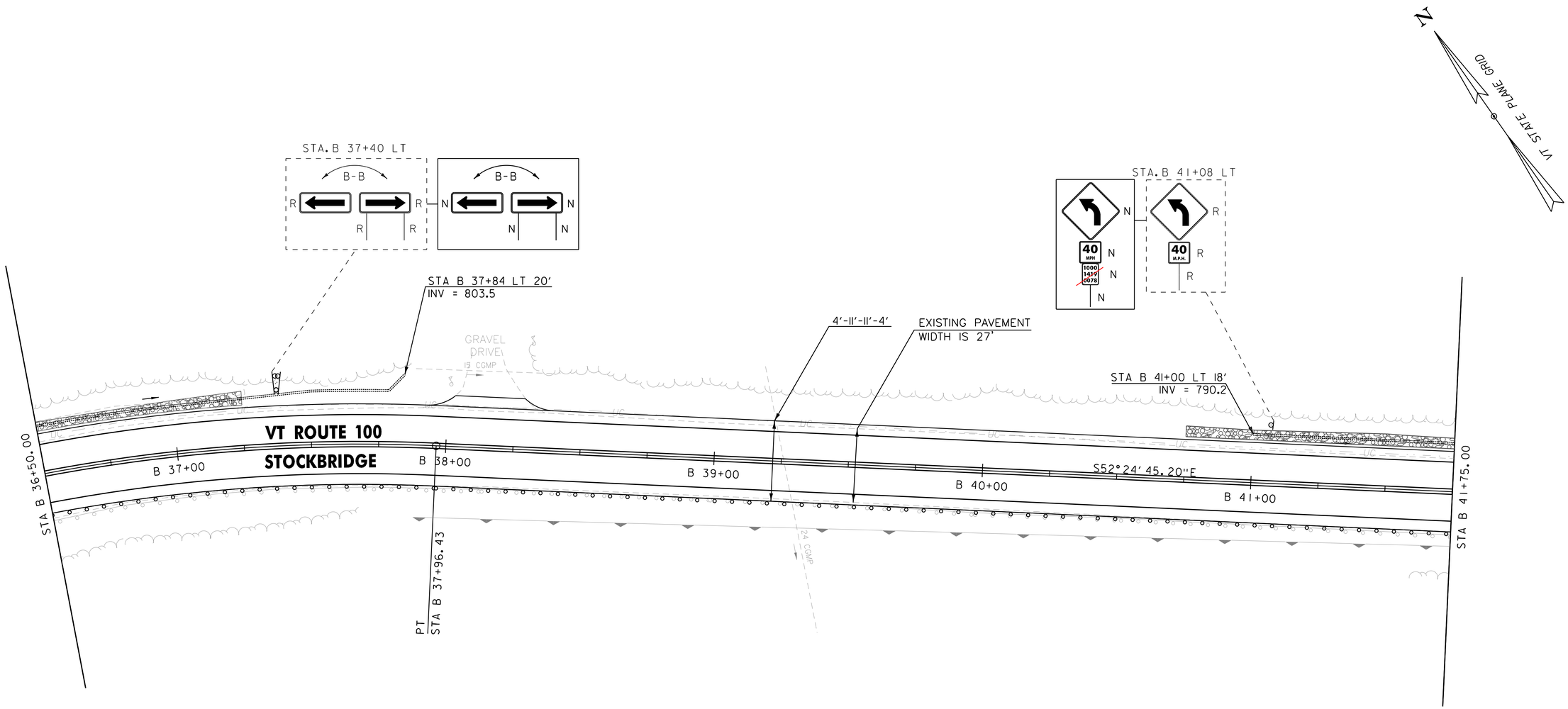
ENVIRONMENTALLY SENSITIVE LOCATION
STOCKBRIDGE
STA. B 32+45 - STA. B 33+58 LT (HISTORIC)

SIGN LEGEND
R = REMOVE
RES = RESET
R&R = REMOVE & RESET
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = ----------
NEW = ————

0 20 40
SCALE IN FEET

vhb

PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234BDR_GEN92.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
PROJECT LAYOUT SHEET 92	SHEET 143 OF 424



MILLED RUMBLE STRIPS, SINUSOIDAL CENTERLINE
STOCKBRIDGE
STA. B 36+50 - STA. B 41+75 CL

UNDERDRAIN PIPE, 6 INCH
STOCKBRIDGE
STA. B 36+50 - STA. B 37+48 LT
STA. B 41+00 - STA. B 41+75 LT

STONE FILL, TYPE I
STOCKBRIDGE
STA. B 36+50 - STA. B 37+25 LT
STA. B 40+75 - STA. B 41+75 LT

REMOVE AND RESET MAILBOX, SINGLE SUPPORT
STOCKBRIDGE
STA. B 38+01 LT
STA. B 38+31 LT

STEEL BEAM GUARDRAIL WITH 8 FOOT POSTS
STOCKBRIDGE
STA. B 36+50 - STA. B 41+75 RT

REMOVAL OF GUARDRAIL
STOCKBRIDGE
STA. B 36+50 - STA. B 41+75 RT

TEMPORARY 4 INCH WHITE LINE, PAINT
DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
STOCKBRIDGE
STA. B 36+50 - STA. B 41+75 (SOLID LT & RT)

TEMPORARY 4 INCH YELLOW LINE, PAINT
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
STOCKBRIDGE
STA. B 36+50 - STA. B 41+75 (SOLID LT & RT)

SIGN REMOVAL, FLAT SHEET ALUMINUM
STOCKBRIDGE
STA. B 37+40 LT (2)
STA. B 41+08 LT (2)

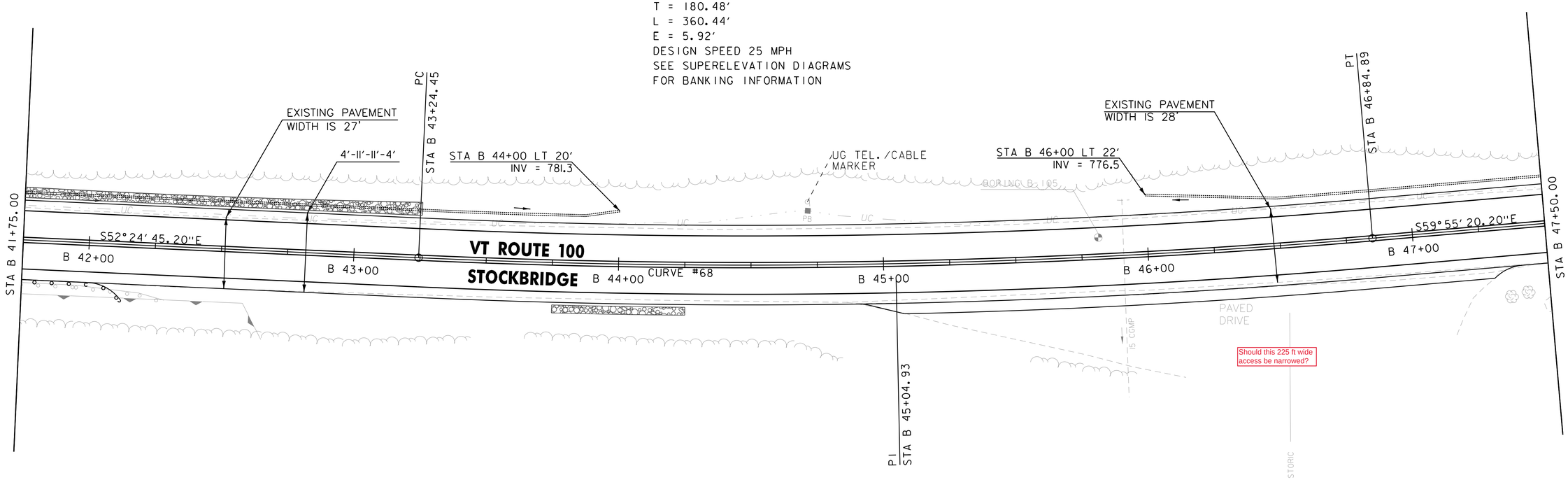
SIGN LEGEND
R = REMOVE
RES = RESET
R&R = REMOVE & RESET
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = ----------
NEW = ————

0 20 40
SCALE IN FEET

ENVIRONMENTALLY SENSITIVE LOCATION
STOCKBRIDGE
STA. B 37+88 - STA. B 41+75 RT (WETLAND)

PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234BDR_GEN93.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
PROJECT LAYOUT SHEET 93	SHEET 144 OF 424

CURVE #68
DELTA = 7°30′35" LT
D = 2°05′01"
R = 2750.00′
T = 180.48′
L = 360.44′
E = 5.92′
DESIGN SPEED 25 MPH
SEE SUPERELEVATION DIAGRAMS
FOR BANKING INFORMATION



MILLED RUMBLE STRIPS, SINUSOIDAL CENTERLINE
STOCKBRIDGE
STA. B 41+75 - STA. B 45+70 CL

UNDERDRAIN PIPE, 6 INCH
STOCKBRIDGE
STA. B 41+75 - STA. B 44+00 LT
STA. B 46+00 - STA. B 47+50 LT

STONE FILL, TYPE I
STOCKBRIDGE
STA. B 41+75 - STA. B 43+25 LT
STA. B 43+75 - STA. B 44+25 RT

STEEL BEAM GUARDRAIL WITH 8 FOOT POSTS
STOCKBRIDGE
STA. B 41+75 - STA. B 42+00 RT

ANCHOR FOR STEEL BEAM GUARDRAIL
STOCKBRIDGE
STA. B 42+00 RT

REMOVAL OF GUARDRAIL
STOCKBRIDGE
STA. B 41+75 - STA. B 42+29 RT

TEMPORARY 4 INCH WHITE LINE, PAINT
DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
STOCKBRIDGE
STA. B 41+75 - STA. B 47+50 (SOLID LT & RT)

TEMPORARY 4 INCH YELLOW LINE, PAINT
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
STOCKBRIDGE
STA. B 41+75 - STA. B 47+50 (SOLID LT & RT)

ENVIRONMENTALLY SENSITIVE LOCATION
STOCKBRIDGE
STA. B 41+75 - STA. B 42+66 RT (WETLAND)
STA. B 46+52 - STA. B 47+50 RT (HISTORIC)

SIGN LEGEND

R = REMOVE
RES = RESET
R&R = REMOVE & RESET
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = ----------
NEW = ————

0 20 40
SCALE IN FEET

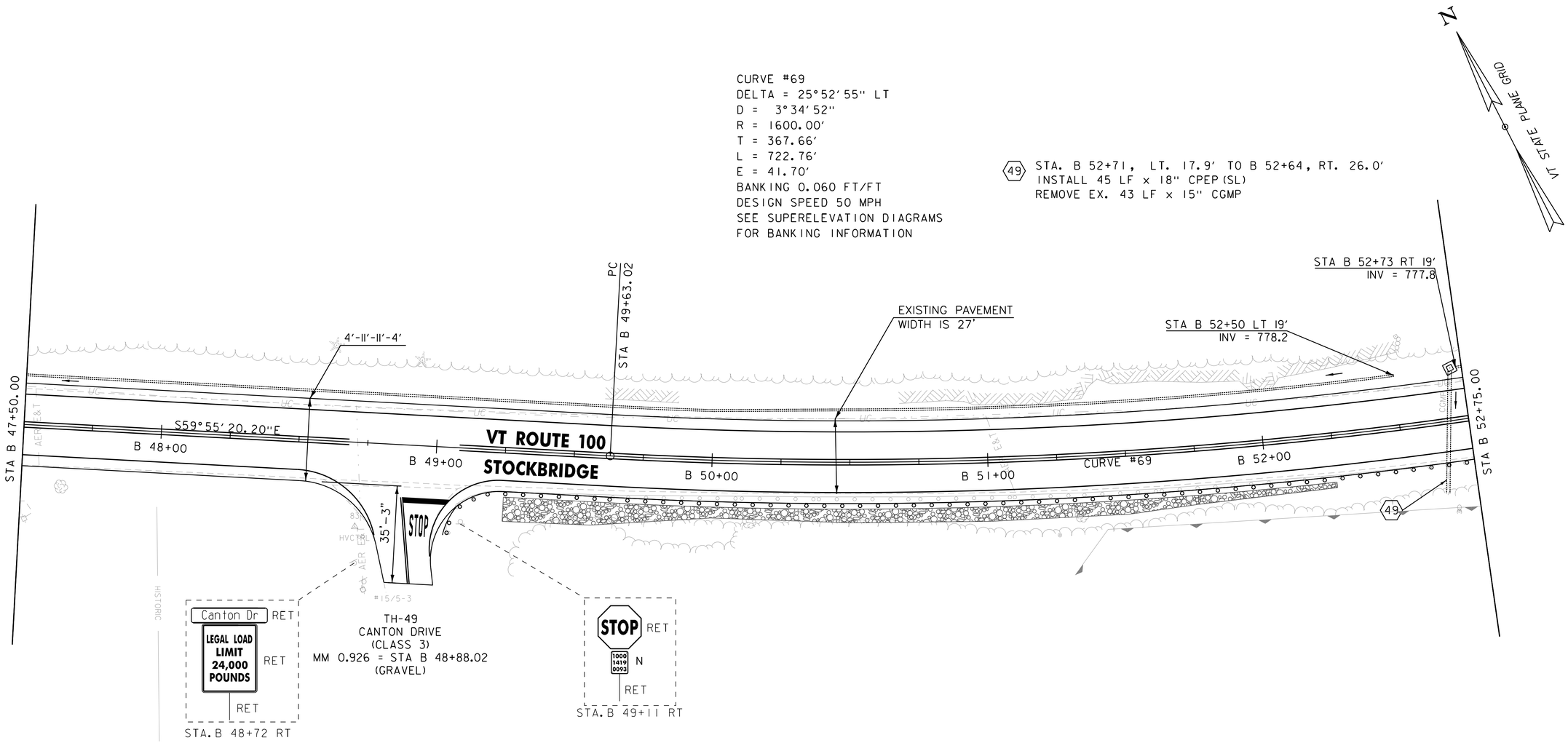
vhb

PROJECT NAME:	KILLINGTON - STOCKBRIDGE
PROJECT NUMBER:	ER STP 022-1(25)

FILE NAME: z12B234BDR_GEN94.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
PROJECT LAYOUT SHEET 94	SHEET 145 OF 424

CURVE #69
DELTA = 25°52'55" LT
D = 3°34'52"
R = 1600.00'
T = 367.66'
L = 722.76'
E = 41.70'
BANKING 0.060 FT/FT
DESIGN SPEED 50 MPH
SEE SUPERELEVATION DIAGRAMS
FOR BANKING INFORMATION

(49) STA. B 52+71, LT. 17.9' TO B 52+64, RT. 26.0'
INSTALL 45 LF x 18" CPEP(SL)
REMOVE EX. 43 LF x 15" CGMP



REHABILITATING DIs, CATCH BASINS, OR MANHOLES, CLASS I
STOCKBRIDGE
STA. B 52+71 LT

UNDERDRAIN PIPE, 6 INCH
STOCKBRIDGE
STA. B 47+50 - STA. B 52+50 LT
STA. B 52+73 - STA. B 52+75 LT

STONE FILL, TYPE I
STOCKBRIDGE
STA. B 49+25 - STA. B 52+25 RT

STEEL BEAM GUARDRAIL WITH 8 FOOT POSTS
STOCKBRIDGE
STA. B 49+25 - STA. B 52+75 RT

ANCHOR FOR STEEL BEAM GUARDRAIL
STOCKBRIDGE
STA. B 49+25 RT

REMOVAL OF GUARDRAIL
STOCKBRIDGE
STA. B 49+05 - STA. B 52+75 RT

SIGN LEGEND
R = REMOVE
RES = RESET
R&R = REMOVE & RESET
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = ----------
NEW = ————

TEMPORARY 4 INCH WHITE LINE, PAINT
DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
STOCKBRIDGE
STA. B 47+50 - STA. B 52+75 (SOLID LT)
STA. B 47+50 - STA. B 48+79 (SOLID RT)
STA. B 48+98 - STA. B 52+75 (SOLID RT)

TEMPORARY 4 INCH YELLOW LINE, PAINT
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
STOCKBRIDGE
STA. B 47+50 - STA. B 48+68 (SOLID LT & RT)
STA. B 48+88 LT (CENTERLINE TH #49) (2)
STA. B 49+08 - STA. B 52+75 (SOLID LT & RT)

TEMPORARY 24 INCH STOP BAR, PAINT
DURABLE 24 INCH STOP BAR (SEE OPTION ITEMS)
STOCKBRIDGE
STA. B 48+97 RT (TH #49)

TEMPORARY LETTER OR SYMBOL, PAINT
DURABLE LETTER OR SYMBOL (SEE OPTION ITEMS)
STOCKBRIDGE
STA. B 48+95 RT "STOP" (TH #49)

CORING CONCRETE
STOCKBRIDGE
STA. B 52+71 LT

ENVIRONMENTALLY SENSITIVE LOCATION
STOCKBRIDGE
STA. B 47+50 - STA. B 48+00 RT (HISTORIC)
STA. B 51+29 - STA. B 52+75 RT (WETLAND)

0 20 40
SCALE IN FEET

vhb

PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234BDR_GEN95.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
PROJECT LAYOUT SHEET 95	SHEET 146 OF 424

UNDERDRAIN PIPE, 6 INCH
STOCKBRIDGE
STA. B 52+75 - STA. B 54+50 LT
STA. B 55+08 - STA. B 58+50 LT

STONE FILL, TYPE I
STOCKBRIDGE
STA. B 53+25 - STA. B 55+25 RT
STA. B 56+50 - STA. B 57+75 RT

REMOVE AND RESET MAILBOX, SINGLE SUPPORT
STOCKBRIDGE
STA. B 58+14 LT (x2)

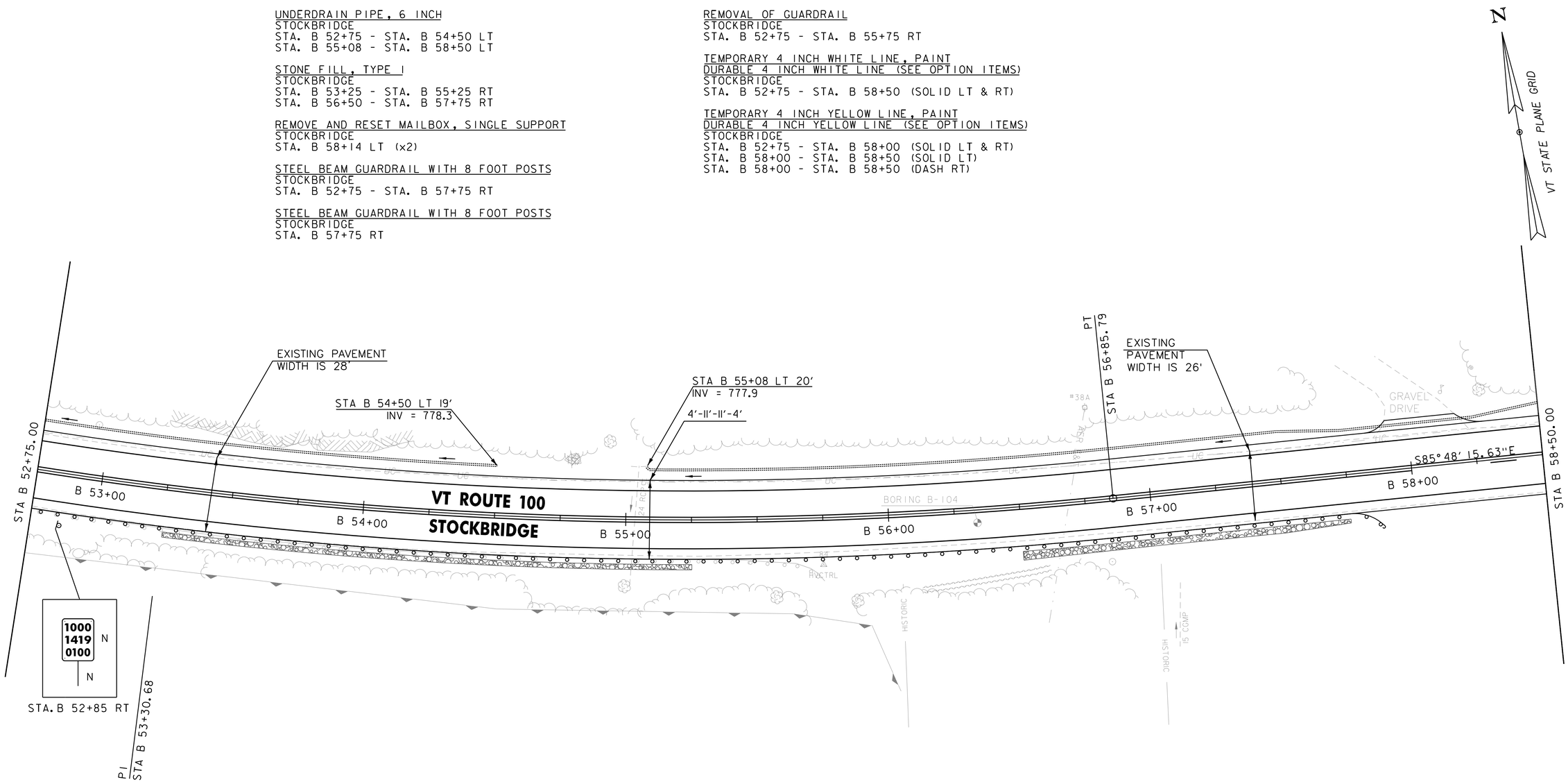
STEEL BEAM GUARDRAIL WITH 8 FOOT POSTS
STOCKBRIDGE
STA. B 52+75 - STA. B 57+75 RT

STEEL BEAM GUARDRAIL WITH 8 FOOT POSTS
STOCKBRIDGE
STA. B 57+75 RT

REMOVAL OF GUARDRAIL
STOCKBRIDGE
STA. B 52+75 - STA. B 55+75 RT

TEMPORARY 4 INCH WHITE LINE, PAINT
DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
STOCKBRIDGE
STA. B 52+75 - STA. B 58+50 (SOLID LT & RT)

TEMPORARY 4 INCH YELLOW LINE, PAINT
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
STOCKBRIDGE
STA. B 52+75 - STA. B 58+00 (SOLID LT & RT)
STA. B 58+00 - STA. B 58+50 (SOLID LT)
STA. B 58+00 - STA. B 58+50 (DASH RT)



ENVIRONMENTALLY SENSITIVE LOCATION
STOCKBRIDGE
STA. B 52+75 - STA. B 56+01 RT (WETLAND)
STA. B 56+04 - STA. B 57+01 RT (HISTORIC)

SIGN LEGEND
R = REMOVE
RES = RESET
R&R = REMOVE & RESET
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = ----------
NEW = ————————

0 20 40
SCALE IN FEET

vhb

PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234BDR_GEN96.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
PROJECT LAYOUT SHEET 96	SHEET 147 OF 424

UNDERDRAIN PIPE, 6 INCH
STOCKBRIDGE
STA. B 58+50 - STA. B 59+50 LT
STA. B 62+00 - STA. B 63+75 LT

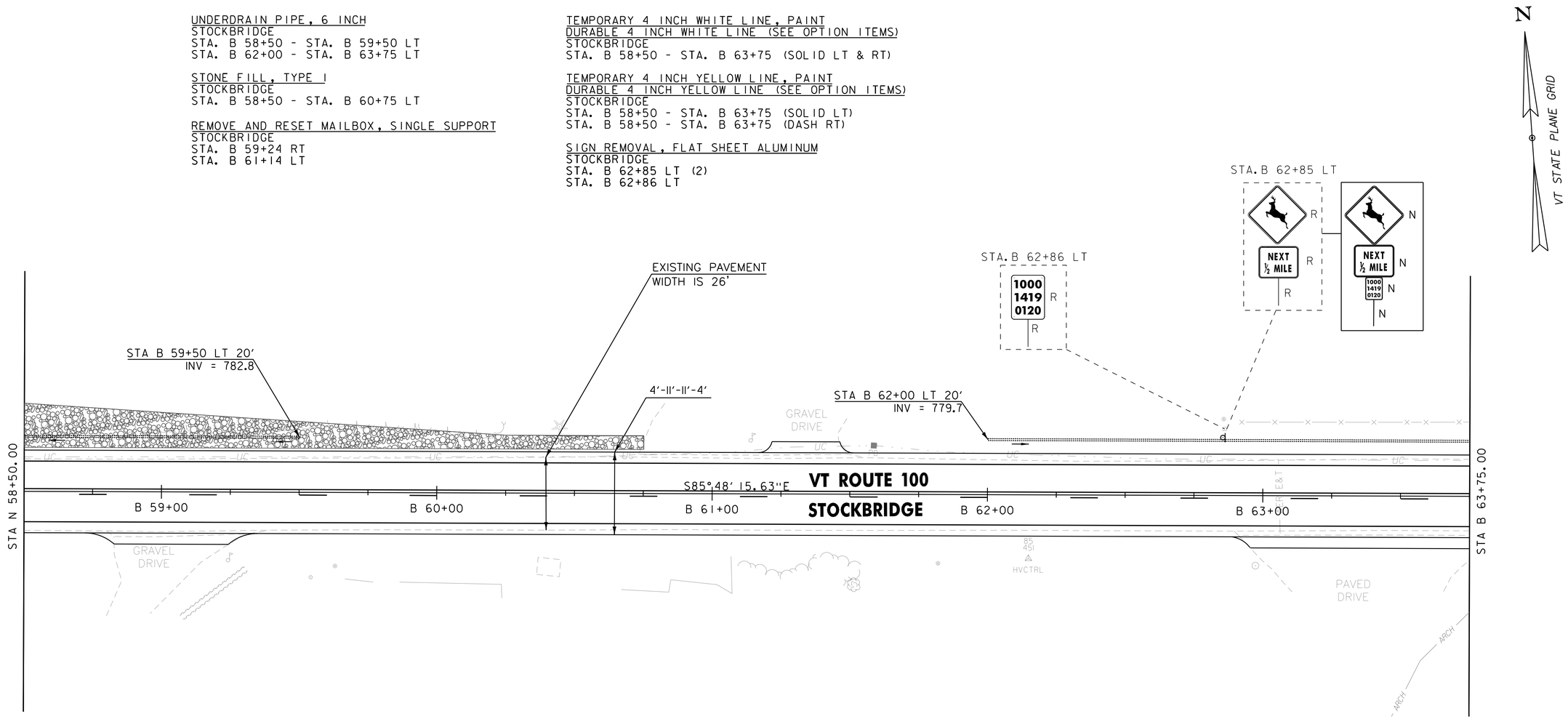
STONE FILL, TYPE I
STOCKBRIDGE
STA. B 58+50 - STA. B 60+75 LT

REMOVE AND RESET MAILBOX, SINGLE SUPPORT
STOCKBRIDGE
STA. B 59+24 RT
STA. B 61+14 LT

TEMPORARY 4 INCH WHITE LINE, PAINT
DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
STOCKBRIDGE
STA. B 58+50 - STA. B 63+75 (SOLID LT & RT)

TEMPORARY 4 INCH YELLOW LINE, PAINT
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
STOCKBRIDGE
STA. B 58+50 - STA. B 63+75 (SOLID LT)
STA. B 58+50 - STA. B 63+75 (DASH RT)

SIGN REMOVAL, FLAT SHEET ALUMINUM
STOCKBRIDGE
STA. B 62+85 LT (2)
STA. B 62+86 LT



ENVIRONMENTALLY SENSITIVE LOCATION
STOCKBRIDGE
STA. B 63+33 - STA. B 63+75 RT (ARCHAEOLOGICAL)

SIGN LEGEND
R = REMOVE
RES = RESET
R&R = REMOVE & RESET
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = ----------
NEW = ————————

0 20 40
SCALE IN FEET

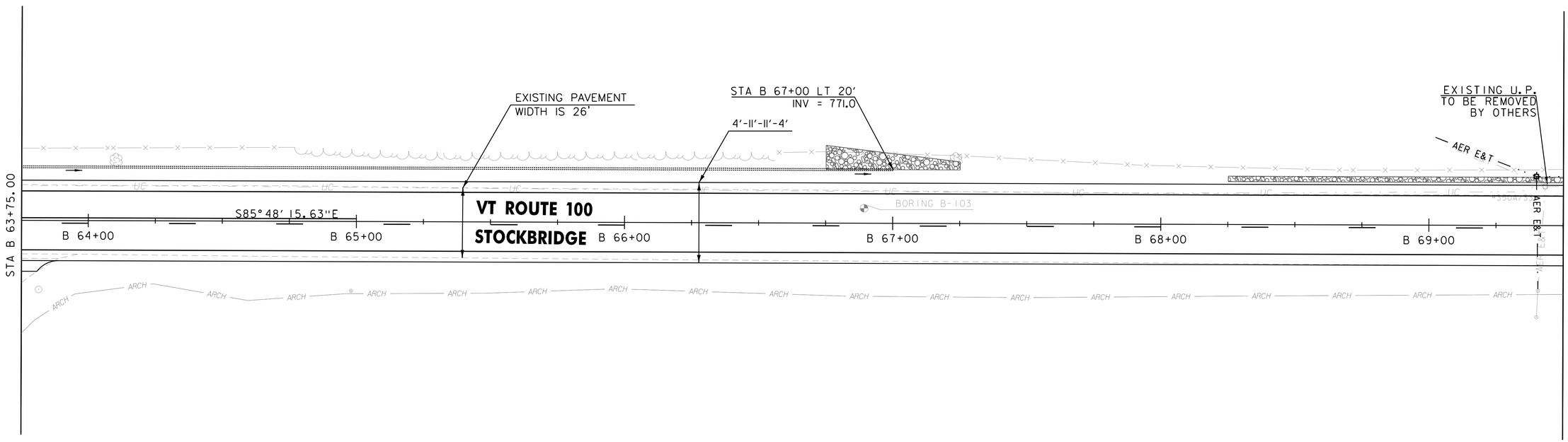
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234BDR_GEN97.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
PROJECT LAYOUT SHEET 97	SHEET 148 OF 424

UNDERDRAIN PIPE, 6 INCH
STOCKBRIDGE
STA. B 63+75 - STA. B 67+00 LT

STONE FILL, TYPE I
STOCKBRIDGE
STA. B 66+75 - STA. B 67+25 LT
STA. B 68+25 - STA. B 69+50 LT

TEMPORARY 4 INCH WHITE LINE, PAINT
DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
STOCKBRIDGE
STA. B 63+75 - STA. B 69+50 (SOLID LT & RT)

TEMPORARY 4 INCH YELLOW LINE, PAINT
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
STOCKBRIDGE
STA. B 63+75 - STA. B 65+00 (SOLID LT)
STA. B 63+75 - STA. B 65+00 (DASH RT)
STA. B 65+00 - STA. B 69+50 (DASH CENTERLINE)



ENVIRONMENTALLY SENSITIVE LOCATION
STOCKBRIDGE
STA. B 63+75 - STA. B 69+50 RT (ARCHAEOLOGICAL)

SIGN LEGEND
R = REMOVE
RES = RESET
R&R = REMOVE & RESET
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = ----------
NEW = ————

0 20 40
SCALE IN FEET

PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234BDR_GEN98.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
PROJECT LAYOUT SHEET 98	SHEET 149 OF 424

STONE FILL, TYPE I
STOCKBRIDGE
STA. B 69+50 - STA. B 70+25 LT

STONE FILL, TYPE II
STOCKBRIDGE
STA. B 70+12.5 RT (7'L x 4'W x 3'D)

REMOVE AND RESET MAILBOX, SINGLE SUPPORT
STOCKBRIDGE
STA. B 70+96 RT
STA. B 71+08 LT

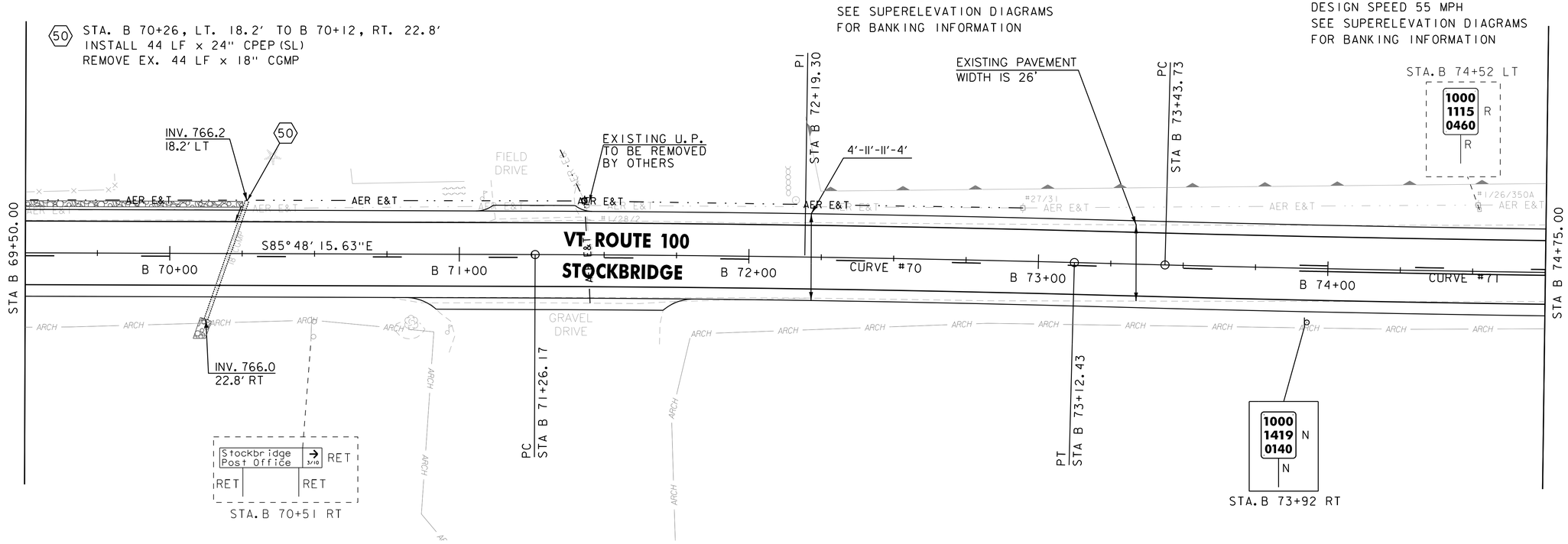
TEMPORARY 4 INCH WHITE LINE, PAINT
DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
STOCKBRIDGE
STA. B 69+50 - STA. B 74+75 (SOLID LT & RT)

TEMPORARY 4 INCH YELLOW LINE, PAINT
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
STOCKBRIDGE
STA. B 69+50 - STA. B 74+00 (DASH CENTERLINE)
STA. B 74+00 - STA. B 74+75 (SOLID RT)
STA. B 74+00 - STA. B 74+75 (DASH LT)

SIGN REMOVAL, FLAT SHEET ALUMINUM
STOCKBRIDGE
STA. B 74+52 LT

CURVE #70
DELTA = 1°18'34" RT
D = 0°42'11"
R = 8150.00'
T = 93.13'
L = 186.25'
E = 0.53'
DESIGN SPEED 50 MPH
SEE SUPERELEVATION DIAGRAMS
FOR BANKING INFORMATION

CURVE #71
DELTA = 2°32'01" LT
D = 0°34'23"
R = 10000.00'
T = 221.14'
L = 442.20'
E = 2.44'
DESIGN SPEED 55 MPH
SEE SUPERELEVATION DIAGRAMS
FOR BANKING INFORMATION



ENVIRONMENTALLY SENSITIVE LOCATION
STOCKBRIDGE
STA. B 69+50 - STA. B 74+75 RT (ARCHAEOLOGICAL)
STA. B 72+19 - STA. B 74+75 LT (WETLAND)

SIGN LEGEND
R = REMOVE
RES = RESET
R&R = REMOVE & RESET
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = ----------
NEW = ————————

0 20 40
SCALE IN FEET

vhb

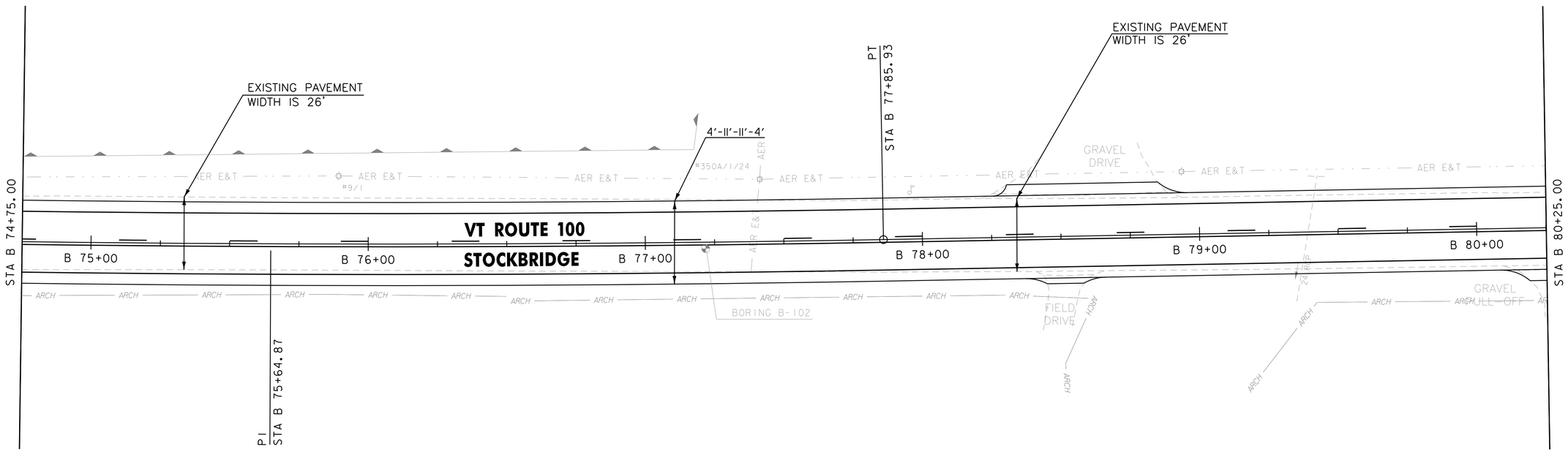
PROJECT NAME:	KILLINGTON - STOCKBRIDGE
PROJECT NUMBER:	ER STP 022-1(25)

FILE NAME: z12B234BDR_GEN99.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
PROJECT LAYOUT SHEET 99	SHEET 150 OF 424

REMOVE AND RESET MAILBOX, SINGLE SUPPORT
STOCKBRIDGE
STA. B 77+95 LT

TEMPORARY 4 INCH WHITE LINE, PAINT
DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
STOCKBRIDGE
STA. B 74+75 - STA. B 80+25 (SOLID LT & RT)

TEMPORARY 4 INCH YELLOW LINE, PAINT
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
STOCKBRIDGE
STA. B 74+75 - STA. B 80+25 (SOLID RT)
STA. B 74+75 - STA. B 80+25 (DASH LT)



ENVIRONMENTALLY SENSITIVE LOCATION
STOCKBRIDGE
STA. B 74+75 - STA. B 78+62 RT (ARCHAEOLOGICAL)
STA. B 74+75 - STA. B 77+20 LT (WETLAND)
STA. B 79+16 - STA. B 80+25 RT (ARCHAEOLOGICAL)

SIGN LEGEND
R = REMOVE
RES = RESET
R&R = REMOVE & RESET
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = ----------
NEW = ————

0 20 40
SCALE IN FEET

vhb

PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234BDR_GEN100.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
PROJECT LAYOUT SHEET 100	SHEET 151 OF 424

STONE FILL, TYPE I
STOCKBRIDGE
STA. B 82+35 - STA. B 82+65 LT

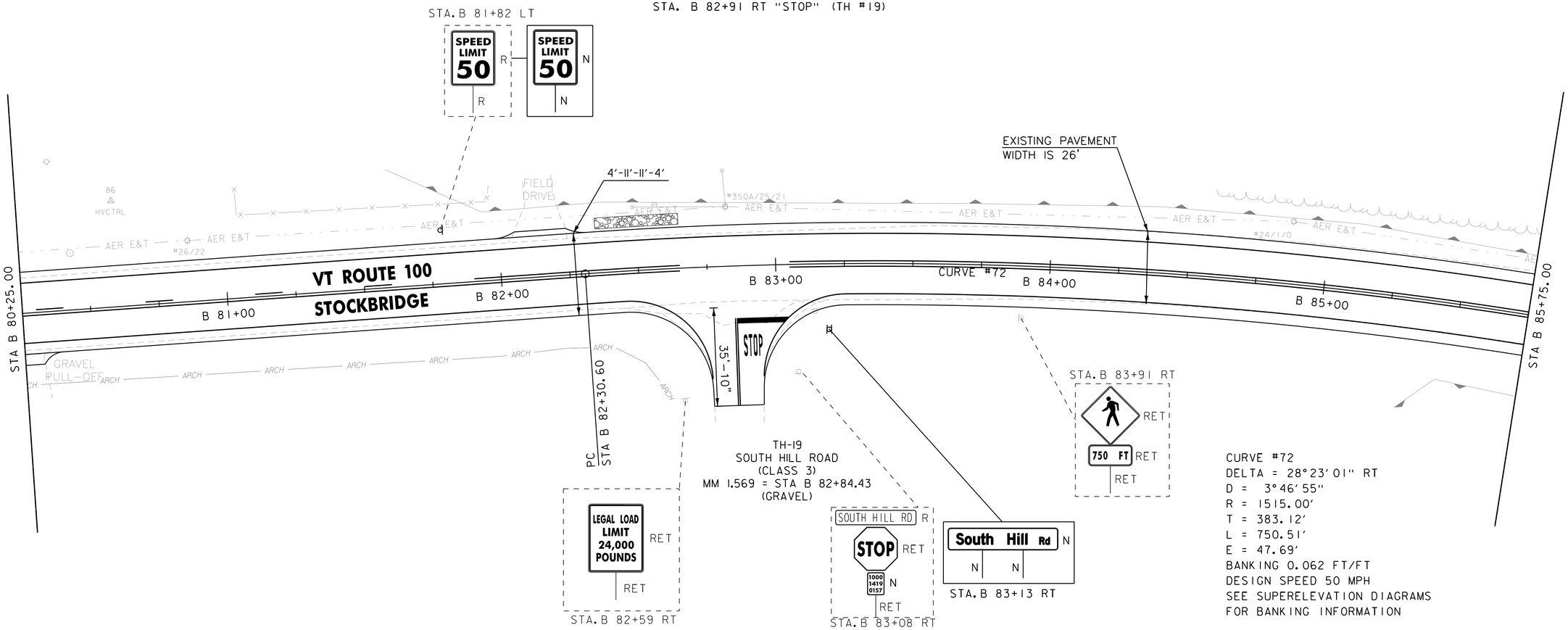
TEMPORARY 4 INCH WHITE LINE, PAINT
DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
STOCKBRIDGE
STA. B 80+25 - STA. B 85+75 (SOLID LT)
STA. B 80+25 - STA. B 82+75 (SOLID RT)
STA. B 82+95 - STA. B 85+75 (SOLID RT)

TEMPORARY 4 INCH YELLOW LINE, PAINT
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
STOCKBRIDGE
STA. B 80+25 - STA. B 82+00 (SOLID RT)
STA. B 80+25 - STA. B 82+00 (DASH LT)
STA. B 82+00 - STA. B 82+65 (SOLID LT & RT)
STA. B 82+85 RT (CENTERLINE TH #19) (2)
STA. B 83+05 - STA. B 85+75 (SOLID LT & RT)

TEMPORARY 24 INCH STOP BAR, PAINT
DURABLE 24 INCH STOP BAR (SEE OPTION ITEMS)
STOCKBRIDGE
STA. B 82+95 RT (TH #19)

TEMPORARY LETTER OR SYMBOL, PAINT
DURABLE LETTER OR SYMBOL (SEE OPTION ITEMS)
STOCKBRIDGE
STA. B 82+91 RT "STOP" (TH #19)

SIGN REMOVAL, FLAT SHEET ALUMINUM
STOCKBRIDGE
STA. B 81+82 LT
STA. B 83+08 RT



ENVIRONMENTALLY SENSITIVE LOCATION
STOCKBRIDGE
STA. B 80+25 - STA. B 82+60 RT (ARCHAEOLOGICAL)
STA. B 81+60 - STA. B 85+75 LT (WETLAND)
STA. B 85+31 - STA. B 85+75 RT (WETLAND)

SIGN LEGEND
R = REMOVE
RES = RESET
R&R = REMOVE & RESET
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = ----------
NEW = ————

0 20 40
SCALE IN FEET

vhb

PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234BDR_GEN101.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
PROJECT LAYOUT SHEET 101	SHEET 152 OF 424

UNDERDRAIN PIPE, 6 INCH
STOCKBRIDGE
STA. B 90+23 - STA. B 91+25 LT

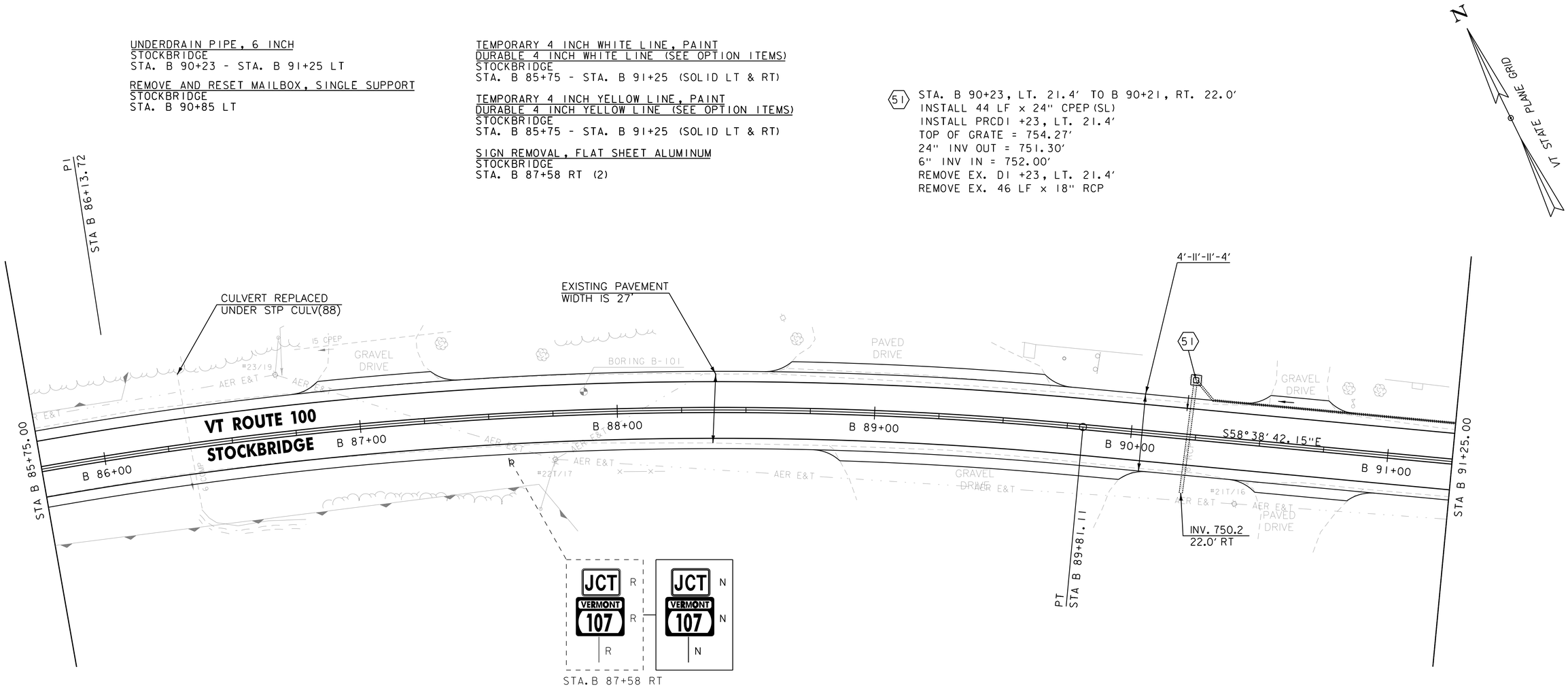
REMOVE AND RESET MAILBOX, SINGLE SUPPORT
STOCKBRIDGE
STA. B 90+85 LT

TEMPORARY 4 INCH WHITE LINE, PAINT
DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
STOCKBRIDGE
STA. B 85+75 - STA. B 91+25 (SOLID LT & RT)

TEMPORARY 4 INCH YELLOW LINE, PAINT
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
STOCKBRIDGE
STA. B 85+75 - STA. B 91+25 (SOLID LT & RT)

SIGN REMOVAL, FLAT SHEET ALUMINUM
STOCKBRIDGE
STA. B 87+58 RT (2)

51 STA. B 90+23, LT. 21.4' TO B 90+21, RT. 22.0'
INSTALL 44 LF x 24" CPEP(SL)
INSTALL PRCDI +23, LT. 21.4'
TOP OF GRATE = 754.27'
24" INV OUT = 751.30'
6" INV IN = 752.00'
REMOVE EX. DI +23, LT. 21.4'
REMOVE EX. 46 LF x 18" RCP



ENVIRONMENTALLY SENSITIVE LOCATION
STOCKBRIDGE
STA. B 85+75 - STA. B 86+14 LT (WETLAND)
STA. B 85+75 - STA. B 87+83 RT (WETLAND)

SIGN LEGEND
R = REMOVE
RES = RESET
R&R = REMOVE & RESET
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = ----------
NEW = ————————

0 20 40
SCALE IN FEET

vhb

PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234BDR_GEN102.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
PROJECT LAYOUT SHEET 102	SHEET 153 OF 424

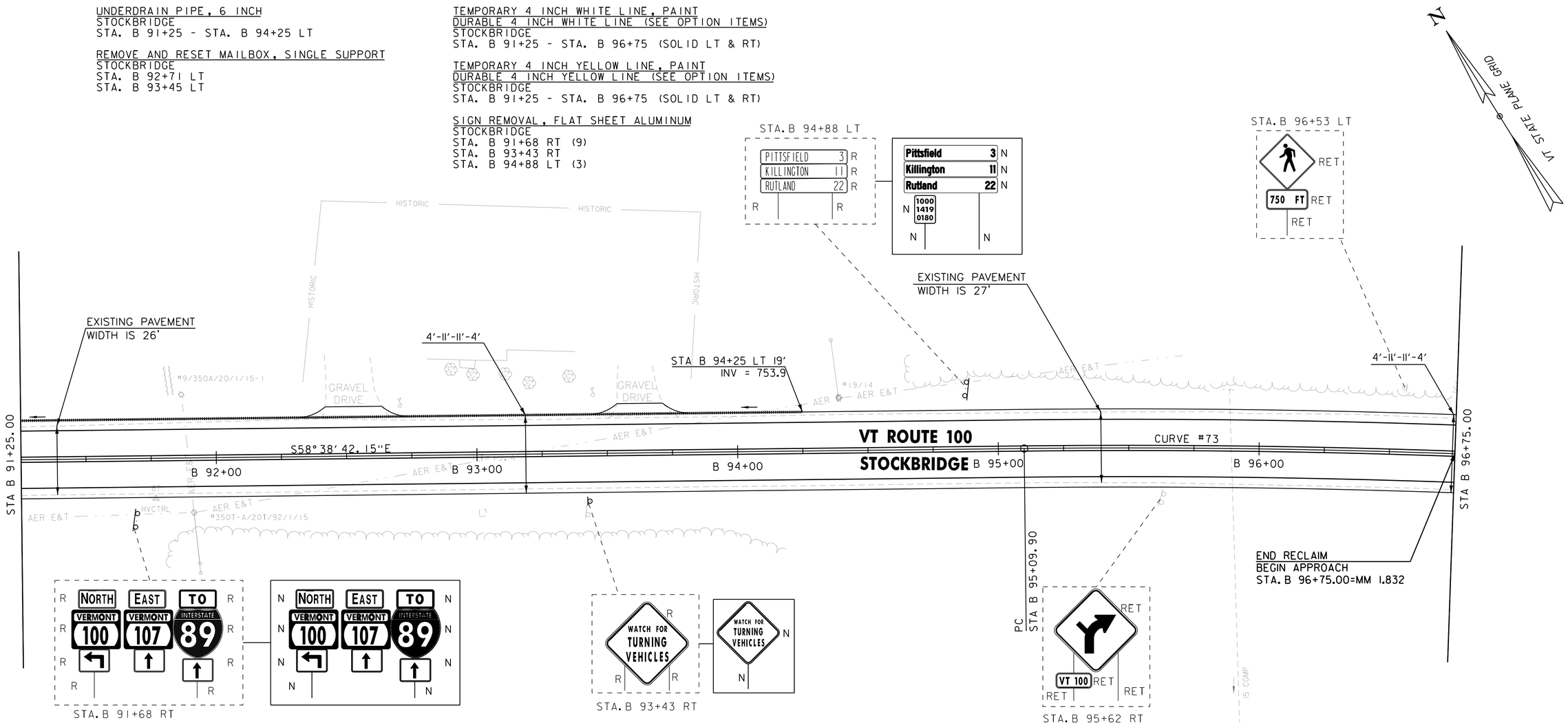
UNDERDRAIN PIPE, 6 INCH
STOCKBRIDGE
STA. B 91+25 - STA. B 94+25 LT

REMOVE AND RESET MAILBOX, SINGLE SUPPORT
STOCKBRIDGE
STA. B 92+71 LT
STA. B 93+45 LT

TEMPORARY 4 INCH WHITE LINE, PAINT
DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
STOCKBRIDGE
STA. B 91+25 - STA. B 96+75 (SOLID LT & RT)

TEMPORARY 4 INCH YELLOW LINE, PAINT
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
STOCKBRIDGE
STA. B 91+25 - STA. B 96+75 (SOLID LT & RT)

SIGN REMOVAL, FLAT SHEET ALUMINUM
STOCKBRIDGE
STA. B 91+68 RT (9)
STA. B 93+43 RT
STA. B 94+88 LT (3)



CURVE #73
DELTA = 3°20'21" RT
D = 1°36'50"
R = 3550.00'
T = 101.83'
L = 203.60'
E = 1.46'
BANKING 0.032 FT/FT
DESIGN SPEED 50 MPH
SEE SUPERELEVATION DIAGRAMS
FOR BANKING INFORMATION

ENVIRONMENTALLY SENSITIVE LOCATION
STOCKBRIDGE
STA. B 92+33 - STA. B 93+82 LT (HISTORIC)

SIGN LEGEND
R = REMOVE
RES = RESET
R&R = REMOVE & RESET
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = ----------
NEW = ————————

0 20 40
SCALE IN FEET

vhb

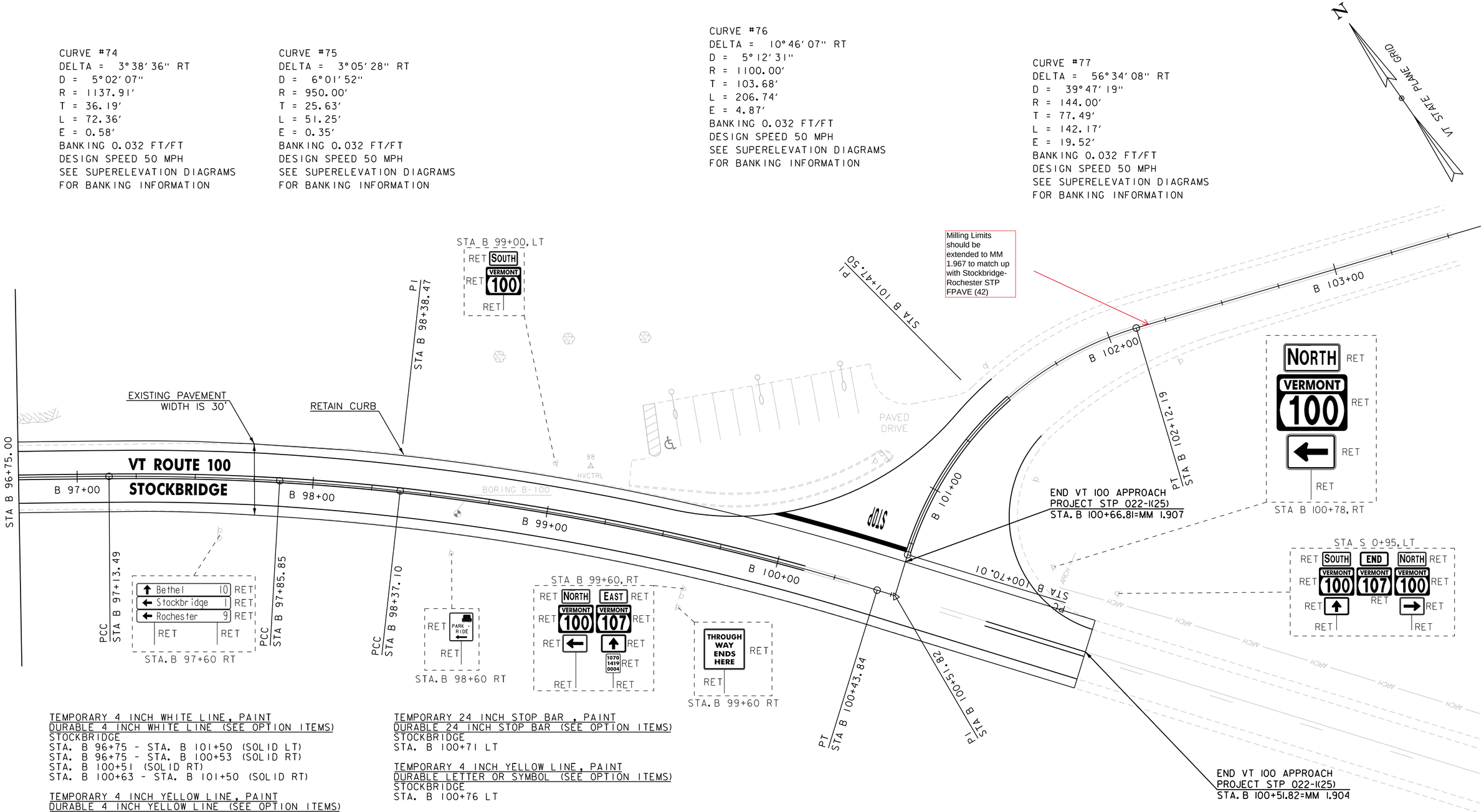
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234BDR_GEN103.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
PROJECT LAYOUT SHEET 103	SHEET 154 OF 424

CURVE #74
DELTA = 3°38′36" RT
D = 5°02′07"
R = 1137.91′
T = 36.19′
L = 72.36′
E = 0.58′
BANKING 0.032 FT/FT
DESIGN SPEED 50 MPH
SEE SUPERELEVATION DIAGRAMS
FOR BANKING INFORMATION

CURVE #75
DELTA = 3°05′28" RT
D = 6°01′52"
R = 950.00′
T = 25.63′
L = 51.25′
E = 0.35′
BANKING 0.032 FT/FT
DESIGN SPEED 50 MPH
SEE SUPERELEVATION DIAGRAMS
FOR BANKING INFORMATION

CURVE #76
DELTA = 10°46′07" RT
D = 5°12′31"
R = 1100.00′
T = 103.68′
L = 206.74′
E = 4.87′
BANKING 0.032 FT/FT
DESIGN SPEED 50 MPH
SEE SUPERELEVATION DIAGRAMS
FOR BANKING INFORMATION

CURVE #77
DELTA = 56°34′08" RT
D = 39°47′19"
R = 144.00′
T = 77.49′
L = 142.17′
E = 19.52′
BANKING 0.032 FT/FT
DESIGN SPEED 50 MPH
SEE SUPERELEVATION DIAGRAMS
FOR BANKING INFORMATION



TEMPORARY 4 INCH WHITE LINE, PAINT
DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
STOCKBRIDGE
STA. B 96+75 - STA. B 101+50 (SOLID LT)
STA. B 96+75 - STA. B 100+53 (SOLID RT)
STA. B 100+51 (SOLID RT)
STA. B 100+63 - STA. B 101+50 (SOLID RT)

TEMPORARY 4 INCH YELLOW LINE, PAINT
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
STOCKBRIDGE
STA. B 96+75 - STA. B 100+12 (SOLID LT & RT)
STA. B 100+53 RT (CENTERLINE VT-107) (2X)
STA. B 100+70 - STA. B 101+50 (SOLID LT & RT)

TEMPORARY 24 INCH STOP BAR, PAINT
DURABLE 24 INCH STOP BAR (SEE OPTION ITEMS)
STOCKBRIDGE
STA. B 100+71 LT

TEMPORARY 4 INCH YELLOW LINE, PAINT
DURABLE LETTER OR SYMBOL (SEE OPTION ITEMS)
STOCKBRIDGE
STA. B 100+76 LT

ENVIRONMENTALLY SENSITIVE LOCATION
STOCKBRIDGE
STA. B 100+80 - STA. B 101+10 RT (ARCHAEOLOGICAL)

SIGN LEGEND
R = REMOVE
RES = RESET
R&R = REMOVE & RESET
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = ----------
NEW = ————

0 20 40
SCALE IN FEET

PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234BDR_GEN104.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
PROJECT LAYOUT SHEET 104	SHEET 155 OF 424

VT 100 - KILLINGTON

Element	Point Type	Station	Northing	Easting	Radius	Length	Delta / Theta	Rotation Direction	Maximum Banking	Design Speed
Tangent	POB	0+51.20	425928.015	1559830.378						
	PC	1+98.65	426000.001	1559701.697						
Arc	PC	1+98.65	426000.001	1559701.697	350	160.23	26°13'47.72"	RIGHT	N/A	15
	PI	2+80.19	426039.812	1559630.532						
	CC		426305.454	1559872.572						
	PCC	3+58.88	426106.976	1559584.290						
Arc	PCC	3+58.88	426106.976	1559584.290	130	119.21	52°32'22.08"	RIGHT	0.060	15
	PI	4+23.04	426159.826	1559547.904						
	CC		426180.697	1559691.366						
	PRC	4+78.08	426220.853	1559567.724						
Arc	PRC	4+78.08	426220.853	1559567.724	550	512.95	53°26'10.77"	Left	0.060	30
	PI	7+54.92	426484.154	1559653.238						
	CC		426390.745	1559044.621						
	PT	9+91.04	426709.691	1559492.698						
Tangent	PT	9+91.04	426709.691	1559492.698						
	PC	13+34.78	426989.734	1559293.361						
Arc	PC	13+34.78	426989.734	1559293.361	2500	358.80	8°13'23.35"	Right	0.030	35
	PI	15+14.49	427136.141	1559189.146						
	CC		428439.491	1561330.075						
	PT	16+93.58	427295.948	1559106.944						
Tangent	PT	16+93.58	427295.948	1559106.944						
	PC	18+75.90	427458.078	1559023.547						
Arc	PC	18+75.90	427458.078	1559023.547	1300	323.69	14°15'58.77"	Left	0.060	45
	PI	20+38.59	427602.748	1558949.131						
	CC		426863.436	1557867.519						
	PT	21+99.60	427724.619	1558841.359						
Tangent	PT	21+99.60	427724.619	1558841.359						
	PC	23+06.98	427805.060	1558770.223						
Arc	PC	23+06.98	427805.060	1558770.223	1300	660.63	29°06'59.14"	Right	0.060	45
	PI	26+44.59	428057.968	1558546.572						
	CC		428666.243	1559744.063						
	PT	29+67.61	428387.742	1558474.245						
Tangent	PT	29+67.61	428387.742	1558474.245						
	PC	31+11.00	428527.800	1558443.527						
Arc	PC	31+11.00	428527.800	1558443.527	5000	274.70	3°08'52.07"	Left	0.020	45
	PI	32+48.38	428661.993	1558414.095						
	CC		427456.642	1553559.613						
	PT	33+85.69	428794.368	1558377.339						
Tangent	PT	33+85.69	428794.368	1558377.339						
	PC	36+93.07	429090.535	1558295.103						
Arc	PC	36+93.07	429090.535	1558295.103	800	229.56	16°26'27.88"	Right	0.058	35
	PI	38+08.64	429201.897	1558264.182						
	CC		429304.572	1559065.939						
	PT	39+22.63	429317.456	1558266.043						
Tangent	PT	39+22.63	429317.456	1558266.043						
	PC	40+31.62	429426.441	1558267.799						
Arc	PC	40+31.62	429426.441	1558267.799	800	194.22	13°54'36.23"	Left	0.058	35
	PI	41+29.22	429524.018	1558269.371						
	CC		429439.325	1557467.903						
	PT	42+25.85	429619.112	1558247.439						
Tangent	PT	42+25.85	429619.112	1558247.439						
	PC	43+40.02	429730.371	1558221.779						
Arc	PC	43+40.02	429730.371	1558221.779	1000	229.10	13°07'34.59"	Right	0.060	40
	PI	44+55.08	429842.480	1558195.923						
	CC		429955.105	1559196.199						
	PT	45+69.12	429957.531	1558196.202						

Element	Point Type	Station	Northing	Easting	Radius	Length	Delta / Theta	Rotation Direction	Maximum Banking	Design Speed
Tangent	PT	45+69.12	429957.531	1558196.202						
	PC	46+65.38	430053.788	1558196.435						
Arc	PC	46+65.38	430053.788	1558196.435	550	415.38	43°16'17.33"	Left	0.060	30
	PI	48+83.54	430271.945	1558196.965						
	CC		430055.123	1557646.437						
	PT	50+80.75	430431.151	1558047.814						
Tangent	PT	50+80.75	430431.151	1558047.814						
	PC	52+46.64	430552.212	1557934.398						
Arc	PC	52+46.64	430552.212	1557934.398	1650	328.65	11°24'44.82"	Right	0.058	50
	PI	54+11.52	430672.532	1557821.676						
	CC		431680.295	1559138.527						
	PT	55+75.30	430812.778	1557734.991						
Tangent	PT	55+75.30	430812.778	1557734.991						
	PC	58+42.10	431039.723	1557594.718						
Arc	PC	58+42.10	431039.723	1557594.718	800	396.81	28°25'11.06"	Right	0.060	35
	PI	60+44.67	431212.041	1557488.209						
	CC		431460.338	1558275.220						
	PT	62+38.91	431414.283	1557476.547						
Tangent	PT	62+38.91	431414.283	1557476.547						
	PC	68+98.40	432072.682	1557438.581						
Arc	PC	68+98.40	432072.682	1557438.581	1500	466.43	17°48'58.51"	Right	0.062	50
	PI	71+33.51	432307.404	1557425.046						
	CC		432159.035	1558936.093						
	PT	73+64.83	432535.010	1557483.976						
Tangent	PT	73+64.83	432535.010	1557483.976						
	PC	76+95.38	432855.009	1557566.829						
Arc	PC	76+95.38	432855.009	1557566.829	850	361.68	24°22'47.77"	Right	0.056	35
	PI	78+79.00	433032.768	1557612.854						
	CC		432641.956	1558389.695						
	PT	80+57.07	433175.678	1557728.151						
Tangent	PT	80+57.07	433175.678	1557728.151						
	PC	81+63.93	433258.852	1557795.254						
Arc	PC	81+63.93	433258.852	1557795.254	710	499.43	40°18'10.53"	Left	0.062	35
	PI	84+24.48	433461.632	1557958.853						
	CC		433704.666	1557242.669						
	PT	86+63.36	433722.100	1557952.455						
Tangent	PT	86+63.36	433722.100	1557952.455						
	PC	87+29.80	433788.520	1557950.824						
Arc	PC	87+29.80	433788.520	1557950.824	730	555.69	43°36'52.95"	Left	0.060	35
	PI	90+21.89	434080.520	1557943.652						
	CC		433770.596	1557221.044						
	PT	92+85.49	434286.979	1557737.037						
Tangent	PT	92+85.49	434286.979	1557737.037						
	PC	94+58.89	434409.541	1557614.382						
Arc	PC	94+58.89	434409.541	1557614.382	760	343.07	25°51'50.78"	Right	0.068	35
	PI	96+33.40	434532.892	1557490.938						
	CC		434947.145	1558151.580						
	PT	98+01.96	434697.738	1557433.669						
Tangent	PT	98+01.96	434697.738	1557433.669						
	PC	100+09.86	434894.123	1557365.443						
Arc	PC	100+09.86	434894.123	1557365.443	1400	474.97	19°26'18.17"	Right	0.048	40
	PI	102+49.65	435120.632	1557286.752						
	CC		435353.558	1558687.911						
	PT	104+84.83	435360.419	1557287.928						
Tangent	PT	104+84.83	435360.419	1557287.928						
	PC	106+19.80	435495.386	1557288.589						

Element	Point Type	Station	Northing	Easting	Radius	Length	Delta / Theta	Rotation Direction	Maximum Banking	Design Speed
Arc	PC	106+19.80	435495.386	1557288.589	1850	365.14	11°18'31.25"	Right	0.046	45
	PI	108+02.96	435678.550	1557289.487						
	CC		435486.320	1559138.567						
	PT	109+84.94	435857.981	1557326.284						
Tangent	PT	109+84.94	435857.981	1557326.284						
	PC	113+73.36	436238.482	1557404.317						
Arc	PC	113+73.36	436238.482	1557404.317	2000	149.17	04°16'23.83"	Left	0.038	40
	PI	114+47.98	436311.578	1557419.307						
	CC		436640.278	1555445.093						
	PT	115+22.52	436385.588	1557428.810						
Tangent	PT	115+22.52	436385.588	1557428.810						
	PC	116+10.11	436472.459	1557439.963						
Arc	PC	116+10.11	436472.459	1557439.963	580	638.18	63°02'33.74"	Left	0.060	30
	PI	119+65.83	436825.285	1557485.262						
	CC		436546.319	1556864.685						
	PT	122+48.28	437025.607	1557191.308						
Tangent	PT	122+48.28	437025.607	1557191.308						
	PC	124+15.91	437120.006	1557052.788						
Arc	PC	124+15.91	437120.006	1557052.788	900	347.27	22°06'28.38"	Right	0.060	35
	PI	125+91.73	437219.019	1556907.496						
	CC		437863.729	1557559.617						
	PT	127+63.18	437365.433	1556810.150						
Tangent	PT	127+63.18	437365.433	1556810.150						
	PC	131+06.80	437651.580	1556619.900						
Arc	PC	131+06.80	437651.580	1556619.900	600	472.96	45°09'50.39"	Left	0.060	30
	PI	133+56.34	437859.377	1556481.742						
	CC		437319.382	1556120.255						
	PT	135+79.76	437907.920	1556236.974						
Tangent	PT	135+79.76	437907.920	1556236.974						
	PC	136+36.73	437919.002	1556181.092						
Arc	PC	136+36.73	437919.002	1556181.092	2000	250.94	7°11'19.84"	Right	0.030	35
	PI	137+62.36	437943.442	1556057.858						
	CC		439880.795	1556570.155						
	PT	138+87.67	437983.111	1555938.652						
Tangent	PT	138+87.67	437983.111	1555938.652						
	PC	141+73.96	438073.508	1555667.006						
Arc	PC	141+73.96	438073.508	1555667.006	660	574.21	49°50'53.60"	Right	0.060	30
	PI	144+80.66	438170.349	1555375.997						
	CC		438699.744	1555875.402						
	PT	147+48.17	438455.223	1555262.369						
Tangent	PT	147+48.17	438455.223	1555262.369						
	PC	160+08.69	439626.040	1554795.365						
Arc	PC	160+08.69	439626.040	1554795.365	2800	392.22	8°01'33.22"	Left	0.028	40
	PI	162+05.12	439808.493	1554722.591						
	CC		438588.681	1552194.618						
	PT	164+00.91	439978.997	1554625.054						
Tangent	PT	164+00.91	439978.997	1554625.054						
	PC	164+39.11	440012.162	1554606.083						
Arc	PC	164+39.11	440012.162	1554606.083	2000	245.01	7°01'08.08"	Right	0.038	40
	PI	165+61.77	440118.629	1554545.179						
	CC		441005.245	1556342.109						
	PT	166+84.12	440231.741	1554497.741						
Tangent	PT	166+84.12	440231.741	1554497.741						
	PC	171+48.48	440659.969	1554318.148						
Arc	PC	171+48.48	440659.969	1554318.148	1900	507.92	15°19'00.10"	Right	0.038	40
	PI	174+03.97	440895.572	1554219.339						
	CC		441394.798	1556070.297						
	PT	176+56.40	441148.907	1554186.275						

POB = POINT OF BEGINNING
PC = POINT OF CURVATURE
PCC = POINT OF COMPOUND CURVATURE
PRC = POINT OF REVERSE CURVATURE

PT = POINT OF TANGENCY
PI = POINT OF INTERSECTION
CC = CENTER OF CURVE
POE = POINT OF ENDING

DATUM
VERTICAL NAVD 88
HORIZONTAL NAD 83/ CORS 96

PROJECT NAME: KILLINGTON - STOCKBRIDGE
PROJECT NUMBER: ER STP 022-1(25)

FILE NAME: z12B234_hor_table.dgn
PROJECT LEADER: E.P. DETRICK
DESIGNED BY: B.M. ROBERTS
HORIZONTAL ALIGNMENT TABLE SHEET 1
PLOT DATE: 7/17/2024
DRAWN BY: B.M. ROBERTS
CHECKED BY: E.P. DETRICK
SHEET 156 OF 424

Element	Point Type	Station	Northing	Easting	Radius	Length	Delta / Theta	Rotation Direction	Maximum Banking	Design Speed
Tangent	PT	176+56.40	441148.907	1554186.275						
	PC	178+96.62	441387.109	1554155.187						
Arc	PC	178+96.62	441387.109	1554155.187	2000	303.43	8°41'33.91"	Right	0.040	40
	PI	180+48.63	441537.839	1554135.514						
	CC		441645.941	1556138.367						
	PT	182+00.06	441689.811	1554138.849						
Tangent	PT	182+00.06	441689.811	1554138.849						
	PC	183+65.65	441855.363	1554142.481						
Arc	PC	183+65.65	441855.363	1554142.481	1000	250.71	14°21'51.91"	Left	0.060	40
	PI	184+91.66	441981.347	1554145.245						
	CC		441877.299	1553142.721						
	PT	186+16.36	442104.078	1554116.668						
Tangent	PT	186+16.36	442104.078	1554116.668						
	PC	191+66.29	442639.682	1553991.955						
Arc	PC	191+66.29	442639.682	1553991.955	1175	931.06	45°24'01.87"	Right	0.054	40
	PI	196+57.81	443118.395	1553880.488						
	CC		442906.147	1555136.341						
	PT	200+97.35	443533.890	1554143.082						
Tangent	PT	200+97.35	443533.890	1554143.082						
	PC	202+20.43	443637.940	1554208.842						
Arc	PC	202+20.43	443637.940	1554208.842	1000	297.02	17°01'04.80"	Right	0.060	40
	PI	203+70.05	443764.410	1554288.772						
	CC		443103.691	1555054.169						
	PT	205+17.45	443861.950	1554402.216						
Tangent	PT	205+17.45	443861.950	1554402.216						
	PC	207+04.63	443983.981	1554544.146						
Arc	PC	207+04.63	443983.981	1554544.146	625	268.39	24°36'14.45"	Left	0.080	45
	Back Station	208+25.98	444071.503	1554627.926						
	Ahead Station	A 0+00.00								
	PI	A 0+14.95	444072.839	1554647.793						
	CC		444457.894	1554136.675						
	PT	A 1+47.04	444196.658	1554704.461						

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Element	Point Type	Station	Northing	Easting	Radius	Length	Delta / Theta	Rotation Direction	Maximum Banking	Design Speed
Tangent	PT	A 1+47.04	444196.658	1554704.461						
	PC	A 2+75.02	444312.920	1554757.953						
Arc	PC	A 2+75.02	444312.920	1554757.953	1200	254.49	12°09'03.14"	Right	0.054	40
	PI	A 4+02.74	444428.951	1554811.338						
	CC		443811.347	1555848.102						
	PT	A 5+29.51	444531.145	1554887.950						
Tangent	PT	A 5+29.51	444531.145	1554887.950						
	PC	A 6+42.94	444621.908	1554955.993						
Arc	PC	A 6+42.94	444621.908	1554955.993	400	221.48	31°43'29.57"	Left	0.078	35
	PI	A 7+56.60	444712.850	1555024.169						
	CC		444861.841	1554635.942						
	PT	A 8+64.42	444826.054	1555034.338						
Tangent	PT	A 8+64.42	444826.054	1555034.338						
	PC	A 9+50.74	444912.027	1555042.061						
Arc	PC	A 9+50.74	444912.027	1555042.061	3000	180.13	3°26'24.94"	Right	0.026	40
	PI	A 10+40.84	445001.758	1555050.121						
	CC		444643.624	1558030.030						
	PT	A 11+30.87	445090.845	1555063.552						
Tangent	PT	A 11+30.87	445090.845	1555063.552						
	PC	A 12+84.60	445242.850	1555086.468						
Arc	PC	A 12+84.60	445242.850	1555086.468	800	245.95	17°36'54.60"	Left	0.058	35
	PI	A 14+08.55	445365.420	1555104.946						
	CC		445362.109	1554295.407						
	PT	A 15+30.55	445487.834	1555085.466						

Element	Point Type	Station	Northing	Easting	Radius	Length	Delta / Theta	Rotation Direction	Maximum Banking	Design Speed
Tangent	PT	A 15+30.55	445487.834	1555085.466						
	PC	A 16+68.05	445623.626	1555063.857						
Arc	PC	A 16+68.05	445623.626	1555063.857	600	290.51	27°44'29.69"	Right	0.066	35
	PI	A 18+16.21	445769.945	1555040.572						
	CC		445717.920	1555656.401						
	PT	A 19+58.56	445910.285	1555088.074						
Tangent	PT	A 19+58.56	445910.285	1555088.074						
	PC	A 20+74.01	446019.637	1555125.087						
Arc	PC	A 20+74.01	446019.637	1555125.087	500	346.14	39°39'54.49"	Left	0.072	35
	PI	A 22+54.34	446190.450	1555182.902						
	CC		446179.941	1554651.480						
	PT	A 24+20.15	446358.844	1555118.378						
Tangent	PT	A 24+20.15	446358.844	1555118.378						
	PC	A 25+37.84	446468.737	1555076.270						
Arc	PC	A 25+37.84	446468.737	1555076.270	1000	397.71	22°47'13.63"	Right	0.045	30
	PI	A 27+39.35	446656.914	1555004.166						
	CC		446826.543	1556010.066						
	PT	A 29+35.55	446858.331	1555010.572						
Tangent	PT	A 29+35.55	446858.331	1555010.572						
	PC	A 42+05.20	448127.346	1555050.932						
Arc	PC	A 42+05.20	448127.346	1555050.932	750	456.60	34°52'54.40"	Right	0.065	35
	PI	A 44+40.83	448362.850	1555058.422						
	CC		448103.505	1555800.553						
	PT	A 46+61.80	448551.759	1555199.248						
Tangent	PT	A 46+61.80	448551.759	1555199.248						
	PC	A 49+05.79	448747.372	1555345.071						
Arc	PC	A 49+05.79	448747.372	1555345.071	1100	462.38	24°05'03.41"	Left	0.074	50
	PI	A 51+40.45	448935.506	1555485.319						
	CC		449404.812	1554463.157						
	PT	A 53+68.17	449164.496	1555536.585						
Tangent	PT	A 53+68.17	449164.496	1555536.585						
	PC	A 55+99.44	449390.180	1555587.111						
Arc	PC	A 55+99.44	449390.180	1555587.111	2600	767.87	16°55'17.46"	Left	0.040	45
	PI	A 59+86.20	449767.590	1555671.604						
	CC		449958.200	1553049.917						
	PT	A 63+67.32	450153.253	1555642.590						
Tangent	PT	A 63+67.32	450153.253	1555642.590						
	PC	A 65+64.82	450350.202	1555627.773						
Arc	PC	A 65+64.82	450350.202	1555627.773	850	206.10	13°53'32.58"	Right	0.076	45
	PI	A 66+68.38	450453.467	1555620.004						
	CC		450413.969	1556475.377						
	PT	A 67+70.92	450555.577	1555637.256						
Tangent	PT	A 67+70.92	450555.577	1555637.256						
	PC	A 68+82.79	450665.884	1555655.893						
Arc	PC	A 68+82.79	450665.884	1555655.893	8150	920.65	6°28'20.21"	Left	NC	50
	PI	A 73+43.61	451120.257	1555732.663						
	CC		452023.647	1547619.789						
	PT	A 78+03.44	451580.388	1555757.726						
Tangent	PT	A 78+03.44	451580.388	1555757.726						
	PC	A 82+76.29	452052.543	1555783.443						
Arc	PC	A 82+76.29	452052.543	1555783.443	15000	421.04	1°36'29.65"	Right	NC	50
	PI	A 84+86.83	452262.763	1555794.894						
	CC		451236.729	1570761.242						
	PT	A 86+97.33	452472.579	1555812.239						
Tangent	PT	A 86+97.33	452472.579	1555812.239						
	PC	A 91+74.27	452947.896	1555851.534						

Element	Point Type	Station	Northing	Easting	Radius	Length	Delta / Theta	Rotation Direction	Maximum Banking	Design Speed
Arc	PC	A 91+74.27	452947.896	1555851.534	2000	577.40	16°32'28.53"	Left	0.052	50
	PI	A 94+64.99	453237.629	1555875.487						
	CC		453112.676	1553858.334						
	PT	A 97+51.67	453522.191	1555815.959						
Tangent	PT	A 97+51.67	453522.191	1555815.959						
	PC	A 102+81.70	454040.990	1555707.432						
Arc	PC	A 102+81.70	454040.990	1555707.432	1200	348.90	16°39'31.32"	Right	0.053	40
	PI	A 104+57.38	454212.956	1555671.459						
	CC		454286.699	1556882.007						
	PT	A 106+30.59	454388.018	1555686.292						
Tangent	PT	A 106+30.59	454388.018	1555686.292						
	PC	A 108+23.79	454580.519	1555702.604						
Arc	PC	A 108+23.79	454580.519	1555702.604	2500	404.51	9°16'14.23"	Left	0.044	50
	PI	A 110+26.48	454782.491	1555719.718						
	CC		454791.601	1553211.531						
	PT	A 112+28.29	454984.582	1555704.072						
Tangent	PT	A 112+28.29	454984.582	1555704.072						
	PC	A 113+98.46	455154.246	1555690.936						
Arc	PC	A 113+98.46	455154.246	1555690.936	2300	225.56	5°37'08.47"	Right	0.028	35
	PI	A 115+11.34	455266.781	1555682.223						
	CC		455331.789	1557984.073						
	PT	A 116+24.03	455379.628	1555684.570						
Tangent	PT	A 116+24.03	455379.628	1555684.570						
	PC	A 118+61.87	455617.420	1555689.517						
Arc	PC	A 118+61.87	455617.420	1555689.517	6700	455.77	3°53'51.39"	Left	0.020	50
	PI	A 120+89.84	455845.346	1555694.259						
	CC		455756.775	1548990.967						
	PT	A 123+17.64	456073.067	1555683.497						
Tangent	PT	A 123+17.64	456073.067	1555683.497						
	PC	A 126+13.44	456368.535	1555669.533						
Arc	PC	A 126+13.44	456368.535	1555669.533	2100	531.67	14°30'20.91"	Right	0.0225	30
	PI	A 128+80.70	456635.499	1555656.916						
	CC		456467.672	1557767.192						
	PT	A 131+45.11	456897.113	1555711.570						
Tangent	PT	A 131+45.11	456897.113	1555711.570						
	PC	A 134+72.63	457217.715	1555778.547						
Arc	PC	A 134+72.63	457217.715	1555778.547	1000	365.55	20°56'39.30"	Left	0.060	40
	PI	A 136+57.47	457398.645	1555816.346						
	CC		457422.211	1554799.680						
	PT	A 138+38.18	457581.132	1555786.971						
Tangent	PT	A 138+38.18	457581.132	1555786.971						
	PC	A 139+88.33	457729.372	1555763.110						
Arc	PC	A 139+88.33	457729.372	1555763.110	900	369.90	23°32'55.03"	Right	0.060	35
	PI	A 141+75.92	457914.586	1555733.296						
	CC		457872.400	1556651.672						
	PT	A 143+58.23	458096.287	1555779.964						
Tangent	PT	A 143+58.23	458096.287	1555779.964						
	PC	A 162+71.82	459949.727	1556255.997						
Arc	PC	A 162+71.82	459949.727	1556255.997	1500	289.44	11°03'21.24"	Left	0.062	50
	PI	A 164+16.99	460090.335	1556292.111						
	CC		460322.872	1554803.151						
	PT	A 165+61.26	460235.260	1556300.590						
Tangent	PT	A 165+61.26	460235.260	1556300.590						
	PC	A 167+47.91	460421.588	1556311.492						

DATUM

VERTICAL NAVD 88

HORIZONTAL NAD 83/ CORS 96

POB = POINT OF BEGINNING
PC = POINT OF CURVATURE
PCC = POINT OF COMPOUND CURVATURE
PRC = POINT OF REVERSE CURVATURE

PT = POINT OF TANGENCY
PI = POINT OF INTERSECTION
CC = CENTER OF CURVE
POE = POINT OF ENDING

PROJECT NAME: KILLINGTON - STOCKBRIDGE
PROJECT NUMBER: ER STP 022-1(25)

FILE NAME: z12B234_hor_table.dgn
PROJECT LEADER: E.P. DETRICK
DESIGNED BY: B.M. ROBERTS
HORIZONTAL ALIGNMENT TABLE SHEET 2

PLOT DATE: 7/17/2024
DRAWN BY: B.M. ROBERTS
CHECKED BY: E.P. DETRICK
SHEET 157 OF 424

Element	Point Type	Station	Northing	Easting	Radius	Length	Delta / Theta	Rotation Direction	Maximum Banking	Design Speed
Arc	PC	A 167+47.91	460421.588	1556311.492	950	644.95	38°53'51.51"	Right	0.060	*35
	PI	A 170+83.37	460756.473	1556331.086						
	CC		460366.100	1557259.870						
	PT	A 173+92.86	461004.800	1556556.619						
Tangent	PT	A 173+92.86	461004.800	1556556.619						
	PC	A 181+25.95	461547.479	1557049.487						
Arc	PC	A 181+25.95	461547.479	1557049.487	2100	535.13	14°36'01.28"	Left	0.030	35
	PI	A 183+94.97	461746.627	1557230.356						
	CC		462959.344	1555494.933						
	PT	A 186+61.08	461984.937	1557355.183						
Tangent	PT	A 186+61.08	461984.937	1557355.183						
	PC	A 188+85.94	462184.126	1557459.520						
Arc	PC	A 188+85.94	462184.126	1557459.520	1000	138.34	7°55'35.41"	Right	0.020	30
	PI	A 189+55.22	462245.499	1557491.667						
	CC		461720.122	1558345.353						
	PT	A 190+24.28	462301.852	1557531.970						
Tangent	PT	A 190+24.28	462301.852	1557531.970						
	PC	A 191+48.03	462402.504	1557603.957						
Arc	PC	A 191+48.03	462402.504	1557603.957	850	564.97	38°04'59.22"	Left	0.048	30
	PI	A 194+41.40	462641.125	1557774.618						
	CC		462896.974	1556912.582						
	PT	A 197+13.00	462934.212	1557761.766						
Tangent	PT	A 197+13.00	462934.212	1557761.766						
	PC	A 203+80.28	463600.849	1557732.533						
Arc	PC	A 203+80.28	463600.849	1557732.533	15000	243.15	0°55'43.59"	Right	NC	70
	PI	A 205+01.86	463722.311	1557727.207						
	CC		464257.978	1572718.132						
	PT	A 206+23.43	463843.844	1557723.850						
Tangent	PT	A 206+23.43	463843.844	1557723.850						
	PC	A 207+42.04	463962.406	1557720.576						
Arc	PC	A 207+42.04	463962.406	1557720.576	700	449.26	36°46'19.89"	Right	0.060	35
	PI	A 209+74.71	464194.987	1557714.152						
	CC		463981.732	1558420.309						
	PT	A 211+91.30	464385.136	1557848.238						
Tangent	PT	A 211+91.30	464385.136	1557848.238						
	PC	A 218+02.32	464884.487	1558200.362						
Arc	PC	A 218+02.32	464884.487	1558200.362	1450	777.36	30°43'01.37"	Right	0.048	40
	PI	A 222+00.58	465209.969	1558429.880						
	CC		464048.865	1559385.367						
	PT	A 225+79.68	465372.548	1558793.453						
Tangent	PT	A 225+79.68	465372.548	1558793.453						
	PC	A 229+80.00	465535.964	1559158.895						
Arc	PC	A 229+80.00	465535.964	1559158.895	10000	362.83	2°04'43.96"	Left	NC	55
	PI	A 231+61.43	465610.029	1559324.525						
	CC		474664.815	1555076.731						
	PT	A 233+42.83	465690.054	1559487.360						
Tangent	PT	A 233+42.83	465690.054	1559487.360						
	PC	A 236+52.23	465826.517	1559765.036						
Arc	PC	A 236+52.23	465826.517	1559765.036	1200	376.58	17°58'49.15"	Right	0.070	50
	PI	A 238+42.08	465910.253	1559935.422						
	CC		464749.546	1560294.312						
	PT	A 240+28.80	465937.303	1560123.336						
Tangent	PT	A 240+28.80	465937.303	1560123.336						
	PC	A 241+88.12	465960.003	1560281.028						

Element	Point Type	Station	Northing	Easting	Radius	Length	Delta / Theta	Rotation Direction	Maximum Banking	Design Speed
Arc	PC	A 241+88.12	465960.003	1560281.028	2900	474.15	9°22'04.00"	Left	0.032	45
	PI	A 244+25.72	465993.856	1560516.206						
	CC		468830.416	1559867.835						
	PT	A 246+62.27	466065.539	1560742.738						
Tangent	PT	A 246+62.27	466065.539	1560742.738						
	PC	A 250+95.10	466196.121	1561155.406						
Arc	PC	A 250+95.10	466196.121	1561155.406	980	614.93	35°57'07.13"	Right	0.040	25
	PI	A 254+13.07	466292.049	1561458.558						
	CC		465261.783	1561451.063						
	Back Station	A 256+00.13	466220.485	1561654.266						
	Ahead Station	B 0+00.00								
	PI	B 0+55.08	466209.100	1561708.020						
	CC		465261.780	1561451.060						
	PT	B 1+10.03	466191.720	1561760.280						

VT 100 - STOCKBRIDGE

Element	Point Type	Station	Northing	Easting	Radius	Length	Delta / Theta	Rotation Direction	Maximum Banking	Design Speed
Tangent	PT	B 1+10.03	466191.720	1561760.280						
	PC	B 4+78.18	466075.560	1562109.620						
Arc	PC	B 4+78.18	466075.560	1562109.620	1100	595.70	31°01'41.85"	Left	0.056	40
	PI	B 7+83.53	465979.210	1562399.370						
	CC		467119.370	1562456.710						
	PT	B 10+73.88	466046.010	1562697.330						
Tangent	PT	B 10+73.88	466046.010	1562697.330						
	PC	B 32+44.20	466520.760	1564815.080						
Arc	PC	B 32+44.20	466520.760	1564815.080	630	552.23	50°13'22.57"	Right	0.074	40
	PI	B 35+39.47	466585.350	1565103.200						
	CC		465906.020	1564952.890						
	PT	B 37+96.43	466405.240	1565337.170						
Tangent	PT	B 37+96.43	466405.240	1565337.170						
	PC	B 43+24.45	466083.160	1565755.590						
Arc	PC	B 43+24.45	466083.160	1565755.590	2750	360.44	7°30'35.00"	Left	NC	25
	PI	B 45+04.93	465973.080	1565898.610						
	CC		468262.330	1567433.010						
	PT	B 46+84.89	465882.630	1566054.780						
Tangent	PT	B 46+84.89	465882.630	1566054.780						
	PC	B 49+63.02	465743.230	1566295.470						
Arc	PC	B 49+63.02	465743.230	1566295.470	1600	722.76	25°52'55.43"	Left	0.060	50
	PI	B 53+30.68	465558.970	1566613.620						
	CC		467127.790	1567097.350						
	PT	B 56+85.79	465532.070	1566980.290						
Tangent	PT	B 56+85.79	465532.070	1566980.290						
	PC	B 71+26.17	465426.690	1568416.810						
Arc	PC	B 71+26.17	465426.690	1568416.810	8150	186.25	1°18'33.81"	Right	NC	50
	PI	B 72+19.30	465419.880	1568509.690						
	CC		457298.530	1567820.530						
	PT	B 73+12.43	465410.940	1568602.390						
Tangent	PT	B 73+12.43	465410.940	1568602.390						
	PC	B 73+43.73	465407.940	1568633.550						
Arc	PC	B 73+43.73	465407.940	1568633.550	10000	442.20	2°32'01.11"	Left	NC	55
	PI	B 75+64.87	465386.730	1568853.670						
	CC		475361.820	1569592.880						
	PT	B 77+85.93	465375.260	1569074.510						
Tangent	PT	B 77+85.93	465375.260	1569074.510						
	PC	B 82+30.60	465352.210	1569518.580						

Element	Point Type	Station	Northing	Easting	Radius	Length	Delta / Theta	Rotation Direction	Maximum Banking	Design Speed
Arc	PC	B 82+30.60	465352.210	1569518.580	1515	750.51	28°23'00.78"	Right	0.062	50
	PI	B 86+13.72	465332.350	1569901.190						
	CC		463839.250	1569440.040						
	PT	B 89+81.11	465133.000	1570228.360						
Tangent	PT	B 89+81.11	465133.000	1570228.360						
	PC	B 95+09.90	464857.850	1570679.920						
Arc	PC	B 95+09.90	464857.850	1570679.920	3550	203.60	3°17'10.00"	Right	0.032	50
	PI	B 96+11.72	464804.870	1570766.870						
	CC		461826.290	1568832.720						
	PCC	B 97+13.49	464746.990	1570850.650						
Arc	PCC	B 97+13.49	464746.990	1570850.650	1137.91	72.36	3°38'36.00"	Right		50
	PI	B 97+49.68	464726.410	1570880.420						
	CC		463810.790	1570203.820						
	PCC	B 97+85.85	464703.990	1570908.830						
Arc	PCC	B 97+85.85	464703.990	1570908.830	950	51.25	3°05'28.00"	Right		50
	PI	B 98+11.48	464688.110	1570928.950						
	CC		463958.290	1570320.250						
	PT	B 98+37.10	464671.170	1570948.190						
Arc	PCC	B 98+37.10	464671.170	1570948.190	1100	206.74	10°46'07.00"	Right		50
	PI	B 99+40.78	464602.640	1571025.990						
	CC		463845.730	1570221.100						
	PT	B 100+43.84	464520.780	1571089.610						
Tangent	PT	B 100+43.84	464520.780	1571089.610						
	PI	B 100+51.82	464514.480	1571094.510						
Tangent	PI	B 100+51.82	464514.480	1571094.510						
	PC	B 100+70.01	464525.690	1571108.830						
Arc	PC	B 100+70.01	464525.690	1571108.830	144	142.17	56°34'08.00"	Right		25
	PI	B 101+47.50	464573.440	1571169.850						
	CC		464412.280	1571197.570						
	PT	B 102+12.19	464548.820	1571243.330						
Tangent	PT	B 102+12.19	464548.820	1571243.330						
	POE	B 103+76.82	464496.510	1571399.430						

VT 100 APPROACH

Element	Point Type	Station	Northing	Easting	Radius	Length	Delta / Theta	Rotation Direction	Maximum Banking	Design Speed
Tangent	POB	300+00.00	425852.850	1559275.465						
	PC	301+01.13	425916.321	1559354.190						
Arc	PC	301+01.13	425916.321	1559354.190	675	318.25	27°00'48.65"	Left	0.062	20
	PI	302+63.26	426018.087	1559480.413						
	CC		426441.805	1558930.525						
	PCC	304+19.37	426166.081	1559546.643						
Arc	PCC	304+19.37	426166.081	1559546.643	550	58.72	6°07'00.45"	Left	0.068	30
	PI	304+48.76	426192.904	1559558.647						
	CC		426390.745	1559044.621						
	POE	304+78.09	426220.853	1559567.724						
	VT 100	4+78.08								

* E_{MAX} = 6% FOR TOWN HIGHWAY INTERSECTION

POB = POINT OF BEGINNING
PC = POINT OF CURVATURE
PCC = POINT OF COMPOUND CURVATURE
PRC = POINT OF REVERSE CURVATURE

PT = POINT OF TANGENCY
PI = POINT OF INTERSECTION
CC = CENTER OF CURVE
POE = POINT OF ENDING

DATUM
VERTICAL NAVD 88
HORIZONTAL NAD 83/ CORS 96

PROJECT NAME: KILLINGTON - STOCKBRIDGE
PROJECT NUMBER: ER STP 022-1(25)

FILE NAME: z12B234_hor_table.dgn
PROJECT LEADER: E.P. DETRICK
DESIGNED BY: B.M. ROBERTS
HORIZONTAL ALIGNMENT TABLE SHEET 3
PLOT DATE: 7/17/2024
DRAWN BY: B.M. ROBERTS
CHECKED BY: E.P. DETRICK
SHEET 158 OF 424

Element	Type	Station	Elevation	Length	Entrance Grade	Exit Grade	K	Middle Ordinate	SSD/HSD
Linear	POB	1+09.00	1695.55	8.62	-6.4605%				
	PVC	1+17.62	1694.99						
Symmetrical Parabola	PVC	1+17.62	1694.99	50.00	-6.4605%	-7.8452%	36	-0.09	801
	PVI	1+42.62	1693.38						
	POVC	1+50.00	1692.75						
	PVCC	1+67.62	1691.42						
Symmetrical Parabola	PVCC	1+67.62	1691.42	50.00	-7.8452%	-8.7000%	58	-0.05	1294
	PVI	1+92.62	1689.45						
	POVC	2+00.00	1688.79						
	PVT	2+17.62	1687.28						
Linear	PVT	2+17.62	1687.28	15.88	-8.7000%				
	PVC	2+33.50	1685.90						
Symmetrical Parabola	PVC	2+33.50	1685.90	95.00	-8.7000%	-3.5000%	18	0.62	130
	POVC	2+50.00	1684.54						
	PVI	2+81.00	1681.76						
	POVC	3+00.00	1681.32						
	PVT	3+28.50	1680.10						
Linear	PVT	3+28.50	1680.10	26.74	-3.5000%				
	POVT	3+50.00	1679.35						
	PVC	3+55.24	1679.17						
Symmetrical Parabola	PVC	3+55.24	1679.17	55.00	-3.5000%	-10.6100%	8	-0.49	179
	PVI	3+82.74	1677.76						
	POVC	4+00.00	1676.30						
	PVT	4+10.24	1675.29						
Linear	PVT	4+10.24	1675.29	39.76	-10.6100%				
	PVI	4+50.00	1671.07						
Linear	PVI	4+50.00	1671.07	28.08	-10.8800%				
	PVI	4+78.08	1668.01						
Linear	PVI	4+78.08	1668.01	21.92	-11.1200%				
	PVI	5+00.00	1665.57						
Linear	PVI	5+00.00	1665.57	193.00	-11.3820%				
	POVT	5+50.00	1659.88						
	POVT	6+00.00	1654.19						
	POVT	6+50.00	1648.50						
	PVC	6+93.00	1643.61						
Symmetrical Parabola	PVC	6+93.00	1643.61	360.00	-11.3820%	-5.1792%	58	2.79	285
	POVC	7+00.00	1642.81						
	POVC	7+50.00	1637.40						
	POVC	8+00.00	1632.41						
	POVC	8+50.00	1627.86						
	PVI	8+73.00	1623.12						
	POVC	9+00.00	1623.74						
	POVC	9+50.00	1620.04						
	POVC	10+00.00	1616.78						
	POVC	10+50.00	1613.95						
	PVCC	10+53.00	1613.79						
Symmetrical Parabola	PVCC	10+53.00	1613.79	238.00	-5.1792%	-0.3372%	49	1.44	251
	POVC	11+00.00	1611.59						
	POVC	11+50.00	1609.73						
	PVI	11+72.00	1607.63						
	POVC	12+00.00	1608.38						
	POVC	12+50.00	1607.54						
	PVT	12+91.00	1607.23						
Linear	PVT	12+91.00	1607.23	177.00	-0.3372%				
	POVT	13+00.00	1607.20						
	POVT	13+50.00	1607.03						
	POVT	14+00.00	1606.86						
	POVT	14+50.00	1606.69						
	PVC	14+68.00	1606.63						
Symmetrical Parabola	PVC	14+68.00	1606.63	310.00	-0.3372%	-3.7443%	91	-1.32	472
	POVC	15+00.00	1606.47						
	POVC	15+50.00	1605.99						
	POVC	16+00.00	1605.23						
	PVI	16+23.00	1606.11						
	POVC	16+50.00	1604.20						
	POVC	17+00.00	1602.89						
	POVC	17+50.00	1601.31						
	PVT	17+78.00	1600.31						
Linear	PVT	17+78.00	1600.31	397.68	-3.7443%				
	POVT	18+00.00	1599.48						
	POVT	18+50.00	1597.61						
	POVT	19+00.00	1595.74						
	POVT	19+50.00	1593.87						
	POVT	20+00.00	1591.99						
	POVT	20+50.00	1590.12						
	POVT	21+00.00	1588.25						
	POVT	21+50.00	1586.38						
	PVC	21+75.68	1585.42						

Element	Type	Station	Elevation	Length	Entrance Grade	Exit Grade	K	Middle Ordinate	SSD/HSD
Symmetrical Parabola	PVC	21+75.68	1585.42	150.00	-3.7443%	-0.0700%	41	0.69	248
	POVC	22+00.00	1584.58						
	PVI	22+50.68	1582.61						
	POVC	22+50.00	1583.31						
	POVC	23+00.00	1582.66						
	PVT	23+25.68	1582.56						
Linear	PVT	23+25.68	1582.56	241.82	-0.0700%				
	POVT	23+50.00	1582.54						
	POVT	24+00.00	1582.51						
	POVT	24+50.00	1582.48						
	POVT	25+00.00	1582.44						
	POVT	25+50.00	1582.41						
	PVC	25+67.50	1582.40						
Symmetrical Parabola	PVC	25+67.50	1582.40	135.00	-0.0700%	1.8900%	69	0.33	1582
	VLOW	25+72.09	1582.40						
	POVC	26+00.00	1582.45						
	PVI	26+35.00	1582.35						
	POVC	26+50.00	1582.84						
	POVC	27+00.00	1583.58						
	PVT	27+02.50	1583.63						
Linear	PVT	27+02.50	1583.63	62.50	1.8900%				
	POVT	27+50.00	1584.53						
	PVC	27+65.00	1584.81						
Symmetrical Parabola	PVC	27+65.00	1584.81	150.00	1.8900%	-0.5300%	61	-0.45	521
	POVC	28+00.00	1585.38						
	PVI	28+40.00	1586.24						
	POVC	28+50.00	1585.84						
	VHIGH	28+82.21	1585.92						
	POVC	29+00.00	1585.90						
	PVT	29+15.00	1585.84						
Linear	PVT	29+15.00	1585.84	73.00	-0.5300%				
	POVT	29+50.00	1585.65						
	PVC	29+88.00	1585.45						
Symmetrical Parabola	PVC	29+88.00	1585.45	174.00	-0.5300%	3.0270%	49	0.77	282
	POVC	30+00.00	1585.40						
	VLOW	30+13.92	1585.38						
	POVC	30+50.00	1585.52						
	PVI	30+75.00	1584.99						
	POVC	31+00.00	1586.14						
	POVC	31+50.00	1587.27						
	PVT	31+62.00	1587.62						
Linear	PVT	31+62.00	1587.62	10.50	3.0270%				
	PVC	31+72.50	1587.94						
Symmetrical Parabola	PVC	31+72.50	1587.94	175.00	3.0270%	0.8459%	80	-0.48	582
	POVC	32+00.00	1588.73						
	POVC	32+50.00	1589.91						
	PVI	32+60.00	1590.59						
	POVC	33+00.00	1590.79						
	PVT	33+47.50	1591.33						
Linear	PVT	33+47.50	1591.33	142.50	0.8459%				
	POVT	33+50.00	1591.35						
	POVT	34+00.00	1591.77						
	POVT	34+50.00	1592.20						
	PVC	34+90.00	1592.54						
Symmetrical Parabola	PVC	34+90.00	1592.54	150.00	0.8459%	2.3929%	97	0.29	INF
	POVC	35+00.00	1592.63						
	POVC	35+50.00	1593.23						
	PVI	35+65.00	1593.17						
	POVC	36+00.00	1594.09						
	PVT	36+40.00	1594.96						
Linear	PVT	36+40.00	1594.96	46.50	2.3929%				
	POVT	36+50.00	1595.20						
	PVC	36+86.50	1596.08						
Symmetrical Parabola	PVC	36+86.50	1596.08	175.00	2.3929%	-3.8180%	28	-1.36	261
	POVC	37+00.00	1596.37						
	POVC	37+50.00	1596.88						
	VHIGH	37+53.92	1596.88						
	PVI	37+74.00	1598.17						
	POVC	38+00.00	1596.51						
	POVC	38+50.00	1595.25						
	PVT	38+61.50	1594.83						
Linear	PVT	38+61.50	1594.83	113.50	-3.8180%				
	POVT	39+00.00	1593.36						
	POVT	39+50.00	1591.45						
	PVC	39+75.00	1590.50						

Element	Type	Station	Elevation	Length	Entrance Grade	Exit Grade	K	Middle Ordinate	SSD/HSD
Symmetrical Parabola	PVC	39+75.00	1590.50	300.00	-3.8180%	4.2078%	37	3.01	204
	POVC	40+00.00	1589.63						
	POVC	40+50.00	1588.39						
	POVC	41+00.00	1587.81						
	VLOW	41+17.71	1587.77						
	PVI	41+25.00	1584.77						
	POVC	41+50.00	1587.91						
	POVC	42+00.00	1588.68						
	POVC	42+50.00	1590.11						
	PVT	42+75.00	1591.08						
Linear	PVT	42+75.00	1591.08	23.00	4.2078%				
	PVC	42+98.00	1592.05						
Symmetrical Parabola	PVC	42+98.00	1592.05	100.00	4.2078%	2.6193%	63	-0.20	729
	POVC	43+00.00	1592.13						
	PVI	43+48.00	1594.15						
	POVC	43+50.00	1594.02						
	PVT	43+98.00	1595.46						
Linear	PVT	43+98.00	1595.46	14.00	2.6193%				
	POVT	44+00.00	1595.52						
	PVC	44+12.00	1595.83						
Symmetrical Parabola	PVC	44+12.00	1595.83	250.00	2.6193%	-7.2573%	25	-3.09	234
	PVI	45+37.00	1599.10						
	POVC	44+50.00	1596.54						
	VHIGH	44+78.30	1596.70						
	POVC	45+00.00	1596.61						
	POVC	45+50.00	1595.68						
	POVC	46+00.00	1593.77						
	POVC	46+50.00	1590.87						
	PVT	46+62.00	1590.03						
Linear	PVT	46+62.00	1590.03	223.00	-7.2573%				
	POVT	47+00.00	1587.27						
	POVT	47+50.00	1583.65						
	POVT	48+00.00	1580.02						
	POVT	48+50.00	1576.39						
	PVC	48+85.00	1573.85						
Symmetrical Parabola	PVC	48+85.00	1573.85	100.00	-7.2573%	-5.9371%	76	0.17	INF
	POVC	49+00.00	1572.77						
	PVI	49+35.00	1570.22						
	POVC	49+50.00	1569.41						
	PVT	49+85.00	1567.25						
Linear	PVT	49+85.00	1567.25	80.50	-5.9371%				
	POVT	50+00.00	1566.36						
	POVT	50+50.00	1563.39						
	PVC	50+65.50	1562.47						
Symmetrical Parabola	PVC	50+65.50	1562.47	159.00	-5.9371%	-1.6591%	37	0.85	214
	POVC	51+00.00	1560.58						
	PVI	51+45.00	1557.75						
	POVC	51+50.00	1558.42						
	POVC	52+00.00	1556.92						
	PVT	52+24.50	1556.43						
Linear	PVT	52+24.50	1556.43	60.50	-1.6591%				
	POVT	52+50.00	1556.01						
	PVC	52+85.00	1555.43						
Symmetrical Parabola	PVC	52+85.00	1555.43	150.00	-1.6591%	-7.8898%	24	-1.17	248
	POVC	53+00.00	1555.13						
	POVC	53+50.00	1553.47						
	PVI	53+60.00	1554.19						
	POVT	54+00.00	1550.77						
	PVT	54+35.00	1548.27						
Linear	PVT	54+35.00	1548.27	90.00	-7.8898%				
	POVT	54+50.00	1547.08						
	POVT	55+00.00	1543.14						
	PVC	55+25.00	1541.17						
Symmetrical Parabola	PVC	55+25.00	1541.17	260.00	-7.8898%	0.6264%	31	2.77	176
	POVC	55+50.00	1539.30						
	POVC	56+00.00	1536.17						
	POVC	56+50.00	1533.86						
	PVI	56+55.00	1530.91						
	POVC	57+00.00	1532.38						
	POVC	57+50.00	1531.71						
	VLOW	57+65.88	1531.66						
	PVT	57+85.00	1531.72						
Linear	PVT	57+85.00	1531.72	85.00	0.6264%				
	POVT	58+00.00	1531.82						
	POVT	58+50.00	1532.13						
	PVC	58+70.00	1532.26						

PVC = POINT OF VERTICAL CURVATURE
PVT = POINT OF VERTICAL TANGENCY
PVI = POINT OF VERTICAL INTERSECTION
POVT = POINT ON VERTICAL TANGENT
POVC = POINT ON VERTICAL CURVE

PVCC = POINT OF VERTICAL COMPOUND CURVATURE
PVRC = POINT OF VERTICAL REVERSE CURVATURE
VHIGH = VERTICAL HIGH POINT
VLOW = VERTICAL LOW POINT

vhb

PROJECT NAME: KILLINGTON - STOCKBRIDGE
PROJECT NUMBER: ER STP 022-1(25)

FILE NAME: z12B234_vert_table.dgn
PROJECT LEADER: E.P. DETRICK
DESIGNED BY: B.M. ROBERTS
VERTICAL ALIGNMENT TABLE SHEET 1
PLOT DATE: 7/17/2024
DRAWN BY: B.M. ROBERTS
CHECKED BY: E.P. DETRICK
SHEET 159 OF 424

Element	Type	Station	Elevation	Length	Entrance Grade	Exit Grade	K	Middle Ordinate	SSD/HSD
Symmetrical Parabola	PVC	58+70.00	1532.26	100.00	0.6264%	-0.7570%	72	-0.17	826
	POVC	59+00.00	1532.38						
	VHIGH	59+15.28	1532.40						
	PVI	59+20.00	1532.57						
	POVC	59+50.00	1532.32						
	PVT	59+70.00	1532.19						
Linear	PVT	59+70.00	1532.19	17.00	-0.7570%				
	PVC	59+87.00	1532.06						
Symmetrical Parabola	PVC	59+87.00	1532.06	320.00	-0.7570%	-10.0920%	34	-3.73	272
	POVC	60+00.00	1531.94						
	POVC	60+50.00	1531.01						
	POVC	61+00.00	1529.34						
	PVI	61+47.00	1530.85						
	POVC	61+50.00	1526.95						
	POVC	62+00.00	1523.83						
	POVC	62+50.00	1519.98						
	POVC	63+00.00	1515.40						
	PVT	63+07.00	1514.70						
Linear	PVT	63+07.00	1514.70	239.00	-10.0920%				
	POVT	63+50.00	1510.36						
	POVT	64+00.00	1505.32						
	POVT	64+50.00	1500.27						
	POVT	65+00.00	1495.23						
	PVC	65+46.00	1490.58						
Symmetrical Parabola	PVC	65+46.00	1490.58	200.00	-10.0920%	-10.1719%	2503	-0.02	13588
	POVC	65+50.00	1490.18						
	POVC	66+00.00	1485.13						
	PVI	66+46.00	1480.49						
	POVC	66+50.00	1480.07						
	POVC	67+00.00	1475.00						
	PVT	67+46.00	1470.32						
Linear	PVT	67+46.00	1470.32	132.00	-10.1719%				
	POVT	67+50.00	1469.91						
	POVT	68+00.00	1464.83						
	POVT	68+50.00	1459.74						
	PVC	68+78.00	1456.89						
Symmetrical Parabola	PVC	68+78.00	1456.89	410.00	-10.1719%	-5.1028%	81	2.60	370
	POVC	69+00.00	1454.69						
	POVC	69+50.00	1449.89						
	POVC	70+00.00	1445.40						
	POVC	70+50.00	1441.23						
	PVI	70+83.00	1436.04						
	POVC	71+00.00	1437.36						
	POVC	71+50.00	1433.80						
	POVC	72+00.00	1430.55						
	POVC	72+50.00	1427.61						
	PVT	72+88.00	1425.58						
Linear	PVT	72+88.00	1425.58	10.50	-5.1028%				
	PVC	72+98.50	1425.05						
Symmetrical Parabola	PVC	72+98.50	1425.05	253.00	-5.1028%	-1.1451%	64	1.25	318
	POVC	73+00.00	1424.97						
	POVC	73+50.00	1422.62						
	POVC	74+00.00	1420.67						
	PVI	74+25.00	1418.59						
	POVC	74+50.00	1419.11						
	POVC	75+00.00	1417.94						
	POVC	75+50.00	1417.16						
	PVT	75+51.50	1417.14						
Linear	PVT	75+51.50	1417.14	78.50	-1.1451%				
	POVT	76+00.00	1416.59						
	PVC	76+30.00	1416.24						
Symmetrical Parabola	PVC	76+30.00	1416.24	100.00	-1.1451%	-3.9706%	35	-0.35	433
	POVC	76+50.00	1415.96						
	PVI	76+80.00	1415.67						
	POVC	77+00.00	1414.75						
	PVT	77+30.00	1413.68						
Linear	PVT	77+30.00	1413.68	57.50	-3.9706%				
	POVT	77+50.00	1412.89						
	PVC	77+87.50	1411.40						
Symmetrical Parabola	PVC	77+87.50	1411.40	125.00	-3.9706%	0.5579%	28	0.71	174
	POVC	78+00.00	1410.93						
	POVC	78+50.00	1409.63						
	PVI	78+50.00	1408.92						
	VLOW	78+97.10	1409.23						
	POVC	79+00.00	1409.23						
	PVT	79+12.50	1409.27						

Element	Type	Station	Elevation	Length	Entrance Grade	Exit Grade	K	Middle Ordinate	SSD/HSD
Linear	PVT	79+12.50	1409.27	79.00	0.5579%				
	POVT	79+50.00	1409.48						
	PVC	79+91.50	1409.71						
Symmetrical Parabola	PVC	79+91.50	1409.71	97.00	0.5579%	-1.6358%	44	-0.27	539
	POVC	80+00.00	1409.75						
	VHIGH	80+16.17	1409.78						
	PVI	80+40.00	1409.98						
	POVC	80+50.00	1409.65						
	PVT	80+88.50	1409.19						
Linear	PVT	80+88.50	1409.19	81.50	-1.6358%				
	POVT	81+00.00	1409.00						
	POVT	81+50.00	1408.18						
	PVC	81+70.00	1407.85						
Symmetrical Parabola	PVC	81+70.00	1407.85	270.00	-1.6358%	-8.5522%	39	-2.33	291
	POVC	82+00.00	1407.25						
	POVC	82+50.00	1405.73						
	POVC	83+00.00	1403.56						
	PVI	83+05.00	1405.65						
	POVC	83+50.00	1400.76						
	POVC	84+00.00	1397.32						
	PVT	84+40.00	1394.10						
Linear	PVT	84+40.00	1394.10	105.00	-8.5522%				
	POVT	84+50.00	1393.24						
	POVT	85+00.00	1388.97						
	PVC	85+45.00	1385.12						
Symmetrical Parabola	PVC	85+45.00	1385.12	210.00	-8.5522%	-3.7651%	44	1.26	232
	POVC	85+50.00	1384.70						
	POVC	86+00.00	1380.76						
	POVC	86+50.00	1377.40						
	PVI	86+50.00	1376.14						
	POVC	87+00.00	1374.60						
	POVC	87+50.00	1372.38						
	PVT	87+55.00	1372.19						
Linear	PVT	87+55.00	1372.19	147.50	-3.7651%				
	POVT	88+00.00	1370.49						
	POVT	88+50.00	1368.61						
	POVT	89+00.00	1366.73						
	PVC	89+02.50	1366.63						
Symmetrical Parabola	PVC	89+02.50	1366.63	125.00	-3.7651%	-1.3600%	52	0.38	531
	POVC	89+50.00	1365.06						
	PVI	89+65.00	1364.28						
	POVC	90+00.00	1363.88						
	PVT	90+27.50	1363.43						
Linear	PVT	90+27.50	1363.43	9.50	-1.3600%				
	PVC	90+37.00	1363.30						
Symmetrical Parabola	PVC	90+37.00	1363.30	186.00	-1.3600%	3.6520%	37	1.17	204
	POVC	90+50.00	1363.15						
	VLOW	90+87.47	1362.96						
	POVC	91+00.00	1362.98						
	PVI	91+30.00	1362.04						
	POVC	91+50.00	1363.48						
	POVC	92+00.00	1364.66						
	PVT	92+23.00	1365.43						
Linear	PVT	92+23.00	1365.43	13.82	3.6520%				
	PVC	92+36.82	1365.94						
Symmetrical Parabola	PVC	92+36.82	1365.94	125.00	3.6520%	-2.4667%	20	-0.96	239
	POVC	92+50.00	1366.38						
	PVI	92+99.32	1368.22						
	POVC	93+00.00	1367.27						
	VHIGH	93+11.43	1367.30						
	POVC	93+50.00	1366.94						
	PVT	93+61.82	1366.68						
Linear	PVT	93+61.82	1366.68	93.18	-2.4667%				
	POVT	94+00.00	1365.74						
	POVT	94+50.00	1364.50						
	PVC	94+55.00	1364.38						
Symmetrical Parabola	PVC	94+55.00	1364.38	100.00	-2.4667%	-4.6899%	45	-0.28	536
	POVC	95+00.00	1363.04						
	PVI	95+05.00	1363.15						
	POVC	95+50.00	1361.03						
	PVT	95+55.00	1360.80						
Linear	PVT	95+55.00	1360.80	26.50	-4.6899%				
	PVC	95+81.50	1359.56						

Element	Type	Station	Elevation	Length	Entrance Grade	Exit Grade	K	Middle Ordinate	SSD/HSD
Symmetrical Parabola	PVC	95+81.50	1359.56	217.00	-4.6899%	-0.2623%	49	1.20	254
	POVC	96+00.00	1358.73						
	POVC	96+50.00	1356.82						
	PVI	96+90.00	1354.47						
	POVC	97+00.00	1355.43						
	POVC	97+50.00	1354.55						
	PVT	97+98.50	1354.19						
Linear	PVT	97+98.50	1354.19	120.50	-0.2623%				
	POVT	98+00.00	1354.18						
	POVT	98+50.00	1354.05						
	POVT	99+00.00	1353.92						
	PVC	99+19.00	1353.87						
Symmetrical Parabola	PVC	99+19.00	1353.87	152.00	-0.2623%	2.8310%	49	0.59	325
	VLOW	99+31.89	1353.85						
	POVC	99+50.00	1353.89						
	PVI	99+95.00	1353.67						
	POVC	100+00.00	1354.32						
	POVC	100+50.00	1355.27						
	PVT	100+71.00	1355.82						
Linear	PVT	100+71.00	1355.82	117.50	2.8310%				
	POVT	101+00.00	1356.64						
	POVT	101+50.00	1358.06						
	PVC	101+88.50	1359.15						
Symmetrical Parabola	PVC	101+88.50	1359.15	193.00	2.8310%	-3.8111%	29	-1.60	259
	POVC	102+00.00	1359.45						
	POVC	102+50.00	1360.24						
	VHIGH	102+70.76	1360.31						
	PVI	102+85.00	1361.88						
	POVC	103+00.00	1360.17						
	POVC	103+50.00	1359.23						
	PVT	103+81.50	1358.20						
Linear	PVT	103+81.50	1358.20	114.00	-3.8111%				
	POVT	104+00.00	1357.50						
	POVT	104+50.00	1355.59						
	PVC	104+95.50	1353.86						
Symmetrical Parabola	PVC	104+95.50	1353.86	119.00	-3.8111%	-0.5917%	37	0.48	266
	POVC	105+00.00	1353.69						
	POVC	105+50.00	1352.18						
	PVI	105+55.00	1351.59						
	POVC	106+00.00	1351.35						
	PVT	106+14.50	1351.24						
Linear	PVT	106+14.50	1351.24	83.00	-0.5917%				
	POVT	106+50.00	1351.03						
	PVC	106+97.50	1350.75						
Symmetrical Parabola	PVC	106+97.50	1350.75	75.00	-0.5917%	-1.5730%	76	-0.09	1139
	POVC	107+00.00	1350.73						
	PVI	107+35.00	1350.53						
	POVC	107+50.00	1350.26						
	PVT	107+72.50	1349.94						
Linear	PVT	107+72.50	1349.94	2.50	-1.5730%				
	PVC	107+75.00	1349.90						
Symmetrical Parabola	PVC	107+75.00	1349.90	50.00	-1.5730%	-1.0321%	92	0.03	INF
	POVC	108+00.00	1349.54						
	PVI	108+00.00	1349.50						
	PVT	108+25.00	1349.24						
Linear	PVT	108+25.00	1349.24	99.00	-1.0321%				
	POVT	108+50.00	1348.99						
	POVT	109+00.00	1348.47						
	PVC	109+24.00	1348.22						
Symmetrical Parabola	PVC	109+24.00	1348.22	210.00	-1.0321%	-5.1175%	51	-1.07	369
	POVC	109+50.00	1347.89						
	POVC	110+00.00	1346.88						
	PVI	110+29.00	1347.14						
	POVC	110+50.00	1345.38						
	POVC	111+00.00	1343.39						
	PVT	111+34.00	1341.77						
Linear	PVT	111+34.00	1341.77	38.00	-5.1175%				
	POVT	111+50.00	1340.95						
	PVC	111+72.00	1339.82						

PVC = POINT OF VERTICAL CURVATURE
PVT = POINT OF VERTICAL TANGENCY
PVI = POINT OF VERTICAL INTERSECTION
POVT = POINT ON VERTICAL TANGENT
POVC = POINT ON VERTICAL CURVE

PVCC = POINT OF VERTICAL COMPOUND CURVATURE
PVRC = POINT OF VERTICAL REVERSE CURVATURE
VHIGH = VERTICAL HIGH POINT
VLOW = VERTICAL LOW POINT

PROJECT NAME: KILLINGTON - STOCKBRIDGE
PROJECT NUMBER: ER STP 022-1(25)

FILE NAME: zi2B234_vert_table.dgn
PROJECT LEADER: E.P. DETRICK
DESIGNED BY: B.M. ROBERTS
VERTICAL ALIGNMENT TABLE SHEET 2

PLOT DATE: 7/17/2024
DRAWN BY: B.M. ROBERTS
CHECKED BY: E. DETRICK
SHEET 160 OF 424

Element	Type	Station	Elevation	Length	Entrance Grade	Exit Grade	K	Middle Ordinate	SSD/HSD
Symmetrical Parabola	PVC	111+72.00	1339.82	196.00	-5.1175%	1.6360%	29	1.65	170
	POVC	112+00.00	1338.52						
	POVC	112+50.00	1336.88						
	PVI	112+70.00	1334.81						
	POVC	113+00.00	1336.09						
	VLOW	113+20.52	1336.02						
	POVC	113+50.00	1336.17						
	PVT	113+68.00	1336.41						
Linear	PVT	113+68.00	1336.41	2.00	1.6360%				
	PVC	113+70.00	1336.44						
Symmetrical Parabola	PVC	113+70.00	1336.44	280.00	1.6360%	4.1119%	113	0.87	758
	POVC	114+00.00	1336.97						
	POVC	114+50.00	1338.03						
	POVC	115+00.00	1339.32						
	PVI	115+10.00	1338.73						
	POVC	115+50.00	1340.82						
	POVC	116+00.00	1342.54						
	PVT	116+50.00	1344.49						
Linear	PVT	116+50.00	1344.49	40.00	4.1119%				
	PVC	116+90.00	1346.13						
Symmetrical Parabola	PVC	116+90.00	1346.13	120.00	4.1119%	5.5130%	86	0.21	INF
	POVC	117+00.00	1346.55						
	POVC	117+50.00	1348.81						
	PVI	117+50.00	1348.60						
	POVC	118+00.00	1351.36						
	PVT	118+10.00	1351.91						
Linear	PVT	118+10.00	1351.91	177.50	5.5130%				
	POVT	118+50.00	1354.11						
	POVT	119+00.00	1356.87						
	POVT	119+50.00	1359.63						
	PVC	119+87.50	1361.69						
Symmetrical Parabola	PVC	119+87.50	1361.69	375.00	5.5130%	0.1489%	70	-2.51	389
	POVC	120+00.00	1362.37						
	POVC	120+50.00	1364.86						
	POVC	121+00.00	1366.99						
	POVC	121+50.00	1368.76						
	PVI	121+75.00	1372.03						
	POVC	122+00.00	1370.18						
	POVC	122+50.00	1371.24						
	POVC	123+00.00	1371.94						
	POVC	123+50.00	1372.28						
	PVT	123+62.50	1372.31						
Linear	PVT	123+62.50	1372.31	95.00	0.1489%				
	POVT	124+00.00	1372.37						
	POVT	124+50.00	1372.44						
	PVC	124+57.50	1372.45						
Symmetrical Parabola	PVC	124+57.50	1372.45	175.00	0.1489%	0.9419%	221	0.17	INF
	POVC	125+00.00	1372.56						
	PVI	125+45.00	1372.58						
	POVC	125+50.00	1372.78						
	POVC	126+00.00	1373.12						
	PVT	126+32.50	1373.41						
Linear	PVT	126+32.50	1373.41	95.00	0.9419%				
	POVT	126+50.00	1373.57						
	POVT	127+00.00	1374.04						
	PVC	127+27.50	1374.30						
Symmetrical Parabola	PVC	127+27.50	1374.30	175.00	0.9419%	-0.2237%	150	-0.25	1018
	POVC	127+50.00	1374.50						
	POVC	128+00.00	1374.81						
	PVI	128+15.00	1375.13						
	POVC	128+50.00	1374.95						
	VHIGH	128+68.92	1374.97						
	POVC	129+00.00	1374.93						
	PVT	129+02.50	1374.93						
Linear	PVT	129+02.50	1374.93	167.50	-0.2237%				
	POVT	129+50.00	1374.82						
	POVT	130+00.00	1374.71						
	POVT	130+50.00	1374.60						
	PVC	130+70.00	1374.55						

Element	Type	Station	Elevation	Length	Entrance Grade	Exit Grade	K	Middle Ordinate	SSD/HSD
Symmetrical Parabola	PVC	130+70.00	1374.55	250.00	-0.2237%	-3.5825%	74	-1.05	446
	POVC	131+00.00	1374.43						
	POVC	131+50.00	1373.95						
	PVI	131+95.00	1374.28						
	POVC	132+00.00	1373.13						
	POVC	132+50.00	1371.98						
	POVC	133+00.00	1370.49						
	PVT	133+20.00	1369.80						
Linear	PVT	133+20.00	1369.80	12.50	-3.5825%				
	PVC	133+32.50	1369.35						
Symmetrical Parabola	PVC	133+32.50	1369.35	125.00	-3.5825%	-1.8534%	72	0.27	INF
	POVC	133+50.00	1368.74						
	PVI	133+95.00	1367.11						
	POVC	134+00.00	1367.25						
	POVC	134+50.00	1366.09						
	PVT	134+57.50	1365.95						
Linear	PVT	134+57.50	1365.95	172.50	-1.8534%				
	POVT	135+00.00	1365.16						
	POVT	135+50.00	1364.24						
	POVT	136+00.00	1363.31						
	PVC	136+30.00	1362.75						
Symmetrical Parabola	PVC	136+30.00	1362.75	220.00	-1.8534%	-3.1194%	174	-0.35	960
	POVC	136+50.00	1362.37						
	POVC	137+00.00	1361.32						
	PVI	137+40.00	1360.72						
	POVC	137+50.00	1360.12						
	POVC	138+00.00	1358.77						
	PVT	138+50.00	1357.28						
Linear	PVT	138+50.00	1357.28	230.00	-3.1194%				
	POVT	139+00.00	1355.72						
	POVT	139+50.00	1354.16						
	POVT	140+00.00	1352.61						
	POVT	140+50.00	1351.05						
	PVC	140+80.00	1350.11						
Symmetrical Parabola	PVC	140+80.00	1350.11	100.00	-3.1194%	-4.3488%	81	-0.15	927
	POVC	141+00.00	1349.46						
	PVI	141+30.00	1348.55						
	POVC	141+50.00	1347.62						
	PVT	141+80.00	1346.38						
Linear	PVT	141+80.00	1346.38	240.00	-4.3488%				
	POVT	142+00.00	1345.51						
	POVT	142+50.00	1343.33						
	POVT	143+00.00	1341.16						
	POVT	143+50.00	1338.98						
	POVT	144+00.00	1336.81						
	PVC	144+20.00	1335.94						
Symmetrical Parabola	PVC	144+20.00	1335.94	100.00	-4.3488%	-3.1947%	87	0.14	INF
	POVC	144+50.00	1334.69						
	PVI	144+70.00	1333.76						
	POVC	145+00.00	1332.83						
	PVT	145+20.00	1332.17						
Linear	PVT	145+20.00	1332.17	117.50	-3.1947%				
	POVT	145+50.00	1331.21						
	POVT	146+00.00	1329.61						
	PVC	146+37.50	1328.41						
Symmetrical Parabola	PVC	146+37.50	1328.41	275.00	-3.1947%	-5.7215%	109	-0.87	564
	POVC	146+50.00	1328.01						
	POVC	147+00.00	1326.24						
	POVC	147+50.00	1324.24						
	PVI	147+75.00	1324.02						
	POVC	148+00.00	1322.01						
	POVC	148+50.00	1319.55						
	POVC	149+00.00	1316.86						
	PVCC	149+12.50	1316.15						
Symmetrical Parabola	PVCC	149+12.50	1316.15	50.00	-5.7215%	-6.4975%	64	-0.05	1408
	PVI	149+37.50	1314.72						
	POVC	149+50.00	1313.90						
	PVT	149+62.50	1313.10						
Linear	PVT	149+62.50	1313.10	12.50	-6.4975%				
	PVC	149+75.00	1312.29						

Element	Type	Station	Elevation	Length	Entrance Grade	Exit Grade	K	Middle Ordinate	SSD/HSD
Symmetrical Parabola	PVC	149+75.00	1312.29	250.00	-6.4975%	-8.0666%	159	-0.49	812
	POVC	150+00.00	1310.64						
	POVC	150+50.00	1307.24						
	POVC	151+00.00	1303.67						
	PVI	151+00.00	1304.16						
	POVC	151+50.00	1299.95						
	POVC	152+00.00	1296.08						
	PVT	152+25.00	1294.08						
Linear	PVT	152+25.00	1294.08	260.00	-8.0666%				
	POVT	152+50.00	1292.06						
	POVT	153+00.00	1288.03						
	POVT	153+50.00	1284.00						
	POVT	154+00.00	1279.96						
	POVT	154+50.00	1275.93						
	PVC	154+85.00	1273.11						
Symmetrical Parabola	PVC	154+85.00	1273.11	150.00	-8.0666%	-6.0254%	73	0.38	1217
	POVC	155+00.00	1271.91						
	POVC	155+50.00	1268.15						
	PVI	155+60.00	1267.06						
	POVC	156+00.00	1264.73						
	PVT	156+35.00	1262.54						
Linear	PVT	156+35.00	1262.54	70.00	-6.0254%				
	POVT	156+50.00	1261.63						
	POVT	157+00.00	1258.62						
	PVC	157+05.00	1258.32						
Symmetrical Parabola	PVC	157+05.00	1258.32	400.00	-6.0254%	-0.7913%	76	2.62	354
	POVC	157+50.00	1255.74						
	POVC	158+00.00	1253.19						
	POVC	158+50.00	1250.96						
	POVC	159+00.00	1249.06						
	PVI	159+05.00	1246.27						
	POVC	159+50.00	1247.49						
	POVC	160+00.00	1246.24						
	POVC	160+50.00	1245.32						
	POVC	161+00.00	1244.73						
	PVT	161+05.00	1244.69						
Linear	PVT	161+05.00	1244.69	255.00	-0.7913%				
	POVT	161+50.00	1244.33						
	POVT	162+00.00	1243.94						
	POVT	162+50.00	1243.54						
	POVT	163+00.00	1243.14						
	POVT	163+50.00	1242.75						
	PVC	163+60.00	1242.67						
Symmetrical Parabola	PVC	163+60.00	1242.67	210.00	-0.7913%	-6.4912%	37	-1.50	294
	POVC	164+00.00	1242.14						
	POVC	164+50.00	1240.86						
	PVI	164+65.00	1241.84						
	POVC	165+00.00	1238.90						
	POVC	165+50.00	1236.27						
	PVT	165+70.00	1235.02						
Linear	PVT	165+70.00	1235.02	122.50	-6.4912%				
	POVT	166+00.00	1233.08						
	POVT	166+50.00	1229.83						
	PVC	166+92.50	1227.07						
Symmetrical Parabola	PVC	166+92.50	1227.07	375.00	-6.4912%	-2.2342%	88	2.00	398
	POVC	167+00.00	1226.59						
	POVC	167+50.00	1223.53						
	POVC	168+00.00	1220.75						
	POVC	168+50.00	1218.26						
	PVI	168+80.00	1214.90						
	POVC	169+00.00	1216.05						
	POVC	169+50.00	1214.12						
	POVC	170+00.00	1212.48						
	POVC	170+50.00	1211.12						
	PVT	170+67.50	1210.71						
Linear	PVT	170+67.50	1210.71	150.50	-2.2342%				
	POVT	171+00.00	1209.98						
	POVT	171+50.00	1208.87						
	POVT	172+00.00	1207.75						
	PVC	172+18.00	1207.35						

PVC = POINT OF VERTICAL CURVATURE
PVT = POINT OF VERTICAL TANGENCY
PVI = POINT OF VERTICAL INTERSECTION
POVT = POINT ON VERTICAL TANGENT
POVC = POINT ON VERTICAL CURVE

PVCC = POINT OF VERTICAL COMPOUND CURVATURE
PVRC = POINT OF VERTICAL REVERSE CURVATURE
VHIGH = VERTICAL HIGH POINT
VLOW = VERTICAL LOW POINT

PROJECT NAME: KILLINGTON - STOCKBRIDGE
PROJECT NUMBER: ER STP 022-1(25)

FILE NAME: z12B234_vert_table.dgn
PROJECT LEADER: E.P. DETRICK
DESIGNED BY: R.M. O'BRIEN
VERTICAL ALIGNMENT TABLE SHEET 3

PLOT DATE: 7/17/2024
DRAWN BY: R.M. O'BRIEN
CHECKED BY: E.P. DETRICK
SHEET 161 OF 424

Element	Type	Station	Elevation	Length	Entrance Grade	Exit Grade	K	Middle Ordinate	SSD/HSD
Symmetrical Parabola	PVC	172+18.00	1207.35	50.00	-2.2342%	-2.3795%	333	-0.01	7218
	PVI	172+43.00	1206.79						
	POVC	172+50.00	1206.62						
	PVT	172+68.00	1206.20						
Linear	PVT	172+68.00	1206.20	12.00	-2.3795%				
	PVC	172+80.00	1205.91						
Symmetrical Parabola	PVC	172+80.00	1205.91	150.00	-2.3795%	-2.0875%	514	0.05	INF
	POVC	173+00.00	1205.44						
	POVC	173+50.00	1204.29						
	PVI	173+55.00	1204.13						
	POVC	174+00.00	1203.19						
	PVT	174+30.00	1202.56						
Linear	PVT	174+30.00	1202.56	65.00	-2.0875%				
	POVT	174+50.00	1202.14						
	PVC	174+95.00	1201.20						
Symmetrical Parabola	PVC	174+95.00	1201.20	160.00	-2.0875%	-2.9463%	186	-0.17	1335
	POVC	175+00.00	1201.10						
	POVC	175+50.00	1199.97						
	PVI	175+75.00	1199.53						
	POVC	176+00.00	1198.71						
	POVC	176+50.00	1197.32						
	PVT	176+55.00	1197.18						
Linear	PVT	176+55.00	1197.18	70.00	-2.9463%				
	POVT	177+00.00	1195.85						
	PVC	177+25.00	1195.11						
Symmetrical Parabola	PVC	177+25.00	1195.11	200.00	-2.9463%	-5.1548%	91	-0.55	590
	POVC	177+50.00	1194.34						
	POVC	178+00.00	1192.59						
	PVI	178+25.00	1192.17						
	POVC	178+50.00	1190.57						
	POVC	179+00.00	1188.27						
	PVT	179+25.00	1187.01						
Linear	PVT	179+25.00	1187.01	120.00	-5.1548%				
	POVT	179+50.00	1185.72						
	POVT	180+00.00	1183.15						
	PVC	180+45.00	1180.83						
Symmetrical Parabola	PVC	180+45.00	1180.83	150.00	-5.1548%	-3.9297%	122	0.23	INF
	POVC	180+50.00	1180.57						
	POVC	181+00.00	1178.11						
	PVI	181+20.00	1176.96						
	POVC	181+50.00	1175.86						
	PVT	181+95.00	1174.01						
Linear	PVT	181+95.00	1174.01	35.00	-3.9297%				
	POVT	182+00.00	1173.82						
	PVC	182+30.00	1172.64						
Symmetrical Parabola	PVC	182+30.00	1172.64	150.00	-3.9297%	-2.4839%	104	0.27	INF
	POVC	182+50.00	1171.87						
	POVC	183+00.00	1170.12						
	PVI	183+05.00	1169.69						
	POVC	183+50.00	1168.62						
	PVT	183+80.00	1167.83						
Linear	PVT	183+80.00	1167.83	30.00	-2.4839%				
	POVT	184+00.00	1167.33						
	PVC	184+10.00	1167.08						
Symmetrical Parabola	PVC	184+10.00	1167.08	100.00	-2.4839%	-0.5910%	53	0.24	2104
	POVC	184+50.00	1166.24						
	PVI	184+60.00	1165.84						
	POVC	185+00.00	1165.61						
	PVT	185+10.00	1165.54						
Linear	PVT	185+10.00	1165.54	105.00	-0.5910%				
	POVT	185+50.00	1165.31						
	POVT	186+00.00	1165.01						
	PVC	186+15.00	1164.92						
Symmetrical Parabola	PVC	186+15.00	1164.92	100.00	-0.5910%	-1.1990%	164	-0.08	1819
	POVC	186+50.00	1164.68						
	PVI	186+65.00	1164.63						
	POVC	187+00.00	1164.20						
	PVT	187+15.00	1164.03						

Element	Type	Station	Elevation	Length	Entrance Grade	Exit Grade	K	Middle Ordinate	SSD/HSD
Linear	PVT	187+15.00	1164.03	305.00	-1.1990%				
	POVT	187+50.00	1163.61						
	POVT	188+00.00	1163.01						
	POVT	188+50.00	1162.41						
	POVT	189+00.00	1161.81						
	POVT	189+50.00	1161.21						
	POVT	190+00.00	1160.61						
	PVC	190+20.00	1160.37						
Symmetrical Parabola	PVC	190+20.00	1160.37	150.00	-1.1990%	0.0143%	124	0.23	INF
	POVC	190+50.00	1160.05						
	PVI	190+95.00	1159.47						
	POVC	191+00.00	1159.67						
	POVC	191+50.00	1159.50						
	VLOW	191+68.23	1159.48						
	PVT	191+70.00	1159.48						
Linear	PVT	191+70.00	1159.48	205.00	0.0143%				
	POVT	192+00.00	1159.49						
	POVT	192+50.00	1159.50						
	POVT	193+00.00	1159.50						
	POVT	193+50.00	1159.51						
	PVC	193+75.00	1159.51						
Symmetrical Parabola	PVC	193+75.00	1159.51	170.00	0.0143%	-4.8347%	35	-1.03	308
	VHIGH	193+75.50	1159.51						
	POVC	194+00.00	1159.43						
	POVC	194+50.00	1158.72						
	PVI	194+60.00	1159.53						
	POVC	195+00.00	1157.30						
	PVT	195+45.00	1155.42						
Linear	PVT	195+45.00	1155.42	85.00	-4.8347%				
	POVT	195+50.00	1155.17						
	POVT	196+00.00	1152.76						
	PVC	196+30.00	1151.31						
Symmetrical Parabola	PVC	196+30.00	1151.31	100.00	-4.8347%	-3.4156%	70	0.18	INF
	POVC	196+50.00	1150.37						
	PVI	196+80.00	1148.89						
	POVC	197+00.00	1148.27						
	PVT	197+30.00	1147.18						
Linear	PVT	197+30.00	1147.18	7.50	-3.4156%				
	PVC	197+37.50	1146.92						
Symmetrical Parabola	PVC	197+37.50	1146.92	125.00	-3.4156%	-4.8833%	85	-0.23	802
	POVC	197+50.00	1146.49						
	POVC	198+00.00	1144.56						
	PVI	198+00.00	1144.79						
	POVC	198+50.00	1142.34						
	PVT	198+62.50	1141.74						
Linear	PVT	198+62.50	1141.74	77.00	-4.8833%				
	POVT	199+00.00	1139.91						
	PVC	199+39.50	1137.98						
Symmetrical Parabola	PVC	199+39.50	1137.98	81.00	-4.8833%	-6.2000%	62	-0.13	858
	POVC	199+50.00	1137.46						
	PVI	199+80.00	1136.00						
	POVC	200+00.00	1134.73						
	PVT	200+20.50	1133.49						
Linear	PVT	200+20.50	1133.49	2.00	-6.2000%				
	PVC	200+22.50	1133.37						
Symmetrical Parabola	PVC	200+22.50	1133.37	65.00	-6.2000%	-4.4409%	37	0.14	25720
	POVC	200+50.00	1131.76						
	PVI	200+55.00	1131.35						
	PVT	200+87.50	1129.91						
Linear	PVT	200+87.50	1129.91	23.50	-4.4409%				
	POVT	201+00.00	1129.35						
	PVC	201+11.00	1128.86						
Symmetrical Parabola	PVC	201+11.00	1128.86	108	-4.4409%	-2.2488%	49	0.3	723
	POVC	201+50.00	1127.29						
	PVI	201+65.00	1126.46						
	POVC	202+00.00	1125.71						
	PVT	202+19.00	1125.25						
Linear	PVT	202+19.00	1125.25	86	-2.2488%				
	POVT	202+50.00	1124.55						
	POVT	203+00.00	1123.43						
	PVC	203+05.00	1123.32						

Element	Type	Station	Elevation	Length	Entrance Grade	Exit Grade	K	Middle Ordinate	SSD/HSD
Symmetrical Parabola	PVC	203+05.00	1123.32	150	-2.2488%	-3.4860%	121	-0.23	945
	POVC	203+50.00	1122.22						
	PVI	203+80.00	1121.63						
	POVC	204+00.00	1120.81						
	POVC	204+50.00	1119.19						
	PVT	204+55.00	1119.02						
Linear	PVT	204+55.00	1119.02	40	-3.4860%				
	PVC	204+95.00	1117.62						
Symmetrical Parabola	PVC	204+95.00	1117.62	200	-3.4860%	-2.0742%	142	0.35	INF
	POVC	205+00.00	1117.45						
	POVC	205+50.00	1115.81						
	PVI	205+95.00	1114.14						
	POVC	206+00.00	1114.35						
	POVC	206+50.00	1113.07						
	PVT	206+95.00	1112.06						
Linear	PVT	206+95.00	1112.06	130.98	-2.0742%				
	POVT	207+00.00	1111.96						
	POVT	207+50.00	1110.92						
	POVT	208+00.00	1109.88						
	EQNBK	208+25.98	1109.34						
	EQNAHD	A 0+00.00	1109.34						

PITTSFIELD

Element	Type	Station	Elevation	Length	Entrance Grade	Exit Grade	K	Middle Ordinate	SSD/HSD
Linear	EQNBK	208+25.98	1109.34	200.00	-2.0742%				
	EQNAHD	A 0+00.00	1109.34						
	POVT	A 0+50.00	1108.31						
	POVT	A 1+00.00	1107.27						
	POVT	A 1+50.00	1106.23						
	PVC	A 2+00.00	1105.20						
Symmetrical Parabola	PVC	A 2+00.00	1105.20	150.00	-2.0742%	-0.4242%	91	0.31	INF
	POVC	A 2+50.00	1104.30						
	PVI	A 2+75.00	1103.64						
	POVC	A 3+00.00	1103.67						
	PVT	A 3+50.00	1103.32						
Linear	PVT	A 3+50.00	1103.32	133.50	-0.4242%				
	POVT	A 4+00.00	1103.11						
	POVT	A 4+50.00	1102.90						
	PVC	A 4+83.50	1102.76						
Symmetrical Parabola	PVC	A 4+83.50	1102.76	215.00	-0.4242%	-5.0618%	45	-1.29	340
	POVC	A 5+00.00	1102.66						
	POVC	A 5+50.00	1101.98						
	PVI	A 5+91.00	1102.30						
	POVC	A 6+00.00	1100.74						
	POVC	A 6+50.00	1098.95						
	PVT	A 6+98.50	1096.68						
Linear	PVT	A 6+98.50	1096.68	16.50	-5.0618%				
	POVT	A 7+00.00	1096.60						
	PVC	A 7+15.00	1095.81						
Symmetrical Parabola	PVC	A 7+15.00	1095.81	80.00	-5.0618%	-4.3500%	113	0.09	INF
	POVC	A 7+50.00	1094.05						
	PVI	A 7+55.00	1093.72						
	PVT	A 7+95.00	1091.98						
Linear	PVT	A 7+95.00	1091.98	7.50	-4.3500%				
	POVT	A 8+00.00	1091.76						
	PVC	A 8+02.50	1091.65						
Symmetrical Parabola	PVC	A 8+02.50	1091.65	125.00	-4.3500%	-2.7720%	79	0.25	INF
	POVC	A 8+50.00	1089.73						
	PVI	A 8+65.00	1088.94						
	POVC	A 9+00.00	1088.01						
	PVT	A 9+27.50	1087.20						
Linear	PVT	A 9+27.50	1087.20	12.50	-2.7720%				
	PVC	A 9+40.00	1086.86						
Symmetrical Parabola	PVC	A 9+40.00	1086.86	100.00	-2.7720%	-1.9581%	123	0.10	INF
	POVC	A 9+50.00	1086.58						
	PVI	A 9+90.00	1085.47						
	POVC	A 10+00.00	1085.34						
	PVT	A 10+40.00	1084.49						

PVC = POINT OF VERTICAL CURVATURE
PVT = POINT OF VERTICAL TANGENCY
PVI = POINT OF VERTICAL INTERSECTION
POVT = POINT ON VERTICAL TANGENT
POVC = POINT ON VERTICAL CURVE

PVCC = POINT OF VERTICAL COMPOUND CURVATURE
PVRC = POINT OF VERTICAL REVERSE CURVATURE
VHIGH = VERTICAL HIGH POINT
VLOW = VERTICAL LOW POINT

PROJECT NAME: KILLINGTON - STOCKBRIDGE
PROJECT NUMBER: ER STP 022-1(25)

FILE NAME: z12B234_vert_table.dgn
PROJECT LEADER: E.P. DETRICK
DESIGNED BY: B.M. ROBERTS
VERTICAL ALIGNMENT TABLE SHEET 4

PLOT DATE: 7/17/2024
DRAWN BY: B.M. ROBERTS
CHECKED BY: E.P. DETRICK
SHEET 162 OF 424

Element	Type	Station	Elevation	Length	Entrance Grade	Exit Grade	K	Middle Ordinate	SSD/HSD
Linear	PVT	A 10+40.00	1084.49	110.00	-1.9581%				
	POVT	A 10+50.00	1084.30						
	POVT	A 11+00.00	1083.32						
	PVC	A 11+50.00	1082.34						
Symmetrical Parabola	PVC	A 11+50.00	1082.34	300.00	-1.9581%	-0.7083%	240	0.47	INF
	POVC	A 12+00.00	1081.41						
	POVC	A 12+50.00	1080.59						
	POVC	A 13+00.00	1079.87						
	PVI	A 13+00.00	1079.40						
	POVC	A 13+50.00	1079.25						
	POVC	A 14+00.00	1078.74						
	PVT	A 14+50.00	1078.34						
Linear	PVT	A 14+50.00	1078.34	135.00	-0.7083%				
	POVT	A 15+00.00	1077.98						
	POVT	A 15+50.00	1077.63						
	PVC	A 15+85.00	1077.38						
Symmetrical Parabola	PVC	A 15+85.00	1077.38	150.00	-0.7083%	-1.7829%	140	-0.20	1083
	POVC	A 16+00.00	1077.27						
	POVC	A 16+50.00	1076.77						
	PVI	A 16+60.00	1076.85						
	POVC	A 17+00.00	1076.09						
	PVT	A 17+35.00	1075.51						
Linear	PVT	A 17+35.00	1075.51	75.00	-1.7829%				
	POVT	A 17+50.00	1075.25						
	POVT	A 18+00.00	1074.35						
	PVC	A 18+10.00	1074.18						
Symmetrical Parabola	PVC	A 18+10.00	1074.18	50.00	-1.7829%	-1.3364%	112	0.03	INF
	PVI	A 18+35.00	1073.73						
	POVC	A 18+50.00	1073.53						
	PVT	A 18+60.00	1073.40						
Linear	PVT	A 18+60.00	1073.40	6.50	-1.3364%				
	PVC	A 18+66.50	1073.31						
Symmetrical Parabola	PVC	A 18+66.50	1073.31	157.00	-1.3364%	0.6421%	79	0.39	1545
	POVC	A 19+00.00	1072.93						
	PVI	A 19+45.00	1072.26						
	POVC	A 19+50.00	1072.63						
	VLOW	A 19+72.55	1072.60						
	POVC	A 20+00.00	1072.65						
	POVC	A 20+50.00	1072.93						
	PVT	A 20+23.50	1072.76						
Linear	PVT	A 20+23.50	1072.76	49.00	0.6421%				
	POVT	A 20+50.00	1072.93						
	PVC	A 20+72.50	1073.08						
Symmetrical Parabola	PVC	A 20+72.50	1073.08	125.00	0.6421%	2.1020%	86	0.23	INF
	POVC	A 21+00.00	1073.30						
	PVI	A 21+35.00	1073.48						
	POVC	A 21+50.00	1073.93						
	PVT	A 21+97.50	1074.79						
Linear	PVT	A 21+97.50	1074.79	55.00	2.1020%				
	POVT	A 22+00.00	1074.85						
	POVT	A 22+50.00	1075.90						
	PVC	A 22+52.50	1075.95						
Symmetrical Parabola	PVC	A 22+52.50	1075.95	275.00	2.1020%	-5.0900%	38	-2.47	288
	POVC	A 23+00.00	1076.65						
	VHIGH	A 23+33.22	1076.79						
	POVC	A 23+50.00	1076.76						
	PVI	A 23+90.00	1078.84						
	POVC	A 24+00.00	1076.20						
	POVC	A 24+50.00	1075.00						
	POVC	A 25+00.00	1073.14						
	PVT	A 25+27.50	1071.84						
Linear	PVT	A 25+27.50	1071.84	87.50	-5.0900%				
	POVT	A 25+50.00	1070.69						
	POVT	A 26+00.00	1068.14						
	PVC	A 26+15.00	1067.38						
Symmetrical Parabola	PVC	A 26+15.00	1067.38	150.00	-5.0900%	-3.3200%	84	0.33	16638
	POVC	A 26+50.00	1065.67						
	POVC	A 27+00.00	1063.48						
	PVI	A 26+90.00	1063.56						
	POVC	A 27+50.00	1061.58						
	PVT	A 27+65.00	1061.07						

Element	Type	Station	Elevation	Length	Entrance Grade	Exit Grade	K	Middle Ordinate	SSD/HSD
Linear	PVT	A 27+65.00	1061.07	191.70	-3.3200%				
	POVT	A 28+00.00	1059.91						
	POVT	A 28+50.00	1058.25						
	POVT	A 29+00.00	1056.59						
	POVT	A 29+50.00	1054.93						
	PVC	A 29+56.50	1054.72						
Symmetrical Parabola	PVC	A 29+56.50	1054.72	247.00	-3.3200%	-0.8816%	101	0.75	727
	POVC	A 30+00.00	1053.37						
	POVC	A 30+50.00	1052.05						
	PVI	A 30+80.00	1050.62						
	POVC	A 31+00.00	1050.97						
	POVC	A 31+50.00	1050.14						
	POVC	A 32+00.00	1049.56						
	PVT	A 32+03.50	1049.53						
Linear	PVT	A 32+03.50	1049.53	31.00	-0.8816%				
	PVC	A 32+34.50	1049.26						
Symmetrical Parabola	PVC	A 32+34.50	1049.26	71.00	-0.8816%	0.0127%	79	0.08	INF
	POVC	A 32+50.00	1049.14						
	PVI	A 32+70.00	1048.95						
	POVC	A 33+00.00	1048.95						
	VLOW	A 33+04.49	1048.95						
	PVT	A 33+05.50	1048.95						
Linear	PVT	A 33+05.50	1048.95	244.50	0.0127%				
	POVT	A 33+50.00	1048.96						
	POVT	A 34+00.00	1048.96						
	POVT	A 34+50.00	1048.97						
	POVT	A 35+00.00	1048.97						
	PVC	A 35+50.00	1048.98						
Symmetrical Parabola	PVC	A 35+50.00	1048.98	150.00	0.0127%	-0.4000%	363	-0.08	2707
	VHIGH	A 35+54.61	1048.98						
	POVC	A 36+00.00	1048.95						
	PVI	A 36+25.00	1048.99						
	POVC	A 36+50.00	1048.86						
	PVT	A 37+00.00	1048.69						
Linear	PVT	A 37+00.00	1048.69	121.00	-0.4000%				
	POVT	A 37+50.00	1048.49						
	POVT	A 38+00.00	1048.29						
	PVC	A 38+21.00	1048.21						
Symmetrical Parabola	PVC	A 38+21.00	1048.21	180.00	-0.4000%	0.1000%	360	0.11	INF
	POVC	A 38+50.00	1048.10						
	POVC	A 39+00.00	1047.98						
	PVI	A 39+11.00	1047.85						
	POVC	A 39+50.00	1047.92						
	VLOW	A 39+65.00	1047.92						
	POVC	A 40+00.00	1047.94						
	PVT	A 40+01.00	1047.94						
Linear	PVT	A 40+01.00	1047.94	51.50	0.1000%				
	POVT	A 40+50.00	1047.98						
	PVC	A 40+52.50	1047.99						
Symmetrical Parabola	PVC	A 40+52.50	1047.99	225.00	0.1000%	-3.9654%	55	-1.14	378
	VHIGH	A 40+58.03	1047.99						
	POVC	A 41+00.00	1047.83						
	POVC	A 41+50.00	1047.23						
	PVI	A 41+65.00	1048.10						
	POVC	A 42+00.00	1046.17						
	POVC	A 42+50.00	1044.66						
	PVT	A 42+77.50	1043.64						
Linear	PVT	A 42+77.50	1043.64	47.50	-3.9654%				
	POVT	A 43+00.00	1042.75						
	PVC	A 43+25.00	1041.76						
Symmetrical Parabola	PVC	A 43+25.00	1041.76	200.00	-3.9654%	-3.7840%	1103	0.05	INF
	POVC	A 43+50.00	1040.77						
	POVC	A 44+00.00	1038.81						
	PVI	A 44+25.00	1037.79						
	POVC	A 44+50.00	1036.87						
	POVC	A 45+00.00	1034.95						
	PVT	A 45+25.00	1034.01						
Linear	PVT	A 45+25.00	1034.01	49.50	-3.7840%				
	POVT	A 45+50.00	1033.06						
	PVC	A 45+74.50	1032.13						

Element	Type	Station	Elevation	Length	Entrance Grade	Exit Grade	K	Middle Ordinate	SSD/HSD
Symmetrical Parabola	PVC	A 45+74.50	1032.13	201.00	-3.7840%	-0.6451%	64	0.79	373
	POVC	A 46+00.00	1031.22						
	POVC	A 46+50.00	1029.72						
	PVI	A 46+75.00	1028.33						
	POVC	A 47+00.00	1028.61						
	POVC	A 47+50.00	1027.90						
	PVT	A 47+75.50	1027.68						
Linear	PVT	A 47+75.50	1027.68	54.50	-0.6451%				
	POVT	A 48+00.00	1027.52						
	PVC	A 48+30.00	1027.33						
Symmetrical Parabola	PVC	A 48+30.00	1027.33	200.00	-0.6451%	-2.5871%	103	-0.49	656
	POVC	A 48+50.00	1027.18						
	POVC	A 49+00.00	1026.64						
	PVI	A 49+30.00	1026.69						
	POVC	A 49+50.00	1025.86						
	POVC	A 50+00.00	1024.83						
	PVT	A 50+30.00	1024.10						
Linear	PVT	A 50+30.00	1024.10	200.00	-2.5871%				
	POVT	A 50+50.00	1023.58						
	POVT	A 51+00.00	1022.29						
	POVT	A 51+50.00	1020.99						
	POVT	A 52+00.00	1019.70						
	PVC	A 52+30.00	1018.92						
Symmetrical Parabola	PVC	A 52+30.00	1018.92	100.00	-2.5871%	-1.9237%	151	0.08	INF
	POVC	A 52+50.00	1018.42						
	PVI	A 52+80.00	1017.63						
	POVC	A 53+00.00	1017.28						
	PVT	A 53+30.00	1016.67						
Linear	PVT	A 53+30.00	1016.67	490.00	-1.9237%				
	POVT	A 53+50.00	1016.28						
	POVT	A 54+00.00	1015.32						
	POVT	A 54+50.00	1014.36						
	POVT	A 55+00.00	1013.40						
	POVT	A 55+50.00	1012.44						
	POVT	A 56+00.00	1011.47						
	POVT	A 56+50.00	1010.51						
	POVT	A 57+00.00	1009.55						
	POVT	A 57+50.00	1008.59						
	POVT	A 58+00.00	1007.63						
	PVC	A 58+20.00	1007.24						
Symmetrical Parabola	PVC	A 58+20.00	1007.24	100.00	-1.9237%	-1.1561%	130	0.10	INF
	POVC	A 58+50.00	1006.70						
	PVI	A 58+70.00	1006.28						
	POVC	A 59+00.00	1005.95						
	PVT	A 59+20.00	1005.70						
Linear	PVT	A 59+20.00	1005.70	112.50	-1.1561%				
	POVT	A 59+50.00	1005.36						
	POVT	A 60+00.00	1004.78						
	PVC	A 60+32.50	1004.40						
Symmetrical Parabola	PVC	A 60+32.50	1004.40	85.00	-1.1561%	-3.0682%	44	-0.20	607
	POVC	A 60+50.00	1004.16						
	PVI	A 60+75.00	1003.91						
	POVC	A 61+00.00	1003.11						
	PVT	A 61+17.50	1002.61						
Linear	PVT	A 61+17.50	1002.61	127.50	-3.0682%				
	POVT	A 61+50.00	1001.61						
	POVT	A 62+00.00	1000.07						
	PVC	A 62+45.00	998.69						
Symmetrical Parabola	PVC	A 62+45.00	998.69	100.00	-3.0682%	-1.8188%	80	0.16	INF
	POVC	A 62+50.00	998.54						
	PVI	A 62+95.00	997.16						
	POVC	A 63+00.00	997.20						
	PVT	A 63+45.00	996.25						
Linear	PVT	A 63+45.00	996.25	35.00	-1.8188%				
	POVT	A 63+50.00	996.16						
	PVC	A 63+80.00	995.61						
Symmetrical Parabola	PVC	A 63+80.00	995.61	150.00	-1.8188%	-2.0366%	688	-0.04	4980
	POVC	A 64+00.00	995.25						
	POVC	A 64+50.00	994.31						
	PVI	A 64+55.00	994.25						
	POVC	A 65+00.00	993.33						
	PVT	A 65+30.00	992.72						

PVC = POINT OF VERTICAL CURVATURE
PVT = POINT OF VERTICAL TANGENCY
PVI = POINT OF VERTICAL INTERSECTION
POVT = POINT ON VERTICAL TANGENT
POVC = POINT ON VERTICAL CURVE

PVCC = POINT OF VERTICAL COMPOUND CURVATURE
PVRC = POINT OF VERTICAL REVERSE CURVATURE
VHIGH = VERTICAL HIGH POINT
VLOW = VERTICAL LOW POINT

PROJECT NAME: KILLINGTON - STOCKBRIDGE
PROJECT NUMBER: ER STP 022-1(25)

FILE NAME: z12B234_vert_table.dgn
PROJECT LEADER: E.P. DETRICK
DESIGNED BY: B.M. ROBERTS
VERTICAL ALIGNMENT TABLE SHEET 5

PLOT DATE: 7/17/2024
DRAWN BY: B.M. ROBERTS
CHECKED BY: E. DETRICK
SHEET 163 OF 424

Element	Type	Station	Elevation	Length	Entrance Grade	Exit Grade	K	Middle Ordinate	SSD/HSD
Linear	PVT	A 65+30.00	992.72	230.00	-2.0366%				
	POVT	A 65+50.00	992.32						
	POVT	A 66+00.00	991.30						
	POVT	A 66+50.00	990.28						
	POVT	A 67+00.00	989.26						
	POVT	A 67+50.00	988.24						
	PVC	A 67+60.00	988.04						
Symmetrical Parabola	PVC	A 67+60.00	988.04	400.00	-2.0366%	1.5987%	110	1.82	491
	POVC	A 68+00.00	987.30						
	POVC	A 68+50.00	986.57						
	POVC	A 69+00.00	986.08						
	POVC	A 69+50.00	985.81						
	PVI	A 69+60.00	983.97						
	VLOW	A 69+84.10	985.76						
	POVC	A 70+00.00	985.77						
	POVC	A 70+50.00	985.95						
	POVC	A 71+00.00	986.37						
	POVC	A 71+50.00	987.01						
	PVT	A 71+60.00	987.16						
Linear	PVT	A 71+60.00	987.16	50.00	1.5987%				
	POVT	A 72+00.00	987.80						
	PVC	A 72+10.00	987.96						
Symmetrical Parabola	PVC	A 72+10.00	987.96	250.00	1.5987%	-1.1800%	90	-0.87	513
	POVC	A 72+50.00	988.51						
	POVC	A 73+00.00	988.95						
	PVI	A 73+35.00	989.96						
	POVC	A 73+50.00	989.11						
	VHIGH	A 73+53.83	989.11						
	POVC	A 74+00.00	988.99						
	POVC	A 74+50.00	988.60						
	PVT	A 74+60.00	988.49						
Linear	PVT	A 74+60.00	988.49	175.00	-1.1800%				
	POVT	A 75+00.00	988.01						
	POVT	A 75+50.00	987.42						
	POVT	A 76+00.00	986.83						
	PVC	A 76+35.00	986.42						
Symmetrical Parabola	PVC	A 76+35.00	986.42	200.00	-1.1800%	-1.4095%	871	-0.06	4791
	POVC	A 76+50.00	986.24						
	POVC	A 77+00.00	985.63						
	PVI	A 77+35.00	985.24						
	POVC	A 77+50.00	984.99						
	POVC	A 78+00.00	984.32						
	PVT	A 78+35.00	983.83						
Linear	PVT	A 78+35.00	983.83	165.00	-1.4095%				
	POVT	A 78+50.00	983.62						
	POVT	A 79+00.00	982.91						
	POVT	A 79+50.00	982.21						
	PVC	A 80+00.00	981.50						
Symmetrical Parabola	PVC	A 80+00.00	981.50	100.00	-1.4095%	-0.9381%	212	0.06	INF
	POVC	A 80+50.00	980.86						
	PVI	A 80+50.00	980.80						
	PVT	A 81+00.00	980.33						
Linear	PVT	A 81+00.00	980.33	17.50	-0.9381%				
	PVC	A 81+17.50	980.17						
Symmetrical Parabola	PVC	A 81+17.50	980.17	75.00	-0.9381%	-1.6641%	103	-0.07	1536
	POVC	A 81+50.00	979.81						
	PVI	A 81+55.00	979.82						
	PVT	A 81+92.50	979.19						
Linear	PVT	A 81+92.50	979.19	85.00	-1.6641%				
	POVT	A 82+00.00	979.07						
	POVT	A 82+50.00	978.23						
	PVC	A 82+77.50	977.78						
Symmetrical Parabola	PVC	A 82+77.50	977.78	75.00	-1.6641%	-1.2976%	205	0.03	INF
	POVC	A 83+00.00	977.41						
	PVI	A 83+15.00	977.15						
	POVC	A 83+50.00	976.70						
	PVT	A 83+52.50	976.67						
Linear	PVT	A 83+52.50	976.67	288.37	-1.2976%				
	POVT	A 84+00.00	976.05						
	POVT	A 84+50.00	975.40						
	POVT	A 85+00.00	974.75						
	POVT	A 85+50.00	974.10						
	POVT	A 86+00.00	973.45						
	PVC	A 86+40.87	972.92						

Element	Type	Station	Elevation	Length	Entrance Grade	Exit Grade	K	Middle Ordinate	SSD/HSD
Symmetrical Parabola	PVC	A 86+40.87	972.92	200.00	-1.2976%	-3.8708%	78	-0.64	520
	POVC	A 86+50.00	972.80						
	POVC	A 87+00.00	971.93						
	PVI	A 87+40.87	971.63						
	POVC	A 87+50.00	970.74						
	POVC	A 88+00.00	969.23						
	PVT	A 88+40.87	967.76						
Linear	PVT	A 88+40.87	967.76	73.63	-3.8708%				
	POVT	A 88+50.00	967.40						
	POVT	A 89+00.00	965.47						
	PVC	A 89+14.51	964.91						
Symmetrical Parabola	PVC	A 89+14.51	964.91	50.00	-3.8708%	-3.6425%	219	0.01	INF
	PVI	A 89+39.51	963.94						
	POVC	A 89+50.00	963.56						
	PVT	A 89+64.51	963.03						
Linear	PVT	A 89+64.51	963.03	10.89	-3.6425%				
	PVC	A 89+75.39	962.63						
Symmetrical Parabola	PVC	A 89+75.39	962.63	84.00	-3.6425%	-1.9333%	49	0.18	INF
	POVC	A 90+00.00	961.80						
	PVI	A 90+17.39	961.10						
	POVC	A 90+50.00	960.48						
	PVT	A 90+59.39	960.29						
Linear	PVT	A 90+59.39	960.29	71.11	-1.9333%				
	POVT	A 91+00.00	959.50						
	PVC	A 91+30.50	958.91						
Symmetrical Parabola	PVC	A 91+30.50	958.91	139.00	-1.9333%	0.2300%	64	0.38	854
	POVC	A 91+50.00	958.57						
	POVC	A 92+00.00	957.95						
	PVI	A 92+00.00	957.57						
	POVC	A 92+50.00	957.71						
	VLOW	A 92+54.72	957.71						
	PVT	A 92+69.50	957.73						
Linear	PVT	A 92+69.50	957.73	5.50	0.2300%				
	PVC	A 92+75.00	957.74						
Symmetrical Parabola	PVC	A 92+75.00	957.74	50.00	0.2300%	-0.3200%	91	-0.03	1987
	VHIGH	A 92+95.91	957.77						
	POVC	A 93+00.00	957.77						
	PVI	A 93+00.00	957.80						
	PVT	A 93+25.00	957.72						
Linear	PVT	A 93+25.00	957.72	22.50	-0.3200%				
	PVC	A 93+47.50	957.65						
Symmetrical Parabola	PVC	A 93+47.50	957.65	155.00	-0.3200%	-4.8930%	34	-0.89	314
	POVC	A 93+50.00	957.64						
	POVC	A 94+00.00	957.07						
	PVI	A 94+25.00	957.40						
	POVC	A 94+50.00	955.77						
	POVC	A 95+00.00	953.73						
	PVT	A 95+02.50	953.61						
Linear	PVT	A 95+02.50	953.61	115.00	-4.8930%				
	POVT	A 95+50.00	951.28						
	POVT	A 96+00.00	948.84						
	PVC	A 96+17.50	947.98						
Symmetrical Parabola	PVC	A 96+17.50	947.98	325.00	-4.8930%	-0.9609%	83	1.60	385
	POVC	A 96+50.00	946.45						
	POVC	A 97+00.00	944.36						
	POVC	A 97+50.00	942.56						
	PVI	A 97+80.00	940.03						
	POVC	A 98+00.00	941.07						
	POVC	A 98+50.00	939.88						
	POVC	A 99+00.00	938.99						
	PVT	A 99+42.50	938.47						
Linear	PVT	A 99+42.50	938.47	270.00	-0.9609%				
	POVT	A 99+50.00	938.40						
	POVT	A 100+00.00	937.92						
	POVT	A 100+50.00	937.44						
	POVT	A 101+00.00	936.96						
	POVT	A 101+50.00	936.47						
	POVT	A 102+00.00	936.00						
	PVC	A 102+12.50	935.88						

Element	Type	Station	Elevation	Length	Entrance Grade	Exit Grade	K	Middle Ordinate	SSD/HSD
Symmetrical Parabola	PVC	A 102+12.50	935.88	300.00	-0.9600%	-0.8800%	3750	0.03	INF
	POVC	A 102+50.00	935.52						
	POVC	A 102+75.00	935.36						
	POVC	A 103+00.00	935.05						
	POVC	A 103+50.00	934.58						
	PVI	A 103+62.50	934.44						
	POVC	A 104+00.00	934.12						
	POVC	A 104+50.00	933.67						
	POVC	A 105+00.00	933.23						
	PVT	A 105+12.50	933.12						
Linear	PVT	A 105+12.50	933.12	410.00	-0.8800%				
	POVT	A 105+50.00	932.79						
	POVT	A 106+00.00	932.35						
	POVT	A 106+50.00	931.91						
	POVT	A 107+00.00	931.47						
	POVT	A 107+50.00	931.03						
	POVT	A 108+00.00	930.59						
	POVT	A 108+50.00	930.15						
	POVT	A 109+00.00	929.71						
	PVC	A 109+22.50	929.51						
Symmetrical Parabola	PVC	A 109+22.50	929.51	225.00	-0.8800%	3.4559%	52	1.22	266
	POVC	A 109+50.00	929.34						
	VLOW	A 109+68.17	929.31						
	POVC	A 110+00.00	929.41						
	PVI	A 110+35.00	928.52						
	POVC	A 110+50.00	929.95						
	POVC	A 111+00.00	930.98						
	PVT	A 111+47.50	932.41						
Linear	PVT	A 111+47.50	932.41	77.50	3.4559%				
	POVT	A 111+50.00	932.49						
	POVT	A 112+00.00	934.22						
	PVC	A 112+25.00	935.09						
Symmetrical Parabola	PVC	A 112+25.00	935.09	300.00	3.4559%	-2.8788%	47	-2.38	320
	POVC	A 112+50.00	935.88						
	POVC	A 113+00.00	937.08						
	POVC	A 113+50.00	937.76						
	PVI	A 113+75.00	940.27						
	VHIGH	A 113+88.67	937.91						
	POVC	A 114+00.00	937.90						
	POVC	A 114+50.00	937.52						
	POVC	A 115+00.00	936.61						
	PVT	A 115+25.00	935.95						
Linear	PVT	A 115+25.00	935.95	295.00	-2.8788%				
	POVT	A 115+50.00	935.23						
	POVT	A 116+00.00	933.79						
	POVT	A 116+50.00	932.35						
	POVT	A 117+00.00	930.91						
	POVT	A 117+50.00	929.47						
	POVT	A 118+00.00	928.04						
	PVC	A 118+20.00	927.46						
Symmetrical Parabola	PVC	A 118+20.00	927.46	100.00	-2.8788%	-3.4327%	181	-0.07	2012
	POVC	A 118+50.00	926.57						
	PVI	A 118+70.00	926.02						
	POVC	A 119+00.00	924.98						
	PVT	A 119+20.00	924.30						
Linear	PVT	A 119+20.00	924.30	20.00	-3.4327%				
	PVC	A 119+40.00	923.62						
Symmetrical Parabola	PVC	A 119+40.00	923.62	350.00	-3.4327%	-2.1062%	264	0.58	INF
	POVC	A 119+50.00	923.28						
	POVC	A 120+00.00	921.63						
	POVT	A 120+50.00	920.07						
	POVC	A 121+00.00	918.61						
	PVI	A 121+15.00	917.61						
	POVC	A 121+50.00	917.24						
	POVC	A 122+00.00	915.97						
	POVC	A 122+50.00	914.80						
	PVT	A 122+90.00	913.92						
Linear	PVT	A 122+90.00	913.92	216.22	-2.1062%				
	POVT	A 123+00.00	913.71						
	POVT	A 123+50.00	912.66						
	POVT	A 124+00.00	911.61						
	POVT	A 124+50.00	910.55						
	POVT	A 125+00.00	909.50						
	PVC	A 125+06.22	909.37						

PVC = POINT OF VERTICAL CURVATURE
PVT = POINT OF VERTICAL TANGENCY
PVI = POINT OF VERTICAL INTERSECTION
POVT = POINT ON VERTICAL TANGENT
POVC = POINT ON VERTICAL CURVE

PVCC = POINT OF VERTICAL COMPOUND CURVATURE
PVRC = POINT OF VERTICAL REVERSE CURVATURE
VHIGH = VERTICAL HIGH POINT
VLOW = VERTICAL LOW POINT

vhb

PROJECT NAME: KILLINGTON - STOCKBRIDGE
PROJECT NUMBER: ER STP 022-1(25)

FILE NAME: z12B234_vert_table.dgn
PROJECT LEADER: E.P. DETRICK
DESIGNED BY: B.M. ROBERTS
VERTICAL ALIGNMENT TABLE SHEET 6

PLOT DATE: 7/17/2024
DRAWN BY: B.M. ROBERTS
CHECKED BY: E.P. DETRICK
SHEET 164 OF 424

Element	Type	Station	Elevation	Length	Entrance Grade	Exit Grade	K	Middle Ordinate	SSD/HSD
Symmetrical Parabola	PVC	A 125+06.22	909.37	175.00	-2.1062%	-5.4479%	52	-0.73	411
	POVC	A 125+50.00	908.26						
	PVI	A 125+93.72	907.53						
	POVC	A 126+00.00	906.56						
	POVC	A 126+50.00	904.37						
	PVT	A 126+81.22	902.76						
Linear	PVT	A 126+81.22	902.76	37.79	-5.4479%				
	POVT	A 127+00.00	901.74						
	PVC	A 127+19.00	900.07						
Symmetrical Parabola	PVC	A 127+19.00	900.07	415.00	-5.4479%	1.0100%	64	3.35	310
	POVC	A 127+50.00	899.09						
	POVC	A 128+00.00	896.80						
	POVC	A 128+50.00	894.90						
	POVC	A 129+00.00	893.39						
	PVI	A 129+26.50	889.40						
	POVC	A 129+50.00	892.27						
	POVC	A 130+00.00	891.54						
	POVC	A 130+50.00	891.20						
	VLOW	A 130+68.93	891.17						
	POVC	A 131+00.00	891.25						
	PVT	A 131+34.00	891.50						
Linear	PVT	A 131+34.00	891.50	100.50	1.0100%				
	POVT	A 131+50.00	891.66						
	POVT	A 132+00.00	892.17						
	PVC	A 132+34.50	892.52						
Symmetrical Parabola	PVC	A 132+34.50	892.52	160.00	1.0100%	5.3700%	37	0.87	208
	POVC	A 132+50.00	892.71						
	POVC	A 133+00.00	893.77						
	PVI	A 133+14.50	893.33						
	POVC	A 133+50.00	895.50						
	PVT	A 133+94.50	897.63						
Linear	PVT	A 133+94.50	897.63	59.00	5.3700%				
	POVT	A 134+00.00	897.92						
	POVT	A 134+50.00	900.61						
	PVC	A 134+53.50	900.79						
Symmetrical Parabola	PVC	A 134+53.50	900.79	235.00	5.3700%	-0.1100%	43	-1.61	314
	POVC	A 135+00.00	903.04						
	POVC	A 135+50.00	904.89						
	POVC	A 136+00.00	906.16						
	POVC	A 136+50.00	906.85						
	PVI	A 135+71.00	907.11						
	VHIGH	A 136+83.78	906.98						
	PVT	A 136+88.50	906.98						
Linear	PVT	A 136+88.50	906.98	51.50	-0.1100%				
	POVT	A 137+00.00	906.96						
	PVC	A 137+40.00	906.92						
Symmetrical Parabola	PVC	A 137+40.00	906.92	200.00	-0.1100%	-2.6560%	79	-0.64	523
	POVC	A 137+50.00	906.90						
	POVC	A 138+00.00	906.62						
	PVI	A 138+40.00	906.81						
	POVC	A 138+50.00	906.03						
	POVC	A 139+00.00	905.11						
	PVT	A 139+40.00	904.15						
Linear	PVT	A 139+40.00	904.15	181.23	-2.6560%				
	POVT	A 139+50.00	903.89						
	POVT	A 140+00.00	902.56						
	POVT	A 140+50.00	901.23						
	POVT	A 141+00.00	899.90						
	PVC	A 141+21.23	899.34						
Symmetrical Parabola	PVC	A 141+21.23	899.34	180.00	-2.6560%	-1.1698%	121	0.33	INF
	PVI	A 142+11.23	896.95						
	POVC	A 141+50.00	898.61						
	POVC	A 142+00.00	897.50						
	POVC	A 142+50.00	896.60						
	POVC	A 143+00.00	895.91						
	PVT	A 143+01.23	895.90						
Linear	PVT	A 143+01.23	895.90	8.77	-1.1698%				
	PVC	A 143+10.00	895.79						

Element	Type	Station	Elevation	Length	Entrance Grade	Exit Grade	K	Middle Ordinate	SSD/HSD
Symmetrical Parabola	PVC	A 143+10.00	895.79	500.00	-1.1698%	-1.9511%	640	-0.49	1633
	POVC	A 143+50.00	895.31						
	POVC	A 144+00.00	894.68						
	POVC	A 144+50.00	894.00						
	POVC	A 145+00.00	893.29						
	POVC	A 145+50.00	892.54						
	PVI	A 145+60.00	892.87						
	POVC	A 146+00.00	891.75						
	POVC	A 146+50.00	890.91						
	POVC	A 147+00.00	890.04						
	POVC	A 147+50.00	889.13						
	POVC	A 148+00.00	888.19						
	PVT	A 148+10.00	887.99						
Linear	PVT	A 148+10.00	887.99	574.00	-1.9511%				
	POVT	A 148+50.00	887.21						
	POVT	A 149+00.00	886.24						
	POVT	A 149+50.00	885.26						
	POVT	A 150+00.00	884.29						
	POVT	A 150+50.00	883.31						
	POVT	A 151+00.00	882.33						
	POVT	A 151+50.00	881.36						
	POVT	A 152+00.00	880.38						
	POVT	A 152+50.00	879.41						
	POVT	A 153+00.00	878.43						
	POVT	A 153+50.00	877.46						
	PVC	A 153+84.00	876.79						
Symmetrical Parabola	PVC	A 153+84.00	876.79	290.00	-1.9511%	-3.2430%	224	-0.47	981
	POVC	A 154+00.00	876.47						
	POVC	A 154+50.00	875.41						
	POVC	A 155+00.00	874.23						
	PVI	A 155+29.00	873.96						
	POVC	A 155+50.00	872.94						
	POVC	A 156+00.00	871.54						
	POVC	A 156+50.00	870.03						
	PVT	A 156+74.00	869.26						
Linear	PVT	A 156+74.00	869.26	53.50	-3.2430%				
	POVT	A 157+00.00	868.42						
	PVC	A 157+27.50	867.53						
Symmetrical Parabola	PVC	A 157+27.50	867.53	75.00	-3.2430%	-2.1029%	66	0.11	INF
	POVC	A 157+50.00	866.83						
	PVI	A 157+65.00	866.31						
	POVC	A 158+00.00	865.57						
	PVT	A 158+02.50	865.52						
Linear	PVT	A 158+02.50	865.52	71.00	-2.1029%				
	POVT	A 158+50.00	864.52						
	PVC	A 158+73.50	864.03						
Symmetrical Parabola	PVC	A 158+73.50	864.03	100.00	-2.1029%	-1.4700%	159	0.08	INF
	POVC	A 159+00.00	863.49						
	PVI	A 159+23.50	862.98						
	POVC	A 159+50.00	862.60						
	PVT	A 159+73.50	862.24						
Linear	PVT	A 159+73.50	862.24	576.50	-1.4700%				
	POVT	A 160+00.00	861.85						
	POVT	A 160+50.00	861.11						
	POVT	A 161+00.00	860.37						
	POVT	A 161+50.00	859.64						
	POVT	A 162+00.00	858.90						
	POVT	A 162+50.00	858.16						
	POVT	A 163+00.00	857.42						
	POVT	A 163+50.00	856.69						
	POVT	A 164+00.00	855.95						
	POVT	A 164+50.00	855.21						
	POVT	A 165+00.00	854.47						
	PVC	A 165+50.00	853.74						
Symmetrical Parabola	PVC	A 165+50.00	853.74	100.00	-1.4700%	-0.3100%	86	0.15	INF
	POVC	A 166+00.00	853.15						
	PVI	A 166+00.00	853.00						
	PVT	A 166+50.00	852.84						
Linear	PVT	A 166+50.00	852.84	100.00	-0.3100%				
	POVT	A 167+00.00	852.69						
	PVC	A 167+50.00	852.53						

Element	Type	Station	Elevation	Length	Entrance Grade	Exit Grade	K	Middle Ordinate	SSD/HSD
Symmetrical Parabola	PVC	A 167+50.00	852.53	100.00	-0.3100%	-0.0650%	404	0.03	INF
	POVC	A 168+00.00	852.41						
	PVI	A 168+00.00	852.38						
	PVT	A 168+50.00	852.34						
Linear	PVT	A 168+50.00	852.34	520.00	-0.0650%				
	POVT	A 169+00.00	852.31						
	POVT	A 169+50.00	852.28						
	POVT	A 170+00.00	852.25						
	POVT	A 170+50.00	852.21						
	POVT	A 171+00.00	852.18						
	POVT	A 171+50.00	852.15						
	POVT	A 172+00.00	852.12						
	POVT	A 172+50.00	852.08						
	POVT	A 173+00.00	852.05						
	POVT	A 173+50.00	852.02						
	PVC	A 173+70.00	852.00						
Symmetrical Parabola	PVC	A 173+70.00	852.00	50.00	-0.0650%	-0.4710%	123	-0.03	2657
	PVI	A 173+95.00	851.99						
	POVC	A 174+00.00	851.95						
	PVT	A 174+20.00	851.87						
Linear	PVT	A 174+20.00	851.87	320.00	-0.4710%				
	POVT	A 174+50.00	851.73						
	POVT	A 175+00.00	851.49						
	POVT	A 175+50.00	851.26						
	POVT	A 176+00.00	851.02						
	POVT	A 176+50.00	850.79						
	POVT	A 177+00.00	850.55						
	PVC	A 177+40.00	850.36						
Symmetrical Parabola	PVC	A 177+40.00	850.36	150.00	-0.4710%	-2.2533%	84	-0.33	681
	POVC	A 177+50.00	850.31						
	POVC	A 178+00.00	849.87						
	PVI	A 178+15.00	850.01						
	POVC	A 178+50.00	849.13						
	PVT	A 178+90.00	848.32						
Linear	PVT	A 178+90.00	848.32	150.00	-2.2533%				
	POVT	A 179+00.00	848.09						
	POVT	A 179+50.00	846.97						
	POVT	A 180+00.00	845.84						
	PVC	A 180+40.00	844.94						
Symmetrical Parabola	PVC	A 180+40.00	844.94	300.00	-2.2533%	-0.5288%	174	0.65	INF
	POVC	A 180+50.00	844.72						
	POVC	A 181+00.00	843.69						
	POVC	A 181+50.00	842.81						
	PVI	A 181+90.00	841.56						
	POVC	A 182+00.00	842.07						
	POVC	A 182+50.00	841.48						
	POVC	A 183+00.00	841.02						
	PVT	A 183+40.00	840.77						
Linear	PVT	A 183+40.00	840.77	85.00	-0.5288%				
	POVT	A 183+50.00	840.71						
	POVT	A 184+00.00	840.45						
	PVC	A 184+25.00	840.32						
Symmetrical Parabola	PVC	A 184+25.00	840.32	50.00	-0.5288%	-0.9474%	119	-0.03	2594
	POVC	A 184+50.00	840.16						
	PVI	A 184+50.00	840.19						
	PVT	A 184+75.00	839.95						
Linear	PVT	A 184+75.00	839.95	60.00	-0.9474%				
	POVT	A 185+00.00	839.71						
	PVC	A 185+35.00	839.38						
Symmetrical Parabola	PVC	A 185+35.00	839.38	460.00	-0.9474%	1.7300%	172	1.54	878
	POVC	A 185+50.00	839.24						
	POVC	A 186+00.00	838.89						
	POVC	A 186+50.00	838.68						
	VLOW	A 186+97.59	838.61						
	POVC	A 187+00.00	838.61						
	POVC	A 187+50.00	838.69						
	PVI	A 187+65.00	837.20						
	POVC	A 188+00.00	839.92						
	POVC	A 188+50.00	839.29						
	POVC	A 189+00.00	839.80						
	POVC	A 189+50.00	840.47						
	PVT	A 189+95.00	841.19						
Linear	PVT	A 189+95.00	841.19	8.00	1.7300%				
	POVT	A 190+00.00	841.27						
	PVC	A 190+03.00	841.33						

PVC = POINT OF VERTICAL CURVATURE
PVT = POINT OF VERTICAL TANGENCY
PVI = POINT OF VERTICAL INTERSECTION
POVT = POINT ON VERTICAL TANGENT
POVC = POINT ON VERTICAL CURVE

PVCC = POINT OF VERTICAL COMPOUND CURVATURE
PVRC = POINT OF VERTICAL REVERSE CURVATURE
VHIGH = VERTICAL HIGH POINT
VLOW = VERTICAL LOW POINT

PROJECT NAME: KILLINGTON - STOCKBRIDGE
PROJECT NUMBER: ER STP 022-1(25)

FILE NAME: z12B234_vert_table.dgn
PROJECT LEADER: E.P. DETRICK
DESIGNED BY: B.M. ROBERTS
VERTICAL ALIGNMENT TABLE SHEET 7

PLOT DATE: 7/17/2024
DRAWN BY: B.M. ROBERTS
CHECKED BY: E.P. DETRICK
SHEET 165 OF 424

Element	Type	Station	Elevation	Length	Entrance Grade	Exit Grade	K	Middle Ordinate	SSD/HSD
Symmetrical Parabola	PVC	A 190+03.00	841.33	70.00	1.7300%	0.0600%	42	-0.15	681
	PVI	A 190+38.00	841.93						
	POVC	A 190+50.00	841.88						
	PVT	A 190+73.00	841.95						
Linear	PVT	A 190+73.00	841.95	109.50	0.0600%				
	POVT	A 191+00.00	841.97						
	POVT	A 191+50.00	842.00						
	PVC	A 191+82.50	842.02						
Symmetrical Parabola	PVC	A 191+82.50	842.02	95.00	0.0600%	2.5500%	38	0.30	430
	POVC	A 192+00.00	842.07						
	PVI	A 192+30.00	842.04						
	POVC	A 192+50.00	842.65						
	PVT	A 192+77.50	843.25						
Linear	PVT	A 192+77.50	843.25	5.00	2.5500%				
	PVC	A 192+82.50	843.38						
Symmetrical Parabola	PVC	A 192+82.50	843.38	135.00	2.5500%	6.5217%	34	0.67	211
	POVC	A 193+00.00	843.87						
	POVC	A 193+50.00	845.77						
	PVI	A 193+50.00	845.10						
	POVC	A 194+00.00	848.41						
	PVT	A 194+17.50	849.50						
Linear	PVT	A 194+17.50	849.50	10.00	6.5217%				
	PVC	A 194+27.50	850.15						
Symmetrical Parabola	PVC	A 194+27.50	850.15	75.00	6.5217%	8.4964%	38	0.19	1192
	POVC	A 194+50.00	851.69						
	PVI	A 194+65.00	852.60						
	POVC	A 195+00.00	855.57						
	PVT	A 195+02.50	855.79						
Linear	PVT	A 195+02.50	855.79	65.00	8.4964%				
	POVT	A 195+50.00	859.82						
	PVC	A 195+67.50	861.31						
Symmetrical Parabola	PVC	A 195+67.50	861.31	75.00	8.4964%	7.5611%	80	-0.09	1185
	POVC	A 196+00.00	864.00						
	PVI	A 196+05.00	864.50						
	PVT	A 196+42.50	867.33						
Linear	PVT	A 196+42.50	867.33	67.50	7.5611%				
	POVT	A 196+50.00	867.90						
	POVT	A 197+00.00	871.68						
	PVC	A 197+10.00	872.43						
Symmetrical Parabola	PVC	A 197+10.00	872.43	150.00	7.5611%	3.0571%	33	-0.84	315
	POVC	A 197+50.00	875.22						
	PVI	A 197+85.00	878.11						
	POVC	A 198+00.00	878.02						
	POVC	A 198+50.00	880.08						
	PVT	A 198+60.00	880.40						
Linear	PVT	A 198+60.00	880.40	37.50	3.0571%				
	PVC	A 198+97.50	881.54						
Symmetrical Parabola	PVC	A 198+97.50	881.54	125.00	3.0571%	0.6526%	52	-0.38	510
	POVC	A 199+00.00	881.62						
	POVC	A 199+50.00	882.88						
	PVI	A 199+60.00	883.46						
	POVC	A 200+00.00	883.67						
	PVT	A 200+22.50	883.86						
Linear	PVT	A 200+22.50	883.86	102.50	0.6526%				
	POVT	A 200+50.00	884.04						
	POVT	A 201+00.00	884.37						
	PVC	A 201+25.00	884.53						
Symmetrical Parabola	PVC	A 201+25.00	884.53	50.00	0.6526%	0.1400%	98	-0.03	2141
	POVC	A 201+50.00	884.66						
	PVI	A 201+50.00	884.70						
	PVT	A 201+75.00	884.73						
Linear	PVT	A 201+75.00	884.73	5.00	0.1400%				
	PVC	A 201+80.00	884.74						
Symmetrical Parabola	PVC	A 201+80.00	884.74	40.00	0.1400%	0.4394%	134	0.01	INF
	POVC	A 202+00.00	884.78						
	PVI	A 202+00.00	884.77						
	PVT	A 202+20.00	884.85						
Linear	PVT	A 202+20.00	884.85	92.50	0.4394%				
	POVT	A 202+50.00	884.98						
	POVT	A 203+00.00	885.20						
	PVC	A 203+12.50	885.26						
Symmetrical Parabola	PVC	A 203+12.50	885.26	75.00	0.4394%	0.2589%	416	-0.02	6032
	POVC	A 203+50.00	885.41						
	PVI	A 203+50.00	885.42						
	PVT	A 203+87.50	885.52						

Element	Type	Station	Elevation	Length	Entrance Grade	Exit Grade	K	Middle Ordinate	SSD/HSD
Linear	PVT	A 203+87.50	885.52	32.50	0.2589%				
	POVT	A 204+00.00	885.55						
	PVC	A 204+20.00	885.61						
Symmetrical Parabola	PVC	A 204+20.00	885.61	50.00	0.2589%	0.5821%	155	0.02	INF
	PVI	A 204+45.00	885.67						
	POVC	A 204+50.00	885.71						
	PVT	A 204+70.00	885.82						
Linear	PVT	A 204+70.00	885.82	90.00	0.5821%				
	POVT	A 205+00.00	885.99						
	POVT	A 205+50.00	886.28						
	PVC	A 205+60.00	886.34						
Symmetrical Parabola	PVC	A 205+60.00	886.34	50.00	0.5821%	1.0909%	98	0.03	INF
	PVI	A 205+85.00	886.49						
	POVC	A 206+00.00	886.65						
	PVT	A 206+10.00	886.76						
Linear	PVT	A 206+10.00	886.76	5.00	1.0909%				
	PVC	A 206+15.00	886.81						
Symmetrical Parabola	PVC	A 206+15.00	886.81	50.00	1.0909%	1.0162%	669	0.00	15439
	PVI	A 206+40.00	887.09						
	POVC	A 206+50.00	887.18						
	PVT	A 206+65.00	887.34						
Linear	PVT	A 206+65.00	887.34	122.50	1.0162%				
	POVT	A 207+00.00	887.69						
	POVT	A 207+50.00	888.20						
	PVC	A 207+87.50	888.58						
Symmetrical Parabola	PVC	A 207+87.50	888.58	75.00	1.0162%	3.0056%	38	0.19	1144
	POVC	A 208+00.00	888.73						
	PVI	A 208+25.00	888.97						
	POVC	A 208+50.00	889.74						
	PVT	A 208+62.50	890.09						
Linear	PVT	A 208+62.50	890.09	12.00	3.0056%				
	PVC	A 208+74.50	890.45						
Symmetrical Parabola	PVC	A 208+74.50	890.45	81.00	3.0056%	5.2002%	37	0.22	656
	PVI	A 209+15.00	891.67						
	POVC	A 209+00.00	891.31						
	POVC	A 209+50.00	893.49						
	PVT	A 209+55.50	893.78						
Linear	PVT	A 209+55.50	893.78	24.50	5.2002%				
	PVC	A 209+80.00	895.05						
Symmetrical Parabola	PVC	A 209+80.00	895.05	50.00	5.2002%	5.1141%	580	-0.01	12014
	POVC	A 210+00.00	896.09						
	PVI	A 210+05.00	896.35						
	PVT	A 210+30.00	897.63						
Linear	PVT	A 210+30.00	897.63	17.50	5.1141%				
	PVC	A 210+47.50	898.52						
Symmetrical Parabola	PVC	A 210+47.50	898.52	175.00	5.1141%	0.0938%	35	-1.10	302
	POVC	A 210+50.00	898.65						
	POVC	A 211+00.00	900.81						
	PVI	A 211+35.00	903.00						
	POVC	A 211+50.00	902.26						
	POVC	A 212+00.00	902.99						
	PVT	A 212+22.50	903.08						
Linear	PVT	A 212+22.50	903.08	52.50	0.0938%				
	POVT	A 212+50.00	903.11						
	PVC	A 212+75.00	903.13						
Symmetrical Parabola	PVC	A 212+75.00	903.13	150.00	0.0938%	1.6388%	97	0.29	INF
	POVC	A 213+00.00	903.19						
	POVC	A 213+50.00	903.49						
	PVI	A 213+50.00	903.20						
	POVT	A 214+00.00	904.05						
	PVT	A 214+25.00	904.43						
Linear	PVT	A 214+25.00	904.43	95.00	1.6388%				
	POVT	A 214+50.00	904.84						
	POVT	A 215+00.00	905.66						
	PVC	A 215+20.00	905.99						

Element	Type	Station	Elevation	Length	Entrance Grade	Exit Grade	K	Middle Ordinate	SSD/HSD
Symmetrical Parabola	PVC	A 215+20.00	905.99	440.00	1.6388%	-2.1622%	116	-2.09	504
	POVC	A 215+50.00	906.44						
	POVC	A 216+00.00	907.02						
	POVC	A 216+50.00	907.39						
	POVC	A 217+00.00	907.54						
	VHIGH	A 217+09.71	907.54						
	PVI	A 217+40.00	909.59						
	POVC	A 217+50.00	907.47						
	POVC	A 218+00.00	907.19						
	POVC	A 218+50.00	906.69						
	POVC	A 219+00.00	905.98						
	POVC	A 219+50.00	905.05						
	PVT	A 219+60.00	904.83						
Linear	PVT	A 219+60.00	904.83	122.50	-2.1622%				
	POVT	A 220+00.00	903.97						
	POVT	A 220+50.00	902.89						
	PVC	A 220+82.50	902.19						
Symmetrical Parabola	PVC	A 220+82.50	902.19	75.00	-2.1622%	-1.3444%	92	0.08	INF
	POVC	A 221+00.00	901.82						
	PVI	A 221+20.00	901.38						
	POVC	A 221+50.00	900.97						
	PVT	A 221+57.50	900.87						
Linear	PVT	A 221+57.50	900.87	60.00	-1.3444%				
	POVT	A 222+00.00	900.30						
	PVC	A 222+17.50	900.06						
Symmetrical Parabola	PVC	A 222+17.50	900.06	75.00	-1.3444%	-0.9956%	215	0.03	INF
	POVC	A 222+50.00	899.65						
	PVI	A 222+55.00	899.56						
	PVT	A 222+92.50	899.19						
Linear	PVT	A 222+92.50	899.19	112.50	-0.9956%				
	POVT	A 223+00.00	899.11						
	POVT	A 223+50.00	898.61						
	POVT	A 224+00.00	898.12						
	PVC	A 224+05.00	898.07						
Symmetrical Parabola	PVC	A 224+05.00	898.07	150.00	-0.9956%	-2.1750%	127	-0.22	997
	POVC	A 224+50.00	897.54						
	PVI	A 224+80.00	897.32						
	POVC	A 225+00.00	896.77						
	POVC	A 225+50.00	895.80						
	PVT	A 225+55.00	895.69						
Linear	PVT	A 225+55.00	895.69	50.00	-2.1750%				
	POVT	A 226+00.00	894.71						
	PVC	A 226+05.00	894.60						
Symmetrical Parabola	PVC	A 226+05.00	894.60	150.00	-2.1750%	-0.5242%	91	0.31	INF
	POVC	A 226+50.00	893.73						
	PVI	A 226+80.00	892.97						
	POVC	A 227+00.00	893.03						
	POVC	A 227+50.00	892.60						
	PVT	A 227+55.00	892.58						
Linear	PVT	A 227+55.00	892.58	80.00	-0.5242%				
	POVT	A 228+00.00	892.34						
	PVC	A 228+35.00	892.16						
Symmetrical Parabola	PVC	A 228+35.00	892.16	350.00	-0.5242%	-1.1000%	608	-0.25	2035
	POVC	A 228+50.00	892.08						
	POVC	A 229+00.00	891.78						
	POVC	A 229+50.00	891.45						
	POVC	A 230+00.00	891.07						
	PVI	A 230+10.00	891.24						
	POVC	A 230+50.00	890.65						
	POVC	A 231+00.00	890.19						
	POVC	A 231+50.00	889.69						
	PVT	A 231+85.00	889.31						
Linear	PVT	A 231+85.00	889.31	20.00	-1.1000%				
	POVT	A 232+00.00	889.15						
	PVC	A 232+05.00	889.10						
Symmetrical Parabola	PVC	A 232+05.00	889.10	350.00	-1.1000%	-0.4775%	562	0.27	INF
	POVC	A 232+50.00	888.62						
	POVC	A 233+00.00	888.13						
	POVC	A 233+50.00	887.69						
	PVI	A 233+80.00	887.17						
	POVC	A 234+00.00	887.29						
	POVC	A 234+50.00	886.93						
	POVC	A 235+00.00	886.62						
	POVC	A 235+50.00	886.36						
	PVT	A 235+55.00	886.33						

PVC = POINT OF VERTICAL CURVATURE
PVT = POINT OF VERTICAL TANGENCY
PVI = POINT OF VERTICAL INTERSECTION
POVT = POINT ON VERTICAL TANGENT
POVC = POINT ON VERTICAL CURVE

PVCC = POINT OF VERTICAL COMPOUND CURVATURE
PVRC = POINT OF VERTICAL REVERSE CURVATURE
VHIGH = VERTICAL HIGH POINT
VLOW = VERTICAL LOW POINT

PROJECT NAME: KILLINGTON - STOCKBRIDGE
PROJECT NUMBER: ER STP 022-1(25)

FILE NAME: z12B234_vert_table.dgn
PROJECT LEADER: E.P. DETRICK
DESIGNED BY: B.M. ROBERTS
VERTICAL ALIGNMENT TABLE SHEET 8

PLOT DATE: 7/17/2024
DRAWN BY: B.M. ROBERTS
CHECKED BY: E.P. DETRICK
SHEET 166 OF 424

Element	Type	Station	Elevation	Length	Entrance Grade	Exit Grade	K	Middle Ordinate	SSD/HSD
Linear	PVT	A 235+55.00	886.33	420.00	-0.4775%				
	POVT	A 236+00.00	886.12						
	POVT	A 236+50.00	885.88						
	POVT	A 237+00.00	885.64						
	POVT	A 237+50.00	885.40						
	POVT	A 238+00.00	885.16						
	POVT	A 238+50.00	884.93						
	POVT	A 239+00.00	884.69						
	POVT	A 239+50.00	884.45						
	PVC	A 239+75.00	884.33						
Symmetrical Parabola	PVC	A 239+75.00	884.33	100.00	-0.4775%	-0.9197%	226	-0.06	2502
	POVC	A 240+00.00	884.20						
	PVI	A 240+25.00	884.09						
	POVC	A 240+50.00	883.85						
	PVT	A 240+75.00	883.63						
Linear	PVT	A 240+75.00	883.63	397.50	-0.9197%				
	POVT	A 241+00.00	883.40						
	POVT	A 241+50.00	882.94						
	POVT	A 242+00.00	882.48						
	POVT	A 242+50.00	882.02						
	POVT	A 243+00.00	881.56						
	POVT	A 243+50.00	881.10						
	POVT	A 244+00.00	880.64						
	POVT	A 244+50.00	880.18						
	PVC	A 244+72.50	879.97						
Symmetrical Parabola	PVC	A 244+72.50	879.97	275.00	-0.9197%	1.7107%	105	0.90	638
	POVC	A 245+00.00	879.76						
	POVC	A 245+50.00	879.55						
	VLOW	A 245+68.65	879.53						
	POVC	A 246+00.00	879.58						
	PVI	A 246+10.00	878.71						
	POVC	A 246+50.00	879.85						
	POVC	A 247+00.00	880.36						
	PVT	A 247+47.50	881.06						
Linear	PVT	A 247+47.50	881.06	67.50	1.7107%				
	POVT	A 247+50.00	881.11						
	POVT	A 248+00.00	881.96						
	PVC	A 248+15.00	882.22						
Symmetrical Parabola	PVC	A 248+15.00	882.22	150.00	1.7107%	-1.9513%	41	-0.69	370
	POVC	A 248+50.00	882.67						
	VHIGH	A 248+85.07	882.82						
	PVI	A 248+90.00	883.50						
	POVC	A 249+00.00	882.79						
	POVC	A 249+50.00	882.30						
	PVT	A 249+65.00	882.04						
Linear	PVT	A 249+65.00	882.04	7.50	-1.9513%				
	PVC	A 249+72.50	881.89						
Symmetrical Parabola	PVC	A 249+72.50	881.89	225.00	-1.9513%	-7.8331%	38	-1.65	296
	POVC	A 250+00.00	881.25						
	POVC	A 250+50.00	879.59						
	PVI	A 250+85.00	879.70						
	POVC	A 251+00.00	877.28						
	POVC	A 251+50.00	874.31						
	PVT	A 251+97.50	870.88						
Linear	PVT	A 251+97.50	870.88	52.50	-7.8331%				
	POVT	A 252+00.00	870.69						
	PVC	A 252+50.00	866.77						
Symmetrical Parabola	PVC	A 252+50.00	866.77	100.00	-7.8331%	-8.1223%	346	-0.04	3771
	POVC	A 253+00.00	862.82						
	PVI	A 253+00.00	862.85						
	PVT	A 253+50.00	858.79						
Linear	PVT	A 253+50.00	858.79	81.50	-8.1223%				
	POVT	A 254+00.00	854.73						
	PVC	A 254+31.50	852.17						

STOCKBRIDGE

Element	Type	Station	Elevation	Length	Entrance Grade	Exit Grade	K	Middle Ordinate	SSD/HSD
Symmetrical Parabola	PVC	A 254+31.50	852.17	325.00	-8.1223%	1.9000%	32	4.07	184
	POVC	A 254+50.00	850.72						
	POVC	A 255+00.00	847.33						
	POVC	A 255+50.00	844.71						
	PVI	A 255+94.00	838.97						
	POVC	A 256+00.00	842.86						
	EQNBK	A 256+00.13							
	EQNAHD	B 0+00.00							
	POVC	B 0+50.00	841.79						
	VLOW	B 0+94.76	841.48						
	POVC	B 1+00.00	841.48						
	POVC	B 1+50.00	841.95						
	PVT	B 1+56.37	842.06						
Linear	PVT	B 1+56.37	842.06	13.63	1.9000%				
	PVC	B 1+70.00	842.32						
Symmetrical Parabola	PVC	B 1+70.00	842.32	150.00	1.9000%	-0.5045%	62	-0.45	663
	POVC	B 2+00.00	842.82						
	PVI	B 2+45.00	843.75						
	POVC	B 2+50.00	843.33						
	VHIGH	B 2+88.53	843.45						
	POVC	B 3+00.00	843.44						
	PVT	B 3+20.0	843.37						
Linear	PVT	B 3+20.0	843.37	5.00	-0.5045%				
	PVC	B 3+25.00	843.34						
Symmetrical Parabola	PVC	B 3+25.00	843.34	150.00	-0.5045%	-1.3264%	183	-0.15	1375
	POVC	B 3+50.00	843.20						
	POVC	B 4+00.00	842.81						
	PVI	B 4+00.00	842.96						
	POVC	B 4+50.00	842.28						
	PVT	B 4+75.00	841.97						
Linear	PVT	B 4+75.00	841.97	106.50	-1.3264%				
	POVT	B 5+00.00	841.64						
	POVT	B 5+50.00	840.97						
	PVC	B 5+81.50	840.56						
Symmetrical Parabola	PVC	B 5+81.50	840.56	55.00	-1.3264%	-2.2067%	62	-0.06	1254
	POVC	B 6+00.00	840.28						
	PVI	B 6+09.00	840.19						
	PVT	B 6+36.50	839.58						
Linear	PVT	B 6+36.50	839.58	39.98	-2.2067%				
	POVT	B 6+50.00	839.29						
	PVC	B 6+76.48	838.70						
Symmetrical Parabola	PVC	B 6+76.48	838.70	65.00	-2.2067%	-3.2610%	62	-0.09	1060
	POVC	B 7+00.00	838.14						
	PVI	B 7+08.98	837.99						
	PVT	B 7+41.48	836.93						
Linear	PVT	B 7+41.48	836.93	23.02	-3.2610%				
	POVT	B 7+50.00	836.65						
	PVC	B 7+64.50	836.17						
Symmetrical Parabola	PVC	B 7+64.50	836.17	75.00	-3.2610%	-2.6978%	133	0.05	INF
	POVC	B 8+00.00	835.06						
	PVI	B 8+02.00	834.95						
	PVT	B 8+39.50	833.94						
Linear	PVT	B 8+39.50	833.94	128.50	-2.6978%				
	POVT	B 8+50.00	833.66						
	POVT	B 9+00.00	832.31						
	POVT	B 9+50.00	830.96						
	PVC	B 9+68.00	830.47						
Symmetrical Parabola	PVC	B 9+68.00	830.47	240.00	-2.6978%	-1.2388%	165	0.44	INF
	POVC	B 10+00.00	829.64						
	POVC	B 10+50.00	828.47						
	PVI	B 10+88.00	827.24						
	POVC	B 11+00.00	827.44						
	POVC	B 11+50.00	826.57						
	POVC	B 12+00.00	825.85						
	PVT	B 12+08.00	825.75						
Linear	PVT	B 12+08.00	825.75	67.00	-1.2388%				
	POVT	B 12+50.00	825.23						
	PVC	B 12+75.00	824.92						

Element	Type	Station	Elevation	Length	Entrance Grade	Exit Grade	K	Middle Ordinate	SSD/HSD
Symmetrical Parabola	PVC	B 12+75.00	824.92	150.00	-1.2388%	-0.9415%	505	0.06	INF
	POVC	B 13+00.00	824.62						
	POVC	B 13+50.00	824.05						
	PVI	B 13+50.00	823.99						
	POVC	B 14+00.00	823.53						
	PVT	B 14+25.00	823.28						
Linear	PVT	B 14+25.00	823.28	232.00	-0.9415%				
	POVT	B 14+50.00	823.05						
	POVT	B 15+00.00	822.58						
	POVT	B 15+50.00	822.11						
	POVT	B 16+00.00	821.64						
	POVT	B 16+50.00	821.17						
	PVC	B 16+57.00	821.10						
Symmetrical Parabola	PVC	B 16+57.00	821.10	150.00	-0.9415%	-0.4052%	280	0.10	INF
	POVC	B 17+00.00	820.73						
	PVI	B 17+32.00	820.39						
	POVC	B 17+50.00	820.38						
	POVC	B 18+00.00	820.12						
	PVT	B 18+07.00	820.09						
Linear	PVT	B 18+07.00	820.09	209.00	-0.4052%				
	POVT	B 18+50.00	819.92						
	POVT	B 19+00.00	819.71						
	POVT	B 19+50.00	819.51						
	POVT	B 20+00.00	819.31						
	PVC	B 20+16.00	819.24						
Symmetrical Parabola	PVC	B 20+16.00	819.24	150.00	-0.4052%	-1.2483%	178	-0.16	1360
	POVC	B 20+50.00	819.07						
	PVI	B 20+91.00	818.94						
	POVC	B 21+00.00	818.70						
	POVC	B 21+50.00	818.20						
	PVT	B 21+66.00	818.00						
Linear	PVT	B 21+66.00	818.00	81.50	-1.2483%				
	POVT	B 22+00.00	817.58						
	PVC	B 22+47.50	816.99						
Symmetrical Parabola	PVC	B 22+47.50	816.99	265.00	-1.2483%	0.8520%	126	0.70	1366
	POVC	B 22+50.00	816.95						
	POVC	B 23+00.00	816.44						
	POVC	B 23+50.00	816.12						
	PVI	B 23+80.00	815.33						
	POVC	B 24+00.00	816.00						
	POVC	B 24+50.00	816.08						
	POVC	B 25+00.00	816.36						
	VLOW	B 24+05.00	816.00						
	PVT	B 25+12.50	816.46						
Linear	PVT	B 25+12.50	816.46	624.50	0.8520%				
	POVT	B 25+50.00	816.78						
	POVT	B 26+00.00	817.21						
	POVT	B 26+50.00	817.63						
	POVT	B 27+00.00	818.06						
	POVT	B 27+50.00	818.48						
	POVT	B 28+00.00	818.91						
	POVT	B 28+50.00	819.34						
	POVT	B 29+00.00	819.76						
	POVT	B 29+50.00	820.19						
	POVT	B 30+00.00	820.61						
	POVT	B 30+50.00	821.04						
	POVT	B 31+00.00	821.47						
	PVC	B 31+37.00	821.78						
Symmetrical Parabola	PVC	B 31+37.00	821.78	390.00	0.8520%	-3.8011%	84	-2.27	427
	POVC	B 31+50.00	821.88						
	POVC	B 32+00.00	822.08						
	VHIGH	B 32+08.41	822.08						
	POVC	B 32+50.00	821.98						
	POVC	B 33+00.00	821.58						
	PVI	B 33+32.00	823.44						
	POVC	B 33+50.00	820.89						
	POVC	B 34+00.00	819.90						
	POVC	B 34+50.00	818.60						
	POVC	B 35+00.00	817.01						
	PVT	B 35+27.00	816.03						
Linear	PVT	B 35+27.00	816.03	31.00	-3.8011%				
	POVT	B 35+50.00	815.16						
	PVC	B 35+58.00	814.85						

PVC = POINT OF VERTICAL CURVATURE
PVT = POINT OF VERTICAL TANGENCY
PVI = POINT OF VERTICAL INTERSECTION
POVT = POINT ON VERTICAL TANGENT
POVC = POINT ON VERTICAL CURVE

PVCC = POINT OF VERTICAL COMPOUND CURVATURE
PVRC = POINT OF VERTICAL REVERSE CURVATURE
VHIGH = VERTICAL HIGH POINT
VLOW = VERTICAL LOW POINT

PROJECT NAME: KILLINGTON - STOCKBRIDGE
PROJECT NUMBER: ER STP 022-1(25)

FILE NAME: z12B234_vert_table.dgn
PROJECT LEADER: E.P. DETRICK
DESIGNED BY: B.M. ROBERTS
VERTICAL ALIGNMENT TABLE SHEET 9

PLOT DATE: 7/17/2024
DRAWN BY: B.M. ROBERTS
CHECKED BY: E. DETRICK
SHEET 167 OF 424

Element	Type	Station	Elevation	Length	Entrance Grade	Exit Grade	K	Middle Ordinate	SSD/HSD
Symmetrical Parabola	PVC	B 35+58.00	814.85	150.00	-3.8011%	-4.1858%	390	-0.07	2842
	POVC	B 36+00.00	813.23						
	PVI	B 36+33.00	812.00						
	POVC	B 36+50.00	811.25						
	POVC	B 37+00.00	809.20						
	PVT	B 37+08.00	808.86						
Linear	PVT	B 37+08.00	808.86	71.50	-4.1858%				
	POVT	B 37+50.00	807.10						
	PVC	B 37+79.50	805.87						
Symmetrical Parabola	PVC	B 37+79.50	805.87	150.00	-4.1858%	-3.7575%	350	-0.08	INF
	POVC	B 38+00.00	805.02						
	POVC	B 38+50.00	802.99						
	PVI	B 38+54.50	802.73						
	POVC	B 39+00.00	801.03						
	PVT	B 39+29.50	799.91						
Linear	PVT	B 39+29.50	799.91	145.50	-3.7575%				
	POVT	B 39+50.00	799.14						
	POVT	B 40+00.00	797.26						
	POVT	B 40+50.00	795.38						
	PVC	B 40+75.00	794.44						
Symmetrical Parabola	PVC	B 40+75.00	794.44	150.00	-3.7575%	-3.9769%	684	-0.04	4980
	POVC	B 41+00.00	793.50						
	POVC	B 41+50.00	791.58						
	PVI	B 41+50.00	791.63						
	POVC	B 42+00.00	789.63						
	PVT	B 42+25.00	788.64						
Linear	PVT	B 42+25.00	789.64	26.50	-3.9769%				
	POVT	B 42+50.00	787.65						
	PVC	B 42+51.50	787.59						
Symmetrical Parabola	PVC	B 42+51.50	787.59	165.00	-3.9769%	-1.9000%	79	0.43	1141
	POVC	B 43+00.00	785.81						
	PVI	B 43+34.00	784.31						
	POVC	B 43+50.00	784.28						
	POVC	B 44+00.00	783.07						
	PVT	B 44+16.50	782.74						
Linear	PVT	B 44+16.50	782.74	50.10	-1.9000%				
	POVT	B 44+50.00	782.10						
	PVC	B 44+66.60	781.79						
Symmetrical Parabola	PVC	B 44+66.60	781.79	150.00	-1.9000%	0.2000%	71	0.39	1021
	POVC	B 45+00.00	781.53						
	PVI	B 45+41.60	780.36						
	POVC	B 45+50.00	781.03						
	POVC	B 46+00.00	780.74						
	VLOW	B 46+02.31	780.50						
	PVT	B 46+16.60	780.51						
Linear	PVT	B 46+16.60	780.51	72.69	0.2000%				
	POVT	B 46+50.00	780.58						
	PVC	B 46+89.28	780.66						
Symmetrical Parabola	PVC	B 46+89.28	780.66	75.00	0.2000%	0.4648%	283	0.02	INF
	POVC	B 47+00.00	780.68						
	PVI	B 47+26.78	780.73						
	POVC	B 47+50.00	780.85						
	PVT	B 47+64.28	780.91						
Linear	PVT	B 47+64.28	780.91	145.72	0.4648%				
	POVT	B 48+00.00	781.07						
	POVT	B 48+50.00	781.31						
	POVT	B 49+00.00	781.54						
	PVC	B 49+10.00	781.59						
Symmetrical Parabola	PVC	B 49+10.00	781.59	150.00	0.4648%	0.2800%	812	-0.03	6069
	POVC	B 49+50.00	781.76						
	PVI	B 49+85.00	781.93						
	POVC	B 50+00.00	781.95						
	POVC	B 50+50.00	782.12						
	PVT	B 50+60.00	782.14						
Linear	PVT	B 50+60.00	782.14	267.00	0.2800%				
	POVT	B 51+00.00	782.26						
	POVT	B 51+50.00	782.40						
	POVT	B 52+00.00	782.54						
	POVT	B 52+50.00	782.68						
	POVT	B 53+00.00	782.82						
	PVC	B 53+27.00	782.89						

Element	Type	Station	Elevation	Length	Entrance Grade	Exit Grade	K	Middle Ordinate	SSD/HSD
Symmetrical Parabola	PVC	B 53+27.00	782.89	100.00	0.2800%	-0.2500%	189	-0.07	2086
	POVC	B 53+50.00	782.94						
	PVI	B 53+77.00	783.03						
	VHIGH	B 53+79.83	782.97						
	POVC	B 54+00.00	782.96						
	PVT	B 54+27.00	782.91						
Linear	PVT	B 54+27.00	782.91	33.00	-0.2500%				
	POVT	B 54+50.00	782.85						
	PVC	B 54+60.00	782.82						
Symmetrical Parabola	PVC	B 54+60.00	782.82	110.00	-0.2500%	0.8750%	98	0.15	INF
	VLOW	B 54+84.44	782.79						
	POVC	B 55+00.00	782.81						
	PVI	B 55+15.00	782.69						
	POVC	B 55+50.00	783.01						
	PVT	B 55+70.00	783.17						
Linear	PVT	B 55+70.00	783.17	33.00	0.8750%				
	POVT	B 56+00.00	783.43						
	PVC	B 56+03.00	783.46						
Symmetrical Parabola	PVC	B 56+03.00	783.46	100.00	0.8750%	1.4553%	172	0.07	INF
	POVC	B 56+50.00	783.93						
	PVI	B 56+53.00	783.89						
	POVC	B 57+00.00	784.58						
	PVT	B 57+03.00	784.62						
Linear	PVT	B 57+03.00	784.62	147.00	1.4553%				
	POVT	B 57+50.00	785.31						
	POVT	B 58+00.00	786.03						
	PVC	B 58+50.00	786.76						
Symmetrical Parabola	PVC	B 58+50.00	786.76	320.00	1.4553%	-2.3907%	83	-1.54	440
	POVC	B 59+00.00	787.34						
	POVC	B 59+50.00	787.62						
	VHIGH	B 59+71.08	787.64						
	POVC	B 60+00.00	787.59						
	PVI	B 60+10.00	789.09						
	POVC	B 60+50.00	787.27						
	POVC	B 61+00.00	786.64						
	POVC	B 61+50.00	785.72						
	PVT	B 61+70.00	785.27						
Linear	PVT	B 61+70.00	785.27	255.00	-2.3907%				
	POVT	B 62+00.00	784.55						
	POVT	B 62+50.00	783.35						
	POVT	B 63+00.00	782.16						
	POVT	B 63+50.00	780.96						
	POVT	B 64+00.00	779.77						
	PVC	B 64+25.00	779.17						
Symmetrical Parabola	PVC	B 64+25.00	779.17	150.00	-2.3907%	-2.0312%	417	0.07	INF
	POVC	B 64+50.00	778.58						
	POVC	B 65+00.00	777.44						
	PVI	B 65+00.00	777.38						
	POVC	B 65+50.00	776.37						
	PVT	B 65+75.00	775.85						
Linear	PVT	B 65+25.00	776.87	27.50	-2.0312%				
	POVT	B 66+00.00	775.34						
	PVC	B 66+02.50	775.29						
Symmetrical Parabola	PVC	B 66+02.50	775.29	407.00	-2.0312%	-0.4977%	265	0.78	INF
	POVC	B 66+50.00	774.37						
	POVC	B 67+00.00	773.49						
	POVC	B 67+50.00	772.71						
	POVC	B 68+00.00	772.02						
	PVI	B 68+06.00	771.16						
	POVC	B 68+50.00	771.42						
	POVC	B 69+00.00	770.92						
	POVC	B 69+50.00	770.51						
	POVC	B 70+00.00	770.20						
	PVT	B 70+09.50	770.15						
Linear	PVT	B 70+09.50	770.15	3.00	-0.4977%				
	PVC	B 70+12.50	770.13						
Symmetrical Parabola	PVC	B 70+12.50	770.13	75.00	-0.4977%	-0.7844%	262	-0.03	3891
	POVC	B 70+50.00	769.92						
	PVI	B 70+50.00	769.95						
	PVT	B 70+87.50	769.65						
Linear	PVT	B 70+87.50	769.65	95.50	-0.7844%				
	POVT	B 71+00.00	769.55						
	POVT	B 71+50.00	769.16						
	PVC	B 71+83.0	768.90						

Element	Type	Station	Elevation	Length	Entrance Grade	Exit Grade	K	Middle Ordinate	SSD/HSD
Symmetrical Parabola	PVC	B 71+83.0	768.90	150.00	-0.7844%	-0.5000%	527	0.05	INF
	POVC	B 72+00.00	768.77						
	POVC	B 72+50.00	768.42						
	PVI	B 72+58.00	768.31						
	POVC	B 73+00.00	768.11						
	PVT	B 73+33.0	767.94						
Linear	PVT	B 73+33.0	767.94	85.00	-0.5000%				
	POVT	B 73+50.00	767.85						
	PVC	B 73+68.00	767.76						
Symmetrical Parabola	PVC	B 73+68.00	767.76	150.00	-0.5000%	-0.2500%	600	0.05	INF
	POVC	B 74+00.00	767.61						
	PVI	B 74+43.00	767.39						
	POVC	B 74+50.00	767.41						
	POVC	B 75+00.00	767.25						
	PVT	B 75+18.00	767.20						
Linear	PVT	B 75+18.00	767.20	260.00	-0.2500%				
	POVT	B 75+50.00	767.12						
	POVT	B 76+00.00	767.00						
	POVT	B 76+50.00	766.87						
	POVT	B 77+00.00	766.75						
	POVT	B 77+50.00	766.62						
	PVC	B 77+78.00	766.55						
Symmetrical Parabola	PVC	B 77+78.00	766.55	150.00	-0.2500%	-1.0851%	180	-0.16	1360
	POVC	B 78+00.00	766.48						
	POVC	B 78+50.00	766.23						
	PVI	B 78+53.00	766.36						
	POVC	B 79+00.00	765.83						
	PVT	B 79+28.0	765.55						
Linear	PVT	B 79+28.0	765.55	85.00	-1.0851%				
	POVT	B 79+50.00	765.31						
	POVT	B 80+00.00	764.77						
	PVC	B 80+13.00	764.63						
Symmetrical Parabola	PVC	B 80+13.00	764.63	150.00	-1.0851%	-1.1710%	1746	-0.02	13563
	POVC	B 80+50.00	764.22						
	PVI	B 80+88.00	763.81						
	POVC	B 81+00.00	763.66						
	POVC	B 81+50.00	763.09						
	PVT	B 81+63.00	762.94						
Linear	PVT	B 81+63.00	762.94	225.00	-1.1710%				
	POVT	B 82+00.00	762.50						
	POVT	B 82+50.00	761.92						
	POVT	B 83+00.00	761.33						
	POVT	B 83+50.00	760.75						
	PVC	B 83+88.00	760.30						
Symmetrical Parabola	PVC	B 83+88.00	760.30	150.00	-1.1710%	-1.0208%	999	0.03	INF
	POVC	B 84+00.00	760.16						
	POVC	B 84+50.00	759.59						
	PVI	B 84+63.00	759.42						
	POVC	B 85+00.00	759.05						
	PVT	B 85+38.00	758.66						
Linear	PVT	B 85+38.00	758.66	201.00	-1.0208%				
	POVT	B 85+50.00	758.53						
	POVT	B 86+00.00	758.02						
	POVT	B 86+50.00	757.51						
	POVT	B 87+00.00	757.00						
	PVC	B 87+39.00	756.61						
Symmetrical Parabola	PVC	B 87+39.00	756.61	300.00	-1.0208%	0.3891%	213	0.53	902
	POVC	B 87+50.00	756.50						
	POVC	B 88+00.00	756.07						
	POVC	B 88+50.00	755.76						
	PVI	B 88+89.00	755.07						
	POVC	B 89+00.00	755.57						
	POVC	B 89+50.00	755.50						
	VLOW	B 89+56.21	755.50						
	POVC	B 90+00.00	755.54						
	PVT	B 90+39.00	755.66						

PVC = POINT OF VERTICAL CURVATURE
PVT = POINT OF VERTICAL TANGENCY
PVI = POINT OF VERTICAL INTERSECTION
POVT = POINT ON VERTICAL TANGENT
POVC = POINT ON VERTICAL CURVE

PVCC = POINT OF VERTICAL COMPOUND CURVATURE
PVRC = POINT OF VERTICAL REVERSE CURVATURE
VHIGH = VERTICAL HIGH POINT
VLOW = VERTICAL LOW POINT

PROJECT NAME: KILLINGTON - STOCKBRIDGE
PROJECT NUMBER: ER STP 022-1(25)

FILE NAME: z12B234_vert_table.dgn
PROJECT LEADER: E.P. DETRICK
DESIGNED BY: B.M. ROBERTS
VERTICAL ALIGNMENT TABLE SHEET 10

PLOT DATE: 7/17/2024
DRAWN BY: B.M. ROBERTS
CHECKED BY: E. DETRICK
SHEET 168 OF 424

Element	Type	Station	Elevation	Length	Entrance Grade	Exit Grade	K	Middle Ordinate	SSD/HSD
Linear	PVT	B 90+39.00	755.66	419.00	0.3891%				
	POVT	B 90+50.00	755.70						
	POVT	B 91+00.00	755.90						
	POVT	B 91+50.00	756.09						
	POVT	B 92+00.00	756.28						
	POVT	B 92+50.00	756.48						
	POVT	B 93+00.00	756.67						
	POVT	B 93+50.00	756.87						
	POVT	B 94+00.00	757.06						
	POVT	B 94+50.00	757.26						
	PVC	B 94+58.00	757.29						
Symmetrical Parabola	PVC	B 94+58.00	757.29	292.00	0.3891%	-1.3636%	167	-0.64	763
	POVC	B 95+00.00	757.40						
	VHIGH	B 95+22.82	757.41						
	POVC	B 95+50.00	757.39						
	POVC	B 96+00.00	757.24						
	PVI	B 96+04.00	757.86						
	POVC	B 96+50.00	756.93						
	POVC	B 97+00.00	756.47						
	PVT	B 97+50.00	755.87						
Linear	PVT	B 97+50.00	755.87	25.00	-1.6406%				
	POE	B 97+75.00	755.46						

MATCH EXISTING

VT 100 APPROACH

Element	Type	Station	Elevation	Length	Entrance Grade	Exit Grade	K	Middle Ordinate	SSD/HSD
Linear	POB	301+00.00	1703.57	5.00	-4.5000%				
	PVC	301+05.00	1703.34						
Symmetrical Parabola	PVC	301+05.00	1703.34	116.00	-4.5000%	-10.6000%	19	-0.88	235.00
	POVC	301+50.00	1700.78						
	PVI	301+63.00	1700.73						
	POVC	301+50.00	1700.78						
	PVT	302+21.00	1694.59						
Linear	PVT	302+21.00	1694.59	94.45	-10.6000%				
	POVT	302+50.00	1691.51						
	POVT	303+00.00	1686.21						
Symmetrical Parabola	PVC	303+15.45	1684.58	50.00	-10.6000%	-9.7200%	57	0.05	INF
	PVI	303+40.45	1681.93						
	POVC	303+50.00	1681.02						
	PVT	303+65.45	1679.50						
Linear	PVT	303+65.45	1679.50	2.64	-9.7200%				
	PVC	303+68.09	1679.24						
Symmetrical Parabola	PVC	303+68.09	1679.24	100.00	-9.7200%	-10.6200%	111	-0.11	159.00
	POVC	304+00.00	1676.09						
	PVI	304+18.09	1674.38						
	POVC	304+50.00	1670.98						
	PVT	304+68.09	1669.83						
Linear	PVT	304+68.09	1669.83	10.00	-10.6200%				
	POE	304+78.09	1668.01						
	Ahead Station	4+78.08	1667.87						

PVC = POINT OF VERTICAL CURVATURE
PVT = POINT OF VERTICAL TANGENCY
PVI = POINT OF VERTICAL INTERSECTION
POVT = POINT ON VERTICAL TANGENT
POVC = POINT ON VERTICAL CURVE

PVCC = POINT OF VERTICAL COMPOUND CURVATURE
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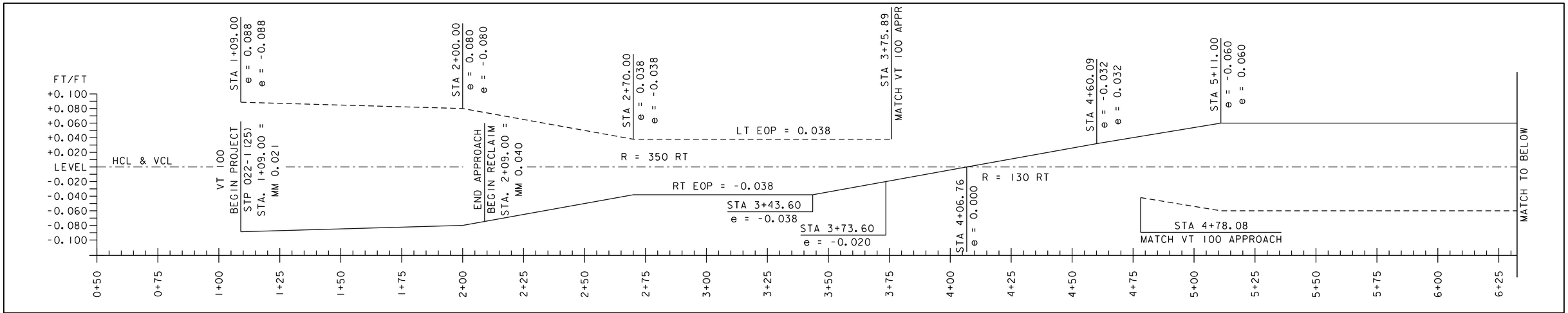
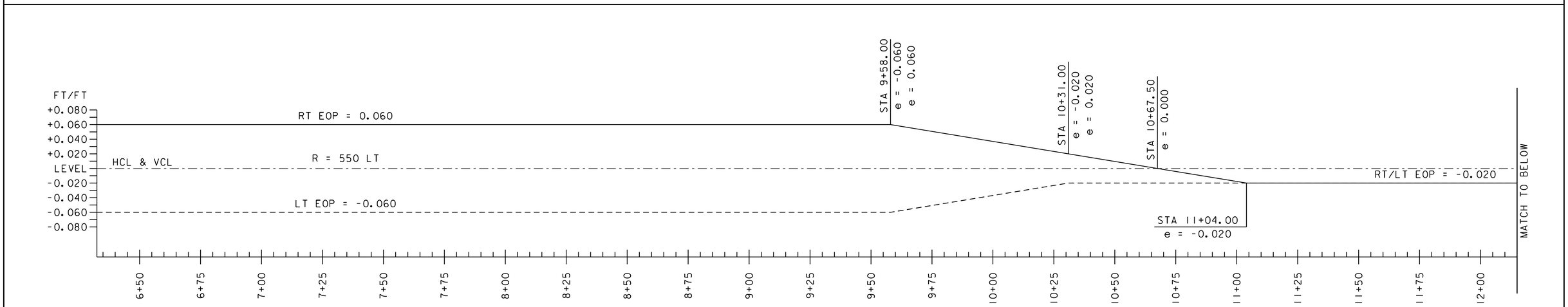
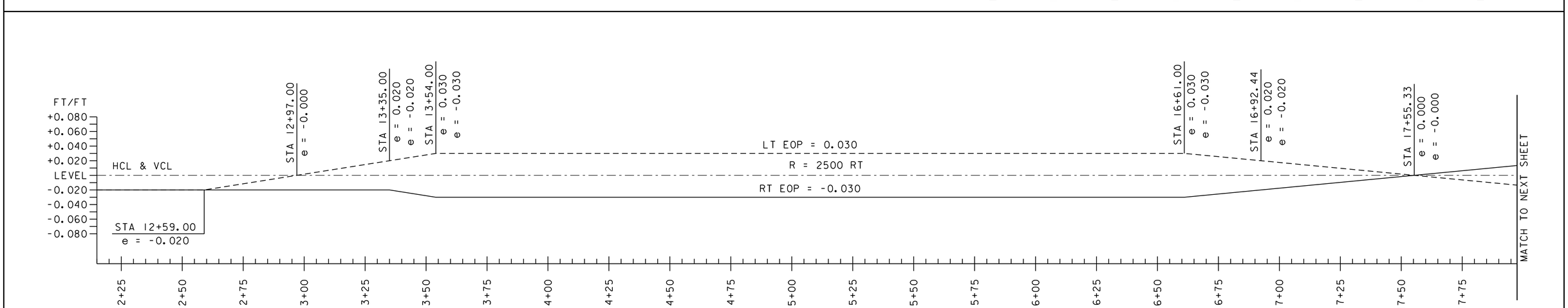
PROJECT NAME: KILLINGTON - STOCKBRIDGE
PROJECT NUMBER: ER STP 022-1(25)

FILE NAME: z12B234_vert_table.dgn
PROJECT LEADER: E.P. DETRICK
DESIGNED BY: B.M. ROBERTS
VERTICAL ALIGNMENT TABLE SHEET II

PLOT DATE: 7/17/2024
DRAWN BY: B.M. ROBERTS
CHECKED BY: E.P. DETRICK
SHEET 169 OF 424







SUPERELEVATION BANKING NOTES:

1. A MAXIMUM SUPERELEVATION RATE OF 0.06 WAS USED WHERE SIDE ROADS INTERSECTED ALONG THE HIGH SIDE OF THE CURVE.

2. THE SHOULDER CROSS SLOPE ON BOTH THE OUTSIDE (HIGH SIDE) AND THE INSIDE (LOW SIDE) OF A SUPERELEVATED CURVE SHALL MATCH THE ADJACENT TRAVEL LANE CROSS SLOPES.

VT 100 KILLINGTON

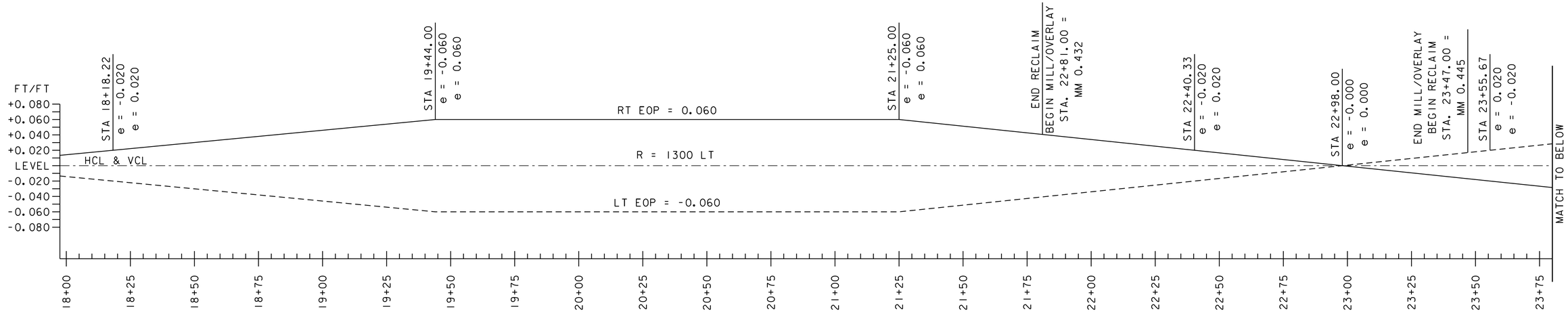
NOT TO SCALE

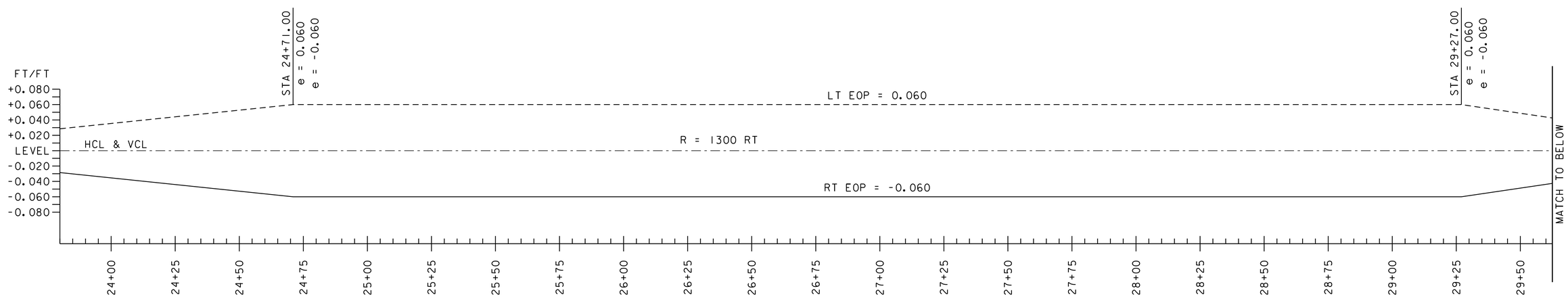
vhb

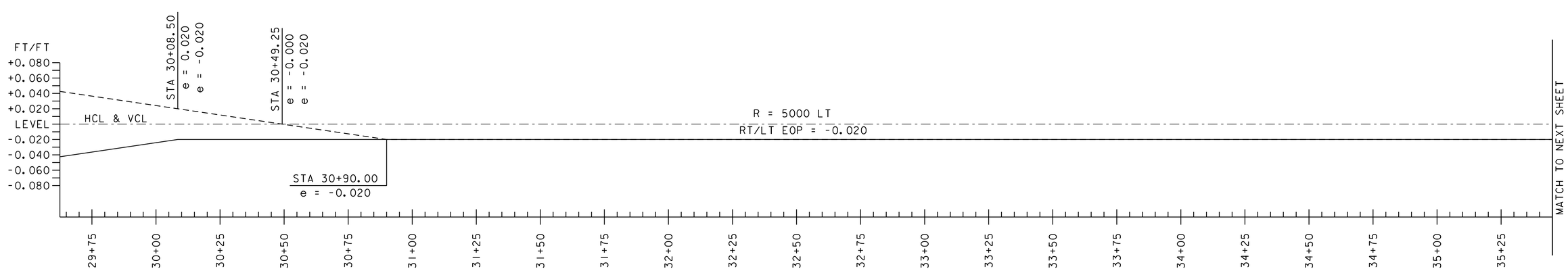
PROJECT NAME: KILLINGTON - STOCKBRIDGE
PROJECT NUMBER: ER STP 022-1(25)

FILE NAME: z12B234_SBD_01.dgn
PROJECT LEADER: E.P. DETRICK
DESIGNED BY: B.M. ROBERTS
SUPERELEVATION BANKING DIAGRAM SHEET 1

PLOT DATE: 7/17/2024
DRAWN BY: B.M. ROBERTS
CHECKED BY: E.P. DETRICK
SHEET 170 OF 424





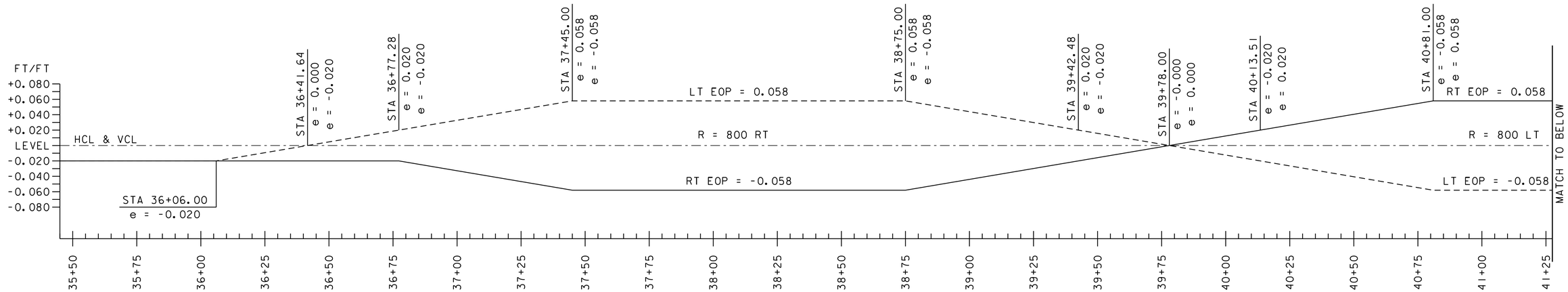


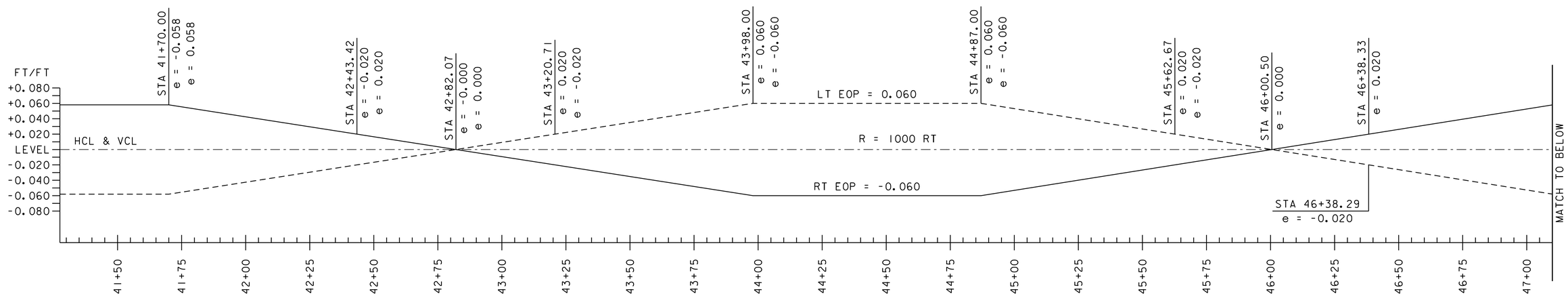
VT 100 KILLINGTON

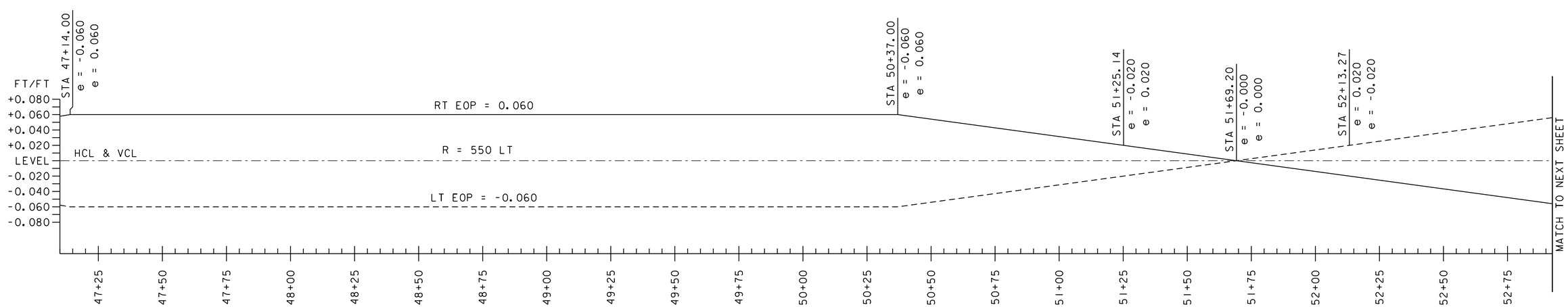
NOT TO SCALE

PROJECT NAME:	KILLINGTON - STOCKBRIDGE
PROJECT NUMBER:	ER STP 022-1(25)

FILE NAME: z12B234_SBD_02.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
SUPERELEVATION BANKING DIAGRAM SHEET 2	SHEET 171 OF 424



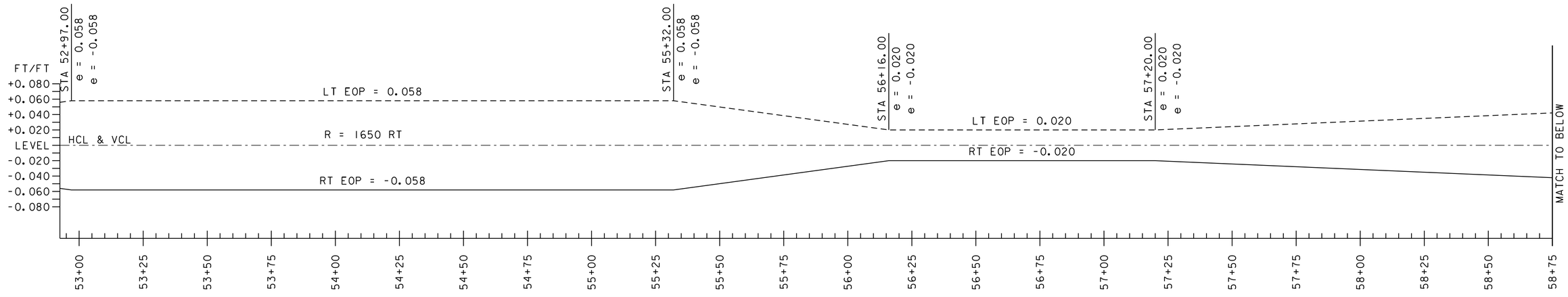


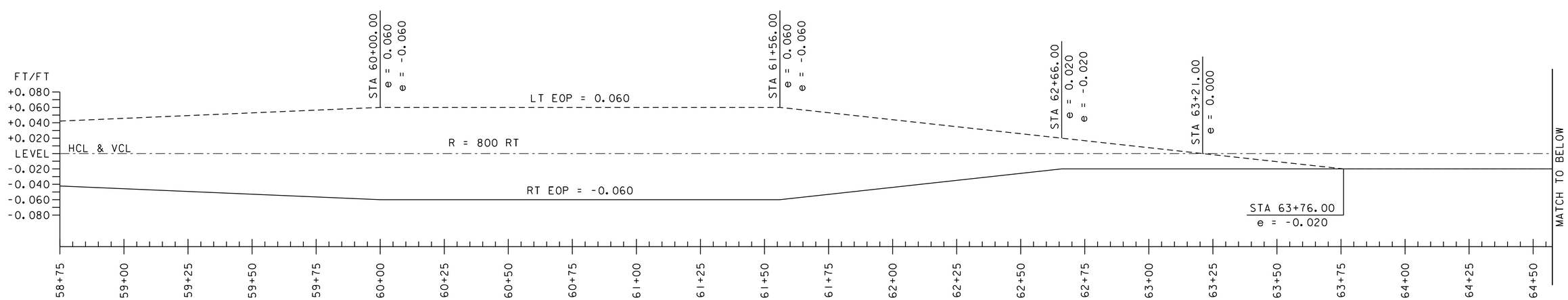


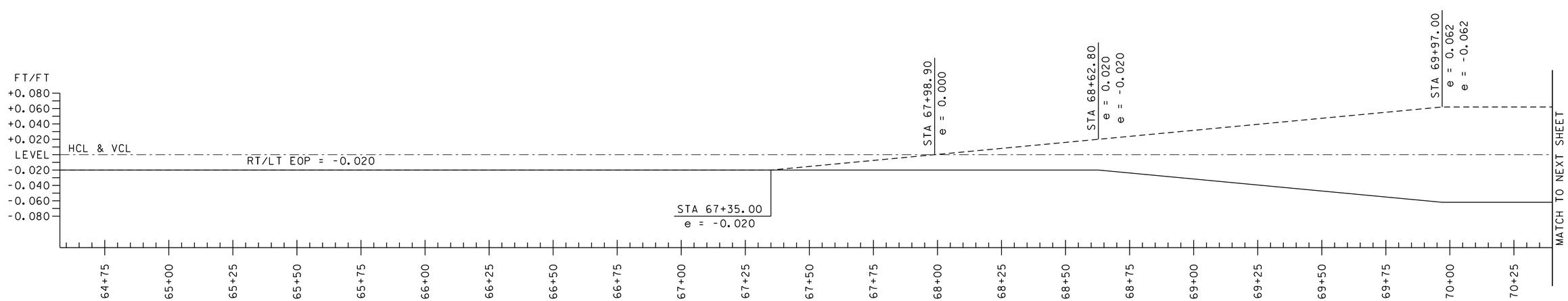
VT 100 KILLINGTON

NOT TO SCALE

PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234_SBD_03.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
SUPERELEVATION BANKING DIAGRAM SHEET 3	SHEET 172 OF 424







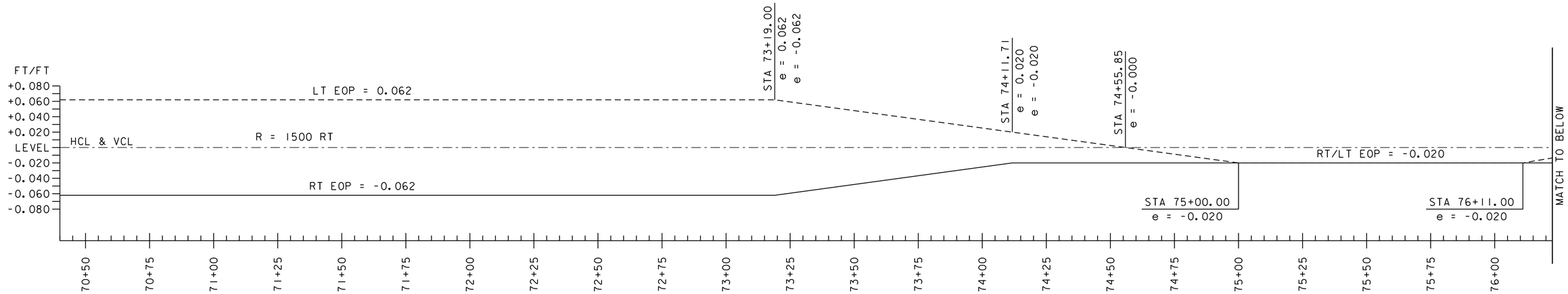
VT 100 KILLINGTON

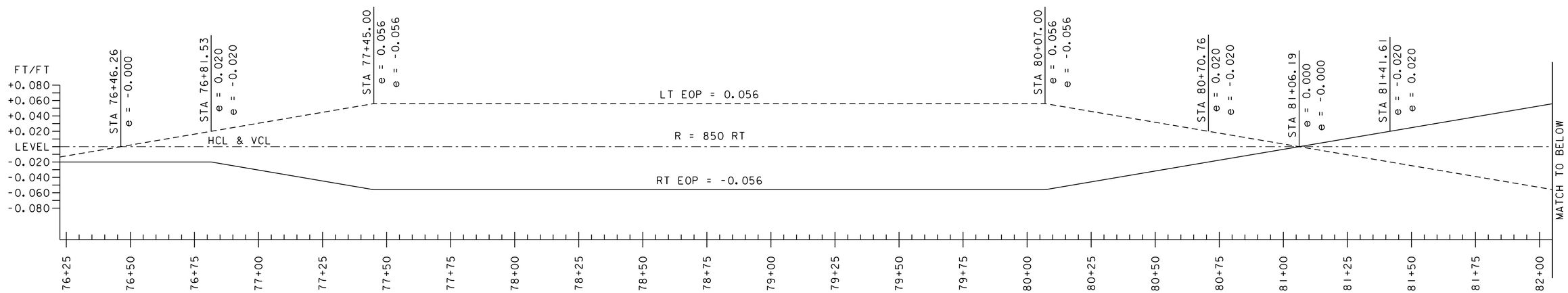
NOT TO SCALE

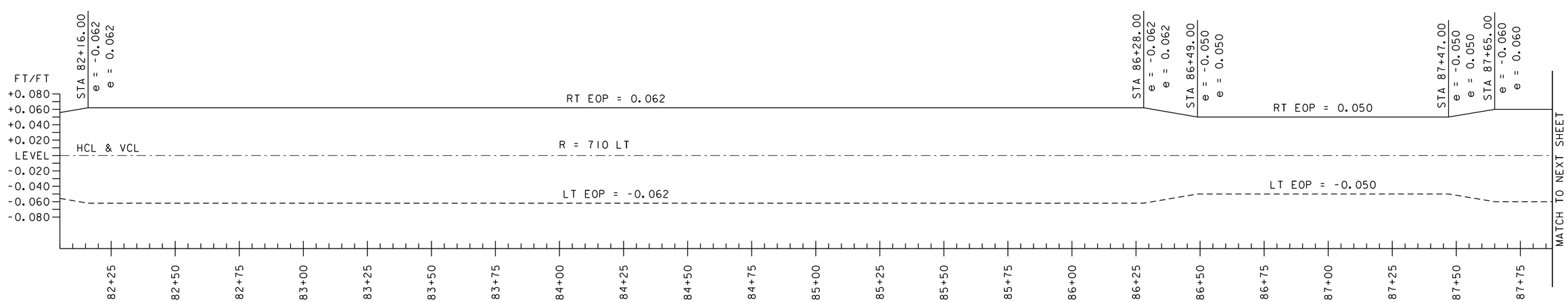
PROJECT NAME: KILLINGTON - STOCKBRIDGE
PROJECT NUMBER: ER STP 022-1(25)

FILE NAME: z12B234_SBD_04.dgn
PROJECT LEADER: E.P. DETRICK
DESIGNED BY: B.M. ROBERTS
SUPERELEVATION BANKING DIAGRAM SHEET 4

PLOT DATE: 7/17/2024
DRAWN BY: B.M. ROBERTS
CHECKED BY: E.P. DETRICK
SHEET 173 OF 424





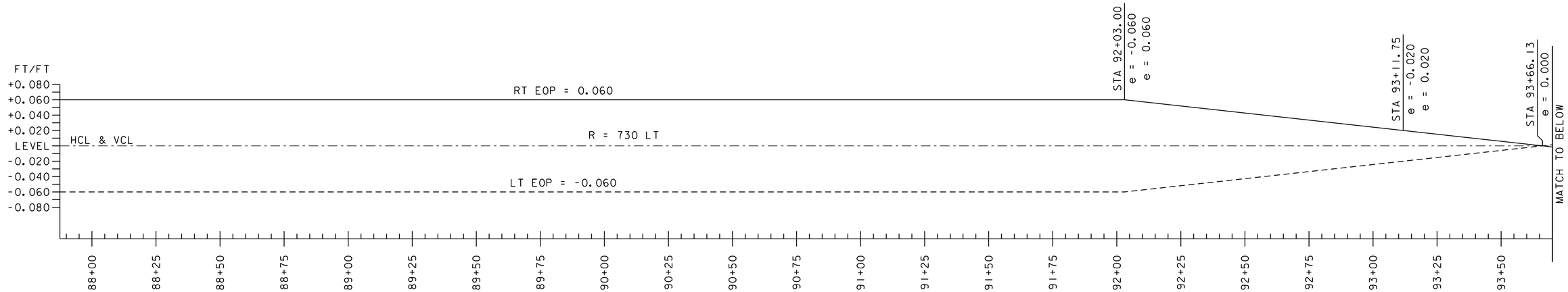


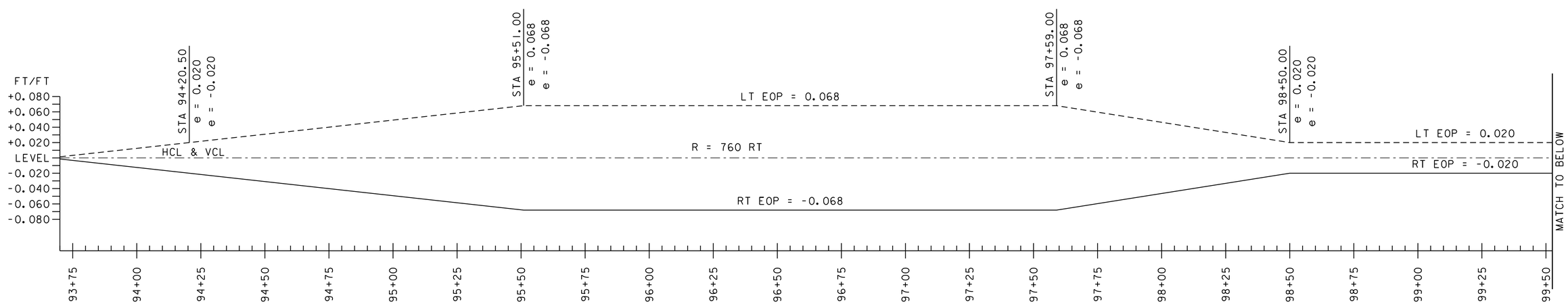
VT 100 KILLINGTON

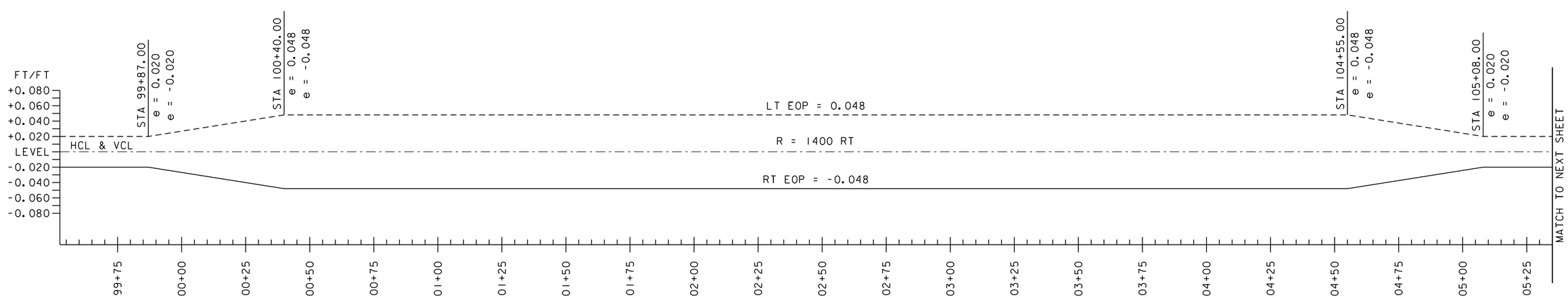
NOT TO SCALE

PROJECT NAME:	KILLINGTON - STOCKBRIDGE
PROJECT NUMBER:	ER STP 022-1(25)

FILE NAME: z12B234_SBD_05.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
SUPERELEVATION BANKING DIAGRAM SHEET 5	SHEET 174 OF 424



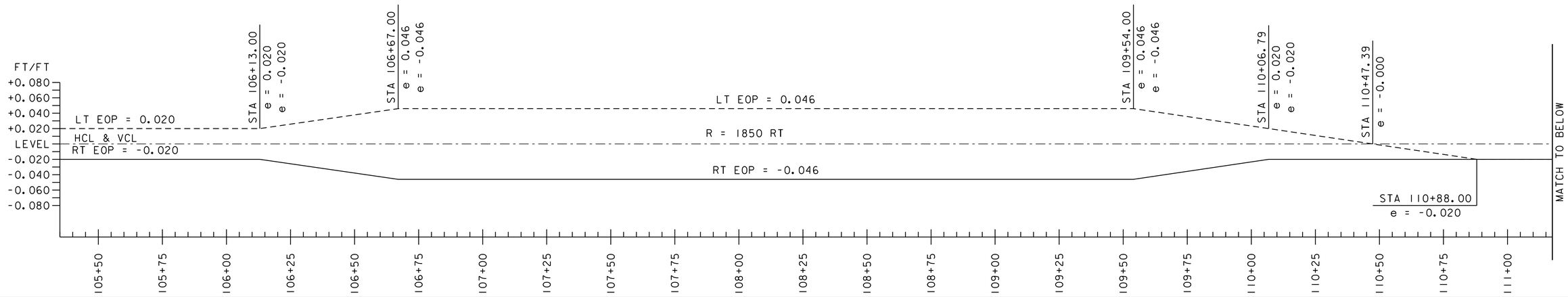


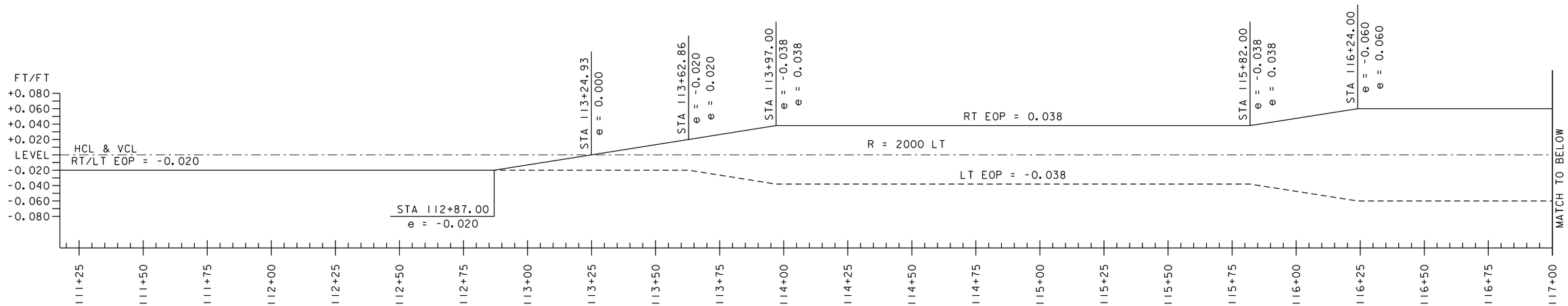


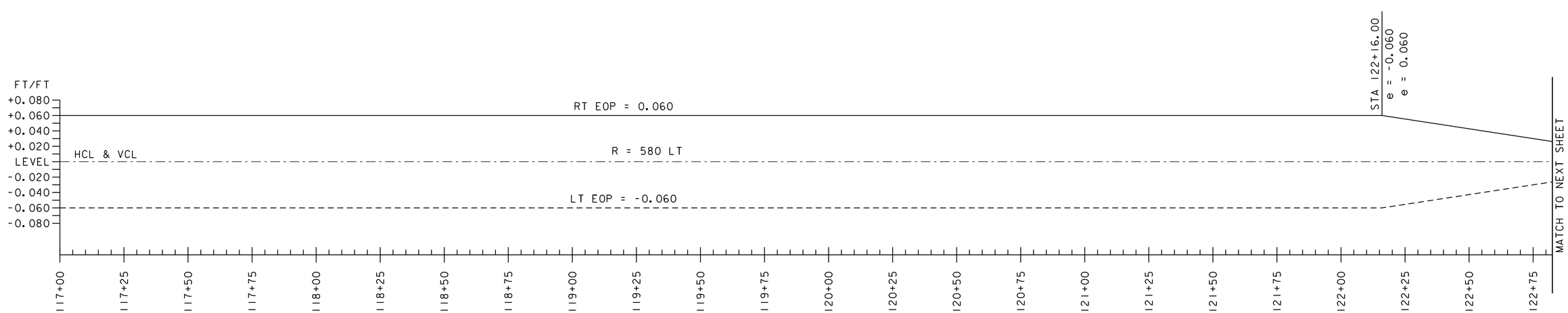
VT 100 KILLINGTON

NOT TO SCALE

PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234_SBD_06.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
SUPERELEVATION BANKING DIAGRAM SHEET 6	SHEET 175 OF 424







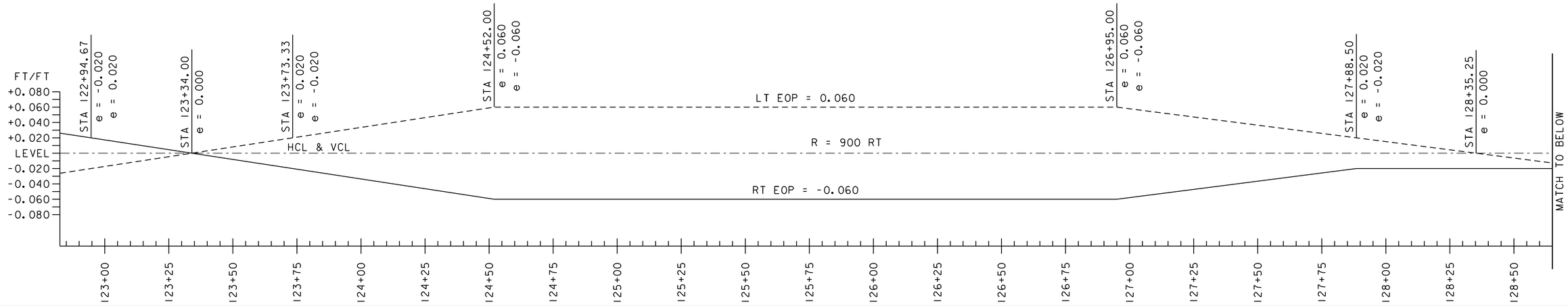
VT 100 KILLINGTON

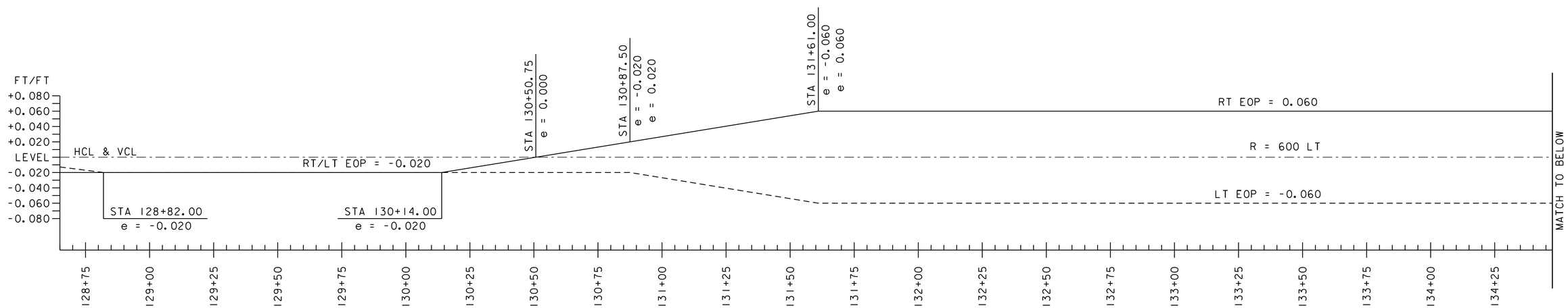
NOT TO SCALE

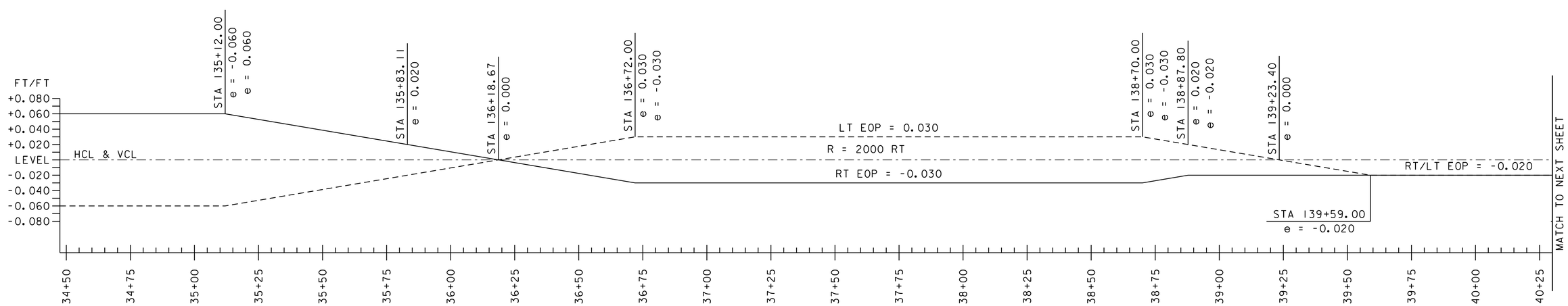
PROJECT NAME: KILLINGTON - STOCKBRIDGE
PROJECT NUMBER: ER STP 022-1(25)

FILE NAME: z12B234_SBD_07.dgn
PROJECT LEADER: E.P. DETRICK
DESIGNED BY: B.M. ROBERTS
SUPERELEVATION BANKING DIAGRAM SHEET 7

PLOT DATE: 7/17/2024
DRAWN BY: B.M. ROBERTS
CHECKED BY: E.P. DETRICK
SHEET 176 OF 424







VT 100 KILLINGTON

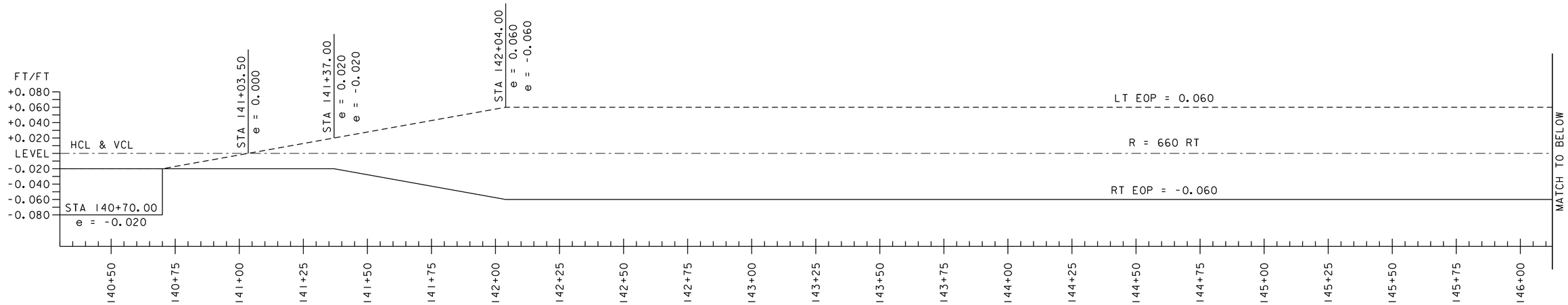
NOT TO SCALE

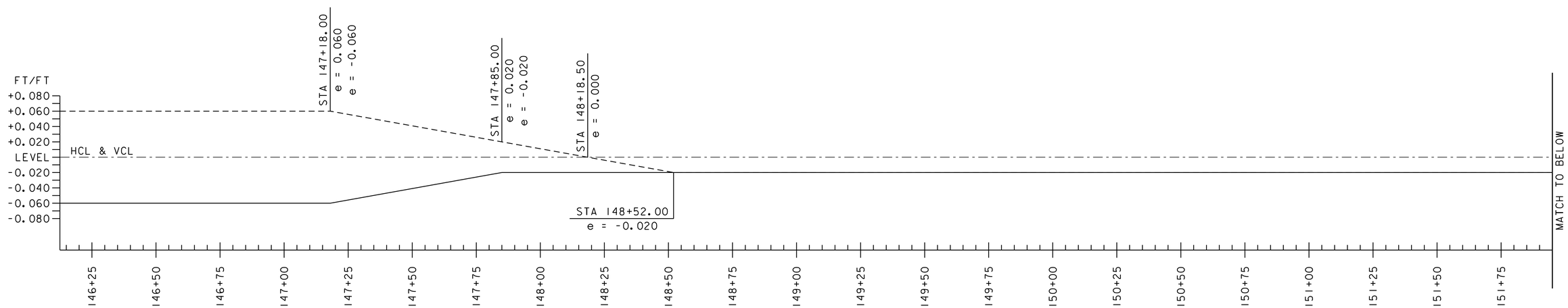
vhb

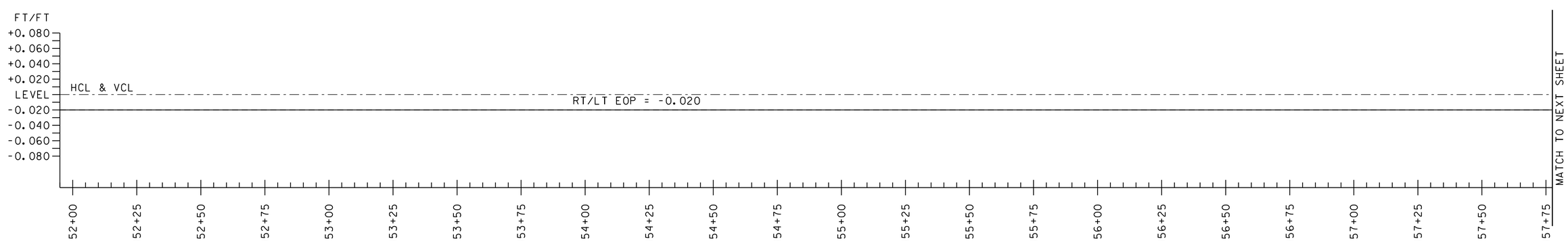
PROJECT NAME: KILLINGTON - STOCKBRIDGE
PROJECT NUMBER: ER STP 022-1(25)

FILE NAME: z12B234_SBD_08.dgn
PROJECT LEADER: E.P. DETRICK
DESIGNED BY: B.M. ROBERTS
SUPERELEVATION BANKING DIAGRAM SHEET 8

PLOT DATE: 7/17/2024
DRAWN BY: B.M. ROBERTS
CHECKED BY: E.P. DETRICK
SHEET 177 OF 424



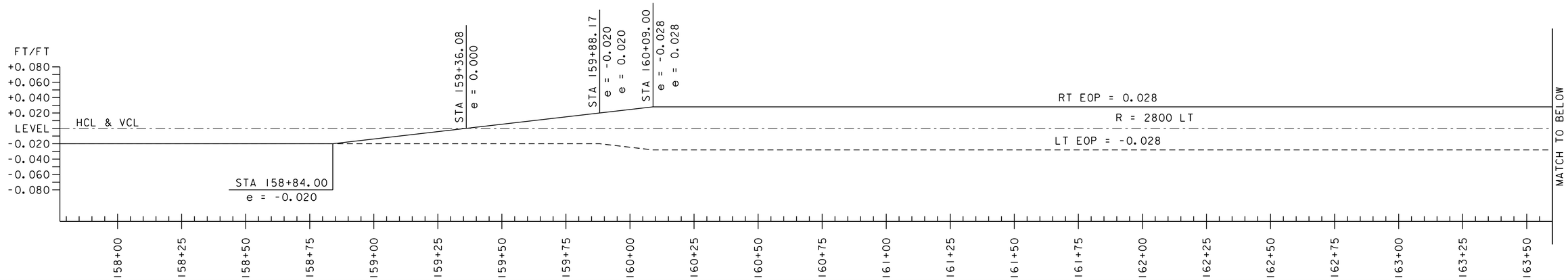


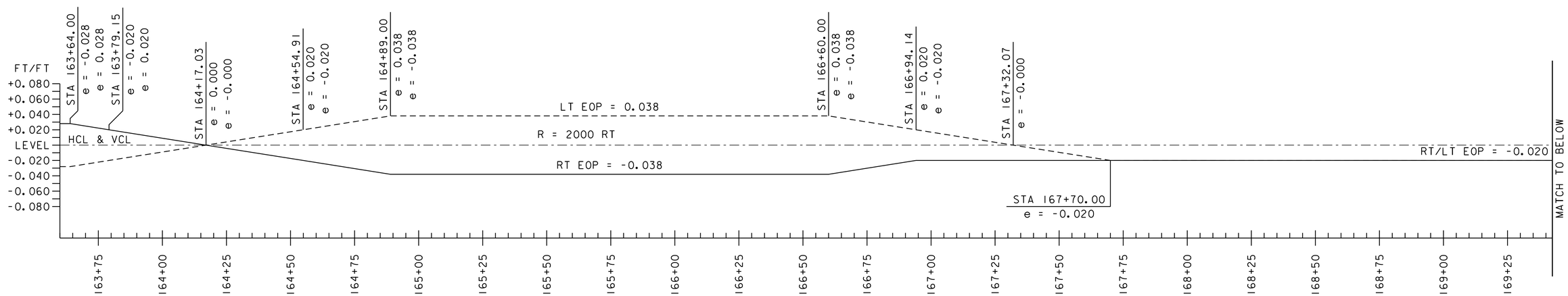


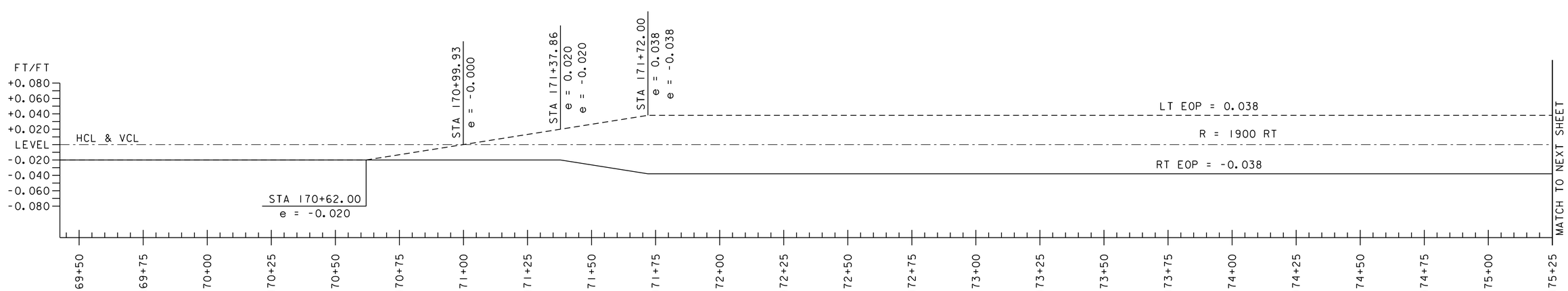
VT 100 KILLINGTON

NOT TO SCALE

PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234_SBD_09.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
SUPERELEVATION BANKING DIAGRAM SHEET 9	SHEET 178 OF 424



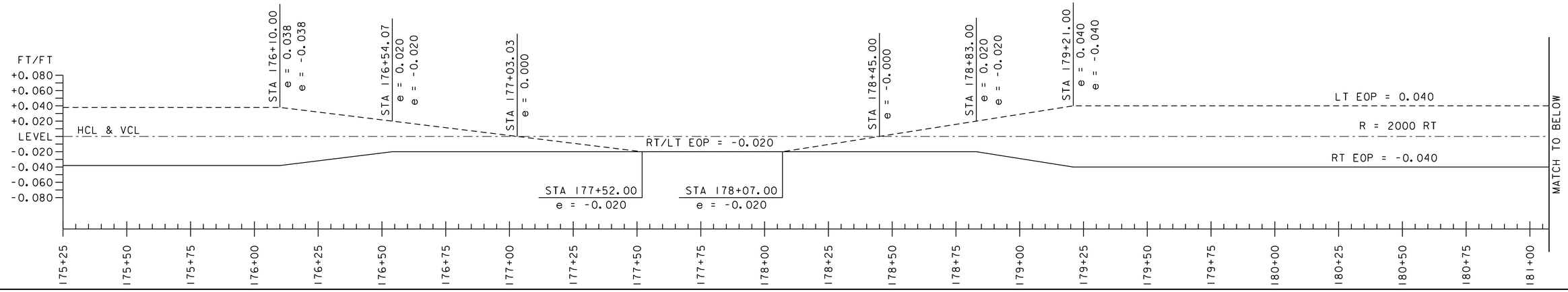


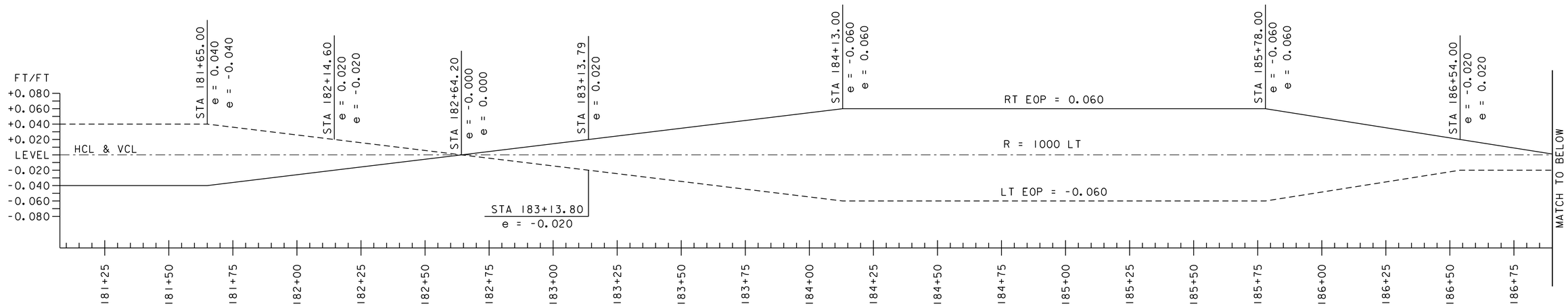


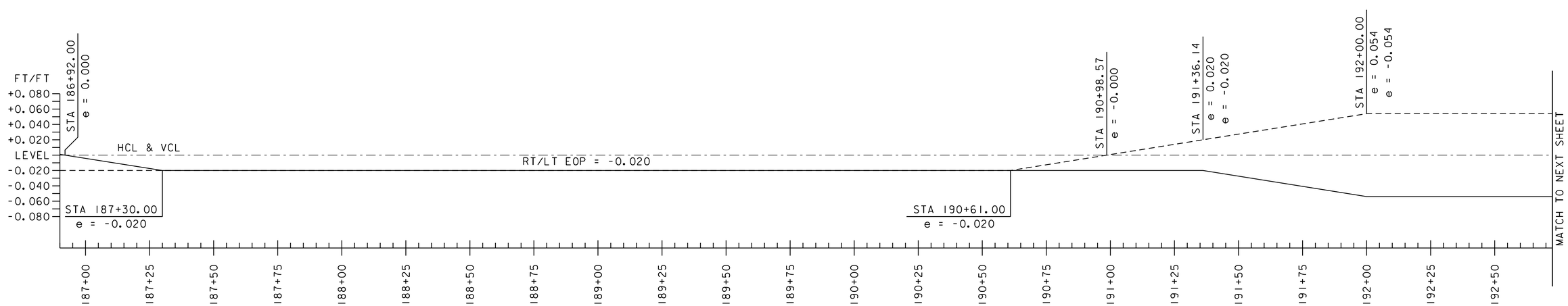
VT 100 KILLINGTON

NOT TO SCALE

PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234_SBD_10.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
SUPERELEVATION BANKING DIAGRAM SHEET 10	SHEET 179 OF 424







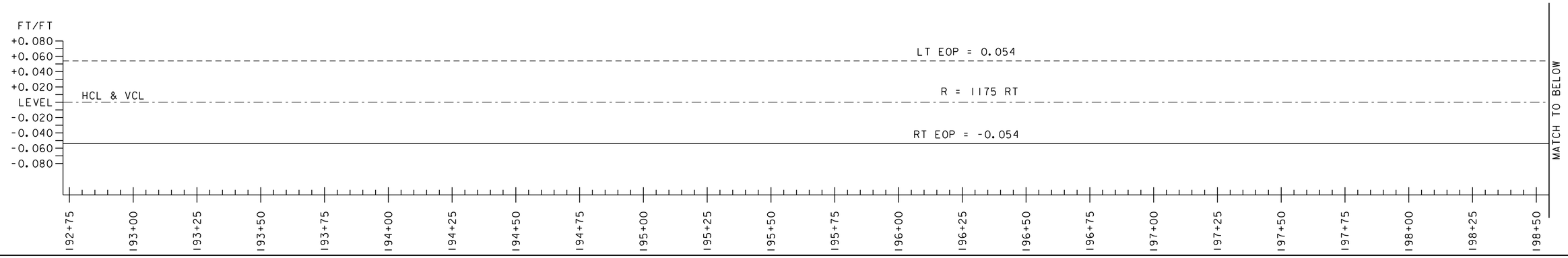
VT 100 KILLINGTON

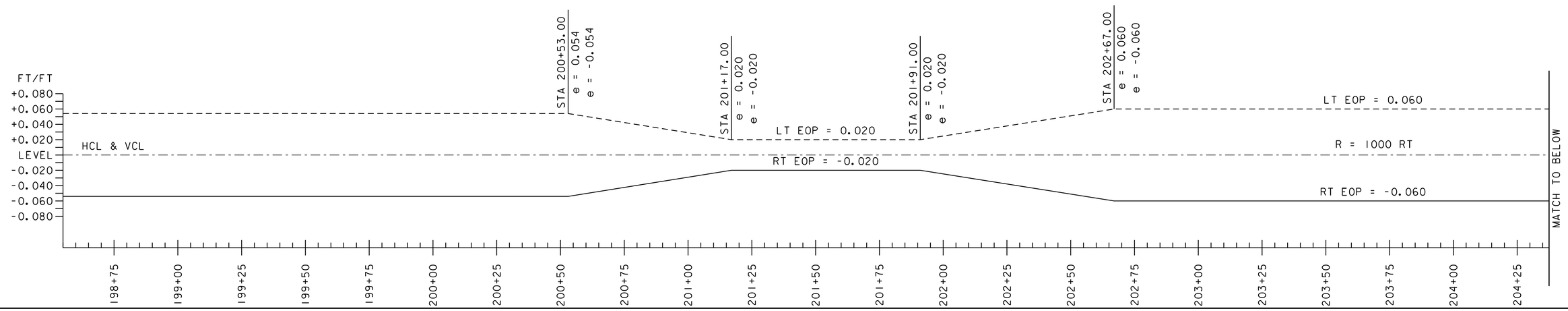
NOT TO SCALE

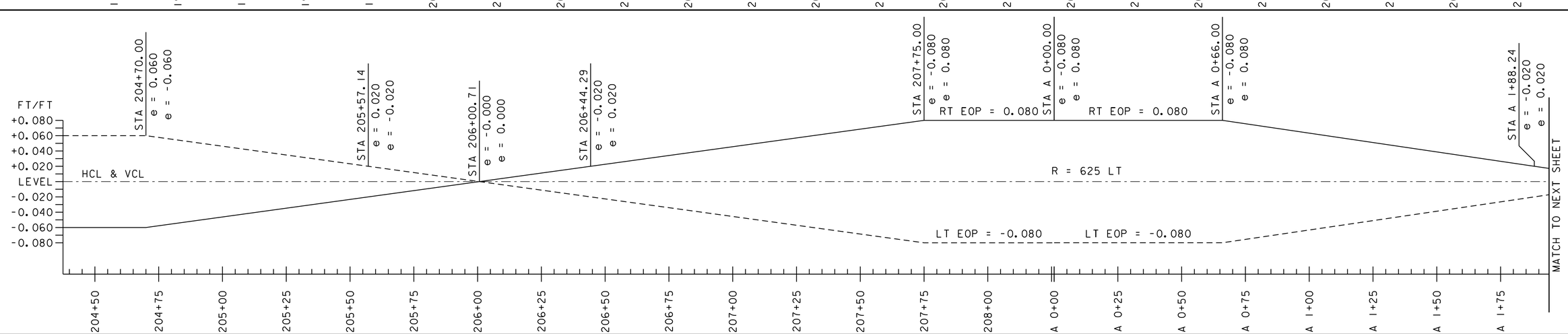
PROJECT NAME:	KILLINGTON - STOCKBRIDGE
PROJECT NUMBER:	ER STP 022-1(25)

FILE NAME: z12B234_SBD_11.dgn
PROJECT LEADER: E.P. DETRICK
DESIGNED BY: B.M. ROBERTS
SUPERELEVATION BANKING DIAGRAM SHEET 11

PLOT DATE: 7/17/2024
DRAWN BY: B.M. ROBERTS
CHECKED BY: E.P. DETRICK
SHEET 180 OF 424



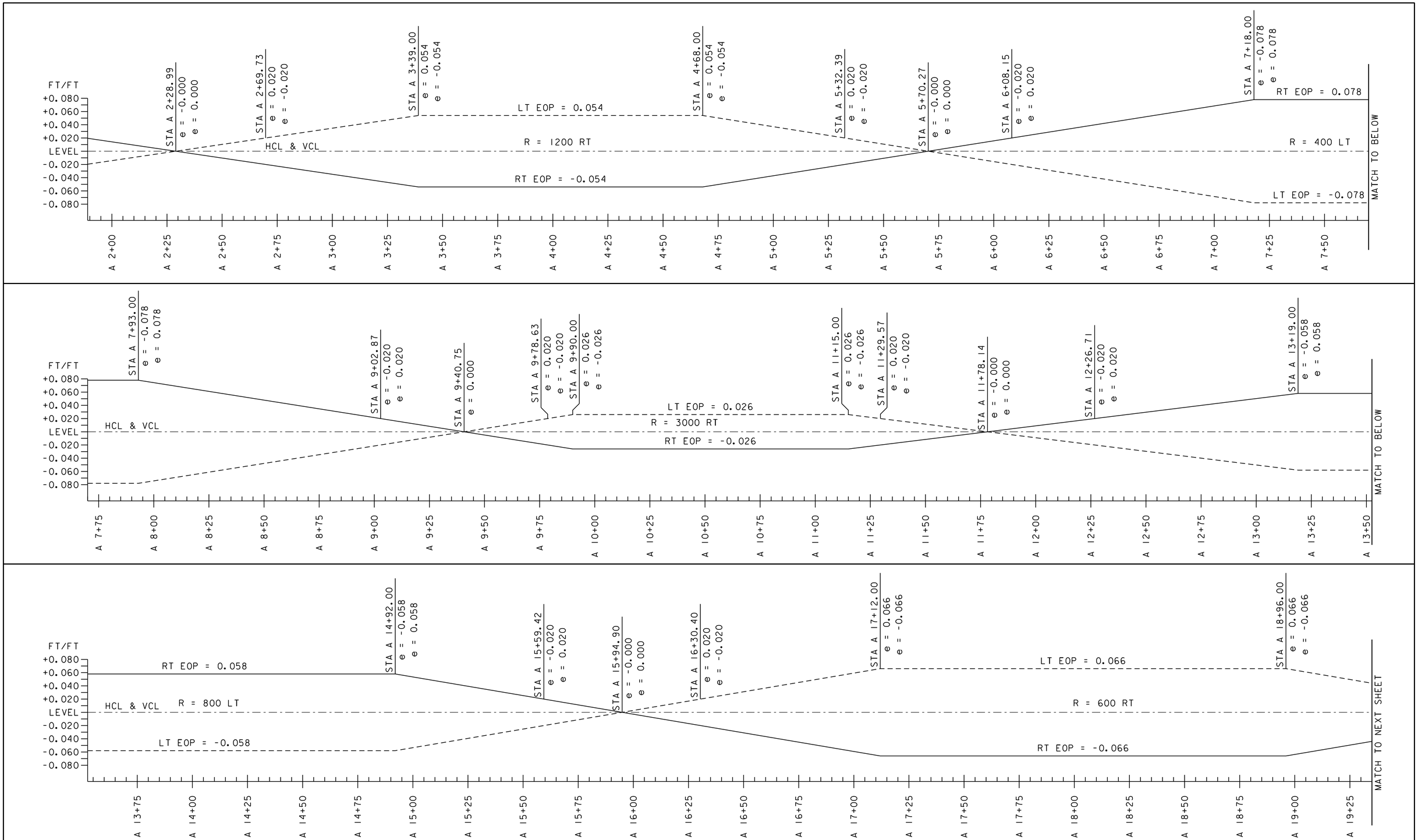




VT 100 KILLINGTON / PITTSFIELD

NOT TO SCALE

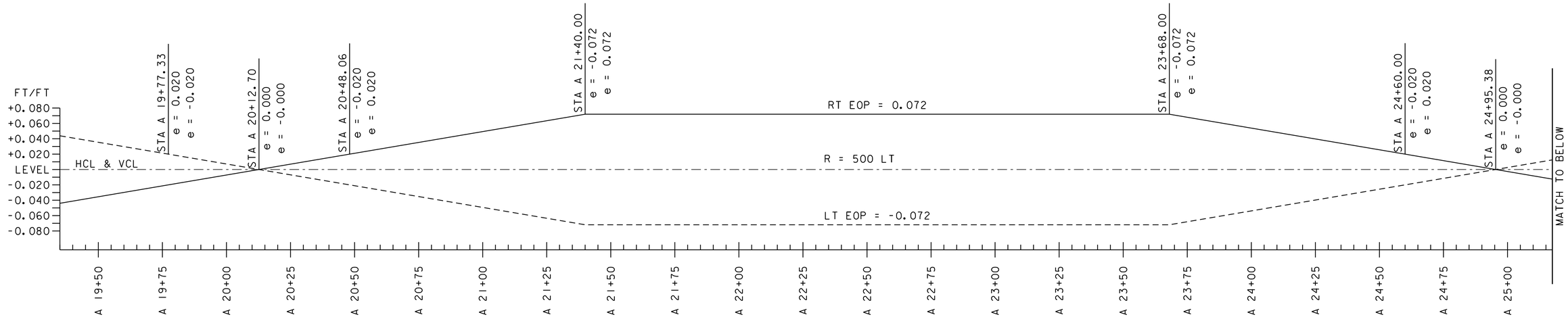
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234_SBD_12.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
SUPERELEVATION BANKING DIAGRAM SHEET 12	SHEET 181 OF 424

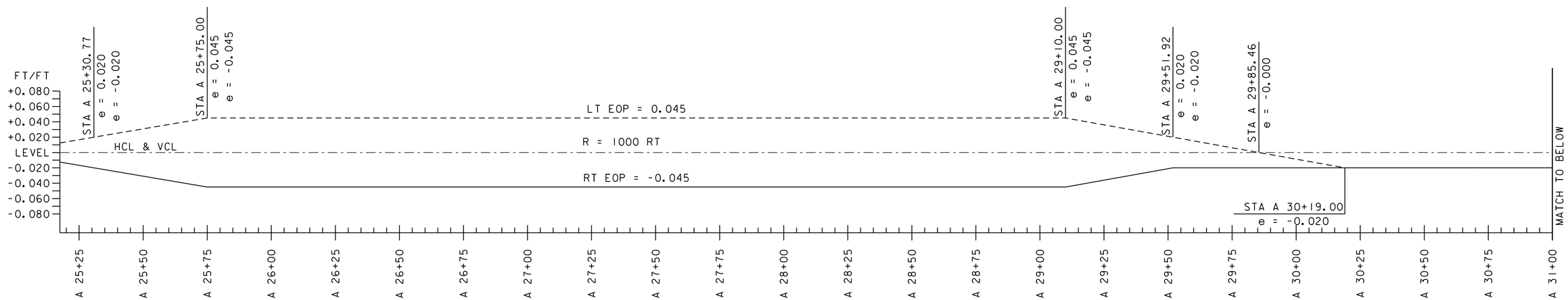


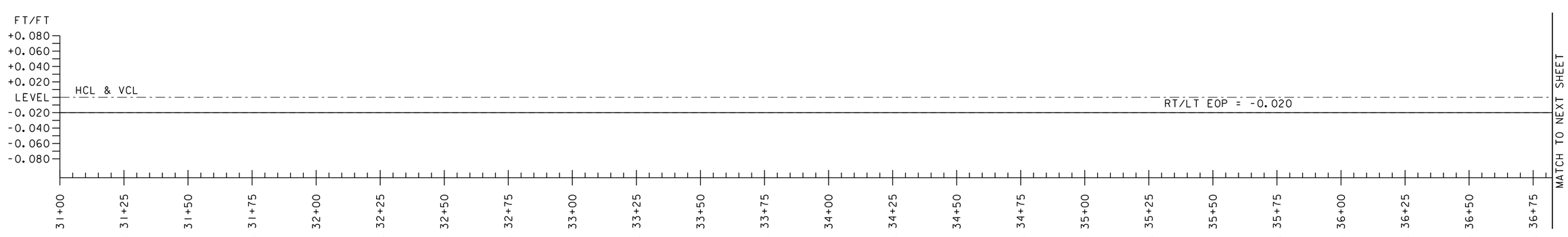
VT 100 PITTSFIELD

NOT TO SCALE

PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234_SBD_13.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
SUPERELEVATION BANKING DIAGRAM SHEET 13	SHEET 182 OF 424





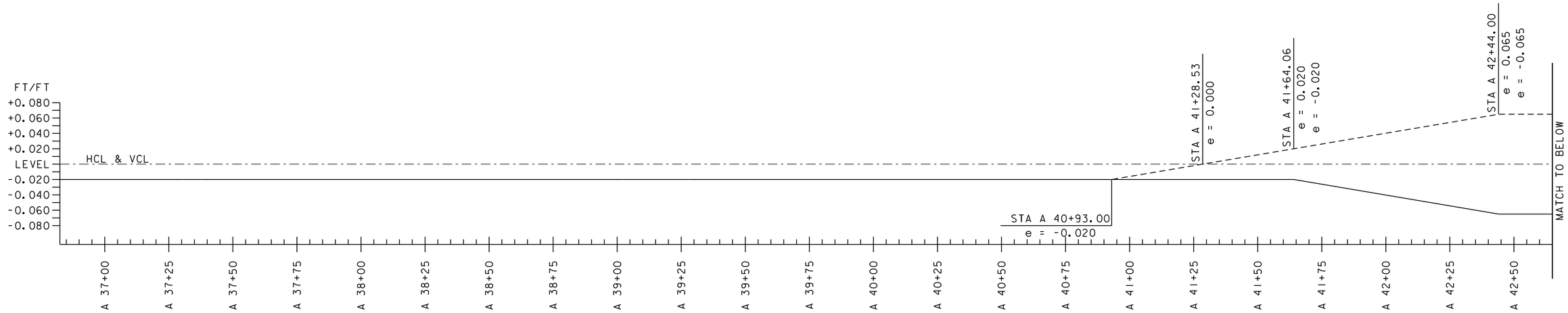


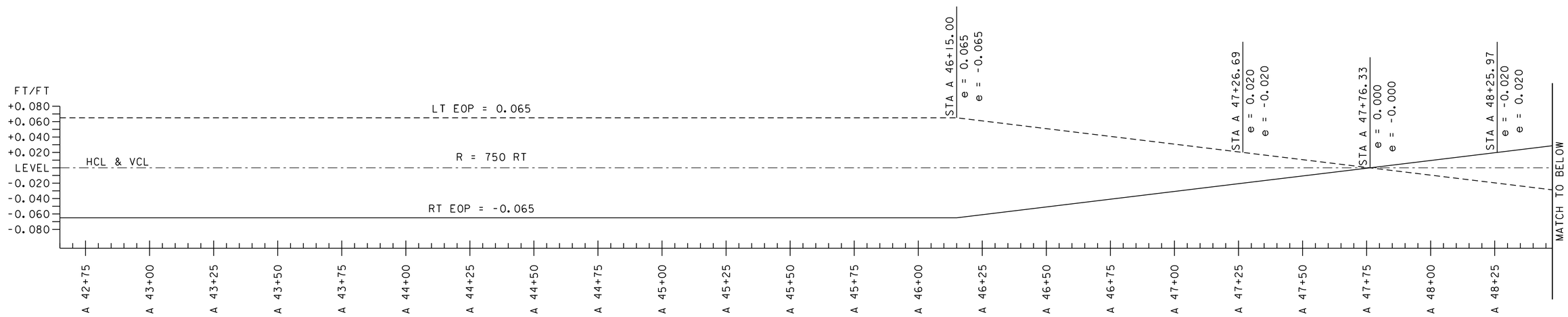
VT 100 PITTSFIELD

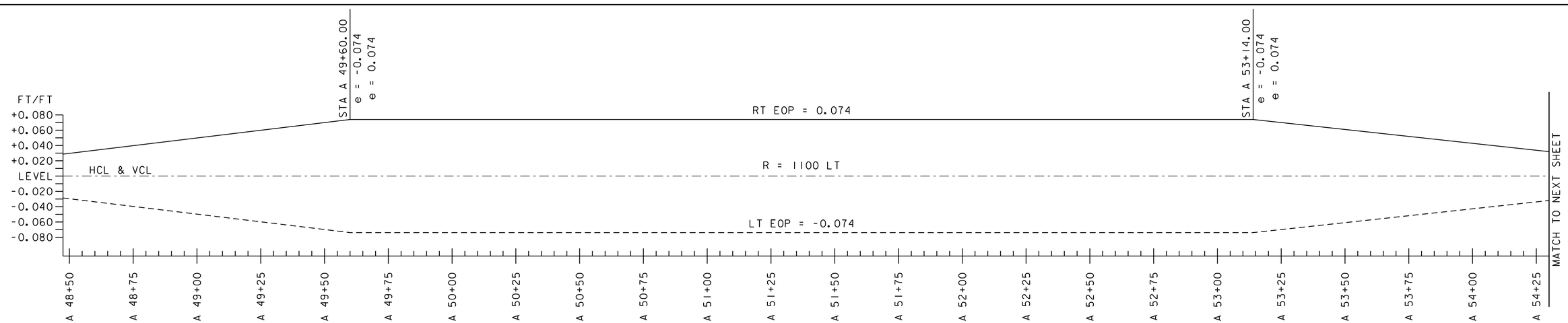
NOT TO SCALE

PROJECT NAME:	KILLINGTON - STOCKBRIDGE
PROJECT NUMBER:	ER STP 022-1(25)

FILE NAME: z12B234_SBD_14.dgn
PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK
DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS
CHECKED BY: E.P. DETRICK
SUPERELEVATION BANKING DIAGRAM SHEET 14
SHEET 183 OF 424





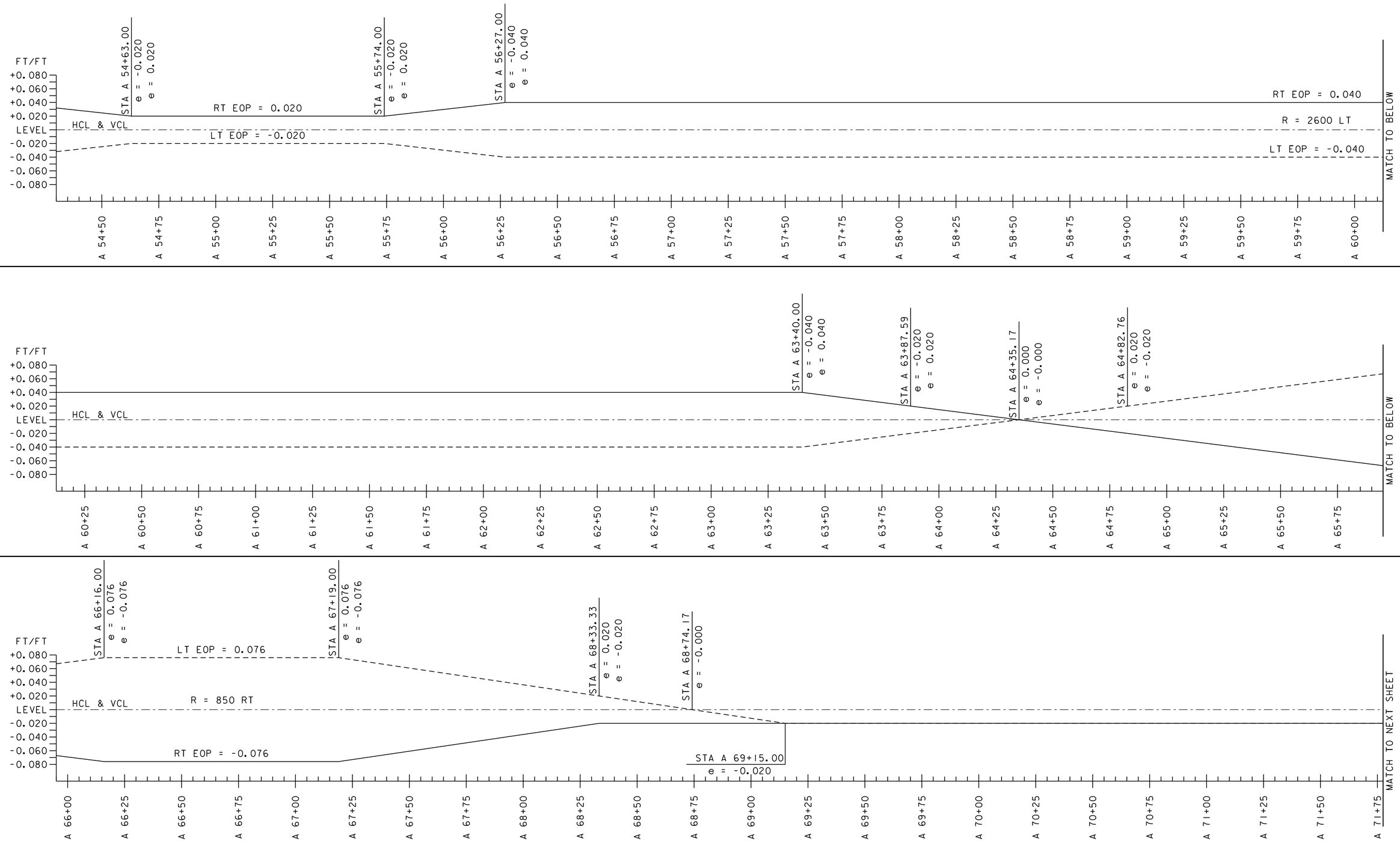


VT 100 PITTSFIELD

NOT TO SCALE

PROJECT NAME:	KILLINGTON - STOCKBRIDGE
PROJECT NUMBER:	ER STP 022-1(25)

FILE NAME: z12B234_SBD_15.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
SUPERELEVATION BANKING DIAGRAM SHEET 15	SHEET 184 OF 424

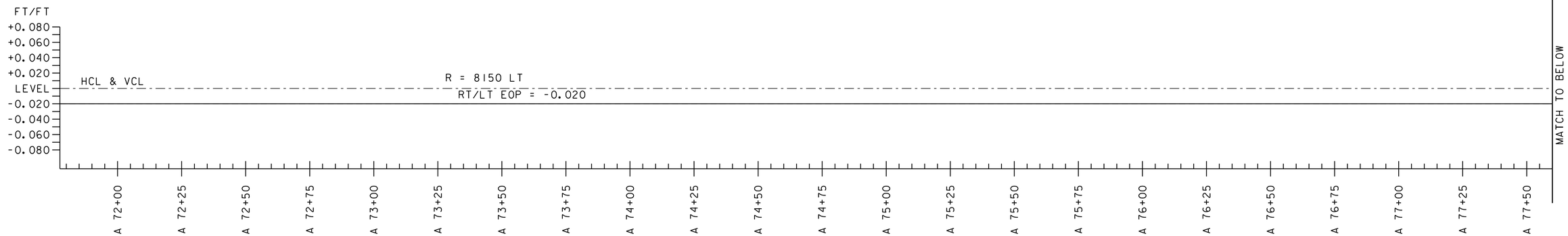


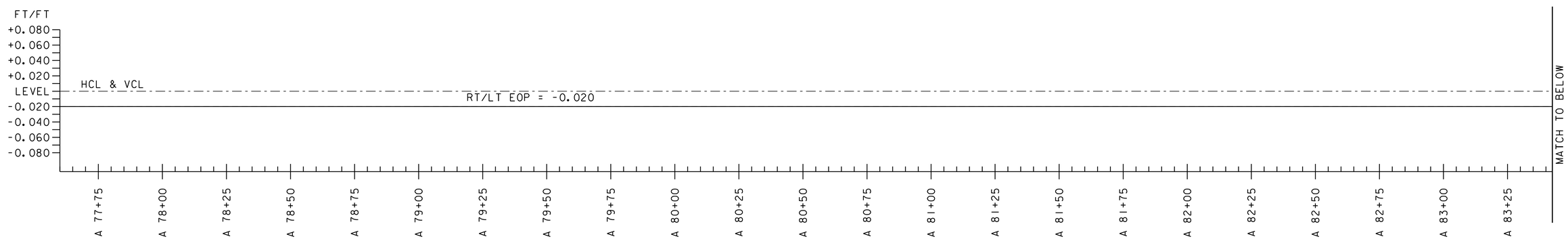
VT 100 PITTSFIELD

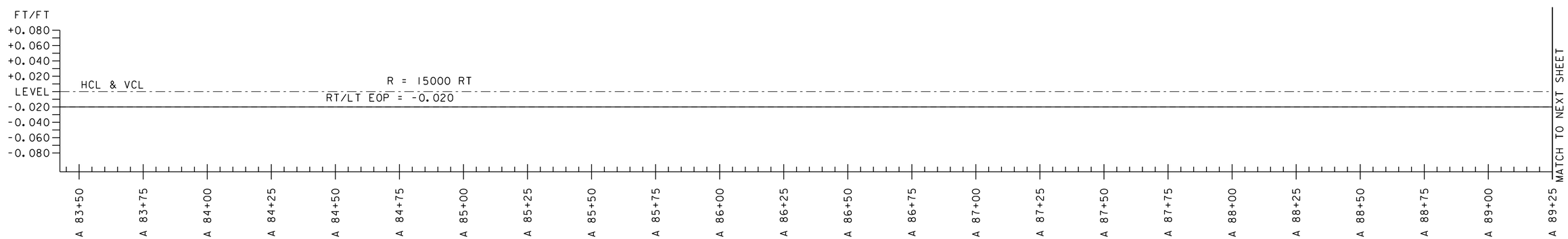
NOT TO SCALE

PROJECT NAME:	KILLINGTON - STOCKBRIDGE
PROJECT NUMBER:	ER STP 022-1(25)

FILE NAME: z12B234_SBD_16.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
SUPERELEVATION BANKING DIAGRAM SHEET 16	SHEET 185 OF 424







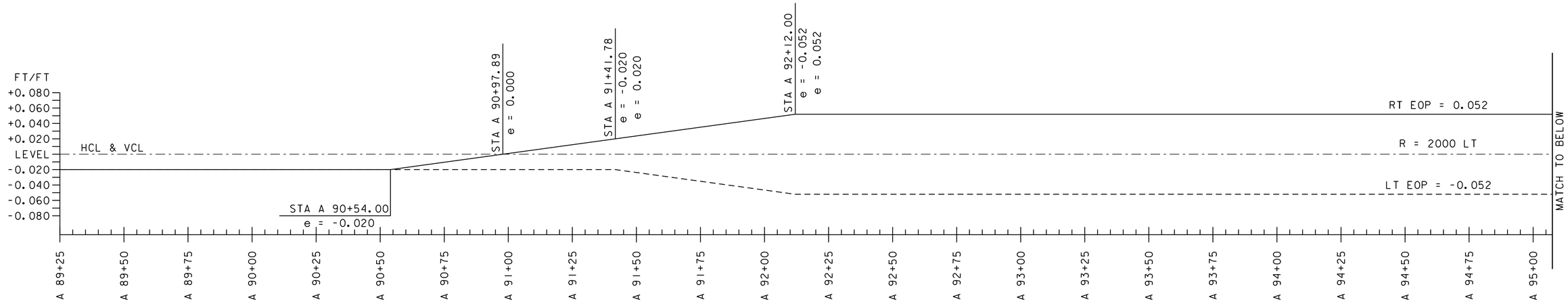
VT 100 PITTSFIELD

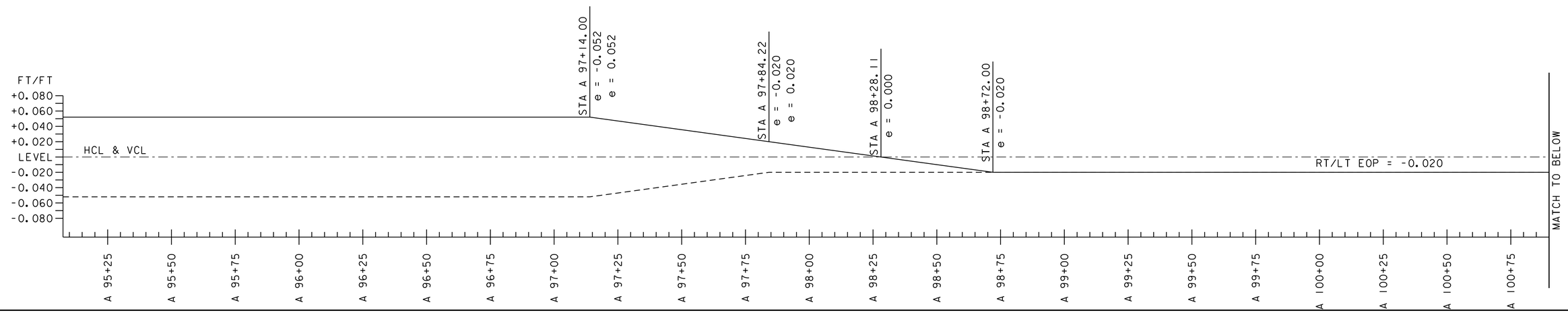
NOT TO SCALE

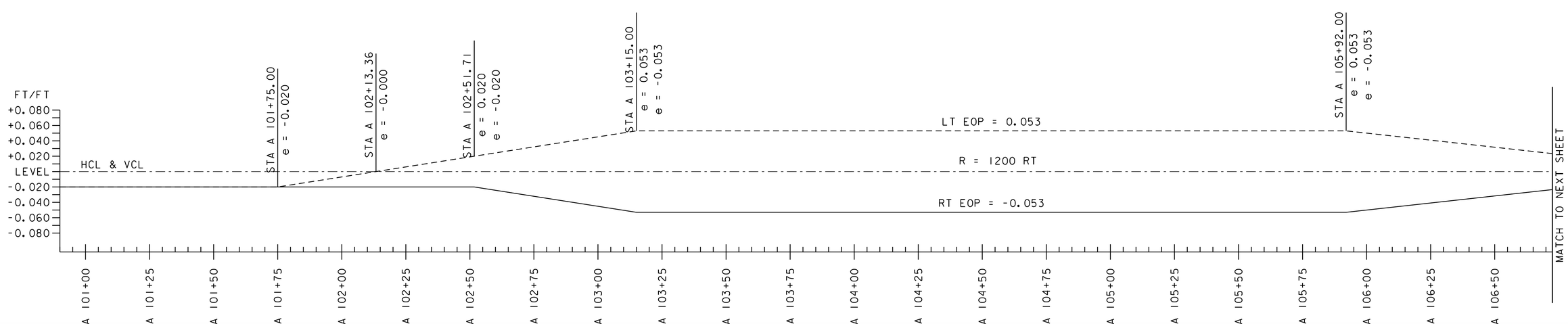
PROJECT NAME: KILLINGTON - STOCKBRIDGE
PROJECT NUMBER: ER STP 022-1(25)

FILE NAME: z12B234_SBD_17.dgn
PROJECT LEADER: E.P. DETRICK
DESIGNED BY: B.M. ROBERTS
SUPERELEVATION BANKING DIAGRAM SHEET 17

PLOT DATE: 7/17/2024
DRAWN BY: B.M. ROBERTS
CHECKED BY: E.P. DETRICK
SHEET 186 OF 424





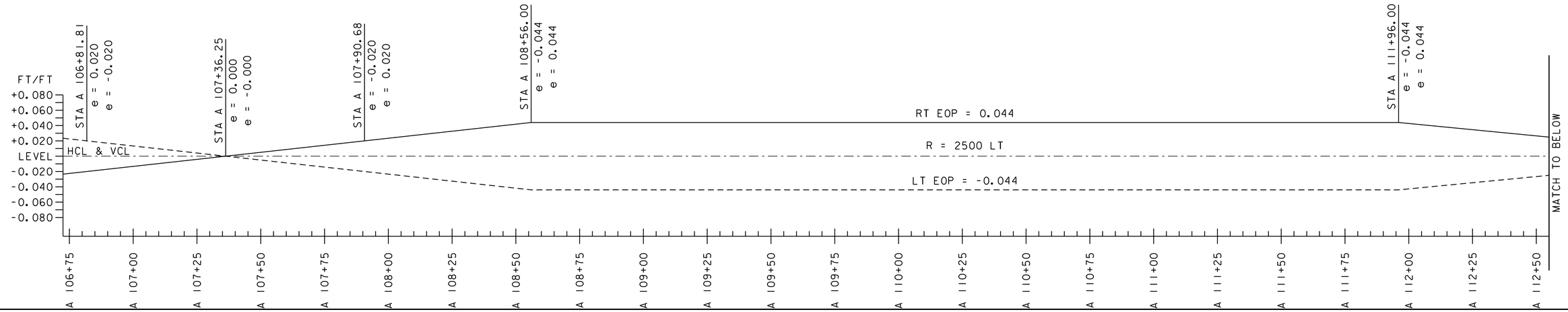


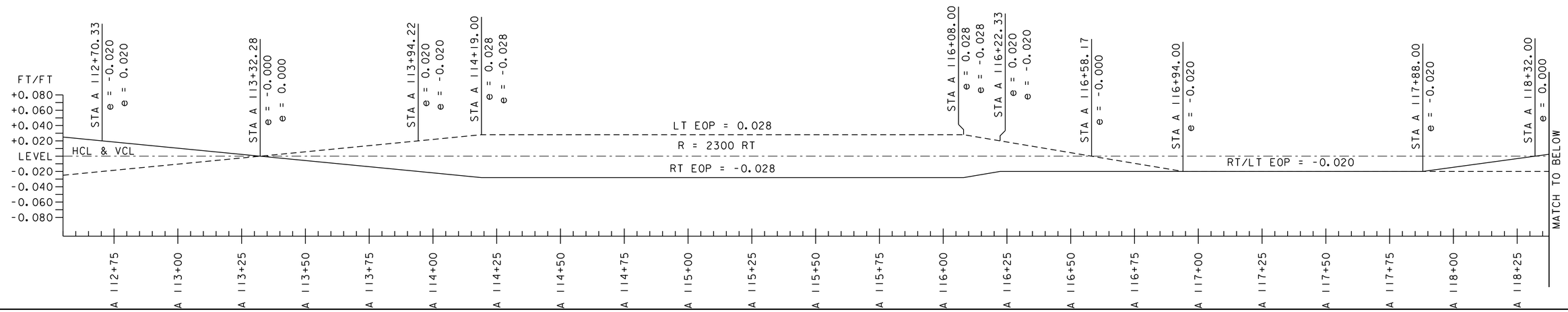
VT 100 PITTSFIELD

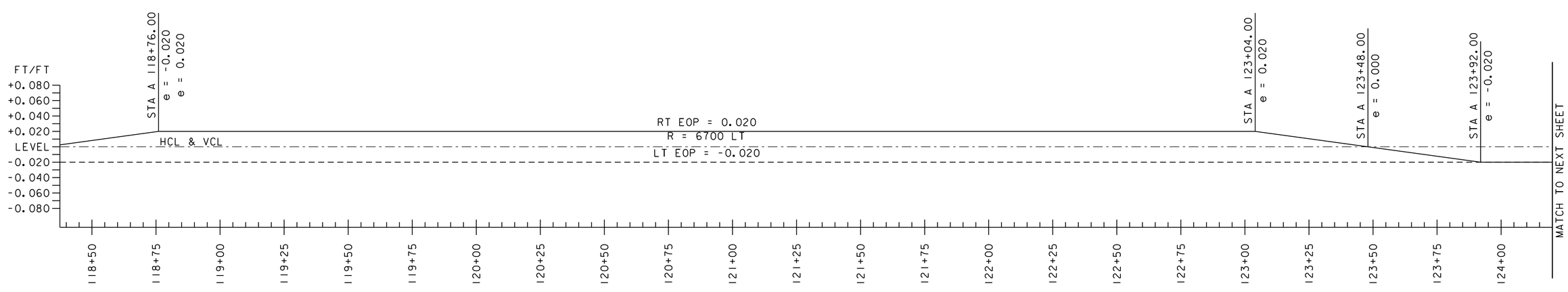
NOT TO SCALE

PROJECT NAME:	KILLINGTON - STOCKBRIDGE
PROJECT NUMBER:	ER STP 022-1(25)

FILE NAME: z12B234_SBD_18.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
SUPERELEVATION BANKING DIAGRAM SHEET 18	SHEET 187 OF 424







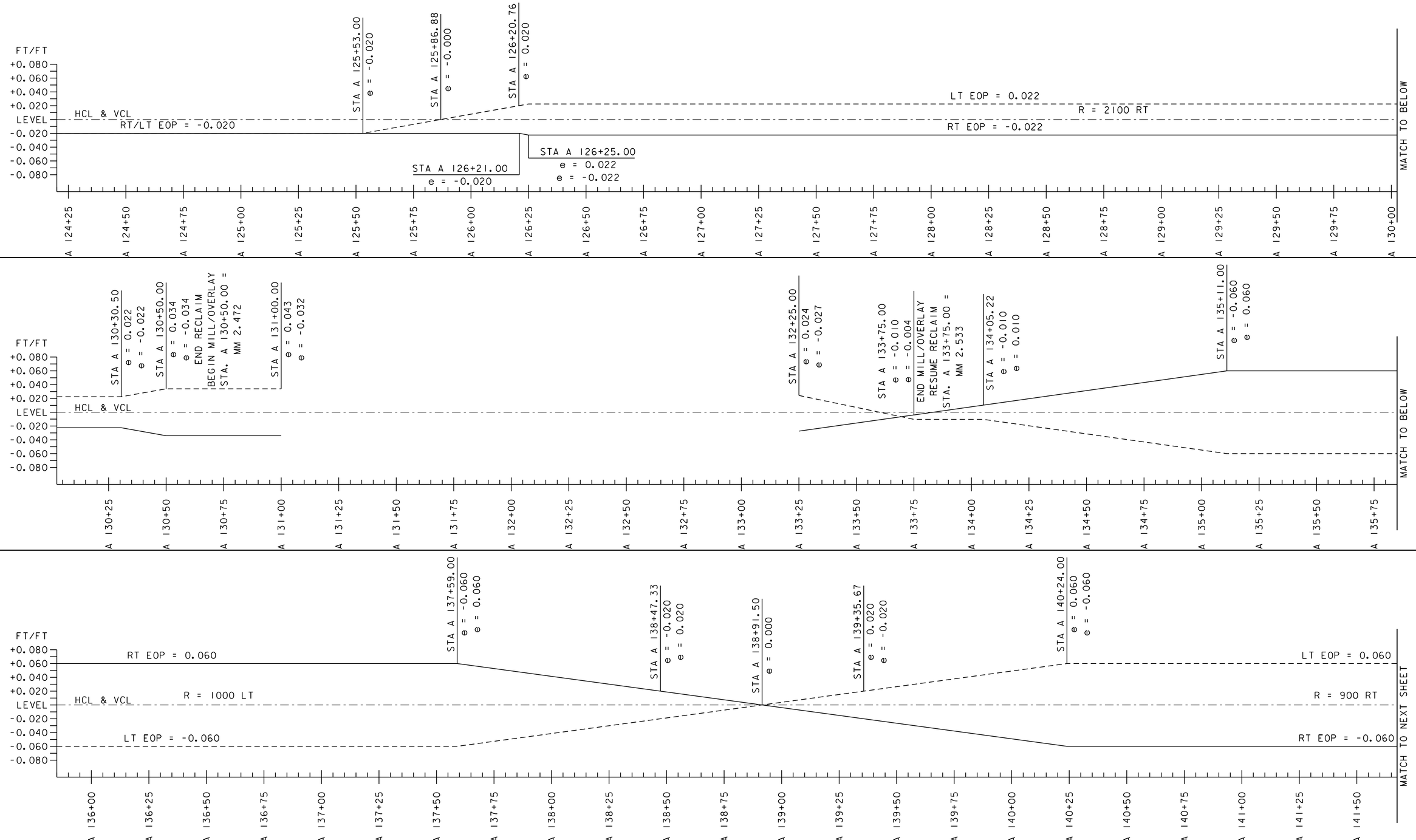
VT 100 PITTSFIELD

NOT TO SCALE

PROJECT NAME: KILLINGTON - STOCKBRIDGE
PROJECT NUMBER: ER STP 022-1(25)

FILE NAME: z12B234_SBD_19.dgn
PROJECT LEADER: E.P. DETRICK
DESIGNED BY: B.M. ROBERTS
SUPERELEVATION BANKING DIAGRAM SHEET 19

PLOT DATE: 7/17/2024
DRAWN BY: B.M. ROBERTS
CHECKED BY: E.P. DETRICK
SHEET 188 OF 424

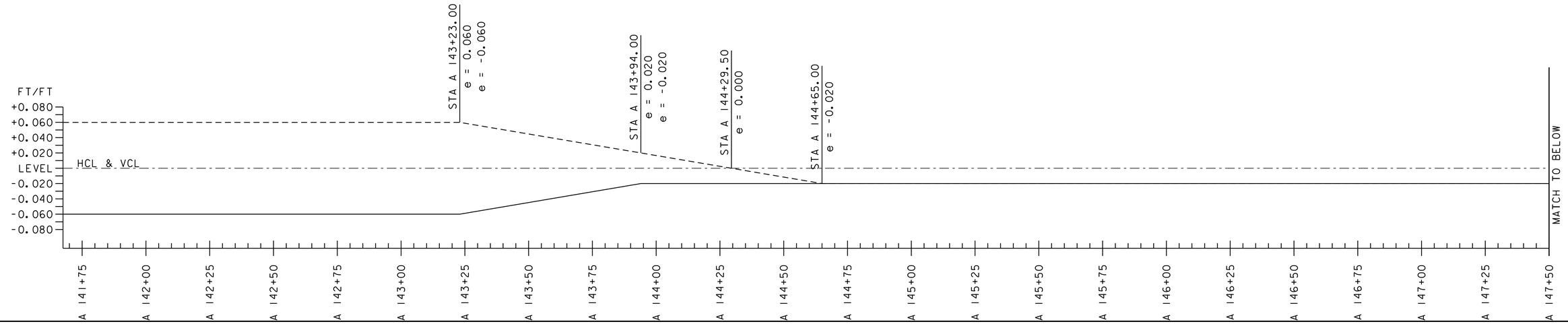


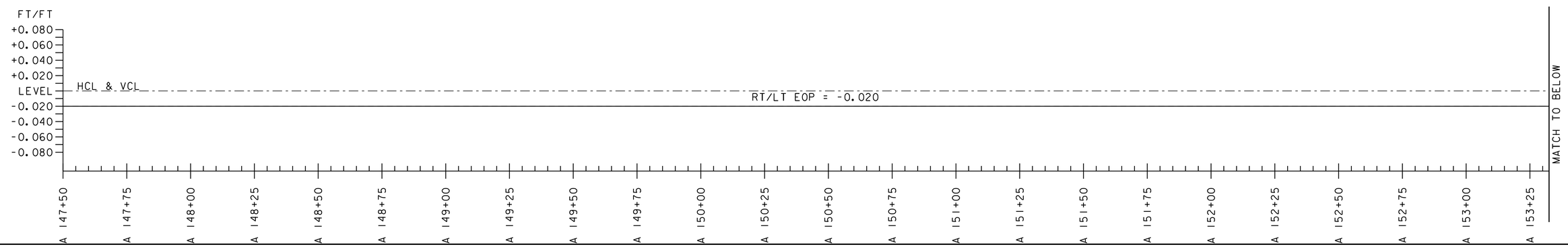
VT 100 PITTSFIELD

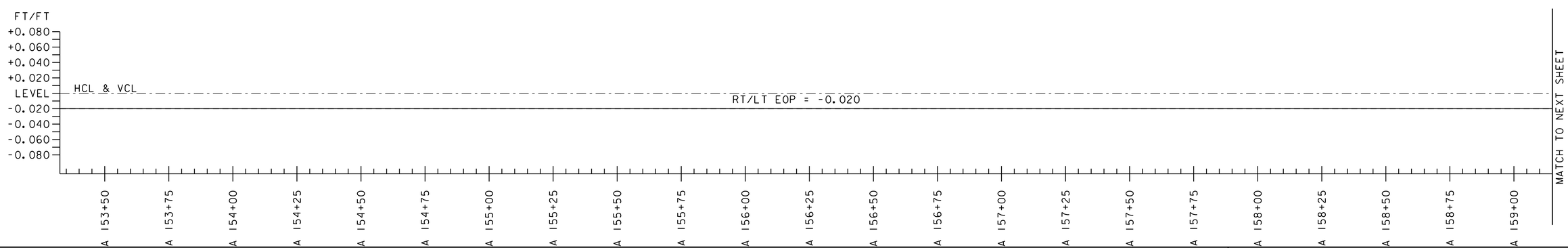
NOT TO SCALE

PROJECT NAME:	KILLINGTON - STOCKBRIDGE
PROJECT NUMBER:	ER STP 022-1(25)

FILE NAME: z12B234_SBD_20.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
SUPERELEVATION BANKING DIAGRAM SHEET 20	SHEET 189 OF 424







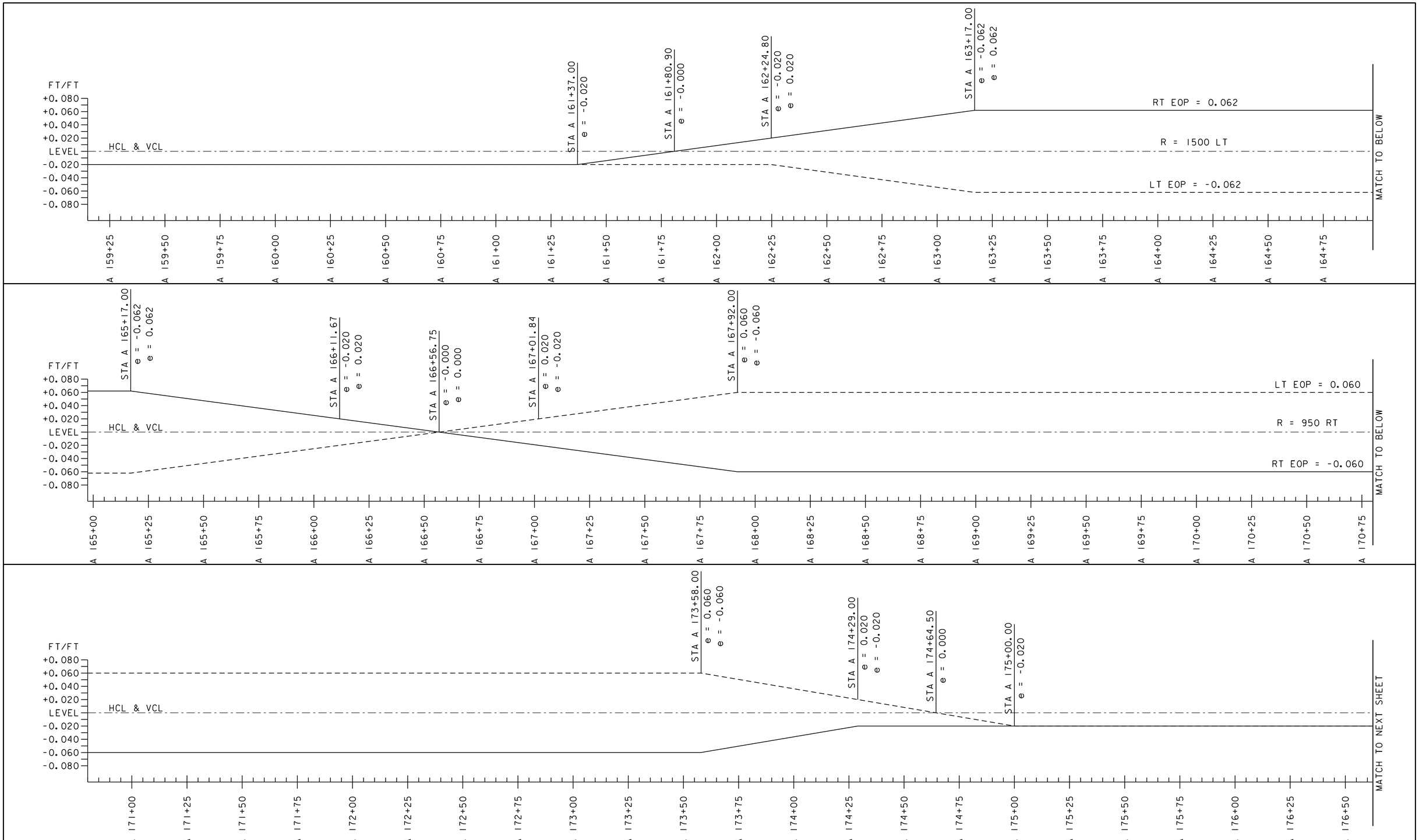
VT 100 PITTSFIELD

NOT TO SCALE

PROJECT NAME: KILLINGTON - STOCKBRIDGE
PROJECT NUMBER: ER STP 022-1(25)

FILE NAME: z12B234_SBD_21.dgn
PROJECT LEADER: E.P. DETRICK
DESIGNED BY: B.M. ROBERTS
SUPERELEVATION BANKING DIAGRAM SHEET 21

PLOT DATE: 7/17/2024
DRAWN BY: B.M. ROBERTS
CHECKED BY: E.P. DETRICK
SHEET 190 OF 424

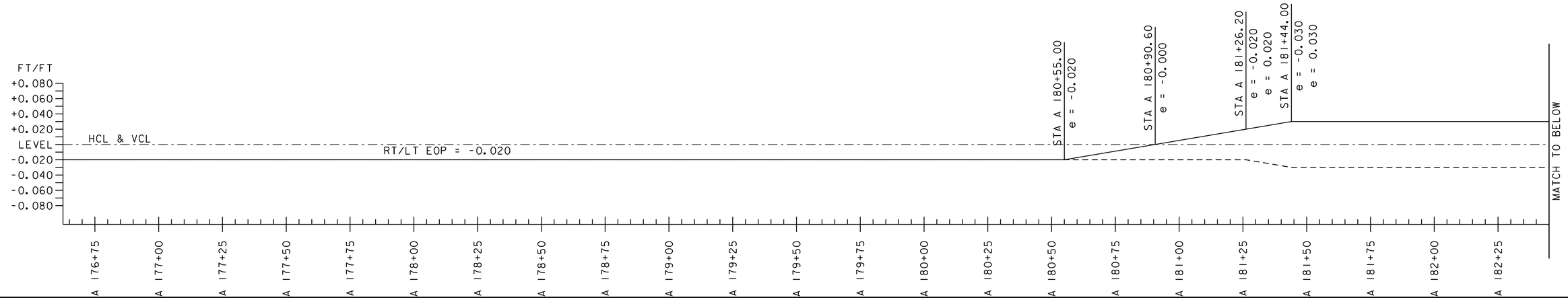


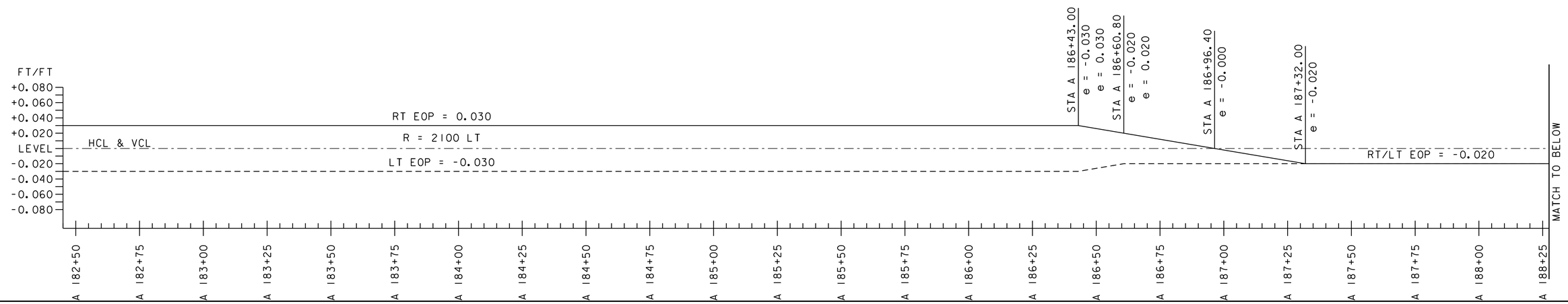
VT 100 PITTSFIELD

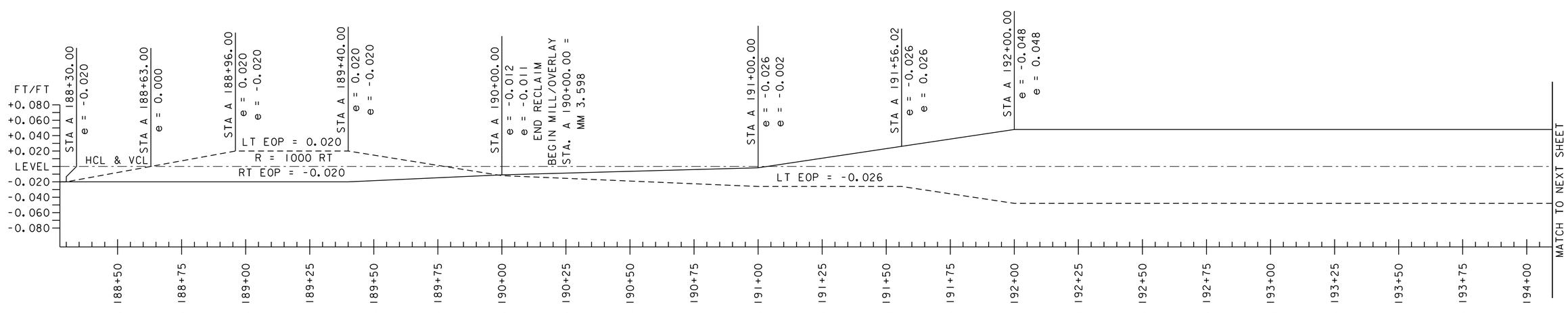
NOT TO SCALE

PROJECT NAME:	KILLINGTON - STOCKBRIDGE
PROJECT NUMBER:	ER STP 022-1(25)

FILE NAME: z12B234_SBD_22.dgn
PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK
DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS
CHECKED BY: E.P. DETRICK
SUPERELEVATION BANKING DIAGRAM SHEET 22 SHEET 191 OF 424





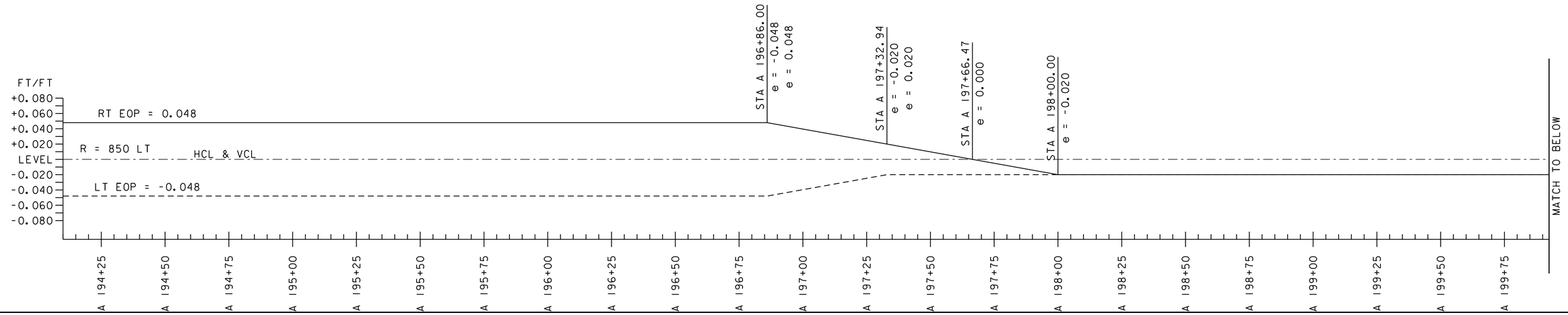


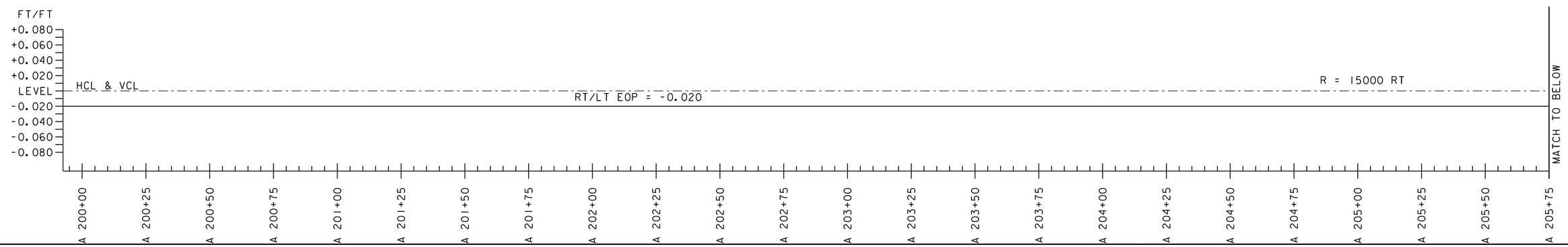
VT 100 PITTSFIELD

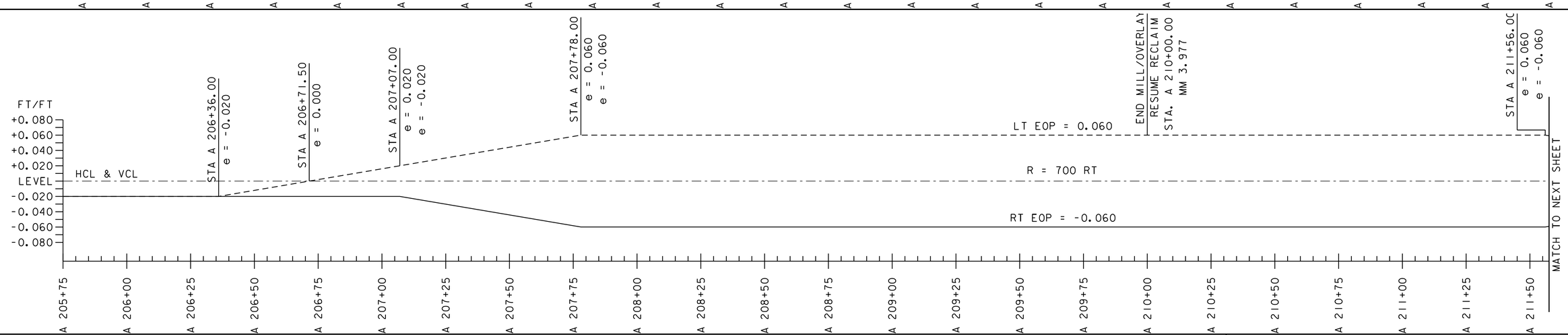
NOT TO SCALE

PROJECT NAME: KILLINGTON - STOCKBRIDGE
PROJECT NUMBER: ER STP 022-1(25)

FILE NAME: z12B234_SBD_23.dgn
PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK
DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS
CHECKED BY: E.P. DETRICK
SUPERELEVATION BANKING DIAGRAM SHEET 23





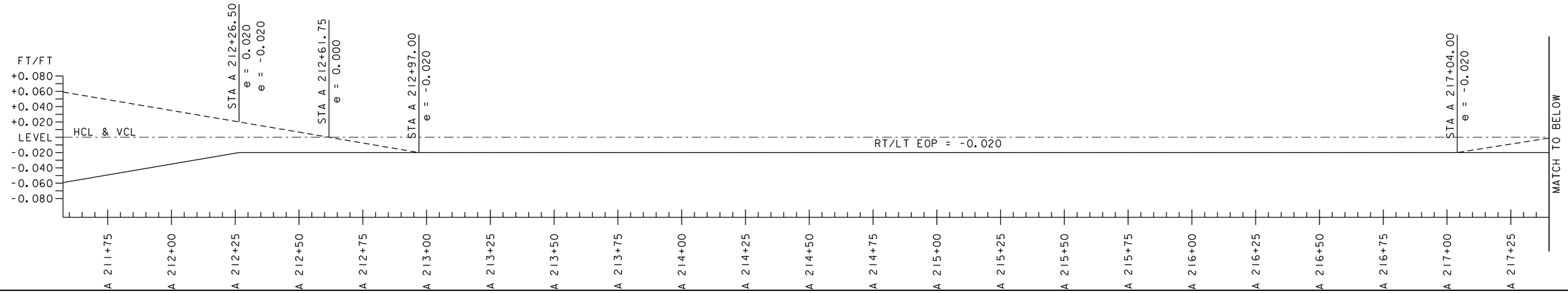


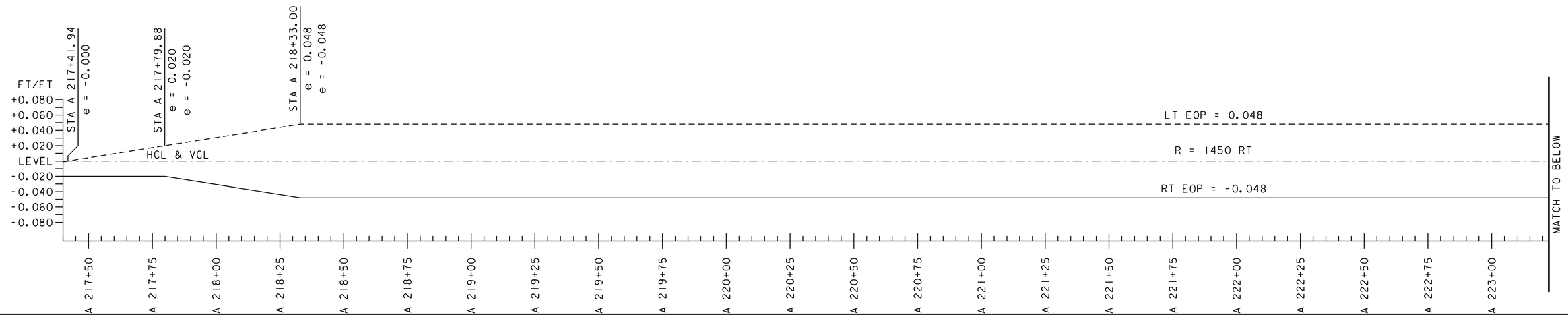
VT 100 PITTSFIELD

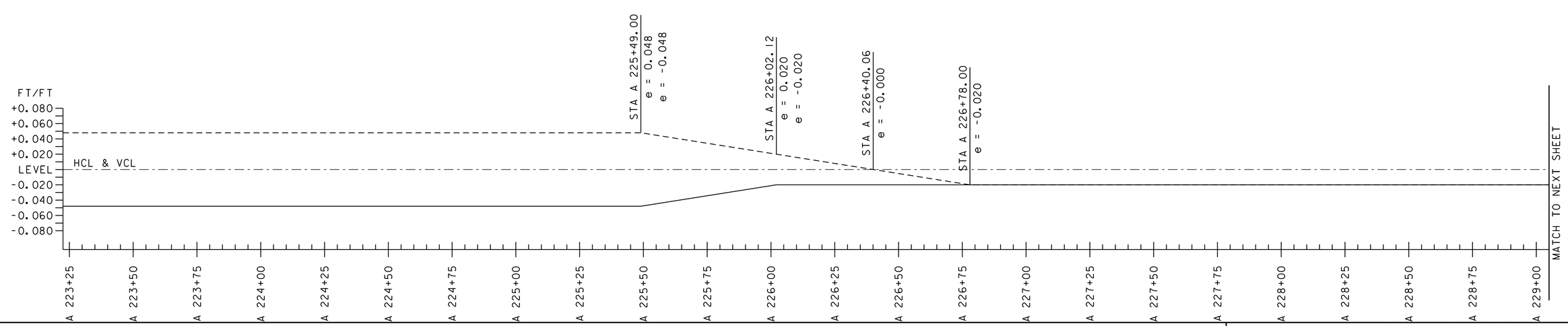
NOT TO SCALE

PROJECT NAME: KILLINGTON - STOCKBRIDGE
PROJECT NUMBER: ER STP 022-1(25)

FILE NAME: z12B234_SBD_24.dgn
PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK
DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS
CHECKED BY: E.P. DETRICK
SUPERELEVATION BANKING DIAGRAM SHEET 24





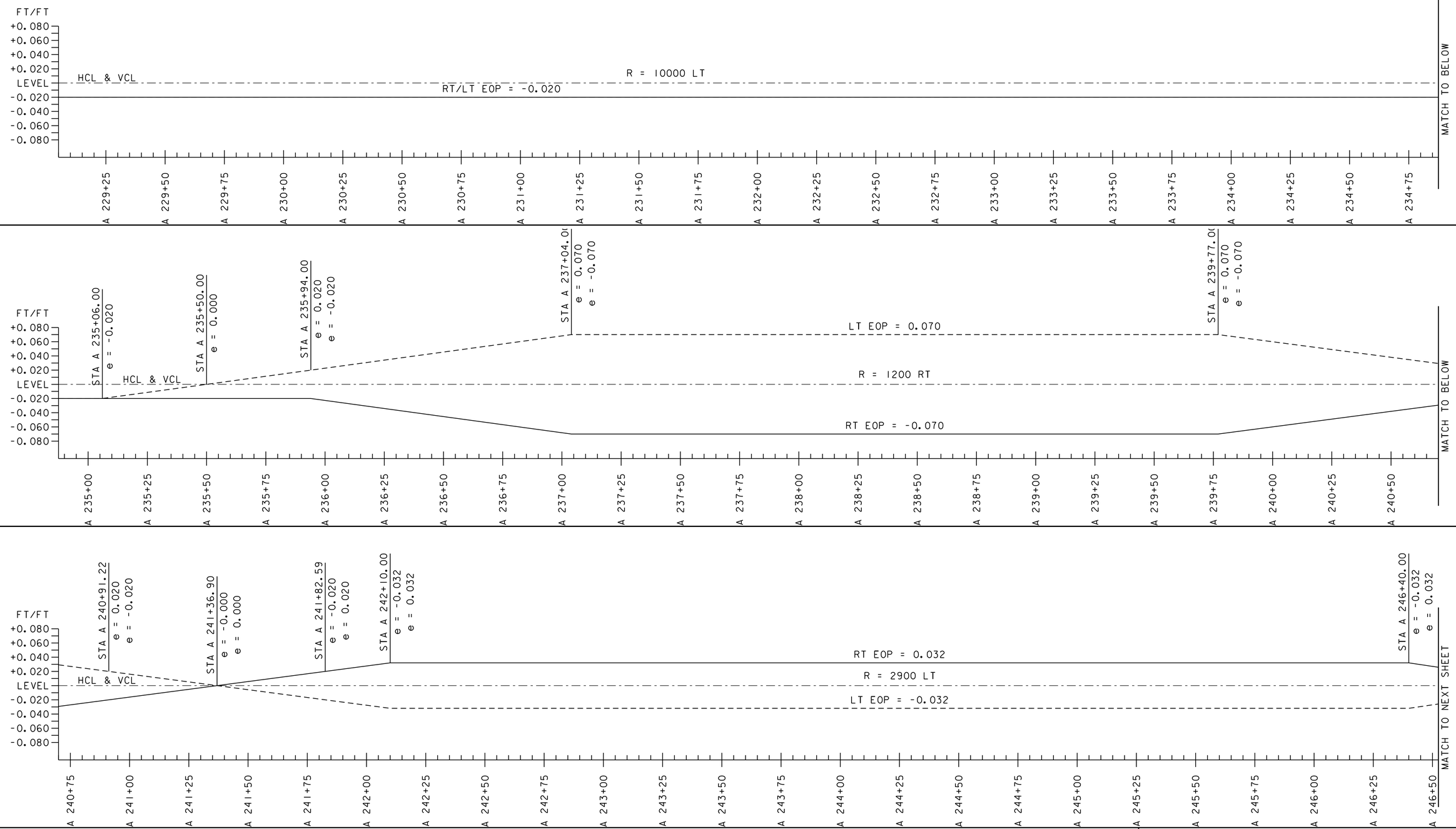


VT 100 PITTSFIELD

NOT TO SCALE

PROJECT NAME: KILLINGTON - STOCKBRIDGE
PROJECT NUMBER: ER STP 022-1(25)

FILE NAME: z12B234_SBD_25.dgn
PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK
DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS
CHECKED BY: E.P. DETRICK
SUPERELEVATION BANKING DIAGRAM SHEET 25

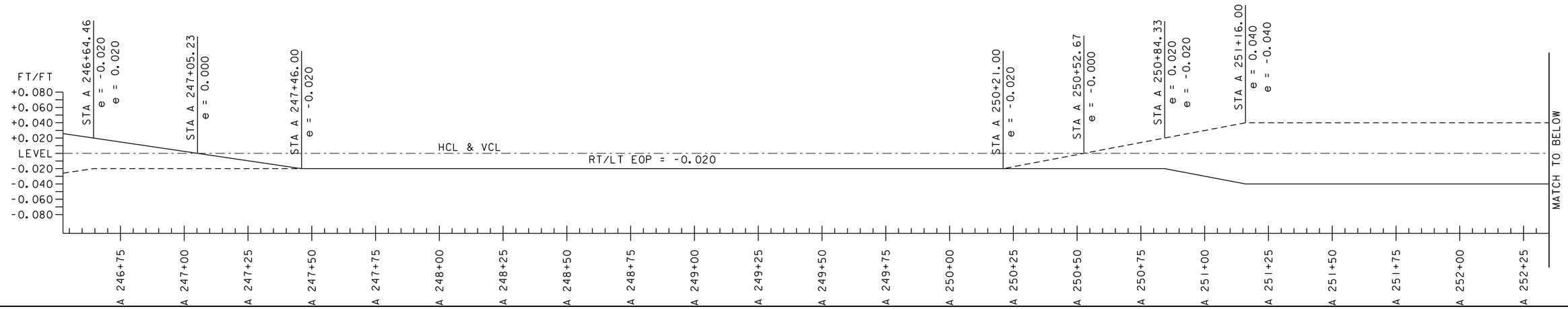


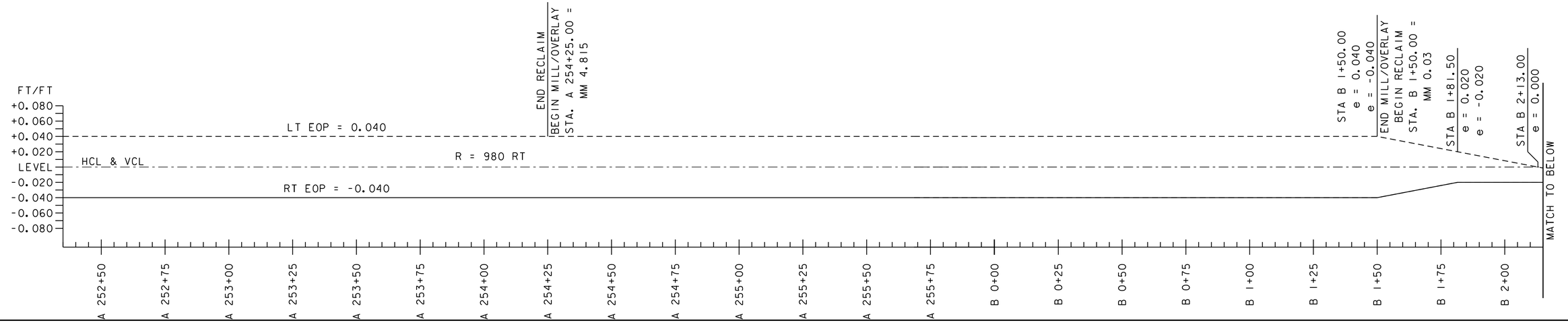
VT 100 PITTSFIELD

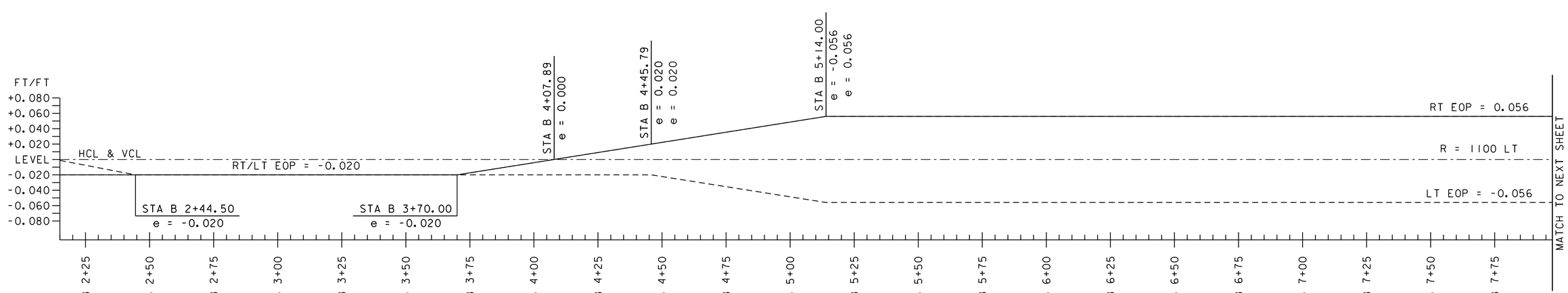
NOT TO SCALE

PROJECT NAME: KILLINGTON - STOCKBRIDGE
PROJECT NUMBER: ER STP 022-1(25)

FILE NAME: z12B234_SBD_26.dgn
PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK
DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS
CHECKED BY: E.P. DETRICK
SUPERELEVATION BANKING DIAGRAM SHEET 26





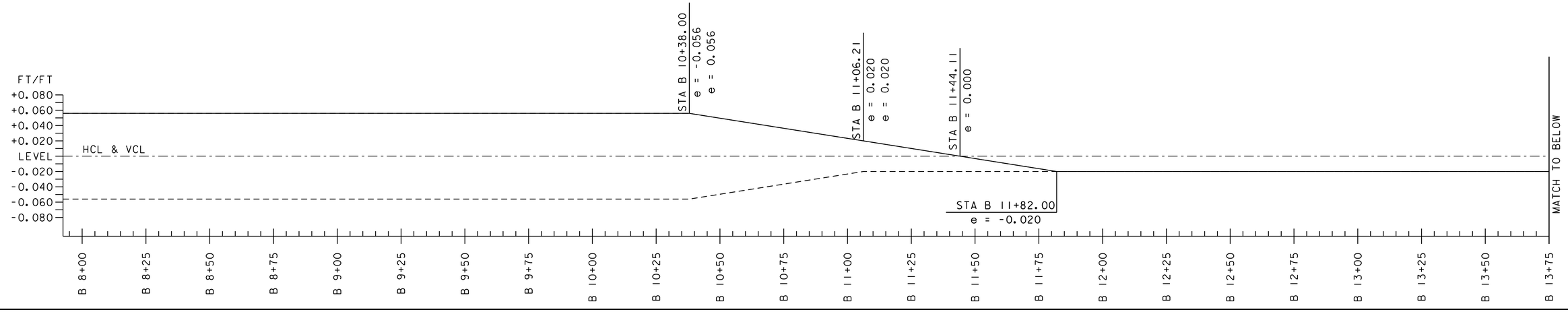


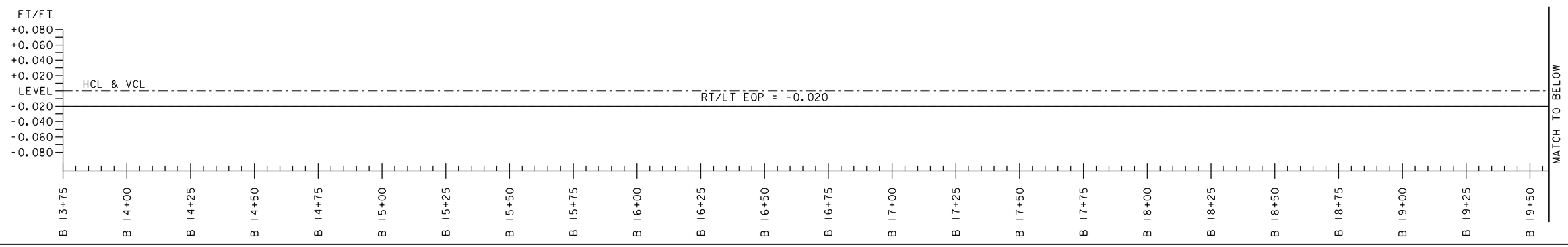
VT 100 PITTSFIELD / STOCKBRIDGE

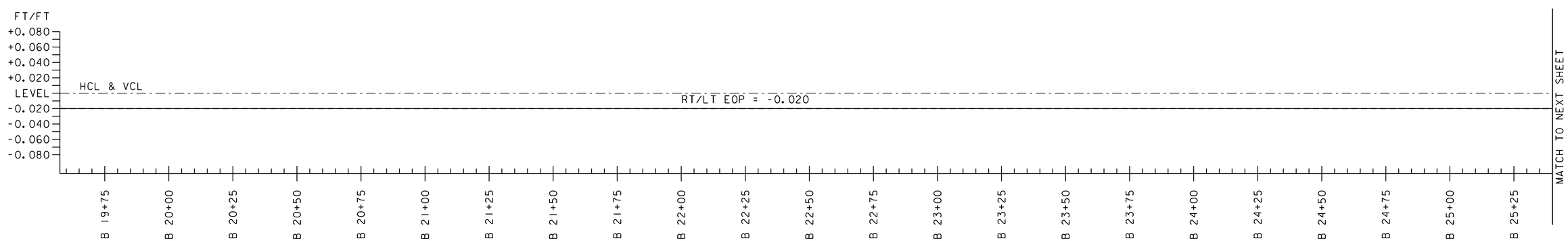
NOT TO SCALE

PROJECT NAME: KILLINGTON - STOCKBRIDGE
PROJECT NUMBER: ER STP 022-1(25)

FILE NAME: z12B234_SBD_27.dgn
PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK
DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS
CHECKED BY: E.P. DETRICK
SUPERELEVATION BANKING DIAGRAM SHEET 27 SHEET 196 OF 424





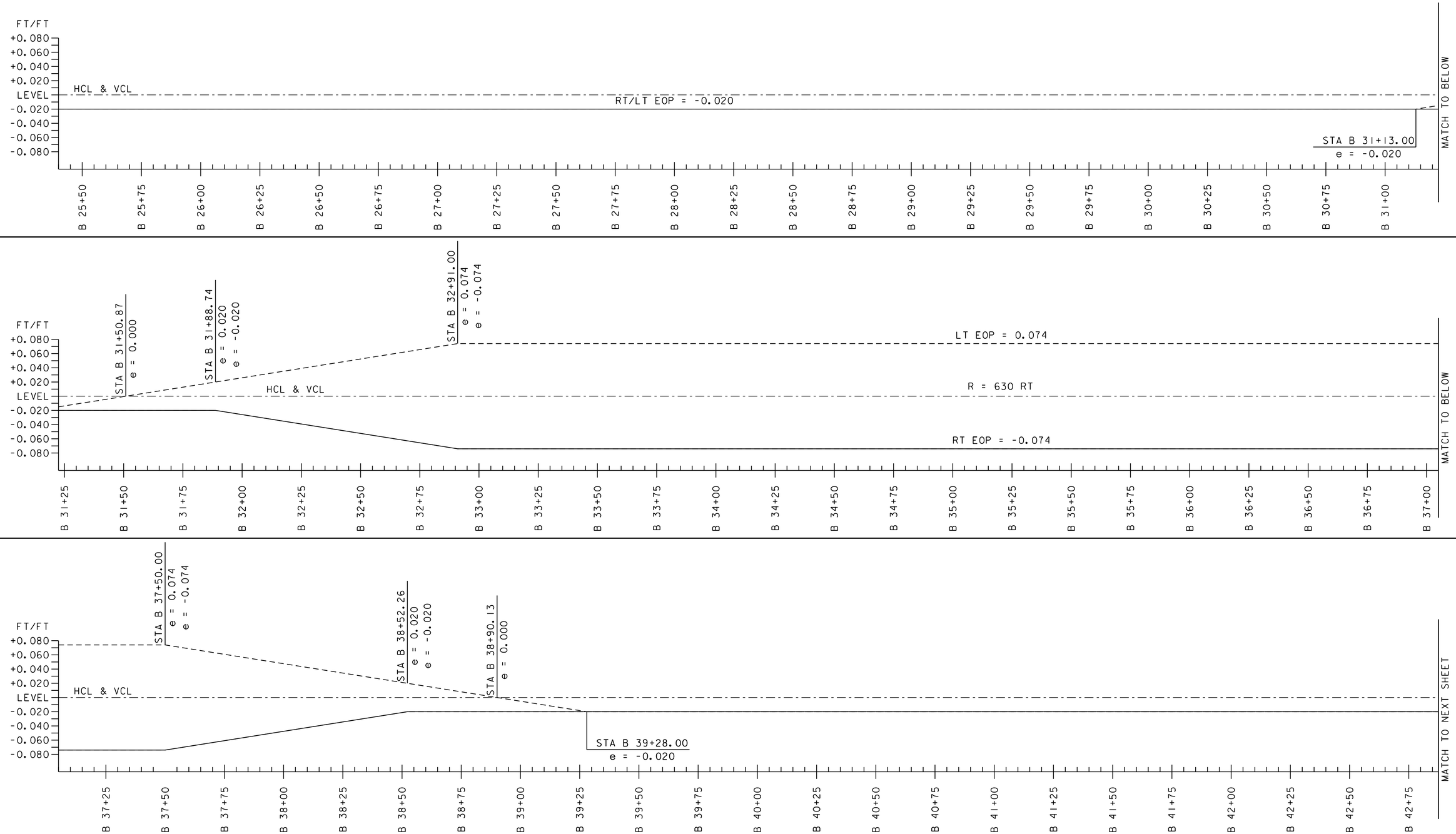


VT 100 STOCKBRIDGE

NOT TO SCALE

PROJECT NAME: KILLINGTON - STOCKBRIDGE
PROJECT NUMBER: ER STP 022-1(25)

FILE NAME: z12B234_SBD_28.dgn
PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK
DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS
CHECKED BY: E.P. DETRICK
SUPERELEVATION BANKING DIAGRAM SHEET 28



VT 100 STOCKBRIDGE

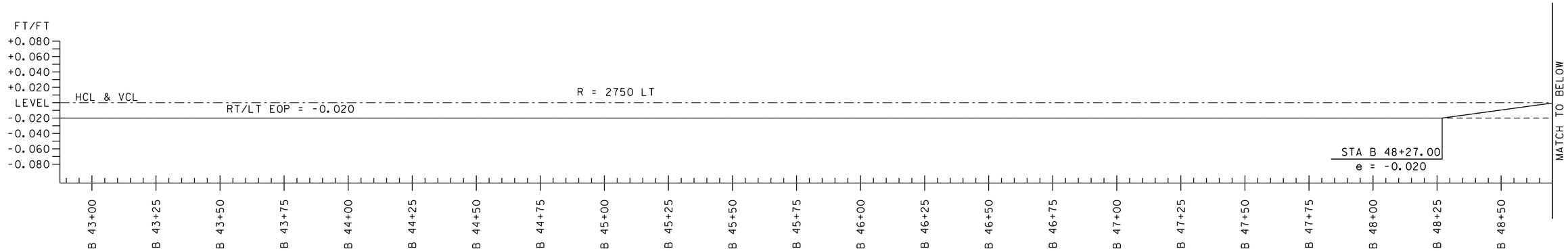
NOT TO SCALE

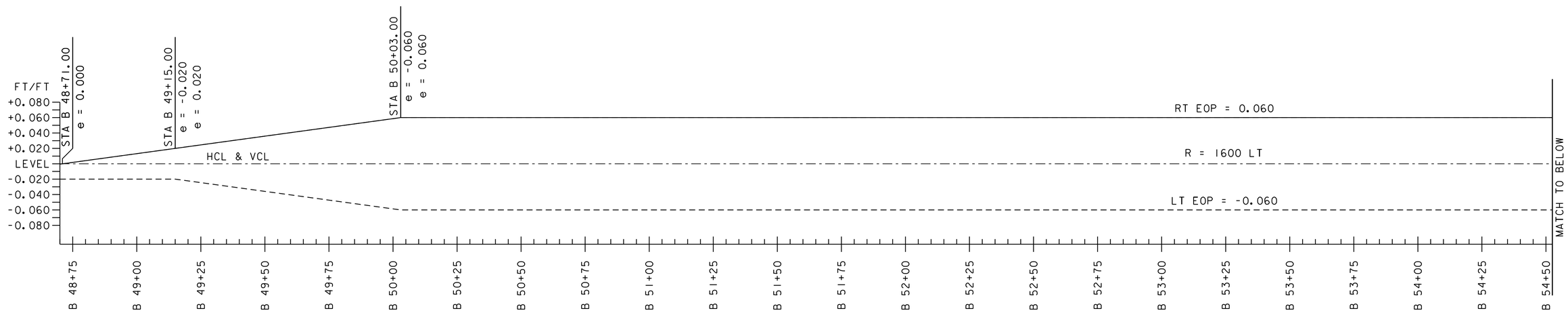
vhb

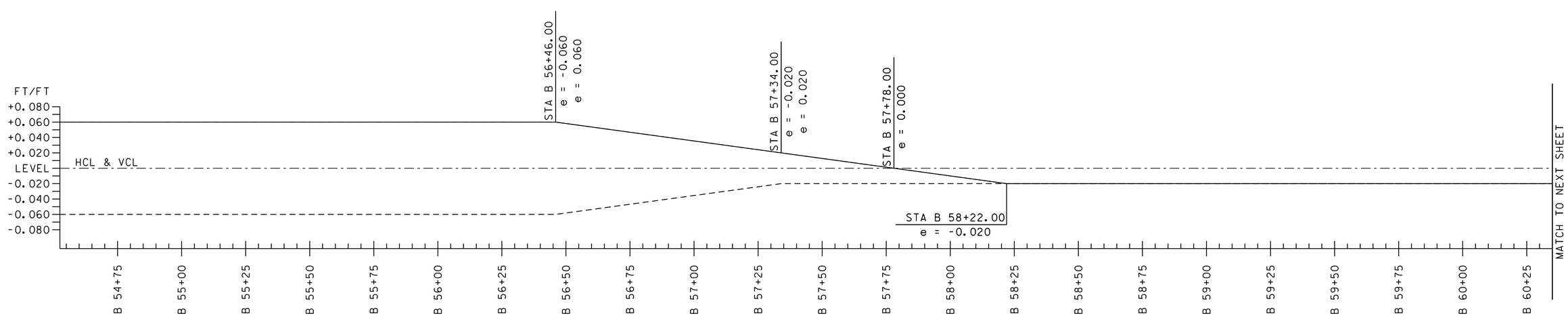
PROJECT NAME: KILLINGTON - STOCKBRIDGE
PROJECT NUMBER: ER STP 022-1(25)

FILE NAME: z12B234_SBD_29.dgn
PROJECT LEADER: E.P. DETRICK
DESIGNED BY: B.M. ROBERTS
SUPERELEVATION BANKING DIAGRAM SHEET 29

PLOT DATE: 7/17/2024
DRAWN BY: B.M. ROBERTS
CHECKED BY: E.P. DETRICK





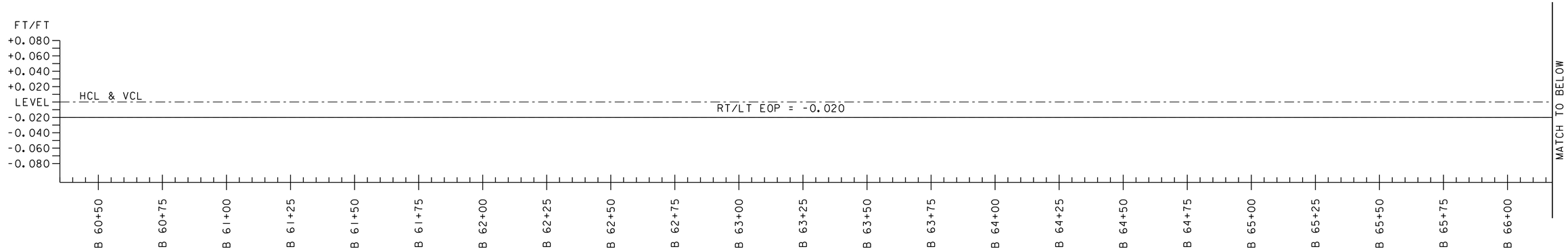


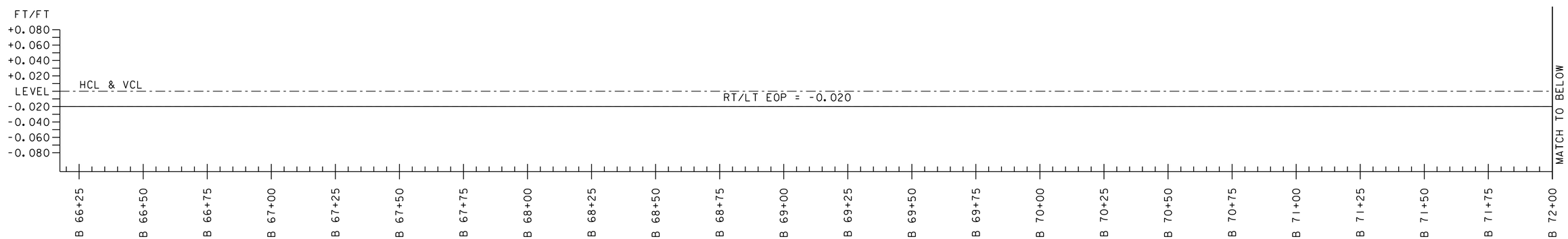
VT 100 STOCKBRIDGE

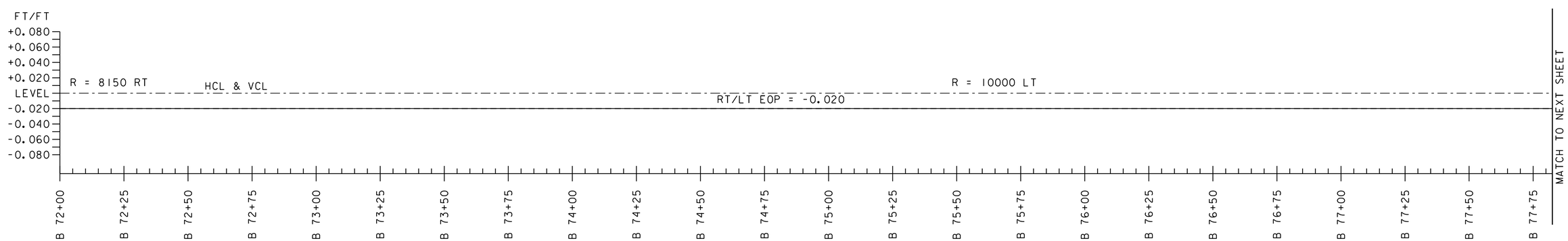
NOT TO SCALE

PROJECT NAME:	KILLINGTON - STOCKBRIDGE
PROJECT NUMBER:	ER STP 022-1(25)

FILE NAME: z12B234_SBD_30.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
SUPERELEVATION BANKING DIAGRAM SHEET 30	SHEET 199 OF 424





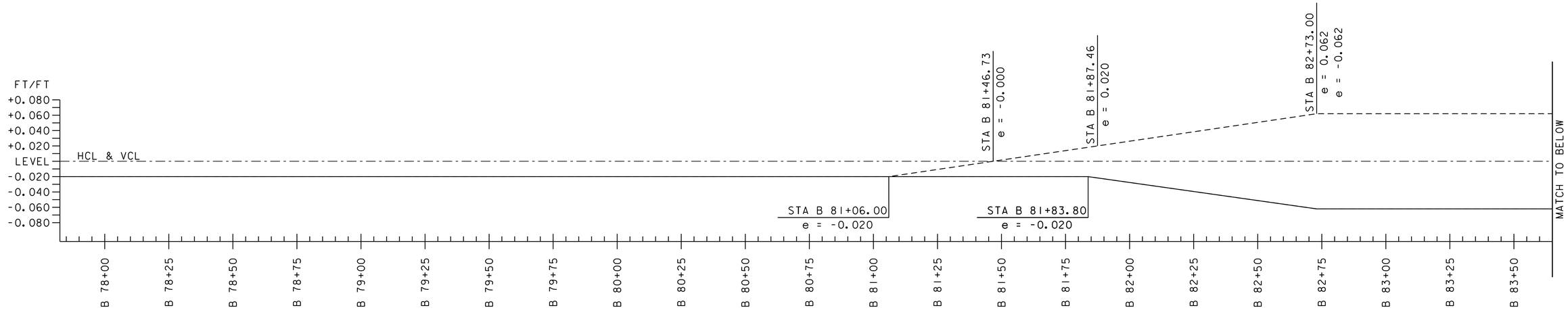


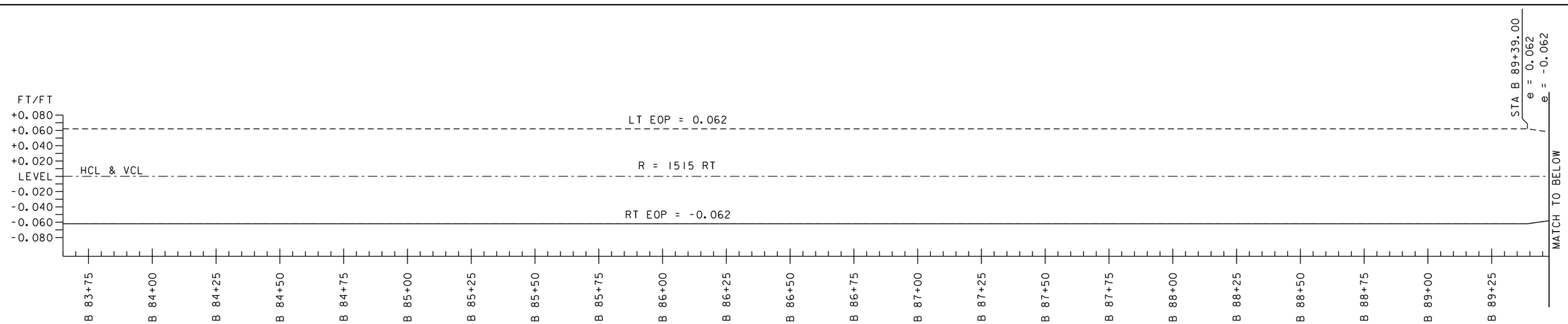
VT 100 STOCKBRIDGE

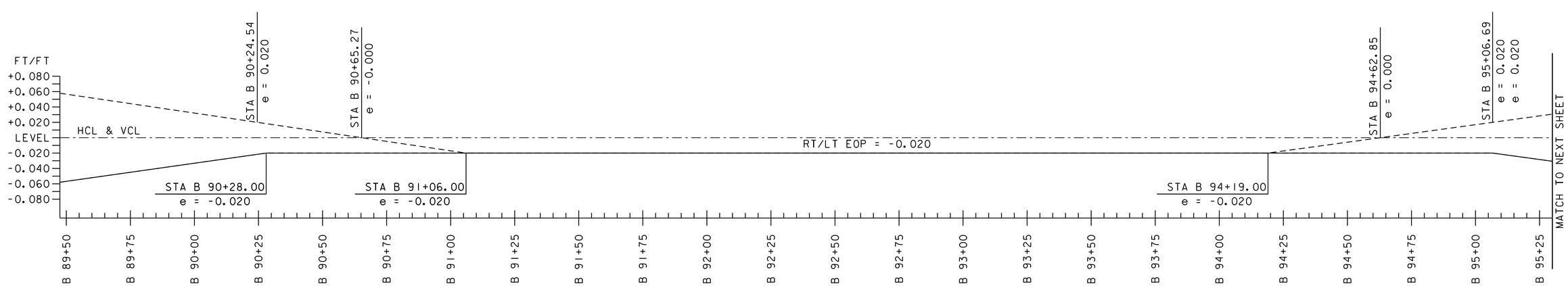
NOT TO SCALE

PROJECT NAME: KILLINGTON - STOCKBRIDGE
PROJECT NUMBER: ER STP 022-1(25)

FILE NAME: z12B234_SBD_31.dgn
PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK
DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS
CHECKED BY: E.P. DETRICK
SUPERELEVATION BANKING DIAGRAM SHEET 31



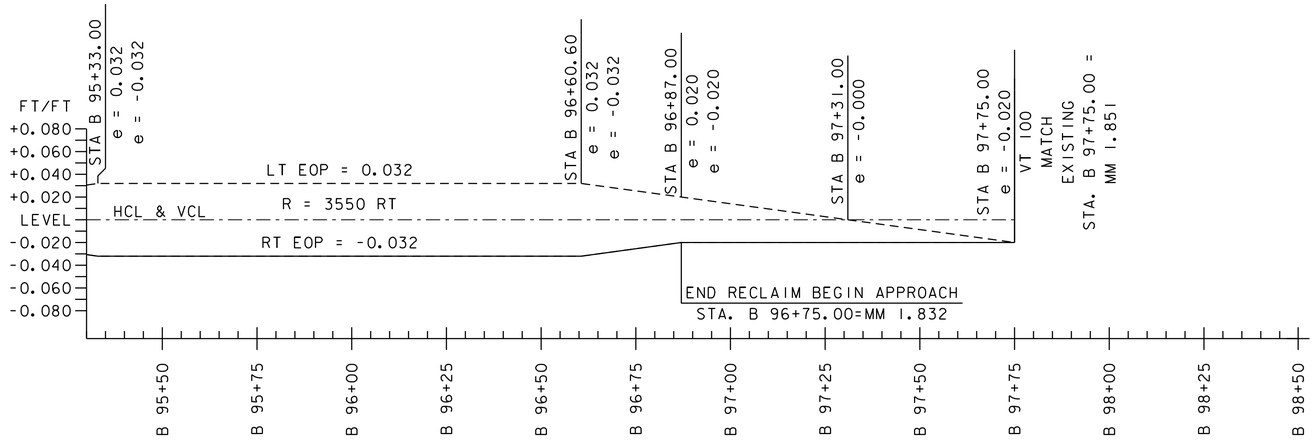




VT 100 STOCKBRIDGE

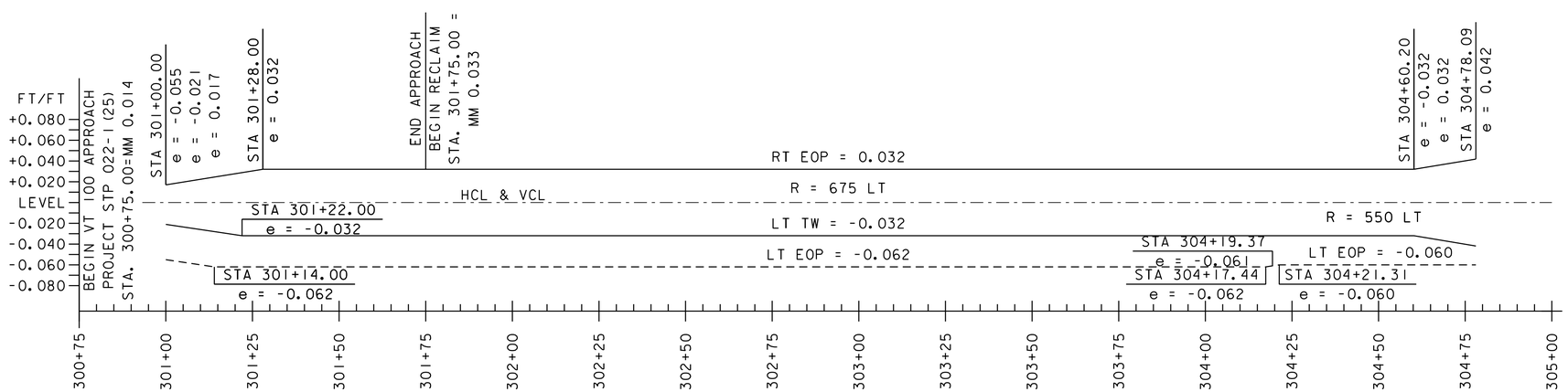
NOT TO SCALE

PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234_SBD_32.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
SUPERELEVATION BANKING DIAGRAM SHEET 32	SHEET 201 OF 424



VT 100 STOCKBRIDGE

NOT TO SCALE



VT 100 APPROACH

NOT TO SCALE

PROJECT NAME:	KILLINGTON - STOCKBRIDGE
PROJECT NUMBER:	ER STP 022-1(25)

FILE NAME: z12B234_SBD_33.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
SUPERELEVATION BANKING DIAGRAM SHEET 33	SHEET 202 OF 424

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET 1

SHSM = FHWA 2023 STANDARD HIGHWAY SIGNS AND MARKINGS BOOK

MILE MARKER, DIRECTION	SIGN LEGEND	SIGN DIMENSIONS EA.	WIDTH (in)	HEIGHT (in)	NEW & RESET SIGNS FLAT SHEET ALUM.	EXTRUD. ALUM.	REM. & RESET SIGN	EXIST POST RETAIN	REMOVE	NEW SIGN POSTS NO. OF POSTS	FLANGED CHANNEL lb/ft 1.12	2.0	3.0	SQUARE TUBE STEEL (in) lb/ft 1.75	2.0	2.5	ANCHOR	SLEEVE	TUBULAR ALUMINUM DIA (in) lb/ft 3.0	4.0	4.0Mod	TUBULAR STEEL DIA (in) lb/ft FND-ATION	3.0	3.5	4.0	5.0	W-SHAPE STEEL FTG. SIZE 24"	30"	WEIGHT	POST SIZE	SIGN FRAME	REMARKS	SIGN DETAIL SHSM	SIGN DETAILS SHEET NUMBER	STD. SHEET NUMBER
KILLINGTON																																			
301+43 RT		1	18	18	2.25		1.00		1	1					15.0																	YOY	OM1-1		
301+50 RT		1	24	12	2.00		1.00		1	1					15.0																	GOW	M3-1P		
301+50 RT		1	30	24	5.00		1.00																									GOW, MOUNT BELOW M3-1P	VM1-5a		E-136B
301+50 RT		1	21	15	2.19		1.00																									GOW, MOUNT BELOW VM1-5a	M6-1P		
301+85 LT		1	36	36	9.00		1.00		2	1					15.0																		W4-6		
301+90 RT 302+68 RT		1 1	18 18	24 24	3.00 3.00					1 1					15.0 15.0																	BACK-TO-BACK BACK-TO-BACK	W1-8R W1-8R		
301+90 RT 302+68 RT		1 1	18 18	24 24	3.00 3.00					1 1					15.0 15.0																	BACK-TO-BACK BACK-TO-BACK	W1-8L W1-8L		
302+20 RT 302+80 RT							1.00 1.00		1 1																							BACK-TO-BACK BACK-TO-BACK	W1-8R W1-8R		
302+20 RT 302+80 RT							1.00 1.00		1 1																							BACK-TO-BACK BACK-TO-BACK	W1-8L W1-8L		
303+46 RT		1	18	24	3.00		1.00		1	1					15.0																	BACK-TO-BACK	W1-8R		
303+46 RT		1	18	24	3.00		1.00		1	1					15.0																	BACK-TO-BACK	W1-8L		
1+39 LT		1	30	30	6.25		1.00		1	1					15.0																		R1-1		
1+39 LT		1	6	10	0.42																											MOUNT BELOW R1-1	VD-700		T-44
1+50 LT		1	24	12	2.00		1.00		2	2					30.0																X		M3-4P		T-92
1+50 LT		1	24	24	4.00		1.00																									MOUNT BELOW M3-4P	M1-4		
1+50 LT		1	21	15	2.19		1.00																									MOUNT BELOW M1-4	M6-3P		
											FT	FT	FT	FT	FT 180.0	FT		EA.	LB	LB	LB		LB	LB	LB	LB									
											FT			FT	180.0				LB			EA.	LB				EA.	EA.	LB						
		SUBTOTALS SHEET 1			SF 53.30	SF	EA. 15.00																												

Should these be spelled out or shown in a legend list somewhere?

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

vhb

PROJECT NAME: KILLINGTON - STOCKBRIDGE
PROJECT NUMBER: ER STP 022-1(25)

FILE NAME: z12B234_tsss.dgn
PROJECT LEADER: E.P. DETRICK
DESIGNED BY: R.M. O'BRIEN
TRAFFIC SIGN SUMMARY SHEET 1

PLOT DATE: 7/17/2024
DRAWN BY: R.M. O'BRIEN
CHECKED BY: E.P. DETRICK
SHEET 203 OF 424

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET 2

SHSM = FHWA 2023 STANDARD HIGHWAY SIGNS AND MARKINGS BOOK

MILE MARKER, DIRECTION	SIGN LEGEND	SIGN DIMENSIONS EA.	WIDTH (in)	HEIGHT (in)	NEW & RESET SIGNS FLAT SHEET ALUM.	EXTRUD. ALUM.	REM. & RESET SIGN	EXIST POST RETAIN	REMOVE	NO. OF POSTS	NEW SIGN POSTS FLANGED CHANNEL lb/ft 1.12	2.0	3.0	SQUARE TUBE STEEL (in) lb/ft 1.75 1.88	2.0 2.42	2.5 3.35	ANCHOR	SLEEVE	TUBULAR ALUMINUM DIA (in) lb/ft 3.0 1.3	4.0 1.7	4.0Mod 1.7	TUBULAR STEEL DIA (in) lb/ft FND-ATION	3.0 7.6	3.5 9.0	4.0 10.8	5.0 14.6	W-SHAPE STEEL FTG. SIZE 24"	30"	WEIGHT	POST SIZE	SIGN FRAME	REMARKS	SIGN DETAIL SHSM	SIGN DETAILS SHEET NUMBER	STD. SHEET NUMBER
1+50 LT	NORTH	1	24	12	2.00		1.00																									GOW, MOUNT RIGHT OF M3-4P	M3-1P		
1+50 LT	VERMONT 100	1	30	24	5.00		1.00																									GOW, MOUNT BELOW M3-1P	VM1-5a		E-136B
1+50 LT	→	1	21	15	2.19		1.00																									GOW, MOUNT BELOW VM1-5a	M6-1P		
1+50 RT		1	30	30	6.25		1.00		2	1					15.0																		W3-2		
2+12 LT		1	18	24	3.00		1.00		1	1					15.0																		W1-8R		
2+82 LT		1	18	24	3.00		1.00		1	1					15.0																		W1-8R		
3+54 LT		1	18	24	3.00		1.00		1	1					15.0																		W1-8R		
3+47 LT	EAST	1	24	12	2.00		1.00		2	2					30.0																X		M3-2P		T-92
3+47 LT	4	1	24	24	4.00		1.00																									MOUNT BELOW M3-2P	M1-4		
3+47 LT	←	1	21	15	2.19		1.00																									MOUNT BELOW M1-4	M6-1P		
3+47 LT	SOUTH	1	24	12	2.00		1.00																									GOW, MOUNT RIGHT OF M3-2P	M3-3P		
3+47 LT	VERMONT 100	1	30	24	5.00		1.00																									GOW, MOUNT BELOW M3-3P	VM1-5a		E-136B
3+47 LT	←	1	21	15	2.19		1.00																									GOW, MOUNT BELOW VM1-5a	M6-1P		
3+47 LT	WEST	1	24	12	2.00		1.00																									MOUNT RIGHT OF M3-3P	M3-4P		
3+47 LT	4	1	24	24	4.00		1.00																									MOUNT BELOW M3-4P	M1-4		
3+47 LT	→	1	21	15	2.19		1.00																									MOUNT BELOW M1-4	M6-1P		
3+86 RT	YIELD	1	36	36	4.5		1.00	1	2						30.0																		R1-2		
4+72 RT		1	18	24	3.00		1.00	1	1						15.0																	BACK TO BACK	W1-8R		
6+10 RT		1	18	24	3.00		1.00	1	1						15.0																	BACK TO BACK	W1-8R		
7+09 RT		1	18	24	3.00		1.00	1	1						15.0																	BACK TO BACK	W1-8R		
4+72 RT		1	18	24	3.00		1.00	1	1						15.0																	BACK TO BACK	W1-8L		
6+10 RT		1	18	24	3.00		1.00	1	1						15.0																	BACK TO BACK	W1-8L		
7+09 RT		1	18	24	3.00		1.00	1	1						15.0																	BACK TO BACK	W1-8L		
											FT	FT	FT	FT	FT 210.0	FT		EA.	LB	LB	LB		LB	LB	LB	LB								
SUBTOTALS SHEET 2					SF 72.51	SF	EA. 23.00				FT			FT 210.0					LB			EA.	LB				EA.	EA.	LB					

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

vhb

PROJECT NAME: KILLINGTON - STOCKBRIDGE
PROJECT NUMBER: ER STP 022-1(25)

FILE NAME: z12B234_tsss.dgn
PROJECT LEADER: E.P. DETRICK
DESIGNED BY: R.M. O'BRIEN
TRAFFIC SIGN SUMMARY SHEET 2

PLOT DATE: 7/17/2024
DRAWN BY: R.M. O'BRIEN
CHECKED BY: E.P. DETRICK
SHEET 204 OF 424

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET 3

SHSM = FHWA 2023 STANDARD HIGHWAY SIGNS AND MARKINGS BOOK

MILE MARKER, DIRECTION	SIGN LEGEND	SIGN DIMENSIONS EA.	WIDTH (in)	HEIGHT (in)	NEW & RESET SIGNS FLAT SHEET ALUM.	EXTRUD. ALUM.	REM. & RESET SIGN	EXIST POST RETAIN	REMOVE	NEW SIGN POSTS NO. OF POSTS	FLANGED CHANNEL lb/ft 1.12	2.0	3.0	SQUARE TUBE STEEL (in) lb/ft 1.75 1.88	2.0 2.42	2.5 3.35	ANCHOR	SLEEVE	TUBULAR ALUMINUM DIA (in) lb/ft 3.0 1.3	4.0 1.7	4.0Mod 1.7	TUBULAR STEEL DIA (in) lb/ft FND-ATION	3.0 7.6	3.5 9.0	4.0 10.8	5.0 14.6	W-SHAPE STEEL FTG. SIZE 24"	30"	WEIGHT	POST SIZE	SIGN FRAME	REMARKS	SIGN DETAIL SHSM	SIGN DETAILS SHEET NUMBER	STD. SHEET NUMBER
8+11 RT		1	18	24	3.00		1.00		1	1					15.0																	BACK TO BACK	W1-8R		
9+27 RT		1	18	24	3.00		1.00		1	1					15.0																	BACK TO BACK	W1-8R		
8+11 RT		1	18	24	3.00		1.00		1	1					15.0																	BACK TO BACK	W1-8L		
9+27 RT		1	18	24	3.00		1.00		1	1					15.0																	BACK TO BACK	W1-8L		
8+19 RT							1.00		1																							Check detail sheet numbers (typ).	VD-700		T-44
8+56 LT		1	36	30	7.50		1.00		2	2					30.0																		VR-925		E-145A
10+36 RT	Pittsfield 8	1	72	12	6.00		1.00		2	2					30.0																	WOG	VD2-1	240	T-93
10+36 RT	Waterbury 57	1	72	12	6.00		1.00																									WOG, MOUNT BELOW VD2-1	VD2-1	240	T-93
10+36 RT	NORTH	1	24	12	2.00		1.00																									GOW, MOUNT BELOW VD2-1	M3-1P		
10+36 RT	VERMONT 100	1	30	24	5.00		1.00																									GOW, MOUNT BELOW M3-1P	VM1-5a		E-136B
10+36 RT	1000 1121 0020	1	6	10	0.42																											MOUNT BELOW VD2-1	VD-700		T-44
10+64 LT	EAST	1	24	12	2.00		1.00		2	2					30.0																X		M3-2P		T-92
10+64 LT	4	1	24	24	4.00		1.00																									MOUNT BELOW M3-2P	M1-4		
10+64 LT		1	21	15	2.19		1.00																									MOUNT BELOW M1-4	M6-2P		
10+64 LT	SOUTH	1	24	12	2.00		1.00																									GOW, MOUNT RIGHT OF M3-2P	M3-3P		
10+64 LT	VERMONT 100	1	30	24	5.00		1.00																									GOW, MOUNT BELOW M3-3P	VM1-5a		E-136B
10+64 LT		1	21	15	2.19		1.00																									GOW, MOUNT BELOW VM1-5a	M6-2P		
10+64 LT	WEST	1	24	12	2.00		1.00																									MOUNT RIGHT OF M3-3P	M3-4P		
10+64 LT	4	1	24	24	4.00		1.00																									MOUNT BELOW M3-4P	M1-4		
											FT	FT	FT	FT	FT 150.0	FT		EA.	LB	LB	LB		LB	LB	LB	LB									
											FT			FT	FT 150.0				LB			EA.	LB				EA.	EA.	LB						
	SUBTOTALS SHEET 3				SF 62.30	SF	EA. 18.00																												

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

vhb

PROJECT NAME: KILLINGTON - STOCKBRIDGE
PROJECT NUMBER: ER STP 022-1(25)

FILE NAME: z12B234_tsss.dgn
PROJECT LEADER: E.P. DETRICK
DESIGNED BY: R.M. O'BRIEN
TRAFFIC SIGN SUMMARY SHEET 3

PLOT DATE: 7/17/2024
DRAWN BY: R.M. O'BRIEN
CHECKED BY: E.P. DETRICK
SHEET 205 OF 424

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET 4

SHSM = FHWA 2023 STANDARD HIGHWAY SIGNS AND MARKINGS BOOK

MILE MARKER, DIRECTION	SIGN LEGEND	SIGN DIMENSIONS EA.	WIDTH (in)	HEIGHT (in)	NEW & RESET SIGNS FLAT SHEET ALUM.	EXTRUD. ALUM.	REM. & RESET SIGN	EXIST POST RETAIN	REMOVE	NEW SIGN POSTS NO. OF POSTS	FLANGED CHANNEL lb/ft 1.12	2.0	3.0	SQUARE TUBE STEEL (in) lb/ft 1.75 1.88	2.0 2.42	2.5 3.35	ANCHOR	SLEEVE	TUBULAR ALUMINUM DIA (in) lb/ft 3.0 1.3	4.0 1.7	4.0Mod 1.7	TUBULAR STEEL DIA (in) lb/ft FND-ATION	3.0 7.6	3.5 9.0	4.0 10.8	5.0 14.6	W-SHAPE STEEL FTG. SIZE 24"	30"	WEIGHT	POST SIZE	SIGN FRAME	REMARKS	SIGN DETAIL SHSM	SIGN DETAILS SHEET NUMBER	STD. SHEET NUMBER
10+64 LT		1	21	15	2.19		1.00																									MOUNT BELOW M1-4	M6-2P		
12+00 RT	SPEED LIMIT 50	1	24	30	5.00					1					15.0																				
12+00 LT		1	30	30	6.25					1					15.0																		W1-2R		
12+00 LT	40 MPH	1	18	18	2.25																											40 MPH, MOUNT BELOW W1-2R	W13-1P		
12+83 LT	Killington SKI AREA 5						1.00		2																							WOG	VD1-1A	240	T-93
12+83 LT	Woodstock 20						1.00																									WOG, MOUNTED BELOW D1-1a	VD1-1A	240	T-93
12+83 LT	Pico SKI AREA 2						1.00																									WOG, MOUNTED BELOW VD1-1a	VD1-1A	240	T-93
12+83 LT	Rutland 11						1.00																									WOG, MOUNTED BELOW VD1-1a	VD1-1A	240	T-93
13+40 LT	Killington SKI AREA 5	1	72	12	6.00					2					30.0																	WOG	VD1-1A	240	T-93
13+40 LT	Woodstock 20	1	72	12	6.00																											WOG, MOUNT BELOW D1-1a	VD1-1A	240	T-93
13+40 LT	Pico SKI AREA 2	1	72	12	6.00																											WOG, MOUNT BELOW VD1-1a	VD1-1A	240	T-93
13+40 LT	Rutland 11	1	72	12	6.00																											WOG, MOUNT BELOW VD1-1a	VD1-1A	240	T-93
14+87 LT	JCT						1.00		1																								M2-1P		
14+87 LT	4						1.00																									MOUNTED BELOW M2-1P	M1-4		
15+40 LT	JCT	1	21	15	2.19					1					15.0																		M2-1P		
15+40 LT	4	1	24	24	4.00																											MOUNT BELOW M2-1P	M1-4		
18+87 LT	KILLINGTON Welcome Ctr. Killington Resort Pico Mountain							2																								RETAIN SIGN			
											FT	FT	FT	FT	FT 75.0	FT		EA.	LB	LB	LB		LB	LB	LB	LB									
											FT				FT				LB				LB												
															75.0																				

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET 5

SHSM = FHWA 2023 STANDARD HIGHWAY SIGNS AND MARKINGS BOOK

MILE MARKER, DIRECTION	SIGN LEGEND	SIGN DIMENSIONS EA.	WIDTH (in)	HEIGHT (in)	NEW & RESET SIGNS FLAT SHEET ALUM.	EXTRUD. ALUM.	REM. & RESET SIGN	EXIST POST RETAIN	REMOVE	NEW SIGN POSTS NO. OF POSTS	FLANGED CHANNEL lb/ft 1.12	2.0	3.0	SQUARE TUBE STEEL (in) lb/ft 1.75 1.88	2.0 2.42	2.5 3.35	ANCHOR	SLEEVE	TUBULAR ALUMINUM DIA (in) lb/ft 3.0 1.3	4.0 1.7	4.0Mod 1.7	TUBULAR STEEL DIA (in) lb/ft FND-ATION	3.0 7.6	3.5 9.0	4.0 10.8	5.0 14.6	W-SHAPE STEEL FTG. SIZE 24"	30"	WEIGHT	POST SIZE	SIGN FRAME	REMARKS	SIGN DETAIL SHSM	SIGN DETAILS SHEET NUMBER	STD. SHEET NUMBER
19+79 RT	MOOSE CROSSING	1	30	30	6.25					1					15.0																		VW-000		T-80
19+79 RT	NEXT 2 MILES	1	24	18	3.00																											"NEXT 2 MILES," MOUNT BELOW VW-000	W7-3aP		
19+84 RT	MOOSE CROSSING						1.00		1																								VW-000		T-80
19+84 RT	NEXT 2 MILES						1.00																									"NEXT 2 MILES," MOUNT BELOW VW-000	W7-3aP		
19+95 RT	1000 1121 0040						1.00		1																								VD-700		T-44
21+12 LT	1000 1121 0040	1	6	10	0.42					1				8.0																			VD-700		T-44
21+85 RT 33+30 LT		1 1	30 30	30 30	6.25 6.25		1.00 1.00		1 1	1 1					15.0 15.0																		W11-2 W11-2		
21+85 RT 33+30 LT	AHEAD	1 1	24 24	12 12	2.00 2.00		1.00 1.00																									MOUNT BELOW W11-2 MOUNT BELOW W11-2	W16-9P W16-9P		
23+00 RT 23+29 LT	BRIDGE 118 VT-100	1 1	6 6	10 10	0.42 0.42		1.00 1.00		1 1	1 1				8.0 8.0																			VD-701 VD-701		T-42 T-42
26+00 RT	KENT POND ACCESS							2																								RETAIN SIGN			
26+50 RT 28+71 LT		1 1	30 30	30 30	6.25 6.25					1 1					15.0 15.0																		W11-2 W11-2		
26+50 RT 28+71 LT	NEXT 100 FT	1 1	30 30	24 24	5.00 5.00																											MOUNT BELOW W11-2 MOUNT BELOW W11-2	W16-4P W16-4P		
28+50 RT 28+71 LT							1.00 1.00		1 1																								W11-2 W11-2		
28+50 RT 28+71 LT							1.00 1.00																									MOUNTED BELOW W11-2 MOUNTED BELOW W11-2	W16-7P W16-7P		
27+58 LT	VERMONT STATE PARKS GIFFORD WOODS MAINTENANCE SPGP							1																								RETAIN SIGN			
27+78 RT		1	24	30	5.00		1.00		1	1					15.0																		R8-3a		
27+78 RT	DEC. 1 TO MAR. 31	1	24	30	5.00		1.00																									MOUNT BELOW R8-3a, MOD "DEC. 1 - MAR. 3	R8-3b		
											FT	FT	FT	FT 24.0	FT 90.0	FT		EA.	LB	LB	LB		LB	LB	LB	LB								
				SUBTOTALS SHEET 5	SF 59.51	SF	EA. 15.00				FT				FT 114.0				LB			EA.	LB				EA.	EA.	LB					

Pedestrian signs shall be fluorescent yellow-green (typ).

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

vhb

PROJECT NAME: KILLINGTON - STOCKBRIDGE
PROJECT NUMBER: ER STP 022-1(25)

FILE NAME: z12B234_tsss.dgn
PROJECT LEADER: E.P. DETRICK
DESIGNED BY: R.M. O'BRIEN
TRAFFIC SIGN SUMMARY SHEET 5

PLOT DATE: 7/17/2024
DRAWN BY: R.M. O'BRIEN
CHECKED BY: E.P. DETRICK
SHEET 207 OF 424

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET 6

SHSM = FHWA 2023 STANDARD HIGHWAY SIGNS AND MARKINGS BOOK

MILE MARKER, DIRECTION	SIGN LEGEND	SIGN DIMENSIONS EA.	SIGN DIMENSIONS WIDTH (in)	SIGN DIMENSIONS HEIGHT (in)	NEW & RESET SIGNS FLAT SHEET ALUM.	NEW & RESET SIGNS EXTRUD. ALUM.	NEW & RESET SIGNS REM. & RESET SIGN	EXIST POST RETAIN	EXIST POST REMOVE	NEW SIGN POSTS NO. OF POSTS	FLANGED CHANNEL lb/ft 1.12	FLANGED CHANNEL lb/ft 2.0	FLANGED CHANNEL lb/ft 3.0	SQUARE TUBE STEEL (in) lb/ft 1.75	SQUARE TUBE STEEL (in) lb/ft 2.0	SQUARE TUBE STEEL (in) lb/ft 2.5	ANCHOR	SLEEVE	TUBULAR ALUMINUM DIA (in) lb/ft 3.0	TUBULAR ALUMINUM DIA (in) lb/ft 4.0	TUBULAR ALUMINUM DIA (in) lb/ft 4.0Mod	TUBULAR STEEL DIA (in) FND-ATION	TUBULAR STEEL DIA (in) lb/ft 3.0	TUBULAR STEEL DIA (in) lb/ft 3.5	TUBULAR STEEL DIA (in) lb/ft 4.0	TUBULAR STEEL DIA (in) lb/ft 5.0	W-SHAPE STEEL FTG. SIZE 24"	W-SHAPE STEEL FTG. SIZE 30"	W-SHAPE STEEL WEIGHT	W-SHAPE STEEL POST SIZE	SIGN FRAME	REMARKS	SIGN DETAIL SHSM	SIGN DETAIL SIGN DETAILS SHEET NUMBER	SIGN DETAIL STD. SHEET NUMBER
27+79 RT		1	24	30	5.00		1.00		1	1					15.0																			~~242~~ 238	
28+59 LT								1																									RETAIN SIGN			
30+75 RT		1	30	30	6.25					1					15.0																					
30+75 RT		1	18	18	2.25																												35 MPH, MOUNT BELOW W1-5R	W13-1P		
30+75 RT		1	6	10	0.42																												MOUNT BELOW W13-1P	VD-700		T-44
31+80 RT							1.00		1																									W1-4R		
31+80 RT							1.00																										35 MPH, MOUNTED BELOW W1-5R	W13-1P		
36+05 LT								1																									RETAIN SIGN	R1-1		
36+61 LT								2																									RETAIN SIGN			
37+00 LT 38+20 LT		1 1	18 18	24 24	3.00 3.00					1 1					15.0 15.0																			BACK-TO-BACK	W1-8R W1-8R		
38+20 LT 39+40 LT		1 1	18 18	24 24	3.00 3.00					1 1					15.0 15.0																			BACK-TO-BACK	W1-8L W1-8L		
40+30 RT 41+35 RT		1 1	18 18	24 24	3.00 3.00					1 1					15.0 15.0																			BACK-TO-BACK	W1-8L W1-8L		
41+35 RT 42+55 RT		1 1	18 18	24 24	3.00 3.00					1 1					15.0 15.0																			BACK-TO-BACK	W1-8R W1-8R		
40+74 RT		1	36	36	9.00					2					30.0																			S3-1		
41+08 RT							1.00		2																									W1-10L		
41+08 RT							1.00																										MOUNTED BELOW W1-10L	S3-1a		
42+65 LT		1	30	30	6.25		1.00		2	1					15.0																			VW-205		T-82
											FT	FT	FT	FT	FT 195.0	FT		EA.	LB	LB	LB		LB	LB	LB	LB									
											FT			FT					LB			EA.	LB				EA.	EA.	LB						
		SUBTOTALS SHEET 6			SF 53.17	SF	EA. 6.00								195.0																					

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

vhb

PROJECT NAME: KILLINGTON - STOCKBRIDGE
PROJECT NUMBER: ER STP 022-1(25)

FILE NAME: z12B234_tsss.dgn
PROJECT LEADER: E.P. DETRICK
DESIGNED BY: R.M. O'BRIEN
TRAFFIC SIGN SUMMARY SHEET 6

PLOT DATE: 7/17/2024
DRAWN BY: R.M. O'BRIEN
CHECKED BY: E.P. DETRICK
SHEET 208 OF 424

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET 7

SHSM = FHWA 2023 STANDARD HIGHWAY SIGNS AND MARKINGS BOOK

MILE MARKER, DIRECTION	SIGN LEGEND	SIGN DIMENSIONS EA.	WIDTH (in)	HEIGHT (in)	NEW & RESET SIGNS FLAT SHEET ALUM.	EXTRUD. ALUM.	REM. & RESET SIGN	EXIST POST RETAIN	REMOVE	NO. OF POSTS	NEW SIGN POSTS FLANGED CHANNEL lb/ft 1.12	2.0	3.0	SQUARE TUBE STEEL (in) lb/ft 1.75 1.88	2.0 2.42	2.5 3.35	ANCHOR	SLEEVE	TUBULAR ALUMINUM DIA (in) lb/ft 3.0 1.3	4.0 1.7	4.0Mod 1.7	TUBULAR STEEL DIA (in) lb/ft FND-ATION	3.0 7.6	3.5 9.0	4.0 10.8	5.0 14.6	W-SHAPE STEEL FTG. SIZE 24"	30"	WEIGHT	POST SIZE	SIGN FRAME	REMARKS	SIGN DETAIL SHSM	SIGN DETAILS SHEET NUMBER	STD. SHEET NUMBER
42+65 LT	1000 1121 0080	1	6	10	0.42																											MOUNT BELOW VW-205	VD-700		T-44
44+65 RT		1	36	36	9.00					1					15.0																		W1-10L		
44+65 RT	Lakewood Dr	1	24	8	1.33																											BOY, MOUNT BELOW W1-10L	W16-8P	240	
45+34 RT	Pvt MacKenzie Pl	2	66	12	8.25		1.00		2	2					30.0																	WOG, DOUBLE SIDED	D3-1	240	
46+65 RT		1	18	24	3.00					1					15.0																		W1-8L		
47+85 RT		1	18	24	3.00					1					15.0																	BACK-TO-BACK	W1-8L		
49+55 RT		1	18	24	3.00					1					15.0																	BACK-TO-BACK	W1-8L		
47+85 RT		1	18	24	3.00					1					15.0																	BACK-TO-BACK	W1-8R		
49+55 RT		1	18	24	3.00					1					15.0																	BACK-TO-BACK	W1-8R		
50+75 RT		1	18	24	3.00					1					15.0																		W1-8R		
48+62 RT	Lakewood Dr	2	60	12	7.50		1.00		1	2					30.0																	WOG, DOUBLE SIDED	D3-1	240	
48+76 RT	LEGAL LOAD LIMIT 24,000 POUNDS							1																								RETAIN SIGN	VR-017		T-70
49+16 LT	HIDDEN DRIVE RIGHT	1	30	30	6.25		1.00		1	1					15.0																		VW-133R		T-81
49+23 RT	STOP	1	30	30	6.25					1					15.0																		R1-1		
49+23 RT	1000 1121 0093	1	6	10	0.42																											MOUNT BELOW R1-1	VD-700		T-44
52+80 RT	1000 1121 0100	1	6	10	0.42					1				8.0																			VD-700		T-44
54+00 LT		1	36	36	9.00					1					15.0																		W1-10R		
54+00 LT	Lakewood Dr	1	24	8	1.33																											BOY, MOUNT BELOW W1-10L	W16-8P	240	
56+00 LT							1.00		2																								W1-10R		
56+00 LT	SCHOOL BUS STOP AHEAD						1.00																									MOUNTED BELOW W1-10R	S3-1a		
57+50 LT		1	36	36	9.00					2					30.0																		S3-1		
											FT	FT	FT	FT 8.0	FT 240.0	FT		EA.	LB	LB	LB		LB	LB	LB	LB								
											FT				FT				LB					LB										
		SUBTOTALS SHEET 7			SF 77.17	SF	EA. 5.00				FT				FT 248.0				LB			EA.		LB				EA.	EA.	LB				

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

vhb

PROJECT NAME: KILLINGTON - STOCKBRIDGE
PROJECT NUMBER: ER STP 022-1(25)

FILE NAME: z12B234_tsss.dgn
PROJECT LEADER: E.P. DETRICK
DESIGNED BY: R.M. O'BRIEN
TRAFFIC SIGN SUMMARY SHEET 7

PLOT DATE: 7/17/2024
DRAWN BY: R.M. O'BRIEN
CHECKED BY: E.P. DETRICK
SHEET 209 OF 424

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET 8

SHSM = FHWA 2023 STANDARD HIGHWAY SIGNS AND MARKINGS BOOK

MILE MARKER, DIRECTION	SIGN LEGEND	SIGN DIMENSIONS EA.	WIDTH (in)	HEIGHT (in)	NEW & RESET SIGNS FLAT SHEET ALUM.	EXTRUD. ALUM.	REM. & RESET SIGN	EXIST POST RETAIN	REMOVE	NEW SIGN POSTS NO. OF POSTS	FLANGED CHANNEL lb/ft 1.12	2.0	3.0	SQUARE TUBE STEEL (in) lb/ft 1.75 1.88	2.0 2.42	2.5 3.35	ANCHOR	SLEEVE	TUBULAR ALUMINUM DIA (in) lb/ft 3.0 1.3	4.0 1.7	4.0Mod 1.7	TUBULAR STEEL DIA (in) lb/ft FND-ATION	3.0 7.6	3.5 9.0	4.0 10.8	5.0 14.6	W-SHAPE STEEL FTG. SIZE 24"	30"	WEIGHT	POST SIZE	SIGN FRAME	REMARKS	SIGN DETAIL SHSM	SIGN DETAILS SHEET NUMBER	STD. SHEET NUMBER
58+34 RT		1	30	30	6.25		1.00		1	1					15.0																	10%	W7-1a		
59+00 LT								1																								RETAIN SIGN	M4-6P		
59+00 LT																																RETAIN SIGN, MOUNTED BELOW M4-6	R8-3		
60+51 LT								2																								RETAIN SIGNS	OBDS		E-125
61+50 LT								1																								RETAIN SIGN	R8-3		
61+51 LT							1.00		1																								VD-700		T-44
62+50 LT		1	30	30	6.25		1.00		1	1					15.0																		W1-4L		
62+50 LT		1	18	18	2.25		1.00																									35 MPH, MOUNT BELOW W1-4L	W13-1P		
63+36 LT		1	6	10	0.42					1				8.0																			VD-700		T-44
63+50 LT 66+75 LT 68+50 LT								1 1 1																								RETAIN SIGN RETAIN SIGN RETAIN SIGN	R8-3 R8-3 R8-3		
65+18 LT							1.00		1																								W1-5L		
65+18 LT							1.00																									35 MPH, MOUNTED BELOW W1-5L	W13-1P		
70+25 LT								1																								RETAIN SIGN	M4-14P		
70+25 LT																																RETAIN SIGN, MOUNT BELOW M4-14	R8-3		
71+15 RT								2																								RETAIN SIGN			
71+25 LT								2																								RETAIN SIGN			
71+63 LT								1																								"$800", RETAIN SIGN	VR-023B		T-70
											FT	FT	FT	FT 8.0	FT 30.0	FT		EA.	LB	LB	LB		LB	LB	LB	LB								
		SUBTOTALS SHEET 8			SF 15.17	SF	EA. 6.00				FT			FT 38.0					LB			EA.	LB				EA.	EA.	LB					

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

vhb

PROJECT NAME: KILLINGTON - STOCKBRIDGE
PROJECT NUMBER: ER STP 022-1(25)

FILE NAME: z12B234_tsss.dgn
PROJECT LEADER: E.P. DETRICK
DESIGNED BY: R.M. O'BRIEN
TRAFFIC SIGN SUMMARY SHEET 8

PLOT DATE: 7/17/2024
DRAWN BY: R.M. O'BRIEN
CHECKED BY: E.P. DETRICK
SHEET 210 OF 424

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET 9

SHSM = FHWA 2023 STANDARD HIGHWAY SIGNS AND MARKINGS BOOK

MILE MARKER, DIRECTION	SIGN LEGEND	SIGN DIMENSIONS EA.	WIDTH (in)	HEIGHT (in)	NEW & RESET SIGNS FLAT SHEET ALUM.	EXTRUD. ALUM.	REM. & RESET SIGN	EXIST POST RETAIN	REMOVE	NEW SIGN POSTS NO. OF POSTS	FLANGED CHANNEL lb/ft 1.12	2.0	3.0	SQUARE TUBE STEEL (in) lb/ft 1.75 1.88	2.0 2.42	2.5 3.35	ANCHOR	SLEEVE	TUBULAR ALUMINUM DIA (in) lb/ft 3.0 1.3	4.0 1.7	4.0Mod 1.7	TUBULAR STEEL DIA (in) lb/ft FND-ATION	3.0 7.6	3.5 9.0	4.0 10.8	5.0 14.6	W-SHAPE STEEL FTG. SIZE 24"	30"	WEIGHT	POST SIZE	SIGN FRAME	REMARKS	SIGN DETAIL SHSM	SIGN DETAILS SHEET NUMBER	STD. SHEET NUMBER
72+75 LT	1000 1121 0140						1.00		1																								VD-700		T-44
73+92 RT	1000 1121 0140	1	6	10	0.42					1				8.0																			VD-700		T-44
76+09 LT		1	30	30	6.25		1.00		1	1					15.0																		W1-5R		
76+09 LT	35 MPH	1	18	18	2.25		1.00																									35 MPH, MOUNT BELOW W1-5R	W13-1P		
76+95 LT		1	18	24	3.00					1					15.0																		W1-8R		
78+15 LT		1	18	24	3.00					1					15.0																	BACK-TO-BACK	W1-8R		
79+35 LT		1	18	24	3.00					1					15.0																	BACK-TO-BACK	W1-8R		
78+15 LT		1	18	24	3.00					1					15.0																	BACK-TO-BACK	W1-8L		
79+35 LT		1	18	24	3.00					1					15.0																	BACK-TO-BACK	W1-8L		
80+55 LT		1	18	24	3.00					1					15.0																		W1-8L		
81+55 RT		1	18	24	3.00					1					15.0																		W1-8L		
82+35 RT		1	18	24	3.00					1					15.0																	BACK-TO-BACK	W1-8L		
83+15 RT		1	18	24	3.00					1					15.0																	BACK-TO-BACK	W1-8L		
82+35 RT		1	18	24	3.00					1					15.0																	BACK-TO-BACK	W1-8R		
83+15 RT		1	18	24	3.00					1					15.0																	BACK-TO-BACK	W1-8R		
83+95 RT		1	18	24	3.00					1					15.0																		W1-8R		
83+95 RT		1	18	24	3.00					1					15.0																		W1-8L		
84+75 RT		1	18	24	3.00					1					15.0																	BACK-TO-BACK	W1-8L		
85+55 RT		1	18	24	3.00					1					15.0																	BACK-TO-BACK	W1-8L		
84+75 RT		1	18	24	3.00					1					15.0																	BACK-TO-BACK	W1-8R		
85+55 RT		1	18	24	3.00					1					15.0																	BACK-TO-BACK	W1-8R		
86+35 RT		1	18	24	3.00					1					15.0																		W1-8R		
77+95 RT		1	30	30	6.25					1					15.0																		W11-1		
85+00 LT		1	30	30	6.25					1					15.0																		W11-1		
77+95 RT	AHEAD	1	24	12	2.00																											MOUNT BELOW W11-1	W16-9P		
85+00 LT		1	24	12	2.00																														
85+00 LT	1000 1121 0160	1	6	10	0.42																											MOUNT BELOW W16-9P	VD-700		T-44
87+09 RT	BRIDGE TIP W1-100	1	6	10	0.42		1.00		1	1				8.0																			VD-701		T-42
87+09 LT		1	6	10	0.42		1.00		1	1				8.0																			VD-701		T-42
87+50 RT		1	18	24	3.00					1					15.0																		W1-8L		
88+70 RT		1	18	24	3.00					1					15.0																	BACK-TO-BACK	W1-8L		
89+90 RT		1	18	24	3.00					1					15.0																	BACK-TO-BACK	W1-8L		
88+70 RT		1	18	24	3.00					1					15.0																	BACK-TO-BACK	W1-8R		
89+90 RT		1	18	24	3.00					1					15.0																	BACK-TO-BACK	W1-8R		
91+05 RT		1	18	24	3.00					1					15.0																		W1-8R		
91+05 RT		1	18	24	3.00					1					15.0																		W1-8L		
											FT	FT	FT	FT 24.0	FT 420.0	FT		EA.	LB	LB	LB		LB	LB	LB	LB								
SUBTOTALS SHEET 9					SF 101.68	SF	EA. 5.00				FT				FT 444.0				LB			EA.	LB				EA.	EA.	LB					

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

vhb

PROJECT NAME: KILLINGTON - STOCKBRIDGE
PROJECT NUMBER: ER STP 022-1(25)

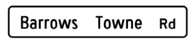
FILE NAME: z12B234_tsss.dgn
PROJECT LEADER: E.P. DETRICK
DESIGNED BY: R.M. O'BRIEN
TRAFFIC SIGN SUMMARY SHEET 9

PLOT DATE: 7/17/2024
DRAWN BY: R.M. O'BRIEN
CHECKED BY: E.P. DETRICK
SHEET 211 OF 424

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET 10

SHSM = FHWA 2023 STANDARD HIGHWAY SIGNS AND MARKINGS BOOK

MILE MARKER, DIRECTION	SIGN LEGEND	SIGN DIMENSIONS EA.	WIDTH (in)	HEIGHT (in)	NEW & RESET SIGNS FLAT SHEET ALUM.	EXTRUD. ALUM.	REM. & RESET SIGN	EXIST POST RETAIN	REMOVE	NEW SIGN POSTS NO. OF POSTS	FLANGED CHANNEL lb/ft 1.12	2.0	3.0	SQUARE TUBE STEEL (in) lb/ft 1.75	2.0	2.5	ANCHOR	SLEEVE	TUBULAR ALUMINUM DIA (in) lb/ft 3.0	4.0	4.0Mod	TUBULAR STEEL DIA (in) lb/ft FND-ATION	3.0	3.5	4.0	5.0	W-SHAPE STEEL FTG. SIZE 24"	30"	WEIGHT	POST SIZE	SIGN FRAME	REMARKS	SIGN DETAIL SHSM	SIGN DETAILS SHEET NUMBER	STD. SHEET NUMBER
92+25 RT		1	18	24	3.00					1					15.0																		W1-8R		
93+67 RT							1.00		1																								VD-700		T-44
94+59 LT		1	18	24	3.00					1					15.0																		W1-8R		
95+79 LT		1	18	24	3.00					1					15.0																	BACK-TO-BACK	W1-8R		
96+99 LT		1	18	24	3.00					1					15.0																	BACK-TO-BACK	W1-8R		
95+79 LT		1	18	24	3.00					1					15.0																	BACK-TO-BACK	W1-8L		
96+99 LT		1	18	24	3.00					1					15.0																	BACK-TO-BACK	W1-8L		
98+19 LT		1	18	24	3.00					1					15.0																		W1-8L		
95+04 RT		1	6	10	0.42					1				8.0																			VD-700		T-44
97+05 RT		1	36	36	9.00					2					30.0																		S3-1		
98+69 RT							1.00		1																										
99+05 RT		1	36	36	9.00					2					30.0																		W1-10R		
99+05 RT		1	30	30	6.25																											MOUNT BELOW W1-10R	VW-133R	240	T-81
102+04 RT							1.00		2																								W1-10R		
102+04 RT							1.00																									MOUNTED BELOW W1-10R	VW-133R		T-81
103+80 LT		2	66	12	8.25		1.00		1	2					30.0																	DOUBLE SIDED	D3-1		
103+83 LT								1																								RETAIN SIGN	R1-1		
103+83 LT		1	6	10	0.42																											MOUNT BELOW R1-1	VD-700		T-44
104+33 LT								1																								RETAIN SIGN	VR-017		T-70
104+45 RT								2																								RETAIN SIGN			
105+85 LT		1	30	30	6.25					1					15.0																		W1-5R		
											FT	FT	FT	FT 8.0	FT 210.0	FT		EA.	LB	LB	LB		LB	LB	LB	LB								
		SUBTOTALS SHEET 10			SF 60.59	SF	EA. 5.00				FT			FT 218.0					LB			EA.	LB				EA.	EA.	LB					

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

vhb

PROJECT NAME: KILLINGTON - STOCKBRIDGE
PROJECT NUMBER: ER STP 022-1(25)

FILE NAME: z12B234_tsss.dgn
PROJECT LEADER: E.P. DETRICK
DESIGNED BY: R.M. O'BRIEN
TRAFFIC SIGN SUMMARY SHEET 10

PLOT DATE: 7/17/2024
DRAWN BY: R.M. O'BRIEN
CHECKED BY: E.P. DETRICK
SHEET 212 OF 424

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET 11

SHSM = FHWA 2023 STANDARD HIGHWAY SIGNS AND MARKINGS BOOK

MILE MARKER, DIRECTION	SIGN LEGEND	SIGN DIMENSIONS EA.	WIDTH (in)	HEIGHT (in)	NEW & RESET SIGNS FLAT SHEET ALUM.	EXTRUD. ALUM.	REM. & RESET SIGN	EXIST POST RETAIN	REMOVE	NEW SIGN POSTS NO. OF POSTS	FLANGED CHANNEL lb/ft 1.12	2.0	3.0	SQUARE TUBE STEEL (in) lb/ft 1.75 1.88	2.0 2.42	2.5 3.35	ANCHOR	SLEEVE	TUBULAR ALUMINUM DIA (in) lb/ft 3.0 1.3	4.0 1.7	4.0Mod 1.7	TUBULAR STEEL DIA (in) lb/ft FND-ATION	3.0 7.6	3.5 9.0	4.0 10.8	5.0 14.6	W-SHAPE STEEL FTG. SIZE 24"	30"	WEIGHT	POST SIZE	SIGN FRAME	REMARKS	SIGN DETAIL SHSM	SIGN DETAILS SHEET NUMBER	STD. SHEET NUMBER
105+85 LT	35 MPH	1	18	18	2.25																											35 MPH, MOUNT BELOW W1-5R	W13-1P		
109+08 LT		1	30	30	6.25		1.00		2	1					15.0																		W2-2		
109+08 LT	SCHOOL BUS STOP AHEAD						1.00																									MOUNTED BELOW W2-2			
111+08 LT		1	36	36	9.00					2					30.0																		S3-1		
115+16 LT	STOP							1																								RETAIN	R1-1		
115+16 LT	1000 1121 0220						1.00																									MOUNTED BELOW R1-1	VD-700		T-44
115+16 LT	1000 1121 0218	1	6	10	0.42																											MOUNT BELOW R1-1	VD-700		T-44
115+54 LT	Town Department of Fish & Wildlife Cutler Pond Access Area							1																								RETAIN SIGN			
117+96 RT		1	48	24	8.00		1.00		2	2					30.0																		W1-6L		
118+90 LT	SOUTH	1	24	12	2.00		1.00		1	1					15.0																	GOW	M3-3P		
118+90 LT	VERMONT 100	1	30	24	5.00		1.00																									GOW, MOUNT BELOW M3-3P	VM1-5a		E-136B
119+37 RT 120+80 RT	LEGAL LOAD LIMIT 24,000 POUNDS							1 1																								RETAIN SIGN RETAIN SIGN	VR-017 VR-017		T-70 T-70
119+84 RT	STOP							1																								RETAIN SIGN	R1-1		
119+87 RT	River Rd	2	42	12	5.25					1					15.0																	WOG, DOUBLE SIDED	D3-1	240	
120+30 RT	NO PARKING ANY TIME							1																								RETAIN SIGN	R7-1		
120+62 RT	KILLINGTON Municipal Offices Rec. Facilities Library Welcome Center 47							2																								RETAIN SIGN			
120+92 RT		1	48	24	8.00		1.00		2	2					30.0																		W1-6R		
											FT	FT	FT	FT	FT 135.0	FT		EA.	LB	LB	LB		LB	LB	LB	LB									
		SUBTOTALS SHEET 11			SF 46.17	SF	EA. 7.00				FT				FT 135.0				LB			EA.	LB				EA.	EA.	LB						

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

vhb

PROJECT NAME: KILLINGTON - STOCKBRIDGE
PROJECT NUMBER: ER STP 022-1(25)

FILE NAME: z12B234_tsss.dgn
PROJECT LEADER: E.P. DETRICK
DESIGNED BY: R.M. O'BRIEN
TRAFFIC SIGN SUMMARY SHEET 11

PLOT DATE: 7/17/2024
DRAWN BY: R.M. O'BRIEN
CHECKED BY: E.P. DETRICK
SHEET 213 OF

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET 12

SHSM = FHWA 2023 STANDARD HIGHWAY SIGNS AND MARKINGS BOOK

MILE MARKER, DIRECTION	SIGN LEGEND	SIGN DIMENSIONS EA.	WIDTH (in)	HEIGHT (in)	NEW & RESET SIGNS FLAT SHEET ALUM.	EXTRUD. ALUM.	REM. & RESET SIGN	EXIST POST RETAIN	REMOVE	NEW SIGN POSTS NO. OF POSTS	FLANGED CHANNEL lb/ft 1.12	2.0	3.0	SQUARE TUBE STEEL (in) lb/ft 1.75 1.88	2.0 2.42	2.5 3.35	ANCHOR	SLEEVE	TUBULAR ALUMINUM DIA (in) lb/ft 3.0 1.3	4.0 1.7	4.0Mod 1.7	TUBULAR STEEL DIA (in) lb/ft FND-ATION	3.0 7.6	3.5 9.0	4.0 10.8	5.0 14.6	W-SHAPE STEEL FTG. SIZE 24"	30"	WEIGHT	POST SIZE	SIGN FRAME	REMARKS	SIGN DETAIL SHSM	SIGN DETAILS SHEET NUMBER	STD. SHEET NUMBER
121+36 RT	STOP							1																								RETAIN SIGN	R1-1		
121+36 RT	1000 1121 0230	1	6	10	0.42																											MOUNT BELOW R1-1	VD-700		T-44
122+94 RT	NORTH	1	24	12	2.00		1.00																									GOW, MOUNT ABOVE VM1-5a	M3-1P		
122+94 RT	VERMONT 100	1	30	24	5.00		1.00																									MOUNT ABOVE "SCENIC BYWAY" SIGN	VM1-5a		E-136B
122+94 RT	SCENIC ROUTE 100 BYWAY							1																								RETAIN SIGN			
124+16 LT		1	18	24	3.00					1					15.0																		W1-8R		
125+36 LT		1	18	24	3.00					1					15.0																	BACK-TO-BACK	W1-8R		
126+57 LT		1	18	24	3.00					1					15.0																	BACK-TO-BACK	W1-8R		
125+36 LT		1	18	24	3.00					1					15.0																	BACK-TO-BACK	W1-8L		
126+57 LT		1	18	24	3.00					1					15.0																	BACK-TO-BACK	W1-8L		
127+77 LT		1	18	24	3.00					1					15.0																		W1-8L		
125+38 RT	1000 1121 0240						1.00		1																								VD-700		T-44
126+72 LT	1000 1121 0240	1	6	10	0.42					1				8.0																			VD-700		T-44
129+00 RT		1	36	36	9.00					2					30.0																		S3-1		
130+56 RT	SCHOOL BUS STOP AHEAD						1.00		1																								S3-1a		
131+07 RT		1	18	24	3.00					1					15.0																		W1-8L		
132+27 RT		1	18	24	3.00					1					15.0																	BACK-TO-BACK	W1-8L		
133+47 RT		1	18	24	3.00					1					15.0																	BACK-TO-BACK	W1-8L		
132+27 RT		1	18	24	3.00					1					15.0																	BACK-TO-BACK	W1-8R		
133+47 RT		1	18	24	3.00					1					15.0																	BACK-TO-BACK	W1-8R		
134+67 RT		1	18	24	3.00					1					15.0																		W1-8R		
134+67 RT		1	18	24	3.00					1					15.0																		W1-8L		
135+87 RT		1	18	24	3.00					1					15.0																		W1-8R		
135+12 RT	LEGAL LOAD LIMIT 24,000 POUNDS							1																								RETAIN SIGN	VR-017		T-70
135+45 RT	STOP							1																								RETAIN SIGN	R1-1		
											FT	FT	FT	FT 8.0	FT 240.0	FT		EA.	LB	LB	LB		LB	LB	LB	LB								
SUBTOTALS SHEET 12					SF 58.84	SF	EA. 4.00				FT			FT 248.0					LB			EA.	LB				EA.	EA.	LB					

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

vhb

PROJECT NAME: KILLINGTON - STOCKBRIDGE
PROJECT NUMBER: ER STP 022-1(25)

FILE NAME: z12B234_tsss.dgn
PROJECT LEADER: E.P. DETRICK
DESIGNED BY: R.M. O'BRIEN
TRAFFIC SIGN SUMMARY SHEET 12

PLOT DATE: 7/17/2024
DRAWN BY: R.M. O'BRIEN
CHECKED BY: E.P. DETRICK
SHEET 214 OF 424

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET 13

SHSM = FHWA 2023 STANDARD HIGHWAY SIGNS AND MARKINGS BOOK

MILE MARKER, DIRECTION	SIGN LEGEND	SIGN DIMENSIONS EA.	WIDTH (in)	HEIGHT (in)	NEW & RESET SIGNS FLAT SHEET ALUM.	EXTRUD. ALUM.	REM. & RESET SIGN	EXIST POST RETAIN	REMOVE	NEW SIGN POSTS NO. OF POSTS	FLANGED CHANNEL lb/ft 1.12	2.0	3.0	SQUARE TUBE STEEL (in) lb/ft 1.75 1.88	2.0 2.42	2.5 3.35	ANCHOR	SLEEVE	TUBULAR ALUMINUM DIA (in) lb/ft 3.0 1.3	4.0 1.7	4.0Mod 1.7	TUBULAR STEEL DIA (in) lb/ft FND-ATION	3.0 7.6	3.5 9.0	4.0 10.8	5.0 14.6	W-SHAPE STEEL FTG. SIZE 24"	30"	WEIGHT	POST SIZE	SIGN FRAME	REMARKS	SIGN DETAIL SHSM	SIGN DETAILS SHEET NUMBER	STD. SHEET NUMBER
135+45 RT	1000 1121 0257	1	6	10	0.42																											MOUNT BELOW R1-1	VD-700		T-44
135+48 RT	Doubleday Hill Rd	2	72	12	9.00		1.00		1	2					30.0																	WOG, DOUBLE SIDED	D3-1	240	
136+37 LT 137+57 LT		1 1	18 18	24 24	3.00 3.00					1 1					15.0 15.0																	BACK-TO-BACK	W1-8R W1-8R		
137+57 LT 138+77 LT		1 1	18 18	24 24	3.00 3.00					1 1					15.0 15.0																	BACK-TO-BACK	W1-8L W1-8L		
138+72 LT	WATCH FOR TURNING VEHICLES	1	30	30	6.25		1.00		2	1					15.0																		VW-205		T-82
140+25 LT		1	30	30	6.25					1					15.0																		W1-5L		
140+25 LT	35 MPH	1	18	18	2.25																											35 MPH, MOUNT BELOW W1-5L	W13-1P		
140+65 RT		1	36	36	9.00		1.00		1	1					15.0																		W1-10bR		
140+65 RT	35 MPH	1	18	18	2.25		1.00																									35 MPH, MOUNT BELOW W1-10b	W13-1P		
142+50 LT	LEFT TURN YIELD TO THRU TRAFFIC	1	24	30	5.00		1.00		1	1					15.0																		VR-615		
143+49 LT	STOP							1																								RETAIN SIGN	R1-1		
143+49 LT	1000 1121 0272	1	6	10	0.42																											MOUNT BELOW R1-1	VD-700		T-44
143+67 RT	HIDDEN DRIVE RIGHT	1	30	30	6.25		1.00		1	1					15.0																		VW-133R		T-81
143+67 RT	SCHOOL BUS STOP AHEAD						1.00																									MOUNTED BELOW VW-133R			
144+10 LT	Coffee House Rd	2	72	12	9.00		1.00		1	2					30.0																	WOG, DOUBLE SIDED	D3-1	240	
144+32 LT		2	48	24	16.00		2.00		2	2					30.0																	MOUNT BACK-TO-BACK	W1-6L		
144+34 LT	LEGAL LOAD LIMIT 34,000 POUNDS							1																								RETAIN SIGN	VR-017		T-70
											FT	FT	FT	FT	FT 225.0	FT		EA.	LB	LB	LB		LB	LB	LB	LB								
				SUBTOTALS SHEET 13	SF 84.09	SF	EA. 10.00				FT				FT 225.0				LB			EA.	LB				EA.	EA.	LB					

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

vhb

PROJECT NAME: KILLINGTON - STOCKBRIDGE
PROJECT NUMBER: ER STP 022-1(25)

FILE NAME: z12B234_tsss.dgn
PROJECT LEADER: E.P. DETRICK
DESIGNED BY: R.M. O'BRIEN
TRAFFIC SIGN SUMMARY SHEET 13

PLOT DATE: 7/17/2024
DRAWN BY: R.M. O'BRIEN
CHECKED BY: E.P. DETRICK
SHEET 215 OF 424

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET 14

SHSM = FHWA 2023 STANDARD HIGHWAY SIGNS AND MARKINGS BOOK

MILE MARKER, DIRECTION	SIGN LEGEND	SIGN DIMENSIONS EA.	WIDTH (in)	HEIGHT (in)	NEW & RESET SIGNS FLAT SHEET ALUM.	EXTRUD. ALUM.	REM. & RESET SIGN	EXIST POST RETAIN	REMOVE	NEW SIGN POSTS NO. OF POSTS	FLANGED CHANNEL lb/ft 1.12	2.0	3.0	SQUARE TUBE STEEL (in) lb/ft 1.75 1.88	2.0 2.42	2.5 3.35	ANCHOR	SLEEVE	TUBULAR ALUMINUM DIA (in) lb/ft 3.0 1.3	4.0 1.7	4.0Mod 1.7	TUBULAR STEEL DIA (in) lb/ft FND-ATION	3.0 7.6	3.5 9.0	4.0 10.8	5.0 14.6	W-SHAPE STEEL FTG. SIZE 24"	30"	WEIGHT	POST SIZE	SIGN FRAME	REMARKS	SIGN DETAIL SHSM	SIGN DETAILS SHEET NUMBER	STD. SHEET NUMBER
145+67 LT		2	48	24	16.00		2.00		2	2					30.0																	MOUNT BACK-TO-BACK	W1-6L		
146+75 LT		1	36	36	9.00					2					30.0																		S3-1		
148+05 LT							1.00		1																								W1-10cL		
148+05 LT							1.00																									35 MPH, MOUNTED BELOW W1-10cL	W13-1P		
148+75 LT		1	36	36	9.00					1					15.0																		W1-10cL		
148+75 LT		1	18	18	2.25																											35 MPH, MOUNT BELOW W1-10cL	W13-1P		
148+75 LT		1	6	10	0.42																											MOUNT BELOW W13-1P	VD-700		T-44
149+05 RT								2																								RETAIN SIGN			
149+27 LT							1.00		2																								VW-205		T-82
150+00 LT		1	30	30	6.25					1					15.0																		VW-205		T-82
158+00 RT		1	30	30	6.25					1					15.0																		W1-4L		
158+00 RT		1	18	18	2.25																											40 MPH, MOUNT BELOW W1-4L	W13-1P		
158+00 RT		1	6	10	0.42																											MOUNT BELOW W13-1P	VD-700		T-44
168+00 LT		1	30	30	6.25					1					15.0																		W1-4L		
168+00 LT		1	18	18	2.25																											40 MPH, MOUNT BELOW W1-4L	W13-1P		
171+00 RT		1	30	30	6.25					1					15.0																		W1-5R		
171+00 RT		1	18	18	2.25																											40 MPH, MOUNT BELOW W1-5R	W13-1P		
											FT	FT	FT	FT	FT 135.0	FT		EA.	LB	LB	LB		LB	LB	LB	LB									
											FT			FT					LB			EA.	LB				EA.	EA.	LB						
		SUBTOTALS SHEET 14			SF 68.84	SF	EA. 5.00								135.0																				

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

vhb

PROJECT NAME: KILLINGTON - STOCKBRIDGE
PROJECT NUMBER: ER STP 022-1(25)

FILE NAME: z12B234_tsss.dgn
PROJECT LEADER: E.P. DETRICK
DESIGNED BY: R.M. O'BRIEN
TRAFFIC SIGN SUMMARY SHEET 14

PLOT DATE: 7/17/2024
DRAWN BY: R.M. O'BRIEN
CHECKED BY: E.P. DETRICK
SHEET 216 OF 424

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET 15

SHSM = FHWA 2023 STANDARD HIGHWAY SIGNS AND MARKINGS BOOK

MILE MARKER, DIRECTION	SIGN LEGEND	SIGN DIMENSIONS EA.	WIDTH (in)	HEIGHT (in)	NEW & RESET SIGNS FLAT SHEET ALUM.	EXTRUD. ALUM.	REM. & RESET SIGN	EXIST POST RETAIN	REMOVE	NEW SIGN POSTS NO. OF POSTS	FLANGED CHANNEL lb/ft 1.12	2.0	3.0	SQUARE TUBE STEEL (in) lb/ft 1.75 1.88	2.0 2.42	2.5 3.35	ANCHOR	SLEEVE	TUBULAR ALUMINUM DIA (in) lb/ft 3.0 1.3	4.0 1.7	4.0Mod 1.7	TUBULAR STEEL DIA (in) lb/ft FND-ATION	3.0 7.6	3.5 9.0	4.0 10.8	5.0 14.6	W-SHAPE STEEL FTG. SIZE 24"	30"	WEIGHT	POST SIZE	SIGN FRAME	REMARKS	SIGN DETAIL SHSM	SIGN DETAILS SHEET NUMBER	STD. SHEET NUMBER
171+30 LT	LEGAL LOAD LIMIT 24,000 POUNDS	1	24	30	5.00					1					15.0																		VR-017		T-70
171+40 LT	LEGAL LOAD LIMIT 24,000 POUNDS						1.00		1																								VR-017		T-70
171+71 RT	Barts Hill Rd						1.00		1																							WOG	D3-1		
171+71 RT	STOP						1.00																									RESET TO STA. 171+74	R1-1		
171+74 RT	STOP									1					15.0																	RESET FROM STA. 171+71	R1-1		
171+74 RT	1000 1121 0325	1	6	10	0.42																											MOUNT BELOW R1-1	VD-700		T-44
171+85 RT	Barts Hill Rd	2	60	12	7.50					2					30.0																	WOG, DOUBLE SIDED	D3-1	241	
171+93 LT	Trailside Inn next right 6/10	1	72	18				2																								RETAIN SIGN	OBDS		E-125
174+80 LT	$800 FINE FOR THROWING TRASH ON HIGHWAYS AND STREAMS	1	24	30	5.00		1.00		1	1					15.0																	"$800"	VR-023B		T-70
177+55 LT	1000 1121 0340						1.00																										VD-700		T-44
179+52 RT	1000 1121 0340	1	6	10	0.42					1				8.0																			VD-700		T-44
186+63 LT	Stage Rd	2	42	12	5.25				1	1					15.0																	WOG, DOUBLE SIDED	D3-1	241	
186+63 LT	STOP	1	30	30	6.25		1.00																									MOUNT BELOW D3-1	R1-1		
186+63 LT	1000 1121 0353	1	6	10	0.42																											MOUNT BELOW R1-1	VD-700		T-44
187+20 LT	LEGAL LOAD LIMIT 24,000 POUNDS	1	24	30	5.00					1					15.0																		VR-017		T-70
189+00 LT		1	30	30	6.25					1					15.0																		W1-5R		
189+00 LT	40 MPH	1	18	18	2.25																											40 MPH, MOUNT BELOW W1-5R	W13-1P		
											FT	FT	FT	FT 8.0	FT 120.0	FT		EA.	LB	LB	LB		LB	LB	LB	LB								
		SUBTOTALS SHEET 15			SF 43.76	SF	EA. 6.00				FT			FT 128.0					LB			EA.	LB				EA.	EA.	LB					

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

vhb

PROJECT NAME: KILLINGTON - STOCKBRIDGE
PROJECT NUMBER: ER STP 022-1(25)

FILE NAME: z12B234_tsss.dgn
PROJECT LEADER: E.P. DETRICK
DESIGNED BY: R.M. O'BRIEN
TRAFFIC SIGN SUMMARY SHEET 15

PLOT DATE: 7/17/2024
DRAWN BY: R.M. O'BRIEN
CHECKED BY: E.P. DETRICK
SHEET 217 OF 424

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET 16

SHSM = FHWA 2023 STANDARD HIGHWAY SIGNS AND MARKINGS BOOK

MILE MARKER, DIRECTION	SIGN LEGEND	SIGN DIMENSIONS EA.	WIDTH (in)	HEIGHT (in)	NEW & RESET SIGNS FLAT SHEET ALUM.	EXTRUD. ALUM.	REM. & RESET SIGN	EXIST POST RETAIN	REMOVE	NEW SIGN POSTS NO. OF POSTS	FLANGED CHANNEL lb/ft 1.12	2.0	3.0	SQUARE TUBE STEEL (in) lb/ft 1.75 1.88	2.0 2.42	2.5 3.35	ANCHOR	SLEEVE	TUBULAR ALUMINUM DIA (in) lb/ft 3.0 1.3	4.0 1.7	4.0Mod 1.7	TUBULAR STEEL DIA (in) lb/ft FND-ATION	3.0 7.6	3.5 9.0	4.0 10.8	5.0 14.6	W-SHAPE STEEL FTG. SIZE 24"	30"	WEIGHT	POST SIZE	SIGN FRAME	REMARKS	SIGN DETAIL SHSM	SIGN DETAILS SHEET NUMBER	STD. SHEET NUMBER
190+08 LT	1000 1121 0360	1	6	10	0.42					1				8.0																			VD-700		T-44
190+95 RT		1	30	30	6.25		1.00		1	1					15.0																		W1-5R		
190+95 RT	40 MPH	1	18	18	2.25		1.00																									40 MPH, MOUNT BELOW W1-5R	W13-1P		
200+88 RT	1000 1121 0380	1	6	10	0.42		1.00		1	1				8.0																			VD-700		T-44
204+64 LT	Pvt Nob Hill Rd	2	42	12	5.25		1.00		1	1					15.0																	WOG, DOUBLE SIDED	D3-1	241	
205+43 RT	PVT NOB HILL RD							1																								RETAIN SIGN	D3-1		
205+94 RT							1.00		1																								W1-2L		
205+94 RT	35 MPH						1.00																									35 MPH, MOUNTED BELOW W1-5R	W13-1P		
207+87 RT	Pittsfield Killington	1	72	10	5.00		1.00		2	2					30.0																	WOG	VD-024	241	T-94
207+87 RT	1000 1115 0000	1	6	10	0.42		1.00																									MOUNT BELOW VD-024	VD-700		T-44
207+87 RT	1000 1121 0397	1	6	10	0.42		1.00																									MOUNT BELOW VD-024	VD-700		T-44
PITTSFIELD																																			
A 7+15 RT A 7+93 RT		1 1	48 48	24 24	8.00 8.00		1.00 1.00		2 2	2 2					30.0 30.0																		W1-6L W1-6L		
A 10+56 RT	1000 1115 0020	1	6	10	0.42					1				8.0																			VD-700		T-44
A 21+12 LT	1000 1115 0040	1	6	10	0.42					1				8.0																			VD-700		T-44
A 21+30 RT A 22+84 RT		2 2	48 48	24 24	16.00 16.00		2.00 2.00		2 2	2 2					30.0 60.0																	BACK-TO-BACK BACK-TO-BACK	W1-6L W1-6L		
A 30+30 LT		1	30	30	6.25					1					15.0																		W1-5R		
											FT	FT	FT	FT 32.0	FT 225.0	FT		EA.	LB	LB	LB		LB	LB	LB	LB								
											FT			FT					LB			EA.	LB				EA.	EA.	LB					
		SUBTOTALS SHEET 16			SF 75.52	SF	EA. 15.00																												

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

vhb

PROJECT NAME: KILLINGTON - STOCKBRIDGE
PROJECT NUMBER: ER STP 022-1(25)

FILE NAME: z12B234_tsss.dgn
PROJECT LEADER: E.P. DETRICK
DESIGNED BY: R.M. O'BRIEN
TRAFFIC SIGN SUMMARY SHEET 16

PLOT DATE: 7/17/2024
DRAWN BY: R.M. O'BRIEN
CHECKED BY: E.P. DETRICK
SHEET 218 OF 424

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET 17

SHSM = FHWA 2023 STANDARD HIGHWAY SIGNS AND MARKINGS BOOK

MILE MARKER, DIRECTION	SIGN LEGEND	SIGN DIMENSIONS EA.	WIDTH (in)	HEIGHT (in)	NEW & RESET SIGNS FLAT SHEET ALUM.	EXTRUD. ALUM.	REM. & RESET SIGN	EXIST POST RETAIN	REMOVE	NEW SIGN POSTS NO. OF POSTS	FLANGED CHANNEL lb/ft 1.12	2.0	3.0	SQUARE TUBE STEEL (in) lb/ft 1.75 1.88	2.0 2.42	2.5 3.35	ANCHOR	SLEEVE	TUBULAR ALUMINUM DIA (in) lb/ft 3.0 1.3	4.0 1.7	4.0Mod 1.7	TUBULAR STEEL DIA (in) lb/ft FND-ATION	3.0 7.6	3.5 9.0	4.0 10.8	5.0 14.6	W-SHAPE STEEL FTG. SIZE 24"	30"	WEIGHT	POST SIZE	SIGN FRAME	REMARKS	SIGN DETAIL SHSM	SIGN DETAILS SHEET NUMBER	STD. SHEET NUMBER
A 30+30 LT	35 MPH	1	18	18	2.25																											35 MPH, MOUNT BELOW W1-5R	W13-1P		
A 30+50 RT	1000 1115 0060	1	6	10	0.42		1.00		1	1				8.0																			VD-700		T-44
A 32+00 LT	Pvt Hadley Ln	2	54	12	6.75				1	1					15.0																	WOG, DOUBLE SIDED	D3-1	241	
A 33+98 LT							1.00																										W1-5R		
A 33+98 LT	35 MPH						1.00																									35 MPH, MOUNTED BELOW W1-5R	W13-1P		
A 37+34 LT	LEGAL LOAD LIMIT 20,000 POUNDS — Fellows Rd is currently posted at 20,000 lbs. See Sheet 46.							1																								RETAIN SIGN	VR-017		T-70
A 37+53 LT	Fellows Rd	2	48	12	6.00		1.00		1	2					30.0																	WOG, DOUBLE SIDED	D3-1	241	
A 39+98 RT		1	30	30	6.25					1					15.0																		W1-2R		
A 39+98 RT	35 MPH	1	18	18	2.25																											35 MPH, MOUNT BELOW W1-2R	W13-1P		
A 40+91 LT	1000 1115 0080	1	6	10	0.42		1.00		1	1				8.0																			VD-700		T-44
A 41+01 RT	1000 1115 0080						1.00		1																								VD-700		T-44
A 42+05 LT		1	18	24	3.00					1					15.0																		W1-8R		
A 43+25 LT		1	18	24	3.00					1					15.0																	BACK-TO-BACK	W1-8R		
A 44+45 LT		1	18	24	3.00					1					15.0																	BACK-TO-BACK	W1-8R		
A 43+25 LT		1	18	24	3.00					1					15.0																	BACK-TO-BACK	W1-8L		
A 44+45 LT		1	18	24	3.00					1					15.0																	BACK-TO-BACK	W1-8L		
A 45+65 LT		1	18	24	3.00					1					15.0																		W1-8L		
A 45+65 LT		1	18	24	3.00					1					15.0																		W1-8R		
A 46+85 LT		1	18	24	3.00					1					15.0																		W1-8L		
A 47+75 LT		1	30	30	6.25					1					15.0																		W1-2L		
A 47+75 LT	35 MPH	1	18	18	2.25																											35 MPH, MOUNT BELOW W1-2L	W13-1P		
											FT	FT	FT	FT 16.0	FT 195.0	FT		EA.	LB	LB	LB		LB	LB	LB	LB								
SUBTOTALS SHEET 17					SF 56.84	SF	EA. 6.00				FT			FT 211.0					LB			EA.	LB				EA.	EA.	LB					

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

vhb

PROJECT NAME: KILLINGTON - STOCKBRIDGE
PROJECT NUMBER: ER STP 022-1(25)

FILE NAME: z12B234_tsss.dgn
PROJECT LEADER: E.P. DETRICK
DESIGNED BY: R.M. O'BRIEN
TRAFFIC SIGN SUMMARY SHEET 17

PLOT DATE: 7/17/2024
DRAWN BY: R.M. O'BRIEN
CHECKED BY: E.P. DETRICK
SHEET 219 OF 424

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET 18

SHSM = FHWA 2023 STANDARD HIGHWAY SIGNS AND MARKINGS BOOK

MILE MARKER, DIRECTION	SIGN LEGEND	SIGN DIMENSIONS			NEW & RESET SIGNS			EXIST POST		NEW SIGN POSTS																					REMARKS	SIGN DETAIL		
											FLANGED CHANNEL lb/ft			SQUARE TUBE STEEL (in) lb/ft					TUBULAR ALUMINUM DIA (in) lb/ft			TUBULAR STEEL DIA (in) lb/ft				W-SHAPE STEEL							
		EA.	WIDTH (in)	HEIGHT (in)	FLAT SHEET ALUM.	EXTRUD. ALUM.	REM. & RESET SIGN	RETAIN	REMOVE	NO. OF POSTS	1.12	2.0	3.0	1.75	2.0	2.5	ANCHOR	SLEEVE	3.0	4.0	4.0Mod	FND-ATION	3.0	3.5	4.0	5.0	FTG. SIZE 24"	FTG. SIZE 30"	WEIGHT	POST SIZE	SIGN FRAME		SHSM	SIGN DETAILS SHEET NUMBER	STD. SHEET NUMBER
A 51+77 LT	1000 1115 0100						1.00		1																								VD-700		T-44
A 52+80 RT	1000 1115 0100	1	6	10	0.42					1				8.0																			VD-700		T-44
A 59+61 RT	BRIDGE 123 VT-100	1	6	10	0.42		1.00		1	1				8.0																			VD-701		T-42
A 60+96 LT		1	6	10	0.42		1.00		1	1				8.0																			VD-701		T-42
A 61+08 RT	Pvt Johnson Brook Ln	1	54	12	4.50		1.00		1	2					30.0																WOG, DOUBLE SIDED	D3-1	241	
A 63+36 LT	1000 1115 0120	1	6	10	0.42					1				8.0																			VD-700		T-44
A 64+50 RT	WELCOME TO Killington Vermont SKIAREA FIRST							2																							RETAIN WELCOME SIGN			
A 72+07 LT	LEGAL LOAD LIMIT 24,000 POUNDS							1																							RETAIN SIGN	VR-017		T-70
A 72+08 RT	South Hill Rd							1																							WOG, RETAIN SIGN	D3-1		
A 72+76 RT	STOP							1																							RETAIN SIGN	R1-1		
A 72+76 RT	1000 1115 0138	1	6	10	0.42																										MOUNT BELOW R1-1	VD-700		T-44
A 74+33 LT	CJC CHRIS JOHNSON CONTRACTING 802 236 3455							2																							RETAIN SIGN			
A 74+75 LT	Pvt Stonewood Cr	1	54	12	4.50		1.00		1	2					30.0																WOG, DOUBLE SIDED	D3-1	241	
A 83+26 LT	1000 1115 0160	1	6	10	0.42		1.00		1	1				8.0																			VD-700		T-44
A 84+94 RT	1000 1115 0180						1.00		1																								VD-700		T-44
A 85+33 RT	Pvt Graysville Dr	1	54	12	4.50					2					30.0																WOG, DOUBLE SIDED	D3-1	241	
A 93+87 RT	PVT FIFIELD DRIVE						1.00		1																						WOG	D3-1		
A 94+29 RT	Pvt Fifield Dr	1	42	12	3.50					1					15.0																WOG, DOUBLE SIDED	D3-1	241	
											FT	FT	FT	FT 40.0	FT 105.0	FT		EA.	LB	LB	LB		LB	LB	LB	LB								
	SUBTOTALS SHEET 18				SF 19.52	SF	EA. 8.00				FT			FT 145.0					LB			EA.	LB				EA.	EA.	LB					

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

vhb

PROJECT NAME: KILLINGTON - STOCKBRIDGE
PROJECT NUMBER: ER STP 022-1(25)

FILE NAME: z12B234_tsss.dgn
PROJECT LEADER: E.P. DETRICK
DESIGNED BY: R.M. O'BRIEN
TRAFFIC SIGN SUMMARY SHEET 18

PLOT DATE: 7/17/2024
DRAWN BY: R.M. O'BRIEN
CHECKED BY: E.P. DETRICK
SHEET 220 OF 424

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET 19

SHSM = FHWA 2023 STANDARD HIGHWAY SIGNS AND MARKINGS BOOK

MILE MARKER, DIRECTION	SIGN LEGEND	SIGN DIMENSIONS EA.	WIDTH (in)	HEIGHT (in)	NEW & RESET SIGNS FLAT SHEET ALUM.	EXTRUD. ALUM.	REM. & RESET SIGN	EXIST POST RETAIN	REMOVE	NEW SIGN POSTS NO. OF POSTS	FLANGED CHANNEL lb/ft 1.12	2.0	3.0	SQUARE TUBE STEEL (in) lb/ft 1.75 1.88	2.0 2.42	2.5 3.35	ANCHOR	SLEEVE	TUBULAR ALUMINUM DIA (in) lb/ft 3.0 1.3	4.0 1.7	4.0Mod 1.7	TUBULAR STEEL DIA (in) lb/ft FND-ATION	3.0 7.6	3.5 9.0	4.0 10.8	5.0 14.6	W-SHAPE STEEL FTG. SIZE 24"	30"	WEIGHT	POST SIZE	SIGN FRAME	REMARKS	SIGN DETAIL SHSM	SIGN DETAILS SHEET NUMBER	STD. SHEET NUMBER
A 95+06 RT	1000 1115 0180	1	6	10	0.42					1				8.0																			VD-700		T-44
A 101+12 RT		1	30	30	6.25					1					15.0																		W1-2R		
A 101+12 RT	40 MPH	1	18	18	2.25																											40 MPH, MOUNT BELOW W1-2R	W13-1P		
A 105+52 LT	1000 1115 0200						1.00		1																								VD-700		T-44
A 107+00 LT		1	30	30	6.25					1					15.0																		W1-2L		
A 107+00 LT	40 MPH	1	18	18	2.25																											40 MPH, MOUNT BELOW W1-2L	W13-1P		
A 108+00 LT	Baker Rd	2	42	12	5.25					1					15.0																	WOG, DOUBLE SIDED	D3-1	241	
A 108+00 LT	1000 1115 0205	1	6	10	0.42																											MOUNT BELOW D3-1	VD-700		T-44
A 114+26 RT	1000 1115 0220						1.00		1																								VD-700		T-44
A 116+16 RT	1000 1115 0220	1	6	10	0.42					1				8.0																			VD-700		T-44
A 126+05 LT	SPEED LIMIT 50	1	24	30	5.00		1.00		1	1					15.0																		R2-1		
A 126+05 LT	1000 1115 0239	1	6	10	0.42																											MOUNT BELOW R2-1	VD-700		T-44
A 126+19 RT	TRUCKS ENTERING	1	36	36	9.00		1.00		1	1					15.0																		VW-202		T-81
A 126+26 LT	2401							1																								RETAIN HOUSE SIGN			
A 126+27 RT	Pvt The Commons Rd	1	54	12	4.50		1.00		1	2					30.0																	WOG, DOUBLE SIDED	D3-1	242	
A 129+85 RT	Pvt River View Trail							2																								WOG, RETAIN SIGN	D3-1		
A 132+43 LT	BRIDGE 124 VT-100	1	6	10	0.42		1.00		1	1				8.0																			VD-701		T-42
											FT	FT	FT	FT 24.0	FT 105.0	FT		EA.	LB	LB	LB		LB	LB	LB	LB								
		SUBTOTALS SHEET 19			SF 42.85	SF	EA. 6.00				FT			FT 129.0					LB			EA.	LB				EA.	EA.	LB					

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

vhb

PROJECT NAME: KILLINGTON - STOCKBRIDGE
PROJECT NUMBER: ER STP 022-1(25)

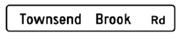
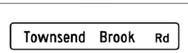
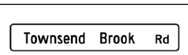
FILE NAME: z12B234_tsss.dgn
PROJECT LEADER: E.P. DETRICK
DESIGNED BY: R.M. O'BRIEN
TRAFFIC SIGN SUMMARY SHEET 19

PLOT DATE: 7/17/2024
DRAWN BY: R.M. O'BRIEN
CHECKED BY: E.P. DETRICK
SHEET 221 OF 424

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET 20

SHSM = FHWA 2023 STANDARD HIGHWAY SIGNS AND MARKINGS BOOK

MILE MARKER, DIRECTION	SIGN LEGEND	SIGN DIMENSIONS EA.	SIGN DIMENSIONS WIDTH (in)	SIGN DIMENSIONS HEIGHT (in)	NEW & RESET SIGNS FLAT SHEET ALUM.	NEW & RESET SIGNS EXTRUD. ALUM.	NEW & RESET SIGNS REM. & RESET SIGN	EXIST POST RETAIN	EXIST POST REMOVE	NEW SIGN POSTS NO. OF POSTS	FLANGED CHANNEL lb/ft 1.12	FLANGED CHANNEL lb/ft 2.0	FLANGED CHANNEL lb/ft 3.0	SQUARE TUBE STEEL (in) lb/ft 1.75	SQUARE TUBE STEEL (in) lb/ft 2.0	SQUARE TUBE STEEL (in) lb/ft 2.5	ANCHOR	SLEEVE	TUBULAR ALUMINUM DIA (in) lb/ft 3.0	TUBULAR ALUMINUM DIA (in) lb/ft 4.0	TUBULAR ALUMINUM DIA (in) lb/ft 4.0Mod	TUBULAR STEEL DIA (in) FND-ATION	TUBULAR STEEL DIA (in) lb/ft 3.0	TUBULAR STEEL DIA (in) lb/ft 3.5	TUBULAR STEEL DIA (in) lb/ft 4.0	TUBULAR STEEL DIA (in) lb/ft 5.0	W-SHAPE STEEL FTG. SIZE 24"	W-SHAPE STEEL FTG. SIZE 30"	W-SHAPE STEEL WEIGHT	W-SHAPE STEEL POST SIZE	SIGN FRAME	REMARKS	SIGN DETAIL SHSM	SIGN DETAIL SIGN DETAILS SHEET NUMBER	SIGN DETAIL STD. SHEET NUMBER
A 134+89 RT								2																									RETAIN SIGN			
A 134+95 LT								1																									RETAIN SIGN	R1-1		
A 134+96 RT		1	36	36	9.00		1.00		2	2					30.0																			S3-1		
A 137+62 LT								1																									WOG, RETAIN SIGN	D3-1		
A 137+62 LT		1	6	10	0.42																												MOUNT BELOW D3-1	VD-700		T-44
A 138+05 LT								1																									RETAIN SIGN	R1-1		
A 138+73 LT								1																									RETAIN SIGN	VR-017		T-70
A 137+31 LT								1																									RETAIN SIGN			
A 140+82 LT								1																									RETAIN SIGN			
A 140+89 LT		1	36	36	9.00		1.00		1	1					15.0																			VW-202		T-81
A 140+75 LT							1.00		1																									VR-017		T-70
A 141+15 LT		2	72	12	9.00					2					30.0																			WOG, DOUBLE SIDED	D3-1	242	
A 141+19 LT							1.00																											WOG, MOUNTED ABOVE R1-1	D3-1		
A 141+19 LT								1																									RETAIN SIGN	R1-1		
A 142+00 LT		1	24	30	5.00					1					15.0																			VR-017		T-70
A 143+96 RT		1	30	30	6.25		1.00		1	1					15.0																			W11-5		
A 143+96 RT		1	24	18	3.00		1.00																											"NEXT 2 MILES" MOUNT BELOW W11-5	W7-3aP		
											FT	FT	FT	FT	FT 105.0	FT		EA.	LB	LB	LB		LB	LB	LB	LB									
											FT			FT					LB			EA.	LB				EA.	EA.	LB						
		SUBTOTALS SHEET 20			SF 41.67	SF	EA. 6.00				FT			FT 105.0					LB			EA.	LB				EA.	EA.	LB						

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

vhb

PROJECT NAME: KILLINGTON - STOCKBRIDGE
PROJECT NUMBER: ER STP 022-1(25)

FILE NAME: z12B234_tsss.dgn
PROJECT LEADER: E.P. DETRICK
DESIGNED BY: R.M. O'BRIEN
TRAFFIC SIGN SUMMARY SHEET 20

PLOT DATE: 7/17/2024
DRAWN BY: R.M. O'BRIEN
CHECKED BY: E.P. DETRICK
SHEET 222 OF 424

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET 21

SHSM = FHWA 2023 STANDARD HIGHWAY SIGNS AND MARKINGS BOOK

MILE MARKER, DIRECTION	SIGN LEGEND	SIGN DIMENSIONS EA.	WIDTH (in)	HEIGHT (in)	NEW & RESET SIGNS FLAT SHEET ALUM.	EXTRUD. ALUM.	REM. & RESET SIGN	EXIST POST RETAIN	REMOVE	NEW SIGN POSTS NO. OF POSTS	FLANGED CHANNEL lb/ft 1.12	2.0	3.0	SQUARE TUBE STEEL (in) lb/ft 1.75 1.88	2.0 2.42	2.5 3.35	ANCHOR	SLEEVE	TUBULAR ALUMINUM DIA (in) lb/ft 3.0 1.3	4.0 1.7	4.0Mod 1.7	TUBULAR STEEL DIA (in) lb/ft FND-ATION	3.0 7.6	3.5 9.0	4.0 10.8	5.0 14.6	W-SHAPE STEEL FTG. SIZE 24"	30"	WEIGHT	POST SIZE	SIGN FRAME	REMARKS	SIGN DETAIL SHSM	SIGN DETAILS SHEET NUMBER	STD. SHEET NUMBER
A 145+55 RT	SPEED LIMIT 50	1	24	30	5.00		1.00		1	1					15.0																		R2-1		
A 147+84 RT	1000 1115 0280	1	6	10	0.42					1				8.0																			VD-700		T-44
A 148+72 RT	1000 1115 0280						1.00		1																								VD-700		T-44
A 156+50 RT	WELCOME TO Pittsfield CHARTERED 1761							2																								RETAIN SIGN			
A 157+73 RT	1000 1115 0299						1.00		1																								VD-700		T-44
A 158+40 LT	1000 1115 0300	1	6	10	0.42					1				8.0																			VD-700		T-44
A 159+12 RT	NORTH	1	24	12	2.00		1.00																									GOW, MOUNT ABOVE VM1-5a	M3-1P		
A 159+12 RT	VERMONT 100	1	30	24	5.00		1.00																									GOW, MOUNT ABOVE "SCENIC BYWAY" SIG	VM1-5a		E-136B
A 159+12 RT	SCENIC ROUTE 100 BYWAY							1																												
A 164+25 RT	SPEED LIMIT 40	1	36	36	9.00					2					30.0																	40 MPH	W3-5		
A 165+99 RT		1	30	30	6.25					1					15.0																		W1-2R		
A 166+08 RT	SPEED LIMIT 40						1.00		2																							40 MPH	W3-5		
A 167+99 RT	Pittsfield Stockbridge 4	1	36	24	6.00					1					15.0																	WOG	VD-018A	242	T-95
A 169+99 RT	SPEED LIMIT 40	1	24	30	5.00		1.00		1	1					15.0																	40 MPH	R2-1		
A 169+99 LT	SPEED LIMIT 50	1	24	30	5.00		1.00		1	1					15.0																	50 MPH	R2-1		
A 170+50 RT	Tweed River Dr							1																								WOG, RETAIN SIGN	D3-1		
A 170+50 RT	LEGAL LOAD LIMIT 24,000 POUNDS																															RETAIN SIGN	VR-017		T-70
											FT	FT	FT	FT 16.0	FT 105.0	FT		EA.	LB	LB	LB		LB	LB	LB	LB									
											FT			FT					LB			EA.	LB				EA.	EA.	LB						
		SUBTOTALS SHEET 21			SF 44.09	SF	EA. 8.00								121.0																				

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

vhb

PROJECT NAME: KILLINGTON - STOCKBRIDGE
PROJECT NUMBER: ER STP 022-1(25)

FILE NAME: z12B234_tsss.dgn
PROJECT LEADER: E.P. DETRICK
DESIGNED BY: R.M. O'BRIEN
TRAFFIC SIGN SUMMARY SHEET 21

PLOT DATE: 7/17/2024
DRAWN BY: R.M. O'BRIEN
CHECKED BY: E.P. DETRICK
SHEET 223 OF 424

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET 22

SHSM = FHWA 2023 STANDARD HIGHWAY SIGNS AND MARKINGS BOOK

MILE MARKER, DIRECTION	SIGN LEGEND	SIGN DIMENSIONS			NEW & RESET SIGNS			EXIST POST		NEW SIGN POSTS																					REMARKS	SIGN DETAIL		
											FLANGED CHANNEL lb/ft			SQUARE TUBE STEEL (in) lb/ft					TUBULAR ALUMINUM DIA (in) lb/ft			TUBULAR STEEL DIA (in) lb/ft				W-SHAPE STEEL							
		EA.	WIDTH (in)	HEIGHT (in)	FLAT SHEET ALUM.	EXTRUD. ALUM.	REM. & RESET SIGN	RETAIN	REMOVE	NO. OF POSTS	1.12	2.0	3.0	1.75	2.0	2.5	ANCHOR	SLEEVE	3.0	4.0	4.0Mod	FND-ATION	3.0	3.5	4.0	5.0	FTG. SIZE 24"	FTG. SIZE 30"	WEIGHT	POST SIZE	SIGN FRAME		SHSM	SIGN DETAILS SHEET NUMBER	STD. SHEET NUMBER
A 170+99 RT	STOP							1																								RETAIN SIGN	R1-1		
A 170+99 RT	1000 1115 0324	1	6	10	0.42																											MOUNT BELOW R1-1	VD-700		T-44
A 179+52 LT	1000 1115 0340	1	6	10	0.42					1				8.0																			VD-700		T-44
A 180+31 RT	1000 1115 0341						1.00		1																								VD-700		T-44
A 182+07 RT	SPEED LIMIT 35	1	24	30	5.00		1.00		1	1					15.0																	35 MPH	R2-1		
A 182+15 LT	SPEED LIMIT 40	1	24	30	5.00		1.00		1	1					15.0																	40 MPH	R2-1		
A 186+95 RT	Parmenter Place							1																								WOG, RETAIN SIGN	D3-1		
A 186+95 RT	LEGAL LOAD LIMIT 24,000 POUNDS																															RETAIN SIGN, MOUNTED BELOW D3-1	VR-017		T-70
A 186+95 RT	NO OUTLET																															RETAIN SIGN, MOUNTED BELOW VR-017	W14-2		
A 187+31 RT	STOP							1																								RETAIN R1-1	R1-1		
A 189+53 LT	STOP							1																									R1-1		
A 189+53 LT	1000 1115 0359	1	6	10	0.42																											MOUNT BELOW R1-1	VD-700		T-44
A 189+92 LT	LEGAL LOAD LIMIT 24,000 POUNDS							1																								RETAIN SIGN, MOUNTED BELOW D3-1	VR-017		T-70
A 189+92 LT	SPEED LIMIT 25																															RETAIN SIGN, 25 MPH, MOUNTED BELOW V	R2-1		
A 190+00 RT	SPEED LIMIT 35							1																								RETAIN SIGN, 35 MPH	R2-1		
A 190+00 RT	BRIDGE 126 VT-100																															RETAIN SIGN, MOUNTED BELOW R2-1	VD-701		T-42
A 190+01 LT	Lower Michigan Rd							2																								WOG, RETAIN SIGN	D3-1		
											FT	FT	FT	FT 8.0	FT 30.0	FT		EA.	LB	LB	LB		LB	LB	LB	LB								
SUBTOTALS SHEET 22					SF 11.26	SF	EA. 3.00				FT			FT 38.0					LB			EA.	LB				EA.	EA.	LB					

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

vhb

PROJECT NAME: KILLINGTON - STOCKBRIDGE
PROJECT NUMBER: ER STP 022-1(25)

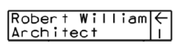
FILE NAME: z12B234_tsss.dgn
PROJECT LEADER: E.P. DETRICK
DESIGNED BY: R.M. O'BRIEN
TRAFFIC SIGN SUMMARY SHEET 22

PLOT DATE: 7/17/2024
DRAWN BY: R.M. O'BRIEN
CHECKED BY: E.P. DETRICK
SHEET 224 OF 424

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET 23

SHSM = FHWA 2023 STANDARD HIGHWAY SIGNS AND MARKINGS BOOK

MILE MARKER, DIRECTION	SIGN LEGEND	SIGN DIMENSIONS EA.	WIDTH (in)	HEIGHT (in)	NEW & RESET SIGNS FLAT SHEET ALUM.	EXTRUD. ALUM.	REM. & RESET SIGN	EXIST POST RETAIN	REMOVE	NEW SIGN POSTS NO. OF POSTS	FLANGED CHANNEL lb/ft 1.12	2.0	3.0	SQUARE TUBE STEEL (in) lb/ft 1.75 1.88	2.0 2.42	2.5 3.35	ANCHOR	SLEEVE	TUBULAR ALUMINUM DIA (in) lb/ft 3.0 1.3	4.0 1.7	4.0Mod 1.7	TUBULAR STEEL DIA (in) lb/ft FND-ATION	3.0 7.6	3.5 9.0	4.0 10.8	5.0 14.6	W-SHAPE STEEL FTG. SIZE 24"	30"	WEIGHT	POST SIZE	SIGN FRAME	REMARKS	SIGN DETAIL SHSM	SIGN DETAILS SHEET NUMBER	STD. SHEET NUMBER
A 190+84 LT								1																								RETAIN SIGN	VD-701		T-42
A 194+86 RT		No longer present, remove from plans.						2																								RETAIN SIGN	OBDS		E-125
A 196+35 RT		1	30	30	6.25		1.00		1	1					15.0																		W11-2		
A 196+35 RT		1	30	24	5.00		1.00																									"NEXT 1500 FT" MOUNT BELOW W11-2	W16-4P		
A 197+75 LT		1	30	30	6.25		1.00		1	1					15.0																		W1-2R		
A 197+95 RT		1	24	30	5.00		1.00		1	1					15.0																	35 MPH	R2-1		
A 198+10 RT								1																								RETAIN SIGN	D4-2R		
A 198+91 RT		1	24	30	5.00		1.00	1																									VR-017		T-70
A 199+38 RT	Village Green						1.00																									WOG, MOUNTED ABOVE R1-1	D3-1		
A 199+38 RT	STOP							1																								RETAIN	R1-1		
A 199+41 RT	Village Green	2	60	12	7.50					2					30.0																	WOG, DOUBLE SIDED	D3-1	242	
A 199+41 RT		1	6	10	0.42																											MOUNT BELOW D3-1	VD-700		T-44
A 200+47 LT								1																								RETAIN SIGN	D4-2L		
A 202+47 LT		1	24	30	5.00		1.00		1	1					15.0																	35 MPH	R2-1		
A 204+60 RT		1	30	30	6.25		1.00		2	2					30.0																		W11-8		
A 204+60 RT		1	30	30	6.25		1.00																									MOUNT BELOW W11-8	W1-2R		
A 205+82 RT								1																								RETAIN SIGN	VR-017		T-70
											FT	FT	FT	FT	FT 120.0	FT		EA.	LB	LB	LB		LB	LB	LB	LB								
											FT			FT	120.0				LB			EA.	LB				EA.	EA.	LB					
		SUBTOTALS SHEET 23			SF 52.92	SF	EA. 9.00																												

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

vhb

PROJECT NAME: KILLINGTON - STOCKBRIDGE
PROJECT NUMBER: ER STP 022-1(25)

FILE NAME: z12B234_tsss.dgn
PROJECT LEADER: E.P. DETRICK
DESIGNED BY: R.M. O'BRIEN
TRAFFIC SIGN SUMMARY SHEET 23

PLOT DATE: 7/17/2024
DRAWN BY: R.M. O'BRIEN
CHECKED BY: E.P. DETRICK
SHEET 225 OF 424

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET 24

SHSM = FHWA 2023 STANDARD HIGHWAY SIGNS AND MARKINGS BOOK

MILE MARKER, DIRECTION	SIGN LEGEND	SIGN DIMENSIONS EA.	WIDTH (in)	HEIGHT (in)	NEW & RESET SIGNS FLAT SHEET ALUM.	EXTRUD. ALUM.	REM. & RESET SIGN	EXIST POST RETAIN	REMOVE	NEW SIGN POSTS NO. OF POSTS	FLANGED CHANNEL lb/ft 1.12	2.0	3.0	SQUARE TUBE STEEL (in) lb/ft 1.75 1.88	2.0 2.42	2.5 3.35	ANCHOR	SLEEVE	TUBULAR ALUMINUM DIA (in) lb/ft 3.0 1.3	4.0 1.7	4.0Mod 1.7	TUBULAR STEEL DIA (in) lb/ft FND-ATION	3.0 7.6	3.5 9.0	4.0 10.8	5.0 14.6	W-SHAPE STEEL FTG. SIZE 24"	30"	WEIGHT	POST SIZE	SIGN FRAME	REMARKS	SIGN DETAIL SHSM	SIGN DETAILS SHEET NUMBER	STD. SHEET NUMBER
A 206+13 RT	STOP	1	30	30	6.25		1.00		1	1					15.0																		R1-1		
A 206+18 RT	Village Green	2	60	12	7.50					2					30.0																	WOG, DOUBLE SIDED	D3-1	242	
A 206+32 RT	STOP							1																								RETAIN SIGN	R1-1		
A 208+17 RT A 209+21 RT	NO PARKING TOW-AWAY ZONE							1 1																								RETAIN SIGN RETAIN SIGN	VR-020 VR-020		T-70 T-70
A 208+45 RT A 208+76 RT	NO PARKING							1 1																								RETAIN SIGN RETAIN SIGN	R8-3 R8-3		
A 208+95 LT	STOP							1																								RETAIN SIGN	R1-1		
A 209+38 LT	Upper Michigan Rd	2	66	12	8.25		1.00		1	2					30.0																	WOG, DOUBLE SIDED	D3-1	242	
A 209+28 LT	STOP							1																								BACK-TO-BACK RETAIN SIGN	R1-1		
A 209+28 LT	LEGAL LOAD LIMIT 34,000 POUNDS																															BACK-TO-BACK RETAIN SIGN	VR-017		T-70
A 209+28 LT	NO PARKING ON TOWN HIGHWAY																															RETAIN SIGN, MOUNTED BELOW VR-017			T-70
A 209+28 LT	1000 1115 0396	1	6	10	0.42																											MOUNT BELOW VR-020	VD-700		T-44
A 209+64 LT A 210+14 LT		1 1	48 48	24 24	8.00 8.00		 1.00		 2	2 2					30.0 30.0																		W1-6R W1-6R		
A 211+24 LT		1	30	30	6.25		1.00		1	1					15.0																		W11-2		
A 211+24 LT	NEXT 1500 FT	1	30	24	5.00		1.00																									"NEXT 1500 FT" MOUNT BELOW W11-2	W16-4P		
A 212+42 LT							1.00		2																								W11-8		
A 212+42 LT							1.00																									MOUNTED BELOW W11-8	W1-2L		
A 212+90 LT		1	30	30	6.25					2					30.0																		W11-8		
											FT	FT	FT	FT	FT 180.0	FT		EA.	LB	LB	LB		LB	LB	LB	LB									
											FT			FT					LB			EA.	LB				EA.	EA.	LB						
		SUBTOTALS SHEET 24			SF 55.92	SF	EA. 7.00				FT			FT 180.0					LB			EA.	LB				EA.	EA.	LB						

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

vhb

PROJECT NAME: KILLINGTON - STOCKBRIDGE
PROJECT NUMBER: ER STP 022-1(25)

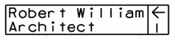
FILE NAME: z12B234_tsss.dgn
PROJECT LEADER: E.P. DETRICK
DESIGNED BY: R.M. O'BRIEN
TRAFFIC SIGN SUMMARY SHEET 24

PLOT DATE: 7/17/2024
DRAWN BY: R.M. O'BRIEN
CHECKED BY: E.P. DETRICK
SHEET 226 OF 424

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET 25

SHSM = FHWA 2023 STANDARD HIGHWAY SIGNS AND MARKINGS BOOK

MILE MARKER, DIRECTION	SIGN LEGEND	SIGN DIMENSIONS EA.	WIDTH (in)	HEIGHT (in)	NEW & RESET SIGNS FLAT SHEET ALUM.	EXTRUD. ALUM.	REM. & RESET SIGN	EXIST POST RETAIN	REMOVE	NEW SIGN POSTS NO. OF POSTS	FLANGED CHANNEL lb/ft 1.12	2.0	3.0	SQUARE TUBE STEEL (in) lb/ft 1.75 1.88	2.0 2.42	2.5 3.35	ANCHOR	SLEEVE	TUBULAR ALUMINUM DIA (in) lb/ft 3.0 1.3	4.0 1.7	4.0Mod 1.7	TUBULAR STEEL DIA (in) lb/ft FND-ATION	3.0 7.6	3.5 9.0	4.0 10.8	5.0 14.6	W-SHAPE STEEL FTG. SIZE 24"	30"	WEIGHT	POST SIZE	SIGN FRAME	REMARKS	SIGN DETAIL SHSM	SIGN DETAILS SHEET NUMBER	STD. SHEET NUMBER
A 212+90 LT		1	30	30	6.25																											MOUNT BELOW W11-8	W1-2L		
A 213+88 LT		2	54	12	6.75		1.00		1	2					30.0																	WOG, DOUBLE SIDED	D3-1	242	
A 214+54 RT		1	24	30	5.00		1.00		1	1					15.0																	40 MPH	R2-1		
A 214+58 LT								1																								RETAIN SIGN, 35 MPH	R2-1		
A 221+00 LT		No longer present, remove from plans.						2																								RETAIN SIGN	OBDS		E-125
A 221+61 RT		1	6	10	0.42					1				8.0																			VD-700		T-44
A 224+17 RT A 224+57 RT								1 1																								RETAIN SIGN RETAIN SIGN			
A 225+68 RT		1	24	30	5.00		1.00		1	1					15.0																	50 MPH	R2-1		
A 223+68 LT		1	24	30	5.00		1.00		1	1					15.0																	40 MPH	R2-1		
A 227+68 LT		1	36	24	6.00					1					15.0																	WOG	VD-018A	242	T-95
A 228+07 LT							1.00		1																							WOG	VD-018A		T-95
A 229+68 LT		1	36	36	9.00		1.00		2	2					30.0																	40 MPH	W3-5		
A 231+39 LT		1	6	10	0.42		1.00		1	1				8.0																			VD-700		T-44
A 232+46 RT		2	42	12	5.25		1.00		1	1					15.0																	WOG, DOUBLE SIDED	D3-1	242	
A 238+81 LT		1	30	30	6.25		1.00		1	1					15.0																		W11-5		
A 238+81 LT		1	24	18	3.00		1.00																									"NEXT 2 MILES" MOUNT BELOW W11-5	W7-3aP		
A 242+88 RT		1	6	10	0.42					1				8.0																			VD-700		T-44
											FT	FT	FT	FT 24.0	FT 150.0	FT		EA.	LB	LB	LB		LB	LB	LB	LB									
		SUBTOTALS SHEET 25			SF 58.76	SF	EA. 10.00				FT				FT 174.0				LB			EA.	LB				EA.	EA.	LB					

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

vhb

PROJECT NAME: KILLINGTON - STOCKBRIDGE
PROJECT NUMBER: ER STP 022-1(25)

FILE NAME: z12B234_tsss.dgn
PROJECT LEADER: E.P. DETRICK
DESIGNED BY: R.M. O'BRIEN
TRAFFIC SIGN SUMMARY SHEET 25

PLOT DATE: 7/17/2024
DRAWN BY: R.M. O'BRIEN
CHECKED BY: E.P. DETRICK
SHEET 227 OF 424

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET 26

SHSM = FHWA 2023 STANDARD HIGHWAY SIGNS AND MARKINGS BOOK

MILE MARKER, DIRECTION	SIGN LEGEND	SIGN DIMENSIONS EA.	WIDTH (in)	HEIGHT (in)	NEW & RESET SIGNS FLAT SHEET ALUM.	EXTRUD. ALUM.	REM. & RESET SIGN	EXIST POST RETAIN	REMOVE	NEW SIGN POSTS NO. OF POSTS	FLANGED CHANNEL lb/ft 1.12	2.0	3.0	SQUARE TUBE STEEL (in) lb/ft 1.75 1.88	2.0 2.42	2.5 3.35	ANCHOR	SLEEVE	TUBULAR ALUMINUM DIA (in) lb/ft 3.0 1.3	4.0 1.7	4.0Mod 1.7	TUBULAR STEEL DIA (in) lb/ft FND-ATION	3.0 7.6	3.5 9.0	4.0 10.8	5.0 14.6	W-SHAPE STEEL FTG. SIZE 24"	30"	WEIGHT	POST SIZE	SIGN FRAME	REMARKS	SIGN DETAIL SHSM	SIGN DETAILS SHEET NUMBER	STD. SHEET NUMBER
A 244+45 RT	1000 1115 0460						1.00		1																								VD-700		T-44
A 245+83 LT	SOUTH	1	24	12	2.00		1.00																									GOW, MOUNT ABOVE VM1-5a	M3-1P		
A 245+83 LT	VERMONT 100	1	30	24	5.00		1.00																									GOW, MOUNT ABOVE "SCENIC BYWAY" SIG	VM1-5a		E-136B
A 245+83 LT	SCENIC ROUTE 100 BYWAY							1																								RETAIN SIGN			
A 248+51 RT		1	30	30	6.25		1.00		1	1					15.0																		W1-4R		
A 248+51 RT	45 MPH	1	18	18	2.25		1.00																									45 MPH, MOUNT BELOW W1-4R	W13-1P		
A 250+95 RT	HIDDEN DRIVES	1	30	30	6.25		1.00		1	1					15.0																		VW-060		T-81
A 251+00 LT	Liberty Hill Rd						1.00		1																							WOG	D3-1		
A 251+26 LT	STOP							1																								RETAIN SIGN	R1-1		
A 251+60 LT	LEGAL LOAD LIMIT 24,000 POUNDS							1																								RETAIN SIGN	VR-017		T-70
A 251+68 LT	Liberty Hill Rd	2	66	12	8.25					2					30.0																	WOG, DOUBLE SIDED	D3-1	242	
A 251+68 LT	1000 1115 0477	1	6	10	0.42																											MOUNT BELOW D3-1	VD-700		T-44
A 252+35 RT		1	36	36	9.00		1.00		2	2					30.0																		S3-1		
A 255+68 RT	Stockbridge Pittsfield	1	72	10	5.00		1.00		2	2					30.0																	WOG	VD-024	242	T-94
A 255+68 RT	Windsor Co Rutland Co	1	72	10	5.00		1.00																									WOG, MOUNT BELOW VD-024	VD-025	242	T-94
A 255+68 RT	1000 1419 0000	1	6	10	0.42		1.00																									MOUNT BELOW VD-024	VD-700		T-44
A 255+68 RT	1000 1115 0487	1	6	10	0.42		1.00																									MOUNT BELOW VD-024	VD-700		T-44
											FT	FT	FT	FT	FT 120.0	FT		EA.	LB	LB	LB		LB	LB	LB	LB									
SUBTOTALS SHEET 26					SF 50.26	SF	EA. 12.00				FT			FT 120.0					LB			EA.	LB				EA.	EA.	LB						

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

vhb

PROJECT NAME: KILLINGTON - STOCKBRIDGE
PROJECT NUMBER: ER STP 022-1(25)

FILE NAME: z12B234_tsss.dgn
PROJECT LEADER: E.P. DETRICK
DESIGNED BY: R.M. O'BRIEN
TRAFFIC SIGN SUMMARY SHEET 26

PLOT DATE: 7/17/2024
DRAWN BY: R.M. O'BRIEN
CHECKED BY: E.P. DETRICK
SHEET 228 OF 424

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET 27

SHSM = FHWA 2023 STANDARD HIGHWAY SIGNS AND MARKINGS BOOK

MILE MARKER, DIRECTION	SIGN LEGEND	SIGN DIMENSIONS EA.	WIDTH (in)	HEIGHT (in)	NEW & RESET SIGNS FLAT SHEET ALUM.	EXTRUD. ALUM.	REM. & RESET SIGN	EXIST POST RETAIN	REMOVE	NEW SIGN POSTS NO. OF POSTS	FLANGED CHANNEL lb/ft 1.12	2.0	3.0	SQUARE TUBE STEEL (in) lb/ft 1.75 1.88	2.0 2.42	2.5 3.35	ANCHOR	SLEEVE	TUBULAR ALUMINUM DIA (in) lb/ft 3.0 1.3	4.0 1.7	4.0Mod 1.7	TUBULAR STEEL DIA (in) lb/ft FND-ATION	3.0 7.6	3.5 9.0	4.0 10.8	5.0 14.6	W-SHAPE STEEL FTG. SIZE 24"	30"	WEIGHT	POST SIZE	SIGN FRAME	REMARKS	SIGN DETAIL SHSM	SIGN DETAILS SHEET NUMBER	STD. SHEET NUMBER
STOCKBRIDGE																																			
B 0+12 LT	Guernsey Hollow Rd							2																								WOG, RETAIN SIGN	D3-1		
B 0+14 LT	STOP							1																								RETAIN SIGN	R1-1		
B 0+14 LT	1000 1419 0001						1.00																										VD-700		T-44
B 0+21 LT	LEGAL LOAD LIMIT 24,000 POUNDS							1																								RETAIN SIGN	VR-017		T-70
B 6+42 LT	MAYO MEADOW Rd						1.00		1																							WOG	D3-1		
B 8+13 LT	HIDDEN DRIVES	1	30	30	6.25		1.00		1	1					15.0																		VW-060		T-81
B 10+85 LT		1	36	36	9.00		1.00		1	2					30.0																		S3-1		
B 11+00 RT	1000 1419 0021	1	6	10	0.42					1				8.0																			VD-700		T-44
B 13+87 LT		1	30	30	6.25		1.00		1	1					15.0																		W1-4R		
B 13+87 LT	45 MPH	1	18	18	2.25																											45 MPH, MOUNT BELOW W1-4R	W13-1P		
B 14+79 RT	SPEED LIMIT 50	1	24	30	5.00		1.00		1	1					15.0																	50 MPH	R2-1		
B 21+12 LT	1000 1419 0040	1	6	10	0.42					1				8.0																			VD-700		T-44
B 25+60 RT		1	30	30	6.25					1					15.0																		W11-3		
B 25+60 RT	NEXT ½ MILE	1	24	18	3.00																											"NEXT 1/2 MILE" MOUNT BELOW W11-3	W7-3aP		
B 30+47 RT		1	30	30	6.25		1.00		1	1					15.0																		W1-2R		
B 30+47 RT	40 MPH	1	18	18	2.25		1.00																									40 MPH, MOUNT BELOW W1-2R	W13-1P		
											FT	FT	FT	FT 16.0	FT 105.0	FT		EA.	LB	LB	LB		LB	LB	LB	LB								
SUBTOTALS SHEET 27					SF 47.34	SF	EA. 8.00				FT				FT 121.0				LB			EA.	LB				EA.	EA.	LB					

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

vhb

PROJECT NAME: KILLINGTON - STOCKBRIDGE
PROJECT NUMBER: ER STP 022-1(25)

FILE NAME: z12B234_tsss.dgn
PROJECT LEADER: E.P. DETRICK
DESIGNED BY: R.M. O'BRIEN
TRAFFIC SIGN SUMMARY SHEET 27

PLOT DATE: 7/17/2024
DRAWN BY: R.M. O'BRIEN
CHECKED BY: E.P. DETRICK
SHEET 229 OF 424

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET 28

SHSM = FHWA 2023 STANDARD HIGHWAY SIGNS AND MARKINGS BOOK

MILE MARKER, DIRECTION	SIGN LEGEND	SIGN DIMENSIONS EA.	WIDTH (in)	HEIGHT (in)	NEW & RESET SIGNS FLAT SHEET ALUM.	EXTRUD. ALUM.	REM. & RESET SIGN	EXIST POST RETAIN	REMOVE	NEW SIGN POSTS NO. OF POSTS	FLANGED CHANNEL lb/ft 1.12	2.0	3.0	SQUARE TUBE STEEL (in) lb/ft 1.75	2.0	2.5	ANCHOR	SLEEVE	TUBULAR ALUMINUM DIA (in) lb/ft 3.0	4.0	4.0Mod	TUBULAR STEEL DIA (in) lb/ft FND-ATION	3.0	3.5	4.0	5.0	W-SHAPE STEEL FTG. SIZE 24"	30"	WEIGHT	POST SIZE	SIGN FRAME	REMARKS	SIGN DETAIL SHSM	SIGN DETAILS SHEET NUMBER	STD. SHEET NUMBER
B 30+47 RT	1000 1419 0058	1	6	10	0.42																											MOUNT BELOW W13-1P	VD-700		T-44
B 32+08 RT	HIDDEN DRIVES	1	30	30	6.25		1.00		1	1					15.0																		VW-060		T-81
B 33+55 RT							1.00		1																								W11-3		
B 33+55 RT	NEXT ½ MILE						1.00																									"NEXT 1/2 MILE" MOUNTED BELOW W11-3	W7-3aP		
B 34+52 LT B 37+40 LT		2 2	48 48	24 24	16.00 16.00		2.00 2.00		2 2	2 2					30.0 30.0																	MOUNT BACK-TO-BACK MOUNT BACK-TO-BACK	W1-6R W1-6R		
B 41+08 LT		1	30	30	6.25		1.00		1	1					15.0																		W1-2L		
B 41+08 LT	40 MPH	1	18	18	2.25		1.00																									40 MPH, MOUNT BELOW W1-2L	W13-1P		
B 41+08 LT	1000 1419 0078	1	6	10	0.42					1				8.0																		MOUNT BELOW W13-1P	VD-700		T-44
B 48+72 RT	Canton Dr							1																								WOG, RETAIN SIGN	D3-1		
B 48+72 RT	LEGAL LOAD LIMIT 24,000 POUNDS																															RETAIN SIGN, MOUNTED BELOW D3-1	VR-017		T-70
B 49+11 RT	STOP							1																								RETAIN SIGN	R1-1		
B 49+11 RT	1000 1419 0093	1	6	10	0.42																											MOUNT BELOW R1-1	VD-700		T-44
B 52+85 RT	1000 1419 0100	1	6	10	0.42					1					8.0																		VD-700		T-44
B 62+85 LT		1	30	30	6.25		1.00		1	1					15.0																		W11-3		
B 62+85 LT	NEXT ½ MILE	1	24	18	3.00		1.00																									"NEXT 1/2 MILE" MOUNT BELOW W11-3	W7-3aP		
B 62+85 LT	1000 1419 0120	1	6	10	0.42																											MOUNT BELOW W16-4P	VD-700		T-44
B 62+86 LT	1000 1419 0120						1.00		1																								VD-700		T-44
											FT	FT	FT	FT 8.0	FT 113.0	FT		EA.	LB	LB	LB		LB	LB	LB	LB								
				SUBTOTALS SHEET 28	SF 58.10	SF	EA. 12.00				FT			FT 121.0					LB			EA.	LB				EA.	EA.	LB					

If back to back then one of them will be pointing to left.

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

vhb

PROJECT NAME: KILLINGTON - STOCKBRIDGE
PROJECT NUMBER: ER STP 022-1(25)

FILE NAME: z12B234_tsss.dgn
PROJECT LEADER: E.P. DETRICK
DESIGNED BY: R.M. O'BRIEN
TRAFFIC SIGN SUMMARY SHEET 28

PLOT DATE: 7/17/2024
DRAWN BY: R.M. O'BRIEN
CHECKED BY: E.P. DETRICK
SHEET 230 OF 424

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET 29

SHSM = FHWA 2023 STANDARD HIGHWAY SIGNS AND MARKINGS BOOK

MILE MARKER, DIRECTION	SIGN LEGEND	SIGN DIMENSIONS EA.	SIGN DIMENSIONS WIDTH (in)	SIGN DIMENSIONS HEIGHT (in)	NEW & RESET SIGNS FLAT SHEET ALUM.	NEW & RESET SIGNS EXTRUD. ALUM.	NEW & RESET SIGNS REM. & RESET SIGN	EXIST POST RETAIN	EXIST POST REMOVE	NEW SIGN POSTS NO. OF POSTS	FLANGED CHANNEL lb/ft 1.12	FLANGED CHANNEL lb/ft 2.0	FLANGED CHANNEL lb/ft 3.0	SQUARE TUBE STEEL (in) lb/ft 1.75	SQUARE TUBE STEEL (in) lb/ft 2.0	SQUARE TUBE STEEL (in) lb/ft 2.5	ANCHOR	SLEEVE	TUBULAR ALUMINUM DIA (in) lb/ft 3.0	TUBULAR ALUMINUM DIA (in) lb/ft 4.0	TUBULAR ALUMINUM DIA (in) lb/ft 4.0Mod	TUBULAR STEEL DIA (in) FND-ATION	TUBULAR STEEL DIA (in) lb/ft 3.0	TUBULAR STEEL DIA (in) lb/ft 3.5	TUBULAR STEEL DIA (in) lb/ft 4.0	TUBULAR STEEL DIA (in) lb/ft 5.0	W-SHAPE STEEL FTG. SIZE 24"	W-SHAPE STEEL FTG. SIZE 30"	W-SHAPE STEEL WEIGHT	W-SHAPE STEEL POST SIZE	SIGN FRAME	REMARKS	SIGN DETAIL SHSM	SIGN DETAIL SIGN DETAILS SHEET NUMBER	SIGN DETAIL STD. SHEET NUMBER
B 70+51 RT	Stockbridge Post Office → 3/10																															RETAIN SIGN	OBDS		E-125
B 73+92 RT	1000 1419 0140	1	6	10	0.42					1				8.0																			VD-700		T-44
B 74+52 RT	1000 1419 0140						1.00		1																								VD-700		T-44
B 81+82 LT	SPEED LIMIT 50	1	24	30	5.00		1.00		1	1					15.0																	50 MPH	R2-1		
B 82+59 RT	LEGAL LOAD LIMIT 24,000 POUNDS							1																								RETAIN SIGN	VR-017		T-70
B 82+59 RT	South Hill Rd						1.00																									WOG, MOUNTED ABOVE R1-1	D3-1		
B 82+59 RT	STOP							1																								RETAIN SIGN	R1-1		
B 82+59 RT	1000 1419 0157	1	6	10	0.42																											MOUNT BELOW R1-1	VD-700		T-44
B 83+13 RT	South Hill Rd	2	60	12	7.50					2					30.0																	WOG, DOUBLE SIDED	D3-1	242	
B 83+91 RT								1																								RETAIN SIGN	W11-2		
B 83+91 RT	750 FT																															RETAIN SIGN	W16-2aP		
B 87+58 RT	JCT	1	21	15	2.19		1.00		1	1					15.0																	GOW	M2-1P		
B 87+58 RT	VERMONT 107	1	30	24	5.00		1.00																									GOW, MOUNT BELOW M2-1P	VM1-5a		E-136B
B 91+68 RT	NORTH	1	24	12	2.00		1.00		2	2					30.0																X	GOW	M3-1P		T-92
B 91+68 RT	VERMONT 100	1	30	24	5.00		1.00																									GOW, MOUNT BELOW M3-1P	VM1-5a		E-136B
B 91+68 RT	↰	1	21	15	2.19		1.00																									GOW, MOUNT BELOW VM1-5a	M5-1P		
B 91+68 RT	EAST	1	24	12	2.00		1.00																									GOW, MOUNT RIGHT OF M3-1P	M3-2P		
											FT	FT	FT	FT 8.0	FT 90.0	FT		EA.	LB	LB	LB		LB	LB	LB	LB								
SUBTOTALS SHEET 29					SF 31.72	SF	EA. 9.00				FT			FT 98.0					LB			EA.	LB				EA.	EA.	LB					

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

vhb

PROJECT NAME: KILLINGTON - STOCKBRIDGE
PROJECT NUMBER: ER STP 022-1(25)

FILE NAME: z12B234_tsss.dgn
PROJECT LEADER: E.P. DETRICK
DESIGNED BY: R.M. O'BRIEN
TRAFFIC SIGN SUMMARY SHEET 29

PLOT DATE: 7/17/2024
DRAWN BY: R.M. O'BRIEN
CHECKED BY: E.P. DETRICK
SHEET 231 OF 424

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET 30

SHSM = FHWA 2023 STANDARD HIGHWAY SIGNS AND MARKINGS BOOK

MILE MARKER, DIRECTION	SIGN LEGEND	SIGN DIMENSIONS EA.	WIDTH (in)	HEIGHT (in)	NEW & RESET SIGNS FLAT SHEET ALUM.	EXTRUD. ALUM.	REM. & RESET SIGN	EXIST POST RETAIN	REMOVE	NEW SIGN POSTS NO. OF POSTS	FLANGED CHANNEL lb/ft 1.12	2.0	3.0	SQUARE TUBE STEEL (in) lb/ft 1.75 1.88	2.0 2.42	2.5 3.35	ANCHOR	SLEEVE	TUBULAR ALUMINUM DIA (in) lb/ft 3.0 1.3	4.0 1.7	4.0Mod 1.7	TUBULAR STEEL DIA (in) lb/ft FND-ATION	3.0 7.6	3.5 9.0	4.0 10.8	5.0 14.6	W-SHAPE STEEL FTG. SIZE 24"	30"	WEIGHT	POST SIZE	SIGN FRAME	REMARKS	SIGN DETAIL SHSM	SIGN DETAILS SHEET NUMBER	STD. SHEET NUMBER
B 91+68 RT	VERMONT 107	1	30	24	5.00		1.00																									GOW, MOUNT BELOW M3-2P	VM1-5a		E-136B
B 91+68 RT	↑	1	21	15	2.19		1.00																									GOW, MOUNT BELOW VM1-5a	M6-3P		
B 91+68 RT	TO	1	24	12	2.00		1.00																									MOUNT RIGHT OF M3-2P	M4-5P		
B 91+68 RT	INTERSTATE 89	1	24	24	4.00		1.00																									MOUNT BELOW M4-5P	M1-1		
B 91+68 RT	↑	1	21	15	2.19		1.00																									MOUNT BELOW M1-1	M6-3P		
B 93+43 RT	WATCH FOR TURNING VEHICLES	1	30	30	6.25		1.00		2	1					15.0																		VW-205		T-82
B 94+88 LT	Pittsfield 3	1	72	12	6.00		1.00		2	2					30.0																	WOG	VD2-1	243	T-93
B 94+88 LT	Killington 11	1	72	12	6.00		1.00																									WOG, MOUNT BELOW VD2-1	VD2-1	243	T-93
B 94+88 LT	Rutland 22	1	72	12	6.00		1.00																									WOG, MOUNT BELOW VD2-1	VD2-1	243	T-93
B 94+88 LT	1000 1419 0180	1	6	10	0.42																											MOUNT BELOW VD2-1	VD-700		T-44
B 95+62 RT								1																								RETAIN SIGNS	W1-10R		
B 95+62 RT	VT 100																															BOY, MOUNTED BELOW W1-10R	W16-8P		
B 96+53 LT								1																								RETAIN SIGN	W11-2		
B 96+53 LT	750 FT																															RETAIN SIGN	W16-2aP		
B 97+60 RT	↑ Bethel 10							2																								WOG, RETAIN SIGN	VD1-1A		T-93
B 97+60 RT	← Stockbridge 1																															WOG, RETAIN SIGN, MOUNTED BELOW D1-	VD1-1A		T-93
B 97+60 RT	← Rochester 9																															WOG, RETAIN SIGN, MOUNTED BELOW D1-	VD1-1A		T-93
											FT	FT	FT	FT	FT 45.0	FT		EA.	LB	LB	LB		LB	LB	LB	LB									
SUBTOTALS SHEET 30					SF 40.05	SF	EA. 9.00				FT				FT 45.0				LB			EA.	LB				EA.	EA.	LB						

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

vhb

PROJECT NAME: KILLINGTON - STOCKBRIDGE
PROJECT NUMBER: ER STP 022-1(25)

FILE NAME: z12B234_tsss.dgn
PROJECT LEADER: E.P. DETRICK
DESIGNED BY: R.M. O'BRIEN
TRAFFIC SIGN SUMMARY SHEET 30

PLOT DATE: 7/17/2024
DRAWN BY: R.M. O'BRIEN
CHECKED BY: E.P. DETRICK
SHEET 232 OF 424

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET 31

SHSM = FHWA 2023 STANDARD HIGHWAY SIGNS AND MARKINGS BOOK

MILE MARKER, DIRECTION	SIGN LEGEND	SIGN DIMENSIONS EA.	SIGN DIMENSIONS WIDTH (in)	SIGN DIMENSIONS HEIGHT (in)	NEW & RESET SIGNS FLAT SHEET ALUM.	NEW & RESET SIGNS EXTRUD. ALUM.	NEW & RESET SIGNS REM. & RESET SIGN	EXIST POST RETAIN	EXIST POST REMOVE	NEW SIGN POSTS NO. OF POSTS	FLANGED CHANNEL lb/ft 1.12	FLANGED CHANNEL lb/ft 2.0	FLANGED CHANNEL lb/ft 3.0	SQUARE TUBE STEEL (in) 1.75 lb/ft 1.88	SQUARE TUBE STEEL (in) 2.0 lb/ft 2.42	SQUARE TUBE STEEL (in) 2.5 lb/ft 3.35	ANCHOR	SLEEVE	TUBULAR ALUMINUM DIA (in) 3.0 lb/ft 1.3	TUBULAR ALUMINUM DIA (in) 4.0 lb/ft 1.7	TUBULAR ALUMINUM DIA (in) 4.0Mod lb/ft 1.7	TUBULAR STEEL DIA (in) FND-ATION	TUBULAR STEEL DIA (in) 3.0 lb/ft 7.6	TUBULAR STEEL DIA (in) 3.5 lb/ft 9.0	TUBULAR STEEL DIA (in) 4.0 lb/ft 10.8	TUBULAR STEEL DIA (in) 5.0 lb/ft 14.6	W-SHAPE STEEL FTG. SIZE 24"	W-SHAPE STEEL FTG. SIZE 30"	W-SHAPE STEEL WEIGHT	W-SHAPE STEEL POST SIZE	SIGN FRAME	REMARKS	SIGN DETAIL SHSM	SIGN DETAIL SIGN DETAILS SHEET NUMBER	SIGN DETAIL STD. SHEET NUMBER
B 98+60 RT	PARK - RIDE							1																									RETAIN SIGN	D4-2L		
B 99+00 LT	SOUTH							1																									GOW, RETAIN SIGN	M3-3P		
B 99+00 LT	VERMONT 100																																GOW, RETAIN SIGN, MOUNTED BELOW M3-	VM1-5a		E-136B
B 99+60 RT	NORTH							1																									GOW, RETAIN SIGN	M3-1P		
B 99+60 RT	VERMONT 100																																GOW, RETAIN SIGN, MOUNTED BELOW M3-	VM1-5a		E-136B
B 99+60 RT	←																																GOW, RETAIN SIGN, MOUNTED BELOW VM1	M6-1P		
B 99+60 RT	EAST							1																									GOW, RETAIN SIGN	M3-2P		
B 99+60 RT	VERMONT 107																																GOW, RETAIN SIGN, MOUNTED BELOW M3-	VM1-5a		E-136B
B 99+60 RT	↑																																GOW, RETAIN SIGN, MOUNTED BELOW VM1	M6-3P		
B 99+60 RT	1070 1419 0004																																RETAIN SIGN, MOUNTED BELOW M6-3	VD-700		T-44
B 99+60 RT	THROUGH WAY ENDS HERE																																RETAIN SIGN	VR-040		T-71
B 100+78 RT	NORTH							1																									GOW, RETAIN SIGN	M3-1P		
B 100+78 RT	VERMONT 100																																GOW, RETAIN SIGN, MOUNTED BELOW M3-	VM1-5a		E-136B
B 100+78 RT	←																																GOW, RETAIN SIGN, MOUNTED BELOW VM1	M6-1P		
S 0+95 LT	SOUTH							1																									GOW, RETAIN SIGN	M3-3P		
S 0+95 LT	VERMONT 100																																GOW, RETAIN SIGN, MOUNTED BELOW M3-	VM1-5a		E-136B
S 0+95 LT	↑																																GOW, RETAIN SIGN, MOUNTED BELOW VM1	M6-3P		
											FT	FT	FT	FT	FT	FT		EA.	LB	LB	LB		LB	LB	LB	LB								
											FT			FT					LB				LB												
		SUBTOTALS SHEET 31			SF	SF	EA.				FT			FT					LB			EA.	LB				EA.	EA.	LB						

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

vhb

PROJECT NAME: KILLINGTON - STOCKBRIDGE
PROJECT NUMBER: ER STP 022-1(25)

FILE NAME: z12B234_tsss.dgn
PROJECT LEADER: E.P. DETRICK
DESIGNED BY: R.M. O'BRIEN
TRAFFIC SIGN SUMMARY SHEET 31

PLOT DATE: 7/17/2024
DRAWN BY: R.M. O'BRIEN
CHECKED BY: E.P. DETRICK
SHEET 233 OF 424

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET 32

SHSM = FHWA 2023 STANDARD HIGHWAY SIGNS AND MARKINGS BOOK

MILE MARKER, DIRECTION	SIGN LEGEND	SIGN DIMENSIONS			NEW & RESET SIGNS			EXIST POST		NEW SIGN POSTS																				REMARKS	SIGN DETAIL		
											FLANGED CHANNEL			SQUARE TUBE STEEL (in)					TUBULAR ALUMINUM DIA (in)			TUBULAR STEEL DIA (in)				W-SHAPE STEEL								
											lb/ft			1.75	2.0	2.5			3.0	4.0	4.0Mod		3.0	3.5	4.0	5.0	FTG. SIZE							
		EA.	WIDTH (in)	HEIGHT (in)	FLAT SHEET ALUM.	EXTRUD. ALUM.	REM. & RESET SIGN	RETAIN	REMOVE	NO. OF POSTS	1.12	2.0	3.0	1.88	2.42	3.35	ANCHOR	SLEEVE	1.3	1.7	1.7	FND-ATION	7.6	9.0	10.8	14.6	24"	30"	WEIGHT	POST SIZE	SIGN	FRAME		SHSM	SIGN DETAILS SHEET NUMBER	STD. SHEET NUMBER
S 0+95 LT	NORTH							1																									GOW, RETAIN SIGN	M3-1P		
S 0+95 LT	VERMONT 100																																GOW, RETAIN SIGN, MOUNTED BELOW M3-	VM1-5a		E-136B
S 0+95 LT	→																																GOW, RETAIN SIGN, MOUNTED BELOW VM1	M6-1P		
	SUBTOTALS SHEET 1				53.30		15.00								180.0																					
	SUBTOTALS SHEET 2				72.51		23.00								210.0																					
	SUBTOTALS SHEET 3				62.30		18.00								150.0																					
	SUBTOTALS SHEET 4				45.88		7.00								75.0																					
	SUBTOTALS SHEET 5				59.51		15.00							24.0	90.0																					
	SUBTOTALS SHEET 6				53.17		6.00								195.0																					
	SUBTOTALS SHEET 7				77.17		5.00							8.0	240.0																					
	SUBTOTALS SHEET 8				15.17		6.00							8.0	30.0																					
	SUBTOTALS SHEET 9				101.68		5.00							24.0	420.0																					
	SUBTOTALS SHEET 10				60.59		5.00							8.0	210.0																					
	SUBTOTALS SHEET 11				46.17		7.00								135.0																					
	SUBTOTALS SHEET 12				58.84		4.00							8.0	240.0																					
	SUBTOTALS SHEET 13				84.09		10.00								225.0																					
	SUBTOTALS SHEET 14				68.84		5.00								135.0																					
	SUBTOTALS SHEET 15				43.76		6.00							8.0	120.0																					
	SUBTOTALS SHEET 16				75.52		15.00							32.0	225.0																					
	SUBTOTALS SHEET 17				56.84		6.00							16.0	195.0																					
	SUBTOTALS SHEET 18				19.52		8.00							40.0	105.0																					
	SUBTOTALS SHEET 19				42.85		6.00							24.0	105.0																					
	SUBTOTALS SHEET 20				41.67		6.00								105.0																					
	SUBTOTALS SHEET 21				44.09		8.00							16.0	105.0																					
	SUBTOTALS SHEET 22				11.26		3.00							8.0	30.0																					
	SUBTOTALS SHEET 23				52.92		9.00								120.0																					
	SUBTOTALS SHEET 24				55.92		7.00								180.0																					
	SUBTOTALS SHEET 25				58.76		10.00							24.0	150.0																					
	SUBTOTALS SHEET 26				50.26		12.00								120.0																					
	SUBTOTALS SHEET 27				47.34		8.00							16.0	105.0																					
	SUBTOTALS SHEET 28				58.10		12.00							8.0	113.0																					
	SUBTOTALS SHEET 29				31.72		9.00							8.0	90.0																					
	SUBTOTALS SHEET 30				40.05		9.00								45.0																					
	SUBTOTALS SHEET 31																																			
	SUBTOTALS SHEET 32																																			
											FT	FT	FT	FT 280.0	FT 4448.0	FT		EA.	LB	LB	LB		LB	LB	LB	LB									
											FT			FT					LB			EA.	LB				EA.	EA.	LB						
	PROJECT TOTALS				SF 1589.80	SF	EA. 265.00				FT			FT 4,728.0					LB			EA.	LB				EA.	EA.	LB						

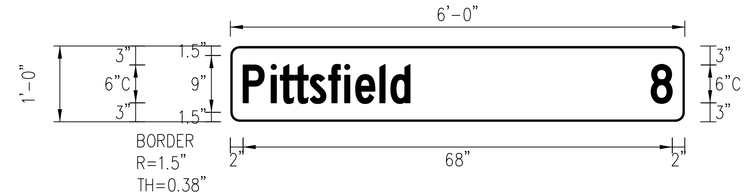
FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND THE VTRANS "SIGN POST DESIGN GUIDELINE".

vhb

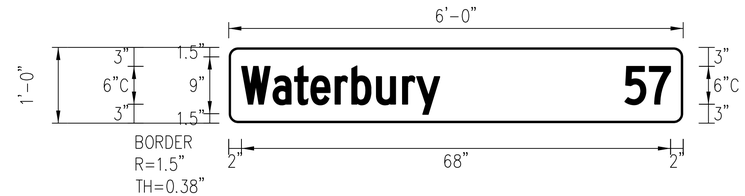
PROJECT NAME: KILLINGTON - STOCKBRIDGE
PROJECT NUMBER: ER STP 022-1(25)

FILE NAME: z12B234_tsss.dgn
PROJECT LEADER: E.P. DETRICK
DESIGNED BY: R.M. O'BRIEN
TRAFFIC SIGN SUMMARY SHEET 32

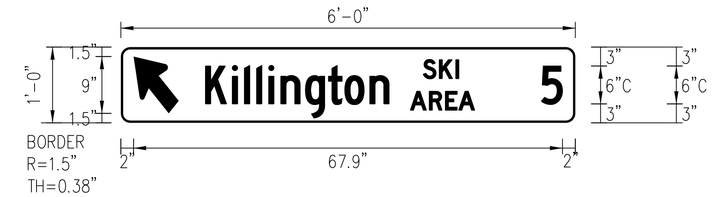
PLOT DATE: 7/17/2024
DRAWN BY: R.M. O'BRIEN
CHECKED BY: E.P. DETRICK
SHEET 234 OF 424



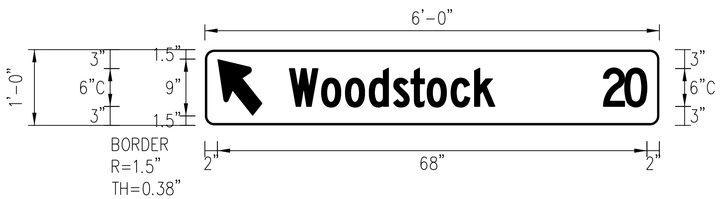
STA 10+36, RT



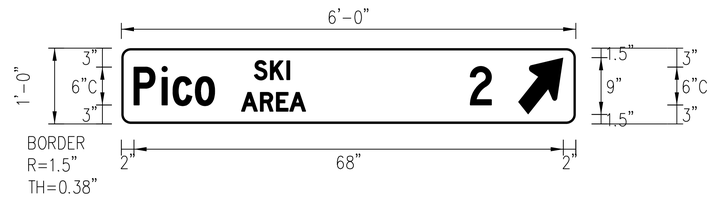
STA 10+36, RT



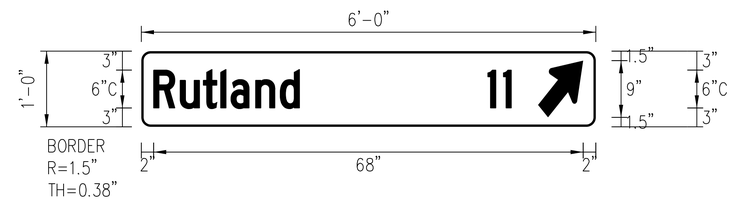
STA 12+38, LT



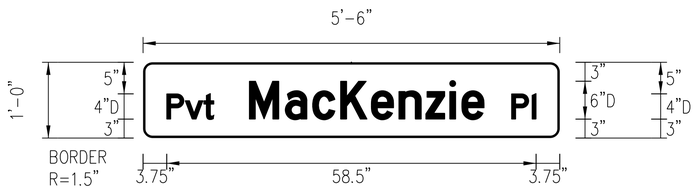
STA 12+38, LT



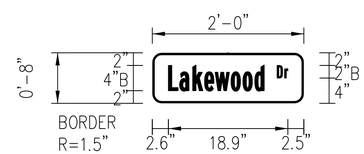
STA 12+38, LT



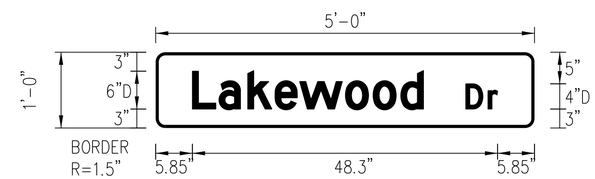
STA 12+38, LT



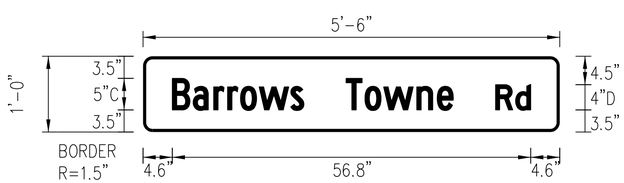
STA 45+45, RT



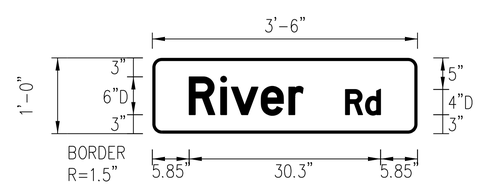
STA 44+65, RT
STA 54+00, LT



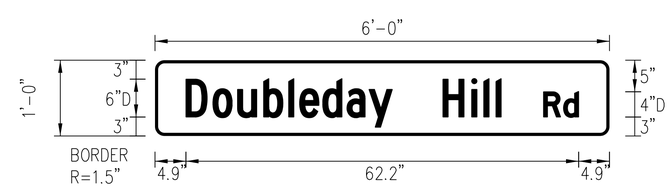
STA 48+62, RT



STA 103+80, LT



STA 119+87, RT



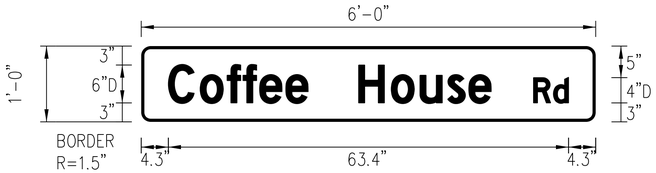
STA 135+48, RT

NOTE:
ALL STREET NAME SIGNS SHALL BE DOUBLE SIDED.

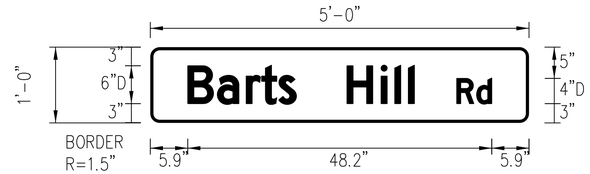
Indicate which ones are street name signs vs d-boards.

Indicate on this sheet that all signs are white border/legend on green background.

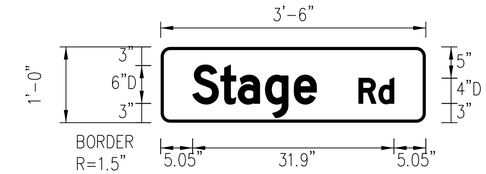
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234_tsss.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: R.M. O'BRIEN
DESIGNED BY: R.M. O'BRIEN	CHECKED BY: E.P. DETRICK
GUIDE SIGN LAYOUT SHEET 1	SHEET 235 OF 424



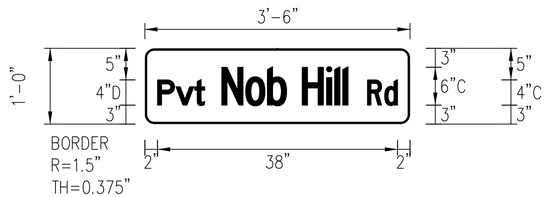
STA 144+10, LT



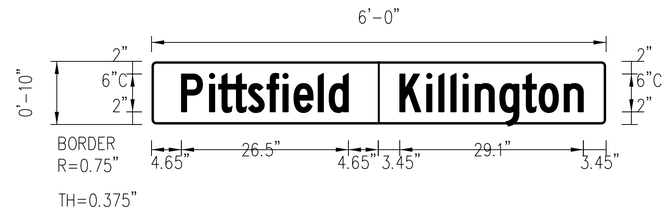
STA 171+77, RT



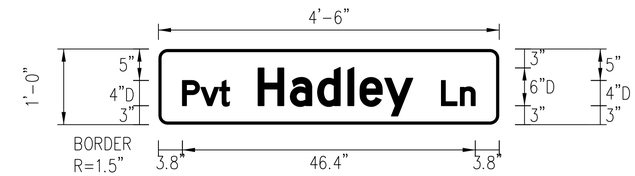
STA 186+48, LT



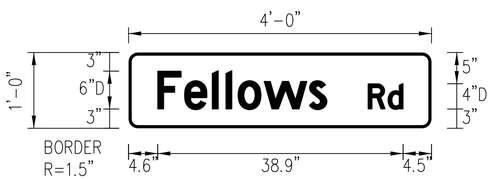
STA 204+64, RT



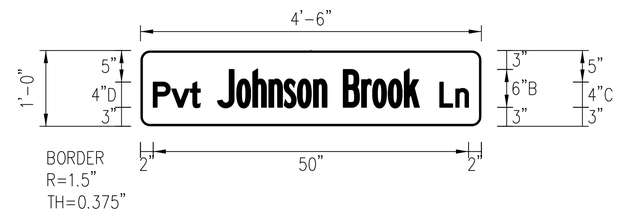
STA 207+87, RT



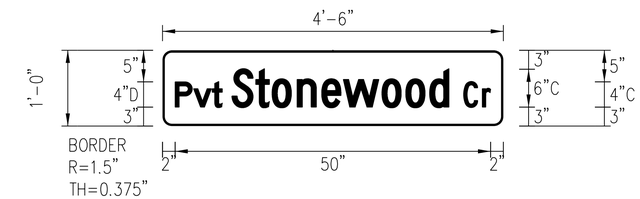
STA 186+48, LT



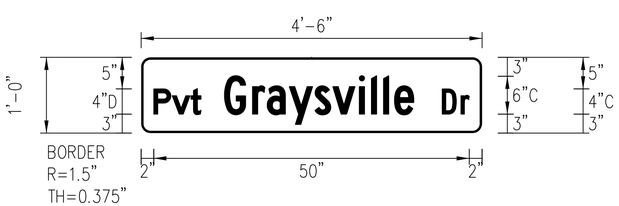
STA A 37+53, LT



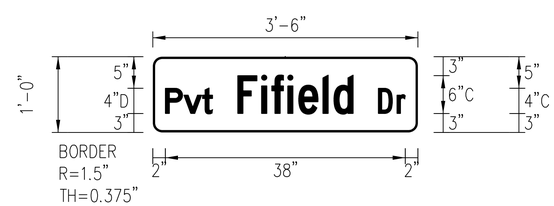
STA A 61+08, RT



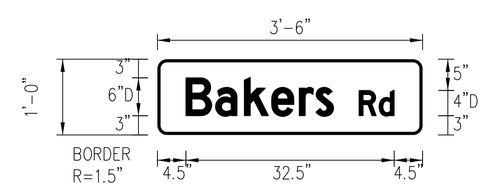
STA A 74+75, LT



STA A 85+33, RT



STA A 94+29, RT



STA A 108+08, LT

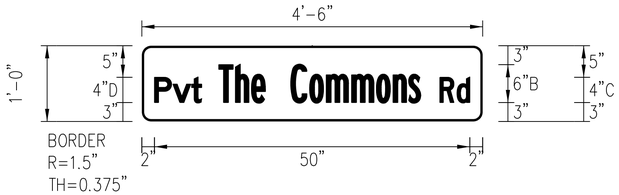
NOTE:
ALL STREET NAME SIGNS SHALL BE DOUBLE SIDED.

Indicate which ones are street name signs vs d-boards.

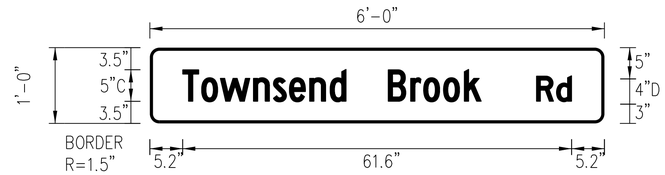
Indicate on this sheet that all signs are white border/legend on green background.

PROJECT NAME:	KILLINGTON - STOCKBRIDGE
PROJECT NUMBER:	ER STP 022-1(25)

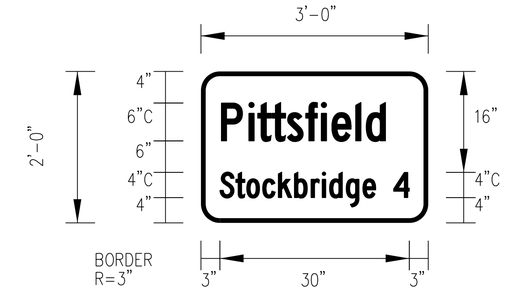
FILE NAME: z12B234_tsss.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: R.M. O'BRIEN
DESIGNED BY: R.M. O'BRIEN	CHECKED BY: E.P. DETRICK
GUIDE SIGN LAYOUT SHEET 2	SHEET 236 OF 424



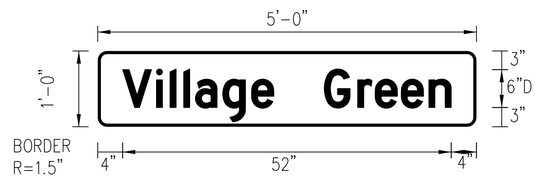
STA A 126+27, RT



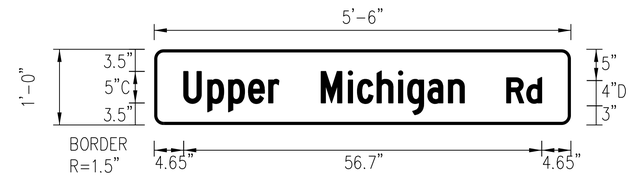
STA A 137+62, LT
STA A 141+15, LT



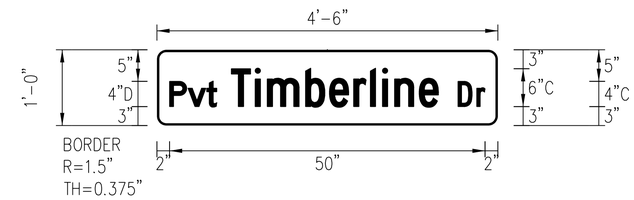
STA A 167+99, RT



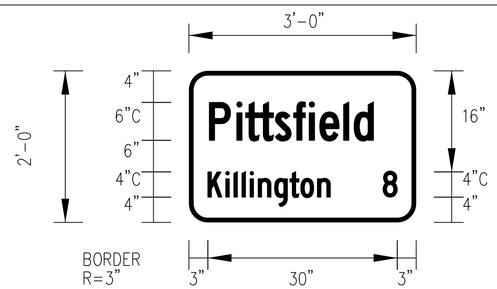
STA A 199+38, RT
STA A 206+18, RT



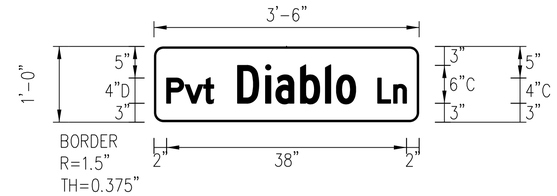
STA A 209+38, LT



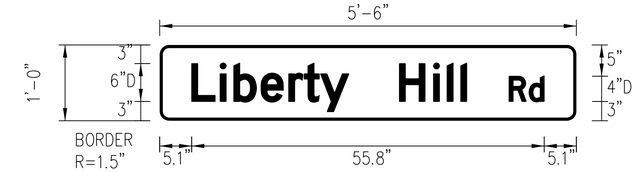
STA A 213+88, LT



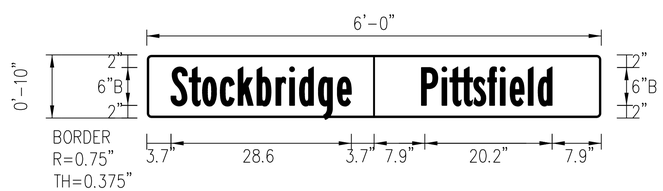
STA A 228+07, LT



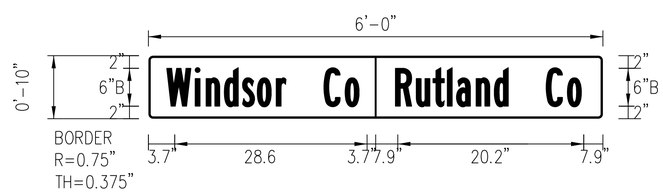
STA 45+45, RT



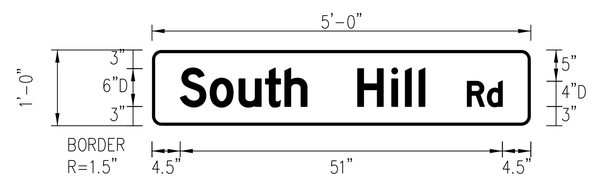
STA A 251+00, LT



STA B 0+25, RT



STA B 0+25, RT



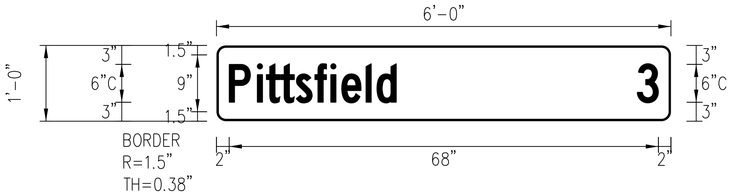
STA B 83+38, RT

NOTE:
ALL STREET NAME SIGNS SHALL BE DOUBLE SIDED.

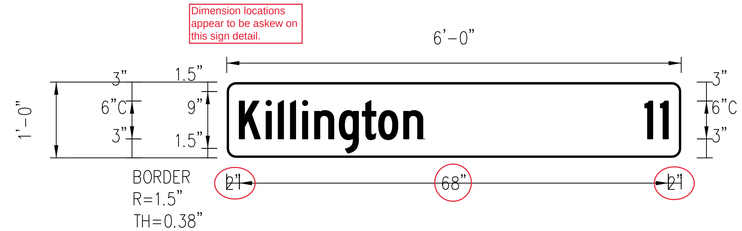
Indicate which ones are street name signs vs d-boards.

Indicate on this sheet that all signs are white border/legend on green background.

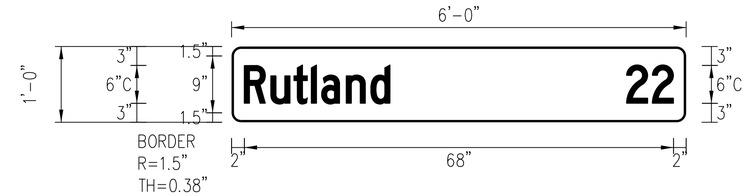
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234_tsss.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: R.M. O'BRIEN
DESIGNED BY: R.M. O'BRIEN	CHECKED BY: E.P. DETRICK
GUIDE SIGN LAYOUT SHEET 3	SHEET 237 OF 424



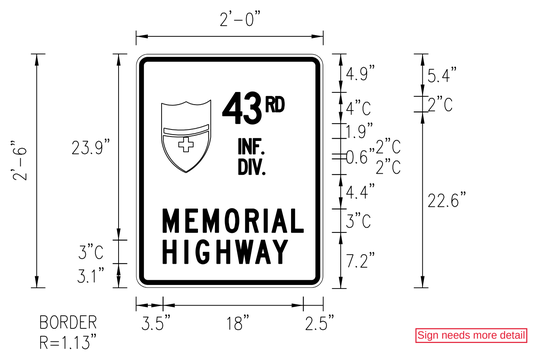
STA B 83+38, RT



STA B 83+38, RT



STA B 83+38, RT



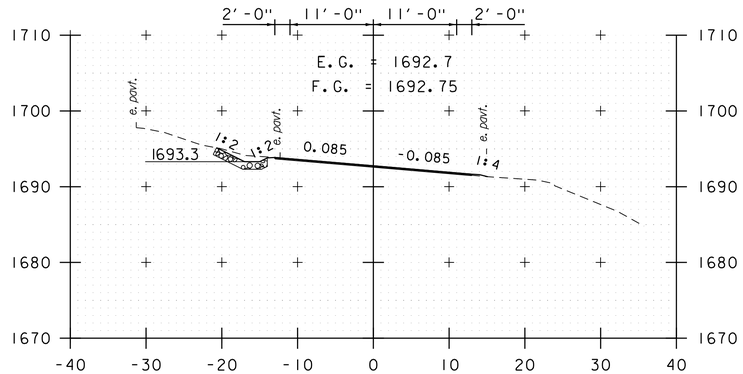
Sign needs more detail

STA 27+79, RT
STA 71+63, LT

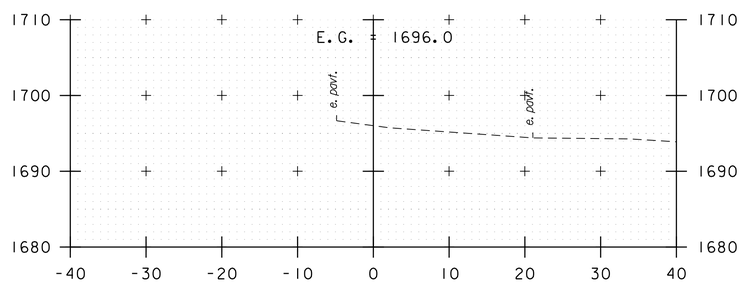
NOTE:
ALL STREET NAME SIGNS SHALL BE DOUBLE SIDED.

Indicate which signs on this sheet are white border/legend on green background.

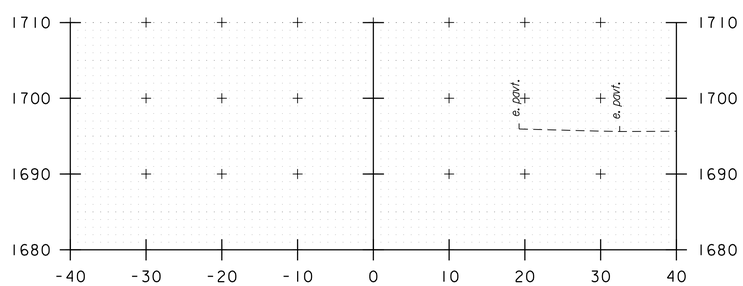
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234_tsss.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: R.M. O'BRIEN
DESIGNED BY: R.M. O'BRIEN	CHECKED BY: E.P. DETRICK
GUIDE SIGN LAYOUT SHEET 4	SHEET 238 OF 424



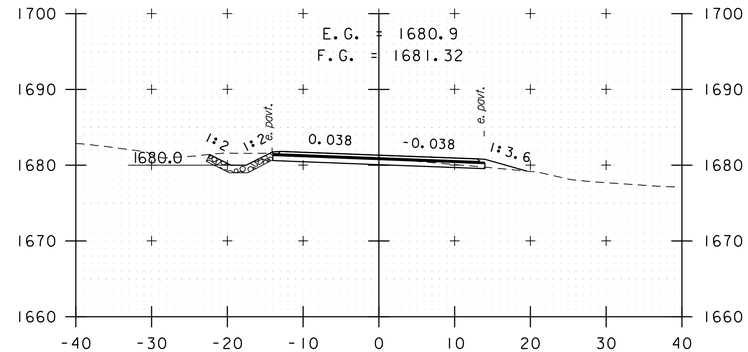
1+50



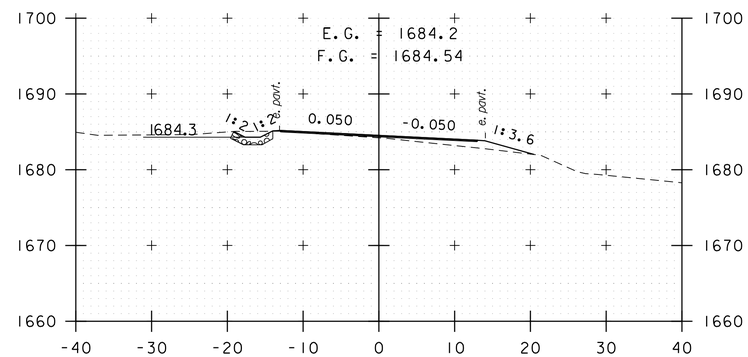
1+00



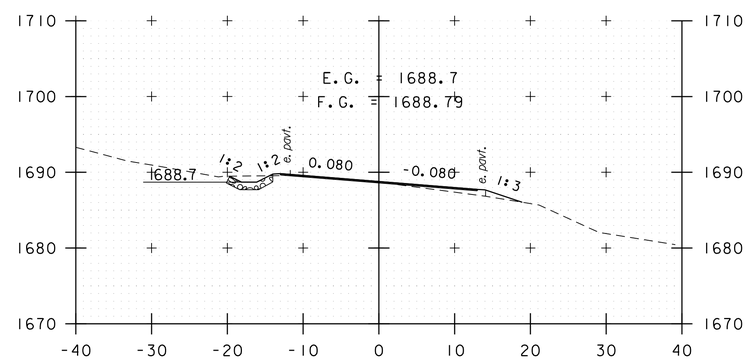
0+51



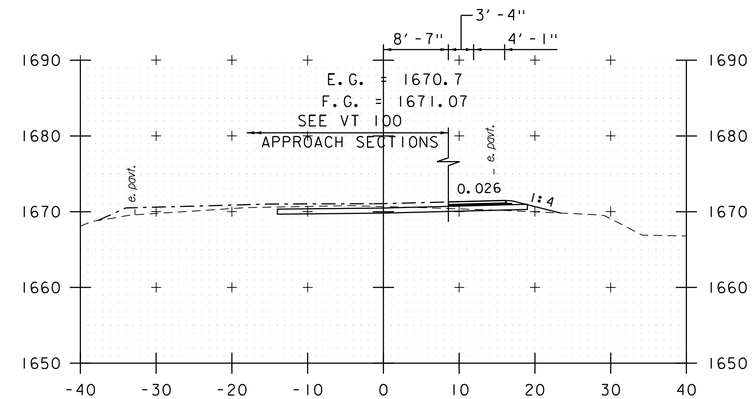
3+00



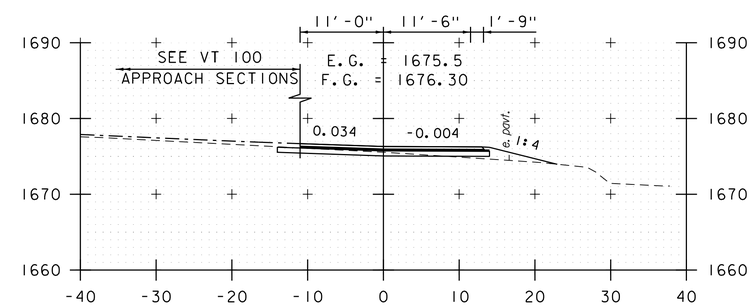
2+50



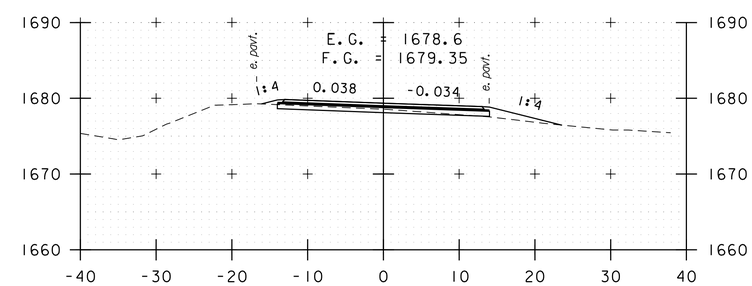
2+00



4+50



4+00

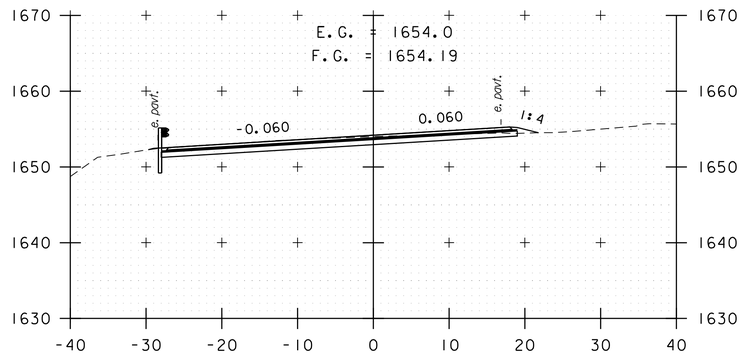


3+50

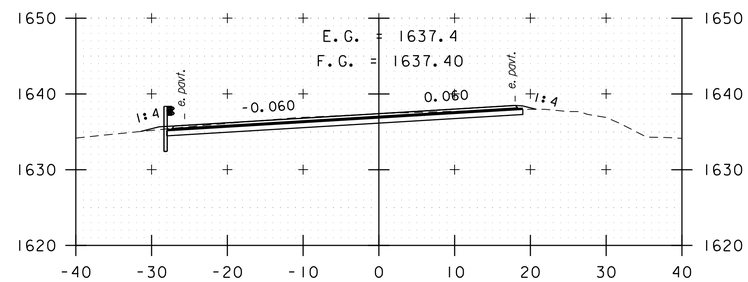
STA. 0+51 TO STA. 4+50

0 10 20
SCALE IN FEET

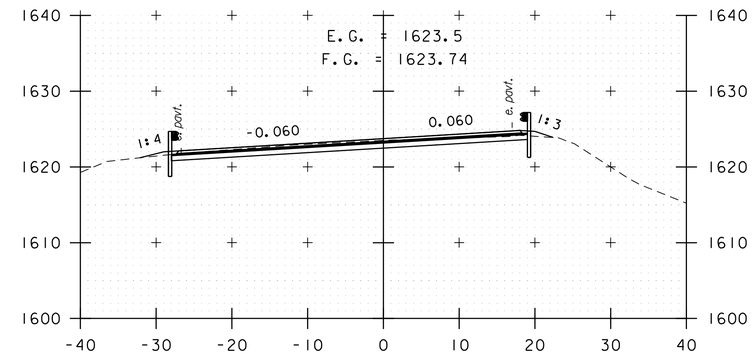
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234_xs_Kill.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
CROSS SECTION SHEET 1	SHEET 239 OF 424



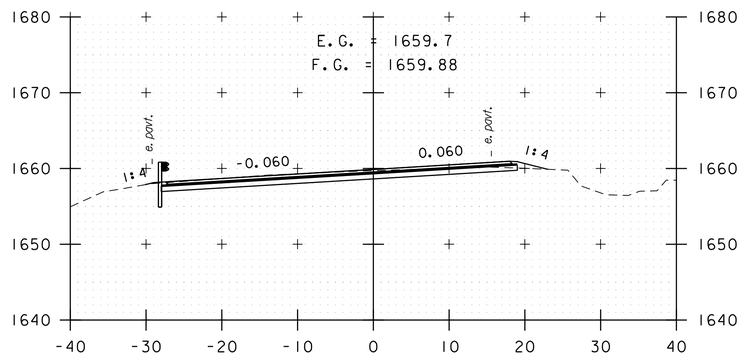
6+00



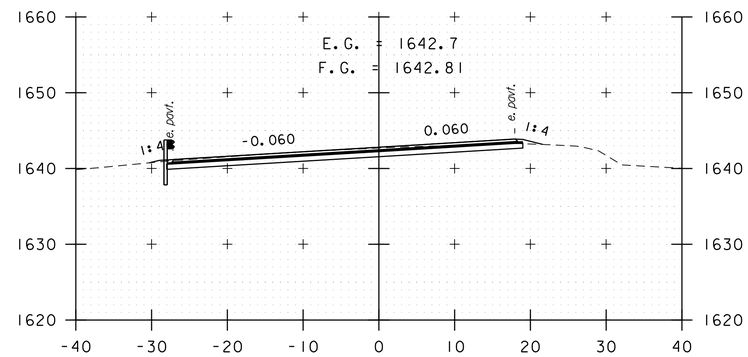
7+50



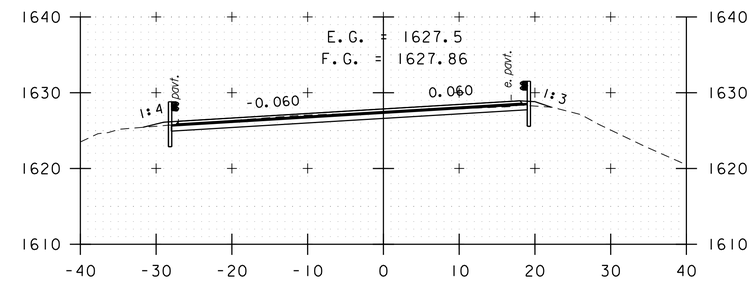
9+00



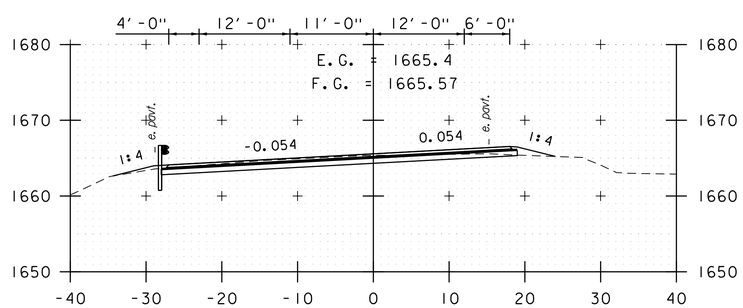
5+50



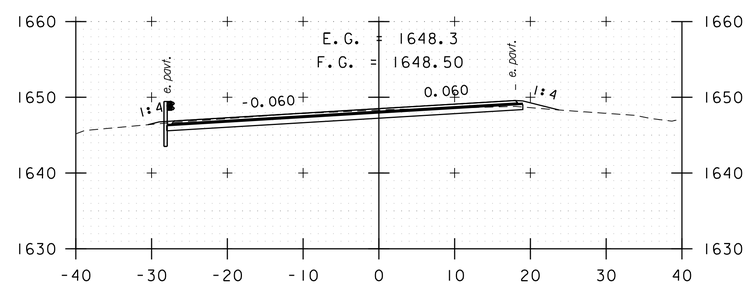
7+00



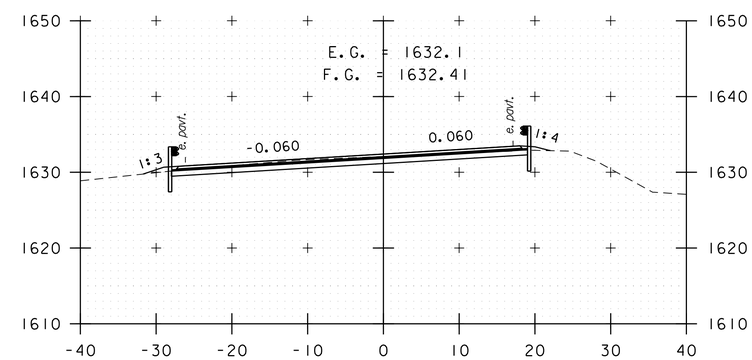
8+50



5+00



6+50



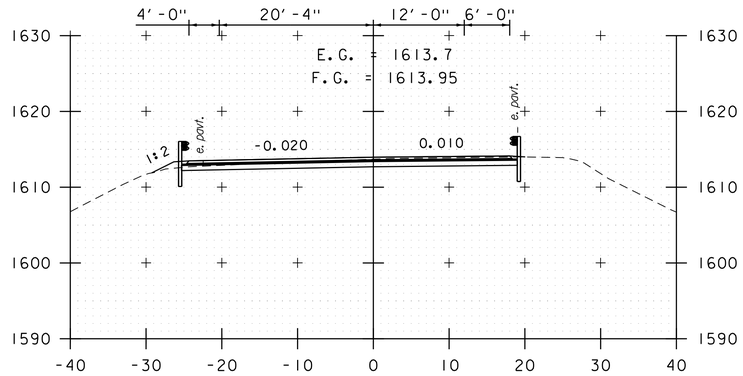
8+00

STA. 5+00 TO STA. 9+00

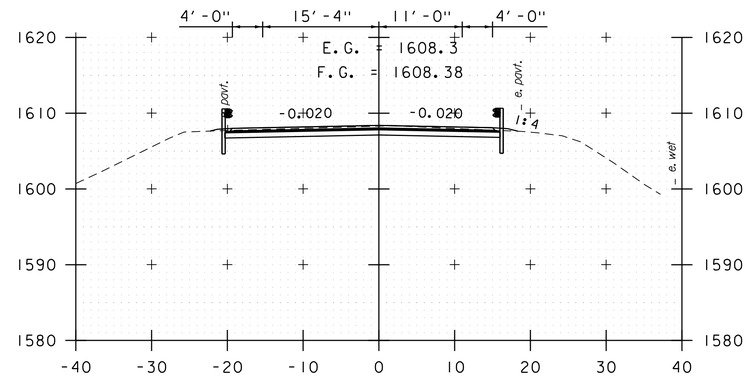
0 10 20
SCALE IN FEET

vhb

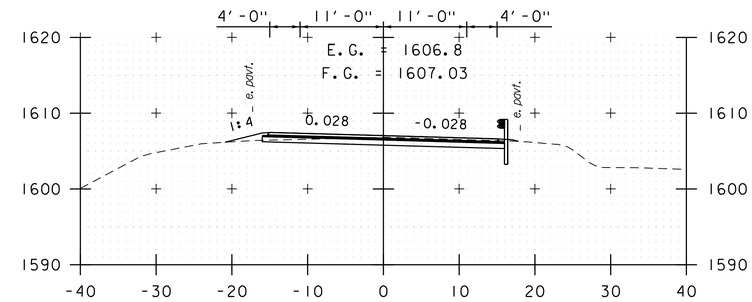
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234_xs_Kill.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
CROSS SECTION SHEET 2	SHEET 240 OF 424



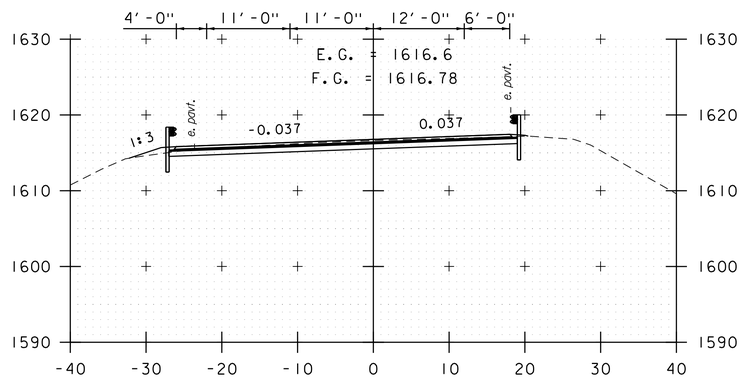
10+50



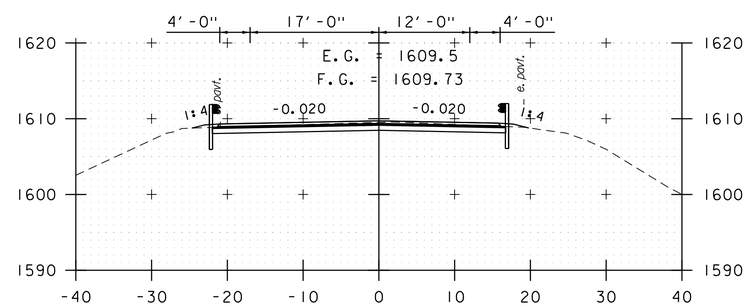
12+00



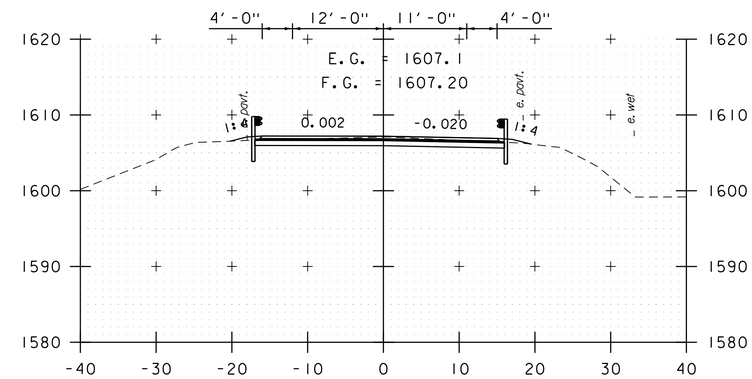
13+50



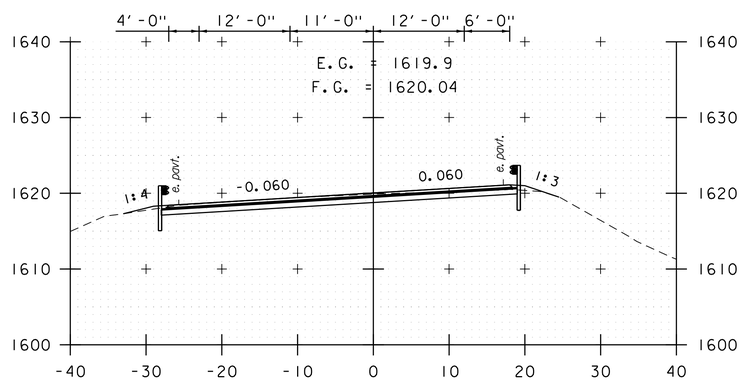
10+00



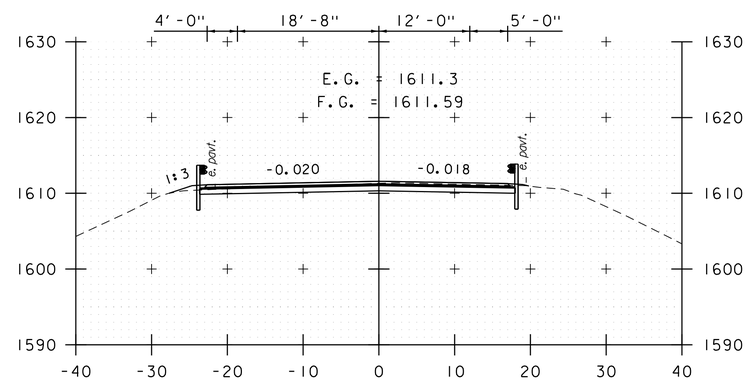
11+50



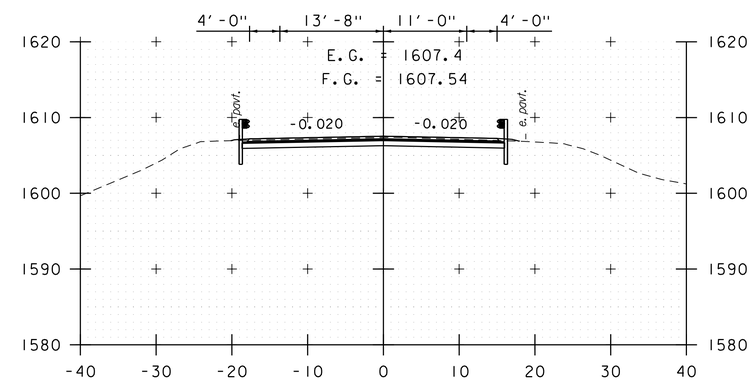
13+00



9+50



11+00

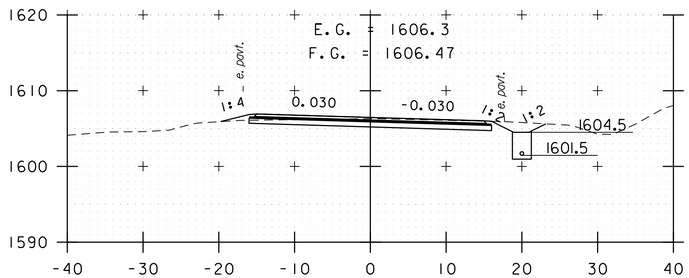


12+50

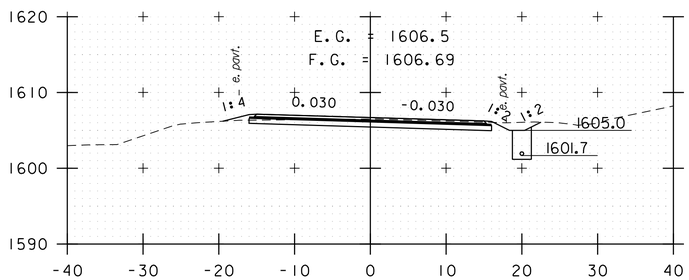
STA. 9+50 TO STA. 13+50

0 10 20
SCALE IN FEET

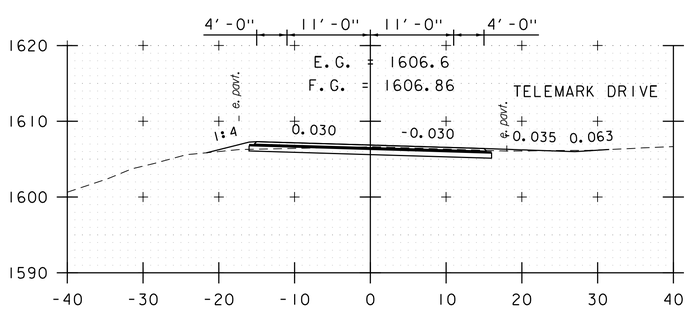
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234_xs_Kill.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
CROSS SECTION SHEET 3	SHEET 241 OF 424



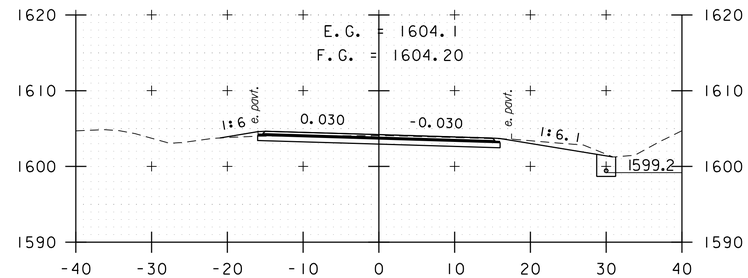
15+00



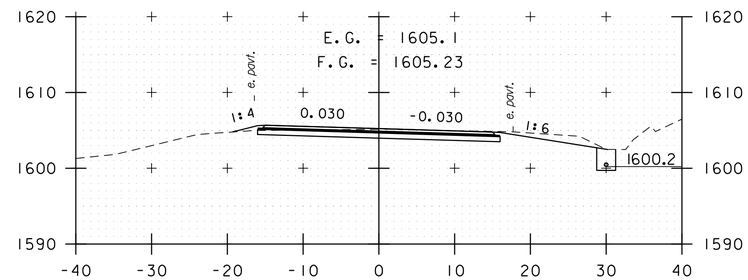
14+50



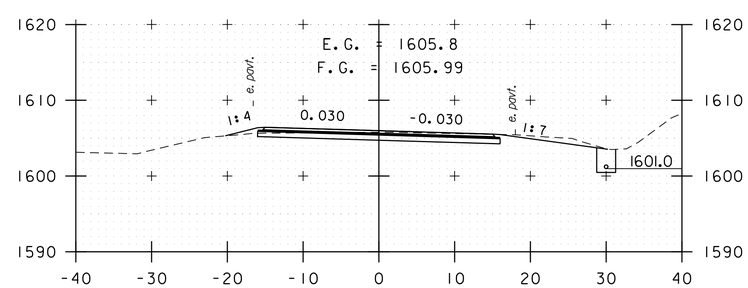
14+00



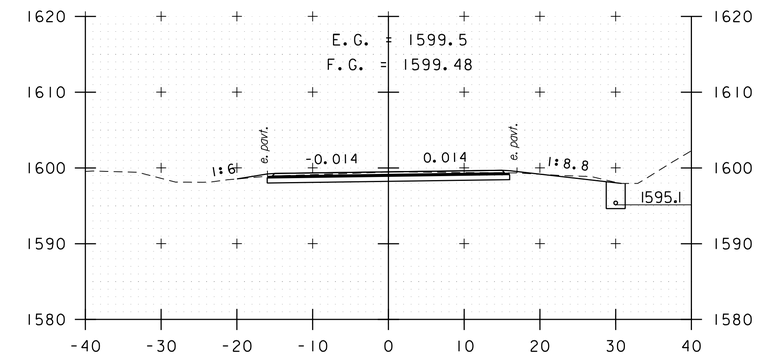
16+50



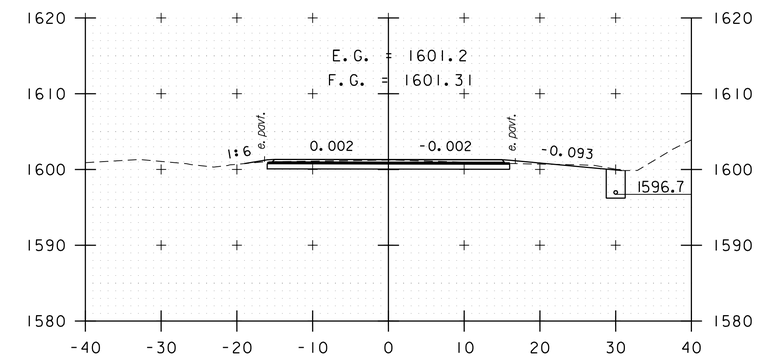
16+00



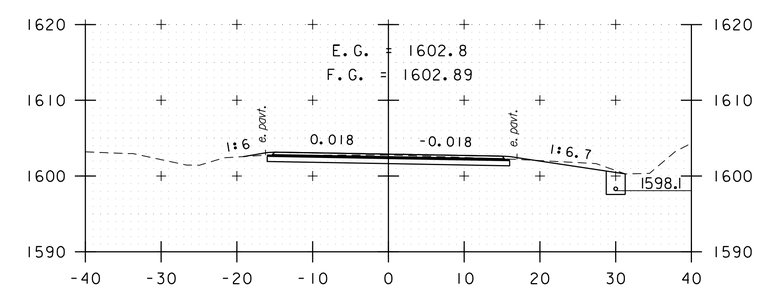
15+50



18+00



17+50

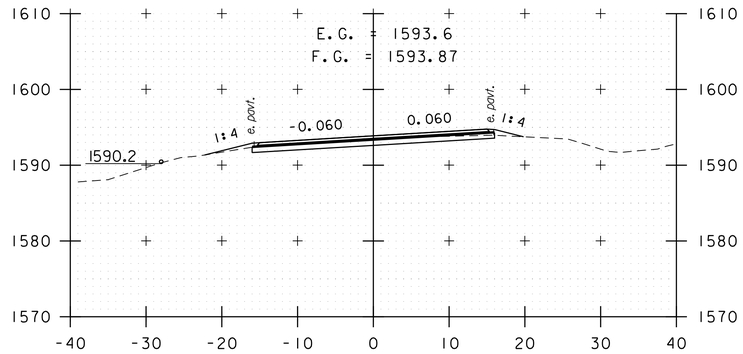


17+00

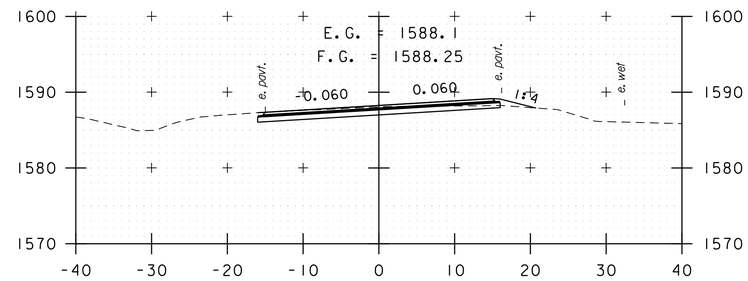
STA. 14+00 TO STA. 18+00

0 10 20
SCALE IN FEET

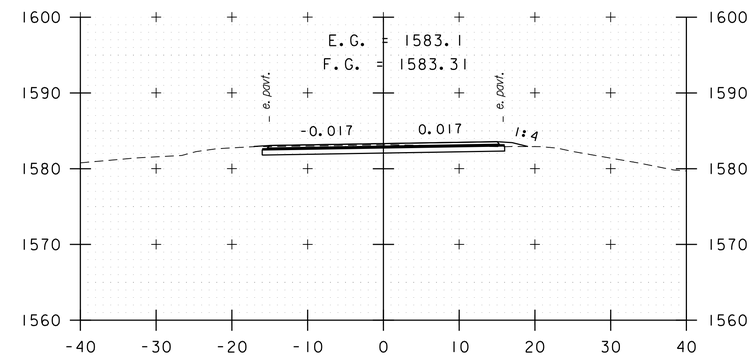
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234_xs_Kill.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
CROSS SECTION SHEET 4	SHEET 242 OF 424



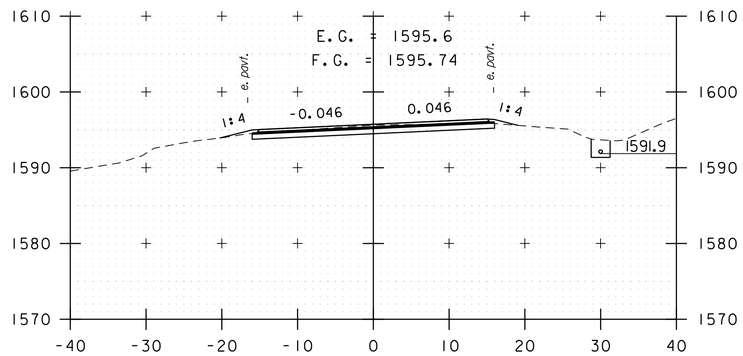
19+50



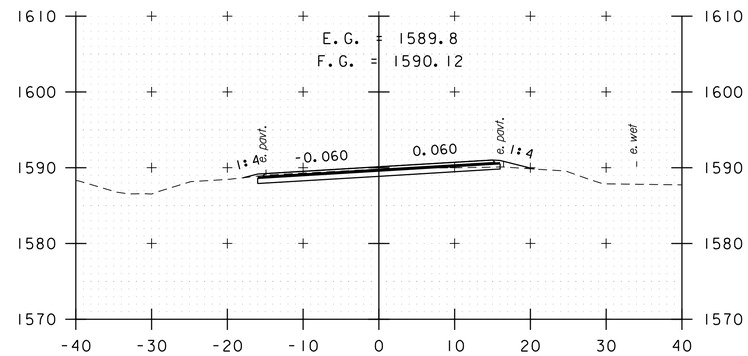
21+00



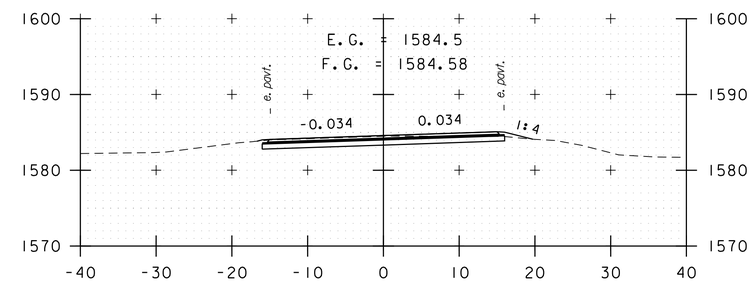
22+50



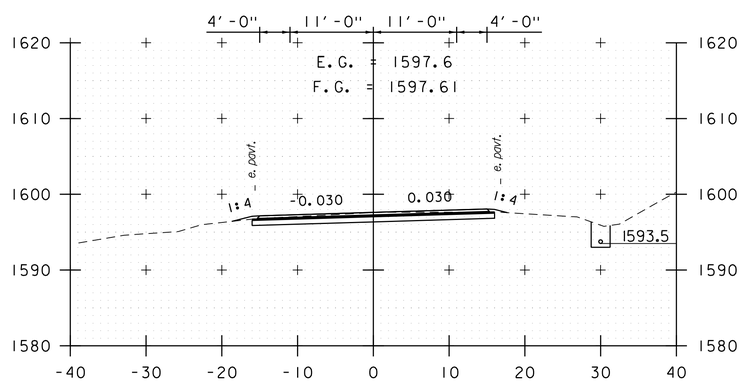
19+00



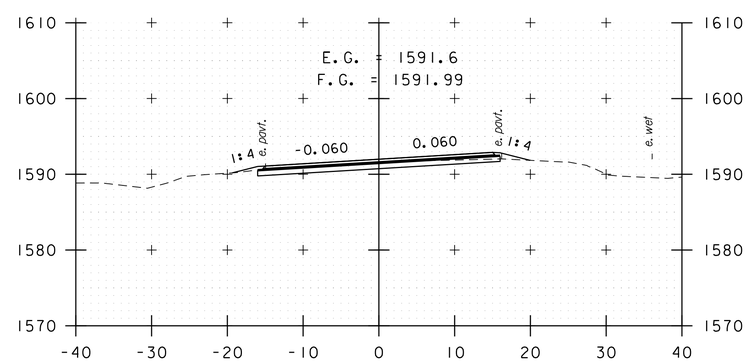
20+50



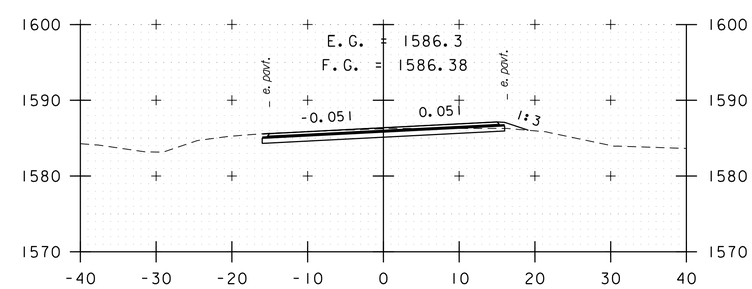
22+00



18+50



20+00

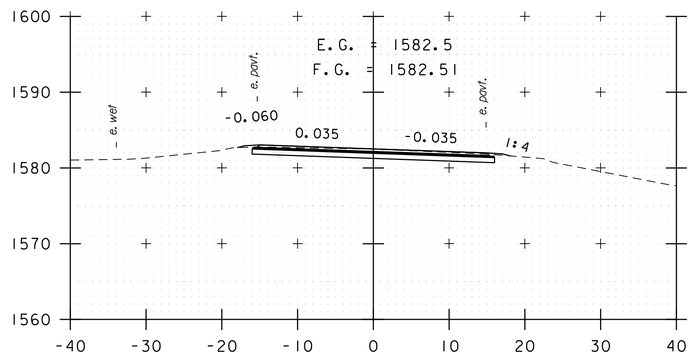


21+50

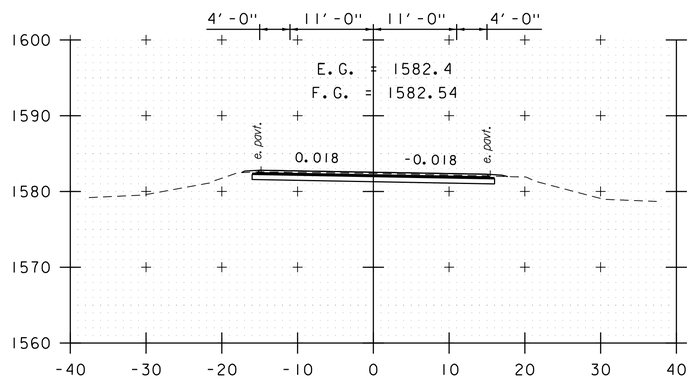
STA. 18+50 TO STA. 22+50

0 10 20
SCALE IN FEET

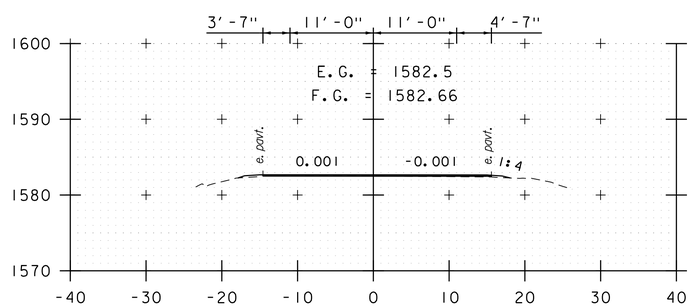
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234_xs_Kill.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
CROSS SECTION SHEET 5	SHEET 243 OF 424



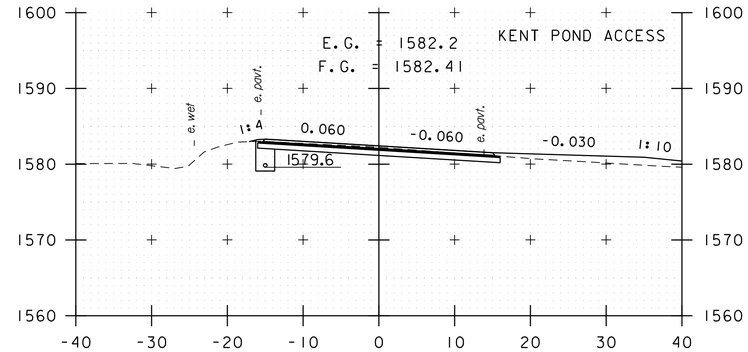
24+00



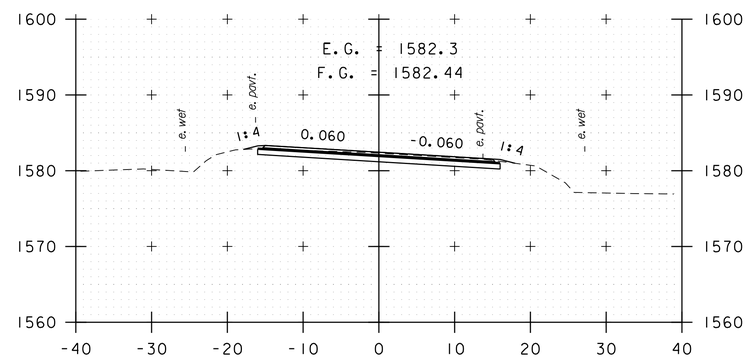
23+50



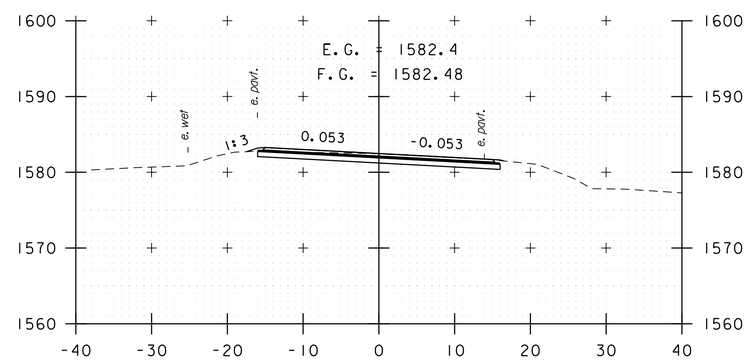
23+00



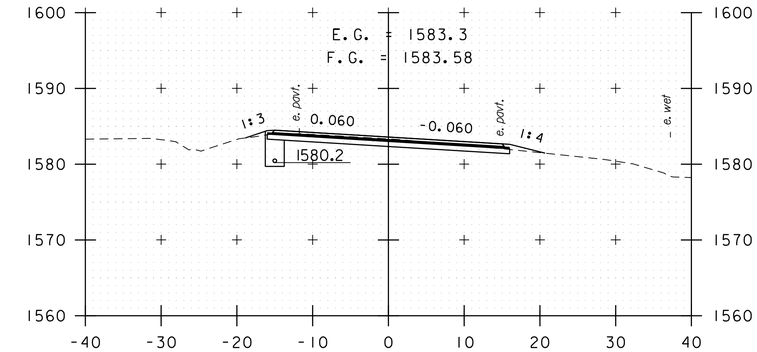
25+50



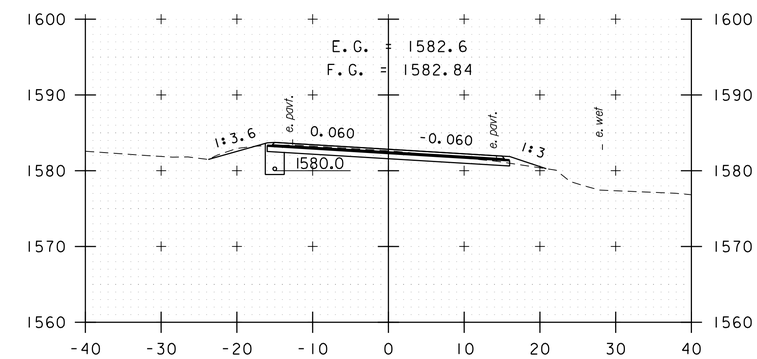
25+00



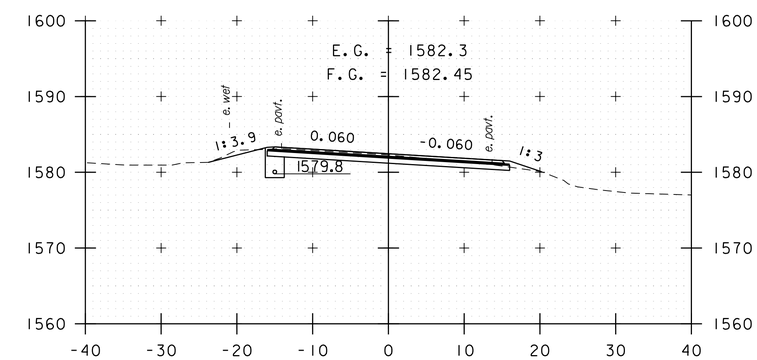
24+50



27+00



26+50



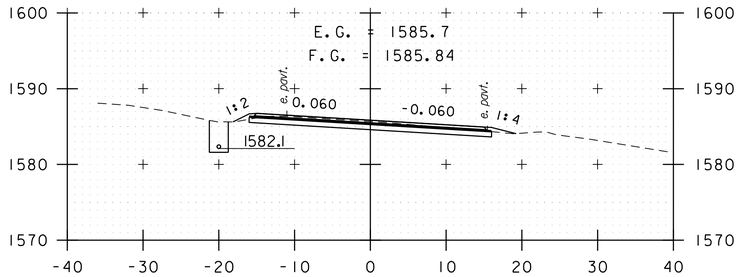
26+00

STA. 23+00 TO STA. 27+00

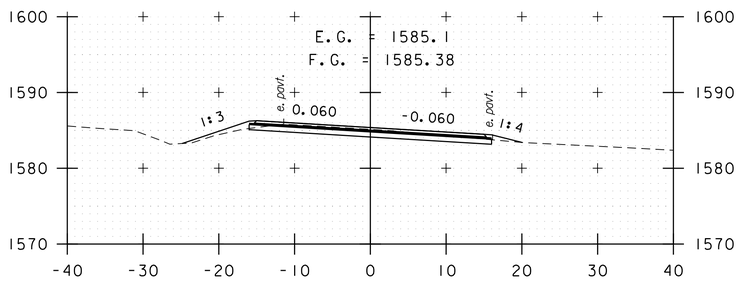
0 10 20
SCALE IN FEET

vhb

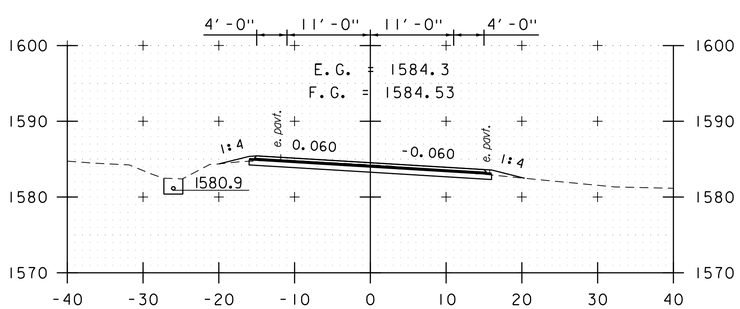
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234_xs_Kill.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
CROSS SECTION SHEET 6	SHEET 244 OF 424



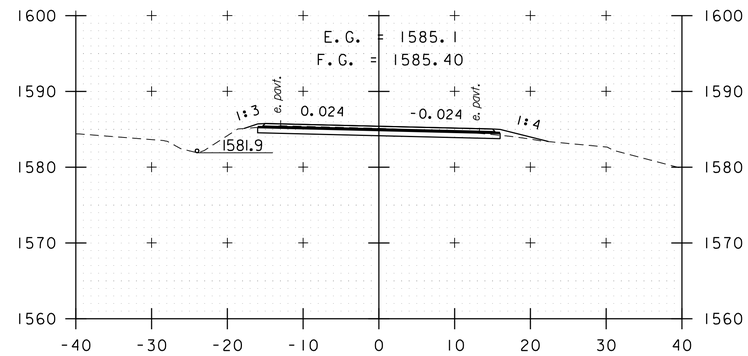
28+50



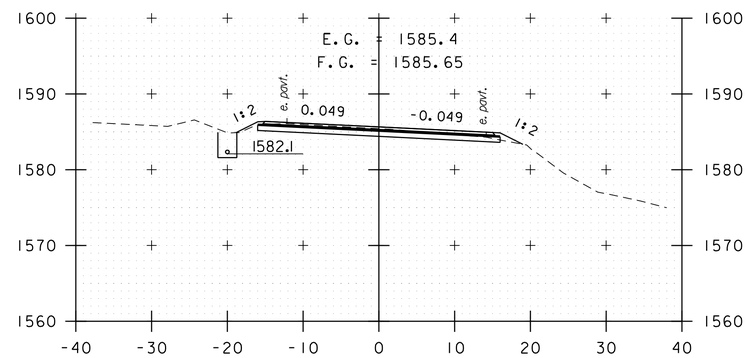
28+00



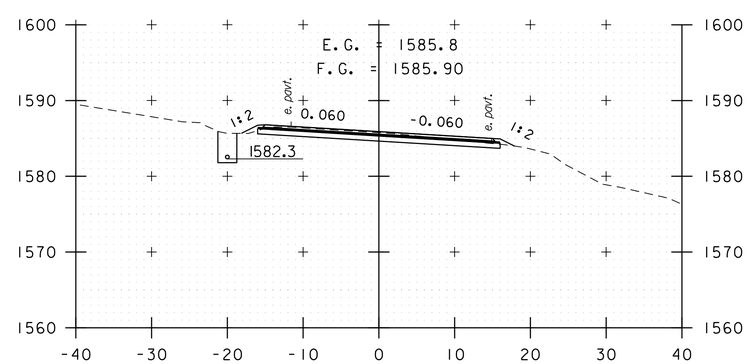
27+50



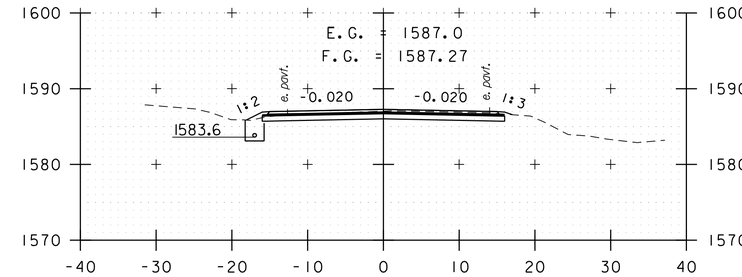
30+00



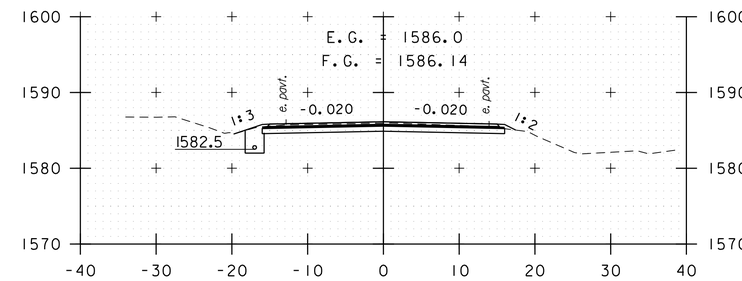
29+50



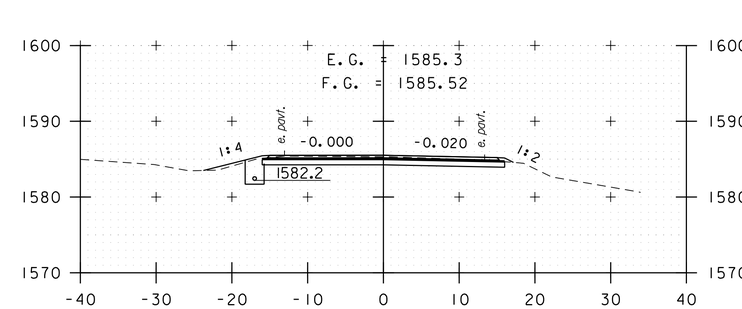
29+00



31+50



31+00



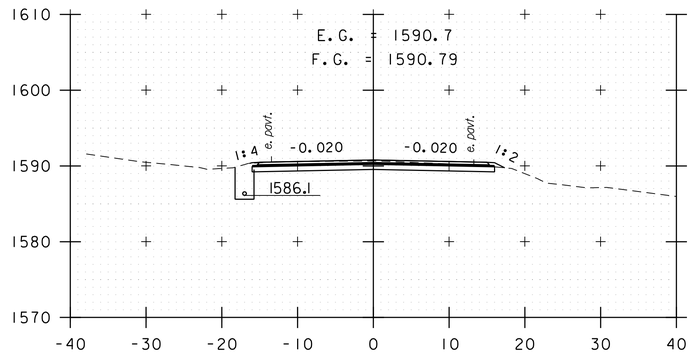
30+50

STA. 27+50 TO STA. 31+50

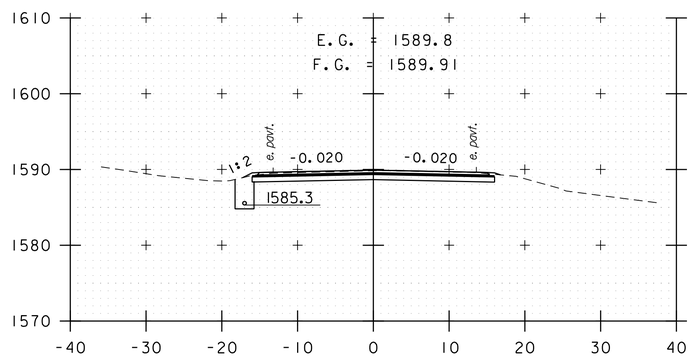
0 10 20
SCALE IN FEET

vhb

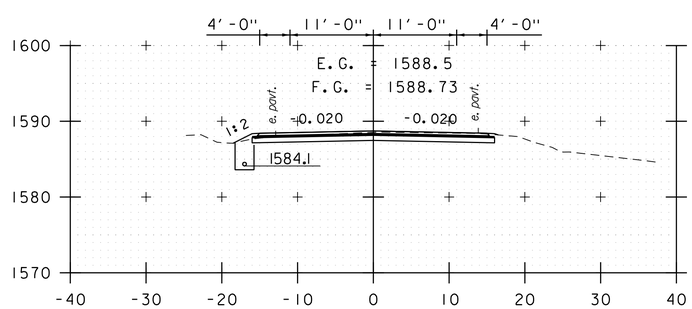
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234_xs_Kill.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
CROSS SECTION SHEET 7	SHEET 245 OF 424



33+00



32+50



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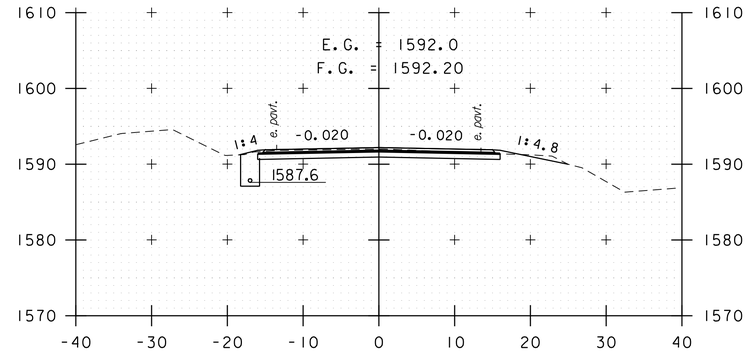
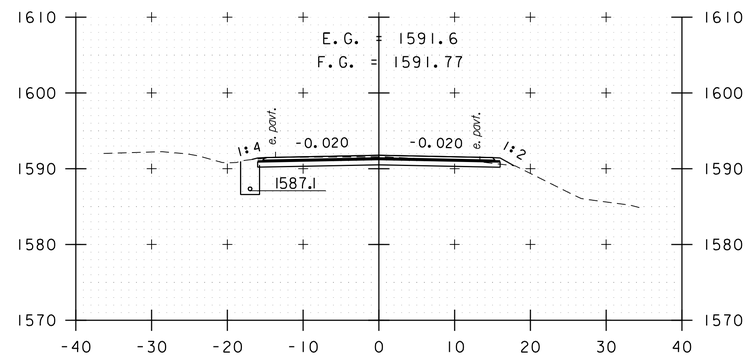
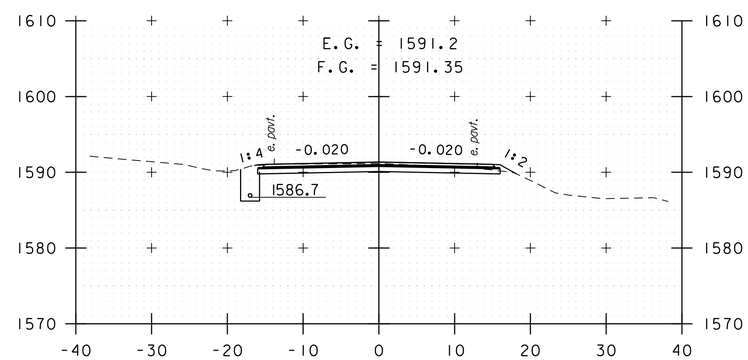


34+50



34+00



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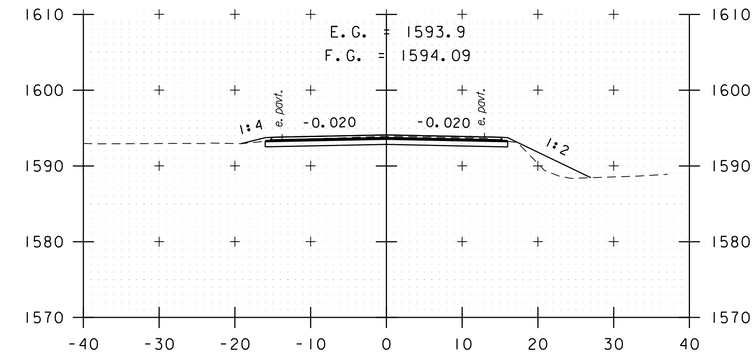
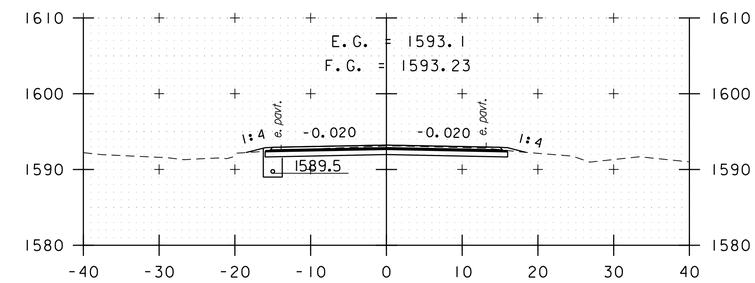


36+00



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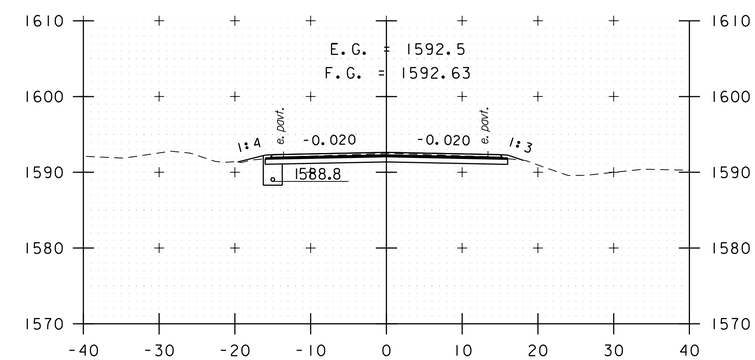
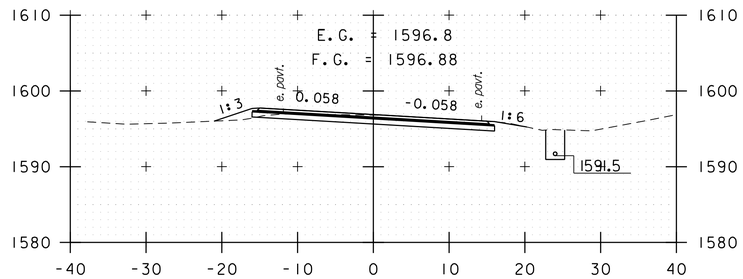


35+00

STA. 32+00 TO STA. 36+00

0 10 20
SCALE IN FEET

PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234_xs_Kill.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
CROSS SECTION SHEET 8	SHEET 246 OF 424



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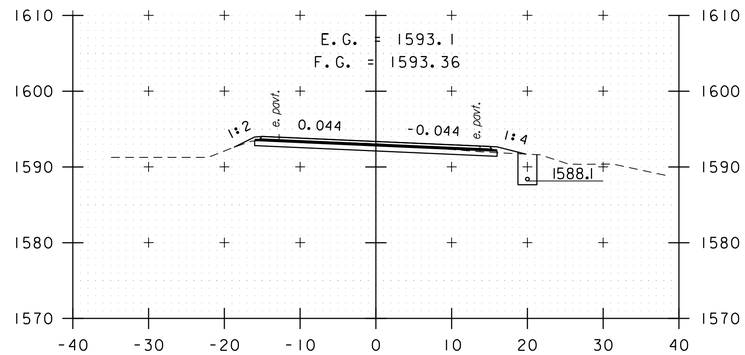
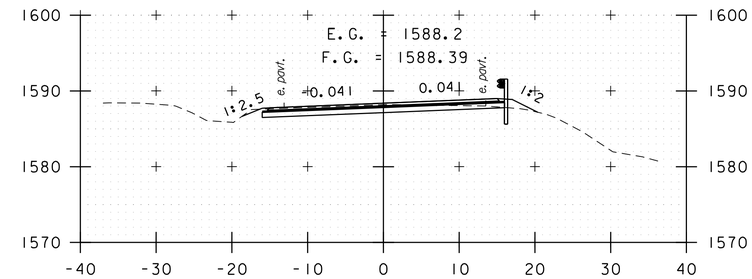


39+00



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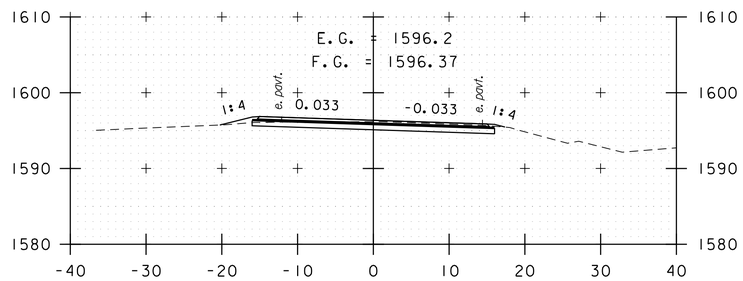

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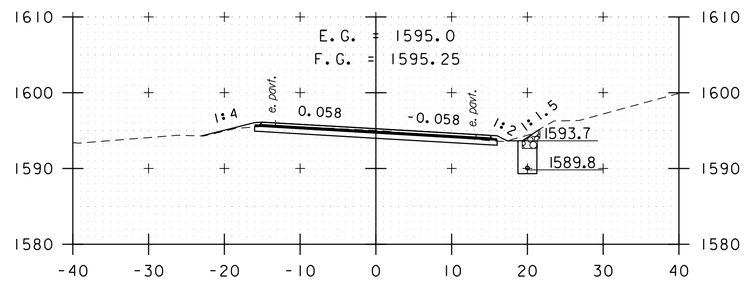

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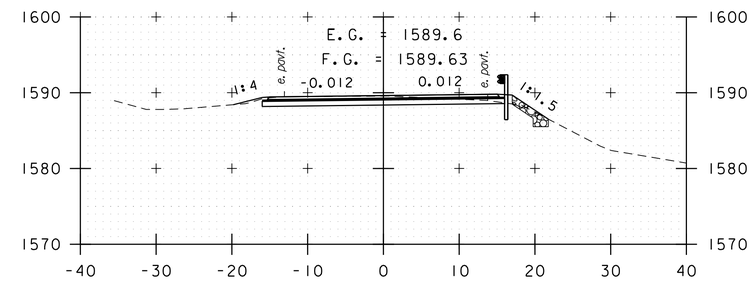

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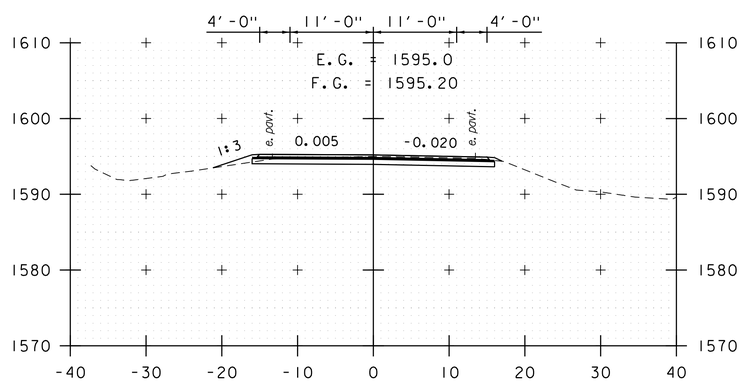

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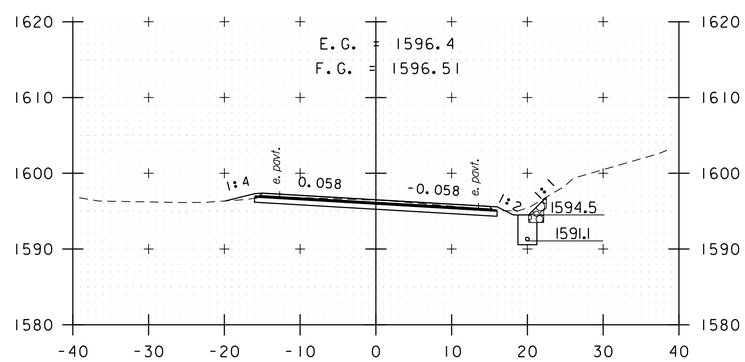

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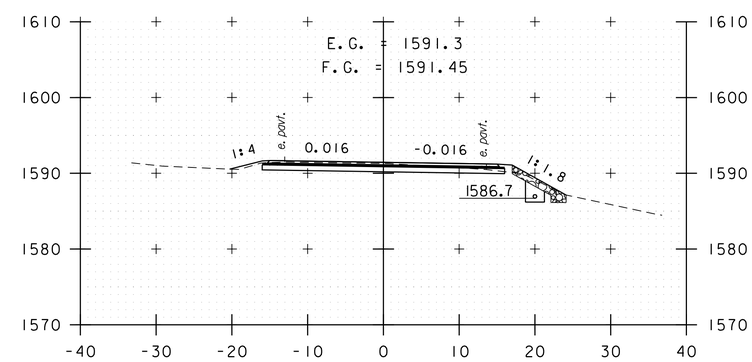
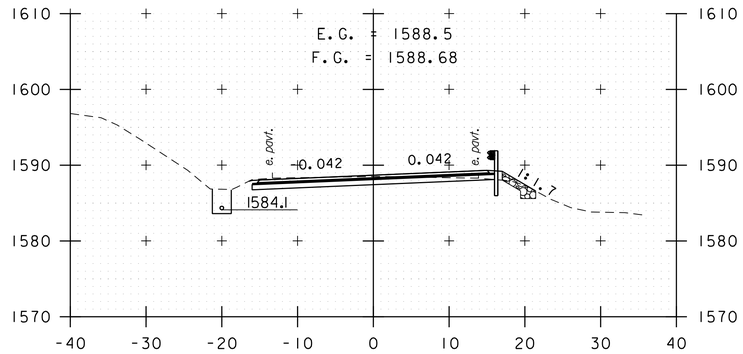


39+50

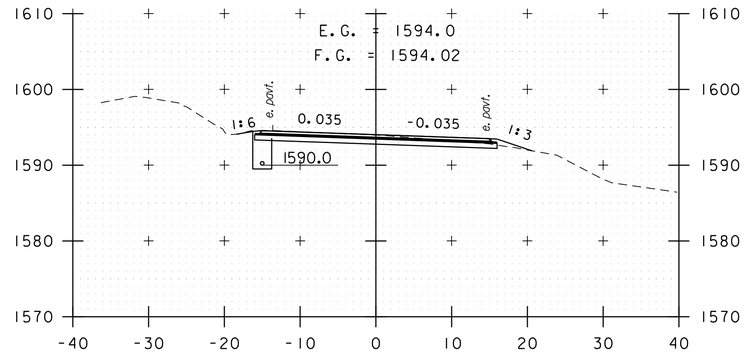
STA. 36+50 TO STA. 40+50

0 10 20
SCALE IN FEET

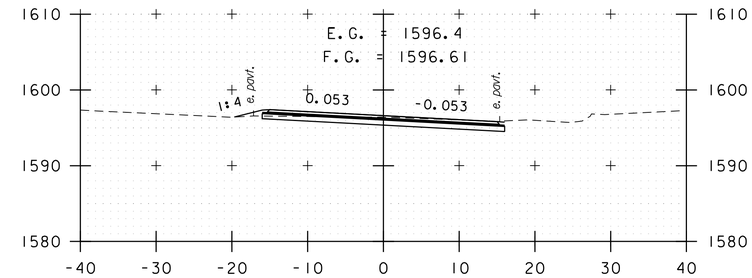
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234_xs_Kill.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
CROSS SECTION SHEET 9	SHEET 247 OF 424



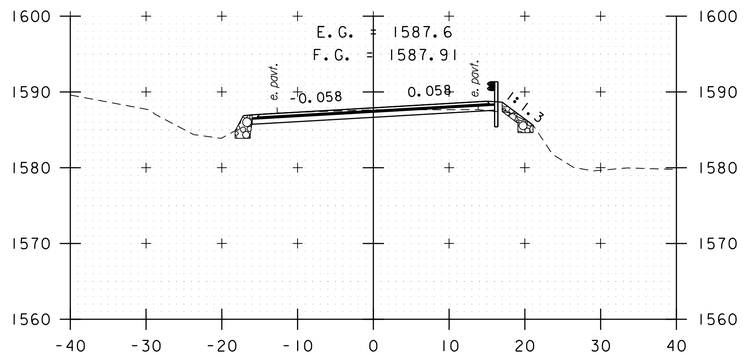
42+00



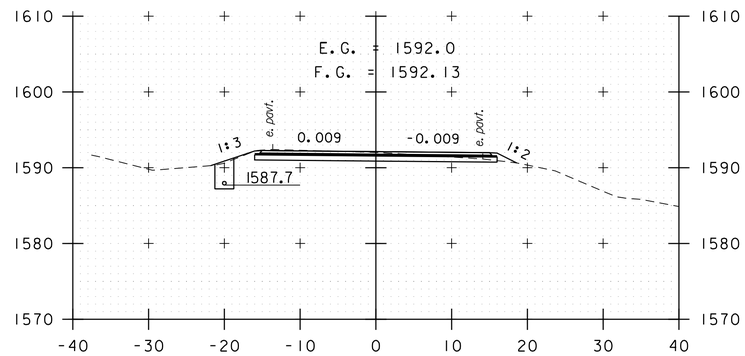
43+50



45+00



41+50



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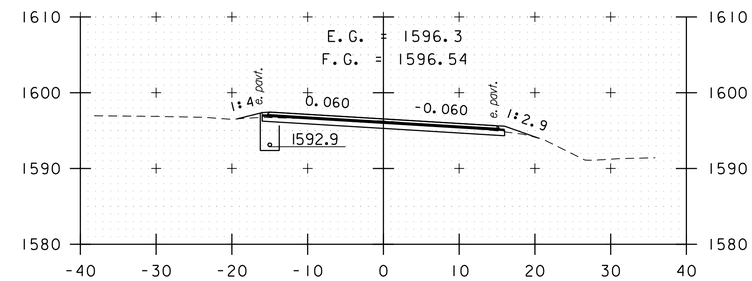

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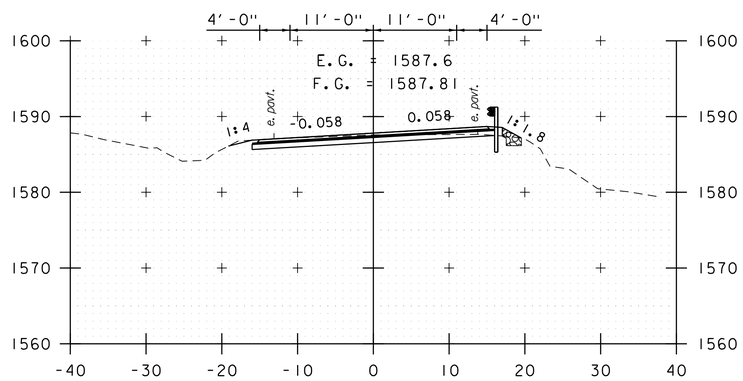

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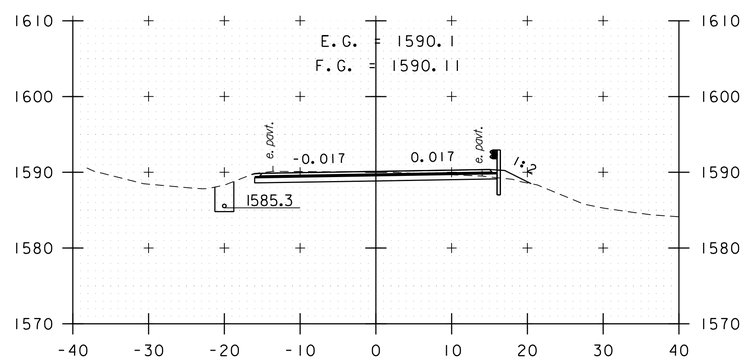

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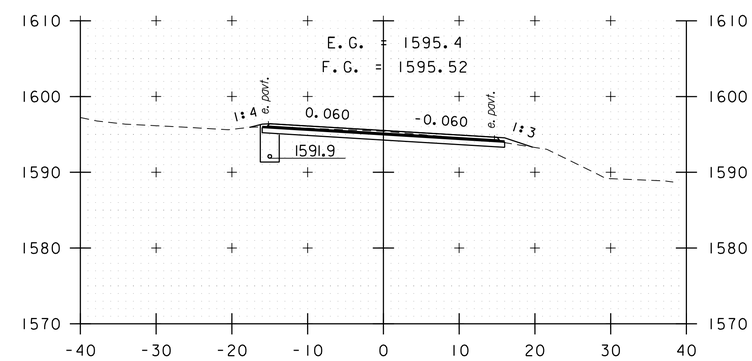
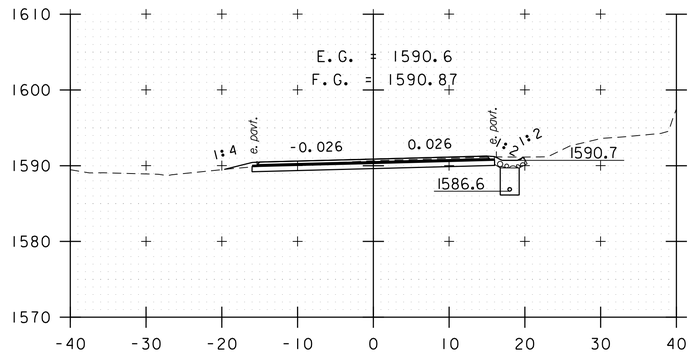


44+00

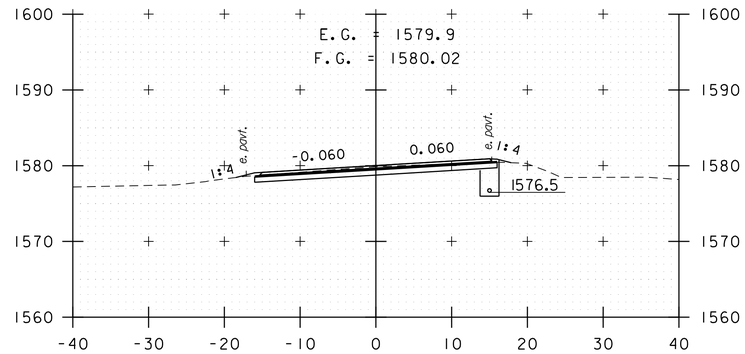
STA. 41+00 TO STA. 45+00

0 10 20
SCALE IN FEET

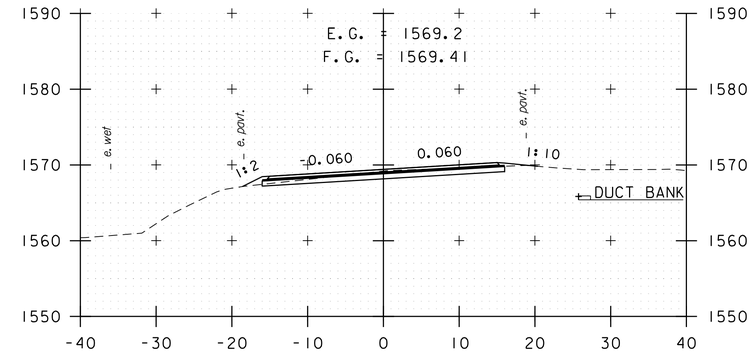
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234_xs_Kill.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
CROSS SECTION SHEET 10	SHEET 248 OF 424



46+50



48+00



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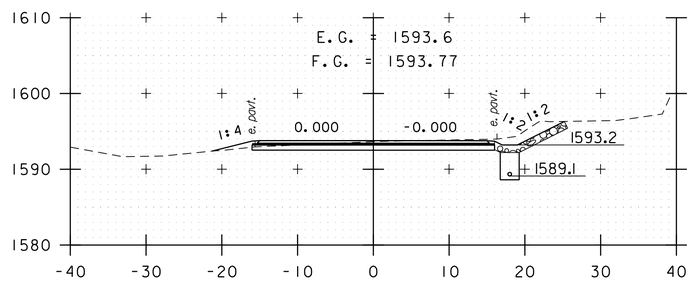
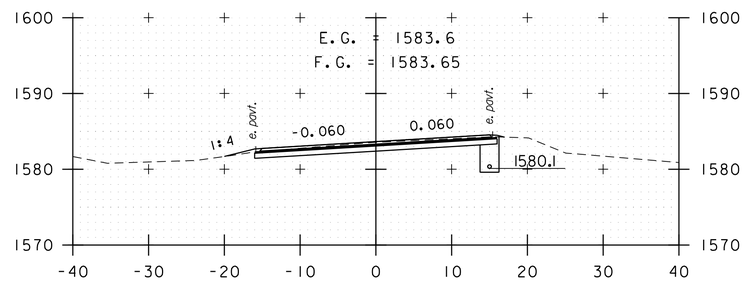


46+00



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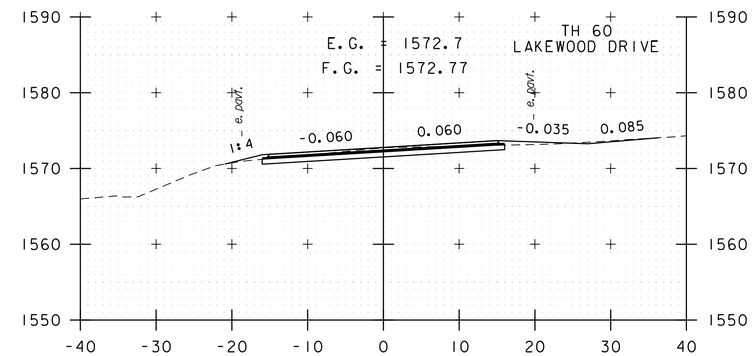

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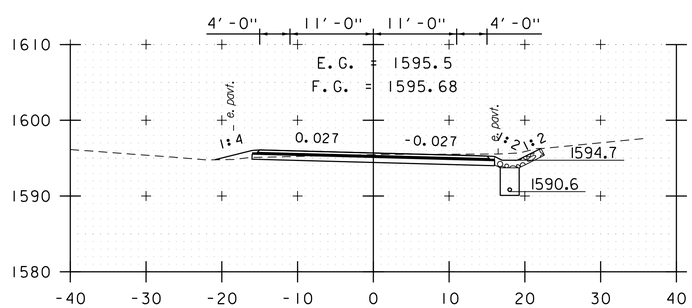

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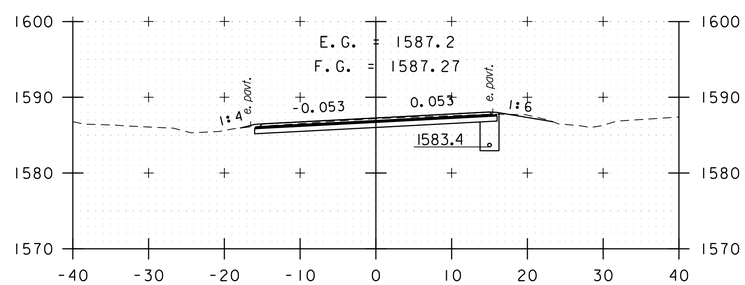
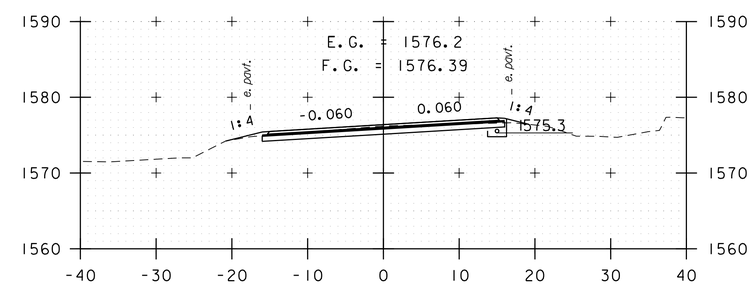


47+00

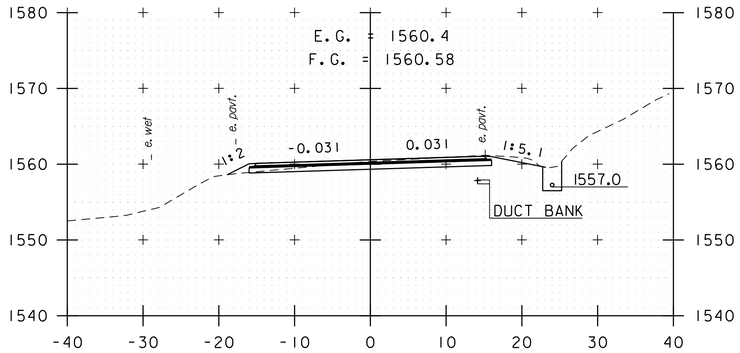


48+50

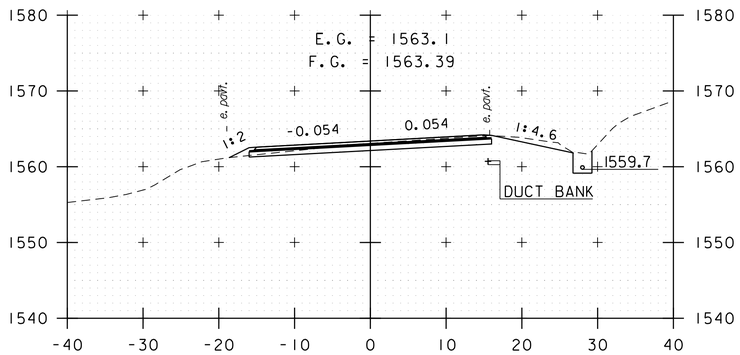
STA. 45+50 TO STA. 49+50

0 10 20
SCALE IN FEET

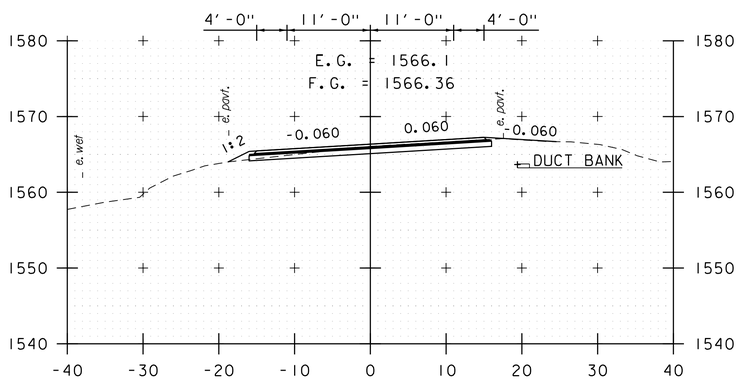
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234_xs_Kill.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
CROSS SECTION SHEET 11	SHEET 249 OF 424



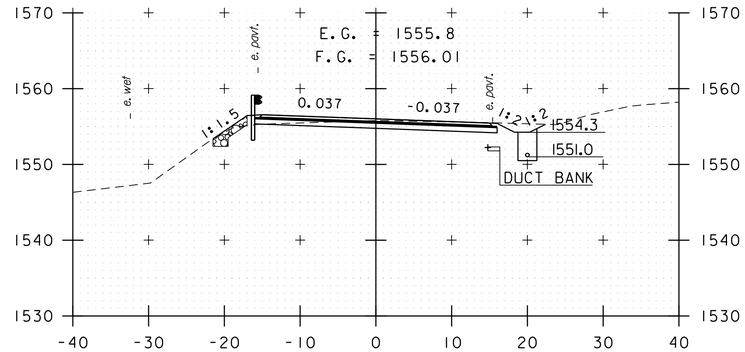
51+00



50+50



50+00



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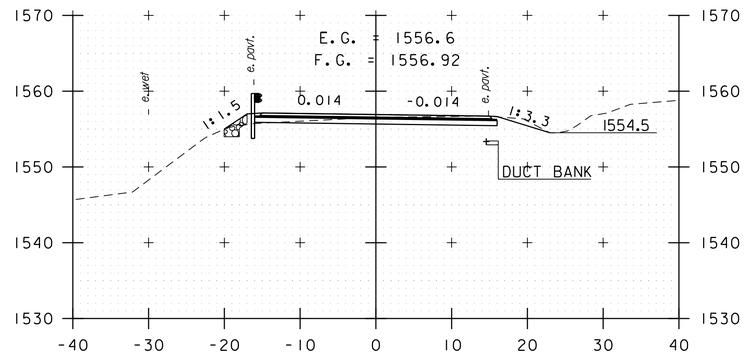
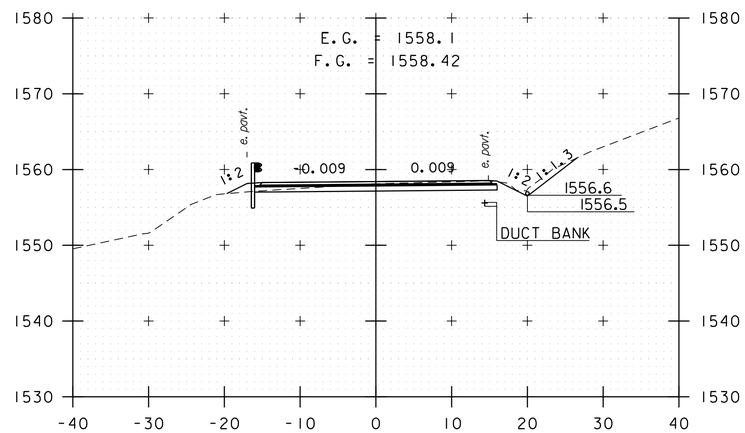
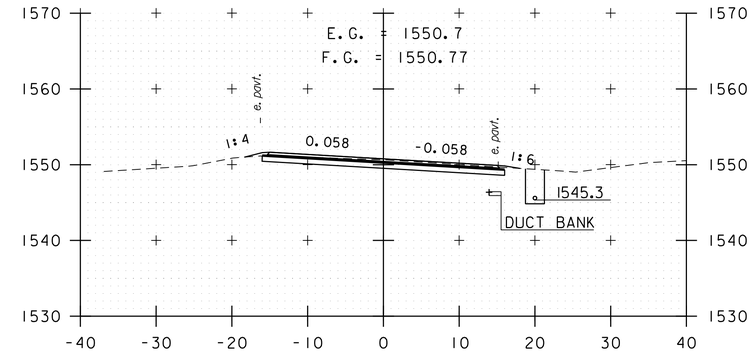


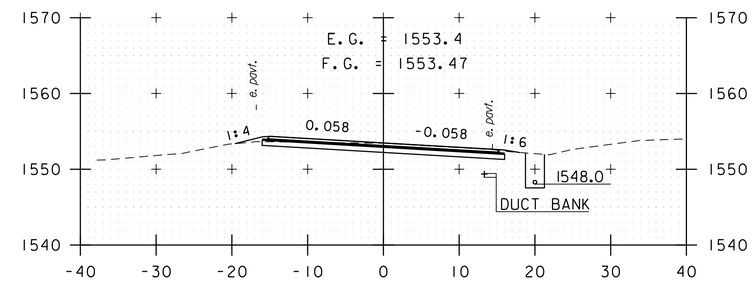
52+00



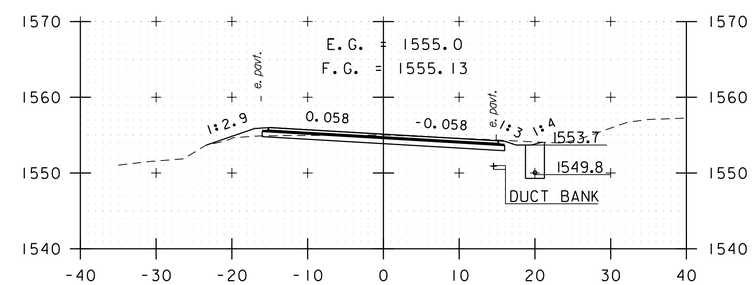
51+50



54+00



53+50



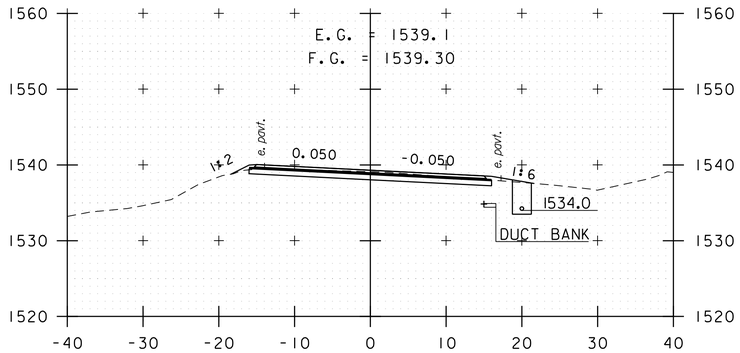
53+00

STA. 50+00 TO STA. 54+00

0 10 20
SCALE IN FEET

vhb

PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234_xs_Kill.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
CROSS SECTION SHEET 12	SHEET 250 OF 424



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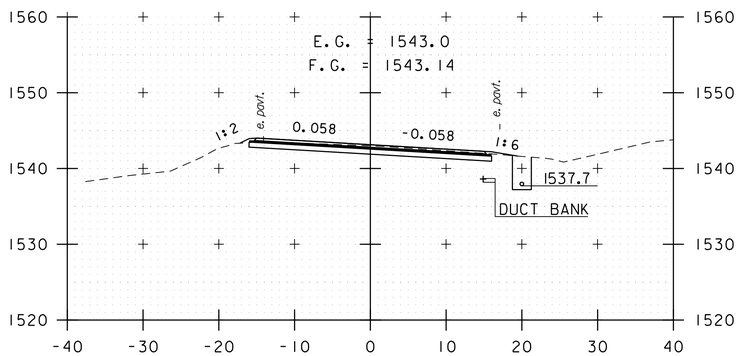

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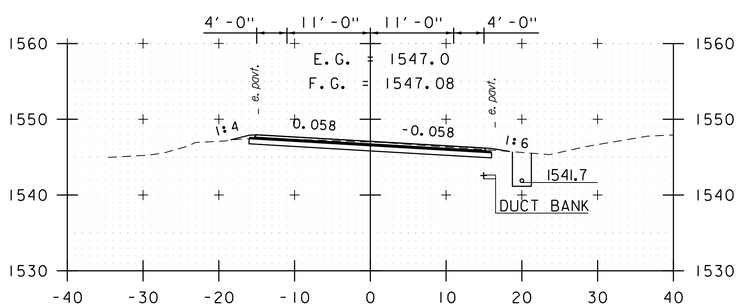

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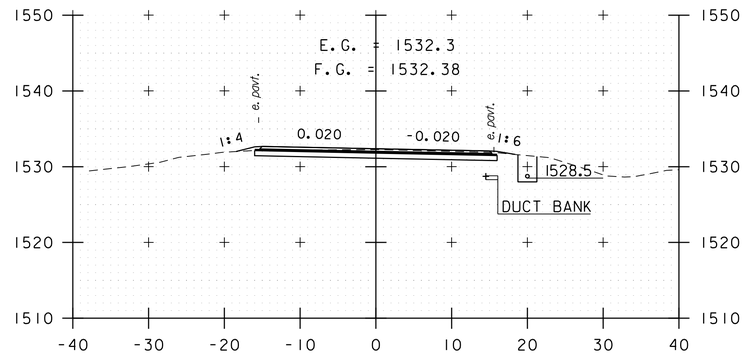
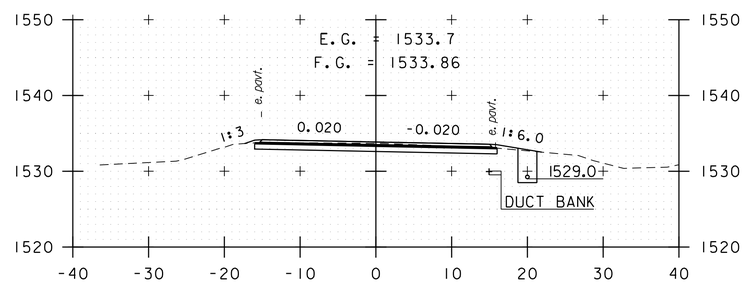
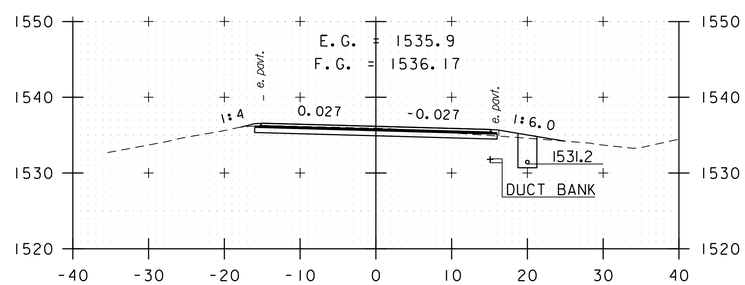


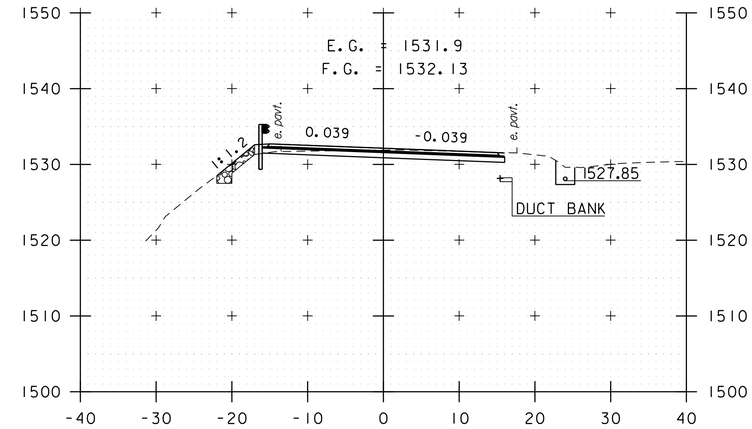
57+00



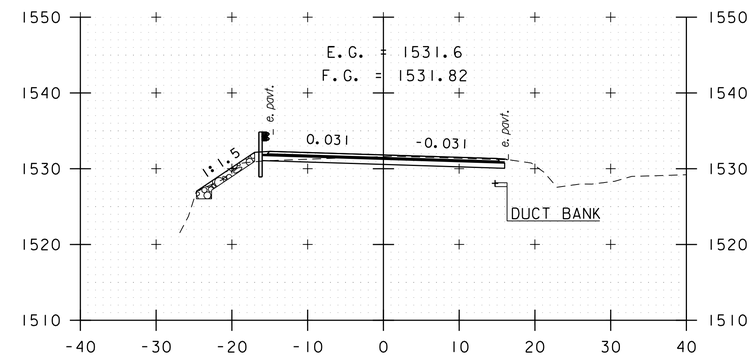
56+50



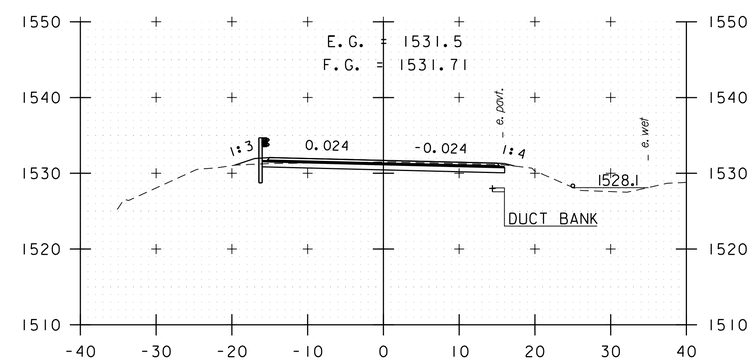
56+00



58+50



58+00



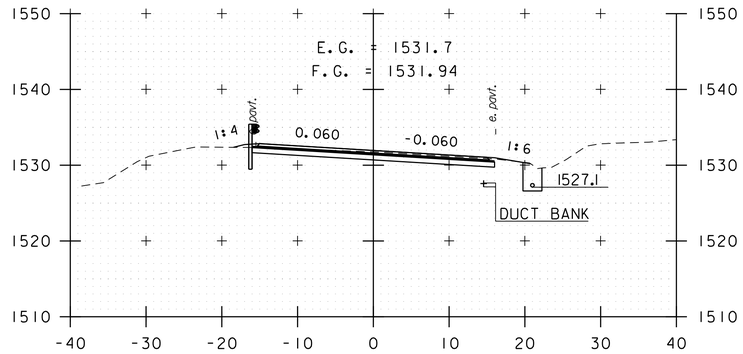
57+50

STA. 54+50 TO STA. 58+50

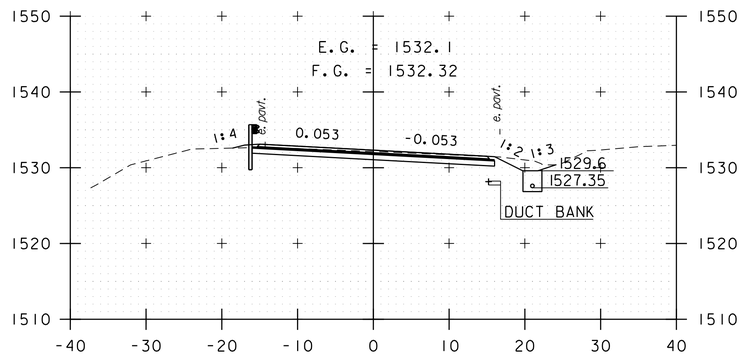
0 10 20
SCALE IN FEET

vhb

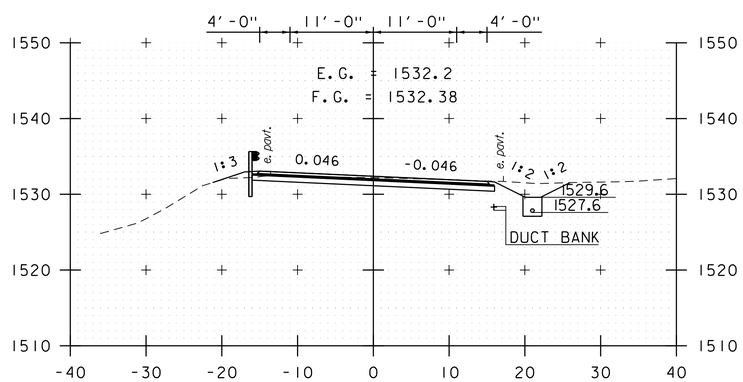
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234_xs_Kill.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
CROSS SECTION SHEET 13	SHEET 251 OF 424



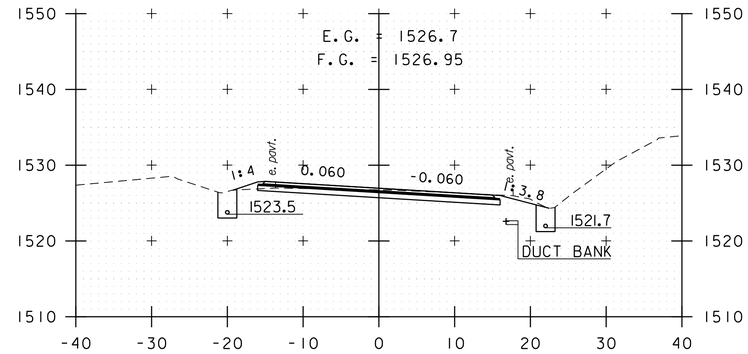
60+00



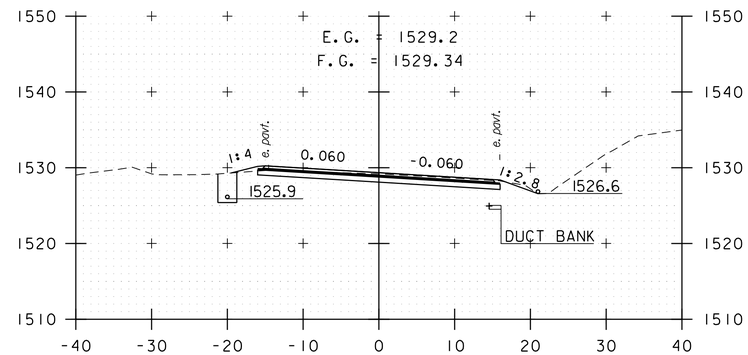
59+50



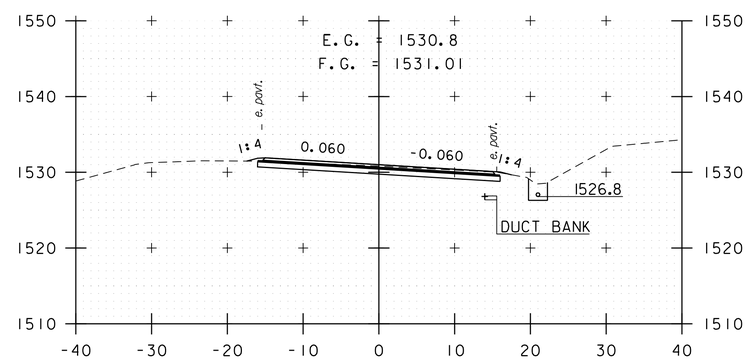
59+00



61+50



61+00



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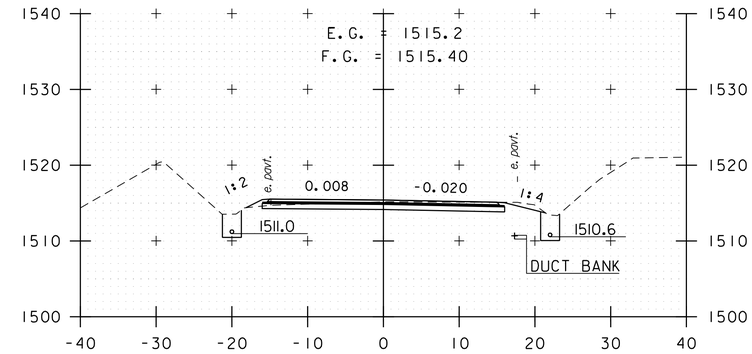
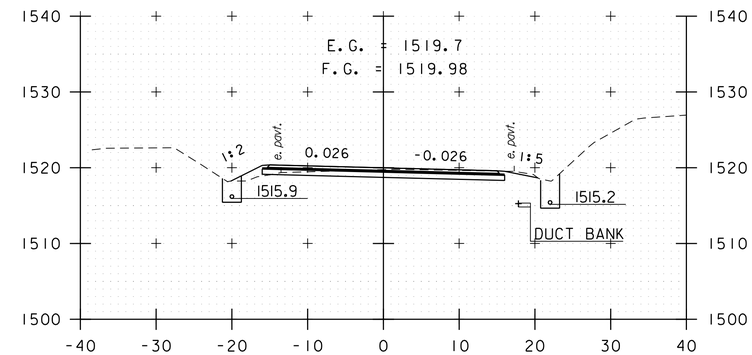
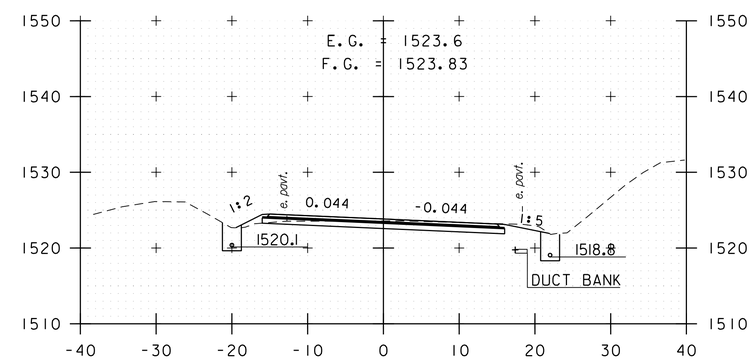


63+00



62+50



62+00

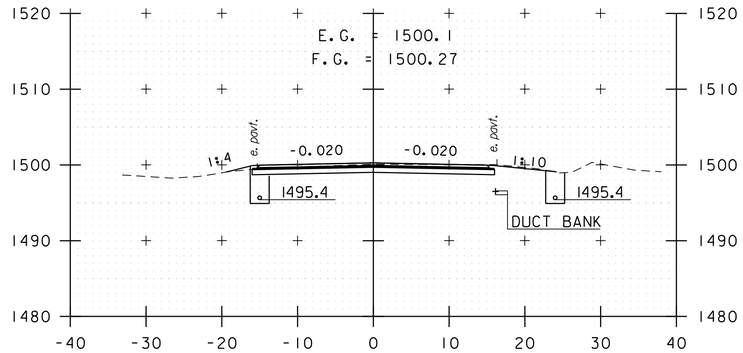
STA. 59+00 TO STA. 63+00

0 10 20
SCALE IN FEET

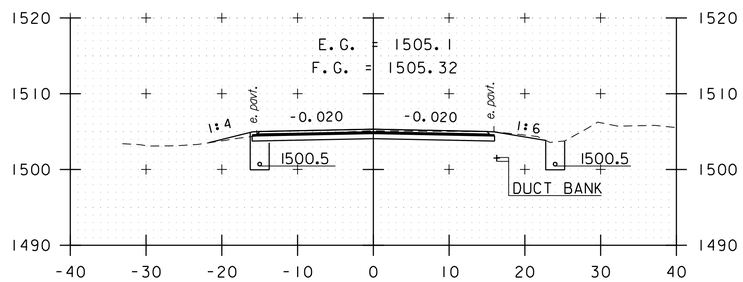
vhb

PROJECT NAME:	KILLINGTON - STOCKBRIDGE
PROJECT NUMBER:	ER STP 022-1(25)

FILE NAME: z12B234_xs_Kill.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
CROSS SECTION SHEET 14	SHEET 252 OF 424



64+50



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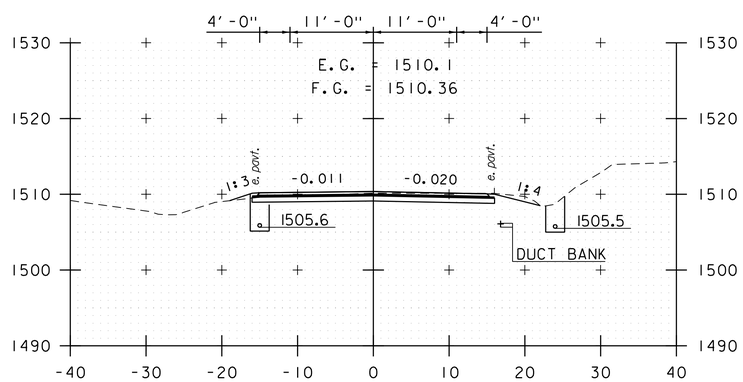
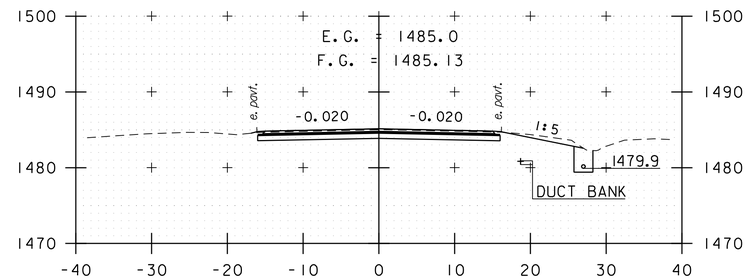
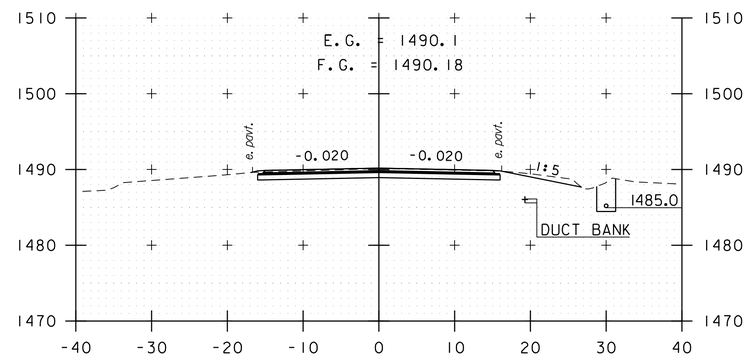


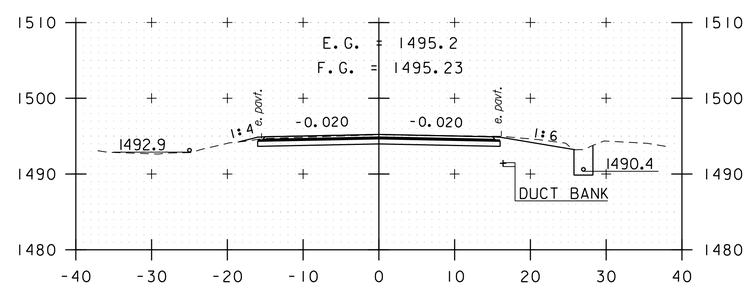
63+50



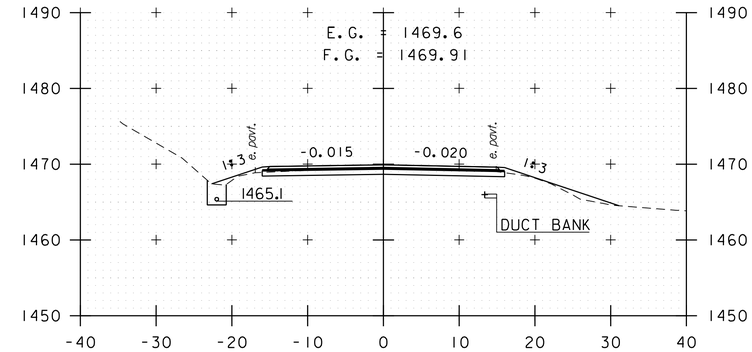
66+00



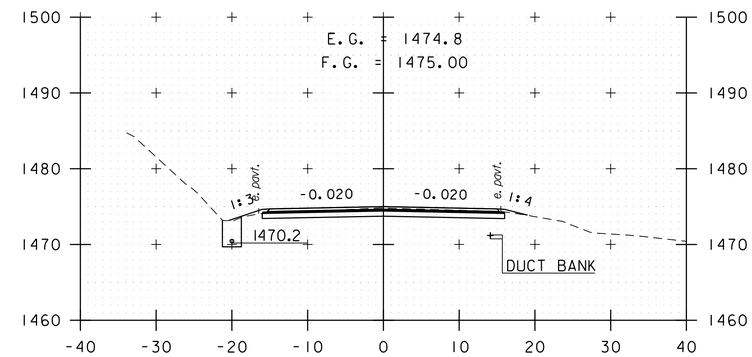
65+50



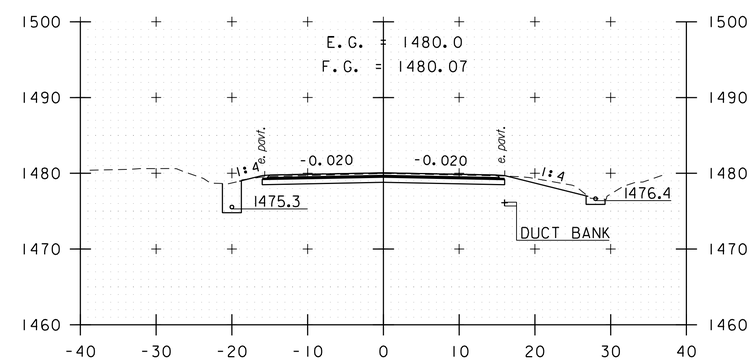
65+00



67+50



67+00



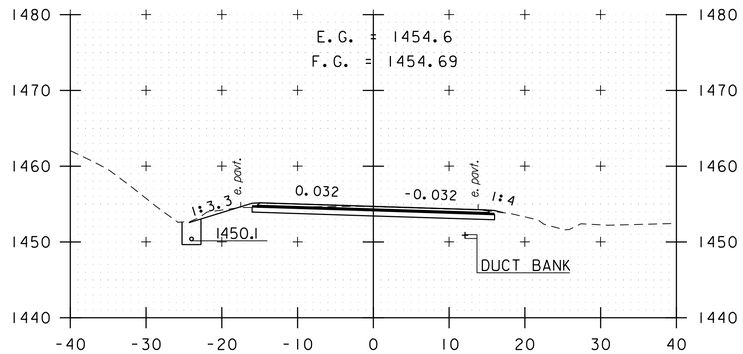
66+50

STA. 63+50 TO STA. 67+50

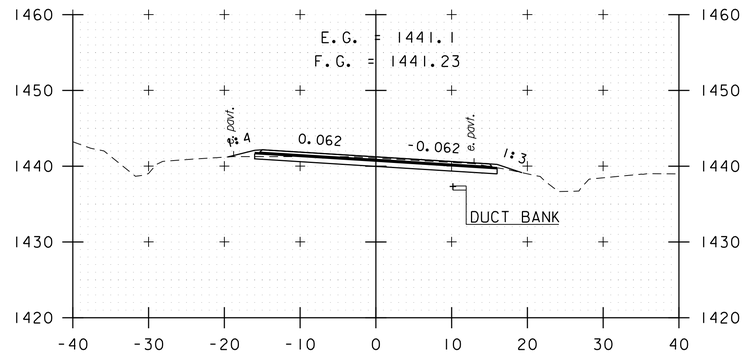
0 10 20
SCALE IN FEET

vhb

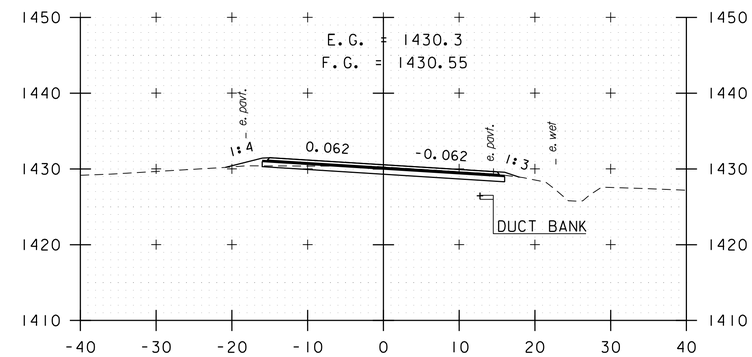
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234_xs_Kill.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
CROSS SECTION SHEET 15	SHEET 253 OF 424



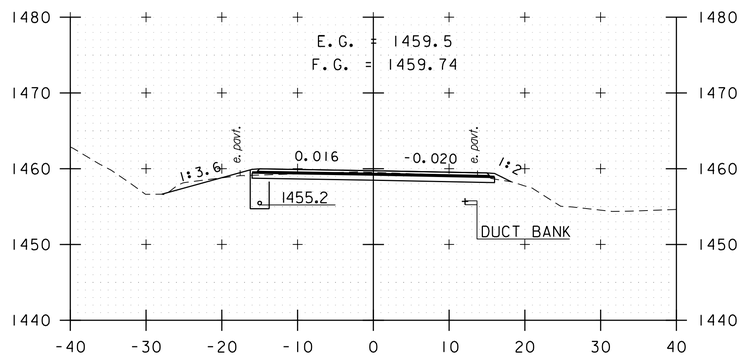
69+00



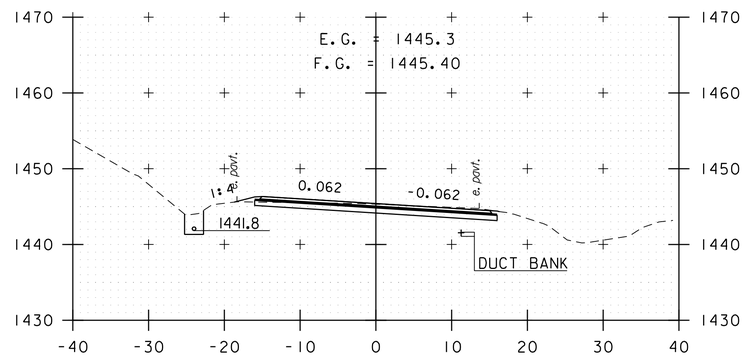
70+50



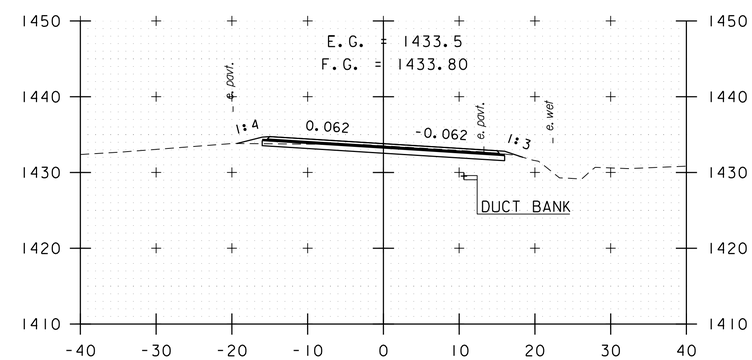
72+00



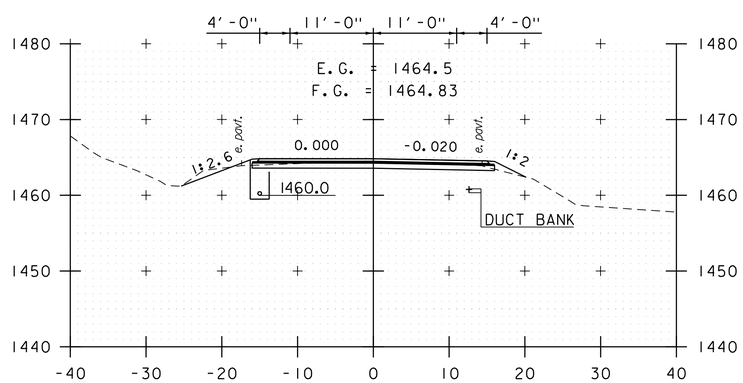
68+50



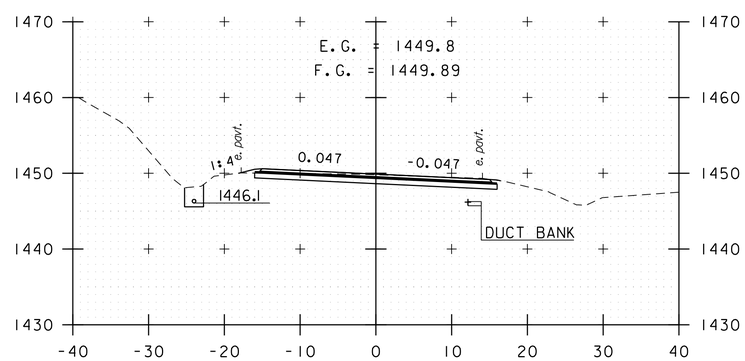
70+00



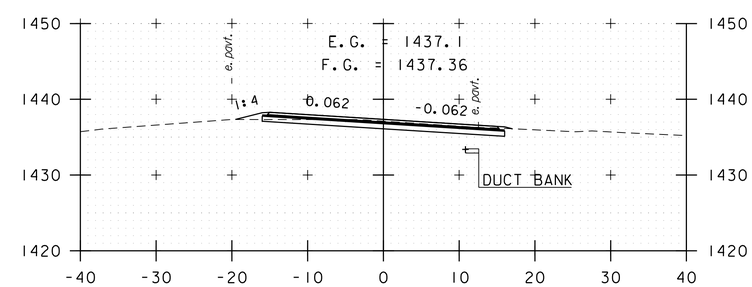
71+50



68+00



69+50



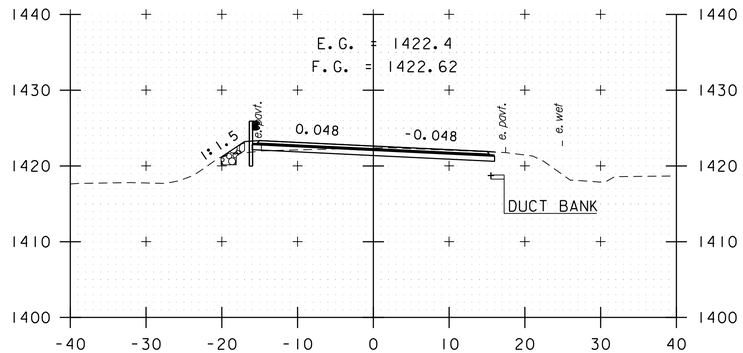
71+00

STA. 68+00 TO STA. 72+00

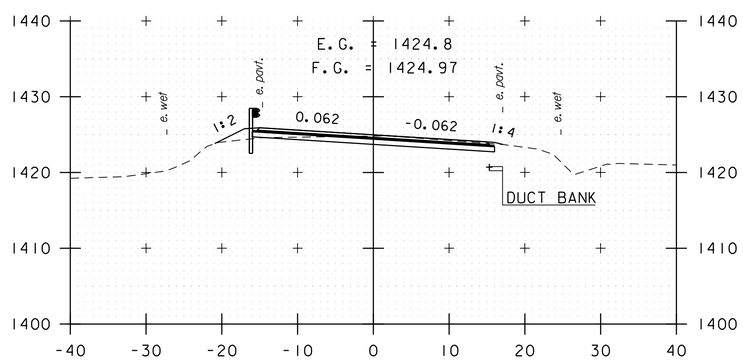
0 10 20
SCALE IN FEET

vhb

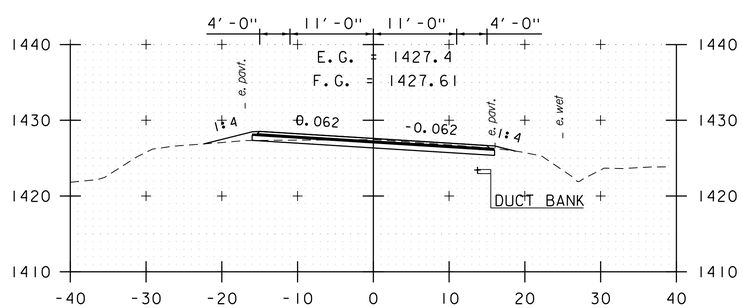
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234_xs_Kill.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
CROSS SECTION SHEET 16	SHEET 254 OF 424



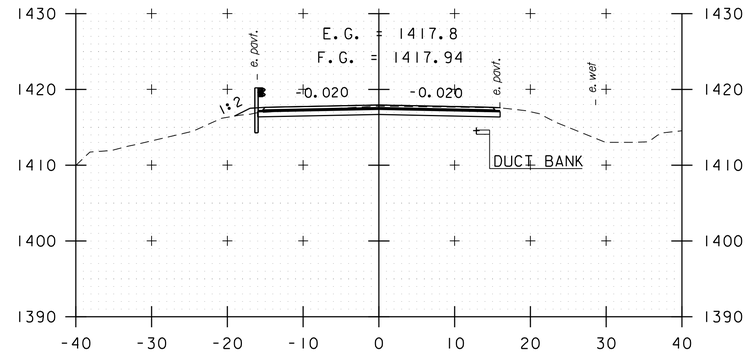
73+50



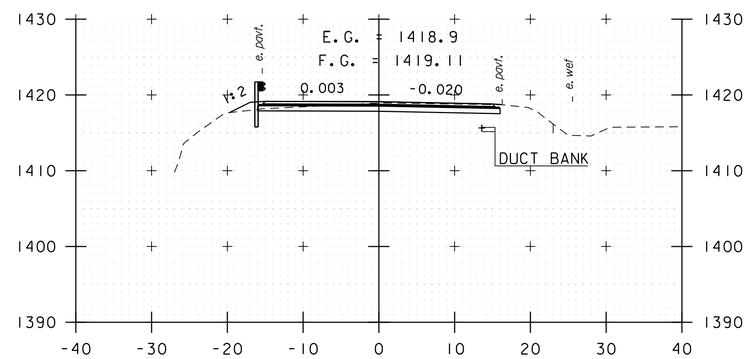
73+00



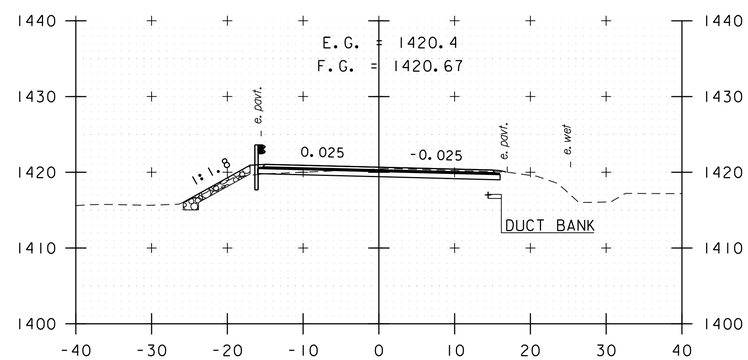
72+50



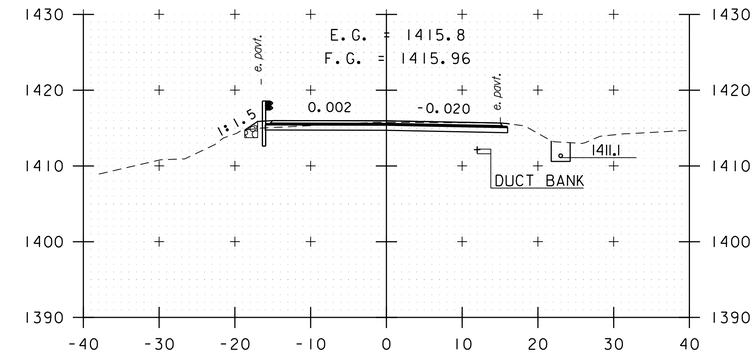
75+00



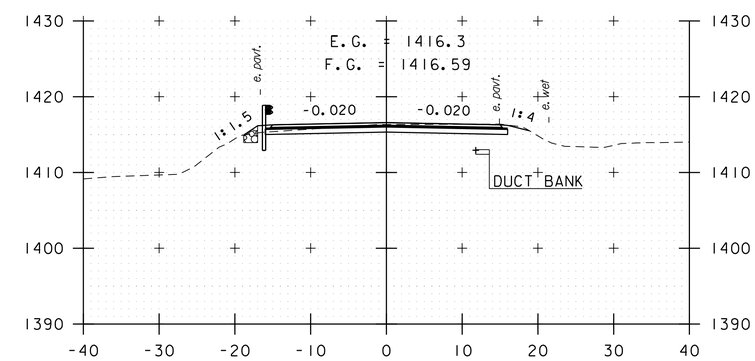
74+50



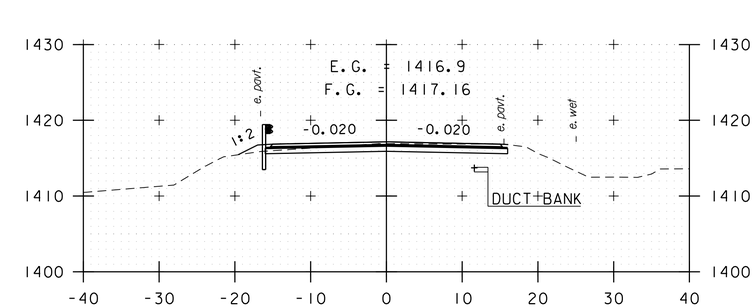
74+00



76+50



76+00



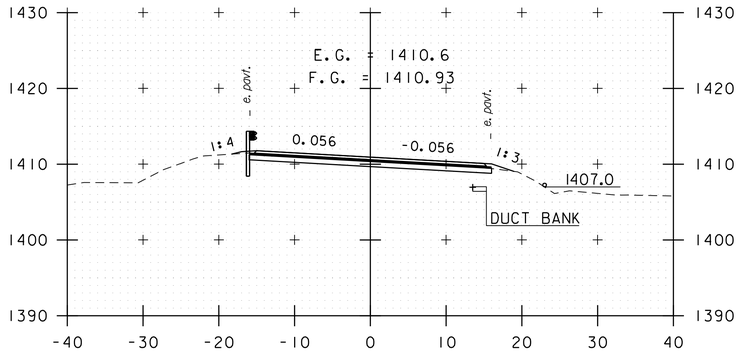
75+50

STA. 72+50 TO STA. 76+50

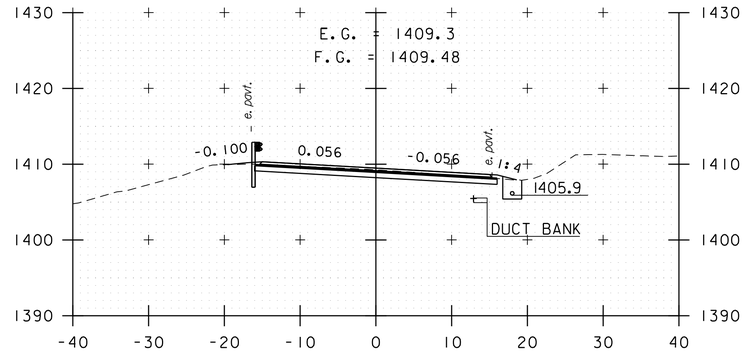
0 10 20
SCALE IN FEET

vhb

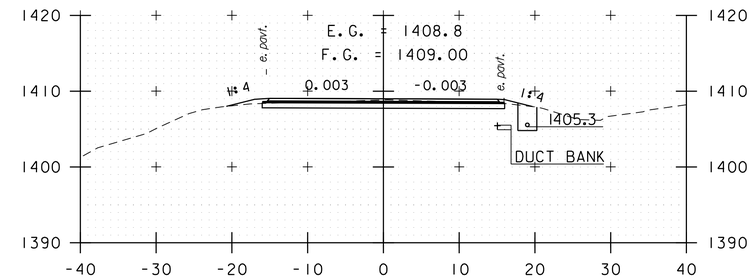
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234_xs_Kill.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
CROSS SECTION SHEET 17	SHEET 255 OF 424



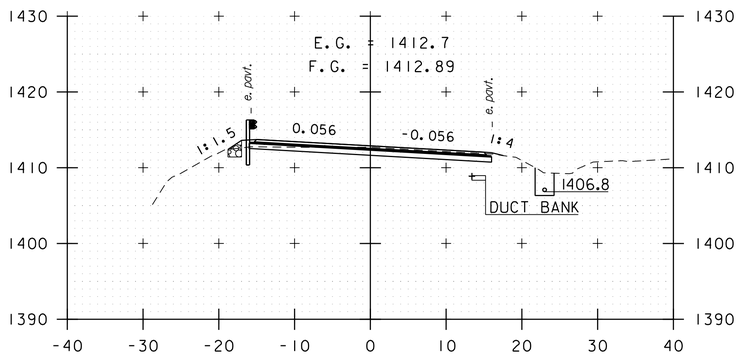
78+00



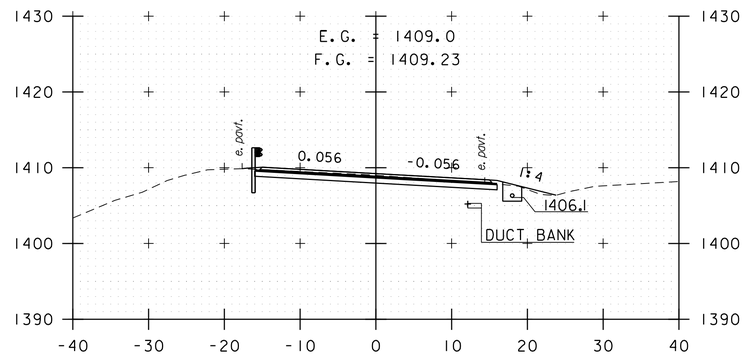
79+50



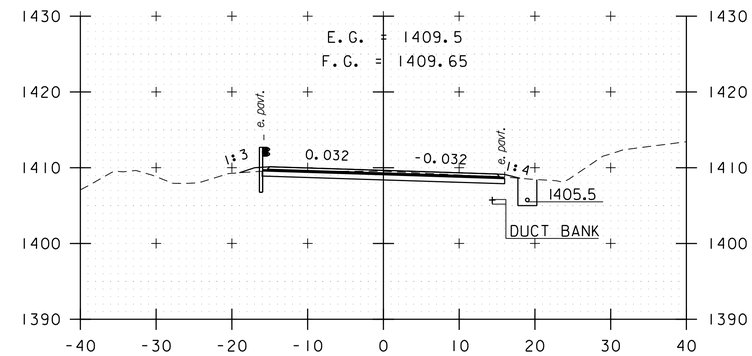
81+00



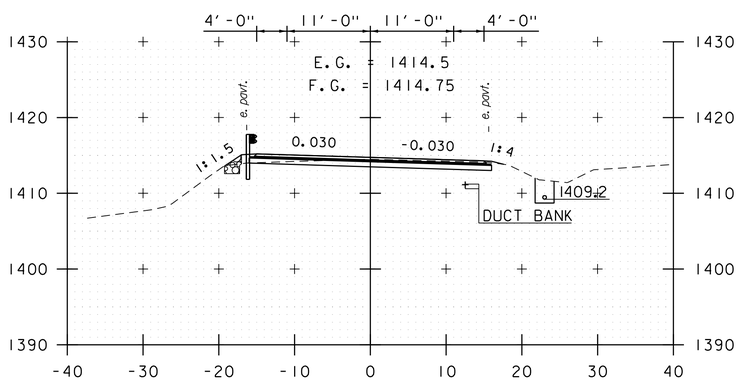
77+50



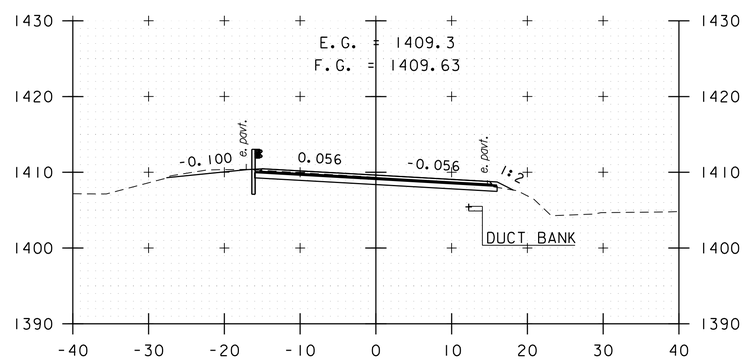
79+00



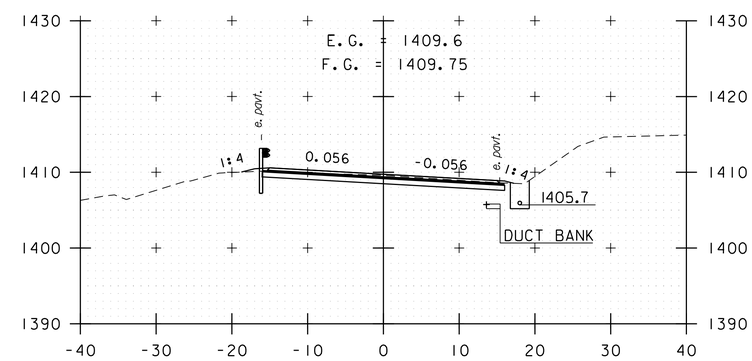
80+50



77+00



78+50



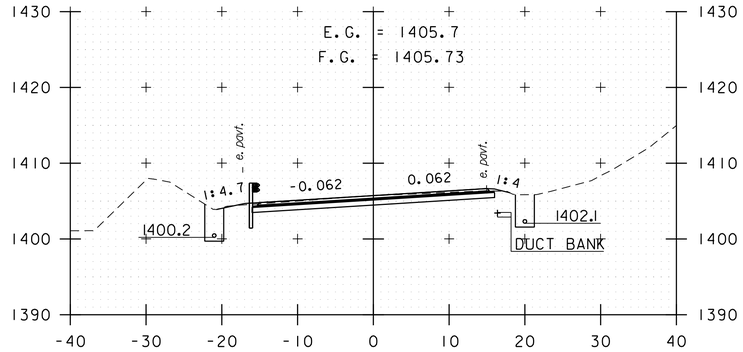
80+00

STA. 77+00 TO STA. 81+00

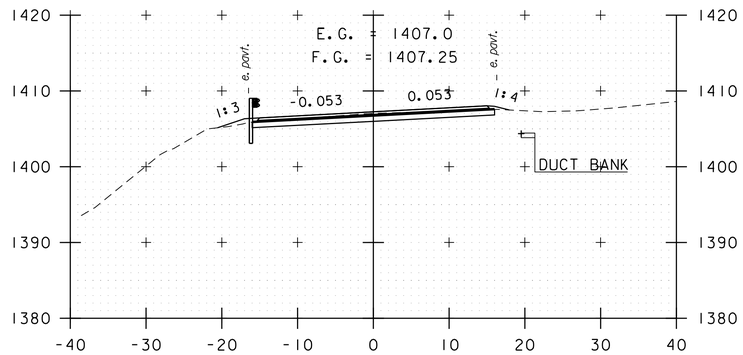
0 10 20
SCALE IN FEET

vhb

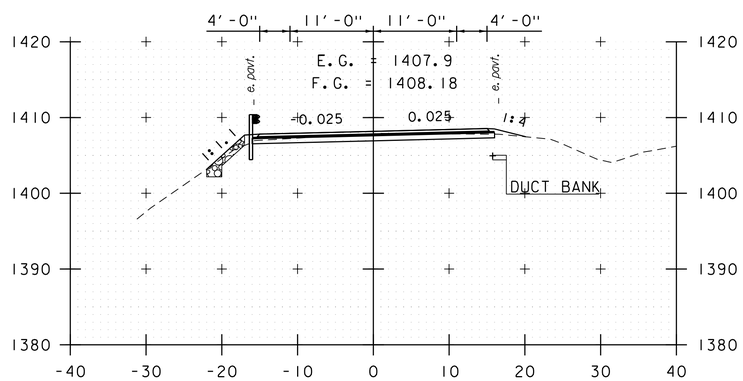
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234_xs_Kill.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
CROSS SECTION SHEET 18	SHEET 256 OF 424



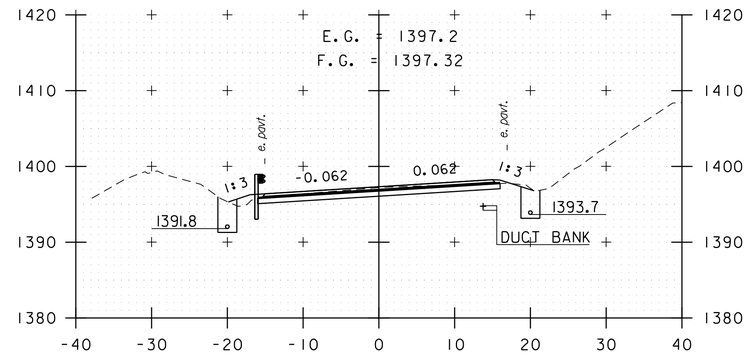
82+50



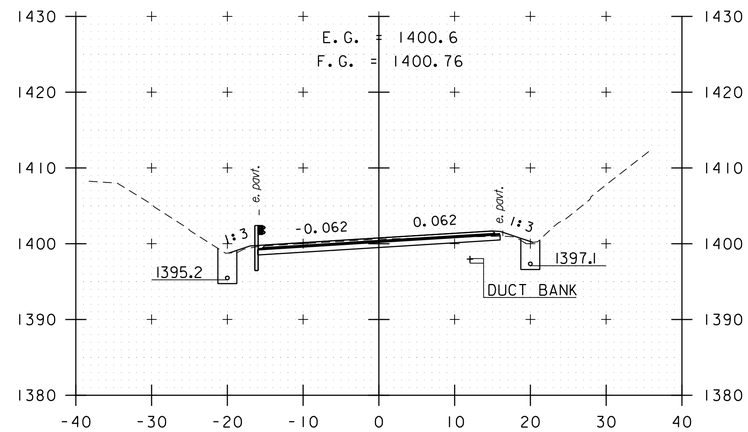
82+00



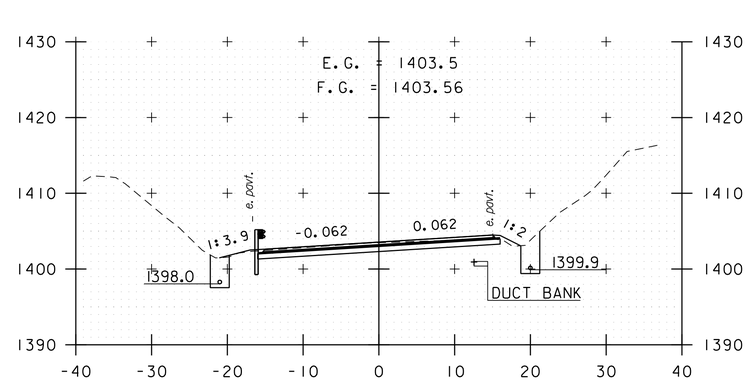
81+50



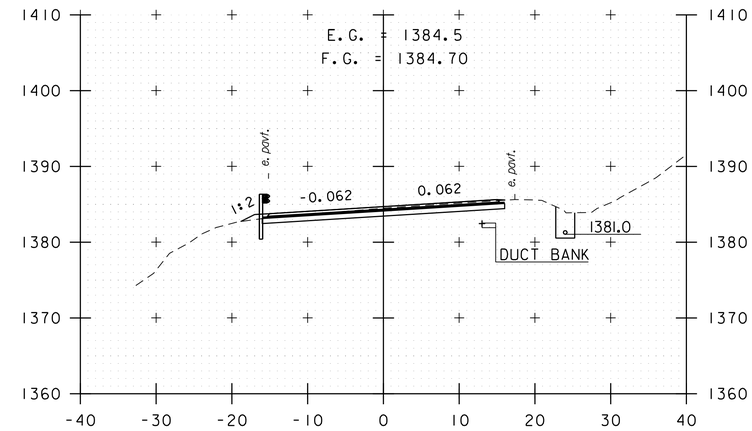
84+00



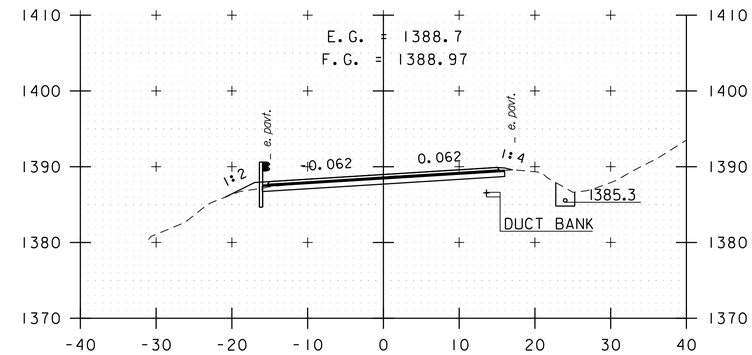
83+50



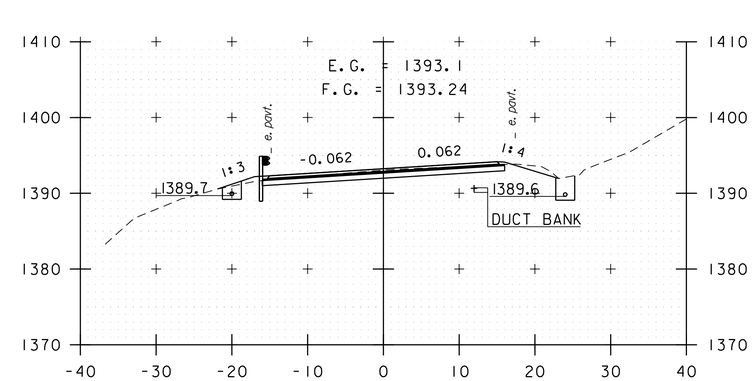
83+00



85+50



85+00



84+50

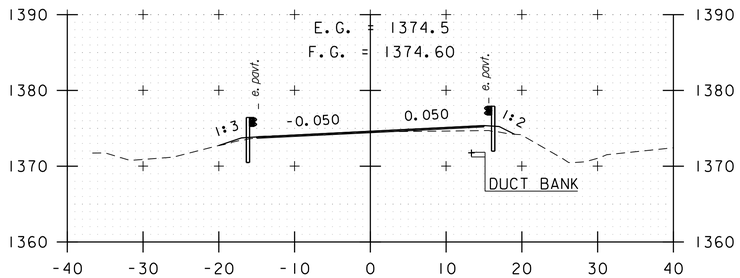
STA. 81+50 TO STA. 85+50

0 10 20
SCALE IN FEET

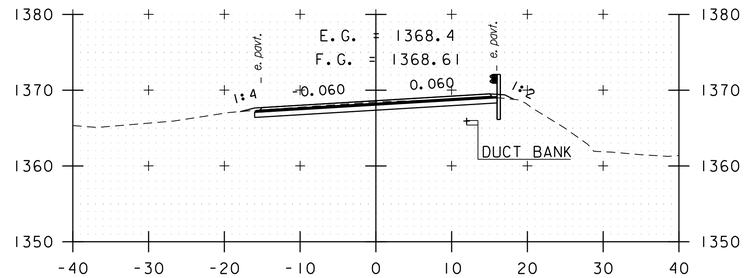
vhb

PROJECT NAME:	KILLINGTON - STOCKBRIDGE
PROJECT NUMBER:	ER STP 022-1(25)

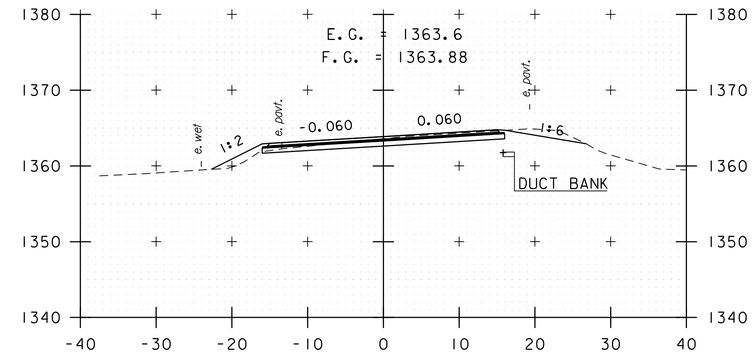
FILE NAME: z12B234_xs_Kill.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
CROSS SECTION SHEET 19	SHEET 257 OF 424



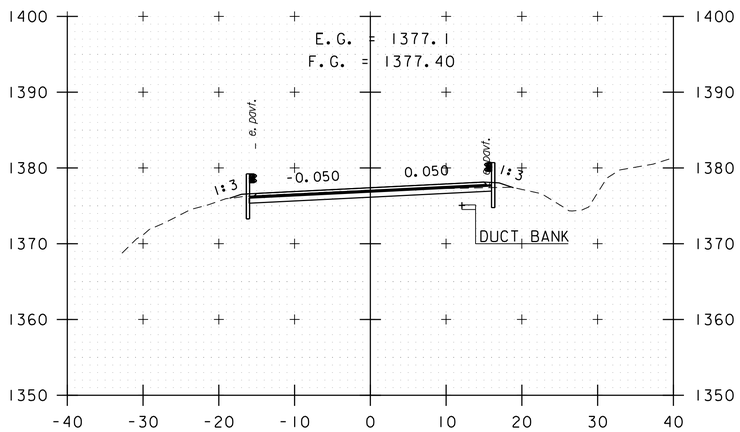
87+00



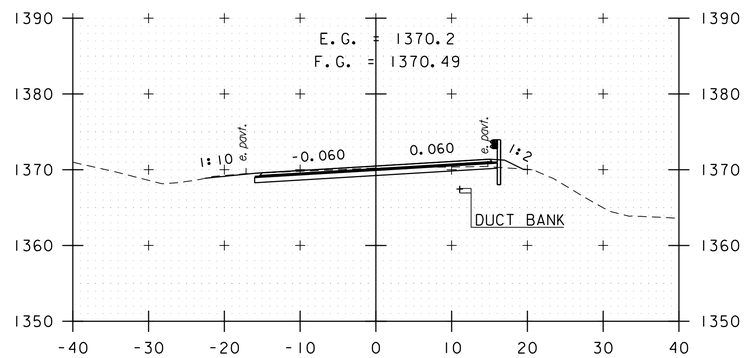
88+50



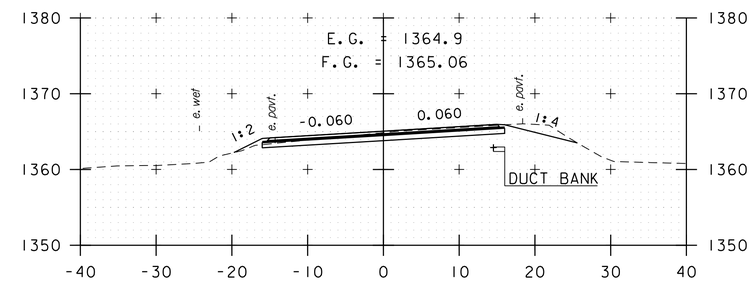
90+00



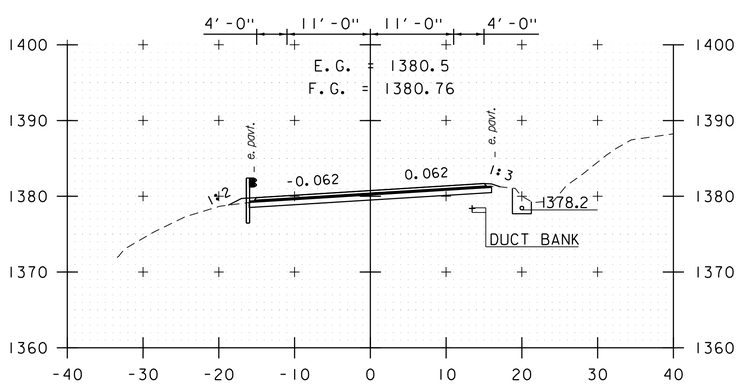
86+50



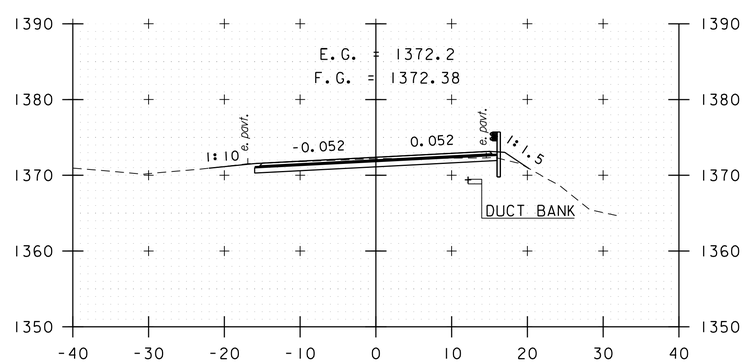
88+00



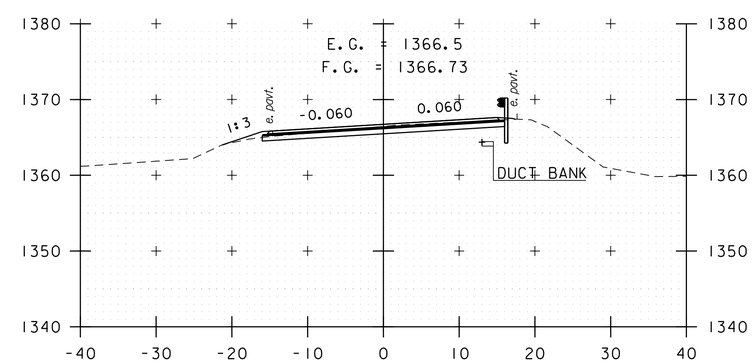
89+50



86+00



87+50

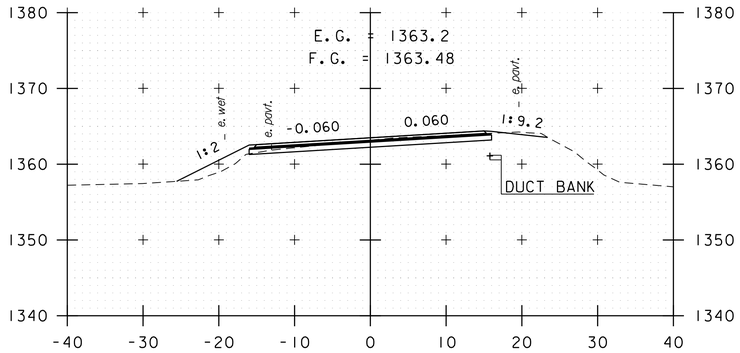


89+00

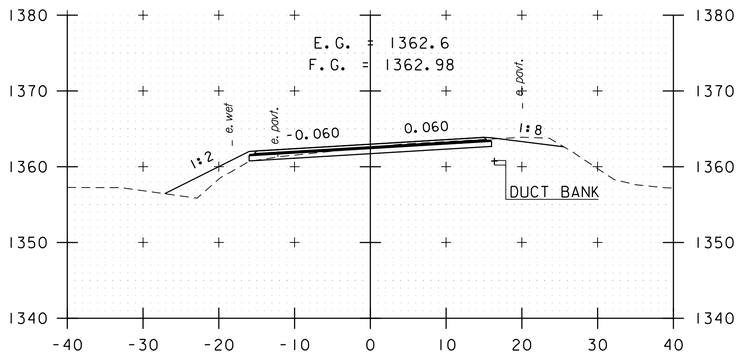
STA. 86+00 TO STA. 90+00

0 10 20
SCALE IN FEET

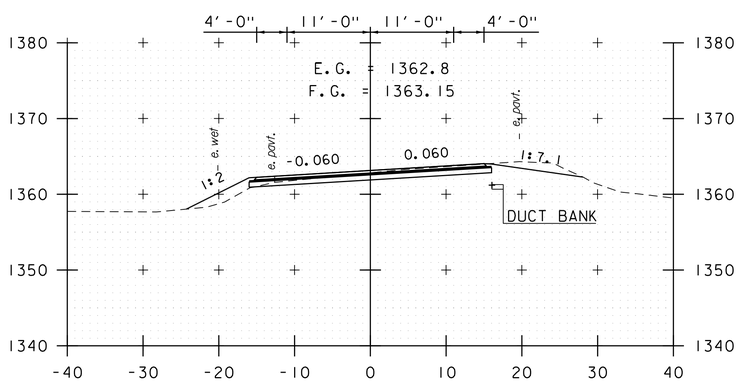
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234_xs_Kill.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
CROSS SECTION SHEET 20	SHEET 258 OF 424



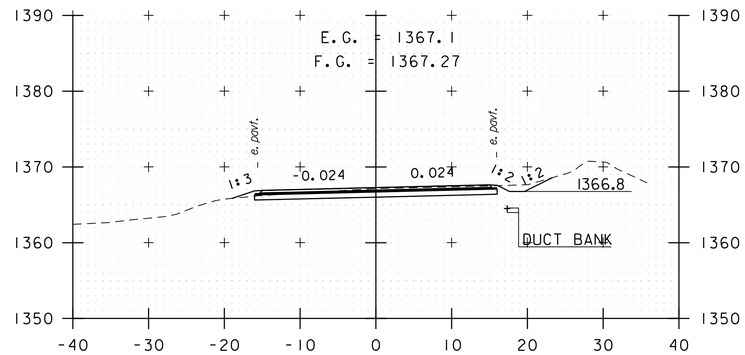
91+50



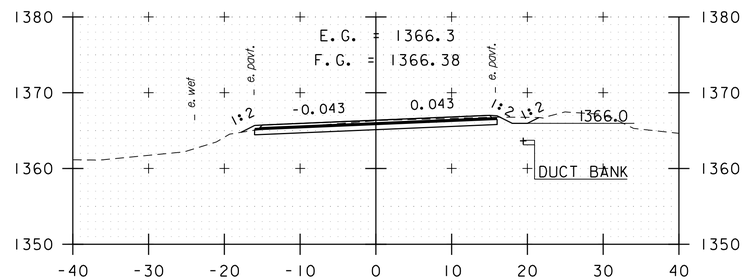
91+00



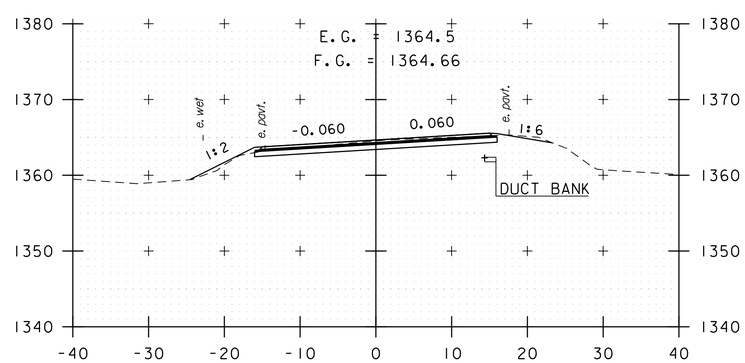
90+50



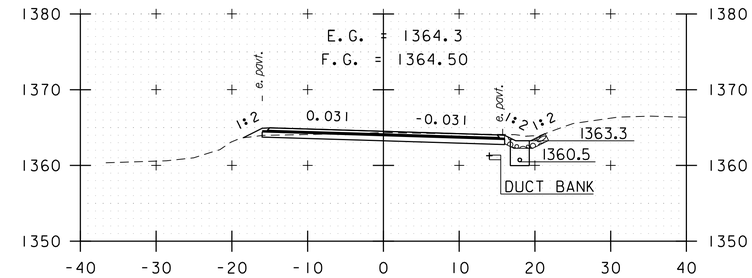
93+00



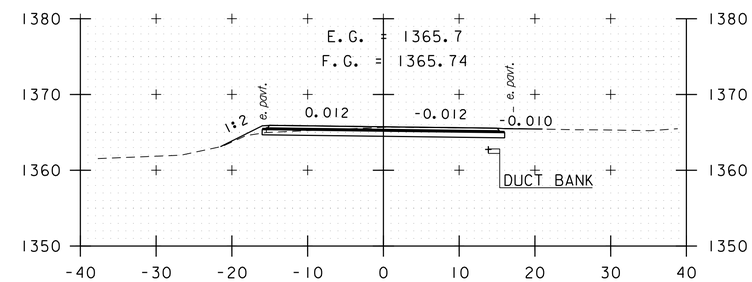
92+50



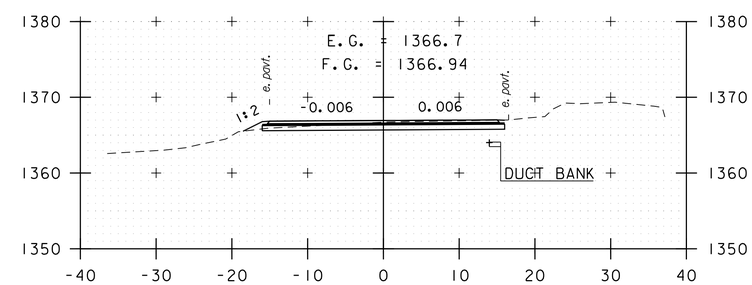
92+00



94+50



94+00

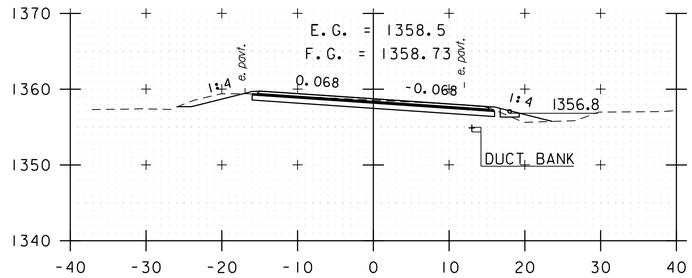


93+50

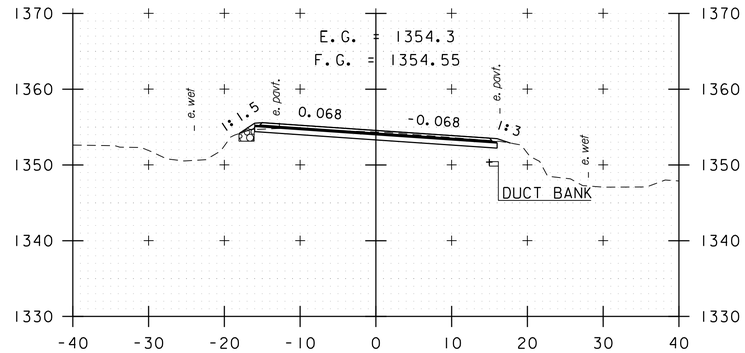
STA. 90+50 TO STA. 94+50

0 10 20
SCALE IN FEET

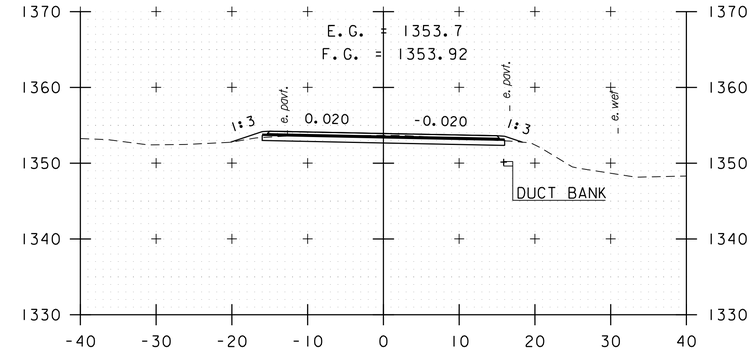
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234_xs_Kill.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
CROSS SECTION SHEET 21	SHEET 259 OF 424



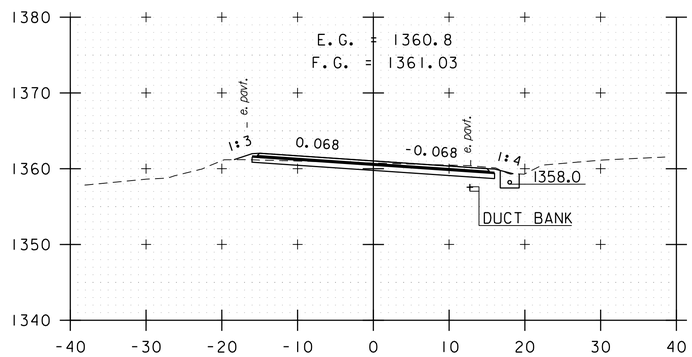
96+00



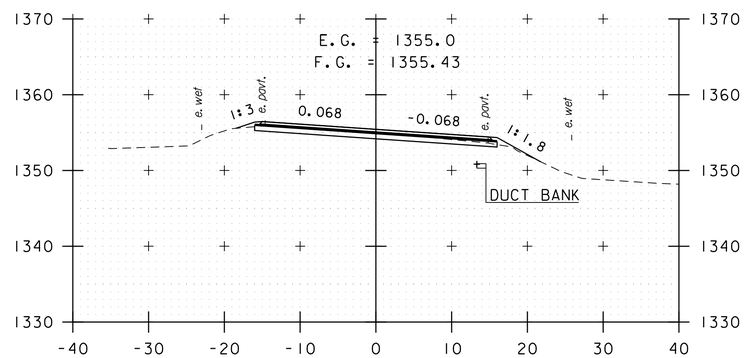
97+50



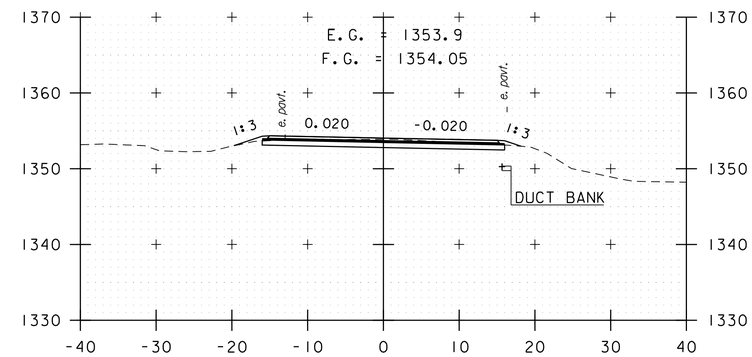
99+00



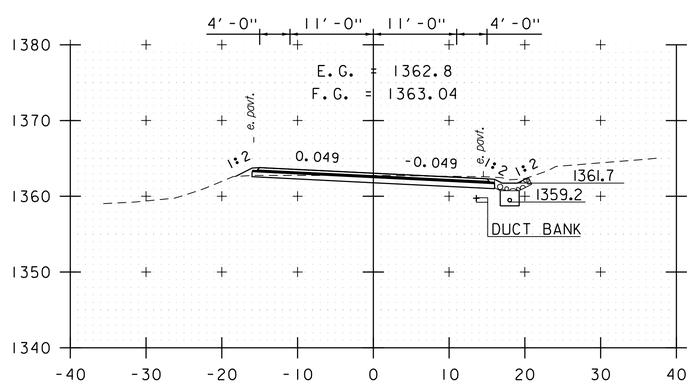
95+50



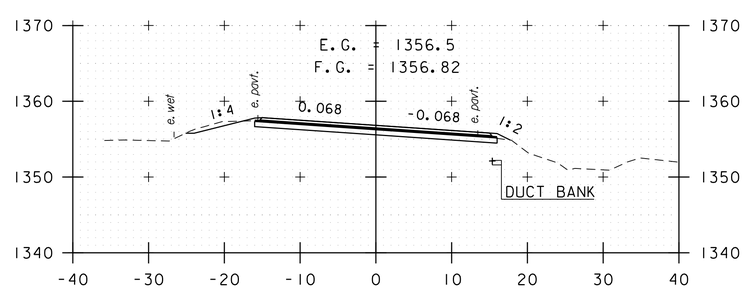
97+00



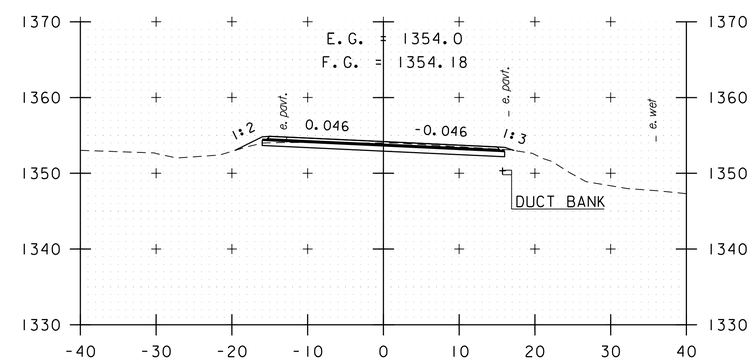
98+50



95+00



96+50

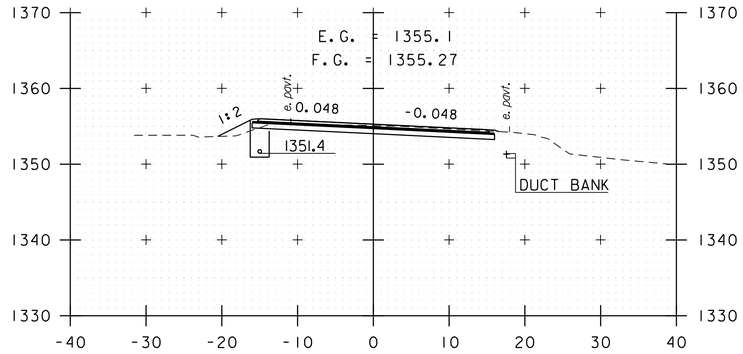


98+00

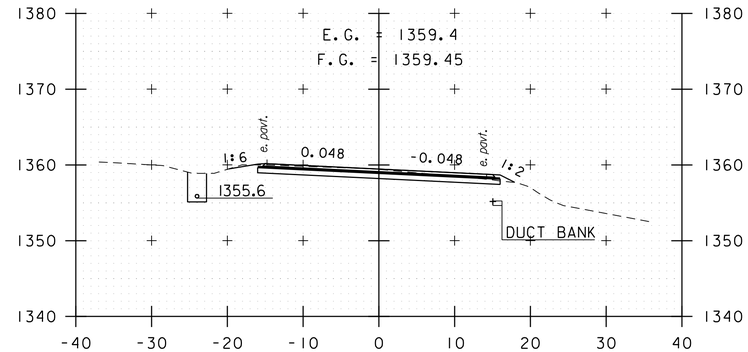
STA. 95+00 TO STA. 99+00

0 10 20
SCALE IN FEET

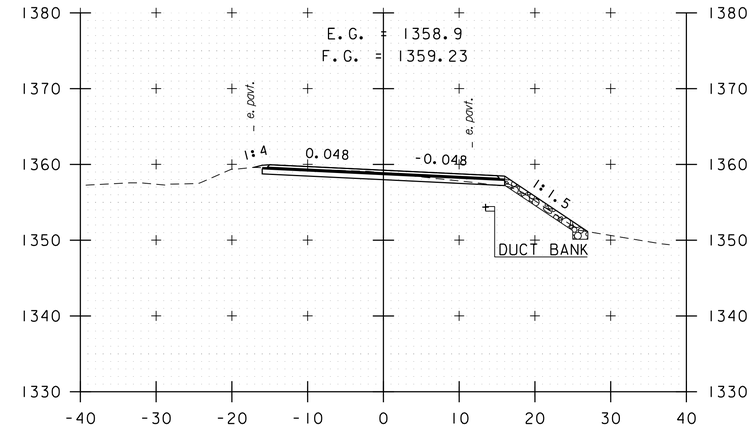
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234_xs_K111.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
CROSS SECTION SHEET 22	SHEET 260 OF 424



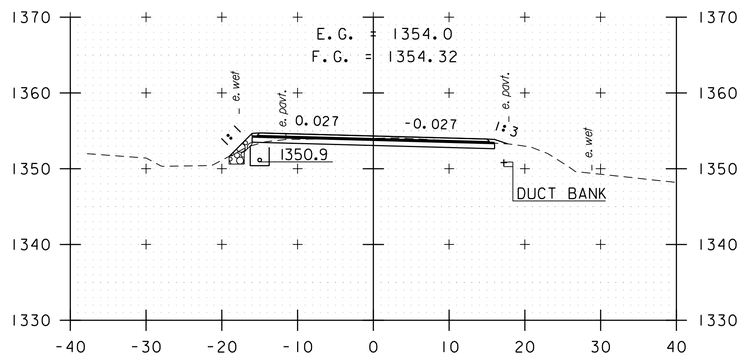
100+50



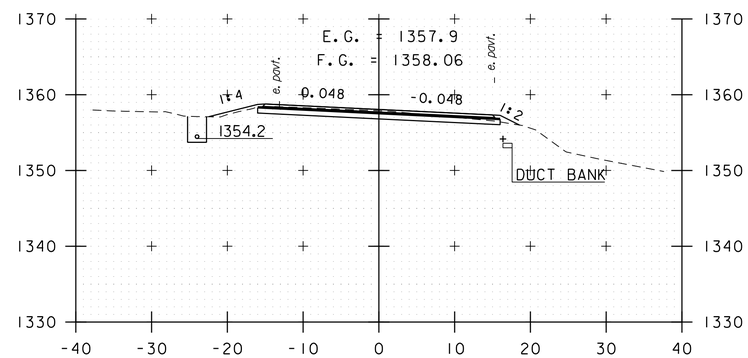
102+00



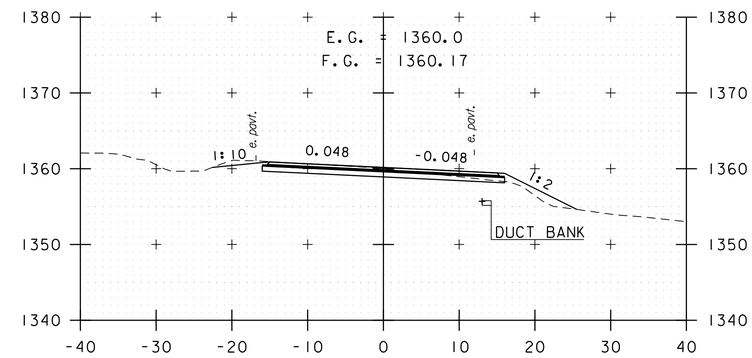
103+50



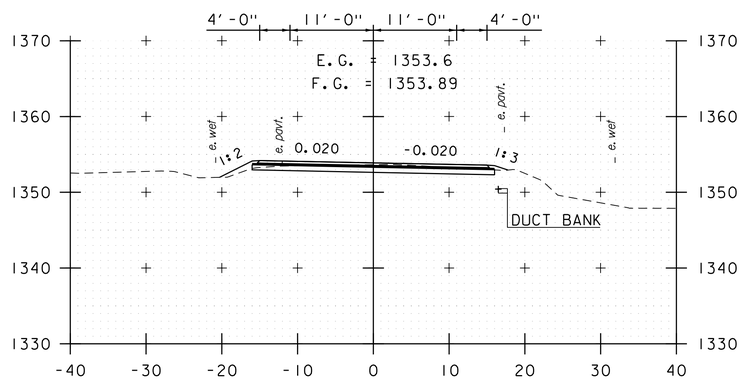
100+00



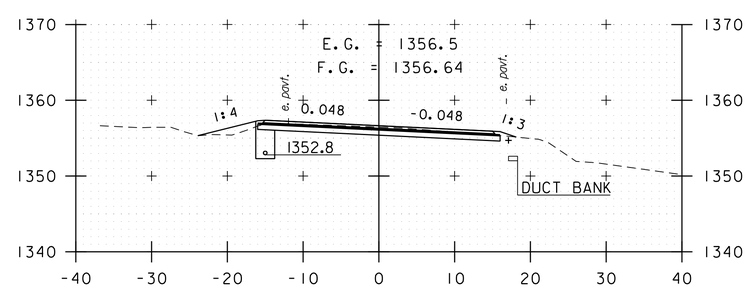
101+50



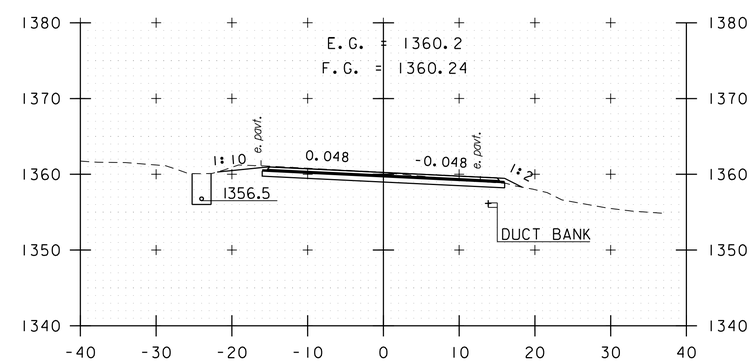
103+00



99+50



101+00



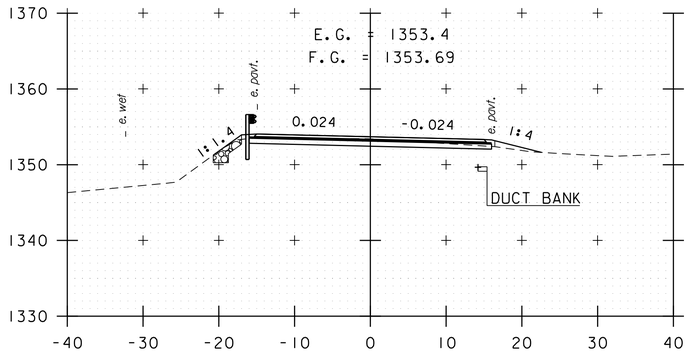
102+50

STA. 99+50 TO STA. 103+50

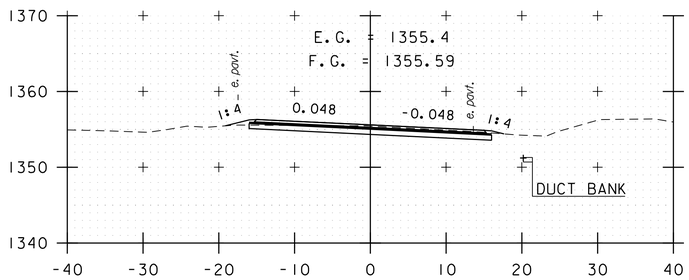
0 10 20
SCALE IN FEET

vhb

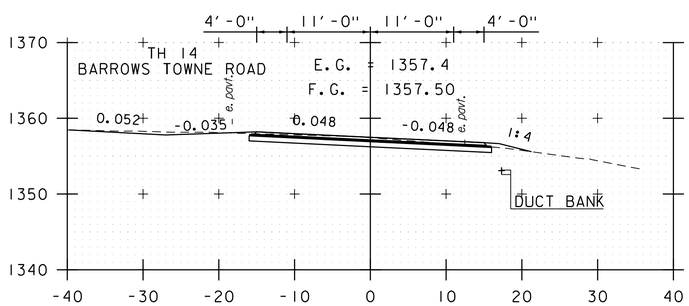
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234_xs_Kill.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
CROSS SECTION SHEET 23	SHEET 261 OF 424



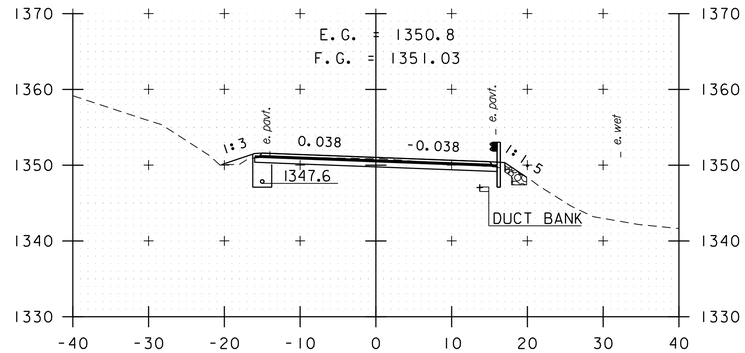
105+00



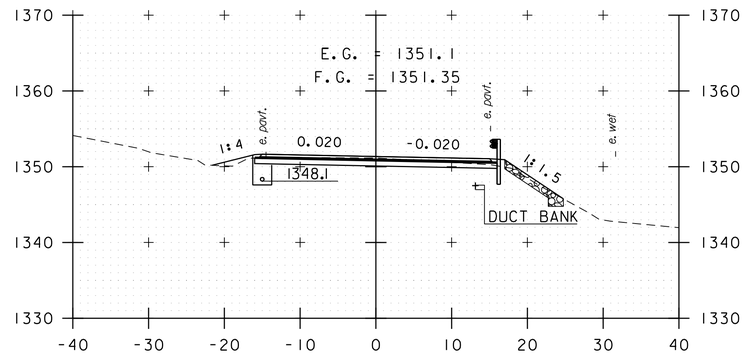
104+50



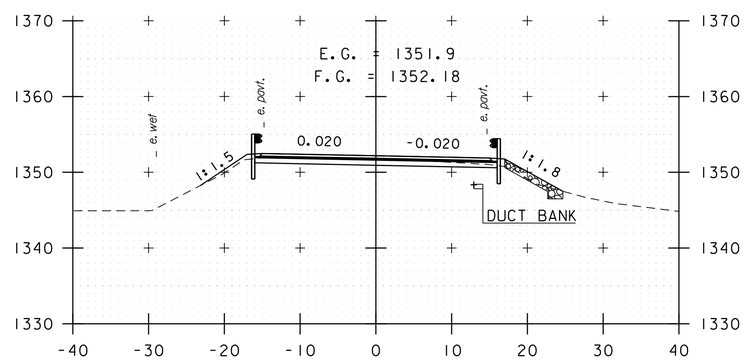
104+00



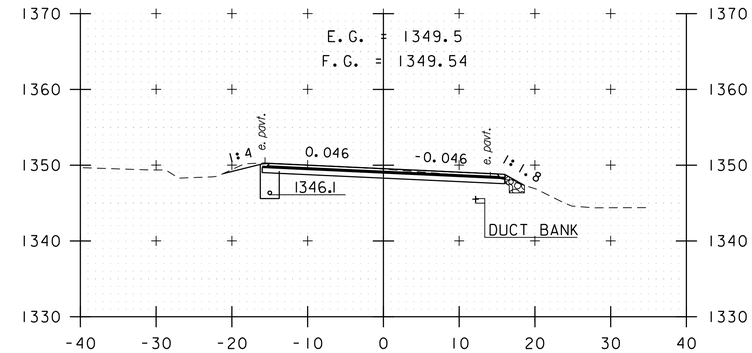
106+50



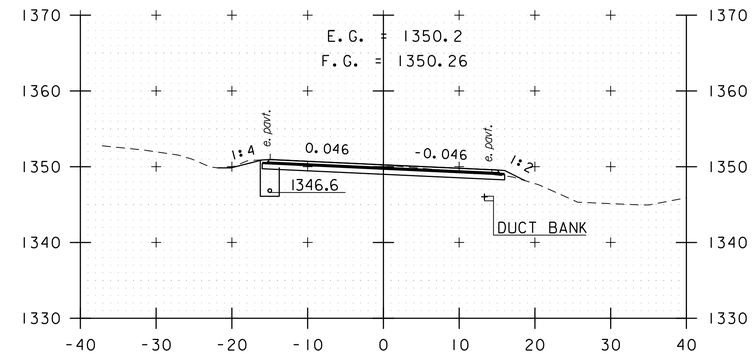
106+00



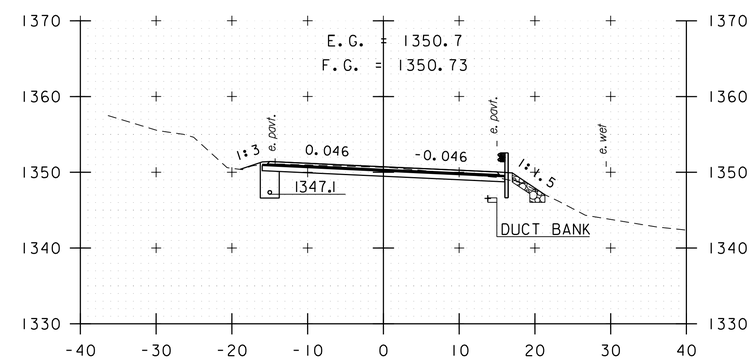
105+50



108+00



107+50



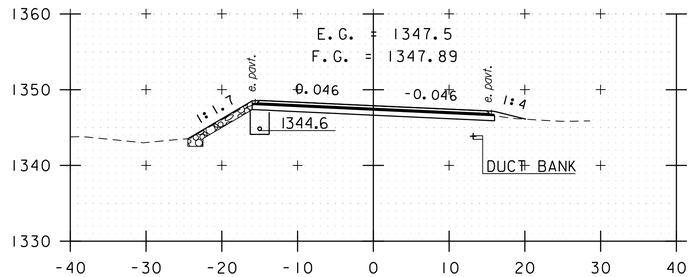
107+00

STA. 104+00 TO STA. 108+00

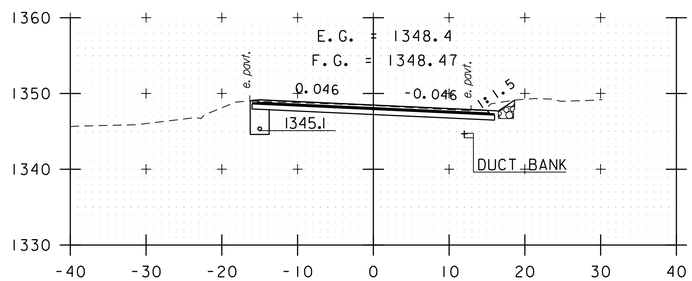
0 10 20
SCALE IN FEET

vhb

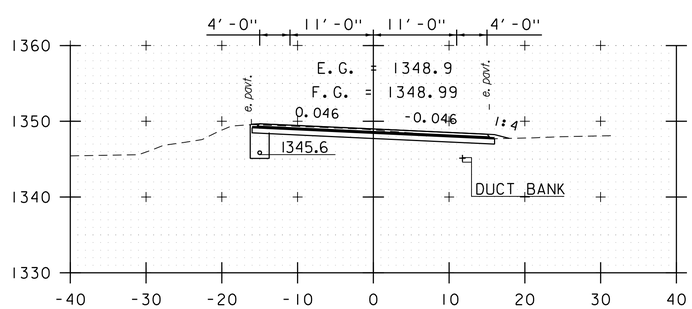
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234_xs_Kill.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
CROSS SECTION SHEET 24	SHEET 262 OF 424



109+50



109+00



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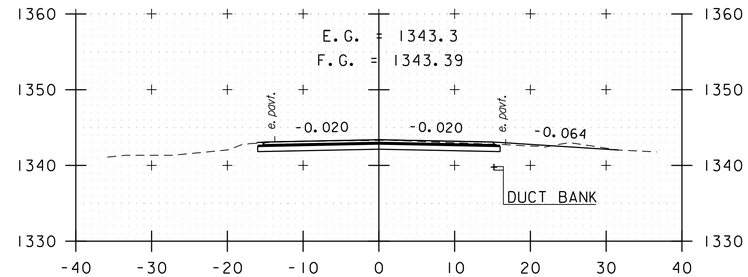

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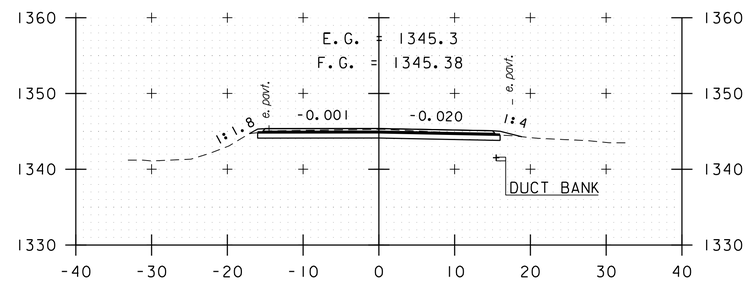

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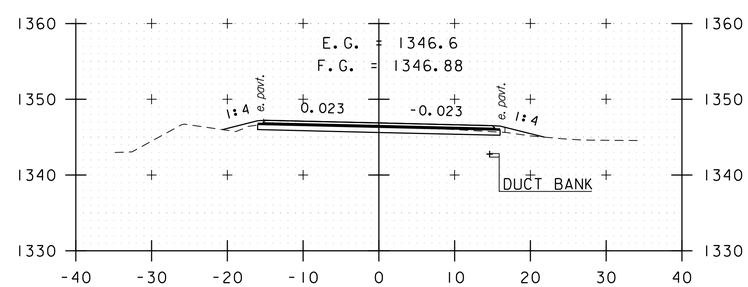

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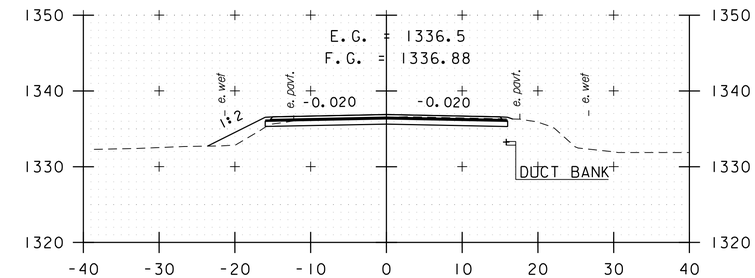
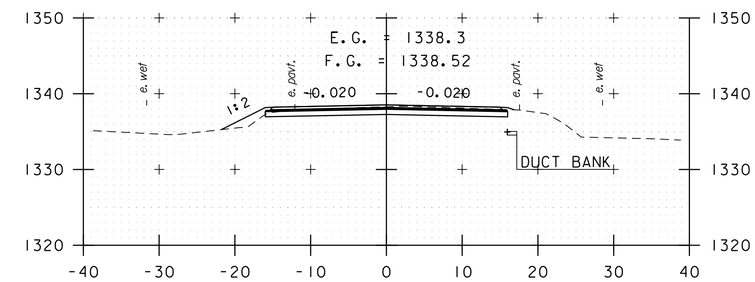
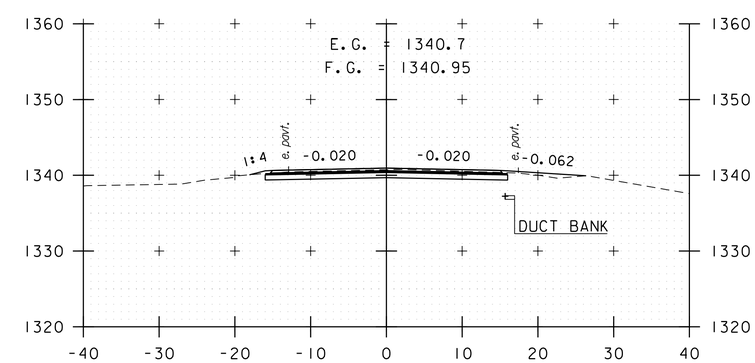


112+50



112+00

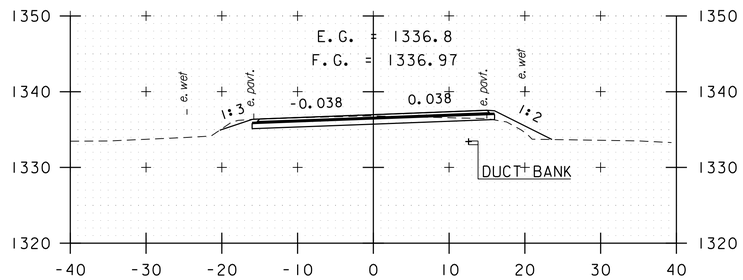


111+50

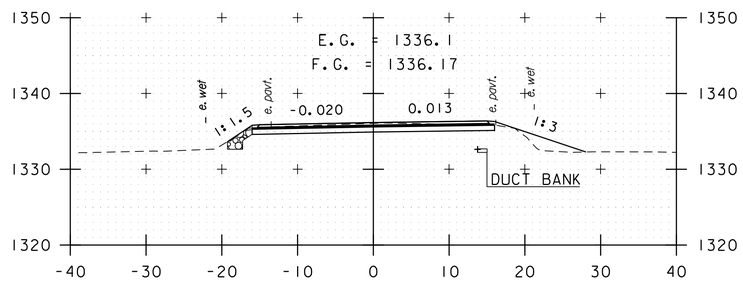
STA. 108+50 TO STA. 112+50

0 10 20
SCALE IN FEET

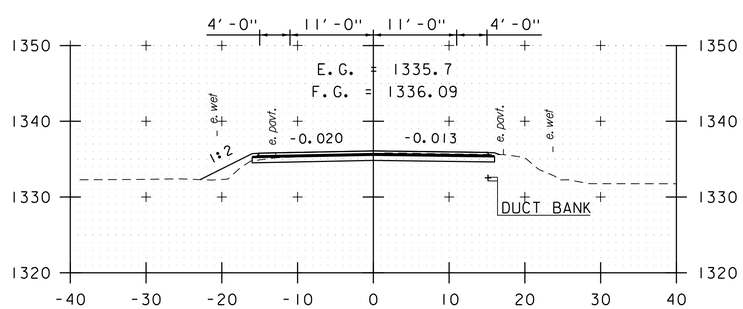
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234_xs_Kill.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
CROSS SECTION SHEET 25	SHEET 263 OF 424



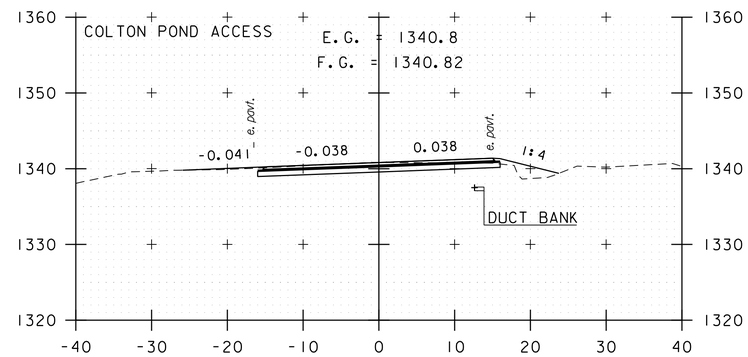
114+00



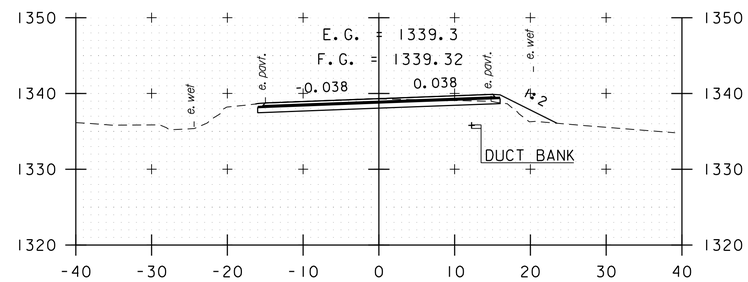
113+50



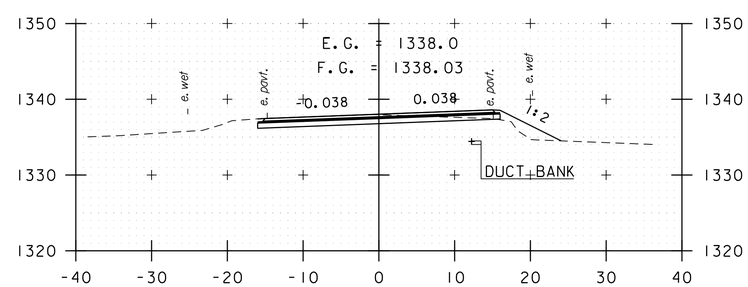
113+00



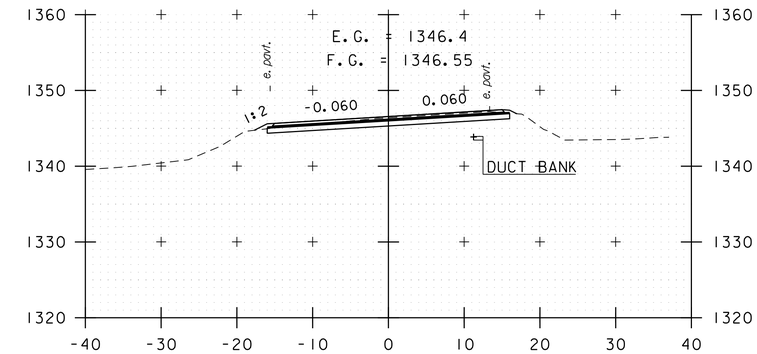
115+50



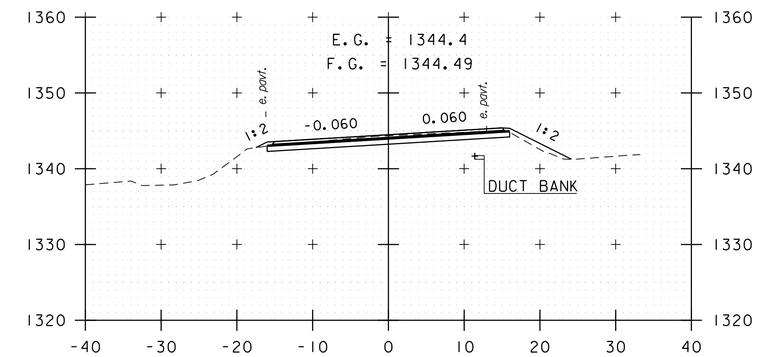
115+00



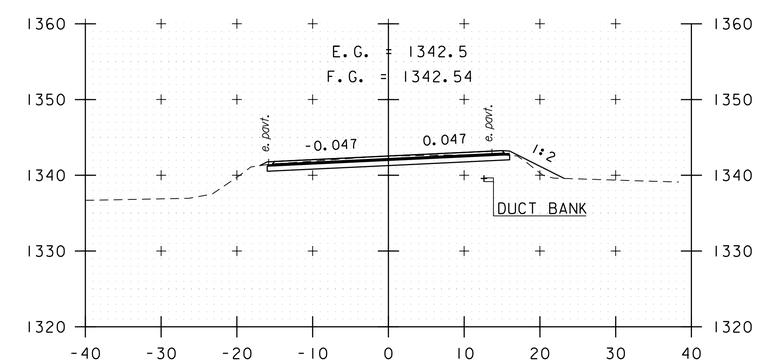
114+50



117+00



116+50



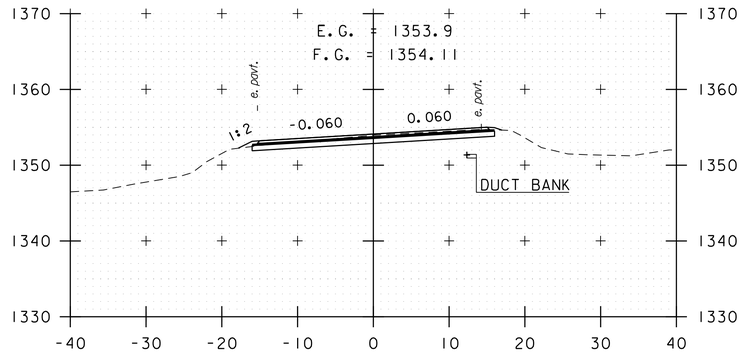
116+00

STA. 113+00 TO STA. 117+00

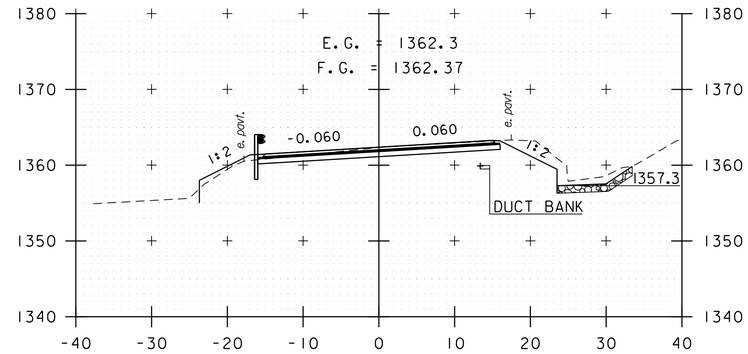
0 10 20
SCALE IN FEET

vhb

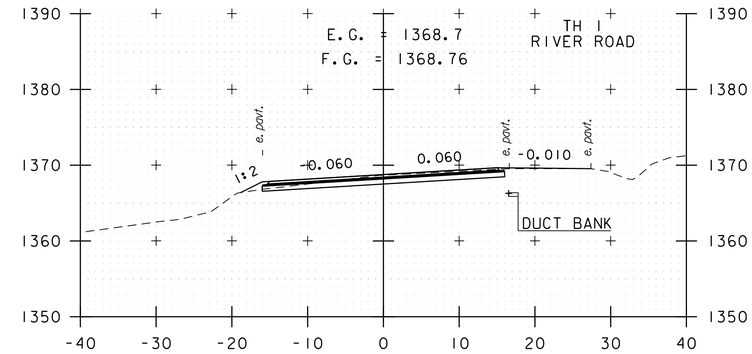
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234_xs_Kill.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
CROSS SECTION SHEET 26	SHEET 264 OF 424



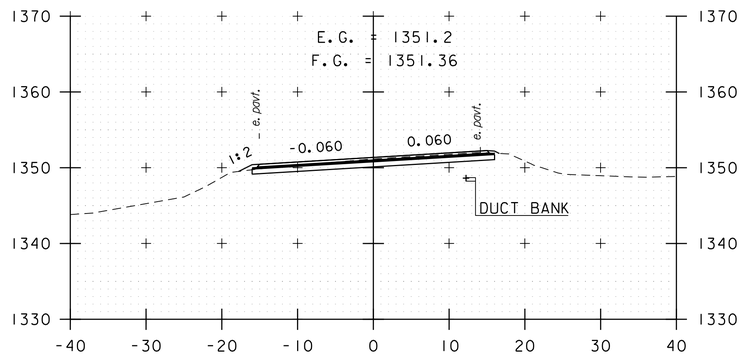
118+50



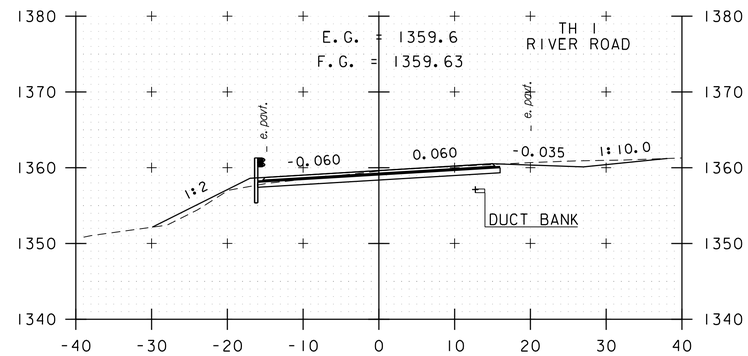
120+00



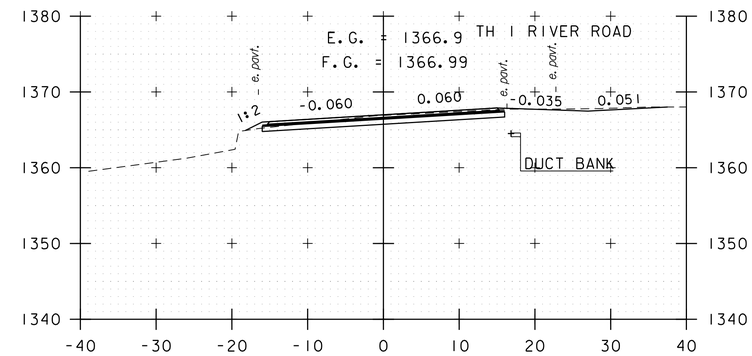
121+50



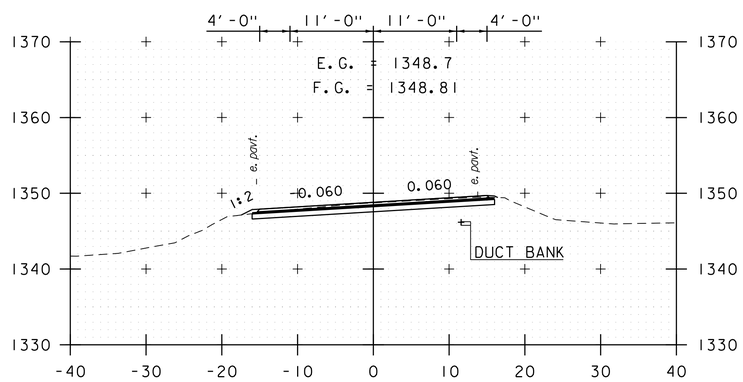
118+00



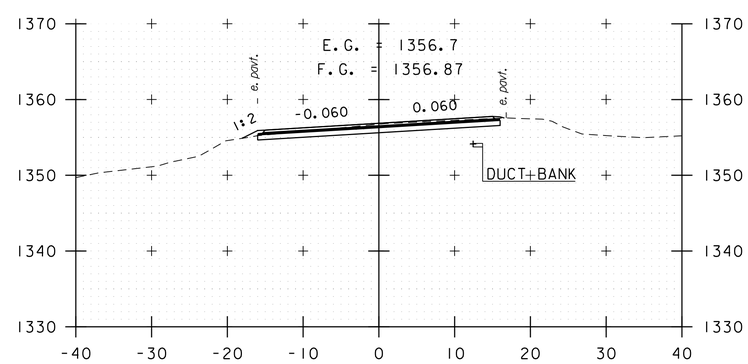
119+50



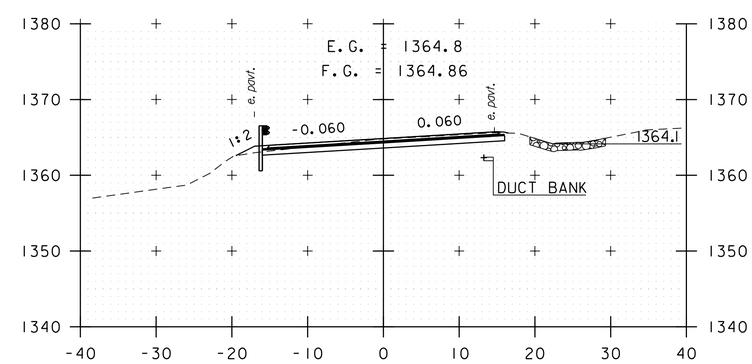
121+00



117+50



119+00

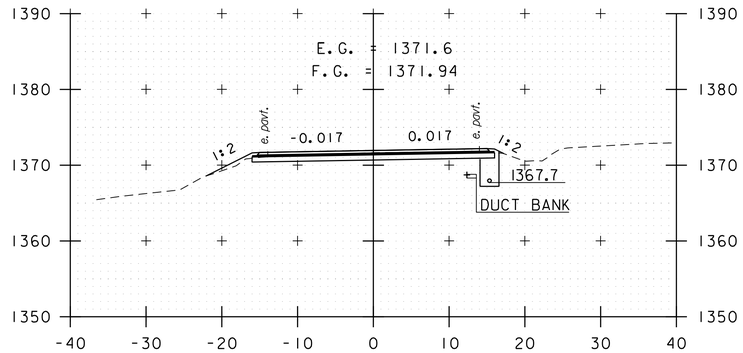


120+50

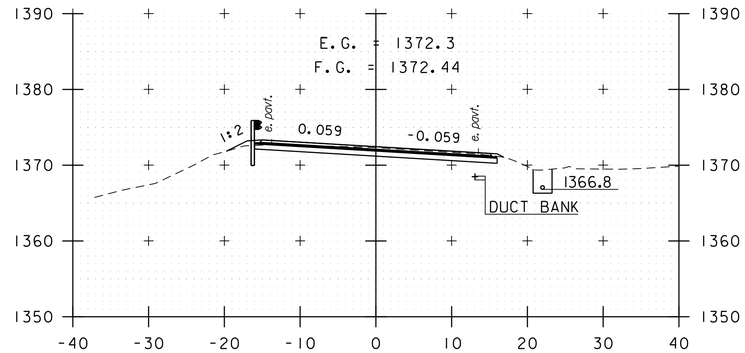
STA. 117+50 TO STA. 121+50

0 10 20
SCALE IN FEET

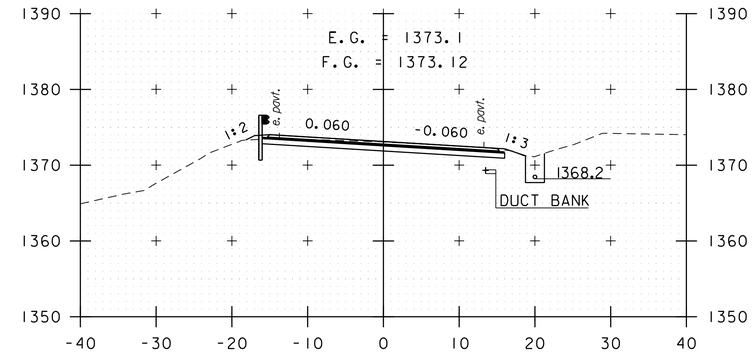
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234_xs_Kill.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
CROSS SECTION SHEET 27	SHEET 265 OF 424



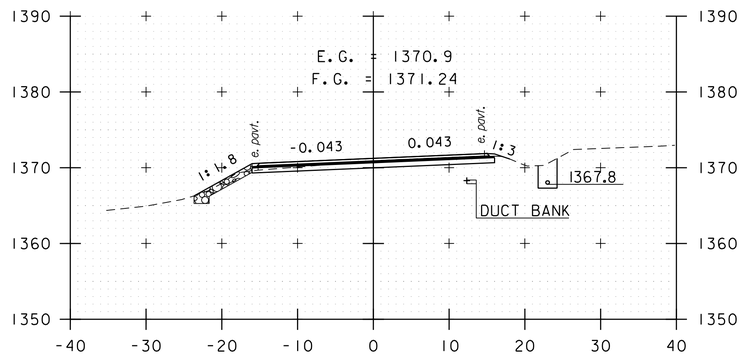
123+00



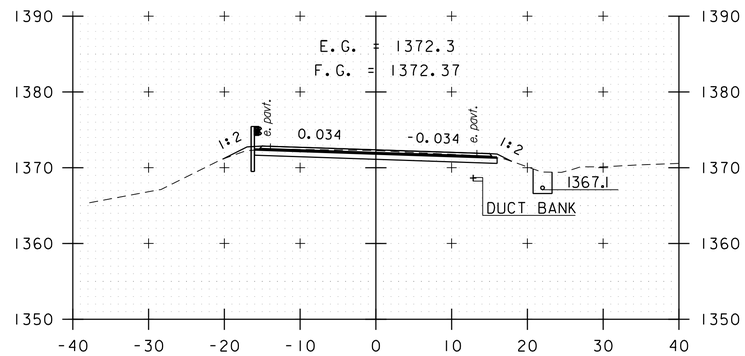
124+50



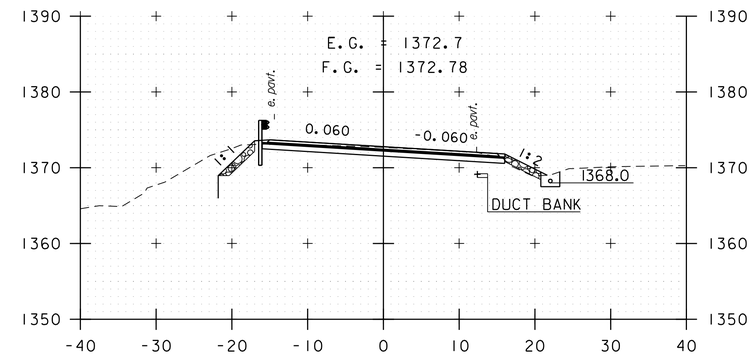
126+00



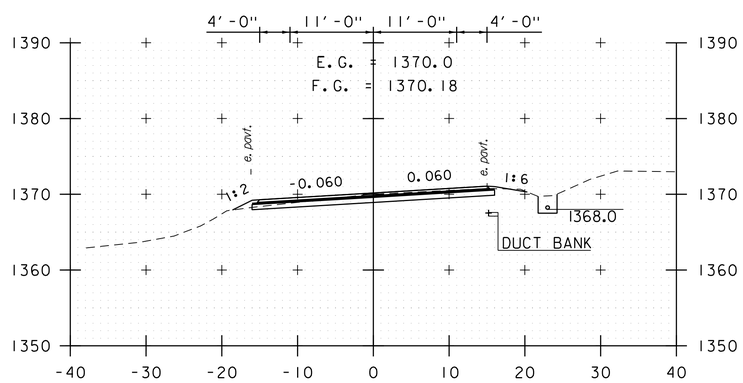
122+50



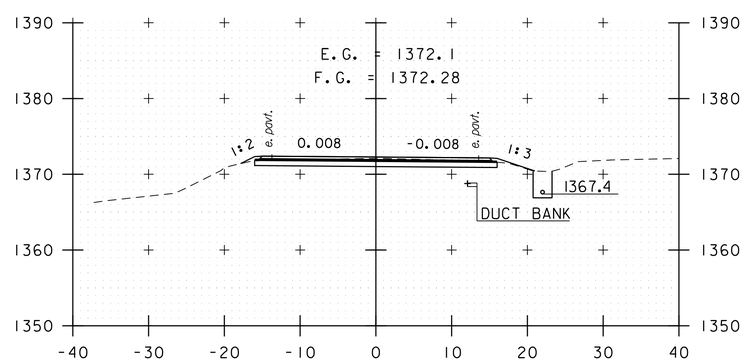
124+00



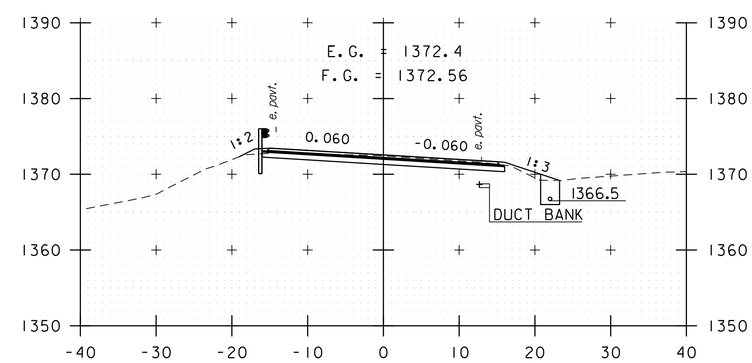
125+50



122+00



123+50

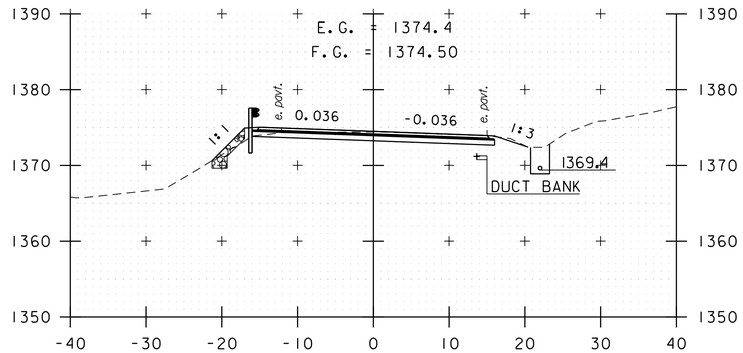


125+00

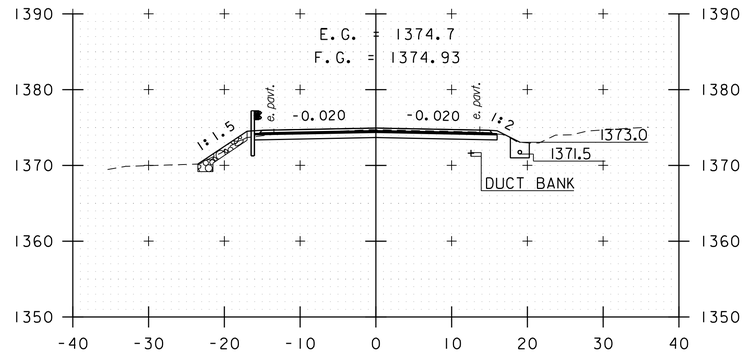
STA. 122+00 TO STA. 126+00

0 10 20
SCALE IN FEET

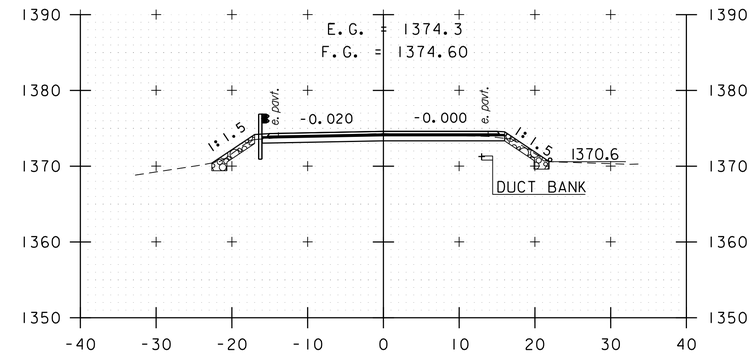
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234_xs_Kill.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: E.P. DETRICK
DESIGNED BY: B.M. ROBERTS	CHECKED BY: B.M. ROBERTS
CROSS SECTION SHEET 28	SHEET 266 OF 424



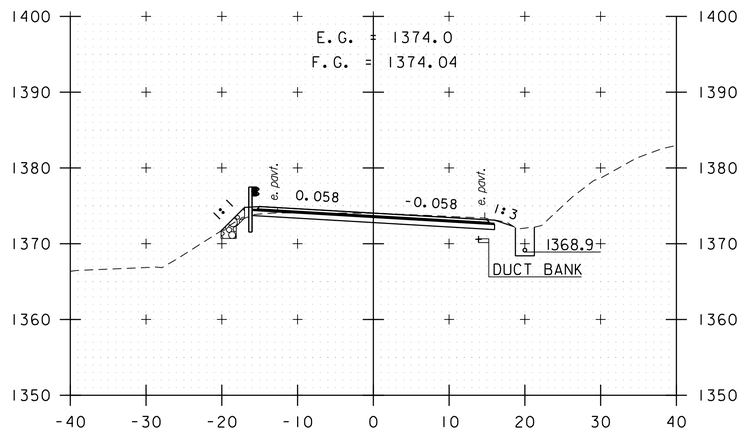
127+50



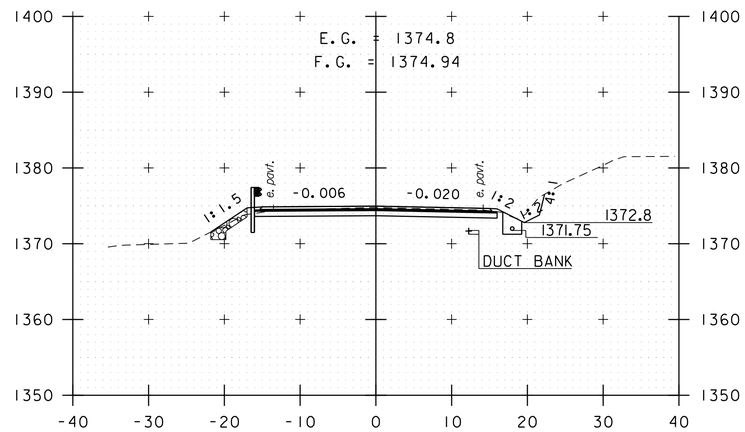
129+00



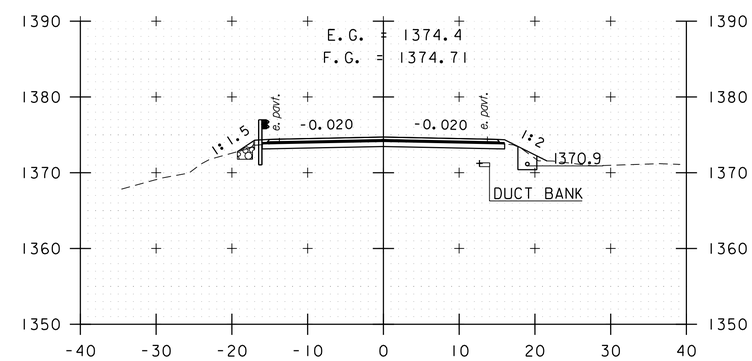
130+50



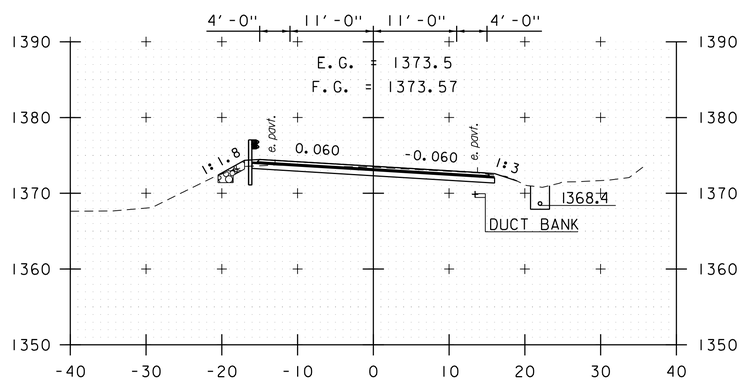
127+00



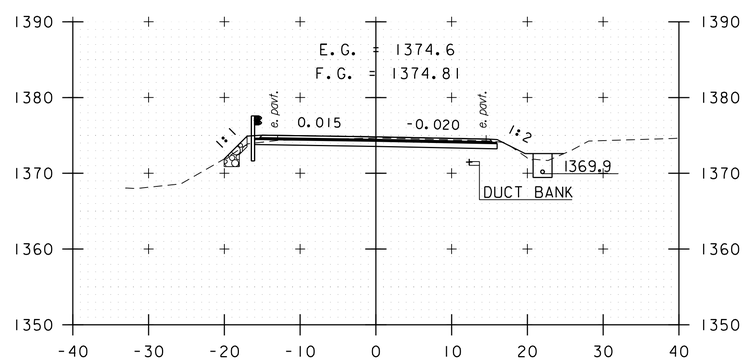
128+50



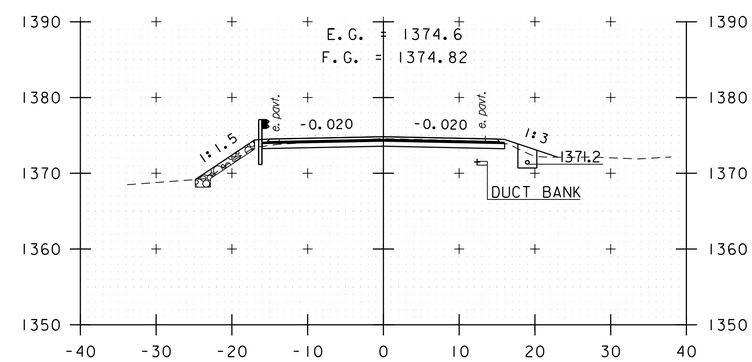
130+00



126+50



128+00

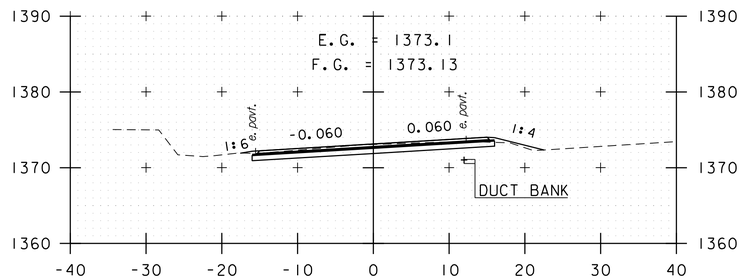


129+50

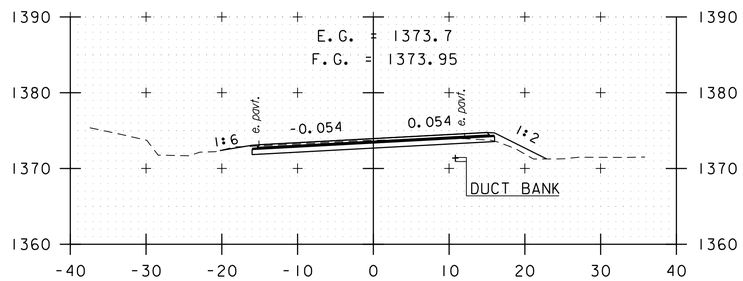
STA. 126+50 TO STA. 130+50

0 10 20
SCALE IN FEET

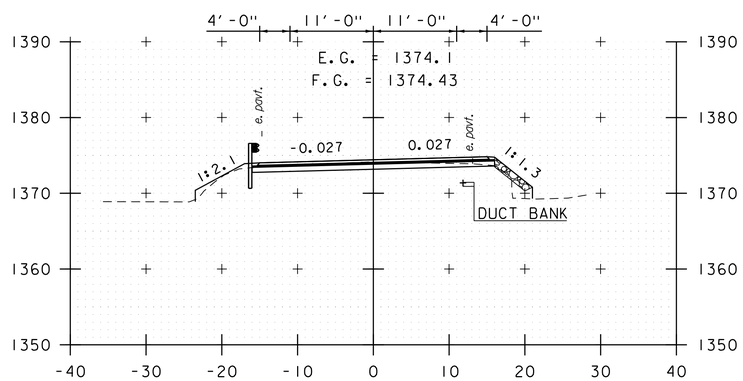
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234_xs_Kill.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
CROSS SECTION SHEET 29	SHEET 267 OF 424



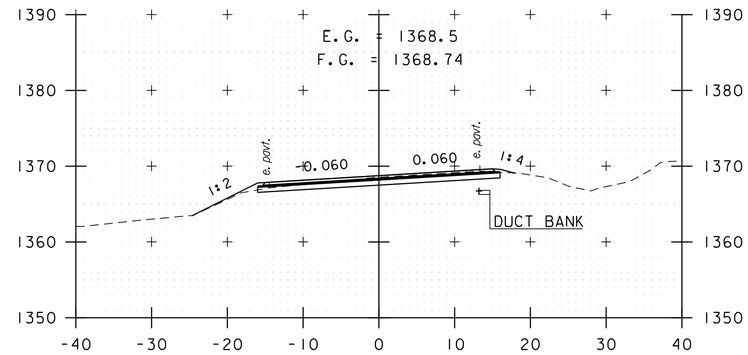
132+00



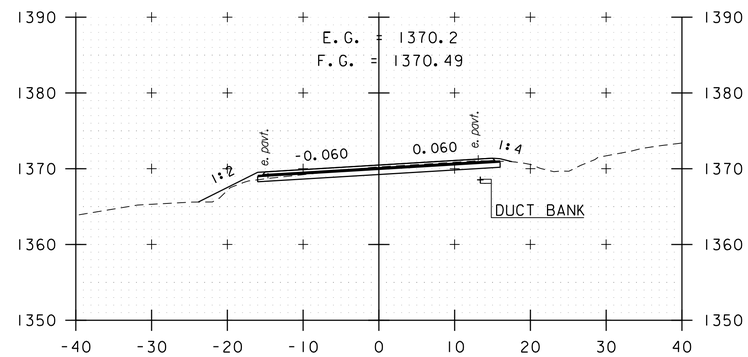
131+50



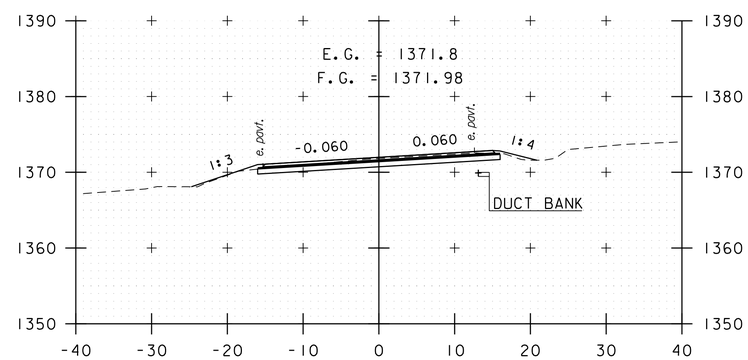
131+00



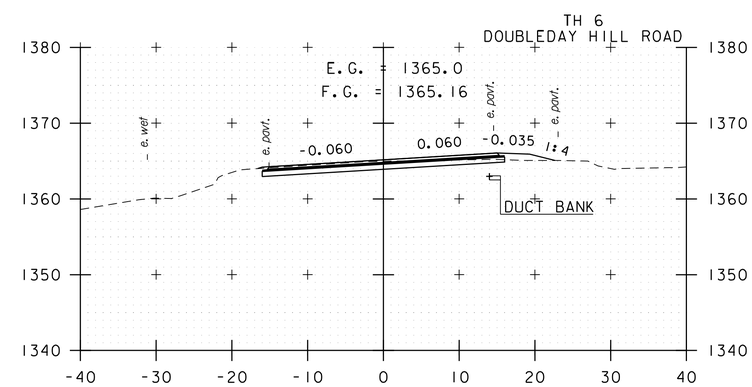
133+50



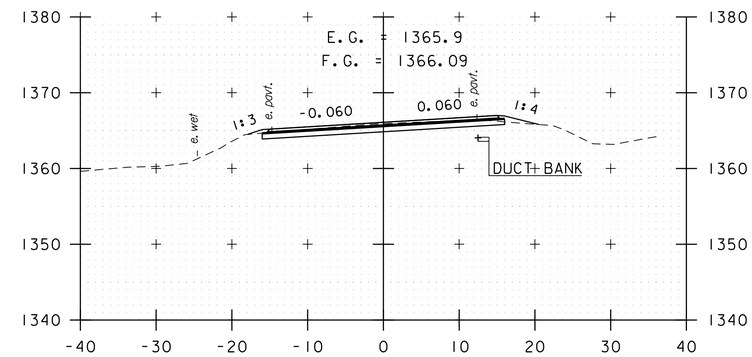
133+00



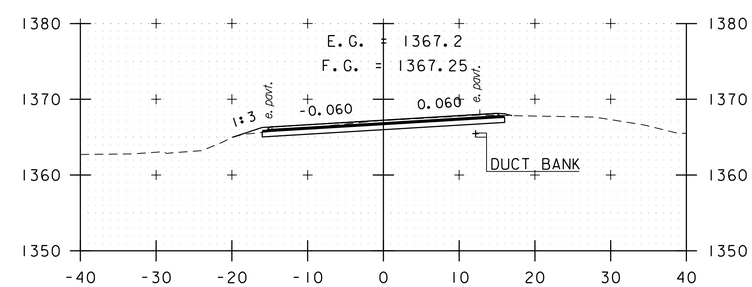
132+50



135+00



134+50

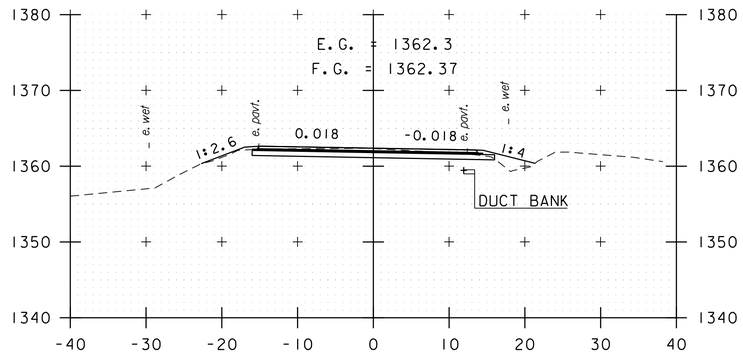


134+00

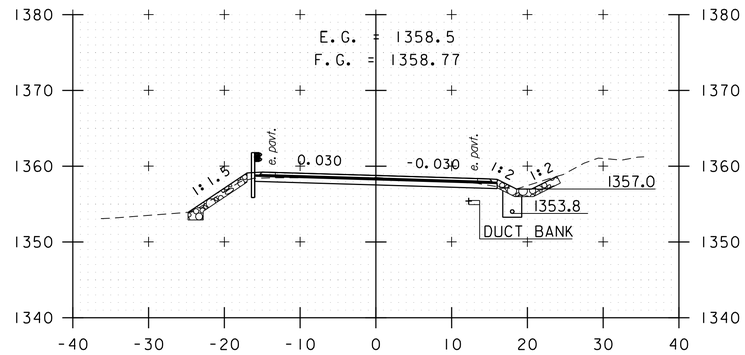
STA. 131+00 TO STA. 135+00

0 10 20
SCALE IN FEET

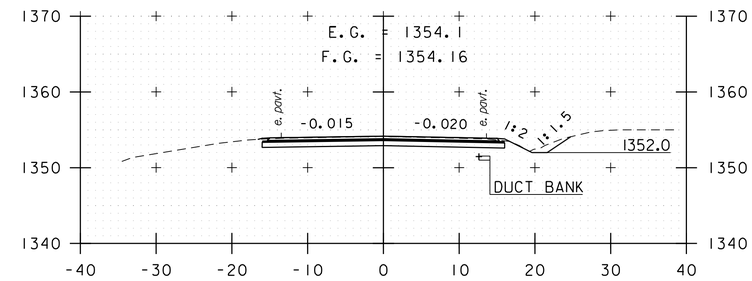
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: zl2B234_xs_Kill.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
CROSS SECTION SHEET 30	SHEET 268 OF 424



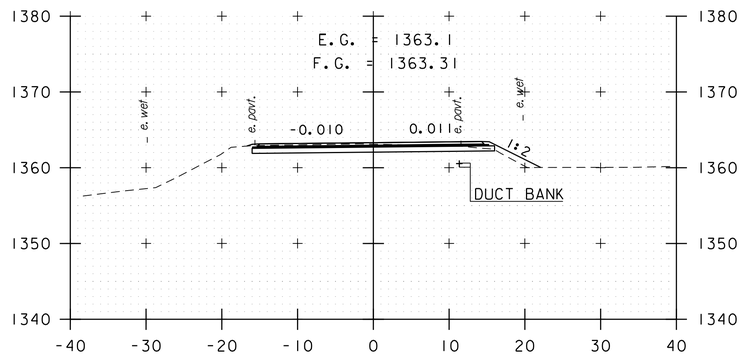
136+50



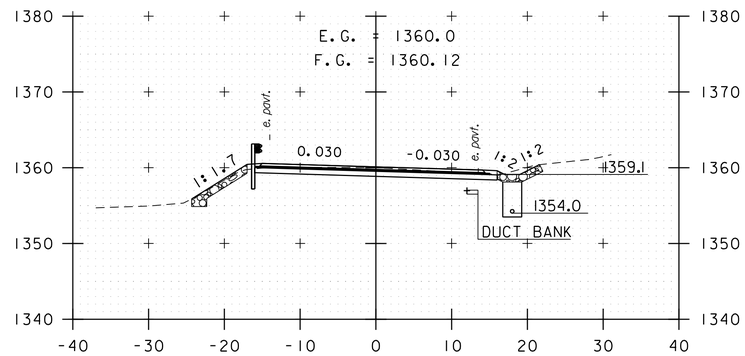
138+00



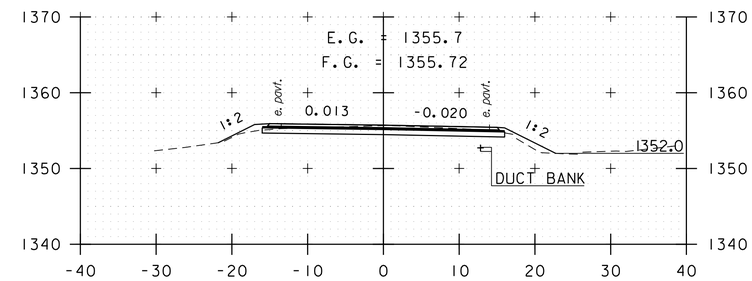
139+50



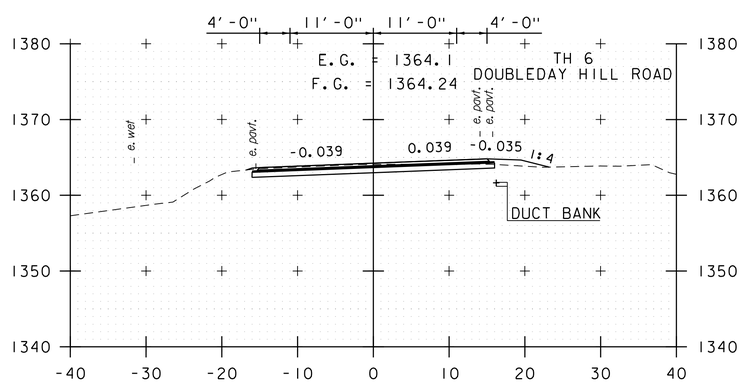
136+00



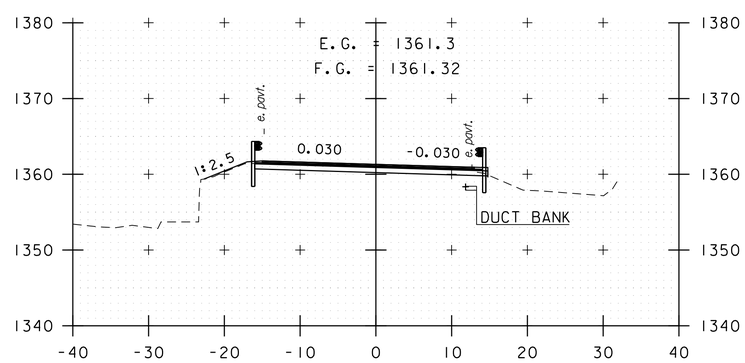
137+50



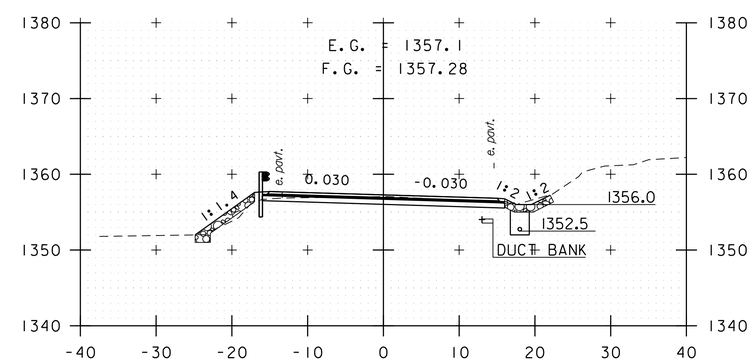
139+00



135+50



137+00



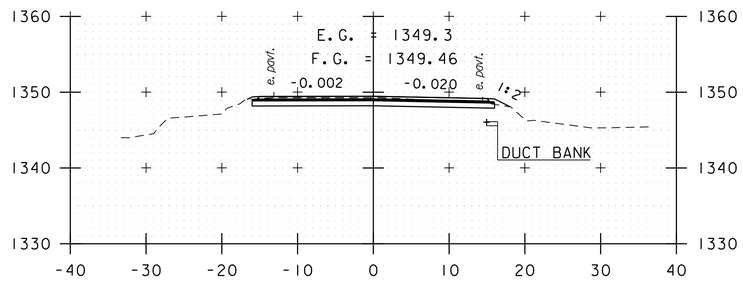
138+50

STA. 135+50 TO STA. 139+50

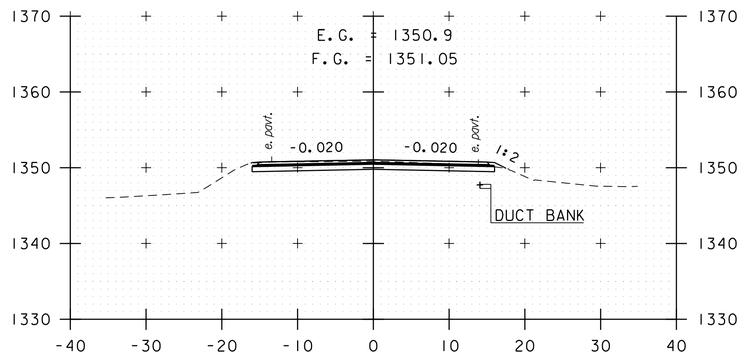
0 10 20
SCALE IN FEET

vhb

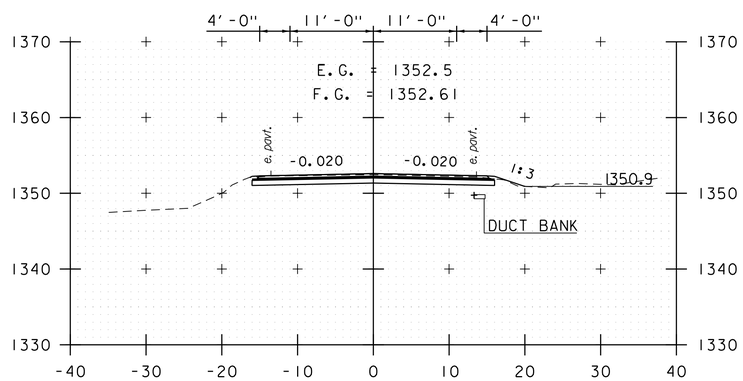
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234_xs_Kill.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
CROSS SECTION SHEET 31	SHEET 269 OF 424



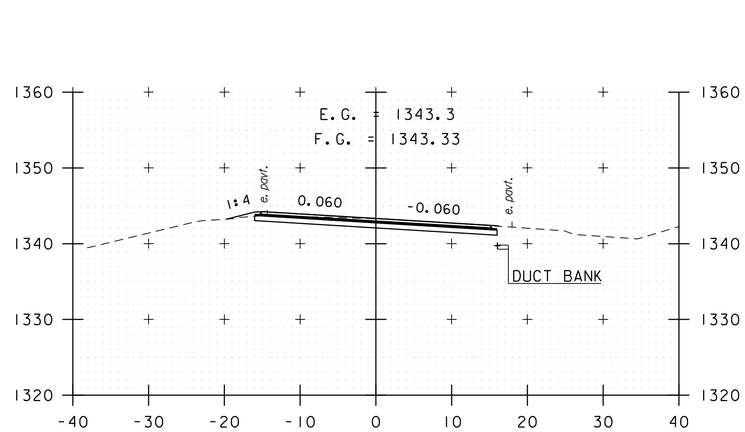
141+00



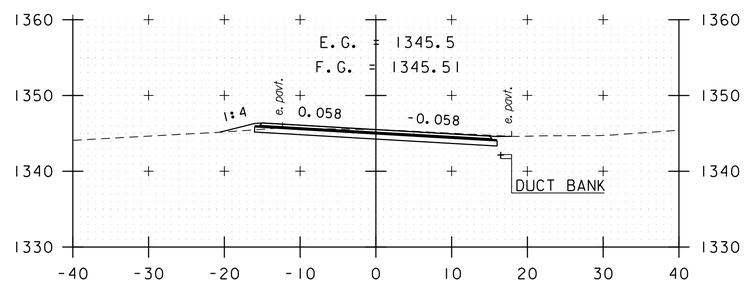
140+50



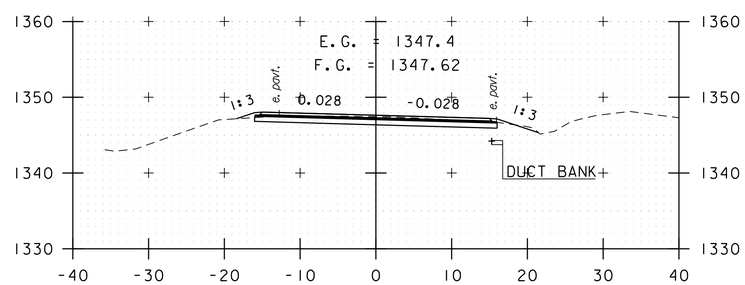
140+00



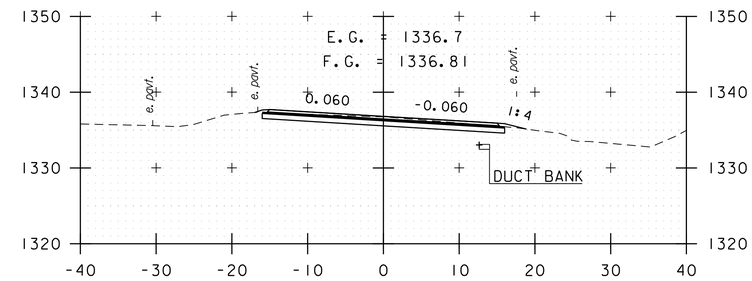
142+50



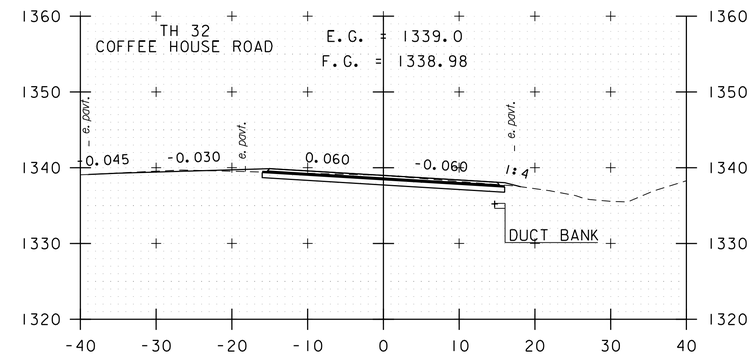
142+00



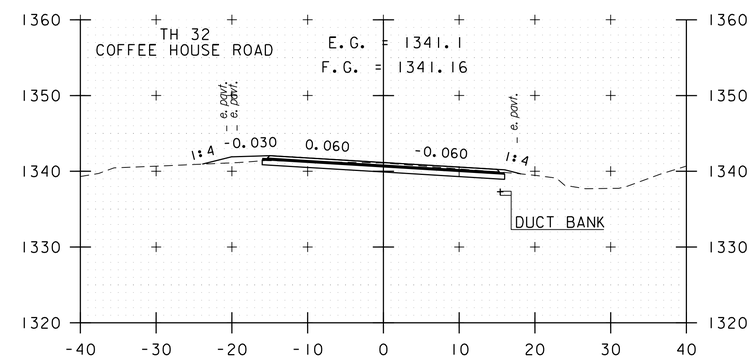
141+50



144+00



143+50



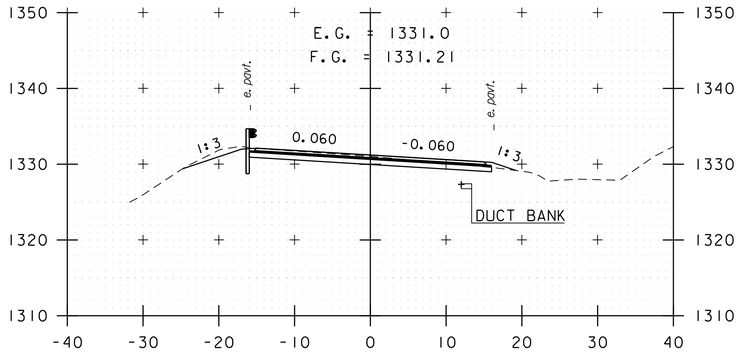
143+00

STA. 140+00 TO STA. 144+00

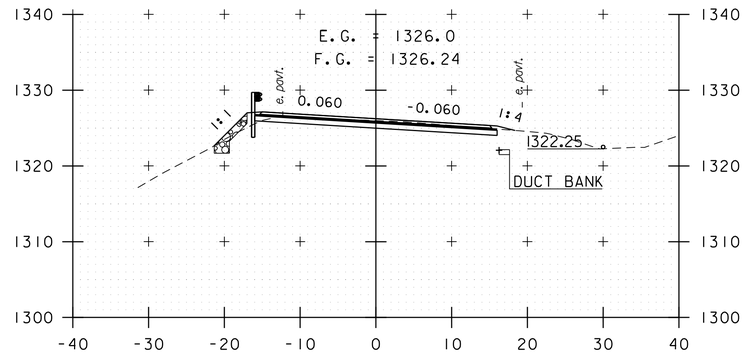
0 10 20
SCALE IN FEET

vhb

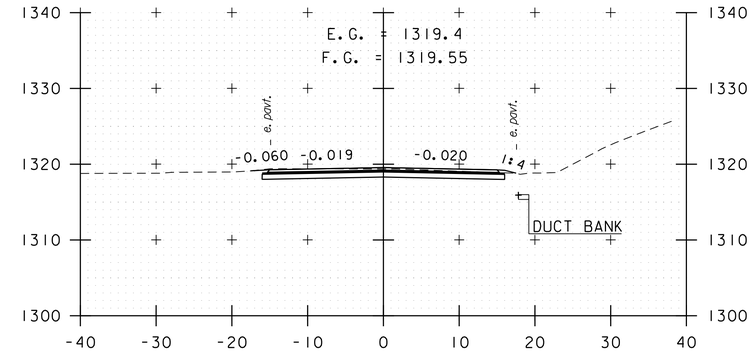
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234_xs_Kill.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
CROSS SECTION SHEET 32	SHEET 270 OF 424



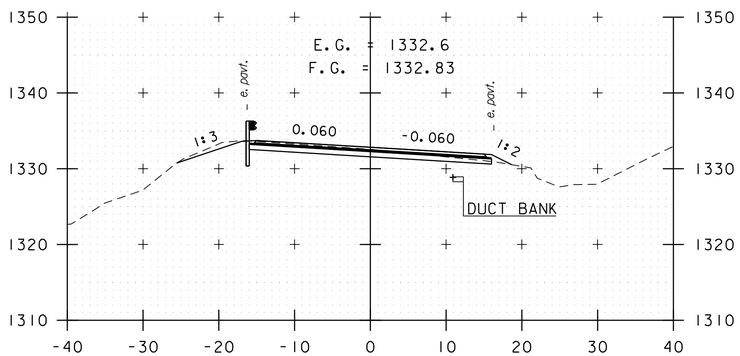
145+50



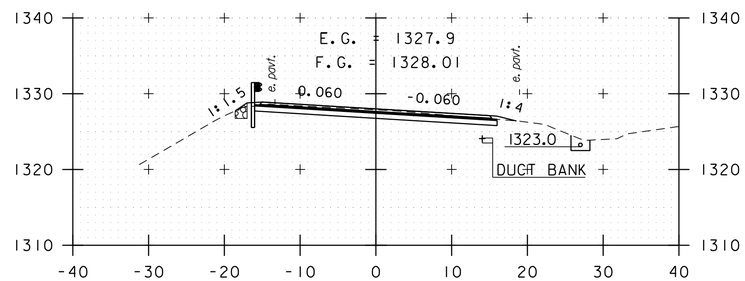
147+00



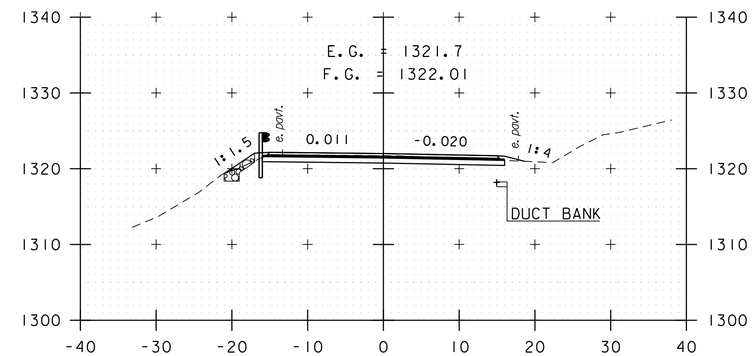
148+50



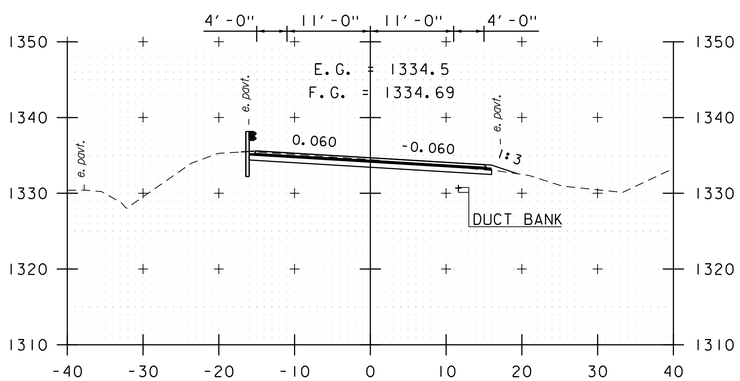
145+00



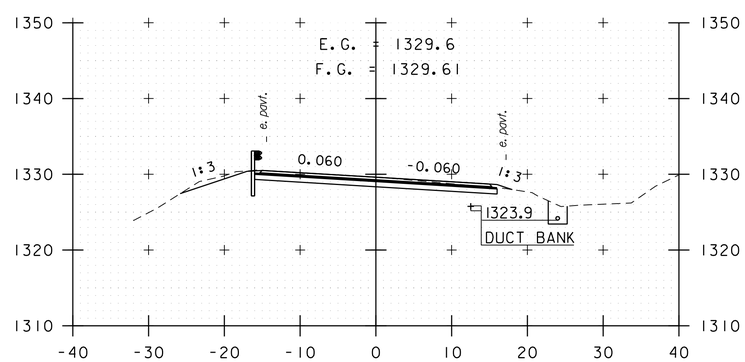
146+50



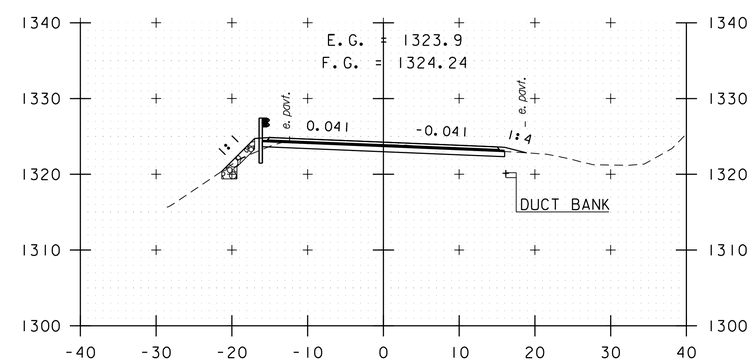
148+00



144+50



146+00



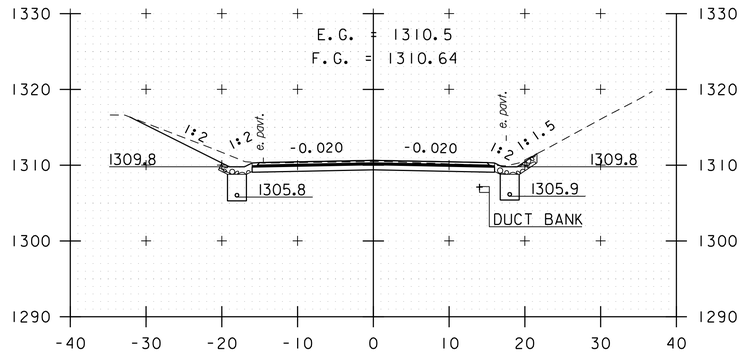
147+50

STA. 144+50 TO STA. 148+50

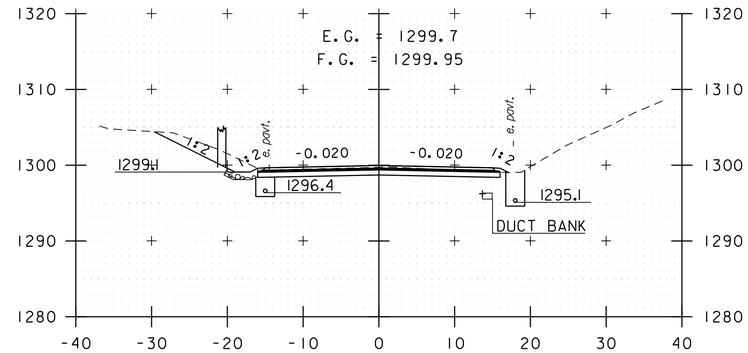
0 10 20
SCALE IN FEET

vhb

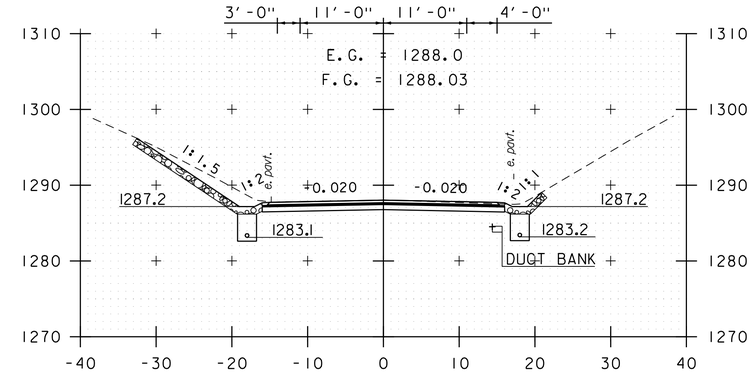
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234_xs_K111.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
CROSS SECTION SHEET 33	SHEET 271 OF 424



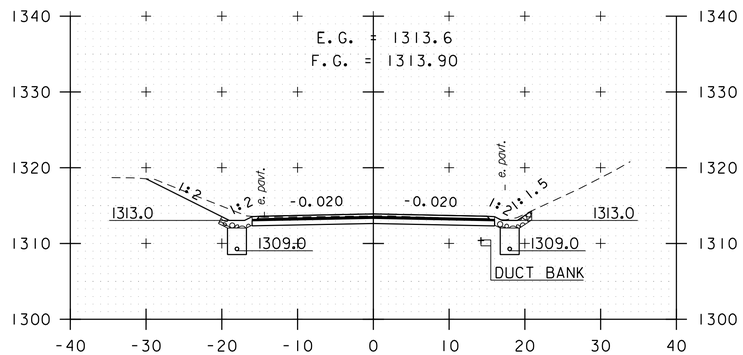
150+00



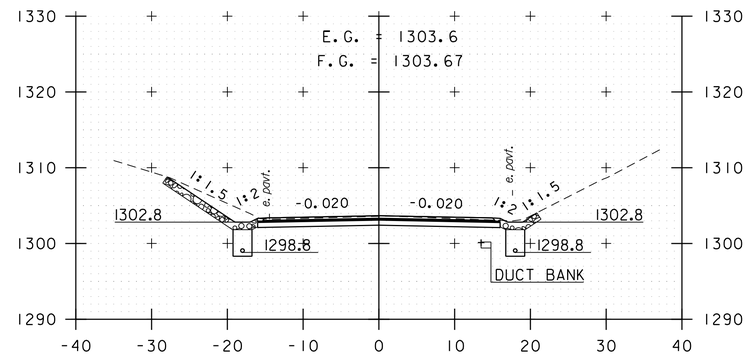
151+50



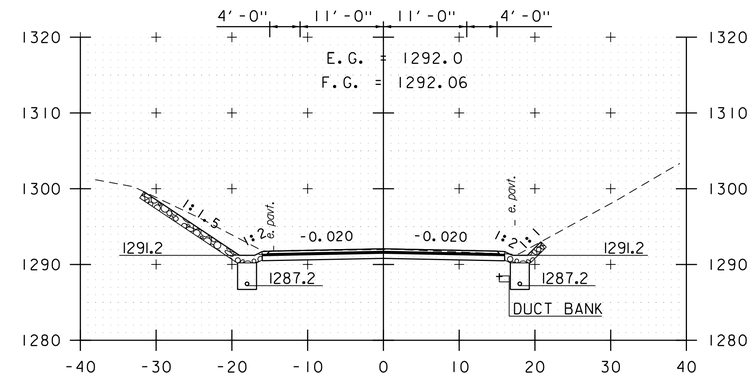
153+00



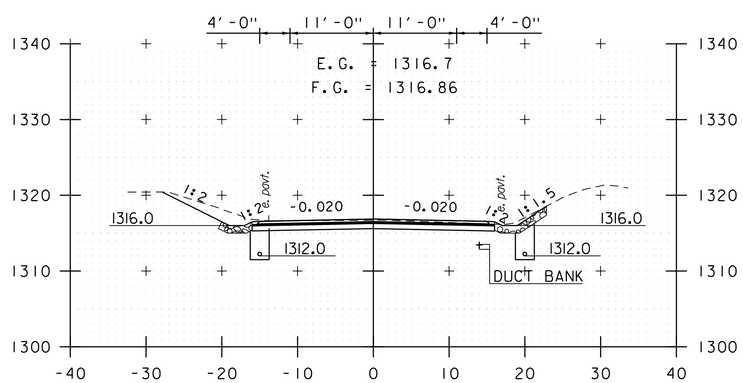
149+50



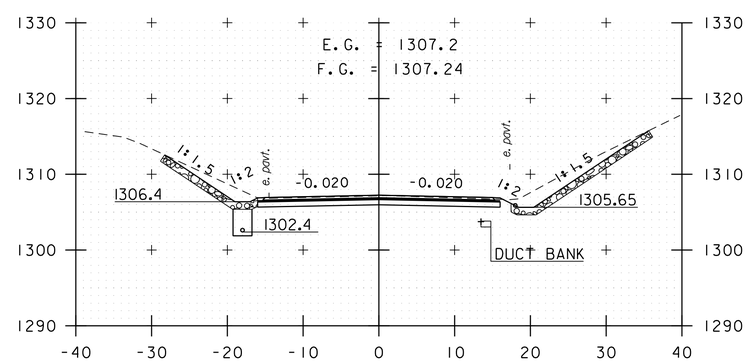
151+00



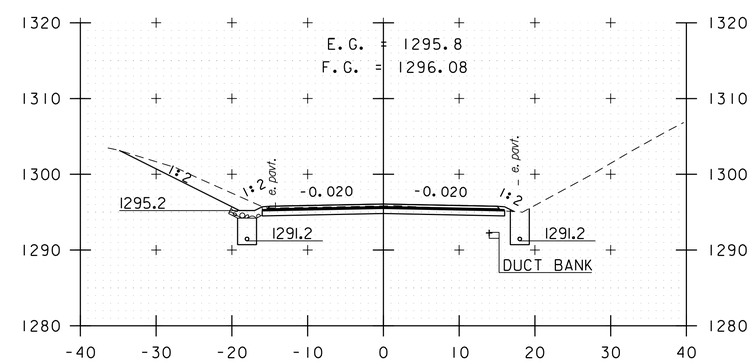
152+50



149+00



150+50



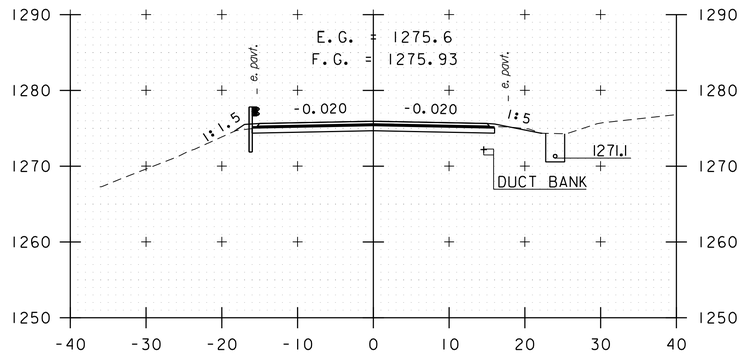
152+00

STA. 149+00 TO STA. 153+00

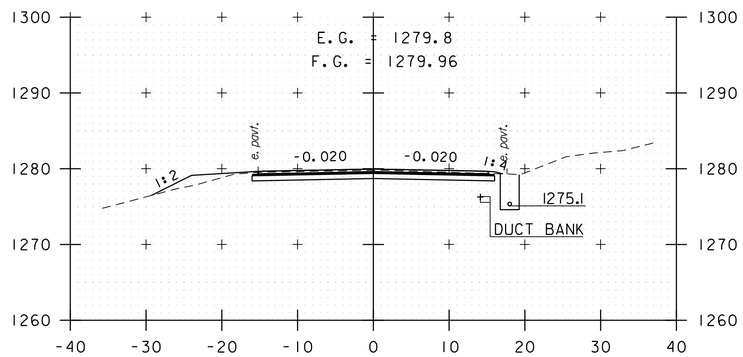
0 10 20
SCALE IN FEET

vhb

PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234_xs_Kill.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
CROSS SECTION SHEET 34	SHEET 272 OF 424



154+50



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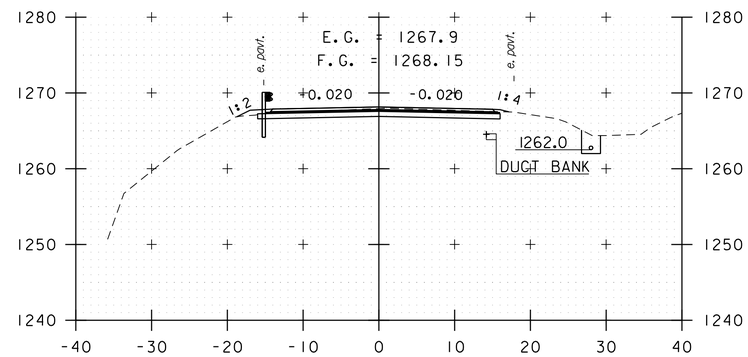
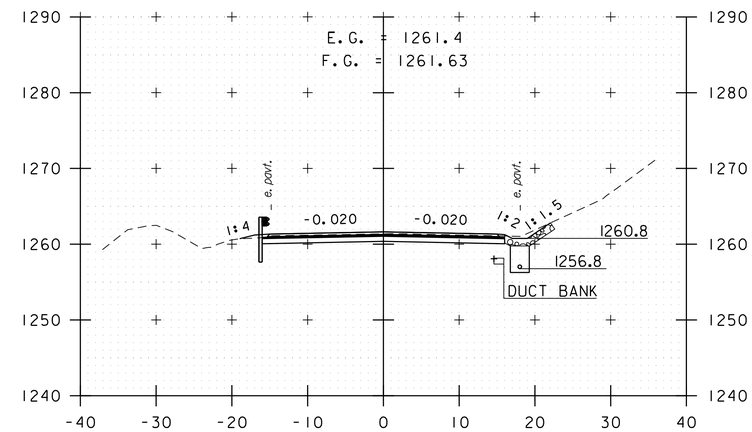
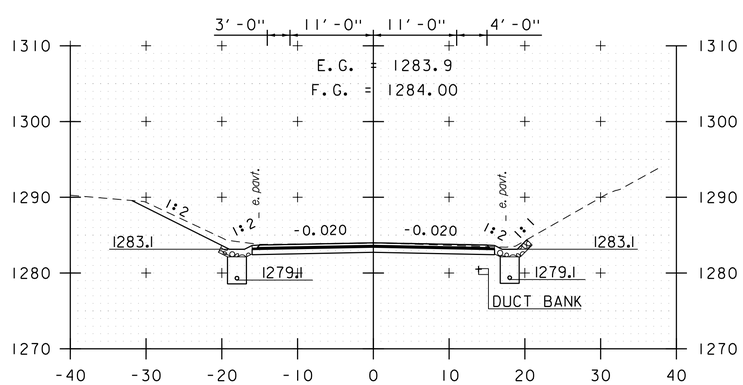


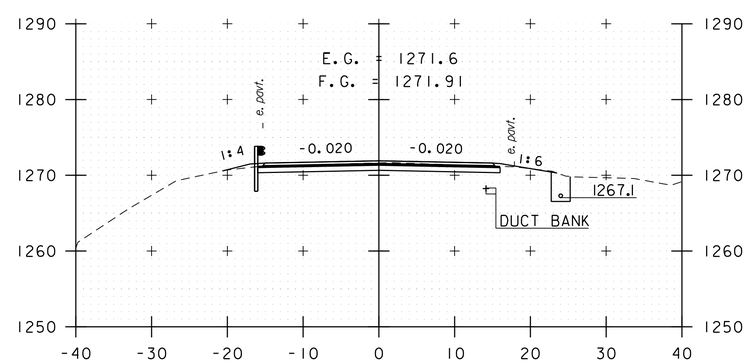
155+50



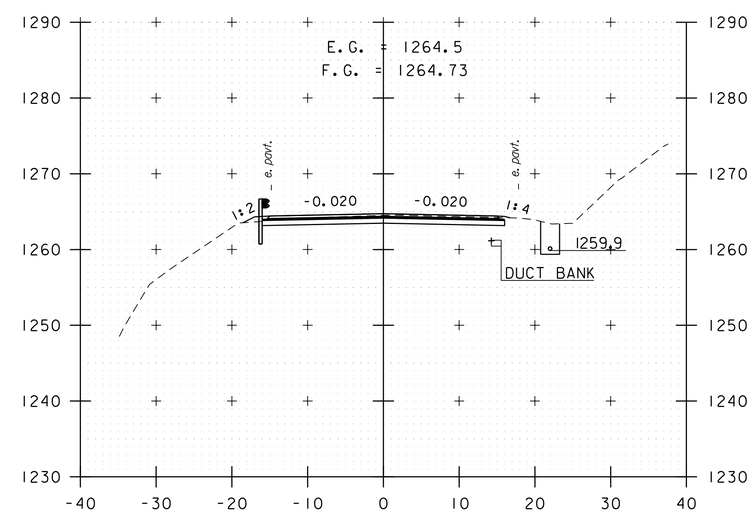
156+50



153+50



155+00



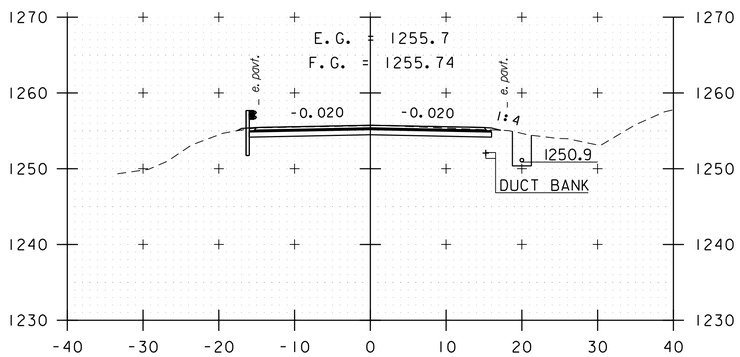
156+00

STA. 153+50 TO STA. 156+50

0 10 20
SCALE IN FEET

vhb

PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234_xs_Kill.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
CROSS SECTION SHEET 35	SHEET 273 OF 424



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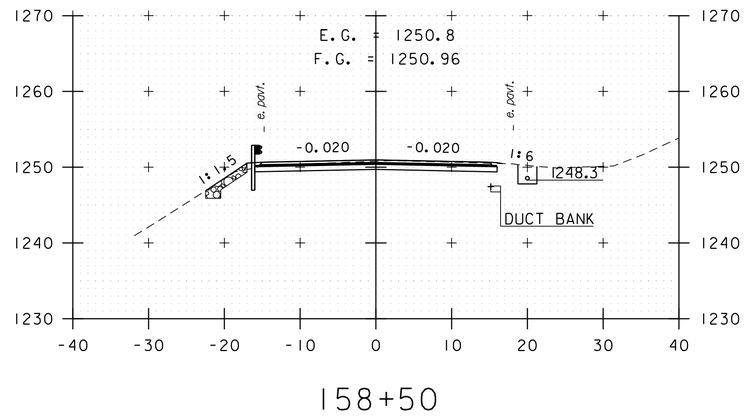

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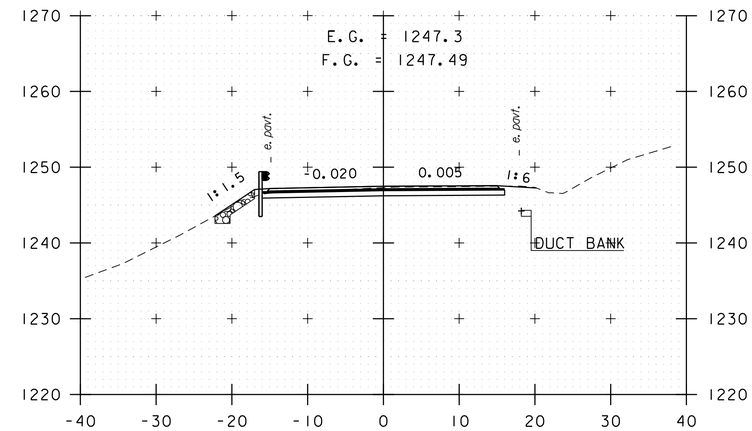

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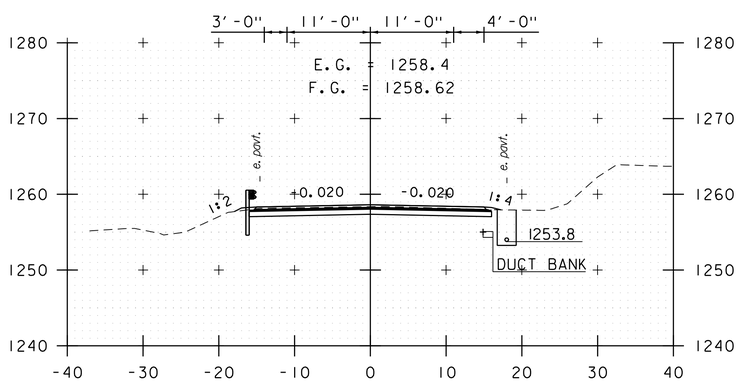

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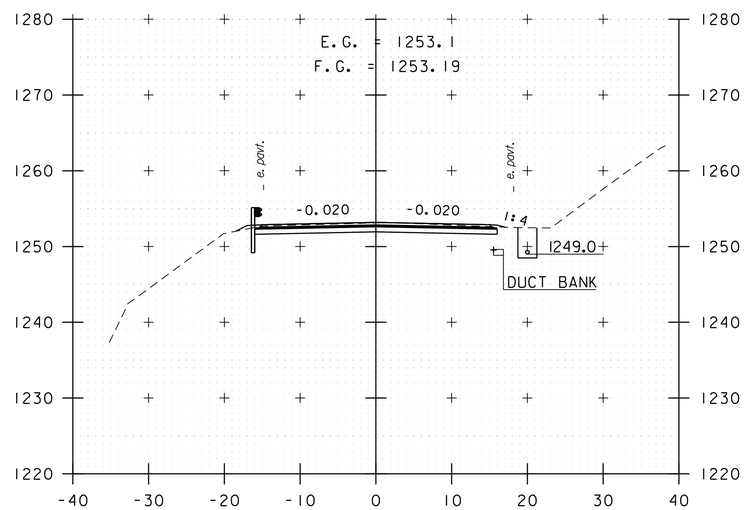

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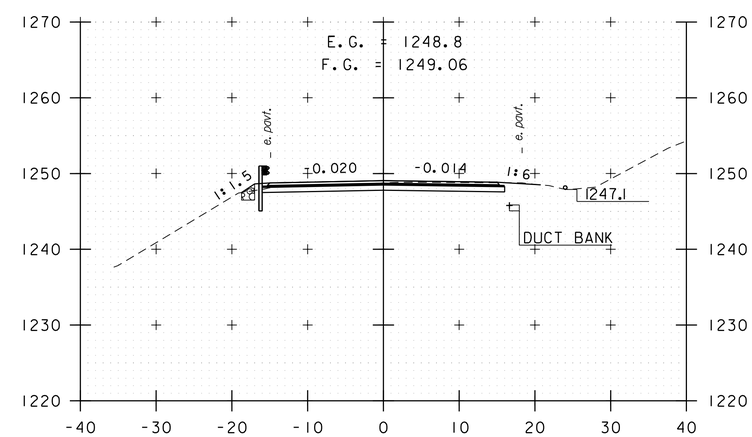


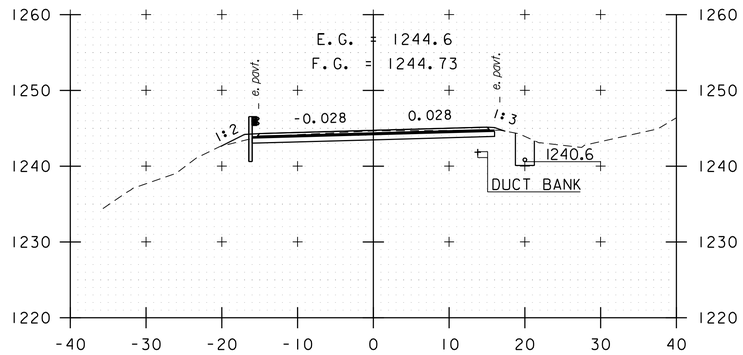
159+00

STA. 157+00 TO STA. 159+50

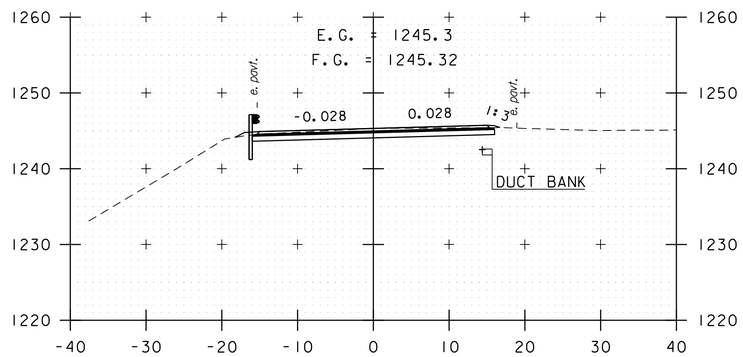
0 10 20
SCALE IN FEET

vhb

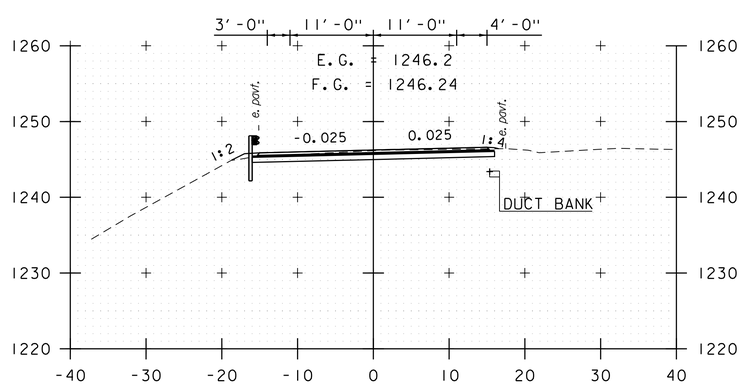
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234_xs_Kill.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
CROSS SECTION SHEET 36	SHEET 274 OF 424



161+00



160+50



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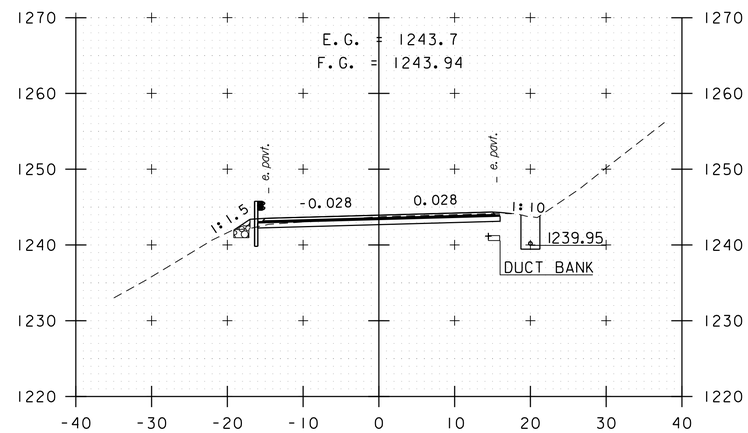
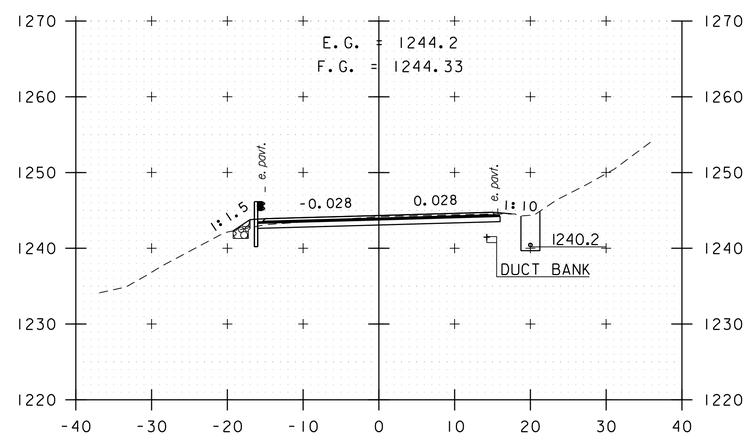


162+00



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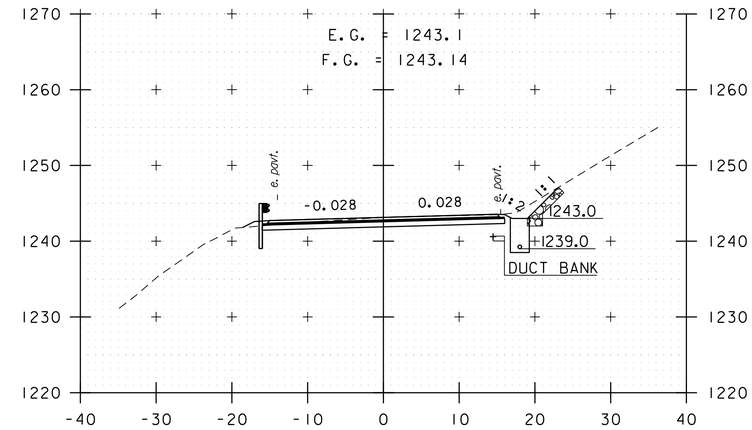
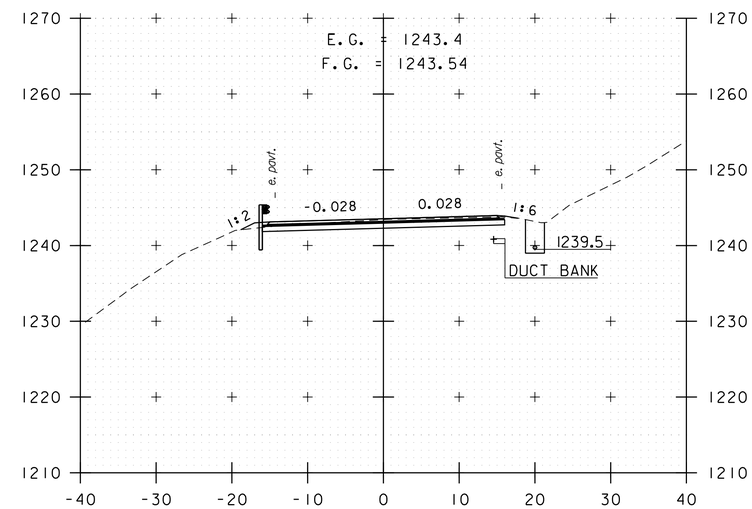


163+00

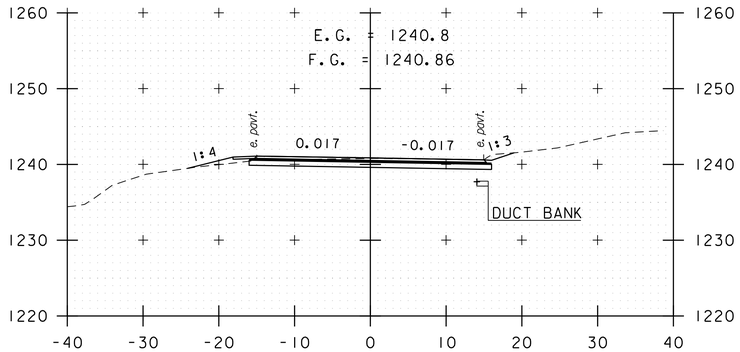


162+50

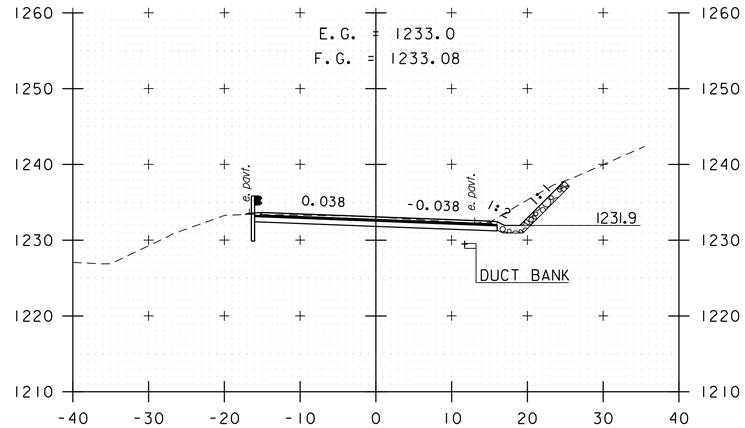
STA. 160+00 TO STA. 163+00

0 10 20
SCALE IN FEET

PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234_xs_Kill.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
CROSS SECTION SHEET 37	SHEET 275 OF 424



164+50



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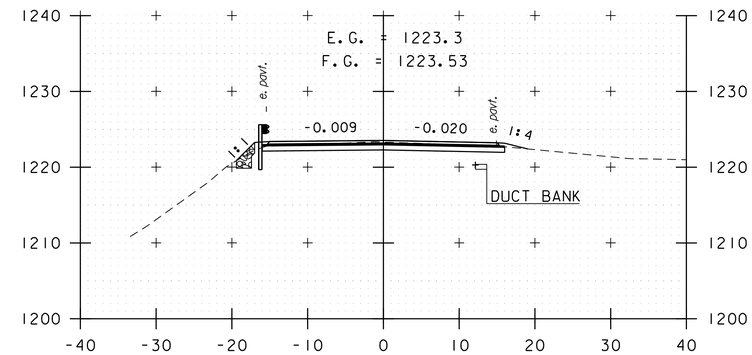
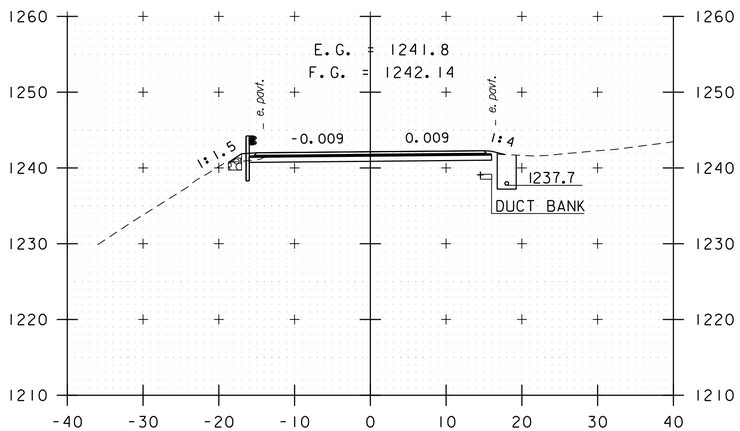
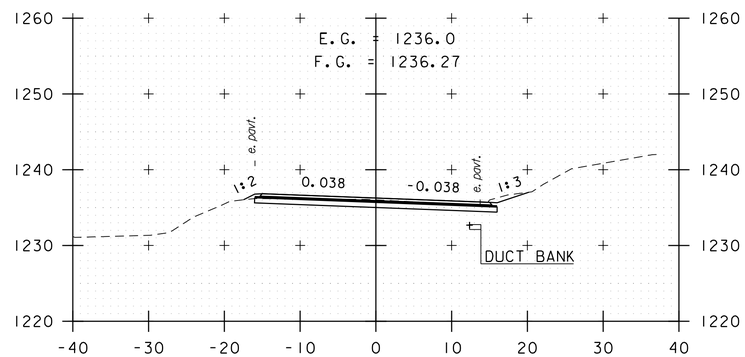


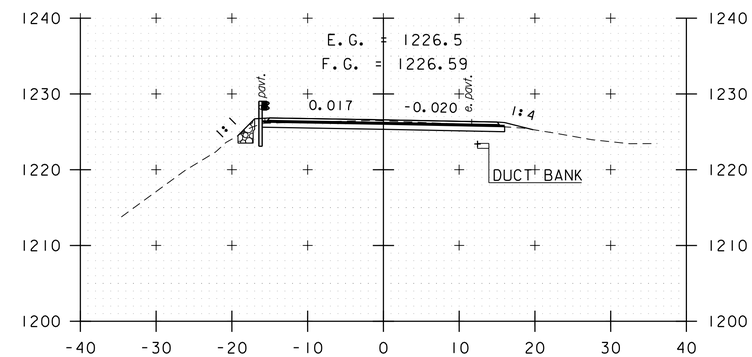
167+50



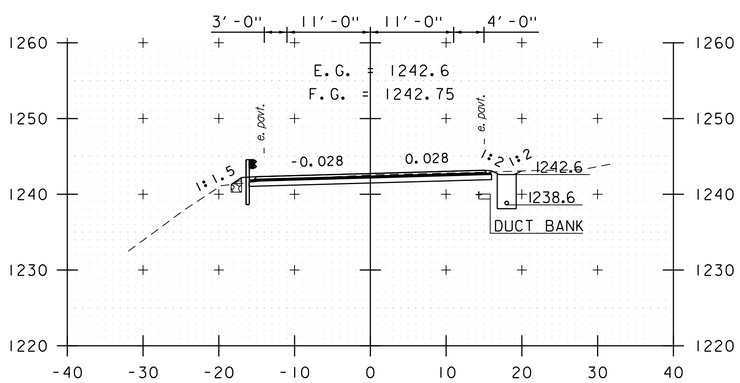
164+00



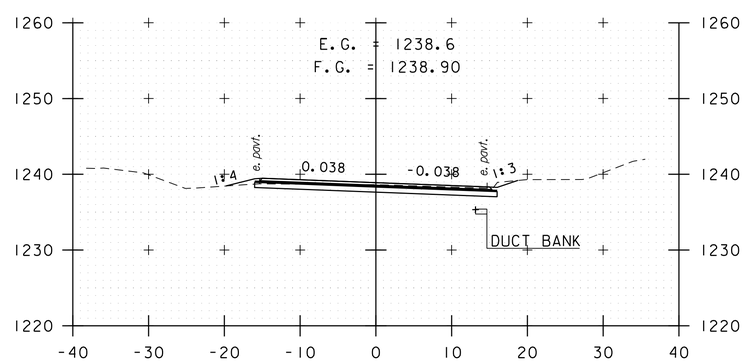
165+50



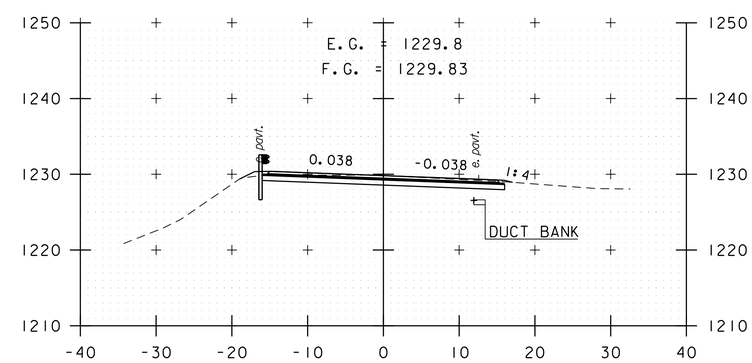
167+00



163+50



165+00



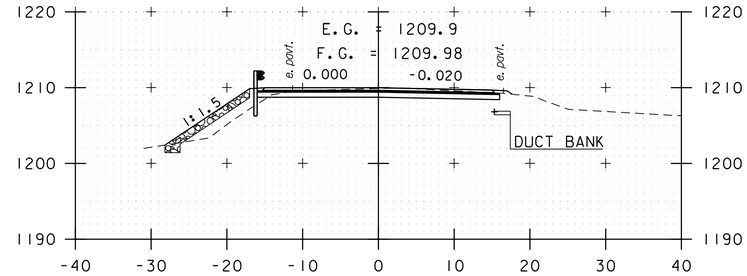
166+50

STA. 163+50 TO STA. 167+50

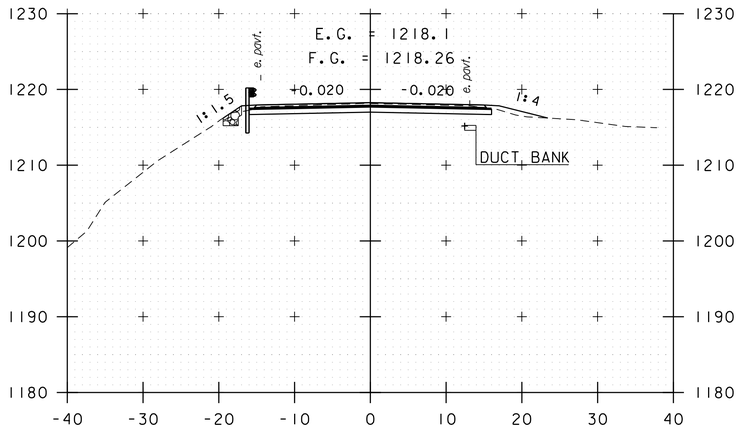
0 10 20
SCALE IN FEET

vhb

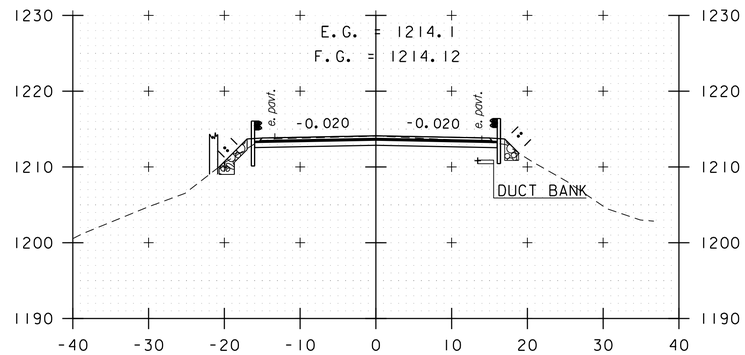
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234_xs_Kill.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
CROSS SECTION SHEET 38	SHEET 276 OF 424



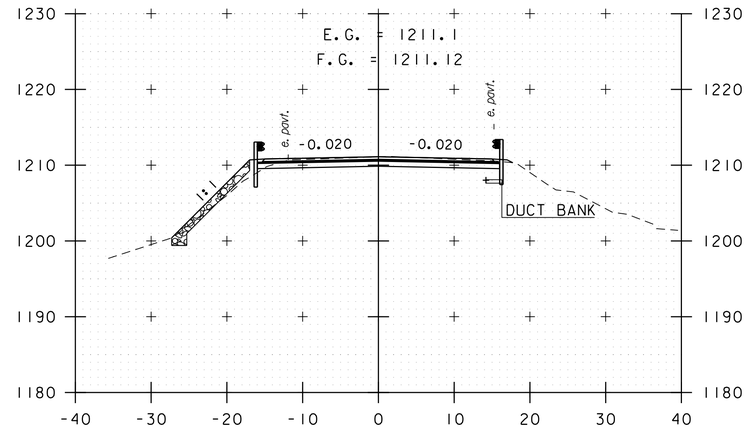
171+00



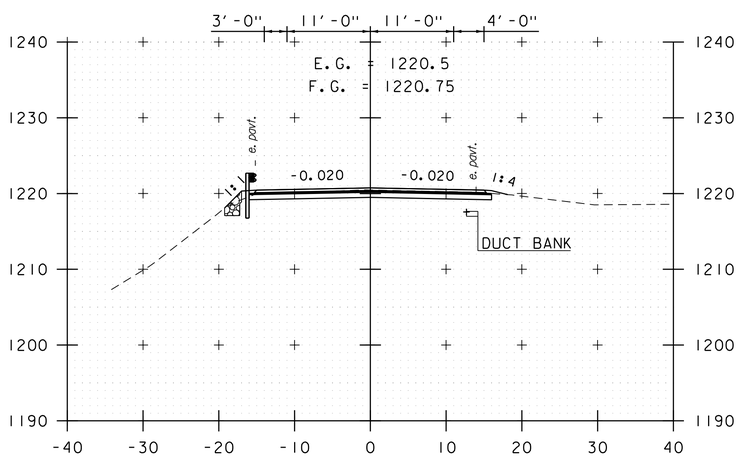
168+50



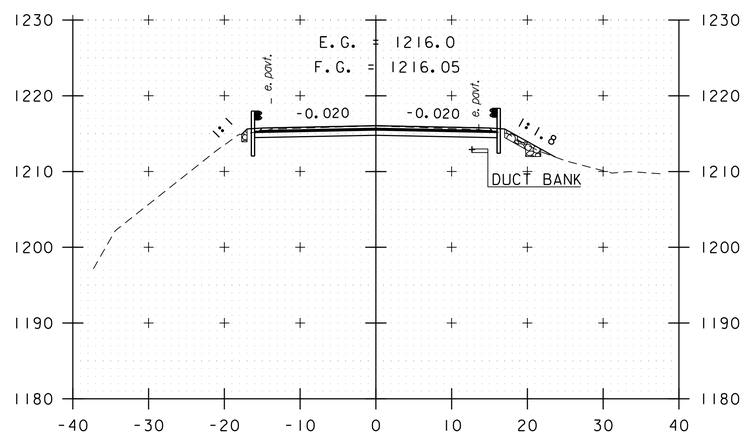
169+50



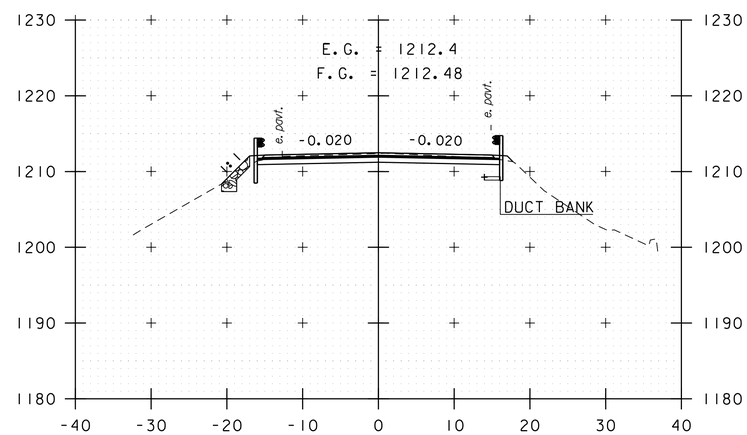
170+50



168+00



169+00

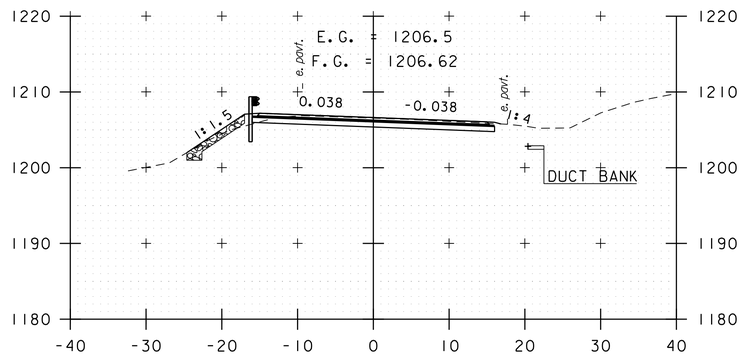


170+00

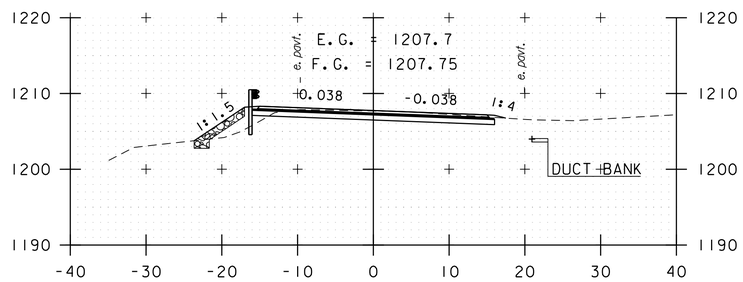
STA. 168+00 TO STA. 171+00

0 10 20
SCALE IN FEET

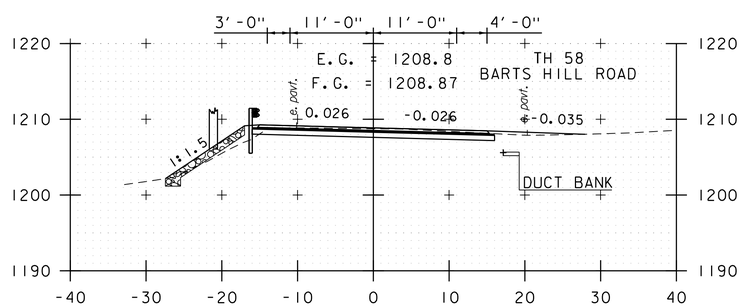
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234_xs_Kill.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
CROSS SECTION SHEET 39	SHEET 277 OF 424



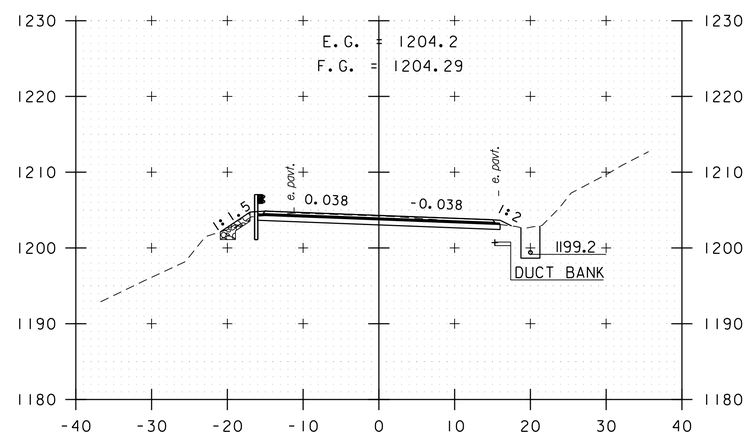
172+50



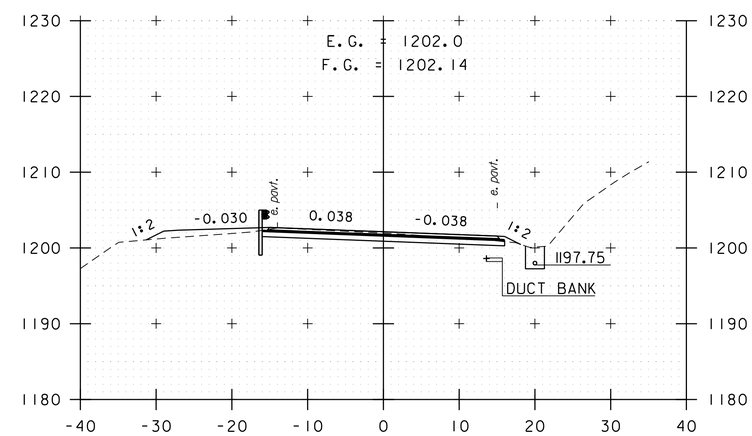
172+00



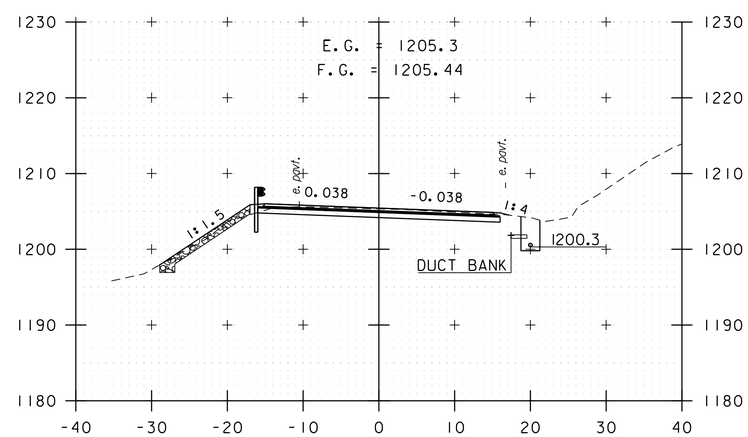
171+50



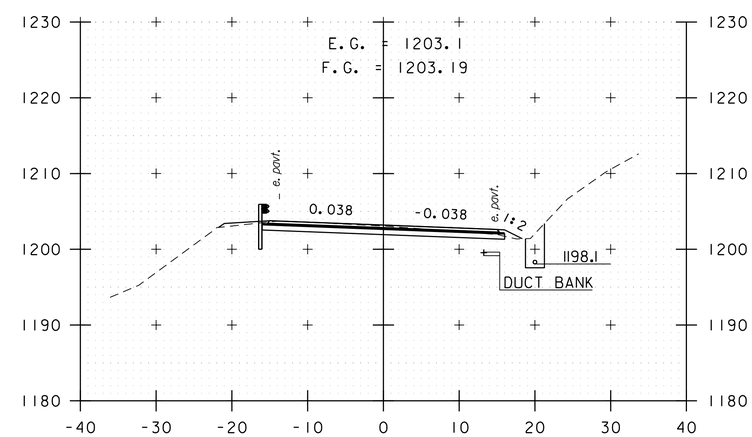
173+50



174+50



173+00

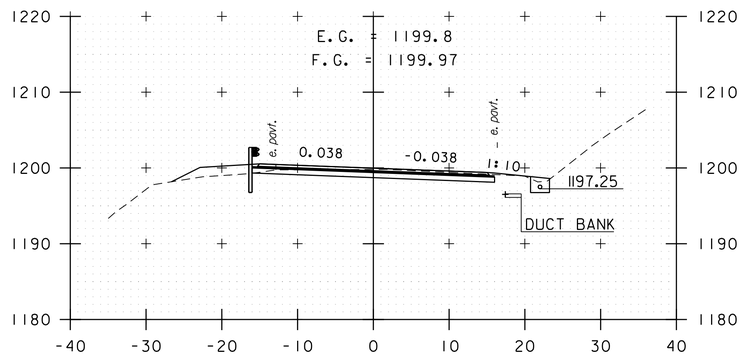


174+00

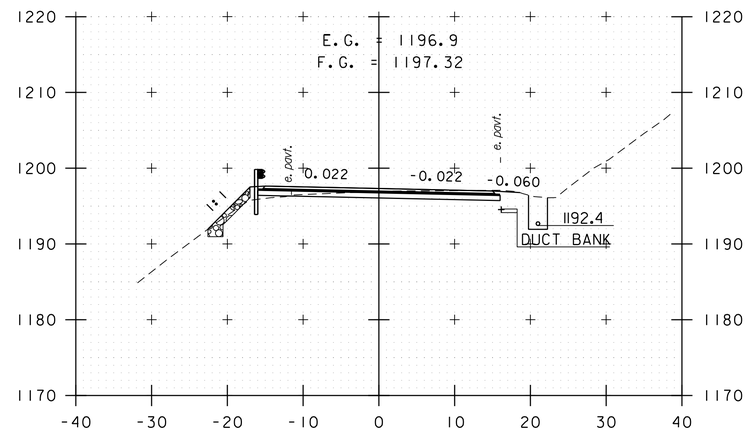
STA. 171+50 TO STA. 174+50

0 10 20
SCALE IN FEET

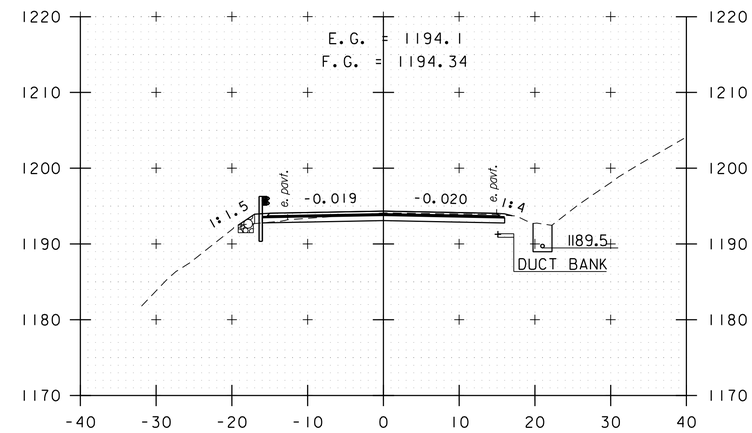
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234_xs_Kill.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
CROSS SECTION SHEET 40	SHEET 278 OF 424



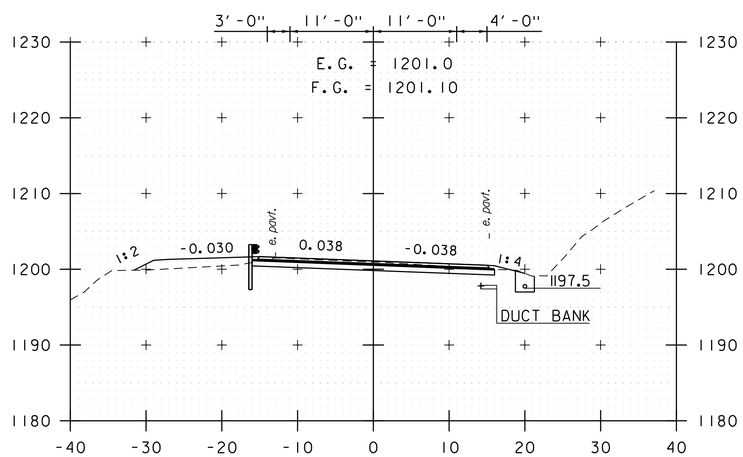
175+50



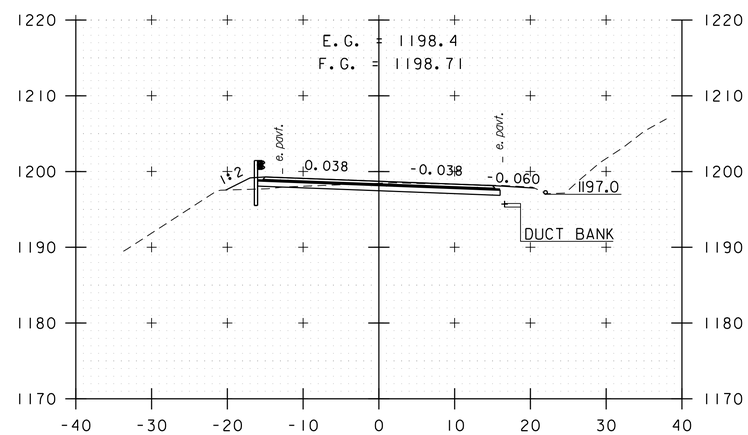
176+50



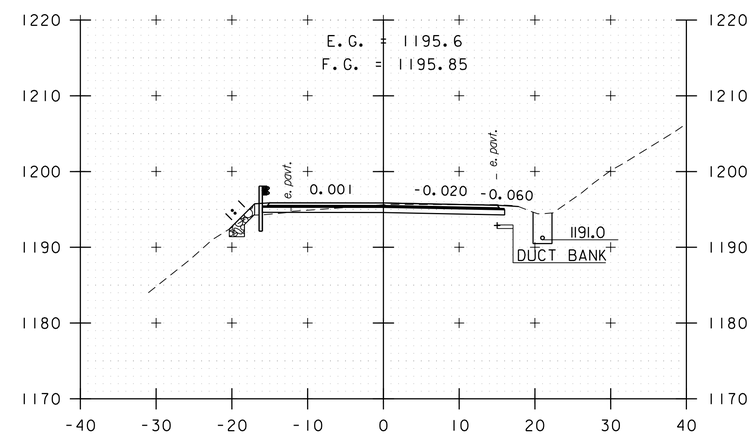
177+50



175+00



176+00



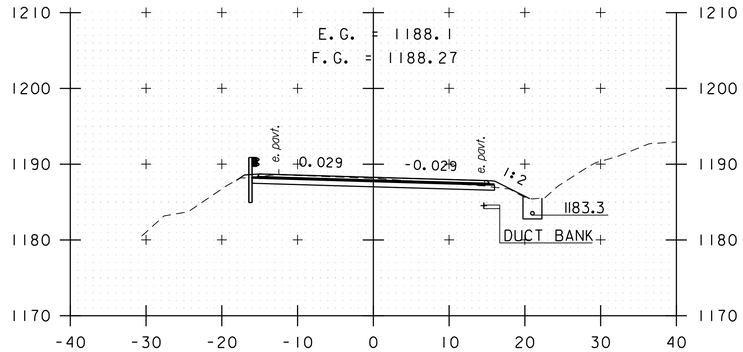
177+00

STA. 175+00 TO STA. 177+50

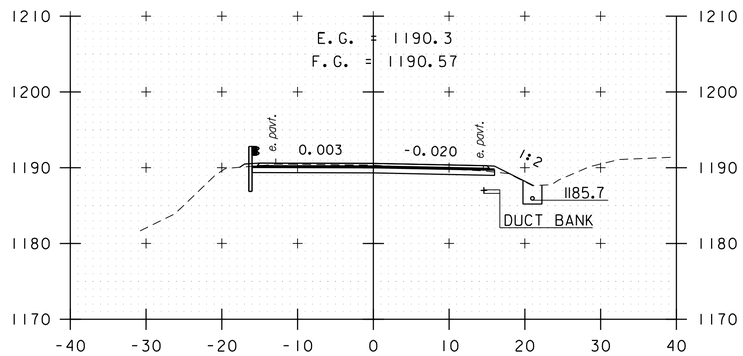
0 10 20
SCALE IN FEET

vhb

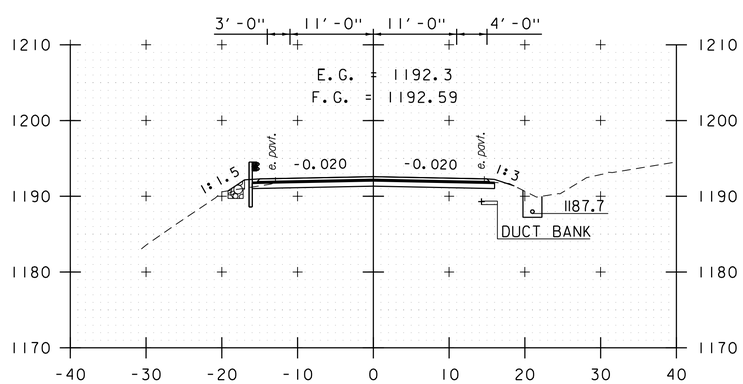
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234_xs_Kill.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
CROSS SECTION SHEET 41	SHEET 279 OF 424



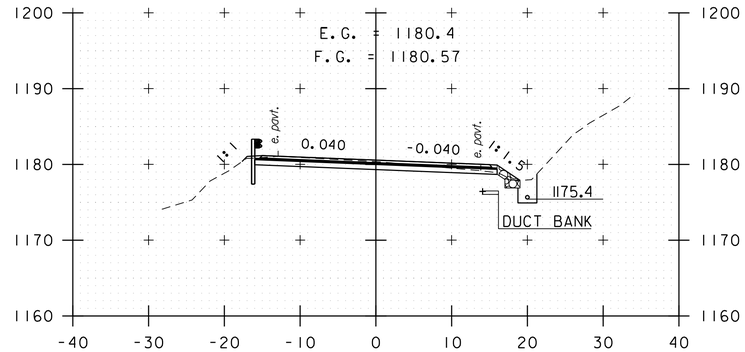
179+00



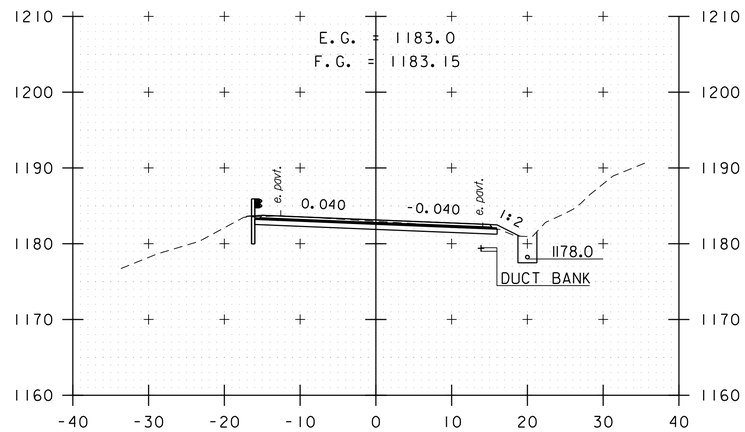
178+50



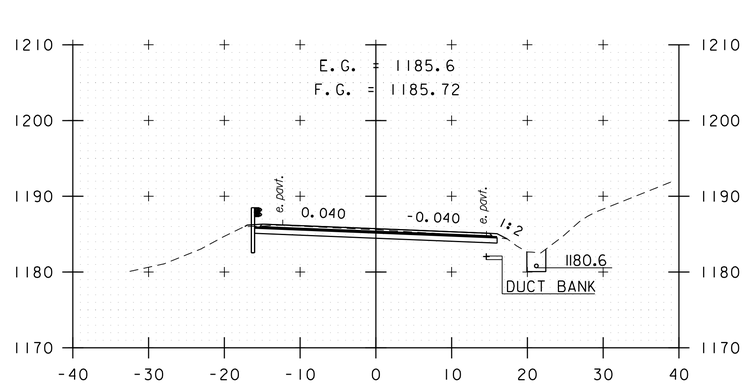
178+00



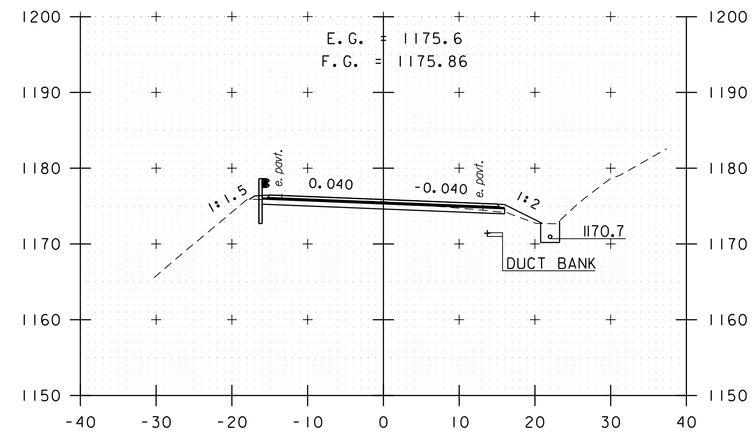
180+50



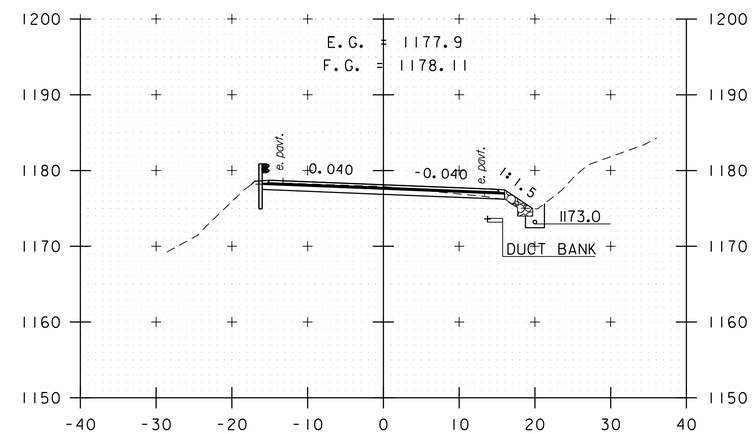
180+00



179+50



181+50



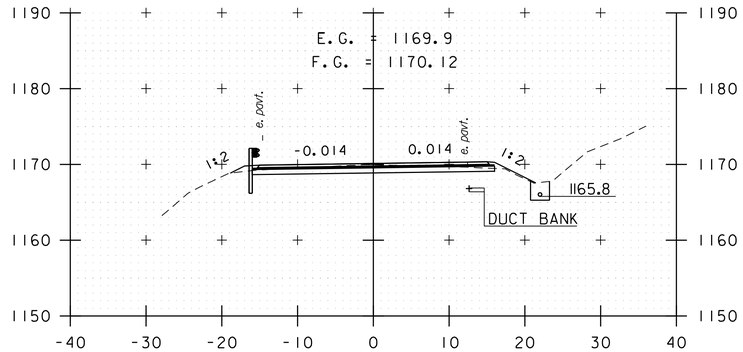
181+00

STA. 178+00 TO STA. 181+50

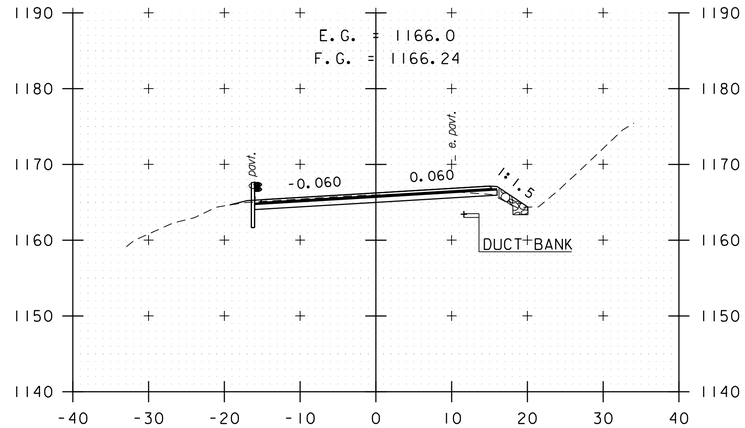
0 10 20
SCALE IN FEET

vhb

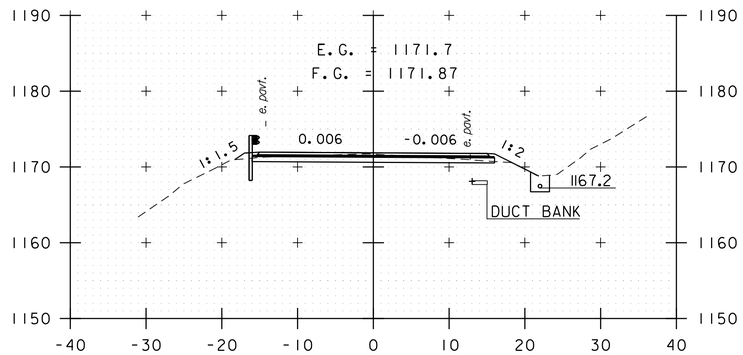
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234_xs_Kill.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
CROSS SECTION SHEET 42	SHEET 280 OF 424



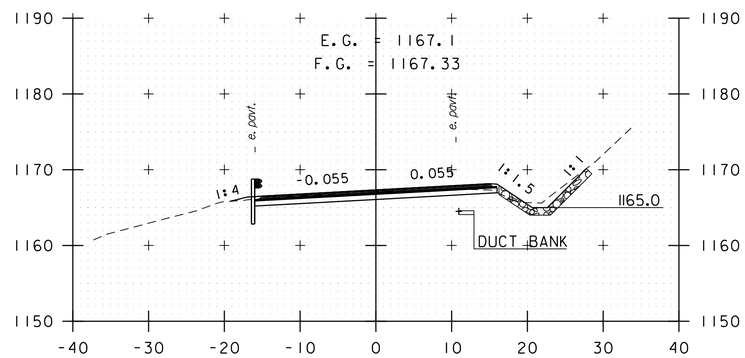
183+00



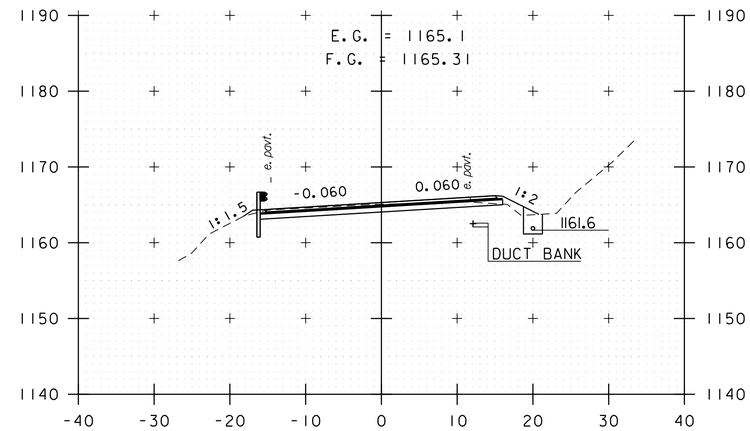
184+50



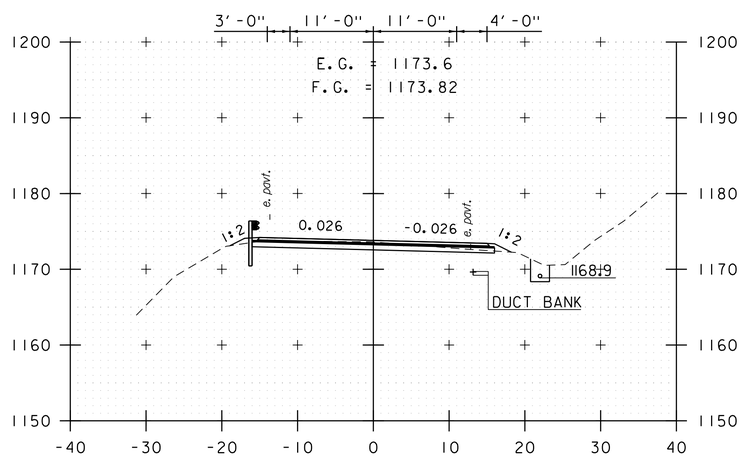
182+50



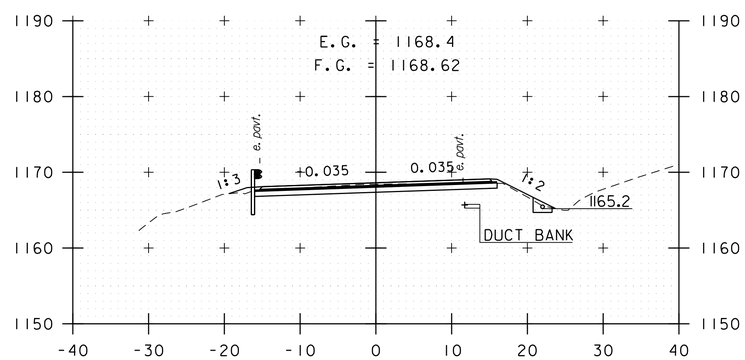
184+00



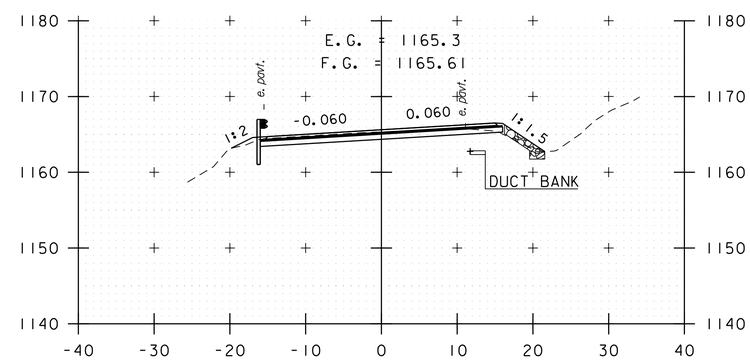
185+50



182+00



183+50



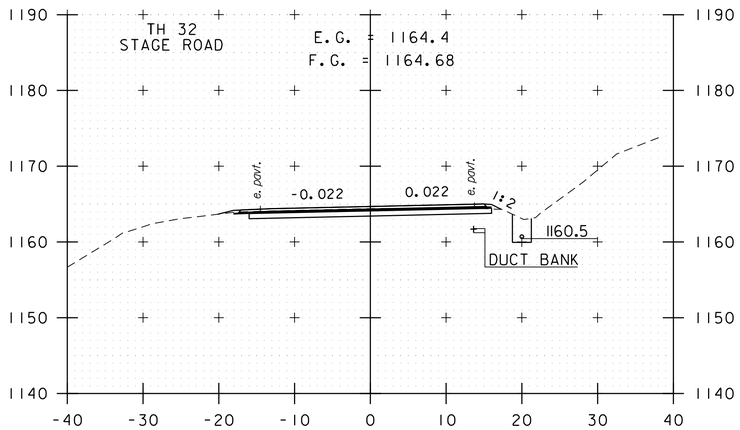
185+00

STA. 182+00 TO STA. 185+50

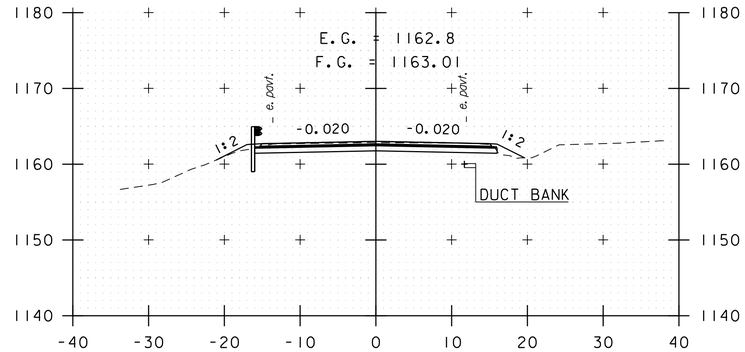
0 10 20
SCALE IN FEET

vhb

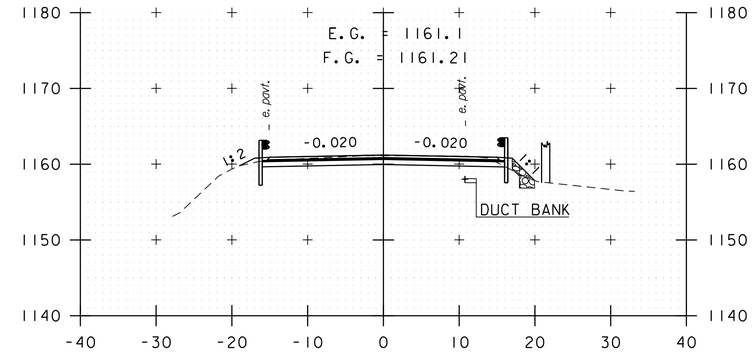
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234_xs_Kill.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
CROSS SECTION SHEET 43	SHEET 281 OF 424



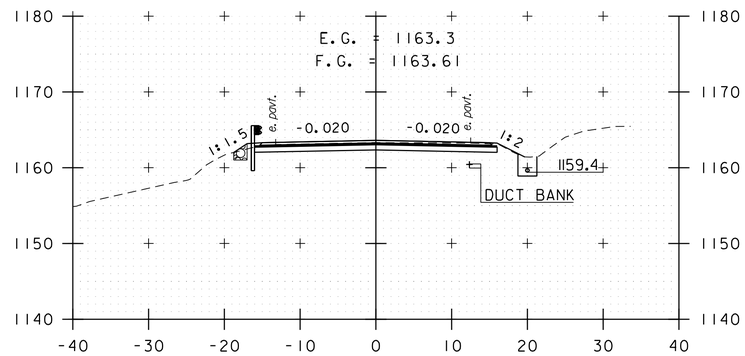
186+50



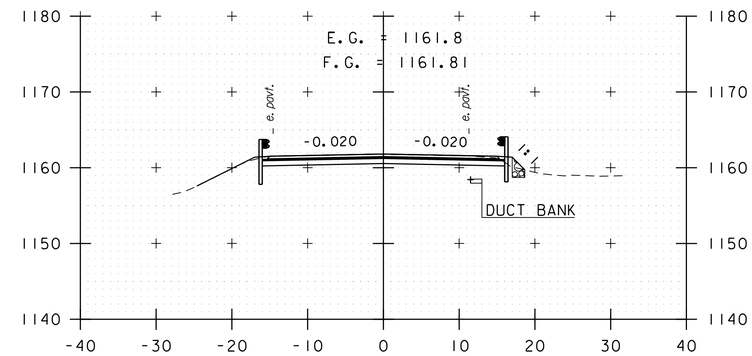
188+00



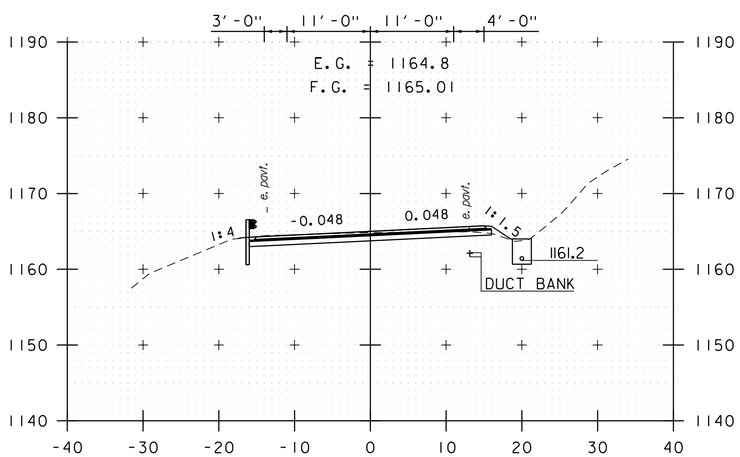
189+50



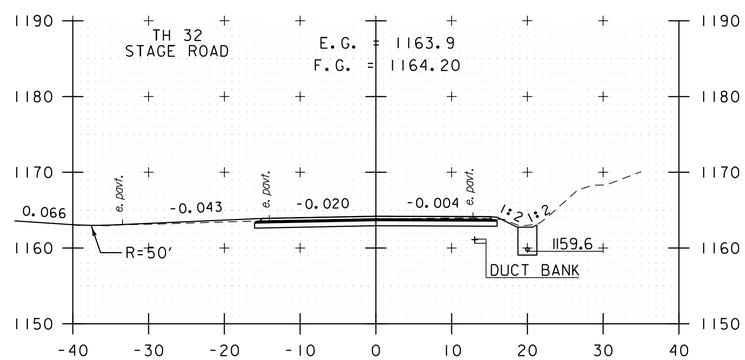
187+50



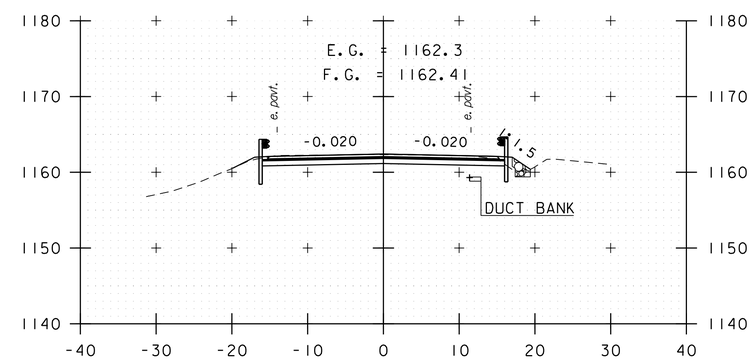
189+00



186+00



187+00

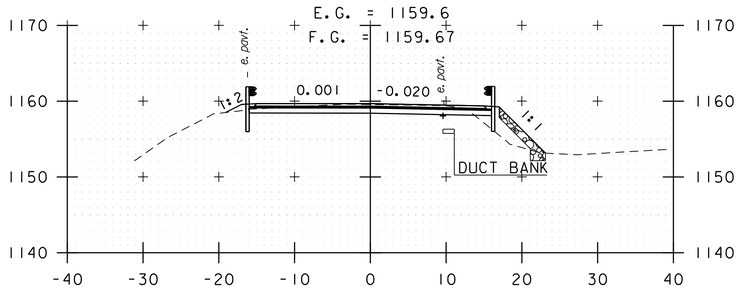


188+50

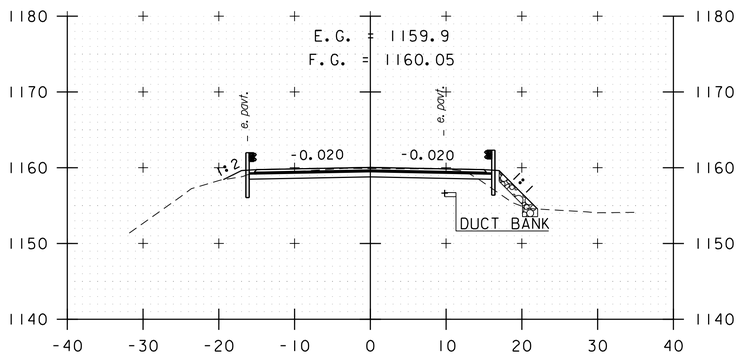
STA. 186+00 TO STA. 189+50

0 10 20
SCALE IN FEET

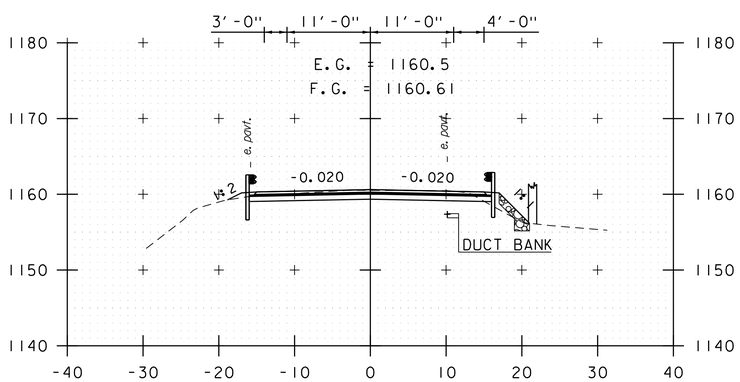
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234_xs_Kill.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
CROSS SECTION SHEET 44	SHEET 282 OF 424



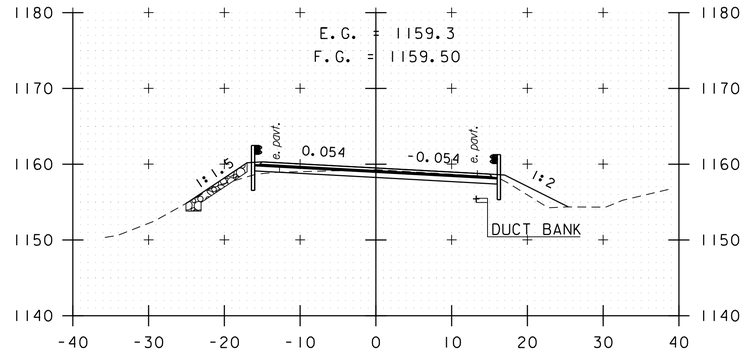
191+00



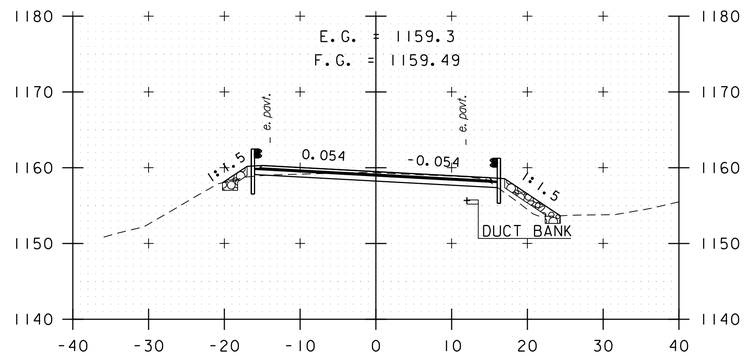
190+50



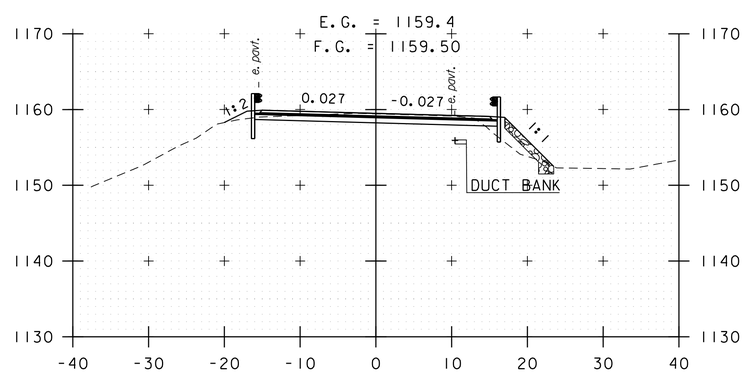
190+00



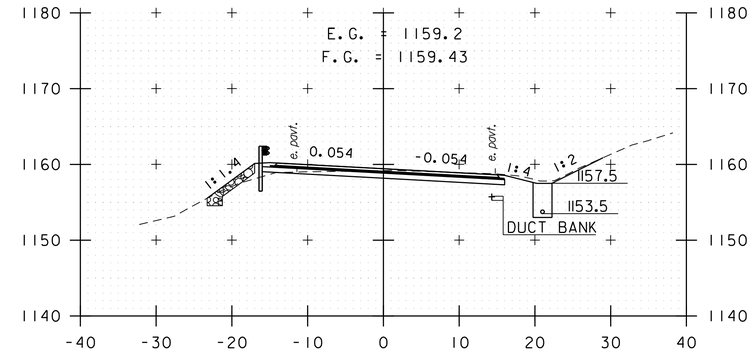
192+50



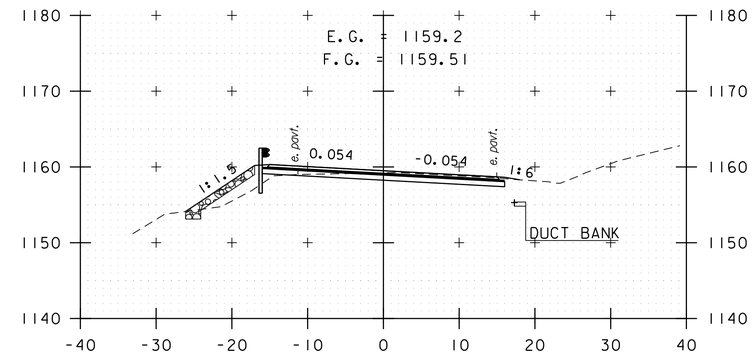
192+00



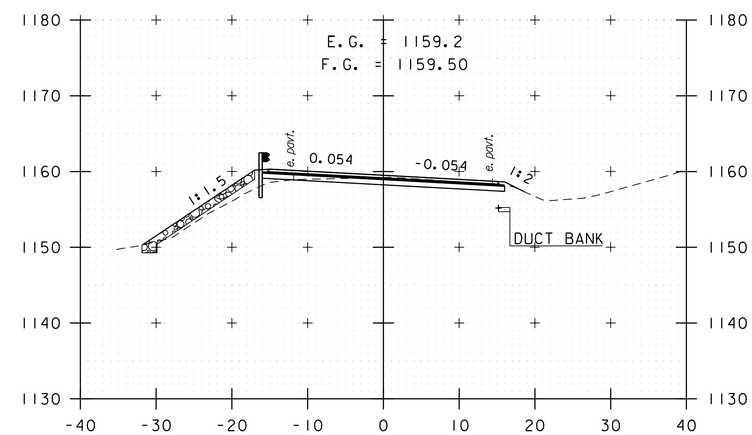
191+50



194+00



193+50



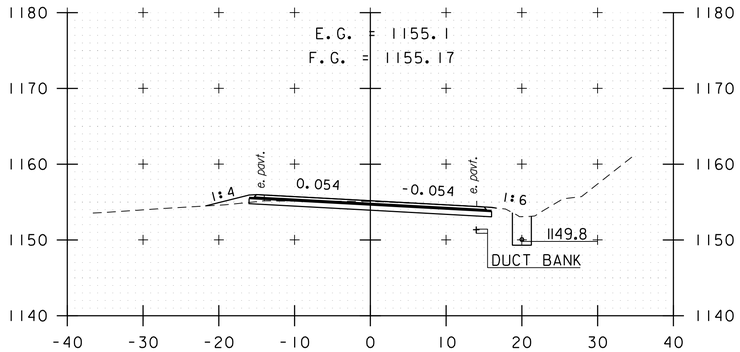
193+00

STA. 190+00 TO STA. 194+00

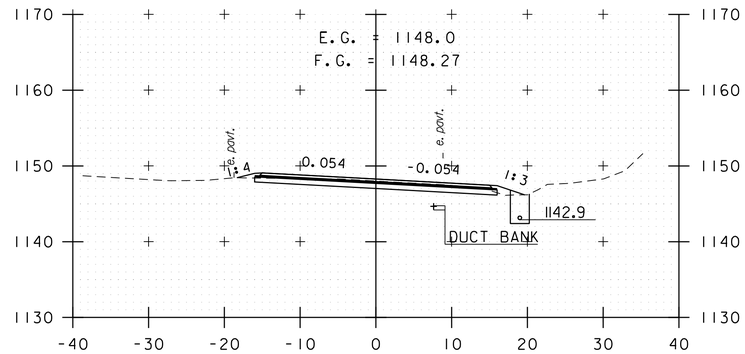
0 10 20
SCALE IN FEET

vhb

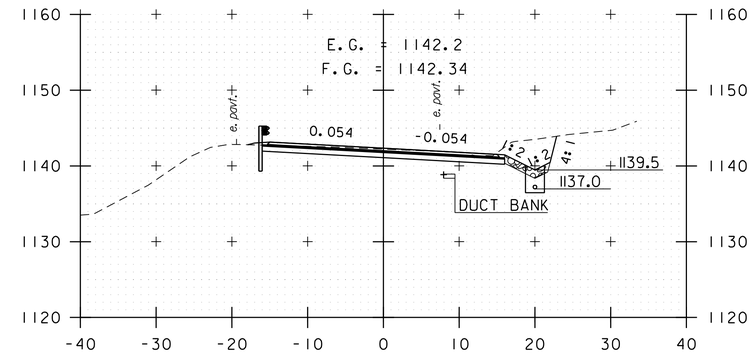
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234_xs_Kill.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
CROSS SECTION SHEET 45	SHEET 283 OF 424



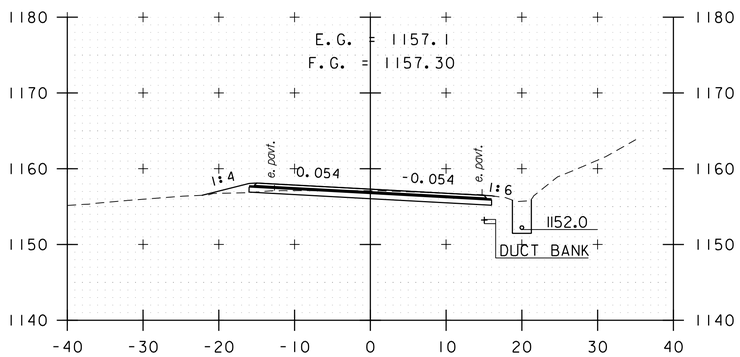
195+50



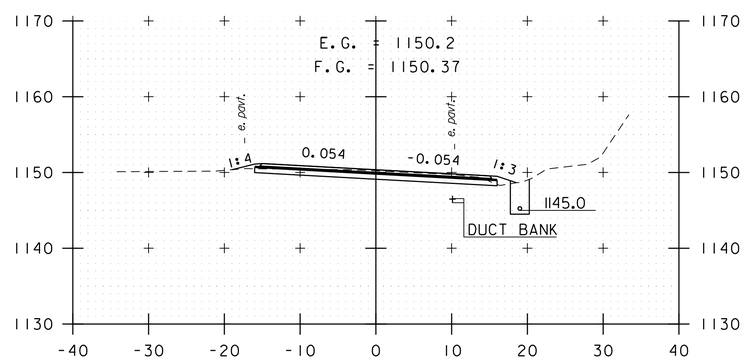
197+00



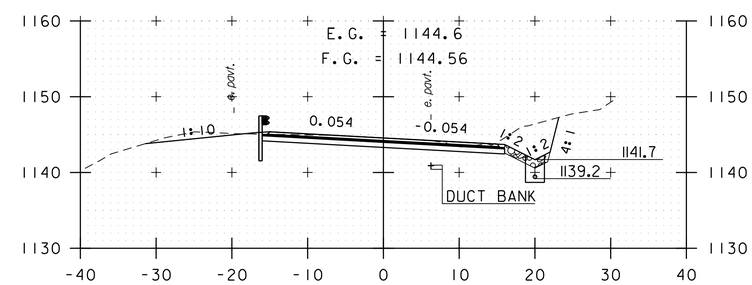
198+50



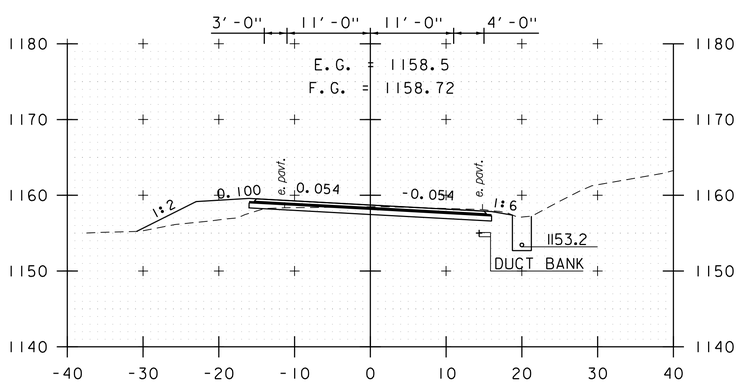
195+00



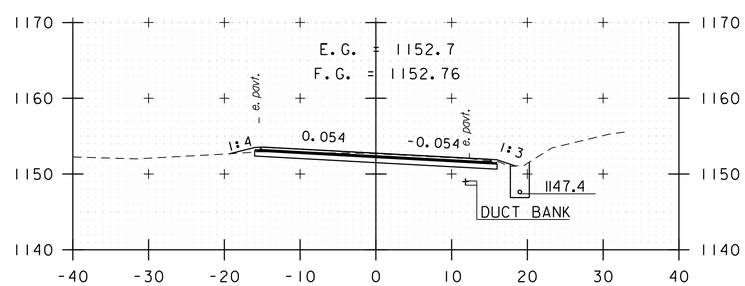
196+50



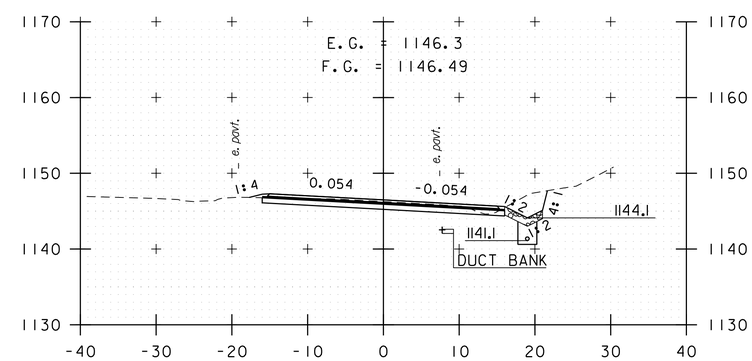
198+00



194+50



196+00



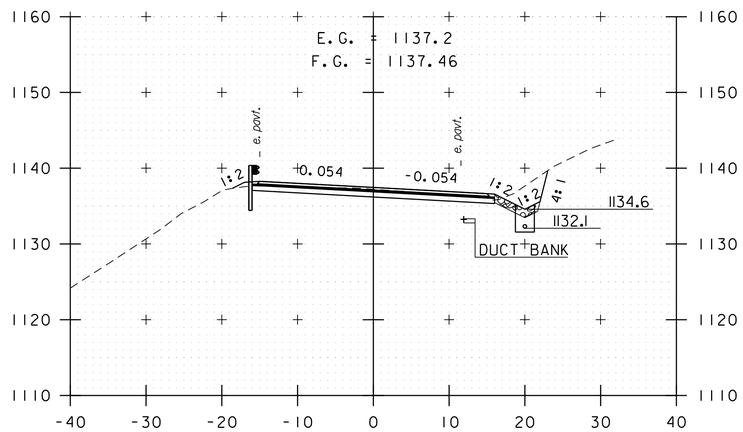
197+50

STA. 194+50 TO STA. 198+50

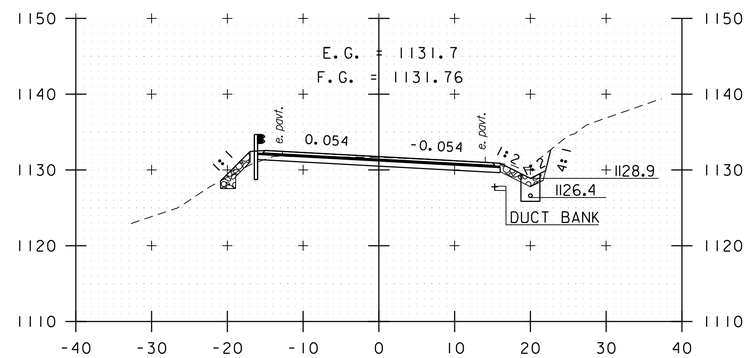
0 10 20
SCALE IN FEET

vhb

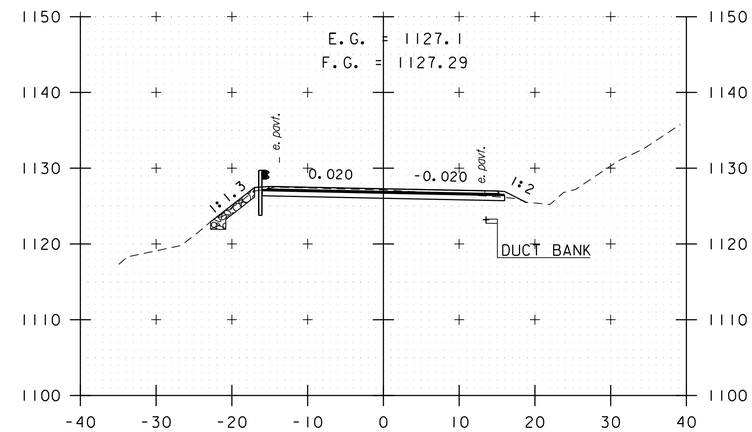
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234_xs_Kill.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
CROSS SECTION SHEET 46	SHEET 284 OF 424



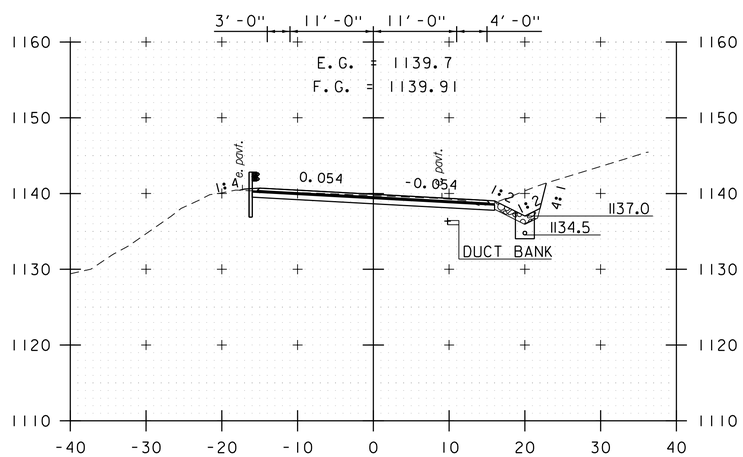
199+50



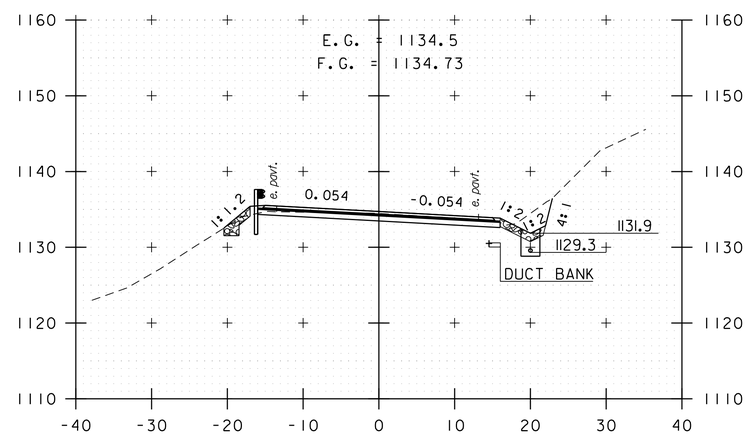
200+50



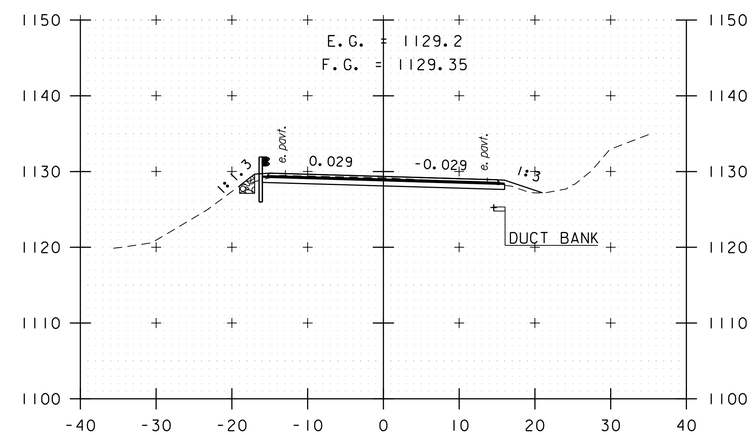
201+50



199+00



200+00

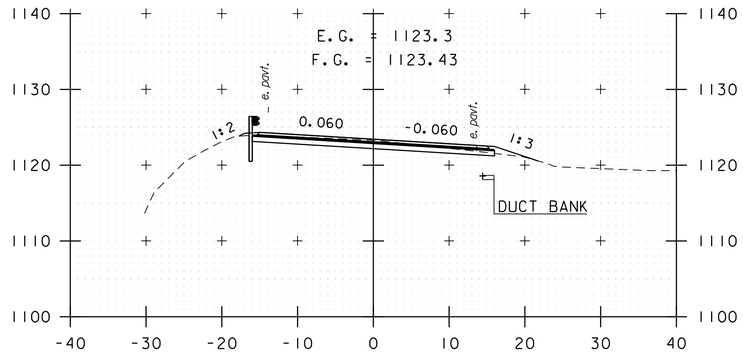


201+00

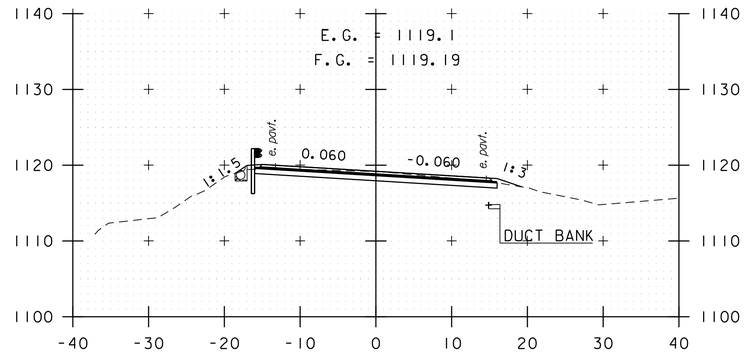
STA. 199+00 TO STA. 201+50

0 10 20
SCALE IN FEET

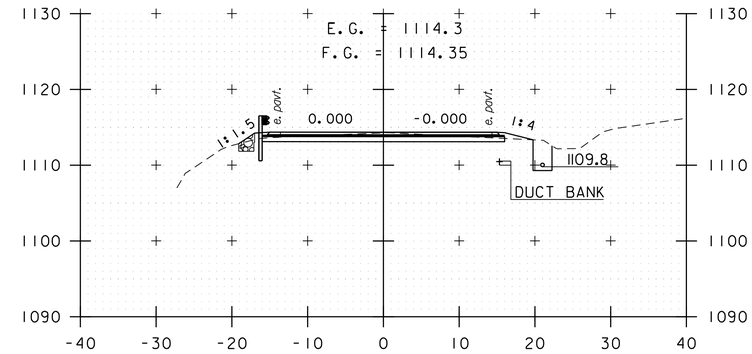
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234_xs_Kill.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
CROSS SECTION SHEET 47	SHEET 285 OF 424



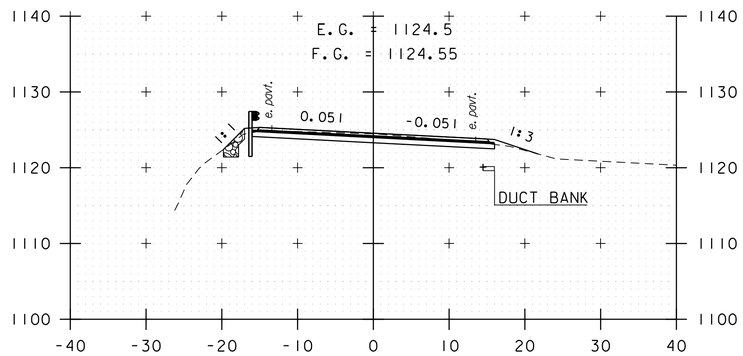
203+00



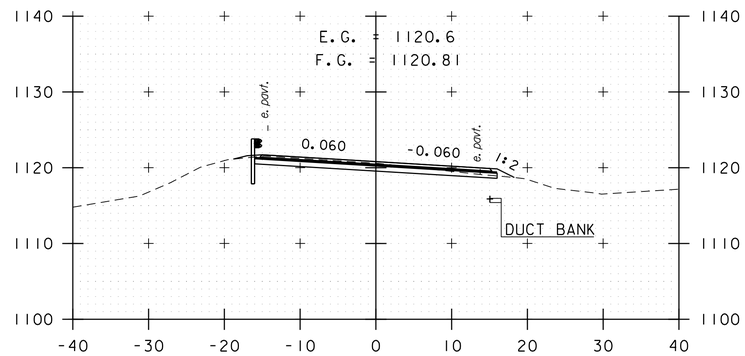
204+50



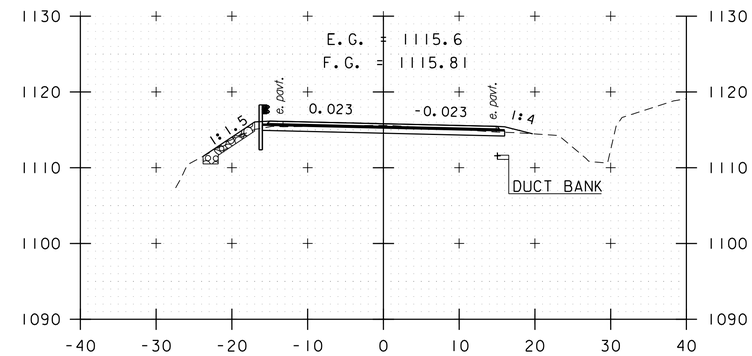
206+00



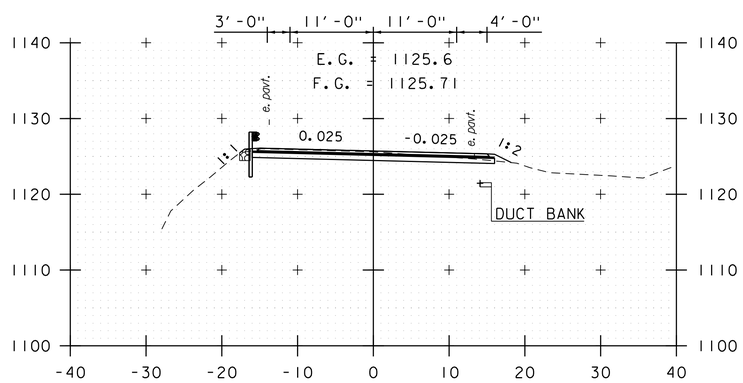
202+50



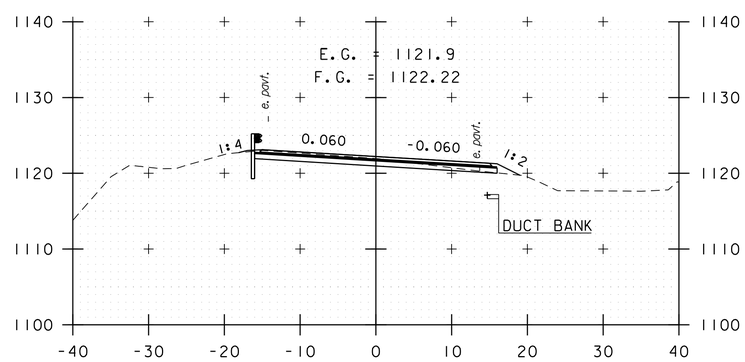
204+00



205+50



202+00



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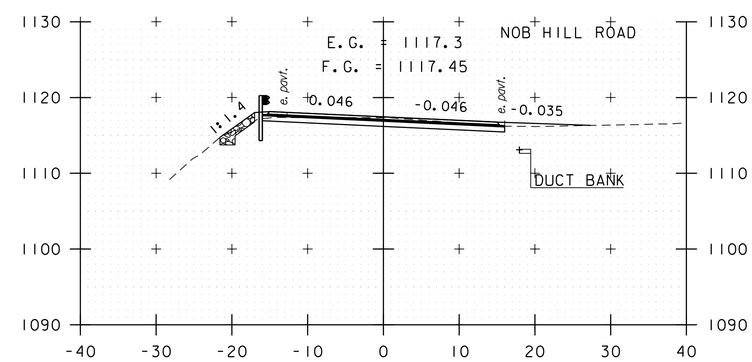


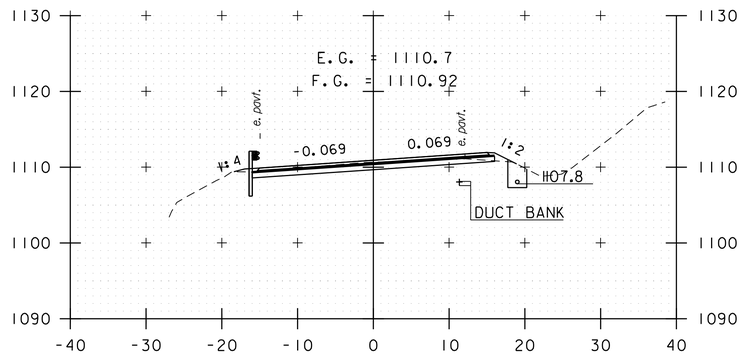
205+00

STA. 202+00 TO STA. 206+00

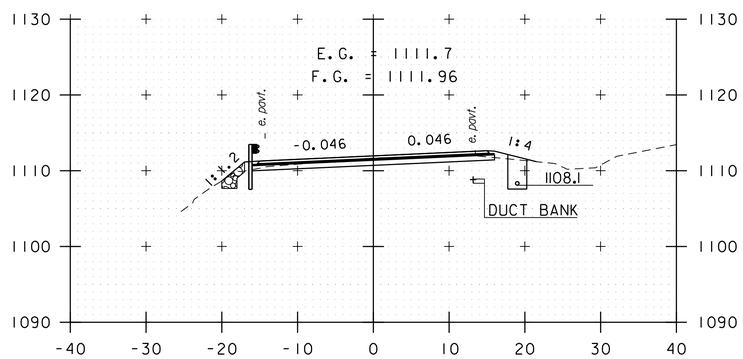
0 10 20
SCALE IN FEET

vhb

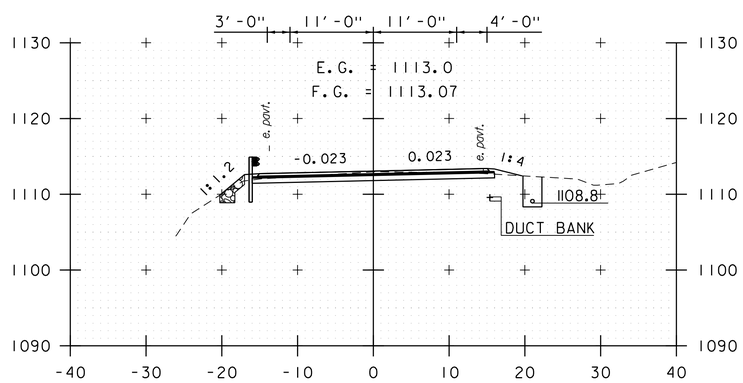
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234_xs_Kill.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
CROSS SECTION SHEET 48	SHEET 286 OF 424



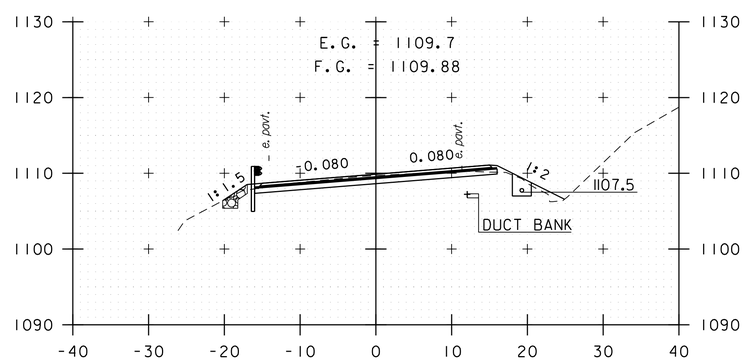
207+50



207+00



206+50



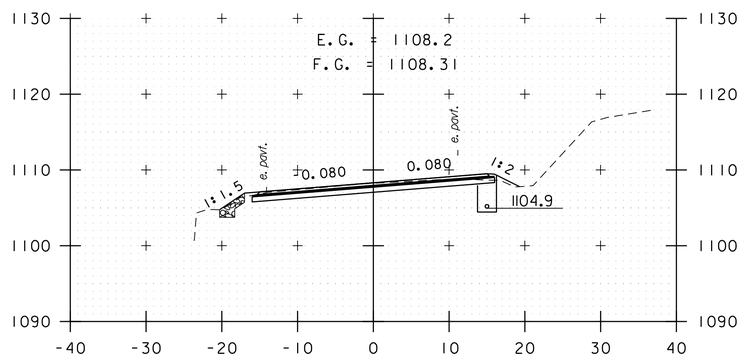
208+00

STA. 206+50 TO STA. 208+00

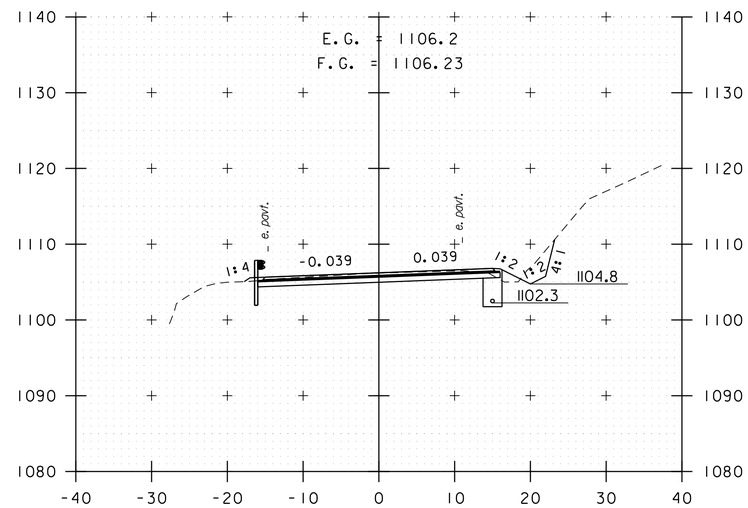
0 10 20
SCALE IN FEET

PROJECT NAME:	KILLINGTON - STOCKBRIDGE
PROJECT NUMBER:	ER STP 022-1(25)

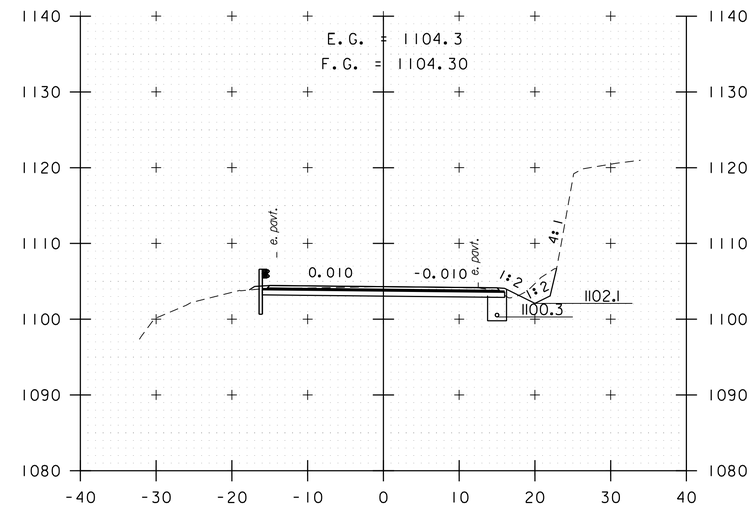
FILE NAME: z12B234_xs_Kill.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
CROSS SECTION SHEET 49	SHEET 287 OF 424



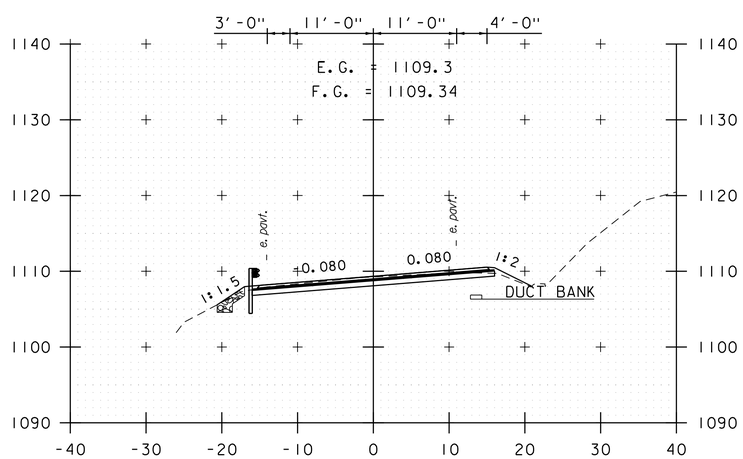
A 0+50



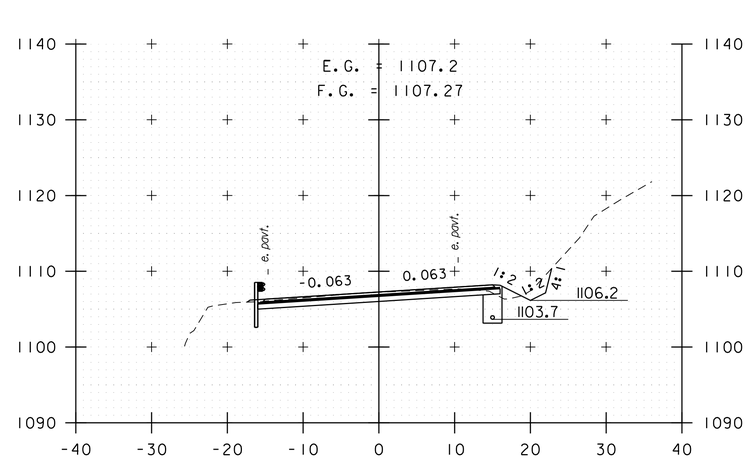
A 1+50



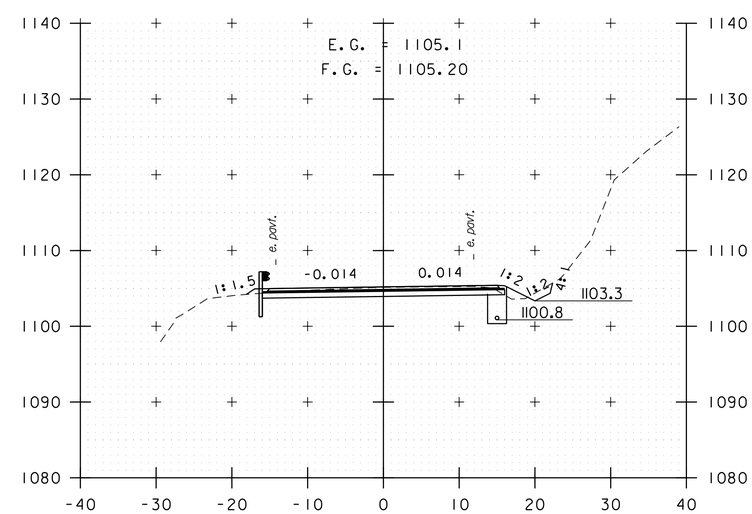
A 2+50



A 0+00



A 1+00

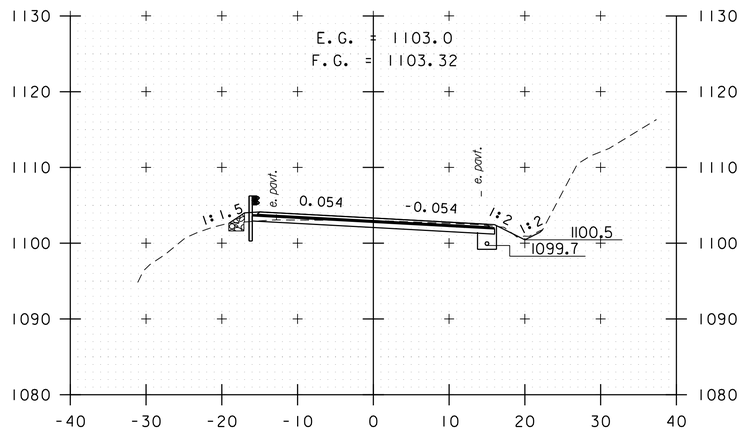


A 2+00

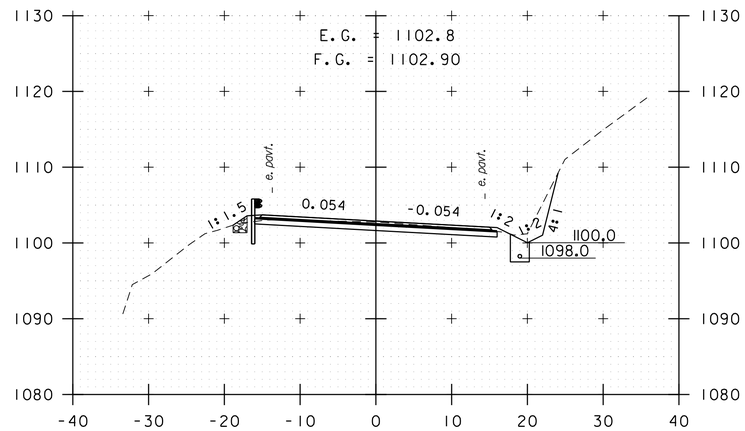
STA. A 0+00 TO STA. A 2+50

0 10 20
SCALE IN FEET

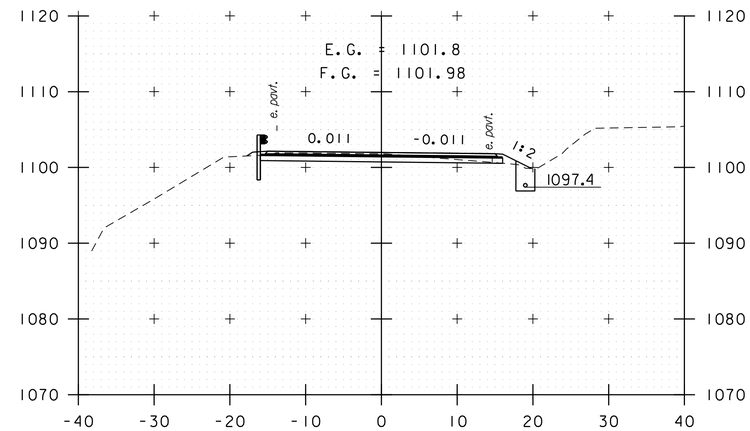
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234_xs_Pitt.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
CROSS SECTION SHEET 50	SHEET 288 OF 424



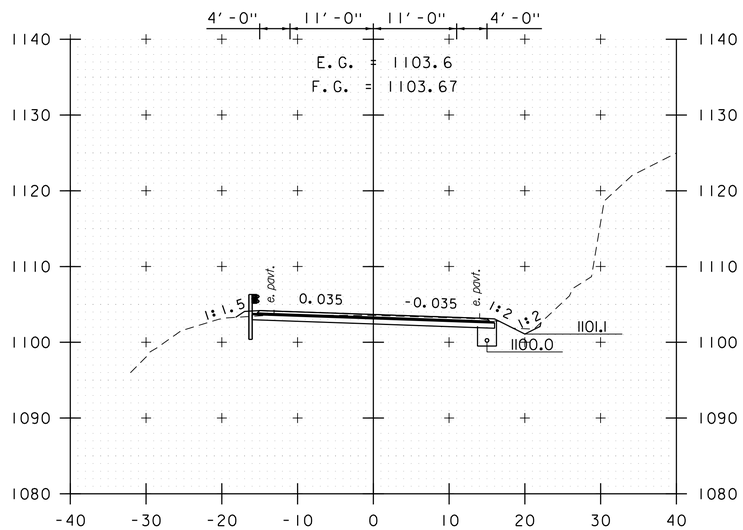
A 3+50



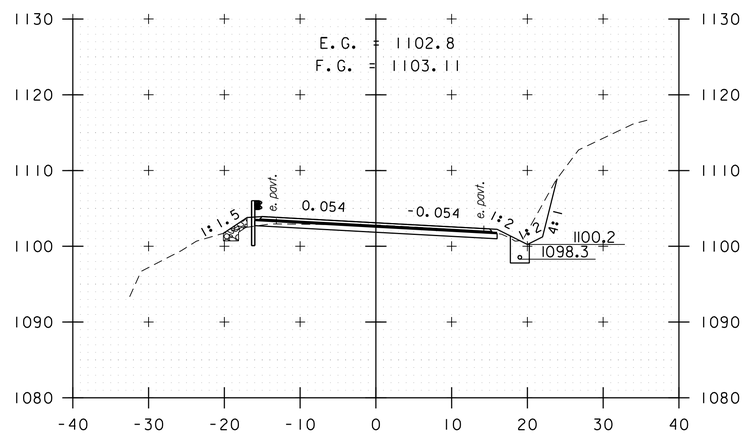
A 4+50



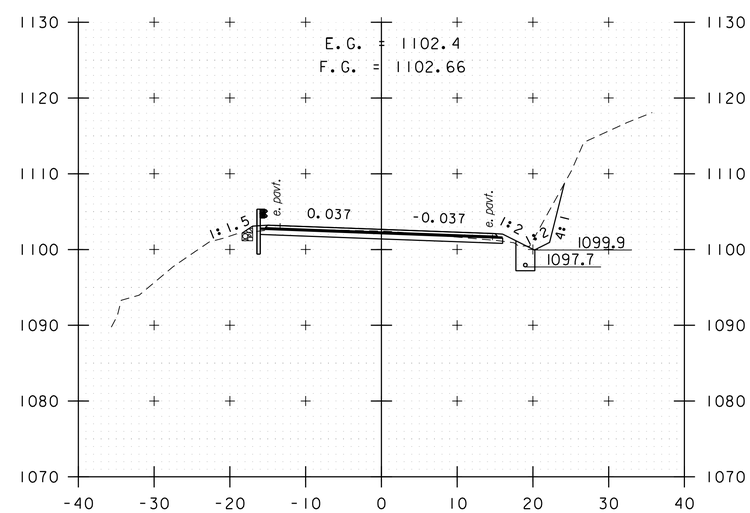
A 5+50



A 3+00



A 4+00

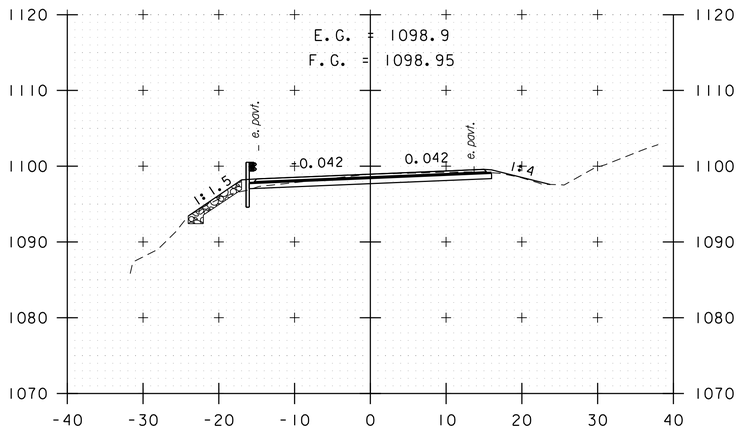


A 5+00

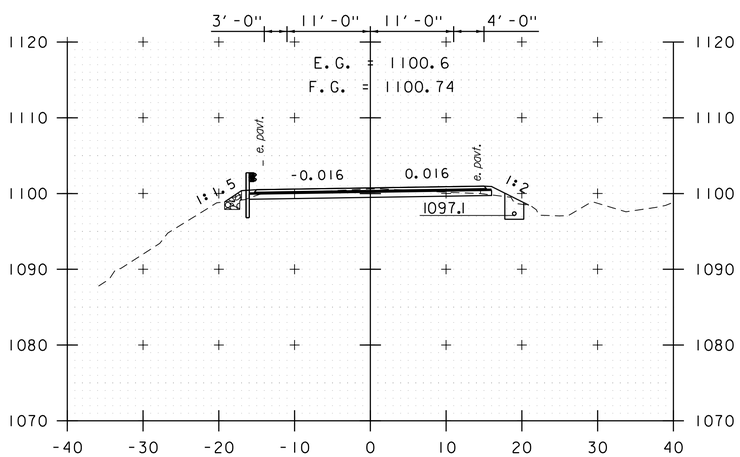
STA. A 3+00 TO STA. A 5+50

0 10 20
SCALE IN FEET

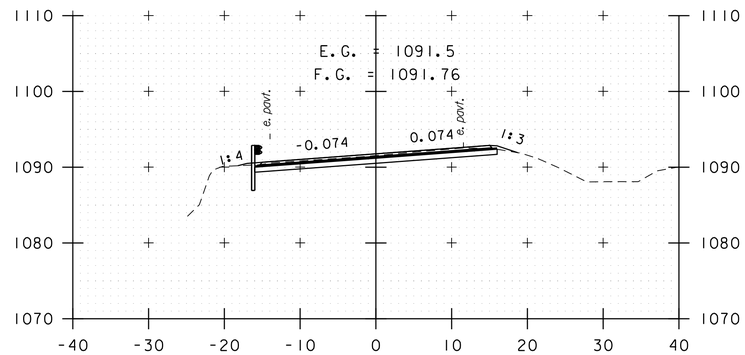
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234_xs_Pitt.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
CROSS SECTION SHEET 51	SHEET 289 OF 424



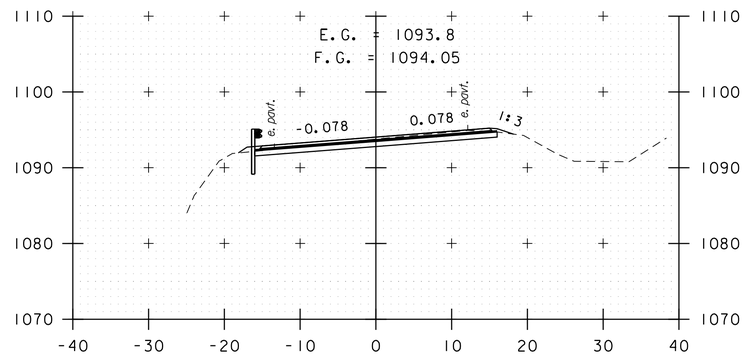
A 6+50



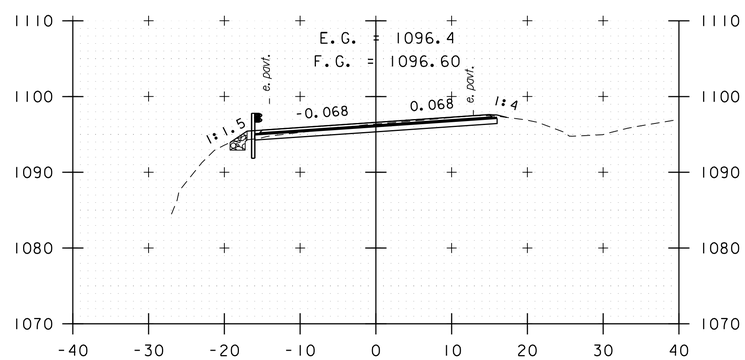
A 6+00



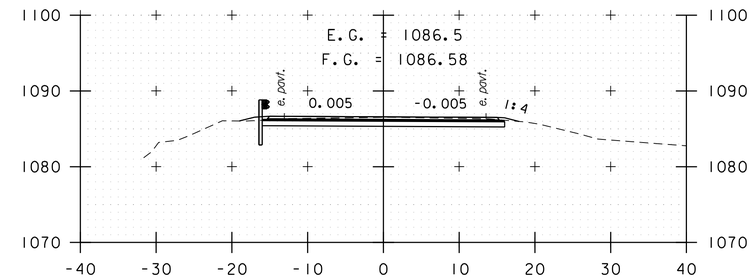
A 8+00



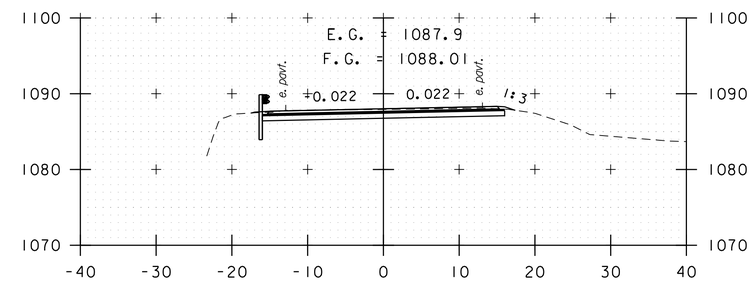
A 7+50



A 7+00



A 9+50



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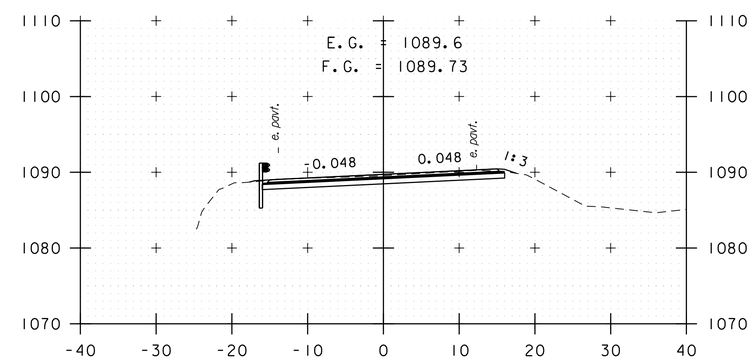


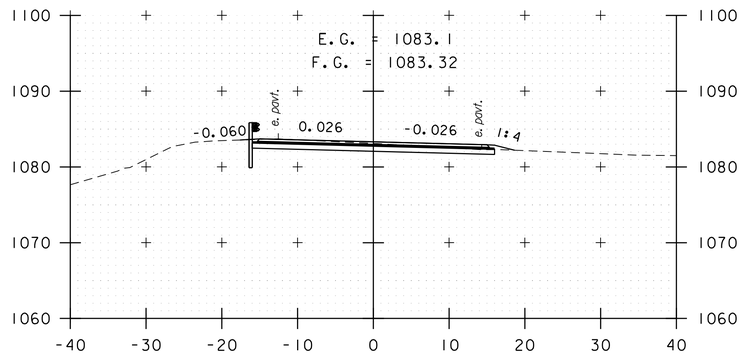
A 8+50

STA. A 6+00 TO STA. A 9+50

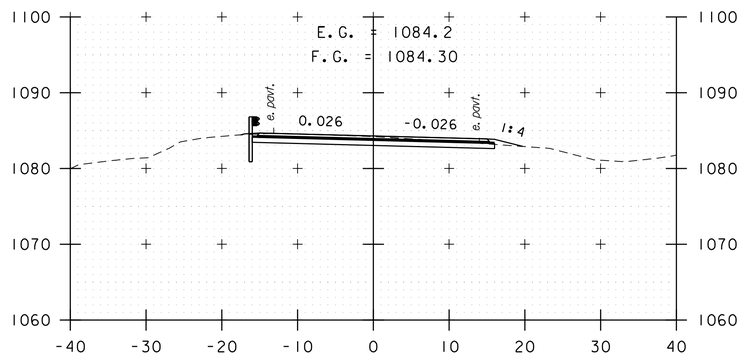
0 10 20
SCALE IN FEET

vhb

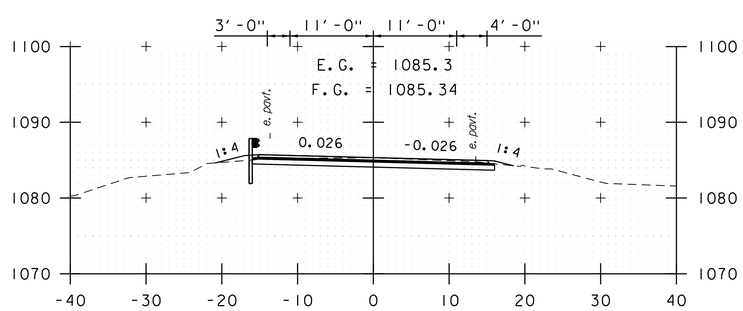
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234_xs_Pitt.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
CROSS SECTION SHEET 52	SHEET 290 OF 424



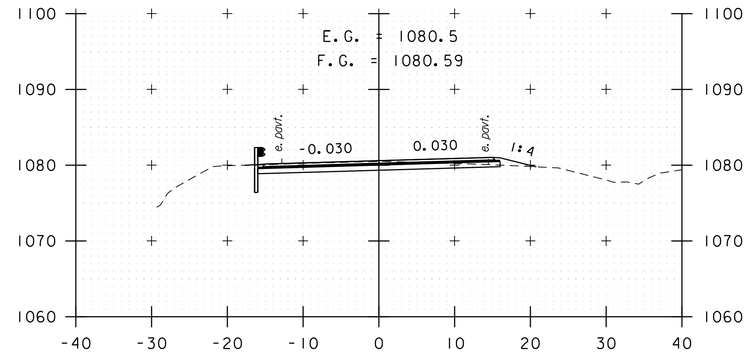
A 11+00



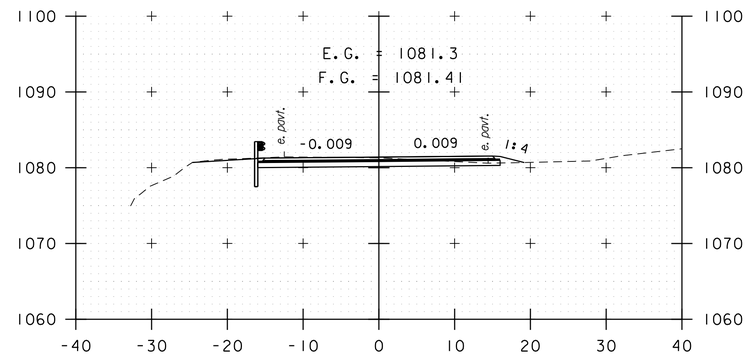
A 10+50



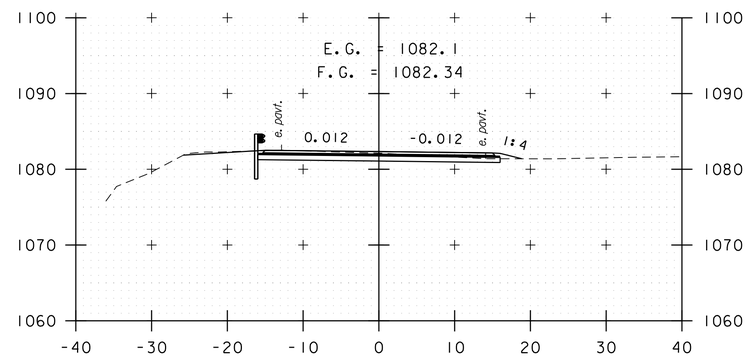
A 10+00



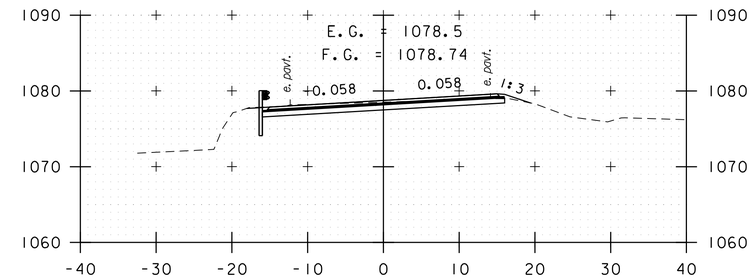
A 12+50



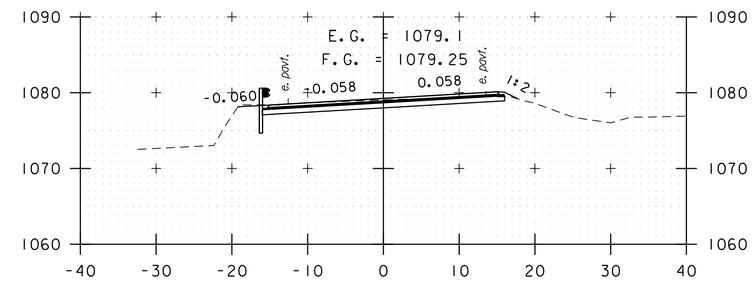
A 12+00



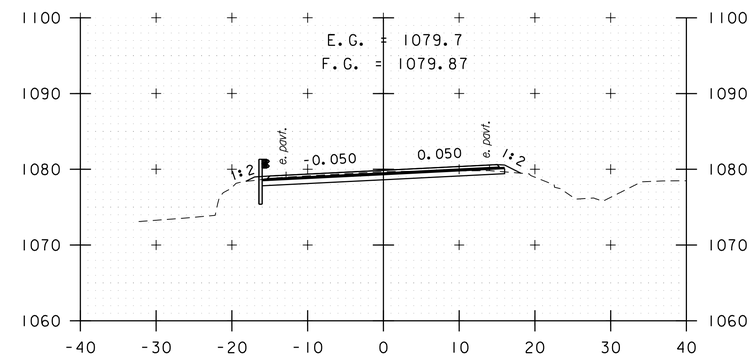
A 11+50



A 14+00



A 13+50

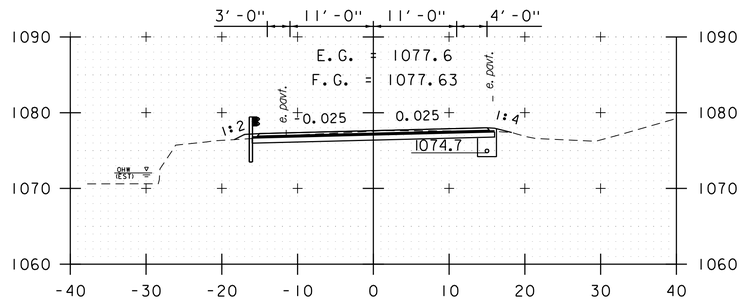


A 13+00

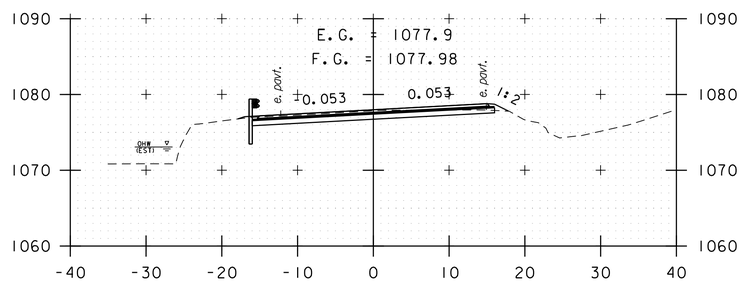
STA. A 10+00 TO STA. A 14+00

0 10 20
SCALE IN FEET

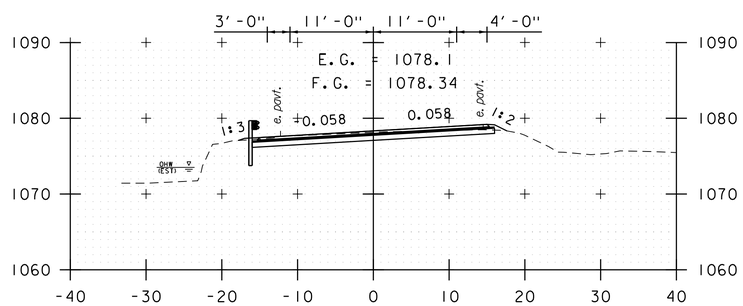
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234_xs_Pitt.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
CROSS SECTION SHEET 53	SHEET 291 OF 424



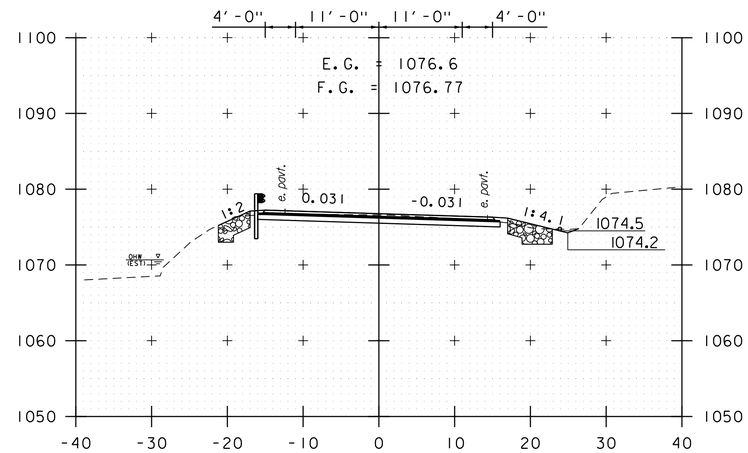
A 15+50



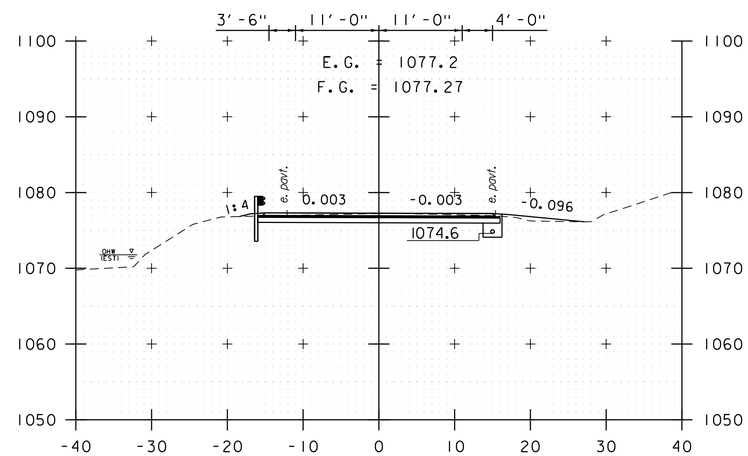
A 15+00



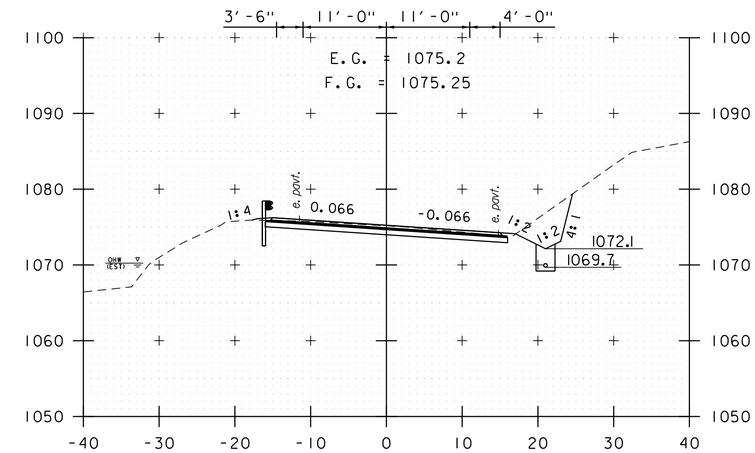
A 14+50



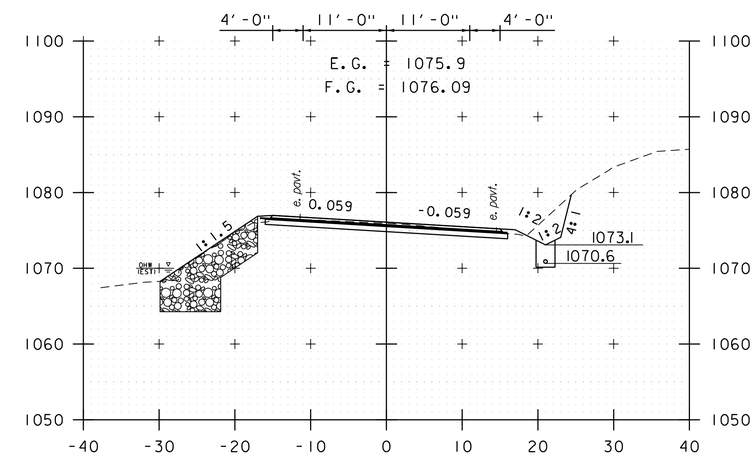
A 16+50



A 16+00



A 17+50

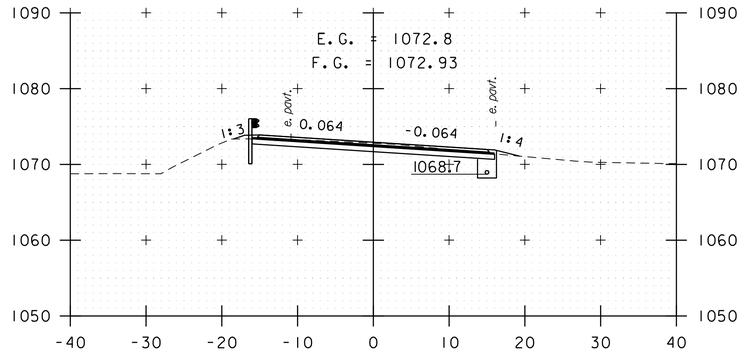


A 17+00

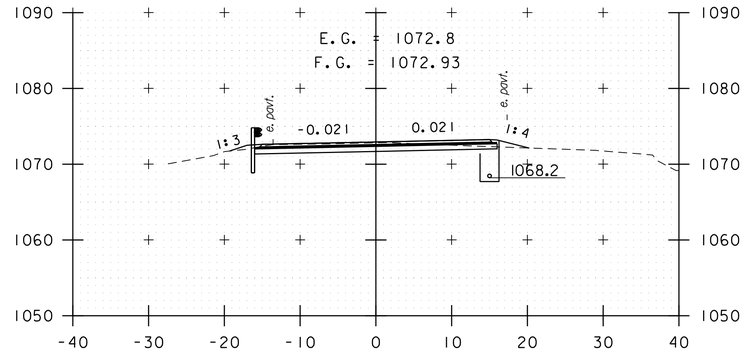
STA. A 14+50 TO STA. A 17+50

0 10 20
SCALE IN FEET

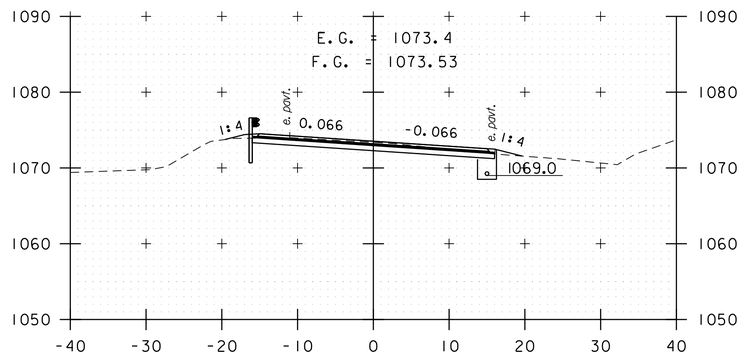
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234_xs_Pitt.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
CROSS SECTION SHEET 54	SHEET 292 OF 424



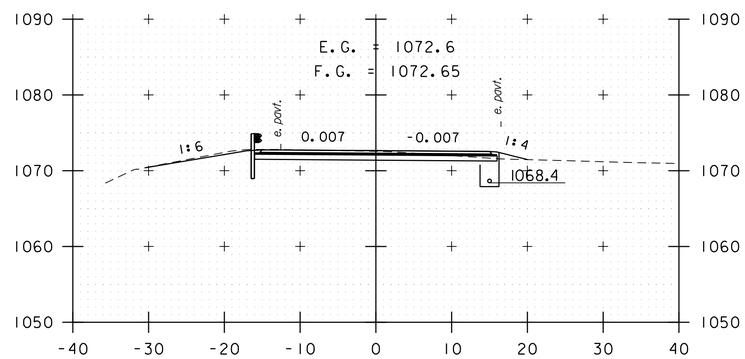
A 19+00



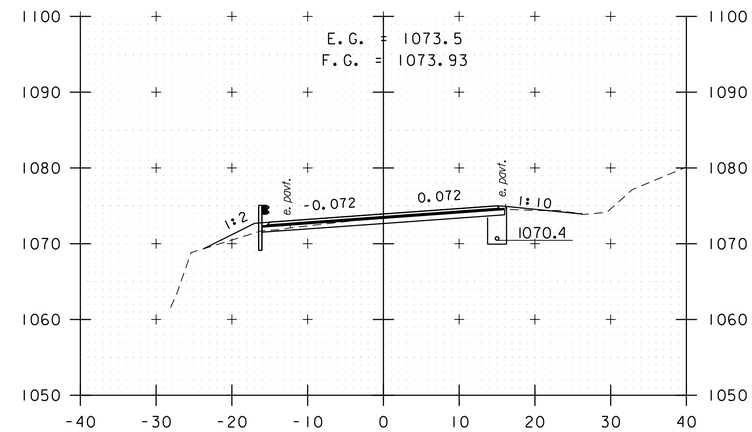
A 20+50



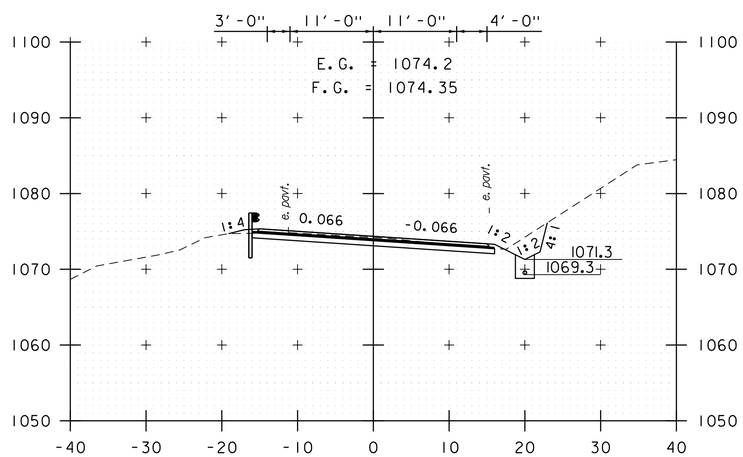
A 18+50



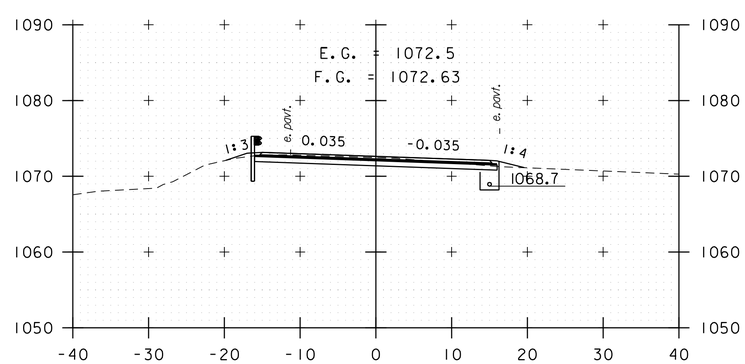
A 20+00



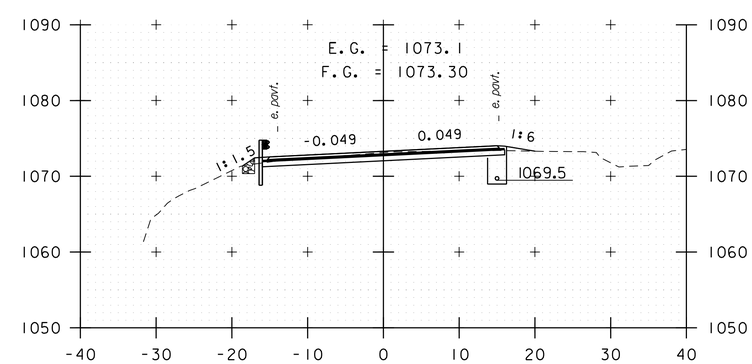
A 21+50



A 18+00



A 19+50



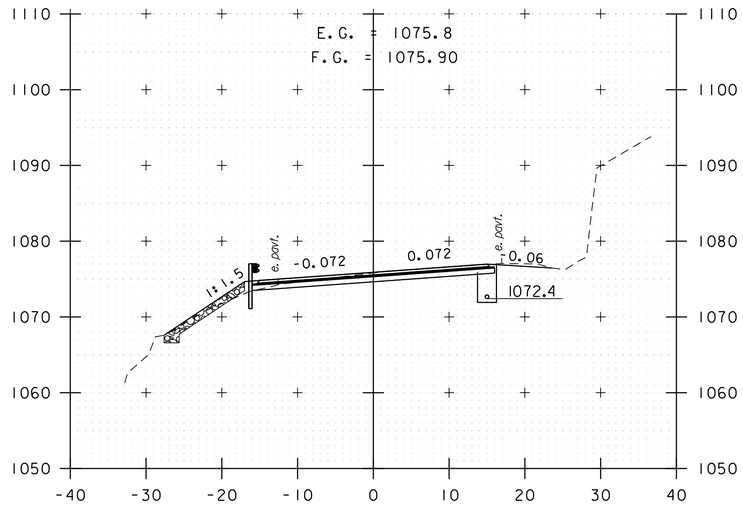
A 21+00

STA. A 18+00 TO STA. A 21+50

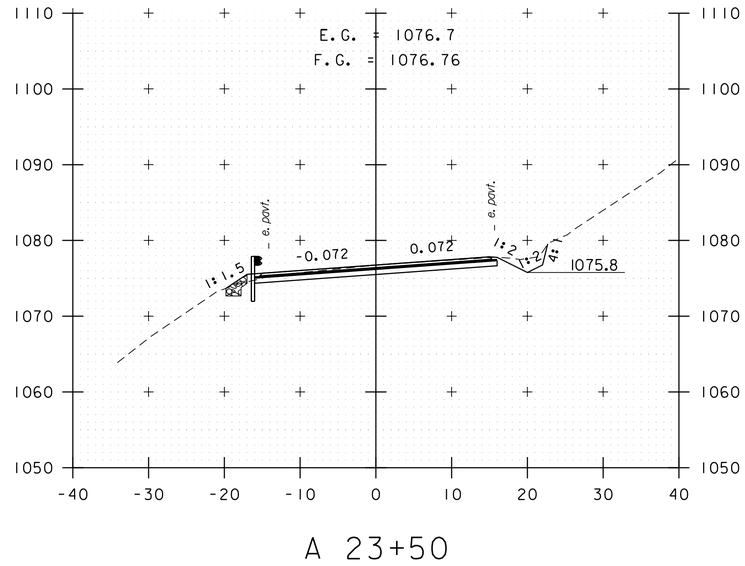
0 10 20
SCALE IN FEET

vhb

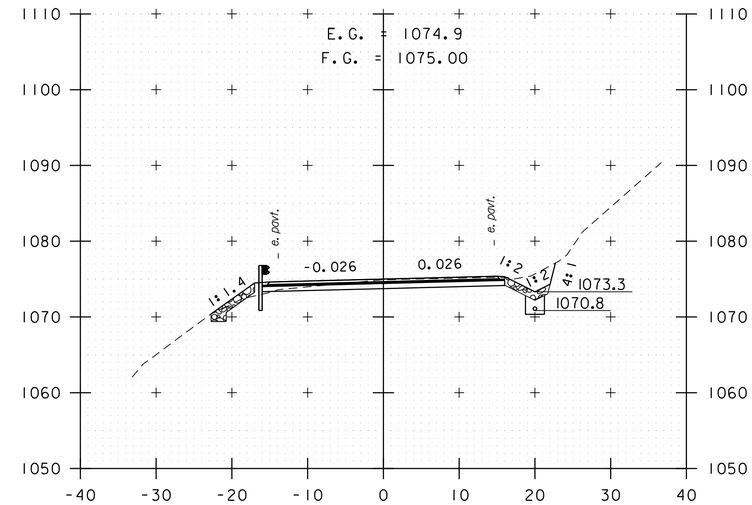
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234_xs_Pitt.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
CROSS SECTION SHEET 55	SHEET 293 OF 424



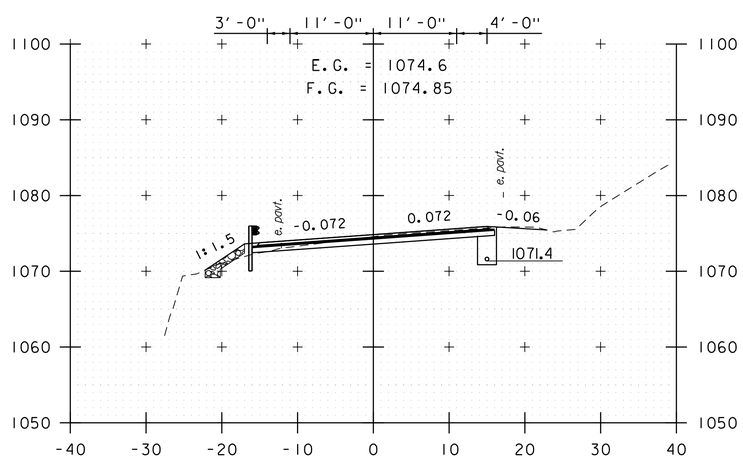
A 22+50



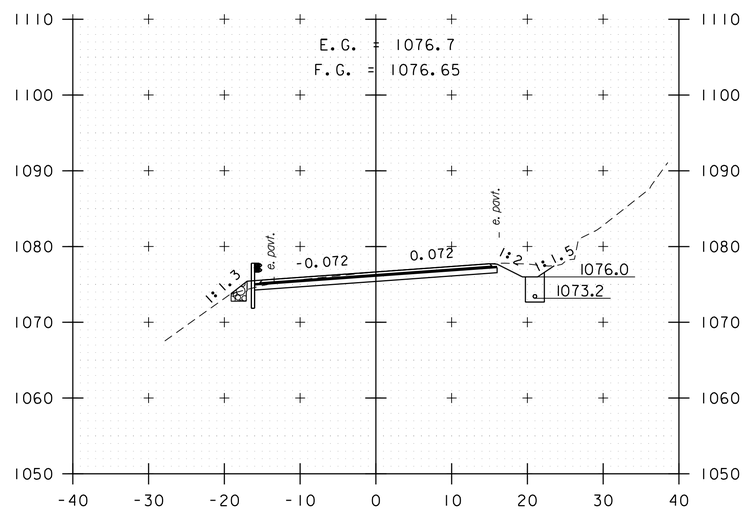
A 23+50



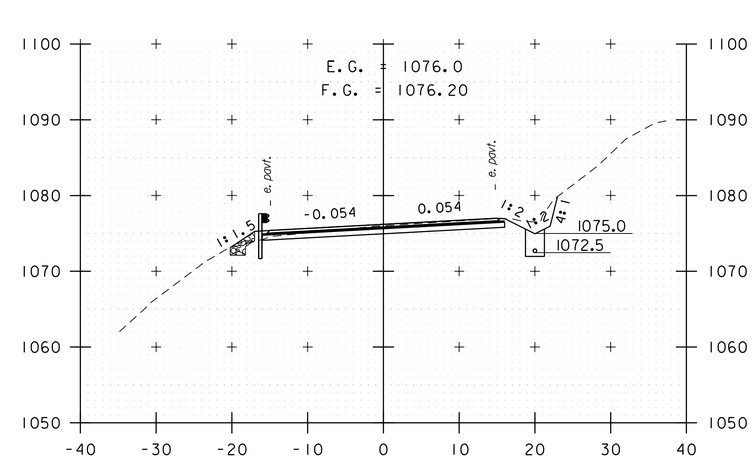
A 24+50



A 22+00



A 23+00

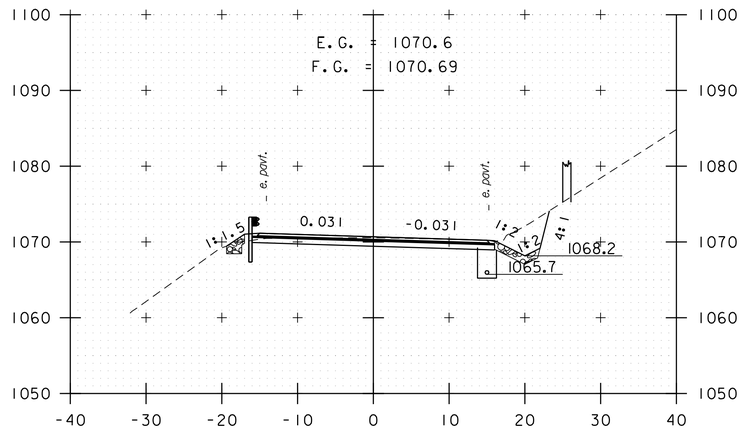


A 24+00

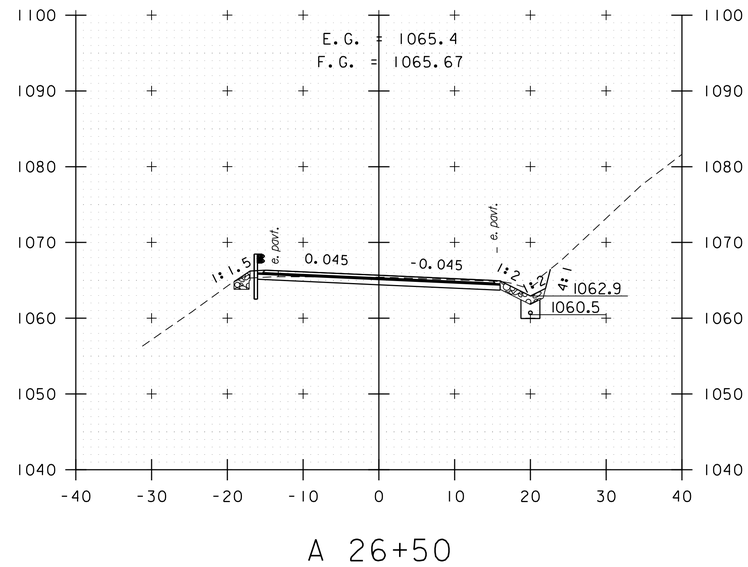
STA. A 22+00 TO STA. A 24+50

0 10 20
SCALE IN FEET

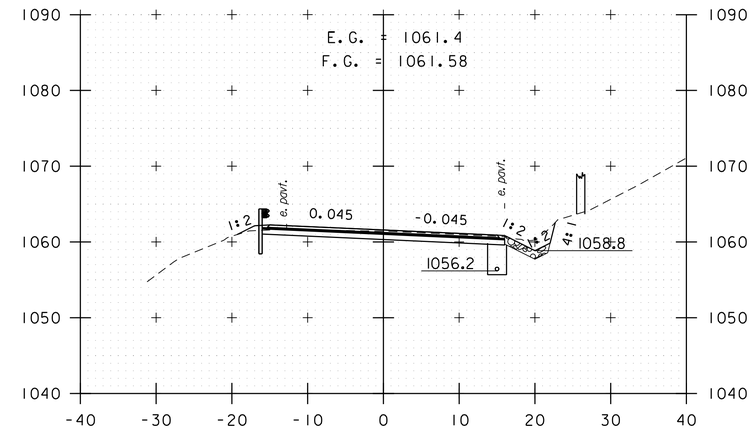
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234_xs_Pitt.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
CROSS SECTION SHEET 56	SHEET 294 OF 424



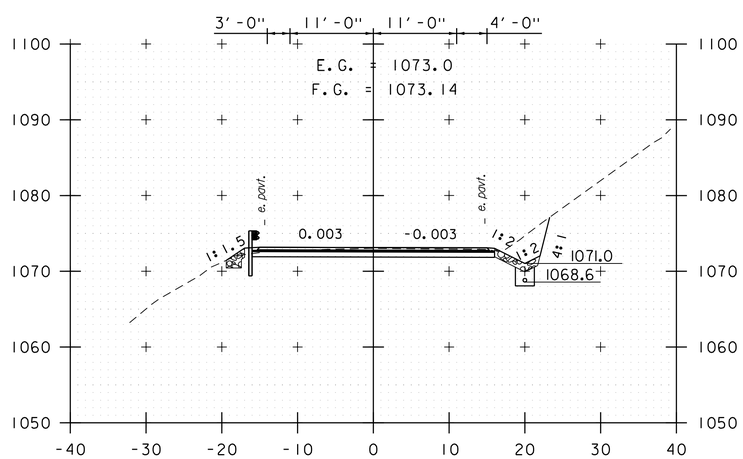
A 25+50



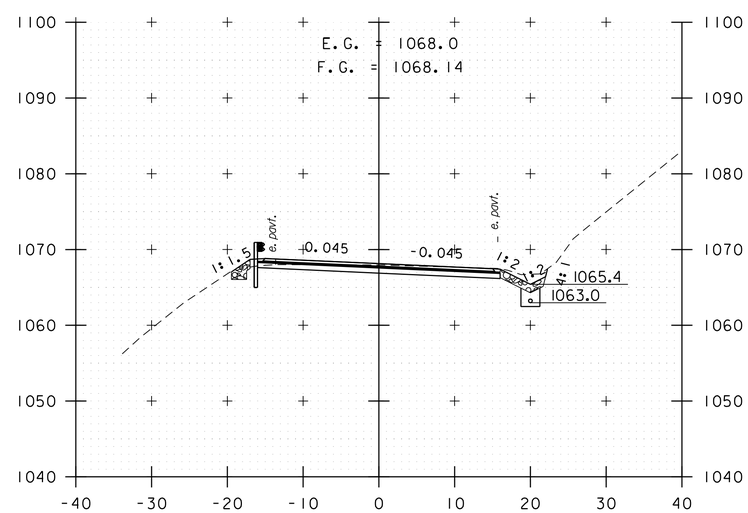
A 26+50



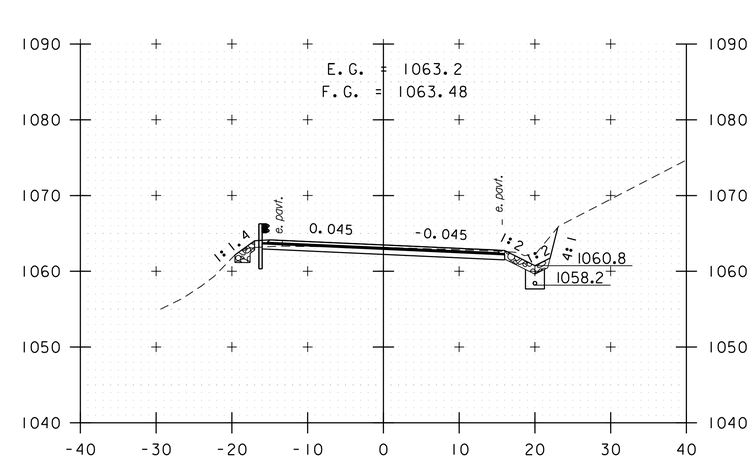
A 27+50



A 25+00



A 26+00

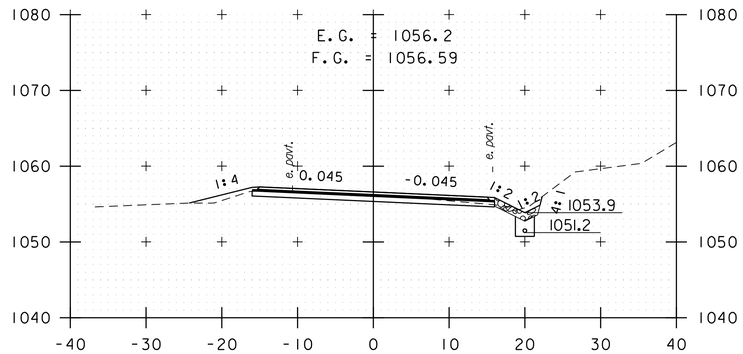


A 27+00

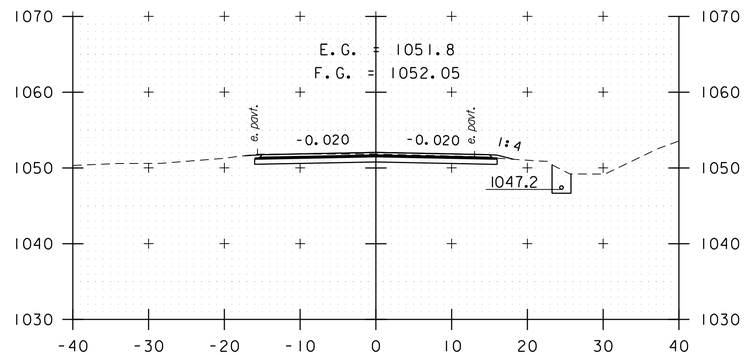
STA. A 25+00 TO STA. A 27+50

0 10 20
SCALE IN FEET

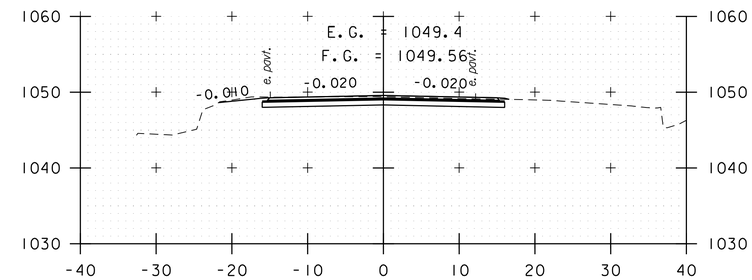
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234_xs_Pitt.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
CROSS SECTION SHEET 57	SHEET 295 OF 424



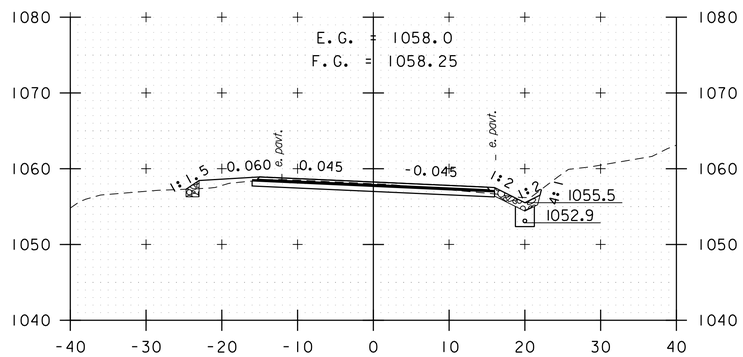
A 29+00



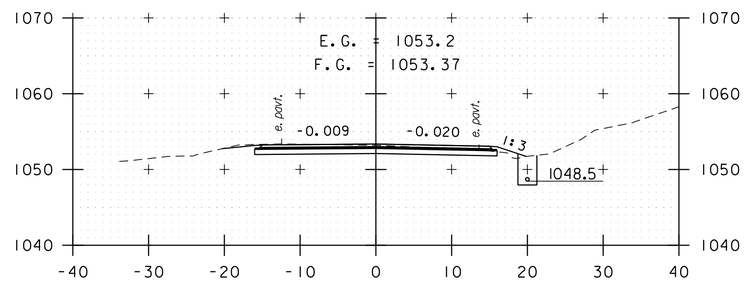
A 30+50



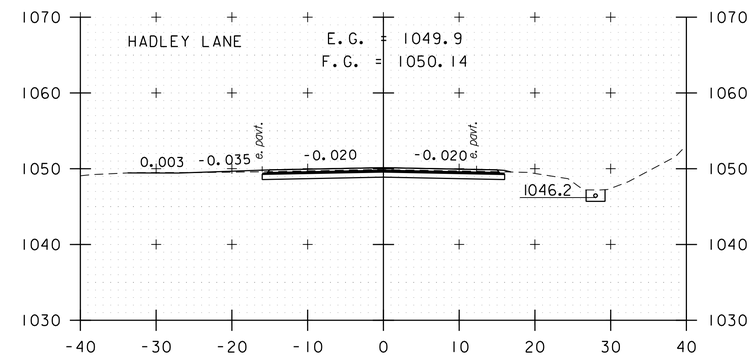
A 32+00



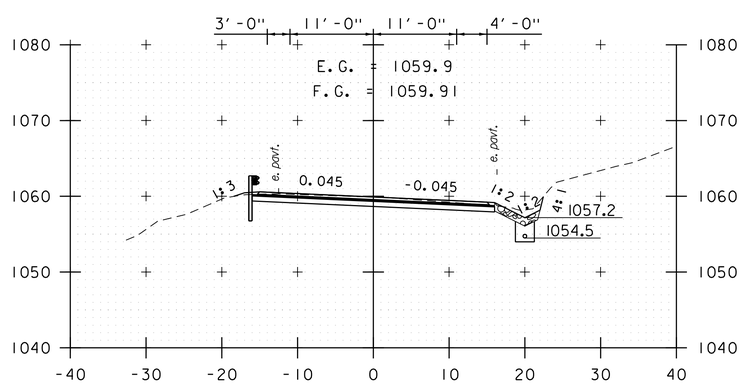
A 28+50



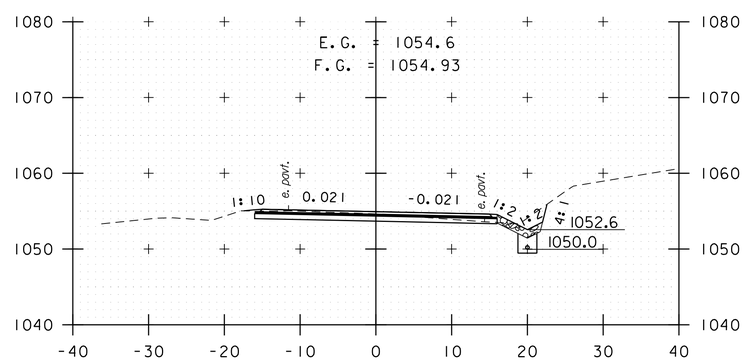
A 30+00



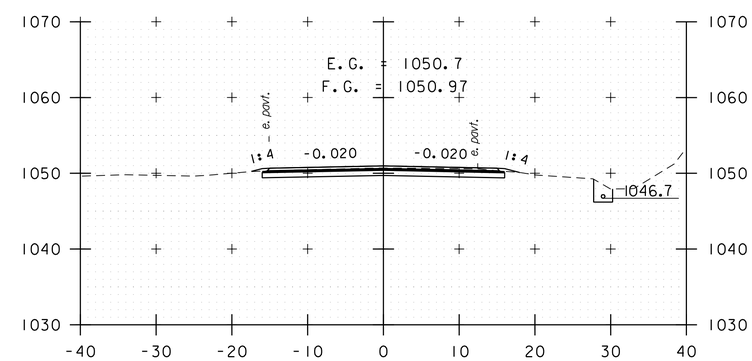
A 31+50



A 28+00



A 29+50

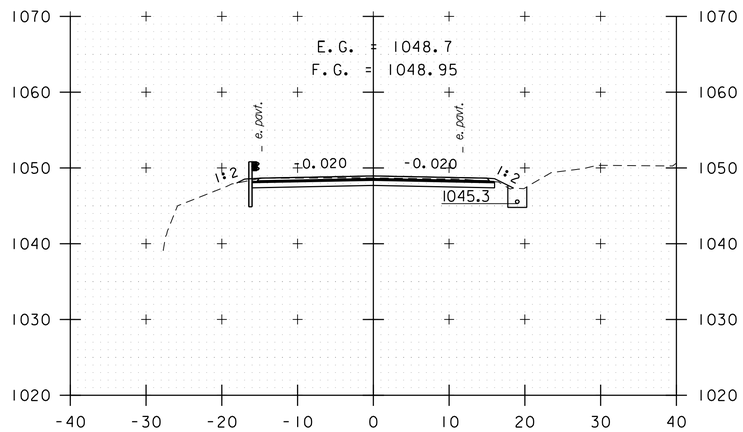


A 31+00

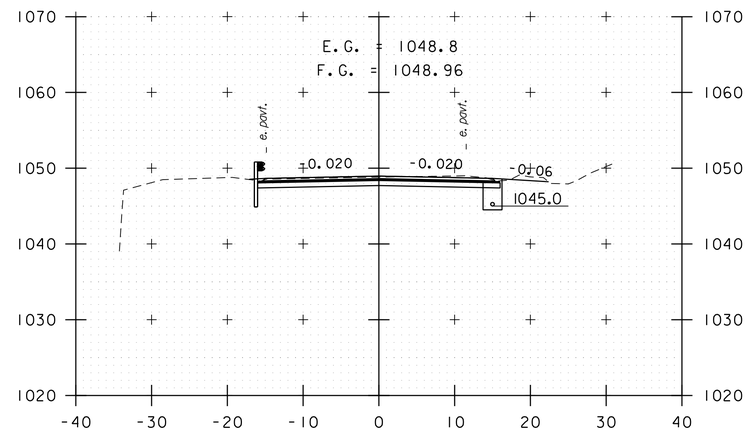
STA. A 28+00 TO STA. A 32+00

0 10 20
SCALE IN FEET

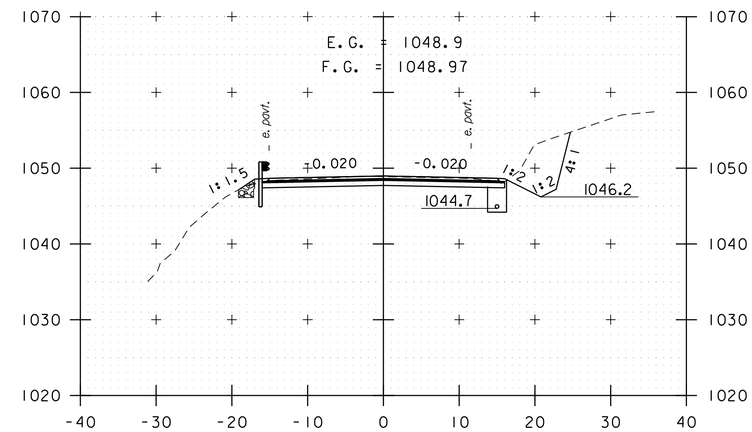
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234_xs_Pitt.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
CROSS SECTION SHEET 58	SHEET 296 OF 424



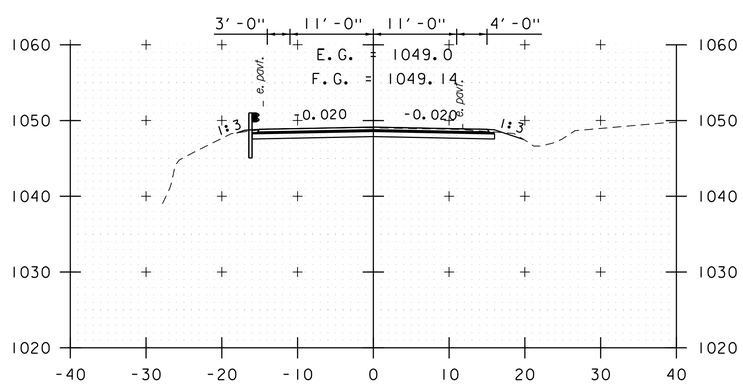
A 33+00



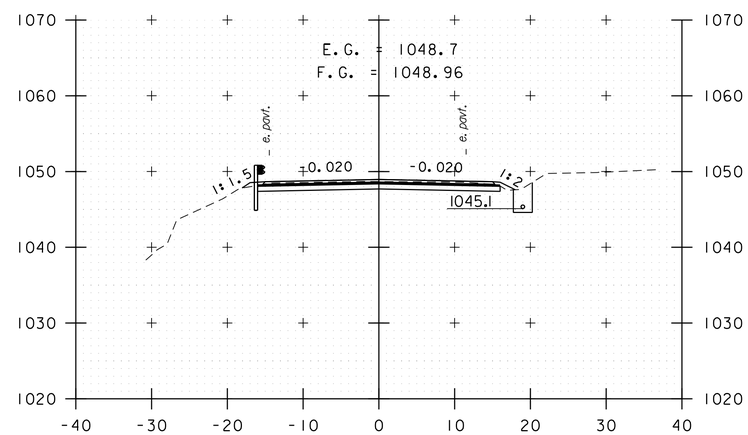
A 34+00



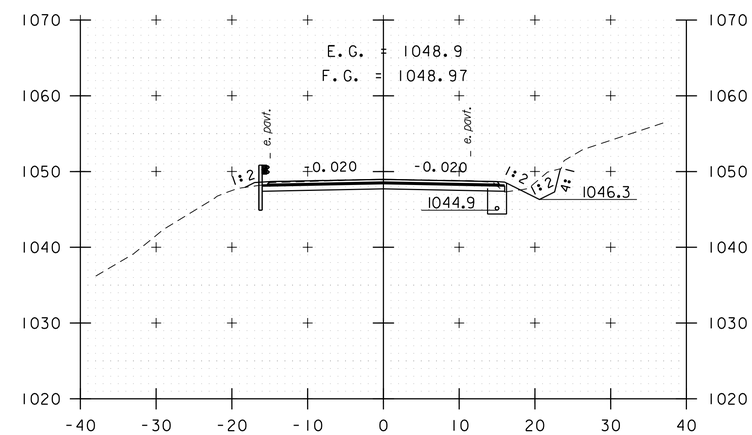
A 35+00



A 32+50



A 33+50

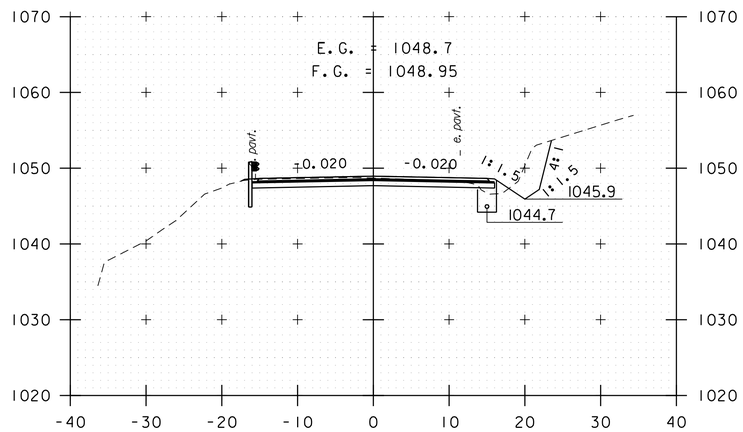


A 34+50

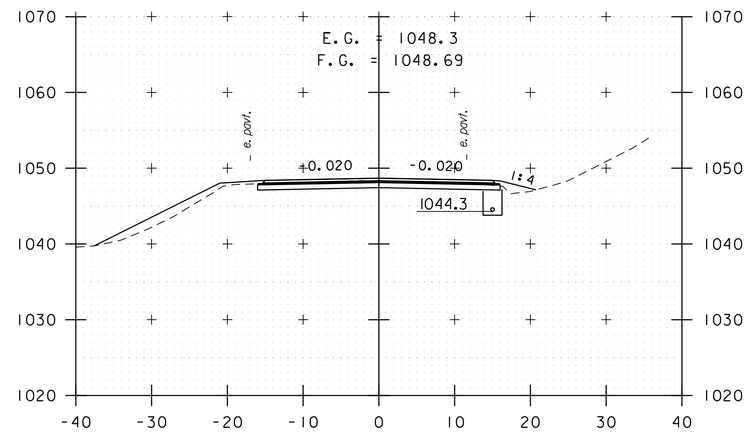
STA. A 32+50 TO STA. A 35+00

0 10 20
SCALE IN FEET

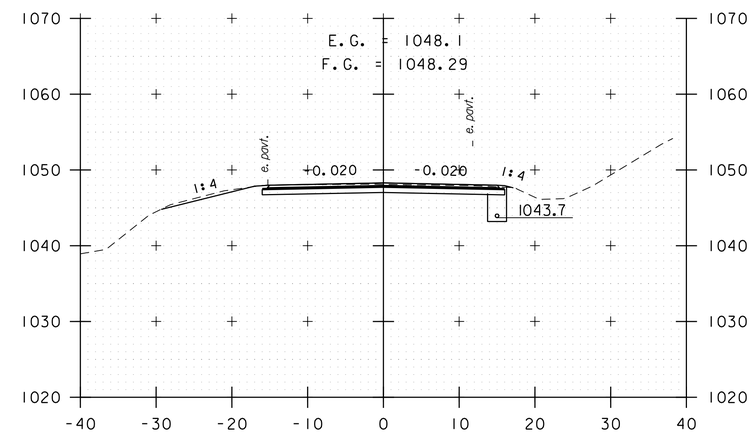
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234_xs_Pitt.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
CROSS SECTION SHEET 59	SHEET 297 OF 424



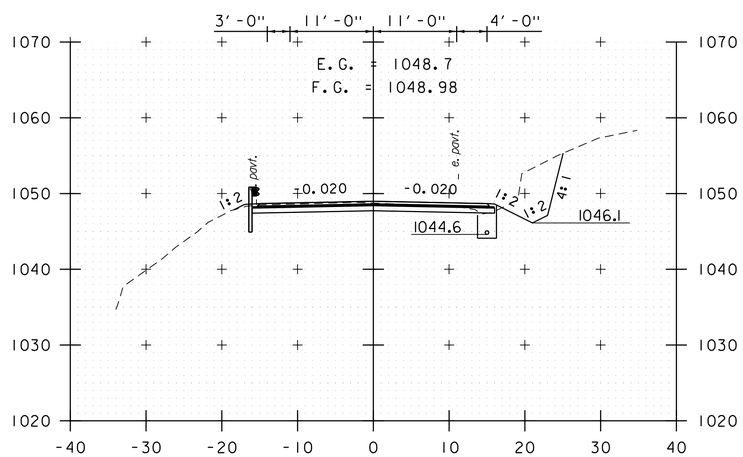
A 36+00



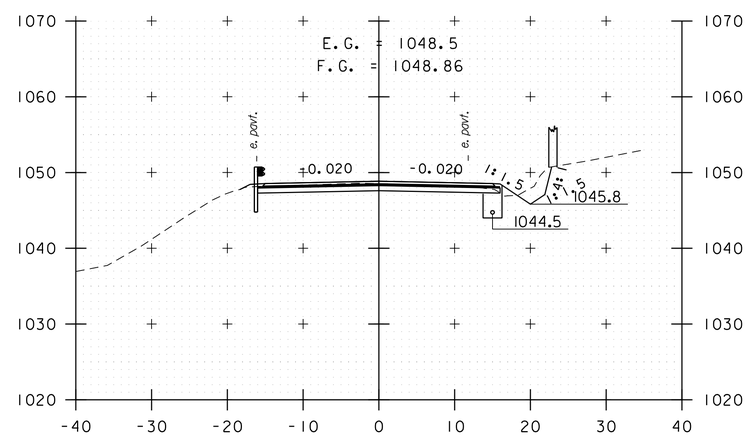
A 37+00



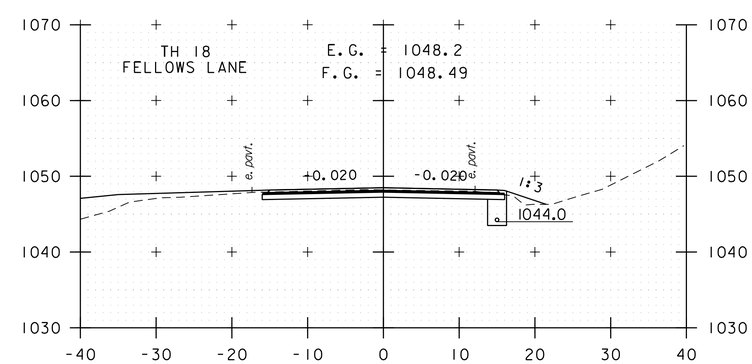
A 38+00



A 35+50



A 36+50

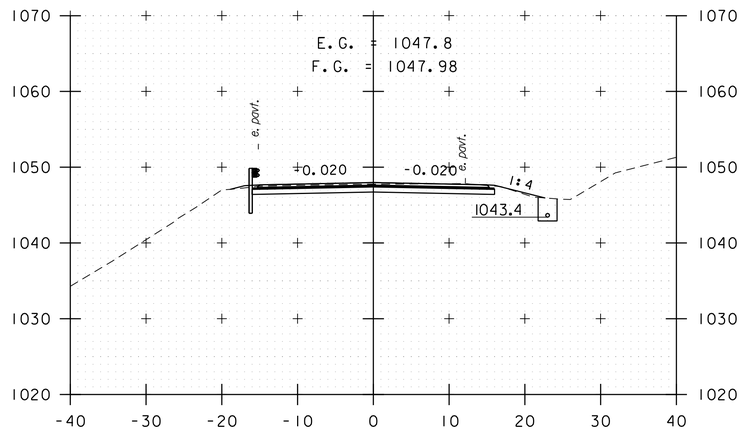


A 37+50

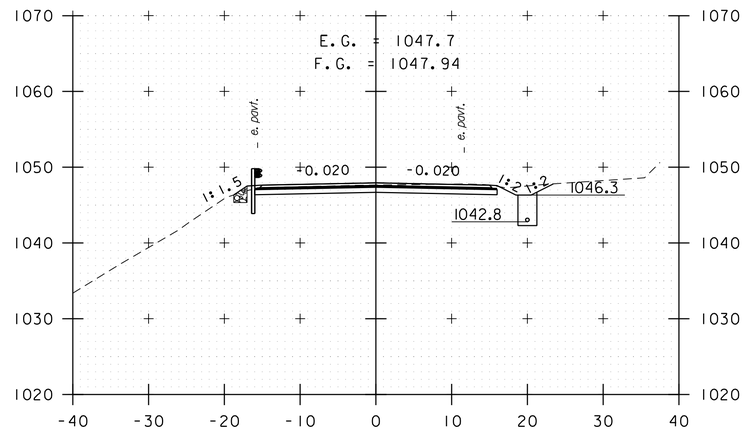
STA. A 35+50 TO STA. A 38+00

0 10 20
SCALE IN FEET

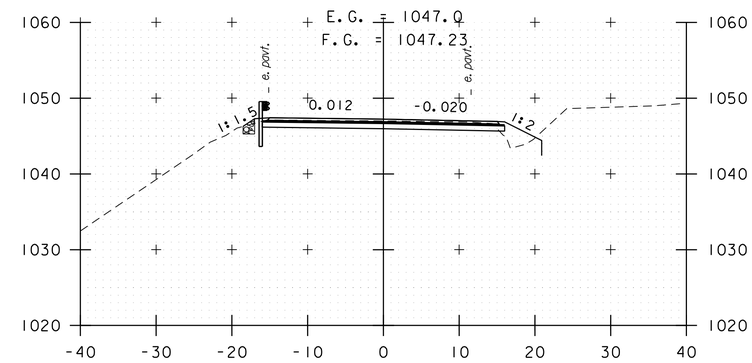
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234_xs_Pitt.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
CROSS SECTION SHEET 60	SHEET 298 OF 424



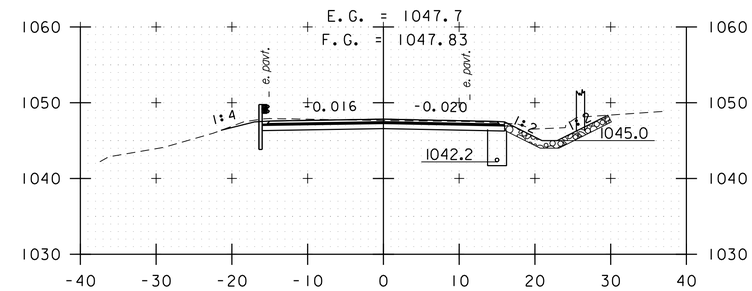
A 39+00



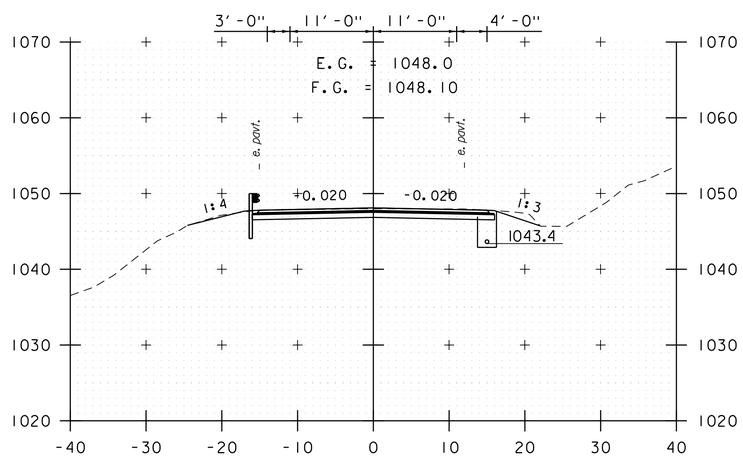
A 40+00



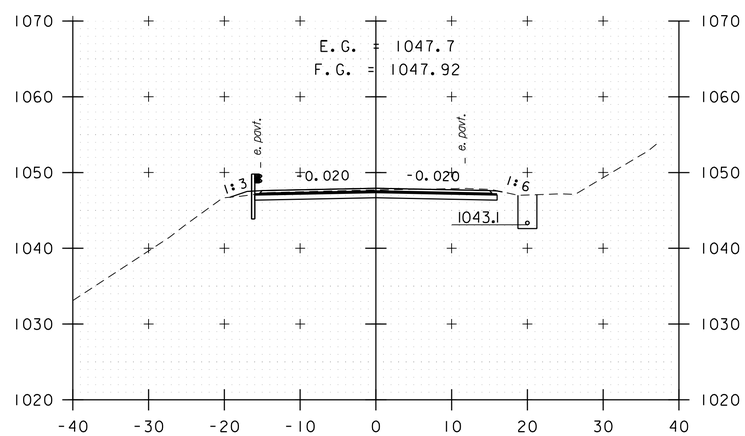
A 41+50



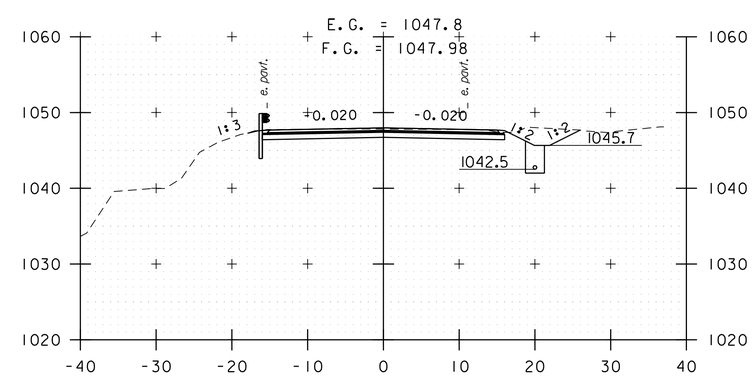
A 41+00



A 38+50



A 39+50



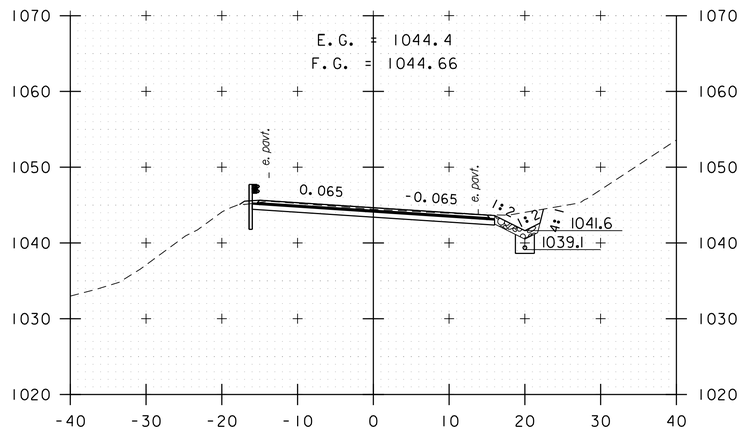
A 40+50

STA. A 38+50 TO STA. A 41+50

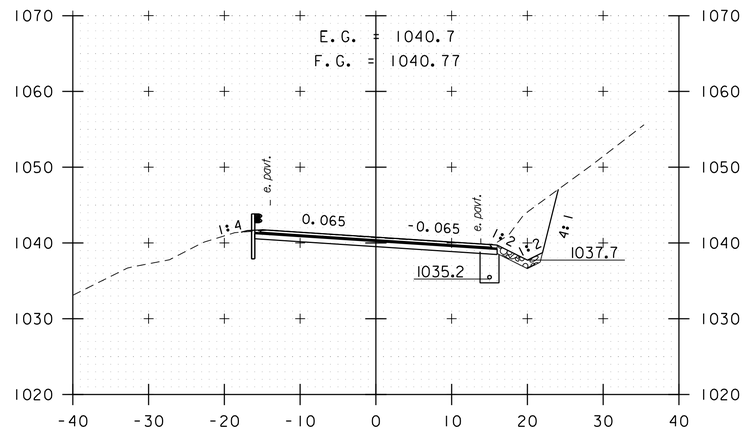
0 10 20
SCALE IN FEET

vhb

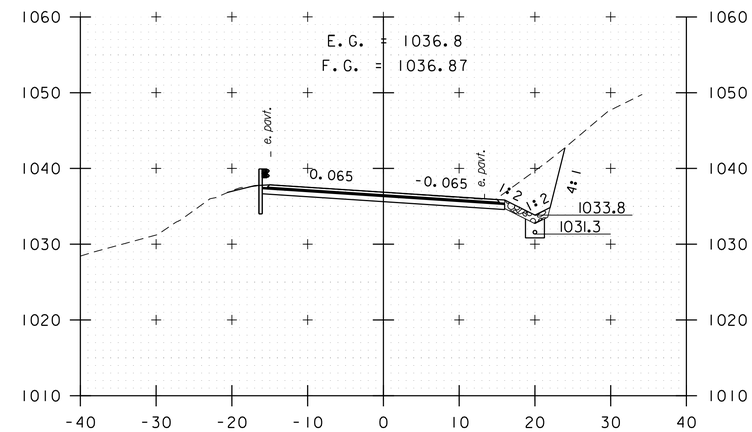
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234_xs_Pitt.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
CROSS SECTION SHEET 61	SHEET 299 OF 424



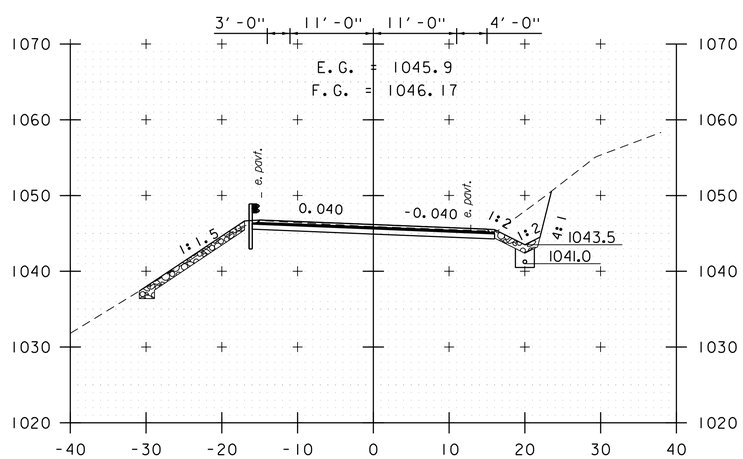
A 42+50



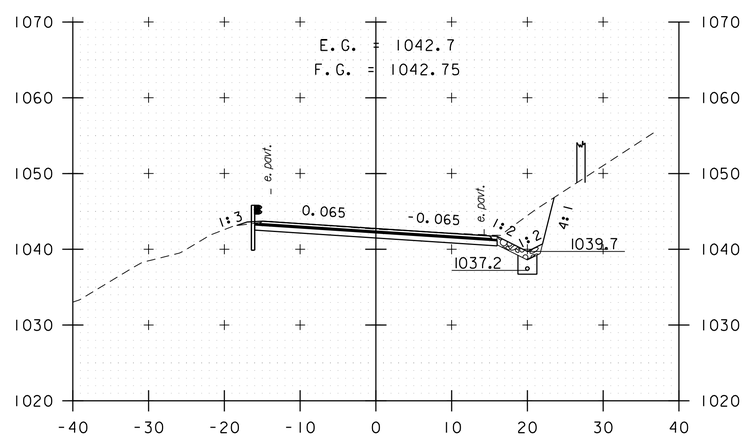
A 43+50



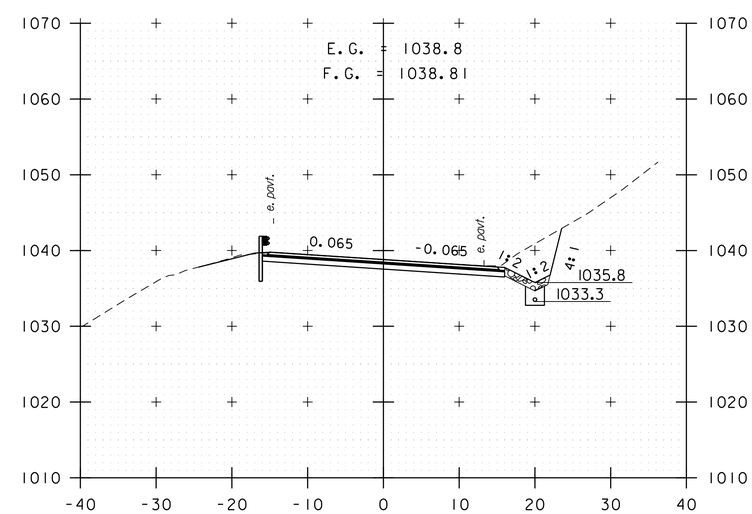
A 44+50



A 42+00



A 43+00

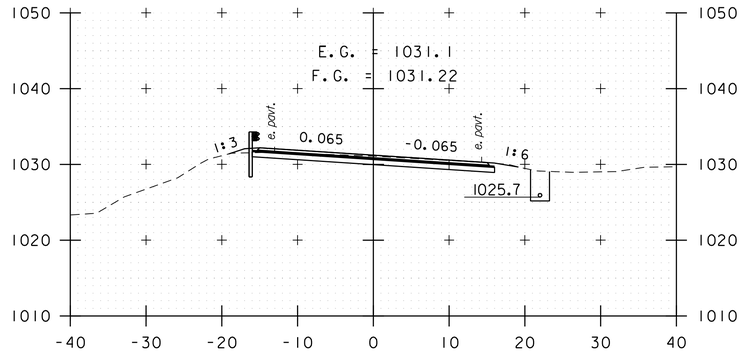


A 44+00

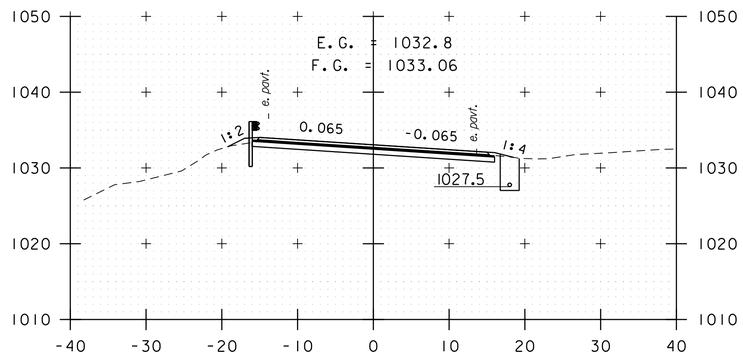
STA. A 42+00 TO STA. A 44+50

0 10 20
SCALE IN FEET

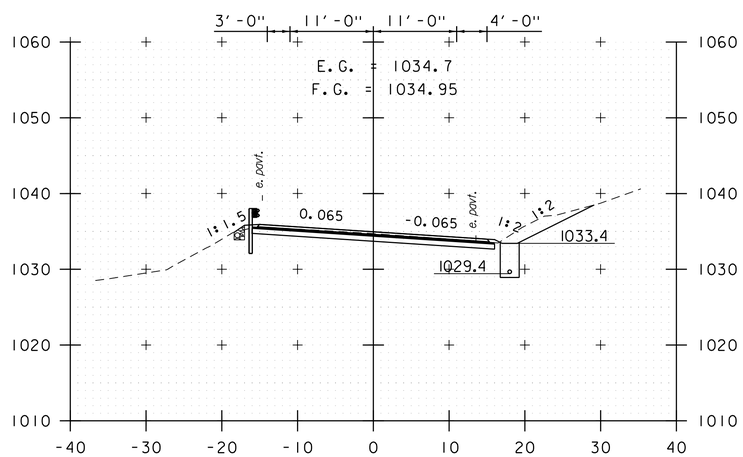
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234_xs_Pitt.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
CROSS SECTION SHEET 62	SHEET 300 OF 424



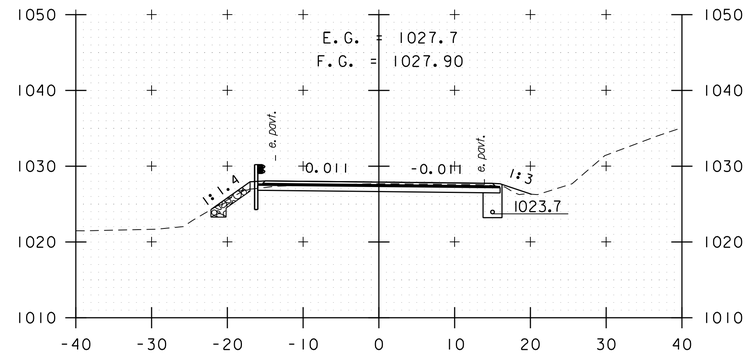
A 46+00



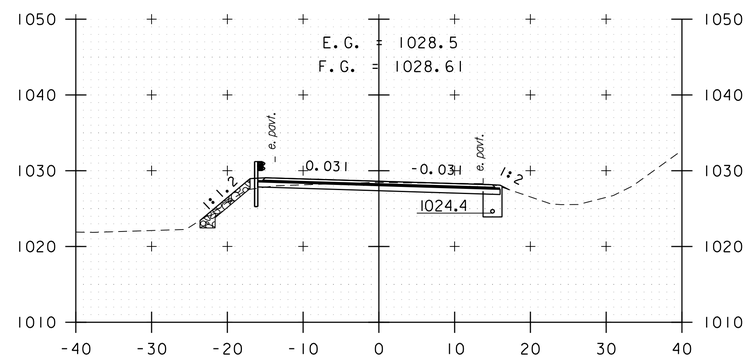
A 45+50



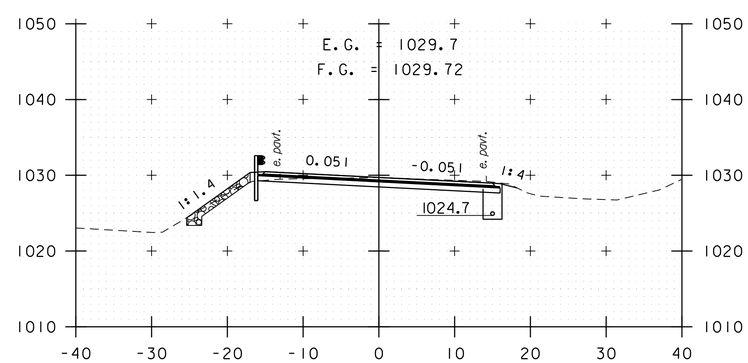
A 45+00



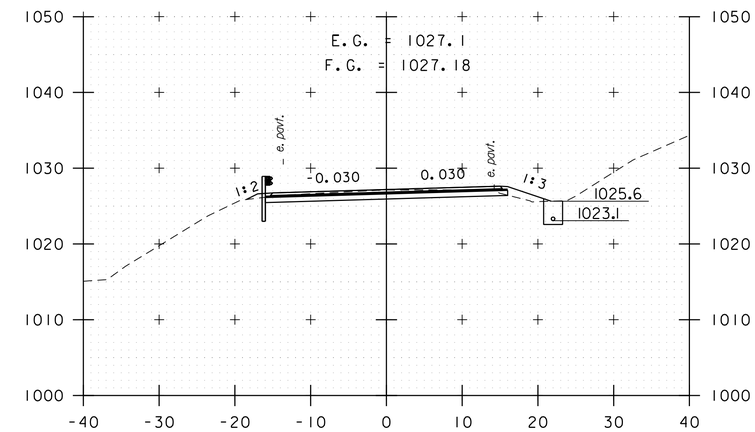
A 47+50



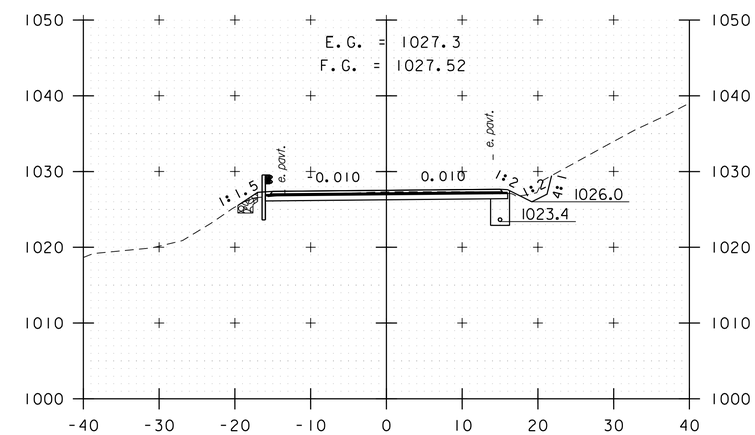
A 47+00



A 46+50



A 48+50



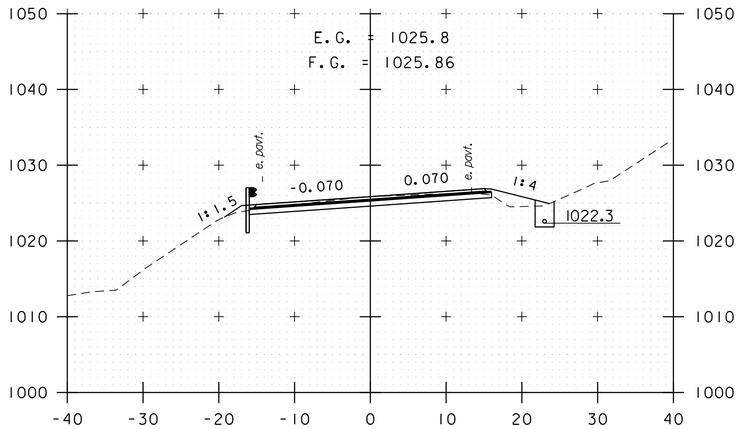
A 48+00

STA. A 45+00 TO STA. A 48+50

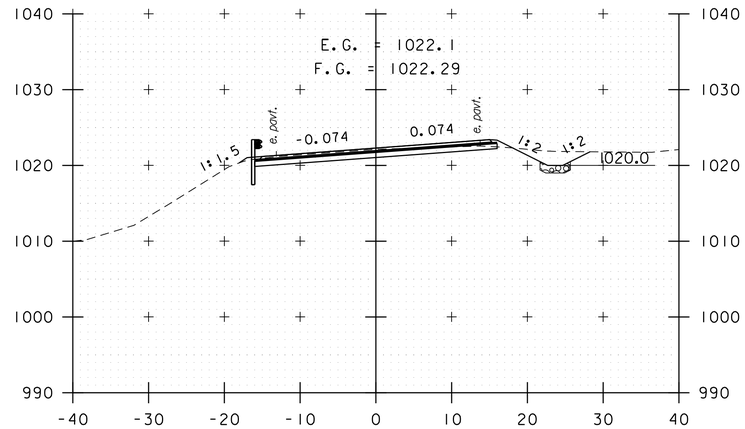
0 10 20
SCALE IN FEET

vhb

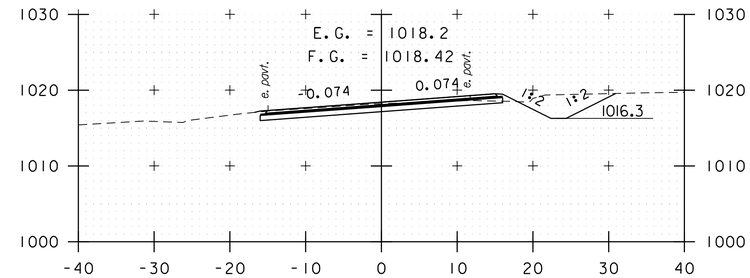
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234_xs_Pitt.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
CROSS SECTION SHEET 63	SHEET 301 OF 424



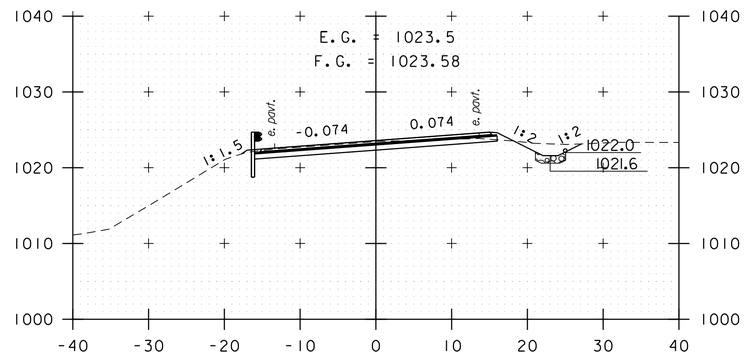
A 49+50



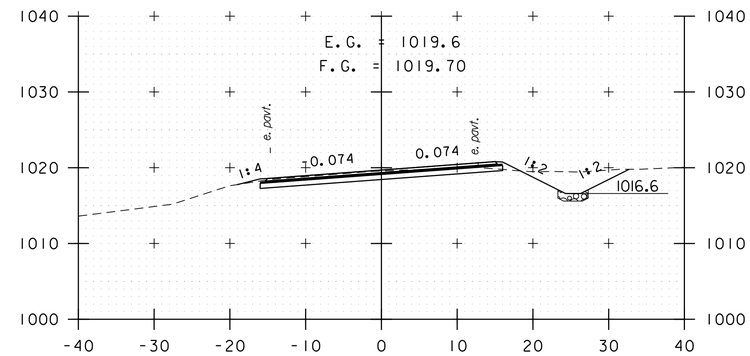
A 51+00



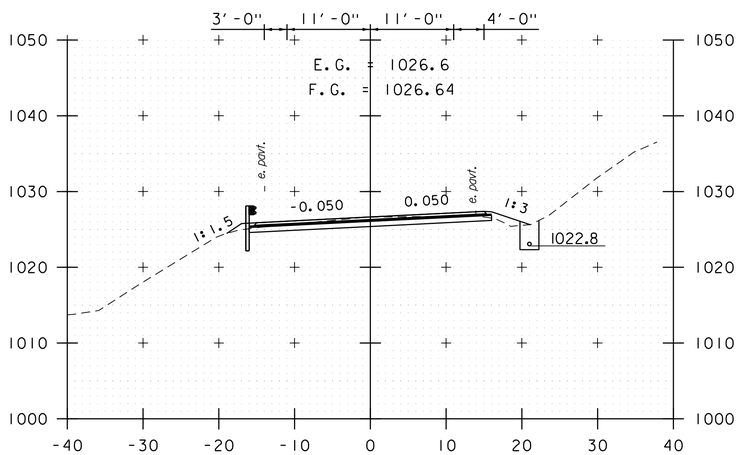
A 52+50



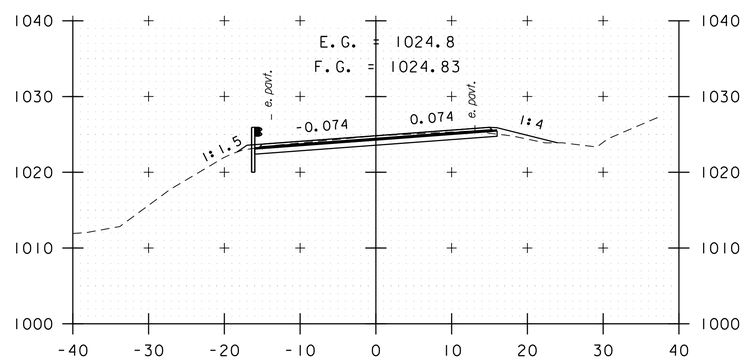
A 50+50



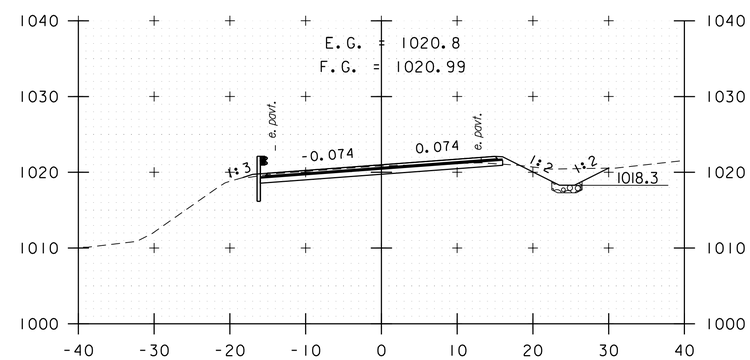
A 52+00



A 49+00



A 50+00



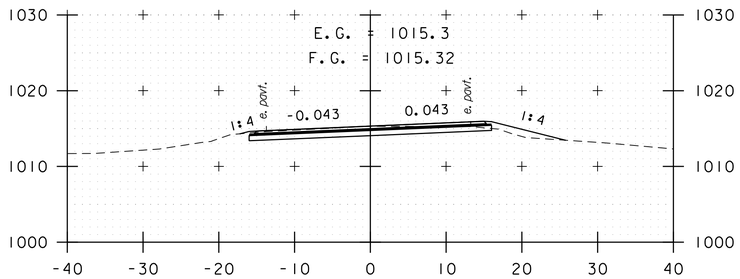
A 51+50

STA. A 49+00 TO STA. A 52+50

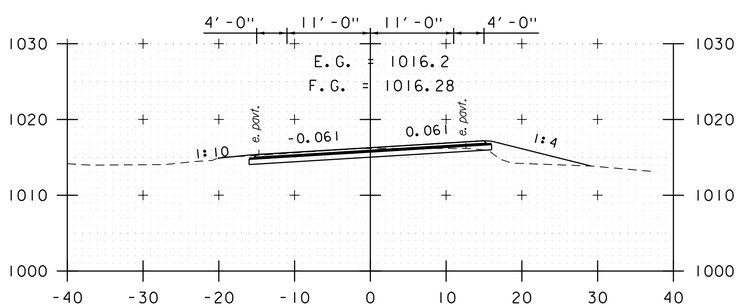
0 10 20
SCALE IN FEET

vhb

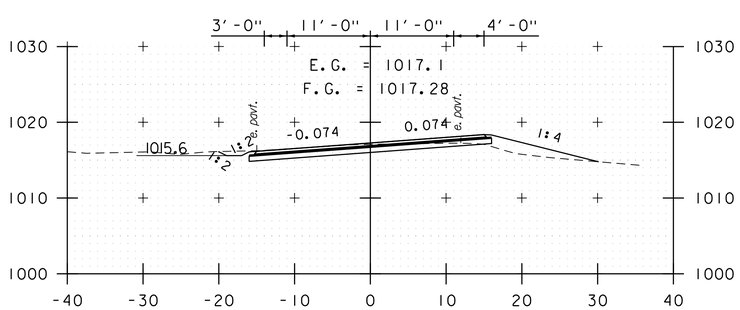
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234_xs_Pitt.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
CROSS SECTION SHEET 64	SHEET 302 OF 424



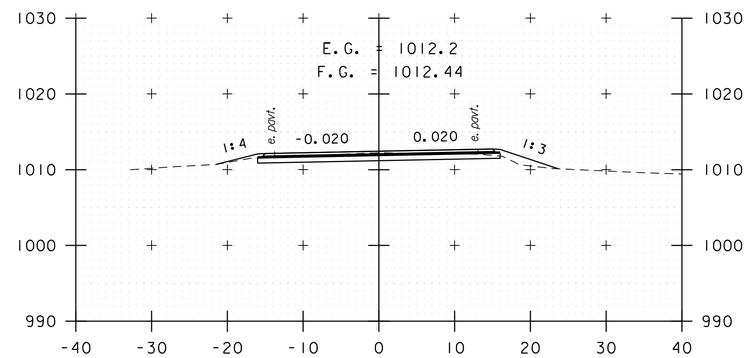
A 54+00



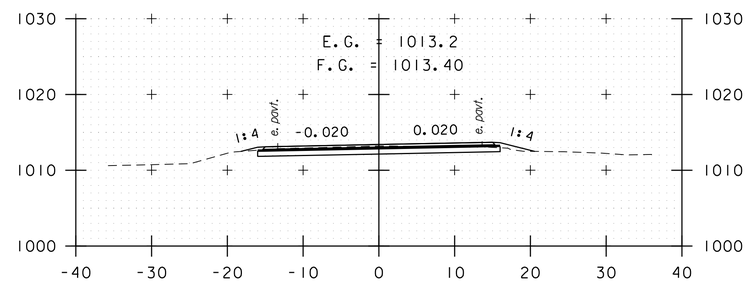
A 53+50



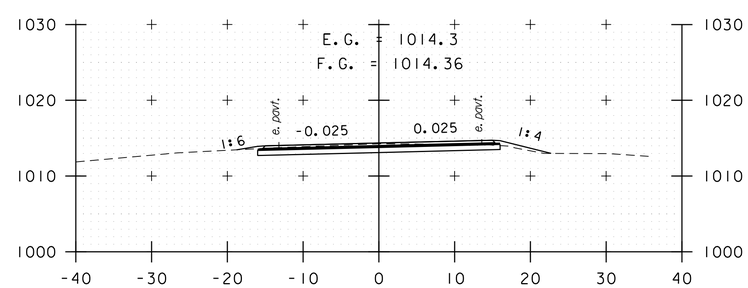
A 53+00



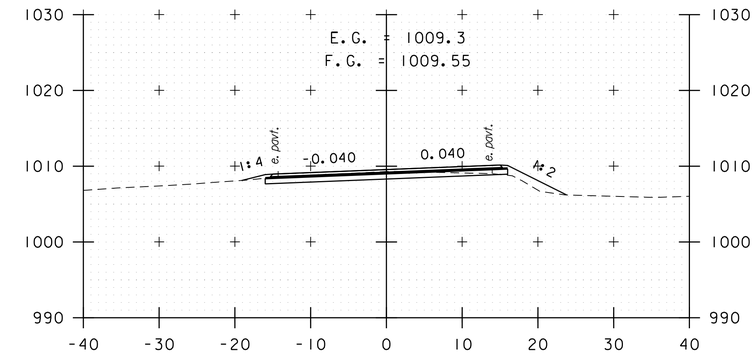
A 55+50



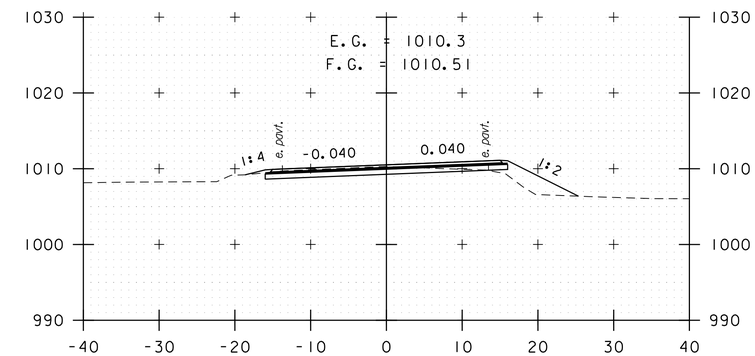
A 55+00



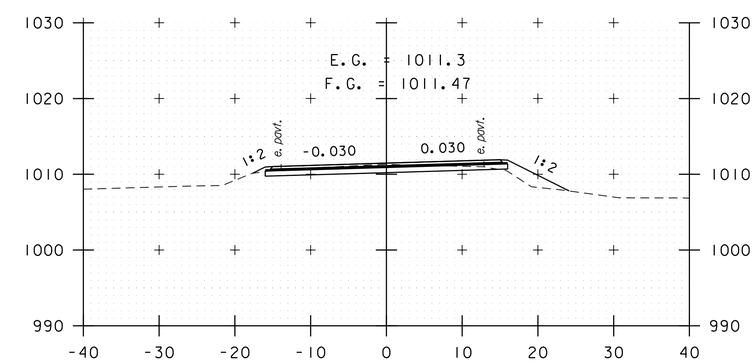
A 54+50



A 57+00



A 56+50

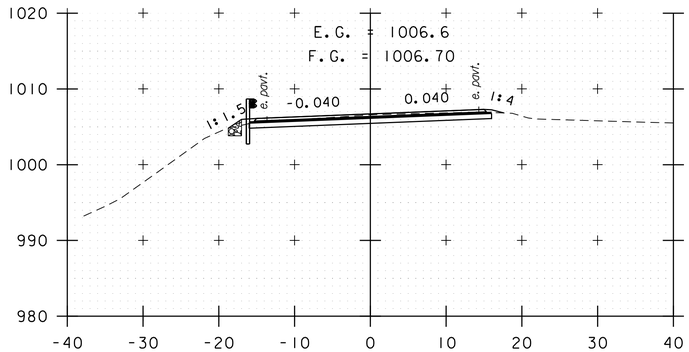


A 56+00

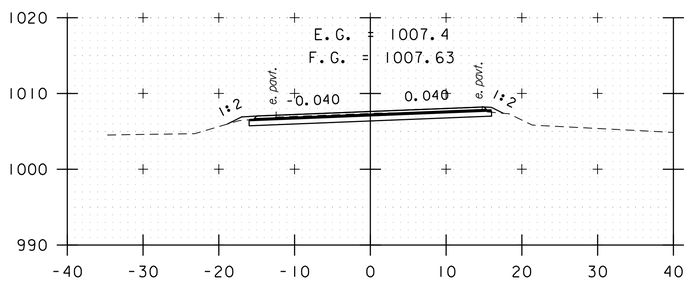
STA. A 53+00 TO STA. A 57+00

0 10 20
SCALE IN FEET

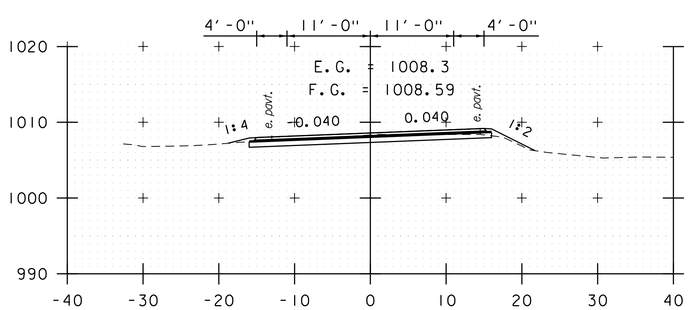
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234_xs_Pitt.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
CROSS SECTION SHEET 65	SHEET 303 OF 424



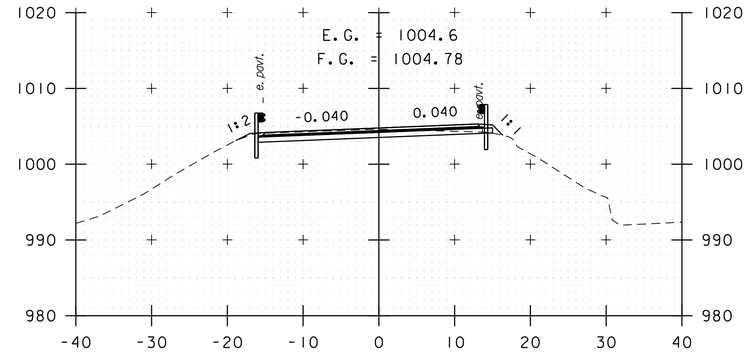
A 58+50



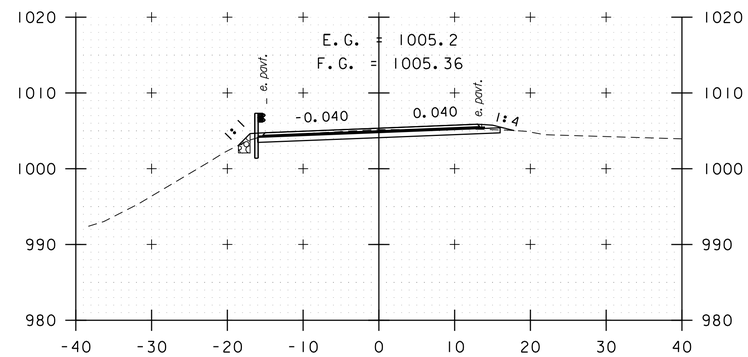
A 58+00



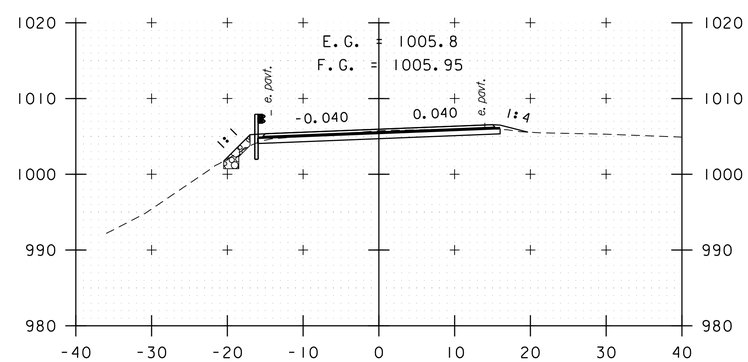
A 57+50



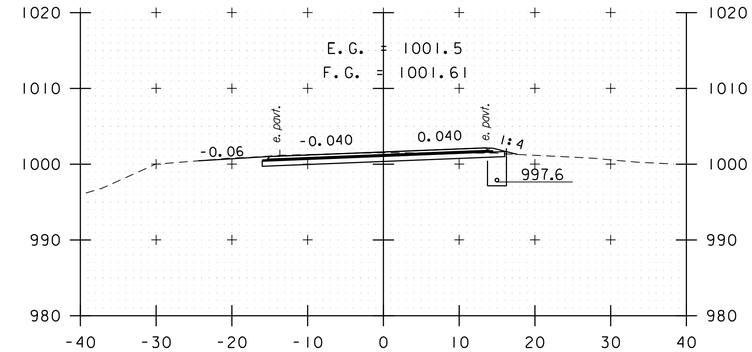
A 60+00



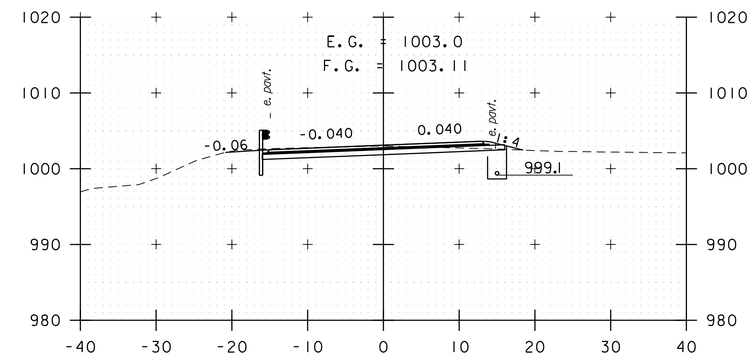
A 59+50



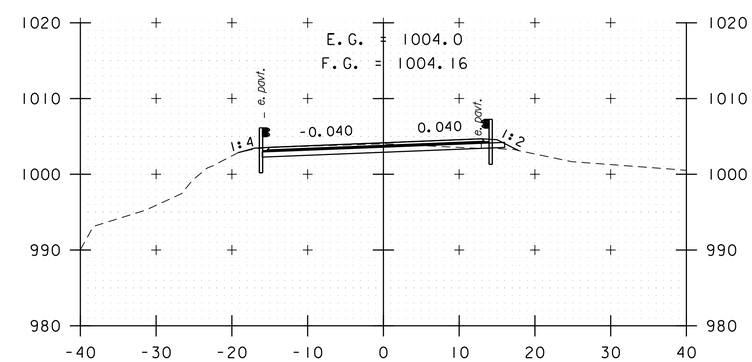
A 59+00



A 61+50



A 61+00



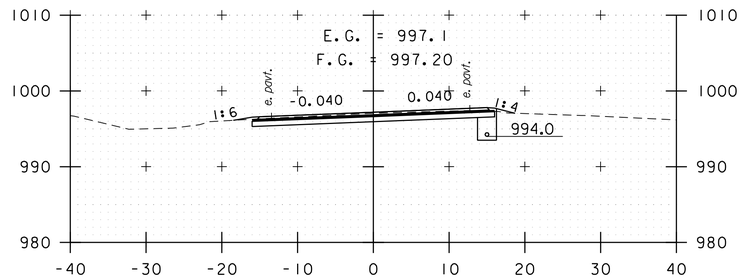
A 60+50

STA. A 57+50 TO STA. A 61+50

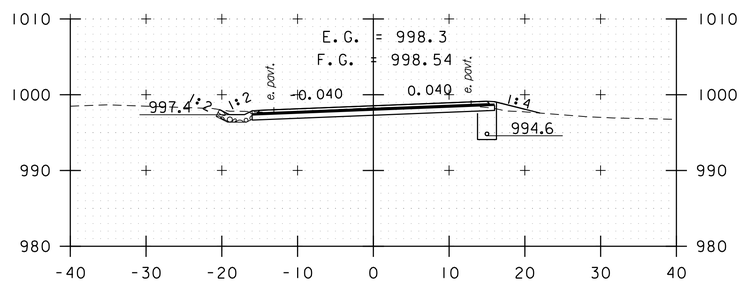
0 10 20
SCALE IN FEET

vhb

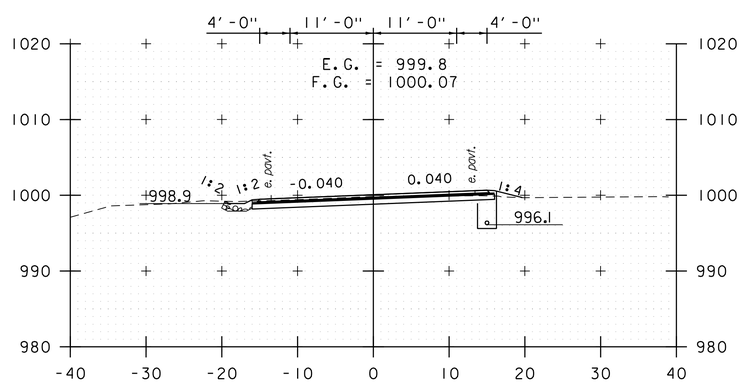
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234_xs_Pitt.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
CROSS SECTION SHEET 66	SHEET 304 OF 424



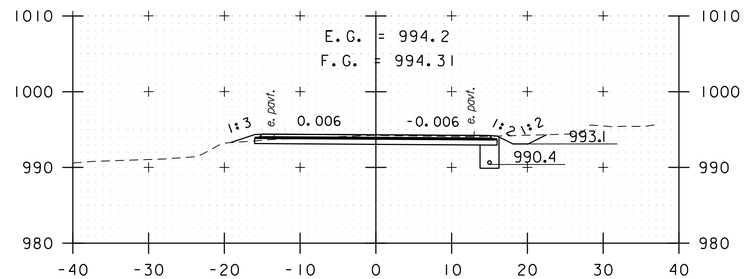
A 63+00



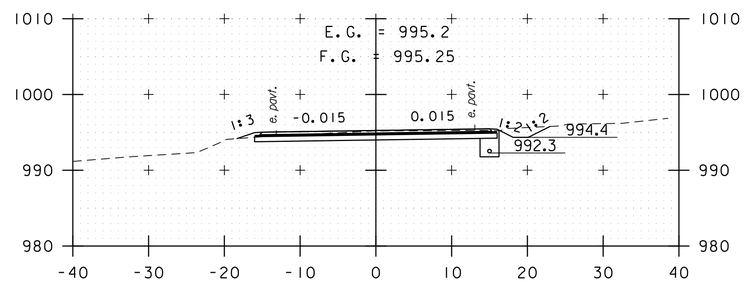
A 62+50



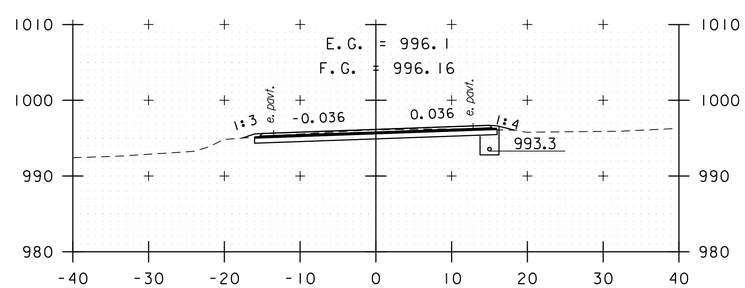
A 62+00



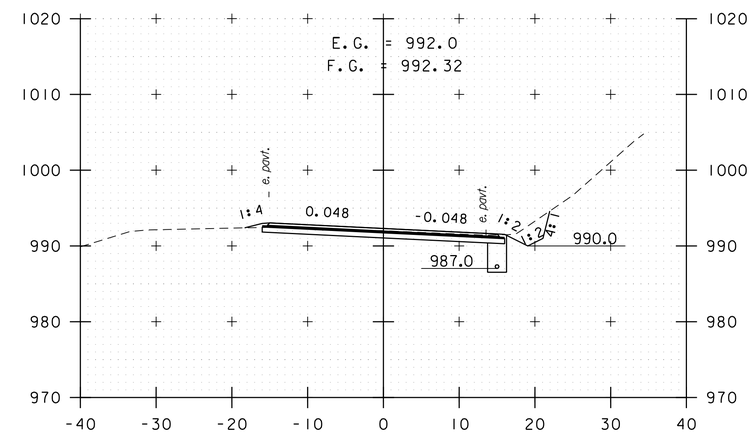
A 64+50



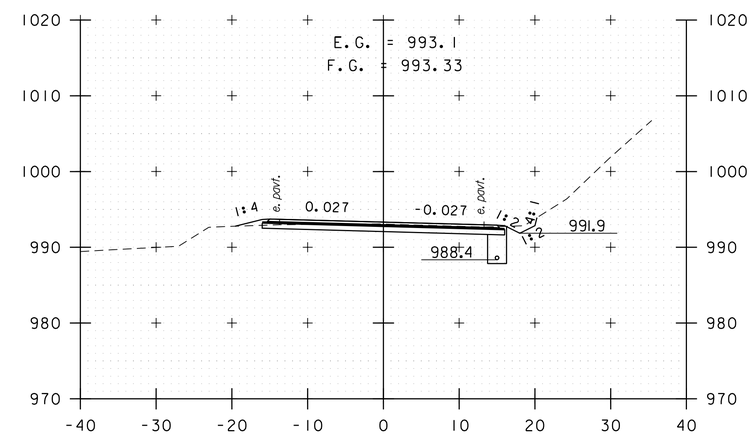
A 64+00



A 63+50



A 65+50



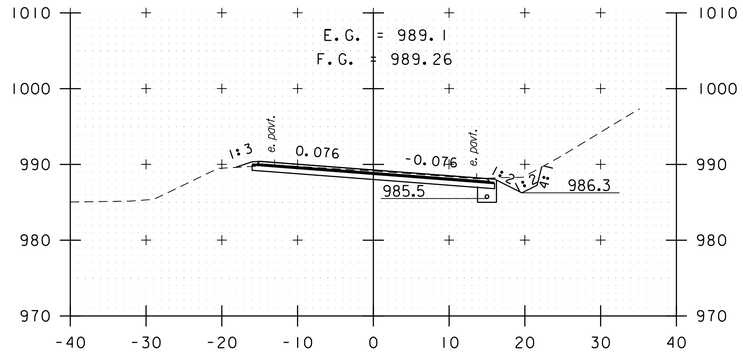
A 65+00

STA. A 62+00 TO STA. A 65+50

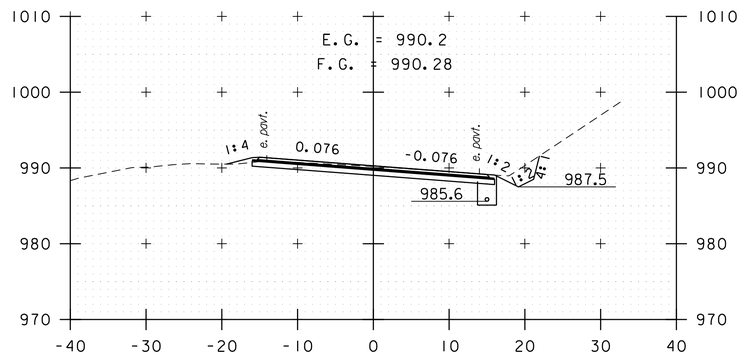
0 10 20
SCALE IN FEET

vhb

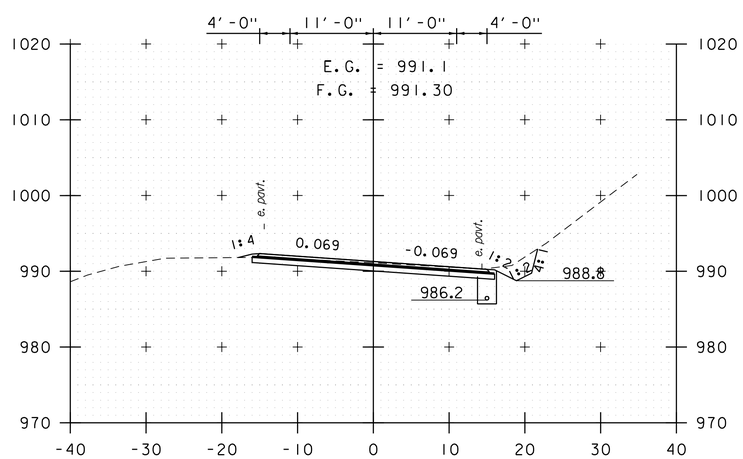
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234_xs_Pitt.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
CROSS SECTION SHEET 67	SHEET 305 OF 424



A 67+00



A 66+50



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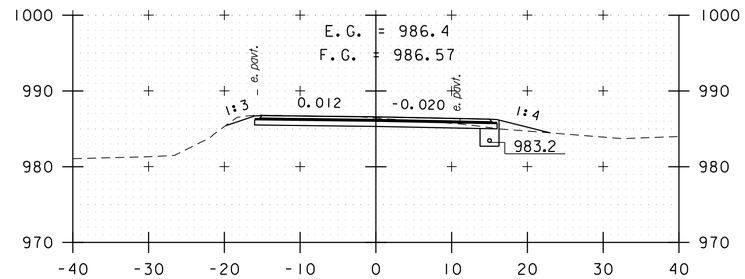
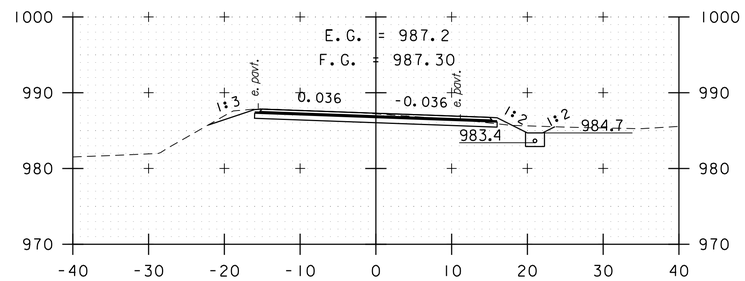
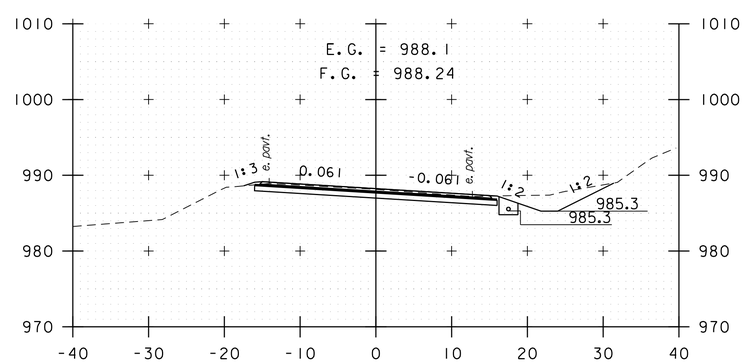


A 68+50



A 68+00



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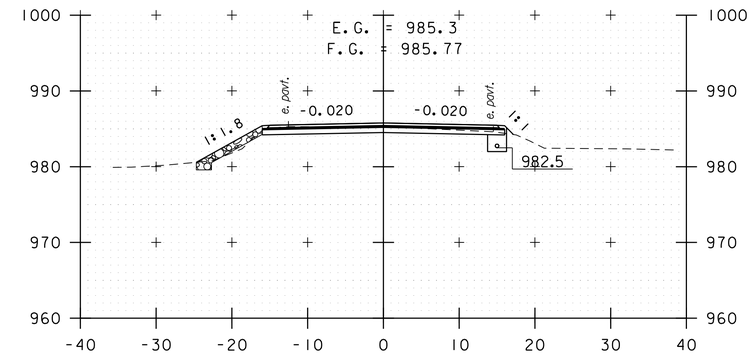
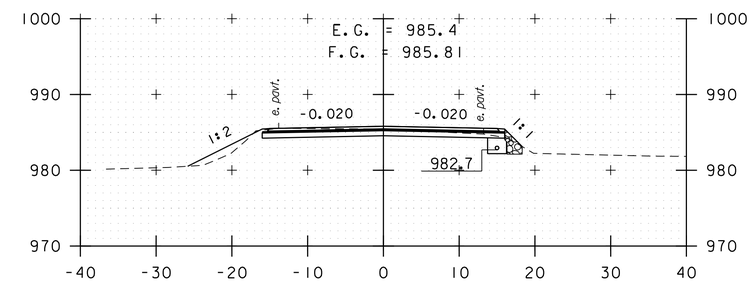
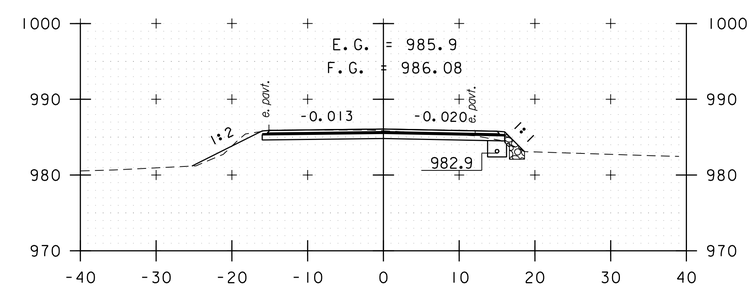


A 70+00



A 69+50

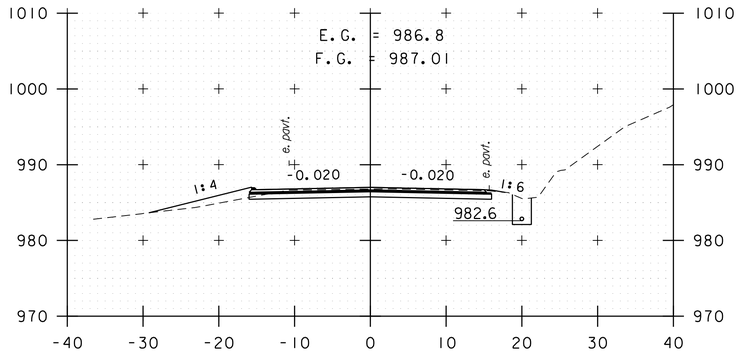


A 69+00

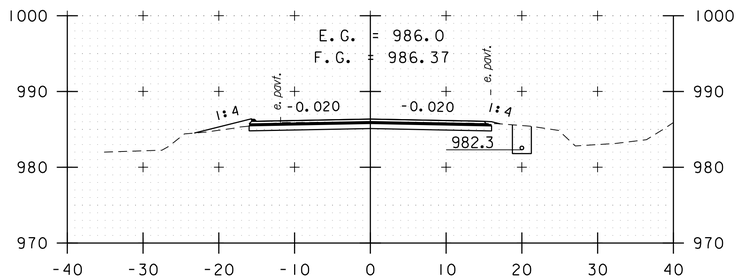
STA. A 66+00 TO STA. A 70+00

0 10 20
SCALE IN FEET

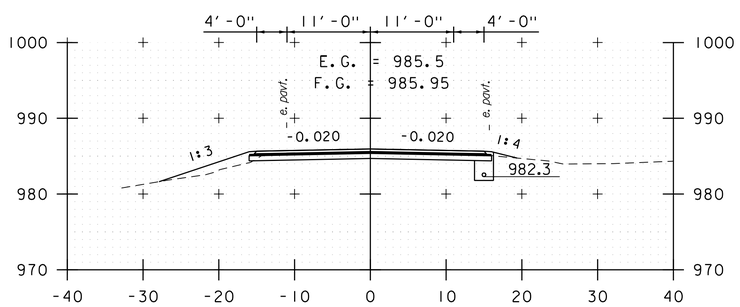
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234_xs_Pitt.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
CROSS SECTION SHEET 68	SHEET 306 OF 424



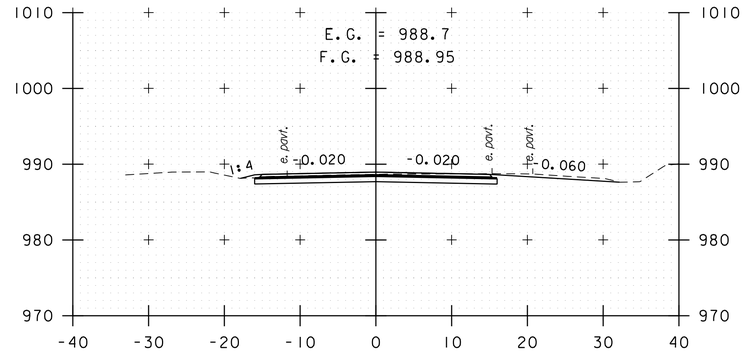
A 71+50



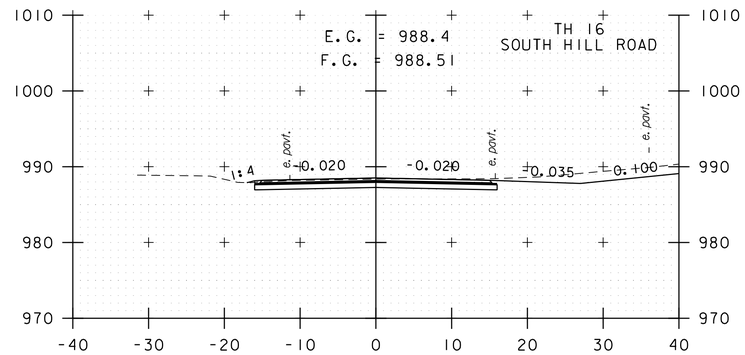
A 71+00



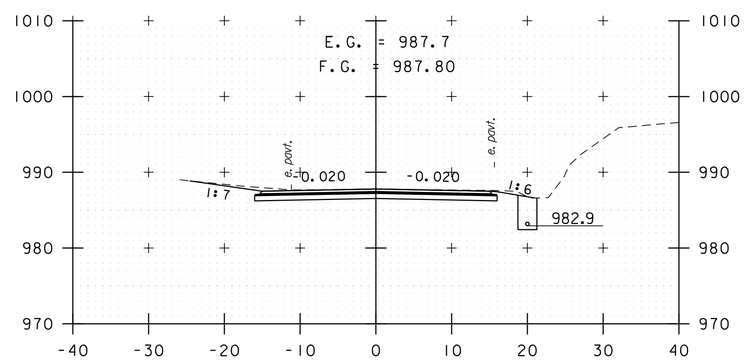
A 70+50



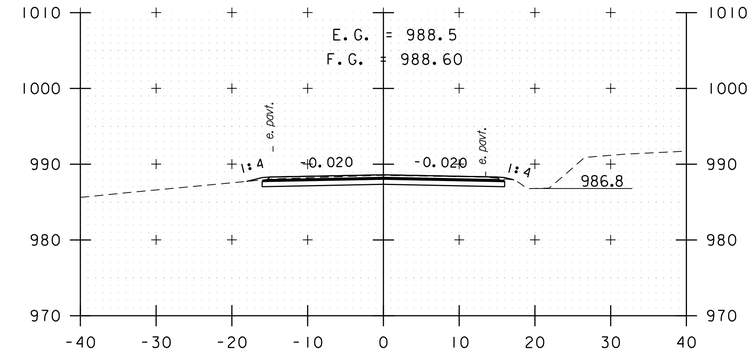
A 73+00



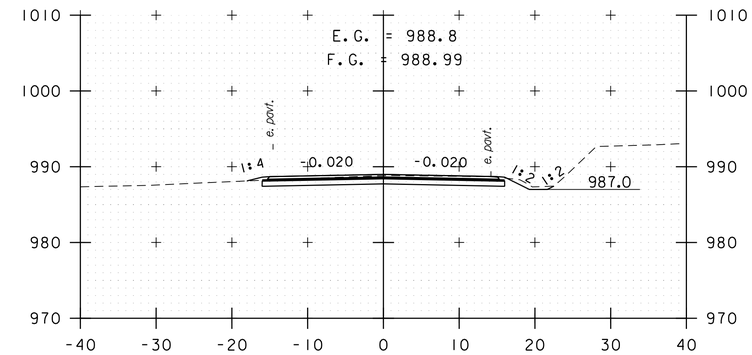
A 72+50



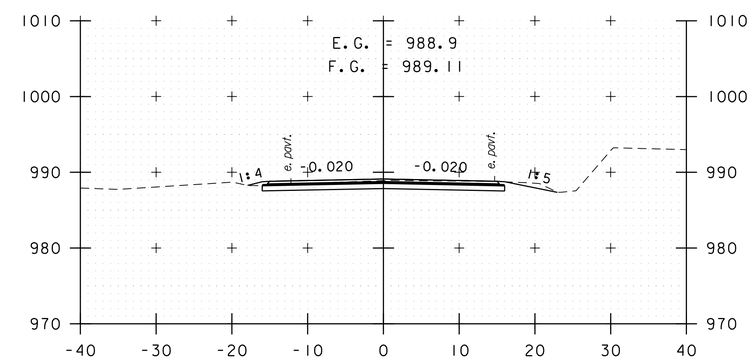
A 72+00



A 74+50



A 74+00

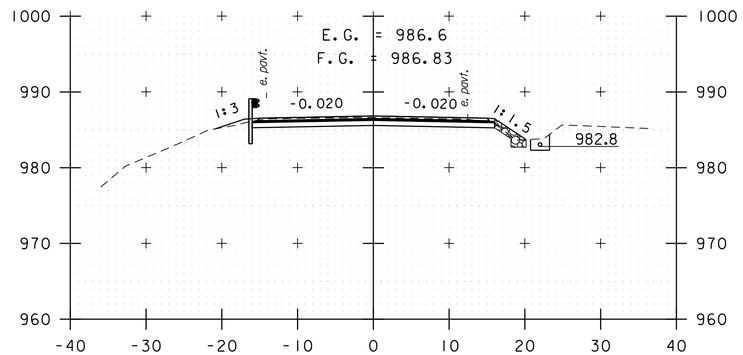


A 73+50

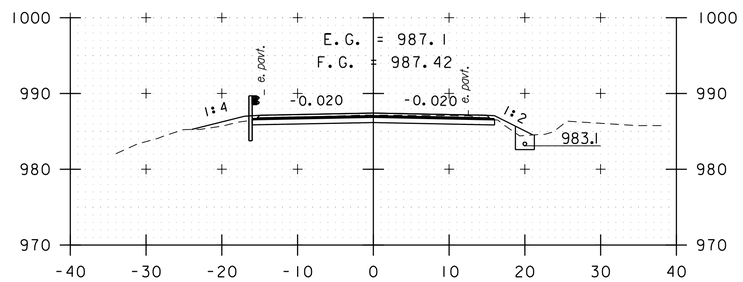
STA. A 70+50 TO STA. A 74+50

0 10 20
SCALE IN FEET

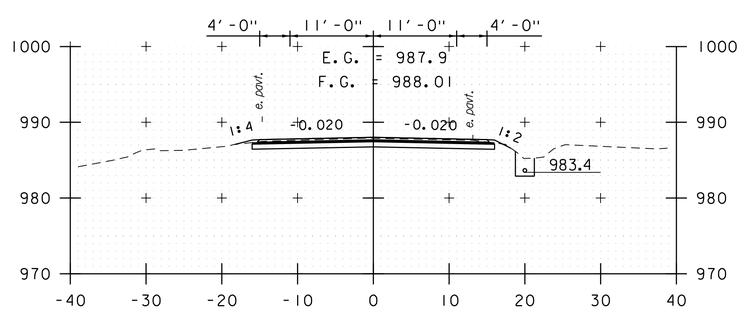
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234xs_Pitt.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E. DETRICK	DRAWN BY: C. CILLEY
DESIGNED BY: J. HILTON	CHECKED BY: E. DETRICK
CROSS SECTION SHEET 69	SHEET 307 OF 424



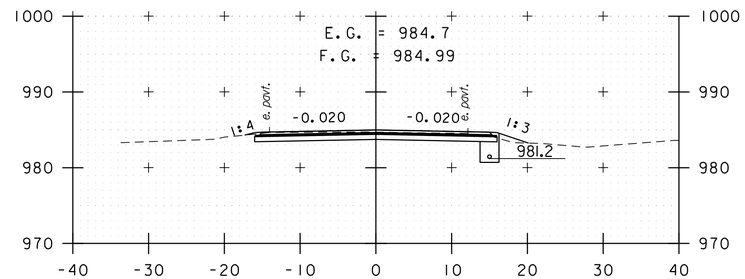
A 76+00



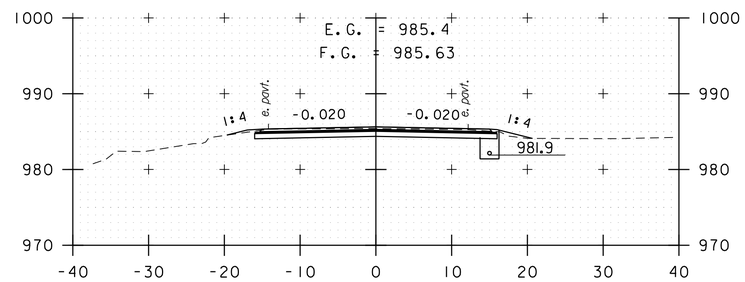
A 75+50



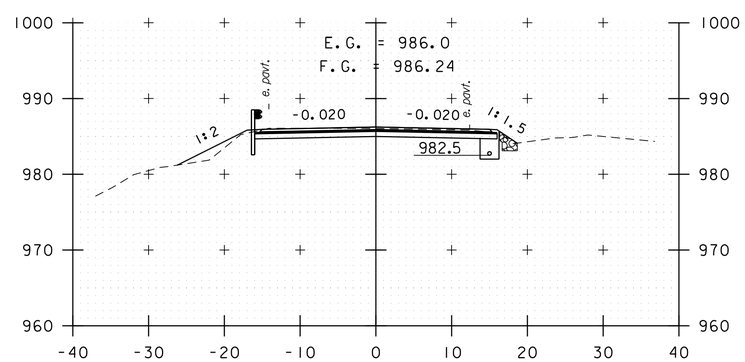
A 75+00



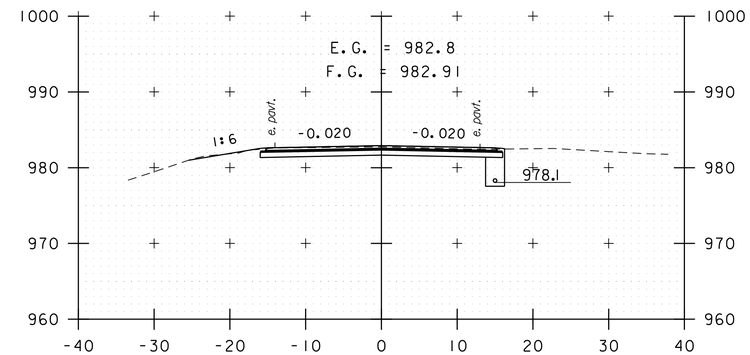
A 77+50



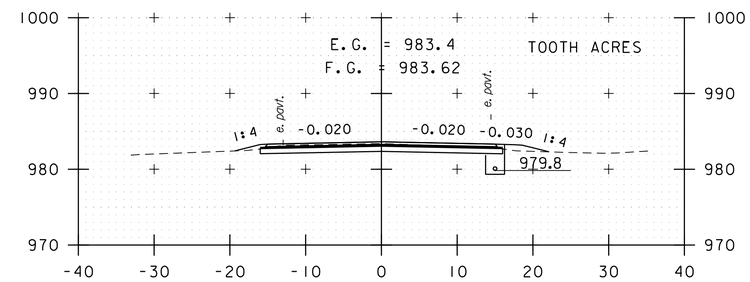
A 77+00



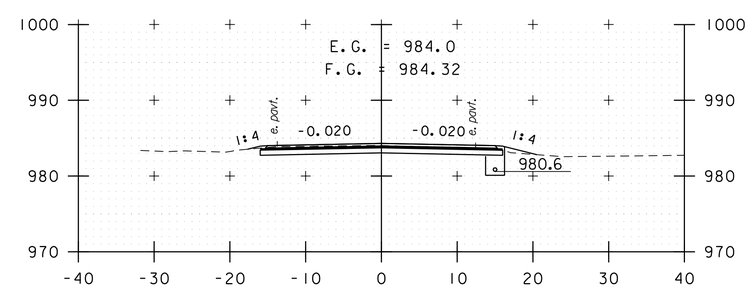
A 76+50



A 79+00



A 78+50

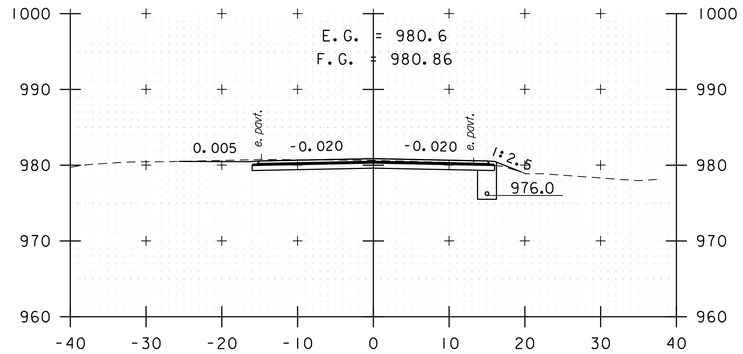


A 78+00

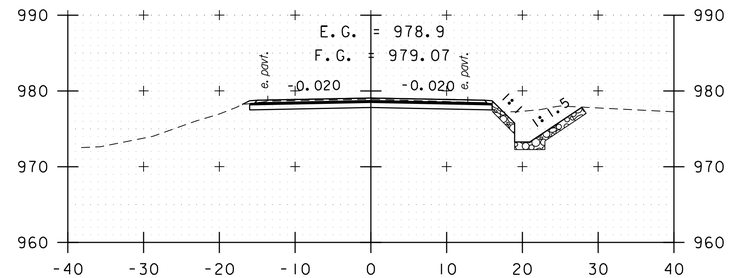
STA. A 75+00 TO STA. A 79+00

0 10 20
SCALE IN FEET

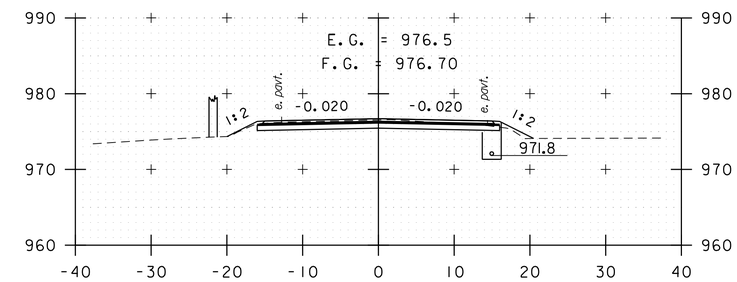
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234xs_Pitt.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E. DETRICK	DRAWN BY: C. CILLEY
DESIGNED BY: J. HILTON	CHECKED BY: E. DETRICK
CROSS SECTION SHEET 70	SHEET 308 OF 424



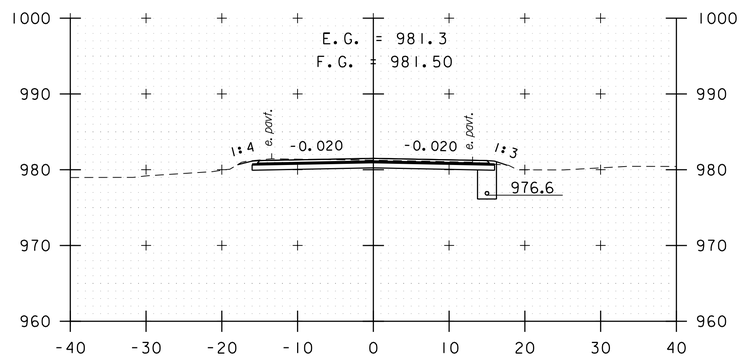
A 80+50



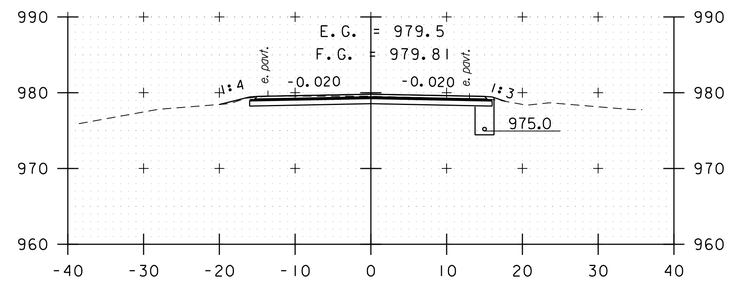
A 82+00



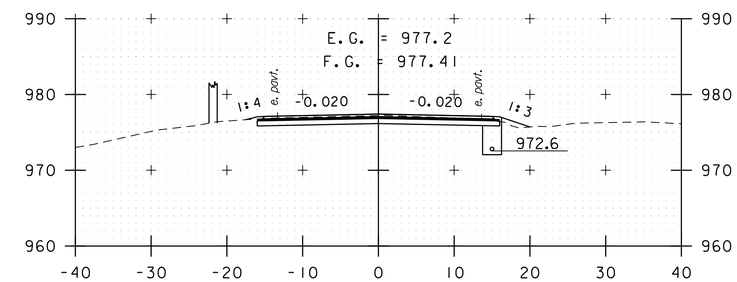
A 83+50



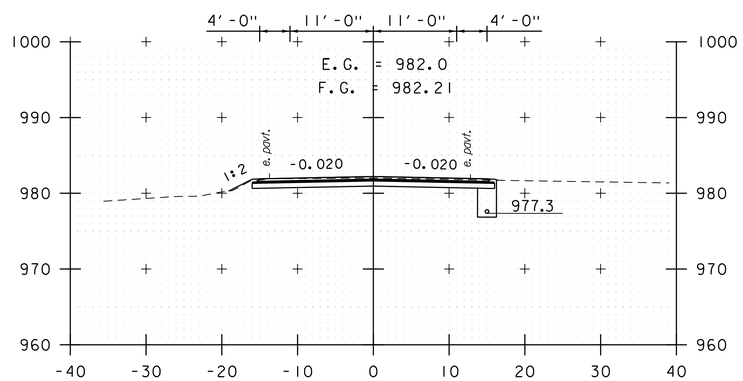
A 80+00



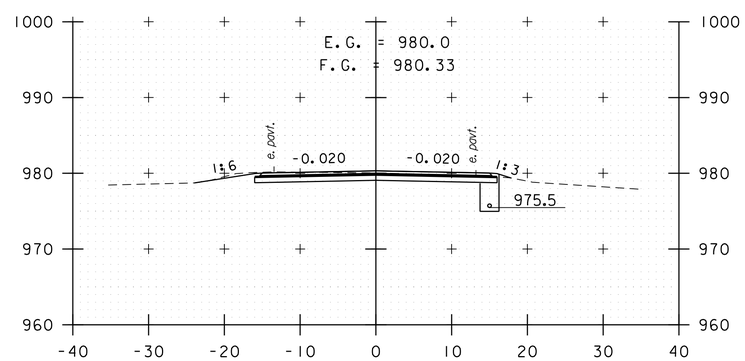
A 81+50



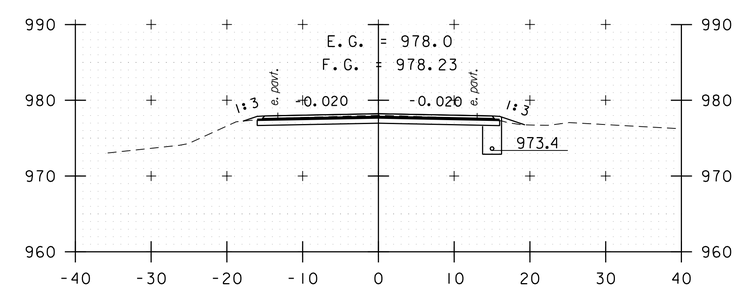
A 83+00



A 79+50



A 81+00

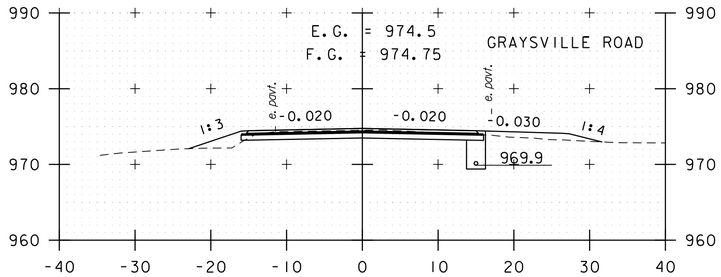


A 82+50

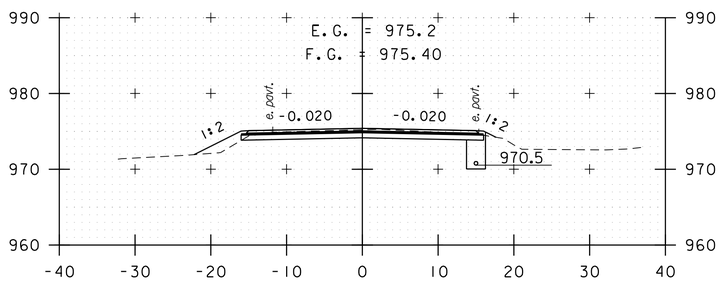
STA. A 79+50 TO STA. A 83+50

0 10 20
SCALE IN FEET

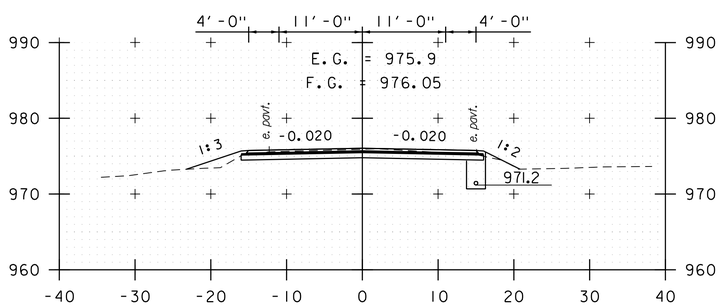
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234xs_Pitt.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E. DETRICK	DRAWN BY: C. CILLEY
DESIGNED BY: J. HILTON	CHECKED BY: E. DETRICK
CROSS SECTION SHEET 71	SHEET 309 OF 424



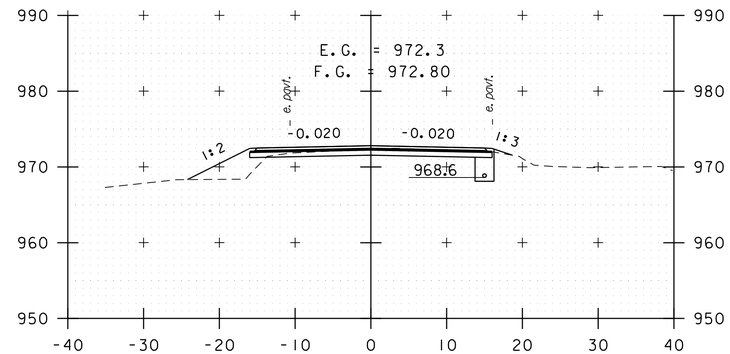
A 85+00



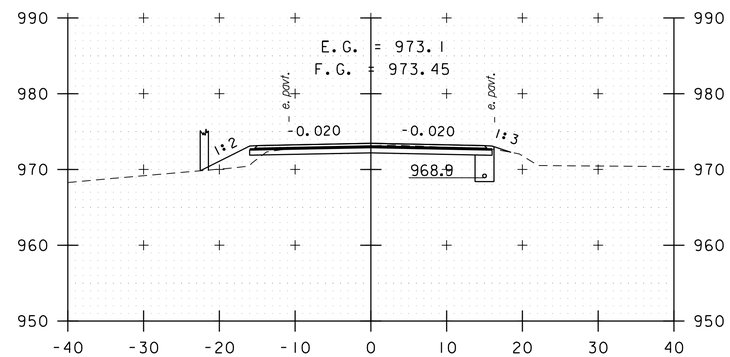
A 84+50



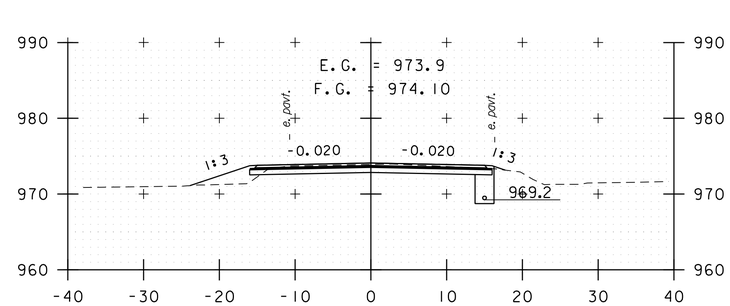
A 84+00



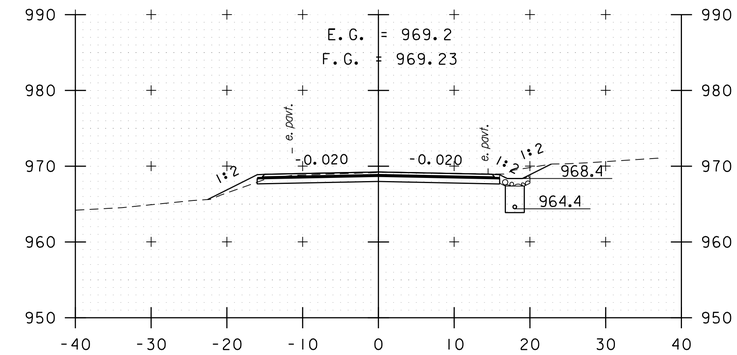
A 86+50



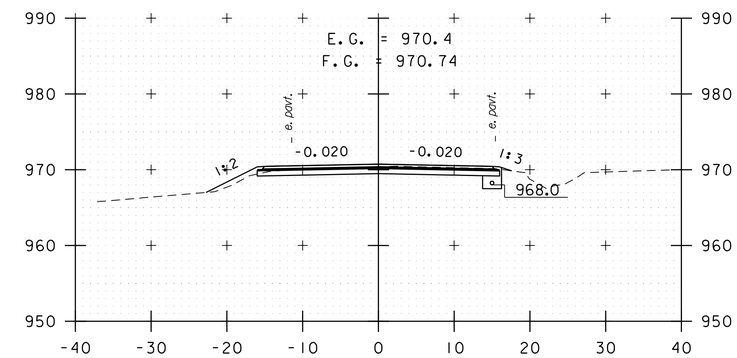
A 86+00



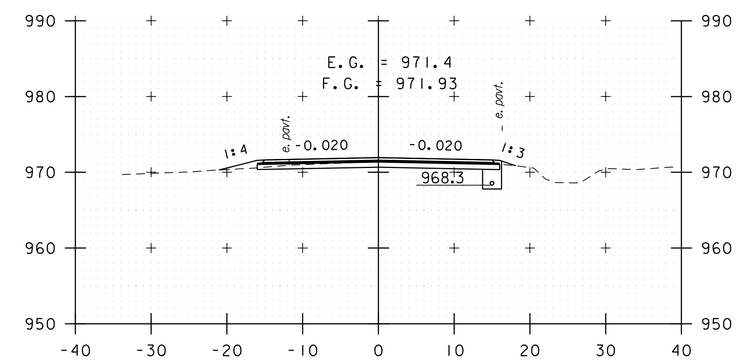
A 85+50



A 88+00



A 87+50



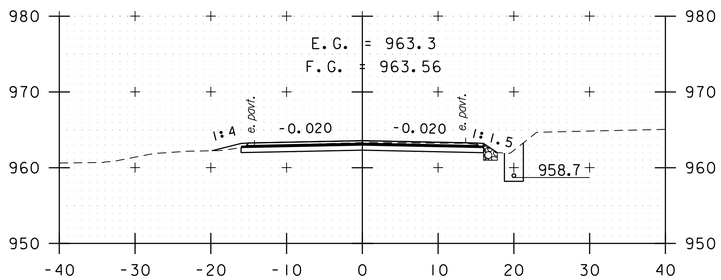
A 87+00

STA. A 84+00 TO STA. A 88+00

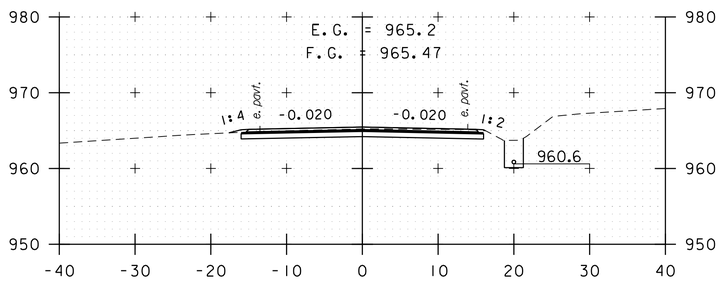
0 10 20
SCALE IN FEET

vhb

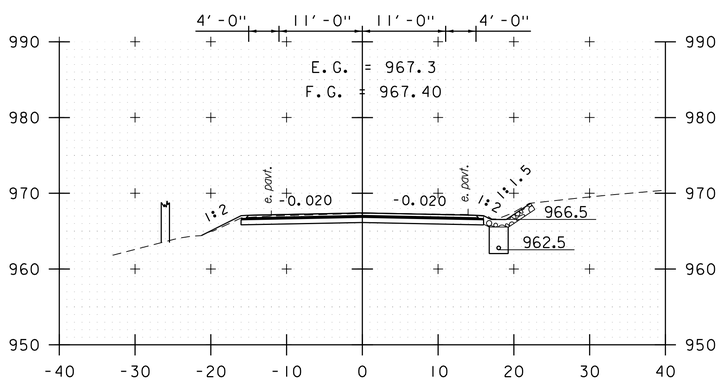
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234xs_Pitt.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E. DETRICK	DRAWN BY: C. CILLEY
DESIGNED BY: J. HILTON	CHECKED BY: E. DETRICK
CROSS SECTION SHEET 72	SHEET 310 OF 424



A 89+50



A 89+00



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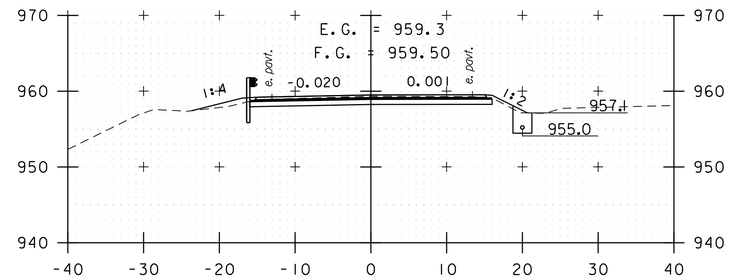
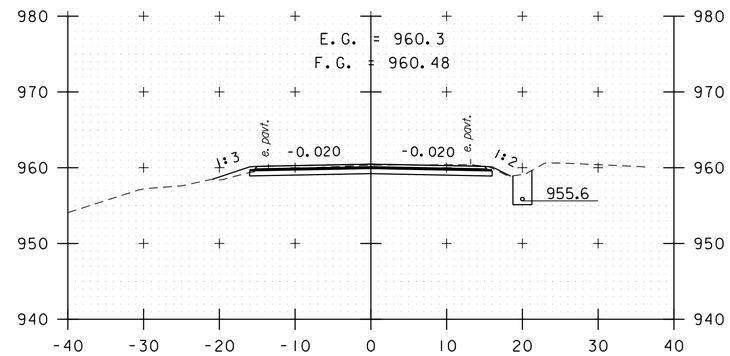
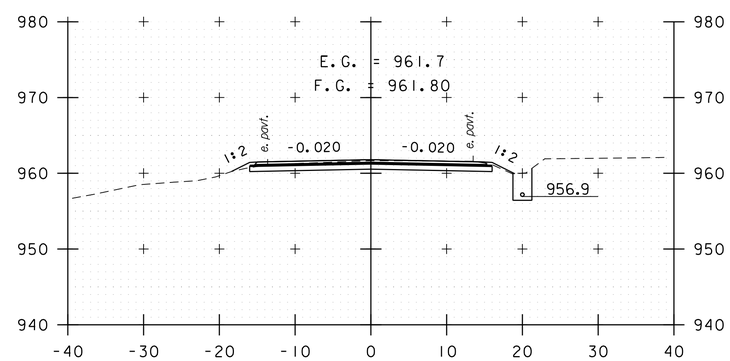


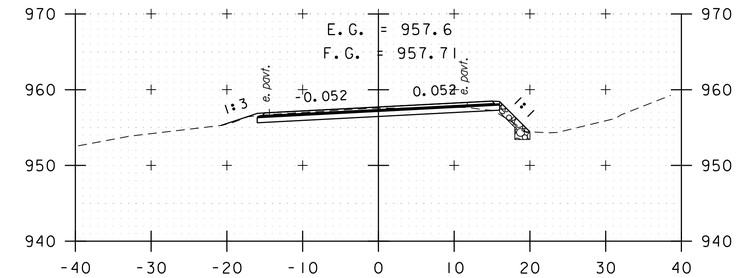
A 91+00



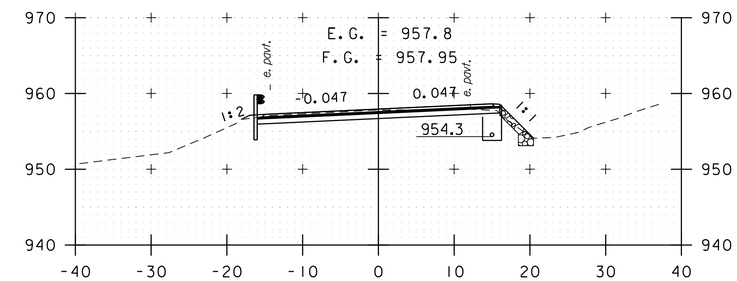
A 90+50



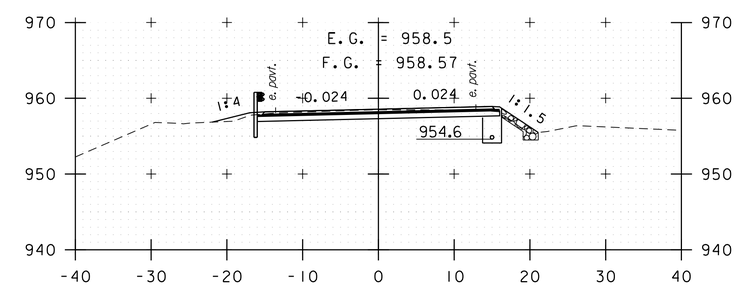
A 90+00



A 92+50



A 92+00



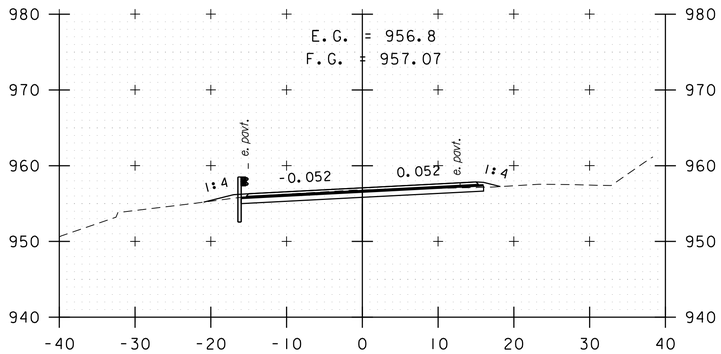
A 91+50

STA. A 88+50 TO STA. A 92+50

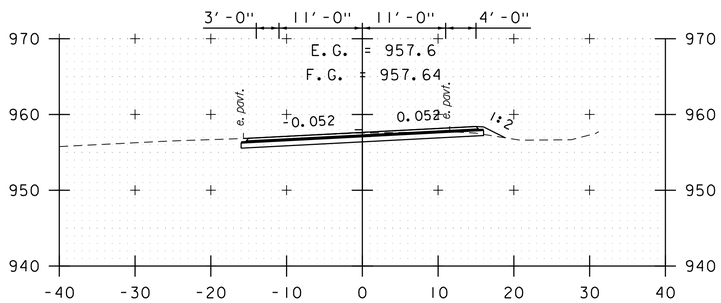
0 10 20
SCALE IN FEET

vhb

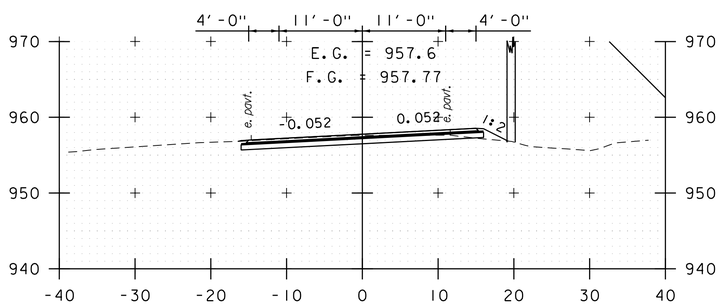
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234xs_Pitt.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E. DETRICK	DRAWN BY: C. CILLEY
DESIGNED BY: J. HILTON	CHECKED BY: E. DETRICK
CROSS SECTION SHEET 73	SHEET 311 OF 424



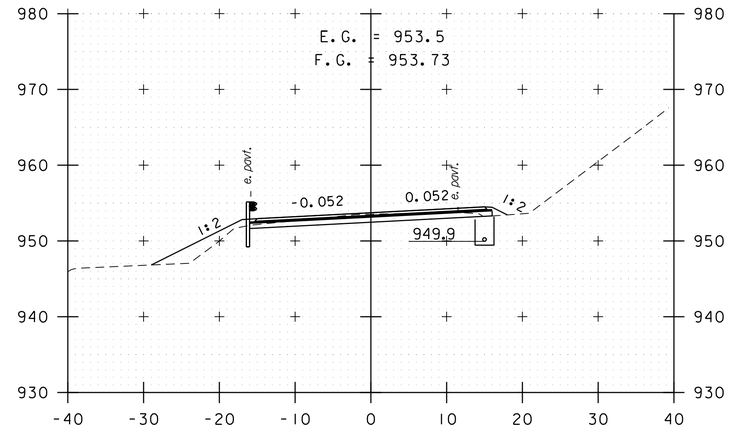
A 94+00



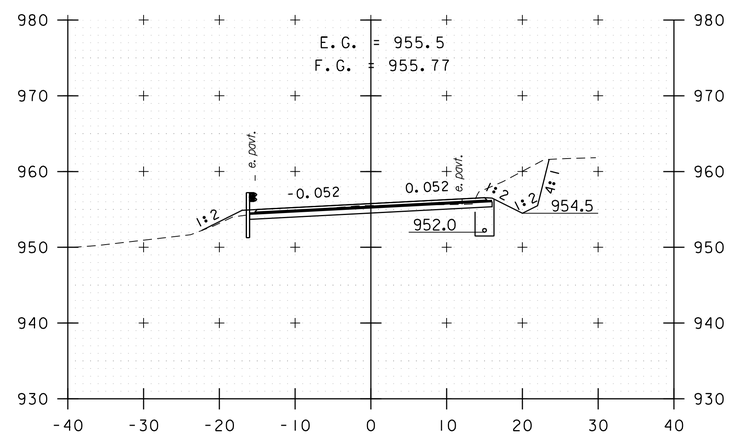
A 93+50



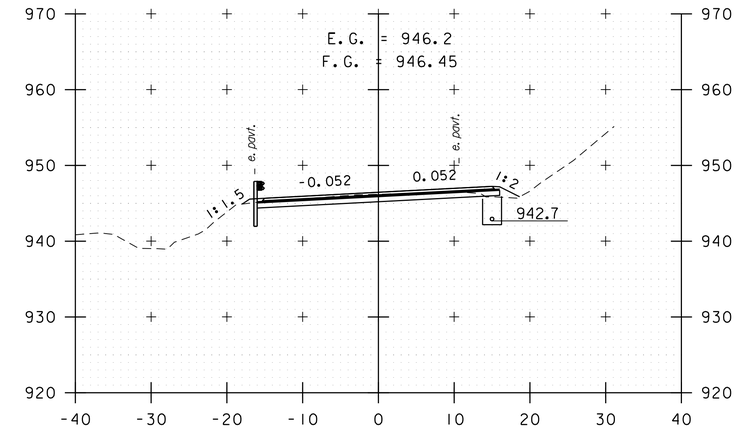
A 93+00



A 95+00



A 94+50



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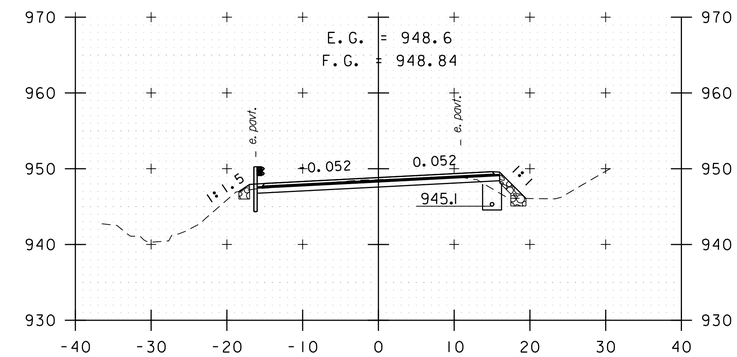

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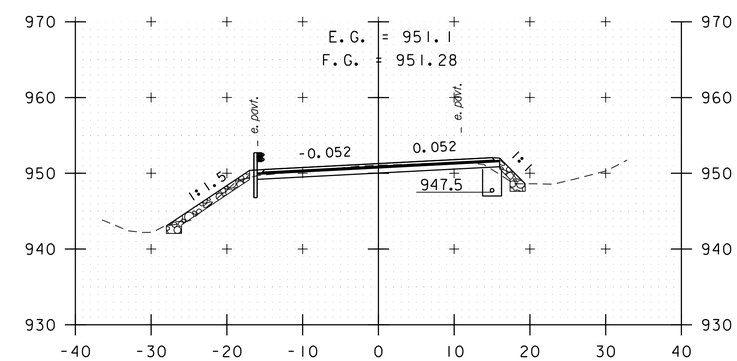


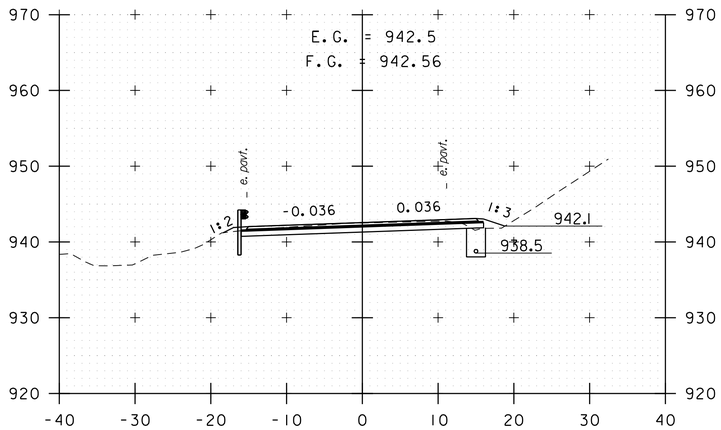
A 95+50

STA. A 93+00 TO STA. A 96+50

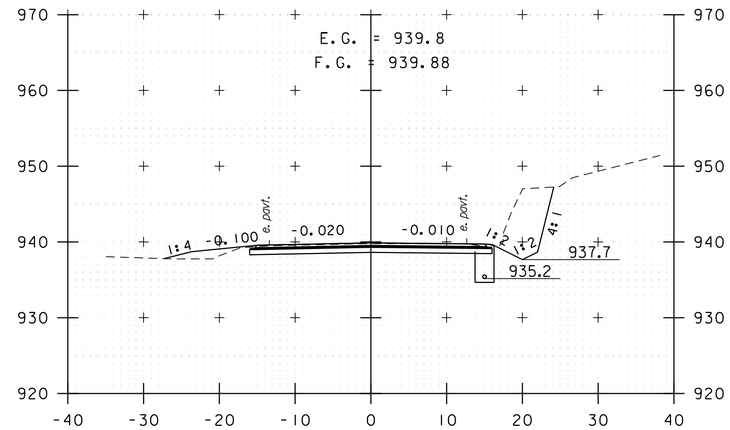
0 10 20
SCALE IN FEET

vhb

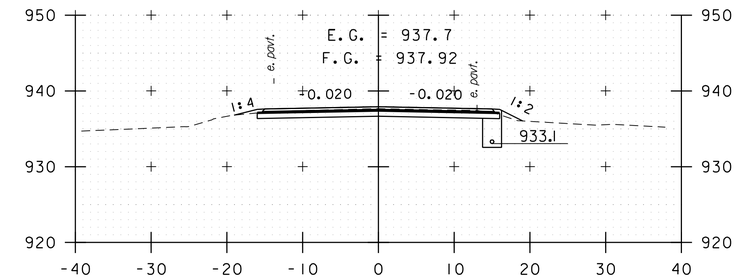
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234xs_Pitt.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E. DETRICK	DRAWN BY: C. CILLEY
DESIGNED BY: J. HILTON	CHECKED BY: E. DETRICK
CROSS SECTION SHEET 74	SHEET 312 OF 424



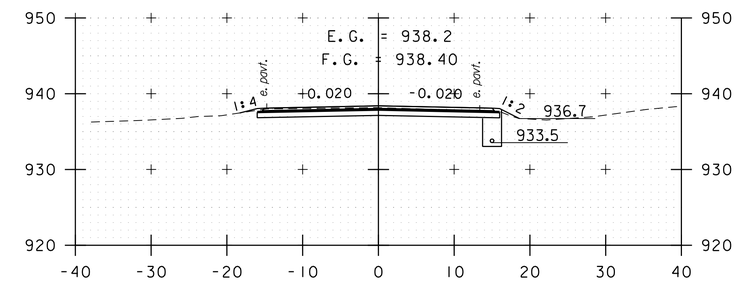
A 97+50



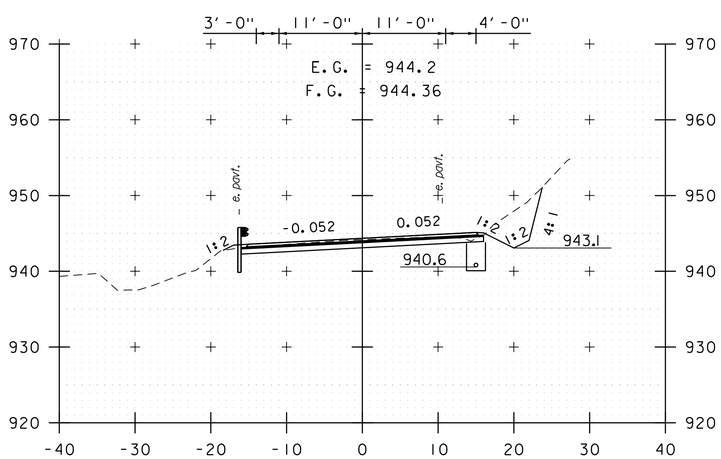
A 98+50



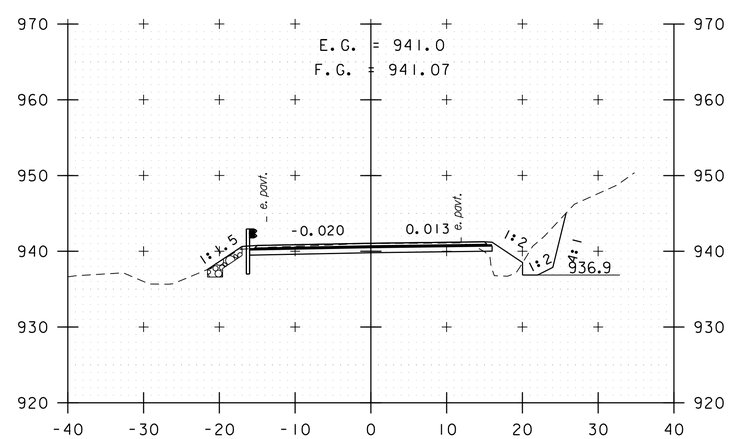
A 100+00



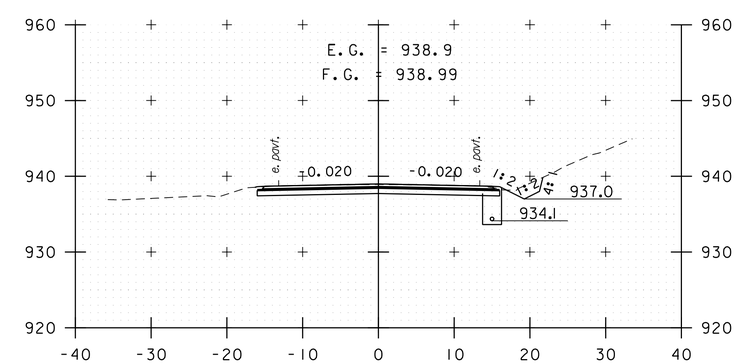
A 99+50



A 97+00



A 98+00

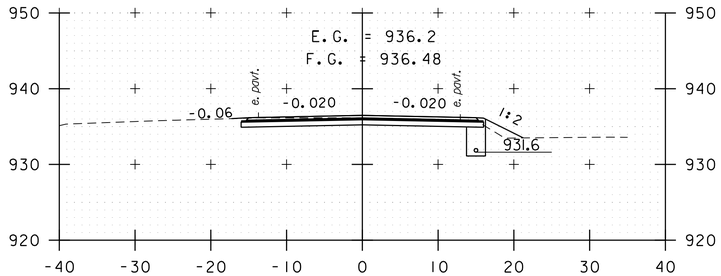


A 99+00

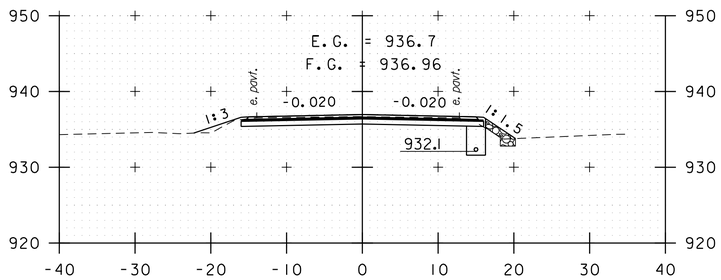
STA. A 97+00 TO STA. A 100+00

0 10 20
SCALE IN FEET

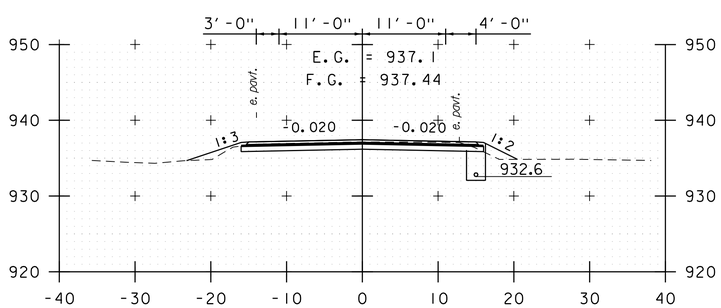
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234xs_Pitt.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E. DETRICK	DRAWN BY: C. CILLEY
DESIGNED BY: J. HILTON	CHECKED BY: E. DETRICK
CROSS SECTION SHEET 75	SHEET 313 OF 424



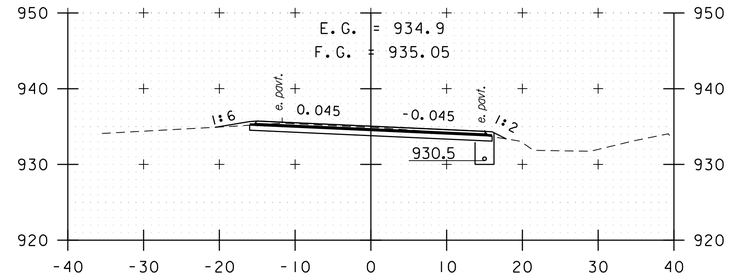
A 101+50



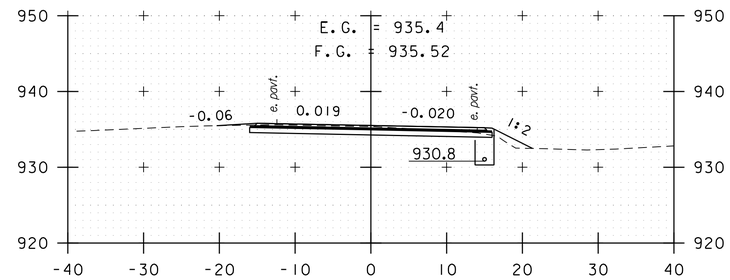
A 101+00



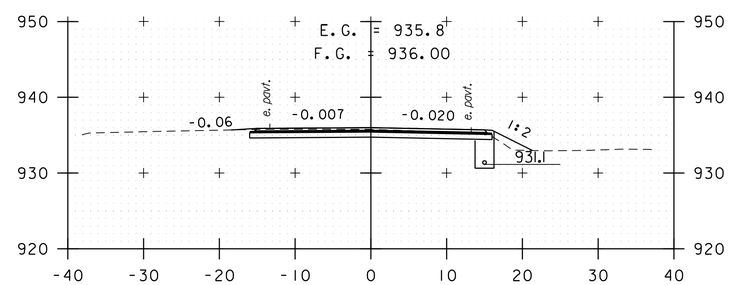
A 100+50



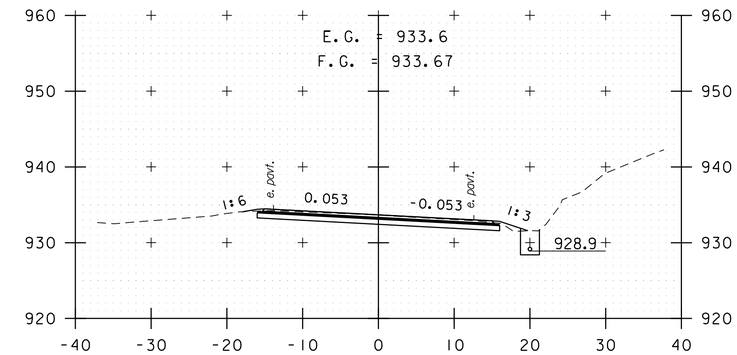
A 103+00



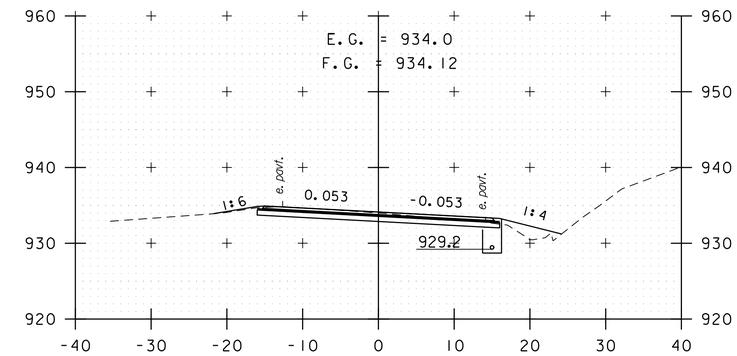
A 102+50



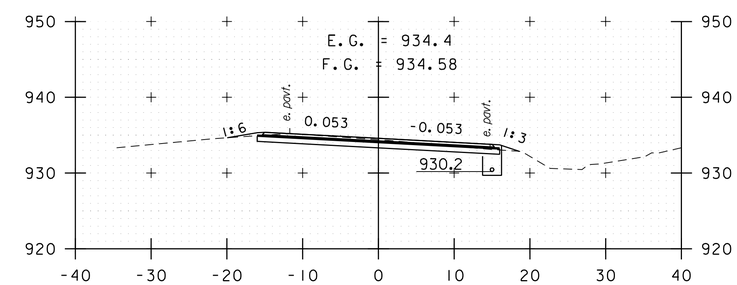
A 102+00



A 104+50



A 104+00



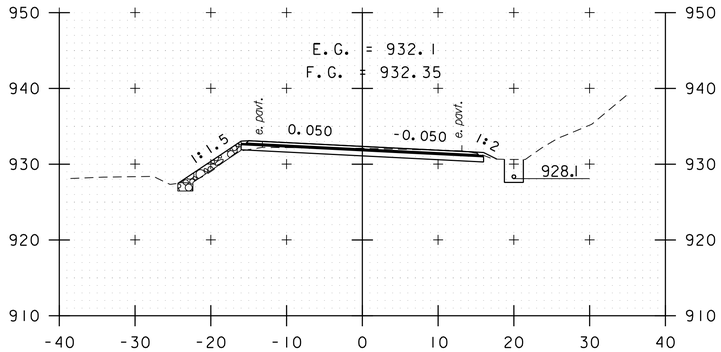
A 103+50

STA. A 100+50 TO STA. A 104+50

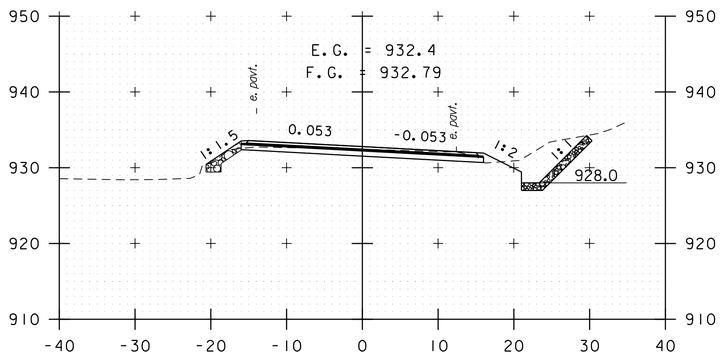
0 10 20
SCALE IN FEET

vhb

PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234xs_Pitt.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E. DETRICK	DRAWN BY: C. CILLEY
DESIGNED BY: J. HILTON	CHECKED BY: E. DETRICK
CROSS SECTION SHEET 76	SHEET 314 OF 424

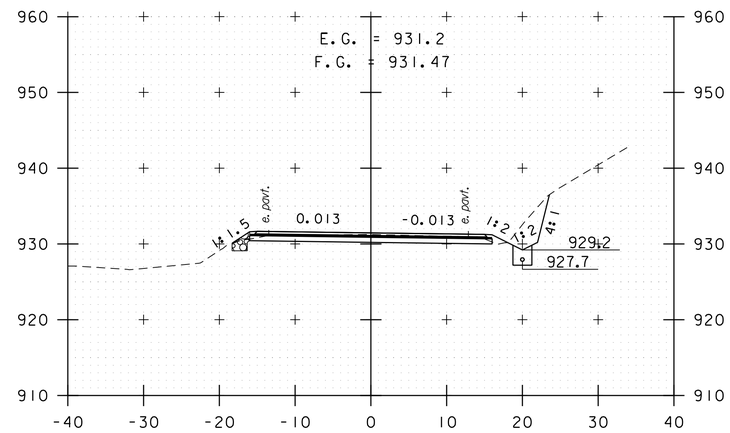


A 106+00

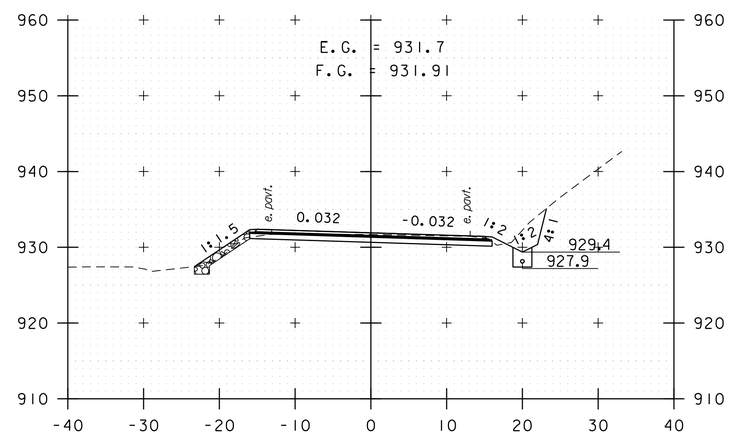


A 105+50

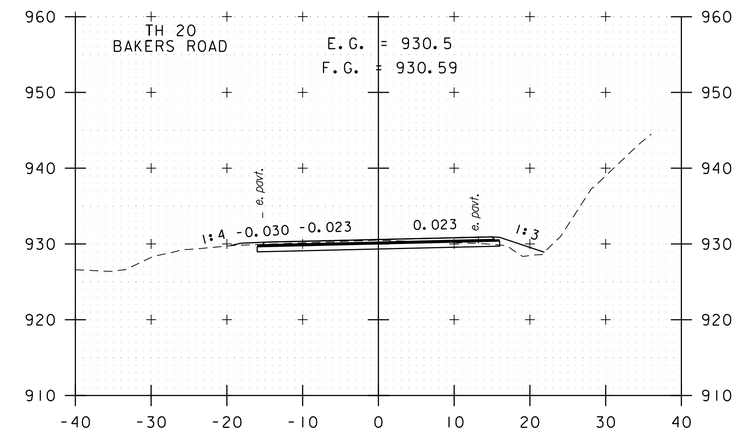
A 105+00



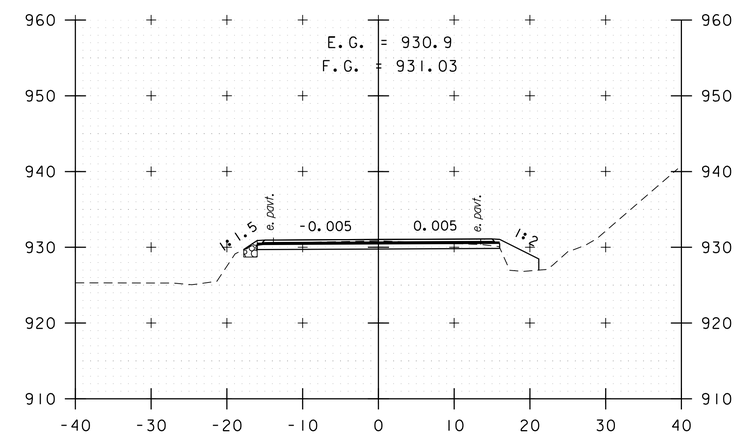
A 107+00



A 106+50



A 108+00

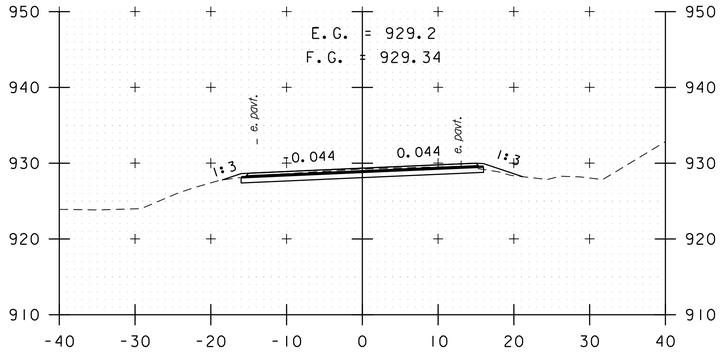


A 107+50

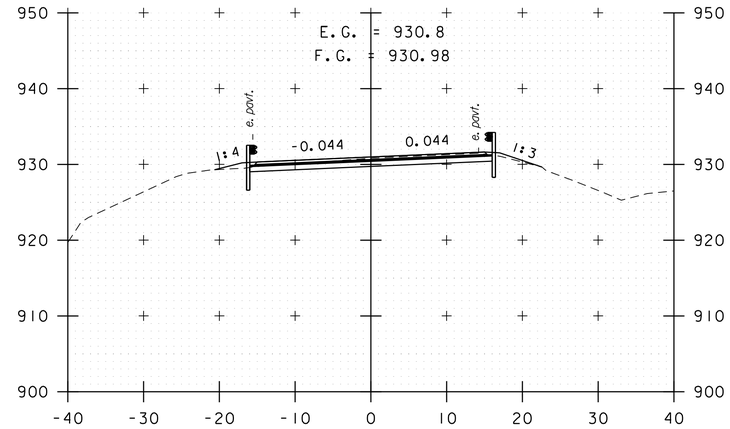
STA. A 105+00 TO STA. A 108+00

0 10 20
SCALE IN FEET

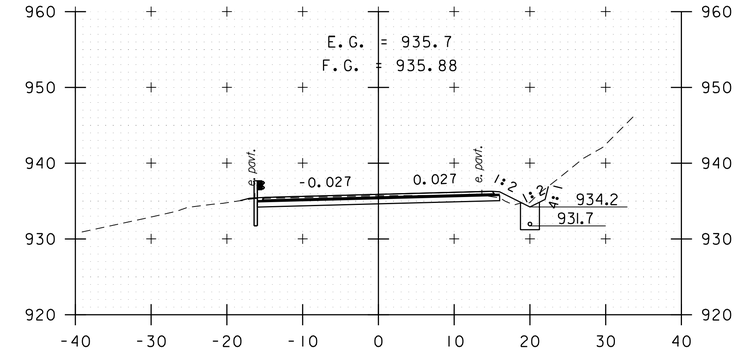
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234xs_Pitt.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E. DETRICK	DRAWN BY: C. CILLEY
DESIGNED BY: J. HILTON	CHECKED BY: E. DETRICK
CROSS SECTION SHEET 77	SHEET 315 OF 424



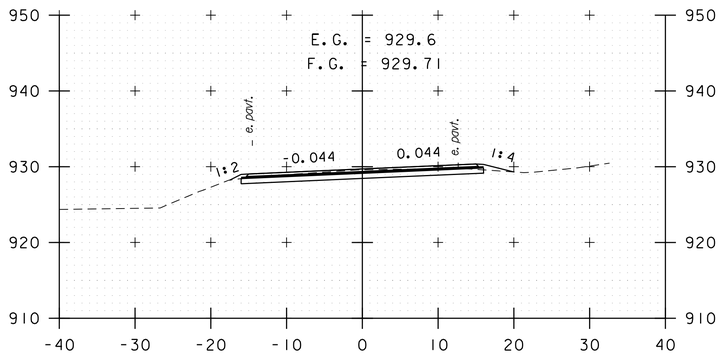
A 109+50



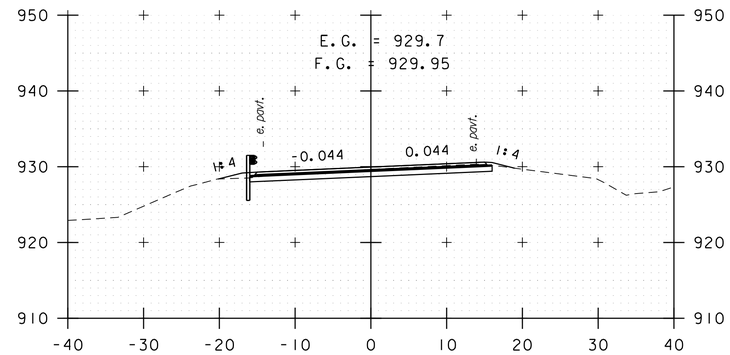
A 111+00



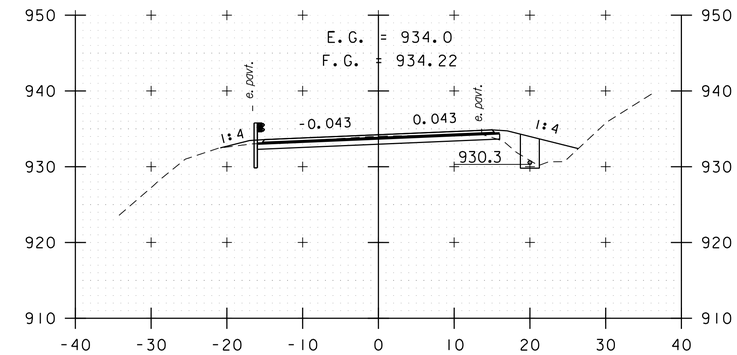
A 112+50



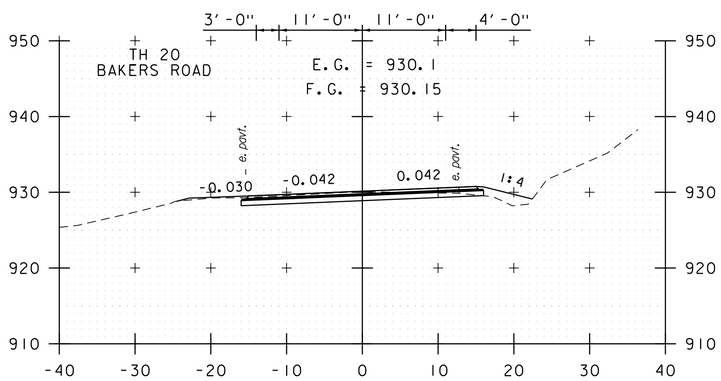
A 109+00



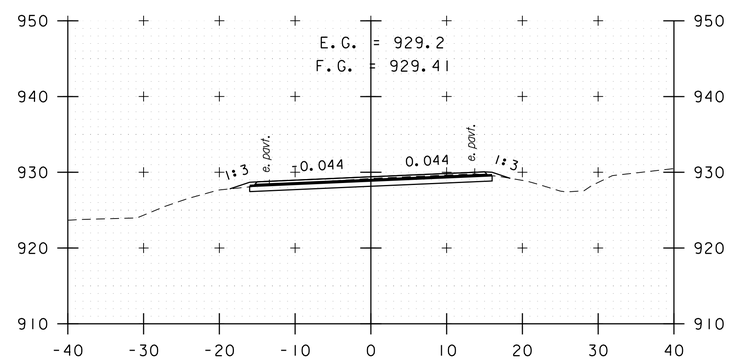
A 110+50



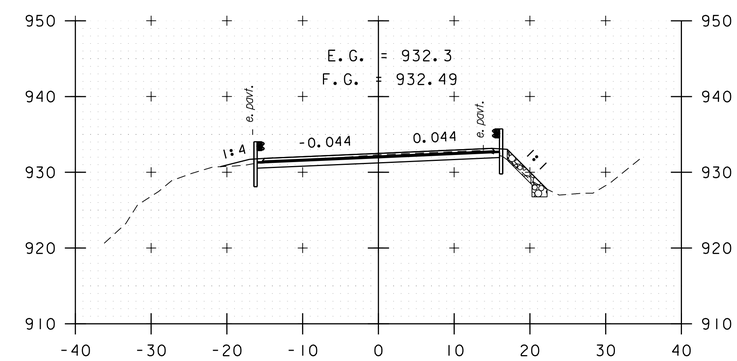
A 112+00



A 108+50



A 110+00

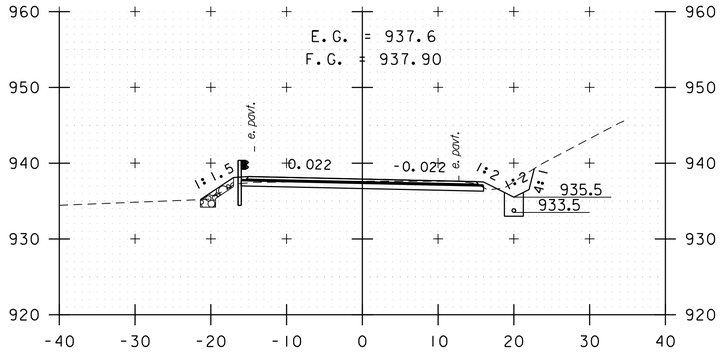


A 111+50

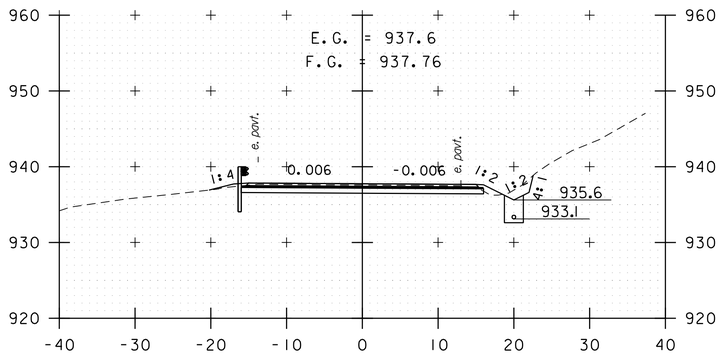
STA. A 108+50 TO STA. A 112+50

0 10 20
SCALE IN FEET

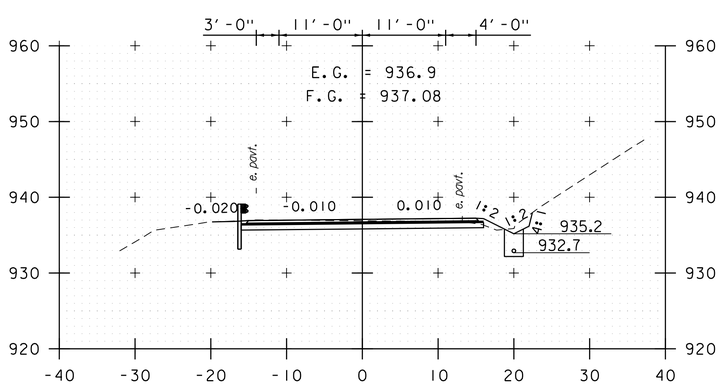
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234xs_Pitt.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E. DETRICK	DRAWN BY: C. CILLEY
DESIGNED BY: J. HILTON	CHECKED BY: E. DETRICK
CROSS SECTION SHEET 78	SHEET 316 OF 424



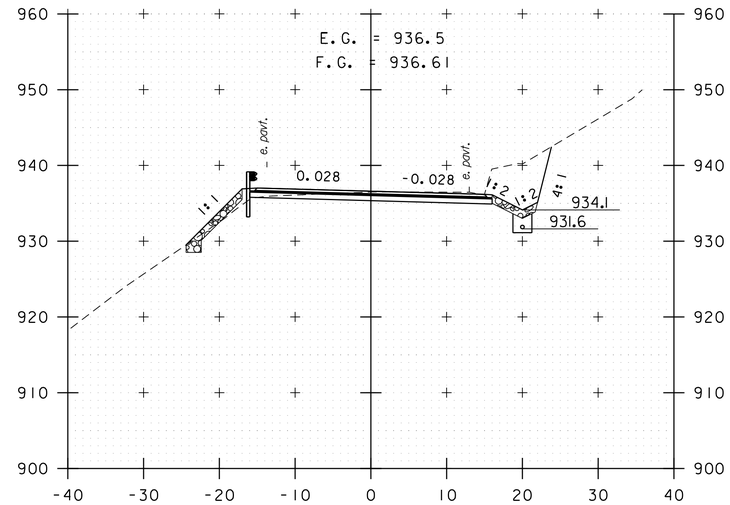
A 114+00



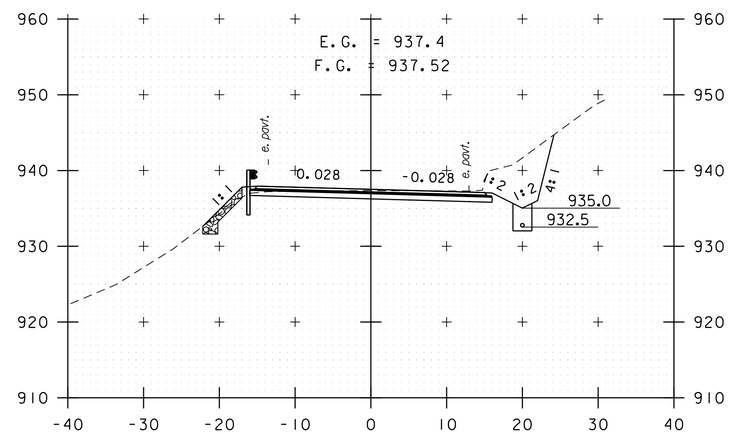
A 113+50



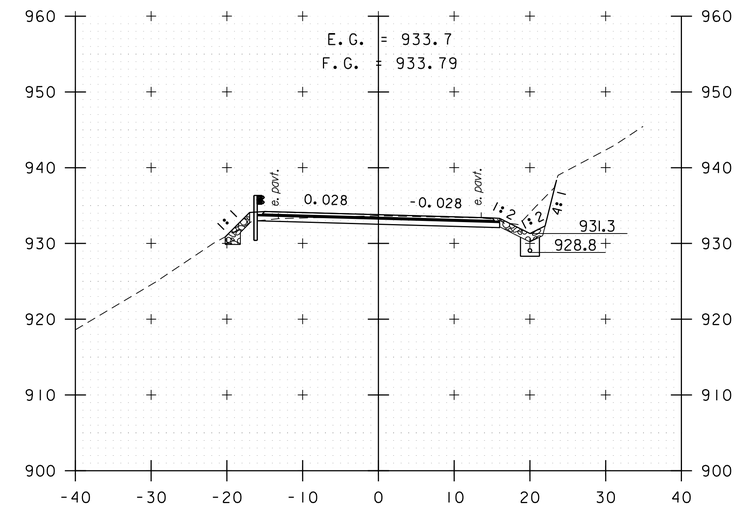
A 113+00



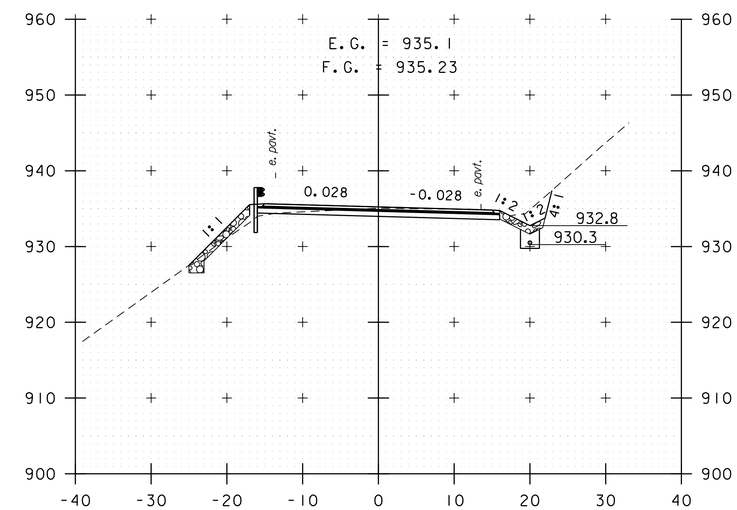
A 115+00



A 114+50



A 116+00



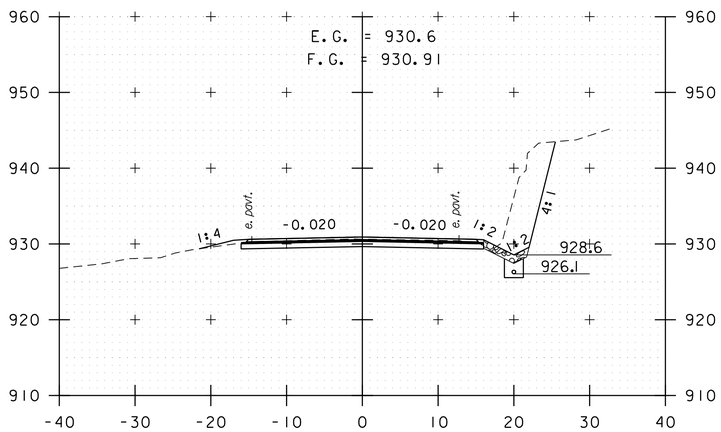
A 115+50

STA. A 113+00 TO STA. A 116+00

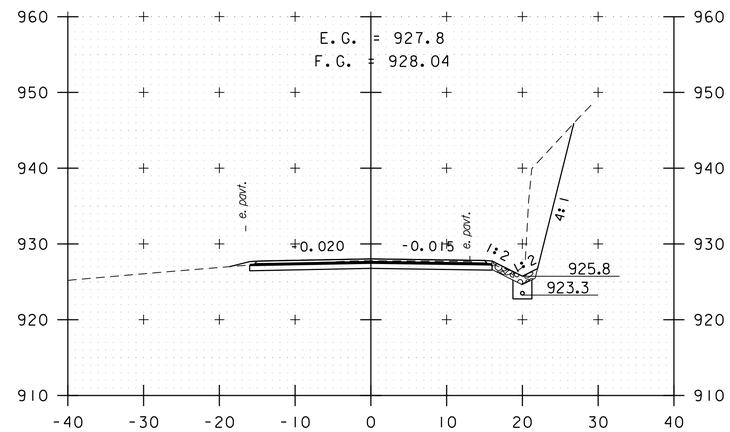
0 10 20
SCALE IN FEET

vhb

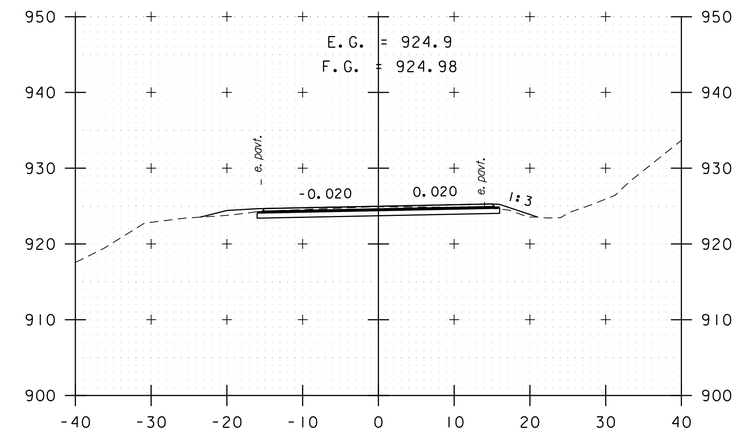
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234xs_Pitt.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E. DETRICK	DRAWN BY: C. CILLEY
DESIGNED BY: J. HILTON	CHECKED BY: E. DETRICK
CROSS SECTION SHEET 79	SHEET 317 OF 424



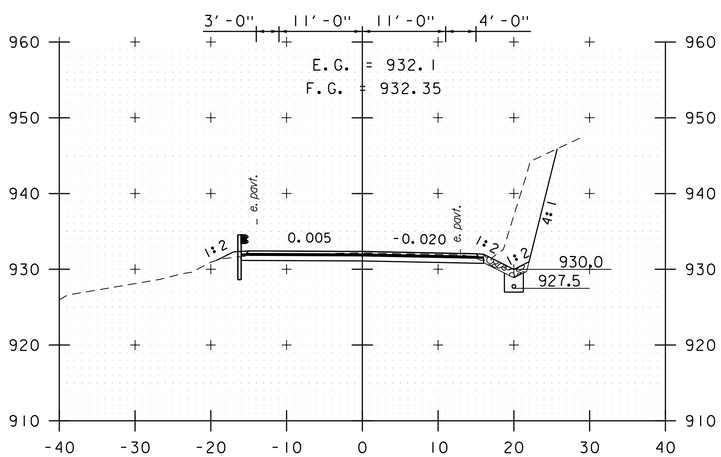
A 117+00



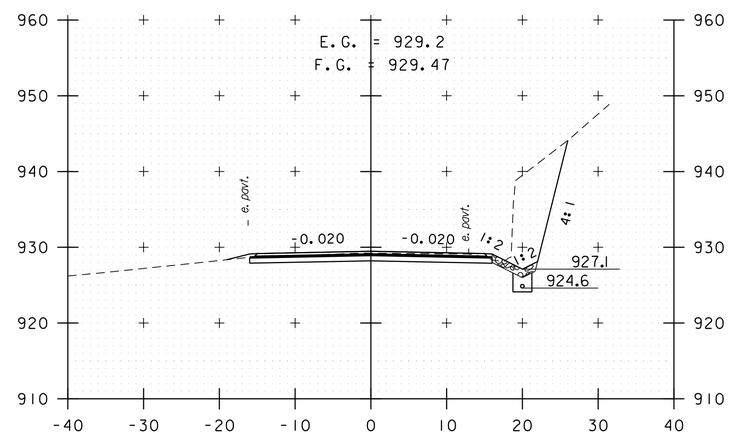
A 118+00



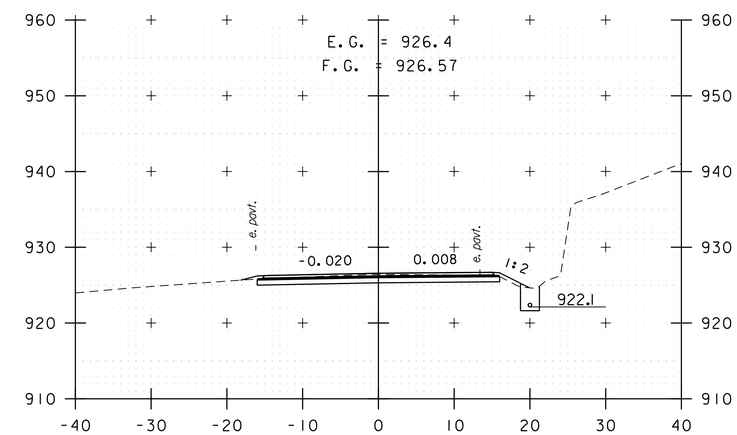
A 119+00



A 116+50



A 117+50



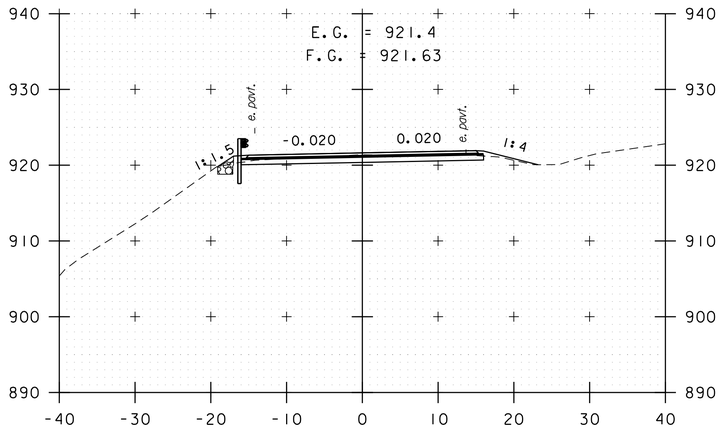
A 118+50

STA. A 116+50 TO STA. A 119+00

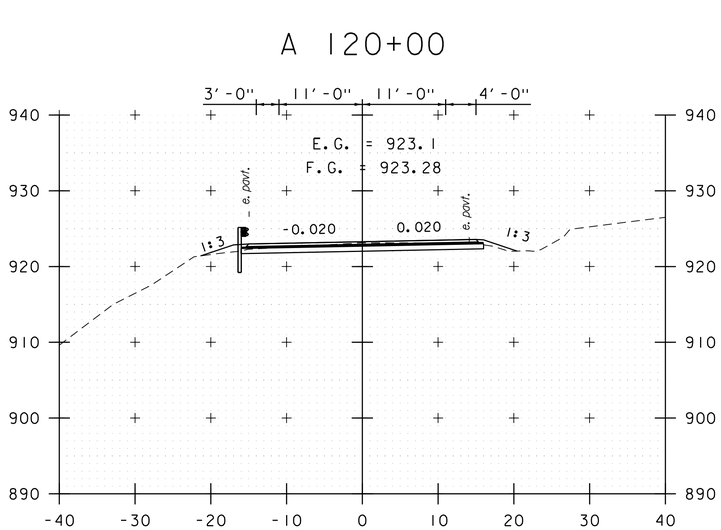
0 10 20
SCALE IN FEET

vhb

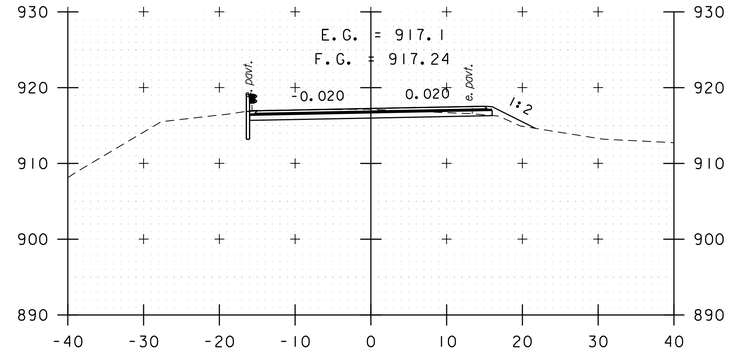
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234xs_Pitt.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E. DETRICK	DRAWN BY: C. CILLEY
DESIGNED BY: J. HILTON	CHECKED BY: E. DETRICK
CROSS SECTION SHEET 80	SHEET 318 OF 424



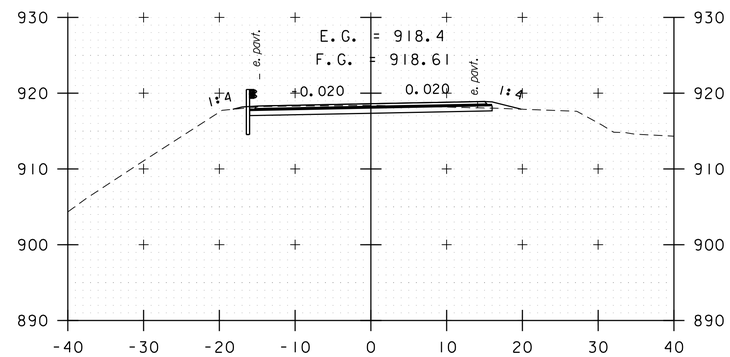
A 120+00



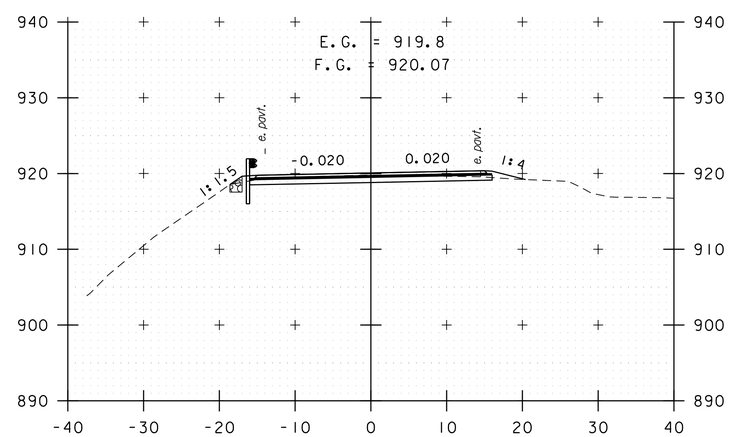
A 119+50



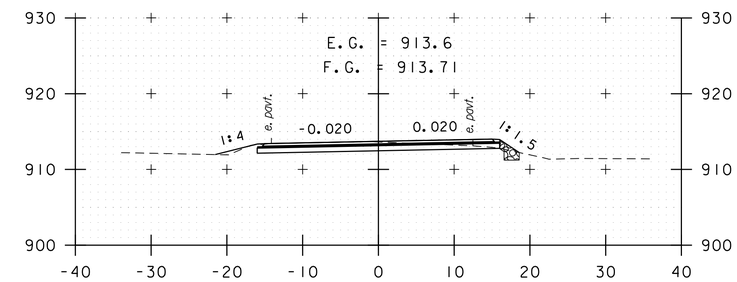
A 121+50



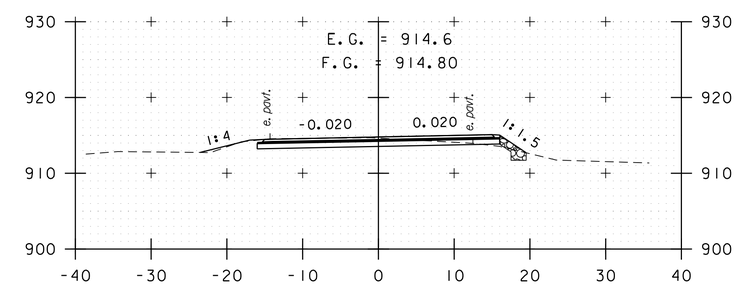
A 121+00



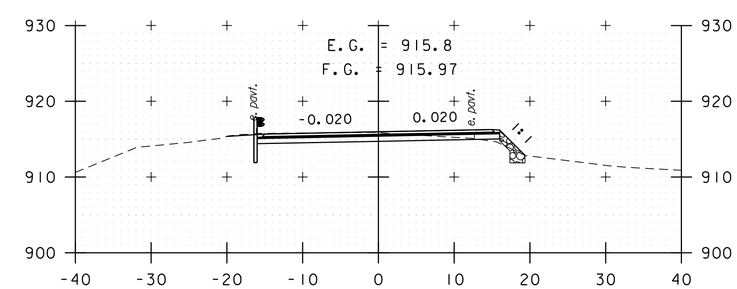
A 120+50



A 123+00



A 122+50

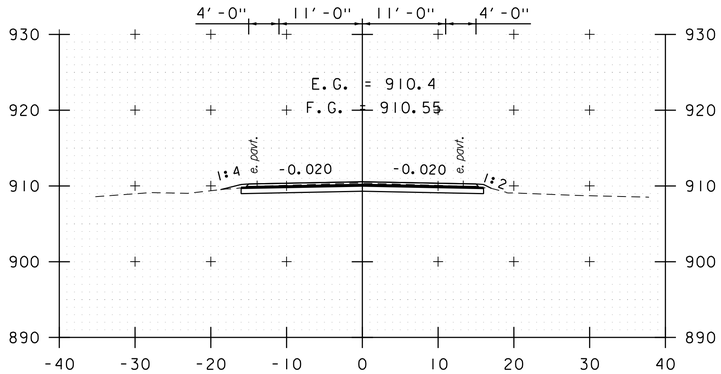


A 122+00

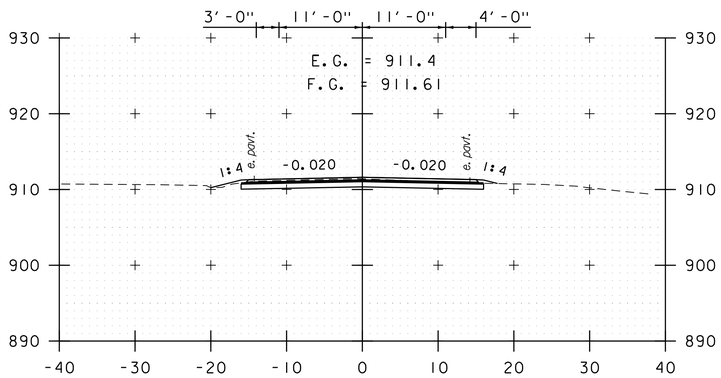
STA. A 119+50 TO STA. A 123+00

0 10 20
SCALE IN FEET

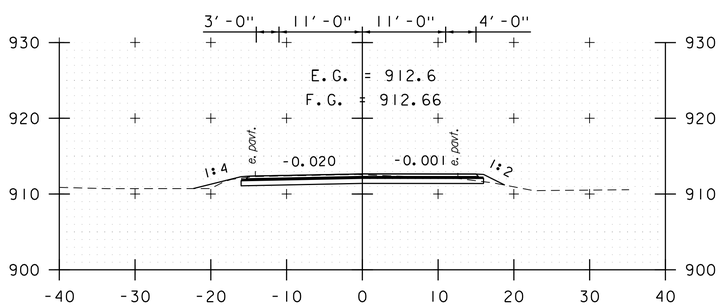
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234xs_Pitt.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E. DETRICK	DRAWN BY: C. CILLEY
DESIGNED BY: J. HILTON	CHECKED BY: E. DETRICK
CROSS SECTION SHEET 81	SHEET 319 OF 424



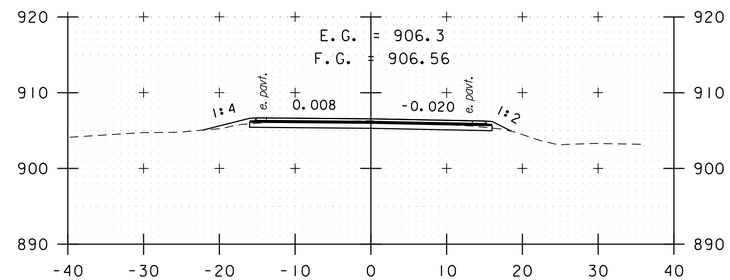
A 124+50



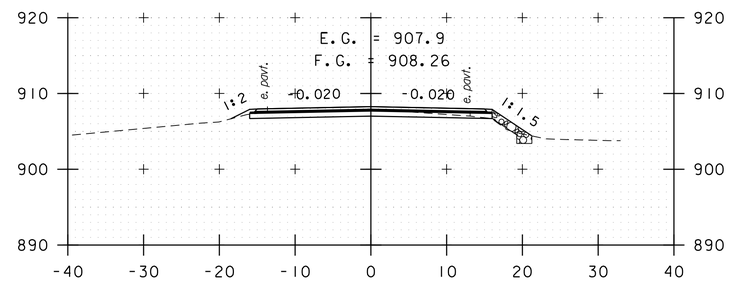
A 124+00



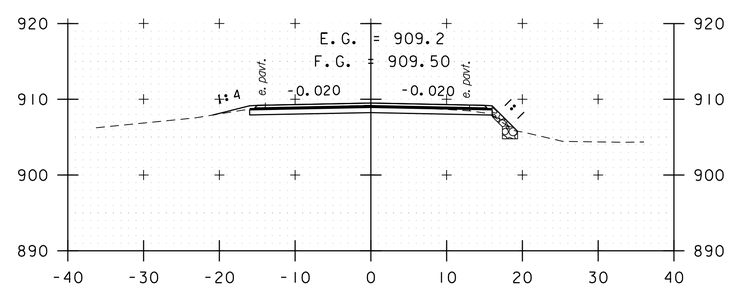
A 123+50



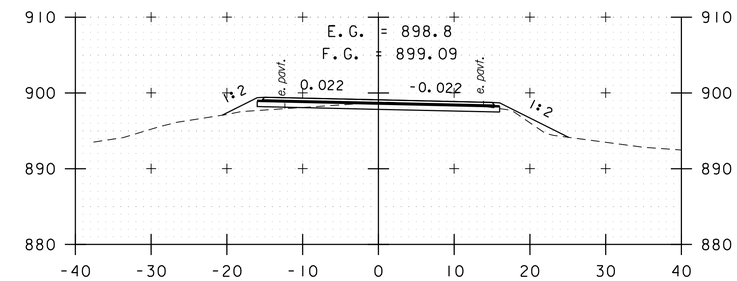
A 126+00



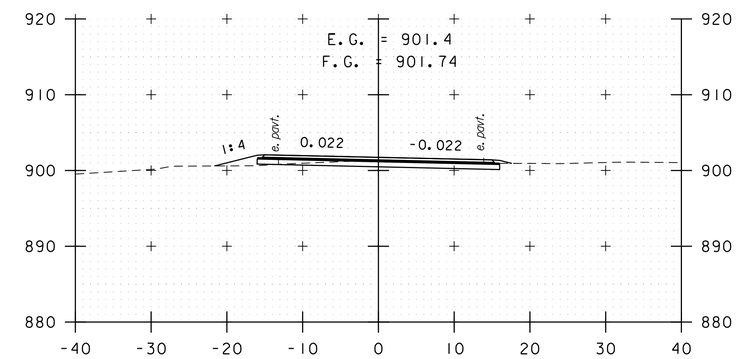
A 125+50



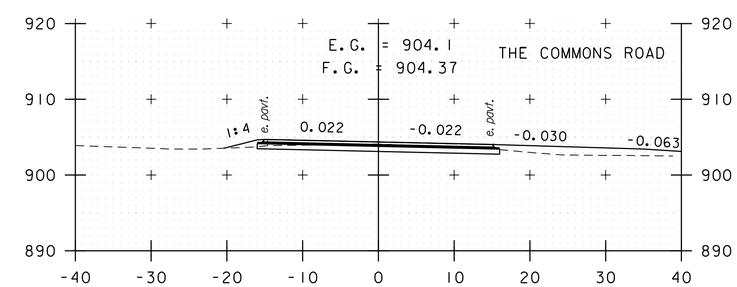
A 125+00



A 127+50



A 127+00

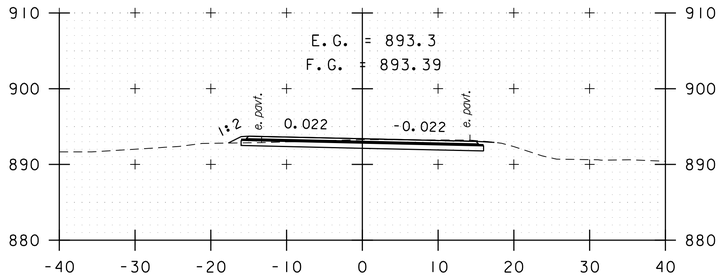


A 126+50

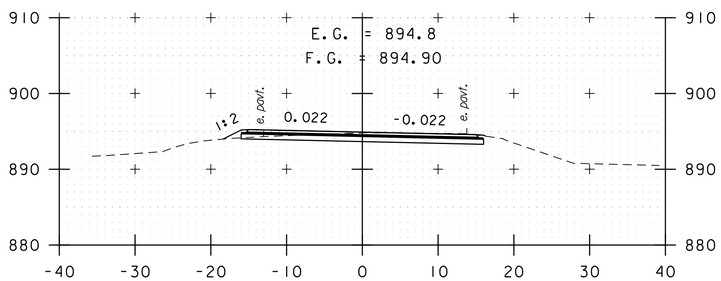
STA. A 123+50 TO STA. A 127+50

0 10 20
SCALE IN FEET

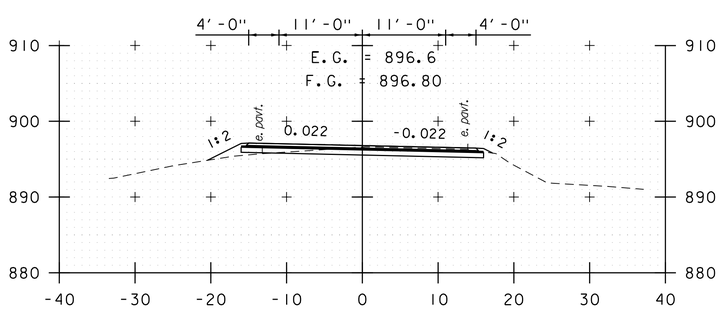
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234xs_Pitt.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E. DETRICK	DRAWN BY: C. CILLEY
DESIGNED BY: J. HILTON	CHECKED BY: E. DETRICK
CROSS SECTION SHEET 82	SHEET 320 OF 424



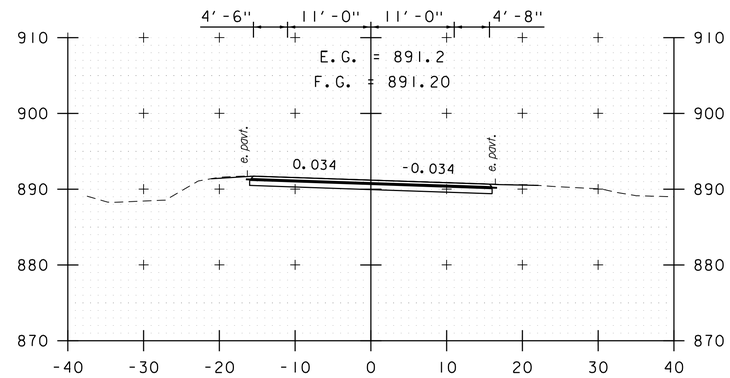
A 129+00



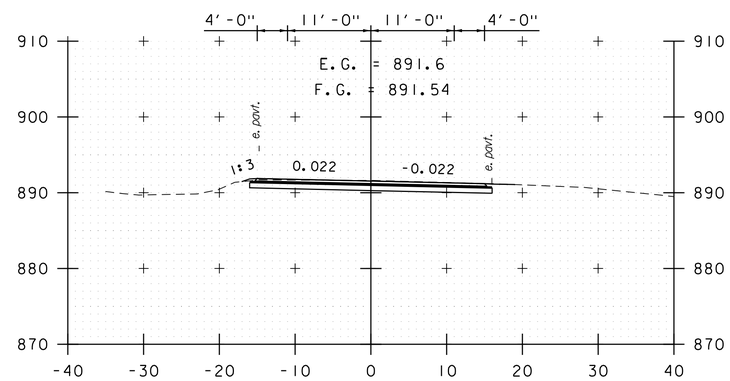
A 128+50



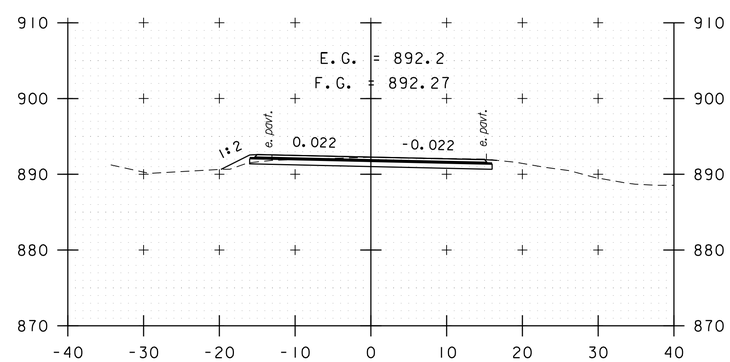
A 128+00



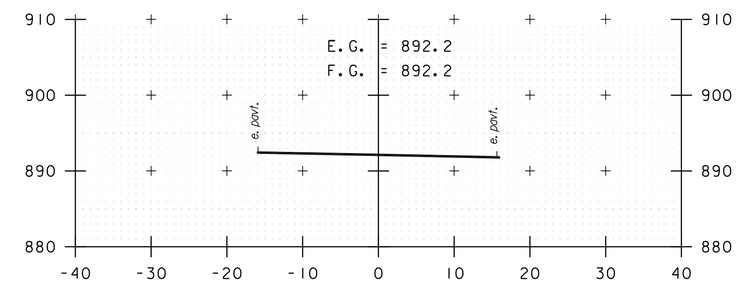
A 130+50



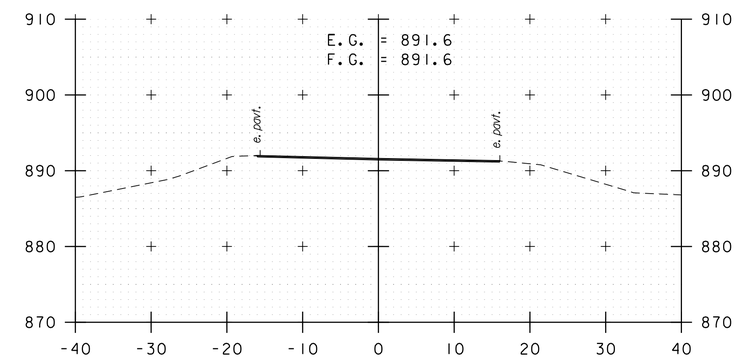
A 130+00



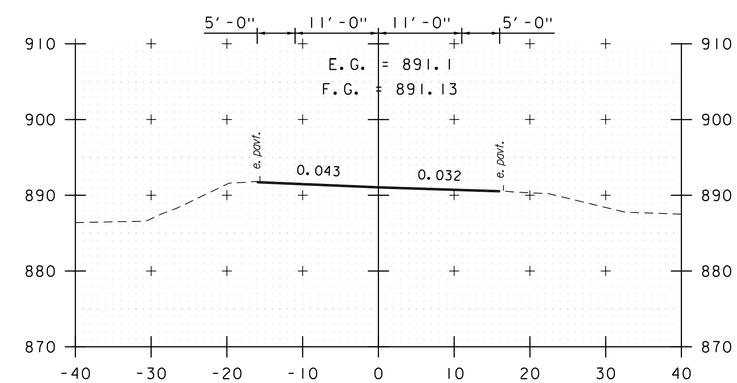
A 129+50



A 132+00



A 131+50



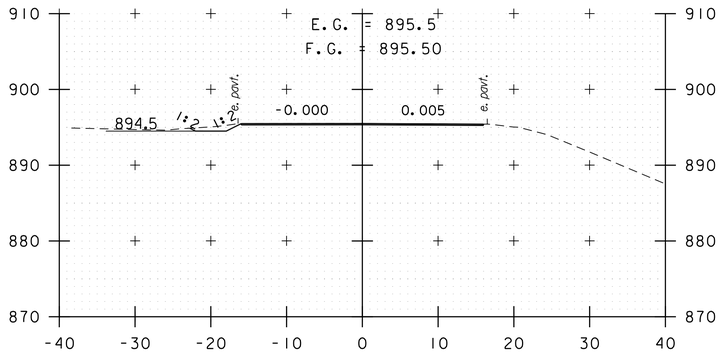
A 131+00

STA. A 128+00 TO STA. A 132+00

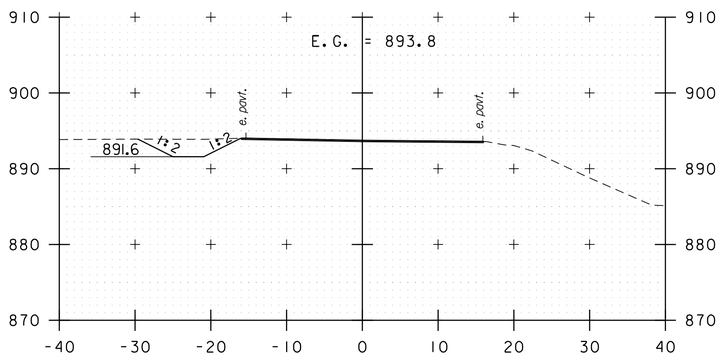
0 10 20
SCALE IN FEET

vhb

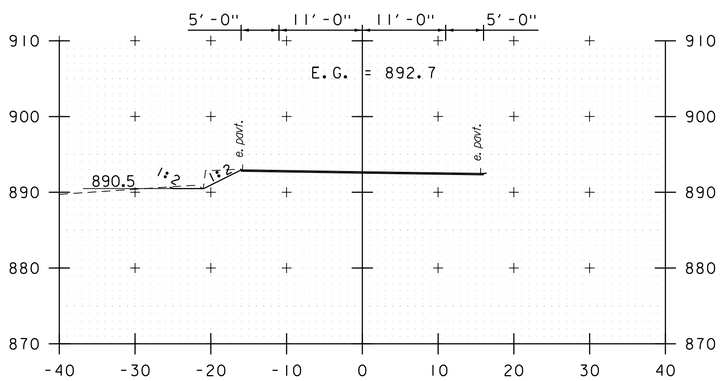
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234xs_Pitt.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E. DETRICK	DRAWN BY: C. CILLEY
DESIGNED BY: J. HILTON	CHECKED BY: E. DETRICK
CROSS SECTION SHEET 83	SHEET 321 OF 424



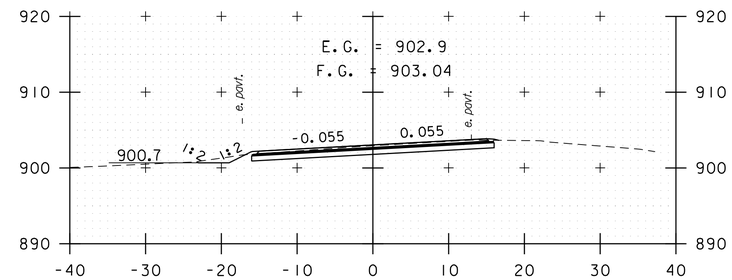
A 133+50



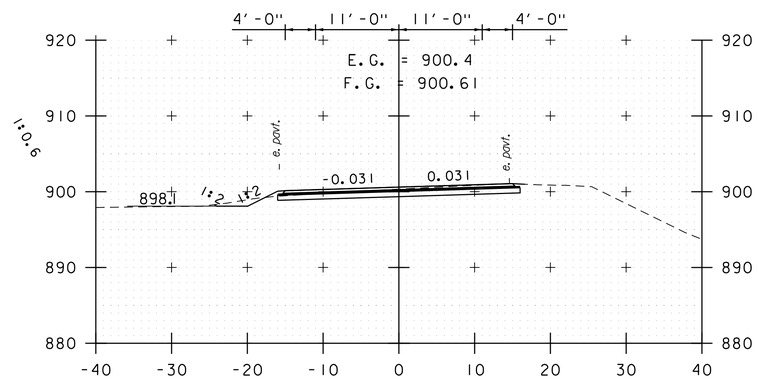
A 133+00



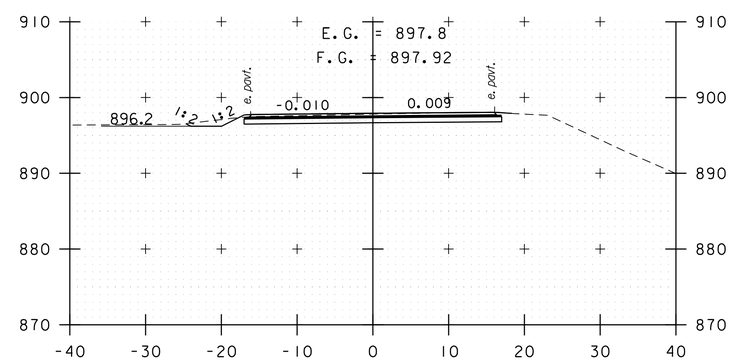
A 132+50



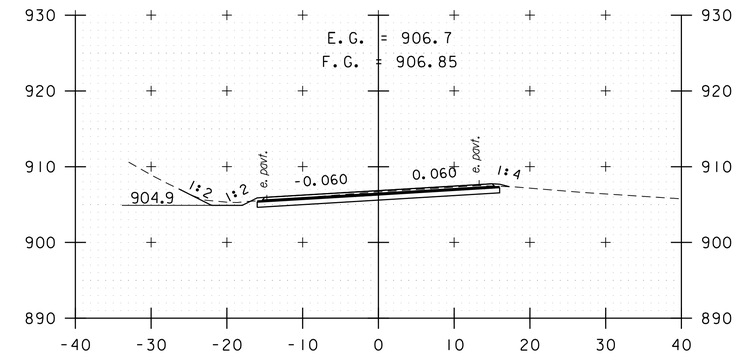
A 135+00



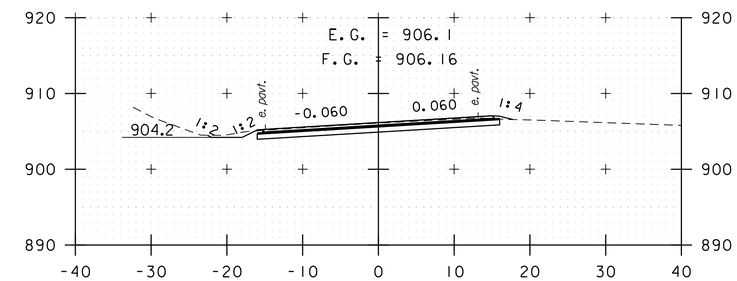
A 134+50



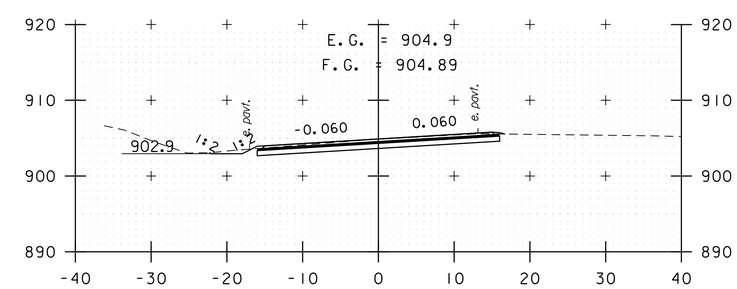
A 134+00



A 136+50



A 136+00

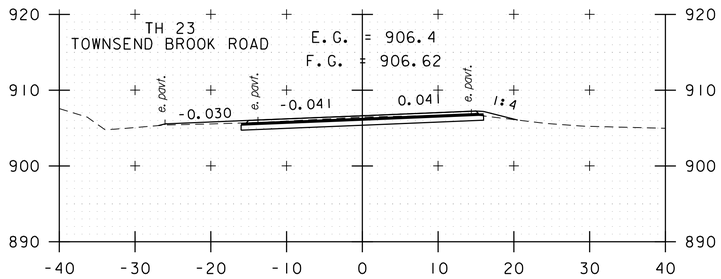


A 135+50

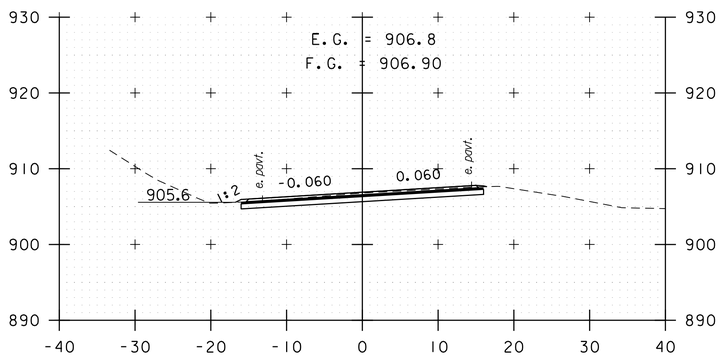
STA. A 132+50 TO STA. A 136+50

0 10 20
SCALE IN FEET

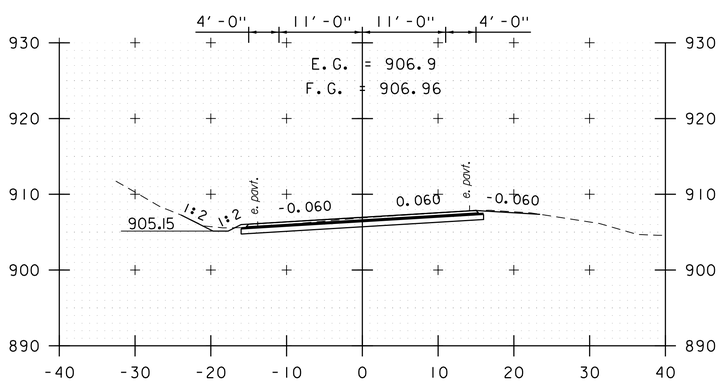
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234xs_Pitt.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E. DETRICK	DRAWN BY: C. CILLEY
DESIGNED BY: J. HILTON	CHECKED BY: E. DETRICK
CROSS SECTION SHEET 84	SHEET 322 OF 424



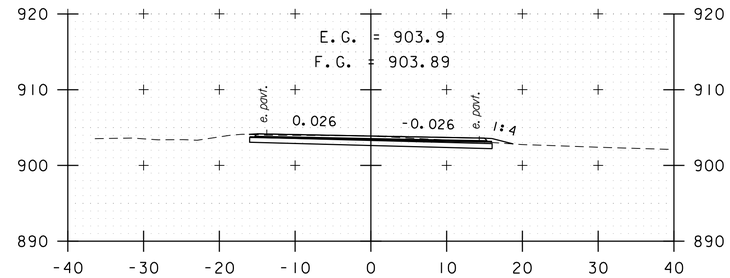
A 138+00



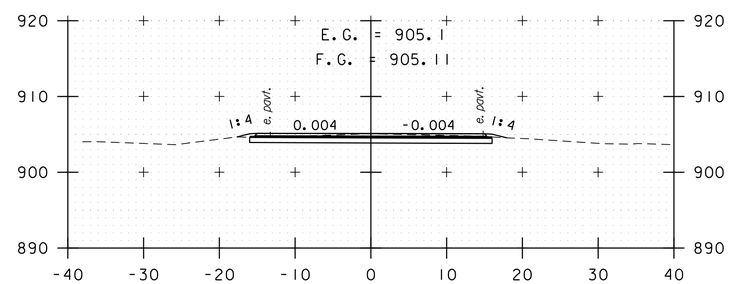
A 137+50



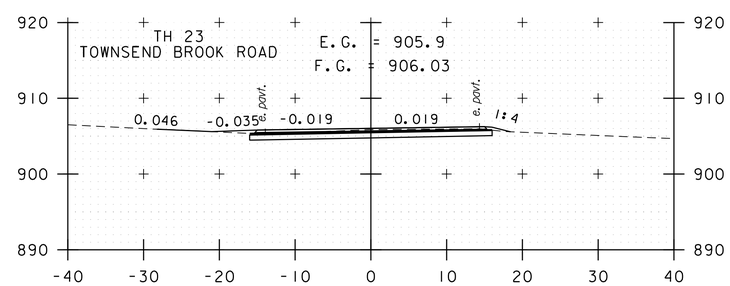
A 137+00



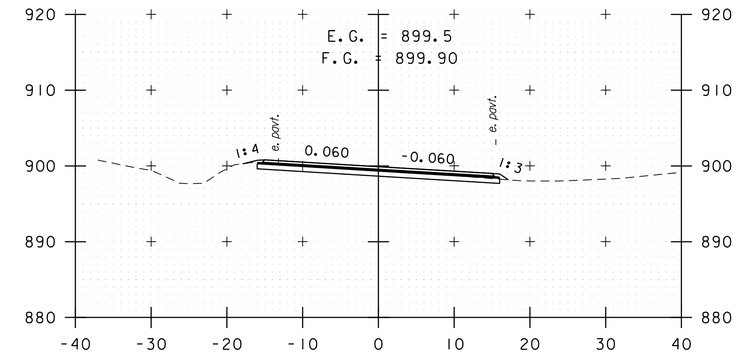
A 139+50



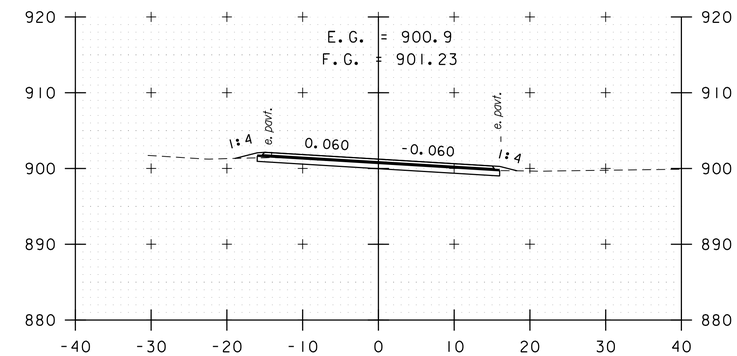
A 139+00



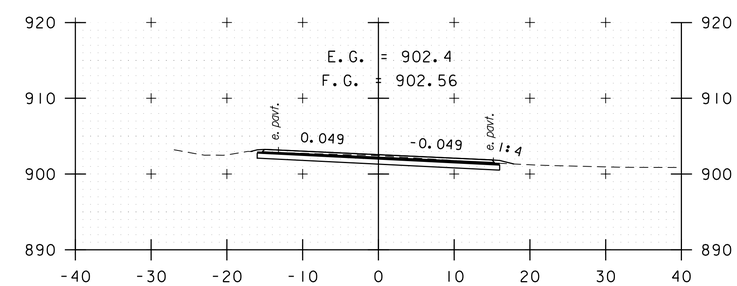
A 138+50



A 141+00



A 140+50

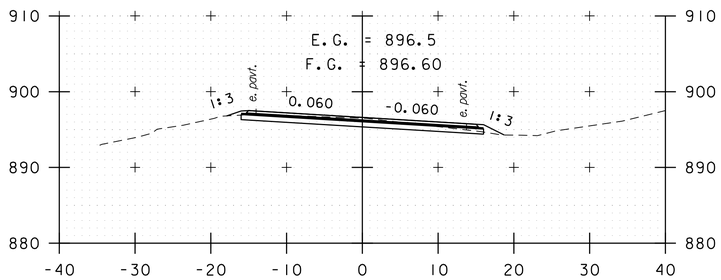


A 140+00

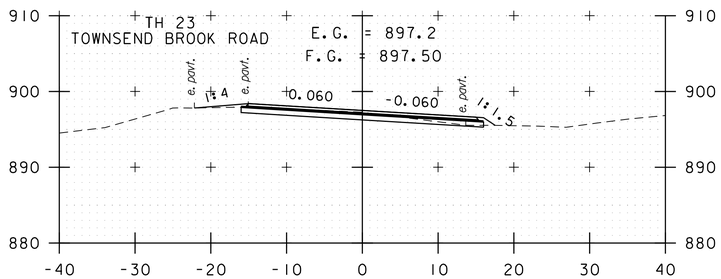
STA. A 137+00 TO STA. A 141+00

0 10 20
SCALE IN FEET

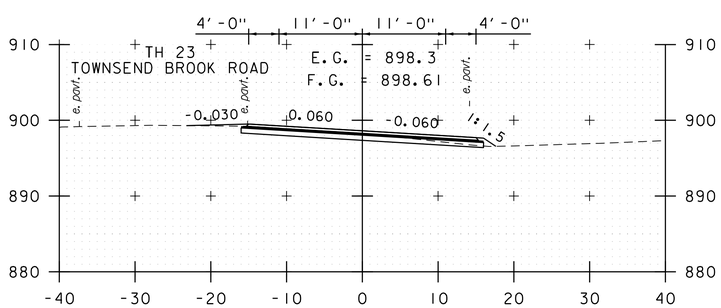
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234xs_Pitt.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E. DETRICK	DRAWN BY: C. CILLEY
DESIGNED BY: J. HILTON	CHECKED BY: E. DETRICK
CROSS SECTION SHEET 85	SHEET 323 OF 424



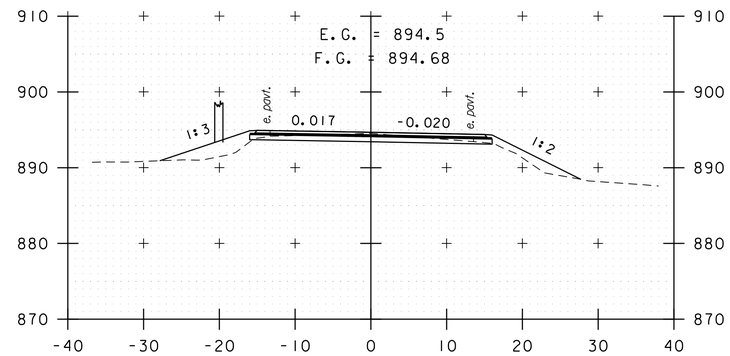
A 142+50



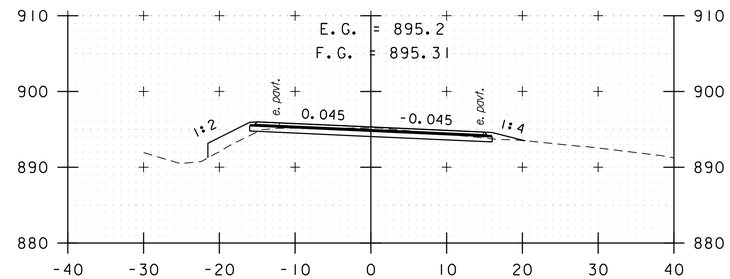
A 142+00



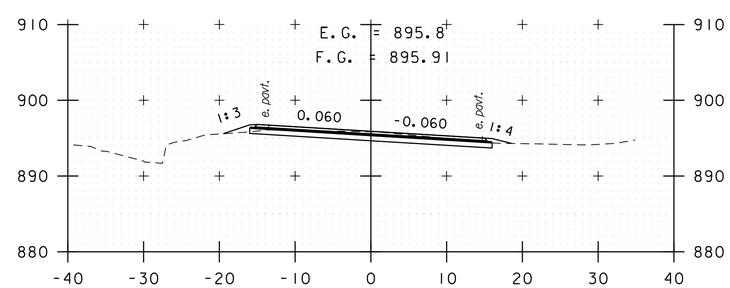
A 141+50



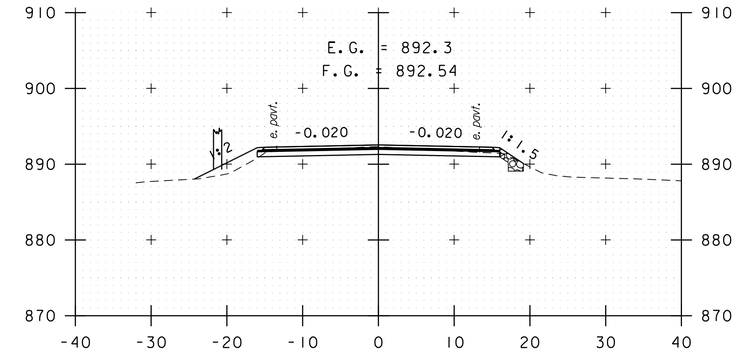
A 144+00



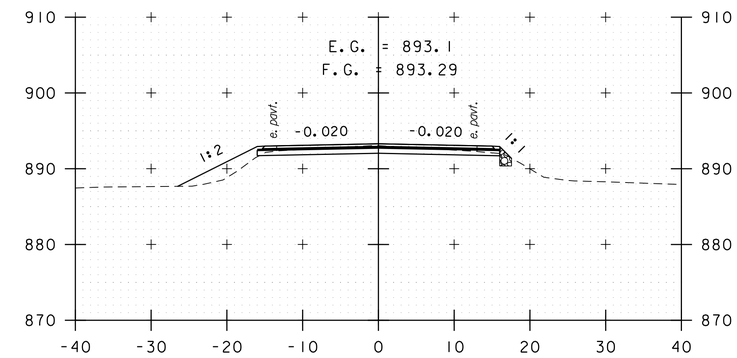
A 143+50



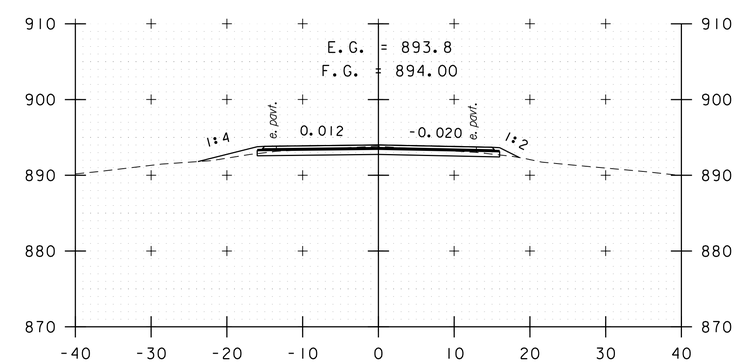
A 143+00



A 145+50



A 145+00

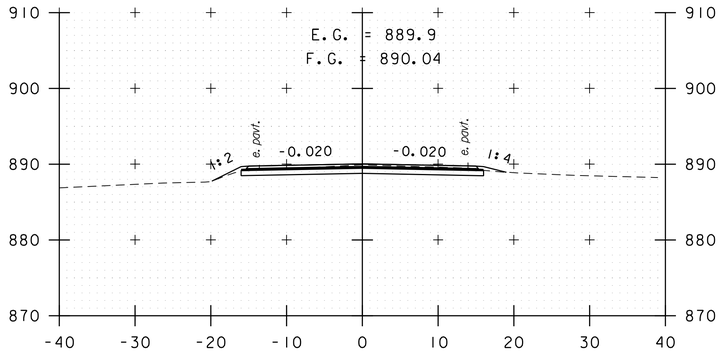


A 144+50

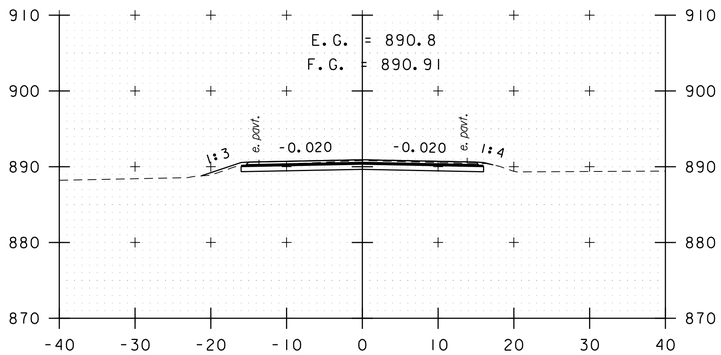
STA. A 141+50 TO STA. A 145+50

0 10 20
SCALE IN FEET

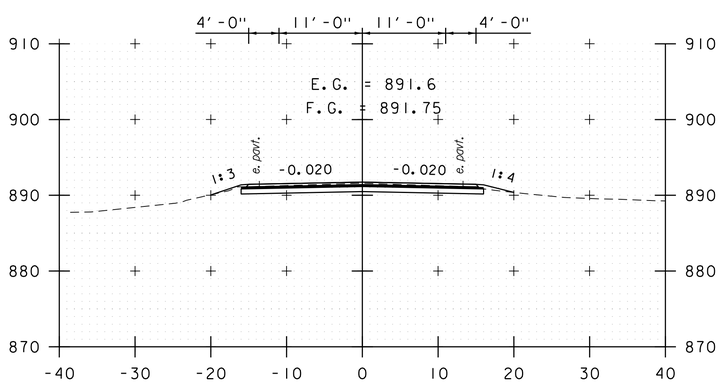
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234xs_Pitt.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E. DETRICK	DRAWN BY: C. CILLEY
DESIGNED BY: J. HILTON	CHECKED BY: E. DETRICK
CROSS SECTION SHEET 86	SHEET 324 OF 424



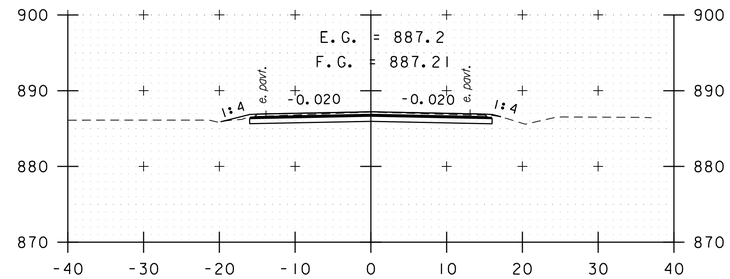
A 147+00



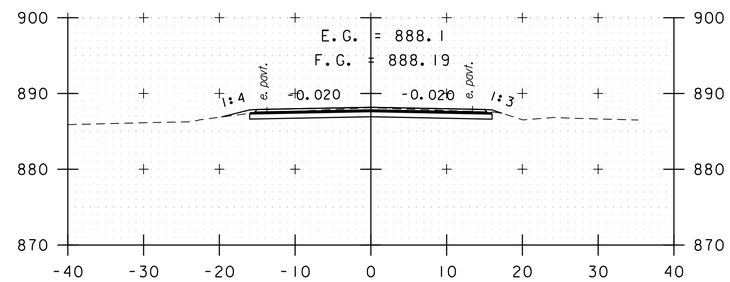
A 146+50



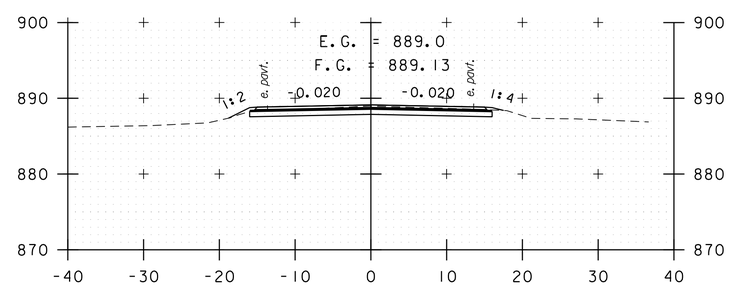
A 146+00



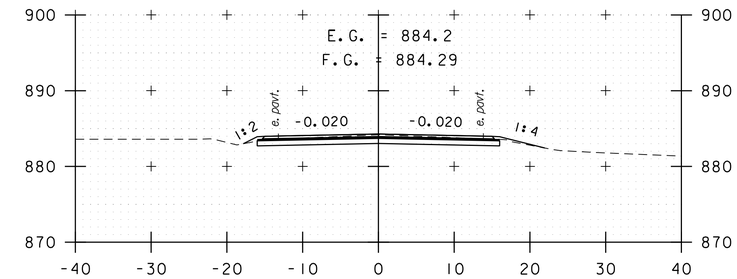
A 148+50



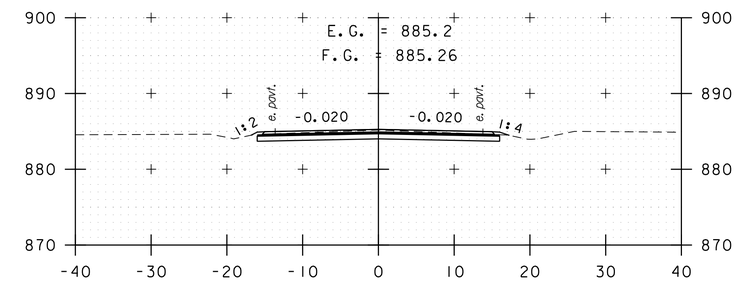
A 148+00



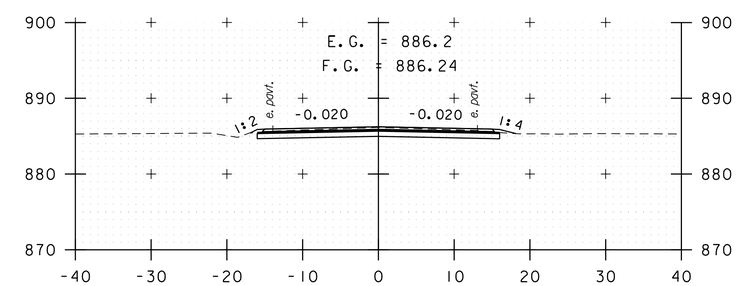
A 147+50



A 150+00



A 149+50

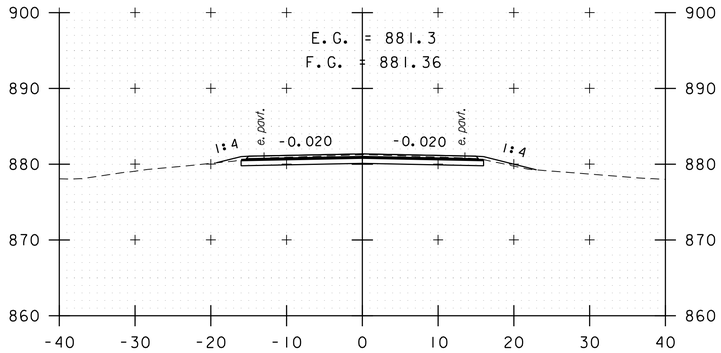


A 149+00

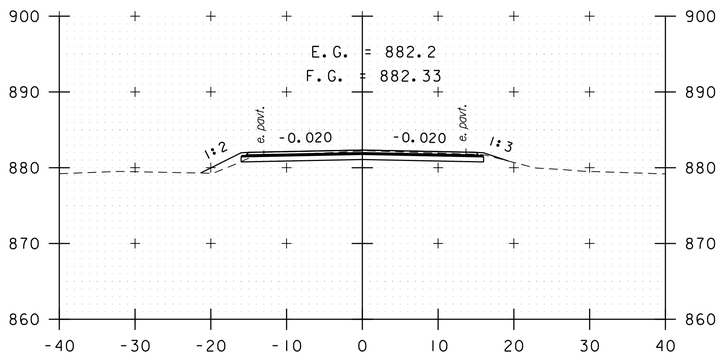
STA. A 146+00 TO STA. A 150+00

0 10 20
SCALE IN FEET

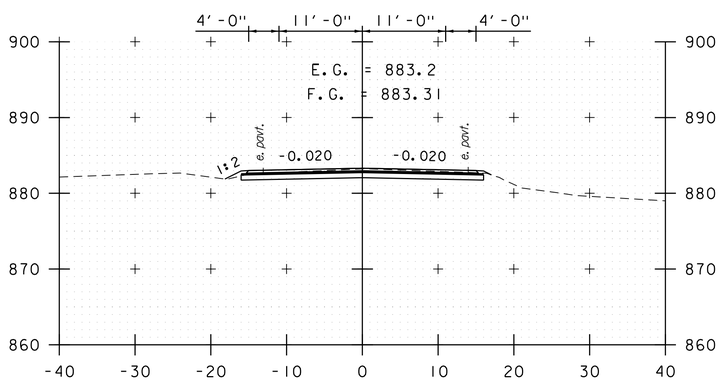
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234xs_Pitt.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E. DETRICK	DRAWN BY: C. CILLEY
DESIGNED BY: J. HILTON	CHECKED BY: E. DETRICK
CROSS SECTION SHEET 87	SHEET 325 OF 424



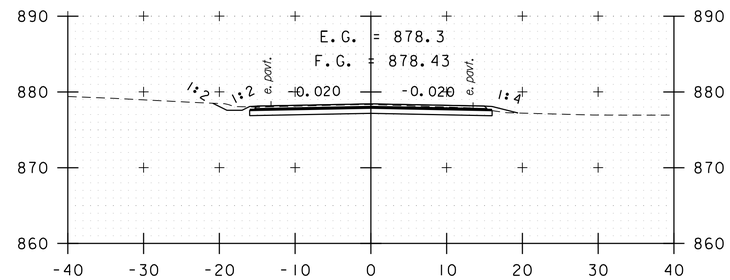
A 151+50



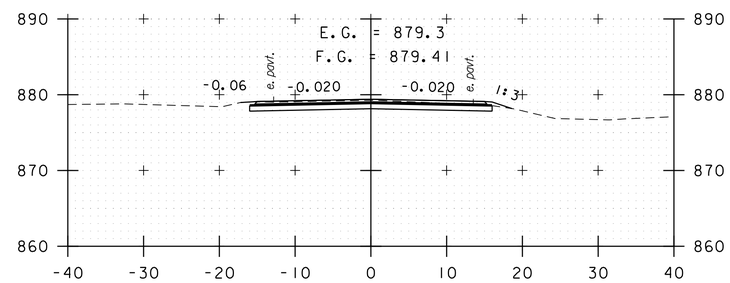
A 151+00



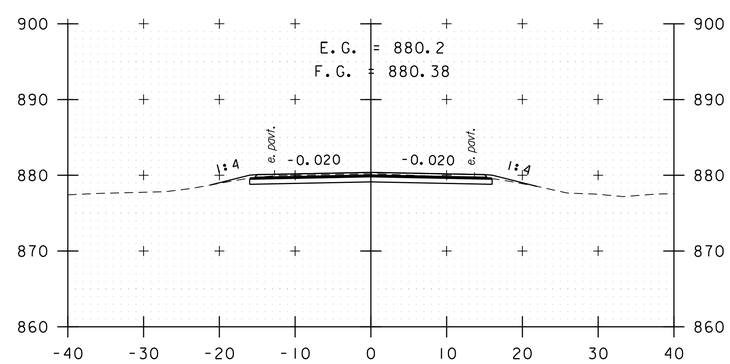
A 150+50



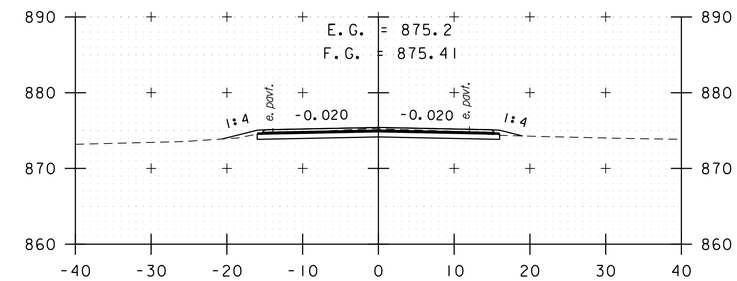
A 153+00



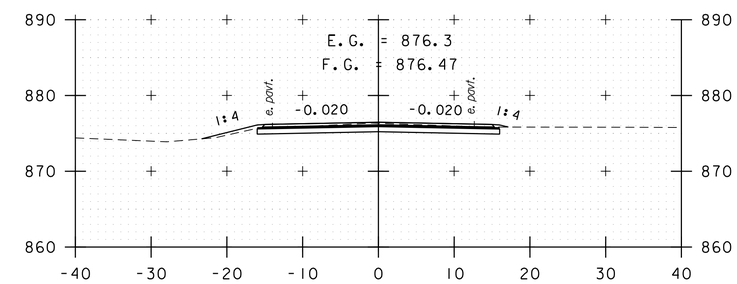
A 152+50



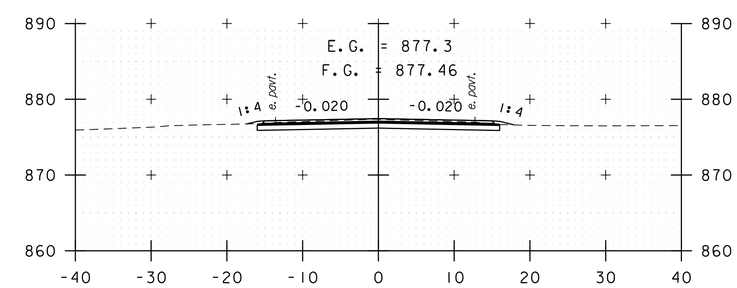
A 152+00



A 154+50



A 154+00

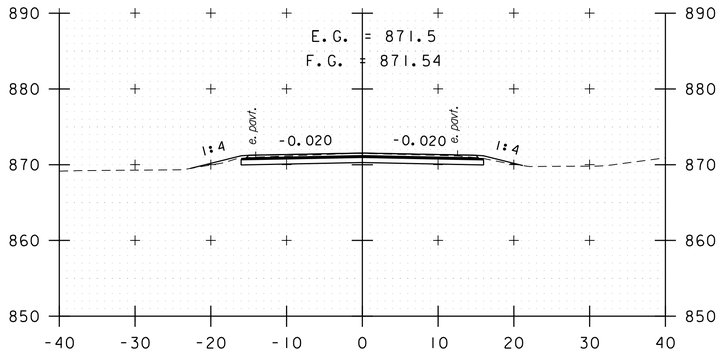


A 153+50

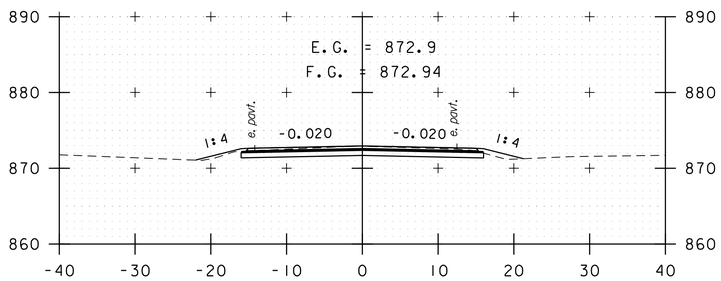
STA. A 150+50 TO STA. A 154+50

0 10 20
SCALE IN FEET

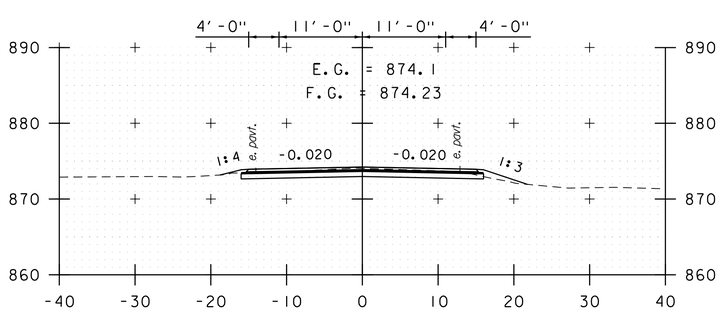
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234xs_Pitt.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E. DETRICK	DRAWN BY: C. CILLEY
DESIGNED BY: J. HILTON	CHECKED BY: E. DETRICK
CROSS SECTION SHEET 88	SHEET 326 OF 424



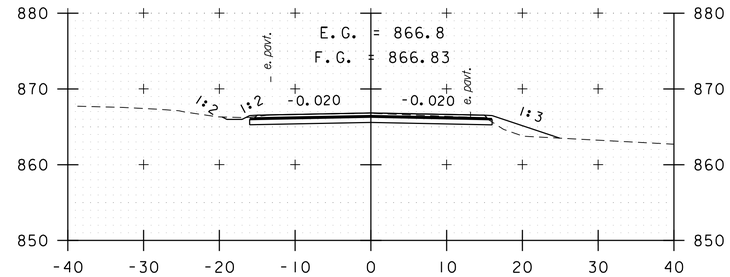
A 156+00



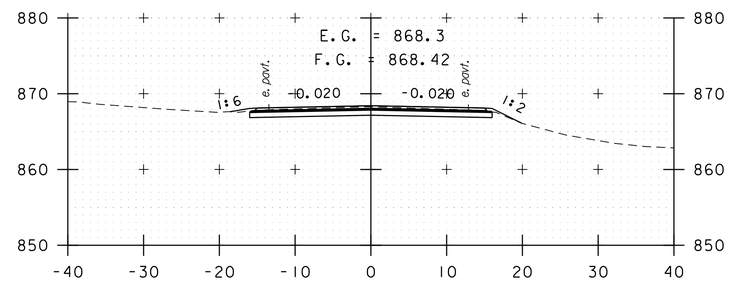
A 155+50



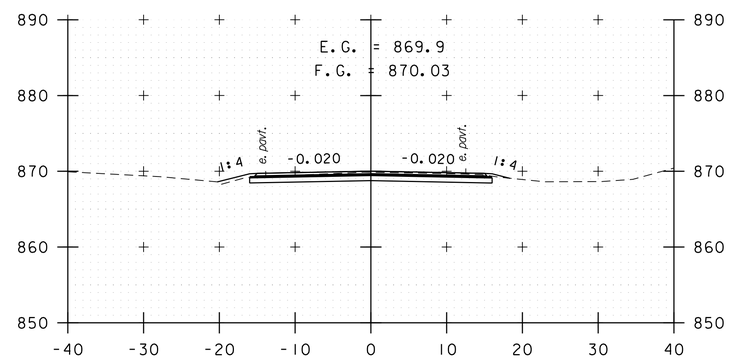
A 155+00



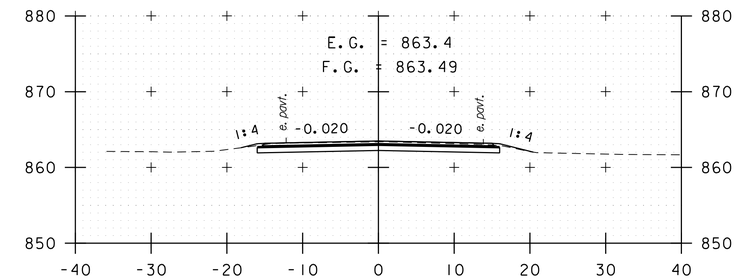
A 157+50



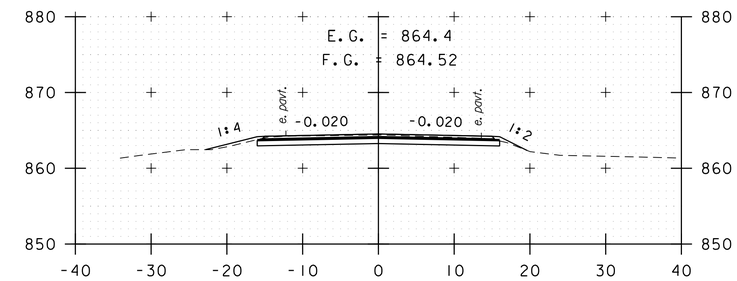
A 157+00



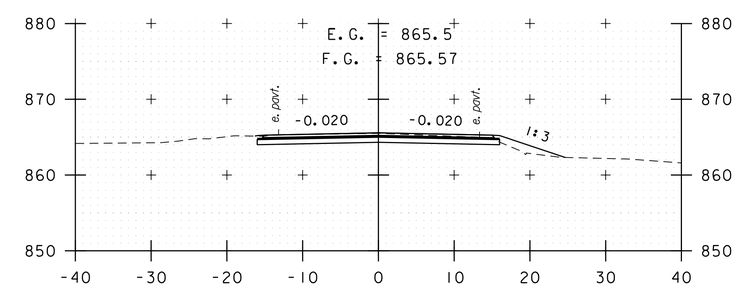
A 156+50



A 159+00



A 158+50

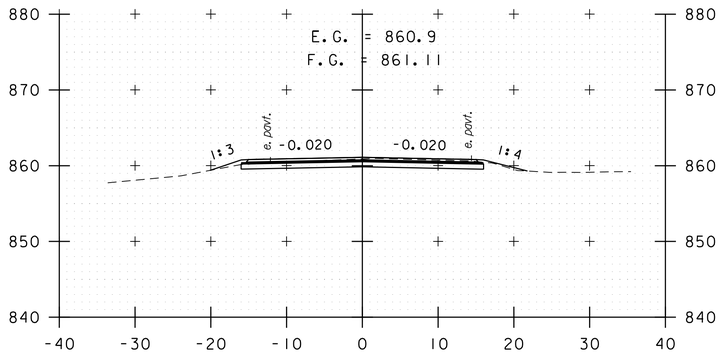


A 158+00

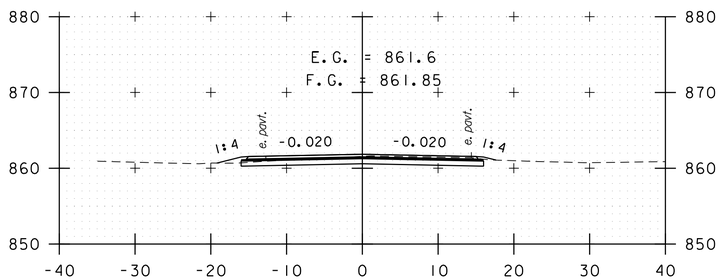
STA. A 155+00 TO STA. A 159+00

0 10 20
SCALE IN FEET

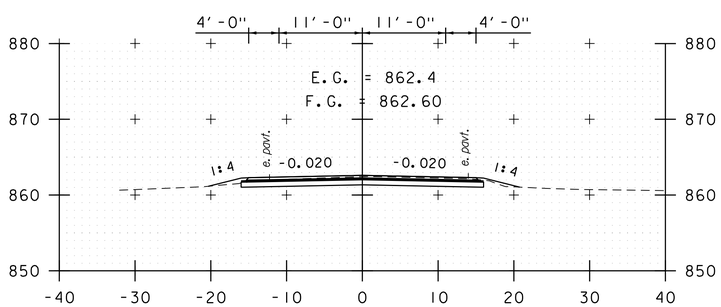
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234xs_Pitt.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E. DETRICK	DRAWN BY: C. CILLEY
DESIGNED BY: J. HILTON	CHECKED BY: E. DETRICK
CROSS SECTION SHEET 89	SHEET 327 OF 424



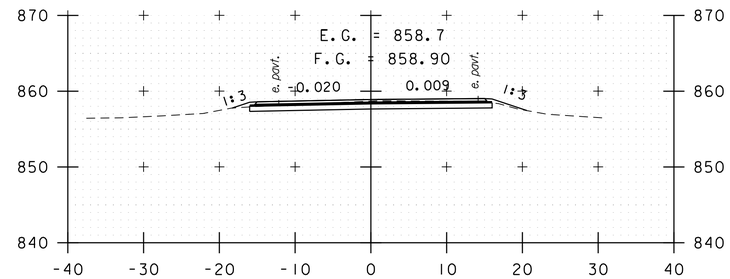
A 160+50



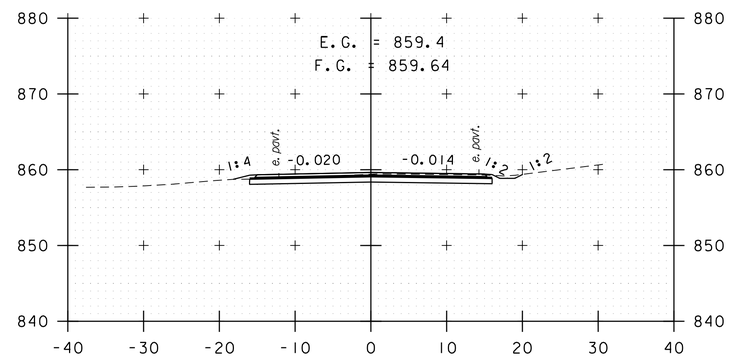
A 160+00



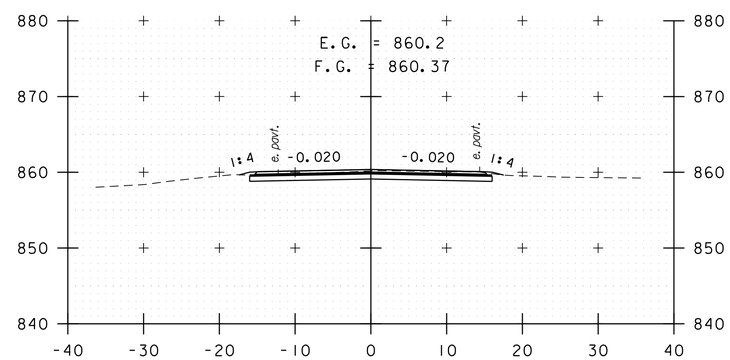
A 159+50



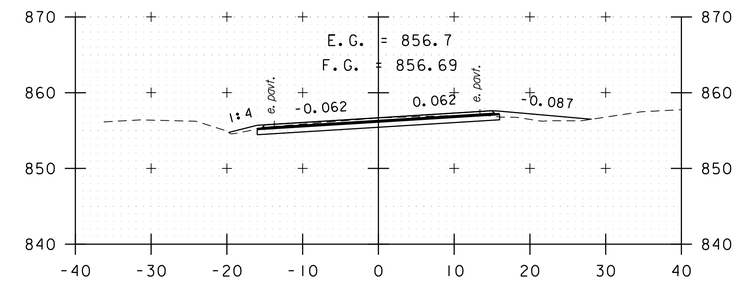
A 162+00



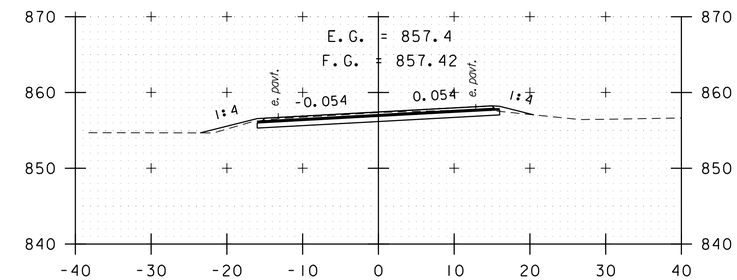
A 161+50



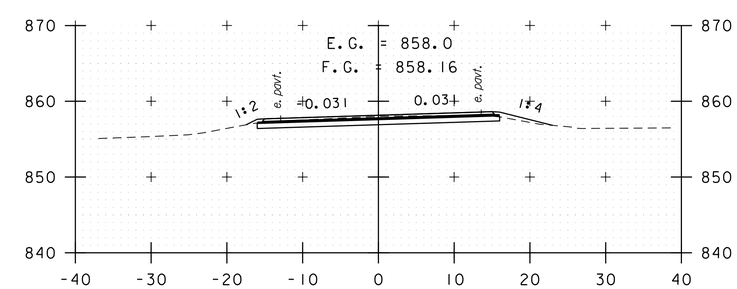
A 161+00



A 163+50



A 163+00



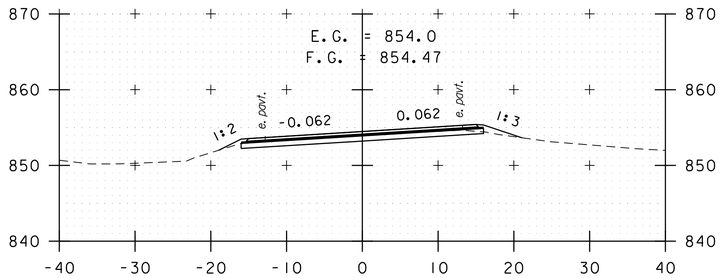
A 162+50

STA. A 159+50 TO STA. A 163+50

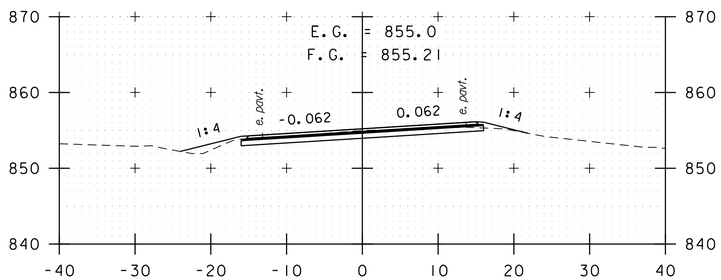
0 10 20
SCALE IN FEET

vhb

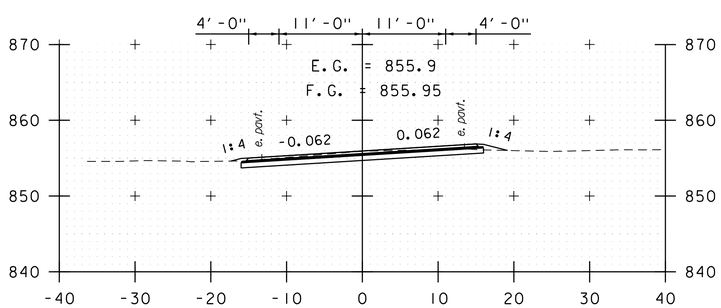
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234xs_Pitt.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E. DETRICK	DRAWN BY: C. CILLEY
DESIGNED BY: J. HILTON	CHECKED BY: E. DETRICK
CROSS SECTION SHEET 90	SHEET 328 OF 424



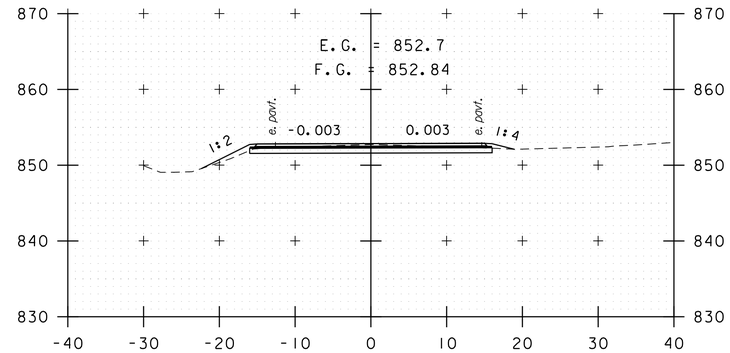
A 165+00



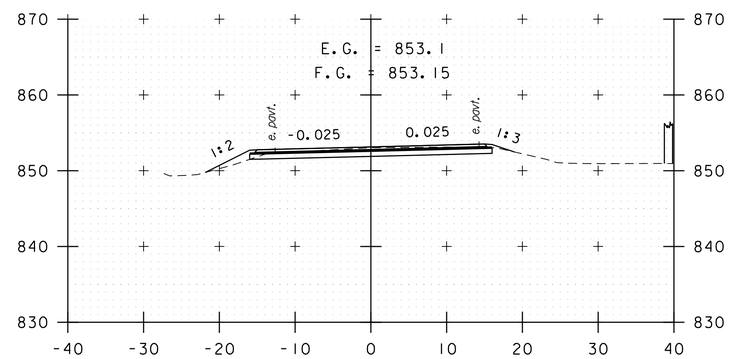
A 164+50



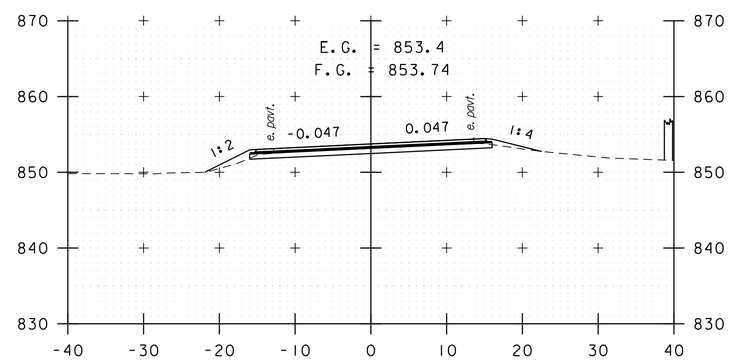
A 164+00



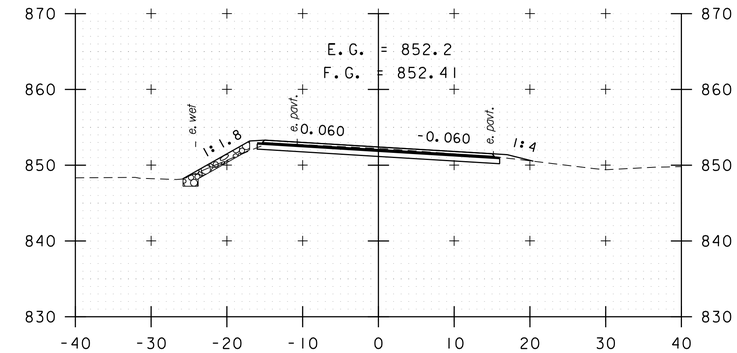
A 166+50



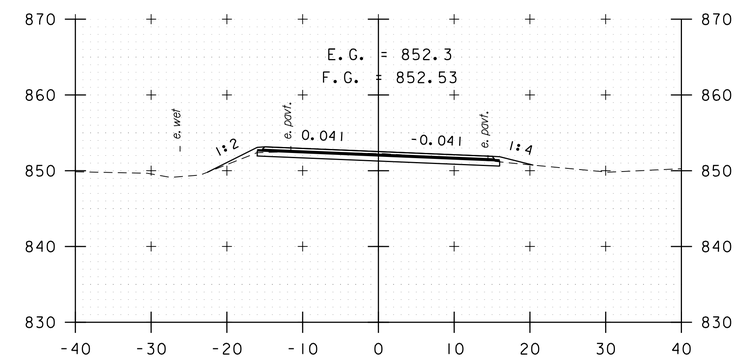
A 166+00



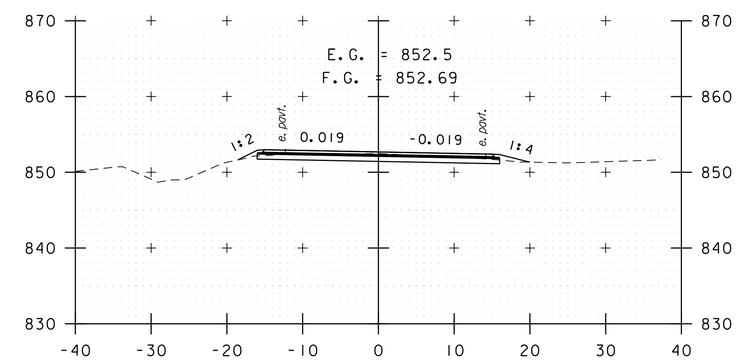
A 165+50



A 168+00



A 167+50

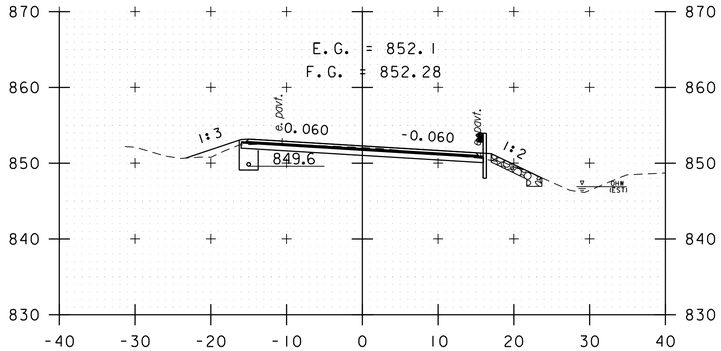


A 167+00

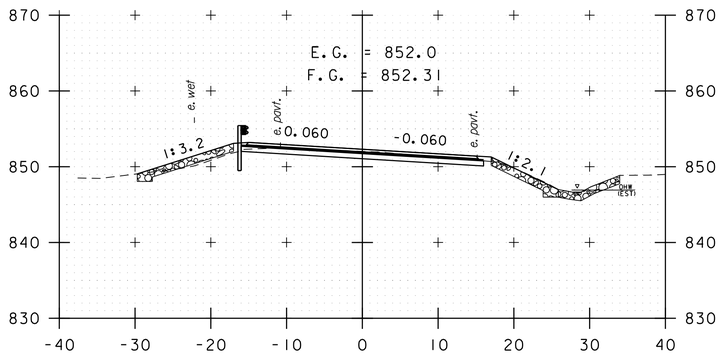
STA. A 164+00 TO STA. A 168+00

0 10 20
SCALE IN FEET

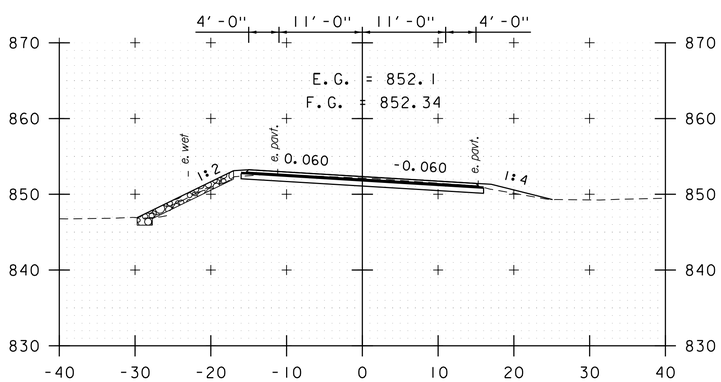
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234xs_Pitt.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E. DETRICK	DRAWN BY: C. CILLEY
DESIGNED BY: J. HILTON	CHECKED BY: E. DETRICK
CROSS SECTION SHEET 91	SHEET 329 OF 424



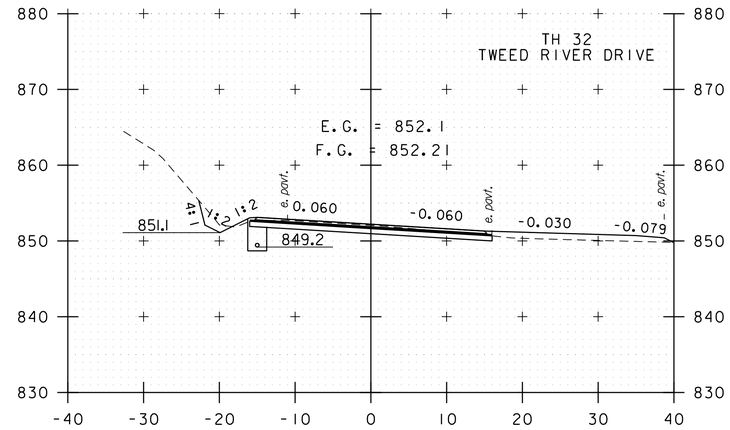
A 169+50



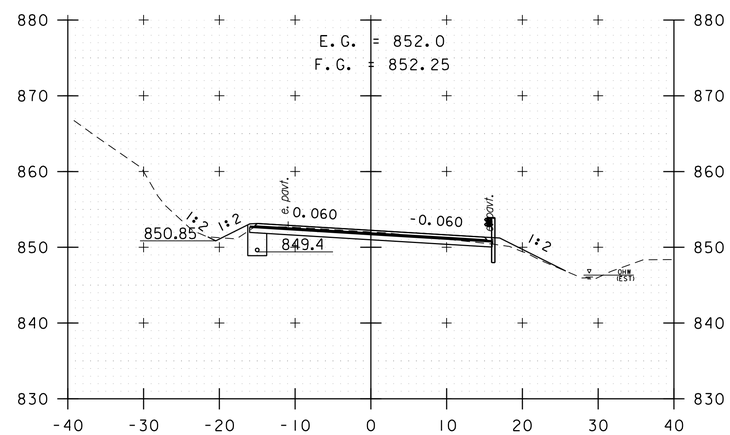
A 169+00



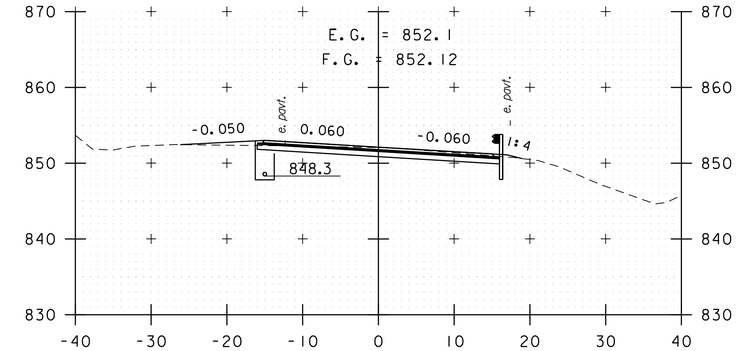
A 168+50



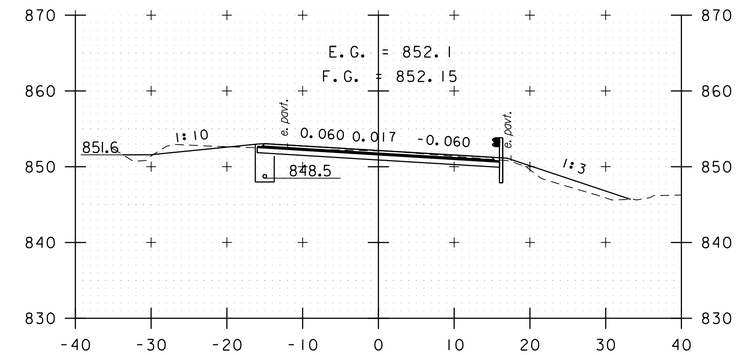
A 170+50



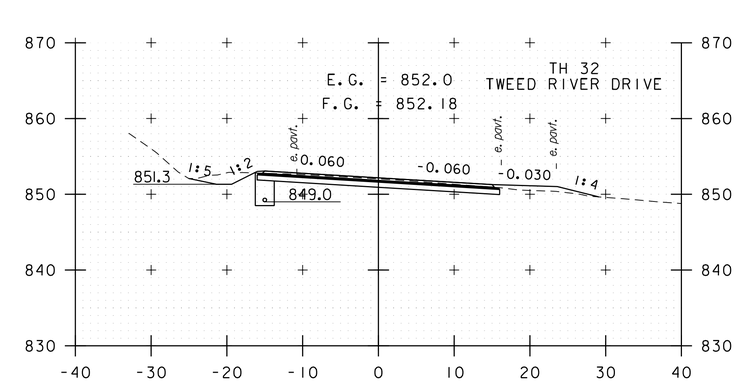
A 170+00



A 172+00



A 171+50

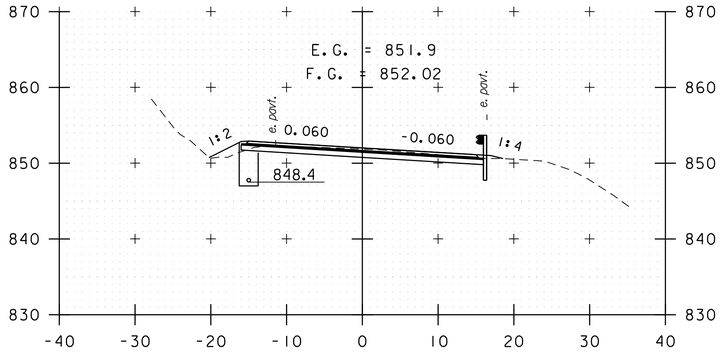


A 171+00

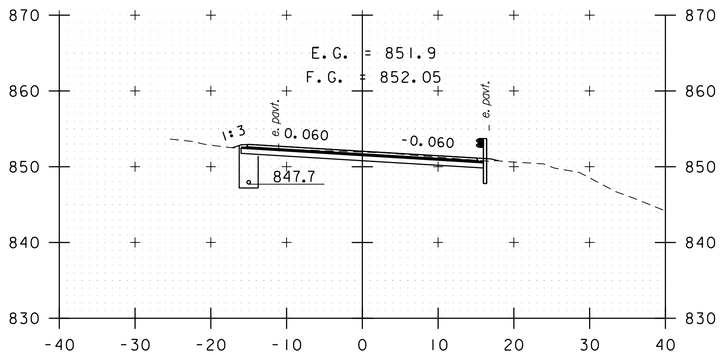
STA. A 168+50 TO STA. A 172+00

0 10 20
SCALE IN FEET

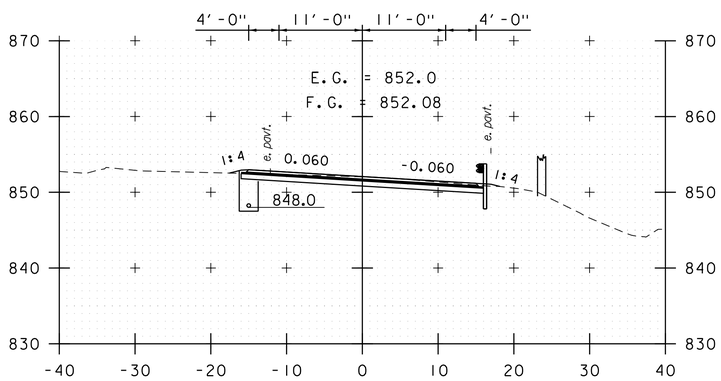
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234xs_Pitt.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E. DETRICK	DRAWN BY: C. CILLEY
DESIGNED BY: J. HILTON	CHECKED BY: E. DETRICK
CROSS SECTION SHEET 92	SHEET 330 OF 424



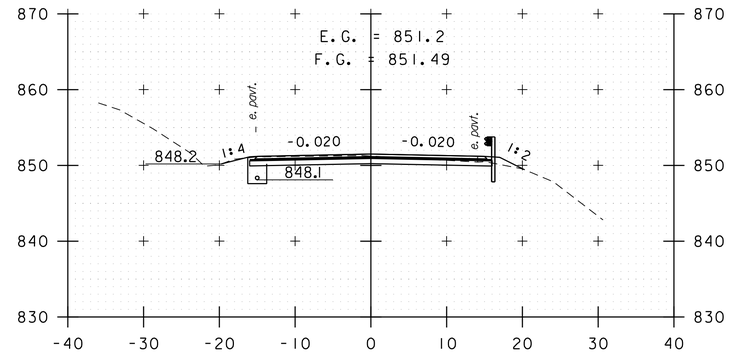
A 173+50



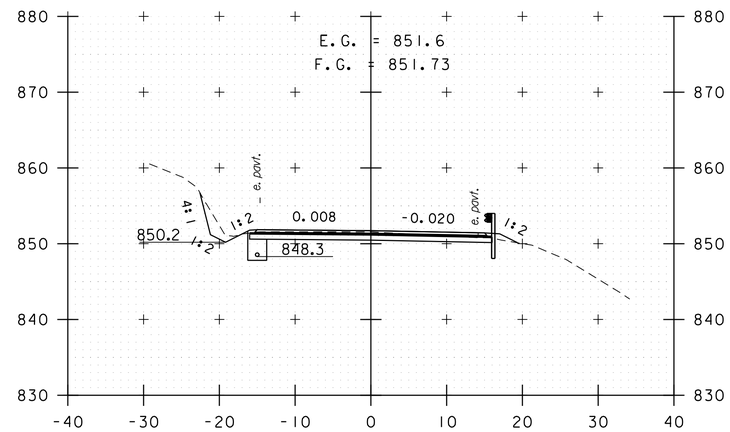
A 173+00



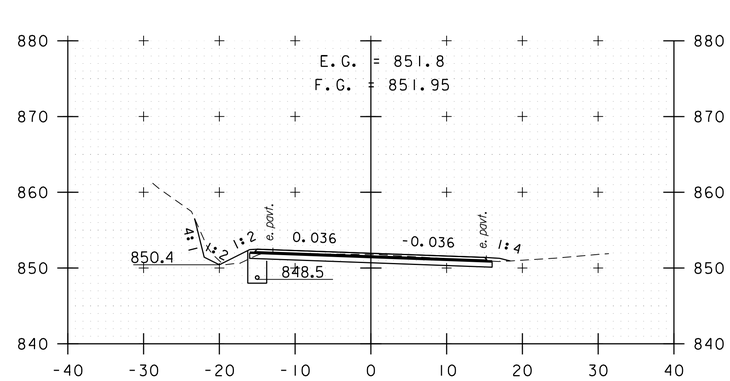
A 172+50



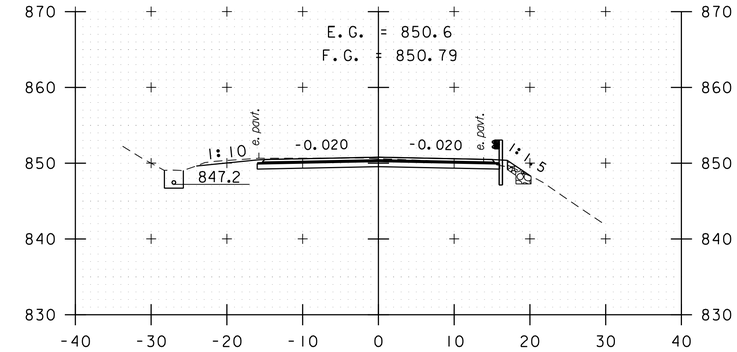
A 175+00



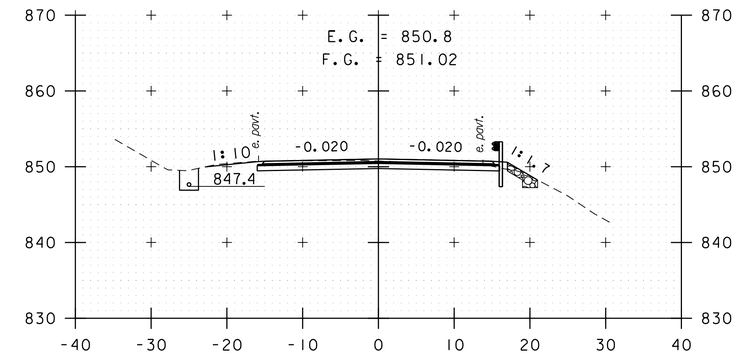
A 174+50



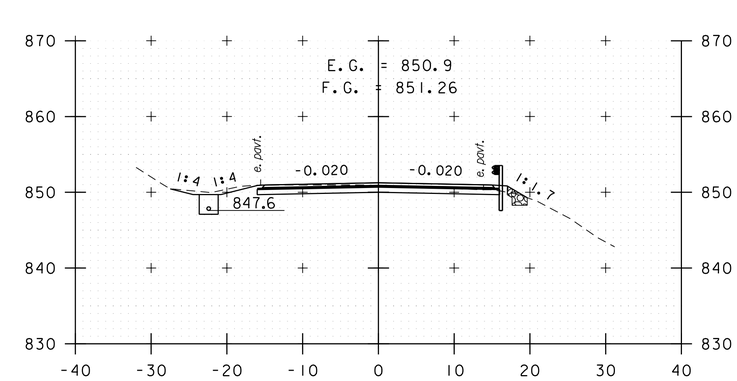
A 174+00



A 176+50



A 176+00



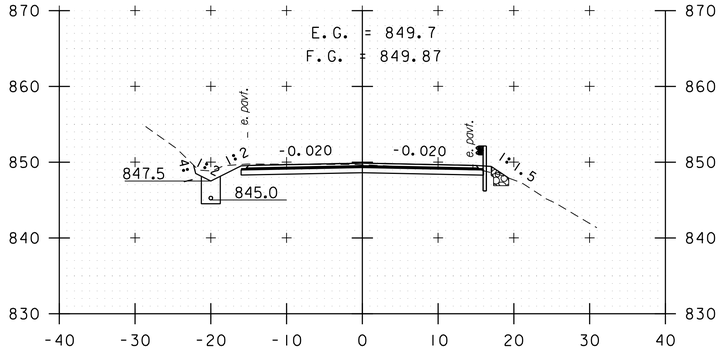
A 175+50

STA. A 172+50 TO STA. A 176+50

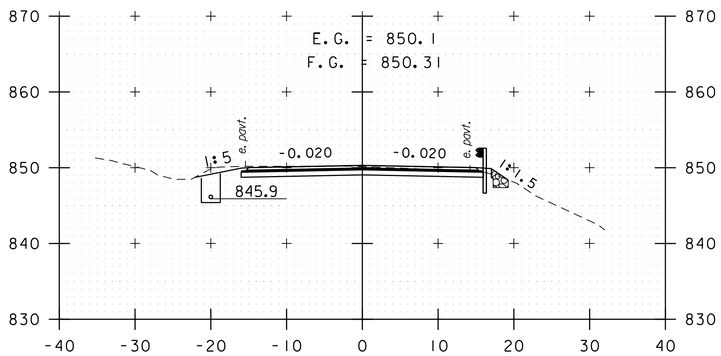
0 10 20
SCALE IN FEET

vhb

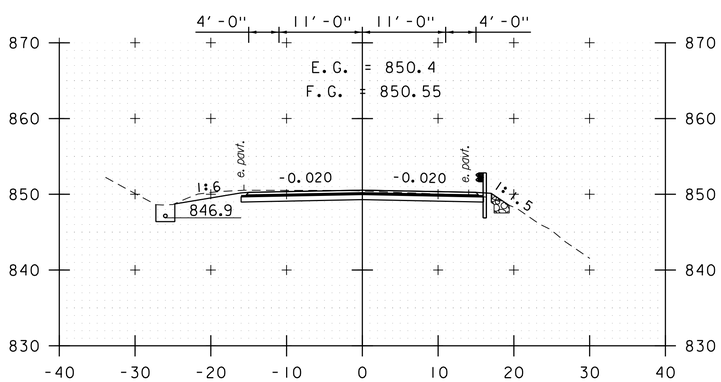
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234xs_Pitt.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E. DETRICK	DRAWN BY: C. CILLEY
DESIGNED BY: J. HILTON	CHECKED BY: E. DETRICK
CROSS SECTION SHEET 93	SHEET 331 OF 424



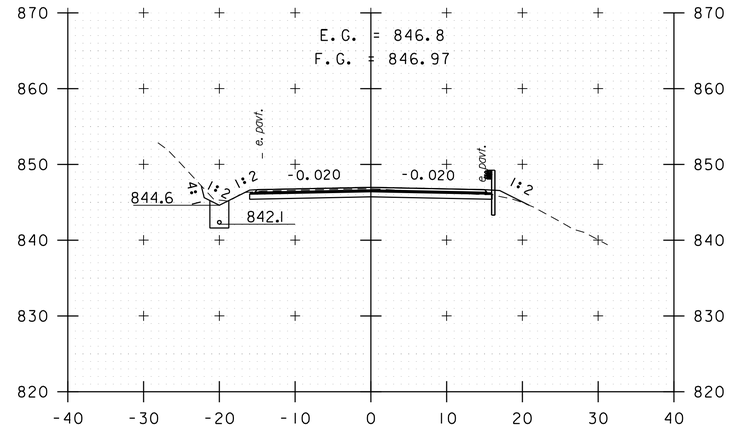
A 178+00



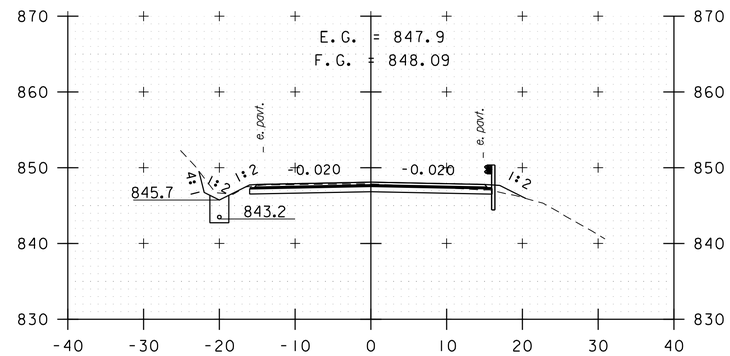
A 177+50



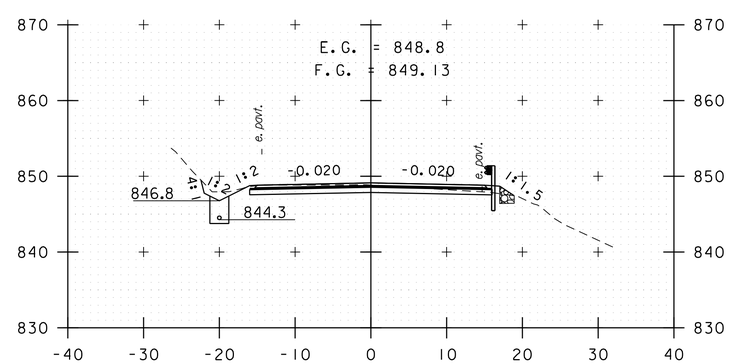
A 177+00



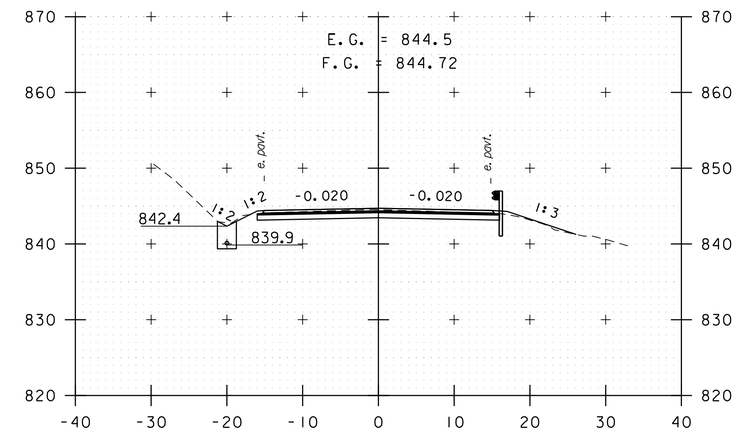
A 179+50



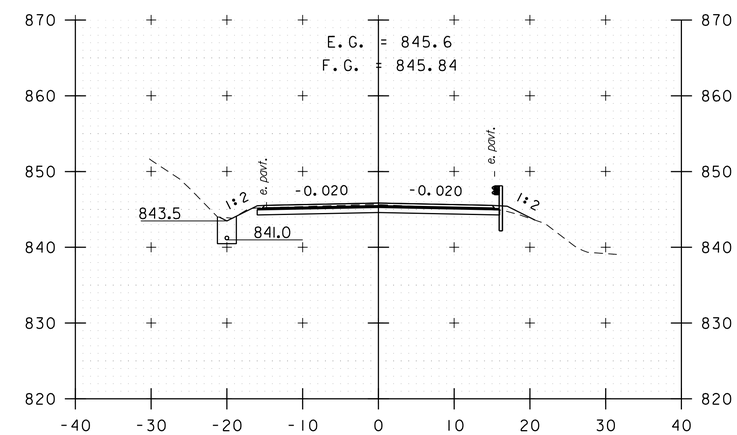
A 179+00



A 178+50



A 180+50



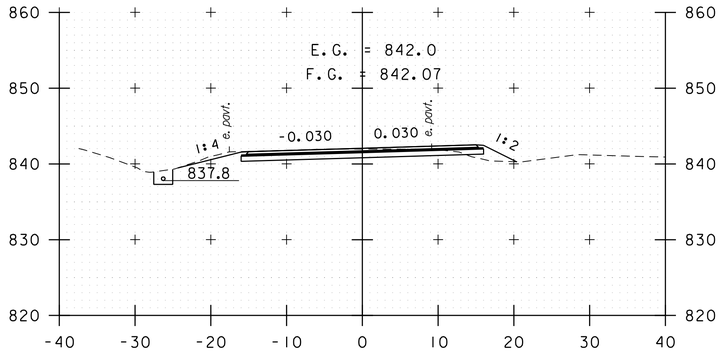
A 180+00

STA. A 177+00 TO STA. A 180+50

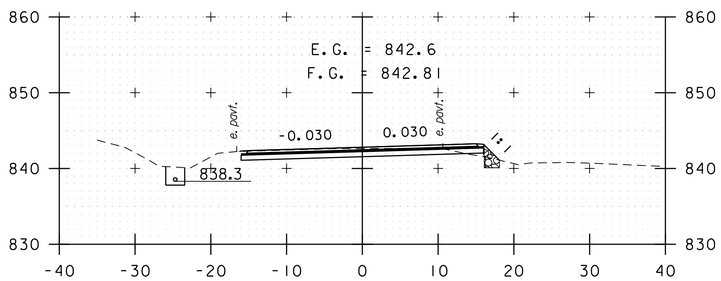
0 10 20
SCALE IN FEET

vhb

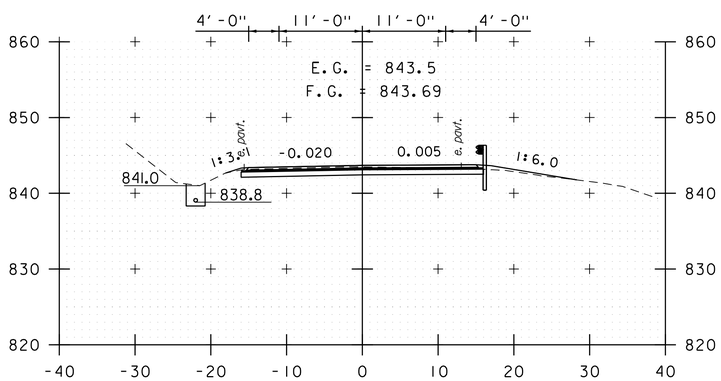
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234xs_Pitt.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E. DETRICK	DRAWN BY: C. CILLEY
DESIGNED BY: J. HILTON	CHECKED BY: E. DETRICK
CROSS SECTION SHEET 94	SHEET 332 OF 424



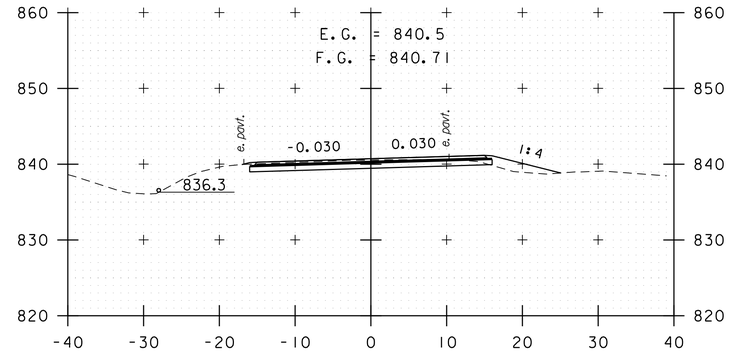
A 182+00



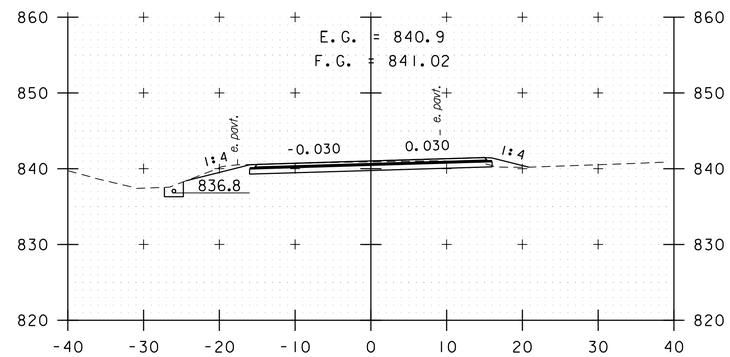
A 181+50



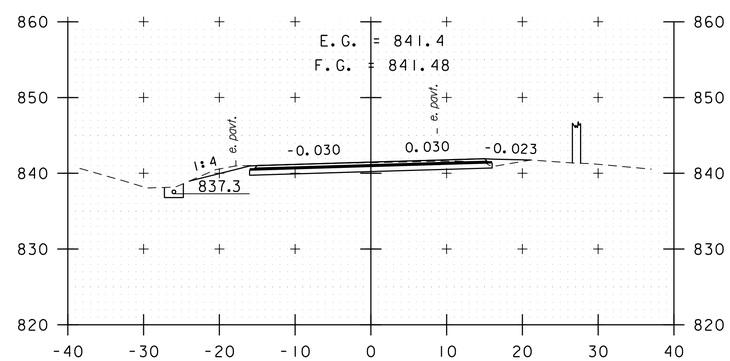
A 181+00



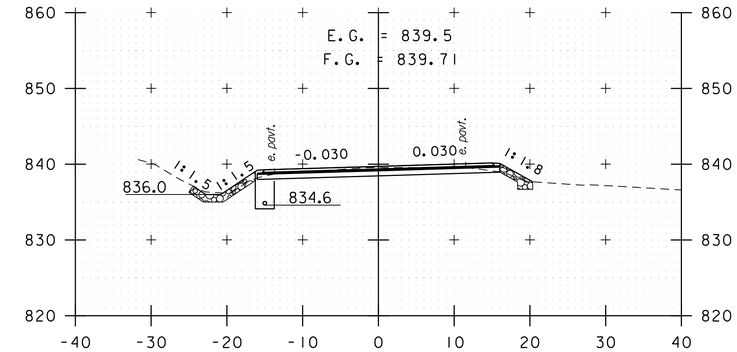
A 183+50



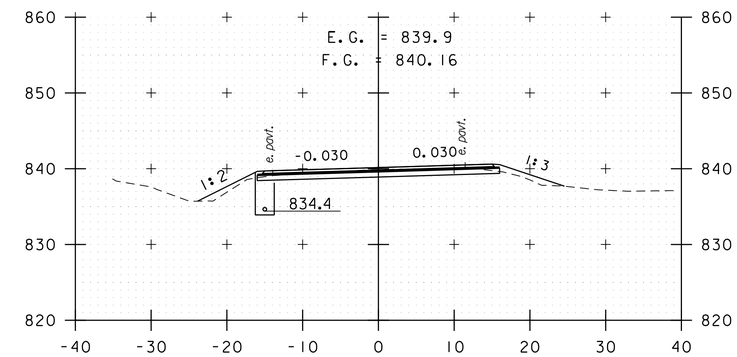
A 183+00



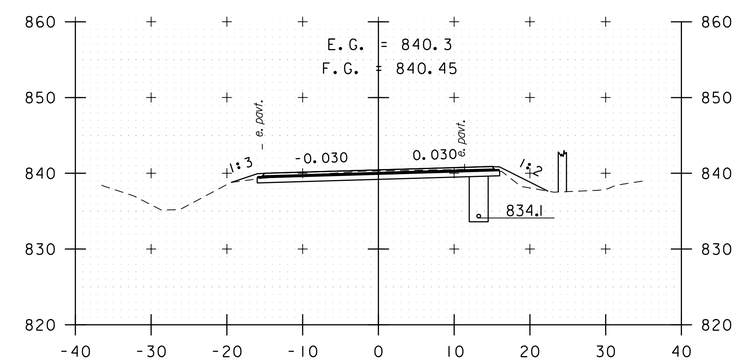
A 182+50



A 185+00



A 184+50



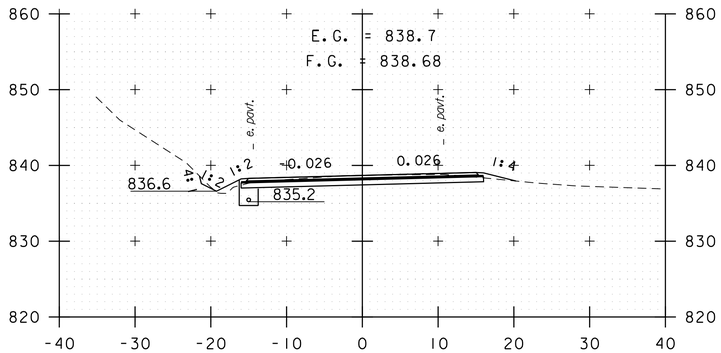
A 184+00

STA. A 181+00 TO STA. A 185+00

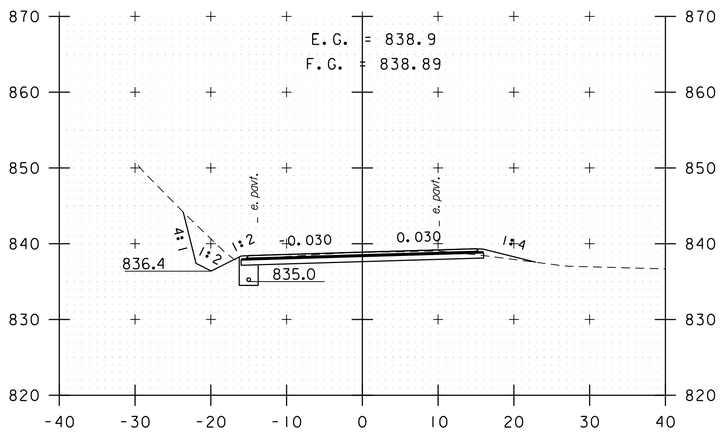
0 10 20
SCALE IN FEET

vhb

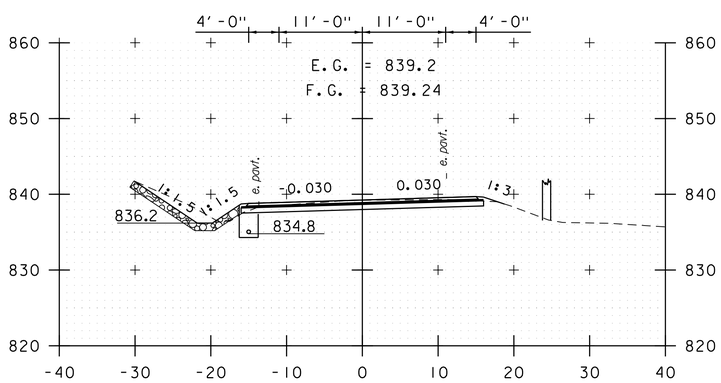
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234xs_Pitt.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E. DETRICK	DRAWN BY: C. CILLEY
DESIGNED BY: J. HILTON	CHECKED BY: E. DETRICK
CROSS SECTION SHEET 95	SHEET 333 OF 424



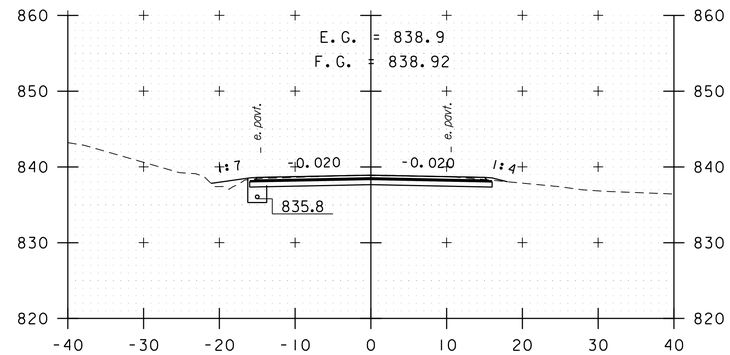
A 186+50



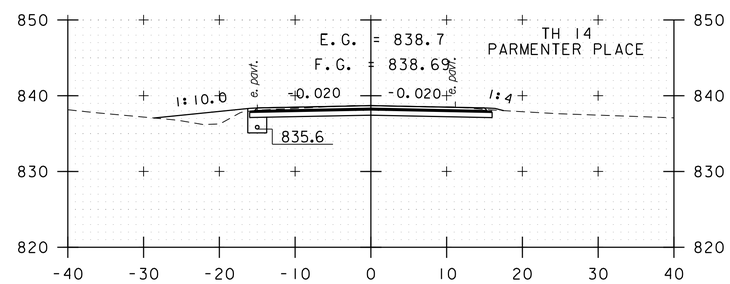
A 186+00



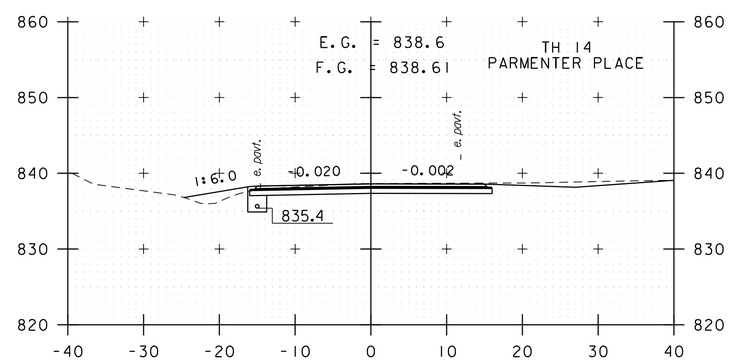
A 185+50



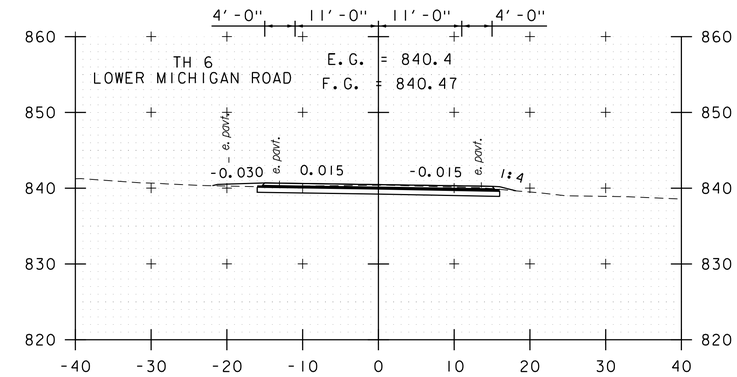
A 188+00



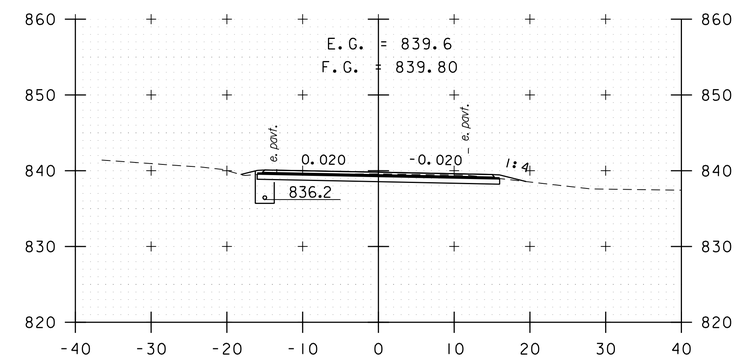
A 187+50



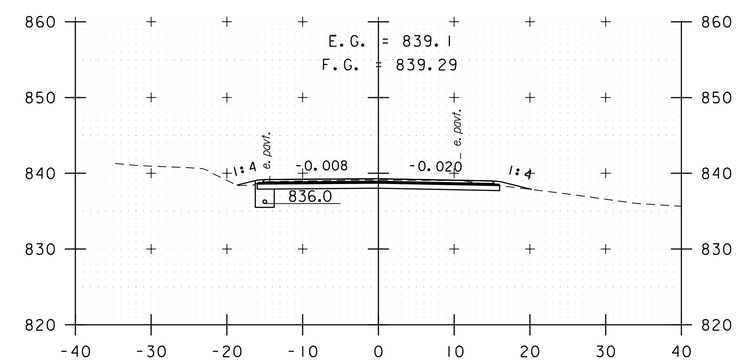
A 187+00



A 189+50



A 189+00



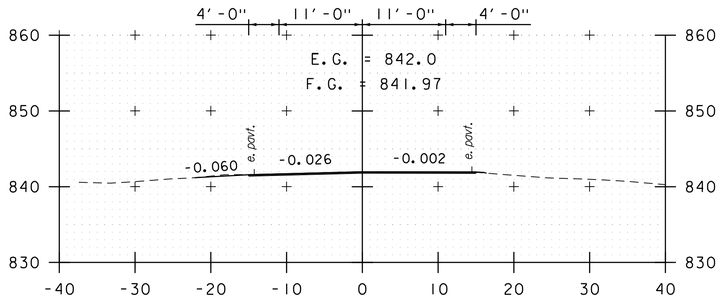
A 188+50

STA. A 185+50 TO STA. A 189+50

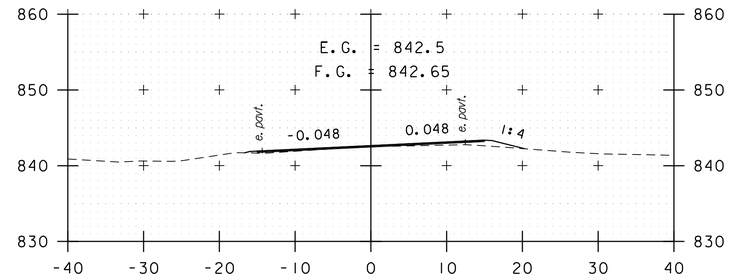
0 10 20
SCALE IN FEET

vhb

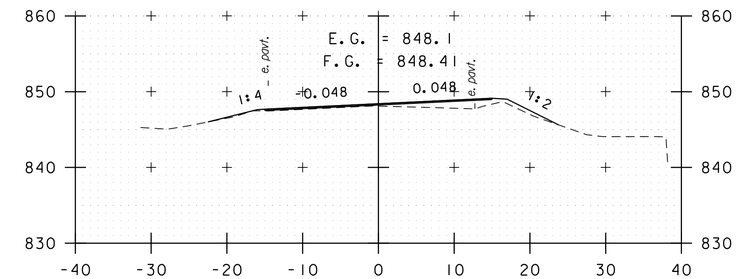
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234xs_Pitt.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E. DETRICK	DRAWN BY: C. CILLEY
DESIGNED BY: J. HILTON	CHECKED BY: E. DETRICK
CROSS SECTION SHEET 96	SHEET 334 OF 424



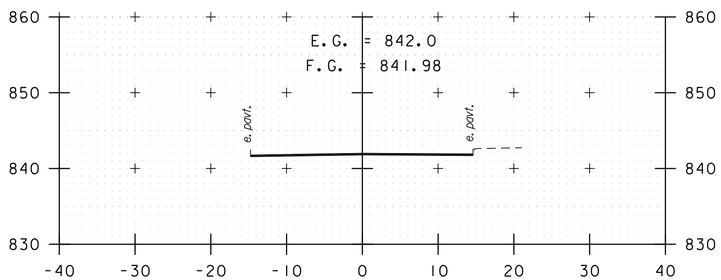
A 191+00



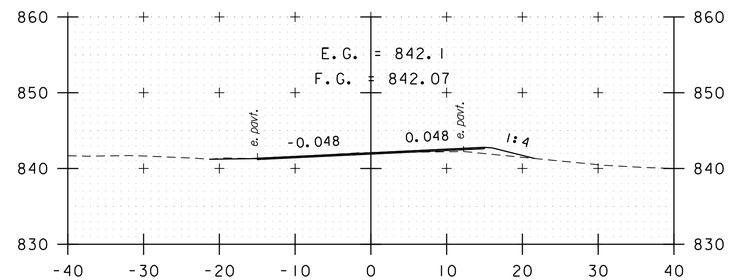
A 192+50



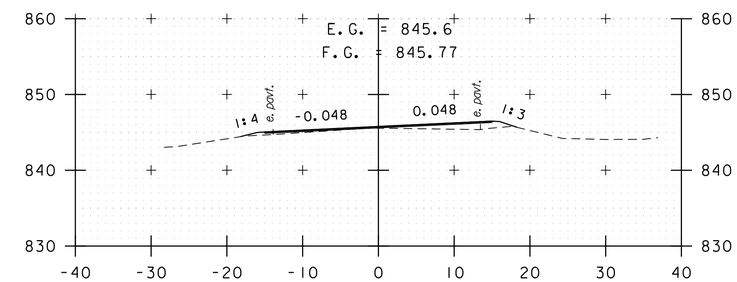
A 194+00



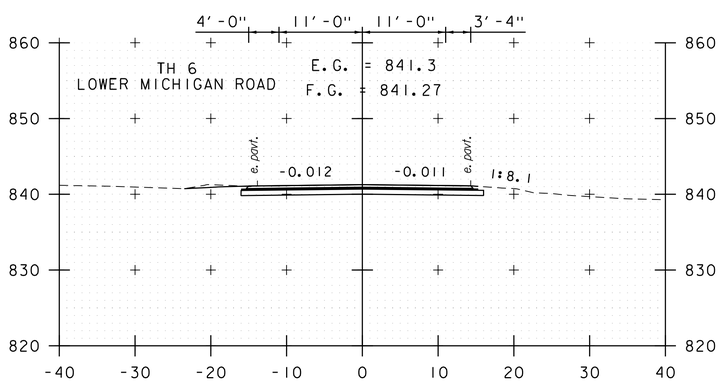
A 190+50



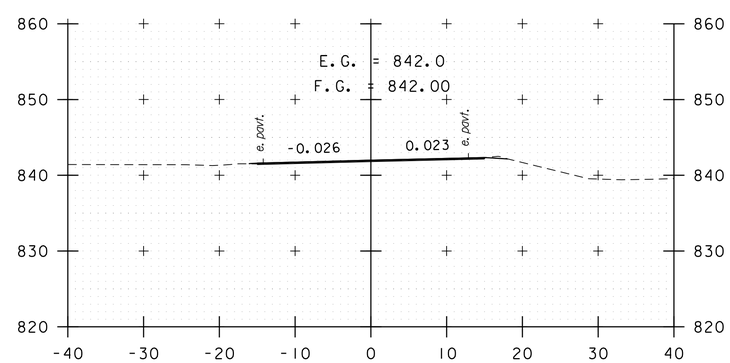
A 192+00



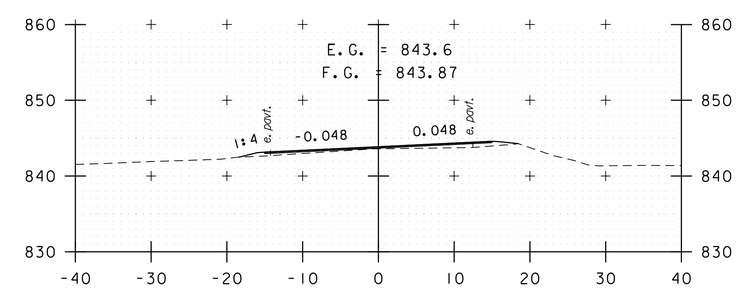
A 193+50



A 190+00



A 191+50

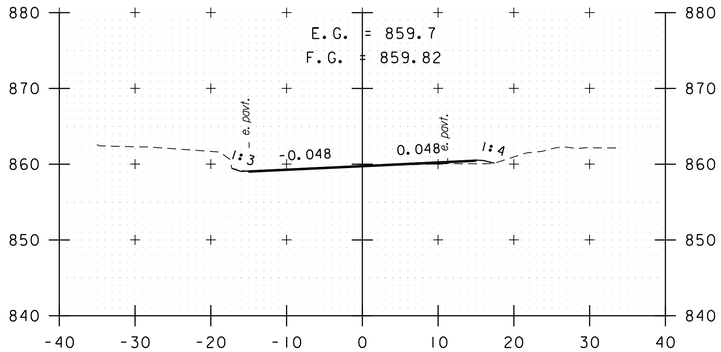


A 193+00

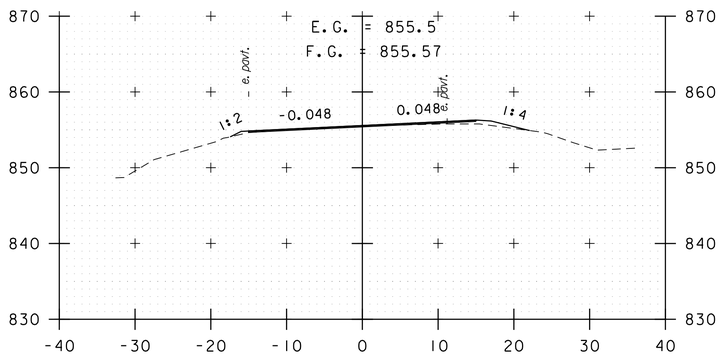
STA. A 190+00 TO STA. A 194+00

0 10 20
SCALE IN FEET

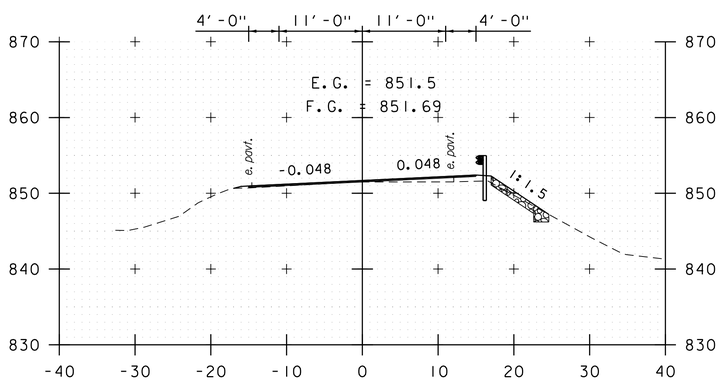
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234xs_Pitt.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E. DETRICK	DRAWN BY: C. CILLEY
DESIGNED BY: J. HILTON	CHECKED BY: E. DETRICK
CROSS SECTION SHEET 97	SHEET 335 OF 424



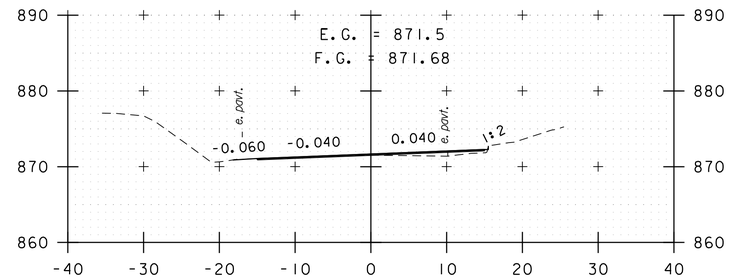
A 195+50



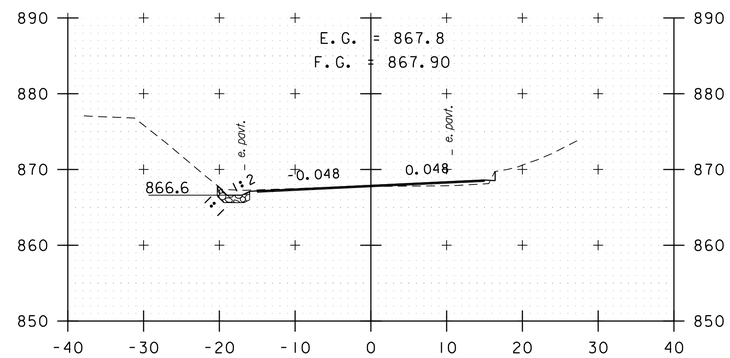
A 195+00



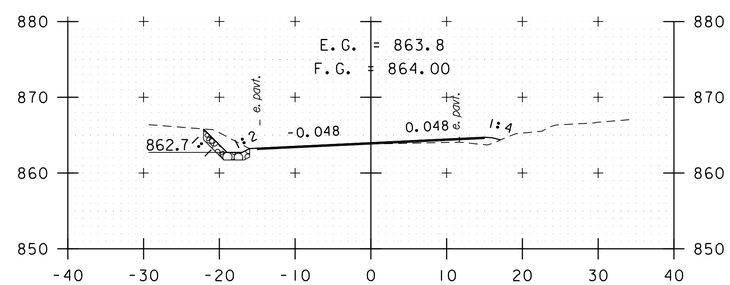
A 194+50



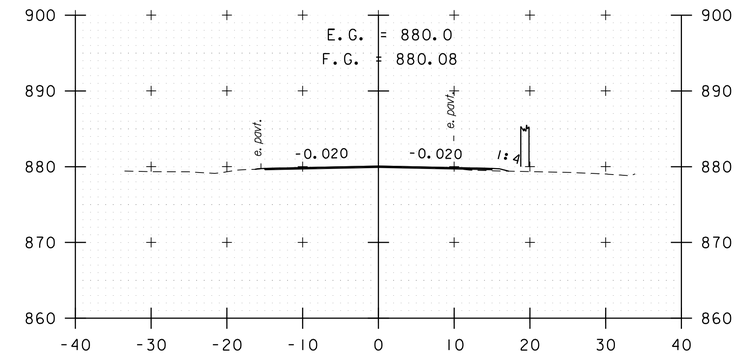
A 197+00



A 196+50



A 196+00



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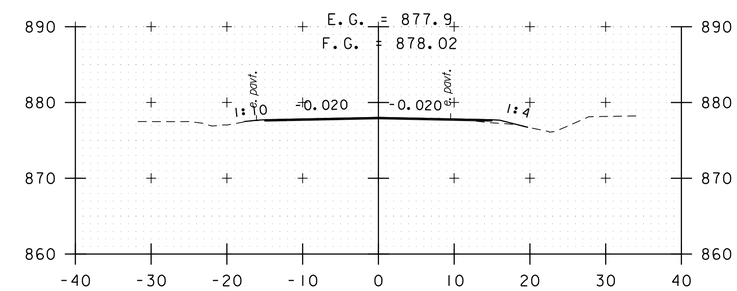
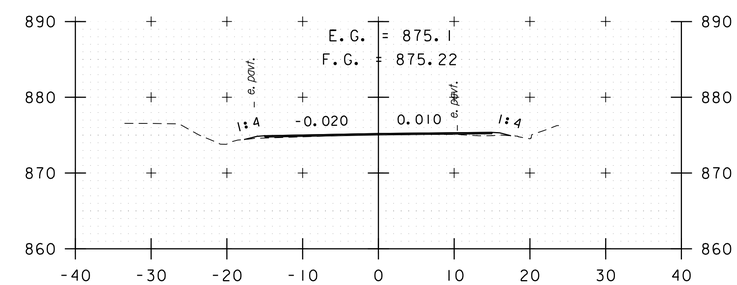


A 198+00



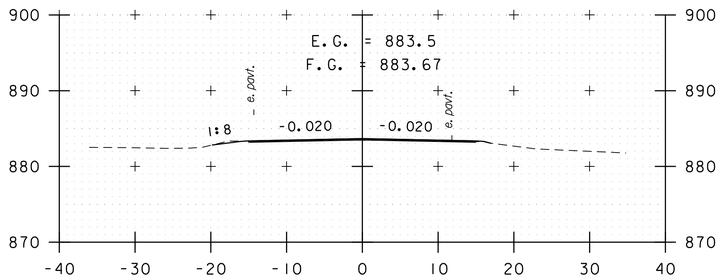
A 197+50

STA. A 194+50 TO STA. A 198+50

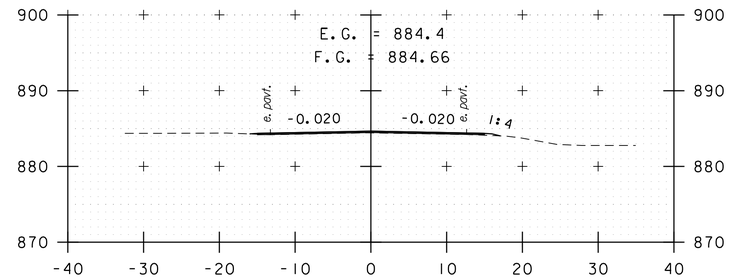
0 10 20
SCALE IN FEET

vhb

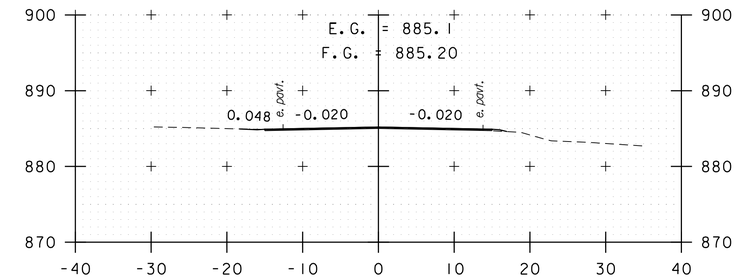
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234xs_Pitt.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E. DETRICK	DRAWN BY: C. CILLEY
DESIGNED BY: J. HILTON	CHECKED BY: E. DETRICK
CROSS SECTION SHEET 98	SHEET 336 OF 424



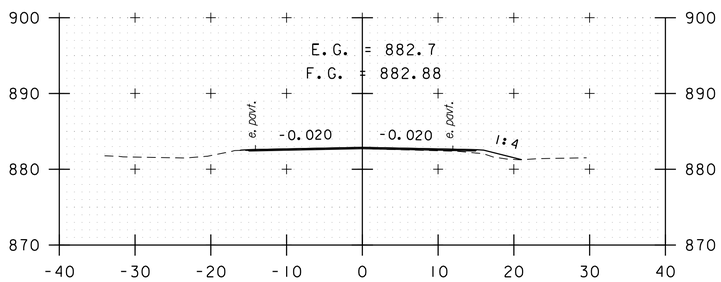
A 200+00



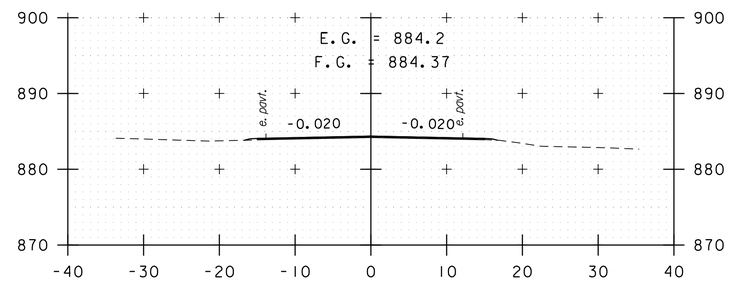
A 201+50



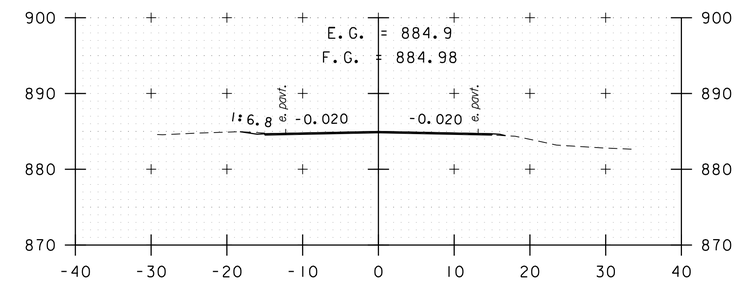
A 203+00



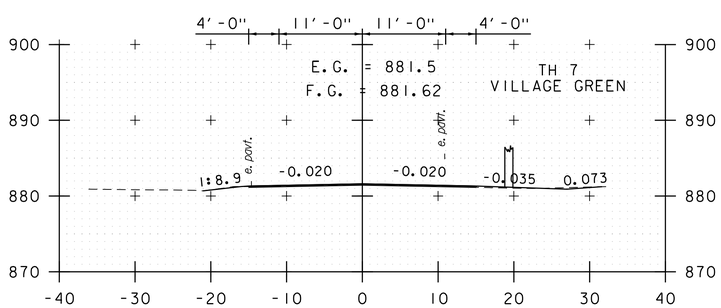
A 199+50



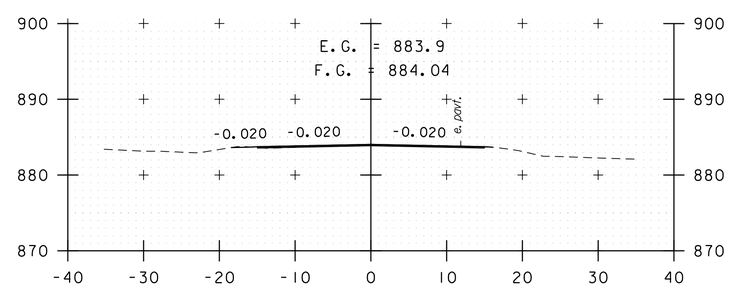
A 201+00



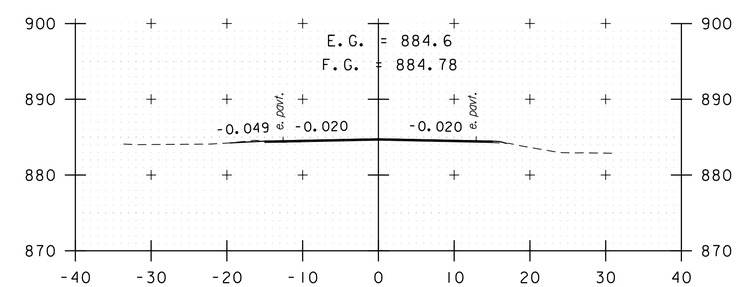
A 202+50



A 199+00



A 200+50

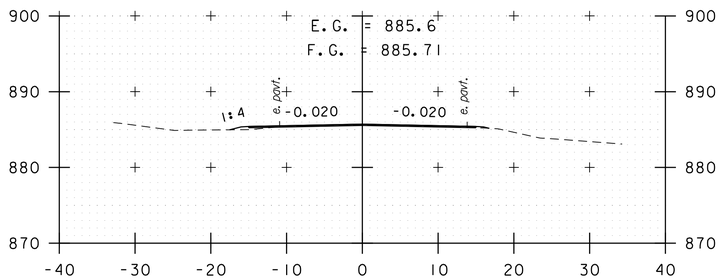


A 202+00

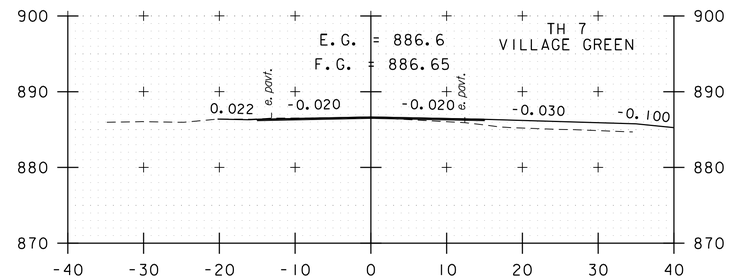
STA. A 199+00 TO STA. A 203+00

0 10 20
SCALE IN FEET

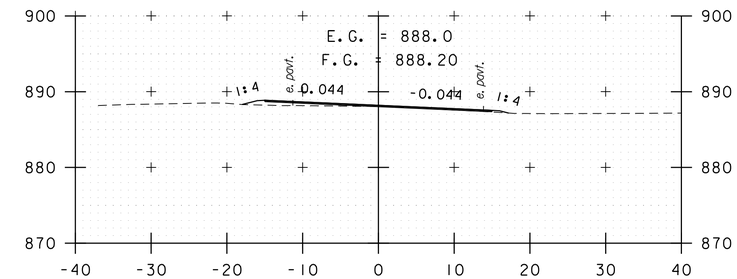
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234xs_Pitt.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E. DETRICK	DRAWN BY: C. CILLEY
DESIGNED BY: J. HILTON	CHECKED BY: E. DETRICK
CROSS SECTION SHEET 99	SHEET 337 OF 424



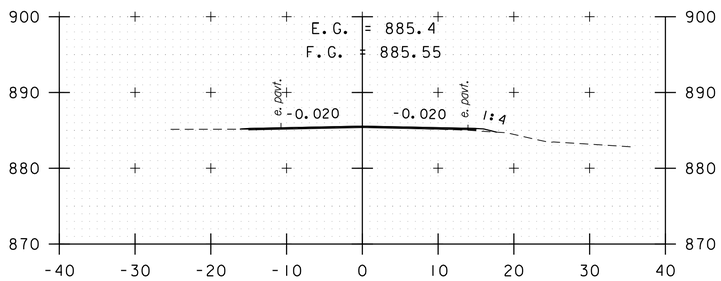
A 204+50



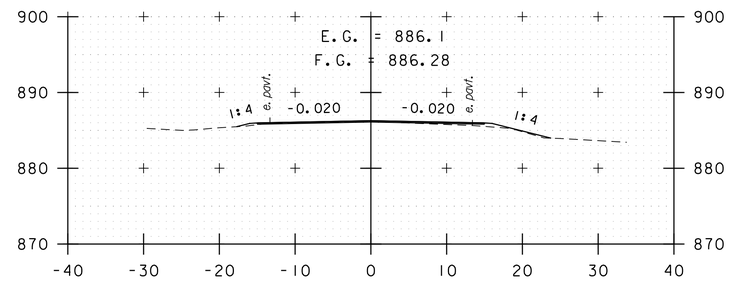
A 206+00



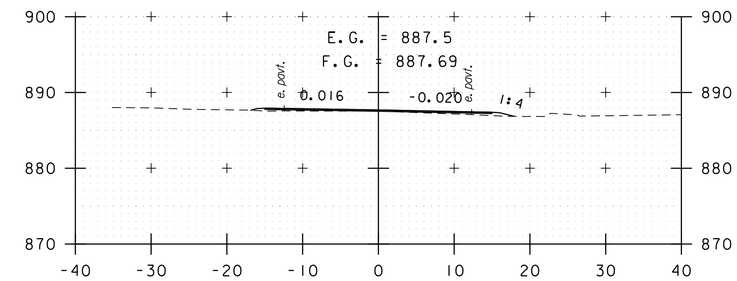
A 207+50



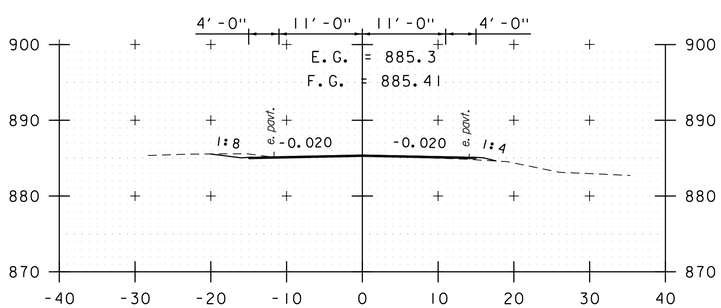
A 204+00



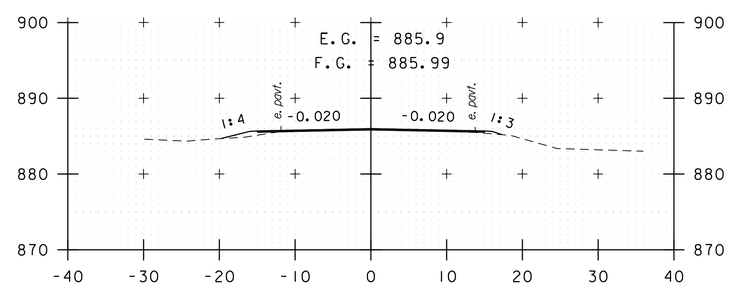
A 205+50



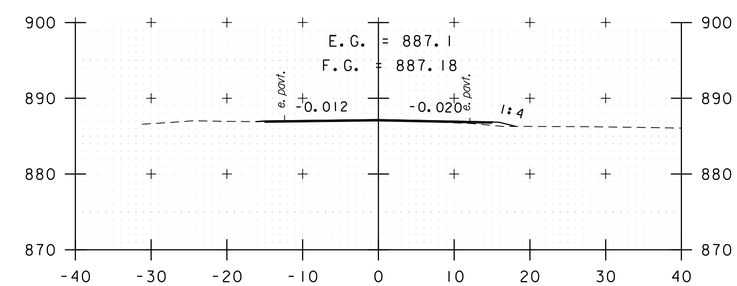
A 207+00



A 203+50



A 205+00

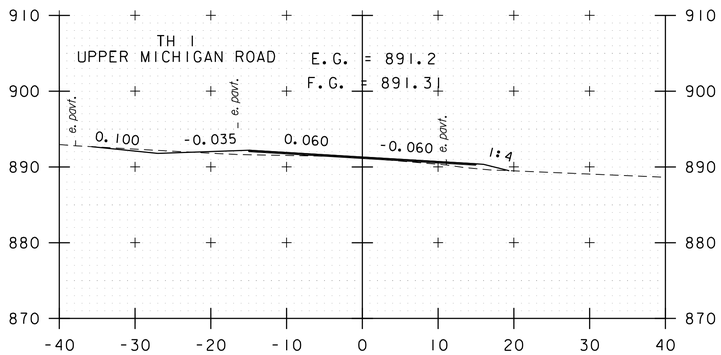


A 206+50

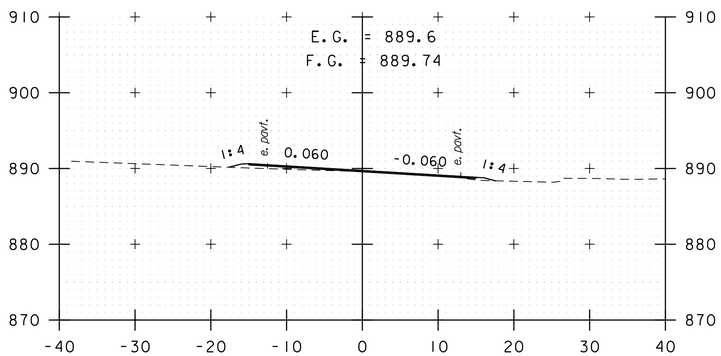
STA. A 203+50 TO STA. A 207+50

0 10 20
SCALE IN FEET

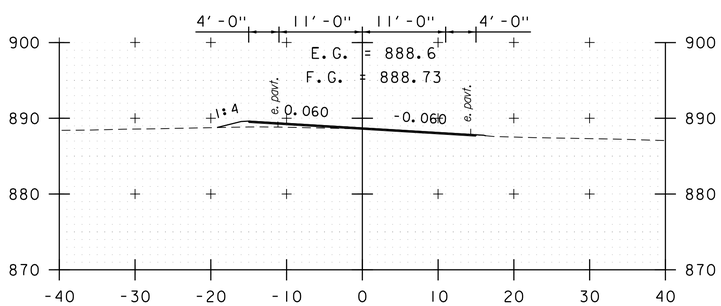
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: zi2B234xs_Pitt.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E. DETRICK	DRAWN BY: C. CILLEY
DESIGNED BY: J. HILTON	CHECKED BY: E. DETRICK
CROSS SECTION SHEET 100	SHEET 338 OF 424



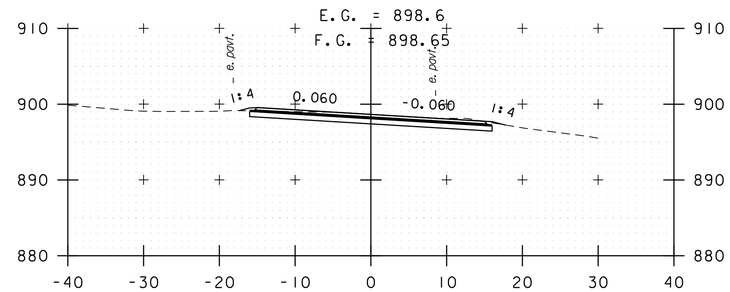
A 209+00



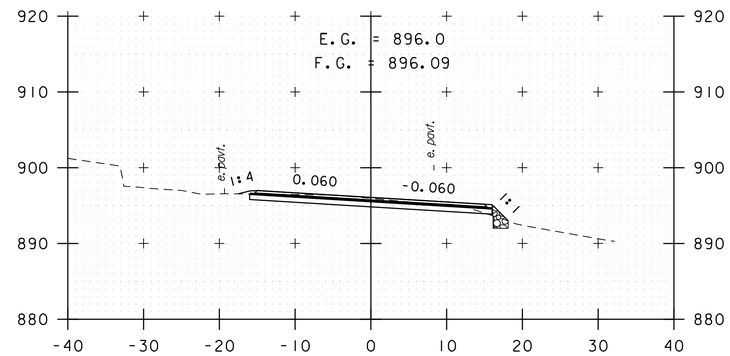
A 208+50



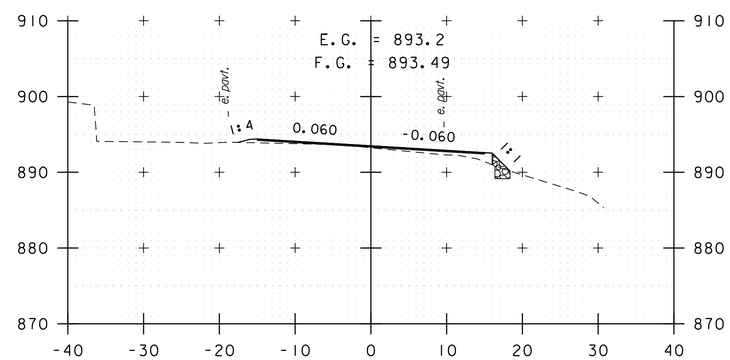
A 208+00



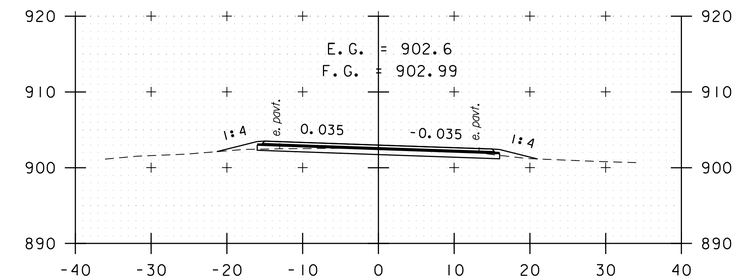
A 210+50



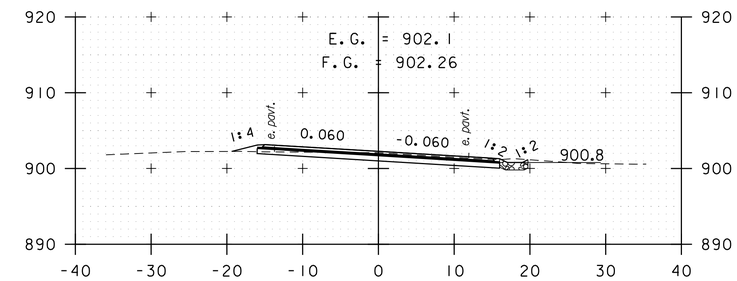
A 210+00



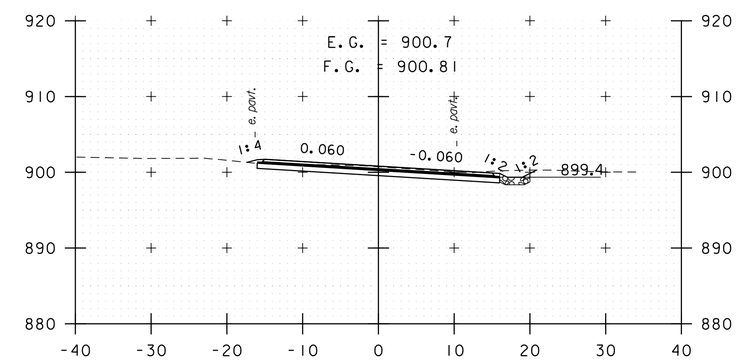
A 209+50



A 212+00



A 211+50

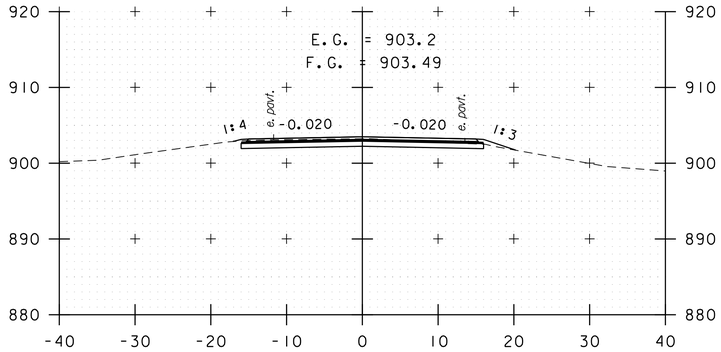


A 211+00

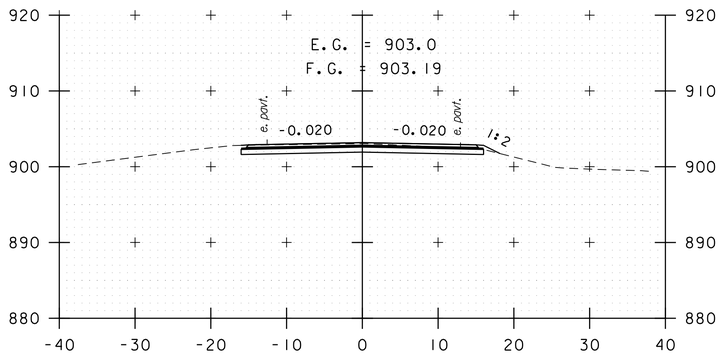
STA. A 208+00 TO STA. A 212+00

0 10 20
SCALE IN FEET

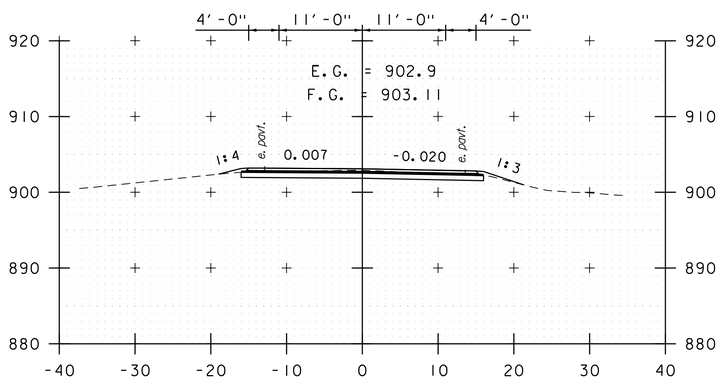
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234xs_Pitt.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E. DETRICK	DRAWN BY: C. CILLEY
DESIGNED BY: J. HILTON	CHECKED BY: E. DETRICK
CROSS SECTION SHEET 101	SHEET 339 OF 424



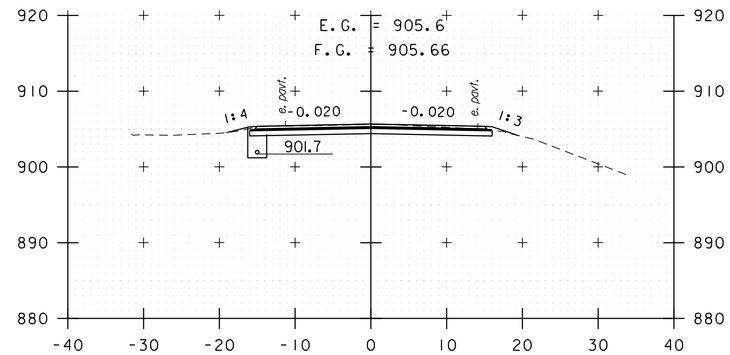
A 213+50



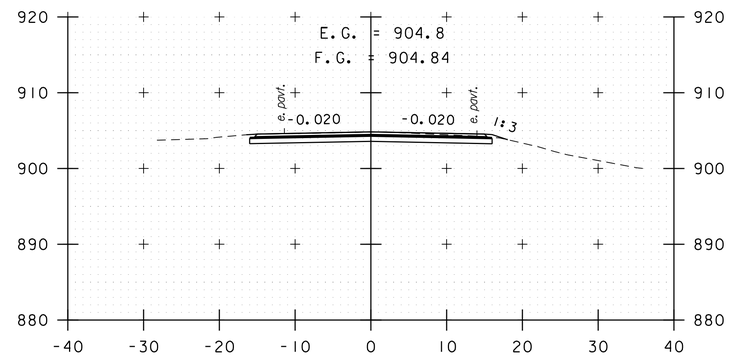
A 213+00



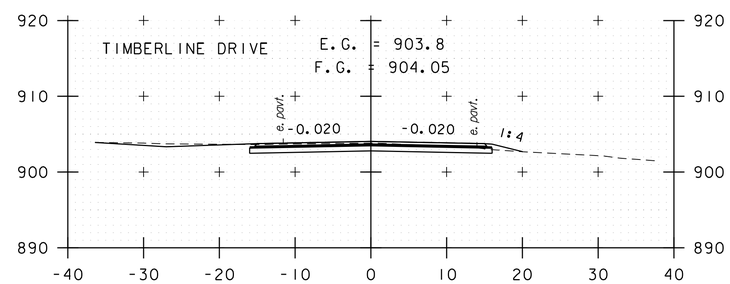
A 212+50



A 215+00



A 214+50



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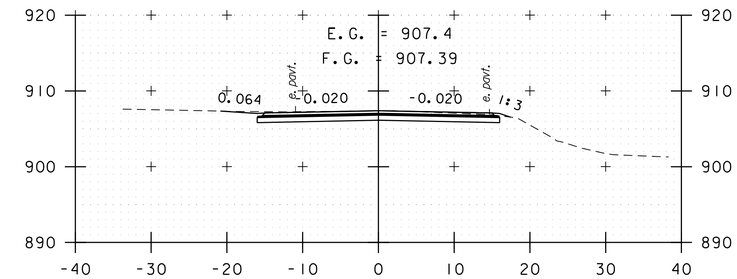
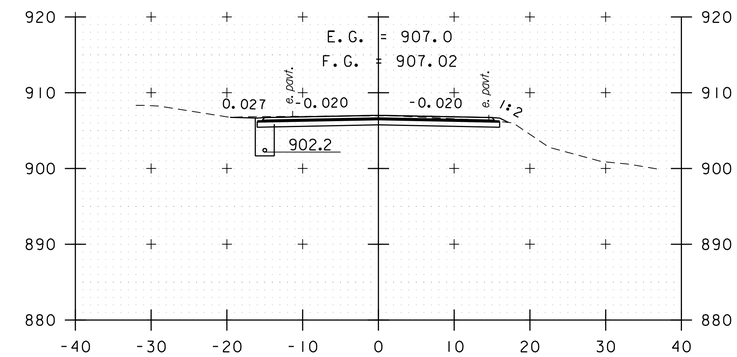
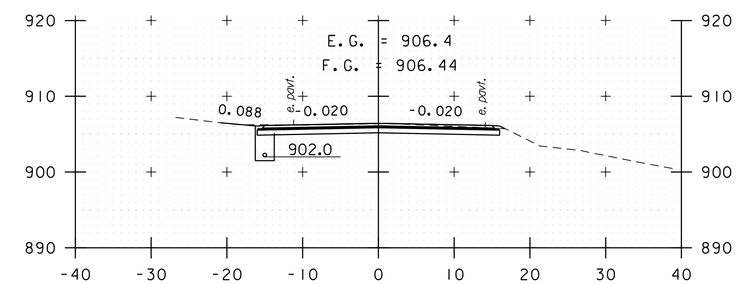


A 216+50



A 216+00

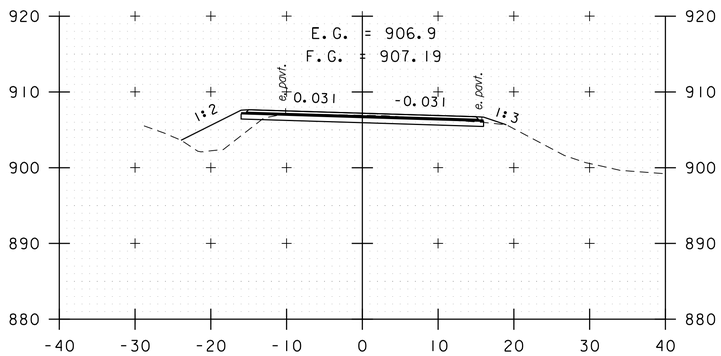


A 215+50

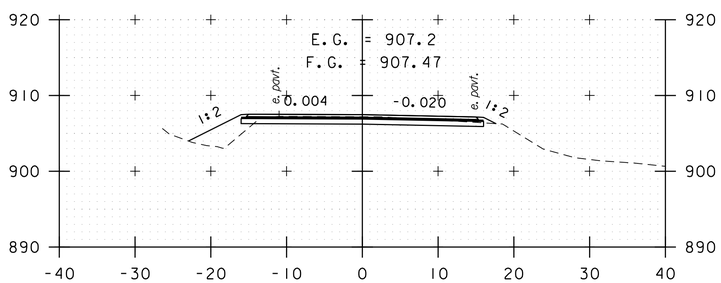
STA. A 212+50 TO STA. A 216+50

0 10 20
SCALE IN FEET

PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234xs_Pitt.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E. DETRICK	DRAWN BY: C. CILLEY
DESIGNED BY: J. HILTON	CHECKED BY: E. DETRICK
CROSS SECTION SHEET 102	SHEET 340 OF 424



A 218+00



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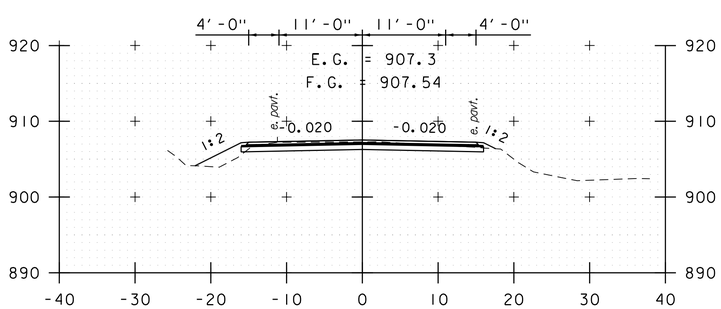
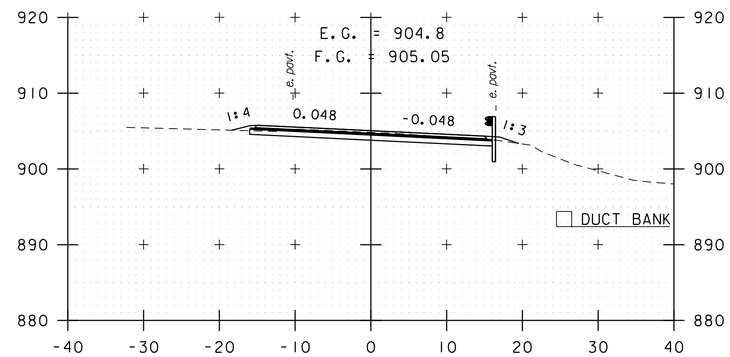
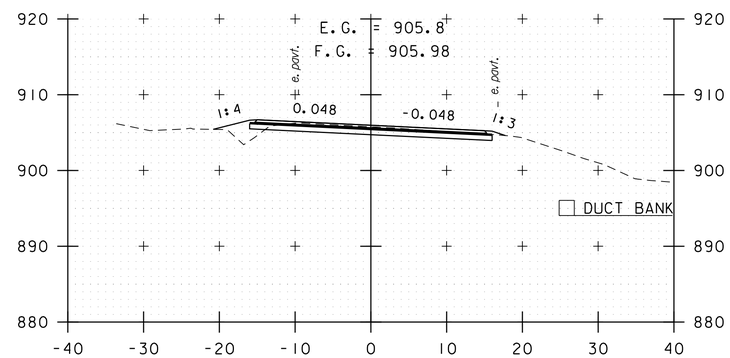


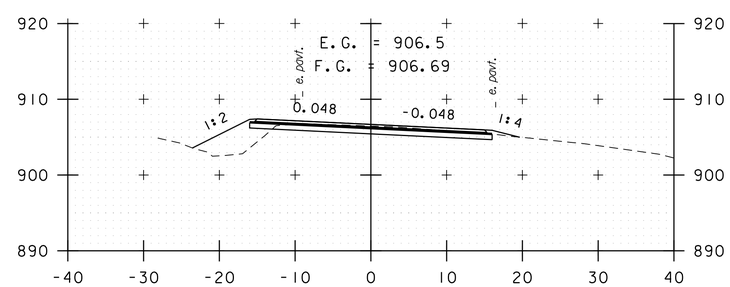
A 217+00



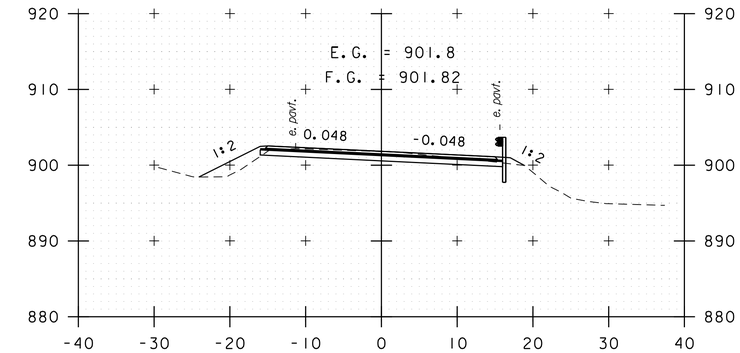
A 219+50



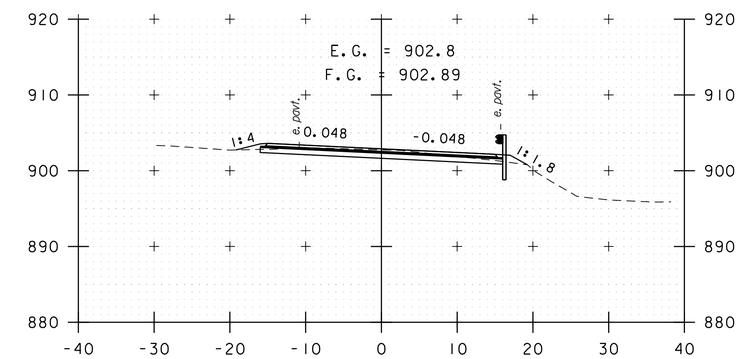
A 219+00



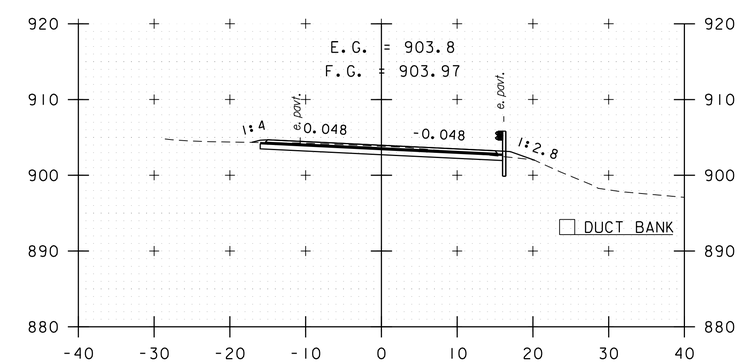
A 218+50



A 221+00



A 220+50

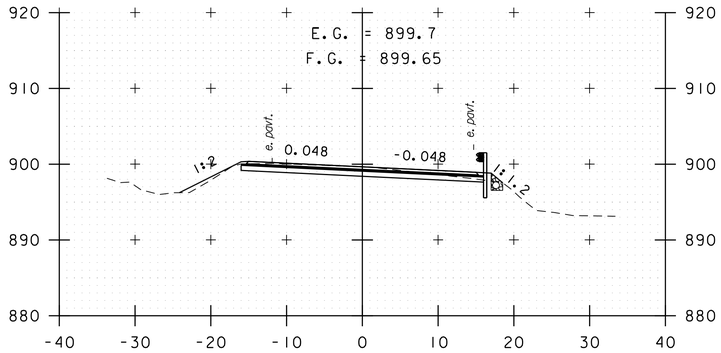


A 220+00

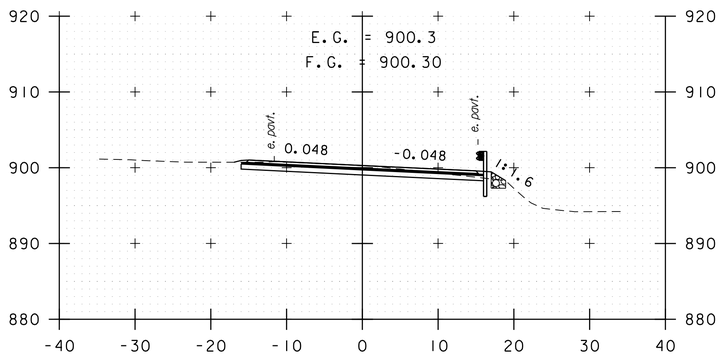
STA. A 217+00 TO STA. A 221+00

0 10 20
SCALE IN FEET

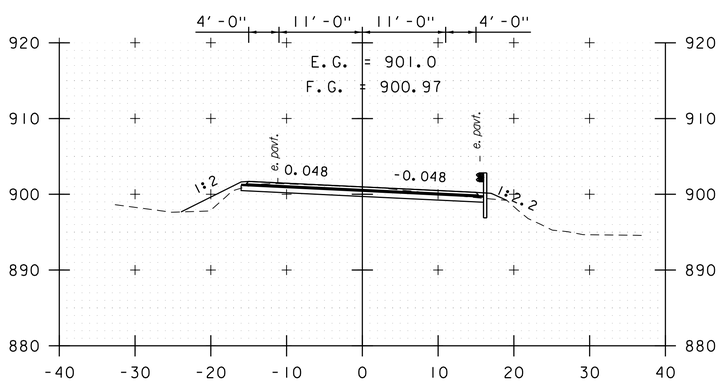
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234xs_Pitt.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E. DETRICK	DRAWN BY: C. CILLEY
DESIGNED BY: J. HILTON	CHECKED BY: E. DETRICK
CROSS SECTION SHEET 103	SHEET 341 OF 424



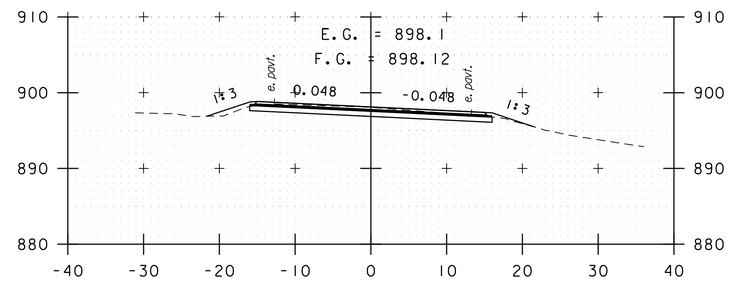
A 222+50



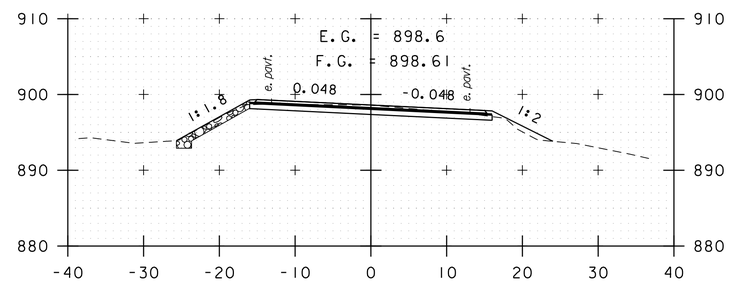
A 222+00



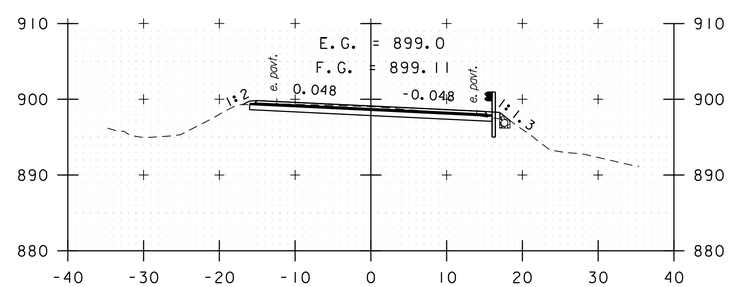
A 221+50



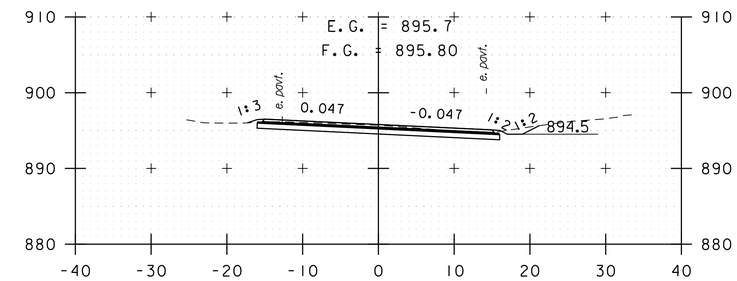
A 224+00



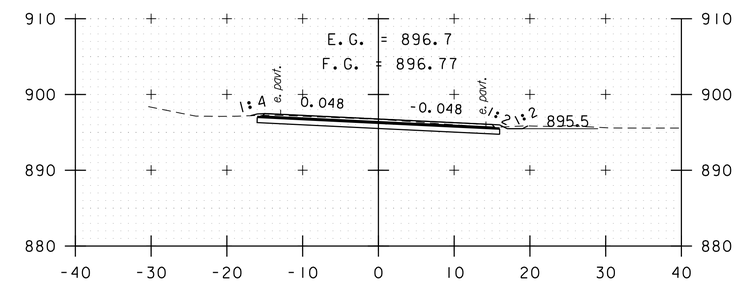
A 223+50



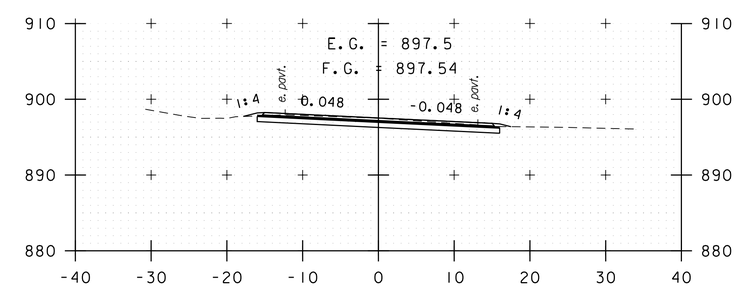
A 223+00



A 225+50



A 225+00

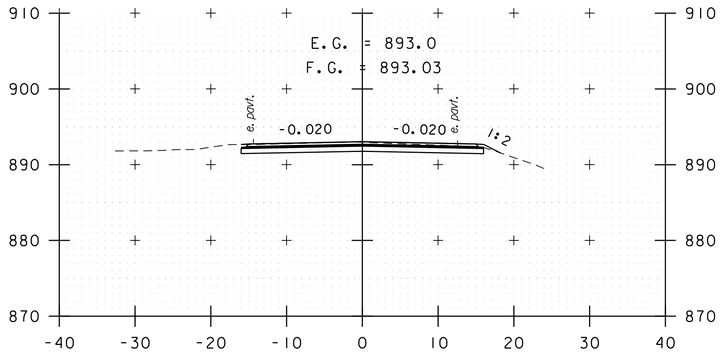


A 224+50

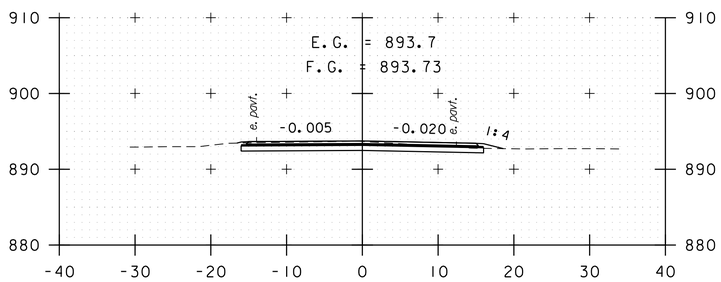
STA. A 221+50 TO STA. A 225+50

0 10 20
SCALE IN FEET

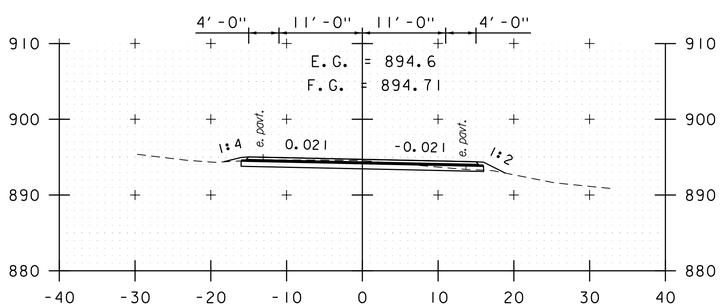
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234xs_Pitt.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E. DETRICK	DRAWN BY: C. CILLEY
DESIGNED BY: J. HILTON	CHECKED BY: E. DETRICK
CROSS SECTION SHEET 104	SHEET 342 OF 424



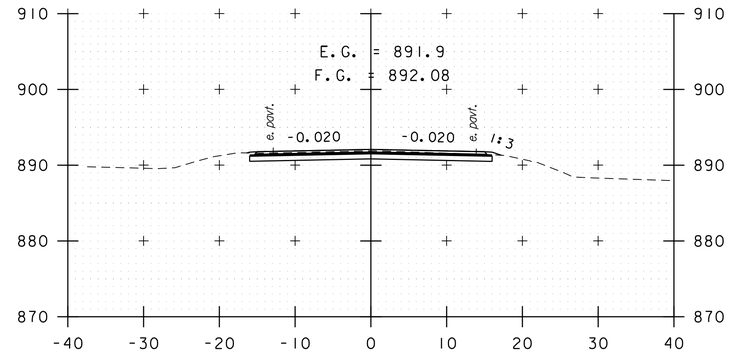
A 227+00



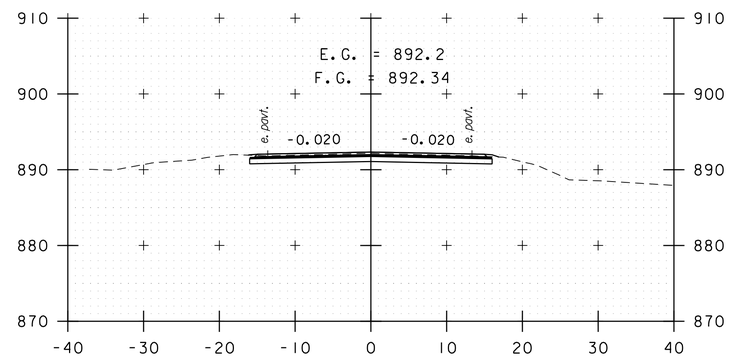
A 226+50



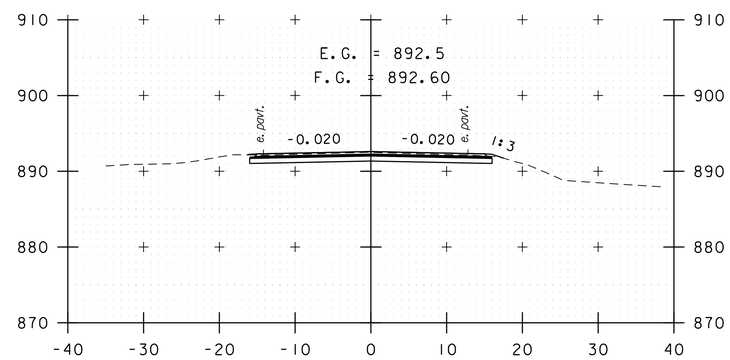
A 226+00



A 228+50



A 228+00



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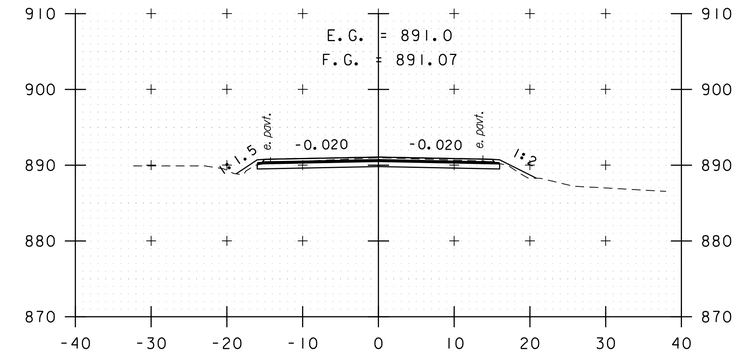
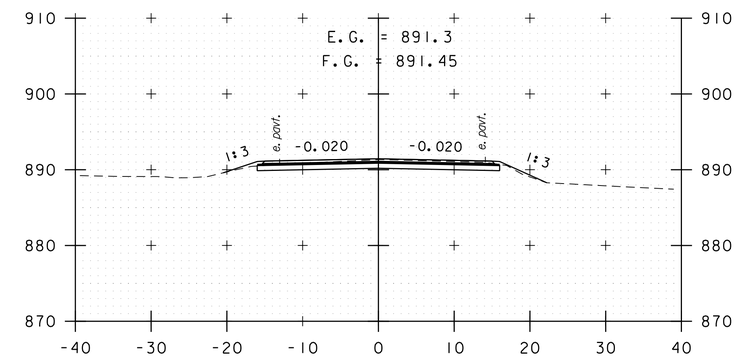
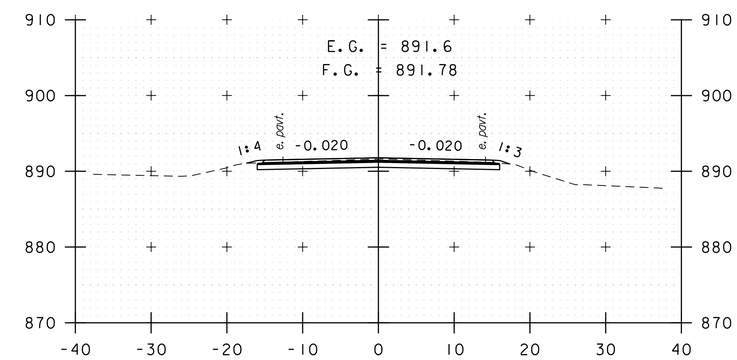


A 230+00



A 229+50

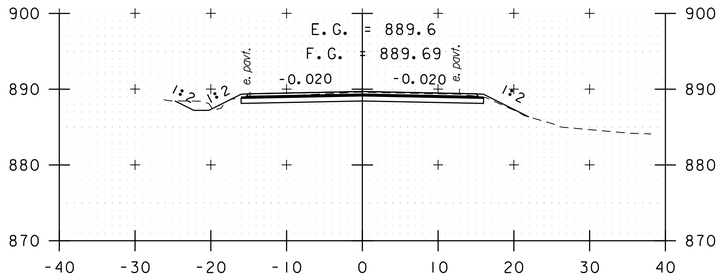


A 229+00

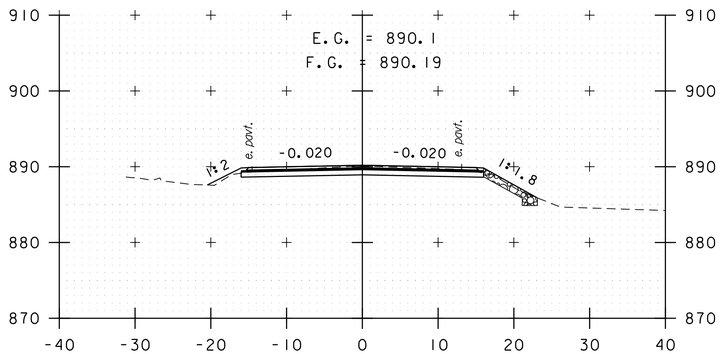
STA. A 226+00 TO STA. A 230+00

0 10 20
SCALE IN FEET

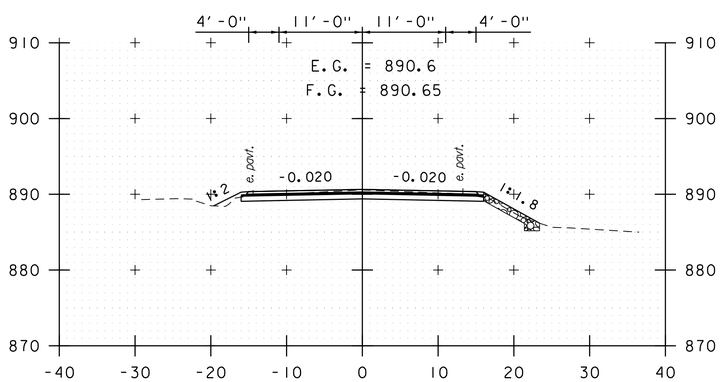
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234xs_Pitt.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E. DETRICK	DRAWN BY: C. CILLEY
DESIGNED BY: J. HILTON	CHECKED BY: E. DETRICK
CROSS SECTION SHEET 105	SHEET 343 OF 424



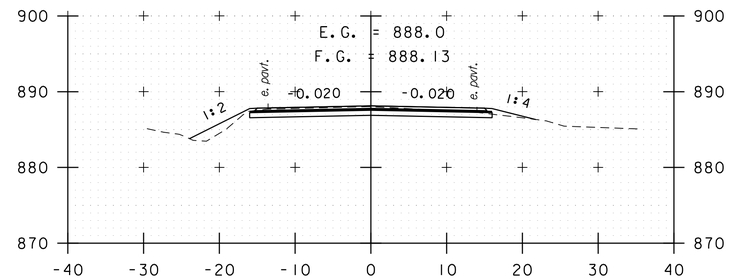
A 231+50



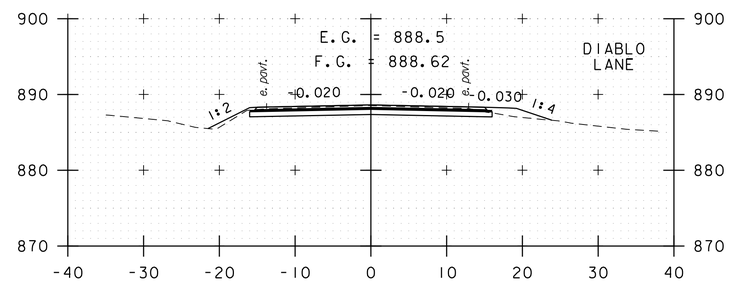
A 231+00



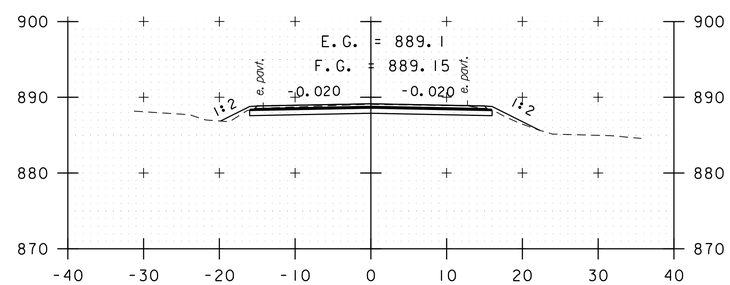
A 230+50



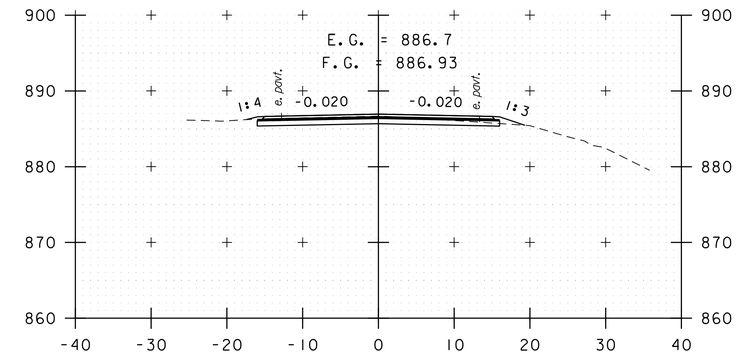
A 233+00



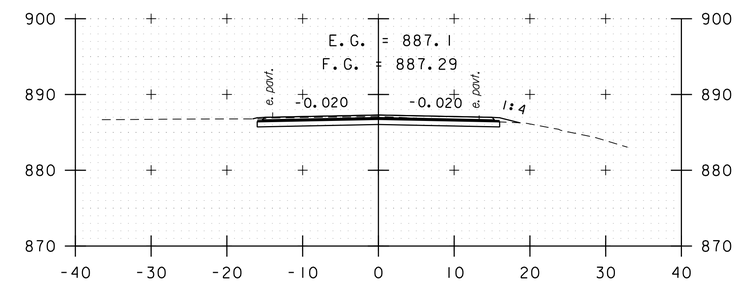
A 232+50



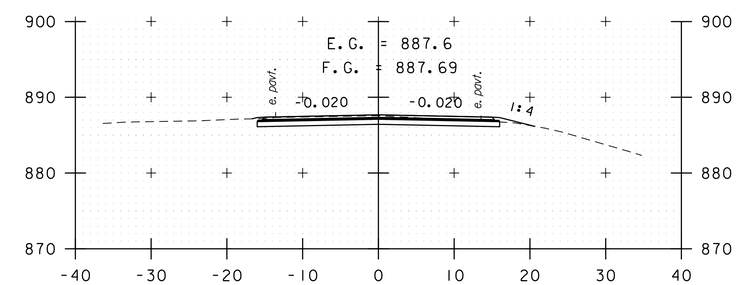
A 232+00



A 234+50



A 234+00

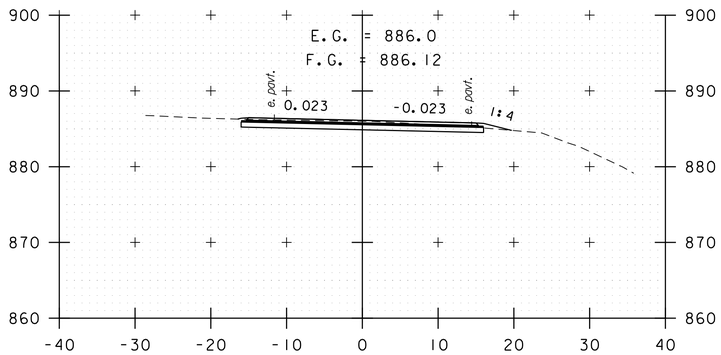


A 233+50

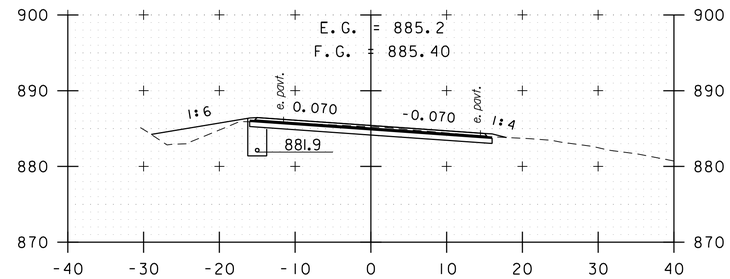
STA. A 230+50 TO STA. A 234+50

0 10 20
SCALE IN FEET

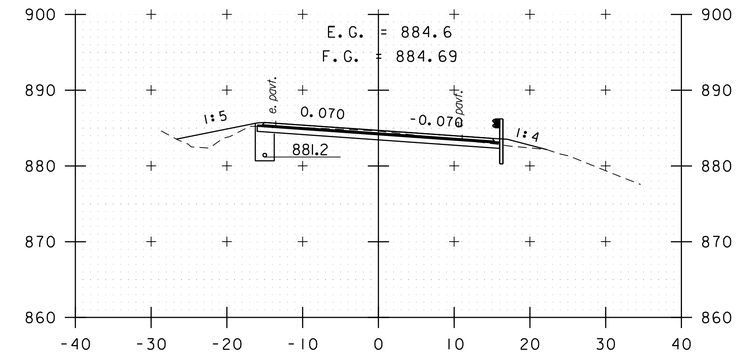
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234xs_Pitt.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E. DETRICK	DRAWN BY: C. CILLEY
DESIGNED BY: J. HILTON	CHECKED BY: E. DETRICK
CROSS SECTION SHEET 106	SHEET 344 OF 424



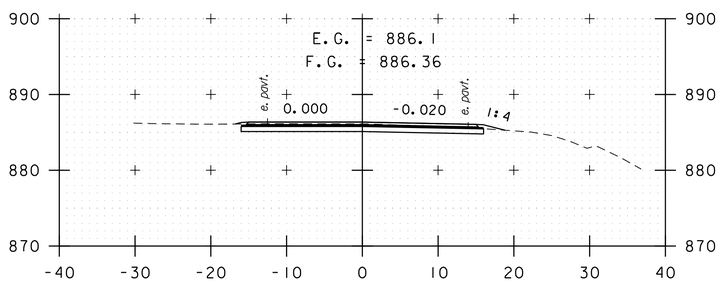
A 236+00



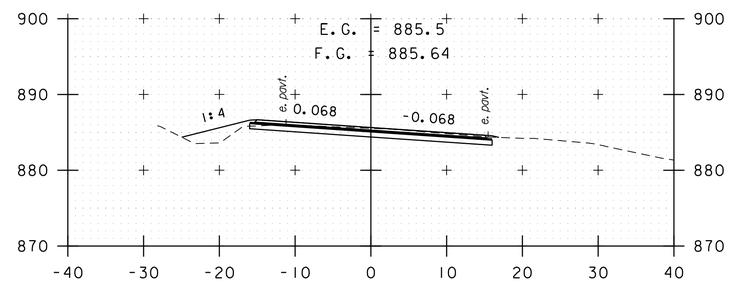
A 237+50



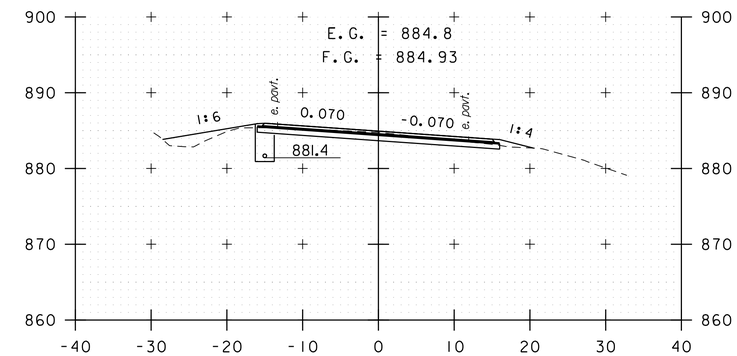
A 239+00



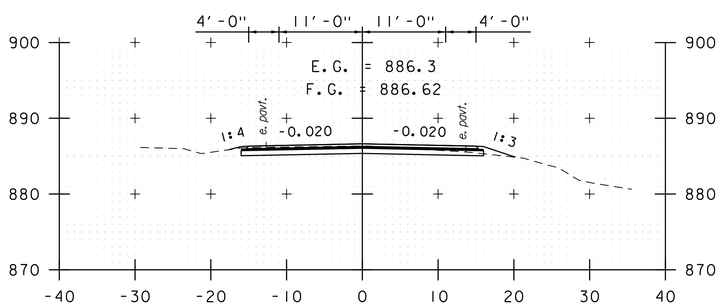
A 235+50



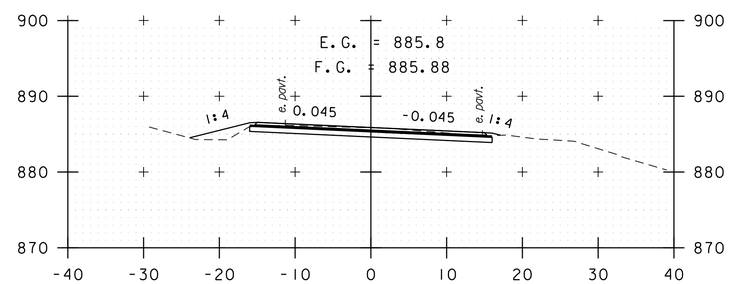
A 237+00



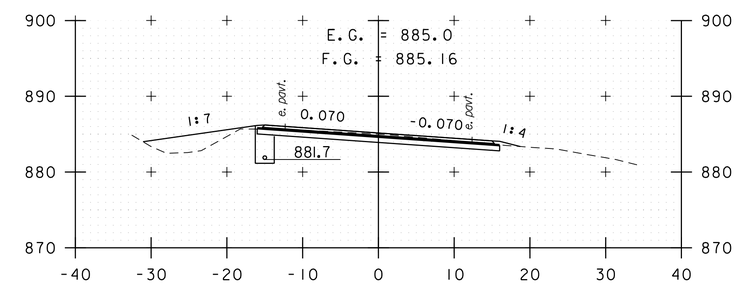
A 238+50



A 235+00



A 236+50

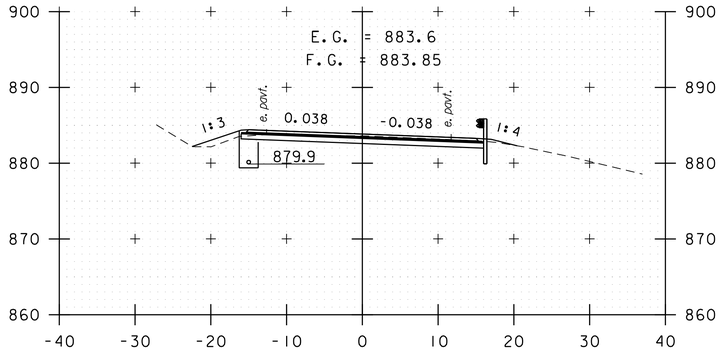


A 238+00

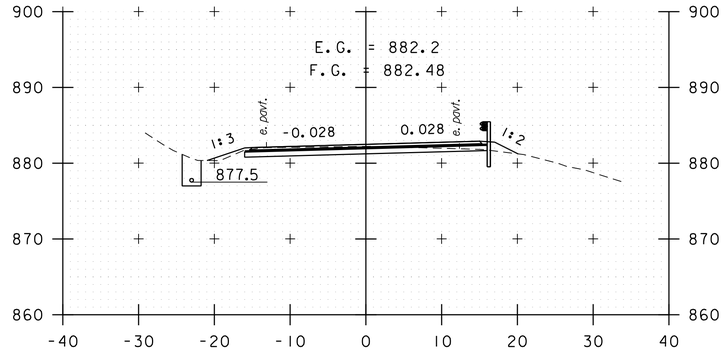
STA. A 235+00 TO STA. A 239+00

0 10 20
SCALE IN FEET

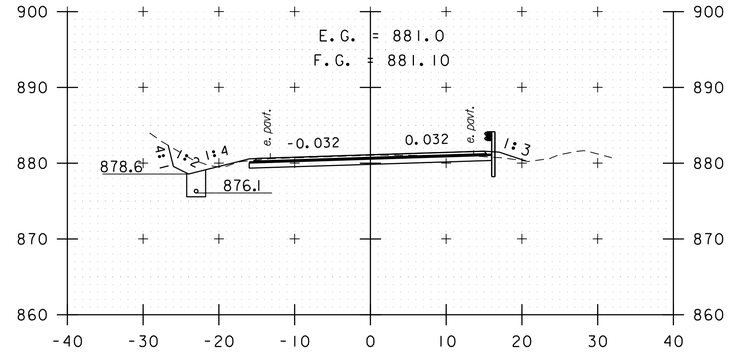
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234xs_Pitt.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E. DETRICK	DRAWN BY: C. CILLEY
DESIGNED BY: J. HILTON	CHECKED BY: E. DETRICK
CROSS SECTION SHEET 107	SHEET 345 OF 424



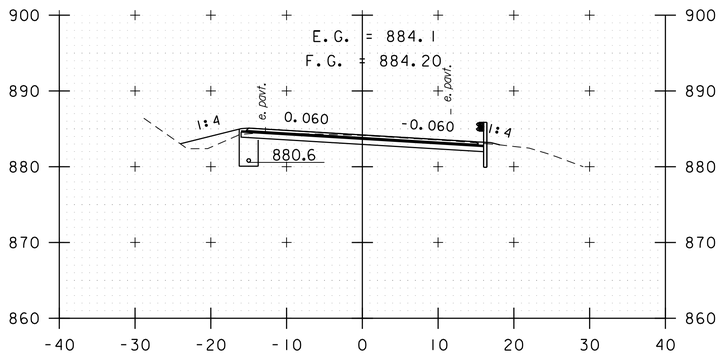
A 240+50



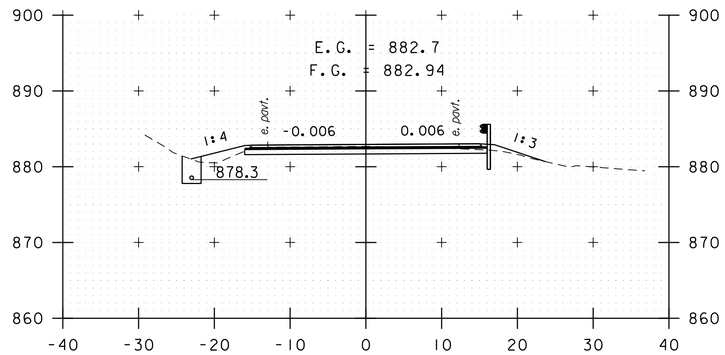
A 242+00



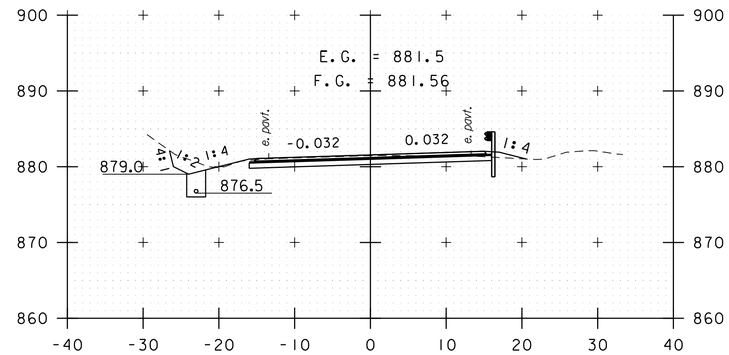
A 243+50



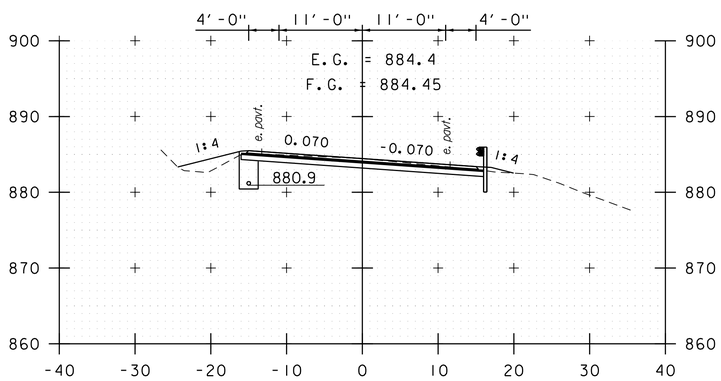
A 240+00



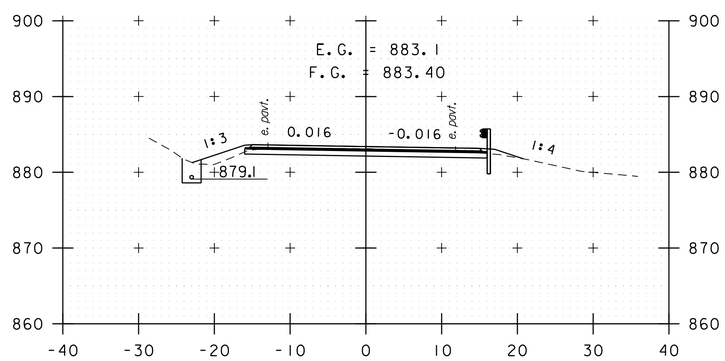
A 241+50



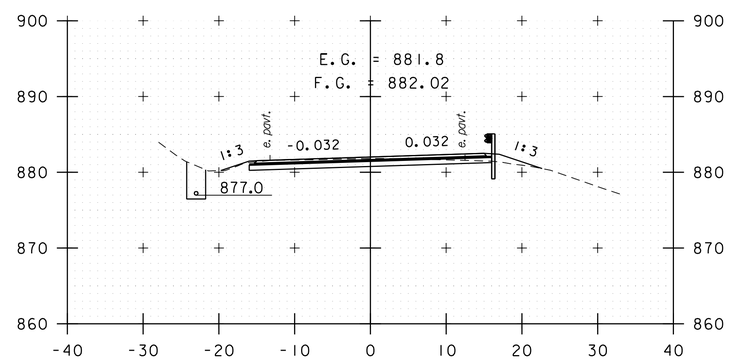
A 243+00



A 239+50



A 241+00

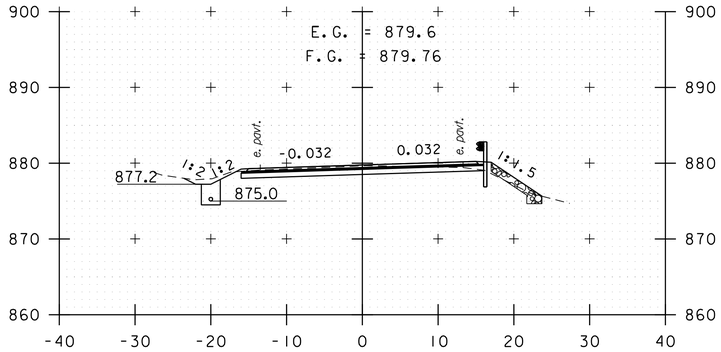


A 242+50

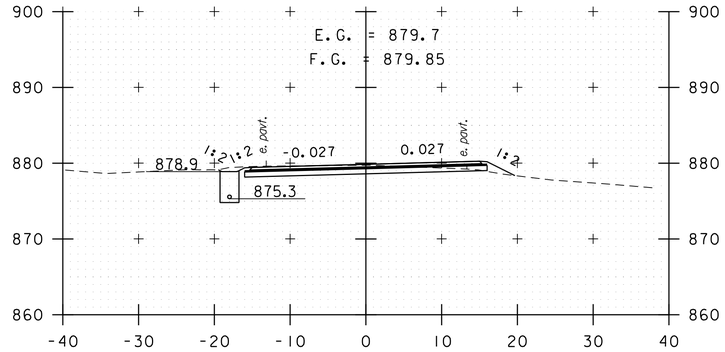
STA. A 239+50 TO STA. A 243+50

0 10 20
SCALE IN FEET

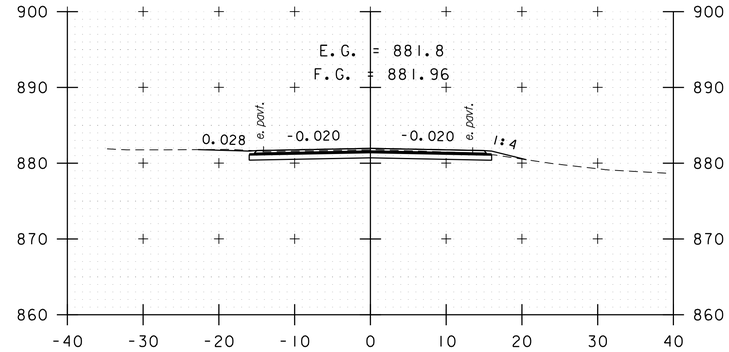
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234xs_Pitt.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E. DETRICK	DRAWN BY: C. CILLEY
DESIGNED BY: J. HILTON	CHECKED BY: E. DETRICK
CROSS SECTION SHEET 108	SHEET 346 OF 424



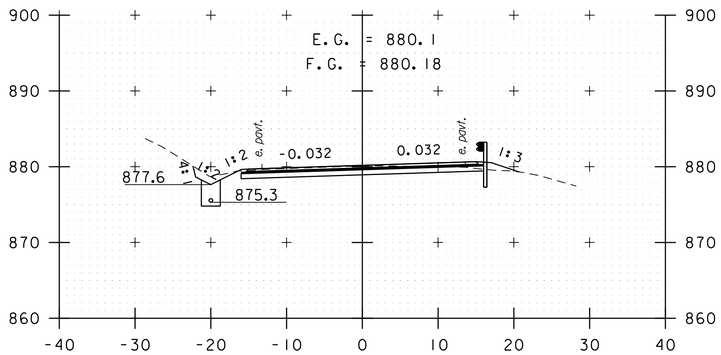
A 245+00



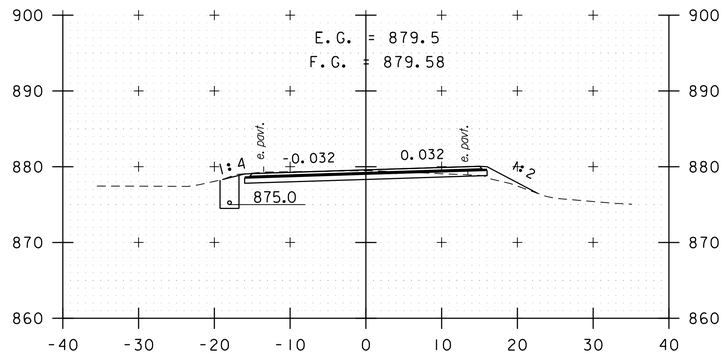
A 246+50



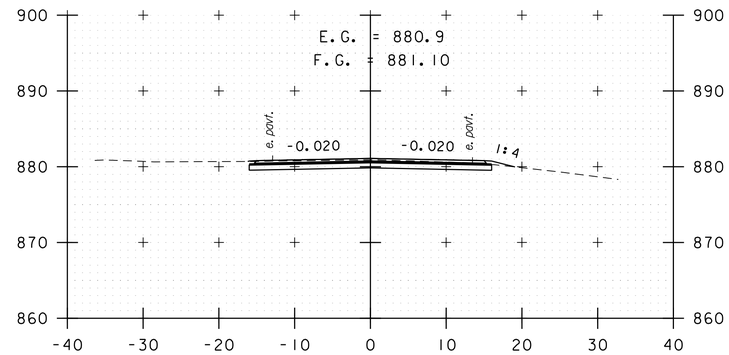
A 248+00



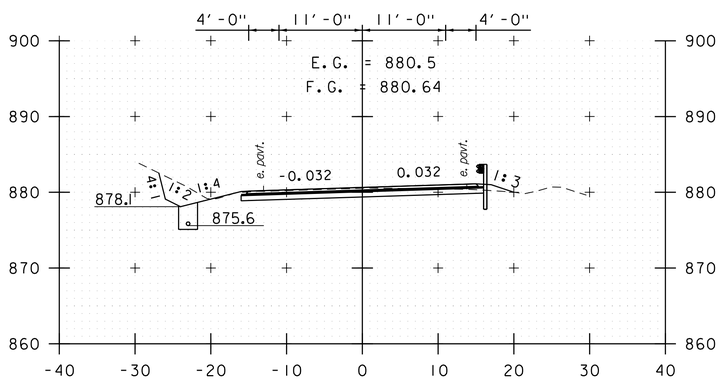
A 244+50



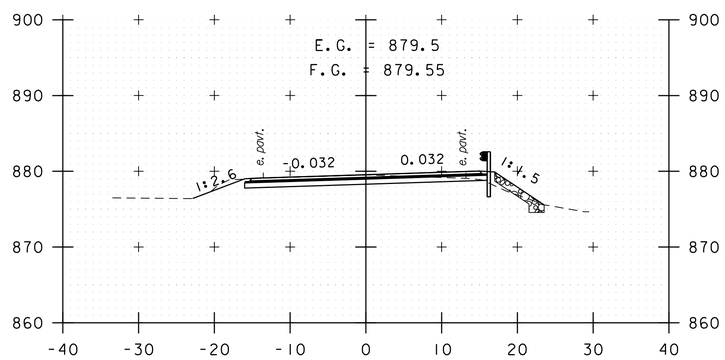
A 246+00



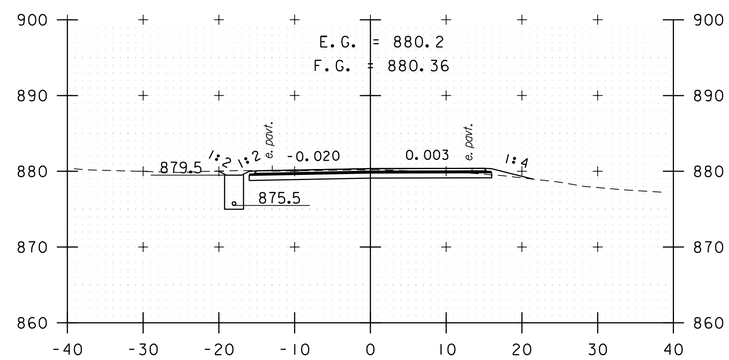
A 247+50



A 244+00



A 245+50



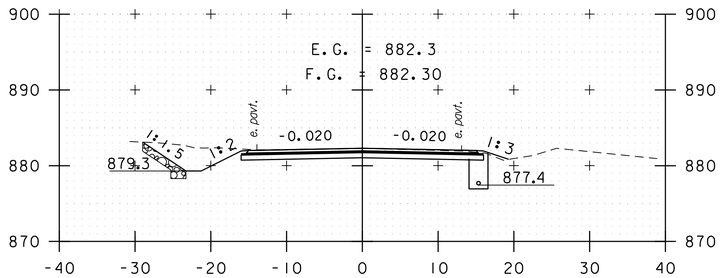
A 247+00

STA. A 244+00 TO STA. A 248+00

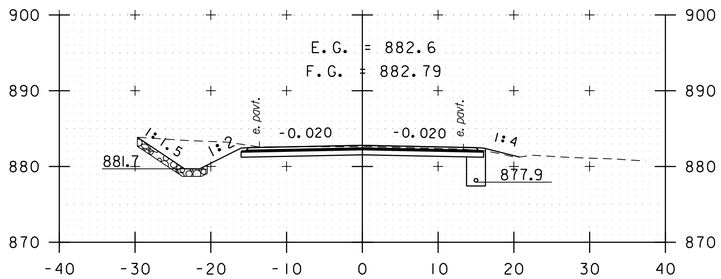
0 10 20
SCALE IN FEET

vhb

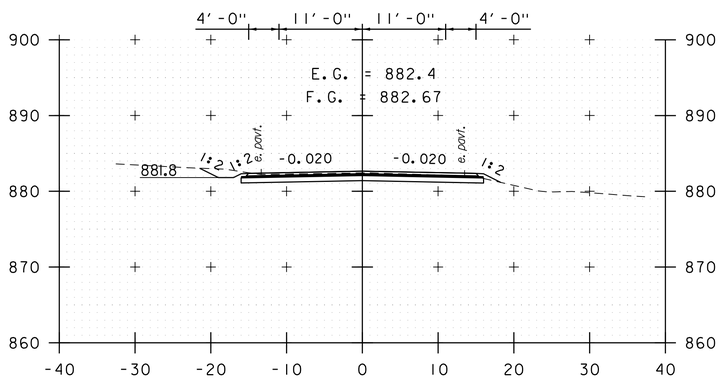
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234xs_Pitt.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E. DETRICK	DRAWN BY: C. CILLEY
DESIGNED BY: J. HILTON	CHECKED BY: E. DETRICK
CROSS SECTION SHEET 109	SHEET 347 OF 424



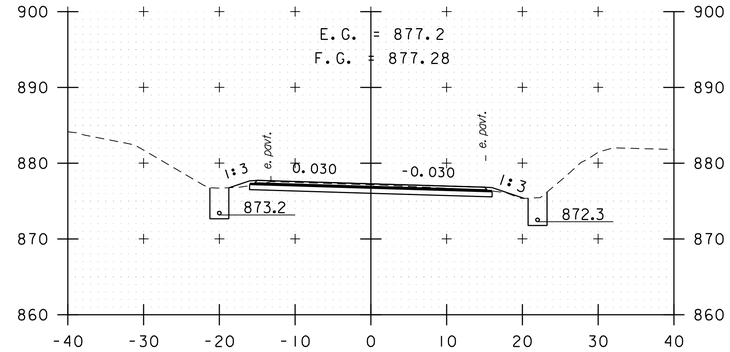
A 249+50



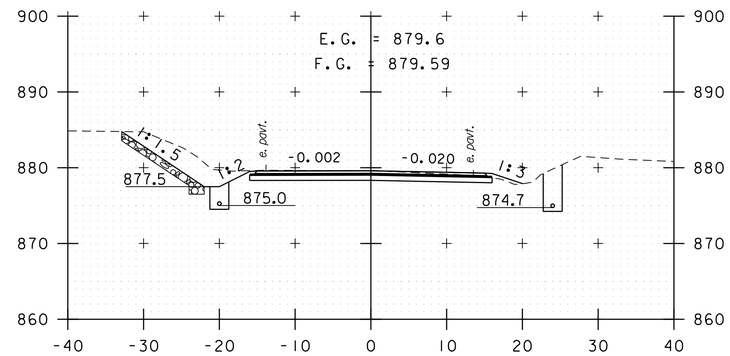
A 249+00



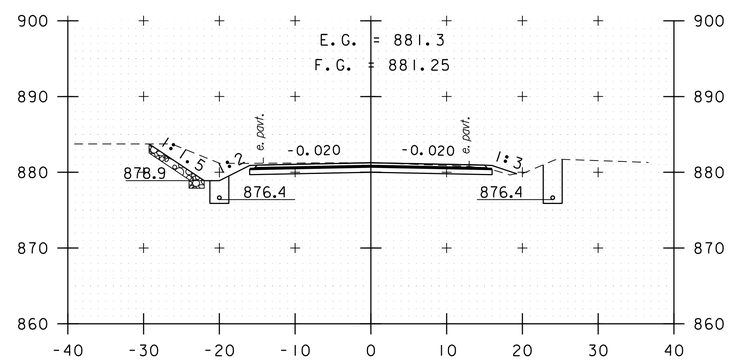
A 248+50



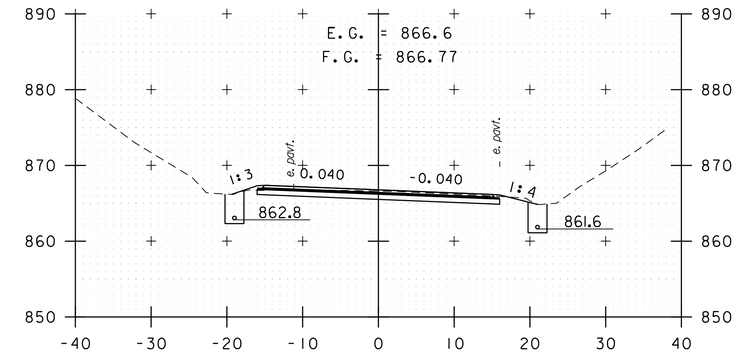
A 251+00



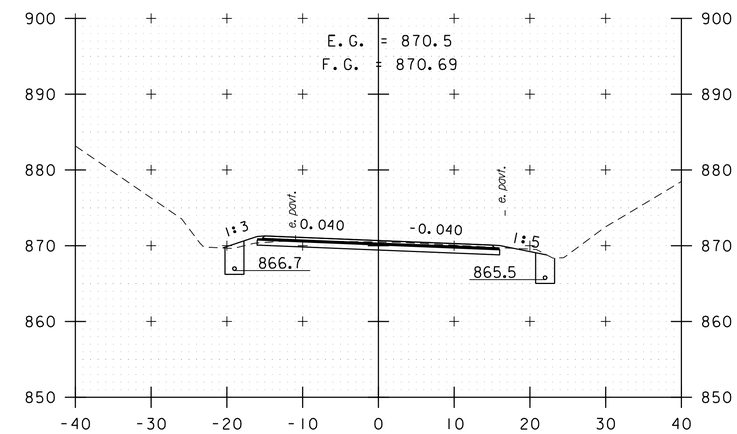
A 250+50



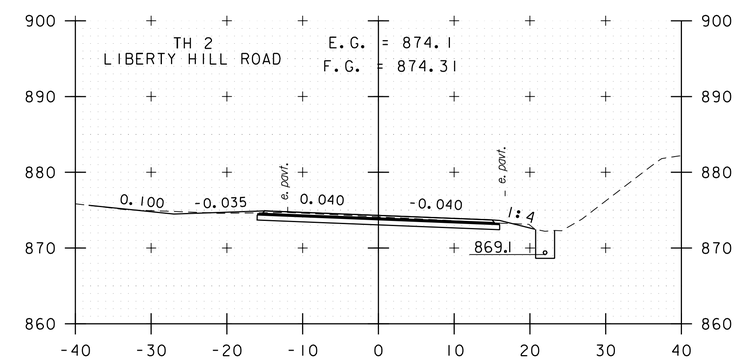
A 250+00



A 252+50



A 252+00

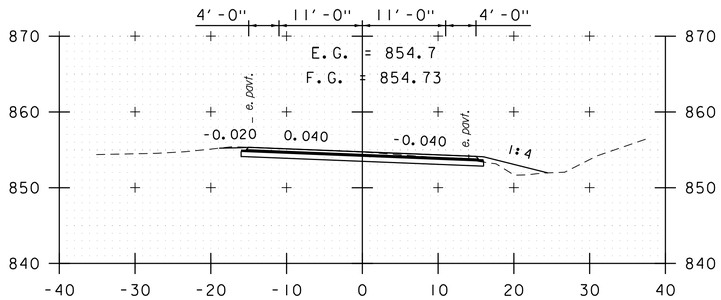


A 251+50

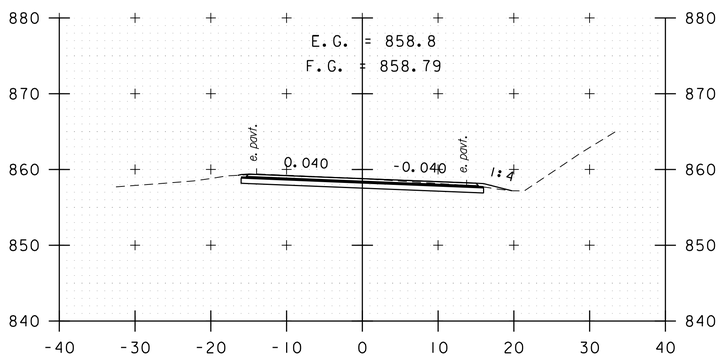
STA. A 248+50 TO STA. A 252+50

0 10 20
SCALE IN FEET

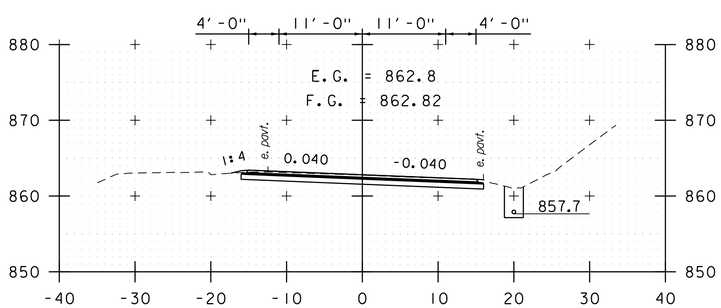
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234xs_Pitt.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E. DETRICK	DRAWN BY: C. CILLEY
DESIGNED BY: J. HILTON	CHECKED BY: E. DETRICK
CROSS SECTION SHEET 110	SHEET 348 OF 424



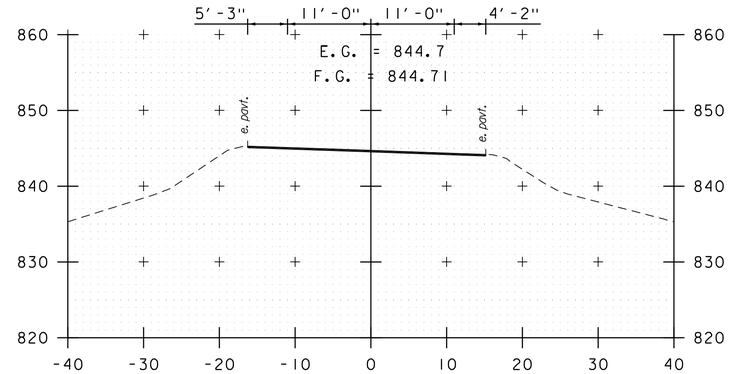
A 254+00



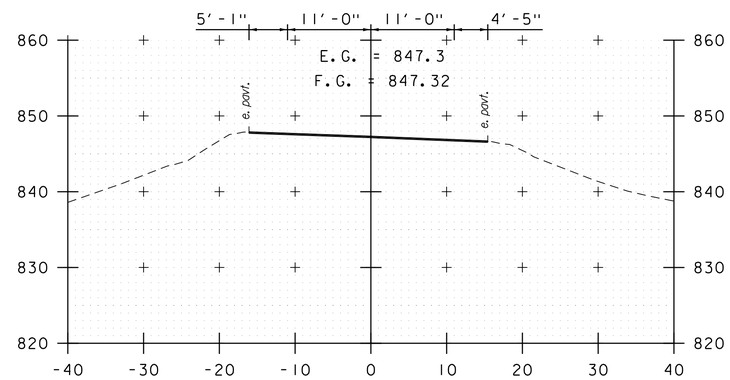
A 253+50



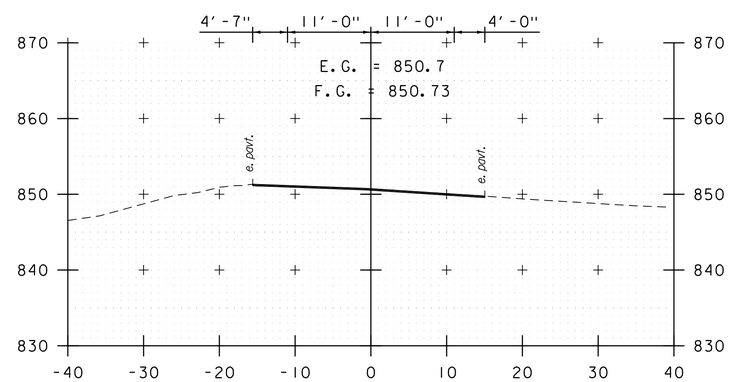
A 253+00



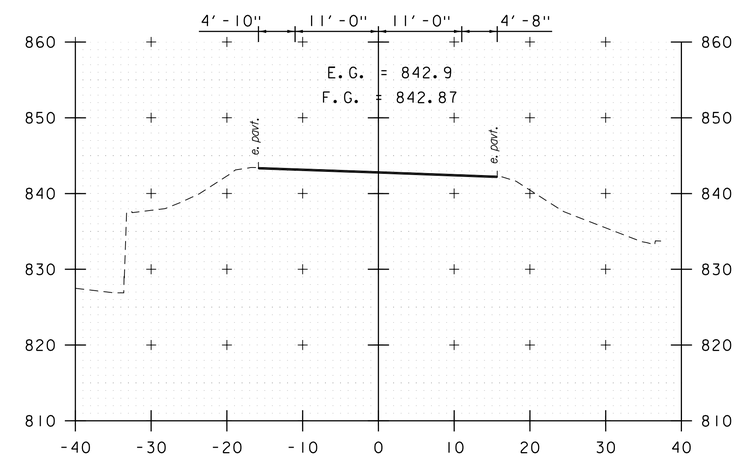
A 255+50



A 255+00



A 254+50

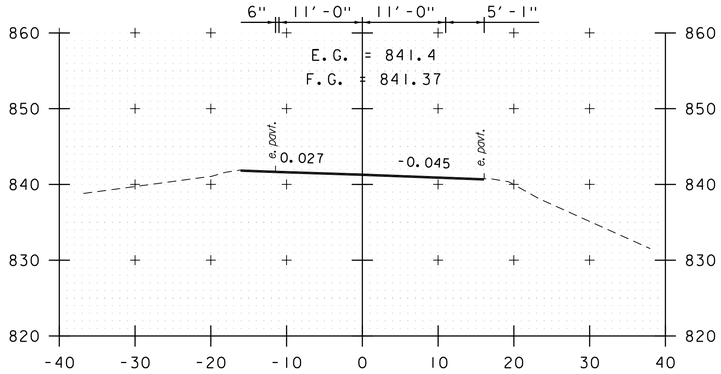


A 256+00

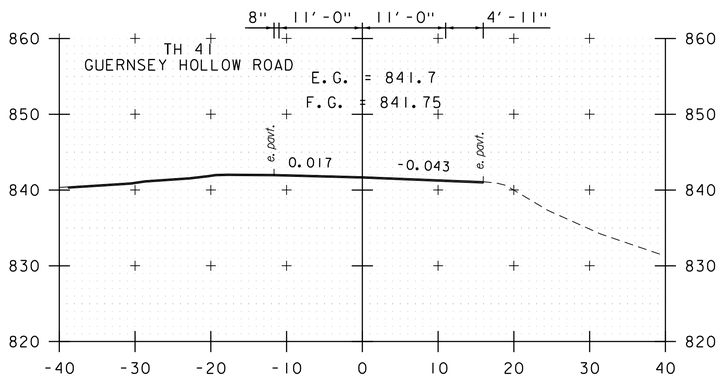
STA. A 253+00 TO STA. A 256+00

0 10 20
SCALE IN FEET

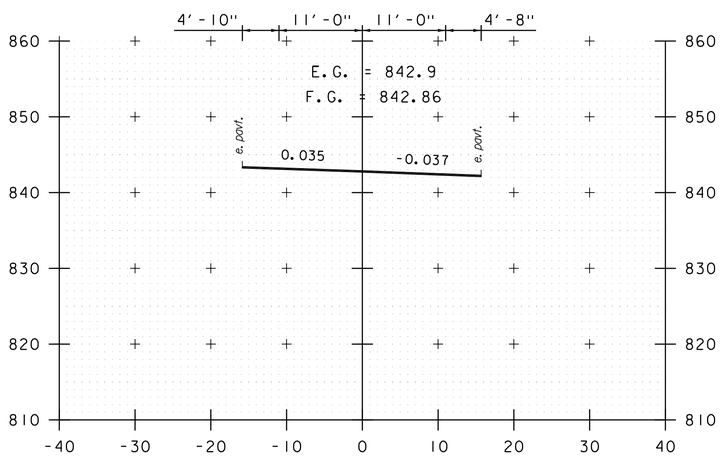
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234xs_Pitt.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E. DETRICK	DRAWN BY: C. CILLEY
DESIGNED BY: J. HILTON	CHECKED BY: E. DETRICK
CROSS SECTION SHEET III	SHEET 349 OF 424



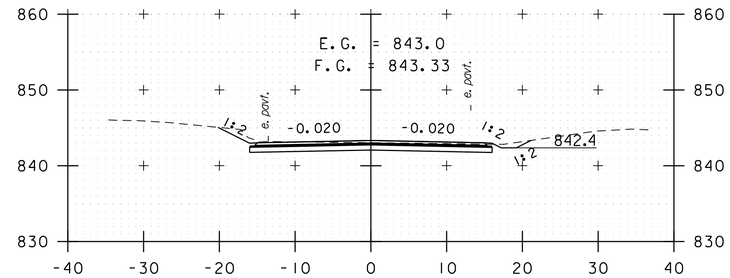
B 1+00



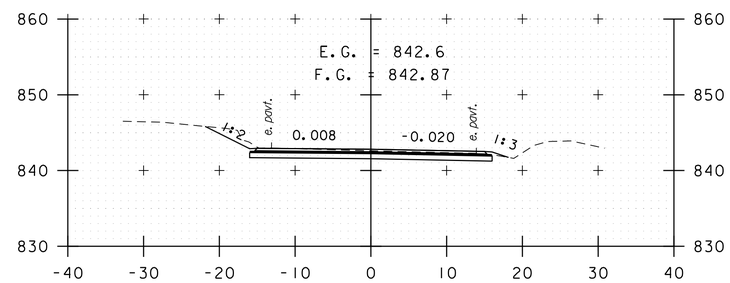
B 0+50



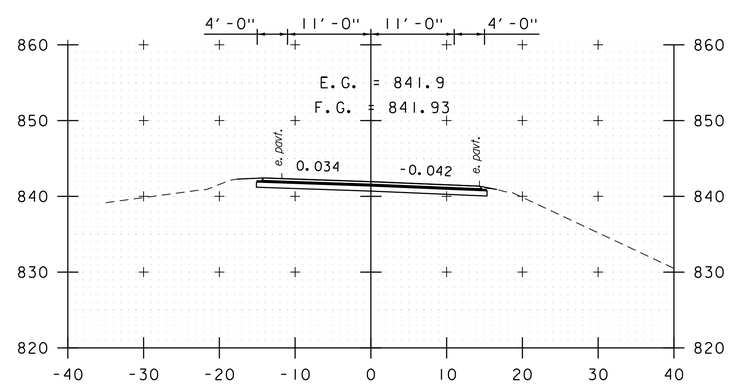
B 0+00



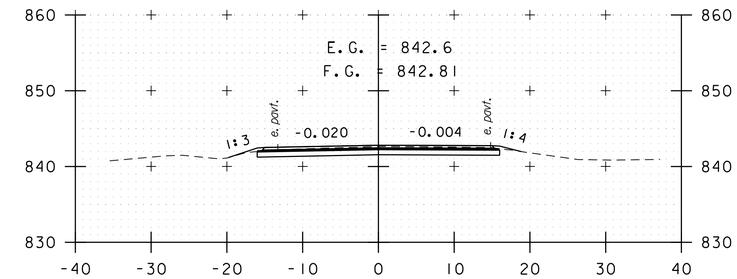
B 2+50



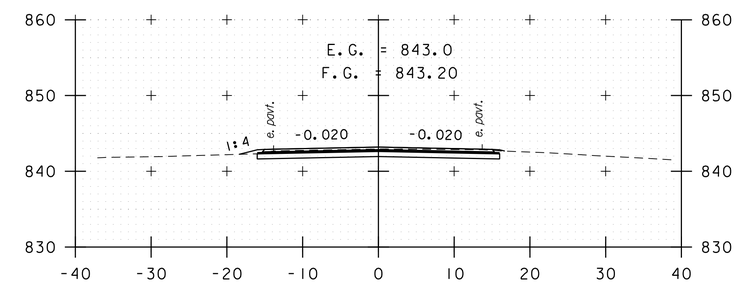
B 2+00



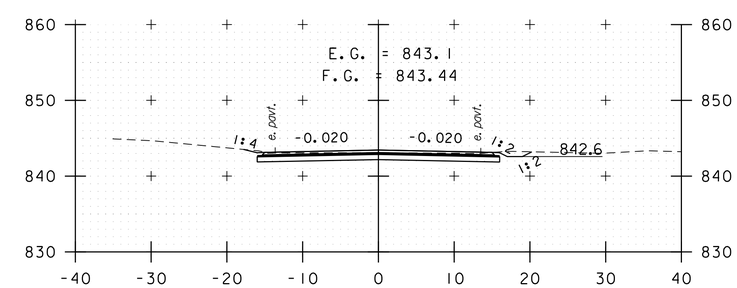
B 1+50



B 4+00



B 3+50

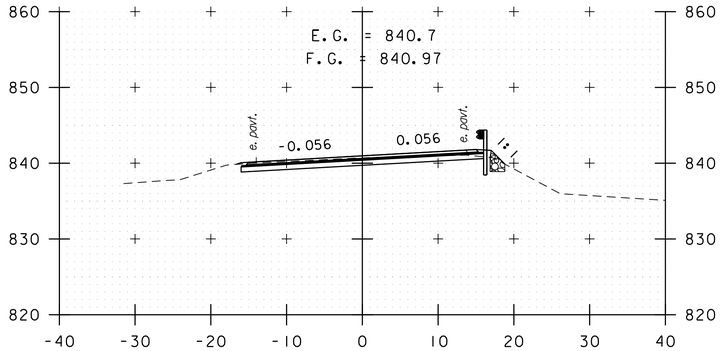


B 3+00

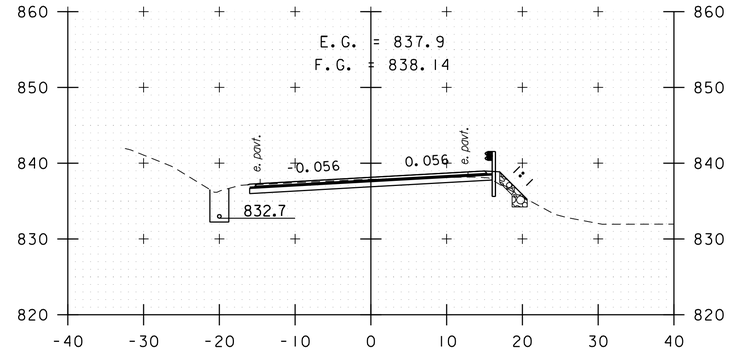
STA. B 0+00 TO STA. B 4+00

0 10 20
SCALE IN FEET

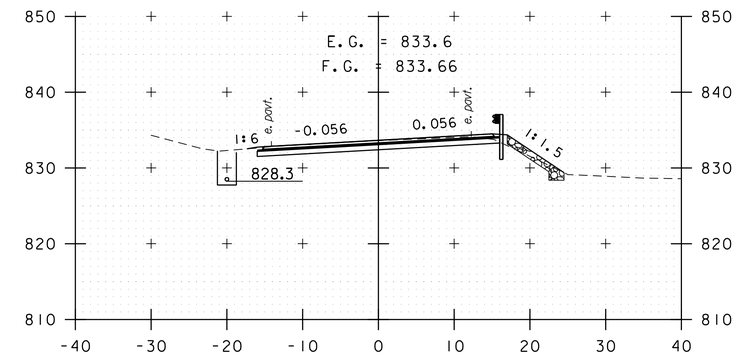
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234_xs_Stock.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
CROSS SECTION SHEET 112	SHEET 350 OF 424



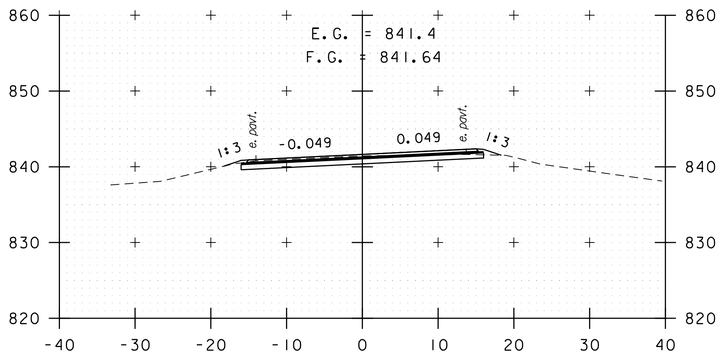
B 5+50



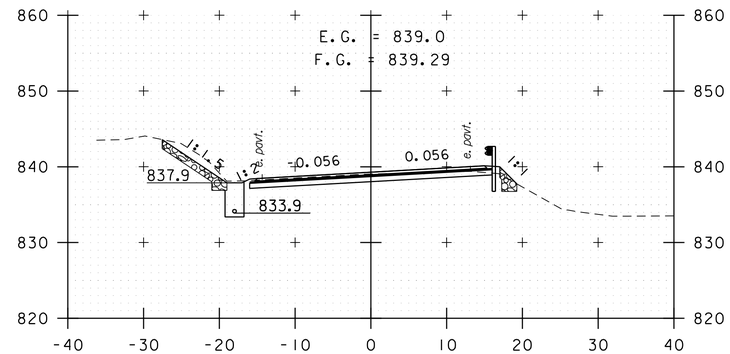
B 7+00



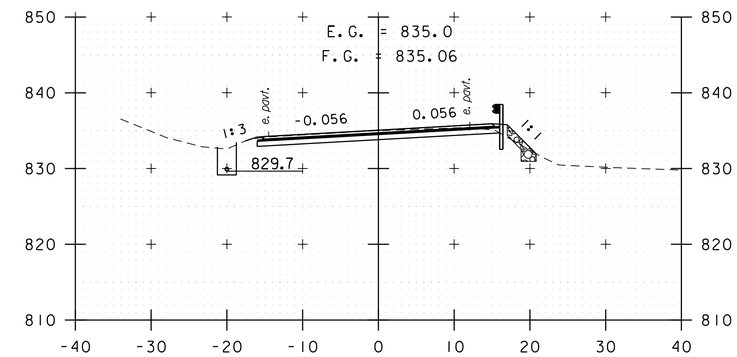
B 8+50



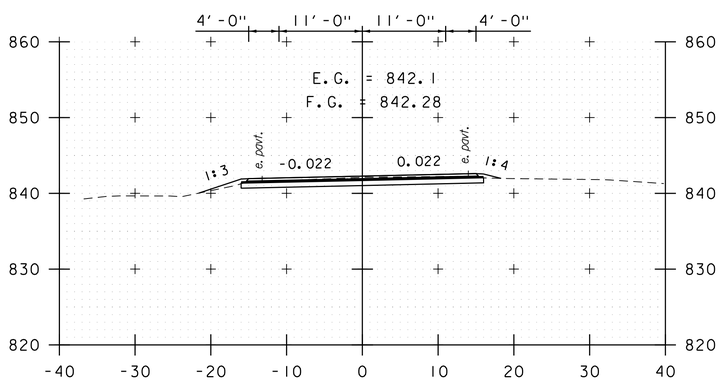
B 5+00



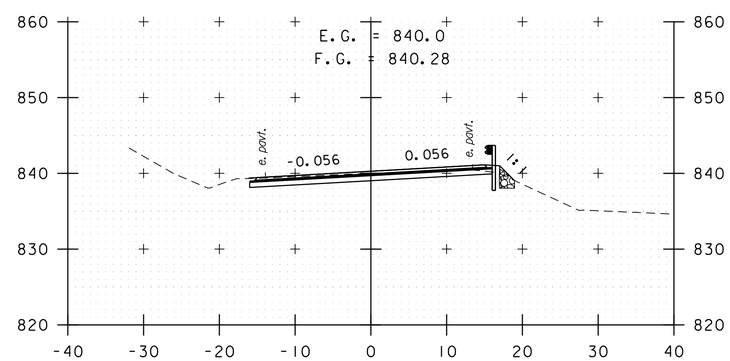
B 6+50



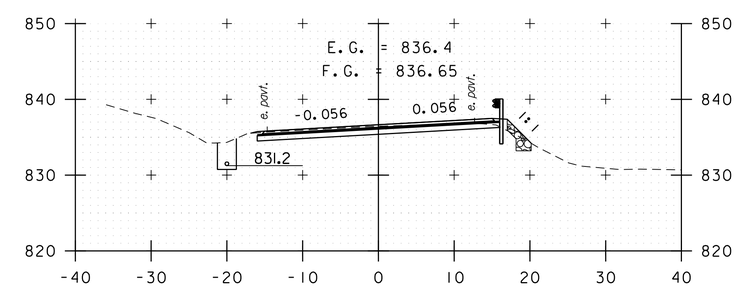
B 8+00



B 4+50



B 6+00



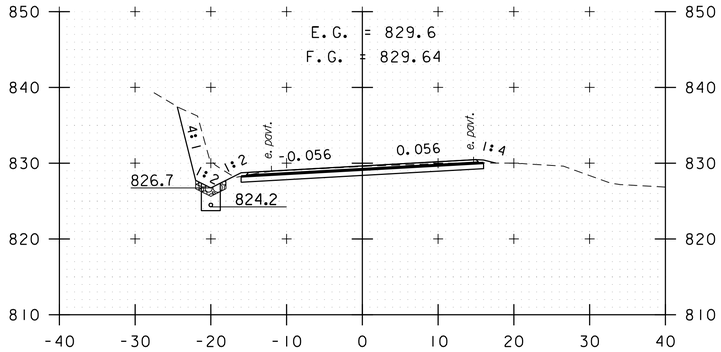
B 7+50

STA. B 4+50 TO STA. B 8+50

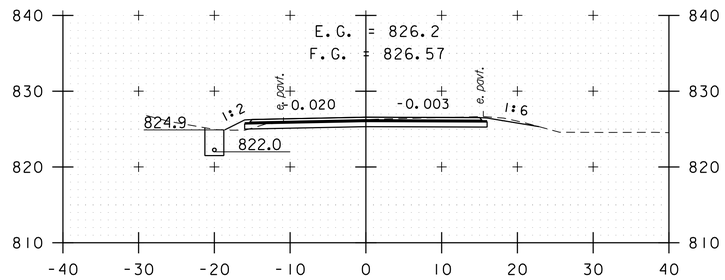
0 10 20
SCALE IN FEET

vhb

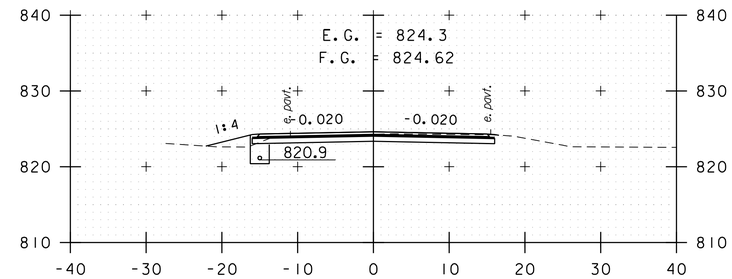
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234_xs_Stock.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
CROSS SECTION SHEET 113	SHEET 351 OF 424



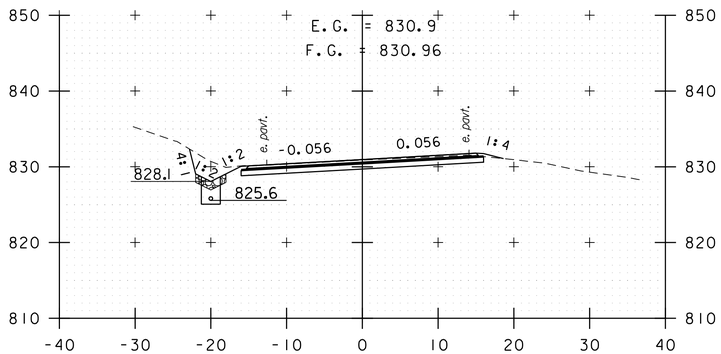
B 10+00



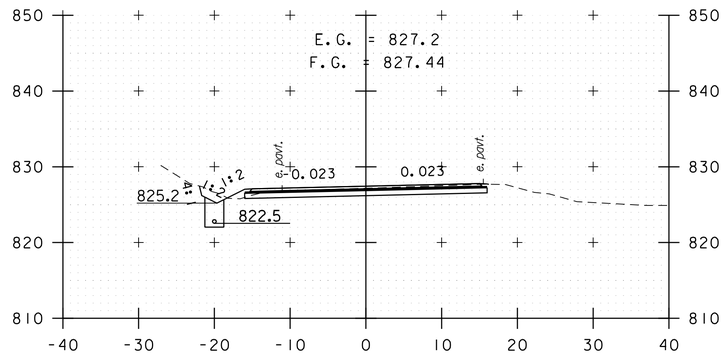
B 11+50



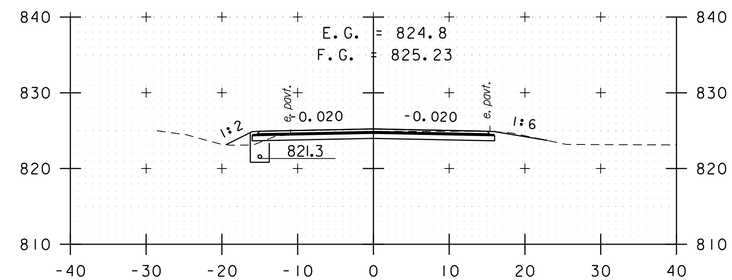
B 13+00



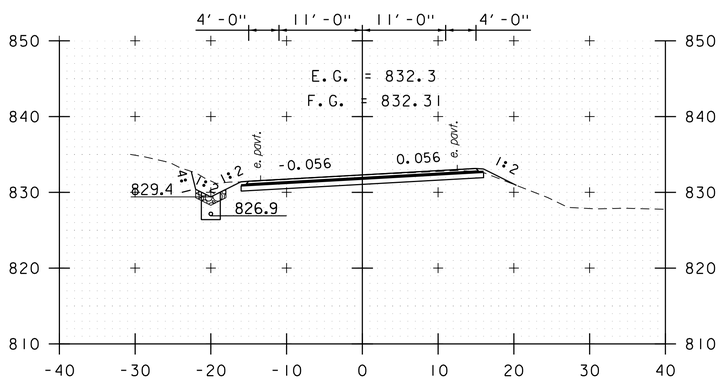
B 9+50



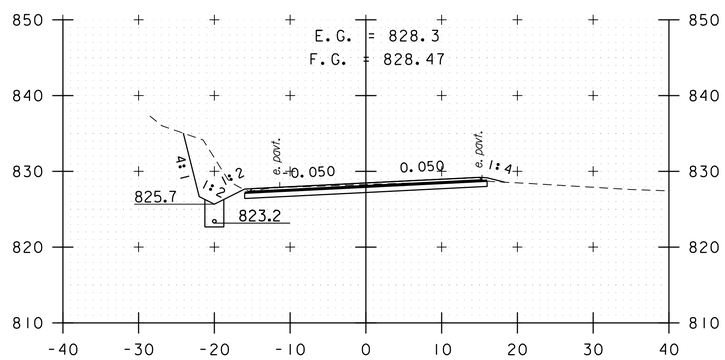
B 11+00



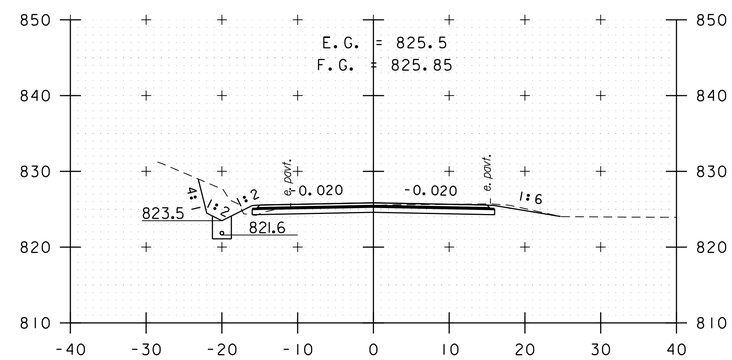
B 12+50



B 9+00



B 10+50

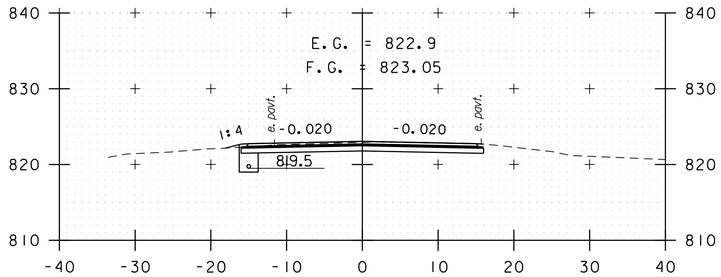


B 12+00

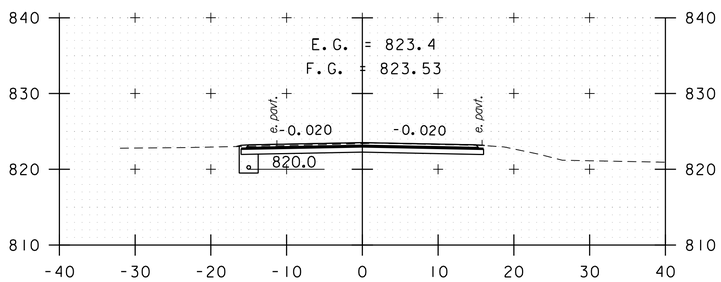
STA. B 9+00 TO STA. B 13+00

0 10 20
SCALE IN FEET

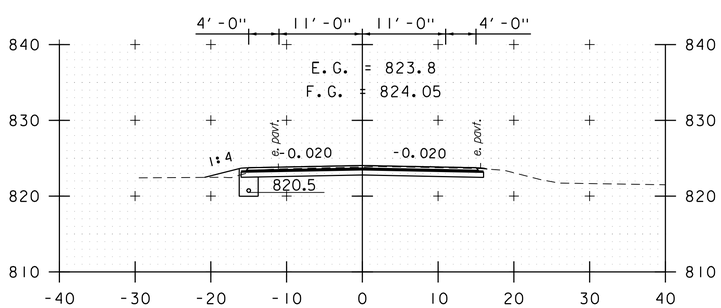
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234_xs_Stock.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
CROSS SECTION SHEET 114	SHEET 352 OF 424



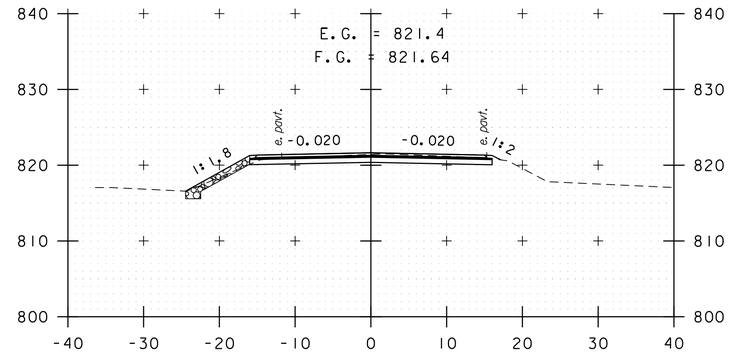
B 14+50



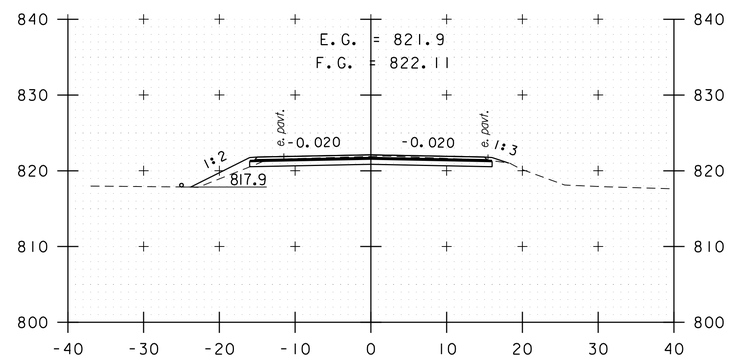
B 14+00



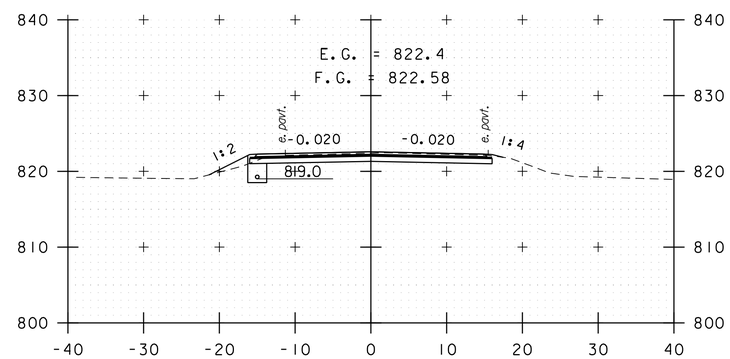
B 13+50



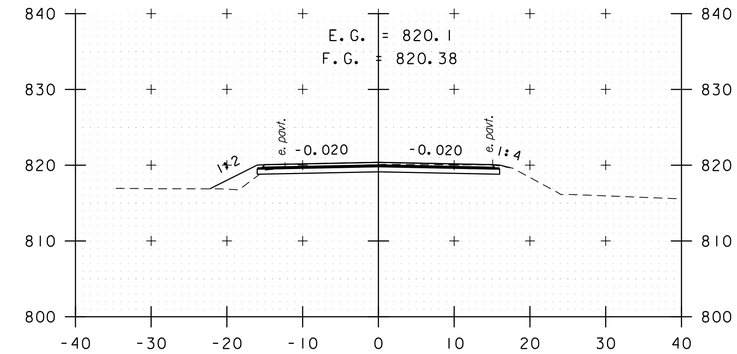
B 16+00



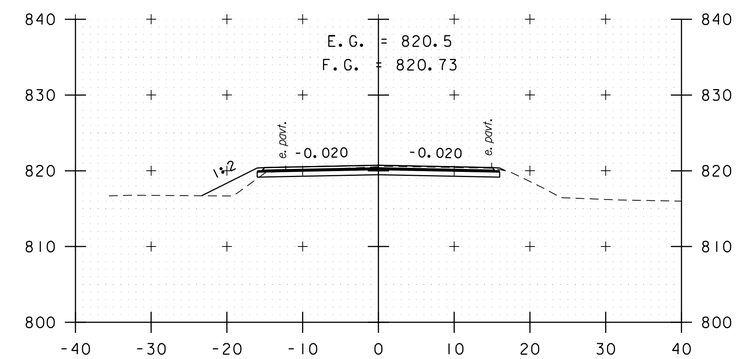
B 15+50



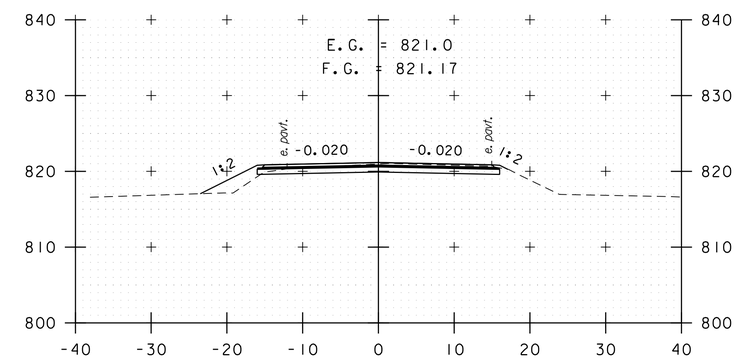
B 15+00



B 17+50



B 17+00

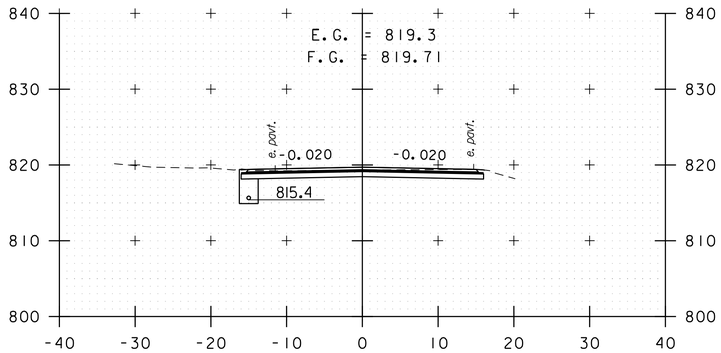


B 16+50

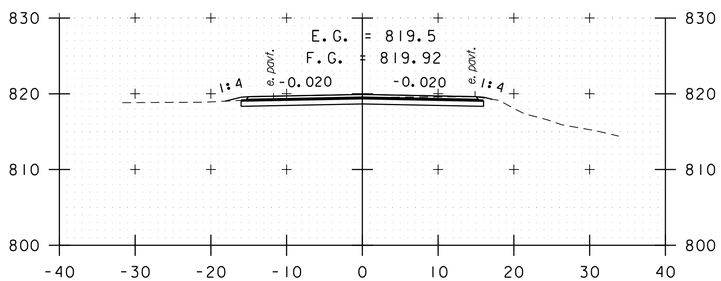
STA. B 13+50 TO STA. B 17+50

0 10 20
SCALE IN FEET

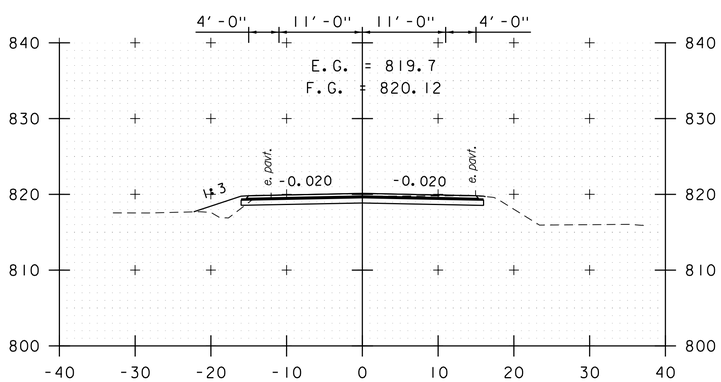
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234_xs_Stock.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
CROSS SECTION SHEET 115	SHEET 353 OF 424



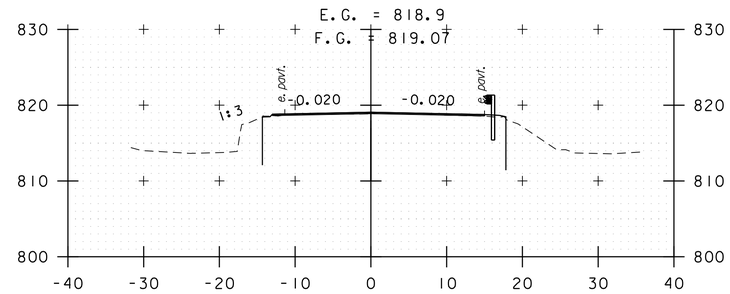
B 19+00



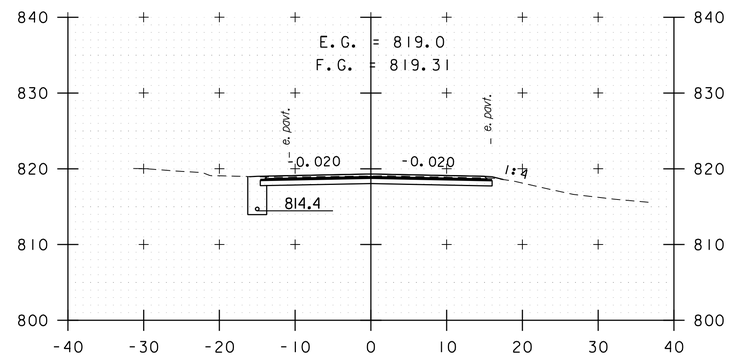
B 18+50



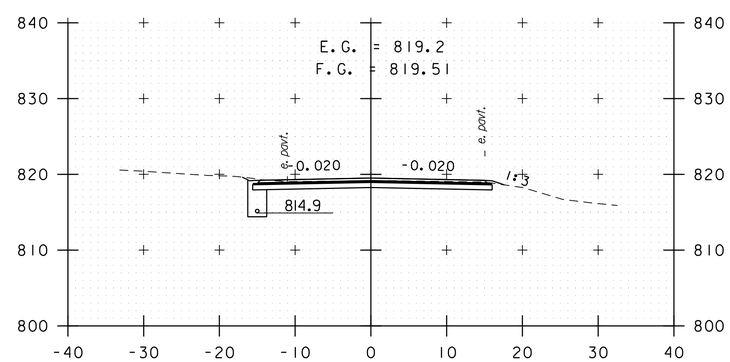
B 18+00



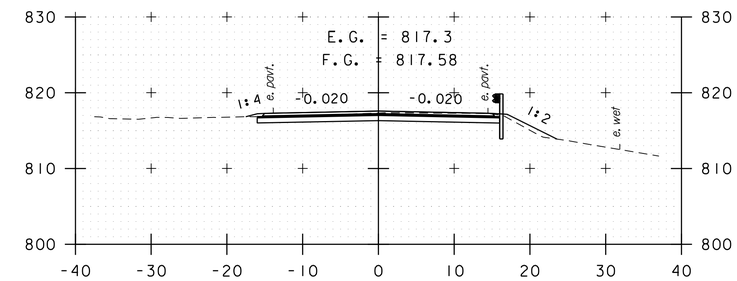
B 20+50



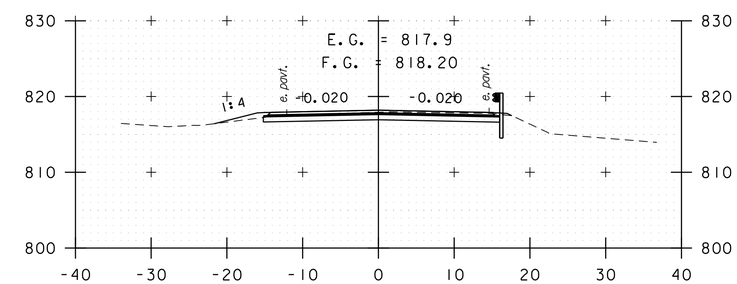
B 20+00



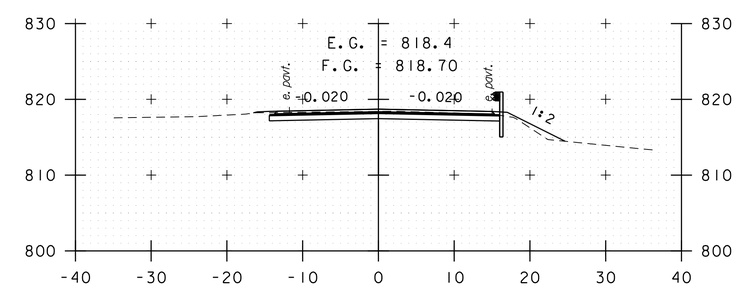
B 19+50



B 22+00



B 21+50

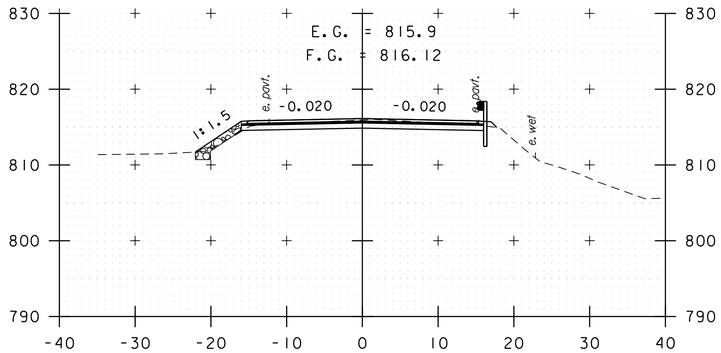


B 21+00

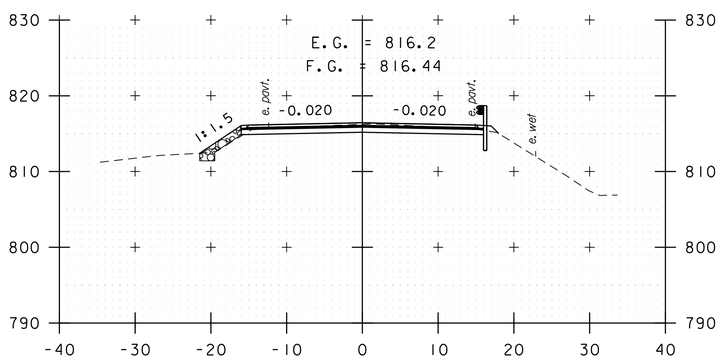
STA. B 18+00 TO STA. B 22+00

0 10 20
SCALE IN FEET

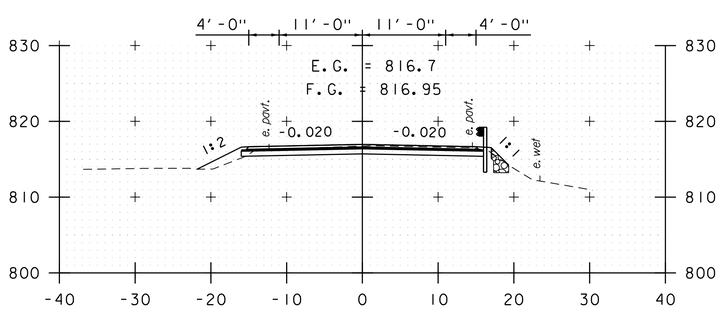
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234_xs_Stock.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
CROSS SECTION SHEET 116	SHEET 354 OF 424



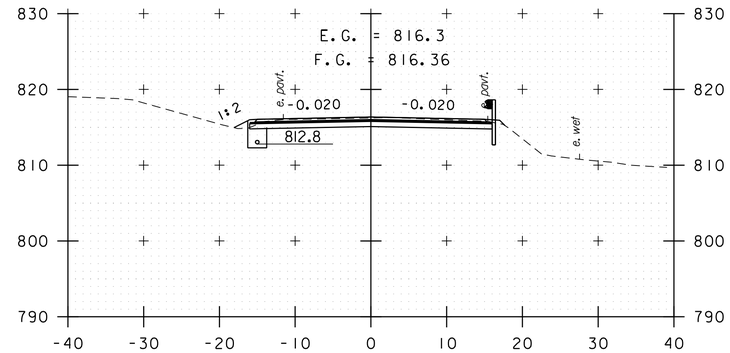
B 23+50



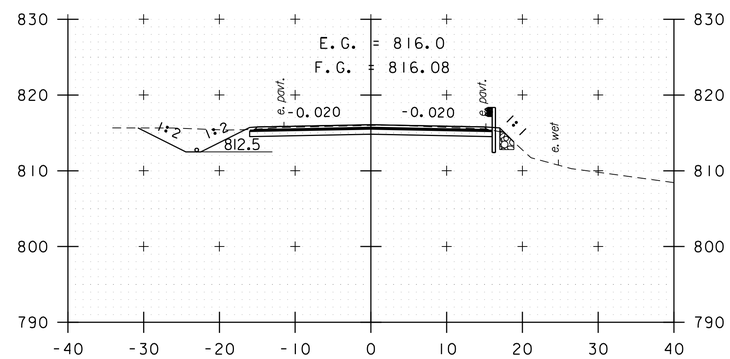
B 23+00



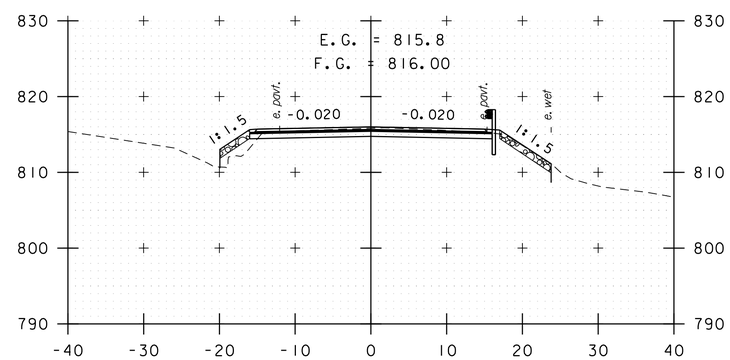
B 22+50



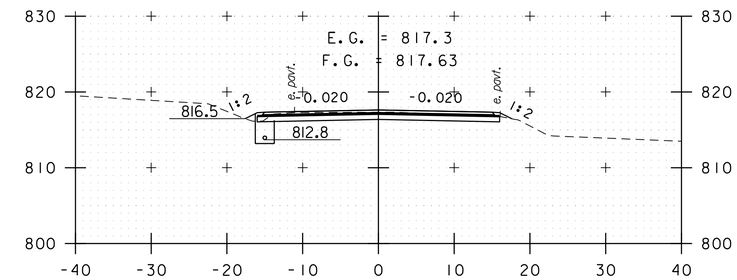
B 25+00



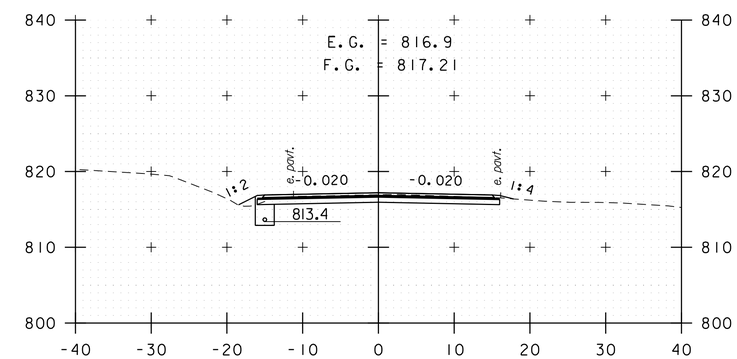
B 24+50



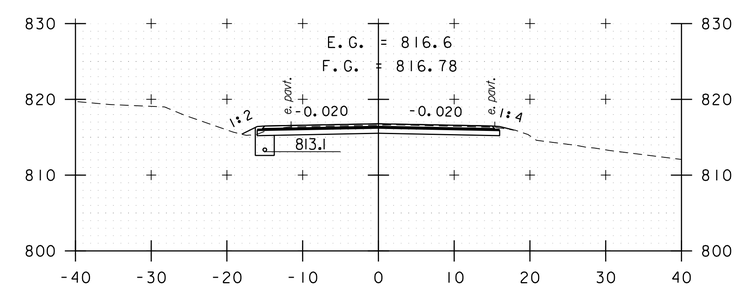
B 24+00



B 26+50



B 26+00

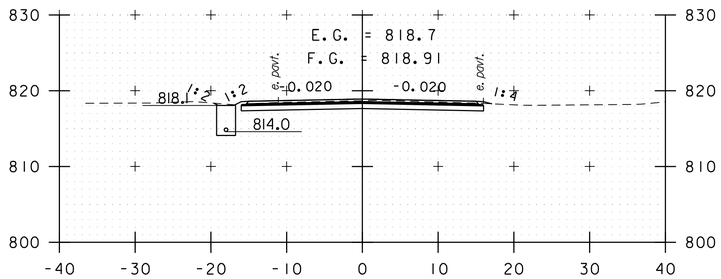


B 25+50

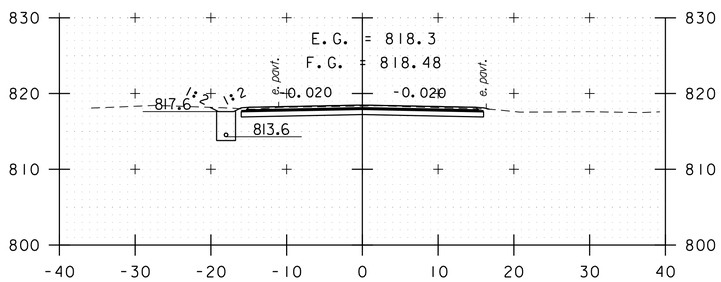
STA. B 22+50 TO STA. B 26+50

0 10 20
SCALE IN FEET

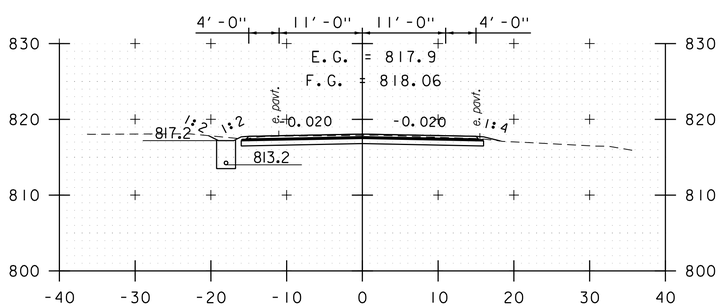
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234_xs_Stock.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
CROSS SECTION SHEET 117	SHEET 355 OF 424



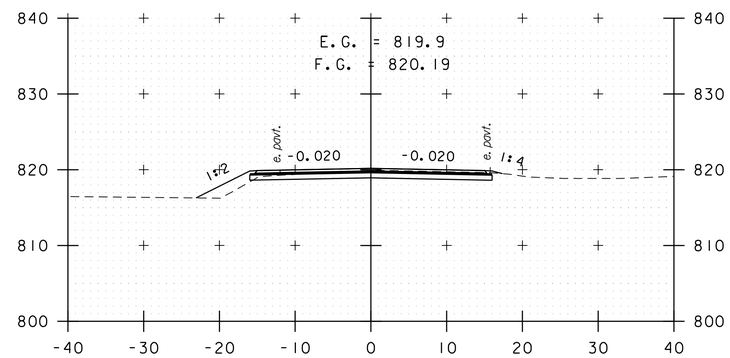
B 28+00



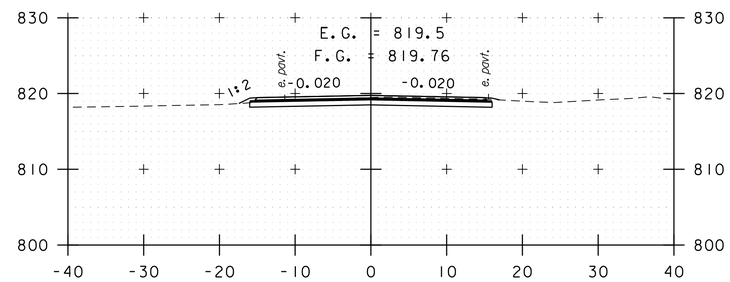
B 27+50



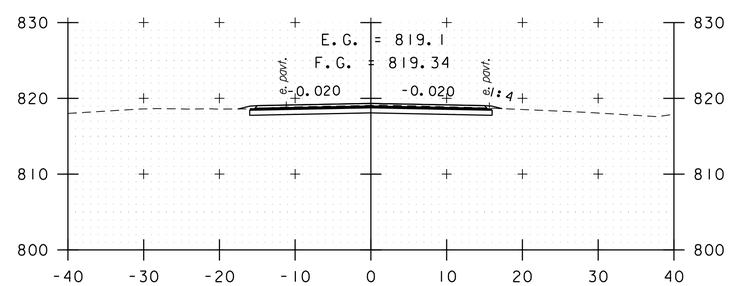
B 27+00



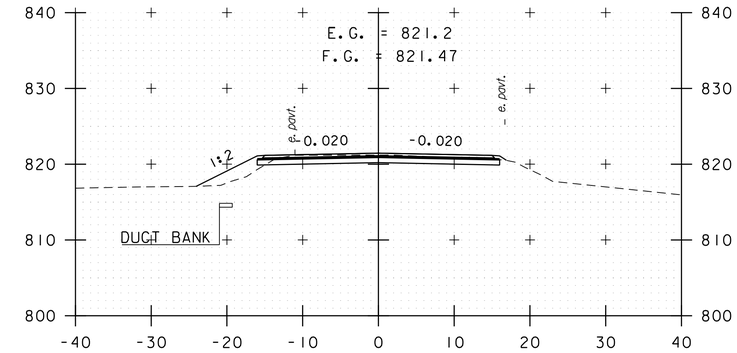
B 29+50



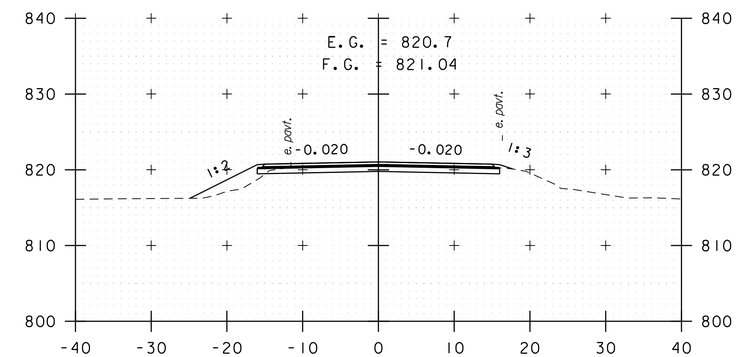
B 29+00



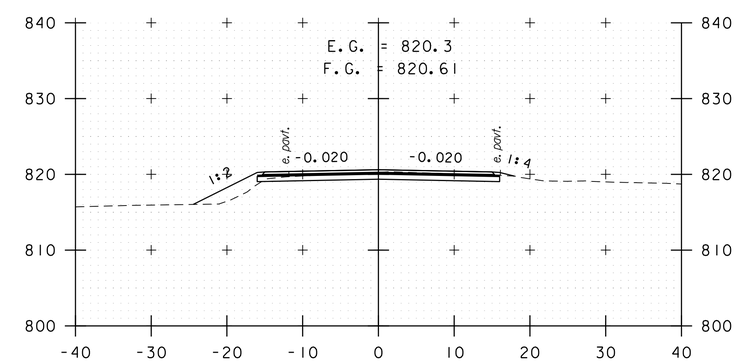
B 28+50



B 31+00



B 30+50



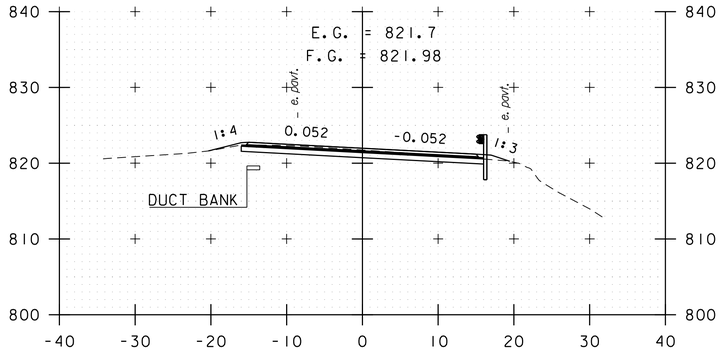
B 30+00

STA. B 27+00 TO STA. B 31+00

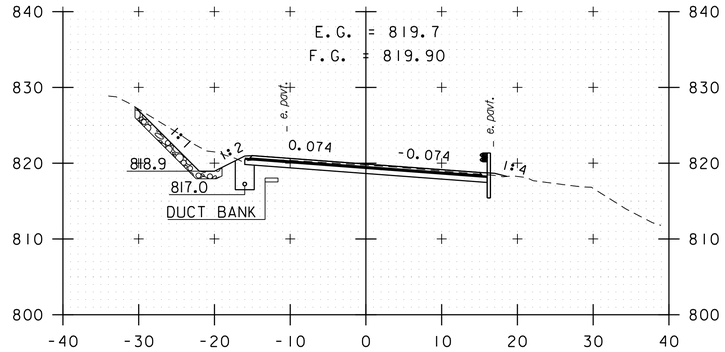
0 10 20
SCALE IN FEET

vhb

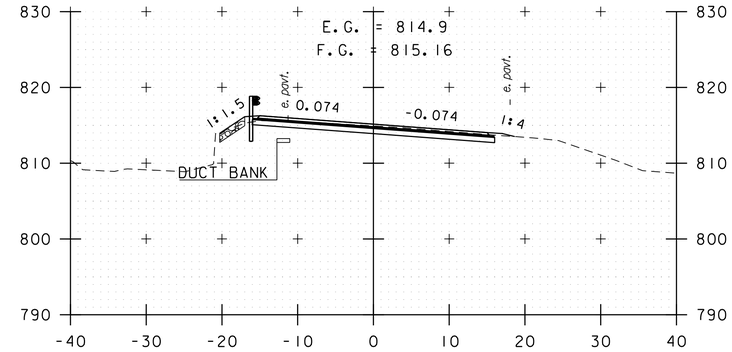
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234_xs_Stock.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
CROSS SECTION SHEET 118	SHEET 356 OF 424



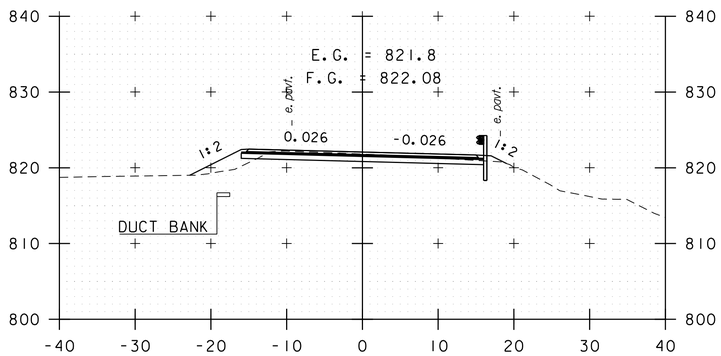
B 32+50



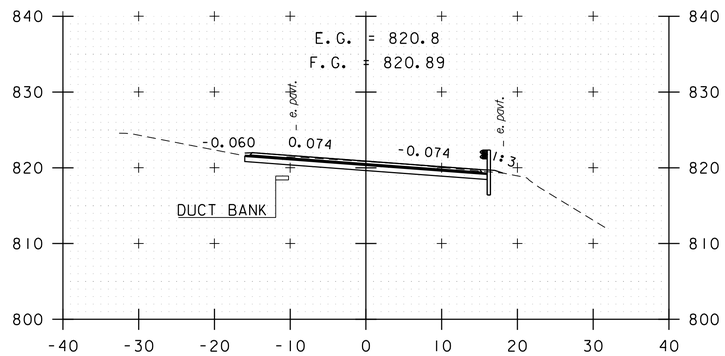
B 34+00



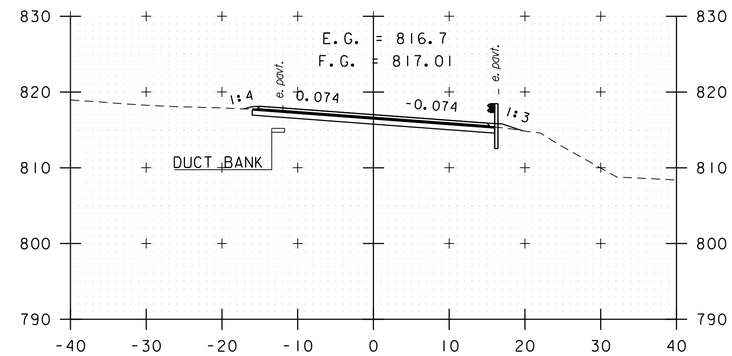
B 35+50



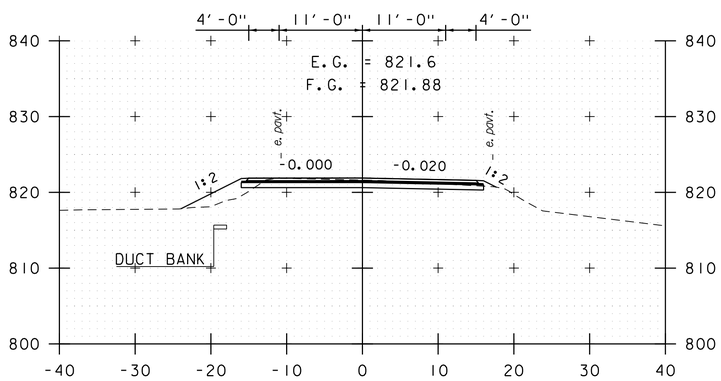
B 32+00



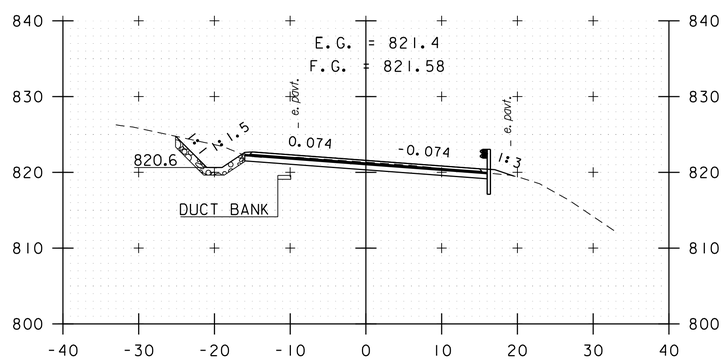
B 33+50



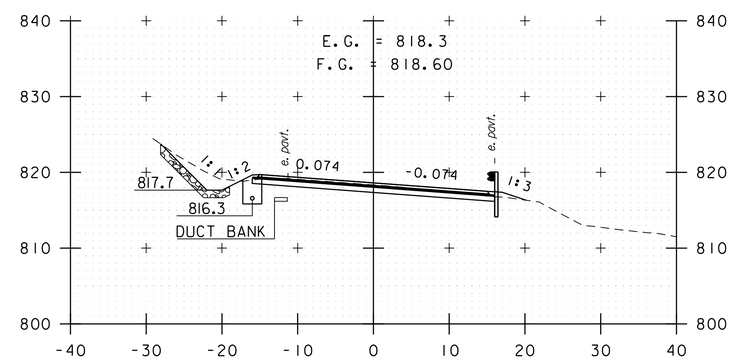
B 35+00



B 31+50



B 33+00

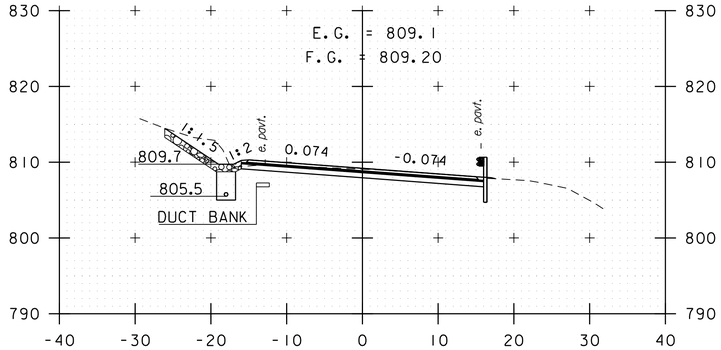


B 34+50

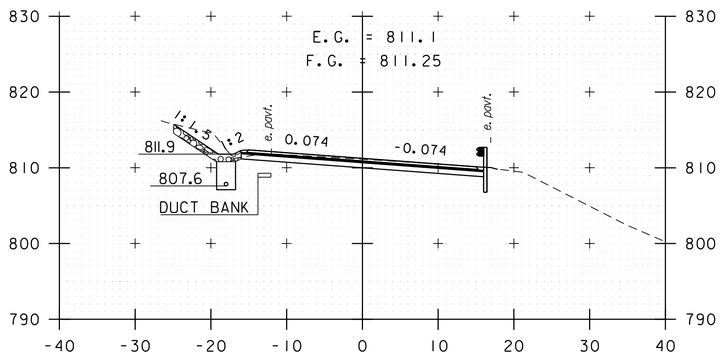
STA. B 31+50 TO STA. B 35+50

0 10 20
SCALE IN FEET

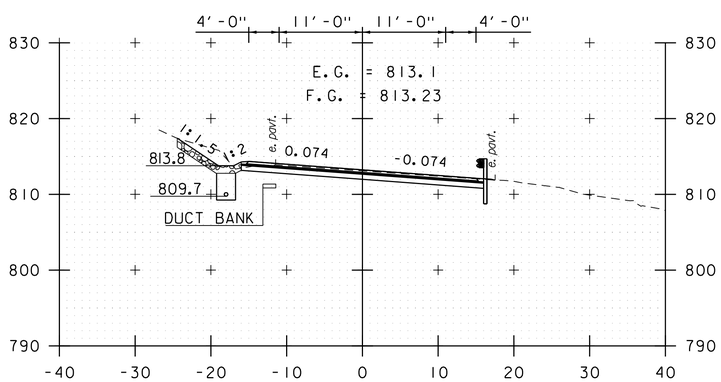
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234_xs_Stock.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
CROSS SECTION SHEET 119	SHEET 357 OF 424



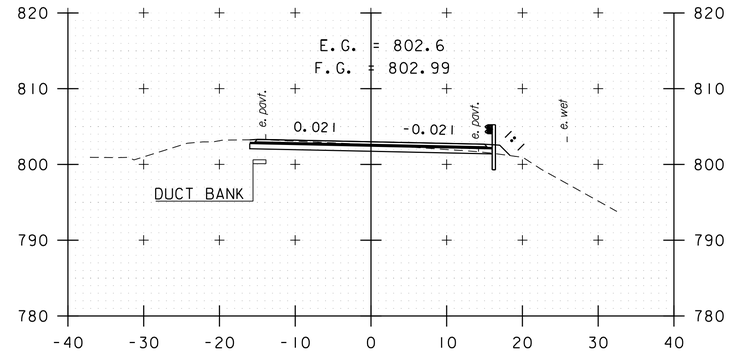
B 37+00



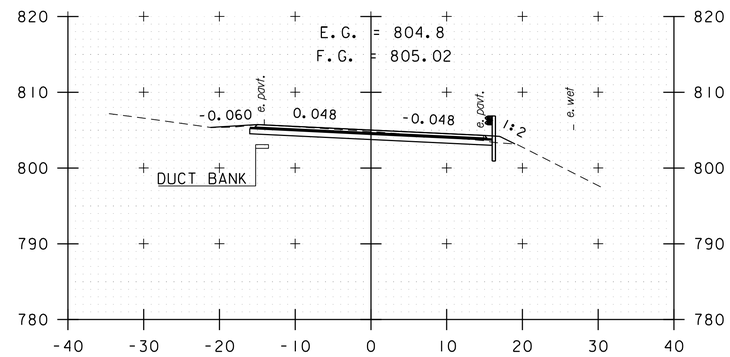
B 36+50



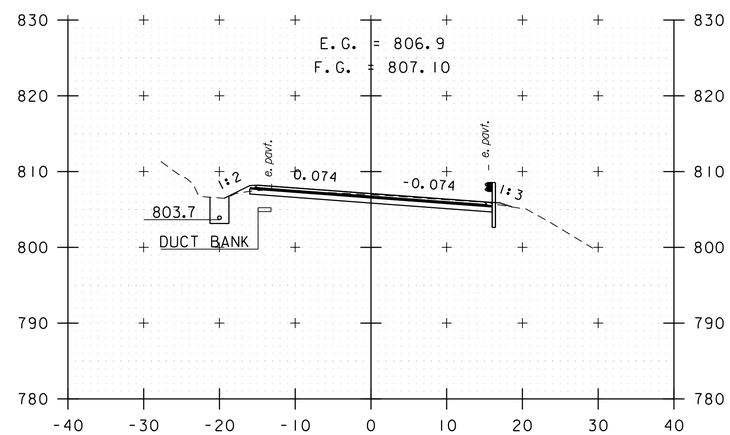
B 36+00



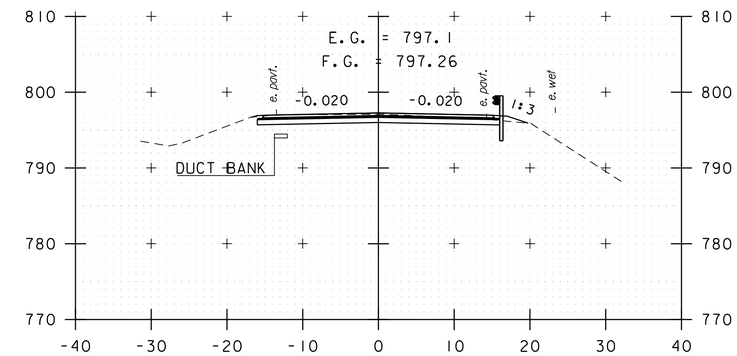
B 38+50



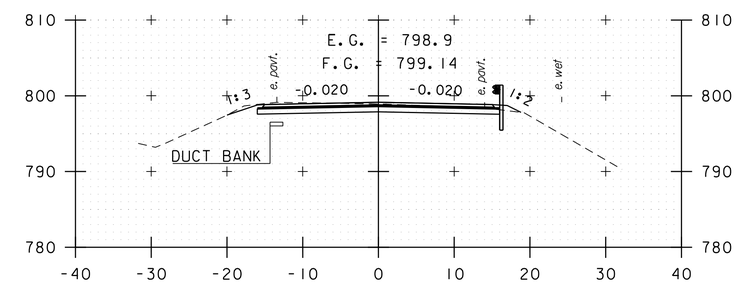
B 38+00



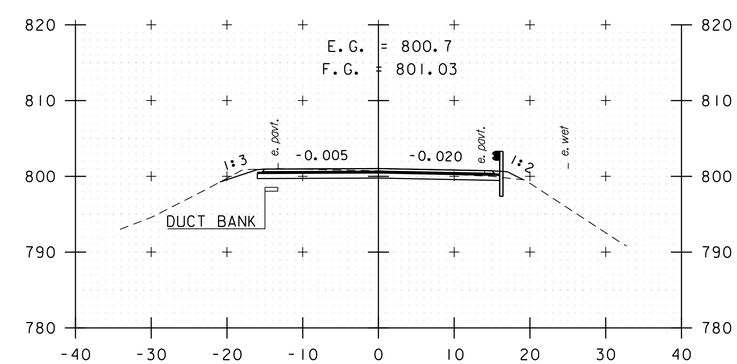
B 37+50



B 40+00



B 39+50

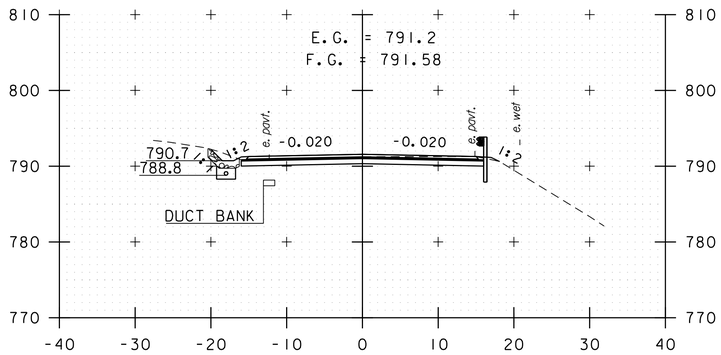


B 39+00

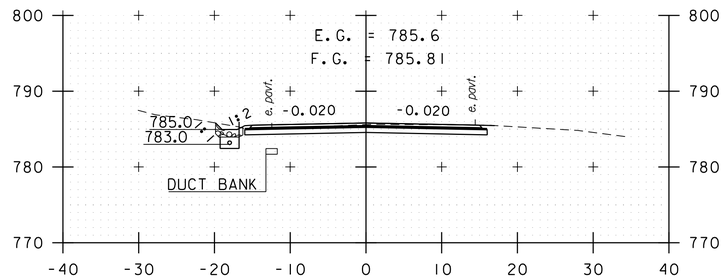
STA. B 36+00 TO STA. B 40+00

0 10 20
SCALE IN FEET

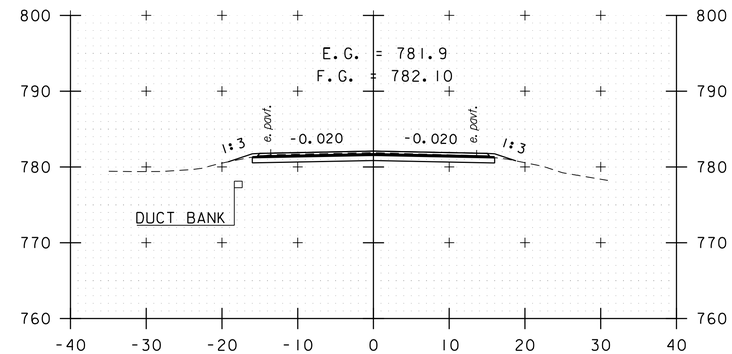
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234_xs_Stock.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
CROSS SECTION SHEET 120	SHEET 358 OF 424



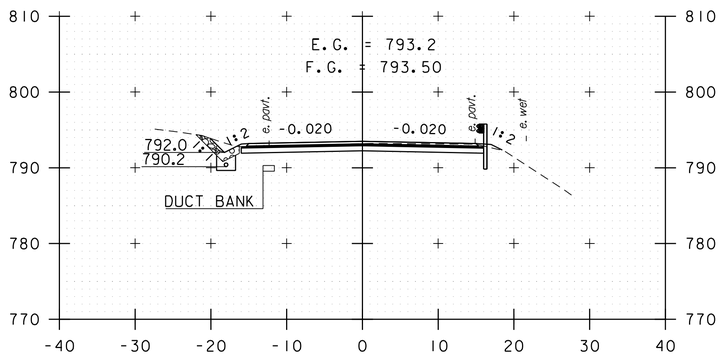
B 41+50



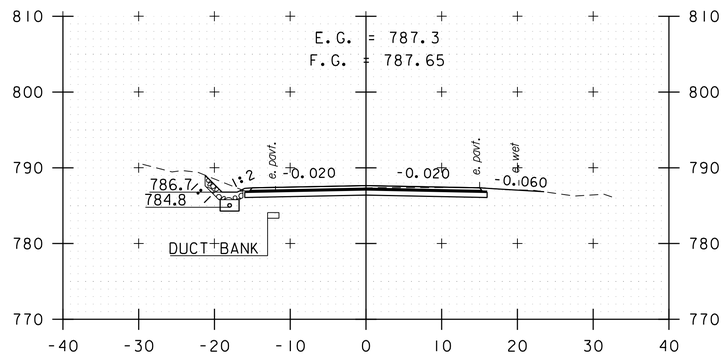
B 43+00



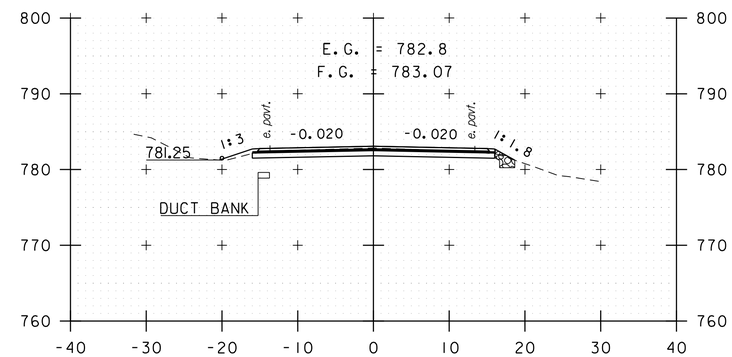
B 44+50



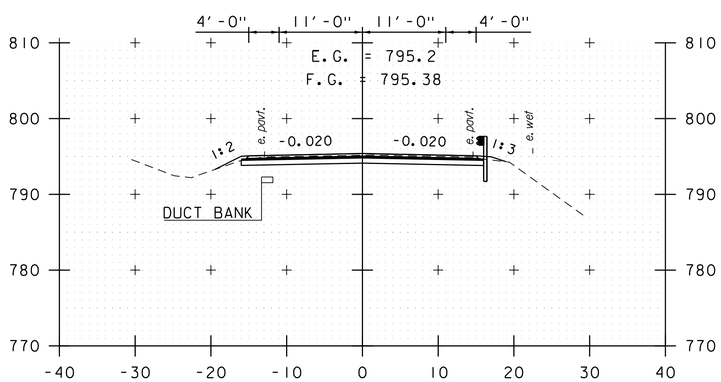
B 41+00



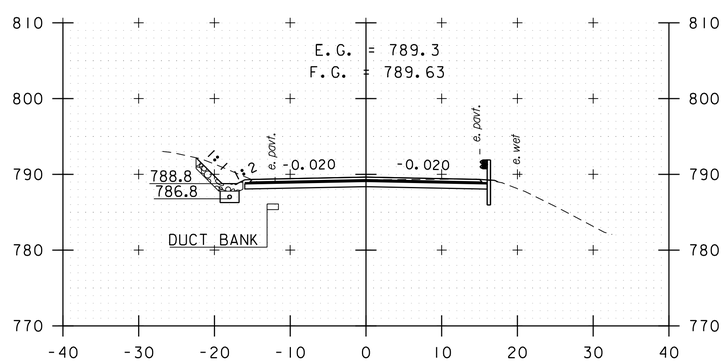
B 42+50



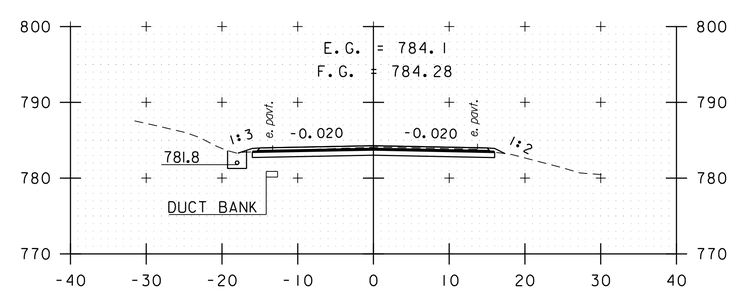
B 44+00



B 40+50



B 42+00



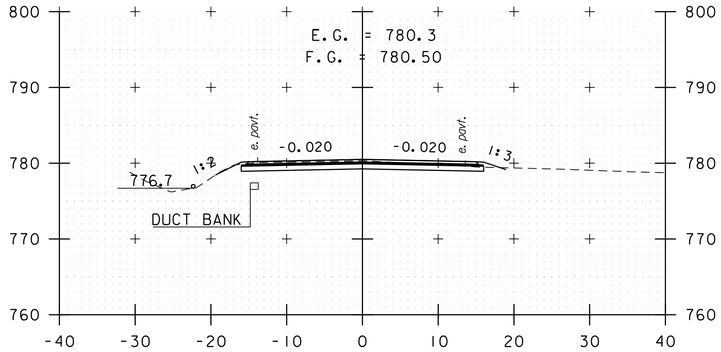
B 43+50

STA. B 40+50 TO STA. B 44+50

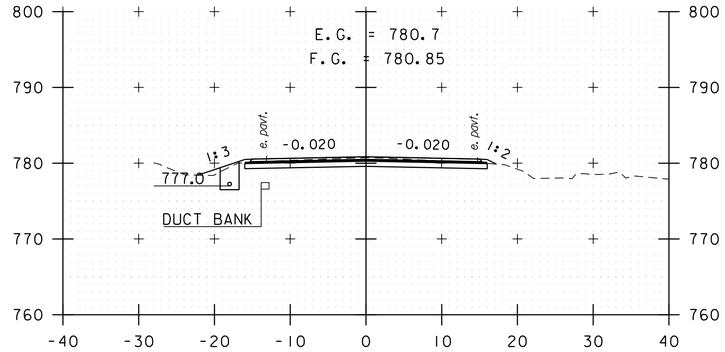
0 10 20
SCALE IN FEET

vhb

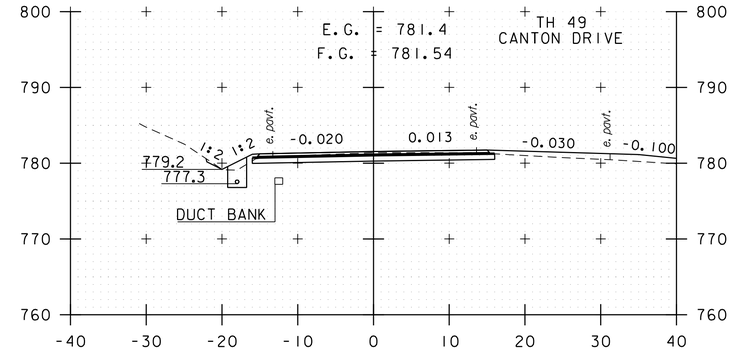
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234_xs_Stock.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
CROSS SECTION SHEET 121	SHEET 359 OF 424



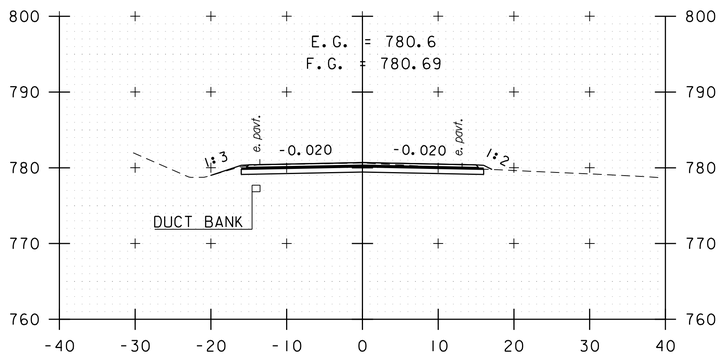
B 46+00



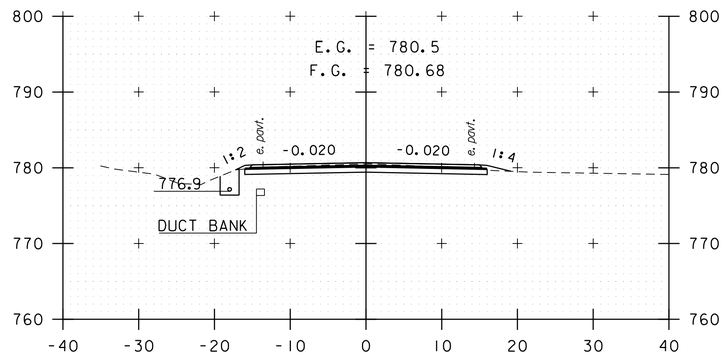
B 47+50



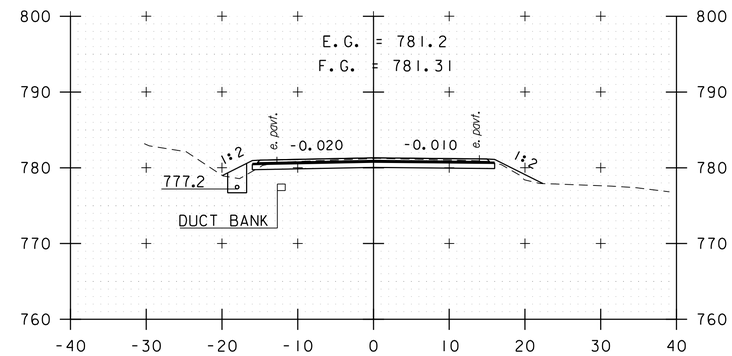
B 49+00



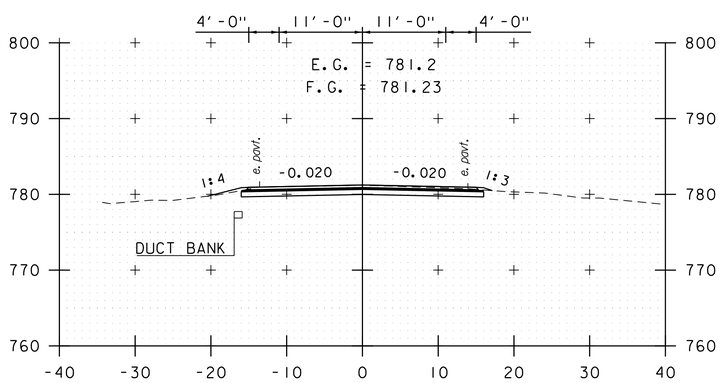
B 45+50



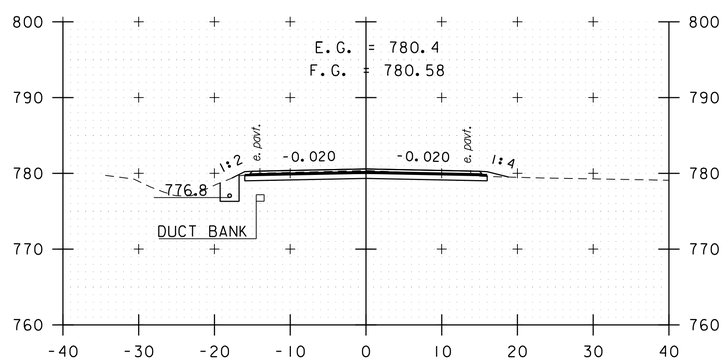
B 47+00



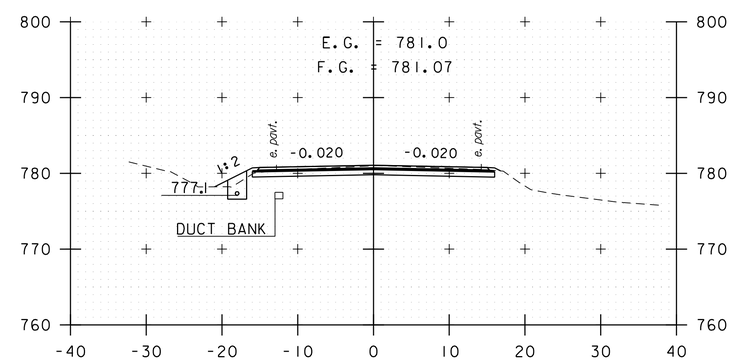
B 48+50



B 45+00



B 46+50

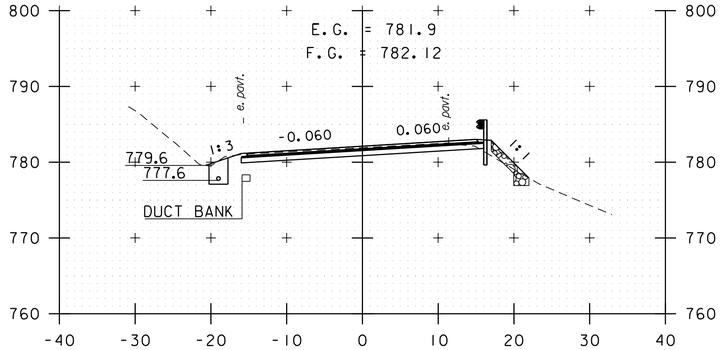


B 48+00

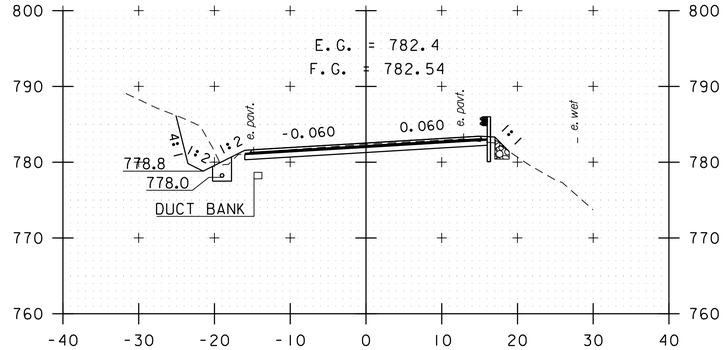
STA. B 45+00 TO STA. B 49+00

0 10 20
SCALE IN FEET

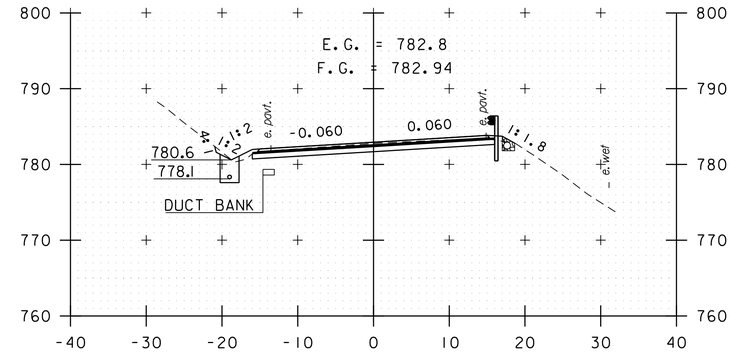
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234_xs_Stock.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
CROSS SECTION SHEET 122	SHEET 360 OF 424



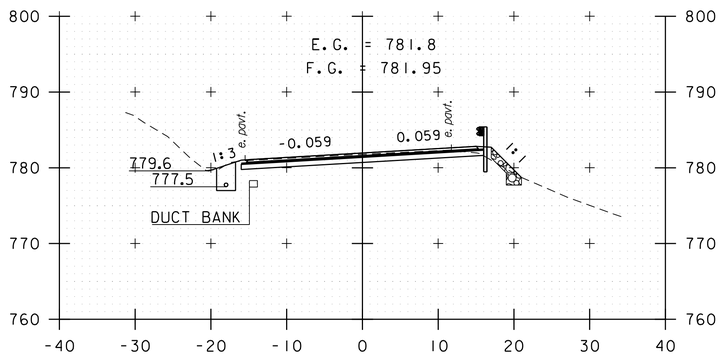
B 50+50



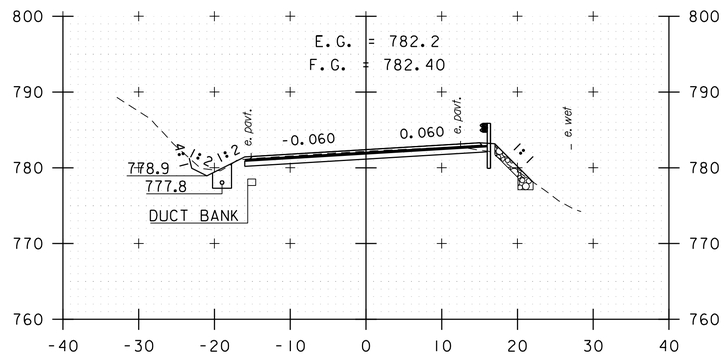
B 52+00



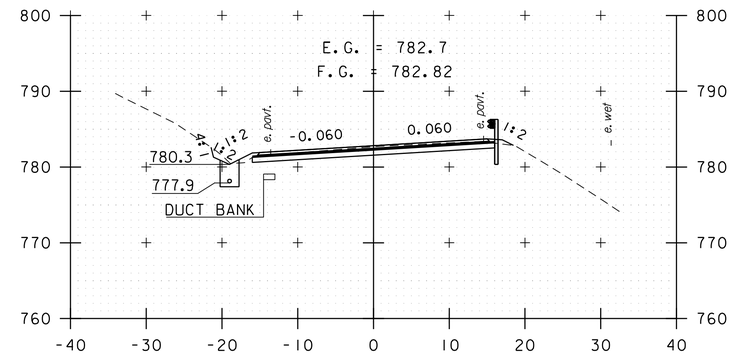
B 53+50



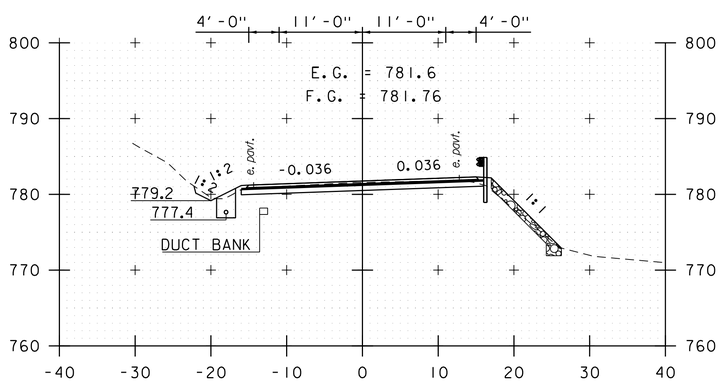
B 50+00



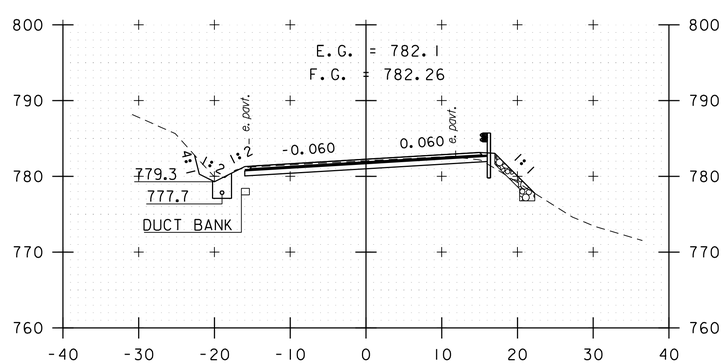
B 51+50



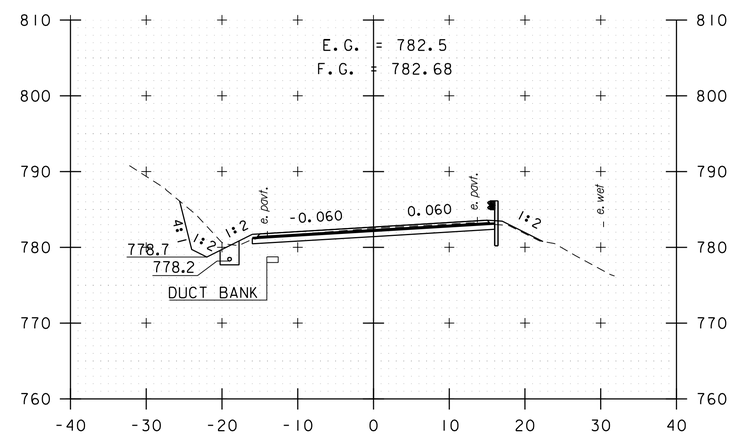
B 53+00



B 49+50



B 51+00



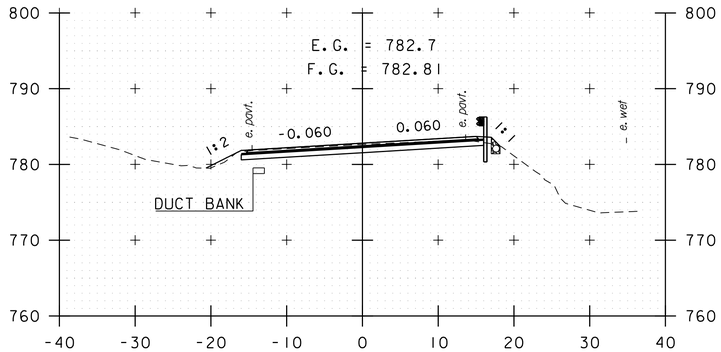
B 52+50

STA. B 49+50 TO STA. B 53+50

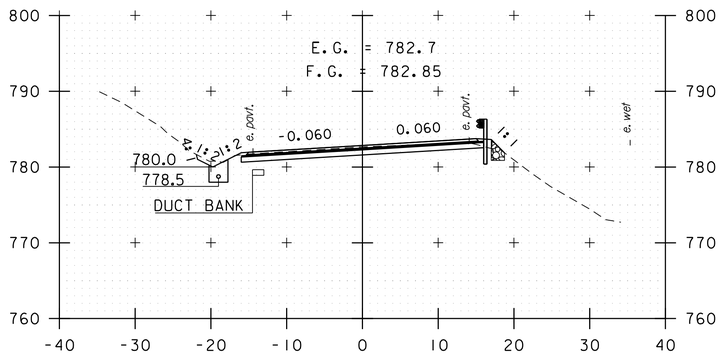
0 10 20
SCALE IN FEET

vhb

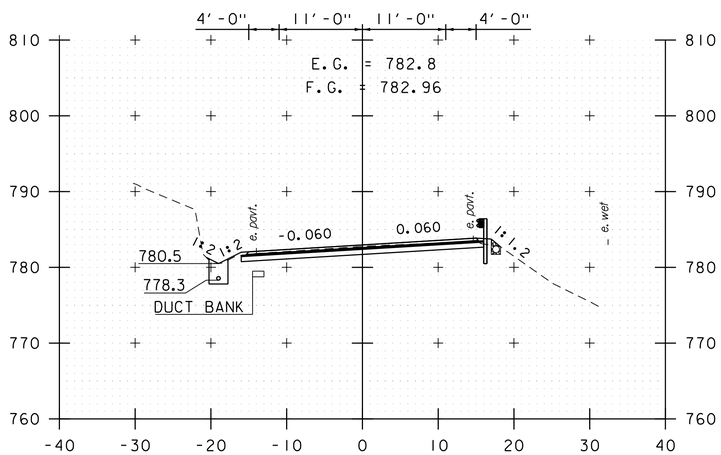
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234_xs_Stock.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
CROSS SECTION SHEET 123	SHEET 361 OF 424



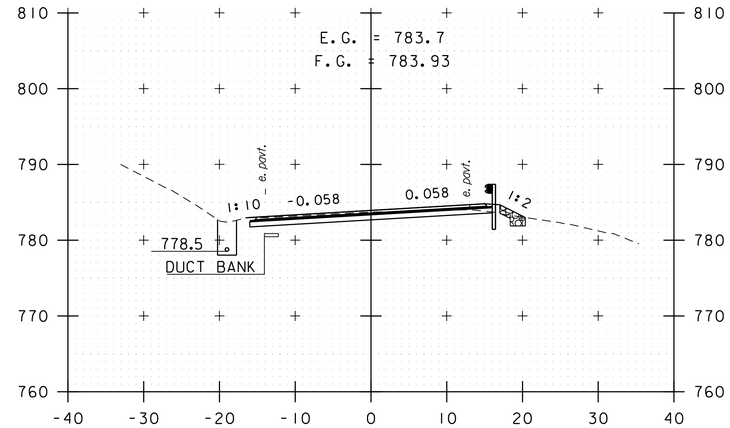
B 55+00



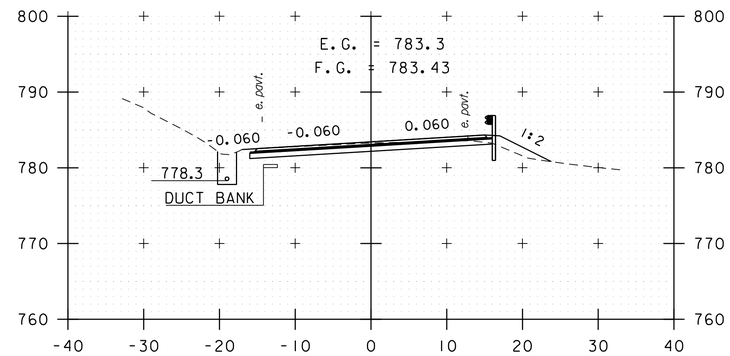
B 54+50



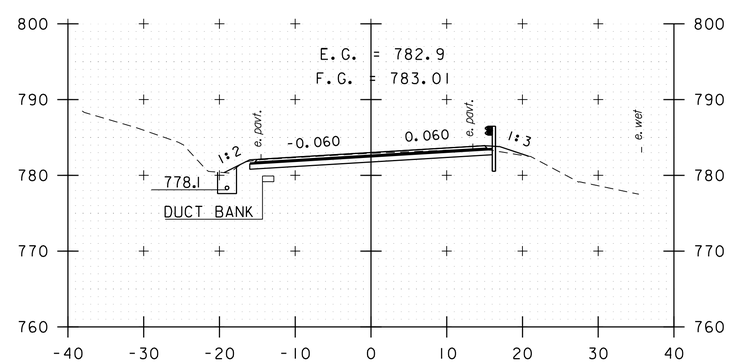
B 54+00



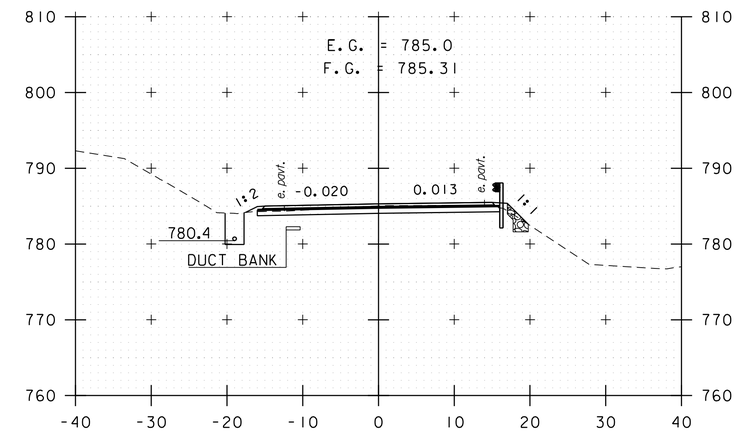
B 56+50



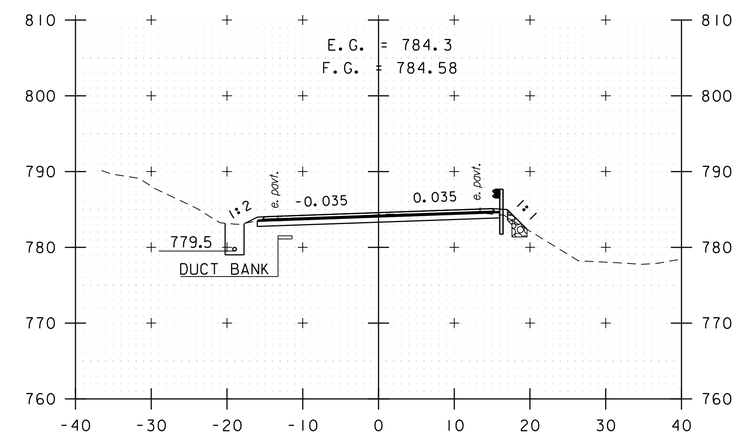
B 56+00



B 55+50



B 57+50

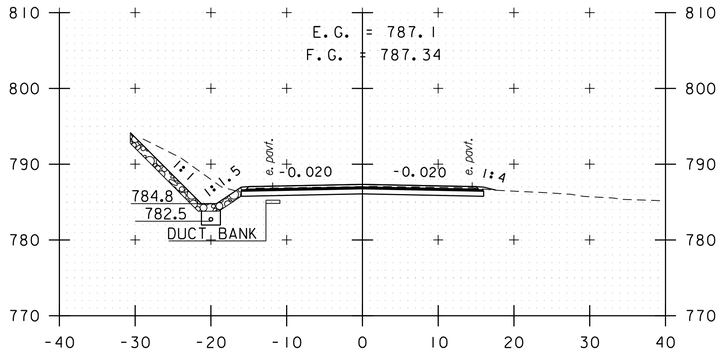


B 57+00

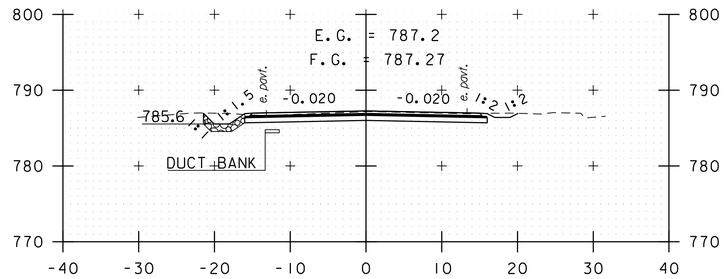
STA. B 54+00 TO STA. B 57+50

0 10 20
SCALE IN FEET

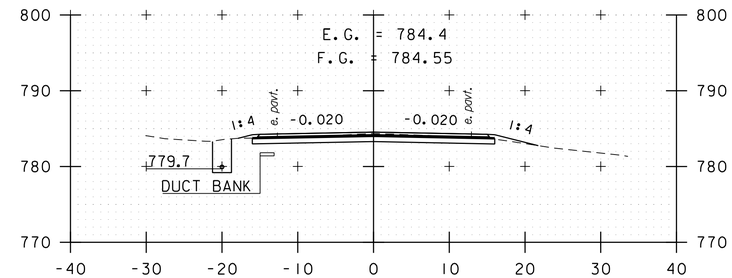
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234_xs_Stock.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
CROSS SECTION SHEET 124	SHEET 362 OF 424



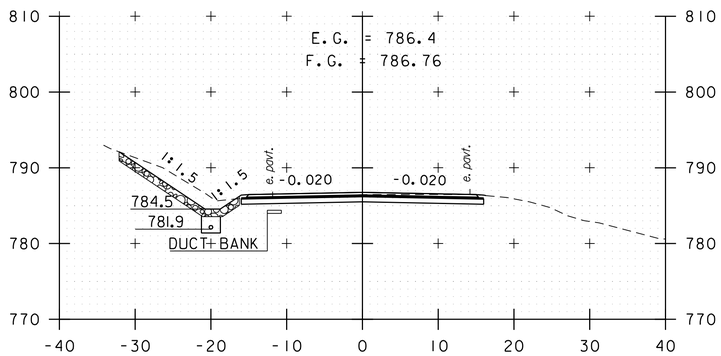
B 59+00



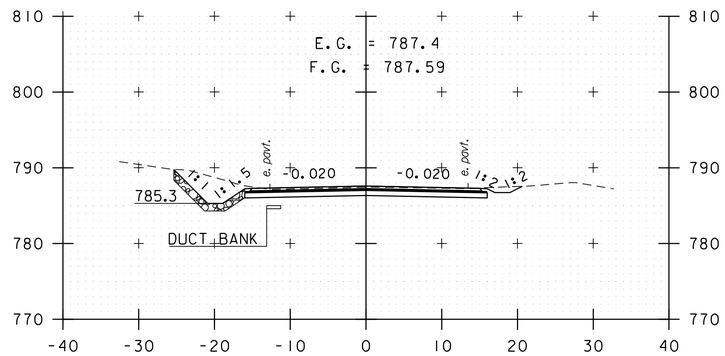
B 60+50



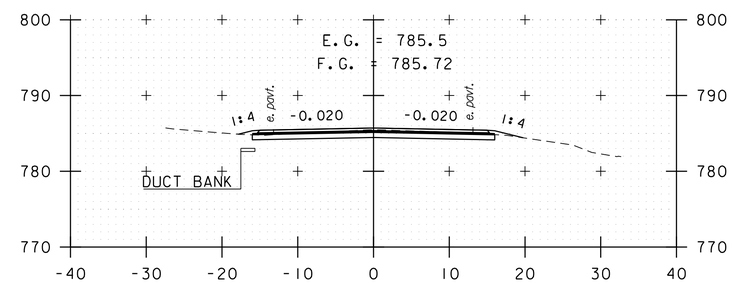
B 62+00



B 58+50



B 60+00



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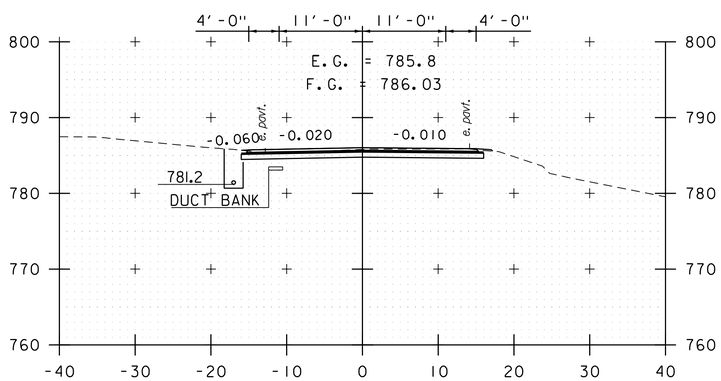
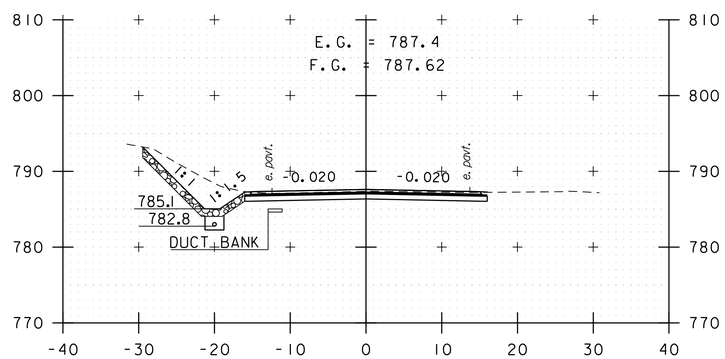
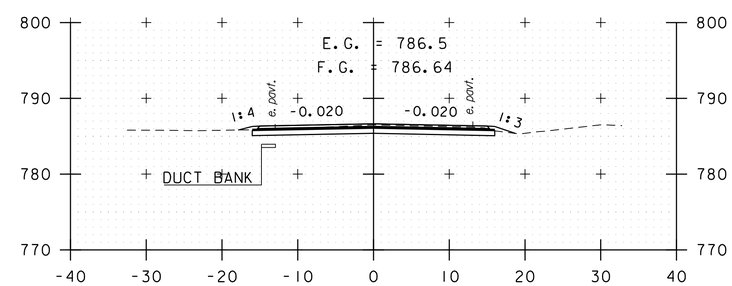


B 58+00



B 59+50

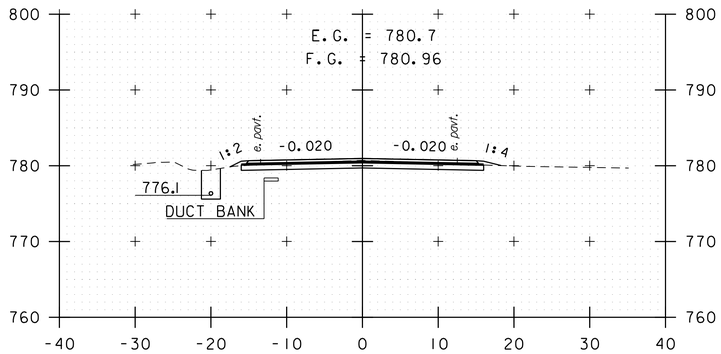


B 61+00

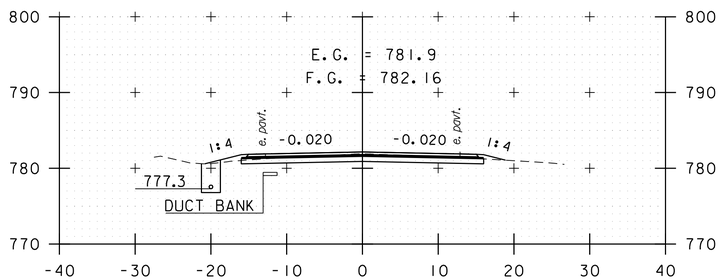
STA. B 58+00 TO STA. B 62+00

0 10 20
SCALE IN FEET

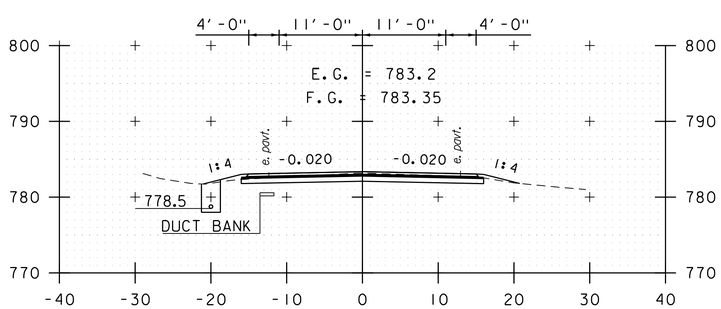
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234_xs_Stock.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
CROSS SECTION SHEET 125	SHEET 363 OF 424



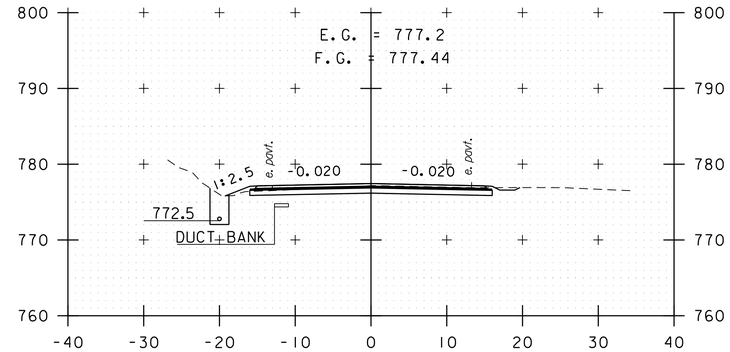
B 63+50



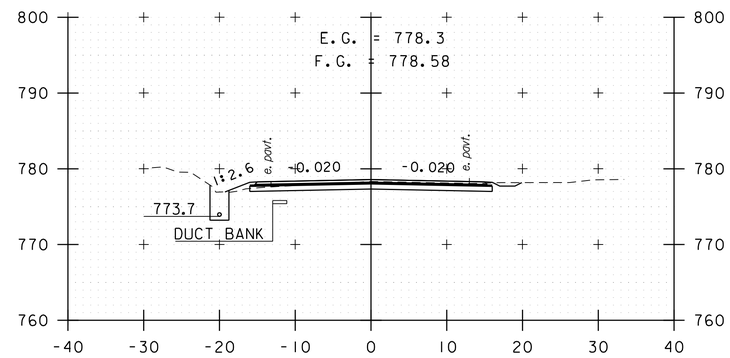
B 63+00



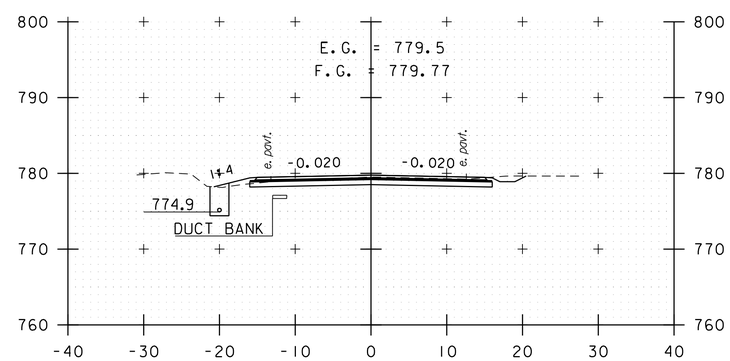
B 62+50



B 65+00



B 64+50



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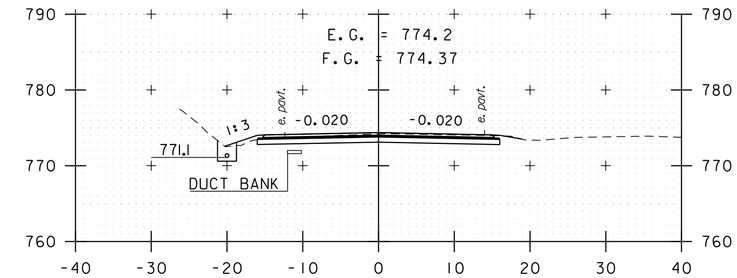
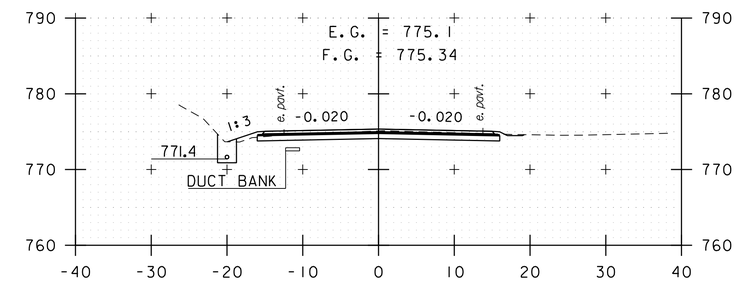
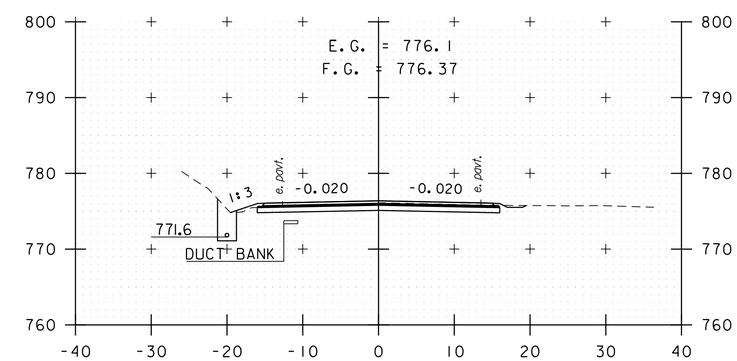


B 66+50



B 66+00



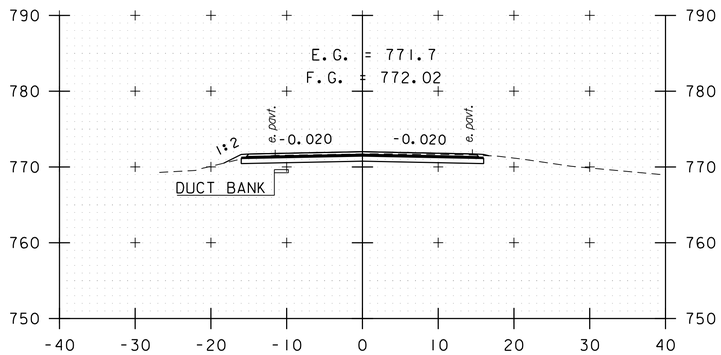
B 65+50

STA. B 62+50 TO STA. B 66+50

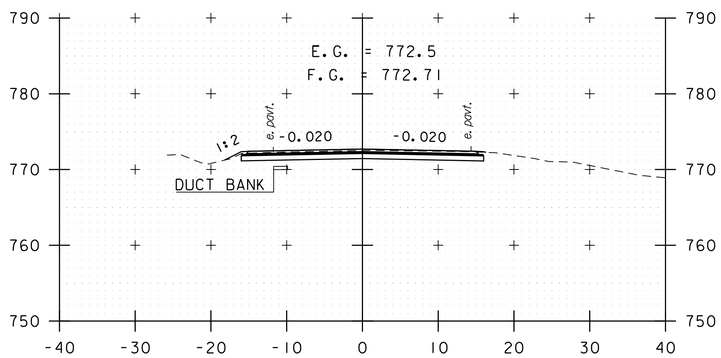
0 10 20
SCALE IN FEET

vhb

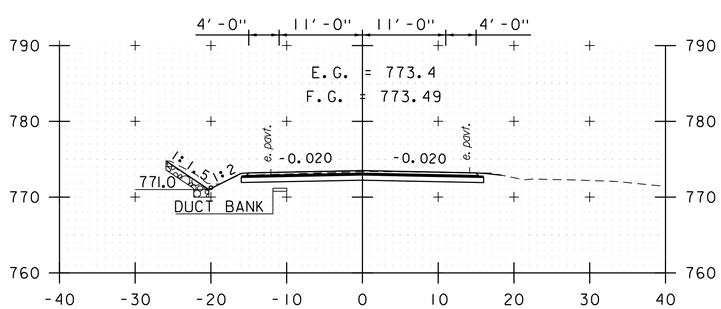
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234_xs_Stock.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
CROSS SECTION SHEET 126	SHEET 364 OF 424



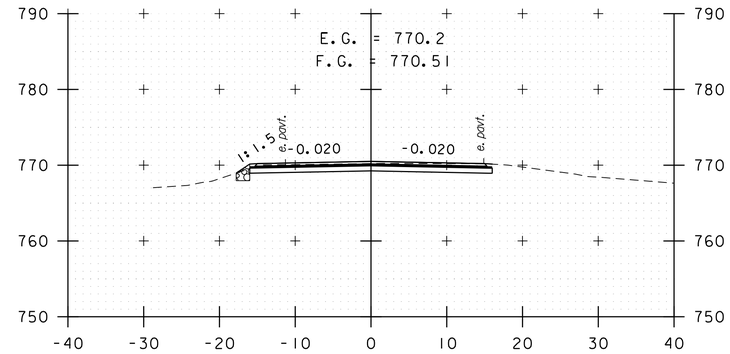
B 68+00



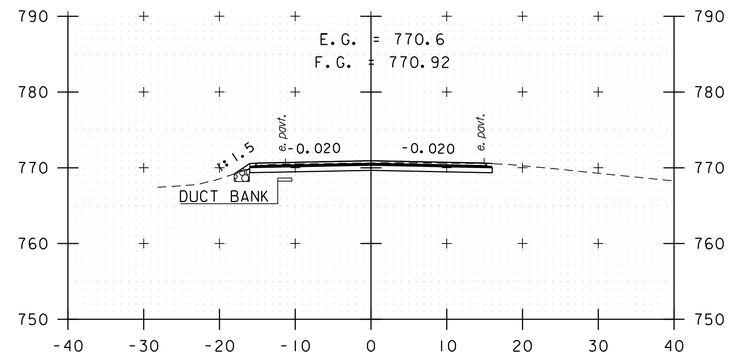
B 67+50



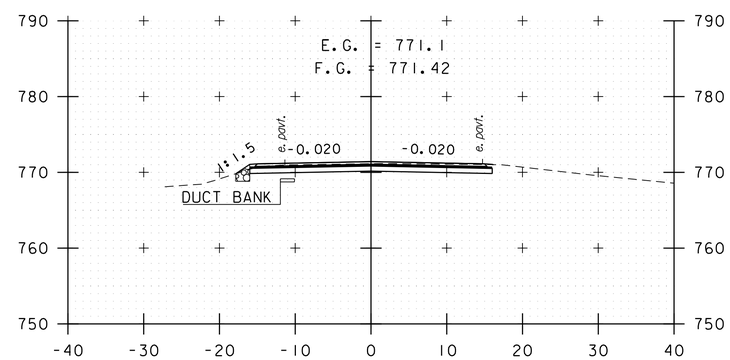
B 67+00



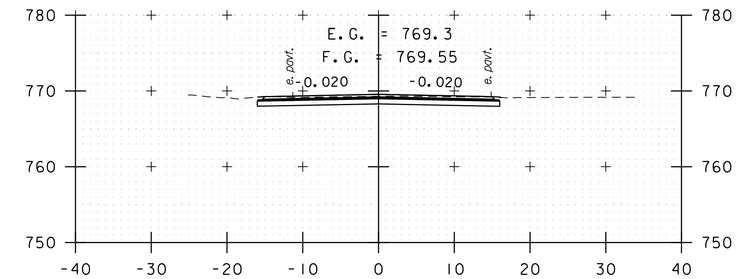
B 69+50



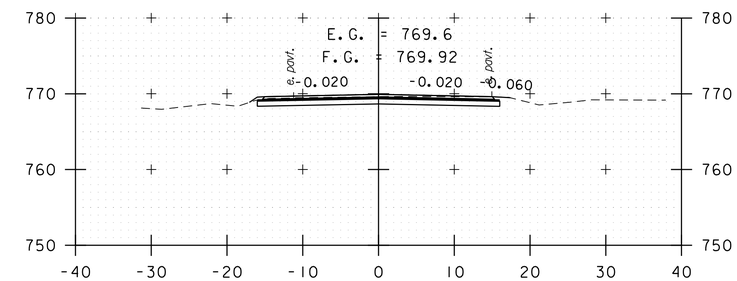
B 69+00



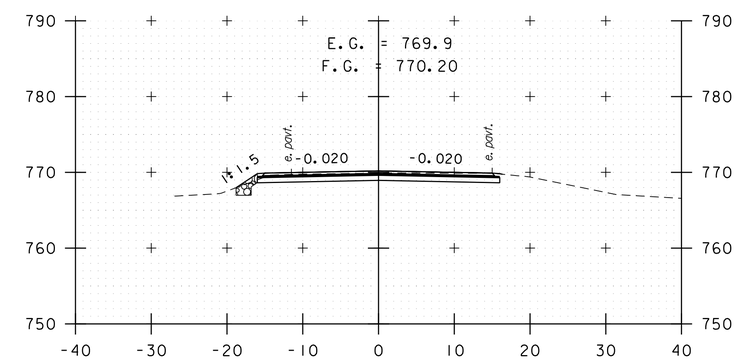
B 68+50



B 71+00



B 70+50



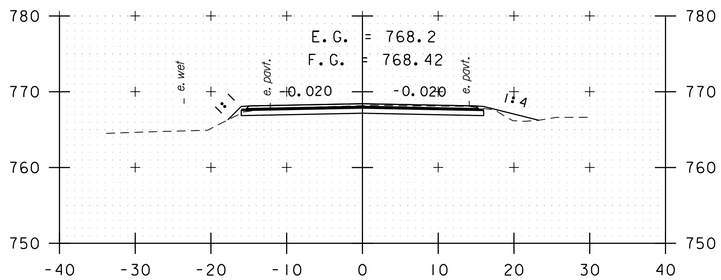
B 70+00

STA. B 67+00 TO STA. B 71+00

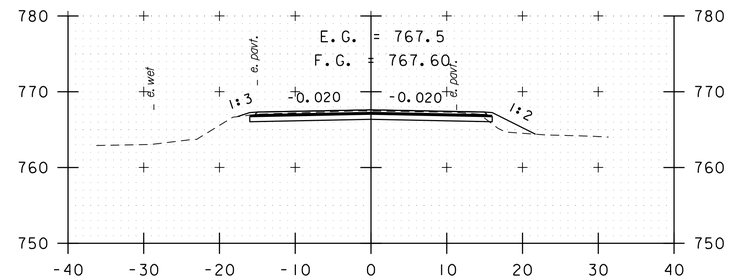
0 10 20
SCALE IN FEET

vhb

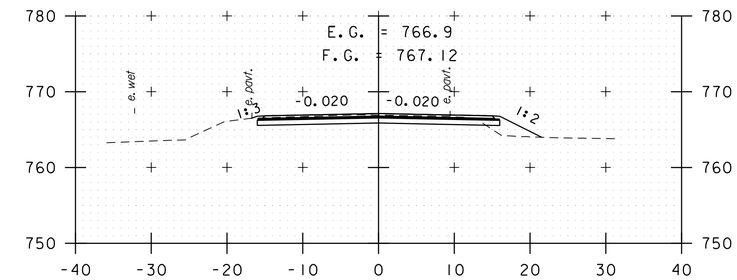
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234_xs_Stock.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
CROSS SECTION SHEET 127	SHEET 365 OF 424



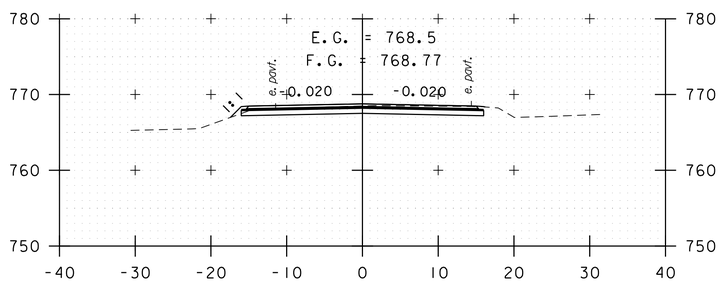
B 72+50



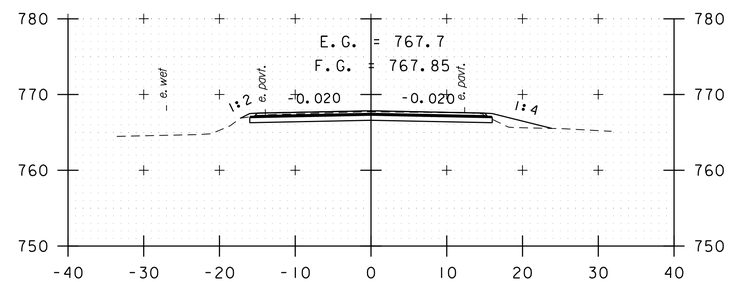
B 74+00



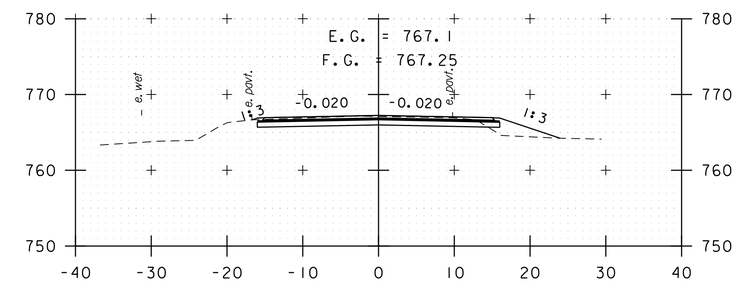
B 75+50



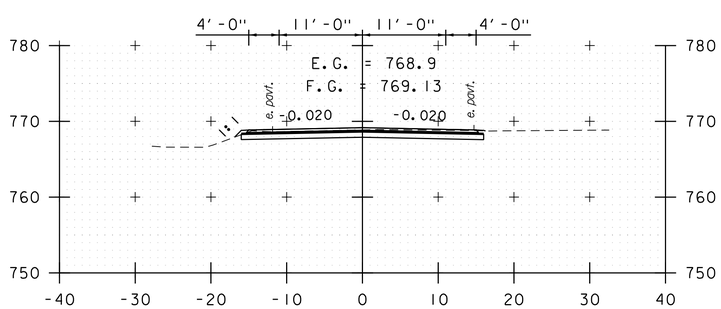
B 72+00



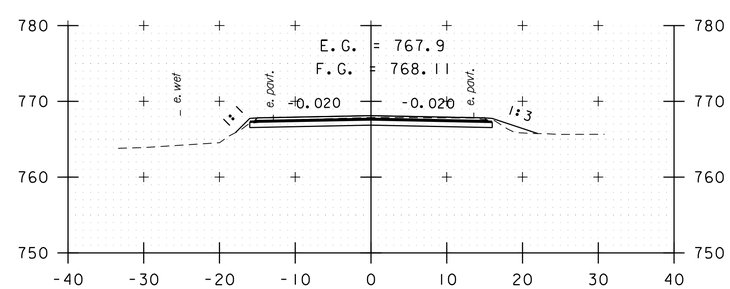
B 73+50



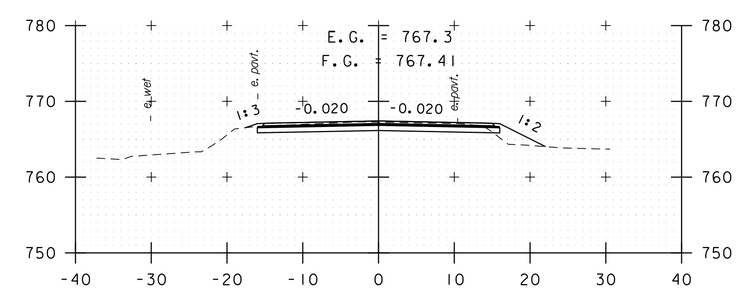
B 75+00



B 71+50



B 73+00

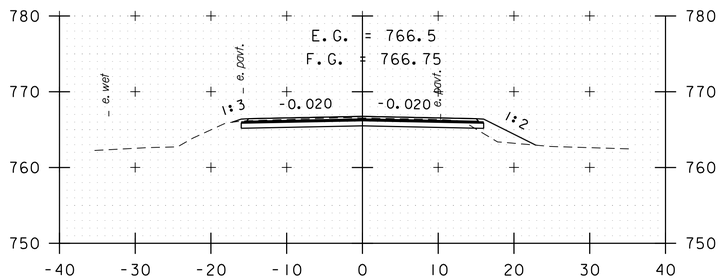


B 74+50

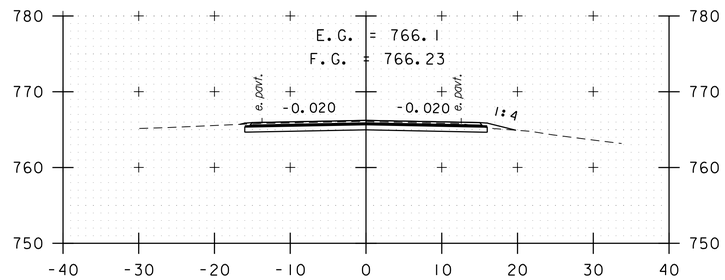
STA. B 71+50 TO STA. B 75+50

0 10 20
SCALE IN FEET

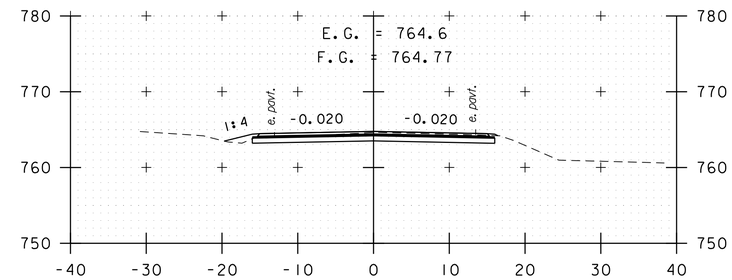
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234_xs_Stock.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
CROSS SECTION SHEET 128	SHEET 366 OF 424



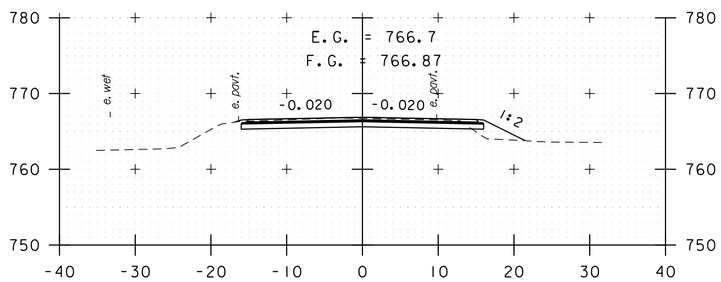
B 77+00



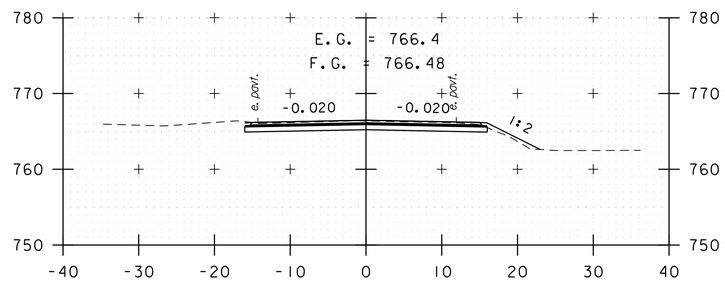
B 78+50



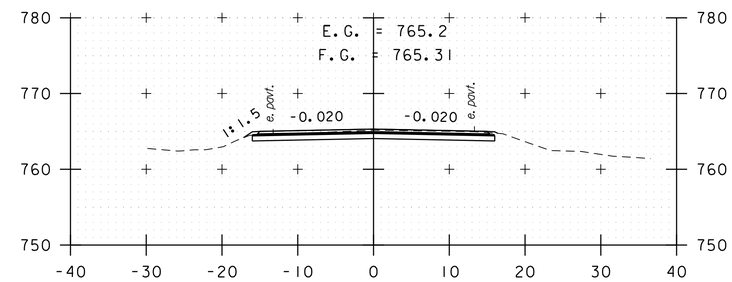
B 80+00



B 76+50



B 78+00



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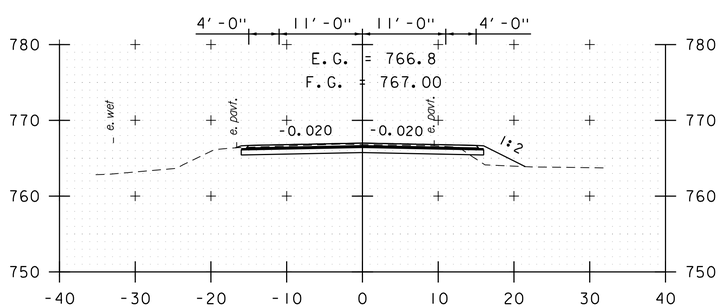
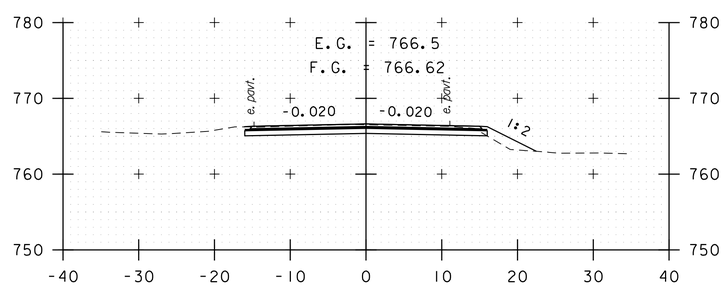
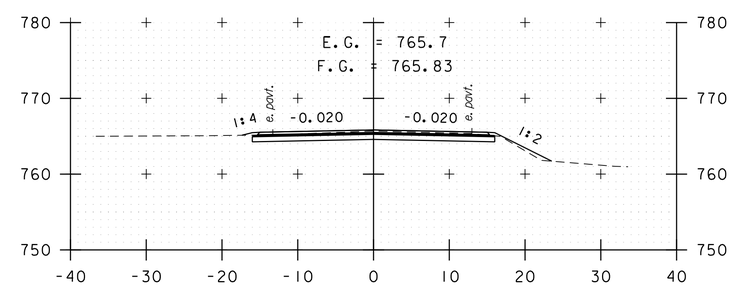


B 76+00



B 77+50

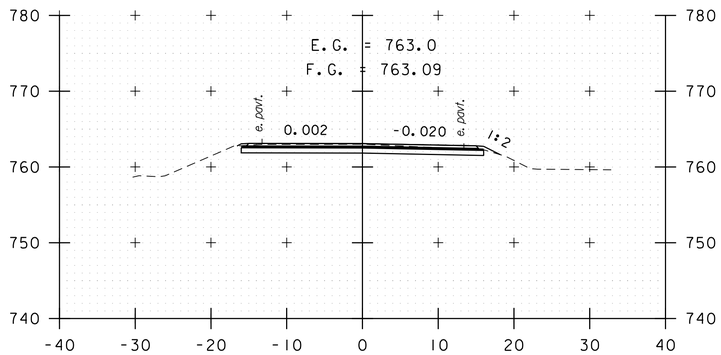


B 79+00

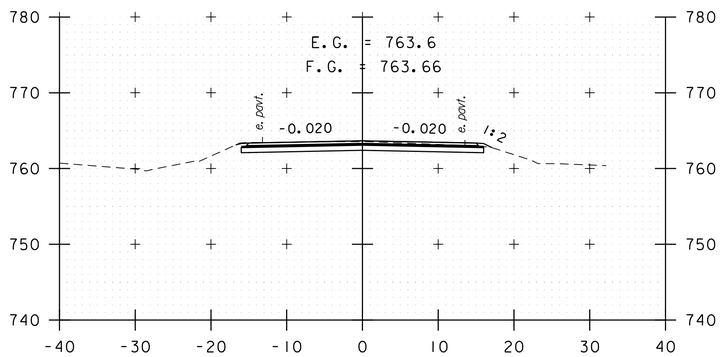
STA. B 76+00 TO STA. B 80+00

0 10 20
SCALE IN FEET

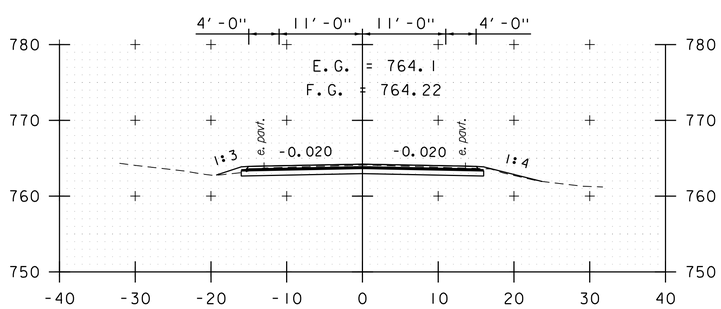
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234_xs_Stock.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
CROSS SECTION SHEET 129	SHEET 367 OF 424



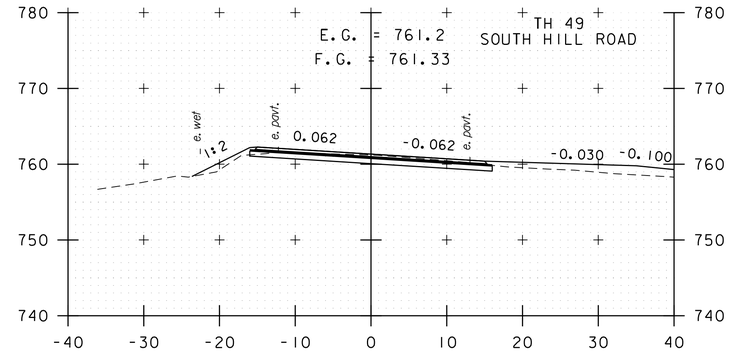
B 81+50



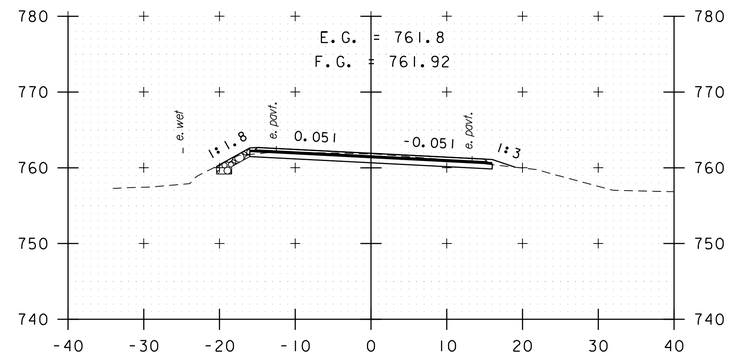
B 81+00



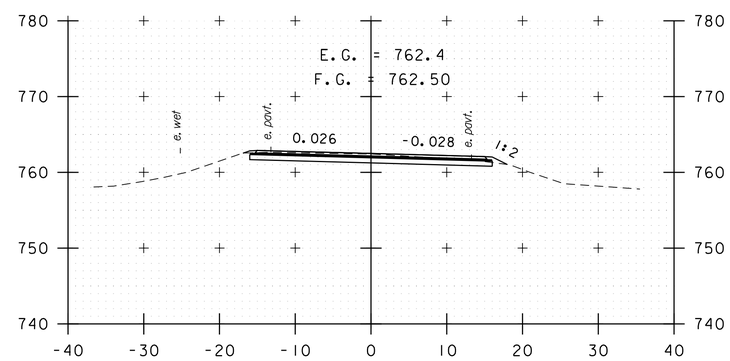
B 80+50



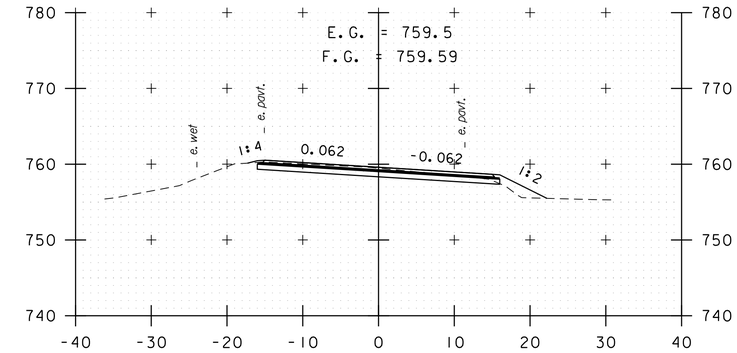
B 83+00



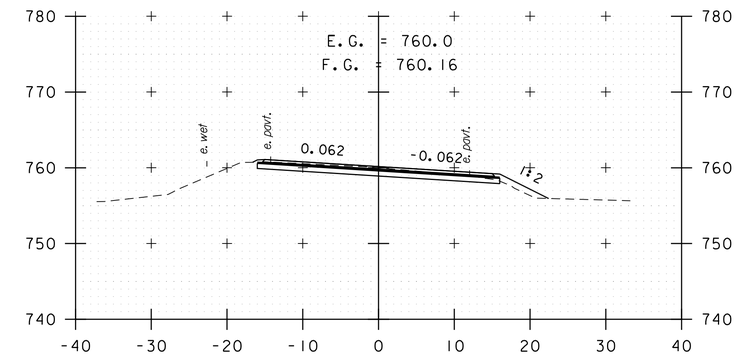
B 82+50



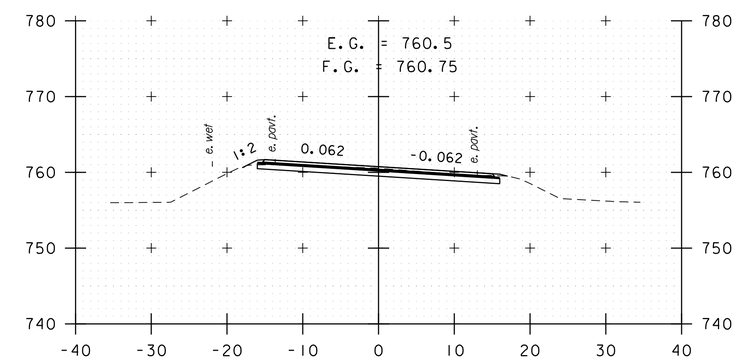
B 82+00



B 84+50



B 84+00

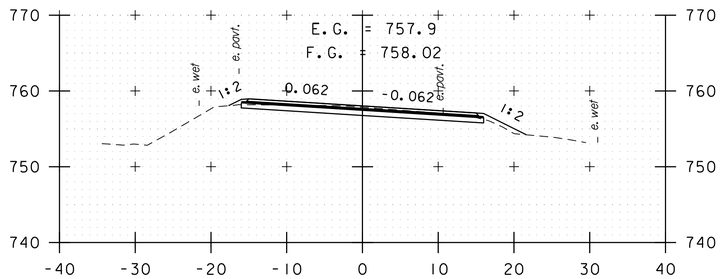


B 83+50

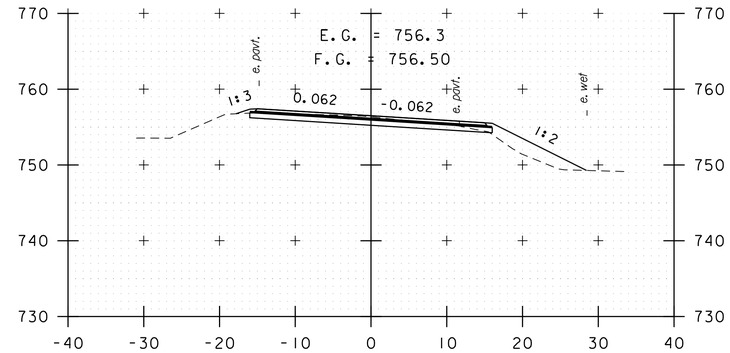
STA. B 80+50 TO STA. B 84+50

0 10 20
SCALE IN FEET

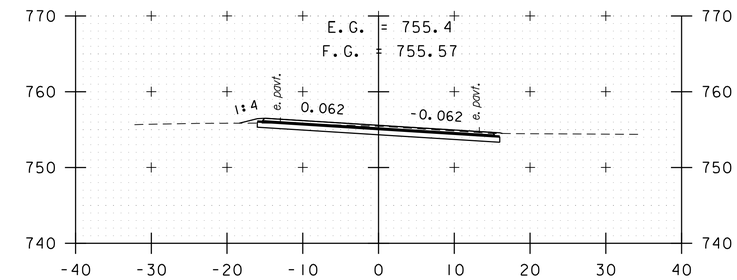
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234_xs_Stock.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
CROSS SECTION SHEET 130	SHEET 368 OF 424



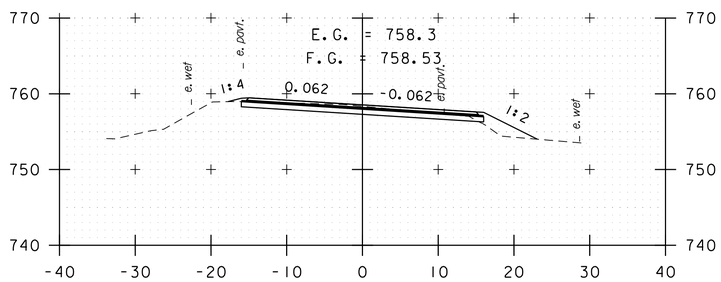
B 86+00



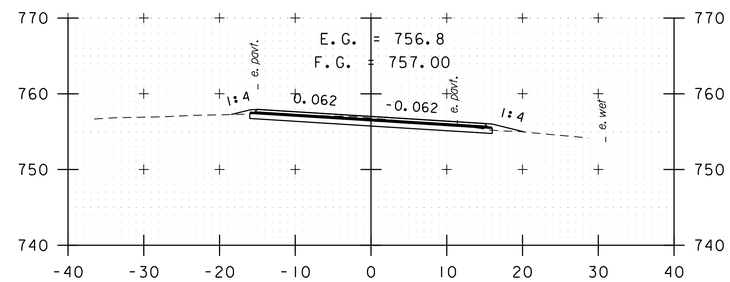
B 87+50



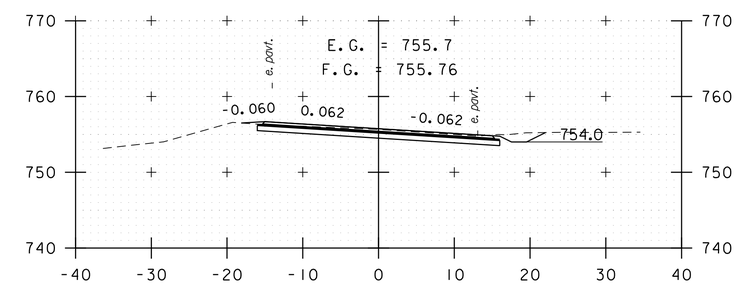
B 89+00



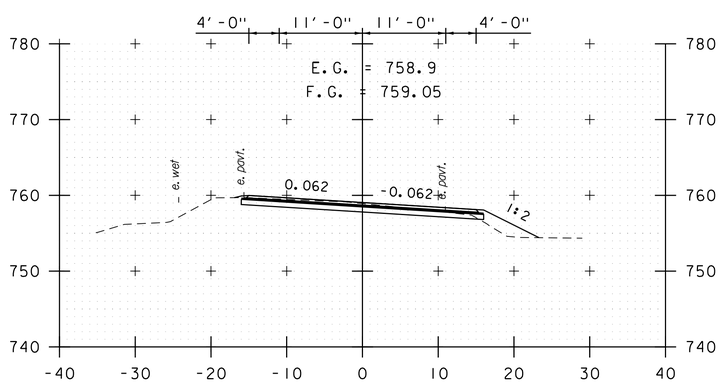
B 85+50



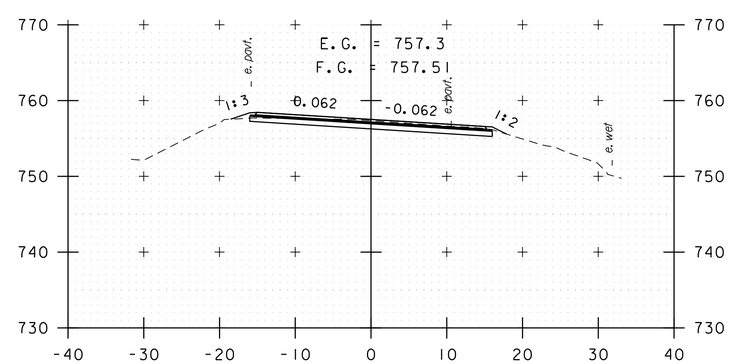
B 87+00



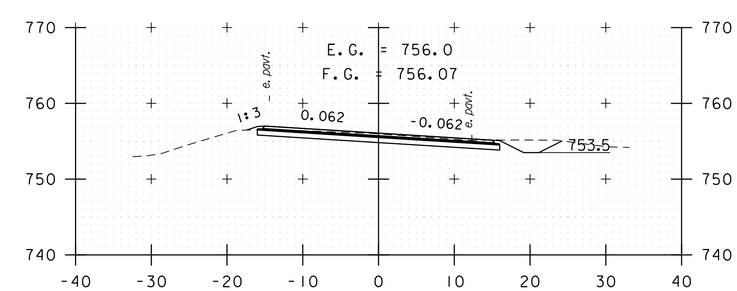
B 88+50



B 85+00



B 86+50



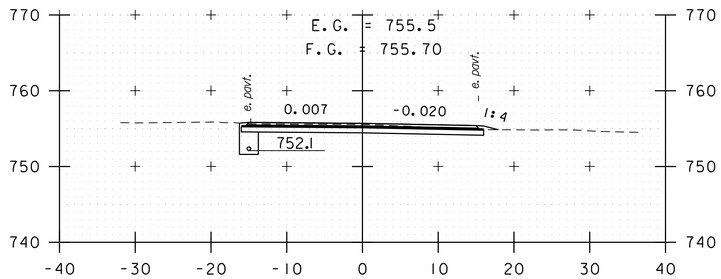
B 88+00

STA. B 85+00 TO STA. B 89+00

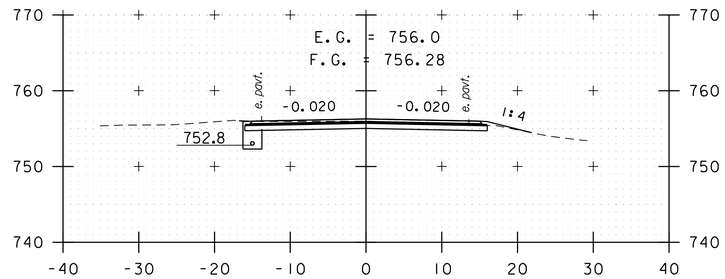
0 10 20
SCALE IN FEET

vhb

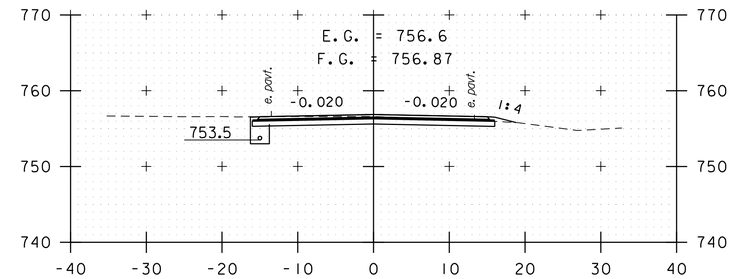
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234_xs_Stock.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
CROSS SECTION SHEET 131	SHEET 369 OF 424



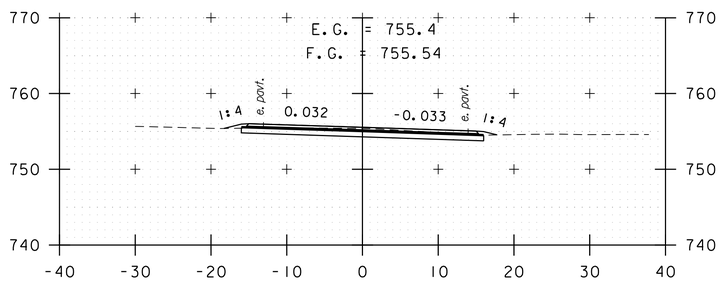
B 90+50



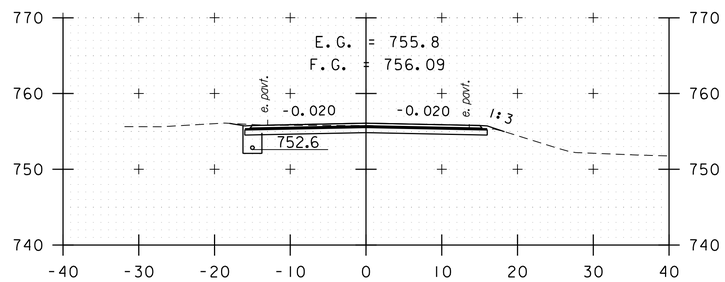
B 92+00



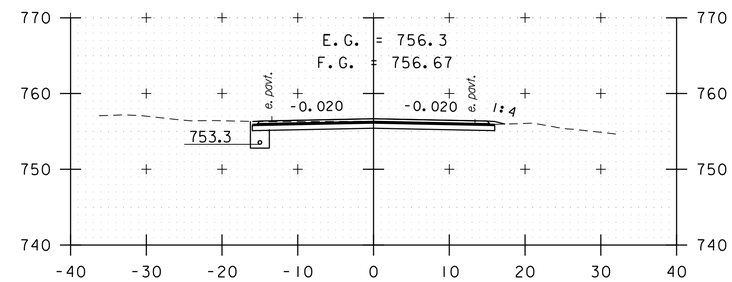
B 93+50



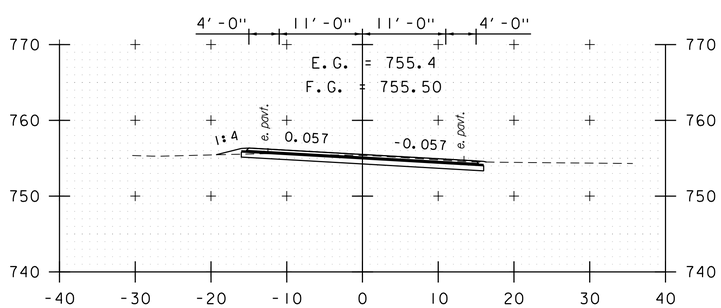
B 90+00



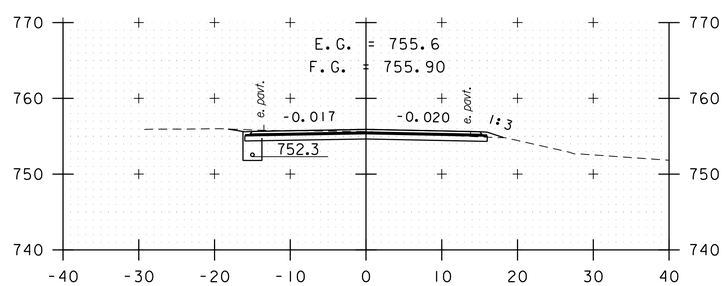
B 91+50



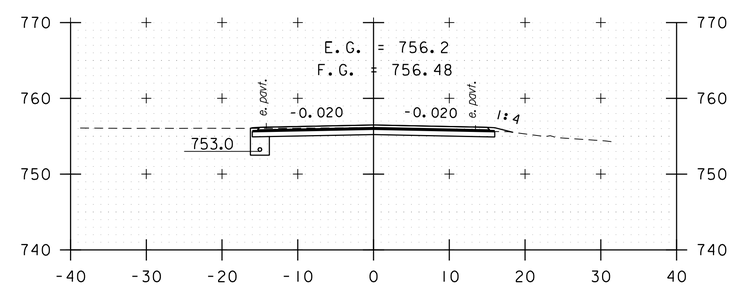
B 93+00



B 89+50



B 91+00

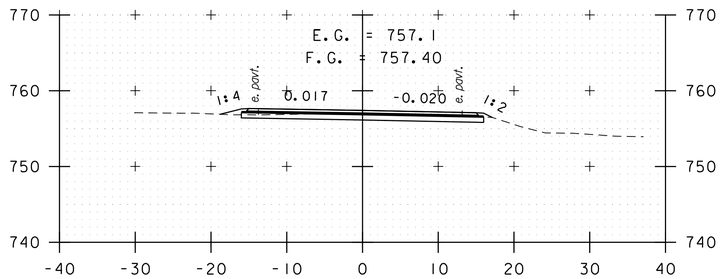


B 92+50

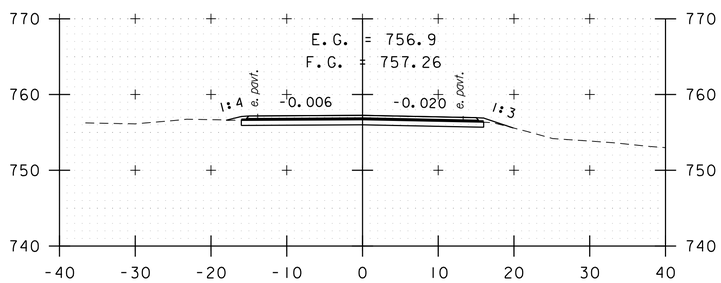
STA. B 89+50 TO STA. B 93+50

0 10 20
SCALE IN FEET

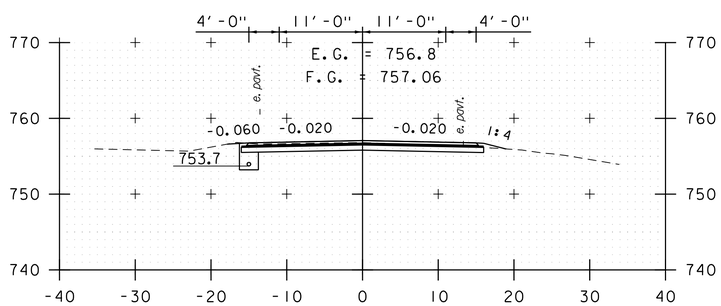
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234_xs_Stock.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
CROSS SECTION SHEET 132	SHEET 370 OF 424



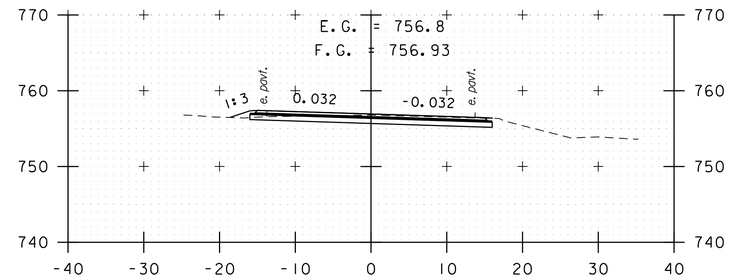
B 95+00



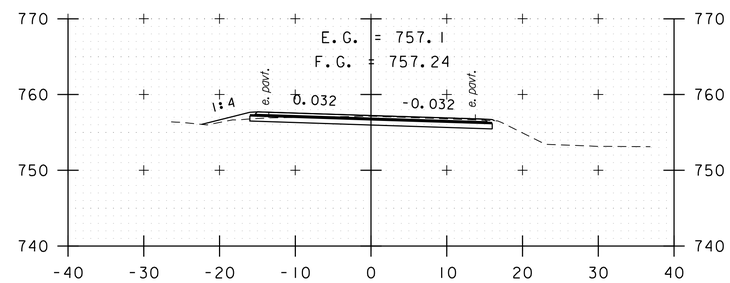
B 94+50



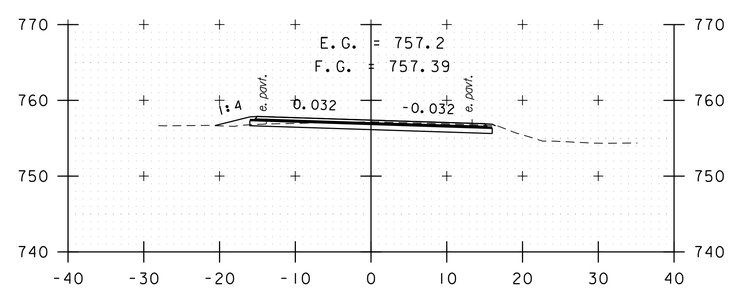
B 94+00



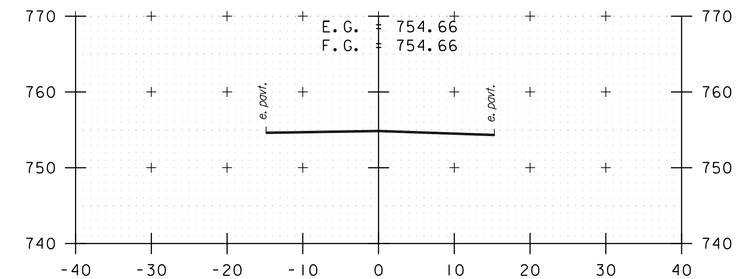
B 96+50



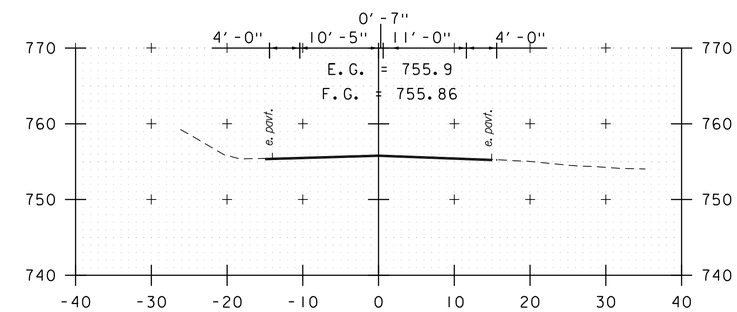
B 96+00



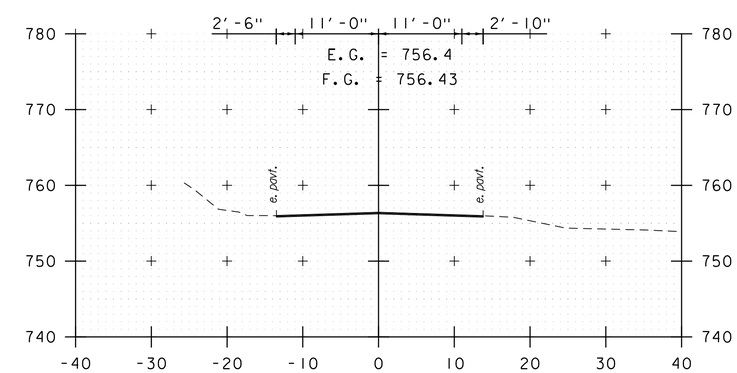
B 95+50



B 98+00



B 97+50

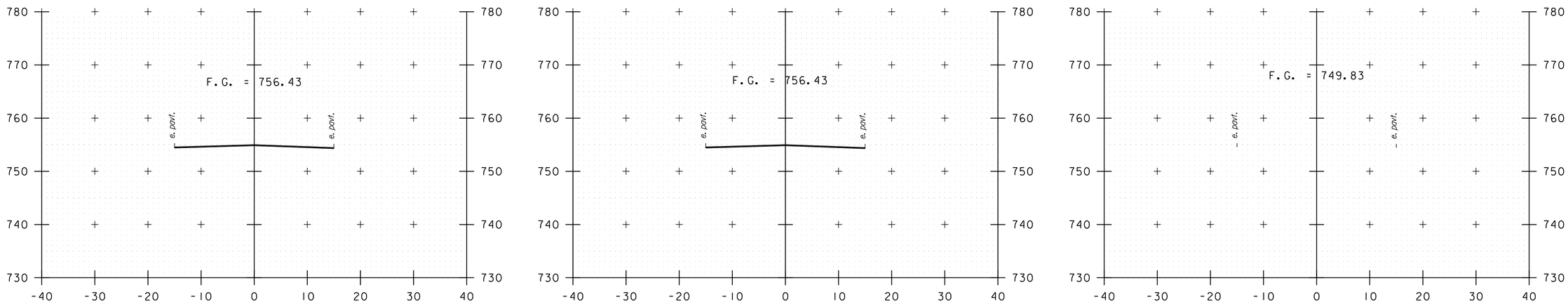


B 97+00

STA. B 94+00 TO STA. B 98+00

0 10 20
SCALE IN FEET

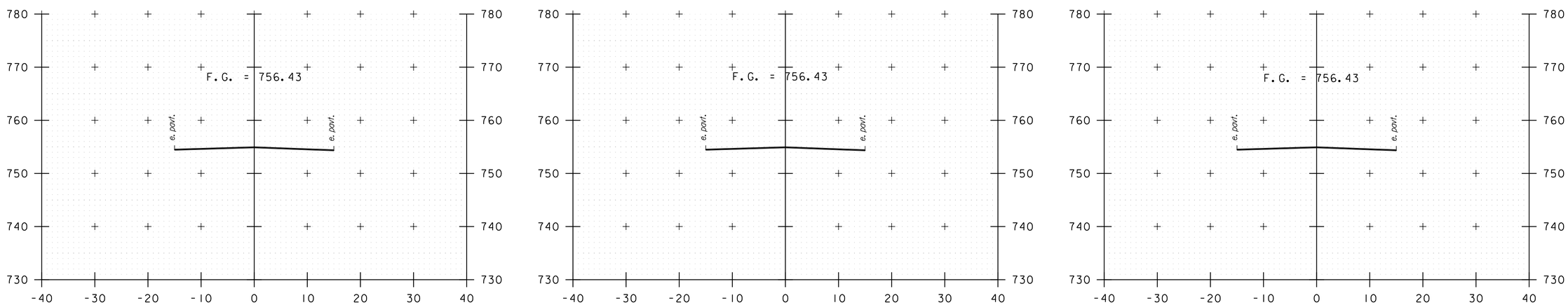
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234_xs_Stock.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
CROSS SECTION SHEET 133	SHEET 371 OF 424



B 99+00

B 100+00

B 101+00



B 98+50

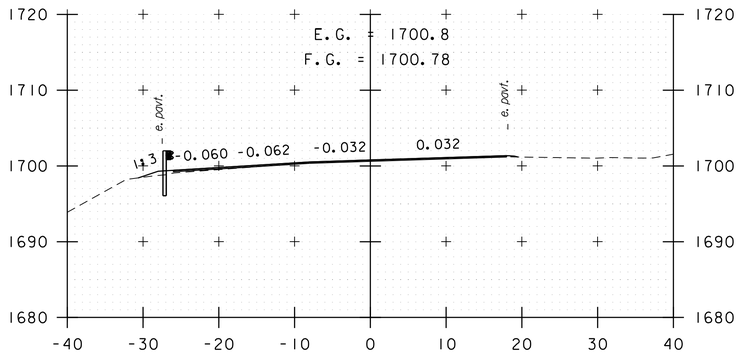
B 99+50

B 100+50

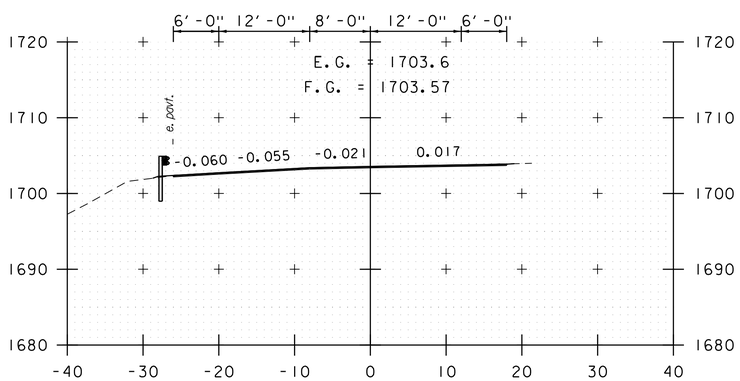
0 10 20
SCALE IN FEET

STA. 98+50 TO STA. 101+00

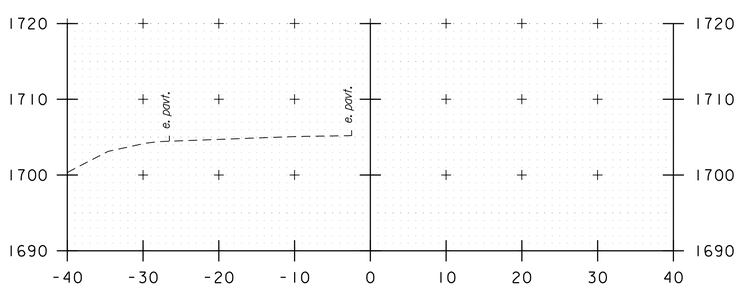
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234_xs_Stock.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
CROSS SECTION SHEET 134	SHEET 372 OF 424



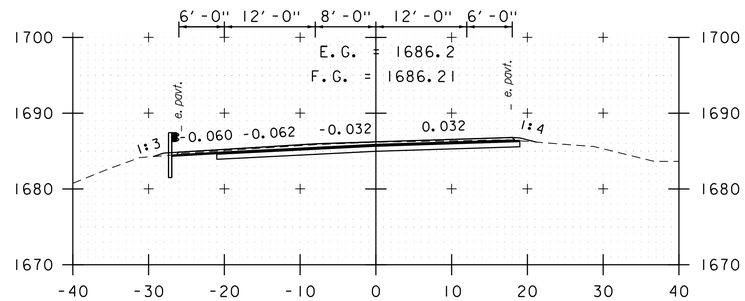
301+50



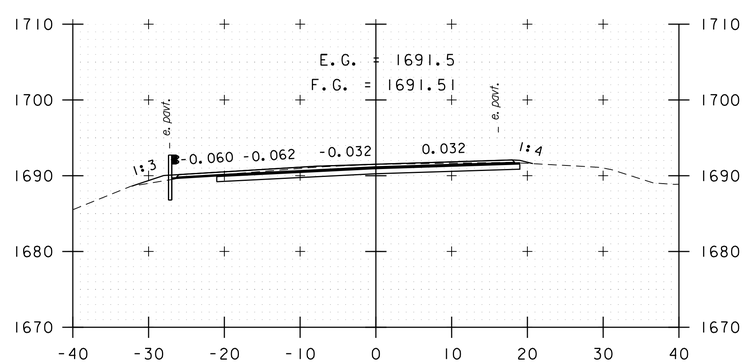
301+00



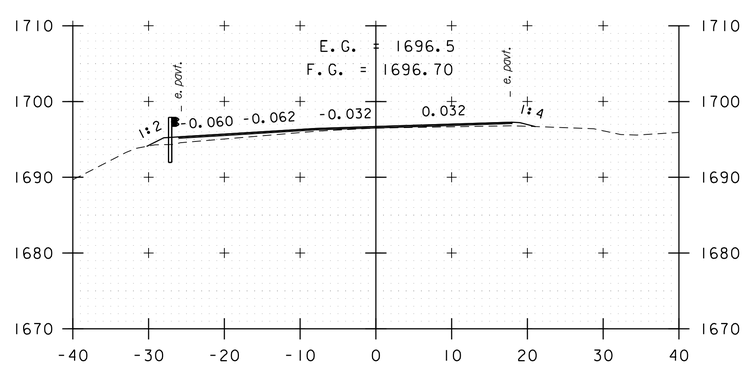
300+50



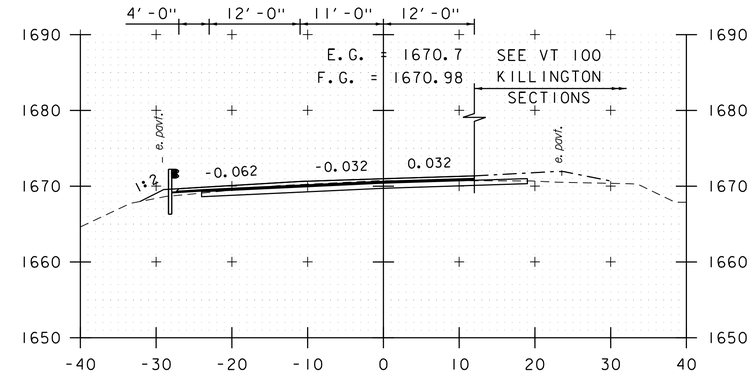
303+00



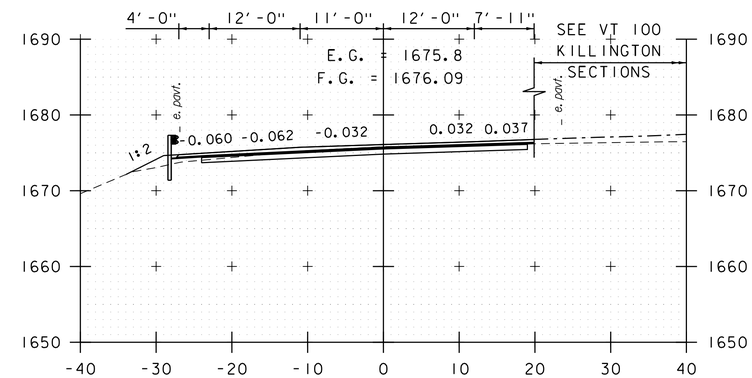
302+50



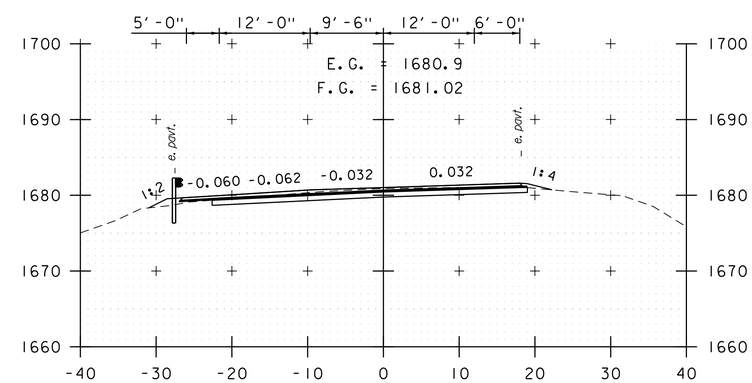
302+00



304+50



304+00



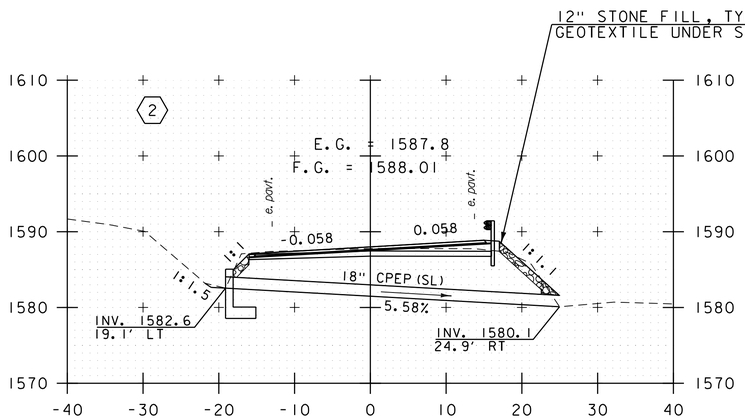
303+50

STA. 300+50 TO STA. 304+50

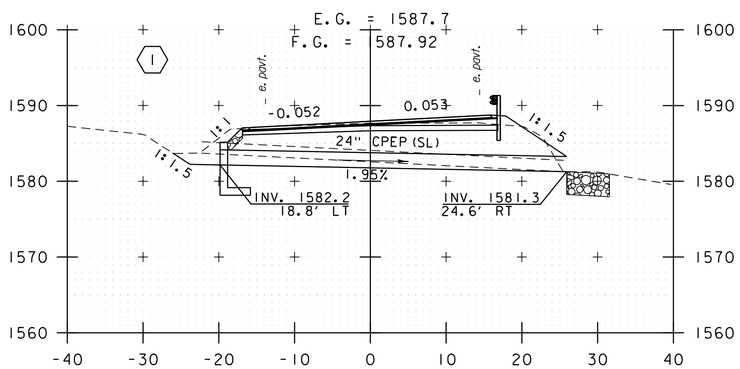
0 10 20
SCALE IN FEET

PROJECT NAME:	KILLINGTON - STOCKBRIDGE
PROJECT NUMBER:	ER STP 022-1(25)

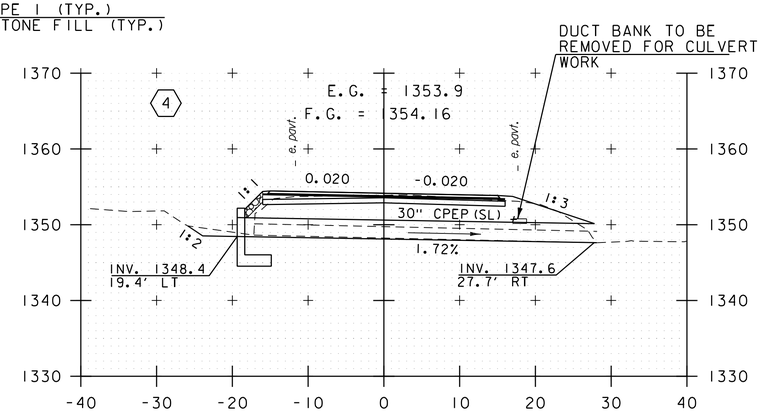
FILE NAME: z12B234_xs_Kill_Approach.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
CROSS SECTION SHEET 136	SHEET 373 OF 424



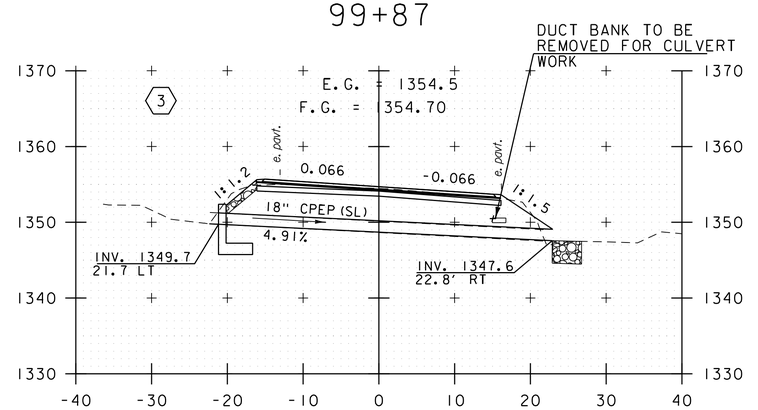
41+60



40+85

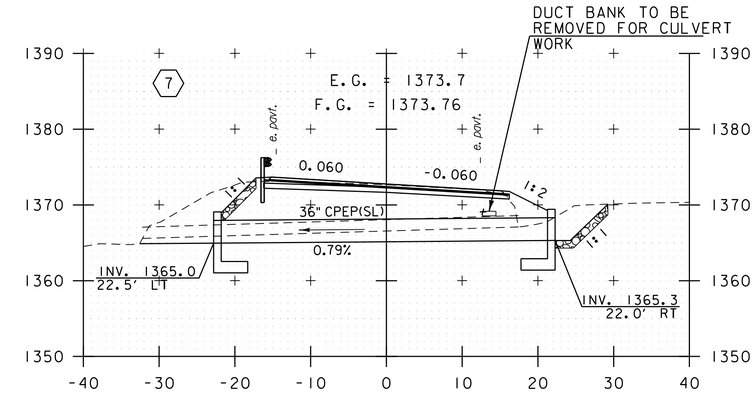


99+87

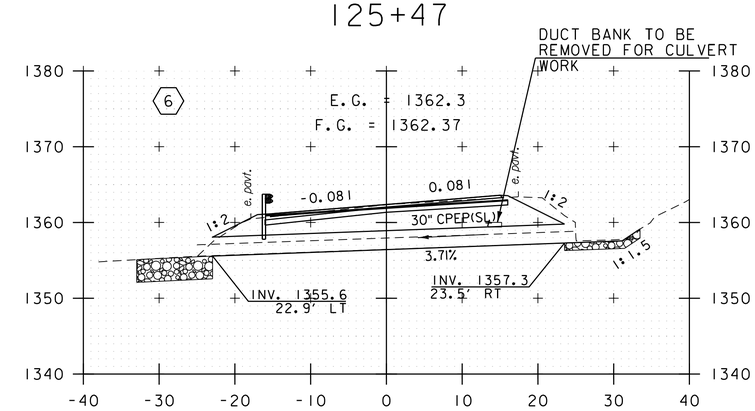


97+39

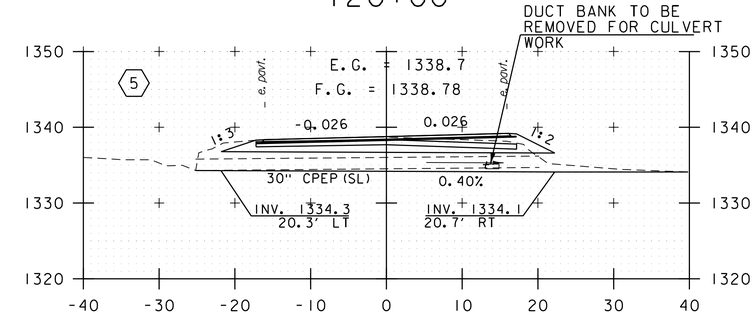
STA. 40+85 TO STA. 125+47
SKEWED CROSS SECTION



125+47



120+00

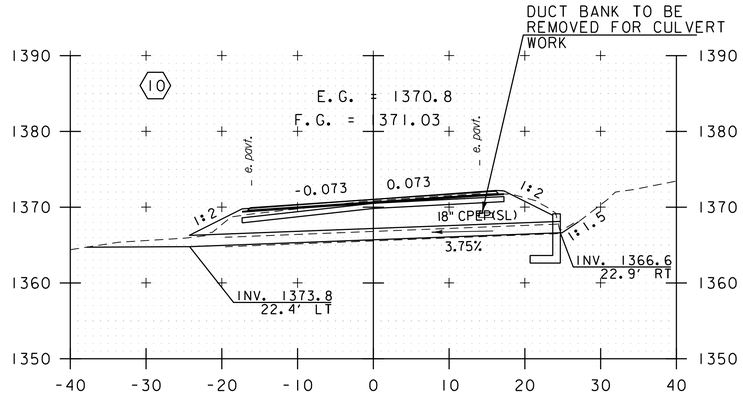


114+80

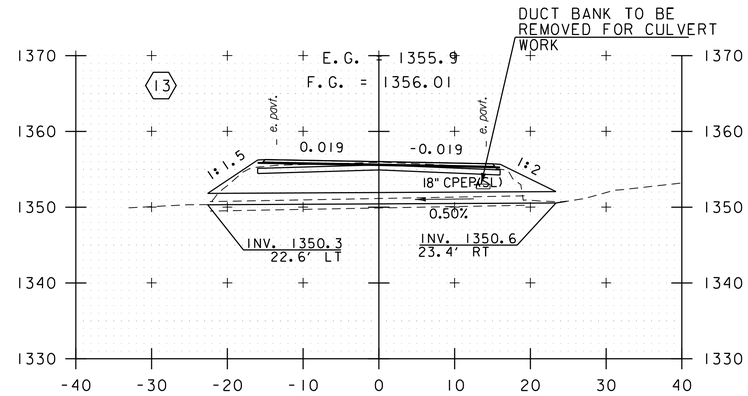
*NOTE:
CULVERT CROSS SECTIONS CUT ALONG CULVERT SKEW.
OFFSETS SHOWN ARE PERPENDICULAR TO THE HCL.

0 10 20
SCALE IN FEET

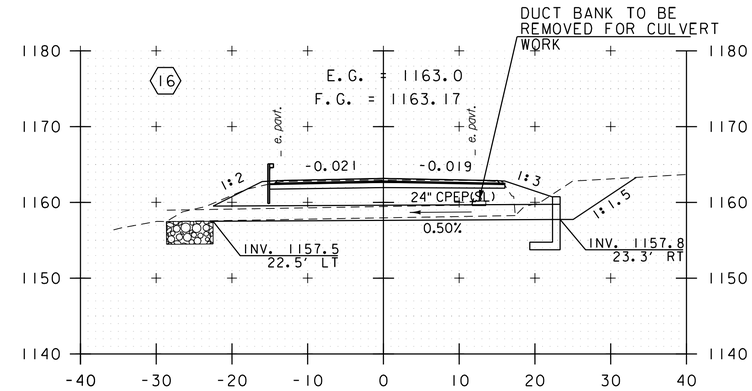
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234_xs_Drainage.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
CULVERT CROSS SECTION SHEET 1	SHEET 374 OF 424



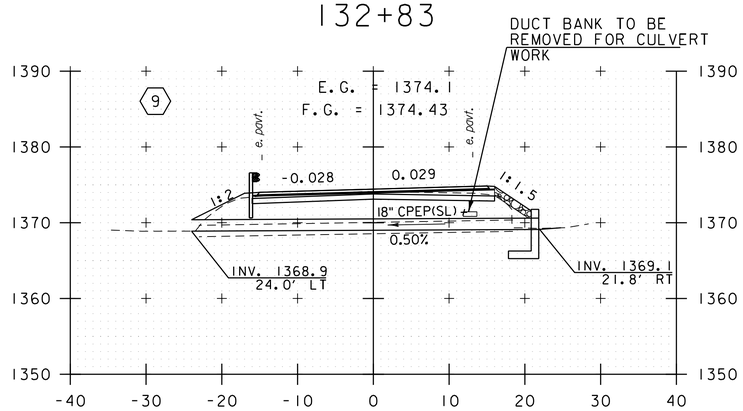
132+83



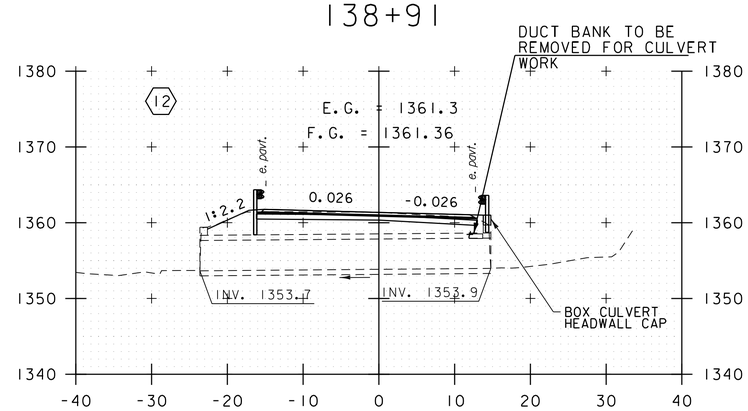
138+91



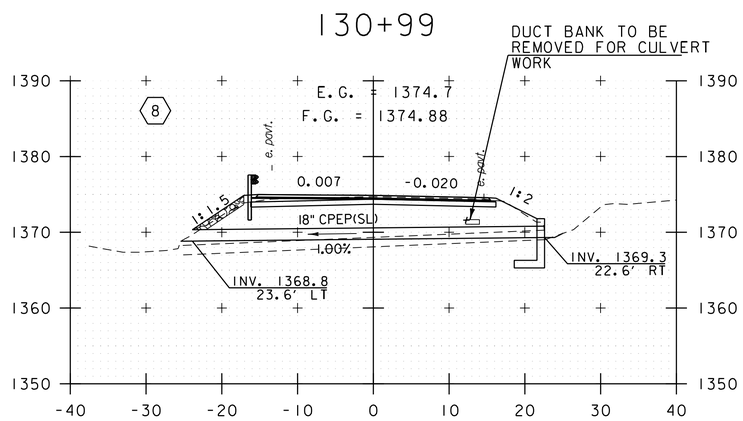
187+87



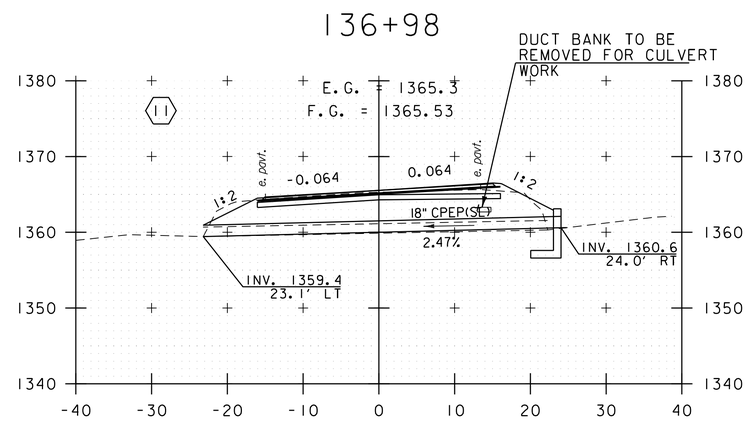
130+99



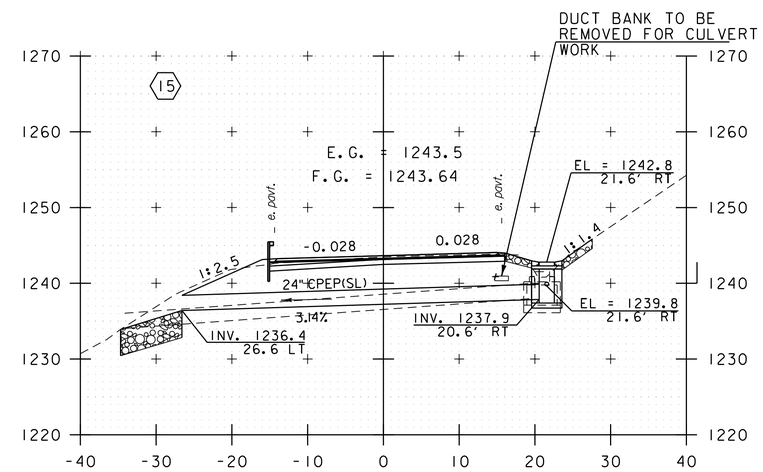
136+98



128+17



134+80



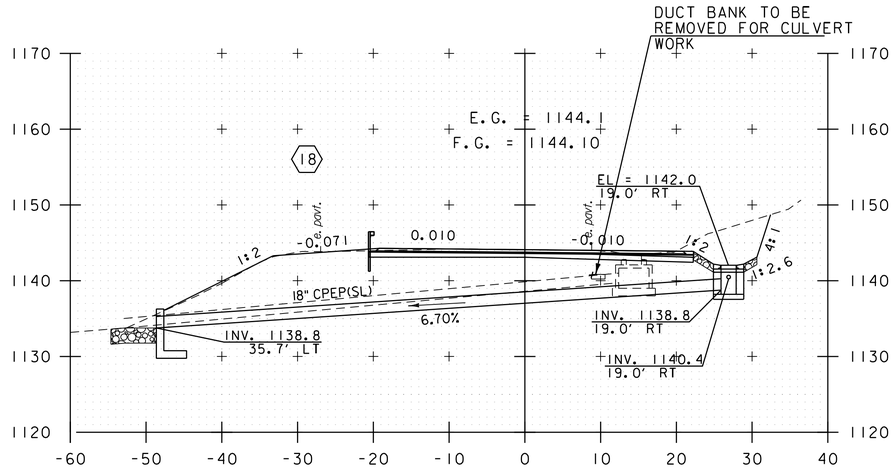
162+37

STA. 128+17 TO STA. 187+87
SKEWED CROSS SECTION

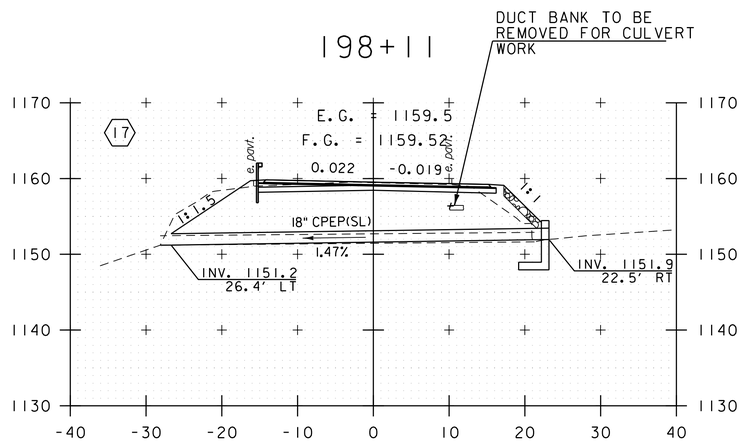
*NOTE:
CULVERT CROSS SECTIONS CUT ALONG CULVERT SKEW.
OFFSETS SHOWN ARE PERPENDICULAR TO THE HCL.

0 10 20
SCALE IN FEET

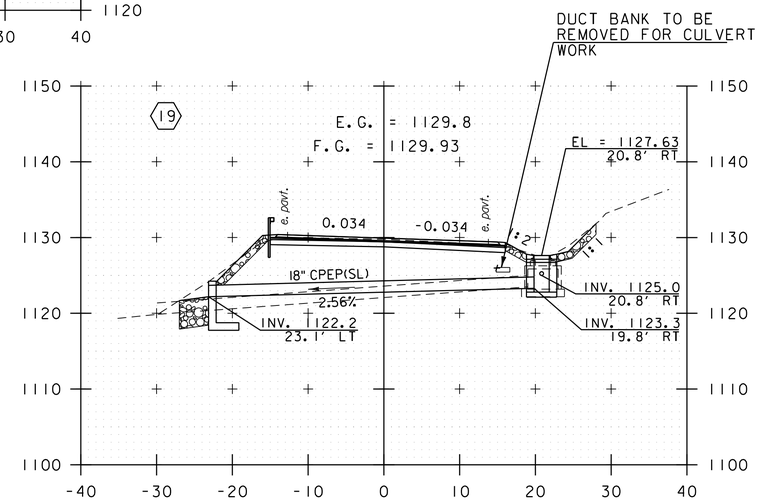
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234_xs_Drainage.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
CULVERT CROSS SECTION SHEET 2	SHEET 375 OF 424



198+11



191+38



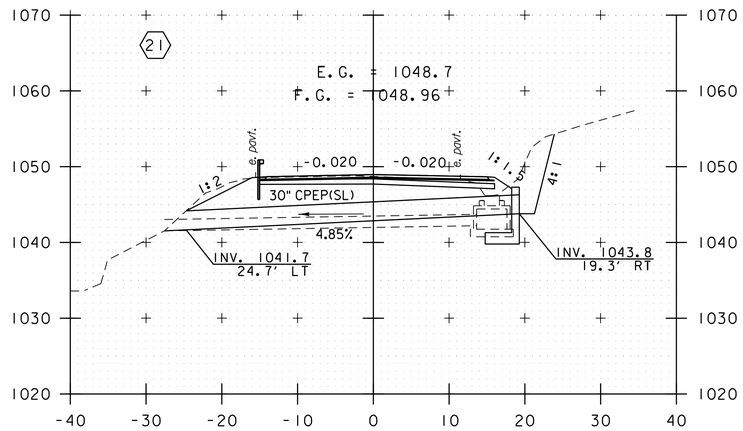
200+87

STA. 191+38 TO STA. 200+87
SKEWED CROSS SECTION

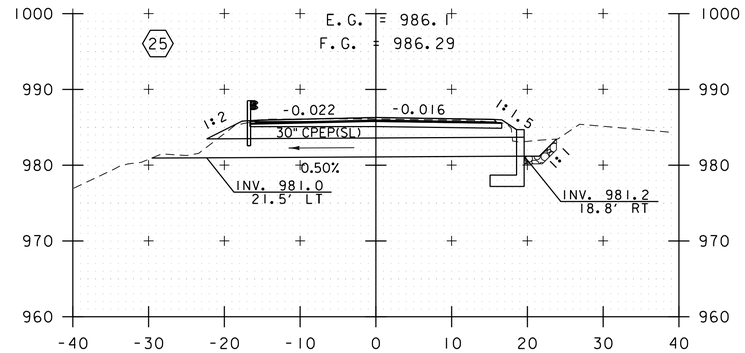
*NOTE:
CULVERT CROSS SECTIONS CUT ALONG CULVERT SKEW.
OFFSETS SHOWN ARE PERPENDICULAR TO THE HCL.

0 10 20
SCALE IN FEET

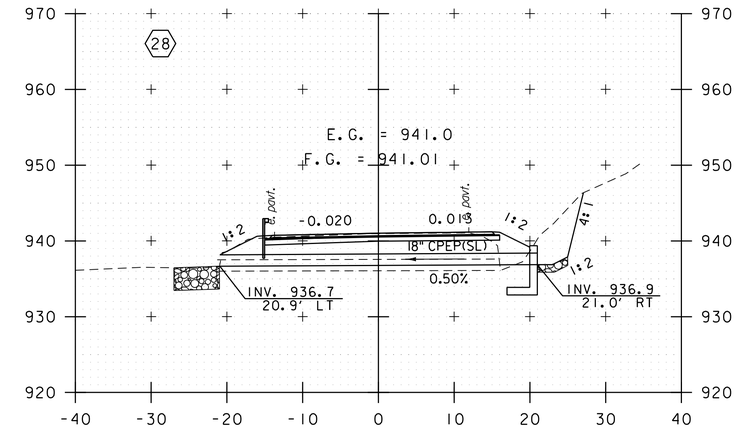
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234_xs_Drainage.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
CULVERT CROSS SECTION SHEET 3	SHEET 376 OF 424



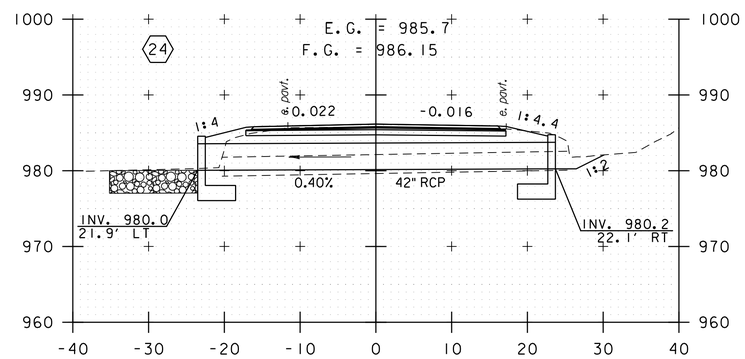
A 35+91



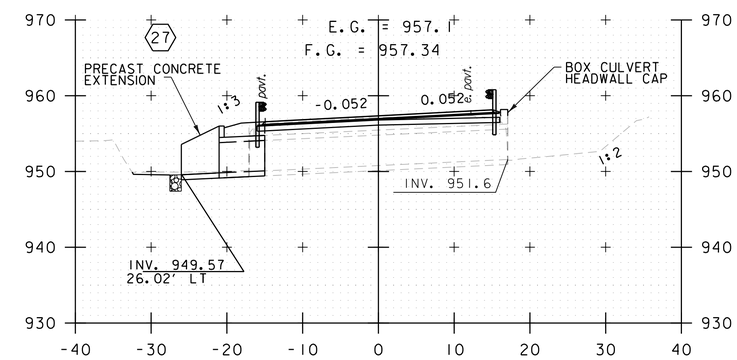
A 76+46



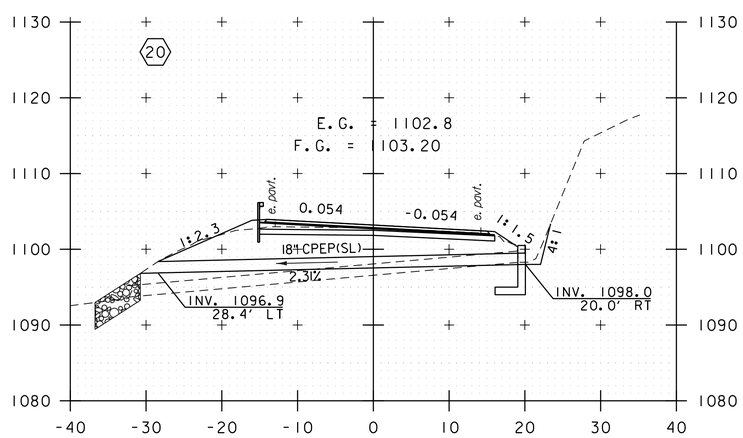
A 98+02



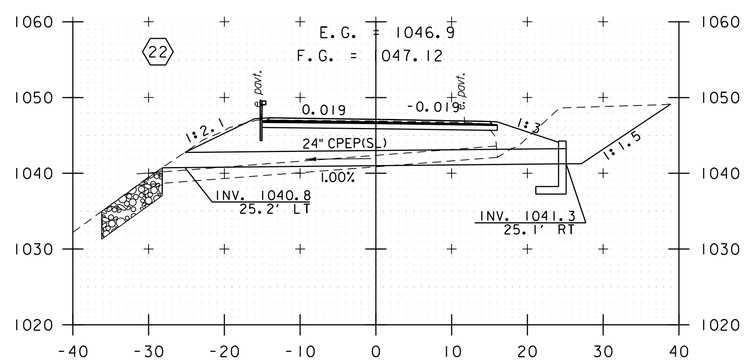
A 70+77



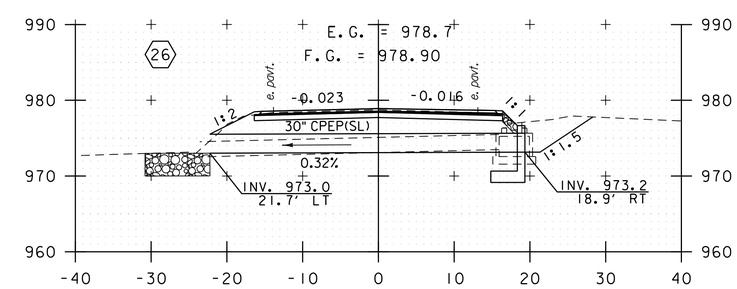
A 93+84



A 3+79



A 41+56



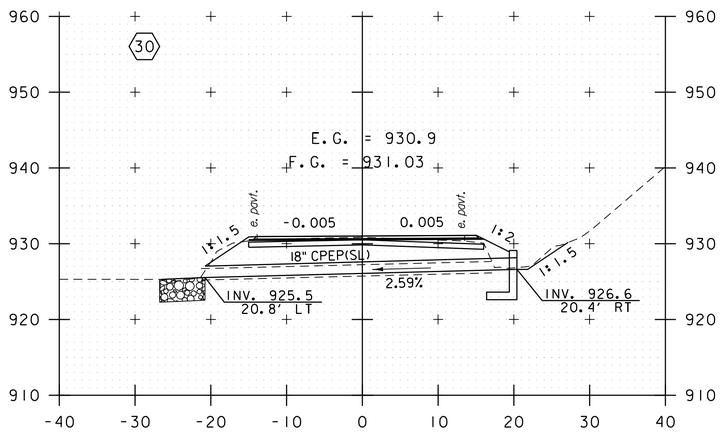
A 82+10

STA. A 3+79 TO STA. A 98+02
SKEWED CROSS SECTION

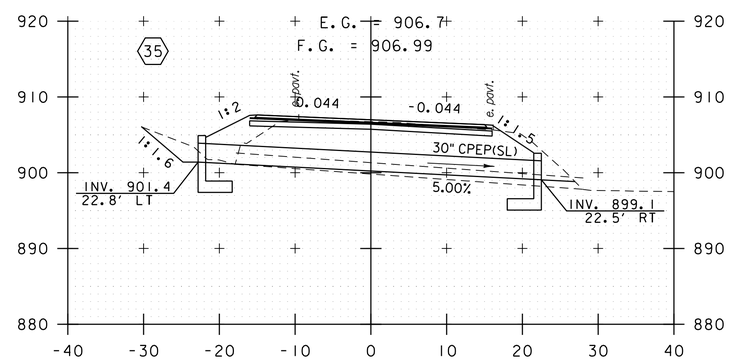
*NOTE:
CULVERT CROSS SECTIONS CUT ALONG CULVERT SKEW.
OFFSETS SHOWN ARE PERPENDICULAR TO THE HCL.

0 10 20
SCALE IN FEET

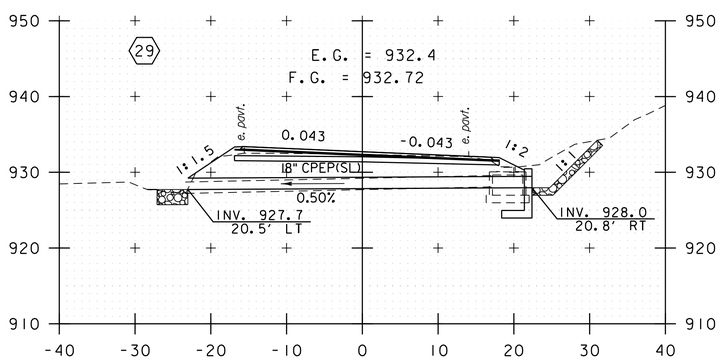
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234_xs_Drainage.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
CULVERT CROSS SECTION SHEET 4	SHEET 377 OF 424



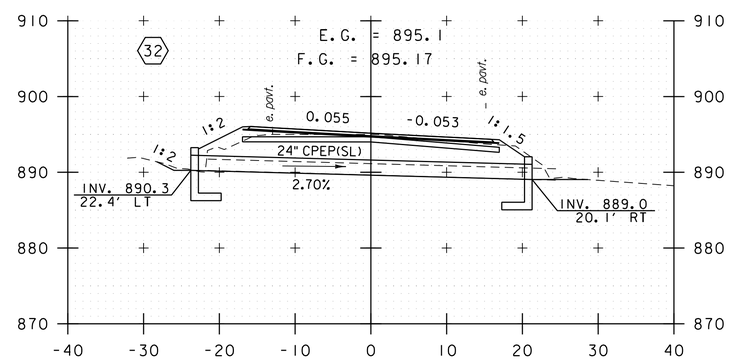
A 107+50



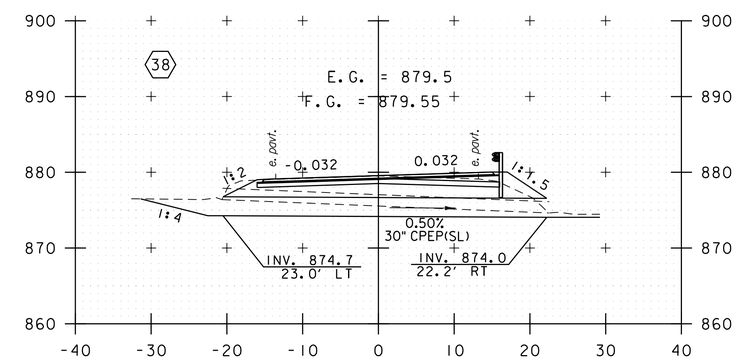
A 218+23



A 105+58



A 143+62



A 245+46

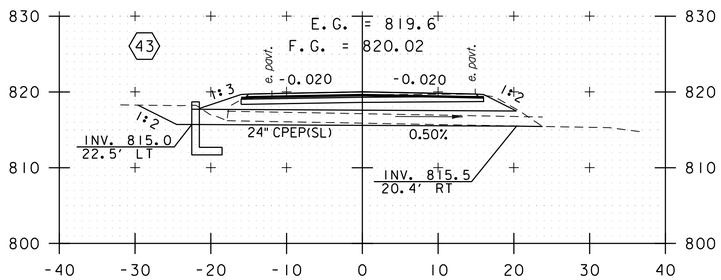
STA. A 105+58 TO STA. A 245+46
SKEWED CROSS SECTION

*NOTE:
CULVERT CROSS SECTIONS CUT ALONG CULVERT SKEW.
OFFSETS SHOWN ARE PERPENDICULAR TO THE HCL.

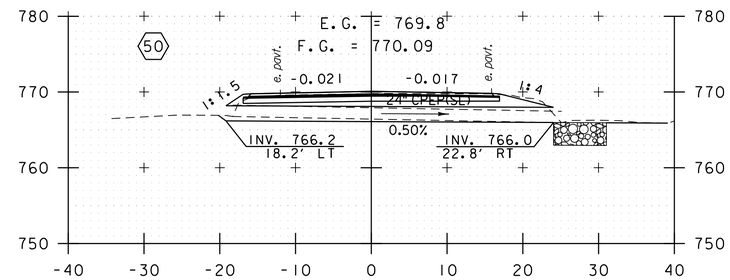
0 10 20
SCALE IN FEET

PROJECT NAME:	KILLINGTON - STOCKBRIDGE
PROJECT NUMBER:	ER STP 022-1(25)

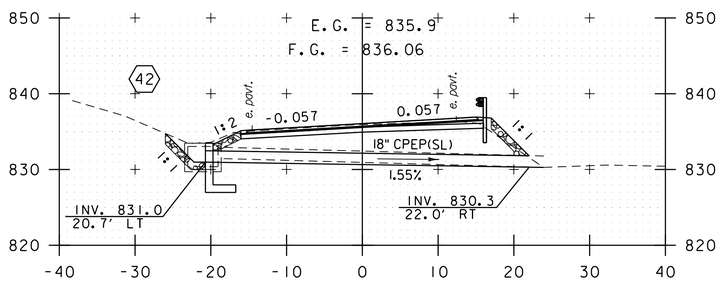
FILE NAME: z12B234_xs_Drainage.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
CULVERT CROSS SECTION SHEET 5	SHEET 378 OF 424



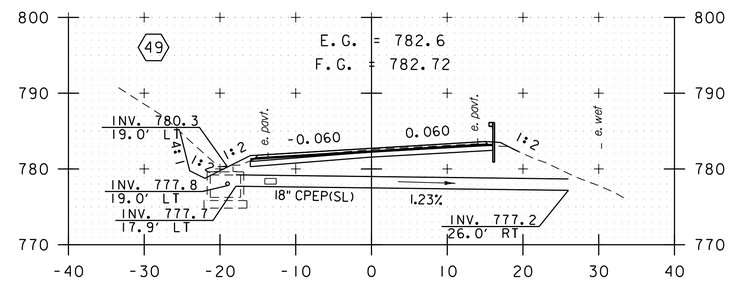
B 18+25



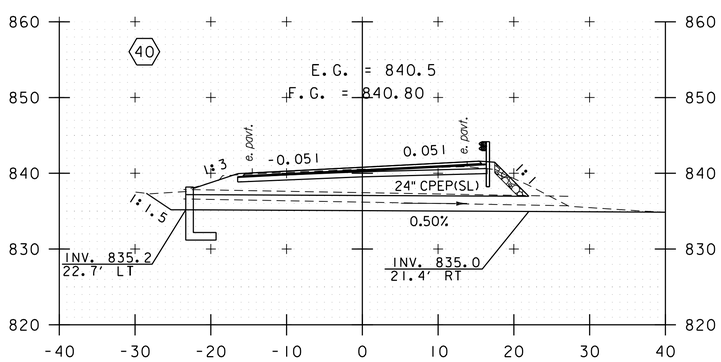
B 70+20



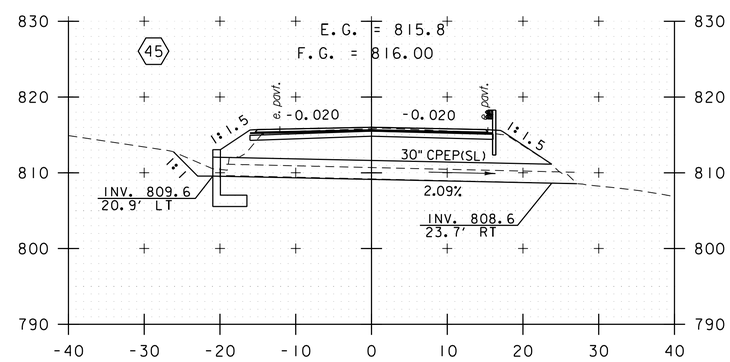
B 7+68



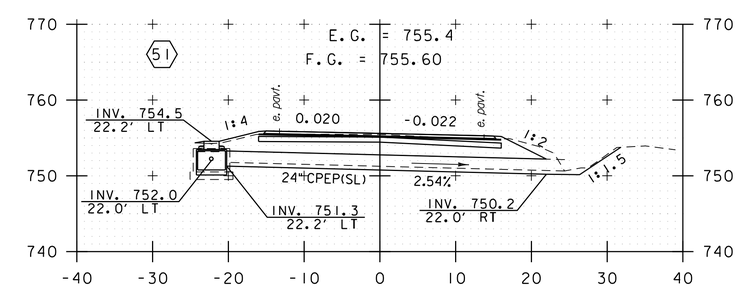
B 52+68



B 5+63



B 23+99



B 90+22

STA. B 5+63 TO STA. B 90+22
SKEWED CROSS SECTION

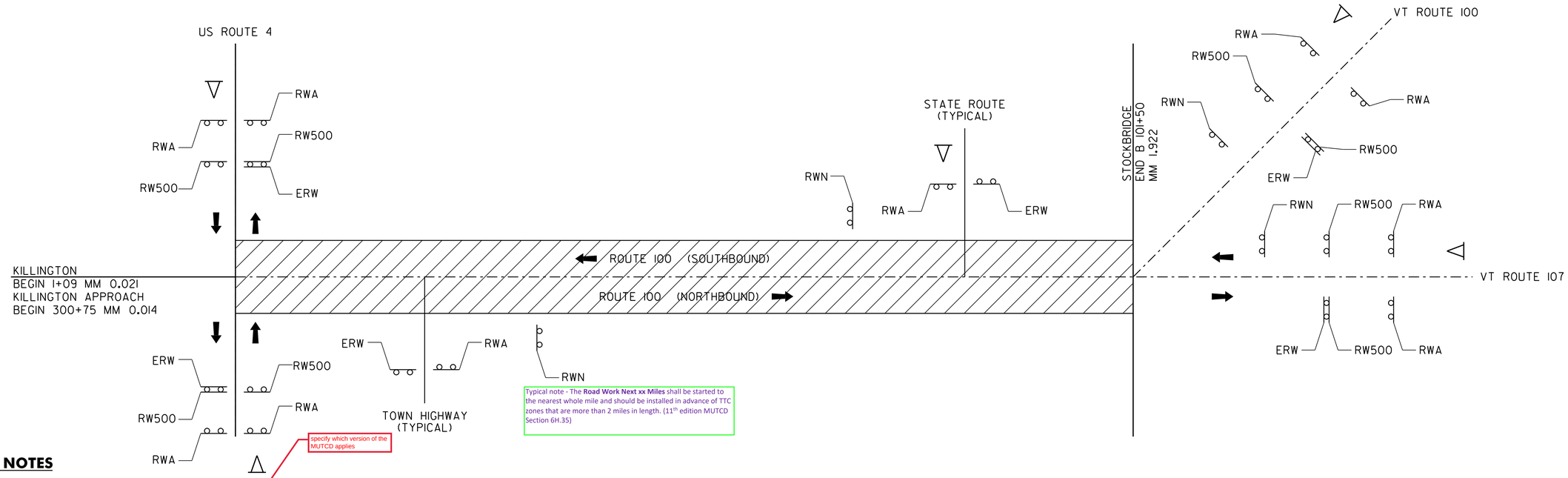
*NOTE:
CULVERT CROSS SECTIONS CUT ALONG CULVERT SKEW.
OFFSETS SHOWN ARE PERPENDICULAR TO THE HCL.

0 10 20
SCALE IN FEET

vhb

PROJECT NAME:	KILLINGTON - STOCKBRIDGE
PROJECT NUMBER:	ER STP 022-1(25)

FILE NAME: z12B234_xs_Drainage.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
CULVERT CROSS SECTION SHEET 6	SHEET 379 OF 424



Typical note - The **Road Work Next xx Miles** shall be started to the nearest whole mile and should be installed in advance of TTC zones that are more than 2 miles in length. (11th edition MUTCD Section 6H.35)

specify which version of the MUTCD applies

TRAFFIC CONTROL NOTES

1. EXISTING SIGNS AND MARKINGS SHALL BE VALID UNTIL SUCH TIME AS THEY ARE REPLACED OR RECONSTRUCTED.

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

3. THE BID PRICE FOR ITEM 641.1100 TRAFFIC CONTROL, ALL-INCLUSIVE SHALL INCLUDE ALL OF THE FOLLOWING, AS NEEDED: APPROACH, ON, AND OFF PROJECT CONSTRUCTION SIGNING, PORTABLE FLASHING ARROW BOARDS, BARRIERS, BARRELS, CONES, BARRICADES, TEMPORARY REGULATORY AND WARNING SIGNS, AND POSTS AS DETAILED IN VTRANS STANDARDS. ALL ADJUSTING, RELOCATING AND REMOVING OF THESE DEVICES AS DIRECTED BY THE ENGINEER SHALL ALSO BE INCLUDED.

4. PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) SHALL BE PROVIDED FOR USE ALONG THIS PROJECT AND ARE TO BE USED AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL POSITION PORTABLE CHANGEABLE MESSAGE SIGNS WARNING MOTORISTS OF THE EXPECTED ROADWAY CONDITIONS AHEAD. THE MESSAGE TO BE DISPLAYED SHALL BE SUBMITTED TO THE ENGINEER IN ADVANCE FOR APPROVAL. MESSAGES SHOULD AVOID REPEATING THOSE COVERED BY STATIC SIGNS AND SHOULD BE UPDATED PERIODICALLY TO DESCRIBE THE WORK ACTIVITY OCCURRING SO THAT THE PCMS CONTINUES TO COMMAND THE ATTENTION OF MOTORISTS. THE COST OF PROVIDING THESE MESSAGE SIGNS SHALL BE PAID UNDER ITEM 641.1500 PORTABLE CHANGEABLE MESSAGE SIGN.

5. CONSTRUCTION SIGNS SHALL BE IN NEW OR LIKE NEW CONDITION PER VTRANS STANDARDS.

6. NO CONSTRUCTION SIGNS SHALL BE INSTALLED SO TO INTERFERE WITH OR OBSTRUCT THE VIEW OF EXISTING TRAFFIC CONTROL DEVICES, STOPPING SIGHT DISTANCE, AND CORNER SIGHT DISTANCE FROM DRIVES AND TOWN HIGHWAYS. ALL VEGETATION THAT INTERFERES WITH THE VISIBILITY OF THE SIGNS SHALL BE REMOVED.

7. ALL PERMANENT SIGNS THAT CONFLICT WITH TEMPORARY TRAFFIC CONTROL SHALL BE COMPLETELY COVERED, THE PAYMENT FOR WHICH WILL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 641.1100 TRAFFIC CONTROL, ALL-INCLUSIVE. THE SIGN COVERING SHALL NOT DAMAGE THE RETRO REFLECTIVITY OF THE SIGN FACE AND THE SIGN COVER SHALL NOT BE ALLOWED TO DETERIORATE FOR THE DURATION THAT THE SIGN NEEDS COVERING.

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

9. SEE VTRANS STANDARDS T-1, T-10, AND T-17 FOR ADDITIONAL SIGN PLACEMENT DETAILS.

10. AS THE PAVING OPERATION MOVES, FLAGGER SIGNS SHALL BE MOVED ACCORDINGLY. FLAGGER SIGNS SHALL BE COVERED OR TURNED AWAY FROM TRAFFIC WHEN FLAGGING OPERATIONS CEASE FOR LONGER THAN 30 MINUTES.

11. THE CONTRACTOR SHALL PROVIDE ACCESS THROUGH THE WORK ZONE FOR EMERGENCY VEHICLES AT ALL TIMES OR COORDINATE EMERGENCY ROUTES PRIOR TO THE START OF CONSTRUCTION. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL COMMERCIAL AND MUNICIPAL PROPERTIES DURING BUSINESS HOURS AND COORDINATE MAJOR WORK ON COMMERCIAL OR MUNICIPAL ACCESSES WITH THE OWNER AT LEAST ONE WEEK PRIOR TO STARTING THE WORK. ALL COMMERCIAL AND MUNICIPAL ACCESSES SHALL BE KEPT FREE OF WORK AND TRAFFIC CONTROLLED BY UNIFORMED TRAFFIC OFFICERS OR FLAGGERS AS REQUIRED BY THE ENGINEER. ACCESS TO ALL PROPERTIES MAY BE RESTRICTED FOR A SHORT DURATION (A FEW HOURS). THIS WORK WILL BE COORDINATED WITH THE OWNER.

12. ACCOMODATIONS FOR POSTAL DELIVERS, NEWSPAPER ROUTES, TRASH SERVICES AND/OR OTHER DELIVERY SERVICES INTERRUPTED BY THE PROJECT OR DETOUR SHOULD BE COMMUNICATED WITH THE PROPER CONTACTS.

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

14. WHEN LANE WIDTHS ARE REDUCED TO 10 FEET DMV SHALL BE NOTIFIED TO REROUTE SUPER LOADS PERMITS. IT SHOULD BE NOTED THAT ONCE A PERMIT IS ISSUED, THE APPLICANT/HAULER HAS 10 DAYS TO MOVE THEIR LOAD. THIS REQUIRES ADDITIONAL NOTICE TIME TO CAPTURE THAT 10-DAY WINDOW. WITH THE NARROWING OF LANES TO 10 FEET IT IS RECOMMENDED THAT FLAGGER PERSONNEL HOLD RIDERS TO THE END OF THE QUEUE, SO THEY ARE NOT COMPETING FOR LANE SPACE TO ENSURE THEIR SAFETY.

less than 11

15. IF LONGITUDINAL DROP-OFFS ARE TO BE LEFT DURING THE OVERNIGHT HOURS, THEY SHALL BE CONSTRUCTED USING THE HSD-400.01 SAFETY EDGE DETAIL AND CONFORM TO VTRANS STANDARD T-36.

16. WHEN MILLED BITUMINOUS PAVEMENT IS OPEN TO TRAFFIC, A "MOTORCYCLES USE CAUTION" SIGN, AS PER VTRANS STANDARD T-17, SHALL BE PROVIDED.

17. PER THE VTRANS BICYCLE CORRIDOR PRIORITY MAP, ROUTE 100 IN KILLINGTON, PITTSFIELD, AND STOCKBRIDGE IS CONSIDERED A HIGH USE/PRIORITY ROUTE. BICYCLE ACCOMODATIONS SHOULD BE TAKEN TO ENSURE THAT OBSTACLES, EQUIPMENT, CONSTRUCTION MATERIALS, TRAFFIC CONTROL DEVICES, ETC. DO NOT ENCROACH INTO THE BICYCLE PATH OF TRAVEL. IT IS IMPORTANT THAT CYCLISTS' ROUTES ARE FREE OF RUTS, SAND AND MUD TO PREVENT CYCLIST CRASHES.

18. FARMLAND BORDERS SEGMENTS OF THIS ROUTE; COORDINATION WITH HARVEST TIME WITH LOCAL FARMERS SHOULD BE CONSIDERED.

19. THIS PROJECT TAKES PLACE WHEN SCHOOL IS IN SESSION; SCHOOL BUS STOP AND PEDESTRIAN ACCOMODATIONS ARE REQUIRED. BUS STOP AND PEDESTRIAN LOCATIONS SHALL BE COORDINATED WITH THE LOCAL SCHOOL TRANSPORTATION COORDINATOR. ADDITIONAL FLAGGERS WILL BE STATIONED AT THESE LOCATIONS DURING TYPICAL MORNING PICK-UP AND AFTERNOON DROP-OFF TIME PERIODS WHILE WORK IS BEING PERFORMED IN THESE AREAS.

The Contractor shall review and use "The Bicycle and Pedestrian Work Zone Traffic Control Guide," available on the VTrans website, to incorporate the applicable bicycle and pedestrian traffic control into their site-specific traffic control plan for all stages of construction.

Communications with bicycle event coordinators and event planners should be considered due to the high use of bicycles within the project areas. Ride 200 on 100 - Ride Route 100/200 -200 Miles in One Day, this is a one-day bicycle ride that stretches from the Canadian border to the Massachusetts state line.

Traffic control plans should replicate the existing pedestrian pathway as nearly as practical. This can include but is not limited to a dedicated pedestrian escort (not a Flagger on duty), signage, and pedestrian channelizing device walkways that meet ADA requirements or have bicyclists follow the rules of the road just like a motorist.

When no sidewalk exists within the construction area, pedestrians, and bicyclists use the shoulder. A temporary circulation path shall be made available when the shoulder is closed due to construction activities. The temporary circulation path shall match the level of accessibility that exists prior to the shoulder closure.

LEGEND

RWA	= ROAD WORK AHEAD
RW500	= ROAD WORK IN 500 FEET
SRWA	= SIDE ROAD WORK AHEAD
SRW500	= SIDE ROAD WORK IN 500 FEET
RWN	= ROAD WORK NEXT (XX MILES)
ERW	= END ROAD WORK
△	= PORTABLE CHANGEABLE MESSAGE SIGN
▨	= WORK AREA
⬅	= DIRECTION OF TRAFFIC FLOW

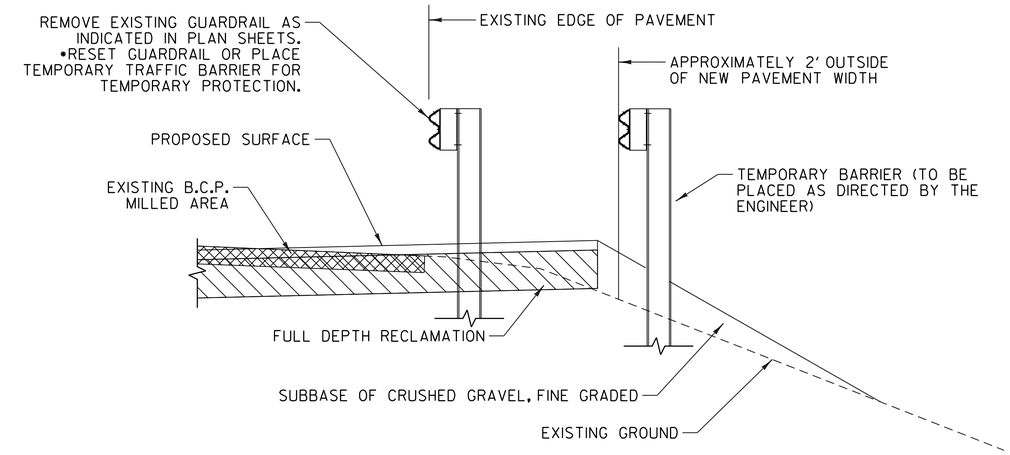
NOT TO SCALE

vhb

PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234_cas.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: R.M. O'BRIEN
DESIGNED BY: R.M. O'BRIEN	CHECKED BY: E.P. DETRICK
CONSTRUCTION APPROACH SIGNING SHEET	SHEET 380 OF 424

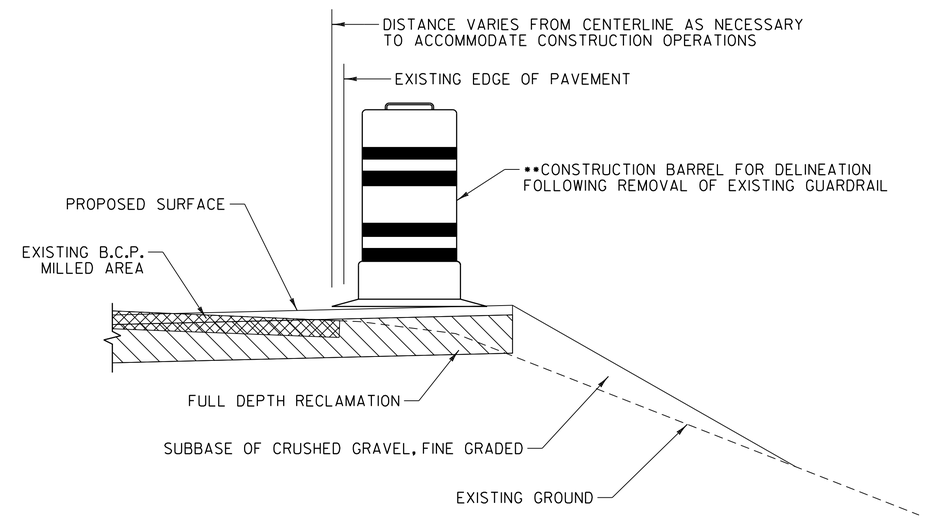
EXISTING GUARDRAIL INVENTORY								PROTECTION PLAN	
BEGIN STATION	END STATION	OFFSET	LENGTH (LF)	RETAIN / REPLACE (Y/N)	OFFSET DISTANCE FROM PROPOSED HCL TO FACE OF RAIL (LF)	EXISTING RAIL TYPE	ASSESSED CONDITION (GOOD / FAIR / POOR)	CONSTRUCTION CONDITION	ITEM 621.2500 TEMPORARY TRAFFIC PROTECTION (LF)
KILLINGTON									
301+00.0	6+38.0	LT	564.0	N	26-31	STEEL W-BEAM	POOR	REMOVE BEFORE SHOULDER RECONSTRUCTION AND DELINATE WITH BARRIER AND INSTALL NEW AFTER TYPE IIS LIFT IS COMPLETE.	564.0
7+35.0	10+26.0	RT	291.0	N	18-25	STEEL W-BEAM	POOR	REMOVE BEFORE SHOULDER RECONSTRUCTION AND DELINATE WITH BARRIER AND INSTALL NEW AFTER TYPE IIS LIFT IS COMPLETE.	291.0
22+51.0	23+76.0	RT	125.0	Y	15-20	STEEL W-BEAM	POOR	LEAVE IN PLACE FOR ALL OPERATIONS	-
22+51.0	23+77.0	LT	126.0	Y	16-20	STEEL W-BEAM	POOR	LEAVE IN PLACE FOR ALL OPERATIONS	-
57+52.0	59+23.0	LT	171.0	N	14-21	STEEL W-BEAM	POOR	REMOVE BEFORE SHOULDER RECONSTRUCTION AND DELINATE WITH BARRIER AND INSTALL NEW AFTER TYPE IIS LIFT IS COMPLETE.	171.0
74+27.0	75+51.0	LT	124.0	N	16-24	STEEL W-BEAM	POOR	REMOVE BEFORE SHOULDER RECONSTRUCTION AND DELINATE WITH BARRIER AND INSTALL NEW AFTER TYPE IIS LIFT IS COMPLETE.	124.0
80+98.0	82+38.0	LT	140.0	N	16-23	STEEL W-BEAM	POOR	REMOVE BEFORE SHOULDER RECONSTRUCTION AND DELINATE WITH BARRIER AND INSTALL NEW AFTER TYPE IIS LIFT IS COMPLETE.	140.0
84+27.0	87+43.0	LT	316.0	N	16-24	STEEL W-BEAM	POOR	REMOVE BEFORE SHOULDER RECONSTRUCTION AND DELINATE WITH BARRIER AND INSTALL NEW AFTER TYPE IIS LIFT IS COMPLETE.	316.0
86+31.0	87+93.0	RT	162.0	N	16-21	STEEL W-BEAM	POOR	REMOVE BEFORE SHOULDER RECONSTRUCTION AND DELINATE WITH BARRIER AND INSTALL NEW AFTER TYPE IIS LIFT IS COMPLETE.	162.0
144+07.0	148+25.0	LT	418.0	N	15-19	STEEL W-BEAM	POOR	REMOVE BEFORE SHOULDER RECONSTRUCTION AND DELINATE WITH BARRIER AND INSTALL NEW AFTER TYPE IIS LIFT IS COMPLETE.	418.0
154+98.0	164+51.0	LT	953.0	N	15-35	STEEL W-BEAM	POOR	REMOVE BEFORE SHOULDER RECONSTRUCTION AND DELINATE WITH BARRIER AND INSTALL NEW AFTER TYPE IIS LIFT IS COMPLETE.	953.0
157+20.0	157+69.0	RT	49.0	N	19-24	STEEL W-BEAM	POOR	REMOVE BEFORE SHOULDER RECONSTRUCTION AND DELINATE WITH BARRIER AND INSTALL NEW AFTER TYPE IIS LIFT IS COMPLETE.	49.0
166+15.0	171+63.0	LT	548.0	N	16-24	STEEL W-BEAM	POOR	REMOVE BEFORE SHOULDER RECONSTRUCTION AND DELINATE WITH BARRIER AND INSTALL NEW AFTER TYPE IIS LIFT IS COMPLETE.	548.0
175+32.0	186+35.0	LT	1103.0	N	16-28	STEEL W-BEAM	POOR	REMOVE BEFORE SHOULDER RECONSTRUCTION AND DELINATE WITH BARRIER AND INSTALL NEW AFTER TYPE IIS LIFT IS COMPLETE.	1103.0
187+23.0	192+15.0	LT	492.0	N	14-48	STEEL W-BEAM	POOR	REMOVE BEFORE SHOULDER RECONSTRUCTION AND DELINATE WITH BARRIER AND INSTALL NEW AFTER TYPE IIS LIFT IS COMPLETE.	492.0
197+86.0	A 0+51.0	LT	1091.0	N	13-29	STEEL W-BEAM	POOR	REMOVE BEFORE SHOULDER RECONSTRUCTION AND DELINATE WITH BARRIER AND INSTALL NEW AFTER TYPE IIS LIFT IS COMPLETE.	1091.0

NOTE:
REMOVED GUARDRAIL MAY BE RESET IF DEEMED SUITABLE BY THE ENGINEER. QUANTITIES ASSUME 20% OF REMOVED GUARDRAIL WILL BE RESET FOR TEMPORARY PROTECTION DURING CONSTRUCTION.



• PAYMENT FOR THIS WORK WILL BE MADE UNDER ITEM 621.2500 "TEMPORARY TRAFFIC PROTECTION"

not on quantity sheet



•• PAYMENT FOR THIS WORK WILL BE INCLUDED IN THE UNIT BID PRICE FOR CONTRACT ITEM 641.1100, "TRAFFIC CONTROL, ALL-INCLUSIVE"

TEMPORARY TRAFFIC PROTECTION AND DELINEATION DURING CONSTRUCTION

NOT TO SCALE

vhb

PROJECT NAME: KILLINGTON - STOCKBRIDGE
PROJECT NUMBER: ER STP 022-1(25)

FILE NAME: zl2b234_traffic_protection.dgn PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK DRAWN BY: R.M. O'BRIEN
DESIGNED BY: R.M. O'BRIEN CHECKED BY: B.M. ROBERTS
TRAFFIC PROTECTION PLAN SHEET 1 SHEET 381 OF 424

EXISTING GUARDRAIL INVENTORY								PROTECTION PLAN	
BEGIN STATION	END STATION	OFFSET	LENGTH (LF)	RETAIN / REPLACE (Y/N)	OFFSET DISTANCE FROM PROPOSED HCL TO FACE OF RAIL (LF)	EXISTING RAIL TYPE	ASSESSED CONDITION (GOOD / FAIR / POOR)	CONSTRUCTION CONDITION	ITEM 900.640 BARRIER FOR TEMPORARY TRAFFIC PROTECTION (LF)
PITTSFIELD									
A 0+77.0	A 17+49.0	LT	1672.0	N	15-23	STEEL W-BEAM	POOR	REMOVE BEFORE SHOULDER RECONSTRUCTION AND DELINATE WITH BARRIER AND INSTALL NEW AFTER TYPE IIS LIFT IS COMPLETE.	1672.0
A 19+93.0	A 28+63.0	LT	870.0	N	15-19	STEEL W-BEAM	POOR	REMOVE BEFORE SHOULDER RECONSTRUCTION AND DELINATE WITH BARRIER AND INSTALL NEW AFTER TYPE IIS LIFT IS COMPLETE.	870.0
A 31+83.0	A 37+03.0	LT	520.0	N	15-40	STEEL W-BEAM	POOR	REMOVE BEFORE SHOULDER RECONSTRUCTION AND DELINATE WITH BARRIER AND INSTALL NEW AFTER TYPE IIS LIFT IS COMPLETE.	520.0
A 38+02.0	A 46+02.0	LT	800.0	N	14-40	STEEL W-BEAM	POOR	REMOVE BEFORE SHOULDER RECONSTRUCTION AND DELINATE WITH BARRIER AND INSTALL NEW AFTER TYPE IIS LIFT IS COMPLETE.	800.0
A 58+17.0	A 61+09.0	LT	292.0	N	15-21	STEEL W-BEAM	POOR	REMOVE BEFORE SHOULDER RECONSTRUCTION AND DELINATE WITH BARRIER AND INSTALL NEW AFTER TYPE IIS LIFT IS COMPLETE.	292.0
A 59+59.0	A 60+58.0	RT	99.0	N	13-20	STEEL W-BEAM	POOR	REMOVE BEFORE SHOULDER RECONSTRUCTION AND DELINATE WITH BARRIER AND INSTALL NEW AFTER TYPE IIS LIFT IS COMPLETE.	99.0
A 110+17.0	A 113+06.0	LT	289.0	N	16-21	STEEL W-BEAM	POOR	REMOVE BEFORE SHOULDER RECONSTRUCTION AND DELINATE WITH BARRIER AND INSTALL NEW AFTER TYPE IIS LIFT IS COMPLETE.	289.0
A 118+68.0	A 122+35.0	LT	367.0	N	15-45	STEEL W-BEAM	POOR	REMOVE BEFORE SHOULDER RECONSTRUCTION AND DELINATE WITH BARRIER AND INSTALL NEW AFTER TYPE IIS LIFT IS COMPLETE.	367.0
A 130+31.0	A 132+88.0	LT	257.0	Y	16-22	BOX BEAM	GOOD	LEAVE IN PLACE FOR ALL OPERATIONS	-
A 130+35.0	A 134+75.0	RT	440.0	Y	15-23	BOX BEAM	GOOD	LEAVE IN PLACE FOR ALL OPERATIONS	-
A 171+02.0	A 173+94.0	RT	292.0	N	17-26	STEEL W-BEAM	POOR	REMOVE BEFORE SHOULDER RECONSTRUCTION AND DELINATE WITH BARRIER AND INSTALL NEW AFTER TYPE IIS LIFT IS COMPLETE.	292.0
A 174+23.0	A 180+99.0	RT	676.0	N	14-23	STEEL W-BEAM	POOR	REMOVE BEFORE SHOULDER RECONSTRUCTION AND DELINATE WITH BARRIER AND INSTALL NEW AFTER TYPE IIS LIFT IS COMPLETE.	676.0
A 189+82.0	A 190+84.0	RT	102.0	Y	19-25	STEEL W-BEAM	FAIR	LEAVE IN PLACE FOR ALL OPERATIONS	-
A 189+98.0	A 190+96.0	LT	98.0	Y	15-22	STEEL W-BEAM	FAIR	LEAVE IN PLACE FOR ALL OPERATIONS	-
A 237+59.0	A 243+02.0	RT	543.0	N	17-22	STEEL W-BEAM	POOR	REMOVE BEFORE SHOULDER RECONSTRUCTION AND DELINATE WITH BARRIER AND INSTALL NEW AFTER TYPE IIS LIFT IS COMPLETE.	543.0
A 254+31.0	B 0+20.0	LT	189.0	Y	16-47	STEEL W-BEAM	GOOD	LEAVE IN PLACE FOR ALL OPERATIONS	-
A 254+80.0	B 0+60.0	RT	180.0	Y	15-22	STEEL W-BEAM	GOOD	LEAVE IN PLACE FOR ALL OPERATIONS	-
STOCKBRIDGE									
B 30+06.0	B 35+52.0	RT	546.0	N	17-26	STEEL W-BEAM	POOR	REMOVE BEFORE SHOULDER RECONSTRUCTION AND DELINATE WITH BARRIER AND INSTALL NEW AFTER TYPE IIS LIFT IS COMPLETE.	546.0
B 35+80.0	B 42+29.0	RT	649.0	N	14-40	STEEL W-BEAM	POOR	REMOVE BEFORE SHOULDER RECONSTRUCTION AND DELINATE WITH BARRIER AND INSTALL NEW AFTER TYPE IIS LIFT IS COMPLETE.	649.0
B 35+25.0	B 35+81.0	LT	56.0	N	15-21	STEEL W-BEAM	POOR	REMOVE BEFORE SHOULDER RECONSTRUCTION AND DELINATE WITH BARRIER AND INSTALL NEW AFTER TYPE IIS LIFT IS COMPLETE.	56.0
B 49+05.0	B 55+64.0	RT	659.0	N	13-33	STEEL W-BEAM	POOR	REMOVE BEFORE SHOULDER RECONSTRUCTION AND DELINATE WITH BARRIER AND INSTALL NEW AFTER TYPE IIS LIFT IS COMPLETE.	659.0

NOTE:
REMOVED GUARDRAIL MAY BE RESET IF DEEMED SUITABLE BY THE ENGINEER. QUANTITIES ASSUME 20% OF REMOVED GUARDRAIL WILL BE RESET FOR TEMPORARY PROTECTION DURING CONSTRUCTION.

vhb

PROJECT NAME: KILLINGTON - STOCKBRIDGE
PROJECT NUMBER: ER STP 022-1(25)

FILE NAME: z12b234_traffic_protection.dgn PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK DRAWN BY: R.M. O'BRIEN
DESIGNED BY: R.M. O'BRIEN CHECKED BY: B.M. ROBERTS
TRAFFIC PROTECTION PLAN SHEET 2 SHEET 382 OF 424

EPSC PLAN NARRATIVE

Should we change this project description to represent only the work being covered by the EPSC plan (i.e the two culverts)? The EPSC plan, risk evaluation, and permits are not intended to cover the entirety of the reclaim project.

On past projects we've included a general note clarifying what work was covered by the 653 EPSC section, and that the rest of the project would follow the 105 section for EPSC.

1. PROJECT DESCRIPTION

THIS PROJECT BEGINS AT THE INTERSECTION OF VT ROUTE 100 AND US ROUTE 4 IN THE TOWN OF KILLINGTON AT STATION 1+09.00 AND ENDS IN THE TOWN OF STOCKBRIDGE NEAR THE INTERSECTION OF VT ROUTE 100 AND VT ROUTE 107 AT STATION B 101+50.00. THE PROJECT IS A 10.771-MILE-LONG PAVEMENT RECLAMATION PROJECT IN THE TOWNS OF KILLINGTON, PITTSFIELD, AND STOCKBRIDGE. THIS PROJECT INVOLVES COARSE MILLING, RECLAIMING, CORRECTING SUPERELEVATION DEFICIENCIES, RESURFACING WITH BASE, INTERMEDIATE, AND WEARING COURSES, NEW PAVEMENT MARKINGS, SIGNAGE, GUARDRAIL IMPROVEMENTS, REPLACEMENT OF CULVERTS, AND DRAINAGE IMPROVEMENTS. THERE ARE TWO CULVERT REPLACEMENT SITES ALONG THE PROJECT WHERE EARTH DISTURBANCE IS EXPECTED.

IT IS ANTICIPATED THAT CONSTRUCTION WILL LAST TWO CONSTRUCTION SEASONS.

Could sheet numbers be provided since the plan sheets are so far from the narrative sheets?

2. AMOUNT OF DISTURBANCE & RISK EVALUATION

TOTAL AREA OF DISTURBANCE AS SHOWN ON THE ATTACHED EPSC PLAN SHEETS IS APPROXIMATELY 0.596 ACRES.

CULVERT 1 STA. A 16+75.69
THE BOX CULVERT REPLACEMENT CONSISTS OF THE REMOVAL OF AN EXISTING 4-FOOT-WIDE BY 4-FOOT-HIGH PRECAST CONCRETE BOX AND INSTALLATION OF A NEW 8-FOOT WIDE BY 6-FOOT-HIGH PRECAST CONCRETE BOX CULVERT BENEATH VT ROUTE 100. IN ADDITION TO THE CULVERT REPLACEMENT, STONE FILL WILL BE INSTALLED IN THE STREAM AND ALONG THE ROAD. THE CULVERT CARRIES AN UNNAMED TRIBUTARY TO THE SOUTH BRANCH TWEED RIVER AND IS LOCATED APPROXIMATELY 1680 FEET NORTH OF THE KILLINGTON-PITTSFIELD TOWNLINE.

AREA OF DISTURBANCE AS SHOWN ON THE ATTACHED EPSC PLAN SHEET IS APPROXIMATELY 0.291 ACRES.

CULVERT 2 STA A 168+61.65
THE BOX CULVERT REPLACEMENT CONSISTS OF THE REMOVAL OF AN EXISTING 4-FOOT-WIDE BY 3-FOOT-HIGH PRECAST CONCRETE BOX AND INSTALLATION OF A NEW 10-FOOT WIDE BY 5-FOOT-HIGH PRECAST CONCRETE BOX CULVERT BENEATH VT ROUTE 100. IN ADDITION TO THE CULVERT REPLACEMENT, STONE FILL WILL BE INSTALLED IN THE STREAM AND ALONG THE ROAD. THE CULVERT CARRIES AN UNNAMED TRIBUTARY TO THE TWEED RIVER AND IS LOCATED APPROXIMATELY 200 FEET SOUTH OF THE VT ROUTE 100 – TWEED RIVER DRIVE INTERSECTION.

AREA OF DISTURBANCE AS SHOWN ON THE ATTACHED EPSC PLAN SHEET IS APPROXIMATELY 0.304 ACRES.

THE MAXIMUM CONCURRENT EARTH DISTURBANCE USED TO SCORE THIS PROJECT IN APPENDIX A RISK ASSESSMENT IS 0.596 ACRES.

THIS PROJECT DOES NOT REQUIRE COVERAGE UNDER GENERAL PERMIT 3-9020 FOR STORMWATER RUNOFF FROM CONSTRUCTION SITES DUE TO LESS THAN ONE (1) ACRE OF TOTAL EARTH DISTURBANCE. DUE TO THE NATURE OF THE WORK IN THE VICINITY OF WATERS OF THE UNITED STATES AND AUTHORIZATIONS FROM THE VANR DEC RIVER MANAGEMENT PROGRAM AND THE US ARMY CORPS OF ENGINEERS, THE CONTRACTOR SHALL IMPLEMENT EROSION PREVENTION AND SEDIMENT CONTROL MEASURES FOLLOWING THE DEC LOW RISK SITE HANDBOOK FOR EROSION PREVENTION AND SEDIMENT CONTROL TO MINIMIZE SEDIMENT RELEASE FROM THE PROJECT SITE.

ANY MODIFICATIONS TO THE PROJECT THAT INCREASE THE RISK TO ENVIRONMENTAL RESOURCES SHALL BE EVALUATED IN ACCORDANCE WITH THE PERMIT REQUIREMENTS. THE CONTRACTOR WILL BE RESPONSIBLE FOR ANY ADDITIONAL PERMITTING.

3. MAJOR COMPONENTS & SEQUENCING

THE CONTRACTOR SHALL SEQUENCE CONSTRUCTION ACTIVITIES TO MINIMIZE THE EXTENT OF DISTURBED SOILS LEFT OPEN TO EROSION AT ANY GIVEN TIME.

4. SITE DESCRIPTION
4.1 VEGETATED BUFFERS

MAINTAINING VEGETATED BUFFERS ALONG STREAM BANKS, WETLANDS OR OTHER SENSITIVE AREAS IS A CRUCIAL EROSION AND SEDIMENT CONTROL MEASURE THAT SHOULD BE IMPLEMENTED WHEREVER POSSIBLE.

THIS PROJECT HAS IDENTIFIED VEGETATED BUFFERS AS A MITIGATING RISK FACTOR. THE CONTRACTOR SHALL IDENTIFY SUITABLE AREAS PRIOR TO EARTH DISTURBANCE.

4.2 STREAM CROSSINGS

There are 3 stream relocation items. Is one of them for a non-jurisdictional stream? Is the Title-19 authorization only applicable to the two culverts referenced here in the EPSC plan?

THIS PROJECT INCLUDES 2 STREAM CROSSINGS, AS DESCRIBED IN SECTION 5.1 BELOW. WORK WITHIN THE WATER IS BEING AUTHORIZED THROUGH THE VANR DEC RIVER MANAGEMENT PROGRAM AND THE US ARMY CORPS OF ENGINEERS.

4.3 WETLANDS

THE PROJECT INVOLVES 1849 SF OF WETLAND AND 631 SF OF WETLAND BUFFER. THIS WORK WITHIN THESE AREAS IS BEING AUTHORIZED THROUGH THE VANR WETLANDS OFFICE AND/OR THE US ARMY CORPS OF ENGINEERS.

4.4 TOPOGRAPHY

CULVERT 1 STA. A 16+75.69
THE TOPOGRAPHY EAST OF THE CULVERT IS STEEP WELL-ESTABLISHED FOREST AND TO THE WEST IS THE 10-FOOT-TALL STEEP STREAM BANK OF THE SOUTH FORK TWEED RIVER. ROADWAY SIDE SLOPES TO THE EAST DRAIN TO THE CULVERT INLET.

CULVERT 2 STA A 168+61.65
TOPOGRAPHY TO THE WEST OF THE CULVERT IS FLAT WETLAND AND TO THE EAST IS FLAT OPEN LAWN. ROADWAY SIDE SLOPES TO THE WEST DRAIN TO THE CULVERT INLET.

4.5 VEGETATION

CULVERT 1 STA. A 16+75.69
THE VEGETATION IN THE VICINITY OF THE CULVERT CONSISTS OF WOODY WETLAND VEGETATION UPSTREAM OF THE CROSSING AND ESTABLISHED GRASS LAWN DOWNSTREAM. THE IMPACT TO VEGETATION WILL BE LIMITED TO THAT WHICH IS DIRECTLY AFFECTED BY THE PROJECT. UPON COMPLETION, THE CHANNEL AND ADJACENT AREAS WILL BE ARMORED WITH STONE FILL AS SPECIFIED ON THE PLANS. DISTURBED VEGETATION WILL BE REESTABLISHED WITH STANDARD SEED AND MULCH PRACTICES AS DESCRIBED IN THE TURF ESTABLISHMENT DETAIL, UNLESS NOTED OTHERWISE.

CULVERT 2 STA A 168+61.65
THE VEGETATION IN THE VICINITY OF THE CULVERT AREA CONSISTS OF DENSE TREES UPSTREAM OF THE CROSSING AND SPARSELY SPACED TREES ON A STONE FILL EMBANKMENT. THE IMPACT TO VEGETATION WILL BE LIMITED TO THAT WHICH IS DIRECTLY AFFECTED BY THE PROJECT. UPON COMPLETION, THE CHANNEL AND ADJACENT AREAS WILL BE ARMORED WITH STONE FILL AS SPECIFIED ON THE PLANS. DISTURBED VEGETATION WILL BE REESTABLISHED WITH STANDARD SEED AND MULCH PRACTICES AS DESCRIBED IN THE TURF ESTABLISHMENT DETAIL, UNLESS NOTED OTHERWISE.

4.6 SOILS

ALL SOIL DATA CAME FROM THE U.S. DEPARTMENT OF AGRICULTURE NATURAL RESOURCES CONSERVATION SERVICE. SOILS ON THE PROJECT SITE INCLUDE:

CULVERT 1 STA. A 16+75.69
HINCKLEY, GRAVELLY LOAMY FINE SAND, 0% TO 8% SLOPES, "K FACTOR" = 0.15

CULVERT 2 STA A 168+61.65
TUNBRIDGE-BERKSHIRE COMPLEX, VERY STONEY, 15% TO 35% SLOPES, "K FACTOR" = 0.37

NOTE: K-VALUES GENERALLY INDICATE THE FOLLOWING:
0.0-0.23 = LOW EROSION POTENTIAL
0.24-0.36 = MODERATE EROSION POTENTIAL
0.37 AND HIGHER = HIGH EROSION POTENTIAL

4.7 OTHER SENSITIVE RESOURCES

NO OTHER SENSITIVE RESOURCES HAVE BEEN IDENTIFIED.

5. DRAINAGE
5.1 RECEIVING WATERS

CULVERT 1 STA. A 16+75.69
THE UNNAMED TRIBUTARY TO THE SOUTH BRANCH TWEED RIVER IS THE ONLY WATER SOURCE IN THIS LOCATION. THE CULVERT IS LOCATED IMMEDIATELY UPSTREAM OF THE CONFLUENCE WITH THE SOUTH BRANCH TWEED RIVER. THE UNNAMED TRIBUTARY TO THE SOUTH BRANCH TWEED RIVER IS A SMALL, STEEP, COBBLE DOMINANT STREAM IN THE VICINITY OF THE PROJECT.

CULVERT 2 STA A 168+61.65
THE UNNAMED TRIBUTARY TO THE TWEED RIVER IS THE ONLY WATER SOURCE IN THIS LOCATION. THE CULVERT IS LOCATED APPROXIMATELY 600 FEET FROM THE TWEED RIVER CONFLUENCE. THE UNNAMED TRIBUTARY TO THE TWEED RIVER IS SMALL, FLAT, COBBLE DOMINANT STREAM IN THE VICINITY OF THE PROJECT.

5.2 DISCHARGE POINTS

DUE TO THE NATURE OF THE CULVERTS BEING LOCATED DIRECTLY OVER THE RECEIVING WATER, THERE ARE NO DISCRETE DISCHARGE POINTS. ALL WATER FROM THE CULVERT CONSTRUCTION AREAS DRAIN TOWARD THE STREAMS AND ENTERS THE RECEIVING WATER IN MULTIPLE LOCATIONS IN THE AREAS DIRECTLY ADJACENT TO THE CULVERT

5.3 CONVEYANCE/FLOW PATH FROM PROJECT TO WATERS

FOR THE MAJORITY OF THE PROJECT RUNOFF DRAINS OVERLAND ACROSS ADJACENT VEGETATED SIDE SLOPES BEFORE REACHING THE RECEIVING WATER. THERE ARE ALSO A NUMBER OF DITCHES THAT EXTEND TO THE ARMORED STREAMBANK.

6. EROSION PREVENTION AND SEDIMENT CONTROL MEASURES

THE MEASURES INCLUDED IN THIS PLAN ARE PROVIDED AS A GUIDELINE FOR PREVENTING EROSION AND CONTROLLING SEDIMENT TRANSPORT. IT IS EXPECTED THAT THE CONTRACTOR MAY USE THIS PLAN, WITH ADJUSTMENTS AS NECESSARY, BASED ON THEIR SPECIFIC MEANS AND METHODS OF CONSTRUCTION.

APPLYING THESE MEASURES THROUGHOUT CONSTRUCTION IS CRITICAL TO THEIR SUCCESS IN MINIMIZING SEDIMENT TRANSPORT TO THE RECEIVING WATERS. REFER TO THE DETAILS INCLUDED IN THESE PLANS AND THE DEPARTMENT OF ENVIRONMENTAL CONSERVATION'S VERMONT STANDARDS AND SPECIFICATIONS FOR EROSION PREVENTION AND SEDIMENT CONTROL FOR SPECIFIC GUIDANCE.

6.1 IDENTIFY LIMITS OF DISTURBANCE

SITE BOUNDARIES AND AREAS CONSTRUCTION EQUIPMENT CAN ACCESS SHALL BE DELINEATED.

PROJECT DEMARCATION FENCING (PDF) SHALL BE USED TO PHYSICALLY MARK SITE BOUNDARIES. BARRIER FENCE SHALL BE USED INSTEAD OF PROJECT DEMARCATION FENCE WITHIN 100 FEET OF A WATER RESOURCE (STREAM, BROOK, LAKE, POND, WETLAND, ETC).

6.2 LIMIT CONCURRENT DISTURBANCE

LIMITING THE AMOUNT OF SOIL EXPOSED AT ONE TIME REDUCES THE POTENTIAL EROSION ON SITE. CONCURRENT EARTH DISTURBANCE CAN BE MINIMIZED THROUGH CONSTRUCTION PHASING BY ONLY OPENING UP EARTH AS NECESSARY AND EMPLOYING STABILIZATION PRACTICES IN INCREMENTAL STAGES AS PHASES CHANGE.

6.3 STABILIZE DISTURBED AREAS
6.3.1 ACCESS POINTS/ENTRANCE/EXITS

TRACKING OF SEDIMENT ONTO PUBLIC HIGHWAYS SHALL BE MINIMIZED TO REDUCE THE POTENTIAL FOR RUNOFF ENTERING RECEIVING WATERS. INSTALLATION SHALL COINCIDE WITH THE CONTRACTORS PROGRESS SCHEDULE.

STABILIZED CONSTRUCTION ENTRANCES ARE NOT ANTICIPATED ON THIS PROJECT. THE EXISTING ROADWAY WILL BE USED TO ACCESS THE WORK ZONE. IN THE EVENT THAT EQUIPMENT GOING FROM WORK AREAS TO PAVED SURFACES BEGINS TRACKING SEDIMENT ONTO THE ROADWAY, STABILIZED ENTRANCES WILL BE INSTALLED AND/OR THE ROADWAY WILL BE SWEPT AND KEPT CLEAR OF SEDIMENT.

6.3.2 TEMPORARY MEASURES FOR EXPOSED AREAS DURING CONSTRUCTION

ALL AREAS OF EARTH DISTURBANCE MUST HAVE STABILIZATION IN PLACE WITHIN 14 DAYS OF INITIAL DISTURBANCE. AFTER THIS TIME, DISTURBED AREAS MUST BE STABILIZED IN ADVANCE OF ANY RUNOFF PRODUCING EVENT.

SURFACE ROUGHENING OF EXPOSED SLOPES, SEEDING OF TEMPORARY SLOPES AND STOCKPILES, AND STANDARD MULCHING PRACTICES DESCRIBED IN SPECIFICATION SECTION 653.07 SHALL BE UTILIZED TO TEMPORARILY STABILIZE DISTURBED AREAS.

6.3.3 PERMANENT STABILIZATION AT FINAL GRADE

EXPOSED SOIL MUST BE STABILIZED WITHIN 48 HOURS OF REACHING FINAL GRADE.

TURF ESTABLISHMENT MEASURES PER SECTION 651 OF THE STANDARD SPECIFICATIONS FOR CONSTRUCTION SHALL BE USED TO ESTABLISH PERMANENT VEGETATION. FOR SLOPES STEEPER THAN 1:3, ROLLED EROSION CONTROL PRODUCT, TYPE I SHALL BE USED INSTEAD OF MULCH.

6.4 DIVERT UPLAND RUNOFF

DIVERSIONARY MEASURES SHALL BE USED TO INTERCEPT RUNOFF FROM ABOVE THE CONSTRUCTION AND DIRECT IT AROUND THE DISTURBED AREA SO THAT CLEAN WATER DOES NOT BECOME MUDDIED WHILE TRAVELING OVER EXPOSED SOILS ON THE CONSTRUCTION SITE.

6.5 INSTALL SEDIMENT BARRIERS

SEDIMENT BARRIERS SHALL BE UTILIZED TO INTERCEPT RUNOFF AND ALLOW SUSPENDED SEDIMENT TO SETTLE OUT. THEY SHALL BE INSTALLED ON THE DOWNHILL SIDE OF CONSTRUCTION ACTIVITIES, PRIOR TO ANY UP-SLOPE WORK.

Can the EPSC narrative and detail sheets be moved so that they are just before the EPSC plan sheets?

CULVERT 1 STA. A 16+75.69
SILT FENCE WILL BE INSTALLED AS PROPOSED ON THE EPSC PLAN. SILT FENCE TYPE II SHALL BE USED INSTEAD OF SILT FENCE, TYPE I WITHIN 100 FEET UPSLOPE OF RECEIVING WATERS.

CULVERT 2 STA A 168+61.65
SILT FENCE WILL BE INSTALLED AS PROPOSED ON THE EPSC PLAN. SILT FENCE TYPE II SHALL BE USED INSTEAD OF SILT FENCE, TYPE I WITHIN 100 FEET UPSLOPE OF RECEIVING WATERS.

6.6 SLOW DOWN CHANNELIZED RUNOFF

CHECK STRUCTURES SHALL BE UTILIZED TO REDUCE THE VELOCITY, AND THUS THE EROSIVE POTENTIAL, OF CONCENTRATED FLOW IN CHANNELS.

7. CONSTRUCT PERMANENT CONTROLS

PERMANENT STORMWATER TREATMENT DEVICES SHALL BE INSTALLED AS SHOWN ON THE PLANS AND IN ACCORDANCE WITH PERMIT CONDITIONS.

8. DEWATERING

DISCHARGE FROM DEWATERING ACTIVITIES THAT FLOWS OFF OF THE CONSTRUCTION SITE MUST NOT CAUSE OR CONTRIBUTE TO A VIOLATION OF THE VERMONT WATER QUALITY STANDARDS. DEWATERED STORMWATER OR GROUNDWATER MUST BE FILTERED AND ROUTED IN A MANNER THAT DOES NOT RESULT IN VISIBLY TURBID DISCHARGES TO WATERS.

CULVERT 1 STA. A 16+75.69
A TEMPORARY SANDBAG COFFERDAM SHALL BE UTILIZED TO PREVENT FLOW FROM THE SOUTH BRANCH TWEED RIVER FROM ENTERING THE PROJECT AREA.

DEWATERING OF SURFACE WATER WITHIN CULVERT EXCAVATIONS IS ANTICIPATED. THE FILTER BAG DETAIL AND PAY ITEM HAVE BEEN INCLUDED AS A POTENTIAL TREATMENT MEASURE FOR THIS PURPOSE, HOWEVER THE SPECIFIC MEANS FOR TREATMENT OF DISCHARGE SHALL BE PROVIDED BY THE CONTRACTOR. ALL COSTS FOR TREATMENT OF DISCHARGE SHALL BE PAID FOR UNDER CONTRACT ITEM 653.45.

CULVERT 2 STA A 168+61.65

DEWATERING OF SURFACE WATER WITHIN CULVERT EXCAVATIONS IS ANTICIPATED. THE FILTER BAG DETAIL AND PAY ITEM HAVE BEEN INCLUDED AS A POTENTIAL TREATMENT MEASURE FOR THIS PURPOSE, HOWEVER THE SPECIFIC MEANS FOR TREATMENT OF DISCHARGE SHALL BE PROVIDED BY THE CONTRACTOR. ALL COSTS FOR TREATMENT OF DISCHARGE SHALL BE PAID FOR UNDER CONTRACT ITEM 653.45.

9. OFF-SITE AREAS

OFF-SITE WASTE AND BORROW AREAS HAVE NOT BEEN IDENTIFIED FOR THIS PROJECT. IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO IDENTIFY AND PERMIT, AS NECESSARY, ANY OFF-SITE AREAS THAT ARE NEEDED IN ACCORDANCE WITH STANDARD SPECIFICATIONS 105.25 – 105.28.

ALL EROSION PREVENTION AND SEDIMENT CONTROL MEASURES NECESSARY FOR WASTE, BORROW, AND STAGING AREAS OUTSIDE THE PROJECT LIMITS SHALL BE PAID FOR PER 105.29 OF THE STANDARD SPECIFICATIONS FOR CONSTRUCTION.

VEHICLE AND EQUIPMENT STORAGE AREAS OR AREAS ADJACENT TO CONSTRUCTION TRAILERS OR OTHER HIGH TRAFFIC AREAS SHALL BE COVERED WITH GEOTEXTILE FABRIC AND 12" OF GRAVEL. FOLLOWING COMPLETION OF CONSTRUCTION, ALL NON-NATIVE MATERIALS SHALL BE REMOVED FROM THE STAGING AREA. COMPACTED, RUTTED, OR OTHERWISE DISTURBED SOILS SHALL BE TILLED, RAKED, SEEDED AND MULCHED.

ERODIBLE MATERIALS STOCKPILED WITHIN THE MATERIAL STORAGE AREAS SHALL BE ISOLATED WITH SILT FENCE OR OTHER ACCEPTABLE SEDIMENT BARRIER. SOIL STOCKPILED ON THE SITE SHALL BE SEEDED AND MULCHED.

10. WINTER CONSTRUCTION

Narrative has been updated. Delete this first sentence to avoid any conflicting language about winter work being allowed or not.

~~CONSTRUCTION ACTIVITIES MAY CONTINUE INTO THE WINTER CONSTRUCTION SEASON, DEPENDING ON ACTUAL FIELD AND WEATHER CONDITIONS.~~ IF ACTIVITIES ARE ON-GOING BETWEEN OCTOBER 15 AND APRIL 15, THE CONTRACTOR SHALL FOLLOW REQUIREMENTS FOR WINTER CONSTRUCTION, AS DEFINED IN SPECIFIC PERMIT CONDITIONS AND AS FOLLOWS:

- ENLARGED ACCESS POINTS, STABILIZED TO PROVIDE FOR SNOW STOCKPILING.
- LIMITS OF DISTURBANCE MOVED OR REPLACED TO REFLECT BOUNDARY OF WINTER WORK.
- DEVELOPMENT OF A SNOW MANAGEMENT PLAN THAT INCLUDES:
  - ADEQUATE STORAGE AND CONTROL OF MELT-WATER
  - STORAGE OF CLEARED SNOW TO BE PLACED DOWN SLOPE OF DISTURBED AREAS AND OUT OF STORMWATER TREATMENT STRUCTURES
- AREAS OF DISTURBANCE WITHIN 100 FT OF A WATERBODY MUST HAVE REINFORCED (WOVEN WIRE) SILT FENCE INSTALLED ACROSS THE SLOPE, DOWNGRADIENT OF THE EARTH DISTURBANCE. ALTERNATIVELY, REGULAR, NON-WOVEN WIRE SILT FENCE MAY BE USED IF COMBINED WITH EROSION CONTROL BERM, EROSION LOG, OR STRAW WATTLE.
- DRAINAGE STRUCTURES MUST BE KEPT OPEN AND FREE OF SNOW AND ICE DAMS.
- SILT FENCE AND OTHER PRACTICES REQUIRING EARTH DISTURBANCE MUST BE INSTALLED AHEAD OF FROZEN GROUND.
- MULCH TO BE APPLIED AT A MINIMUM OF 2 INCHES DEPTH WITH 80-90% COVERAGE.
- AREAS OF DISTURBED SOILS MUST BE STABILIZED PRIOR TO ANY RUNOFF-PRODUCING EVENT, WITH THE FOLLOWING EXCEPTION:
  - STABILIZATION IS NOT REQUIRED IF THE WORK IS OCCURRING IN A SELF-CONTAINED EXCAVATION WITH NO OUTLET AND A DEPTH OF 2 FT OR GREATER (OPEN UTILITY TRENCHES), PROVIDED THAT ANY DEWATERING, IF NECESSARY, IS CONDUCTED AS REQUIRED.
- PRIOR TO STABILIZATION, SNOW OR ICE MUST BE REMOVED TO LESS THAN 1" THICKNESS.
- USE STONE TO STABILIZE AREAS WHERE CONSTRUCTION VEHICLE TRAFFIC IS ANTICIPATED.

11. INSPECTION & MAINTENANCE

INSPECTION AND MONITORING OF THE PROJECT'S EPSC MEASURES SHALL BE CONDUCTED IN ACCORDANCE WITH STANDARD SPECIFICATION 653.04 MONITORING EROSION PREVENTION AND SEDIMENT CONTROL PLAN, ALONG WITH PERMIT SPECIFIC INSPECTION REQUIREMENTS.

THE CONTRACTOR SHALL PROVIDE A COPY OF THEIR INSPECTION FORM AS PART OF THEIR EPSC PLAN.

ALL EPSC MEASURES SHALL BE REGULARLY MAINTAINED AND SHALL BE CHECKED FOR SEDIMENT BUILD-UP. SEDIMENT SHALL BE DISPOSED OF AT AN APPROVED SITE WHERE IT WILL NOT BE SUBJECT TO EROSION.

VAOT NATURALIZED AREA TYPE I				
WEIGHT	NAME	LATIN NAME	GERM	PURITY
38%	CREEPING RED FESCUE	FESTUCA RUBRA VAR. RUBRA	90%	98%
29%	HARD FESCUE	FESTUCA LONGIFOLIA	85%	95%
15%	CHEWINGS FESCUE	FESTUCA RUBRA VAR. COMMUTATA	87%	95%
15%	ANNUAL RYEGRASS	LOLIUM MULTIFLORUM	90%	95%
3%	INERTS			
100%				

VAOT NATURALIZED AREA TYPE II				
WEIGHT	NAME	LATIN NAME	GERM	PURITY
37.5%	CREEPING RED FESCUE	FESTUCA RUBRA VAR. RUBRA	85%	98%
37.5%	TALL FESCUE	FESTUCA ARUNDINACEA	90%	95%
5.0%	RED TOP	AGROSTIS GIGANTEA	90%	95%
15.0%	WHITE FIELD CLOVER	TRIFOLIUM REPENS	85%	98%
5.0%	ANNUAL RYE GRASS	LOLIUM MULTIFLORUM	85%	95%
100%				

SEED RATE: BROADCAST: 75 LBS/ACRE
HYDROSEED: PER MANUFACTURER'S RECOMMENDATIONS

APPLY AMENDMENTS PER SOIL TEST RESULTS

FERTILIZER (755.06):
IF NO SOIL TEST IS PERFORMED, A SLOW OR CONTROLLED RELEASE FERTILIZER SHALL BE APPLIED AT A RATIO OF 1:1:1 (N:P:K). NITROGEN AND PHOSPHORUS SHALL BE APPLIED AT NO MORE THAN 1 LB. PER 1,000 SQ.FT.

LIMESTONE (755.08 & 755.09):
IF NO SOIL TEST IS PERFORMED, APPLY LIMESTONE PER MANUFACTURER'S RECOMMENDATIONS.

COMPOST (755.05):
COMPOST MAY BE APPLIED PER SOIL TEST RESULTS.

CONSTRUCTION GUIDANCE

1. THESE SEED MIXES SHALL BE USED IN AREAS THAT WILL NATURALIZE, RECEIVING LIMITED ANNUAL MOWING THROUGH THE GROWING SEASON.
2. USE SEED MIX AS INDICATED IN THE PLANS AND/OR FOR ALL ESTABLISHED UPLAND (NON-WETLAND) AREAS DISTURBED BY THE CONTRACTOR. IF THE PLANS DO NOT SPECIFY A SEED TYPE, NATURALIZED AREA TYPE I OR TYPE II SHALL BE USED.
3. SEED MIXES SHALL NOT HAVE A WEED CONTENT EXCEEDING 0.40% BY WEIGHT AND SHALL BE FREE OF ALL NOXIOUS SEED.
4. HAY MULCH TO BE PLACED ON EARTH SLOPES AT THE RATE OF 2 TONS/ACRE. ACHIEVE 90% GROUND COVER OR AS DIRECTED BY THE ENGINEER.
5. FERTILIZER SHOULD NOT BE APPLIED WITHIN 2 WEEKS OF APPLYING LIMESTONE.
6. FOR BEST ESTABLISHMENT, REAPPLY FERTILIZER 2-3 WEEKS AFTER GERMINATION.

TURF ESTABLISHMENT

THIS WORK SHALL BE PERFORMED IN ACCORDANCE WITH SECTION 651 FOR SEED (PAY ITEM 651.1500 TURF ESTABLISHMENT, GENERAL SEED)

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VAOT LAWN				
WEIGHT	NAME	LATIN NAME	GERM	PURITY
42.5%	CREEPING RED FESCUE	FESTUCA RUBRA VAR. RUBRA	85%	98%
20.0%	PERENNIAL RYE GRASS	LOLIUM PERENNE	90%	95%
32.5%	KENTUCKY BLUE GRASS	POA PRATENSIS	85%	85%
5.0%	ANNUAL RYE GRASS	LOLIUM MULTIFLORUM	85%	95%
100%				

SEED RATE: BROADCAST: 75 LBS/ACRE
HYDROSEED: PER MANUFACTURER'S RECOMMENDATIONS

APPLY AMENDMENTS PER SOIL TEST RESULTS

FERTILIZER (755.06):
IF NO SOIL TEST IS PERFORMED, A SLOW OR CONTROLLED RELEASE FERTILIZER SHALL BE APPLIED AT A RATIO OF 1:1:1 (N:P:K). NITROGEN AND PHOSPHORUS SHALL BE APPLIED AT NO MORE THAN 1 LB. PER 1,000 SQ.FT.

LIMESTONE (755.08 & 755.09):
IF NO SOIL TEST IS PERFORMED, APPLY LIMESTONE PER MANUFACTURER'S RECOMMENDATIONS.

COMPOST (755.05):
COMPOST MAY BE APPLIED PER SOIL TEST RESULTS.

CONSTRUCTION GUIDANCE

1. THIS SEED MIX SHALL BE USED IN AREAS THAT WILL BE MANAGED AS TRADITIONAL LAWNS, RECEIVING FREQUENT MOWING.
2. THIS SEED MIX SHALL NOT BE USED IN WETLANDS OR ANY WATERS OF THE STATE OF VERMONT.
3. USE SEED MIX ONLY AS INDICATED IN THE PLANS. IF THE PLANS DO NOT SPECIFY A SEED TYPE, NATURALIZED AREA TYPE I OR TYPE II SHALL BE USED.
4. SEED MIX SHALL NOT HAVE A WEED CONTENT EXCEEDING 0.40% BY WEIGHT AND SHALL BE FREE OF ALL NOXIOUS SEED.
5. HAY MULCH TO BE PLACED ON EARTH SLOPES AT THE RATE OF 2 TONS/ACRE. ACHIEVE 90% GROUND COVER OR AS DIRECTED BY THE ENGINEER.
6. FERTILIZER SHOULD NOT BE APPLIED WITHIN 2 WEEKS OF APPLYING LIMESTONE.
7. FOR BEST ESTABLISHMENT, REAPPLY FERTILIZER 2-3 WEEKS AFTER GERMINATION.

TURF ESTABLISHMENT

THIS WORK SHALL BE PERFORMED IN ACCORDANCE WITH SECTION 651 FOR SEED (PAY ITEM 651.1500 TURF ESTABLISHMENT, GENERAL SEED)

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you do not have the pay item for this. Do you need wet area seed?

WET AREA SEEDING NOTES

1. WET AREA SEED TO BE PAID FOR UNDER 651.1600 TURF ESTABLISHMENT, SPECIALTY SEED. APPLICATION RATES VARY BY SEED MIX. WET AREA SEED TO BE ONE OF THE FOLLOWING, OR APPROVED EQUAL:
   A. VERMONT WET MEADOW & DETENTION BASIN MIX
      SUPPLIER: VERMONT WETLAND PLANT SUPPLY.
      APPLICATION RATE: 35 LBS/ACRE.
   B. NEW ENGLAND EROSION CONTROL/RESTORATION MIX FOR DETENTION BASINS AND MOIST SITES
      SUPPLIER: NEW ENGLAND WETLAND PLANTS, INC.
      APPLICATION RATE: 35 LBS/ACRE.
   C. NATIVE DETENTION AREA MIX
      SUPPLIER: ERNST CONSERVATION SEEDS, INC.
      APPLICATION RATE: 20 LBS/ACRE WITH A COVER CROP (GRAIN RYE (1 SEP TO 30 APR; 30 LBS/ACRE). JAPANESE MILLET OR BARNYARD GRASS (1 MAY TO 31 AUG; 10 LBS/ACRE))
2. SEEDED AREAS SHALL BE PROTECTED IN ACCORDANCE WITH SPECIFICATION SUBSECTION 651.07 PROTECTION. WHERE WETLANDS OR WETLAND BUFFERS ARE PRESENT, STRAW MULCH SHALL BE USE INSTEAD OF HAY MULCH.
3. IF AREAS WITHIN PDF OR BARRIER FENCE ARE NOT DISTURBED, THEY SHOULD REMAIN VEGETATED, AND ADDITIONAL REVEGETATION IS NOT REQUIRED.
4. PROVIDING SUFFICIENT MOISTURE IS CRITICAL DURING THE ENTIRE PLANT ESTABLISHMENT PERIOD. WATERING TO BE PAID FOR UNDER 656.65 LANDSCAPE WATERING.

TURF ESTABLISHMENT

THIS WORK SHALL BE PERFORMED IN ACCORDANCE WITH SECTION 651FOR SEED (PAY ITEM 651.1600)

REVISIONS	
JUNE 21, 2023	BKD

NOT TO SCALE

PROJECT NAME: KILLINGTON - STOCKBRIDGE
PROJECT NUMBER: ER STP 022-1(25 101/100

FILE NAME: Z12B234_EPSC_details.dgn
PROJECT LEADER: E.P DETRICK
DESIGNED BY: VTRANS
EPSC DETAILS SHEET 1
PLOT DATE: 7/17/2024
DRAWN BY: R.M. O'BRIEN
CHECKED BY: E.P. DETRICK
SHEET 385 OF 424

BARRIER FENCE (LINE STYLE) — B F — B F —
653.5000

BRUSH LAYER — BL

CHECK DAM (LINE STYLE)
653.2501, 653.2502, & 653.2503

COFFERDAM (LINE STYLE)
208.4000

CURB DROP INLET PROTECTION
653.4002

DUST CONTROL — DC
609.1000 & 609.1500

PIPE INLET PROTECTION
653.4003

EXCAVATED DROP INLET PROTECTION
653.4001

FIBER ROLL (EROSION LOG) — FR
653.6000

FILTER BAG
653.4500

FILTER FABRIC DROP INLET PROTECTION
653.4001

LIVE CUTTINGS/LIVE STAKES PLANTING — LS
656.1000

LIVE FASCINE — LF
656.1000

PROJECT DEMARCATION FENCE (LINE STYLE) — PDF — PDF —
653.5500

ROLLED EROSION CONTROL PRODUCT (RECP)
653.2001 & 653.2002

SEDIMENT BASIN
INCIDENTAL TO COFFERDAM 208.4000

ADAPTED FROM DETAILS PROVIDED BY: NEW YORK STATE DEC
ORIGINALLY DEVELOPED BY USDA-NRCS
VERMONT DEPARTMENT OF ENVIRONMENTAL CONSERVATION

STANDARD SYMBOLS

SILT FENCE(LINE STYLE)
653.4701

SILT FENCE WOVEN WIRE(LINE STYLE)
653.4702

STABILIZED CONSTRUCTION ENTRANCE
653.3500

STONE & BLOCK DROP INLET PROTECTION
653.4001

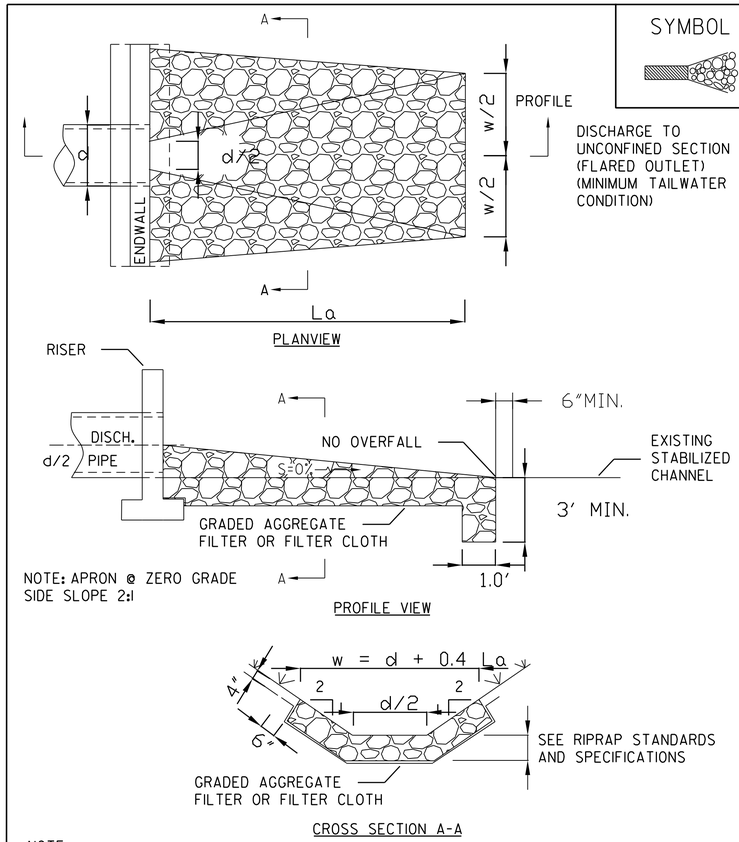
SURFACE ROUGHENING
INCIDENTAL TO CONTRACT

TURBIDITY CURTAIN
FILTER CURTAIN DETAIL

ADAPTED FROM DETAILS PROVIDED BY: NEW YORK STATE DEC
ORIGINALLY DEVELOPED BY USDA-NRCS
VERMONT DEPARTMENT OF ENVIRONMENTAL CONSERVATION

STANDARD SYMBOLS

SYMBOL



NOTE:
SEE RIPRAP STANDARDS AND SPECIFICATIONS
MINIMUM TAILWATER CONDITIONS

ADAPTED FROM DETAILS PROVIDED BY: NEW YORK STATE DEC
ORIGINALLY DEVELOPED BY USDA-NRCS
VERMONT DEPARTMENT OF ENVIRONMENTAL CONSERVATION

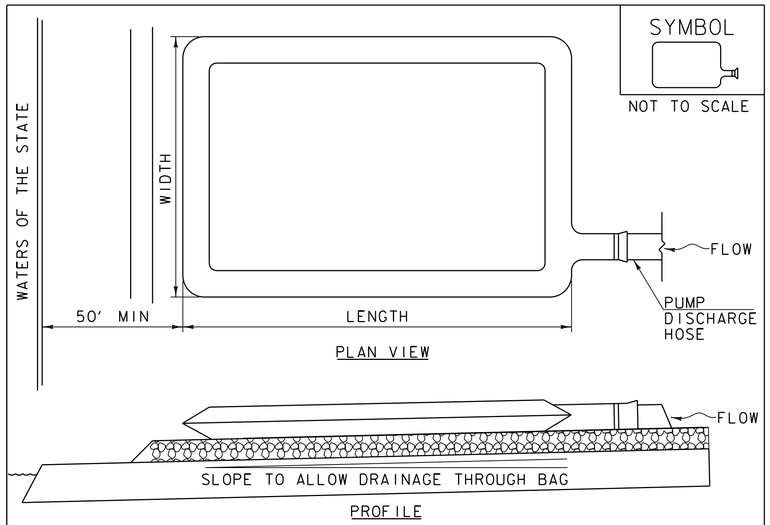
RIPRAP OUTLET PROTECTION EXAMPLE

NOTES:
REFER TO "THE VERMONT STANDARDS & SPECIFICATIONS FOR EROSION PREVENTION & SEDIMENT CONTROL -2006- "FROM THE VT AGENCY OF NATURAL RESOURCES FOR ADDITIONAL GUIDANCE.

THIS ITEM SHALL BE PAID FOR UNDER ITEM:
613.1002 STONE FILL, TYPE II
613.1003 STONE FILL, TYPE III

NOT TO SCALE

PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25 101/100	
FILE NAME: Z12B234_EPSC_details.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: R.M. O'BRIEN
DESIGNED BY: VTRANS	CHECKED BY: E.P. DETRICK
EPSC DETAILS SHEET 2	SHEET 387 OF 424



CONSTRUCTION SPECIFICATIONS

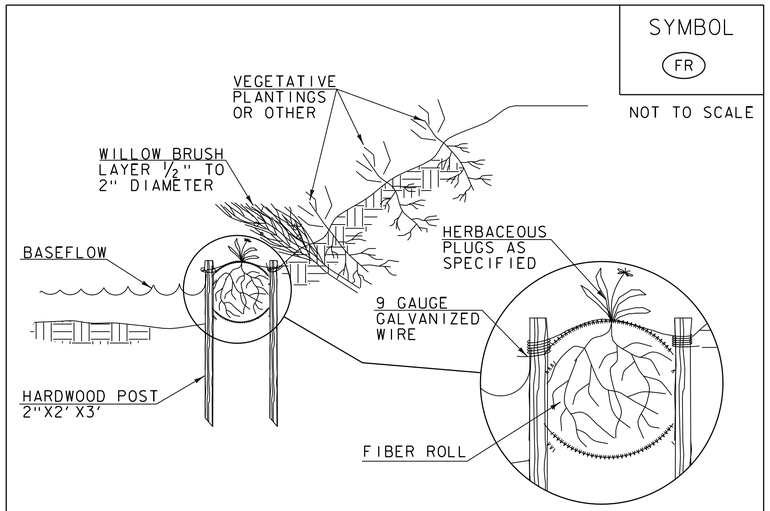
1. THE PRIMARY PURPOSE OF FILTER BAG IS TO RETAIN SILT, SAND, AND FINES DURING DEWATERING OPERATIONS.
2. FILTER BAGS SHALL BE INSTALLED ON A VEGETATED SLOPE GRADED TO ALLOW INCOMING WATER TO FLOW THROUGH THE BAG.
3. FILTER BAGS MAY ALSO BE PLACED ON COARSE AGGREGATE, STONE, OR HAYBALES TO INCREASE FILTRATION EFFICIENCY.
4. FILTER BAGS SHALL BE LOCATED A MINIMUM OF 50' FROM WATERS OF THE STATE UNLESS OTHERWISE APPROVED BY THE ENGINEER.
5. THE NECK OF THE FILTER BAG SHALL BE STRAPPED TIGHTLY TO THE DISCHARGE HOSE.
6. A FILTER BAG IS FULL WHEN IT NO LONGER CAN EFFICIENTLY FILTER SEDIMENT OR ALLOW WATER TO PASS AT A REASONABLE RATE.
7. FILTER BAG SHALL BE DISPOSED OF AS APPROVED IN THE EPSC PLAN OR AS DIRECTED BY THE ENGINEER.

FILTER BAG

NOTES:
REFER TO "THE VERMONT STANDARDS & SPECIFICATIONS FOR EROSION PREVENTION & SEDIMENT CONTROL -2006- " FROM THE VT AGENCY OF NATURAL RESOURCES FOR ADDITIONAL GUIDANCE.

THIS WORK SHALL BE PERFORMED IN ACCORDANCE WITH SECTION 653 FOR FILTER BAG (PAY ITEM 653.4500) AND AS SPECIFIED IN THE CONTRACT.

REVISIONS	
MARCH 24, 2008	WHF
JANUARY 13, 2009	WHF



CONSTRUCTION SPECIFICATIONS

1. EXCAVATE A SHALLOW TRENCH SLIGHTLY BELOW BASEFLOW OR A 4" TRENCH ON SLOPE CONTOURS
2. PLACE THE ROLL IN THE TRENCH AND ANCHOR WITH 2"X2" POSTS PLACED ON BOTH SIDES FO THE ROLL AND SPACED LATERALLY ON 2' TO 4' CENTERS. TRIM THE TOP OF THE POSTS EVEN WITH THE EDGE OF THE ROLL, IF NECESSARY.
3. NOTCH THE POSTS AND TIE TOGETHER, ACROSS THE ROLL, WITH 9 GAUGE GALVANIZED WIRE OR 1/8" DIAMETER BRAIDED NYLON ROPE.
4. PLACE SOIL EXCAVATED FROM THE TRENCH BEHIND THE ROLL AND HAND TAMP. PLANT WITH SUITABLE HERBACEOUS OR WOODY VEGETATION AS SPECIFIED ELSEWHERE IN THE CONTRACT DOCUMENTS. VEGETATION SHALL BE PLACED IMMEDIATELY ADJACENT TO THE ROLL TO PROMOTE ROOT GROWTH INTO THE FIBER. HERBACEOUS VEGETATION, IF SPECIFIED, SHALL BE PLANTED INTO THE FIBER ROLL.

ADAPTED FROM DETAILS PROVIDED BY: NEW YORK STATE DEC
ORIGINALLY DEVELOPED BY USDA-NRCS
VERMONT DEPARTMENT OF ENVIRONMENTAL CONSERVATION

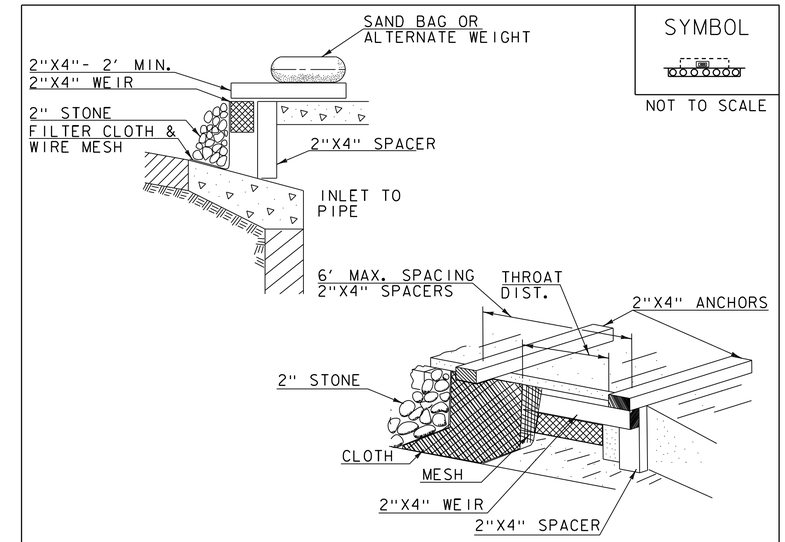
FIBER ROLL (EROSION LOG)

NOTES:
REFER TO "THE VERMONT STANDARDS & SPECIFICATIONS FOR EROSION PREVENTION & SEDIMENT CONTROL -2006- " FROM THE VT AGENCY OF NATURAL RESOURCES FOR ADDITIONAL GUIDANCE.

THIS WORK SHALL BE PERFORMED IN ACCORDANCE WITH SECTION 653 FOR EROSION LOG (PAY ITEM 653.6000)

REVISIONS	
MARCH 21, 2008	WHF
JANUARY 13, 2009	WHF

Delete this detial. I don't believe that erosion logs will be used in this manner.



CONSTRUCTION SPECIFICATIONS

1. FILTER FABRIC SHALL HAVE AN APPARENT OPENING SIZE OF 40-85.
2. WOODEN FRAME SHALL BE CONSTRUCTED OF 2" x 4" CONSTRUCTION GRADE LUMBER.
3. WIRE MESH ACROSS THROAT SHALL BE A CONTINUOUS PIECE 30" MINIMUM WIDTH WITH A LENGTH 4' LONGER THAN THE THROAT. IT SHALL BE SHAPED AND SECURELY NAILED TO A 2"x 4" WEIR.
4. THE WEIR SHALL BE SECURELY NAILED TO 2"x 4" SPACERS 9" LONG SPACED NO MORE THAN 6' APART.
5. THE ASSEMBLY SHALL BE PLACED AGAINST THE INLET AND SECURED BY 2"x 4" ANCHORS 2' LONG EXTENDING ACROSS THE TOP OF THE INLET AND HELD IN PLACE BY SANDBAGS OR ALTERNATE WEIGHTS.
6. MAXIMUM DRAINAGE AREA 1 ACRE

ADAPTED FROM DETAILS PROVIDED BY: NEW YORK STATE DEC
ORIGINALLY DEVELOPED BY USDA-NRCS
VERMONT DEPARTMENT OF ENVIRONMENTAL CONSERVATION

CURB DROP INLET PROTECTION

NOTES:
REFER TO "THE VERMONT STANDARDS & SPECIFICATIONS FOR EROSION PREVENTION & SEDIMENT CONTROL -2006- " FROM THE VT AGENCY OF NATURAL RESOURCES FOR ADDITIONAL GUIDANCE.

THIS WORK SHALL BE PERFORMED IN ACCORDANCE WITH SECTION 653 FOR INLET PROTECTION DEVICE, TYPE 1 (PAY ITEM 653.4001).

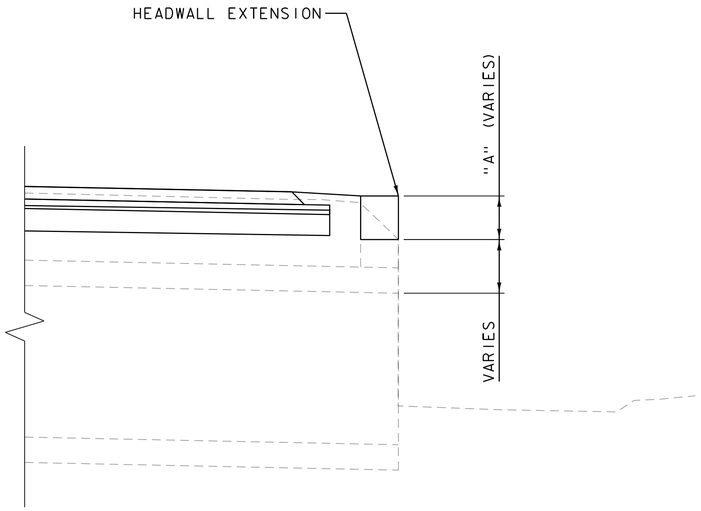
REVISIONS	
MARCH 6, 2008	WHF
JANUARY 13, 2009	WHF

NOT TO SCALE

PROJECT NAME: KILLINGTON - STOCKBRIDGE
PROJECT NUMBER: ER STP 022-1(25 101/100

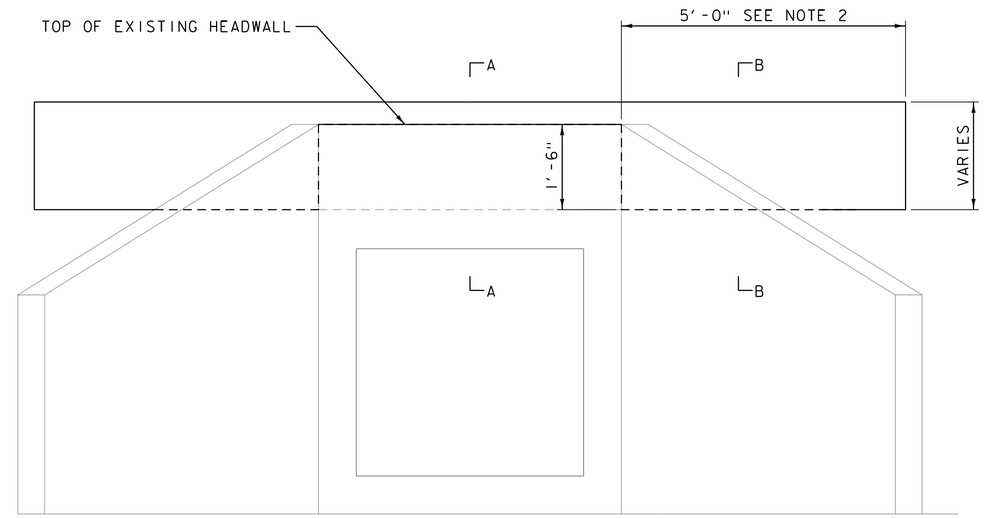
FILE NAME: Z12B234_EPSC_details.dgn
PROJECT LEADER: E.P. DETRICK
DESIGNED BY: VTRANS
EPSC DETAILS SHEET 3

PLOT DATE: 7/17/2024
DRAWN BY: R.M. O'BRIEN
CHECKED BY: E.P. DETRICK
SHEET 388 OF 424



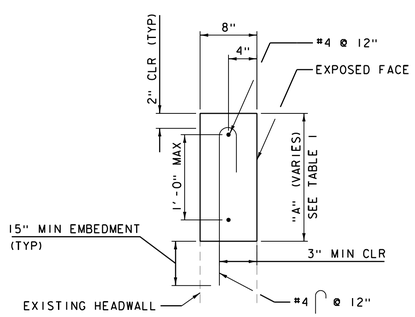
TYPICAL CULVERT CROSS SECTION

SCALE: ½" = 1'-0"



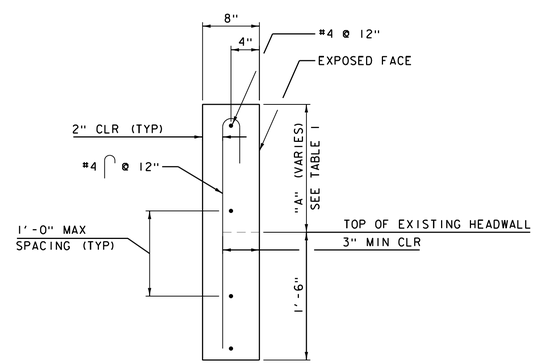
TYPICAL HEADWALL CAP ELEVATION

SCALE 3/4" = 1'-0"



SECTION A-A

1 ½" = 1'-0"



SECTION B-B

1 ½" = 1'-0"

NOTES:

1. CONTRACTOR SHALL SPACE THE #4 HOOK BARS SUCH THAT THERE ARE 5 DOWELS INTO THE EXISTING HEADWALL AT EVEN SPACING AND THAT THERE IS A MINIMUM OF 3" BETWEEN THE DRILLED HOLE AND ENDS OF THE EXISTING CONCRETE HEADWALL.

2. HEADWALL CAPS ARE TO EXTEND FROM THE HEADWALLS PAST THE ENDS OF THE EXISTING WINGWALLS. EXTENSION LENGTH PROVIDED SHALL BE FIELD VERIFIED BY THE CONTRACTOR AND ACTUAL LENGTHS APPROVED BY THE RESIDENT ENGINEER. LENGTH OF EXTENSIONS SHALL BE NO MORE THAN 10'-0".

3. CONCRETE FOR HEADWALL CAPS SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH F'c = 3500 PSI AND SHALL MEET THE REQUIREMENTS OF SECTION 541 OF THE STANDARD SPECIFICATIONS FOR CONCRETE, CLASS B.

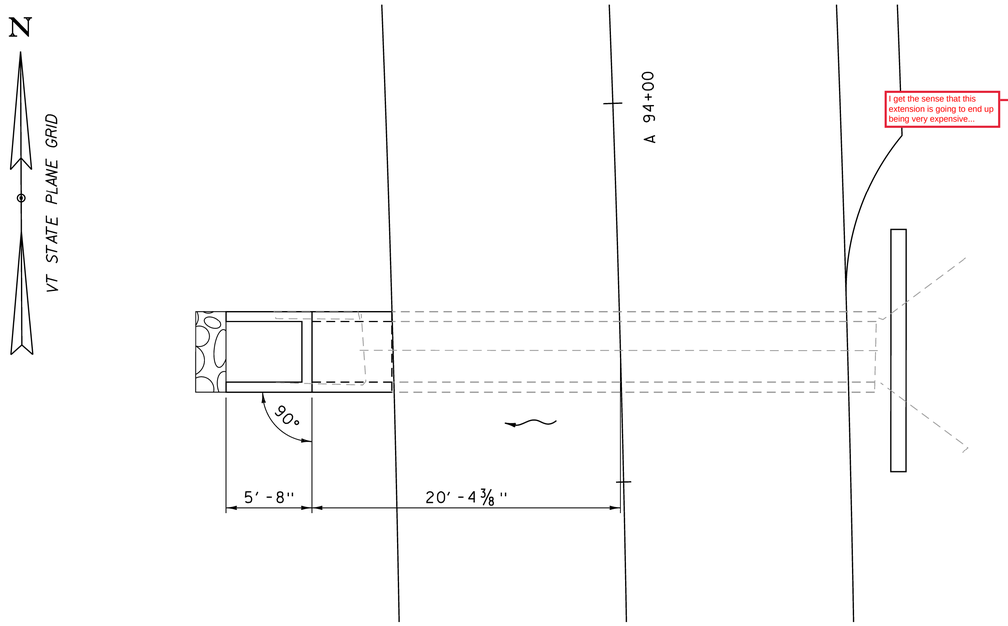
TABLE 1

DRAINAGE NUMBER	STA.	INLET/OUTLET	CAP EL.	APPROX. "A"	REQUIRED ROWS OF LONG. REINF.
12	136+98	INLET	1361.01'	1'-6"	2
27	A 93+84	INLET	958.12'	2'-5"	3

PROJECT NAME: KILLINGTON - STOCKBRIDGE
PROJECT NUMBER: ER STP 022-1(25)

FILE NAME: z12B234_typ_EXT.dgn
PROJECT LEADER: B. ROBERTS
DESIGNED BY: M. NEMETH
BOX CULVERT DETAIL SHEET 1

PLOT DATE: 7/17/2024
DRAWN BY: M. NEMETH
CHECKED BY: J. KEENER
SHEET 389 OF 424



I get the sense that this extension is going to end up being very expensive...

CULVERT 27 LAYOUT

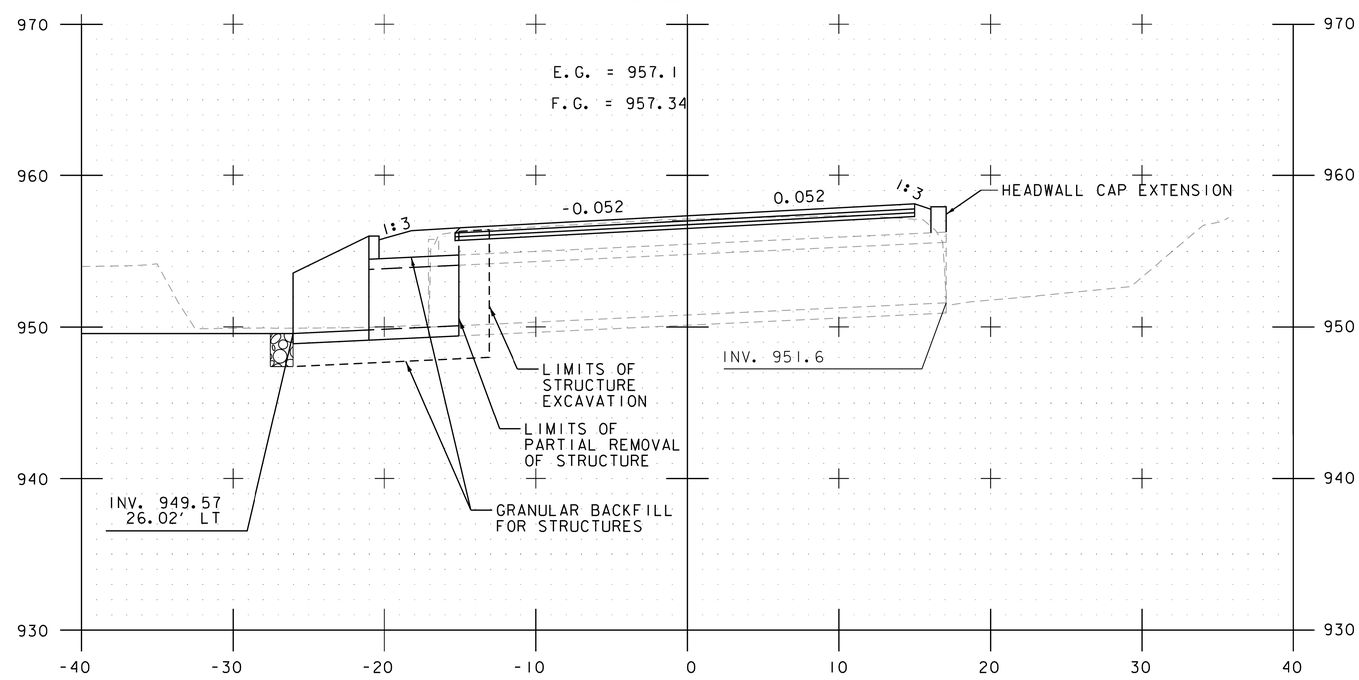
SCALE: 1" = 5'-0"

NOTES:

1. THE CONTRACTOR SHALL BE REQUIRED TO DESIGN AND FURNISH A PRECAST CONCRETE BOX CULVERT EXTENSION FOR CULVERT 27 AT STA. A93+84. THIS DESIGN SHALL INCLUDE BUT IS NOT LIMITED TO THE CONCRETE BOX, HEADWALLS, AND WINGWALLS.
2. DETAILS PROVIDED WITHIN THESE PLANS ARE BASED ON LIMITED FIELD INVESTIGATIONS AND ARE FOR REFERENCE AND ESTIMATING PURPOSES ONLY. ACTUAL PRECAST CONCRETE STRUCTURE DETAILS AND GEOMETRY SHALL BE GENERALLY CONSISTENT WITH THOSE SHOWN IN THE PLANS AND ARE TO BE DETERMINED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER.
3. FOR ESTIMATING PURPOSES IT HAS BEEN ASSUMED THAT THE EXISTING DOWNSTREAM HEADWALL, WINGWALLS, AND BOX CULVERT WILL BE REMOVED TO APPROXIMATELY 2'-0" BEHIND THE FACE OF THE EXISTING HEADWALL. PRIOR TO FABRICATION OF THE PRECAST CONCRETE STRUCTURE THE CONTRACTOR SHALL EXCAVATE BEHIND THE END OF THE EXISTING HEADWALL AND ACTUAL LIMITS FOR REMOVAL OF THE EXISTING STRUCTURE SHALL BE DETERMINED BY THE CONTRACTOR AND RESIDENT ENGINEER TO ENSURE THE CONNECTIONS BETWEEN THE PRECAST CONCRETE AND EXISTING CONCRETE ARE MADE INTO COMPETENT CONCRETE.
4. PAYMENT FOR ALL COSTS ASSOCIATED WITH THE DESIGN, FABRICATION, AND ERECTION OF THE PRECAST CONCRETE STRUCTURE INCLUDING EXPLORATORY EXCAVATION, CONNECTION TO THE EXISTING CONCRETE BOX AND ALL NECESSARY HARDWARE AND MATERIAL SHALL NOT BE MADE SEPARATELY BUT SHALL BE CONSIDERED INCIDENTAL TO ITEM 540.1000 "PRECAST CONCRETE STRUCTURE (4'-0" X 4'-0" X 11'-0" CONCRETE BOX EXTENSION)".
5. PAYMENT FOR ALL COSTS ASSOCIATED WITH THE REMOVAL OF THE EXISTING CONCRETE BOX CULVERT, HEADWALLS AND WINGWALLS INCLUDING EXCAVATION OF MATERIAL WITHIN 18 INCHES OF THE EXISTING STRUCTURE WILL BE MADE UNDER ITEM 529.20 "PARTIAL REMOVAL OF STRUCTURE (CULVERT 27 DOWNSTREAM END)". ADDITIONAL EXCAVATION BEYOND THE LIMITS PAID FOR UNDER PARTIAL REMOVAL OF STRUCTURE AND REQUIRED FOR INSTALLATION OF THE PRECAST CONCRETE STRUCTURE WILL BE PAID FOR IN ACCORDANCE WITH SECTION 204.06 (b). ANY EXCAVATION AND BACKFILL BEYOND THESE LIMITS WILL BE AT THE CONTRACTORS EXPENSE.

subsection

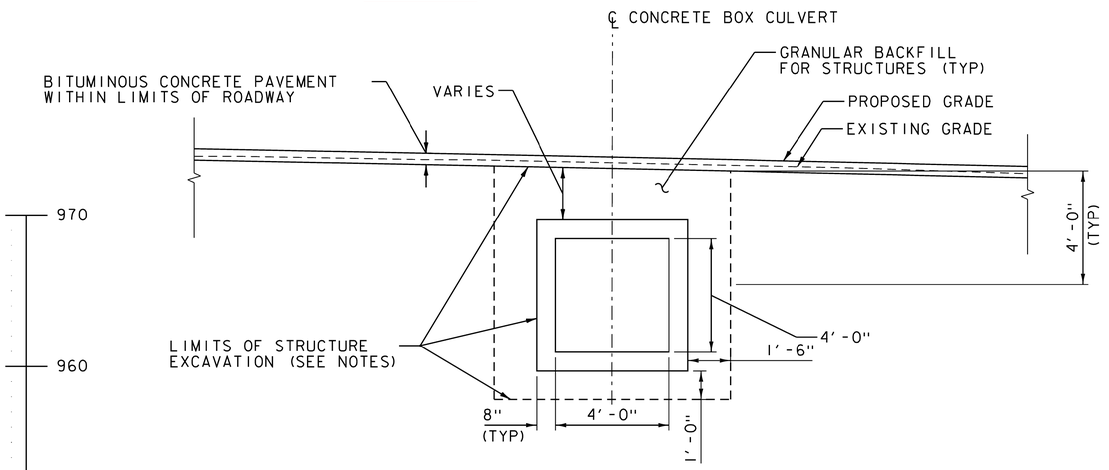
and paid under item 204.2500??



CULVERT 27 LONGITUDINAL SECTION

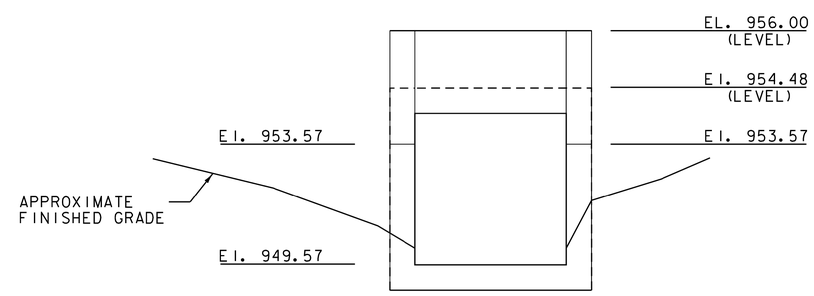
STATION A93+83.70

SCALE: 1" = 5'-0"



TYPICAL CULVERT SECTION

3/8" = 1'-0"



DOWNSTREAM END ELEVATION

SCALE: 1/2" = 1'-0"

PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234_sub_EXT_27.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: B. ROBERTS	DRAWN BY: M. NEMETH
DESIGNED BY: M. NEMETH	CHECKED BY: J. KEENER
BOX CULVERT DETAIL SHEET 2	SHEET 390 OF 424

STATE OF VERMONT
AGENCY OF TRANSPORTATION

PRELIMINARY INFORMATION SHEET (CULVERT 1 - PITTSFIELD MM 0.317)

Version
LRFD

INDEX OF SHEETS

PLAN SHEETS

STANDARDS LIST

FINAL HYDRAULIC REPORT

HYDROLOGIC DATA

Date: Sept. 2018

DRAINAGE AREA : 0.18 SQUARE MILES
CHARACTER OF TERRAIN : HILLY TO MOUNTAINOUS - MOSTLY FORESTED
STREAM CHARACTERISTICS : STEEP
NATURE OF STREAMBED : COBBLE GRAVEL

PEAK FLOW DATA

Q 2.33 =	15 CFS	Q 50 =	60 CFS
Q 10 =	40 CFS	Q 100 =	70 CFS
Q 25 =	50 CFS	Q 500 =	95 CFS

DATE OF FLOOD OF RECORD : 2011 (ESTIMATED, TROPICAL STORM IRENE)
ESTIMATED DISCHARGE: UNKNOWN
WATER SURFACE ELEV.: UNKNOWN
NATURAL STREAM VELOCITY : @ Q100 = 9.5 FPS
ICE CONDITIONS : MODERATE
DEBRIS: MODERATE
DOES THE STREAM REACH MAXIMUM HIGHWATER ELEV. RAPIDLY? NO
IS ORDINARY RISE RAPID? NO
IS STAGE AFFECTED BY UPSTREAM OR DOWNSTREAM CONDITIONS? YES
IF YES, DESCRIBE: CULVERT DISCHARGES ON THE BANK OF THE SOUTH BRANCH TWEED RIVER POTENTIAL TAILWATER CONDITION AS A RESULT

WATERSHED STORAGE: < 1 %
HEADWATERS: X
UNIFORM:
IMMEDIATELY ABOVE SITE:

EXISTING STRUCTURE INFORMATION

STRUCTURE TYPE: 4 FT BY 4 FT CONCRETE BOX CULVERT
YEAR BUILT: UNKNOWN
CLEAR SPAN(NORMAL TO STREAM): 4 FT
VERTICAL CLEARANCE ABOVE STREAMBED: 4 FT
WATERWAY OF FULL OPENING: 16 SQ. FT.
DISPOSITION OF STRUCTURE: REMOVAL AND REPLACEMENT
TYPE OF MATERIAL UNDER SUBSTRUCTURE: UNKNOWN

WATER SURFACE ELEVATIONS AT:

Q2.33 =	1071.51 FT	VELOCITY =	10.7 FPS
Q10 =	1072.66 FT	"	13.4 FPS
Q25 =	1073.04 FT	"	14.0 FPS
Q50 =	1073.41 FT	"	14.4 FPS
Q100 =	1074.75 FT	"	14.8 FPS

LONG TERM STREAMBED CHANGES: STABLE

IS THE ROADWAY OVERTOPPED BELOW Q100: NO
FREQUENCY:
RELIEF ELEVATION:
DISCHARGE OVER ROAD @Q100:

UPSTREAM STRUCTURE

TOWN: N/A
DISTANCE:
HIGHWAY # :
STRUCTURE #:
CLEAR SPAN:
CLEAR HEIGHT:
YEAR BUILT:
FULL WATERWAY:
STRUCTURE TYPE:

DOWNSTREAM STRUCTURE

TOWN: N/A - DISCHARGES TO TWEED RIVER
DISTANCE: ± 10 FT
HIGHWAY # :
STRUCTURE #:
CLEAR SPAN:
CLEAR HEIGHT:
YEAR BUILT:
FULL WATERWAY:
STRUCTURE TYPE:

PROPOSED STRUCTURE

STRUCTURE TYPE: 8 FT BY 6 FT CONCRETE BOX CULVERT WITH BED RETENTION SILLS AND 2 FT OF EMBEDDED STONE FILL
CLEAR SPAN(NORMAL TO STREAM): 8.0 FT
VERTICAL CLEARANCE ABOVE STREAMBED: 4.0 FT
WATERWAY OF FULL OPENING: 32 SQ. FT.

WATER SURFACE ELEVATIONS AT:

Q2.33 =	1070.96 FT	VELOCITY=	5.0 FPS
Q10 =	1071.61 FT	"	7.1 FPS
Q25 =	1071.82 FT	"	7.7 FPS
Q50 =	1072.02 FT	"	8.2 FPS
Q100 =	1072.21 FT	"	8.4 FPS

IS THE ROADWAY OVERTOPPED BELOW Q100: NO
FREQUENCY:
RELIEF ELEVATION:
DISCHARGE OVER ROAD @Q100:

AVERAGE LOW ELEVATION OF SUPERSTRUCTURE:
VERTICAL CLEARANCE:

SCOUR:

REQUIRED CHANNEL PROTECTION: STONE FILL, TYPE II*

PERMIT INFORMATION

		DEPTH OR ELEVATION:
AVERAGE DAILY FLOW:	- - -	
ORDINARY LOW WATER:	- - -	- - -
ORDINARY HIGH WATER:	- - -	- - -

TEMPORARY BRIDGE REQUIREMENTS

STRUCTURE TYPE: NO TEMPORARY BRIDGE PROPOSED
CLEAR SPAN (NORMAL TO STREAM): N/A
VERTICAL CLEARANCE ABOVE STREAMBED: N/A
WATERWAY AREA OF FULL OPENING: N/A

ADDITIONAL INFORMATION

* - STONE FILL TYPE II CALLED FOR UPSTREAM OF STRUCTURE, BUT DUE TO LARGER FLOWS IN RECEIVING CHANNEL USE STONE FILL TYPE IV DOWNSTREAM

LRFR LOAD RATING FACTORS

LOADING LEVELS	TRUCK						
	H-20	HL-93	3S2	6 AXLE	3A. STR.	4A. STR.	5A. SEMI
TONNAGE	20	36	36	66	30	34.5	38
INVENTORY							
POSTING							
OPERATING							
COMMENTS:	TABLE TO BE COMPLETED BY CONTRACTOR'S DESIGNER						

CULVERT DESIGN CRITERIA

1. PROPOSED CULVERT IS A PRESTRESS CONCRETE STRUCTURE (8'-0" X 6'-0" X 34'-8" BOX).
2. CULVERT ENDS ARE SKEWED BY AN ANGLE OF 10.44°
3. CULVERT WILL BE SET AT A SLOPE OF 0.55 FT. ON 10 FT.
4. CULVERT CONSTRUCTION WILL NOT REQUIRE A TEMPORARY PIPE

Really? You have the temporary relocation of stream item for this.

TRAFFIC MAINTENANCE NOTES

1. MAINTAIN ONE-WAY TRAFFIC ON TEMPORARY WIDENING.
2. A TEMPORARY TRAFFIC SIGNAL WILL BE USED TO MAINTAIN ALTERNATING TRAFFIC FLOW.
3. SIDEWALKS ARE NOT NECESSARY

THE APPROACHES FOR THE TEMPORARY WIDENING SHALL BE PAVED.

DESIGN VALUES

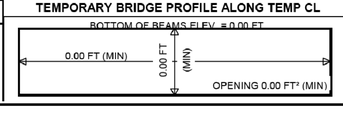
1.	DESIGN LIVE LOAD		HL-93
2.	FUTURE PAVEMENT	d_p:	3.0 INCH
3.	CULVERT OPENING	D:	0.00 FT
4.	MIN. MID-SPAN POS. CAMBER @ RELEASE (PRESTRESSED UNITS)	Δ:	- - -
5.	PRESTRESSING STRAND	f_{py}:	- - -
6.	PRESTRESSED CONCRETE STRENGTH	f'_c:	- - -
7.	PRESTRESSED CONCRETE RELEASE STRENGTH	f'_{ci}:	- - -
8.	CONCRETE, HIGH PERFORMANCE CLASS AA	f'_c:	4.0 KSI
9.	CONCRETE, HIGH PERFORMANCE CLASS A	f'_c:	4.0 KSI
10.	CONCRETE, HIGH PERFORMANCE CLASS B	f'_c:	3.5 KSI
11.	CONCRETE, CLASS C	f'_c:	3.0 KSI
12.	REINFORCING STEEL	f_y:	60 KSI
13.	STRUCTURAL STEEL AASHTO M270	f_y:	- - -
14.	NOMINAL BEARING RESISTANCE OF SOIL	q_n:	4.0 KSF
15.	SOIL BEARING RESISTANCE FACTOR (REFER TO AASHTO LRFD)	ϕ:	- - -
16.	NOMINAL BEARING RESISTANCE OF ROCK	q_n:	10.0 KSF
17.	ROCK BEARING RESISTANCE FACTOR (REFER TO AASHTO LRFD)	ϕ:	- - -
18.	PILE RESISTANCE FACTOR	ϕ:	- - -
19.	LATERAL PILE DEFLECTION	Δ:	- - -
20.	BASIC WIND SPEED	V_{3s}:	- - -
21.	MINIMUM GROUND SNOW LOAD	p_g:	- - -
22.	SEISMIC DATA PGA: 0	S_s:	- - -
		S_1:	- - -
23.			- - -
24.			- - -
25.			- - -
26.			- - -

AS BUILT "REBAR" DETAIL

LEVEL I	LEVEL II	LEVEL III
TYPE:	TYPE:	TYPE:
GRADE:	GRADE:	GRADE:

TEMPORARY BRIDGE PROFILE ALONG TEMP CL

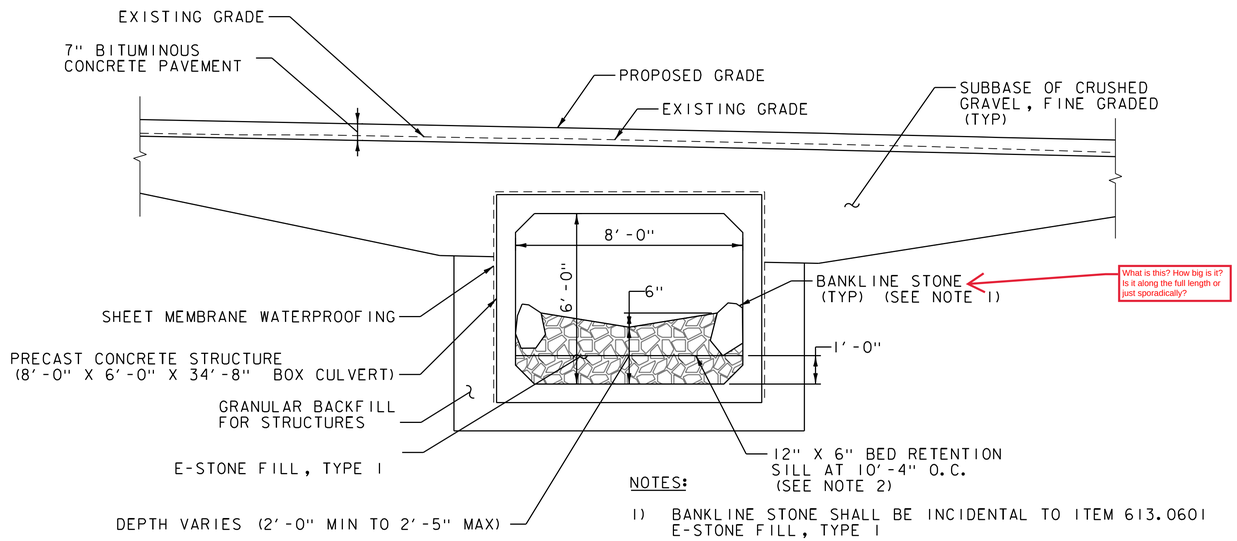
BOTTOM OF BEAMS ELEV. = 0.00 FT



TRAFFIC DATA

YEAR	ADT	DHV	% D	% T	ADTT	
0	0	0	0	0	0	20 year ESAL for flexible pavement from XXXX to XXXX . 0
						40 year ESAL for flexible pavement from XXXX to XXXX . 0
XXXX	0	0	0	0	0	Design Speed . 0 mph

PROJECT NAME.	KILLINGTON - STOCKBRIDGE
PROJECT NUMBER.	STP 022-1(25)
FILE NAME.	r12R23dpl.dgn
PROJECT LEADER.	F. DETRICK
DESIGNED BY.	VHB
PRELIMINARY INFORMATION SHEET CULVERT 1	
PLOT DATE.	
DRAWN BY.	J. KEFNER
CHECKED BY.	F. DETRICK
SHEET	397 OF 430



NOTES:

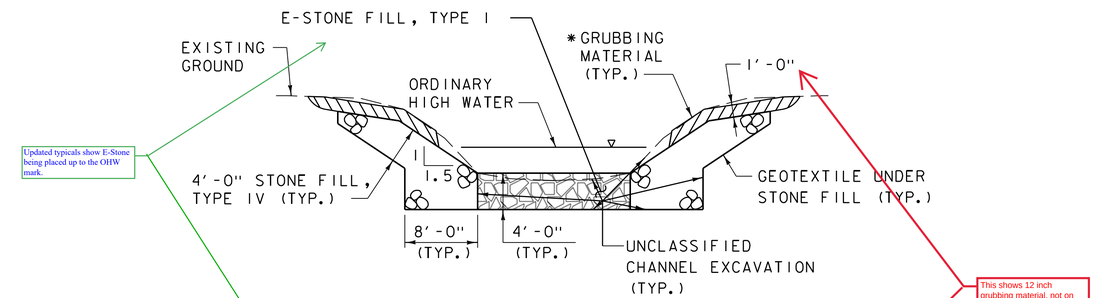
1) BANKLINE STONE SHALL BE INCIDENTAL TO ITEM 613.0601 E-STONE FILL, TYPE I

2) BED RETENTION SILL SHALL BE 12" HIGH AND 6" THICK AND SHALL HAVE A POSITIVE CONNECTION TO PRECAST BOX.

3) FOLLOWING THE COMPLETION OF THE BOX CULVERT REPLACEMENT, THE ROADWAY GRADE SHALL BE TEMPORARILY RESTORED UNTIL FULL DEPTH RECLAMATION WITH A MINIMUM OF 3 INCH WEARING COURSE OF TYPE IVS SUPERPAVE BITUMINOUS CONCRETE PAVEMENT.

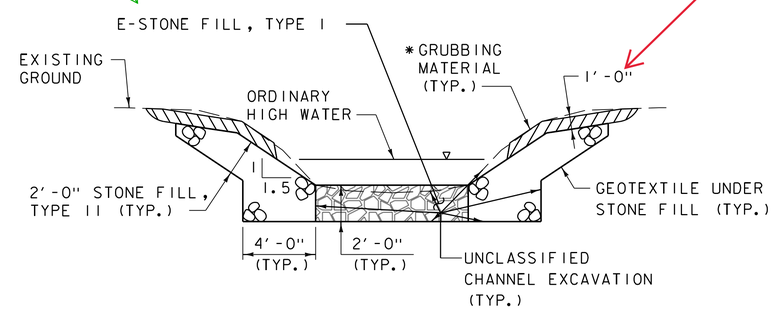
TYPICAL PRECAST CONCRETE CULVERT SECTION

3/8" = 1'-0"



TYPICAL CHANNEL SECTION

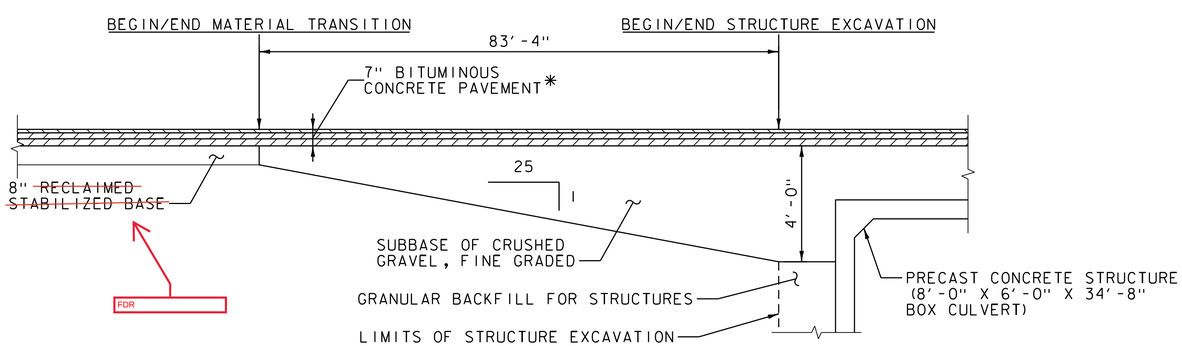
CHANNEL STA. 22+12.04 TO 22+24.84
(NOT TO SCALE)



TYPICAL CHANNEL SECTION

CHANNEL STA. 21+69.38 TO 22+12.04
(NOT TO SCALE)

*GRUBBING MATERIAL SHALL NOT BE PLACED ON THE STONE FILL IN THE AREA WITHIN THE CULVERT. WHENEVER CHANNEL SLOPE INTERSECTS ROADWAY SUBBASE, GRUBBING MATERIAL SHALL BEGIN AT THE BOTTOM OF SUBBASE.



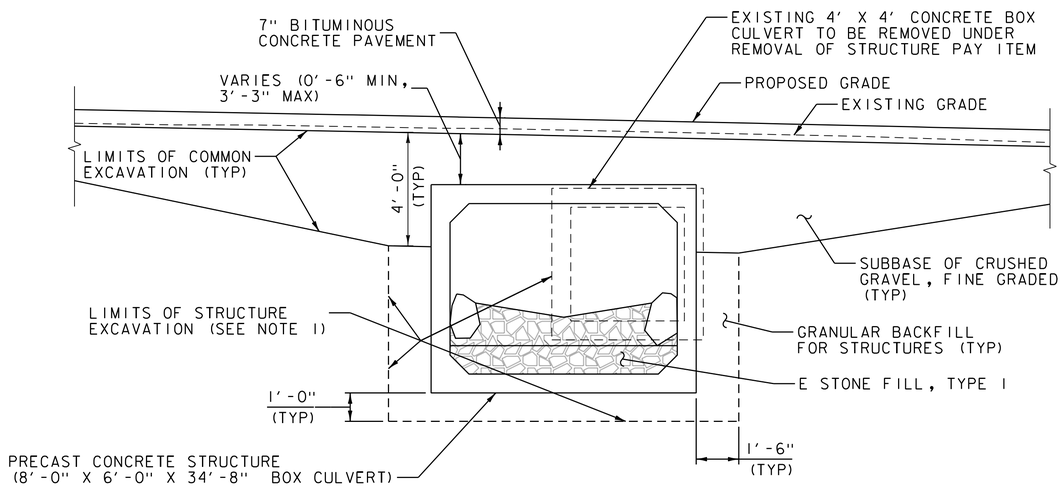
* (1) - 1½" LIFT OF SUPERPAVE BITUMINOUS CONCRETE PAVEMENT TYPE IVS
(1) - 2½" LIFT OF SUPERPAVE BITUMINOUT CONCRETE PAVEMENT TYPE IIS
(1) - 3" LIFT OF ~~PLANT MIXED RECYCLED BITUMINOUS PAVEMENT, PORTLAND CEMENT~~

cold central plant recycling

APPROACH SECTION

NOT TO SCALE

PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234_typ_GEN41.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E. DETRICK	DRAWN BY: J. KEENER
DESIGNED BY: J. KEENER	CHECKED BY: A. GUYETTE
CULVERT 1TYPICAL SECTIONS SHEET 1	SHEET 392 OF 424

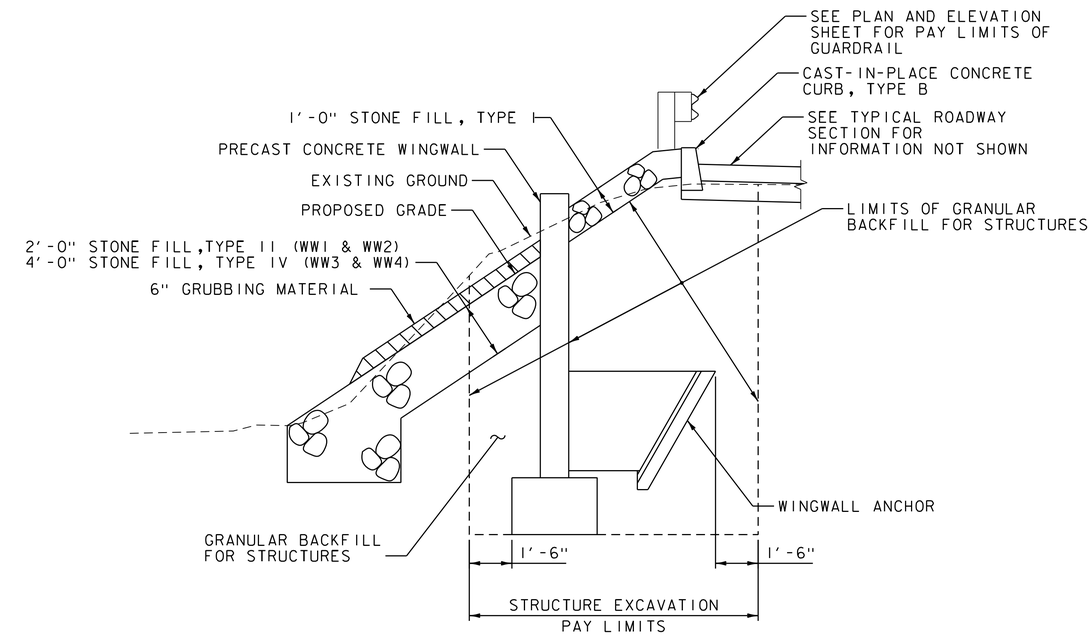


NOTES:

1) LIMITS EXCLUDE EXCAVATION FOR REMOVAL OF EXISTING 4' x 4' CULVERT

TYPICAL PRECAST CONCRETE CULVERT EXCAVATION SECTION

3/8" = 1'-0"



TYPICAL PRECAST CONCRETE WINGWALL EXCAVATION SECTION

NOT TO SCALE

PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234_typ_GEN41.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E. DETRICK	DRAWN BY: J. KEENER
DESIGNED BY: J. KEENER	CHECKED BY: A. GUYETTE
CULVERT 1 TYPICAL SECTIONS SHEET 2	SHEET 393 OF 424

SOIL CLASSIFICATION

AASHTO	
A1	Gravel and Sand
A3	Fine Sand
A2	Silty or Clayey Gravel and Sand
A4	Silty Soil - Low Compressibility
A5	Silty Soil - Highly Compressible
A6	Clayey Soil - Low Compressibility
A7	Clayey Soil - Highly Compressible

ROCK QUALITY DESIGNATION

R.Q.D. (%)	ROCK DESCRIPTION
<25	Very Poor
25 to 50	Poor
51 to 75	Fair
76 to 90	Good
>90	Excellent

SHEAR STRENGTH

UNDRAINED SHEAR STRENGTH IN P.S.F.	CONSISTENCY
<250	Very Soft
250-500	Soft
500-1000	Med. Stiff
1000-2000	Stiff
2000-4000	Very Stiff
>4000	Hard

CORRELATION GUIDE OF "N" TO DENSITY/CONSISTENCY

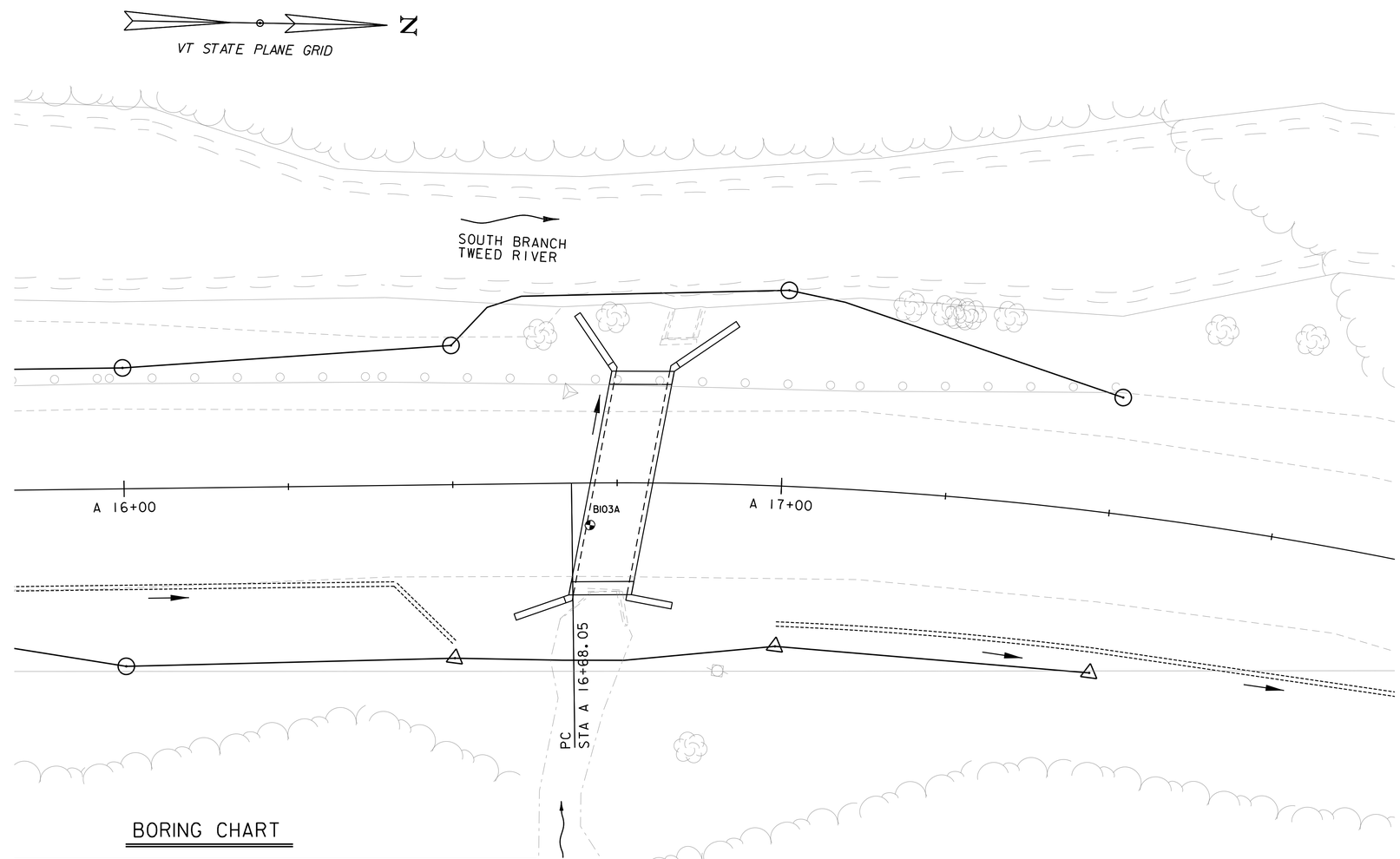
DENSITY (GRANULAR SOILS)		CONSISTENCY (COHESIVE SOILS)	
N	DESCRIPTIVE TERM	N	DESCRIPTIVE TERM
<5	Very Loose	<2	Very Soft
5-10	Loose	2-4	Soft
11-24	Med. Dense	5-8	Med. Stiff
25-50	Dense	9-15	Stiff
>50	Very Dense	16-30	Very Stiff
		31-60	Hard
		>60	Very Hard

COMMONLY USED SYMBOLS

▼	Water Elevation
⊗	Standard Penetration Boring
⊕	Auger Boring
⊙	Rod Sounding
S	Sample
N	Standard Penetration Test Blow Count Per Foot For: 2" O.D. Sampler 1 3/8" I.D. Sampler Hammer Weight Of 140 Lbs. Hammer Fall Of 30"
VS	Field Vane Shear Test
US	Undisturbed Soil Sample
B	Blast
DC	Diamond Core
MD	Mud Drill
WA	Wash Ahead
HSA	Hollow Stem Auger
AX	Core Size 1 1/8"
BX	Core Size 1 5/8"
NX	Core Size 2 1/8"
M	Double Tube Core Barrel Used
LL	Liquid Limit
PL	Plastic Limit
PI	Plasticity Index
NP	Non Plastic
w	Moisture Content (Dry Wgt. Basis)
D	Dry
M	Moist
MTW	Moist To Wet
W	Wet
Sat	Saturated
Bo	Boulder
Gr	Gravel
Sa	Sand
Si	Silt
Cl	Clay
HP	Hardpan
Le	Ledge
NLTD	No Ledge To Depth
CNPF	Can Not Penetrate Further
TLOB	Top of Ledge Or Boulder
NR	No Recovery
Rec.	Recovery
%Rec.	Percent Recovery
RQD	Rock Quality Designation
CBR	California Bearing Ratio
<	Less Than
>	Greater Than
R	Refusal (N > 100)
VTSPG	NAD83 - See Note 7

COLOR

blk	Black	pnk	Pink
bl	Blue	pu	Purple
brn	Brown	rd	Red
dk	Dark	tn	Tan
gry	Gray	wh	White
gn	Green	yel	Yellow
lt	Light	mltc	Multicolored
or	Orange		



BORING CHART

HOLE NO.	SURV. STATION	OFFSET (FEET)	NORTHING	EASTING	EXISTING GROUND ELEVATION
B-101	A 16+68.56	15.63 RT	445626.58	1555079.22	1074.94
B-102	A 16+74.53	10.03 LT	445628.56	1555052.95	1076.48
B103A	A 16+70.82	6.41 RT	445627.34	1555069.77	1075.72
B-103B	A 16+72.54	3.01 LT	445627.61	1555060.19	1076.23

0 10 20
SCALE IN FEET

DEFINITIONS (AASHTO)

BEDROCK (LEDGE) - Rock in its native location of indefinite thickness.

BOULDER - A rock fragment with an average dimension > 12 inches.

COBBLE - Rock fragments with an average dimension between 3 and 12 inches.

GRAVEL - Rounded particles of rock < 3" and > 0.0787" (#10 sieve).

SAND - Particles of rock < 0.0787" (#10 sieve) and > 0.0029" (#200 sieve).

SILT - Soil < 0.0029" (#200 sieve), non or slightly plastic and exhibits no strength when air-dried.

CLAY - Fine grained soil, exhibits plasticity when moist and considerable strength when air-dried.

VARVED - Alternate layers of silt and clay.

HARDPAN - Extremely dense soil, cemented layer, not softened when wet.

MUCK - Soft organic soil (containing > 10% organic material.

MOISTURE CONTENT - Weight of water divided by dry weight of soil.

FLOWING SAND - Granular soil so saturated (loose) that it flows into drill casing during extraction of wash rod.

STRIKE - Angle from magnetic north to line of intersection of bed with a horizontal plane.

DIP - Inclination of bed with a horizontal plane.

GENERAL NOTES

1. The subsurface explorations shown herein were made between July 29, 2014 and August 04, 2014 by the Agency.
2. Soil and rock classifications, properties and descriptions are based on engineering interpretation from available subsurface information by the Agency and may not necessarily reflect actual variations in subsurface conditions that may be encountered between individual boring or sample locations.
3. Observed water levels and/or conditions indicated are as recorded at the time of exploration and may vary according to the prevailing rainfall, methods of exploration and other factors.
4. Engineering judgment was exercised in preparing the subsurface information presented herein. Analysis and interpretation of subsurface data was performed and interpreted for Agency design and estimating purposes. Presentation of the information in the Contract is intended to provide the Contractor access to the same data available to the Agency. The subsurface information is presented in good faith and is not intended as a substitute for personal investigation, independent interpretation, independent analysis or judgment by the Contractor.
5. Pictorial structure details shown on the boring plan layout or soils profile are for illustrative purposes only and may not accurately portray final contract details.
6. Terminology used on boring logs to describe the hardness, degree of weathering, and spacing of fractures, joints and other discontinuities in the bedrock is defined in the AASHTO Manual on Subsurface Investigations, 1988.
7. Northing and Easting coordinates are shown in Vermont State Plane Grid North American Datum 1983 in meters and survey feet.

vhb

PROJECT NAME: KILLINGTON - STOCKBRIDGE
PROJECT NUMBER: ER STP 022-1(25)

FILE NAME: z12B234_bor_GEN41.dgn
PROJECT LEADER: E. DETRICK
DESIGNED BY: VTRANS
CULVERT 1BORING INFORMATION SHEET 1
PLOT DATE: 7/17/2024
DRAWN BY: J. KEENER
CHECKED BY: A. GUYETTE
SHEET 394 OF 424

STATE OF VERMONT
AGENCY OF TRANSPORTATION
MATERIALS & RESEARCH SECTION
SUBSURFACE INFORMATION

BORING LOG

KILLINGTON-STOCKBRIDGE
STP 022-1(25)
VT-100

Boring No.: **B-101**
Page No.: 1 of 1
Pin No.: 12B234
Checked By: END

Boring Crew: DAIGNEAULT, GARROW
Date Started: 8/04/14 Date Finished: 8/04/14
VTSPG NAD83: N 445626.76 ft E 1555079.81 ft
Station: A16+63.0 Offset: 17.03
Ground Elevation: 1074.94 ft

	Casing	Sampler
Type:	WB	SS
I.D.:	4 in	1.5 in
Hammer Wt:	N.A.	140 lb.
Hammer Fall:	N.A.	30 in.
Hammer/Rod Type:	Auto/AWJ	
Rig:	CME 45C SKID	C_E = 1.33

Groundwater Observations

Date	Depth (ft)	Notes
08/04/14	6.8	While drilling.

Depth (ft)	Strata (1)	CLASSIFICATION OF MATERIALS (Description)	Blows/6" (N Value)	Moisture Content %	Gravel %	Sand %	Fines %
		A-1-b, GrSa, brn, Moist, Rec. = 1.2 ft	WH-6-11-16 (17)	7.2	37.4	51.6	11.0
		A-1-a, SaGr, brn, Moist, Rec. = 1.0 ft, Lab Note: Broken Rock was within sample.	8-11-10-9 (21)	6.2	58.9	31.4	9.7
		A-1-a, SaGr, brn, Moist, Rec. = 1.0 ft, Lab Note: Broken Rock was within sample.	4-5-12-13 (17)	7.7	61.2	30.0	8.8
5		A-1-b, SaGr, brn, Moist, Rec. = 0.5 ft, Lab Note: Broken Rock was within sample. NXDC, Cleaned out casing.	16-45-R@6.0" (R)	14.6	51.5	34.0	14.5
APPROX. EL=1067.55 BOTTOM OF CULVERT		A-1-a, SaGr, brn, Moist, Rec. = 1.0 ft, Lab Note: Broken Rock was within sample. NXDC, Cleaned out casing.	33-30-R@6.0" (R)	11.6	53.4	32.5	14.1
10		A-1-b, SaGr, brn, Moist, Rec. = 1.0 ft, Lab Note: Broken Rock was within sample. NXDC, Cleaned out casing.	25-27-22-28 (49)	12.3	53.0	29.3	17.7
		A-1-b, SaGr, brn, Moist, Rec. = 1.2 ft, Lab Note: Broken Rock was within sample. NXDC, Cleaned out casing.	18-20-22-28 (42)	11.7	46.2	34.6	19.2
15		A-1-b, SaGr, brn, Moist, Rec. = 1.2 ft, Lab Note: Broken Rock was within sample.	28-32-30-R@2.25" (62)	11.7	51.5	31.8	16.7
		A-1-a, Gr, brn, Moist, Rec. = 0.2 ft, Lab Note: Broken Rock was within sample. Rock in the end of sampler.	33-40-R@3.5" (R)	9.5	71.5	19.3	9.2
		A-1-b, SaGr, brn, Moist, Rec. = 1.2 ft, Lab Note: Broken Rock was within sample.	23-28-33-25 (61)	10.9	49.9	33.7	16.4
20		A-1-b, GrSa, brn, Moist, Rec. = 1.0 ft	20-36-R@6.0" (R)	13.2	37.0	44.3	18.7
25		A-1-b, SiGrSa, brn, Moist, Rec. = 0.6 ft	25-25-25-25 (50)	16.5	35.0	40.8	24.2
30		A-1-b, GrSa, brn, Moist, Rec. = 1.3 ft	22-26-32-27 (58)	12.3	36.6	44.6	18.8
		Hole stopped @ 32.0 ft					
35		Remarks: Hole collapsed at 20.4 ft.					

Notes:
1. Stratification lines represent approximate boundary between material types. Transition may be gradual.
2. N Values have not been corrected for hammer energy. C_E is the hammer energy correction factor.
3. Water level readings have been made at times and under conditions stated. Fluctuations may occur due to other factors than those present at the time measurements were made.

BORING LOG 2 KILLINGTON-STOCKBRIDGE STP 022-1(25).GPJ VERMONT AOT.GDT 8/13/14

STATE OF VERMONT
AGENCY OF TRANSPORTATION
MATERIALS & RESEARCH SECTION
SUBSURFACE INFORMATION

BORING LOG

KILLINGTON-STOCKBRIDGE
STP 022-1(25)
VT-100

Boring No.: **B-102**
Page No.: 1 of 1
Pin No.: 12B234
Checked By: END

Boring Crew: DAIGNEAULT, GARROW
Date Started: 8/05/14 Date Finished: 8/05/14
VTSPG NAD83: N 445627.90 ft E 1555054.50 ft
Station: A16+76.75 Offset: -16.74
Ground Elevation: 1076.48 ft

	Casing	Sampler
Type:	WB	SS
I.D.:	4 in	1.5 in
Hammer Wt:	N.A.	140 lb.
Hammer Fall:	N.A.	30 in.
Hammer/Rod Type:	Auto/AWJ	
Rig:	CME 45C SKID	C_E = 1.33

Groundwater Observations

Date	Depth (ft)	Notes
08/05/14	8.5	While drilling.

Depth (ft)	Strata (1)	CLASSIFICATION OF MATERIALS (Description)	Blows/6" (N Value)	Moisture Content %	Gravel %	Sand %	Fines %
		A-1-a, SaGr, brn, Moist, Rec. = 1.2 ft, Lab Note: Asphalt Pavement was within sample.	11-9-6-7 (15)	4.9	64.9	26.8	8.3
		A-1-a, SaGr, brn, Moist, Rec. = 1.2 ft	6-9-5-5 (14)	6.5	55.0	34.7	10.3
		A-1-a, SaGr, brn, Moist, Rec. = 1.4 ft	4-5-6-4 (11)	7.7	54.1	35.7	10.2
5		A-1-a, SaGr, brn, Moist, Rec. = 0.8 ft, NXDC, Cleaned out casing.	9-3-8-18 (11)	7.4	57.9	35.2	6.9
		A-1-a, SaGr, brn, Moist, Rec. = 0.8 ft, Lab Note: Broken Rock was within sample. NXDC, Cleaned out casing.	20-23-18-11 (41)	13.1	58.7	30.0	11.3
APPROX. EL=1066.10 BOTTOM OF CULVERT 10		A-1-a, SaGr, brn, Moist, Rec. = 0.7 ft, Lab Note: Broken Rock was within sample. NXDC, Cleaned out casing.	15-13-9-7 (22)	14.1	56.2	31.5	12.3
		A-1-b, SaGr, brn, Moist, Rec. = 0.9 ft, NXDC, Cleaned out casing.	7-7-9-11 (16)	13.0	48.6	38.7	12.7
15		A-1-b, SaGr, brn, Moist, Rec. = 1.1 ft, Lab Note: Broken Rock was within sample. NXDC, Cleaned out casing.	24-21-24-25 (45)	11.6	41.9	40.7	17.4
		A-1-b, SaGr, brn, Moist, Rec. = 1.2 ft, Lab Note: Broken Rock was within sample.	16-22-22-27 (44)	10.6	47.4	35.8	16.8
		A-1-b, SaGr, brn, Moist, Rec. = 1.2 ft, Lab Note: Broken Rock was within sample. NXDC, Cleaned out casing.	22-24-23-22 (47)	12.8	44.0	36.7	19.3
20		A-1-b, SaGr, brn, Moist, Rec. = 1.3 ft, Lab Note: Broken Rock was within sample.	22-20-16-16 (36)	12.1	46.3	37.6	16.1
25		Field Note:, NXDC, Cleaned out casing Field Note:, No Recovery	R@0.0" (R)				
		Hole stopped @ 25.0 ft					
		Remarks: 1. Lost water return at 11.0 ft. 2. Regained water at 15.0 ft. 3. Hole collapsed at 14.7 ft.					

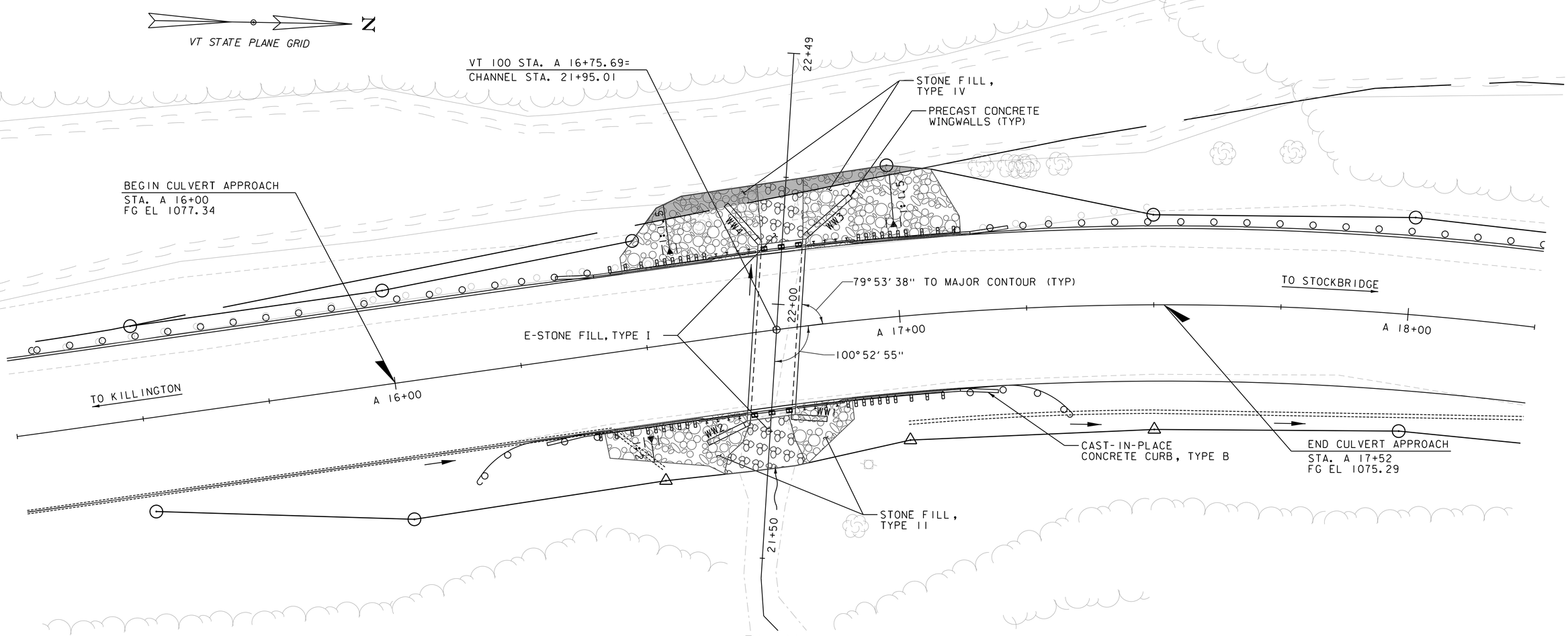
Notes:
1. Stratification lines represent approximate boundary between material types. Transition may be gradual.
2. N Values have not been corrected for hammer energy. C_E is the hammer energy correction factor.
3. Water level readings have been made at times and under conditions stated. Fluctuations may occur due to other factors than those present at the time measurements were made.

BORING LOG 2 KILLINGTON-STOCKBRIDGE STP 022-1(25).GPJ VERMONT AOT.GDT 8/13/14

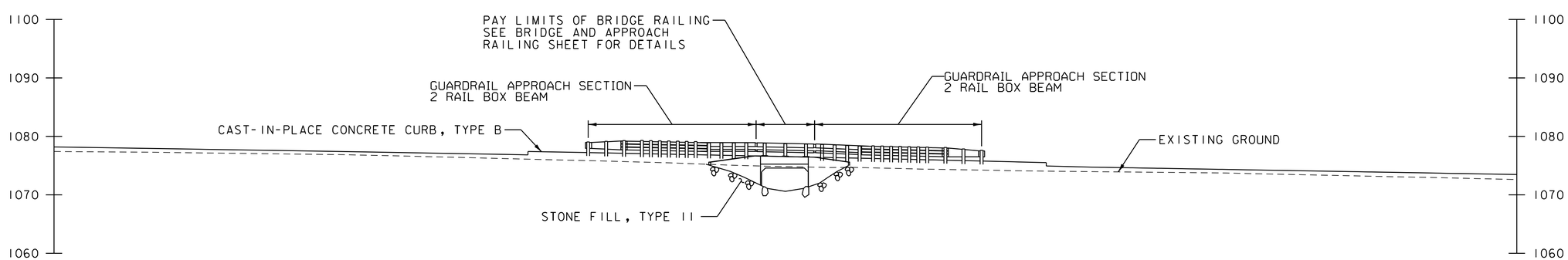
PROJECT NAME: KILLINGTON - STOCKBRIDGE
PROJECT NUMBER: ER STP 022-1(25)

FILE NAME: z12B234_borlogs_GEN41.dgn
PROJECT LEADER: E. DETRICK
DESIGNED BY: VTRANS
CULVERT 1BORING INFORMATION SHEET 2

PLOT DATE: 7/17/2024
DRAWN BY: J. KEENER
CHECKED BY: A. GUYETTE
SHEET 395 OF 424



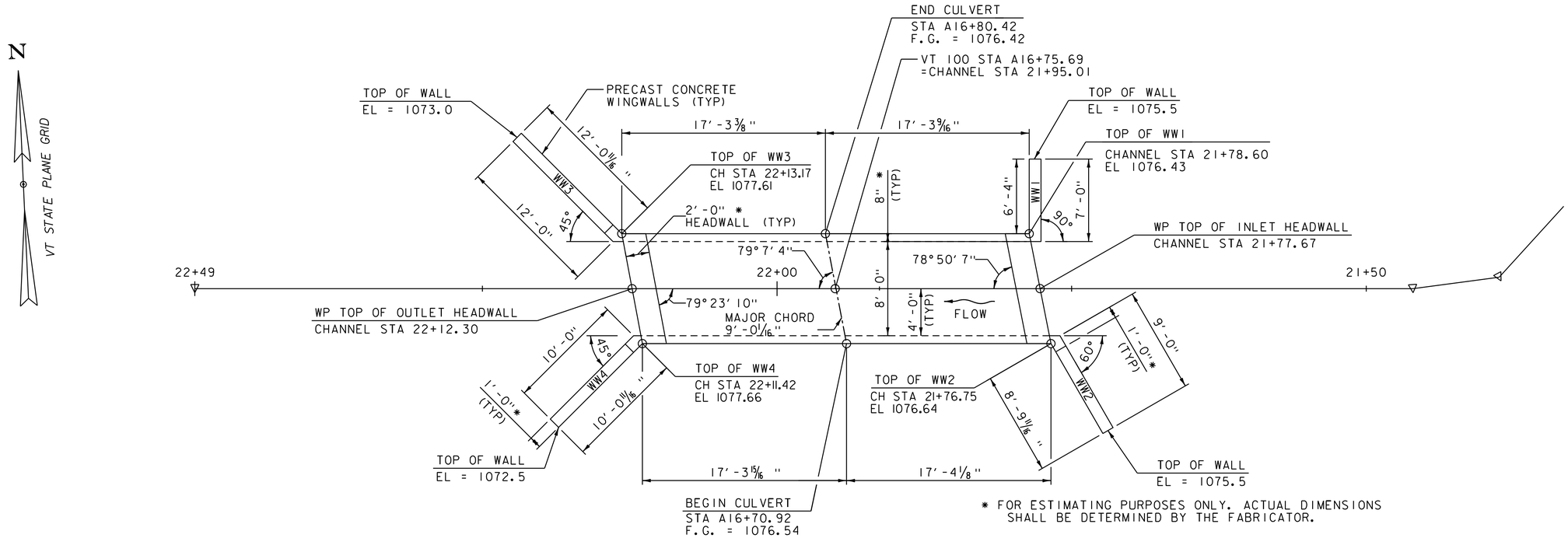
PLAN
SCALE 1"=10'



ELEVATION AT UPSTREAM FASCIA
SCALE 1"=10'

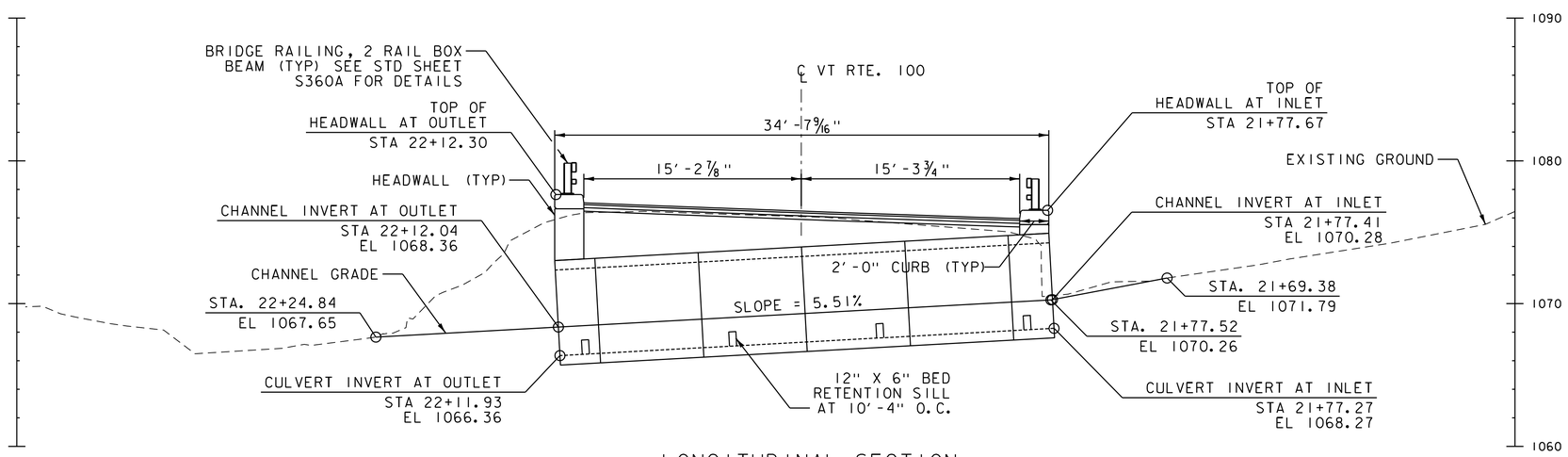
0 10 20
SCALE IN FEET

PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234_pe_GEN41.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E. DETRICK	DRAWN BY: J. KEENER
DESIGNED BY: J. KEENER	CHECKED BY: A. GUYETTE
CULVERT 1PLAN & ELEVATION SHEET	SHEET 396 OF 424



CULVERT LAYOUT

SCALE: 1″ = 5′-0″

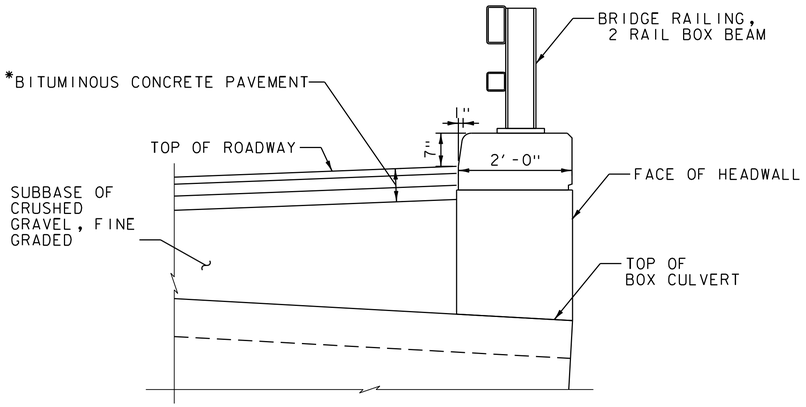


LONGITUDINAL SECTION

SCALE 1″ = 5′-0″

0 5 10
SCALE IN FEET

PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234_sub_GEN41.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E. DETRICK	DRAWN BY: J. KEENER
DESIGNED BY: J. KEENER	CHECKED BY: A. GUYETTE
CULVERT LAYOUT & LONGITUDINAL SECTION	SHEET 397 OF 424

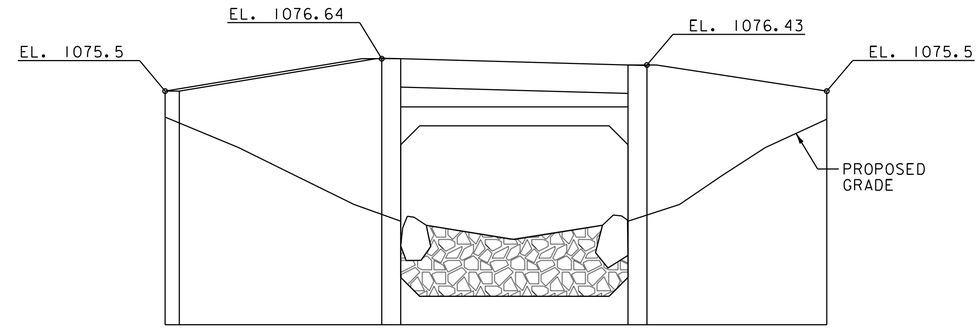


*(1) - 1½" LIFT OF SUPERPAVE BITUMINOUS CONCRETE PAVEMENT TYPE IVS
(1) - 2½" LIFT OF SUPERPAVE BITUMINOUT CONCRETE PAVEMENT TYPE IIS
(1) - 3" LIFT OF ~~COLD MIXED RECYCLED BITUMINOUS PAVEMENT, PORTLAND CEMENT~~

cold central plant recycling

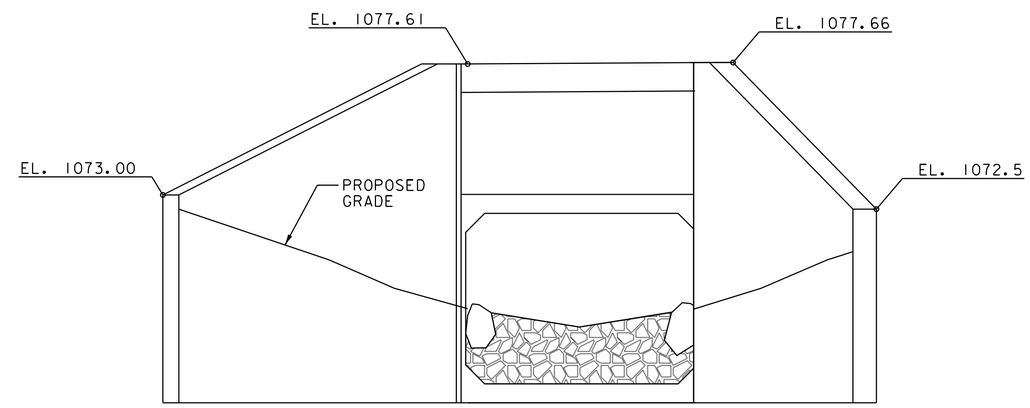
HEADWALL TYPICAL SECTION

SCALE: ¾" = 1'-0"



UPSTREAM END ELEVATION

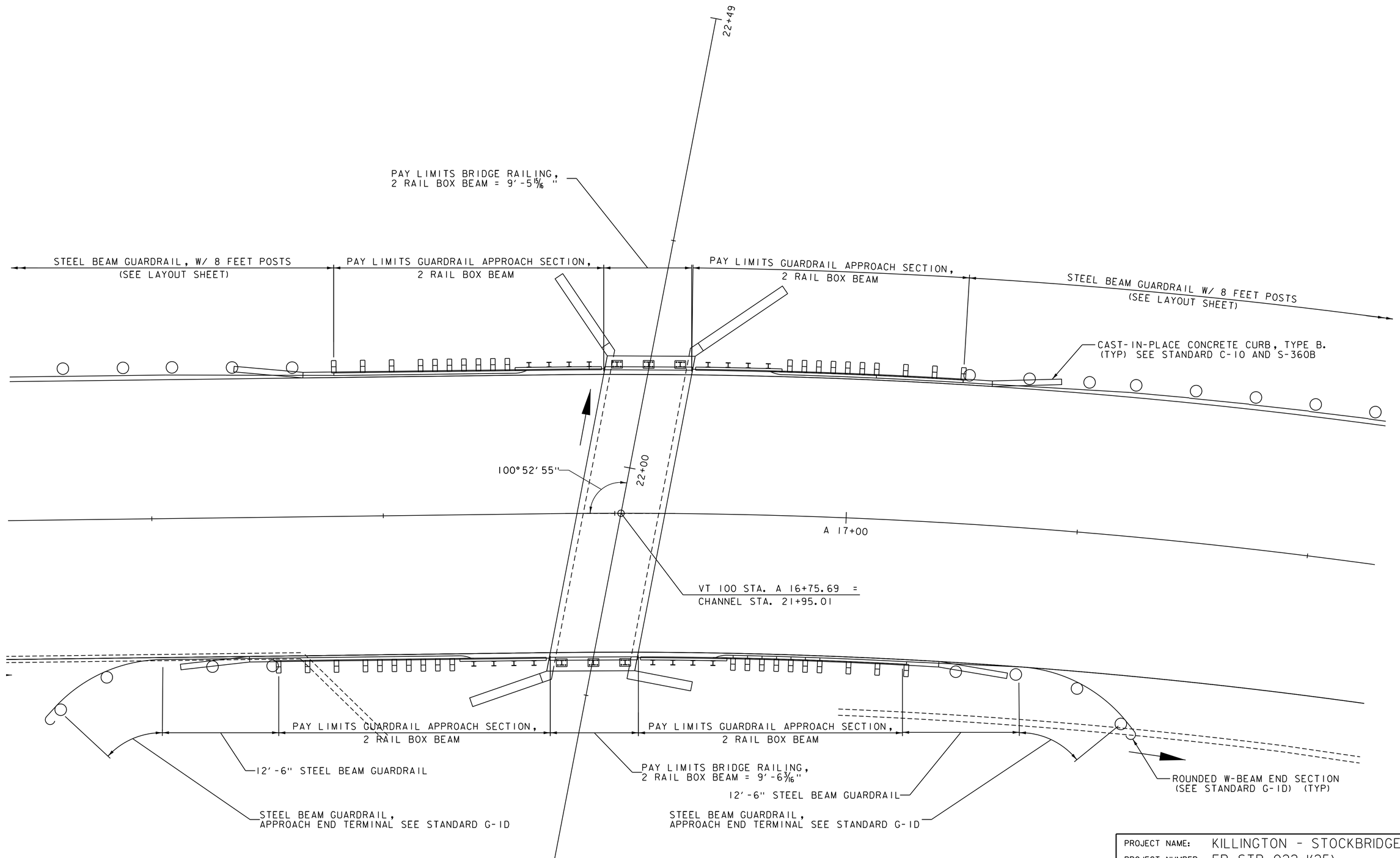
SCALE: ⅜" = 1'-0"



DOWNSTREAM END ELEVATION

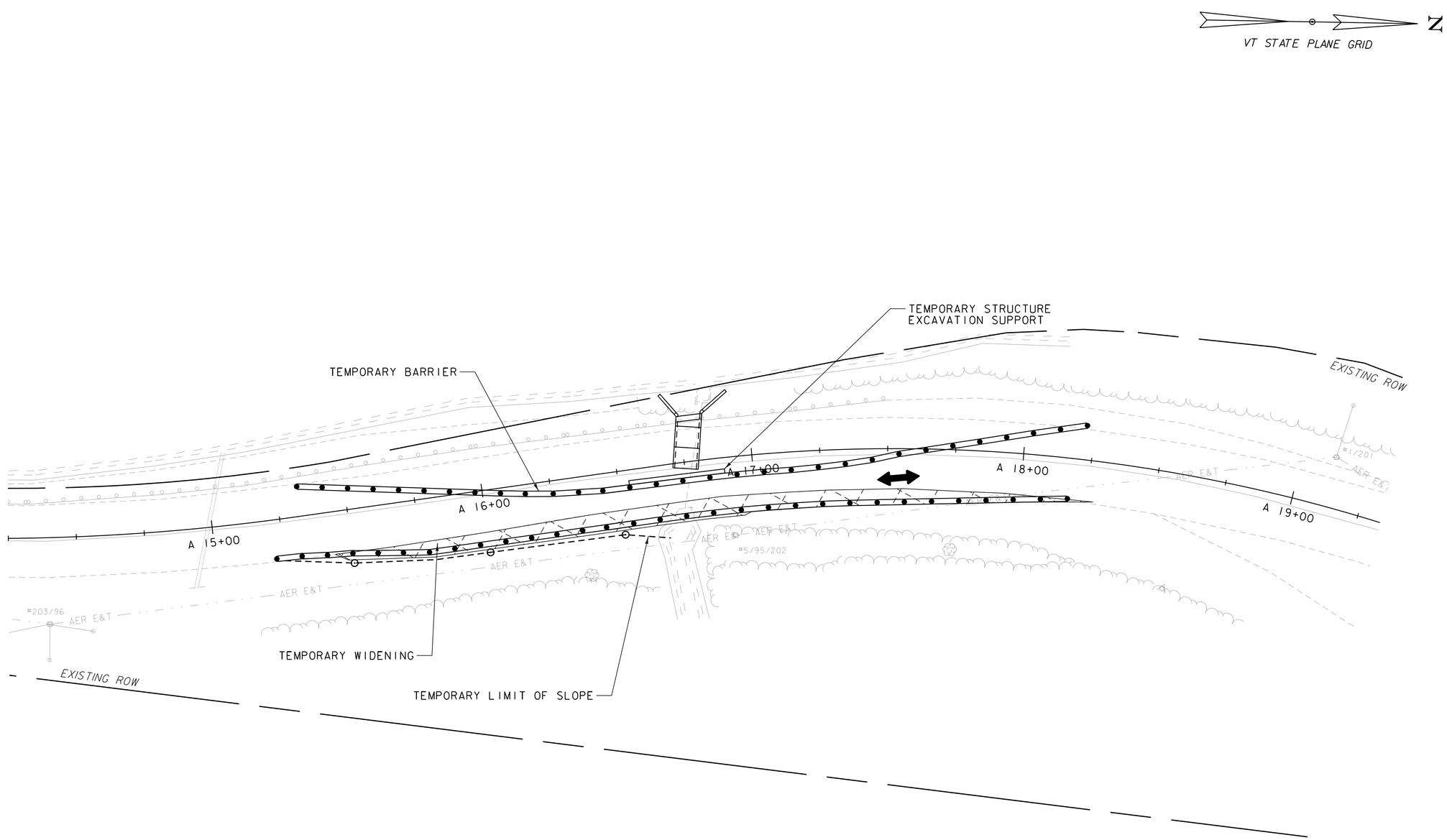
SCALE: ⅜" = 1'-0"

PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234sub_GEN41.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E. DETRICK	DRAWN BY: J. KEENER
DESIGNED BY: J. KEENER	CHECKED BY: A. GUYETTE
CULVERT 1WINGWALL DETAILS SHEET	SHEET 398 OF 424



PLAN
SCALE 1"=5"

PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234_brail_GEN41.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E. DETRICK	DRAWN BY: J. KEENER
DESIGNED BY: J. KEENER	CHECKED BY: A. GUYETTE
CULVERT IRAILING LAYOUT SHEET	SHEET 399 OF 424

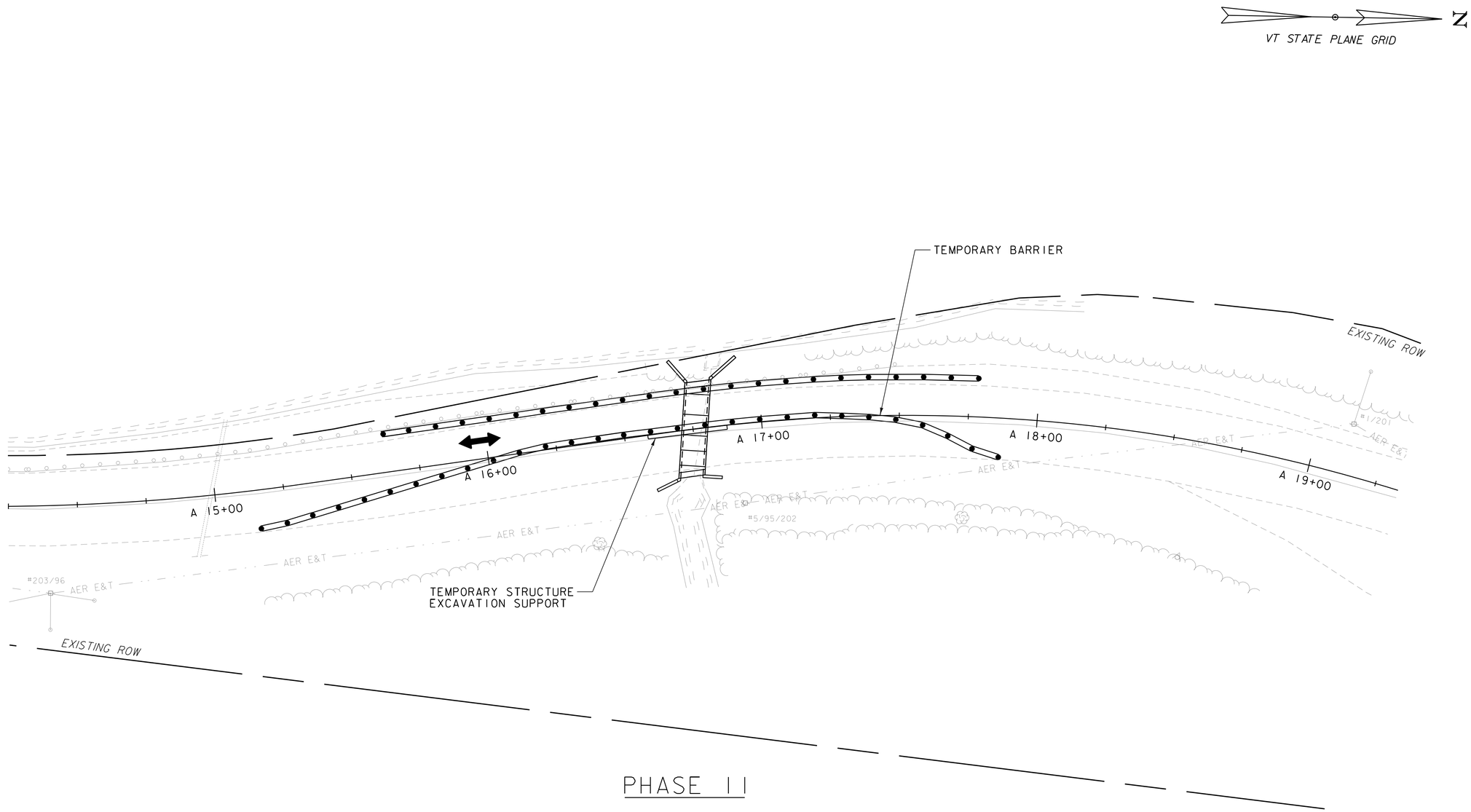


PHASE I

0 20 40
SCALE IN FEET

PROJECT NAME:	KILLINGTON-STOCKBRIDGE
PROJECT NUMBER:	ER STP 022-1(25)

FILE NAME: z12B234_culvert_phasing.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: C.K. FORD
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
CULVERT 1 CONSTRUCTION PHASING SHEET 1	SHEET 400 OF 424



PHASE II

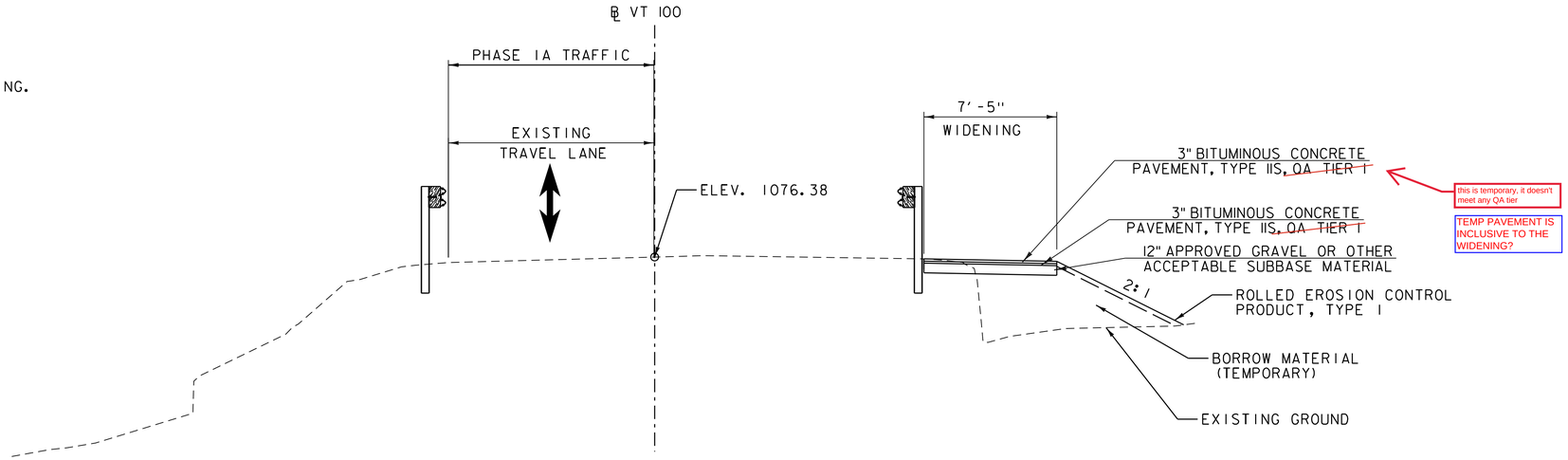
0 20 40
SCALE IN FEET

PROJECT NAME:	KILLINGTON-STOCKBRIDGE
PROJECT NUMBER:	ER STP 022-1(25)

FILE NAME: z12B234_culvert_phasing.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: C.K. FORD
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
CULVERT 1 CONSTRUCTION PHASING SHEET 2	SHEET 401 OF 424

PHASE 1A:

SHIFT EXISTING TRAFFIC TO WEST SIDE.
CONSTRUCT EAST SIDE TEMPORARY WIDENING.



NOTE

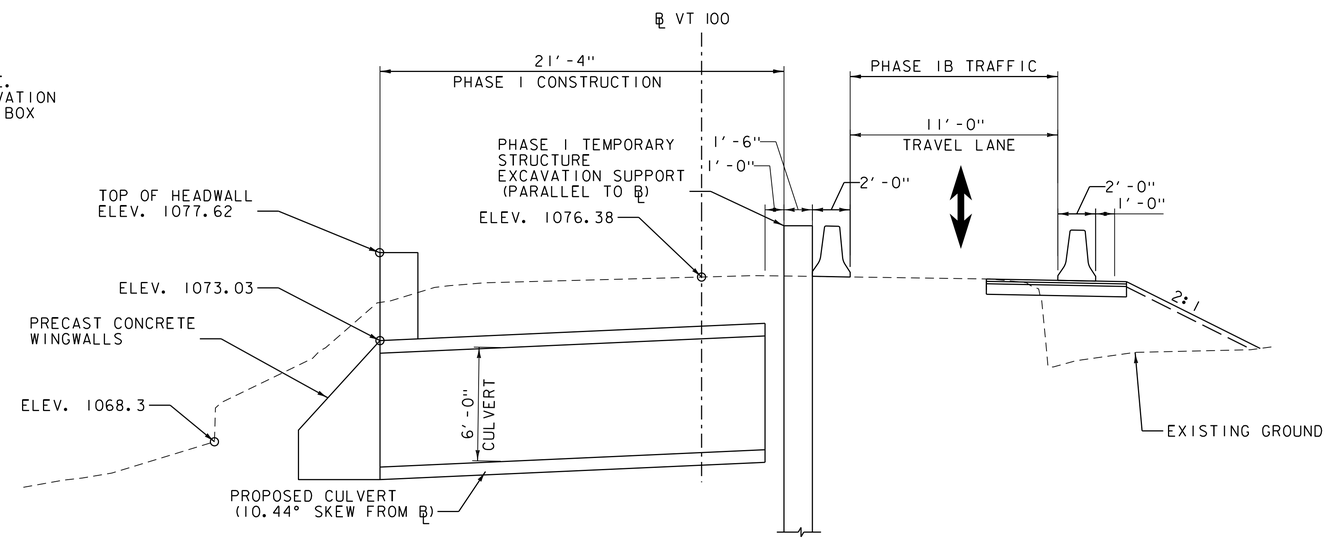
1. BITUMINOUS CONCRETE PAVEMENT USED FOR TEMPORARY WIDENING INCIDENTAL TO ITEM 240.0100002 TEMPORARY ROADWAY WIDENING.

PHASE 1A

VT 100 (LOOKING UPSTATION)
STA. A 16+78.8
SCALE: 1/4" = 1'-0"

PHASE 1B:

SHIFT EXISTING TRAFFIC TO EAST SIDE.
CONSTRUCT TEMPORARY STRUCTURE EXCAVATION SUPPORT. CONSTRUCT WEST PORTION OF BOX CULVERT.



PHASE 1B

VT 100 (LOOKING UPSTATION)
STA. A 16+78.8
SCALE: 1/4" = 1'-0"

PROJECT NAME:	KILLINGTON-STOCKBRIDGE
PROJECT NUMBER:	ER STP 022-1(25)

FILE NAME: z12b234_phasing_xs.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: C.K. FORD
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
CULVERT 1 CONSTRUCTION PHASING SHEET 3	SHEET 402 OF 424

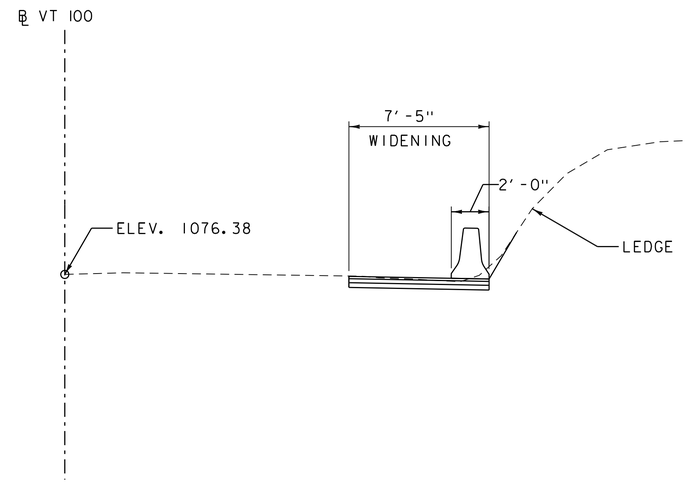
CULVERT 1 CONSTRUCTION PHASING NOTES

1. TRAFFIC CONTROL PLANS SHALL BE IMPLEMENTED TO MAINTAIN THE CONTINUITY OF VEHICLE AND PEDESTRIAN TRAFFIC THROUGH THE CORRIDOR. TRAFFIC CONTROL SIGNS SHALL BE ADJUSTED AT THE BEGINNING AND COMPLETION OF EACH CONSTRUCTION PHASE AS DIRECTED BY THE ENGINEER. SIGNING, AND OTHER SUPPORTING TRAFFIC CONTROL DEVICES SHALL BE MAINTAINED THROUGHOUT CONSTRUCTION. INSTALLING, MAINTAINING, ADJUSTING, MODIFYING, AND REMOVING THE TRAFFIC CONTROL DEVICES SHALL BE INCLUDED IN THE UNIT PRICE BID FOR CONTRACT ITEM 641.1100 TRAFFIC CONTROL, ALL-INCLUSIVE. THE TEMPORARY TRAFFIC SIGNAL SHALL BE PAID FOR BY THE UNIT PRICE BID FOR CONTRACT ITEM 641.2100 TEMPORARY TRAFFIC CONTROL SIGNAL SYSTEM, FIXED.

2. TRAFFIC SHALL NOT BE CHANGED FROM ONE PHASE TO THE NEXT UNTIL ALL TEMPORARY MARKINGS, SIGNING, AND TRAFFIC SIGNAL WORK REQUIRED FOR THE SUBSEQUENT PHASE IS COMPLETED. ANY CONFLICTING PAVEMENT MARKINGS SHALL BE MASKED WITH PAVEMENT MARKING MASK OR REMOVED BY GRINDING. EXISTING PAVEMENT MARKINGS THAT ARE TO REMAIN FOR LATER USE SHALL BE MASKED WITH PAVEMENT MARKING MASK.

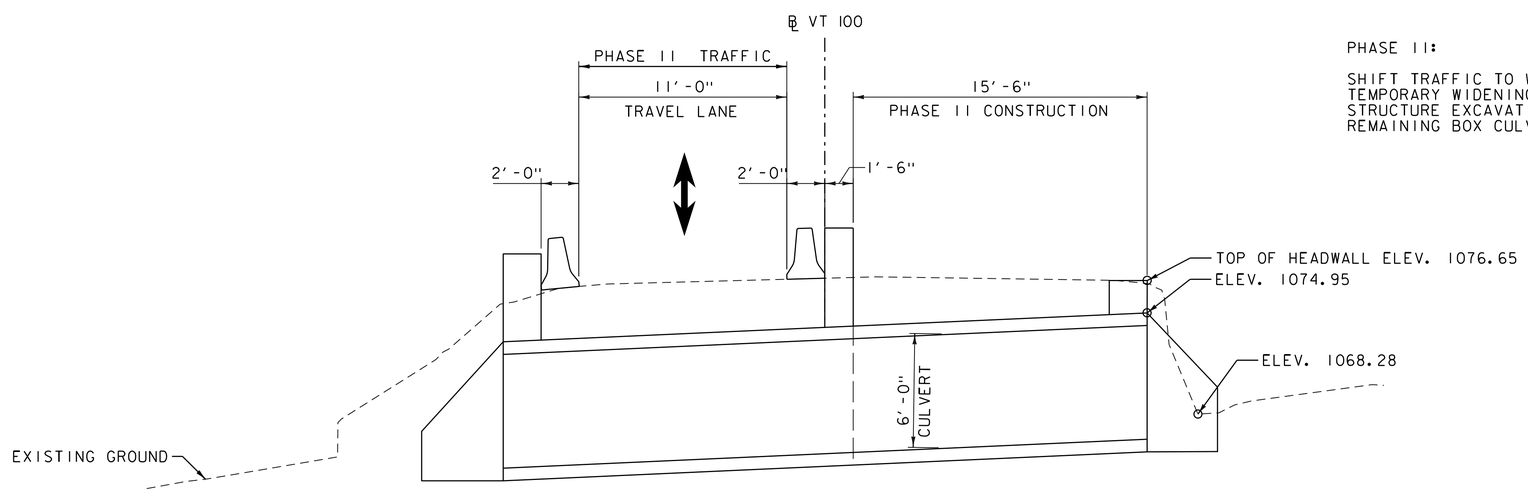
3. CONCRETE BARRIER SIDE EXPOSED TO TRAFFIC SHALL BE DELINEATED USING REFLECTORS OF THE COLOR CORRESPONDING TO THE TEMPORARY PAVEMENT MARKINGS. REFLECTORS SHALL BE MOUNTEDVERY 20 FEET ALONG THE SIDE OF THE BARRIER EXPOSED TO TRAFFIC.

4. BITUMINOUS CONCRETE PAVEMENT USED FOR TEMPORARY ROADWAY WIDENING IS INCIDENTAL TO ITEM 240.0100002 TEMPORARY ROADWAY WIDENING.



PHASE 1A/1B ALTERNATIVE SLOPE TREATMENT

VT 100 (LOOKING UPSTATION)
STA. A 16+78.8
SCALE: 1/4" = 1'-0"



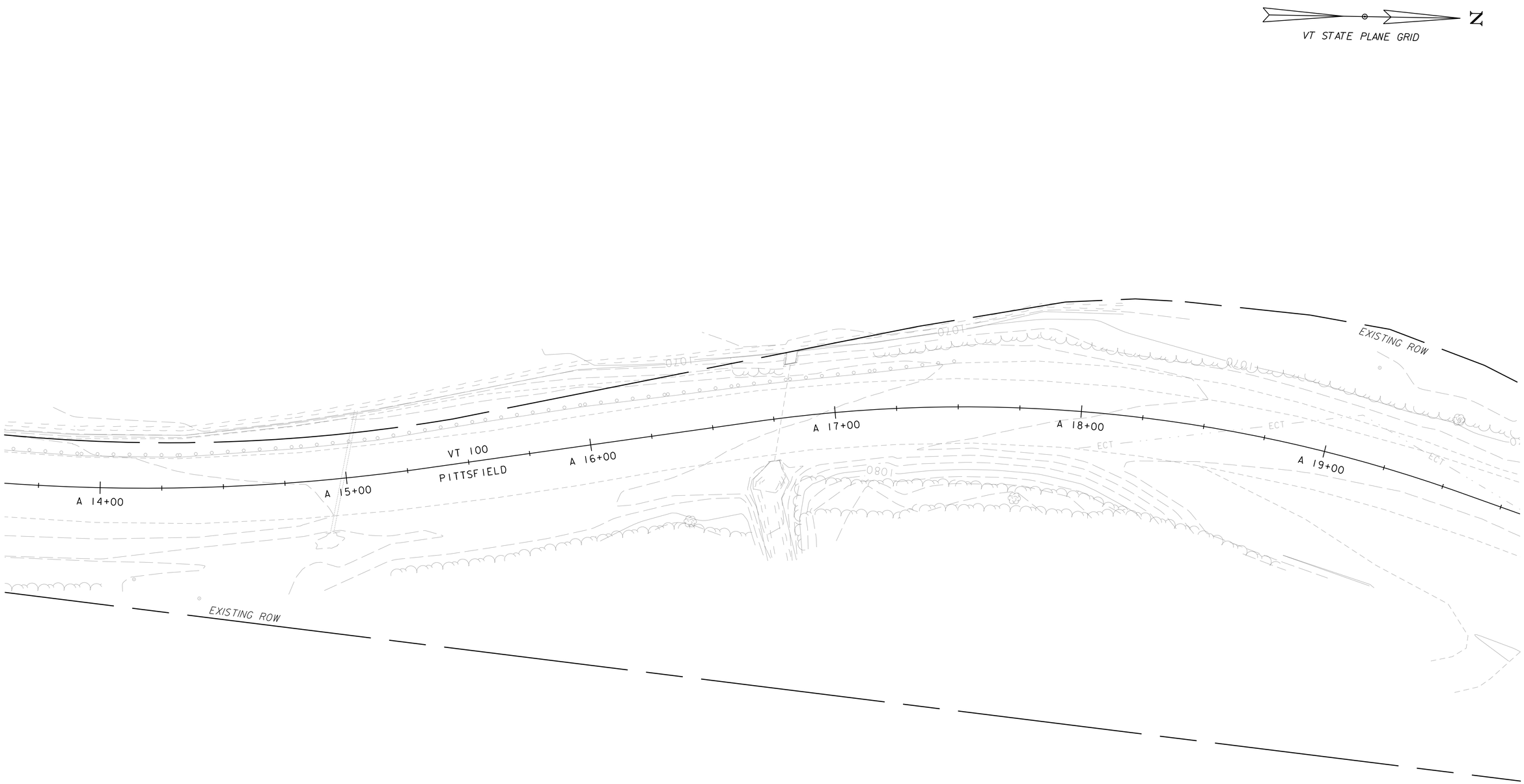
PHASE 11:

SHIFT TRAFFIC TO WEST SIDE. REMOVE TEMPORARY WIDENING. CONSTRUCT TEMPORARY STRUCTURE EXCAVATION SUPPORT. CONSTRUCT REMAINING BOX CULVERT.

PHASE 11

VT 100 (LOOKING UPSTATION)
STA. A 16+78.8
SCALE: 1/4" = 1'-0"

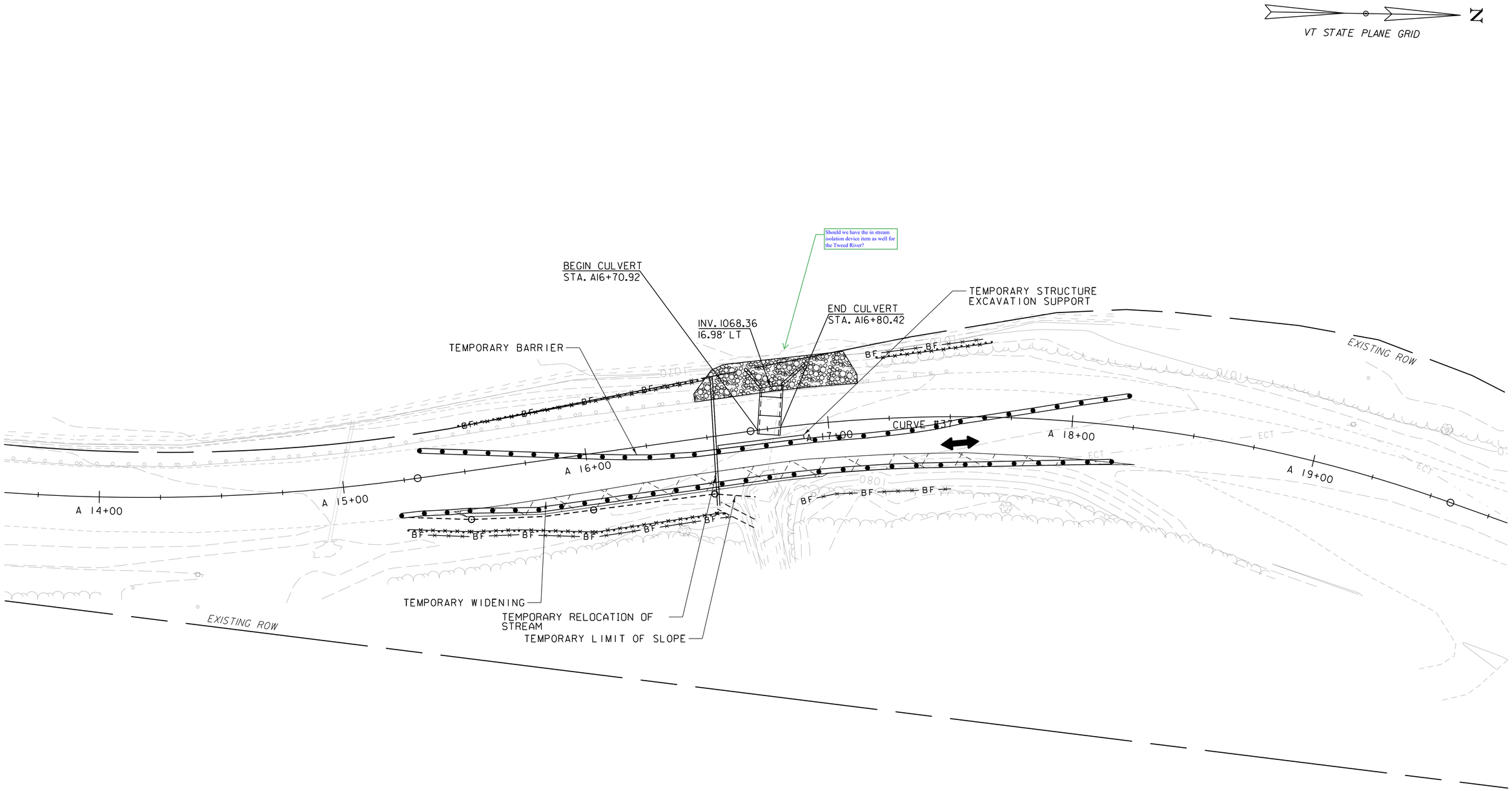
PROJECT NAME: KILLINGTON-STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: zl2b234_phasing_xs.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: C.K. FORD
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
CULVERT 1 CONSTRUCTION PHASING SHEET 4	SHEET 403 OF 424



0 20 40
SCALE IN FEET

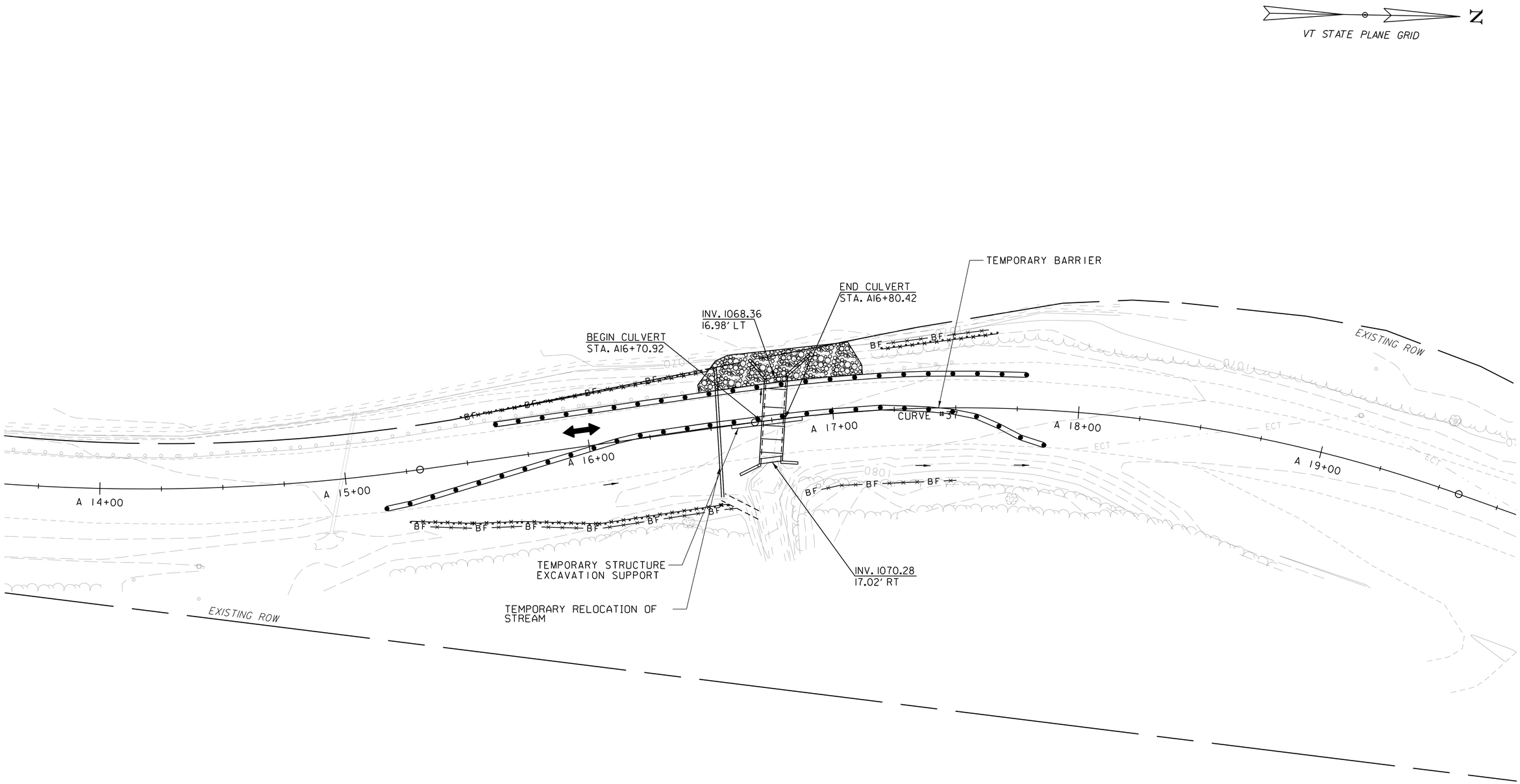
PROJECT NAME:	KILLINGTON-STOCKBRIDGE
PROJECT NUMBER:	ER STP 022-1(25)

FILE NAME: z12B234_bdr_ero_ex_cul_1.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
CULVERT 1 EPSC EXISTING CONDITIONS	SHEET 404 OF 424



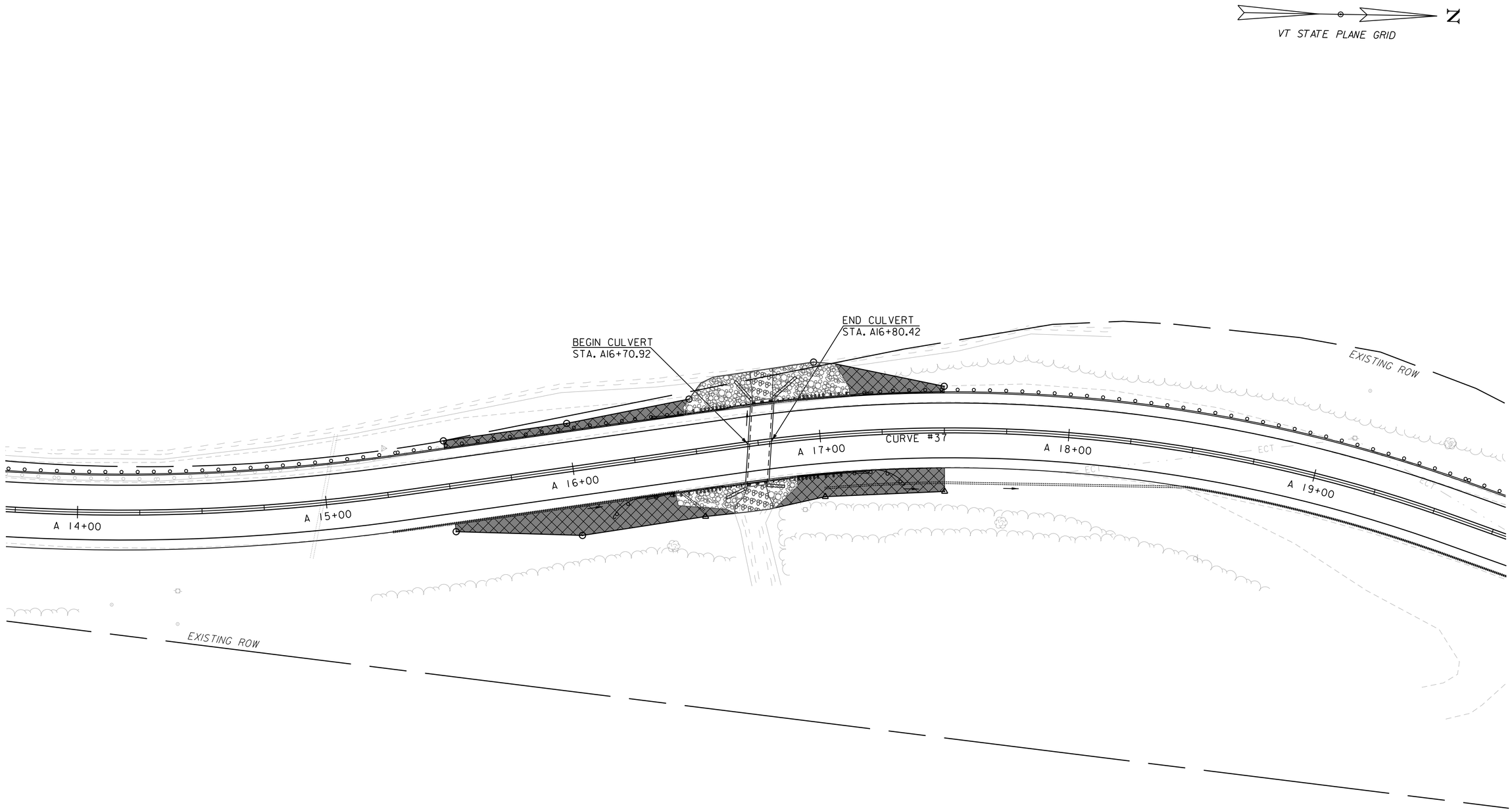
PROJECT NAME:	KILLINGTON-STOCKBRIDGE
PROJECT NUMBER:	ER STP 022-1(25)

FILE NAME: z12B234_bdr_ero_con_cul_1.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
PHASE 1EPSC CONSTRUCTION CONDITIONS	SHEET 405 OF 424



PROJECT NAME:	KILLINGTON-STOCKBRIDGE
PROJECT NUMBER:	ER STP 022-1(25)

FILE NAME: z12B234_bdr_ero_con_cul_1.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
PHASE 2 EPSC CONSTRUCTION CONDITIONS	SHEET 406 OF 424



0 20 40
SCALE IN FEET

PROJECT NAME:	KILLINGTON-STOCKBRIDGE
PROJECT NUMBER:	ER STP 022-1(25)

FILE NAME: z12B234_bdr_ero_final_cul_1.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
CULVERT 1FINAL CONDITIONS	SHEET 407 OF 424

STATE OF VERMONT
AGENCY OF TRANSPORTATION

PRELIMINARY INFORMATION SHEET (CULVERT 2 - PITTSFIELD MM 3.195)

Version
LRFD

INDEX OF SHEETS

PLAN SHEETS

STANDARDS LIST

FINAL HYDRAULIC REPORT

HYDROLOGIC DATA

Date: Sept. 2018

DRAINAGE AREA : 0.35 SQUARE MILES
CHARACTER OF TERRAIN : HILLY TO MOUNTAINOUS - MOSTLY FORESTED
STREAM CHARACTERISTICS : STEEP
NATURE OF STREAMBED : COBBLE GRAVEL

PEAK FLOW DATA

Q 2.33 =	30 CFS	Q 50 =	110 CFS
Q 10 =	70 CFS	Q 100 =	130 CFS
Q 25 =	95 CFS	Q 500 =	170 CFS

DATE OF FLOOD OF RECORD : 2011 (ESTIMATED, TROPICAL STORM IRENE)
ESTIMATED DISCHARGE: UNKNOWN
WATER SURFACE ELEV.: UNKNOWN
NATURAL STREAM VELOCITY : @ Q100 = 6.0 FPS
ICE CONDITIONS : MODERATE
DEBRIS: MODERATE
DOES THE STREAM REACH MAXIMUM HIGHWATER ELEV. RAPIDLY? NO
IS ORDINARY RISE RAPID? NO
IS STAGE AFFECTED BY UPSTREAM OR DOWNSTREAM CONDITIONS? YES
IF YES, DESCRIBE: CULVERT DISCHARGES ON THE BANK OF THE SOUTH BRANCH TWEED RIVER POTENTIAL TAILWATER CONDITION AS A RESULT

WATERSHED STORAGE: < 1 %
HEADWATERS: X
UNIFORM:
IMMEDIATELY ABOVE SITE:

EXISTING STRUCTURE INFORMATION

STRUCTURE TYPE: 4 FT BY 4 FT CONCRETE BOX CULVERT
YEAR BUILT: UNKNOWN
CLEAR SPAN(NORMAL TO STREAM): 4 FT
VERTICAL CLEARANCE ABOVE STREAMBED: 4 FT
WATERWAY OF FULL OPENING: 16 SQ. FT.
DISPOSITION OF STRUCTURE: REMOVAL AND REPLACEMENT
TYPE OF MATERIAL UNDER SUBSTRUCTURE: UNKNOWN

WATER SURFACE ELEVATIONS AT:

Q2.33 =	848.13 FT	VELOCITY =	5.8 FPS
Q10 =	849.47 FT	"	8.3 FPS
Q25 =	850.56 FT	"	9.1 FPS
Q50 =	851.42 FT	"	9.6 FPS
Q100 =	852.45 FT	"	10.5 FPS

LONG TERM STREAMBED CHANGES: STABLE

IS THE ROADWAY OVERTOPPED BELOW Q100: YES
FREQUENCY: Q50
RELIEF ELEVATION: 852.4 FT
DISCHARGE OVER ROAD @Q100: 8.8 CFS

UPSTREAM STRUCTURE

TOWN: PITTSFIELD
DISTANCE: ±3,700 FT
HIGHWAY # : TOWN ROAD 40
STRUCTURE #: UNKNOWN
CLEAR SPAN: UNKNOWN
CLEAR HEIGHT: UNKNOWN
YEAR BUILT: UNKNOWN
FULL WATERWAY: UNKNOWN
STRUCTURE TYPE: UNKNOWN

DOWNSTREAM STRUCTURE

TOWN: N/A - DISCHARGES TO TWEED RIVER
DISTANCE: ± 300 FT
HIGHWAY # :
STRUCTURE #:
CLEAR SPAN:
CLEAR HEIGHT:
YEAR BUILT:
FULL WATERWAY:
STRUCTURE TYPE:

PROPOSED STRUCTURE

STRUCTURE TYPE: 10 FT BY 5 FT CONCRETE BOX CULVERT WITH 2 FT OF EMBEDDED STONE FILL
CLEAR SPAN(NORMAL TO STREAM): 10.0 FT
VERTICAL CLEARANCE ABOVE STREAMBED: 3.0 FT
WATERWAY OF FULL OPENING: 30 SQ. FT.

WATER SURFACE ELEVATIONS AT:

Q2.33 =	848.05 FT	VELOCITY=	2.3 FPS
Q10 =	848.98 FT	"	3.5 FPS
Q25 =	849.45 FT	"	4.1 FPS
Q50 =	849.71 FT	"	4.4 FPS
Q100 =	850.03 FT	"	4.8 FPS

IS THE ROADWAY OVERTOPPED BELOW Q100: NO
FREQUENCY:
RELIEF ELEVATION:
DISCHARGE OVER ROAD @Q100:

AVERAGE LOW ELEVATION OF SUPERSTRUCTURE:
VERTICAL CLEARANCE:

SCOUR:

REQUIRED CHANNEL PROTECTION: STONE FILL, TYPE I

PERMIT INFORMATION

AVERAGE DAILY FLOW:	- - -	DEPTH OR ELEVATION:
ORDINARY LOW WATER:	- - -	- - -
ORDINARY HIGH WATER:	- - -	- - -

TEMPORARY BRIDGE REQUIREMENTS

STRUCTURE TYPE: NO TEMPORARY BRIDGE PROPOSED
CLEAR SPAN (NORMAL TO STREAM): N/A
VERTICAL CLEARANCE ABOVE STREAMBED: N/A
WATERWAY AREA OF FULL OPENING: N/A

ADDITIONAL INFORMATION

TRAFFIC MAINTENANCE NOTES

1. MAINTAIN ONE-WAY TRAFFIC ON TEMPORARY WIDENING.
2. A TEMPORARY TRAFFIC SIGNAL WILL BE USED TO MAINTAIN ALTERNATING TRAFFIC FLOW.
3. SIDEWALKS ARE NOT NECESSARY

THE APPROACHES FOR THE TEMPORARY WIDENING SHALL BE PAVED.

DESIGN VALUES

1.	DESIGN LIVE LOAD		HL-93
2.	FUTURE PAVEMENT	d_n:	3.0 INCH
3.	CULVERT OPENING	D:	0.00 FT
4.	MIN. MID-SPAN POS. CAMBER @ RELEASE (PRESTRESSED UNITS)	Δ:	- - -
5.	PRESTRESSING STRAND	f_y:	- - -
6.	PRESTRESSED CONCRETE STRENGTH	f'_c:	- - -
7.	PRESTRESSED CONCRETE RELEASE STRENGTH	f'_{ci}:	- - -
8.	CONCRETE, HIGH PERFORMANCE CLASS AA	f'_c:	4.0 KSI
9.	CONCRETE, HIGH PERFORMANCE CLASS A	f'_c:	4.0 KSI
10.	CONCRETE, HIGH PERFORMANCE CLASS B	f'_c:	3.5 KSI
11.	CONCRETE, CLASS C	f'_c:	3.0 KSI
12.	REINFORCING STEEL	f_y:	60 KSI
13.	STRUCTURAL STEEL AASHTO M270	f_y:	- - -
14.	NOMINAL BEARING RESISTANCE OF SOIL	q_n:	4.0 KSF
15.	SOIL BEARING RESISTANCE FACTOR (REFER TO AASHTO LRFD)	ϕ:	- - -
16.	NOMINAL BEARING RESISTANCE OF ROCK	q_n:	10.0 KSF
17.	ROCK BEARING RESISTANCE FACTOR (REFER TO AASHTO LRFD)	ϕ:	- - -
18.	PILE RESISTANCE FACTOR	ϕ:	- - -
19.	LATERAL PILE DEFLECTION	Δ:	- - -
20.	BASIC WIND SPEED	V_{3s}	- - -
21.	MINIMUM GROUND SNOW LOAD	p_g:	- - -
22.	SEISMIC DATA PGA: 0	S_s:	- - -
		S_1:	- - -
23.			
24.			- - -
25.			- - -
26.			- - -

LRFR LOAD RATING FACTORS

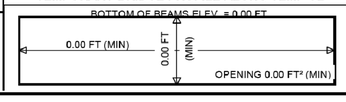
LOADING LEVELS	TRUCK						
	H-20	HL-93	3S2	6 AXLE	3A. STR.	4A. STR.	5A. SEMI
TONNAGE	20	36	36	66	30	34.5	38
INVENTORY							
POSTING							
OPERATING							
COMMENTS:	TABLE TO BE COMPLETED BY CONTRACTOR'S DESIGNER						

AS BUILT "REBAR" DETAIL

LEVEL I	LEVEL II	LEVEL III
TYPE:	TYPE:	TYPE:
GRADE:	GRADE:	GRADE:

TEMPORARY BRIDGE PROFILE ALONG TEMP CL

BOTTOM OF BEAMS ELEV. = 0.00 FT



CULVERT DESIGN CRITERIA

1. PROPOSED CULVERT IS A PRESTRESS CONCRETE STRUCTURE (10'-0" X 5'-0" X 38'-0" BOX).
2. CULVERT ENDS ARE SKEWED BY AN ANGLE OF 26°
3. CULVERT WILL BE SET AT A SLOPE OF 0.02 FT. ON 10 FT.
4. CULVERT CONSTRUCTION WILL NOT REQUIRE A TEMPORARY PIPE

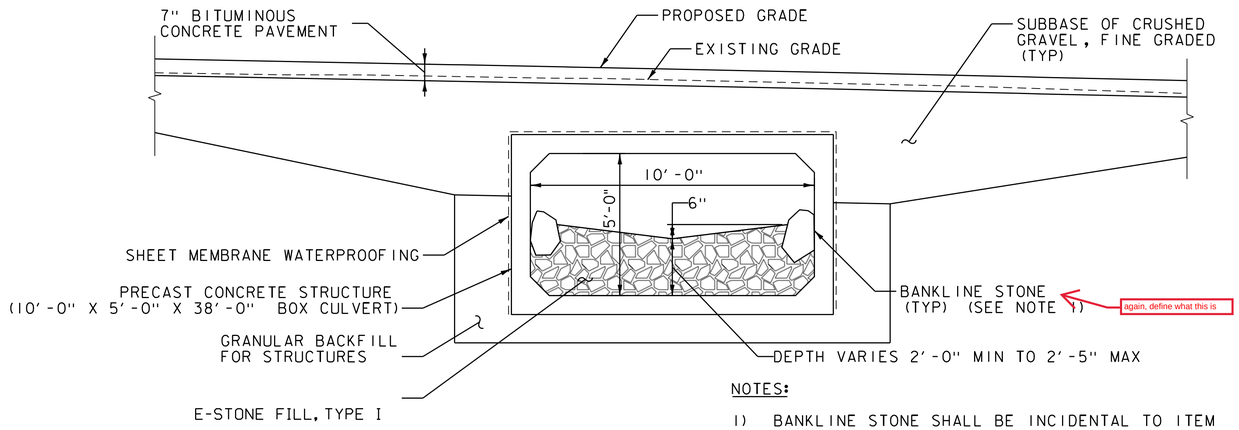
this doesn't seem right

TRAFFIC DATA

YEAR	ADT	DHV	% D	% T	ADTT	
0	0	0	0	0	0	20 year ESAL for flexible pavement from: XXXX to XXXX . 0
XXXX	0	0	0	0	0	40 year ESAL for flexible pavement from: XXXX to XXXX . 0
						Design Speed . 0 mph

vhb

PROJECT NAME.	KILLINGTON - STOCKBRIDGE
PROJECT NUMBER.	STP 022-1(25)
FILE NAME.	s42R23Mpl.dgn
PROJECT LEADER.	F. DETRICK
DESIGNED BY.	VHB
PRELIMINARY INFORMATION SHEET CULVERT 2	
PLOT DATE.	
DRAWN BY.	J. KEFFER
CHECKED BY.	F. DETRICK
SHEET	414 OF 430



again, define what this is

NOTES:

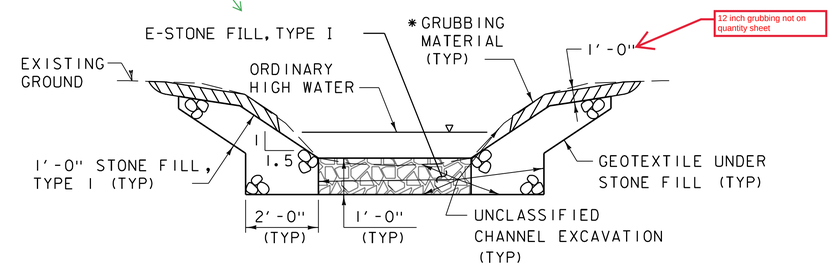
1) BANKLINE STONE SHALL BE INCIDENTAL TO ITEM 613.0601 E-STONE FILL, TYPE I

2) FOLLOWING THE COMPLETION OF THE BOX CULVERT REPLACEMENT, THE ROADWAY GRADE SHALL BE TEMPORARILY RESTORED UNTIL FULL DEPTH RECLAMATION WITH A MINIMUM OF 3 INCH WEARING COURSE OF TYPE IVS SUPERPAVE BITUMINOUS CONCRETE PAVEMENT.

TYPICAL PRECAST CONCRETE CULVERT SECTION

3/8" = 1'-0"

Same comment as culvert 1

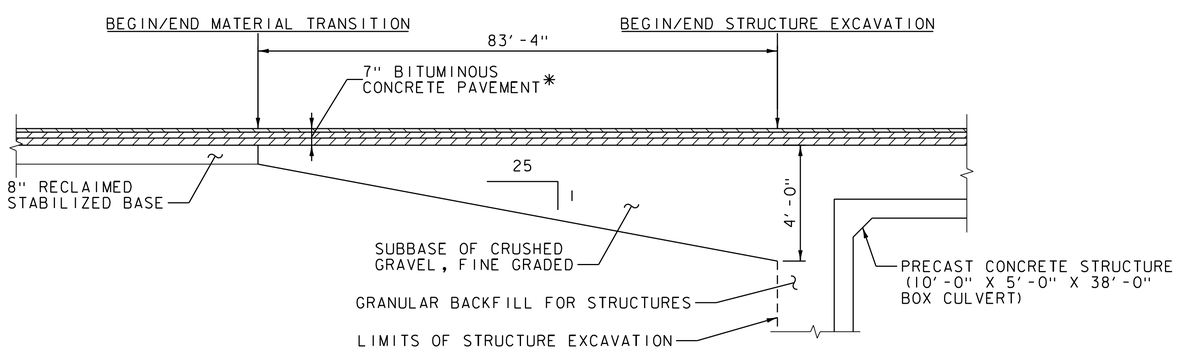


12 inch grubbing not on quantity sheet

TYPICAL CHANNEL SECTION

(NOT TO SCALE)

*GRUBBING MATERIAL SHALL NOT BE PLACED ON THE STONE FILL IN THE AREA UNDER THE BRIDGE. WHENEVER CHANNEL SLOPE INTERSECTS ROADWAY SUBBASE, GRUBBING MATERIAL SHALL BEGIN AT THE BOTTOM OF SUBBASE.



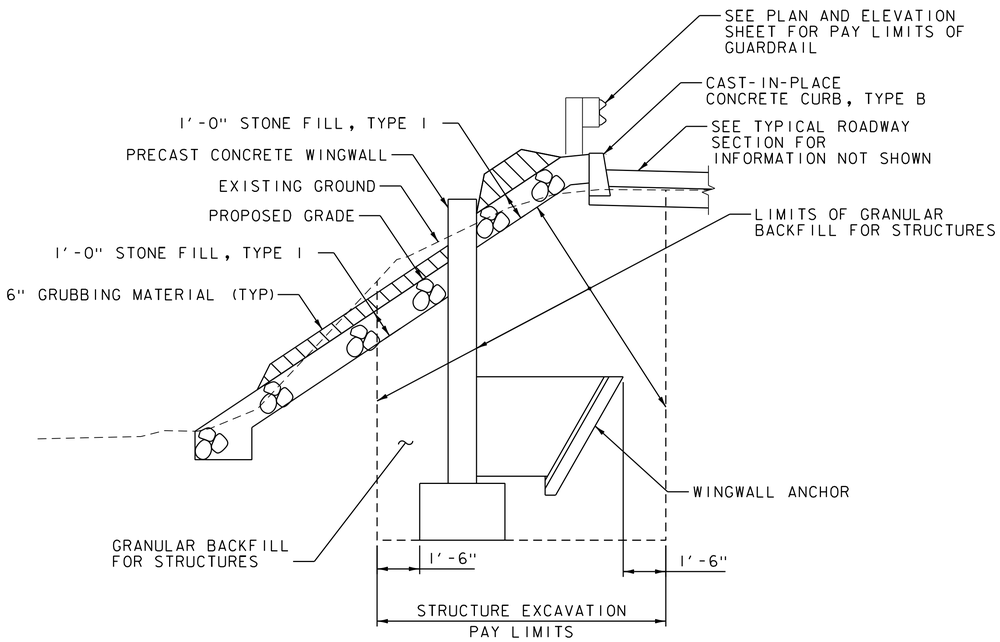
* (1) - 1½" LIFT OF SUPERPAVE BITUMINOUS CONCRETE PAVEMENT TYPE IVS
(1) - 2½" LIFT OF SUPERPAVE BITUMINOUT CONCRETE PAVEMENT TYPE IIS
(1) - 3" LIFT OF ~~COLD MIXED RECYCLED BITUMINOUS PAVEMENT, PORTLAND CEMENT~~

cold central plant recycling

APPROACH SECTION

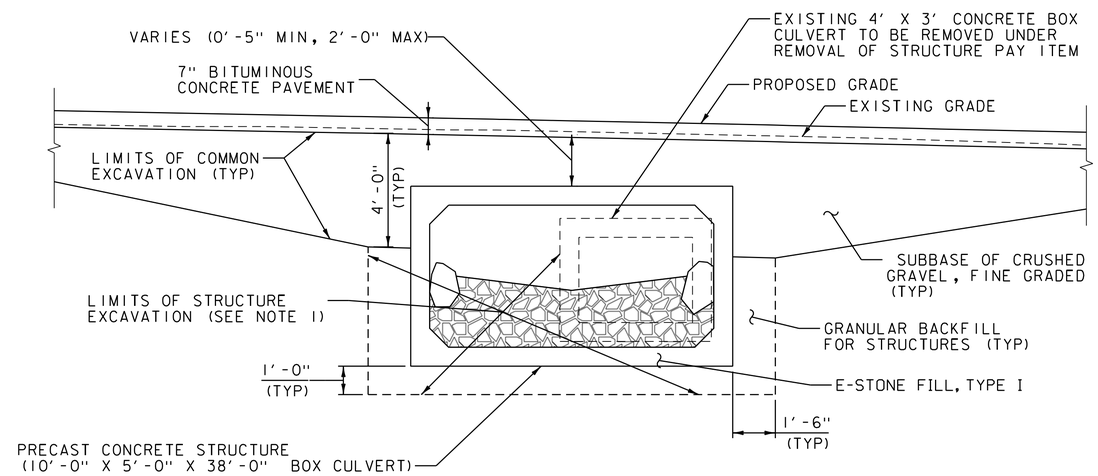
NOT TO SCALE

PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234_typ_GEN69.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E. DETRICK	DRAWN BY: J. KEENER
DESIGNED BY: J. KEENER	CHECKED BY: A. GUYETTE
CULVERT 2 TYPICAL SECTIONS SHEET 1	SHEET 409 OF 424



TYPICAL PRECAST CONCRETE WINGWALL EXCAVATION SECTION

NOT TO SCALE



NOTES:

1) LIMITS EXCLUDE EXCAVATION FOR REMOVAL OF EXISTING 4'x3' CULVERT

TYPICAL PRECAST CONCRETE CULVERT EXCAVATION SECTION

3/8" = 1'-0"

PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234_typ_GEN69.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E. DETRICK	DRAWN BY: J. KEENER
DESIGNED BY: J. KEENER	CHECKED BY: A. GUYETTE
CULVERT 2 TYPICAL SECTIONS SHEET 2	SHEET 410 OF 424

SOIL CLASSIFICATION

AASHTO

A1	Gravel and Sand
A3	Fine Sand
A2	Silty or Clayey Gravel and Sand
A4	Silty Soil - Low Compressibility
A5	Silty Soil - Highly Compressible
A6	Clayey Soil - Low Compressibility
A7	Clayey Soil - Highly Compressible

ROCK QUALITY DESIGNATION

R.Q.D. (%)	ROCK DESCRIPTION
<25	Very Poor
25 to 50	Poor
51 to 75	Fair
76 to 90	Good
>90	Excellent

SHEAR STRENGTH

UNDRAINED SHEAR STRENGTH IN P.S.F.	CONSISTENCY
<250	Very Soft
250-500	Soft
500-1000	Med. Stiff
1000-2000	Stiff
2000-4000	Very Stiff
>4000	Hard

CORRELATION GUIDE OF "N" TO DENSITY/CONSISTENCY

DENSITY (GRANULAR SOILS)

N	DESCRIPTIVE TERM
<5	Very Loose
5-10	Loose
11-24	Med. Dense
25-50	Dense
>50	Very Dense

CONSISTENCY (COHESIVE SOILS)

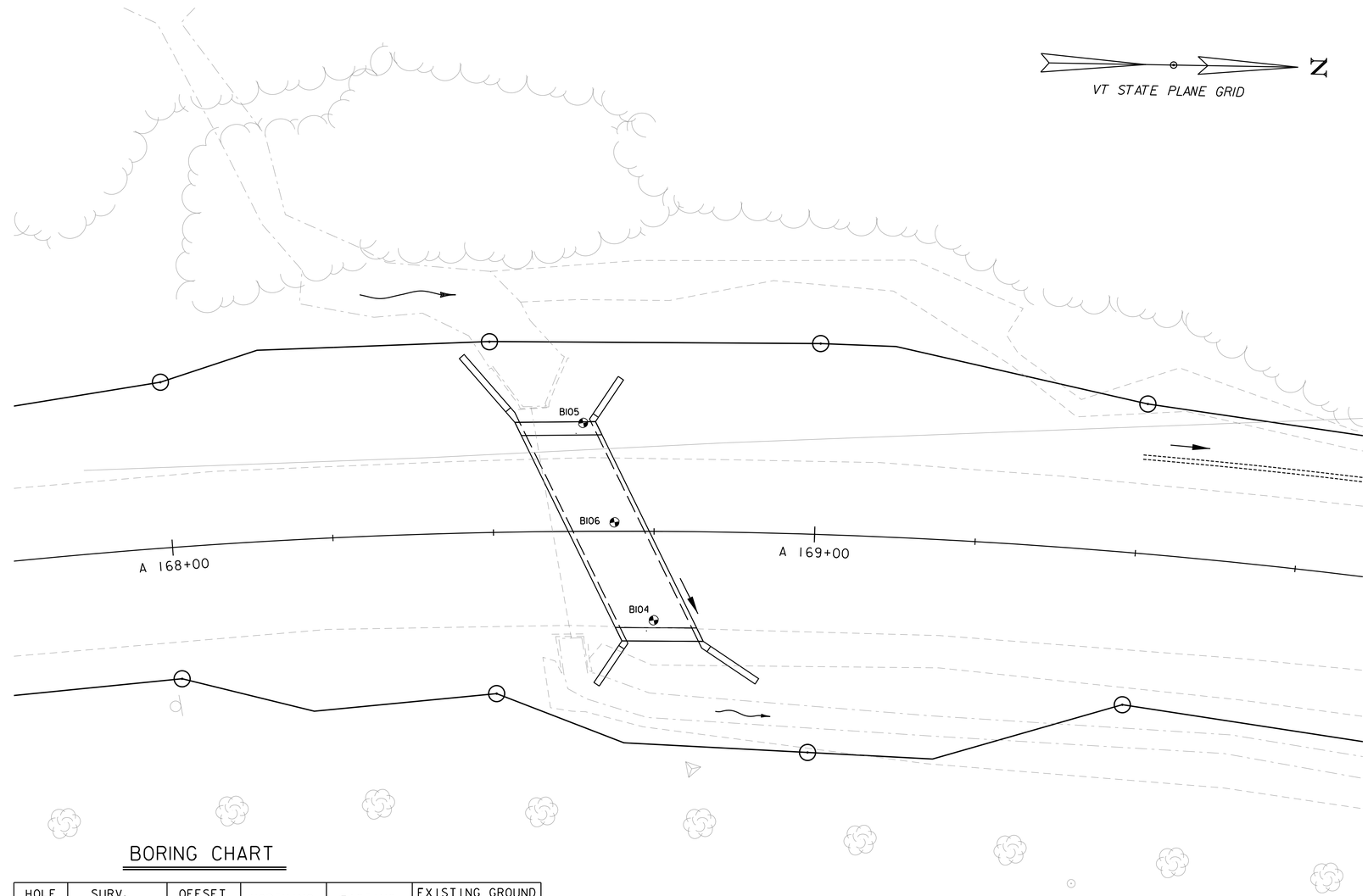
N	DESCRIPTIVE TERM
<2	Very Soft
2-4	Soft
5-8	Med. Stiff
9-15	Stiff
16-30	Very Stiff
31-60	Hard
>60	Very Hard

COMMONLY USED SYMBOLS

▼	Water Elevation
⊗	Standard Penetration Boring
⊕	Auger Boring
⊙	Rod Sounding
S	Sample
N	Standard Penetration Test Blow Count Per Foot For: 2" O.D. Sampler 1 3/8" I.D. Sampler Hammer Weight Of 140 Lbs. Hammer Fall Of 30"
VS	Field Vane Shear Test
US	Undisturbed Soil Sample
B	Blast
DC	Diamond Core
MD	Mud Drill
WA	Wash Ahead
HSA	Hollow Stem Auger
AX	Core Size 1 1/8"
BX	Core Size 1 5/8"
NX	Core Size 2 1/8"
M	Double Tube Core Barrel Used
LL	Liquid Limit
PL	Plastic Limit
PI	Plasticity Index
NP	Non Plastic
w	Moisture Content (Dry Wgt. Basis)
D	Dry
M	Moist
MTW	Moist To Wet
W	Wet
Sat	Saturated
Bo	Boulder
Gr	Gravel
Sa	Sand
Si	Silt
Cl	Clay
HP	Hardpan
Le	Ledge
NLTD	No Ledge To Depth
CNPF	Can Not Penetrate Further
TLOB	Top of Ledge Or Boulder
NR	No Recovery
Rec.	Recovery
%Rec.	Percent Recovery
RQD	Rock Quality Designation
CBR	California Bearing Ratio
<	Less Than
>	Greater Than
R	Refusal (N > 100)
VTSPG	NAD83 - See Note 7

COLOR

blk	Black	pnk	Pink
bl	Blue	pu	Purple
brn	Brown	rd	Red
dk	Dark	tn	Tan
gry	Gray	wh	White
gn	Green	yel	Yellow
lt	Light	mltc	Multicolored
or	Orange		



BORING CHART

HOLE NO.	SURV. STATION	OFFSET (FEET)	NORTHING	EASTING	EXISTING GROUND ELEVATION
B-104	A 168+75.02	13.84 RT	460544.96	1556340.95	850.76
B-105	A 168+64.07	16.89 LT	460539.88	1556308.72	852.39
B-106	A 168+68.84	1.40 LT	460541.80	1556324.83	851.99

DEFINITIONS (AASHTO)

BEDROCK (LEDGE) - Rock in its native location of indefinite thickness.

BOULDER - A rock fragment with an average dimension > 12 inches.

COBBLE - Rock fragments with an average dimension between 3 and 12 inches.

GRAVEL - Rounded particles of rock < 3" and > 0.0787" (#10 sieve).

SAND - Particles of rock < 0.0787" (#10 sieve) and > 0.0029" (#200 sieve).

SILT - Soil < 0.0029" (#200 sieve), non or slightly plastic and exhibits no strength when air-dried.

CLAY - Fine grained soil, exhibits plasticity when moist and considerable strength when air-dried.

VARVED - Alternate layers of silt and clay.

HARDPAN - Extremely dense soil, cemented layer, not softened when wet.

MUCK - Soft organic soil (containing > 10% organic material.

MOISTURE CONTENT - Weight of water divided by dry weight of soil.

FLOWING SAND - Granular soil so saturated (loose) that it flows into drill casing during extraction of wash rod.

STRIKE - Angle from magnetic north to line of intersection of bed with a horizontal plane.

DIP - Inclination of bed with a horizontal plane.

GENERAL NOTES

1. The subsurface explorations shown herein were made between July 29, 2014 and August 04, 2014 by the Agency.
2. Soil and rock classifications, properties and descriptions are based on engineering interpretation from available subsurface information by the Agency and may not necessarily reflect actual variations in subsurface conditions that may be encountered between individual boring or sample locations.
3. Observed water levels and/or conditions indicated are as recorded at the time of exploration and may vary according to the prevailing rainfall, methods of exploration and other factors.
4. Engineering judgment was exercised in preparing the subsurface information presented herein. Analysis and interpretation of subsurface data was performed and interpreted for Agency design and estimating purposes. Presentation of the information in the Contract is intended to provide the Contractor access to the same data available to the Agency. The subsurface information is presented in good faith and is not intended as a substitute for personal investigation, independent interpretation, independent analysis or judgment by the Contractor.
5. Pictorial structure details shown on the boring plan layout or soils profile are for illustrative purposes only and may not accurately portray final contract details.
6. Terminology used on boring logs to describe the hardness, degree of weathering, and spacing of fractures, joints and other discontinuities in the bedrock is defined in the AASHTO Manual on Subsurface Investigations, 1988.
7. Northing and Easting coordinates are shown in Vermont State Plane Grid North American Datum 1983 in meters and survey feet.

0 10 20
SCALE IN FEET

vhb

PROJECT NAME: KILLINGTON - STOCKBRIDGE
PROJECT NUMBER: ER STP 022-1(25)

FILE NAME: z12B234_bor_GEN69.dgn
PROJECT LEADER: E. DETRICK
DESIGNED BY: VTRANS
CULVERT 2 BORING INFORMATION SHEET 1

PLOT DATE: 7/17/2024
DRAWN BY: J. KEENER
CHECKED BY: A. GUYETTE
SHEET 411 OF 424

APPROX. EL=843.75
BOTTOM OF CULVERT

STATE OF VERMONT
AGENCY OF TRANSPORTATION
MATERIALS & RESEARCH SECTION
SUBSURFACE INFORMATION

BORING LOG

KILLINGTON-STOCKBRIDGE
STP 022-1(25)
VT-100

Boring No.: **B-104**
Page No.: 1 of 1
Pin No.: 12B234
Checked By: END

Boring Crew: DAIGNEAULT, GARROW
Date Started: 7/24/14 Date Finished: 7/29/14
VTSPG NAD83: N 460544.76 ft E 1556341.28 ft
Station: A168+75.2 Offset: 17.00
Ground Elevation: 850.76 ft

	Casing	Sampler
Type:	WB	SS
I.D.:	4 in	1.5 in
Hammer Wt:	N.A.	140 lb.
Hammer Fall:	N.A.	30 in.
Hammer/Rod Type:	Auto/AWJ	
Rig:	CME 45C SKID	C_E = 1.33

Groundwater Observations

Date	Depth (ft)	Notes
07/29/14	2.8	While drilling.

Depth (ft)	Strata (1)	CLASSIFICATION OF MATERIALS (Description)	Run (Dip deg.)	Core Rec. % (RQD %)	Drill Rate minutes/ft	Blows/6" (N Value)	Moisture Content %	Gravel %	Sand %	Fines %
		A-1-b, GrSa, brn, Moist, Rec. = 0.5 ft				2-2-3-2 (5)	10.1	26.2	61.0	12.8
		A-2-4, SiSa, brn, Moist, Rec. = 0.2 ft				2-2-4-2 (6)	16.4	15.9	57.7	26.4
5		A-2-4, SiSa, brn, MTW, Rec. = 0.2 ft				3-1-3-4 (4)	23.7	10.6	58.4	31.0
		A-2-4, Sa, brn, Wet, Rec. = 0.6 ft				5-9-14-19 (23)	26.4	10.3	73.7	16.0
		A-1-a, SaGr, brn, Wet, Rec. = 0.7 ft, Lab Note: Broken Rock was within sample. NXDC, Cleaned out casing.				26-21-22-18 (43)	10.7	65.3	26.0	8.7
10		A-1-b, SaGr, brn, MTW, Rec. = 1.0 ft, Lab Note: Broken Rock was within sample. NXDC, Cleaned out casing.				12-14-13-6 (27)	13.6	52.2	38.3	9.5
		Field Note:, No Recovery, NXDC, Cleaned out casing.				7-5-4-5 (9)				
15		A-2-4, Sa, brn, MTW, Rec. = 1.0 ft				5-3-3-4 (6)	29.3	0.2	81.2	18.6
		A-2-4, Sa, brn, MTW, Rec. = 1.2 ft				3-4-4-4 (8)	29.0	3.4	80.0	16.6
		A-4, SaSi, brn-gry, Moist, Rec. = 1.5 ft				4-4-5-6 (9)	30.7	7.6	35.3	57.1
20		A-4, SaSi, brn, Moist, Rec. = 1.7 ft				4-4-5-5 (9)	29.9	0.4	46.0	53.6
		Field Note:, No Recovery				6-5-4-6 (9)				
25		A-4, GrSaSi, brn, Moist, Rec. = 1.8 ft, Lab Note: Broken Rock was within sample.				6-3-13-18 (16)	25.3	22.0	37.0	41.0
		A-1-b, SaGr, brn, Moist, Rec. = 0.8 ft, Lab Note: Broken Rock was within sample.				13-11-13-R@1.0" (24)	13.0	45.2	36.1	18.7
		A-1-b, SaGr, brn, Moist, Rec. = 0.5 ft, Lab Note: Broken Rock was within sample.				R@6.0" (R)	13.0	45.5	39.7	14.8
30		Field Note:, NXDC, Cleaned out casing, Appears to be Cobbles.								
		30.0 ft - 33.0 ft, Light gray to light green, Phyllitic Schist, with numerous ciosely spaced stained near vertical joints. Moderately soft, Moderately severe weathering, Poor to very poor rock, NXMDC, RMR = 21	1 (85)	78 (0)	3 4 4	Top of Bedrock @ 30.0 ft				
35		33.0 ft - 35.0 ft, Dark gray, Phylite, with quartz nodules. Soft, Moderately severe weathering, Poor to very poor rock, Numerous very closely spaced stained partings along foliation planes.			4 4 4					
		Hole stopped @ 35.0 ft								

Remarks:
Hole collapsed at 21.6 ft.

Notes:
1. Stratification lines represent approximate boundary between material types. Transition may be gradual.
2. N Values have not been corrected for hammer energy. C_E is the hammer energy correction factor.
3. Water level readings have been made at times and under conditions stated. Fluctuations may occur due to other factors than those present at the time measurements were made.

BORING LOG 2 KILLINGTON-STOCKBRIDGE STP 022-1(25).GPJ VERMONT AOT.GDT 8/13/14

APPROX. EL=844.07
BOTTOM OF CULVERT

STATE OF VERMONT
AGENCY OF TRANSPORTATION
MATERIALS & RESEARCH SECTION
SUBSURFACE INFORMATION

BORING LOG

KILLINGTON-STOCKBRIDGE
STP 022-1(25)
VT-100

Boring No.: **B-105**
Page No.: 1 of 1
Pin No.: 12B234
Checked By: END

Boring Crew: DAIGNEAULT, GARROW
Date Started: 8/01/14 Date Finished: 8/01/14
VTSPG NAD83: N 460540.61 ft E 1556308.50 ft
Station: A168+63.7 Offset: -17.00
Ground Elevation: 852.39 ft

	Casing	Sampler
Type:	WB	SS
I.D.:	4 in	1.5 in
Hammer Wt:	N.A.	140 lb.
Hammer Fall:	N.A.	30 in.
Hammer/Rod Type:	Auto/AWJ	
Rig:	CME 45C SKID	C_E = 1.33

Groundwater Observations

Date	Depth (ft)	Notes
08/01/14	6.2	While drilling.

Depth (ft)	Strata (1)	CLASSIFICATION OF MATERIALS (Description)	Run (Dip deg.)	Core Rec. % (RQD %)	Drill Rate minutes/ft	Blows/6" (N Value)	Moisture Content %	Gravel %	Sand %	Fines %
		A-2-4, Sa, brn, Moist, Rec. = 0.5 ft, Lab Note: Roots were within sample.				2-9-5-5 (14)	7.4	14.9	68.9	16.2
		A-1-b, SaGr, brn, Moist, Rec. = 0.8 ft, Lab Note: Broken Rock was within sample.				4-7-7-6 (14)	7.3	49.5	37.0	13.5
5		A-1-b, SaGr, brn, Moist, Rec. = 1.7 ft, Lab Note: Broken Rock was within sample.				11-15-15-12 (30)	7.7	44.1	42.0	13.9
		A-1-a, SaGr, brn, Moist, Rec. = 1.0 ft, Lab Note: Broken Rock was within sample.				18-15-4-4 (19)	10.7	68.7	23.2	8.1
		A-2-4, SiSa, brn, MTW, Rec. = 0.7 ft, Lab Note: Small Roots were within sample.					38.2	2.4	63.8	33.8
10		A-1-b, GrSa, brn, MTW, Rec. = 1.3 ft, Lab Note: Broken Rock was within sample.				5-6-14-26 (20)	21.3	32.9	55.0	12.1
		A-1-a, SaGr, brn, MTW, Rec. = 1.5 ft, Lab Note: Broken Rock was within sample.				26-26-20-28 (46)	10.1	66.6	23.6	9.8
		A-1-a, SaGr, brn, Moist, Rec. = 0.8 ft, Lab Note: Broken Rock was within sample.				24-21-27-12 (48)	10.0	62.9	26.8	10.3
15		A-2-4, SiSa, brn, Moist, Rec. = 1.2 ft, Lab Note: Broken Rock was within sample.				5-2-2-3 (4)	24.4	10.6	64.1	25.3
		A-4, SaSi, brn, Moist, Rec. = 1.3 ft				4-3-5-9 (8)	26.5	13.7	26.1	60.2
		A-1-a, SaGr, brn, MTW, Rec. = 0.7 ft, Lab Note: Broken Rock was within sample.				10-10-15-10 (25)	14.6	54.9	31.0	14.1
20		A-1-b, SiGrSa, red, Moist, Rec. = 0.4 ft, Lab Note: Sample was very rusty-red in color.					21.5	28.4	47.2	24.4
		A-1-b, SaGr, brn, Moist, Rec. = 1.2 ft, Lab Note: Broken Rock was within sample.				30-29-22-23 (51)	12.0	50.8	32.2	17.0
25		24.5 ft - 29.5 ft, Dark gray, Phyllite, with quartz nodules. Soft, Moderately severe weathering, Poor to very poor rock, NXMDC, Numerous very closely spaced stained partings along foliation planes. RMR = 21	1 (70)	94 (0)	5 3 3 15 9	Top of Bedrock @ 24.5 ft				
30		Hole stopped @ 29.5 ft								
35										

Remarks:
Hole collapsed at 13.0 ft.

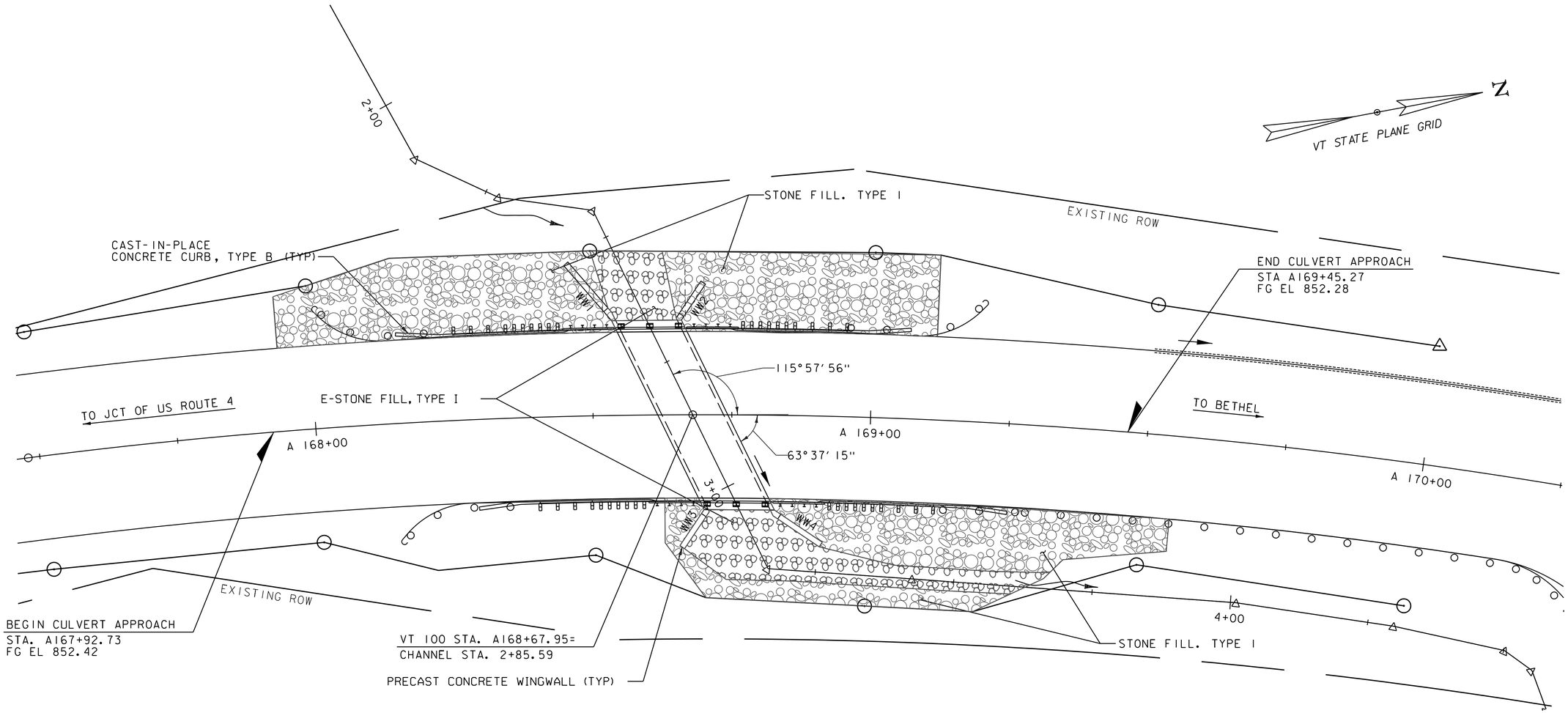
Notes:
1. Stratification lines represent approximate boundary between material types. Transition may be gradual.
2. N Values have not been corrected for hammer energy. C_E is the hammer energy correction factor.
3. Water level readings have been made at times and under conditions stated. Fluctuations may occur due to other factors than those present at the time measurements were made.

BORING LOG 2 KILLINGTON-STOCKBRIDGE STP 022-1(25).GPJ VERMONT AOT.GDT 8/13/14

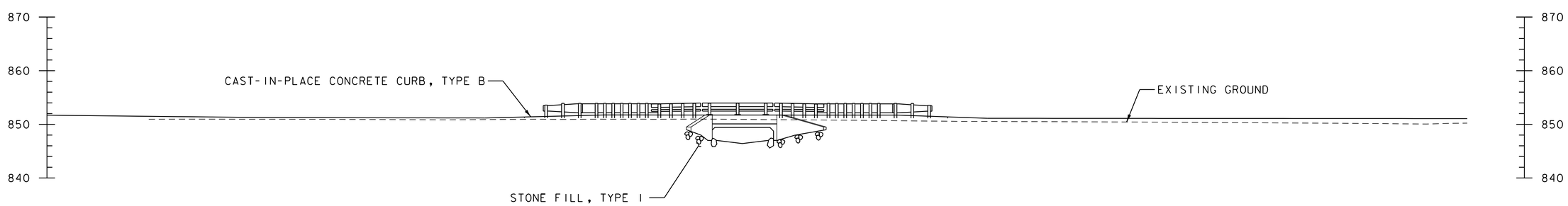
PROJECT NAME: KILLINGTON - STOCKBRIDGE
PROJECT NUMBER: ER STP 022-1(25)

FILE NAME: z12B234_borlogs_GEN69.dgn
PROJECT LEADER: E. DETRICK
DESIGNED BY: VTRANS
CULVERT 2 BORING INFORMATION SHEET 2

PLOT DATE: 7/17/2024
DRAWN BY: J. KEENER
CHECKED BY: A. GUYETTE
SHEET 412 OF 424



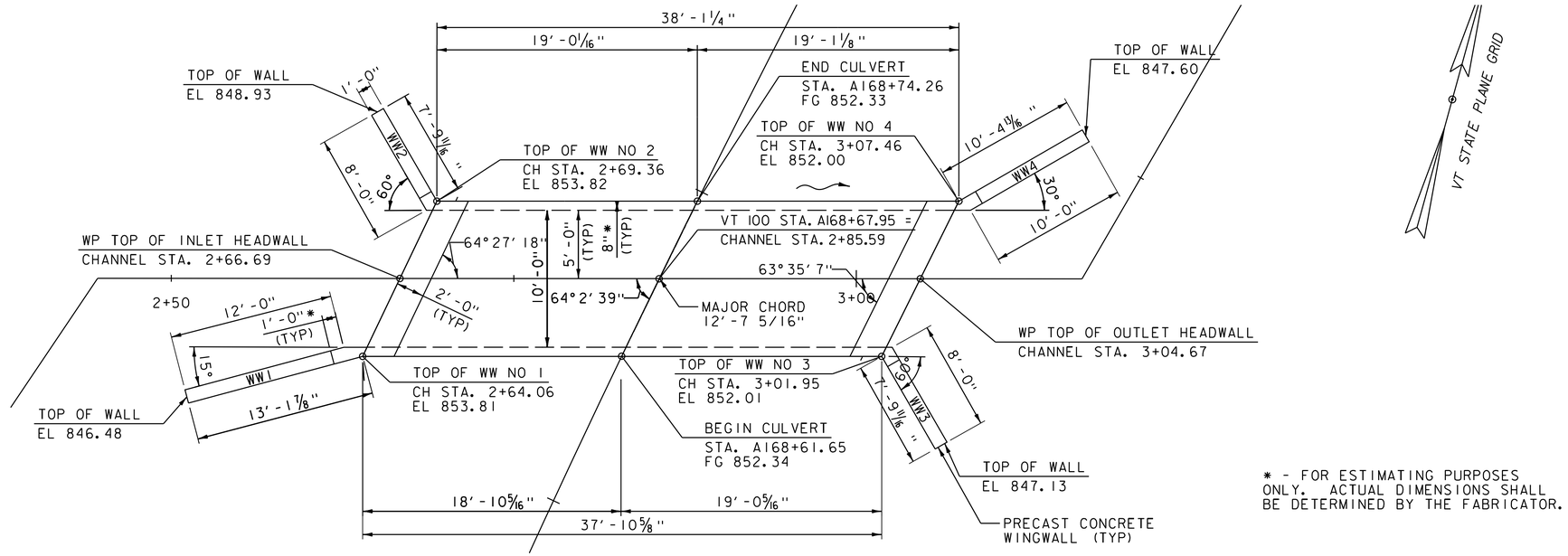
PLAN
SCALE 1"=10'



ELEVATION AT DOWNSTREAM FASCIA
SCALE 1"=10'

0 10 20
SCALE IN FEET

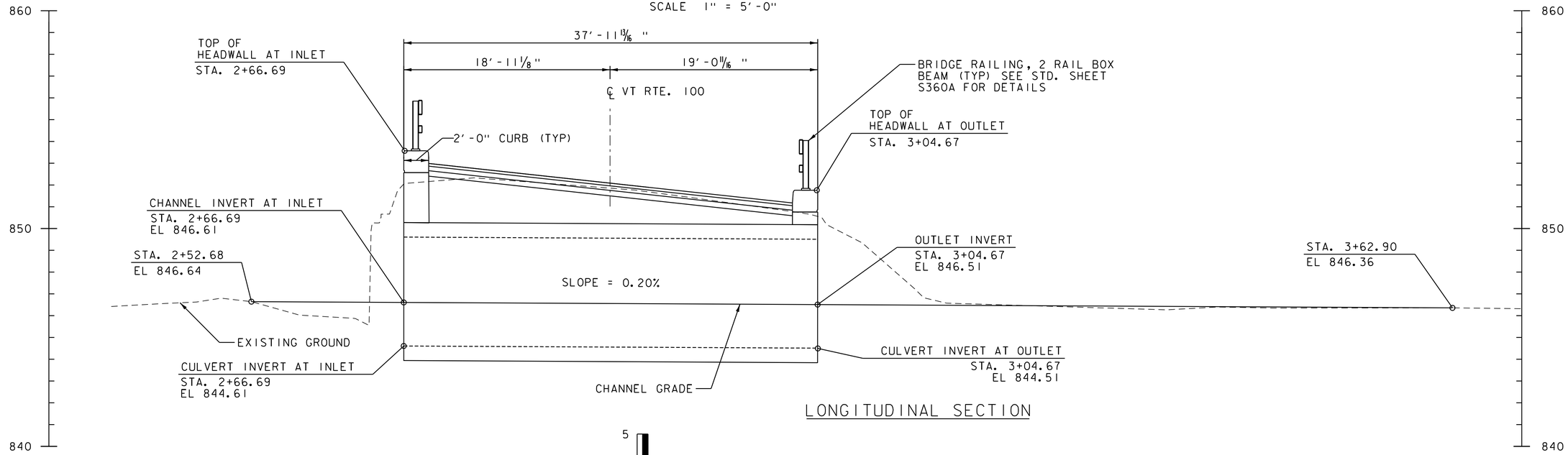
PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234_pe_GEN69.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E. DETRICK	DRAWN BY: J. KEENER
DESIGNED BY: J. KEENER	CHECKED BY: A. GUYETTE
CULVERT 2 PLAN & ELEVATION SHEET	SHEET 413 OF 424



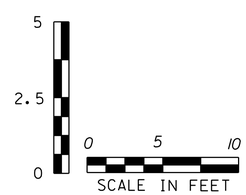
* - FOR ESTIMATING PURPOSES ONLY. ACTUAL DIMENSIONS SHALL BE DETERMINED BY THE FABRICATOR.

CULVERT LAYOUT

SCALE 1" = 5'-0"

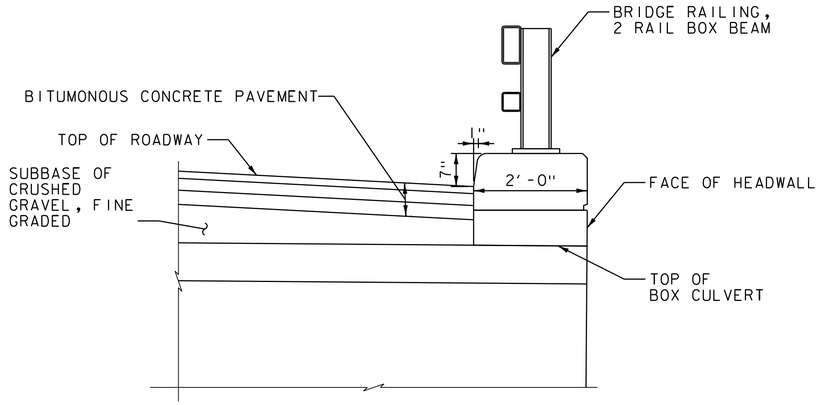


LONGITUDINAL SECTION



PROJECT NAME:	KILLINGTON - STOCKBRIDGE
PROJECT NUMBER:	ER STP 022-1(25)

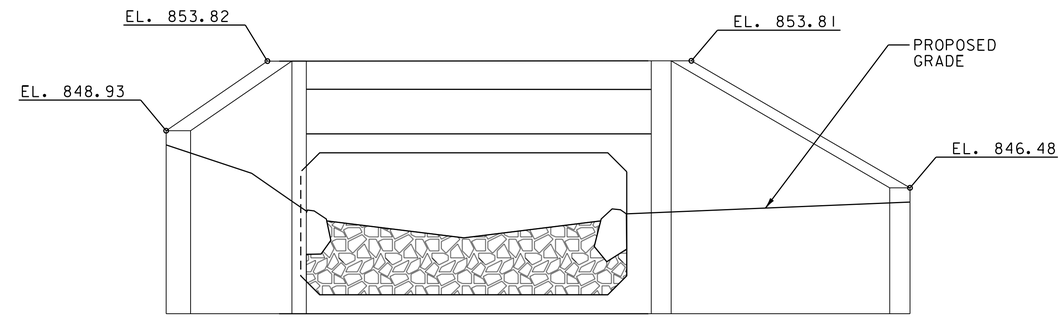
FILE NAME: z12B234_sub_GEN69.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E. DETRICK	DRAWN BY: J. KEENER
DESIGNED BY: J. KEENER	CHECKED BY: A. GUYETTE
CULVERT 2 LAYOUT & LONGITUDINAL SECTION	SHEET 414 OF 424



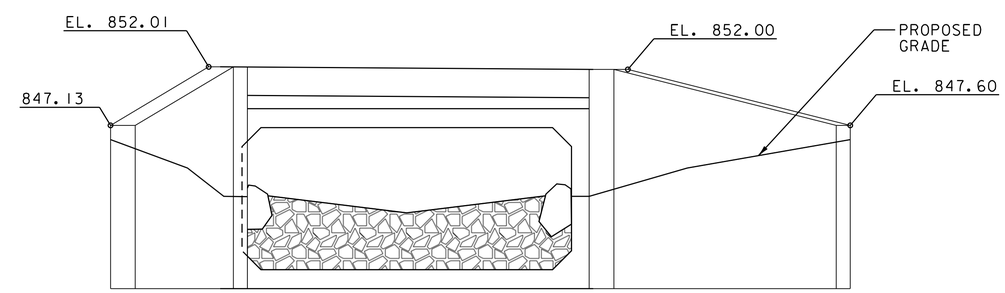
*(1) - 1½" LIFT OF SUPERPAVE BITUMINOUS CONCRETE PAVEMENT TYPE IVS
(1) - 2½" LIFT OF SUPERPAVE BITUMINOUT CONCRETE PAVEMENT TYPE IIS
(1) - 3" LIFT OF ~~PLANT MIXED RECYCLED BITUMINOUS PAVEMENT, PORTLAND CEMENT~~

cold central plant recycling

HEADWALL TYPICAL SECTION
SCALE: ¾" = 1'-0"

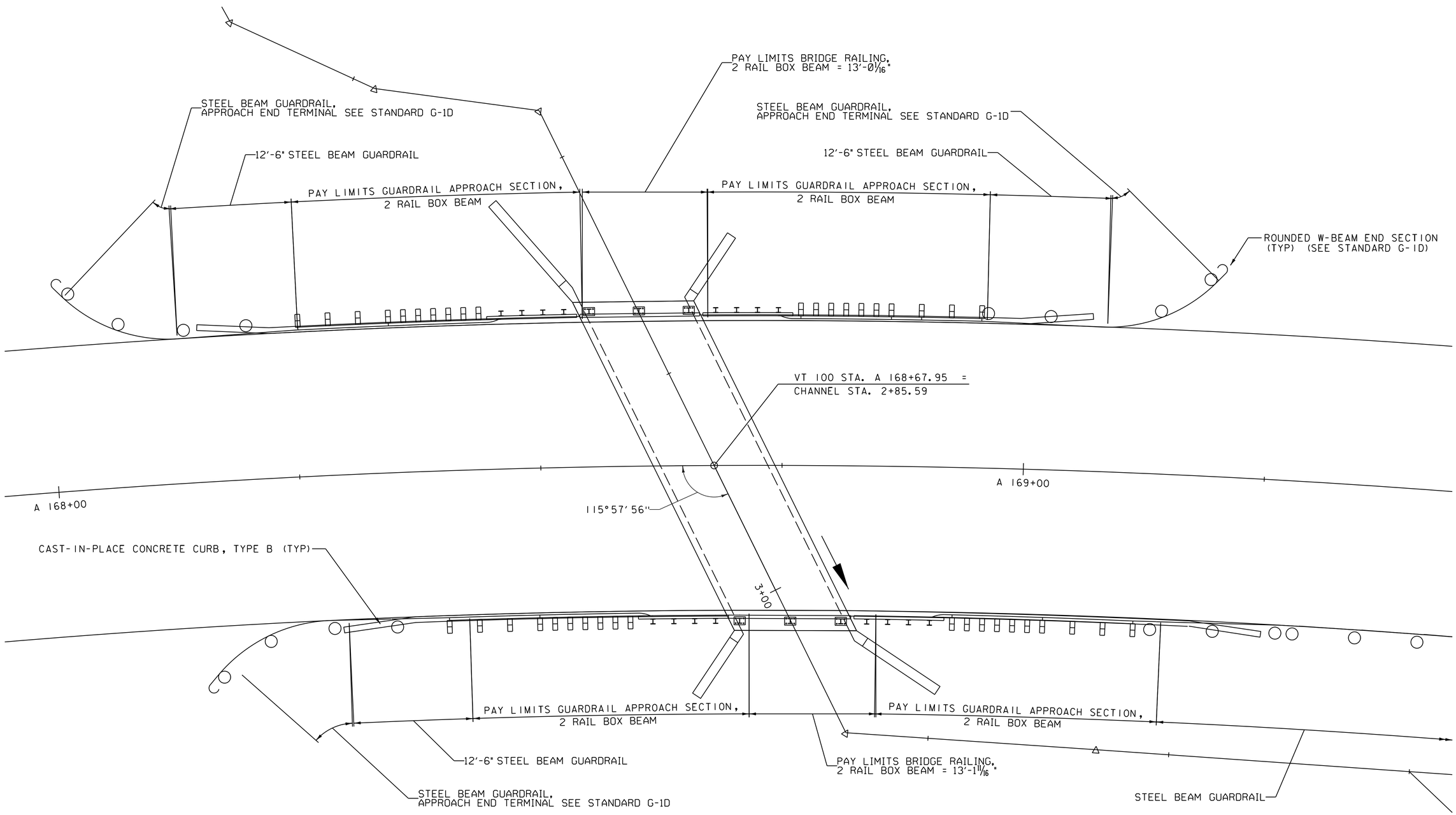


UPSTREAM END ELEVATION
SCALE: ⅜" = 1'-0"



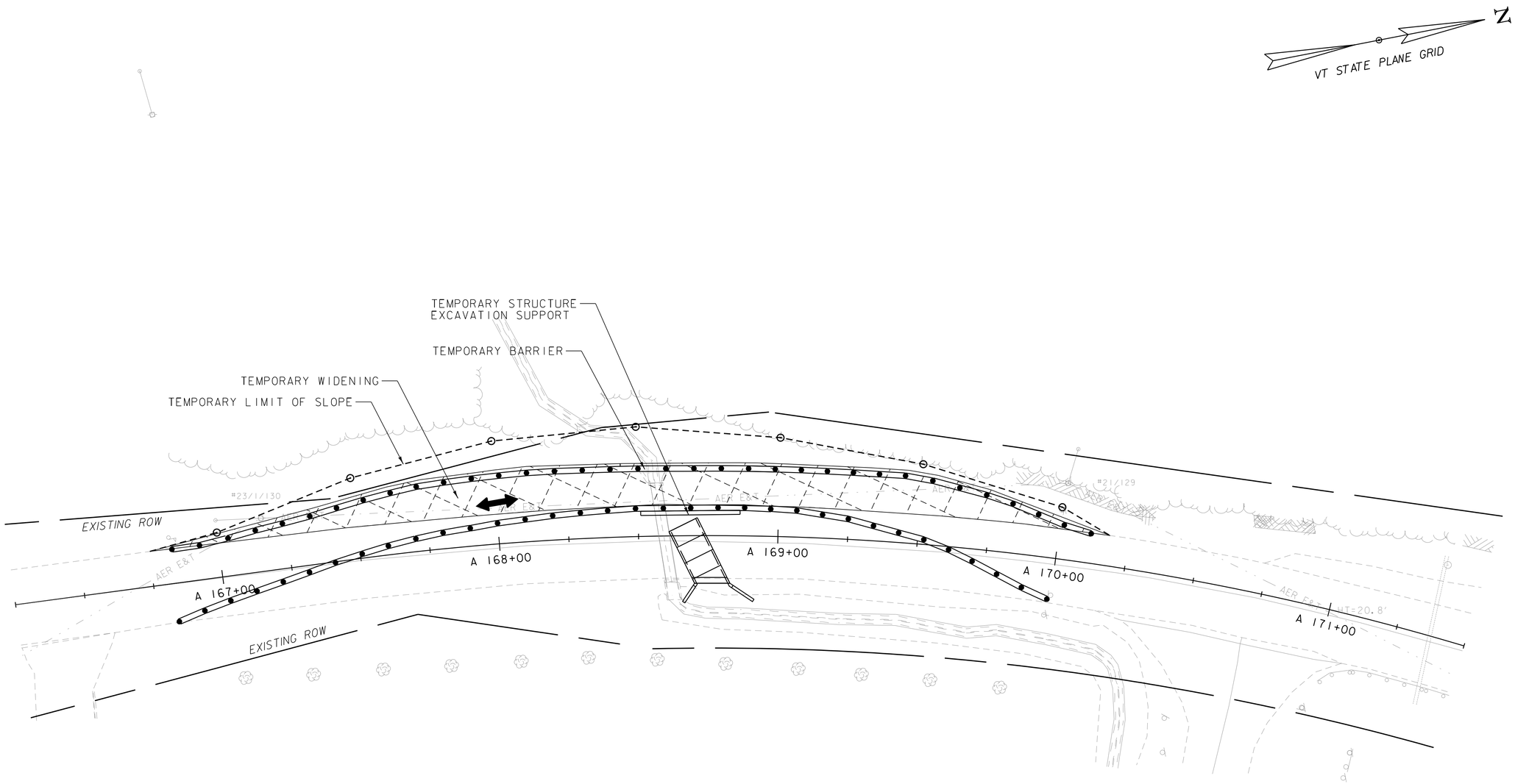
DOWNSTREAM END ELEVATION
SCALE: ⅜" = 1'-0"

PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234sub_GEN69.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E. DETRICK	DRAWN BY: J. KEENER
DESIGNED BY: J. KEENER	CHECKED BY: A. GUYETTE
CULVERT 2 WINGWALL DETAILS SHEET	SHEET 415 OF 424



PLAN
SCALE 1"=5"

PROJECT NAME: KILLINGTON - STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234_brail_GEN69.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E. DETRICK	DRAWN BY: J. KEENER
DESIGNED BY: J. KEENER	CHECKED BY: A. GUYETTE
CULVERT 2 RAILING LAYOUT SHEET	SHEET 416 OF 424

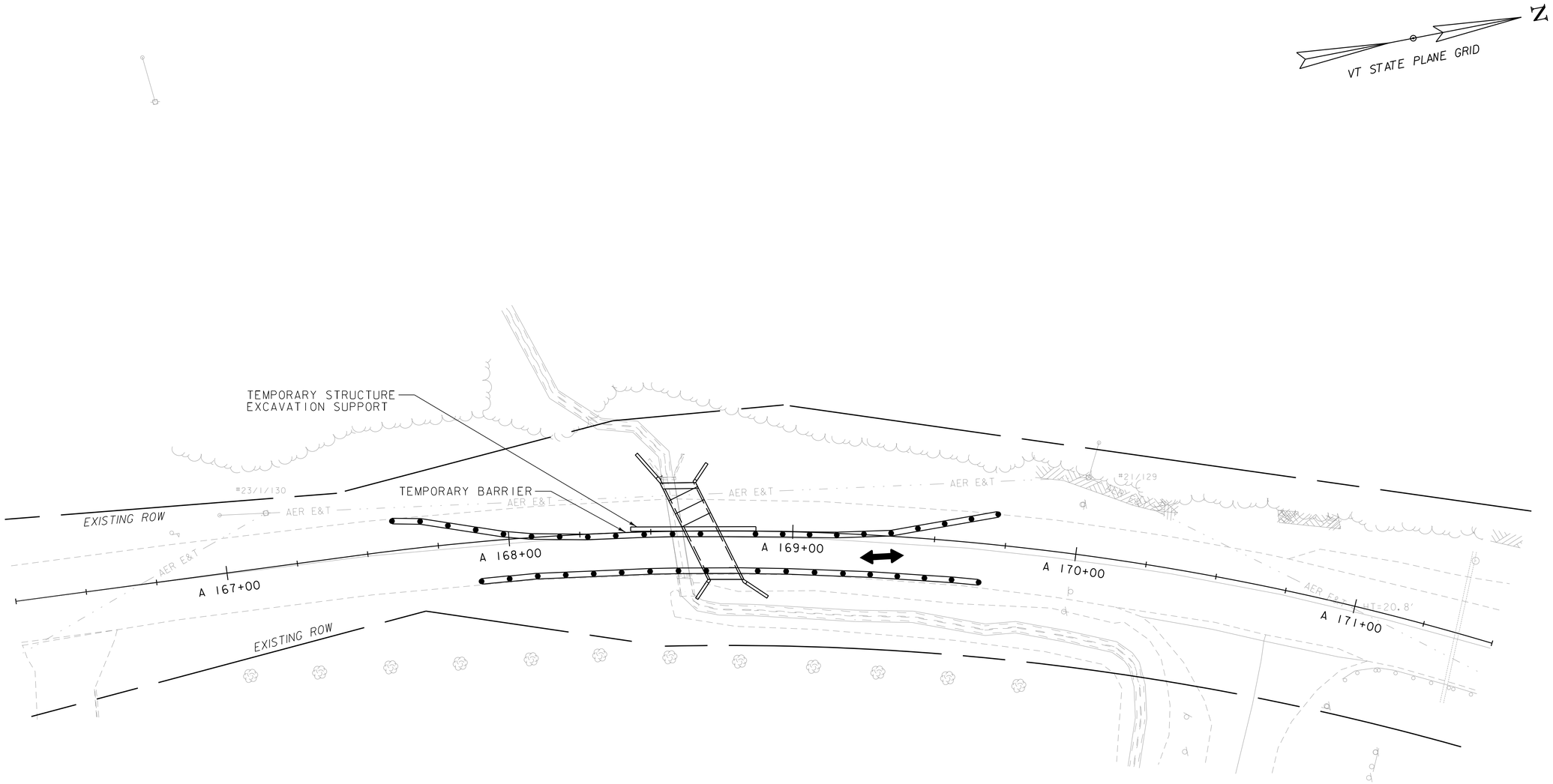


PHASE 1

0 20 40
SCALE IN FEET

PROJECT NAME:	KILLINGTON-STOCKBRIDGE
PROJECT NUMBER:	ER STP 022-1(25)

FILE NAME: zi2B234_culvert_phasing.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: C.K. FORD
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
CULVERT 2 CONSTRUCTION PHASING SHEET 1	SHEET 417 OF 424

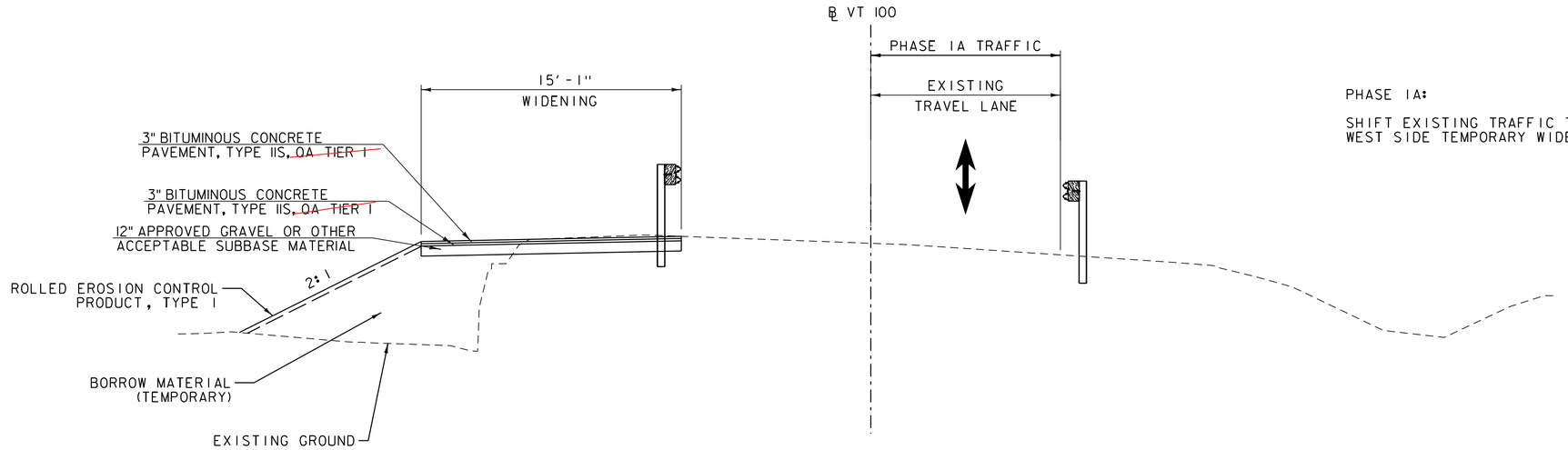


PHASE 11

0 20 40
SCALE IN FEET

PROJECT NAME:	KILLINGTON-STOCKBRIDGE
PROJECT NUMBER:	ER STP 022-1(25)

FILE NAME: zi2B234_culvert_phasing.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: C.K. FORD
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
CULVERT 2 CONSTRUCTION PHASING SHEET 2	SHEET 418 OF 424



PHASE 1A:

SHIFT EXISTING TRAFFIC TO EAST SIDE. CONSTRUCT WEST SIDE TEMPORARY WIDENING.

NOTE

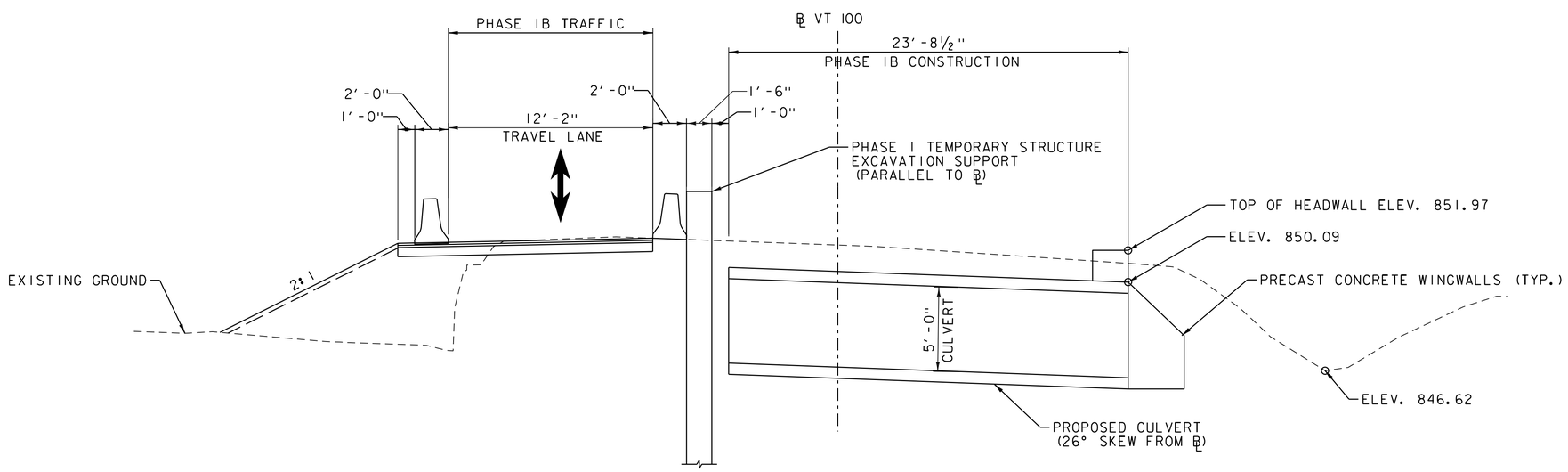
1. BITUMINOUS CONCRETE PAVEMENT USED FOR TEMPORARY WIDENING IS INCIDENTAL TO ITEM 240.0100002 TEMPORARY ROADWAY WIDENING.

PHASE 1A

VT 100 (LOOKING UPSTATION)
STA. A 168+62.92
SCALE: 1/4" = 1'-0"

PHASE 1B:

SHIFT EXISTING TRAFFIC TO WEST SIDE. CONSTRUCT TEMPORARY STRUCTURE EXCAVATION SUPPORT.
CONSTRUCT TEMPORARY STREAM RELOCATION.
CONSTRUCT EAST PORTION OF BOX CULVERT.



PHASE 1B

VT 100 (LOOKING UPSTATION)
STA. A 168+62.92
SCALE: 1/4" = 1'-0"

PROJECT NAME: KILLINGTON-STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: zi2b234_phasing_xs.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: C.K. FORD
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
CULVERT 2 CONSTRUCTION PHASING SHEET 3	SHEET 419 OF 424

CULVERT 2 CONSTRUCTION PHASING NOTES

1. TRAFFIC CONTROL PLANS SHALL BE IMPLEMENTED TO MAINTAIN THE CONTINUITY OF VEHICLE AND PEDESTRIAN TRAFFIC THROUGH THE CORRIDOR. TRAFFIC CONTROL SIGNS SHALL BE ADJUSTED AT THE BEGINNING AND COMPLETION OF EACH CONSTRUCTION PHASE AS DIRECTED BY THE ENGINEER. SIGNING, AND OTHER SUPPORTING TRAFFIC CONTROL DEVICES SHALL BE MAINTAINED THROUGHOUT CONSTRUCTION. INSTALLING, MAINTAINING, ADJUSTING, MODIFYING, AND REMOVING THE TRAFFIC CONTROL DEVICES SHALL BE INCLUDED IN THE UNIT PRICE BID FOR CONTRACT ITEM 641.1100 TRAFFIC CONTROL, ALL-INCLUSIVE. THE TEMPORARY TRAFFIC SIGNAL SHALL BE PAID FOR BY THE UNIT PRICE BID FOR CONTRACT ITEM 641.2100 TEMPORARY TRAFFIC CONTROL SIGNAL SYSTEM, FIXED.

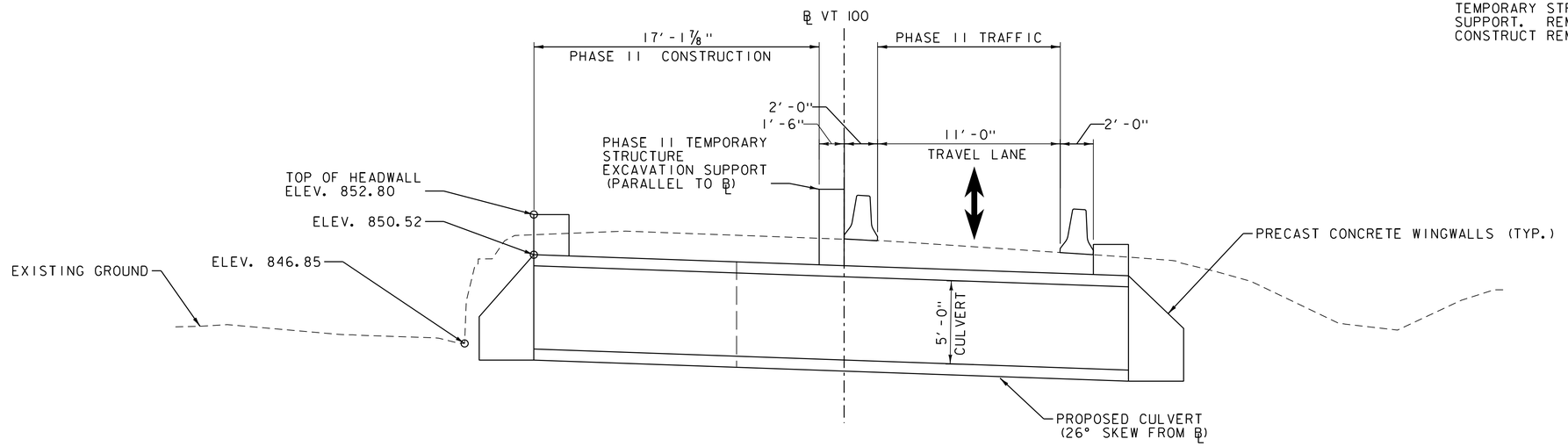
2. TRAFFIC SHALL NOT BE CHANGED FROM ONE PHASE TO THE NEXT UNTIL ALL TEMPORARY MARKINGS, SIGNING, AND TRAFFIC SIGNAL WORK REQUIRED FOR THE SUBSEQUENT PHASE IS COMPLETED. ANY CONFLICTING PAVEMENT MARKINGS SHALL BE MASKED WITH PAVEMENT MARKING MASK OR REMOVED BY GRINDING. EXISTING PAVEMENT MARKINGS THAT ARE TO REMAIN FOR LATER USE SHALL BE MASKED WITH PAVEMENT MARKING MASK.

3. CONCRETE BARRIER SIDE EXPOSED TO TRAFFIC SHALL BE DELINEATED USING REFLECTORS OF THE COLOR CORRESPONDING TO THE TEMPORARY PAVEMENT MARKINGS. REFLECTORS SHALL BE MOUNTEDVERY 20 FEET ALONG THE SIDE OF THE BARRIER EXPOSED TO TRAFFIC.

4. BITUMINOUS CONCRETE PAVEMENT USED FOR TEMPORARY ROADWAY WIDENING IS INCIDENTAL TO ITEM 240.0100002 TEMPORARY ROADWAY WIDENING.

PHASE 11:

SHIFT TRAFFIC TO EAST SIDE. CONSTRUCT TEMPORARY STRUCTURE EXCAVATION SUPPORT. REMOVE TEMPORARY WIDENING. CONSTRUCT REMAINING BOX CULVERT.

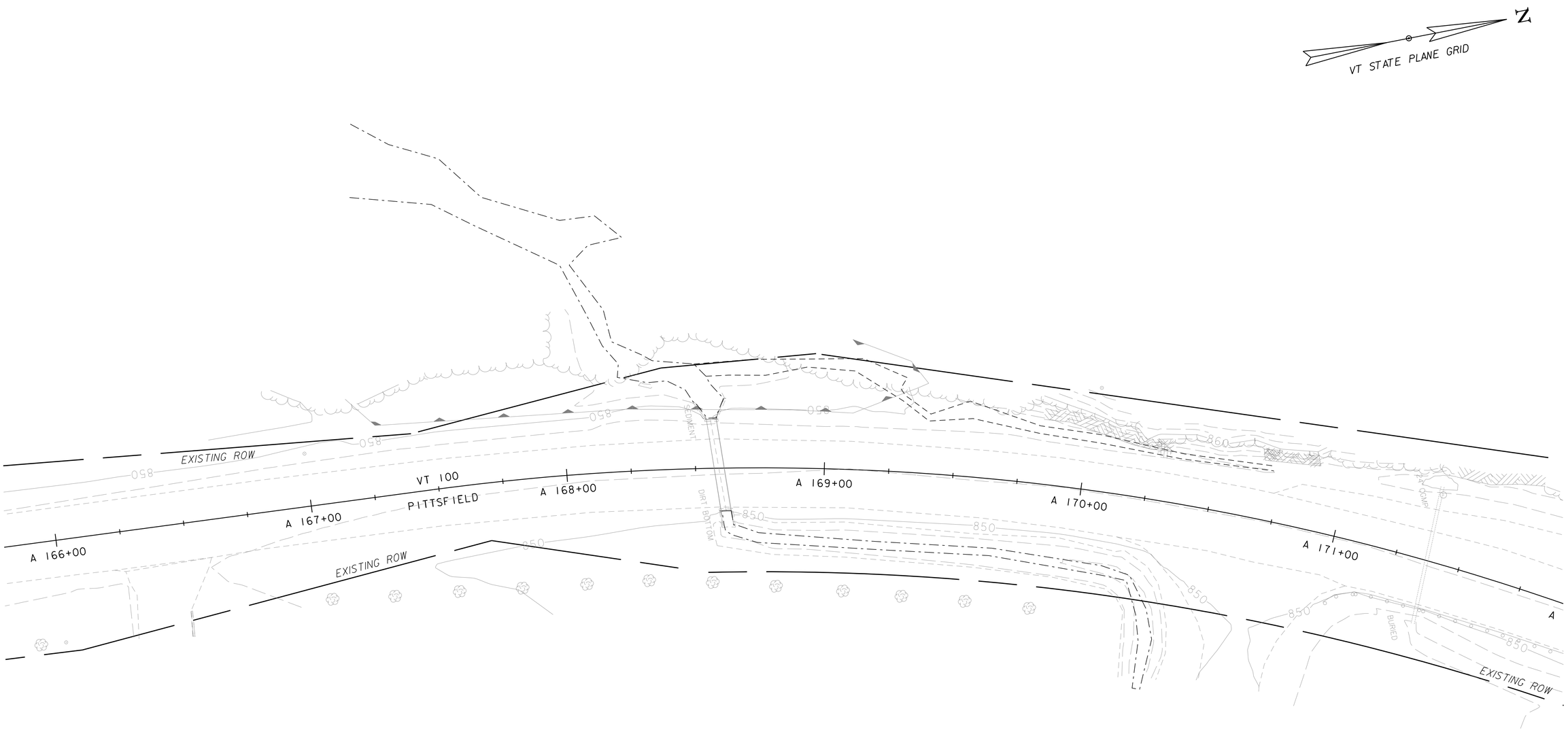


PHASE 11

VT 100 (LOOKING UPSTATION)
STA. A 168+62.92
SCALE: 1/4" = 1'-0"

PROJECT NAME:	KILLINGTON-STOCKBRIDGE
PROJECT NUMBER:	ER STP 022-1(25)

FILE NAME: zl2b234_phasing_xs.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: C.K. FORD
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
CULVERT 2 CONSTRUCTION PHASING SHEET 4	SHEET 420 OF 424



0 20 40
SCALE IN FEET

PROJECT NAME: KILLINGTON-STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234_bdr_ero_ex_cul_2.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
CULVERT 2 EPSC EXISTING CONDITIONS	SHEET 421 OF 424

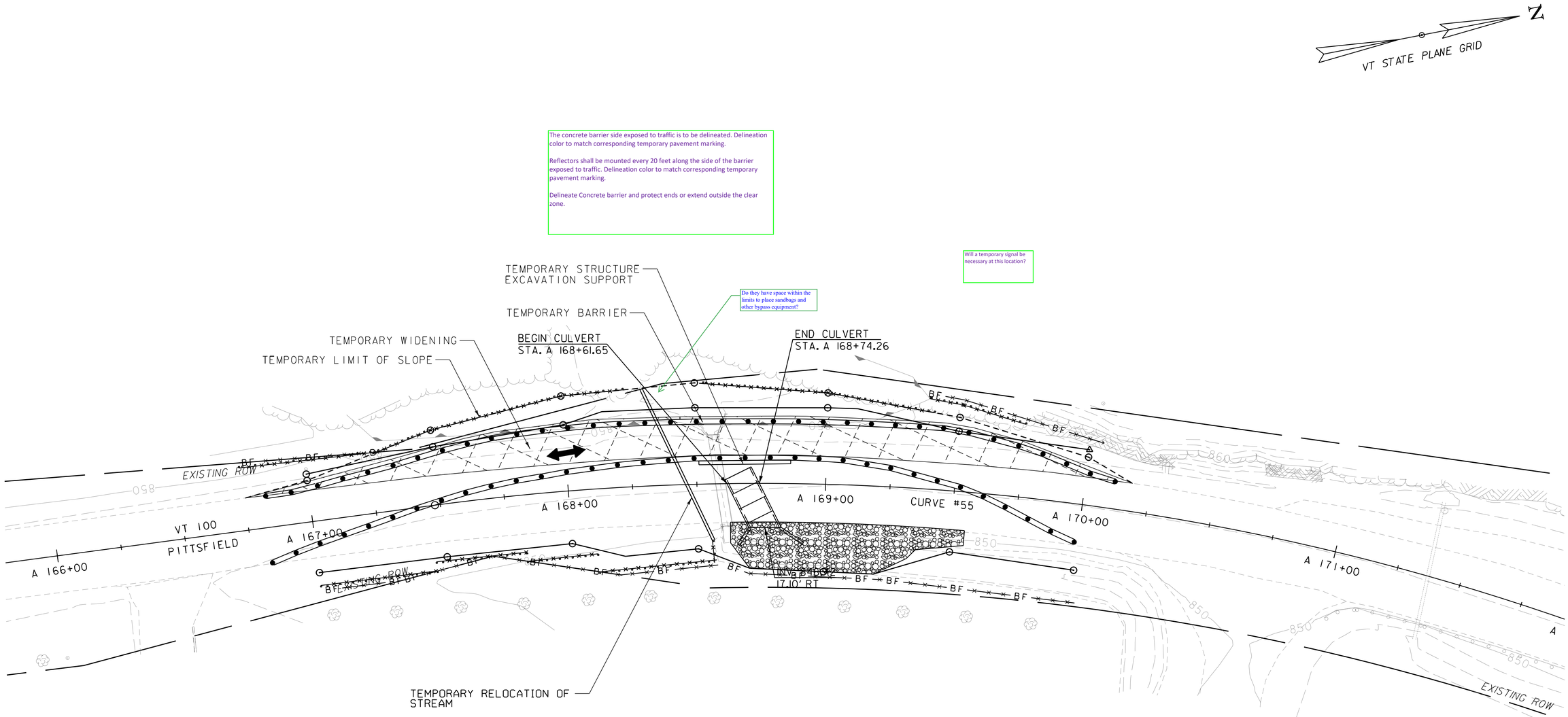
The concrete barrier side exposed to traffic is to be delineated. Delineation color to match corresponding temporary pavement marking.

Reflectors shall be mounted every 20 feet along the side of the barrier exposed to traffic. Delineation color to match corresponding temporary pavement marking.

Delineate Concrete barrier and protect ends or extend outside the clear zone.

Will a temporary signal be necessary at this location?

Do they have space within the limits to place sandbags and other bypass equipment?



0 20 40
SCALE IN FEET

PROJECT NAME:	KILLINGTON-STOCKBRIDGE
PROJECT NUMBER:	ER STP 022-1(25)

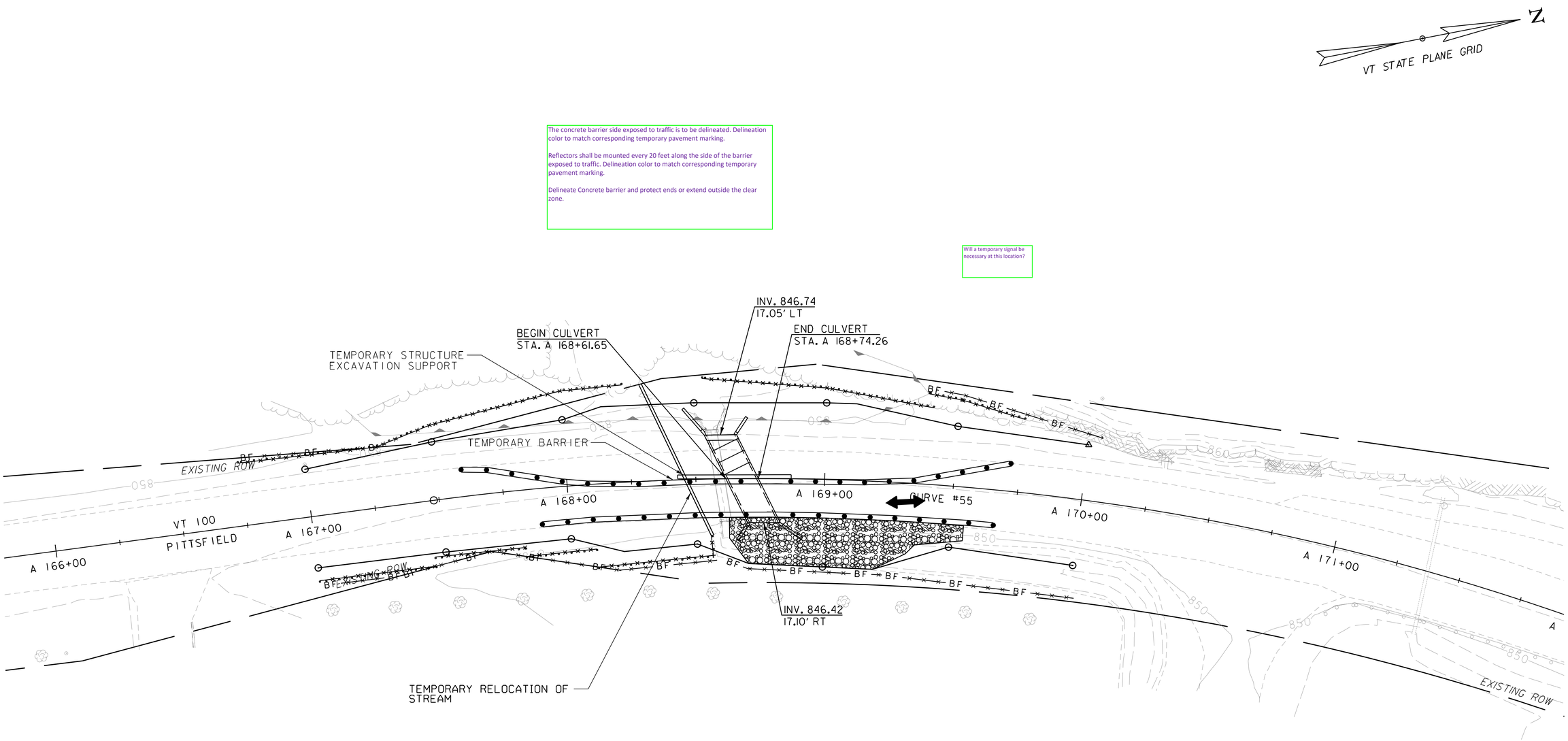
FILE NAME: z12B234_bdr_ero_con_cul_2.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. ROBERTS
PHASE 1EPSC CONSTRUCTION CONDITIONS	SHEET 422 OF 424

The concrete barrier side exposed to traffic is to be delineated. Delineation color to match corresponding temporary pavement marking.

Reflectors shall be mounted every 20 feet along the side of the barrier exposed to traffic. Delineation color to match corresponding temporary pavement marking.

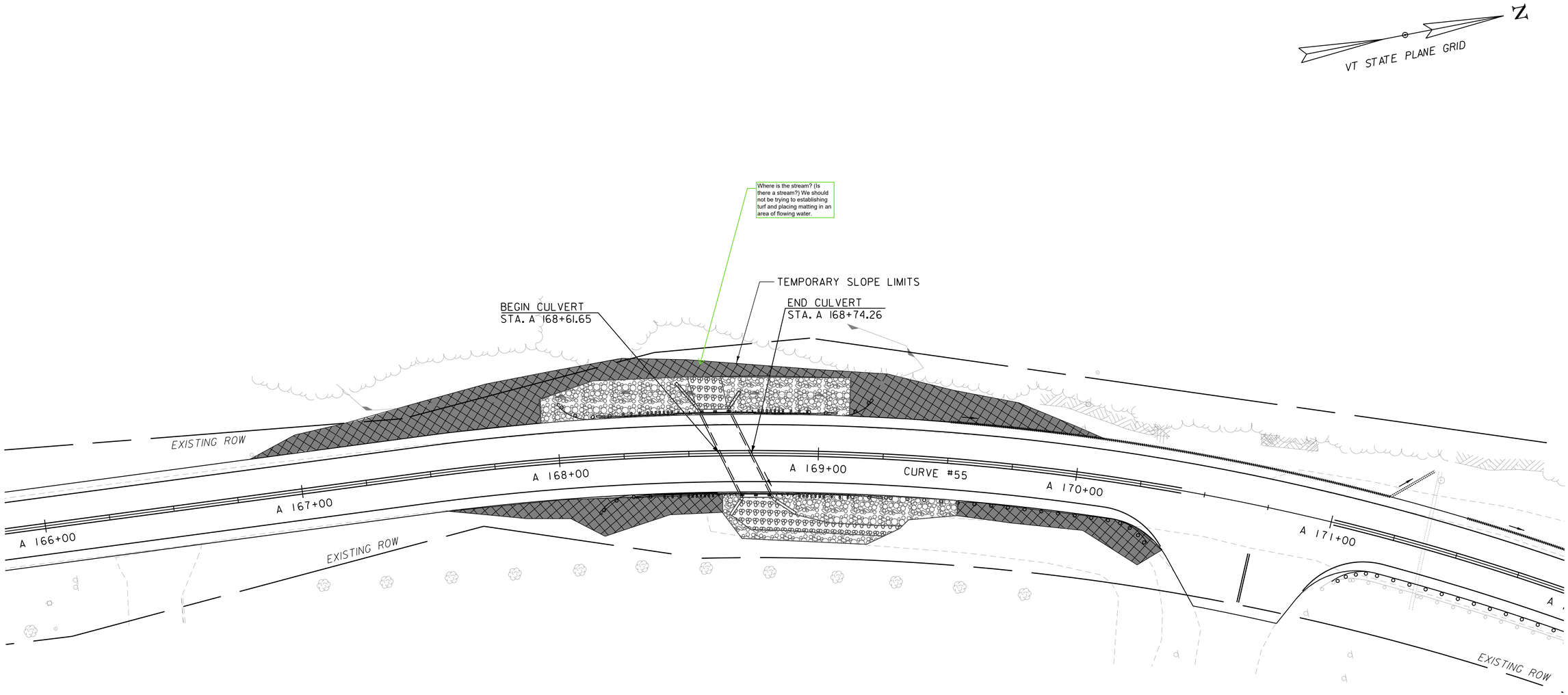
Delineate Concrete barrier and protect ends or extend outside the clear zone.

Will a temporary signal be necessary at this location?



0 20 40
SCALE IN FEET

PROJECT NAME: KILLINGTON-STOCKBRIDGE	
PROJECT NUMBER: ER STP 022-1(25)	
FILE NAME: z12B234_bdr_ero_con_cul_2.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERT
DESIGNED BY: B.M. ROBERT	CHECKED BY: E.P. DETRICK
PHASE 2 EPSC CONSTRUCTION CONDITIONS	SHEET 423 OF 424



0 20 40
SCALE IN FEET

PROJECT NAME:	KILLINGTON-STOCKBRIDGE
PROJECT NUMBER:	ER STP 022-1(25)

FILE NAME: z12B234_bdr_ero_final_cul_2.dgn	PLOT DATE: 7/17/2024
PROJECT LEADER: E.P. DETRICK	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
CULVERT 2 EPSC FINAL CONDITIONS	SHEET 424 OF 424

missing the estimate, need that to review

This paragraph is ONLY included when the completion date is outside the construction season. If you want to allow winter work between seasons, that's a separate NTB.

Hard to review without knowing this

October 16, 2024

ESTIMATE

SPECIAL PROVISIONS

1. NOTICE TO BIDDERS – CONTRACT COMPLETION DATE. This Contract shall be completed on or before Month Day, Year.

October 9th, 2026

In accordance with this requirement, and with reference to Subsection 108.08(b), work will be allowed during the seasonal closure period from November 16, 2025 to March 31, 2026.

This NTB was heavily revised for the 2024 book, see SharePoint. You are also missing the pay item for this.

What work specifically?

NOTICE TO BIDDERS – INTERIM COMPLETION DATE. The Contractor shall complete the following on or before December 15, 2025.

Lets make this November 15, 2025

The Contractor shall complete all work associated with the pre-cast box culvert replacements at Station A 16+75.69 (Mile Marker 0.317) in the Town of Pittsfield and Station A 168+69.44 (Mile Marker 3.195) in the Town of Pittsfield. The contractor shall complete all underdrain, headwalls, work associated with catch basins, culvert extensions, and cross culverts within the project limits, with the exclusion of the catch basins and drainage features between Station A 130+00 (Mile Marker 2.462) and Station A 134+25 (Mile Marker 2.543) in the Town of Pittsfield.

This is a full month after the construction season ends. That's a bad idea. Additionally, LDs don't accrue during the winter, so this has basically no teeth.

Liquidated damages in the amount of 20% of the applicable Contract Daily Charge Per Day of Delay in accordance with Subsection 108.12(b) will be assessed for each working day following December 15, 2025, that the specified work is not completed. These liquidated damages are separate from, and will be imposed in addition to, liquidated damages which may be imposed for failure to complete the Contract on time.

Subsection 108.11 shall not apply to the interim completion requirements listed above unless authorized by the Vermont Agency of Transportation. Incorporated meet Build America, Buy America requirements.

We need an NTB for restricting the length of "open gravel" during construction.

3. NOTICE TO BIDDERS – PROHIBITION OF RUSSIAN GOODS. The Contractor is hereby notified that, pursuant to Vermont Executive Order No. 02-22, dated March 3rd, 2022, the purchase of Russian-sourced goods and goods produced by Russian entities (defined as institutions or companies that are headquartered in Russia or have their principal place of business in Russia) is prohibited. The awarded Contractor must fill out and sign the Executive Order 02-22 Vendor Certification as part of Contract awarding process.

Let's find another way to describe this such that it matches the 2024 pay item.

4. NOTICE TO BIDDERS – WORK REQUIREMENTS. The Contractor is hereby notified that no work associated with the final paving shall occur in 2025. This work (final paving) includes, but is not limited to, coarse-milling, reclaiming, final grading, excavation for roadway undercuts, installation of plant mix, base course, intermediate course, leveling course and final wearing course. Estimated quantities have been included in the contract for resurfacing in 2025 where small areas of existing pavement are either damaged or removed as a result of work as defined in Notice to Bidders No. 2.

5. NOTICE TO BIDDERS – ELECTRONIC DOCUMENT MANAGEMENT. The Contractor is hereby notified that the Contractor, their subcontractors, and suppliers shall create a Doc Express account and use the application for collection and management of electronic documents. Doc Express is a web based document management application which accepts electronic documents and provides security as appropriate for each submittal. All Contract required documents, such as Working Drawings as defined in Subsection 105.06 of the 2024 Standard Specifications for Construction, Progress Schedules, Mix Designs, Weld Procedures, Requests for Information and Erosion Control Plans shall be submitted at the following link: https://docexpress.com. The entire submittal and review process shall occur within Doc Express.

   All costs associated with the use of Doc Express will be considered incidental to Item 635.1100, Mobilization/Demobilization. The State will manage the Doc Express application including Contract setup upon Contract execution.

   To create an account and for more information regarding the use of Doc Express see the information at the following link:

   https://outside.vermont.gov/agency/vtrans/external/docs/construction/Contracting/DocExpressOverviewforContractors.docx

6. NOTICE TO BIDDERS – CONTACT WITH THE AGENCY. From the time of advertising until the actual bid opening for this Contract, all prospective Contractors, subcontractors, and suppliers shall direct all inquiries related to this Contract solely to the Agency's Contract Administration Section at AOT.ConstructionContractingInquiry@vermont.gov.

   October 30th, 2024.

   The deadline for submitting inquiries related to this Contract is 4:30 p.m. Eastern Time on Month Day, Year. Inquiries received prior to this time will receive a response from the Agency. Inquiries received after this time may receive a response at the Agency's discretion.

7. NOTICE TO BIDDERS – OTHER SPECIFICATIONS AND CONTRACT REQUIREMENTS.

   Vermont Wetland General Permit
   US Army Corps of Engineers 404 Permit
   ANR Title-19 Permit
   Flood Hazard Area & River Corridor General Permit
   Required Contract Provisions for Federal-Aid Construction
   U.S. Department of Labor Davis-Bacon Wage Rates
   Disadvantaged Business Enterprise (DBE) Policy Contract Requirements - CR-110
   Attachment C - Standard State Provisions for Contracts and Grants
   USDOT Standard Title VI Nondiscrimination Assurances Appendices A, E
   Standard Federal Equal Employee Opportunity (EEO) Construction Contract Specifications CA26
   Contractor Equal Employment Opportunity (EEO) Certification Form – CA109
   Vermont Agency of Transportation Certificate of Compliance – CA271

   Looks like both of these will need to be updated prior to construction.

   do not break list

Vermont Agency of Transportation Minimum Labor and Truck Rates – CA101
Commodity Index Prices – CA170
Schedule of Pay Items

8. NOTICE TO BIDDERS – DAVIS-BACON. U.S. Department of Labor Davis-Bacon wage rates are applicable to this Contract. Copies of the applicable rates are included in this proposal.

In the included wage rates, the requirements of Executive Order 13658 and 14026 do not apply to this Contract.

9. NOTICE TO BIDDERS – STANDARD DRAWINGS. The Vermont Agency of Transportation Standard Drawings listed on the Index of Sheets are not included in the plan set, but may be found at the following address:
https://outside.vermont.gov/agency/vtrans/external/CADD/WebFiles/Downloads/Standards/VAOTconSTD_Owner.xml

10. NOTICE TO BIDDERS – INFORMATIONAL DOCUMENTS. The Contractor is hereby notified that the following informational documents for this Contract are available on iCXWeb and the VTrans Bid Opportunities website. These documents are being provided during the bid solicitation period for informational purposes only.

(a) Traffic Management Plan (TMP) Checklist

(b) Geotechnical Report

do you have record plans for any of the box culverts? Those would be very helpful for bidding.

11. NOTICE TO BIDDERS – STAGING AND WASTE SITES. The Contractor is hereby notified that the Vermont Natural Resources Board has requested that VTrans contractors planning to use staging and waste sites governed by preexisting Act 250 permits notify District Coordinators prior to using these sites. Complying with preexisting Act 250 permits at these sites is the sole responsibility of the landowner and the Contractor, not the State.

12. NOTICE TO BIDDERS – SURFACE WATER WITHDRAWAL. The Contractor is hereby notified that the Vermont state law, Act 135 of 2022, requires any person withdrawing surface water (as defined in 10 V.S.A. § 1002 (20)) to register with and report the water withdrawal and usage to the Vermont Department of Environmental Conservation beginning January 1, 2023. Guidance can be found here: https://dec.vermont.gov/watershed/rivers/streamflow-protection/act-135-surface-water-withdrawal-registration-and-reporting

13. NOTICE TO BIDDERS – ENVIRONMENTAL COMMITMENTS.

(a) Threatened, Endangered, and Rare Species.

(1) The Contractor shall ensure all personnel working on the project site are made aware of the potential presence and protected status of the northern long-eared bat and tricolored bat. The Contractor shall ensure all personnel working on the project site are aware of all environmental commitments related to the Indiana bat, northern long eared bat and tricolored bat.

There's a lot of clearing on this project. Will they have time to do this work?

The clearing of trees >3 inches in diameter at breast height within the project limits shall be completed between October 1 and April 14, inclusive.

We need to add language somewhere which allows the contractor to work outside of the construction season to perform clearing and grubbing.

The Contractor is hereby made aware of the potential for Time-of-Year (TOY) restrictions related to proposed off-site areas. Cutting trees ≥3 inches in diameter outside of the contract project limits shall require review under Section 105.25 Opening Off-Site Activity Areas.

nvasive Material.

1) If invasive species are delineated on the plans or found in the project area and confirmed by the Engineer, the invasive species and any soil excavated from areas that contained the invasive species, will be termed invasive material. The Contractor shall handle the invasive material in accordance with the *VTrans State Highway System Roadside Terrestrial Invasive Plants Best Management Practices (BMPs)*. The Contractor shall stockpile the invasive material separately from other soil stockpile areas. A ground barrier and perimeter containment system shall be in place around the area intended for stockpiling the invasive material. The Contractor shall clean equipment of observable soil or vegetation prior to arriving on site. The equipment used for excavation and transport of invasive material shall be cleaned of all soil and plant matter before arriving on site and before being moved within the project limits, per the BMPs.

To the extent possible, invasive material shall be reused on site. Invasive material shall only be reused on site in areas where the invasive species were clearly evident. If there is an excess of invasive material, it shall be wasted in accordance with the BMPs.

The cost of excavating invasive material will be paid for under the appropriate Contract excavation items. When invasive species are delineated on the Plans, the additional cost for handling invasive material, following the BMPs, cleaning equipment, and wasting excess invasive material will be incidental to all other Contract items, unless noted otherwise. When invasive species are not delineated on the Plans, and compensation is not otherwise provided for in the Contract, the work of handling invasive material, following the BMPs, cleaning equipment, and wasting excess invasive material will be considered extra work in accordance with Subsection 104.03 and will be paid for in accordance with Subsection 109.06.

(c) Contaminated/ Urban Soils Background Area

This is proving to be challenging during construction. Can we identify the area (it's just a small stretch in Pittsfield)? Do we have an estimate on how much of this material will be generated and if there are options to dispose on site with in the mapped area?

If they can't waste on site they are going to have to haul it very far away. And, we've had some feedback that areas outside the mapped Urban area can not be permitted under the IRule.

(1) A portion of this project is located within an Urban Soils Background Area, as shown on the Vermont ANR Natural Resources Atlas. These areas may have high background levels of certain constituents, therefore the Agency has determined that material generated from these areas should be disposed within an Urban Soil Background Area. These soils shall be reused on-site to the maximum extent possible within the urban soils background area portion of the project. Excess Urban Area soils shall be disposed off-site by the Contractor within a designated Urban Soils Background Area. The process for submittal and review of proposed disposal locations shall be in accordance with Standard Specifications Section 105.25-105.27.

If the Contractor elects to use an alternate location outside of an Urban Soil Background Area, then soils must be disposed in accordance with the Investigation and Remediation of Contaminated Properties Rule (IRule) at no additional expense to the project. The alternate location must be reviewed and approved by VTrans, and the Contractor must secure all necessary permits and approvals from the Vermont Agency of Natural Resources for the alternate disposal site.

14. NOTICE TO BIDDERS – UTILITIES. Existing aerial facilities owned by Green Mountain Power, Consolidated Communications, GWI Vermont, and Vermont Telephone Company will be adjusted, as necessary, by employees or agents of the above companies in accordance with the "Approximate Aerial Utility Relocation Route" shown on the project plans. The Contractor is cautioned to protect these facilities from damage.

Various locations in the plans will require coordination with Green Mountain Power to hold the poles while excavation takes place near the poles.

Station A25+47 RT will require the contractor to coordinate with GMP to install a new pole once the earthwork is completed in this area. The Contractor is to give the affected utility companies at least 2 weeks' notice prior to excavation in this area, and then will need to coordinate the removal of the existing pole with the utility companies.

Existing active underground facilities owned by Consolidated Communications will remain active from station 49+25 RT to 94+20 RT and from station B30+65 RT to B69+43 LT. Duct bank locations on the plans are approximate based on field investigations. Portions of the duct bank have been abandoned and may be encountered during excavation in the highway right-of-way. The contractor shall verify duct bank is abandoned before removal.

Contacts for the above listed companies are as follows:

Green Mountain Power (Killington)	Susan Eckhardt	(802) 353-0129
Green Mountain Power (Stockbridge – Pittsfield)	Caleb Hawley	(802) 234-5120
Consolidated Communication	Tucker Peterson	(802) 735-7550
GWI Vermont	Danielle Mumma	(802) 763-0974
Vermont Telephone Company	Judy Paton	(802) 289-2104

Employees or agents of the above listed companies are to be allowed free and full access within the project limits with the tools, materials, and equipment necessary to install, operate, maintain, place, replace, relocate, and remove their facilities.

The Contractor is advised that exploratory excavation to locate existing underground facilities may be necessary to protect these facilities from damage. Where approved by the Engineer, these utilities shall be located and/or exposed by methods such as air/vacuum excavation and/or hand digging to determine their exact location. This exploratory work shall be classified as Trench Excavation of Earth, Exploratory and payment shall be through Pay Item 204.2200, Trench Excavation of Earth, Exploratory (N.A.B.I.).

The Contractor shall notify aerial utility pole owner if excavation will be within 10 feet of an existing pole. That pole owner may choose to be onsite for this activity. There will be no excavation allowed within 5 feet of existing poles and anchoring.

There will be no extra compensation paid to the Contractor for any inconvenience caused by working around and with the companies or their facilities. Should the Contractor desire additional adjustments of the utility facilities for his/her convenience, proper arrangements shall be made in conformance with Subsection 105.07 of the Standard Specifications for Construction.

105.09

Vermont Statutes Annotated, Title 30, Chapter 86 ("Dig Safe") requires notice to Dig Safe before starting excavation activities. The Contractor must telephone Dig Safe at 811 at least 48 hours (excluding Saturdays, Sundays and legal holidays) before, but not more than 30 days before, starting excavation activities at any location. In addition, before excavation and/or pavement grinding in or on the state highway right-of-way, the Contractor must contact the Agency's Traffic Signal Superintendent, Dan Ertel, to obtain/verify the location of Agency's underground utility facilities or to confirm the absence of such facilities. Dan can be reached at (802) 343-2188.

The Contractor is advised that many towns are not members of Dig Safe. It is the Contractor's responsibility to check with towns prior to excavation and shall protect and restore utilities damaged within the project and as set forth in the Standard Specifications for Construction in Subsection 107.13 Protection and Restoration of Utilities and Services.

107.12

All Contractors, subcontractors or material suppliers involved in any project-related activity shall comply with all applicable codes and regulations related to working around live electrical lines; including, but not limited to maintaining the required minimum clear distance from an electrical utility facility. The Contractor's Competent Safety Officer shall be well verse VOSHA regulations, and shall be capable of implementing a plan to conform to during prosecution of work.

Rochester STP CULV(115), Fall 2026, Rochester-Warren STPG SIGN(78), Bridgewater NH CULV(121), Fall 2025

15. NOTICE TO BIDDERS – CONCURRENT CONSTRUCTION. The Contractor the following VTrans construction project(s) which are expected to be in progres of this project during its construction.

TABLE 1 – CONCURRENT CONSTRUCTION PROJECTS

Project	Contractor	Anticipated Contract Completion Date
N/A	N/A	N/A

This list is not all-inclusive and it is possible there may be other VTrans, municipal, or private construction projects within the area of this project during its construction.

The Contractor shall coordinate construction schedules and traffic control with the work required for these projects.

There will be no extra compensation paid to the Contractor for any inconvenience caused by working around these or other projects.

16. NOTICE TO BIDDERS - SALVAGED MATERIALS. The Contractor is hereby notified that up to 500 tons of Item 210.1000 Coarse-Milling, Bituminous Pavement removed and not re-used on the project shall remain the property of the State.

All costs for loading and delivering these salvaged materials will be incidental to Contract Item 210.1000 Coarse-Milling, Bituminous Pavement.

The Contractor shall load the salvaged material onto suitable transport and deliver it to the VTrans Royalton district garage at 1953 Vermont Route 107, Royalton, Vermont 05068.

The Contractor shall contact Kevin Gadapee (Interim) District Transportation Administrator Tel.: (802) 461-8764 a minimum of 2 weeks prior to beginning delivery to the designated location.

17. NOTICE TO BIDDERS – SPECIAL CONSTRUCTION REQUIREMENTS.

(a) During construction it will be necessary for the Contractor to maintain one-lane traffic for extended periods of time. In no case shall the paved width for this one-lane traffic, including shoulders, be reduced to less than 11 feet. This paved width shall remain free of obstructions and obstacles at all times.

(b) The Contractor shall position Portable Changeable Message Signs at locations determined by the Engineer properly warning motorists of the roadway conditions ahead. As directed by the Engineer, these locations may change during construction as needs arise based on daily work activities. The message to be displayed shall be submitted to the Engineer in advance for approval. The displayed message should accurately reflect what motorists can expect to encounter through the project area. The cost of providing the Portable Changeable Message Signs will be paid for under Contract item 641.1500 or 641.1700, as applicable. The Contractor shall also install and maintain appropriate construction signing warning the traveling public of the expected roadway surface conditions.

(c) Prior to final acceptance of the project, all drop inlets and bridge joints within the project limits shall be cleaned and all material within the drop inlets and bridge joints shall be removed. All paved areas adjacent to curbs shall be swept and cleaned of all extraneous material. Costs for this work will not be paid for directly, but will be considered incidental to all Contract items.

(d) There are special events throughout the year that may require close communication and coordination between the Contractor and the municipality to reduce conflicts. The municipality will advise the Engineer and Contractor of the specifics of each event and the Engineer will direct the Contractor as to what actions, if any, will be necessary on the Contractor's part to minimize impacts to the event. Special events that may conflict with Contractor operations are not limited to those which may be listed in this Notice to Bidders. There will be no extra compensation paid to the Contractor for any inconvenience caused by working around any listed or unlisted special events.

For more information about area special events, contact the following:

Stockbridge: Jill Gifford
Town Clerk
1722 VT Route 100
Stockbridge, Vermont 05772
(802)746-8400
Email: townclerk@stockbridgevt.gov

Pittsfield: Tricia Abbondelo
Town Clerk
40 Village Green
P.O. Box 556
Pittsfield, Vermont 05672
(802) 746-8170
Email: townclerk@pittsfieldvt.com

Killington: Michael Ramsey
Town Manager
2706 River Road
Killington, Vermont 05751
(802) 422-3241
Email: manager@killingtontown.com

18. NOTICE TO BIDDERS – AFAD. The Contractor is hereby notified that Automated Flagger Assistance Devices (AFADs) are remotely operated devices that enable a certified flagger to be positioned out of the lane of traffic and are used to control motorists through work zones.

AFADs shall only be used in situations where there is no more than one lane of approaching traffic that needs to be controlled. Additionally, since AFADs are not traffic control signals, they shall not be used to replace traffic signals or other continuously operating traffic control devices.

These devices may be used as a safety enhancement to flaggers on an hour-for-hour basis. AFADs shall meet the following requirements:

(a) All AFAD applications shall meet the requirements of the applicable sections of the current edition of the *Manual on Uniform Traffic Control Devices* (*MUTCD*).

(b) All AFAD applications shall be in accordance with *NCHRP Report 350* or the *MASH* for the applicable test level and device weight. Documentation of the crashworthiness of the device shall be submitted to the Engineer for approval prior to use on the project.

(c) AFAD applications shall always be controlled by a flagger who has been trained in the operation of the AFAD and who meets the requirements of Section 630. The flagger shall not flag traffic and operate an AFAD at the same time.

(d) Should an AFAD malfunction or otherwise not function as intended they shall be replaced by another AFAD or flagger(s) or work shall cease and the roadway shall be opened to unrestricted traffic flow immediately.

(e) Each AFAD will be considered equivalent to one flagger and will be measured and paid for on an hourly basis under Item 630.1500 Flaggers. One hour of AFAD use shall be paid for as one hour of flagging.

(f) Flaggers will only be measured for payment when actually performing flagging duties. Flaggers controlling AFADs but not actually flagging will not be measured for payment, but will be considered incidental to the Contract lump sum price for Item 641.1000 Traffic Control, or Item 641.1100 Traffic Control, All-Inclusive, as applicable.

(g) The use of AFADs may be suspended at the discretion of the Engineer.

19. NOTICE TO BIDDERS – ELECTRONIC TICKETING VTRANS PORTAL. The Contractor is hereby notified that the Contractor, their subcontractors, and suppliers shall connect to the VTrans Portal and use the application for distribution and management of electronic tickets (e-tickets). VTrans Portal is a state cloud-based e-ticket database, including a web-based user interface and a jobsite mobile e-ticket application. VTrans Portal will interface with the Contractor's supplier existing point of sales or e-ticketing platform and will allow VTrans to manage bituminous material e-tickets.

All costs associated with the use of VTrans Portal will be considered incidental to the appropriate Section 406 and Section 407 pay items. The Agency will manage the VTrans Portal application including Contract setup upon Contract execution.

To create an account, connect to the VTrans Portal, and for more information regarding the use of VTrans Portal see the information at the following link: https://www.haulhub.com/vermont-agency-transport-22/

20. NOTICE TO BIDDERS – FUEL PRICE ADJUSTMENT. In addition to the items specified in Section 690, the Special Specification items listed in Table 1 will also be eligible for Fuel Price Adjustment under Section 690.

TABLE 1 – SPECIAL SPECIFICATION ITEMS SUBJECT TO FUEL PRICE ADJUSTMENT

Special Specification Pay Items Subject to Adjustment:		Using the Tabulated Fuel Usage Factor and Threshold Quantity for:
Item No.	Item Name	Work Category
N/A	N/A	N/A

missing several NTBs for approved spec changes (both project specific and for all projects) that apply to this project, see SharePoint.

Why are the Special Specifications missing?

will need 646.07 NTB

646.08 NTB

646.04(d) NTB

TMP CHECKLIST

Purpose: To make a preliminary determination of whether the following issues are present or should be considered during project development through a more detailed TMP.

Project Name and Number/PIN: Killington – Stockbridge ER STP 022-1(25)/12b234

Initial Project Significance Level (as determined in Table 4): A – Significant

Project Manager during Project Definition:

Name: Brandon Kipp, P.E. Date:

Modified or Approved by (Project Manager at Preliminary Design for Significant Projects):

Name: Date:

Modified or Approved by (Project Manager at PS&E for Significant Projects):

Name: Date:

fill these out

Project Description (Location, Activity, Anticipated Duration): Killington – Stockbridge, Vermont Route 100, pavement full depth reclaimation with box culvert replacements and various other related highway items, two construction seasons (2025 and 2026)

	Yes	No	Poss	N/A	Comments
1. Does the project require a long-term (greater than 3 days)[1] lane or roadway/bridge closure?	☒	☐	☐	☐	
2. Are there any restrictions or considerations regarding construction timeframes due to traffic concerns (e.g., time of day, site specific time of year limits)?	☐	☒	☐	☐	
3. Can typical applications for traffic control be used? Are there any limitations to when typical applications can be used (time of year, times, days)?	☒	☐	☐	☐	Typical Applications that may be used include: TA-6, TA-10, TA-12
4. Is there a sidewalk, pedestrian/bicycle lane, path, trail, or access that needs to be maintained during construction?	☒	☐	☐	☐	Pittsfield Village The Appalachian Trail begins on VT 100 between Kent Pond Access Road and Gifford Woods State Park entrance. There is a pull-off across from Gifford Woods machinate access drive
5. Is a speed reduction proposed (consistent with state guidance)?	☐	☐	☒	☐	Likely at the box culvert replacements.
6. Will temporary roadways or additional width be needed on culverts, bridges, or shoulders to maintain traffic?	☒	☐	☐	☐	Box Culvert Replacements
7. Will construction impact access to businesses?	☐	☒	☐	☐	

	Yes	No	Poss	N/A	Comments
8. Are there other projects (utility, district maintenance, construction, municipal) in the area that should be coordinated or avoided?	☐	☒	☐	☐	See title sheet
9. Will/Can the traffic be reasonably detoured? If no or N/A, proceed to #10. If yes or possibly:	☐	☒	☐	☐	
a. Is the detour route roadway type equivalent to closed roadway?	☐	☐	☐	☐	
b. Is the local alternate detour route in good condition?	☐	☐	☐	☐	
c. Will the detour route have a detrimental impact on emergency vehicles, school buses, or other sensitive traffic?	☐	☐	☐	☐	
d. Are there load limit restrictions on the detour?	☐	☐	☐	☐	
e. Are there bridge/culvert width or height restrictions on the detour?	☐	☐	☐	☐	
f. Are modifications needed at intersections on detour/alternate routes?	☐	☐	☐	☐	
10. Will traffic signal timing need to be adjusted for the project (with or without a detour)?	☐	☐	☐	☒	
11. Are there truck facilities or routes that would be impacted by the project or by a detour (turning radii, weight restrictions, etc.)?	☐	☒	☐	☐	
12. Are there special events or traffic generators (schools and bus routes, large employers, hospitals) that may be affected by the project and/or detour?	☐	☒	☐	☐	
13. Will the emergency vehicle routing, mail delivery, school bus routes, or trash services be interrupted by the project (with or without a detour)?	☐	☒	☐	☐	
14. Are there specific stakeholders to engage regarding the work zone impacts?	☐	☒	☐	☐	
15. Does the project occur within a high crash location?	☒	☐	☐	☐	HCL Section No. 744, per Route Log. Killington MM 0.65 – 0.95
16. Are there other maintenance of traffic issues to consider? Specify.	☐	☒	☐	☐	Will this project provide measures to improve safety for this location?

1. MUTCD definition of long-term work is occupying a location more than 3 days.

Additional Narrative for Projects with issues identified above:

RISK REGISTER				Project Name:	Killington-Stockbridge ER STP 022-1(25)		12b234		Project Manager	Brandon Kipp		
Risk Identification							Risk Rating		Risk Response			
Status	ID #	Type	Category	Title	Risk Statement	Current status/assumptions	Priority Rating	Rationale for Rating	Strategy	Response Actions	Risk Owner	Updated
Active	1	Threat	PM	Project Planning	Current Bid Prices have been unpredictable and a shortage of materials, as well as contractors, have resulted in projects not being constructed.	The project is currently on schedule and best practices have been developed through discussions with VTrans in order to produce an accurate construction estimate that can be utilized with appropriate project planning.	Medium	Moderate Impact, Moderate Probability	Mitigate	Maintaining an accurate Construction Estimate and remaining on schedule to advertise the project at a strategic time will help to avoid delays in bidding.	VTrans	9/20/2023
Active	2	Threat	Construction	Traffic Congestion	When traffic is held to one way alternating traffic, the congestion could occur through the construction area, causing price increases.	A multi-year phased construction project in an area that has seen adjacent corridor construction projects over the last several year. Known concerns with residents regarding traffic delays, but similar concerns with condition of the roadway.	Low	Low Impact, Moderate Probability	Mitigate	Minimize lane closures during peak traffic periods, and minimize length of work zones to reduce traffic congestion and delays. Ensure contractor has an aggressive construction plan and schedule to reduce closure times. Consider including PIO services for the project to ensure public relations are kept in mind throughout construction.	VTrans	9/20/2023
Active	3	Threat	Construction	Consistency and Accuracy	As a result of the legacy project with a long design history and multiple scope changes, the survey will be nearly a decade old by the time of construction. Additionally, the scope of the project has changed numerous times resulting in a complete planset makeover to meet current state standards.	Due to the duration of this project with multiple scope changes, there is a level of accuracy and consistency between the survey, design files, and current field conditions that should be understood by the project delivery and construction teams. The risk of this threat may result in higher bid prices.	High	Moderate Impact, High Probability	Accept	In 2022 VHB had done a plan in hand review of the corridor to confirm existing features, and in 2023 VHB has conducted a thorough consistency review of the plans to improve the consistency and constructability of the project. A strong Resident Engineer and thorough understanding of this threat by the construction crew will make all the difference for navigating the challenges this project may phase in construction.	VTrans	9/20/2023
Active	4	Threat	ROW	Project Limits	Due to the nature of this FDR project, ROW was not obtained for all the anticipated slope impacts throughout the corridor. With a limited understanding of the construction impacts displayed in plan view, there is risk that a property owner may confront the RE or Contractor during construction due to impacts to their property.	ROW has been obtained for the larger known impacts that correlate to the box culvert replacements. All other design features have been pulled into the state highway ROW, leaving the only possible impacts to adjacent ROW being the slope tie-ins and adjacent construction impacts.	Medium	Moderate Impact, Low Probability	Accept	ROW impact mitigation techniques have been performed, and the chances of an adjacent land owner on this project being upset due to minor slope and construction impacts is unlikely. Utilization of a PIO for this project will add additional protection against upset adjacent land owners.	VTrans	9/20/2023