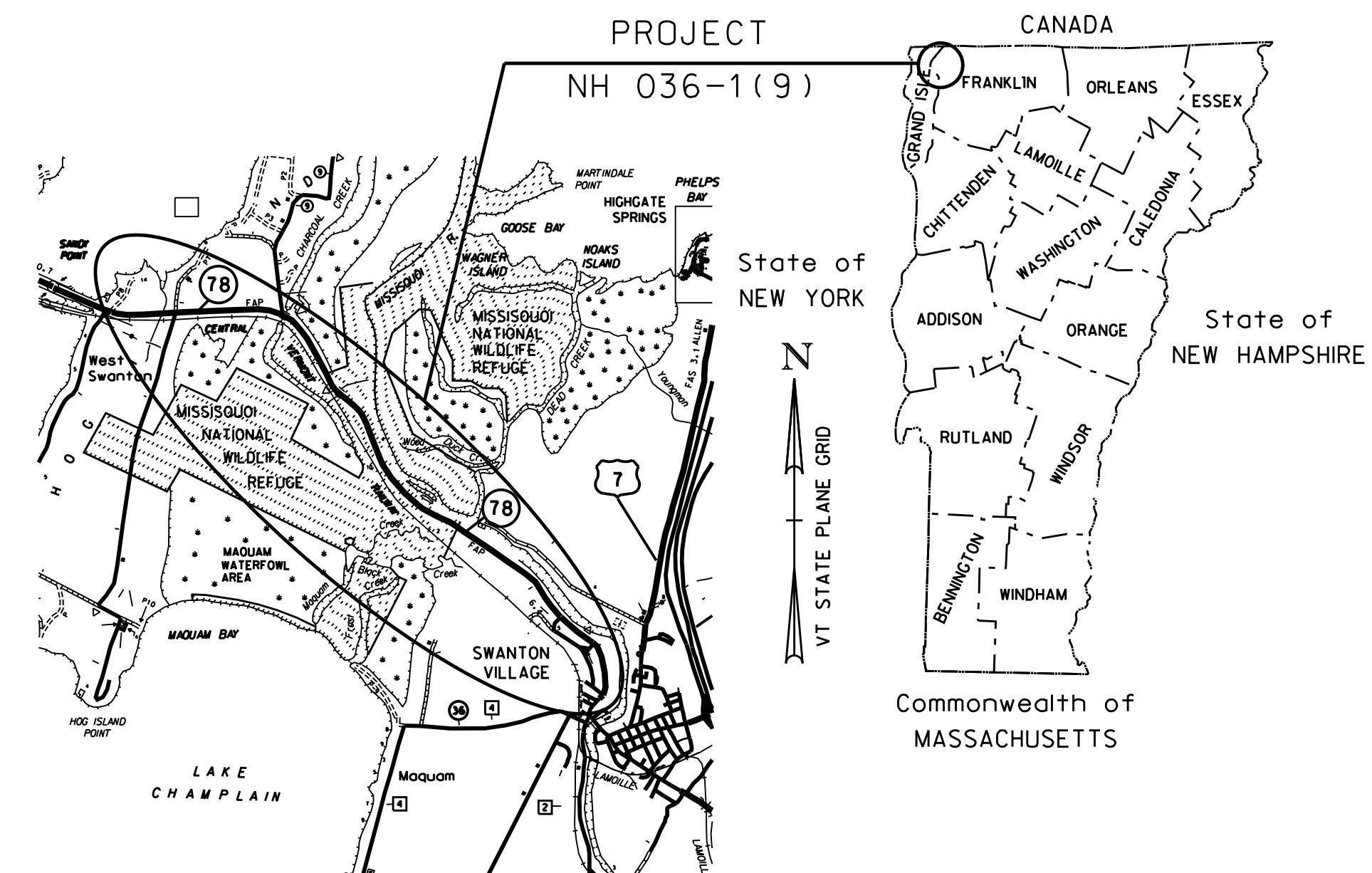
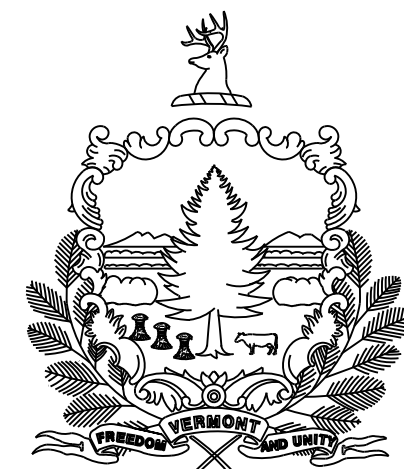


STATE OF VERMONT AGENCY OF TRANSPORTATION



TRAFFIC DATA

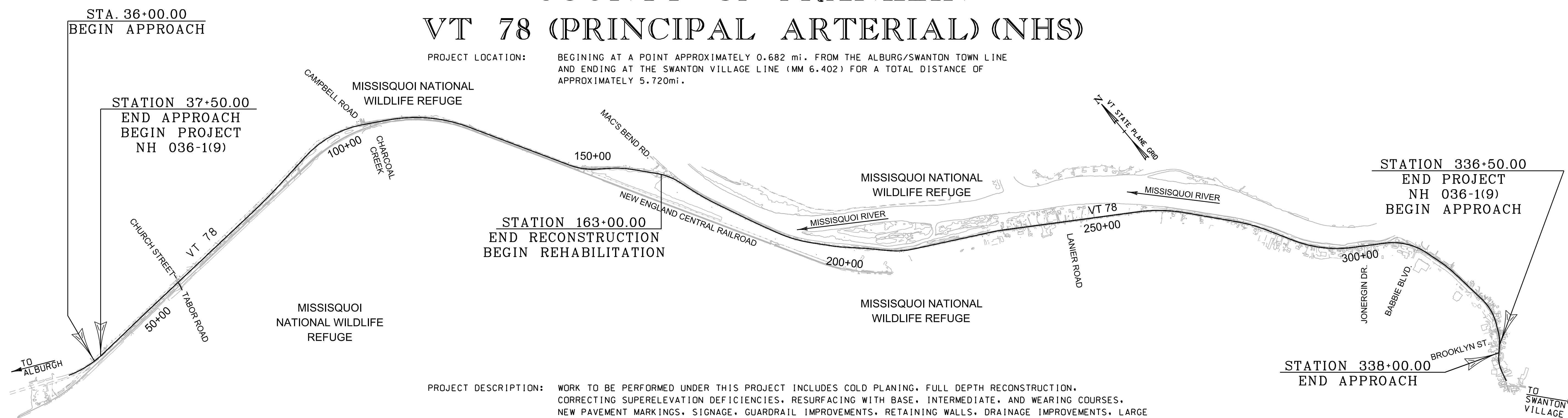
SECTION	DESIGN SPEED	ADT		DHV		ADTT		%T		%D		10 YR ESALS	20 YR ESALS
		2022	2032	2022	2032	2022	2032	2022	2032	2022	2032		
SECTION 1	50	6100	6300	690	710	620	730	10.0	11.4	57	57	2,482,000	5,369,000
SECTION 2	50	5900	6100	750	770	710	850	13.5	15.6	59	59	2,808,000	6,104,000
SECTION 3	40	7000	7200	850	870	940	870	10.0	11.4	57	57	3,369,000	7,661,000
SECTION 4	30	9500	9800	1000	1000	900	1000	6.6	7.3	57	57	4,441,000	10,039,000

- SECTION 1 BEGIN PROJECT TO TABOR/CHURCH RD
- SECTION 2 TABOR/CHURCH RD TO JONERGIN DR
- SECTION 3 JONERGIN DR TO BROOKLYN ST
- SECTION 4 BROOKLYN ST TO END PROJECT

BITUMINOUS CONCRETE PAVEMENT SUPERPAVE MIXTURE DESIGN CRITERIA	
DESIGN LIFE ESALS	3,686,910
DESIGN NUMBER OF GYRATIONS	65
PERFORMANCE GRADED ASPHALT BINDER	58-28

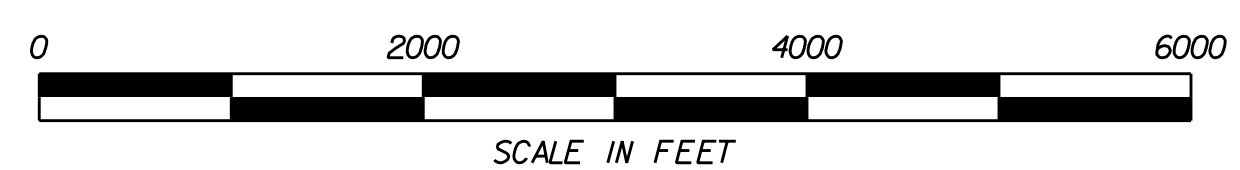
PROPOSED IMPROVEMENT ROADWAY PROJECT TOWN OF SWANTON COUNTY OF FRANKLIN VT 78 (PRINCIPAL ARTERIAL) (NHS)

PROJECT LOCATION: BEGINNING AT A POINT APPROXIMATELY 0.682 mi. FROM THE ALBURG/SWANTON TOWN LINE AND ENDING AT THE SWANTON VILLAGE LINE (MM 6.402) FOR A TOTAL DISTANCE OF APPROXIMATELY 5.72mi.



CONSTRUCTION IS TO BE CARRIED ON IN ACCORDANCE WITH THESE PLANS AND THE STANDARD SPECIFICATIONS FOR CONSTRUCTION DATED 2018, AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION ON APRIL 13, 2018 FOR USE ON THIS PROJECT, INCLUDING ALL SUBSEQUENT REVISIONS AND SUCH REVISED SPECIFICATIONS AND SPECIAL PROVISIONS AS ARE INCORPORATED IN THESE PLANS.

LENGTH OF ROADWAY: 5.72 MILES
LENGTH OF BRIDGE: 0 ft
LENGTH OF PROJECT: 5.67 MILES



**PRELIMINARY PLANS
9/13/2023**

QUALITY ASSURANCE PROGRAM : LEVEL I	
SURVEYED BY : VTRANS	
SURVEYED DATE : 2/2002 & 8/2018	
DATUM	
VERTICAL	NAVD 88
HORIZONTAL	NAD 83 (92)

HIGHWAY DIVISION, CHIEF ENGINEER	
APPROVED _____	DATE _____
PROJECT MANAGER : KEN UPMAL, P. E.	
PROJECT NAME : SWANTON	
PROJECT NUMBER : NH 036-1 (9)	
SHEET 1 OF 307 SHEETS	



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2	INDEX OF SHEETS
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9-12	ROADWAY DETAILS
13	DRIVE DETAILS
14-15	HORIZONTAL ALIGNMENT TABLE SHEET
16-17	VERTICAL ALIGNMENT TABLE SHEETS
18	BORING INFORMATION SHEET
19-32	BORING LOG SHEETS
33-35	QUANTITY SHEETS
36	ITEM DETAIL SHEET
37-39	DRAINAGE DETAIL SHEETS
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68	GRADING PLAN
69-96	PROFILE SHEETS
97-98	EPSC NARRATIVE SHEETS
99-101	EPSC DETAIL SHEETS
102-115	EPSC EXISTING CONDITIONS PLAN SHEETS
116-129	EPSC CONSTRUCTION PLAN SHEETS
130-143	EPSC FINAL CONDITIONS PLAN SHEETS
144-157	TRAFFIC SIGNS & PAVEMENT MARKING SHEETS
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171	PROJECT CULVERT NOTES
172	PRELIMINARY INFORMATION SHEET
173	PLAN AND LONGITUDINAL SECTION SHEET
174	PRECAST CONCRETE STRUCTURE PLAN
175-176	CULVERT DETAILS
177-299	CROSS SECTIONS
300	TCP NARRATIVE
301	TCP DETAILS
302-304	TCP TYPICAL SECTIONS
305-307	CULVERT CONSTRUCTION PHASING

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B-12	SIDE ROAD INTERSECTION, DEPRESSED RAMP	06-01-94
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D-4	VARIOUS DRAINAGE DETAILS	08-13-07
D-6	REINFORCED CONCRETE DROP INLET W/GRATE (DITCHES)	06-01-94
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HSD-400.01	SAFETY EDGE DETAILS	01-05-18
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PROJECT NAME:	SWANTON
PROJECT NUMBER:	NH 036-1(9)
FILE NAME:	z96b0321os.dgn
PROJECT LEADER:	G. BAKOS
DESIGNED BY:	M. BOGUE
INDEX OF SHEETS	
PLOT DATE:	9/13/2023
DRAWN BY:	C. CILLEY
CHECKED BY:	G. BAKOS
SHEET	2 OF 307

GENERAL INFORMATION

SYMBOLGY LEGEND NOTE

THE SYMBOLGY ON THIS SHEET IS INTENDED TO COVER STANDARD CONVENTIONAL SYMBOLGY. THE SYMBOLGY 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. SYMBOLGY 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
R.T.& I.	RIGHT, TITLE, AND INTEREST
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 RADIUS OF
T	CURVE TANGENT LENGTH
L	CURVE LENGTH OF
E	CURVE EXTERNAL DISTANCE
CB	CHORD BEARING

UTILITY SYMBOLGY

UNDERGROUND UTILITIES

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

ABOVE GROUND UTILITIES (AERIAL)

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

PROJECT CONSTRUCTION SYMBOLGY

PROJECT DESIGN & LAYOUT SYMBOLGY

— 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	PROJECT DEMARCATION FENCE
BF	BARRIER FENCE
—	TREE PROTECTION ZONE (TPZ)
—	STRIPING LINE REMOVAL
—	SHEET PILES

CONVENTIONAL BOUNDARY SYMBOLGY

BOUNDARY LINES

—	TOWN BOUNDARY LINE
—	COUNTY BOUNDARY 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 —	PROPERTY LINE (P/L)
— SR —	SLOPE RIGHTS
6f	6F PROPERTY BOUNDARY
4f	4F PROPERTY BOUNDARY
HAZ	HAZARDOUS WASTE

EPSC LAYOUT PLAN SYMBOLGY

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 SYMBOLGY

ENVIRONMENTAL RESOURCES

—	WETLAND BOUNDARY
—	RIPARIAN BUFFER ZONE
—	WETLAND BUFFER ZONE
—	SOIL TYPE BOUNDARY
— T&E —	THREATENED & ENDANGERED SPECIES
— 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
Ⓜ	HISTORIC STRUCTURE

CONVENTIONAL TOPOGRAPHIC SYMBOLGY

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: SWANTON
PROJECT NUMBER: NH 036-1(9)

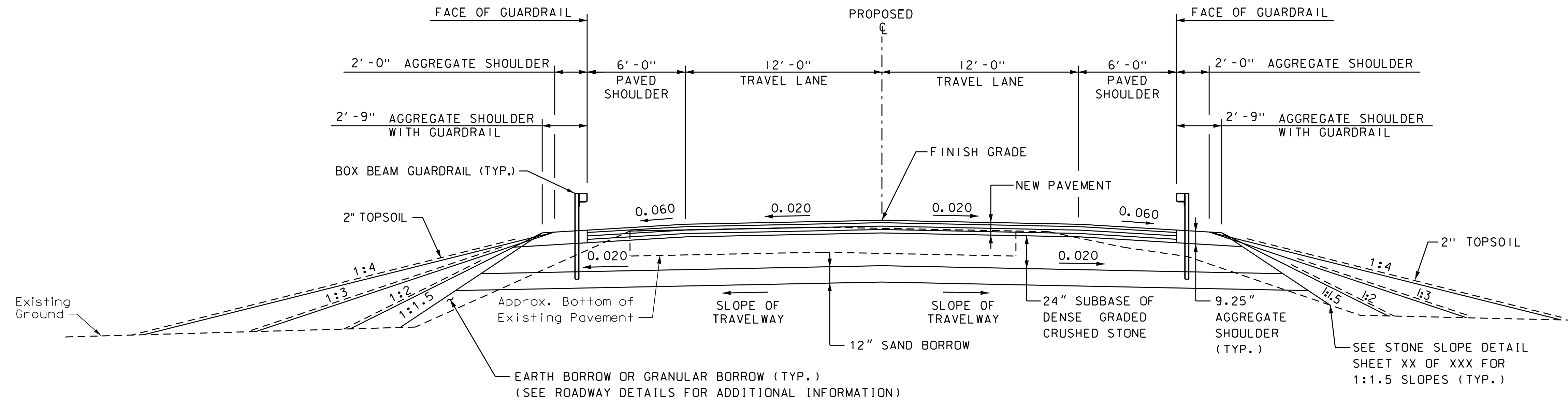
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PROJECT LEADER: G. BAKOS DRAWN BY: C. CILLEY
DESIGNED BY: M. BOGUE CHECKED BY: G. BAKOS
CONVENTIONAL SYMBOLGY LEGEND SHEET 3 OF 307

MATERIAL TOLERANCES	
MATERIAL ITEM	THICKNESS TOLERANCE
PAVEMENT (TOTAL DEPTH)	1/4"
SUBBASE (TOTAL DEPTH)	1"
SAND (TOTAL DEPTH)	1"

TYPICAL SECTIONS

VT ROUTE 78

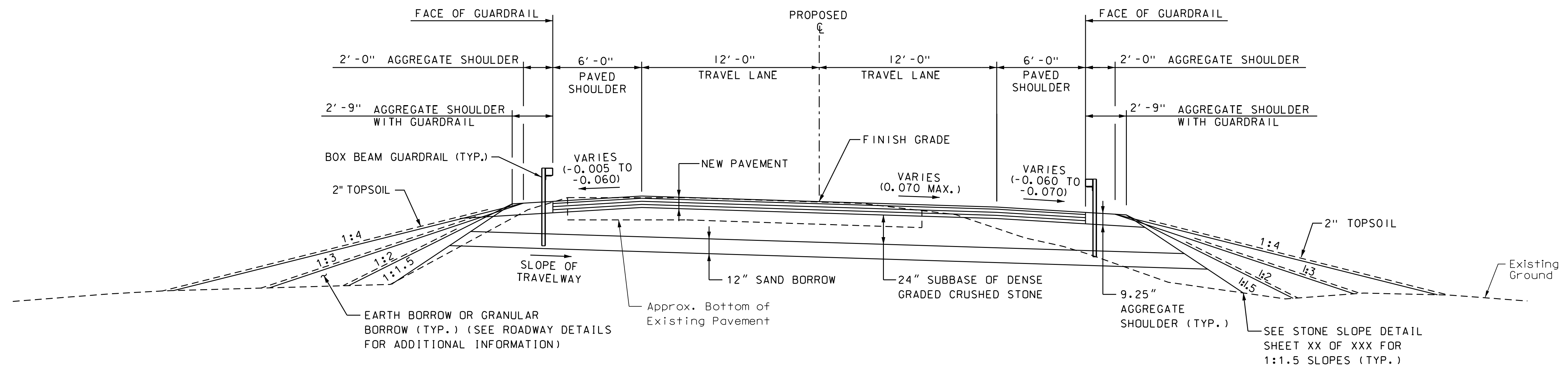
- 1.75" SUPERPAVE BITUMINOUS CONCRETE PAVEMENT - TYPE IIS (PG 70-28)
- 2.50" SUPERPAVE BITUMINOUS CONCRETE PAVEMENT - TYPE IIS (PG 70-28)
- 2.50" SUPERPAVE BITUMINOUS CONCRETE PAVEMENT - TYPE IIS (PG 70-28)
- 2.50" SUPERPAVE BITUMINOUS CONCRETE PAVEMENT - TYPE IIS (PG 70-28)
- 24" SUBBASE OF DENSE GRADED CRUSHED STONE
- 12" SAND BORROW (USED AT DISCRETION OF RESIDENT ENGINEER)



NORMAL SECTION - FULL DEPTH RECONSTRUCTION

STA. 39+75 - STA. 53+50 STA. 106+00 - STA. 108+25
 STA. 62+50 - STA. 90+50 STA. 126+50 - STA. 143+50
 STA. 159+00 - STA. 160+25

NTS



SUPERELEVATED SECTION - FULL DEPTH RECONSTRUCTION

STA. 36+00 - STA. 39+75 STA. 108+25 - STA. 126+50
 STA. 90+50 - STA. 106+00 STA. 143+50 - STA. 159+00
 STA. 160+25 - STA. 163+00

NTS



PROJECT NAME: SWANTON
 PROJECT NUMBER: NH 036-1(9)
 FILE NAME: z96b032typ_01.dgn
 PROJECT LEADER: G. BAKOS
 DESIGNED BY: M. BOGUE
 TYPICAL SECTION 1

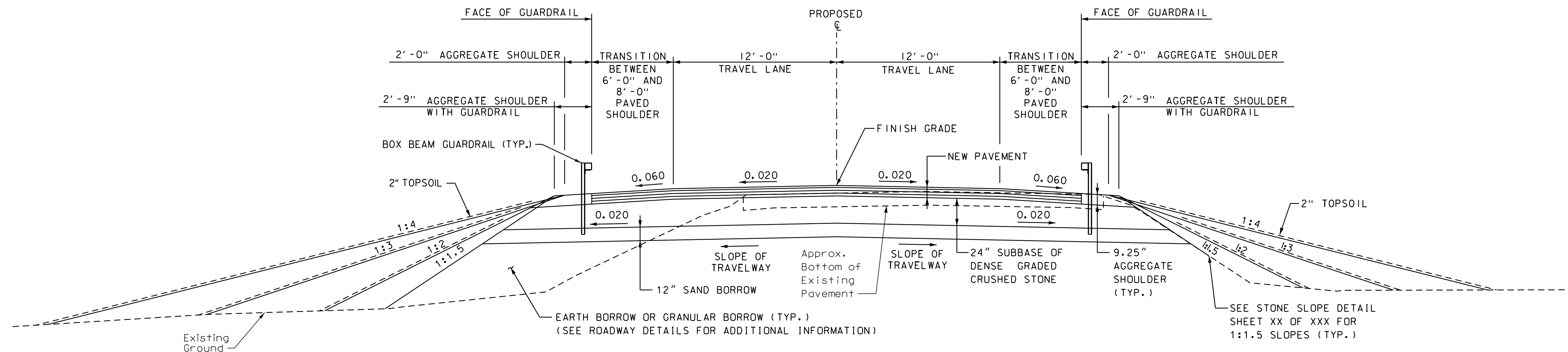
PLOT DATE: 9/13/2023
 DRAWN BY: C. CILLEY
 CHECKED BY: G. BAKOS
 SHEET 4 OF 307

MATERIAL TOLERANCES	
MATERIAL ITEM	THICKNESS TOLERANCE
PAVEMENT (TOTAL DEPTH)	1/4"
SUBBASE (TOTAL DEPTH)	1"
SAND (TOTAL DEPTH)	1"

TYPICAL SECTIONS

VT ROUTE 78

- 1.75" SUPERPAVE BITUMINOUS CONCRETE PAVEMENT - TYPE IIS (PG 70-28)
- 2.50" SUPERPAVE BITUMINOUS CONCRETE PAVEMENT - TYPE IIS (PG 70-28)
- 2.50" SUPERPAVE BITUMINOUS CONCRETE PAVEMENT - TYPE IIS (PG 70-28)
- 2.50" SUPERPAVE BITUMINOUS CONCRETE PAVEMENT - TYPE IIS (PG 70-28)
- 24" SUBBASE OF DENSE GRADED CRUSHED STONE
- 12" SAND BORROW (USED AT DISCRETION OF RESIDENT ENGINEER)

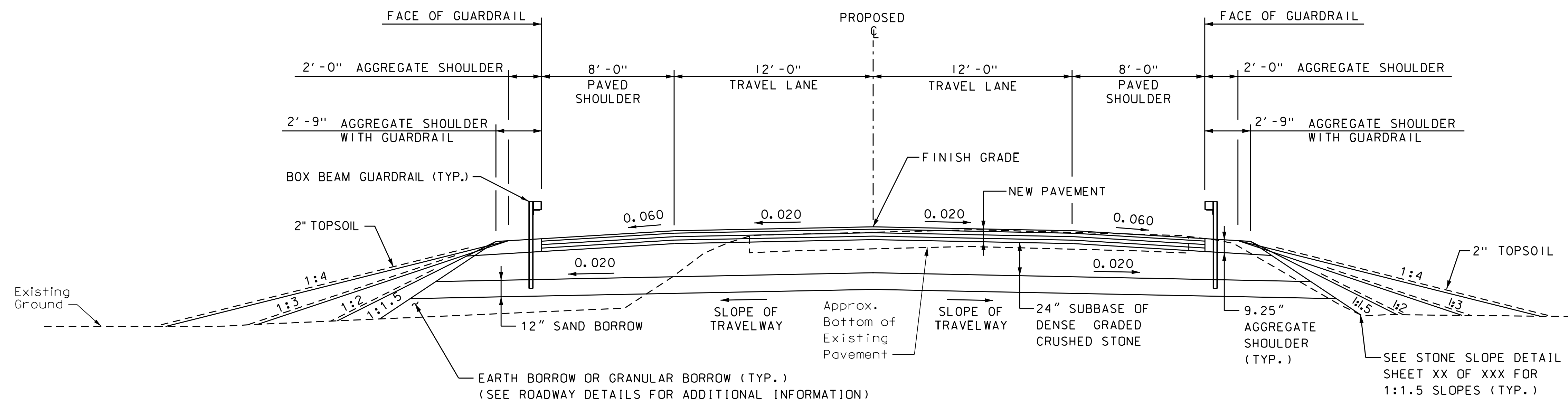


NORMAL SECTION - FULL DEPTH RECONSTRUCTION

STA. 53+50 - STA. 54+00

STA. 62+00 - STA. 62+50

NTS



NORMAL SECTION - FULL DEPTH RECONSTRUCTION

STA. 54+00 - STA. 62+00

NTS



PROJECT NAME: SWANTON
 PROJECT NUMBER: NH 036-1(9)
 FILE NAME: z96b032typ_02.dgn
 PROJECT LEADER: G. BAKOS
 DESIGNED BY: M. BOGUE
 TYPICAL SECTION 2

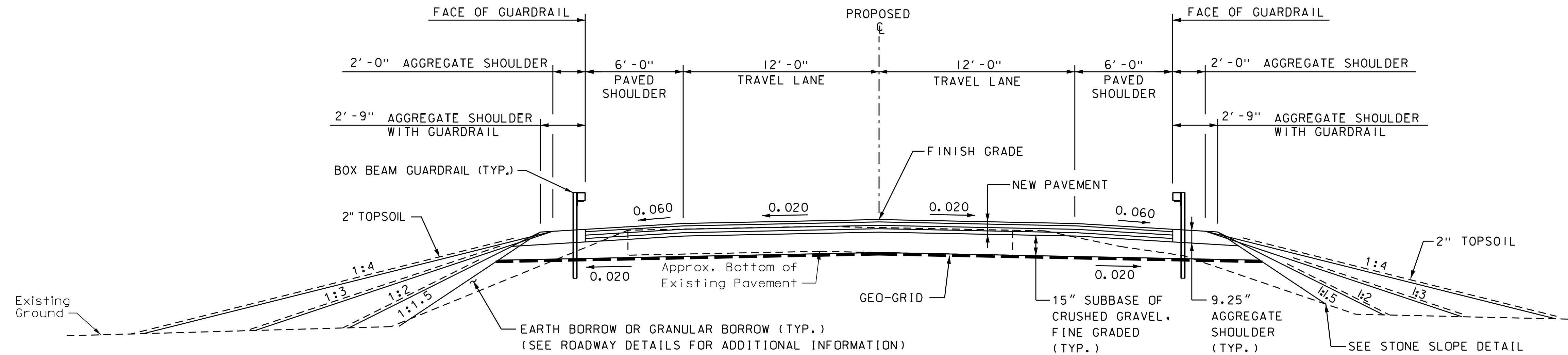
PLOT DATE: 9/13/2023
 DRAWN BY: C. CILLEY
 CHECKED BY: G. BAKOS
 SHEET 5 OF 307

MATERIAL TOLERANCES	
MATERIAL ITEM	THICKNESS TOLERANCE
PAVEMENT (TOTAL DEPTH)	1/4"
SUBBASE (TOTAL DEPTH)	1"
SAND (TOTAL DEPTH)	1"

TYPICAL SECTIONS

VT ROUTE 78

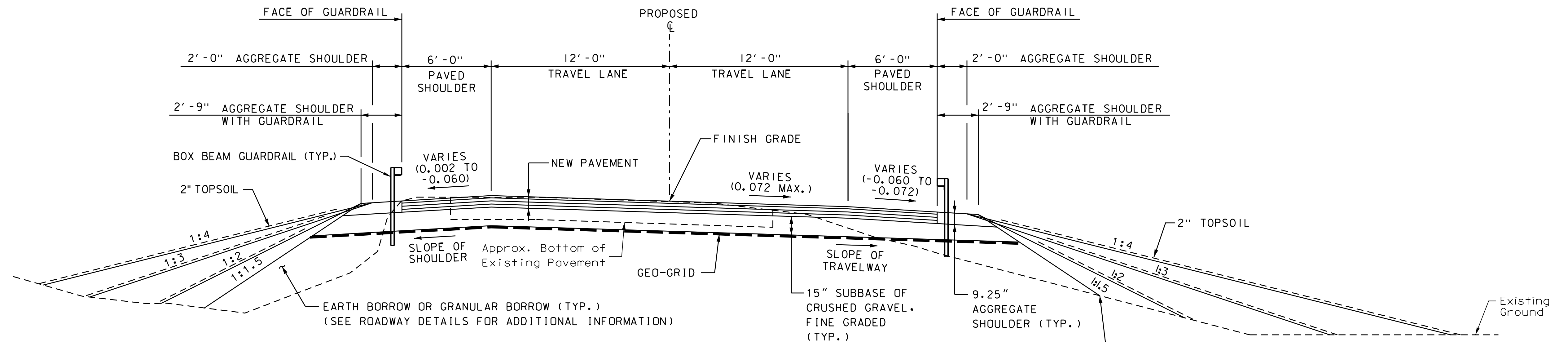
- 1.75" SUPERPAVE BITUMINOUS CONCRETE PAVEMENT - TYPE IIS (PG 70-28)
- 2.50" SUPERPAVE BITUMINOUS CONCRETE PAVEMENT - TYPE IIS (PG 70-28)
- 2.50" SUPERPAVE BITUMINOUS CONCRETE PAVEMENT - TYPE IIS (PG 70-28)
- 2.50" SUPERPAVE BITUMINOUS CONCRETE PAVEMENT - TYPE IIS (PG 70-28)
- 15" SUBBASE OF CRUSHED GRAVEL, FINE GRADED (FOR WIDENED SECTIONS)
- GEO-GRID



NORMAL SECTION - PAVEMENT REHABILITATION

- STA. 176 + 25 - STA. 186 + 25 STA. 267 + 50 - STA. 274 + 75
- STA. 195 + 75 - STA. 197 + 25 STA. 283 + 50 - STA. 286 + 25
- STA. 215 + 50 - STA. 228 + 00 STA. 300 + 00 - STA. 303 + 75
- STA. 232 + 75 - STA. 256 + 00

NTS



SUPERELEVATED SECTION - PAVEMENT REHABILITATION

- STA. 163 + 00 - STA. 176 + 25 STA. 256 + 00 - STA. 267 + 50
- STA. 186 + 25 - STA. 195 + 75 STA. 274 + 75 - STA. 283 + 50
- STA. 197 + 25 - STA. 215 + 50 STA. 286 + 25 - STA. 300 + 00
- STA. 228 + 00 - STA. 232 + 75 STA. 303 + 75 - STA. 309 + 50

NTS



PROJECT NAME: SWANTON
PROJECT NUMBER: NH 036-1(9)

FILE NAME: z96b032typ_03.dgn
PROJECT LEADER: G. BAKOS
DESIGNED BY: M. BOGUE
TYPICAL SECTION 3

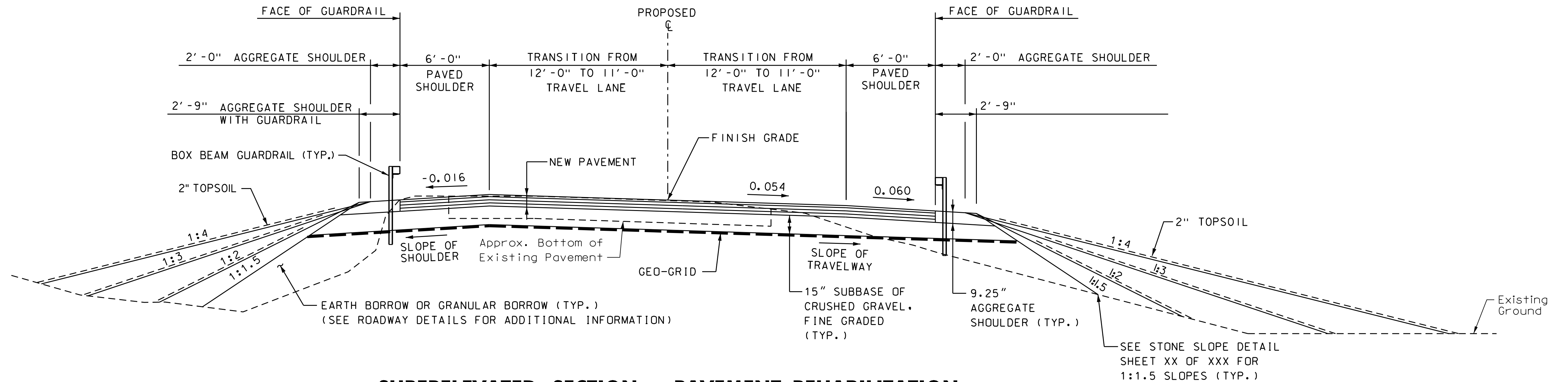
PLOT DATE: 9/13/2023
DRAWN BY: C. CILLEY
CHECKED BY: G. BAKOS
SHEET 6 OF 307

MATERIAL TOLERANCES	
MATERIAL ITEM	THICKNESS TOLERANCE
PAVEMENT (TOTAL DEPTH)	1/4"
SUBBASE (TOTAL DEPTH)	1"
SAND (TOTAL DEPTH)	1"

TYPICAL SECTIONS

VT ROUTE 78

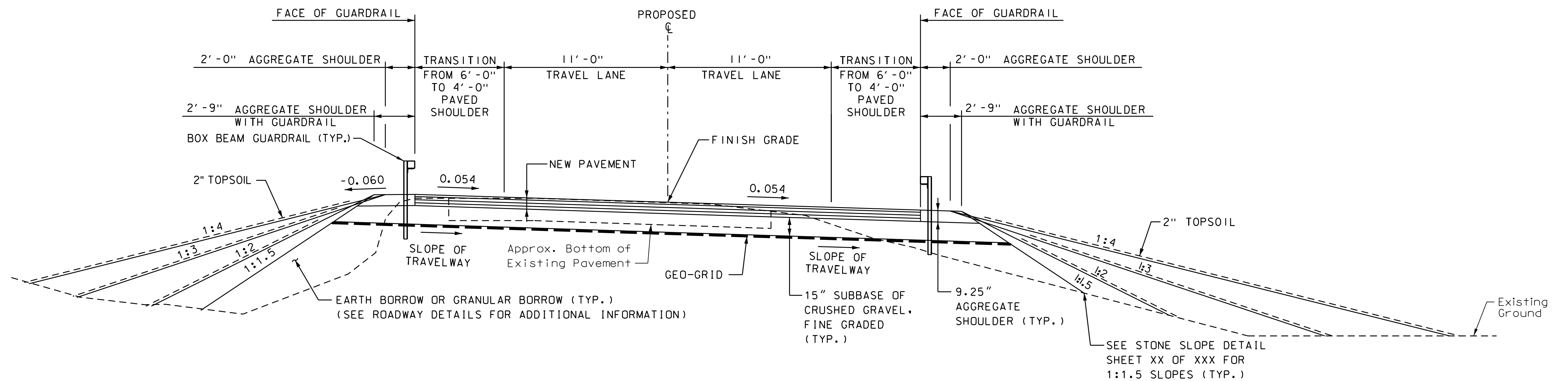
- 1.75" SUPERPAVE BITUMINOUS CONCRETE PAVEMENT - TYPE IIS (PG 70-28)
- 2.50" SUPERPAVE BITUMINOUS CONCRETE PAVEMENT - TYPE IIS (PG 70-28)
- 2.50" SUPERPAVE BITUMINOUS CONCRETE PAVEMENT - TYPE IIS (PG 70-28)
- 2.50" SUPERPAVE BITUMINOUS CONCRETE PAVEMENT - TYPE IIS (PG 70-28)
- 15" SUBBASE OF CRUSHED GRAVEL, FINE GRADED (FOR WIDENED SECTIONS)
- GEO-GRID



SUPERELEVATED SECTION - PAVEMENT REHABILITATION

STA. 309+50 - STA. 310+00

NTS



SUPERELEVATED SECTION - PAVEMENT REHABILITATION

STA. 310+00 - STA. 311+00

NTS



PROJECT NAME: SWANTON
PROJECT NUMBER: NH 036-1(9)

FILE NAME: z96b032typ_04.dgn
PROJECT LEADER: G. BAKOS
DESIGNED BY: M. BOGUE
TYPICAL SECTION 4

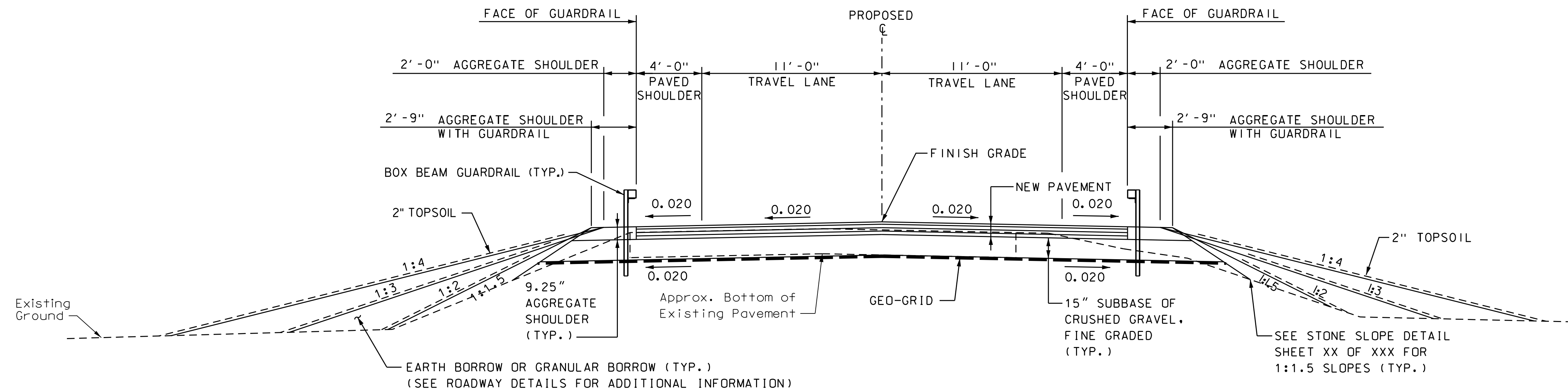
PLOT DATE: 9/13/2023
DRAWN BY: C. CILLEY
CHECKED BY: G. BAKOS
SHEET 7 OF 307

MATERIAL TOLERANCES	
MATERIAL ITEM	THICKNESS TOLERANCE
PAVEMENT (TOTAL DEPTH)	1/4"
SUBBASE (TOTAL DEPTH)	1"
SAND (TOTAL DEPTH)	1"

TYPICAL SECTIONS

VT ROUTE 78

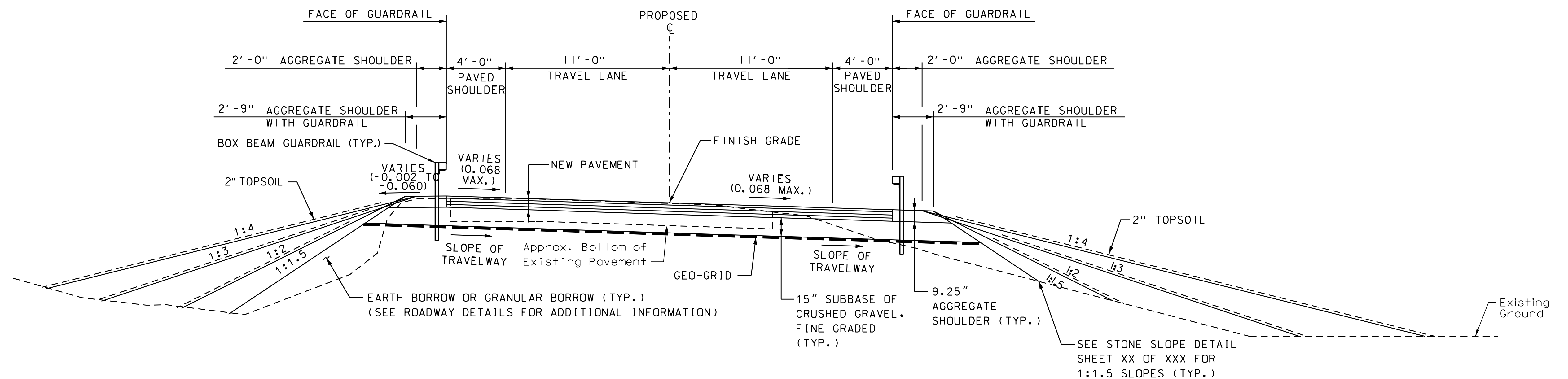
- 1.75" SUPERPAVE BITUMINOUS PAVEMENT - TYPE IIS (PG 70-28)
- 2.50" SUPERPAVE BITUMINOUS PAVEMENT - TYPE IIS (PG 70-28)
- 2.50" SUPERPAVE BITUMINOUS PAVEMENT - TYPE IIS (PG 70-28)
- 2.50" SUPERPAVE BITUMINOUS PAVEMENT - TYPE IIS (PG 70-28)
- 15" SUBBASE OF CRUSHED GRAVEL, FINE GRADED (FOR WIDENED SECTIONS)
- GEO-GRID



NORMAL SECTION - PAVEMENT REHABILITATION

STA. 321+00 - STA. 325+75

NTS



SUPERELEVATED SECTION - PAVEMENT REHABILITATION

STA. 311+00 - STA. 321+00

STA. 325+75 - STA. 338+00

NTS

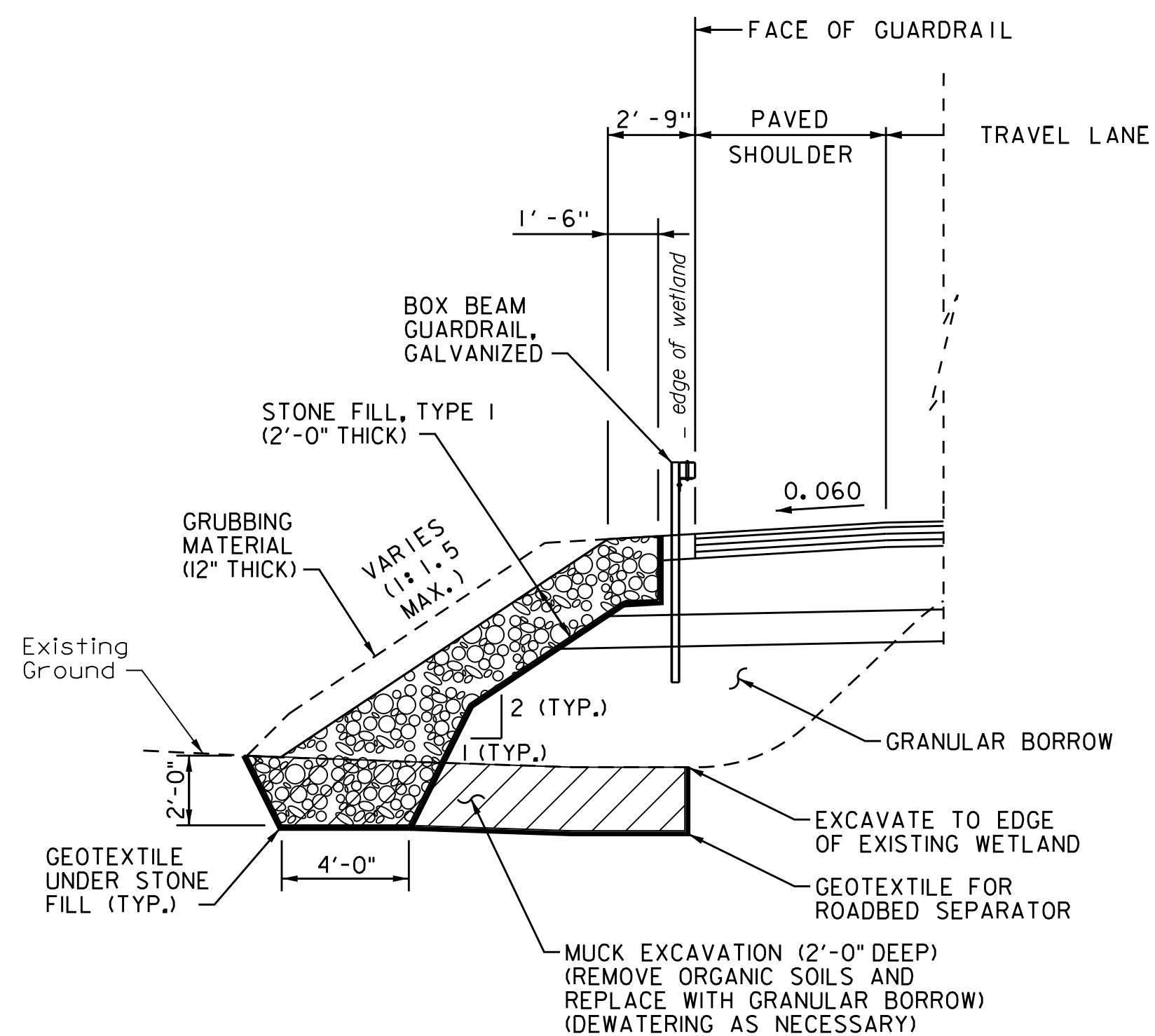


PROJECT NAME: SWANTON
PROJECT NUMBER: NH 036-1(9)

FILE NAME: z96b032typ_05.dgn
PROJECT LEADER: G. BAKOS
DESIGNED BY: M. BOGUE
TYPICAL SECTION 5

PLOT DATE: 9/13/2023
DRAWN BY: C. CILLEY
CHECKED BY: G. BAKOS
SHEET 8 OF 307

DETAILS



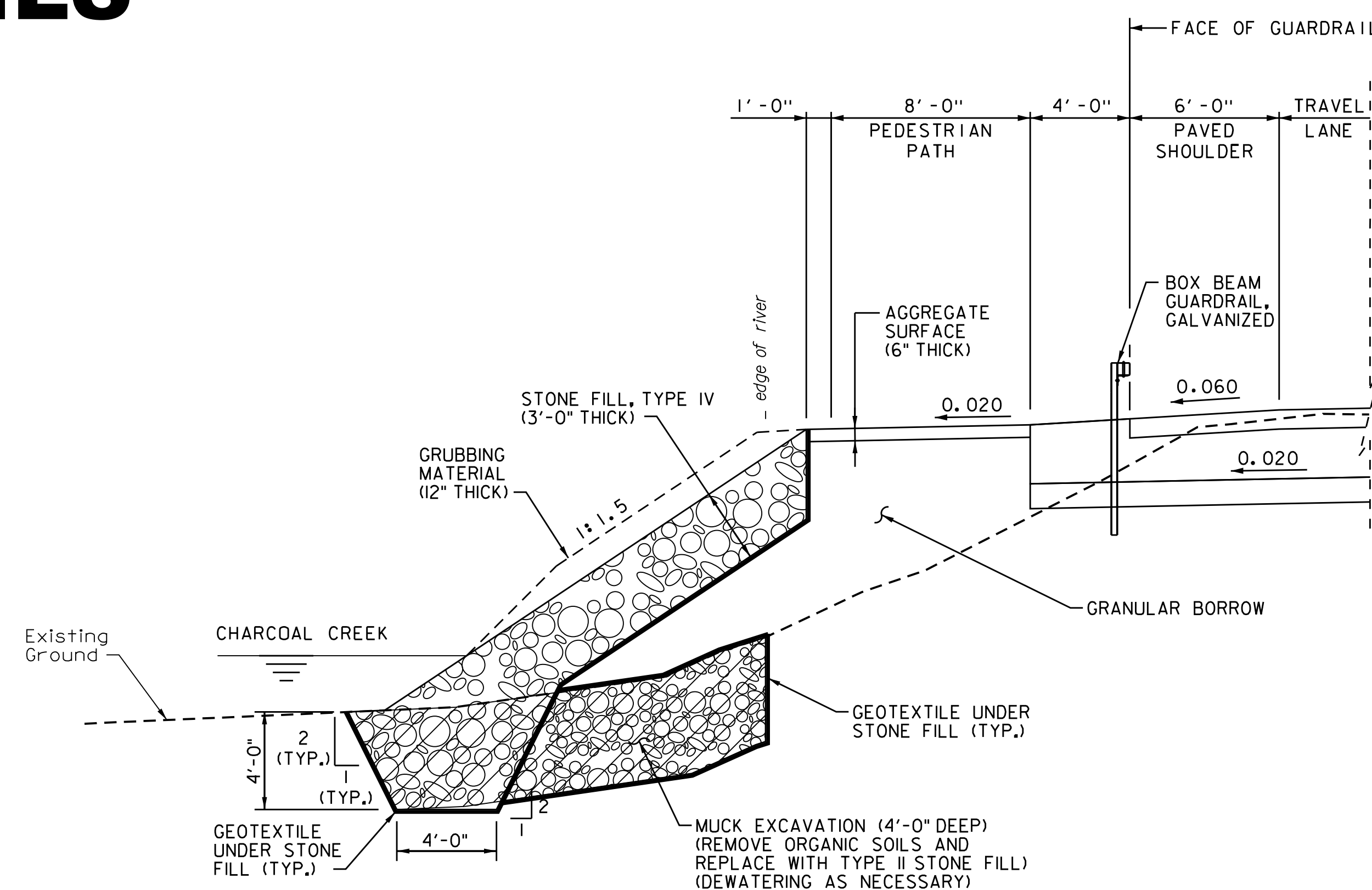
STONE SLOPE DETAIL

STA. 45+25 - STA. 56+75 LT

STA. 45+25 - STA. 45+75 RT

STA. 68+10 - STA. 68+60 LT

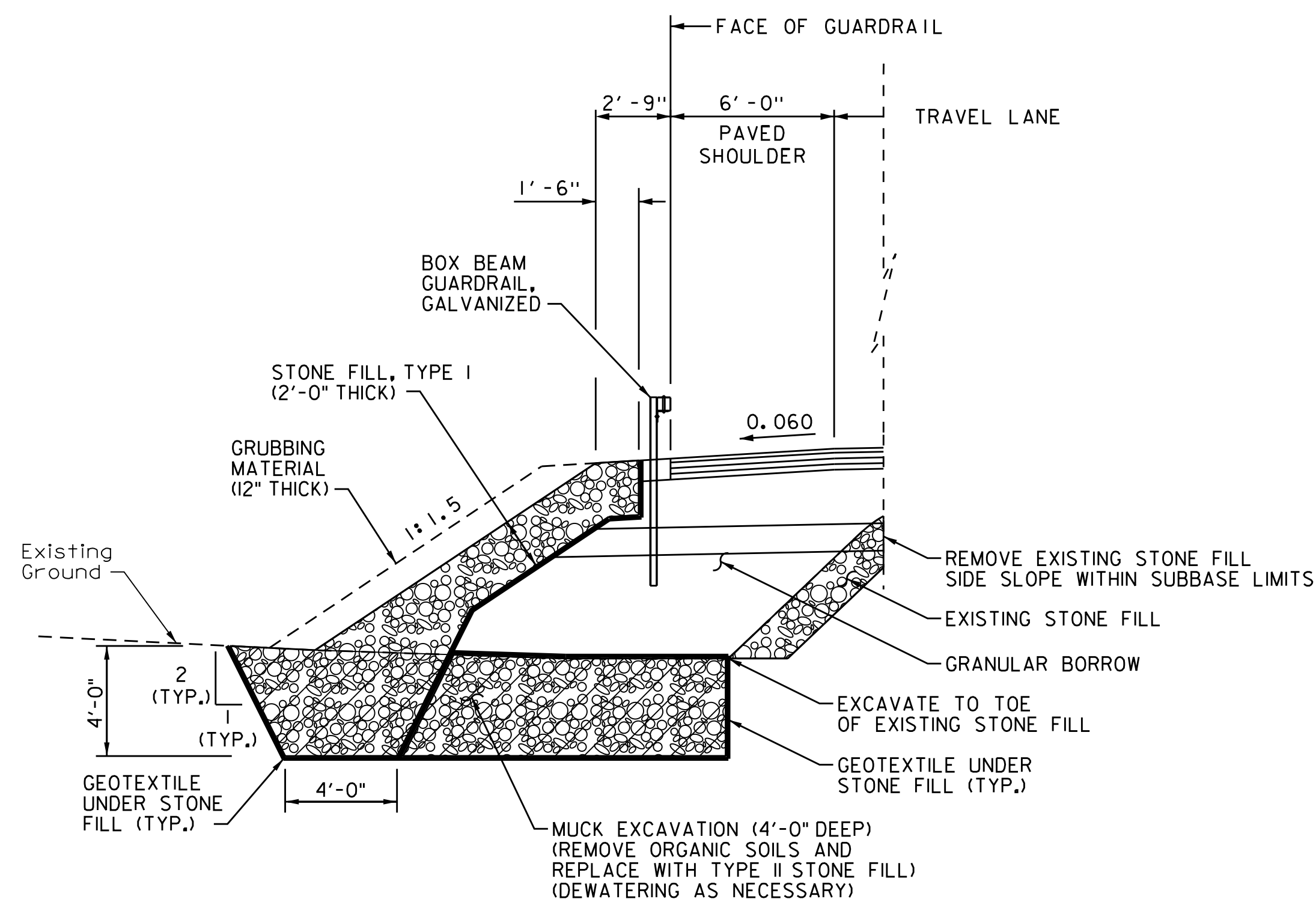
NTS



CHARCOAL CREEK FOOTPATH DETAIL

STA. 105+00.00 TO STA. 107+50.00 LT

NTS

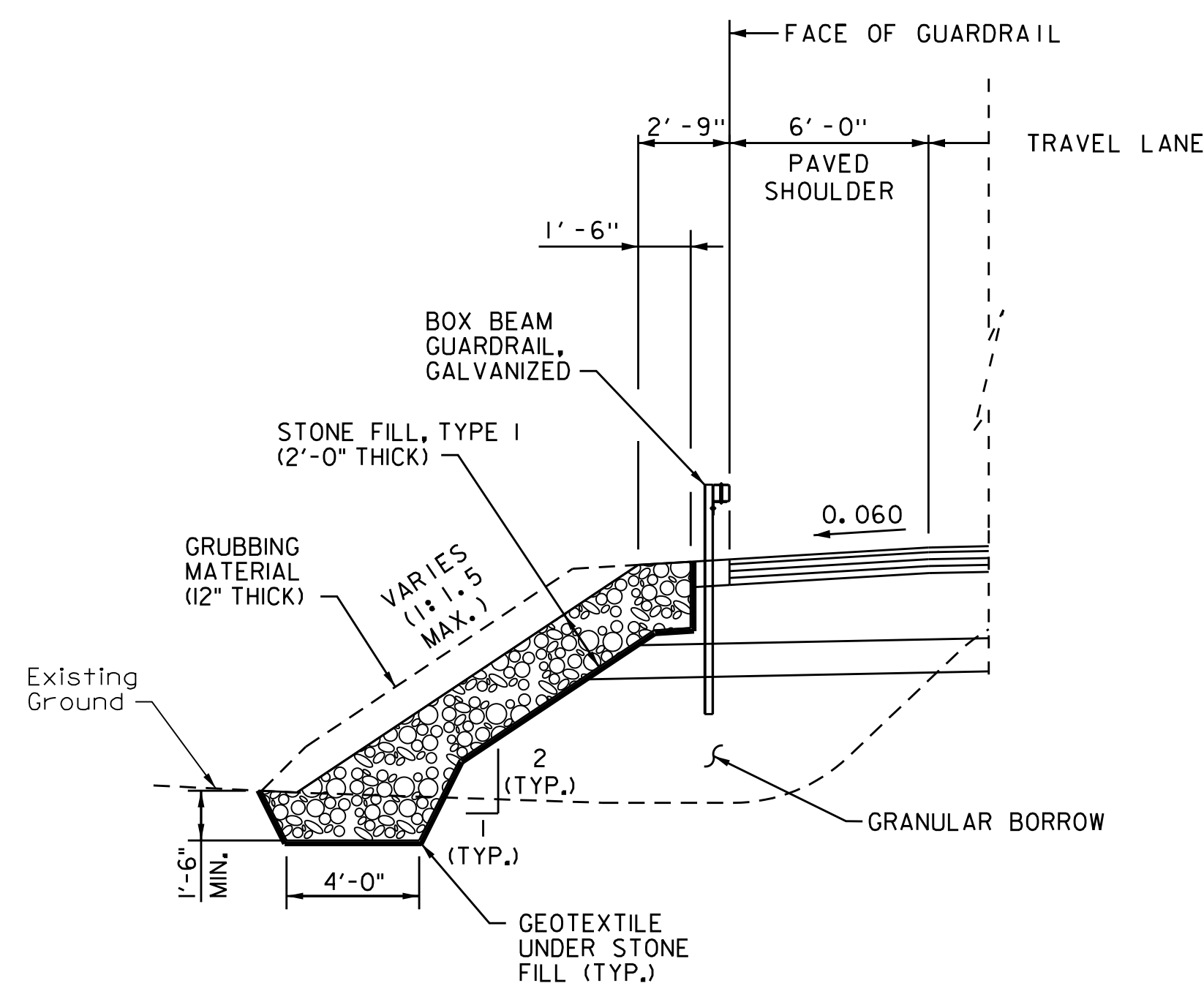


WETLAND STONE SLOPE DETAIL

STA. 107+50 - STA. 124+75 LT

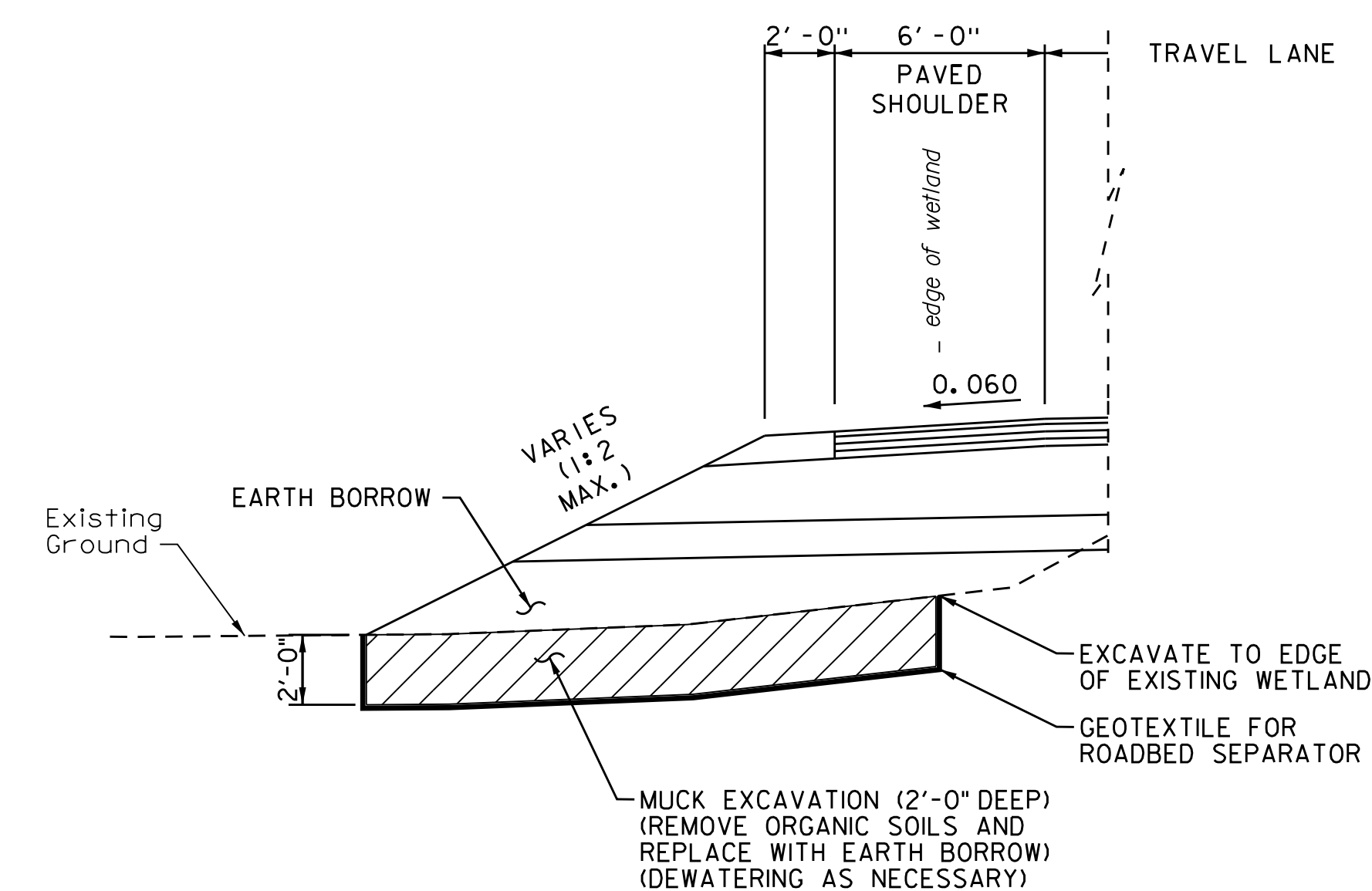
STA. 125+75 - STA. 147+50 LT

NTS



TYPICAL STONE SLOPE DETAIL

NTS



TYPICAL MUCK EXCAVATION DETAIL

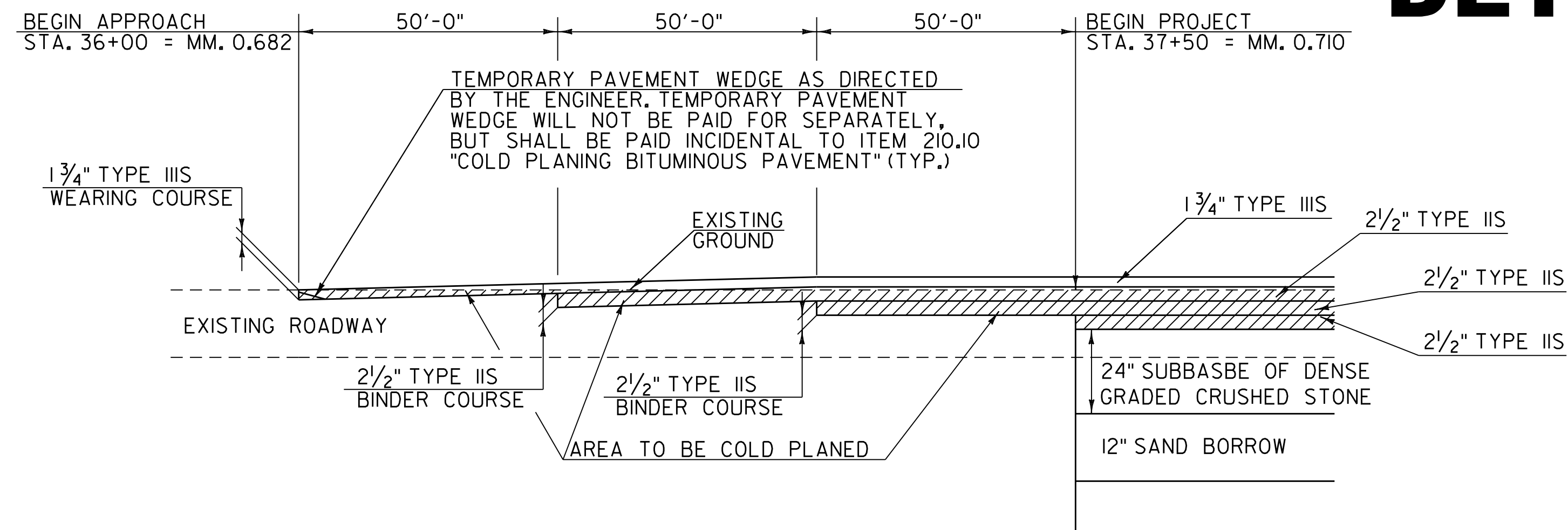
NTS



PROJECT NAME: SWANTON
PROJECT NUMBER: NH 036-1(9)
FILE NAME: z96b032det_01.dgn
PROJECT LEADER: G. BAKOS
DESIGNED BY: M. BOGUE
ROADWAY DETAILS I

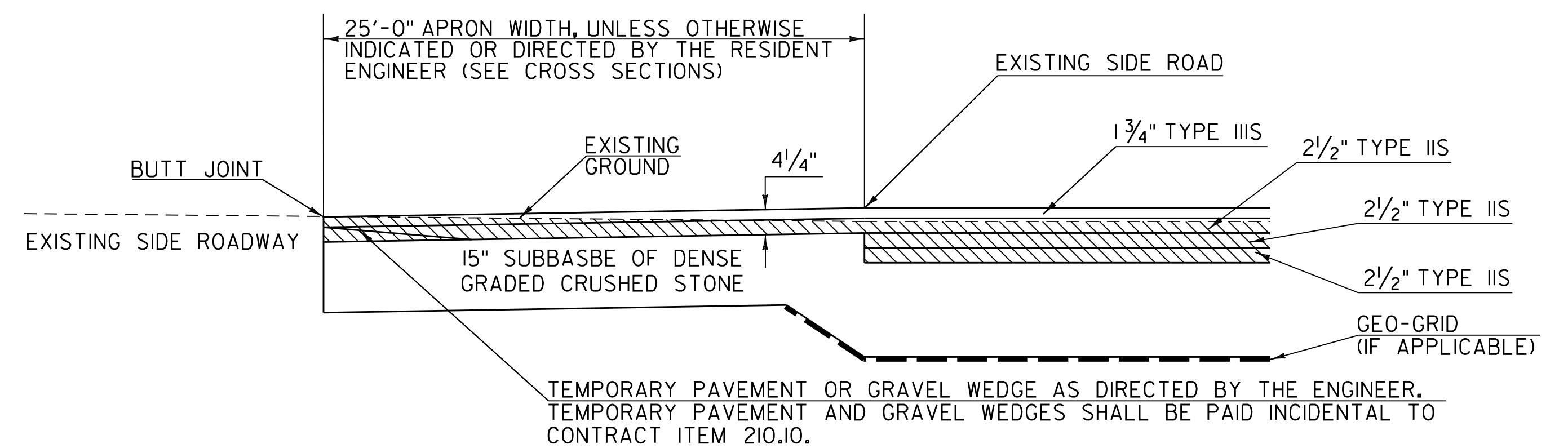
PLOT DATE: 9/13/2023
DRAWN BY: C. CILLEY
CHECKED BY: G. BAKOS
SHEET 9 OF 307

DETAILS



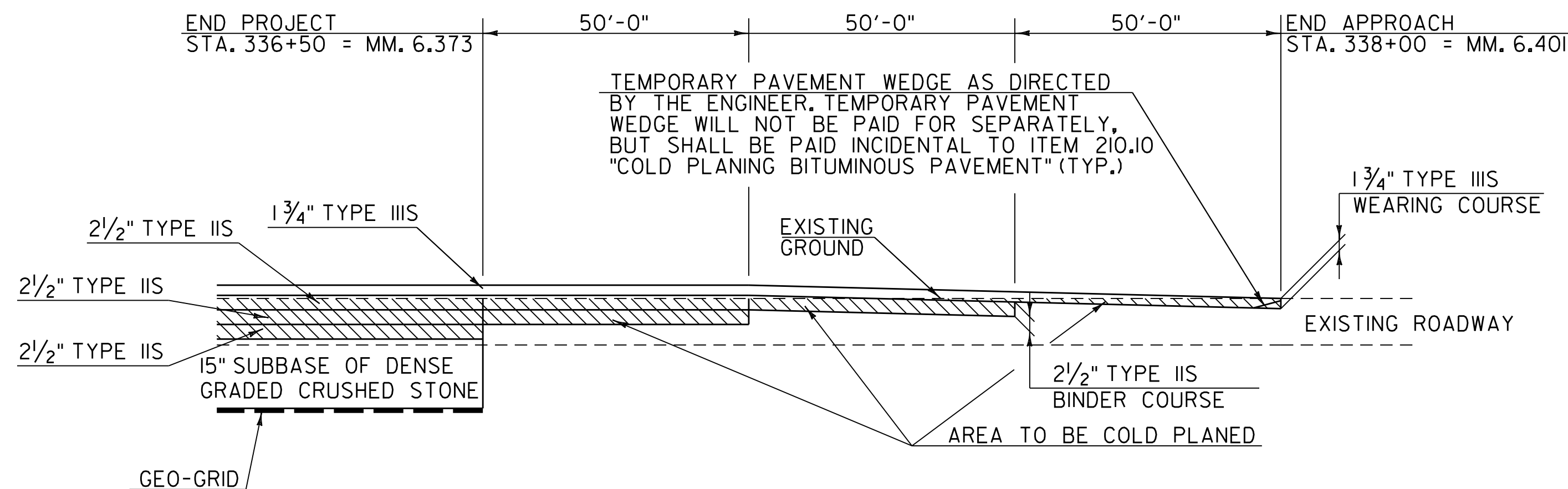
APPROACH AREA DETAIL (BEGIN PROJECT)

NTS



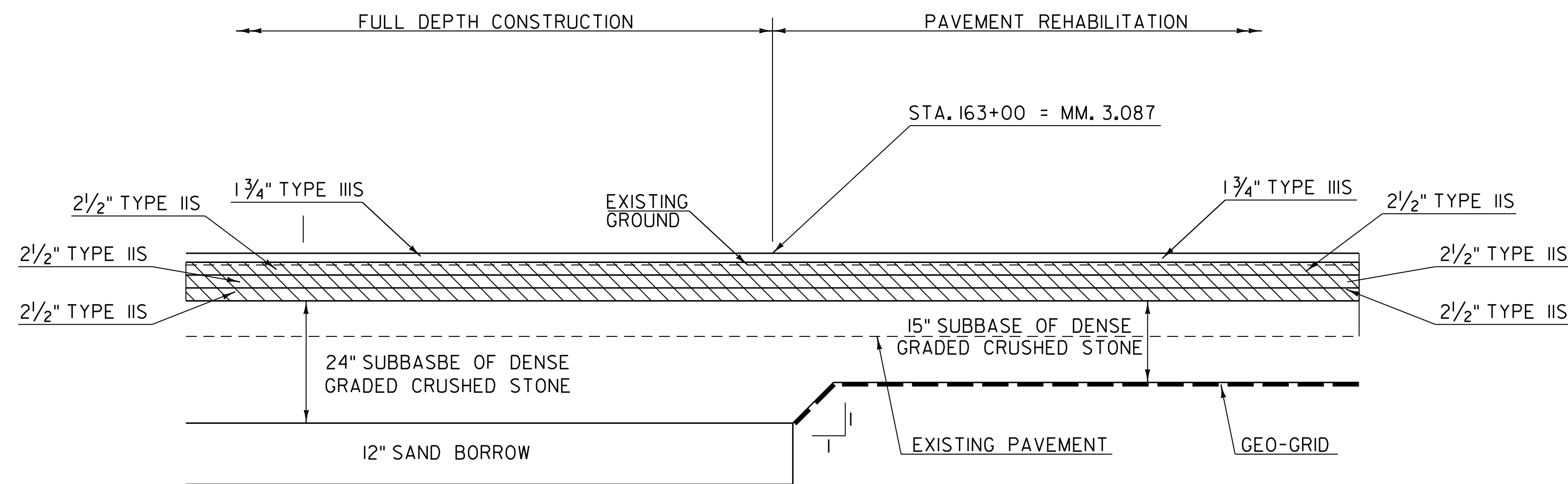
TRANSITION AREA FOR PAVED SIDE ROADS

NTS



APPROACH AREA DETAIL (END PROJECT)

NTS



NOTE: STAGGER PAVEMENT JOINTS 50' NORTH OR SOUTH DEPENDING ON WHICH SECTION IS CONSTRUCTED FIRST.

TRANSITION AREA FOR FULL DEPTH CONSTRUCTION TO PAVEMENT REHABILITATION AREA

NTS

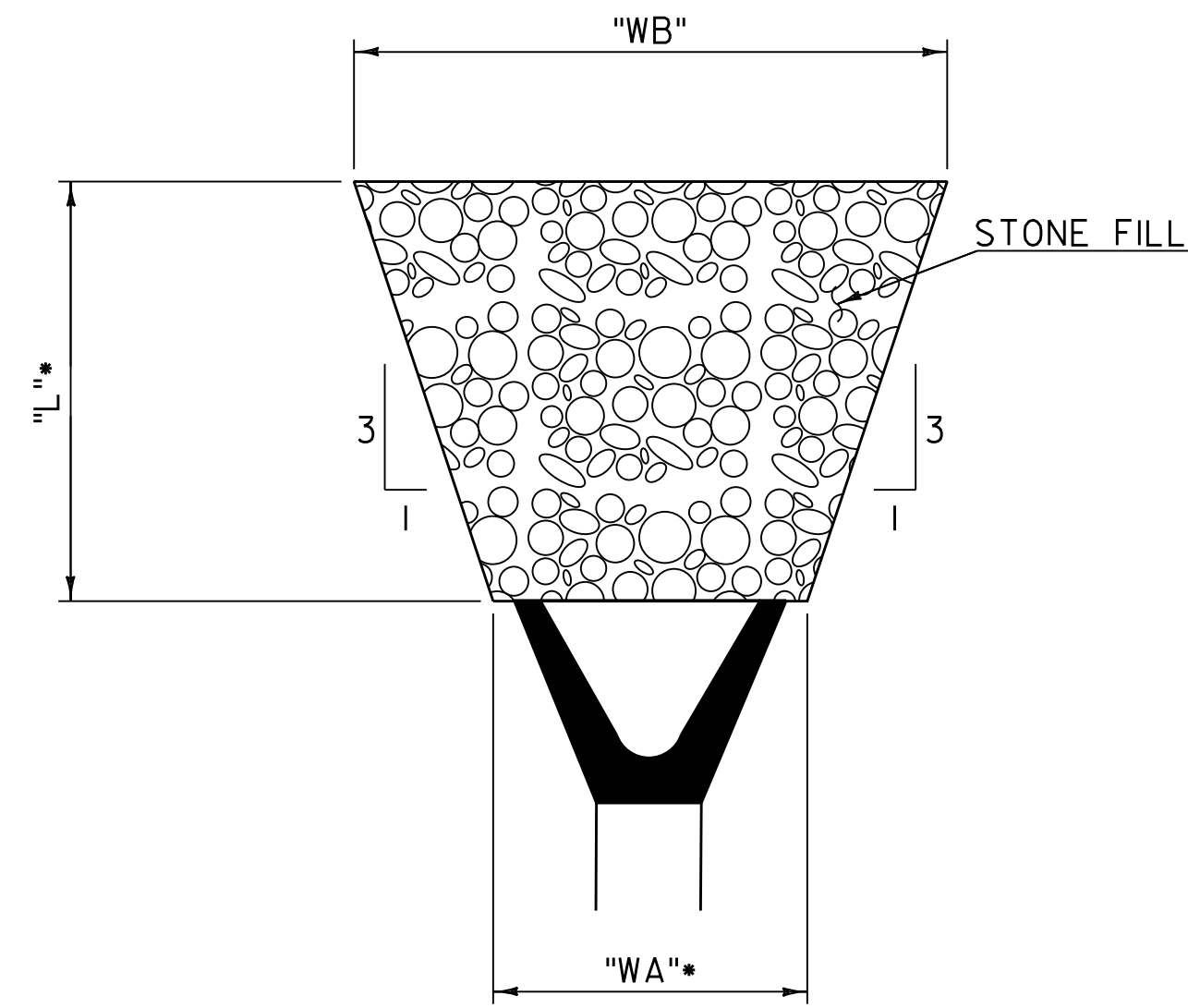


PROJECT NAME: SWANTON
PROJECT NUMBER: NH 036-1(9)

FILE NAME: z96b032det_01.dgn
PROJECT LEADER: G. BAKOS
DESIGNED BY: M. BOGUE
ROADWAY DETAILS 2

PLOT DATE: 9/13/2023
DRAWN BY: C. CILLEY
CHECKED BY: G. BAKOS
SHEET 10 OF 307

DETAILS

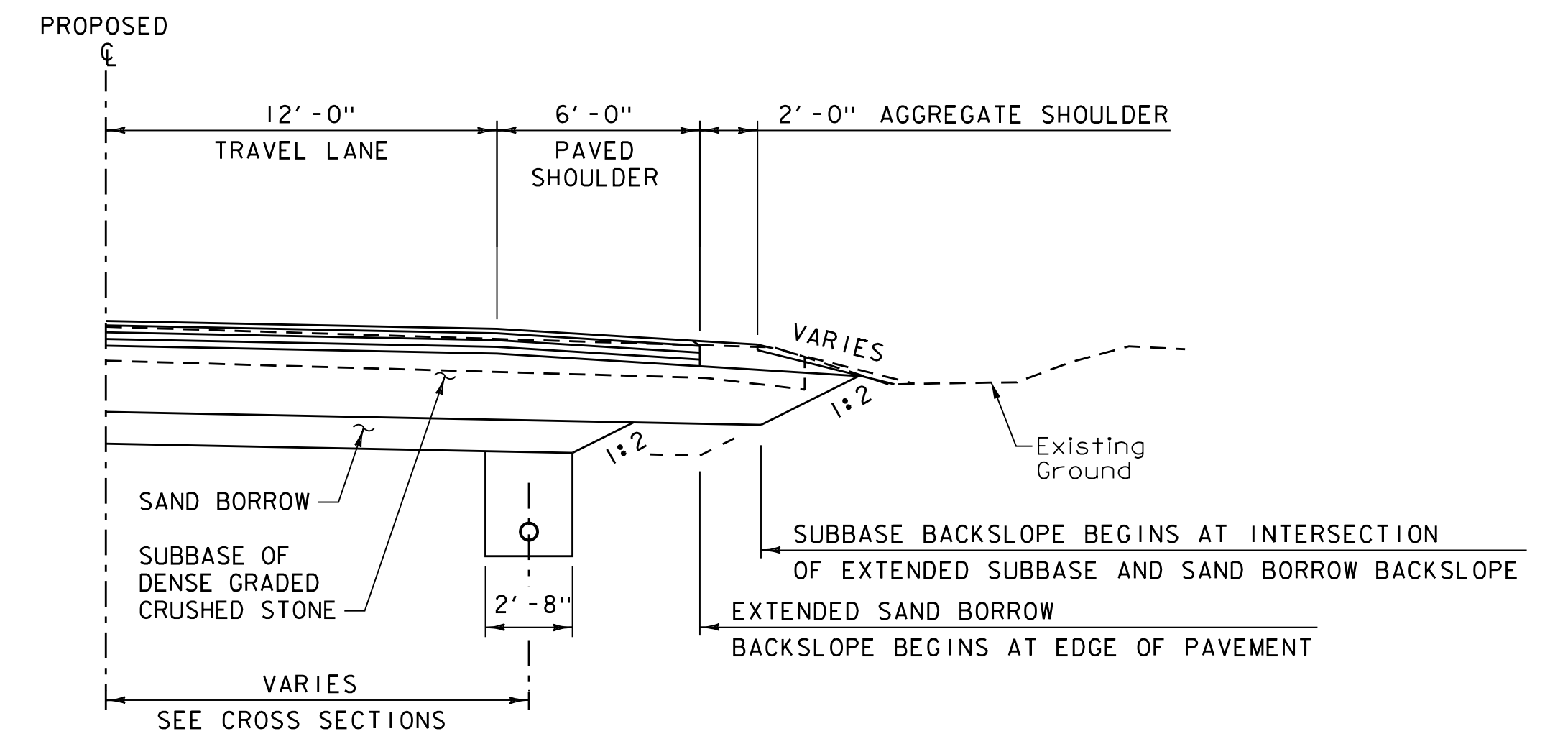


STONE FILL SIZE CHART			
STONE FILL TYPE	"L"	"WA"	"WB"
TYPE I	3'-0"	6'-6"	8'-6"
TYPE I	4'-0"	7'-0"	9'-8"
TYPE I	6'-0"	3'-6"	7'-6"
TYPE I	6'-0"	4'-3"	8'-3"
TYPE I	6'-0"	6'-6"	10'-6"
TYPE I	8'-0"	6'-0"	11'-4"
TYPE I	12'-0"	6'-0"	14'-0"
TYPE II	6'-0"	4'-3"	8'-3"
TYPE II	12'-0"	6'-0"	14'-0"
TYPE II	12'-3"	9'-0"	17'-3"

* SEE PLAN SHEETS FOR TYPE OF STONE FILL, LENGTH "L", WIDTH "WA" AND DEPTH OF STONE PAD.

TAPERED STONE PAD DETAIL

NTS

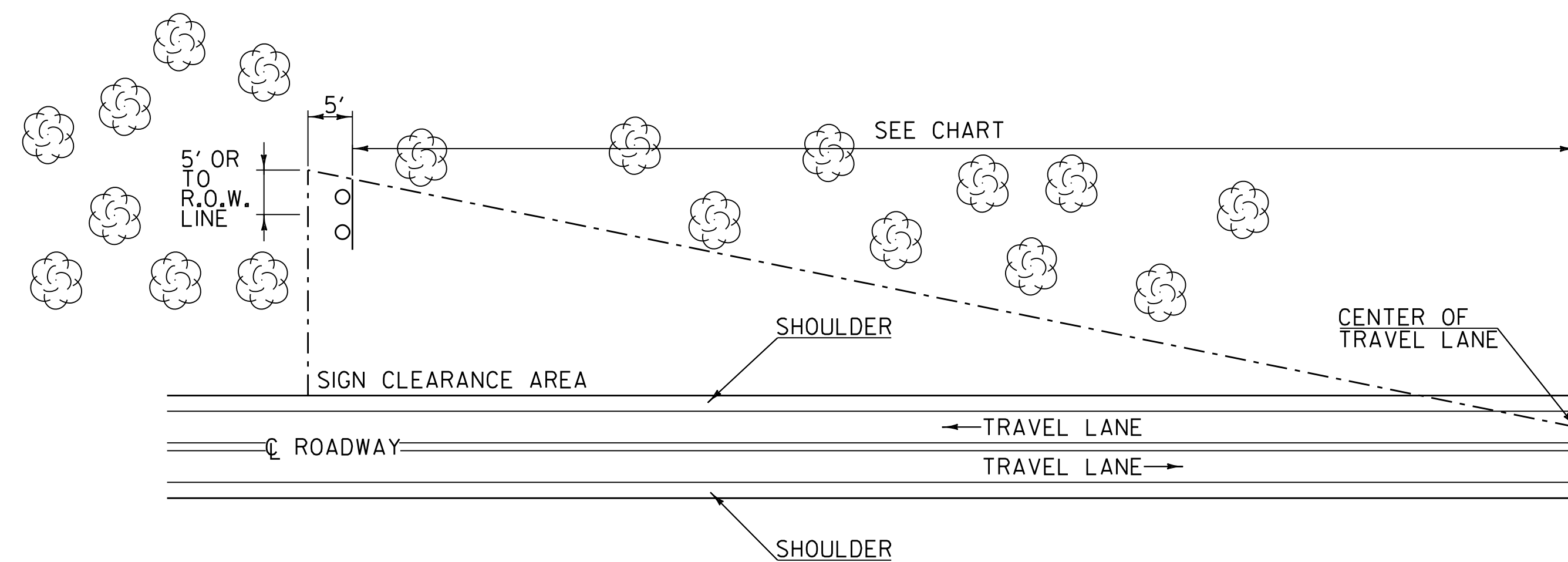


UNDERDRAIN DETAIL

STA. 107+50 - STA. 144+98 RT

STA. 276+18 - STA. 291+00 RT

NTS



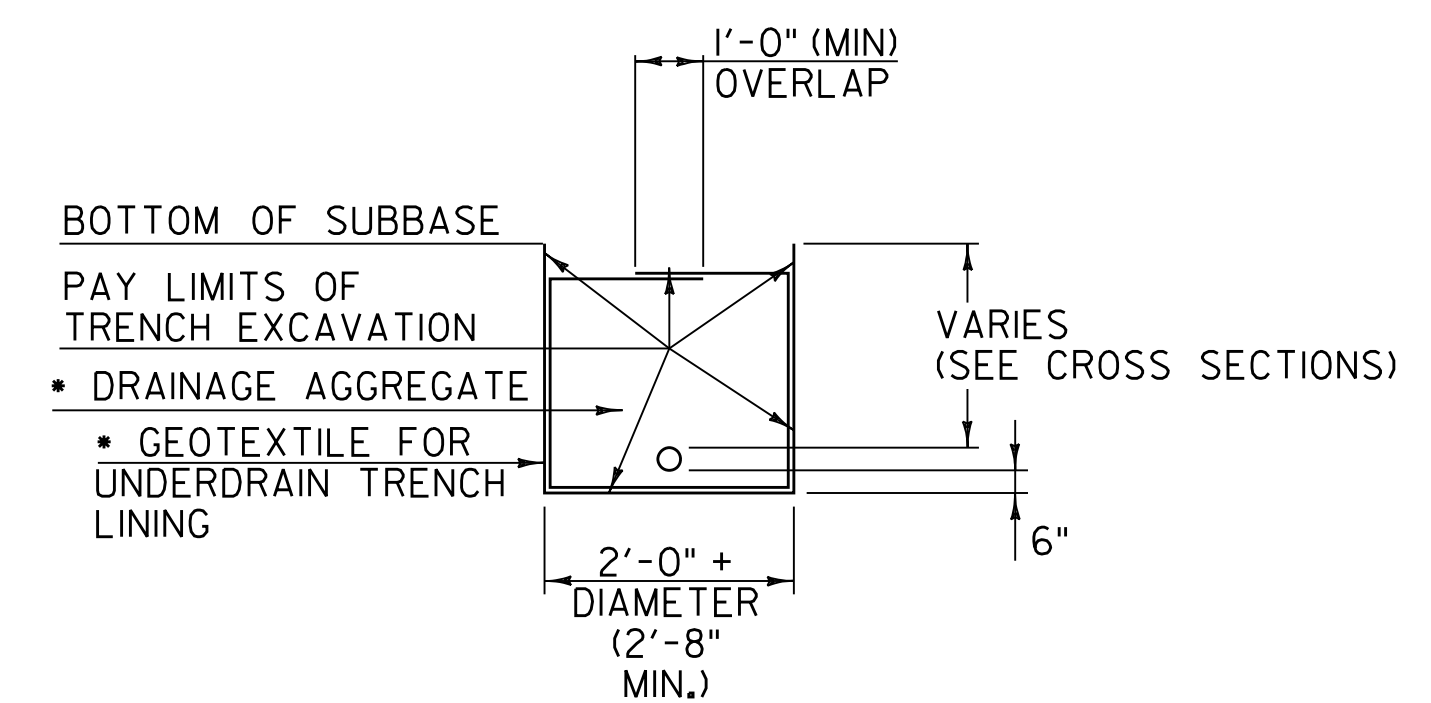
THINNING AND TRIMMING FOR SIGNS DETAIL

NTS

THE CONTRACTOR SHALL REMOVE ALL WOODY STEMMED GROWTH INCLUDING BRUSH, SAPLINGS AND TREE LIMBS GROWING WITHIN OR PROJECTING INTO THE CLEARANCE AREA AND DOWN TO GROUND LEVEL OR AT LEAST 10 FT BELOW THE BOTTOM OF THE SIGN. PAYMENT WILL BE FOR THINNING AND TRIMMING FOR SIGNS, ITEM 201.31, AND PAID FOR PER EACH, NO CHEMICALS POISONS OR DEFOLIANTS ALLOWED.

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



DRAINAGE AGGREGATE SHALL MEET THE REQUIREMENTS OF SUBSECTION 704.16
 • ITEMS ARE INCLUDED IN THE UNIT PRICE BID FOR UNDERDRAIN PAY ITEM.

TYPICAL UNDERDRAIN DETAIL

NTS

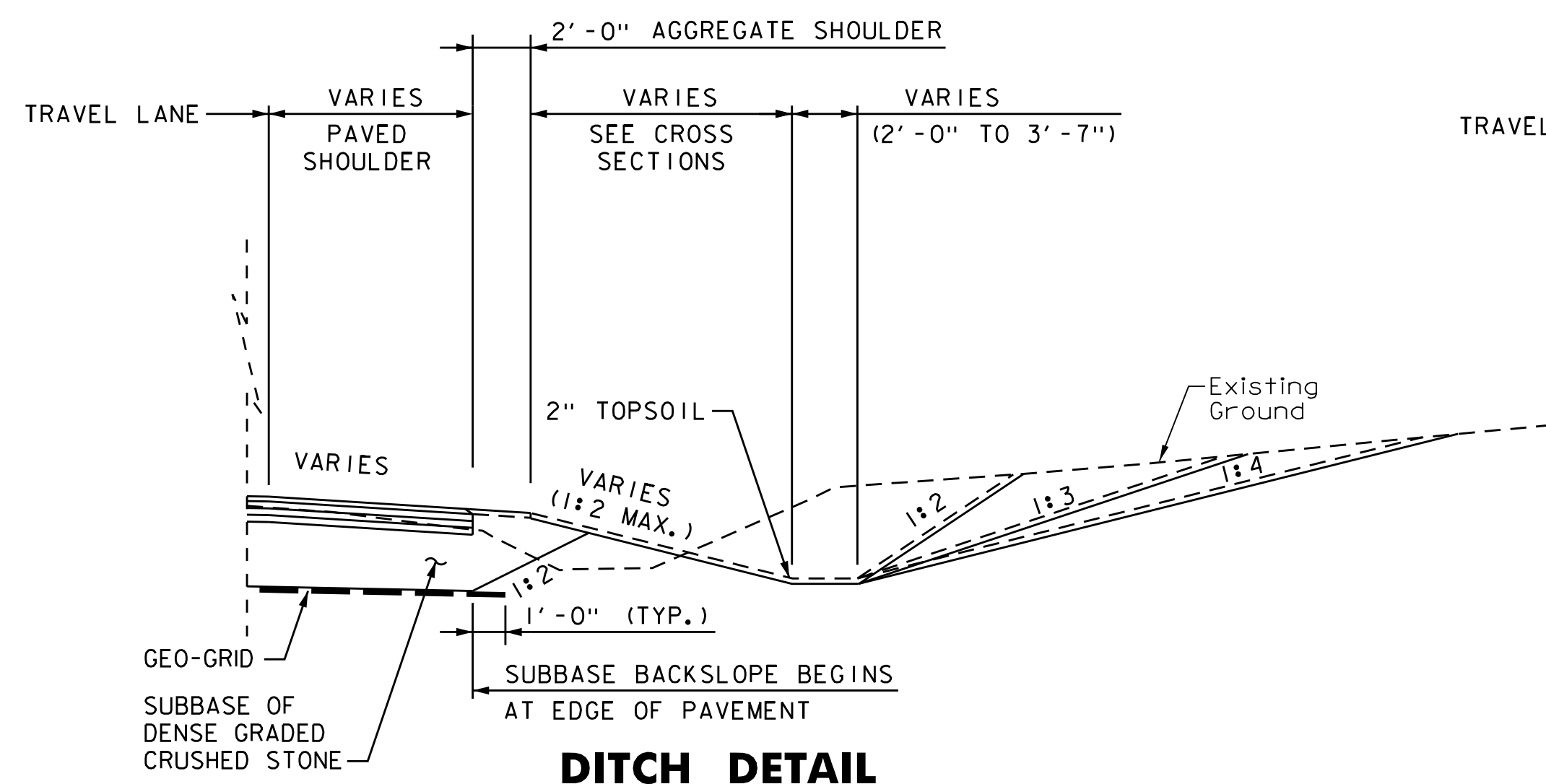
DETAILS ARE NOT TO SCALE



PROJECT NAME: SWANTON
 PROJECT NUMBER: NH 036-1(9)

FILE NAME: z96b032det_01.dgn
 PROJECT LEADER: G. BAKOS
 DESIGNED BY: M. BOGUE
 ROADWAY DETAILS 3

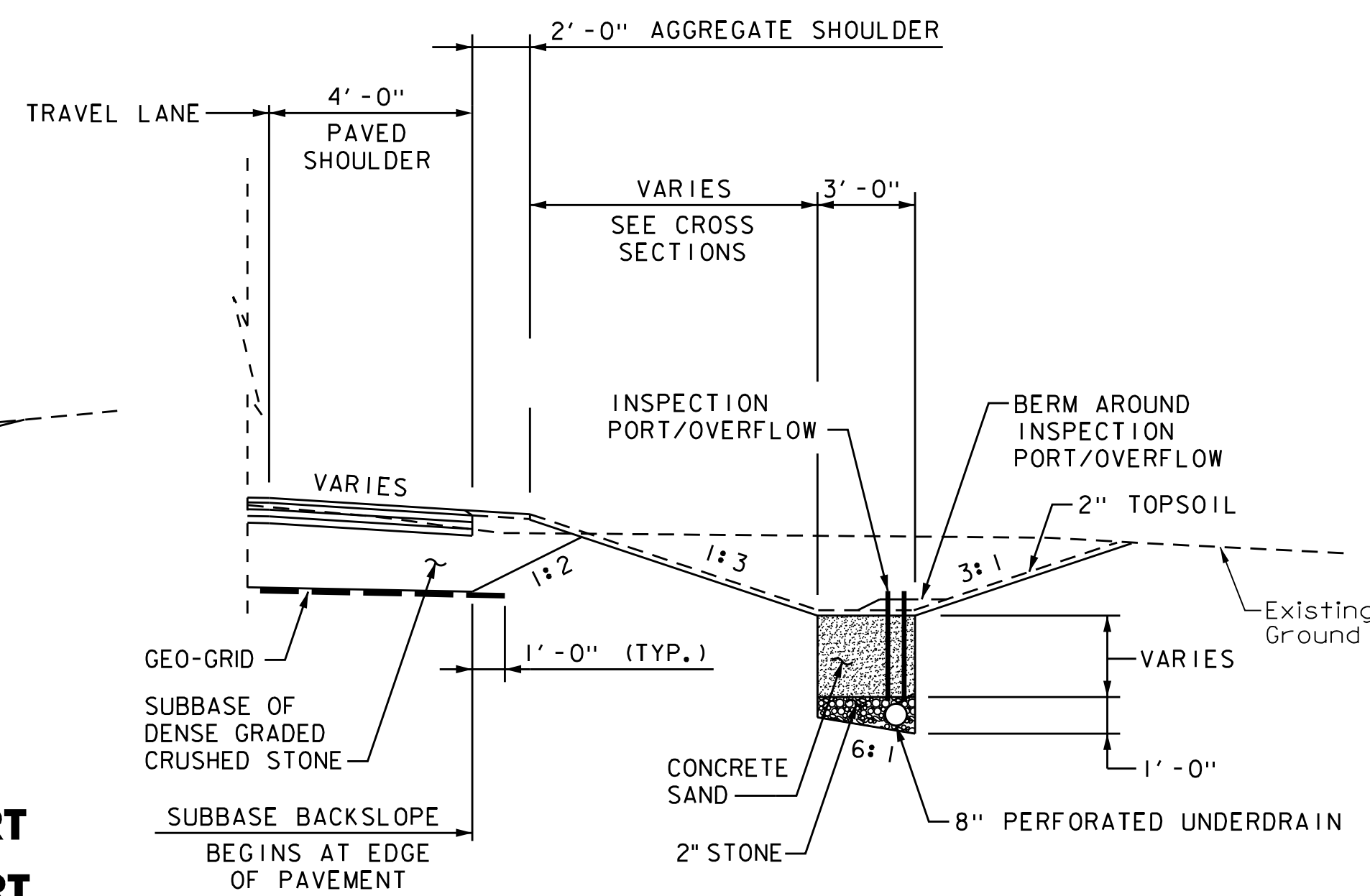
PLOT DATE: 9/13/2023
 DRAWN BY: C. CILLEY
 CHECKED BY: G. BAKOS
 SHEET 11 OF 307



DITCH DETAIL

- STA. 87+75 - STA. 90+25 LT STA. 279+25 - STA. 281+75 RT
 STA. 205+25 - STA. 206+50 RT STA. 294+95 - STA. 295+25 RT
 STA. 262+00 - STA. 263+60 RT STA. 299+85 - STA. 300+50 RT
 STA. 265+00 - STA. 265+60 RT STA. 303+15 - STA. 310+25 RT
 STA. 276+10 - STA. 276+50 RT STA. 311+75 - STA. 312+25 LT

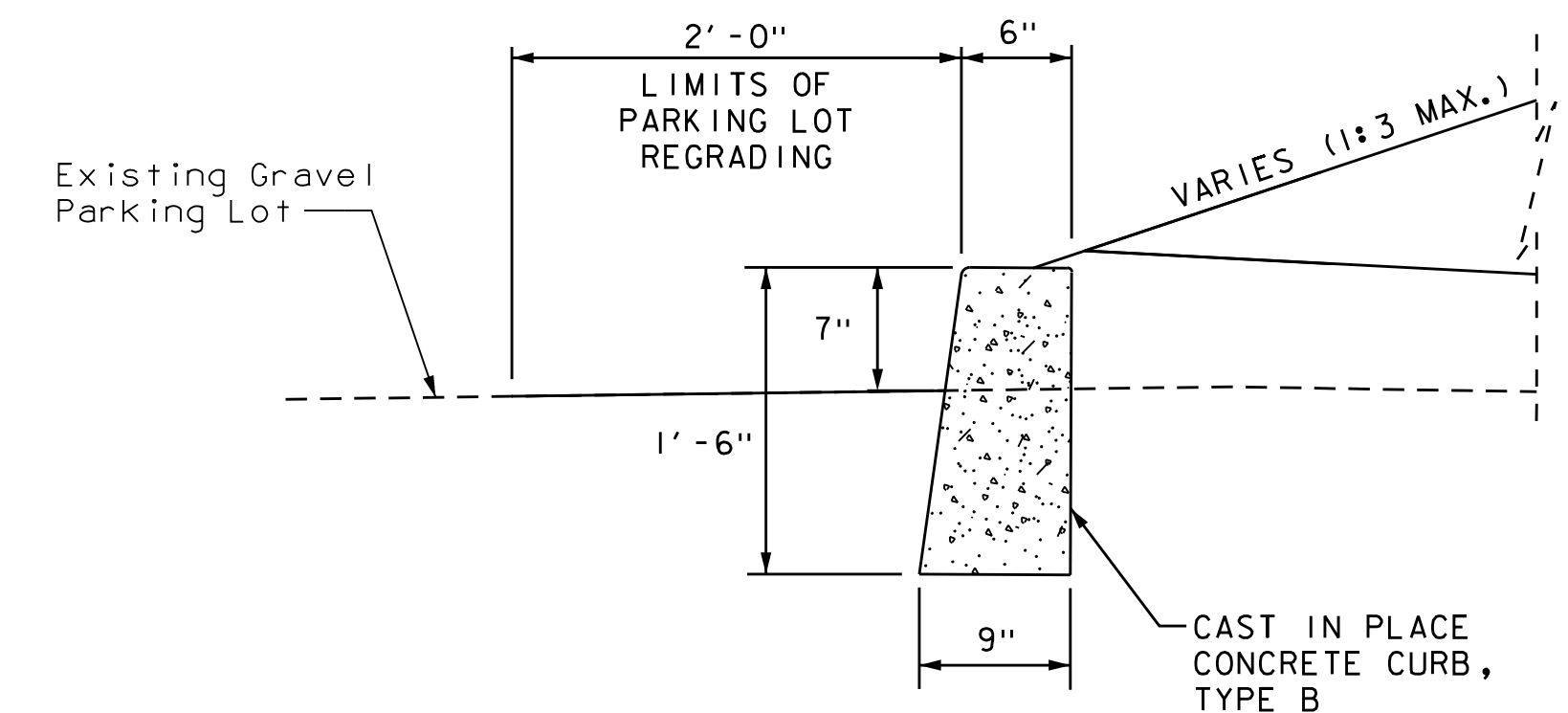
NTS



SWALE DITCH DETAIL

- STA. 328+75 - STA. 330+25 RT
 STA. 334+25 - STA. 334+75 RT

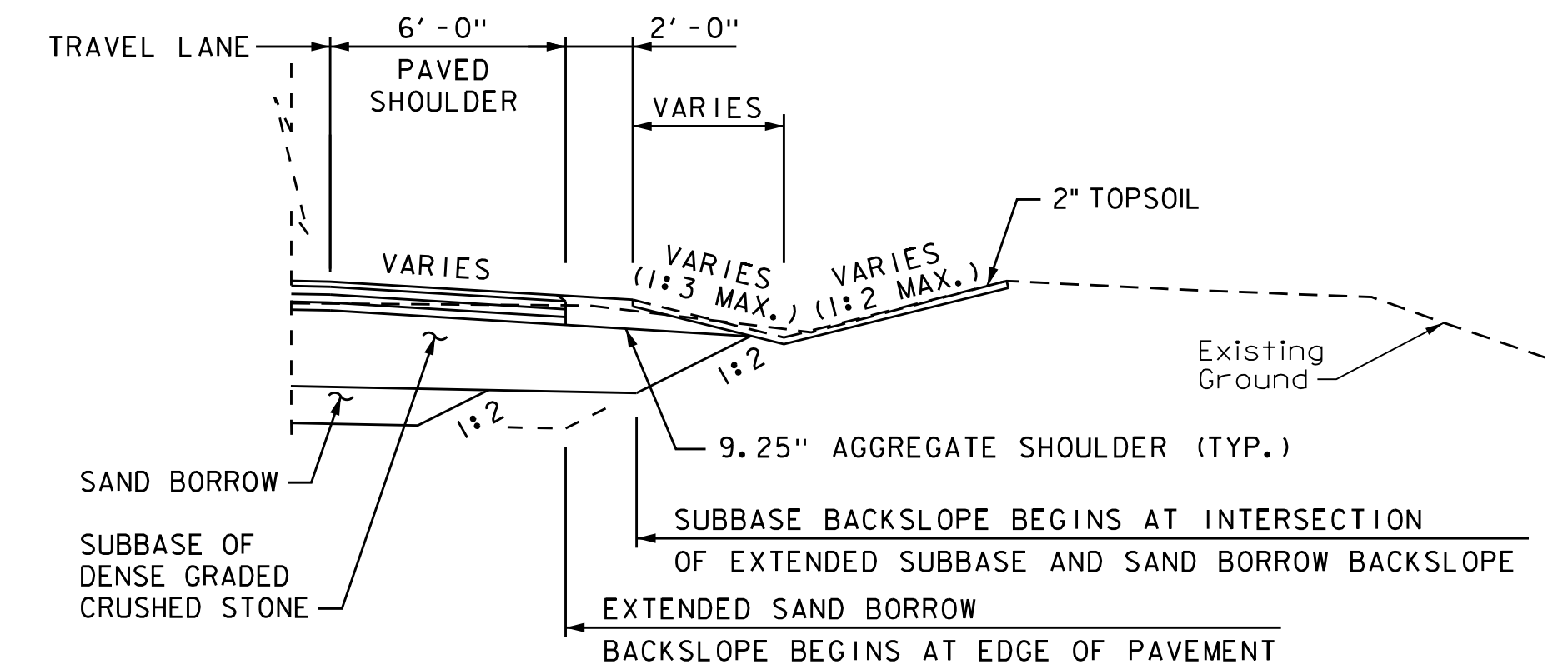
NTS



CURB AT PARKING LOT DETAIL

- STA. 103+50 - STA. 104+36 LT

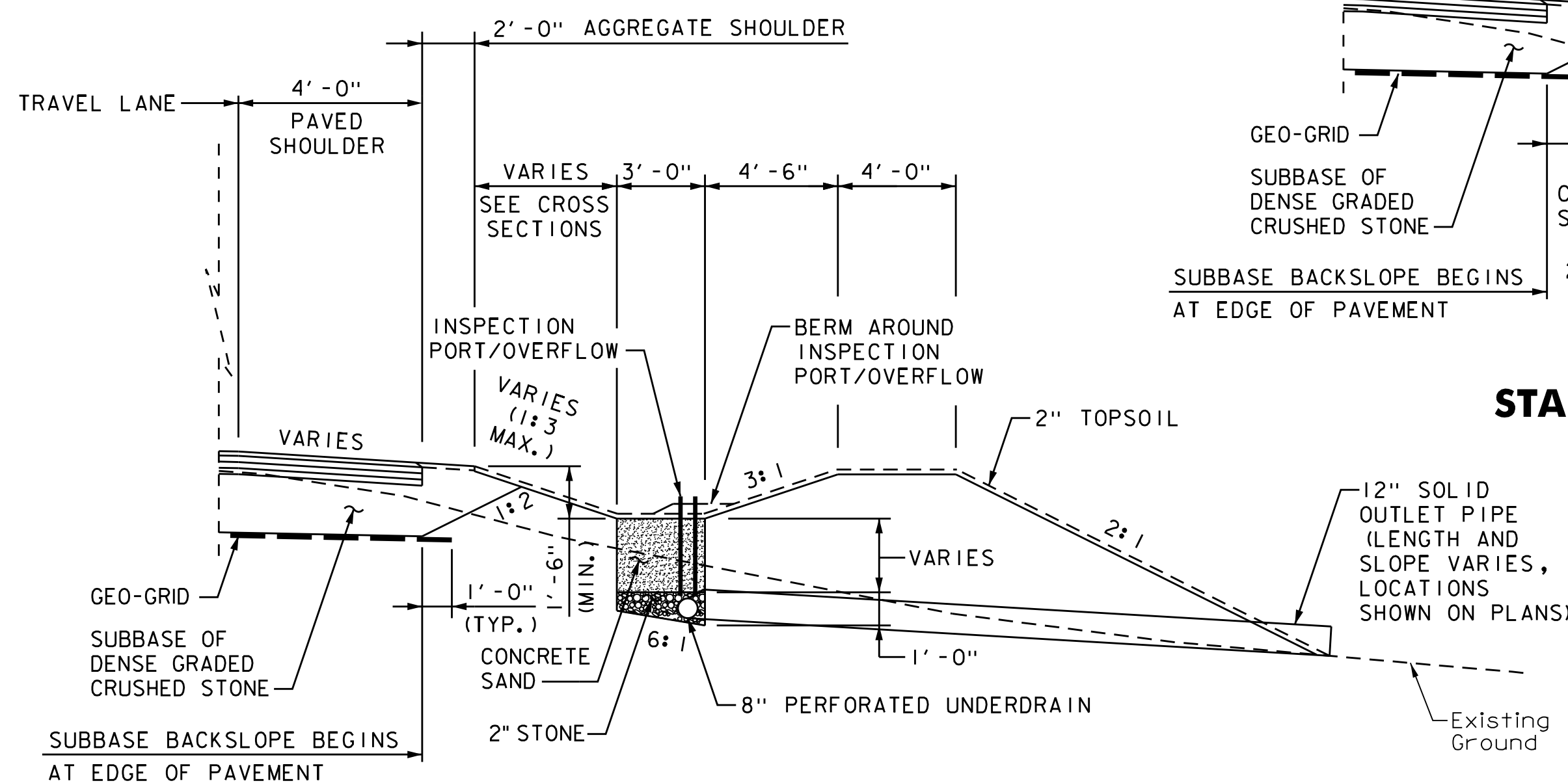
NTS



V-DITCH DETAIL

- STA. 107+75 - STA. 146+75 RT

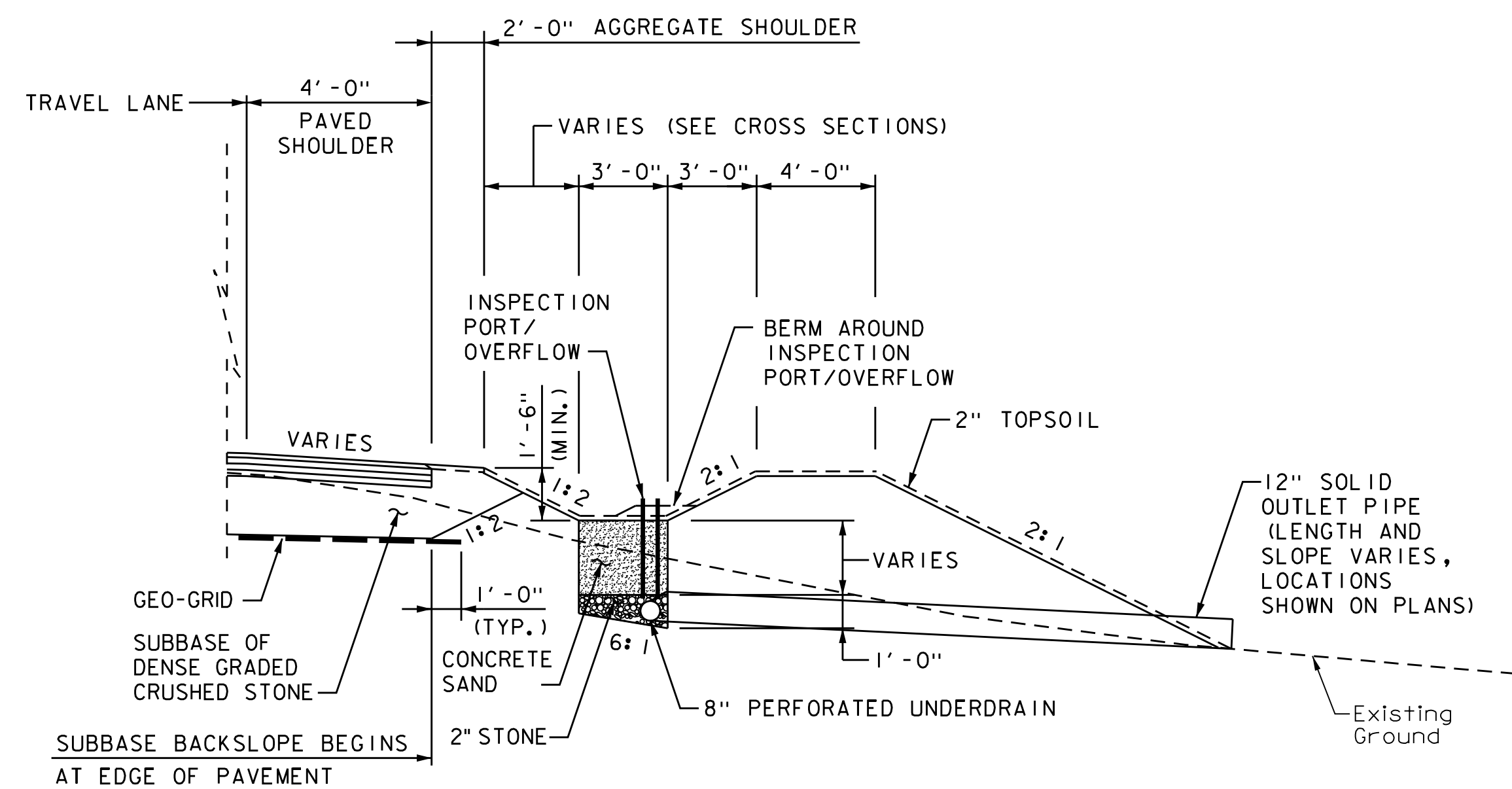
NTS



DRY SWALE DETAIL

- STA. 327+00 - STA. 328+40 RT
 STA. 332+25 - STA. 333+40 RT
 STA. 334+75 - STA. 336+00 RT

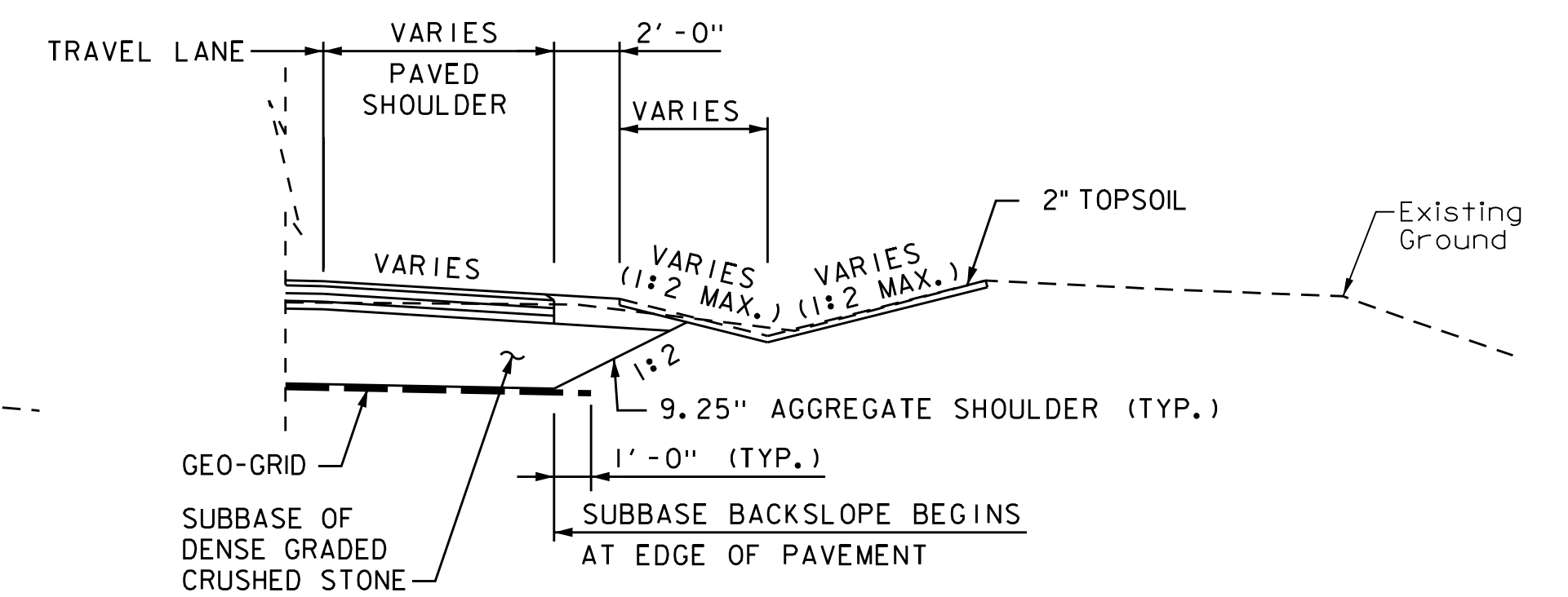
NTS



DRY SWALE DETAIL

- STA. 330+25 - STA. 332+25 RT

NTS



V-DITCH DETAIL

- STA. 264+00 - STA. 264+75 RT STA. 298+25 - STA. 298+75 RT
 STA. 275+25 - STA. 276+00 RT STA. 300+60 - STA. 302+25 RT
 STA. 282+25 - STA. 284+10 RT STA. 309+75 - STA. 310+25 LT
 STA. 287+75 - STA. 288+45 RT STA. 317+25 - STA. 317+75 LT
 STA. 334+10 - STA. 334+25 RT

NTS

DETAILS ARE NOT TO SCALE



PROJECT NAME: SWANTON
 PROJECT NUMBER: NH 036-1(9)
 FILE NAME: z96b032det_01.dgn
 PROJECT LEADER: G. BAKOS
 DESIGNED BY: M. BOGUE
 ROADWAY DETAILS 4

PLOT DATE: 9/13/2023
 DRAWN BY: C. CILLEY
 CHECKED BY: G. BAKOS
 SHEET 12 OF 307

COMMERCIAL - GRAVEL DRIVES

- 2" SUPERPAVE CONCRETE BITUMINOUS PAVEMENT TYPE IIIS (PG 70-28) (4' PAVED APRON)
- 3" AGGREGATE SURFACE COURSE
- 18" SUBBASE OF DENSE GRADED CRUSHED STONE

COMMERCIAL - PAVED DRIVES

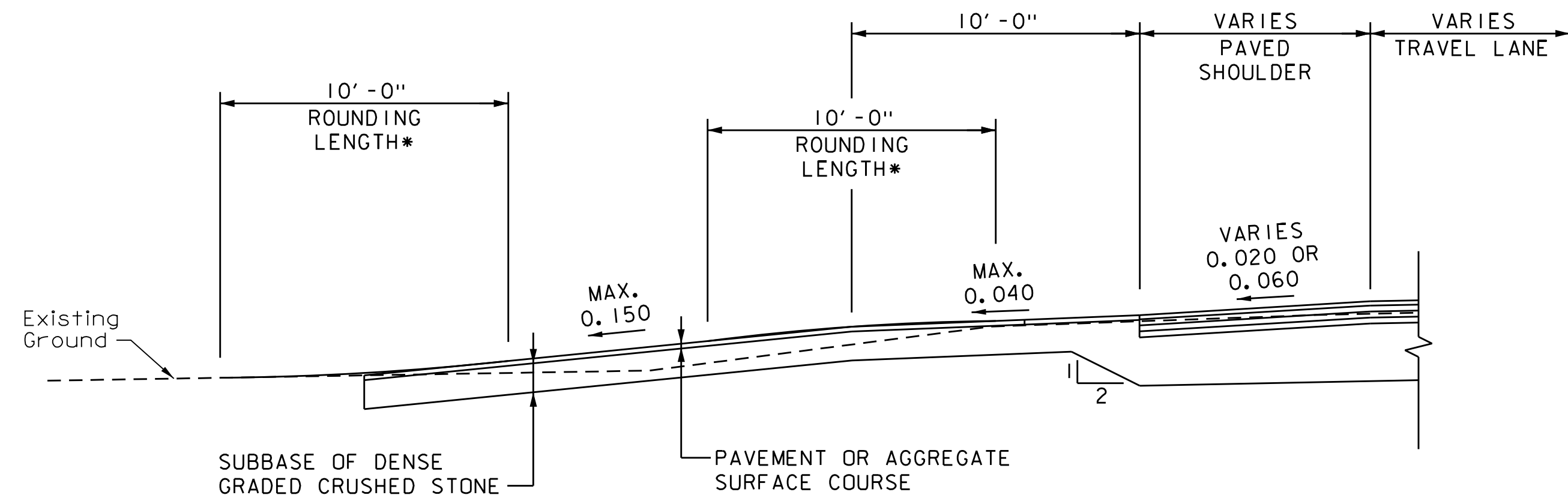
- 2" SUPERPAVE CONCRETE BITUMINOUS PAVEMENT TYPE IIIS (PG 70-28) (4' PAVED APRON)
- 18" SUBBASE OF DENSE GRADED CRUSHED STONE

RESIDENTIAL - PAVED DRIVES

- 2" SUPERPAVE CONCRETE BITUMINOUS PAVEMENT TYPE IIIS (PG 70-28) (4' PAVED APRON)
- 12" SUBBASE OF DENSE GRADED CRUSHED STONE

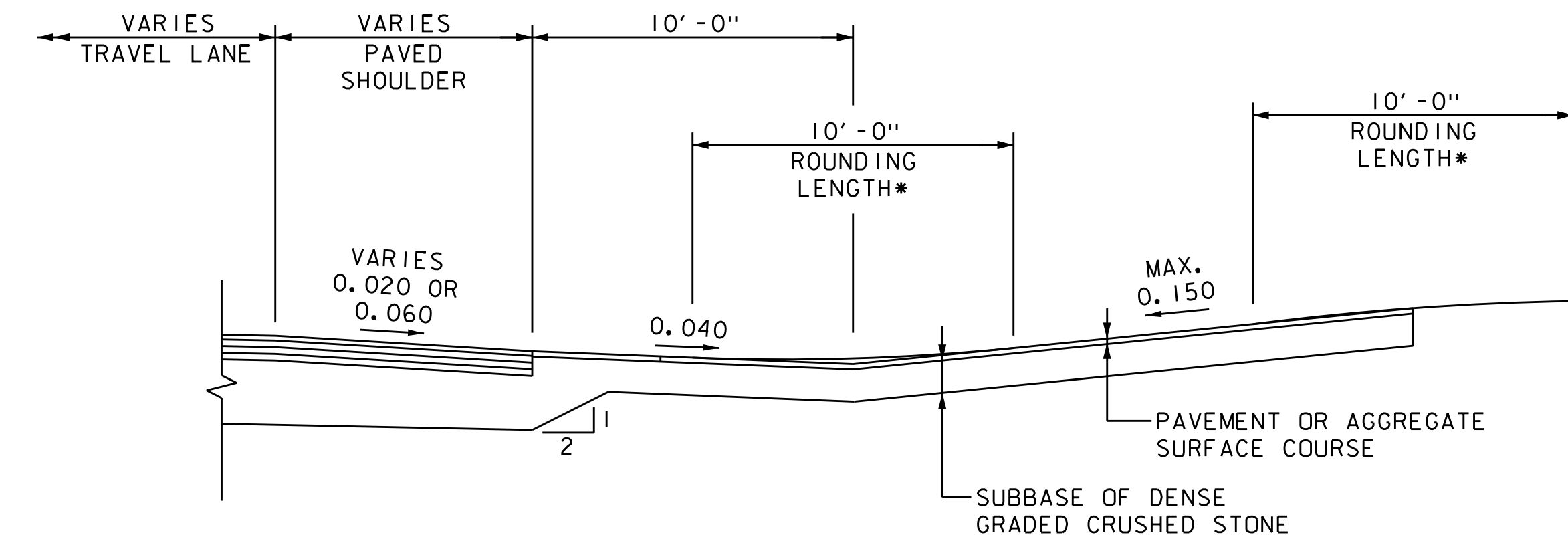
RESIDENTIAL - GRAVEL DRIVES

- 2" SUPERPAVE CONCRETE BITUMINOUS PAVEMENT TYPE IIIS (PG 70-28) (4' PAVED APRON)
- 3" AGGREGATE SURFACE COURSE
- 12" SUBBASE OF DENSE GRADED CRUSHED STONE



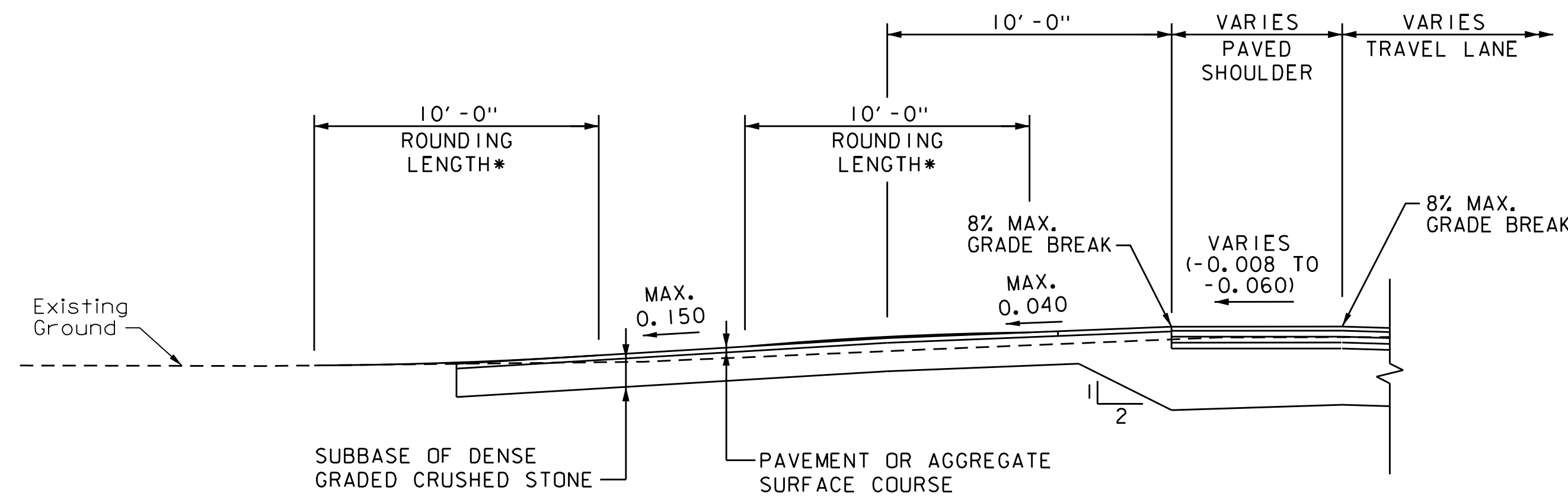
**DRIVE DETAIL IN FILL
NORMAL SECTION**

* IF ALGEBRAIC DIFFERENCE IN GRADES IS LESS THAN 8%, NO ROUNDING IS NEEDED.
NTS



**DRIVE DETAIL IN CUT
NORMAL SECTION**

* IF ALGEBRAIC DIFFERENCE IN GRADES IS LESS THAN 8%, NO ROUNDING IS NEEDED.
NTS



**DRIVE DETAIL IN FILL
SUPERELEVATED SECTION**

* IF ALGEBRAIC DIFFERENCE IN GRADES IS LESS THAN 8%, NO ROUNDING IS NEEDED.
NTS

MATERIAL TOLERANCES	
MATERIAL ITEM	THICKNESS TOLERANCE
PAVEMENT (TOTAL DEPTH)	1/2"
SUBBASE (TOTAL DEPTH)	1"



PROJECT NAME:	SWANTON	PLOT DATE:	9/13/2023
PROJECT NUMBER:	NH 036-1(9)	DRAWN BY:	C.CILLEY
FILE NAME:	z96b032det_02.dgn	DESIGNED BY:	M.BOGUE
PROJECT LEADER:	G.BAKOS	CHECKED BY:	G.BAKOS
DRIVE DETAILS		SHEET	13 OF 307

TABOR ROAD

Element	Point Type	Station	Northing	Easting	Radius	Length	Delta / Theta	Rotation Direction	Maximum Banking	Design Speed
Tangent	POB	20+00.00	900910.263	1459468.024						
	PC	20+80.52	900987.552	1459490.602						
Arc	PC	20+80.52	900987.552	1459490.602	200	42.25	12°06'17.70"	LEFT		
	PI	21+01.73	901007.908	1459496.548						
	CC		901043.632	1459298.625						
	PT	21+22.77	901029.057	1459498.093						
Tangent	PT	21+22.77	901029.057	1459498.093						
	POE	21+66.19	901072.360	1459501.258						

BABBIE BOULEVARD

Element	Point Type	Station	Northing	Easting	Radius	Length	Delta / Theta	Rotation Direction	Maximum Banking	Design Speed
Tangent	POB	50+00.00	886357.208	1477739.428						
	PC	51+49.68	886433.279	1477868.337						
Arc	PC	51+49.68	886433.279	1477868.337	250	42.83	9°48'56.50"	RIGHT		
	PI	51+71.15	886444.189	1477886.825						
	CC		886217.973	1477995.393						
	PT	51+92.51	886451.788	1477906.902						
Tangent	PT	51+92.51	886451.788	1477906.902						
	POE	52+27.15	886464.049	1477939.298						

CHURCH ROAD

Element	Point Type	Station	Northing	Easting	Radius	Length	Delta / Theta	Rotation Direction	Maximum Banking	Design Speed
Tangent	POB	30+00.00	901073.430	1459520.002						
	PC	30+50.72	901123.874	1459525.312						
Arc	PC	30+50.72	901123.874	1459525.312	500	26.90	3°04'56.60"	RIGHT		
	PI	30+64.18	901137.253	1459526.720						
	CC		901071.534	1460022.565						
	PT	30+77.62	901150.537	1459528.846						
Tangent	PT	30+77.62	901150.537	1459528.846						
	POE	31+67.91	901239.693	1459543.112						

BROOKLYN STREET

Element	Point Type	Station	Northing	Easting	Radius	Length	Delta / Theta	Rotation Direction	Maximum Banking	Design Speed
Tangent	POB	60+00.00	884366.158	1477952.272						
	POE	61+75.77	884289.631	1478110.514						

GALLUP COURT

Element	Point Type	Station	Northing	Easting	Radius	Length	Delta / Theta	Rotation Direction	Maximum Banking	Design Speed
Tangent	POB	70+00.00	884125.628	1477785.979						
	PC	71+12.39	884073.456	1477885.524						
Arc	PC	71+12.39	884073.456	1477885.524	200	60.78	17°24'40.30"	RIGHT		
	PI	71+43.01	884059.240	1477912.649						
	CC		883896.311	1477792.682						
	PT	71+73.16	884037.559	1477934.277						
Tangent	PT	71+73.16	884037.559	1477934.277						
	POE	71+80.39	884032.440	1477939.383						

CAMPBELL BAY ROAD

Element	Point Type	Station	Northing	Easting	Radius	Length	Delta / Theta	Rotation Direction	Maximum Banking	Design Speed
Tangent	POB	80+00.00	901104.142	1464124.075						
	POE	81+00.00	901203.611	1464134.365						

JONERGIN DRIVE

Element	Point Type	Station	Northing	Easting	Radius	Length	Delta / Theta	Rotation Direction	Maximum Banking	Design Speed
Tangent	POB	40+00.00	887579.098	1476277.149						
	POE	42+43.90	887754.072	1476447.068						

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:	SWANTON	PLOT DATE:	9/13/2023
PROJECT NUMBER:	NH 036-1(9)	DRAWN BY:	C.CILLEY
FILE NAME:	z96b032.Horizontal.Table.dgn	CHECKED BY:	G. BAKOS
PROJECT LEADER:	G. BAKOS	HORIZONTAL ALIGNMENT TABLE SHEET 2	SHEET 15 OF 307

Element	Type	Station	Elevation	Length	Entrance Grade	Exit Grade	K	Middle Ordinate	Crest or Sag	Design Speed
Symmetrical Parabola	PVC	36+00.00	105.75	200.00	0.06%	-0.05%	386.04	-0.13	Crest	80.00
	PVI	37+00.00	105.81							
	PVT	38+00.00	105.36							
Linear	POB	38+00.00	105.36							
	PVC	39+00.00	104.90							
	PVI	41+00.00	103.98							
Symmetrical Parabola	PVI	41+00.00	103.98	400.00	-0.05%	0.33%	510.17	0.39	Sag	80.00
	PVT	43+00.00	104.64							
	PVC	43+00.00	104.64							
Linear	POB	43+00.00	104.64							
	PVC	43+50.00	104.80							
	PVI	44+50.00	105.13							
Symmetrical Parabola	PVI	44+50.00	105.13	200.00	0.33%	-0.23%	359.14	-0.14	Crest	75.00
	PVT	45+50.00	104.89							
	PVC	45+50.00	104.89							
Linear	POB	45+50.00	104.89							
	PVC	48+50.00	104.20							
	PVI	50+00.00	103.86							
Symmetrical Parabola	PVI	50+00.00	103.86	300.00	-0.23%	0.19%	721.24	0.16	Sag	80.00
	PVT	51+50.00	104.14							
	PVC	51+50.00	104.14							
Linear	POB	51+50.00	104.14							
	PVC	55+50.00	104.88							
	PVI	57+00.00	105.16							
Symmetrical Parabola	PVI	57+00.00	105.16	300.00	0.19%	-0.13%	955.91	-0.12	Crest	80.00
	PVT	58+50.00	104.96							
	PVC	58+50.00	104.96							
Linear	POB	58+50.00	104.96							
	PVC	64+75.00	104.16							
	PVI	66+00.00	104.00							
Symmetrical Parabola	PVI	66+00.00	104.00	250.00	-0.13%	0.22%	710.40	0.11	Sag	80.00
	PVT	67+25.00	104.28							
	PVC	67+25.00	104.28							
Linear	POB	67+25.00	104.28							
	PVC	73+50.00	105.68							
	PVI	74+50.00	105.90							
Symmetrical Parabola	PVI	74+50.00	105.90	200.00	0.22%	0.49%	754.60	0.07	Sag	80.00
	PVT	75+50.00	106.39							
	PVC	75+50.00	106.39							
Linear	POB	75+50.00	106.39							
	PVC	76+50.00	106.88							
	PVI	78+00.00	107.61							
Symmetrical Parabola	PVI	78+00.00	107.61	300.00	0.49%	-0.24%	412.33	-0.27	Crest	80.00
	PVT	79+50.00	107.25							
	PVC	79+50.00	107.25							
Linear	POB	79+50.00	107.25							
	PVC	86+75.00	105.52							
	PVI	88+00.00	105.22							
Symmetrical Parabola	PVI	88+00.00	105.22	250.00	-0.24%	-0.17%	3863.13	0.02	Sag	80.00
	PVT	89+25.00	105.00							
	PVC	89+25.00	105.00							
Linear	POB	89+25.00	105.00							
	PVC	93+75.00	104.22							
	PVI	95+00.00	104.00							
Symmetrical Parabola	PVI	95+00.00	104.00	250.00	-0.17%	0.00%	1434.43	0.05	Sag	80.00
	PVT	96+25.00	104.00							
	PVC	96+25.00	104.00							
Linear	POB	96+25.00	104.00							
	PVC	98+00.00	104.00							
	PVI	99+50.00	104.00							
Symmetrical Parabola	PVI	99+50.00	104.00	300.00	0.00%	0.10%	3000.00	0.04	Sag	80.00
	PVT	101+00.00	104.15							
	PVC	101+00.00	104.15							
Linear	POB	101+00.00	104.15							
	PVC	102+00.00	104.25							
	PVI	103+50.00	104.40							
Symmetrical Parabola	PVI	103+50.00	104.40	300.00	0.10%	-0.08%	1651.38	-0.07	Crest	80.00
	PVT	105+00.00	104.28							
	PVC	105+00.00	104.28							
Linear	POB	105+00.00	104.28							
	PVC	108+25.00	104.01							
	PVI	109+50.00	103.91							
Symmetrical Parabola	PVI	109+50.00	103.91	250.00	-0.08%	0.01%	2602.36	0.03	Sag	80.00
	PVT	110+75.00	103.93							
	PVC	110+75.00	103.93							
Linear	POB	110+75.00	103.93							
	PVC	113+25.00	103.96							
	PVI	115+75.00	104.00							
Symmetrical Parabola	PVI	115+75.00	104.00	500.00	0.01%	-0.06%	6377.55	-0.05	Crest	80.00
	PVT	118+25.00	103.84							
	PVC	118+25.00	103.84							
Linear	POB	118+25.00	103.84							
	PVC	120+25.00	103.71							
	PVI	122+00.00	103.60							
Symmetrical Parabola	PVI	122+00.00	103.60	350.00	-0.06%	0.09%	2259.39	0.07	Sag	80.00
	PVT	123+75.00	103.76							
	PVC	123+75.00	103.76							

Element	Type	Station	Elevation	Length	Entrance Grade	Exit Grade	K	Middle Ordinate	Crest or Sag	Design Speed
Linear	POB	123+75.00	103.76							
	PVC	125+75.00	103.94							
	PVI	127+50.00	104.10							
Symmetrical Parabola	PVI	127+50.00	104.10	350.00	0.09%	0.00%	3918.05	-0.04	Crest	80.00
	PVT	129+25.00	104.10							
	PVC	129+25.00	104.10							
Linear	POB	129+25.00	104.10							
	PVC	145+25.00	104.13							
	PVI	146+50.00	104.13							
Symmetrical Parabola	PVI	146+50.00	104.13	250.00	0.00%	0.10%	2569.95	0.03	Sag	80.00
	PVT	147+75.00	104.25							
	PVC	147+75.00	104.25							
Linear	POB	147+75.00	104.25							
	PVC	148+00.00	104.28							
	PVI	150+00.00	104.48							
Symmetrical Parabola	PVI	150+00.00	104.48	400.00	0.10%	-0.09%	2157.47	-0.09	Crest	80.00
	PVT	152+00.00	104.30							
	PVC	152+00.00	104.30							
Linear	POB	152+00.00	104.30							
	PVC	154+00.00	104.13							
	PVI	155+50.00	104.00							
Symmetrical Parabola	PVI	155+50.00	104.00	300.00	-0.09%	0.17%	1162.91	0.10	Sag	80.00
	PVT	157+00.00	104.26							
	PVC	157+00.00	104.26							
Linear	POB	157+00.00	104.26							
	PVC	157+50.00	104.34							
	PVI	159+00.00	104.60							
Symmetrical Parabola	PVI	159+00.00	104.60	300.00	0.17%	-0.38%	546.88	-0.21	Crest	80.00
	PVT	160+50.00	104.03							
	PVC	160+50.00	104.03							
Linear	POB	160+50.00	104.03							
	PVC	161+00.00	103.85							
	PVI	162+50.00	103.28							
Symmetrical Parabola	PVI	162+50.00	103.28	300.00	-0.38%	0.17%	544.04	0.21	Sag	80.00
	PVT	164+00.00	103.54							
	PVC	164+00.00	103.54							
Linear	POB	164+00.00	103.54							
	PVC	164+75.00	103.67							
	PVI	166+00.00	103.89							
Symmetrical Parabola	PVI	166+00.00	103.89	250.00	0.17%	0.53%	695.00	0.11	Sag	80.00
	PVT	167+25.00	104.56							
	PVC	167+25.00	104.56							
Linear	POB	167+25.00	104.56							
	PVC	167+50.00	104.69							
	PVI	168+50.00	105.23							
Symmetrical Parabola	PVI	168+50.00	105.23	200.00	0.53%	-0.24%	258.40	-0.19	Crest	70.00
	PVT	169+50.00	104.99							
	PVC	169+50.00	104.99							
Symmetrical Parabola	PVRC	169+50.00	104.99	200.00	-0.24%	-0.03%	946.75	0.05	Sag	80.00
	PVI	170+50.00	104.75							
	PVT	171+50.00	104.72							
Linear	POB	171+50.00	104.72							
	PVC	173+50.00	104.66							
	PVI	174+50.00	104.63							
Symmetrical Parabola	PVI	174+50.00	104.63	200.00	-0.03%	-0.17%	1376.94	-0.04	Crest	80.00
	PVT	175+50.00	104.46							
	PVC	175+50.00	104.46							
Linear	POB	175+50.00	104.46							
	PVC	176+00.00	104.37							
	PVI	177+00.00	104.20							
Symmetrical Parabola	PVI	177+00.00	104.20	200.00	-0.17%	-0.08%	2127.66	0.02	Sag	80.00
	PVT	178+00.00	104.12							
	PVC	178+00.00	104.12							
Linear	POB	178+00.00	104.12							
	PVC	178+75.00	104.06							
	PVI	180+00.00	103.96							
Symmetrical Parabola	PVI	180+00.00	103.96	250.00	-0.08%	0.07%	1648.35	0.05	Sag	80.00
	PVT	181+25.00	104.04							
	PVC	181+25.00	104.04							
Linear	POB	181+25.00	104.04							
	PVC	182+00.00	104.10							
	PVI	183+00.00	104.17							
Symmetrical Parabola	PVI	183+00.00	104.17	200.00	0.07%	-0.13%	991.74	-0.05	Crest	80.00
	PVT	184+00.00	104.04							
	PVC	184+00.00	104.04							
Linear	POB	184+00.00	104.04							
	PVC	184+25.00	104.01							
	PVI	185+25.00	103.88							
Symmetrical Parabola	PVI	185+25.00	103.88	200.00	-0.13%	0.19%	618.35	0.08	Sag	80.00
	PVT	186+25.00	104.07							
	PVC	186+25.00	104.07							
Linear	POB	186+25.00	104.07							
	PVC	187+00.00	104.22							
	PVI	188+00.00	104.41							
Symmetrical Parabola	PVI	188+00.00	104.41	200.00	0.19%	-0.07%	756.67	-0.07	Crest	80.00
	PVT	189+00.00	104.34							
	PVC	189+00.00	104.34							

Element	Type	Station	Elevation	Length	Entrance Grade	Exit Grade	K	Middle Ordinate	Crest or Sag	Design Speed
Symmetrical Parabola	PVRC	189+00.00	104.34	250.00	-0.07%	0.17%	1049.78	0.07	Sag	80.00
	PVI	190+25.00	104.25							
	PVT	191+50.00	104.46							
Linear	POB	191+50.00	104.46							
	PVC	192+00.00	104.54							
	PVI	192+00.00	104.54							
Symmetrical Parabola	PVI	192+00.00	104.54	200.00	0.17%	0.04%	1523.55	-0.03	Crest	80.00
	PVT	193+00.00	104.71							
	PVC	193+00.00	104.71							
Linear	POB	193+00.00	104.71							
	PVC	194+00.00	104.75							
	PVI	194+00.00	104.75							
Symmetrical Parabola	PVI	194+00.00	104.75	200.00	0.04%	0.17%	1461.63	0.03	Sag	80.00
	PVT	194+50.00	104.76							
	PVC	194+50.00	104.76							
Symmetrical Parabola	PVCC	196+50.00	104.97	200.00	0.04%	0.40%	872.09	0.06	Sag	80.00
	PVI	197+50.00	105.15							
	PVT	198+50.00	105.55							
Symmetrical Parabola	PVRC	198+50.00	105.55	200.00	0.40%	-0.12%	383.02	-0.13	Crest	75.00
	PVI	199+50.00	105.95							

Element	Type	Station	Elevation	Length	Entrance Grade	Exit Grade	K	Middle Ordinate	Crest or Sag	Design Speed
Linear	POB	234+50.00	105.68	200.00	0.10%	0.09%	22105.26	0.00	Crest	80.00
	PVC	235+00.00	105.73							
Symmetrical Parabola	PVI	235+00.00	105.73							
	PVT	237+00.00	105.92							
Linear	POB	237+00.00	105.92							
	PVC	238+50.00	106.07							
Symmetrical Parabola	PVI	239+50.00	106.16							
	PVT	240+50.00	106.16							
Linear	POB	240+50.00	106.16							
	PVC	242+00.00	106.15							
Symmetrical Parabola	PVI	243+00.00	106.15							
	PVT	244+00.00	106.06							
Linear	POB	244+00.00	106.06							
	PVC	246+00.00	105.89							
Symmetrical Parabola	PVI	247+00.00	105.89							
	PVT	248+00.00	106.21							
Linear	POB	248+00.00	106.21							
	PVC	248+50.00	106.42							
Symmetrical Parabola	PVI	249+50.00	106.84							
	PVT	250+50.00	106.76							
Linear	POB	250+50.00	106.76							
	PVC	251+00.00	106.72							
Symmetrical Parabola	PVI	252+00.00	106.64							
	PVT	253+00.00	106.66							
Linear	POB	253+00.00	106.66							
	PVC	254+00.00	106.69							
Symmetrical Parabola	PVI	254+00.00	106.69							
	PVT	256+00.00	106.96							
Linear	POB	256+00.00	106.96							
	PVC	256+50.00	107.09							
Symmetrical Parabola	PVI	257+50.00	107.35							
	PVT	258+50.00	107.30							
Linear	POB	258+50.00	107.30							
	PVC	260+02.50	107.22							
Symmetrical Parabola	PVI	261+50.00	107.15							
	PVT	262+97.50	110.12							
Linear	POB	262+97.50	110.12							
	PVC	263+50.00	111.18							
Symmetrical Parabola	PVI	263+50.00	111.18							
	PVT	265+50.00	115.20							
Linear	POB	267+50.00	114.27							
	PVC	268+25.00	113.92							
Symmetrical Parabola	PVI	268+25.00	113.92							
	PVT	271+25.00	110.46							
Linear	POB	271+25.00	110.46							
	PVC	271+90.00	109.27							
Symmetrical Parabola	PVI	273+40.00	106.51							
	PVT	274+90.00	106.17							
Linear	POB	274+90.00	106.17							
	PVC	275+15.00	106.11							
Symmetrical Parabola	PVI	277+40.00	105.60							
	PVT	279+65.00	114.44							
Linear	POB	279+65.00	114.44							
	PVC	280+50.00	117.77							
Symmetrical Parabola	PVI	280+50.00	117.77							
	PVT	281+50.00	121.70							
Linear	POB	282+50.00	122.24							
	PVC	283+00.00	122.50							

Element	Type	Station	Elevation	Length	Entrance Grade	Exit Grade	K	Middle Ordinate	Crest or Sag	Design Speed
Symmetrical Parabola	PVC	283+00.00	122.50	200.00	0.54%	-0.32%	234.89	-0.21	Crest	65.00
	PVI	284+00.00	123.04							
Symmetrical Parabola	PVRC	285+00.00	122.72							
	PVT	286+00.00	122.41							
Linear	POB	287+00.00	122.33							
	PVC	288+50.00	122.21							
Symmetrical Parabola	PVI	289+50.00	122.13							
	PVT	290+50.00	121.98							
Linear	POB	290+50.00	121.98							
	PVC	291+50.00	121.84							
Symmetrical Parabola	PVI	291+50.00	121.84							
	PVT	293+50.00	121.80							
Linear	POB	293+50.00	121.80							
	PVC	297+00.00	122.17							
Symmetrical Parabola	PVI	298+00.00	122.28							
	PVT	299+00.00	121.67							
Linear	POB	299+00.00	121.67							
	PVC	299+50.00	121.36							
Symmetrical Parabola	PVI	300+50.00	120.75							
	PVT	301+50.00	120.08							
Linear	POB	301+50.00	120.08							
	PVC	302+00.00	119.74							
Symmetrical Parabola	PVI	303+00.00	119.07							
	PVRC	304+00.00	118.60							
Symmetrical Parabola	PVCC	304+00.00	118.60							
	PVI	305+00.00	118.13							
Symmetrical Parabola	PVCC	306+00.00	117.65							
	PVCC	306+00.00	117.65							
Symmetrical Parabola	PVI	307+00.00	117.17							
	PVT	308+00.00	116.61							
Linear	POB	308+00.00	116.61							
	PVC	309+05.00	116.03							
Symmetrical Parabola	PVI	310+75.00	115.08							
	PVT	312+45.00	122.37							
Linear	POB	312+45.00	122.37							
	PVC	313+30.00	126.01							
Symmetrical Parabola	PVI	313+30.00	126.01							
	PVT	314+50.00	131.15							
Linear	POB	315+70.00	131.23							
	PVC	316+50.00	131.29							
Symmetrical Parabola	PVI	317+50.00	131.36							
	PVRC	318+50.00	129.40							

Element	Type	Station	Elevation	Length	Entrance Grade	Exit Grade	K	Middle Ordinate	Crest or Sag	Design Speed
Symmetrical Parabola	PVRC	318+50.00	129.40	200.00	-1.96%	0.46%	82.64	0.61	Sag	45.00
	PVI	319+50.00	127.44							
	PVT	320+50.00	127.90							
Linear	POB	320+50.00	127.90							
	PVC	322+50.00	128.82							
Symmetrical Parabola	PVI	322+50.00	128.82							
	PVT	324+50.00	129.73							
Linear	POB	324+50.00	129.73							
	PVC	325+50.00	130.19							
Symmetrical Parabola	PVI	325+50.00	130.19							
	PVT	326+50.00	130.64							
Linear	POB	326+50.00	130.64							
	PVC	327+50.00	130.93							
Linear	POB	327+50.00	130.93							
	PVC	329+25.00	131.43							
Symmetrical Parabola	PVI	330+25.00	131.72							
	PVT	331+25.00	126.70							
Linear	POB	331+25.00	126.70							
	PVC	331+35.00	126.20							
Symmetrical Parabola	PVI	331+35.00	126.20							
	PVT	332+65.00	119.68							
Linear	POB	333+95.00	118.92							
	PVC	333+95.00	118.92							
Symmetrical Parabola	PVI	336+00.00	117.73							
	PVT	336+00.00	117.73							
Linear	POB	337+00.00	117.15							
	PVC	338+00.00	118.15							

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: SWANTON
PROJECT NUMBER: NH 036-1(9)

FILE NAME: z96b032_Ver tical_Table.dgn PLOT DATE: 9/13/2023
PROJECT LEADER: G.BAKOS DRAWN BY: C.CILLEY
DESIGNED BY: M.BOGUE CHECKED BY: G.BAKOS
VERTICAL ALIGNMENT TABLE SHEET 2 SHEET 17 OF 307

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.O.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 7/8"
 - 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
- ROD 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
gr'y	Gray	wh	White
gn	Green	yel	Yellow
lt	Light	mltc	Multicolored
or	Orange		

Proposed Centerline

Boring	Station CADD	Offset (ft) CADD	Northing (ft) Field	Easting (ft) Field	Elevation (ft) CADD	CNPF-TLOB
B-101	41+04.66	24.87	900943.21	1457823.82	99.49	87.89
B-102	45+99.54	-23.47	901024.32	1458314.4	97.22	75.22
B-103	70+87.30	25.68	901120.82	1460800.92	103.26	95.26
B-104	96+06.19	17.79	901339.48	1463305.42	99.42	80.62
B-105	101+09.00	23.88	901231.09	1463789.54	97.75	92.75
B-105A	101+38.88	-41.74	901282.7	1463839.96	99.14	90.14
B-106	105+99.50	25.08	901017.7	1464225.35	100.82	84.92
B-107	105+78.40	-12.19	901060.52	1464225.43	103.78	95.78
HA-14	106+23.04	3.02	901025.23	1464256.72	104.00	94.00
B-108	111+08.90	-37.12	900814.74	1464698.29	94.91	72.91
B-109	118+08.38	-19.36	900350.01	1465228.17	98.87	76.87
B-110	125+98.74	-31.54	899710.99	1465699.75	96.17	74.17
B-111	141+02.67	-16.47	898391.89	1466422.26	98.92	76.92
B-112	150+75.21	18.53	897593.5	1466966.92	98.02	82.02
B-113	159+14.89	27.98	897025.44	1467573.86	98.49	76.49
B-114	164+46.00	14.44	896619.48	1467909.52	101.27	79.27
B-115	174+26.05	31.43	895695.5	1468230.87	100.72	78.72
B-116	189+43.79	22.45	894321.58	1468882.05	101.50	79.50
B-117	157+64.02	17.69	897146.7	1467483.49	98.75	76.75
B-118	156+12.95	18.50	897256.36	1467381.56	97.89	85.89
B-118A	156+14.37	23.32	897251.97	1467379.13	97.51	77.11
B-119	154+42.46	19.79	897370.11	1467256.82	97.50	89.50
B-119A	154+38.22	26.56	897367.65	1467249.25	96.80	74.80
B-120	153+16.62	21.41	897446.47	1467158.41	97.87	75.87
B-121	151+65.96	20.37	897537.63	1467038.45	97.31	85.71
B-122	150+14.75	19.62	897629.56	1466917.73	98.45	82.65
B-123	148+41.69	33.91	897737.97	1466777.57	96.63	82.13

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 > 0.075" (#10 sieve).
- SAND - Particles of rock < 0.075" (#10 sieve) and > 0.0025" (#200 sieve).
- SLT - Soil < 0.0025" (#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 June 2001 and March 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.

PROJECT NAME: SWANTON
PROJECT NUMBER: NH 036-1(9)

FILE NAME: z96b032.Boring-Info.dgn
PROJECT LEADER: G. BAKOS
DESIGNED BY: M. BOGUE
BORING INFORMATION SHEET

PLOT DATE: 9/13/2023
DRAWN BY: C. CILLEY
CHECKED BY: G. BAKOS
SHEET 18 OF 307

VT Trans Working to Get You There		STATE OF VERMONT AGENCY OF TRANSPORTATION MATERIALS & RESEARCH SECTION SUBSURFACE INFORMATION		BORING LOG		Boring No.: B101		
				SWANTON NH 036-1(9) VT-78 ROADWAY		Page No.: 1 of 1		
						Pin No.: 96B032		
						Checked By: CEE		
Boring Crew: GARROW, NIETO, JUDKINS		Type: Casing	Sampler	Groundwater Observations				
Date Started: 3/20/14	Date Finished: 3/20/14	H.S.A.	SS	Date	Depth (ft)	Notes		
VTSPG NAD83: N 900943.21 ft E 1457823.82 ft		I.D.: 3.25 in	1.5 in	03/20/14	1.1	After drilling.		
Station: 41+05	Offset: 24.87	Hammer Wt: N.A.	140 lb.					
Ground Elevation: 99.5 ft		Hammer Fall: N.A.	30 in.					
		Hammer/Rod Type: Auto/AWJ						
		Rig: CME 45C TRACK	C _E = 1.34					
Depth (ft)	Strata (1)	CLASSIFICATION OF MATERIALS (Description)		Blows/6" (N Value)	Moisture Content %	Gravel %	Sand %	Fines %
5		A-4, GrSaSi, gry-Lt/brn, Moist, Rec. = 2.0 ft, Lab Note: A small layer of clay was noticeable. Sticks & wood were within sample.		4-11-11-22 (22)	16.7	24.0	34.9	41.1
		A-4, GrSiSa, Lt/brn, Moist, Rec. = 1.7 ft		17-20-23-26 (43)	12.5	21.5	39.8	38.7
		A-4, GrSaSi, Lt/brn, Moist, Rec. = 1.4 ft		8-11-16-9 (27)	11.5	29.6	34.5	35.9
		A-4, GrSaSi, gry, Moist, Rec. = 0.6 ft		5-7-39-10 (46)	10.6	22.7	30.5	46.8
10		Tested, SaGr, gry, Dry, Rec. = 0.3 ft, Lab Note: Lots of Broken & pulverized rock was within sample.		WH-3-8-12 (11)	3.4	56.0	33.8	10.2
		A-2-4, SaSiGr, gry, Wet, Rec. = 1.0 ft			15.2	44.9	21.1	34.0
		A-4, SaGrSi, gry, Wet, Rec. = 0.7 ft		10-16-48-R@1.0" (64)	10.4	32.2	26.4	41.4
		Tested, SaGr, gry, Wet, Lab Note: Mostly Broken Rock. Could not penetrate further.			9.1	56.3	23.9	19.8
		Hole stopped @ 11.6 ft CNPF-TLOB						
15								
20								
25								
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 SWANTON NH 036-1(9).GPJ VERMONT AOT.GDT 7/16/14

NOTE:

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

VT Trans Working to Get You There		STATE OF VERMONT AGENCY OF TRANSPORTATION MATERIALS & RESEARCH SECTION SUBSURFACE INFORMATION		BORING LOG		Boring No.: B-102				
				SWANTON NH 036-1(9) VT-78 ROADWAY		Page No.: 1 of 1				
						Pin No.: 96B032				
						Checked By: CEE				
Boring Crew: GARROW, NIETO, JUDKINS		Type: Casing	Sampler	Groundwater Observations						
Date Started: 3/20/14	Date Finished: 3/20/14	H.S.A.	SS & TUBE	Date	Depth (ft)	Notes				
VTSPG NAD83: N 901024.32 ft E 1458314.40 ft		I.D.: 3.25 in	1.5 in	03/20/14	5.3	After drilling.				
Station: 46+00	Offset: -23.47	Hammer Wt: N.A.	140 lb.							
Ground Elevation: 97.2 ft		Hammer Fall: N.A.	30 in.							
		Hammer/Rod Type: Auto/AWJ								
		Rig: CME 45C TRACK	C _E = 1.34							
Depth (ft)	Strata (1)	CLASSIFICATION OF MATERIALS (Description)		Blows/6" (N Value)	Moisture Content %	Gravel %	Sand %	Fines %	LL %	PI %
5		A-7-6, SiCl, brn, MTW, Rec. = 0.9 ft, Lab Note: Roots & sticks were within sample. Sample tested: Trace of Organics (3.9%)		2-1-1-1 (2)	52.0	0.3	13.9	85.8	46	18
		A-7-6, Cl, brn-gry, Moist, Rec. = 1.5 ft		1-3-4-5 (7)	35.0	3.7	3.5	92.8	48	22
		Field Note: Attempted Shelby Tube sample., No Recovery.								
10		A-7-6, Cl, brn-Lt/gry, MTW, Rec. = 2.0 ft		2-2-2-3 (4)	44.1	0.8	2.6	96.6	50	24
		Shelby Tube, gry, Moist, Rec. = 1.3 ft, 8.0 ft - 10.0 ft								
15		A-2-4, SiGrSa, gry, Wet, Rec. = 1.4 ft		12-24-30-R@5.0" (54)	7.9	35.2	34.5	30.3		
		A-4, SaGrSi, gry, Wet, Rec. = 1.4 ft		6-17-18-39 (35)	7.3	31.3	30.8	37.9		
		Hole stopped @ 22.0 ft								
20										
25										
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 SWANTON NH 036-1(9).GPJ VERMONT AOT.GDT 7/16/14



PROJECT NAME: SWANTON	PLOT DATE: 9/13/2023
PROJECT NUMBER: NH 036-1(9)	DRAWN BY: C.CILLEY
FILE NAME: z96b032.Borings.dgn	CHECKED BY: G. BAKOS
PROJECT LEADER: G. BAKOS	SHEET 19 OF 307
DESIGNED BY: M. BOGUE	
BORING AND CORING SHEET 1	

VT Trans Working to Get You There		STATE OF VERMONT AGENCY OF TRANSPORTATION MATERIALS & RESEARCH SECTION SUBSURFACE INFORMATION		BORING LOG		Boring No.: B-103			
				SWANTON NH 036-1(9) VT-78 ROADWAY		Page No.: 1 of 1			
						Pin No.: 96B032			
						Checked By: CEE			
Boring Crew: DAIGNEAULT, GARROW, NIETO		Casing Type: H.S.A.		Sampler Type: SS		Groundwater Observations			
Date Started: 3/18/14 Date Finished: 3/18/14		I.D.: 3.25 in		SS I.D.: 1.5 in		Date Depth (ft) Notes			
VTSPG NAD83: N 910020.82 ft E 1460800.92 ft		Hammer Wt: N.A.		140 lb.		03/18/14 5.2 After drilling.			
Station: 70+87 Offset: 25.68		Hammer Fall: N.A.		30 in.					
Ground Elevation: 103.3 ft		Hammer/Rod Type: Auto/AWJ		Rig: CME 45C TRACK		C _E = 1.34			
Depth (ft)	Strata (1)	CLASSIFICATION OF MATERIALS (Description)			Blows/6" (N Value)	Moisture Content %	Gravel %	Sand %	Fines %
5		A-2-4, GrSiSa, Lt/brn, MTW, Rec. = 1.4 ft, Sample tested: Trace of Organics (7.7%)			5-7-5-5 (12)	33.7	31.0	37.9	31.1
		Visual Description: Broken Rock with silty sand, Lt/brn, Moist, Rec. = 0.6 ft, Insufficient sample for testing.			3-5-9-13 (14)	9.7			
		A-2-4, SiSaGr, gry-Lt/brn, Moist, Rec. = 1.6 ft, Lab Note: Broke Rock was within sample.			6-27-10-9 (37)	11.1	41.6	31.4	27.0
		A-1-b, SiSaGr, gry-brn, MTW, Rec. = 1.5 ft, Auger could not penetrate further. To ledge or boulder.			5-14-14-13 (28)	11.5	43.1	33.8	23.1
10		Hole stopped @ 8.0 ft CNPF-TLOB							
		Remarks: 1. Hole collapsed at 5.3 ft.							
15									
20									
25									
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 SWANTON NH 036-1(9).GPJ VERMONT AOT.GDT 7/16/14

VT Trans Working to Get You There		STATE OF VERMONT AGENCY OF TRANSPORTATION MATERIALS & RESEARCH SECTION SUBSURFACE INFORMATION		BORING LOG		Boring No.: B-104					
				SWANTON NH 036-1(9) VT-78 ROADWAY		Page No.: 1 of 1					
						Pin No.: 96B032					
						Checked By: CEE					
Boring Crew: GARROW, NIETO		Casing Type: H.S.A.		Sampler Type: SS & TUBE		Groundwater Observations					
Date Started: 3/11/14 Date Finished: 3/11/14		I.D.: 3.25 in		SS I.D.: 1.5 in		Date Depth (ft) Notes					
VTSPG NAD83: N 901339.48 ft E 1463305.42 ft		Hammer Wt: N.A.		140 lb.		03/11/14 4.3 After drilling.					
Station: 96+06 Offset: 17.79		Hammer Fall: N.A.		30 in.							
Ground Elevation: 99.4 ft		Hammer/Rod Type: Auto/AWJ		Rig: CME 45C TRACK		C _E = 1.34					
Depth (ft)	Strata (1)	CLASSIFICATION OF MATERIALS (Description)			Blows/6" (N Value)	Moisture Content %	Gravel %	Sand %	Fines %	LL %	PI %
5		A-1-b, SaGr, brn, Moist, Rec. = 0.4 ft, Lab Note: Sticks & grass were within sample.			1-1-1-1 (2)	22.7	42.1	41.0	16.9		
		A-7-5, Cl, Lt/brn, MTW, Rec. = 0.6 ft, Sample tested: Trace of Organics (6.2%)			WH-WH-1-2 (1)	58.0	0.6	2.9	96.5	62	25
		A-7-5, Cl, brn, MTW, Rec. = 2.0 ft, Sample tested: Trace of Organics (6.0%)				50.5		2.2	97.8	61	25
		A-7-6, Cl, Lt/brn, MTW, Rec. = 0.5 ft, Sample tested: Trace of Organics (5.5%)			1-2-4-9 (6)	44.2	0.3	3.0	96.7	54	24
		A-6, SiCl, gry-Lt/brn, MTW, Rec. = 1.5 ft, Sample tested: Trace of Organics (1.2%)				28.4	0.8	16.3	82.9	30	12
		A-2-4, SiGrSa, gry, MTW, Rec. = 1.3 ft			7-13-13-15 (26)	9.5	34.4	38.8	26.8		
10		A-1-b, SiSaGr, gry, MTW, Rec. = 1.1 ft									
15		A-2-4, SaSiGr, gry, MTW, Rec. = 1.6 ft									
20		A-4, GrSaSi, gry, MTW, Rec. = 0.8 ft, Augers could not penetrate further. To ledge or boulder.									
		Hole stopped @ 18.8 ft CNPF-TLOB									
25											
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 SWANTON NH 036-1(9).GPJ VERMONT AOT.GDT 7/16/14

NOTE:


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




PROJECT NAME: SWANTON
PROJECT NUMBER: NH 036-1(9)

FILE NAME: z96b032.Borings.dgn
PROJECT LEADER: G. BAKOS
DESIGNED BY: M. BOGUE
BORING AND CORING SHEET 2

PLOT DATE: 9/13/2023
DRAWN BY: C. CILLEY
CHECKED BY: G. BAKOS
SHEET 20 OF 307

 STATE OF VERMONT AGENCY OF TRANSPORTATION MATERIALS & RESEARCH SECTION SUBSURFACE INFORMATION		BORING LOG		Boring No.: B-105					
		SWANTON NH 036-1(9) VT-78 ROADWAY		Page No.: 1 of 1 Pin No.: 96B032 Checked By: <u>CEE</u>					
Boring Crew: <u>GARROW, NIETO</u> Date Started: <u>3/11/14</u> Date Finished: <u>3/11/14</u> VTSPG NAD83: <u>N 901231.09 ft E 1463789.54 ft</u> Station: <u>101+09</u> Offset: <u>23.88</u> Ground Elevation: <u>97.8 ft</u>		Casing: <u>H.S.A.</u> Sampler: <u>SS</u> I.D.: <u>3.25 in</u> <u>1.5 in</u> Hammer Wt: <u>N.A.</u> <u>140 lb.</u> Hammer Fall: <u>N.A.</u> <u>30 in.</u> Hammer/Rod Type: <u>Auto/AWJ</u> Rig: <u>CME 45C TRACK</u> <u>C_E = 1.34</u>		Groundwater Observations Date: <u>03/11/14</u> Depth: <u>2.9</u> Notes: <u>After drilling.</u>					
Depth (ft)	Strata (1)	CLASSIFICATION OF MATERIALS (Description)			Blows/6" (N Value)	Moisture Content %	Gravel %	Sand %	Fines %
		A-2-4, SaGrSi, brn, MTW, Rec. = 0.7 ft, Lab Notes: Roots & sticks were within sample. Broken Rock was within sample. A-2-4, GrSiSa, Lt/brn, MTW, Rec. = 1.3 ft, Lab Note: Wood & sticks were within sample. Field Note: Augers could not penetrate further. To ledge or boulder.							
5		Hole stopped @ 5.0 ft CNPF-TLOB							
10									
15									
20									
25									
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 SWANTON NH 036-1(9).GPJ VERMONT AOT.GDT 7/16/14

 STATE OF VERMONT AGENCY OF TRANSPORTATION MATERIALS & RESEARCH SECTION SUBSURFACE INFORMATION		BORING LOG		Boring No.: B-105A					
		SWANTON NH 036-1(9) VT-78 ROADWAY		Page No.: 1 of 1 Pin No.: 96B032 Checked By: <u>CEE</u>					
Boring Crew: <u>GARROW, NIETO</u> Date Started: <u>3/11/14</u> Date Finished: <u>3/11/14</u> VTSPG NAD83: <u>N 901282.70 ft E 1463839.96 ft</u> Station: <u>101+39</u> Offset: <u>-41.74</u> Ground Elevation: <u>99.1 ft</u>		Casing: <u>H.S.A.</u> Sampler: <u>SS</u> I.D.: <u>3.25 in</u> <u>1.5 in</u> Hammer Wt: <u>N.A.</u> <u>140 lb.</u> Hammer Fall: <u>N.A.</u> <u>30 in.</u> Hammer/Rod Type: <u>Auto/AWJ</u> Rig: <u>CME 45C TRACK</u> <u>C_E = 1.34</u>		Groundwater Observations Date: <u>03/11/14</u> Depth: <u></u> Notes: <u>No water after drilling.</u>					
Depth (ft)	Strata (1)	CLASSIFICATION OF MATERIALS (Description)			Blows/6" (N Value)	Moisture Content %	Gravel %	Sand %	Fines %
		A-4, SaGrSi, gry-Lt/brn, MTW, Rec. = 0.5 ft, Lab Note: Broken Rock was within sample. Field Note: Augers could not penetrate further. To ledge or boulder.							
5		Hole stopped @ 9.0 ft CNPF-TLOB							
10									
15									
20									
25									
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 SWANTON NH 036-1(9).GPJ VERMONT AOT.GDT 7/16/14

NOTE:

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



PROJECT NAME: SWANTON	PLOT DATE: 9/13/2023
PROJECT NUMBER: NH 036-1(9)	DRAWN BY: C.CILLEY
FILE NAME: z96b032.Borings.dgn	CHECKED BY: G. BAKOS
PROJECT LEADER: G. BAKOS	SHEET 21 OF 307
DESIGNED BY: M. BOGUE	
BORING AND CORING SHEET 3	

VT Trans Working to Get You There		STATE OF VERMONT AGENCY OF TRANSPORTATION MATERIALS & RESEARCH SECTION SUBSURFACE INFORMATION		BORING LOG		Boring No.: B-106			
				SWANTON NH 036-1(9) VT-78 ROADWAY		Page No.: 1 of 1			
						Pin No.: 96B032			
						Checked By: CEE			
Boring Crew: GARROW, NIETO, JUDKINS		Casing		Sampler		Groundwater Observations			
Date Started: 3/21/14 Date Finished: 3/21/14		Type: H.S.A. SS		Date		Depth (ft)			
VTSPG NAD83: N 901017.70 ft E 1464225.35 ft		I.D.: 3.25 in 1.5 in		03/21/14		6.8			
Station: 106+00 Offset: 25.08		Hammer Wt: N.A. 140 lb.				Notes			
Ground Elevation: 100.8 ft		Hammer Fall: N.A. 30 in.				After drilling.			
		Hammer/Rod Type: Auto/AWJ							
		Rig: CME 45C TRACK C _E = 1.34							
Depth (ft)	Strata (1)	CLASSIFICATION OF MATERIALS (Description)			Blows/6" (N Value)	Moisture Content %	Gravel %	Sand %	Fines %
5		A-1-b, SaGr, brn, Moist, Rec. = 1.5 ft, Lab Note: Broken Rock was within sample.			9-15-31-17 (46)	15.4	50.3	33.7	16.0
		A-1-b, SaGr, brn, Moist, Rec. = 0.7 ft, Lab Note: Broken Rock was within sample.			11-5-4-4 (9)	10.7	49.2	33.8	17.0
		Visual Description: Broken Rock, gry, Moist, Rec. = 0.1 ft			7-9-10-22 (19)				
		A-1-a, SaGr, Lt/brn-Lt/gry, Moist, Rec. = 0.7 ft, Lab Note: Broken Rock was within sample.			9-21-20-7 (41)	7.8	56.2	30.2	13.6
		A-1-b, SiSaGr, brn, Moist, Rec. = 0.7 ft, Lab Note: Broken Rock was within sample.			6-21-13-7 (34)	12.9	45.9	33.8	20.3
10		A-1-a, SaGr, brn-white, Dry, Rec. = 0.3 ft, Lab Note: Broken Rock was within sample.			2-9-8-2 (14)	2.9	54.5	36.3	9.2
		A-1-b, SaGr, gry, Wet, Rec. = 0.7 ft, Lab Note: Broken Rock was within sample.			2-6-8-2 (14)	50.2	47.9	34.6	17.5
15		A-1-b, SaGr, gry, Wet, Rec. = 0.9 ft, Lab Note: Broken Rock was within sample. Could not penetrate further.			22-50-R@5.0" (R)	12.8	47.7	40.9	11.4
		Hole stopped @ 15.9 ft CNPF-TLOB							
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 SWANTON NH 036-1(9).GPJ VERMONT AOT.GDT 7/16/14

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

VT Trans Working to Get You There		STATE OF VERMONT AGENCY OF TRANSPORTATION MATERIALS & RESEARCH SECTION SUBSURFACE INFORMATION		BORING LOG		Boring No.: B-107			
				SWANTON NH 036-1(9) VT-78 ROADWAY		Page No.: 1 of 1			
						Pin No.: 96B032			
						Checked By: CEE			
Boring Crew: GARROW, JUDKINS		Casing		Sampler		Groundwater Observations			
Date Started: 3/25/14 Date Finished: 3/25/14		Type: H.S.A. SS		Date		Depth (ft)			
VTSPG NAD83: N 901060.52 ft E 1464225.43 ft		I.D.: 3.25 in 1.5 in		03/25/14					
Station: 105+78 Offset: -12.19		Hammer Wt: N.A. 140 lb.				Notes			
Ground Elevation: 103.8 ft		Hammer Fall: N.A. 30 in.				No water to depth.			
		Hammer/Rod Type: Auto/AWJ							
		Rig: CME 45C TRACK C _E = 1.34							
Depth (ft)	Strata (1)	CLASSIFICATION OF MATERIALS (Description)			Blows/6" (N Value)	Moisture Content %	Gravel %	Sand %	Fines %
5		A-1-b, SaGr, Dk/brn, Moist, Rec. = 1.3 ft, Lab Note: Broken Rock was within sample.			25-39-R@6.0" (R)	12.4	42.6	38.1	19.3
		A-1-b, SiSaGr, Dk/brn, Moist, Rec. = 1.0 ft, Lab Note: Broken Rock was within sample.			17-49-R@1.0" (R)	8.2	38.6	38.3	23.1
		Tested, SaGr, Dk/gry, Moist, Rec. = 1.0 ft, Lab Note: Mostly Broken Rock			14-22-19-6 (41)	6.2	65.6	25.5	8.9
		A-1-b, SiGrSa, brn, Moist, Rec. = 0.4 ft			4-4-5-3 (9)	13.4	34.2	44.4	21.4
10		Field Note: Could not penetrate further, No Recovery Hole stopped @ 8.0 ft CNPF-TLOB			R@0.0"				
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 SWANTON NH 036-1(9).GPJ VERMONT AOT.GDT 7/16/14



PROJECT NAME: SWANTON	PLOT DATE: 9/13/2023
PROJECT NUMBER: NH 036-1(9)	DRAWN BY: C.CILLEY
FILE NAME: z96b032.Borings.dgn	CHECKED BY: G. BAKOS
PROJECT LEADER: G. BAKOS	SHEET 22 OF 307
DESIGNED BY: M. BOGUE	
BORING AND CORING SHEET 4	

VT Trans Working to Get You There		STATE OF VERMONT AGENCY OF TRANSPORTATION MATERIALS & RESEARCH SECTION SUBSURFACE INFORMATION		BORING LOG		Boring No.: B-108			
				SWANTON NH 036-1(9) VT-78 ROADWAY		Page No.: 1 of 1			
						Pin No.: 96B032			
						Checked By: CEE			
Boring Crew: GARROW, NIETO		Casing		Sampler		Groundwater Observations			
Date Started: 3/07/14 Date Finished: 3/07/14		H.S.A.		SS & TUBE		Date			
VTSPG NAD83: N 900814.74 ft E 1464698.29 ft		I.D.: 3.25 in		1.5 in		Depth (ft)			
Station: 111+09 Offset: -37.12		Hammer Wt: N.A.		140 lb.		Notes			
Ground Elevation: 94.9 ft		Hammer Fall: N.A.		30 in.		03/07/14 5.2			
		Hammer/Rod Type: Auto/AWJ							
		Rig: CME 45C TRACK		C _E = 1.34					
Depth (ft)	Strata (1)	CLASSIFICATION OF MATERIALS (Description)	Blows/ft (N Value)	Moisture Content %	Gravel %	Sand %	Fines %	LL %	PI %
5	[Diagonal Hatching]	A-4, SaSi, brn, MTW, Rec. = 1.0 ft, Sample tested: Little Organics (13.3%)	4-9-6-1 (15)	197.1		27.8	72.2		
		A-4, SaSi, brn, MTW, Rec. = 0.3 ft, Sample tested: Trace of Organics (9.6%)	1-1-1-1 (2)	141.9		27.2	72.8		
10	[Vertical Hatching]	A-4, SaSi, gry-brn, MTW, Rec. = 1.7 ft	WH-WH-1-1 (1)	39.1	0.6	21.8	77.6	28	1
		A-4, SiSa, gry, Wet, Rec. = 0.8 ft		26.1	1.8	57.3	40.9		
15	[Diagonal Hatching]	A-4, SiSa, Lt/gry, MTW, Rec. = 1.2 ft	WH-WH-WH-WH (WH)	34.2	0.4	55.2	44.4		
		A-4, SaSi, gry, MTW, Rec. = 2.0 ft, Sample tested: Trace of Organics (2.1%)	WH-WH-WH-WH (WH)	38.2	0.3	41.4	58.3		
20	[Diagonal Hatching]	A-4, SaSi, gry, Wet, Rec. = 2.0 ft, Sample tested: Trace of Organics (1.5%)	WH-WH-WH-WH (WH)	39.0	0.2	26.8	73.0		
		A-4, Si, gry, MTW, Rec. = 2.0 ft, Sample tested: Trace of Organics (1.5%)	WR-WR-WH-1 (WH)	36.6	0.2	14.6	85.2		
Hole stopped @ 22.0 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 SWANTON NH 036-1(9).GPJ VERMONT AOT.GDT 7/16/14

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

VT Trans Working to Get You There		STATE OF VERMONT AGENCY OF TRANSPORTATION MATERIALS & RESEARCH SECTION SUBSURFACE INFORMATION		BORING LOG		Boring No.: B-109			
				SWANTON NH 036-1(9) VT-78 ROADWAY		Page No.: 1 of 1			
						Pin No.: 96B032			
						Checked By: CEE			
Boring Crew: GARROW, NIETO		Casing		Sampler		Groundwater Observations			
Date Started: 3/10/14 Date Finished: 3/10/14		H.S.A.		SS		Date			
VTSPG NAD83: N 900350.01 ft E 1465228.17 ft		I.D.: 3.25 in		1.5 in		Depth (ft)			
Station: 118+08 Offset: -19.36		Hammer Wt: N.A.		140 lb.		Notes			
Ground Elevation: 98.9 ft		Hammer Fall: N.A.		30 in.		03/10/14 9.8 While drilling.			
		Hammer/Rod Type: Auto/AWJ							
		Rig: CME 45C TRACK		C _E = 1.34					
Depth (ft)	Strata (1)	CLASSIFICATION OF MATERIALS (Description)	Blows/ft (N Value)	Moisture Content %	Gravel %	Sand %	Fines %	LL %	PI %
5	[Diagonal Hatching]	A-2-4, GrSiSa, brn, Moist, Rec. = 1.3 ft, Lab Note: Sticks & roots were within sample.	8-17-26-38 (43)	23.4	21.0	55.8	23.2		
		A-4, SaSi, gry-brn, MTW, Rec. = 1.2 ft, Lab Note: Sample was rusty colored.	10-6-2-3 (8)	29.1	12.3	23.7	64.0		
10	[Diagonal Hatching]	A-4, SaSi, gry-brn, MTW, Rec. = 1.4 ft, Lab Note: Sample was rusty-orange colored.	1-2-2-2 (4)	28.3	0.8	21.9	77.3		
		A-4, SaSi, gry-brn, MTW, Rec. = 1.4 ft	1-2-1-2 (3)	29.2	1.6	35.7	62.7		
15	[Diagonal Hatching]	A-4, SaSi, gry, MTW, Rec. = 1.9 ft	1-1-1-1 (2)	35.7		35.1	64.9		
		A-4, SaSi, gry, MTW, Rec. = 2.0 ft	WH-1-1-1 (2)	39.4	0.2	31.9	67.9		
20	[Diagonal Hatching]	A-2-4, SiSa, gry, Wet, Rec. = 0.5 ft	WH-WH-1-1 (1)	26.9	1.7	75.3	23.0		
		A-4, Si, gry, Wet, Rec. = 0.7 ft, Lab Note: a very small section of clay was noticeable. Field Note: Attempted Shelby Tube sample, No Recovery.		42.7	0.4	9.7	89.9		
25	[Diagonal Hatching]	A-4, SiSa, gry, Wet, Rec. = 1.8 ft	1-2-5-6 (7)	29.9	0.4	62.4	37.2		
		Hole stopped @ 22.0 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 SWANTON NH 036-1(9).GPJ VERMONT AOT.GDT 7/16/14



PROJECT NAME: SWANTON	PLOT DATE: 9/13/2023
PROJECT NUMBER: NH 036-1(9)	DRAWN BY: C.CILLEY
FILE NAME: z96b032.Borings.dgn	CHECKED BY: G. BAKOS
PROJECT LEADER: G. BAKOS	SHEET 23 OF 307
DESIGNED BY: M. BOGUE	
BORING AND CORING SHEET 5	

VT Trans Working to Get You There		STATE OF VERMONT AGENCY OF TRANSPORTATION MATERIALS & RESEARCH SECTION SUBSURFACE INFORMATION		BORING LOG		Boring No.: B-110		
				SWANTON NH 036-1(9) VT-78 ROADWAY		Page No.: 1 of 1		
						Pin No.: 96B032		
						Checked By: CEE		
Boring Crew: GARROW, DAIGNEAULT, NIETO		Casing		Groundwater Observations				
Date Started: 3/06/14 Date Finished: 3/06/14		H.S.A. SS		Date	Depth (ft)	Notes		
VTSPG NAD83: N 899710.99 ft E 1465699.75 ft		I.D.: 3.25 in 1.5 in						
Station: 125+99 Offset: -31.54		Hammer Wt: N.A. 140 lb.						
Ground Elevation: 96.2 ft		Hammer Fall: N.A. 30 in.						
		Hammer/Rod Type: Auto/AWJ						
		Rig: CME 45C TRACK C _E = 1.34						
Depth (ft)	Strata (1)	CLASSIFICATION OF MATERIALS (Description)		Blows/6" (N Value)	Moisture Content %	Gravel %	Sand %	Fines %
5		A-8, Organic silt with sticks & grass pieces, brn, MTW, Rec. = 0.2 ft, Lab Note: Removed a lot of sticks & grass pieces and tested for organics. Sample tested: Organic silt (29.2%)		3-4-1-1 (5)	118.0		19.5	80.5
		A-4, SaSi, gry-brn, MTW, Rec. = 1.2 ft, Sample tested: Trace of Organics (3.7%)		WH-1-3-1 (4)	33.0		20.3	79.7
		A-4, SaSi, gry-brn, MTW, Rec. = 1.6 ft, Sample tested: Trace of Organics (2.9%)		WH-1-1-1 (2)	35.6		29.3	70.7
		A-4, SaSi, gry, Wet, Rec. = 1.6 ft, Sample tested: Trace of Organics (2.6%)		WH-1-1-1 (2)	40.7	0.1	47.2	52.7
		A-3, Sa, gry, Wet, Rec. = 1.5 ft		WH-WH-1-1 (1)	25.5	0.8	97.3	1.9
10		A-4, SaSi, gry, MTW, Rec. = 0.7 ft, Sample tested: Trace of Organics (2.3%)		WH-WH-1-1 (1)	42.7	0.4	23.2	76.4
15		A-4, Si, gry, Wet, Rec. = 1.4 ft, Sample tested: Trace of Organics (3.0%)		WH-WH-1-1 (1)	39.8	0.1	17.4	82.5
20		A-4, SiSa, gry, Wet, Rec. = 1.7 ft, Sample tested: Trace of Organics (2.9%)		WR-WR-4-4 (4)	34.5	0.4	57.0	42.6
Hole stopped @ 22.0 ft								
25								
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 SWANTON NH 036-1(9).GPJ VERMONT AOT.GDT 7/16/14

VT Trans Working to Get You There		STATE OF VERMONT AGENCY OF TRANSPORTATION MATERIALS & RESEARCH SECTION SUBSURFACE INFORMATION		BORING LOG		Boring No.: B-111		
				SWANTON NH 036-1(9) VT-78 ROADWAY		Page No.: 1 of 1		
						Pin No.: 96B032		
						Checked By: CEE		
Boring Crew: GARROW, NIETO		Casing		Groundwater Observations				
Date Started: 3/05/14 Date Finished: 3/05/14		H.S.A. SS & TUBE		Date	Depth (ft)	Notes		
VTSPG NAD83: N 898391.89 ft E 1466422.26 ft		I.D.: 3.25 in 1.5 in		03/05/14	14.4	While drilling.		
Station: 141+03 Offset: -16.47		Hammer Wt: N.A. 140 lb.						
Ground Elevation: 98.9 ft		Hammer Fall: N.A. 30 in.						
		Hammer/Rod Type: Auto/AWJ						
		Rig: CME 45C TRACK C _E = 1.34						
Depth (ft)	Strata (1)	CLASSIFICATION OF MATERIALS (Description)		Blows/6" (N Value)	Moisture Content %	Gravel %	Sand %	Fines %
5		Visual Description: Broken Rock (Limestone), gry, Moist, Rec. = 0.3 ft		45-R@1.0" (R)	6.3			
		Field Note: No Recovery		14-8-8-7 (16)				
		A-1-a, SaGr, brn, Moist, Rec. = 0.9 ft, Lab Note: Broken Rock was within sample.		2-4-4-4 (8)	19.6	53.8	34.3	11.9
		A-2-4, SaSiGr, gry, Moist, Rec. = 0.8 ft, Lab Note: Broken Rock was within sample.		1-2-3-3 (5)	16.7	42.2	28.2	29.6
		Field Note: SiCl Shelby Tube, Moist, Rec. = 1.9 ft						
10		A-4, Si, gry, MTW, Rec. = 0.5 ft, Lab Note: A very small section of clay was noticeable.		1-2-1-1 (3)	28.6	0.9	13.3	85.8
		A-4, SaSi, gry, MTW, Rec. = 1.1 ft, Lab Note: A very small section of clay was noticeable.			29.7		25.9	74.1
15		A-3, Sa, Lt/gry, Wet, Rec. = 1.6 ft		1-1-1-1 (2)	23.4	0.4	96.7	2.9
20		A-4, Si, gry, Wet, Rec. = 1.3 ft, Sample tested: Trace of Organics (2.3%)		WR-WR-WH-1 (WH)	36.7	0.2	11.6	88.2
Hole stopped @ 22.0 ft								
25								
Remarks: 1. Hole collapsed at 4.0 ft. 2. Moved hole due to utilities.								
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 SWANTON NH 036-1(9).GPJ VERMONT AOT.GDT 7/16/14

NOTE:

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



PROJECT NAME: SWANTON	PLOT DATE: 9/13/2023
PROJECT NUMBER: NH 036-1(9)	DRAWN BY: C.CILLEY
FILE NAME: z96b032.Borings.dgn	CHECKED BY: G. BAKOS
PROJECT LEADER: G. BAKOS	SHEET 24 OF 307
DESIGNED BY: M. BOGUE	
BORING AND CORING SHEET 6	

VT Trans Working to Get You There		STATE OF VERMONT AGENCY OF TRANSPORTATION MATERIALS & RESEARCH SECTION SUBSURFACE INFORMATION		BORING LOG		Boring No.: B-112		
				SWANTON NH 036-1(9) VT-78 ROADWAY		Page No.: 1 of 1		
						Pin No.: 96B032		
						Checked By: CEE		
Boring Crew: GARROW, DAIGNEAULT, NIETO		Casing Sampler		Groundwater Observations				
Date Started: 3/03/14 Date Finished: 3/03/14		Type: H.S.A. SS & TUBE		Date	Depth (ft)	Notes		
VTSPG NAD83: N 897593.50 ft E 1466966.92 ft		I.D.: 3.25 in 1.5 in		03/03/14	10.4			
Station: 150+75 Offset: 18.53		Hammer Wt: N.A. 140 lb.						
Ground Elevation: 98.0 ft		Hammer Fall: N.A. 30 in.						
		Hammer/Rod Type: Auto/AWJ						
		Rig: CME 45C TRACK C _E = 1.34						
Depth (ft)	Strata (1)	CLASSIFICATION OF MATERIALS (Description)		Blows/6" (N Value)	Moisture Content %	Gravel %	Sand %	Fines %
		A-4, SaSi, gry, MTW, Rec. = 1.0 ft, Lab Note: Roots & sticks were within sample. A very small section of clay was noticeable.		WH-1-WH-1 (1)	48.2	0.1	20.0	79.9
		Field Note: CISI Shelby Tube, gry-brn, MTW, Rec. = 1.4 ft						
5		A-4, SaSi, rust-brn, MTW, Rec. = 0.9 ft		1-2-1-2 (3)	28.2	3.1	26.2	70.7
		A-4, SaSi, Lt/gry, MTW, Rec. = 0.5 ft			29.6		23.2	76.8
		A-4, SaSi, gry, MTW, Rec. = 1.4 ft		WH-1-2-2 (3)	34.2		40.0	60.0
		A-4, SaSi, gry, MTW, Rec. = 1.4 ft		WH-1-WH-1 (1)	35.5		43.1	56.9
10		A-4, SaSi, gry, MTW, Rec. = 1.4 ft		WH-WH-3-3 (3)	34.1	7.0	23.7	69.3
15		A-4, GrSaSi, Dk/gry, Moist, Rec. = 0.7 ft		17-25-R@0.0" (R)	12.3	25.7	37.0	37.3
		Hole stopped @ 16.0 ft TLOB						
		Remarks: 1. Could not penetrate past 16.0 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 SWANTON NH 036-1(9) GPJ VERMONT AOT.GDT 7/16/14

VT Trans Working to Get You There		STATE OF VERMONT AGENCY OF TRANSPORTATION MATERIALS & RESEARCH SECTION SUBSURFACE INFORMATION		BORING LOG		Boring No.: B-113		
				SWANTON NH 036-1(9) VT-78 ROADWAY		Page No.: 1 of 1		
						Pin No.: 96B032		
						Checked By: CEE		
Boring Crew: GARROW, HOOK, NIETO		Casing Sampler		Groundwater Observations				
Date Started: 2/28/14 Date Finished: 2/28/14		Type: H.S.A. SS & TUBE		Date	Depth (ft)	Notes		
VTSPG NAD83: N 897025.44 ft E 1467573.86 ft		I.D.: 3.25 in 1.5 in		02/28/14	14.5	While drilling.		
Station: 159+15 Offset: 27.98		Hammer Wt: N.A. 140 lb.		02/28/14	3.6	Auger removed.		
Ground Elevation: 98.5 ft		Hammer Fall: N.A. 30 in.						
		Hammer/Rod Type: Auto/AWJ						
		Rig: CME 45C TRACK C _E = 1.34						
Depth (ft)	Strata (1)	CLASSIFICATION OF MATERIALS (Description)		Blows/6" (N Value)	Moisture Content %	Gravel %	Sand %	Fines %
		A-4, SaSi, brn, MTW, Rec. = 0.6 ft, Lab Note: Roots, sticks, & leaves were within sample.		1-3-2-1 (5)	52.1	5.6	37.8	56.6
		A-4, SaSi, brn, MTW, Rec. = 0.7 ft		WH-1-2-4 (3)	41.2	0.7	27.6	71.7
5		A-4, Si, brn, MTW, Rec. = 1.8 ft			23.0		14.2	85.8
		A-4, SaSi, Lt/brn, Wet, Rec. = 1.3 ft		2-2-3-4 (5)	29.8	0.2	42.4	57.4
		A-2-4, SiSa, gry, MTW, Rec. = 0.8 ft		2-1-2-2 (3)	29.8	0.2	67.9	31.9
10		A-2-4, SiSa, gry, Wet, Rec. = 0.7 ft		WH-1-1-1 (2)	42.6	0.2	66.3	33.5
15		A-4, SaSi, gry, Wet, Rec. = 1.2 ft, Lab Note: No Organics were noticed.		WH-WH-2-2 (2)	32.6	0.2	23.9	75.9
20		A-4, SiSa, gry, Wet, Rec. = 2.0 ft, Sample tested: Trace of Organics (6.8%).		WR-WH-WH-2 (WH)	54.0	0.5	50.4	49.1
		Hole stopped @ 22.0 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 SWANTON NH 036-1(9) GPJ VERMONT AOT.GDT 7/16/14

NOTE:

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



PROJECT NAME: SWANTON
PROJECT NUMBER: NH 036-1(9)

FILE NAME: z96b032.Borings.dgn PLOT DATE: 9/13/2023
PROJECT LEADER: G. BAKOS DRAWN BY: C. CILLEY
DESIGNED BY: M. BOGUE CHECKED BY: G. BAKOS
BORING AND CORING SHEET 7 SHEET 25 OF 307

VT Trans Working to Get You There		STATE OF VERMONT AGENCY OF TRANSPORTATION MATERIALS & RESEARCH SECTION SUBSURFACE INFORMATION		BORING LOG		Boring No.: B-114				
				SWANTON NH 036-1(9) VT-78 ROADWAY		Page No.: 1 of 1				
						Pin No.: 96B032				
						Checked By: CEE				
Boring Crew: GARROW, NIETO		Casing		Sampler		Groundwater Observations				
Date Started: 2/27/14 Date Finished: 2/27/14		H.S.A.		SS & TUBE		Date				
VTSPG NAD83: N 896619.48 ft E 1467909.52 ft		I.D.: 3.25 in		1.5 in		Depth (ft)				
Station: 164+46 Offset: 14.44		Hammer Wt: N.A.		140 lb.		Notes				
Ground Elevation: 101.3 ft		Hammer Fall: N.A.		30 in.		02/27/14				
		Hammer/Rod Type: Auto/AWJ				No water to depth.				
		Rig: CME 45C TRACK		C _E = 1.34						
Depth (ft)	Strata (1)	CLASSIFICATION OF MATERIALS (Description)		Blows/6" (N Value)	Moisture Content %	Gravel %	Sand %	Fines %	LL %	PI %
5	[Hatched]	A-4, SiSa, brn, MTW, Rec. = 0.6 ft, Lab Note: Roots & sticks were within sample.		4-3-3-3 (6)	55.7	0.2	50.7	49.1		
		A-4, SaSi, brn, MTW, Rec. = 1.0 ft, Lab Note: No Organics were noticed.		1-1-1-2 (2)	28.4		31.1	68.9		
		Field Note: Attempted Shelby Tube sample, No Recovery.								
10	[Hatched]	A-4, Si, Lt/brn, MTW, Rec. = 1.5 ft		2-2-2-3 (4)	29.2		10.1	89.9	27	1
		Field Note: Shelby Tube, Rec. = 1.0 ft								
15	[Hatched]	A-4, Si, gry-Lt/brn, MTW, Rec. = 1.0 ft		WH-2-3-3 (5)	28.0		19.7	80.3		
		A-4, Si, gry, MTW, Rec. = 1.0 ft		WH-3-3-4 (6)	32.3		12.7	87.3		
20	[Hatched]	A-4, Si, gry, MTW, Rec. = 1.3 ft		WH-WH-WH-WH (WH)	34.7		7.4	92.6		
		Hole stopped @ 22.0 ft								
25		Remarks: 1. Moved hole due to under ground utilities.								
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 SWANTON NH 036-1(9) GPJ VERMONT AOT.GDT 7/16/14

VT Trans Working to Get You There		STATE OF VERMONT AGENCY OF TRANSPORTATION MATERIALS & RESEARCH SECTION SUBSURFACE INFORMATION		BORING LOG		Boring No.: B-115				
				SWANTON NH 036-1(9) VT-78 ROADWAY		Page No.: 1 of 1				
						Pin No.: 96B032				
						Checked By: CEE				
Boring Crew: GARROW, NIETO		Casing		Sampler		Groundwater Observations				
Date Started: 2/27/14 Date Finished: 2/27/14		H.S.A.		SS		Date				
VTSPG NAD83: N 895695.50 ft E 1468230.87 ft		I.D.: 3.25 in		1.5 in		Depth (ft)				
Station: 174+26 Offset: 31.43		Hammer Wt: N.A.		140 lb.		Notes				
Ground Elevation: 100.7 ft		Hammer Fall: N.A.		30 in.		02/27/14				
		Hammer/Rod Type: Auto/AWJ				No water to depth.				
		Rig: CME 45C TRACK		C _E = 1.34						
Depth (ft)	Strata (1)	CLASSIFICATION OF MATERIALS (Description)		Blows/6" (N Value)	Moisture Content %	Gravel %	Sand %	Fines %	LL %	PI %
5	[Hatched]	A-4, SaSi, brn, MTW, Rec. = 1.5 ft, Lab Note: Roots & sticks were within sample.		4-3-2-3 (5)	35.8		41.0	59.0		
		A-5, SaSi, gry-Lt/brn, MTW, Rec. = 2.0 ft, Lab Note: No Organics were noticed.		1-1-1-1 (2)	33.0		20.5	79.5		
		Field Note: Attempted Shelby Tube sample, No Recovery.								
10	[Hatched]	A-4, Si, gry-Lt/brn, MTW, Rec. = 1.2 ft		1-4-4-7 (8)	28.1		4.7	95.3		
		A-4, Si, gry-Lt/brn, Wet, Rec. = 1.3 ft		1-5-6-5 (11)	29.7		6.0	94.0		
15	[Hatched]	A-4, Si, gry-Lt/brn, MTW, Rec. = 1.1 ft, Lab Note: No Organics were noticed.		3-5-4-3 (9)	29.8		4.4	95.6		
		A-4, SaSi, gry-Lt/brn, MTW, Rec. = 1.1 ft		1-3-3-3 (6)	28.1		33.4	66.6		
20	[Hatched]	A-4, Si, gry, MTW, Rec. = 1.1 ft		WH-1-2-3 (3)	30.9		12.0	88.0		
		Hole stopped @ 22.0 ft								
25		Remarks: 1. Moved hole due to under ground utilities.								
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 SWANTON NH 036-1(9) GPJ VERMONT AOT.GDT 7/16/14

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



PROJECT NAME: SWANTON	PLOT DATE: 9/13/2023
PROJECT NUMBER: NH 036-1(9)	DRAWN BY: C.CILLEY
FILE NAME: z96b032.Borings.dgn	CHECKED BY: G. BAKOS
PROJECT LEADER: G. BAKOS	SHEET 26 OF 307
DESIGNED BY: M. BOGUE	
BORING AND CORING SHEET 8	

VT Trans Working to Get You There		STATE OF VERMONT AGENCY OF TRANSPORTATION MATERIALS & RESEARCH SECTION SUBSURFACE INFORMATION		BORING LOG		Boring No.: B-116		
				SWANTON NH 036-1(9) VT-78 ROADWAY		Page No.: 1 of 1		
						Pin No.: 96B032		
						Checked By: CEE		
Boring Crew: GARROW, NIETO		Casing		Sampler		Groundwater Observations		
Date Started: 2/26/14 Date Finished: 2/26/14		H.S.A.		SS		Date Depth (ft) Notes		
VTSPG NAD83: N 894321.58 ft E 1468882.05 ft		I.D.: 3.25 in 1.5 in		02/26/14		No water to depth.		
Station: 189+44 Offset: 22.45		Hammer Wt: N.A. 140 lb.						
Ground Elevation: 101.5 ft		Hammer Fall: N.A. 30 in.						
		Hammer/Rod Type: Auto/AWJ						
		Rig: CME 45C TRACK C _E = 1.34						
Depth (ft)	Strata (1)	CLASSIFICATION OF MATERIALS (Description)		Blows/6" (N Value)	Moisture Content %	Gravel %	Sand %	Fines %
5	[Diagonal Hatching]	A-4, SiSa, brn, MTW, Rec. = 1.6 ft		3-2-3-2 (5)	27.3	0.1	56.9	43.0
		A-4, SaSi, brn, MTW, Rec. = 1.8 ft		3-2-1-1 (3)	33.5	0.1	40.7	59.2
		A-4, SaSi, brn-gry, MTW, Rec. = 1.6 ft		1-1-1-1 (2)	27.6		43.7	56.3
		A-4, SaSi, brn-gry, MTW, Rec. = 1.4 ft		2-3-3-3 (6)	24.3		46.0	54.0
		A-4, SaSi, brn, MTW, Rec. = 2.0 ft		1-2-3-3 (5)	24.7		33.4	66.6
10	[Diagonal Hatching]	A-4, SaSi, brn-gry, MTW, Rec. = 1.9 ft		2-2-2-2 (4)	27.3		30.7	69.3
		Field Note: Attempted Shelby Tube sample, No Recovery.						
15	[Diagonal Hatching]	A-4, Si, gry, MTW, Rec. = 1.4 ft		3-3-3-3 (6)	32.1		6.2	93.8
		Hole stopped @ 22.0 ft						
20	[Diagonal Hatching]	A-4, Si, gry, MTW, Rec. = 2.0 ft		WH-2-2-2 (4)	30.2		12.4	87.6
		Hole stopped @ 22.0 ft						
		Remarks:						
		1. Hole collapsed at 2.0 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 SWANTON NH 036-1(9).GPJ VERMONT AOT.GDT 7/16/14

VT Trans Working to Get You There		STATE OF VERMONT AGENCY OF TRANSPORTATION MATERIALS & RESEARCH SECTION SUBSURFACE INFORMATION		BORING LOG		Boring No.: B-117		
				SWANTON NH 036-1(9) VT-78 ROADWAY		Page No.: 1 of 1		
						Pin No.: 96B032		
						Checked By: CEE		
Boring Crew: GARROW, HOOK, NIETO		Casing		Sampler		Groundwater Observations		
Date Started: 4/01/14 Date Finished: 4/01/14		H.S.A.		SS		Date Depth (ft) Notes		
VTSPG NAD83: N 897146.70 ft E 1467483.49 ft		I.D.: 3.25 in 1.5 in		04/01/14		14.0 After drilling.		
Station: 157+64 Offset: 17.69		Hammer Wt: N.A. 140 lb.						
Ground Elevation: 98.8 ft		Hammer Fall: N.A. 30 in.						
		Hammer/Rod Type: Auto/AWJ						
		Rig: CME 45C TRACK C _E = 1.34						
Depth (ft)	Strata (1)	CLASSIFICATION OF MATERIALS (Description)		Blows/6" (N Value)	Moisture Content %	Gravel %	Sand %	Fines %
5	[Diagonal Hatching]	A-4, SaSi with roots & sticks, brn, Moist, Rec. = 0.8 ft, Lab Note: A very small layer of clay was noticeable.		1-1-1-1 (2)	32.1	18.3	35.7	46.0
		A-4, Si, brn, MTW, Rec. = 1.7 ft		WH-WH-WH-WH (WH)	39.1	0.1	14.8	85.1
		A-4, Si, gry-Lt/brn, Wet, Rec. = 1.3 ft, Lab Note: A small layer of clay was noticeable.		2-3-4-5 (7)	24.6		11.4	88.6
		A-4, SaSi, gry, Wet, Rec. = 1.8 ft, Lab Note: Wood & sticks were within sample.		2-3-4-3 (7)	40.5		43.9	56.1
		A-4, SiSa, gry, Wet, Rec. = 1.4 ft, Lab Note: Wood pieces were within sample.		2-2-2-2 (4)	35.5	0.1	54.3	45.6
10	[Diagonal Hatching]	A-3, Sa, gry, Wet, Rec. = 1.8 ft		WH-3-4-2 (7)	24.7		93.5	6.5
		Hole stopped @ 22.0 ft						
15	[Diagonal Hatching]	A-4, Si, gry, Wet, Rec. = 1.3 ft, Lab Note: A very small layer of clay was noticeable.		WH-WH-WH-2 (WH)	34.6		11.9	88.1
		Hole stopped @ 22.0 ft						
20	[Diagonal Hatching]	A-2-4, SiSa, gry, Wet, Rec. = 1.3 ft		WH-WH-WH-WH (WH)	38.3	0.4	75.4	24.2
		Hole stopped @ 22.0 ft						
		Remarks:						
		1. Hole collapsed at 2.0 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 SWANTON NH 036-1(9).GPJ VERMONT AOT.GDT 7/16/14

NOTE:

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



PROJECT NAME: SWANTON
PROJECT NUMBER: NH 036-1(9)

FILE NAME: z96b032.Borings.dgn PLOT DATE: 9/13/2023
PROJECT LEADER: G. BAKOS DRAWN BY: C. CILLEY
DESIGNED BY: M. BOGUE CHECKED BY: G. BAKOS
BORING AND CORING SHEET 9 SHEET 27 OF 307

VTTrans Working to Get You There		STATE OF VERMONT AGENCY OF TRANSPORTATION MATERIALS & RESEARCH SECTION SUBSURFACE INFORMATION		BORING LOG		Boring No.: B-118		
				SWANTON NH 036-1(9) VT-78 ROADWAY		Page No.: 1 of 1		
						Pin No.: 96B032		
						Checked By: CEE		
Boring Crew: JUDKINS, GARROW, HOOK		Casing		Groundwater Observations				
Date Started: 3/31/14 Date Finished: 3/31/14		H.S.A. SS		Date	Depth (ft)	Notes		
VTSPG NAD83: N 897256.36 ft E 1467381.56 ft		I.D.: 3.25 in 1.5 in		03/31/14	0.0	After drilling.		
Station: 156+13 Offset: 18.50		Hammer Wt: N.A. 140 lb.						
Ground Elevation: 97.9 ft		Hammer Fall: N.A. 30 in.						
		Hammer/Rod Type: Auto/AWJ						
		Rig: CME 45C TRACK C _E = 1.34						
Depth (ft)	Strata (1)	CLASSIFICATION OF MATERIALS (Description)		Blows/6" (N Value)	Moisture Content %	Gravel %	Sand %	Fines %
		A-4, SaSi, brn, MTW, Rec. = 0.7 ft, Sample tested: Trace of Organics (6.4%)		1-1-1-1 (2)	59.8	16.9	32.4	50.7
		A-4, Si, gry-Lt/brn, MTW, Rec. = 1.2 ft, Lab Note: A small layer of clay was noticeable.		WH-WH-4-4 (4)	29.0	1.0	7.7	91.3
5		Field Note: Attempted Shelby Tube sample, No Recovery						
		A-4, SaSi, gry, MTW, Rec. = 1.5 ft		1-1-1-2 (2)	38.4	0.1	49.1	50.8
		A-2-4, Sa, gry, Wet, Rec. = 1.1 ft		WH-WH-2-2 (2)	27.9	0.4	82.3	17.3
10		A-3, Sa, gry, Wet, Rec. = 1.5 ft		1-2-3-4 (5)	23.5	1.1	94.0	4.9
		Hole stopped @ 12.0 ft Due to flowing sand.						
15		Remarks: Driller's set over because of flowing sand and started boring B-118A						
20								
25								
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 SWANTON NH 036-1(9).GPJ VERMONT AOT.GDT 7/16/14

VTTrans Working to Get You There		STATE OF VERMONT AGENCY OF TRANSPORTATION MATERIALS & RESEARCH SECTION SUBSURFACE INFORMATION		BORING LOG		Boring No.: B-118A		
				SWANTON NH 036-1(9) VT-78 ROADWAY		Page No.: 1 of 1		
						Pin No.: 96B032		
						Checked By: CEE		
Boring Crew: HOOK, GARROW, NIETO		Casing		Groundwater Observations				
Date Started: 3/31/14 Date Finished: 3/31/14		H.S.A. SS & TUBE		Date	Depth (ft)	Notes		
VTSPG NAD83: N 897251.97 ft E 1467379.13 ft		I.D.: 3.25 in 1.5 in		03/31/14	2.0	After drilling.		
Station: 156+14 Offset: 23.32		Hammer Wt: N.A. 140 lb.						
Ground Elevation: 97.5 ft		Hammer Fall: N.A. 30 in.						
		Hammer/Rod Type: Auto/AWJ						
		Rig: CME 45C TRACK C _E = 1.34						
Depth (ft)	Strata (1)	CLASSIFICATION OF MATERIALS (Description)		Blows/6" (N Value)	Moisture Content %	Gravel %	Sand %	Fines %
5								
10								
15		Field Note: SiSa with Broken Rock, gry-brn, Wet, Rec. = 1.6 ft						
20		A-1-b, SiSaGr, gry, Wet, Rec. = 0.4 ft, Lab Note: Lots of Broken Rock was within sample.		R@5.0"	11.1	37.7	36.8	25.5
		Hole stopped @ 20.4 ft CNPF-TLOB						
25								
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.						


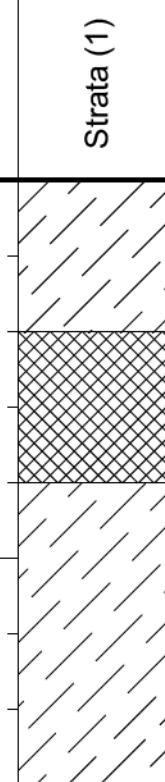
BORING LOG 2 SWANTON NH 036-1(9).GPJ VERMONT AOT.GDT 7/16/14

NOTE:

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


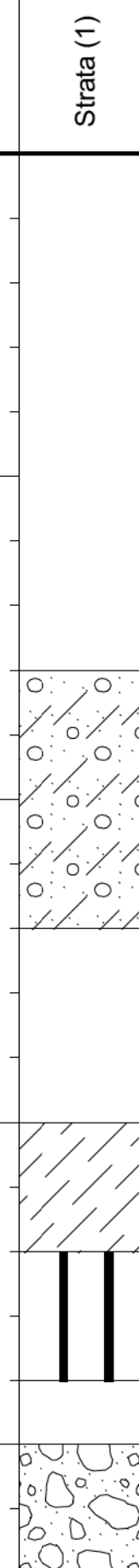


PROJECT NAME: SWANTON	PLOT DATE: 9/13/2023
PROJECT NUMBER: NH 036-1(9)	DRAWN BY: C.CILLEY
FILE NAME: z96b032.Borings.dgn	CHECKED BY: G. BAKOS
PROJECT LEADER: G. BAKOS	SHEET 28 OF 307
DESIGNED BY: M. BOGUE	
BORING AND CORING SHEET 10	

 STATE OF VERMONT AGENCY OF TRANSPORTATION MATERIALS & RESEARCH SECTION SUBSURFACE INFORMATION		BORING LOG		Boring No.: B-119														
		SWANTON NH 036-1(9) VT-78 ROADWAY		Page No.: 1 of 1 Pin No.: 96B032 Checked By: <u>CEE</u>														
Boring Crew: <u>GARROW, HOOK, NIETO</u> Date Started: <u>3/31/14</u> Date Finished: <u>3/31/14</u> VTSPG NAD83: <u>N 897370.11 ft E 1467256.82 ft</u> Station: <u>154+42</u> Offset: <u>19.79</u> Ground Elevation: <u>97.5 ft</u>		Casing Type: <u>H.S.A.</u> Sampler: <u>SS</u> I.D.: <u>3.25 in</u> <u>1.5 in</u> Hammer Wt: <u>N.A.</u> <u>140 lb.</u> Hammer Fall: <u>N.A.</u> <u>30 in.</u> Hammer/Rod Type: <u>Auto/AWJ</u> Rig: <u>CME 45C TRACK</u> <u>C_E = 1.34</u>		Groundwater Observations Date: <u>03/31/14</u> Depth (ft): <u>0.0</u> Notes: <u>After drilling.</u>														
Depth (ft) 5 10 15 20 25	Strata (1) 	CLASSIFICATION OF MATERIALS (Description)		Blows/6" (N Value)	Moisture Content %	Gravel %	Sand %	Fines %	LL %	PI %								
		A-4, Si, gry, Wet, Rec. = 0.6 ft, Lab Note: Pieces of wood were within sample.									2-2-2-3 (4)	34.7	0.1	5.4	94.5	28	1	
		Field Note: Attempted Shelby Tube sample, No Recovery																
		A-4, SiSa, gry, MTW, Rec. = 1.1 ft									WH-2-3-2 (5)	32.9		53.1	46.9			
		A-4, SiSa, gry, Wet, Rec. = 1.0 ft, Lab Note: Removed a large piece of wood before testing. Sample tested: Trace of Organics (2.0%)		1-1-1-3 (2)	36.2	0.3	55.8	43.9										
Hole stopped @ 8.0 ft Due to flowing sand.																		
Remarks: Driller's set over because of flowing sand and started boring B-119A																		
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 SWANTON NH 036-1(9).GPJ VERMONT AOT.GDT 7/16/14

NOTE:
 I. SEE PROJECT LAYOUT SHEETS FOR THE LOCATION OF BORE HOLES.

 STATE OF VERMONT AGENCY OF TRANSPORTATION MATERIALS & RESEARCH SECTION SUBSURFACE INFORMATION		BORING LOG		Boring No.: B-119A													
		SWANTON NH 036-1(9) VT-78 ROADWAY		Page No.: 1 of 1 Pin No.: 96B032 Checked By: <u>CEE</u>													
Boring Crew: <u>GARROW, HOOK, NIETO</u> Date Started: <u>3/31/14</u> Date Finished: <u>3/31/14</u> VTSPG NAD83: <u>N 897367.65 ft E 1467249.25 ft</u> Station: <u>154+38</u> Offset: <u>26.56</u> Ground Elevation: <u>96.8 ft</u>		Casing Type: <u>H.S.A.</u> Sampler: <u>SS & TUBE</u> I.D.: <u>3.25 in</u> <u>1.5 in</u> Hammer Wt: <u>N.A.</u> <u>140 lb.</u> Hammer Fall: <u>N.A.</u> <u>30 in.</u> Hammer/Rod Type: <u>Auto/AWJ</u> Rig: <u>CME 45C TRACK</u> <u>C_E = 1.34</u>		Groundwater Observations Date: <u>03/31/14</u> Depth (ft): <u>0.0</u> Notes: <u>After drilling.</u>													
Depth (ft) 5 10 15 20 25	Strata (1) 	CLASSIFICATION OF MATERIALS (Description)		Blows/6" (N Value)	Moisture Content %	Gravel %	Sand %	Fines %	LL %	PI %							
		A-2-4, SiSa, gry, Wet, Rec. = 1.1 ft									1-1-1-1 (2)	32.0		65.7	34.3		
		A-2-4, SiSa, gry, Wet, Rec. = 0.7 ft									WH-WH-2-1 (2)	29.2	1.5	76.4	22.1		
		A-4, CiSi, gry, MTW, Rec. = 1.4 ft									1-2-3-3 (5)	29.4	1.5	11.4	87.1	28	10
		Field Note: SaGr Shelby Tube, gry, Wet, Rec. = 2.0 ft															
		A-1-b, SiSaGr, gry, Wet, Rec. = 0.9 ft, Lab Note: Lots of Broken Rock was within sample.		27-19-10-9 (29)	9.3	47.4	30.1	22.5									
Hole stopped @ 22.0 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 SWANTON NH 036-1(9).GPJ VERMONT AOT.GDT 7/16/14



PROJECT NAME:	SWANTON	PLOT DATE:	9/13/2023
PROJECT NUMBER:	NH 036-1(9)	DRAWN BY:	C.CILLEY
FILE NAME:	z96b032.Borings.dgn	CHECKED BY:	G. BAKOS
PROJECT LEADER:	G. BAKOS	BORING AND CORING SHEET II	SHEET 29 OF 307

VT Trans Working to Get You There		STATE OF VERMONT AGENCY OF TRANSPORTATION MATERIALS & RESEARCH SECTION SUBSURFACE INFORMATION		BORING LOG		Boring No.: B-120				
				SWANTON NH 036-1(9) VT-78 ROADWAY		Page No.: 1 of 1				
						Pin No.: 96B032				
						Checked By: CEE				
Boring Crew: GARROW, HOOK		Casing Sampler		Groundwater Observations						
Date Started: 3/28/14 Date Finished: 3/28/14		Type: H.S.A. SS & TUBE		Date	Depth (ft)	Notes				
VTSPG NAD83: N 897446.47 ft E 1467158.41 ft		I.D.: 3.25 in 1.5 in		03/28/14	4.2	While drilling.				
Station: 153+17 Offset: 21.41		Hammer Wt: N.A. 140 lb.								
Ground Elevation: 97.9 ft		Hammer Fall: N.A. 30 in.								
		Hammer/Rod Type: Auto/AWJ								
		Rig: CME 45C TRACK C _E = 1.34								
Depth (ft)	Strata (1)	CLASSIFICATION OF MATERIALS (Description)		Blows/ft (N Value)	Moisture Content %	Gravel %	Sand %	Fines %	LL %	PI %
		Field Note:, No Recovery		1-1-WH-WH (1)						
		A-4, Si, brn-gry, Moist, Rec. = 1.4 ft		1-1-3-3 (4)	26.3	1.1	7.6	91.3	27	1
5		A-4, SaSi, gry, Moist, Rec. = 1.2 ft		1-1-1-1 (2)	29.5		29.0	71.0		
		A-4, SaSi, gry, MTW, Rec. = 1.4 ft		WH-1-1-WH (2)	35.0	1.0	27.1	71.9		
		A-4, SaSi, gry, MTW, Rec. = 1.1 ft		WH-WH-WH-1 (WH)	38.4	0.1	43.2	56.7		
10		A-3, Sa, brn, Wet, Rec. = 0.9 ft		WH-WH-WH-1 (WH)	27.0	0.6	93.0	6.4		
		A-2-4, SiSa, gry, MTW, Rec. = 0.9 ft		1-4-4-3 (8)	23.0	0.6	67.9	31.5		
		A-4, ClSi, gry, Moist, Rec. = 1.0 ft			29.9		1.6	98.4	30	10
		Field Note:, Shelby Tube. Silty sand with weathered rock, gry, Moist, Rec. = 1.5 ft								
20		A-1-b, GrSa, gry, Moist, Rec. = 1.5 ft, Lab Note: Broken Rock was within sample.		10-13-14-12 (27)	13.1	33.1	50.4	16.5		
		Hole stopped @ 22.0 ft								
25		Remarks: 1. Hole collapsed at 1.6 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 SWANTON NH 036-1(9).GPJ VERMONT AOT.GDT 7/16/14

VT Trans Working to Get You There		STATE OF VERMONT AGENCY OF TRANSPORTATION MATERIALS & RESEARCH SECTION SUBSURFACE INFORMATION		BORING LOG		Boring No.: B-121		
				SWANTON NH 036-1(9) VT-78 ROADWAY		Page No.: 1 of 1		
						Pin No.: 96B032		
						Checked By: CEE		
Boring Crew: GARROW, HOOK		Casing Sampler		Groundwater Observations				
Date Started: 3/28/14 Date Finished: 3/28/14		Type: H.S.A. SS		Date	Depth (ft)	Notes		
VTSPG NAD83: N 897537.63 ft E 1467038.45 ft		I.D.: 3.25 in 1.5 in		03/28/14	2.5	While drilling.		
Station: 151+66 Offset: 20.37		Hammer Wt: N.A. 140 lb.						
Ground Elevation: 97.3 ft		Hammer Fall: N.A. 30 in.						
		Hammer/Rod Type: Auto/AWJ						
		Rig: CME 45C TRACK C _E = 1.34						
Depth (ft)	Strata (1)	CLASSIFICATION OF MATERIALS (Description)		Blows/ft (N Value)	Moisture Content %	Gravel %	Sand %	Fines %
		Field Note:, No Recovery		2-WH-WH-WH (WH)				
		A-8, Organic silt with sand, brn, MTW, Rec. = 0.8 ft, Sample tested: Little Organics (14.3%), (A-8 because of moisture content of 120%)		1-2-2-1 (4)	120.3	3.4	22.3	74.3
		A-4, SaSi, gry, Moist, Rec. = 1.0 ft			28.5		38.2	61.8
5		A-4, SaSi, gry, MTW, Rec. = 1.4 ft, Sample tested: Trace of Organics (2.2%)		1-1-1-2 (2)	35.2		29.8	70.2
		A-4, SaSi, gry, MTW, Rec. = 1.7 ft, Sample tested: Trace of Organics (3.0%)		WH-WH-WH-WH (WH)	42.3	0.5	29.4	70.1
		A-4, SaSi, gry, MTW, Rec. = 1.6 ft, Sample tested: Trace of Organics (2.1%)		WH-1-1-2 (2)	35.3		27.9	72.1
10		A-1-a, SaGr, gry, Moist, Rec. = 1.4 ft, Lab Note: Broken Rock was within sample. Augers could not penetrate past 11.6 ft.		10-30-27-R@1.0" (57)	10.5	55.2	30.2	14.6
		Hole stopped @ 11.6 ft CNPF-TLOB						
		Remarks: 1. Hole collapsed at 2.5 ft.						
15								
20								
25								
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 SWANTON NH 036-1(9).GPJ VERMONT AOT.GDT 7/16/14

NOTE:

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



PROJECT NAME: SWANTON
PROJECT NUMBER: NH 036-1(9)

FILE NAME: z96b032.Borings.dgn PLOT DATE: 9/13/2023
PROJECT LEADER: G. BAKOS DRAWN BY: C. CILLEY
DESIGNED BY: M. BOGUE CHECKED BY: G. BAKOS
BORING AND CORING SHEET 12 SHEET 30 OF 307

STATE OF VERMONT AGENCY OF TRANSPORTATION MATERIALS & RESEARCH SECTION SUBSURFACE INFORMATION		BORING LOG		Boring No.: B-122					
		SWANTON NH 036-1(9) VT-78 ROADWAY		Page No.: 1 of 1					
				Pin No.: 96B032					
				Checked By: CEE					
Boring Crew: GARROW, HOOK		Casing Sampler		Groundwater Observations					
Date Started: 3/27/14 Date Finished: 3/27/14		Type: H.S.A. SS & TUBE		Date Depth (ft) Notes					
VTSPG NAD83: N 897629.56 ft E 1466917.73 ft		I.D.: 3.25 in 1.5 in		03/27/14 0.6 While drilling.					
Station: 150+15 Offset: 19.62		Hammer Wt: N.A. 140 lb.							
Ground Elevation: 98.5 ft		Hammer Fall: N.A. 30 in.							
		Hammer/Rod Type: Auto/AWJ							
		Rig: CME 45C TRACK C _E = 1.34							
Depth (ft)	Strata (1)	CLASSIFICATION OF MATERIALS (Description)	Blows/6" (N Value)	Moisture Content %	Gravel %	Sand %	Fines %	LL %	PI %
5		A-4, SaSi, brn-gry, Moist, Rec. = 0.5 ft, Lab Note: A very small layer of clay was noticeable.	1-1-1-1 (2)	28.5	10.3	21.6	68.1		
		A-4, SaSi, Lt/brn-gry, MTW, Rec. = 0.9 ft	WH-WH-1-1 (1)	29.8	3.1	30.7	66.2		
		A-4, SaSi, brn-gry, MTW, Rec. = 1.3 ft	WH-2-2-2 (4)	27.7	0.1	42.6	57.3		
		A-4, SaSi, brn, MTW, Rec. = 1.2 ft	WH-1-1-1 (3)	29.8		46.5	53.5		
		A-4, SaSi, brn, MTW, Rec. = 1.8 ft, Sample tested: Trace of Organics (4.1%)	WH-WH-WH-WH (WH)	43.7		25.9	74.1		
10		A-8, Organic Soil, gry, MTW, Rec. = 0.9 ft, Sample tested: Organic Soil (21.7%)	WH-1-1-2 (3)	91.5	5.7	30.4	63.9		
		A-4, ClSi, gry, MTW, Rec. = 1.0 ft	WH-1-1-2 (3)	27.7	0.8	8.2	91.0	26	9
15		Field Note: Shelby Tube, gry, Moist, Rec. = 1.6 ft, Si Cl Weathered Rock							
		A-1-b, SiSaGr, gry, Moist, Rec. = 1.3 ft, Broken & weather Rock was within sample. Augers would not penetrate past 15.8 ft.	4-10-38-R@3.5' (48)	10.2	39.1	36.2	24.7		
Hole stopped @ 15.8 ft CNPF-TLOB									
Remarks: 1. Hole collapsed at 2.0 ft.									

BORING LOG 2 SWANTON NH 036-1(9).GPJ VERMONT AOT.GDT 7/16/14

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.

NOTE:
 I. SEE PROJECT LAYOUT SHEETS FOR THE LOCATION OF BORE HOLES.

STATE OF VERMONT AGENCY OF TRANSPORTATION MATERIALS & RESEARCH SECTION SUBSURFACE INFORMATION		BORING LOG		Boring No.: B-123					
		SWANTON NH 036-1(9) VT-78 ROADWAY		Page No.: 1 of 1					
				Pin No.: 96B032					
				Checked By: CEE					
Boring Crew: GARROW, HOOK		Casing Sampler		Groundwater Observations					
Date Started: 3/27/14 Date Finished: 3/27/14		Type: H.S.A. SS & TUBE		Date Depth (ft) Notes					
VTSPG NAD83: N 897737.97 ft E 1466777.57 ft		I.D.: 3.25 in 1.5 in		03/27/14 5.8 While drilling.					
Station: 148+42 Offset: 33.91		Hammer Wt: N.A. 140 lb.							
Ground Elevation: 96.6 ft		Hammer Fall: N.A. 30 in.							
		Hammer/Rod Type: Auto/AWJ							
		Rig: CME 45C TRACK C _E = 1.34							
Depth (ft)	Strata (1)	CLASSIFICATION OF MATERIALS (Description)	Blows/6" (N Value)	Moisture Content %	Gravel %	Sand %	Fines %	LL %	PI %
5		A-1-b, SiGrSa, brn, Moist, Rec. = 0.5 ft	1-5-3-10 (8)	31.3	25.3	52.0	22.7		
		Visual Description: GrSiSa, brn, Wet, Rec. = 0.2 ft, Insufficient sample for testing.	5-6-2-2 (8)	28.9					
		A-4, SaSi, brn, MTW, Rec. = 1.6 ft	WH-1-1-1 (2)	30.4	0.1	45.6	54.3		
		A-4, SaSi, brn, MTW, Rec. = 0.6 ft, Sample tested: Trace of Organics (2.9%)	WH-1-1-1 (2)	33.9	0.1	44.2	55.7		
		A-4, SaSi, brn, MTW, Rec. = 0.5 ft	WH-WH-WH-2 (WH)	41.0	0.2	20.1	79.7		
10		A-4, ClSi, brn, MTW, Rec. = 0.7 ft, Sample tested: Trace of Organics (3.2%)	WH-WH-WH-2 (WH)	37.4	1.8	33.4	64.8	32	9
		Field Note: SaSi Shelby Tube, brn, Moist, Rec. = 1.5 ft							
15		A-2-4, GrSiSa, gry, Moist, Rec. = 1.5 ft	4-13-14-18 (27)	12.3	24.8	47.6	27.6		
		Field Note: Augers could not penetrate past 14.5 ft. Hole stopped @ 14.5 ft CNPF-TLOB							
Remarks: 1. Hole collapsed at 6.2 ft. 2. Two feet of ice above the hole.									

BORING LOG 2 SWANTON NH 036-1(9).GPJ VERMONT AOT.GDT 7/16/14

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.



PROJECT NAME: SWANTON
 PROJECT NUMBER: NH 036-1(9)
 FILE NAME: z96b032.Borings.dgn PLOT DATE: 9/13/2023
 PROJECT LEADER: G. BAKOS DRAWN BY: C.CILLEY
 DESIGNED BY: M.BOGUE CHECKED BY: G. BAKOS
 BORING AND CORING SHEET 13 SHEET 31 OF 307

HALEY & ALDRICH		Manchester, New Hampshire		TEST BORING REPORT			BORING NO. HA-14	
PROJECT: Route 78 Improvement VTRANS NO.: Swanton-NH036-1(9)-Vermont 78 CLIENT: Vanasse Hangen Brustlin, Inc. CONTRACTOR: New Hampshire Boring, Inc.						FILE NO. 27785-000 SHEET NO. 1 OF 1 LOCATION N 901025.23 E 1464256.72 STA. 106+23, RT. 3.02 ELEVATION 104.00 FEET DATUM NGVD START 13 June 2001 FINISH 13 June 2001 DRILLER S. Garside H&A REP C. Toscano		
ITEM		CASING	DRIVE SAMPLER	CORE BARREL	DRILLING EQUIPMENT & PROCEDURES			
TYPE		HSA	S	-	RIG TYPE CME 550 BIT TYPE Cutting Head DRILL MUD None OTHER -			
INSIDE DIAMETER (MM)		57	35	-	STA. 106+23, RT. 3.02 ELEVATION 104.00 FEET DATUM NGVD START 13 June 2001 FINISH 13 June 2001 DRILLER S. Garside H&A REP C. Toscano			
HAMMER WEIGHT (KG)			63.5	-				
HAMMER FALL (M)			0.76	-				
DEPTH (M)	CASING BLOWS PER 0.30M	SAMPLER BLOWS PER 0.15M	SAMPLE NUMBER & REC. (M)	SAMPLE DEPTH (M)	ELEV. / DEPTH (M)	VISUAL DESCRIPTION AND REMARKS		
0.0						-BITUMINOUS ASPHALT-		
		9		0.30		-PROCESSED STONE-		
		6	S1	0.46		Medium dense dark brown silty medium to fine SAND, little coarse sand, trace coarse to fine gravel (loosely bonded)		
		6	0.30	0.46				
		5		0.91				
1.0		11		0.91		Medium dense gray coarse to fine sandy GRAVEL (loosely bonded)		
		8	0.38	1.52				
		8						
		9						
		11	S2	1.52		Medium dense dark gray coarse to fine sandy SILT, little coarse to fine gravel (moderately bonded)		
		11	0.33	2.13				
2.0		10						
		10						
		7		2.13		Medium dense dark gray silty medium to fine SAND, little coarse sand, trace coarse to fine gravel (loosely bonded, no structure)		
		7	0.36	2.74		Note: Stone stuck in tip of spoon. Possible bedrock or boulder.		
		5						
		15						
3.0		100/0.08m	0.05	2.74	28.65	-FILL- 2.74m-3.05m: Fragments of boulders. Augered to 3.05m. Bottom of Exploration at 3.05m.		
				2.82	3.05			
WATER LEVEL DATA			SAMPLE IDENTIFICATION			SUMMARY		
DATE	TIME	ELAPSED TIME (HR)	DEPTH (M) TO:		O THIN WALL TUBE T ROCK CORED (M) U UNDISTURBED SAMPLE S SPLIT SPOON	OVERBURDEN (M) ROCK CORED (M) SAMPLES	WATER	
			BOTTOM OF CASING	BOTTOM OF HOLE				
6/13/01							2.59	
						NH	METRIC	

BEDFORD, M. 27785-000

NOTES:

- SEE PROJECT LAYOUT SHEETS FOR THE LOCATION OF BORE HOLES.
- THIS BORING LOG IS IN METRIC UNITS.



PROJECT NAME: SWANTON
PROJECT NUMBER: NH 036-1(9)

FILE NAME: z96b032.Borings.dgn
PROJECT LEADER: G. BAKOS
DESIGNED BY: M. BOGUE
BORING AND CORING SHEET 14

PLOT DATE: 9/13/2023
DRAWN BY: C. CILLEY
CHECKED BY: G. BAKOS
SHEET 32 OF 307

QUANTITY SHEET 1

SUMMARY OF ESTIMATED QUANTITIES											TOTALS		DESCRIPTIONS				DETAILED SUMMARY OF QUANTITIES			
								ROADWAY	TRAINING	EROSION CONTROL	FULL C.E. ITEMS	GRAND TOTAL	FINAL	UNIT	ITEMS	ITEM NUMBER	ROUND	QUANTITIES	UNIT	ITEMS
															LS	CLEARING AND GRUBBING, INCLUDING INDIVIDUAL TREES AND STUMPS	201.10			
															EACH	THINNING AND TRIMMING FOR SIGNS	201.31			
															CY	UNCLASSIFIED EXCAVATION	203.17			
															CY	MUCK EXCAVATION	203.20			
															CY	EARTH BORROW	203.30			
															CY	SAND BORROW	203.31			
															CY	TRENCH EXCAVATION OF EARTH	204.20			
															CY	TRENCH EXCAVATION OF ROCK	204.21			
															CY	TRENCH EXCAVATION OF EARTH, EXPLORATORY (N.A.B.I.)	204.22			
															CY	STRUCTURE EXCAVATION	204.25			
															CY	GRANULAR BACKFILL FOR STRUCTURES	204.30			
															SY	COLD PLANING, BITUMINOUS PAVEMENT	210.10			
															CY	SUBBASE OF CRUSHED GRAVEL, FINE GRADED	301.26			
															CY	SUBBASE OF DENSE GRADED CRUSHED STONE	301.35			
															SY	RECLAIMED STABILIZED BASE	310.20			
															CY	AGGREGATE SURFACE COURSE	401.10			
															TON	AGGREGATE SHOULDERS	402.12			
															LU	PRICE ADJUSTMENT, ASPHALT CEMENT (N.A.B.I.)	406.50			
															TON	SUPERPAVE BITUMINOUS CONCRETE PAVEMENT	490.30			
															LU	AIR VOIDS PAY ADJUSTMENT (N.A.B.I.)	490.31			
															LU	MAT DENSITY PAY ADJUSTMENT (N.A.B.I.)	490.32			
															LU	SURFACE TOLERANCE PAY ADJUSTMENT (N.A.B.I.)	490.33			
															LU	LONGITUDINAL JOINT COMPACTION PAY ADJUSTMENT (N.A.B.I.)	490.34			
															SF	TEMPORARY STEEL SHEET PILING	505.36			
															LB	REINFORCING STEEL, LEVEL I	507.11			
															EACH	REMOVAL OF STRUCTURE (8' x 13.5' x 45' CMP)	529.15			
															LS	PRECAST CONCRETE STRUCTURE (10' x 14' x 46' BOX)	540.10			
															LS	PRECAST CONCRETE STRUCTURE (4' x 4' x 60' BOX)	540.10			
															LS	PRECAST CONCRETE STRUCTURE (4' x 4' x 62' BOX)	540.10			
															LS	PRECAST CONCRETE STRUCTURE (4' x 4' x 64' BOX)	540.10			
															LS	PRECAST CONCRETE STRUCTURE (4' x 4' x 66' BOX)	540.10			
															LS	PRECAST CONCRETE STRUCTURE (4' x 4' x 68' BOX)	540.10			
															CY	CONCRETE, CLASS B	541.25			
															LF	12" RCP CLASS III	601.0805			
															LF	24" RCP CLASS III	601.0825			
															LF	36" RCP CLASS III	601.0845			
															LF	18" CPEP(SL)	601.2615			
															LF	24" CPEP(SL)	601.2620			
															LF	36" CPEP(SL)	601.2630			
															EACH	18" RCPEP CLASS III	601.6815			

QUANTITIES FROM DECEMBER 2016
PRELIMINARY PLAN SUBMISSION

PROJECT NAME: SWANTON
PROJECT NUMBER: NH 036-1(9)

FILE NAME: z96b0320quantity_Summary.dgn PLOT DATE: 9/13/2023
PROJECT LEADER: G. BAKOS DRAWN BY: C. CILLEY
DESIGNED BY: M. BOGUE CHECKED BY: G. BAKOS
QUANTITY SHEET 1 SHEET 33 OF 307

QUANTITY SHEET 2

SUMMARY OF ESTIMATED QUANTITIES											TOTALS		DESCRIPTIONS				DETAILED SUMMARY OF QUANTITIES			
								ROADWAY	TRAINING	EROSION CONTROL	FULL C.E. ITEMS	GRAND TOTAL	FINAL	UNIT	ITEMS	ITEM NUMBER	ROUND	QUANTITIES	UNIT	ITEMS
														EACH	24" RCPES CLASS III	601.6825				
														EACH	36" RCPES CLASS III	601.6845				
														EACH	18" CPEPES	601.7015				
														EACH	24" CPEPES	601.7020				
														EACH	36" CPEPES	601.7030				
														EACH	PRECAST REINFORCED CONCRETE PIPE DI WITH CAST IRON GRATE	604.25				
														EACH	CHANGING ELEVATION OF DROP INLETS, CATCH BASINS, OR MANHOLES	604.40				
														LF	6 INCH UNDERDRAIN PIPE	605.10				
														EACH	UNDERDRAIN FLUSHING BASIN	605.95				
														HR	POWER GRADER RENTAL	608.15				
														HR	ALL PURPOSE EXCAVATOR RENTAL, TYPE I	608.25				
														HR	POWER BROOM RENTAL, TYPE I	608.30				
														HR	TRUCK RENTAL	608.37				
														HR	LOADER RENTAL, TYPE I	608.40				
														MGAL	DUST CONTROL WITH WATER	609.10				
														CY	STONE FILL, TYPE I	613.10				
														CY	STONE FILL, TYPE II	613.11				
														EACH	RELOCATE MAILBOX, SINGLE SUPPORT	617.10				
														EACH	RELOCATE MAILBOX, MULTIPLE SUPPORT	617.12				
														EACH	YIELDING MARKER POSTS	619.17				
														LF	BOX BEAM GUARDRAIL	621.30				
														LF	REMOVAL AND DISPOSAL OF GUARDRAIL	621.80				
														TON	CRUSHED STONE BEDDING	629.54				
														HR	UNIFORMED TRAFFIC OFFICERS	630.10				
														HR	FLAGGERS	630.15				
														LS	FIELD OFFICE, ENGINEERS	631.10				
														LS	TESTING EQUIPMENT, CONCRETE	631.16				
														LS	TESTING EQUIPMENT, BITUMINOUS	631.17				
														DL	FIELD OFFICE TELEPHONE (N.A.B.I.)	631.26				
														HR	EMPLOYEE TRAINEESHIP	634.10				
														LS	MOBILIZATION/DEMOBILIZATION	635.11				
														EACH	PORTABLE CHANGEABLE MESSAGE SIGN	641.15				
														LF	DURABLE 4 INCH WHITE LINE, THERMOPLASTIC	646.402				
														LF	DURABLE 4 INCH YELLOW LINE, THERMOPLASTIC	646.412				
														LF	DURABLE 24 INCH STOP BAR, THERMOPLASTIC	646.482				
														LF	TEMPORARY 4 INCH WHITE LINE	646.600				
														LF	TEMPORARY 4 INCH YELLOW LINE	646.610				
														LF	TEMPORARY 24 INCH STOP BAR	646.680				
														EACH	LINE STRIPING TARGETS	646.76				
														SY	GEOTEXTILE FOR ROADBED SEPARATOR	649.11				

QUANTITIES FROM DECEMBER 2016
PRELIMINARY PLAN SUBMISSION

PROJECT NAME: SWANTON
PROJECT NUMBER: NH 036-1(9)

FILE NAME: z96b0320quantity.Summary.dgn PLOT DATE: 9/13/2023
PROJECT LEADER: G. BAKOS DRAWN BY: C. CILLEY
DESIGNED BY: M. BOGUE CHECKED BY: G. BAKOS
QUANTITY SHEET 2 SHEET 34 OF 307

QUANTITY SHEET 3

SUMMARY OF ESTIMATED QUANTITIES											TOTALS		DESCRIPTIONS				DETAILED SUMMARY OF QUANTITIES			
								ROADWAY	TRAINING	EROSION CONTROL	FULL C.E. ITEMS	GRAND TOTAL	FINAL	UNIT	ITEMS	ITEM NUMBER	ROUND	QUANTITIES	UNIT	ITEMS
															SY	GEOTEXTILE UNDER STONE FILL	649.31			
															SY	GEOTEXTILE FOR SILT FENCE	649.51			
															LB	SEED	651.15			
															LB	FERTILIZER	651.18			
															TON	AGRICULTURAL LIMESTONE	651.20			
															TON	HAY MULCH	651.25			
															CY	TOPSOIL	651.35			
															SY	GRUBBING MATERIAL	651.40			
															LS	EPSC PLAN	652.10			
															HR	MONITORING EPSC PLAN	652.20			
															LU	MAINTENANCE OF EPSC PLAN (N.A.B.I.)	652.30			
															SY	TEMPORARY EROSION MATTING	653.20			
															CY	VEHICLE TRACKING PAD	653.35			
															EACH	INLET PROTECTION DEVICE, TYPE I	653.40			
															LF	BARRIER FENCE	653.50			
															LF	PROJECT DEMARCATION FENCE	653.55			
															LF	EROSION LOG	653.60			
															SF	TRAFFIC SIGNS, TYPE A	675.20			
															LF	FLANGED CHANNEL SIGN POST	675.301			
															LF	SQUARE TUBE SIGN POST AND ANCHOR	675.341			
															EACH	REMOVING SIGNS	675.50			
															EACH	ERECTING SALVAGED SIGNS	675.60			
															EACH	DELINEATOR WITH STEEL POST	676.10			
															LU	PRICE ADJUSTMENT, FUEL (N.A.B.I.)	690.50			
															CY	SPECIAL PROVISION (GABION WALL)	900.608			
															CY	SPECIAL PROVISION (STONE FILL, STREAM BED MATERIAL, TYPE I)	900.608			
															EACH	SPECIAL PROVISION (TEMPORARY TRAFFIC SIGNAL SYSTEM, PORTABLE)	900.620			
															LS	SPECIAL PROVISION (TRAFFIC CONTROL, ALL-INCLUSIVE)	900.645			
															SF	SPECIAL PROVISION (CONCRETE RETAINING WALL)	900.670			
															SY	SPECIAL PROVISION (HAND-PLACED BITUMINOUS CONCRETE MATERIAL, DRIVES)	900.675			
															TON	SPECIAL PROVISION (BITUMINOUS CONCRETE PAVEMENT SURFACE PREPARATION, TYPE I)	900.680			
															TON	SPECIAL PROVISION (MATERIAL TRANSFER VEHICLE)	900.680			
															CWT	SPECIAL PROVISION (EMULSIFIED ASPHALT)(RS-1H OR CRS-1H)	900.683			
															CWT	SPECIAL PROVISION (FOG SEAL SURFACE TREATMENT)	900.683			

QUANTITIES FROM DECEMBER 2016
PRELIMINARY PLAN SUBMISSION

PROJECT NAME: SWANTON
PROJECT NUMBER: NH 036-1(9)

FILE NAME: z96b0320quantity_Summary.dgn PLOT DATE: 9/13/2023
PROJECT LEADER: G. BAKOS DRAWN BY: C. CILLEY
DESIGNED BY: M. BOGUE CHECKED BY: G. BAKOS
QUANTITY SHEET 3 SHEET 35 OF 307

ITEM DETAIL SHEET

CURB					SIDEWALK					BOX BEAM GUARD RAIL						UNDERDRAIN										
BEGIN STATION	END STATION	POSITION		REMARKS	BEGIN STATION	END STATION	POSITION		REMARKS	BEGIN STATION	END STATION	POSITION		END TREATMENT		BEGIN STATION	END STATION	TYPE	POSITION	DIA. IN	LENGTH FT	TRENCH		GRAN BK FILL CY	FB EA	MKR PST EA
		LEFT FT	RIGHT FT				LEFT CY	RIGHT CY				LEFT FT	RIGHT FT	BEGIN EA	END EA							EARTH CY	ROCK CY			
103+50	104+22	72.8		R = 1976.0'						43+73	57+41		1368			107+50	108+48		RT/LT	6	140				1	
104+22	80+47	14.1		R = 9.0'						44+55	58+02	1386				108+52	111+50		RT/LT	6	337				1	1
80+47	80+52	5.3								65+98	69+76		378			111+50	113+48		RT/LT	6	238				1	
80+52	80+52	7.0		R = 3.0'						66+80	70+43	378				113+52	115+48		RT/LT	6	237				1	
										94+30	103+48	918				115+52	117+48		RT/LT	6	237				1	
										100+40	105+53		513			117+52	119+48		RT/LT	6	237				1	
										106+36	107+35		99			121+48	119+52		RT/LT	6	237				1	
										104+76	105+53	81				123+48	121+52		RT/LT	6	237				1	
										106+36	163+33	5697				125+48	123+52		RT/LT	6	237				1	
										147+12	162+06		1494			127+48	125+52		RT/LT	6	237				1	
										165+36	200+28	3492				129+48	127+52		RT/LT	6	235				1	
										202+80	212+52	972				129+52	131+48		RT/LT	6	235				1	
										262+95	274+11	1116				131+52	133+48		RT/LT	6	236				1	
										276+80	306+30	2961				133+52	135+48		RT/LT	6	236				1	
										308+02	310+89	297				135+52	137+48		RT/LT	6	236				1	
																137+52	139+48		RT/LT	6	236				1	
																139+48	141+48		RT/LT	6	236				1	
																144+98	141+52		RT/LT	6	386				1	
																278+48	276+18		RT/LT	6	278				1	
																280+97	278+53		RT/LT	6	293				1	
																284+00	281+05		RT/LT	6	344				1	
																284+00	288+48		RT/LT	6	494				1	
																291+00	288+52		RT/LT	6	294				1	
																327+00	330+50		RT	8	342				1	
																330+50	330+50	CPEP	RT/RT	12	32					1
																330+50	333+00		RT	8	247					
																333+00	333+00	CPEP	RT/RT	12	23					1
																333+00	333+40		RT	8	42				1	
																334+50	334+06	CPEP	RT/RT	12	43					1
																336+00	334+50		RT	8	145				1	

PROJECT NAME: SWANTON
PROJECT NUMBER: NH 036-1(9)

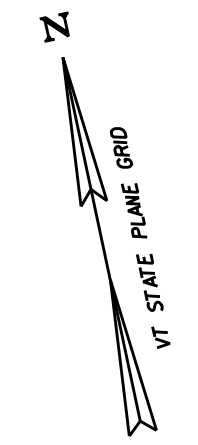
FILE NAME: z96b032itemDetail.dgn
PROJECT LEADER: G. BAKOS
DESIGNED BY: M. BOGUE
ITEM DETAIL SHEET

PLOT DATE: 9/13/2023
DRAWN BY: C. CILLEY
CHECKED BY: G. BAKOS
SHEET 36 OF 307

DRAINAGE DETAIL SHEET

STATION	STATION	POS.	ASKEW NO. DEG.	INLET/OUTLET TYPE		DITCH		PIPE ARCH			PIPE		ALLOWABLE OPTIONS						PIPE ELBOW NO. DEG.	ES EA	CB EA	P R C D I	DEPTH DI FT	CONC CLASS B CY	REINF STEEL LBS	DI GRATE TYPE	CHAN ELEV EA	CRM CY	TRENCH EXCAVATION		COMM EXC CY	UNC CHAN EXC CY	STRUCT EXCAV CY	GRAN BK FILL STRUCT CY	GRAN BORR CY	EROS MATT SY	STONE FILL		MARKER POSTS		PIPE ID		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											EARTH CY	ROCK CY							CY	CY	CY	CY	CY	CY		CY	CY	CY	EA
334+00		RT																																				57		ADJUST EXISTING FRAME AND GRATE ELEVATION							
336+61		RT																																			58		ADJUST EXISTING FRAME AND GRATE ELEVATION								
336+79		RT																																			59		ADJUST EXISTING FRAME AND GRATE ELEVATION								
336+96		RT																																			60		ADJUST EXISTING FRAME AND GRATE ELEVATION								
296+00	296+00	RT/LT		CPEPES	CPEPES					24	54																											61									
300+55	300+12	RT/LT																																				R22		REMOVE 69' OF EXISTING 18" AND EXISTING HW							
300+97	301+44	RT/RT																																				R23		REMOVE 47' OF EXISTING 12"							
300+90	301+50	RT/RT		CPEPES	CPEPES					18	60																											2		62							
334+07	334+76	LT/LT								24	66																														63		PRC MANHOLE WITH SOLID CAST IRON GRATE				
334+76	334+82	LT/LT			CPEPES					24	136																															64		PRC MANHOLE WITH SOLID CAST IRON GRATE			
318+70	319+00	LT/LT		CPEPES	CPEPES					15	30																															65					
318+66	318+99	LT/LT																																											R24		REMOVE 33' OF EXISTING 12"

PROJECT NAME: SWANTON
PROJECT NUMBER: NH 036-1(9)
FILE NAME: z96b032DrainageDetail.dgn PLOT DATE: 9/13/2023
PROJECT LEADER: G. BAKOS DRAWN BY: C. CILLEY
DESIGNED BY: M. BOGUE CHECKED BY: G. BAKOS
DRAINAGE DETAIL SHEET 3 SHEET 39 OF 307



NEW DRAINAGE

- ① STA. 40+00 RT 25.3' - STA. 40+00 LT 25.4'
- NEW 24" x 52' CPEP (SL)
- 24" CPEPES, LT & RT
- INV. IN = 99.15
- INV. OUT = 99.10
- INV. IN AT ES = 99.15
- INV. OUT AT ES = 99.10
- INSTALL TRASH RACK AT +00 RT 25.3'

DRAINAGE REMOVAL

- Ⓡ① STA. 39+85 RT 22.1' - STA. 39+83 LT 18.6'
- REMOVE EXISTING 41'X18"

CONSTRUCT

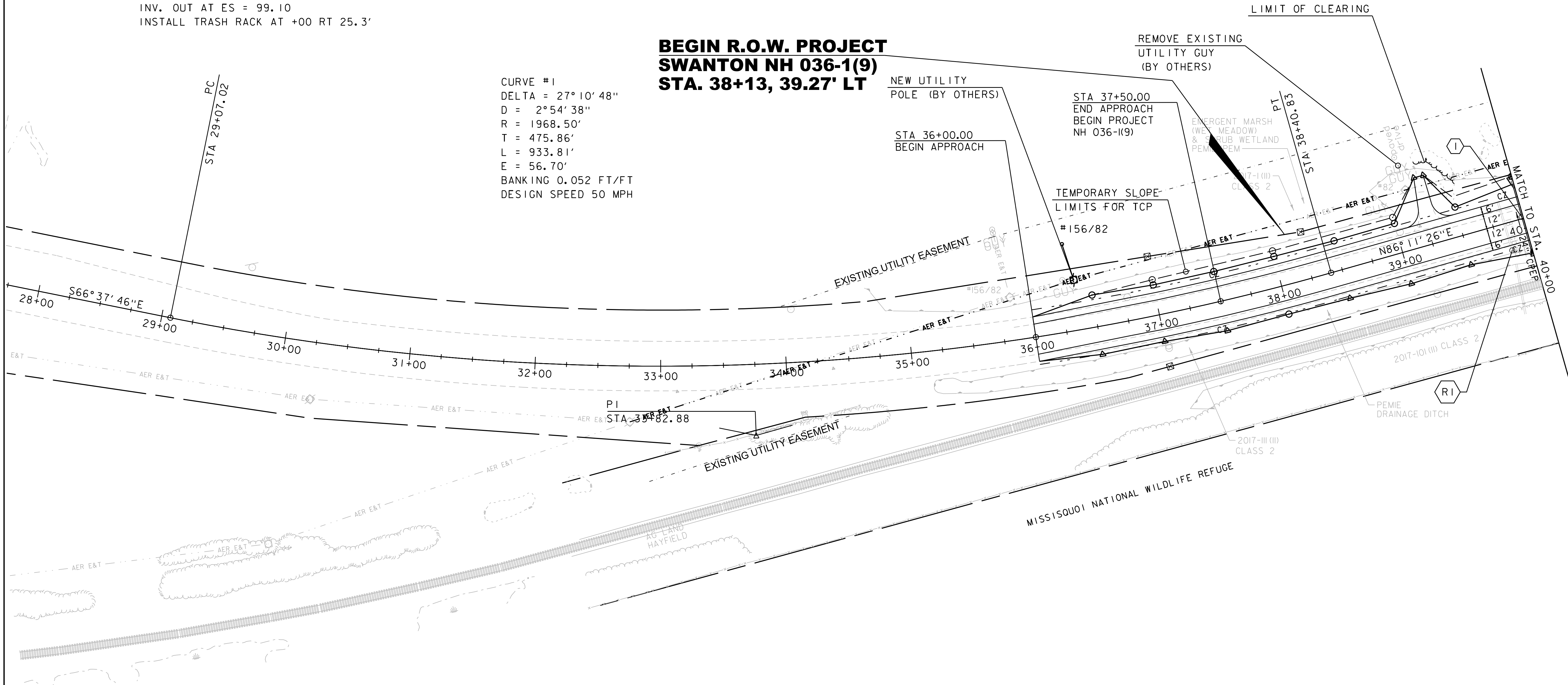
- PAVED DRIVE
- STA. 39+27, LT

STONE FILL, TYPE I

- GEOTEXTILE UNDER STONE FILL
- GRUBBING MATERIAL
- STA. 40+00 LT (6' L X 4' -3"W X 2' D)

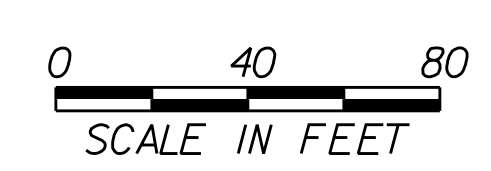
**BEGIN R.O.W. PROJECT
SWANTON NH 036-1(9)
STA. 38+13, 39.27' LT**

CURVE #1
 DELTA = 27° 10' 48"
 D = 2° 54' 38"
 R = 1968.50'
 T = 475.86'
 L = 933.81'
 E = 56.70'
 BANKING 0.052 FT/FT
 DESIGN SPEED 50 MPH



NOTE
 1. ALL DRIVES SHALL HAVE A SHOULDER RADIUS OF 14' -0" UNLESS NOTED OTHERWISE.

DATUM	
VERTICAL	NAVD 88
HORIZONTAL	NAD 83 (92)



PROJECT NAME:	SWANTON	PLOT DATE:	9/13/2023
PROJECT NUMBER:	NH 036-1(9)	DRAWN BY:	C. CILLEY
FILE NAME:	z96b032bdr_gen.dgn	DESIGNED BY:	M. BOGUE
PROJECT LEADER:	G. BAKOS	CHECKED BY:	G. BAKOS
PLAN SHEET #1		SHEET	40 OF 307

NEW DRAINAGE

② STA. 43+50 RT 26.0' - STA. 43+50 LT 26.7'
 NEW 30" x 54' CPEP (SL)
 30" CPEPES, LT & RT
 INV. IN = 98.60
 INV. OUT = 98.20
 INV. IN AT ES = 98.60
 INV. OUT AT ES = 98.20
 INSTALL TRASH RACK AT +50 RT 26.0'

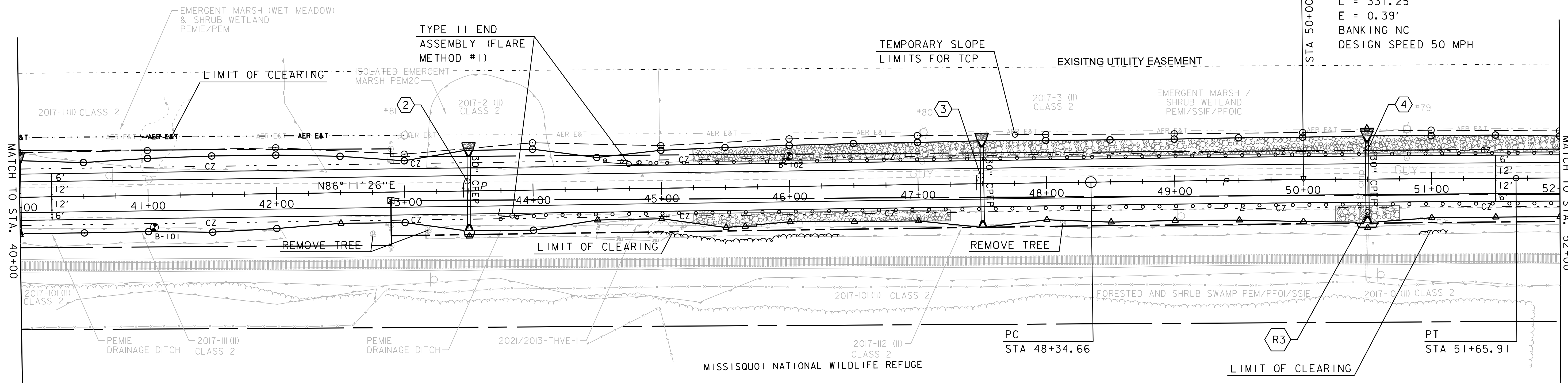
③ STA. 47+50 RT 28.9' - STA. 47+50 LT 28.5'
 NEW 30" x 58' CPEP (SL)
 30" CPEPES, LT & RT
 INV. IN = 97.10
 INV. OUT = 96.00
 INV. IN AT ES = 97.20
 INV. OUT AT ES = 95.90
 INSTALL TRASH RACK AT +50 RT 28.9'

④ STA. 50+50 RT 28.8' - STA. 50+50 LT 28.8'
 NEW 30" x 58' CPEP (SL)
 30" CPEPES, LT & RT
 INV. IN = 95.40
 INV. OUT = 95.40
 INV. IN AT ES = 95.40
 INV. OUT AT ES = 95.40
 INSTALL TRASH RACK AT +50 RT 28.8'

DRAINAGE REMOVAL

R3 STA. 50+52 LT 11.2' - STA. 50+50 RT 33.8'
 REMOVE EXISTING 45' X 18"

CURVE #2
 DELTA = 0°32'32"
 D = 0°09'49"
 R = 35000.00'
 T = 165.62'
 L = 331.25'
 E = 0.39'
 BANKING NC
 DESIGN SPEED 50 MPH



STONE FILL, TYPE I

GEOTEXTILE UNDER STONE FILL

GRUBBING MATERIAL

STA. 43+50 LT (6' L X 6'-6" W X 2' D)
 STA. 45+25 - STA. 52+00 LT
 STA. 45+25 - STA. 47+25 RT
 STA. 50+25 - STA. 50+75 RT
 STA. 47+50 LT (6' L X 6'-6" W X 2' D)
 STA. 50+50 LT (6' L X 6'-6" W X 2' D)

BOX BEAM GUARDRAIL

STA. 43+73.0 - STA. 52+00.0 RT
 STA. 44+55.0 - STA. 52+00.0 LT

REMOVING SMALL TREES

STA. 42+75, RT
 STA. 43+18, RT
 STA. 48+12, RT

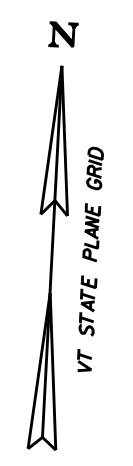
DATUM
 VERTICAL NAVD 88
 HORIZONTAL NAD 83 (92)



PROJECT NAME: SWANTON
 PROJECT NUMBER: NH 036-1(9)

FILE NAME: z96b032bdr_gen.dgn
 PROJECT LEADER: G. BAKOS
 DESIGNED BY: M. BOGUE
 PLAN SHEET #2

PLOT DATE: 9/13/2023
 DRAWN BY: C. CILLEY
 CHECKED BY: G. BAKOS
 SHEET 41 OF 307



NEW DRAINAGE

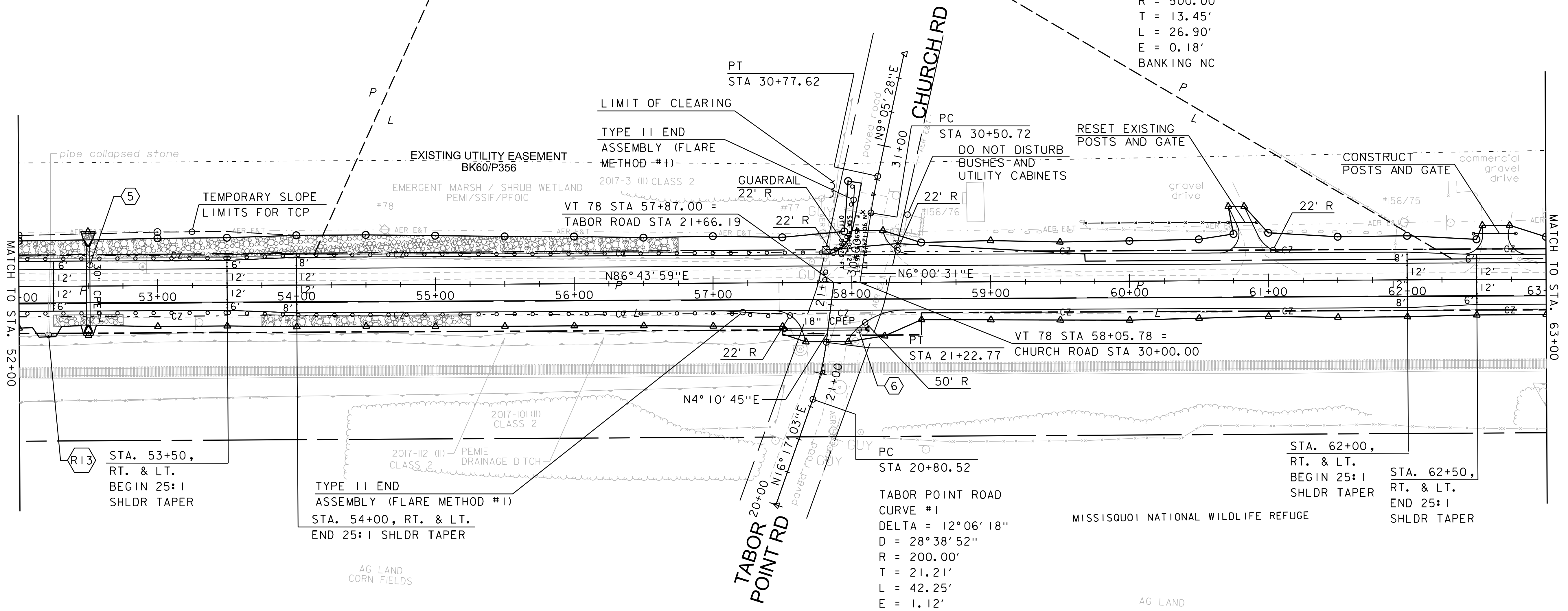
⑤ STA. 52+50 RT 28.4' - STA. 52+50 LT 28.4'
 NEW 30" x 58' CPEP (SL)
 30" CPEPES, LT & RT
 INV. IN = 96.00
 INV. OUT = 96.00
 INV. IN AT ES = 96.00
 INV. OUT AT ES = 96.00
 INSTALL TRASH RACK AT +50 RT 28.4'

⑥ STA. 57+54 RT 33.5 - STA. 58+10 RT 33.5'
 NEW 18" x 56' CPEP (SL)
 18" CPEPES, +54 & +10
 INV. IN = 100.40
 INV. OUT = 99.70
 INV. IN AT ES = 100.50
 INV. OUT AT ES = 99.65
 INSTALL TRASH RACK AT +54 RT 33.5'

DRAINAGE REMOVAL

⑬ STA. 52+21 RT 35.1' - STA. 52+23 LT 13.3'
 REMOVE EXISTING 49' X 15"
 REMOVE EXISTING HEADWALL, RT

CHURCH ROAD
 CURVE #1
 DELTA = 3°04'57"
 D = 11°27'33"
 R = 500.00'
 T = 13.45'
 L = 26.90'
 E = 0.18'
 BANKING NC



MATCH TO STA. 52+00

MATCH TO STA. 63+00

STONE FILL, TYPE I
GEOTEXTILE UNDER STONE FILL
GRUBBING MATERIAL
 STA. 52+50 LT (6' L X 6' - 6" W X 2' D)
 STA. 52+00 - STA. 56+75 LT
 STA. 52+25 - STA. 52+75 RT
 STA. 53+75 - STA. 55+25 RT

REMOVING AND RESETTING FENCE
 STA. 59+67, LT 42.0' - STA. 60+70, LT 42.0'
 STA. 62+33, LT 11.5' - STA. 62+94, LT 11.8'

TYPE II END ASSEMBLY (FLARE METHOD #1)
 STA. 54+00, RT. & LT.
 END 25:1 SHLDR TAPER

BOX BEAM GUARDRAIL
 STA. 52+00.0 - STA. 57+41.0 RT
 STA. 52+00.0 - STA. 58+02.4, LT 70.3

CONSTRUCT GRAVEL DRIVE
 STA. 60+91, LT

CONSTRUCT GRAVEL COMMERCIAL DRIVE
 STA. 62+65, LT

REMOVAL OF EXISTING FENCE
 STA. 61+91, LT 15.0' - STA. 61+93, LT 39.5'
 (SALVAGE TO PROPERTY OWNER)

REMOVING AND RESETTING GATE
 STA. 60+71, LT 42.0' - STA. 60+92, LT 42.0'

CONSTRUCT POSTS AND GATE
 STA. 62+48, LT 33.0' - STA. 62+78, LT 33.0'

NOTE
 1. ALL DRIVES SHALL HAVE A SHOULDER RADIUS OF 14'-0" UNLESS NOTED OTHERWISE.

DATUM
 VERTICAL NAVD 88
 HORIZONTAL NAD 83 (92)



PROJECT NAME: SWANTON
 PROJECT NUMBER: NH 036-1(9)

FILE NAME: z96b032bdr_gen.dgn
 PROJECT LEADER: G. BAKOS
 DESIGNED BY: M. BOGUE
 PLAN SHEET #3

PLOT DATE: 9/13/2023
 DRAWN BY: C. CILLEY
 CHECKED BY: G. BAKOS
 SHEET 42 OF 307

NEW DRAINAGE

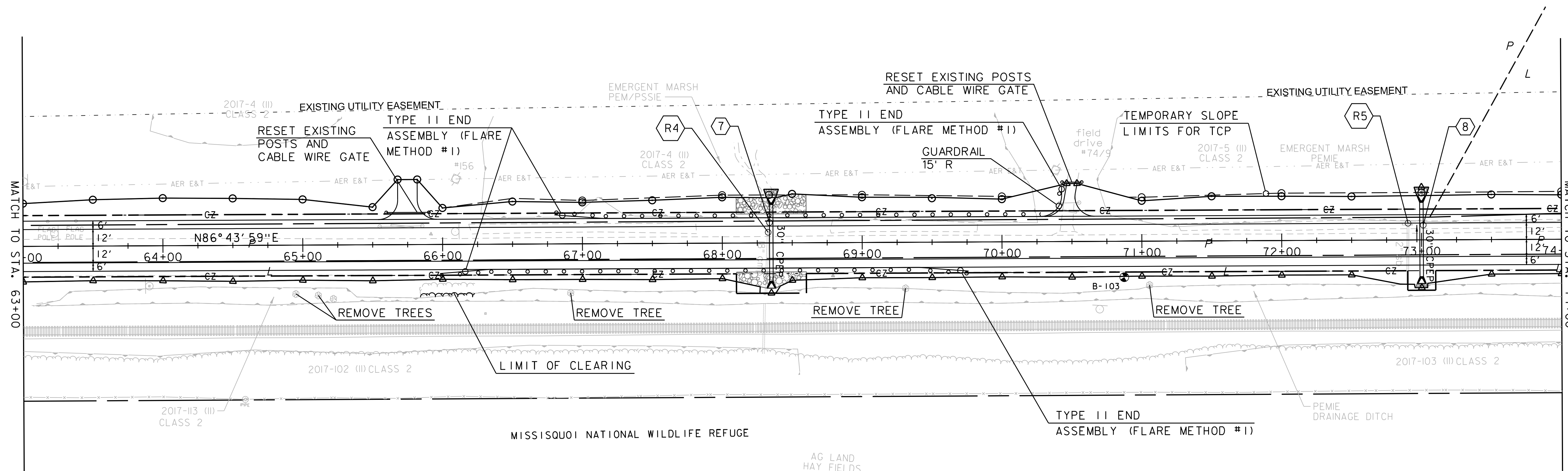
⑦ STA. 68+35 RT 27.5' - STA. 68+35 LT 27.5'
 NEW 30" x 56' CPEP (SL)
 30" CPEPES, LT & RT
 INV. IN = 96.80
 INV. OUT = 96.80
 INV. IN AT ES = 96.80
 INV. OUT AT ES = 96.80
 INSTALL TRASH RACK AT +35 RT 27.5'

⑧ STA. 73+00 RT 26.3' - STA. 73+00 LT 26.8'
 NEW 30" x 54' CPEP (SL)
 30" CPEPES, LT & RT
 INV. IN = 99.20
 INV. OUT = 98.90
 INV. IN AT ES = 99.20
 INV. OUT AT ES = 98.90
 INSTALL TRASH RACK AT +00 RT 26.3'

DRAINAGE REMOVAL

④ STA. 68+33 LT 20.7' - STA. 68+31 RT 35.8'
 REMOVE EXISTING 57' X 18"

⑤ STA. 72+90 LT 12.0' - STA. 72+90 RT 31.6'
 REMOVE EXISTING 44' X 12"
 REMOVE EXISTING HEADWALL, LT



STONE FILL, TYPE I
GEOTEXTILE UNDER STONE FILL
GRUBBING MATERIAL
 STA. 68+35 LT (6' L X 6' - 6" W X 2' D)
 STA. 73+00 LT (6' L X 6' - 6" W X 2' D)
 STA. 73+00 RT (3' L X 6' - 6" W X 1' - 6" D)
 STA. 68+10 - STA. 68+60 LT & RT

CONSTRUCT
GRAVEL DRIVE
 STA. 65+75, LT
 STA. 70+48, LT

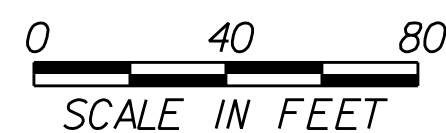
REMOVING SMALL TREES
 STA. 64+95, RT
 STA. 65+10, RT
 STA. 66+91, RT
 STA. 69+31, RT
 STA. 71+05, RT

BOX BEAM GUARDRAIL
 STA. 66+80.0 - STA. 70+42.8 LT 39.6'
 STA. 65+98.0 - STA. 69+76.0 RT

REMOVING AND RESETTING CABLE WIRE GATE
 STA. 65+60, LT 23.0' - STA. 65+90, LT 23.0'
 STA. 70+43, LT 42.4' - STA. 70+57, LT 42.4'

NOTE
 1. ALL DRIVES SHALL HAVE A SHOULDER RADIUS OF 14' - 0" UNLESS NOTED OTHERWISE.

DATUM
 VERTICAL NAVD 88
 HORIZONTAL NAD 83 (92)

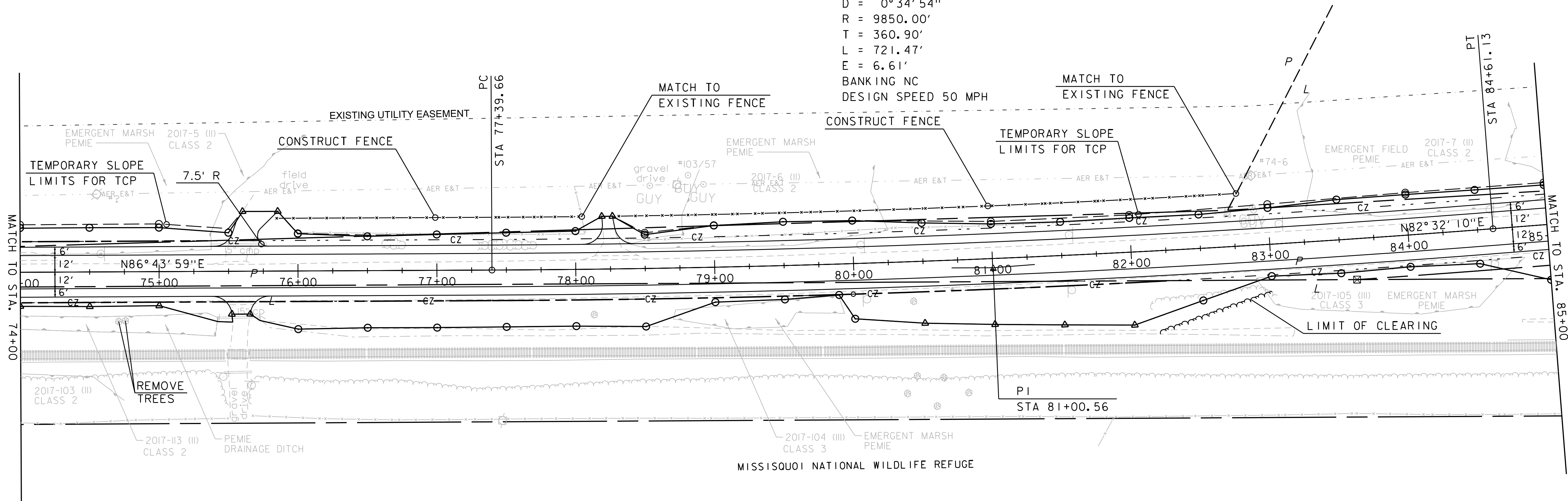


PROJECT NAME: SWANTON
 PROJECT NUMBER: NH 036-1(9)
 FILE NAME: z96b032bdr_gen.dgn
 PROJECT LEADER: G. BAKOS
 DESIGNED BY: M. BOGUE
 PLAN SHEET #4

PLOT DATE: 9/13/2023
 DRAWN BY: C. CILLEY
 CHECKED BY: G. BAKOS
 SHEET 43 OF 307



CURVE #3
 DELTA = 4° 11' 48"
 D = 0° 34' 54"
 R = 9850.00'
 T = 360.90'
 L = 721.47'
 E = 6.61'
 BANKING NC
 DESIGN SPEED 50 MPH



CONSTRUCT
GRAVEL DRIVE
 STA. 75+59, RT
 STA. 75+65, LT
 STA. 78+23, LT

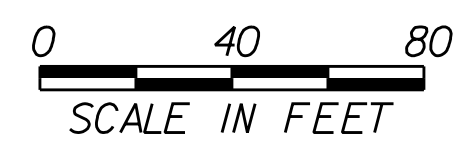
REMOVAL OF EXISTING FENCE
 STA. 75+49, LT 29.2' - STA. 78+05, LT 38.0'
 STA. 78+36, LT 20.4' - STA. 82+78, LT 38.0'

2-STRAND BARB WIRE FENCE WITH WOOD POSTS (SPECIAL PROVISION)
 STA. 75+83, LT 38.0' - STA. 78+05, LT 38.0'
 STA. 78+30, LT 38.0' - STA. 82+78, LT 38.0'

REMOVING SMALL TREES
 STA. 74+71, RT
 STA. 74+76, RT

NOTE
 1. ALL DRIVES SHALL HAVE A SHOULDER RADIUS OF 14'-0" UNLESS NOTED OTHERWISE.

DATUM
 VERTICAL NAVD 88
 HORIZONTAL NAD 83 (92)



PROJECT NAME: SWANTON	PLOT DATE: 9/13/2023
PROJECT NUMBER: NH 036-1(9)	DRAWN BY: C. CILLEY
FILE NAME: z96b032bdr_gen.dgn	CHECKED BY: G. BAKOS
PROJECT LEADER: G. BAKOS	SHEET 44 OF 307
DESIGNED BY: M. BOGUE	
PLAN SHEET #5	

NEW DRAINAGE

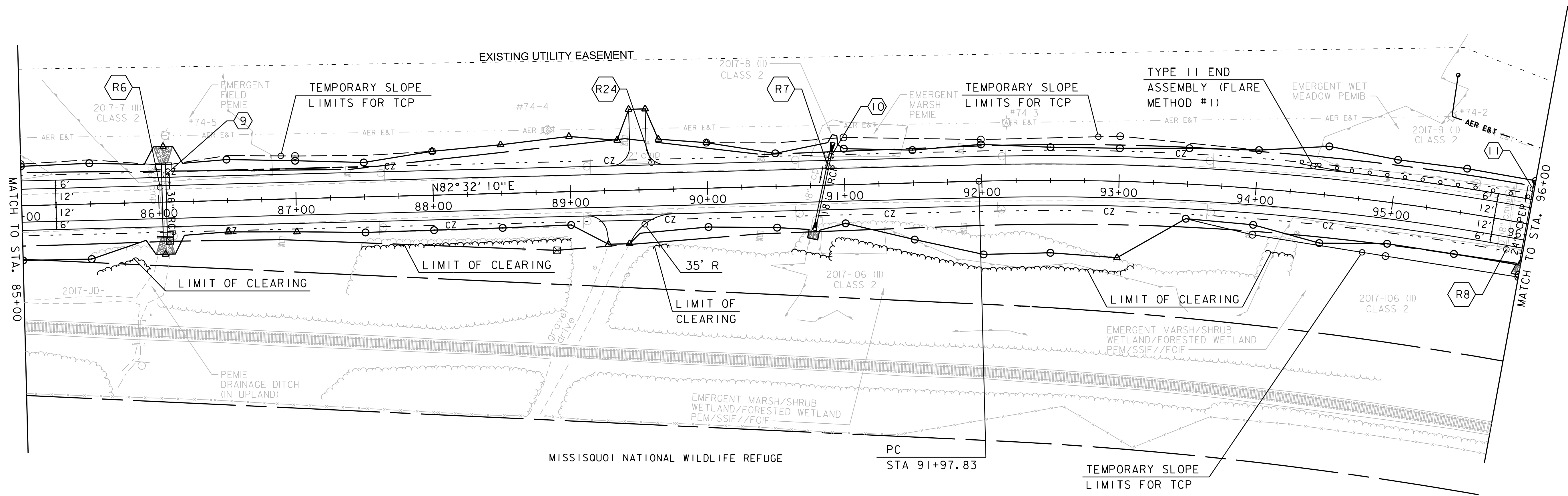
⑨ STA. 86+04 LT 28.4' - STA. 86+04 RT 26.2'
 NEW 36" x 56' CPEP (SL)
 RC STRAIGHT HEADWALL, LT & RT
 INV. IN = 99.95
 INV. OUT = 99.90
 INSTALL TRASH RACK AT +04 LT 28.4'

⑩ STA. 90+91 LT 25.0' - STA. 90+79 RT 26.7'
 NEW 18" x 54' RCP
 18" RCPES, LT & RT
 INV. IN = 101.00
 INV. OUT = 100.30
 INV. IN AT ES = 101.10
 INV. OUT AT ES = 100.25
 INSTALL TRASH RACK AT +91 LT 25.0'

⑪ STA. 96+00 LT 29.0' - STA. 96+00 RT 26.6'
 NEW 24" x 56' CPEP (SL)
 24" CPEPES, LT & RT
 INV. IN = 98.15
 INV. OUT = 97.60
 INV. IN AT ES = 98.20
 INV. OUT AT ES = 97.50
 INSTALL TRASH RACK AT +00 LT 29.0'

DRAINAGE REMOVAL

R6 STA. 86+01 LT 10.9' - STA. 86+04 RT 23.6'
 REMOVE EXISTING 35' X36"
 R24 STA. 89+41 LT 19.8' - STA. 89+66 LT 19.6'
 REMOVE EXISTING 26' X12"
 R7 STA. 90+89 LT 17.3' - STA. 90+80 RT 19.6'
 REMOVE EXISTING 38' X18"
 REMOVE EXISTING HEADWALL, LT
 R8 STA. 95+86 LT 28.6' - STA. 95+88 RT 21.0'
 REMOVE EXISTING 50' X18"



STONE FILL, TYPE I
GEOTEXTILE UNDER STONE FILL
GRUBBING MATERIAL
 STA. 90+79 RT (6' L X 3' -6" W X 2' D)
 STA. 96+00 RT (6' L X 4' -3" W X 2' D)

STONE FILL, TYPE II
GEOTEXTILE UNDER STONE FILL
 STA. 86+04 LT (12' L X 6' W X 3' D)
 STA. 86+04 RT (12' L X 6' W X 3' D)

BOX BEAM GUARDRAIL
 STA. 94+30.0 - STA. 96+00.0 LT

CONSTRUCT
GRAVEL DRIVE
 STA. 89+35, RT

NOTE
 1. ALL DRIVES SHALL HAVE A SHOULDER RADIUS OF 14' -0" UNLESS NOTED OTHERWISE.

DATUM
 VERTICAL NAVD 88
 HORIZONTAL NAD 83 (92)



PROJECT NAME: SWANTON
 PROJECT NUMBER: NH 036-1(9)
 FILE NAME: z96b032bdr_gen.dgn
 PROJECT LEADER: G. BAKOS
 DESIGNED BY: M. BOGUE
 PLAN SHEET #6

PLOT DATE: 9/13/2023
 DRAWN BY: C. CILLEY
 CHECKED BY: G. BAKOS
 SHEET 45 OF 307

NEW DRAINAGE

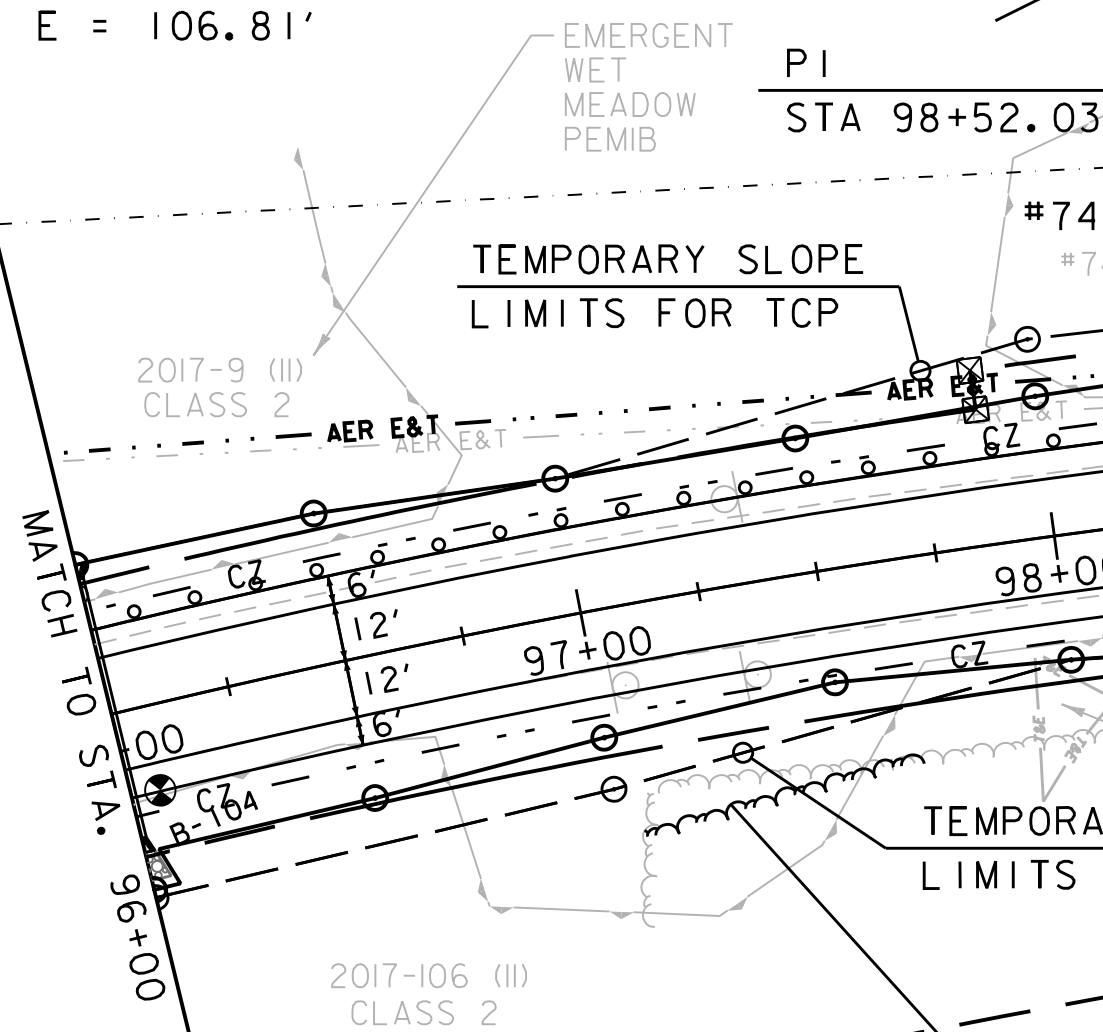
⑫ STA. 100+50 LT 30.4' - STA. 100+50 RT 28.3'
 NEW 24" x 60" CPEP (SL)
 24" CPEPES, LT & RT
 INV. IN AT ES = 97.65
 INV. IN = 97.60
 INV. OUT = 96.85
 INV. OUT AT ES = 96.80
 INSTALL TRASH RACK AT +50 LT 30.4'

DRAINAGE REMOVAL

⑨ STA. 100+35 LT 25.9' - STA. 100+39 RT 22.3'
 REMOVE EXISTING 49' X 18"

CURVE #4
 DELTA = 37°05'31"
 D = 2°56'18"
 R = 1950.00'
 T = 654.20'
 L = 1262.38'
 E = 106.81'

BANKING 0.052 FT/FT
 DESIGN SPEED 50 MPH



STONE FILL, TYPE I
GEOTEXTILE UNDER STONE FILL
GRUBBING MATERIAL
 STA. 105+50 - STA. 107+00 LT

STONE FILL, TYPE I
GEOTEXTILE UNDER STONE FILL
GRUBBING MATERIAL
 STA. 100+50 RT (6' L X 4'-3"W X 2' D)
 STA. 105+00 - STA. 105+86 RT
 STA. 106+02 - STA. 106+50 RT

STONE FILL, TYPE IV
GEOTEXTILE UNDER STONE FILL
GRUBBING MATERIAL
 STA. 104+75 - STA. 107+00 LT

REMOVAL AND
DISPOSAL OF GUARDRAIL
 STA. 104+64 - STA. 107+00 LT
 STA. 104+43 - STA. 106+44 RT

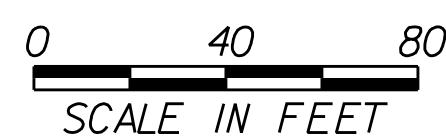
8' WIDE AGGREGATE SURFACE FOOT PATH
 STA. 104+57.6, LT 54.8' - STA. 107+00, LT 22.0'

BOX BEAM GUARDRAIL
 STA. 96+00.0 - STA. 103+48.0 LT
 STA. 100+39.8 - STA. 105+52.8 RT
 STA. 106+35.8 - STA. 107+00.0 RT
 STA. 104+75.8, LT 29.7' - STA. 105+52.8 LT
 STA. 106+35.8 - STA. 107+00.0 LT

CAST IN PLACE CONCRETE CURB, TYPE B
 STA. 103+50.0, LT 26.0' - STA. 104+21.8, LT 26.0' R = 1976.0'
 STA. 104+21.8, LT 26.0' - STA. 80+47.3, LT 21.3' R = 9.0'
 STA. 80+47.3, LT 21.3' - STA. 80+52.2, LT 19.3'
 STA. 80+52.2, LT 19.3' - STA. 80+52.2, LT 13.8' R = 3.0'

6' HIGH VERTICAL WOOD PANEL FENCE
WITH WOOD POSTS (SPECIAL PROVISION)
 STA. 104+60.0, LT 91.0' - STA. 104+91.0 LT 95.0'

DATUM
 VERTICAL NAVD 88
 HORIZONTAL NAD 83 (92)



PROJECT NAME: SWANTON	PLOT DATE: 9/13/2023
PROJECT NUMBER: NH 036-I(9)	DRAWN BY: C. CILLEY
FILE NAME: z96b032bdr_gen.dgn	CHECKED BY: G. BAKOS
PROJECT LEADER: G. BAKOS	SHEET 46 OF 307
DESIGNED BY: M. BOGUE	
PLAN SHEET #7	

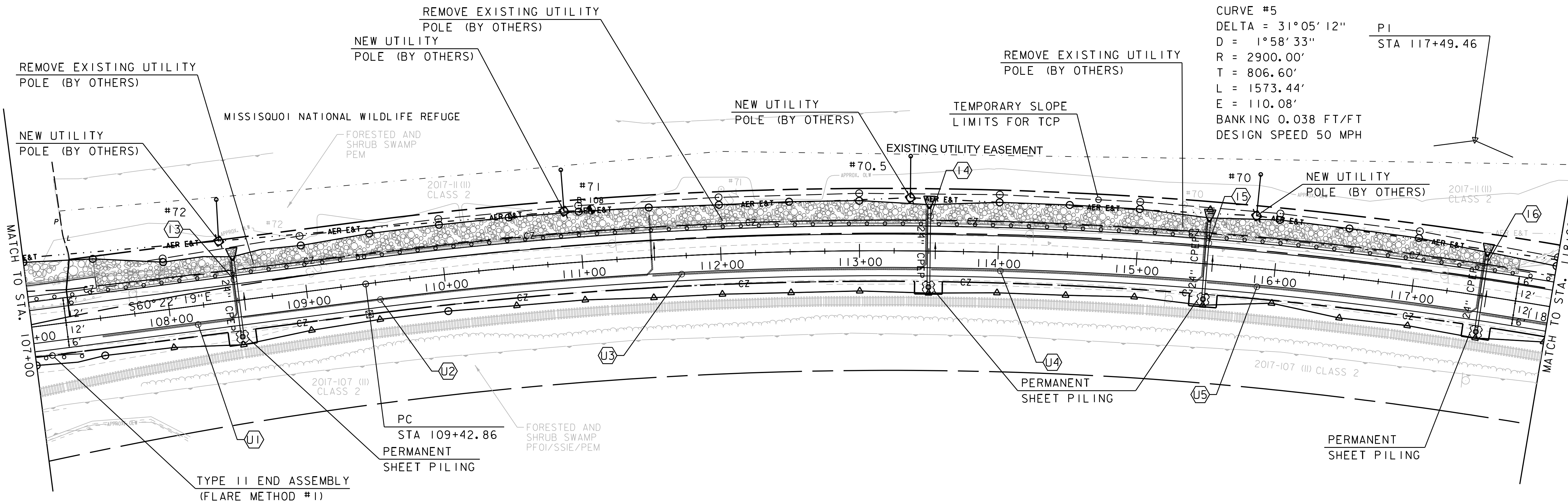
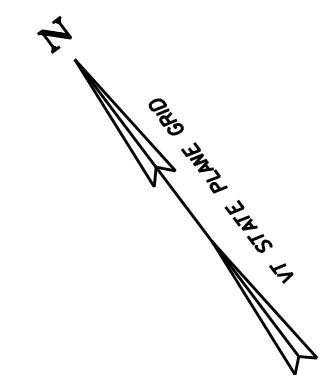
NEW DRAINAGE

⑬ STA. 108+50 RT 26.3' - STA. 108+50 LT 29.1'
 RCP PIPE DI, +50, RT 26.3'
 INV. OUT = 98.30
 NEW 24" x 54' CPEP (SL)
 24" CPEPES, LT
 INV. OUT = 95.60
 INV. OUT AT ES = 95.40
 TOP OF GRATE = 101.77

⑭ STA. 113+50 RT 26.0' - STA. 113+50 LT 30.6'
 RCP PIPE DI, +50, RT 26.0'
 INV. OUT = 98.10
 NEW 24" x 56' CPEP (SL)
 24" CPEPES, LT
 INV. OUT = 95.40
 INV. OUT AT ES = 95.25
 TOP OF GRATE = 101.64

⑮ STA. 115+50 RT 25.6' - STA. 115+50 LT 30.3'
 RCP PIPE DI, +50, RT 25.6'
 INV. OUT = 98.10
 NEW 24" x 55' CPEP (SL)
 24" CPEPES, LT
 INV. OUT = 95.60
 INV. OUT AT ES = 95.45
 TOP OF GRATE = 101.75

⑯ STA. 117+50 RT 26.3' - STA. 117+50 LT 28.7'
 RCP PIPE DI, +50, RT 26.3'
 INV. OUT = 97.95
 NEW 24" x 54' CPEP (SL)
 24" CPEPES, LT
 INV. OUT = 96.60
 INV. OUT AT ES = 96.45
 TOP OF GRATE = 101.45



CURVE #5
 DELTA = 31°05'12" P1
 D = 1°58'33" STA 117+49.46
 R = 2900.00'
 T = 806.60'
 L = 1573.44'
 E = 110.08'
 BANKING 0.038 FT/FT
 DESIGN SPEED 50 MPH

NEW UNDERDRAIN

⑪ STA. 107+50.0 RT 13.25' - STA. 108+48.0 LT 29.2'
 NEW 6" x 140' TYPE II UD
 WITH FLUSHING BASIN AT 107+50 RT
 INV. IN = 98.15
 INV. OUT = 97.55

⑫ STA. 108+52.0 RT 12.5' - STA. 111+50.0 LT 30.0'
 NEW 6" x 337' TYPE II UD
 WITH FLUSHING BASIN AT 108+52 RT
 INV. IN = 99.15
 INV. OUT = 97.78

⑬ STA. 111+50.0 RT 13.25' - STA. 113+48.0 LT 29.8'
 NEW 6" x 238' TYPE II UD
 WITH FLUSHING BASIN AT 111+50 RT
 INV. IN = 98.95
 INV. OUT = 97.95

⑭ STA. 113+52.0 RT 13.25' - STA. 115+48.0 LT 30.3'
 NEW 6" x 237' TYPE II UD
 WITH FLUSHING BASIN AT 113+52.0
 INV. IN = 98.60
 INV. OUT = 97.60

⑮ STA. 115+52.0 RT 13.25' - STA. 117+48.0 LT 30.6'
 NEW 6" x 237' TYPE II UD
 WITH FLUSHING BASIN AT 115+52.0 RT
 INV. IN = 98.25
 INV. OUT = 97.35

STONE FILL, TYPE II
 GEOTEXTILE UNDER STONE FILL
 GRUBBING MATERIAL
 STA. 107+00 - STA. 117+75 LT

STONE FILL, TYPE I
 GEOTEXTILE UNDER STONE FILL
 GRUBBING MATERIAL
 STA. 108+50 LT (6' L X 4'-3" W X 2' D)
 STA. 113+50 LT (6' L X 4'-3" W X 2' D)
 STA. 115+50 LT (6' L X 4'-3" W X 2' D)
 STA. 117+50 LT (6' L X 4'-3" W X 2' D)
 STA. 107+50 - STA. 117+75 LT

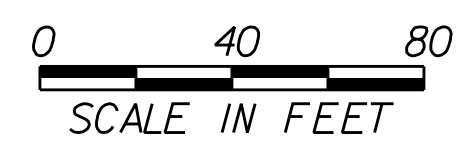
STONE FILL, TYPE IV
 GEOTEXTILE UNDER STONE FILL
 GRUBBING MATERIAL
 STA. 107+00 - STA. 107+50 LT

REMOVAL AND DISPOSAL OF GUARDRAIL
 STA. 107+00 - STA. 107+53 LT

PERMANENT SHEET PILING
 (DESIGNED FOR
 COOPER E-80 LIVE LOAD)
 (SPECIAL PROVISION)
 STA. 108+50 RT 26.3'
 STA. 113+50 RT 26.0'
 STA. 115+50 RT 25.6'
 STA. 117+50 RT 26.3'

BOX BEAM GUARDRAIL
 STA. 107+00.0 - 107+34.8 RT
 STA. 107+00.0 - 118+00.0 LT

DATUM
 VERTICAL NAVD 88
 HORIZONTAL NAD 83 (92)



PROJECT NAME: SWANTON	PLOT DATE: 9/13/2023
PROJECT NUMBER: NH 036-1(9)	DRAWN BY: C. CILLEY
FILE NAME: z96b032bdr_gen.dgn	CHECKED BY: G. BAKOS
PROJECT LEADER: G. BAKOS	SHEET 47 OF 307
DESIGNED BY: M. BOGUE	
PLAN SHEET #8	

NEW DRAINAGE

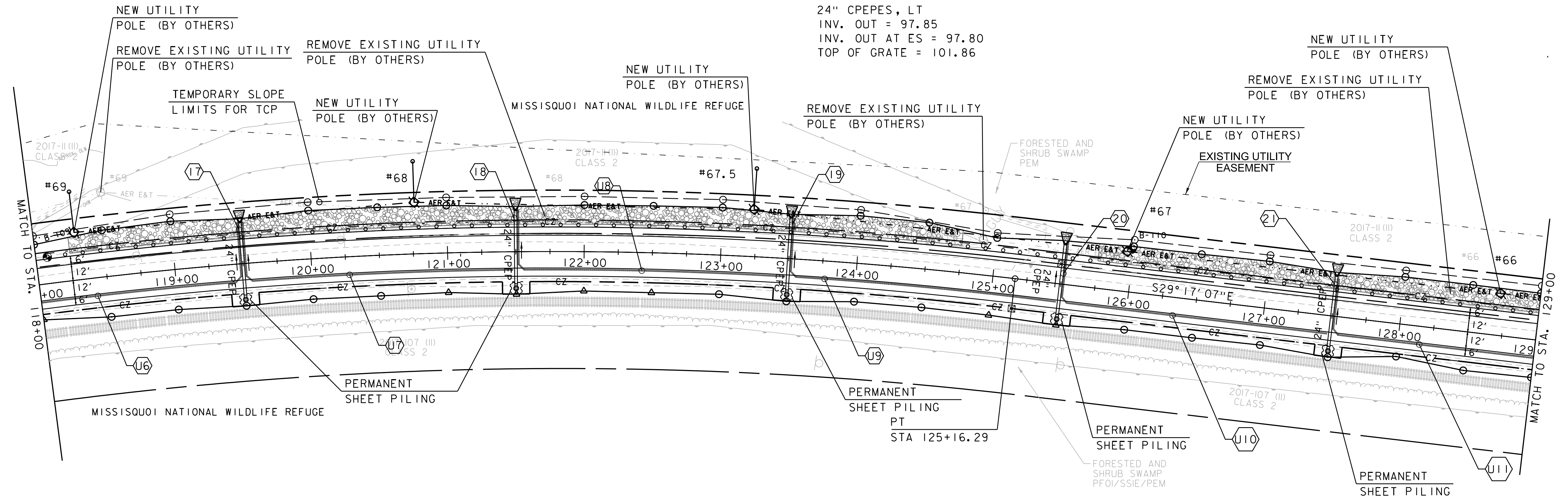
17 STA. 119+50 RT 26.6' - STA. 119+50 LT 30.0'
 RCP PIPE DI, +50, RT 26.6'
 INV. OUT = 97.75
 NEW 24" x 56' CPEP (SL)
 24" CPEPES, LT
 INV. OUT = 95.55
 INV. OUT AT ES = 95.45
 TOP OF GRATE = 101.25

18 STA. 121+50 RT 26.8' - STA. 121+50 LT 30.1'
 RCP PIPE DI, +50, RT 26.8'
 INV. OUT = 97.60
 NEW 24" x 56' CPEP (SL)
 24" CPEPES, LT
 INV. OUT = 95.60
 INV. OUT AT ES = 95.50
 TOP OF GRATE = 101.06

19 STA. 123+50 RT 26.4' - STA. 123+50 LT 29.6'
 RCP PIPE DI, +50, RT 26.4'
 INV. OUT = 97.75
 NEW 24" x 55' CPEP (SL)
 24" CPEPES, LT
 INV. OUT = 95.85
 INV. OUT AT ES = 95.70
 TOP OF GRATE = 101.27

21 STA. 127+50 RT 25.9' - STA. 127+50 LT 29.2'
 RCP PIPE DI, +50, RT 25.9'
 INV. OUT = 98.50
 NEW 24" x 54' CPEP (SL)
 24" CPEPES, LT
 INV. OUT = 95.60
 INV. OUT AT ES = 95.50
 TOP OF GRATE = 102.00

20 STA. 125+50 RT 25.8' - STA. 125+50 LT 28.9'
 RCP PIPE DI, +50, RT 25.8'
 INV. OUT = 98.40
 NEW 24" x 54' CPEP (SL)
 24" CPEPES, LT
 INV. OUT = 97.85
 INV. OUT AT ES = 97.80
 TOP OF GRATE = 101.86



NEW UNDERDRAIN

U6 STA. 117+52.0 RT 13.25' - STA. 119+48.0 LT 30.8'
 NEW 6" x 237' TYPE II UD
 WITH FLUSHING BASIN AT 117+52.0 RT
 INV. IN = 98.10
 INV. OUT = 97.10

U8 STA. 123+48.0 RT 13.25' - STA. 121+52.0 LT 30.9'
 NEW 6" x 237' TYPE II UD
 WITH FLUSHING BASIN AT 123+48.0 RT
 INV. IN = 98.15
 INV. OUT = 97.15

U10 STA. 127+48.0 RT 13.25' - STA. 125+52.0 LT 28.9'
 NEW 6" x 237' TYPE II UD
 WITH FLUSHING BASIN AT 127+48.0 RT
 INV. IN = 99.15
 INV. OUT = 98.15

U7 STA. 121+48.0 RT 13.25' - STA. 119+52.0 LT 30.8'
 NEW 6" x 237' TYPE II UD
 WITH FLUSHING BASIN AT 121+48.0 RT
 INV. IN = 98.10
 INV. OUT = 97.10

U9 STA. 125+48.0 RT 13.25' - STA. 123+52.0 LT 30.2'
 NEW 6" x 237' TYPE II UD
 WITH FLUSHING BASIN AT 125+48.0 RT
 INV. IN = 98.45
 INV. OUT = 97.45

U11 STA. 129+48.0 RT 13.25' - STA. 127+52.0 LT 27.9'
 NEW 6" x 235' TYPE II UD
 WITH FLUSHING BASIN AT 129+48.0
 INV. IN = 99.50
 INV. OUT = 98.50

BOX BEAM GUARDRAIL
 STA. 118+00.0 - STA. 129+00.0 LT

PERMANENT SHEET PILING
 (DESIGNED FOR
 COOPER E-80 LIVE LOAD)
 (SPECIAL PROVISION)
 STA. 119+50 RT 26.5'
 STA. 121+50 RT 26.8'
 STA. 123+50 RT 26.4'
 STA. 125+50 RT 25.8'
 STA. 127+50 RT 25.9'

STONE FILL, TYPE I
GEOTEXTILE UNDER STONE FILL
GRUBBING MATERIAL
 STA. 118+25 - STA. 124+75 LT
 STA. 125+75 - STA. 129+00 LT
 STA. 119+50 LT (6'L X 4'-3"W X 2'D)
 STA. 121+50 LT (6'L X 4'-3"W X 2'D)
 STA. 123+50 LT (6'L X 4'-3"W X 2'D)
 STA. 125+50 LT (6'L X 4'-3"W X 2'D)
 STA. 127+50 LT (6'L X 4'-3"W X 2'D)

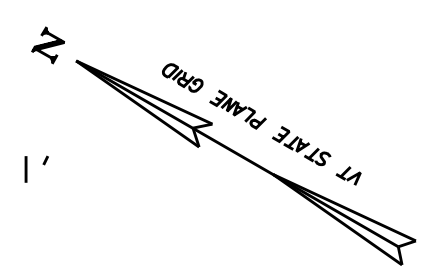
STONE FILL, TYPE II
GEOTEXTILE UNDER STONE FILL
GRUBBING MATERIAL
 STA. 118+25 - STA. 124+75 LT
 STA. 125+75 - STA. 129+00 LT

DATUM
 VERTICAL NAVD 88
 HORIZONTAL NAD 83 (92)



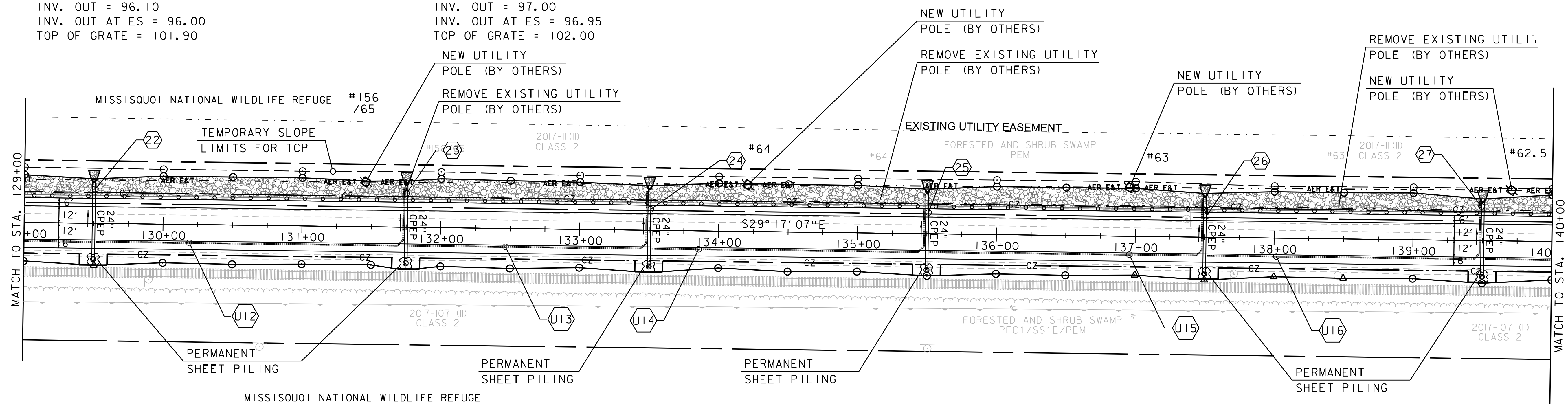
PROJECT NAME: SWANTON
 PROJECT NUMBER: NH 036-1(9)
 FILE NAME: z96b032bdr_gen.dgn
 PROJECT LEADER: G. BAKOS
 DESIGNED BY: M. BOGUE
 PLAN SHEET #9

PLOT DATE: 9/13/2023
 DRAWN BY: C. CILLEY
 CHECKED BY: G. BAKOS
 SHEET 48 OF 307



- 22 STA. 129+50 RT 25.9' - STA. 129+50 LT 29.1'
RCP PIPE DI, +50, RT 25.9'
INV. OUT = 98.50
NEW 24" x 54' CPEP (SL)
24" CPEPES, LT
INV. OUT = 95.80
INV. OUT AT ES = 95.60
TOP OF GRATE = 102.03
- 23 STA. 131+75 RT 25.6' - STA. 131+75 LT 33.4'
RCP PIPE DI, +75, RT 25.6'
INV. OUT = 98.50
NEW 24" x 54' CPEP (SL)
24" CPEPES, LT
INV. OUT = 95.05
INV. OUT AT ES = 94.90
TOP OF GRATE = 102.13
- 24 STA. 133+50 RT 26.1' - STA. 133+50 LT 29.1'
RCP PIPE DI, +50, RT 26.1'
INV. OUT = 98.50
NEW 24" x 54' CPEP (SL)
24" CPEPES, LT
INV. OUT = 95.80
INV. OUT AT ES = 95.60
TOP OF GRATE = 101.97
- 25 STA. 135+50 RT 26.0' - STA. 135+50 LT 29.1'
RCP PIPE DI, +50, RT 26.0'
INV. OUT = 98.50
NEW 24" x 54' CPEP (SL)
24" CPEPES, LT
INV. OUT = 95.70
INV. OUT AT ES = 95.70
TOP OF GRATE = 102.00

- 26 STA. 137+50 RT 26.3' - STA. 137+50 LT 28.5'
RCP PIPE DI, +50, RT 26.3'
INV. OUT = 98.40
NEW 24" x 54' CPEP (SL)
24" CPEPES, LT
INV. OUT = 96.10
INV. OUT AT ES = 96.00
TOP OF GRATE = 101.90
- 27 STA. 139+50 RT 26.0' - STA. 139+50 LT 27.2'
RCP PIPE DI, +50, RT 26.0'
INV. OUT = 98.50
NEW 24" x 52' CPEP (SL)
24" CPEPES, LT
INV. OUT = 97.00
INV. OUT AT ES = 96.95
TOP OF GRATE = 102.00



PERMANENT SHEET PILING (DESIGNED FOR COOPER E-80 LIVE LOAD) (SPECIAL PROVISION)
 STA. 129+50 RT 25.9'
 STA. 131+50 RT 26.0'
 STA. 133+50 RT 26.1'
 STA. 135+50 RT 26.0'
 STA. 137+50 RT 26.3'
 STA. 139+50 RT 26.0'

BOX BEAM GUARDRAIL
 STA. 129+00.0 - STA. 140+00.0 LT

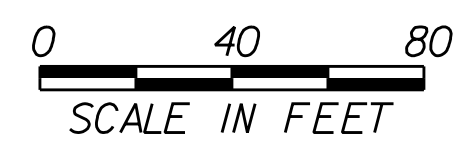
STONE FILL, TYPE IJ
 GEOTEXTILE UNDER STONE FILL
 GRUBBING MATERIAL
 STA. 129+00 - STA. 140+00 LT

STONE FILL, TYPE I
 GEOTEXTILE UNDER STONE FILL
 GRUBBING MATERIAL
 STA. 129+00 - STA. 140+00 LT
 STA. 129+50 LT (6' L X 4'-3" W X 2' D)
 STA. 131+50 LT (6' L X 4'-3" W X 2' D)
 STA. 133+50 LT (6' L X 4'-3" W X 2' D)
 STA. 135+50 LT (6' L X 4'-3" W X 2' D)
 STA. 137+50 LT (6' L X 4'-3" W X 2' D)
 STA. 139+50 LT (6' L X 4'-3" W X 2' D)

NEW UNDERDRAIN

- U12 STA. 129+52.0 RT 13.25' - STA. 131+73.0 LT 28.3'
NEW 6" x 260' TYPE II UD
WITH FLUSHING BASIN AT 129+52.0
INV. IN = 99.40
INV. OUT = 98.30
- U13 STA. 131+77.0 RT 13.25' - STA. 133+48.0 LT 28.3'
NEW 6" x 211' TYPE II UD
WITH FLUSHING BASIN AT 131+77.0
INV. IN = 99.25
INV. OUT = 98.35
- U14 STA. 133+52.0 RT 13.25' - STA. 135+48.0 LT 28.4'
NEW 6" x 236' TYPE II UD
WITH FLUSHING BASIN AT 133+52.0
INV. IN = 99.25
INV. OUT = 98.25
- U15 STA. 135+52.0 RT 13.25' - STA. 137+48.0 LT 28.4'
NEW 6" x 236' TYPE II UD
WITH FLUSHING BASIN AT 135+52.0 RT
INV. IN = 99.20
INV. OUT = 98.20
- U16 STA. 137+52.0 RT 13.25' - STA. 139+48.0 LT 28.4'
NEW 6" x 236' TYPE II UD
WITH FLUSHING BASIN AT 137+52.0 RT
INV. IN = 99.20
INV. OUT = 98.20

DATUM
 VERTICAL NAVD 88
 HORIZONTAL NAD 83 (92)



PROJECT NAME: SWANTON	PLOT DATE: 9/13/2023
PROJECT NUMBER: NH 036-1(9)	DRAWN BY: C. CILLEY
FILE NAME: z96b032bdr_gen.dgn	CHECKED BY: G. BAKOS
PROJECT LEADER: G. BAKOS	SHEET 49 OF 307
DESIGNED BY: M. BOGUE	
PLAN SHEET #10	

NEW DRAINAGE

28 STA. 141+50 RT 26.5' - STA. 141+50 LT 29.1'
 RCP PIPE D1, +50, RT 26.5'
 INV. OUT = 98.30
 NEW 24" x 56' CPEP (SL)
 24" CPEPES, LT
 INV. OUT = 95.70
 INV. OUT AT ES = 95.70
 TOP OF GRATE = 101.84

29 STA. 145+00 RT 27.2' - STA. 145+00 LT 28.1'
 RCP PIPE D1, +00, RT 27.2'
 INV. OUT = 98.95
 NEW 24" x 54' CPEP (SL)
 24" CPEPES, LT
 INV. OUT = 96.25
 INV. OUT AT ES = 96.10
 TOP OF GRATE = 102.45

30 STA. 148+41 LT 29.3' - RT 32.7'
 4' X4' X62' -0" LONG PRECAST BOX CULVERT
 SEE CROSS SECTIONS FOR INVERTS

31 STA. 150+00 LT 29.3' - RT 32.7'
 4' X4' X62' -0" LONG PRECAST BOX CULVERT
 SEE CROSS SECTIONS FOR INVERTS

CURVE #6
 DELTA = 23°52'51"
 D = 4°35'01"
 R = 1250.00'
 T = 264.34'
 L = 521.00'
 E = 27.64'
 BANKING 0.070 FT/FT
 DESIGN SPEED 50 MPH

SPACE POSTS
 TO AVOID CULVERTS OR AS
 DIRECTED BY THE ENGINEER (TYP.)

REMOVE EXISTING UTILITY
 POLE (BY OTHERS)

LOW GABION WALLS TO
 INHIBIT WILDLIFE
 PASSAGE (TYP.)
 LIMIT OF
 CLEARING

EXISTING UTILITY
 EASEMENT

PT
 STA 150+48.26

2017-II (II)
 CLASS 2

2017-107 (II)
 CLASS 2

#156/59

AER E&T

B-112
 B-122

12°53'09"57"E

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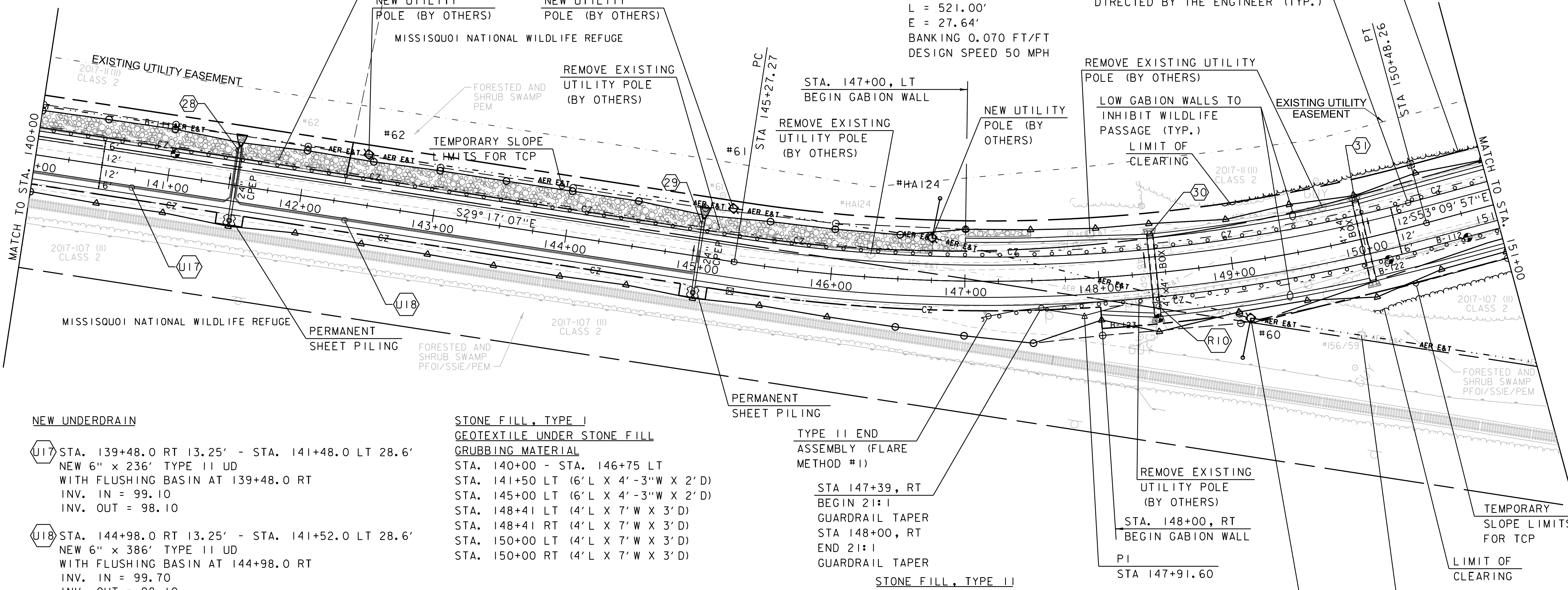
12'

12'

12'

12'

12'



NEW UNDERDRAIN

U17 STA. 139+48.0 RT 13.25' - STA. 141+48.0 LT 28.6'
 NEW 6" x 236' TYPE II UD
 WITH FLUSHING BASIN AT 139+48.0 RT
 INV. IN = 99.10
 INV. OUT = 98.10

U18 STA. 144+98.0 RT 13.25' - STA. 141+52.0 LT 28.6'
 NEW 6" x 386' TYPE II UD
 WITH FLUSHING BASIN AT 144+98.0 RT
 INV. IN = 99.70
 INV. OUT = 98.10

DRAINAGE REMOVAL

R10 STA. 148+35 LT 26.7' - STA. 148+42 RT 25.1'
 REMOVE EXISTING 53' X48"

STONE FILL, TYPE I
 GEOTEXTILE UNDER STONE FILL
 GRUBBING MATERIAL
 STA. 140+00 - STA. 146+75 LT
 STA. 141+50 LT (6' L X 4' -3" W X 2' D)
 STA. 145+00 LT (6' L X 4' -3" W X 2' D)
 STA. 148+41 LT (4' L X 7' W X 3' D)
 STA. 148+41 RT (4' L X 7' W X 3' D)
 STA. 150+00 LT (4' L X 7' W X 3' D)
 STA. 150+00 RT (4' L X 7' W X 3' D)

GABION WALL, 4'-0" HIGH
 (SPECIAL PROVISION)
 (SEE NOTE 1)

STA. 147+00.0, LT 29.0' - STA. 148+38.7, LT 26.3'
 STA. 148+00.0, RT 24.7' - STA. 148+38.7, RT 29.7'
 STA. 148+43.4, LT 26.3' - STA. 149+97.5, LT 26.3'
 STA. 148+43.4, RT 29.7' - STA. 149+97.5, RT 29.7'
 STA. 150+02.5, LT 26.3' - STA. 151+00.0, LT 27.5'
 STA. 150+02.5, RT 29.7' - STA. 151+00.0, RT 29.9'

TYPE II END
 ASSEMBLY (FLARE
 METHOD #1)

STA 147+39, RT
 BEGIN 21:1
 GUARDRAIL TAPER
 STA 148+00, RT
 END 21:1
 GUARDRAIL TAPER

STONE FILL, TYPE II
 GEOTEXTILE UNDER STONE FILL
 GRUBBING MATERIAL
 STA. 140+00 - STA. 147+50 LT

BOX BEAM GUARDRAIL
 STA. 140+00.0 - STA. 151+00.0 LT
 STA. 147+12.0 - STA. 151+00.0 RT

REMOVAL AND DISPOSAL OF GUARDRAIL
 STA. 147+60 - STA. 151+00 RT

PERMANENT SHEET PILING
 (DESIGNED FOR
 COOPER E-80 LIVE LOAD)
 (SPECIAL PROVISION)
 STA. 141+50 RT 26.5'
 STA. 145+00 RT 27.2'

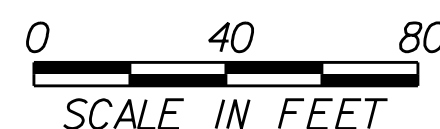
NEW UTILITY
 POLE (BY OTHERS)

REMOVE EXISTING UTILITY
 POLE (BY OTHERS)

TEMPORARY
 SLOPE LIMITS
 FOR TCP

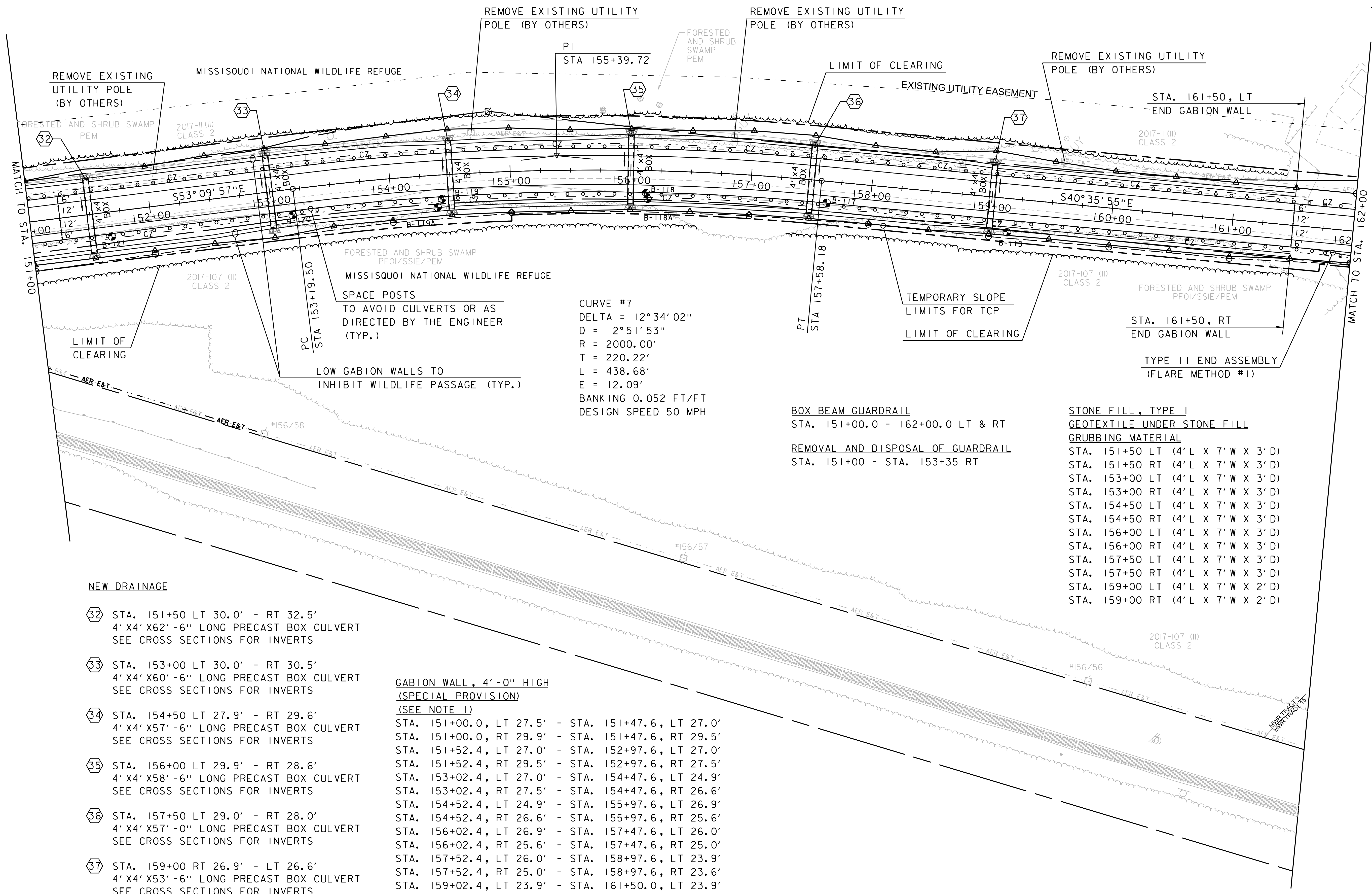
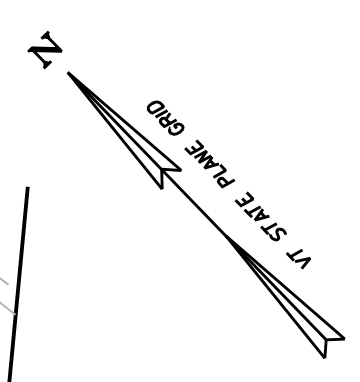
NOTE
 1. GABION WALL OFFSET IS TO THE BACK FACE
 OF WALL.

DATUM
 VERTICAL NAVD 88
 HORIZONTAL NAD 83 (92)



PROJECT NAME: SWANTON
 PROJECT NUMBER: NH 036-1(9)
 FILE NAME: z96b032bdr_gen.dgn
 PROJECT LEADER: G. BAKOS
 DESIGNED BY: M. BOGUE
 PLAN SHEET #11

PLOT DATE: 9/13/2023
 DRAWN BY: C. CILLEY
 CHECKED BY: G. BAKOS
 SHEET 50 OF 307



CURVE #7
 DELTA = 12°34'02"
 D = 2°51'53"
 R = 2000.00'
 T = 220.22'
 L = 438.68'
 E = 12.09'
 BANKING 0.052 FT/FT
 DESIGN SPEED 50 MPH

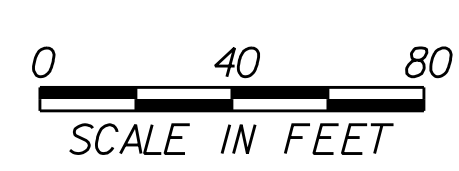
BOX BEAM GUARDRAIL
 STA. 151+00.0 - 162+00.0 LT & RT
 REMOVAL AND DISPOSAL OF GUARDRAIL
 STA. 151+00 - STA. 153+35 RT

STONE FILL, TYPE J
 GEOTEXTILE UNDER STONE FILL
 GRUBBING MATERIAL
 STA. 151+50 LT (4' L X 7' W X 3' D)
 STA. 151+50 RT (4' L X 7' W X 3' D)
 STA. 153+00 LT (4' L X 7' W X 3' D)
 STA. 153+00 RT (4' L X 7' W X 3' D)
 STA. 154+50 LT (4' L X 7' W X 3' D)
 STA. 154+50 RT (4' L X 7' W X 3' D)
 STA. 156+00 LT (4' L X 7' W X 3' D)
 STA. 156+00 RT (4' L X 7' W X 3' D)
 STA. 157+50 LT (4' L X 7' W X 3' D)
 STA. 157+50 RT (4' L X 7' W X 3' D)
 STA. 159+00 LT (4' L X 7' W X 2' D)
 STA. 159+00 RT (4' L X 7' W X 2' D)

- NEW DRAINAGE**
- 32 STA. 151+50 LT 30.0' - RT 32.5'
4' X4' X62'-6" LONG PRECAST BOX CULVERT
SEE CROSS SECTIONS FOR INVERTS
 - 33 STA. 153+00 LT 30.0' - RT 30.5'
4' X4' X60'-6" LONG PRECAST BOX CULVERT
SEE CROSS SECTIONS FOR INVERTS
 - 34 STA. 154+50 LT 27.9' - RT 29.6'
4' X4' X57'-6" LONG PRECAST BOX CULVERT
SEE CROSS SECTIONS FOR INVERTS
 - 35 STA. 156+00 LT 29.9' - RT 28.6'
4' X4' X58'-6" LONG PRECAST BOX CULVERT
SEE CROSS SECTIONS FOR INVERTS
 - 36 STA. 157+50 LT 29.0' - RT 28.0'
4' X4' X57'-0" LONG PRECAST BOX CULVERT
SEE CROSS SECTIONS FOR INVERTS
 - 37 STA. 159+00 RT 26.9' - LT 26.6'
4' X4' X53'-6" LONG PRECAST BOX CULVERT
SEE CROSS SECTIONS FOR INVERTS

**GABION WALL, 4'-0" HIGH
 (SPECIAL PROVISION)
 (SEE NOTE 1)**

STA. 151+00.0, LT 27.5'	-	STA. 151+47.6, LT 27.0'
STA. 151+00.0, RT 29.9'	-	STA. 151+47.6, RT 29.5'
STA. 151+52.4, LT 27.0'	-	STA. 152+97.6, LT 27.0'
STA. 151+52.4, RT 29.5'	-	STA. 152+97.6, RT 27.5'
STA. 153+02.4, LT 27.0'	-	STA. 154+47.6, LT 24.9'
STA. 153+02.4, RT 27.5'	-	STA. 154+47.6, RT 26.6'
STA. 154+52.4, LT 24.9'	-	STA. 155+97.6, LT 26.9'
STA. 154+52.4, RT 26.6'	-	STA. 155+97.6, RT 25.6'
STA. 156+02.4, LT 26.9'	-	STA. 157+47.6, LT 26.0'
STA. 156+02.4, RT 25.6'	-	STA. 157+47.6, RT 25.0'
STA. 157+52.4, LT 26.0'	-	STA. 158+97.6, LT 23.9'
STA. 157+52.4, RT 25.0'	-	STA. 158+97.6, RT 23.6'
STA. 159+02.4, LT 23.9'	-	STA. 161+50.0, LT 23.9'
STA. 159+02.4, RT 23.6'	-	STA. 161+50.0, RT 23.5'



NOTE
 1. GABION WALL OFFSET IS TO THE BACK FACE OF WALL.



DATUM
 VERTICAL NAVD 88
 HORIZONTAL NAD 83 (92)

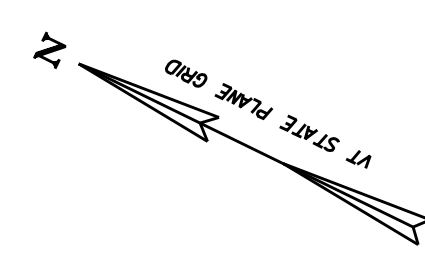
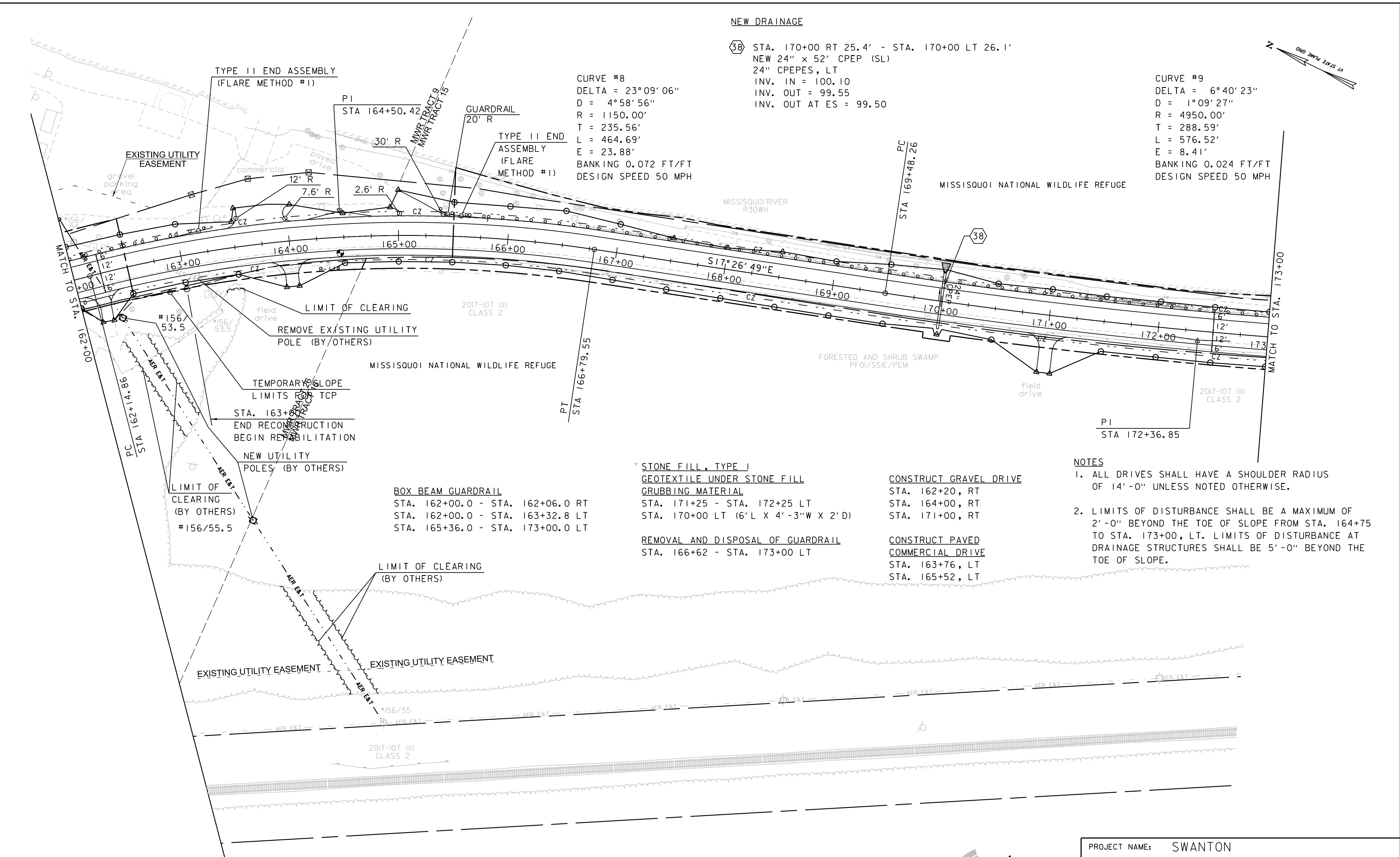
PROJECT NAME: SWANTON
 PROJECT NUMBER: NH 036-1(9)
 FILE NAME: z96b032bdr_gen.dgn
 PROJECT LEADER: G. BAKOS
 DESIGNED BY: M. BOGUE
 PLAN SHEET #12
 PLOT DATE: 9/13/2023
 DRAWN BY: C. CILLEY
 CHECKED BY: G. BAKOS
 SHEET 51 OF 307

NEW DRAINAGE

38 STA. 170+00 RT 25.4' - STA. 170+00 LT 26.1'
 NEW 24" x 52' CPEP (SL)
 24" CPEPES, LT
 INV. IN = 100.10
 INV. OUT = 99.55
 INV. OUT AT ES = 99.50

CURVE #9
 DELTA = 6°40'23"
 D = 1°09'27"
 R = 4950.00'
 T = 288.59'
 L = 576.52'
 E = 8.41'
 BANKING 0.024 FT/FT
 DESIGN SPEED 50 MPH

CURVE #8
 DELTA = 23°09'06"
 D = 4°58'56"
 R = 1150.00'
 T = 235.56'
 L = 464.69'
 E = 23.88'
 BANKING 0.072 FT/FT
 DESIGN SPEED 50 MPH



TYPE II END ASSEMBLY
 (FLARE METHOD #1)

TYPE II END ASSEMBLY
 (FLARE METHOD #1)

EXISTING UTILITY EASEMENT

LIMIT OF CLEARING
 REMOVE EXISTING UTILITY POLE (BY OTHERS)

TEMPORARY SLOPE LIMITS FOR TCP
 STA. 163+00
 END RECONSTRUCTION BEGIN REHABILITATION

LIMIT OF CLEARING (BY OTHERS)
 #156/55.5

BOX BEAM GUARDRAIL
 STA. 162+00.0 - STA. 162+06.0 RT
 STA. 162+00.0 - STA. 163+32.8 LT
 STA. 165+36.0 - STA. 173+00.0 LT

LIMIT OF CLEARING (BY OTHERS)

EXISTING UTILITY EASEMENT

EXISTING UTILITY EASEMENT

STONE FILL, TYPE I
 GEOTEXTILE UNDER STONE FILL
 GRUBBING MATERIAL
 STA. 171+25 - STA. 172+25 LT
 STA. 170+00 LT (6' L X 4'-3"W X 2'D)

REMOVAL AND DISPOSAL OF GUARDRAIL
 STA. 166+62 - STA. 173+00 LT

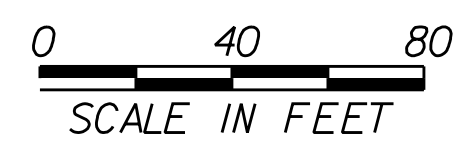
CONSTRUCT GRAVEL DRIVE
 STA. 162+20, RT
 STA. 164+00, RT
 STA. 171+00, RT

CONSTRUCT PAVED COMMERCIAL DRIVE
 STA. 163+76, LT
 STA. 165+52, LT

NOTES

1. ALL DRIVES SHALL HAVE A SHOULDER RADIUS OF 14'-0" UNLESS NOTED OTHERWISE.
2. LIMITS OF DISTURBANCE SHALL BE A MAXIMUM OF 2'-0" BEYOND THE TOE OF SLOPE FROM STA. 164+75 TO STA. 173+00, LT. LIMITS OF DISTURBANCE AT DRAINAGE STRUCTURES SHALL BE 5'-0" BEYOND THE TOE OF SLOPE.

DATUM
 VERTICAL NAVD 88
 HORIZONTAL NAD 83 (92)

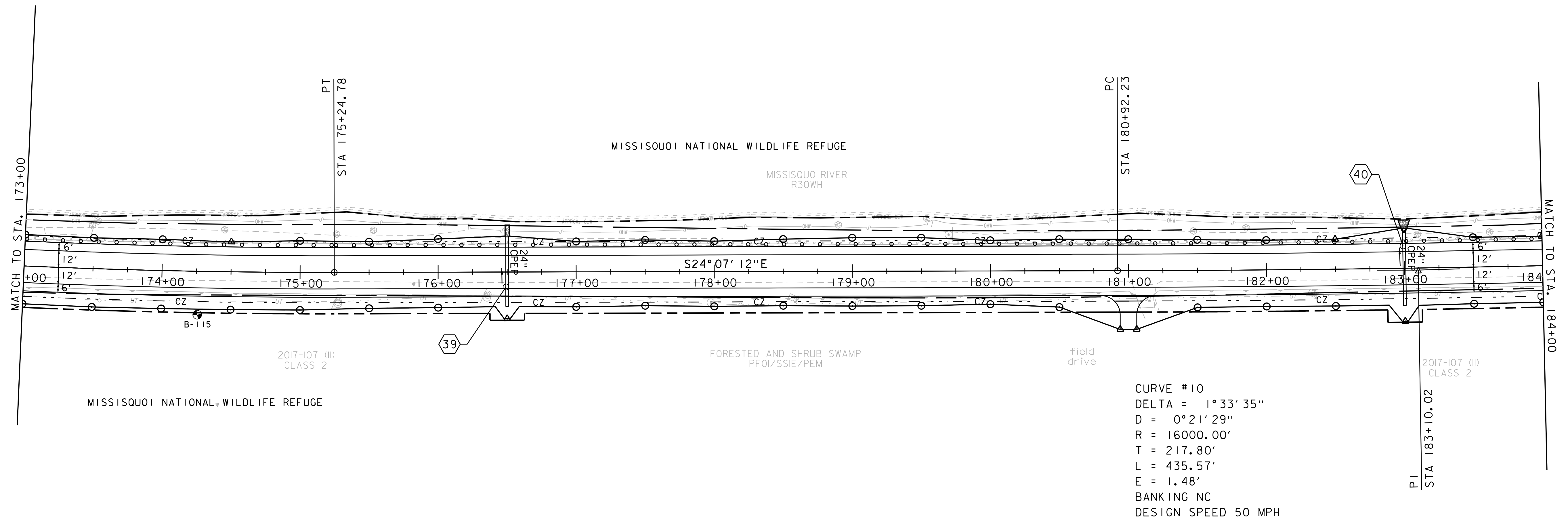
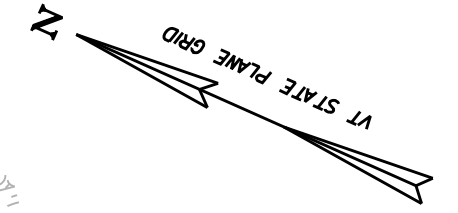


PROJECT NAME: SWANTON	PLOT DATE: 9/13/2023
PROJECT NUMBER: NH 036-1(9)	DRAWN BY: C. CILLEY
FILE NAME: z96b032bdr_gen.dgn	CHECKED BY: G. BAKOS
PROJECT LEADER: G. BAKOS	SHEET 52 OF 307
DESIGNED BY: M. BOGUE	
PLAN SHEET #13	

NEW DRAINAGE

39 STA. 176+50 RT 25.0' - STA. 176+50 LT 26.0'
 NEW 24" x 52' CPEP (SL)
 INV. IN = 99.20
 INV. OUT = 98.90

40 STA. 183+00 RT 27.1' - STA. 183+00 LT 25.9'
 NEW 24" x 54' CPEP (SL)
 24" CPEPES, LT
 INV. IN = 99.00
 INV. OUT = 98.80
 INV. OUT AT ES = 98.75



CURVE #10
 DELTA = 1°33'35"
 D = 0°21'29"
 R = 16000.00'
 T = 217.80'
 L = 435.57'
 E = 1.48'
 BANKING NC
 DESIGN SPEED 50 MPH

STONE FILL, TYPE 1
GEOTEXTILE UNDER STONE FILL
GRUBBING MATERIAL
 STA. 176+50 LT (8' L X 3' W X 2' D)
 STA. 183+00 LT (6' L X 4' - 3" W X 2' D)

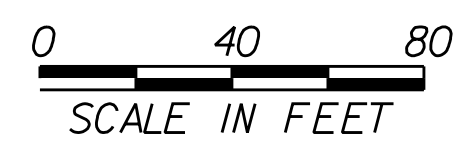
BOX BEAM GUARDRAIL
 STA. 173+00.0 - STA. 184+00.0 LT

REMOVAL AND DISPOSAL OF GUARDRAIL
 STA. 173+00 - STA. 184+00 LT

CONSTRUCT GRAVEL DRIVE
 STA. 181+00, RT

- NOTES**
- ALL DRIVES SHALL HAVE A SHOULDER RADIUS OF 14'-0" UNLESS NOTED OTHERWISE.
 - LIMITS OF DISTURBANCE SHALL BE A MAXIMUM OF 2'-0" BEYOND THE TOE OF SLOPE FROM STA. 173+00 TO STA. 184+00, LT. LIMITS OF DISTURBANCE AT DRAINAGE STRUCTURES SHALL BE 5'-0" BEYOND THE TOE OF SLOPE.

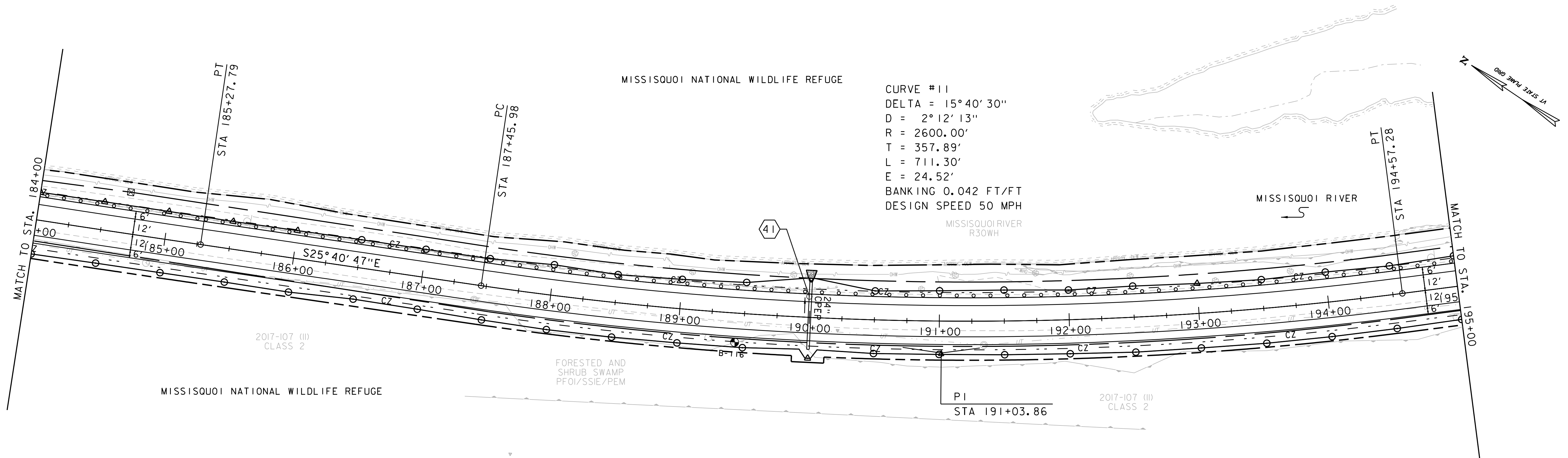
DATUM
 VERTICAL NAVD 88
 HORIZONTAL NAD 83 (92)



PROJECT NAME: SWANTON	PLOT DATE: 9/13/2023
PROJECT NUMBER: NH 036-1(9)	DRAWN BY: C. CILLEY
FILE NAME: z96b032bdr_gen.dgn	CHECKED BY: G. BAKOS
PROJECT LEADER: G. BAKOS	SHEET 53 OF 307
DESIGNED BY: M. BOGUE	
PLAN SHEET #14	

NEW DRAINAGE

④ STA. 190+00 RT 24.6' - STA. 190+00 LT 27.2'
 NEW 24" x 52' CPEP (SL)
 24" CPEPES, LT
 INV. IN = 100.20
 INV. OUT = 98.10
 INV. OUT AT ES = 97.95



CURVE #11
 DELTA = 15° 40' 30"
 D = 2° 12' 13"
 R = 2600.00'
 T = 357.89'
 L = 711.30'
 E = 24.52'
 BANKING 0.042 FT/FT
 DESIGN SPEED 50 MPH

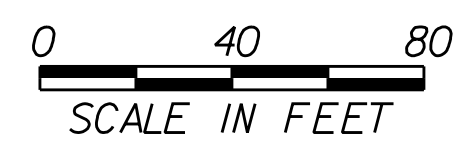
STONE FILL, TYPE I
 GEOTEXTILE UNDER STONE FILL
 GRUBBING MATERIAL
 STA. 190+00 LT (6' L X 4' -3"W X 2' D)

BOX BEAM GUARDRAIL
 STA. 184+00.0 - 195+00.0 LT

REMOVAL AND DISPOSAL OF GUARDRAIL
 STA. 184+00 - STA. 190+21 LT

NOTE
 1. LIMITS OF DISTURBANCE SHALL BE A MAXIMUM OF 2'-0" BEYOND THE TOE OF SLOPE FROM STA. 184+00 TO STA. 195+00, LT. LIMITS OF DISTURBANCE AT DRAINAGE STRUCTURES SHALL BE 5'-0" BEYOND THE TOE OF SLOPE.

DATUM
 VERTICAL NAVD 88
 HORIZONTAL NAD 83 (92)

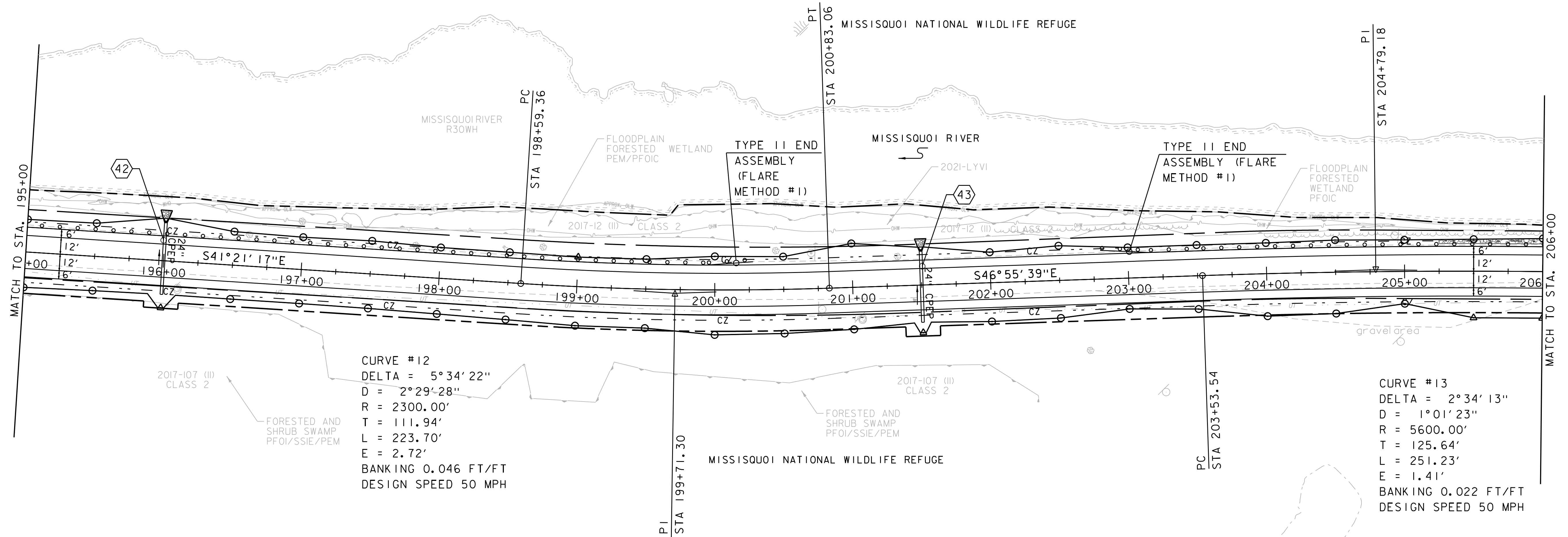


PROJECT NAME: SWANTON	
PROJECT NUMBER: NH 036-1(9)	
FILE NAME: z96b032bdr_gen.dgn	PLOT DATE: 9/13/2023
PROJECT LEADER: G. BAKOS	DRAWN BY: C. CILLEY
DESIGNED BY: M. BOGUE	CHECKED BY: G. BAKOS
PLAN SHEET #15	SHEET 54 OF 307

NEW DRAINAGE

42 STA. 196+00 RT 24.4' - STA. 196+00 LT 27.6'
 NEW 24" x 52' CPEP (SL)
 24" CPEPES, LT
 INV. IN = 100.00
 INV. OUT = 99.75
 INV. OUT AT ES = 99.70

43 STA. 201+50 RT 26.9' - STA. 201+50 LT 24.5'
 NEW 24" x 52' CPEP (SL)
 24" CPEPES, LT
 INV. IN = 101.00
 INV. OUT = 100.75
 INV. OUT AT ES = 100.70



STONE FILL, TYPE I
GEOTEXTILE UNDER STONE FILL
GRUBBING MATERIAL
 STA. 205+25 - STA. 206+00 LT
 STA. 196+00 LT (6' L X 4' -3"W X 2' D)
 STA. 201+50 LT (6' L X 4' -3"W X 2' D)

BOX BEAM GUARDRAIL
 STA. 195+00.0 - 200+28.0 LT
 STA. 202+80.0 - 206+00.0 LT

NOTE

1. LIMITS OF DISTURBANCE SHALL BE A MAXIMUM OF 2'-0" BEYOND THE TOE OF SLOPE FROM STA. 195+00 TO STA. 206+00, LT. LIMITS OF DISTURBANCE AT DRAINAGE STRUCTURES SHALL BE 5'-0" BEYOND THE TOE OF SLOPE.

DATUM
 VERTICAL NAVD 88
 HORIZONTAL NAD 83 (92)



PROJECT NAME: SWANTON
 PROJECT NUMBER: NH 036-1(9)
 FILE NAME: z96b032bdr_gen.dgn
 PROJECT LEADER: G. BAKOS
 DESIGNED BY: M. BOGUE
 PLAN SHEET #16

PLOT DATE: 9/13/2023
 DRAWN BY: C. CILLEY
 CHECKED BY: G. BAKOS
 SHEET 55 OF 307

NEW DRAINAGE

(44) STA. 206+50 RT 28.8' - STA. 206+50 LT 24.7'
NEW 24" x 54' CPEP (SL)
INV. IN = 99.10
INV. OUT = 98.80

DRAINAGE REMOVAL

(R1) STA. 206+46 LT 28.6' - STA. 206+47 RT 11.6'
REMOVE EXISTING D1
REMOVE EXISTING 41' X 18"

MISSISSQUOI NATIONAL WILDLIFE REFUGE

ARCHEOLOGICAL AREA (STA 209+47 TO STA 275+14 LT & RT)

FLOODPLAIN FORESTED WETLAND PEM/PFOIC

MISSISSQUOI RIVER

2017-13 (II) CLASS 2

2021-CIAR-1

LIMIT OF CLEARING

PC
STA 209+16.88

TYPE II END ASSEMBLY (FLARE METHOD #1)

PT
STA 213+75.42

LIMIT OF CLEARING

MISSISSQUOI RIVER R30WH

LIMIT OF CLEARING

MATCH TO STA. 217+00

MATCH TO STA. 206+00

CURVE #14
DELTA = 17° 48' 43"
D = 3° 53' 04"
R = 1475.00'
T = 231.14'
L = 458.54'
E = 18.00'
BANKING 0.064 FT/FT
DESIGN SPEED 50 MPH

PI
STA 211+48.01

2017-108 (II) CLASS 2

EMERGENT/SHRUB DRAINAGE PEM/SSIE

MISSISSQUOI NATIONAL WILDLIFE REFUGE

STONE FILL, TYPE I
GEOTEXTILE UNDER STONE FILL
GRUBBING MATERIAL
STA. 206+00 - STA. 206+75 LT
STA. 206+50 LT (6' L X 3' W X 2' D)

BOX BEAM GUARDRAIL
STA. 206+00.0 - STA. 212+52.0 LT

NOTE

1. LIMITS OF DISTURBANCE SHALL BE A MAXIMUM OF 2'-0" BEYOND THE TOE OF SLOPE FROM STA. 206+00 TO STA. 212+00, LT. LIMITS OF DISTURBANCE AT DRAINAGE STRUCTURES SHALL BE 5'-0" BEYOND THE TOE OF SLOPE.

DATUM
VERTICAL NAVD 88
HORIZONTAL NAD 83 (92)

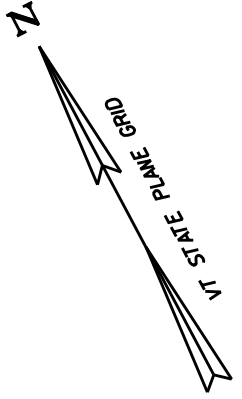
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SCALE IN FEET



PROJECT NAME: SWANTON
PROJECT NUMBER: NH 036-1(9)

FILE NAME: z96b032bdr_gen.dgn
PROJECT LEADER: G. BAKOS
DESIGNED BY: M. BOGUE
PLAN SHEET #17

PLOT DATE: 9/13/2023
DRAWN BY: C. CILLEY
CHECKED BY: G. BAKOS
SHEET 56 OF 307



MISSISSQUOI NATIONAL WILDLIFE REFUGE

MISSISSQUOI RIVER
R30WH

ARCHEOLOGICAL AREA (STA 209+47 TO STA 275+14 LT & RT)

2017-13 (III)
CLASS 2

LIMIT OF CLEARING

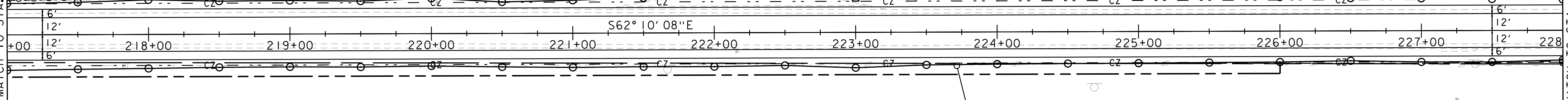
LIMIT OF CLEARING

LIMIT OF CLEARING

2017-13 (III)
CLASS 2

MATCH TO STA. 217+00

MATCH TO STA. 228+00



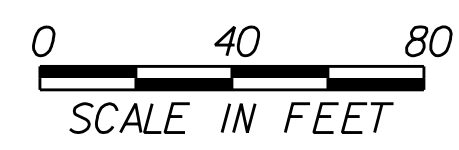
MISSISSQUOI NATIONAL WILDLIFE REFUGE

TEMPORARY SLOPE
LIMITS FOR TCP

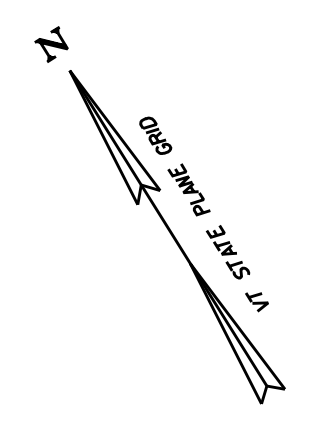
NOTE

1. LIMITS OF DISTURBANCE SHALL BE A MAXIMUM OF 2'-0" BEYOND THE TOE OF SLOPE FROM STA. 217+00 TO STA. 218+00, LT. LIMITS OF DISTURBANCE AT DRAINAGE STRUCTURES SHALL BE 5'-0" BEYOND THE TOE OF SLOPE.

DATUM	
VERTICAL	NAVD 88
HORIZONTAL	NAD 83 (92)

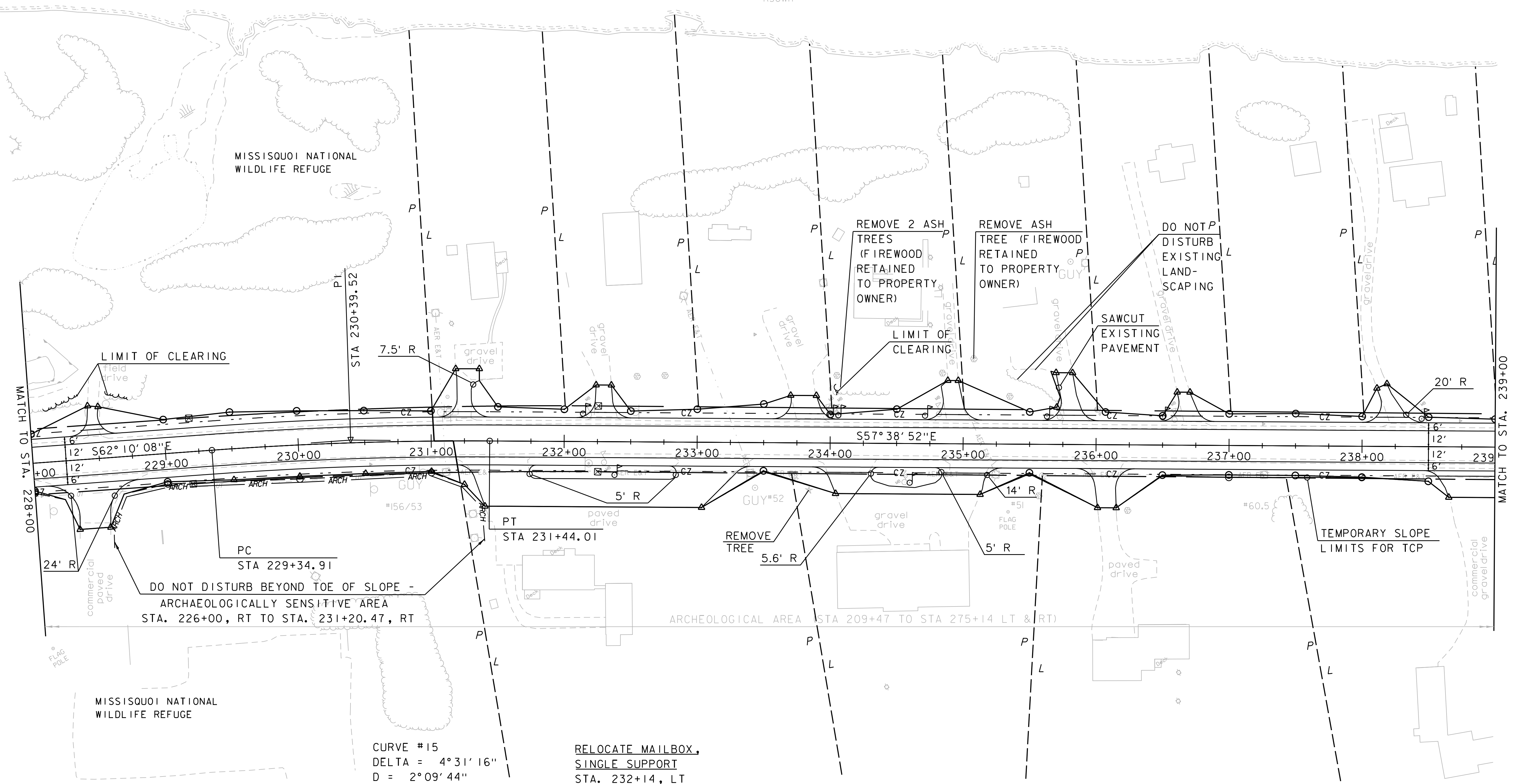


PROJECT NAME:	SWANTON
PROJECT NUMBER:	NH 036-1(9)
FILE NAME:	z96b032bdr_gen.dgn
PROJECT LEADER:	G. BAKOS
DESIGNED BY:	M. BOGUE
PLAN SHEET #18	
PLOT DATE:	9/13/2023
DRAWN BY:	C. CILLEY
CHECKED BY:	G. BAKOS
SHEET	57 OF 307



MISSISSOUI RIVER
R30WH

MISSISSOUI NATIONAL
WILDLIFE REFUGE



LIMIT OF CLEARING

REMOVE 2 ASH
TREES
(FIREWOOD
RETAINED
TO PROPERTY
OWNER)

REMOVE ASH
TREE (FIREWOOD
RETAINED
TO PROPERTY
OWNER)

DO NOT
DISTURB
EXISTING
LAND-
SCAPING

SAWCUT
EXISTING
PAVEMENT

DO NOT DISTURB BEYOND TOE OF SLOPE -
ARCHAEOLOGICALLY SENSITIVE AREA
STA. 226+00, RT TO STA. 231+20.47, RT

ARCHAEOLOGICAL AREA (STA 209+47 TO STA 275+14 LT & RT)

MISSISSOUI NATIONAL
WILDLIFE REFUGE

CURVE #15
DELTA = 4°31'16"
D = 2°09'44"
R = 2650.00'
T = 104.61'
L = 209.11'
E = 2.06'
BANKING 0.042 FT/FT
DESIGN SPEED 50 MPH

RELOCATE MAILBOX,
SINGLE SUPPORT
STA. 232+14, LT
STA. 232+38, RT
STA. 234+00, LT
STA. 234+06, LT
STA. 234+60, RT
STA. 234+71, LT
STA. 235+63, LT
STA. 236+50, LT
STA. 238+45, LT

CONSTRUCT GRAVEL DRIVE
STA. 228+47, LT
STA. 231+25, LT
STA. 232+28, LT
STA. 233+83, LT
STA. 234+14, RT
STA. 234+93, LT
STA. 235+00, RT
STA. 235+82, LT
STA. 236+79, LT
STA. 238+37, LT

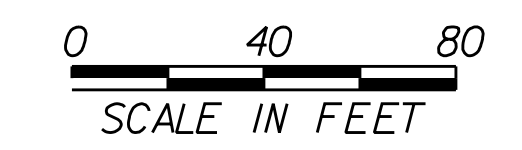
CONSTRUCT PAVED DRIVE
STA. 231+50, RT
STA. 233+00, RT
STA. 236+07, RT

CONSTRUCT GRAVEL
COMMERCIAL DRIVE
STA. 239+00, RT

NOTE
1. ALL DRIVES SHALL HAVE A SHOULDER RADIUS
OF 14'-0" UNLESS NOTED OTHERWISE.

CONSTRUCT PAVED
COMMERCIAL DRIVE
STA. 228+47, RT

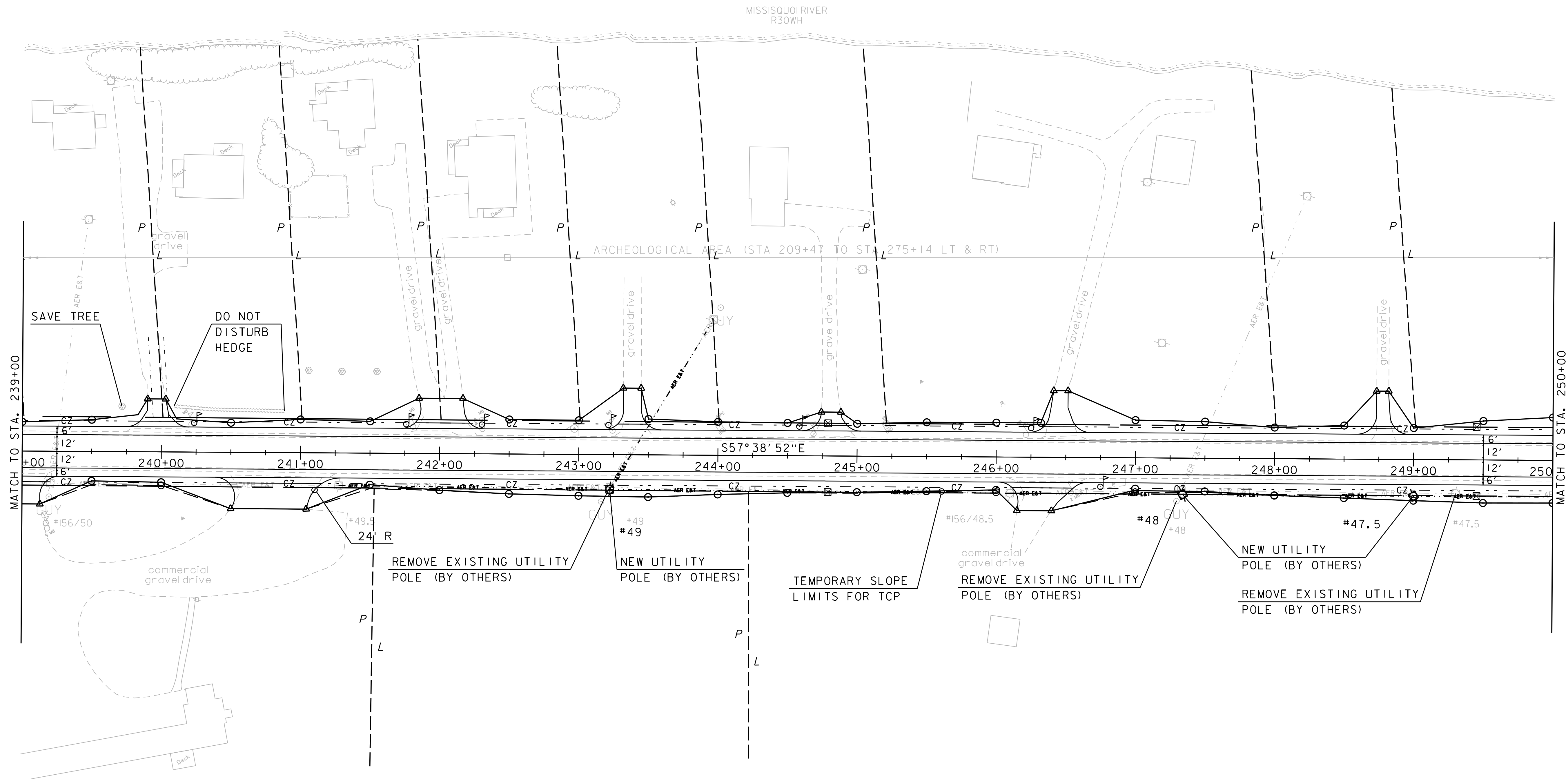
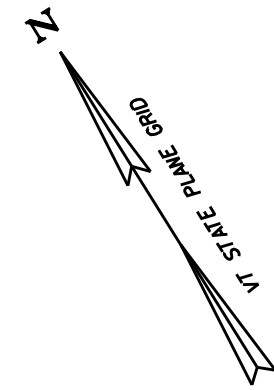
REMOVING SMALL TREES
STA. 233+84, RT



DATUM
VERTICAL NAVD 88
HORIZONTAL NAD 83 (92)



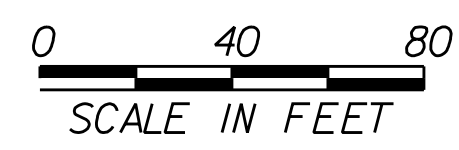
PROJECT NAME:	SWANTON	PLOT DATE:	9/13/2023
PROJECT NUMBER:	NH 036-1(9)	DRAWN BY:	C. CILLEY
FILE NAME:	z96b032bdr_gen.dgn	CHECKED BY:	G. BAKOS
PROJECT LEADER:	G. BAKOS	SHEET	58 OF 307
DESIGNED BY:	M. BOGUE		
PLAN SHEET #19			



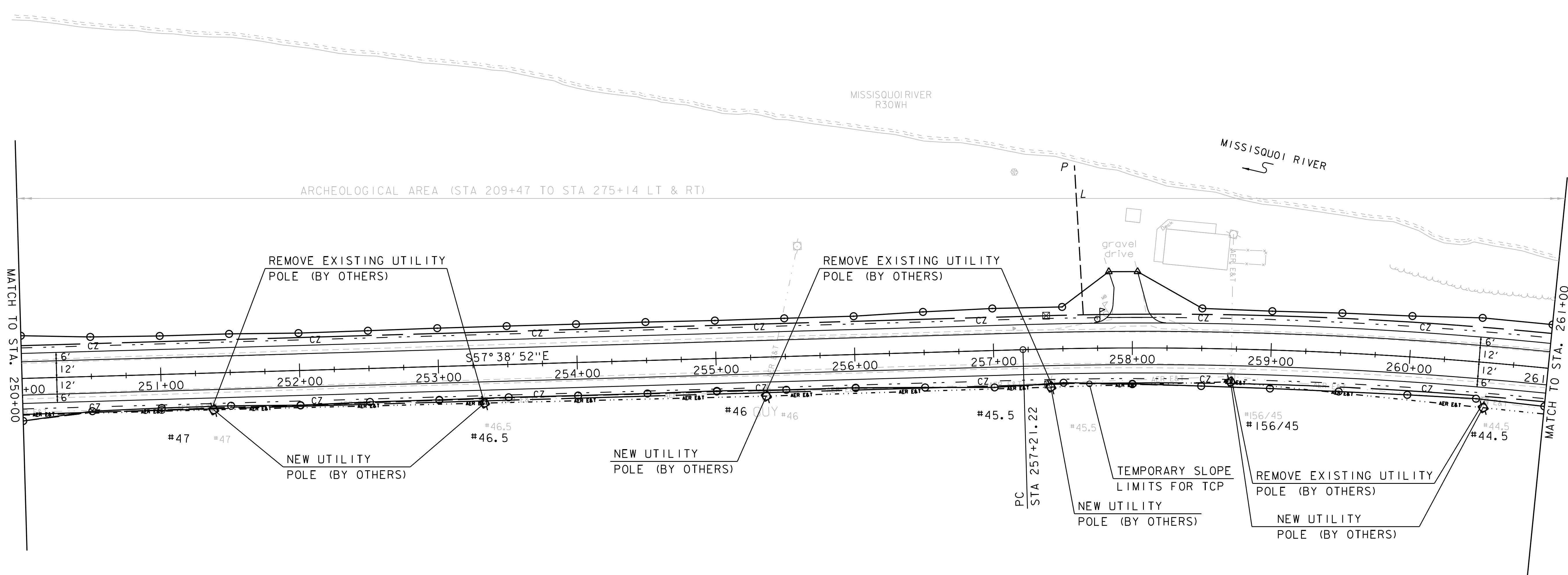
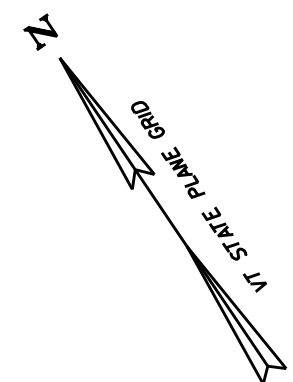
- | | | | |
|---|--|--|---|
| <p><u>CONSTRUCT GRAVEL DRIVE</u></p> <p>STA. 240+00, LT
 STA. 241+93, LT
 STA. 242+10, LT
 STA. 243+38, LT
 STA. 244+81, LT
 STA. 246+46, LT
 STA. 248+78, LT</p> | <p><u>CONSTRUCT GRAVEL COMMERCIAL DRIVE</u></p> <p>STA. 239+00, RT
 STA. 240+77, RT
 STA. 246+32, RT</p> | <p><u>RELOCATE MAILBOX, SINGLE SUPPORT</u></p> <p>STA. 240+24, LT
 STA. 241+76, LT
 STA. 242+30, LT
 STA. 243+21, LT
 STA. 244+58, LT
 STA. 246+25, LT</p> | <p><u>RELOCATE MAILBOX, MULTIPLE SUPPORT</u></p> <p>STA. 246+75, RT</p> |
|---|--|--|---|

NOTE
 1. ALL DRIVES SHALL HAVE A SHOULDER RADIUS OF 14'-0" UNLESS NOTED OTHERWISE.

DATUM
 VERTICAL NAVD 88
 HORIZONTAL NAD 83 (92)



PROJECT NAME: SWANTON	
PROJECT NUMBER: NH 036-1(9)	
FILE NAME: z96b032bdr_gen.dgn	PLOT DATE: 9/13/2023
PROJECT LEADER: G. BAKOS	DRAWN BY: C. CILLEY
DESIGNED BY: M. BOGUE	CHECKED BY: G. BAKOS
PLAN SHEET #20	SHEET 59 OF 307

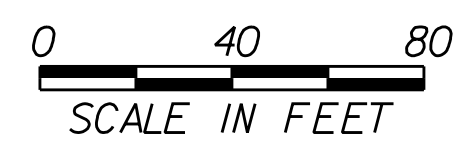


CONSTRUCT GRAVEL DRIVE
STA. 258+00, LT

RELOCATE MAILBOX, SINGLE SUPPORT
STA. 257+75, LT

NOTE
1. ALL DRIVES SHALL HAVE A SHOULDER RADIUS
OF 14'-0" UNLESS NOTED OTHERWISE.

DATUM
VERTICAL NAVD 88
HORIZONTAL NAD 83 (92)



PROJECT NAME: SWANTON	
PROJECT NUMBER: NH 036-1(9)	
FILE NAME: z96b032bdr_gen.dgn	PLOT DATE: 9/13/2023
PROJECT LEADER: G. BAKOS	DRAWN BY: C. CILLEY
DESIGNED BY: M. BOGUE	CHECKED BY: G. BAKOS
PLAN SHEET #21	SHEET 60 OF 307

NEW DRAINAGE

45 STA. 262+00 RT 26.0' - STA. 261+64 RT 25.7'
 NEW 12" x 36' RCP
 15" CPES, +65
 INV. IN = 104.90
 INV. OUT = 104.75
 INV. OUT AT ES = 104.75

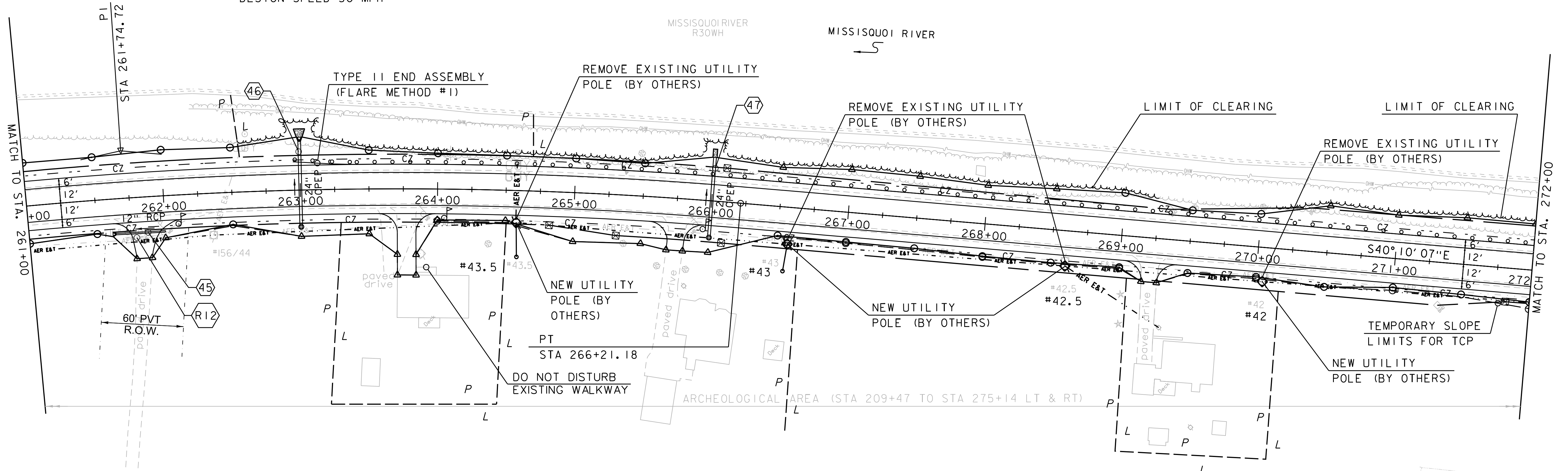
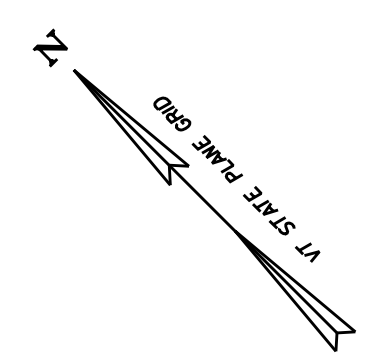
CURVE #16
 DELTA = 17°28'45"
 D = 1°56'32"
 R = 2950.00'
 T = 453.50'
 L = 899.96'
 E = 34.65'
 BANKING 0.038 FT/FT
 DESIGN SPEED 50 MPH

46 STA. 263+00 RT 27.0' - STA. 263+00 LT 35.6'
 RCP PIPE D1, +00, RT 27.0'
 INV. OUT = 104.25
 NEW 24" x 62' CPEP (SL)
 24" CPEPES, LT
 INV. OUT = 104.00
 INV. OUT AT ES = 103.95
 TOP OF GRATE = 108.00

47 STA. 266+00 RT 27.0' - STA. 266+00 LT 31.8'
 RCP PIPE D1, +00, RT 27.0'
 INV. OUT = 108.35
 NEW 24" x 58' CPEP (SL)
 INV. OUT = 108.05
 TOP OF GRATE = 112.05

DRAINAGE REMOVAL

R12 STA. 261+70 RT 29.2' - STA. 262+00 RT 29.2'
 REMOVE EXISTING 31' X 15"



BOX BEAM GUARDRAIL
 STA. 262+95.0 - STA. 272+00.0 LT

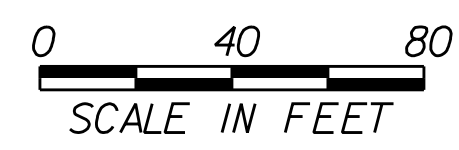
RELOCATE MAILBOX, SINGLE SUPPORT
 STA. 262+10, RT
 STA. 264+05, RT
 STA. 265+95, RT

CONSTRUCT PAVED DRIVE
 STA. 261+83, RT
 STA. 263+75, RT
 STA. 265+76, RT
 STA. 269+23, RT

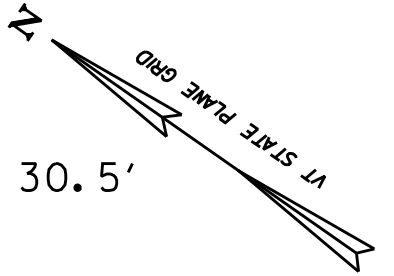
STONE FILL, TYPE I
GEOTEXTILE UNDER STONE FILL
GRUBBING MATERIAL
 STA. 263+00 LT (6' L X 4' - 3" W X 2' D)
 STA. 266+00 LT (6' L X 3' W X 2' D)

- NOTES**
- ALL DRIVES SHALL HAVE A SHOULDER RADIUS OF 14' - 0" UNLESS NOTED OTHERWISE.
 - LIMITS OF DISTURBANCE SHALL BE A MAXIMUM OF 2' - 0" BEYOND THE TOE OF SLOPE FROM STA. 262+50 TO STA. 272+00, LT. LIMITS OF DISTURBANCE AT DRAINAGE STRUCTURES SHALL BE 5' - 0" BEYOND THE TOE OF SLOPE.

DATUM
 VERTICAL NAVD 88
 HORIZONTAL NAD 83 (92)



PROJECT NAME: SWANTON	PLOT DATE: 9/13/2023
PROJECT NUMBER: NH 036-1(9)	DRAWN BY: C. CILLEY
FILE NAME: z96b032bdr_gen.dgn	CHECKED BY: G. BAKOS
PROJECT LEADER: G. BAKOS	SHEET 61 OF 307
DESIGNED BY: M. BOGUE	
PLAN SHEET #22	



NEW DRAINAGE

48 STA. 276+10 RT 31.1' - STA. 276+10 LT 34.5'
 NEW 36" x 66' CPEP (SL)
 RC STRAIGHT HEADWALL, LT & RT
 INV. IN = 99.90
 INV. OUT = 98.40

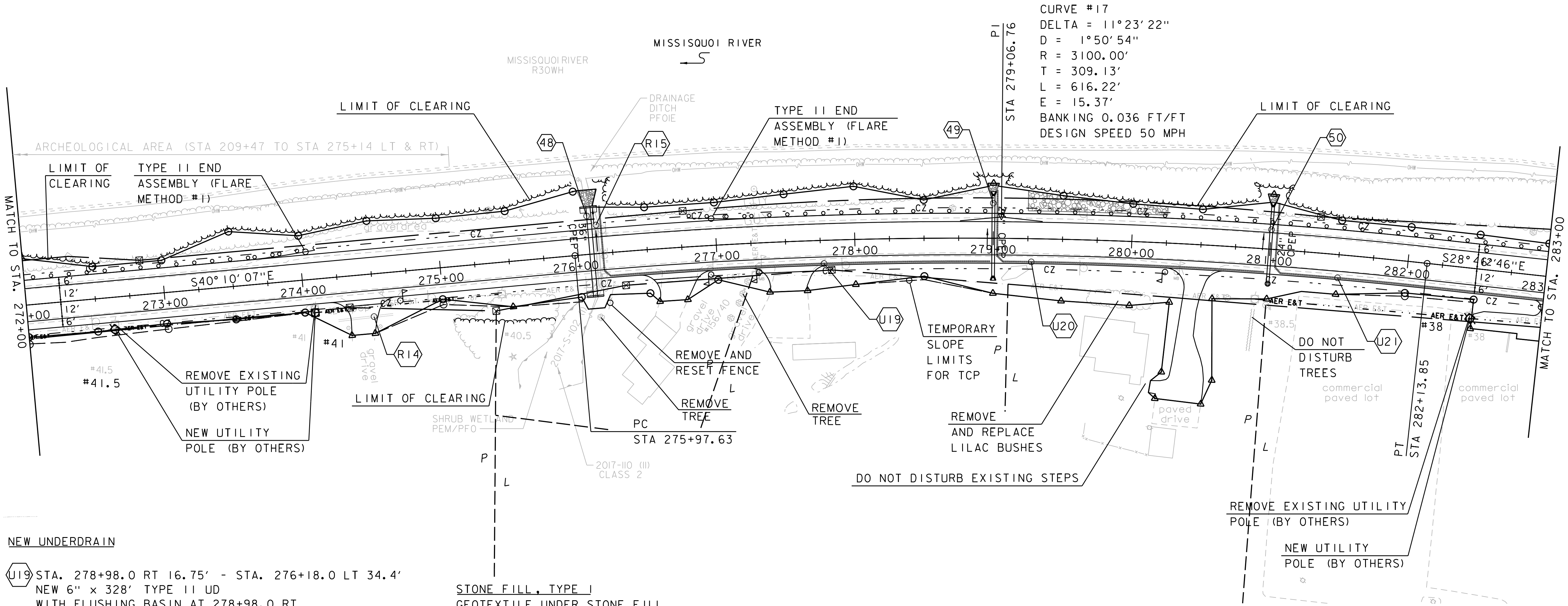
49 STA. 279+00 RT 30.3' - STA. 279+00 LT 33.7'
 NEW 24" x 58' CPEP (SL)
 24" CPEPES, LT & RT
 INV. IN AT ES = 105.50
 INV. IN = 105.48
 INV. OUT = 105.20
 INV. OUT AT ES = 105.15

50 STA. 281+00 RT 24.7' - STA. 281+00 LT 30.7'
 RCP PIPE DI, +00, RT 24.7'
 INV. OUT = 113.80
 NEW 24" x 54' CPEP (SL)
 24" CPEPES, LT
 INV. OUT = 113.55
 INV. OUT AT ES = 113.50
 TOP OF GRATE = 117.80

DRAINAGE REMOVAL

R14 STA. 274+24 RT 31.5' - STA. 274+63 RT 30.5'
 REMOVE EXISTING 40' X 12"

R15 STA. 276+14 RT 23.5' - STA. 276+15 LT 22.9'
 REMOVE EXISTING 47' X 30"



NEW UNDERDRAIN

J19 STA. 278+98.0 RT 16.75' - STA. 276+18.0 LT 34.4'
 NEW 6" x 328' TYPE II UD
 WITH FLUSHING BASIN AT 278+98.0 RT
 INV. IN = 105.60
 INV. OUT = 99.85

J20 STA. 280+97.0 RT 16.75' - STA. 279+03.0 LT 34.0'
 NEW 6" x 243' TYPE II UD
 WITH FLUSHING BASIN AT 280+97.0 RT
 INV. IN = 113.30
 INV. OUT = 106.85

J21 STA. 284+00.0 RT 16.75' - STA. 281+05.0 LT 34.0'
 NEW 6" x 344' TYPE II UD
 WITH FLUSHING BASIN AT 284+00 RT
 INV. IN = 117.00
 INV. OUT = 114.25

STONE FILL, TYPE I
GEOTEXTILE UNDER STONE FILL
GRUBBING MATERIAL

STA. 276+10 LT (12'L X 6'W X 2'D)
 STA. 278+50 LT (6'L X 4'-3"W X 2'D)
 STA. 279+25 - STA. 280+25 LT
 STA. 281+00 LT (6'L X 4'-3"W X 2'D)

CONSTRUCT PAVED DRIVE
 STA. 280+45, RT

REMOVING AND RESETTING FENCE
 STA. 276+18, RT 40.8' - STA. 276+25, RT 20.2'

DECIDUOUS SHRUBS
 STA. 279+68 - STA. 280+18, RT
 (REPLACE IN-KIND)

CONSTRUCT GRAVEL DRIVE
 STA. 274+41, RT
 STA. 276+68, RT
 STA. 277+50, RT

BOX BEAM GUARDRAIL
 STA. 272+00.0 - STA. 274+11.0 LT
 STA. 276+80.0 - STA. 283+00.0 LT

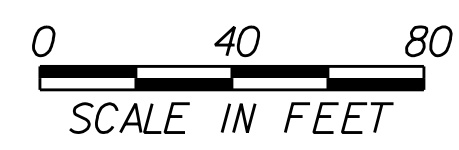
RELOCATE MAILBOX, SINGLE SUPPORT
 STA. 274+69, RT
 STA. 276+95, RT
 STA. 277+30, RT
 STA. 280+25, RT

REMOVING SMALL TREES
 STA. 277+17, RT

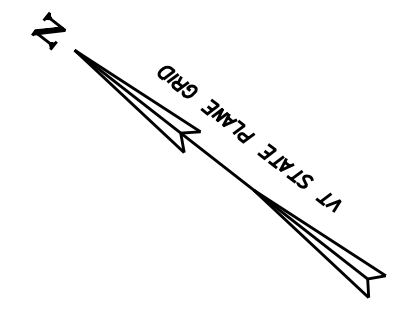
REMOVING LARGE TREES
 STA. 276+13, RT

- NOTES**
- ALL DRIVES SHALL HAVE A SHOULDER RADIUS OF 14'-0" UNLESS NOTED OTHERWISE.
 - LIMITS OF DISTURBANCE SHALL BE A MAXIMUM OF 2'-0" BEYOND THE TOE OF SLOPE FROM STA. 272+00 TO STA. 283+00, LT. LIMITS OF DISTURBANCE AT DRAINAGE STRUCTURES SHALL BE 5'-0" BEYOND THE TOE OF SLOPE.

DATUM	
VERTICAL	NAVD 88
HORIZONTAL	NAD 83 (92)



PROJECT NAME:	SWANTON	PLOT DATE:	9/13/2023
PROJECT NUMBER:	NH 036-1(9)	DRAWN BY:	C. CILLEY
FILE NAME:	z96b032bdr_gen.dgn	DESIGNED BY:	M. BOGUE
PROJECT LEADER:	G. BAKOS	CHECKED BY:	G. BAKOS
PLAN SHEET #23		SHEET	62 OF 307



NEW DRAINAGE

51 STA. 288+50 RT 24.0' - STA. 288+50 LT 24.8'
 NEW 24" x 50' CPEP (SL)
 24" CPEPES, LT & RT
 INV. IN AT ES = 118.30
 INV. IN = 118.20
 INV. OUT = 116.60
 INV. OUT AT ES = 116.50

NEW UNDERDRAIN

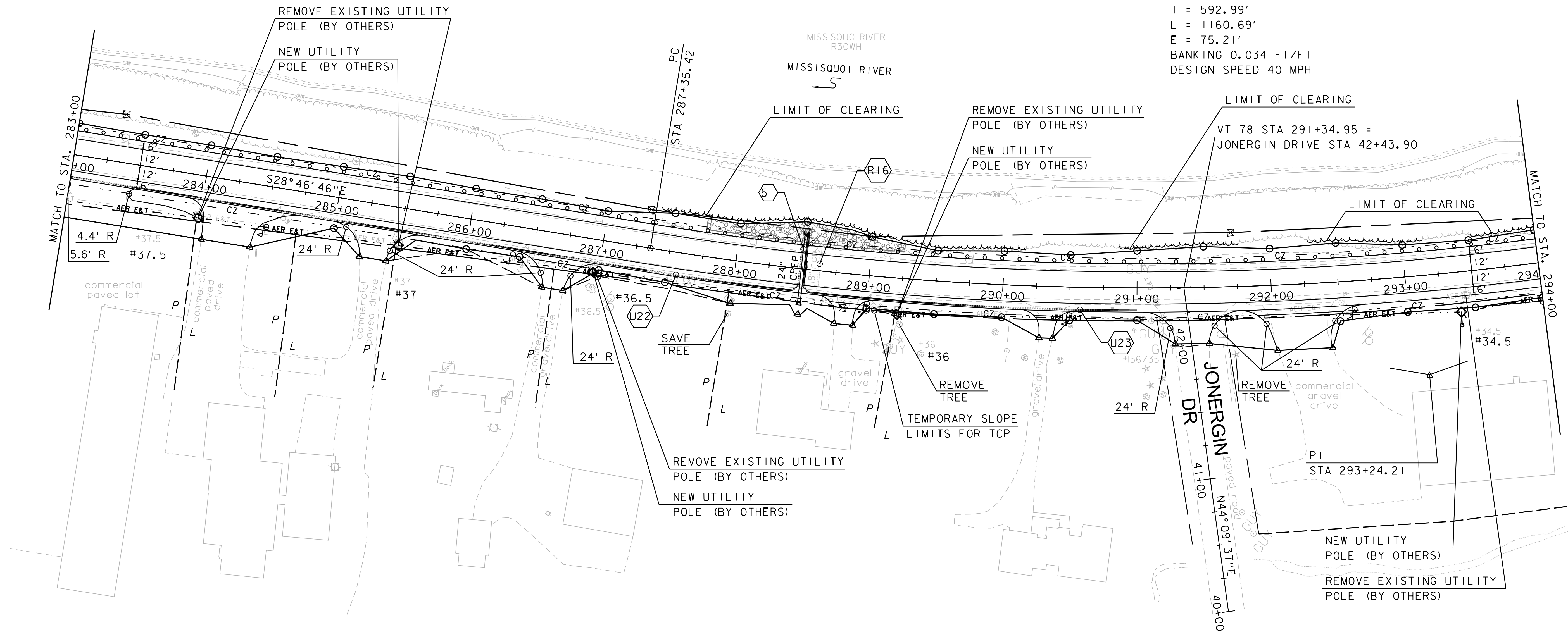
U22 STA. 284+00 RT 16.75' - STA. 288+48 LT 30.2'
 NEW 6" x 494' TYPE II UD
 WITH FLUSHING BASIN AT 284+00.0 RT
 INV. IN = 117.00
 INV. OUT = 115.00

U23 STA. 291+00 RT 16.75' - STA. 288+52 LT 29.7'
 NEW 6" x 294' TYPE II UD
 WITH FLUSHING BASIN AT 291+00.0 RT
 INV. IN = 117.00
 INV. OUT = 115.30

DRAINAGE REMOVAL

R16 STA. 288+63 RT 18.5' - STA. 288+62 LT 18.9'
 REMOVE EXISTING 38' X18"

CURVE #18
 DELTA = 28°54'51"
 D = 2°29'28"
 R = 2300.00'
 T = 592.99'
 L = 1160.69'
 E = 75.21'
 BANKING 0.034 FT/FT
 DESIGN SPEED 40 MPH



CONSTRUCT GRAVEL DRIVE
 STA. 288+84, RT
 STA. 290+33, RT

CONSTRUCT GRAVEL COMMERCIAL DRIVE
 STA. 285+31, RT
 STA. 286+68, RT
 STA. 292+19, RT

RELOCATE MAILBOX, SINGLE SUPPORT
 STA. 284+50, RT
 STA. 289+00, RT
 STA. 290+50, RT
 STA. 292+61, RT

CONSTRUCT PAVED COMMERCIAL DRIVE
 STA. 283+21, RT
 STA. 284+26, RT

STONE FILL, TYPE I
GEOTEXTILE UNDER STONE FILL
GRUBBING MATERIAL
 STA. 287+75 - STA. 289+25 LT

RELOCATE MAILBOX, MULTIPLE SUPPORT
 STA. 286+35, RT

BOX BEAM GUARDRAIL
 STA. 283+00.0 - STA. 294+00.0 LT

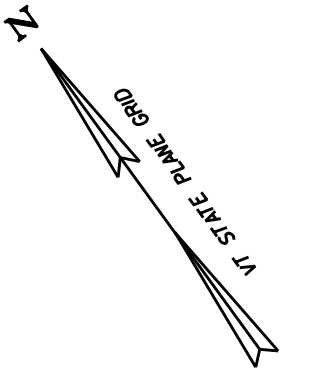
NOTES

- ALL DRIVES SHALL HAVE A SHOULDER RADIUS OF 14'-0" UNLESS NOTED OTHERWISE.
- LIMITS OF DISTURBANCE SHALL BE A MAXIMUM OF 2'-0" BEYOND THE TOE OF SLOPE FROM STA. 283+00 TO STA. 294+00, LT. LIMITS OF DISTURBANCE AT DRAINAGE STRUCTURES SHALL BE 5'-0" BEYOND THE TOE OF SLOPE.

DATUM
 VERTICAL NAVD 88
 HORIZONTAL NAD 83 (92)



PROJECT NAME:	SWANTON	PLOT DATE:	9/13/2023
PROJECT NUMBER:	NH 036-1(9)	DRAWN BY:	C. CILLEY
FILE NAME:	z96b032bdr_gen.dgn	CHECKED BY:	G. BAKOS
PROJECT LEADER:	G. BAKOS	SHEET	63 OF 307
DESIGNED BY:	M. BOGUE		
PLAN SHEET #24			



NEW DRAINAGE

52 STA. 294+41 RT 31.8' - STA. 294+41 LT 26.1'
NEW 24" x 60' CPEP (SL)
24" CPEPES, LT & RT
INV. IN AT ES = 116.00
INV. IN = 115.95
INV. OUT = 115.40
INV. OUT AT ES = 115.35

53 STA. 300+57 RT 31.4' - STA. 300+15 LT 27.2'
NEW 36" x 72' CPEP (SL)
RC STRAIGHT HEADWALL, LT & RT
INV. IN = 113.30
INV. OUT = 112.90

54 STA. 305+00 RT 23.6' - STA. 305+00 LT 27.8'
NEW 24" x 52' CPEP (SL)
24" CPEPES, LT
INV. IN = 113.50
INV. OUT = 110.90
INV. OUT AT ES = 110.85

61 STA. 296+00 RT 27.4' - STA. 296+00 LT 25.9'
NEW 24" x 54' CPEP (SL)
24" CPEPES, LT & RT
INV. IN AT ES = 117.65
INV. IN = 117.60
INV. OUT = 116.55
INV. OUT AT ES = 116.50

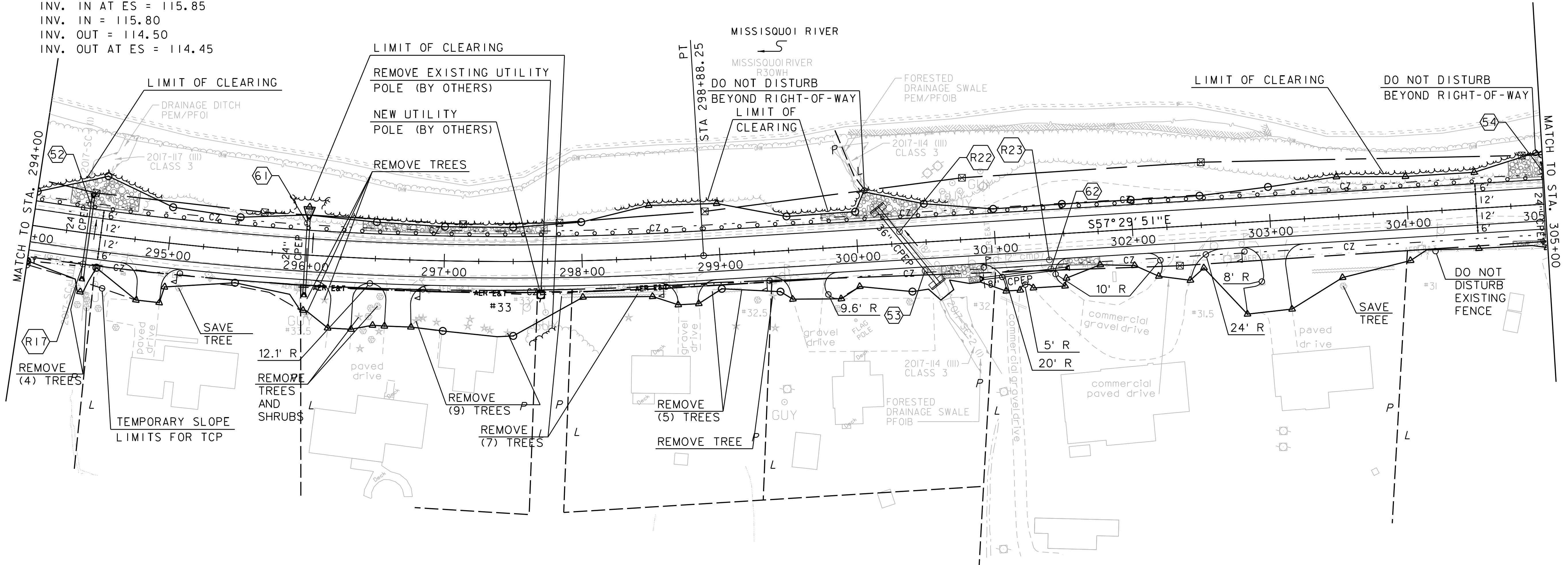
62 STA. 301+50 RT 25.1' - STA. 300+90 RT 29.0'
NEW 18" x 60' CPEP (SL)
18" CPEPES, LT & RT
INV. IN AT ES = 115.85
INV. IN = 115.80
INV. OUT = 114.50
INV. OUT AT ES = 114.45

DRAINAGE REMOVAL

R17 STA. 294+40 RT 22.5' - STA. 294+41 LT 27.7'
REMOVE EXISTING 51' X 18"

R22 STA. 300+55 RT 21.0' - STA. 300+12 LT 32.0'
REMOVE EXISTING 69' X 18"
REMOVE EXISTING HEADWALL, RT

R23 STA. 300+97 RT 19.2' - STA. 301+44 RT 18.3'
REMOVE EXISTING 47' X 12"



CONSTRUCT GRAVEL DRIVE

STA. 298+75, RT
STA. 299+65, RT

CONSTRUCT PAVED DRIVE

STA. 294+89, RT
STA. 296+28, RT
STA. 296+66, RT
STA. 303+00, RT

CONSTRUCT GRAVEL COMMERCIAL DRIVE

STA. 301+26, RT
STA. 302+48, RT

REMOVING SMALL TREES

STA. 296+48, RT
STA. 296+53, RT

REMOVING LARGE TREES

STA. 296+02, RT
STA. 296+14, RT
STA. 296+81, RT
STA. 296+83, RT
STA. 296+86, RT
STA. 296+95, RT
STA. 297+18, RT
STA. 297+19, RT
STA. 297+29, RT
STA. 297+33, RT
STA. 297+46, RT

REMOVING LARGE TREES

STA. 297+85, RT
STA. 297+94, RT
STA. 298+03, RT
STA. 298+12, RT
STA. 298+21, RT
STA. 298+30, RT
STA. 298+39, RT
STA. 298+93, RT
STA. 298+98, RT
STA. 299+04, RT
STA. 299+09, RT
STA. 299+14, RT
STA. 299+37, RT

STONE FILL, TYPE I

GEOTEXTILE UNDER STONE FILL
GRUBBING MATERIAL

STA. 294+25 - STA. 294+75 LT
STA. 296+40 - STA. 297+75 LT
STA. 299+75 - STA. 300+45 LT
STA. 300+60 - STA. 300+90 RT
STA. 301+45 - STA. 301+75 RT
STA. 304+75 - STA. 305+00 LT & RT
STA. 300+87 RT (8' L X 4.5' W X 2' D)

STONE FILL, TYPE I

GEOTEXTILE UNDER STONE FILL
STA. 296+00 LT (6' L X 4' - 3" W X 3' D)

REMOVAL AND DISPOSAL OF GUARDRAIL

STA. 296+15 - STA. 297+94 LT
STA. 299+49 - STA. 300+65 LT
STA. 303+16 - STA. 305+00 LT

RELOCATE MAILBOX, SINGLE SUPPORT

STA. 295+10, RT
STA. 296+85, RT
STA. 298+60, RT
STA. 299+35, RT
STA. 300+91, RT
STA. 302+80, RT

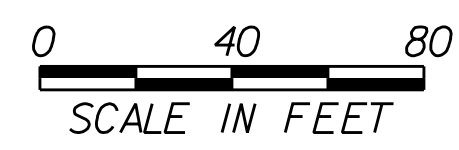
BOX BEAM GUARDRAIL

STA. 294+00.0 -
STA. 305+00.0 LT

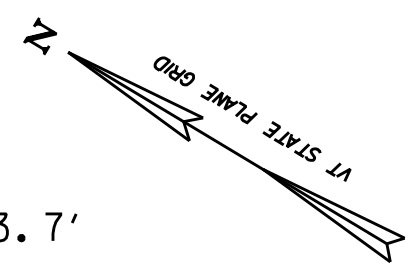
NOTES

- 1. ALL DRIVES SHALL HAVE A SHOULDER RADIUS OF 14'-0" UNLESS NOTED OTHERWISE.
- 2. LIMITS OF DISTURBANCE SHALL BE A MAXIMUM OF 2'-0" BEYOND THE TOE OF SLOPE FROM STA. 294+00 TO STA. 301+00, LT AND STA. 302+50 TO STA. 305+00, LT. LIMITS OF DISTURBANCE AT DRAINAGE STRUCTURES SHALL BE 5'-0" BEYOND THE TOE OF SLOPE.

DATUM
VERTICAL NAVD 88
HORIZONTAL NAD 83 (92)



PROJECT NAME:	SWANTON	PLOT DATE:	9/13/2023
PROJECT NUMBER:	NH 036-1(9)	DRAWN BY:	C. CILLEY
FILE NAME:	z96b032bdr_gen.dgn	CHECKED BY:	G. BAKOS
PROJECT LEADER:	G. BAKOS	SHEET	64 OF 307
DESIGNED BY:	M. BOGUE		
PLAN SHEET #25			



NEW DRAINAGE

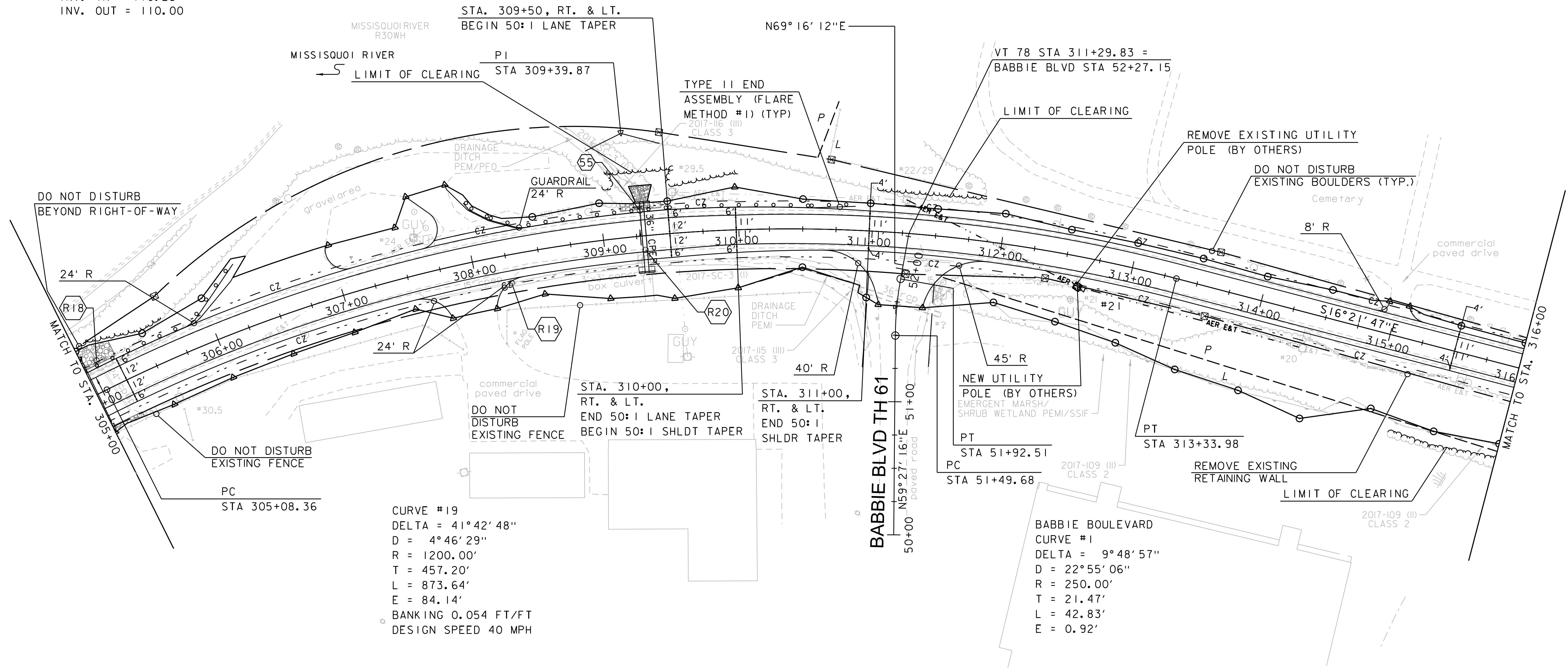
(55) STA. 309+30 RT 27.8' - STA. 309+30 LT 25.6'
NEW 36" x 54' CPEP (SL)
RC STRAIGHT HEADWALL, LT & RT
INV. IN = 110.25
INV. OUT = 110.00

DRAINAGE REMOVAL

(R18) STA. 305+17 RT 19.9' - STA. 305+10 LT 30.3'
REMOVE EXISTING 51' X 24"

(R19) STA. 307+57 RT 20.2' - STA. 308+30 RT 21.1'
REMOVE EXISTING 72' X 15"

(R20) STA. 309+30 RT 15.1' - STA. 309+31 LT 23.7'
REMOVE EXISTING 39' X 3' X 3' BOX CULVERT



CURVE #19
DELTA = 41° 42' 48"
D = 4° 46' 29"
R = 1200.00'
T = 457.20'
L = 873.64'
E = 84.14'
BANKING 0.054 FT/FT
DESIGN SPEED 40 MPH

BABBIE BOULEVARD
CURVE #1
DELTA = 9° 48' 57"
D = 22° 55' 06"
R = 250.00'
T = 21.47'
L = 42.83'
E = 0.92'

STONE FILL, TYPE I
GEOTEXTILE UNDER
STONE FILL
GRUBBING MATERIAL
STA. 305+00 - STA. 305+25 LT & RT
STA. 309+15 - STA. 309+45 LT

CONSTRUCT GRAVEL DRIVE
STA. 306+50, LT
STA. 308+00, LT

STONE FILL, TYPE II
GEOTEXTILE UNDER STONE FILL
STA. 309+30 LT (12'-3"L X 9' W X 3' D)

BOX BEAM GUARDRAIL
STA. 305+00.0 LT - STA. 306+30.3 LT 49.0'
STA. 308+02.4 LT 44.8' - STA. 310+89.0 LT

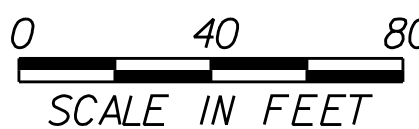
CONSTRUCT PAVED
COMMERCIAL DRIVE
STA. 308+00, RT
STA. 315+00, LT

REMOVAL AND DISPOSAL OF GUARDRAIL
STA. 305+00 - STA. 306+81 LT

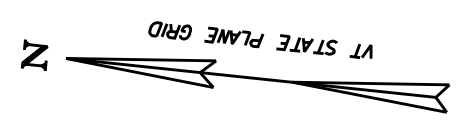
SOLID ROCK EXCAVATION
(REMOVAL OF EXISTING RETAINING WALL)
STA. 314+39.9 RT 17.3' - STA. 315+52.4 RT 19.5'

- NOTES**
1. ALL DRIVES SHALL HAVE A SHOULDER RADIUS OF 15'-0" UNLESS NOTED OTHERWISE.
 2. LIMITS OF DISTURBANCE SHALL BE A MAXIMUM OF 2'-0" BEYOND THE TOE OF SLOPE FROM STA. 305+00 TO STA. 306+50, LT. LIMITS OF DISTURBANCE AT DRAINAGE STRUCTURES SHALL BE 5'-0" BEYOND THE TOE OF SLOPE.

DATUM
VERTICAL NAVD 88
HORIZONTAL NAD 83 (92)



PROJECT NAME: SWANTON
PROJECT NUMBER: NH 036-1(9)
FILE NAME: z96b032bdr_gen.dgn
PROJECT LEADER: G. BAKOS
DESIGNED BY: M. BOGUE
PLAN SHEET #26
PLOT DATE: 9/13/2023
DRAWN BY: C. CILLEY
CHECKED BY: G. BAKOS
SHEET 65 OF 307



NEW DRAINAGE

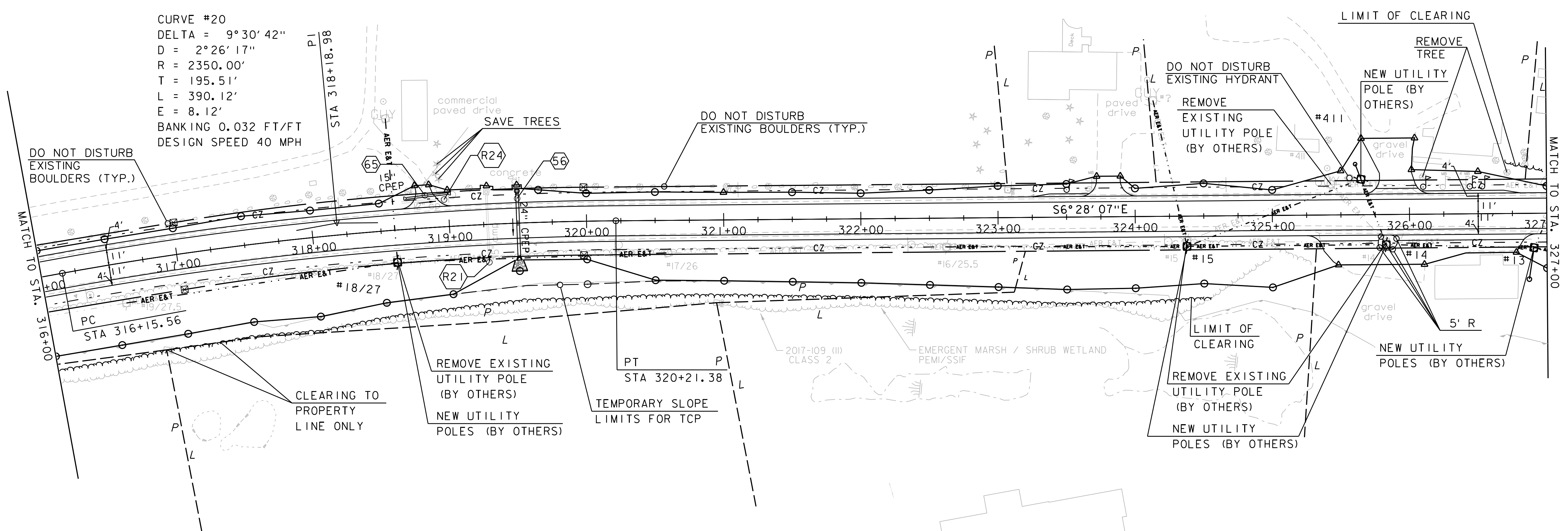
65 STA. 319+50 LT 23.5' - STA. 319+50 RT 24.0'
 RCP PIPE DI, +50, LT 23.5'
 INV. OUT = 122.15
 NEW 24" x 46' CPEP (SL)
 24" CPEPES, RT
 INV. OUT = 121.90
 INV. OUT AT ES = 121.90
 TOP OF GRATE = 125.70

DRAINAGE REMOVAL

R21 STA. 319+28 RT 27.6' - STA. 319+28 LT 23.7'
 REMOVE EXISTING DI
 REMOVE EXISTING 50' X 15"

R24 STA. 318+66 LT 19.8' - STA. 318+99 LT 19.9'
 REMOVE EXISTING 33' X 12"

CURVE #20
 DELTA = 9°30'42"
 D = 2°26'17"
 R = 2350.00'
 T = 195.51'
 L = 390.12'
 E = 8.12'
 BANKING 0.032 FT/FT
 DESIGN SPEED 40 MPH



STONE FILL, TYPE I
GEOTEXTILE UNDER STONE FILL
GRUBBING MATERIAL
 STA. 319+50 RT (8' L X 6' W X 2' D)

RELOCATE MAILBOX, SINGLE
SUPPORT WITH MAILBOX TURNOUT
 STA. 323+50, LT
 STA. 326+10, LT

RELOCATE MAILBOX, MULTIPLE
SUPPORT WITH MAILBOX TURNOUT
 STA. 326+44, LT
 STA. 326+53, LT

CONSTRUCT GRAVEL DRIVE
 STA. 325+50, RT
 STA. 325+89, LT
 STA. 326+50, RT

CONSTRUCT PAVED
COMMERCIAL DRIVE
 STA. 323+81, LT

REMOVING LARGE TREES
 STA. 326+10, LT
 STA. 326+71, LT

CONSTRUCT PAVED
COMMERCIAL DRIVE
 STA. 318+82, LT

REMOVING AND RESETTING BOULDERS (SPECIAL PROVISION)
 STA. 319+35, LT - STA. 319+65, LT

NOTE
 1. ALL DRIVES SHALL HAVE A SHOULDER RADIUS OF 12'-0" UNLESS NOTED OTHERWISE.

DATUM
 VERTICAL NAVD 88
 HORIZONTAL NAD 83 (92)



PROJECT NAME: SWANTON
 PROJECT NUMBER: NH 036-1(9)
 FILE NAME: z96b032bdr_gen.dgn
 PROJECT LEADER: G. BAKOS
 DESIGNED BY: M. BOGUE
 PLAN SHEET #27

PLOT DATE: 9/13/2023
 DRAWN BY: C. CILLEY
 CHECKED BY: G. BAKOS
 SHEET 66 OF 307

STONE FILL, TYPE I
 GEOTEXTILE UNDER STONE FILL
 GRUBBING MATERIAL
 STA. 334+82.4 LT
 (8' L X 6' W X 2' D)

RELOCATE MAILBOX, MULTIPLE
 SUPPORT WITH MAILBOX TURNOUT
 STA. 330+10, LT (6 BOXES, 2 POSTS)

CURVE #21
 DELTA = 32°04'45"
 D = 6°01'52"
 R = 950.00'
 T = 273.12'
 L = 531.89'
 E = 38.48'

BANKING 0.062 FT/FT
 DESIGN SPEED 40 MPH

REMOVE EXISTING
 UTILITY POLE
 (BY OTHERS)

NEW UTILITY
 POLE (BY
 OTHERS)

RELOCATE MAILBOX, SINGLE
 SUPPORT WITH MAILBOX TURNOUT

STA. 327+71, LT
 STA. 328+50, LT
 STA. 328+90, LT
 STA. 331+91, LT
 STA. 331+94, LT
 STA. 333+55, LT
 STA. 334+64, LT
 STA. 335+60, LT
 STA. 336+22, LT
 STA. 337+39, LT

NEW DRAINAGE

63 STA. 334+08.2 LT 13.0' -
 STA. 334+85.0 LT 13.0'
 PRC MANHOLE, +08.2 LT 13.0'
 INV. IN = 108.06 (FIELD VERIFY)
 NEW 24" X 74' CPEP (SL)
 INV. OUT = 107.95 (FIELD VERIFY)
 TOP OF GRATE = 119.19
 PLUG AND ABANDON EXISTING
 18" PIPE (CONTRACTOR TO FIELD
 VERIFY LOCATION OF EXISTING
 18" PIPE PRIOR TO INSTALLATION
 AND ADJUST AS NECESSARY)

67 STA. 327+75 RT 26.7' -
 STA. 327+75 RT 55.0'
 RCP PIPE DI, +00, RT 26.7'
 INV. IN = 124.90 (N & S)
 NEW 12" X 28' CPEP (SL)
 12" CPEPES, RT
 INV. OUT = 124.90
 INV. OUT AT ES = 124.75
 TOP OF GRATE = 128.13

NOTE

1. ALL DRIVES SHALL
 HAVE A SHOULDER
 RADIUS OF 16'-0"
 UNLESS NOTED
 OTHERWISE.

DATUM

VERTICAL NAVD 88
 HORIZONTAL NAD 83 (92)

NEW DRAINAGE

57 STA. 333+99 RT 13.8' SMH
 CHANGING ELEVATION OF SEWER MANHOLES

58 STA. 336+61 RT 18.2' CB
 REHABILITATING DROP INLETS,
 CATCH BASINS, OR MANHOLES, CLASS I

66 STA. 332+86 RT 27.7' SMH
 CHANGING ELEVATION OF SEWER MANHOLES

59 STA. 336+79 RT 12.0' SMH
 CHANGING ELEVATION OF SEWER MANHOLES

60 STA. 336+96 RT 15.6' CB
 CHANGING ELEVATION OF DROP INLETS,
 CATCH BASINS, OR MANHOLES

CONSTRUCT
 GRAVEL DRIVE
 STA. 328+13, RT
 STA. 329+05, LT
 STA. 329+61, LT
 STA. 329+85, LT

CONSTRUCT
 GRAVEL DRIVE
 STA. 332+43, LT
 STA. 334+08, LT
 STA. 335+50, LT
 STA. 337+17, LT

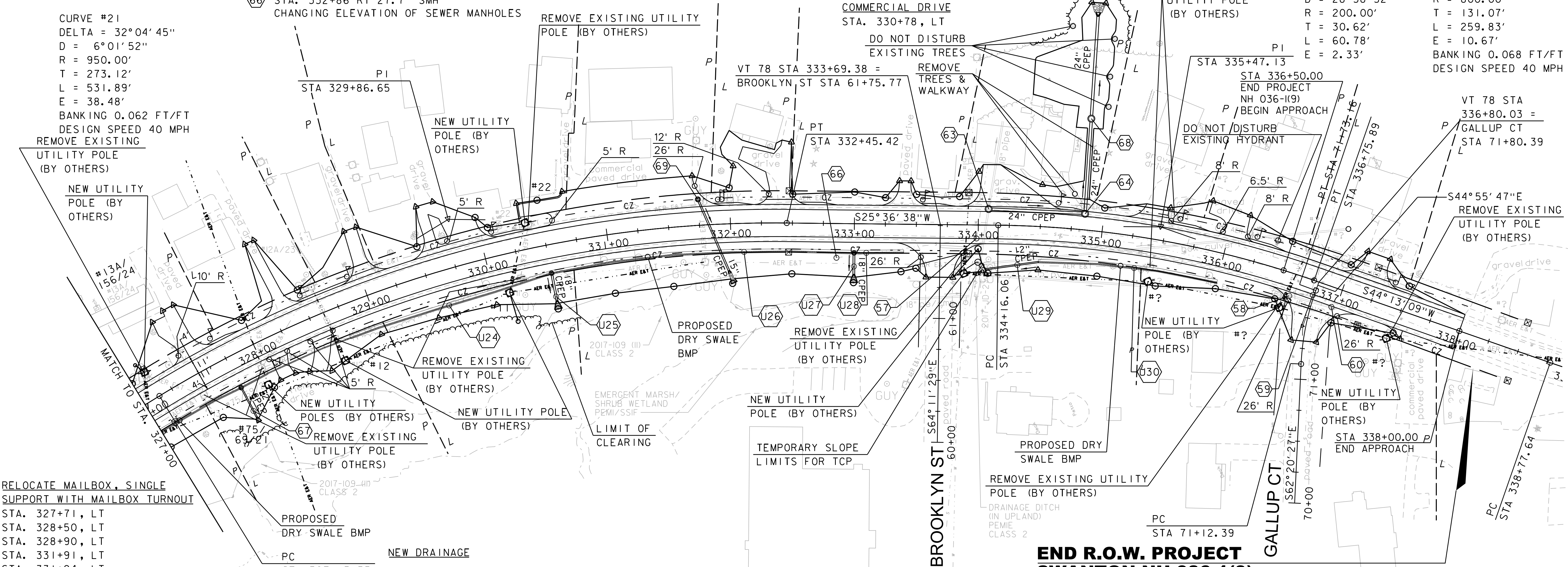
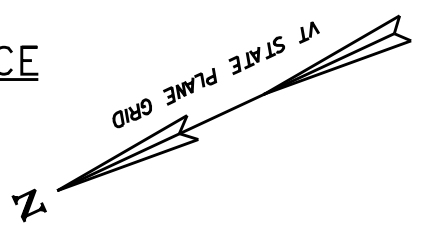
CONSTRUCT
 PAVED DRIVE
 STA. 327+54, LT
 STA. 328+33, LT
 STA. 333+38, LT
 STA. 336+00, LT

REMOVING AND RESETTING FENCE
 STA. 335+09, LT 27.0' -
 STA. 335+33, LT 27.0'

GALLUP COURT
 CURVE #1
 DELTA = 17°24'40"
 D = 28°38'52"
 R = 200.00'
 T = 30.62'
 L = 60.78'
 E = 2.33'

CURVE #22
 DELTA = 18°36'32"
 D = 7°09'43"
 R = 800.00'
 T = 131.07'
 L = 259.83'
 E = 10.67'

BANKING 0.068 FT/FT
 DESIGN SPEED 40 MPH



**END R.O.W. PROJECT
 SWANTON NH 036-1(9)
 STA. 338+20.27, 24.37' RT**

NEW DRAINAGE

64 STA. 334+85.0 LT 13.0' -
 STA. 334+82.8 LT 90.0'
 PRC MANHOLE, +85.0 LT 13.0'
 INV. IN = 107.50
 NEW 24" X 72' CPEP (SL)
 INV. OUT = 107.30
 TOP OF GRATE = 118.78
 (CONTRACTOR TO ADJUST
 INVERTS AT MANHOLE AS
 NECESSARY BASED ON OUTLET
 ELEVATION AT MANHOLE
 AT STA. 334+08.2 LT 13.0')

68 STA. 334+82.8 LT 90.0' -
 STA. 334+80.8 LT 175.7'
 PRC MANHOLE, +82.8 LT 90.0'
 INV. IN = 104.50
 NEW 24" X 82' CPEP (SL)
 24" CPEPES, LT 151.6'
 INV. OUT = 104.35
 TOP OF GRATE = 108.45
 INV. OUT = 103.94
 INV. OUT AT ES = 103.90

NEW UNDERDRAIN

U24 STA. 327+00 RT 25.1' -
 STA. 330+50 RT 23.0'
 NEW 8" X 342' TYPE II UD
 WITH FLUSHING BASIN
 AT 327+00 RT
 INV. IN = 125.28
 INV. OUT = 122.12

NEW DRAINAGE

69 STA. 331+75 LT 21.0' -
 STA. 331+98 RT 39.6'
 RCP PIPE DI, +75, LT 21.0'
 NEW 15" X 62' CPEP (SL)
 15" CPEPES, RT
 INV. OUT = 118.48
 INV. OUT AT ES = 113.90
 TOP OF GRATE = 123.61

NEW UNDERDRAIN

U25 STA. 330+50 RT 23.0' - STA. 330+50 RT 47.8'
 RCP PIPE DI, +50, RT 23.0'
 INV. IN = 122.12 (N & S)
 NEW 18" X 24' CPEP (SL)
 18" CPEPES, RT
 INV. OUT = 122.12
 INV. OUT AT ES = 118.55
 TOP OF GRATE = 125.34

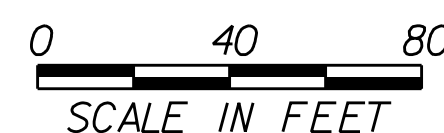
U26 STA. 330+50 RT 23.0' - STA. 333+00 RT 23.6'
 NEW 8" X 247' TYPE II UD
 INV. IN = 122.12
 INV. OUT = 114.12

U27 STA. 333+00 RT 23.6' - STA. 333+00 RT 45.1'
 RCP PIPE DI, +00, RT 23.6'
 INV. IN = 114.12 (N & S)
 NEW 18" X 18' CPEP (SL)
 18" CPEPES, RT
 INV. OUT = 114.12
 INV. OUT AT ES = 113.81
 TOP OF GRATE = 117.34

U28 STA. 333+38 RT 25.4' - STA. 333+00 RT 23.6'
 NEW 8" X 44' TYPE II UD
 WITH FLUSHING BASIN AT 333+38 RT
 INV. IN = 114.30
 INV. OUT = 114.12

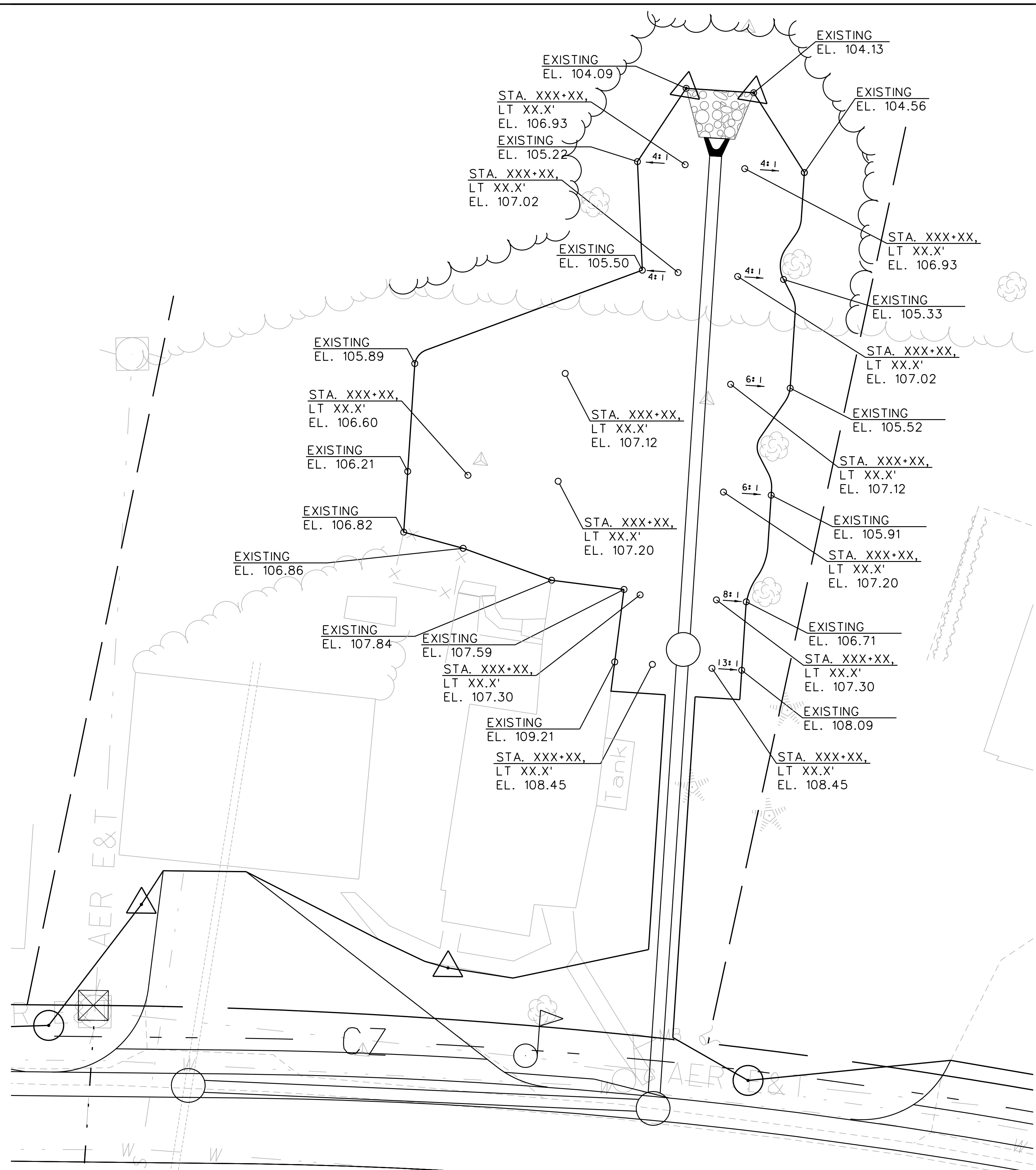
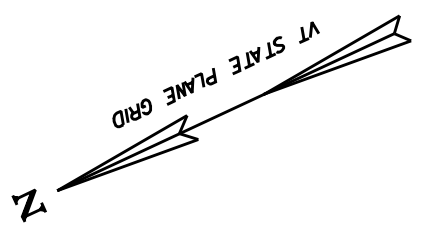
U29 STA. 334+50 RT 28.6' - STA. 334+06 RT 35.7'
 NEW 12" X 43' CPEP (SL)
 INV. IN = 110.93
 INV. OUT = 110.73

U30 STA. 336+00 RT 25.1' - STA. 334+50 RT 28.6'
 NEW 8" X 145' TYPE II UD
 WITH FLUSHING BASIN AT 336+00 RT
 INV. IN = 111.53
 INV. OUT = 110.93



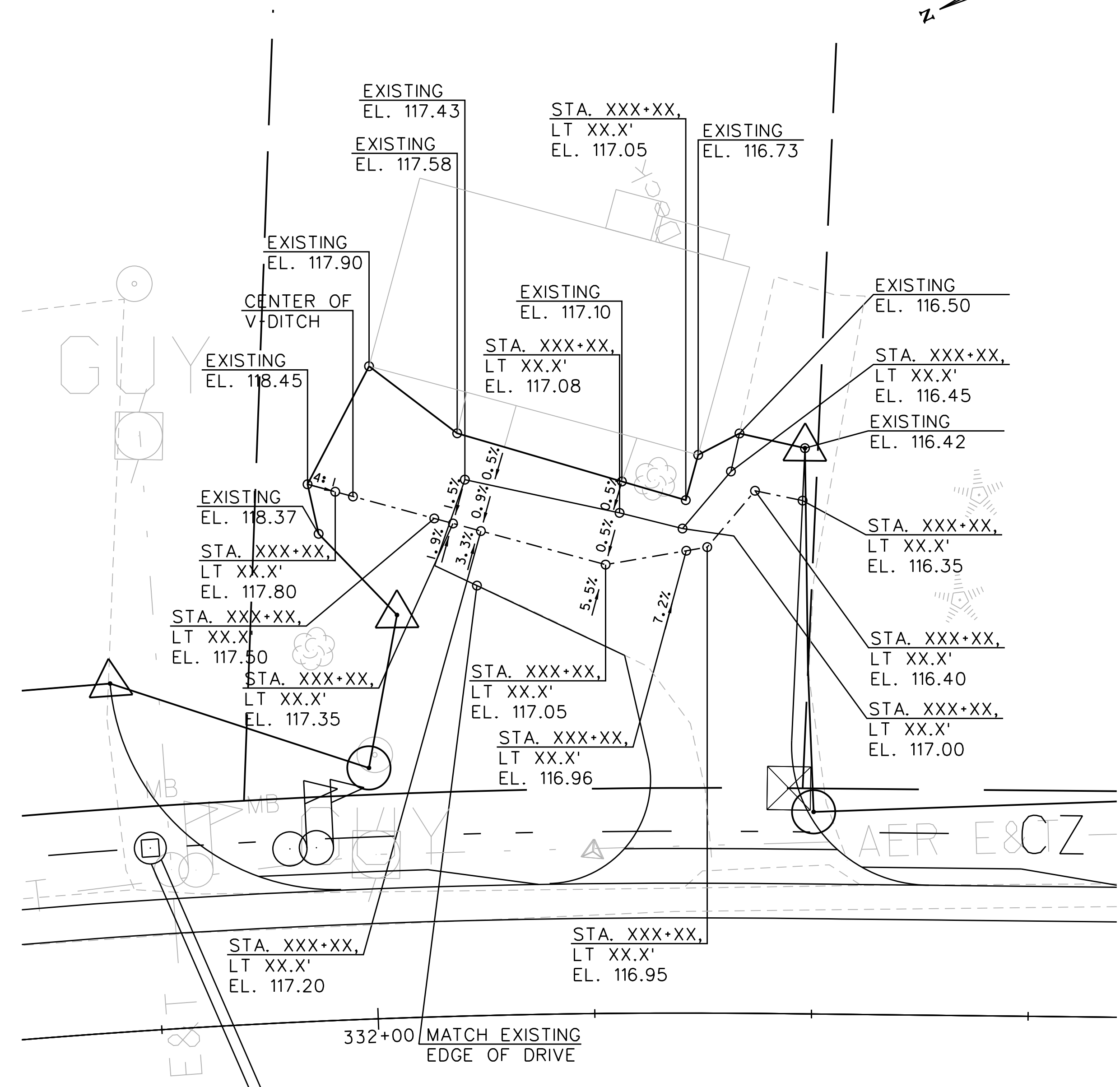
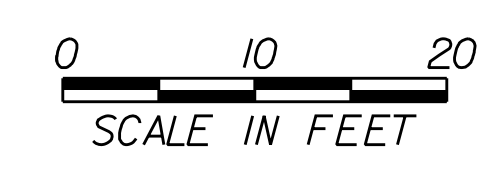
PROJECT NAME: SWANTON
 PROJECT NUMBER: NH 036-1(9)
 FILE NAME: z96b032bdr_gen.dgn
 PROJECT LEADER: G. BAKOS
 DESIGNED BY: M. BOGUE
 PLAN SHEET #28

PLOT DATE: 9/13/2023
 DRAWN BY: C. CILLEY
 CHECKED BY: G. BAKOS
 SHEET 67 OF 307



GRADING PLAN - PROPERTY AT STA. 335 + 50, LT

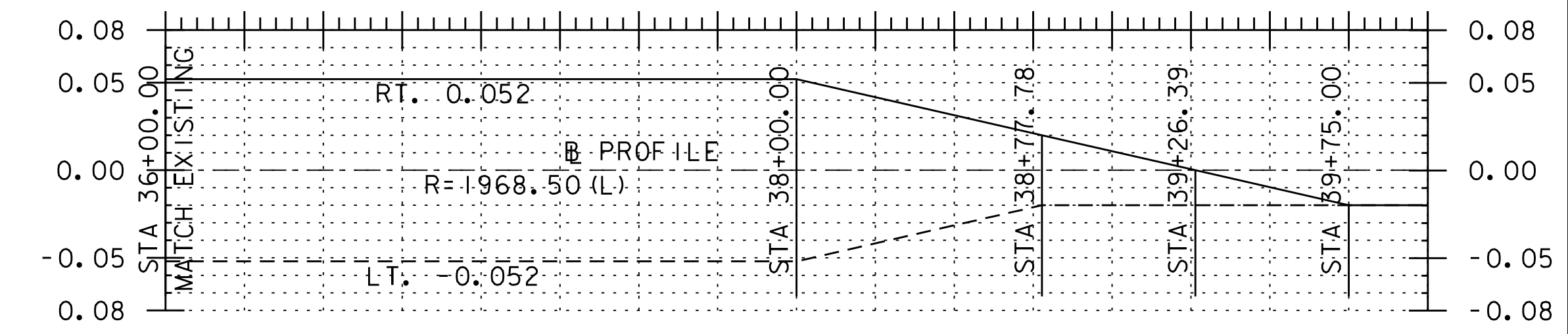
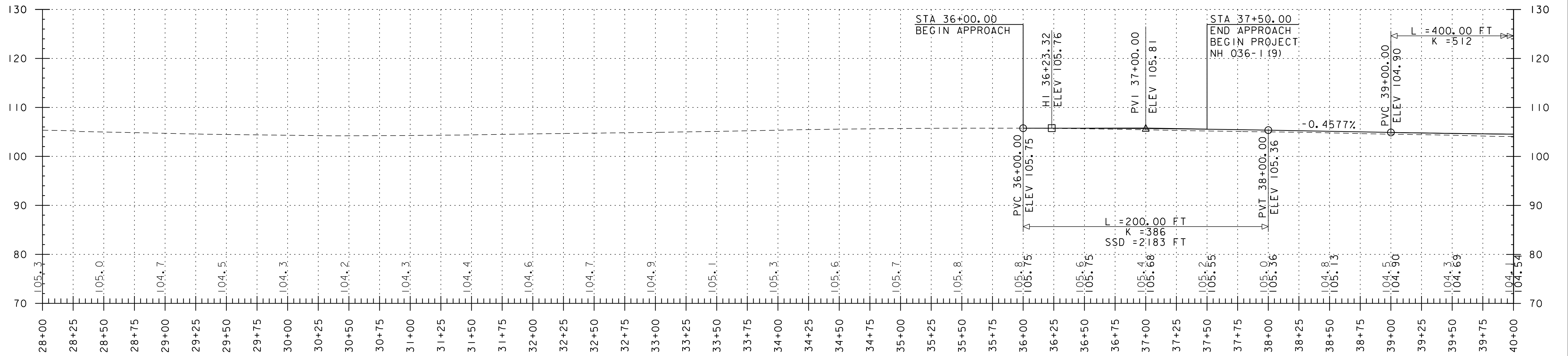
DATUM
VERTICAL NAVD 88
HORIZONTAL NAD 83 (92)



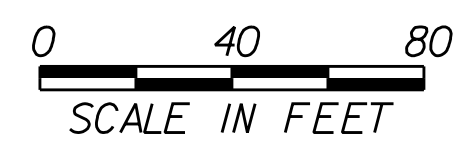
GRADING PLAN - PROPERTY AT STA. 332 + 25, LT



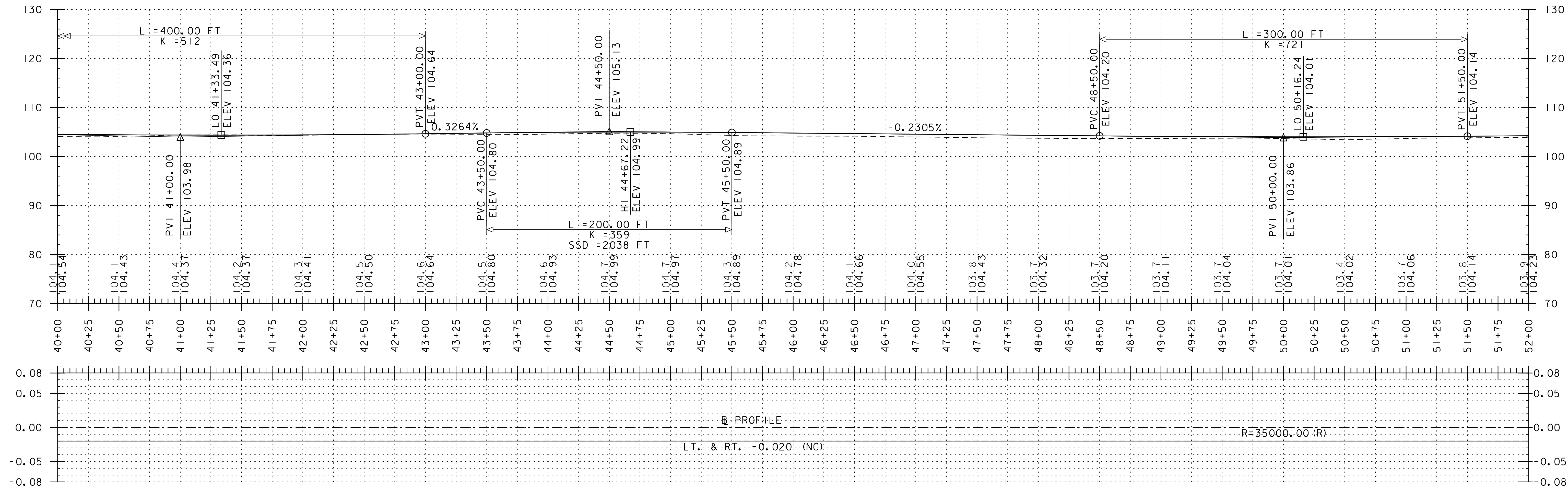
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PROJECT NUMBER:	NH 036-1(9)	DRAWN BY:	C. CILLEY
FILE NAME:	z96b032bdr_grad.dgn	CHECKED BY:	G. BAKOS
PROJECT LEADER:	G. BAKOS	SHEET	68 OF 307
DESIGNED BY:	C. CILLEY		
GRADING PLAN			



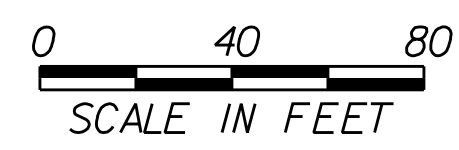
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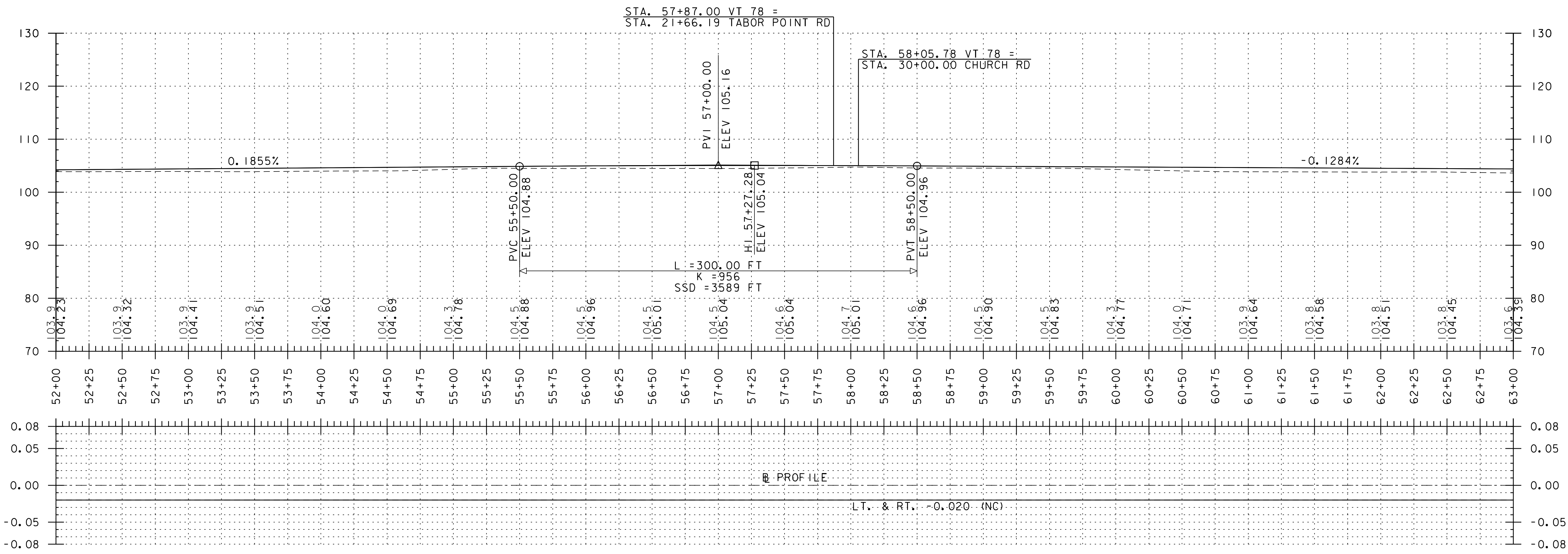
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PROJECT NUMBER:	NH 036-1(9)	PROJECT LEADER:	G. BAKOS	DRAWN BY:	C. CILLEY
		DESIGNED BY:	M. BOGUE	CHECKED BY:	G. BAKOS
		PROFILE SHEET #1		SHEET	69 OF 307



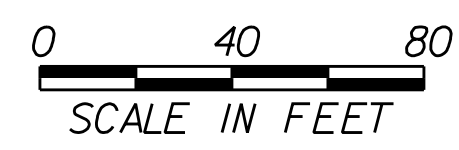
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 HORIZONTAL NAD 83 (92)



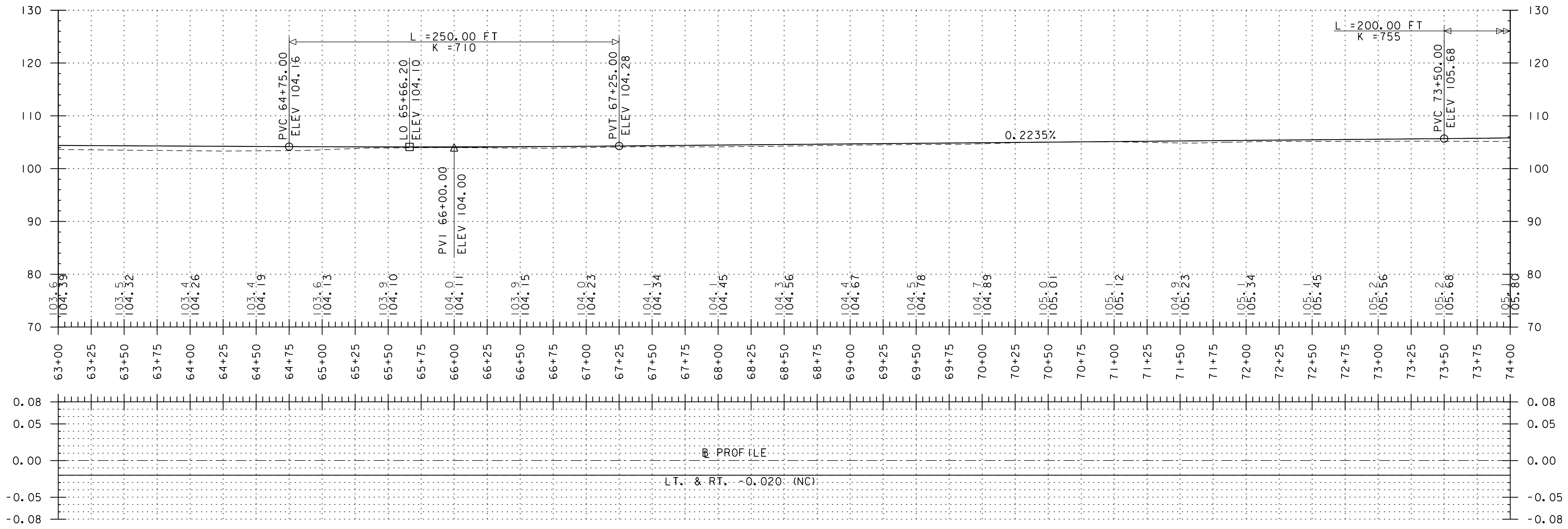
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PROJECT NUMBER: NH 036-1(9)	DRAWN BY: C. CILLEY
FILE NAME: z96b032bdr_gen.dgn	DESIGNED BY: M. BOGUE
PROJECT LEADER: G. BAKOS	CHECKED BY: G. BAKOS
PROFILE SHEET #2	SHEET 70 OF 307



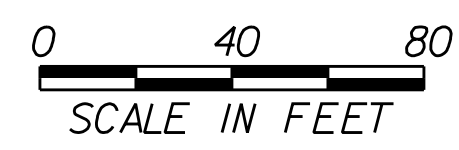
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 HORIZONTAL NAD 83 (92)



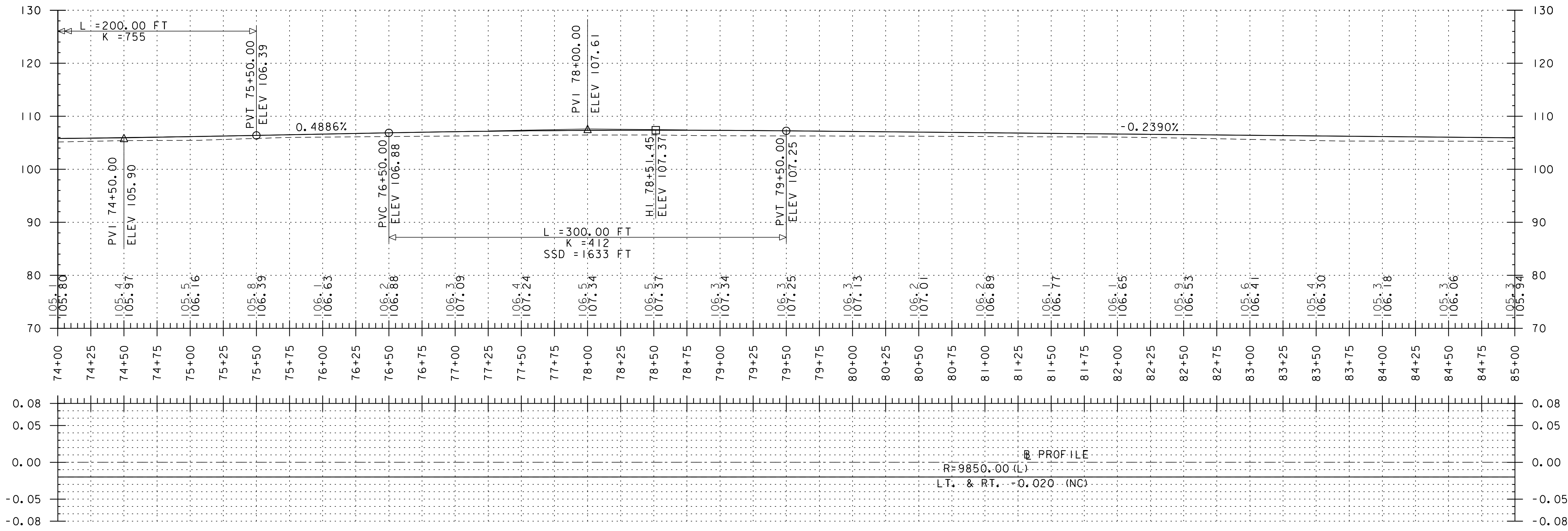
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PROJECT NUMBER: NH 036-1(9)	DRAWN BY: C. CILLEY
FILE NAME: z96b032bdr_gen.dgn	DESIGNED BY: M. BOGUE
PROJECT LEADER: G. BAKOS	CHECKED BY: G. BAKOS
PROFILE SHEET #3	SHEET 71 OF 307



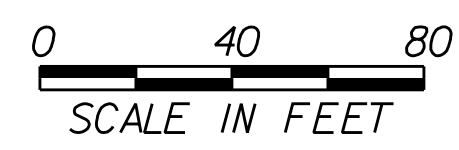
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 HORIZONTAL NAD 83 (92)



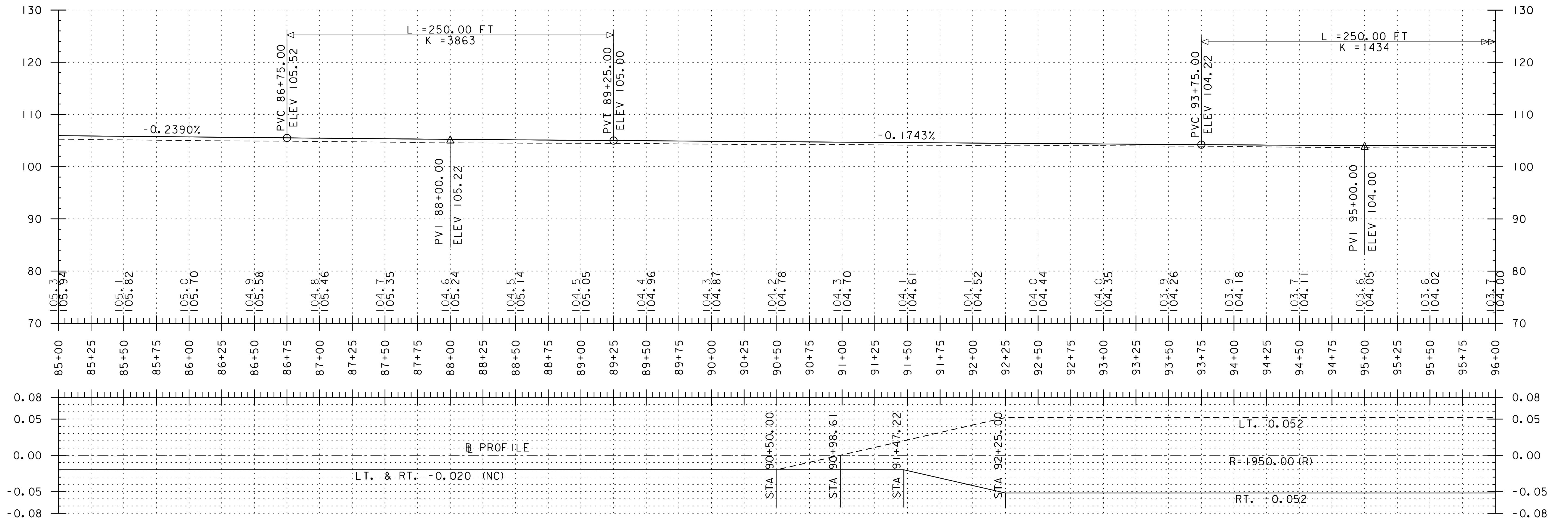
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PROJECT NUMBER: NH 036-1(9)	DRAWN BY: C. CILLEY
FILE NAME: z96b032bdr_gen.dgn	DESIGNED BY: M. BOGUE
PROJECT LEADER: G. BAKOS	CHECKED BY: G. BAKOS
PROFILE SHEET #4	SHEET 72 OF 307



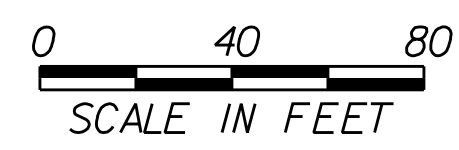
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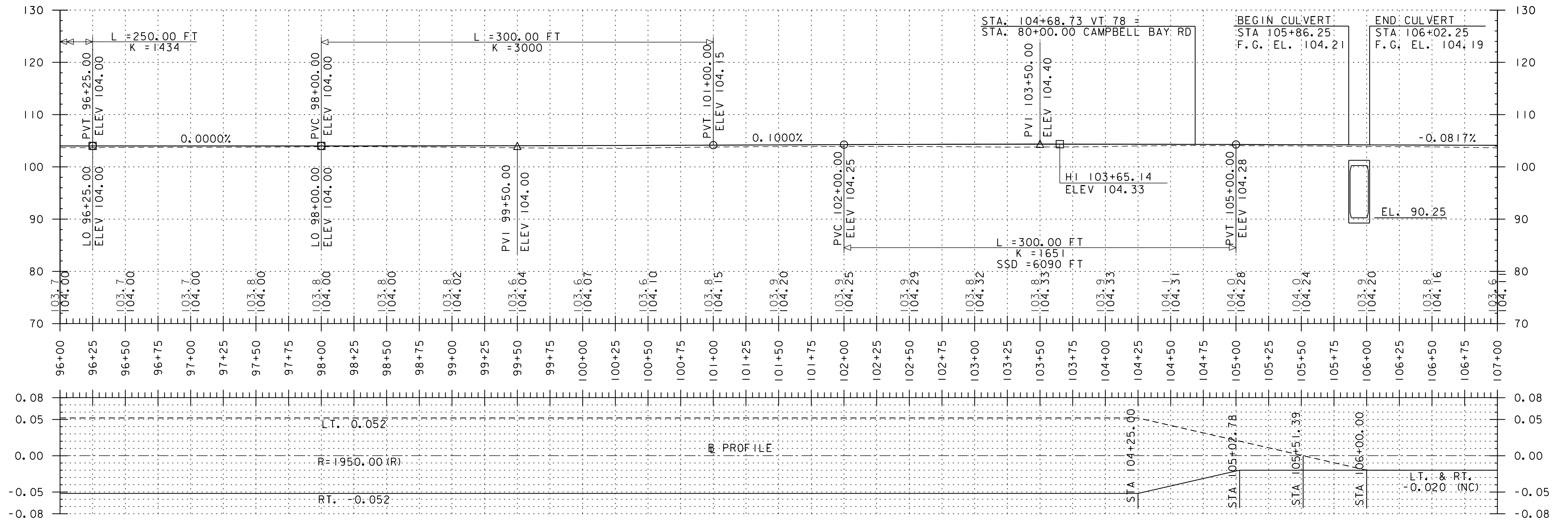
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FILE NAME: z96b032bdr_gen.dgn	CHECKED BY: G. BAKOS
PROJECT LEADER: G. BAKOS	SHEET 73 OF 307
DESIGNED BY: M. BOGUE	
PROFILE SHEET #5	



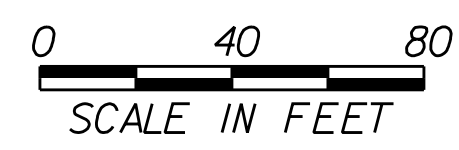
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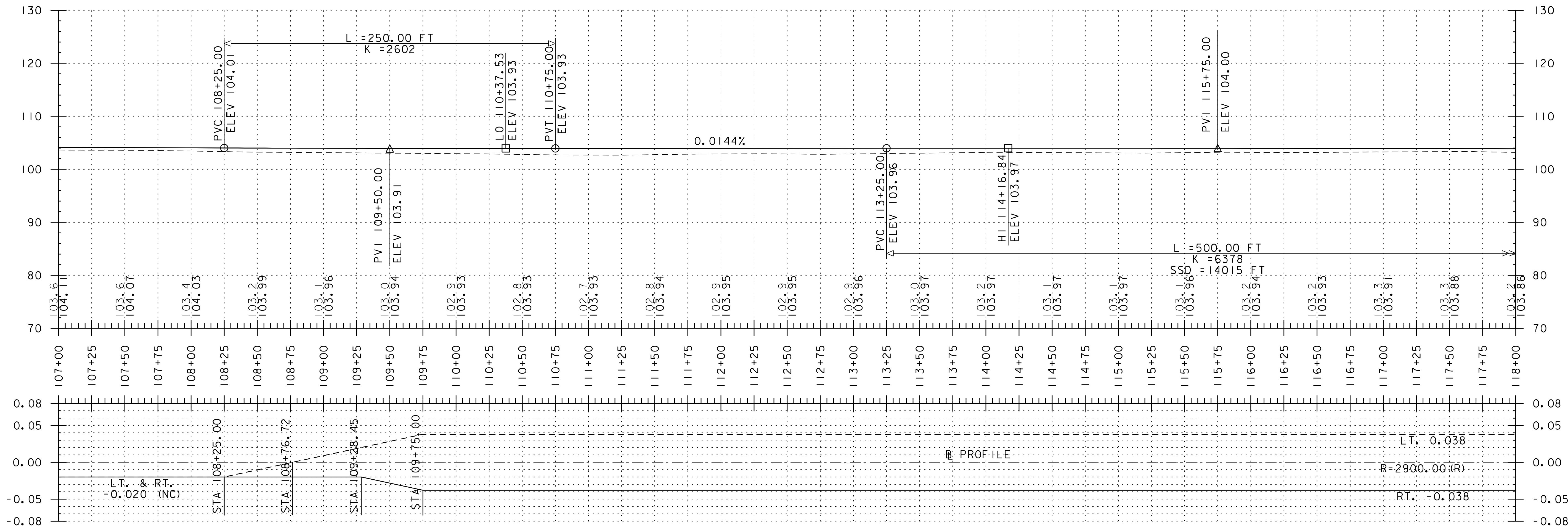
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PROJECT NUMBER: NH 036-1(9)	DRAWN BY: C. CILLEY
FILE NAME: z96b032bdr_gen.dgn	CHECKED BY: G. BAKOS
PROJECT LEADER: G. BAKOS	SHEET 74 OF 307
DESIGNED BY: M. BOGUE	
PROFILE SHEET #6	



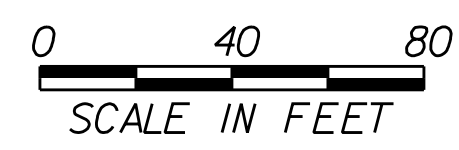
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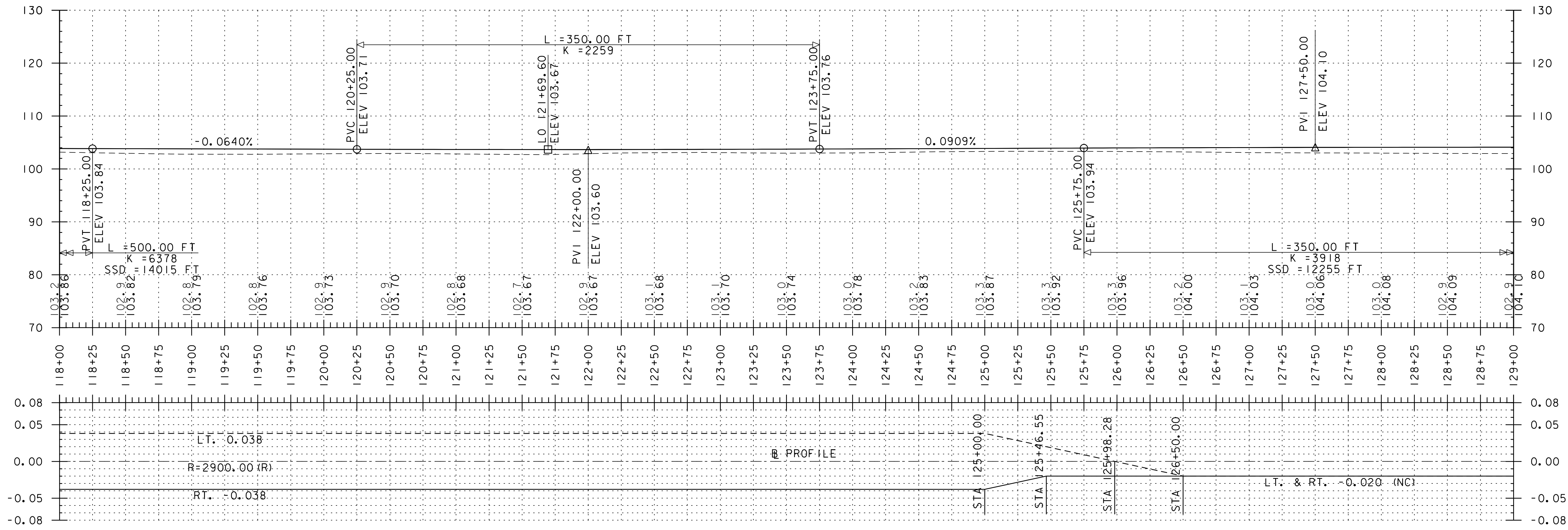
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PROJECT NUMBER: NH 036-1(9)	DRAWN BY: C. CILLEY
FILE NAME: z96b032bdr_gen.dgn	DESIGNED BY: M. BOGUE
PROJECT LEADER: G. BAKOS	CHECKED BY: G. BAKOS
PROFILE SHEET #7	SHEET 75 OF 307



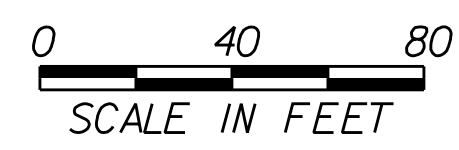
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 HORIZONTAL NAD 83 (92)



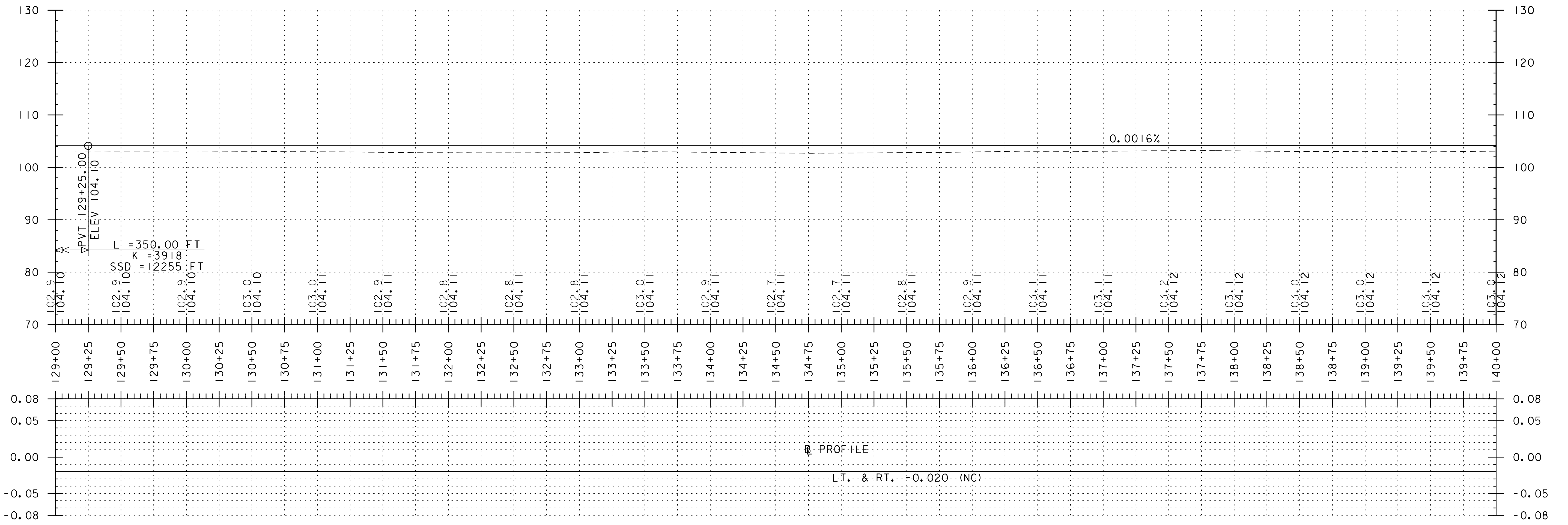
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PROJECT NUMBER: NH 036-1(9)	DRAWN BY: C. CILLEY
FILE NAME: z96b032bdr_gen.dgn	CHECKED BY: G. BAKOS
PROJECT LEADER: G. BAKOS	SHEET 76 OF 307
DESIGNED BY: M. BOGUE	
PROFILE SHEET #8	



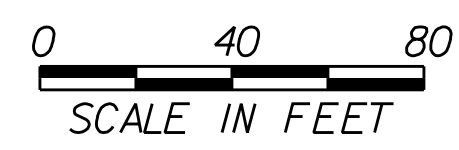
DATUM
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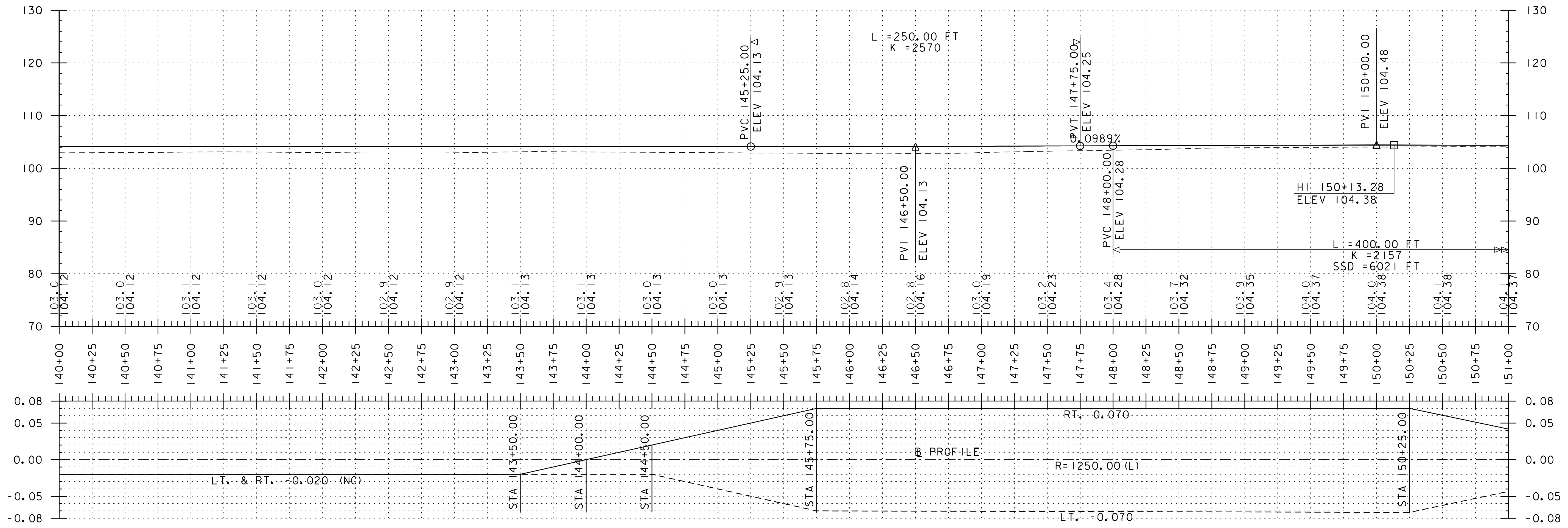
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PROJECT NUMBER: NH 036-1(9)	DRAWN BY: C. CILLEY
FILE NAME: z96b032bdr_gen.dgn	DESIGNED BY: M. BOGUE
PROJECT LEADER: G. BAKOS	CHECKED BY: G. BAKOS
PROFILE SHEET #9	SHEET 77 OF 307



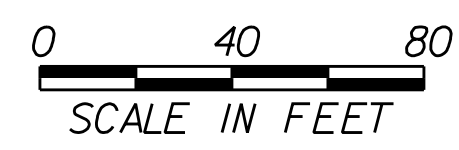
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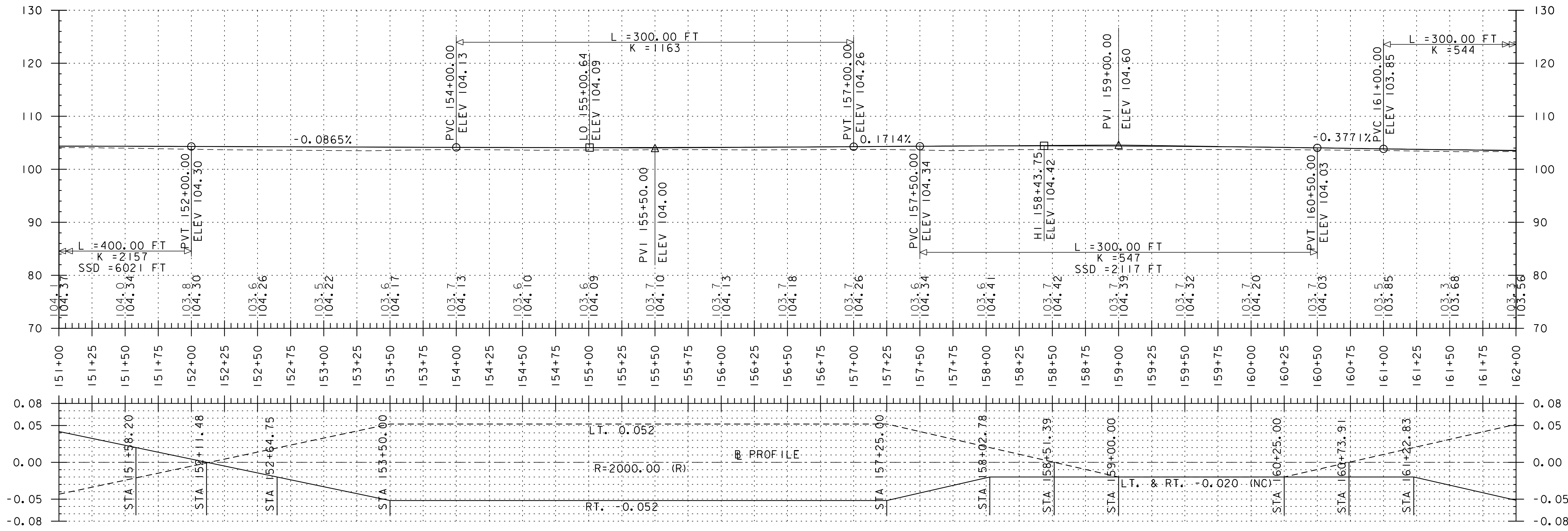
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PROJECT NUMBER: NH 036-1(9)	DRAWN BY: C. CILLEY
FILE NAME: z96b032bdr_gen.dgn	CHECKED BY: G. BAKOS
PROJECT LEADER: G. BAKOS	SHEET 78 OF 307
DESIGNED BY: M. BOGUE	
PROFILE SHEET *10	



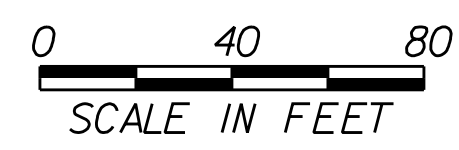
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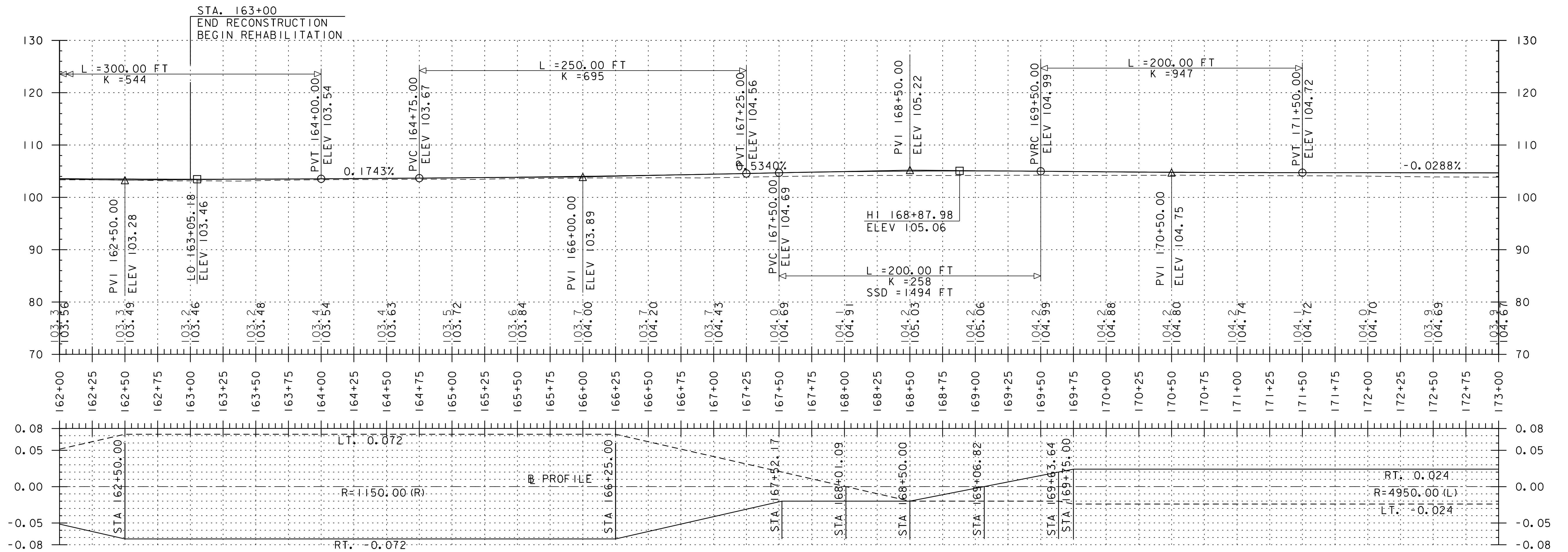
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PROJECT NUMBER: NH 036-1(9)	DRAWN BY: C. CILLEY
FILE NAME: z96b032bdr_gen.dgn	CHECKED BY: G. BAKOS
PROJECT LEADER: G. BAKOS	SHEET 79 OF 307
DESIGNED BY: M. BOGUE	
PROFILE SHEET #11	



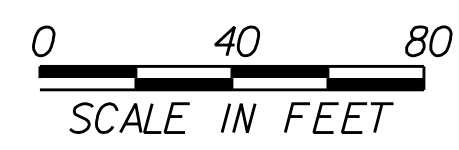
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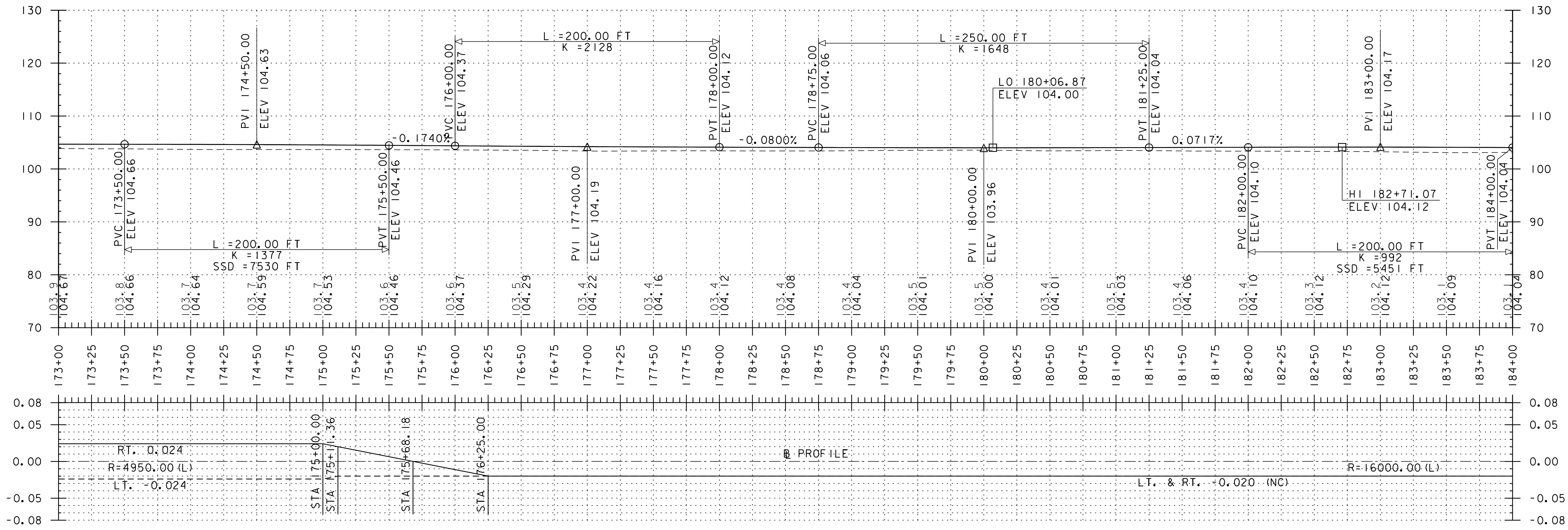
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PROJECT NUMBER:	NH 036-1(9)	DRAWN BY:	C. CILLEY
FILE NAME:	z96b032bdr_gen.dgn	DESIGNED BY:	M. BOGUE
PROJECT LEADER:	G. BAKOS	CHECKED BY:	G. BAKOS
PROFILE SHEET #12		SHEET	80 OF 307



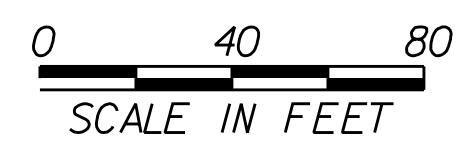
DATUM
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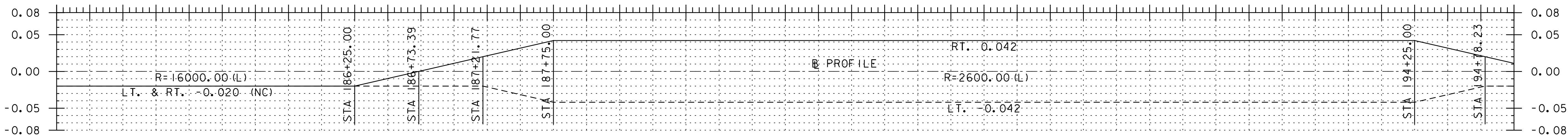
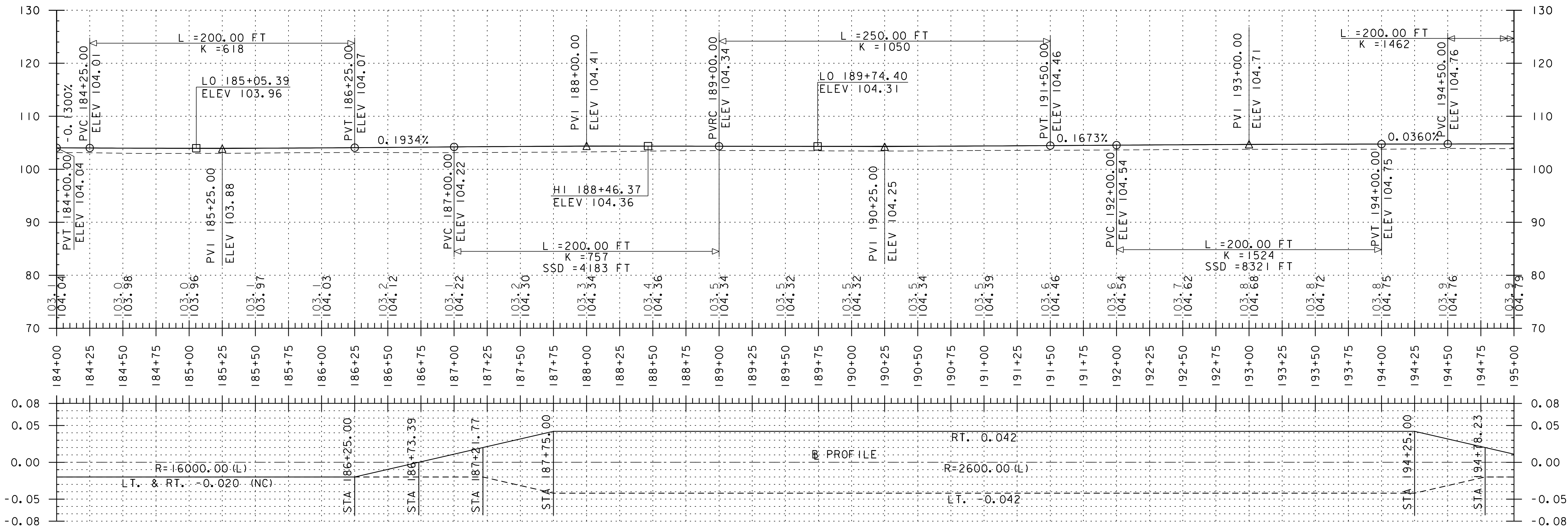
PROJECT NAME: SWANTON	PLOT DATE: 9/13/2023
PROJECT NUMBER: NH 036-1(9)	DRAWN BY: C. CILLEY
FILE NAME: z96b032bdr_gen.dgn	DESIGNED BY: M. BOGUE
PROJECT LEADER: G. BAKOS	CHECKED BY: G. BAKOS
PROFILE SHEET #13	SHEET 81 OF 307



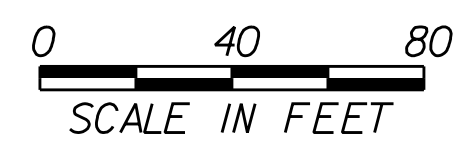
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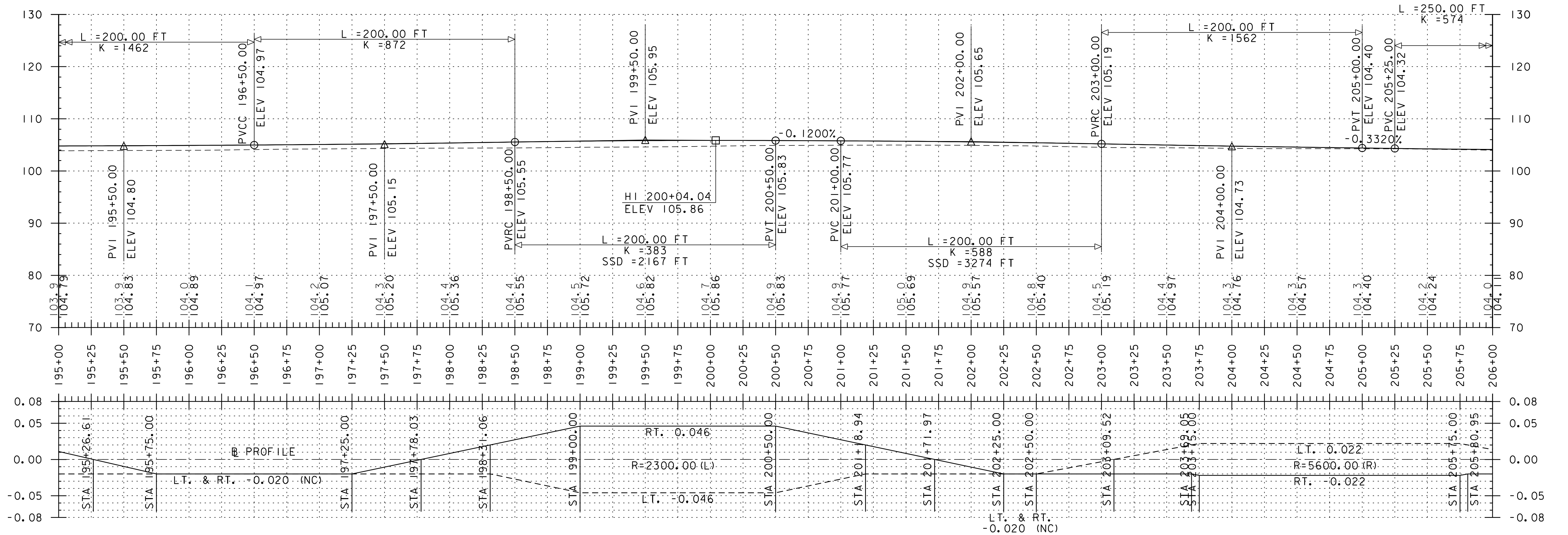
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PROJECT NUMBER: NH 036-1(9)	DRAWN BY: C. CILLEY
FILE NAME: z96b032bdr_gen.dgn	CHECKED BY: G. BAKOS
PROJECT LEADER: G. BAKOS	SHEET 82 OF 307
DESIGNED BY: M. BOGUE	
PROFILE SHEET #14	



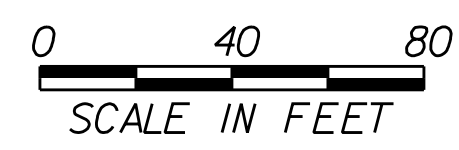
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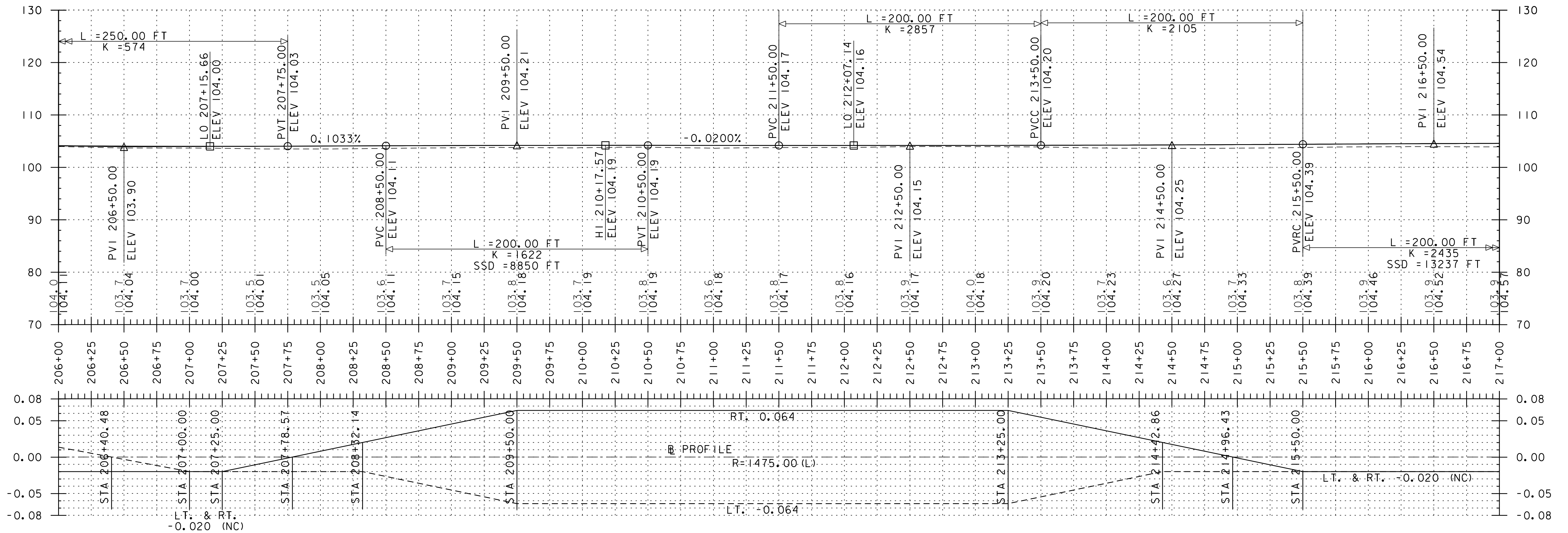
PROJECT NAME: SWANTON
 PROJECT NUMBER: NH 036-1(9)
 FILE NAME: z96b032bdr_gen.dgn
 PROJECT LEADER: G. BAKOS
 DESIGNED BY: M. BOGUE
 PROFILE SHEET #15
 PLOT DATE: 9/13/2023
 DRAWN BY: C. CILLEY
 CHECKED BY: G. BAKOS
 SHEET 83 OF 307



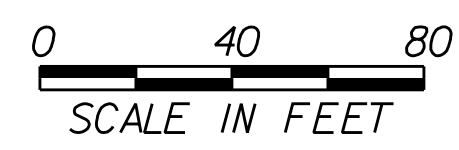
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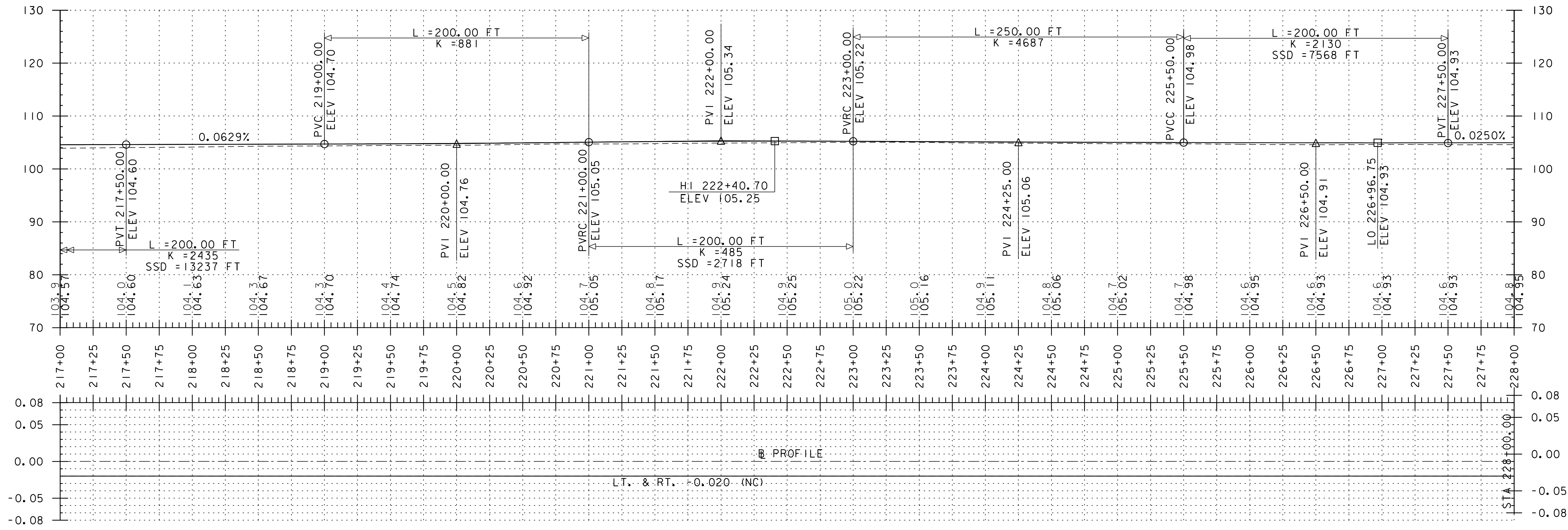
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 PROJECT LEADER: G. BAKOS
 DESIGNED BY: M. BOGUE
 PROFILE SHEET *16
 PLOT DATE: 9/13/2023
 DRAWN BY: C. CILLEY
 CHECKED BY: G. BAKOS
 SHEET 84 OF 307



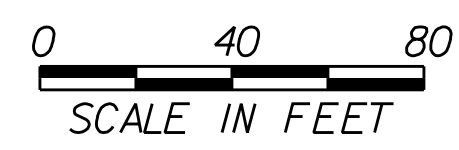
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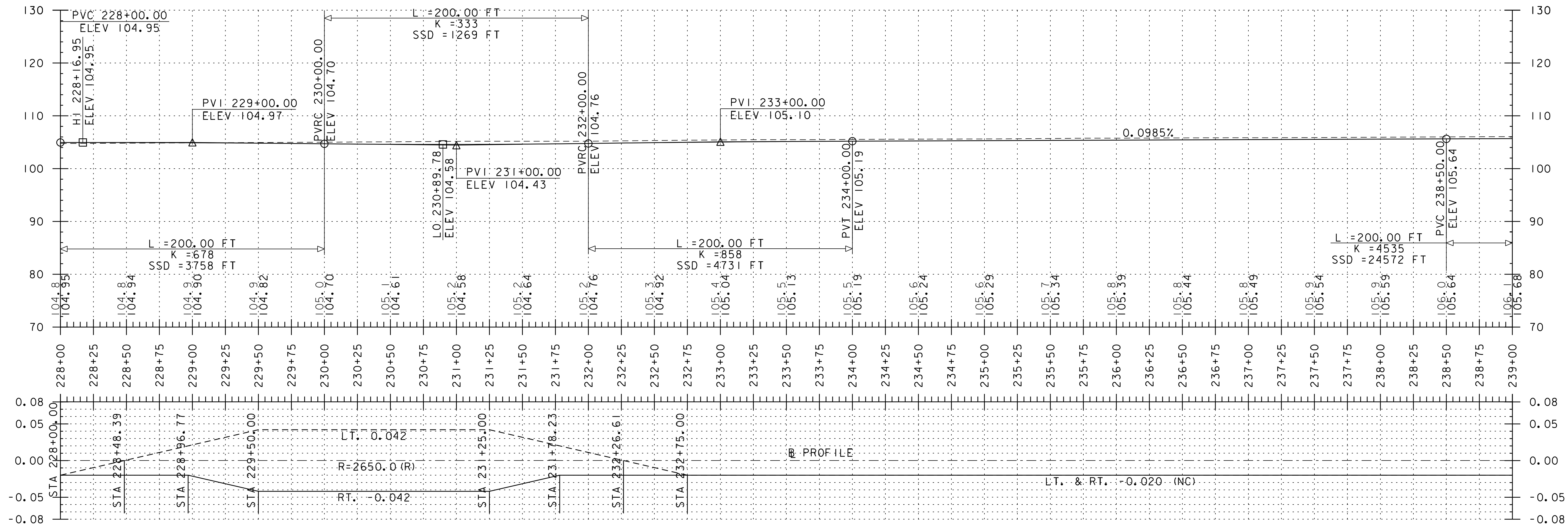
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PROJECT NUMBER: NH 036-1(9)	DRAWN BY: C. CILLEY
FILE NAME: z96b032bdr_gen.dgn	CHECKED BY: G. BAKOS
PROJECT LEADER: G. BAKOS	SHEET 85 OF 307
DESIGNED BY: M. BOGUE	
PROFILE SHEET #17	



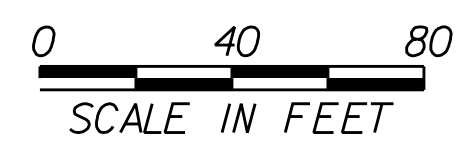
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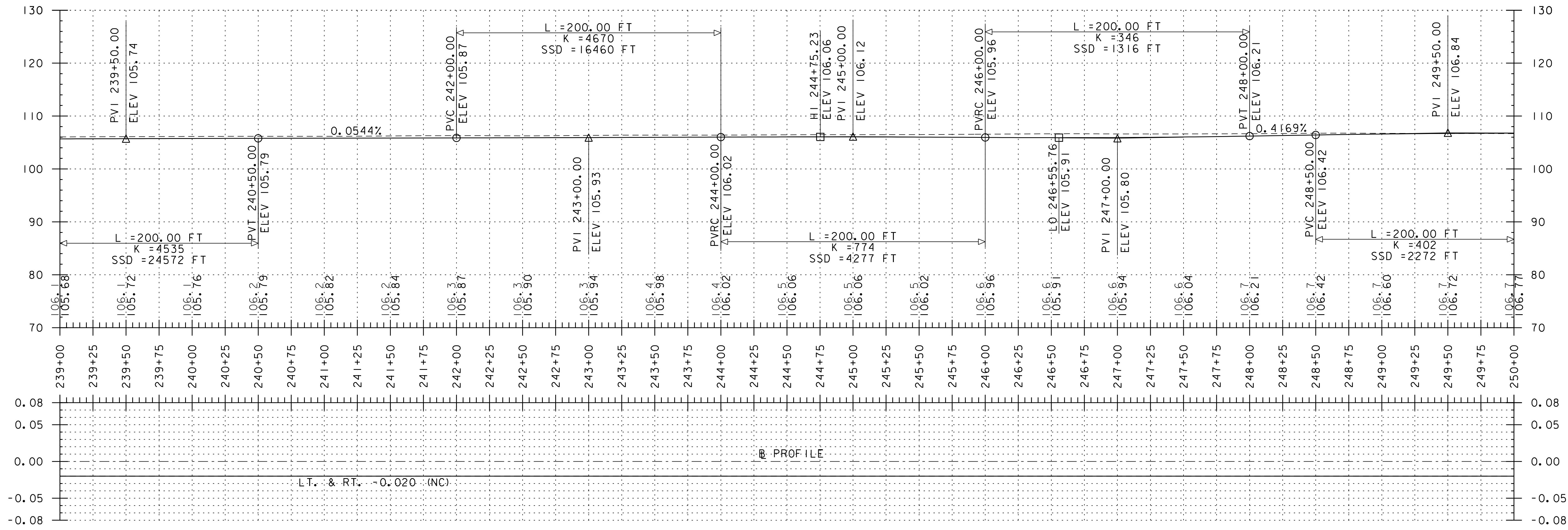
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PROJECT NUMBER: NH 036-1(9)	DRAWN BY: C. CILLEY
FILE NAME: z96b032bdr_gen.dgn	DESIGNED BY: M. BOGUE
PROJECT LEADER: G. BAKOS	CHECKED BY: G. BAKOS
PROFILE SHEET #18	SHEET 86 OF 307



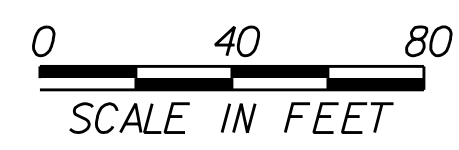
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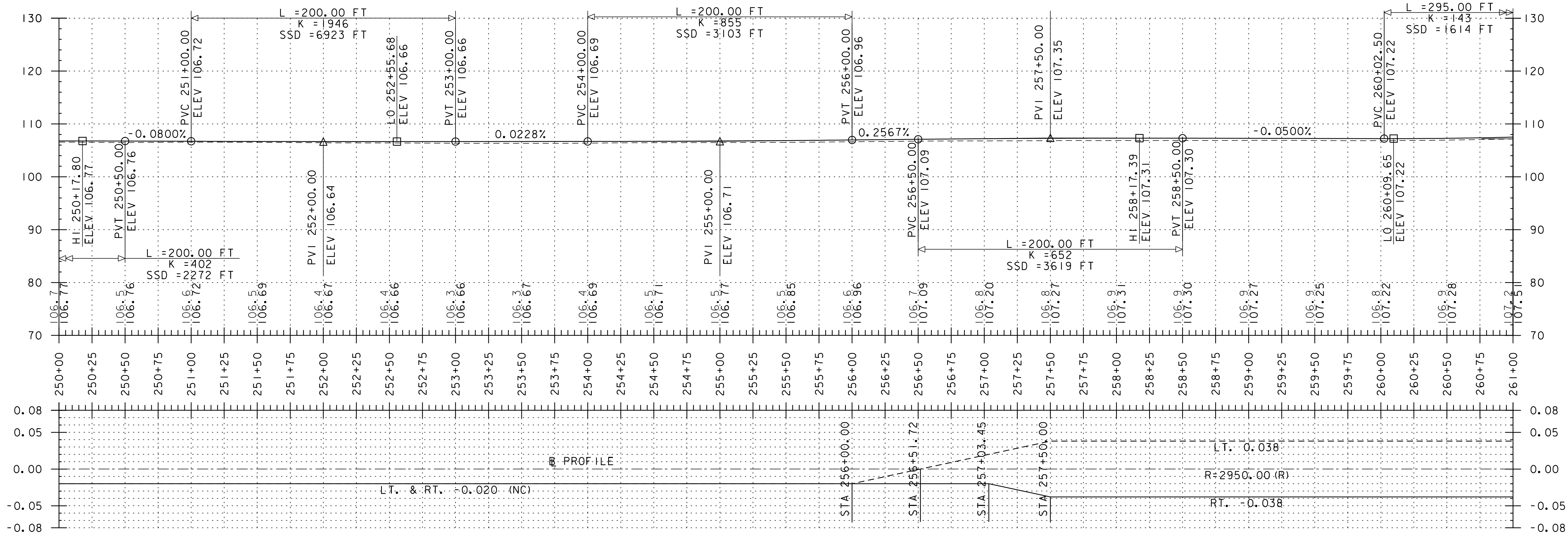
PROJECT NAME: SWANTON	PLOT DATE: 9/13/2023
PROJECT NUMBER: NH 036-1(9)	DRAWN BY: C. CILLEY
FILE NAME: z96b032bdr_gen.dgn	CHECKED BY: G. BAKOS
PROJECT LEADER: G. BAKOS	SHEET 87 OF 307
DESIGNED BY: M. BOGUE	
PROFILE SHEET #19	



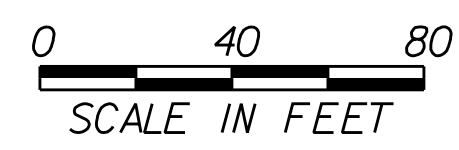
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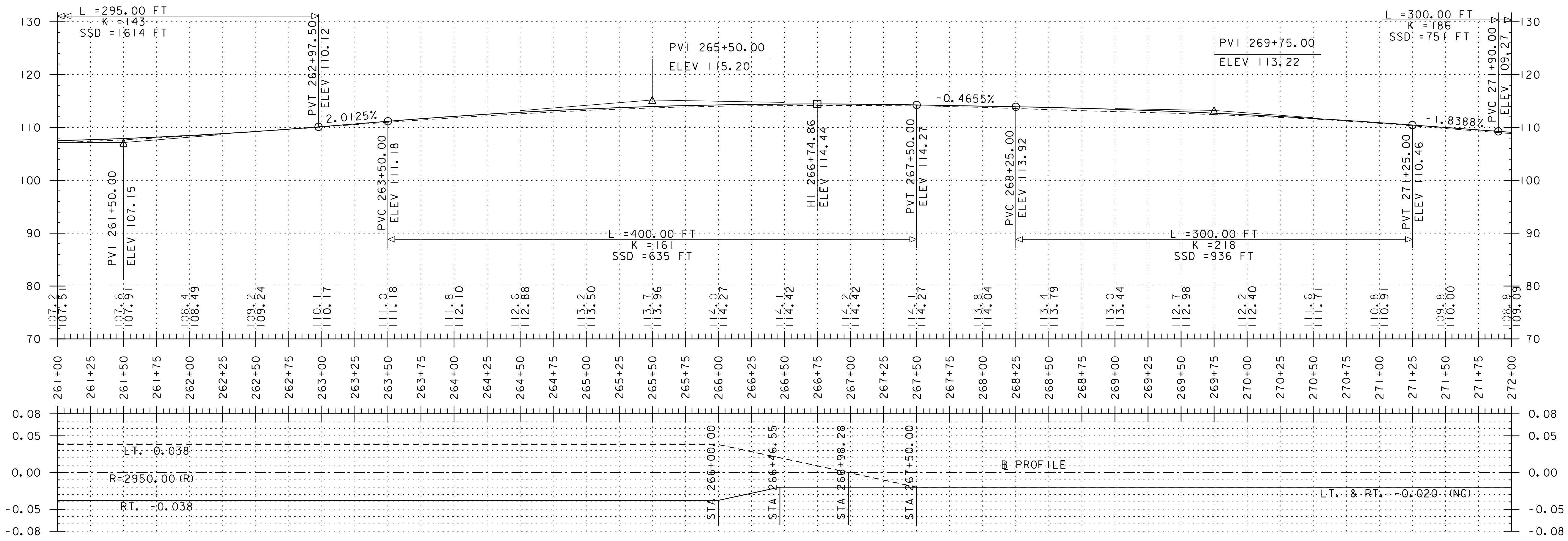
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PROJECT NUMBER: NH 036-1(9)	DRAWN BY: C. CILLEY
FILE NAME: z96b032bdr_gen.dgn	DESIGNED BY: M. BOGUE
PROJECT LEADER: G. BAKOS	CHECKED BY: G. BAKOS
PROFILE SHEET #20	SHEET 88 OF 307



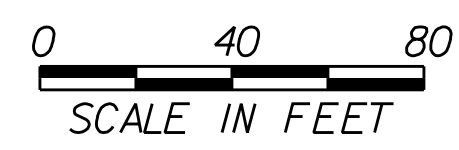
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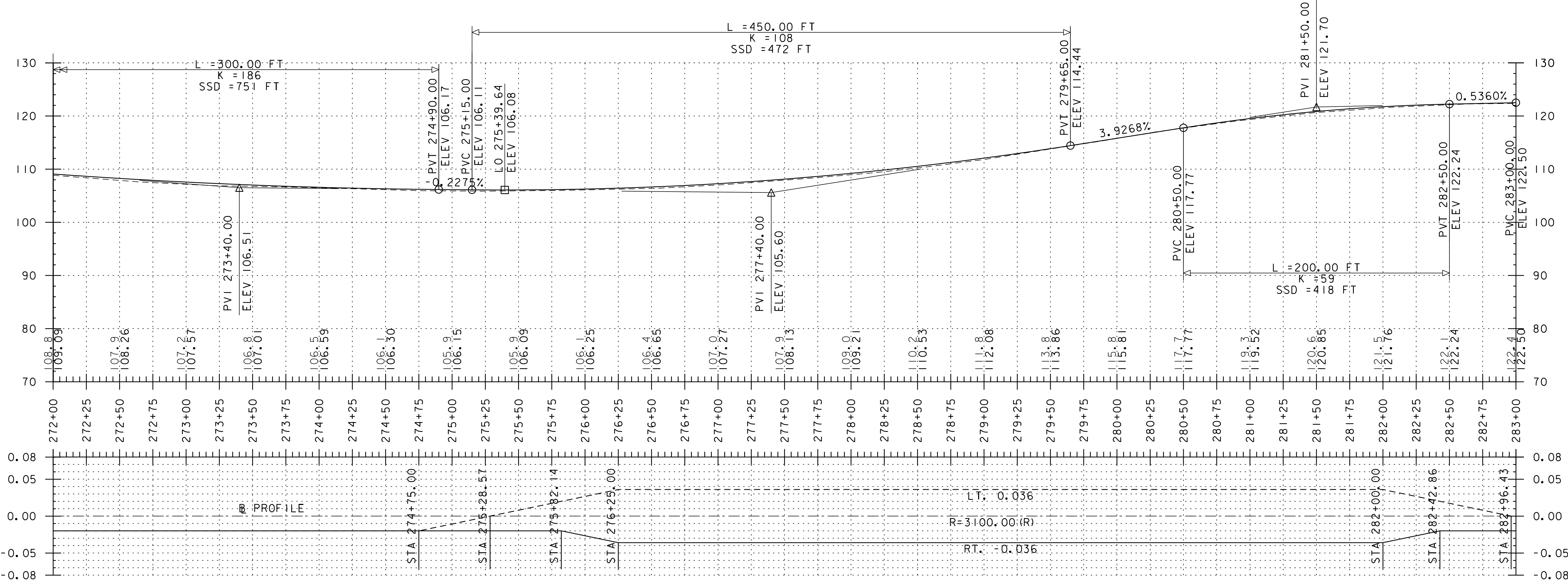
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FILE NAME: z96b032bdr_gen.dgn	CHECKED BY: G. BAKOS
PROJECT LEADER: G. BAKOS	SHEET 89 OF 307
DESIGNED BY: M. BOGUE	
PROFILE SHEET #21	



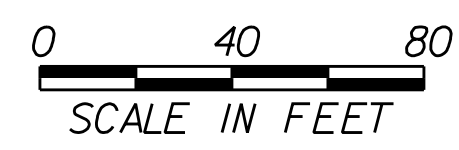
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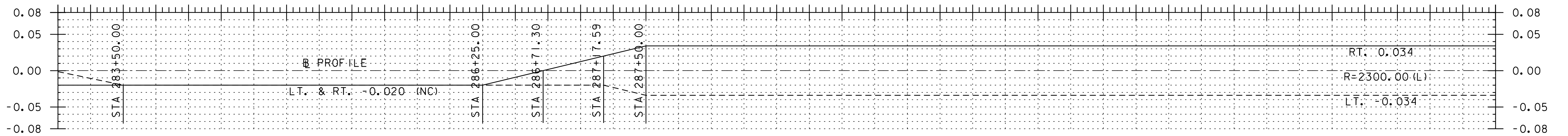
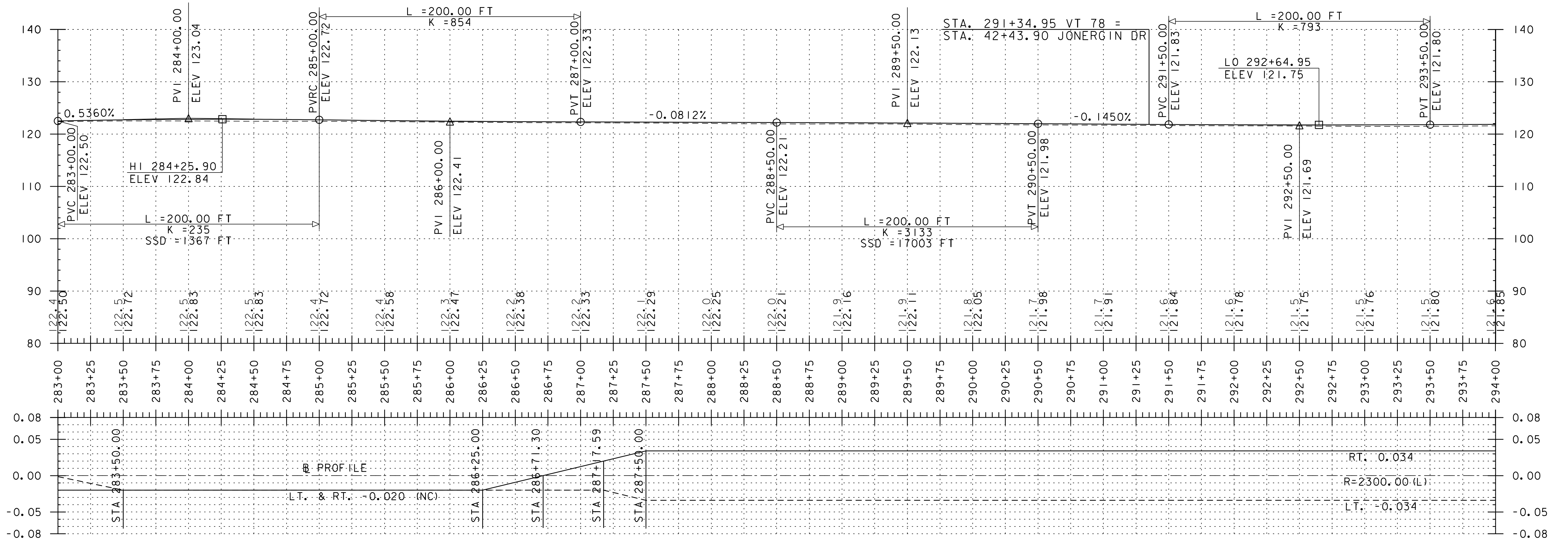
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 PROJECT NUMBER: NH 036-1(9)
 FILE NAME: z96b032bdr_gen.dgn
 PROJECT LEADER: G. BAKOS
 DESIGNED BY: M. BOGUE
 PROFILE SHEET #22
 PLOT DATE: 9/13/2023
 DRAWN BY: C. CILLEY
 CHECKED BY: G. BAKOS
 SHEET 90 OF 307



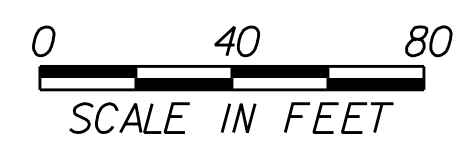
DATUM
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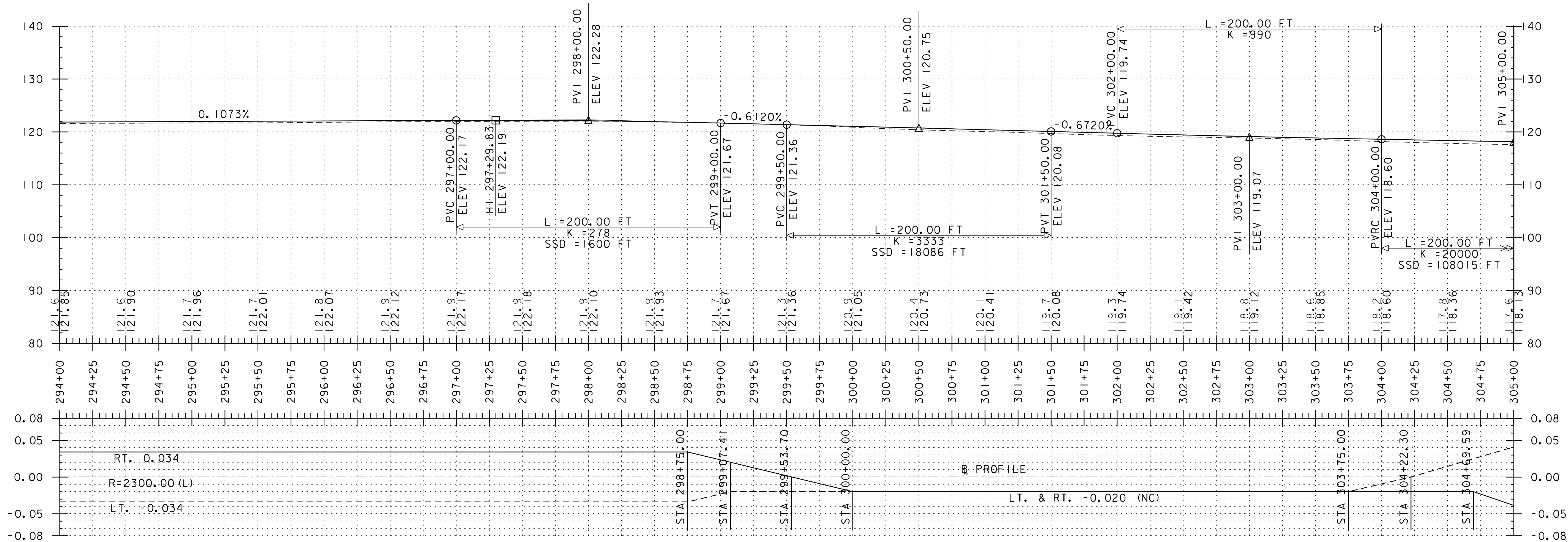
PROJECT NAME: SWANTON	PLOT DATE: 9/13/2023
PROJECT NUMBER: NH 036-1(9)	DRAWN BY: C. CILLEY
FILE NAME: z96b032bdr_gen.dgn	DESIGNED BY: M. BOGUE
PROJECT LEADER: G. BAKOS	CHECKED BY: G. BAKOS
PROFILE SHEET #23	SHEET 91 OF 307



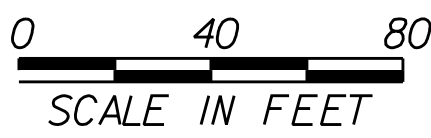
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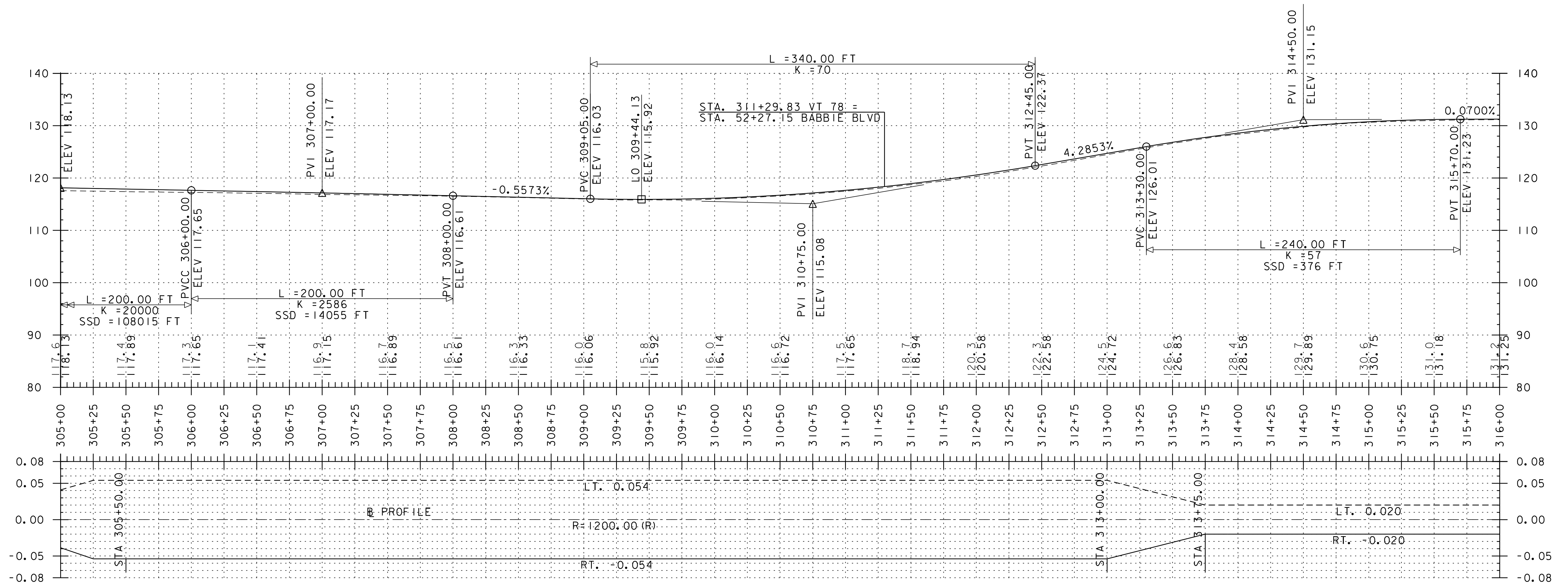
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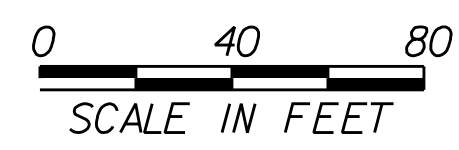
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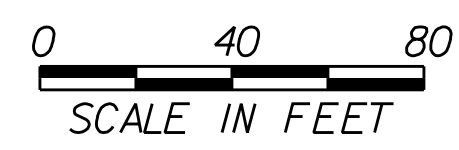
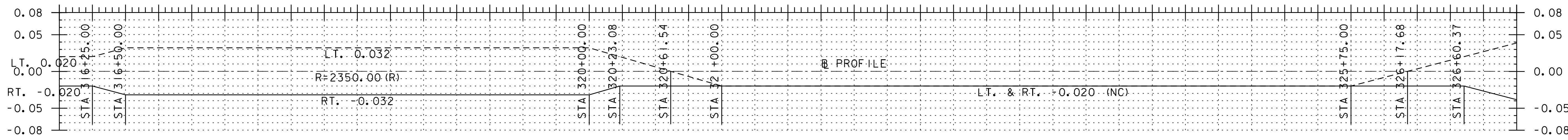
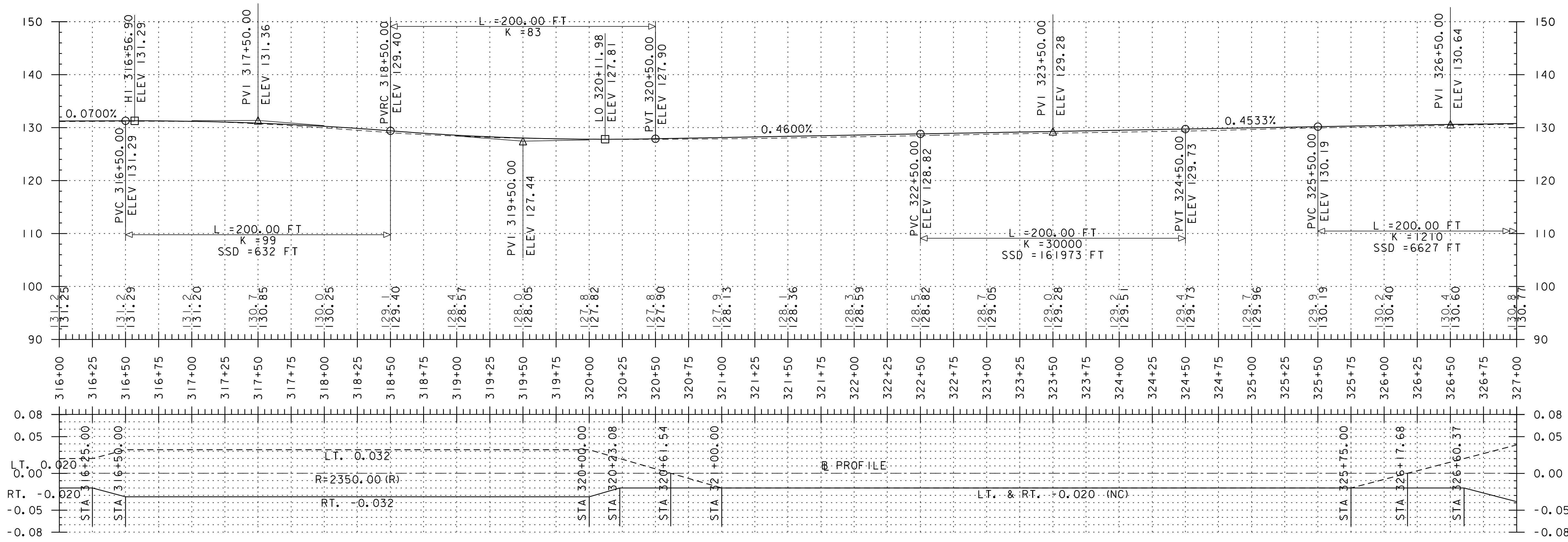
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 DRAWN BY: C. CILLEY
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 SHEET 93 OF 307



DATUM
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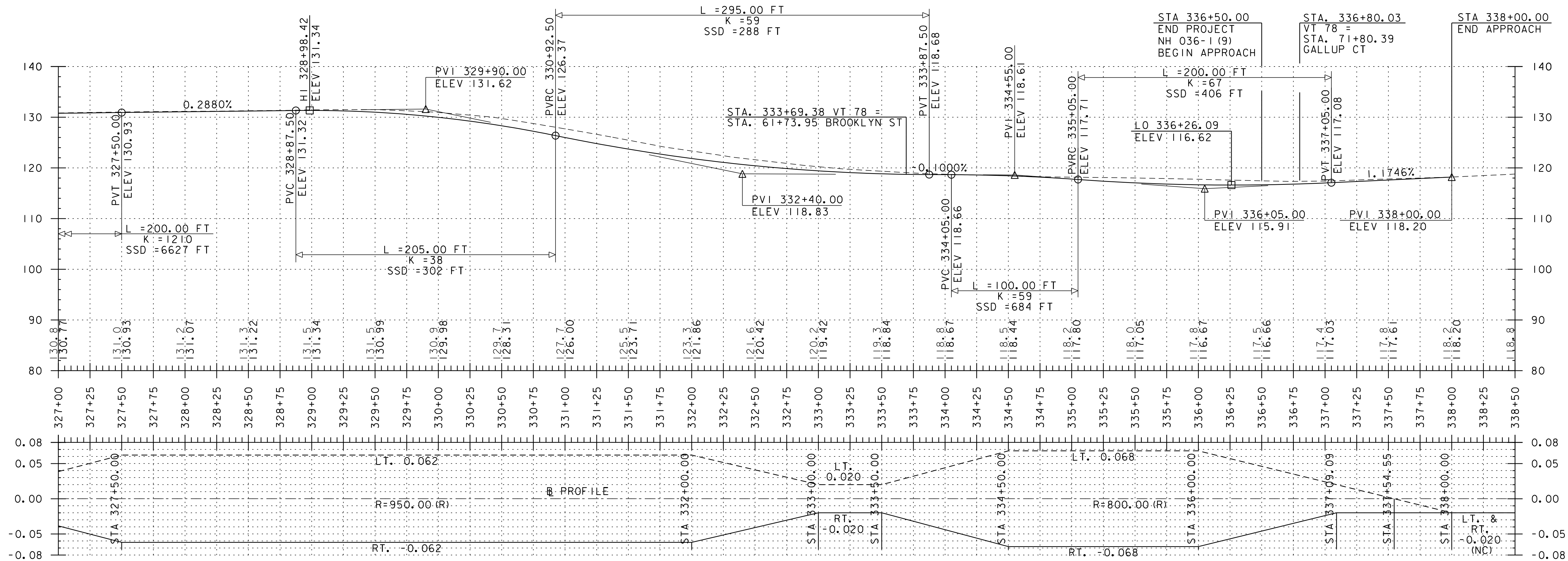
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 PROJECT LEADER: G. BAKOS
 DESIGNED BY: M. BOGUE
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 PLOT DATE: 9/13/2023
 DRAWN BY: C. CILLEY
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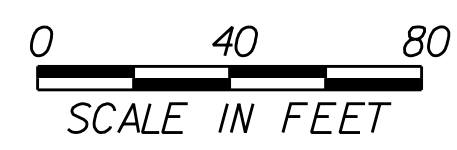
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PROJECT NAME:	SWANTON	PLOT DATE:	9/13/2023
PROJECT NUMBER:	NH 036-1(9)	DRAWN BY:	C. CILLEY
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PROJECT LEADER:	G. BAKOS	CHECKED BY:	G. BAKOS
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PROJECT NAME: SWANTON
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 PROJECT LEADER: G. BAKOS
 DESIGNED BY: M. BOGUE
 PROFILE SHEET #28
 PLOT DATE: 9/13/2023
 DRAWN BY: C. CILLEY
 CHECKED BY: G. BAKOS
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EPSC PLAN NARRATIVE

1. PROJECT DESCRIPTION

THIS PROJECT INVOLVES ROADWAY COLD PLANING, FULL DEPTH RECONSTRUCTION AND REHABILITATION, CORRECTING SUPERELEVATION DEFICIENCIES, RESURFACING WITH BASE, INTERMEDIATE, AND WEARING COURSES, NEW PAVEMENT MARKINGS, SIGNAGE, GUARDRAIL IMPROVEMENTS, GABION WALLS, DRAINAGE IMPROVEMENTS, WILDLIFE CROSSINGS, LARGE CULVERT REPLACEMENT AND OTHER RELATED HIGHWAY ITEMS.

IT IS ANTICIPATED THAT CONSTRUCTION WILL LAST THREE CONSTRUCTION SEASONS.

2. AMOUNT OF DISTURBANCE & RISK EVALUATION

TOTAL AREA OF DISTURBANCE AS SHOWN ON THE ATTACHED EPSC PLAN IS APPROXIMATELY 43.7 ACRES.

THE MAXIMUM CONCURRENT EARTH DISTURBANCE USED TO SCORE THIS PROJECT IN APPENDIX A RISK ASSESSMENT IS 5 ACRES.

THIS PROJECT REQUIRES COVERAGE UNDER GENERAL PERMIT 3-9020 FOR STORMWATER RUNOFF FROM CONSTRUCTION SITES FOR INDIVIDUAL RISK PROJECTS (INDC).

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.

THE MAJOR COMPONENTS OF THE PROJECT AND A PROPOSED GENERAL SEQUENCE ARE AS FOLLOWS:

CONSTRUCTION OF THE PROJECT WILL CONSIST OF TEMPORARY WIDENING OF ROADBED TO ALLOW FOR ALTERNATING TRAFFIC DURING CONSTRUCTION, RECONSTRUCTING ROADBED INCLUDING INSTALLATION OF CROSS CULVERTS AND RETAINING WALLS AS NEEDED, RESURFACING NON FULL-DEPTH RECONSTRUCTION SECTIONS AND PAVING WITH PAVEMENT MARKINGS AND SIGNAGE. TWO SEGMENTS OF ALTERNATING TRAFFIC, EACH UP TO 1,500 FEET IN LENGTH ARE PERMITTED TO BE ACTIVE AT ONE TIME DURING CONSTRUCTION. EACH INDIVIDUAL SEGMENT WILL GENERALLY FOLLOW THE CONSTRUCTION PHASES LISTED BELOW AND OVERLAP BETWEEN PHASES AND SEGMENTS WILL OCCUR AS WORK PROCEEDS ALONG THE CORRIDOR.

PHASE 1 - UTILITY POLE RELOCATION (BY OTHERS PRIOR TO START OF PROJECT)

- ESTABLISH PERIMETER CONTROLS AND MARK UTILITY POLE RELOCATION BOUNDARIES AS NEEDED.
- INSTALL SWAMP MATS AS NEEDED TO PROTECT WETLAND AREAS WHERE UTILITY POLE RELOCATION OCCURS (SHOWN ON PLANS BEYOND PROPOSED CONSTRUCTION LIMITS).
- INSTALL SEDIMENT CONTROL MEASURES FOR PROPOSED POLE INSTALLATION.
- CLEARING AS NEEDED FOR UTILITY POLE INSTALLATION.

PHASE 2

- ESTABLISH PERIMETER CONTROLS AND MARK PROJECT BOUNDARIES
- INSTALL SEDIMENT CONTROL MEASURES
- CLEARING
- CONSTRUCT TEMPORARY WIDENED ROADBED FOR PHASE ONE OF ALTERNATING TRAFFIC INCLUDING TEMPORARY SLOPE STABILIZATION, AND GABION WALLS AS NEEDED DURING ROADBED SUBGRADE RECONSTRUCTION, FOR ONE LANE OF ROADWAY
- SWITCH TRAFFIC TO NEW ROADWAY

PHASE 3

- ADJUST PERIMETER CONTROLS AND PROJECT DEMARCATION, AS NECESSARY
- INSTALL OR ADJUST SEDIMENT CONTROL MEASURES
- CONSTRUCT ROADBED SUBGRADE
- INSTALL NEW CROSS CULVERTS AS NEEDED
- PAVE AND INSTALL PAVEMENT MARKINGS
- SWITCH TRAFFIC TO FINISHED ROADBED
- INSTALL FINAL STABILIZATION OF ROAD SHOULDER ON FINISHED SIDE OF ROADBED

PHASE 4

- ADJUST PERIMETER CONTROLS AND PROJECT DEMARCATION, AS NECESSARY
- INSTALL OR ADJUST SEDIMENT CONTROL MEASURES
- REMOVE TEMPORARY ROADBED WIDTH AND CONSTRUCT FINAL SLOPES AND FINAL STABILIZATION MEASURES
- PAVE ROADBED AND INSTALL PAVEMENT MARKINGS

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 DOES NOT RELY ON VEGETATED BUFFERS AS A MITIGATING RISK FACTOR.

4.2 STREAM CROSSINGS

THIS PROJECT INCLUDES ONE (1) STREAM CROSSING, AS DESCRIBED IN SECTION 5.1 BELOW. WORK ASSOCIATED WITH THIS CROSSING WAS REVIEWED BY THE VANR RIVERS PROGRAM AND WAS DETERMINED TO BE NON-JURISDICTIONAL WITHIN THAT PROGRAM DUE TO THE WETLAND CHARACTER OF THE STREAM AT THE CROSSING LOCATION.

4.3 WETLANDS

THE PROJECT INVOLVES 398,198 SF OF WETLAND AND 567,044 SF OF WETLAND BUFFER. THIS WORK WITHIN THESE AREAS IS BEING AUTHORIZED THROUGH THE VANR WETLANDS PROGRAM AND THE US ARMY CORPS OF ENGINEERS. RESEEDING WITH A WETLAND AREA SEED MIX IS REQUIRED IN DISTURBED AREAS OF CLASS II WETLANDS AND WETLAND BUFFER AND IN WETLAND AREAS WHERE SWAMP MATS ARE USED IF BARE SOIL CONDITIONS ARE OBSERVED UPON REMOVAL OF THE MATS.

4.4 TOPOGRAPHY

THE TOPOGRAPHY OF THE PROJECT AREA IS GENERALLY RURAL FLAT ROADWAY WITH SECTIONS OF RESIDENTIAL AND COMMERCIAL AREAS IN A VILLAGE SETTING. A PORTION OF THE PROJECT AREA IMMEDIATELY ABUTS A RAIL CORRIDOR ALONG AN EMBANKMENT CAUSEWAY THROUGH A MAJOR WETLAND COMPLEX

4.5 VEGETATION

THE VEGETATION IN THE PROJECT AREA CONSISTS OF MULTIPLE TYPES, RANGING FROM EMERGENT MARSH HERBACEOUS SPECIES, TO URBAN LAWNS, TO FORESTED WETLAND AND UPLAND AREAS ADJACENT TO THE ROADWAY. THE IMPACT TO VEGETATION WILL BE LIMITED TO THAT WHICH IS DIRECTLY AFFECTED BY THE PROJECT. UPON COMPLETION, THE 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:

BELGRADE SILT LOAM, 2-8% SLOPES, "K FACTOR" = 0.43
BINGHAMVILLE SILT LOAM, "K FACTOR" = 0.43
COVINGTON CLAY, "K FACTOR" = 0.49
GEORGIA STONY LOAM, 0-8% SLOPES, "K FACTOR" = 0.28
HADLEY SILT LOAM, "K-FACTOR" = 0.43
LIMERICK SILT LOAM, "K FACTOR" = 0.49
LYONS STONY LOAM, "K FACTOR" = 0.28
MASSENA STONY LOAM, 0-3% SLOPES, "K FACTOR" = 0.28
RUMNEY VARIANT SILT LOAM, "K FACTOR" = 0.32
ST. ALBANS SLATY LOAM, 3-8% SLOPES, "K FACTOR" = 0.10
WALLKILL SILT LOAM, "K FACTOR" = 0.37
WINDSOR LOAMY FINE SAND, 0-3% SLOPE, "K FACTOR" = 0.20
WINOOSKI SILT LOAM, "K FACTOR" = 0.43

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

THERE IS AN ARCHEOLOGICALLY SENSITIVE AREA LOCATED FROM STA 209+47 TO STA 275+14 OF THE PROJECT AREA. THE PROJECT LIMITS HAVE BEEN NARROWED TO MINIMIZE DISTURBANCE IN THIS AREA. A MEMORANDUM OF AGREEMENT BETWEEN U.S. FISH AND WILDLIFE, THE VERMONT AGENCY OF TRANSPORTATION, AND THE STATE HISTORIC PRESERVATION OFFICE OUTLINING STIPULATIONS WILL BE PROVIDED IN THE CONTRACT DOCUMENTS.

5. DRAINAGE

5.1 RECEIVING WATERS

SIX MAJOR DRAINAGE AREAS HAVE BEEN IDENTIFIED, INCLUDING TWO UNNAMED TRIBUTARIES TO LAKE CHAMPLAIN, CHARCOAL CREEK, MISSISQUOI RIVER, MAQUAM CREEK, AND BLACK CREEK. ALL ARE RELATIVELY SLOW MOVING FLAT WATER IN THE VICINITY OF THE PROJECT, WHICH GENERALLY FOLLOWS THE LOWER PORTION OF THE MISSISQUOI TO ITS MOUTH AT LAKE CHAMPLAIN. THE PROJECT INCLUDES THE REPLACEMENT OF THE CHARCOAL CREEK CULVERT THAT CROSSES THE PROJECT AREA AT STA. 106+00.

DRAINAGE AREA #1 IS THE WATERSHED AREA DISCHARGING TO UNNAMED LAKE CHAMPLAIN TRIBUTARY #1. DRAINAGE AREA #2 IS THE WATERSHED AREA DISCHARGING TO CHARCOAL CREEK. DRAINAGE AREA #3 IS THE WATERSHED AREA DISCHARGING TO UNNAMED LAKE CHAMPLAIN TRIBUTARY #2. DRAINAGE AREA #4 IS THE WATERSHED AREA DISCHARGING TO MISSISQUOI RIVER #1. DRAINAGE AREA #5 IS THE WATERSHED AREA DISCHARGING TO MAGQUAM CREEK. DRAINAGE AREA #6 IS THE WATERSHED AREA DISCHARGING TO BLACK CREEK. DRAINAGE AREA #7 IS THE WATERSHED AREA DISCHARGING TO MISSISQUOI RIVER #2. DRAINAGE AREA #8 IS THE WATERSHED AREA DISCHARGING TO MISSISQUOI RIVER #3.

5.2 DISCHARGE POINTS

DUE TO THE FLAT NATURE OF THE TOPOGRAPHY AND PROXIMITY TO RECEIVING WATERS, THERE ARE MULTIPLE DISCHARGE POINTS WITHIN EACH DRAINAGE AREA. THE PROJECT IS IN A FLOOD-PRONE AREA, AND RUNOFF DRAINS OVERLAND THROUGH DITCHES AND SIDE SLOPES TO THE RECEIVING WATERS ALONG THE LENGTH OF THE PROJECT. THE PROJECT INVOLVES WIDENING THE ROADWAY EMBANKMENT IN SOME AREAS THAT ARE IMMEDIATELY ADJACENT TO THESE RESOURCE AREAS. DEPENDING ON THE WATER LEVEL AT THE TIME THE WORK IS OCCURRING, THIS EMBANKMENT FILL MAY OCCUR IN AREAS PROTECTED BY A FILTER CURTAIN, COFFER DAM, OR OTHER WATER CONTROL DEVICE AT THE EDGE OF THE WATERWAY.

5.3 CONVEYANCE/FLOW PATH FROM PROJECT TO WATERS

THE MAJORITY OF THE PROJECT IS NOT CURBED AND RUNOFF DRAINS OVERLAND ACROSS ADJACENT VEGETATED SIDE SLOPES BEFORE REACHING THE RECEIVING WATERS. THERE ARE ALSO A NUMBER OF CROSS CULVERTS WHICH COLLECT ROADWAY RUNOFF AND DRAIN TO DITCHES ON EITHER SIDE OF THE ROADWAY THAT DRAIN OVERLAND TO RECEIVING WATERS. THE OVERALL PROJECT AREA IS CONSTRAINED BY NATURAL RESOURCES (INCLUDING THE MISSISQUOI RIVER, CHARCOAL CREEK, AND THEIR ASSOCIATED WETLANDS) AS WELL AS BY RAIL INFRASTRUCTURE AND OTHER STRUCTURES THAT ARE IMMEDIATELY ADJACENT TO THE ROADWAY. THESE FEATURES LIMIT THE AMOUNT OF POTENTIAL DISTURBANCE THAT WOULD DRAIN TO A GIVEN DISCHARGE POINT.

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).

PROJECT AREAS WITH CLEAR PHYSICAL DEMARCATION OF THE WORK AREA (E.G. ABUTTING THE MISSISQUOI RIVER, ALONG THE RAIL CORRIDOR, OR WITHIN DENSELY SETTLED AREAS) MAY USE THE ATTACHED "PROJECT DEMARCATION USING FLAGS" DETAIL TO REDUCE MATERIAL USAGE AND MAINTENANCE REQUIREMENTS. AREAS WITH POTENTIAL RISK OF ENCROACHMENT OUTSIDE OF THE APPROVED LIMIT OF DISTURBANCE SHALL USE STANDARD PROJECT DEMARCATION FENCING AND BOUNDARY FENCING UNLESS OTHERWISE DIRECTED BY THE ON-SITE PLAN COORDINATOR.

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.

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PROJECT NUMBER:	NH 036-1(9)
FILE NAME:	z96b032.epsc.Narr.dgn
PROJECT LEADER:	G. BAKOS
DESIGNED BY:	R. WILDEY
EPSC NARRATIVE SHEET I	
PLOT DATE:	9/13/2023
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CHECKED BY:	G. BAKOS
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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 ANTICIPATED ON THIS PROJECT AND SHALL BE LOCATED AS SHOWN ON THIS EPSC PLAN AND ANYWHERE EQUIPMENT WILL BE GOING FROM AREAS OF EXPOSED SOILS TO PAVED SURFACES.

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.

TEMPORARY SLOPES CONSTRUCTED FOR WIDENING WILL BE SEEDED AND WILL BE MULCHED OR SEEDED AND PROTECTED WITH RECP. TEMPORARY SLOPES WILL BE PARTIALLY REMOVED FOR FINAL GRADING AND FINAL STABILIZATION WILL BE INSTALLED.

6.3.3 PERMANENT STABILIZATION AT FINAL GRADE

EXPOSED SOIL MUST BE STABILIZED WITHIN 48 HOURS OF REACHING FINAL GRADE.

SEED, MULCH, FERTILIZER AND LIME 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.

THE PROJECT IS RELATIVELY FLAT WITH LIMITED LOCATIONS WHERE UPLAND RUNOFF COULD FLOW INTO THE SITE. THE ROADWAY EMBANKMENT OCCUPIES THE HEIGHT OF LAND IN MOST AREAS AND SHEDS RUNOFF AWAY FROM THE WORK AREA.

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.

SILT FENCE WILL BE INSTALLED ALONG THE CONTOURS AND AS PROPOSED ON THE EPSC PLAN. WOVEN WIRE REINFORCED SILT FENCE SHALL BE USED INSTEAD OF SILT FENCE WITHIN 100 FT UPSLOPE OF RECEIVING WATERS. FILTER CURTAIN MAY BE INSTALLED IN AREAS BELOW OHW OR WHERE MARSH AREA HAS WATER DEEP ENOUGH TO FLOAT THE CURTAIN. IF CONSTRUCTION IS DONE DURING DRY CONDITIONS WOVEN WIRE REINFORCED SILT FENCE CAN BE USED IN THESE AREAS.

PROJECT AREAS WITH MINOR POTENTIAL FOR EXPOSED SOILS TO DRAIN OUTSIDE THE PROJECT AREA MAY USE STAKED FIBER ROLLS (EROSION LOGS) TO CAPTURE SEDIMENT AND PROTECT DOWNGRADIENT AREAS.

6.6 SLOW DOWN CHANNELIZED RUNOFF

CHECK STRUCTURES SHALL BE UTILIZED TO REDUCE THE VELOCITY, AND THUS THE EROSION POTENTIAL, OF CONCENTRATED FLOW IN CHANNELS.

CHECK STRUCTURES ARE NOT ANTICIPATED TO BE REQUIRED FOR THIS PROJECT DUE TO THE LOW GRADIENT CHARACTERISTICS OF THE PROJECT SITE.

7. CONSTRUCT PERMANENT CONTROLS

PERMANENT STORMWATER TREATMENT DEVICES SHALL BE INSTALLED AS SHOWN ON THE PLANS AND IN ACCORDANCE WITH PERMIT CONDITIONS.

STORMWATER TREATMENT FOR THIS PROJECT WILL BE ACCOMPLISHED AS DESCRIBED IN DEC STORMWATER PERMIT 7846-INDS. IN ACCORDANCE WITH THIS PERMIT, STORMWATER RUNOFF WILL BE TREATED VIA DISCONNECTION VIA SHEET FLOW OR BY CONVEYANCE VIA DRY SWALE AND UNDERDRAINS.

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.

DEWATERING OF SURFACE WATER MAY BE REQUIRED AT THE CHARCOAL CREEK CULVERT AND OTHER DRAINAGE CULVERT REPLACEMENT SITES. LOCATIONS WHERE DEWATERING WILL BE REQUIRED WILL BE AT THE DISCRETION OF THE ENGINEER. THE CONTRACTOR SHALL USE A FILTER BAG FOR DEWATERING AT THESE LOCATIONS. ALL COSTS FOR TREATMENT OF DISCHARGE OF DEWATERING SHALL BE PAID FOR UNDER CONTRACT ITEM 653.45 - FILTER BAG.

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

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

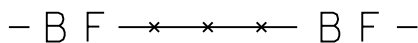

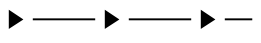



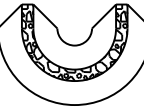
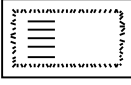
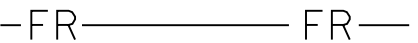

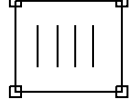


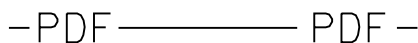
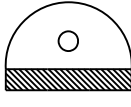
INSPECTION AND MONITORING OF THE PROJECT'S EPSC MEASURES SHALL BE CONDUCTED IN ACCORDANCE WITH STANDARD SPECIFICATION 653.04 MONITORING EROSION PREVENTION AND SEDIMENT CONTROL PLAN, ALONG WITH PERMIT SPECIFIC INSPECTION REQUIREMENTS.

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.

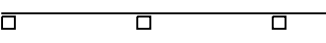
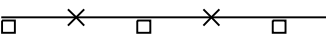
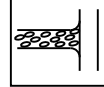
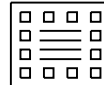




PROJECT NAME: SWANTON
PROJECT NUMBER: NH 036-1(9)

FILE NAME: z96b032.epsc.Narr.dgn PLOT DATE: 9/13/2023
PROJECT LEADER: G. BAKOS DRAWN BY: C. CILLEY
DESIGNED BY: R. WILDEY CHECKED BY: G. BAKOS
EPSC NARRATIVE SHEET 2 SHEET 98 OF 307

BARRIER FENCE (LINE STYLE) 653.50	-BF- 
BRUSH LAYER 653.75, DETAIL	
CHECK DAM (LINE STYLE) 653.25, DETAIL	
COFFERDAM (LINE STYLE) 208.40	
CURB DROP INLET PROTECTION 653.40, DETAIL	
DUST CONTROL 609.10 & 15	
PIPE INLET PROTECTION 653.40, DETAIL	
EXCAVATED DROP INLET PROTECTION 653.40, DETAIL	
FIBER ROLL (EROSION LOG) 653.60, DETAIL	-FR- 
FILTER BAG 653.45, DETAIL	
FILTER FABRIC DROP INLET PROTECTION 653.40, DETAIL	
LIVE CUTTINGS/LIVE STAKES PLANTING 653.70, DETAIL	
LIVE FASCINE 653.65, DETAIL	
PROJECT DEMARCATION FENCE (LINE STYLE) 653.55	-PDF- 
ROLLED EROSION CONTROL PRODUCT (RECP) 653.20 (TEMP. EROSION MATTING)	
SEDIMENT BASIN INCIDENTAL TO COFFERDAM 208.40	

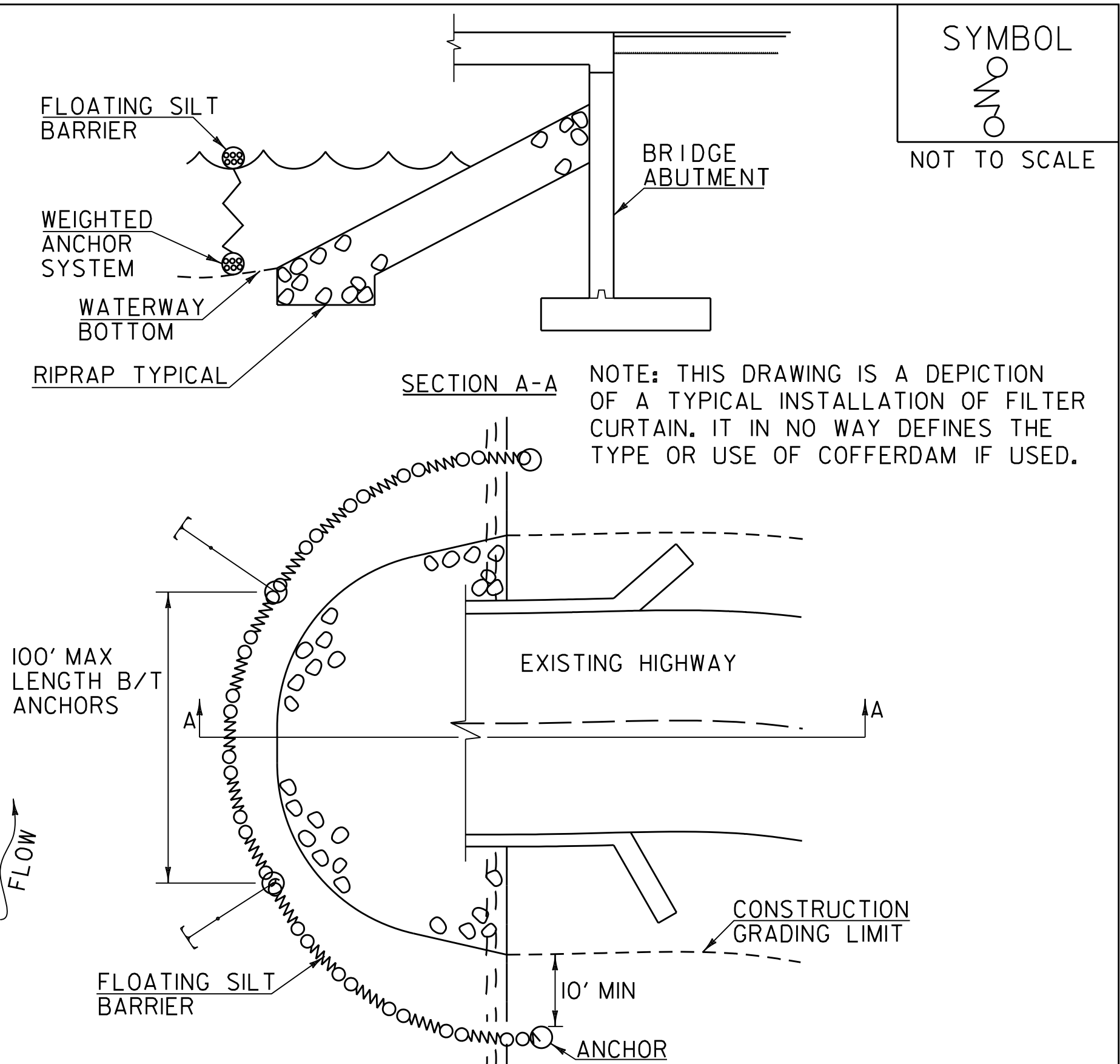
ADAPTED FROM DETAILS PROVIDED BY: NEW YORK STATE DEC
ORIGINALLY DEVELOPED BY USDA-NRCS
VERMONT DEPARTMENT OF ENVIRONMENTAL CONSERVATION


STANDARD SYMBOLS

SILT FENCE (LINE STYLE) 653.475, DETAIL	
SILT FENCE WOVEN WIRE (LINE STYLE) 653.476, DETAIL	
STABILIZED CONSTRUCTION ENTRANCE 653.35, DETAIL, VEHICLE TRACKING PAD	
STONE & BLOCK DROP INLET PROTECTION 653.40, DETAIL	
SURFACE ROUGHENING INCIDENTAL TO CONTRACT	
FILTER CURTAIN 649.61, DETAIL, FILTER CURTAIN	
PROPOSED UNDERDRAIN	
SWAMP PAD WETLAND MATTING (BY OTHERS)	

ADAPTED FROM DETAILS PROVIDED BY: NEW YORK STATE DEC
ORIGINALLY DEVELOPED BY USDA-NRCS
VERMONT DEPARTMENT OF ENVIRONMENTAL CONSERVATION

STANDARD SYMBOLS



SYMBOL

NOT TO SCALE

NOTE: THIS DRAWING IS A DEPICTION OF A TYPICAL INSTALLATION OF FILTER CURTAIN. IT IN NO WAY DEFINES THE TYPE OR USE OF COFFERDAM IF USED.

CONSTRUCTION SPECIFICATIONS

1. FILTER CURTAIN SHALL NOT BE PLACED ACROSS A FLOWING WATERWAY, OR IN A WATERWAY WITH STREAM VELOCITIES GREATER THAN 1.5 FEET/SECOND.
2. MAXIMUM 100' LENGTH BETWEEN ANCHORS.
3. LAST SECTION SHALL TERMINATE A MINIMUM OF 10' BEYOND LIMIT OF DISTURBANCE.
4. THE WEIGHTED ANCHOR SYSTEM SHALL BE A TYPE WHICH ALLOWS THE CURTAIN TO CONFORM TO THE BOTTOM OF THE WATERWAY.
5. THE CURTAIN SHALL BE REMOVED BY SLOWLY PULLING TOWARD THE SHORE MINIMIZING THE ESCAPE OF SEDIMENTS INTO WATERWAY.

FILTER CURTAIN

REVISIONS	
APRIL 1, 2008	WHF
JANUARY 13, 2009	WHF
SEPTEMBER 4, 2009	WHF

THIS WORK SHALL BE PERFORMED IN ACCORDANCE WITH SECTION 649 FOR GEOTEXTILE FOR FILTER CURTAIN (PAY ITEM 649.61).

DETAILS ARE NOT TO SCALE



PROJECT NAME: SWANTON	PLOT DATE: 9/13/2023
PROJECT NUMBER: NH 036-1(9)	DRAWN BY: C. CILLEY
FILE NAME: z96b032.epsc_det.dgn	DESIGNED BY: M. BOGUE
PROJECT LEADER: G. BAKOS	CHECKED BY: G. BAKOS
EPSC DETAILS (1 of 3)	SHEET 99 OF 307

VAOT LOW GROW/FINE FESCUE MIX						
LBS/AC						
WEIGHT	BROADCAST	HYDROSEED	NAME	LATIN NAME	GERM	PURITY
38%	57	95	CREeping RED FESCUE	FESTUCA RUBRA VAR. RUBRA	90%	98%
29%	43.5	72.5	HARD FESCUE	FESTUCA LONGIFOLIA	85%	95%
15%	22.5	37.5	CHEWINGS FESCUE	FESTUCA RUBRA VAR. COMMUTATA	87%	95%
15%	22.5	37.5	ANNUAL RYEGRASS	LOLIUM MULTIFLORUM	90%	95%
3%	4.5	7.5	INERTS			
100%	150	250				

VAOT RURAL AREA MIX						
LBS/AC						
WEIGHT	BROADCAST	HYDROSEED	NAME	LATIN NAME	GERM	PURITY
37.5%	22.5	45	CREeping RED FESCUE	FESTUCA RUBRA VAR. RUBRA	85%	98%
37.5%	22.5	45	TALL FESCUE	FESTUCA ARUNDINACEA	90%	95%
5.0%	3	6	RED TOP	AGROSTIS GIGANTEA	90%	95%
15.0%	9	18	WHITE FIELD CLOVER	TRIFOLIUM REPENS	85%	98%
5.0%	3	6	ANNUAL RYE GRASS	LOLIUM MULTIFLORUM	85%	95%
100%	60	120				

GENERAL AMENDMENT GUIDANCE		
FERTILIZER	LIME	
10/20/10	AG LIME	PELLITIZED
500 LBS/AC	2 TONS/AC	1 TONS/AC

CONSTRUCTION GUIDANCE

- SEED MIX: THE CONTRACTOR SHALL COORDINATE WITH THE RESIDENT ENGINEER ON WHICH SEED MIX TO USE.
- SEED MIX: USE AS INDICATED IN THE PLANS AND/OR FOR ALL ESTABLISHED UPLAND (NON WETLAND) AREAS DISTURBED BY THE CONTRACTOR.
- ALL SEED MIXTURES: SHALL NOT HAVE A WEED CONTENT EXCEEDING 0.40% BY WEIGHT AND SHALL BE FREE OF ALL NOXIOUS SEED.
- FERTILIZER AND LIMESTONE: SHALL FOLLOW RATES SHOWN ON PLAN OR AS DIRECTED BY THE ENGINEER.
- 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.
- STRAW MULCH: TO BE PLACED ON EARTH SLOPES IN WETLANDS AND WETLAND BUFFERS AT THE RATE OF 2 TONS/ACRE, ACHIEVE 90% GROUND COVER OR AS DIRECTED BY THE ENGINEER.
- HYDROSEEDING: ALTHOUGH GUIDANCE IS GIVEN ABOVE THE SITE CONDITIONS AND THE TYPE OF HYDROSEED PROPOSED FOR USE WILL ULTIMATELY DICTATE THE AMOUNTS AND TYPES OF SOIL AMENDMENTS TO BE APPLIED.
- TURF ESTABLISHMENT: PLACING SEED, FERTILIZER, LIME AND MULCH PRIOR TO SEPTEMBER 15 AND AFTER APRIL 15 CAN BETTER ENSURE A VIGOROUS GROWTH OF GRASS.

ADAPTED FROM VTRANS TECHNICAL LANDSCAPE MANUAL FOR ROADWAYS AND TRANSPORTATION FACILITIES	TURF ESTABLISHMENT
THIS WORK SHALL BE PERFORMED IN ACCORDANCE WITH SECTION 651 FOR SEED (PAY ITEM 651.15)	REVISIONS
	JANUARY 12, 2015 WHF

VAOT URBAN LAWN MIX						
LBS/AC						
WEIGHT	BROADCAST	HYDROSEED	NAME	LATIN NAME	GERM	PURITY
42.5%	34	68	CREeping RED FESCUE	FESTUCA RUBRA X RUBRA	85%	98%
20.0%	16	32	PERENNIAL RYE GRASS	LOLIUM PERENNE	90%	95%
32.5%	26	52	KENTUCKY BLUE GRASS	POA PRATENSIS	85%	85%
5.0%	4	8	ANNUAL RYE GRASS	LOLIUM MULTIFLORUM	85%	95%
100%	80	160				

WET AREA SEED MIX	
SEED	% WEIGHT
VIRGINIA WILD RYE GRASS	20
FOX SEDGE	10
AMERICAN MANNAGRASS	20
GIANT BUR-REED	10
COMMON THREE-SQUARE	20
SOFT-STEM BULRUSH	10
CANADA RUSH	10

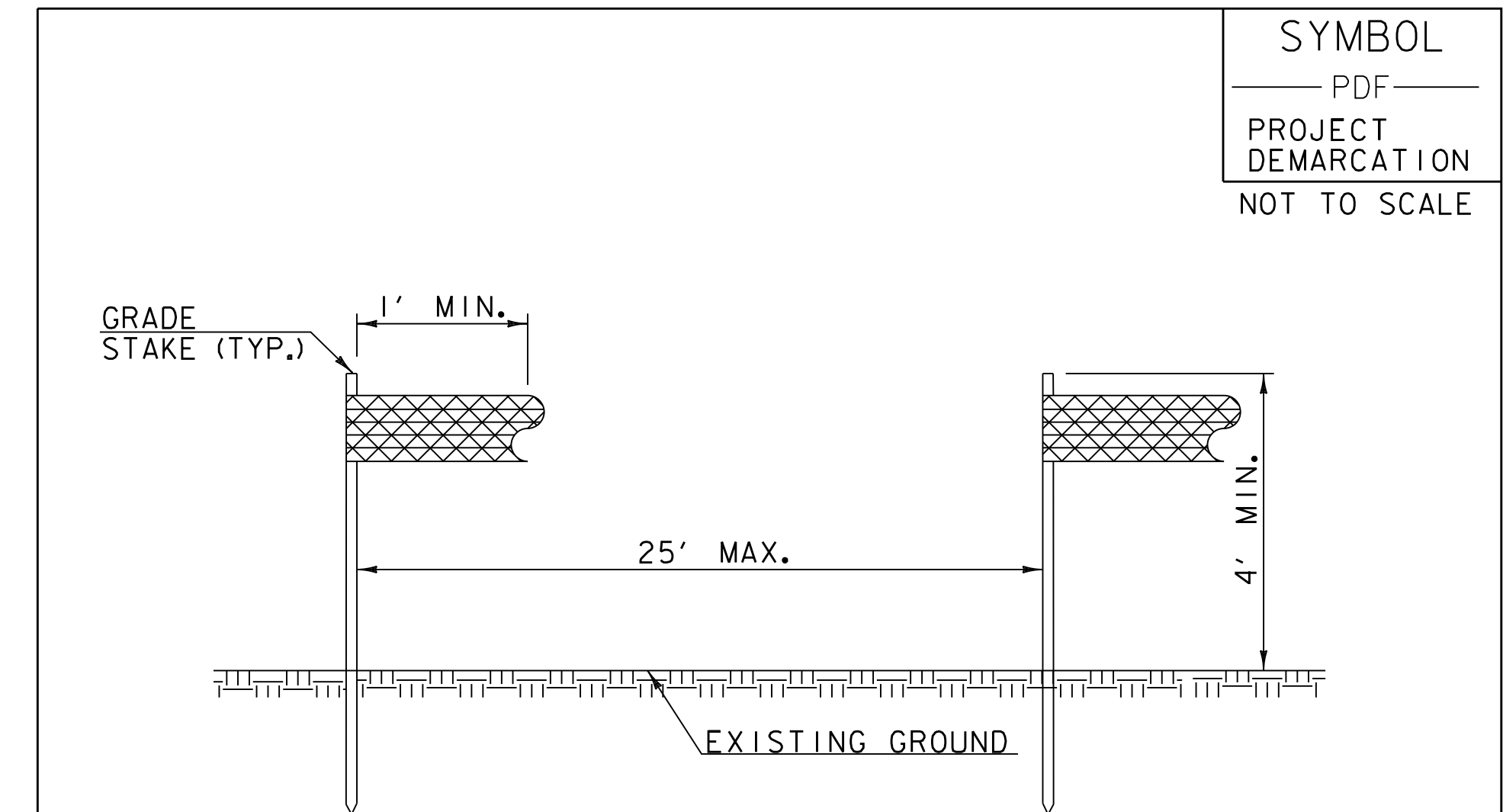
RATE OF APPLICATION: 10# PER ACRE (UP TO 15# PER ACRE IF HYDROSEEDDED)

GENERAL AMENDMENT GUIDANCE		
FERTILIZER	LIME	
10/20/10	AG LIME	PELLITIZED
500 LBS/AC	2 TONS/AC	1 TONS/AC

CONSTRUCTION GUIDANCE

- SEED MIX: THE URBAN AREA MIX SHALL NOT BE USED IN WETLANDS OR ANY WATERS OF THE STATE OF VERMONT.
- SEED MIX: USE ONLY AS INDICATED IN THE PLANS.
- SEED MIX: SHALL NOT HAVE A WEED CONTENT EXCEEDING 0.40% BY WEIGHT AND SHALL BE FREE OF ALL NOXIOUS SEED.
- FERTILIZER AND LIMESTONE: SHALL FOLLOW RATES SHOWN ON PLAN OR AS DIRECTED BY THE ENGINEER
- 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.
- STRAW MULCH: TO BE PLACED ON EARTH SLOPES IN WETLANDS AND WETLAND BUFFERS AT THE RATE OF 2 TONS/ACRE, ACHIEVE 90% GROUND COVER OR AS DIRECTED BY THE ENGINEER.
- HYDROSEEDING: ALTHOUGH GUIDANCE IS GIVEN ABOVE THE SITE CONDITIONS AND THE TYPE OF HYDROSEED PROPOSED FOR USE WILL ULTIMATELY DICTATE THE AMOUNTS AND TYPES OF SOIL AMENDMENTS TO BE APPLIED.
- TURF ESTABLISHMENT: PLACING SEED, FERTILIZER, LIME AND MULCH PRIOR TO SEPTEMBER 15 AND AFTER APRIL 15 CAN BETTER ENSURE A VIGOROUS GROWTH OF GRASS.

ADAPTED FROM VTRANS TECHNICAL LANDSCAPE MANUAL FOR ROADWAYS AND TRANSPORTATION FACILITIES	TURF ESTABLISHMENT
THIS WORK SHALL BE PERFORMED IN ACCORDANCE WITH SECTION 651 FOR SEED (PAY ITEM 651.15)	REVISIONS
	JANUARY 22, 2015 WHF



CONSTRUCTION SPECIFICATIONS

ALTERNATIVE PROJECT DEMARCATION MAY BE USED WHERE INDICATED ON THE PLANS OR AS DIRECTED BY THE OSPC.

- BARRIER MESH TAPE OR ROPE SHALL BE INSTALLED ALONG THE PERIMETER OF THE PROJECT AREA TO DEMARCAT THE LIMIT OF DISTURBANCE. NO EARTHWORK OR STORAGE OF MATERIALS SHALL BE CONDUCTED BEYOND THIS LIMIT WITHOUT PRIOR APPROVAL FROM THE OSPC.
- USE 3" ORANGE BARRIER MESH TAPE OR 1/2" YELLOW POLYPROPYLENE ROPE. CUT IN MINIMUM 12 INCH LENGTHS AND STAPLED TO GRADE STAKES TO SERVE AS A VISUAL DEMARCATION OF THE PROJECT LIMITS.
- TAPE OR ROPE SHALL BE FASTENED TO STAKES, TREES OR OTHER APPROPRIATE FIXED OBJECTS, SPACED SO THAT THERE IS NO MORE THAN 50' BETWEEN FLAGS.
- PROJECT DEMARCATION SHALL NOT CROSS ACTIVE ACCESS ROUTES (E.G., ROADS). PROJECT DEMARCATION MAY CROSS RESOURCE AREAS WITH EXCEPTION OF LARGE WATER BODIES WHERE IT IS NOT FEASIBLE OR ADVISABLE.
- PERIMETER CONTROLS SHALL REMAIN IN PLACE AND BE MAINTAINED/REPLACED AS NEEDED UNTIL FINAL STABILIZATION IN AREA HAS BEEN ACHIEVED.

PROJECT DEMARCATION USING FLAGS

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 SPECIAL PROVISION 900.620 (PROJECT DEMARCATION USING FLAGS) (PAY ITEM 900.620) AND AS SPECIFIED IN THE CONTRACT.

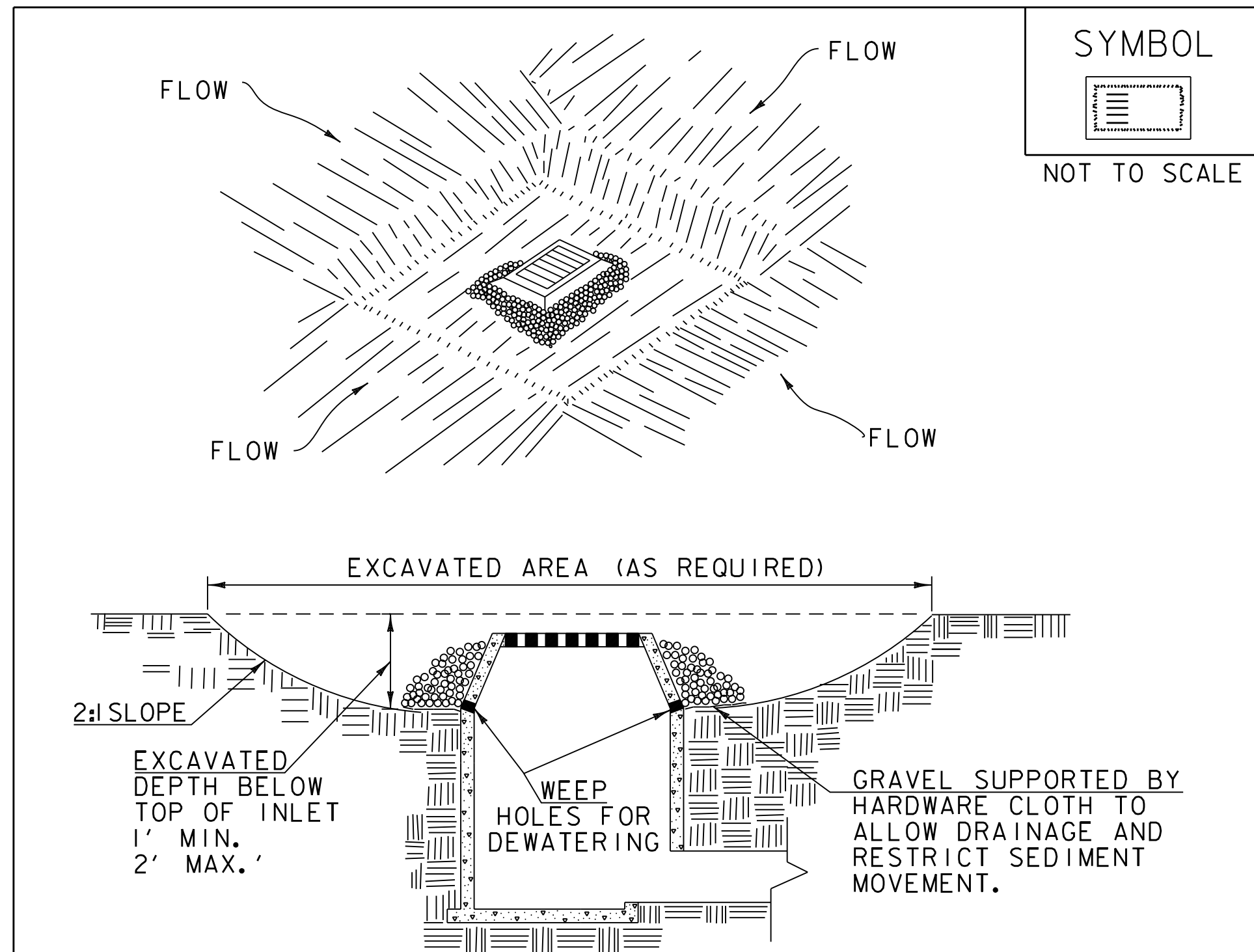
DETAILS ARE NOT TO SCALE



PROJECT NAME: SWANTON
PROJECT NUMBER: NH 036-1(9)

FILE NAME: z96b032.epsc.det.dgn
PROJECT LEADER: G. BAKOS
DESIGNED BY: M. BOGUE
EPSC DETAILS (2 of 3)

PLOT DATE: 9/13/2023
DRAWN BY: C. CILLEY
CHECKED BY: G. BAKOS
SHEET 100 OF 307



CONSTRUCTION SPECIFICATIONS

1. CLEAR THE AREA OF ALL DEBRIS THAT WILL HINDER EXCAVATION.
2. GRADE APPROACH TO THE INLET UNIFORMLY AROUND THE BASIN.
3. WEEP HOLES SHALL BE PROTECTED BY GRAVEL.
4. UPON STABILIZATION OF CONTRIBUTING DRAINAGE AREA, SEAL WEEP HOLES, FILL BASIN WITH STABLE SOIL TO FINAL GRADE, COMPACT IT PROPERLY AND STABILIZE WITH PERMANENT SEEDING.
5. MAXIMUM DRAINAGE AREA 1 ACRE

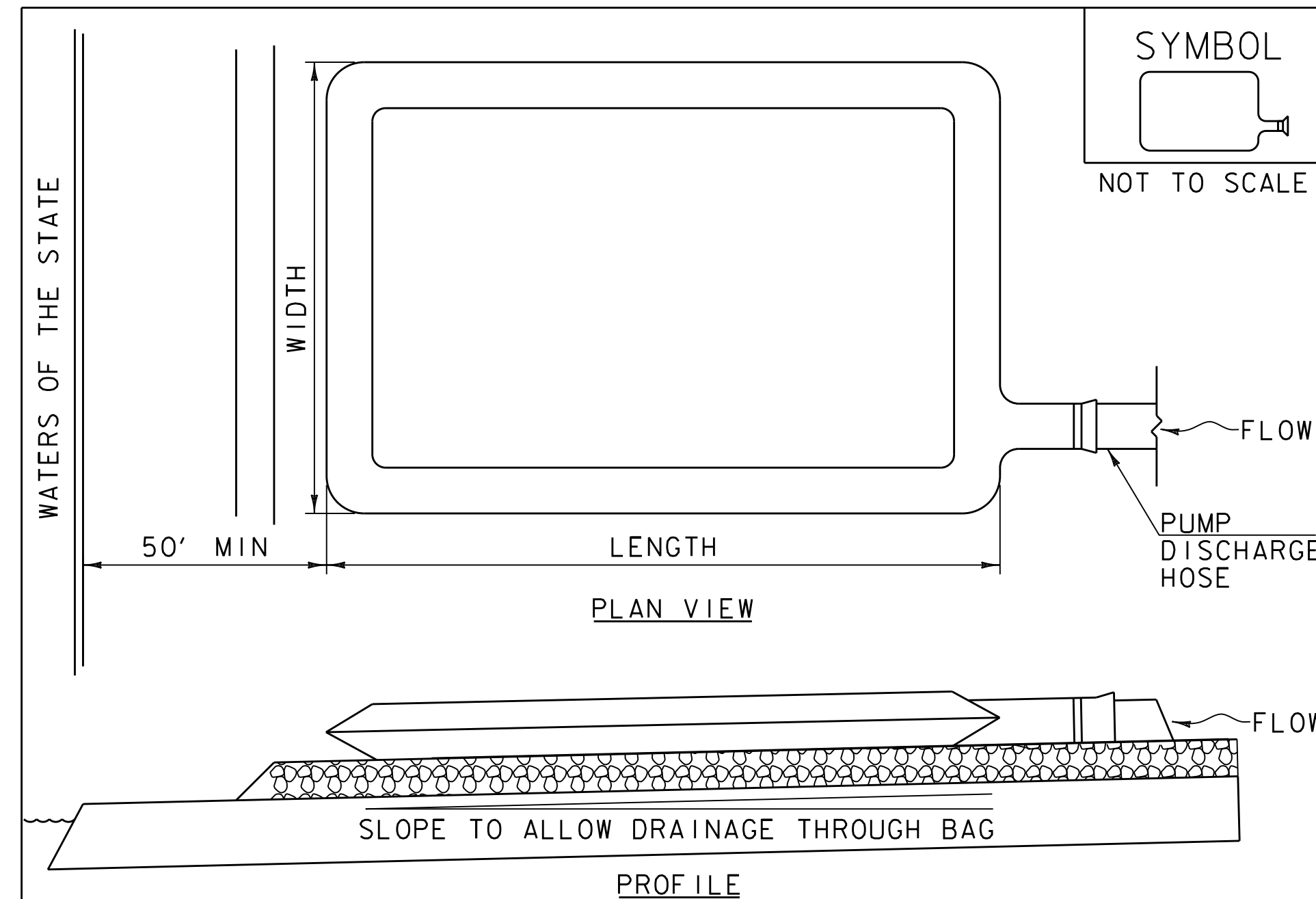
ADAPTED FROM DETAILS PROVIDED BY: NEW YORK STATE DEC
ORIGINALLY DEVELOPED BY USDA-NRCS
VERMONT DEPARTMENT OF ENVIRONMENTAL CONSERVATION

**EXCAVATED 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 I (PAY
ITEM 653.40).

REVISIONS	
MARCH 6, 2008	WHF
JANUARY 13, 2009	WHF



CONSTRUCTION SPECIFICATIONS

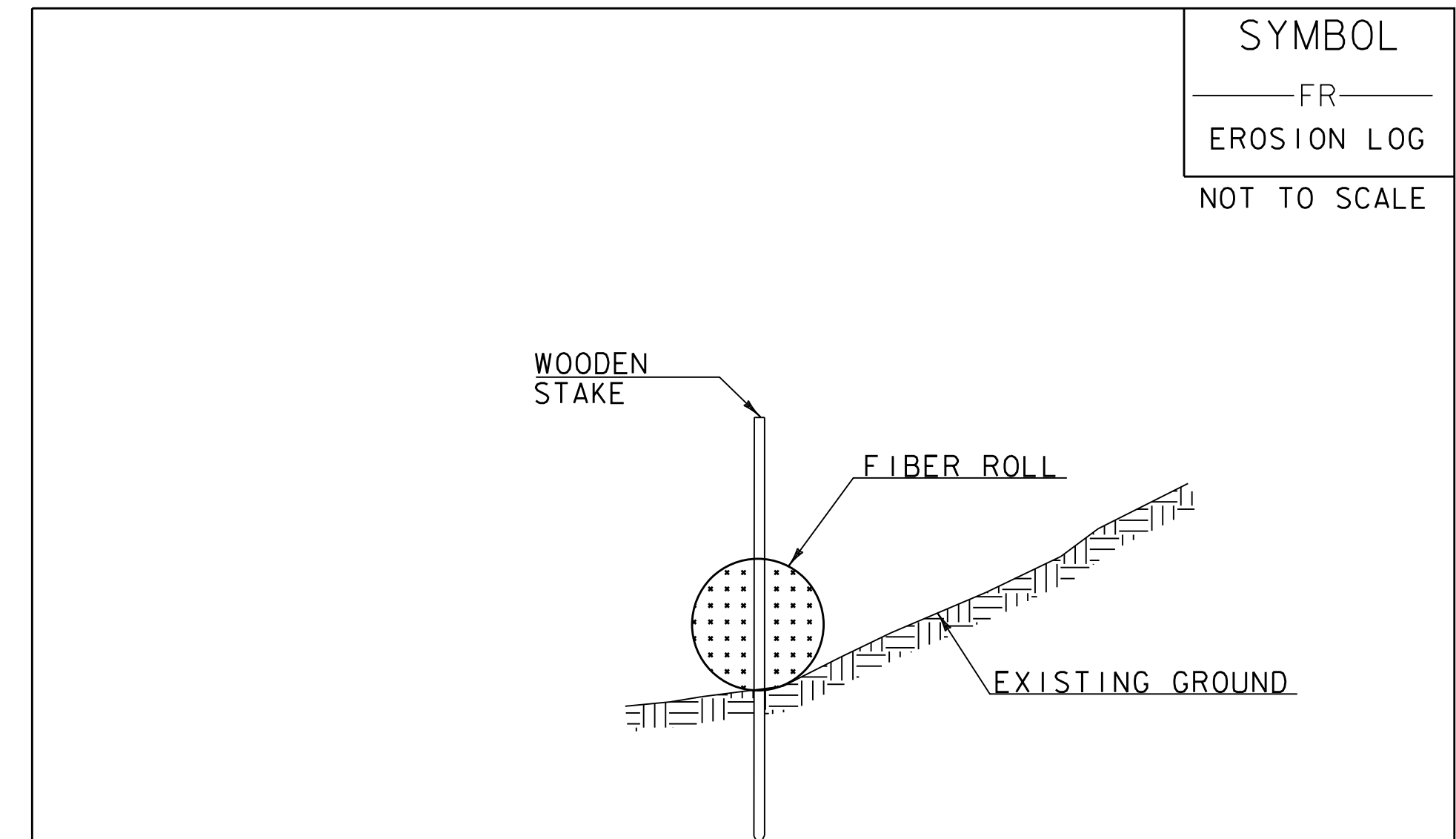
1. THE PRIMARY PURPOSE OF FILTER BAG IS TO RETAIN SILT, SAND, AND FINES DURING DEWATERING OPERATIONS.
2. FILTER BAGS SHALL BE INSTALLED ON A VEGETATED SLOPE GRADED TO ALLOW INCOMING WATER TO FLOW THROUGH THE BAG.
3. FILTER BAGS MAY ALSO BE PLACED ON COARSE AGGREGATE, STONE, OR HAYBALES TO INCREASE FILTRATION 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 653.45) AND AS
SPECIFIED IN THE CONTRACT.

REVISIONS	
MARCH 24, 2008	WHF
JANUARY 13, 2009	WHF



CONSTRUCTION SPECIFICATIONS

1. FIBER ROLL SHALL BE PLACED IN SHALLOW TRENCH UP TO 4", WHERE FEASIBLE, PLACING SOIL REMOVED FROM TRENCH BEHIND THE ROLL.
2. FIBER ROLL SHALL BE ANCHORED WITH 2" BY 2" WOODEN STAKES (36" LONG), OR SIMILAR, WHERE FEASIBLE, EITHER INSTALLED THROUGH CENTER OF ROLL (AS SHOWN) OR PLACED ON BOTH SIDES OF ROLL.
3. STAKES SHALL BE SPACED A MAXIMUM OF 4 FT APART.
4. FIBER ROLL TO BE REPLACED OR REPLENISHED AS NEEDED DURING ACTIVE EARTH WORK.
5. PERIMETER CONTROLS SHALL NOT CROSS ACTIVE ACCESS ROUTES (E.G., ROADS) OR ACTIVE FLOW PATHS (E.G., STREAMS/RIVERS).
6. PERIMETER CONTROLS SHALL REMAIN IN PLACE AND BE MAINTAINED/REPLACED AS NEEDED UNTIL FINAL STABILIZATION IN AREA HAS BEEN ACHIEVED.

**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 653.60) AND AS
SPECIFIED IN THE CONTRACT.

DETAILS ARE NOT TO SCALE

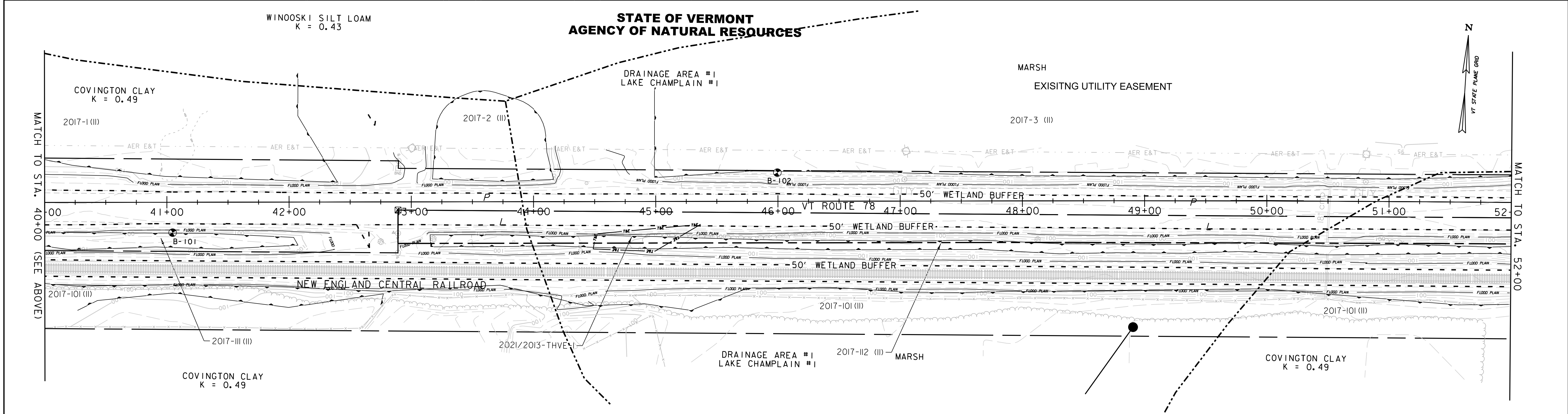
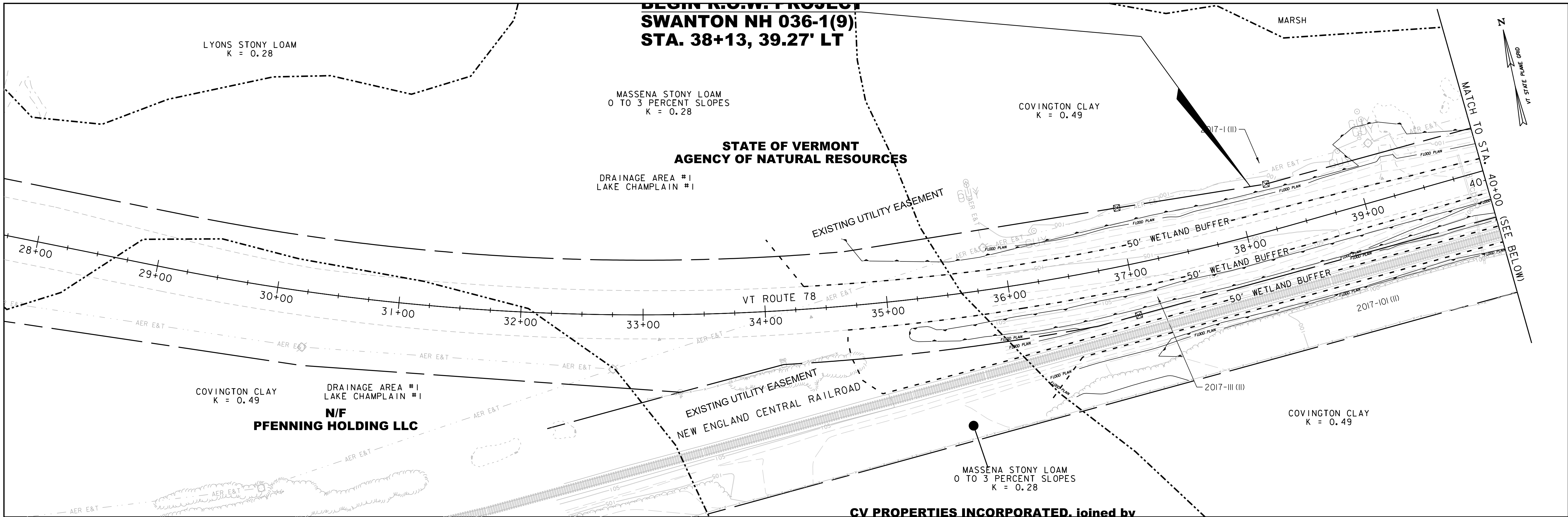


PROJECT NAME: SWANTON
PROJECT NUMBER: NH 036-1(9)

FILE NAME: z96b032.epsc_det.dgn
PROJECT LEADER: G. BAKOS
DESIGNED BY: M. BOGUE
EPSC DETAILS (3 of 3)

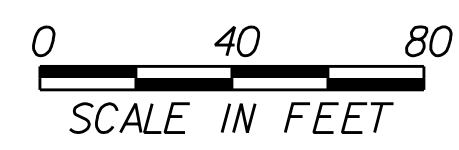
PLOT DATE: 9/13/2023
DRAWN BY: C. CILLEY
CHECKED BY: G. BAKOS
SHEET 101 OF 307

**DESIGN ROW PROJECT
SWANTON NH 036-1(9)
STA. 38+13, 39.27' LT**



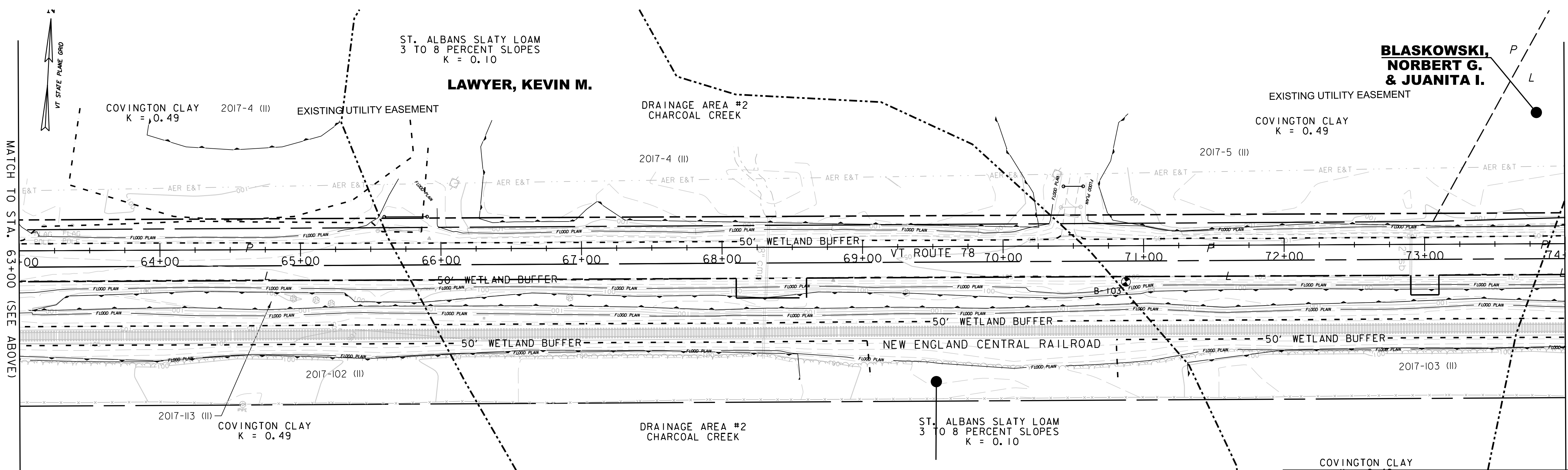
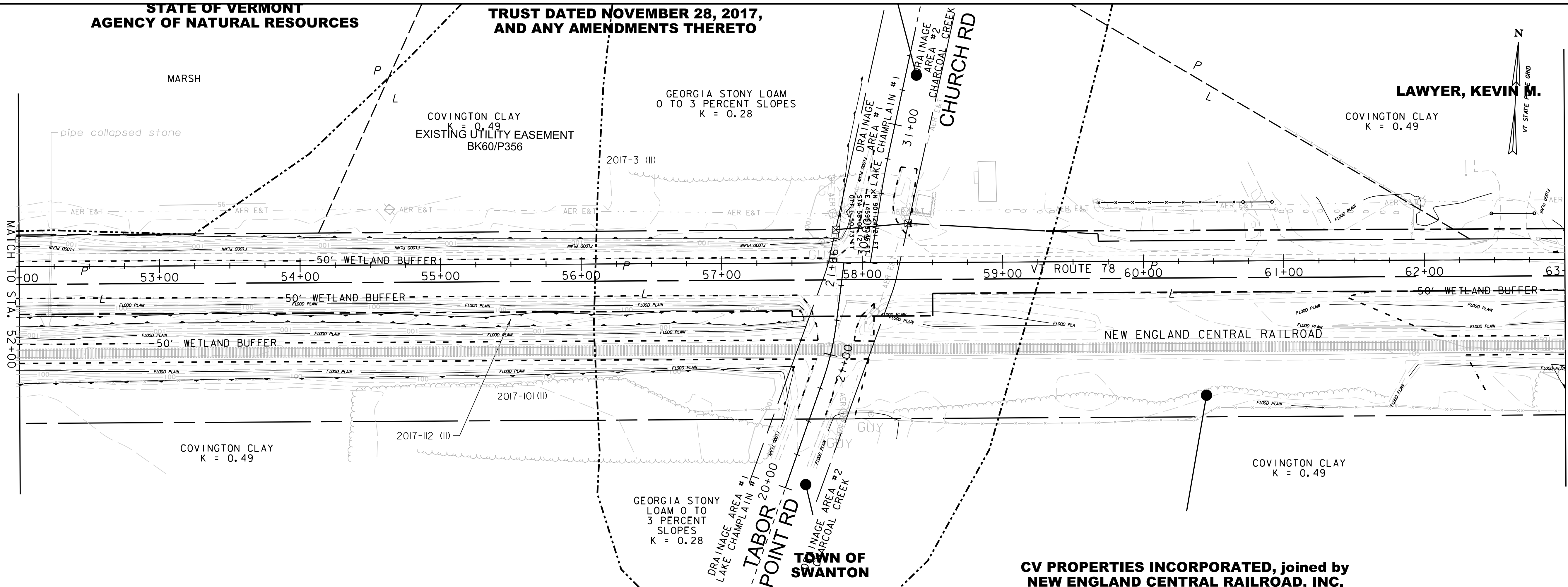
EPSC EXISTING NOTES

1. SEE EPSC DETAILS (1 OF 3) FOR EPSC PLAN SYMBOLOLOGY.



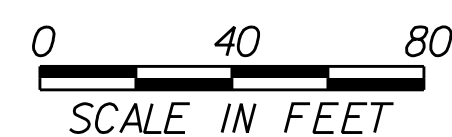
PROJECT NAME:	SWANTON	FILE NAME:	z96b032bdr_ECSP_Ext.dgn	PLOT DATE:	9/13/2023
PROJECT NUMBER:	NH 036-1(9)	PROJECT LEADER:	G. BAKOS	DRAWN BY:	C. CILLEY
		DESIGNED BY:	M. BOGUE	CHECKED BY:	G. BAKOS
		EPSC EXISTING CONDITIONS PLAN (1 OF 14)		SHEET	102 OF 307

LAWYER, KEVIN M.

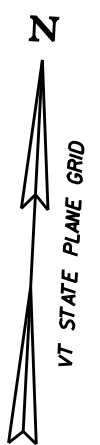


EPSC EXISTING NOTES

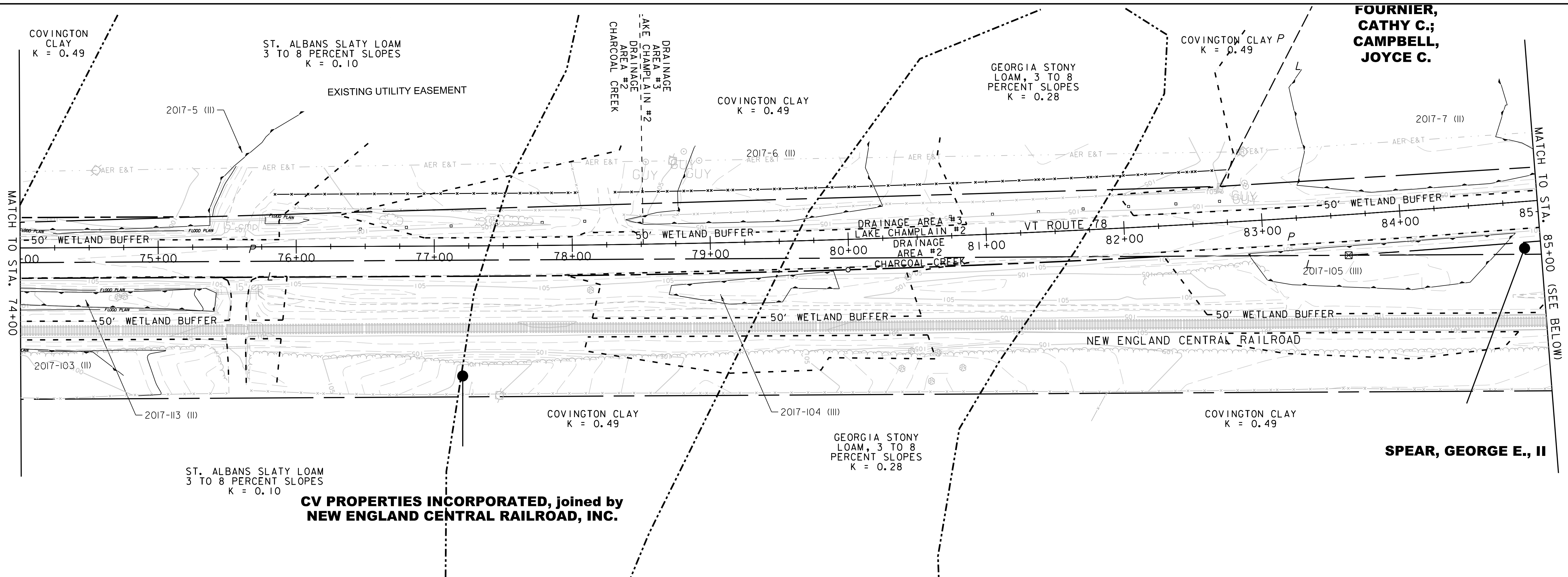
- SEE EPSC DETAILS (1 OF 3) FOR EPSC PLAN SYMBOLOLOGY.



COVINGTON CLAY	
PROJECT NAME:	SWANTON
PROJECT NUMBER:	NH 036-1(9)
FILE NAME:	z96b032bdr_ECSP_Ext.dgn
PROJECT LEADER:	G. BAKOS
DESIGNED BY:	M. BOGUE
EPSC EXISTING CONDITIONS PLAN (2 OF 14)	
PLOT DATE:	9/13/2023
DRAWN BY:	C. CILLEY
CHECKED BY:	G. BAKOS
SHEET	103 OF 307

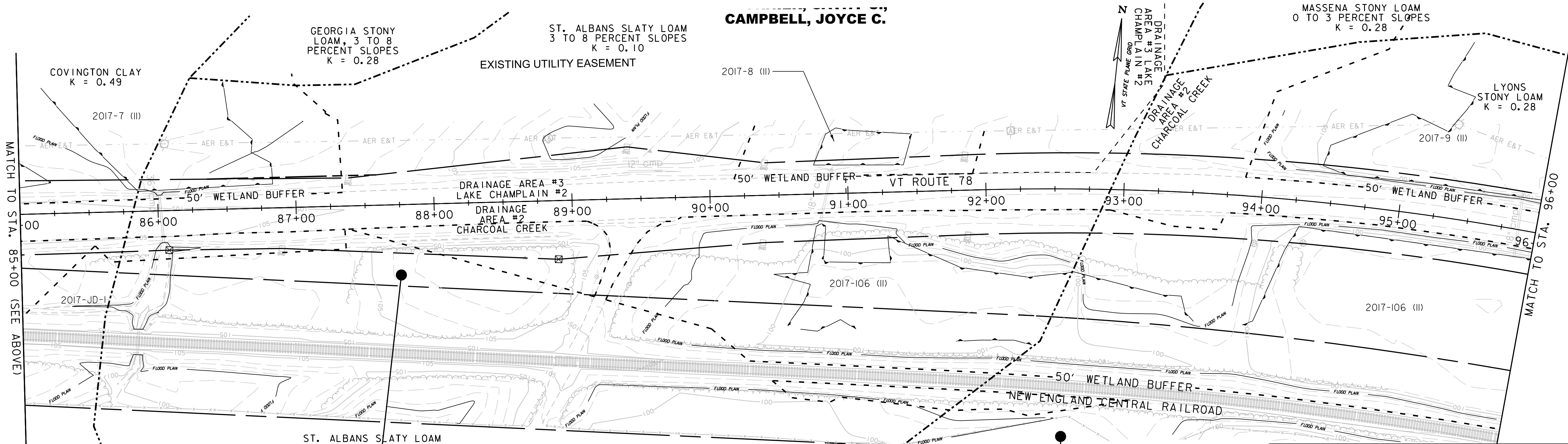


**FOURNIER,
CATHY C.;
CAMPBELL,
JOYCE C.**



**CV PROPERTIES INCORPORATED, joined by
NEW ENGLAND CENTRAL RAILROAD, INC.**

SPEAR, GEORGE E., II

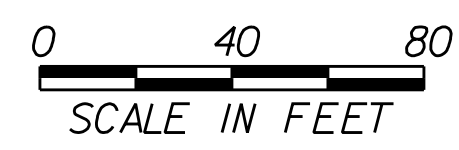


CAMPBELL, JOYCE C.

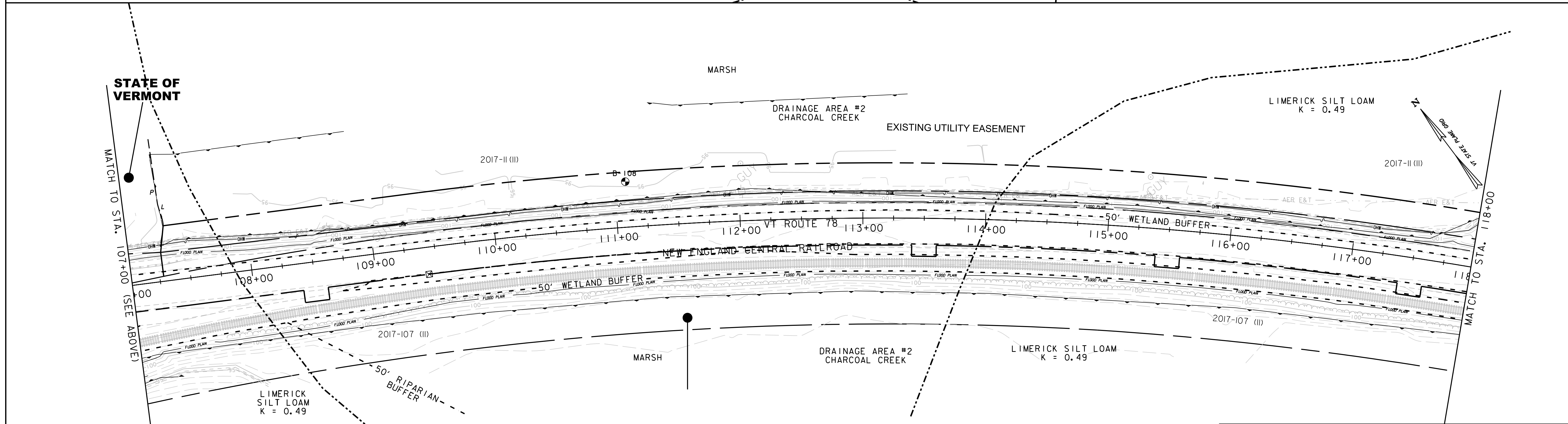
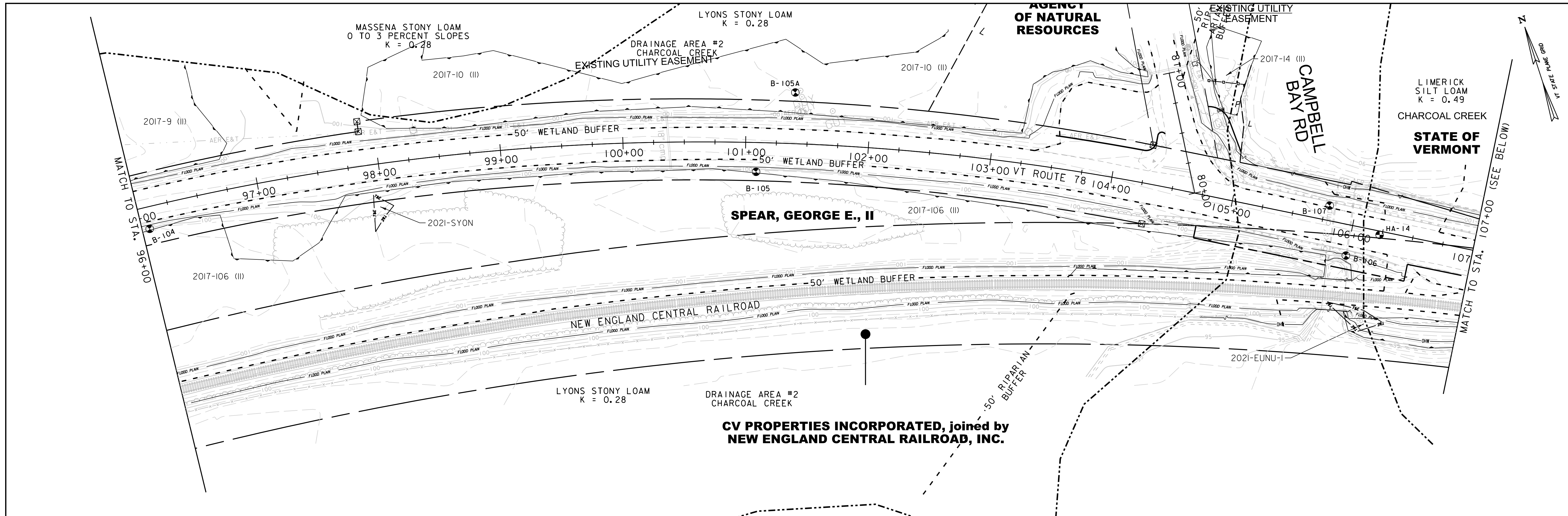
**LYONS STONY LOAM
K = 0.28**

EPSC EXISTING NOTES

1. SEE EPSC DETAILS (1 OF 3) FOR EPSC PLAN SYMBOLOLOGY.

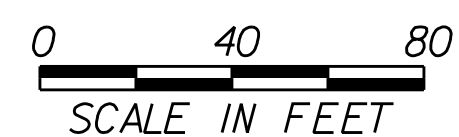


PROJECT NAME:	SWANTON	PLOT DATE:	9/13/2023
PROJECT NUMBER:	NH 036-1(9)	DRAWN BY:	C. CILLEY
FILE NAME:	z96b032bdr_ECSP_Ex.dgn	DESIGNED BY:	M. BOGUE
PROJECT LEADER:	G. BAKOS	CHECKED BY:	G. BAKOS
EPSC EXISTING CONDITIONS PLAN (3 OF 14)		SHEET	104 OF 307



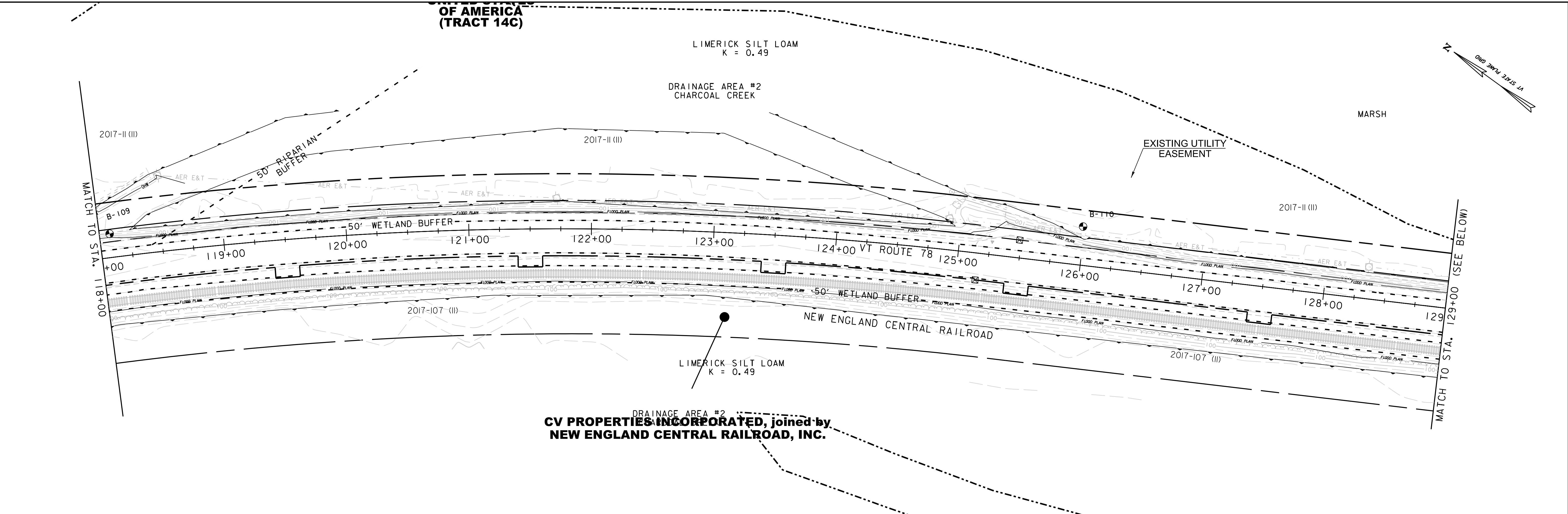
EPSC EXISTING NOTES

1. SEE EPSC DETAILS (1 OF 3) FOR EPSC PLAN SYMBOLOLOGY.



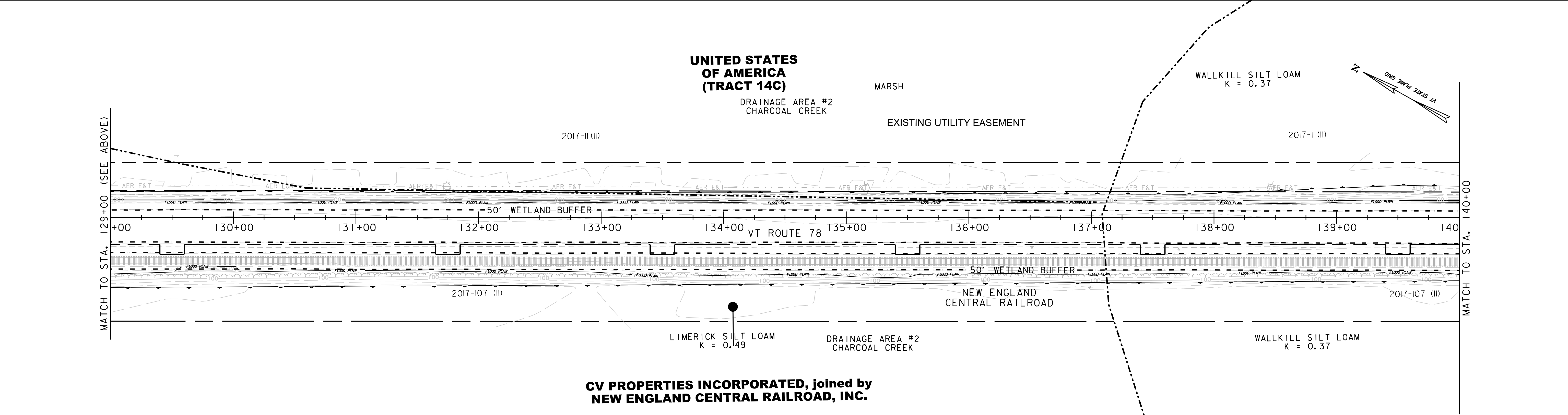
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PROJECT NUMBER:	NH 036-1(9)	PROJECT LEADER:	G. BAKOS	DRAWN BY:	C. CILLEY
		DESIGNED BY:	M. BOGUE	CHECKED BY:	G. BAKOS
		EPSC EXISTING CONDITIONS PLAN (4 OF 14)		SHEET	105 OF 307

UNITED STATES OF AMERICA (TRACT 14C)



**CV PROPERTIES INCORPORATED, joined by
NEW ENGLAND CENTRAL RAILROAD, INC.**

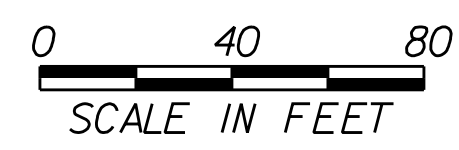
UNITED STATES OF AMERICA (TRACT 14C)



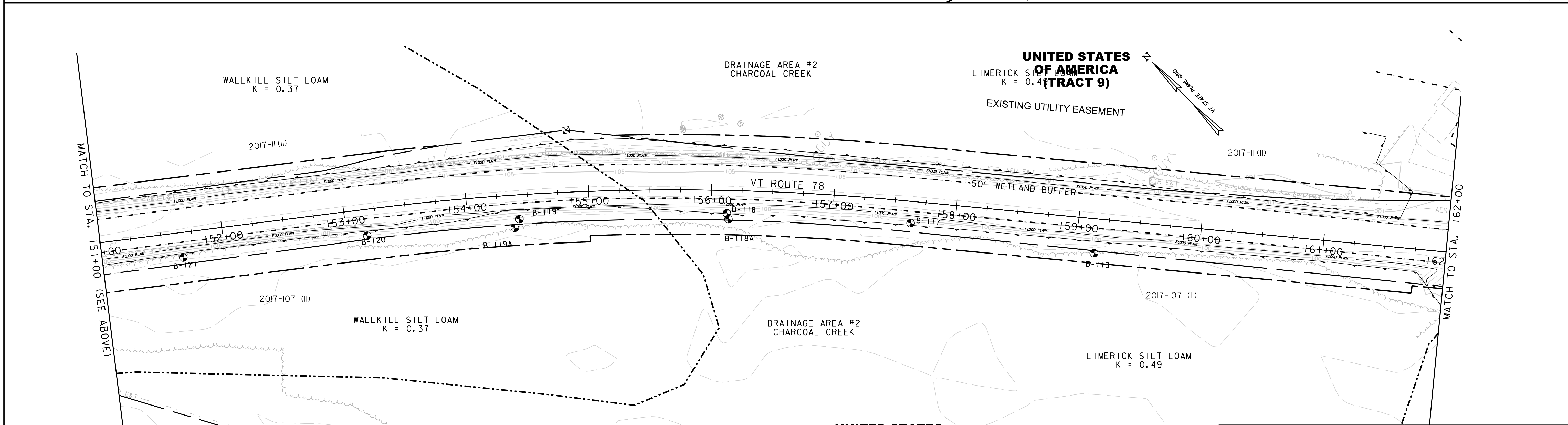
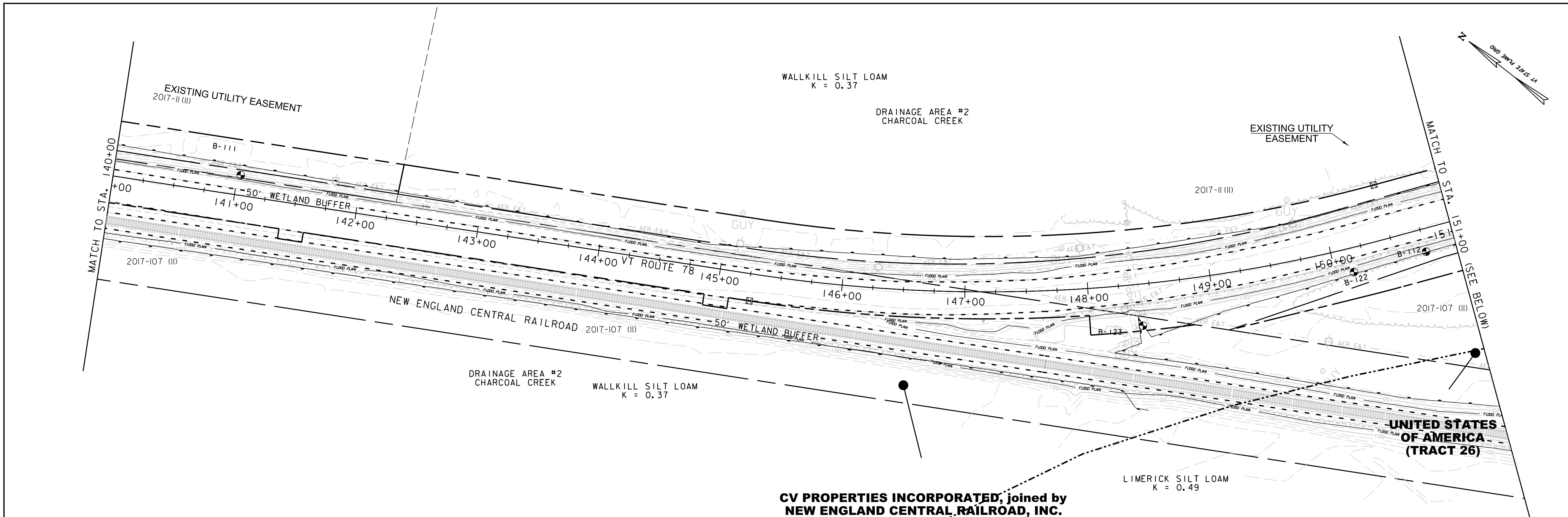
**CV PROPERTIES INCORPORATED, joined by
NEW ENGLAND CENTRAL RAILROAD, INC.**

EPSC EXISTING NOTES

- 1. SEE EPSC DETAILS (1 OF 3) FOR EPSC PLAN SYMBOLOLOGY.

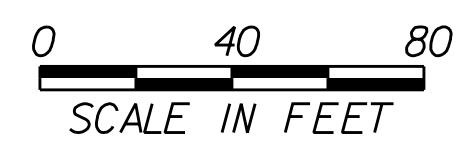


PROJECT NAME:	SWANTON	FILE NAME:	z96b032bdr_ECSP_Ext.dgn	PLOT DATE:	9/13/2023
PROJECT NUMBER:	NH 036-1(9)	PROJECT LEADER:	G. BAKOS	DRAWN BY:	C. CILLEY
		DESIGNED BY:	M. BOGUE	CHECKED BY:	G. BAKOS
		EPSC EXISTING CONDITIONS PLAN (5 OF 14)		SHEET	106 OF 307

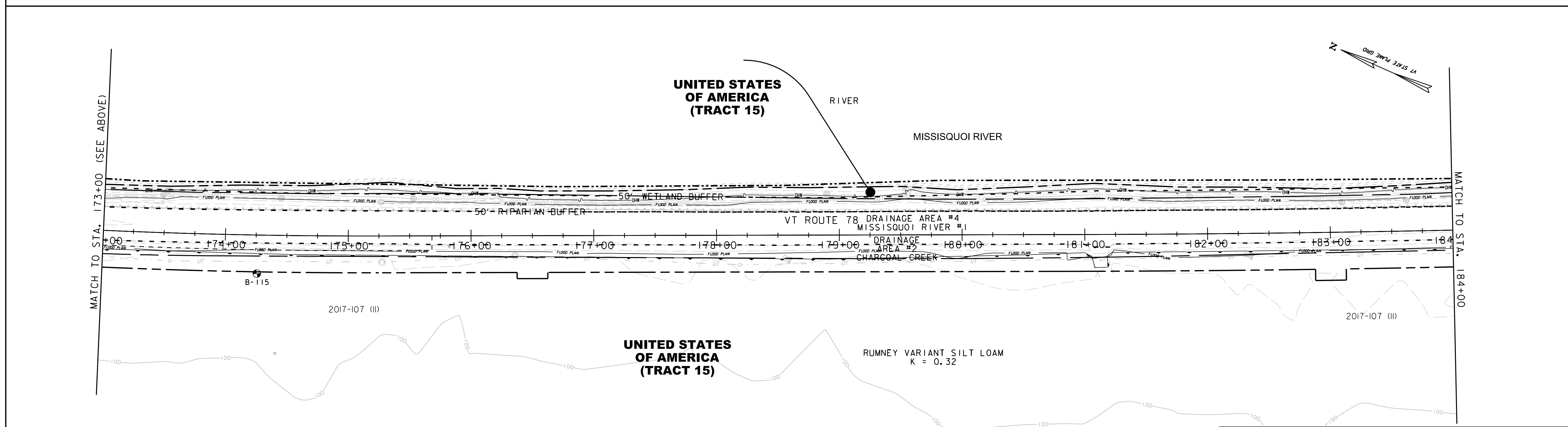
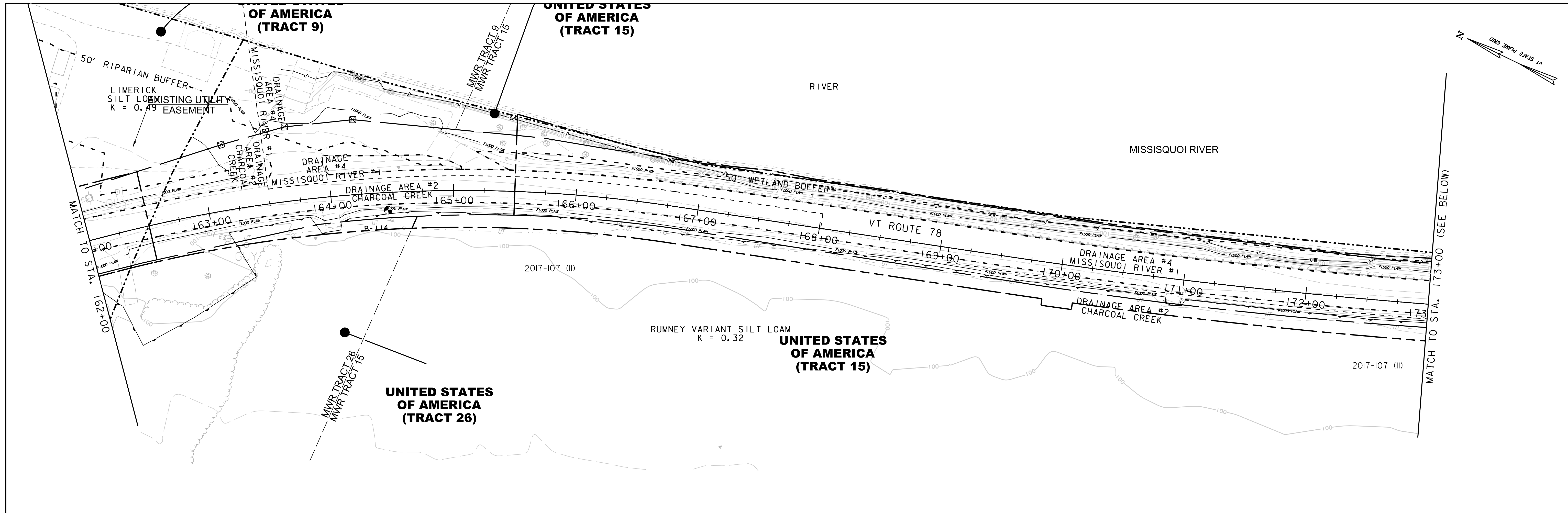


EPSC EXISTING NOTES

- 1. SEE EPSC DETAILS (1 OF 3) FOR EPSC PLAN SYMBOLOGY.

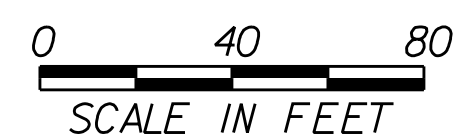


PROJECT NAME:	SWANTON	FILE NAME:	z96b032bdr_ECSP_Ext.dgn	PLOT DATE:	9/13/2023
PROJECT NUMBER:	NH 036-1(9)	PROJECT LEADER:	G. BAKOS	DRAWN BY:	C. CILLEY
		DESIGNED BY:	M. BOGUE	CHECKED BY:	G. BAKOS
		EPSC EXISTING CONDITIONS PLAN (6 OF 14)		SHEET	107 OF 307



EPSC EXISTING NOTES

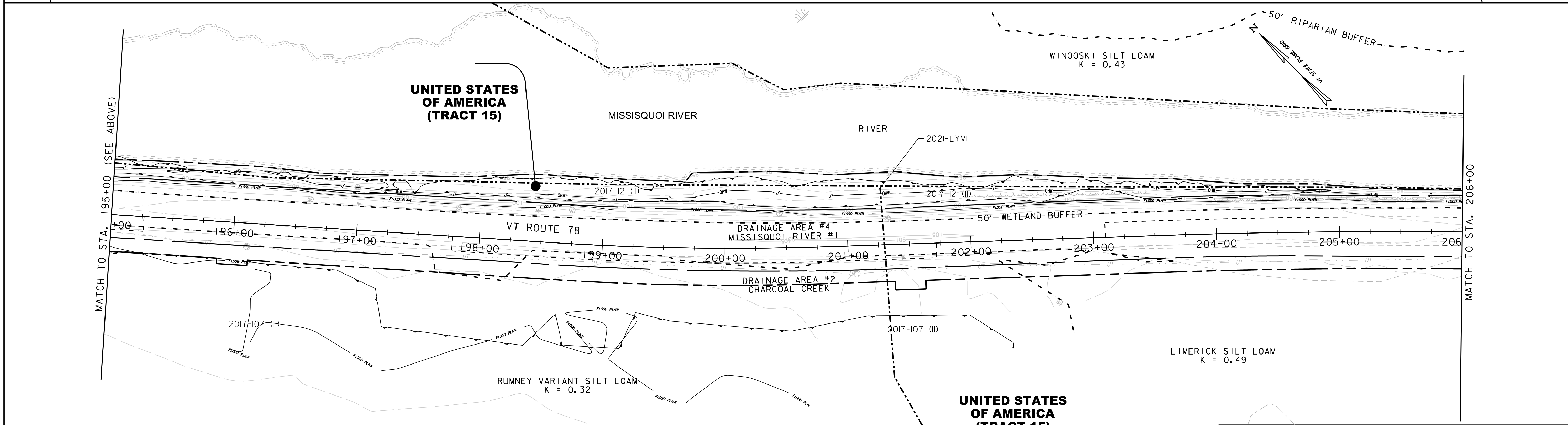
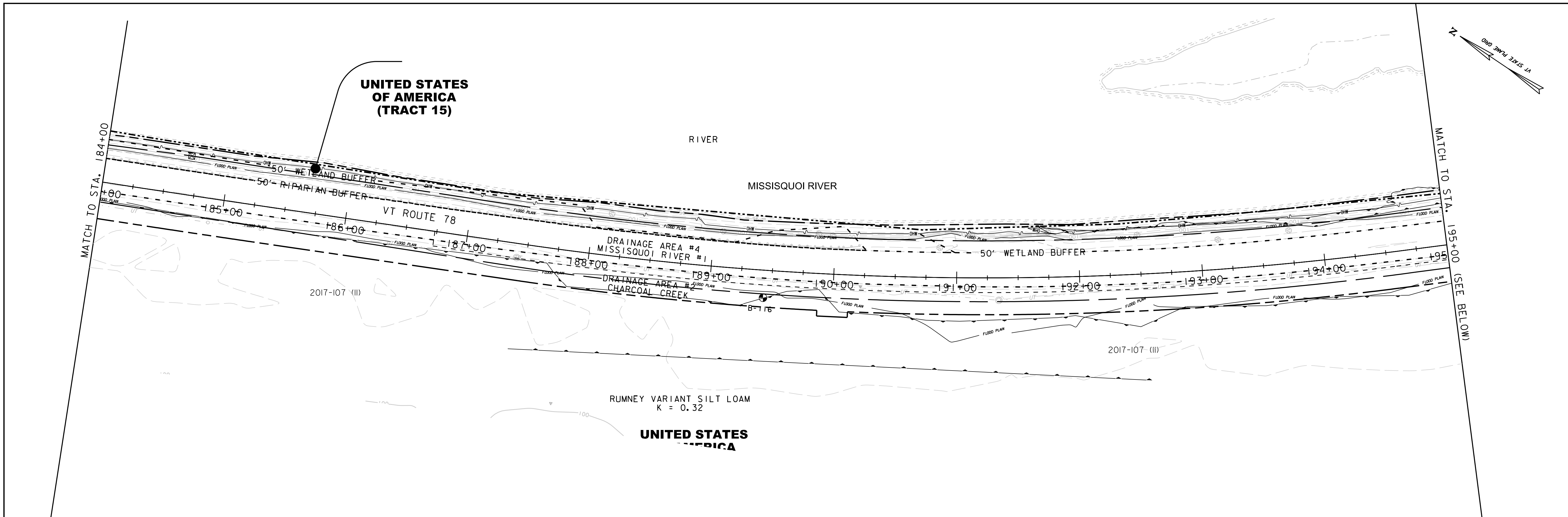
- SEE EPSC DETAILS (1 OF 3) FOR EPSC PLAN SYMBOLOGY.



PROJECT NAME: SWANTON
PROJECT NUMBER: NH 036-1(9)

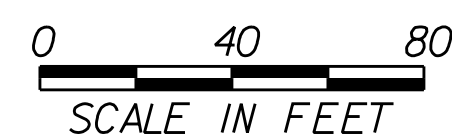
FILE NAME: z96b032bdr_ECSP_Ext.dgn
PROJECT LEADER: G. BAKOS
DESIGNED BY: M. BOGUE
EPSC EXISTING CONDITIONS PLAN (7 OF 14)

PLOT DATE: 9/13/2023
DRAWN BY: C. CILLEY
CHECKED BY: G. BAKOS
SHEET 108 OF 307



EPSC EXISTING NOTES

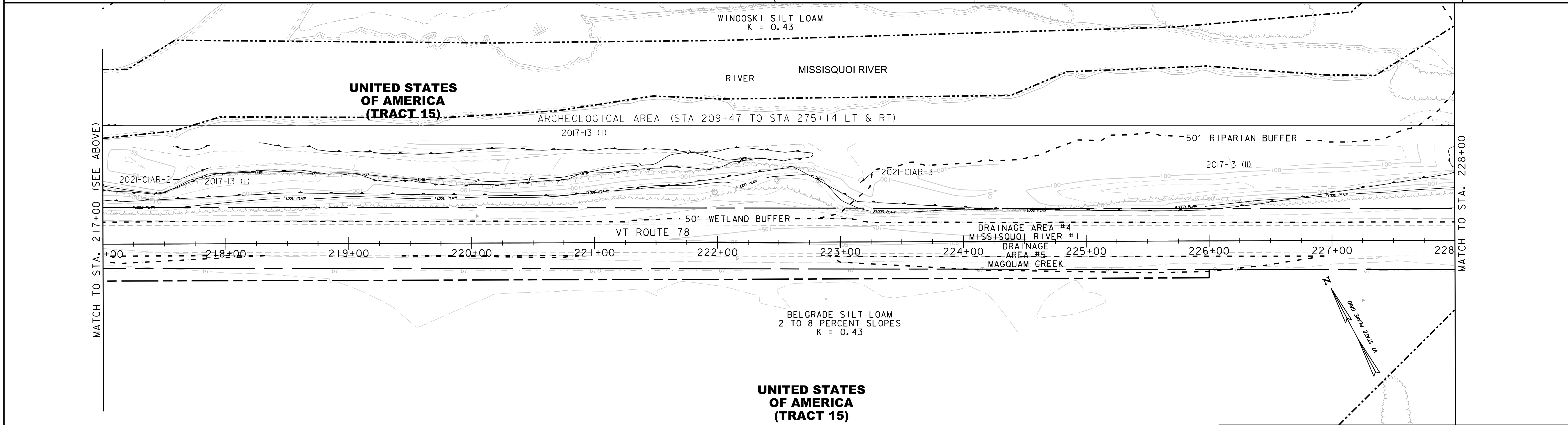
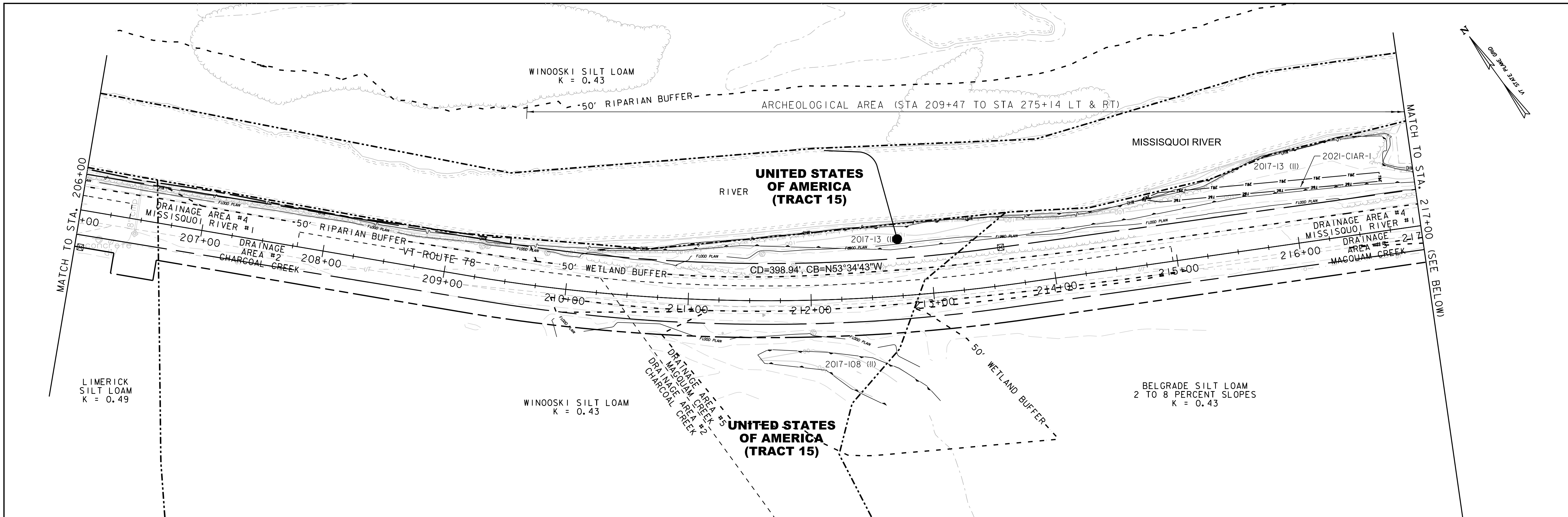
- SEE EPSC DETAILS (1 OF 3) FOR EPSC PLAN SYMBOLOGY.



PROJECT NAME: SWANTON
PROJECT NUMBER: NH 036-1(9)

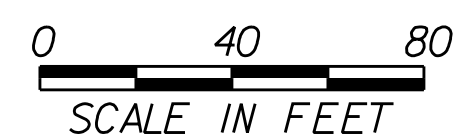
FILE NAME: z96b032bdr_ECSP_Ex.dgn
PROJECT LEADER: G. BAKOS
DESIGNED BY: M. BOGUE
EPSC EXISTING CONDITIONS PLAN (8 OF 14)

PLOT DATE: 9/13/2023
DRAWN BY: C. CILLEY
CHECKED BY: G. BAKOS
SHEET 109 OF 307



EPSC EXISTING NOTES

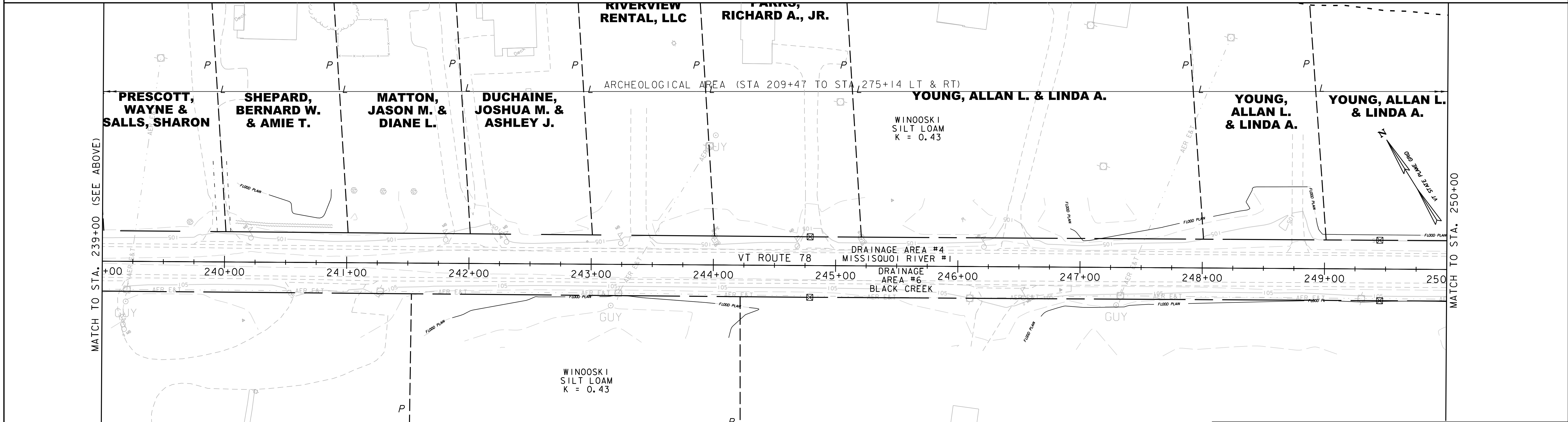
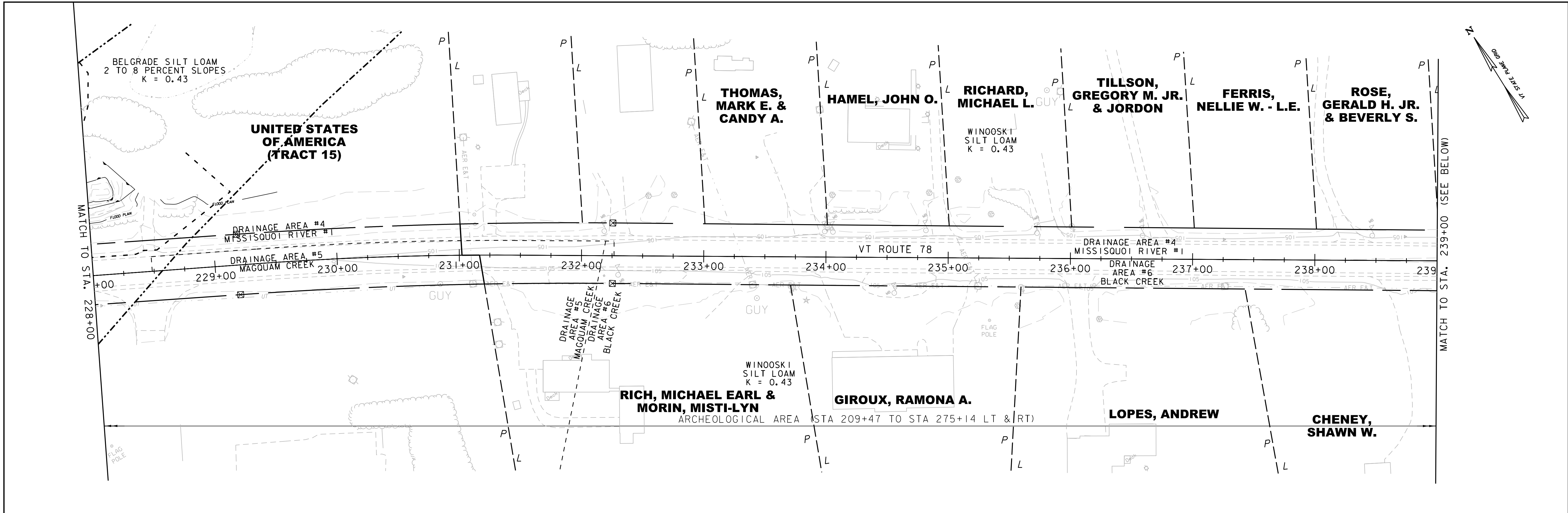
1. SEE EPSC DETAILS (1 OF 3) FOR EPSC PLAN SYMBOLOGY.



PROJECT NAME: SWANTON
PROJECT NUMBER: NH 036-1(9)

FILE NAME: z96b032bdr_ECSP_Ext.dgn
PROJECT LEADER: G. BAKOS
DESIGNED BY: M. BOGUE
EPSC EXISTING CONDITIONS PLAN (9 OF 14)

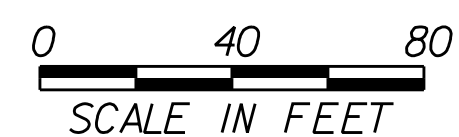
PLOT DATE: 9/13/2023
DRAWN BY: C. CILLEY
CHECKED BY: G. BAKOS
SHEET 110 OF 307



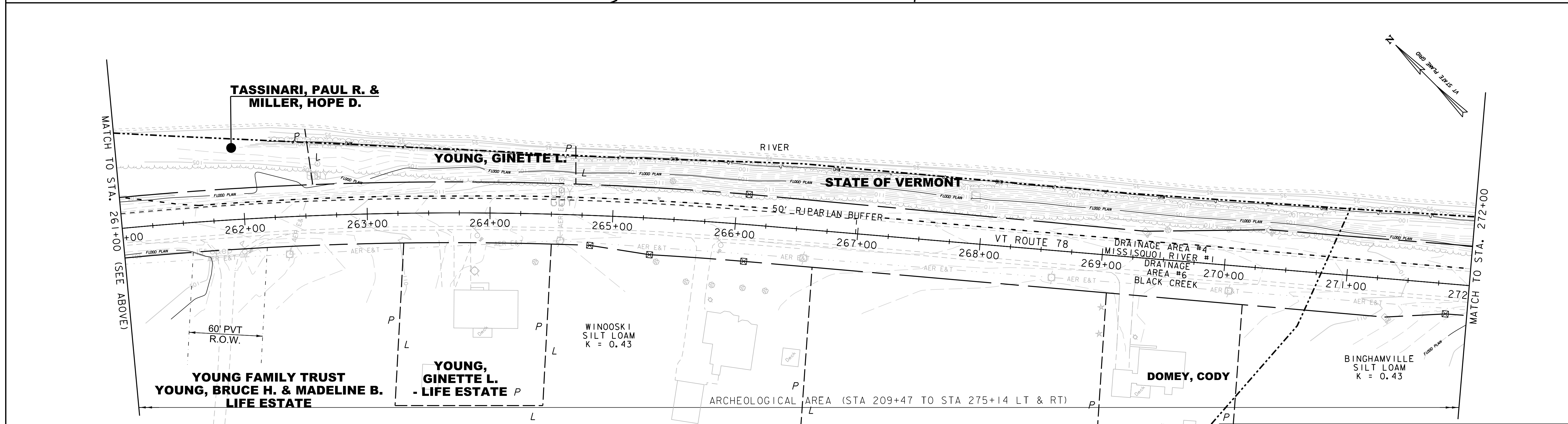
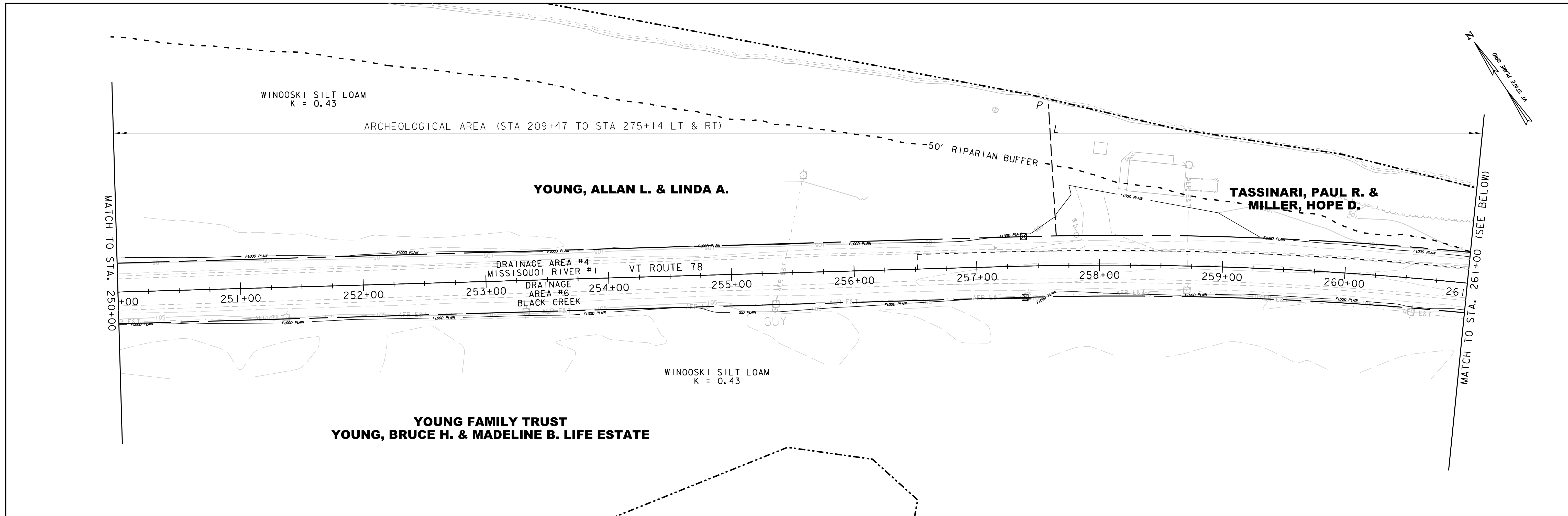
EPSC EXISTING NOTES

- 1. SEE EPSC DETAILS (1 OF 3) FOR EPSC PLAN SYMBOLOLOGY.

RIVERVIEW RENTAL II, LLC

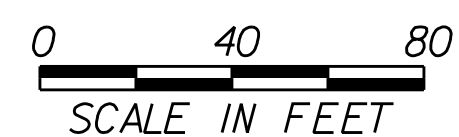


PROJECT NAME:	SWANTON	PLOT DATE:	9/13/2023
PROJECT NUMBER:	NH 036-1(9)	DRAWN BY:	C. CILLEY
FILE NAME:	z96b032bdr_ECSP_Ext.dgn	CHECKED BY:	G. BAKOS
PROJECT LEADER:	G. BAKOS	SHEET	III OF 307
DESIGNED BY:	M. BOGUE		



EPSC EXISTING NOTES

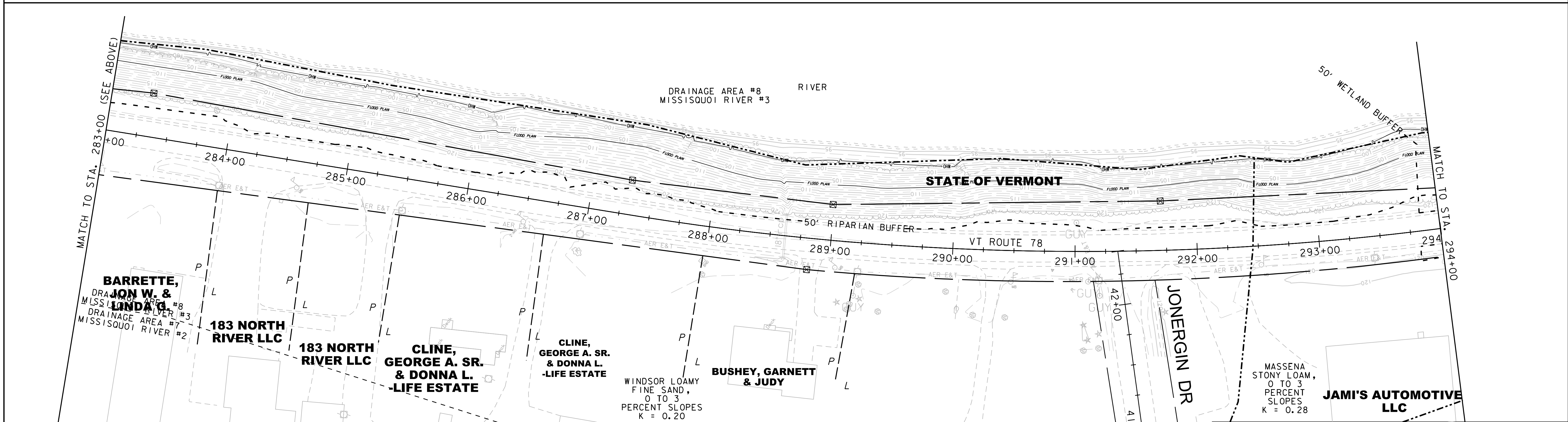
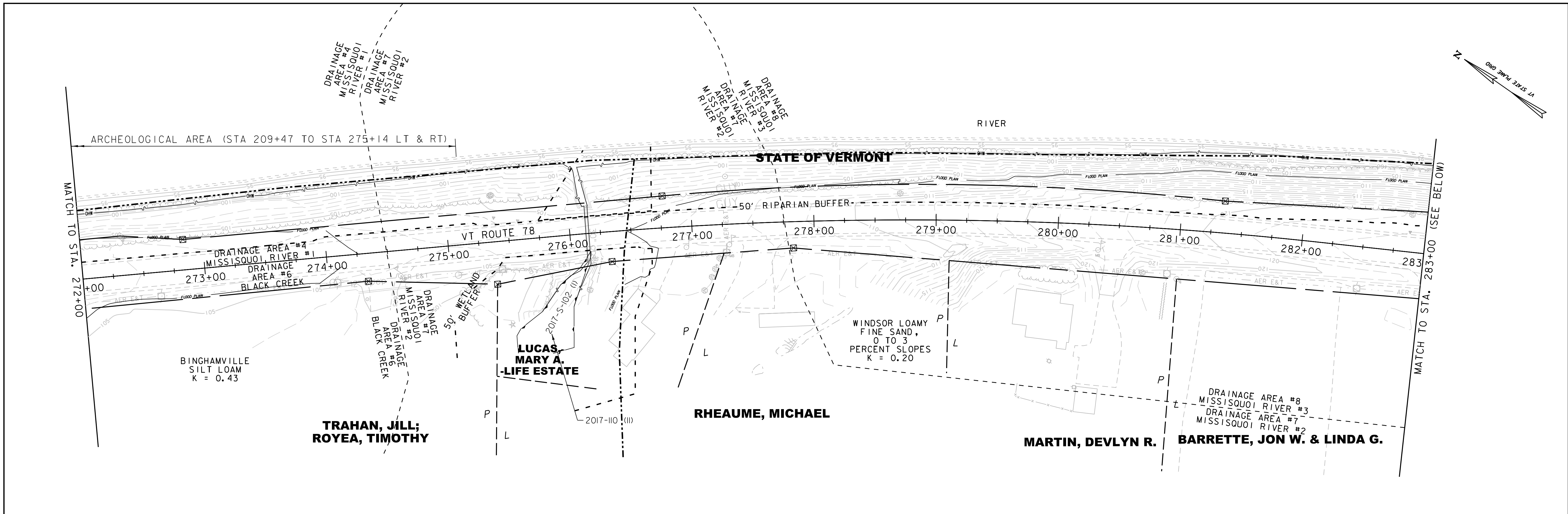
- 1. SEE EPSC DETAILS (1 OF 3) FOR EPSC PLAN SYMBOLOGY.



PROJECT NAME: SWANTON
PROJECT NUMBER: NH 036-1(9)

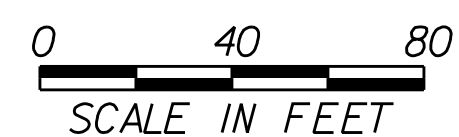
FILE NAME: z96b032bdr_ECSP_Ext.dgn
PROJECT LEADER: G. BAKOS
DESIGNED BY: M. BOGUE
EPSC EXISTING CONDITIONS PLAN (11 OF 14)

PLOT DATE: 9/13/2023
DRAWN BY: C. CILLEY
CHECKED BY: G. BAKOS
SHEET 112 OF 307



EPSC EXISTING NOTES

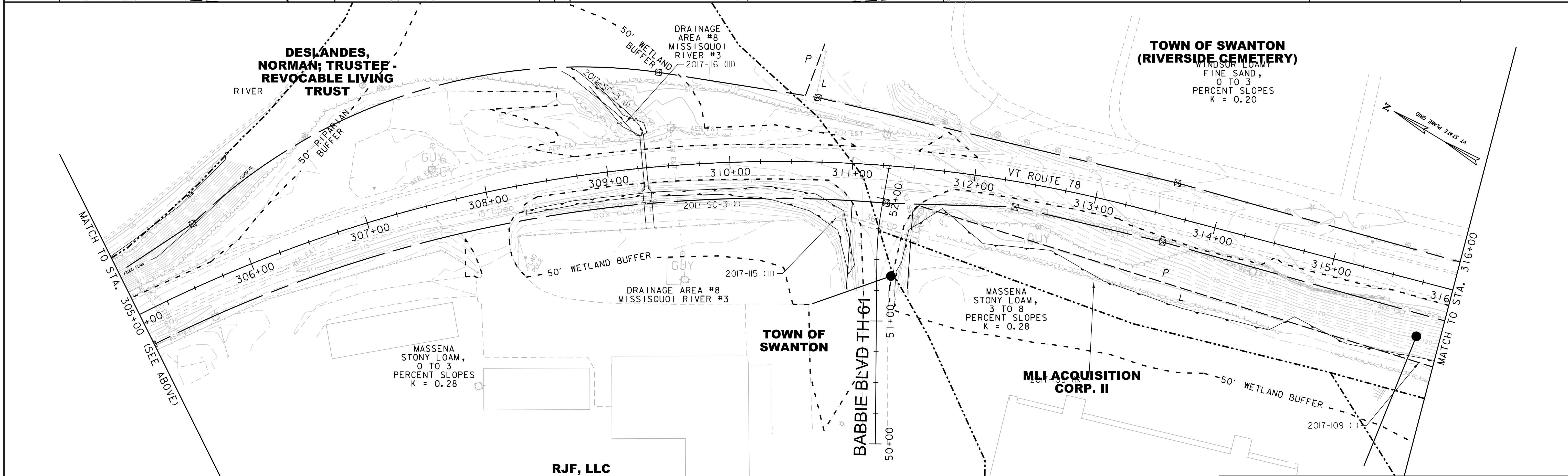
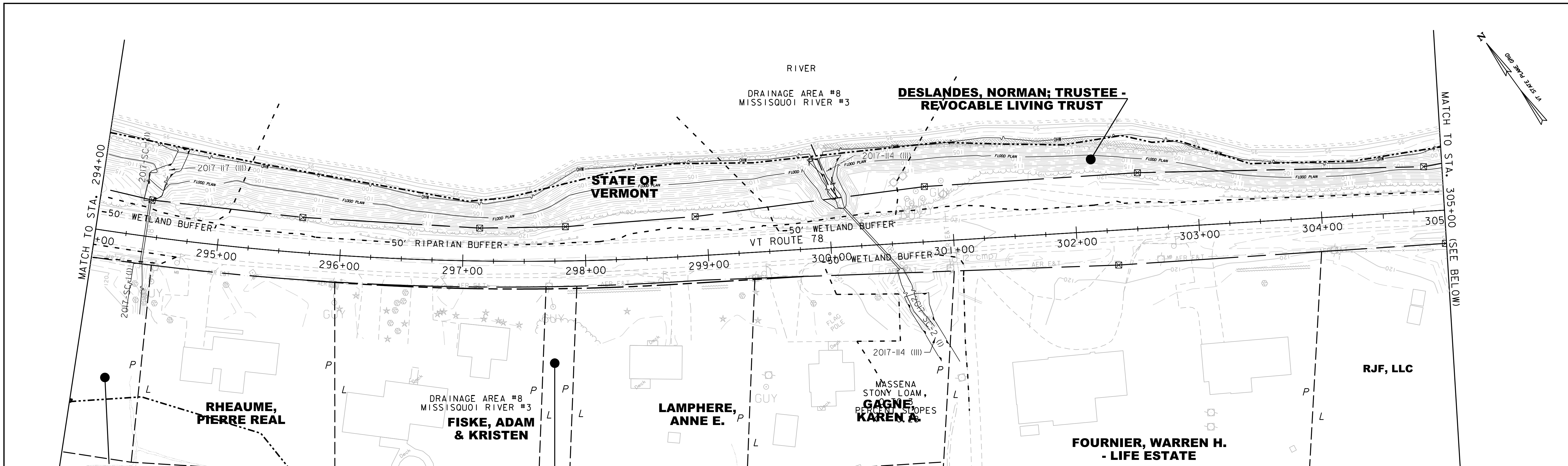
- SEE EPSC DETAILS (1 OF 3) FOR EPSC PLAN SYMBOLOLOGY.



PROJECT NAME: SWANTON
 PROJECT NUMBER: NH 036-1(9)

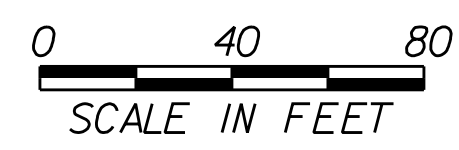
FILE NAME: z96b032bdr_ECSP_Ext.dgn
 PROJECT LEADER: G. BAKOS
 DESIGNED BY: M. BOGUE
 EPSC EXISTING CONDITIONS PLAN (12 OF 14)

PLOT DATE: 9/13/2023
 DRAWN BY: C. CILLEY
 CHECKED BY: G. BAKOS
 SHEET 113 OF 307



EPSC EXISTING NOTES

1. SEE EPSC DETAILS (1 OF 3) FOR EPSC PLAN SYMBOLOLOGY.

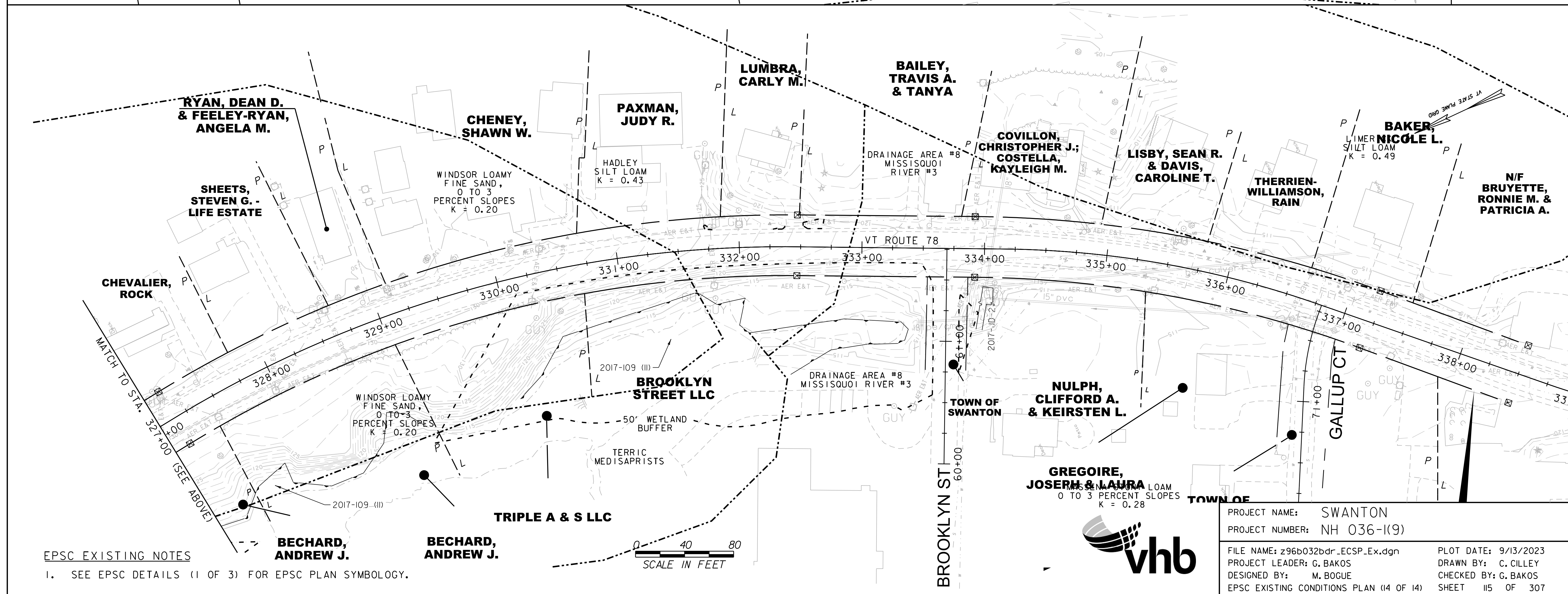
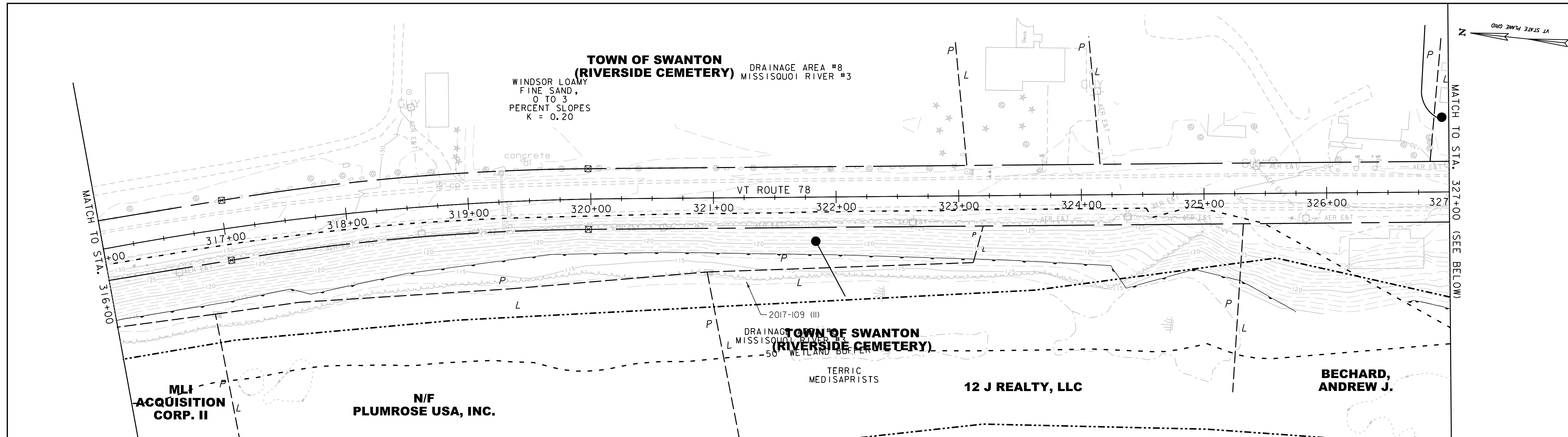


PROJECT NAME:	SWANTON	FILE NAME:	z96b032bdr_ECSP_Ex.dgn	PLOT DATE:	9/13/2023
PROJECT NUMBER:	NH 036-1(9)	PROJECT LEADER:	G. BAKOS	DRAWN BY:	C. CILLEY
		DESIGNED BY:	M. BOGUE	CHECKED BY:	G. BAKOS
		EPSC EXISTING CONDITIONS PLAN (13 OF 14)		SHEET	114 OF 307

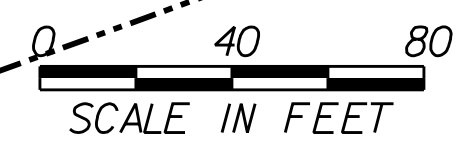
**TOWN OF SWANTON
(RIVERSIDE CEMETERY)**

WINDSOR LOAMY FINE SAND,
0 TO 3 PERCENT SLOPES
K = 0.20

DRAINAGE AREA #8
MISSISSQUOI RIVER #3



EPSC EXISTING NOTES
1. SEE EPSC DETAILS (1 OF 3) FOR EPSC PLAN SYMBOLOGY.



PROJECT NAME:	SWANTON	FILE NAME:	z96b032bdr_ECSP_Ext.dgn	PLOT DATE:	9/13/2023
PROJECT NUMBER:	NH 036-1(9)	PROJECT LEADER:	G. BAKOS	DRAWN BY:	C. CILLEY
		DESIGNED BY:	M. BOGUE	CHECKED BY:	G. BAKOS
		EPSC EXISTING CONDITIONS PLAN (14 OF 14)		SHEET	115 OF 307

ROLLED EROSION CONTROL PRODUCT, TYPE I
(TEMPORARY SLOPES)
STA. 36+50 - STA. 39+25, LT
STA. 39+31 - STA. 52+00, LT

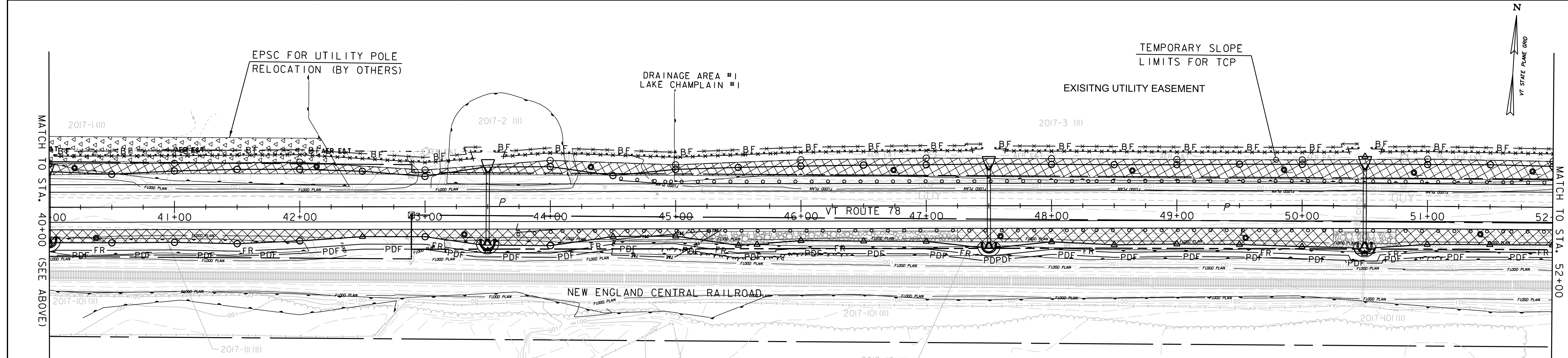
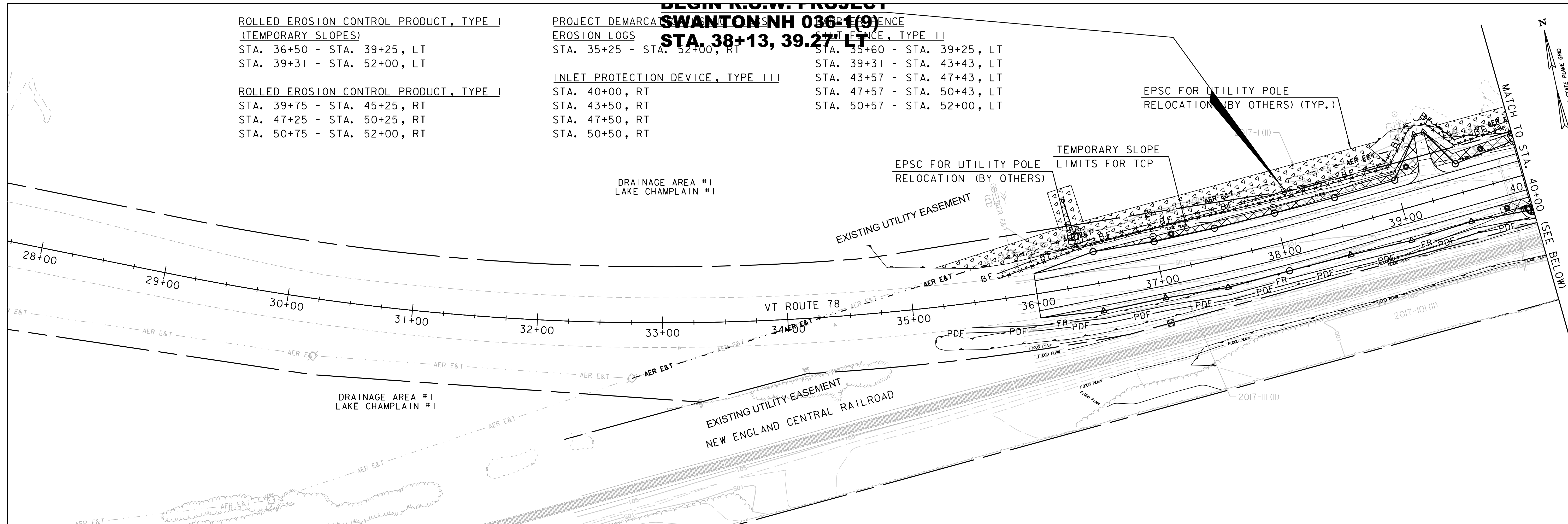
ROLLED EROSION CONTROL PRODUCT, TYPE I
STA. 39+75 - STA. 45+25, RT
STA. 47+25 - STA. 50+25, RT
STA. 50+75 - STA. 52+00, RT

PROJECT DEMARCATION BARRIER FENCE, TYPE II
EROSION LOGS
STA. 35+25 - STA. 52+00, RT

INLET PROTECTION DEVICE, TYPE III
STA. 40+00, RT
STA. 43+50, RT
STA. 47+50, RT
STA. 50+50, RT

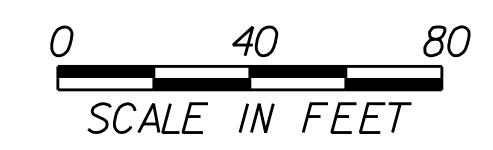
STA. 35+60 - STA. 39+25, LT
STA. 39+31 - STA. 43+43, LT
STA. 43+57 - STA. 47+43, LT
STA. 47+57 - STA. 50+43, LT
STA. 50+57 - STA. 52+00, LT

DESIGN ROW PROJECT
SWANTON NH 036-1(9)
STA. 38+13, 39.27 LT

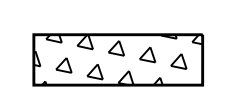


EPSC CONSTRUCTION NOTES

1. SEE EPSC DETAILS (1 OF 3) FOR EPSC PLAN SYMBOLOLOGY.
2. EROSION PROTECTION AT OUTLETS NOT SHOWN FOR CLARITY. SEE EPSC DETAIL SHEETS FOR EROSION TREATMENT MEASURES.
3. STONE FILL SHOWN FOR FINAL SLOPE CONDITIONS. EROSION MATTING SHOWN AT THE SAME LOCATION WHEN TEMPORARY WIDENING IS REQUIRED.
4. THE LIMITS OF DISTURBANCE SHALL NOT EXTEND BEYOND THE PROPOSED EASEMENT FROM STA. 43+25 TO STA. 52+00 ON THE RIGHT SIDE OF THE PROJECT. AT ALL OTHER LOCATIONS, THE BARRIER FENCE SHALL BE LOCATED A MAXIMUM OF 10'-0" BEYOND THE TEMPORARY OR PERMANENT TOE OF SLOPE.



TEMPORARY
EROSION
CONTROL FOR
UTILITY POLE
RELOCATION



PROJECT NAME:	SWANTON	FILE NAME:	z96b032bdr_ECSP_Constr.dgn	PLOT DATE:	9/13/2023
PROJECT NUMBER:	NH 036-1(9)	PROJECT LEADER:	G. BAKOS	DRAWN BY:	C. CILLEY
		DESIGNED BY:	M. BOGUE	CHECKED BY:	G. BAKOS
		EPSC CONSTRUCTION PLAN (1 OF 14)		SHEET	116 OF 307

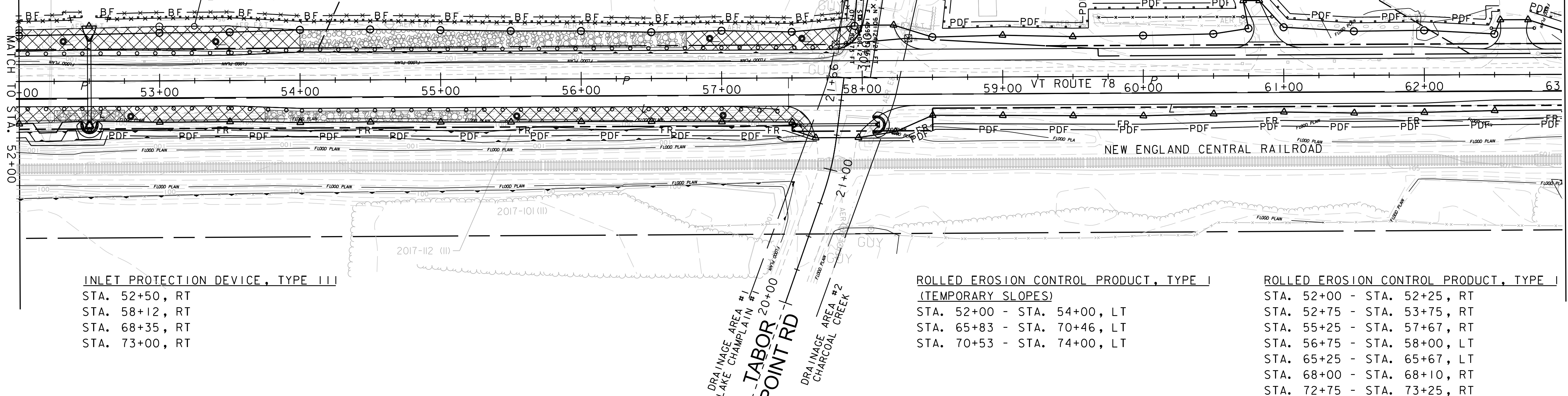
**BARRIER FENCE
SILT FENCE, TYPE I I**
 STA. 52+00 - STA. 52+43, LT
 STA. 52+57 - STA. 30+80, LT
 STA. 65+82 - STA. 68+27, LT
 STA. 68+42 - STA. 70+48, LT
 STA. 70+55 - STA. 72+93, LT
 STA. 73+07 - STA. 74+00, LT

**PROJECT DEMARCATION USING FLAGS
EROSION LOGS**
 STA. 52+00 - STA. 57+62, RT
 STA. 57+97 - STA. 74+00, RT

**PROJECT DEMARCATION FENCE
SILT FENCE, TYPE I**
 STA. 58+22 - STA. 60+67, LT
 STA. 60+77 - STA. 62+53, LT
 STA. 62+75 - STA. 65+68, LT

**EXISTING UTILITY EASEMENT
BK60/P356**

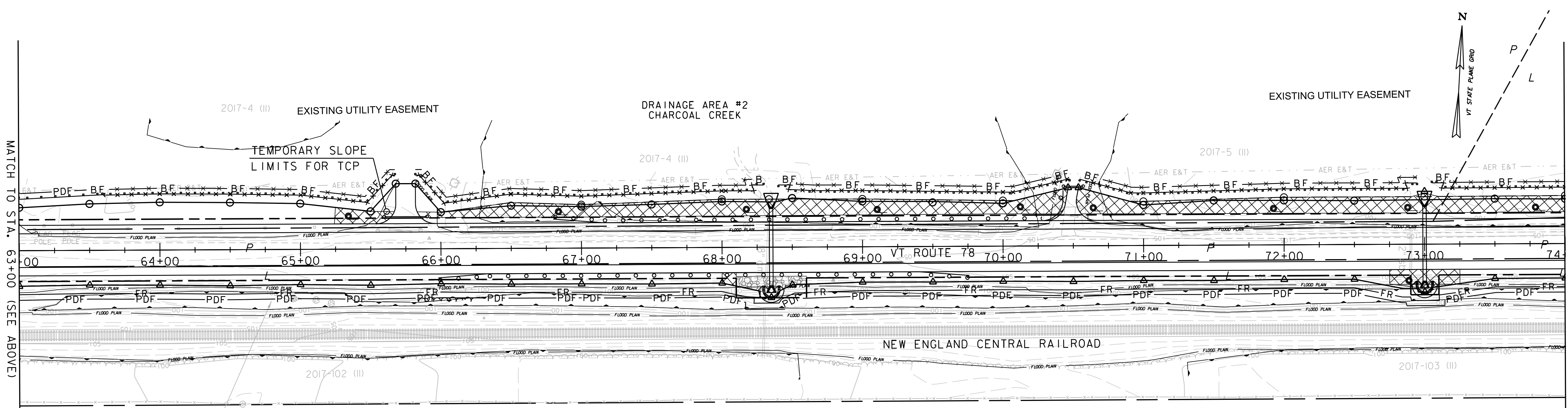
**TEMPORARY SLOPE
LIMITS FOR TCP**



INLET PROTECTION DEVICE, TYPE III I
 STA. 52+50, RT
 STA. 58+12, RT
 STA. 68+35, RT
 STA. 73+00, RT

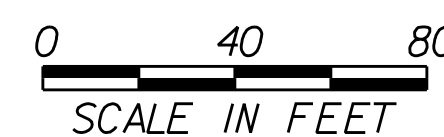
**ROLLED EROSION CONTROL PRODUCT, TYPE I
(TEMPORARY SLOPES)**
 STA. 52+00 - STA. 54+00, LT
 STA. 65+83 - STA. 70+46, LT
 STA. 70+53 - STA. 74+00, LT

ROLLED EROSION CONTROL PRODUCT, TYPE I
 STA. 52+00 - STA. 52+25, RT
 STA. 52+75 - STA. 53+75, RT
 STA. 55+25 - STA. 57+67, RT
 STA. 56+75 - STA. 58+00, LT
 STA. 65+25 - STA. 65+67, LT
 STA. 68+00 - STA. 68+10, RT
 STA. 72+75 - STA. 73+25, RT

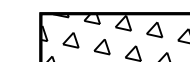


EPSC CONSTRUCTION NOTES

- SEE EPSC DETAILS (1 OF 3) FOR EPSC PLAN SYMBOLOGY.
- EROSION PROTECTION AT OUTLETS NOT SHOWN FOR CLARITY. SEE EPSC DETAIL SHEETS FOR EROSION TREATMENT MEASURES.
- STONE FILL SHOWN FOR FINAL SLOPE CONDITIONS. EROSION MATTING SHOWN AT THE SAME LOCATION WHEN TEMPORARY WIDENING IS REQUIRED.
- THE LIMITS OF DISTURBANCE SHALL NOT EXTEND BEYOND THE PROPOSED EASEMENT FROM STA. 52+00 TO STA. 74+00 ON THE RIGHT SIDE OF THE PROJECT. AT ALL OTHER LOCATIONS, THE BARRIER FENCE SHALL BE LOCATED A MAXIMUM OF 10' - 0" BEYOND THE TEMPORARY OR PERMANENT TOE OF SLOPE.

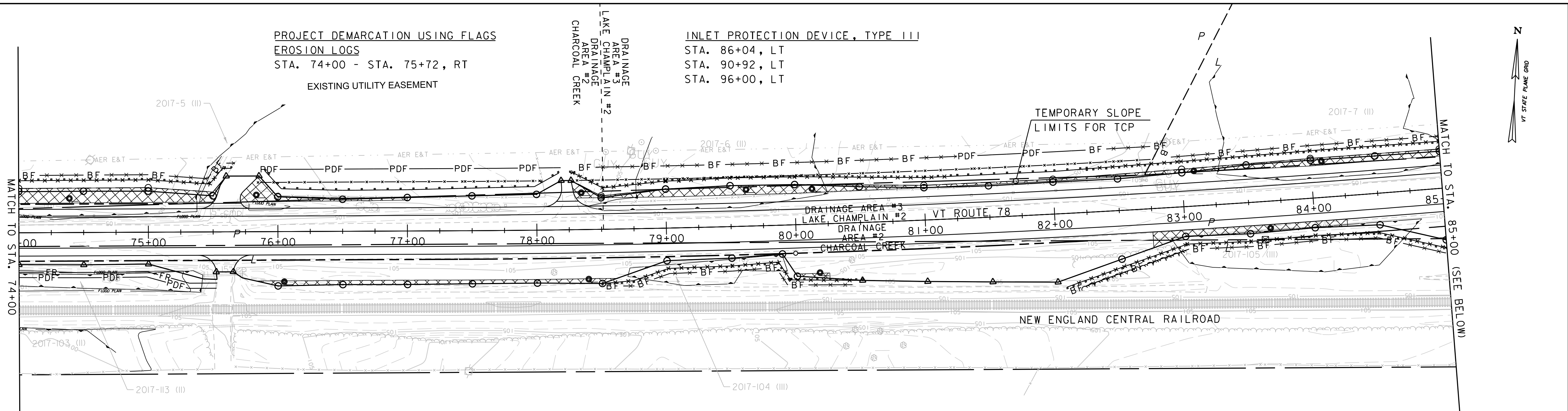


TEMPORARY
EROSION
CONTROL FOR
UTILITY POLE
RELOCATION



PROJECT NAME: SWANTON
 PROJECT NUMBER: NH 036-1(9)

FILE NAME: z96b032bdr_ECSP_Constr.dgn PLOT DATE: 9/13/2023
 PROJECT LEADER: G. BAKOS DRAWN BY: C. CILLEY
 DESIGNED BY: M. BOGUE CHECKED BY: G. BAKOS
 EPSC CONSTRUCTION PLAN (2 OF 14) SHEET 117 OF 307



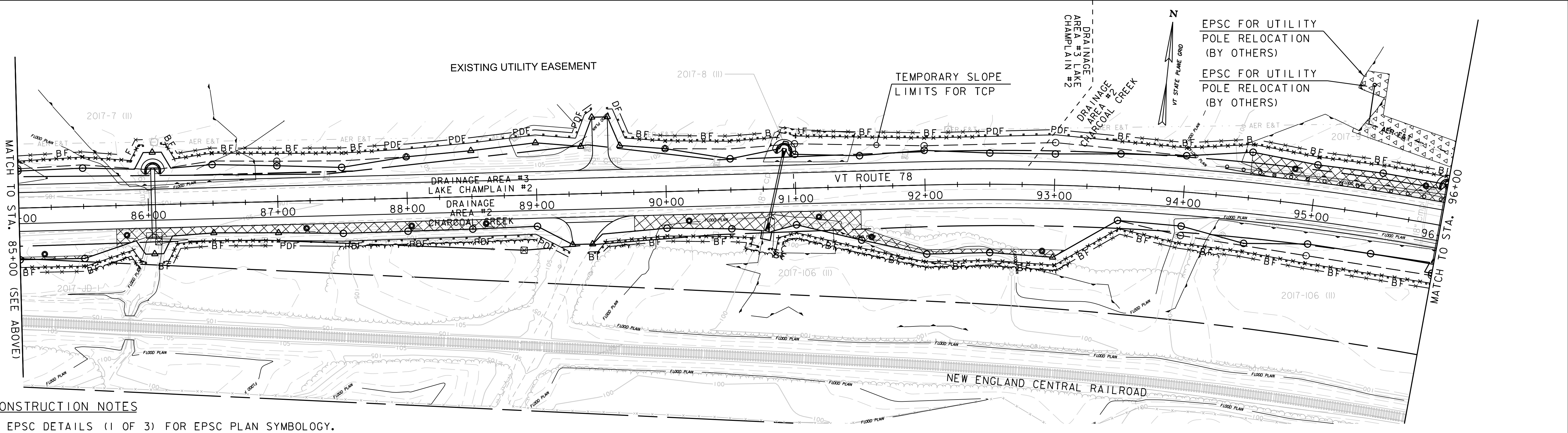
ROLLED EROSION CONTROL PRODUCT, TYPE I (TEMPORARY SLOPES)
 STA. 74+00 - STA. 75+60, LT
 STA. 75+70 - STA. 77+00, LT
 STA. 78+27 - STA. 88+00, LT
 STA. 90+00 - STA. 94+50, LT
 STA. 93+50 - STA. 96+00, RT

ROLLED EROSION CONTROL PRODUCT, TYPE I
 STA. 75+83 - STA. 78+61, RT
 STA. 82+75 - STA. 84+25, RT
 STA. 85+75 - STA. 88+75, RT
 STA. 89+75 - STA. 93+10, RT
 STA. 94+50 - STA. 96+00, LT

PROJECT DEMARCATION FENCE SILT FENCE, TYPE I
 STA. 75+86 - STA. 78+19, LT
 STA. 78+50 - STA. 80+50, RT
 STA. 81+26 - STA. 82+26, LT
 STA. 82+10 - STA. 85+94, RT
 STA. 86+14 - STA. 87+00, RT
 STA. 87+84 - STA. 89+75, LT

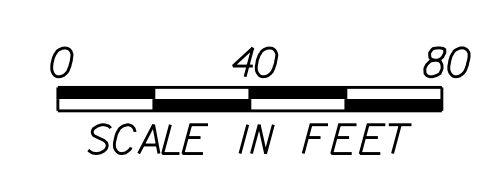
BARRIER FENCE SILT FENCE, TYPE II
 STA. 74+00 - STA. 75+67, LT
 STA. 78+27 - STA. 81+26, LT
 STA. 82+26 - STA. 85+92, LT
 STA. 86+14 - STA. 87+84, LT
 STA. 87+00 - STA. 89+23, RT

BARRIER FENCE (CONT.) SILT FENCE, TYPE II (CONT.)
 STA. 89+36 - STA. 90+69, RT
 STA. 89+75 - STA. 90+94, LT
 STA. 90+77 - STA. 96+00, RT
 STA. 90+96 - STA. 95+98, LT

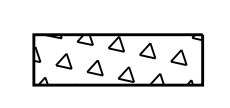


EPSC CONSTRUCTION NOTES

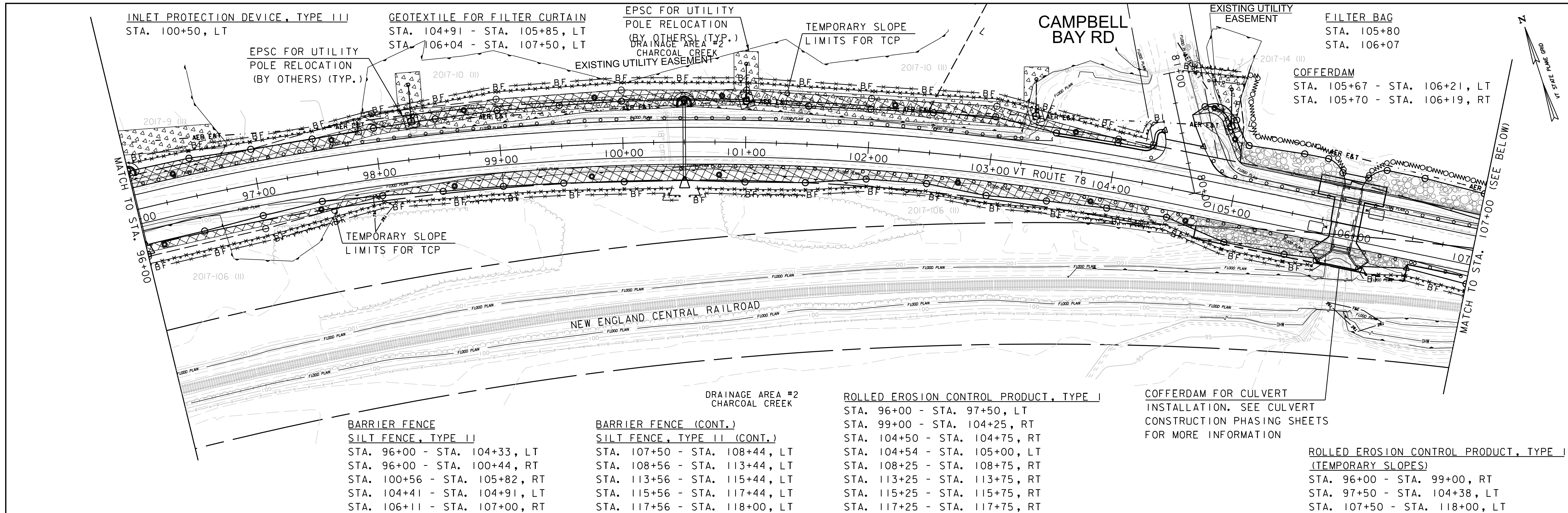
- SEE EPSC DETAILS (1 OF 3) FOR EPSC PLAN SYMBOLOLOGY.
- EROSION PROTECTION AT OUTLETS NOT SHOWN FOR CLARITY. SEE EPSC DETAIL SHEETS FOR EROSION TREATMENT MEASURES.
- STONE FILL SHOWN FOR FINAL SLOPE CONDITIONS. EROSION MATTING SHOWN AT THE SAME LOCATION WHEN TEMPORARY WIDENING IS REQUIRED.
- THE LIMITS OF DISTURBANCE SHALL NOT EXTEND BEYOND THE PROPOSED EASEMENT FROM STA. 74+00 TO STA. 82+00 ON THE RIGHT SIDE OF THE PROJECT. AT ALL OTHER LOCATIONS, THE BARRIER FENCE SHALL BE LOCATED A MAXIMUM OF 10' - 0" BEYOND THE TEMPORARY OR PERMANENT TOE OF SLOPE.



TEMPORARY EROSION CONTROL FOR UTILITY POLE RELOCATION



PROJECT NAME:	SWANTON	FILE NAME:	z96b032bdr_ECSP_Constr.dgn	PLOT DATE:	9/13/2023
PROJECT NUMBER:	NH 036-1(9)	PROJECT LEADER:	G. BAKOS	DRAWN BY:	C. CILLEY
		DESIGNED BY:	M. BOGUE	CHECKED BY:	G. BAKOS
		EPSC CONSTRUCTION PLAN (3 OF 14)		SHEET	118 OF 307



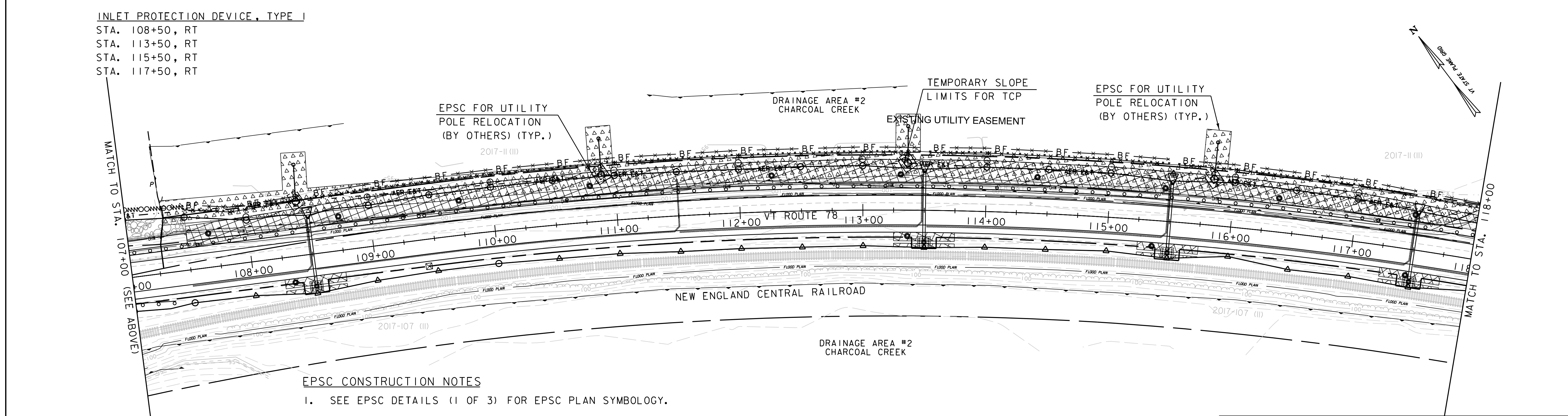
BARRIER FENCE
SILT FENCE, TYPE II
 STA. 96+00 - STA. 104+33, LT
 STA. 96+00 - STA. 100+44, RT
 STA. 100+56 - STA. 105+82, RT
 STA. 104+41 - STA. 104+91, LT
 STA. 106+11 - STA. 107+00, RT

BARRIER FENCE (CONT.)
SILT FENCE, TYPE II (CONT.)
 STA. 107+50 - STA. 108+44, LT
 STA. 108+56 - STA. 113+44, LT
 STA. 113+56 - STA. 115+44, LT
 STA. 115+56 - STA. 117+44, LT
 STA. 117+56 - STA. 118+00, LT

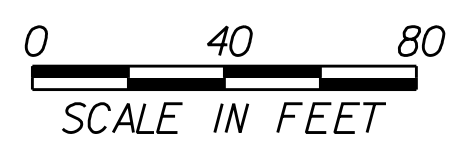
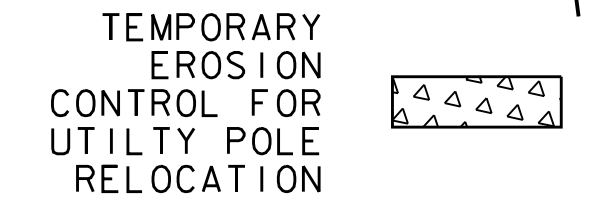
ROLLED EROSION CONTROL PRODUCT, TYPE I
 STA. 96+00 - STA. 97+50, LT
 STA. 99+00 - STA. 104+25, RT
 STA. 104+50 - STA. 104+75, RT
 STA. 104+54 - STA. 105+00, LT
 STA. 108+25 - STA. 108+75, RT
 STA. 113+25 - STA. 113+75, RT
 STA. 115+25 - STA. 115+75, RT
 STA. 117+25 - STA. 117+75, RT

COFFERDAM FOR CULVERT
INSTALLATION. SEE CULVERT
CONSTRUCTION PHASING SHEETS
FOR MORE INFORMATION

ROLLED EROSION CONTROL PRODUCT, TYPE I
(TEMPORARY SLOPES)
 STA. 96+00 - STA. 99+00, RT
 STA. 97+50 - STA. 104+38, LT
 STA. 107+50 - STA. 118+00, LT



- EPSC CONSTRUCTION NOTES**
- SEE EPSC DETAILS (1 OF 3) FOR EPSC PLAN SYMBOLOLOGY.
 - EROSION PROTECTION AT OUTLETS NOT SHOWN FOR CLARITY. SEE EPSC DETAIL SHEETS FOR EROSION TREATMENT MEASURES.
 - STONE FILL SHOWN FOR FINAL SLOPE CONDITIONS. EROSION MATTING SHOWN AT THE SAME LOCATION WHEN TEMPORARY WIDENING IS REQUIRED.
 - THE BARRIER FENCE AND PROJECT DEMARCATION FENCE SHALL BE LOCATED A MAXIMUM OF 10'-0" BEYOND THE TEMPORARY OR PERMANENT TOE OF SLOPE.



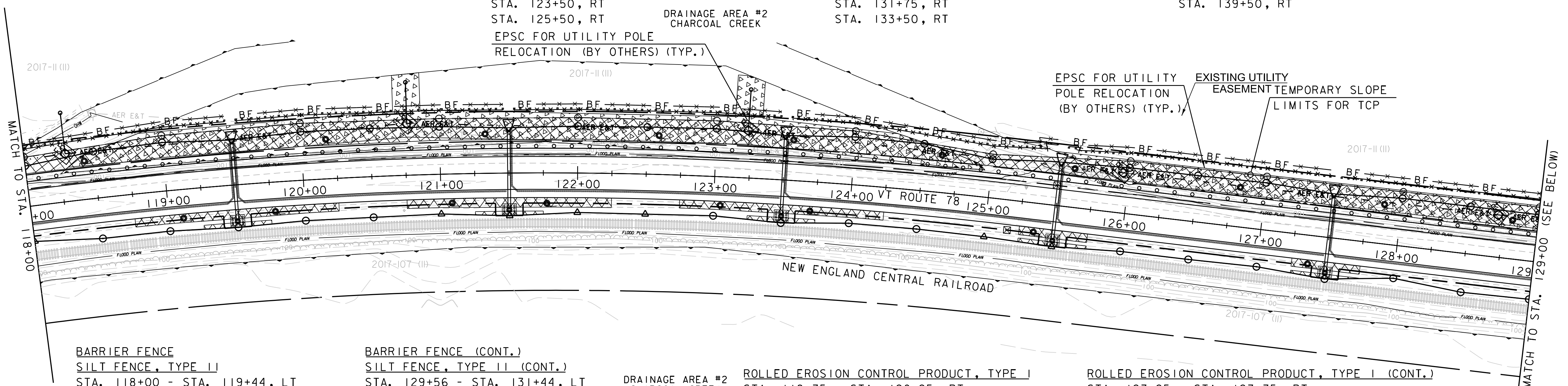
PROJECT NAME:	SWANTON	PLOT DATE:	9/13/2023
PROJECT NUMBER:	NH 036-1(9)	DRAWN BY:	C. CILLEY
FILE NAME:	z96b03bdr_ECSP_Constr.dgn	DESIGNED BY:	M. BOGUE
PROJECT LEADER:	G. BAKOS	CHECKED BY:	G. BAKOS
EPSC CONSTRUCTION PLAN (4 OF 14)		SHEET	119 OF 307

ROLLED EROSION CONTROL PRODUCT, TYPE I
(TEMPORARY SLOPES)
STA. 118+00 - STA. 140+00, LT

INLET PROTECTION DEVICE, TYPE I
STA. 119+50, RT
STA. 121+50, RT
STA. 123+50, RT
STA. 125+50, RT
EPSC FOR UTILITY POLE
RELOCATION (BY OTHERS) (TYP.)

INLET PROTECTION DEVICE, TYPE I (CONT.)
STA. 127+50, RT
STA. 129+50, RT
STA. 131+75, RT
STA. 133+50, RT

INLET PROTECTION DEVICE, TYPE I (CONT.)
STA. 135+50, RT
STA. 137+50, RT
STA. 139+50, RT



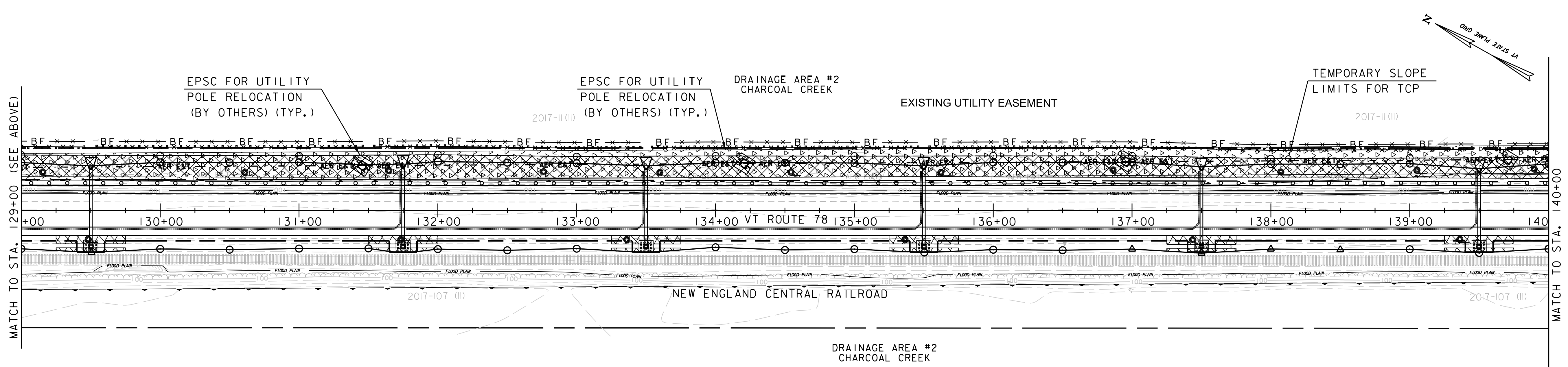
BARRIER FENCE
SILT FENCE, TYPE II
STA. 118+00 - STA. 119+44, LT
STA. 119+55 - STA. 121+44, LT
STA. 121+56 - STA. 123+44, LT
STA. 123+56 - STA. 125+44, LT
STA. 125+56 - STA. 127+44, LT
STA. 127+56 - STA. 129+44, LT

BARRIER FENCE (CONT.)
SILT FENCE, TYPE II (CONT.)
STA. 129+56 - STA. 131+44, LT
STA. 131+56 - STA. 133+44, LT
STA. 133+56 - STA. 135+44, LT
STA. 135+56 - STA. 137+44, LT
STA. 137+56 - STA. 139+44, LT
STA. 139+56 - STA. 140+00, LT

DRAINAGE AREA #2
CHARCOAL CREEK

ROLLED EROSION CONTROL PRODUCT, TYPE I
STA. 118+75 - STA. 120+25, RT
STA. 119+25 - STA. 119+75, RT
STA. 120+75 - STA. 122+25, RT
STA. 121+25 - STA. 121+75, RT
STA. 122+75 - STA. 124+25, RT
STA. 123+25 - STA. 123+75, RT
STA. 125+25 - STA. 125+75, RT

ROLLED EROSION CONTROL PRODUCT, TYPE I (CONT.)
STA. 127+25 - STA. 127+75, RT
STA. 129+25 - STA. 129+75, RT
STA. 131+25 - STA. 131+75, RT
STA. 133+25 - STA. 133+75, RT
STA. 135+25 - STA. 135+75, RT
STA. 137+25 - STA. 137+75, RT
STA. 139+25 - STA. 139+75, RT

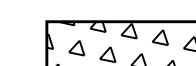


EPSC CONSTRUCTION NOTES

- SEE EPSC DETAILS (1 OF 3) FOR EPSC PLAN SYMBOLLOGY.
- EROSION PROTECTION AT OUTLETS NOT SHOWN FOR CLARITY. SEE EPSC DETAIL SHEETS FOR EROSION TREATMENT MEASURES.
- STONE FILL SHOWN FOR FINAL SLOPE CONDITIONS. EROSION MATTING SHOWN AT THE SAME LOCATION WHEN TEMPORARY WIDENING IS REQUIRED.
- THE BARRIER FENCE SHALL BE LOCATED A MAXIMUM OF 10' -0" BEYOND THE TEMPORARY OR PERMANENT TOE OF SLOPE.



TEMPORARY
EROSION
CONTROL FOR
UTILITY POLE
RELOCATION



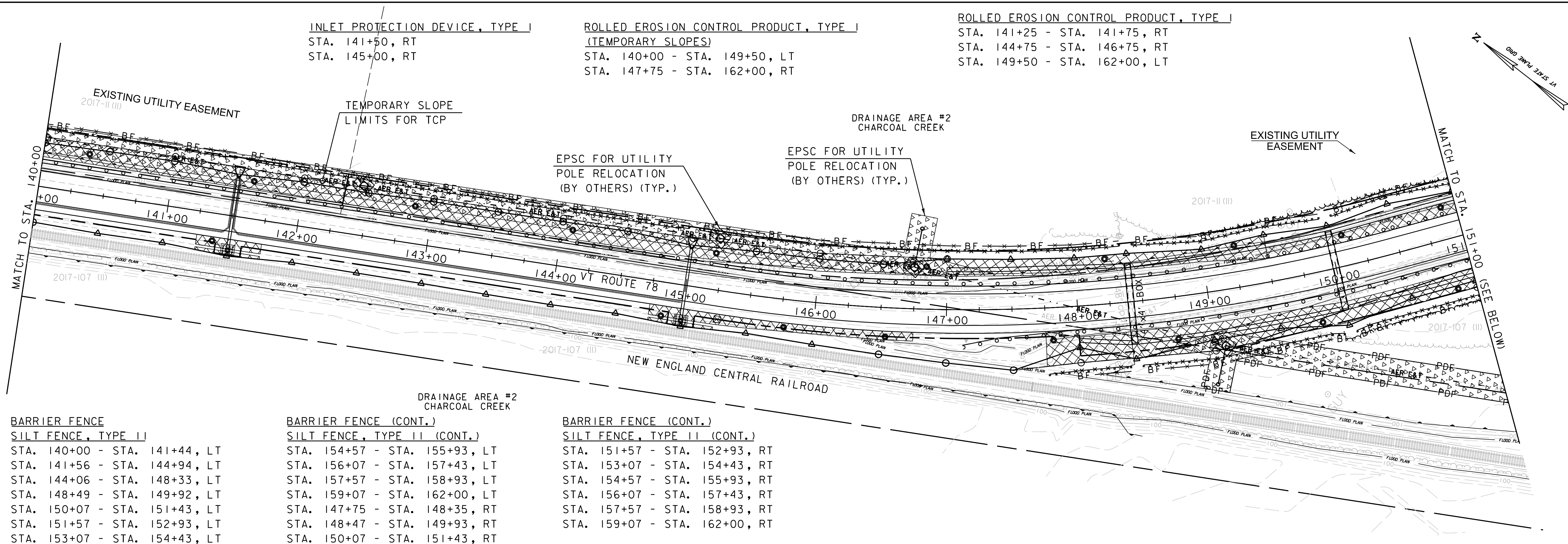
PROJECT NAME: SWANTON
PROJECT NUMBER: NH 036-1(I)

FILE NAME: z96b032bdr_ECSP_Constr.dgn PLOT DATE: 9/13/2023
PROJECT LEADER: G. BAKOS DRAWN BY: C. CILLEY
DESIGNED BY: M. BOGUE CHECKED BY: G. BAKOS
EPSC CONSTRUCTION PLAN (5 OF 14) SHEET 120 OF 307

INLET PROTECTION DEVICE, TYPE I
 STA. 141+50, RT
 STA. 145+00, RT

ROLLED EROSION CONTROL PRODUCT, TYPE I
 (TEMPORARY SLOPES)
 STA. 140+00 - STA. 149+50, LT
 STA. 147+75 - STA. 162+00, RT

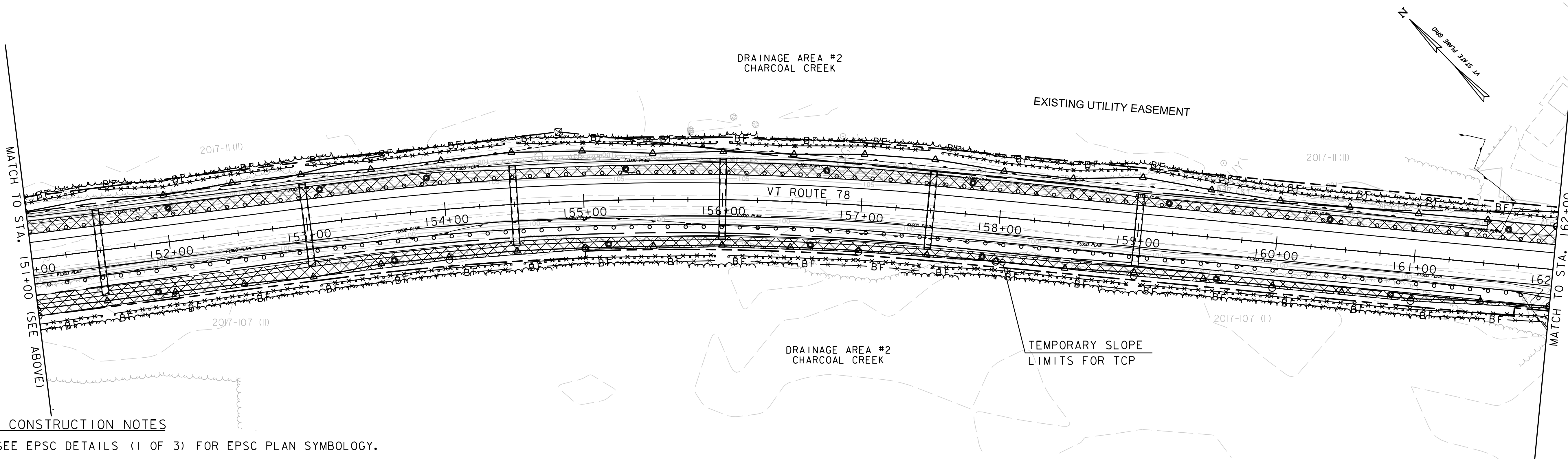
ROLLED EROSION CONTROL PRODUCT, TYPE I
 STA. 141+25 - STA. 141+75, RT
 STA. 144+75 - STA. 146+75, RT
 STA. 149+50 - STA. 162+00, LT



BARRIER FENCE
SILT FENCE, TYPE II
 STA. 140+00 - STA. 141+44, LT
 STA. 141+56 - STA. 144+94, LT
 STA. 144+06 - STA. 148+33, LT
 STA. 148+49 - STA. 149+92, LT
 STA. 150+07 - STA. 151+43, LT
 STA. 151+57 - STA. 152+93, LT
 STA. 153+07 - STA. 154+43, LT

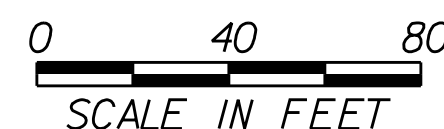
BARRIER FENCE (CONT.)
SILT FENCE, TYPE II (CONT.)
 STA. 154+57 - STA. 155+93, LT
 STA. 156+07 - STA. 157+43, LT
 STA. 157+57 - STA. 158+93, LT
 STA. 159+07 - STA. 162+00, LT
 STA. 147+75 - STA. 148+35, RT
 STA. 148+47 - STA. 149+93, RT
 STA. 150+07 - STA. 151+43, RT

BARRIER FENCE (CONT.)
SILT FENCE, TYPE II (CONT.)
 STA. 151+57 - STA. 152+93, RT
 STA. 153+07 - STA. 154+43, RT
 STA. 154+57 - STA. 155+93, RT
 STA. 156+07 - STA. 157+43, RT
 STA. 157+57 - STA. 158+93, RT
 STA. 159+07 - STA. 162+00, RT

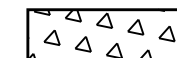


EPSC CONSTRUCTION NOTES

- SEE EPSC DETAILS (1 OF 3) FOR EPSC PLAN SYMBOLOGY.
- EROSION PROTECTION AT OUTLETS NOT SHOWN FOR CLARITY. SEE EPSC DETAIL SHEETS FOR EROSION TREATMENT MEASURES.
- STONE FILL SHOWN FOR FINAL SLOPE CONDITIONS. EROSION MATTING SHOWN AT THE SAME LOCATION WHEN TEMPORARY WIDENING IS REQUIRED.
- THE BARRIER FENCE AND PROJECT DEMARCATION FENCE SHALL BE LOCATED A MAXIMUM OF 10'-0" BEYOND THE TEMPORARY OR PERMANENT TOE OF SLOPE.



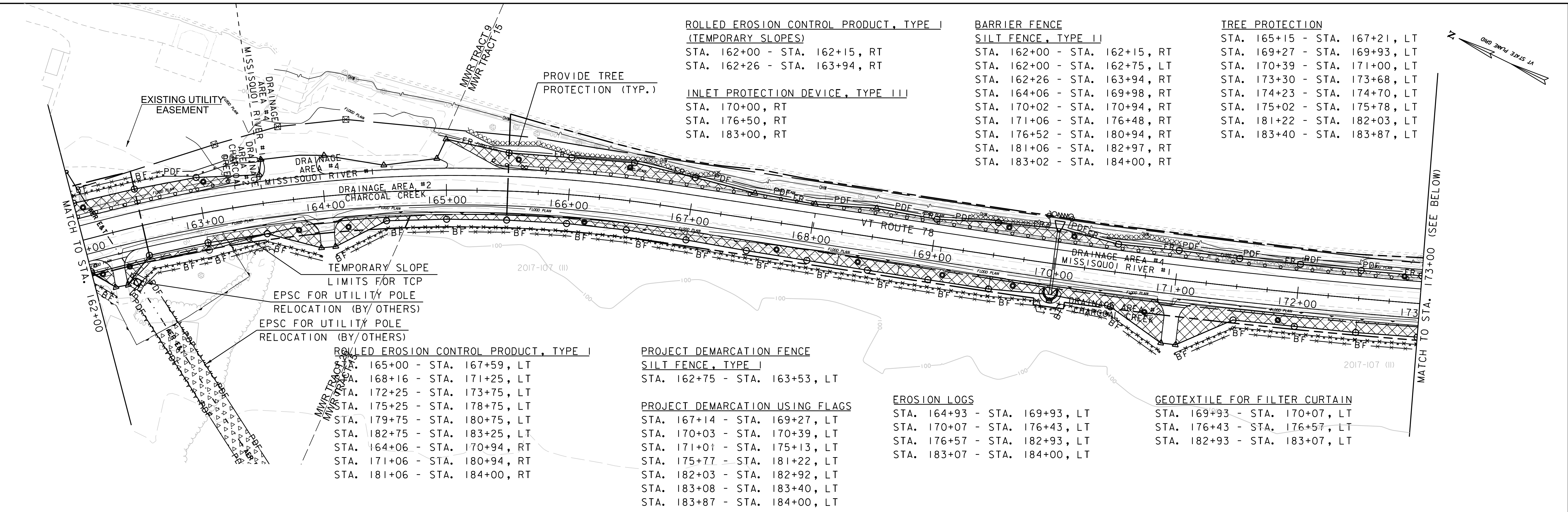
TEMPORARY
 EROSION
 CONTROL FOR
 UTILITY POLE
 RELOCATION



PROJECT NAME: SWANTON
 PROJECT NUMBER: NH 036-1(9)

FILE NAME: z96b032bdr_ECSP_Constr.dgn
 PROJECT LEADER: G. BAKOS
 DESIGNED BY: M. BOGUE
 EPSC CONSTRUCTION PLAN (6 OF 14)

PLOT DATE: 9/13/2023
 DRAWN BY: C. CILLEY
 CHECKED BY: G. BAKOS
 SHEET 121 OF 307



ROLLED EROSION CONTROL PRODUCT, TYPE I
(TEMPORARY SLOPES)
STA. 162+00 - STA. 162+15, RT
STA. 162+26 - STA. 163+94, RT

INLET PROTECTION DEVICE, TYPE III
STA. 170+00, RT
STA. 176+50, RT
STA. 183+00, RT

BARRIER FENCE
SILT FENCE, TYPE II
STA. 162+00 - STA. 162+15, RT
STA. 162+00 - STA. 162+75, LT
STA. 162+26 - STA. 163+94, RT
STA. 164+06 - STA. 169+98, RT
STA. 170+02 - STA. 170+94, RT
STA. 171+06 - STA. 176+48, RT
STA. 176+52 - STA. 180+94, RT
STA. 181+06 - STA. 182+97, RT
STA. 183+02 - STA. 184+00, RT

TREE PROTECTION
STA. 165+15 - STA. 167+21, LT
STA. 169+27 - STA. 169+93, LT
STA. 170+39 - STA. 171+00, LT
STA. 173+30 - STA. 173+68, LT
STA. 174+23 - STA. 174+70, LT
STA. 175+02 - STA. 175+78, LT
STA. 181+22 - STA. 182+03, LT
STA. 183+40 - STA. 183+87, LT

EXISTING UTILITY EASEMENT
DRAINAGE AREA #4
DRAINAGE AREA #1
DRAINAGE AREA #2
DRAINAGE AREA #4
MISSISQUOI RIVER #1
CHARCOAL CREEK
VT ROUTE 78
MISSISQUOI RIVER #1
CHARCOAL CREEK

PROVIDE TREE PROTECTION (TYP.)

TEMPORARY SLOPE LIMITS FOR TCP
EPSC FOR UTILITY POLE RELOCATION (BY OTHERS)
EPSC FOR UTILITY POLE RELOCATION (BY OTHERS)

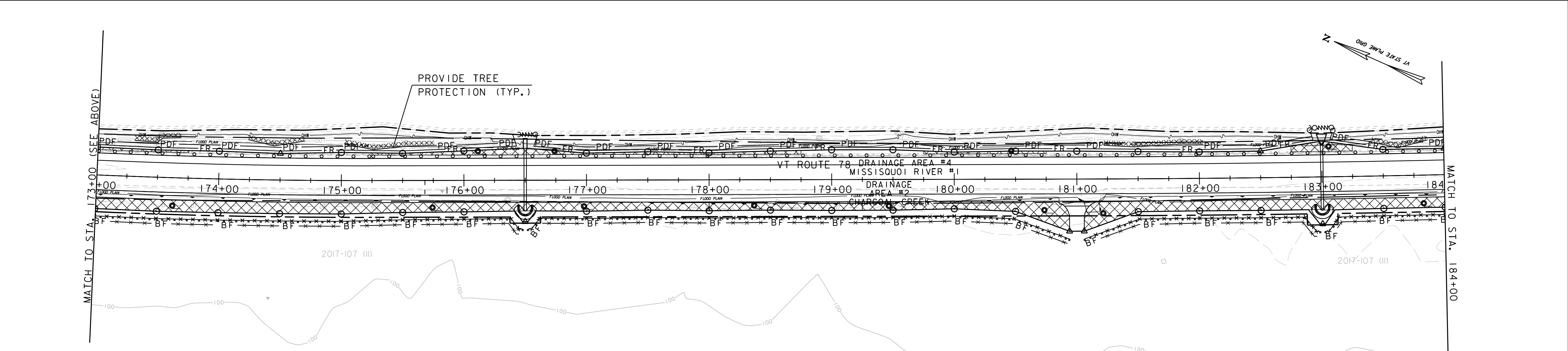
ROLLED EROSION CONTROL PRODUCT, TYPE I
STA. 165+00 - STA. 167+59, LT
STA. 168+16 - STA. 171+25, LT
STA. 172+25 - STA. 173+75, LT
STA. 175+25 - STA. 178+75, LT
STA. 179+75 - STA. 180+75, LT
STA. 182+75 - STA. 183+25, LT
STA. 164+06 - STA. 170+94, RT
STA. 171+06 - STA. 180+94, RT
STA. 181+06 - STA. 184+00, RT

PROJECT DEMARCATION FENCE
SILT FENCE, TYPE I
STA. 162+75 - STA. 163+53, LT

PROJECT DEMARCATION USING FLAGS
STA. 167+14 - STA. 169+27, LT
STA. 170+03 - STA. 170+39, LT
STA. 171+01 - STA. 175+13, LT
STA. 175+77 - STA. 181+22, LT
STA. 182+03 - STA. 182+92, LT
STA. 183+08 - STA. 183+40, LT
STA. 183+87 - STA. 184+00, LT

EROSION LOGS
STA. 164+93 - STA. 169+93, LT
STA. 170+07 - STA. 176+43, LT
STA. 176+57 - STA. 182+93, LT
STA. 183+07 - STA. 184+00, LT

GEOTEXTILE FOR FILTER CURTAIN
STA. 169+93 - STA. 170+07, LT
STA. 176+43 - STA. 176+57, LT
STA. 182+93 - STA. 183+07, LT



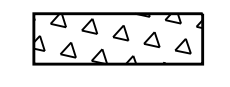
PROVIDE TREE PROTECTION (TYP.)

EPSC CONSTRUCTION NOTES

- SEE EPSC DETAILS (1 OF 3) FOR EPSC PLAN SYMBOLOGY.
- EROSION PROTECTION AT OUTLETS NOT SHOWN FOR CLARITY. SEE EPSC DETAIL SHEETS FOR EROSION TREATMENT MEASURES.
- STONE FILL SHOWN FOR FINAL SLOPE CONDITIONS. EROSION MATTING SHOWN AT THE SAME LOCATION WHEN TEMPORARY WIDENING IS REQUIRED.
- THE LIMITS OF DISTURBANCE SHALL BE A MAXIMUM OF 2'-0" BEYOND THE TOE OF SLOPE FROM STA. 164+75 TO STA. 184+00, LT. WITHIN THESE LIMITS, THE FILTER CURTAIN SHALL BE LOCATED 5'-0" BEYOND THE TOE OF SLOPE AT DRAINAGE STRUCTURES. AT ALL OTHER LOCATIONS, THE BARRIER FENCE SHALL BE LOCATED A MAXIMUM OF 10'-0" BEYOND THE TEMPORARY OR PERMANENT TOE OF SLOPE.



TEMPORARY EROSION CONTROL FOR UTILITY POLE RELOCATION

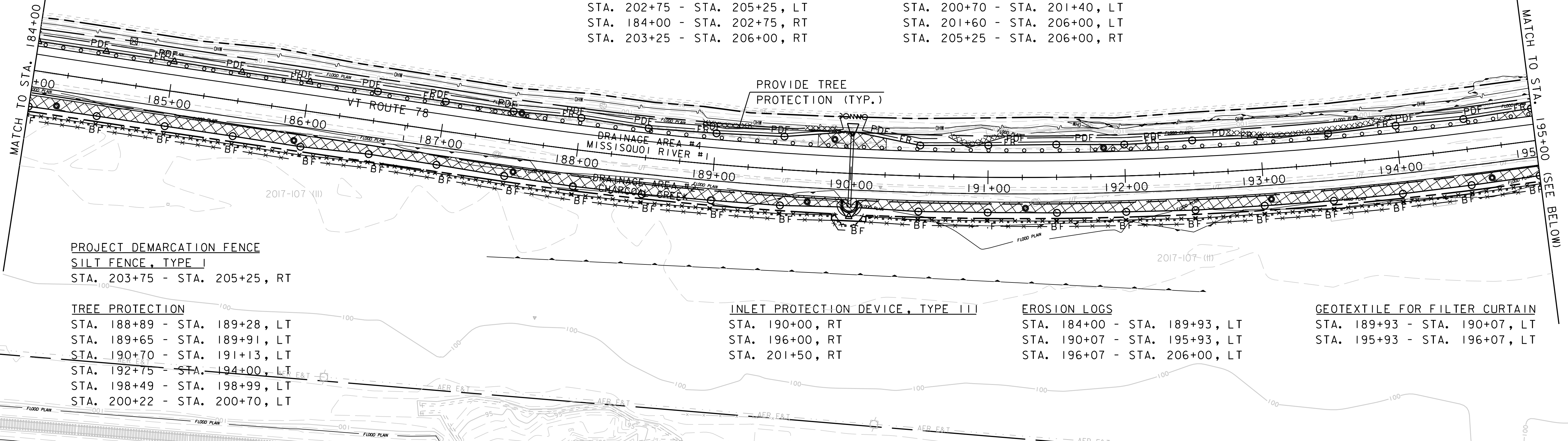


PROJECT NAME:	SWANTON	FILE NAME:	z96b032bdr_ECSP_Constr.dgn	PLOT DATE:	9/13/2023
PROJECT NUMBER:	NH 036-1(9)	PROJECT LEADER:	G. BAKOS	DRAWN BY:	C. CILLEY
		DESIGNED BY:	M. BOGUE	CHECKED BY:	G. BAKOS
		EPSC CONSTRUCTION PLAN (7 OF 14)		SHEET	122 OF 307

BARRIER FENCE
SILT FENCE, TYPE I I
 STA. 184+00 - STA. 189+98, RT
 STA. 190+02 - STA. 195+98, RT
 STA. 196+02 - STA. 201+48, RT
 STA. 201+52 - STA. 203+25, RT

ROLLED EROSION CONTROL PRODUCT, TYPE I
 STA. 187+25 - STA. 187+75, LT
 STA. 189+75 - STA. 190+25, LT
 STA. 191+75 - STA. 192+25, LT
 STA. 194+75 - STA. 197+25, LT
 STA. 197+75 - STA. 198+75, LT
 STA. 199+25 - STA. 202+25, LT
 STA. 202+75 - STA. 205+25, LT
 STA. 184+00 - STA. 202+75, RT
 STA. 203+25 - STA. 206+00, RT

PROJECT DEMARCATION USING FLAGS
 STA. 184+00 - STA. 189+65, LT
 STA. 190+08 - STA. 190+70, LT
 STA. 191+12 - STA. 192+75, LT
 STA. 194+00 - STA. 195+92, LT
 STA. 196+07 - STA. 198+49, LT
 STA. 198+99 - STA. 200+22, LT
 STA. 200+70 - STA. 201+40, LT
 STA. 201+60 - STA. 206+00, LT
 STA. 205+25 - STA. 206+00, RT



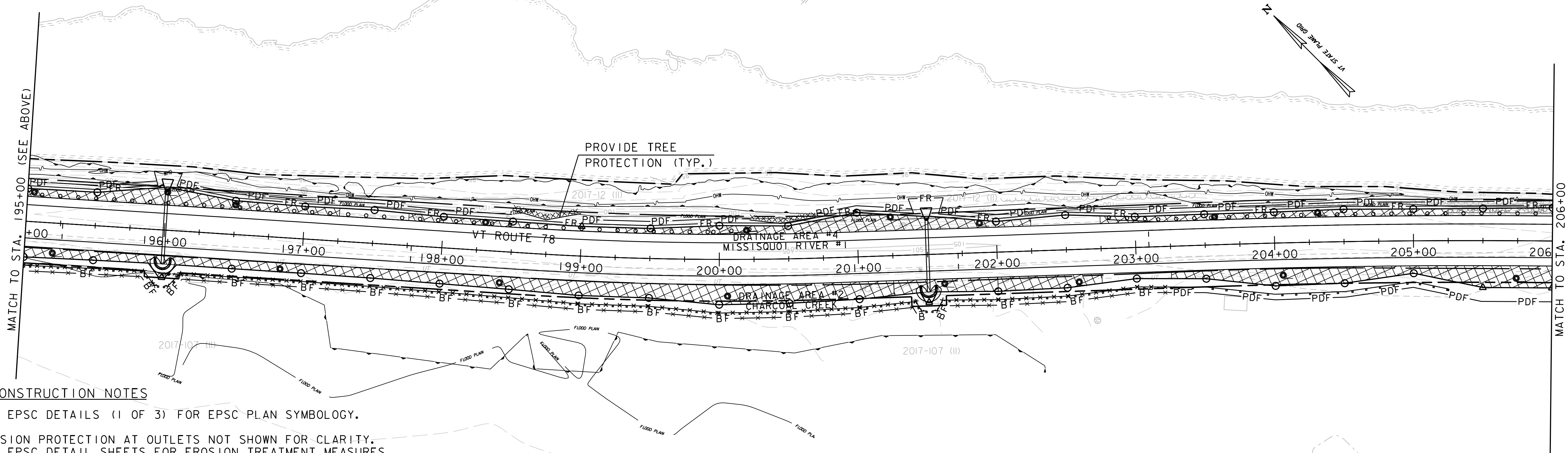
PROJECT DEMARCATION FENCE
SILT FENCE, TYPE I
 STA. 203+75 - STA. 205+25, RT

TREE PROTECTION
 STA. 188+89 - STA. 189+28, LT
 STA. 189+65 - STA. 189+91, LT
 STA. 190+70 - STA. 191+13, LT
 STA. 192+75 - STA. 194+00, LT
 STA. 198+49 - STA. 198+99, LT
 STA. 200+22 - STA. 200+70, LT

INLET PROTECTION DEVICE, TYPE II I
 STA. 190+00, RT
 STA. 196+00, RT
 STA. 201+50, RT

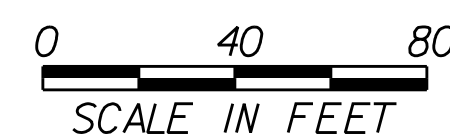
EROSION LOGS
 STA. 184+00 - STA. 189+93, LT
 STA. 190+07 - STA. 195+93, LT
 STA. 196+07 - STA. 206+00, LT

GEOTEXTILE FOR FILTER CURTAIN
 STA. 189+93 - STA. 190+07, LT
 STA. 195+93 - STA. 196+07, LT



EPSC CONSTRUCTION NOTES

1. SEE EPSC DETAILS (1 OF 3) FOR EPSC PLAN SYMBOLOGY.
2. EROSION PROTECTION AT OUTLETS NOT SHOWN FOR CLARITY. SEE EPSC DETAIL SHEETS FOR EROSION TREATMENT MEASURES.
3. STONE FILL SHOWN FOR FINAL SLOPE CONDITIONS. EROSION MATTING SHOWN AT THE SAME LOCATION WHEN TEMPORARY WIDENING IS REQUIRED.
4. THE LIMITS OF DISTURBANCE SHALL BE A MAXIMUM OF 2'-0" BEYOND THE TOE OF SLOPE FROM STA. 184+00 TO STA. 206+00, LT. WITHIN THESE LIMITS, THE FILTER CURTAIN OR EROSION LOG SHALL BE LOCATED 5'-0" BEYOND THE TOE OF SLOPE AT DRAINAGE STRUCTURES. AT ALL OTHER LOCATIONS, THE BARRIER FENCE SHALL BE LOCATED A MAXIMUM OF 10'-0" BEYOND THE TEMPORARY OR PERMANENT TOE OF SLOPE.



TEMPORARY
 EROSION
 CONTROL FOR
 UTILITY POLE
 RELOCATION



PROJECT NAME: SWANTON
 PROJECT NUMBER: NH 036-1(9)

FILE NAME: z96b032bdr_ECSP_Constr.dgn PLOT DATE: 9/13/2023
 PROJECT LEADER: G. BAKOS DRAWN BY: C. CILLEY
 DESIGNED BY: M. BOGUE CHECKED BY: G. BAKOS
 EPSC CONSTRUCTION PLAN (8 OF 14) SHEET 123 OF 307

PROJECT DEMARCATION USING FLAGS
STA. 206+00 - STA. 206+48, RT

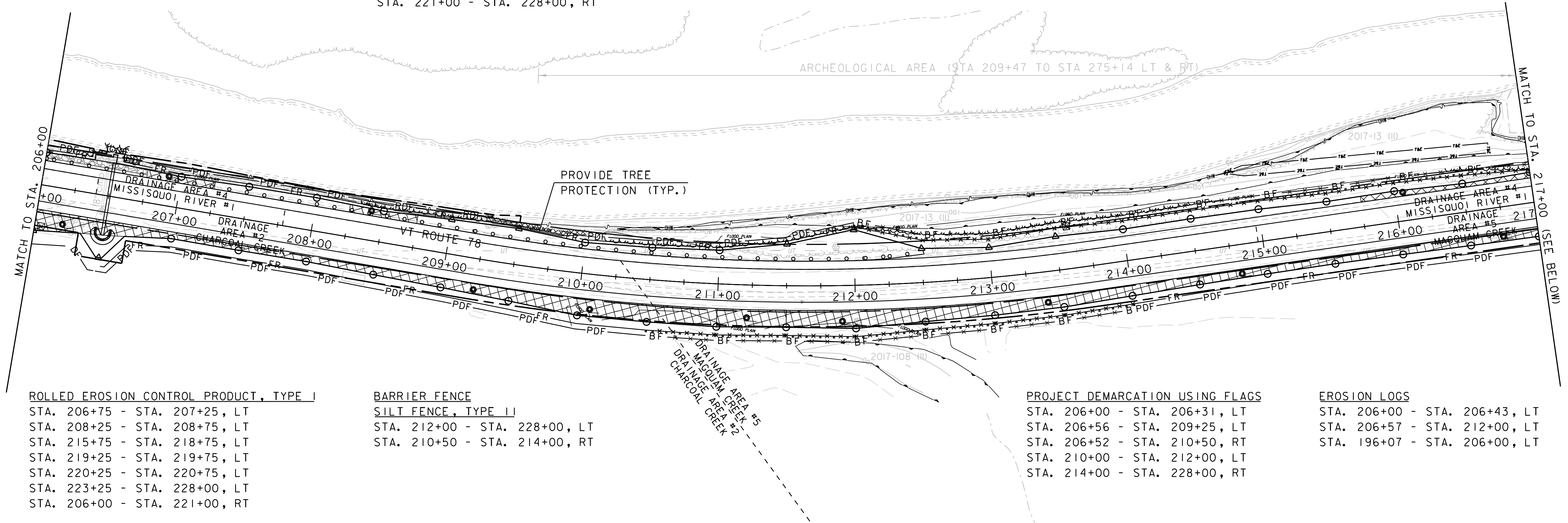
ROLLED EROSION CONTROL PRODUCT, TYPE I
(TEMPORARY SLOPES)
STA. 221+00 - STA. 228+00, RT

INLET PROTECTION DEVICE, TYPE III
STA. 206+50, RT

TREE PROTECTION
STA. 209+25 - STA. 210+00, LT

GEOTEXTILE FOR FILTER CURTAIN
STA. 206+43 - STA. 206+57, LT

ARCHEOLOGICAL AREA (STA 209+47 TO STA 275+14 LT & RT)

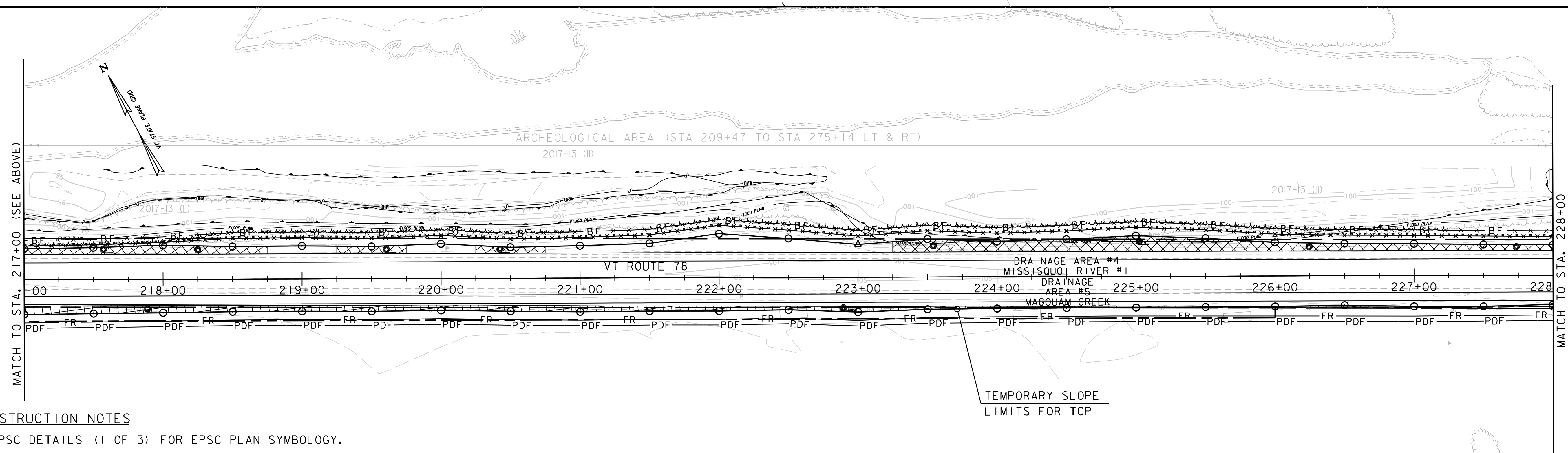


ROLLED EROSION CONTROL PRODUCT, TYPE I
STA. 206+75 - STA. 207+25, LT
STA. 208+25 - STA. 208+75, LT
STA. 215+75 - STA. 218+75, LT
STA. 219+25 - STA. 219+75, LT
STA. 220+25 - STA. 220+75, LT
STA. 223+25 - STA. 228+00, LT
STA. 206+00 - STA. 221+00, RT

BARRIER FENCE
SILT FENCE, TYPE II
STA. 212+00 - STA. 228+00, LT
STA. 210+50 - STA. 214+00, RT

PROJECT DEMARCATION USING FLAGS
STA. 206+00 - STA. 206+31, LT
STA. 206+56 - STA. 209+25, LT
STA. 206+52 - STA. 210+50, RT
STA. 210+00 - STA. 212+00, LT
STA. 214+00 - STA. 228+00, RT

EROSION LOGS
STA. 206+00 - STA. 206+43, LT
STA. 206+57 - STA. 212+00, LT
STA. 196+07 - STA. 206+00, LT

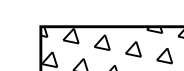


EPSC CONSTRUCTION NOTES

1. SEE EPSC DETAILS (1 OF 3) FOR EPSC PLAN SYMBOLOGY.
2. EROSION PROTECTION AT OUTLETS NOT SHOWN FOR CLARITY. SEE EPSC DETAIL SHEETS FOR EROSION TREATMENT MEASURES.
3. STONE FILL SHOWN FOR FINAL SLOPE CONDITIONS. EROSION MATTING SHOWN AT THE SAME LOCATION WHEN TEMPORARY WIDENING IS REQUIRED.
4. THE LIMITS OF DISTURBANCE SHALL BE A MAXIMUM OF 2'-0" BEYOND THE TOE OF SLOPE FROM STA. 206+00 TO STA. 212+00, LT AND 217+00 TO STA. 218+00, LT. WITHIN THESE LIMITS, THE FILTER CURTAIN SHALL BE LOCATED 5'-0" BEYOND THE TOE OF SLOPE AT DRAINAGE STRUCTURES. AT ALL OTHER LOCATIONS, THE BARRIER FENCE SHALL BE LOCATED A MAXIMUM OF 10'-0" BEYOND THE TEMPORARY OR PERMANENT TOE OF SLOPE.



TEMPORARY
EROSION
CONTROL FOR
UTILITY POLE
RELOCATION



PROJECT NAME: SWANTON
PROJECT NUMBER: NH 036-1(9)

FILE NAME: z96b032bdr_ECSP_Constr.dgn PLOT DATE: 9/13/2023
PROJECT LEADER: G. BAKOS DRAWN BY: C. CILLEY
DESIGNED BY: M. BOGUE CHECKED BY: G. BAKOS
EPSC CONSTRUCTION PLAN (9 OF 14) SHEET 124 OF 307

ROLLED EROSION CONTROL PRODUCT, TYPE I

STA. 228+00 - STA. 228+44, LT
 STA. 228+51 - STA. 231+20, LT
 STA. 231+30 - STA. 232+24, LT
 STA. 232+34 - STA. 233+74, LT
 STA. 233+90 - STA. 234+89, LT

ROLLED EROSION CONTROL PRODUCT, TYPE I (CONT.)

STA. 234+98 - STA. 235+76, LT
 STA. 235+86 - STA. 236+61, LT
 STA. 236+70 - STA. 238+14, LT
 STA. 238+21 - STA. 239+89, LT
 STA. 240+05 - STA. 241+25, LT

PROJECT DEMARCATION USING FLAGS

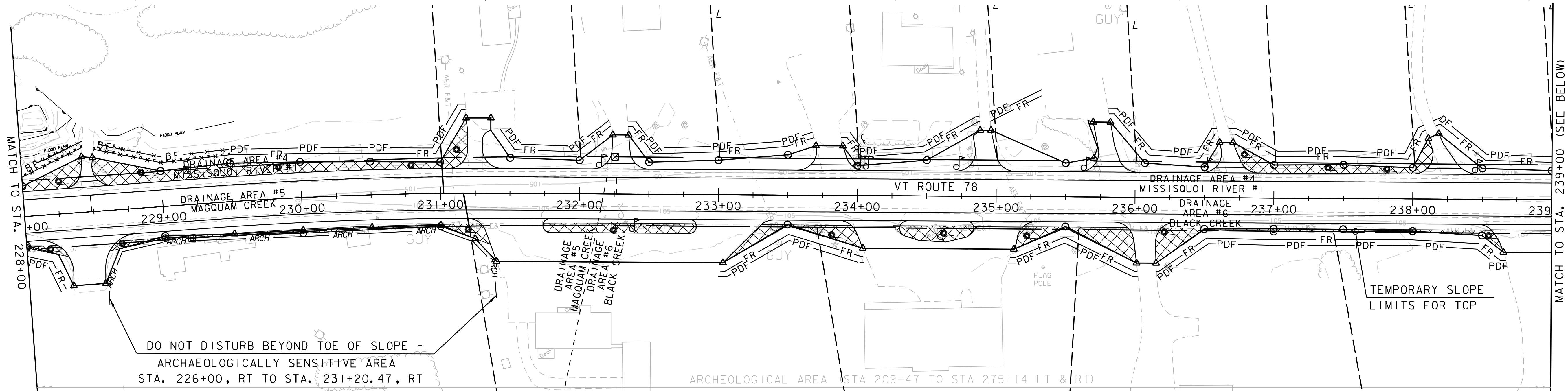
EROSION LOGS
 STA. 228+00 - STA. 228+32, RT
 STA. 228+56 - STA. 231+41, RT
 STA. 229+50 - STA. 231+19, LT
 STA. 231+36 - STA. 232+21, LT

PROJECT DEMARCATION USING FLAGS (CONT.)

EROSION LOGS (CONT.)
 STA. 232+33 - STA. 233+76, LT
 STA. 233+02 - STA. 234+05, RT
 STA. 233+89 - STA. 234+88, LT
 STA. 234+97 - STA. 235+75, LT

PROJECT DEMARCATION USING FLAGS (CONT.)

EROSION LOGS (CONT.)
 STA. 235+08 - STA. 236+00, RT
 STA. 235+85 - STA. 236+60, LT
 STA. 236+15 - STA. 238+68, RT
 STA. 236+67 - STA. 238+11, LT



PROJECT DEMARCATION USING FLAGS (CONT.)

EROSION LOGS (CONT.)
 STA. 238+17 - STA. 239+87, LT
 STA. 239+14 - STA. 240+50, RT
 STA. 241+04 - STA. 246+15, RT
 STA. 240+05 - STA. 241+85, LT

PROJECT DEMARCATION USING FLAGS (CONT.)

EROSION LOGS (CONT.)
 STA. 241+97 - STA. 243+30, LT
 STA. 243+44 - STA. 244+75, LT
 STA. 244+85 - STA. 246+41, LT
 STA. 246+33 - STA. 250+00, RT

PROJECT DEMARCATION USING FLAGS (CONT.)

EROSION LOGS (CONT.)
 STA. 246+52 - STA. 248+72, LT
 STA. 248+83 - STA. 250+00, LT

BARRIER FENCE

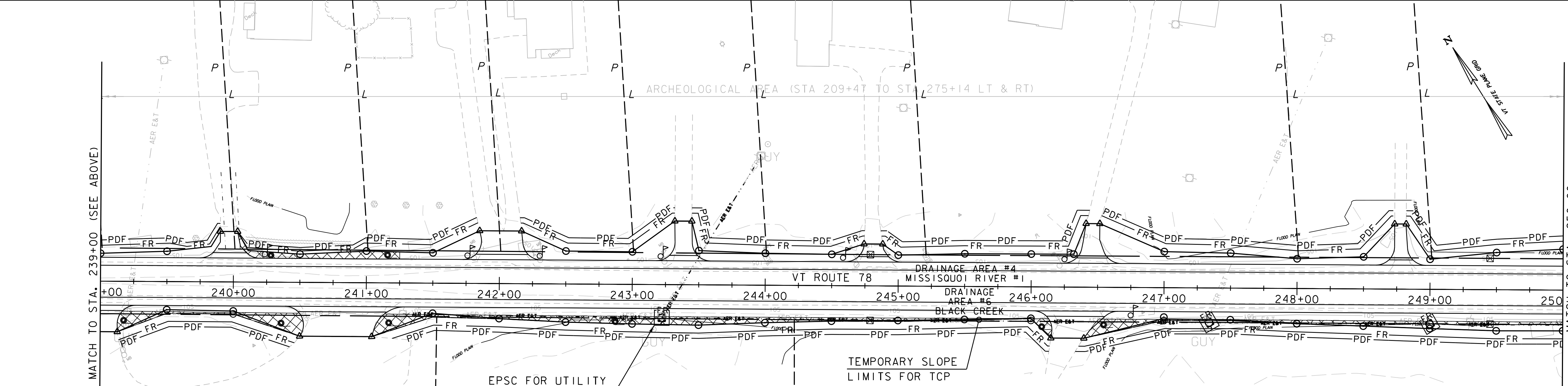
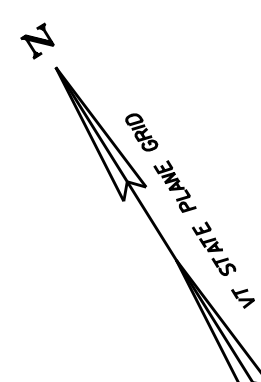
SILT FENCE, TYPE II
 STA. 228+00 - STA. 228+45, LT
 STA. 228+53 - STA. 229+50, LT

DO NOT DISTURB BEYOND TOE OF SLOPE -
 ARCHAEOLOGICALLY SENSITIVE AREA
 STA. 226+00, RT TO STA. 231+20.47, RT

ARCHAEOLOGICAL AREA (STA 209+47 TO STA 275+14 LT & RT)

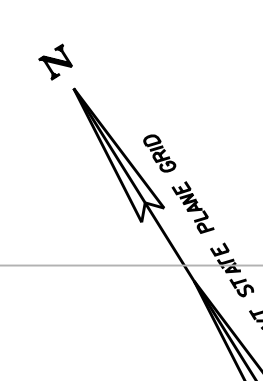
TEMPORARY SLOPE
 LIMITS FOR TCP

MATCH TO STA. 239+00 (SEE BELOW)



MATCH TO STA. 239+00 (SEE ABOVE)

MATCH TO STA. 250+00



EPSC CONSTRUCTION NOTES

- SEE EPSC DETAILS (1 OF 3) FOR EPSC PLAN SYMBOLOLOGY.
- EROSION PROTECTION AT OUTLETS NOT SHOWN FOR CLARITY. SEE EPSC DETAIL SHEETS FOR EROSION TREATMENT MEASURES.
- STONE FILL SHOWN FOR FINAL SLOPE CONDITIONS. EROSION MATTING SHOWN AT THE SAME LOCATION WHEN TEMPORARY WIDENING IS REQUIRED.
- THE BARRIER FENCE AND PROJECT DEMARCATION FENCE SHALL BE LOCATED A MAXIMUM OF 10'-0" BEYOND THE TEMPORARY OR PERMANENT TOE OF SLOPE.

EPSC FOR UTILITY
 POLE RELOCATION
 (BY OTHERS) (TYP.)

ROLLED EROSION CONTROL PRODUCT, TYPE I

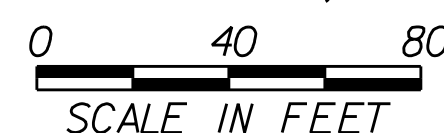
(TEMPORARY SLOPES)
 STA. 228+00 - STA. 228+30, RT
 STA. 228+61 - STA. 231+37, RT
 STA. 231+73 - STA. 232+85, RT
 STA. 233+12 - STA. 234+03, RT
 STA. 234+30 - STA. 234+84, RT

ROLLED EROSION CONTROL PRODUCT, TYPE I

(TEMPORARY SLOPES)
 STA. 235+13 - STA. 235+99, RT
 STA. 236+15 - STA. 238+65, RT
 STA. 239+13 - STA. 240+53, RT

ROLLED EROSION CONTROL PRODUCT, TYPE I

(TEMPORARY SLOPES)
 STA. 241+04 - STA. 246+15, RT
 STA. 246+40 - STA. 250+00, RT



TEMPORARY
 EROSION
 CONTROL FOR
 UTILITY POLE
 RELOCATION



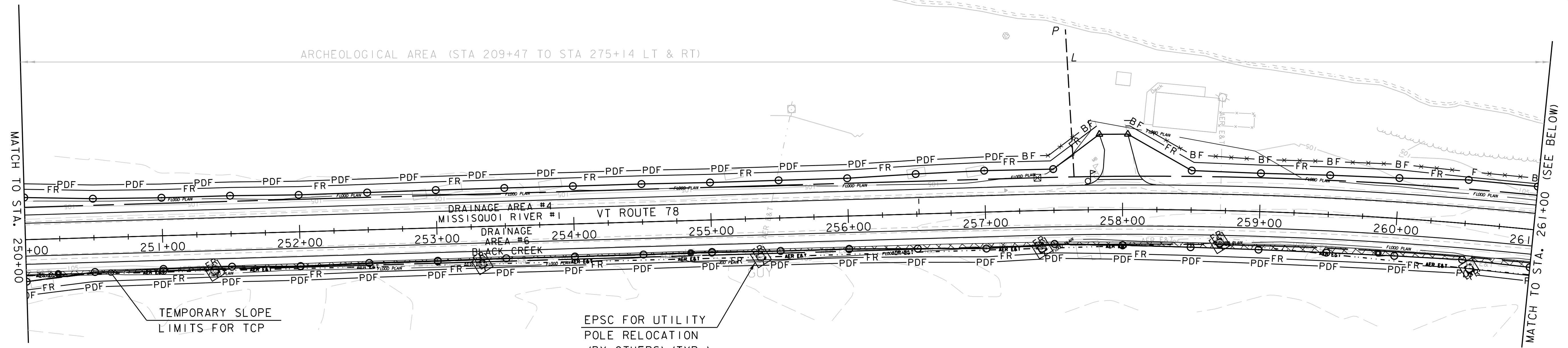
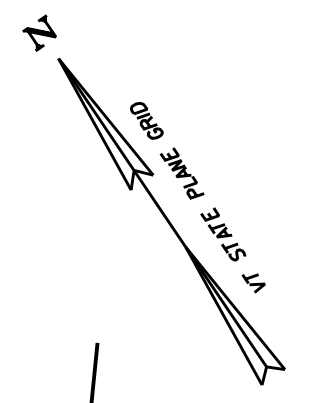
PROJECT NAME: SWANTON
 PROJECT NUMBER: NH 036-1(9)

FILE NAME: z96b032bdr_ECSP_Constr.dgn PLOT DATE: 9/13/2023
 PROJECT LEADER: G. BAKOS DRAWN BY: C. CILLEY
 DESIGNED BY: M. BOGUE CHECKED BY: G. BAKOS
 EPSC CONSTRUCTION PLAN (10 OF 14) SHEET 125 OF 307

INLET PROTECTION DEVICE, TYPE I
 STA. 263+00, RT
 STA. 266+00, RT

INLET PROTECTION DEVICE, TYPE III
 STA. 262+00, RT

ROLLED EROSION CONTROL PRODUCT, TYPE I
 STA. 262+25 - STA. 266+25, LT



PROJECT DEMARCATION USING FLAGS
 EROSION LOGS
 STA. 250+00 - STA. 257+25, LT
 STA. 250+00 - STA. 261+78, RT
 STA. 261+88 - STA. 263+70, RT
 STA. 263+84 - STA. 265+69, RT
 STA. 265+80 - STA. 269+17, RT
 STA. 269+28 - STA. 272+00, RT

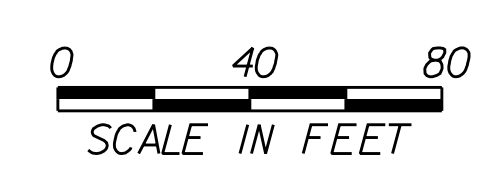
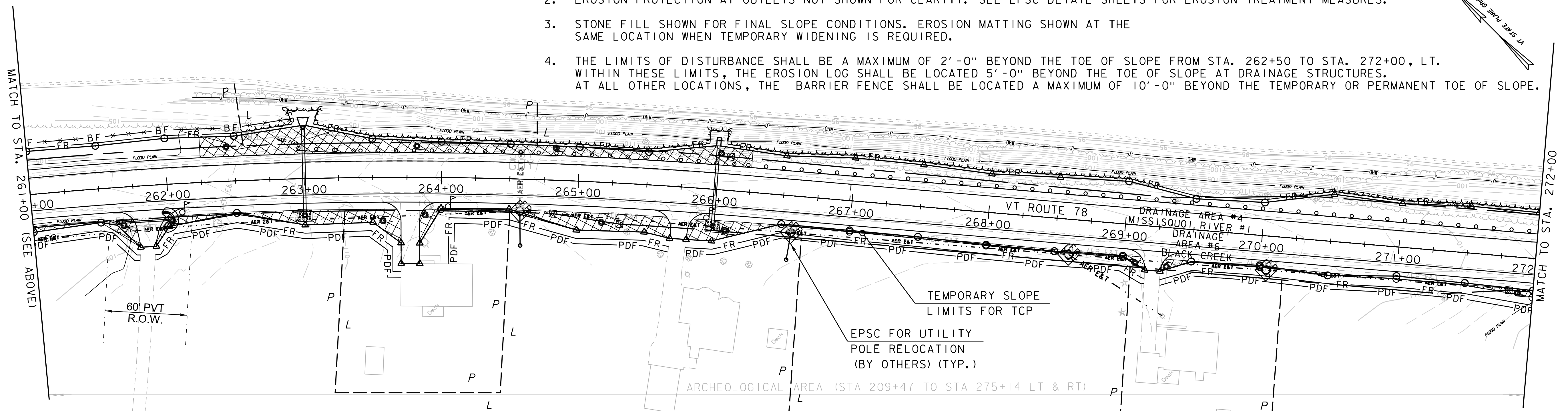
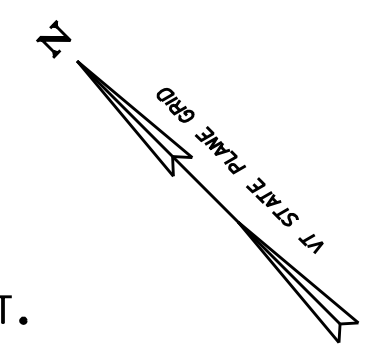
BARRIER FENCE
 EROSION LOGS
 STA. 257+25 - STA. 257+87, LT
 STA. 258+03 - STA. 262+95, LT

EROSION LOGS
 STA. 263+05 - STA. 265+95, LT
 STA. 266+05 - STA. 272+00, LT

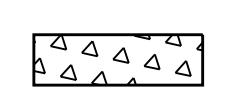
ROLLED EROSION CONTROL PRODUCT, TYPE I
 (TEMPORARY SLOPES)
 STA. 250+00 - STA. 261+78, RT
 STA. 261+89 - STA. 263+70, RT
 STA. 263+84 - STA. 265+69, RT
 STA. 265+81 - STA. 269+16, RT
 STA. 269+28 - STA. 272+00, RT

EPSC CONSTRUCTION NOTES

1. SEE EPSC DETAILS (1 OF 3) FOR EPSC PLAN SYMBOLOLOGY.
2. EROSION PROTECTION AT OUTLETS NOT SHOWN FOR CLARITY. SEE EPSC DETAIL SHEETS FOR EROSION TREATMENT MEASURES.
3. STONE FILL SHOWN FOR FINAL SLOPE CONDITIONS. EROSION MATTING SHOWN AT THE SAME LOCATION WHEN TEMPORARY WIDENING IS REQUIRED.
4. THE LIMITS OF DISTURBANCE SHALL BE A MAXIMUM OF 2'-0" BEYOND THE TOE OF SLOPE FROM STA. 262+50 TO STA. 272+00, LT. WITHIN THESE LIMITS, THE EROSION LOG SHALL BE LOCATED 5'-0" BEYOND THE TOE OF SLOPE AT DRAINAGE STRUCTURES. AT ALL OTHER LOCATIONS, THE BARRIER FENCE SHALL BE LOCATED A MAXIMUM OF 10'-0" BEYOND THE TEMPORARY OR PERMANENT TOE OF SLOPE.



TEMPORARY
 EROSION
 CONTROL FOR
 UTILITY POLE
 RELOCATION



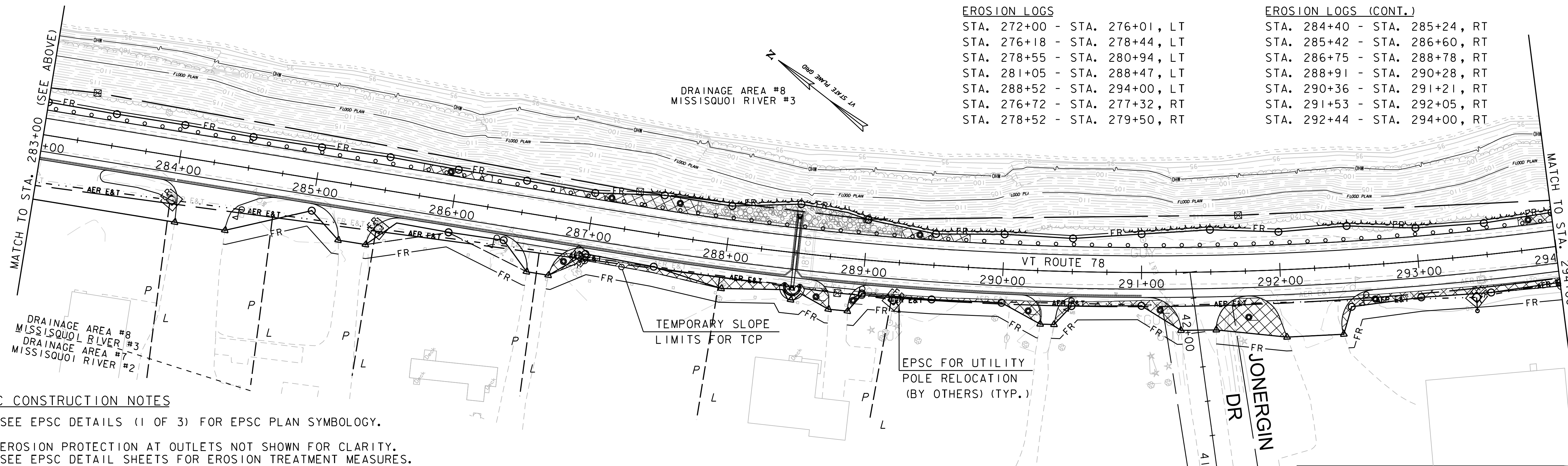
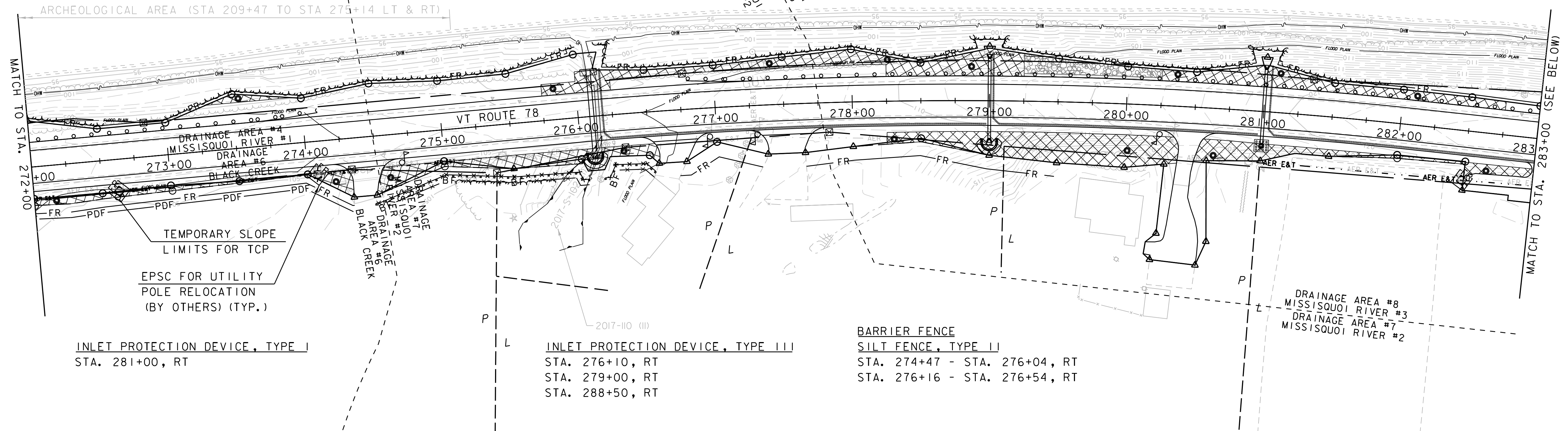
PROJECT NAME:	SWANTON	FILE NAME:	z96b032bdr_ECSP_Constr.dgn	PLOT DATE:	9/13/2023
PROJECT NUMBER:	NH 036-1(9)	PROJECT LEADER:	G. BAKOS	DRAWN BY:	C. CILLEY
		DESIGNED BY:	M. BOGUE	CHECKED BY:	G. BAKOS
		EPSC CONSTRUCTION PLAN (11 OF 14)		SHEET	126 OF 307

ROLLED EROSION CONTROL PRODUCT, TYPE I
 STA. 273+25 - STA. 274+00, LT
 STA. 275+75 - STA. 279+25, LT
 STA. 280+25 - STA. 282+75, LT
 STA. 285+75 - STA. 286+25, LT
 STA. 286+75 - STA. 287+75, LT
 STA. 289+25 - STA. 289+75, LT
 STA. 293+75 - STA. 294+00, LT

PROJECT DEMARCATION USING FLAGS
 EROSION LOGS
 STA. 272+00 - STA. 274+33, RT

ROLLED EROSION CONTROL PRODUCT, TYPE I
 (TEMPORARY SLOPES)
 STA. 272+00 - STA. 274+32, RT
 STA. 274+49 - STA. 276+57, RT
 STA. 278+25 - STA. 280+40, RT
 STA. 280+48 - STA. 283+02, RT
 STA. 286+76 - STA. 288+78, RT

ROLLED EROSION CONTROL PRODUCT, TYPE I (CONT.)
 (TEMPORARY SLOPES)
 STA. 288+90 - STA. 290+29, RT
 STA. 290+38 - STA. 291+28, RT
 STA. 291+53 - STA. 292+03, RT
 STA. 292+43 - STA. 294+00, RT



EPSC CONSTRUCTION NOTES

1. SEE EPSC DETAILS (1 OF 3) FOR EPSC PLAN SYMBOLOGY.
2. EROSION PROTECTION AT OUTLETS NOT SHOWN FOR CLARITY. SEE EPSC DETAIL SHEETS FOR EROSION TREATMENT MEASURES.
3. STONE FILL SHOWN FOR FINAL SLOPE CONDITIONS. EROSION MATTING SHOWN AT THE SAME LOCATION WHEN TEMPORARY WIDENING IS REQUIRED.
4. THE LIMITS OF DISTURBANCE SHALL BE A MAXIMUM OF 2'-0" BEYOND THE TOE OF SLOPE FROM STA. 272+00 TO STA. 294+00, LT. WITHIN THESE LIMITS, THE EROSION LOG SHALL BE LOCATED 5'-0" BEYOND THE TOE OF SLOPE AT DRAINAGE STRUCTURES. AT ALL OTHER LOCATIONS, THE BARRIER FENCE SHALL BE LOCATED A MAXIMUM OF 10'-0" BEYOND THE TEMPORARY OR PERMANENT TOE OF SLOPE.



TEMPORARY EROSION CONTROL FOR UTILITY POLE RELOCATION



PROJECT NAME:	SWANTON	FILE NAME:	z96b032bdr_ECSP_Constr.dgn	PLOT DATE:	9/13/2023
PROJECT NUMBER:	NH 036-1(9)	PROJECT LEADER:	G. BAKOS	DRAWN BY:	C. CILLEY
		DESIGNED BY:	M. BOGUE	CHECKED BY:	G. BAKOS
		EPSC CONSTRUCTION PLAN (12 OF 14)		SHEET	127 OF 307

INLET PROTECTION DEVICE, TYPE III

STA. 294+50, RT
 STA. 296+00, RT
 STA. 300+57, RT
 STA. 301+53, RT
 STA. 305+00, RT
 STA. 309+30, RT

ROLLED EROSION CONTROL PRODUCT, TYPE I

STA. 294+00 - STA. 294+25, LT
 STA. 294+75 - STA. 296+40, LT
 STA. 299+50 - STA. 299+75, LT
 STA. 300+45 - STA. 300+75, LT
 STA. 303+25 - STA. 304+75, LT
 STA. 305+25 - STA. 306+40, LT
 STA. 308+75 - STA. 309+15, LT
 STA. 309+45 - STA. 309+50, LT
 STA. 311+25 - STA. 314+25, LT
 STA. 311+45 - STA. 316+00, RT

PROJECT DEMARCATION USING FLAGS

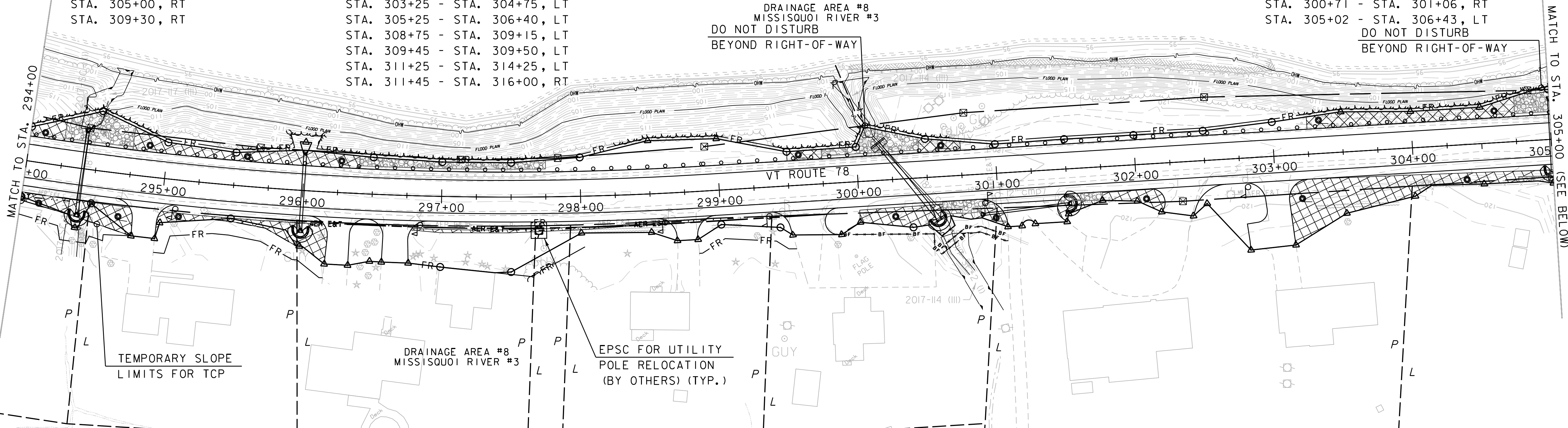
EROSION LOGS
 STA. 310+25 - STA. 311+50, LT

EROSION LOGS

STA. 294+00 - STA. 295+93, LT
 STA. 294+00 - STA. 294+81, RT
 STA. 294+97 - STA. 296+19, RT
 STA. 296+06 - STA. 300+03, LT

EROSION LOGS (CONT.)

STA. 296+77 - STA. 298+50, RT
 STA. 298+83 - STA. 299+51, RT
 STA. 300+12 - STA. 304+98, LT
 STA. 300+00 - STA. 300+64, RT
 STA. 300+71 - STA. 301+06, RT
 STA. 305+02 - STA. 306+43, LT
**DO NOT DISTURB
 BEYOND RIGHT-OF-WAY**



ROLLED EROSION CONTROL PRODUCT, TYPE I

(TEMPORARY SLOPES)

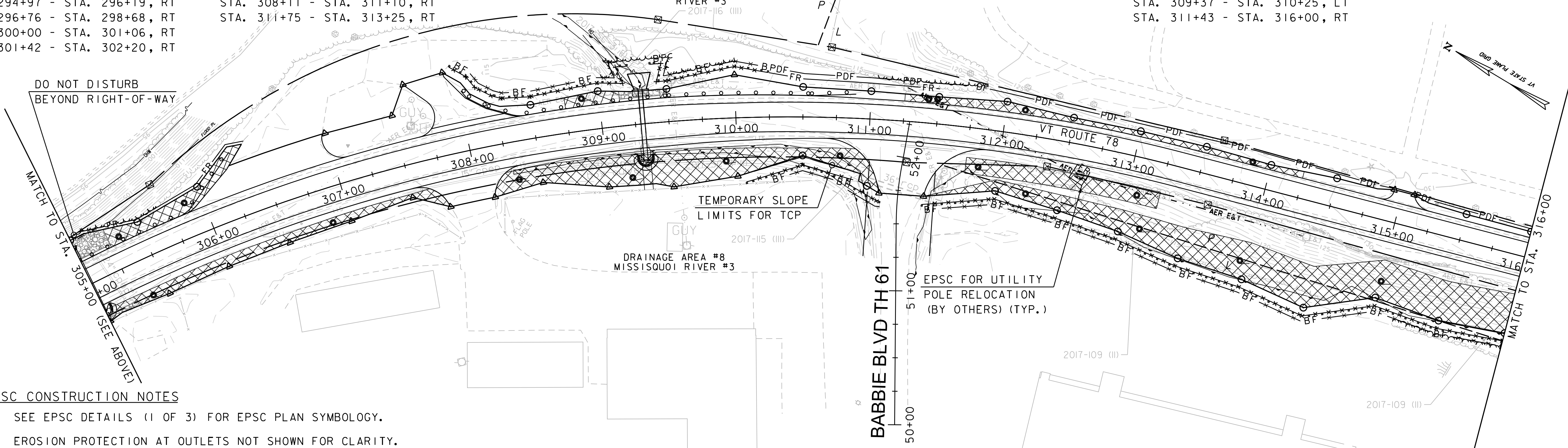
STA. 294+00 - STA. 294+81, RT
 STA. 294+97 - STA. 296+19, RT
 STA. 296+76 - STA. 298+68, RT
 STA. 300+00 - STA. 301+06, RT
 STA. 301+42 - STA. 302+20, RT
 STA. 303+09 - STA. 307+76, RT
 STA. 308+11 - STA. 311+10, RT
 STA. 311+75 - STA. 313+25, RT

PROJECT DEMARCATION USING FLAGS

STA. 311+50 - STA. 314+90, LT
 STA. 315+08 - STA. 316+00, LT
RIVER #3

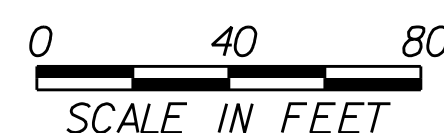
BARRIER FENCE

SILT FENCE, TYPE II
 STA. 307+92 - STA. 309+23, LT
 STA. 309+37 - STA. 310+25, LT
 STA. 311+43 - STA. 316+00, RT



EPSC CONSTRUCTION NOTES

- SEE EPSC DETAILS (1 OF 3) FOR EPSC PLAN SYMBOLOGY.
- EROSION PROTECTION AT OUTLETS NOT SHOWN FOR CLARITY. SEE EPSC DETAIL SHEETS FOR EROSION TREATMENT MEASURES.
- STONE FILL SHOWN FOR FINAL SLOPE CONDITIONS. EROSION MATTING SHOWN AT THE SAME LOCATION WHEN TEMPORARY WIDENING IS REQUIRED.
- THE LIMITS OF DISTURBANCE SHALL BE A MAXIMUM OF 2'-0" BEYOND THE TOE OF SLOPE FROM STA. 294+00 TO STA. 301+00, LT AND 302+50 TO STA. 306+50, LT. WITHIN THESE LIMITS, THE EROSION LOG SHALL BE LOCATED 5'-0" BEYOND THE TOE OF SLOPE AT DRAINAGE STRUCTURES. AT ALL OTHER LOCATIONS, THE BARRIER FENCE SHALL BE LOCATED A MAXIMUM OF 10'-0" BEYOND THE TEMPORARY OR PERMANENT TOE OF SLOPE.



TEMPORARY
 EROSION
 CONTROL FOR
 UTILITY POLE
 RELOCATION



PROJECT NAME: SWANTON
 PROJECT NUMBER: NH 036-1(9)

FILE NAME: z96b032bdr_ECSP_Constr.dgn PLOT DATE: 9/13/2023
 PROJECT LEADER: G. BAKOS DRAWN BY: C. CILLEY
 DESIGNED BY: M. BOGUE CHECKED BY: G. BAKOS
 EPSC CONSTRUCTION PLAN (13 OF 14) SHEET 128 OF 307

ROLLED EROSION CONTROL PRODUCT, TYPE I

STA. 316+00 - STA. 318+75, RT
 STA. 318+25 - STA. 318+77, LT
 STA. 318+86 - STA. 320+25, LT
 STA. 322+25 - STA. 325+48, RT
 STA. 326+75 - STA. 327+48, LT
 STA. 326+77 - STA. 328+08, RT

ROLLED EROSION CONTROL PRODUCT, TYPE I (CONT.)

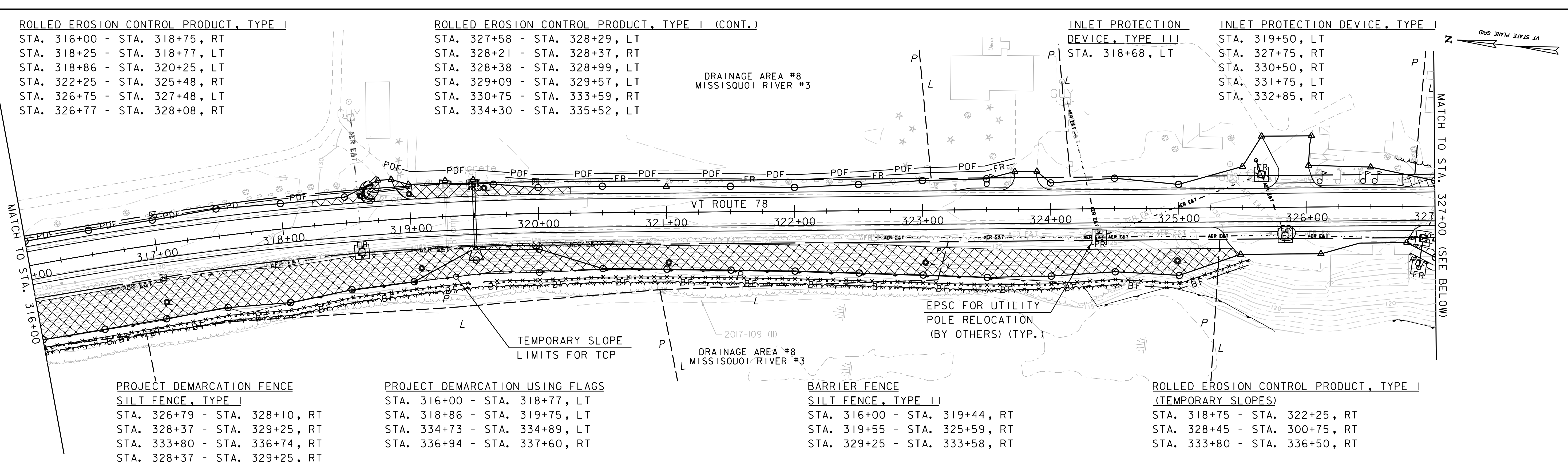
STA. 327+58 - STA. 328+29, LT
 STA. 328+21 - STA. 328+37, RT
 STA. 328+38 - STA. 328+99, LT
 STA. 329+09 - STA. 329+57, LT
 STA. 330+75 - STA. 333+59, RT
 STA. 334+30 - STA. 335+52, LT

INLET PROTECTION DEVICE, TYPE III

STA. 318+68, LT

INLET PROTECTION DEVICE, TYPE I

STA. 319+50, LT
 STA. 327+75, RT
 STA. 330+50, RT
 STA. 331+75, LT
 STA. 332+85, RT



PROJECT DEMARCATION FENCE
SILT FENCE, TYPE I
 STA. 326+79 - STA. 328+10, RT
 STA. 328+37 - STA. 329+25, RT
 STA. 333+80 - STA. 336+74, RT
 STA. 328+37 - STA. 329+25, RT

PROJECT DEMARCATION USING FLAGS
 STA. 316+00 - STA. 318+77, LT
 STA. 318+86 - STA. 319+75, LT
 STA. 334+73 - STA. 334+89, LT
 STA. 336+94 - STA. 337+60, RT

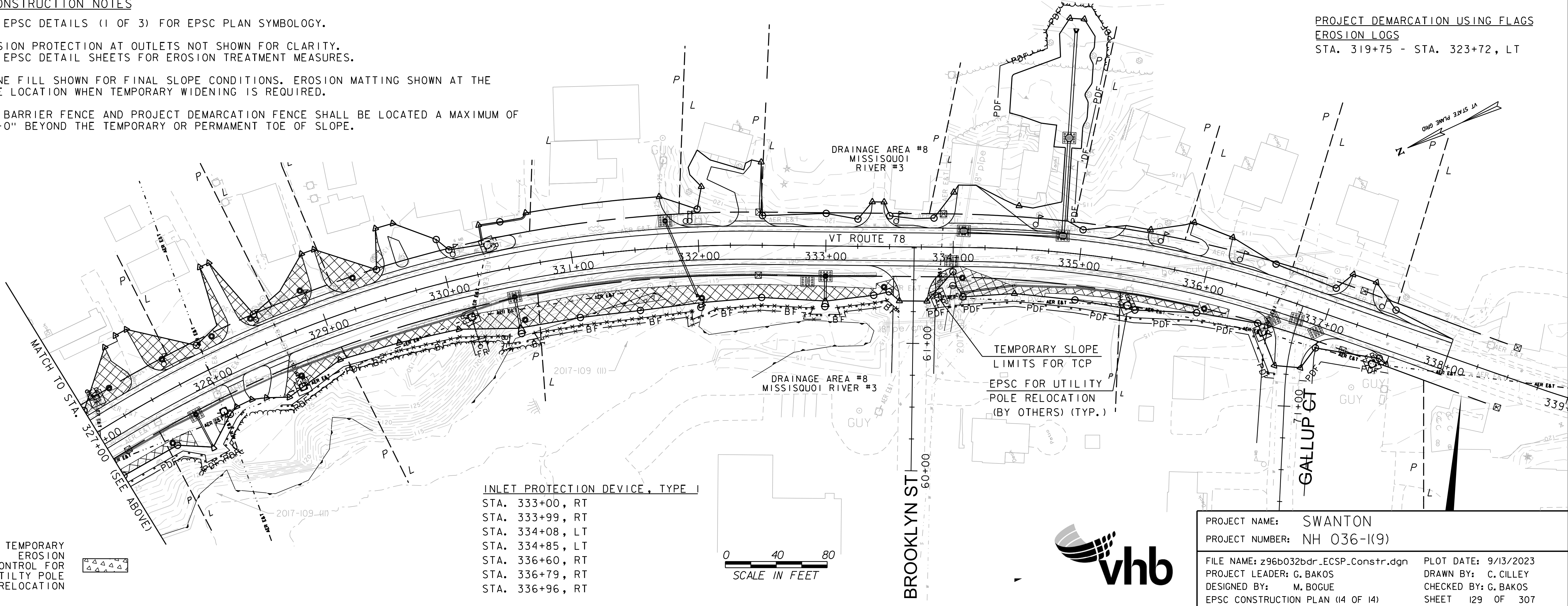
BARRIER FENCE
SILT FENCE, TYPE II
 STA. 316+00 - STA. 319+44, RT
 STA. 319+55 - STA. 325+59, RT
 STA. 329+25 - STA. 333+58, RT

ROLLED EROSION CONTROL PRODUCT, TYPE I
(TEMPORARY SLOPES)
 STA. 318+75 - STA. 322+25, RT
 STA. 328+45 - STA. 300+75, RT
 STA. 333+80 - STA. 336+50, RT

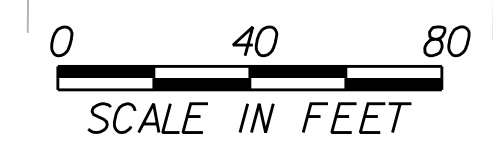
EPSC CONSTRUCTION NOTES

1. SEE EPSC DETAILS (1 OF 3) FOR EPSC PLAN SYMBOLOGY.
2. EROSION PROTECTION AT OUTLETS NOT SHOWN FOR CLARITY. SEE EPSC DETAIL SHEETS FOR EROSION TREATMENT MEASURES.
3. STONE FILL SHOWN FOR FINAL SLOPE CONDITIONS. EROSION MATTING SHOWN AT THE SAME LOCATION WHEN TEMPORARY WIDENING IS REQUIRED.
4. THE BARRIER FENCE AND PROJECT DEMARCATION FENCE SHALL BE LOCATED A MAXIMUM OF 10'-0" BEYOND THE TEMPORARY OR PERMANENT TOE OF SLOPE.

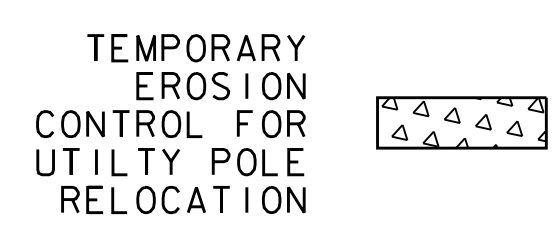
PROJECT DEMARCATION USING FLAGS
EROSION LOGS
 STA. 319+75 - STA. 323+72, LT



INLET PROTECTION DEVICE, TYPE I
 STA. 333+00, RT
 STA. 333+99, RT
 STA. 334+08, LT
 STA. 334+85, LT
 STA. 336+60, RT
 STA. 336+79, RT
 STA. 336+96, RT

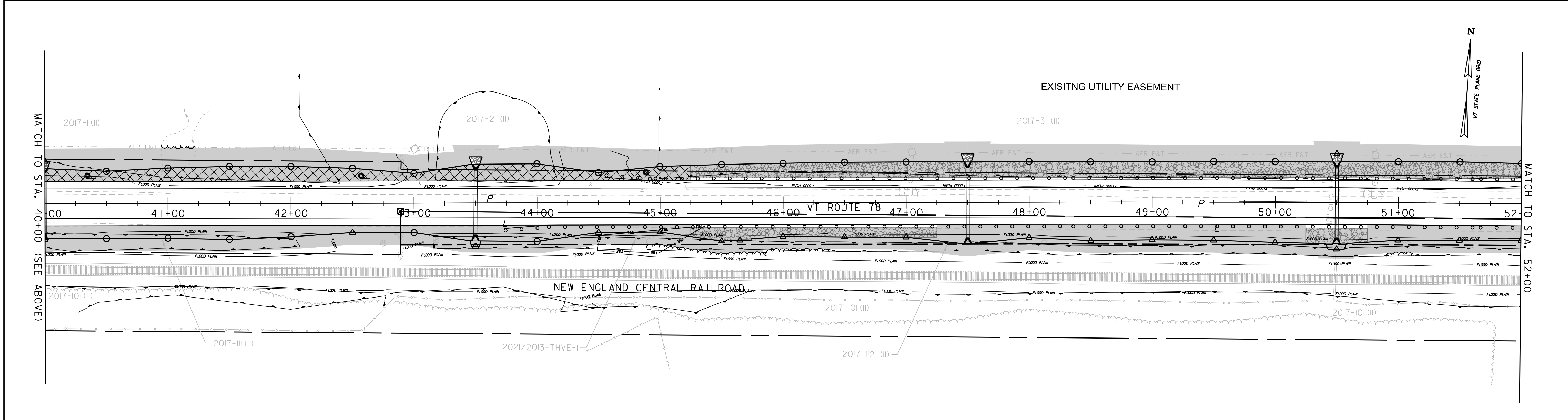
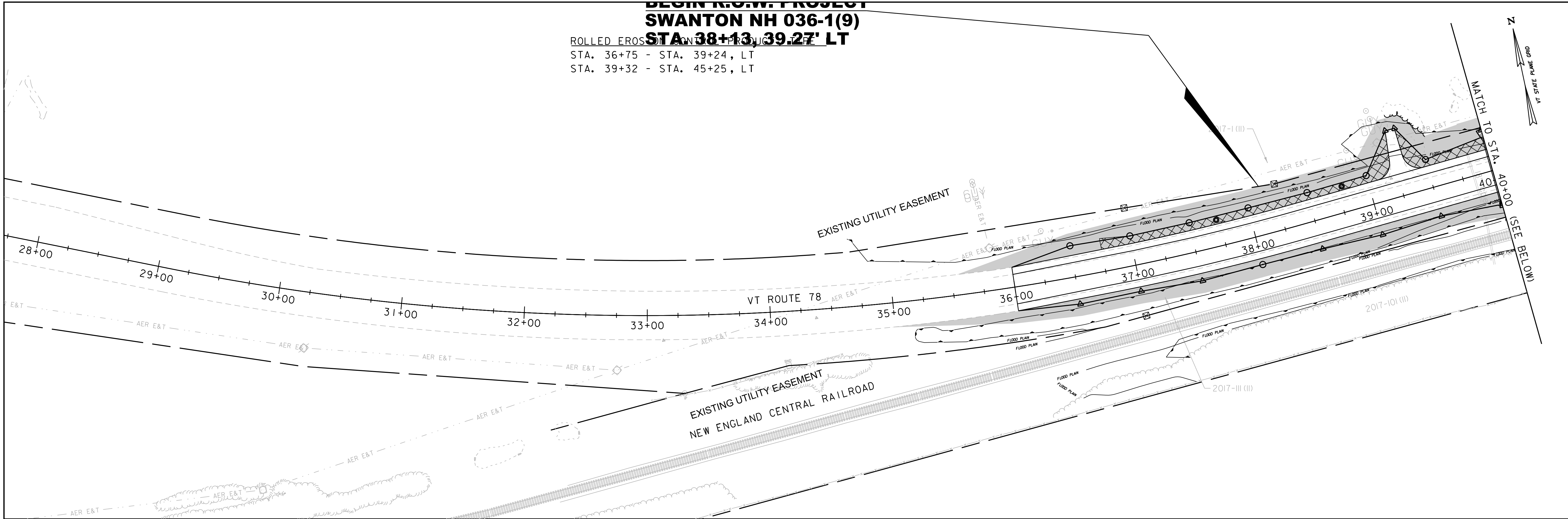


PROJECT NAME:	SWANTON	FILE NAME:	z96b032bdr_ECSP_Constr.dgn	PLOT DATE:	9/13/2023
PROJECT NUMBER:	NH 036-I(9)	PROJECT LEADER:	G. BAKOS	DRAWN BY:	C. CILLEY
		DESIGNED BY:	M. BOGUE	CHECKED BY:	G. BAKOS
		EPSC CONSTRUCTION PLAN (14 OF 14)		SHEET	129 OF 307



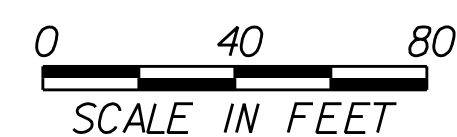
**DESIGN ROW PROJECT
SWANTON NH 036-1(9)
STA. 38+13.39-27' LT**

ROLLED EROSION CONTROL PROPOSED
STA. 36+75 - STA. 39+24, LT
STA. 39+32 - STA. 45+25, LT



EPSC FINAL NOTES

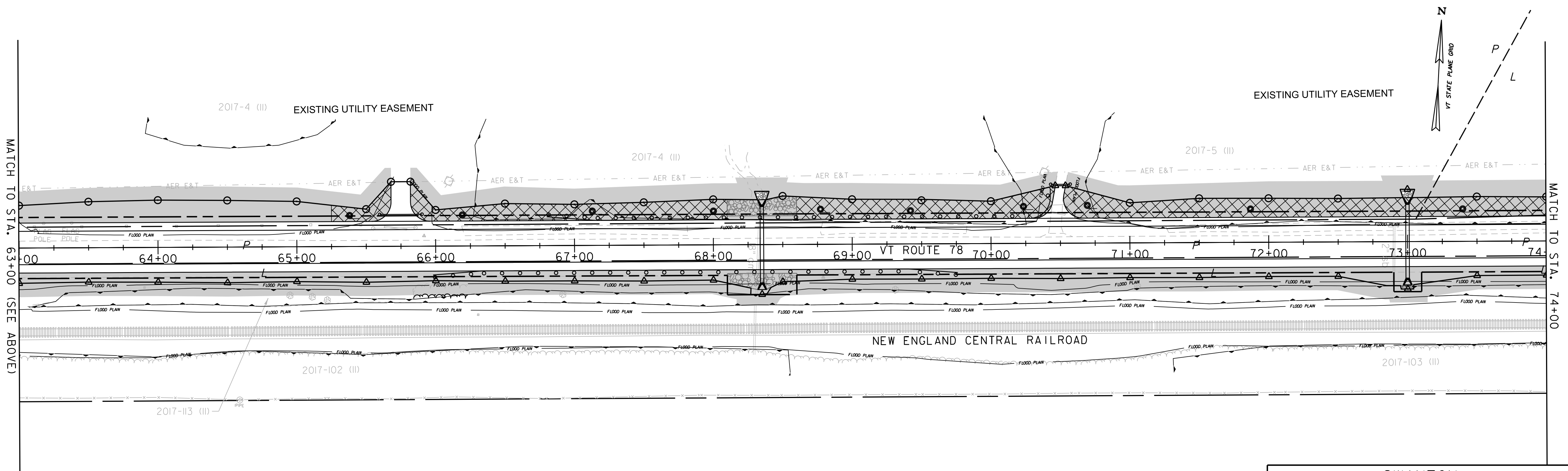
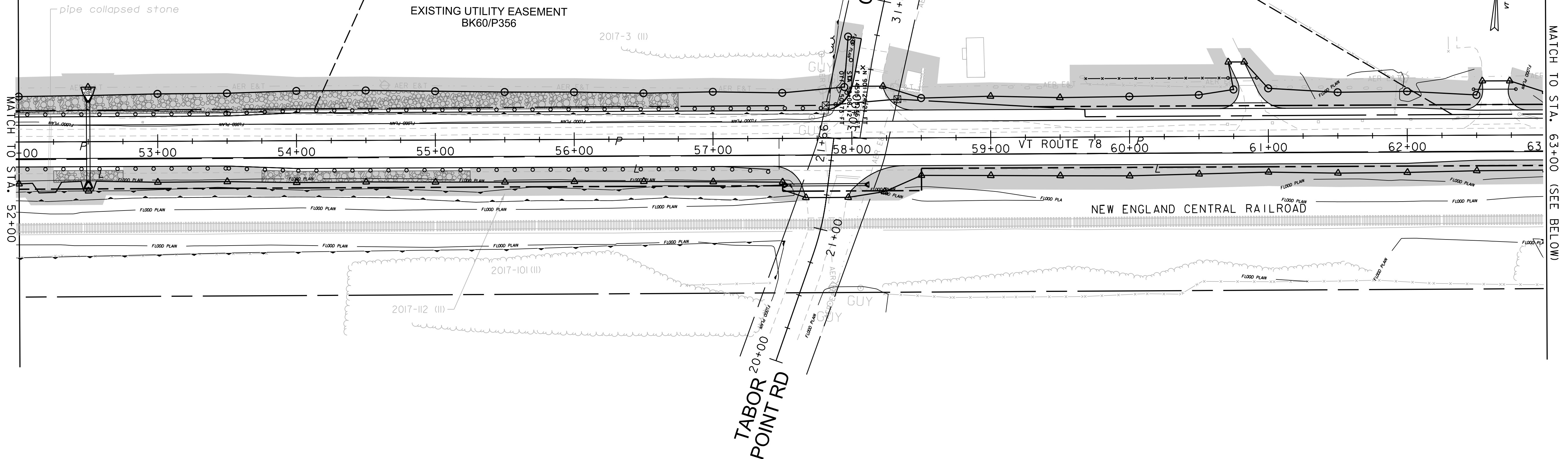
- SEE EPSC DETAILS (1 OF 3) FOR EPSC PLAN SYMBOLOGY.
- EROSION MATTING SHOWN FOR FINAL SLOPES AFTER TEMPORARY WIDENING HAS BEEN REMOVED.



PROJECT NAME:	SWANTON	PLOT DATE:	9/13/2023
PROJECT NUMBER:	NH 036-1(9)	DRAWN BY:	C. CILLEY
FILE NAME:	z96b032bdr_ECSP_Final.dgn	CHECKED BY:	G. BAKOS
PROJECT LEADER:	G. BAKOS	SHEET	130 OF 307
DESIGNED BY:	M. BOGUE		
EPSC FINAL CONDITIONS PLAN (1 OF 14)			

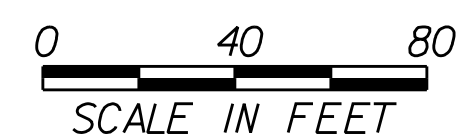
ROLLED EROSION CONTROL PRODUCT, TYPE I

- STA. 65+25 - STA. 65+68, LT
- STA. 65+82 - STA. 68+10, LT
- STA. 68+60 - STA. 70+46, LT
- STA. 70+53 - STA. 74+00, LT



EPSC FINAL NOTES

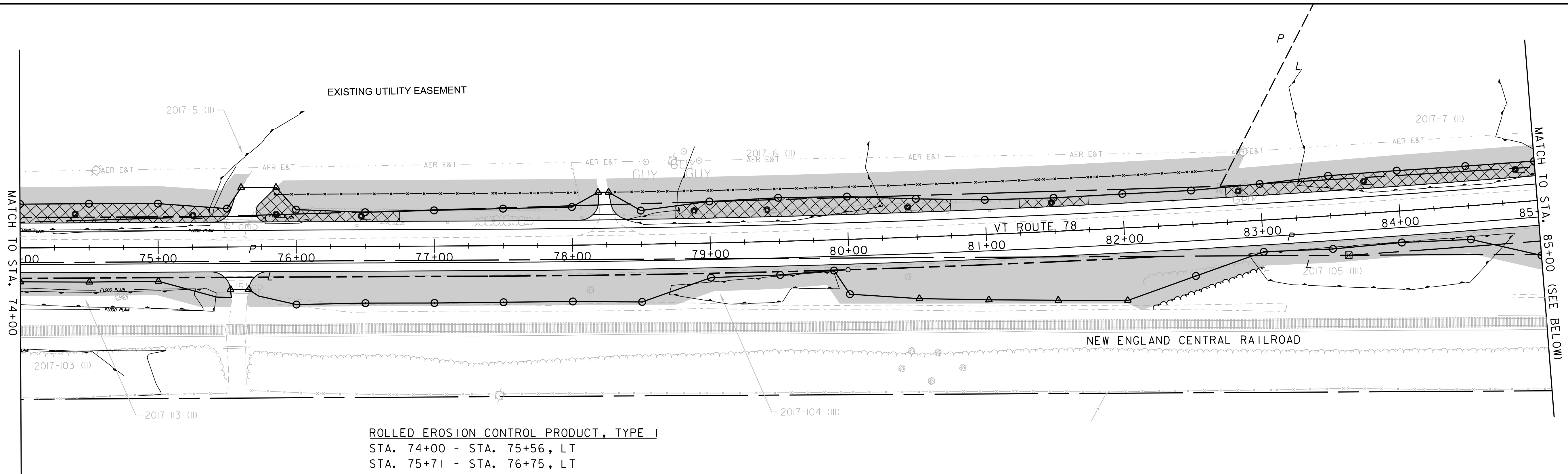
1. SEE EPSC DETAILS (1 OF 3) FOR EPSC PLAN SYMBOLOGY.
2. EROSION MATTING SHOWN FOR FINAL SLOPES AFTER TEMPORARY WIDENING HAS BEEN REMOVED.



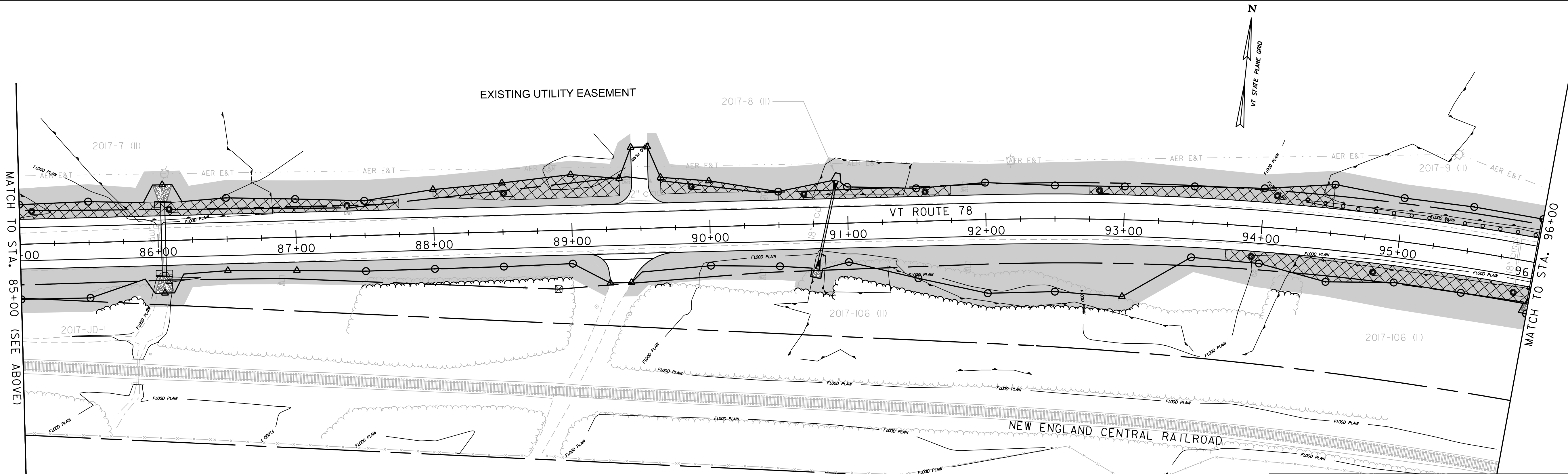
PROJECT NAME: SWANTON
PROJECT NUMBER: NH 036-1(9)

FILE NAME: z96b032bdr_ECSP_Final.dgn
PROJECT LEADER: G. BAKOS
DESIGNED BY: M. BOGUE
EPSC FINAL CONDITIONS PLAN (2 OF 14)

PLOT DATE: 9/13/2023
DRAWN BY: C. CILLEY
CHECKED BY: G. BAKOS
SHEET 131 OF 307

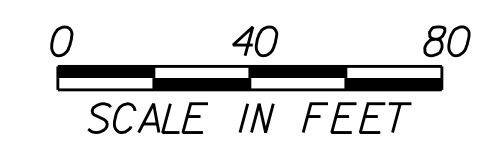


- ROLLED EROSION CONTROL PRODUCT, TYPE I**
- STA. 74+00 - STA. 75+56, LT
 - STA. 75+71 - STA. 76+75, LT
 - STA. 78+75 - STA. 80+75, LT
 - STA. 81+25 - STA. 81+75, LT
 - STA. 82+75 - STA. 87+75, LT
 - STA. 88+00 - STA. 91+75, LT
 - STA. 92+75 - STA. 94+50, RT
 - STA. 93+75 - STA. 96+00, RT

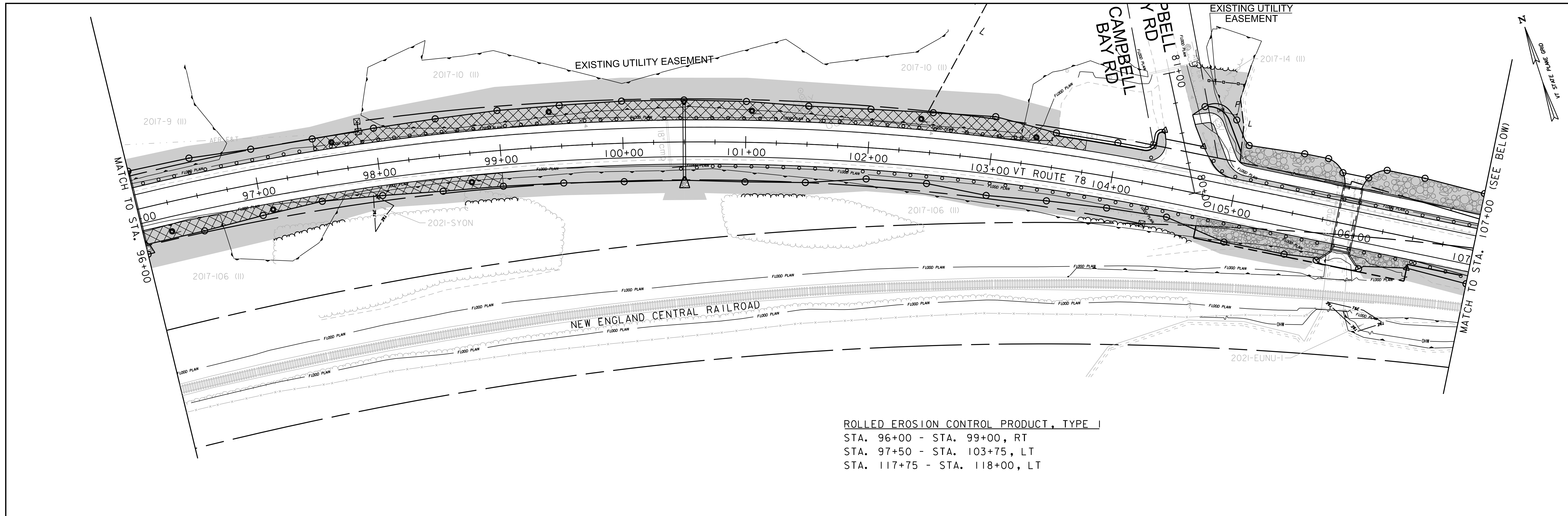


EPSC FINAL NOTES

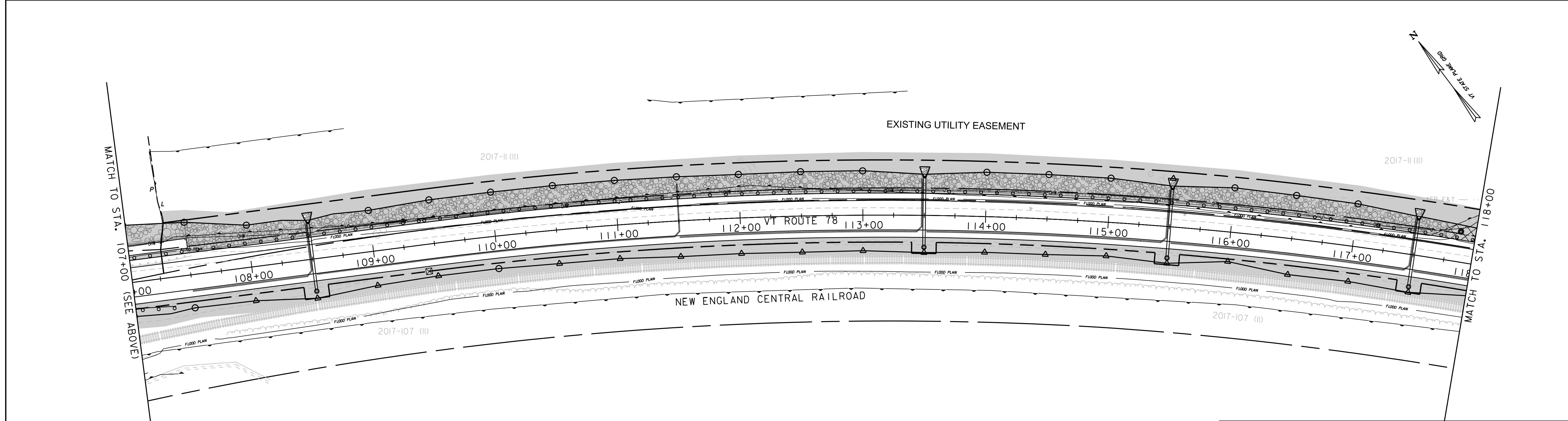
1. SEE EPSC DETAILS (1 OF 3) FOR EPSC PLAN SYMBOLOGY.
2. EROSION MATTING SHOWN FOR FINAL SLOPES AFTER TEMPORARY WIDENING HAS BEEN REMOVED.



PROJECT NAME:	SWANTON	PLOT DATE:	9/13/2023
PROJECT NUMBER:	NH 036-1(9)	DRAWN BY:	C. CILLEY
FILE NAME:	z96b032bdr_ECSP_Final.dgn	DESIGNED BY:	M. BOGUE
PROJECT LEADER:	G. BAKOS	EPSC FINAL CONDITIONS PLAN (3 OF 14)	CHECKED BY: G. BAKOS
			SHEET 132 OF 307

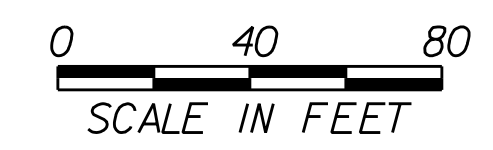


ROLLED EROSION CONTROL PRODUCT, TYPE I
 STA. 96+00 - STA. 99+00, RT
 STA. 97+50 - STA. 103+75, LT
 STA. 117+75 - STA. 118+00, LT

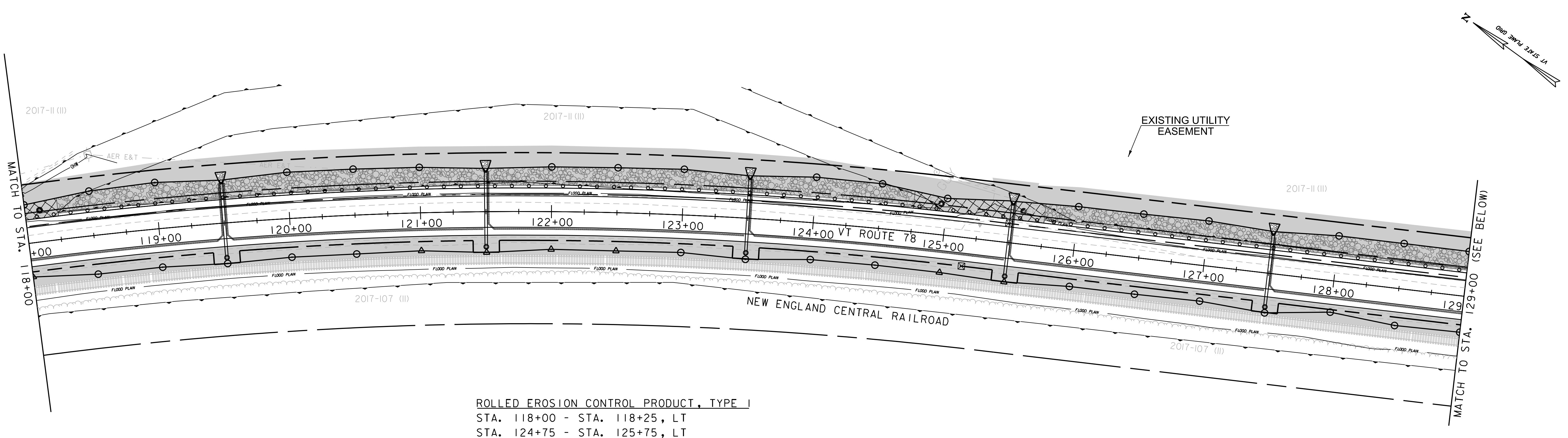


EPSC FINAL NOTES

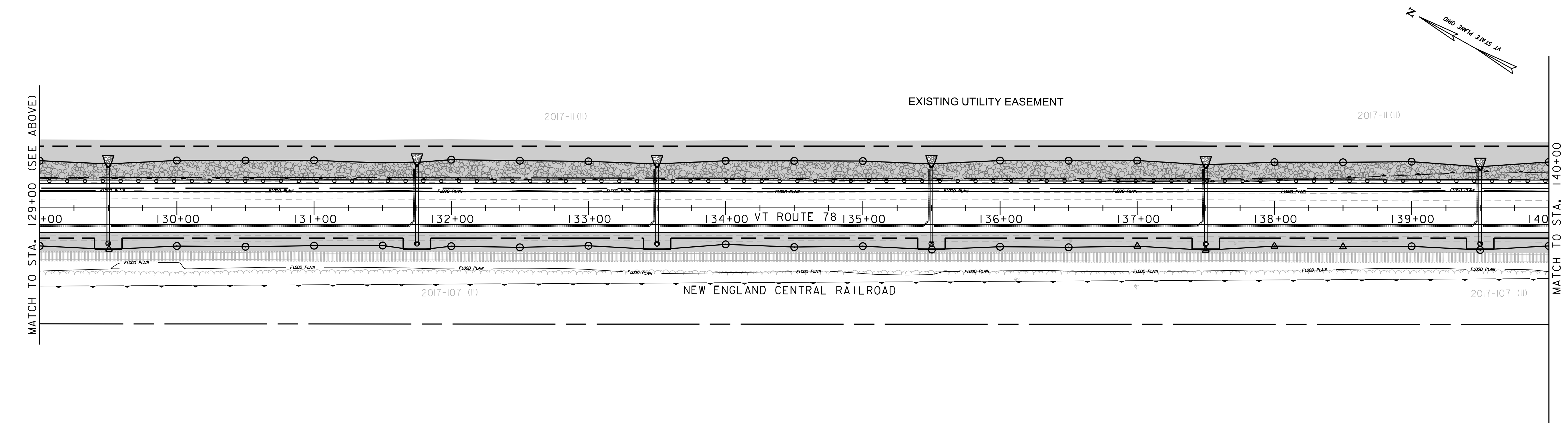
1. SEE EPSC DETAILS (1 OF 3) FOR EPSC PLAN SYMBOLOGY.
2. EROSION MATTING SHOWN FOR FINAL SLOPES AFTER TEMPORARY WIDENING HAS BEEN REMOVED.



PROJECT NAME:	SWANTON	FILE NAME:	z96b032bdr_ECSP_Final.dgn	PLOT DATE:	9/13/2023
PROJECT NUMBER:	NH 036-1(9)	PROJECT LEADER:	G. BAKOS	DRAWN BY:	C. CILLEY
		DESIGNED BY:	M. BOGUE	CHECKED BY:	G. BAKOS
		EPSC FINAL CONDITIONS PLAN (4 OF 14)		SHEET	133 OF 307

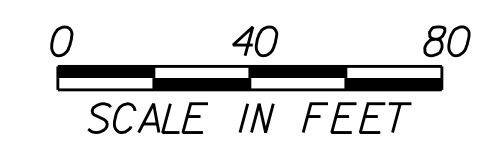


ROLLED EROSION CONTROL PRODUCT, TYPE I
 STA. 118+00 - STA. 118+25, LT
 STA. 124+75 - STA. 125+75, LT



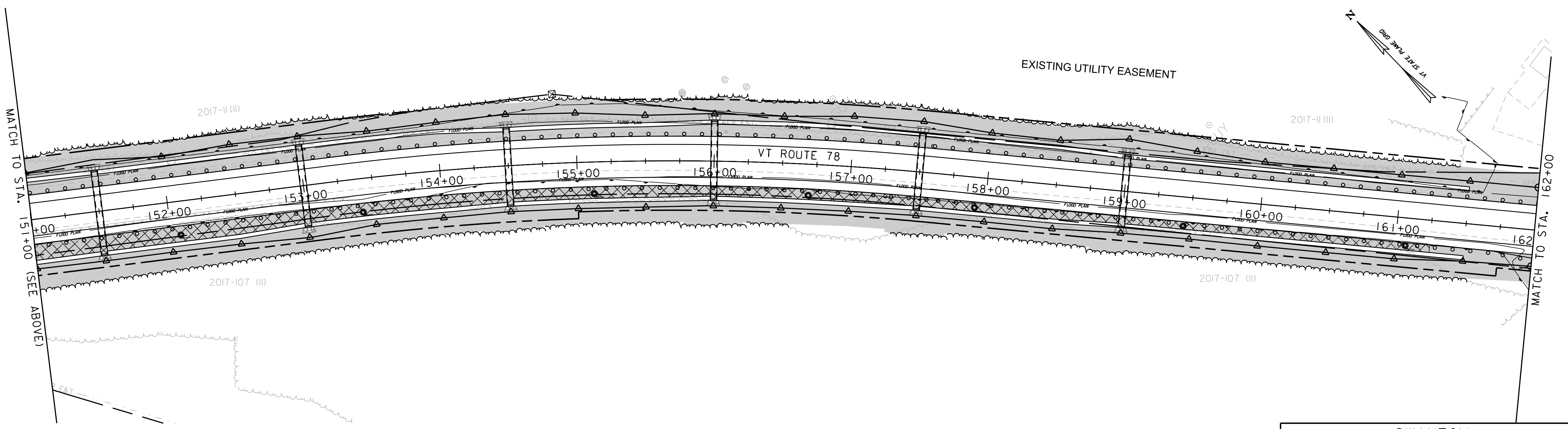
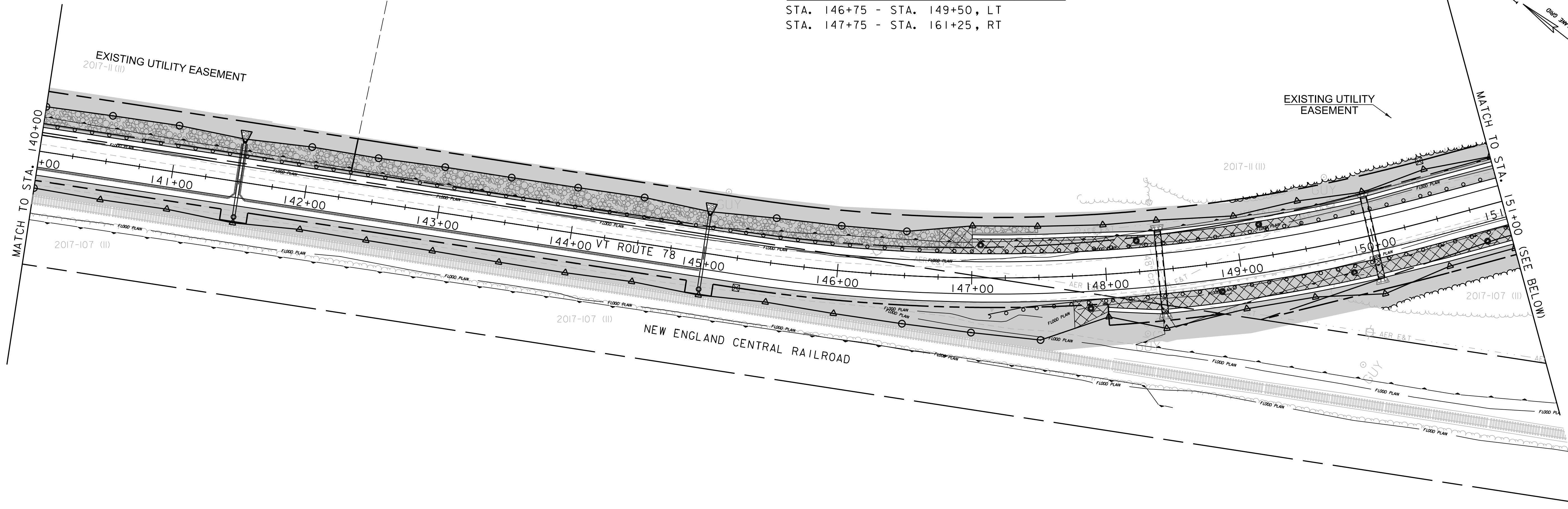
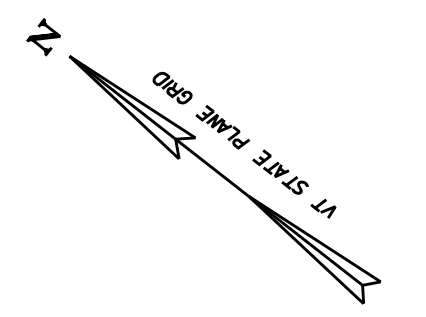
EPSC FINAL NOTES

1. SEE EPSC DETAILS (1 OF 3) FOR EPSC PLAN SYMBOLOGY.
2. EROSION MATTING SHOWN FOR FINAL SLOPES AFTER TEMPORARY WIDENING HAS BEEN REMOVED.



PROJECT NAME:	SWANTON	PLOT DATE:	9/13/2023
PROJECT NUMBER:	NH 036-1(9)	DRAWN BY:	C. CILLEY
FILE NAME:	z96b032bdr_ECSP_Final.dgn	CHECKED BY:	G. BAKOS
PROJECT LEADER:	G. BAKOS	DESIGNED BY:	M. BOGUE
DESIGNED BY:	M. BOGUE	EPSC FINAL CONDITIONS PLAN (5 OF 14)	SHEET 134 OF 307

ROLLED EROSION CONTROL PRODUCT, TYPE I
 STA. 146+75 - STA. 149+50, LT
 STA. 147+75 - STA. 161+25, RT



EPSC FINAL NOTES

1. SEE EPSC DETAILS (1 OF 3) FOR EPSC PLAN SYMBOLOGY.
2. EROSION MATTING SHOWN FOR FINAL SLOPES AFTER TEMPORARY WIDENING HAS BEEN REMOVED.

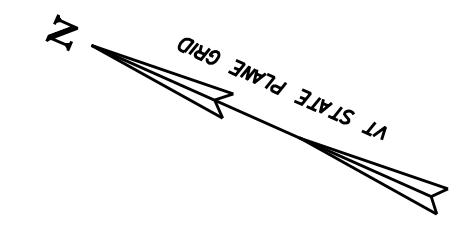
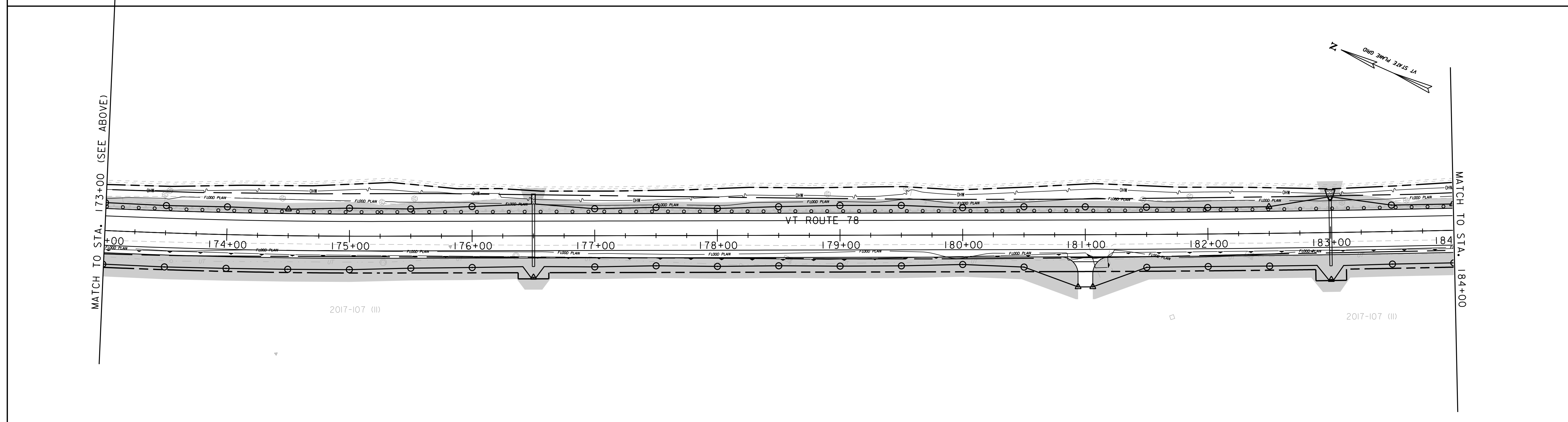
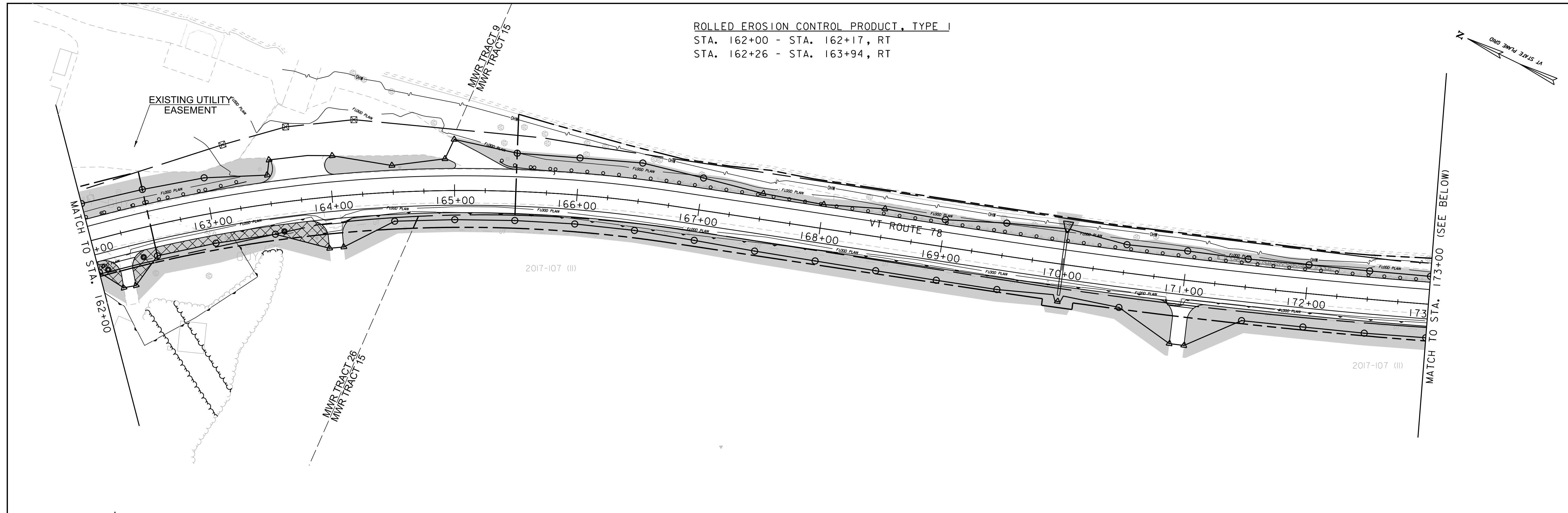
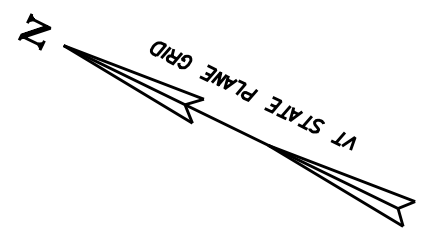


PROJECT NAME: SWANTON
 PROJECT NUMBER: NH 036-1(9)

FILE NAME: z96b032bdr_ECSP_Final.dgn
 PROJECT LEADER: G. BAKOS
 DESIGNED BY: M. BOGUE
 EPSC FINAL CONDITIONS PLAN (6 OF 14)

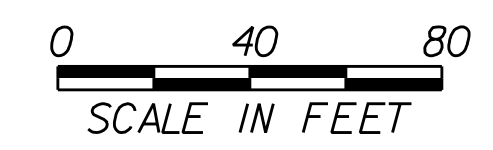
PLOT DATE: 9/13/2023
 DRAWN BY: C. CILLEY
 CHECKED BY: G. BAKOS
 SHEET 135 OF 307

ROLLED EROSION CONTROL PRODUCT, TYPE I
 STA. 162+00 - STA. 162+17, RT
 STA. 162+26 - STA. 163+94, RT



EPSC FINAL NOTES

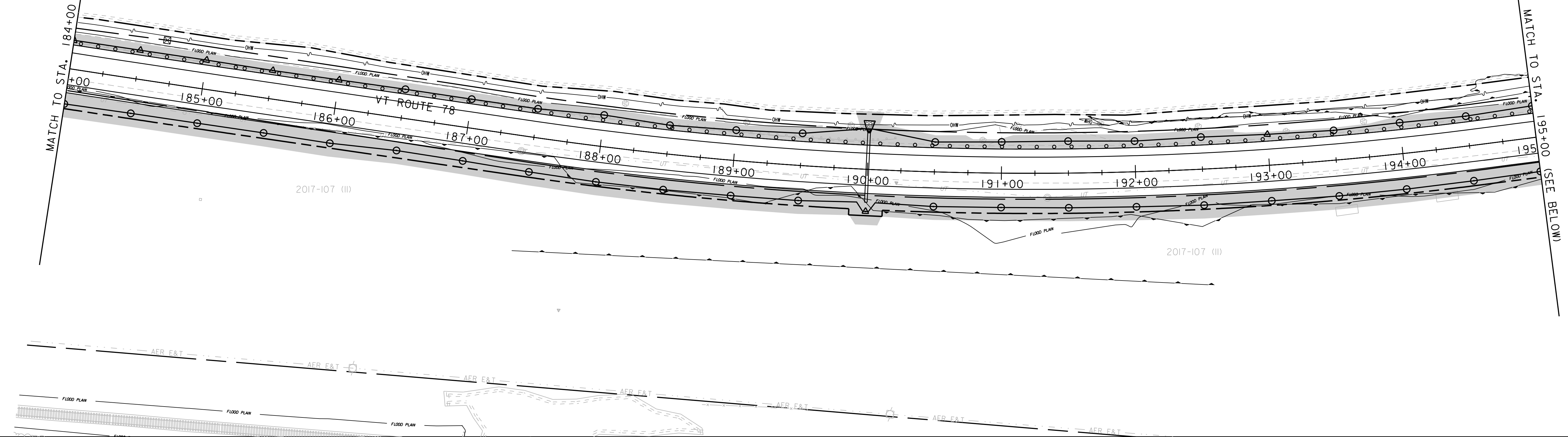
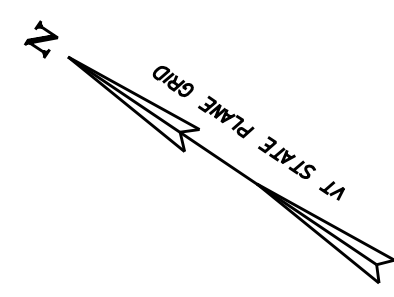
1. SEE EPSC DETAILS (1 OF 3) FOR EPSC PLAN SYMBOLOGY.
2. EROSION MATTING SHOWN FOR FINAL SLOPES AFTER TEMPORARY WIDENING HAS BEEN REMOVED.



PROJECT NAME:	SWANTON	PLOT DATE:	9/13/2023
PROJECT NUMBER:	NH 036-1(9)	DRAWN BY:	C. CILLEY
FILE NAME:	z96b032bdr_ECSP_Final.dgn	CHECKED BY:	G. BAKOS
PROJECT LEADER:	G. BAKOS	DESIGNED BY:	M. BOGUE
DESIGNED BY:	M. BOGUE	EPSC FINAL CONDITIONS PLAN (7 OF 14)	SHEET 136 OF 307

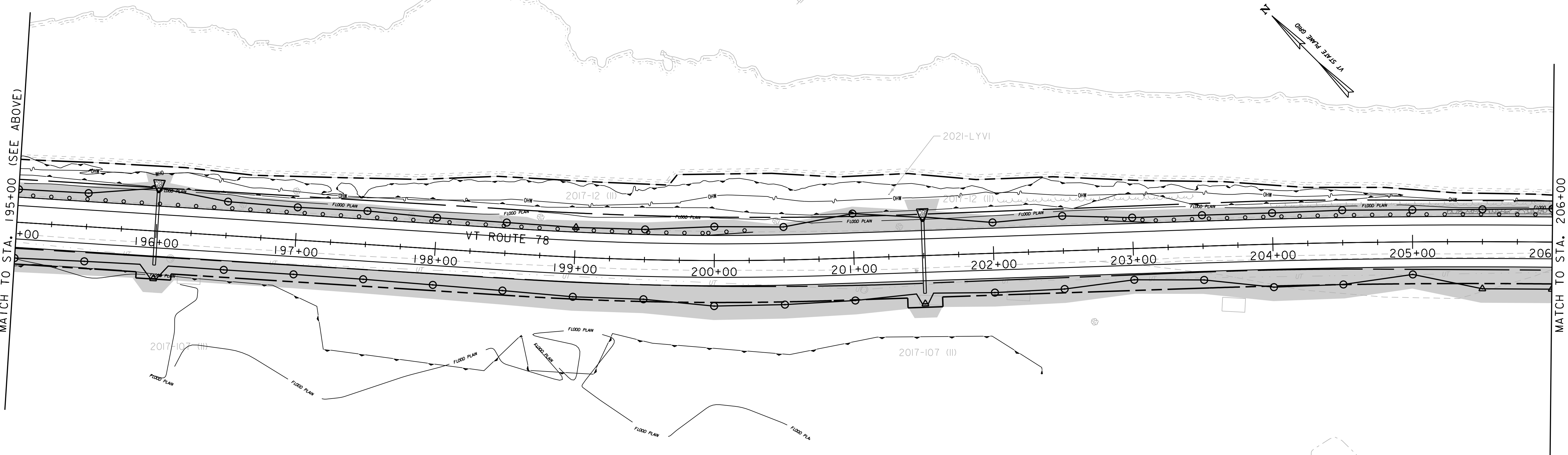
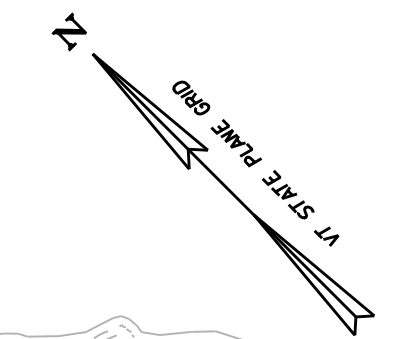
MATCH TO STA. 184+00

MATCH TO STA. 195+00 (SEE BELOW)



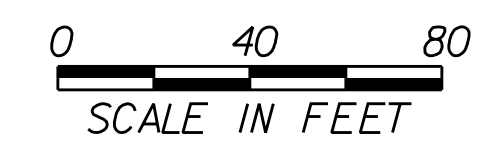
MATCH TO STA. 195+00 (SEE ABOVE)

MATCH TO STA. 206+00

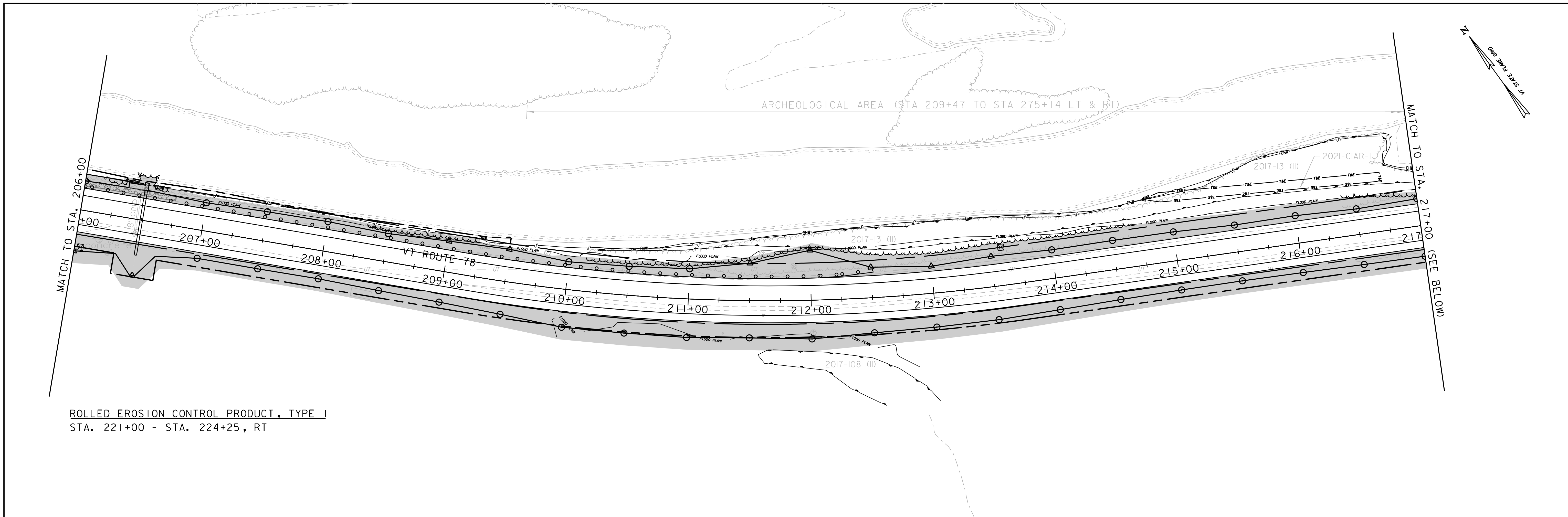


EPSC FINAL NOTES

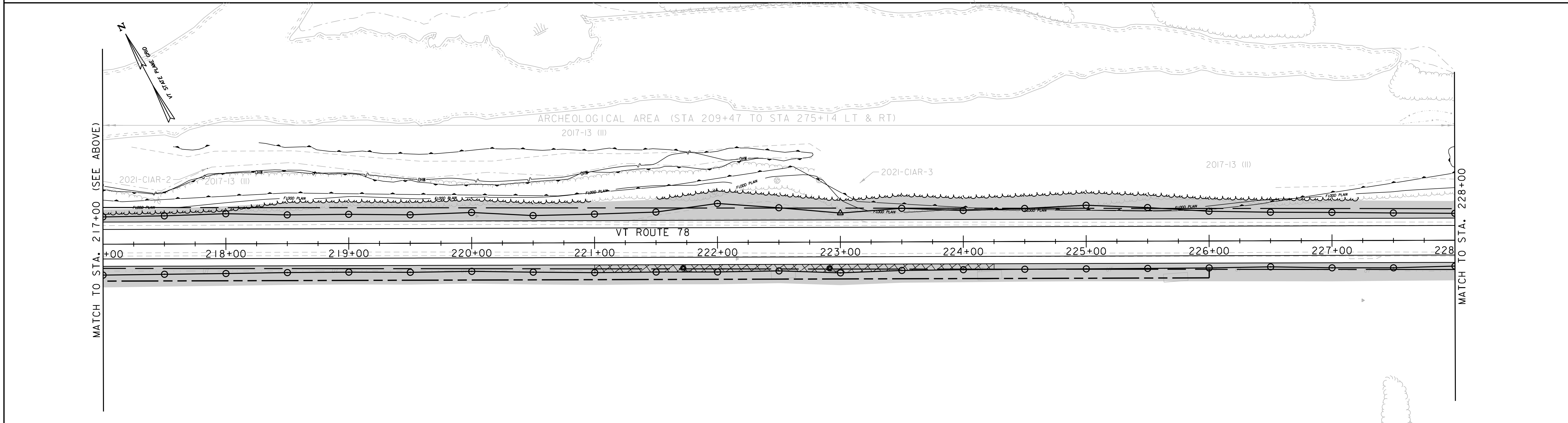
1. SEE EPSC DETAILS (1 OF 3) FOR EPSC PLAN SYMBOLOGY.
2. EROSION MATTING SHOWN FOR FINAL SLOPES AFTER TEMPORARY WIDENING HAS BEEN REMOVED.



PROJECT NAME:	SWANTON	PLOT DATE:	9/13/2023
PROJECT NUMBER:	NH 036-1(9)	DRAWN BY:	C. CILLEY
FILE NAME:	z96b032bdr_ECSP_Final.dgn	CHECKED BY:	G. BAKOS
PROJECT LEADER:	G. BAKOS	DESIGNED BY:	M. BOGUE
EPSC FINAL CONDITIONS PLAN (8 OF 14)		SHEET	137 OF 307



ROLLED EROSION CONTROL PRODUCT, TYPE I
 STA. 221+00 - STA. 224+25, RT



EPSC FINAL NOTES

1. SEE EPSC DETAILS (1 OF 3) FOR EPSC PLAN SYMBOLOGY.
2. EROSION MATTING SHOWN FOR FINAL SLOPES AFTER TEMPORARY WIDENING HAS BEEN REMOVED.



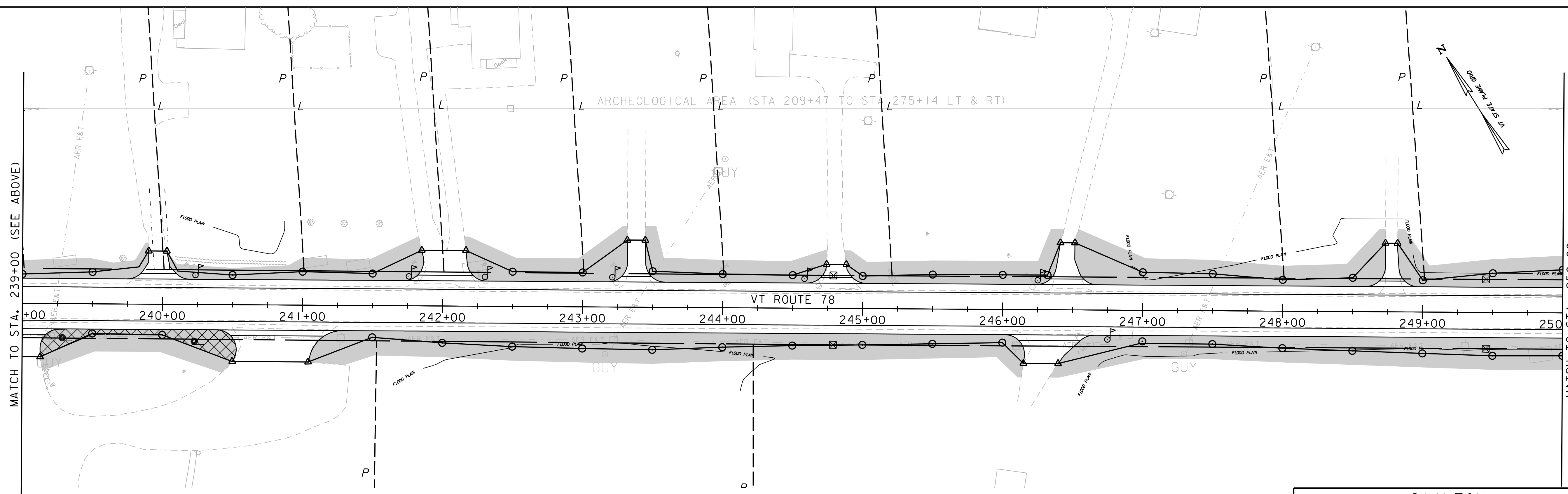
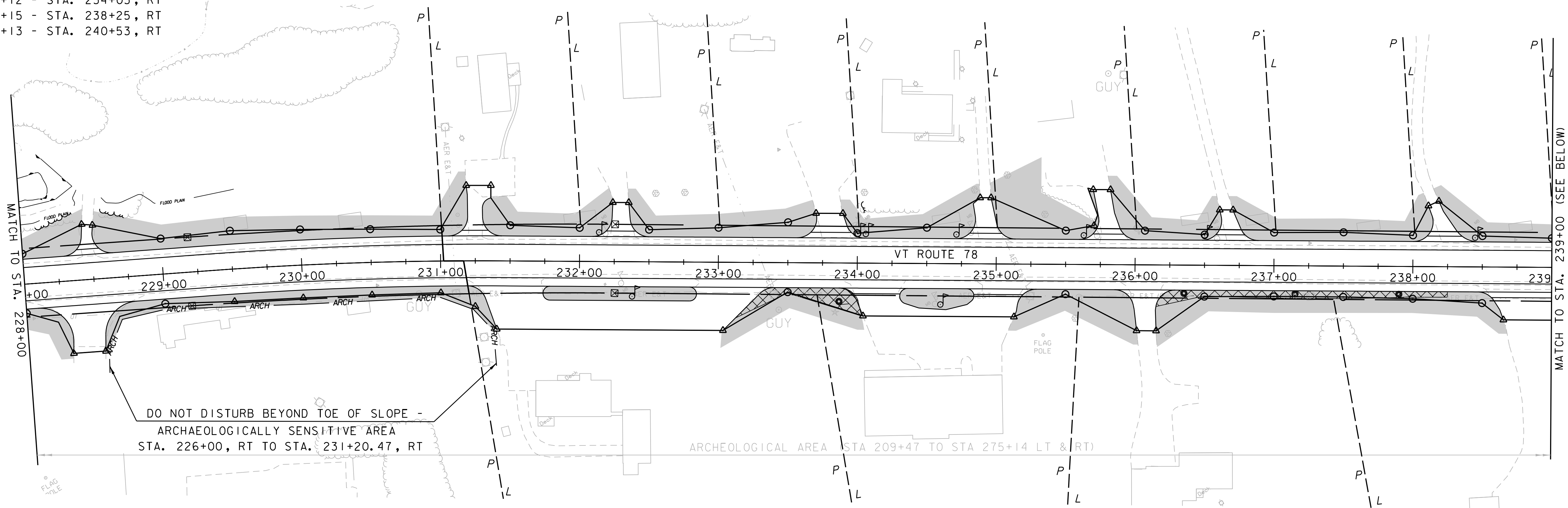
PROJECT NAME:	SWANTON	PLOT DATE:	9/13/2023
PROJECT NUMBER:	NH 036-1(9)	DRAWN BY:	C. CILLEY
FILE NAME:	z96b032bdr_ECSP_Final.dgn	CHECKED BY:	G. BAKOS
PROJECT LEADER:	G. BAKOS	EPSC FINAL CONDITIONS PLAN (9 OF 14)	SHEET 138 OF 307
DESIGNED BY:	M. BOGUE		

ROLLED EROSION CONTROL PRODUCT, TYPE I

STA. 233+12 - STA. 234+03, RT

STA. 236+15 - STA. 238+25, RT

STA. 239+13 - STA. 240+53, RT



EPSC FINAL NOTES

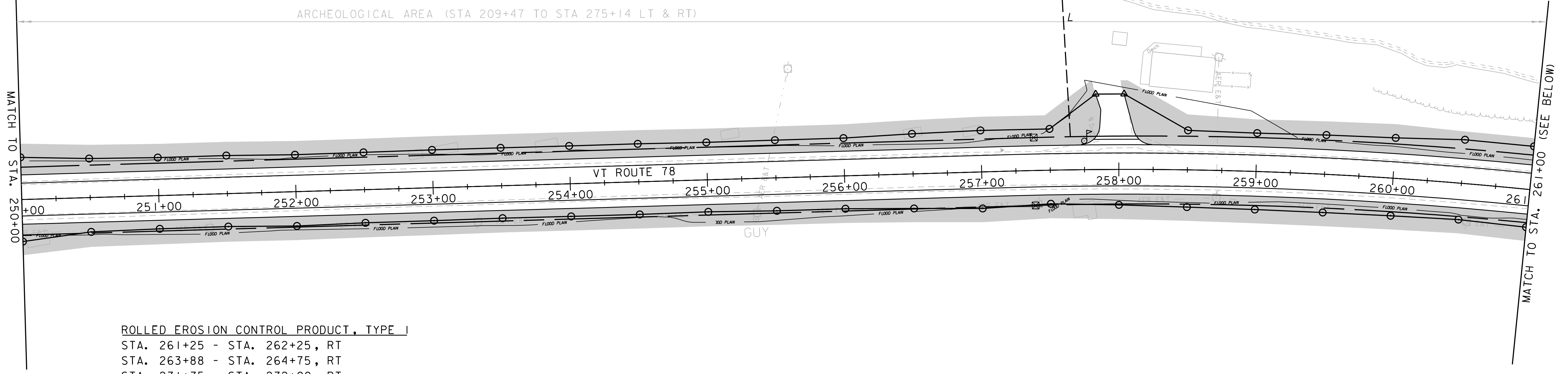
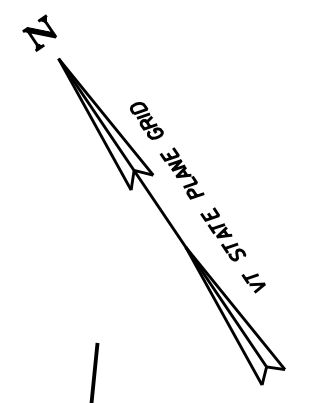
1. SEE EPSC DETAILS (1 OF 3) FOR EPSC PLAN SYMBOLOGY.
2. EROSION MATTING SHOWN FOR FINAL SLOPES AFTER TEMPORARY WIDENING HAS BEEN REMOVED.



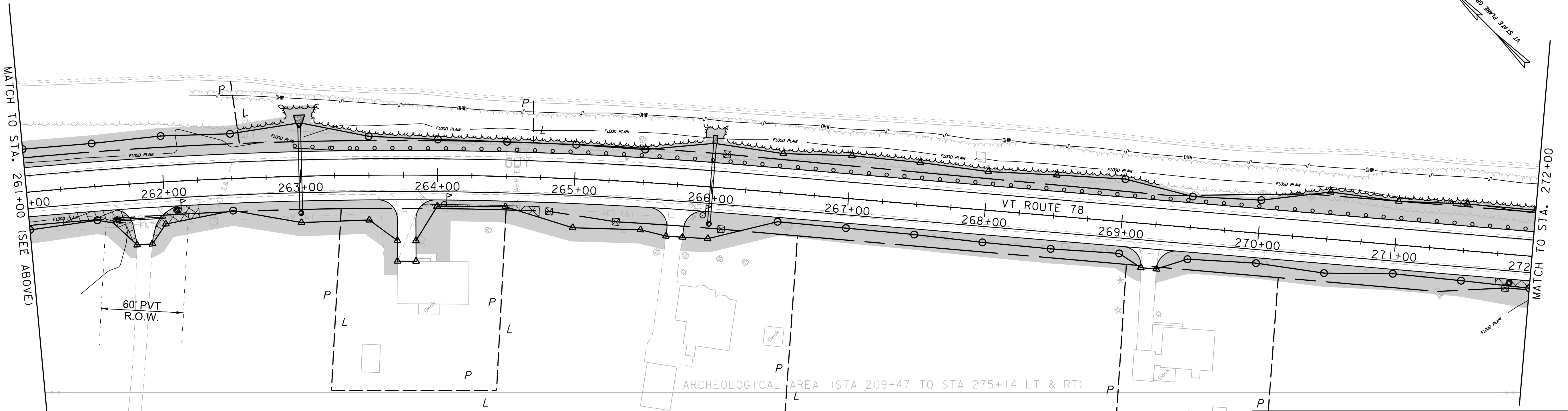
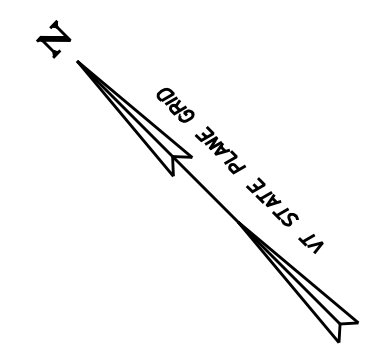
PROJECT NAME: SWANTON
PROJECT NUMBER: NH 036-1(9)

FILE NAME: z96b032bdr_ECSP_Final.dgn
PROJECT LEADER: G. BAKOS
DESIGNED BY: M. BOGUE
EPSC FINAL CONDITIONS PLAN (10 OF 14)

PLOT DATE: 9/13/2023
DRAWN BY: C. CILLEY
CHECKED BY: G. BAKOS
SHEET 139 OF 307

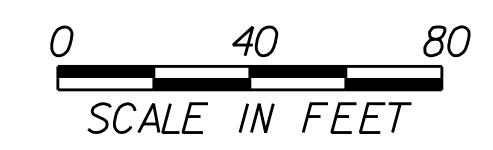


ROLLED EROSION CONTROL PRODUCT, TYPE I
 STA. 261+25 - STA. 262+25, RT
 STA. 263+88 - STA. 264+75, RT
 STA. 271+75 - STA. 272+00, RT



EPSC FINAL NOTES

1. SEE EPSC DETAILS (1 OF 3) FOR EPSC PLAN SYMBOLOGY.
2. EROSION MATTING SHOWN FOR FINAL SLOPES AFTER TEMPORARY WIDENING HAS BEEN REMOVED.

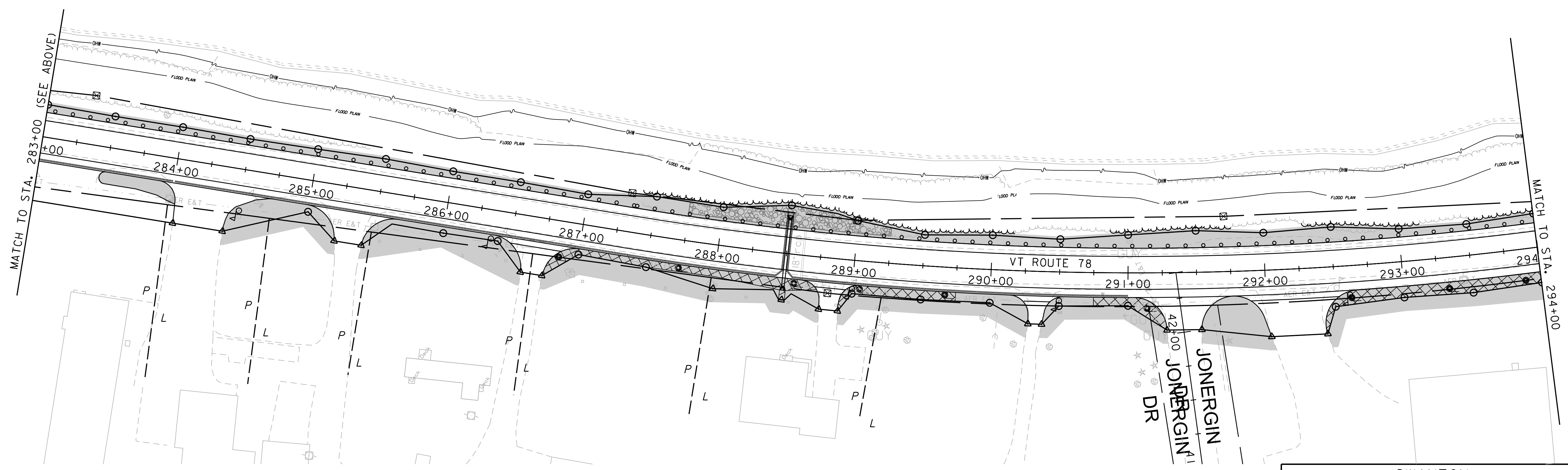
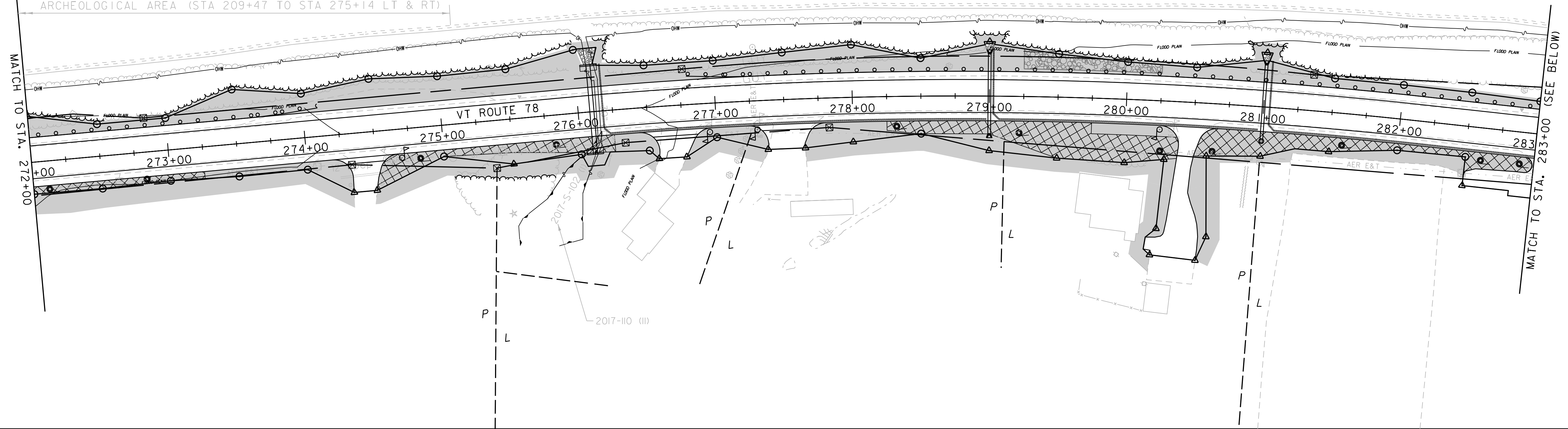
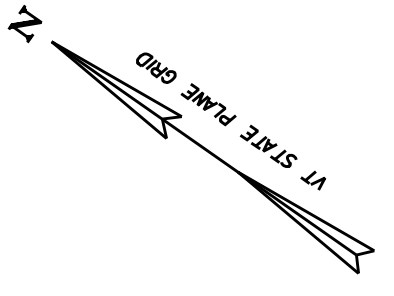


PROJECT NAME:	SWANTON	PLOT DATE:	9/13/2023
PROJECT NUMBER:	NH 036-1(9)	DRAWN BY:	C. CILLEY
FILE NAME:	z96b032bdr_ECSP_Final.dgn	CHECKED BY:	G. BAKOS
PROJECT LEADER:	G. BAKOS	SHEET	140 OF 307
DESIGNED BY:	M. BOGUE		
EPSC FINAL CONDITIONS PLAN (II OF 14)			

ROLLED EROSION CONTROL PRODUCT, TYPE I

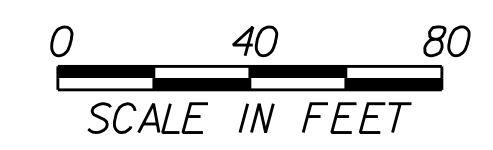
- STA. 272+00 - STA. 273+25, RT
- STA. 274+49 - STA. 276+25, RT
- STA. 278+25 - STA. 280+40, RT
- STA. 280+49 - STA. 283+01, RT
- STA. 286+75 - STA. 288+74, RT
- STA. 288+91 - STA. 289+75, RT
- STA. 290+75 - STA. 291+28, RT
- STA. 292+43 - STA. 294+00, RT

ARCHAEOLOGICAL AREA (STA 209+47 TO STA 275+14 LT & RT)



EPSC FINAL NOTES

1. SEE EPSC DETAILS (1 OF 3) FOR EPSC PLAN SYMBOLGY.
2. EROSION MATTING SHOWN FOR FINAL SLOPES AFTER TEMPORARY WIDENING HAS BEEN REMOVED.

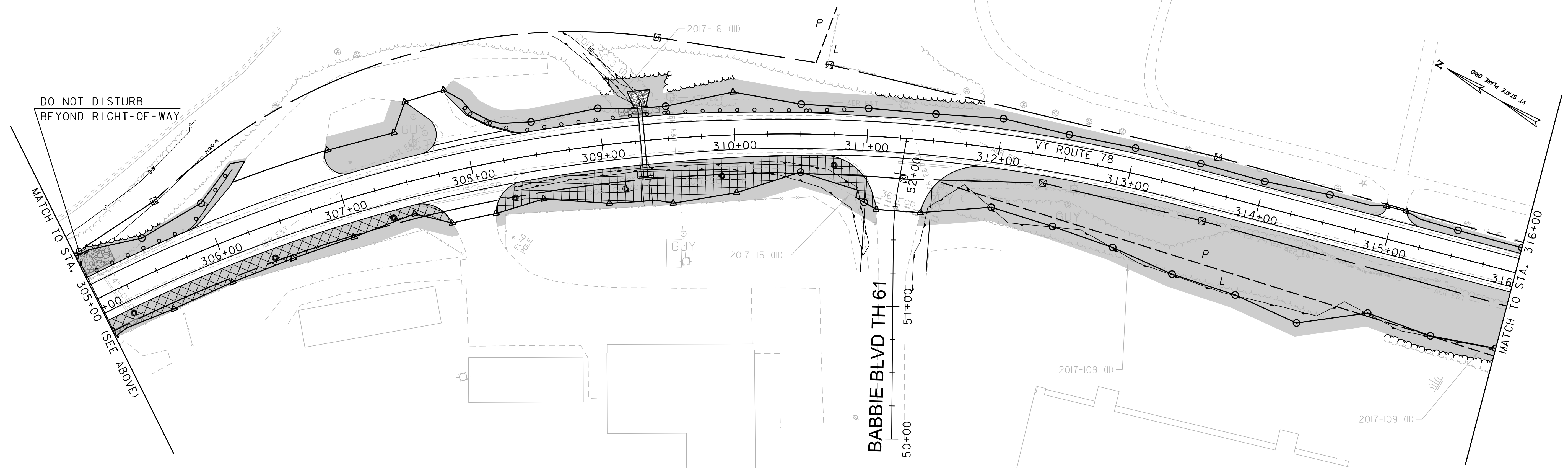
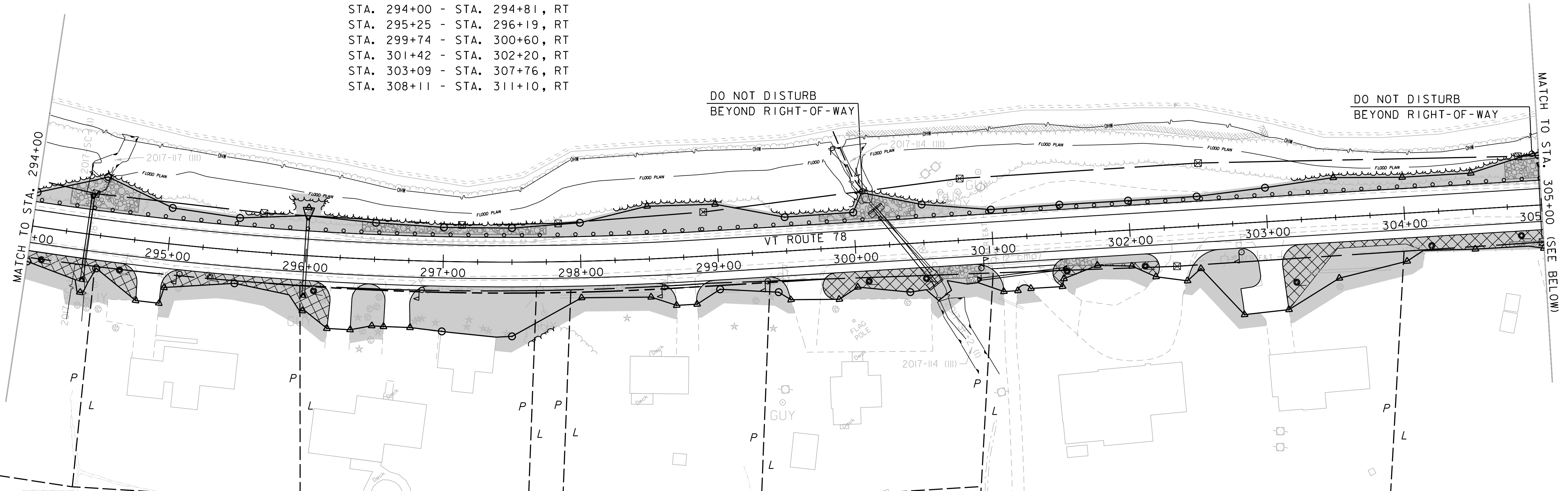


PROJECT NAME:	SWANTON	PLOT DATE:	9/13/2023
PROJECT NUMBER:	NH 036-1(9)	DRAWN BY:	C. CILLEY
FILE NAME:	z96b032bdr_ECSP_Final.dgn	DESIGNED BY:	M. BOGUE
PROJECT LEADER:	G. BAKOS	EPSC FINAL CONDITIONS PLAN (12 OF 14)	CHECKED BY: G. BAKOS
			SHEET 141 OF 307

ROLLED EROSION CONTROL PRODUCT, TYPE I
 STA. 294+00 - STA. 294+81, RT
 STA. 295+25 - STA. 296+19, RT
 STA. 299+74 - STA. 300+60, RT
 STA. 301+42 - STA. 302+20, RT
 STA. 303+09 - STA. 307+76, RT
 STA. 308+11 - STA. 311+10, RT

DO NOT DISTURB
 BEYOND RIGHT-OF-WAY

DO NOT DISTURB
 BEYOND RIGHT-OF-WAY



EPSC FINAL NOTES

1. SEE EPSC DETAILS (1 OF 3) FOR EPSC PLAN SYMBOLOGY.
2. EROSION MATTING SHOWN FOR FINAL SLOPES AFTER TEMPORARY WIDENING HAS BEEN REMOVED.

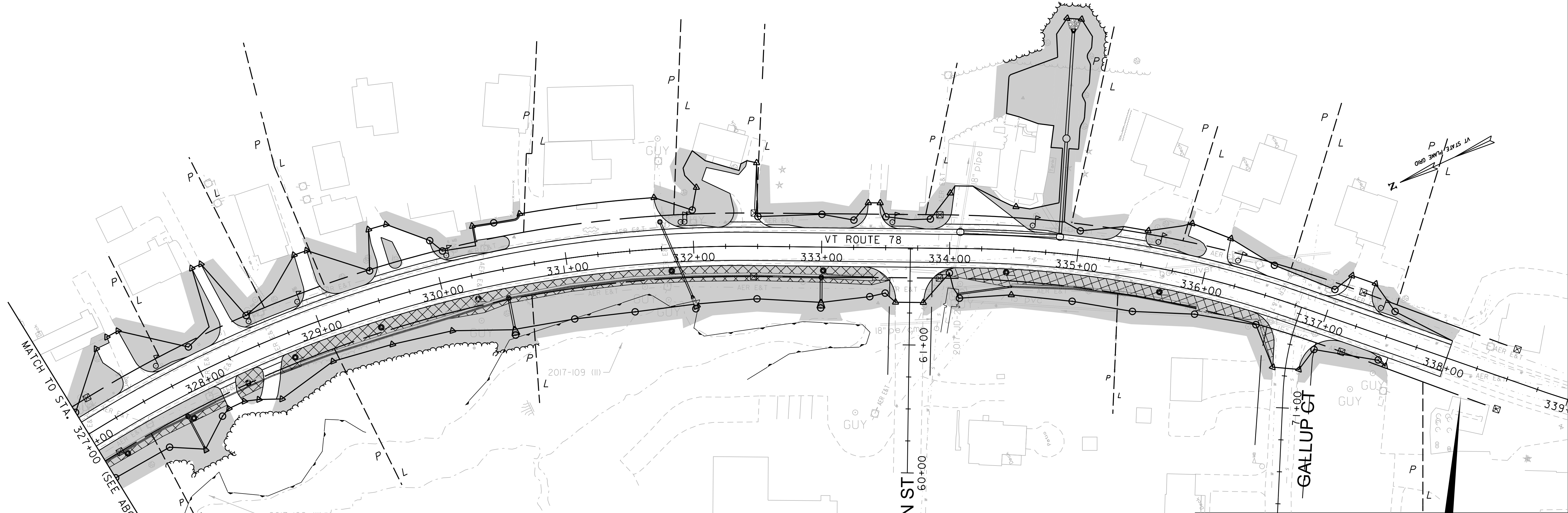
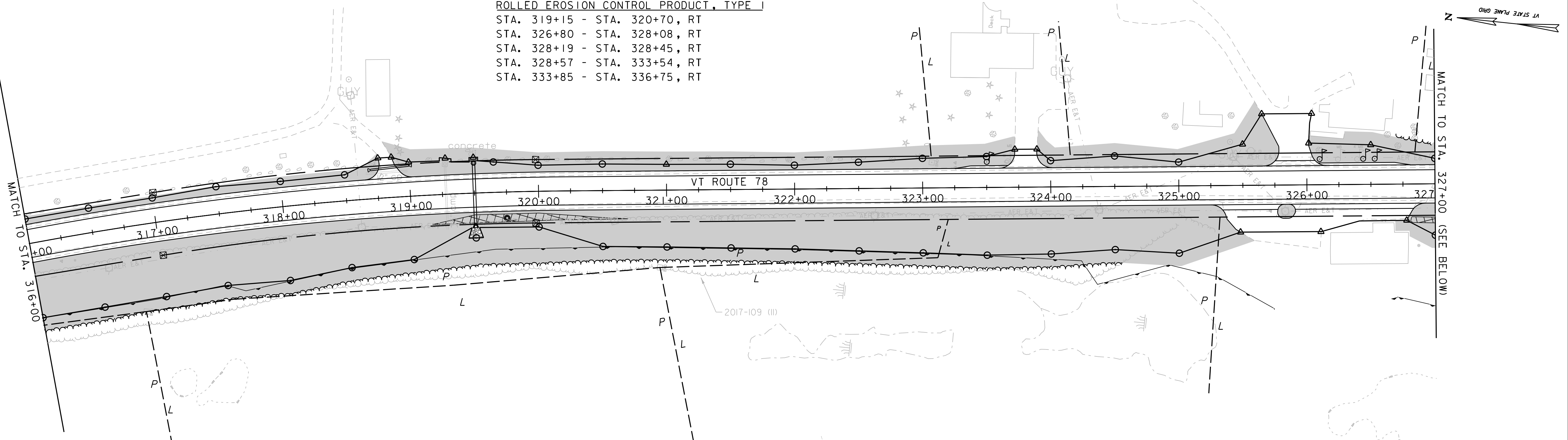


PROJECT NAME: SWANTON
 PROJECT NUMBER: NH 036-1(9)

FILE NAME: z96b032bdr_ECSP_Final.dgn
 PROJECT LEADER: G. BAKOS
 DESIGNED BY: M. BOGUE
 EPSC FINAL CONDITIONS PLAN (13 OF 14)

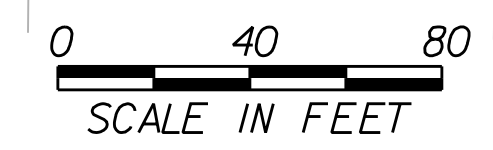
PLOT DATE: 9/13/2023
 DRAWN BY: C. CILLEY
 CHECKED BY: G. BAKOS
 SHEET 142 OF 307

ROLLED EROSION CONTROL PRODUCT, TYPE I
 STA. 319+15 - STA. 320+70, RT
 STA. 326+80 - STA. 328+08, RT
 STA. 328+19 - STA. 328+45, RT
 STA. 328+57 - STA. 333+54, RT
 STA. 333+85 - STA. 336+75, RT



EPSC FINAL NOTES

1. SEE EPSC DETAILS (1 OF 3) FOR EPSC PLAN SYMBOLOGY.
2. EROSION MATTING SHOWN FOR FINAL SLOPES AFTER TEMPORARY WIDENING HAS BEEN REMOVED.



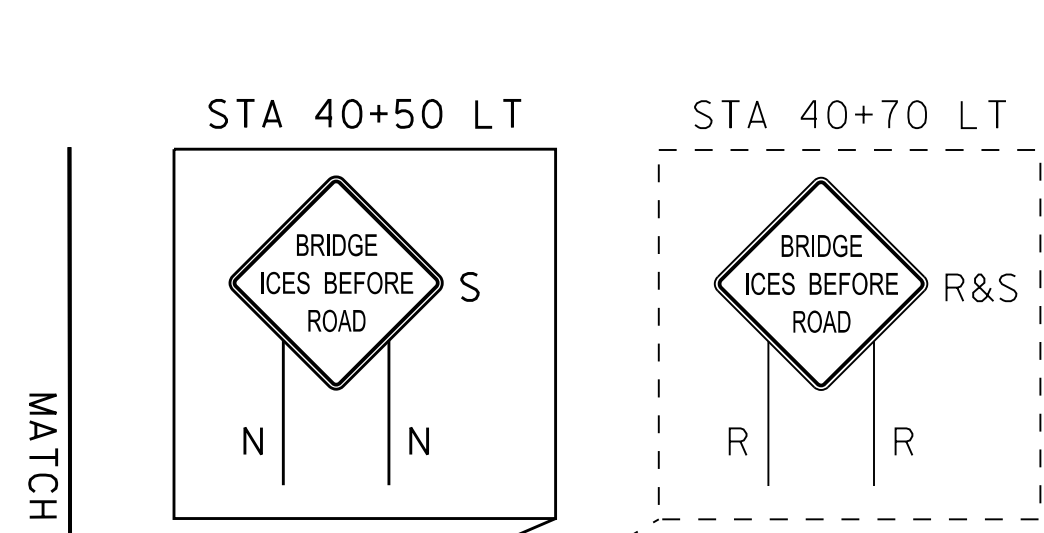
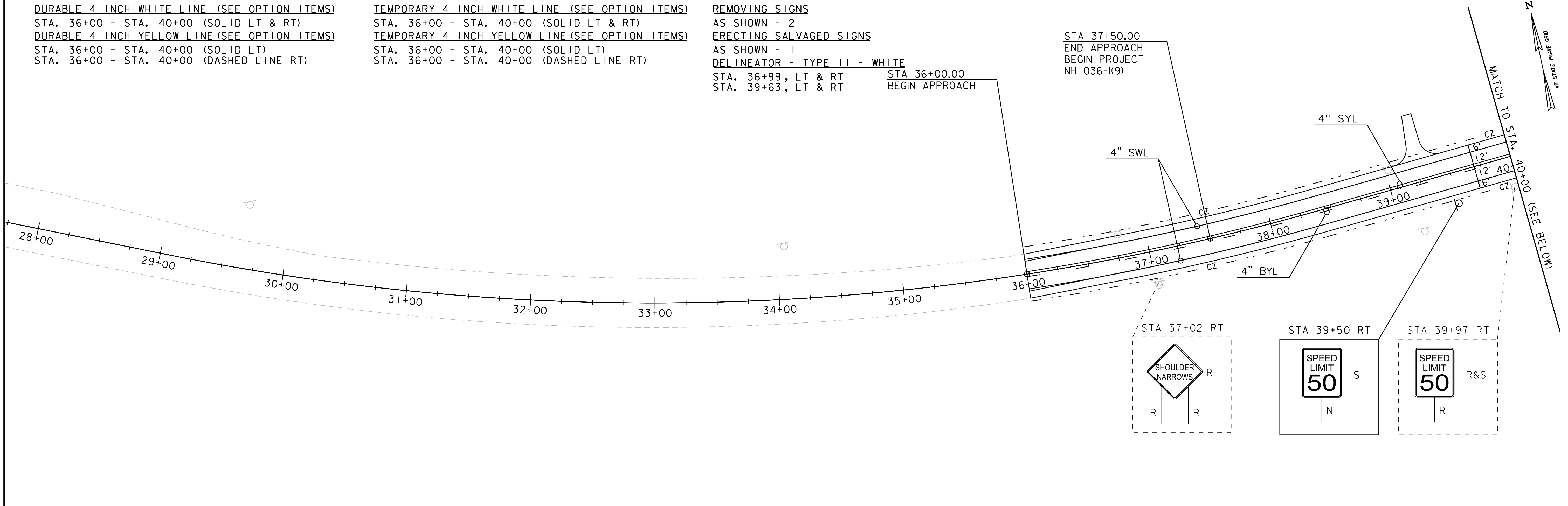
PROJECT NAME:	SWANTON	FILE NAME:	z96b032bdr_ECSP_Final.dgn	PLOT DATE:	9/13/2023
PROJECT NUMBER:	NH 036-I(9)	PROJECT LEADER:	G. BAKOS	DRAWN BY:	C. CILLEY
		DESIGNED BY:	M. BOGUE	CHECKED BY:	G. BAKOS
		EPSC FINAL CONDITIONS PLAN (14 OF 14)		SHEET	143 OF 307

DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
 STA. 36+00 - STA. 40+00 (SOLID LT & RT)
 DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
 STA. 36+00 - STA. 40+00 (SOLID LT)
 STA. 36+00 - STA. 40+00 (DASHED LINE RT)

TEMPORARY 4 INCH WHITE LINE (SEE OPTION ITEMS)
 STA. 36+00 - STA. 40+00 (SOLID LT & RT)
 TEMPORARY 4 INCH YELLOW LINE (SEE OPTION ITEMS)
 STA. 36+00 - STA. 40+00 (SOLID LT)
 STA. 36+00 - STA. 40+00 (DASHED LINE RT)

REMOVING SIGNS
 AS SHOWN - 2
 ERECTING SALVAGED SIGNS
 AS SHOWN - 1
 DELINEATOR - TYPE II - WHITE
 STA. 36+99, LT & RT
 STA. 39+63, LT & RT

STA 37+50.00
 END APPROACH
 BEGIN PROJECT
 NH 036-1(9)

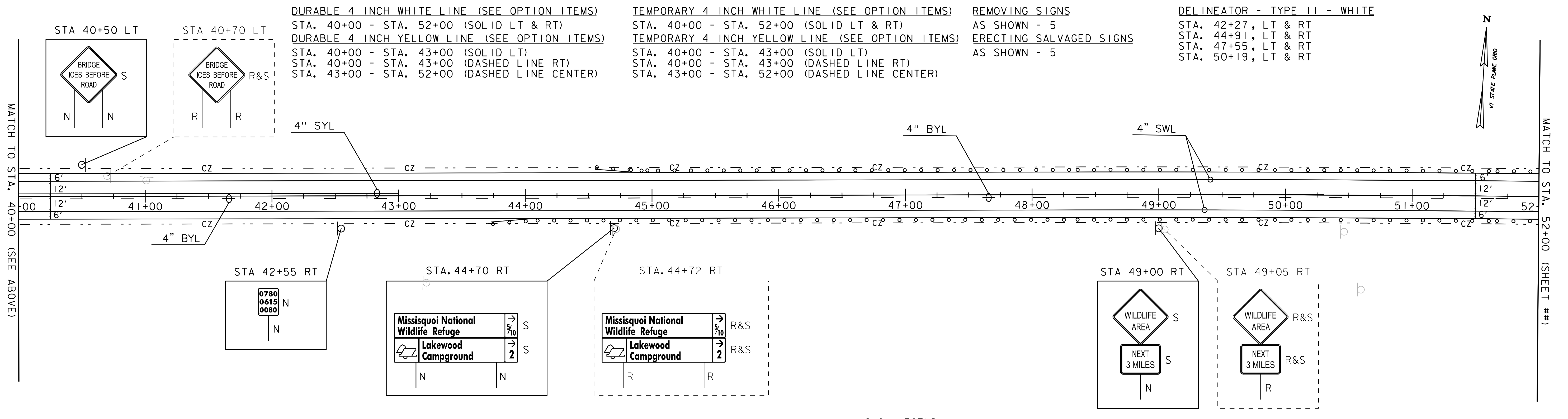


DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
 STA. 40+00 - STA. 52+00 (SOLID LT & RT)
 DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
 STA. 40+00 - STA. 43+00 (SOLID LT)
 STA. 40+00 - STA. 43+00 (DASHED LINE RT)
 STA. 43+00 - STA. 52+00 (DASHED LINE CENTER)

TEMPORARY 4 INCH WHITE LINE (SEE OPTION ITEMS)
 STA. 40+00 - STA. 52+00 (SOLID LT & RT)
 TEMPORARY 4 INCH YELLOW LINE (SEE OPTION ITEMS)
 STA. 40+00 - STA. 43+00 (SOLID LT)
 STA. 40+00 - STA. 43+00 (DASHED LINE RT)
 STA. 43+00 - STA. 52+00 (DASHED LINE CENTER)

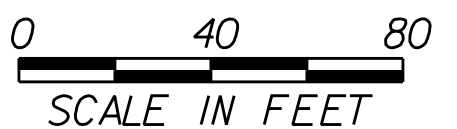
REMOVING SIGNS
 AS SHOWN - 5
 ERECTING SALVAGED SIGNS
 AS SHOWN - 5

DELINEATOR - TYPE II - WHITE
 STA. 42+27, LT & RT
 STA. 44+91, LT & RT
 STA. 47+55, LT & RT
 STA. 50+19, LT & RT



DATUM
 VERTICAL NAVD 88
 HORIZONTAL NAD 83 (92)

PAVEMENT MARKING LEGEND
 4" SYL = 4" SINGLE YELLOW LINE
 4" SWL = 4" SINGLE WHITE LINE
 4" DYL = 4" DOUBLE YELLOW LINE
 4" BYL = 4" SINGLE DASHED YELLOW LINE



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



PROJECT NAME: SWANTON
 PROJECT NUMBER: NH 036-1(9)

FILE NAME: z96b032bdr_spm.dgn
 PROJECT LEADER: G. BAKOS
 DESIGNED BY: M. GRAHAM
 SIGNING & PAVEMENT MARKING SHEET #1

PLOT DATE: 9/13/2023
 DRAWN BY: J. ROBERT
 CHECKED BY: G. BAKOS
 SHEET 144 OF 307

DURABLE 4 INCH WHITE LINE
(SEE OPTION ITEMS)

STA. 52+00 - STA. 58+05 (SOLID LT)
 STA. 58+21 - STA. 63+00 (SOLID LT)
 STA. 52+00 - STA. 57+67 (SOLID RT)
 STA. 57+99 - STA. 63+00 (SOLID RT)

DELINEATOR - TYPE II - WHITE

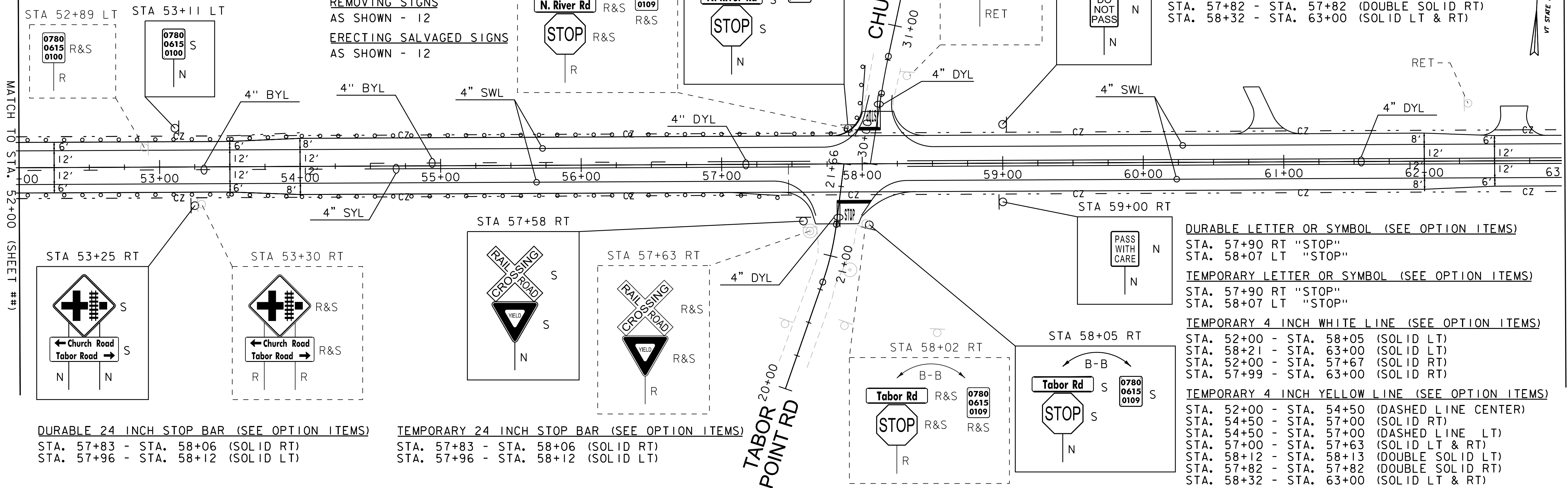
STA. 52+83, LT & RT
 STA. 55+47, LT & RT
 STA. 58+50, LT & RT
 STA. 61+25, LT & RT

REMOVING SIGNS
AS SHOWN - 12

ERECTING SALVAGED SIGNS
AS SHOWN - 12

DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)

STA. 52+00 - STA. 54+50 (DASHED LINE CENTER)
 STA. 54+50 - STA. 57+00 (SOLID RT)
 STA. 54+50 - STA. 57+00 (DASHED LINE LT)
 STA. 57+00 - STA. 57+63 (SOLID LT & RT)
 STA. 58+12 - STA. 58+13 (DOUBLE SOLID LT)
 STA. 57+82 - STA. 57+82 (DOUBLE SOLID RT)
 STA. 58+32 - STA. 63+00 (SOLID LT & RT)



DURABLE 24 INCH STOP BAR (SEE OPTION ITEMS)

STA. 57+83 - STA. 58+06 (SOLID RT)
 STA. 57+96 - STA. 58+12 (SOLID LT)

TEMPORARY 24 INCH STOP BAR (SEE OPTION ITEMS)

STA. 57+83 - STA. 58+06 (SOLID RT)
 STA. 57+96 - STA. 58+12 (SOLID LT)

DURABLE LETTER OR SYMBOL (SEE OPTION ITEMS)

STA. 57+90 RT "STOP"
 STA. 58+07 LT "STOP"

TEMPORARY LETTER OR SYMBOL (SEE OPTION ITEMS)

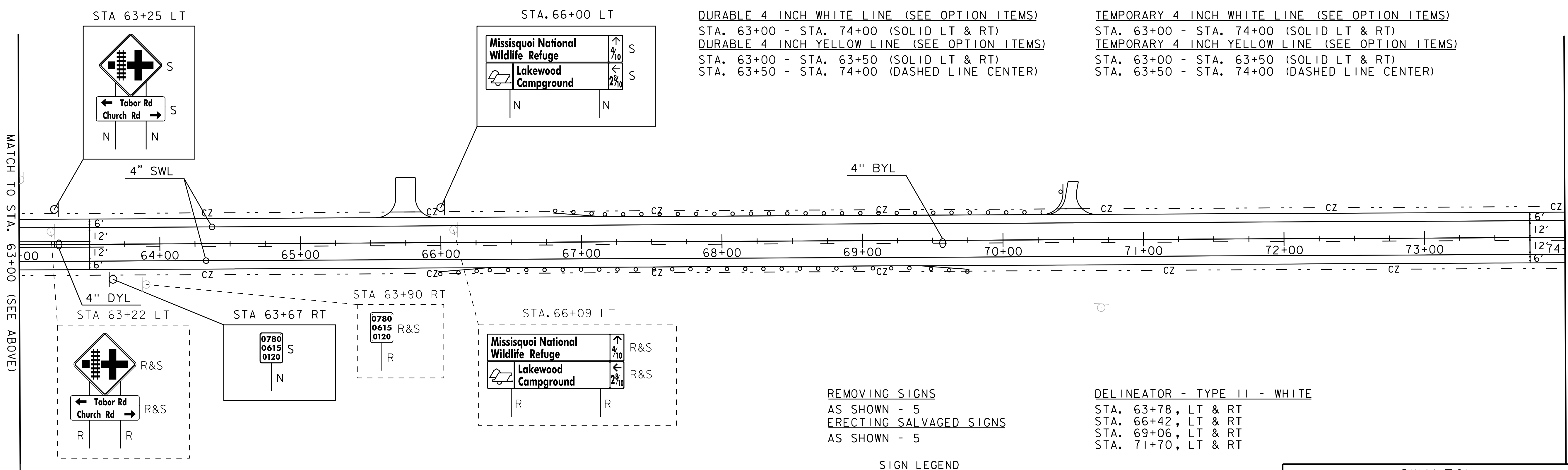
STA. 57+90 RT "STOP"
 STA. 58+07 LT "STOP"

TEMPORARY 4 INCH WHITE LINE (SEE OPTION ITEMS)

STA. 52+00 - STA. 58+05 (SOLID LT)
 STA. 58+21 - STA. 63+00 (SOLID RT)
 STA. 52+00 - STA. 57+67 (SOLID RT)
 STA. 57+99 - STA. 63+00 (SOLID RT)

TEMPORARY 4 INCH YELLOW LINE (SEE OPTION ITEMS)

STA. 52+00 - STA. 54+50 (DASHED LINE CENTER)
 STA. 54+50 - STA. 57+00 (SOLID RT)
 STA. 54+50 - STA. 57+00 (DASHED LINE LT)
 STA. 57+00 - STA. 57+63 (SOLID LT & RT)
 STA. 58+12 - STA. 58+13 (DOUBLE SOLID LT)
 STA. 57+82 - STA. 57+82 (DOUBLE SOLID RT)
 STA. 58+32 - STA. 63+00 (SOLID LT & RT)



DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)

STA. 63+00 - STA. 74+00 (SOLID LT & RT)

DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)

STA. 63+00 - STA. 63+50 (SOLID LT & RT)

STA. 63+50 - STA. 74+00 (DASHED LINE CENTER)

TEMPORARY 4 INCH WHITE LINE (SEE OPTION ITEMS)

STA. 63+00 - STA. 74+00 (SOLID LT & RT)

TEMPORARY 4 INCH YELLOW LINE (SEE OPTION ITEMS)

STA. 63+00 - STA. 63+50 (SOLID LT & RT)

STA. 63+50 - STA. 74+00 (DASHED LINE CENTER)

REMOVING SIGNS

AS SHOWN - 5

ERECTING SALVAGED SIGNS

AS SHOWN - 5

DELINEATOR - TYPE II - WHITE

STA. 63+78, LT & RT

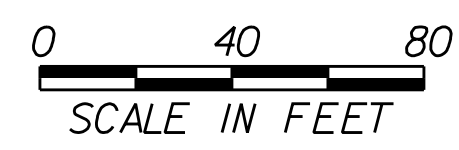
STA. 66+42, LT & RT

STA. 69+06, LT & RT

STA. 71+70, LT & RT

SIGN LEGEND

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



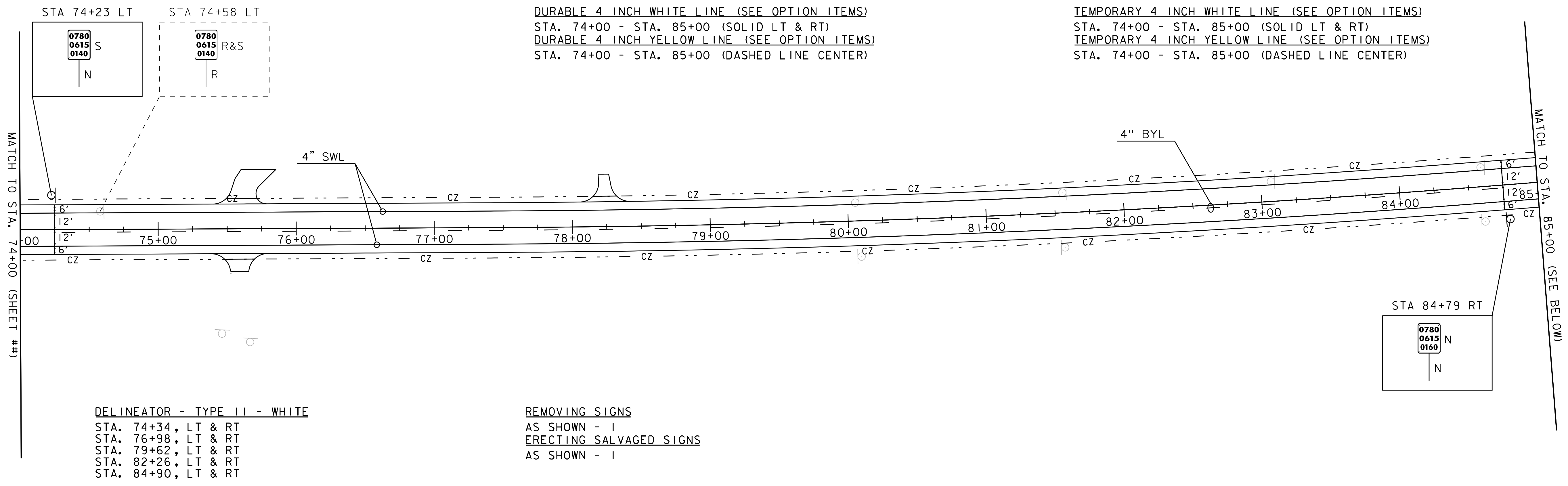
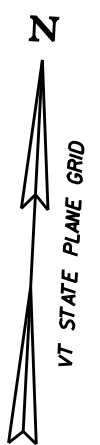
DATUM
 VERTICAL NAVD 88
 HORIZONTAL NAD 83 (92)

PAVEMENT MARKING LEGEND
 4" SYL = 4" SINGLE YELLOW LINE
 4" SWL = 4" SINGLE WHITE LINE
 4" DYL = 4" DOUBLE YELLOW LINE
 4" BYL = 4" SINGLE DASHED YELLOW LINE



PROJECT NAME: SWANTON
 PROJECT NUMBER: NH 036-1(9)
 FILE NAME: z96b032bdr.spm.dgn
 PROJECT LEADER: G. BAKOS
 DESIGNED BY: M. GRAHAM
 SIGNING & PAVEMENT MARKING SHEET #2

PLOT DATE: 9/13/2023
 DRAWN BY: J. ROBERT
 CHECKED BY: G. BAKOS
 SHEET 145 OF 307

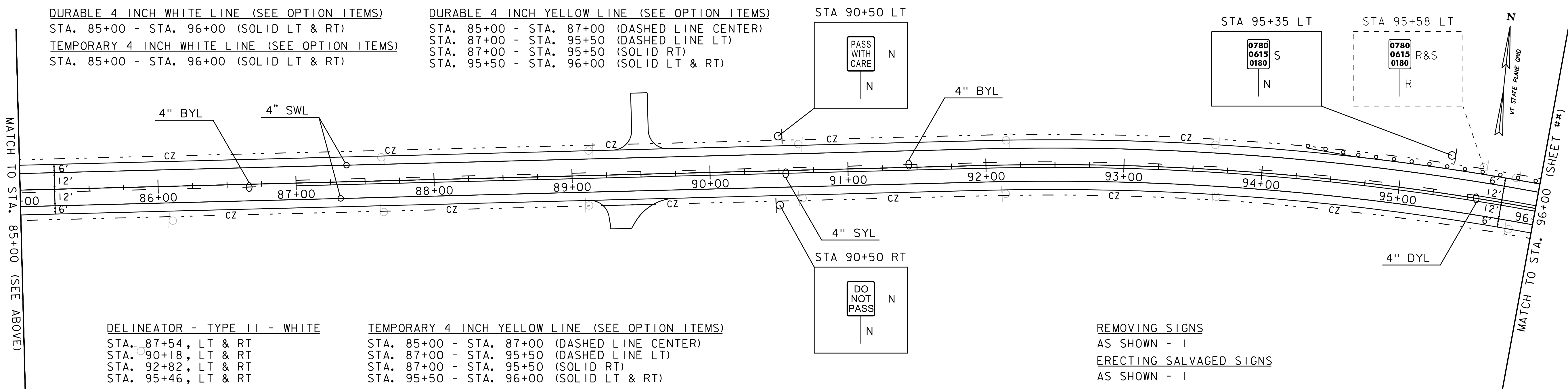


DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
 STA. 74+00 - STA. 85+00 (SOLID LT & RT)
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
 STA. 74+00 - STA. 85+00 (DASHED LINE CENTER)

TEMPORARY 4 INCH WHITE LINE (SEE OPTION ITEMS)
 STA. 74+00 - STA. 85+00 (SOLID LT & RT)
TEMPORARY 4 INCH YELLOW LINE (SEE OPTION ITEMS)
 STA. 74+00 - STA. 85+00 (DASHED LINE CENTER)

DELINEATOR - TYPE II - WHITE
 STA. 74+34, LT & RT
 STA. 76+98, LT & RT
 STA. 79+62, LT & RT
 STA. 82+26, LT & RT
 STA. 84+90, LT & RT

REMOVING SIGNS
 AS SHOWN - 1
ERECTING SALVAGED SIGNS
 AS SHOWN - 1



DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
 STA. 85+00 - STA. 96+00 (SOLID LT & RT)
TEMPORARY 4 INCH WHITE LINE (SEE OPTION ITEMS)
 STA. 85+00 - STA. 96+00 (SOLID LT & RT)

DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
 STA. 85+00 - STA. 87+00 (DASHED LINE CENTER)
 STA. 87+00 - STA. 95+50 (DASHED LINE LT)
 STA. 87+00 - STA. 95+50 (SOLID RT)
 STA. 95+50 - STA. 96+00 (SOLID LT & RT)

DELINEATOR - TYPE II - WHITE
 STA. 87+54, LT & RT
 STA. 90+18, LT & RT
 STA. 92+82, LT & RT
 STA. 95+46, LT & RT

TEMPORARY 4 INCH YELLOW LINE (SEE OPTION ITEMS)
 STA. 85+00 - STA. 87+00 (DASHED LINE CENTER)
 STA. 87+00 - STA. 95+50 (DASHED LINE LT)
 STA. 87+00 - STA. 95+50 (SOLID RT)
 STA. 95+50 - STA. 96+00 (SOLID LT & RT)

REMOVING SIGNS
 AS SHOWN - 1
ERECTING SALVAGED SIGNS
 AS SHOWN - 1

DATUM
 VERTICAL NAVD 88
 HORIZONTAL NAD 83 (92)

PAVEMENT MARKING LEGEND
 4" SYL = 4" SINGLE YELLOW LINE
 4" SWL = 4" SINGLE WHITE LINE
 4" DYL = 4" DOUBLE YELLOW LINE
 4" BYL = 4" SINGLE DASHED YELLOW LINE



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



PROJECT NAME: SWANTON
 PROJECT NUMBER: NH 036-1(9)
 FILE NAME: z96b032bdr.spm.dgn PLOT DATE: 9/13/2023
 PROJECT LEADER: G. BAKOS DRAWN BY: J. ROBERT
 DESIGNED BY: M. GRAHAM CHECKED BY: G. BAKOS
 SIGNING & PAVEMENT MARKING SHEET #3 SHEET 146 OF 307

REMOVING SIGNS
AS SHOWN - 14
ERECTING SALVAGED SIGNS
AS SHOWN - 14
DURABLE LETTER OR SYMBOL (SEE OPTION ITEMS)
STA. 104+49 LT "STOP"

DELINEATOR - TYPE II - WHITE
STA. 98+10, LT & RT
STA. 100+74, LT & RT
STA. 103+38, LT & RT
STA. 106+02, LT & RT

STA 104+29 LT
N. River Rd
Campbell Bay Rd

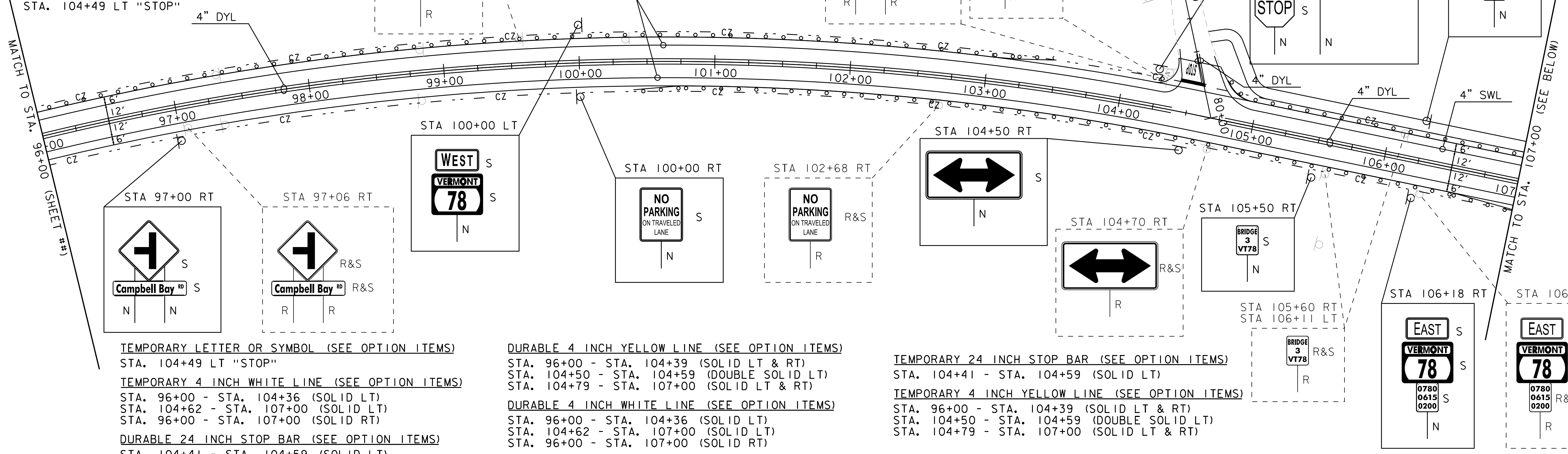
STA 104+33 LT
STOP

STA 104+25 LT
N. River Rd
Campbell Bay Rd
STOP

STA 106+25 LT
BRIDGE 3 VT78

MATCH TO STA. 96+00 (SHEET ##)

MATCH TO STA. 107+00 (SEE BELOW)



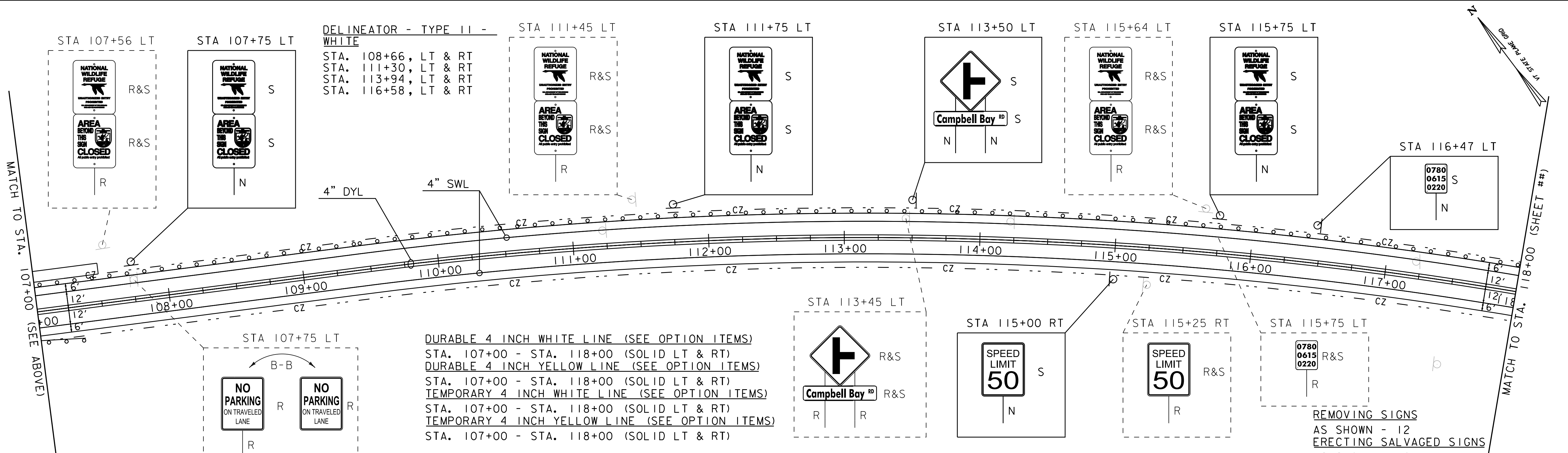
TEMPORARY LETTER OR SYMBOL (SEE OPTION ITEMS)
STA. 104+49 LT "STOP"
TEMPORARY 4 INCH WHITE LINE (SEE OPTION ITEMS)
STA. 96+00 - STA. 104+36 (SOLID LT)
STA. 104+62 - STA. 107+00 (SOLID LT)
STA. 96+00 - STA. 107+00 (SOLID RT)
DURABLE 24 INCH STOP BAR (SEE OPTION ITEMS)
STA. 104+41 - STA. 104+59 (SOLID LT)

DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
STA. 96+00 - STA. 104+39 (SOLID LT & RT)
STA. 104+50 - STA. 104+59 (DOUBLE SOLID LT)
STA. 104+79 - STA. 107+00 (SOLID LT & RT)
DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
STA. 96+00 - STA. 104+36 (SOLID LT)
STA. 104+62 - STA. 107+00 (SOLID LT)
STA. 96+00 - STA. 107+00 (SOLID RT)

TEMPORARY 24 INCH STOP BAR (SEE OPTION ITEMS)
STA. 104+41 - STA. 104+59 (SOLID LT)
TEMPORARY 4 INCH YELLOW LINE (SEE OPTION ITEMS)
STA. 96+00 - STA. 104+39 (SOLID LT & RT)
STA. 104+50 - STA. 104+59 (DOUBLE SOLID LT)
STA. 104+79 - STA. 107+00 (SOLID LT & RT)

MATCH TO STA. 107+00 (SEE ABOVE)

MATCH TO STA. 118+00 (SHEET ##)



DELINEATOR - TYPE II - WHITE
STA. 108+66, LT & RT
STA. 111+30, LT & RT
STA. 113+94, LT & RT
STA. 116+58, LT & RT

STA 111+45 LT
NATIONAL WILDLIFE REFUGE
AREA BEYOND THIS SIGN CLOSED

STA 111+75 LT
NATIONAL WILDLIFE REFUGE
AREA BEYOND THIS SIGN CLOSED

STA 113+50 LT
Campbell Bay Rd

STA 115+64 LT
NATIONAL WILDLIFE REFUGE
AREA BEYOND THIS SIGN CLOSED

STA 115+75 LT
NATIONAL WILDLIFE REFUGE
AREA BEYOND THIS SIGN CLOSED

STA 116+47 LT
0780 0615 0220

STA 107+75 LT
NO PARKING ON TRAVELED LANE

DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
STA. 107+00 - STA. 118+00 (SOLID LT & RT)
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
STA. 107+00 - STA. 118+00 (SOLID LT & RT)
TEMPORARY 4 INCH WHITE LINE (SEE OPTION ITEMS)
STA. 107+00 - STA. 118+00 (SOLID LT & RT)
TEMPORARY 4 INCH YELLOW LINE (SEE OPTION ITEMS)
STA. 107+00 - STA. 118+00 (SOLID LT & RT)

STA 113+45 LT
Campbell Bay Rd

STA 115+00 RT
SPEED LIMIT 50

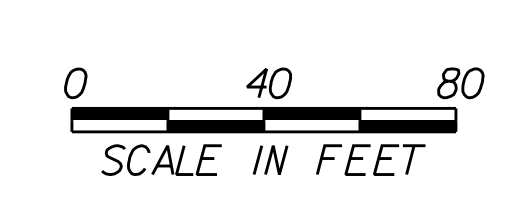
STA 115+25 RT
SPEED LIMIT 50

STA 115+75 LT
0780 0615 0220

REMOVING SIGNS
AS SHOWN - 12
ERECTING SALVAGED SIGNS
AS SHOWN - 10

DATUM
VERTICAL NAVD 88
HORIZONTAL NAD 83 (92)

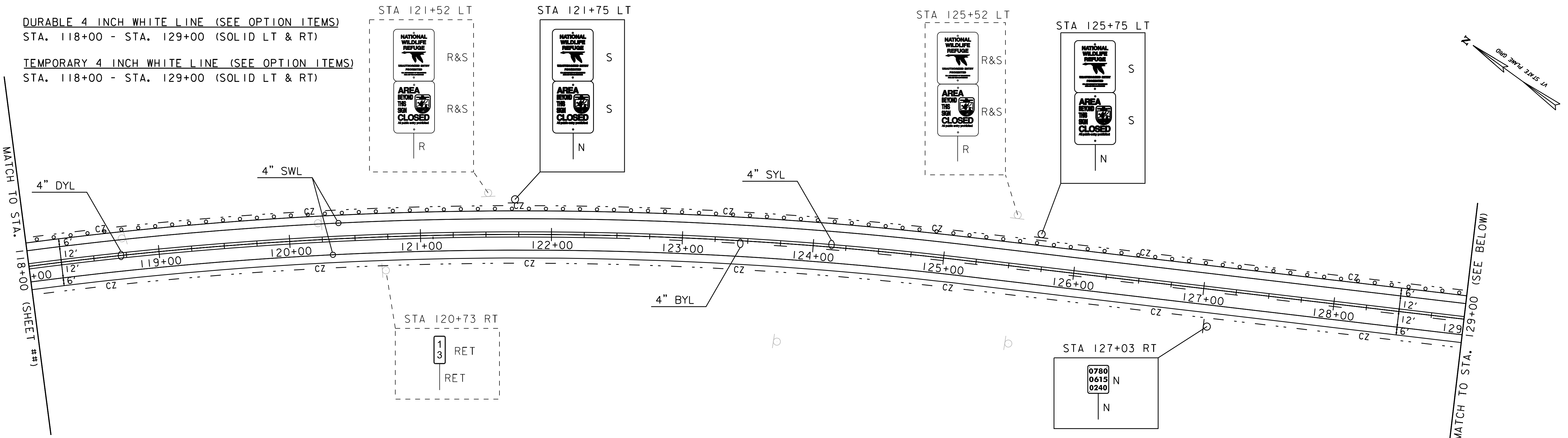
PAVEMENT MARKING LEGEND
4\"/>



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



PROJECT NAME: SWANTON
PROJECT NUMBER: NH 036-1(9)
FILE NAME: z96b032bdr_spm.dgn
PROJECT LEADER: G. BAKOS
DESIGNED BY: M. GRAHAM
SIGNING & PAVEMENT MARKING SHEET #4
PLOT DATE: 9/13/2023
DRAWN BY: J. ROBERT
CHECKED BY: G. BAKOS
SHEET 147 OF 307



DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
 STA. 118+00 - STA. 129+00 (SOLID LT & RT)

TEMPORARY 4 INCH WHITE LINE (SEE OPTION ITEMS)
 STA. 118+00 - STA. 129+00 (SOLID LT & RT)

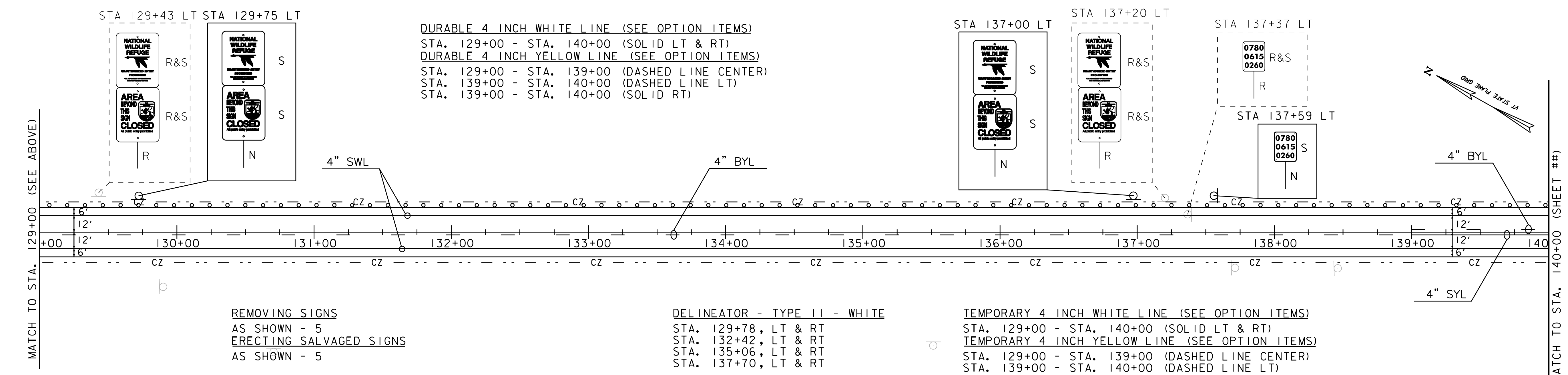
REMOVING SIGNS
 AS SHOWN - 4

ERECTING SALVAGED SIGNS
 AS SHOWN - 4

DELINEATOR - TYPE II - WHITE
 STA. 119+22, LT & RT
 STA. 121+86, LT & RT
 STA. 124+50, LT & RT
 STA. 127+14, LT & RT

DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
 STA. 118+00 - STA. 122+50 (SOLID LT & RT)
 STA. 122+50 - STA. 129+00 (SOLID LT)
 STA. 122+50 - STA. 129+00 (DASHED LINE RT)

TEMPORARY 4 INCH YELLOW LINE (SEE OPTION ITEMS)
 STA. 118+00 - STA. 122+50 (SOLID LT & RT)
 STA. 122+50 - STA. 129+00 (SOLID LT)
 STA. 122+50 - STA. 129+00 (DASHED LINE RT)



STA 129+43 LT STA 129+75 LT

NATIONAL WILDLIFE REFUGE R&S S
 AREA BEYOND THIS SIGN CLOSED R&S S

DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
 STA. 129+00 - STA. 140+00 (SOLID LT & RT)

DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
 STA. 129+00 - STA. 139+00 (DASHED LINE CENTER)
 STA. 139+00 - STA. 140+00 (DASHED LINE LT)
 STA. 139+00 - STA. 140+00 (SOLID RT)

REMOVING SIGNS
 AS SHOWN - 5

ERECTING SALVAGED SIGNS
 AS SHOWN - 5

DELINEATOR - TYPE II - WHITE
 STA. 129+78, LT & RT
 STA. 132+42, LT & RT
 STA. 135+06, LT & RT
 STA. 137+70, LT & RT

STA 137+00 LT STA 137+20 LT STA 137+37 LT STA 137+59 LT

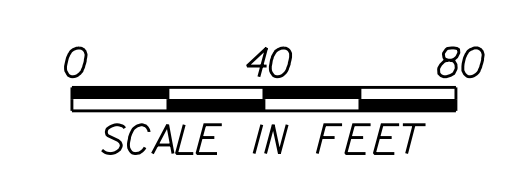
NATIONAL WILDLIFE REFUGE R&S S
 AREA BEYOND THIS SIGN CLOSED R&S S

TEMPORARY 4 INCH WHITE LINE (SEE OPTION ITEMS)
 STA. 129+00 - STA. 140+00 (SOLID LT & RT)

TEMPORARY 4 INCH YELLOW LINE (SEE OPTION ITEMS)
 STA. 129+00 - STA. 139+00 (DASHED LINE CENTER)
 STA. 139+00 - STA. 140+00 (DASHED LINE LT)
 STA. 139+00 - STA. 140+00 (SOLID RT)

DATUM
 VERTICAL NAVD 88
 HORIZONTAL NAD 83 (92)

PAVEMENT MARKING LEGEND
 4" SYL = 4" SINGLE YELLOW LINE
 4" SWL = 4" SINGLE WHITE LINE
 4" DYL = 4" DOUBLE YELLOW LINE
 4" BYL = 4" SINGLE DASHED YELLOW LINE



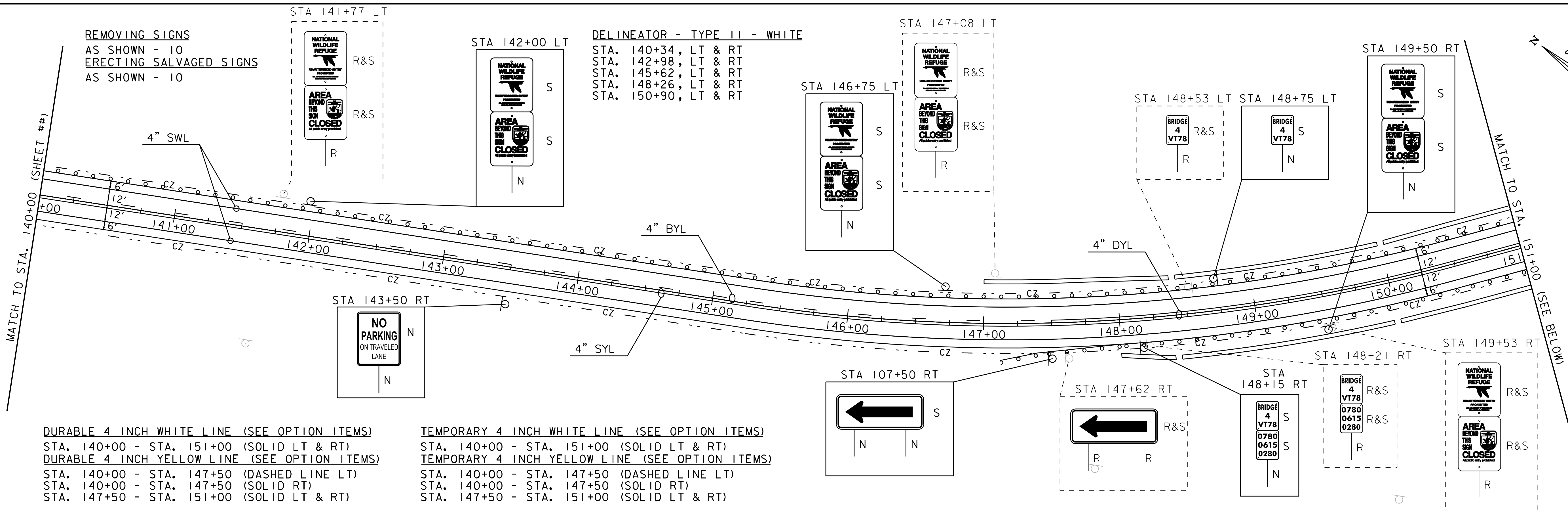
SIGN LEGEND
 R = REMOVE
 S = SALVAGE
 N = NEW
 RET = RETAIN
 R&S = REMOVE AND SALVAGE
 B-B = BACK TO BACK
 EXISTING = - - - - -
 NEW = _____



PROJECT NAME: SWANTON
 PROJECT NUMBER: NH 036-1(9)

FILE NAME: z96b032bdr.spm.dgn
 PROJECT LEADER: G. BAKOS
 DESIGNED BY: M. GRAHAM
 SIGNING & PAVEMENT MARKING SHEET #5

PLOT DATE: 9/13/2023
 DRAWN BY: J. ROBERT
 CHECKED BY: G. BAKOS
 SHEET 148 OF 307

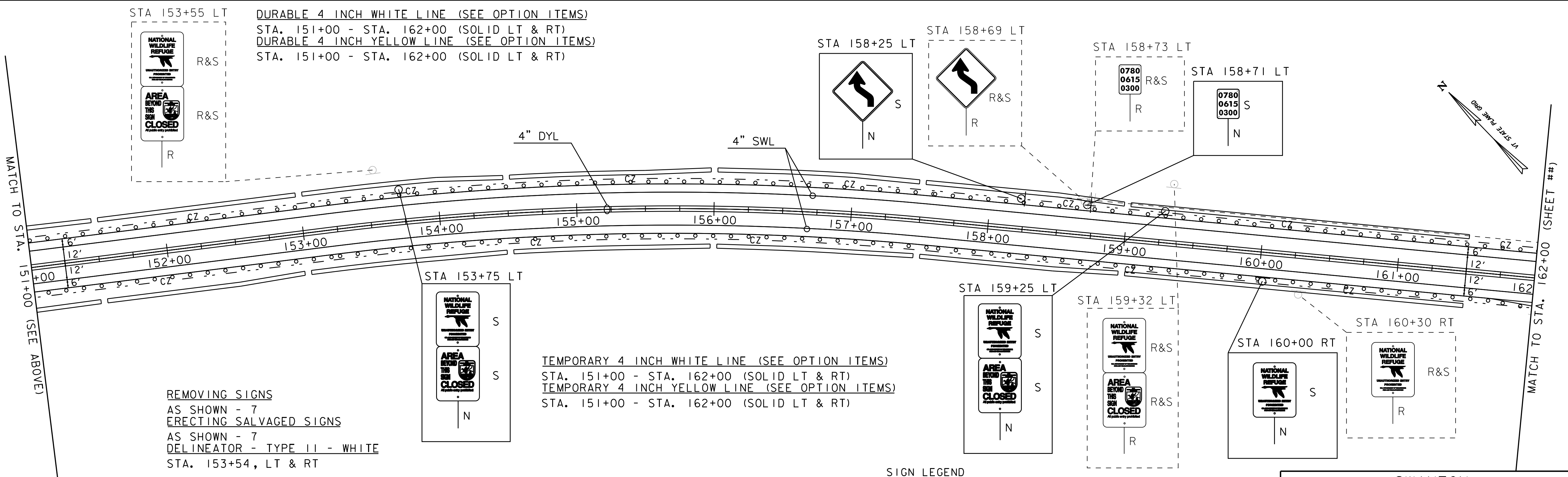


REMOVING SIGNS
AS SHOWN - 10
ERECTING SALVAGED SIGNS
AS SHOWN - 10

DELINEATOR - TYPE II - WHITE
STA. 140+34, LT & RT
STA. 142+98, LT & RT
STA. 145+62, LT & RT
STA. 148+26, LT & RT
STA. 150+90, LT & RT

DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
STA. 140+00 - STA. 151+00 (SOLID LT & RT)
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
STA. 140+00 - STA. 147+50 (DASHED LINE LT)
STA. 140+00 - STA. 147+50 (SOLID RT)
STA. 147+50 - STA. 151+00 (SOLID LT & RT)

TEMPORARY 4 INCH WHITE LINE (SEE OPTION ITEMS)
STA. 140+00 - STA. 151+00 (SOLID LT & RT)
TEMPORARY 4 INCH YELLOW LINE (SEE OPTION ITEMS)
STA. 140+00 - STA. 147+50 (DASHED LINE LT)
STA. 140+00 - STA. 147+50 (SOLID RT)
STA. 147+50 - STA. 151+00 (SOLID LT & RT)



REMOVING SIGNS
AS SHOWN - 7
ERECTING SALVAGED SIGNS
AS SHOWN - 7
DELINEATOR - TYPE II - WHITE
STA. 153+54, LT & RT

TEMPORARY 4 INCH WHITE LINE (SEE OPTION ITEMS)
STA. 151+00 - STA. 162+00 (SOLID LT & RT)
TEMPORARY 4 INCH YELLOW LINE (SEE OPTION ITEMS)
STA. 151+00 - STA. 162+00 (SOLID LT & RT)

DATUM
VERTICAL NAVD 88
HORIZONTAL NAD 83 (92)

PAVEMENT MARKING LEGEND
4" SYL = 4" SINGLE YELLOW LINE
4" SWL = 4" SINGLE WHITE LINE
4" DYL = 4" DOUBLE YELLOW LINE
4" BYL = 4" SINGLE DASHED YELLOW LINE



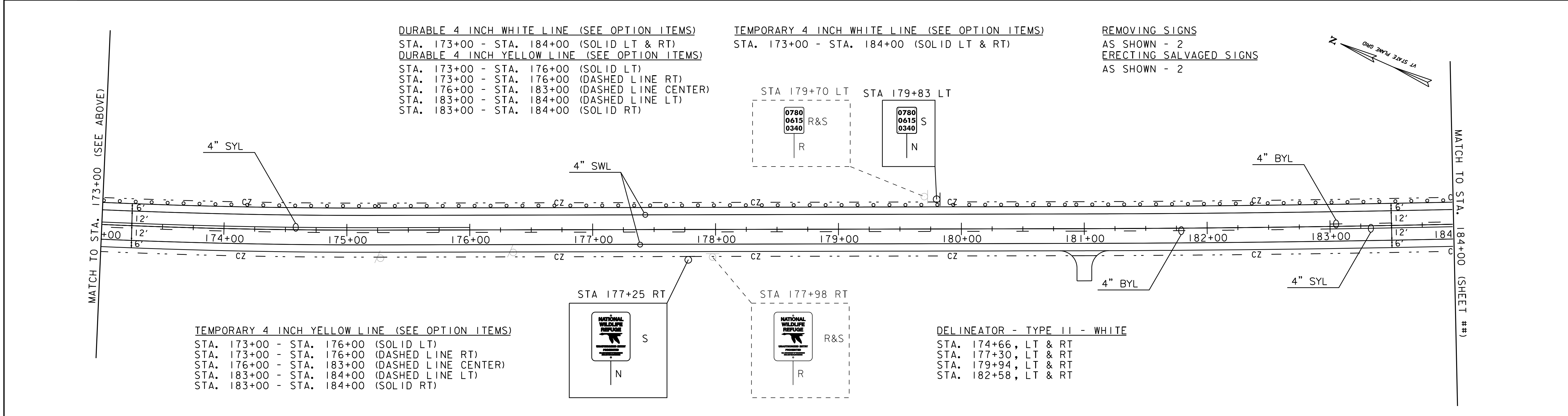
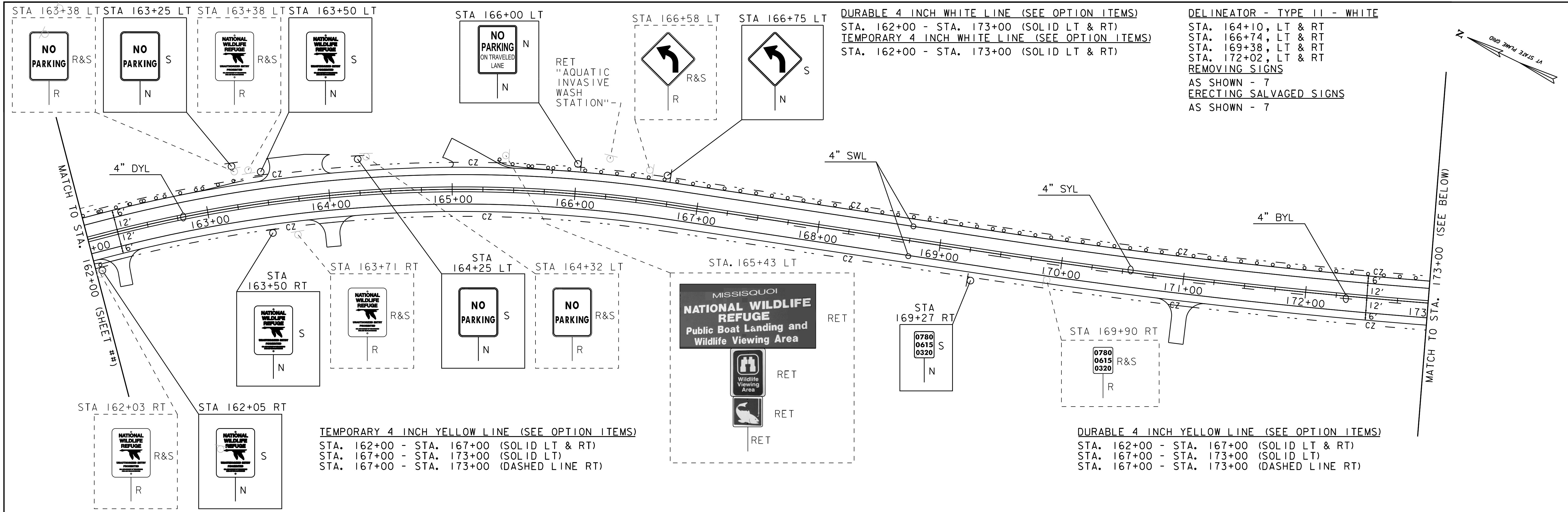
SIGN LEGEND
R = REMOVE
S = SALVAGE
N = NEW
RET = RETAIN
R&S = REMOVE AND SALVAGE
B-B = BACK TO BACK
EXISTING = - - - - -
NEW = _____



PROJECT NAME: SWANTON
PROJECT NUMBER: NH 036-1(9)

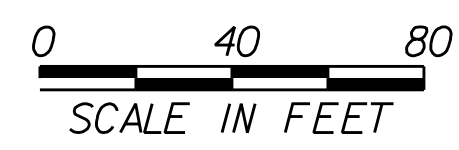
FILE NAME: z96b032bdr_spm.dgn
PROJECT LEADER: G. BAKOS
DESIGNED BY: M. GRAHAM
SIGNING & PAVEMENT MARKING SHEET #6

PLOT DATE: 9/13/2023
DRAWN BY: J. ROBERT
CHECKED BY: G. BAKOS
SHEET 149 OF 307



DATUM
 VERTICAL NAVD 88
 HORIZONTAL NAD 83 (92)

PAVEMENT MARKING LEGEND
 4" SYL = 4" SINGLE YELLOW LINE
 4" SWL = 4" SINGLE WHITE LINE
 4" DYL = 4" DOUBLE YELLOW LINE
 4" BYL = 4" SINGLE DASHED YELLOW LINE



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



PROJECT NAME: SWANTON
 PROJECT NUMBER: NH 036-1(9)
 FILE NAME: z96b032bdr_spm.dgn
 PROJECT LEADER: G. BAKOS
 DESIGNED BY: M. GRAHAM
 SIGNING & PAVEMENT MARKING SHEET #7

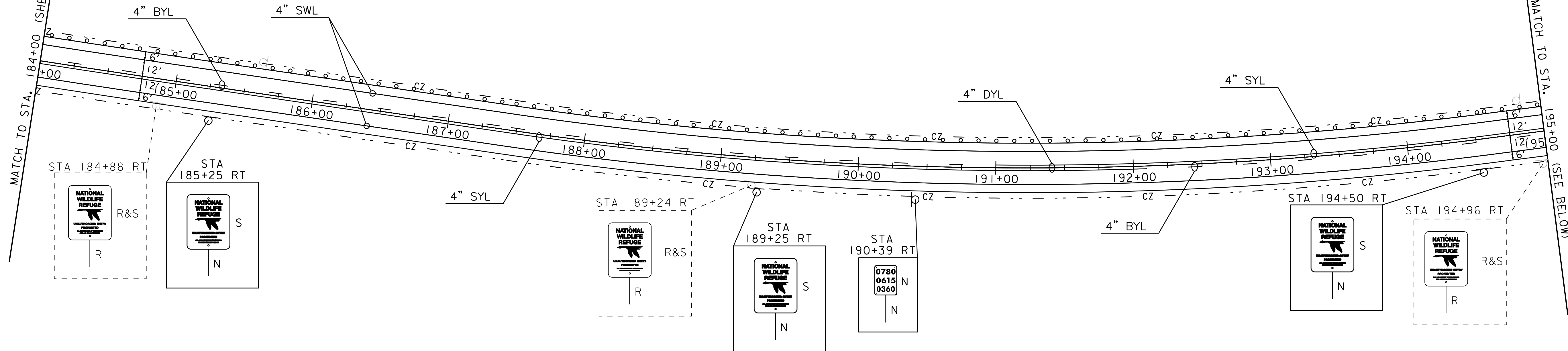
PLOT DATE: 9/13/2023
 DRAWN BY: J. ROBERT
 CHECKED BY: G. BAKOS
 SHEET 150 OF 307

DELINEATOR - TYPE II - WHITE
 STA. 185+22, LT & RT
 STA. 187+86, LT & RT
 STA. 190+50, LT & RT
 STA. 193+14, LT & RT

REMOVING SIGNS
 AS SHOWN - 3
ERECTING SALVAGED SIGNS
 AS SHOWN - 3

DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
 STA. 184+00 - STA. 195+00 (SOLID LT & RT)
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
 STA. 184+00 - STA. 191+00 (DASHED LINE LT)
 STA. 184+00 - STA. 191+00 (SOLID RT)
 STA. 191+00 - STA. 192+00 (SOLID LT & RT)
 STA. 192+00 - STA. 195+00 (SOLID LT)
 STA. 192+00 - STA. 195+00 (DASHED LINE RT)

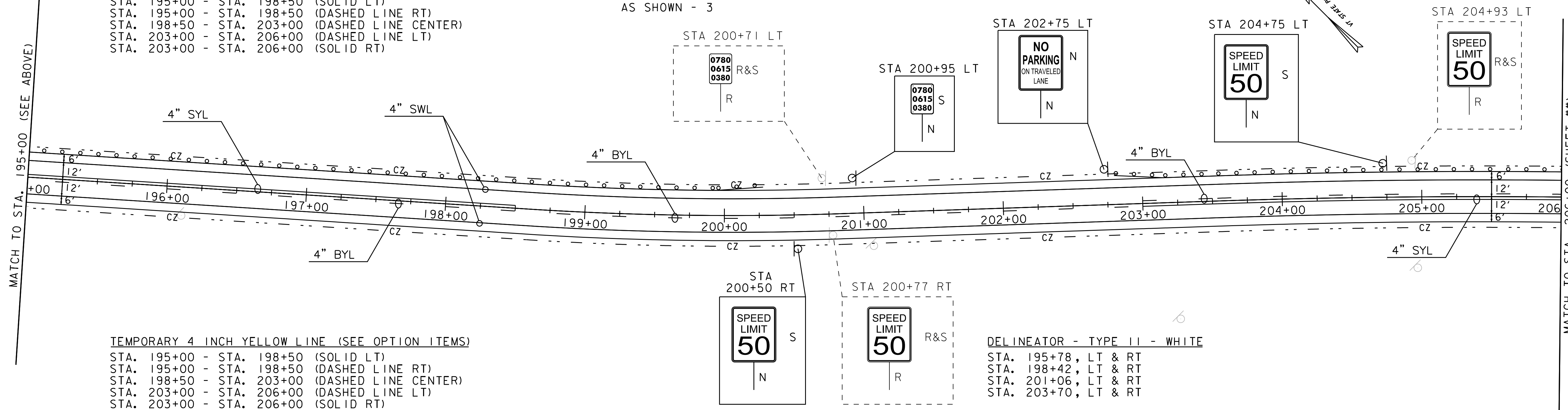
TEMPORARY 4 INCH WHITE LINE (SEE OPTION ITEMS)
 STA. 184+00 - STA. 195+00 (SOLID LT & RT)
TEMPORARY 4 INCH YELLOW LINE (SEE OPTION ITEMS)
 STA. 184+00 - STA. 191+00 (DASHED LINE LT)
 STA. 184+00 - STA. 191+00 (SOLID RT)
 STA. 191+00 - STA. 192+00 (SOLID LT & RT)
 STA. 192+00 - STA. 195+00 (SOLID LT)
 STA. 192+00 - STA. 195+00 (DASHED LINE RT)



DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
 STA. 195+00 - STA. 206+00 (SOLID LT & RT)
DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
 STA. 195+00 - STA. 198+50 (SOLID LT)
 STA. 195+00 - STA. 198+50 (DASHED LINE RT)
 STA. 198+50 - STA. 203+00 (DASHED LINE CENTER)
 STA. 203+00 - STA. 206+00 (DASHED LINE LT)
 STA. 203+00 - STA. 206+00 (SOLID RT)

REMOVING SIGNS
 AS SHOWN - 3
ERECTING SALVAGED SIGNS
 AS SHOWN - 3

TEMPORARY 4 INCH WHITE LINE (SEE OPTION ITEMS)
 STA. 195+00 - STA. 206+00 (SOLID LT & RT)



TEMPORARY 4 INCH YELLOW LINE (SEE OPTION ITEMS)
 STA. 195+00 - STA. 198+50 (SOLID LT)
 STA. 195+00 - STA. 198+50 (DASHED LINE RT)
 STA. 198+50 - STA. 203+00 (DASHED LINE CENTER)
 STA. 203+00 - STA. 206+00 (DASHED LINE LT)
 STA. 203+00 - STA. 206+00 (SOLID RT)

DELINEATOR - TYPE II - WHITE
 STA. 195+78, LT & RT
 STA. 198+42, LT & RT
 STA. 201+06, LT & RT
 STA. 203+70, LT & RT

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

PAVEMENT MARKING LEGEND
 4" SYL = 4" SINGLE YELLOW LINE
 4" SWL = 4" SINGLE WHITE LINE
 4" DYL = 4" DOUBLE YELLOW LINE
 4" BYL = 4" SINGLE DASHED YELLOW LINE



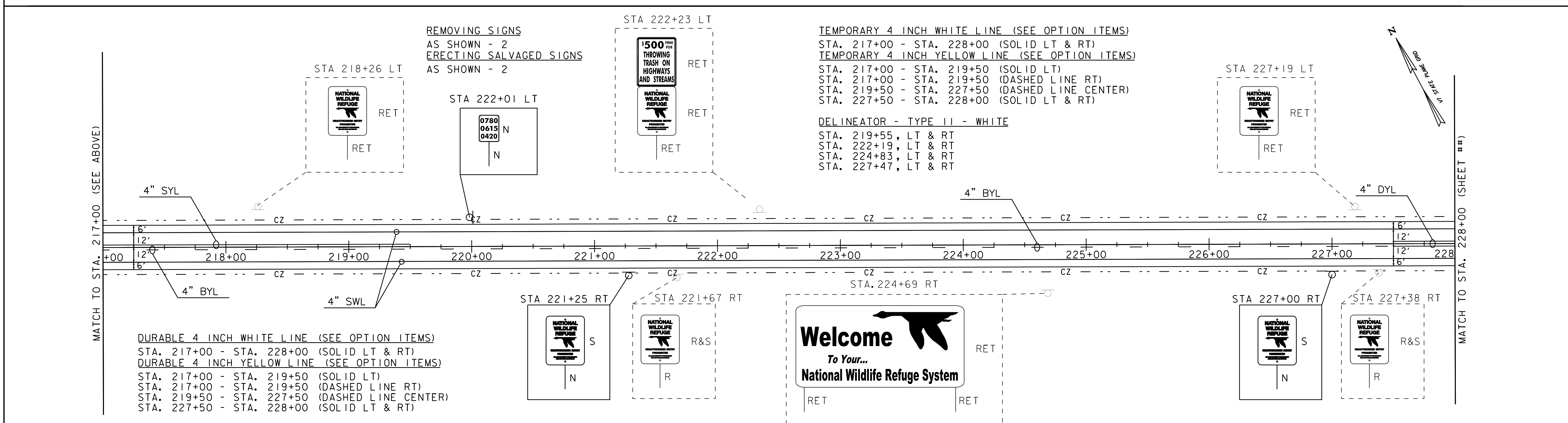
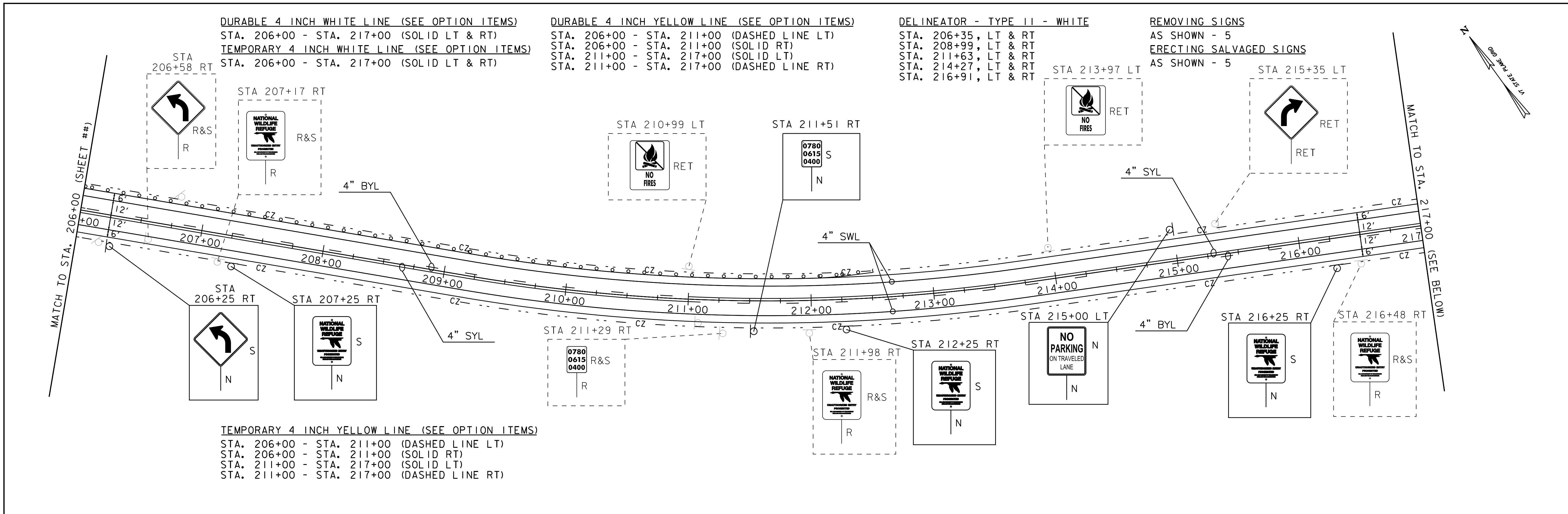
DATUM
 VERTICAL NAVD 88
 HORIZONTAL NAD 83 (92)



PROJECT NAME: SWANTON
 PROJECT NUMBER: NH 036-1(9)

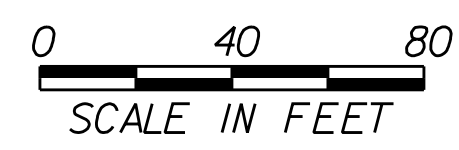
FILE NAME: z96b032bdr.spm.dgn
 PROJECT LEADER: G. BAKOS
 DESIGNED BY: M. GRAHAM
 SIGNING & PAVEMENT MARKING SHEET #8

PLOT DATE: 9/13/2023
 DRAWN BY: J. ROBERT
 CHECKED BY: G. BAKOS
 SHEET 151 OF 307



DATUM
 VERTICAL NAVD 88
 HORIZONTAL NAD 83 (92)

PAVEMENT MARKING LEGEND
 4" SYL = 4" SINGLE YELLOW LINE
 4" SWL = 4" SINGLE WHITE LINE
 4" DYL = 4" DOUBLE YELLOW LINE
 4" BYL = 4" SINGLE DASHED YELLOW LINE

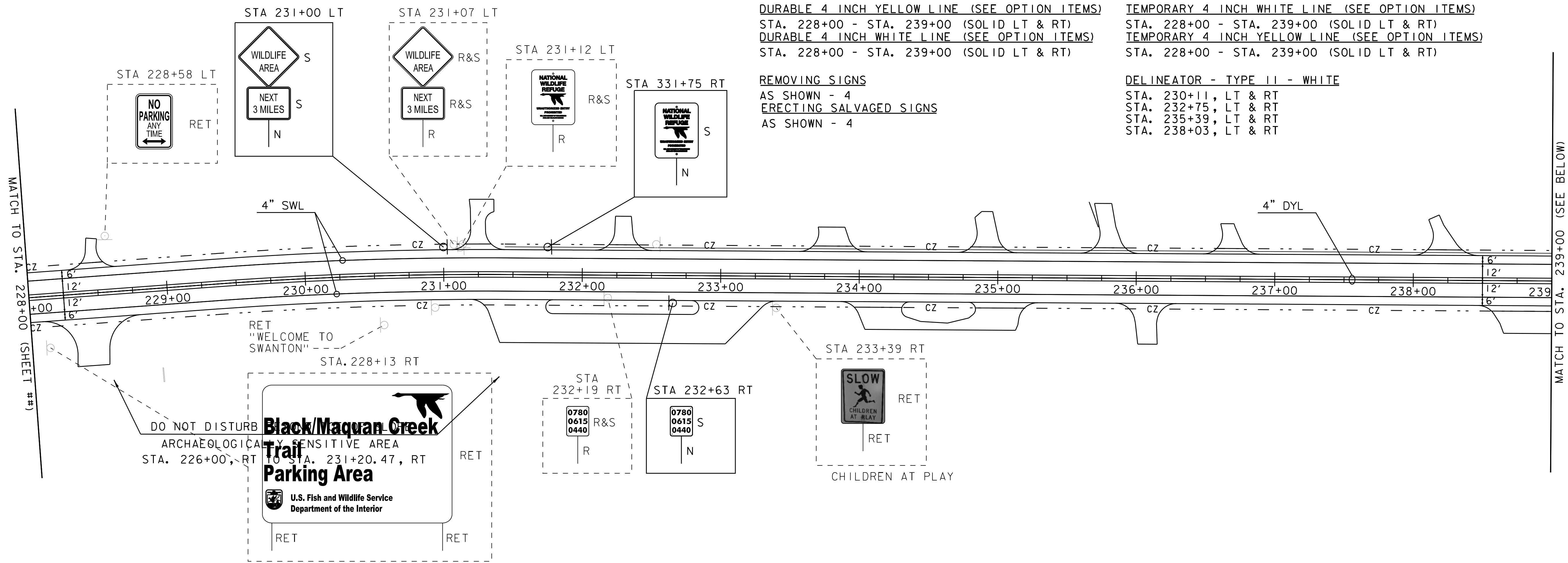


SIGN LEGEND
 R = REMOVE
 S = SALVAGE
 N = NEW
 RET = RETAIN
 R&S = REMOVE AND SALVAGE
 B-B = BACK TO BACK
 EXISTING = - - - - -
 NEW = _____



PROJECT NAME: SWANTON
 PROJECT NUMBER: NH 036-1(9)

FILE NAME: z96b032bdr.spm.dgn PLOT DATE: 9/13/2023
 PROJECT LEADER: G. BAKOS DRAWN BY: J. ROBERT
 DESIGNED BY: M. GRAHAM CHECKED BY: G. BAKOS
 SIGNING & PAVEMENT MARKING SHEET #9 SHEET 152 OF 307

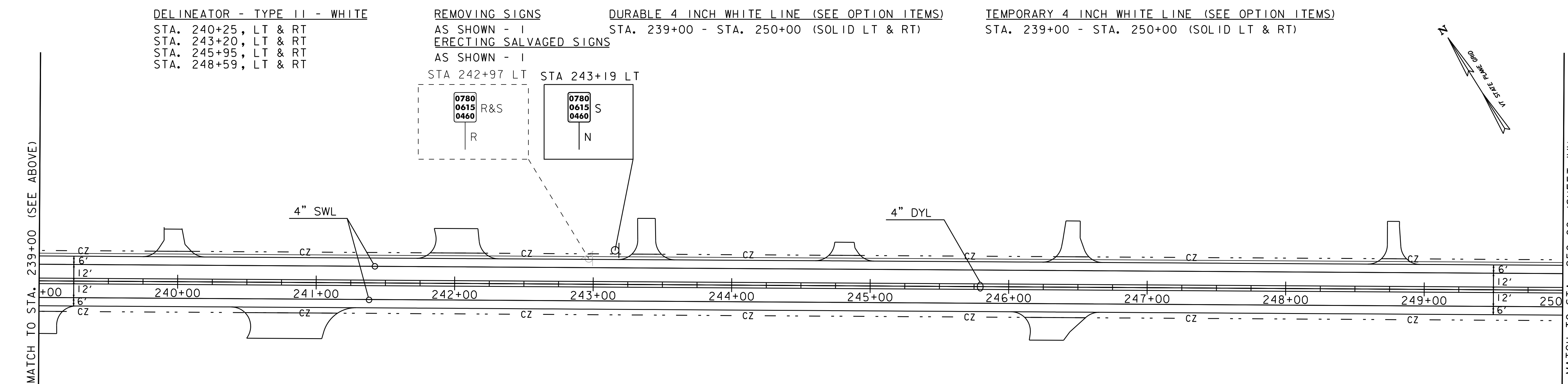
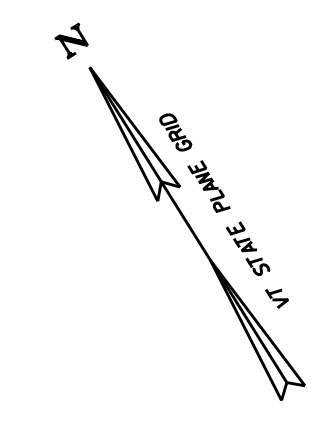


DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
 STA. 228+00 - STA. 239+00 (SOLID LT & RT)
DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
 STA. 228+00 - STA. 239+00 (SOLID LT & RT)

REMOVING SIGNS
 AS SHOWN - 4
ERECTING SALVAGED SIGNS
 AS SHOWN - 4

TEMPORARY 4 INCH WHITE LINE (SEE OPTION ITEMS)
 STA. 228+00 - STA. 239+00 (SOLID LT & RT)
TEMPORARY 4 INCH YELLOW LINE (SEE OPTION ITEMS)
 STA. 228+00 - STA. 239+00 (SOLID LT & RT)

DELINEATOR - TYPE II - WHITE
 STA. 230+11, LT & RT
 STA. 232+75, LT & RT
 STA. 235+39, LT & RT
 STA. 238+03, LT & RT

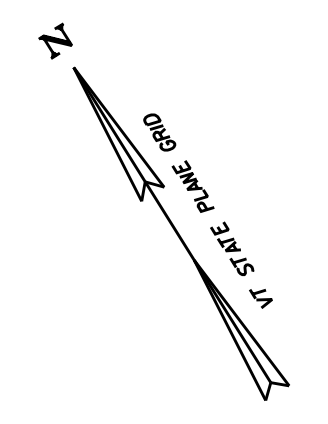


DELINEATOR - TYPE II - WHITE
 STA. 240+25, LT & RT
 STA. 243+20, LT & RT
 STA. 245+95, LT & RT
 STA. 248+59, LT & RT

REMOVING SIGNS
 AS SHOWN - 1
ERECTING SALVAGED SIGNS
 AS SHOWN - 1

DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
 STA. 239+00 - STA. 250+00 (SOLID LT & RT)

TEMPORARY 4 INCH WHITE LINE (SEE OPTION ITEMS)
 STA. 239+00 - STA. 250+00 (SOLID LT & RT)



DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
 STA. 239+00 - STA. 250+00 (SOLID LT & RT)

TEMPORARY 4 INCH YELLOW LINE (SEE OPTION ITEMS)
 STA. 239+00 - STA. 250+00 (SOLID LT & RT)

DATUM
 VERTICAL NAVD 88
 HORIZONTAL NAD 83 (92)

PAVEMENT MARKING LEGEND
 4" SYL = 4" SINGLE YELLOW LINE
 4" SWL = 4" SINGLE WHITE LINE
 4" DYL = 4" DOUBLE YELLOW LINE
 4" BYL = 4" SINGLE DASHED YELLOW LINE



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



PROJECT NAME: **SWANTON**
 PROJECT NUMBER: **NH 036-1(9)**

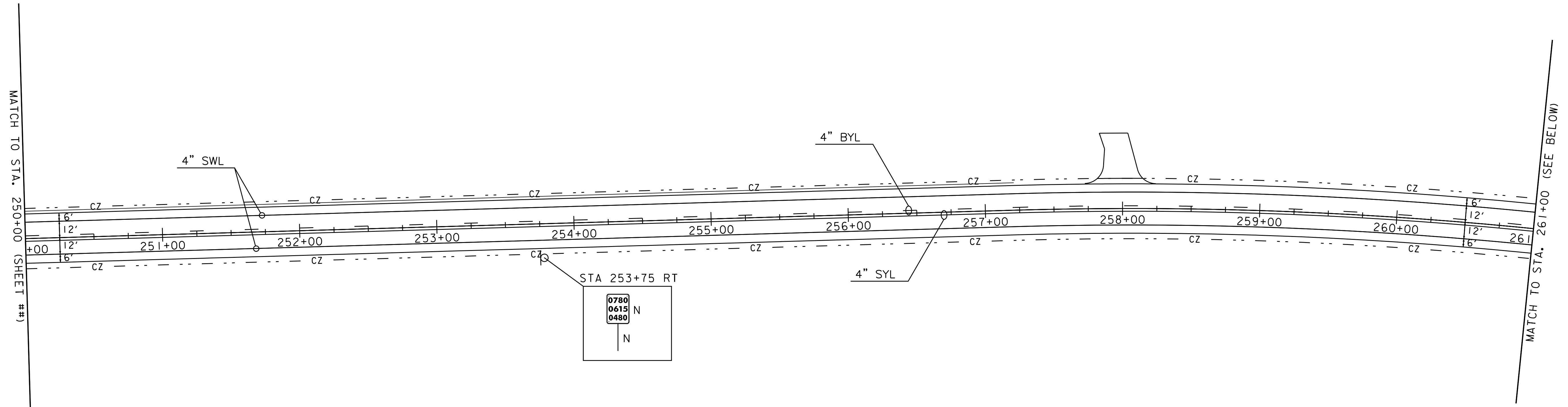
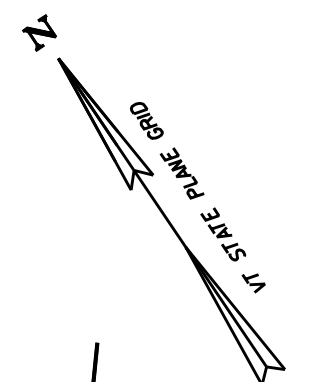
FILE NAME: z96b032bdr.spm.dgn
 PROJECT LEADER: G. BAKOS
 DESIGNED BY: M. GRAHAM
 SIGNING & PAVEMENT MARKING SHEET #10

PLOT DATE: 9/13/2023
 DRAWN BY: J. ROBERT
 CHECKED BY: G. BAKOS
 SHEET 153 OF 307

DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
 STA. 250+00 - STA. 261+00 (SOLID LT & RT)
 DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
 STA. 250+00 - STA. 261+00 (DASHED LINE LT)
 STA. 250+00 - STA. 261+00 (SOLID RT)

TEMPORARY 4 INCH WHITE LINE (SEE OPTION ITEMS)
 STA. 250+00 - STA. 261+00 (SOLID LT & RT)
 TEMPORARY 4 INCH YELLOW LINE (SEE OPTION ITEMS)
 STA. 250+00 - STA. 261+00 (DASHED LINE LT)
 STA. 250+00 - STA. 261+00 (SOLID RT)

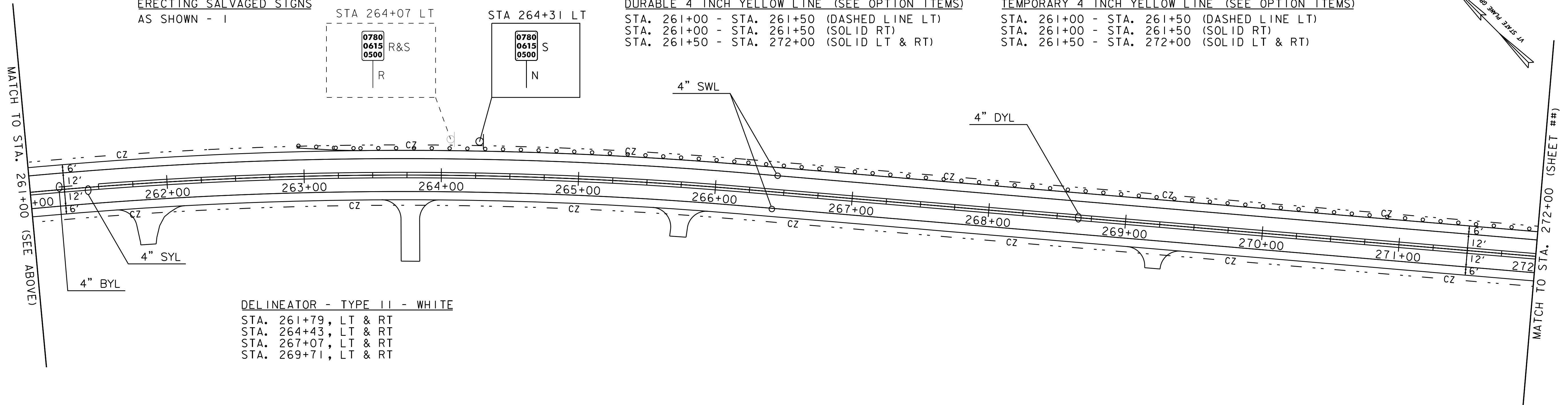
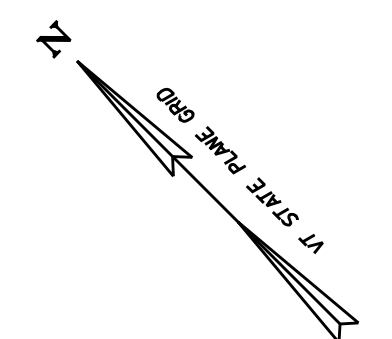
DELINEATOR - TYPE II - WHITE
 STA. 251+23, LT & RT
 STA. 253+87, LT & RT
 STA. 256+51, LT & RT
 STA. 259+15, LT & RT



REMOVING SIGNS
 AS SHOWN - 1
 ERECTING SALVAGED SIGNS
 AS SHOWN - 1

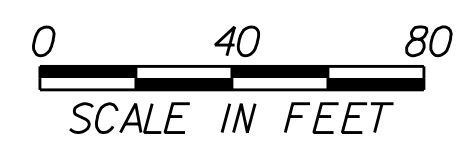
DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
 STA. 261+00 - STA. 272+00 (SOLID LT & RT)
 DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
 STA. 261+00 - STA. 261+50 (DASHED LINE LT)
 STA. 261+00 - STA. 261+50 (SOLID RT)
 STA. 261+50 - STA. 272+00 (SOLID LT & RT)

TEMPORARY 4 INCH WHITE LINE (SEE OPTION ITEMS)
 STA. 261+00 - STA. 272+00 (SOLID LT & RT)
 TEMPORARY 4 INCH YELLOW LINE (SEE OPTION ITEMS)
 STA. 261+00 - STA. 261+50 (DASHED LINE LT)
 STA. 261+00 - STA. 261+50 (SOLID RT)
 STA. 261+50 - STA. 272+00 (SOLID LT & RT)



DELINEATOR - TYPE II - WHITE
 STA. 261+79, LT & RT
 STA. 264+43, LT & RT
 STA. 267+07, LT & RT
 STA. 269+71, LT & RT

PAVEMENT MARKING LEGEND
 4" SYL = 4" SINGLE YELLOW LINE
 4" SWL = 4" SINGLE WHITE LINE
 4" DYL = 4" DOUBLE YELLOW LINE
 4" BYL = 4" SINGLE DASHED YELLOW LINE



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

DATUM
 VERTICAL NAVD 88
 HORIZONTAL NAD 83 (92)



PROJECT NAME: SWANTON
 PROJECT NUMBER: NH 036-1(9)

FILE NAME: z96b032bdr.spm.dgn
 PROJECT LEADER: G. BAKOS
 DESIGNED BY: M. GRAHAM
 SIGNING & PAVEMENT MARKING SHEET #II

PLOT DATE: 9/13/2023
 DRAWN BY: J. ROBERT
 CHECKED BY: G. BAKOS
 SHEET 154 OF 307

DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
 STA. 272+00 - STA. 283+00 (SOLID LT & RT)
 DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
 STA. 272+00 - STA. 283+00 (SOLID LT & RT)

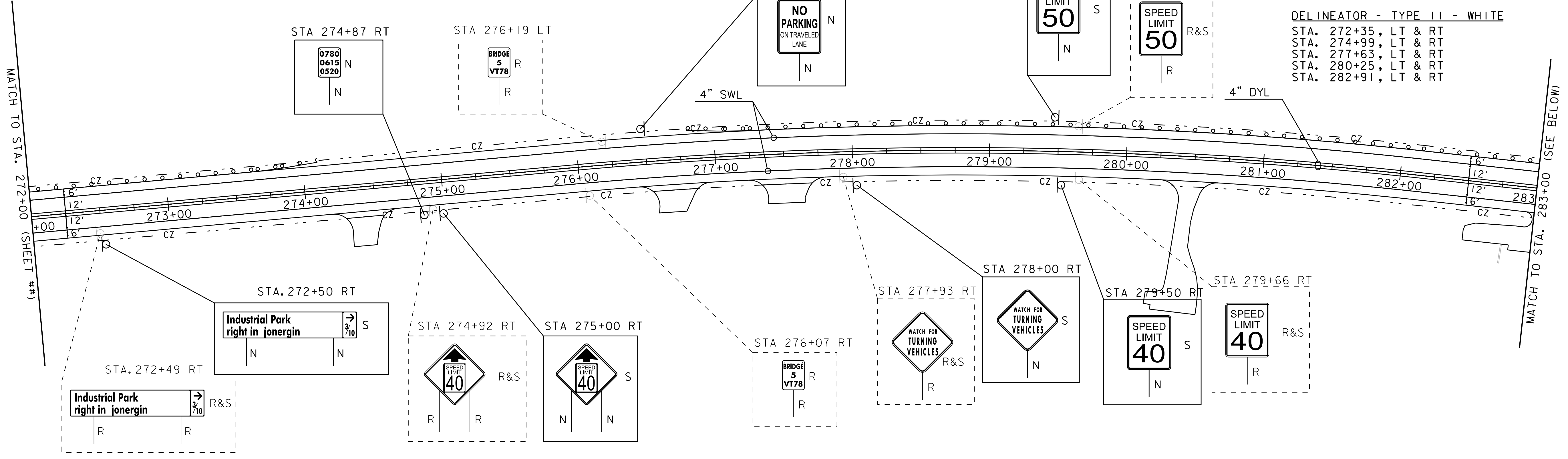
TEMPORARY 4 INCH WHITE LINE (SEE OPTION ITEMS)
 STA. 272+00 - STA. 283+00 (SOLID LT & RT)
 TEMPORARY 4 INCH YELLOW LINE (SEE OPTION ITEMS)
 STA. 272+00 - STA. 283+00 (SOLID LT & RT)

REMOVING SIGNS
 AS SHOWN - 7

ERECTING SALVAGED SIGNS
 AS SHOWN - 5

DELINEATOR - TYPE II - WHITE

STA. 272+35, LT & RT
 STA. 274+99, LT & RT
 STA. 277+63, LT & RT
 STA. 280+25, LT & RT
 STA. 282+91, LT & RT



DURABLE LETTER OR SYMBOL (SEE OPTION ITEMS)
 STA. 291+47 RT "STOP"

DURABLE 24 INCH STOP BAR (SEE OPTION ITEMS)
 STA. 291+40 - STA. 291+54 (SOLID RT)

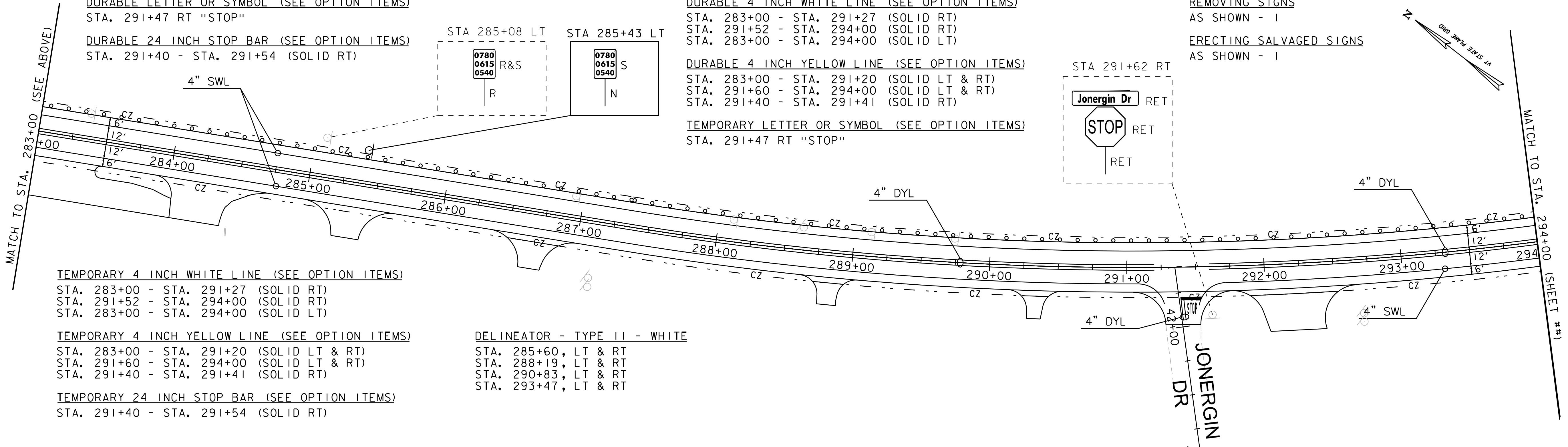
DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
 STA. 283+00 - STA. 291+27 (SOLID RT)
 STA. 291+52 - STA. 294+00 (SOLID RT)
 STA. 283+00 - STA. 294+00 (SOLID LT)

DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
 STA. 283+00 - STA. 291+20 (SOLID LT & RT)
 STA. 291+60 - STA. 294+00 (SOLID LT & RT)
 STA. 291+40 - STA. 291+41 (SOLID RT)

TEMPORARY LETTER OR SYMBOL (SEE OPTION ITEMS)
 STA. 291+47 RT "STOP"

REMOVING SIGNS
 AS SHOWN - 1

ERECTING SALVAGED SIGNS
 AS SHOWN - 1



TEMPORARY 4 INCH WHITE LINE (SEE OPTION ITEMS)

STA. 283+00 - STA. 291+27 (SOLID RT)
 STA. 291+52 - STA. 294+00 (SOLID RT)
 STA. 283+00 - STA. 294+00 (SOLID LT)

TEMPORARY 4 INCH YELLOW LINE (SEE OPTION ITEMS)

STA. 283+00 - STA. 291+20 (SOLID LT & RT)
 STA. 291+60 - STA. 294+00 (SOLID LT & RT)
 STA. 291+40 - STA. 291+41 (SOLID RT)

TEMPORARY 24 INCH STOP BAR (SEE OPTION ITEMS)

STA. 291+40 - STA. 291+54 (SOLID RT)

DELINEATOR - TYPE II - WHITE

STA. 285+60, LT & RT
 STA. 288+19, LT & RT
 STA. 290+83, LT & RT
 STA. 293+47, LT & RT

DATUM
 VERTICAL NAVD 88
 HORIZONTAL NAD 83 (92)

PAVEMENT MARKING LEGEND
 4" SYL = 4" SINGLE YELLOW LINE
 4" SWL = 4" SINGLE WHITE LINE
 4" DYL = 4" DOUBLE YELLOW LINE
 4" BYL = 4" SINGLE DASHED YELLOW LINE



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



PROJECT NAME: SWANTON
 PROJECT NUMBER: NH 036-1(9)

FILE NAME: z96b032bdr.spm.dgn
 PROJECT LEADER: G. BAKOS
 DESIGNED BY: M. GRAHAM
 SIGNING & PAVEMENT MARKING SHEET #12

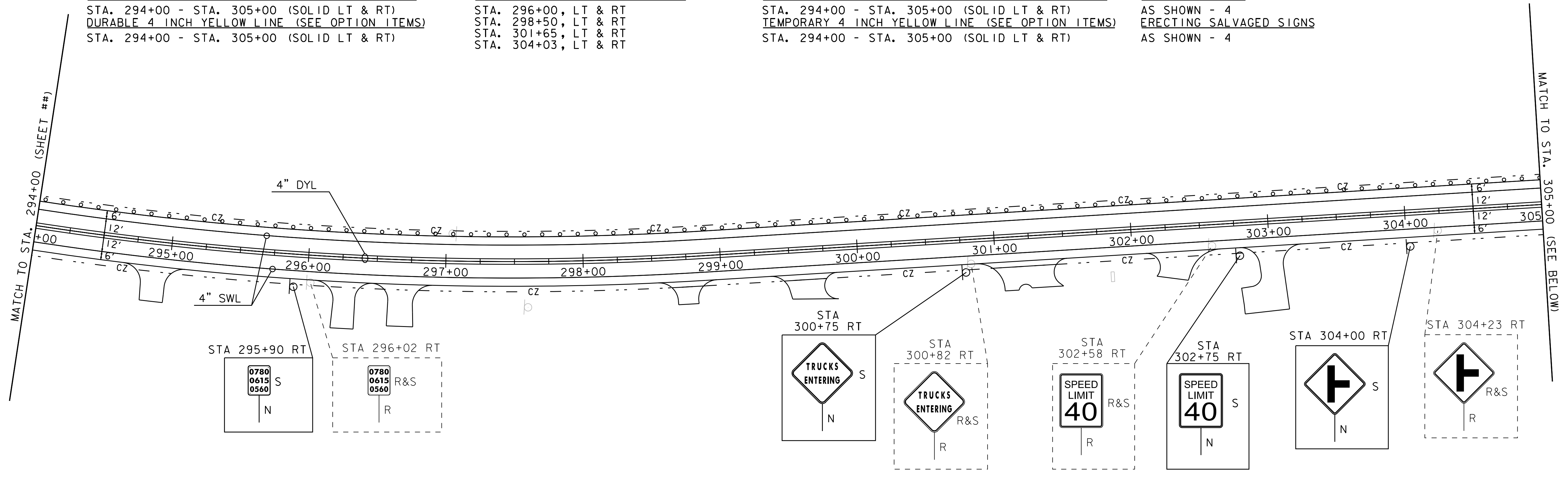
PLOT DATE: 9/13/2023
 DRAWN BY: J. ROBERT
 CHECKED BY: G. BAKOS
 SHEET 155 OF 307

DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
 STA. 294+00 - STA. 305+00 (SOLID LT & RT)
 DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
 STA. 294+00 - STA. 305+00 (SOLID LT & RT)

DELINEATOR - TYPE II - WHITE
 STA. 296+00, LT & RT
 STA. 298+50, LT & RT
 STA. 301+65, LT & RT
 STA. 304+03, LT & RT

TEMPORARY 4 INCH WHITE LINE (SEE OPTION ITEMS)
 STA. 294+00 - STA. 305+00 (SOLID LT & RT)
 TEMPORARY 4 INCH YELLOW LINE (SEE OPTION ITEMS)
 STA. 294+00 - STA. 305+00 (SOLID LT & RT)

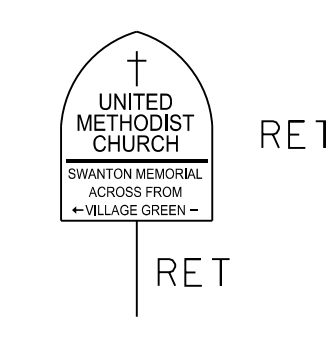
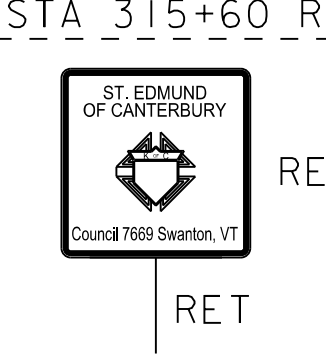
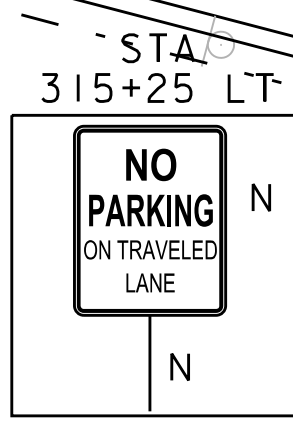
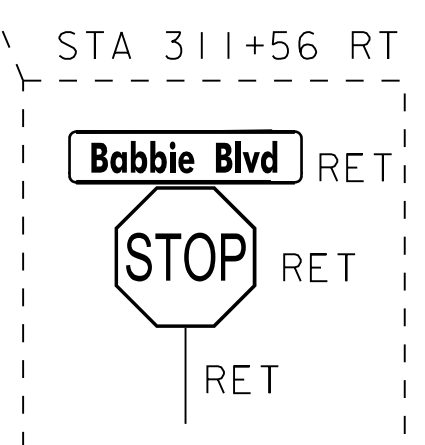
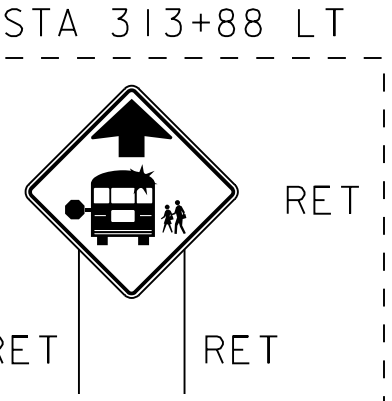
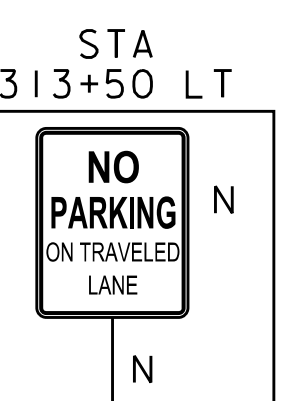
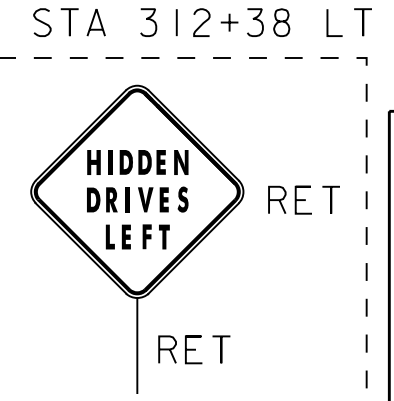
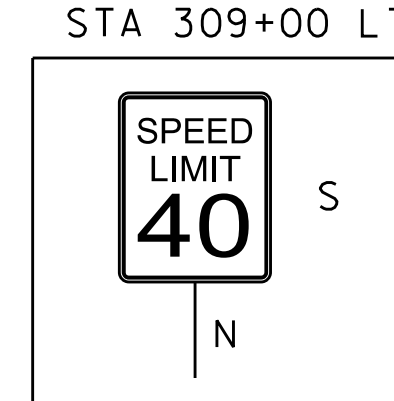
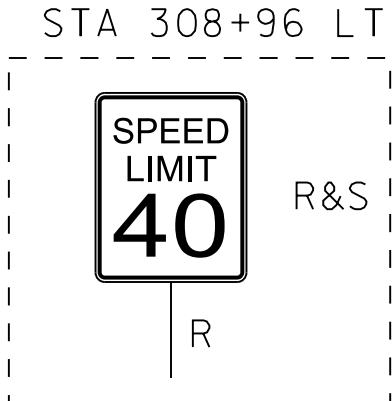
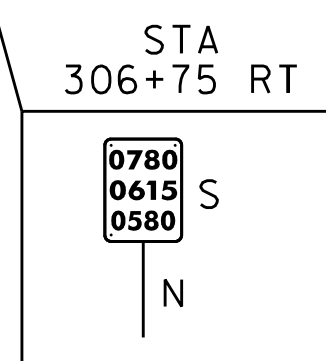
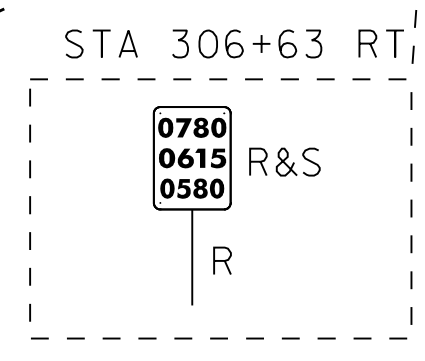
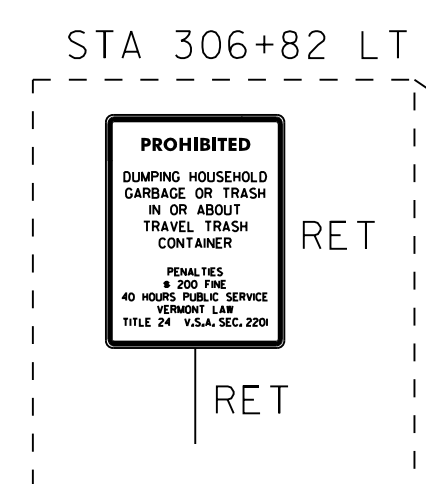
REMOVING SIGNS
 AS SHOWN - 4
 ERECTING SALVAGED SIGNS
 AS SHOWN - 4



DELINEATOR - TYPE II - WHITE
 STA. 306+00, LT & RT
 STA. 309+31, LT & RT
 STA. 311+95, LT & RT
 STA. 314+59, LT & RT

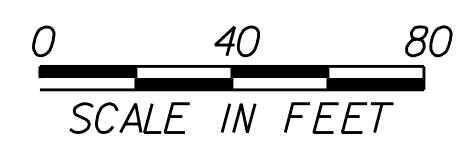
DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
 STA. 305+00 - STA. 311+02 (SOLID RT)
 STA. 311+53 - STA. 316+00 (SOLID RT)
 STA. 305+00 - STA. 311+02 (SOLID LT)
 STA. 311+53 - STA. 316+00 (SOLID LT)
 TEMPORARY 4 INCH WHITE LINE (SEE OPTION ITEMS)
 STA. 305+00 - STA. 311+02 (SOLID RT)
 STA. 311+53 - STA. 316+00 (SOLID RT)
 STA. 305+00 - STA. 316+00 (SOLID LT)

REMOVING SIGNS
 AS SHOWN - 2
 ERECTING SALVAGED SIGNS
 AS SHOWN - 2



DATUM
 VERTICAL NAVD 88
 HORIZONTAL NAD 83 (92)

PAVEMENT MARKING LEGEND
 4" SYL = 4" SINGLE YELLOW LINE
 4" SWL = 4" SINGLE WHITE LINE
 4" DYL = 4" DOUBLE YELLOW LINE
 4" BYL = 4" SINGLE DASHED YELLOW LINE



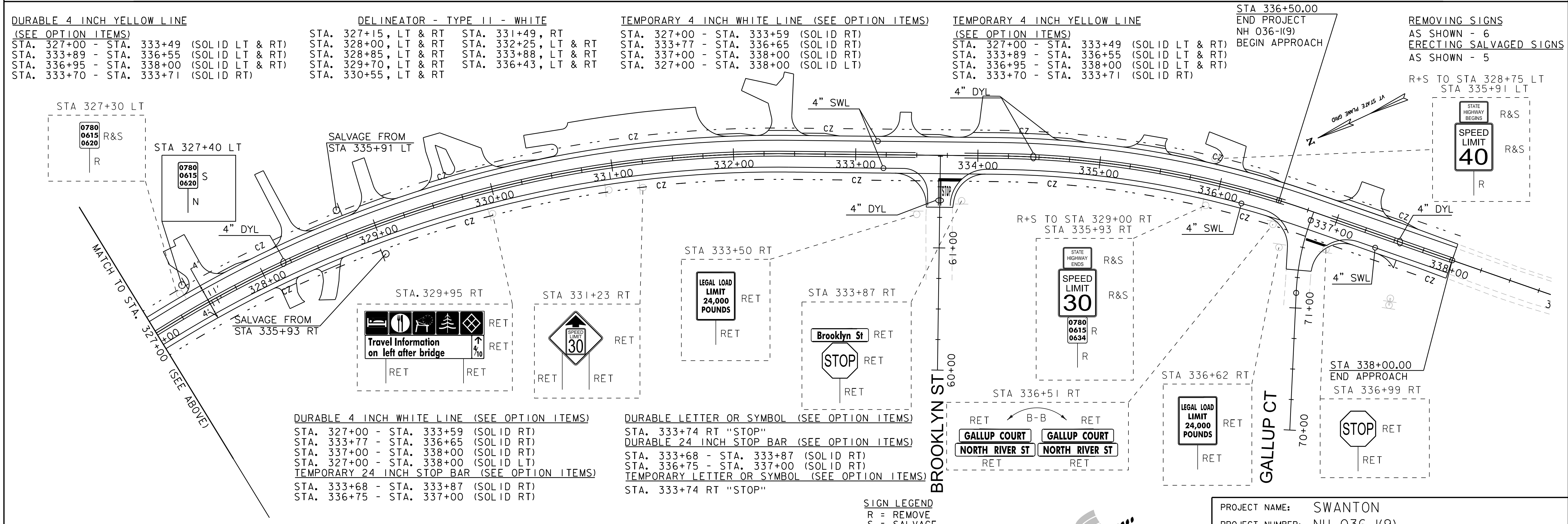
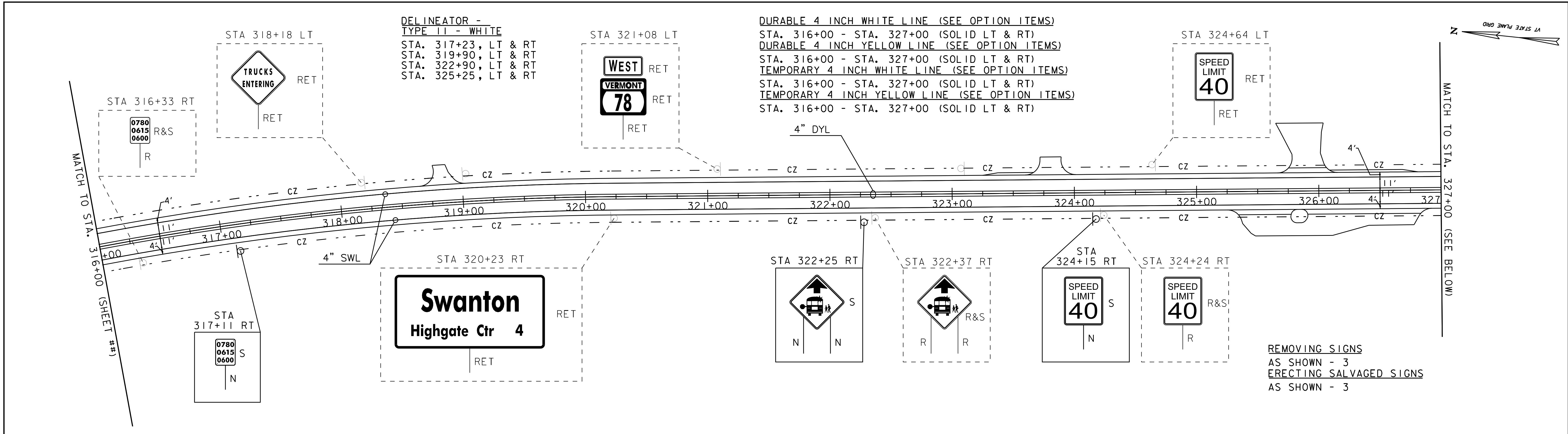
SIGN LEGEND
 R = REMOVE
 S = SALVAGE
 N = NEW
 RET = RETAIN
 R&S = REMOVE AND SALVAGE
 B-B = BACK TO BACK
 EXISTING = - - - - -
 NEW = _____



PROJECT NAME: SWANTON
 PROJECT NUMBER: NH 036-1(9)

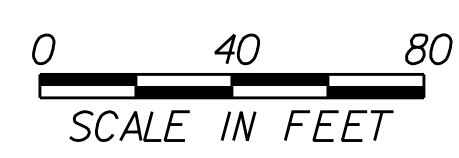
FILE NAME: z96b032bdr.spm.dgn
 PROJECT LEADER: G. BAKOS
 DESIGNED BY: M. GRAHAM
 SIGNING & PAVEMENT MARKING SHEET #13

PLOT DATE: 9/13/2023
 DRAWN BY: J. ROBERT
 CHECKED BY: G. BAKOS
 SHEET 156 OF 307



DATUM
 VERTICAL NAVD 88
 HORIZONTAL NAD 83 (92)

PAVEMENT MARKING LEGEND
 4" SYL = 4" SINGLE YELLOW LINE
 4" SWL = 4" SINGLE WHITE LINE
 4" DYL = 4" DOUBLE YELLOW LINE
 4" BYL = 4" SINGLE DASHED YELLOW LINE



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



PROJECT NAME: SWANTON
 PROJECT NUMBER: NH 036-1(9)
 FILE NAME: z96b032bdr.spm.dgn
 PROJECT LEADER: G. BAKOS
 DESIGNED BY: M. GRAHAM
 SIGNING & PAVEMENT MARKING SHEET #14

PLOT DATE: 9/13/2023
 DRAWN BY: J. ROBERT
 CHECKED BY: G. BAKOS
 SHEET 157 OF 307

TRAFFIC SIGN SUMMARY SHEET

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS		NEW & SALVAGED SIGNS				EXIST POST SALVAGED RETAIN	NO. OF POSTS	NEW SIGN POSTS																REMARKS	SIGN DETAIL	
										FLANGED CHANNEL		SQUARE STEEL (in)			TUBULAR ALUMINUM (in)			TUBULAR STEEL (in)				W-SHAPE STEEL			DETAIL ON SHEET NUMBER		STD. SHEET NUMBER	
										lb/ft		1.75	2.0	2.5	3.0	4.0	4.0 MOD	3.0	3.5	4.0	5.0	FTG. SIZE		WEIGHT				POST SIZE
		1.2	2.0	3.0	1.88	2.42	3.35			1.3	1.7	1.7	FOUNDATION	7.6	9.0	10.8	14.6	24"	30"									
39+50 RT							I		1						X									EXISTING SIGN REMOVED & RESET FROM STA 39+97 RT				
40+50 LT							I		2						X									EXISTING SIGN REMOVED & RESET FROM STA 40+70 LT				
42+55 RT		I	6	10	0.42				1						X										VD-700 WOG		T-44	
44+70 RT							I		2							X	X							EXISTING SIGN REMOVED & RESET FROM STA 44+72 RT				
44+70 RT							I																	EXISTING SIGN REMOVED & RESET FROM STA 44+72 RT				
49+00 RT							I		1							X	X							EXISTING SIGN REMOVED & RESET FROM STA 49+05 RT				
49+00 RT							I																	EXISTING SIGN REMOVED & RESET FROM STA 49+05 RT				
53+11 LT							I		1						X		X							EXISTING SIGN REMOVED & RESET FROM STA 52+89 LT				
53+25 RT							I		2							X	X							EXISTING SIGN REMOVED & RESET FROM STA 53+30 RT				
53+25 RT							I																	EXISTING SIGN REMOVED & RESET FROM STA 53+30 RT				
<p>FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND THE TRAFFIC & SAFETY DIVISION'S "SIGN POST DESIGN GUIDELINE."</p> <p>POST LENGTH AVERAGES 15 FEET POST LENGTH WITH '+' AVERAGES 20 FEET</p>																												
TOTALS							SF	SF	EA.	SF			FT		FT			EA.			EA.	EA.	LB					
							0.42		9				150															

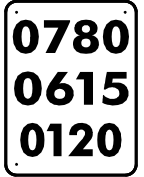


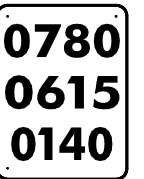
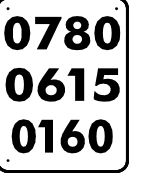


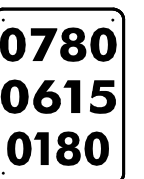
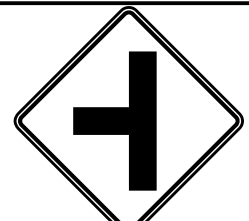

BOW = BLACK LEGEND ON WHITE BACKGROUND - PLAQUE
 GOW = GREEN LEGEND ON WHITE BACKGROUND
 ROW = RED LEGEND ON WHITE BACKGROUND
 WOG = WHITE LEGEND ON GREEN BACKGROUND - PLAQUE
 FYG = BLACK LEGEND ON FLUORESCENT YELLOW-GREEN BACKGROUND
 SHSM = FHWA STANDARD HIGHWAY SIGNS AND MARKINGS BOOK (WITH 2012 SUPPLEMENT)



PROJECT NAME: SWANTON	PLOT DATE: 9/13/2023
PROJECT NUMBER: NH 036-1(9)	DRAWN BY: J. ROBERT
FILE NAME: z96b032tsss.dgn	CHECKED BY: G. BAKOS
PROJECT LEADER: G. BAKOS	TRAFFIC SIGN SUMMARY SHEET 1
DESIGNED BY: M. GRAHAM	SHEET 158 OF 307

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS		NEW & SALVAGED SIGNS				EXISTING POST RETAINED	NO. OF POSTS	NEW SIGN POSTS																	REMARKS	SIGN DETAIL								
		EA	WIDTH (in)	HEIGHT (in)	"A"	"B"	SALV SIGN			SALV TIS	FLANGED CHANNEL			SQUARE STEEL (in)			TUBULAR ALUMINUM Ø (in)			TUBULAR STEEL Ø (in)				W-SHAPE STEEL				DETAIL ON SHEET NUMBER	STD. SHEET NUMBER							
											1.2	2.0	3.0	1.75	2.0	2.5	3.0	4.0	4.0	4.0	MOD	3.0	3.5	4.0	5.0	FTG. SIZE				WEIGHT	POST SIZE					
63+67 RT									1																									EXISTING SIGN REMOVED & SALVAGED FROM STA 63+90 RT		
66+00 LT									2																								EXISTING SIGN REMOVED & SALVAGED FROM STA 66+09 LT			
66+00 LT																																	EXISTING SIGN REMOVED & SALVAGED FROM STA 66+09 LT			
74+23 LT									1																								EXISTING SIGN REMOVED & SALVAGED FROM STA 74+58 LT			
84+79 RT		1	6	10	0.42				1																								VD-700 WOG	T-44		
90+50 LT		1	24	30	5.00				1																								SHSM R4-2			
90+50 RT		1	24	30	5.00				1																								SHSM R4-1			
95+35 LT									1																								EXISTING SIGN REMOVED & SALVAGED FROM STA 95+58 LT			
97+00 RT									2																								EXISTING SIGN REMOVED & SALVAGED FROM STA 97+06 RT			
97+00 RT																																	EXISTING SIGN REMOVED & SALVAGED FROM STA 97+06 RT			
FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND THE TRAFFIC & SAFETY DIVISION'S "SIGN POST DESIGN GUIDELINE."																																				
TOTALS		SF	SF	EA.	SF																															
		10.42		7																																

BOW = BLACK LEGEND ON WHITE BACKGROUND - PLAQUE
 GOW = GREEN LEGEND ON WHITE BACKGROUND
 ROW = RED LEGEND ON WHITE BACKGROUND
 WOG = WHITE LEGEND ON GREEN BACKGROUND - PLAQUE
 FYG = BLACK LEGEND ON FLUORESCENT YELLOW-GREEN BACKGROUND
 SHSM = FHWA STANDARD HIGHWAY SIGNS AND MARKINGS BOOK (WITH 2012 SUPPLEMENT)

POST LENGTH AVERAGES 15 FEET
 POST LENGTH WITH '+' AVERAGES 20 FEET



PROJECT NAME:	SWANTON	PLOT DATE:	9/13/2023
PROJECT NUMBER:	NH 036-1(9)	DRAWN BY:	J. ROBERT
FILE NAME:	z96b032tsss.dgn	CHECKED BY:	G. BAKOS
PROJECT LEADER:	G. BAKOS	TRAFFIC SIGN SUMMARY SHEET 3	SHEET 160 OF 307

TRAFFIC SIGN SUMMARY SHEET

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS		NEW & SALVAGED SIGNS				EXISTING POST RETAIN	NO. OF POSTS	NEW SIGN POSTS																				REMARKS	SIGN DETAIL	
				"A"	"B"	SALV SIGN	SALV TIS			FLANGED CHANNEL					SQUARE STEEL (in)			TUBULAR ALUMINUM (in)			TUBULAR STEEL (in)				W-SHAPE STEEL				DETAIL ON SHEET NUMBER		STD. SHEET NUMBER	
										lb/ft		1.75	2.0	2.5	ANCHOR	S	MOD		FOUND-ATION	3.0	3.5	4.0	5.0	FTG. SIZE		WEIGHT	POST SIZE					
		1.2	2.0	3.0	1.88	2.42	3.35			3.0	4.0	4.0	3.0	3.5			4.0	5.0						24"	30"							
106+25 LT	BRIDGE 3 VT78					I			1				X														EXISTING SIGN REMOVED & RESET FROM STA 106+11LT					
107+75 LT 111+75 LT	NATIONAL WILDLIFE REFUGE					2			2				X														EXISTING SIGN REMOVED & RESET FROM STA 107+56 LT AND STA 111+45 LT					
107+75 LT 111+75 LT	AREA AHEAD CLOSED					2																					EXISTING SIGN REMOVED & RESET FROM STA 107+56 LT AND STA 111+45 LT					
113+50 LT						I			2				X														EXISTING SIGN REMOVED & RESET FROM STA 113+45 LT					
113+50 LT	Campbell Bay RD					I																					EXISTING SIGN REMOVED & RESET FROM STA 113+45 LT					
115+00 RT	SPEED LIMIT 50					I			1				X														EXISTING SIGN REMOVED & RESET FROM STA 115+25 RT					
115+75 LT	NATIONAL WILDLIFE REFUGE					I			1				X														EXISTING SIGN REMOVED & RESET FROM STA 115+64 LT					
115+75 LT	AREA AHEAD CLOSED					I																					EXISTING SIGN REMOVED & RESET FROM STA 115+64 LT					
116+47 LT	0780 0615 0220					I			1				X														EXISTING SIGN REMOVED & RESET FROM STA 115+75 LT					
										FT FT FT		75	45	EA	LB	LB	LB	LB	LB	LB	EA	EA	EA	EA	EA	EA						
												FT		FT		EA		EA		EA		EA		EA								
																												BOW = BLACK LEGEND ON WHITE BACKGROUND - PLAQUE GOW = GREEN LEGEND ON WHITE BACKGROUND ROW = RED LEGEND ON WHITE BACKGROUND WOG = WHITE LEGEND ON GREEN BACKGROUND - PLAQUE FYG = BLACK LEGEND ON FLUORESCENT YELLOW-GREEN BACKGROUND SHSM = FHWA STANDARD HIGHWAY SIGNS AND MARKINGS BOOK (WITH 2012 SUPPLEMENT)				
																												FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND THE TRAFFIC & SAFETY DIVISION'S "SIGN POST DESIGN GUIDELINE."				
																												POST LENGTH AVERAGES 15 FEET POST LENGTH WITH '+' AVERAGES 20 FEET				
																												TOTALS SF 0.00 SF EA. II SF				



TRAFFIC SIGN SUMMARY SHEET

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS E A WIDTH (in) HEIGHT (in)		NEW & SALVAGED SIGNS				EXIST POST SALVAGE RETAIN	NO. OF POSTS	NEW SIGN POSTS																		REMARKS	SIGN DETAIL		
				"A"	"B"	SALV SIGN	SALV TIS			FLANGED CHANNEL			SQUARE STEEL (in)			TUBULAR ALUMINUM (in)			TUBULAR STEEL (in)				W-SHAPE STEEL			DETAIL ON SHEET NUMBER	STD. SHEET NUMBER				
										lb/ft	lb/ft	lb/ft	ANCHOR	SPLICE	FOUNDATION			FTG. SIZE				WEIGHT	POST SIZE								
															1.2	2.0	3.0	1.88	2.42	3.35	1.3			1.7	1.7				3.0	4.0	4.0 MOD
121+75 LT 125+75 LT						2			2				X														EXISTING SIGN REMOVED & RESET FROM STA 121+52 LT AND STA 125+52 LT				
121+75 LT 125+75 LT						2																					EXISTING SIGN REMOVED & RESET FROM STA 121+52 LT AND STA 125+52 LT				
127+03 RT		1	6	10	0.42				1				X															VD-700 WOG	T-44		
129+75 LT 137+00 LT						2			2				X														EXISTING SIGN REMOVED & RESET FROM STA 129+43 LT AND STA 137+20 LT				
129+75 LT 137+00 LT						2																					EXISTING SIGN REMOVED & RESET FROM STA 129+43 LT AND STA 137+20 LT				
137+59 LT						1			1				X														EXISTING SIGN REMOVED & RESET FROM STA 137+37 LT				
142+00 LT						1			1				X														EXISTING SIGN REMOVED & RESET FROM STA 141+77 LT				
142+00 LT						1																					EXISTING SIGN REMOVED & RESET FROM STA 141+77 LT				
143+50 RT		1	24	30	5.00				1				X															VR-020 ROW	E-146		
				FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND THE TRAFFIC & SAFETY DIVISION'S "SIGN POST DESIGN GUIDELINE."																											
				TOTALS		SF	SF	EA.	SF		FT	FT	FT	EA.	LB	EA.	LB	EA.	EA.	LB											
						5.42		11			105	15																			

BOW = BLACK LEGEND ON WHITE BACKGROUND - PLAQUE
 GOW = GREEN LEGEND ON WHITE BACKGROUND
 ROW = RED LEGEND ON WHITE BACKGROUND
 WOG = WHITE LEGEND ON GREEN BACKGROUND - PLAQUE
 FYG = BLACK LEGEND ON FLUORESCENT YELLOW-GREEN BACKGROUND
 SHSM = FHWA STANDARD HIGHWAY SIGNS AND MARKINGS BOOK (WITH 2012 SUPPLEMENT)

POST LENGTH AVERAGES 15 FEET
 POST LENGTH WITH '+' AVERAGES 20 FEET



PROJECT NAME: SWANTON	PLOT DATE: 9/13/2023
PROJECT NUMBER: NH 036-1(9)	DRAWN BY: J. ROBERT
FILE NAME: z96b032+sss.dgn	CHECKED BY: G. BAKOS
PROJECT LEADER: G. BAKOS	SHEET 163 OF 307
DESIGNED BY: M. GRAHAM	
TRAFFIC SIGN SUMMARY SHEET 6	

TRAFFIC SIGN SUMMARY SHEET

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS E A WIDTH (in) HEIGHT (in)		NEW & SALVAGED SIGNS				EXIST POST SALVAGED RETAIN	NO. OF POSTS	NEW SIGN POSTS																			REMARKS	SIGN DETAIL									
				"A"	"B"	SALV SIGN	SALV TIS			FLANGED CHANNEL			SQUARE STEEL (in)			TUBULAR ALUMINUM (in)			TUBULAR STEEL (in)				W-SHAPE STEEL				DETAIL ON SHEET NUMBER	STD. SHEET NUMBER											
										1.2	2.0	3.0	1.75	2.0	2.5	3.0	4.0	4.0 MOD	3.0	3.5	4.0	5.0	FTG. SIZE		WEIGHT	POST SIZE													
									OPTION ITEMS																														
146+75 LT									1							X																			EXISTING SIGN REMOVED & RESET FROM STA 147+08 LT				
146+75 LT																																			EXISTING SIGN REMOVED & RESET FROM STA 147+08 LT				
147+50 RT									2							X																			EXISTING SIGN REMOVED & RESET FROM STA 147+62 RT				
148+15 RT																																			EXISTING SIGN REMOVED & RESET FROM STA 148+21LT				
148+15 RT																X																			EXISTING SIGN REMOVED & RESET FROM STA 148+21LT				
148+75 LT																X																			EXISTING SIGN REMOVED & RESET FROM STA 148+53 LT				
149+50 RT 153+75 LT																X																			EXISTING SIGN REMOVED & RESET FROM STA 149+53 RT AND STA 153+55 LT				
149+50 RT 153+75 LT																																			EXISTING SIGN REMOVED & RESET FROM STA 149+53 RT AND STA 153+55 LT				
158+25 LT																X																			EXISTING SIGN REMOVED & RESET FROM STA 158+69 LT				
158+71 LT																X																			EXISTING SIGN REMOVED & RESET FROM STA 158+73 LT				
FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND THE TRAFFIC & SAFETY DIVISION'S "SIGN POST DESIGN GUIDELINE."									EA	LB	LB	LB	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.
TOTALS									SF 0.00	SF	EA. 12	SF	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.		
									FT	FT	FT	FT	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.		
									105	15			EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.		
									120				EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.		

BOW = BLACK LEGEND ON WHITE BACKGROUND - PLAQUE
 GOW = GREEN LEGEND ON WHITE BACKGROUND
 ROW = RED LEGEND ON WHITE BACKGROUND
 WOG = WHITE LEGEND ON GREEN BACKGROUND - PLAQUE
 FYG = BLACK LEGEND ON FLUORESCENT YELLOW-GREEN BACKGROUND
 SHSM = FHWA STANDARD HIGHWAY SIGNS AND MARKINGS BOOK (WITH 2012 SUPPLEMENT)

POST LENGTH AVERAGES 15 FEET
 POST LENGTH WITH '+ ' AVERAGES 20 FEET



PROJECT NAME:	SWANTON	PLOT DATE:	9/13/2023	
PROJECT NUMBER:	NH 036-1(9)	DRAWN BY:	J. ROBERT	
FILE NAME:	z96b032tsss.dgn	DESIGNED BY:	M. GRAHAM	
PROJECT LEADER:	G. BAKOS	TRAFFIC SIGN SUMMARY SHEET 7	CHECKED BY:	G. BAKOS
			SHEET 164 OF 307	

TRAFFIC SIGN SUMMARY SHEET

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS		NEW & SALVAGED SIGNS				EXISTING POST RETAIN	NO. OF POSTS	NEW SIGN POSTS																REMARKS	SIGN DETAIL			
		EA	WIDTH (in)	HEIGHT (in)	"A"	"B"	SALV SIGN			SALV TIS	FLANGED CHANNEL			SQUARE STEEL (in)			TUBULAR ALUMINUM Ø (in)			TUBULAR STEEL Ø (in)				W-SHAPE STEEL			DETAIL ON SHEET NUMBER	STD. SHEET NUMBER		
											lb/ft	2.0	3.0	1.75	2.0	2.5	3.0	4.0	4.0 MOD	FOUND-ATION	3.0	3.5	4.0	5.0	FTG. SIZE				WEIGHT	POST SIZE
159+25 LT									1																			EXISTING SIGN REMOVED & RESET FROM STA 159+32 LT		
159+25 LT																												EXISTING SIGN REMOVED & RESET FROM STA 159+32 LT		
160+00 RT 162+05 RT 163+50 LT 163+50 RT									4																			EXISTING SIGN REMOVED & RESET FROM STA 160+30 RT, STA 162+03 RT, STA 163+38 LT AND STA 163+71RT		
163+25 LT 164+25 LT									2																			EXISTING SIGN REMOVED & RESET FROM STA 163+38 LT AND STA 163+71RT		
166+00 LT		1	24	30	5.00				1																				VR-020 ROW	E-146
166+75 LT									1																			EXISTING SIGN REMOVED & RESET FROM STA 166+58 LT		
169+27 RT									1																			EXISTING SIGN REMOVED & RESET FROM STA 169+90 RT		
177+25 RT									1																			EXISTING SIGN REMOVED & RESET FROM STA 177+98 RT		
179+83 LT									1																			EXISTING SIGN REMOVED & RESET FROM STA 179+70 LT		
185+25 RT 189+25 RT									2																			EXISTING SIGN REMOVED & RESET FROM STA 164+88 RT AND STA 189+24 RT		
190+39 RT		1	6	10	0.42				1																				VD-700 WOG	T-44
FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND THE TRAFFIC & SAFETY DIVISION'S "SIGN POST DESIGN GUIDELINE."		TOTALS		SF	SF	EA.	SF			FT	FT	FT	FT	FT	FT	EA.	LB	LB	LB	EA.	LB	EA.	EA.	LB						
				5.42		12							165	45																

BOW = BLACK LEGEND ON WHITE BACKGROUND - PLAQUE
 GOW = GREEN LEGEND ON WHITE BACKGROUND
 ROW = RED LEGEND ON WHITE BACKGROUND
 WOG = WHITE LEGEND ON GREEN BACKGROUND - PLAQUE
 FYG = BLACK LEGEND ON FLUORESCENT YELLOW-GREEN BACKGROUND
 SHSM = FHWA STANDARD HIGHWAY SIGNS AND MARKINGS BOOK (WITH 2012 SUPPLEMENT)

POST LENGTH AVERAGES 15 FEET
 POST LENGTH WITH '+' AVERAGES 20 FEET



PROJECT NAME:	SWANTON	PLOT DATE:	9/13/2023	
PROJECT NUMBER:	NH 036-1(9)	DRAWN BY:	J. ROBERT	
FILE NAME:	z96b032+sss.dgn	DESIGNED BY:	M. GRAHAM	
PROJECT LEADER:	G. BAKOS	TRAFFIC SIGN SUMMARY SHEET 8	CHECKED BY:	G. BAKOS
			SHEET 165 OF 307	

TRAFFIC SIGN SUMMARY SHEET

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS		NEW & SALVAGED SIGNS				EXIST. POST	NO. OF POSTS	NEW SIGN POSTS																	REMARKS	SIGN DETAIL			
		E A	WIDTH (in)	HEIGHT (in)	"A"	"B"	SALV SIGN			SALV TIS	FLANGED CHANNEL				SQUARE STEEL (in)			TUBULAR ALUMINUM (in)			TUBULAR STEEL (in)				W-SHAPE STEEL			DETAIL ON SHEET NUMBER	STD. SHEET NUMBER		
											lb/ft			1.75	2.0	2.5	3.0	4.0	4.0 MOD	FOUND-ATION	3.0	3.5	4.0	5.0	FTG. SIZE	WEIGHT				POST SIZE	
											1.2	2.0	3.0	1.88	2.42	3.35	1.3	1.7	1.7	7.6	9.0	10.8	14.6	24"	30"						
194+50 RT														X															EXISTING SIGN REMOVED & RESET FROM STA 194+96 RT		
200+50 RT														X															EXISTING SIGN REMOVED & RESET FROM STA 200+77 RT		
200+95 LT														X															EXISTING SIGN REMOVED & RESET FROM STA 200+71LT		
202+75 LT		I	24	30	5.00																									VR-020 ROW	E-146
204+75 LT														X															EXISTING SIGN REMOVED & RESET FROM STA 204+93 LT		
206+25 RT														X															EXISTING SIGN REMOVED & RESET FROM STA 206+58 RT		
207+25 RT														X															EXISTING SIGN REMOVED & RESET FROM STA 207+17 RT		
211+51RT														X															EXISTING SIGN REMOVED & RESET FROM STA 211+29 RT		
212+25 RT														X															EXISTING SIGN REMOVED & RESET FROM STA 211+98 RT		
215+00 LT		I	24	30	5.00									X																VR-020 ROW	E-146
FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND THE TRAFFIC & SAFETY DIVISION'S "SIGN POST DESIGN GUIDELINE."										FT FT FT FT FT FT				EA LB LB LB			LB LB LB LB														
TOTALS						SF				EA.				EA.			EA.				EA.										
						10.00				8																					

BOW = BLACK LEGEND ON WHITE BACKGROUND - PLAQUE
GOW = GREEN LEGEND ON WHITE BACKGROUND
ROW = RED LEGEND ON WHITE BACKGROUND
WOG = WHITE LEGEND ON GREEN BACKGROUND - PLAQUE
FYG = BLACK LEGEND ON FLUORESCENT YELLOW-GREEN BACKGROUND
SHSM = FHWA STANDARD HIGHWAY SIGNS AND MARKINGS BOOK (WITH 2012 SUPPLEMENT)

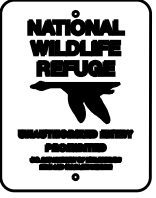


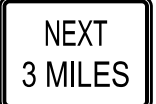

POST LENGTH AVERAGES 15 FEET
POST LENGTH WITH '+' AVERAGES 20 FEET



PROJECT NAME: SWANTON
PROJECT NUMBER: NH 036-1(9)
FILE NAME: z96b032tsss.dgn
PROJECT LEADER: G. BAKOS
DESIGNED BY: M. GRAHAM
TRAFFIC SIGN SUMMARY SHEET 9

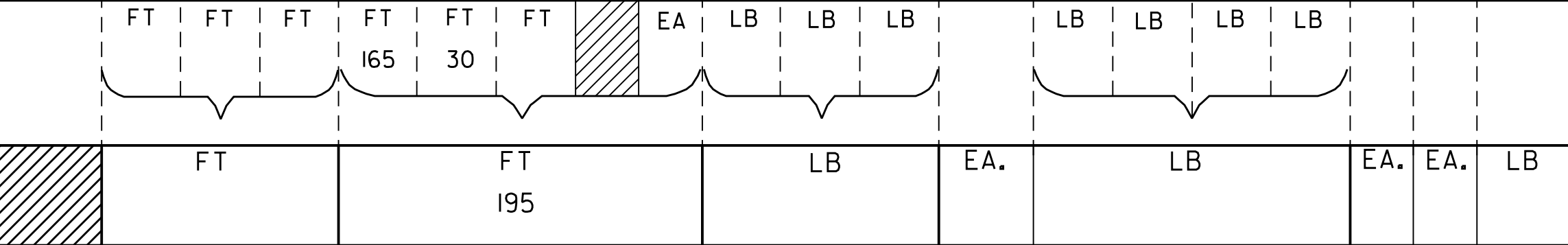
PLOT DATE: 9/13/2023
DRAWN BY: J. ROBERT
CHECKED BY: G. BAKOS
SHEET 166 OF 307

TRAFFIC SIGN SUMMARY SHEET

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS		NEW & SALVAGED SIGNS				EXIST POST SALVAGE RETAIN	NO. OF POSTS	NEW SIGN POSTS															REMARKS	SIGN DETAIL		
				"A"	"B"	SALV SIGN	SALV TIS			FLANGED CHANNEL			SQUARE STEEL (in)			TUBULAR ALUMINUM Ø (in)			TUBULAR STEEL Ø (in)				W-SHAPE STEEL					DETAIL ON SHEET NUMBER
		1.2	2.0							3.0	1.75	2.0	2.5	3.0	4.0	4.0 MOD	FOUND-ATION	3.0	3.5	4.0	5.0	FTG. SIZE		WEIGHT		POST SIZE	R FOUNDED	
		lb/ft		lb/ft		lb/ft				lb/ft				24"	30"													
216+25 RT						I		I			X				X										EXISTING SIGN REMOVED & RESET FROM STA 216+48 RT			
222+01 LT	0780 0615 0420	I	6	10	0.42			I			X				X										VD-700 WOG	T-44		
221+25 RT 227+00 RT 331+75 LT						3		3			X				X										EXISTING SIGN REMOVED & RESET FROM STA 221+67 RT, STA 227+38 RT AND STA 331+12 LT			
231+00 LT						I		I			X				X										EXISTING SIGN REMOVED & RESET FROM STA 231+07 LT			
231+00 LT						I																						
232+63 RT	0780 0615 0440					I		I			X				X										EXISTING SIGN REMOVED & RESET FROM STA 232+19 RT			
243+19 LT	0780 0615 0460					I		I			X				X										EXISTING SIGN REMOVED & RESET FROM STA 242+97 LT			
253+75 RT	0780 0615 0480	I	6	10	0.42			I			X				X										VD-700 WOG	T-44		
264+31 LT	0780 0615 0500					I		I			X				X										EXISTING SIGN REMOVED & RESET FROM STA 264+07 LT			
272+50 RT	Industrial Park right in Jonergin 					I		2			X				X										EXISTING SIGN REMOVED & RESET FROM STA 272+49 RT			
274+87 RT	0780 0615 0520	I	6	10	0.42			I			X				X										VD-700 WOG	T-44		

FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND THE TRAFFIC & SAFETY DIVISION'S "SIGN POST DESIGN GUIDELINE."

TOTALS SF 1,26 EA. 10



BOW = BLACK LEGEND ON WHITE BACKGROUND - PLAQUE
GOW = GREEN LEGEND ON WHITE BACKGROUND
ROW = RED LEGEND ON WHITE BACKGROUND
WOG = WHITE LEGEND ON GREEN BACKGROUND - PLAQUE
FYG = BLACK LEGEND ON FLUORESCENT YELLOW-GREEN BACKGROUND
SHSM = FHWA STANDARD HIGHWAY SIGNS AND MARKINGS BOOK (WITH 2012 SUPPLEMENT)

POST LENGTH AVERAGES 15 FEET
POST LENGTH WITH '+' AVERAGES 20 FEET



PROJECT NAME: SWANTON
PROJECT NUMBER: NH 036-1(9)
FILE NAME: z96b032+sss.dgn
PROJECT LEADER: G. BAKOS
DESIGNED BY: M. GRAHAM
TRAFFIC SIGN SUMMARY SHEET 10
PLOT DATE: 9/13/2023
DRAWN BY: J. ROBERT
CHECKED BY: G. BAKOS
SHEET 167 OF 307

TRAFFIC SIGN SUMMARY SHEET

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS E A WIDTH (in) HEIGHT (in)		NEW & SALVAGED SIGNS				EXIST POST RETAIN	NO. OF POSTS	NEW SIGN POSTS																		REMARKS	SIGN DETAIL	
				"A"	"B"	SALV SIGN	SALV TIS			FLANGED CHANNEL			SQUARE STEEL (in)			TUBULAR ALUMINUM Ø (in)			TUBULAR STEEL Ø (in)				W-SHAPE STEEL				DETAIL ON SHEET NUMBER		STD. SHEET NUMBER	
										1.2	2.0	3.0	1.75	2.0	2.5	3.0	4.0	4.0	4.0	3.0	3.5	4.0	5.0	FTG. SIZE		WEIGHT				POST SIZE
				lb/ft	lb/ft	lb/ft	lb/ft			lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft							
306+75 RT							I		1																	EXISTING SIGN REMOVED & RESET FROM STA 306+63 RT				
309+00 LT							I		1																	EXISTING SIGN REMOVED & RESET FROM STA 308+96 LT				
313+50 LT 315+25 RT		2	24	30	10.00				2																	VR-020 ROW	E-146			
317+11 RT							I		1																	EXISTING SIGN REMOVED & RESET FROM STA 316+33 RT				
322+25 RT							I		2																	EXISTING SIGN REMOVED & RESET FROM STA 322+37 RT				
324+15 RT							I		1																	EXISTING SIGN REMOVED & RESET FROM STA 324+24 RT				
327+40 LT							I		1																	EXISTING SIGN REMOVED & RESET FROM STA 327+30 RT				
328+75 LT							I		1																	EXISTING SIGN REMOVED & RESET FROM STA 335+91LT				
328+75 LT							I																			EXISTING SIGN REMOVED & RESET FROM STA 335+91LT				
329+00 RT							I		1																	EXISTING SIGN REMOVED & RESET FROM STA 335+94 RT				
329+00 RT							I																			EXISTING SIGN REMOVED & RESET FROM STA 335+94 RT				
<p>FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND THE TRAFFIC & SAFETY DIVISION'S "SIGN POST DESIGN GUIDELINE."</p>										<p>FT FT FT FT FT FT FT EA LB LB LB LB LB LB LB LB</p> <p>45 120</p>										<p>TOTALS</p> <p>SF 10.00 SF II EA SF</p>		<p>EA LB LB LB LB LB LB</p> <p>EA EA LB</p>		<p>BOW = BLACK LEGEND ON WHITE BACKGROUND - PLAQUE GOW = GREEN LEGEND ON WHITE BACKGROUND ROW = RED LEGEND ON WHITE BACKGROUND WOG = WHITE LEGEND ON GREEN BACKGROUND - PLAQUE FYG = BLACK LEGEND ON FLUORESCENT YELLOW-GREEN BACKGROUND SHSM = FHWA STANDARD HIGHWAY SIGNS AND MARKINGS BOOK (WITH 2012 SUPPLEMENT)</p>						

POST LENGTH AVERAGES 15 FEET
POST LENGTH WITH '+' AVERAGES 20 FEET



PROJECT NAME: SWANTON	PLOT DATE: 9/13/2023
PROJECT NUMBER: NH 036-1(9)	DRAWN BY: J. ROBERT
FILE NAME: z96b032tsss.dgn	CHECKED BY: G. BAKOS
PROJECT LEADER: G. BAKOS	TRAFFIC SIGN SUMMARY SHEET 12
DESIGNED BY: M. GRAHAM	SHEET 169 OF 307

TRAFFIC SIGN SUMMARY SHEET

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS WIDTH (in) HEIGHT (in)		NEW & SALVAGED SIGNS				EXIST. POST RETAIN	NO. OF POSTS	NEW SIGN POSTS															REMARKS	SIGN DETAIL	
				"A"	"B"	SALV SIGN	SALV TIS			FLANGED CHANNEL			SQUARE STEEL (in)			TUBULAR ALUMINUM (in)			TUBULAR STEEL (in)				W-SHAPE STEEL			DETAIL ON SHEET NUMBER	STD. SHEET NUMBER
										lb/ft	1.75	2.0	2.5	ANCHOR	SIZES	FOUND-A-TION	FTG. SIZE	WEIGHT	POST SIZE	SPACING	GROUPED						
																						1.2	2.0	3.0			

OPTION ITEMS
FT FT FT FT FT FT FT EA LB LB LB LB LB LB LB LB LB LB LB 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 TRAFFIC & SAFETY DIVISION'S "SIGN POST DESIGN GUIDELINE."

POST LENGTH AVERAGES 15 FEET
POST LENGTH WITH '+' AVERAGES 20 FEET

		SF	SF	EA.	SF		FT	FT	FT	FT	FT	FT	EA	LB	LB	LB	LB	EA.	EA.	EA.	LB
TOTALS SHEET 1	0.42			9		FT															
TOTALS SHEET 2	10.00			II		FT															
TOTALS SHEET 3	10.42			7		FT															
TOTALS SHEET 4	0.42			II		FT															
TOTALS SHEET 5	0.00			II		FT															
TOTALS SHEET 6	5.42			II		FT															
TOTALS SHEET 7	0.00			II		FT															
TOTALS SHEET 8	5.42			12		FT															
TOTALS SHEET 9	10.00			8		FT															
TOTALS SHEET 10	1.26			10		FT															
TOTALS SHEET 11	5.00			9		FT															
TOTALS SHEET 12	10.00			II		FT															
TOTALS	58.36			110		FT															

BOW = BLACK LEGEND ON WHITE BACKGROUND - PLAQUE
GOW = GREEN LEGEND ON WHITE BACKGROUND
ROW = RED LEGEND ON WHITE BACKGROUND
WOG = WHITE LEGEND ON GREEN BACKGROUND - PLAQUE
FYG = BLACK LEGEND ON FLUORESCENT YELLOW-GREEN BACKGROUND
SHSM = FHWA STANDARD HIGHWAY SIGNS AND MARKINGS BOOK (WITH 2012 SUPPLEMENT)



GENERAL

1. ALL MATERIALS AND CONSTRUCTION SHALL CONFORM TO THE STATE OF VERMONT AGENCY OF TRANSPORTATION STANDARD SPECIFICATIONS FOR CONSTRUCTION DATED 2018, AND ITS LATEST REVISIONS, AND THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, DATED 2012, AND ITS LATEST REVISIONS.
2. ALL PRECAUTIONS SHALL BE TAKEN TO PREVENT SILTATION OR POLLUTION INTO THE STREAM, INCLUDING THE DISCHARGE OF RAW CONCRETE. ALL WATER PUMPED FROM EXCAVATION AREA SHALL MEET STATE WATER QUALITY STANDARDS.
3. IN-STREAM CONSTRUCTION SHALL BE RESTRICTED TO JULY 1 TO OCTOBER 1, UNLESS THE CONTRACTOR OBTAINS WRITTEN PERMISSION FROM THE AGENCY OF NATURAL RESOURCES TO DO WORK OUTSIDE OF THAT TIMEFRAME.
4. ALL REINFORCING STEEL SHALL BE DETAILED AND FABRICATED USING PROCEDURES AND TOLERANCES IN ACCORDANCE WITH APPLICABLE PUBLICATIONS OF THE "CONCRETE REINFORCING STEEL INSTITUTE".

PRECAST CONCRETE BOX CULVERT NOTES

1. ITEM 540.10 PRECAST CONCRETE STRUCTURE WILL INCLUDE THE DESIGN, FABRICATION, DELIVERY, HANDLING, REPAIR AND CONSTRUCTION OF ALL THE PRECAST BRIDGE ELEMENTS, INCLUDING THE BOX CULVERT, HEADWALLS, CUT-OFF WALLS, WINGWALLS, WINGWALL FOOTINGS, REINFORCING STEEL, MEMBRANE WATERPROOFING, WATER REPELLENT, SILANE, AND DRAINAGE MATERIALS.
2. THE FABRICATOR SHALL DESIGN THE PRECAST STRUCTURE ELEMENTS, INCLUDING, BUT NOT LIMITED TO, THE BOX CULVERT, HEADWALLS, CUT-OFF WALLS, WINGWALLS, WINGWALL FOOTINGS AND ALL CONNECTIONS INCLUDING CLOSURE HARDWARE. THE JOINTS BETWEEN THE PRECAST BOX CULVERT SECTIONS SHALL BE MADE WATERTIGHT UTILIZING FLEXIBLE RUBBER OR PLASTIC GASKETS. MECHANICAL DEVICES SHALL BE USED TO LOCK THE INDIVIDUAL SECTIONS TOGETHER. THE MANUFACTURER SHALL PROVIDE STAMPED DESIGN CALCULATIONS PREPARED BY A PROFESSIONAL ENGINEER LICENSED IN VERMONT. THE MANUFACTURER SHALL CONSIDER STRENGTH, SERVICEABILITY, STIFFNESS AND STABILITY OF THE PRECAST ELEMENTS FOR LOADS GENERATED DURING FABRICATION, TRANSPORTATION, ERECTION, CONSTRUCTION OPERATIONS, AND ULTIMATE TRAFFIC CONDITIONS. THE CONTRACTOR SHALL SUBMIT FABRICATION DRAWINGS TO THE ENGINEER FOR APPROVAL IN ACCORDANCE WITH SUBSECTION 105.03. ALL COSTS WILL BE INCLUDED IN THE APPLICABLE 540.10, PRECAST CONCRETE STRUCTURE PAY ITEM.
3. THE PRECAST BOX SECTIONS ARE SHOWN FOR REFERENCE ONLY. THE ACTUAL THICKNESS OF THE WALLS WILL BE DEPENDENT ON THE FABRICATOR. ALL UNITS EXCEPT THE FIRST AND LAST WILL BE THE SAME SHAPE AND THE SAME LENGTH.
4. ALL REINFORCING STEEL SHALL BE LEVEL 1 (UNCOATED). MINIMUM CLEAR COVER SHALL BE 2 INCHES.
5. ALL EXPOSED EDGES OF CONCRETE SHALL BE CHAMFERED 1" X 1".
6. A MINIMUM OF 1'-0" COVER OVER THE BOX MUST BE PROVIDED BEFORE ALLOWING ANY VEHICLE OVER THE STRUCTURE.
7. SOIL BORINGS WERE COMPLETED IN MARCH 2014. BORING LOGS ARE INCLUDED IN THIS PLAN SET. A GEOTECHNICAL REPORT SUMMARIZING THE SUBSURFACE CONDITIONS AND DESIGN RECOMMENDATIONS FOR THE BOX CULVERTS AND WINGWALLS WAS COMPLETED BY TERRACON CONSULTANTS INC. JULY 31, 2014. THIS REPORT IS THE BASIS FOR THE GEOTECHNICAL RECOMMENDATION INCORPORATED IN THIS PLAN SET. DUE TO CONCERNS ABOUT THE VARIABILITY OF SUBGRADE CONDITIONS, THE ENGINEER WILL EVALUATE THE EXPOSED SUBGRADES AFTER EXCAVATION AND PRIOR TO PLACING BEDDING MATERIAL.
8. THE PRECAST CONCRETE STRUCTURE SYSTEM SHALL BE DESIGNED PER THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 8TH EDITION, DATED 2017, AND ITS LATEST REVISIONS, AND SHALL CONSIDER THE FOLLOWING DESIGN CRITERIA:
 - A. SOIL UNIT WEIGHT = 140 PCF
 - B. DESIGN LIVE LOAD = AASHTO HL- 93
 - C. PER THE SWANTON NH 036-1 (9) GEOTECHNICAL REPORT DATED 8/1/2014, THE MAXIMUM FACTORED BEARING RESISTANCE FOR FOOTING WIDTHS OF 2, 4 AND 6 FEET IS 1.4, 1.8, AND 2.2 KSF, RESPECTIVELY.
 - D. WINGWALL FOOTINGS AND CUTOFF WALLS SHALL HAVE MINIMUM FOOTING EMBEDMENT = 5'-0" BELOW STREAMBED
 - E. PRECAST CONCRETE COMPRESSIVE STRENGTH: $f'_c = 5000$ PSI
 - F. REINFORCING STEEL: $F_y = 60,000$ PSI

9. WEEP HOLES IN THE WINGWALLS AND HEADWALLS SHALL BE PLACED APPROXIMATELY EVERY 10' OR AS INDICATED ON THE PLANS. WEEP HOLES SHALL BE SCREENED TO RETAIN CRUSHED STONE (MAXIMUM 1/2" SQUARE OPENINGS) AND TO PREVENT ENTRY BY ANIMALS.
10. THE CONTRACTOR SHALL FOLLOW THE MANUFACTURER'S RECOMMENDATIONS REGARDING BACKFILL AND COMPACTION LIMITS, PROPERTIES, AND PROCEDURES, INCLUDING RESTRICTIONS OF CONSTRUCTION MACHINERY AND OPERATIONS.
11. THE CONTRACTOR SHALL PROVIDE EQUIPMENT CAPABLE OF UNLOADING, LIFTING, AND PLACING PRECAST UNITS IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS AND UNDER THE DIRECTION OF THE MANUFACTURER'S FIELD REPRESENTATIVE. PAYMENT WILL BE CONSIDERED INCIDENTAL TO THE APPLICABLE 540.10, PRECAST CONCRETE STRUCTURE PAY ITEM.
12. THE DRILLING OF HOLES IN THE PRECAST ELEMENTS SHALL NOT BE PERMITTED, UNLESS APPROVED IN WRITING BY THE VERMONT AGENCY OF TRANSPORTATION. ANY LIFTING HOLES SHALL BE FILLED WITH MORTAR, TYPE IV. PAYMENT WILL BE CONSIDERED INCIDENTAL TO THE APPLICABLE 540.10, PRECAST CONCRETE STRUCTURE PAY ITEM.
13. THE CONTRACTOR SHALL REPAIR ANY DAMAGE TO PRECAST CONCRETE ELEMENTS AT THE CONTRACTOR'S EXPENSE AND TO THE SATISFACTION OF THE ENGINEER.
14. A TWO FOOT WIDE STRIP OF MEMBRANE WATERPROOFING SHALL BE APPLIED AT EACH SIDEJOINT. THE MEMBRANE SHALL BE CENTERED ON THE JOINT AND COVER THE FULL HEIGHT OF THE SIDE JOINTS. THE ENTIRE TOP SHALL THEN BE COVERED WITH MEMBRANE. THE MEMBRANE SHALL OVERLAP THE EDGES BY 2'-6" ON EACH SIDE. PAYMENT FOR THE MEMBRANE AND INSTALLATION WILL BE CONSIDERED INCIDENTAL TO THE APPLICABLE 540.10 ITEM.
15. WATER REPELLENT, SILANE SHALL BE APPLIED TO ALL EXPOSED CONCRETE SURFACES OF THE HEADWALLS, WINGWALLS, AND EXPOSED INTERIOR SURFACES OF THE ENTIRE BOX CULVERT, INCLUDING THE BOTTOM SURFACE OF THE TOP SLAB, THE TOP SURFACE OF THE BOTTOM SLAB, AND THE VERTICAL WALLS. PAYMENT AND APPLICATION WILL BE CONSIDERED INCIDENTAL TO THE APPLICABLE 540.10 ITEM.
16. MATERIAL SHALL MEET THE FOLLOWING REQUIREMENTS:

REINFORCING STEEL: SECTION 507 FOR LEVEL 1 REINFORCING, UNCOATED.

MEMBRANE WATERPROOFING: SECTION 519 FOR TOP OF BOX CULVERT AND SECTION 540 FOR BOX CULVERT JOINTS.

WATER REPELLENT, SILANE: SECTION 514
17. REINFORCING STEEL PLACEMENT TOLERANCES SHALL BE AS FOLLOWS:
 - A. SPACING +/- 1/2"
 - B. CLEARANCE +/- 1/4"



PROJECT NAME: SWANTON
PROJECT NUMBER: NH 036-1(9)

FILE NAME: z96b032culvert_notes.dgn PLOT DATE: 9/13/2023
PROJECT LEADER: G. BAKOS DRAWN BY: C. CILLEY
DESIGNED BY: K. D'URSO CHECKED BY: G. GOODRICH
PROJECT CULVERT NOTES SHEET 171 OF 307

INDEX OF SHEETS

FINAL HYDRAULIC REPORT

PLAN SHEETS

STANDARDS LIST

SEE SHEET 2 FOR INDEX OF SHEETS AND LIST OF STANDARDS

HYDROLOGIC DATA

Date: 12/5/2016

DRAINAGE AREA : _____
CHARACTER OF TERRAIN : _____
STREAM CHARACTERISTICS : _____
NATURE OF STREAMBED : _____

PEAK FLOW DATA

Q 2.33 = _____ Q 50 = _____
Q 10 = _____ Q 100 = _____
Q 25 = _____ Q 500 = _____

DATE OF FLOOD OF RECORD : _____
ESTIMATED DISCHARGE : _____
WATER SURFACE ELEV. : _____
NATURAL STREAM VELOCITY : _____
ICE CONDITIONS : _____
DEBRIS : _____
DOES THE STREAM REACH MAXIMUM HIGHWATER ELEV. RAPIDLY? _____
IS ORDINARY RISE RAPID? _____
IS STAGE AFFECTED BY UPSTREAM OR DOWNSTREAM CONDITIONS? No
IF YES, DESCRIBE: _____

WATERSHED STORAGE: _____ HEADWATERS: _____
UNIFORM: _____
IMMEDIATELY ABOVE SITE: _____

EXISTING STRUCTURE INFORMATION

STRUCTURE TYPE: 13.5x8' CMP
YEAR BUILT: _____
CLEAR SPAN(NORMAL TO STREAM): 13.5'
VERTICAL CLEARANCE ABOVE STREAMBED: 8'
WATERWAY OF FULL OPENING: 108 sq. ft.
DISPOSITION OF STRUCTURE: _____
TYPE OF MATERIAL UNDER SUBSTRUCTURE: _____

WATER SURFACE ELEVATIONS AT:

Q2.33 = _____ VELOCITY = _____
Q10 = _____ " _____
Q25 = _____ " _____
Q50 = _____ " _____
Q100 = _____ " _____

LONG TERM STREAMBED CHANGES:

IS THE ROADWAY OVERTOPPED BELOW Q100: _____
FREQUENCY: _____
RELIEF ELEVATION: _____
DISCHARGE OVER ROAD @Q100: _____

UPSTREAM STRUCTURE

TOWN: _____ DISTANCE: _____
HIGHWAY #: _____ STRUCTURE #: _____
CLEAR SPAN: _____ CLEAR HEIGHT: _____
YEAR BUILT: _____ FULL WATERWAY: _____
STRUCTURE TYPE: _____

DOWNSTREAM STRUCTURE

TOWN: _____ DISTANCE: _____
HIGHWAY #: _____ STRUCTURE #: _____
CLEAR SPAN: _____ CLEAR HEIGHT: _____
YEAR BUILT: _____ FULL WATERWAY: _____
STRUCTURE TYPE: _____

LRFD 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" DETAILS

LEVEL I	LEVEL II	LEVEL III
TYPE: _____	TYPE: _____	TYPE: _____
GRADE: _____	GRADE: _____	GRADE: _____

CULVERT DESIGN CRITERIA

- PROPOSED CULVERT IS A PRECAST CONCRETE STRUCTURE (14'-0" X 10'-0" X 54'-0" BOX).
- CULVERT ENDS ARE NOT SKEWED.
- CULVERT WILL BE SET AT A SLOPE OF 0.00 IN. ON 0 FT.
- CULVERT WILL NOT REQUIRE SPECIAL FISH PASSAGE ACCOMODATIONS

PROPOSED STRUCTURE

STRUCTURE TYPE: Precast Concrete Box Culvert

CLEAR SPAN(NORMAL TO STREAM): 14'-0"
VERTICAL CLEARANCE ABOVE STREAMBED: 8'-0"
WATERWAY OF FULL OPENING: 96 Sq. Ft.

WATER SURFACE ELEVATIONS AT:

Q2.33 = _____ VELOCITY = _____
Q10 = _____ " _____
Q25 = _____ " _____
Q50 = _____ " _____
Q100 = _____ " _____

IS THE ROADWAY OVERTOPPED BELOW Q100: _____
FREQUENCY: _____
RELIEF ELEVATION: _____
DISCHARGE OVER ROAD @Q100: _____

AVERAGE LOW ELEVATION OF SUPERSTRUCTURE: _____
VERTICAL CLEARANCE: _____

SCOUR: Scour is not calculated for a box

REQUIRED CHANNEL PROTECTION:

PERMIT INFORMATION

AVERAGE DAILY FLOW: _____ DEPTH OR ELEVATION: _____
ORDINARY LOW WATER: _____
ORDINARY HIGH WATER: _____

TEMPORARY BRIDGE REQUIREMENTS

STRUCTURE TYPE: None Required
CLEAR SPAN (NORMAL TO STREAM): _____
VERTICAL CLEARANCE ABOVE STREAMBED: _____
WATERWAY AREA OF FULL OPENING: _____

ADDITIONAL INFORMATION

TRAFFIC MAINTENANCE NOTES

- MAINTAIN ONE-WAY TRAFFIC ON THE EXISTING STRUCTURE.
- INSTALL AND MAINTAIN TRAFFIC SIGNALS.
- SIDEWALKS ARE NOT NECESSARY

DESIGN VALUES

1. DESIGN LIVE LOAD	HL-93
2. FUTURE PAVEMENT	d_p : 9.25 INCH
3. CULVERT OPENING	D : 96.0 SF
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	$f'c$: KSI
9. CONCRETE, HIGH PERFORMANCE CLASS A	$f'c$: KSI
10. CONCRETE, HIGH PERFORMANCE CLASS B	$f'c$: KSI
11. CONCRETE, CLASS C	$f'c$: KSI
12. REINFORCING STEEL	f_y : 60 KSI
13. STRUCTURAL STEEL AASHTO M270	f_y : ---
14. SOIL UNIT WEIGHT	γ : KCF
15. NOMINAL BEARING RESISTANCE OF SOIL	q_n : KSF
16. SOIL BEARING RESISTANCE FACTOR (REFER TO AASHTO LRFD)	ϕ : ---
17. NOMINAL BEARING RESISTANCE OF ROCK	q_n : KSF
18. ROCK BEARING RESISTANCE FACTOR (REFER TO AASHTO LRFD)	ϕ : ---
19. NOMINAL AXIAL PILE RESISTANCE	q_p : ---
20. PILE YIELD STRENGTH ASTM A572	f_y : ---
21. PILE SIZE	---
22. EST. PILE LENGTH	L_p : ---
23. PILE RESISTANCE FACTOR	ϕ : ---
24. LATERAL PILE DEFLECTION	Δ : ---
25. BASIC WIND SPEED	V_{3s} : ---
26. MINIMUM GROUND SNOW LOAD	p_g : ---
27. SEISMIC DATA	PGA : --- S : ---

PROJECT NAME: SWANTON

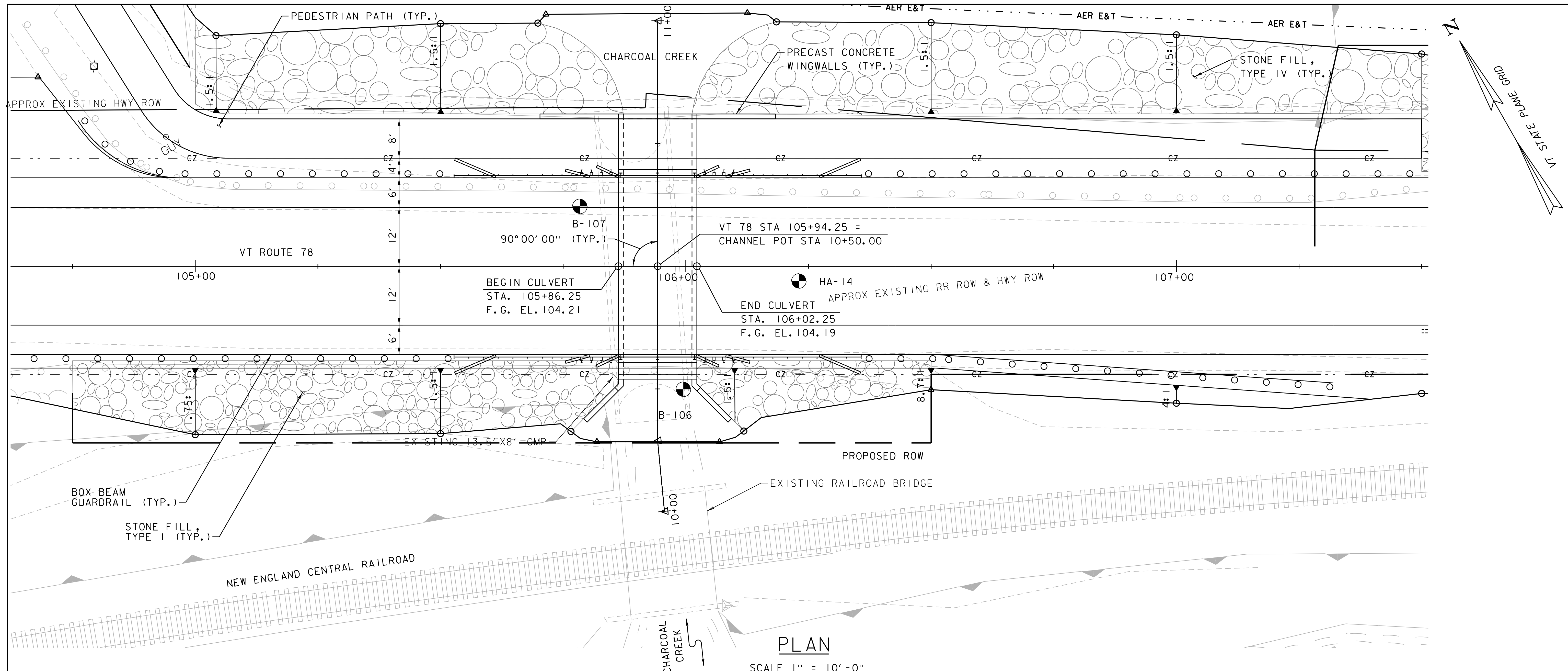
PROJECT NUMBER: NH 036-1(9)

FILE NAME: z96b032PI Sheet-NEW.xls PLOT DATE: 9/13/2023
PROJECT LEADER: G. BAKOS DRAWN BY: C. CILLEY
DESIGNED BY: K. D'URSO CHECKED BY: G. GOODRICH
PRELIMINARY INFORMATION SHEET SHEET 172 OF 307

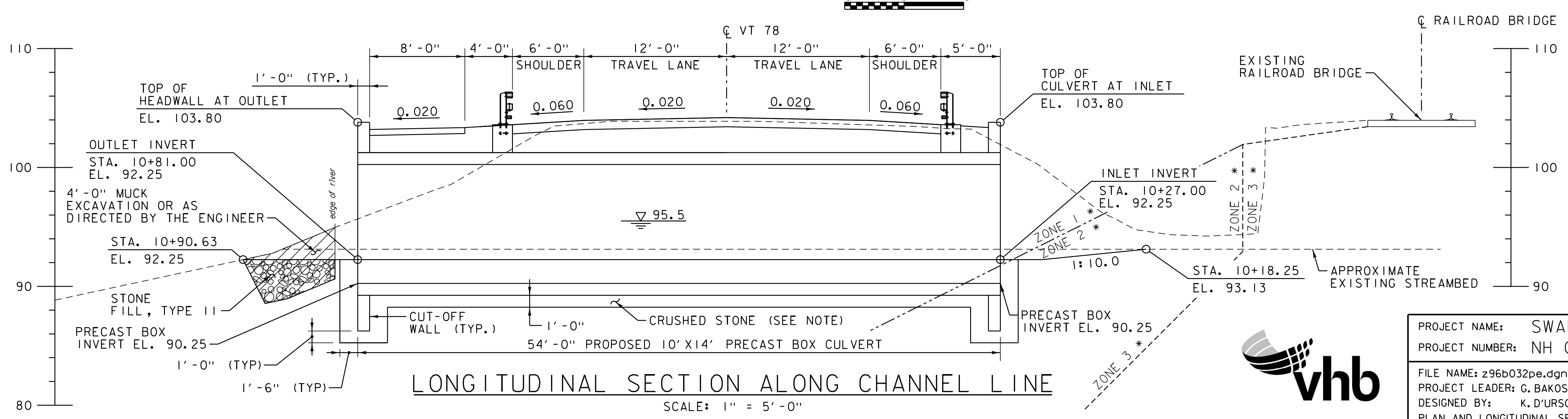


TRAFFIC DATA

YEAR	ADT	DHV	% D	% T	ADTT	20 year ESAL for flexible pavement from 2014 to 2024 : 2808000
2014	5900	750	59	13.5	710	40 year ESAL for flexible pavement from 2014 to 2034 : 6104000
2034	6100	770	59	15.6	850	Design Speed : 50 mph



PLAN
SCALE 1" = 10'-0"



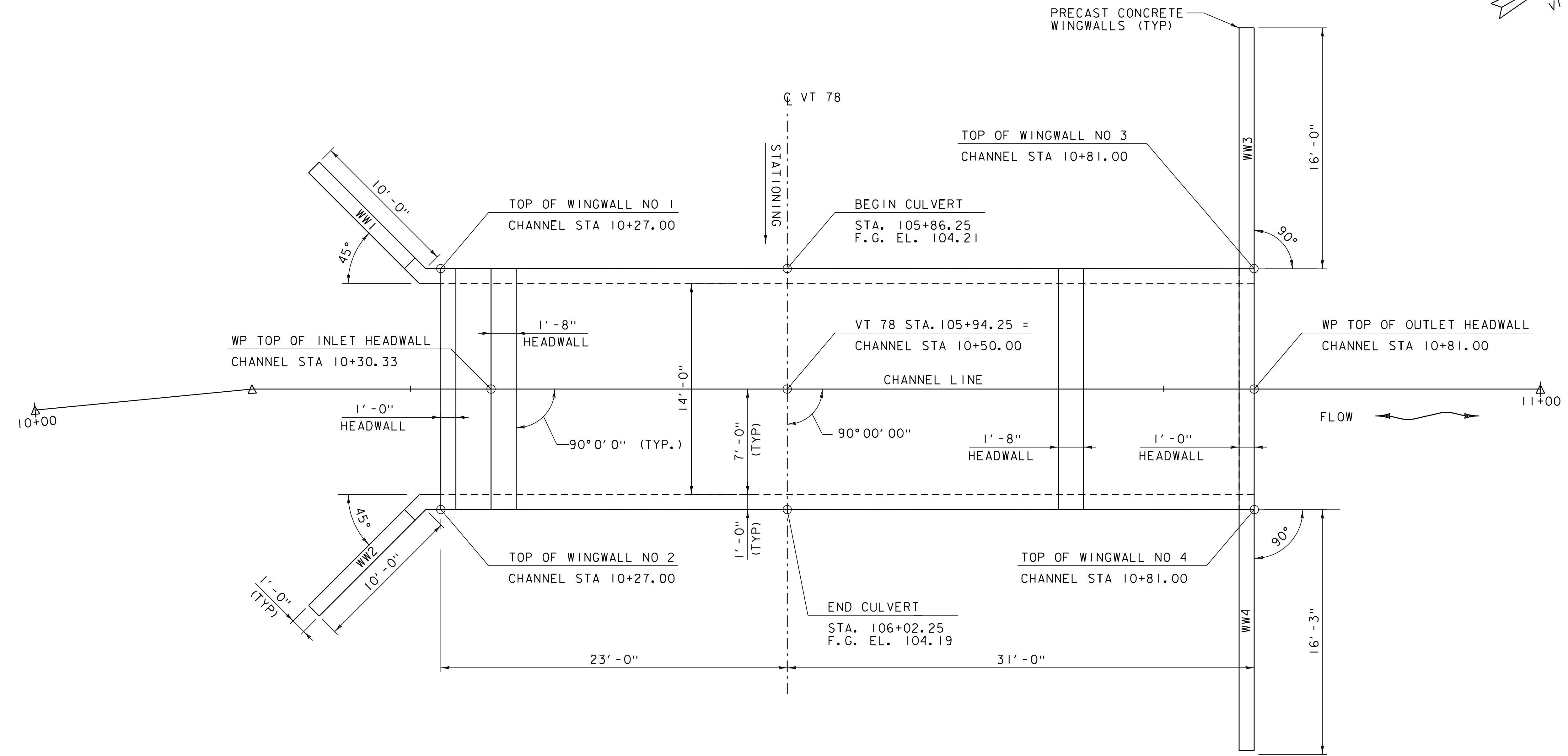
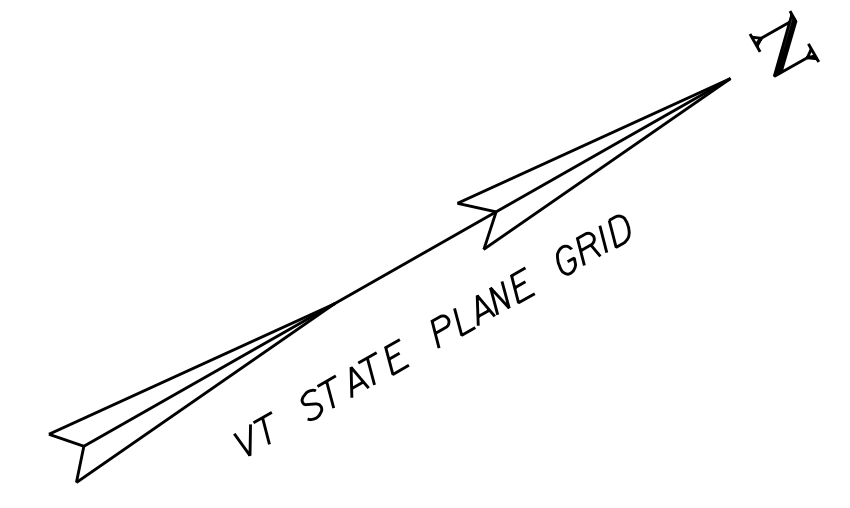
LONGITUDINAL SECTION ALONG CHANNEL LINE
SCALE: 1" = 5'-0"

* RAILWAY INFLUENCE ZONES
SEE SPECIAL PROVISIONS
FOR ADDITIONAL INFORMATION

NOTE: CRUSHED STONE WILL
MEET THE REQUIREMENTS OF
TABLE 704.02B AND WILL
BE INCIDENTAL TO THE
APPROPRIATE 540.10 ITEM.



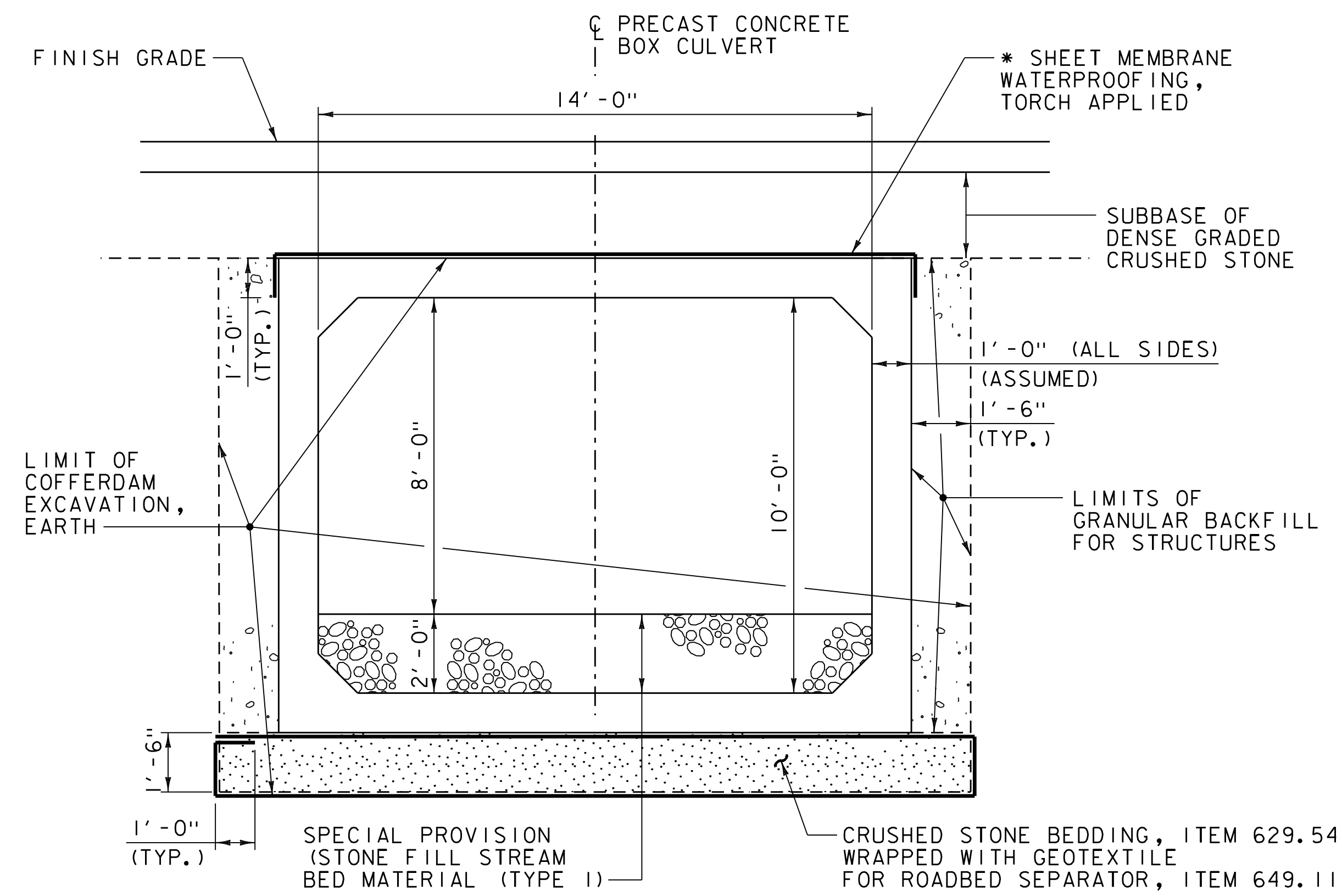
PROJECT NAME:	SWANTON	FILE NAME:	z96b032pe.dgn	PLOT DATE:	9/13/2023
PROJECT NUMBER:	NH 036-1(9)	PROJECT LEADER:	G. BAKOS	DRAWN BY:	C. CILLEY
		DESIGNED BY:	K. D'URSO	CHECKED BY:	G. GOODRICH
		PLAN AND LONGITUDINAL SECTION			SHEET 173 OF 307



PRECAST CONCRETE STRUCTURE PLAN
SCALE 1/4" = 1'-0"

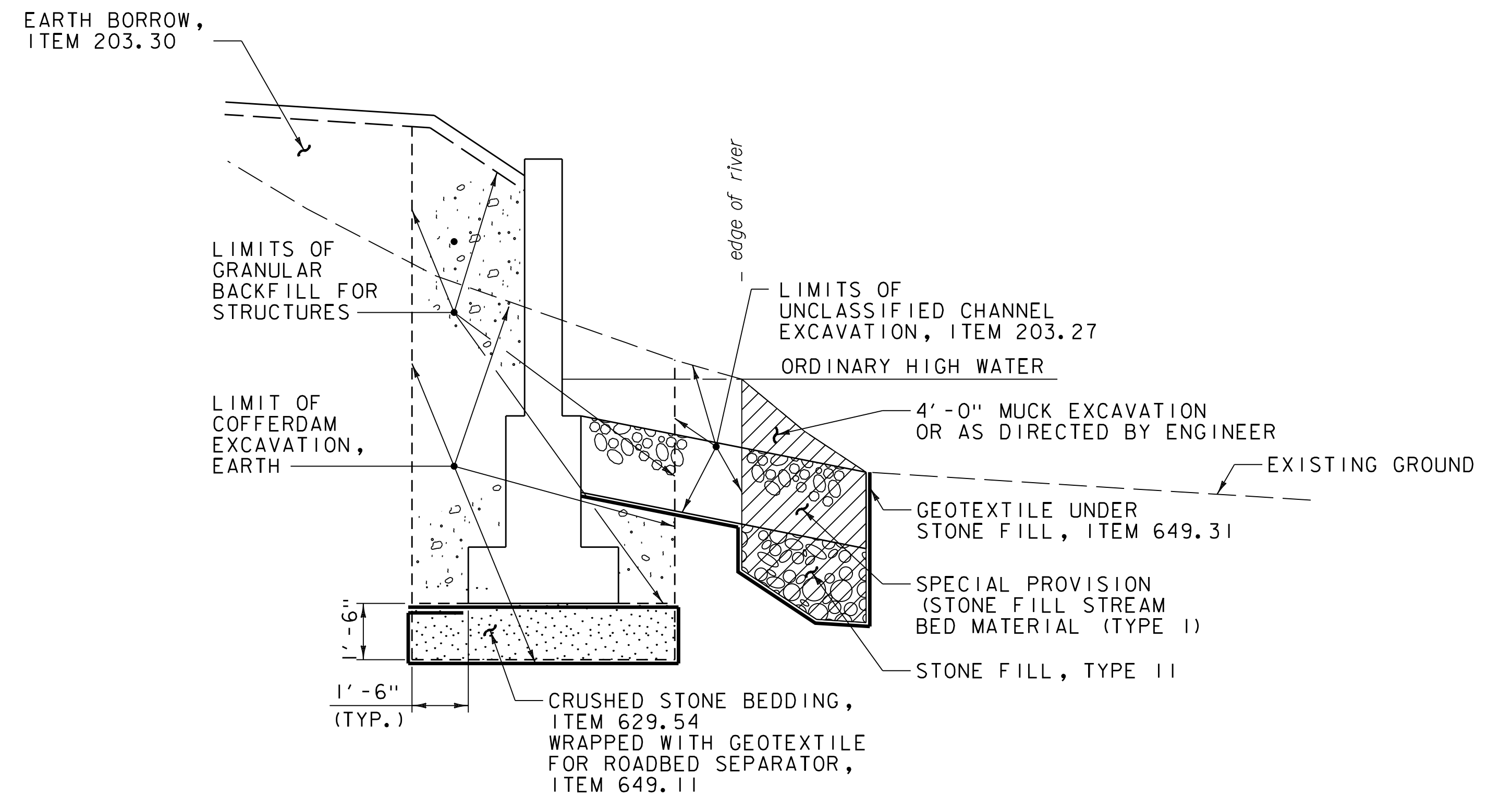


PROJECT NAME: SWANTON	PLOT DATE: 9/13/2023
PROJECT NUMBER: NH 036-1(9)	DRAWN BY: C. CILLEY
FILE NAME: z96b032sub.dgn	CHECKED BY: G. GOODRICH
PROJECT LEADER: G. BAKOS	SHEET 174 OF 307
DESIGNED BY: K. D'URSO	
PRECAST CONCRETE STRUCTURE PLAN	

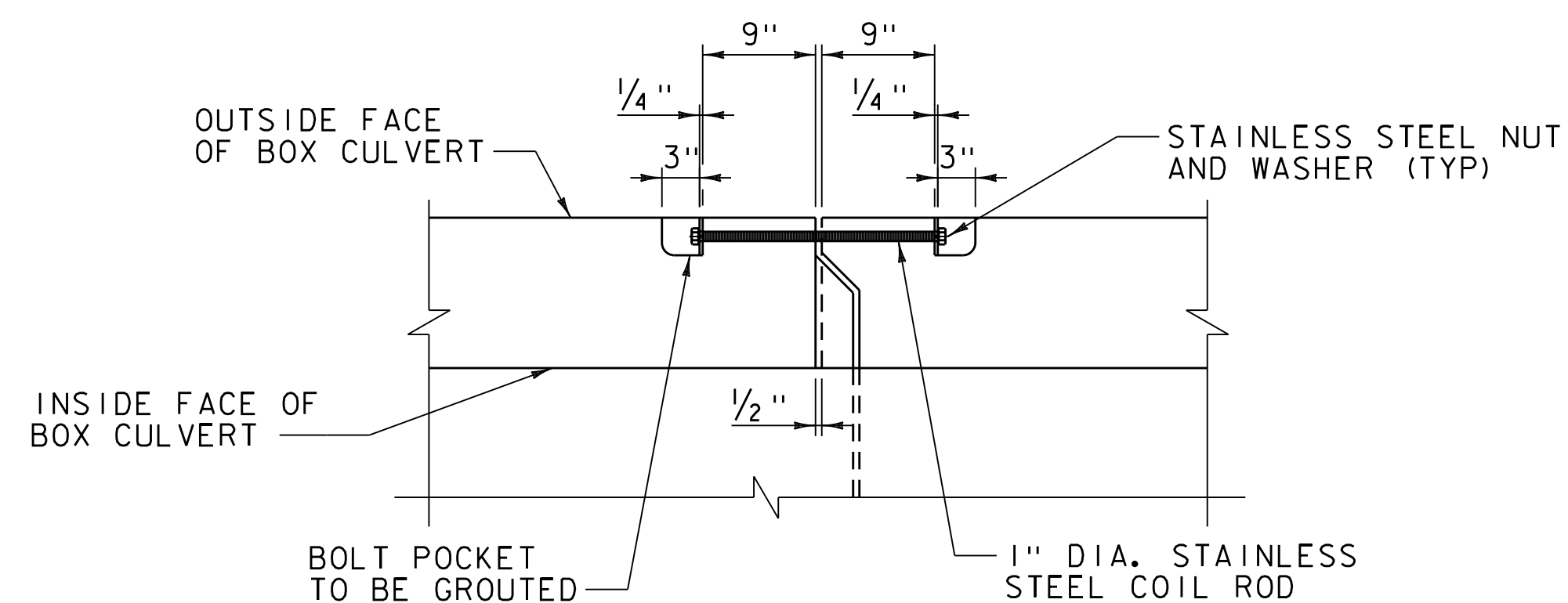


* INCIDENTAL TO ITEM 540.10

CHARCOAL CREEK
PRECAST CONCRETE BOX CULVERT EARTHWORK TYPICAL
 NOT TO SCALE



WINGWALL EXCAVATION AND FILL DETAIL
 NOT TO SCALE

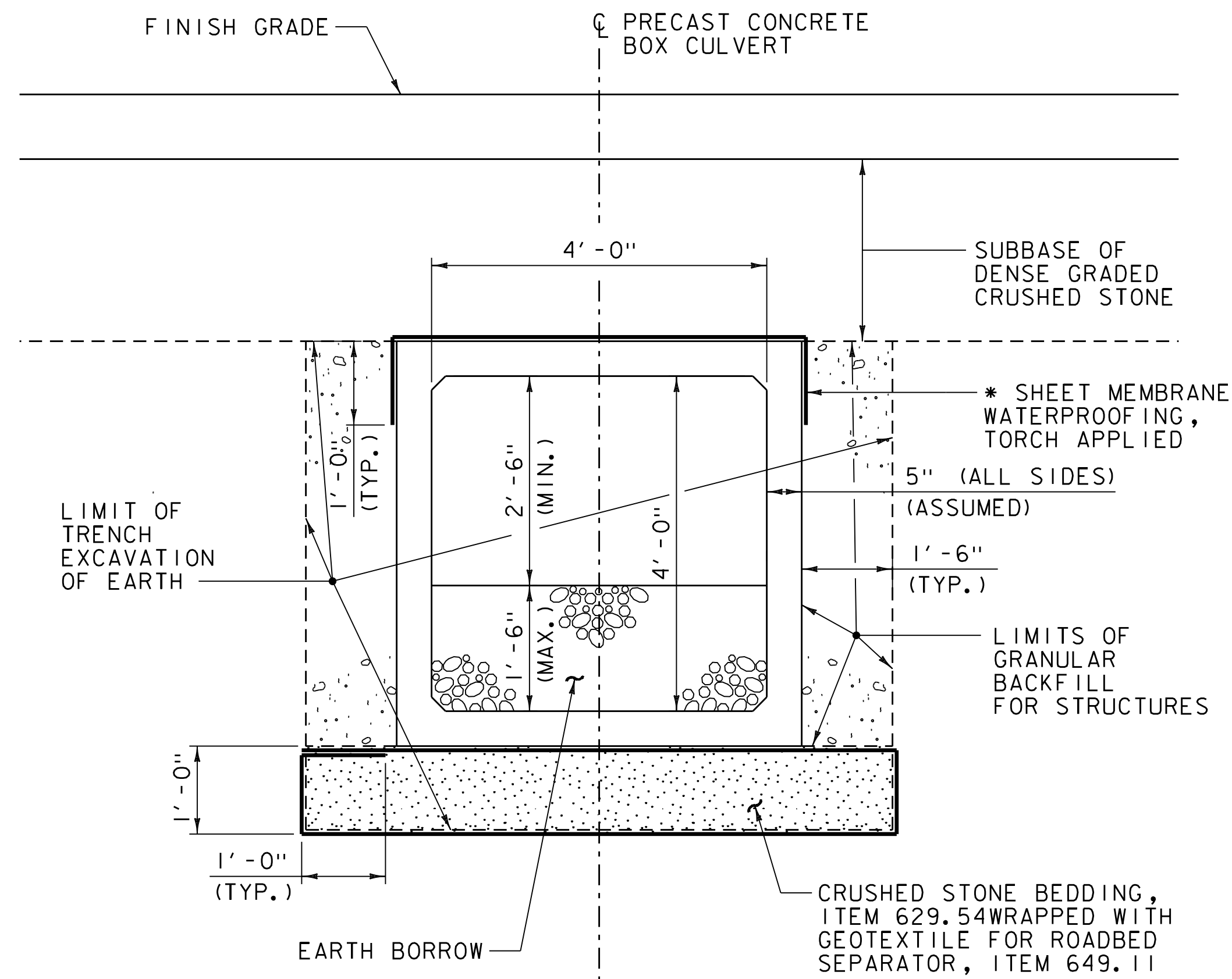


4 LOCATIONS PER JOINT, 2 PER WALL, EXACT LOCATION PER FABRICATOR

PERMANENT CLOSURE DETAIL
 NOT TO SCALE

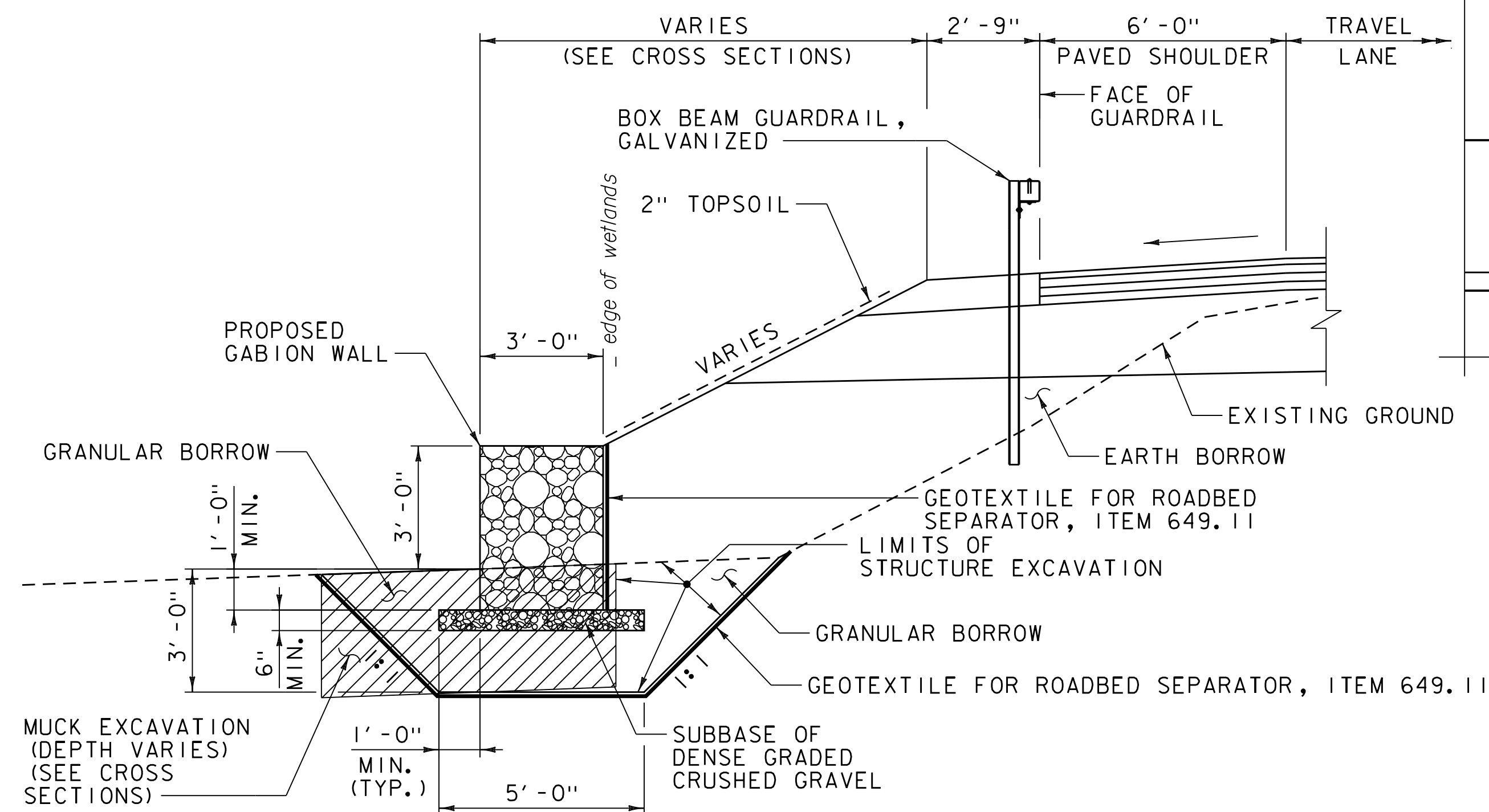


PROJECT NAME:	SWANTON	PLOT DATE:	9/13/2023
PROJECT NUMBER:	NH 036-1(9)	DRAWN BY:	C. CILLEY
FILE NAME:	z96b032culvert_det_01.dgn	CHECKED BY:	G. GOODRICH
PROJECT LEADER:	G. BAKOS	SHEET	175 OF 307
DESIGNED BY:	K. D'URSO		
CULVERT DETAILS (SHEET 1 OF 2)			



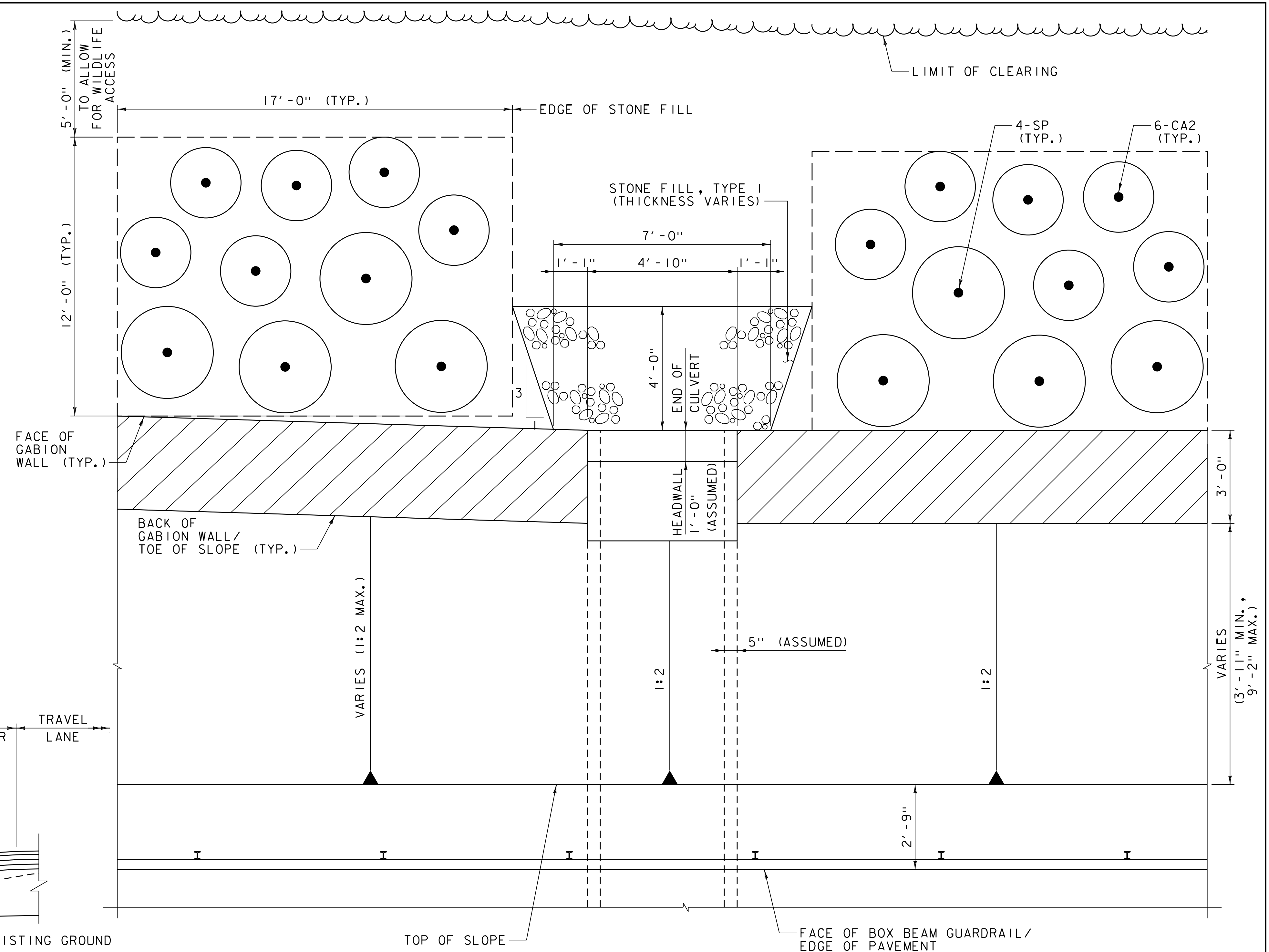
* INCIDENTAL TO ITEM 540.10

4' X 4' PRECAST CONCRETE BOX CULVERT EARTHWORK TYPICAL
NOT TO SCALE



GABION WALL DETAIL
NOT TO SCALE

STA. 147+00 - STA. 161+50 LT
STA. 148+00 - STA. 161+50 RT



TYPICAL 4' X 4' PRECAST CONCRETE BOX/GABION WALL DETAIL (PLAN VIEW)
NOT TO SCALE

SHRUB	QUANTITY	BOTANICAL NAME	COMMON NAME	SIZE
CA2	12	CORNUS STOLONIFERA 'ARTIC FIRE'	ARTIC FIRE DOGWOOD	18"-24" SPD.
SP	8	SALIX DISCOLOR	PUSSY WILLOW	24"-30" SPD.

PLANTING NOTES:

1. REFER TO VTRANS "SHRUB PLANTING DETAILS" E-2 FOR ADDITIONAL PLANT REQUIREMENTS.
2. THIS IS A TYPICAL PLANTING PLAN FOR EACH CULVERT CROSSING END.
3. THERE ARE 8 CULVERT CROSSINGS. REFER TO LAYOUT PLANS FOR CULVERT CROSSING LOCATIONS.
4. THE QUANTITY OF PLANT MATERIAL SHOWN ON THIS PLAN SHALL BE APPLIED TO EACH CULVERT CROSSING END.

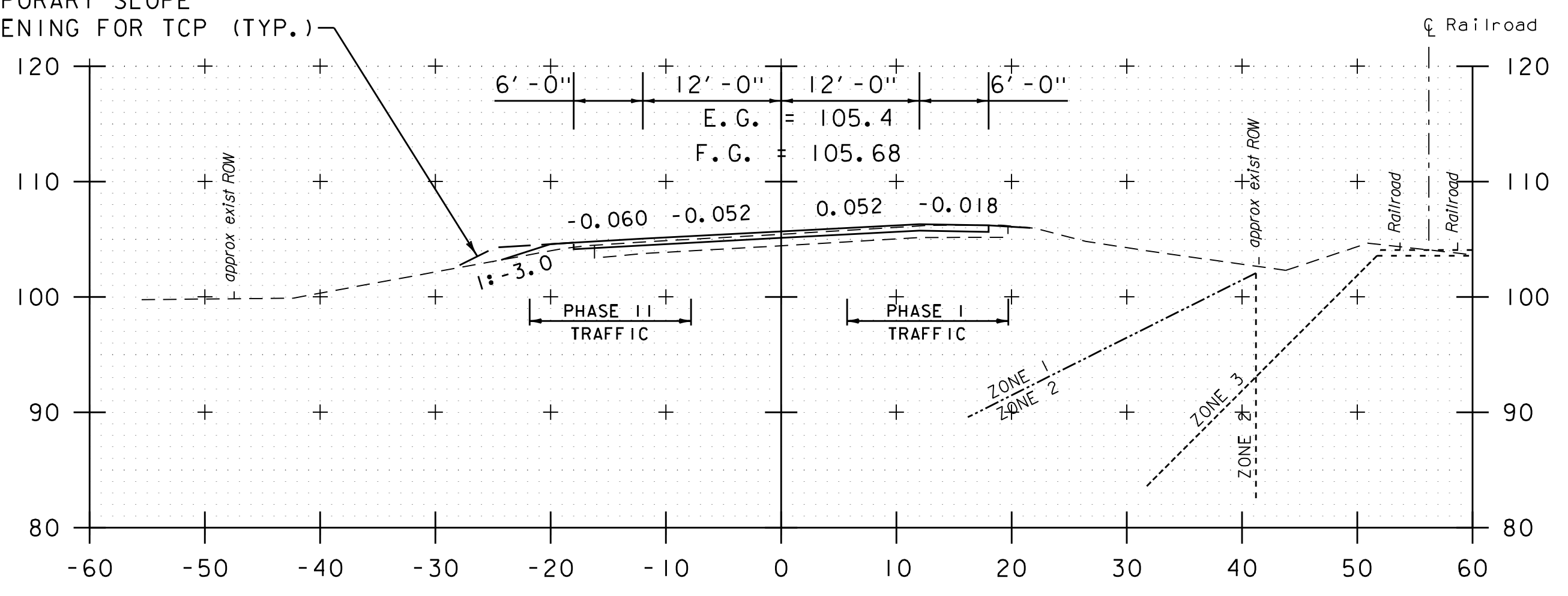


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PROJECT NUMBER: NH 036-1(9)

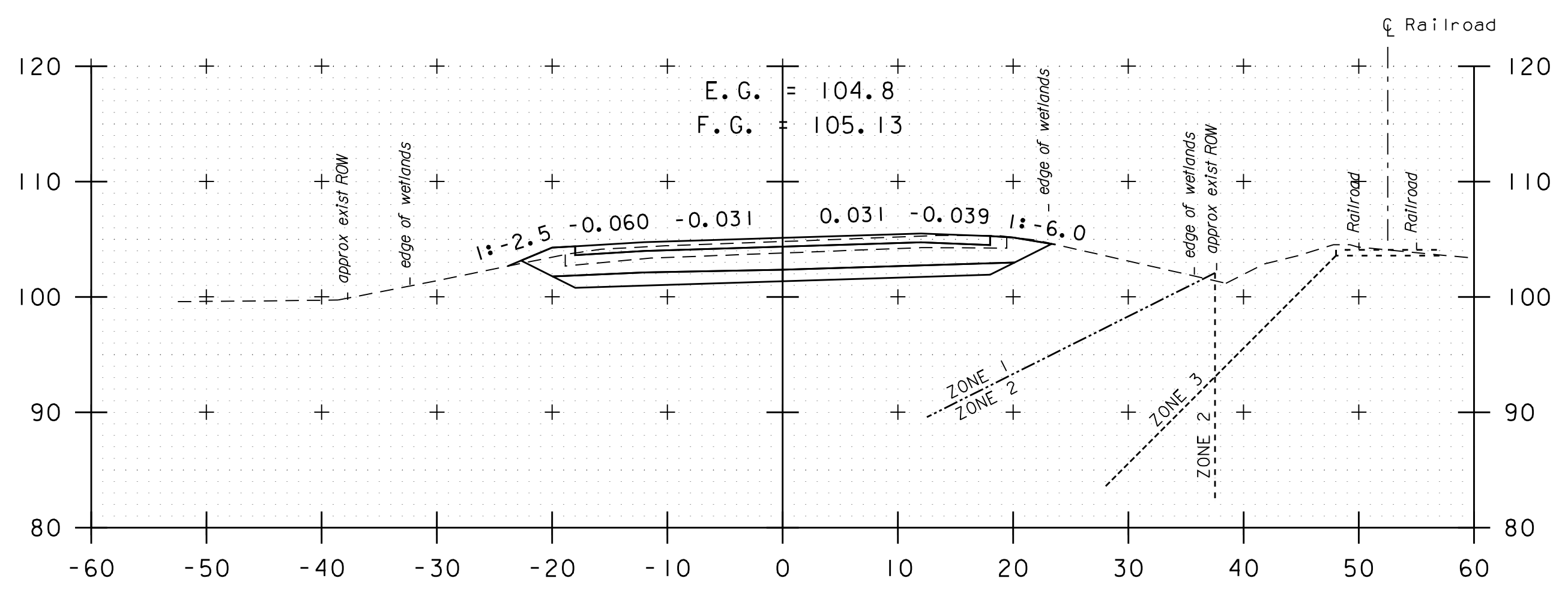
FILE NAME: z96b03culvert_det_02.dgn
PROJECT LEADER: G. BAKOS
DESIGNED BY: K. D'URSO
CULVERT DETAILS (SHEET 2 OF 2)

PLOT DATE: 9/13/2023
DRAWN BY: C. CILLEY
CHECKED BY: G. GOODRICH
SHEET 176 OF 307

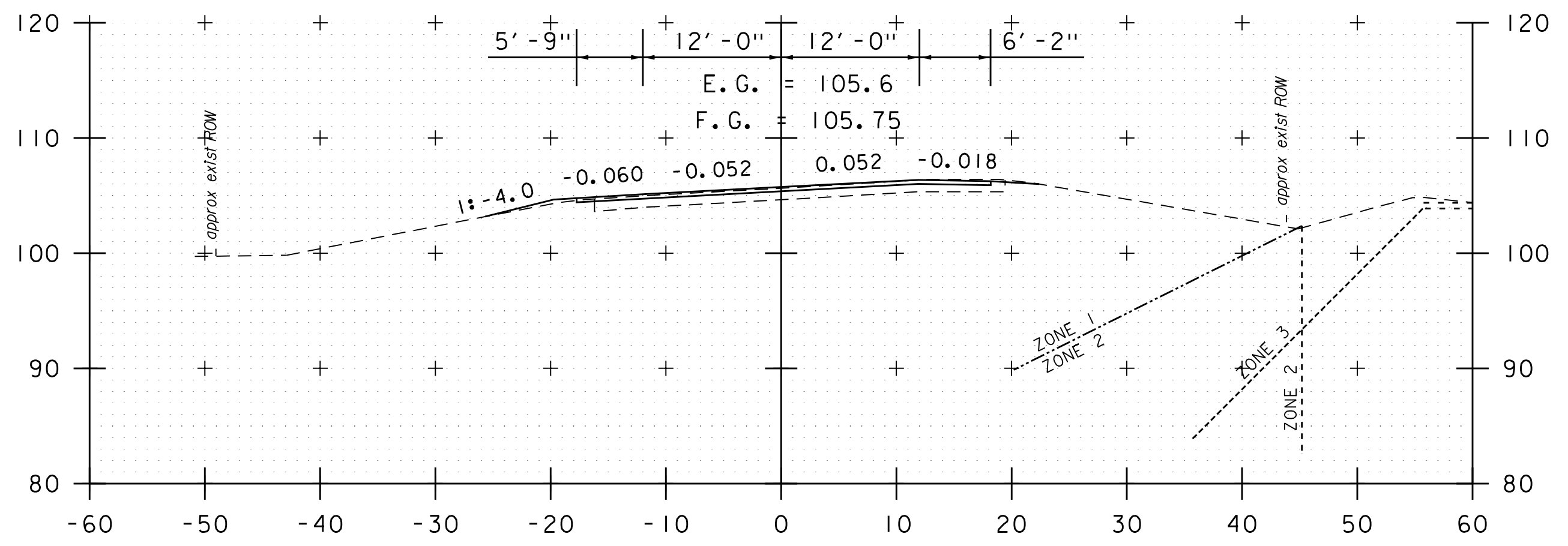
TEMPORARY SLOPE
WIDENING FOR TCP (TYP.)



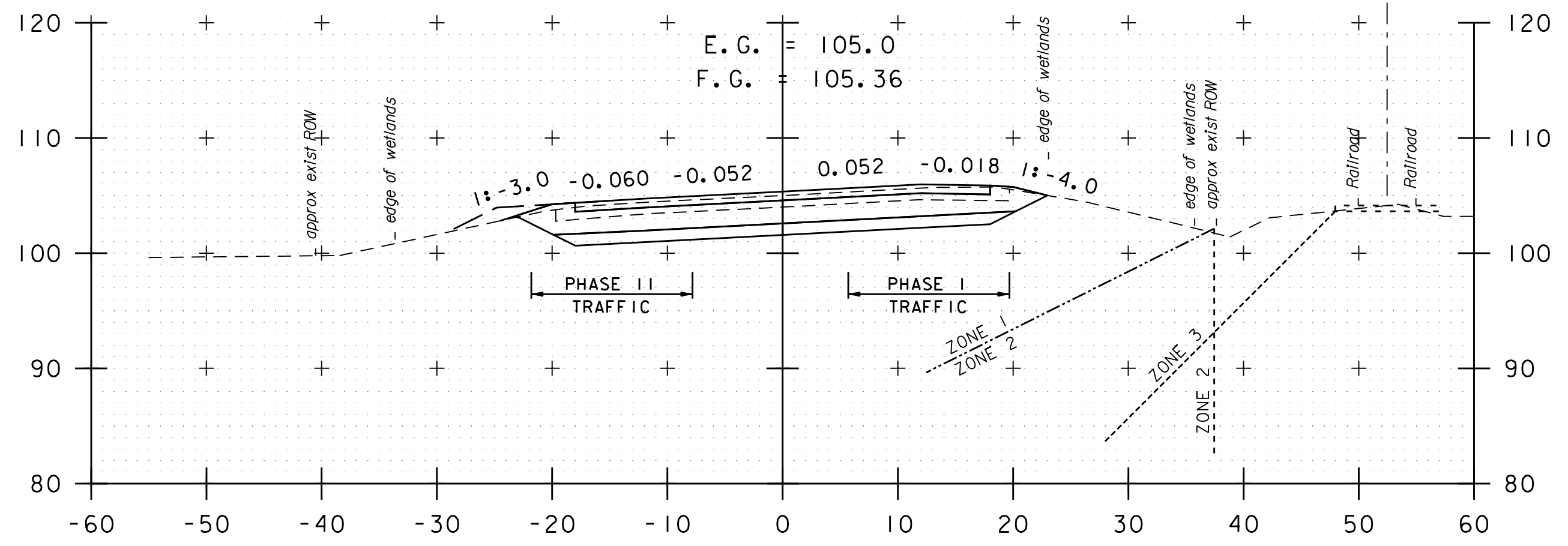
37+00



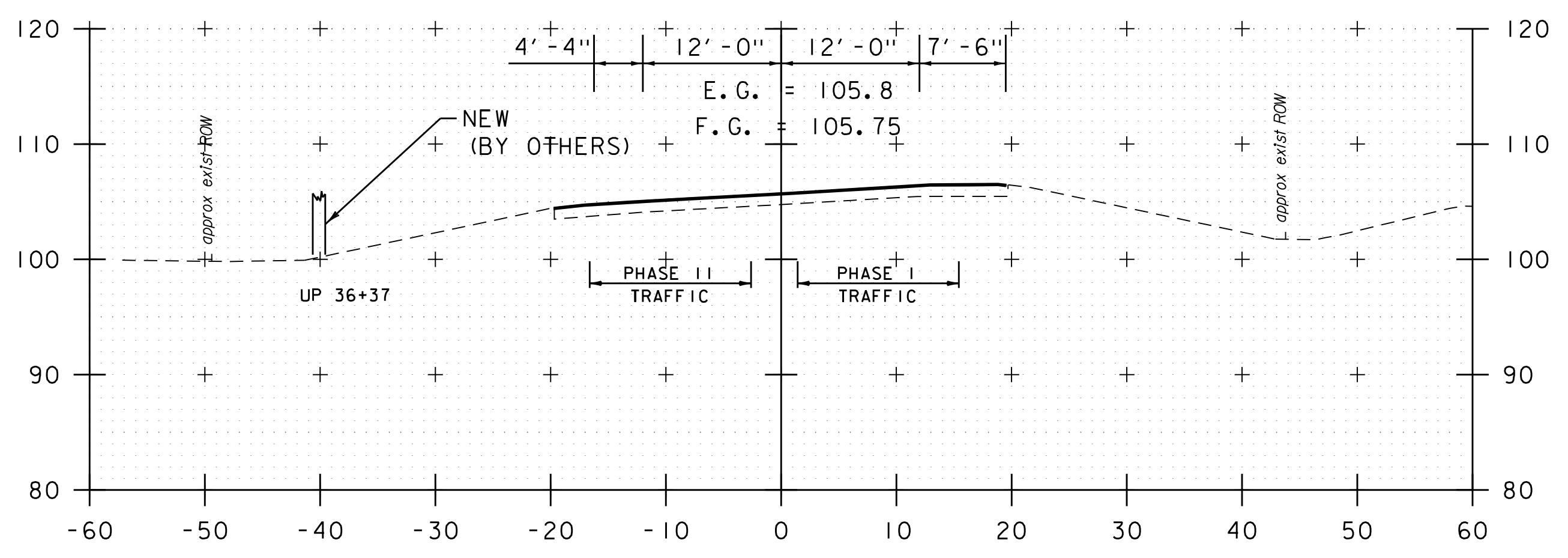
38+50



36+50

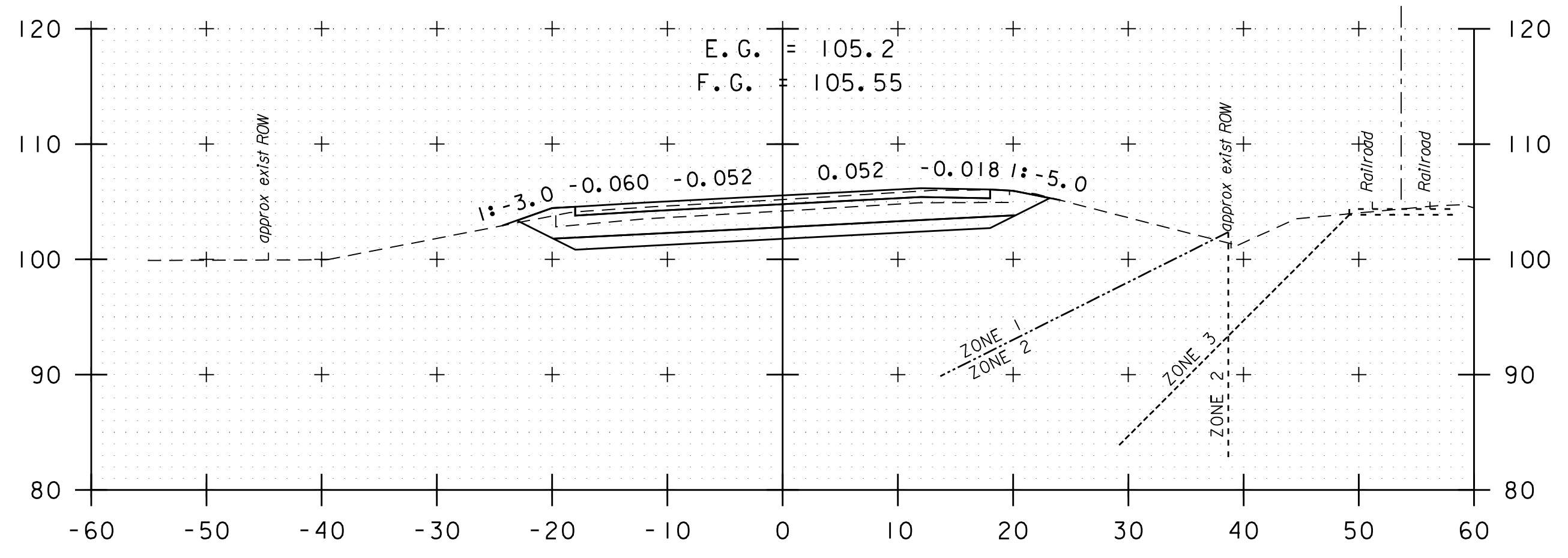


38+00



STATION 36+00.00
BEGIN APPROACH

36+00



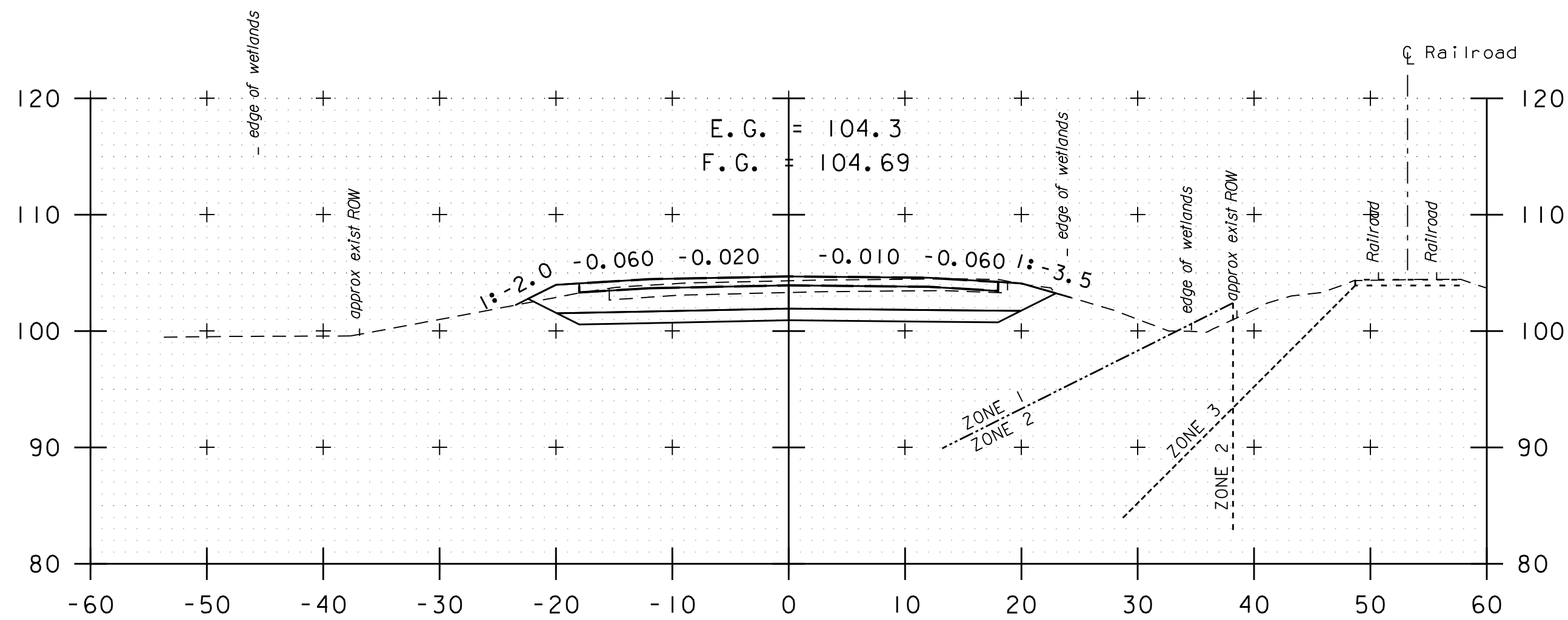
STA 37+50
END APPROACH
BEGIN PROJECT
NH 036-1(9)

37+50

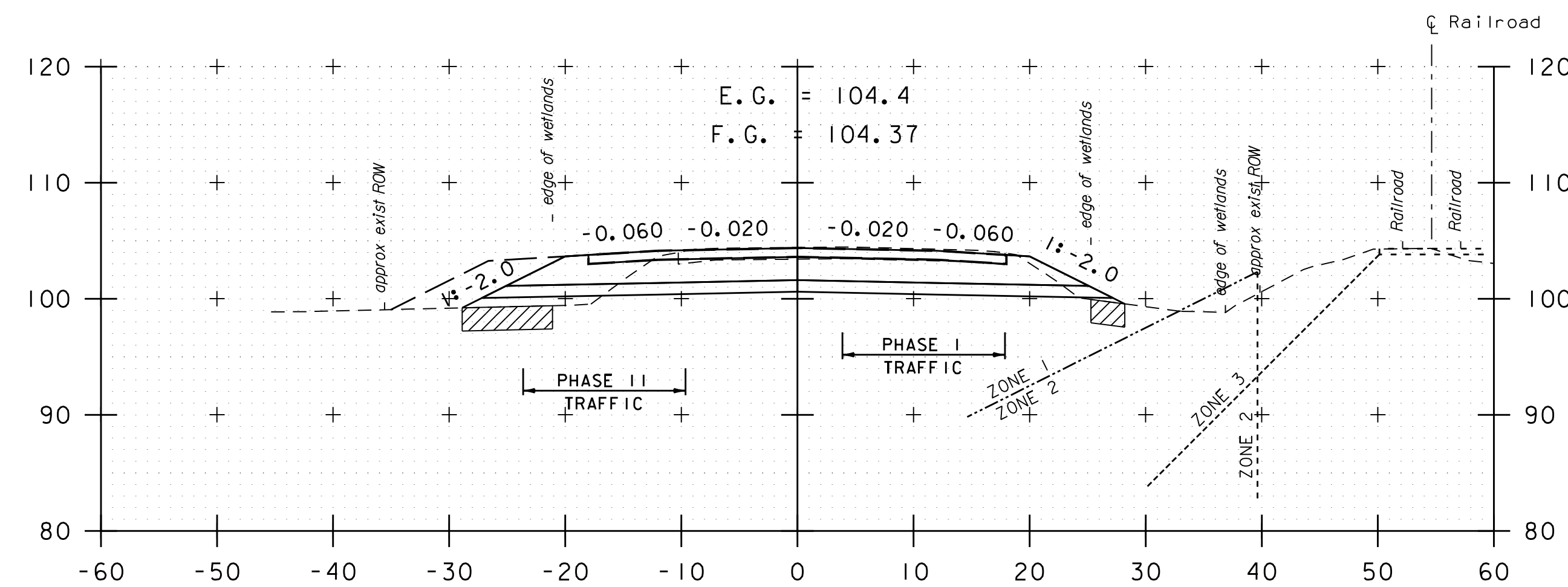
STA. 36+00 TO STA. 38+50



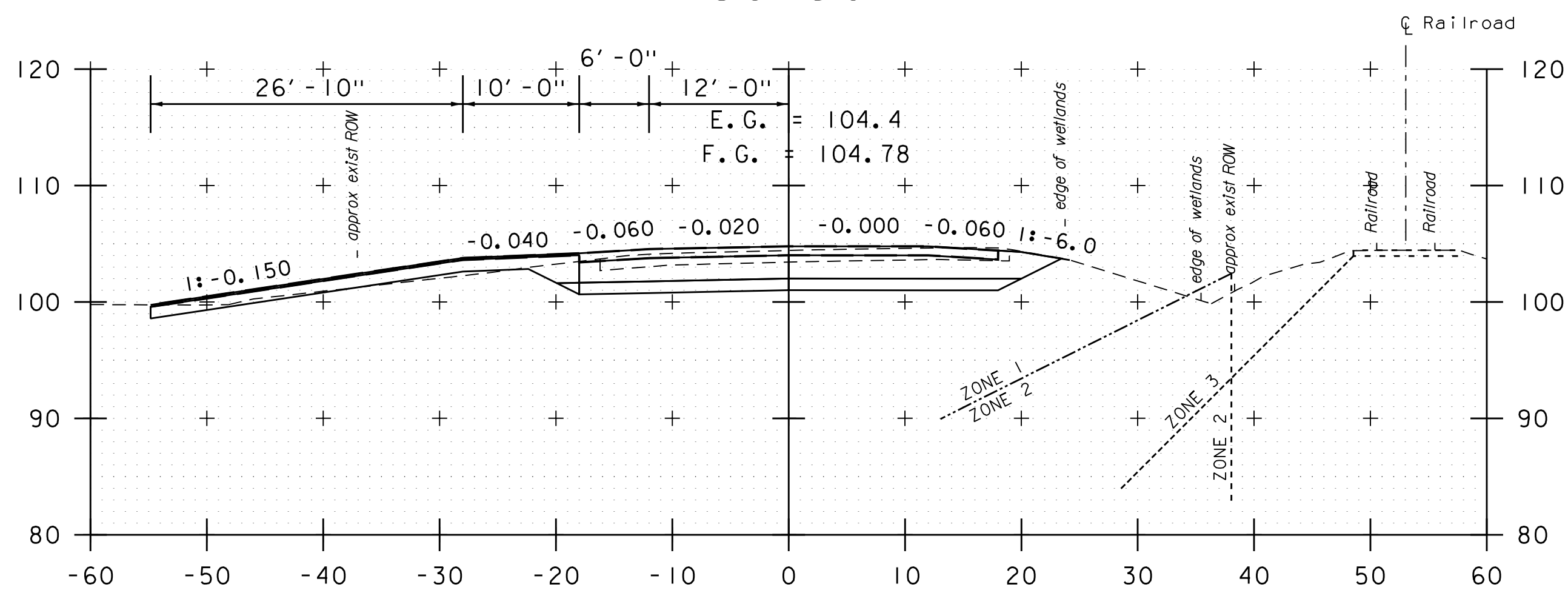
PROJECT NAME:	SWANTON	FILE NAME:	z96b032xs_3600-16300.dgn	PLOT DATE:	9/13/2023
PROJECT NUMBER:	NH 036-1(9)	PROJECT LEADER:	G. BAKOS	DRAWN BY:	C. CILLEY
		DESIGNED BY:	M. BOGUE	CHECKED BY:	G. BAKOS
		CROSS SECTION SHEET 1			SHEET 177 OF 307



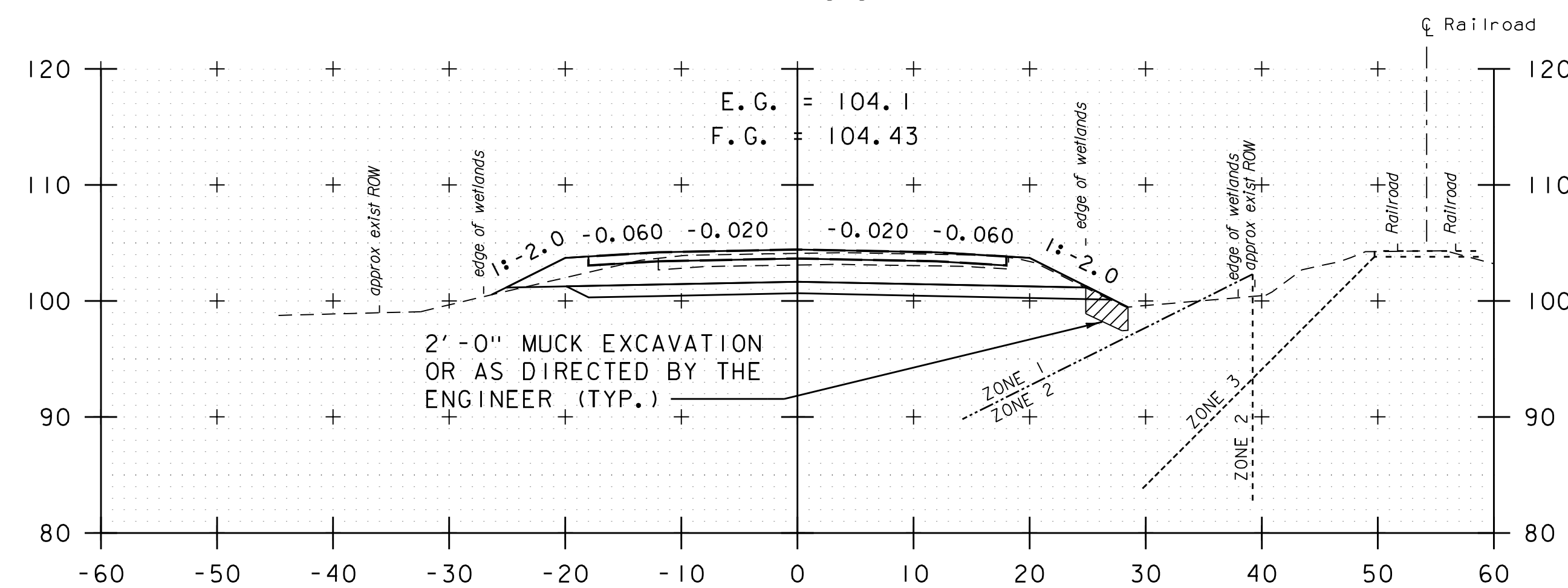
39+50



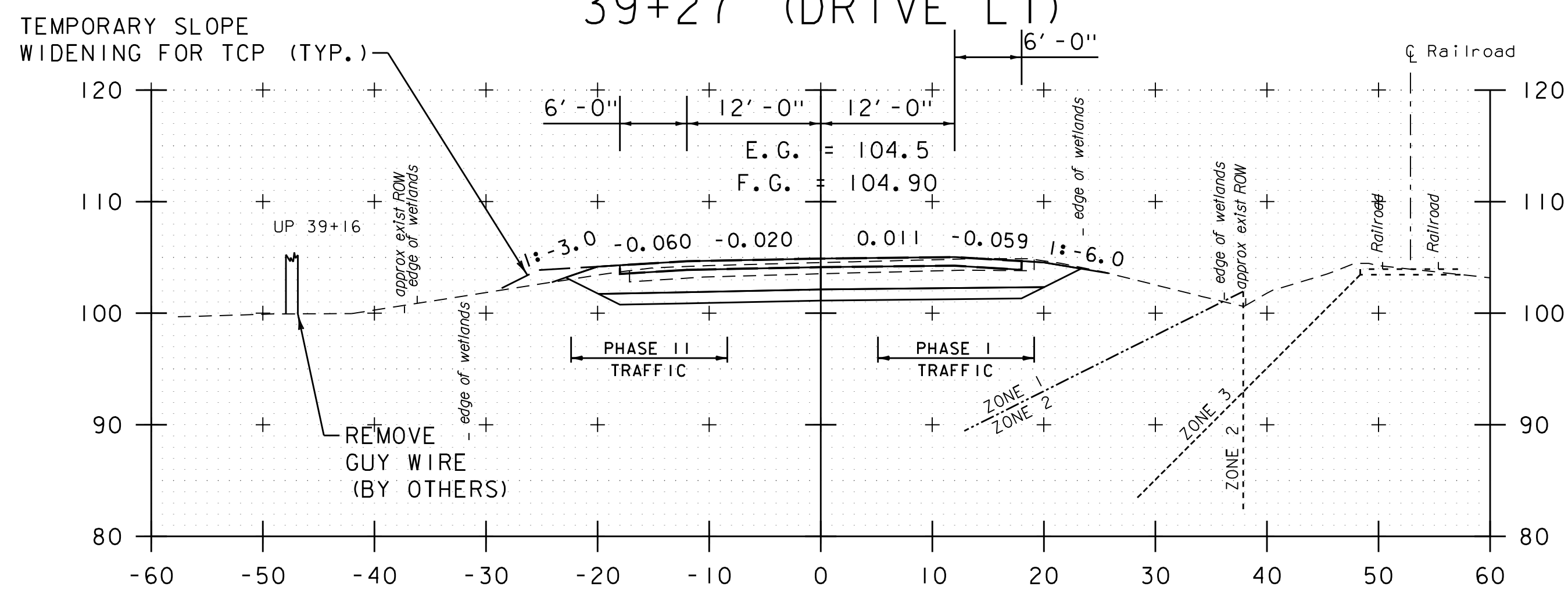
41+00



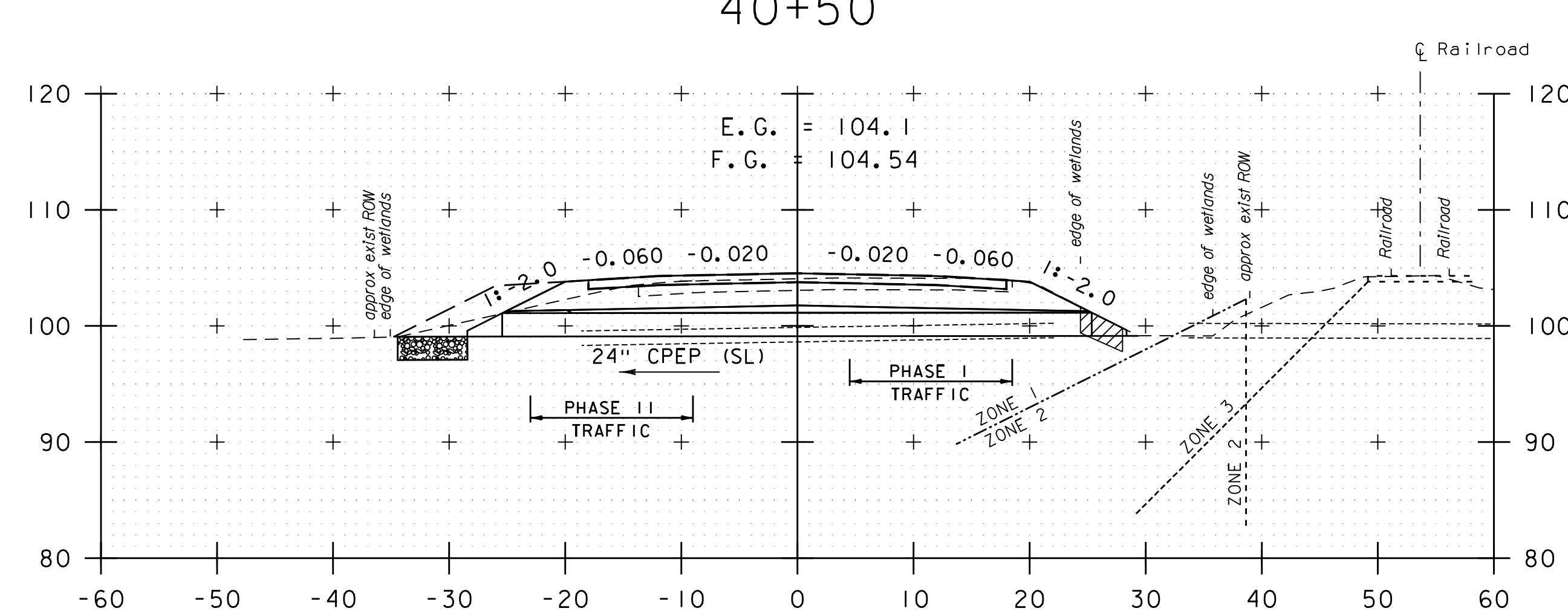
39+27 (DRIVE LT)



40+50



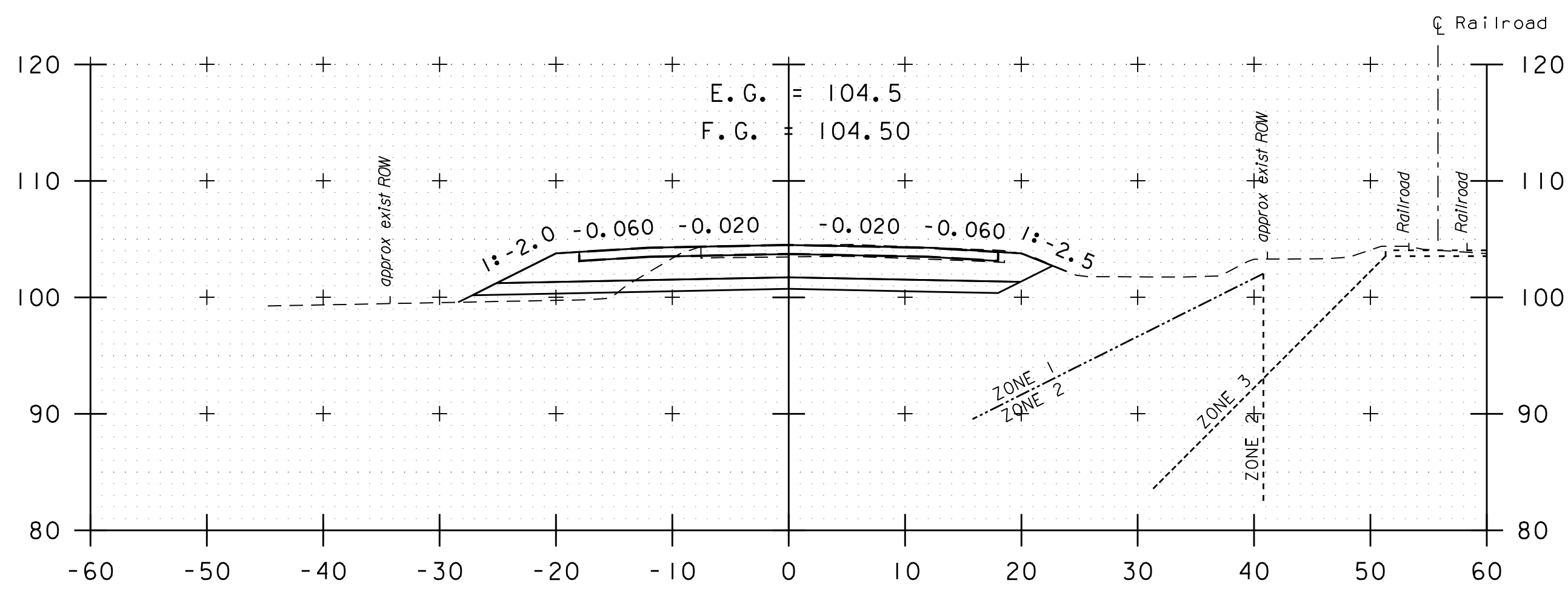
39+00



40+00 (NEW 24" CPEP) STA. 39+00 TO STA. 41+00

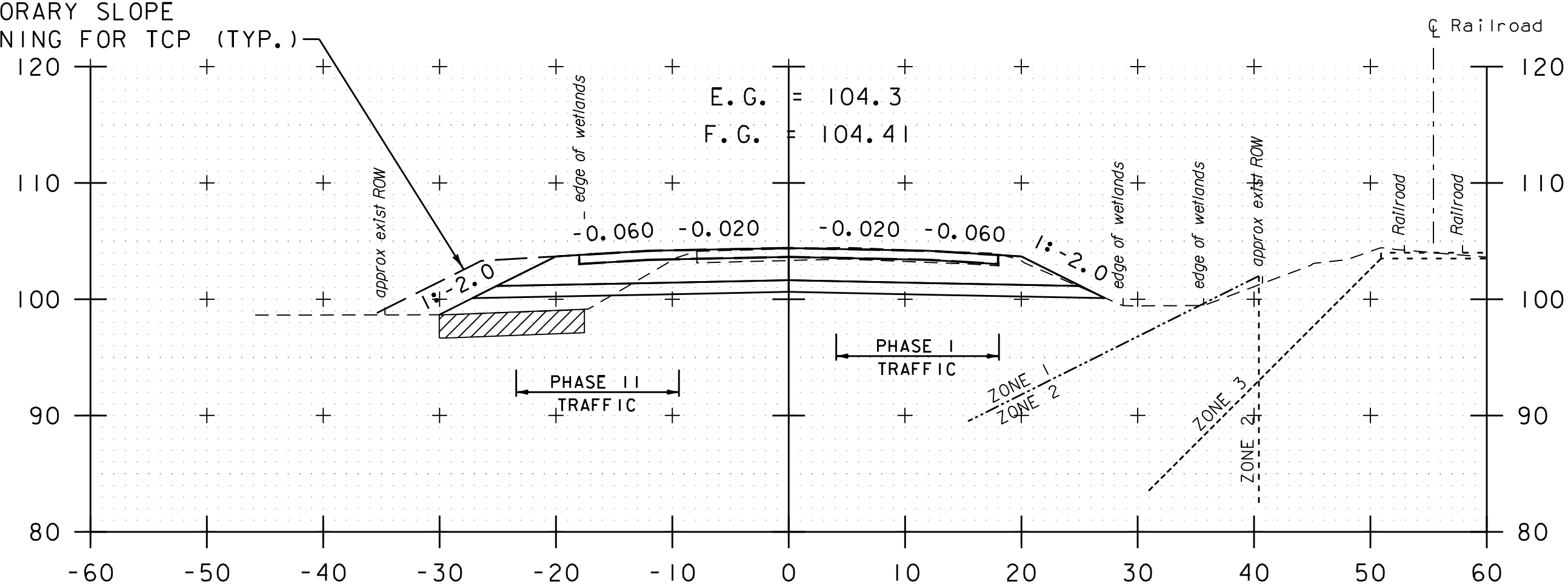


PROJECT NAME:	SWANTON
PROJECT NUMBER:	NH 036-1(9)
FILE NAME:	z96b032xs_3600-16300.dgn
PROJECT LEADER:	G. BAKOS
DESIGNED BY:	M. BOGUE
CROSS SECTION SHEET	2
PLOT DATE:	9/13/2023
DRAWN BY:	C. CILLEY
CHECKED BY:	G. BAKOS
SHEET	178 OF 307

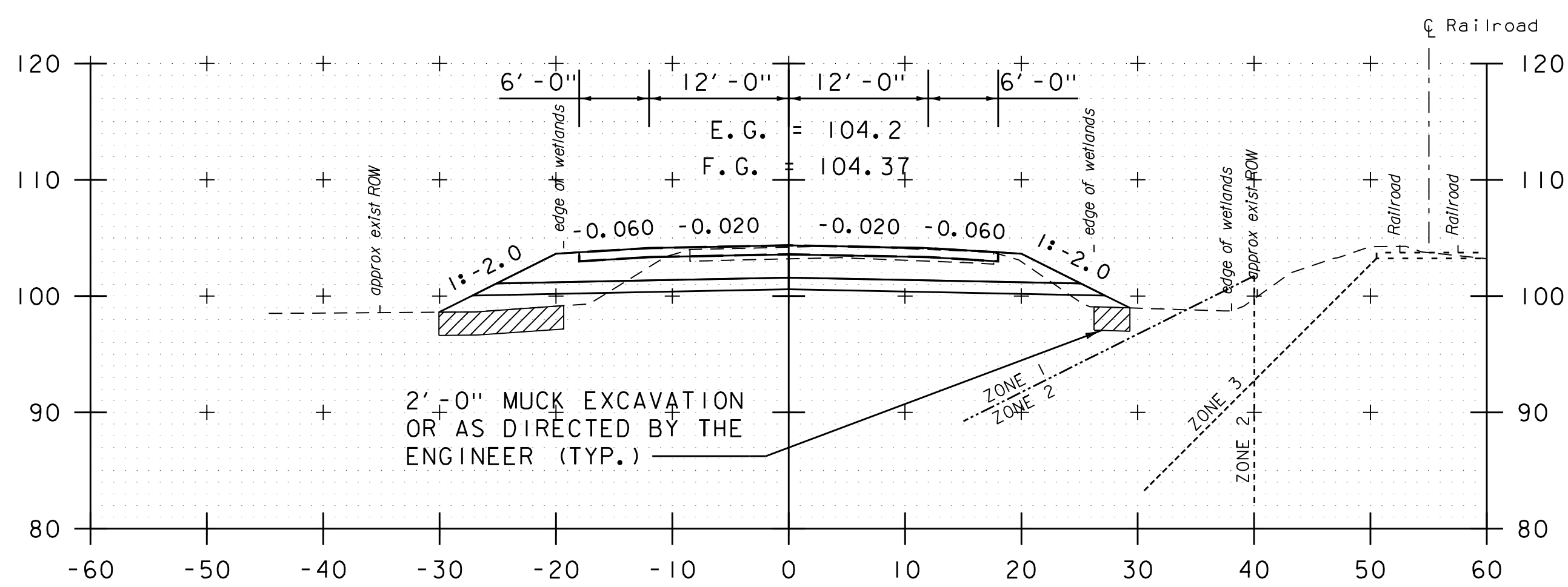


42+50

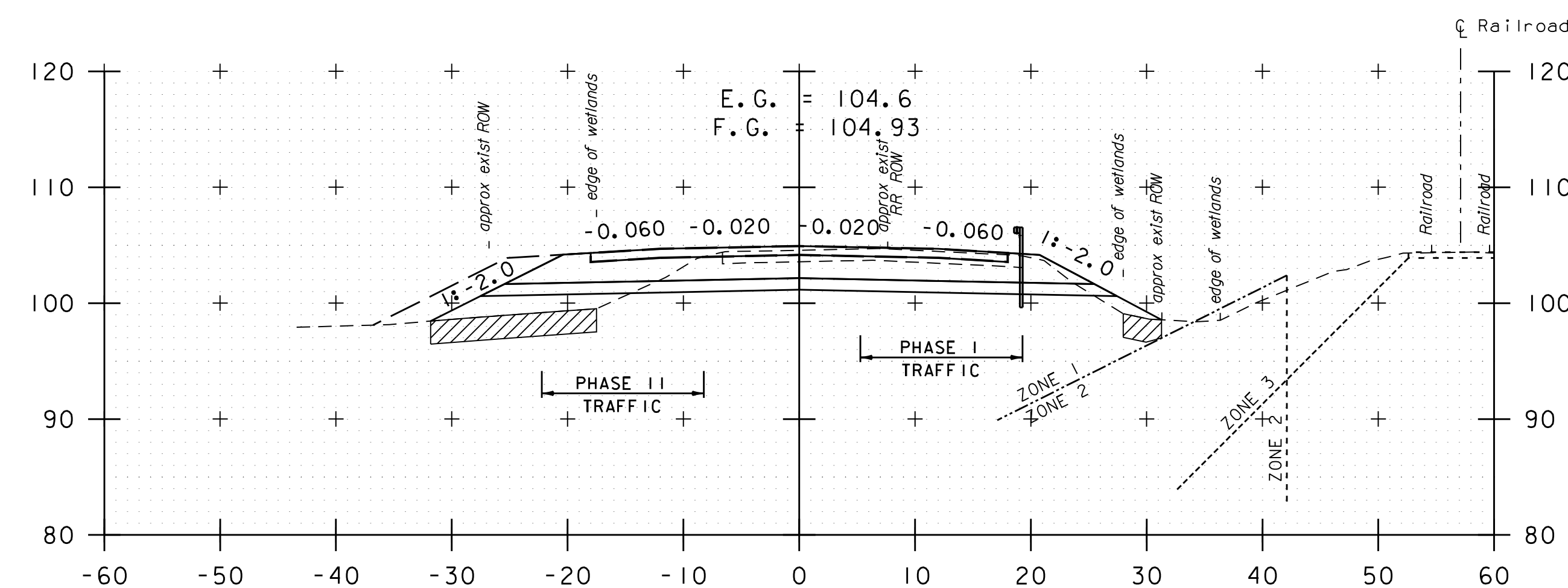
TEMPORARY SLOPE
WIDENING FOR TCP (TYP.)



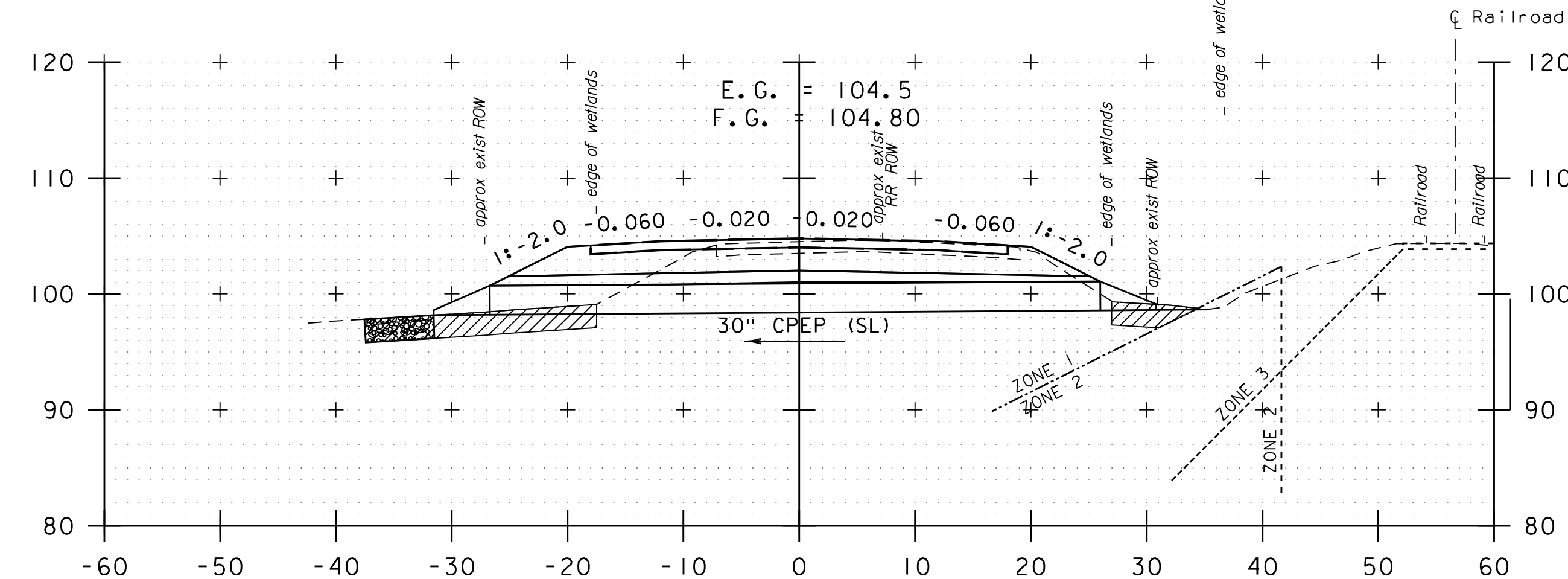
42+00



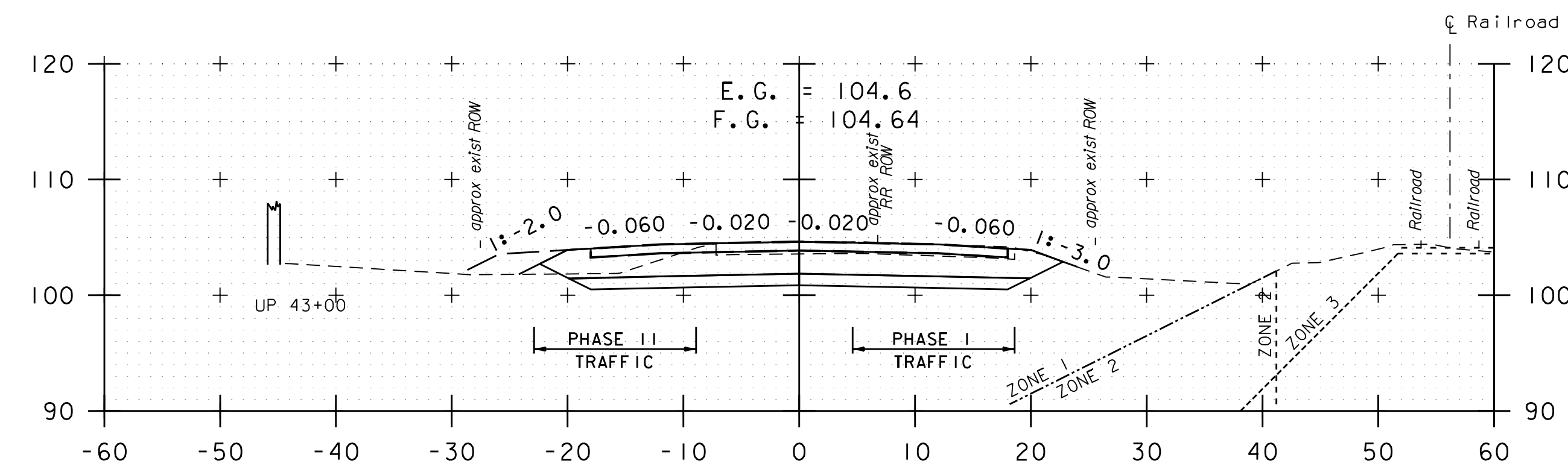
41+50



44+00



43+50 (NEW 30" CPEP)



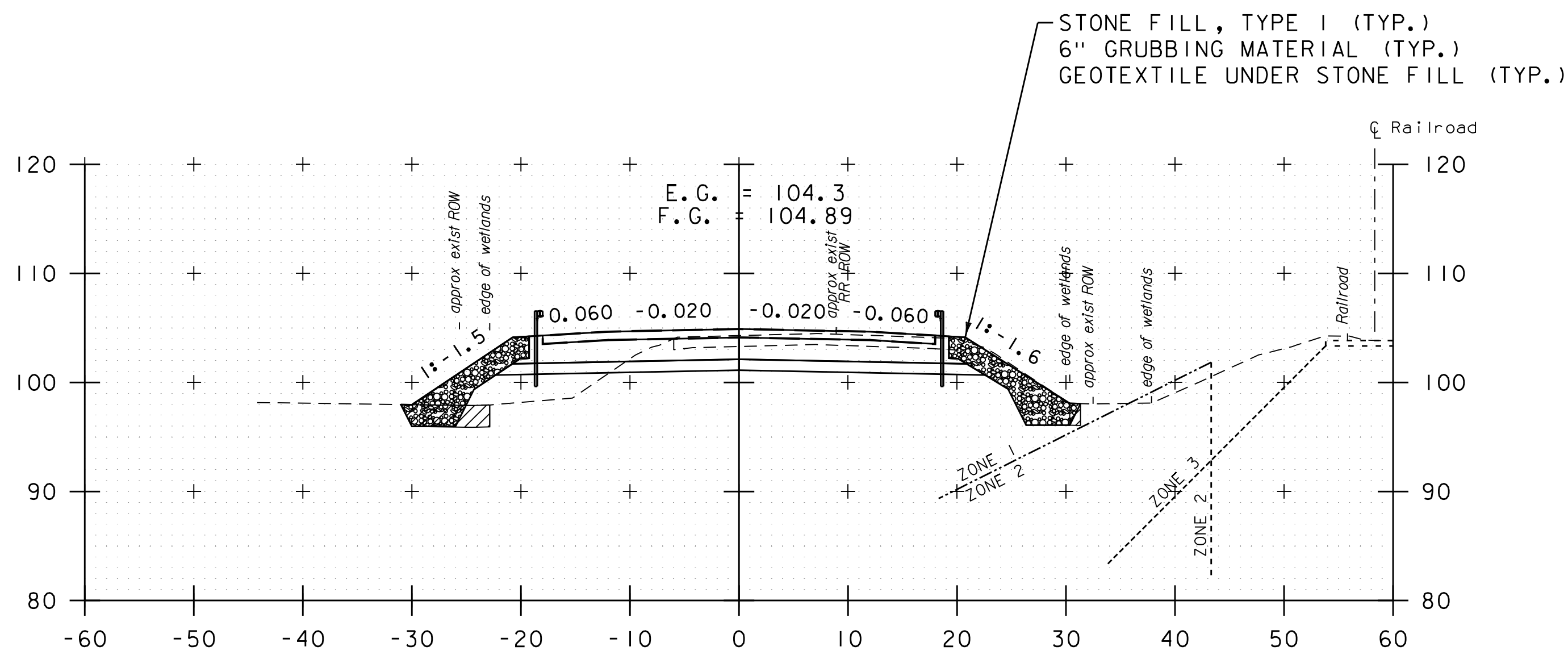
43+00

STA. 41+50 TO STA. 44+00

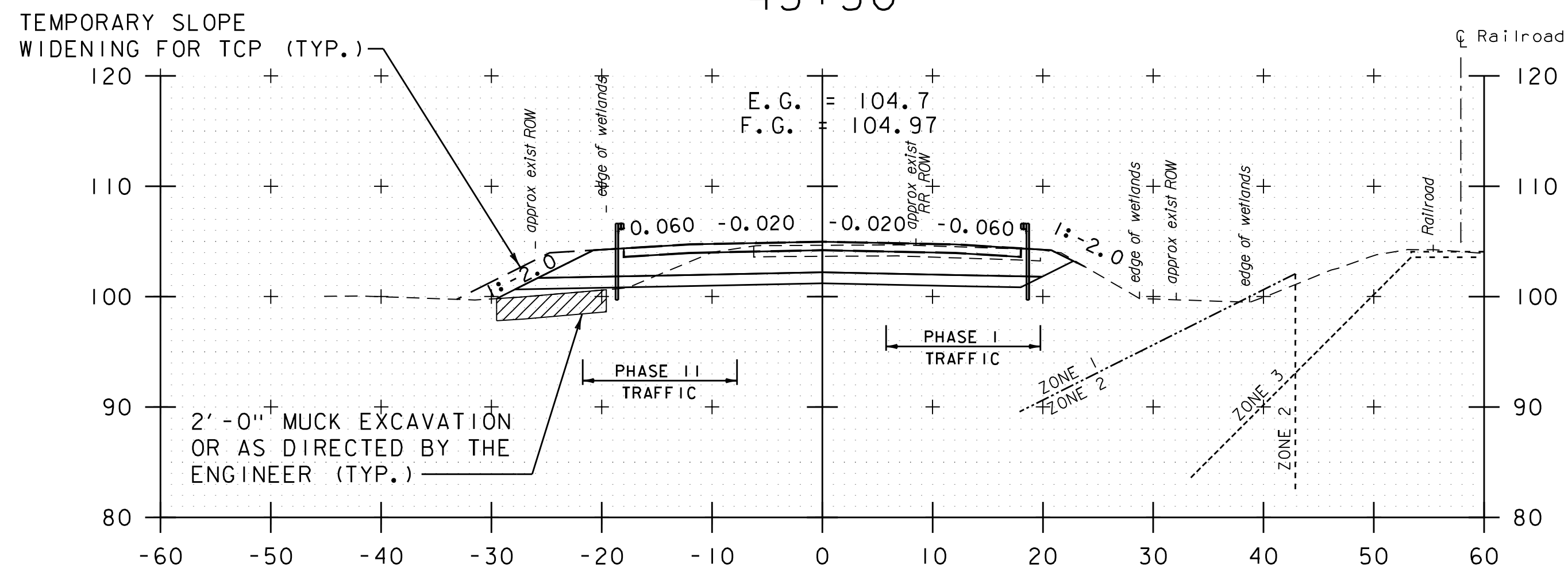


PROJECT NAME: SWANTON
PROJECT NUMBER: NH 036-1(9)
FILE NAME: z96b032xs-3600-16300.dgn
PROJECT LEADER: G. BAKOS
DESIGNED BY: M. BOGUE
CROSS SECTION SHEET 3

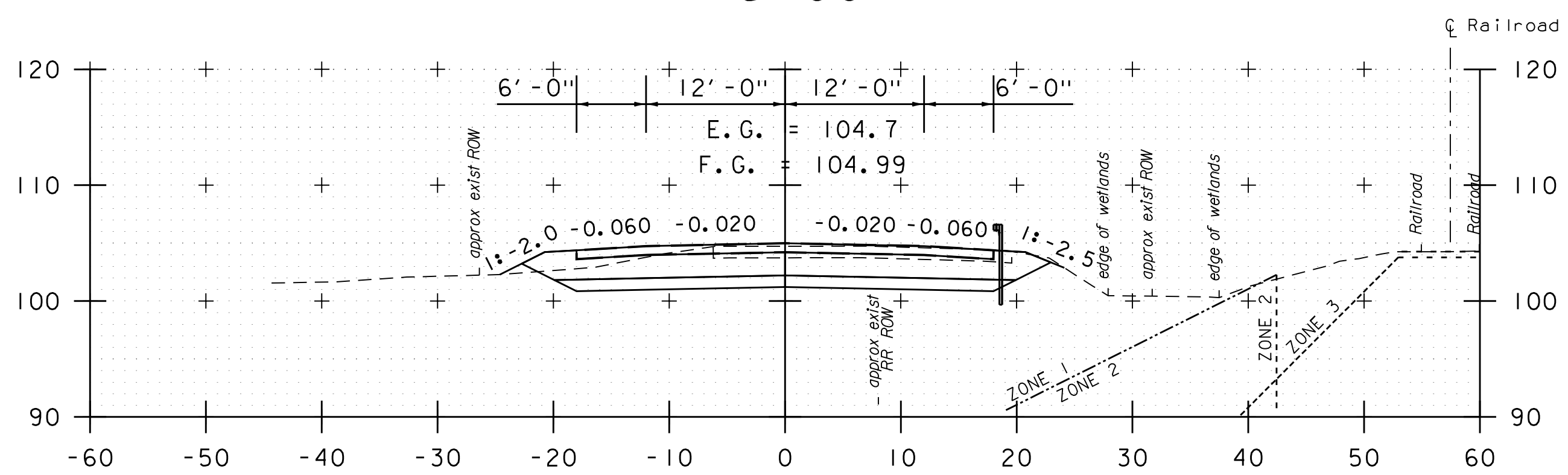
PLOT DATE: 9/13/2023
DRAWN BY: C. CILLEY
CHECKED BY: G. BAKOS
SHEET 179 OF 307



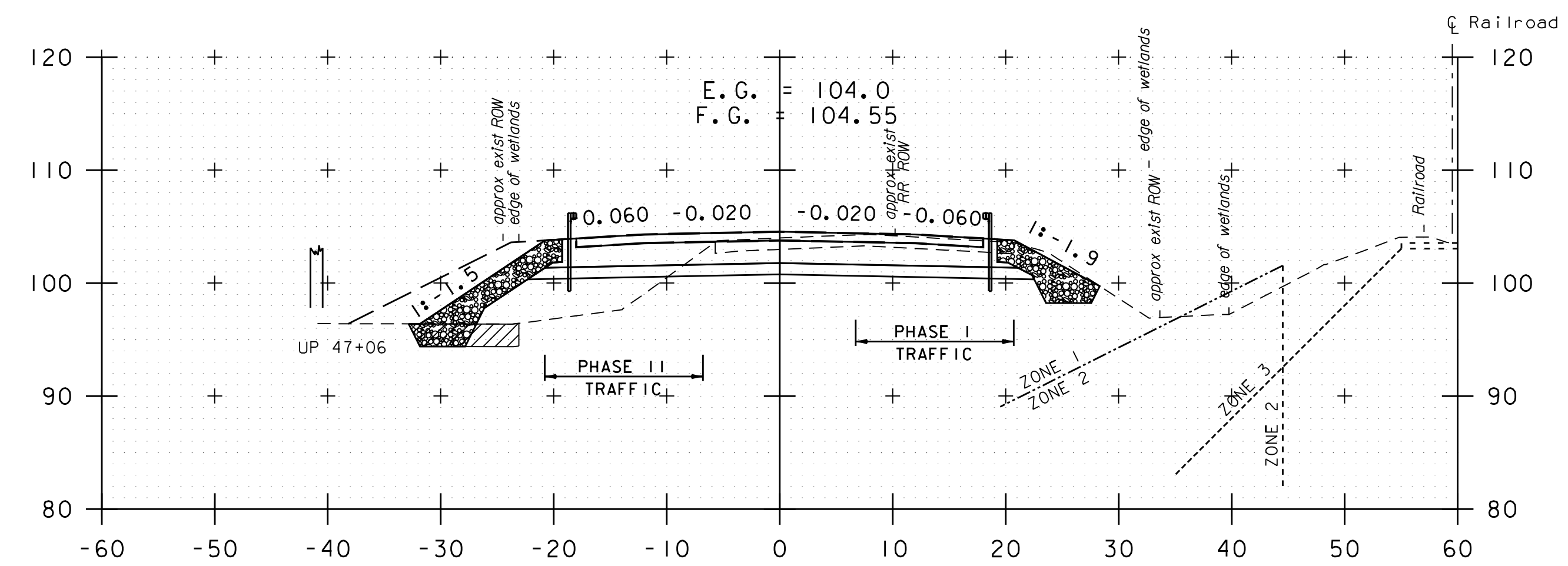
45+50



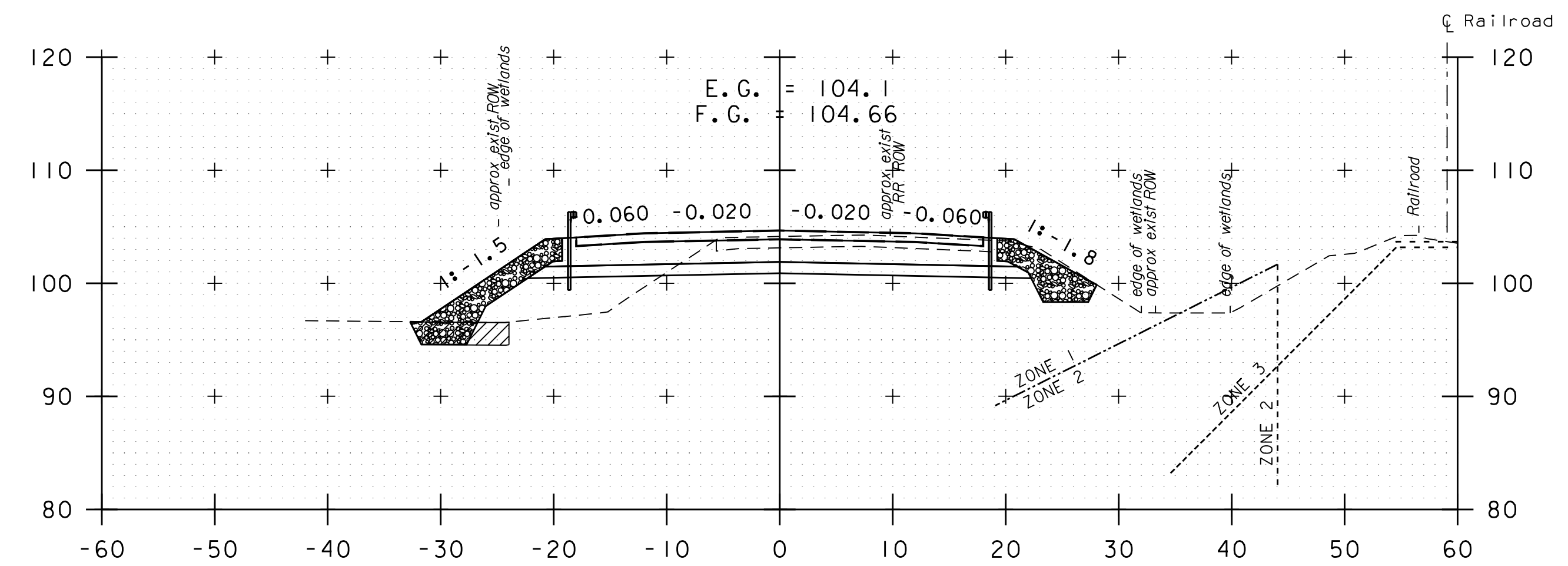
45+00



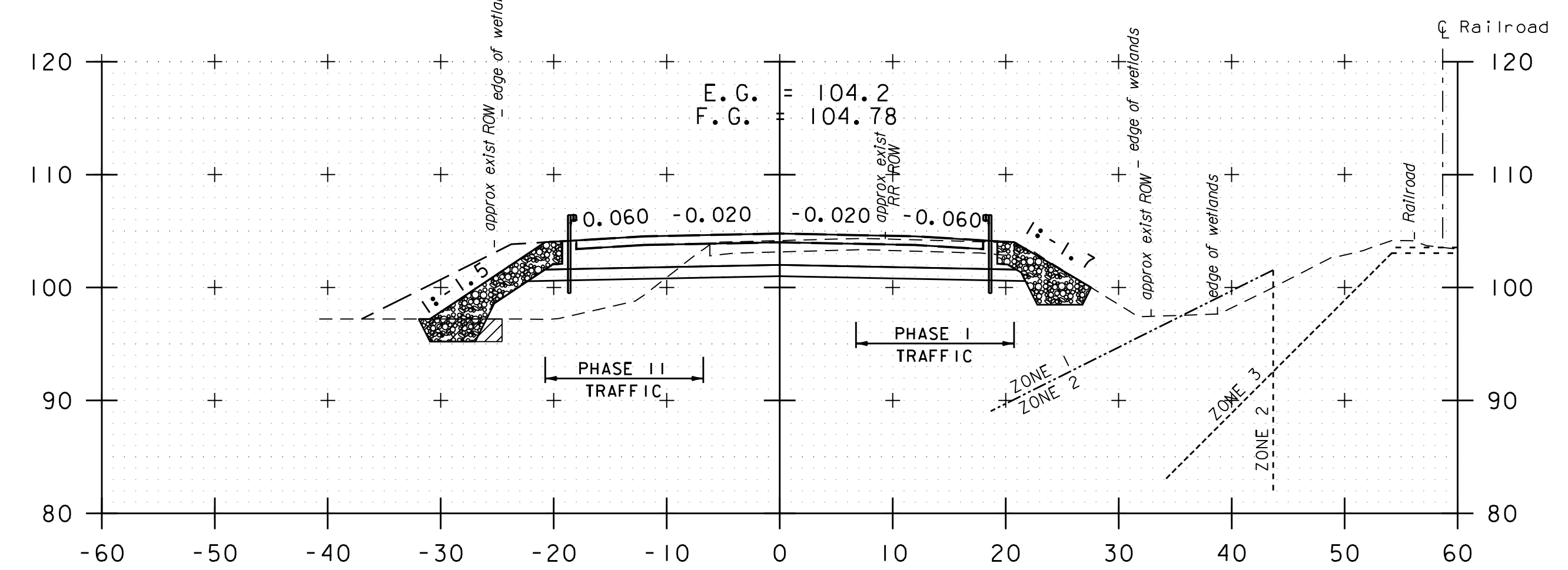
44+50



47+00



46+50

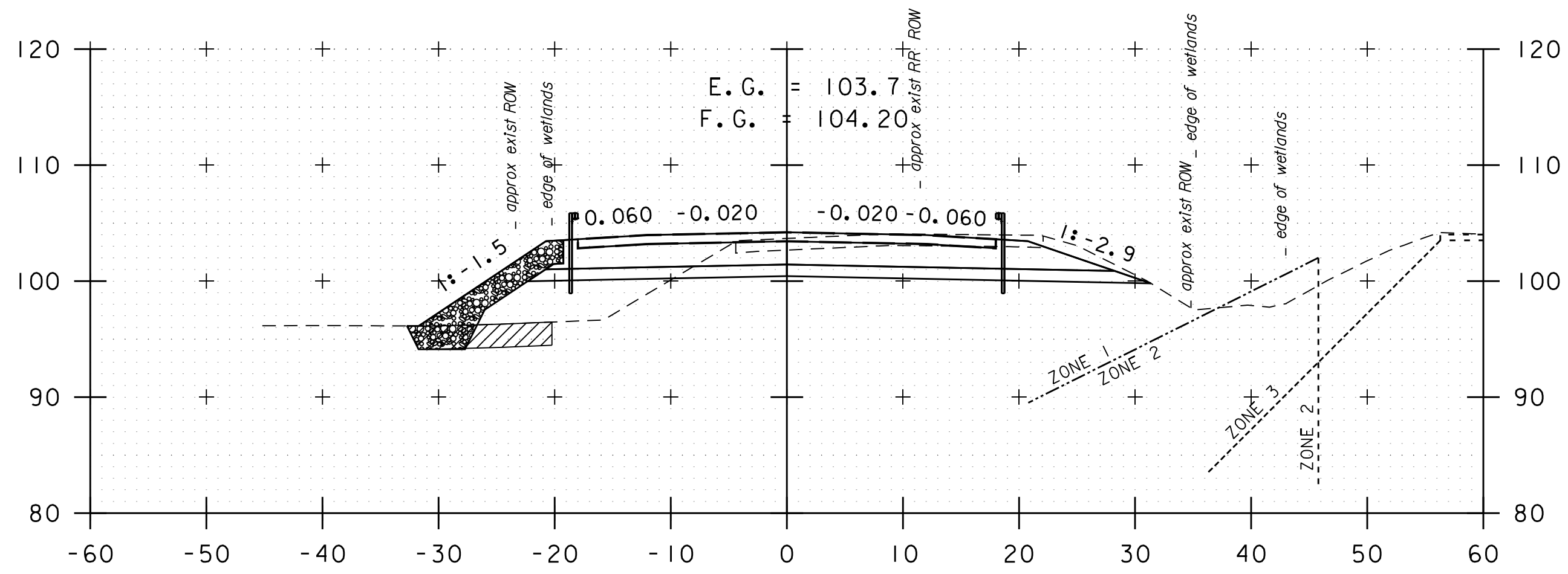


46+00

STA. 44+50 TO STA. 47+00

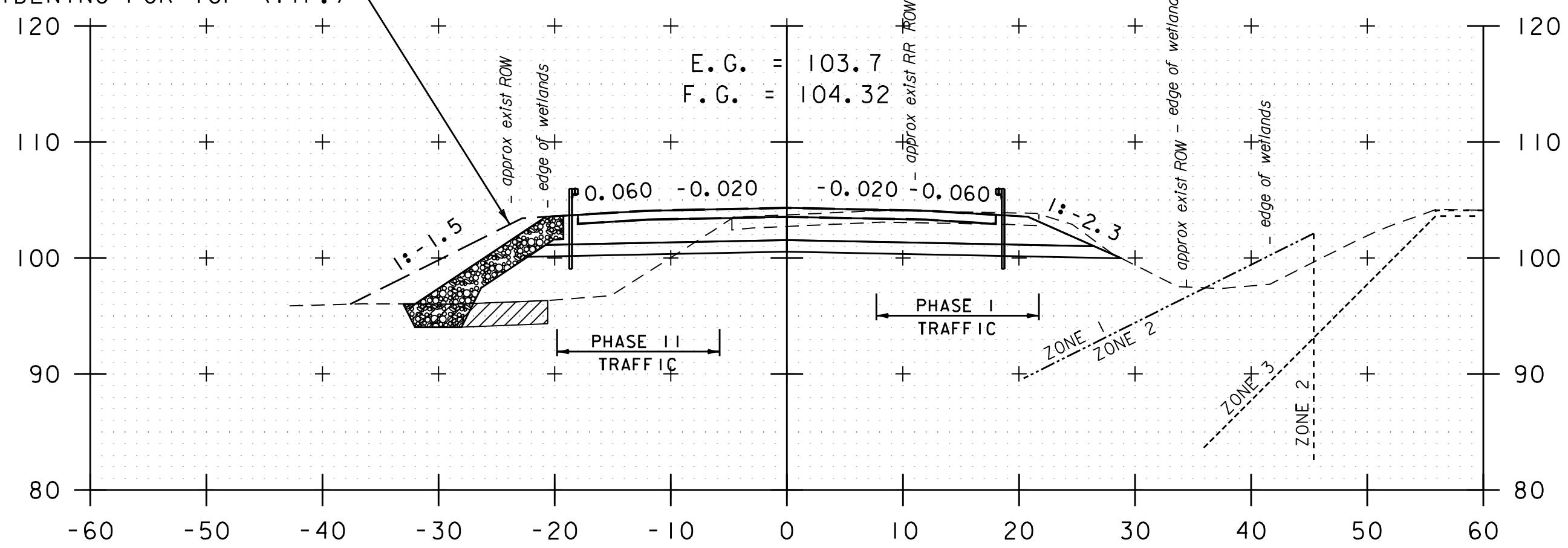


PROJECT NAME:	SWANTON
PROJECT NUMBER:	NH 036-1(9)
FILE NAME:	z96b032xs_3600-16300.dgn
PROJECT LEADER:	G. BAKOS
DESIGNED BY:	M. BOGUE
CROSS SECTION SHEET	4
PLOT DATE:	9/13/2023
DRAWN BY:	C. CILLEY
CHECKED BY:	G. BAKOS
SHEET	180 OF 307



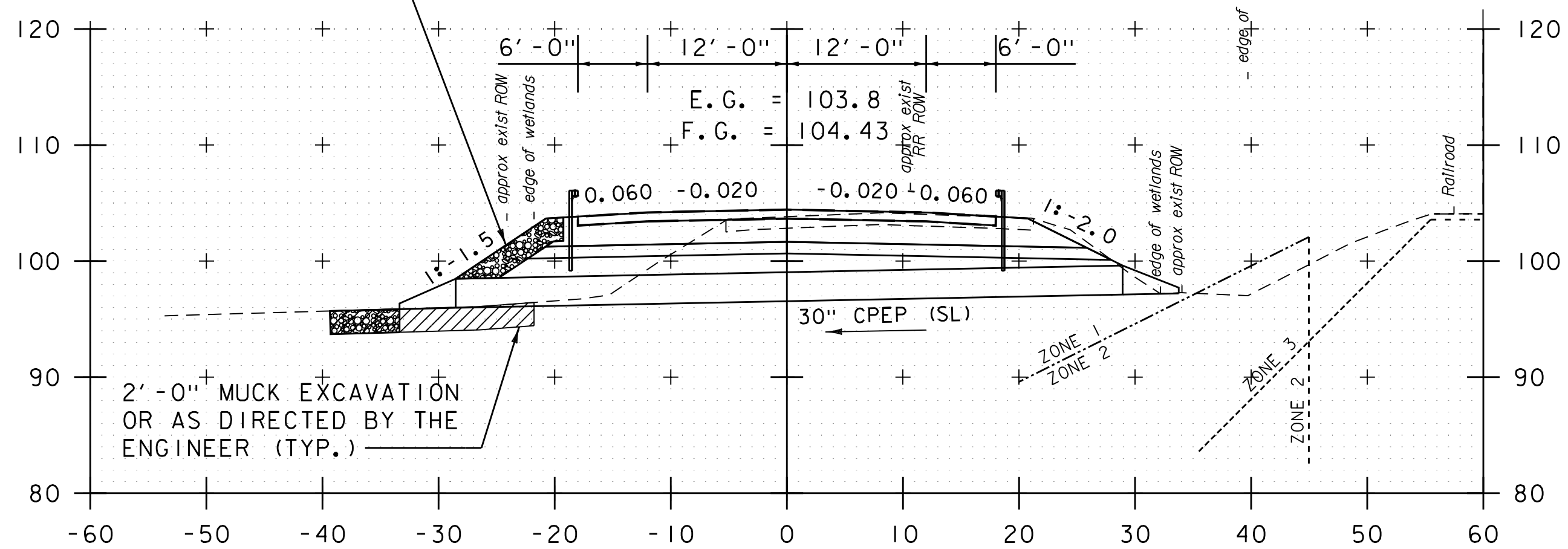
48+50

TEMPORARY SLOPE WIDENING FOR TCP (TYP.)

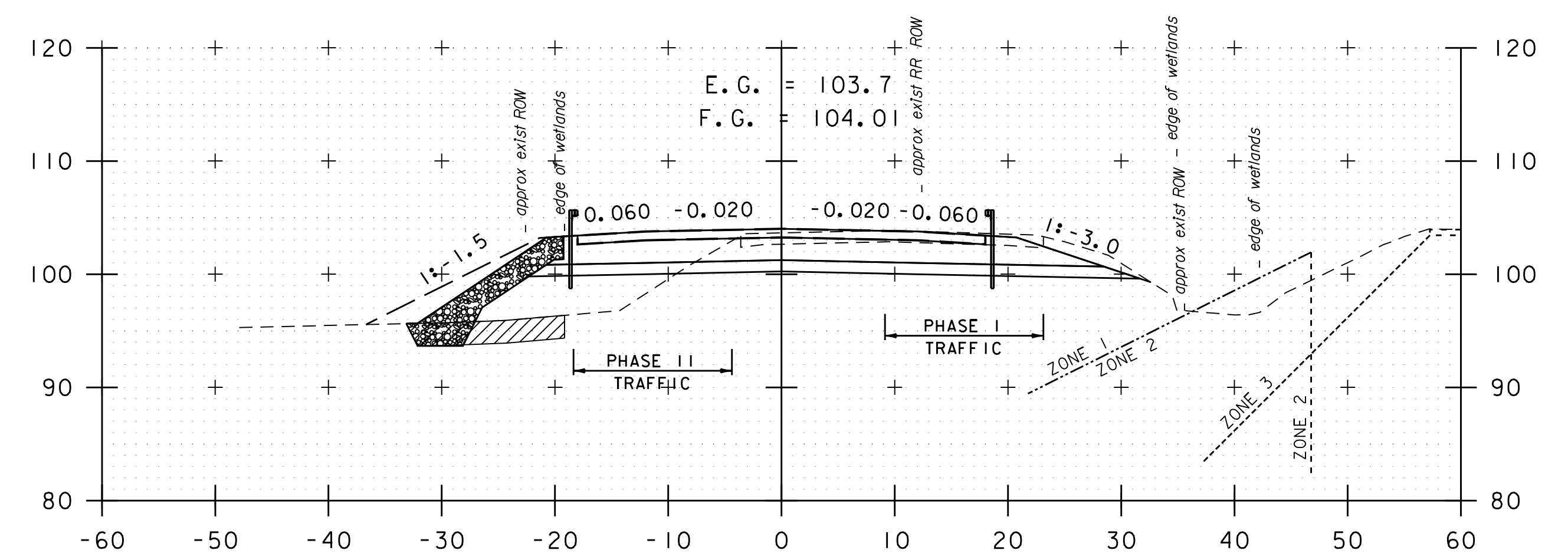


48+00

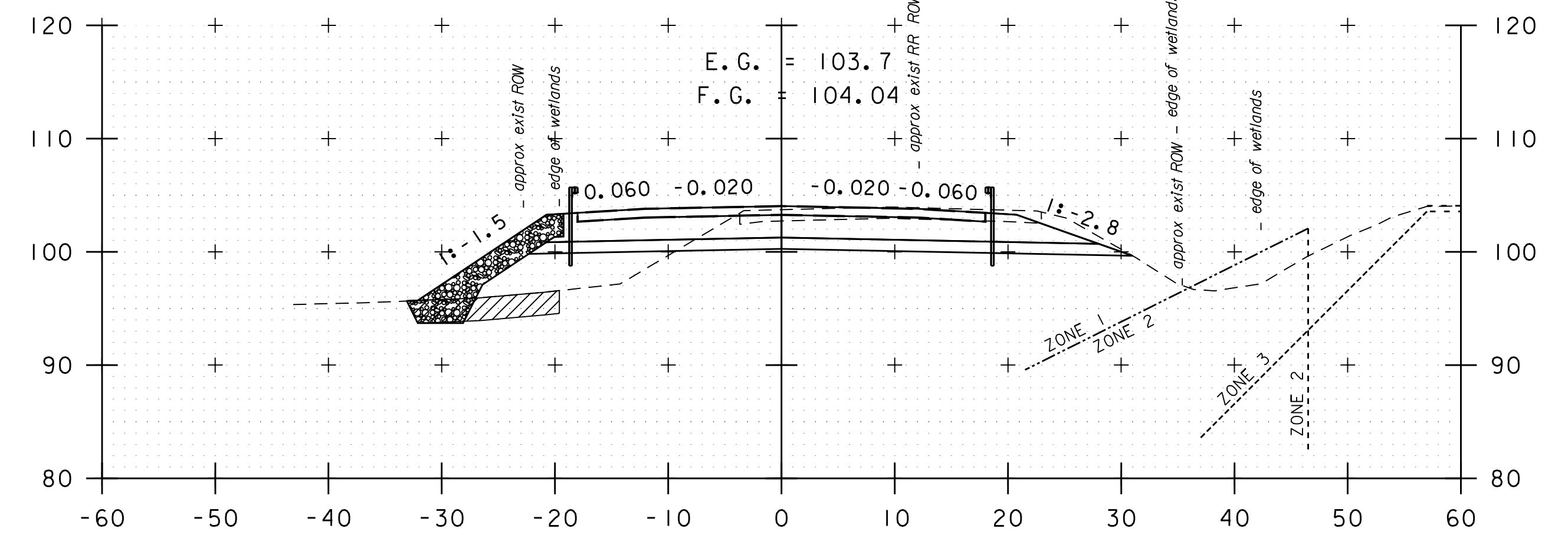
STONE FILL, TYPE I (TYP.)
6" GRUBBING MATERIAL (TYP.)
GEOTEXTILE UNDER STONE FILL (TYP.)



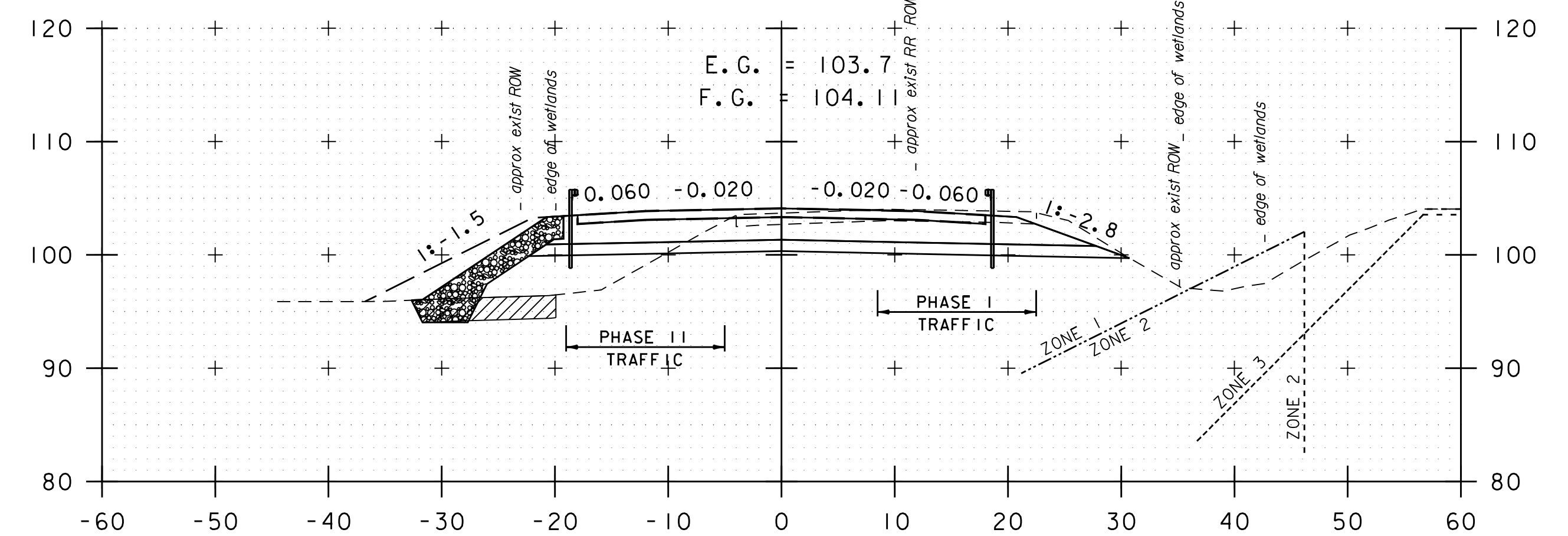
47+50 (NEW 30" CPEP)



50+00



49+50

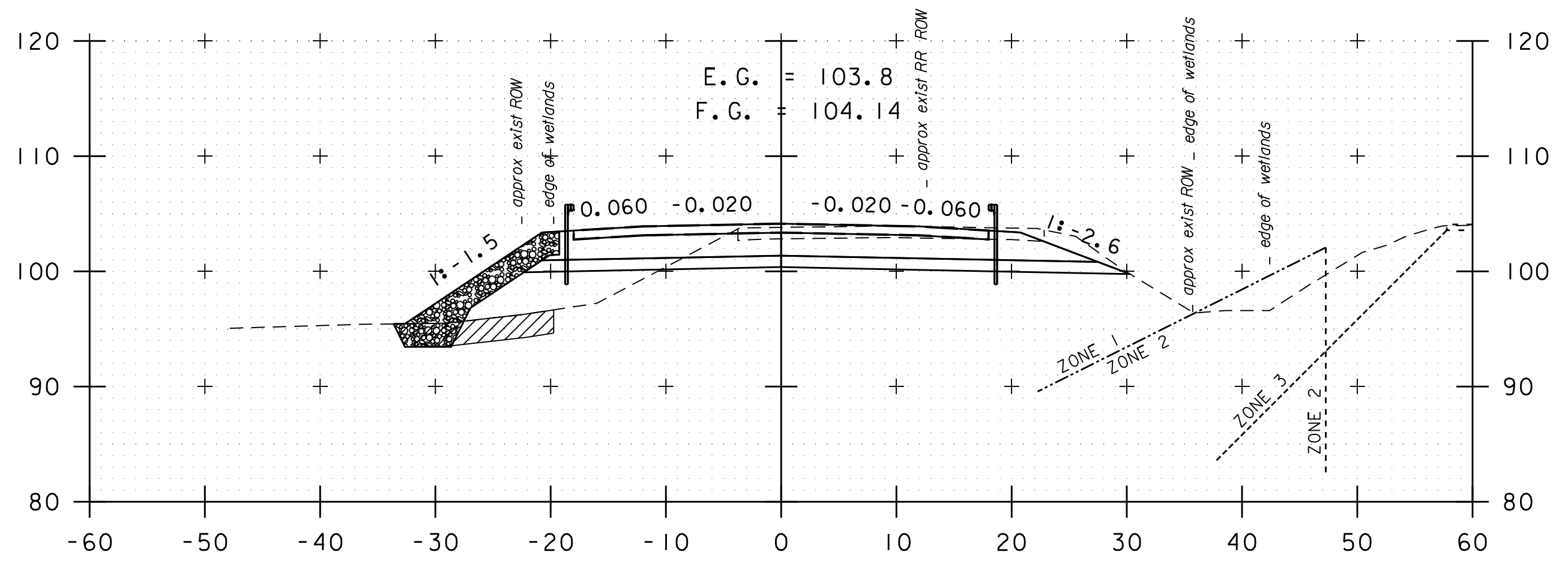


49+00

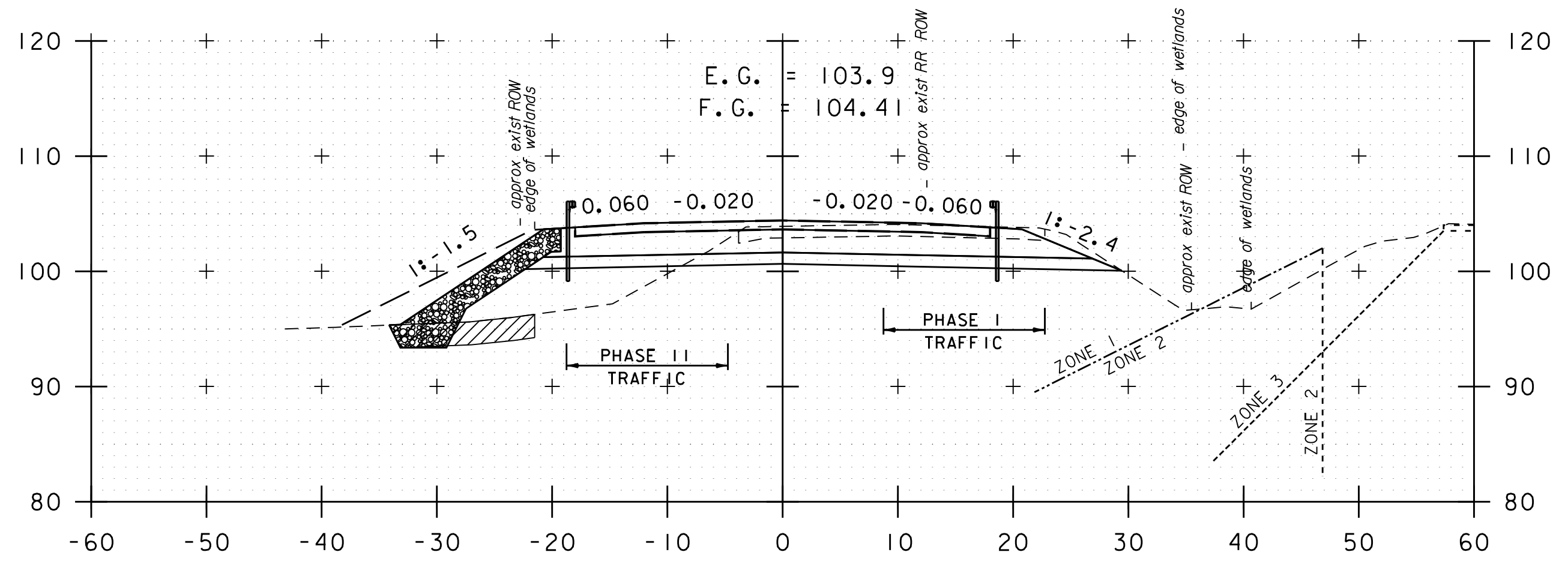
STA. 47+50 TO STA. 50+00



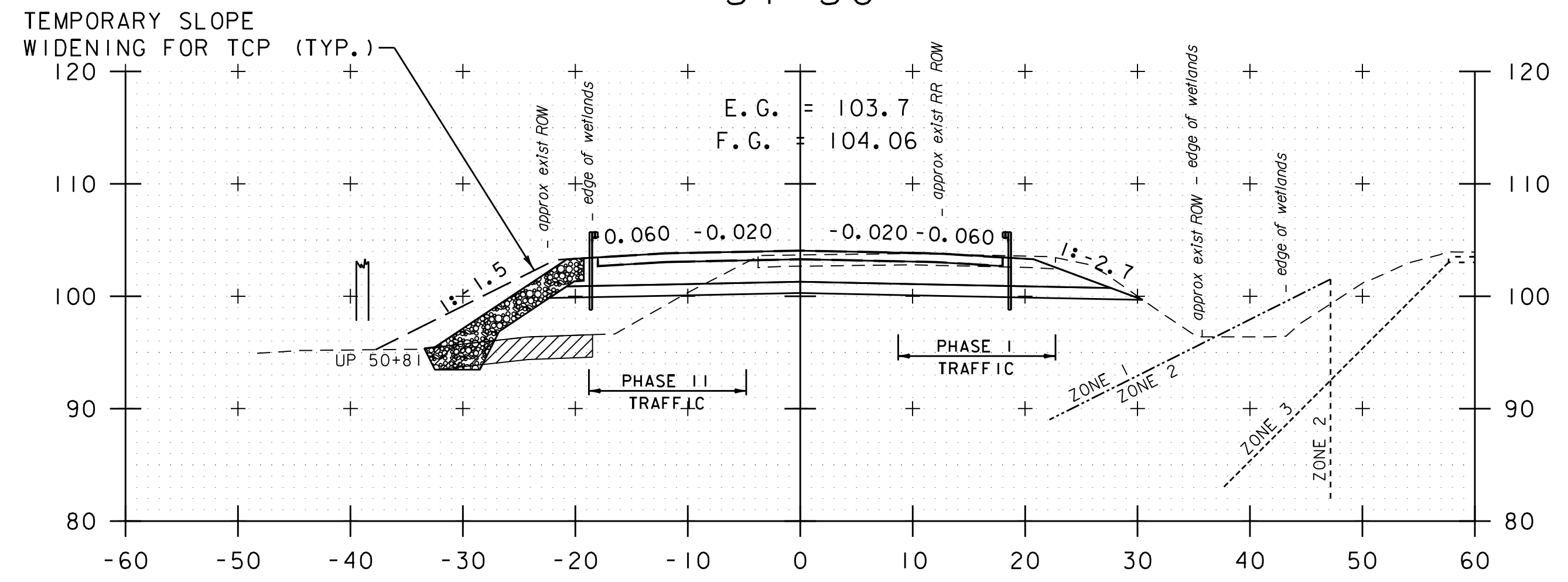
PROJECT NAME:	SWANTON
PROJECT NUMBER:	NH 036-1(9)
FILE NAME:	z96b032xs_3600-16300.dgn
PROJECT LEADER:	G. BAKOS
DESIGNED BY:	M. BOGUE
CROSS SECTION SHEET	5
PLOT DATE:	9/13/2023
DRAWN BY:	C. CILLEY
CHECKED BY:	G. BAKOS
SHEET	181 OF 307



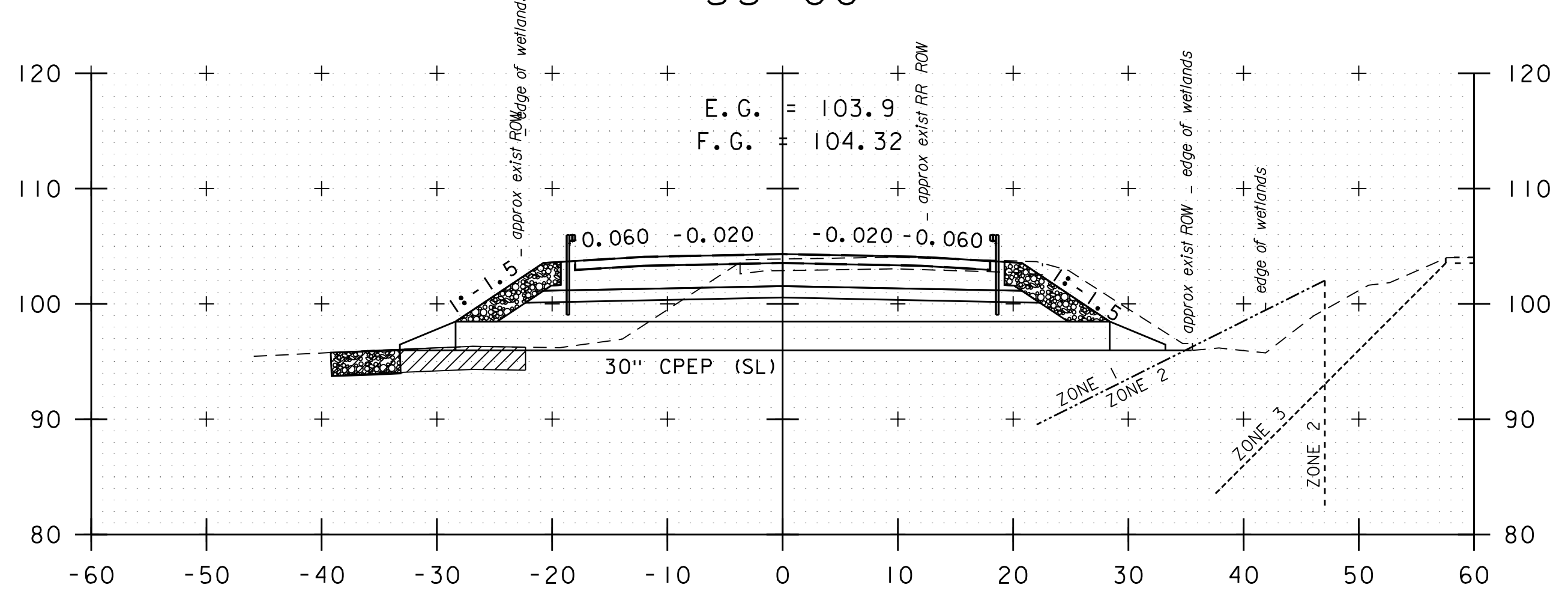
51+50



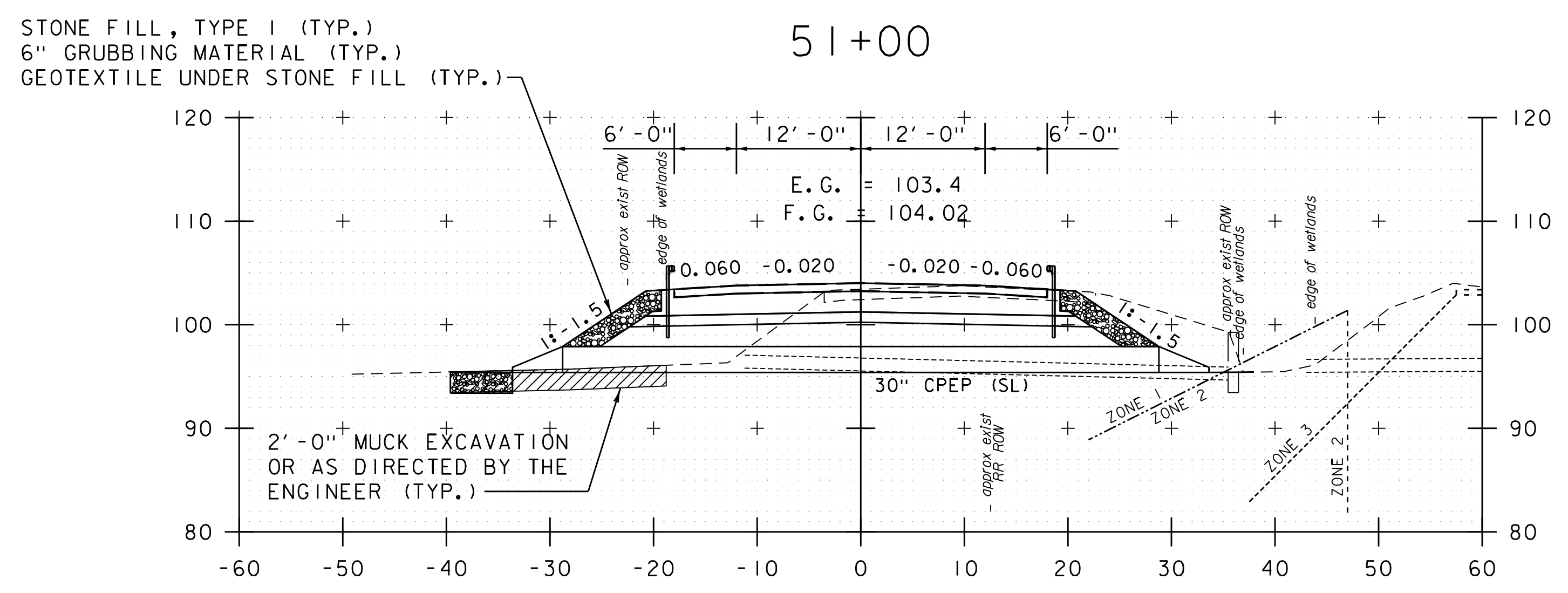
53+00



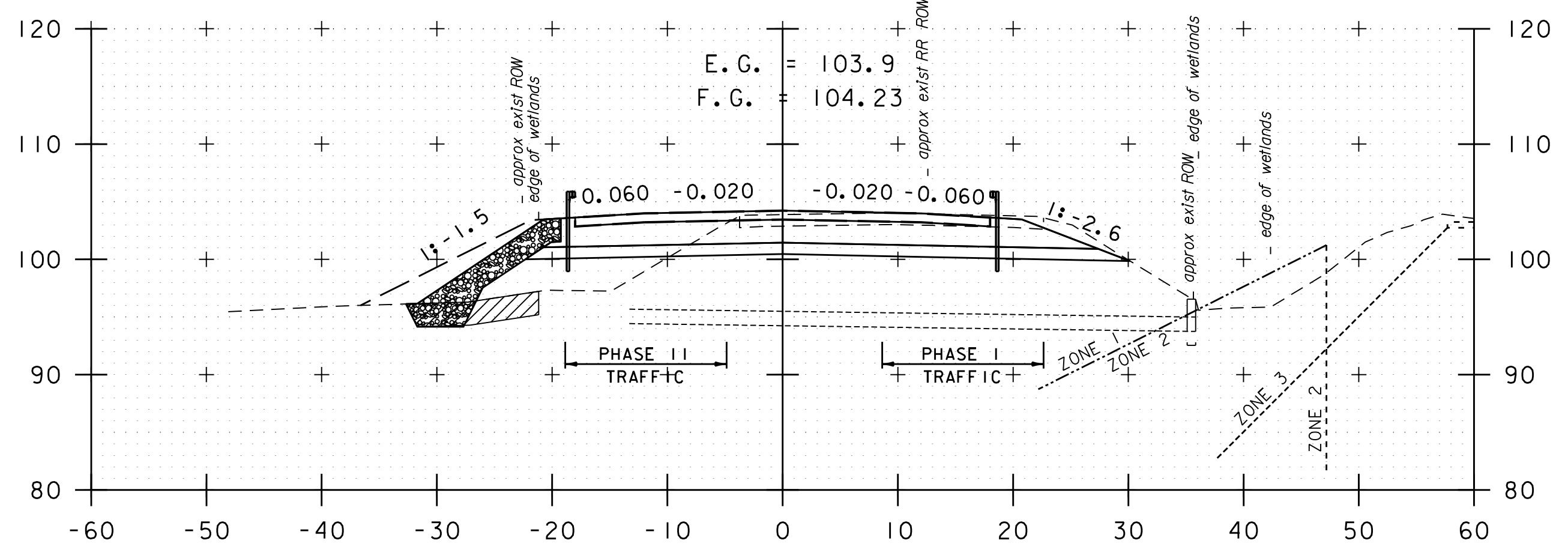
51+00



52+50 (NEW 30" CPEP)



50+50 (NEW 30" CPEP)

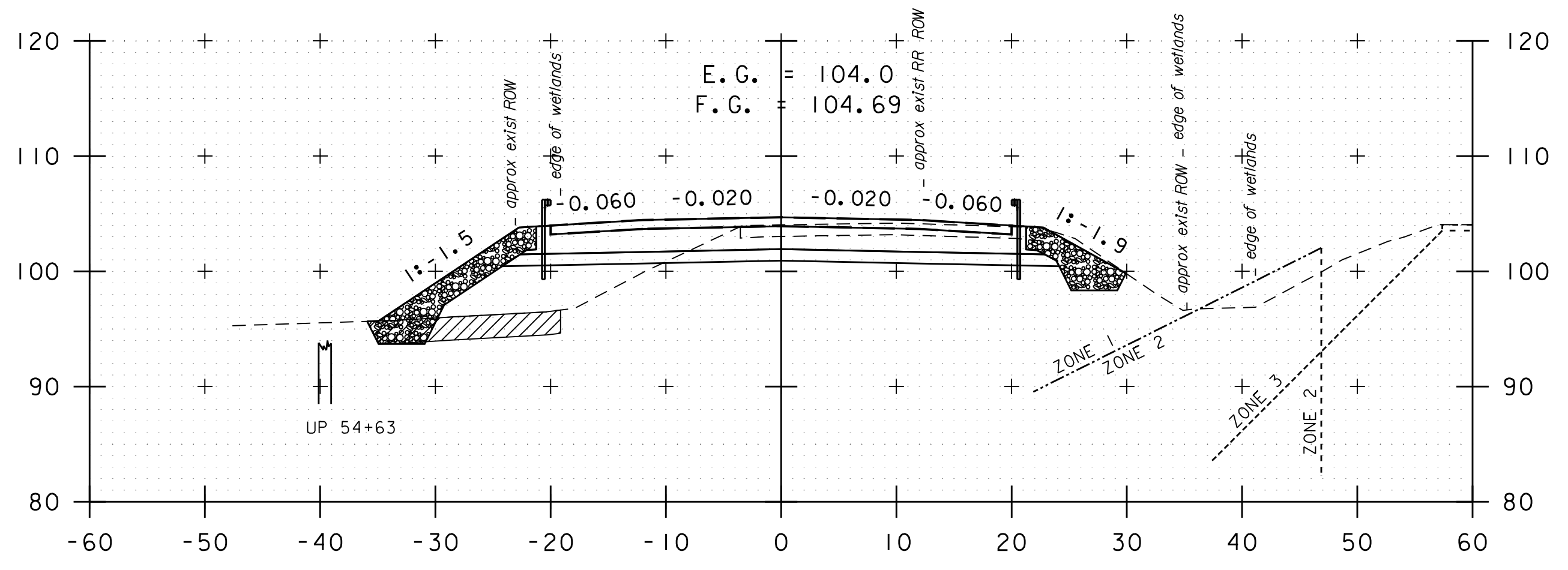


52+00

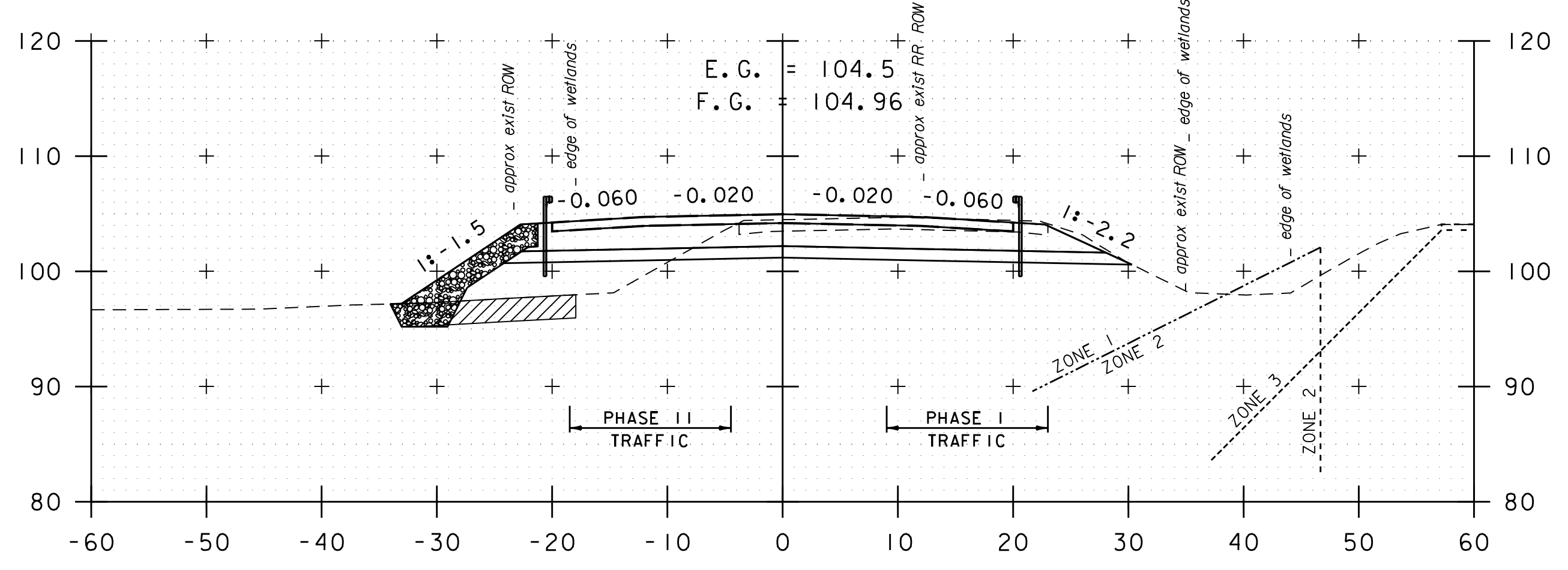
STA. 50+50 TO STA. 53+00



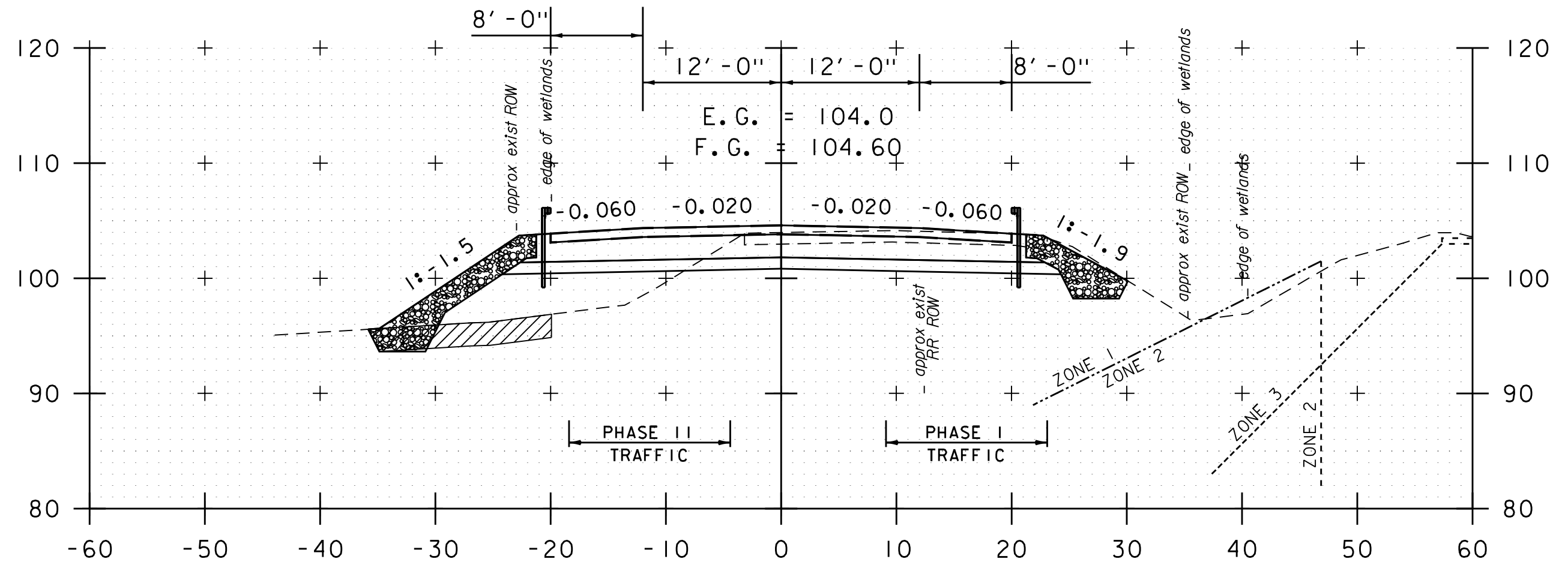
PROJECT NAME:	SWANTON
PROJECT NUMBER:	NH 036-1(9)
FILE NAME:	z96b032xs_3600-16300.dgn
PROJECT LEADER:	G. BAKOS
DESIGNED BY:	M. BOGUE
CROSS SECTION SHEET	6
PLOT DATE:	9/13/2023
DRAWN BY:	C. CILLEY
CHECKED BY:	G. BAKOS
SHEET	182 OF 307



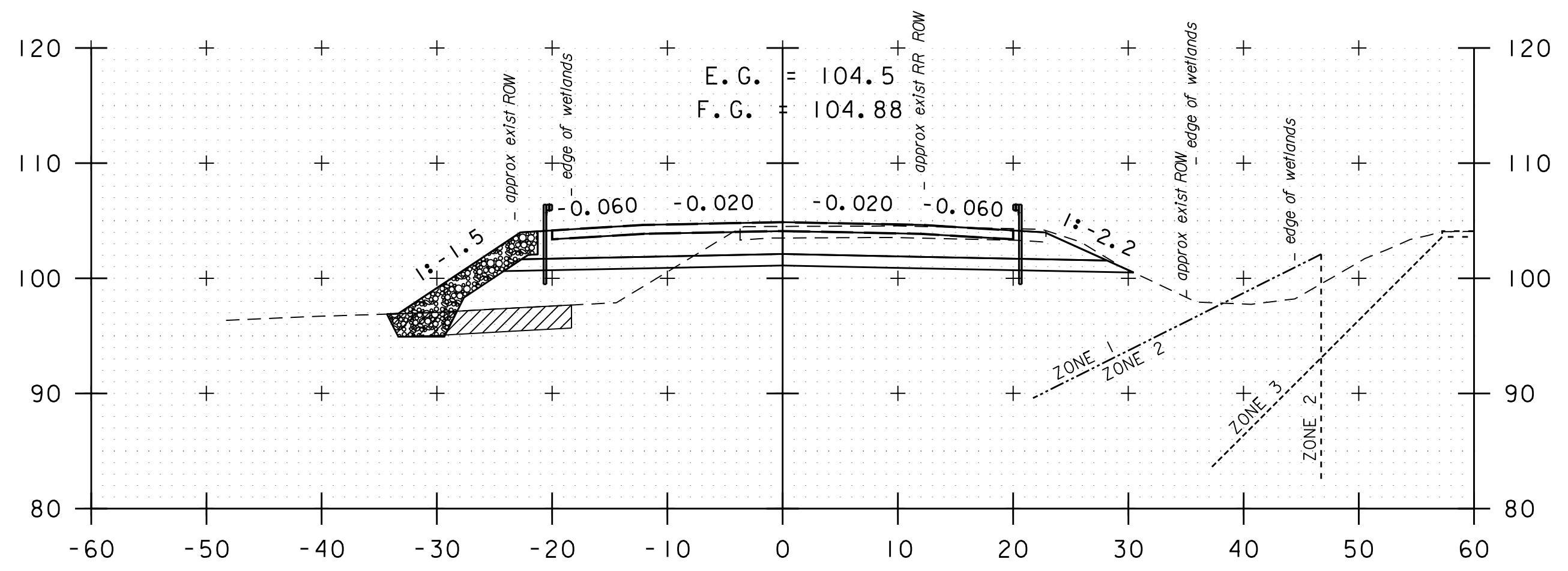
54+50



56+00

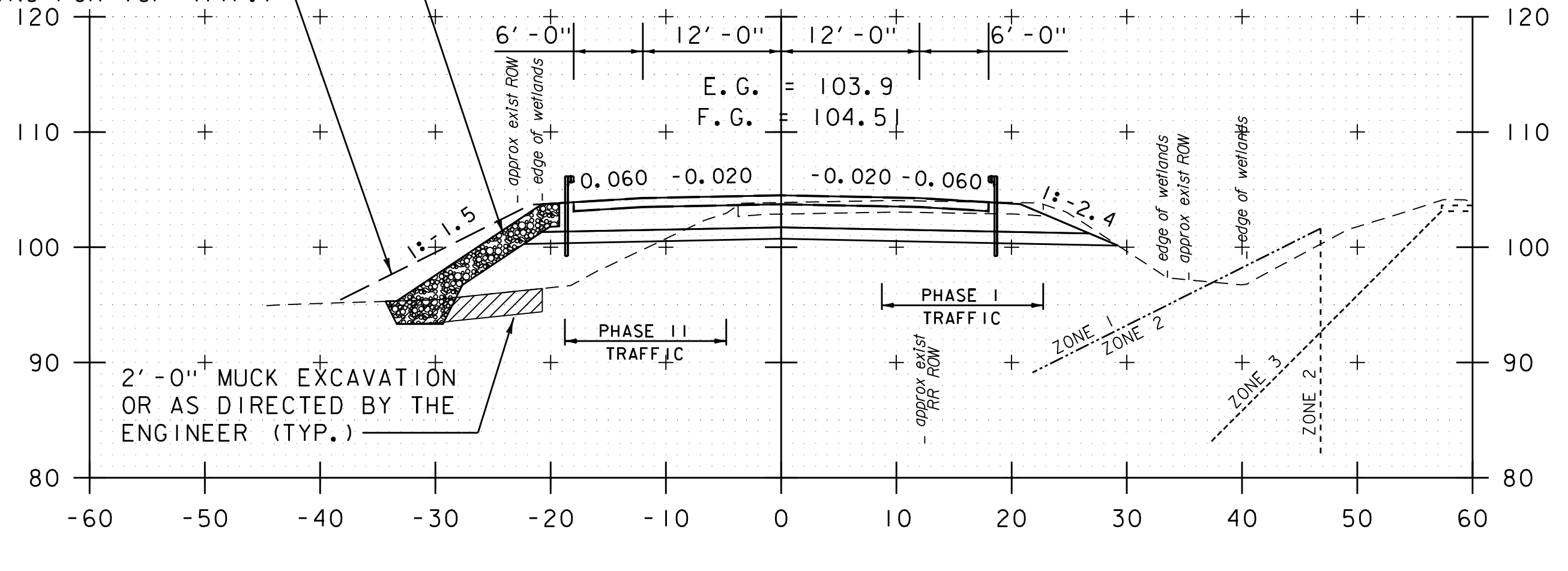


54+00

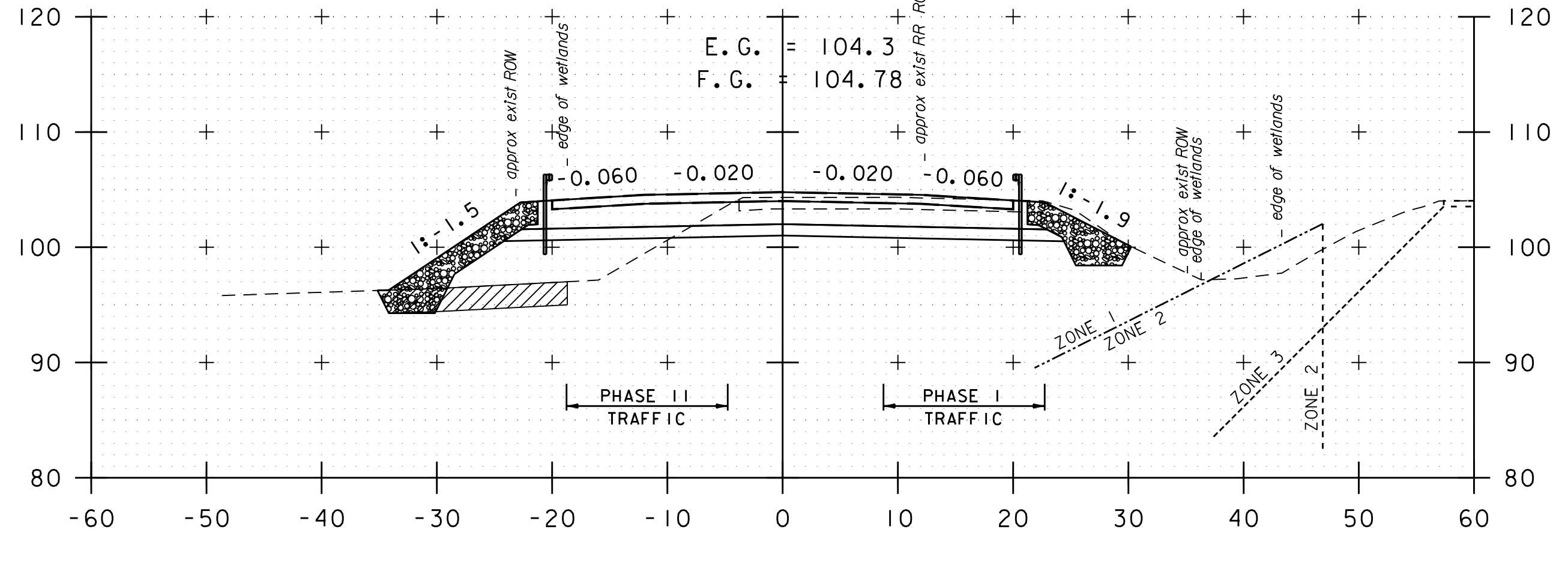


55+50

STONE FILL, TYPE I (TYP.)
 6" GRUBBING MATERIAL (TYP.)
 GEOTEXTILE UNDER STONE FILL (TYP.)
 TEMPORARY SLOPE
 WIDENING FOR TCP (TYP.)



53+50

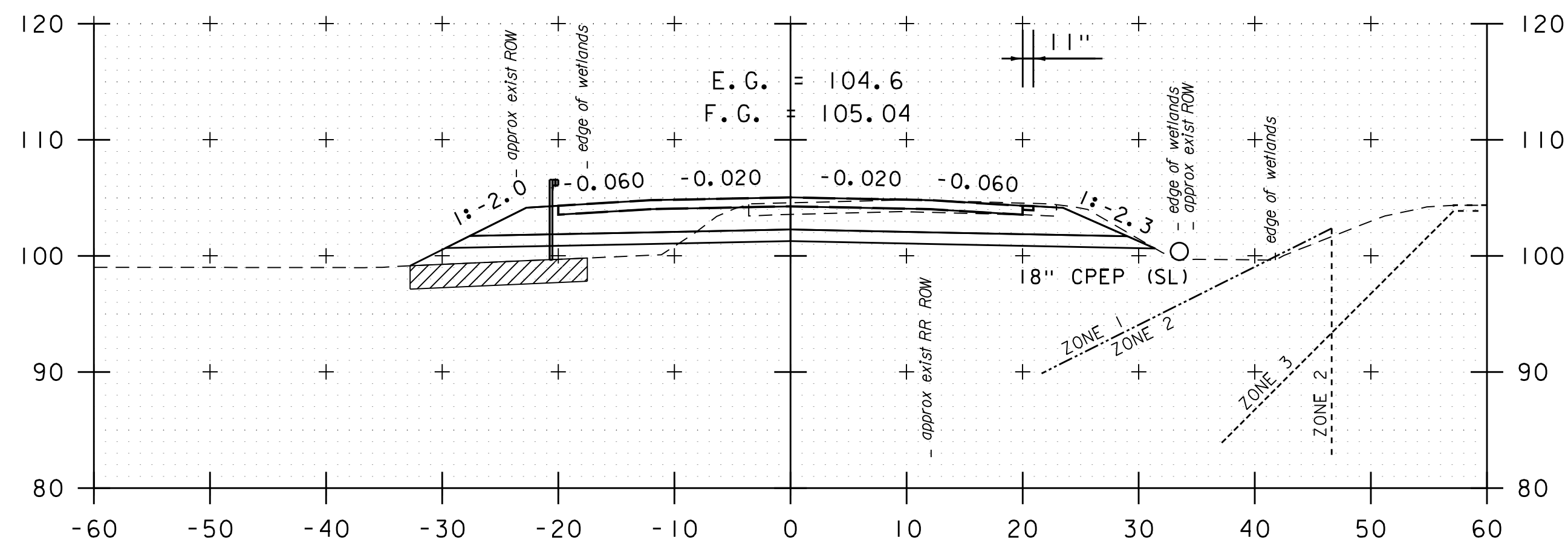


55+00

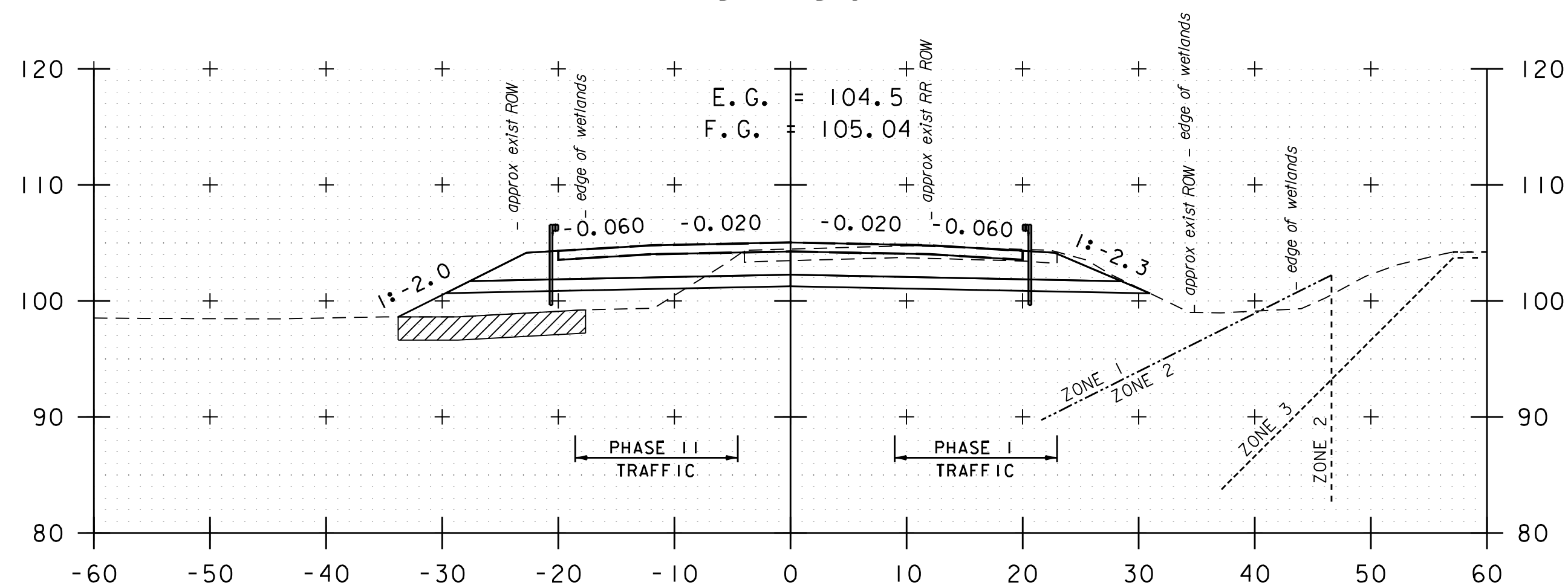
STA. 53+50 TO STA. 56+00



PROJECT NAME:	SWANTON
PROJECT NUMBER:	NH 036-1(9)
FILE NAME:	z96b032xs_3600-16300.dgn
PROJECT LEADER:	G. BAKOS
DESIGNED BY:	M. BOGUE
CROSS SECTION SHEET	7
PLOT DATE:	9/13/2023
DRAWN BY:	C. CILLEY
CHECKED BY:	G. BAKOS
SHEET	183 OF 307

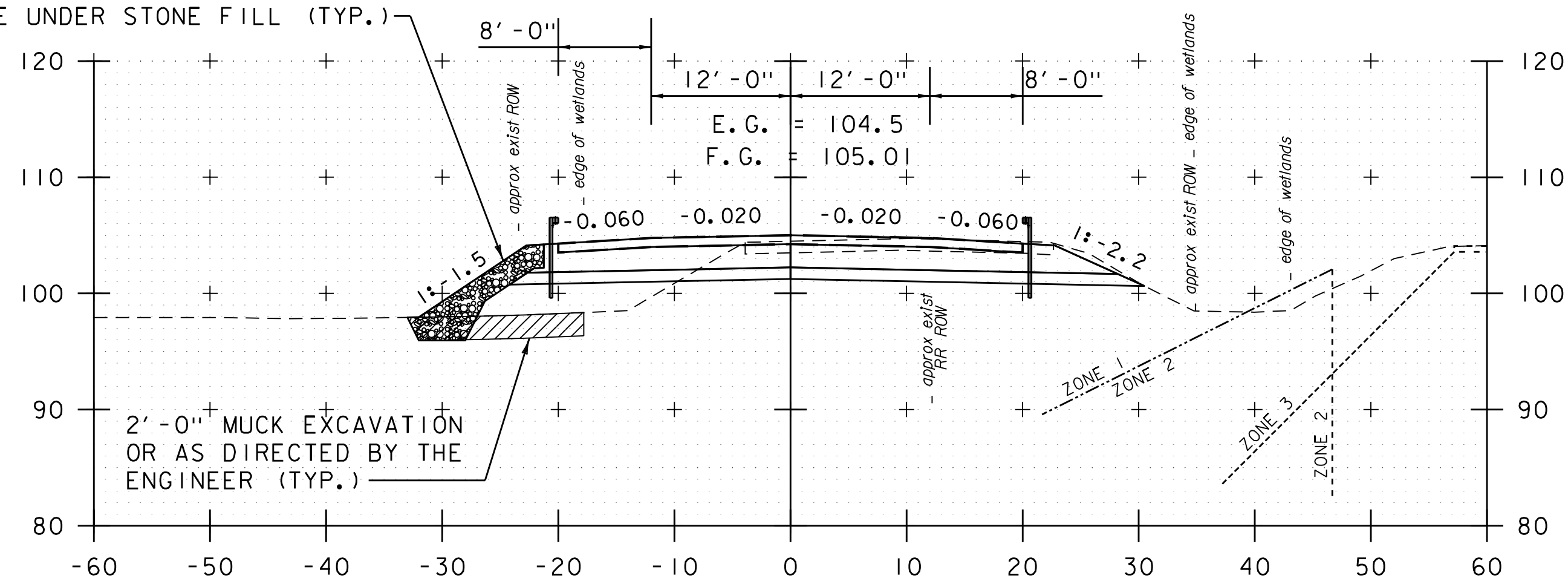


57+50

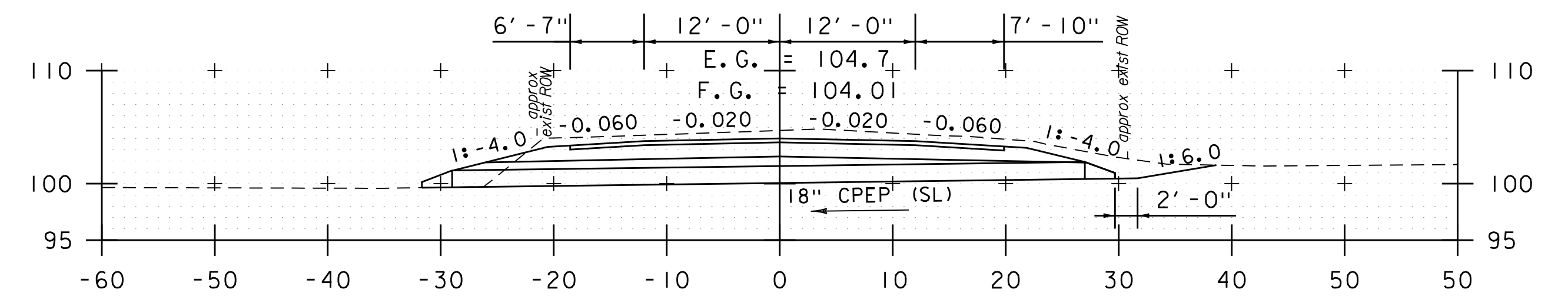


57+00

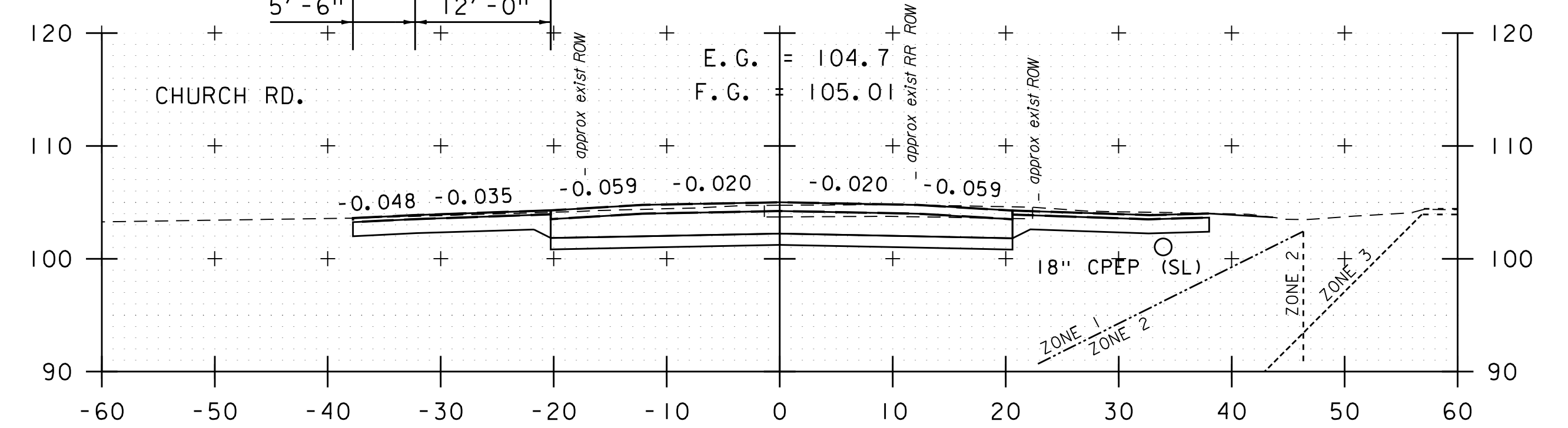
STONE FILL, TYPE I (TYP.)
 6" GRUBBING MATERIAL (TYP.)
 GEOTEXTILE UNDER STONE FILL (TYP.)



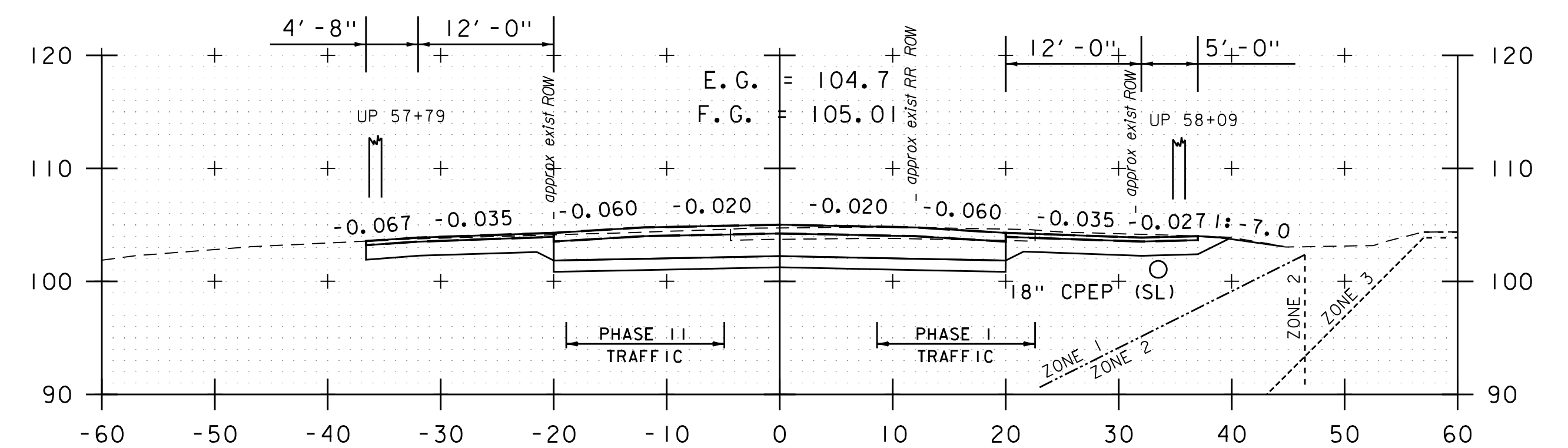
56+50



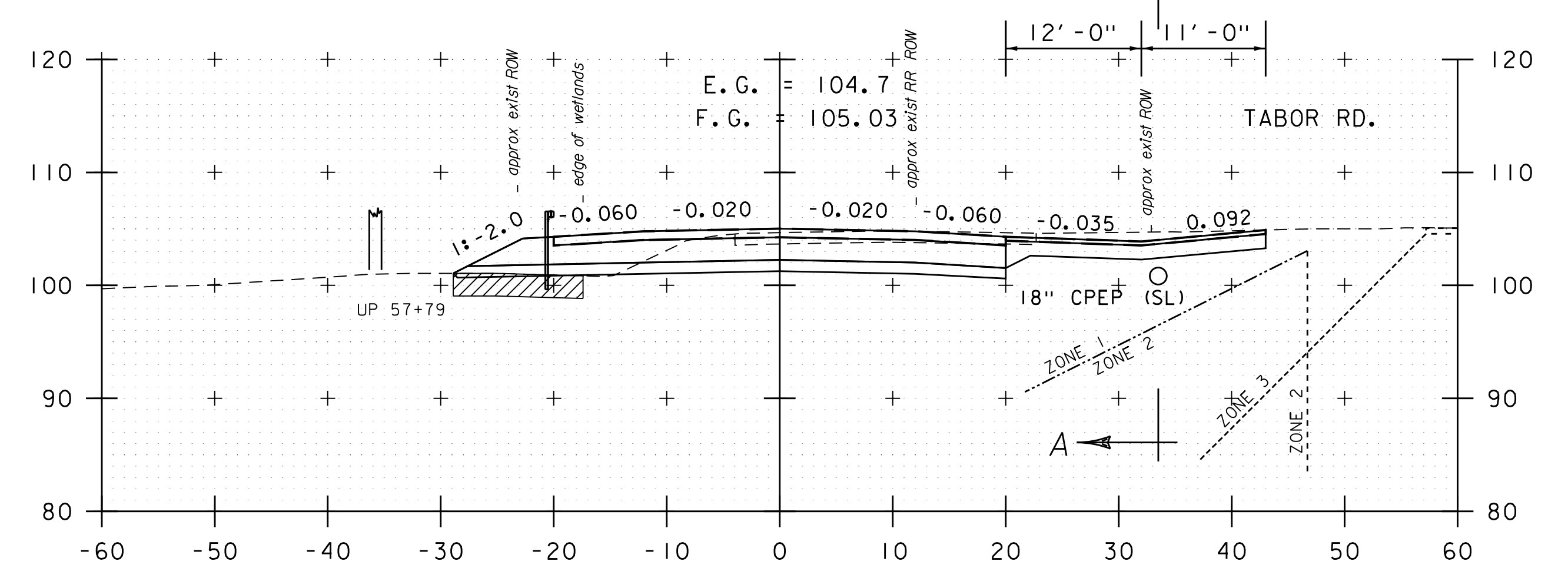
SECTION A-A



58+06 (CHURCH RD LT) (SKEWED)



58+00

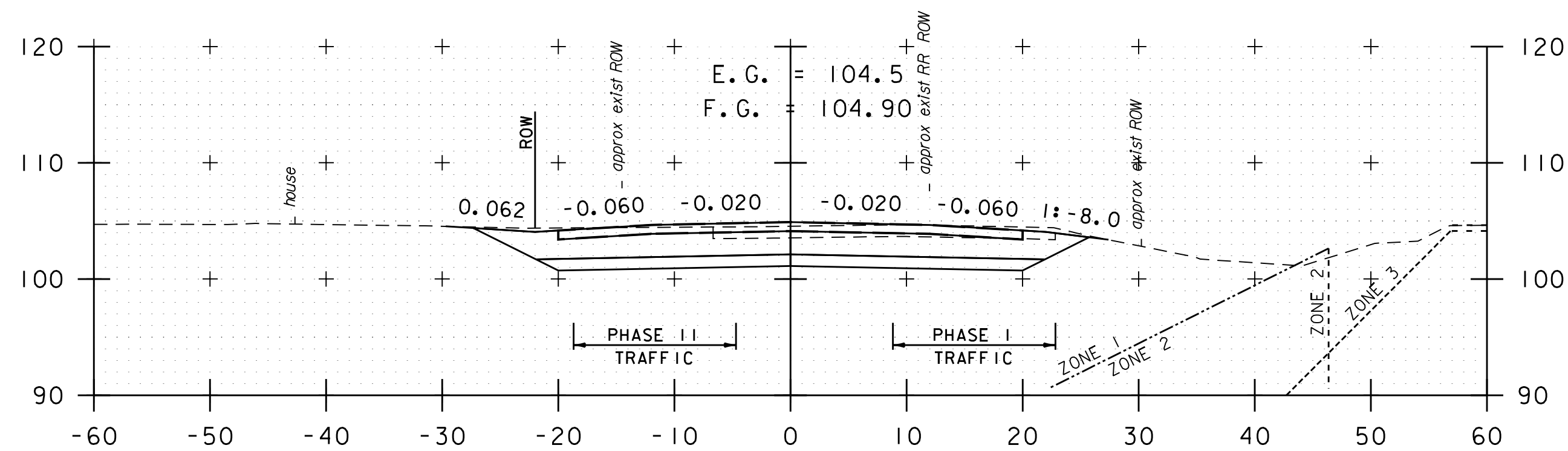


57+87 (TABOR POINT RD RT) (SKEWED)

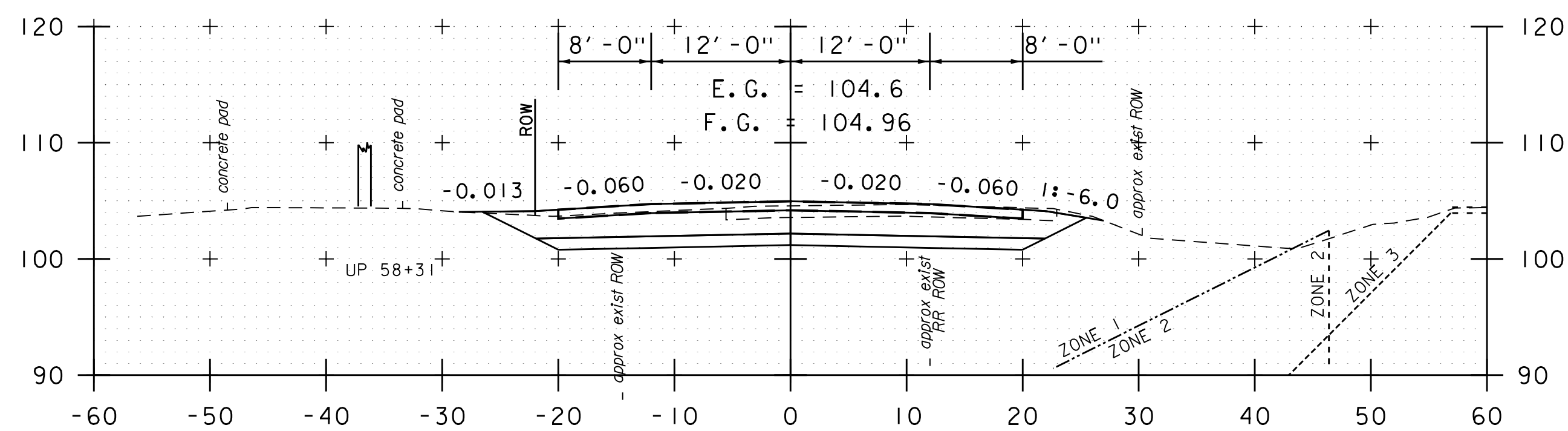
STA. 56+50 TO STA. 58+15



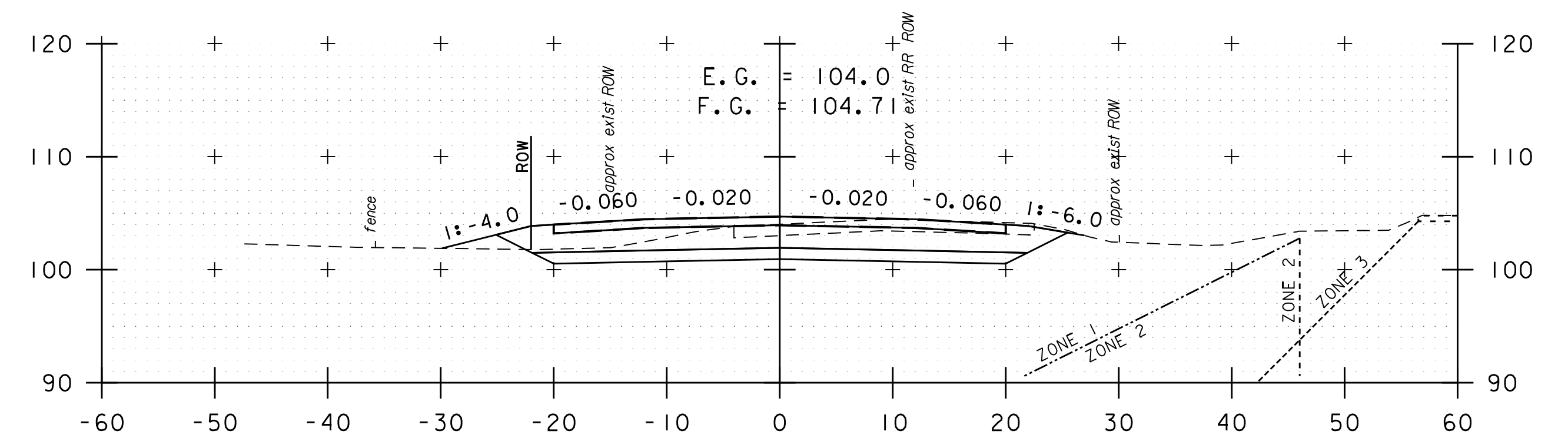
PROJECT NAME:	SWANTON	FILE NAME:	z96b032xs_3600-16300.dgn	PLOT DATE:	9/13/2023
PROJECT NUMBER:	NH 036-1(9)	PROJECT LEADER:	G. BAKOS	DRAWN BY:	C. CILLEY
		DESIGNED BY:	M. BOGUE	CHECKED BY:	G. BAKOS
		CROSS SECTION SHEET	8	SHEET	184 OF 307



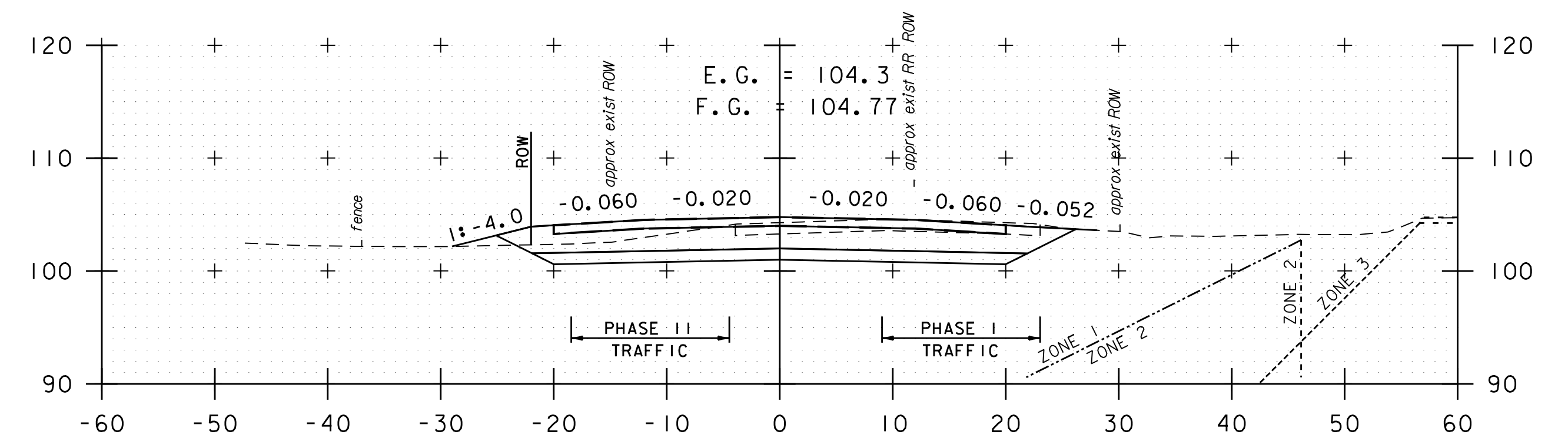
59+00



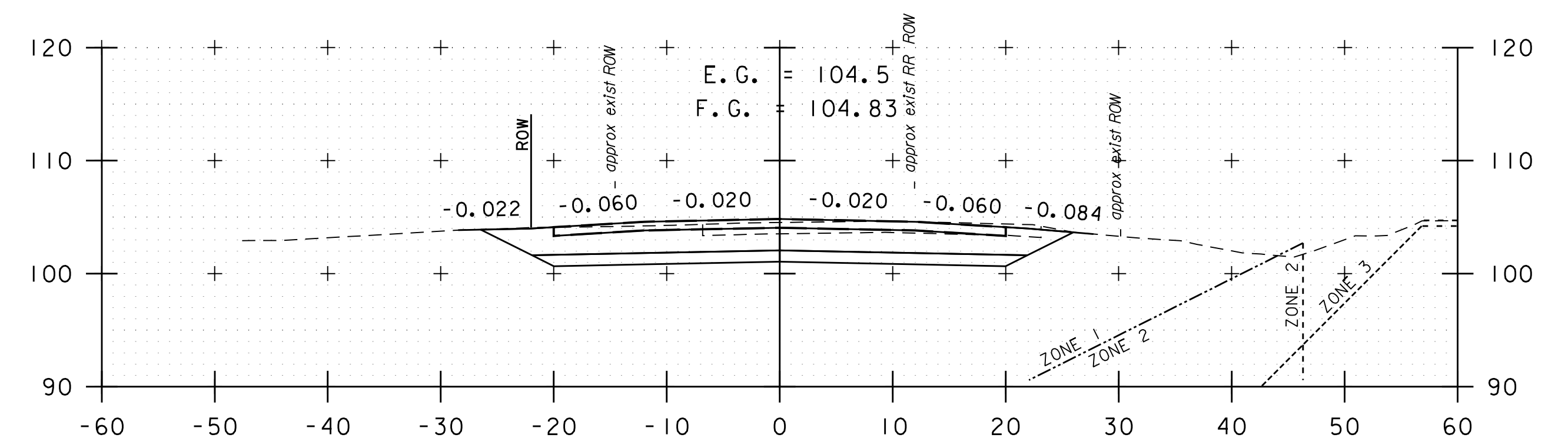
58+50



60+50



60+00

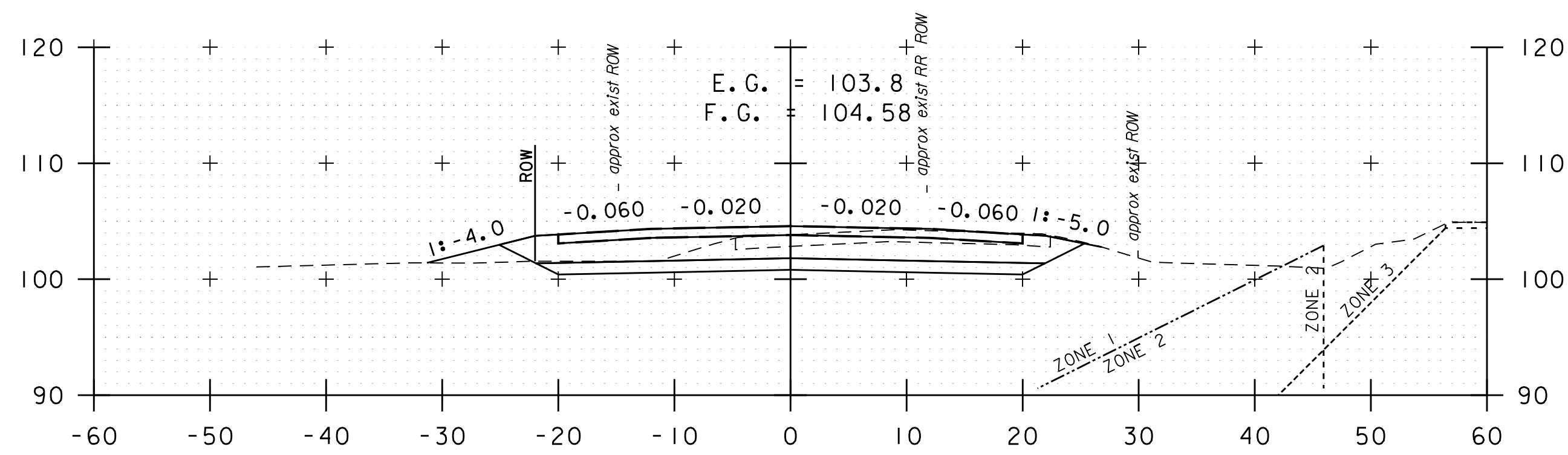


59+50

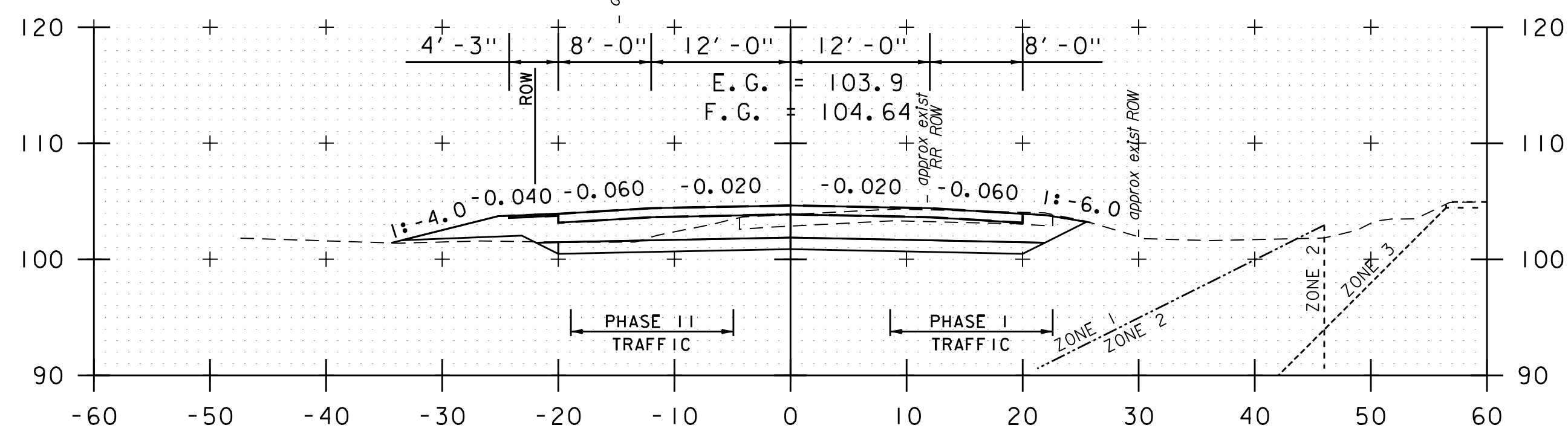
STA. 58+50 TO STA. 60+50



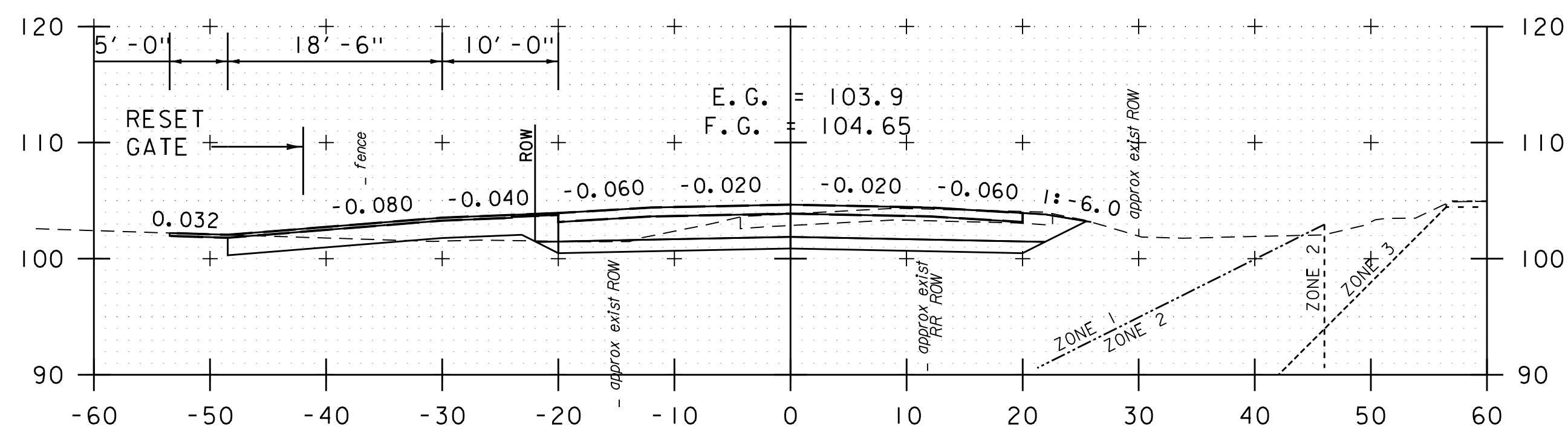
PROJECT NAME:	SWANTON
PROJECT NUMBER:	NH 036-1(9)
FILE NAME:	z96b032xs_3600-16300.dgn
PROJECT LEADER:	G. BAKOS
DESIGNED BY:	M. BOGUE
CROSS SECTION SHEET	9
PLOT DATE:	9/13/2023
DRAWN BY:	C. CILLEY
CHECKED BY:	G. BAKOS
SHEET	185 OF 307



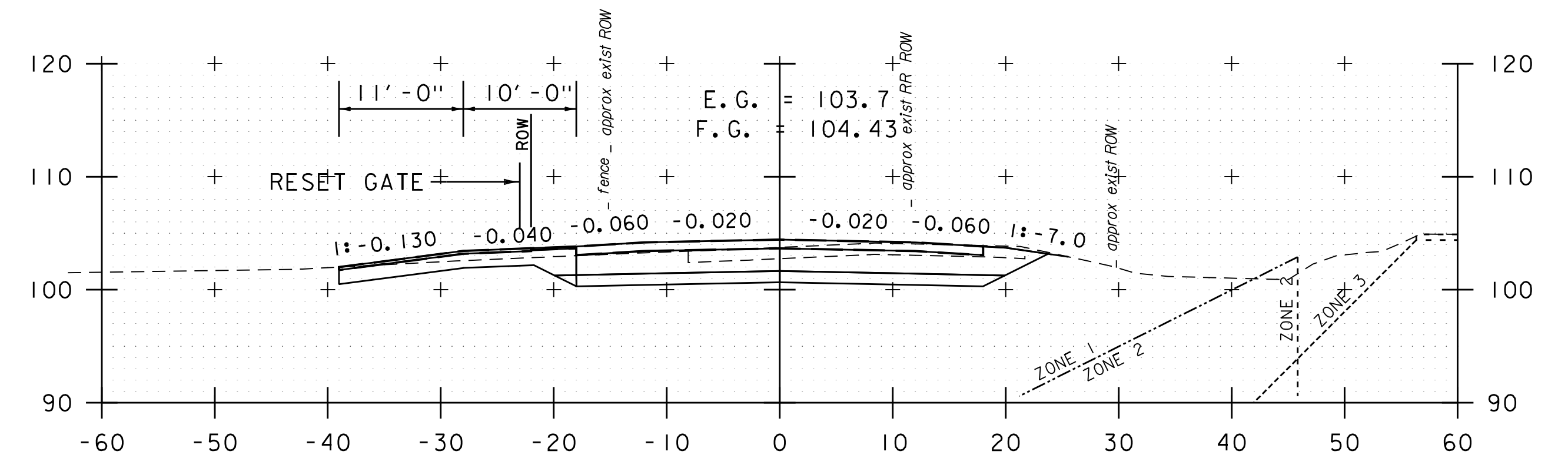
61+50



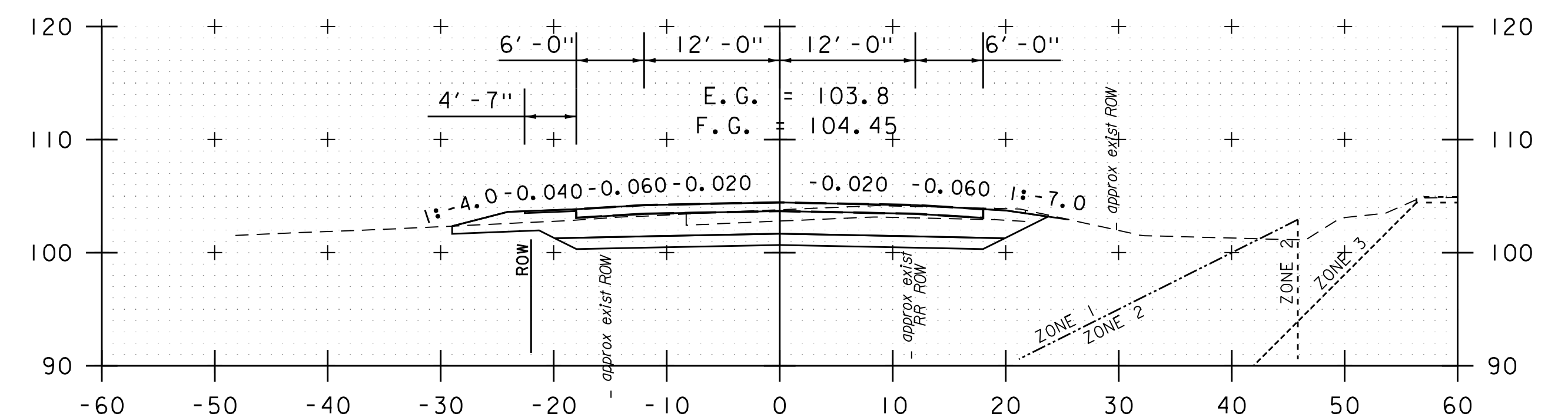
61+00



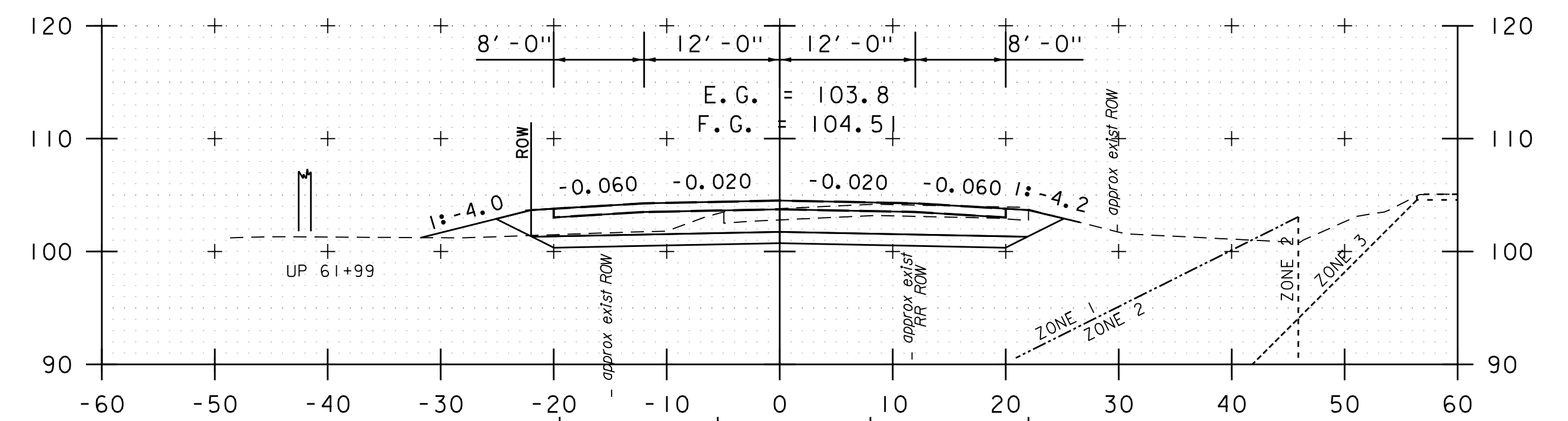
60+91 (DRIVE LT) (SKEWED)



62+65 (DRIVE LT)



62+50



62+00

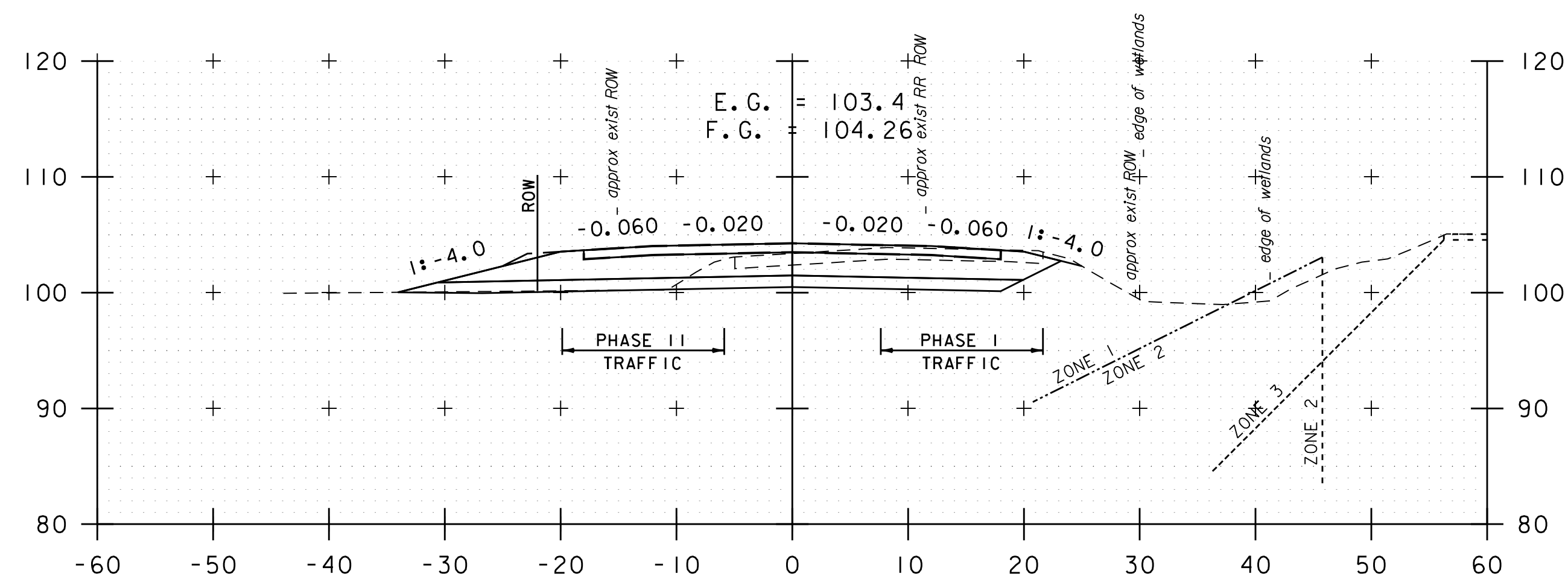
STA. 60+91 TO STA. 62+65



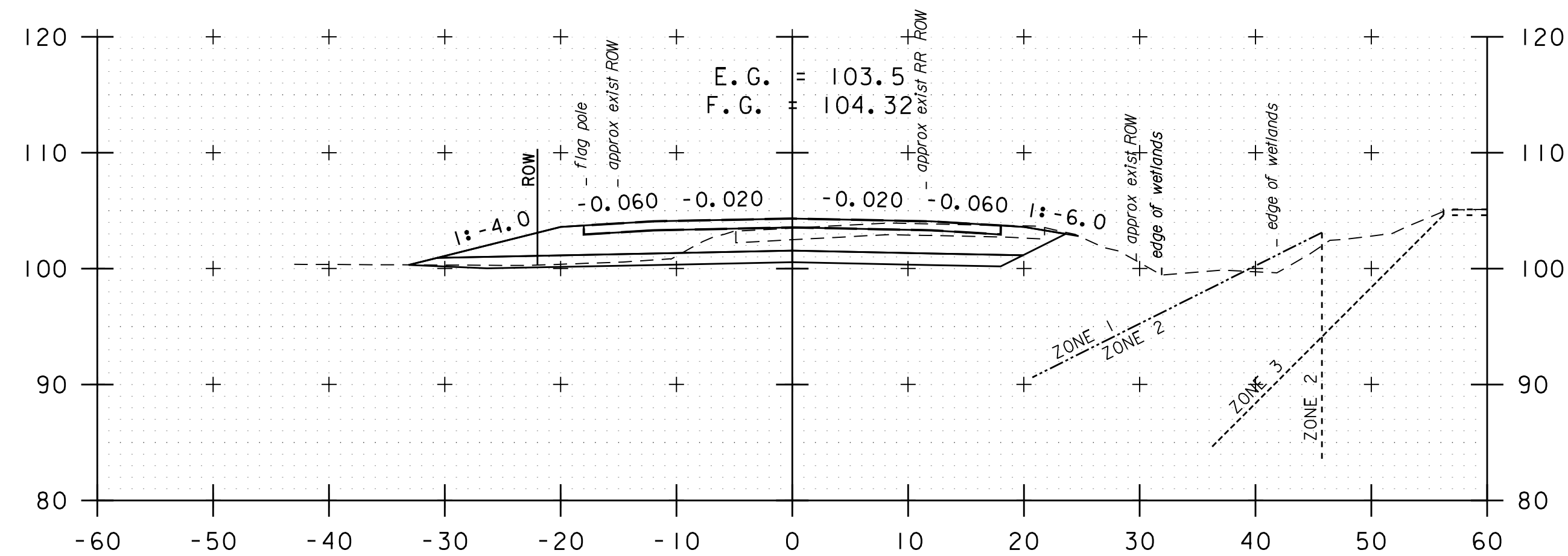
PROJECT NAME: SWANTON
PROJECT NUMBER: NH 036-1(9)

FILE NAME: z96b032xs_3600-16300.dgn
PROJECT LEADER: G. BAKOS
DESIGNED BY: M. BOGUE
CROSS SECTION SHEET 10

PLOT DATE: 9/13/2023
DRAWN BY: C. CILLEY
CHECKED BY: G. BAKOS
SHEET 186 OF 307

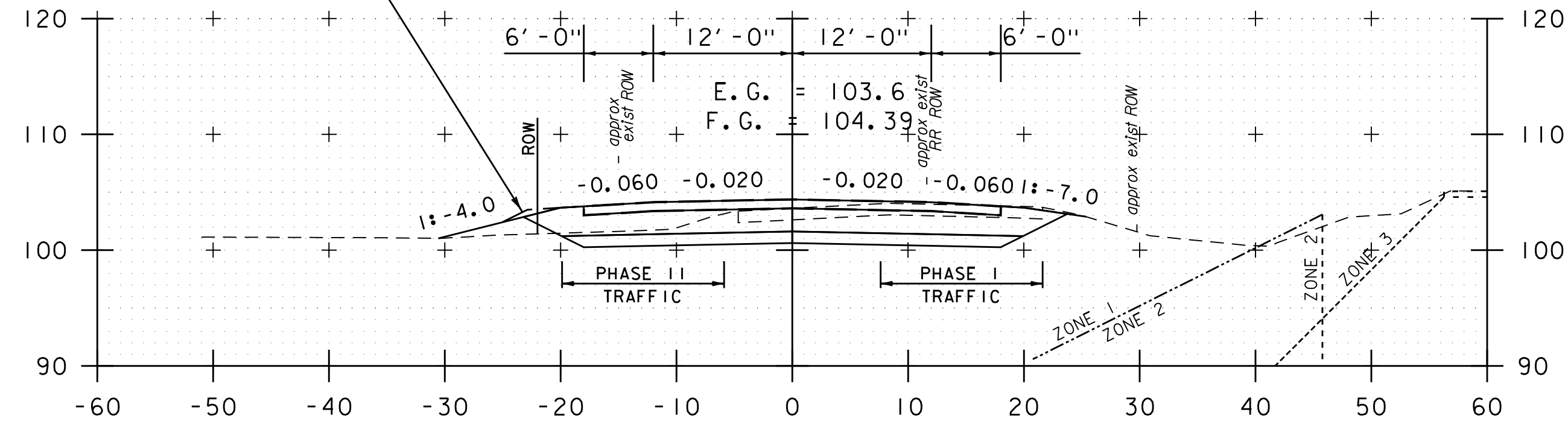


64+00

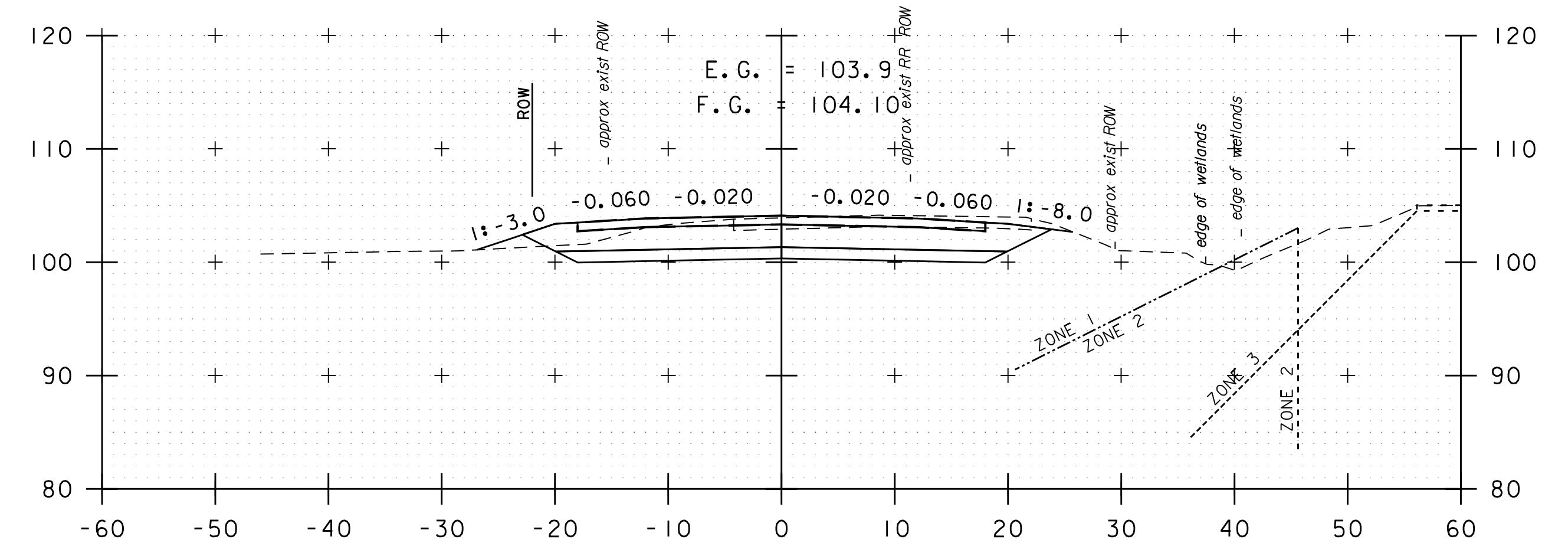


63+50

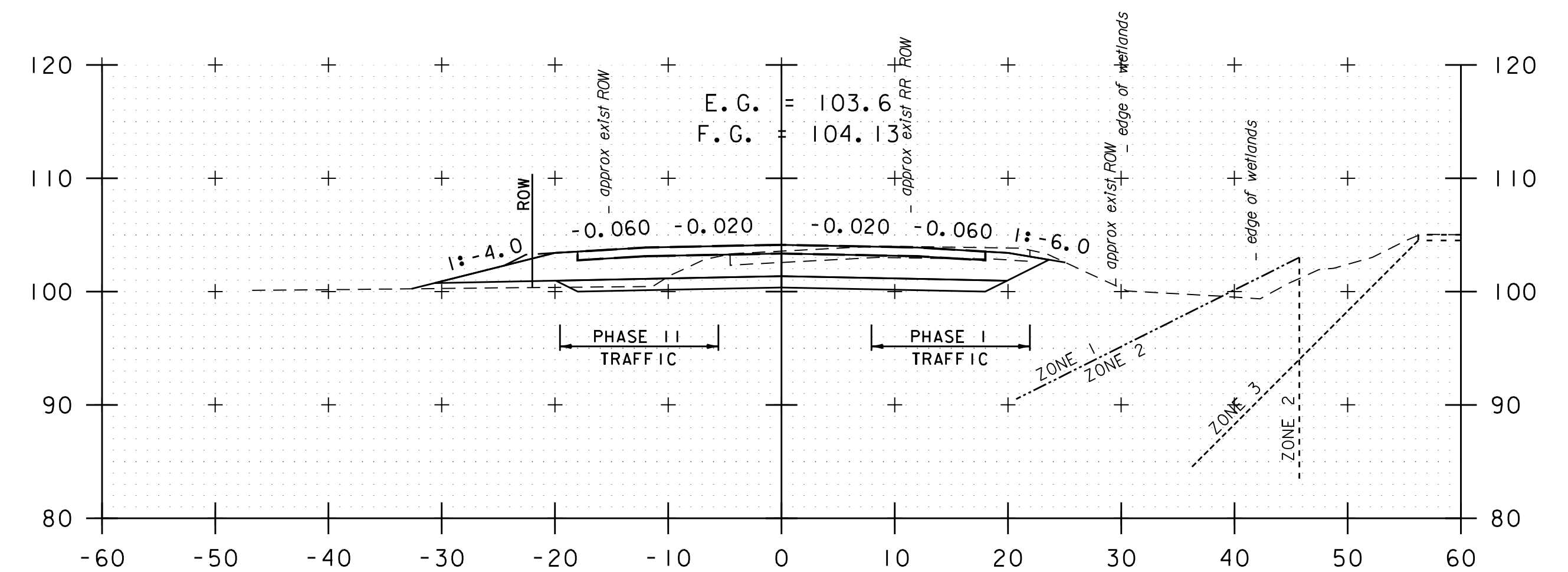
TEMPORARY SLOPE WIDENING FOR TCP (TYP.)



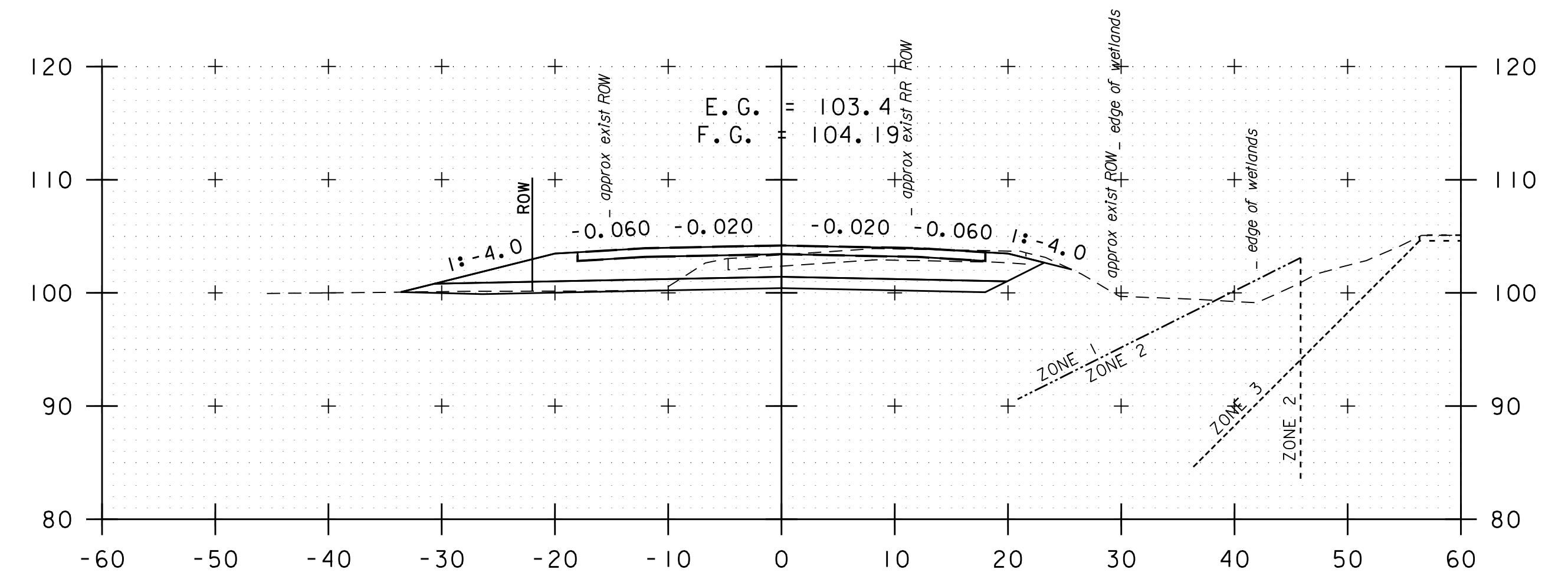
63+00



65+50



65+00

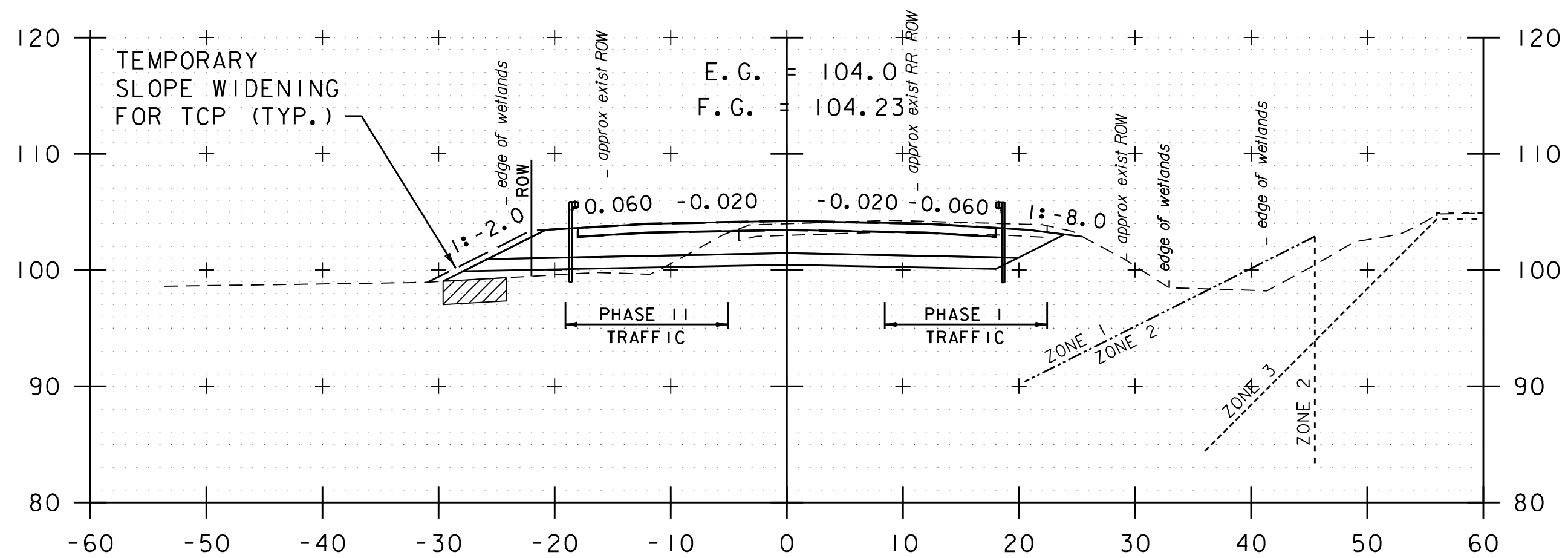


64+50

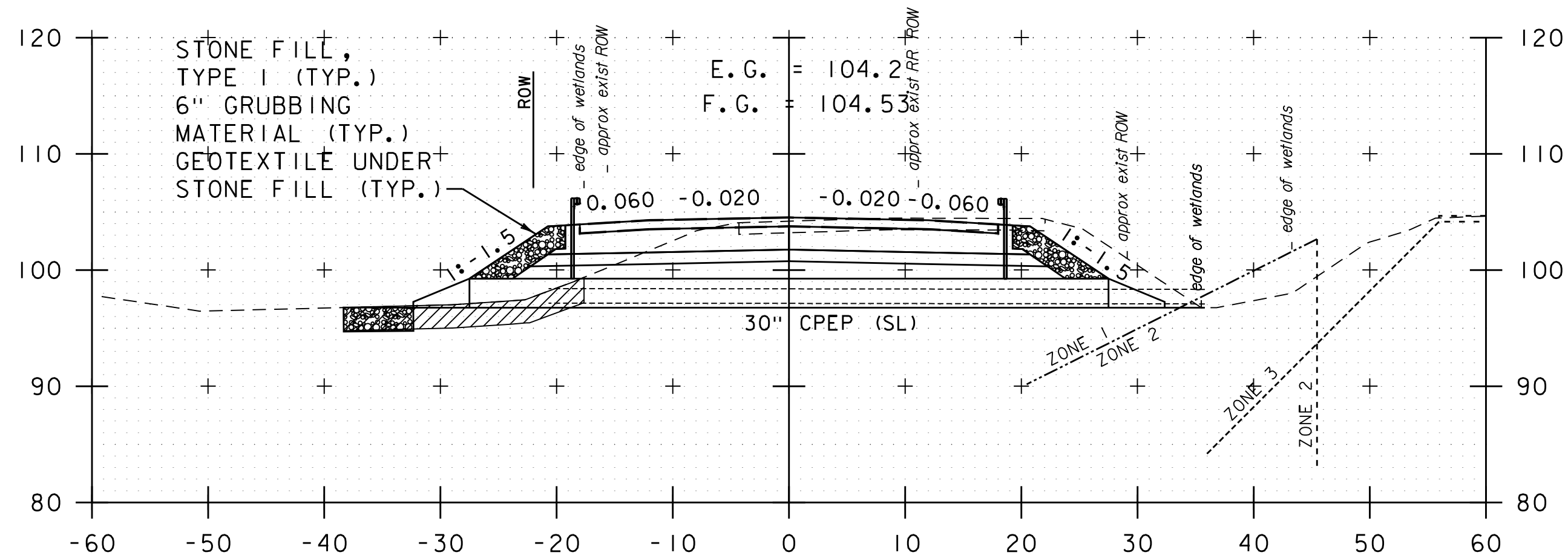
STA. 63+00 TO STA. 65+50



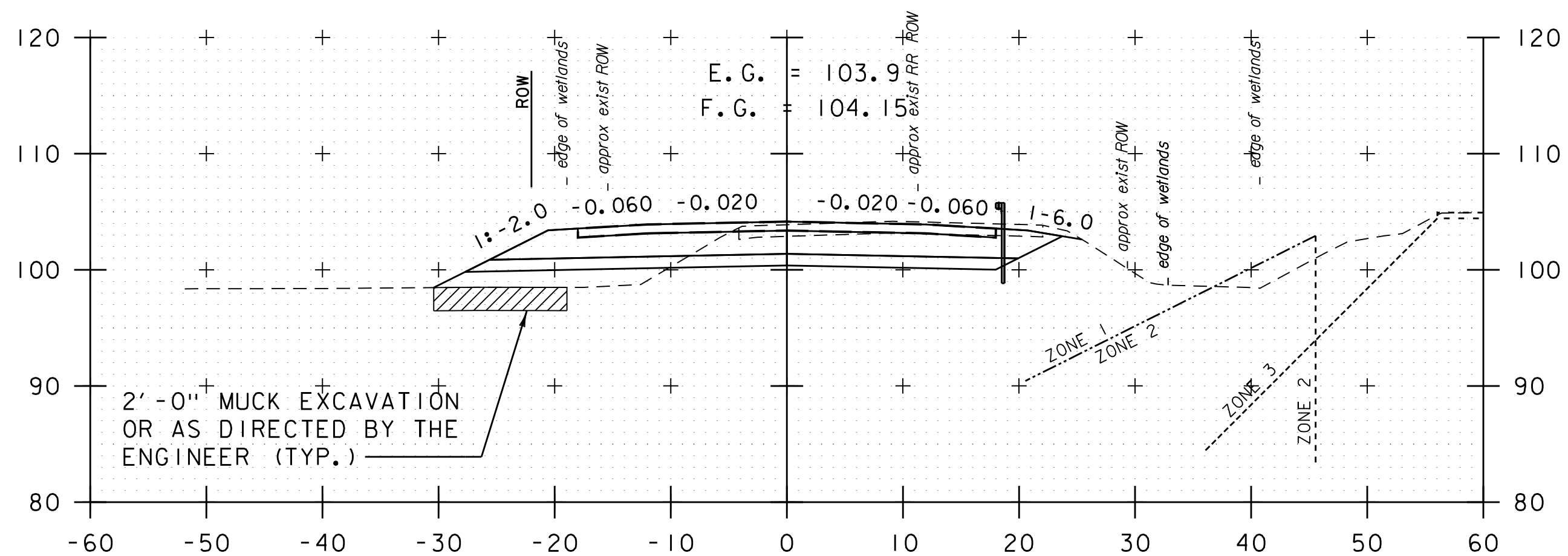
PROJECT NAME:	SWANTON
PROJECT NUMBER:	NH 036-1(9)
FILE NAME:	z96b032xs_3600-16300.dgn
PROJECT LEADER:	G. BAKOS
DESIGNED BY:	M. BOGUE
CROSS SECTION SHEET II	
PLOT DATE:	9/13/2023
DRAWN BY:	C. CILLEY
CHECKED BY:	G. BAKOS
SHEET	187 OF 307



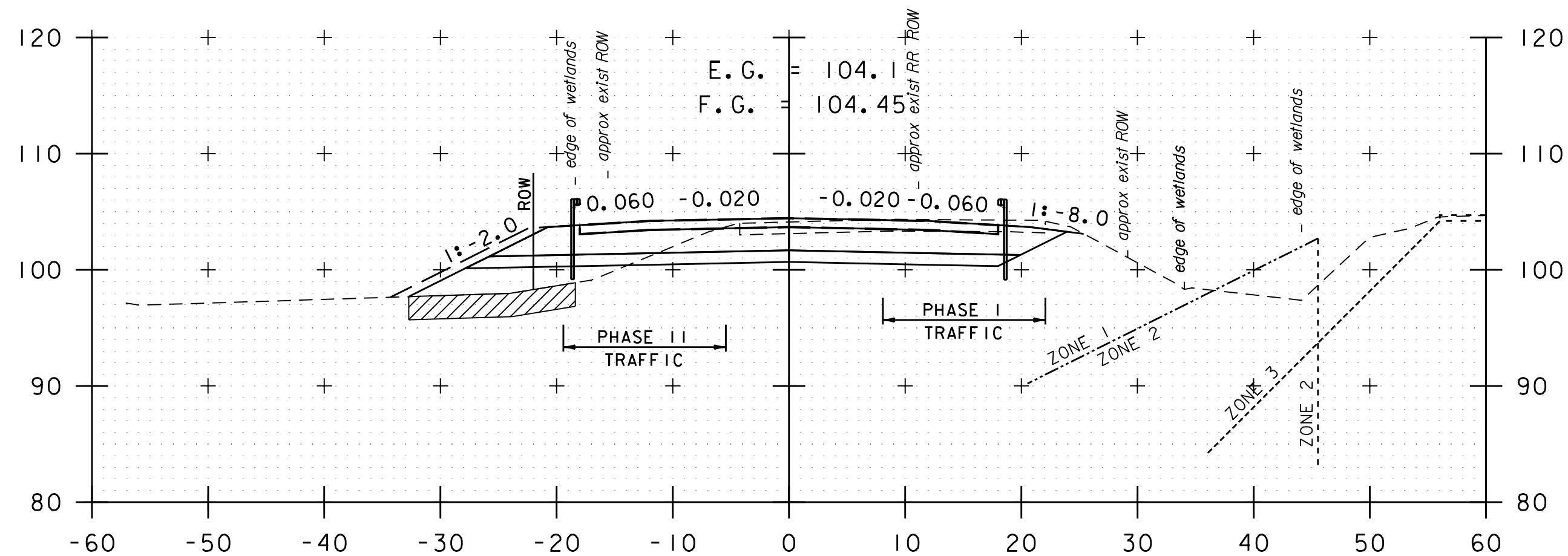
67+00



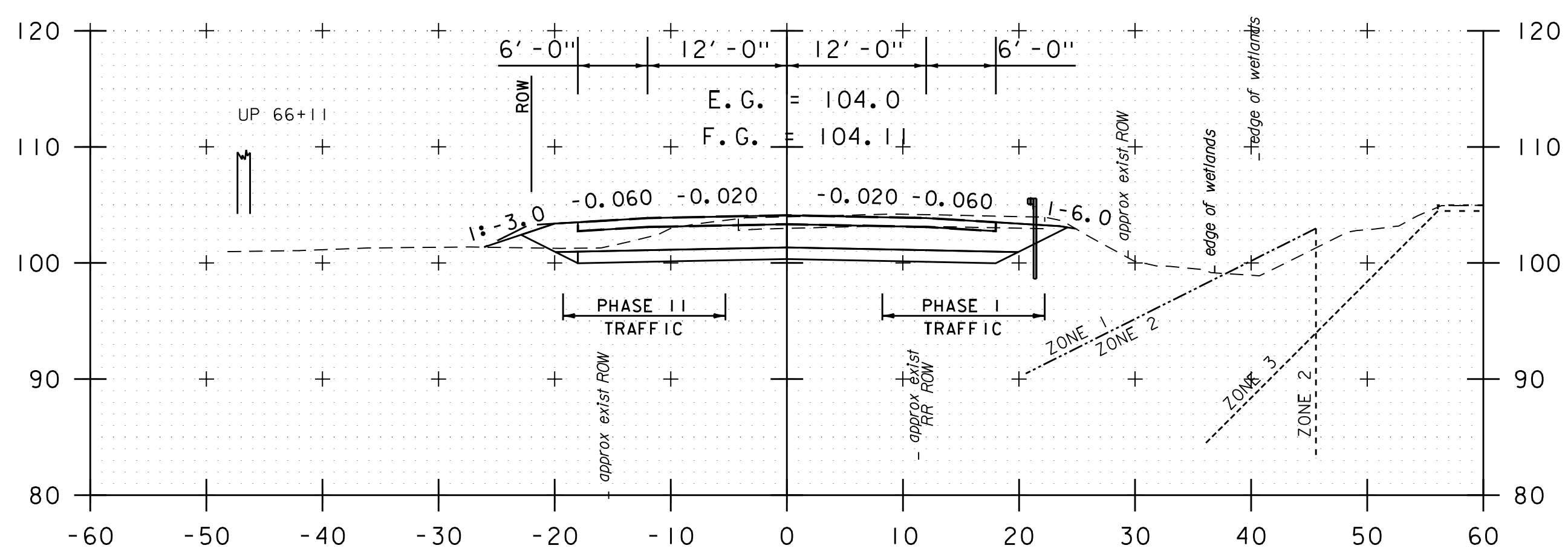
68+35 (NEW 30" CPEP)



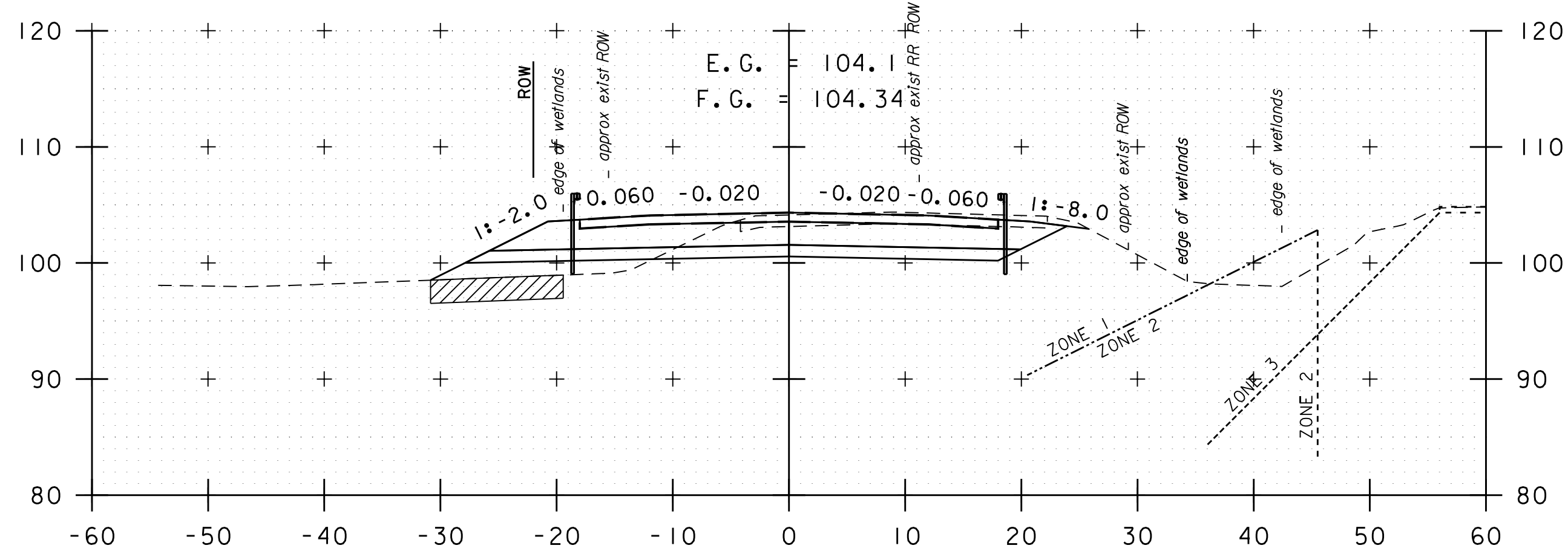
66+50



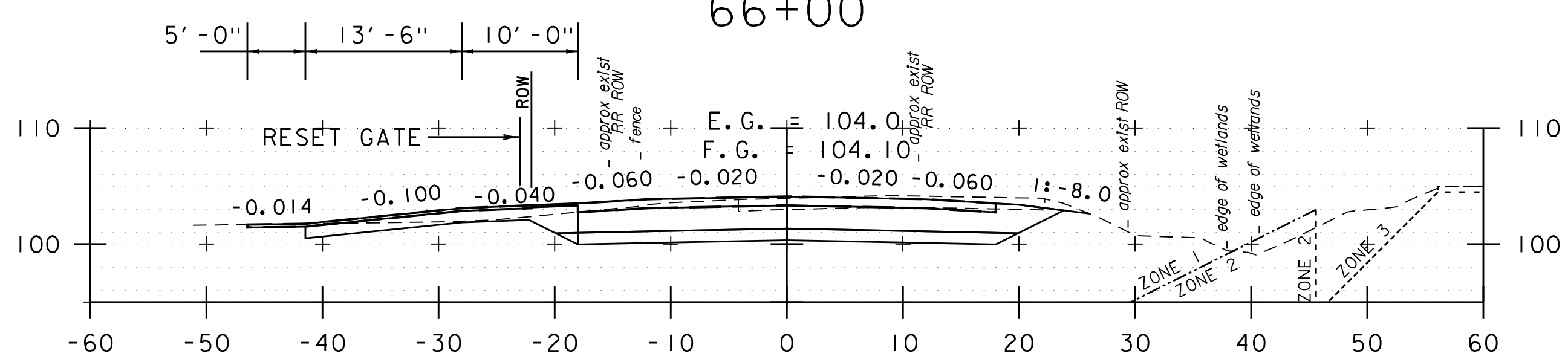
68+00



66+00



67+50

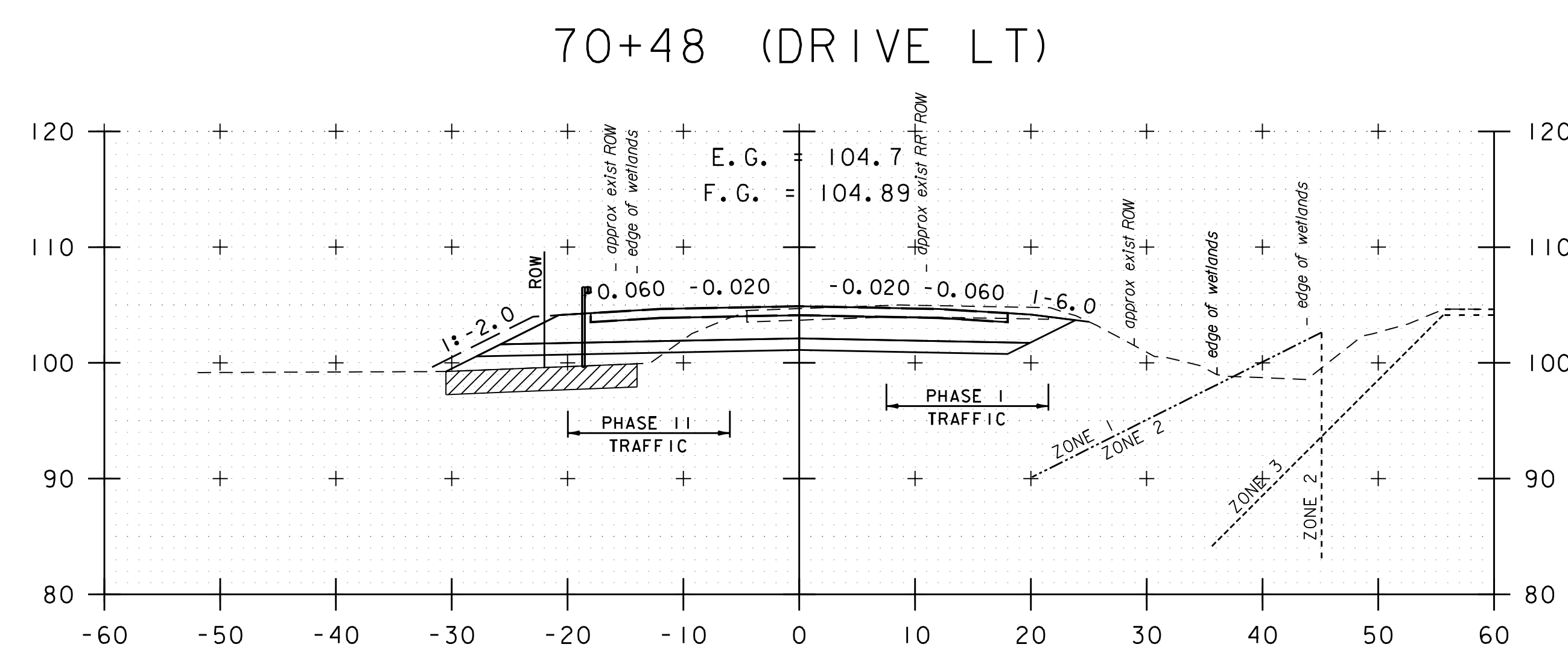
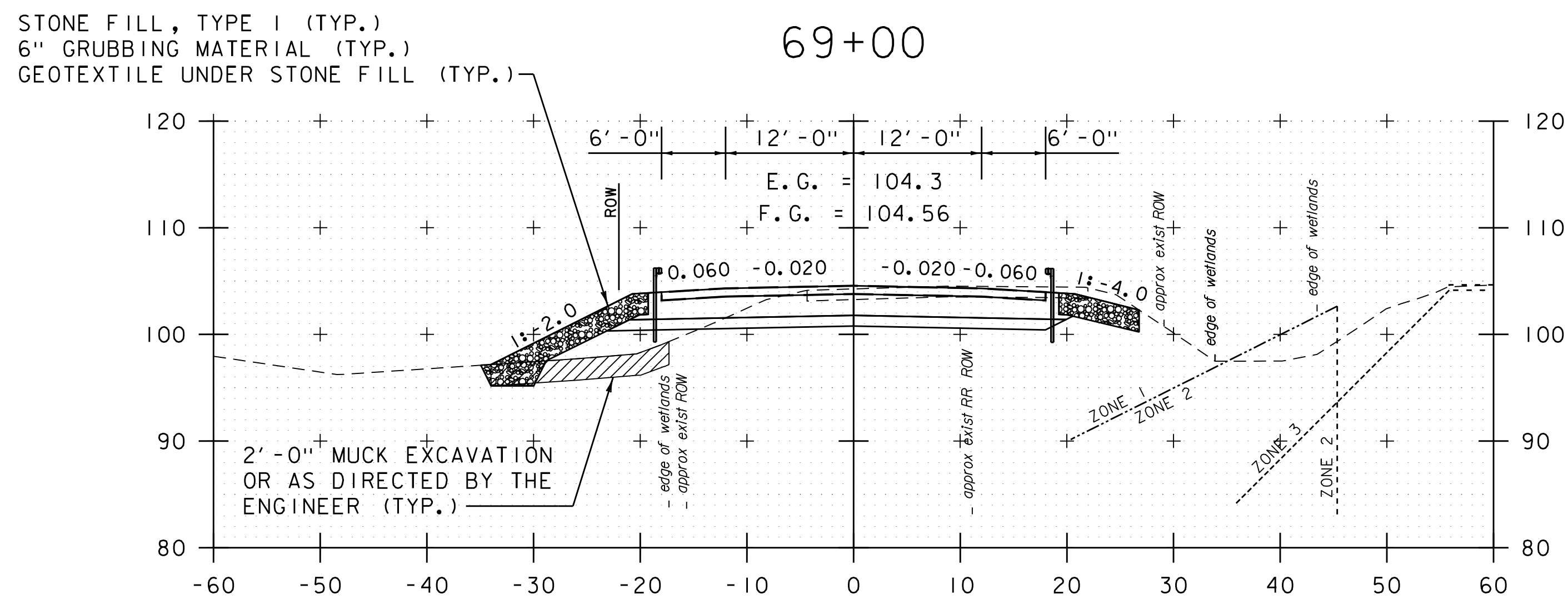
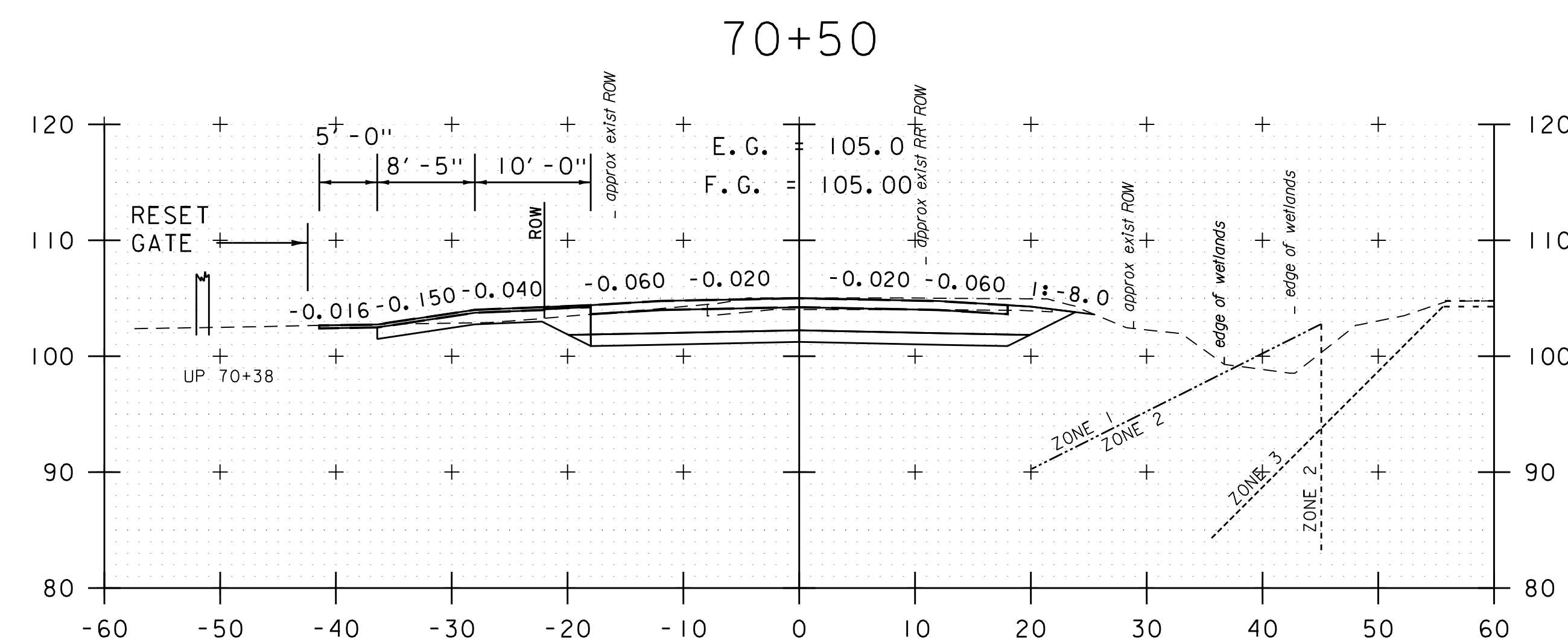
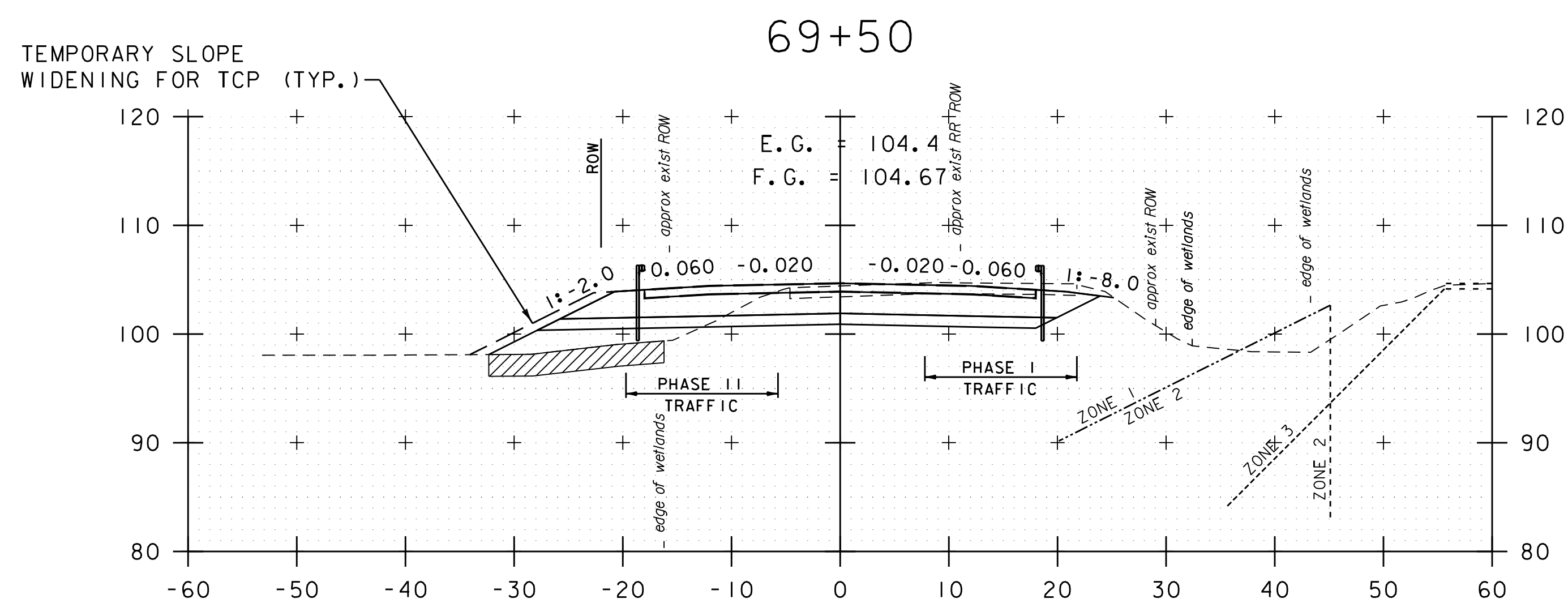
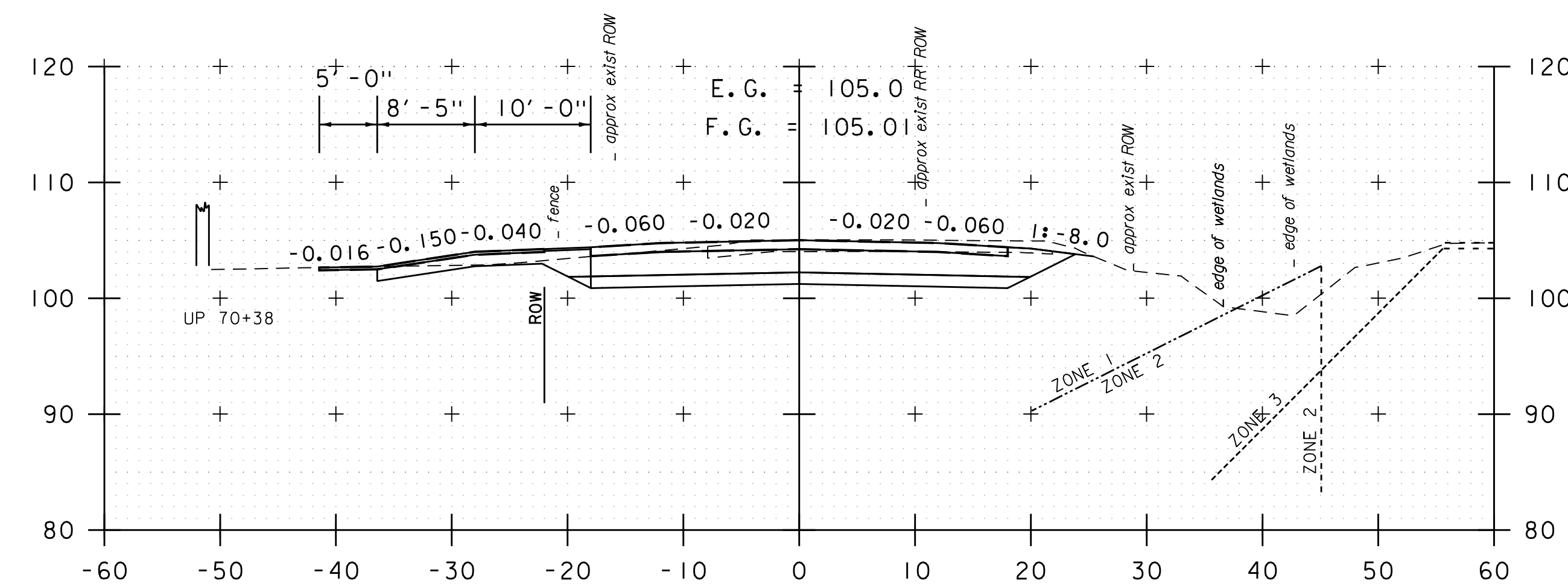
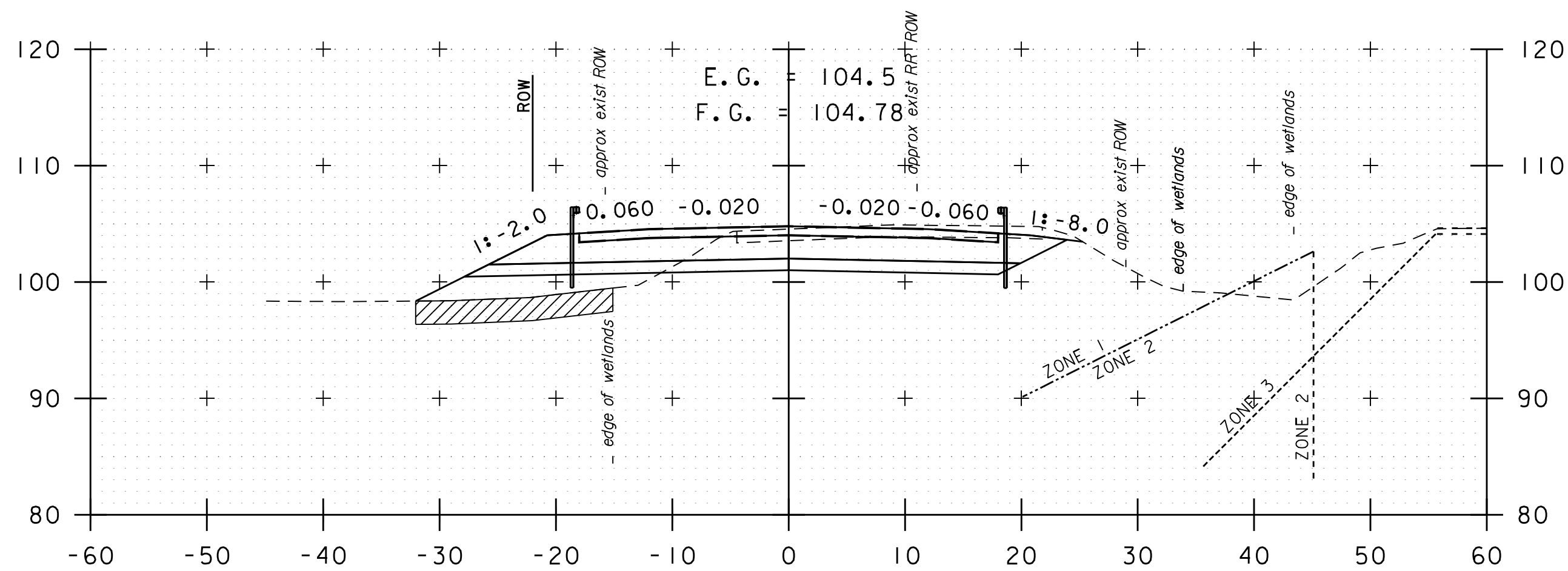


65+75 (DRIVE LT)

STA. 66+00 TO STA. 68+35



PROJECT NAME:	SWANTON	FILE NAME:	z96b032xs-3600-16300.dgn	PLOT DATE:	9/13/2023
PROJECT NUMBER:	NH 036-1(9)	PROJECT LEADER:	G. BAKOS	DRAWN BY:	C. CILLEY
		DESIGNED BY:	M. BOGUE	CHECKED BY:	G. BAKOS
		CROSS SECTION SHEET 12			SHEET 188 OF 307



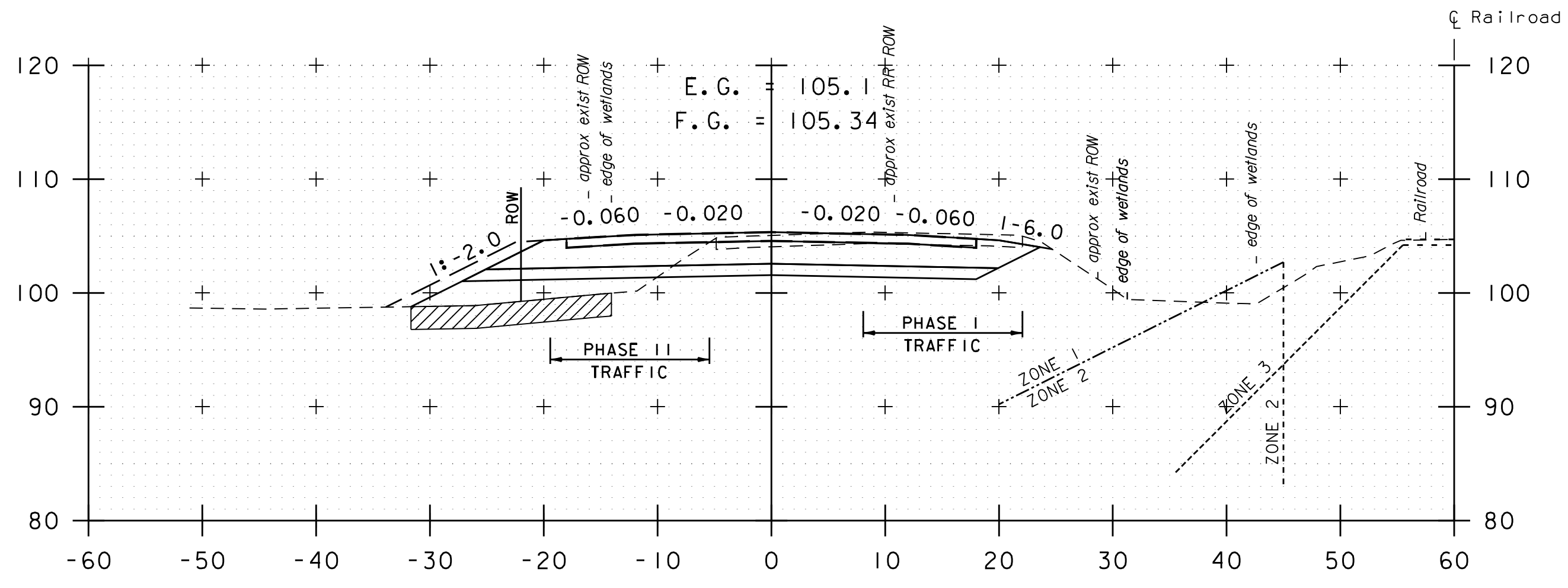
68+50

70+00

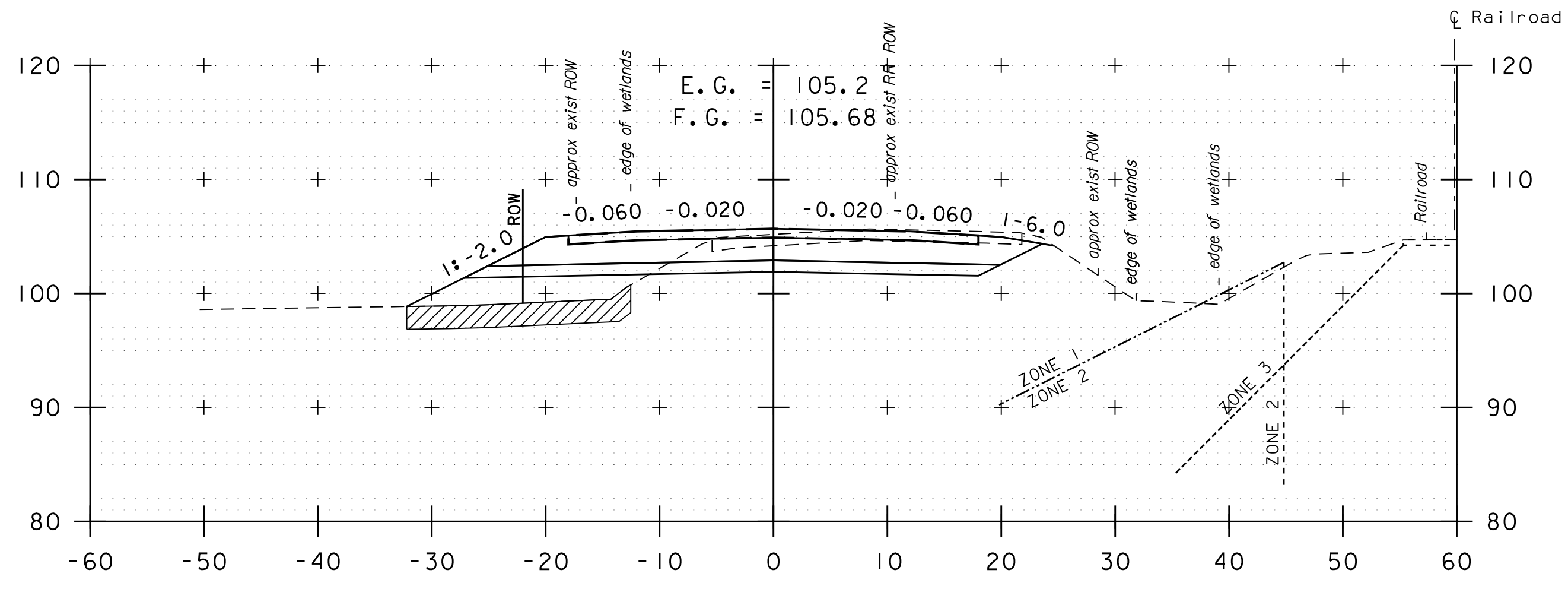
STA. 68+50 TO STA. 70+50



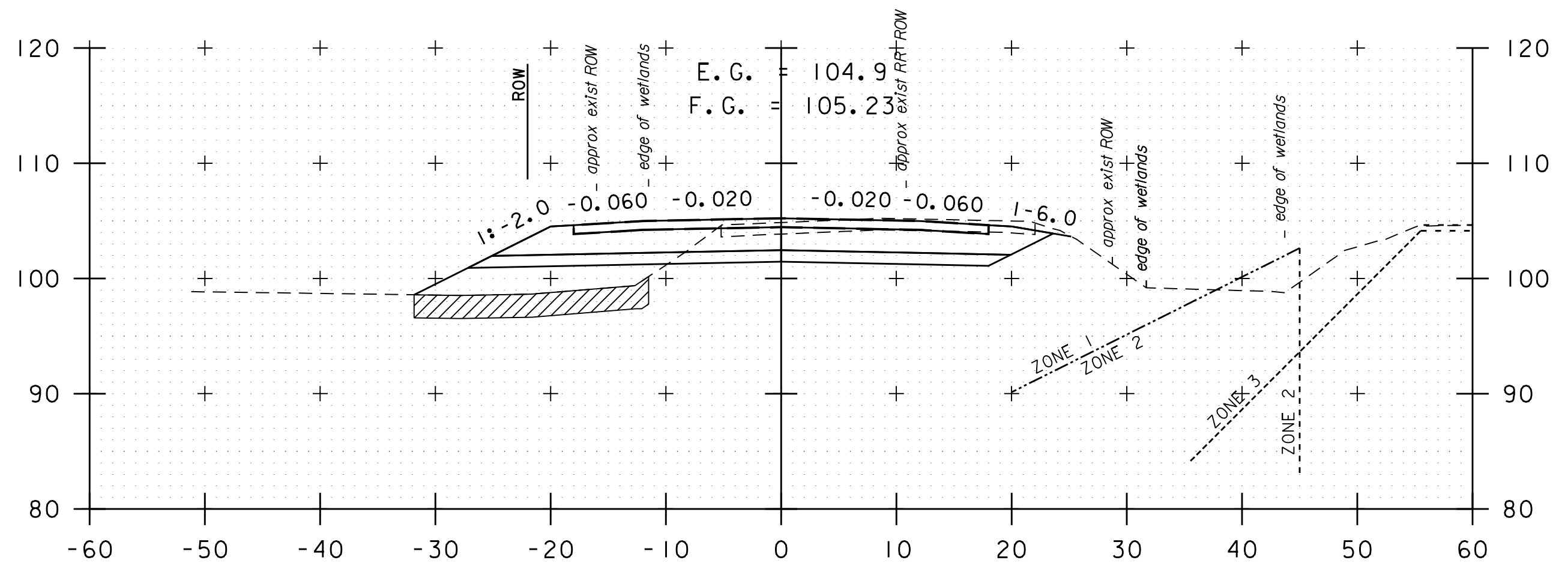
PROJECT NAME:	SWANTON
PROJECT NUMBER:	NH 036-1(9)
FILE NAME:	z96b032xs_3600-16300.dgn
PROJECT LEADER:	G. BAKOS
DESIGNED BY:	M. BOGUE
CROSS SECTION SHEET 13	
PLOT DATE:	9/13/2023
DRAWN BY:	C. CILLEY
CHECKED BY:	G. BAKOS
SHEET	189 OF 307



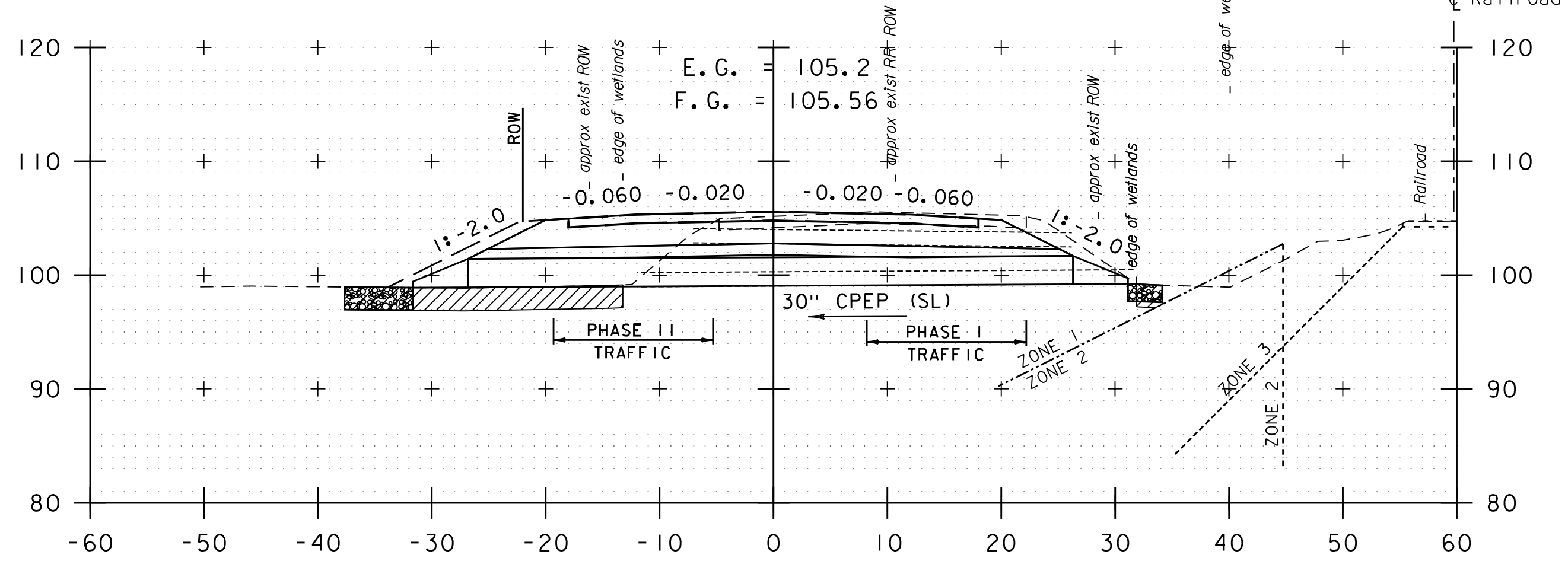
72+00



73+50

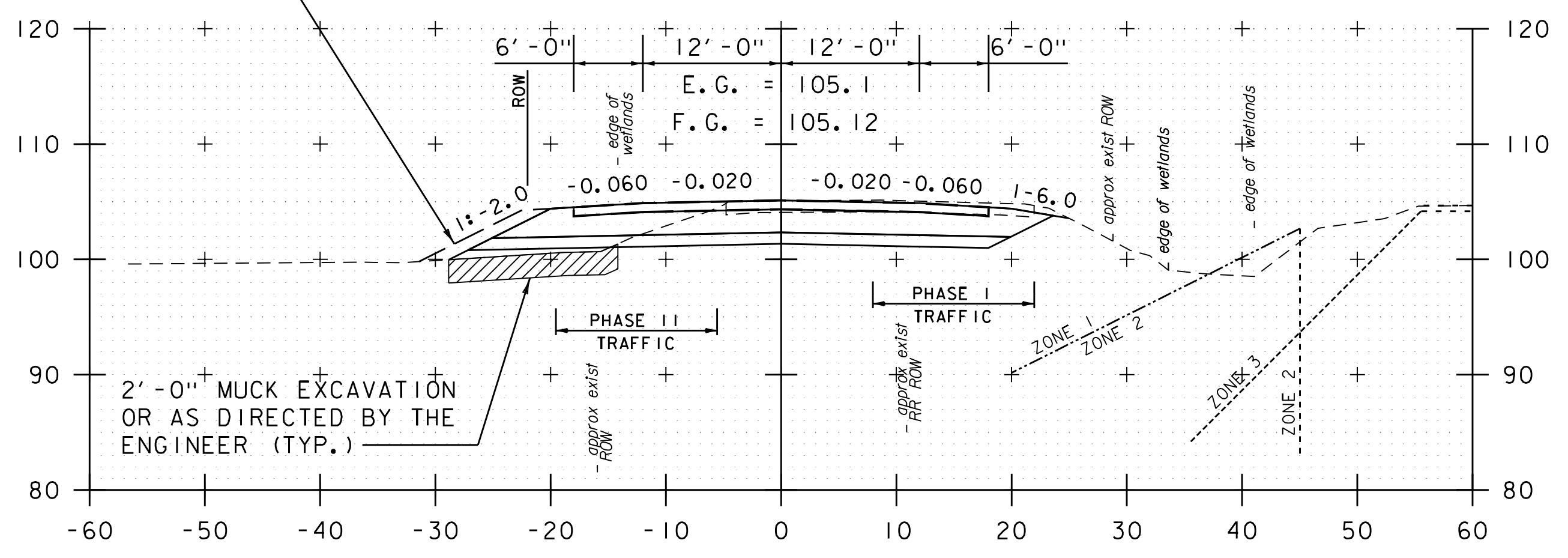


71+50

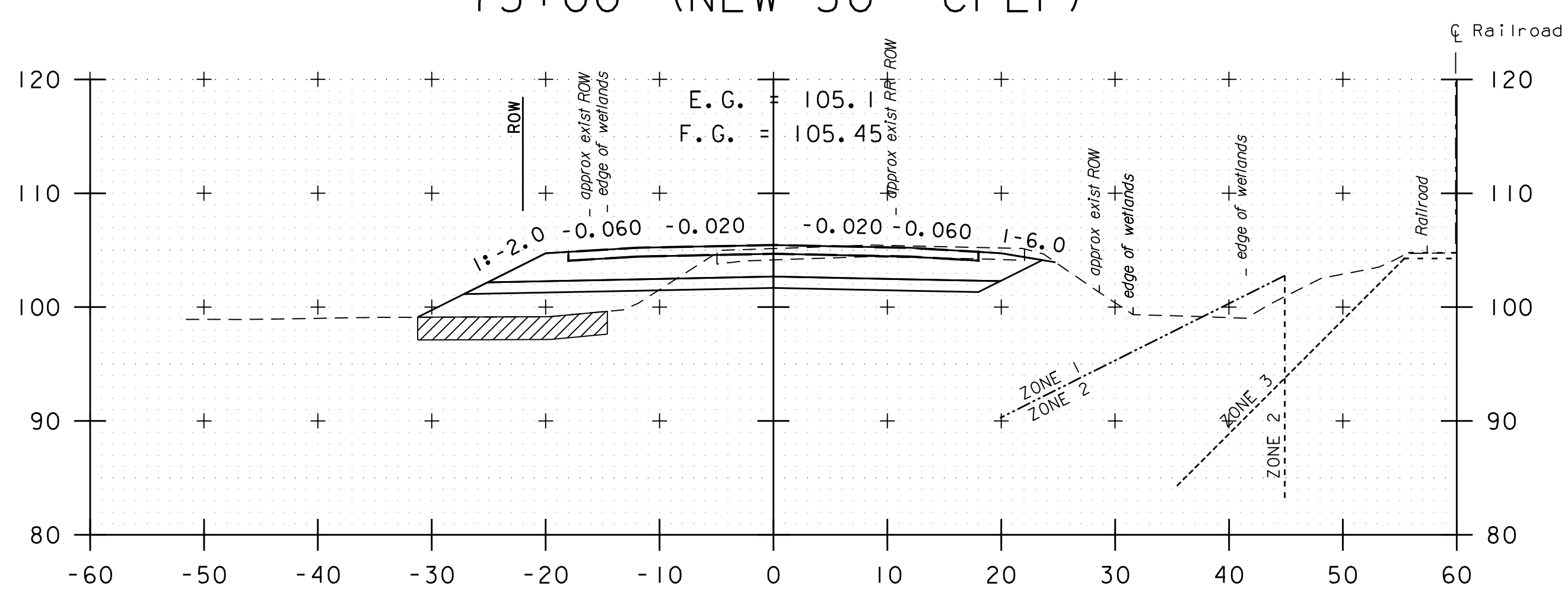


73+00 (NEW 30" CPEP)

TEMPORARY SLOPE
WIDENING FOR TCP (TYP.)



71+00

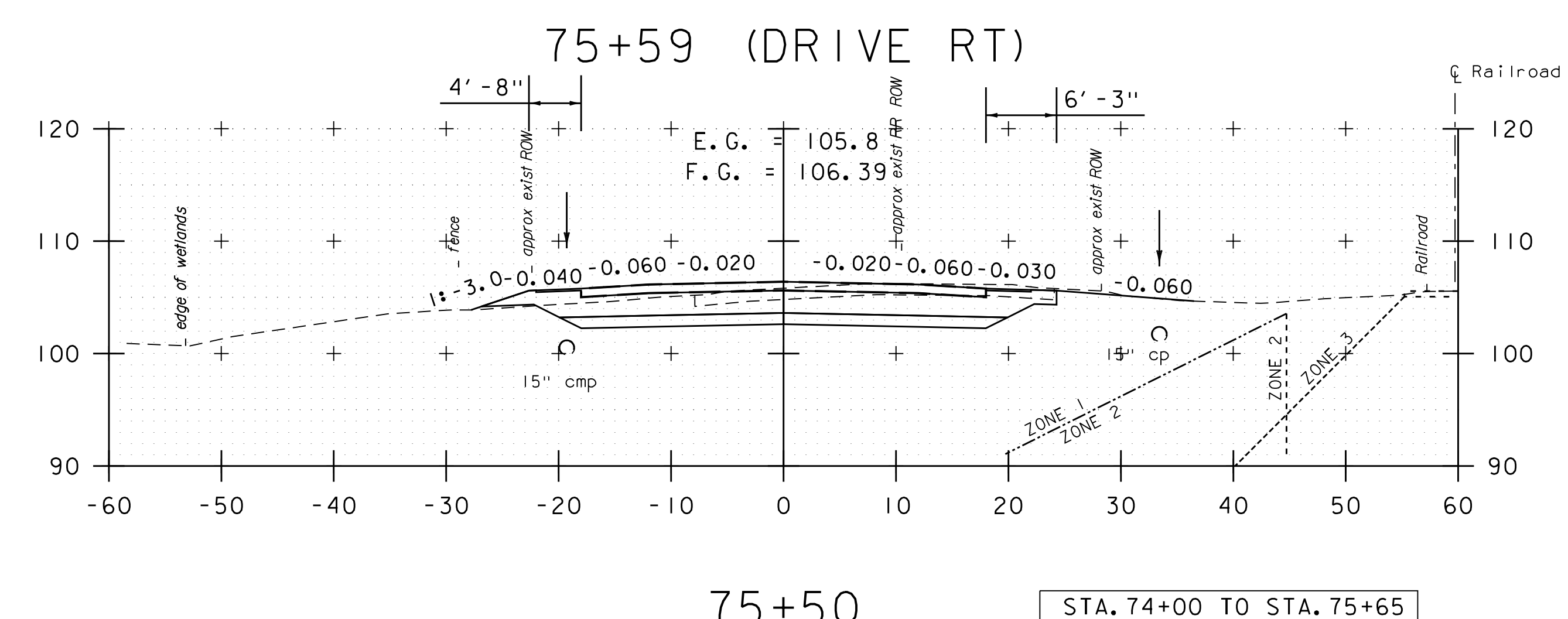
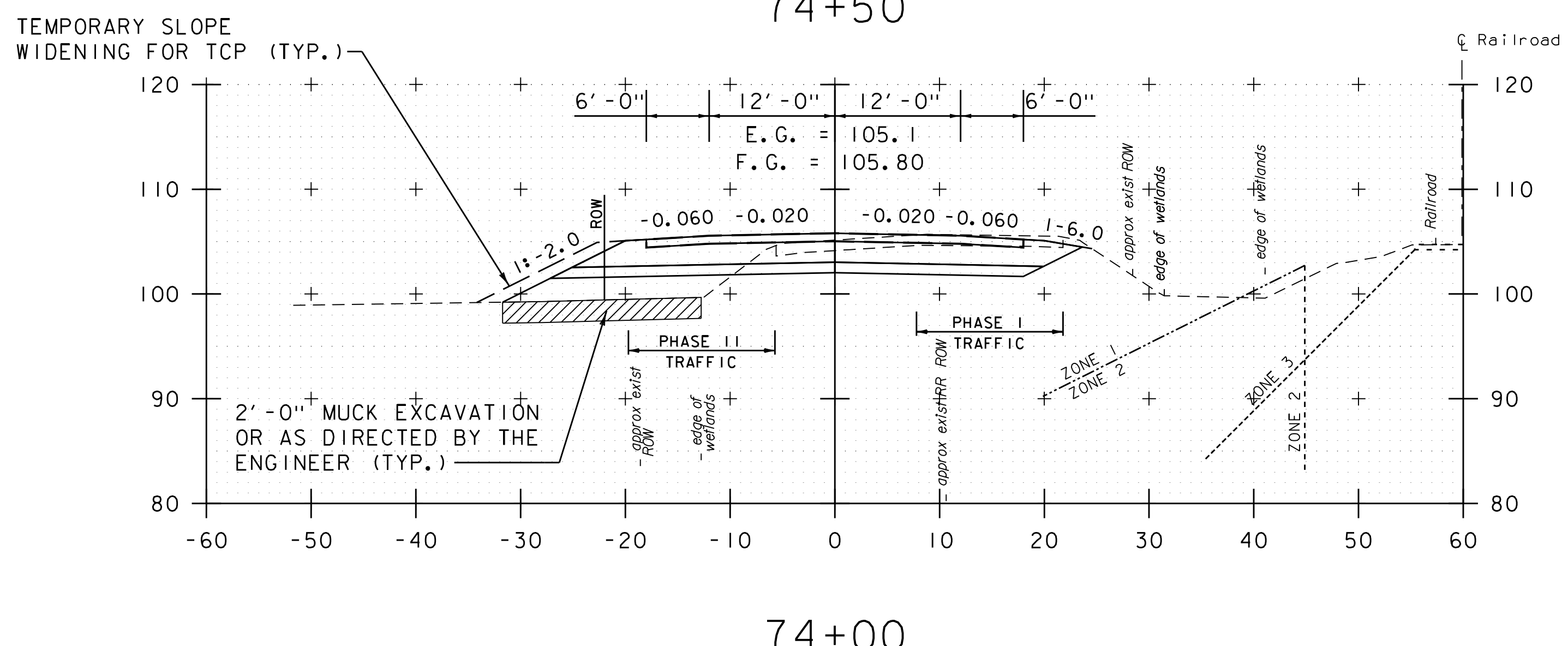
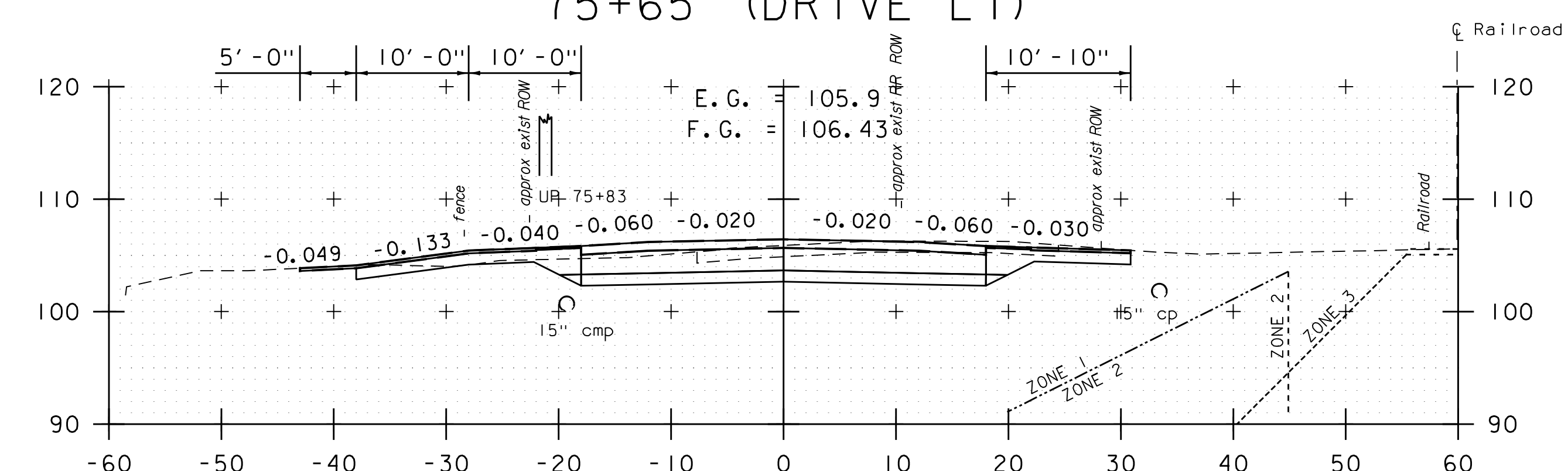
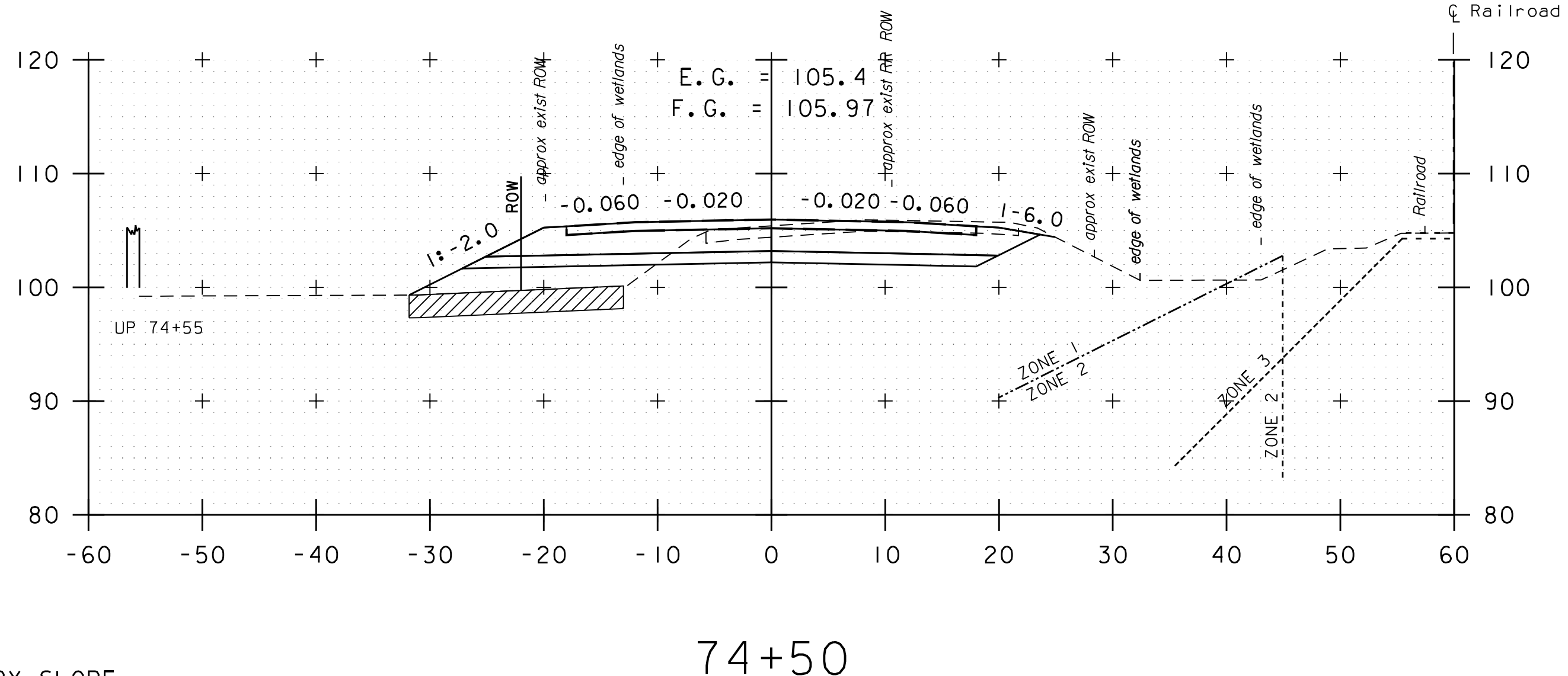
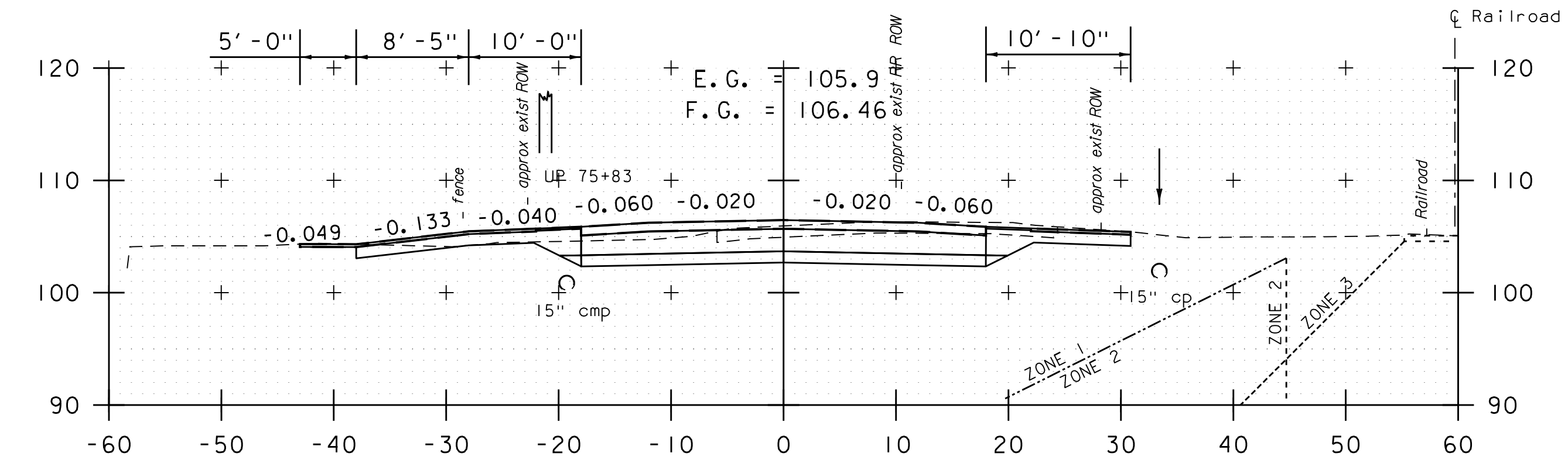
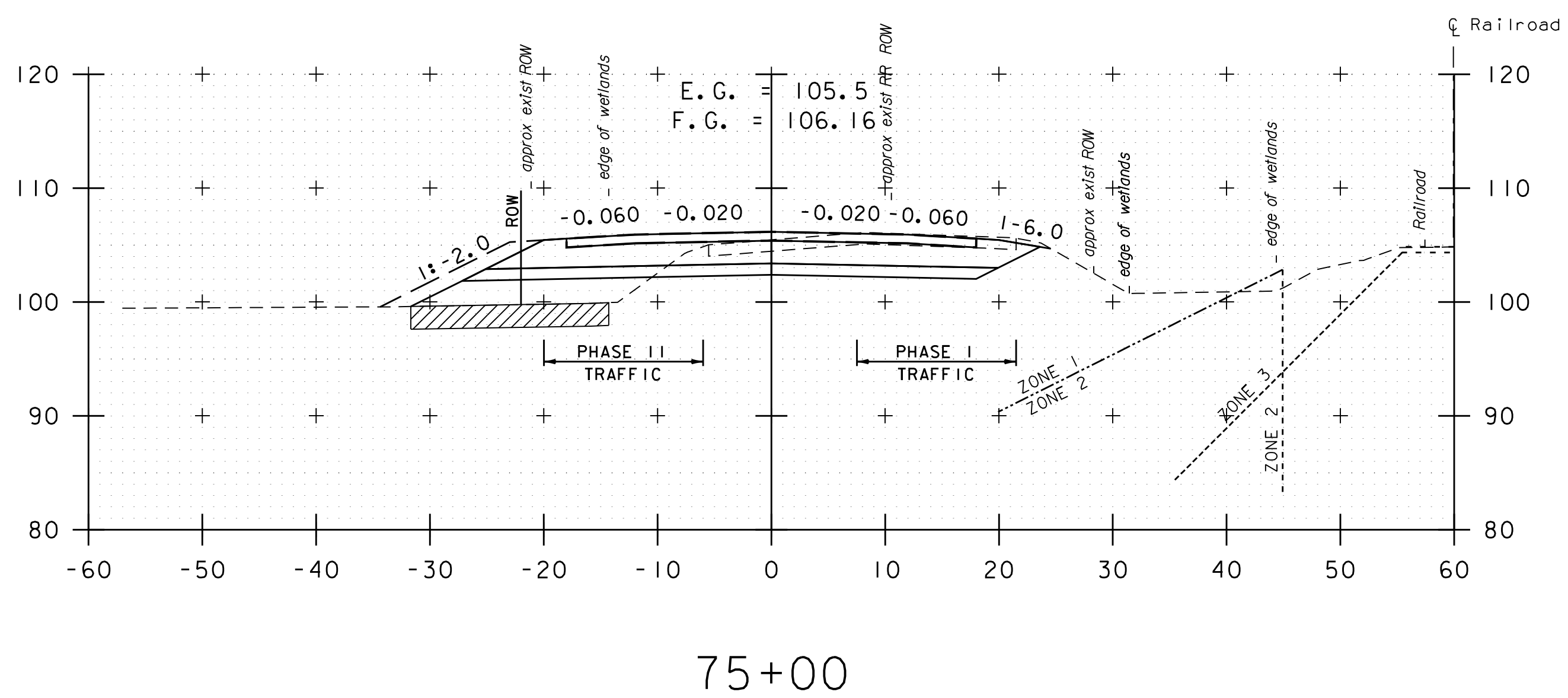


72+50

STA. 71+00 TO STA. 73+50



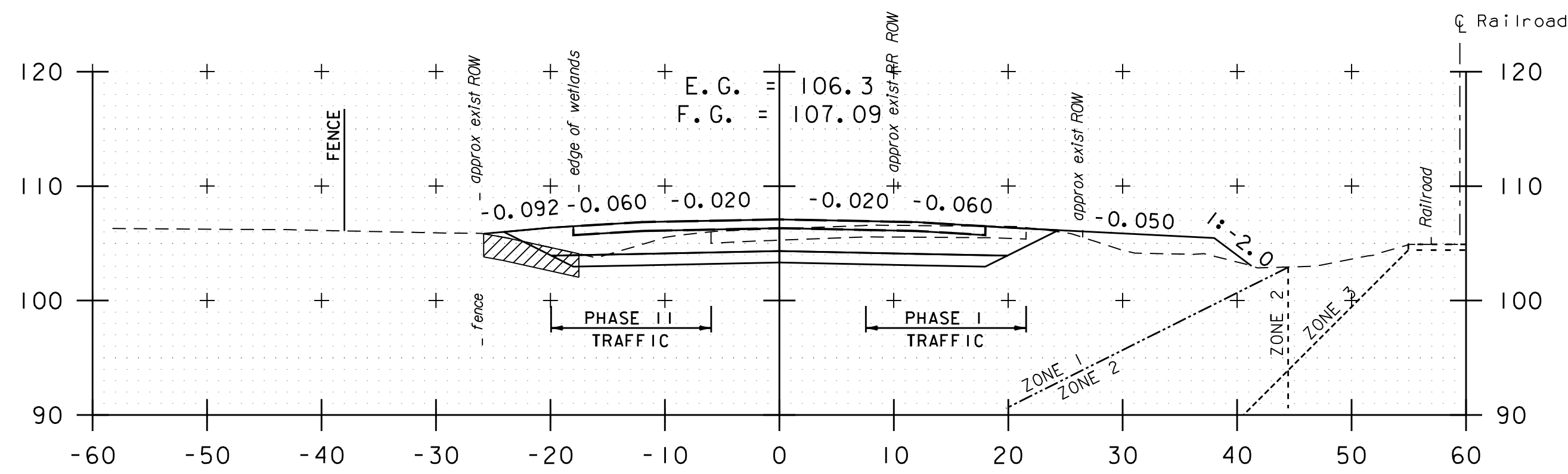
PROJECT NAME:	SWANTON
PROJECT NUMBER:	NH 036-1(9)
FILE NAME:	z96b032xs_3600-16300.dgn
PROJECT LEADER:	G. BAKOS
DESIGNED BY:	M. BOGUE
CROSS SECTION SHEET	14
PLOT DATE:	9/13/2023
DRAWN BY:	C. CILLEY
CHECKED BY:	G. BAKOS
SHEET	190 OF 307



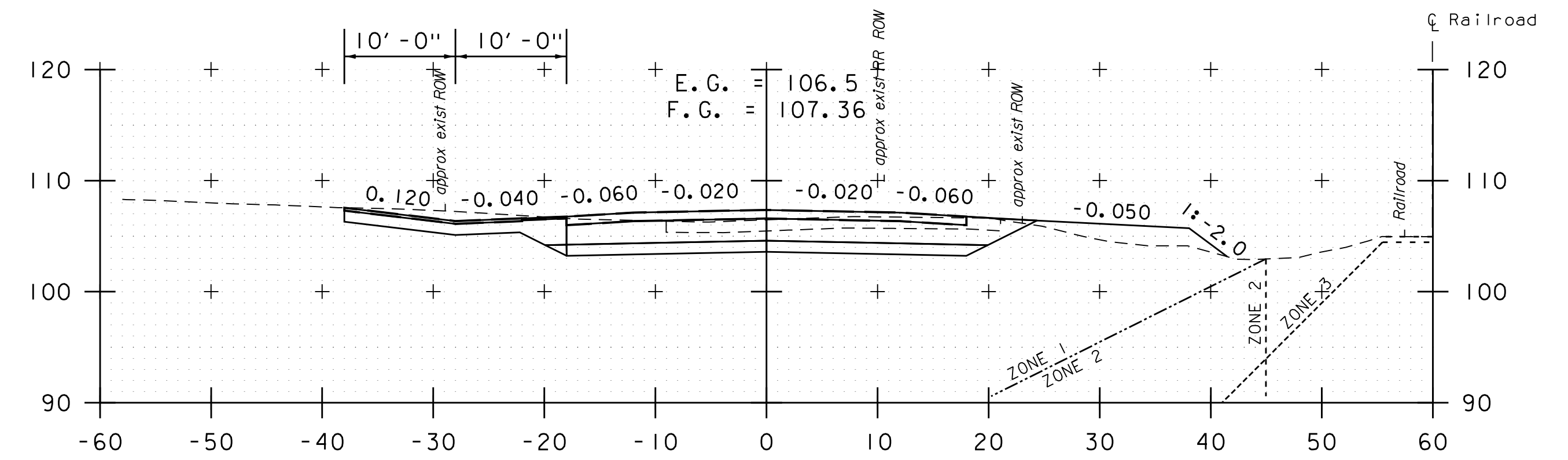
STA. 74+00 TO STA. 75+65



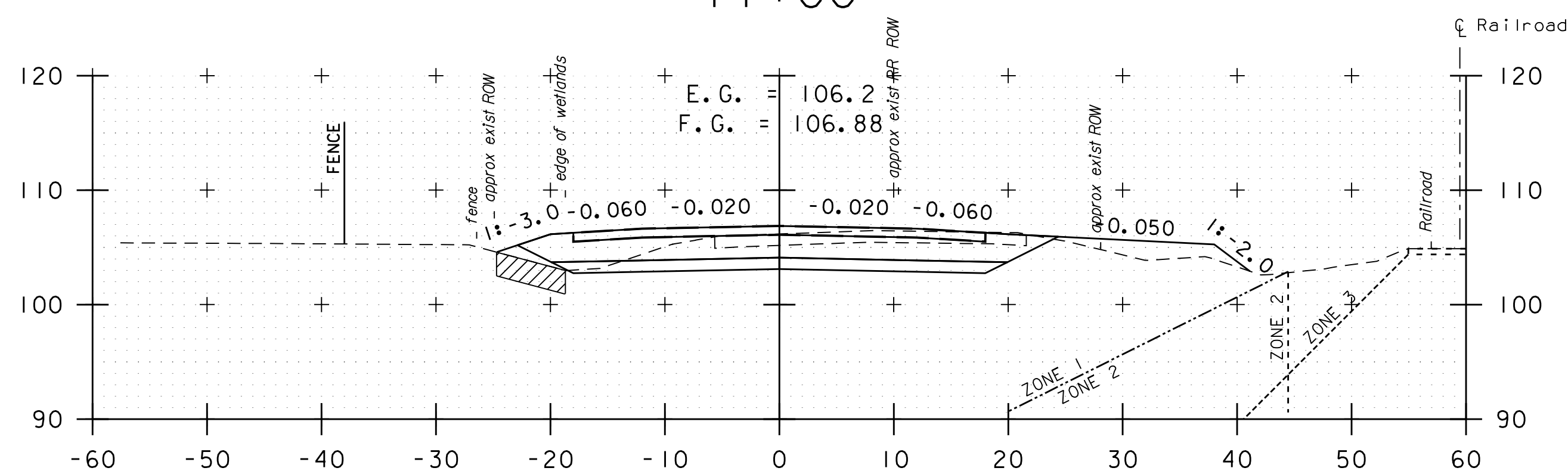
PROJECT NAME:	SWANTON
PROJECT NUMBER:	NH 036-1(9)
FILE NAME:	z96b032xs_3600-16300.dgn
PROJECT LEADER:	G. BAKOS
DESIGNED BY:	M. BOGUE
CROSS SECTION SHEET	15
PLOT DATE:	9/13/2023
DRAWN BY:	C. CILLEY
CHECKED BY:	G. BAKOS
SHEET	191 OF 307



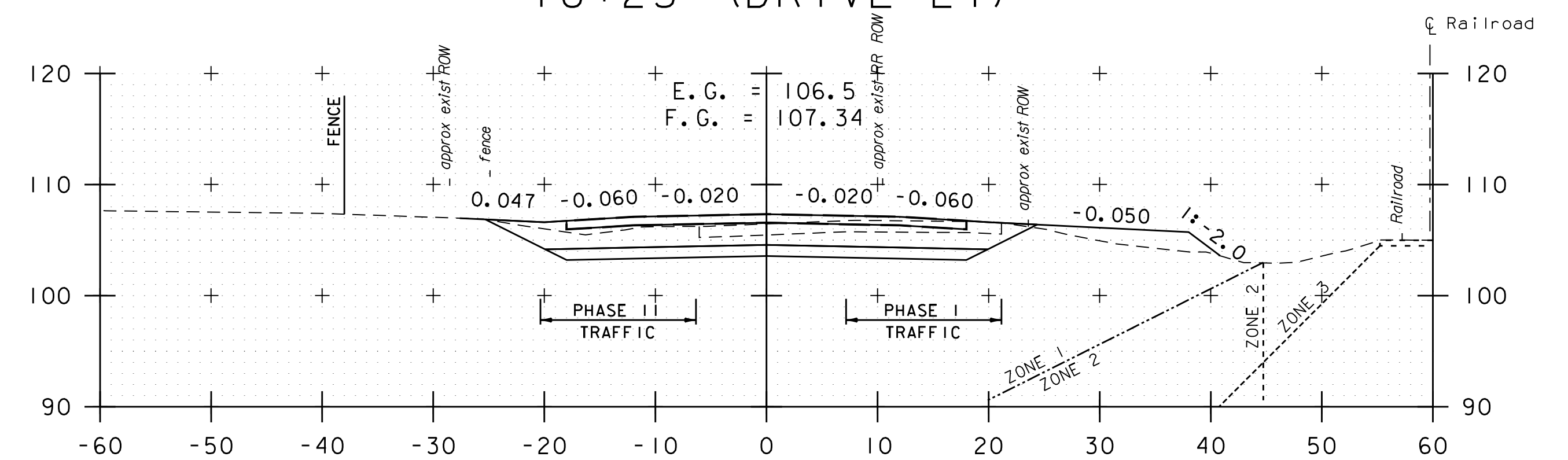
77+00



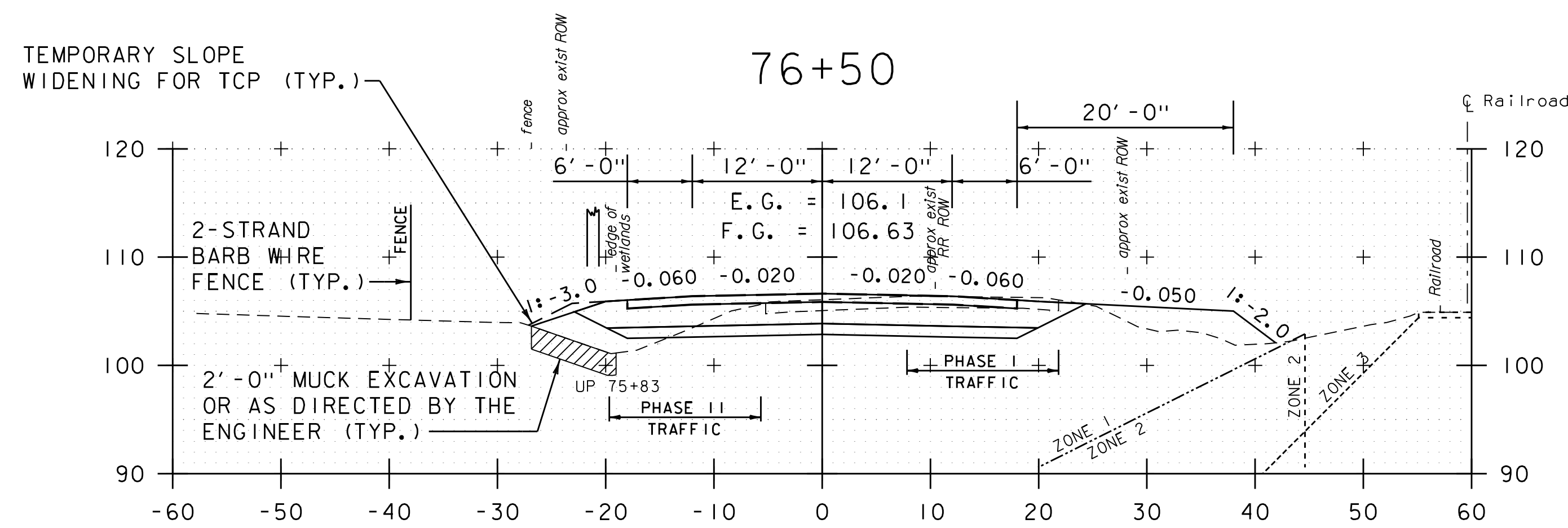
78+23 (DRIVE LT)



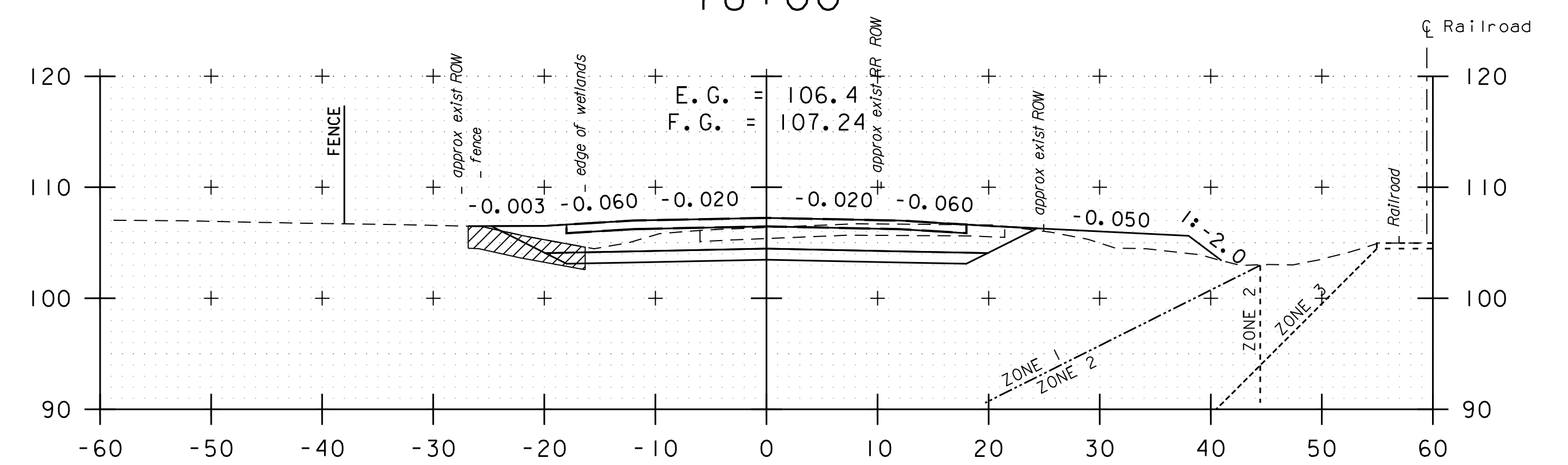
76+50



78+00



76+00

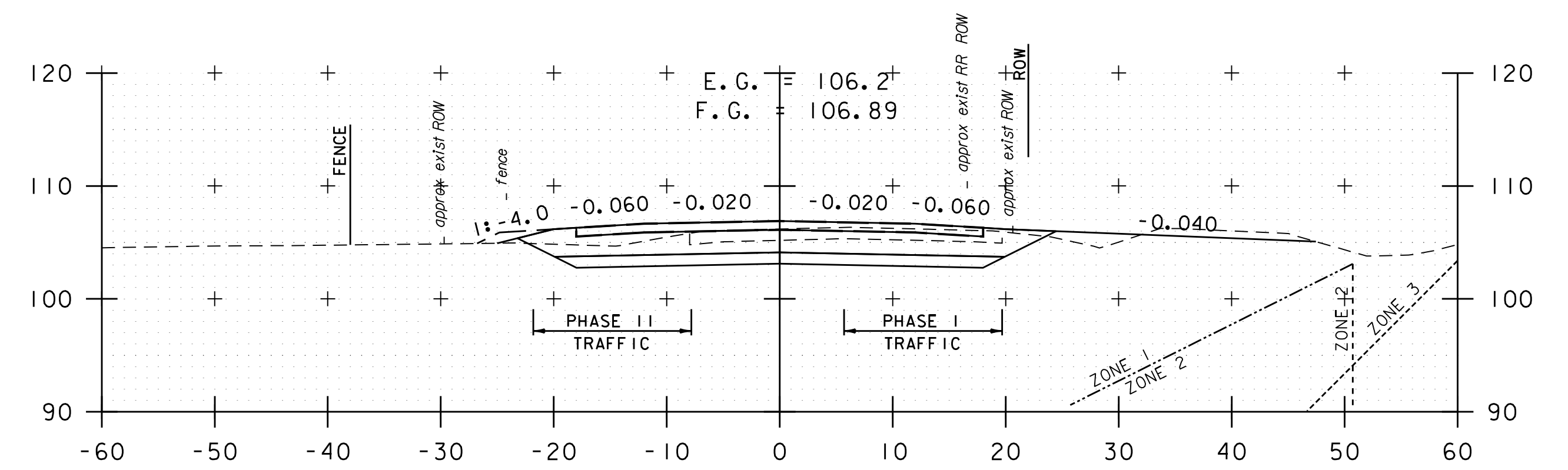
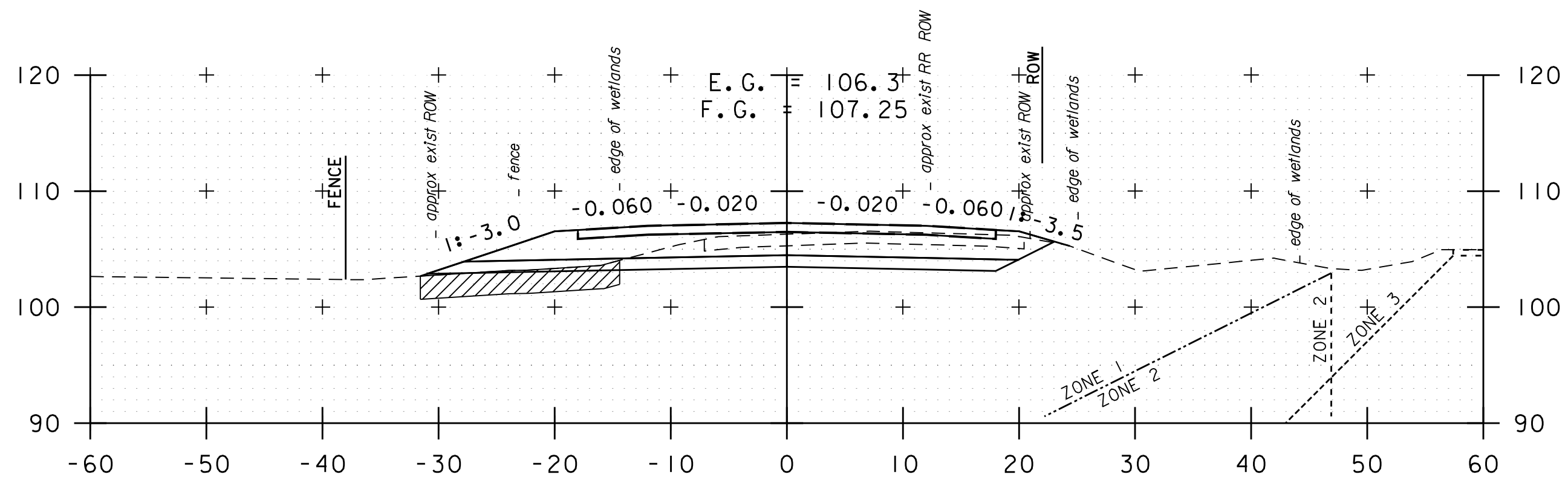


77+50

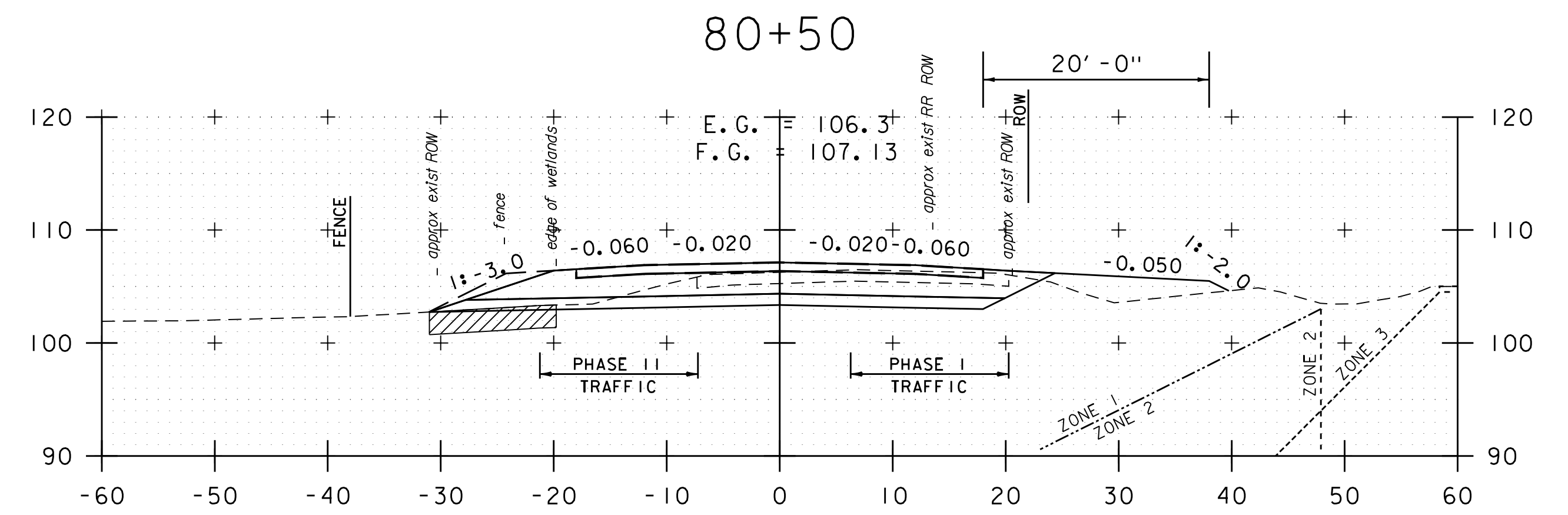
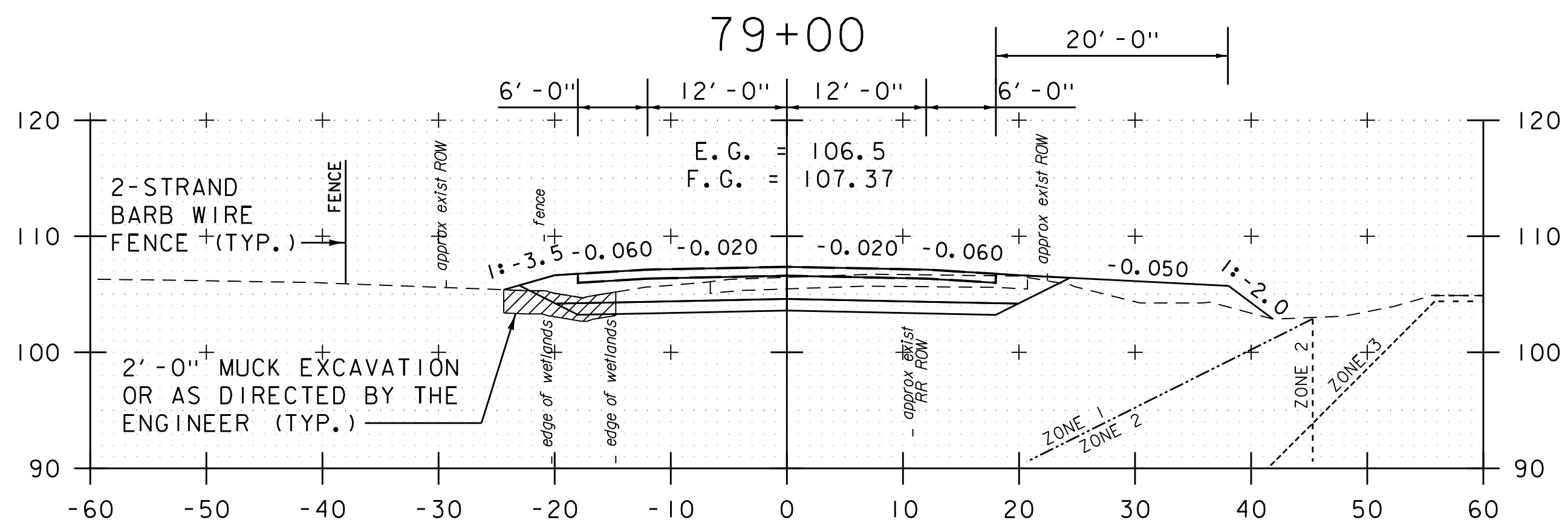
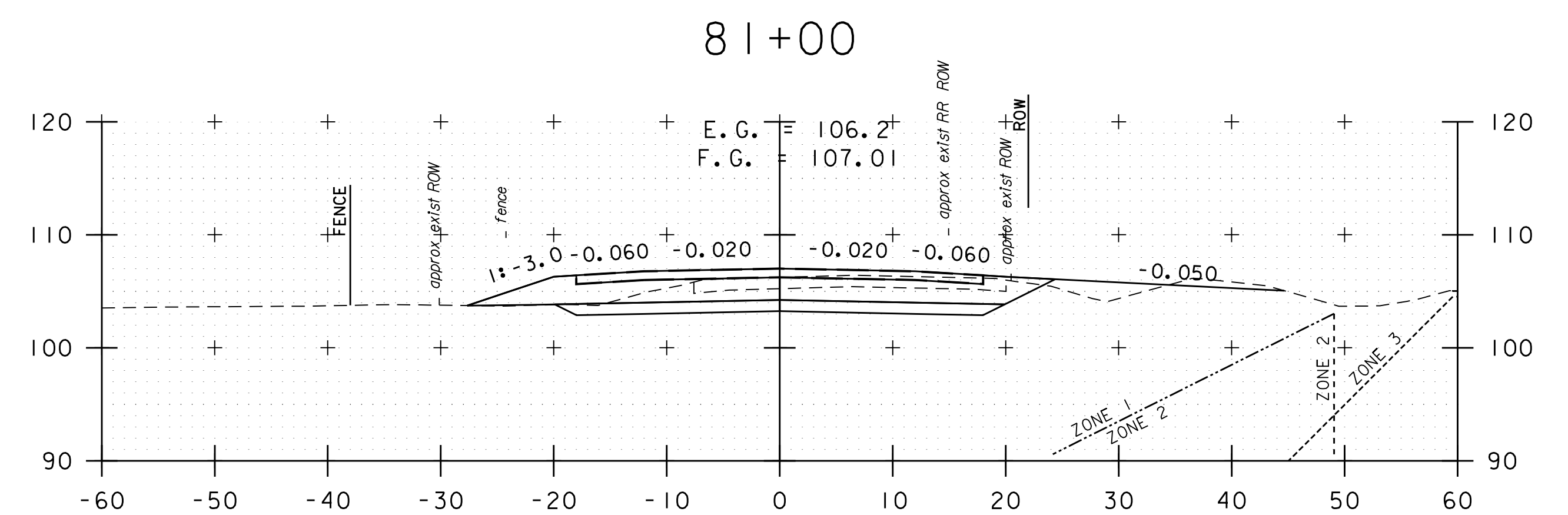
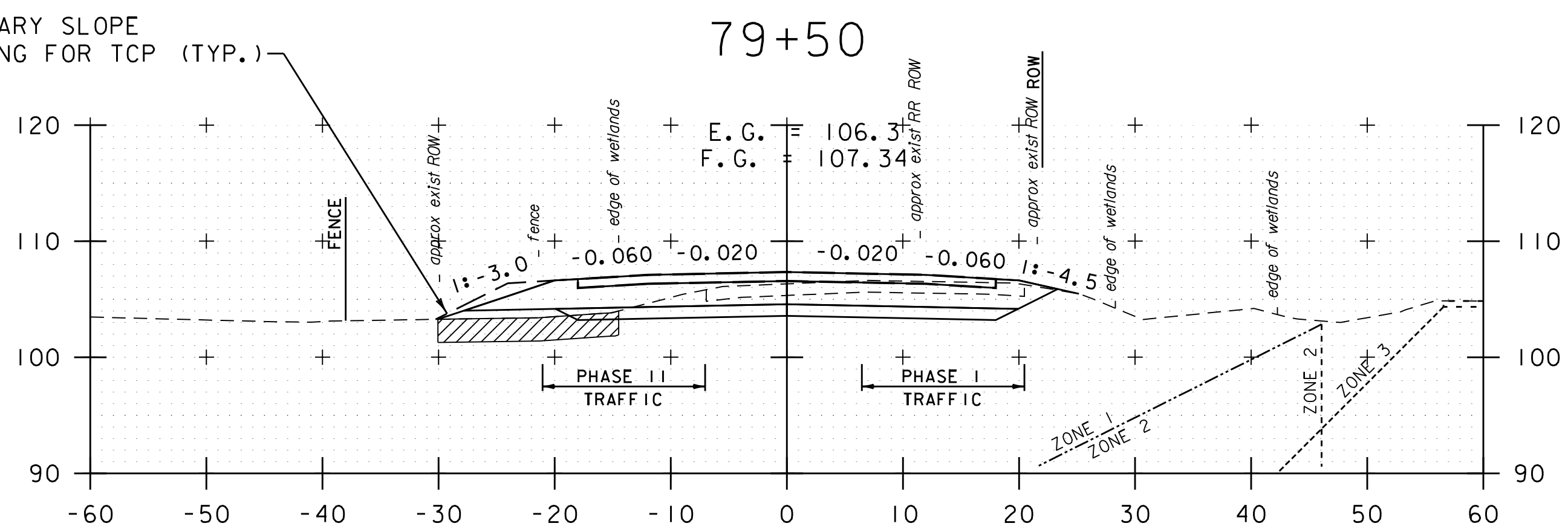
STA. 76+00 TO STA. 78+23



PROJECT NAME:	SWANTON
PROJECT NUMBER:	NH 036-1(9)
FILE NAME:	z96b032xs_3600-16300.dgn
PROJECT LEADER:	G. BAKOS
DESIGNED BY:	M. BOGUE
CROSS SECTION SHEET	16
PLOT DATE:	9/13/2023
DRAWN BY:	C. CILLEY
CHECKED BY:	G. BAKOS
SHEET	192 OF 307



TEMPORARY SLOPE
WIDENING FOR TCP (TYP.)



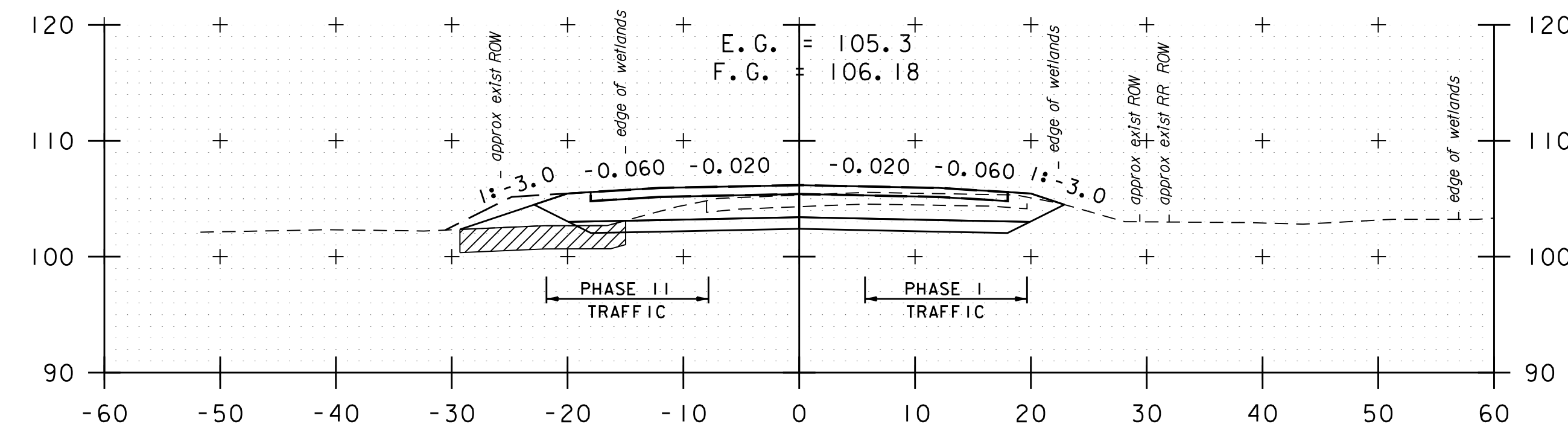
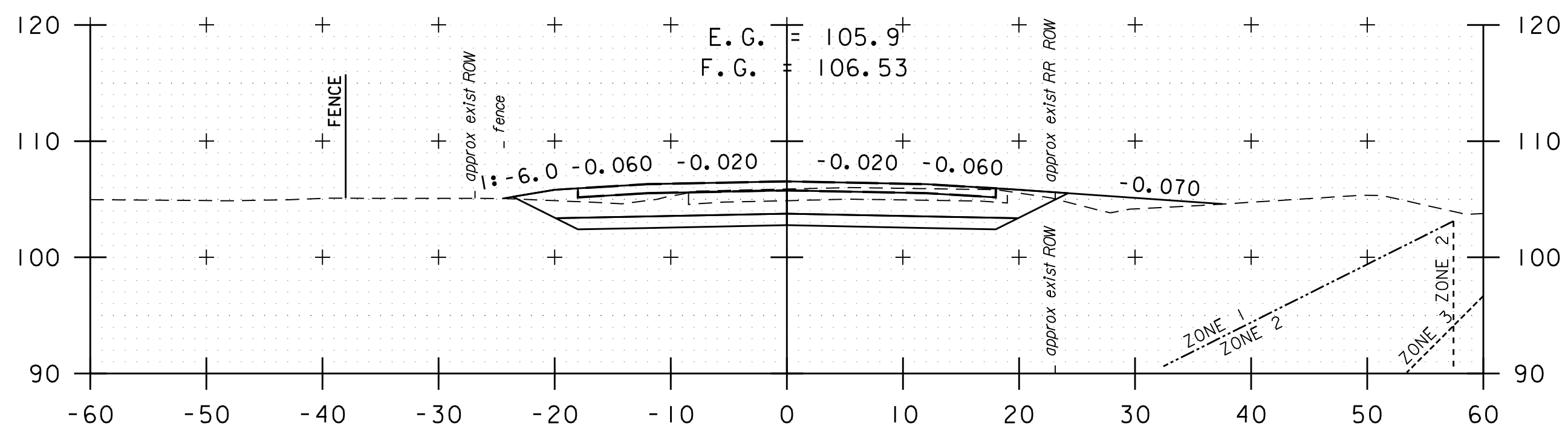
78+50

80+00

STA. 78+50 TO STA. 81+00

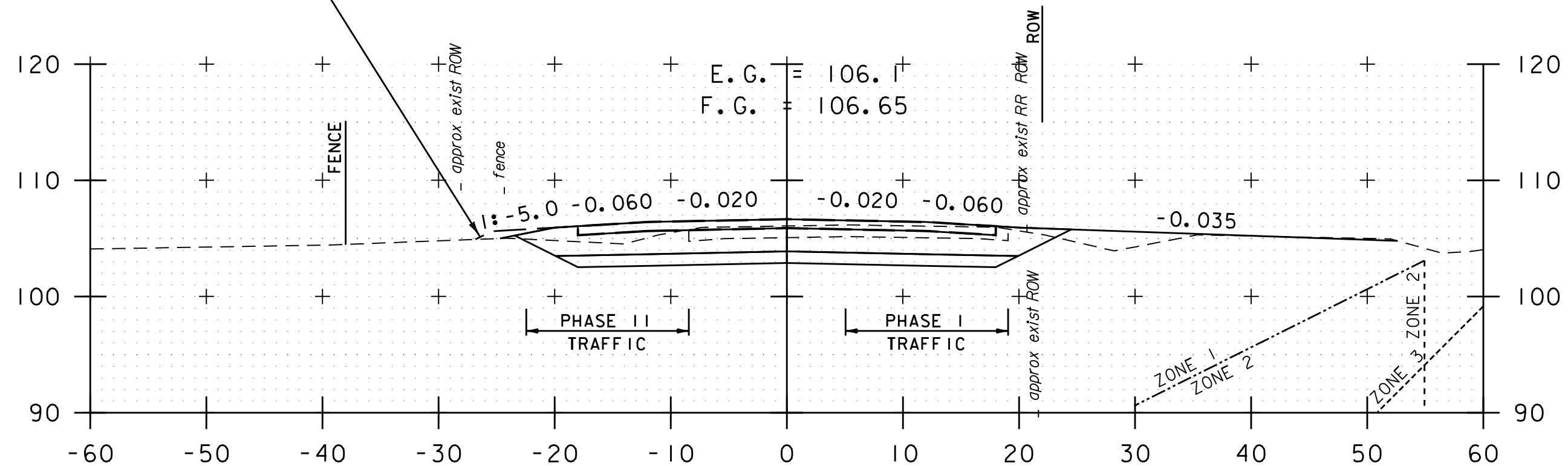


PROJECT NAME:	SWANTON	FILE NAME:	z96b032xs_3600-16300.dgn	PLOT DATE:	9/13/2023
PROJECT NUMBER:	NH 036-1(9)	PROJECT LEADER:	G. BAKOS	DRAWN BY:	C. CILLEY
		DESIGNED BY:	M. BOGUE	CHECKED BY:	G. BAKOS
		CROSS SECTION SHEET 17			SHEET 193 OF 307

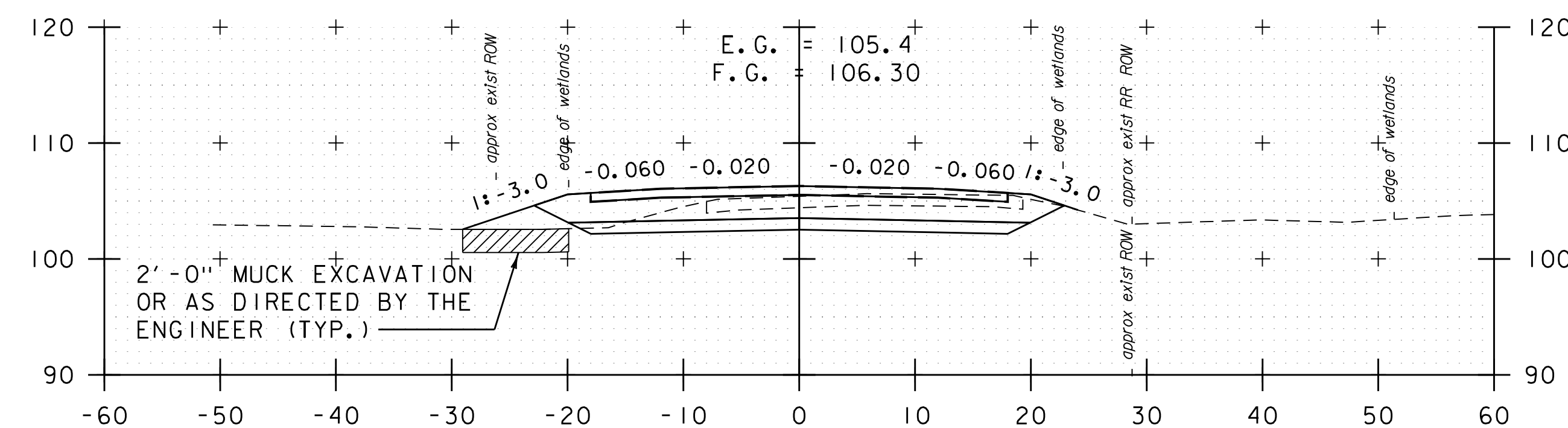


TEMPORARY SLOPE
WIDENING FOR TCP (TYP.)

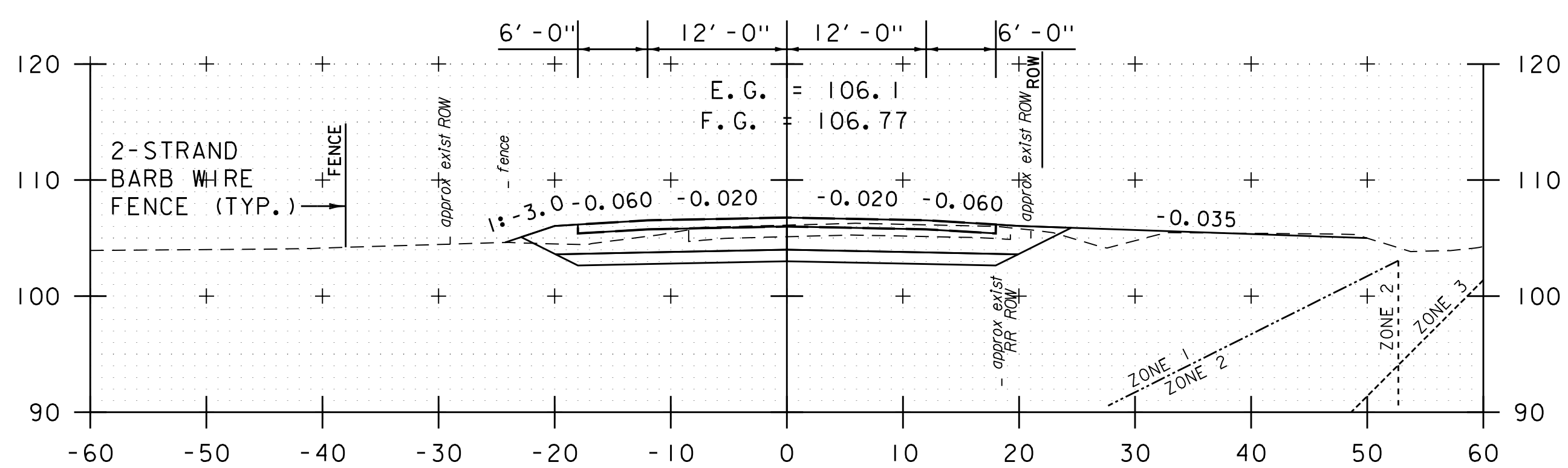
82+50



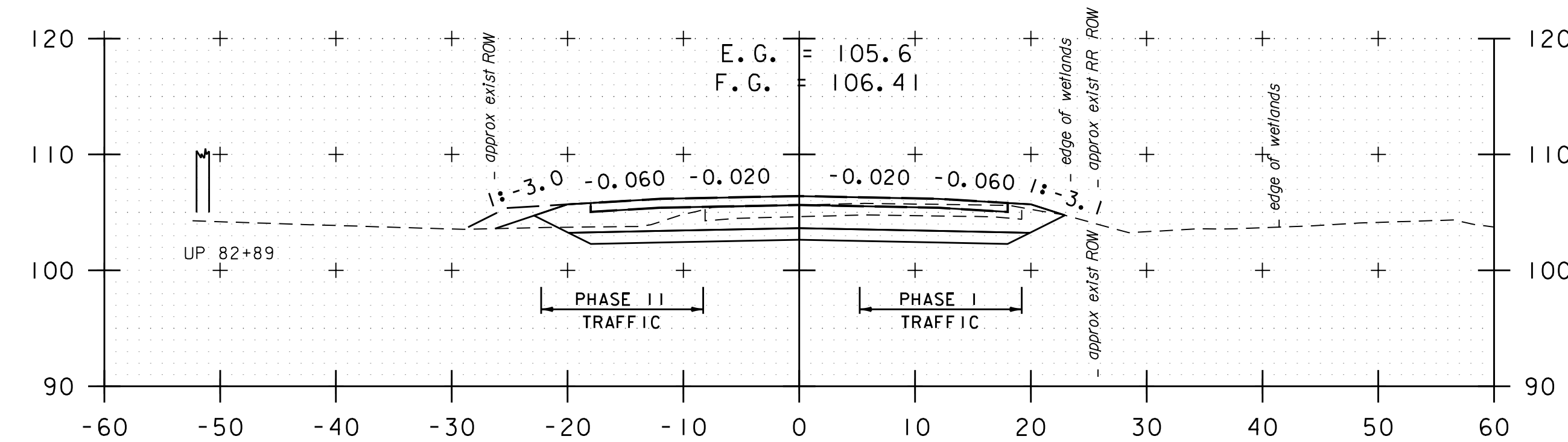
84+00



82+00



83+50



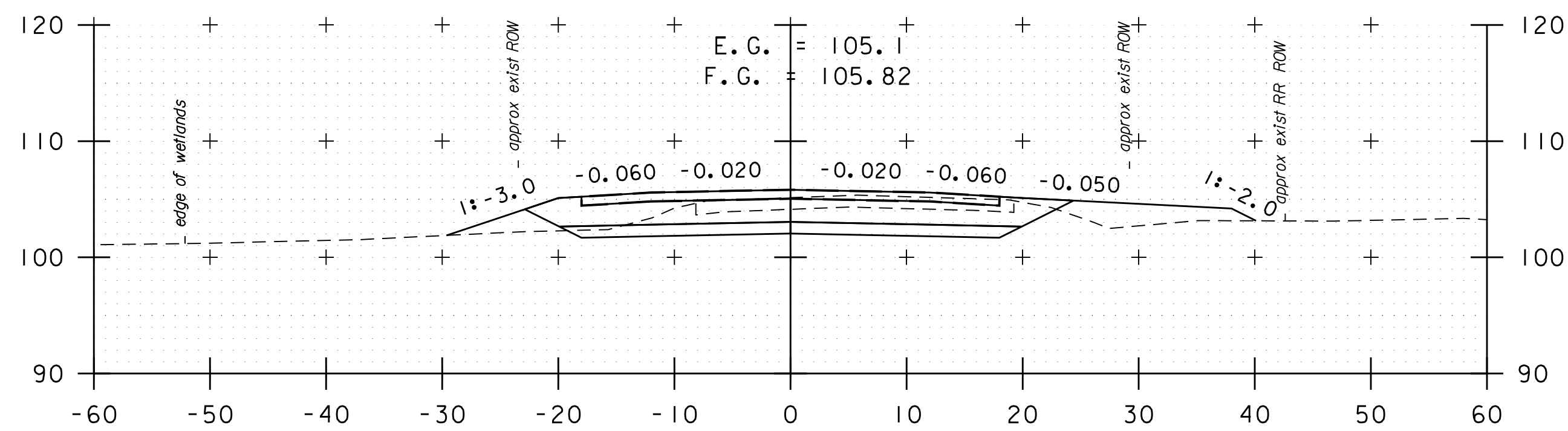
81+50

83+00

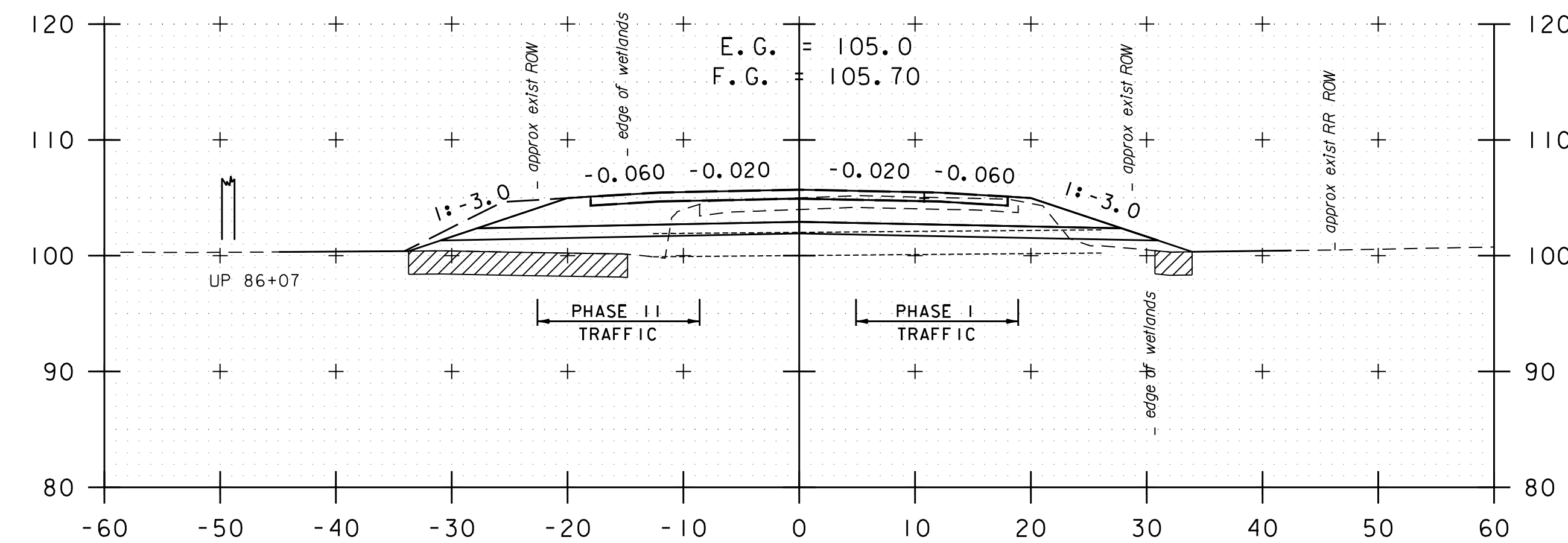
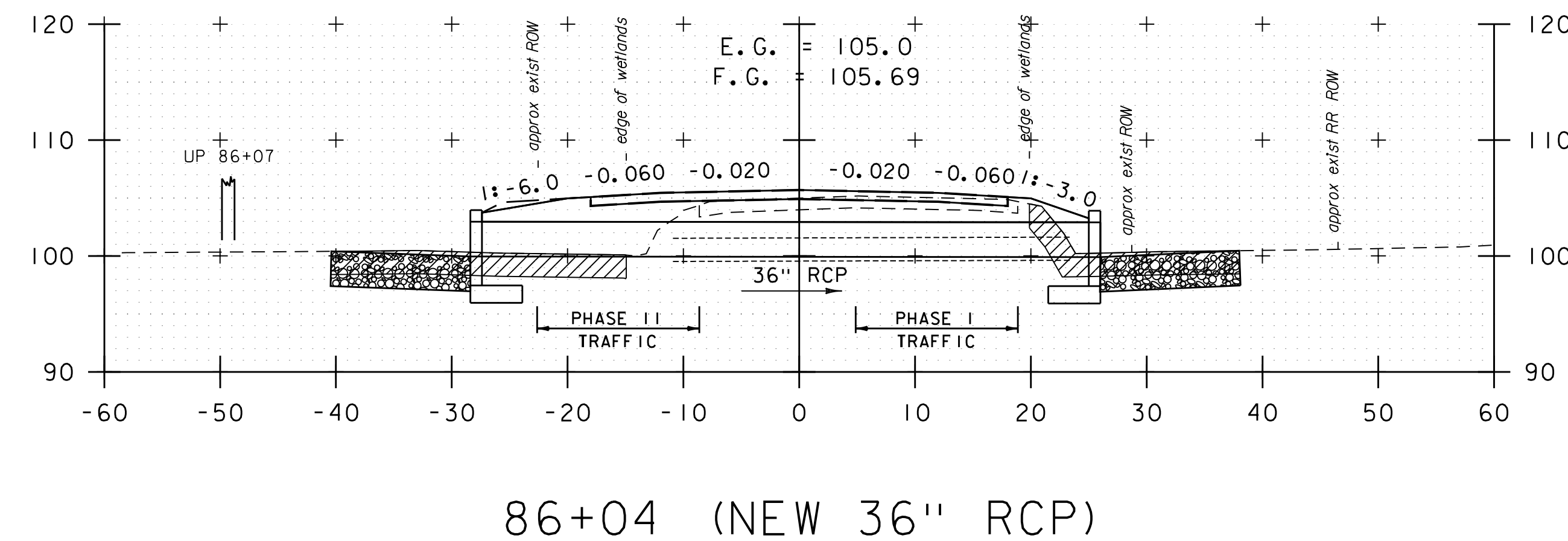
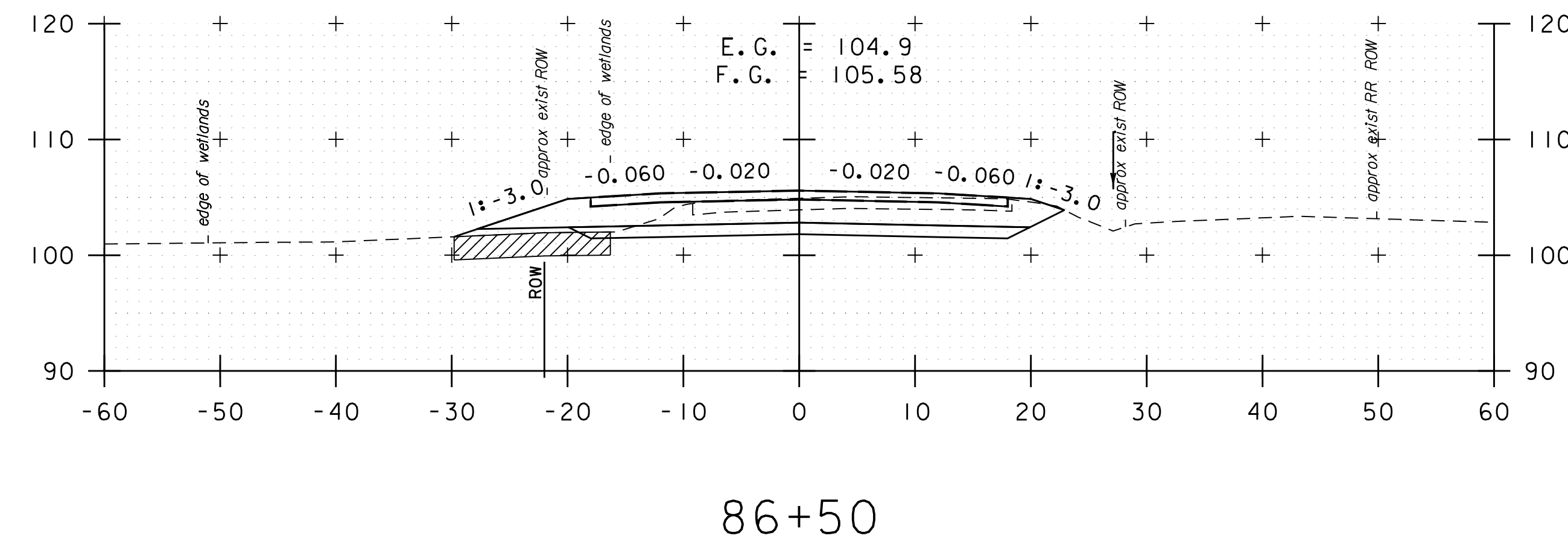
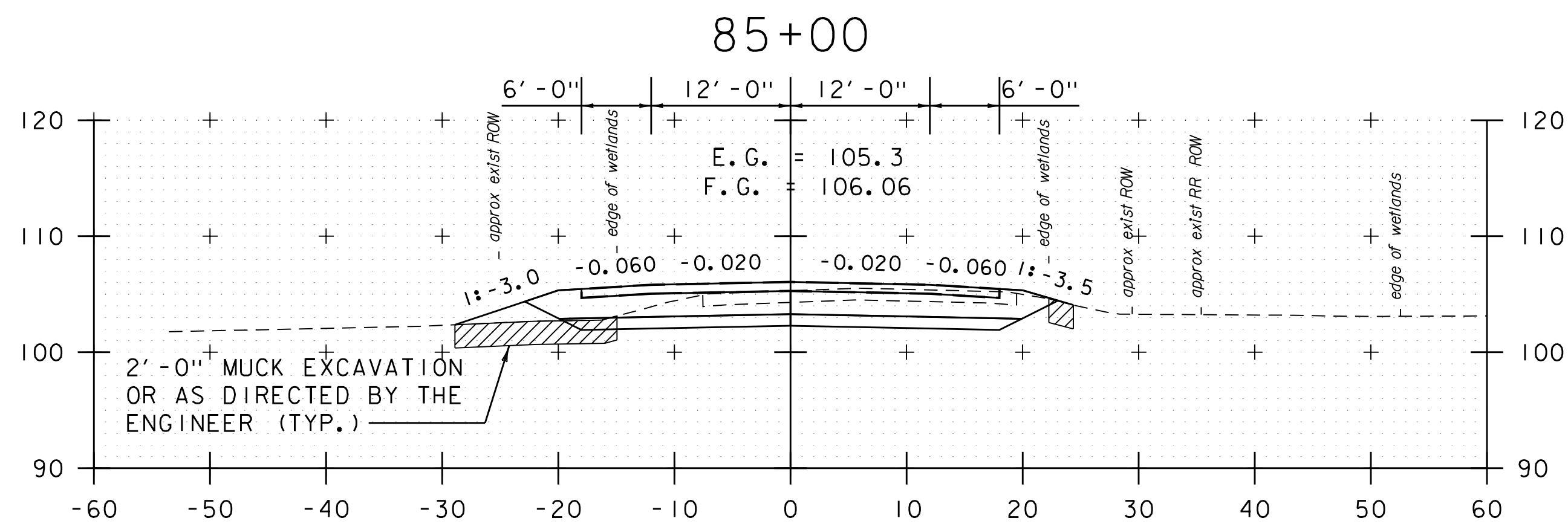
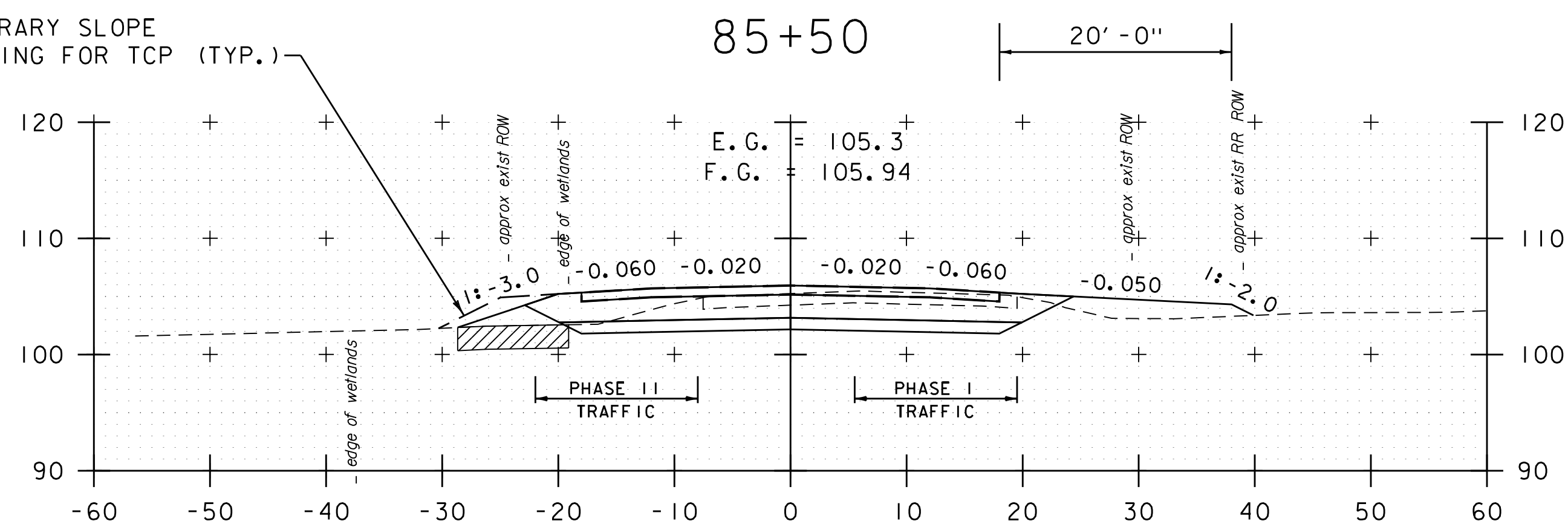
STA. 81+50 TO STA. 84+00



PROJECT NAME:	SWANTON	PLOT DATE:	9/13/2023
PROJECT NUMBER:	NH 036-1(9)	DRAWN BY:	C. CILLEY
FILE NAME:	z96b032xs_3600-16300.dgn	DESIGNED BY:	M. BOGUE
PROJECT LEADER:	G. BAKOS	CHECKED BY:	G. BAKOS
CROSS SECTION SHEET 18		SHEET	194 OF 307



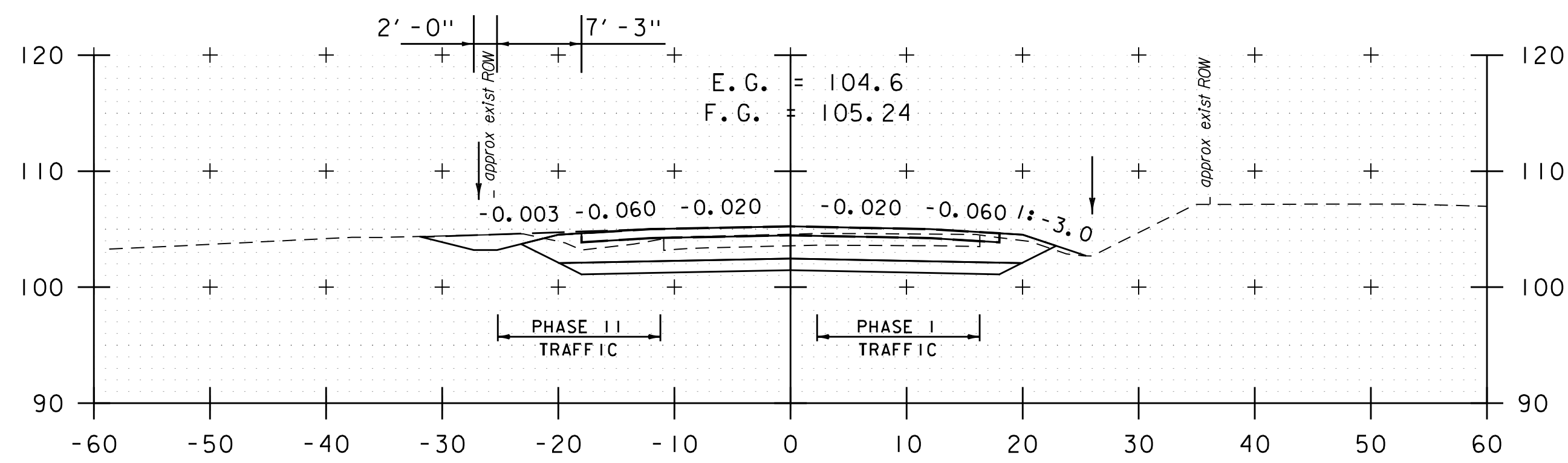
TEMPORARY SLOPE
WIDENING FOR TCP (TYP.)



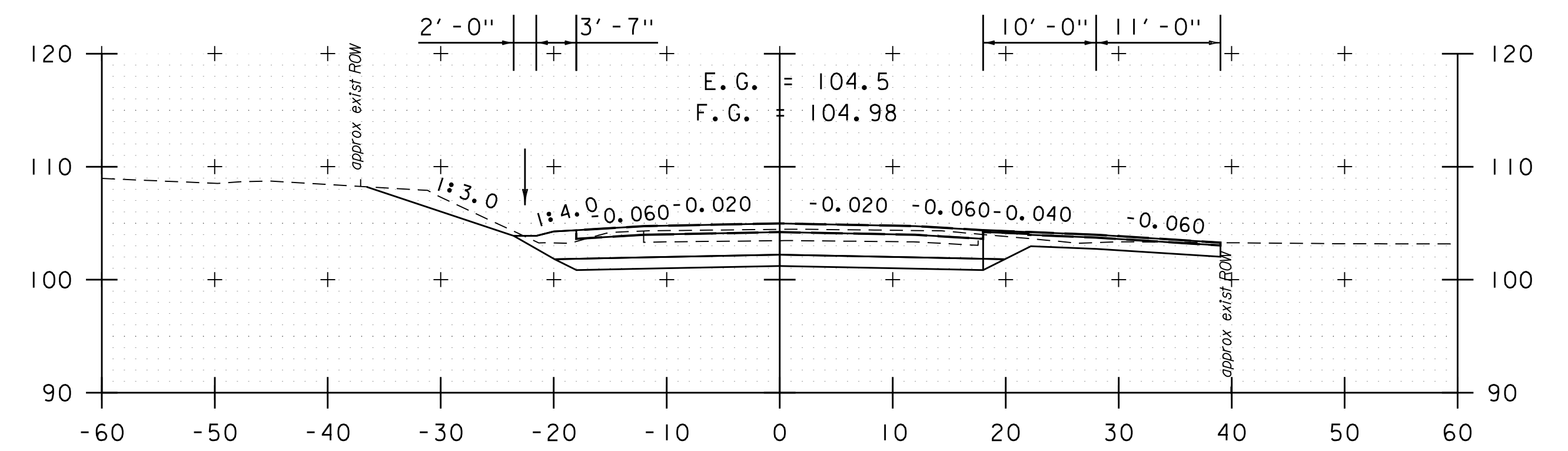
STA. 84+50 TO STA. 86+50



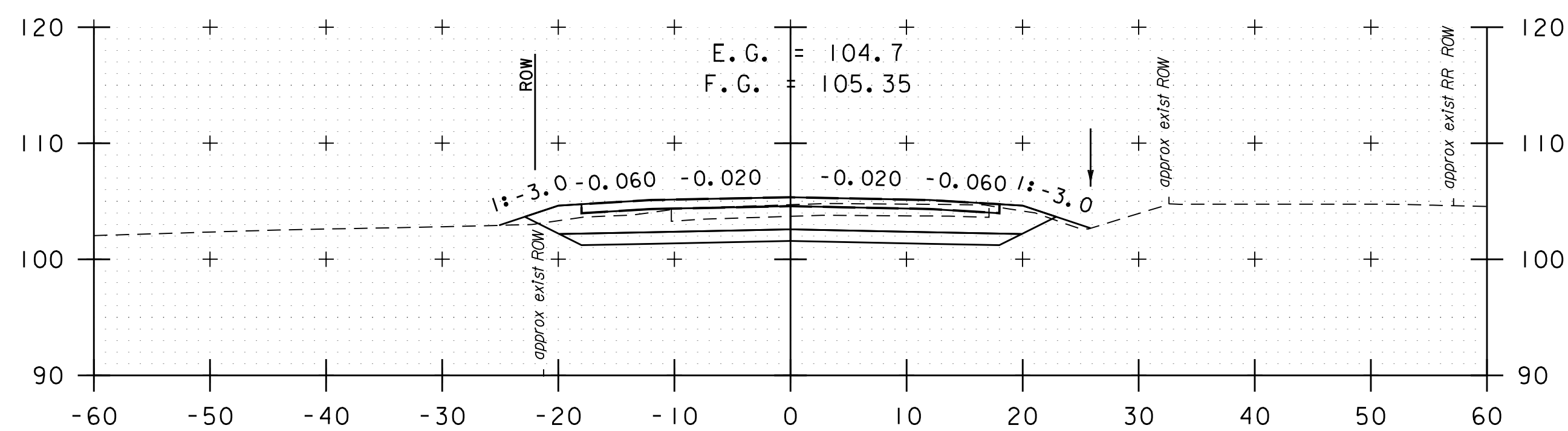
PROJECT NAME:	SWANTON	FILE NAME:	z96b032xs_3600-16300.dgn	PLOT DATE:	9/13/2023
PROJECT NUMBER:	NH 036-1(9)	PROJECT LEADER:	G. BAKOS	DRAWN BY:	C. CILLEY
		DESIGNED BY:	M. BOGUE	CHECKED BY:	G. BAKOS
		CROSS SECTION SHEET 19		SHEET	195 OF 307



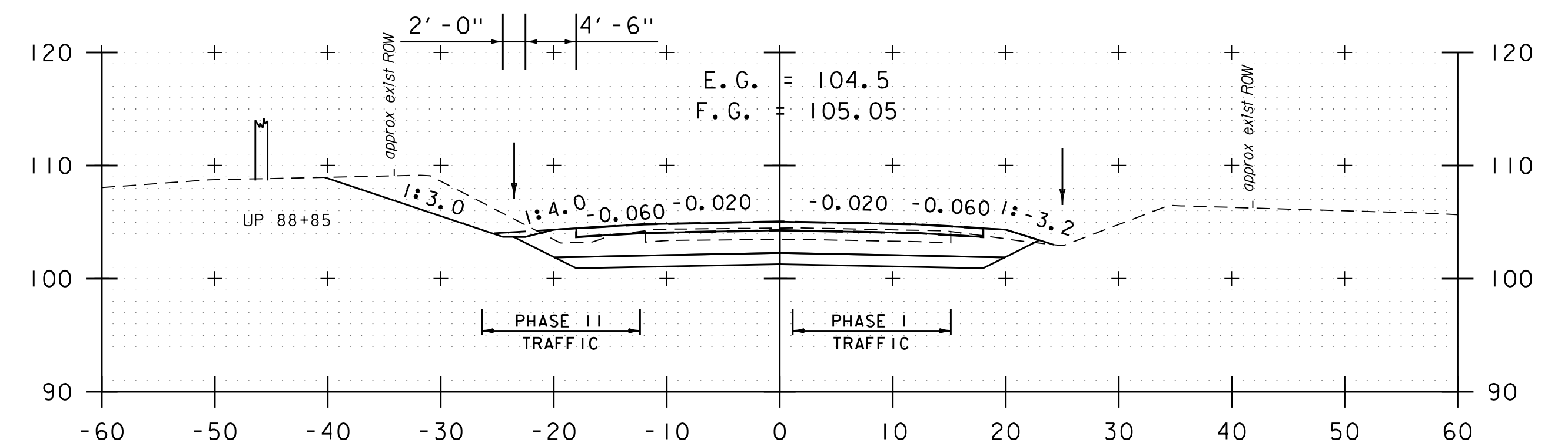
88+00



89+35 (DRIVE RT)

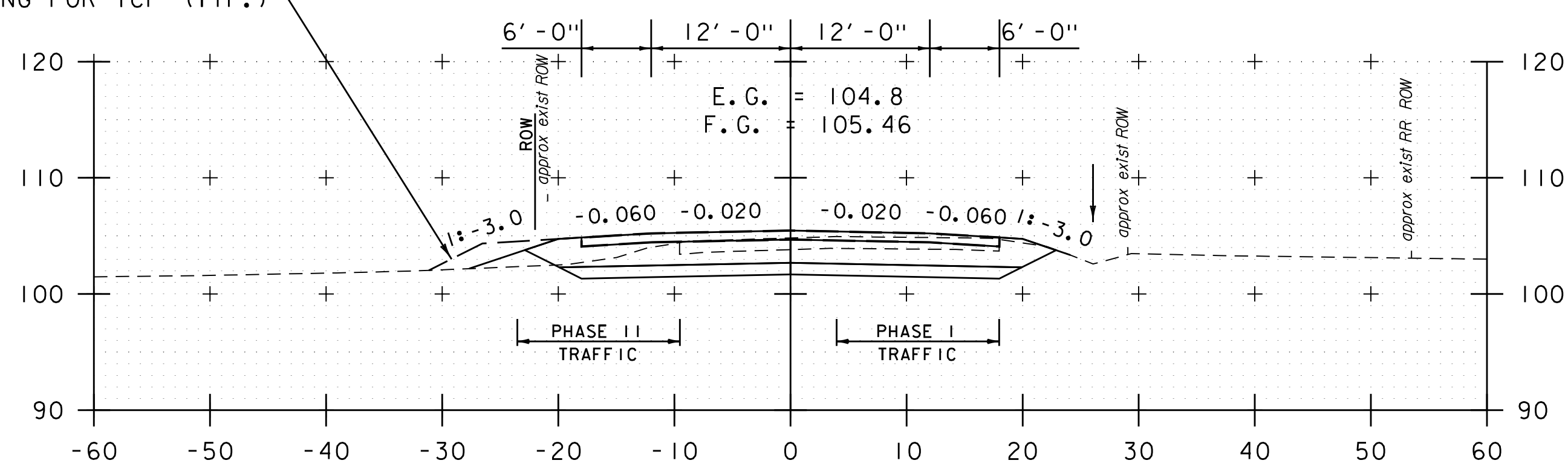


87+50

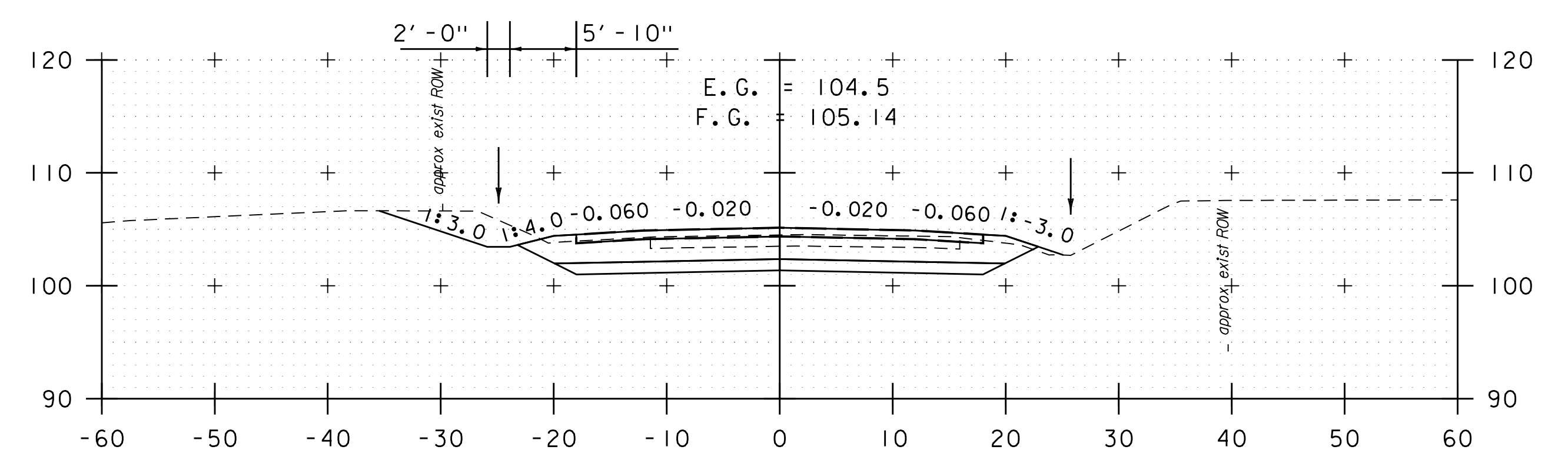


89+00

TEMPORARY SLOPE
WIDENING FOR TCP (TYP.)



87+00



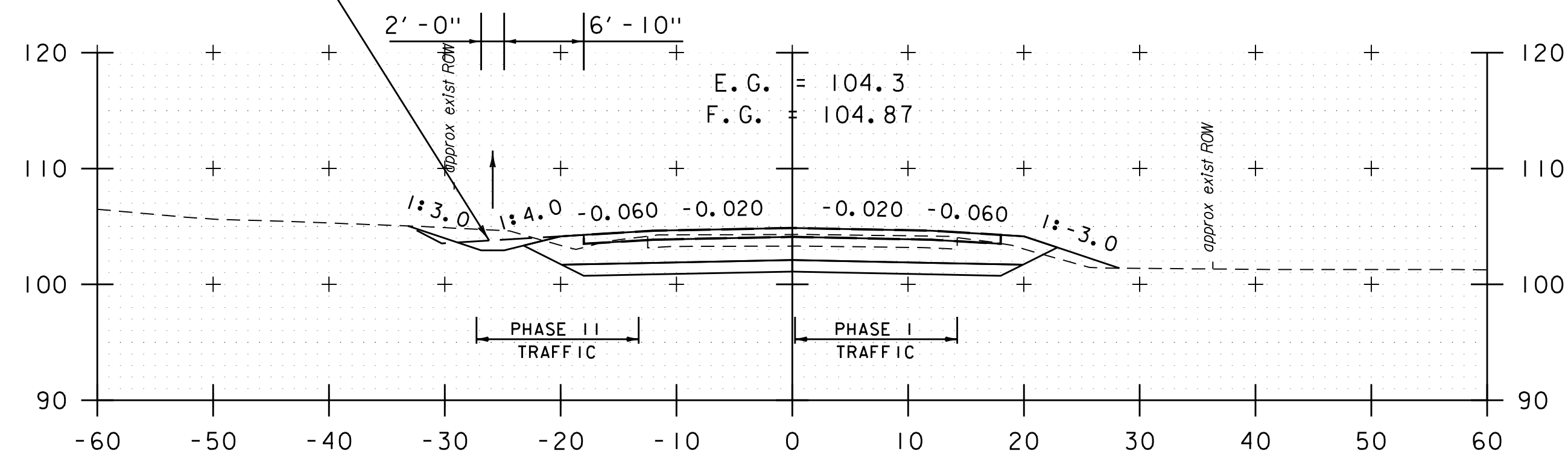
88+50

STA. 87+00 TO STA. 89+35

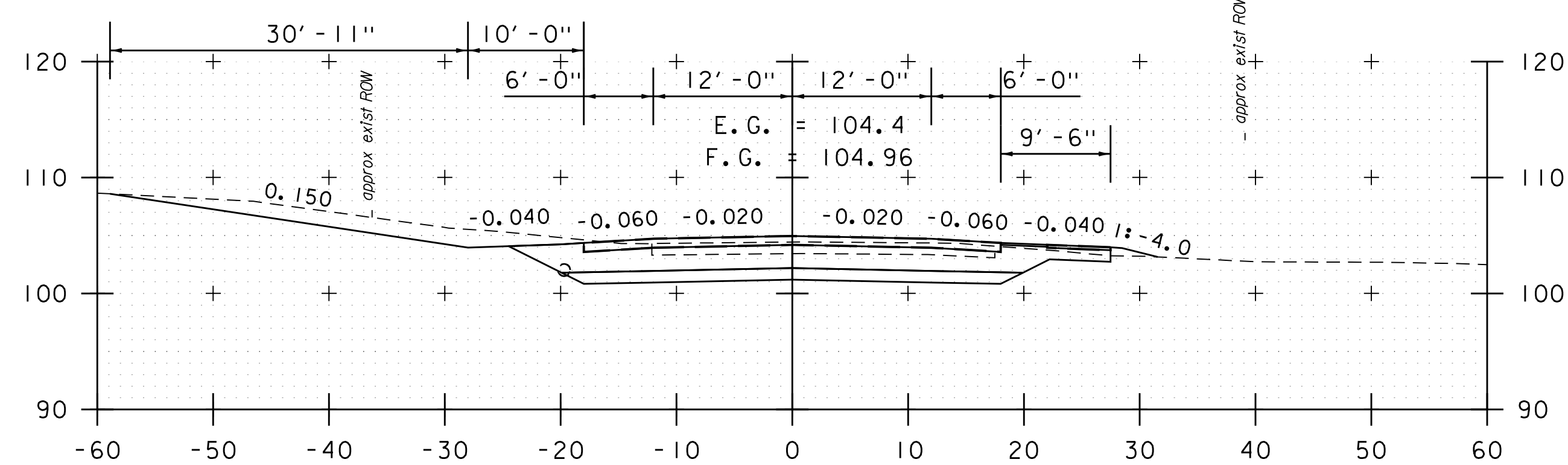


PROJECT NAME:	SWANTON	PLOT DATE:	9/13/2023
PROJECT NUMBER:	NH 036-1(9)	DRAWN BY:	C. CILLEY
FILE NAME:	z96b032xs_3600-16300.dgn	DESIGNED BY:	M. BOGUE
PROJECT LEADER:	G. BAKOS	CHECKED BY:	G. BAKOS
CROSS SECTION SHEET	20	SHEET	196 OF 307

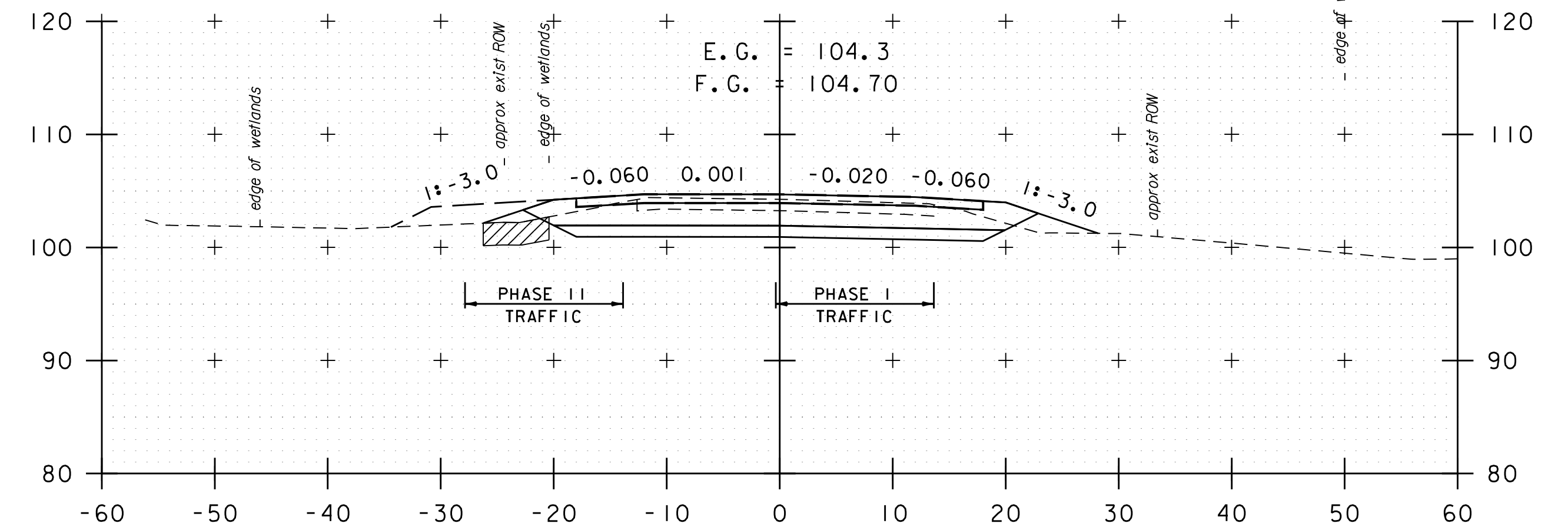
TEMPORARY SLOPE
WIDENING FOR TCP (TYP.)



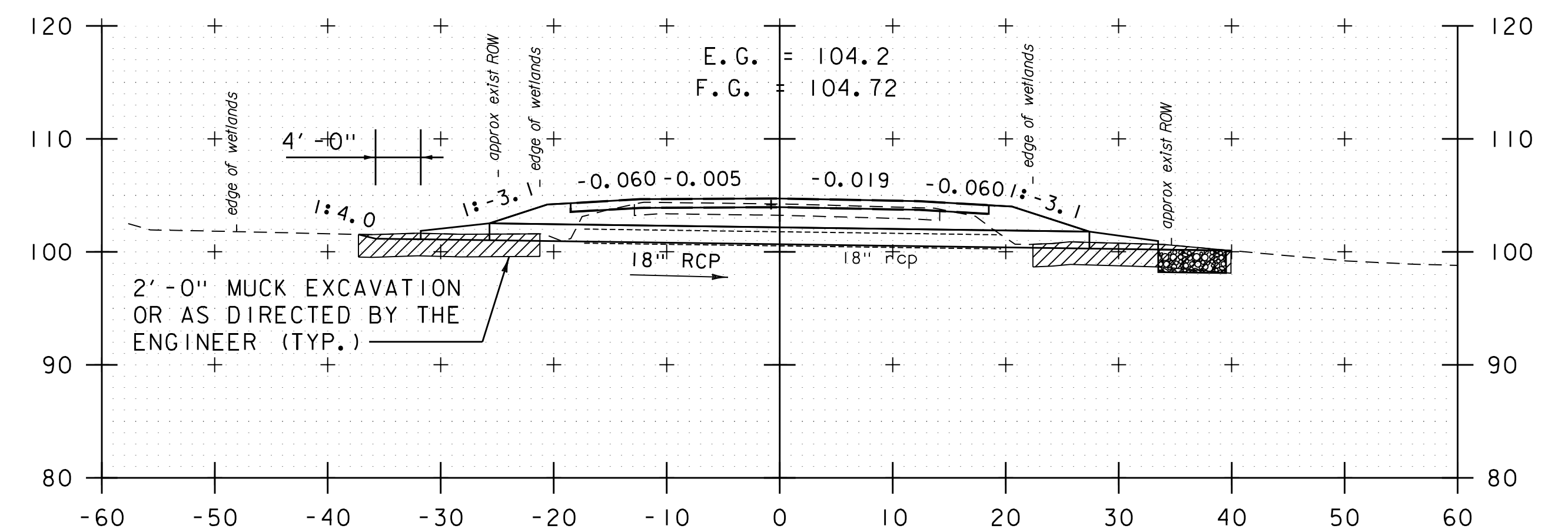
90+00



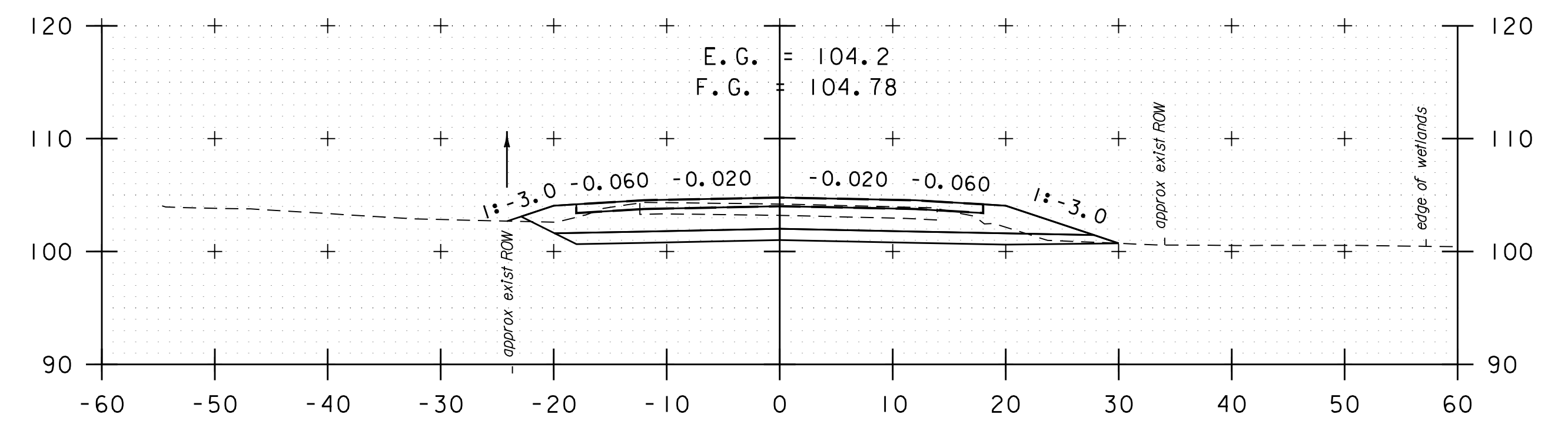
89+50 (DRIVE LT)



91+00



90+85 SKEWED (NEW 18" RCP)



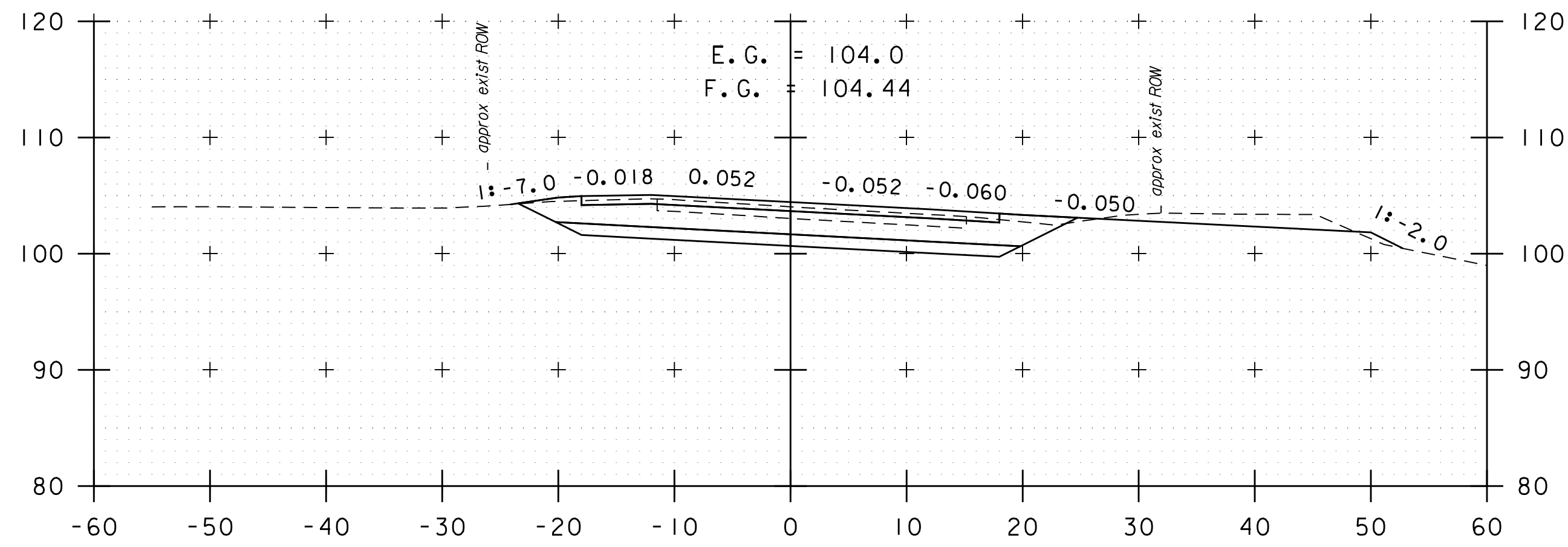
90+50

STA. 89+40 TO STA. 91+00



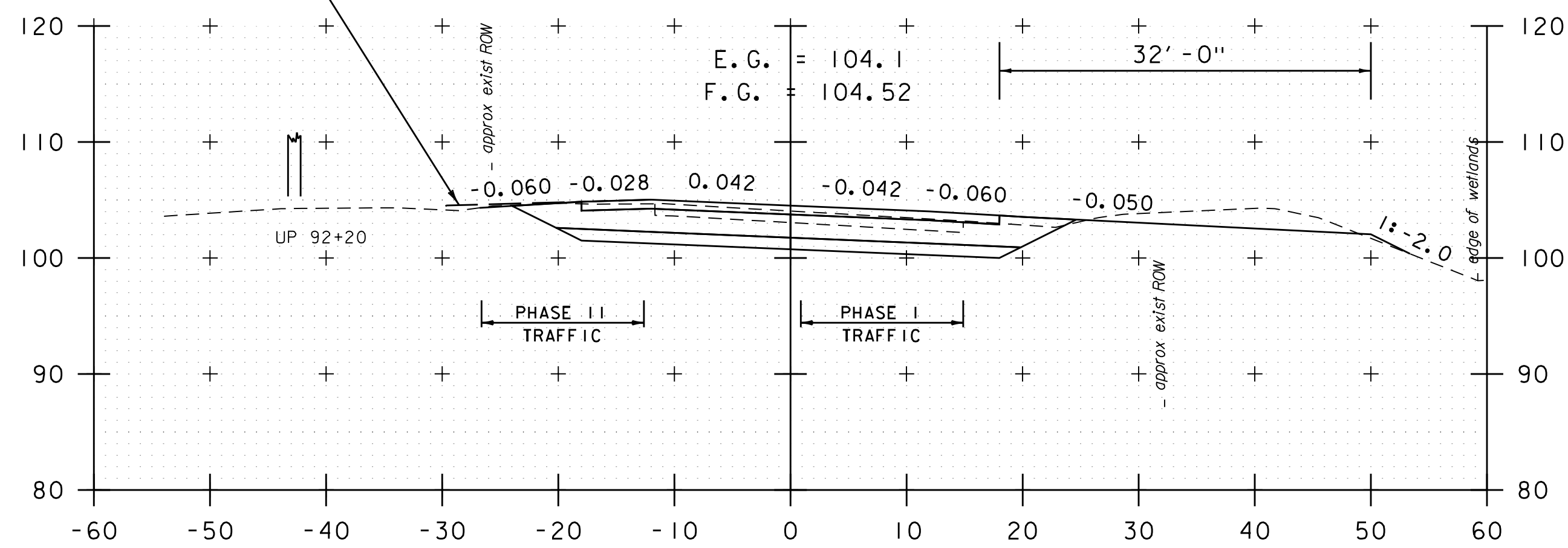
PROJECT NAME: SWANTON
PROJECT NUMBER: NH 036-1(9)
FILE NAME: z96b032xs_3600-16300.dgn
PROJECT LEADER: G. BAKOS
DESIGNED BY: M. BOGUE
CROSS SECTION SHEET 21

PLOT DATE: 9/13/2023
DRAWN BY: C. CILLEY
CHECKED BY: G. BAKOS
SHEET 197 OF 307

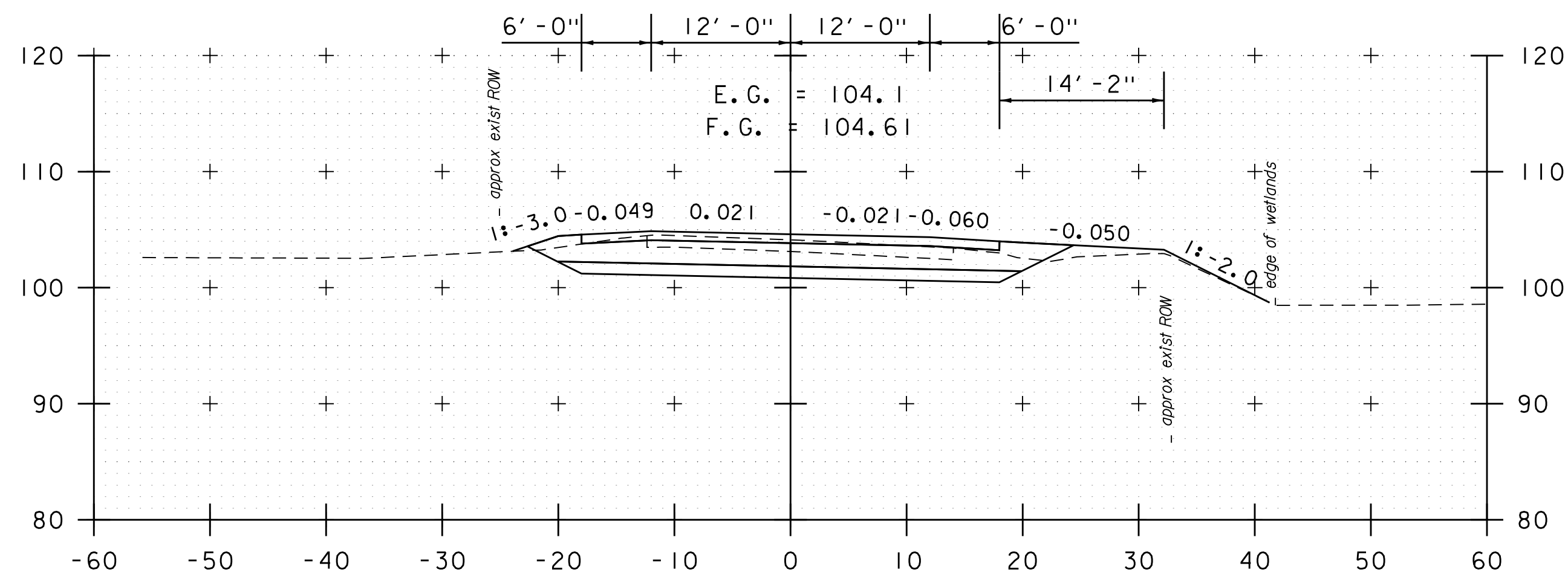


TEMPORARY SLOPE
WIDENING FOR TCP (TYP.)

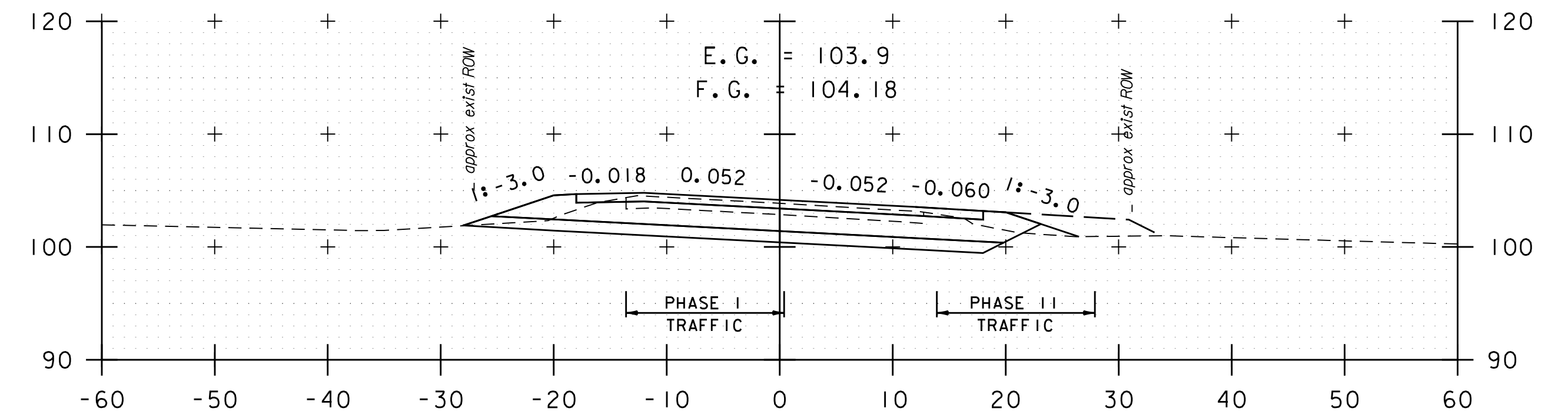
92+50



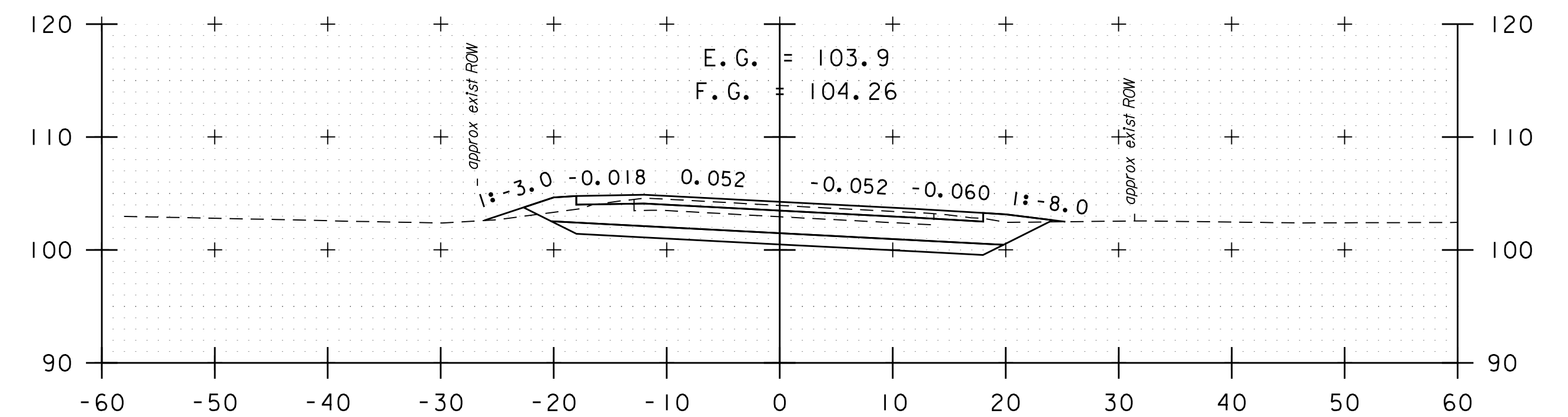
92+00



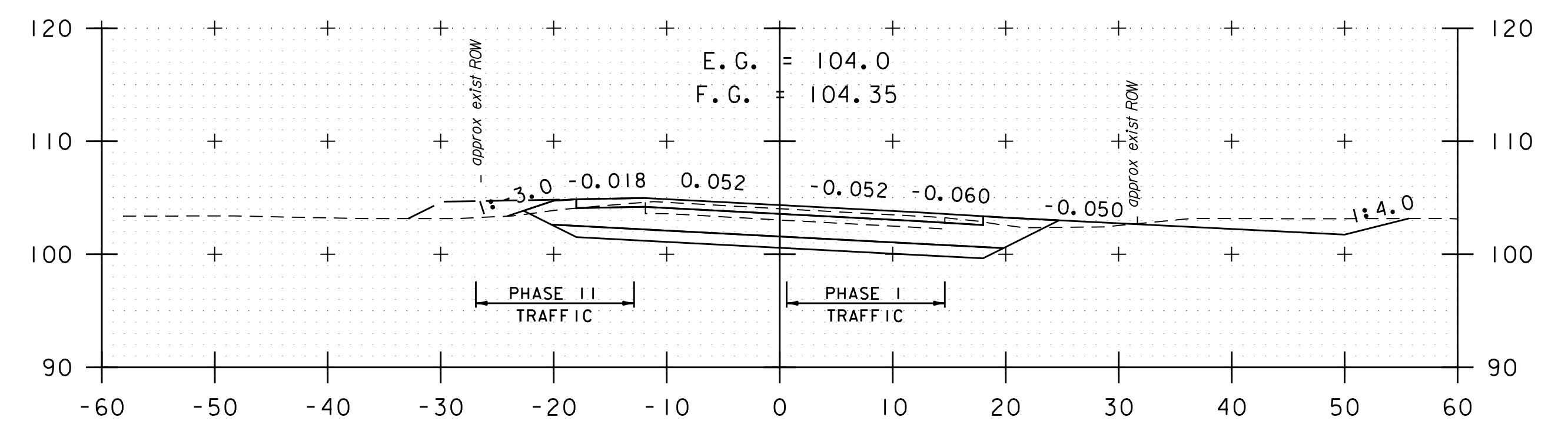
91+50



94+00



93+50



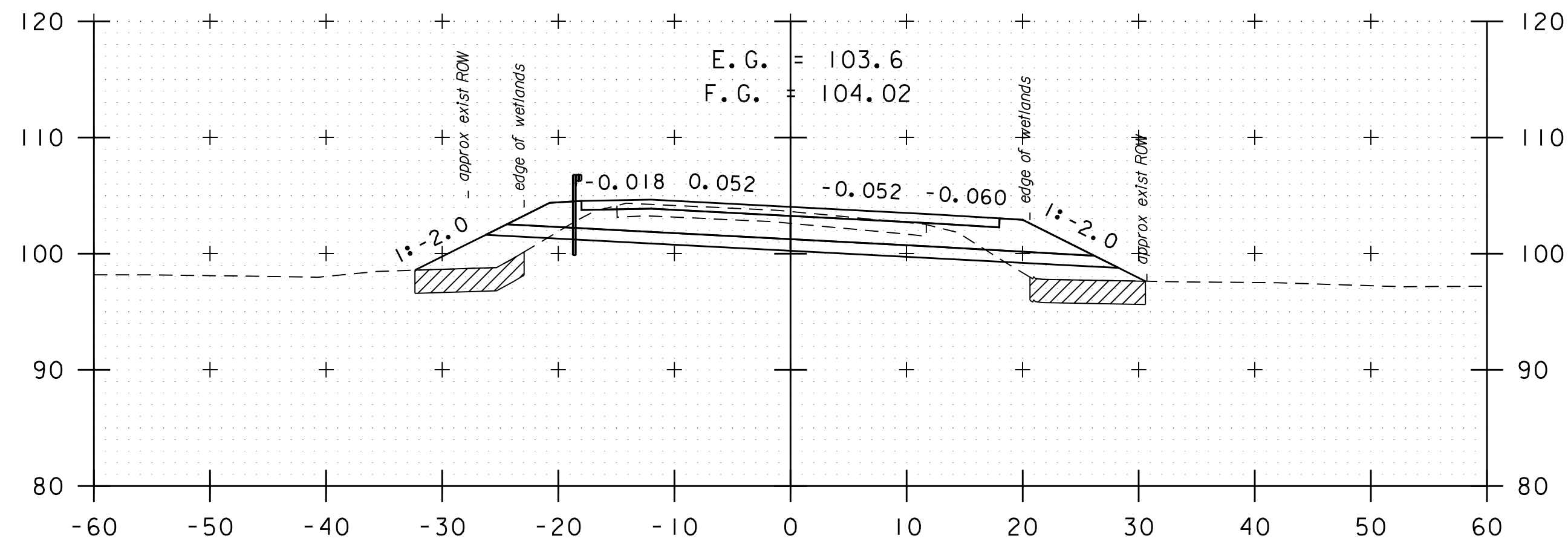
93+00

STA. 91+50 TO STA. 94+00

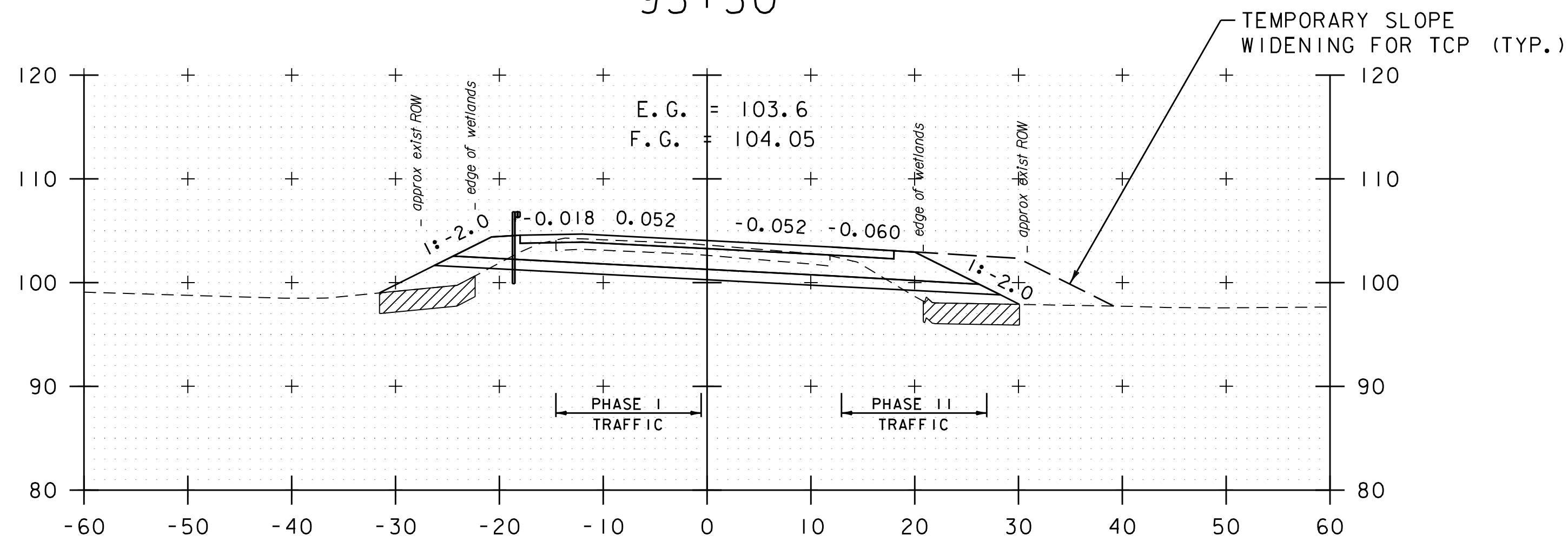


PROJECT NAME: SWANTON
PROJECT NUMBER: NH 036-1(9)
FILE NAME: z96b032xs_3600-16300.dgn
PROJECT LEADER: G. BAKOS
DESIGNED BY: M. BOGUE
CROSS SECTION SHEET 22

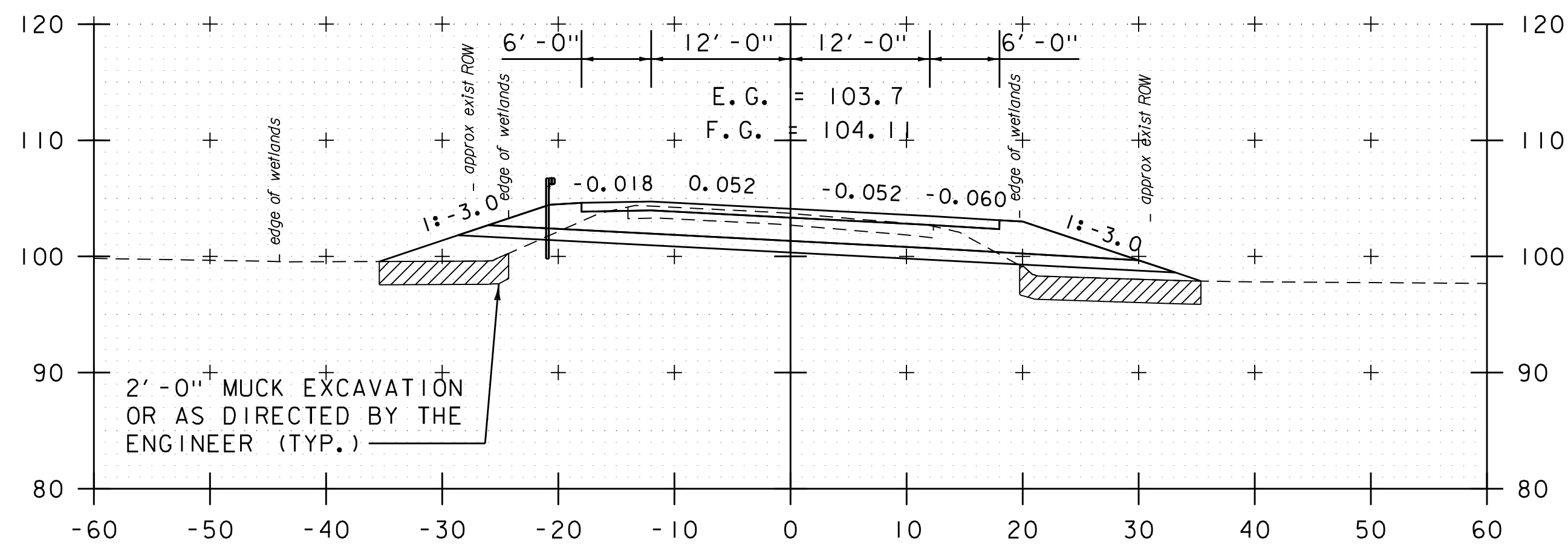
PLOT DATE: 9/13/2023
DRAWN BY: C. CILLEY
CHECKED BY: G. BAKOS
SHEET 198 OF 307



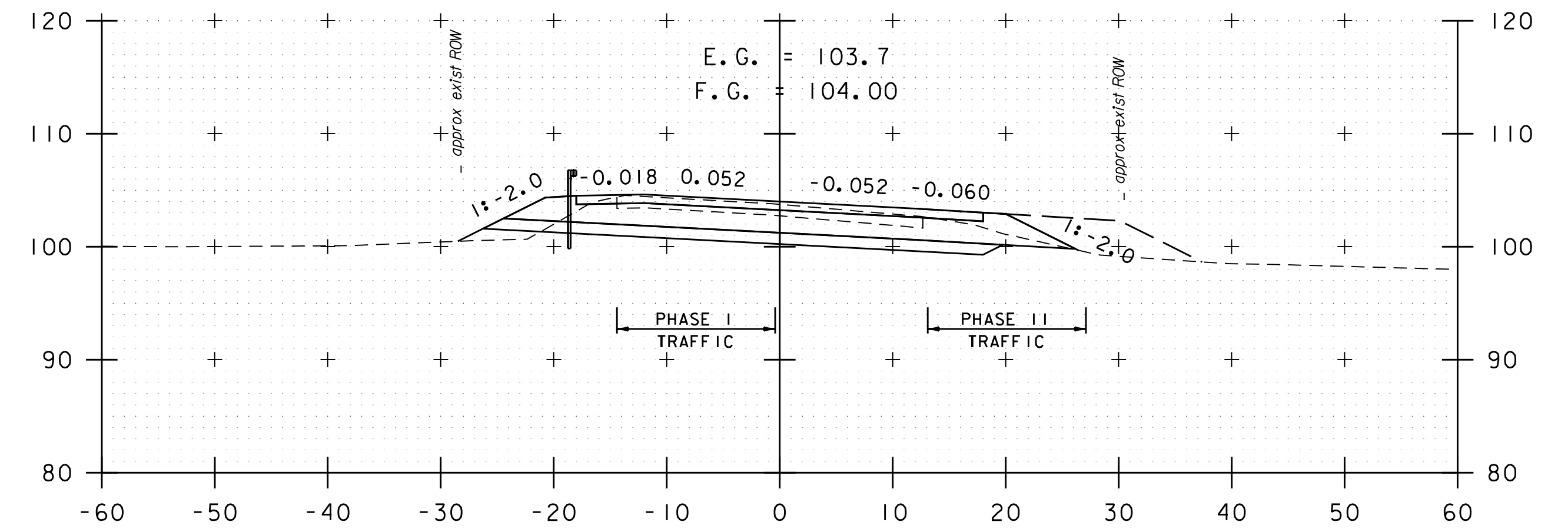
95+50



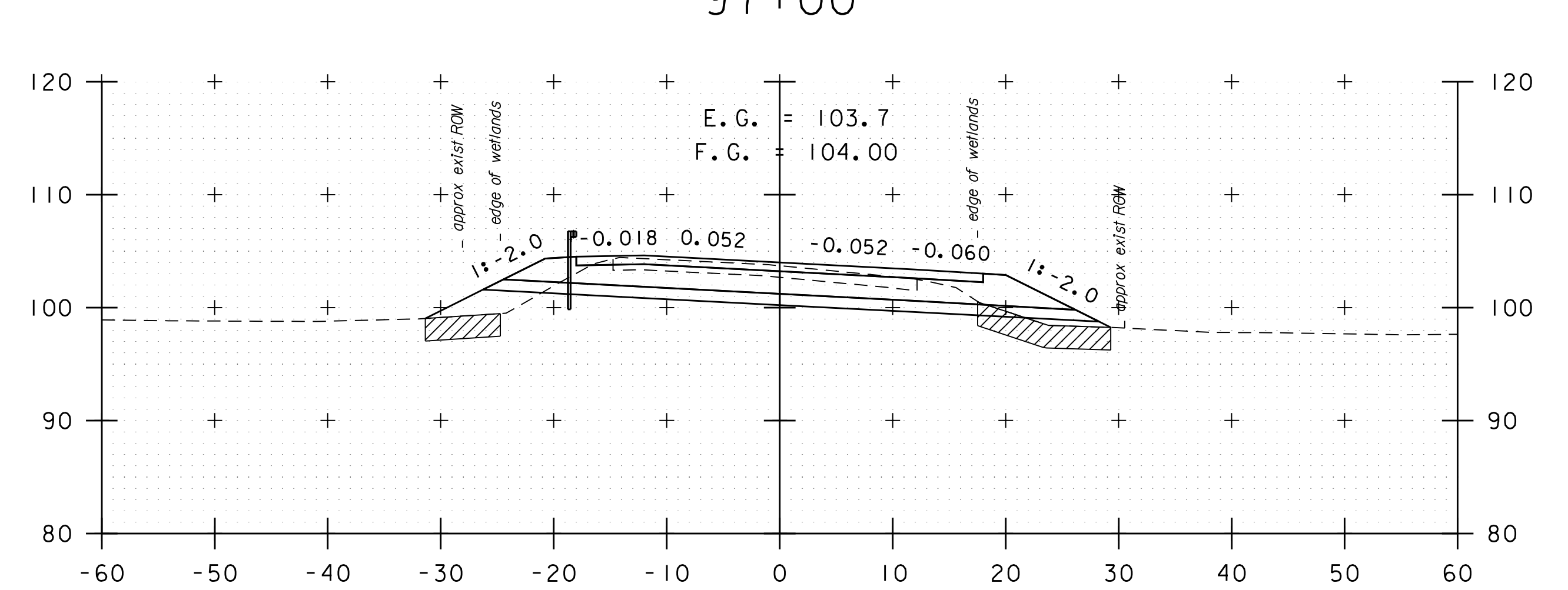
95+00



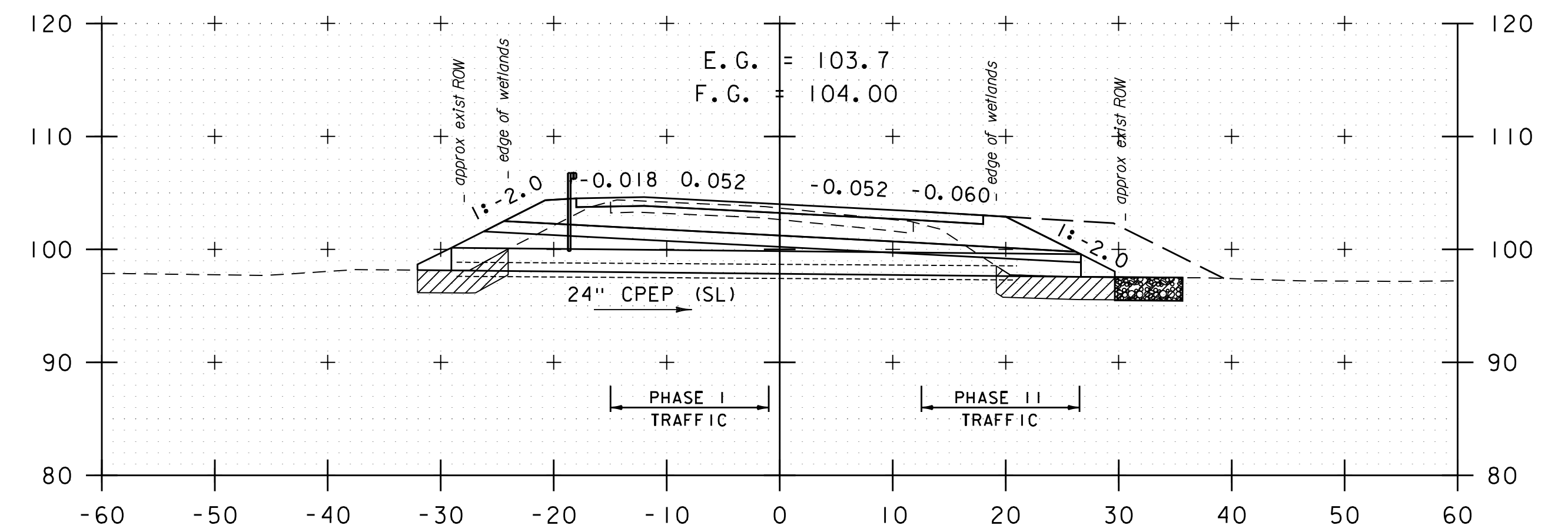
94+50



97+00



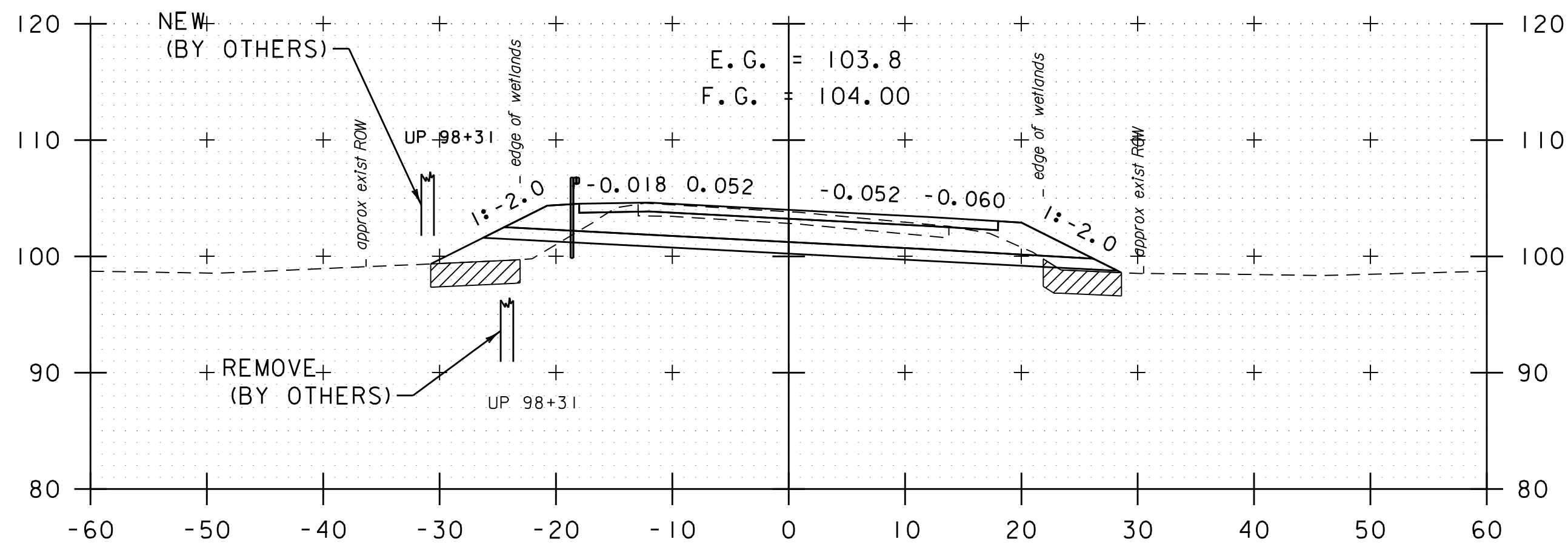
96+50



96+00 (NEW 24" CPEP) STA. 94+50 TO STA. 97+00

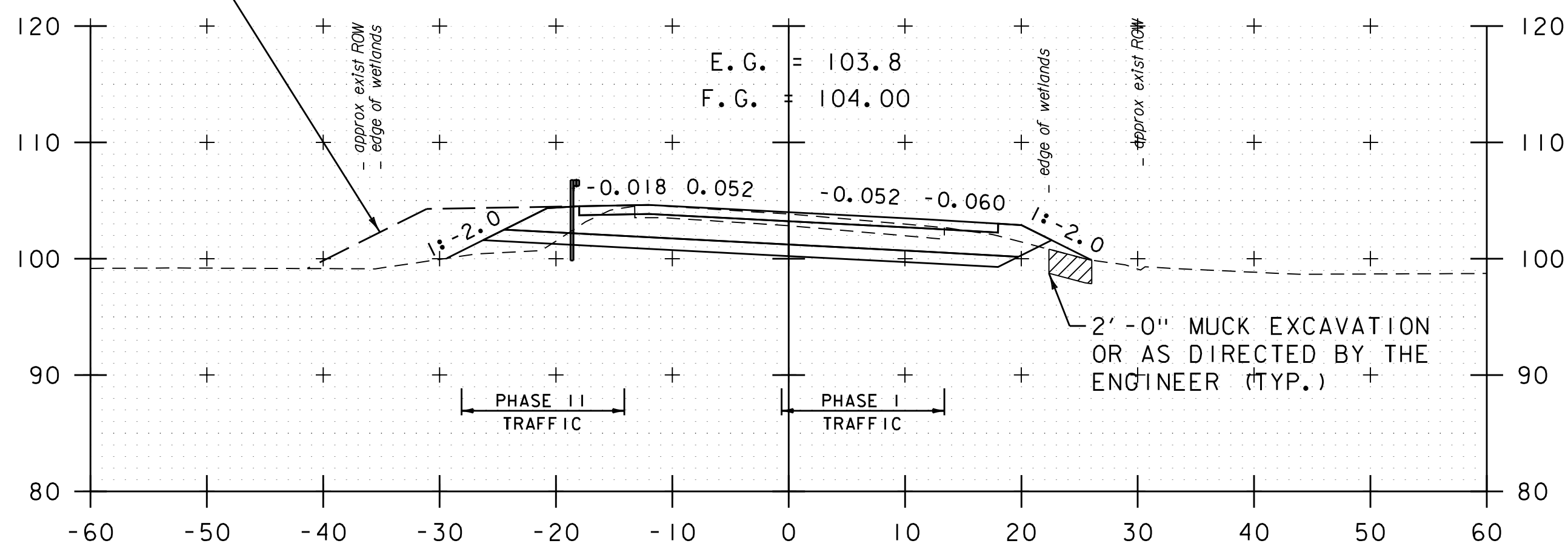


PROJECT NAME:	SWANTON	FILE NAME:	z96b032xs_3600-16300.dgn	PLOT DATE:	9/13/2023
PROJECT NUMBER:	NH 036-1(9)	PROJECT LEADER:	G. BAKOS	DRAWN BY:	C. CILLEY
		DESIGNED BY:	M. BOGUE	CHECKED BY:	G. BAKOS
		CROSS SECTION SHEET 23		SHEET	199 OF 307

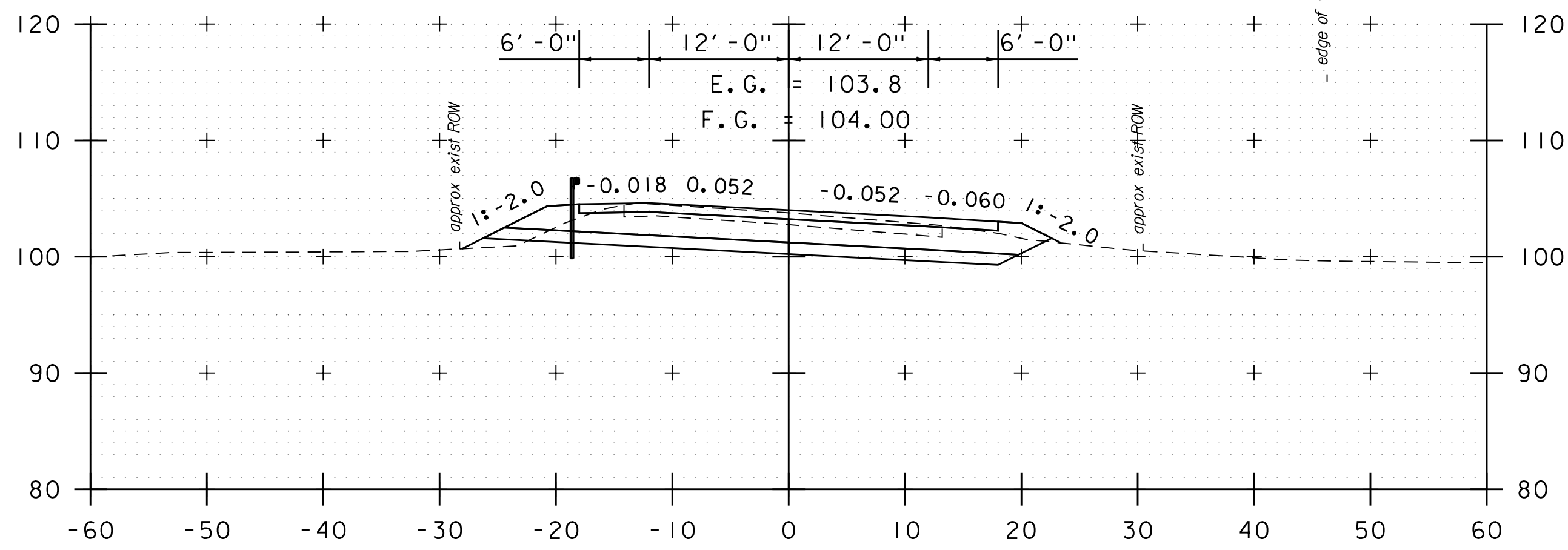


98+50

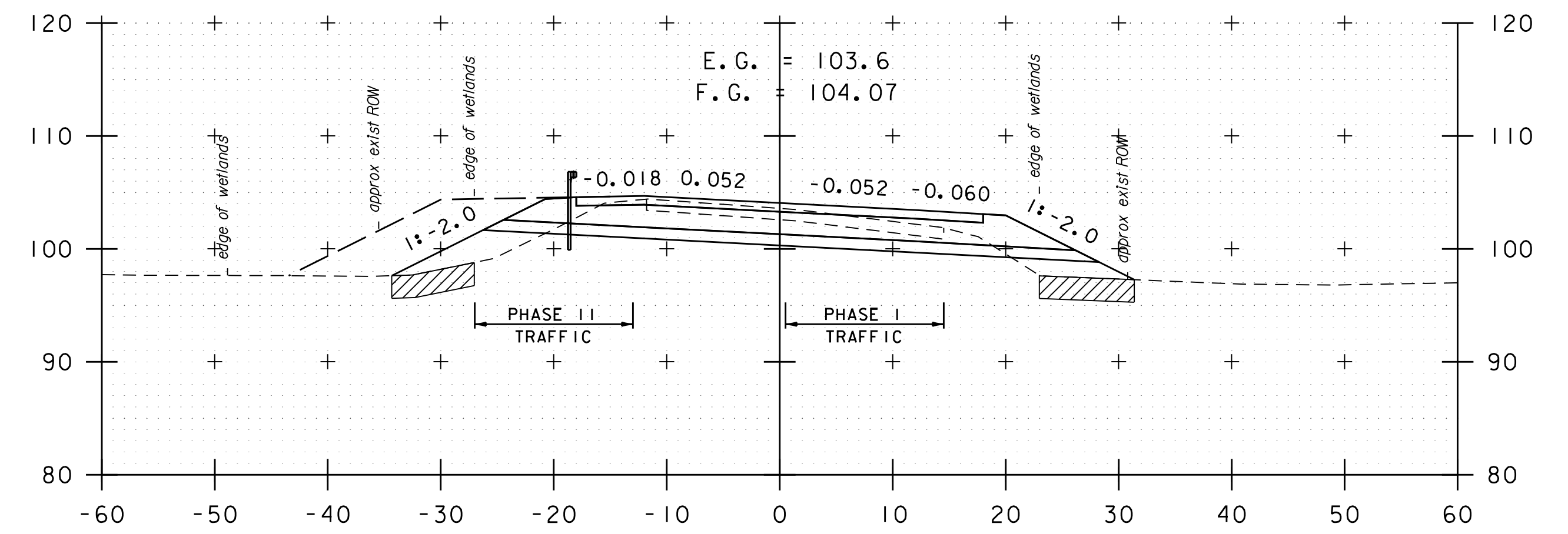
TEMPORARY SLOPE WIDENING FOR TCP (TYP.)



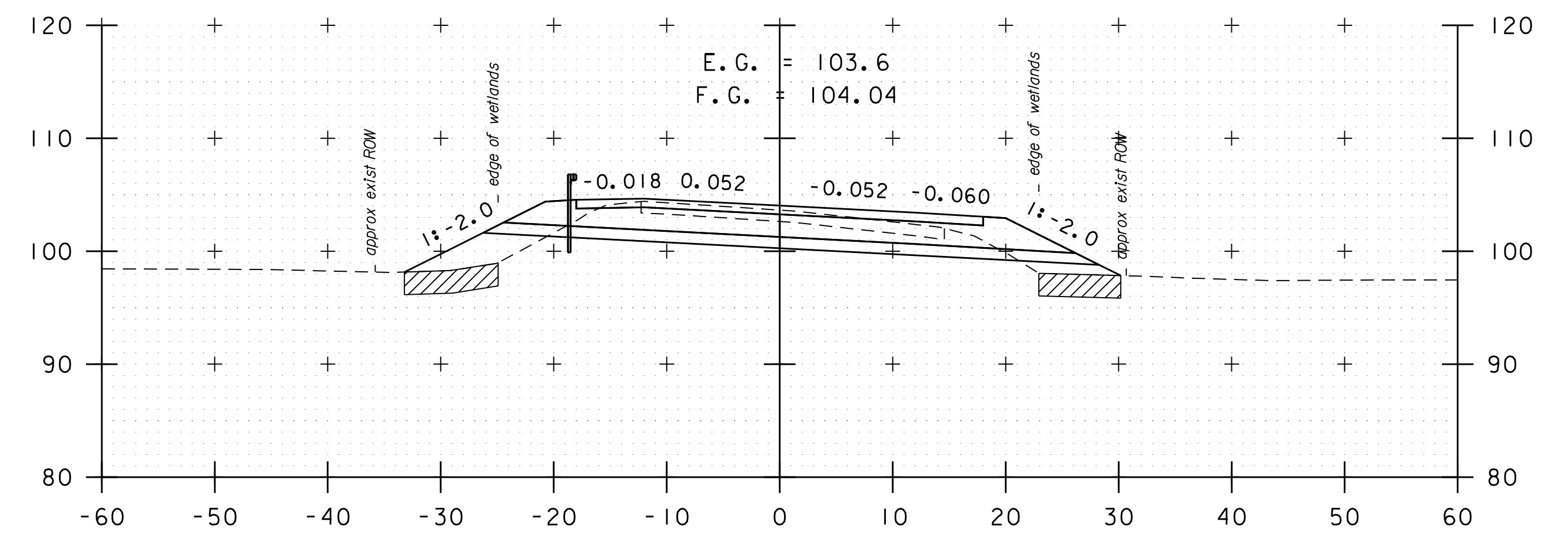
98+00



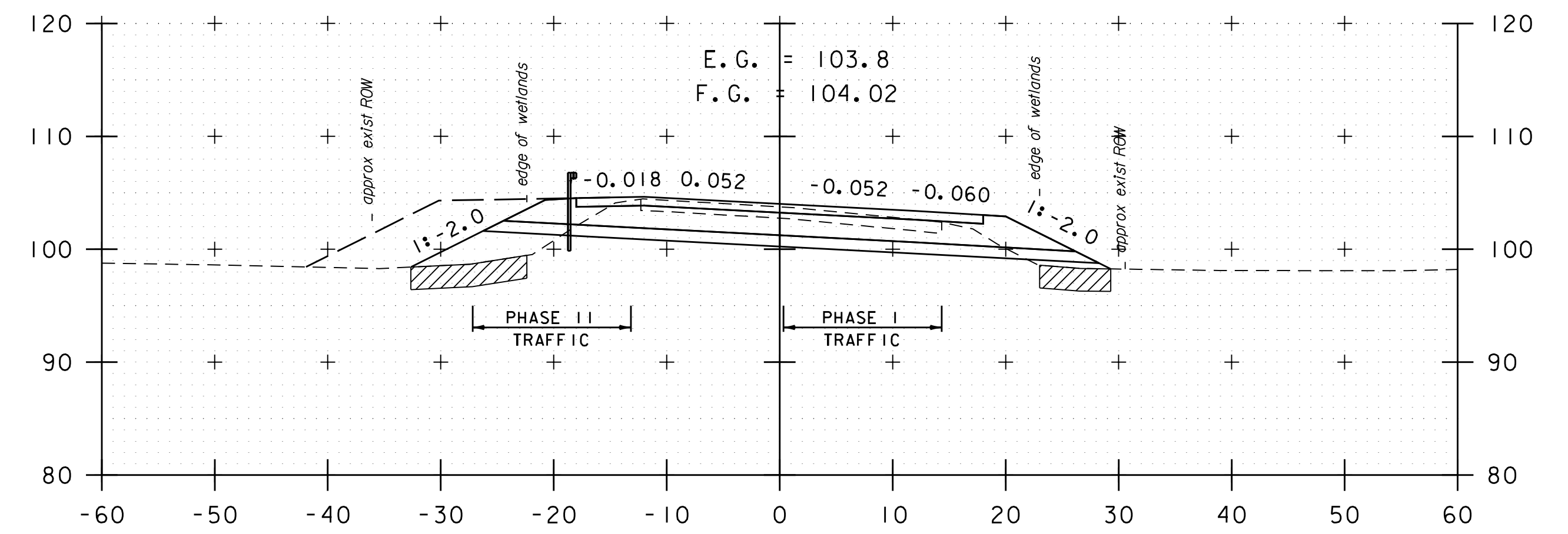
97+50



100+00



99+50

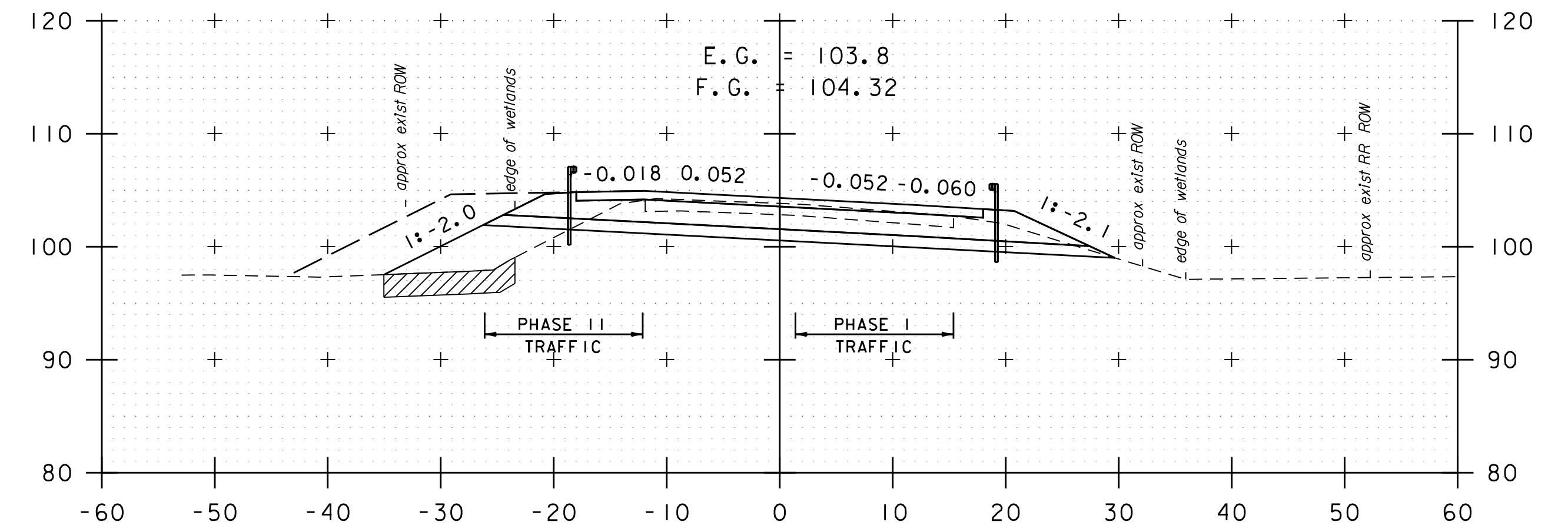
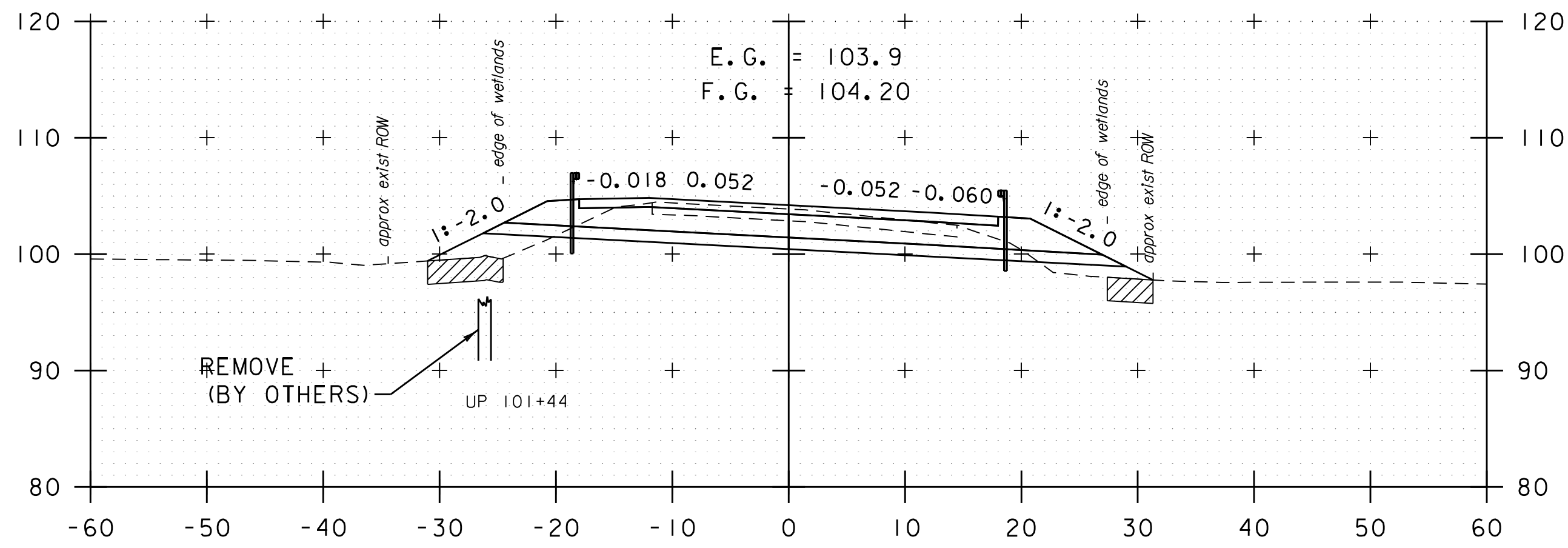


99+00

STA. 97+50 TO STA. 100+00

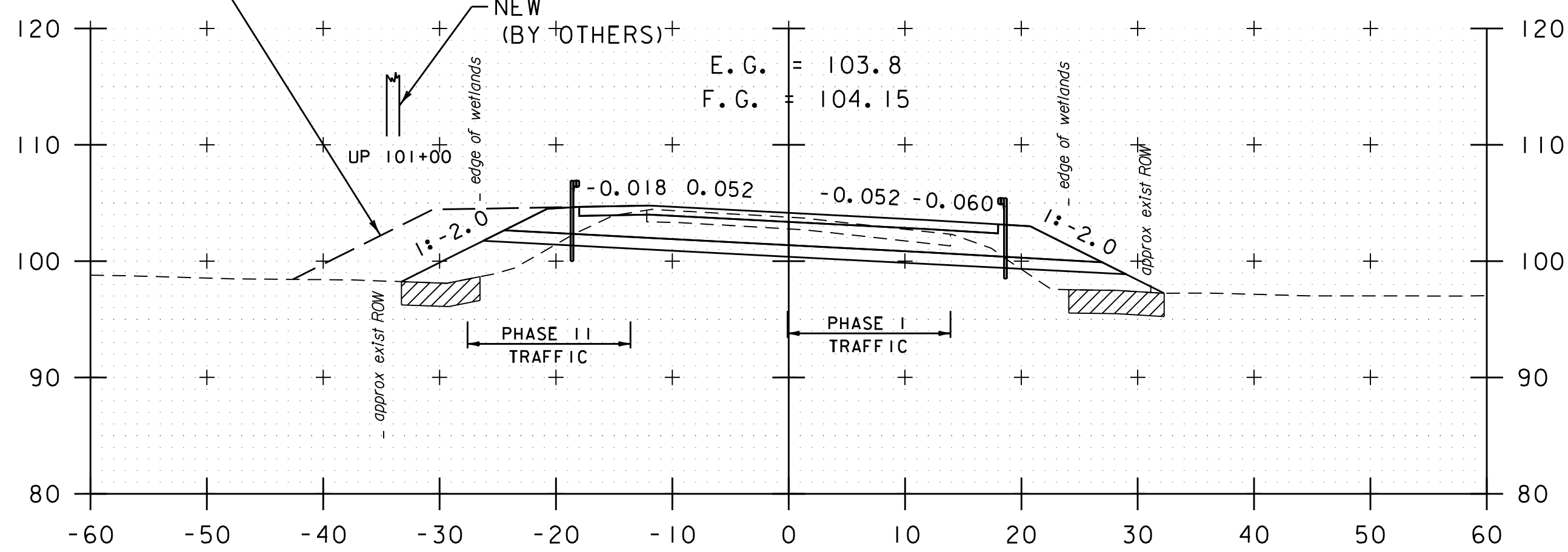


PROJECT NAME:	SWANTON
PROJECT NUMBER:	NH 036-1(9)
FILE NAME:	z96b032xs_3600-16300.dgn
PROJECT LEADER:	G. BAKOS
DESIGNED BY:	M. BOGUE
CROSS SECTION SHEET	24
PLOT DATE:	9/13/2023
DRAWN BY:	C. CILLEY
CHECKED BY:	G. BAKOS
SHEET	200 OF 307

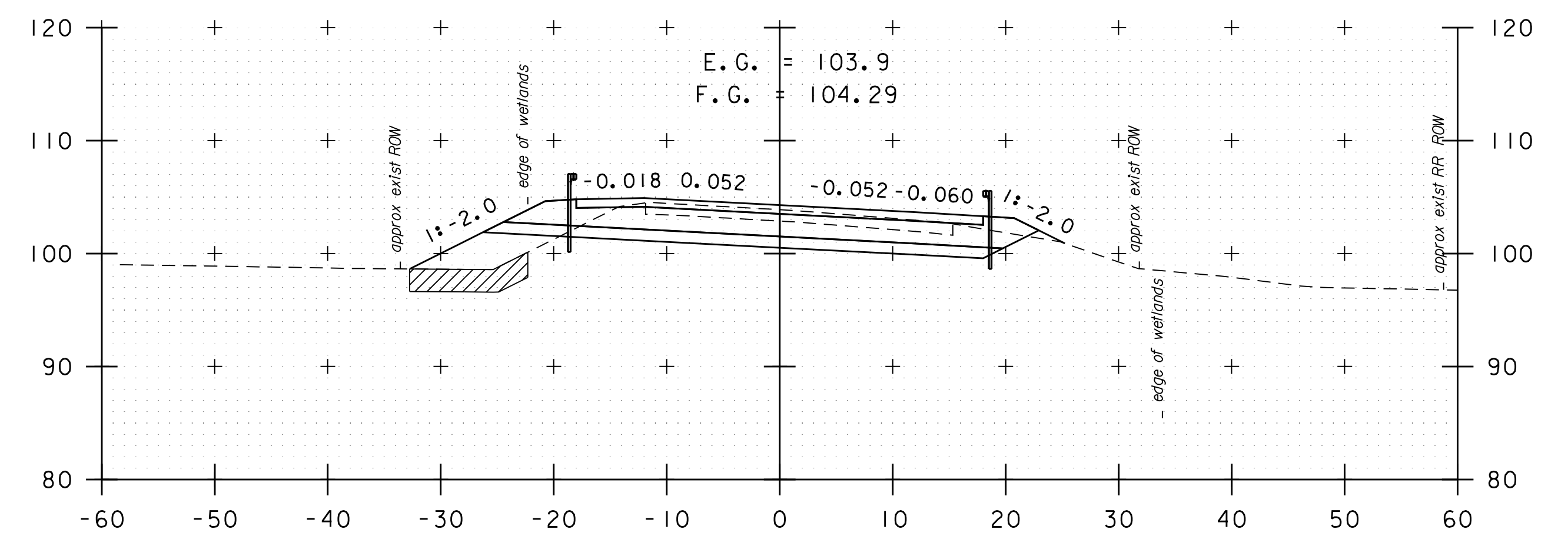


TEMPORARY SLOPE
WIDENING FOR TCP (TYP.)

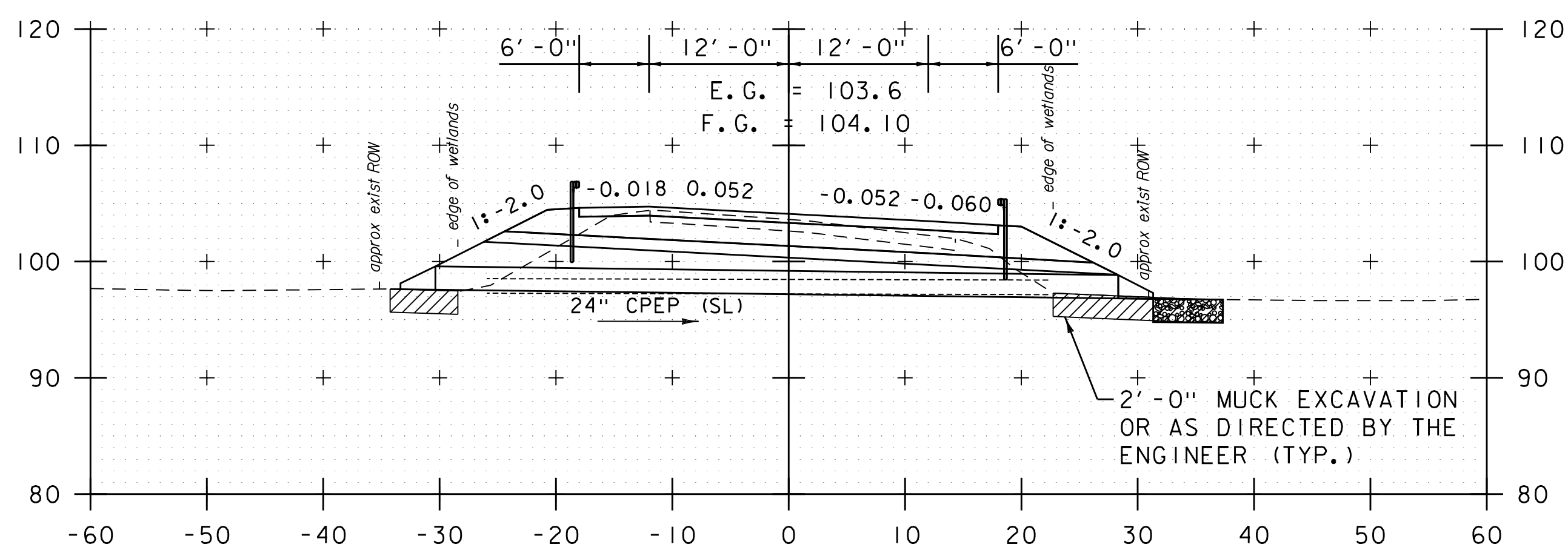
101+50



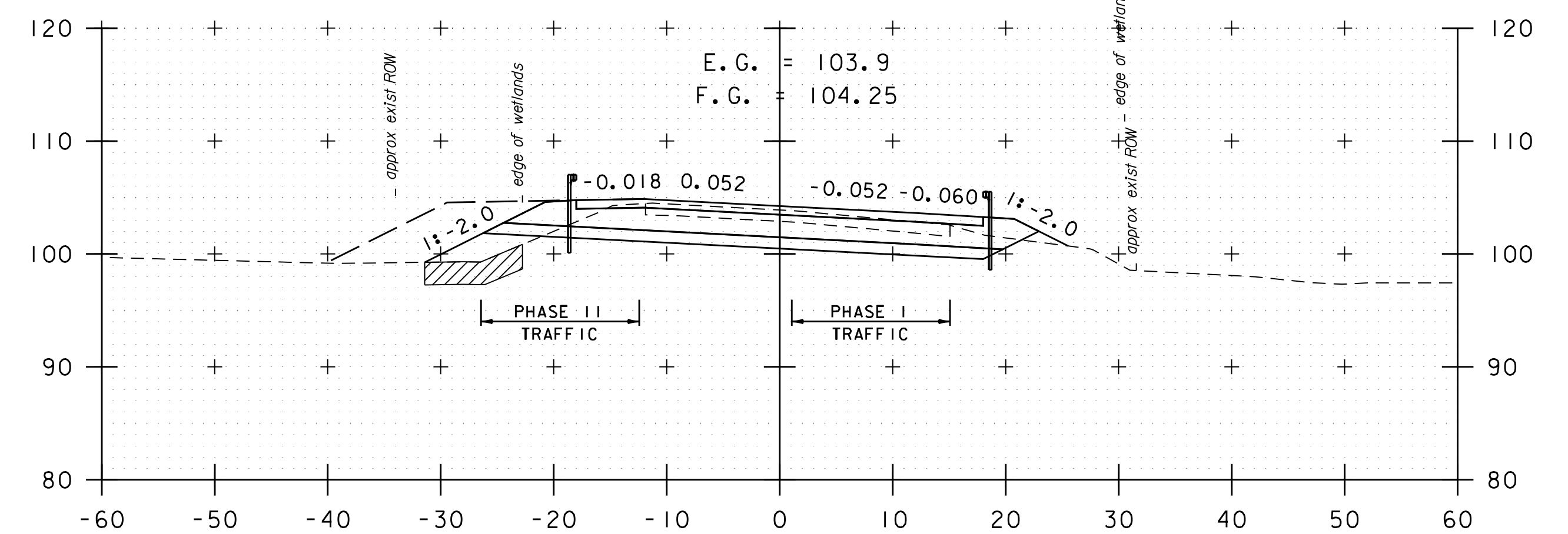
103+00



101+00



102+50



100+50 (NEW 24" CPEP)

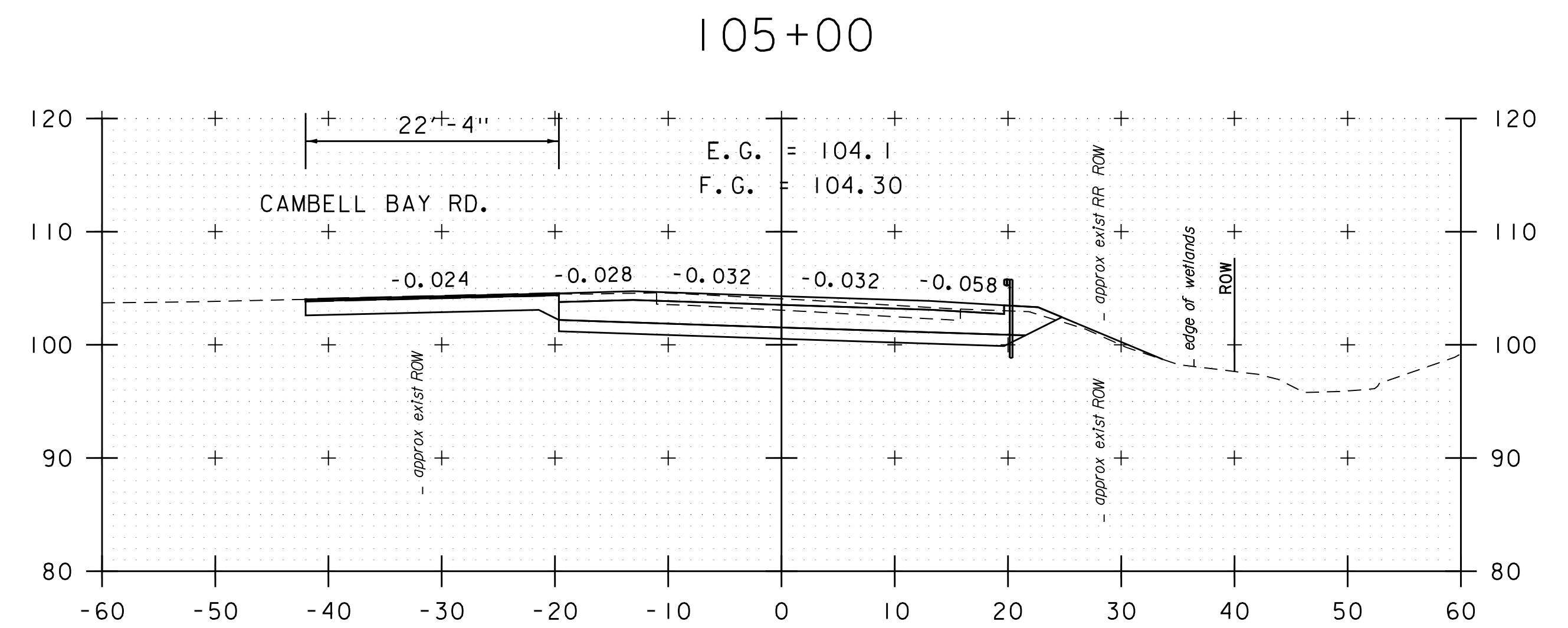
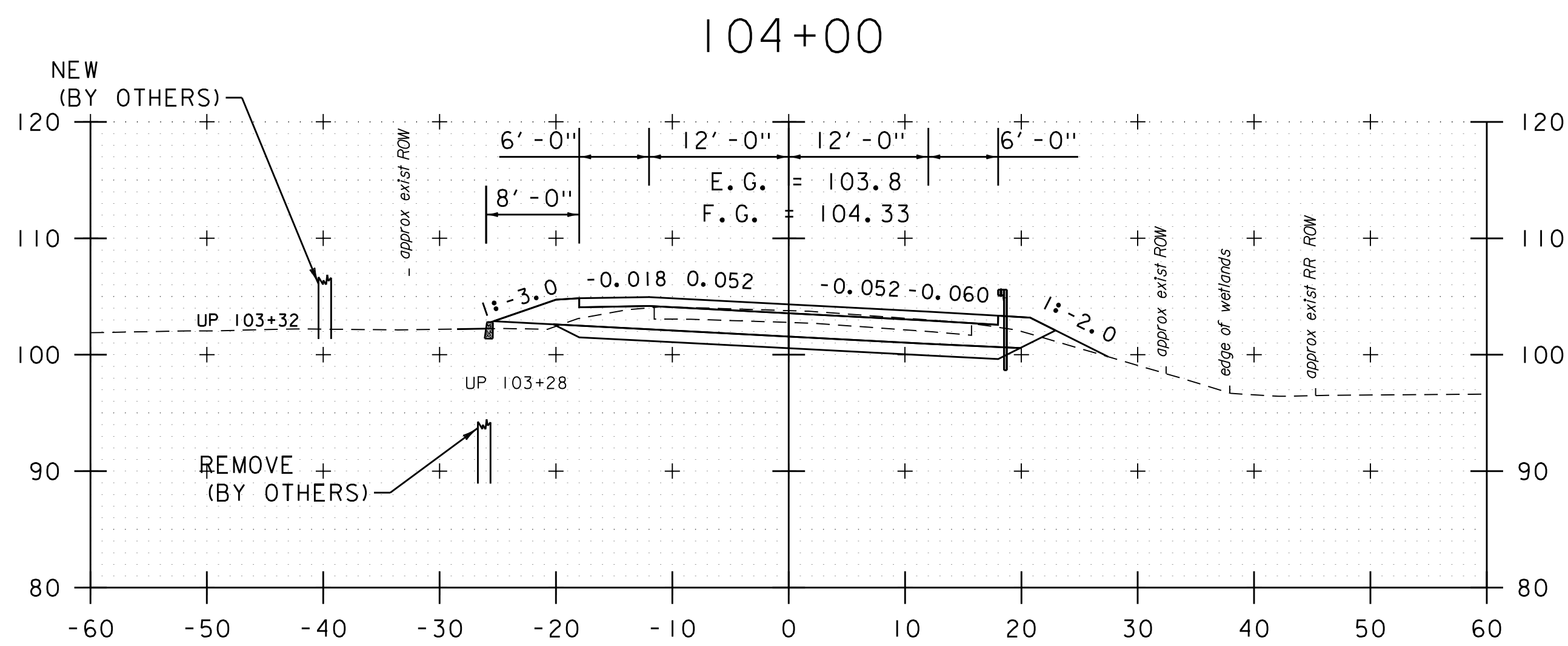
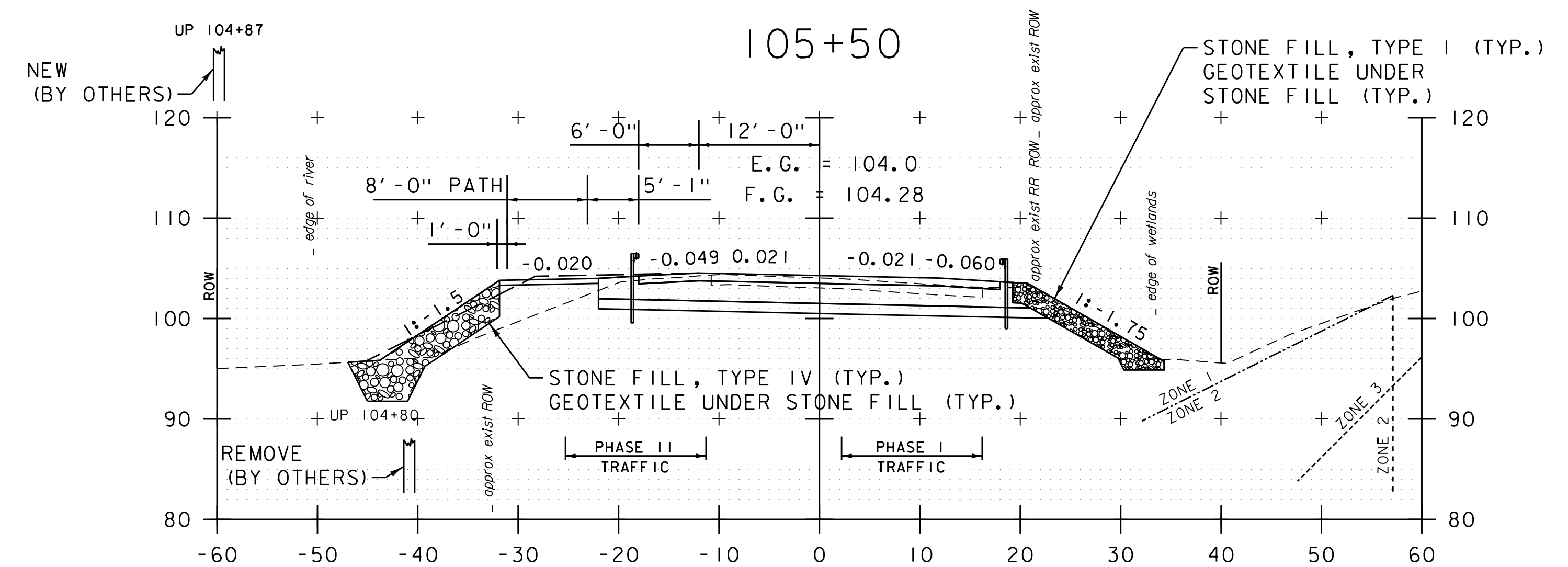
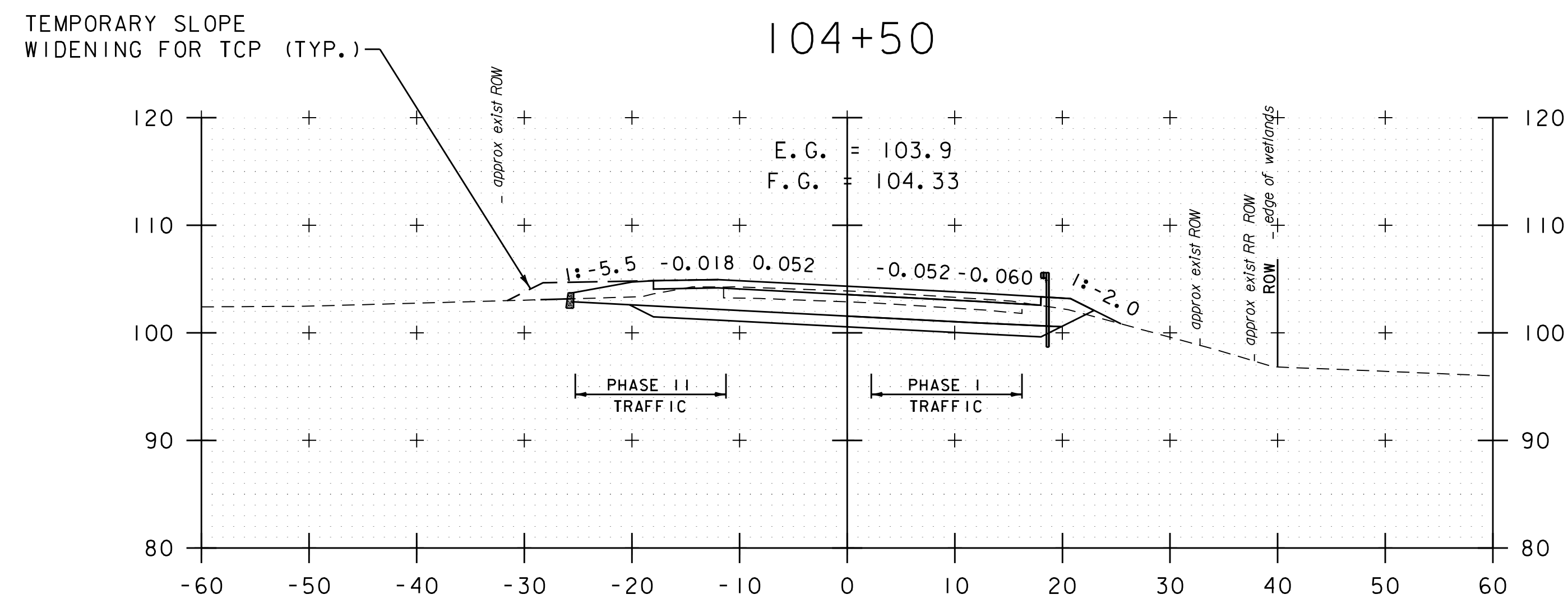
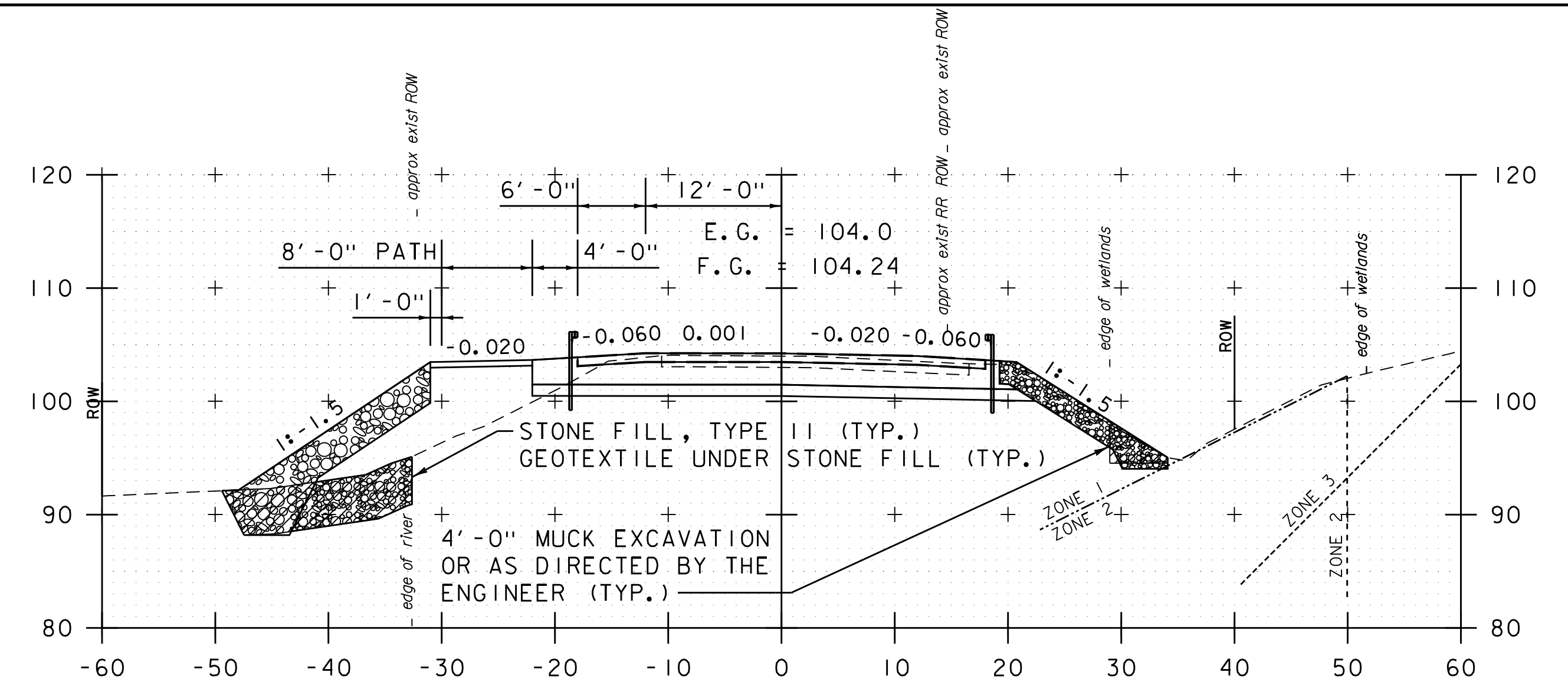
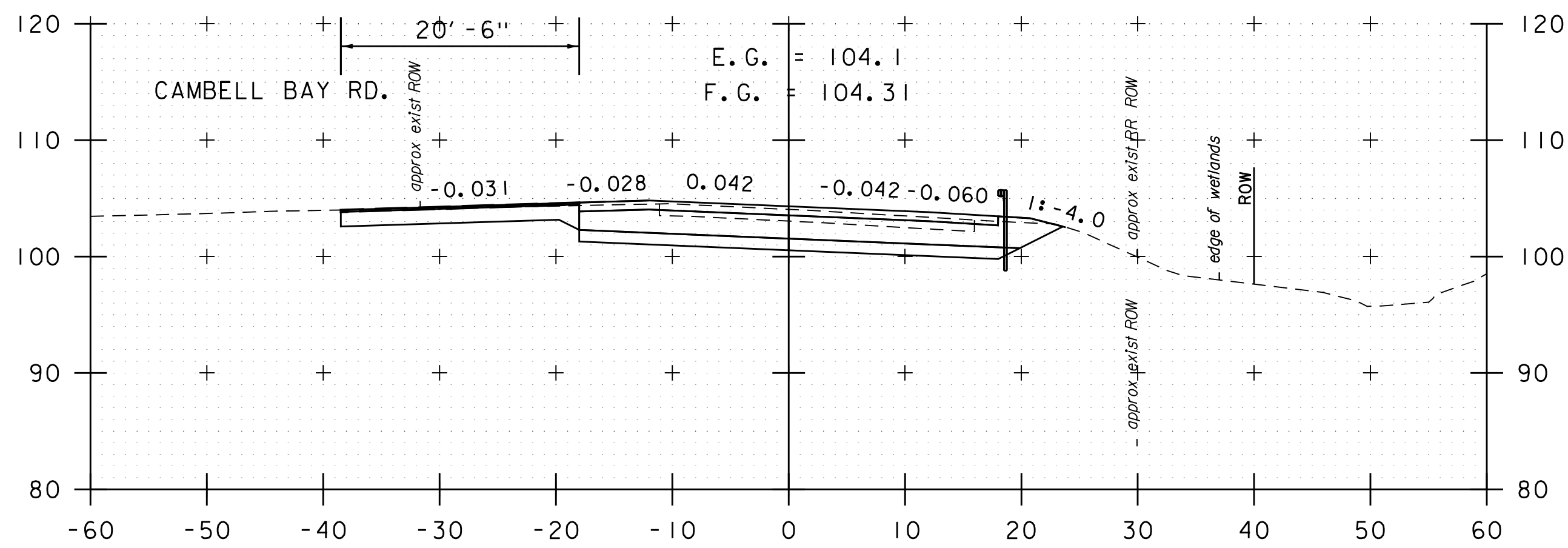
102+00

STA. 100+50 TO STA. 103+00



PROJECT NAME: SWANTON
PROJECT NUMBER: NH 036-1(9)
FILE NAME: z96b032xs_3600-16300.dgn
PROJECT LEADER: G. BAKOS
DESIGNED BY: M. BOGUE
CROSS SECTION SHEET 25

PLOT DATE: 9/13/2023
DRAWN BY: C. CILLEY
CHECKED BY: G. BAKOS
SHEET 201 OF 307



104+69 (SKEWED) (CAMPBELL BAY RD LT)

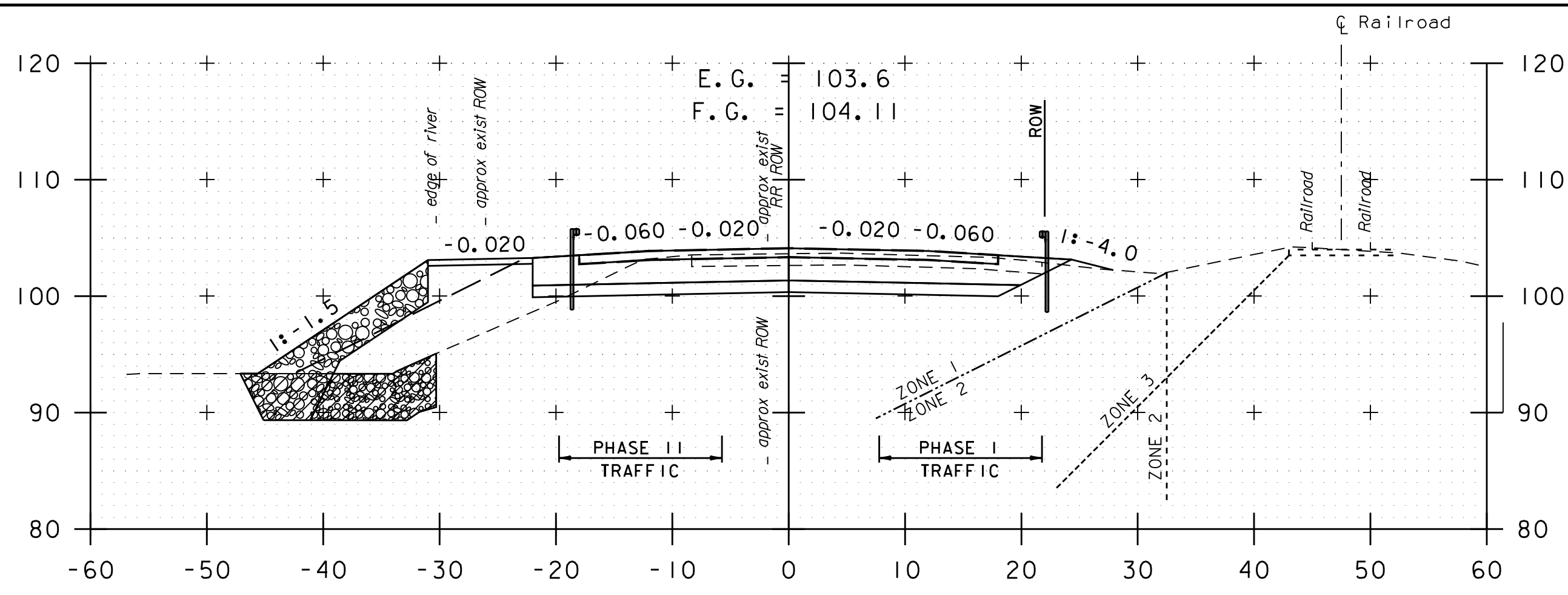
STA. 103+50 TO STA. 105+50



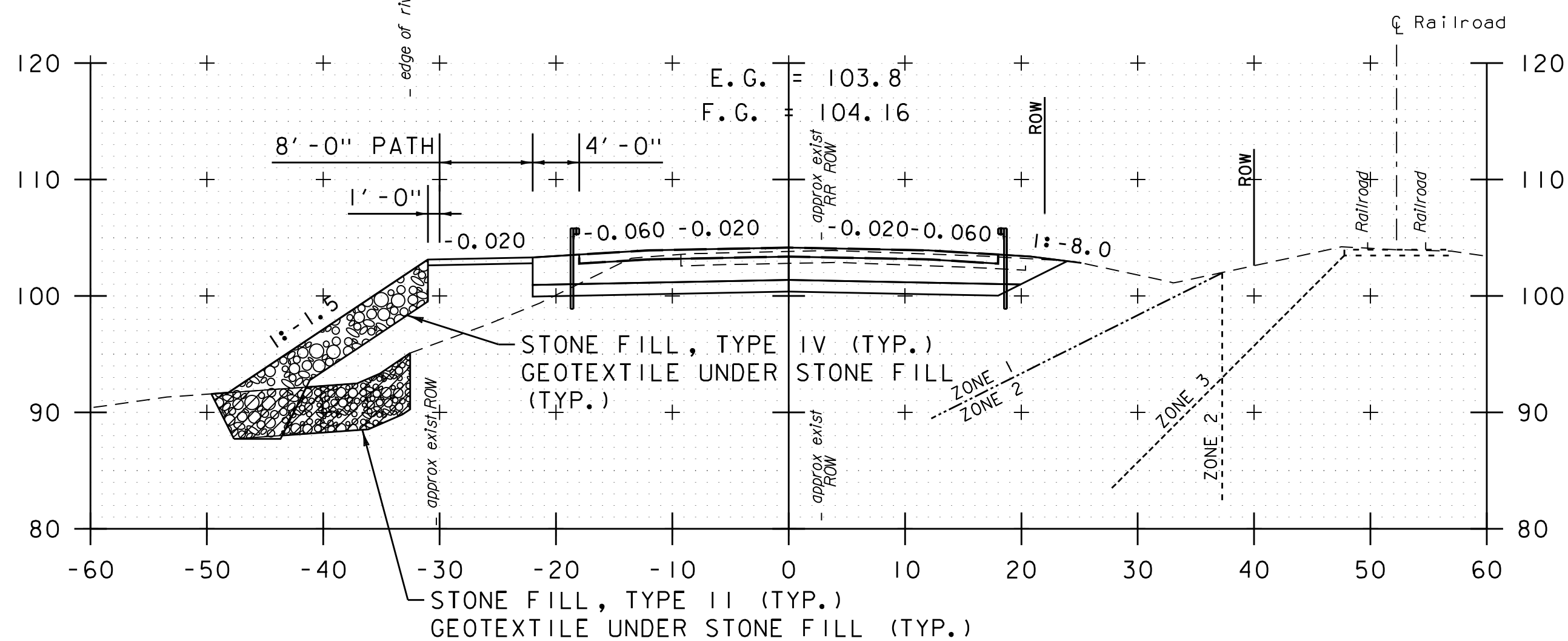
PROJECT NAME: SWANTON
PROJECT NUMBER: NH 036-1(9)

FILE NAME: z96b032xs-3600-16300.dgn
PROJECT LEADER: G. BAKOS
DESIGNED BY: M. BOGUE
CROSS SECTION SHEET 26

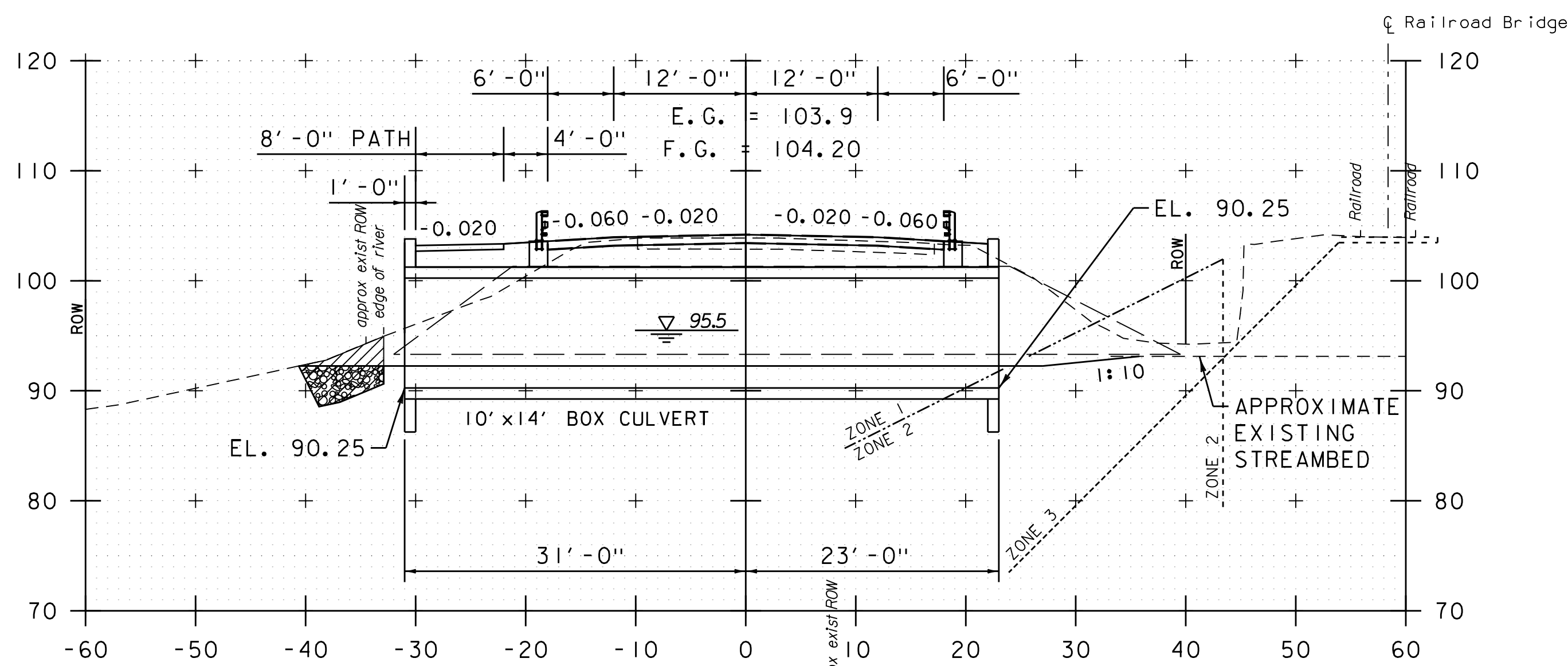
PLOT DATE: 9/13/2023
DRAWN BY: C. CILLEY
CHECKED BY: G. BAKOS
SHEET 202 OF 307



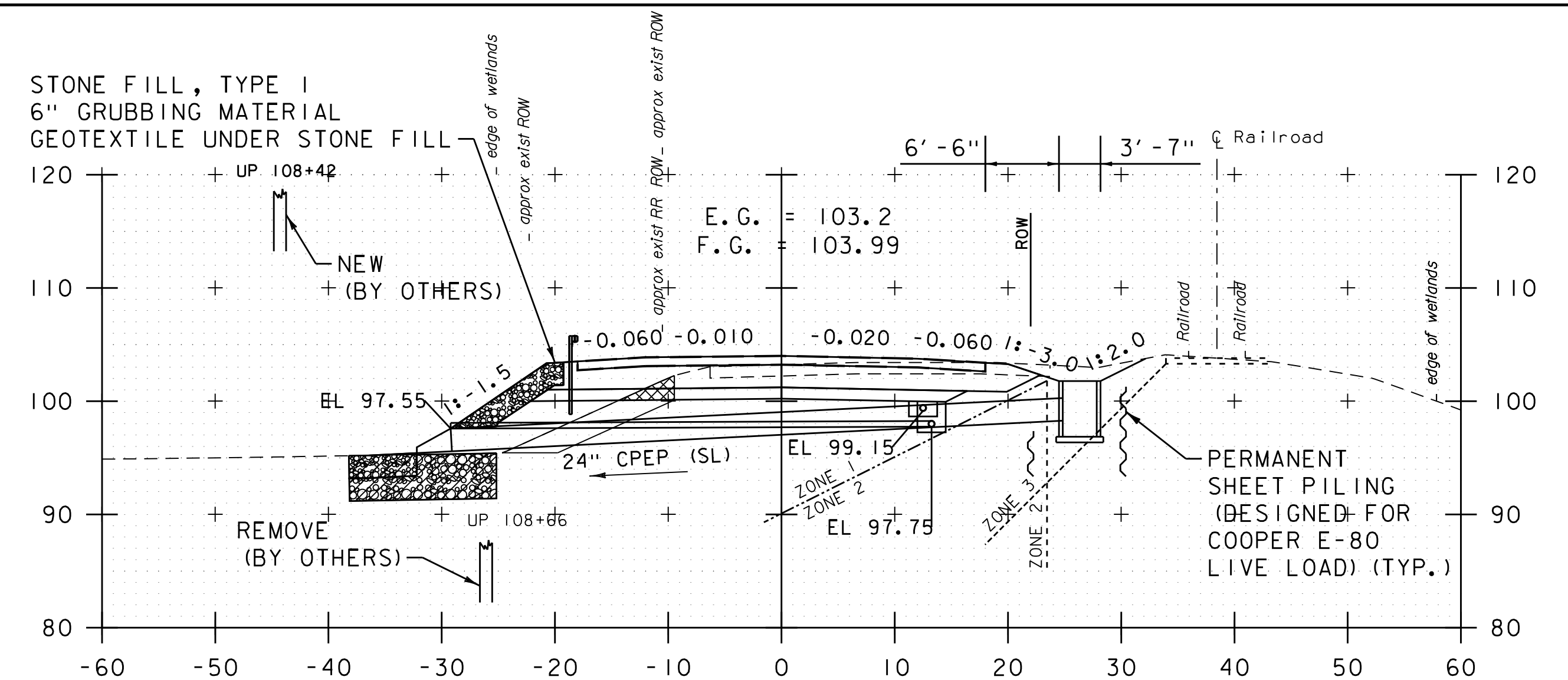
107+00



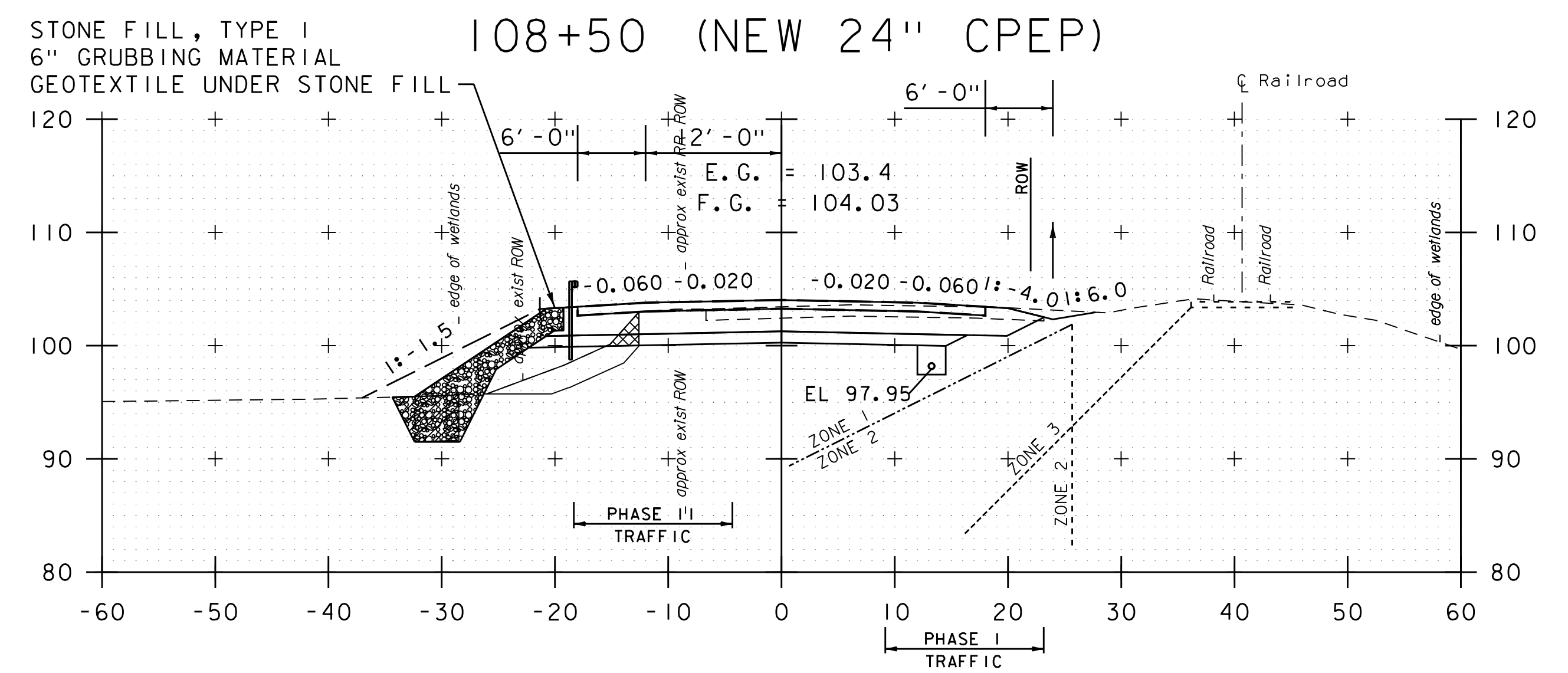
106+50



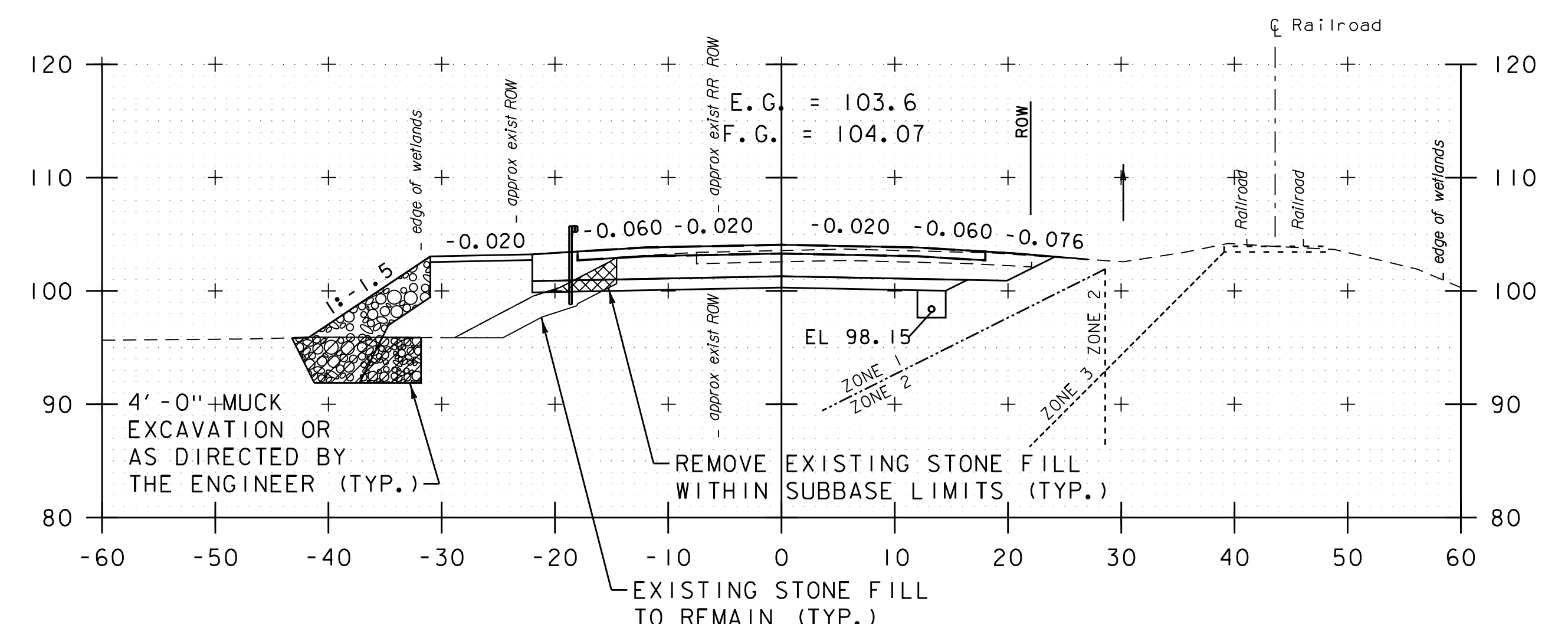
106+00 (NEW 10' X 14" BOX)



108+50 (NEW 24" CPEP)



108+00

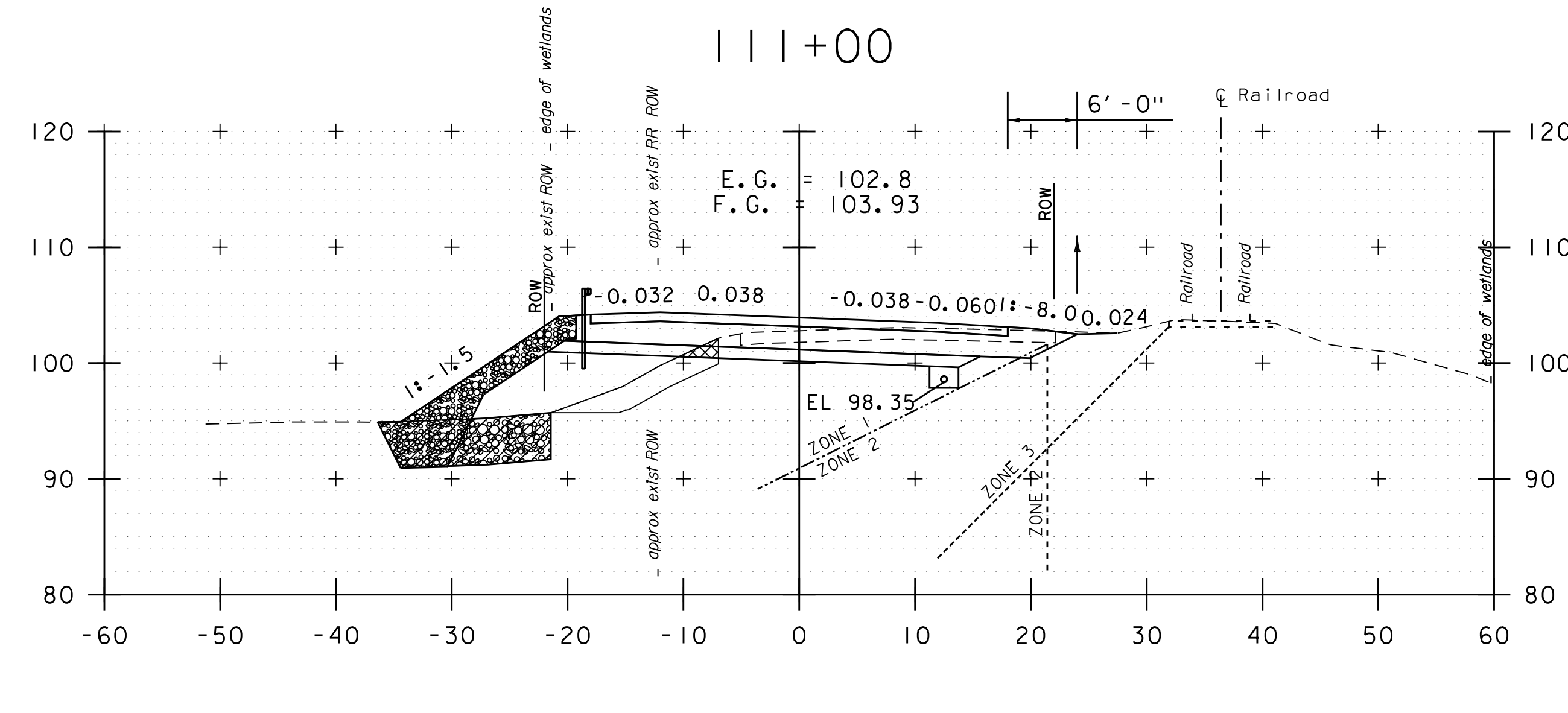
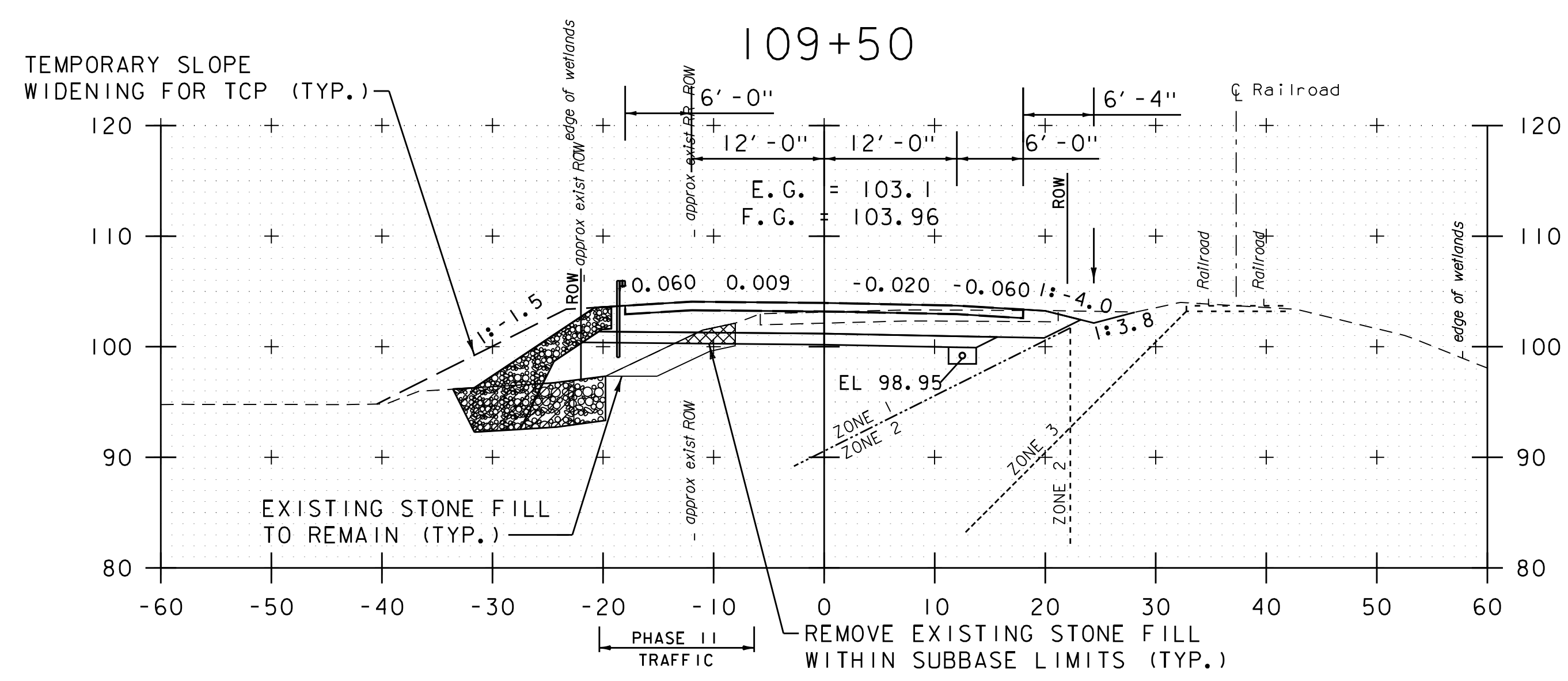
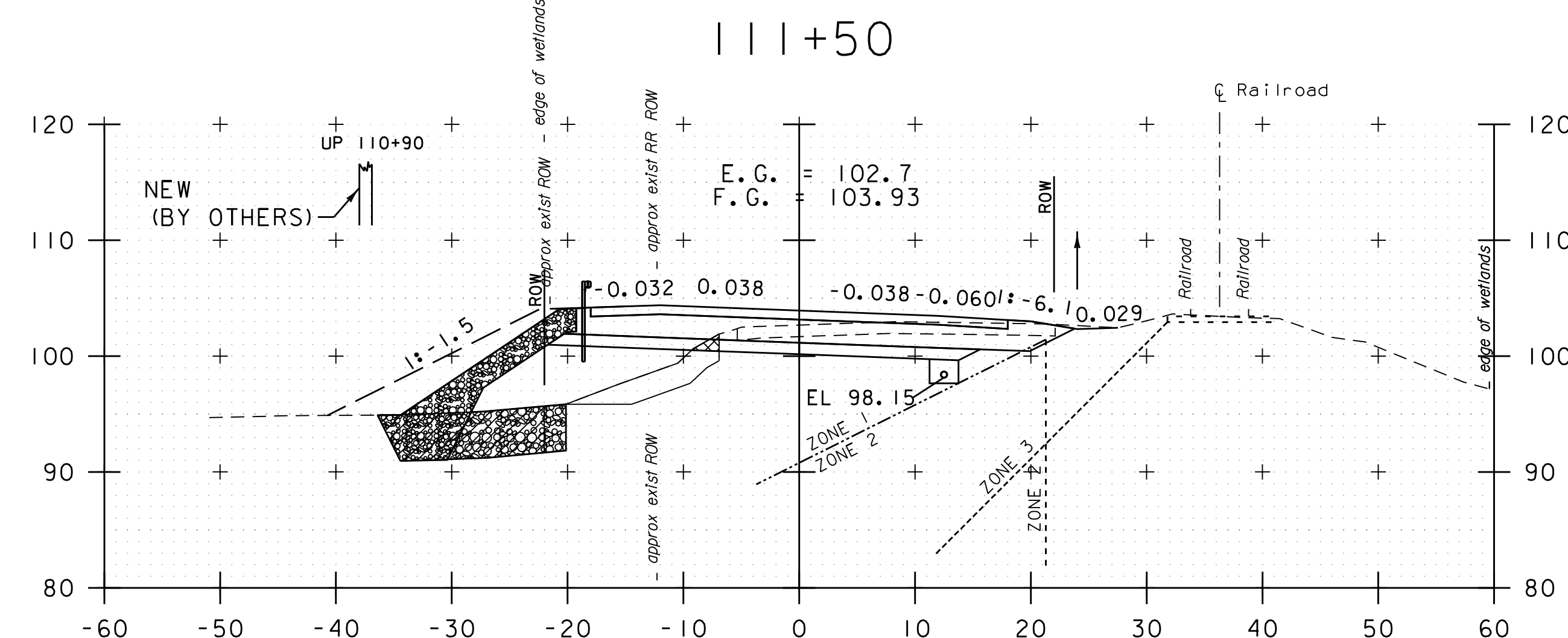
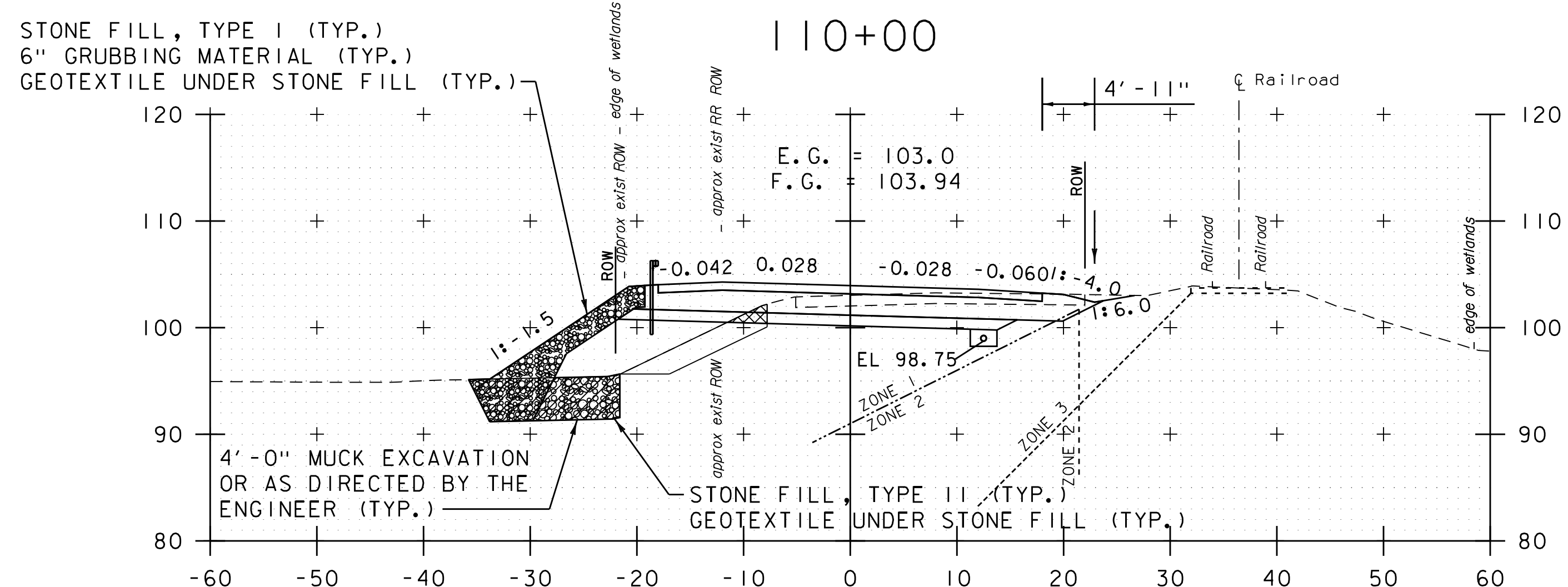
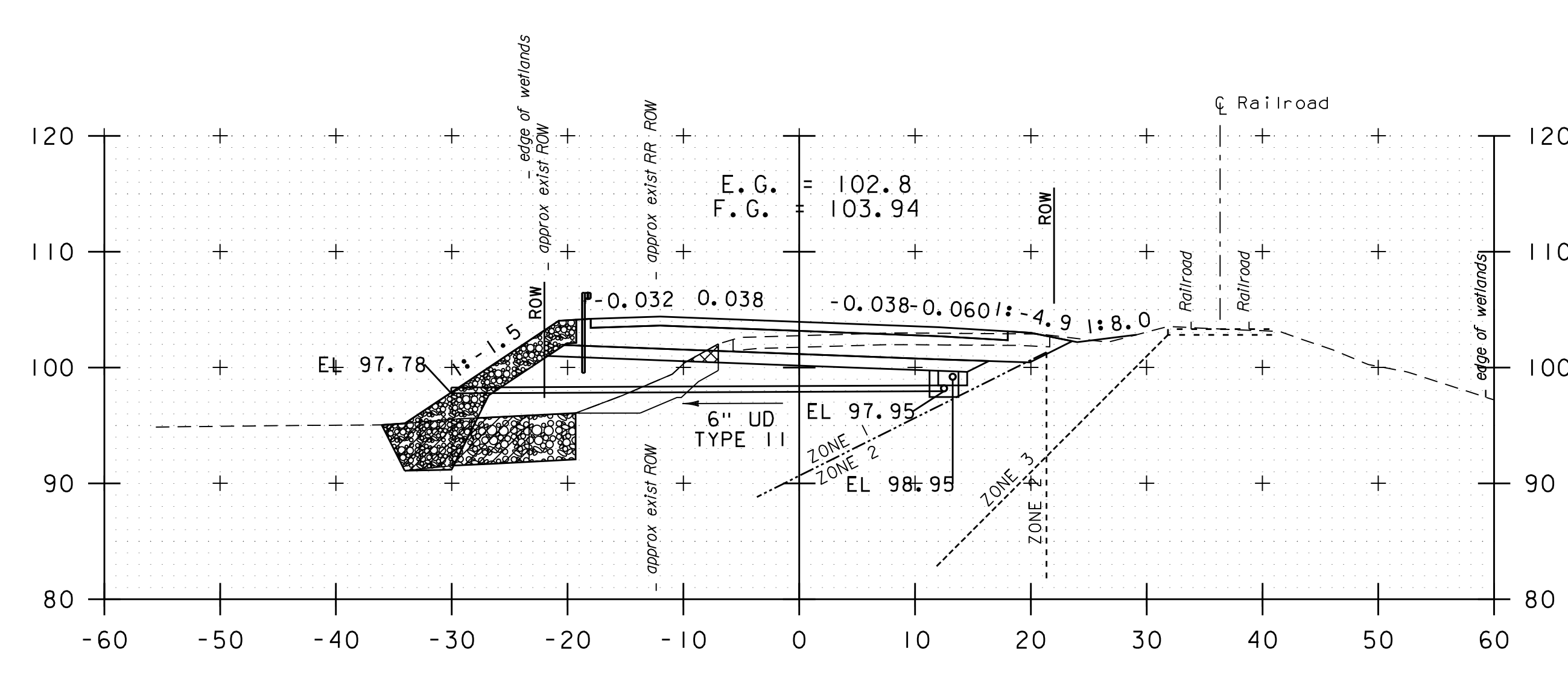
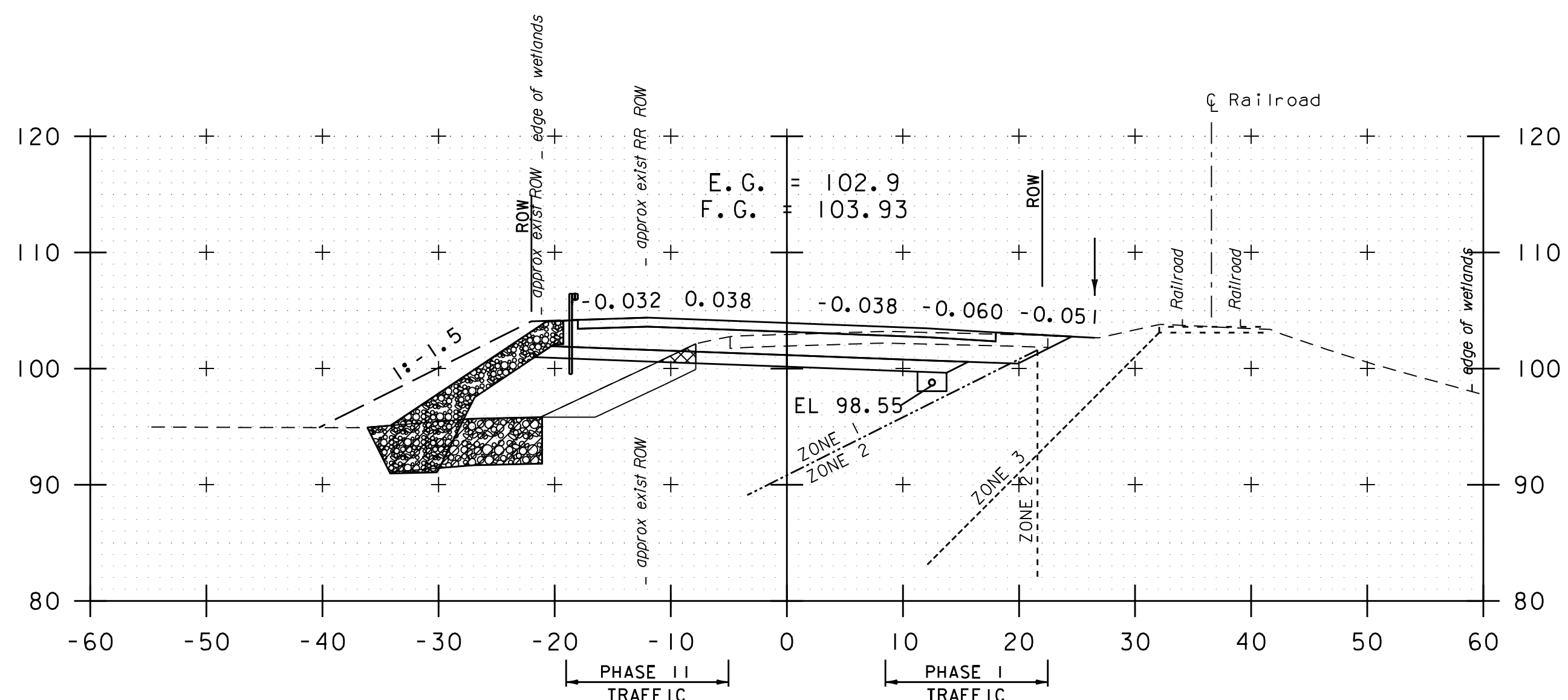


107+50

STA. 106+00 TO STA. 108+50



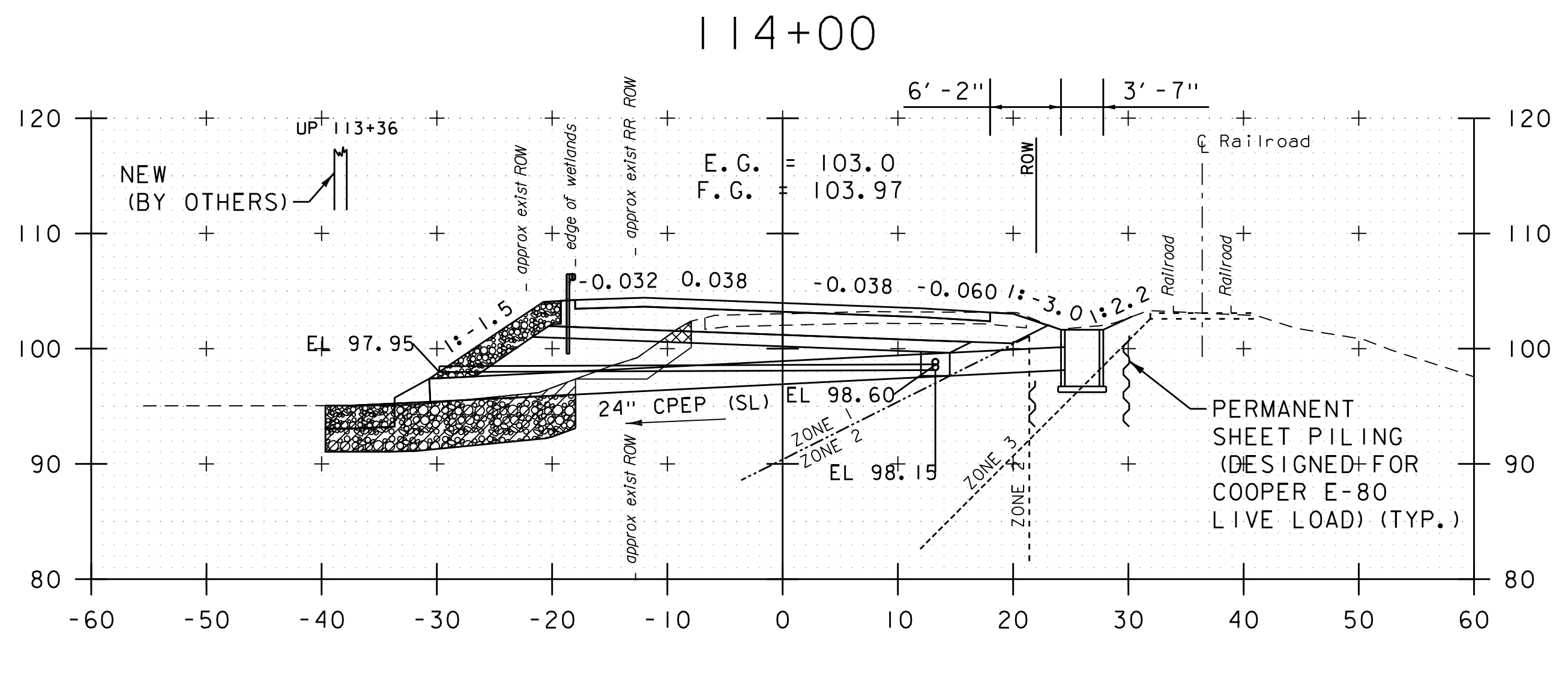
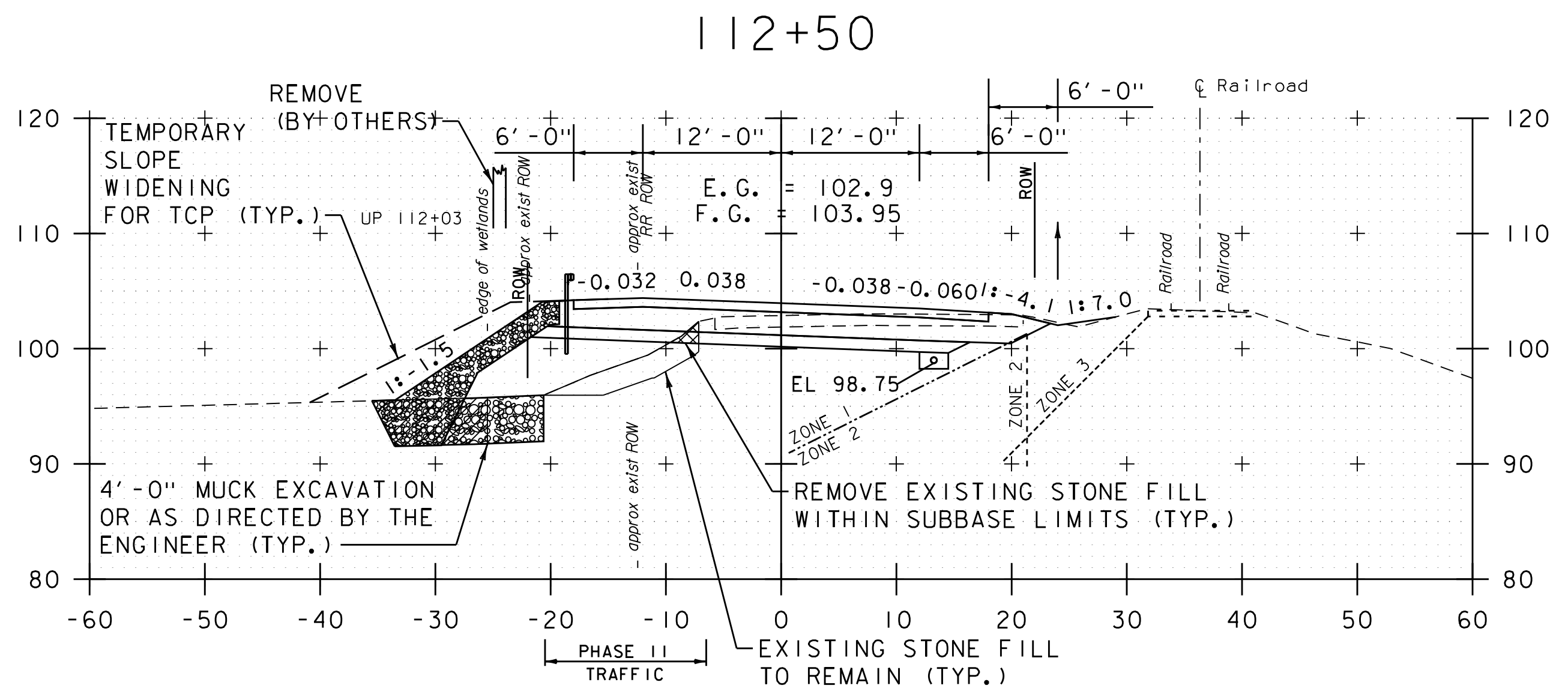
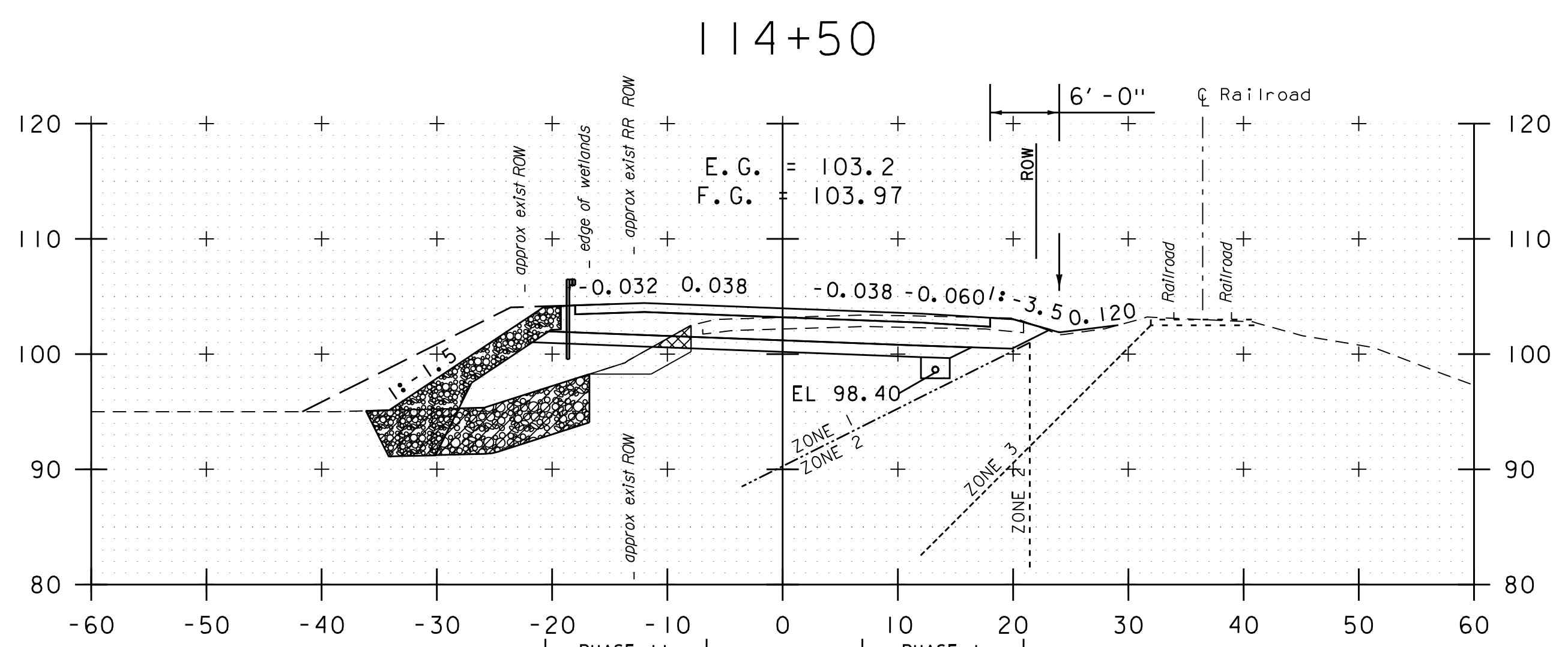
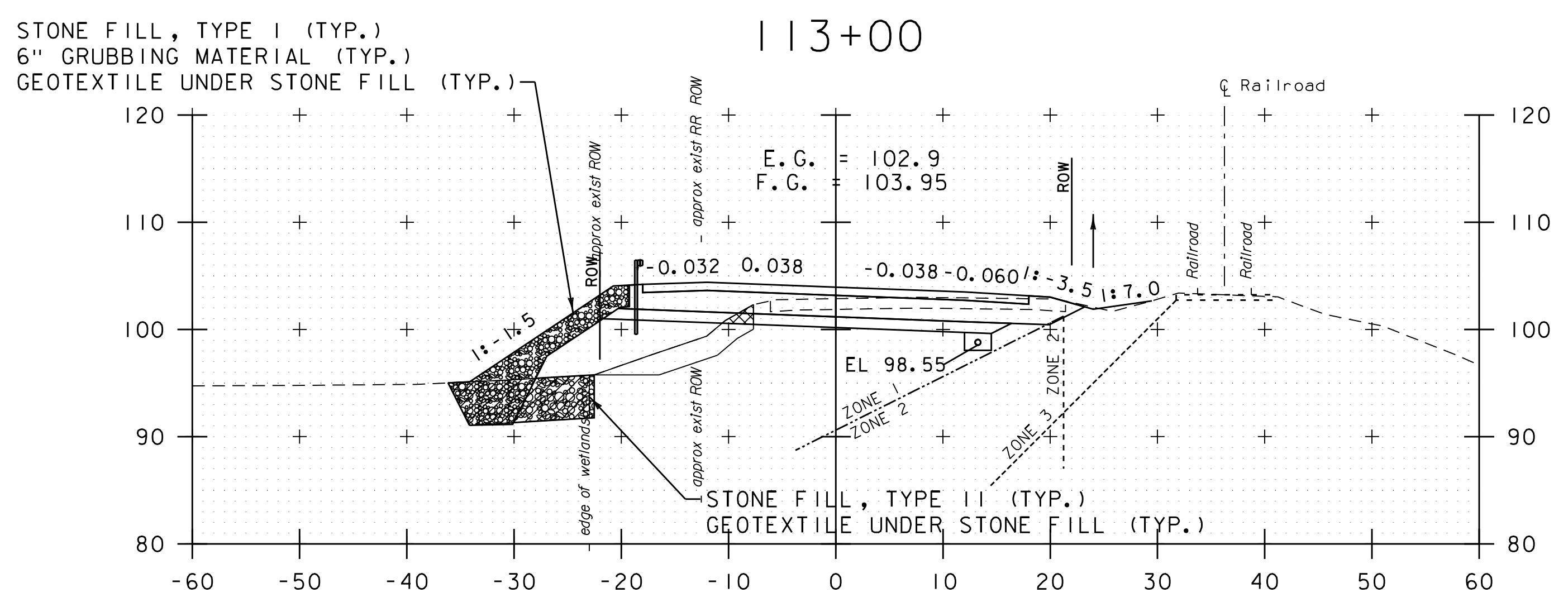
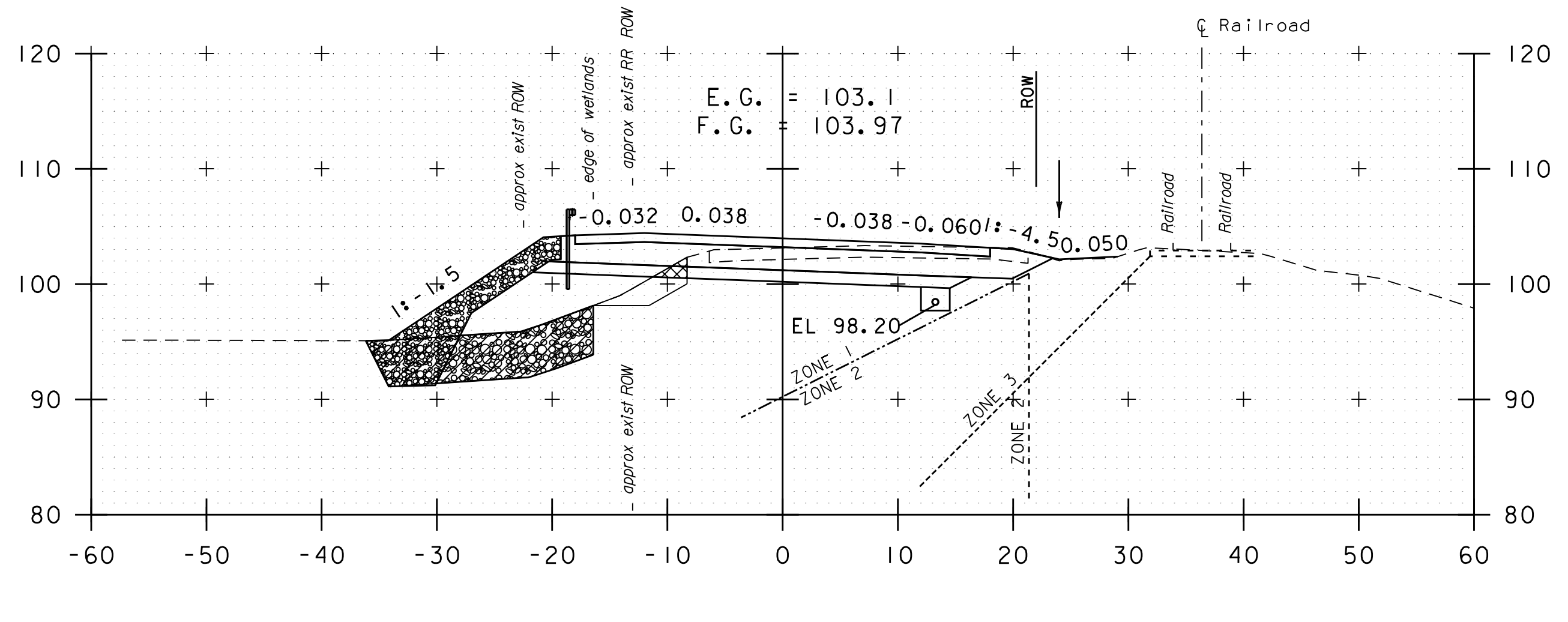
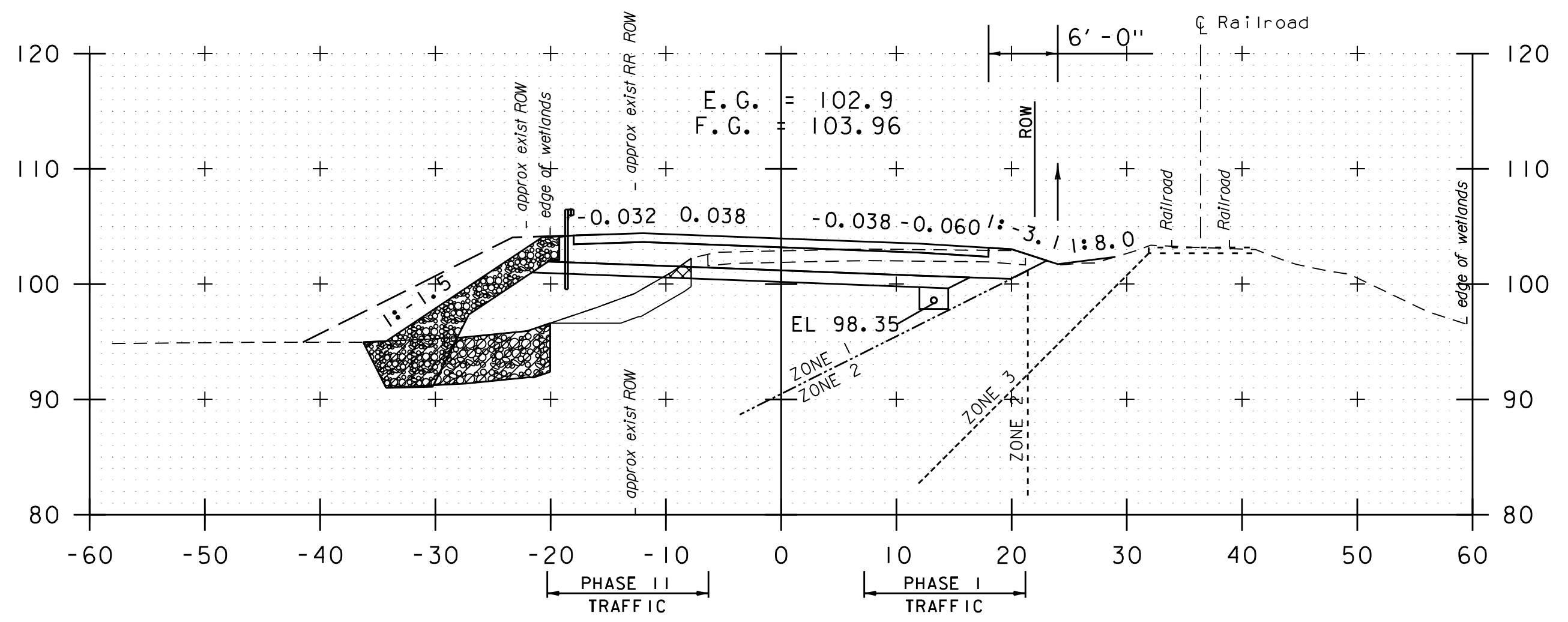
PROJECT NAME:	SWANTON
PROJECT NUMBER:	NH 036-1(9)
FILE NAME:	z96b032xs_3600-16300.dgn
PROJECT LEADER:	G. BAKOS
DESIGNED BY:	M. BOGUE
CROSS SECTION SHEET	27
PLOT DATE:	9/13/2023
DRAWN BY:	C. CILLEY
CHECKED BY:	G. BAKOS
SHEET	203 OF 307



109+00 110+50 STA. 109+00 TO STA. 111+50



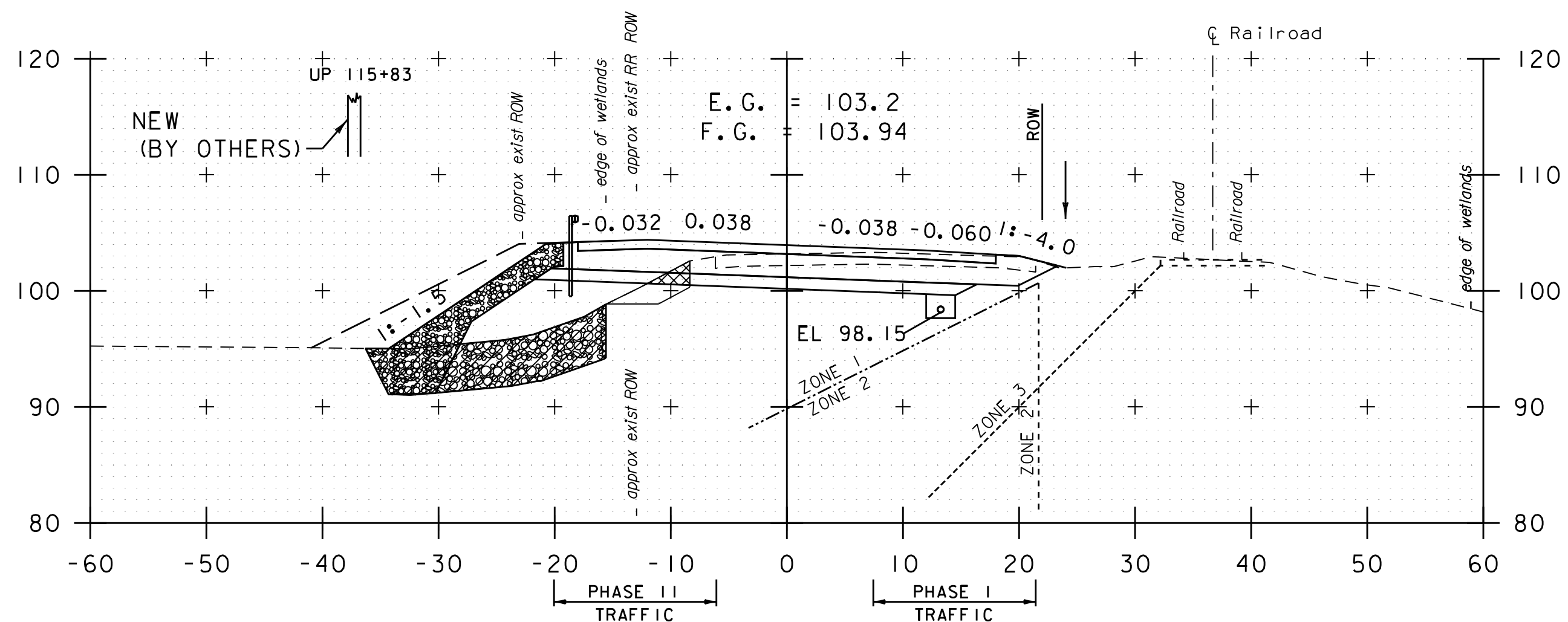
PROJECT NAME:	SWANTON	PLOT DATE:	9/13/2023
PROJECT NUMBER:	NH 036-1(9)	DRAWN BY:	C. CILLEY
FILE NAME:	z96b032xs_3600-16300.dgn	DESIGNED BY:	M. BOGUE
PROJECT LEADER:	G. BAKOS	CHECKED BY:	G. BAKOS
CROSS SECTION SHEET	28	SHEET	204 OF 307



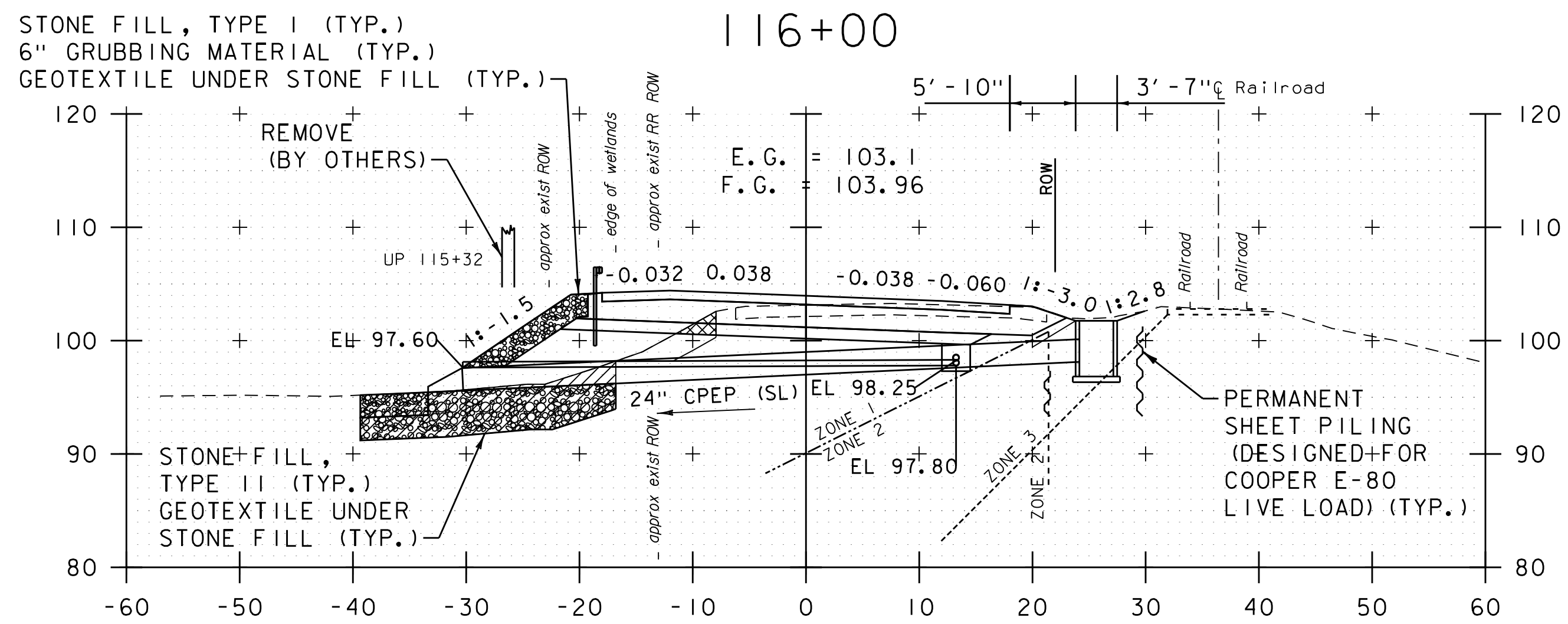
113+50 (NEW 24" CPEP) STA. 112+00 TO STA. 114+50



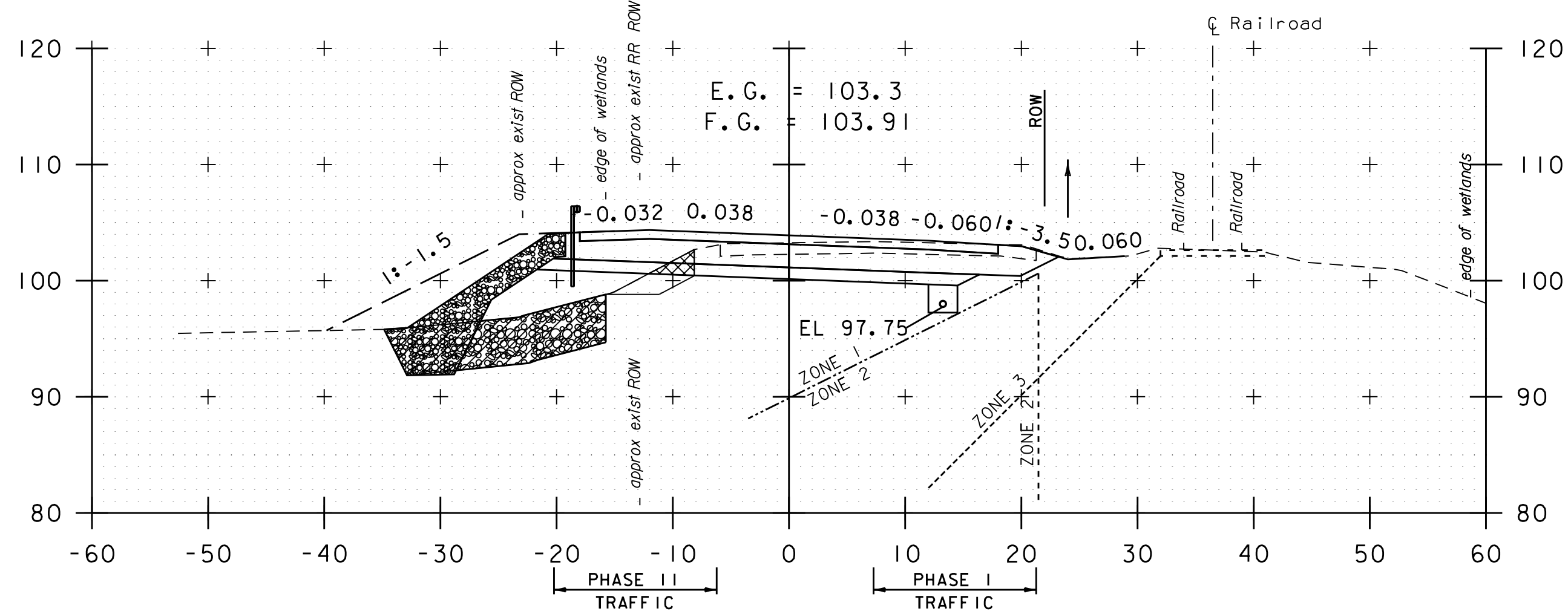
PROJECT NAME:	SWANTON
PROJECT NUMBER:	NH 036-1(9)
FILE NAME:	z96b032xs_3600-16300.dgn
PROJECT LEADER:	G. BAKOS
DESIGNED BY:	M. BOGUE
CROSS SECTION SHEET	29
PLOT DATE:	9/13/2023
DRAWN BY:	C. CILLEY
CHECKED BY:	G. BAKOS
SHEET	205 OF 307



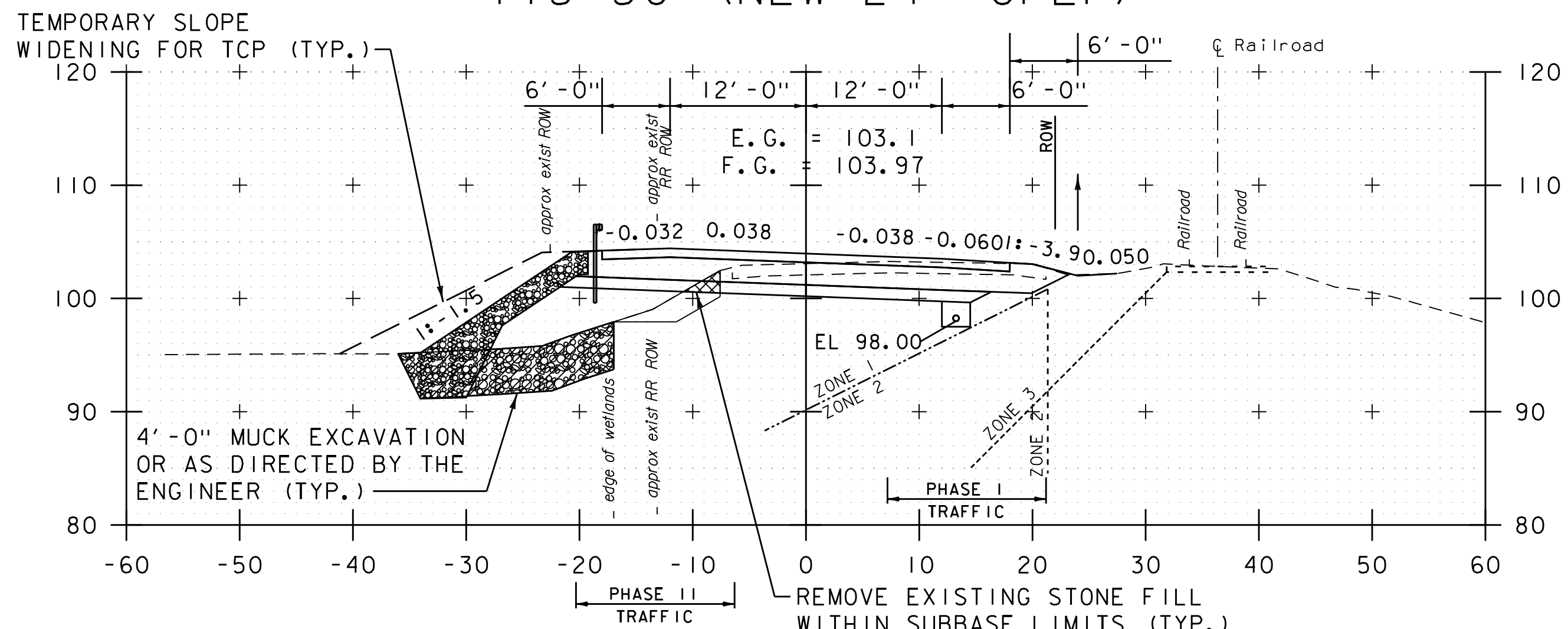
116+00



117+50 (NEW 24" CPEP)

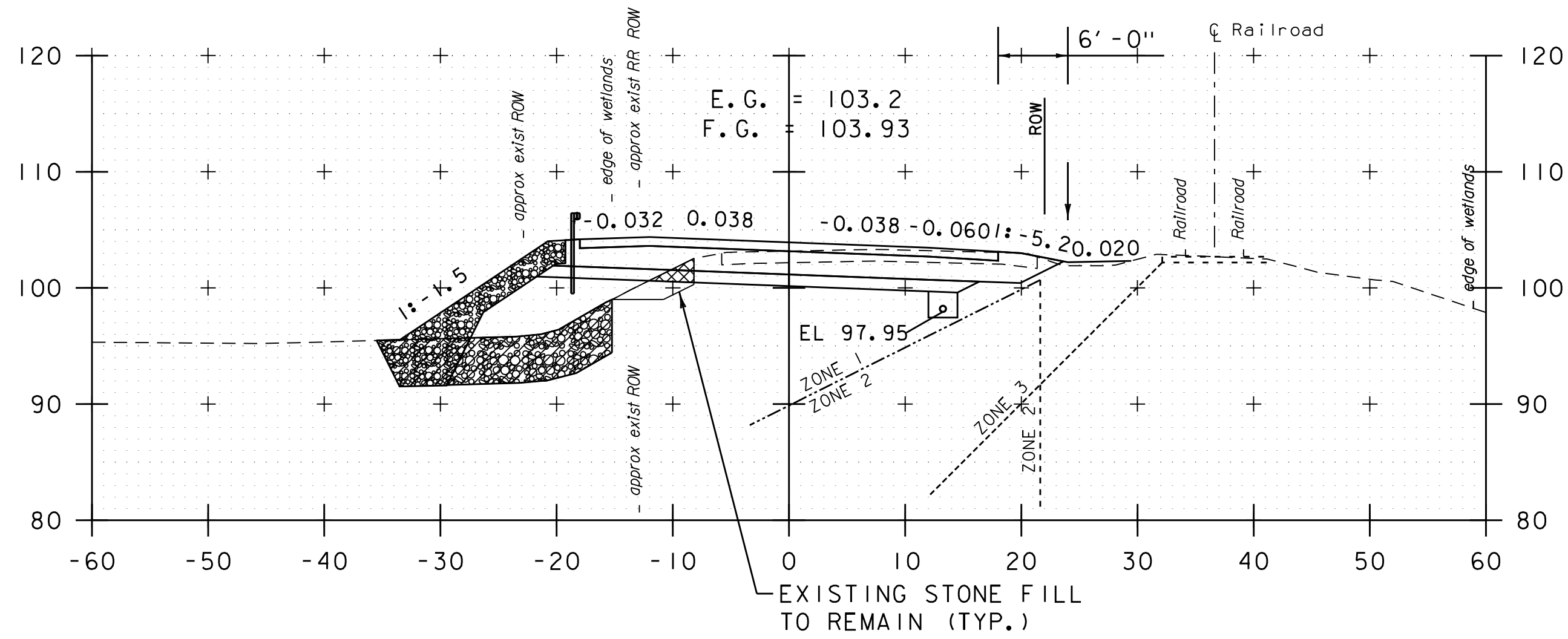


115+50 (NEW 24" CPEP)



115+00

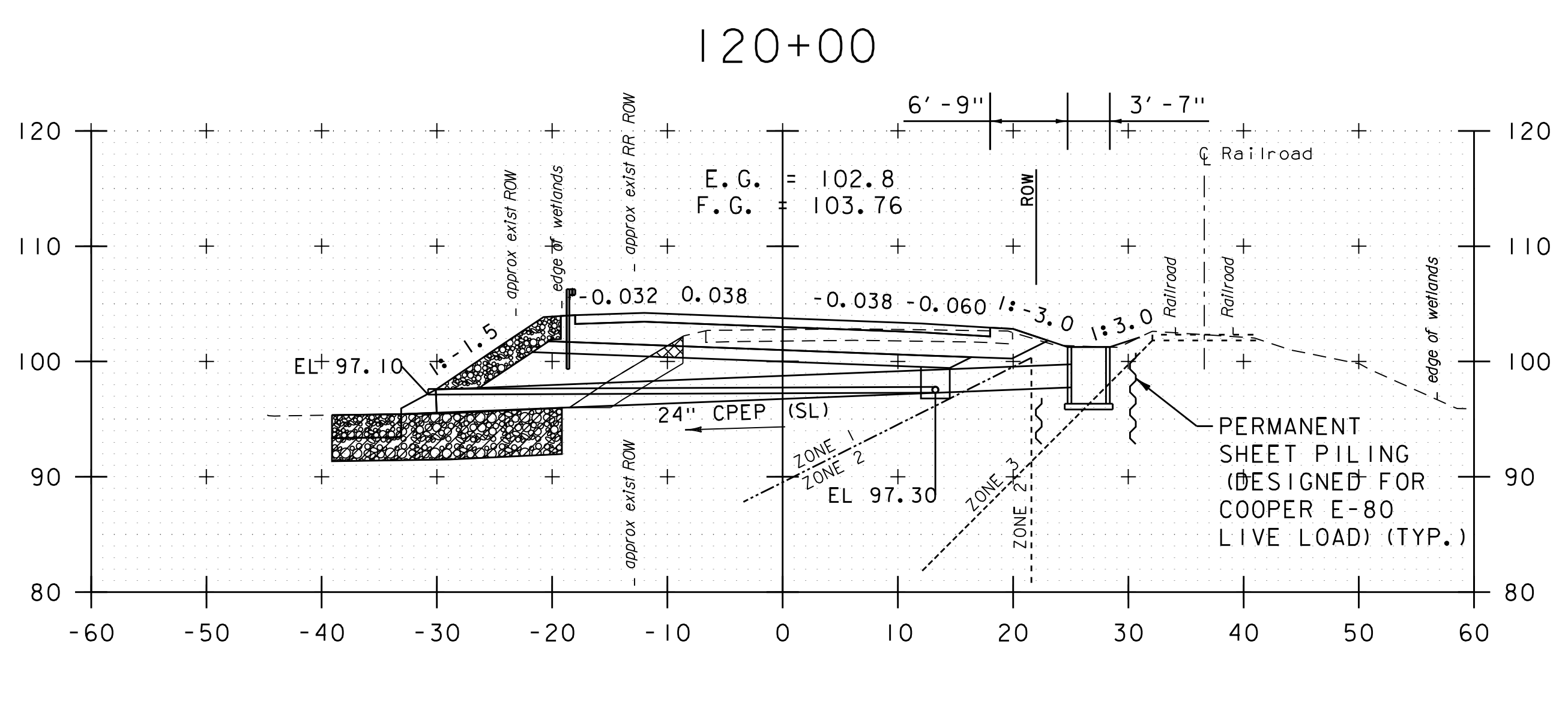
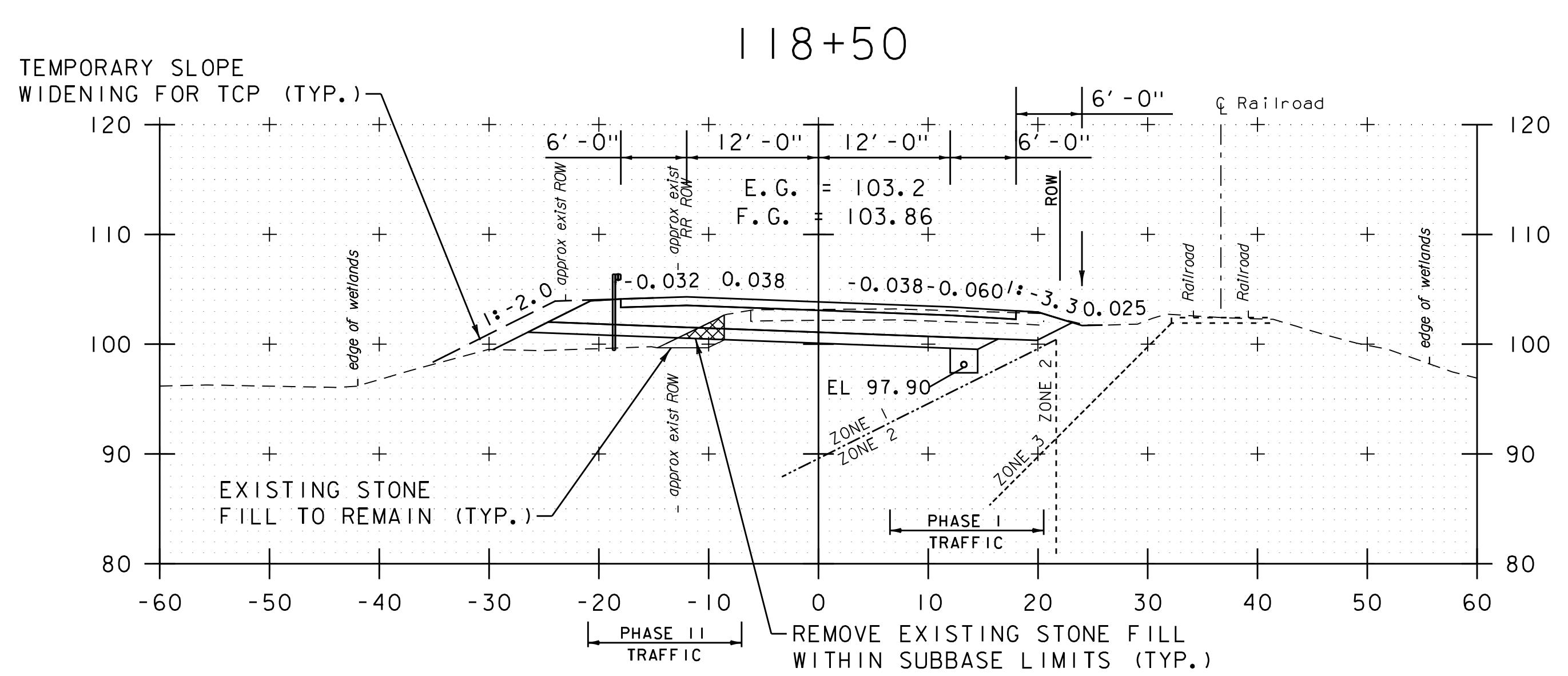
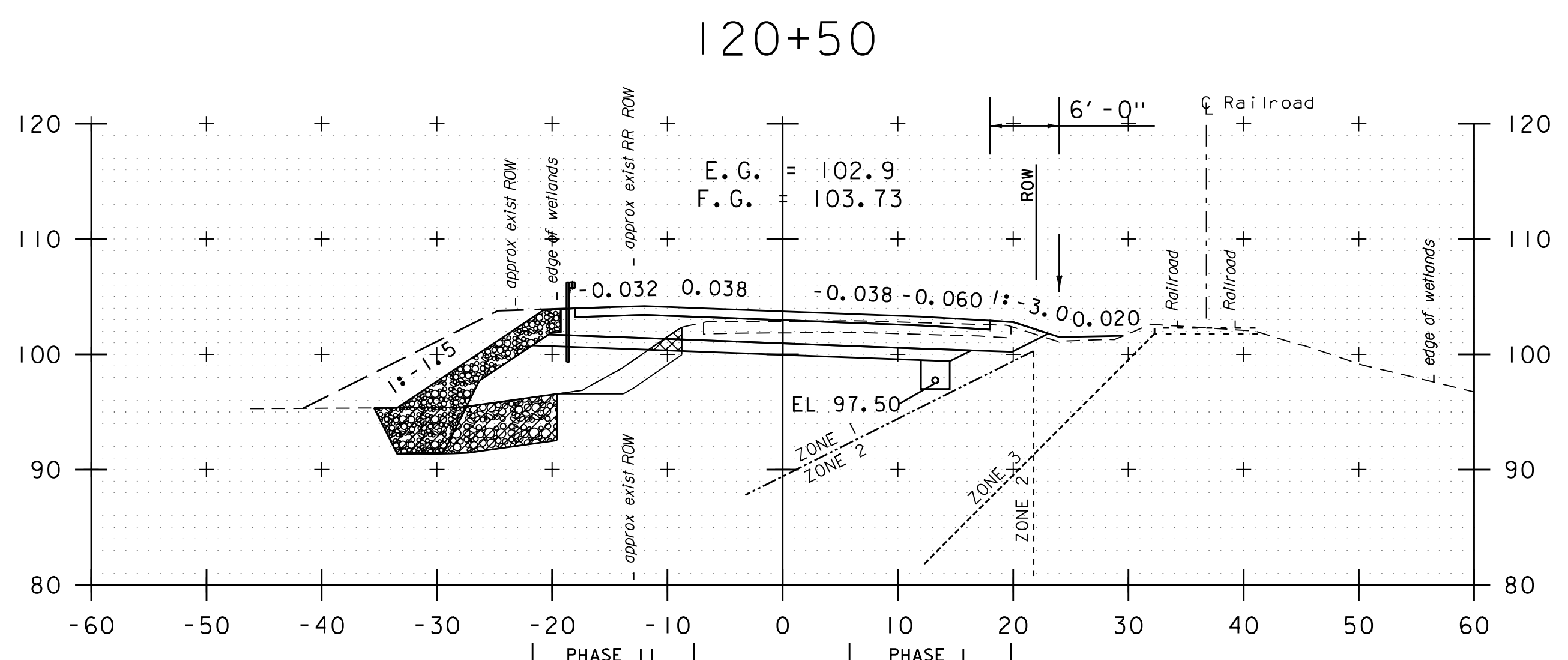
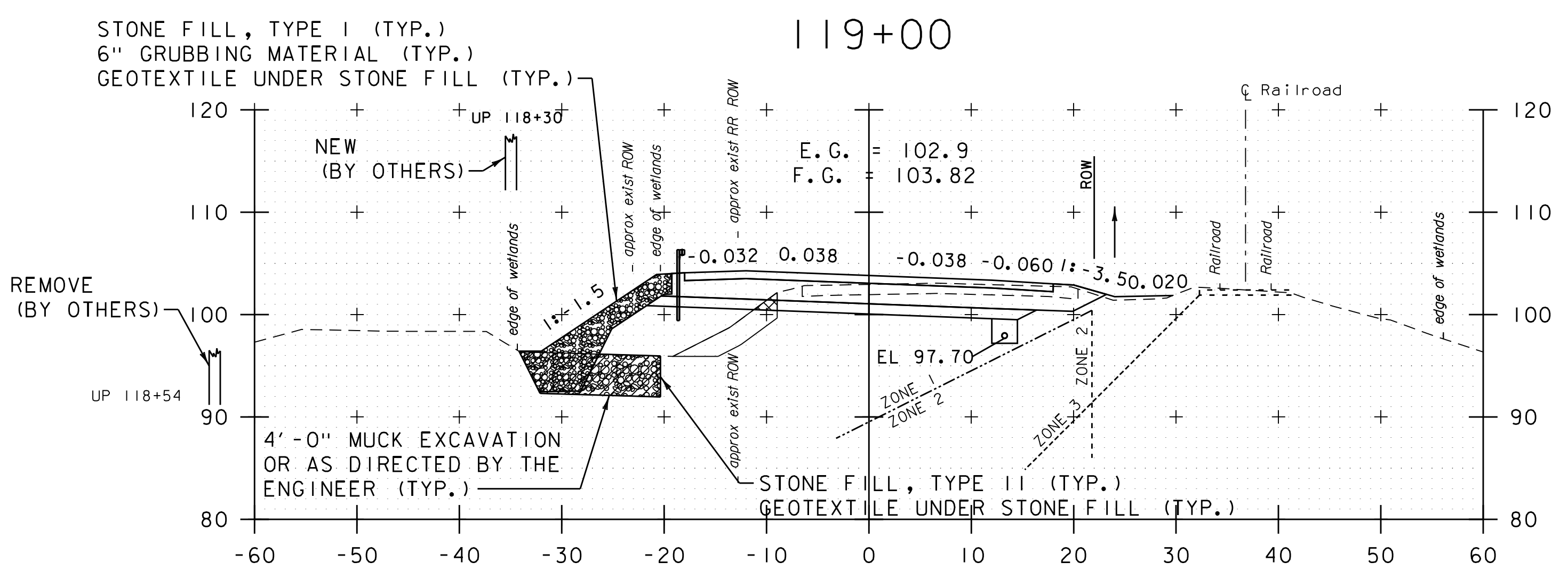
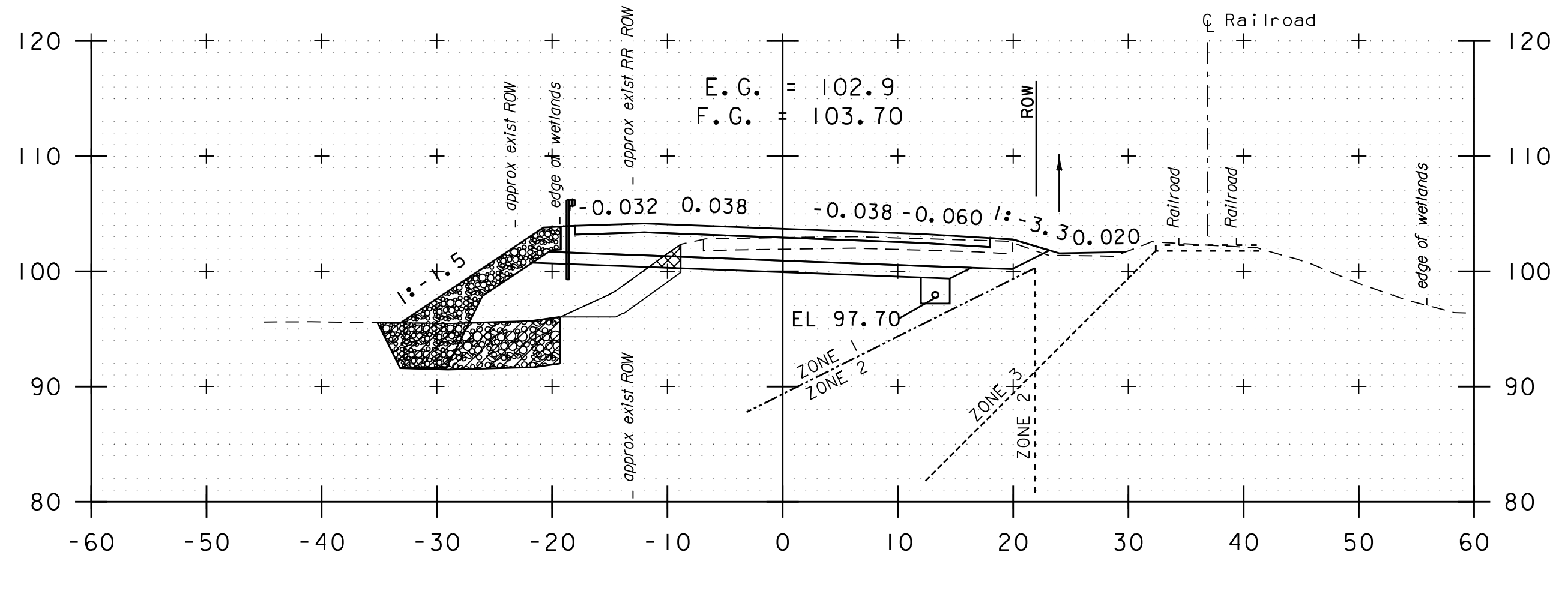
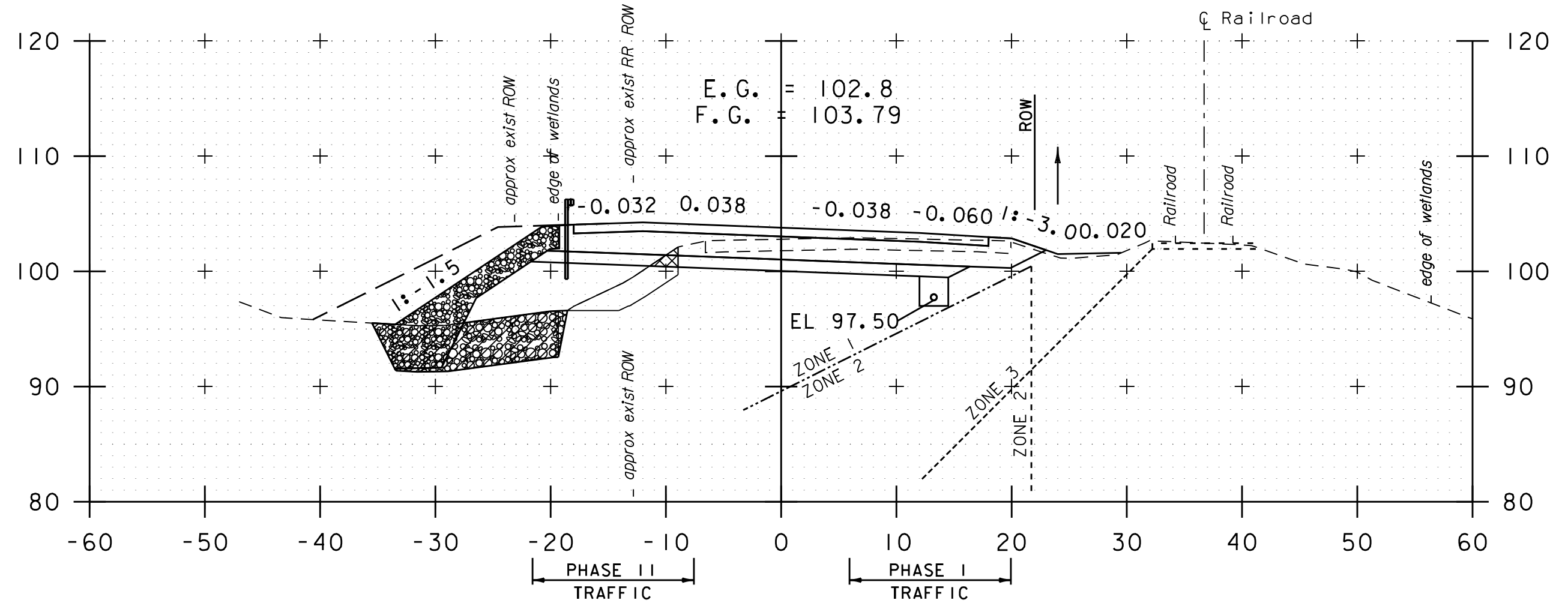
117+00



116+50 STA. 115+00 TO STA. 117+50



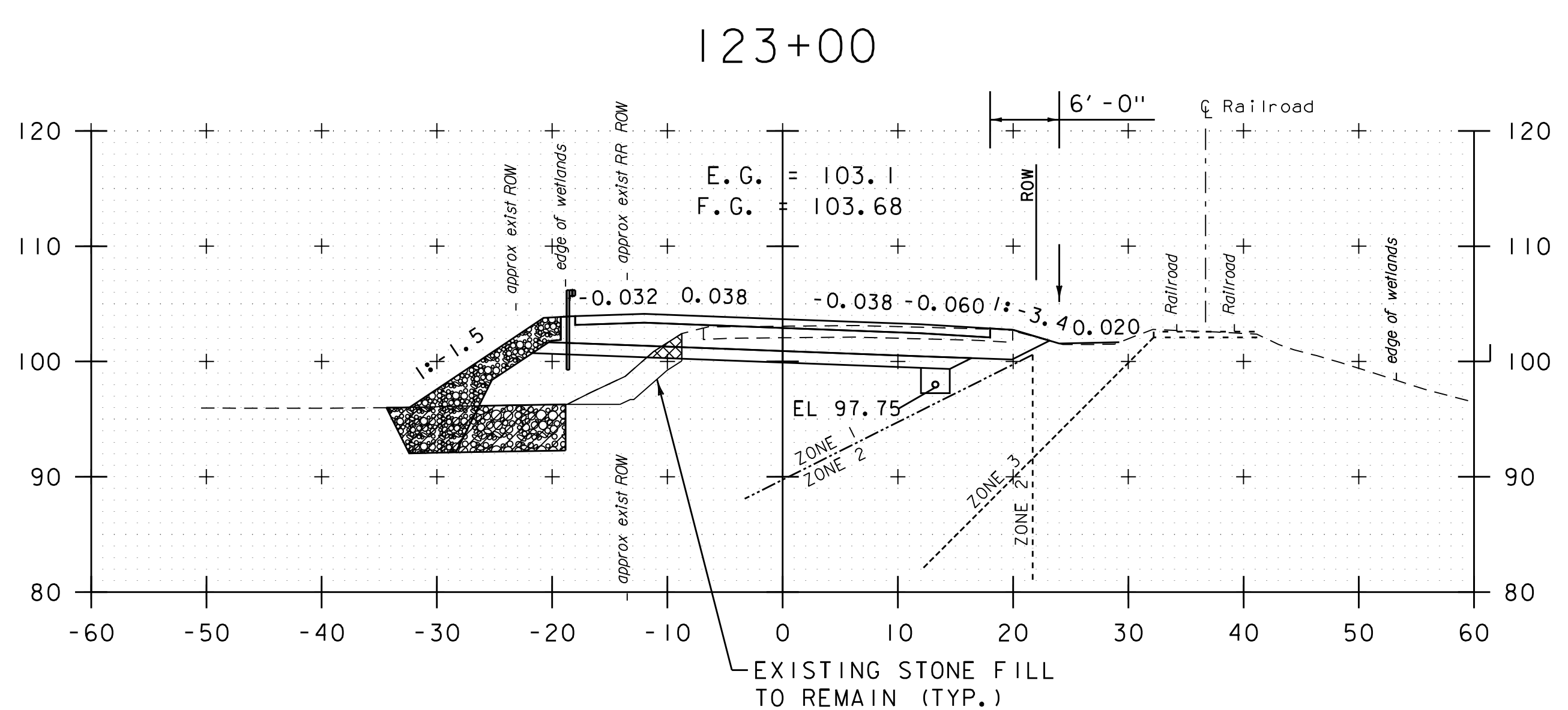
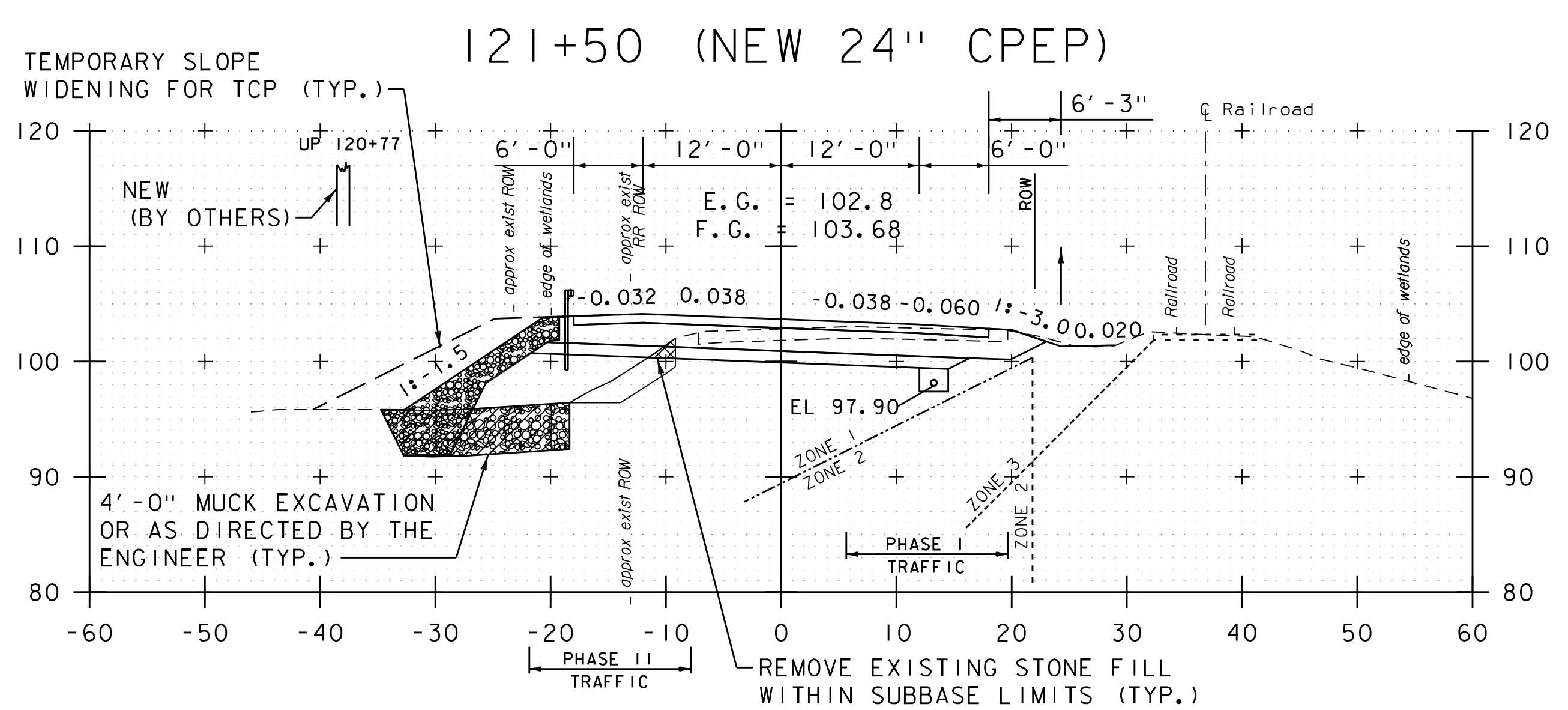
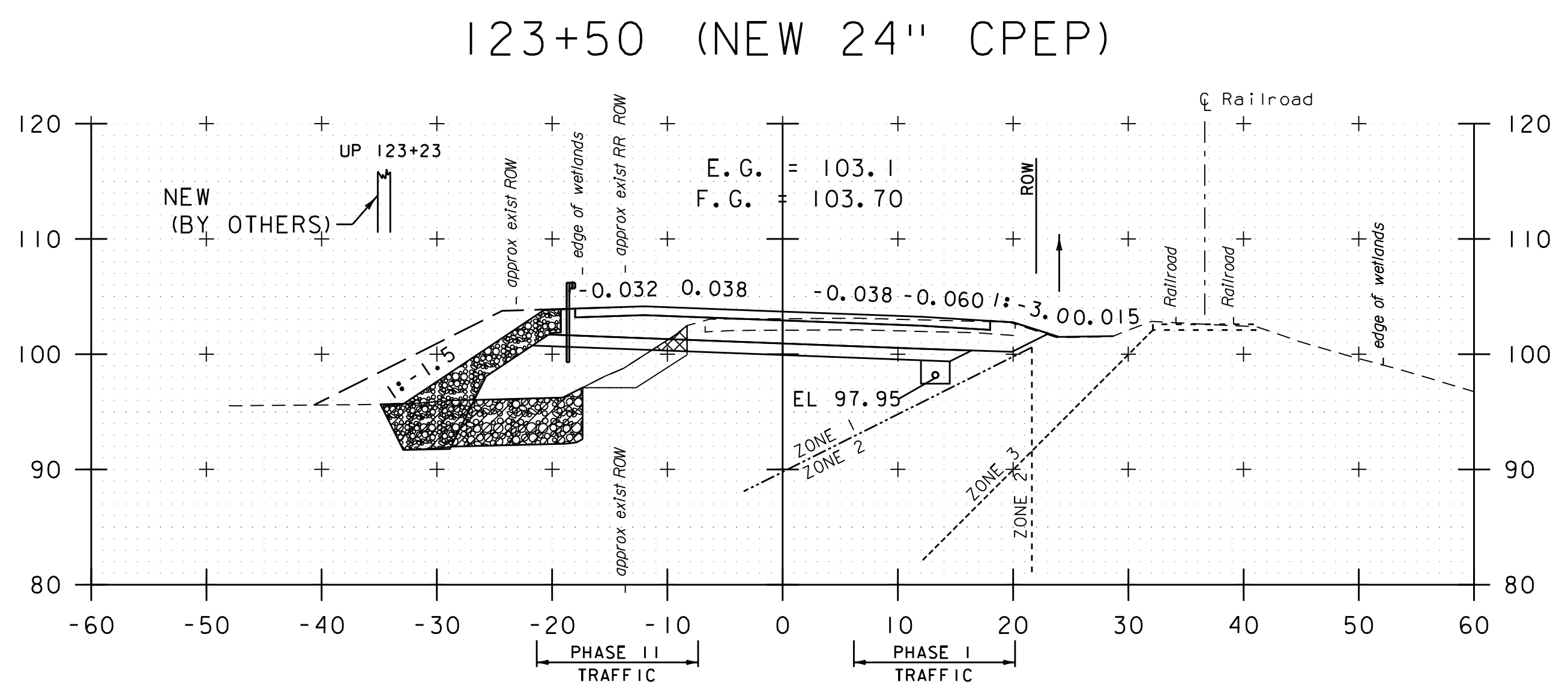
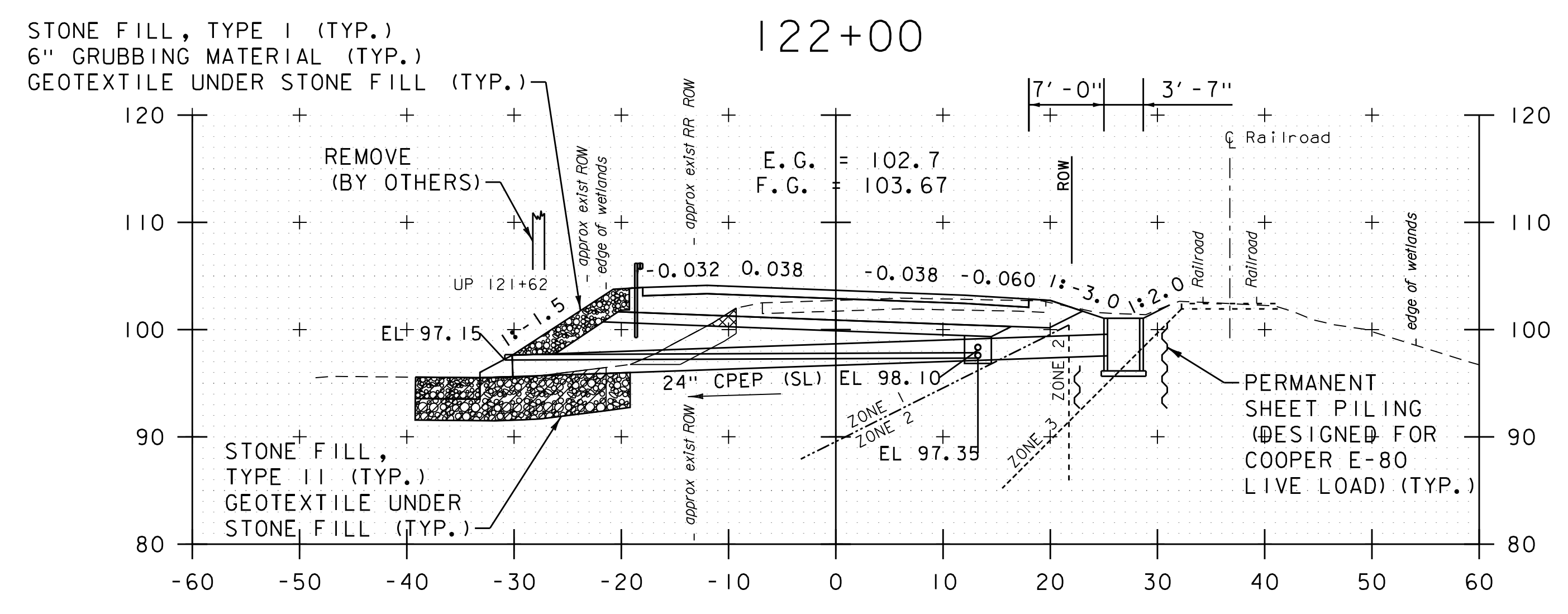
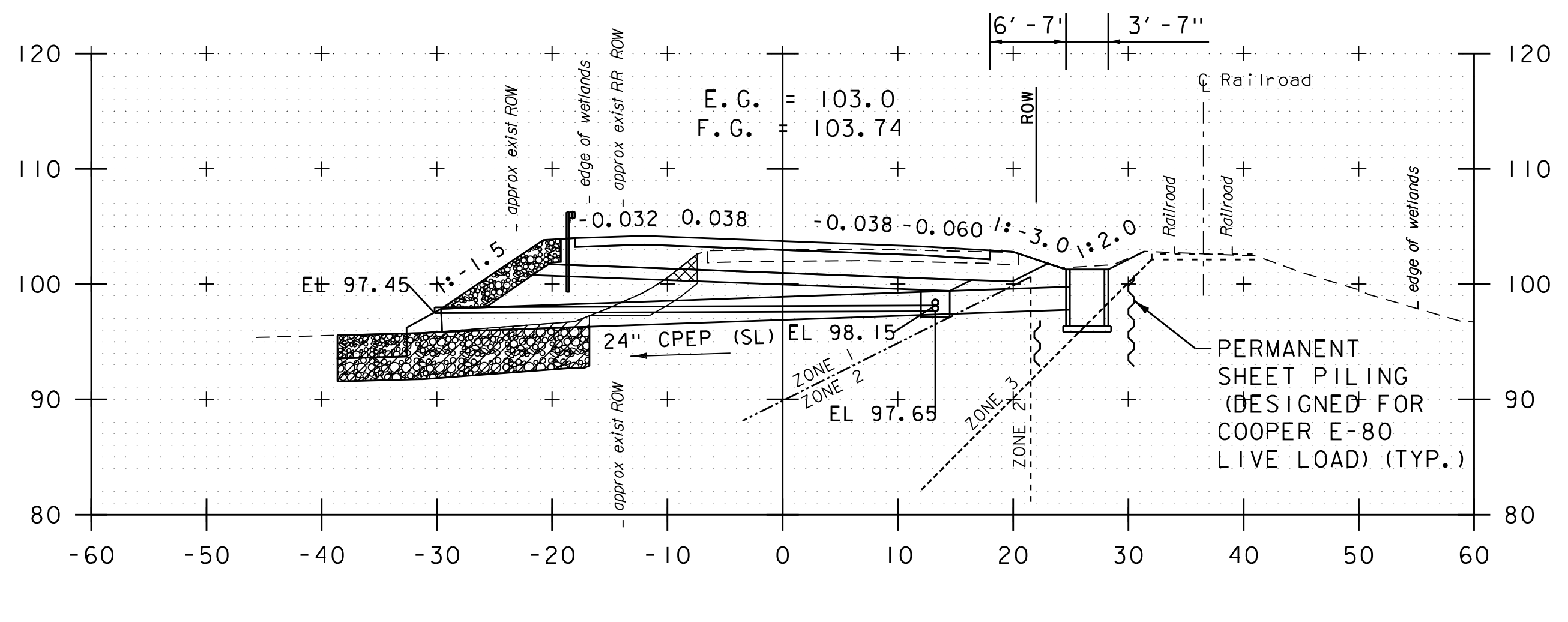
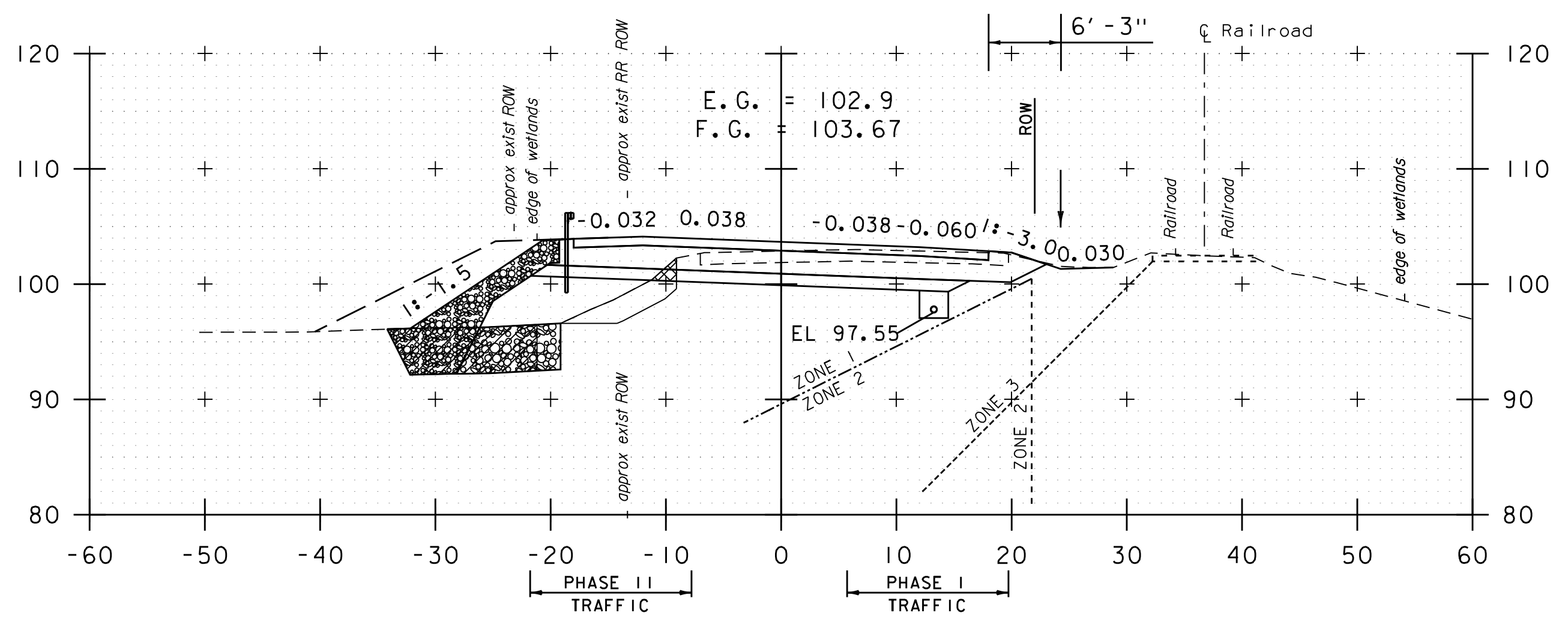
PROJECT NAME:	SWANTON
PROJECT NUMBER:	NH 036-1(9)
FILE NAME:	z96b032xs_3600-16300.dgn
PROJECT LEADER:	G. BAKOS
DESIGNED BY:	M. BOGUE
CROSS SECTION SHEET	30
PLOT DATE:	9/13/2023
DRAWN BY:	C. CILLEY
CHECKED BY:	G. BAKOS
SHEET	206 OF 307



119+50 (NEW 24" CPEP) STA. 118+00 TO STA. 120+50



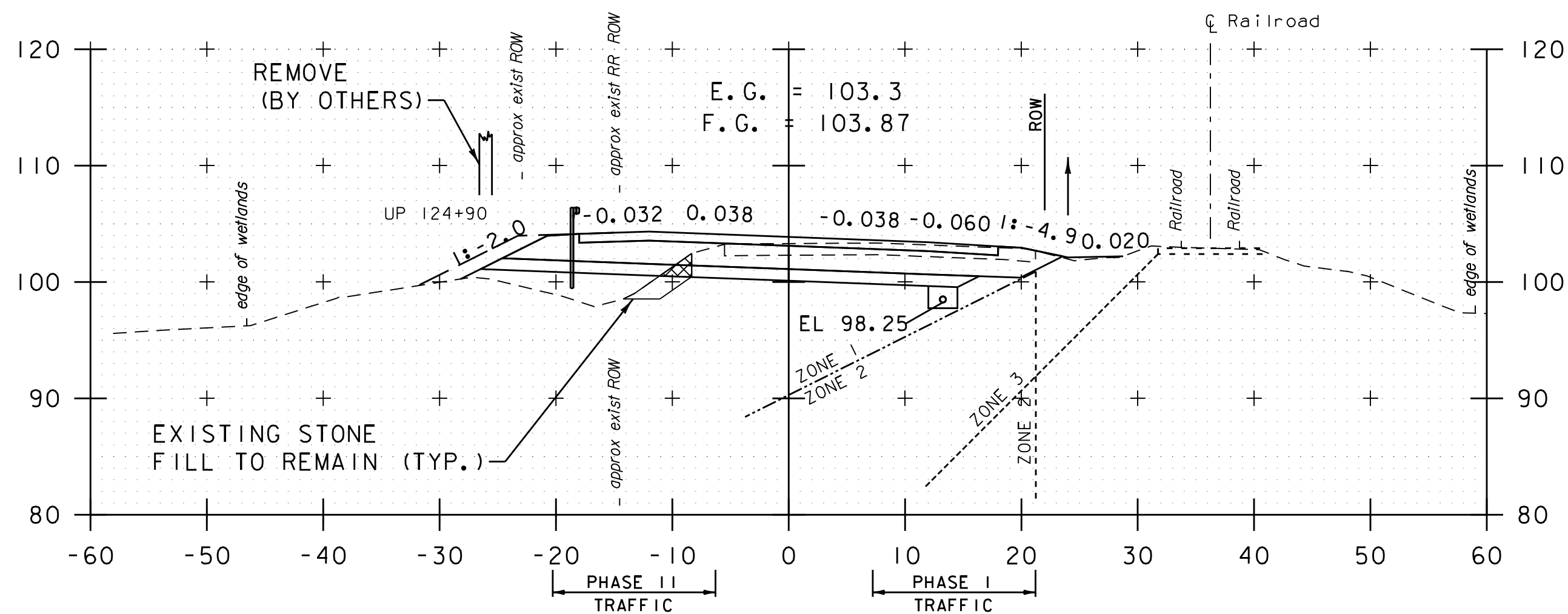
PROJECT NAME:	SWANTON
PROJECT NUMBER:	NH 036-1(9)
FILE NAME:	z96b032xs_3600-16300.dgn
PROJECT LEADER:	G. BAKOS
DESIGNED BY:	M. BOGUE
CROSS SECTION SHEET 31	
PLOT DATE:	9/13/2023
DRAWN BY:	C. CILLEY
CHECKED BY:	G. BAKOS
SHEET	207 OF 307



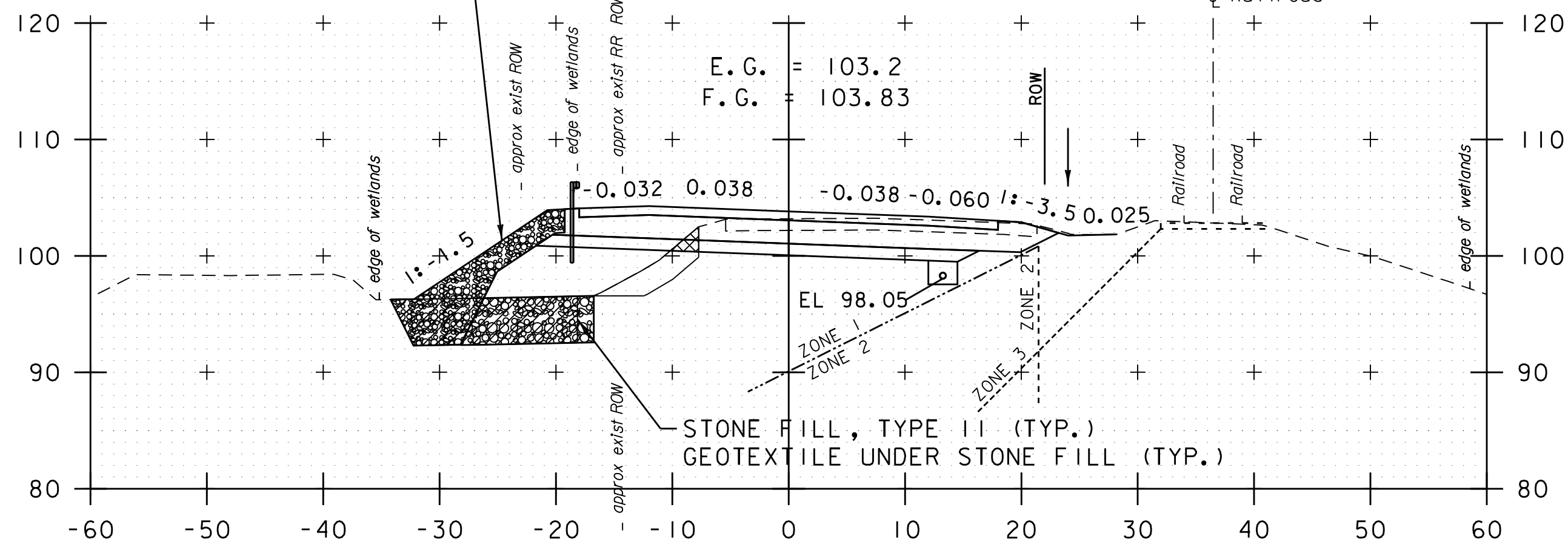
121+00 122+50 STA. 121+00 TO STA. 123+50



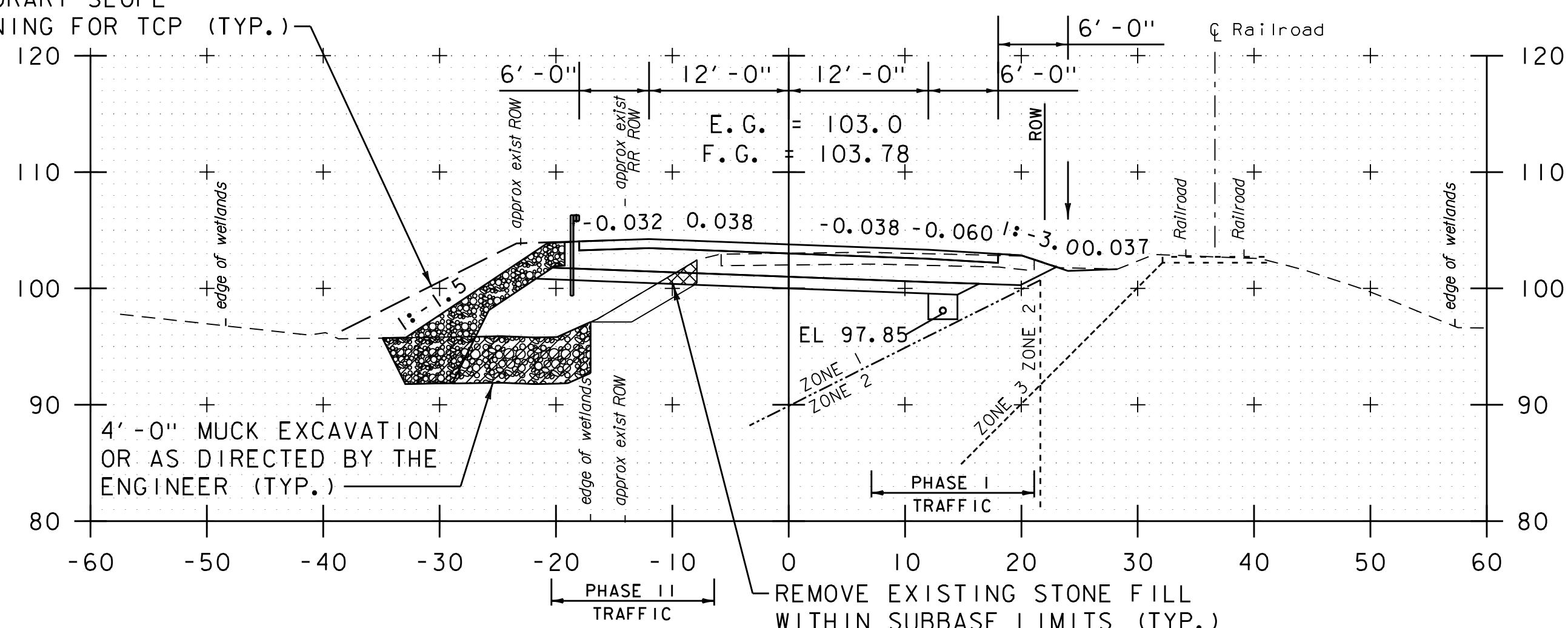
PROJECT NAME:	SWANTON
PROJECT NUMBER:	NH 036-1(9)
FILE NAME:	z96b032xs_3600-16300.dgn
PROJECT LEADER:	G. BAKOS
DESIGNED BY:	M. BOGUE
CROSS SECTION SHEET	32
PLOT DATE:	9/13/2023
DRAWN BY:	C. CILLEY
CHECKED BY:	G. BAKOS
SHEET	208 OF 307



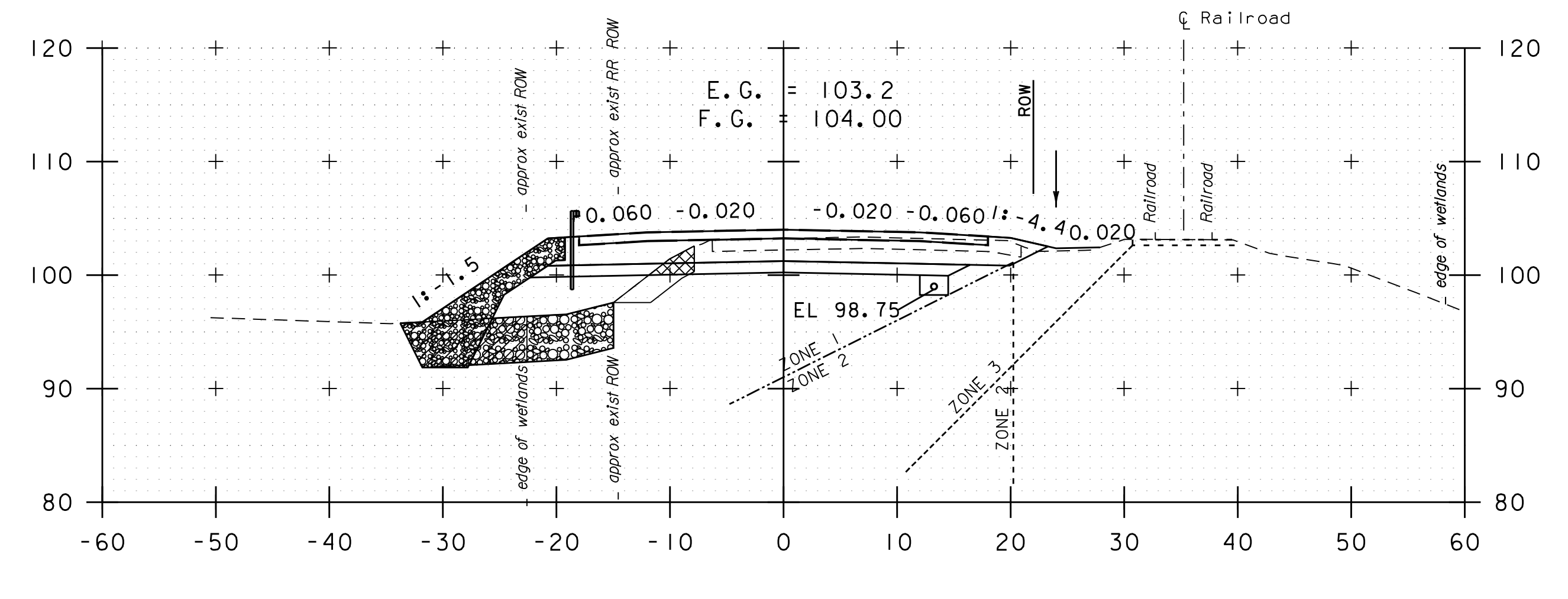
STONE FILL, TYPE I (TYP.)
 6" GRUBBING MATERIAL (TYP.)
 GEOTEXTILE UNDER STONE FILL (TYP.)



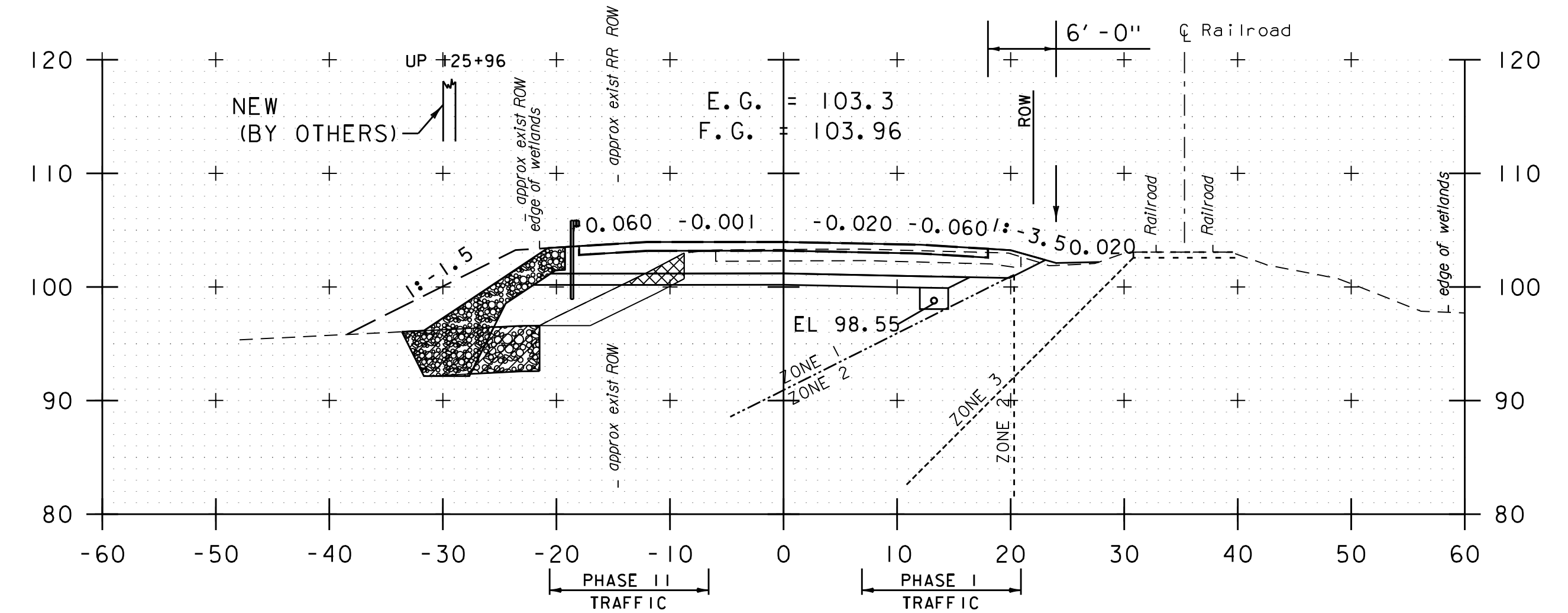
TEMPORARY SLOPE
 WIDENING FOR TCP (TYP.)



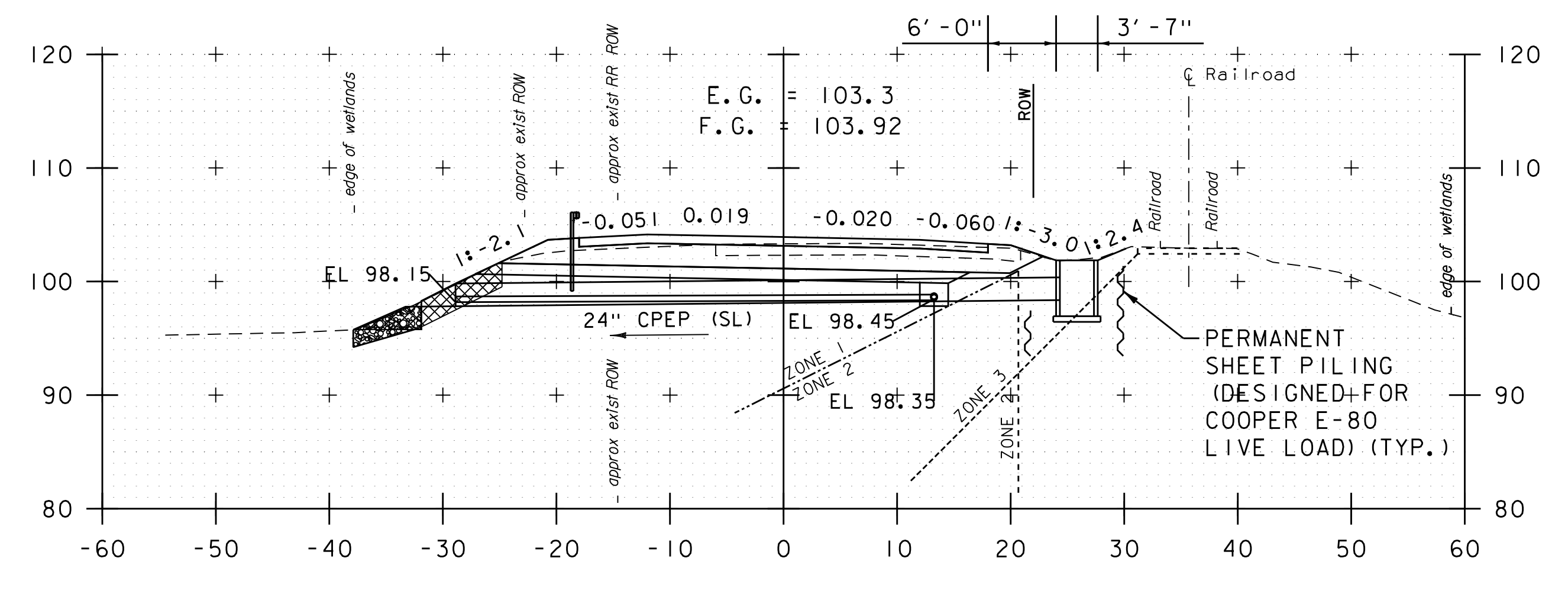
124+00



126+50



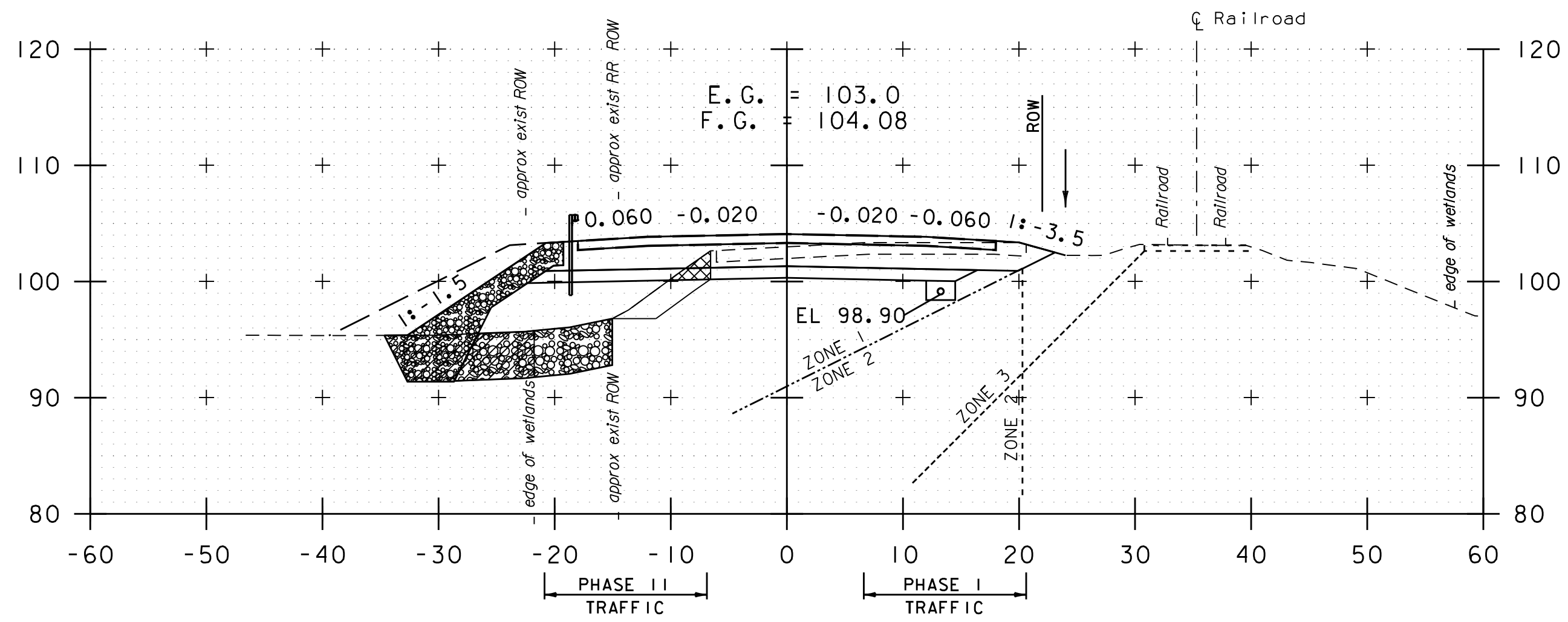
126+00



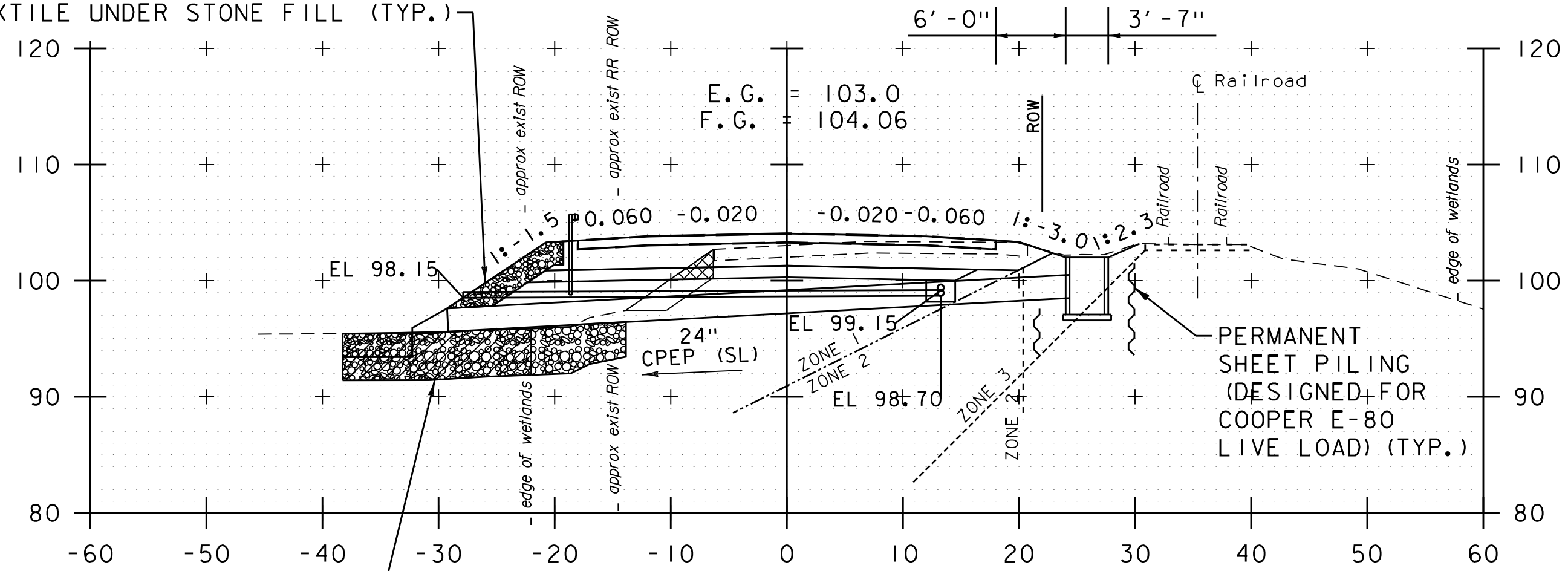
125+50 (NEW 24" CPEP) STA. 124+00 TO STA. 126+50



PROJECT NAME:	SWANTON
PROJECT NUMBER:	NH 036-1(9)
FILE NAME:	z96b032xs_3600-16300.dgn
PROJECT LEADER:	G. BAKOS
DESIGNED BY:	M. BOGUE
CROSS SECTION SHEET	33
PLOT DATE:	9/13/2023
DRAWN BY:	C. CILLEY
CHECKED BY:	G. BAKOS
SHEET	209 OF 307

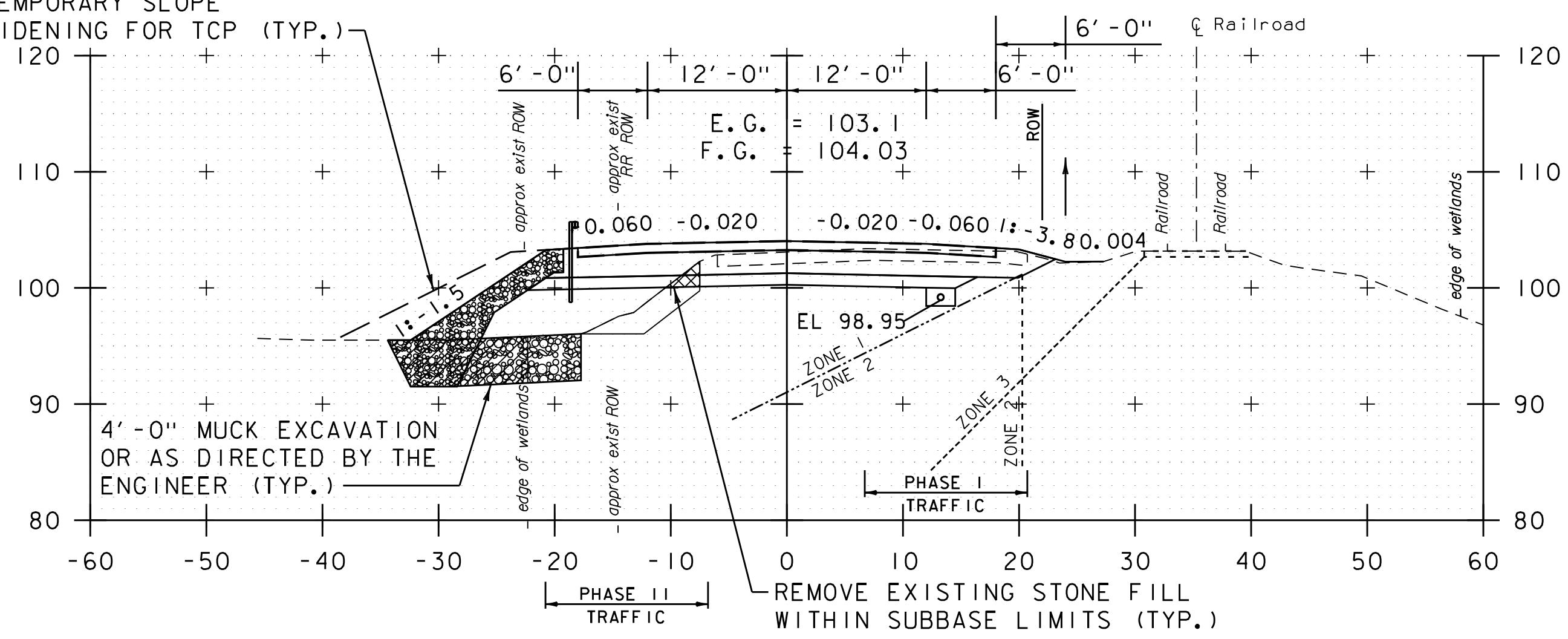


STONE FILL, TYPE I (TYP.)
 6" GRUBBING MATERIAL (TYP.)
 GEOTEXTILE UNDER STONE FILL (TYP.)

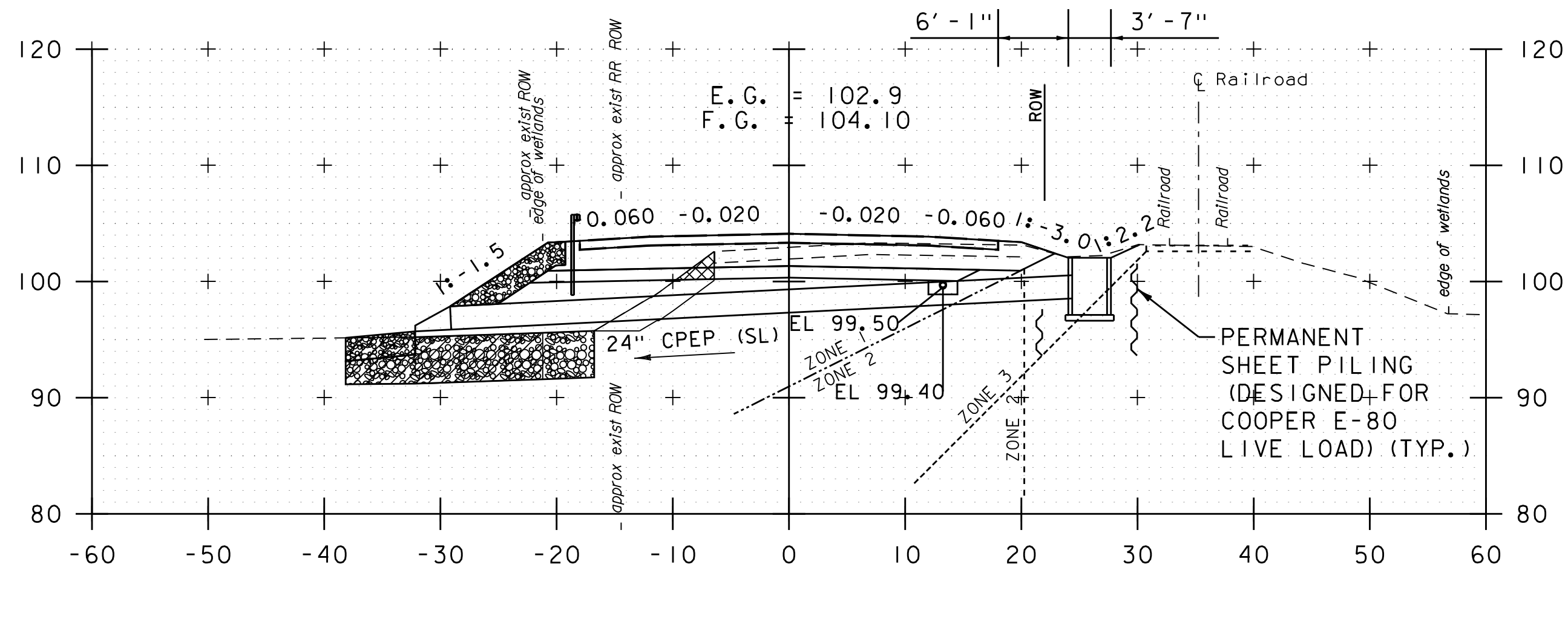


STONE FILL, TYPE II (TYP.)
 GEOTEXTILE UNDER STONE FILL (TYP.)

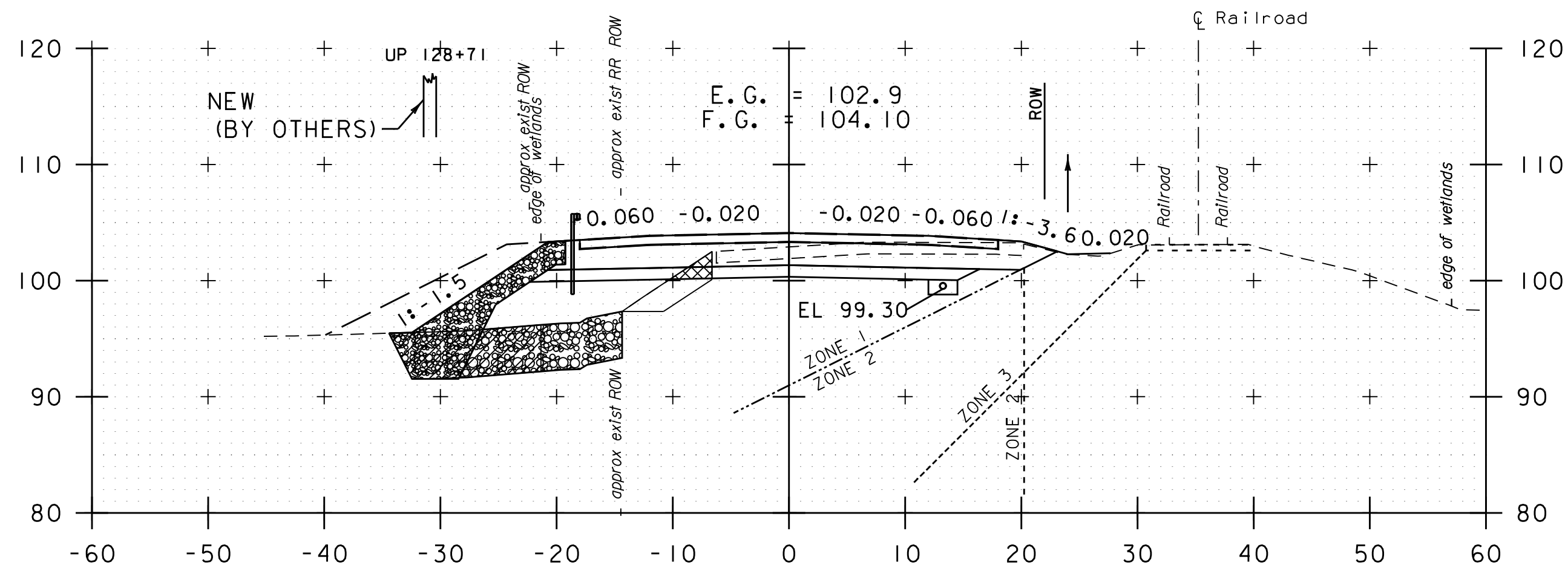
TEMPORARY SLOPE
 WIDENING FOR TCP (TYP.)



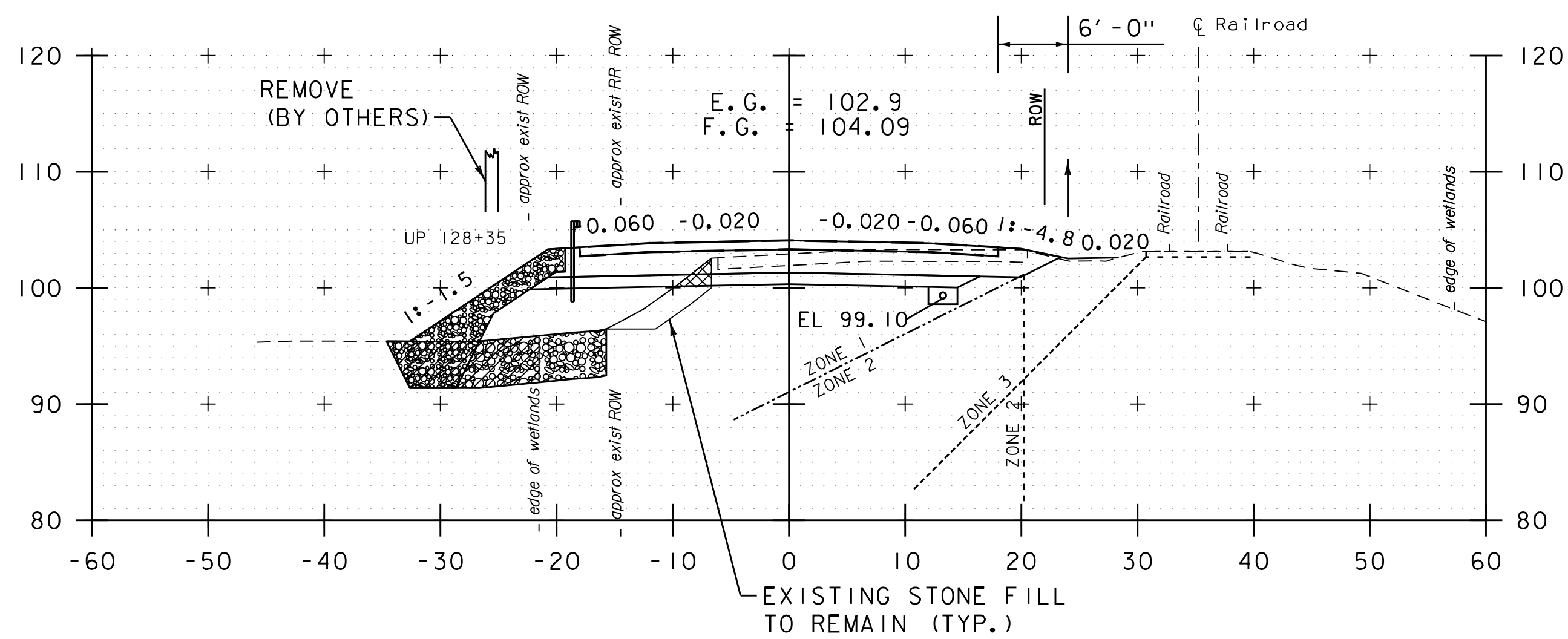
127+00



129+50 (NEW 24" CPEP)



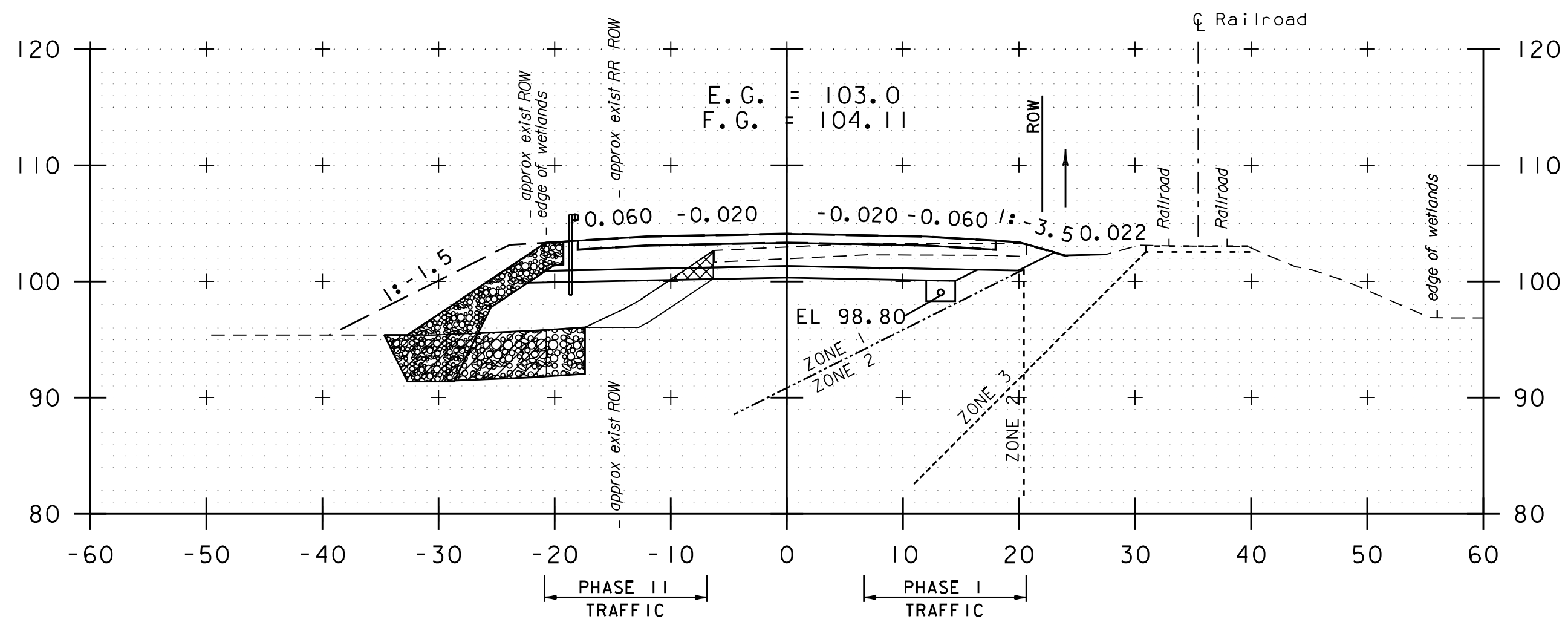
129+00



128+50

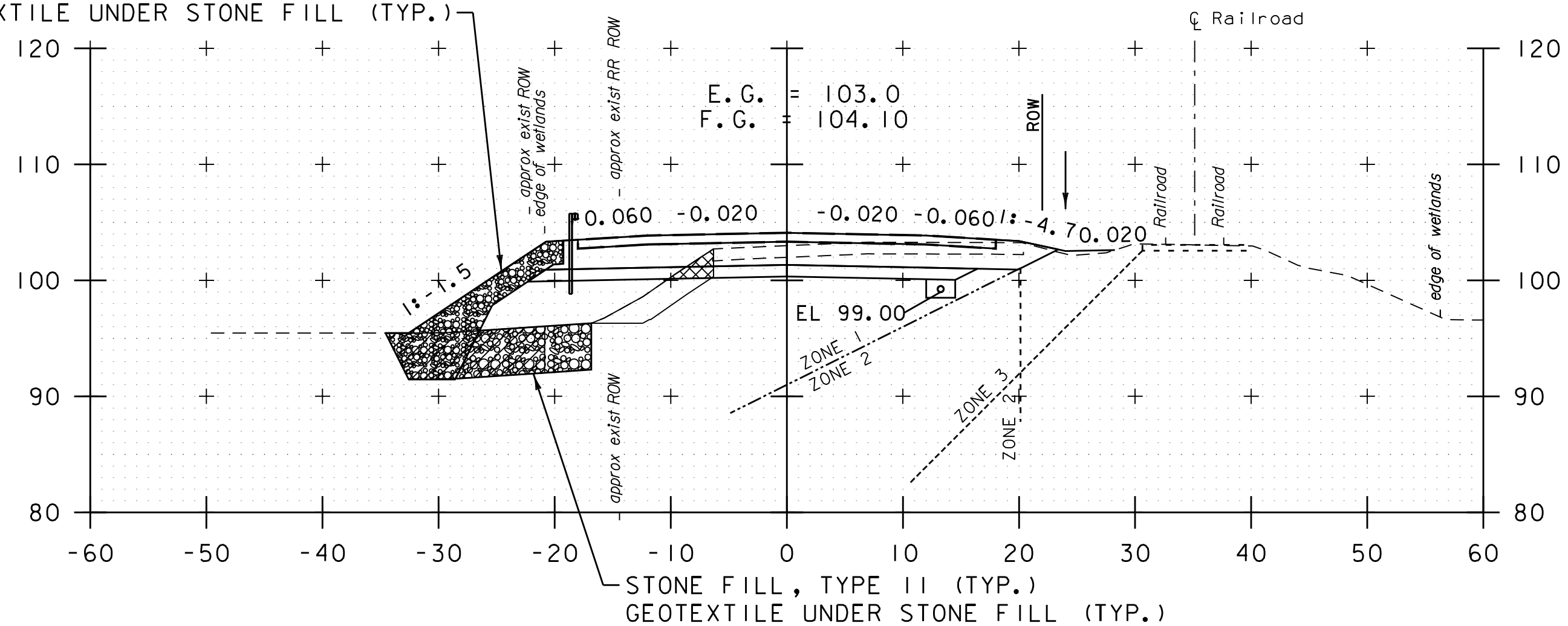


PROJECT NAME:	SWANTON
PROJECT NUMBER:	NH 036-1(9)
FILE NAME:	z96b032xs_3600-16300.dgn
PROJECT LEADER:	G. BAKOS
DESIGNED BY:	M. BOGUE
CROSS SECTION SHEET	34
PLOT DATE:	9/13/2023
DRAWN BY:	C. CILLEY
CHECKED BY:	G. BAKOS
SHEET	210 OF 307



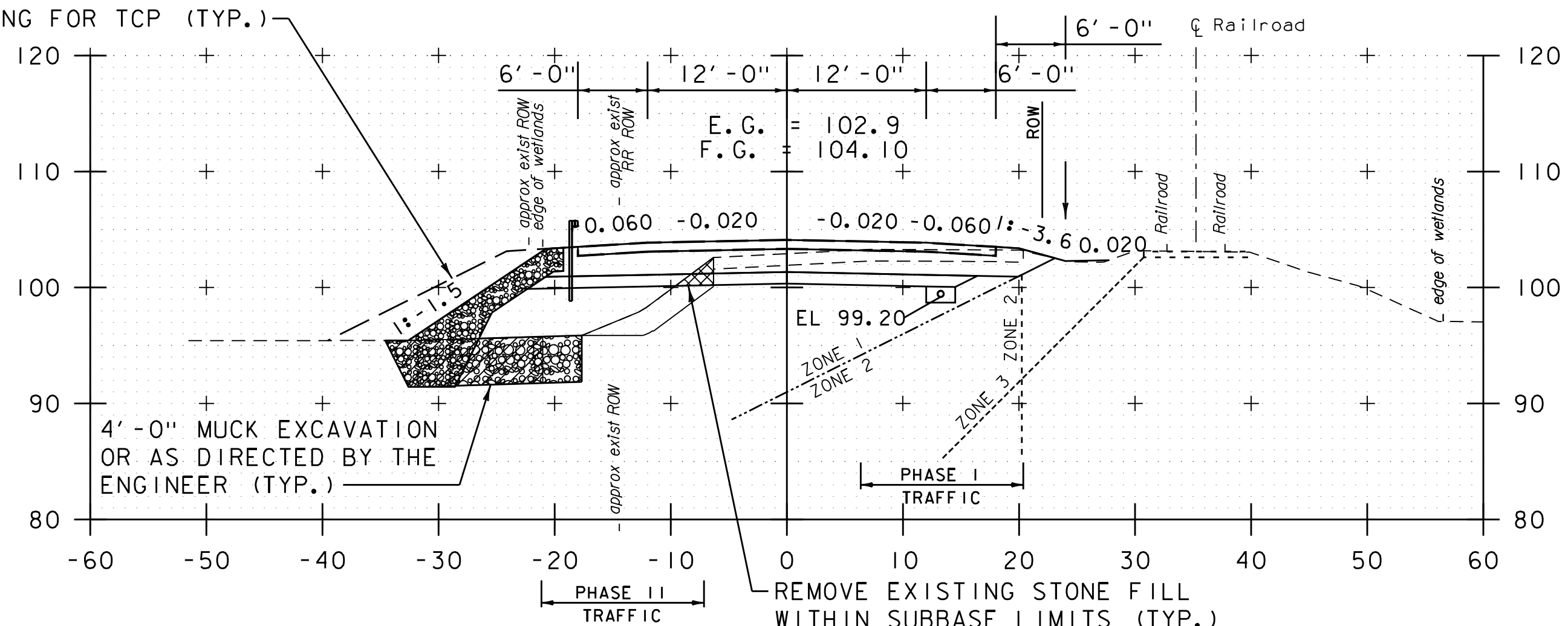
131+00

STONE FILL, TYPE I (TYP.)
6" GRUBBING MATERIAL (TYP.)
GEOTEXTILE UNDER STONE FILL (TYP.)



130+50

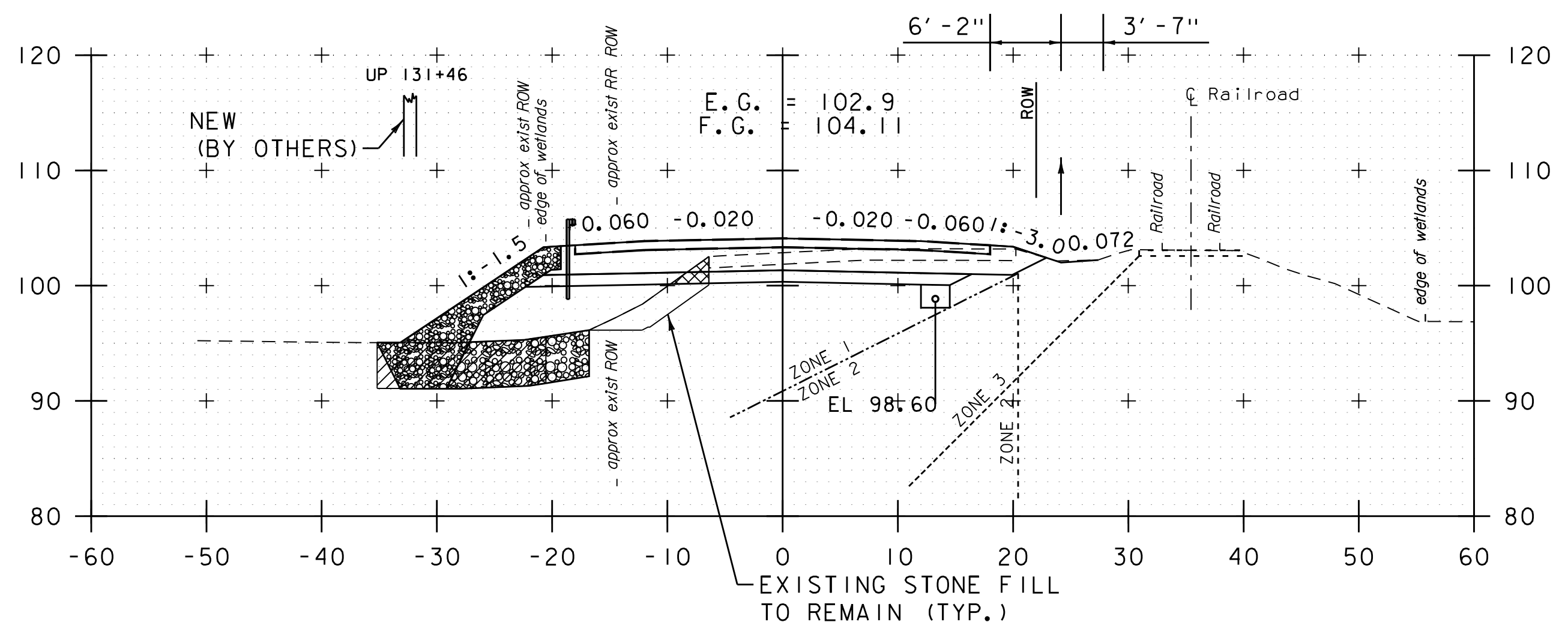
TEMPORARY SLOPE
WIDENING FOR TCP (TYP.)



130+00

4'-0" MUCK EXCAVATION
OR AS DIRECTED BY THE
ENGINEER (TYP.)

REMOVE EXISTING STONE FILL
WITHIN SUBBASE LIMITS (TYP.)



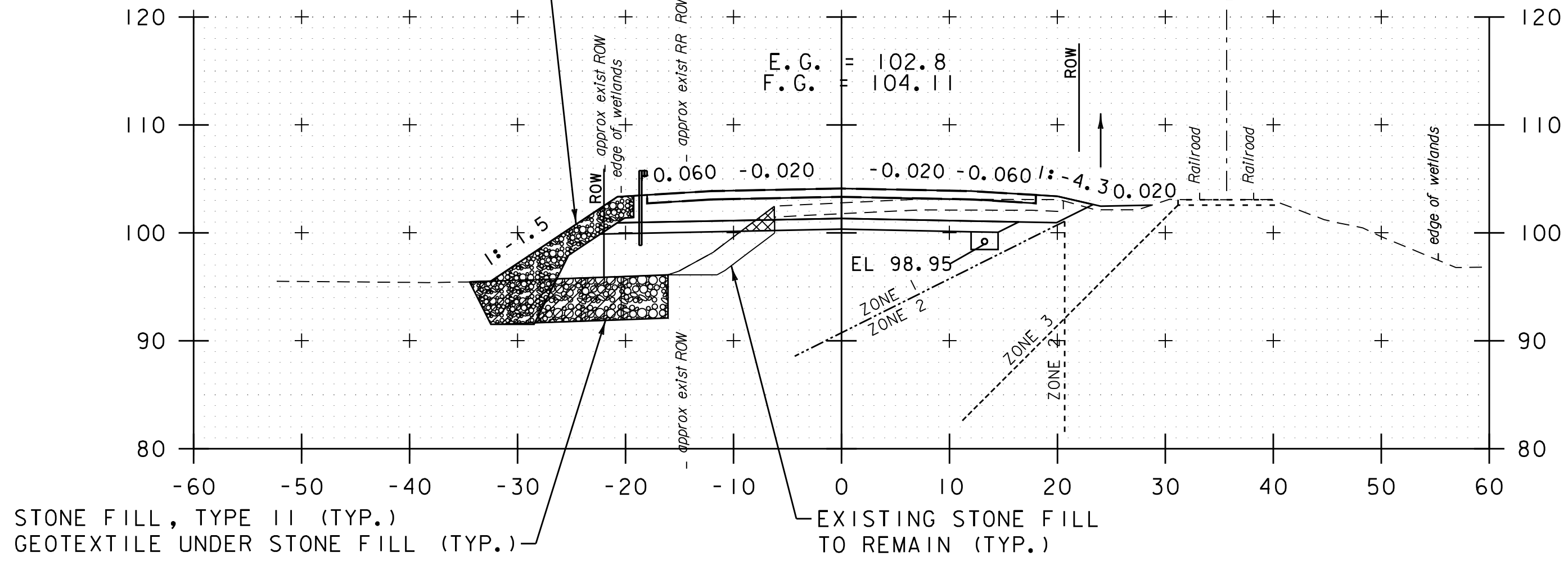
131+50

STA. 130+00 TO STA. 131+50



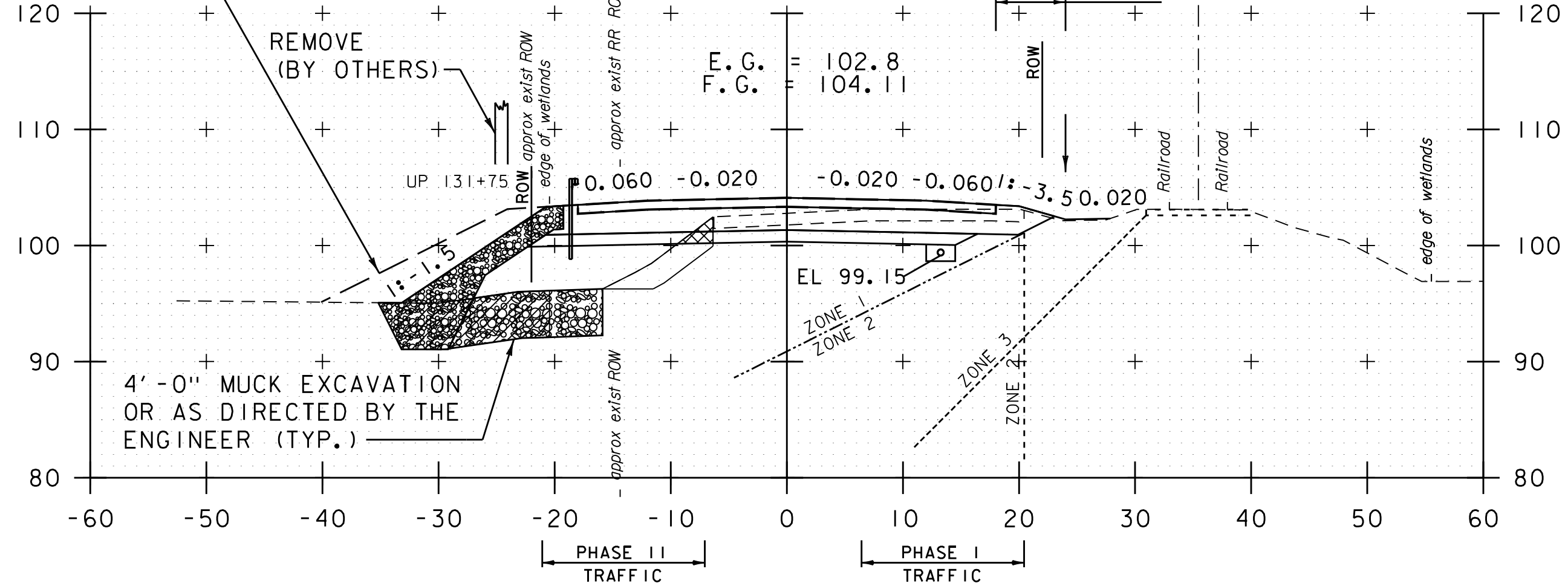
PROJECT NAME:	SWANTON
PROJECT NUMBER:	NH 036-1(9)
FILE NAME:	z96b032xs_3600-16300.dgn
PROJECT LEADER:	G. BAKOS
DESIGNED BY:	M. BOGUE
CROSS SECTION SHEET	35
PLOT DATE:	9/13/2023
DRAWN BY:	C. CILLEY
CHECKED BY:	G. BAKOS
SHEET	211 OF 307

STONE FILL, TYPE I (TYP.)
 6" GRUBBING MATERIAL (TYP.)
 GEOTEXTILE UNDER STONE FILL (TYP.)

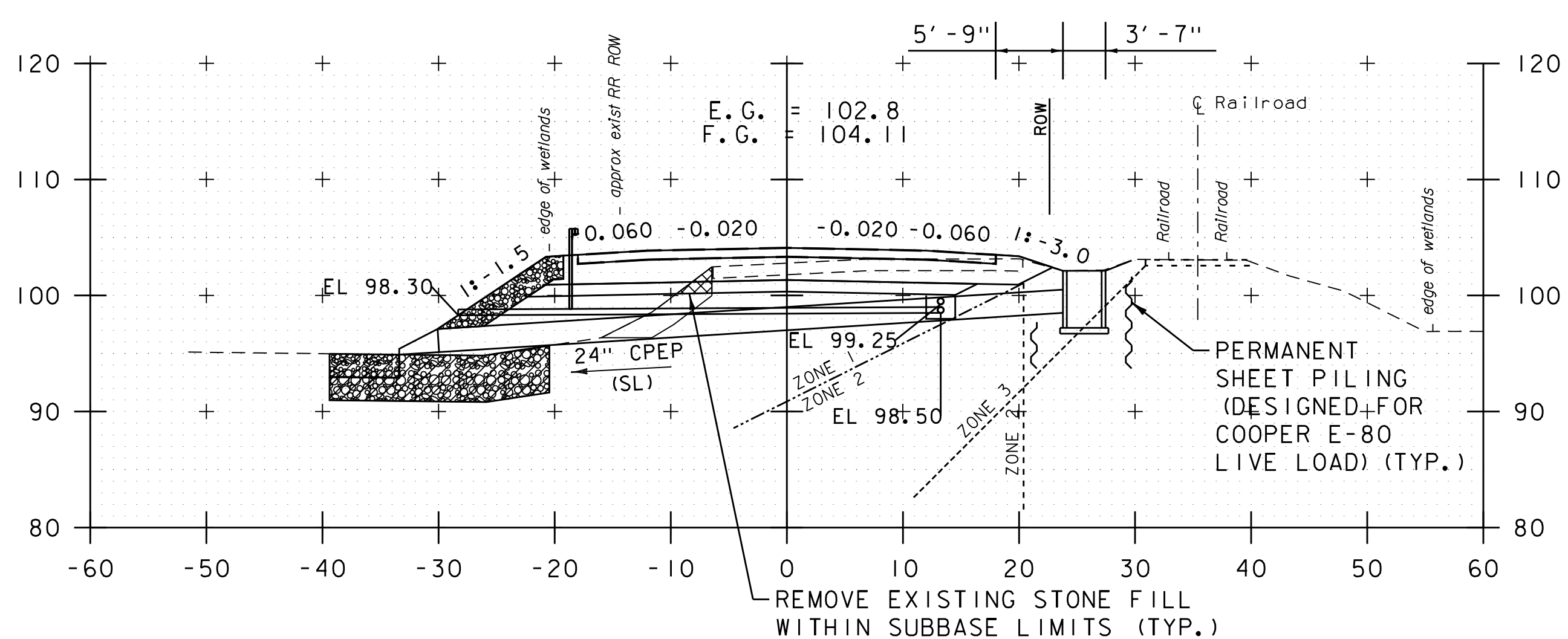


132+50

TEMPORARY SLOPE
 WIDENING FOR TCP (TYP.)



132+00

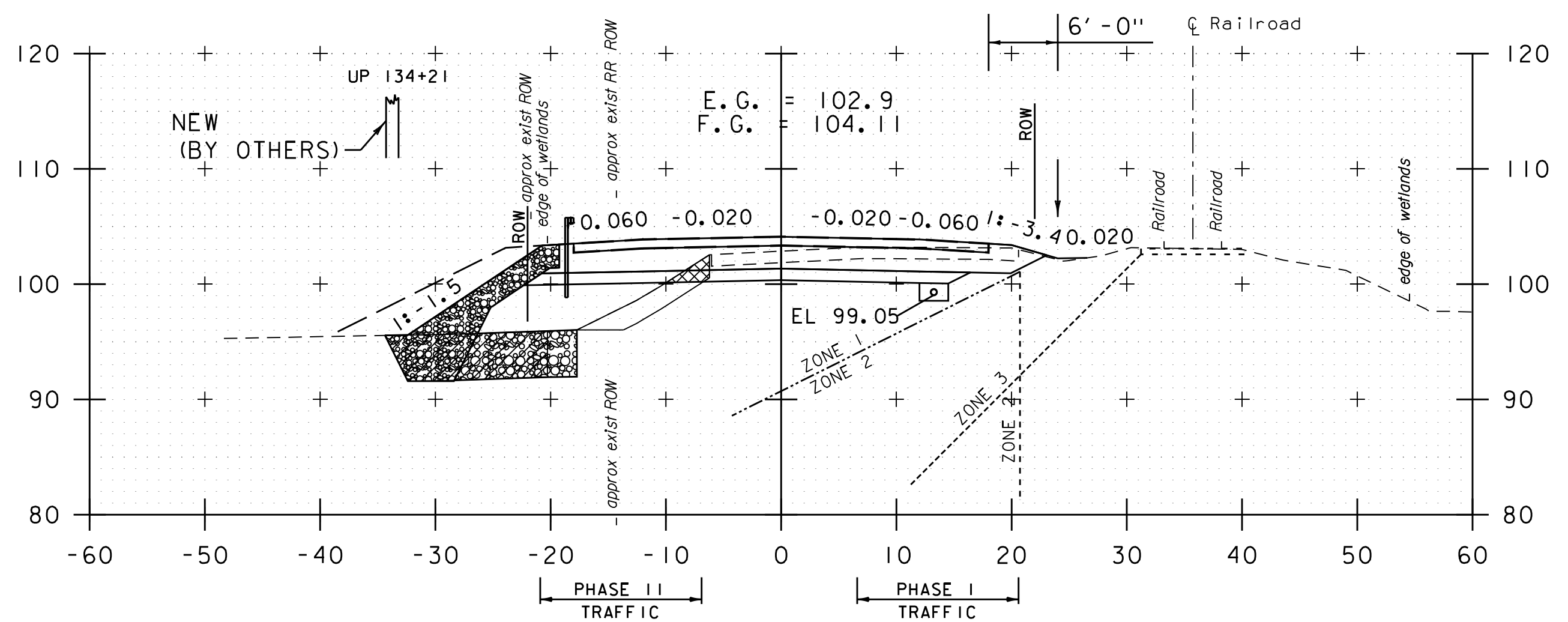


131+75 (NEW 24" CPEP)

STA. 131+75 TO STA. 132+50

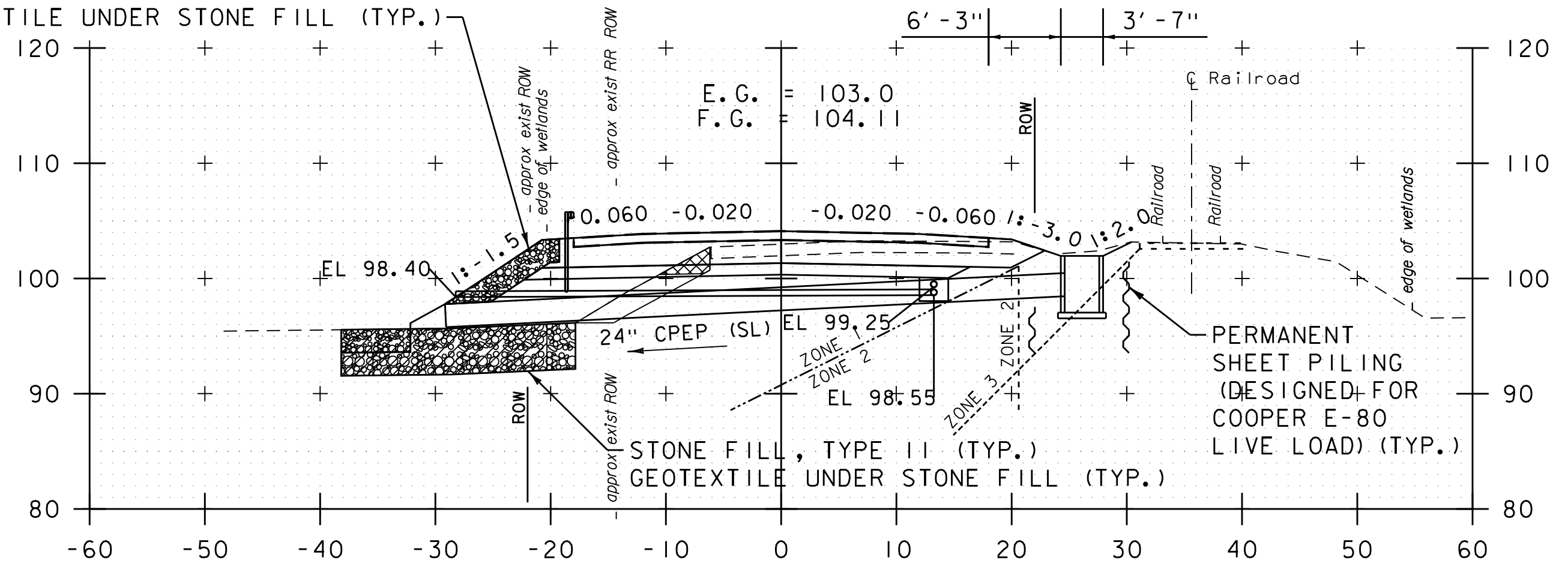


PROJECT NAME:	SWANTON
PROJECT NUMBER:	NH 036-1(9)
FILE NAME:	z96b032xs_3600-16300.dgn
PROJECT LEADER:	G. BAKOS
DESIGNED BY:	M. BOGUE
CROSS SECTION SHEET	36
PLOT DATE:	9/13/2023
DRAWN BY:	C. CILLEY
CHECKED BY:	G. BAKOS
SHEET	212 OF 307

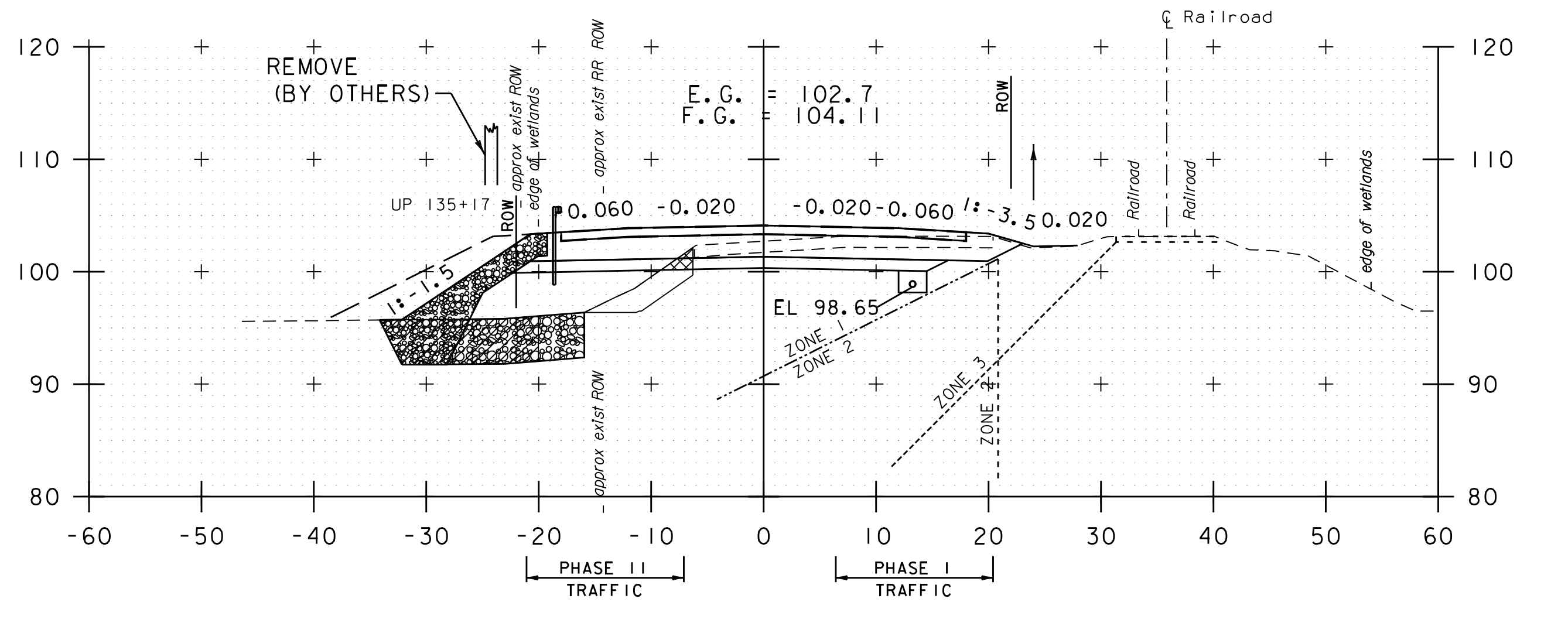


134+00

STONE FILL, TYPE I (TYP.)
6" GRUBBING MATERIAL (TYP.)
GEOTEXTILE UNDER STONE FILL (TYP.)

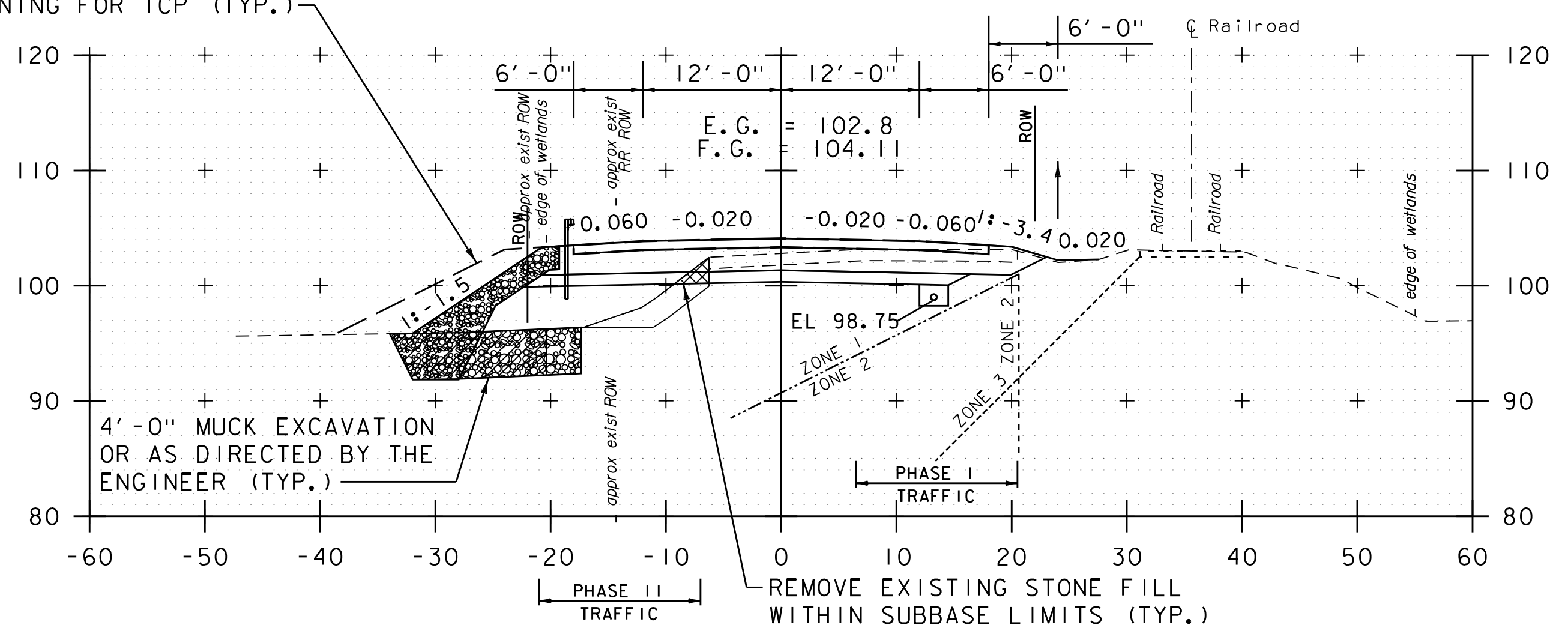


135+50 (NEW 24" CPEP)



135+00

TEMPORARY SLOPE
WIDENING FOR TCP (TYP.)



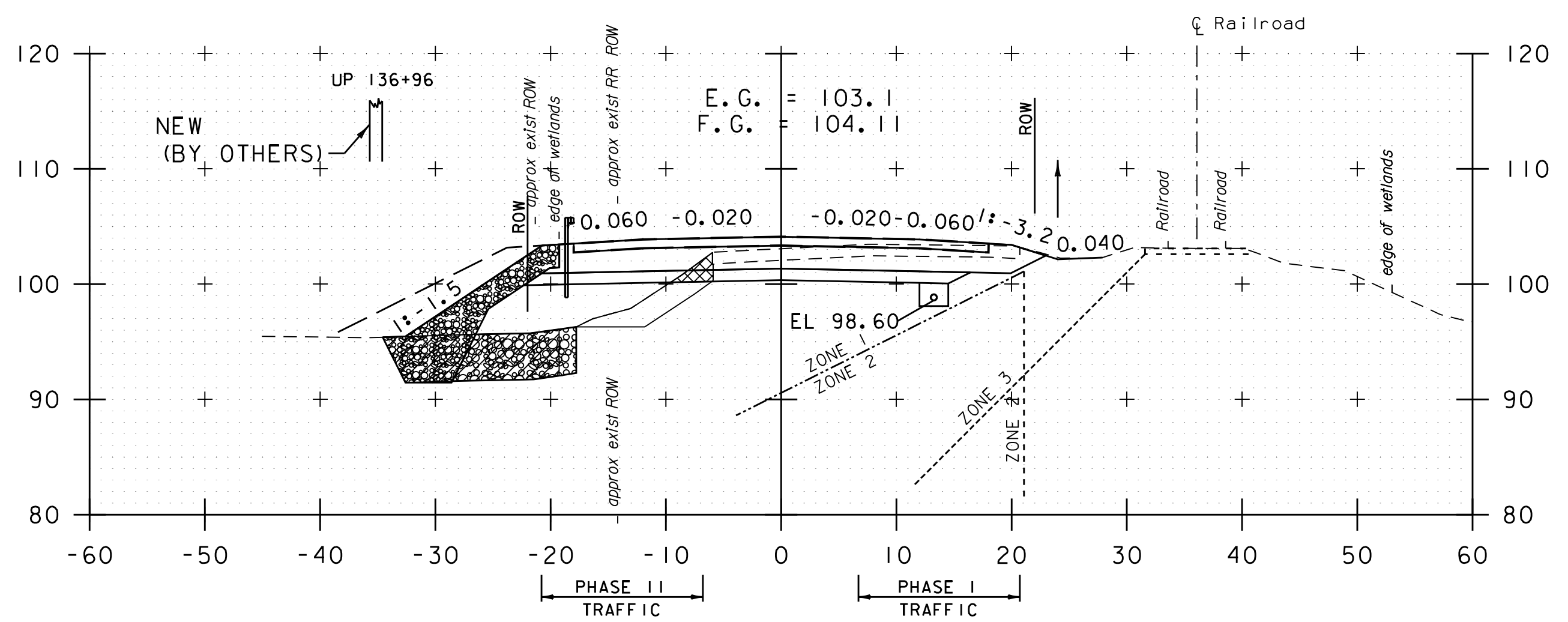
133+00

134+50

EXISTING STONE FILL TO REMAIN (TYP.)
STA. 133+00 TO STA. 135+50

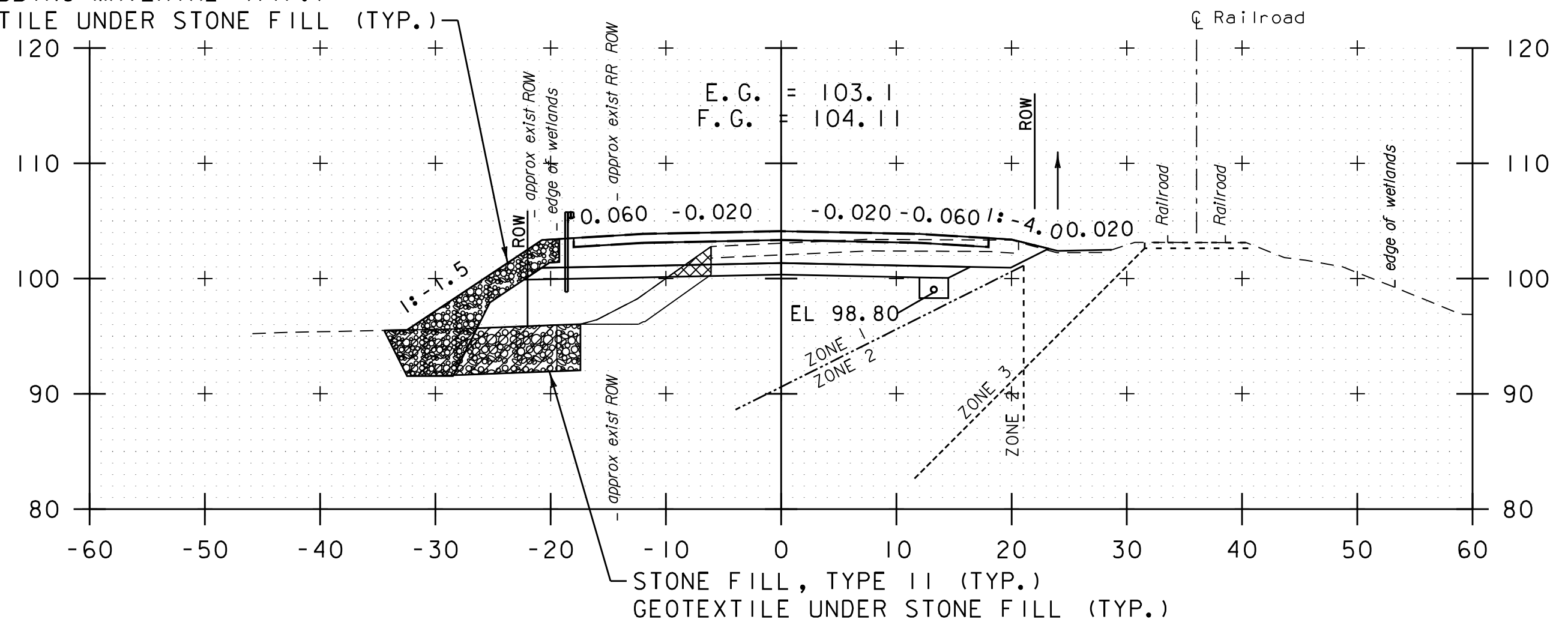


PROJECT NAME:	SWANTON
PROJECT NUMBER:	NH 036-1(9)
FILE NAME:	z96b032xs_3600-16300.dgn
PROJECT LEADER:	G. BAKOS
DESIGNED BY:	M. BOGUE
CROSS SECTION SHEET	37
PLOT DATE:	9/13/2023
DRAWN BY:	C. CILLEY
CHECKED BY:	G. BAKOS
SHEET	213 OF 307

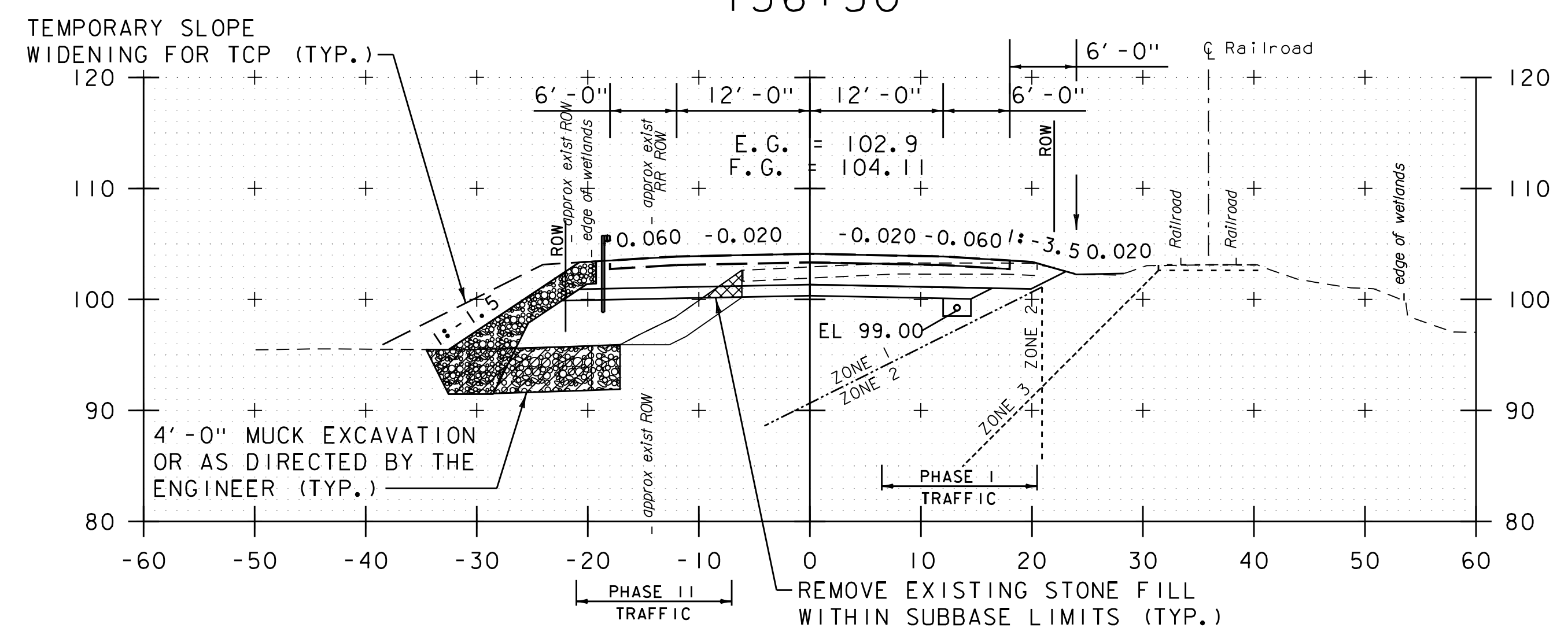


STONE FILL, TYPE I (TYP.)
 6" GRUBBING MATERIAL (TYP.)
 GEOTEXTILE UNDER STONE FILL (TYP.)

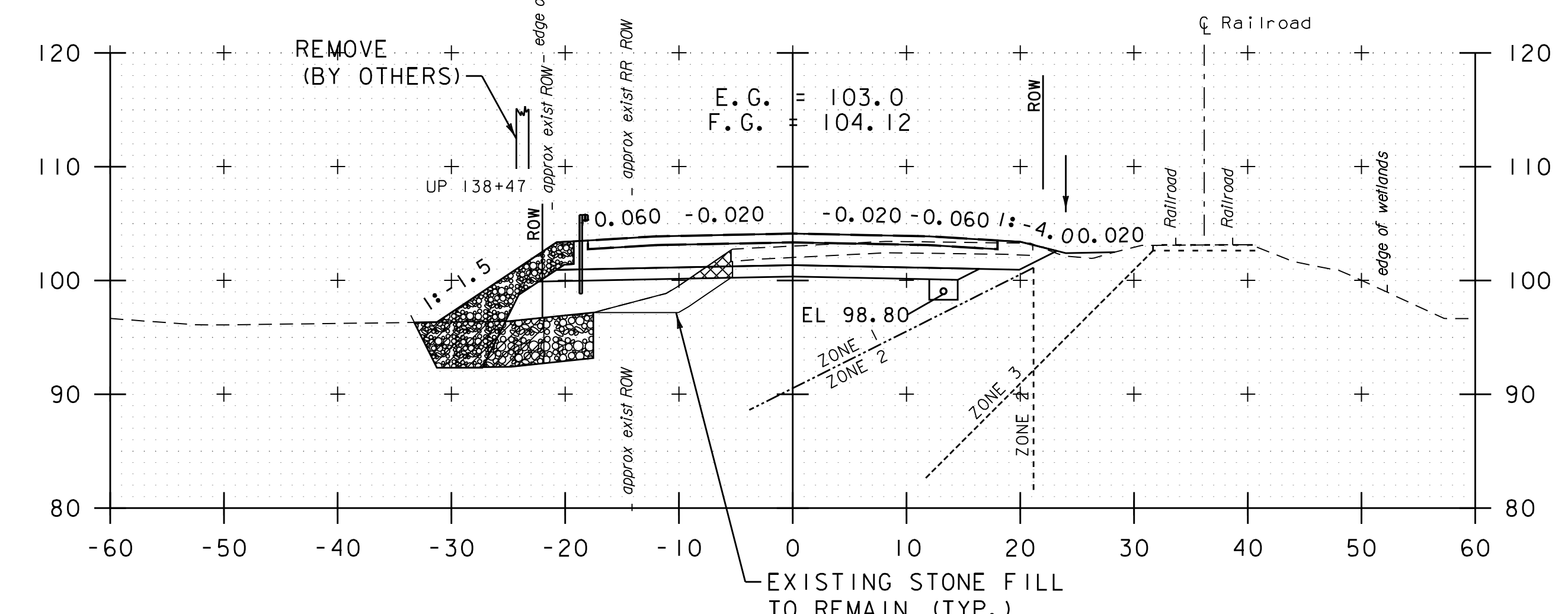
137+00



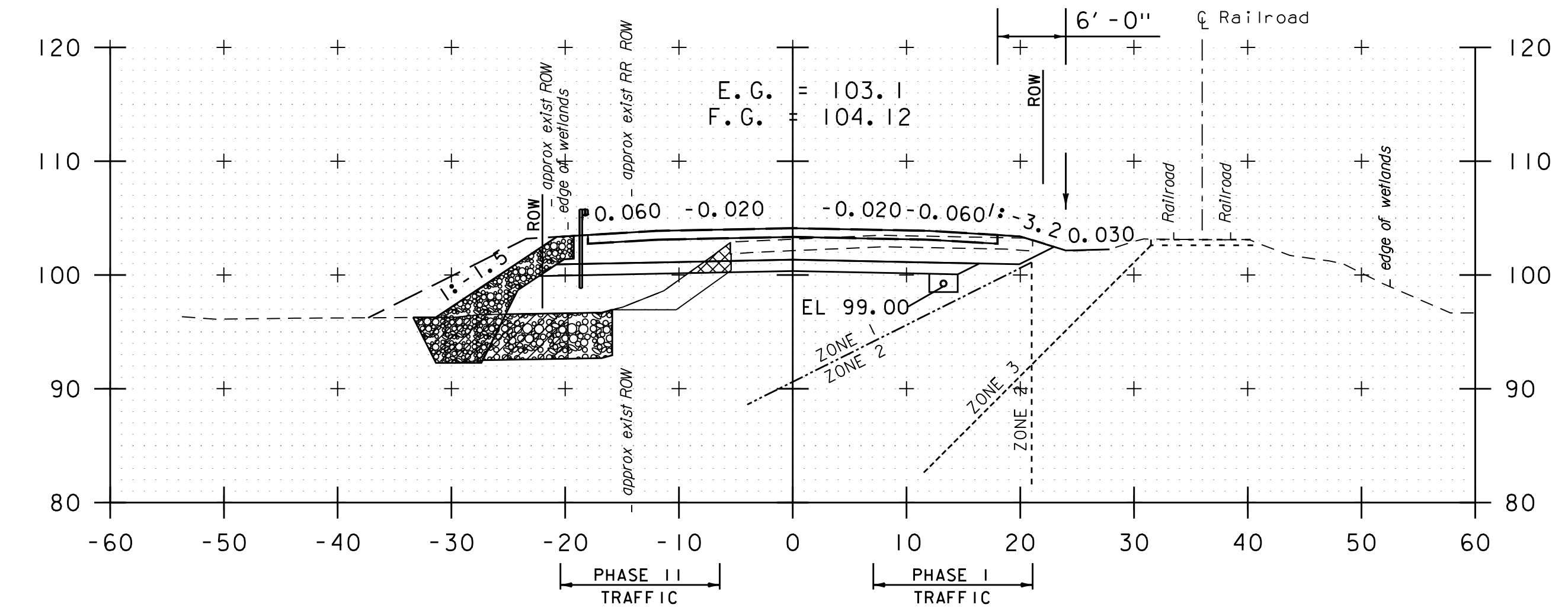
136+50



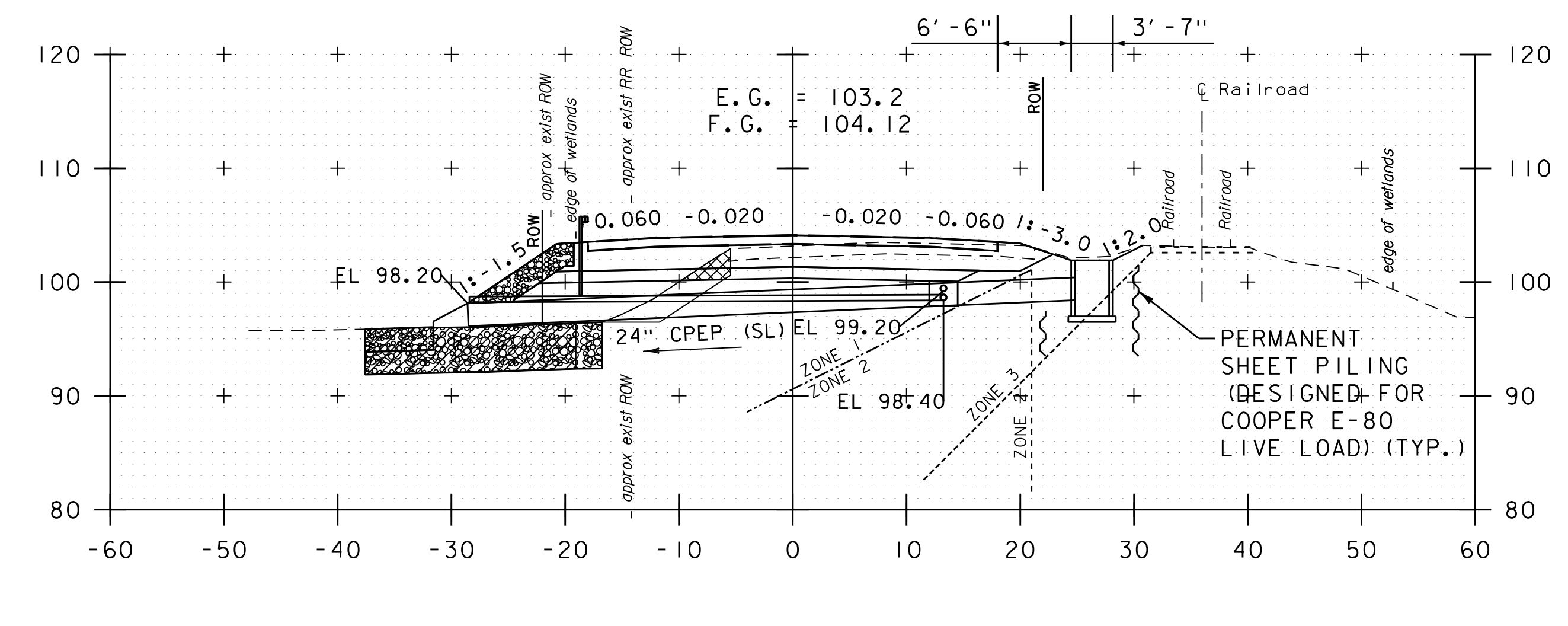
136+00



138+50



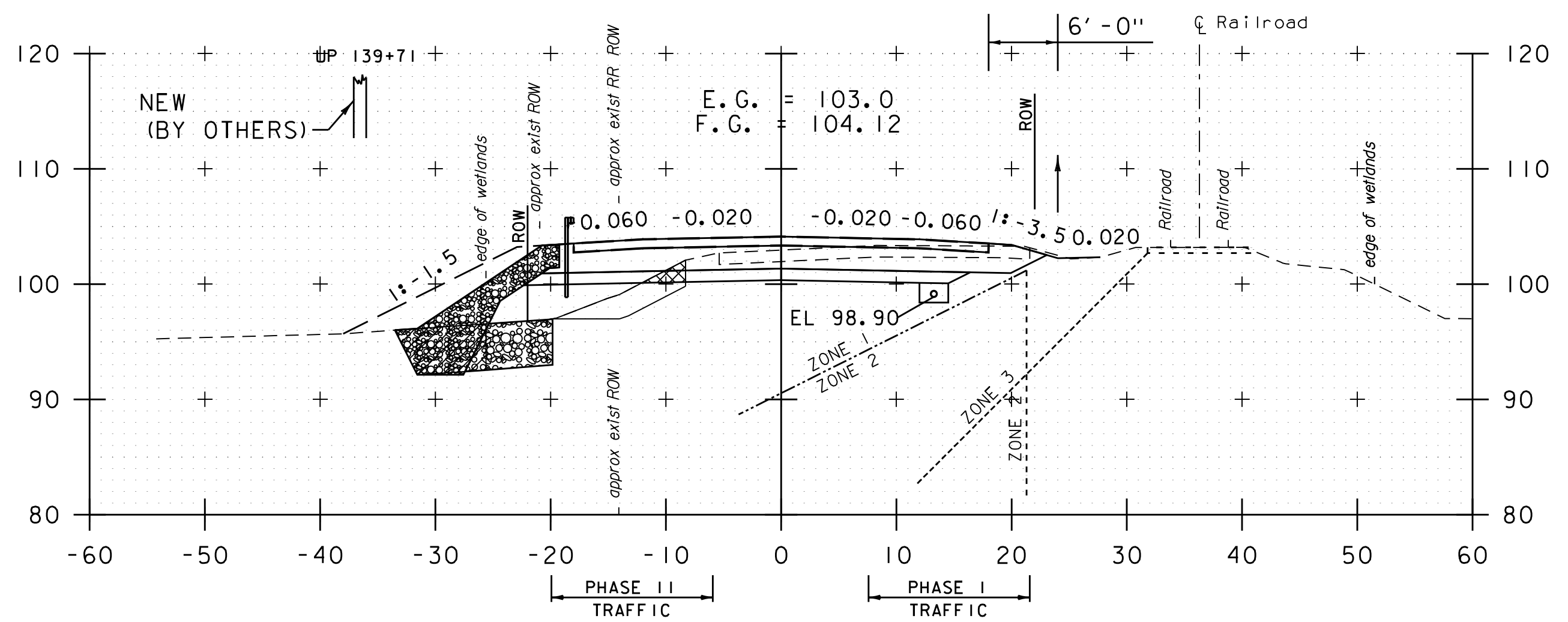
138+00



137+50 (NEW 24" CPEP) STA. 136+00 TO STA. 138+50

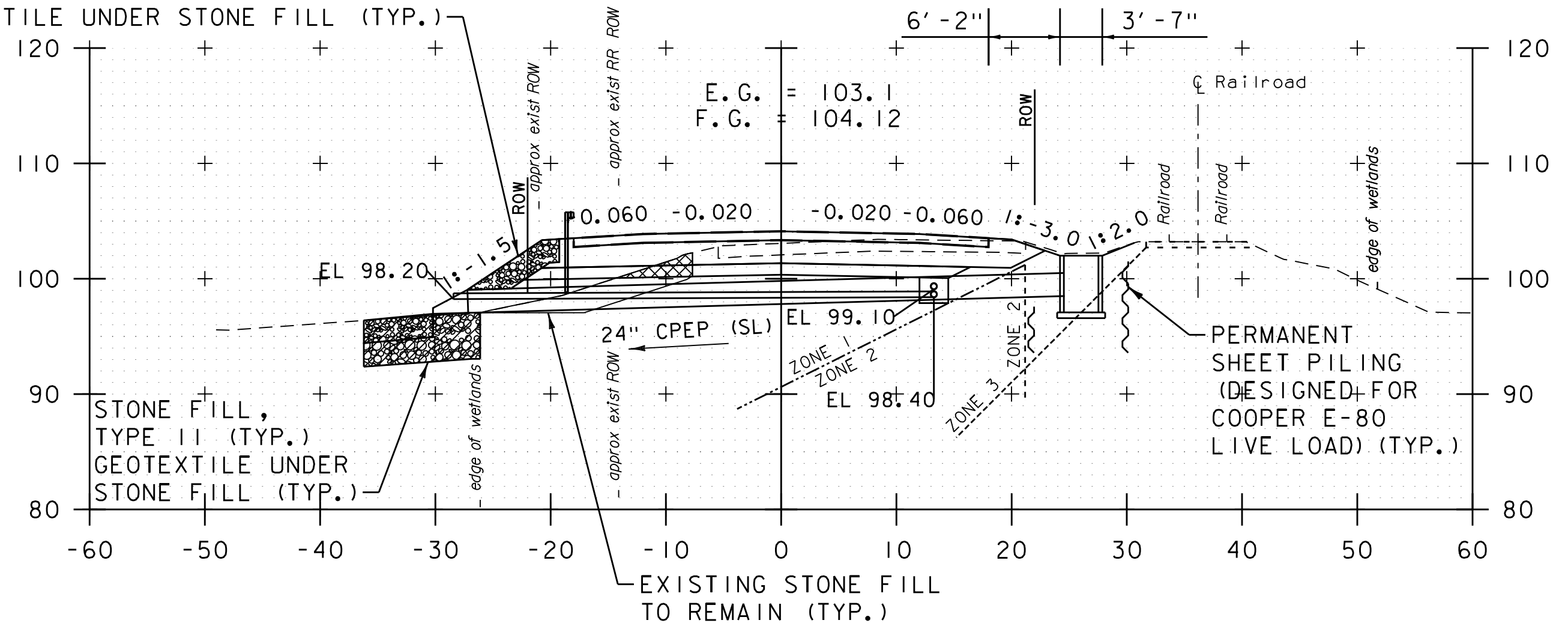


PROJECT NAME:	SWANTON
PROJECT NUMBER:	NH 036-1(9)
FILE NAME:	z96b032xs_3600-16300.dgn
PROJECT LEADER:	G. BAKOS
DESIGNED BY:	M. BOGUE
CROSS SECTION SHEET	38
PLOT DATE:	9/13/2023
DRAWN BY:	C. CILLEY
CHECKED BY:	G. BAKOS
SHEET	214 OF 307



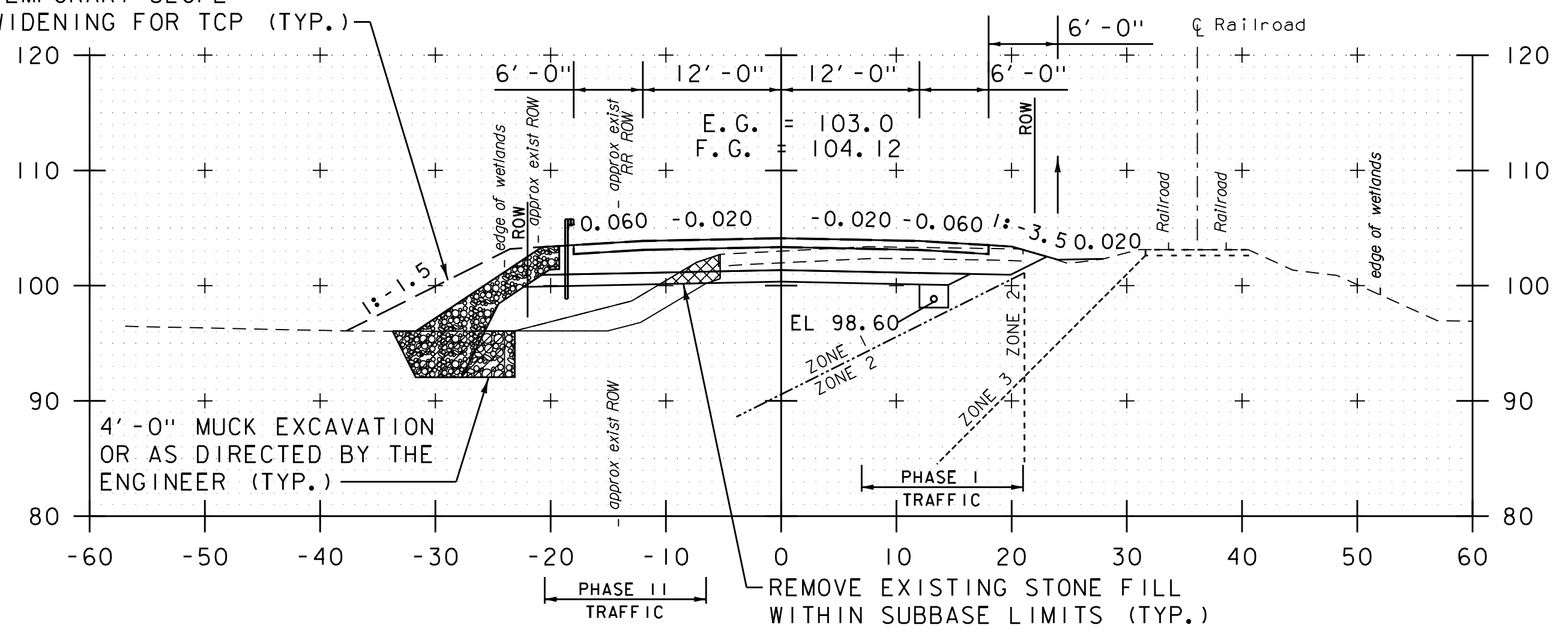
140+00

STONE FILL, TYPE I (TYP.)
6" GRUBBING MATERIAL (TYP.)
GEOTEXTILE UNDER STONE FILL (TYP.)



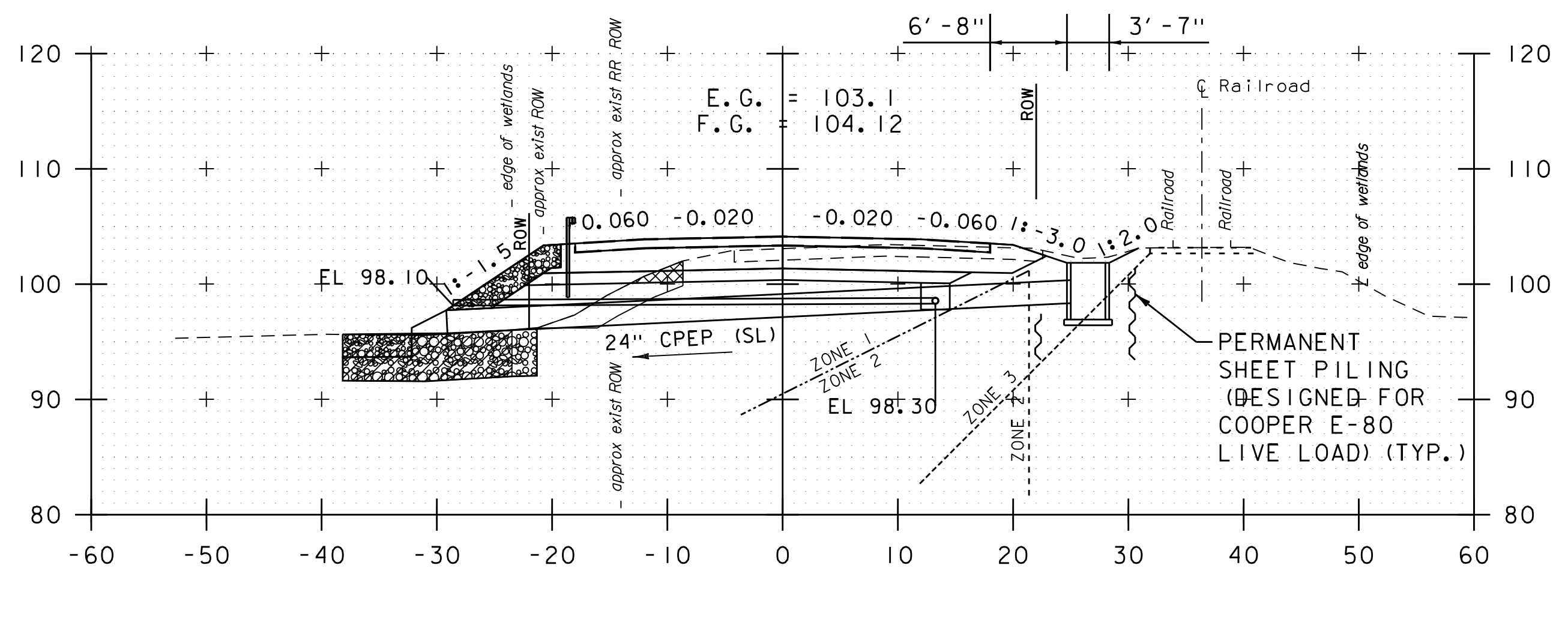
139+50 (NEW 24" CPEP)

TEMPORARY SLOPE
WIDENING FOR TCP (TYP.)

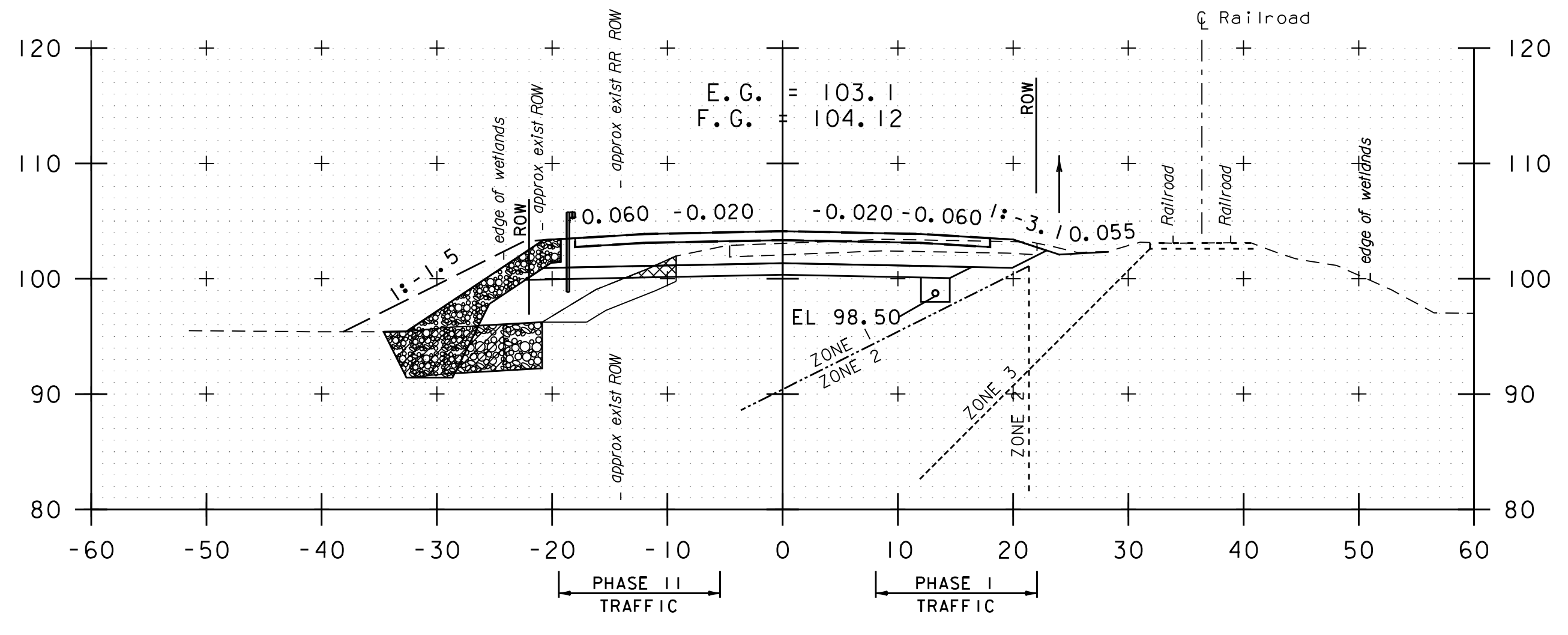


139+00

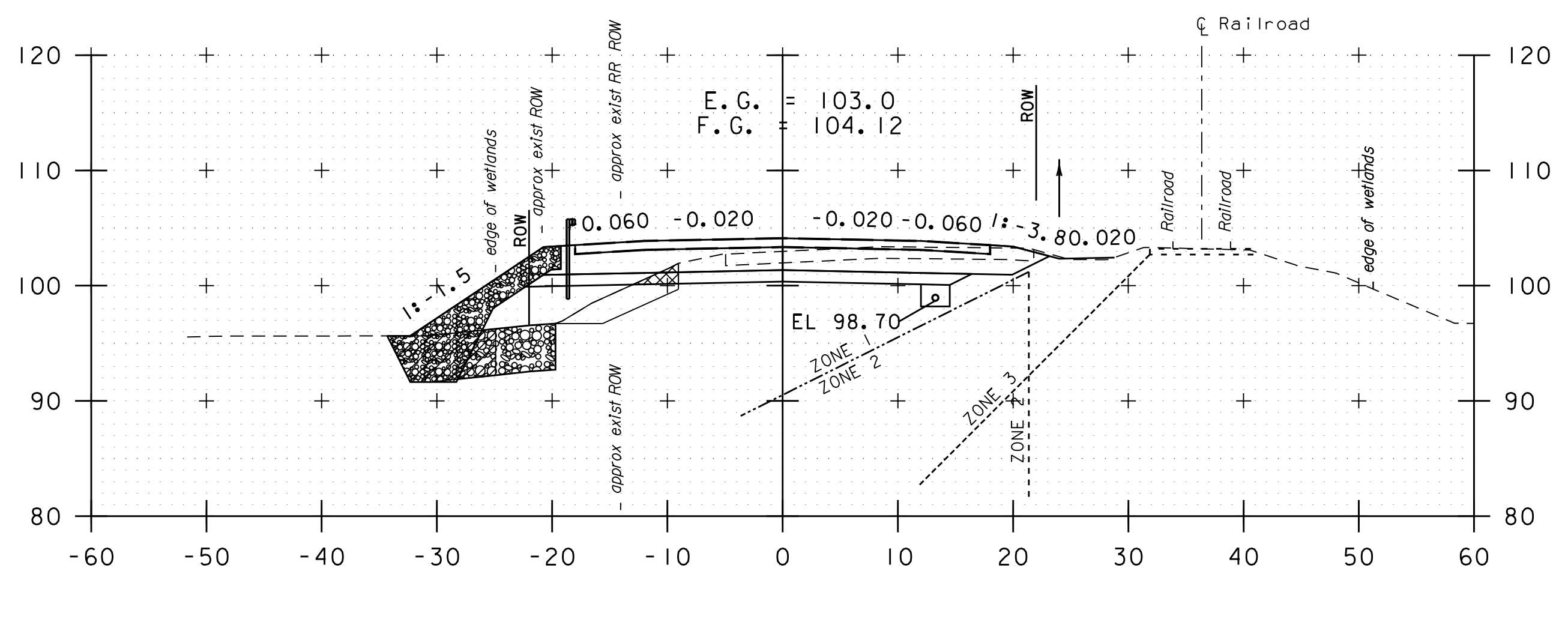
REMOVE EXISTING STONE FILL
WITHIN SUBBASE LIMITS (TYP.)



141+50 (NEW 24" CPEP)



141+00

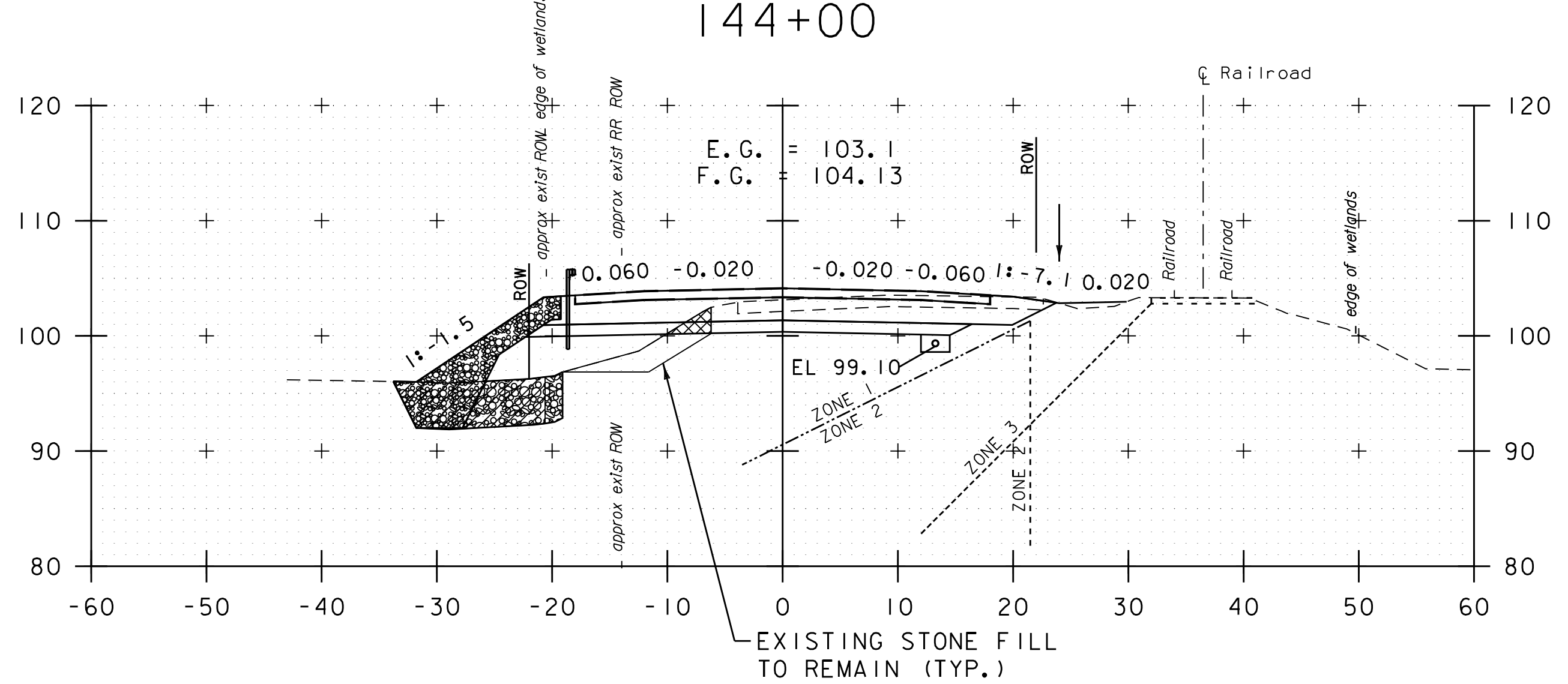
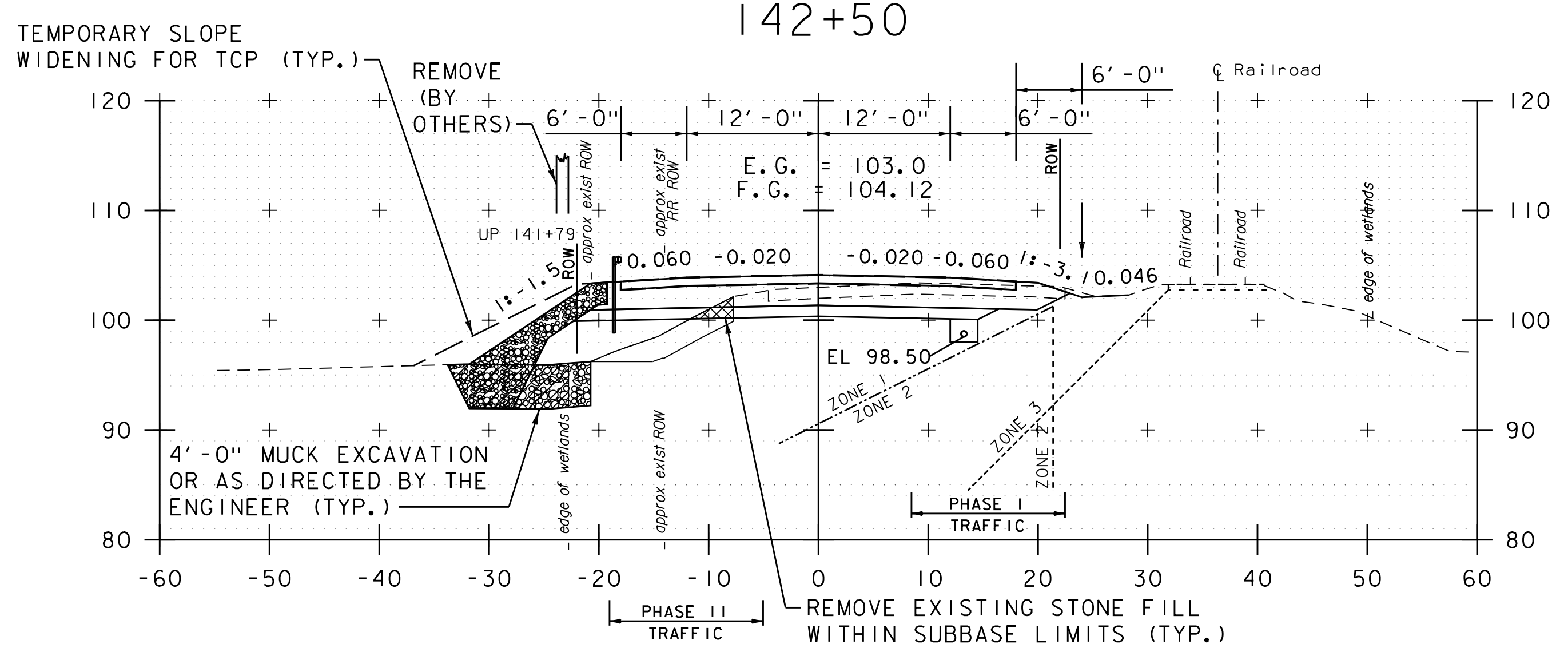
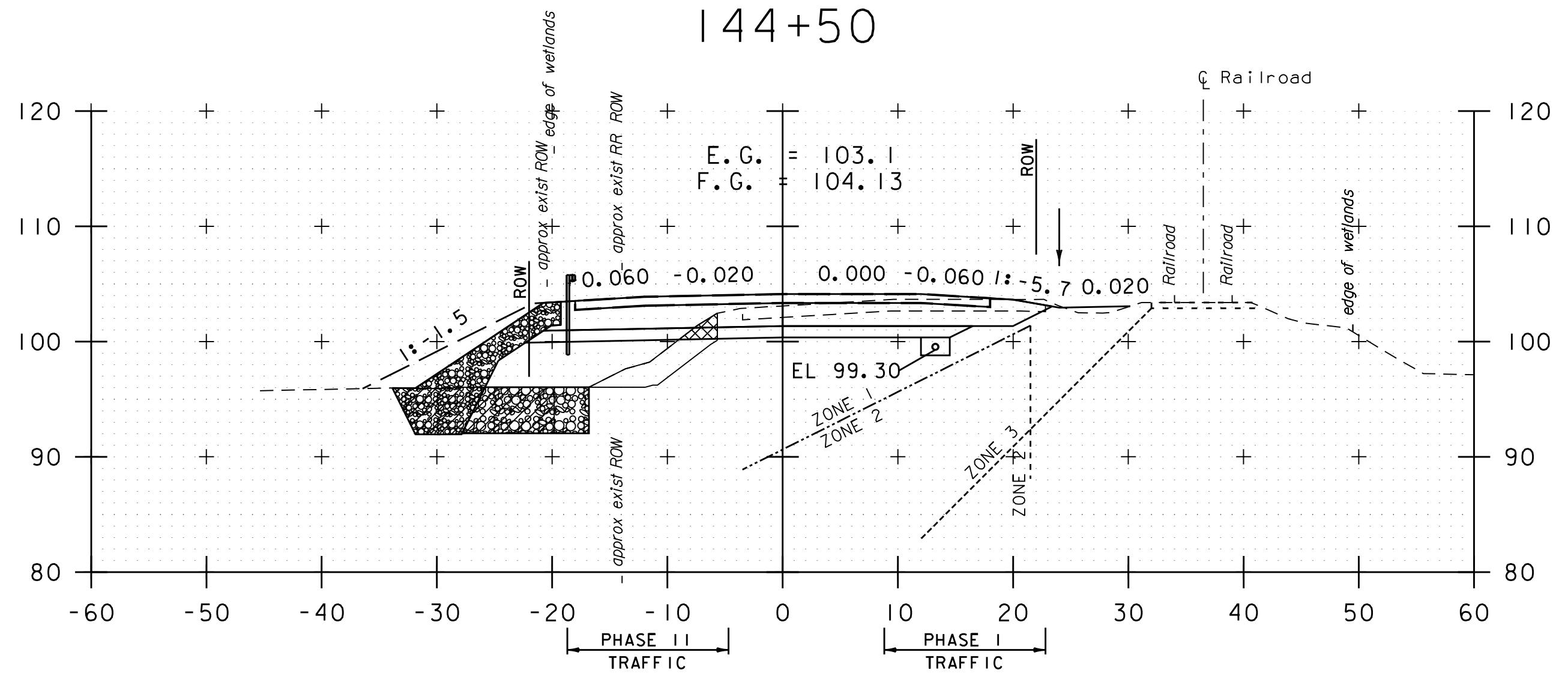
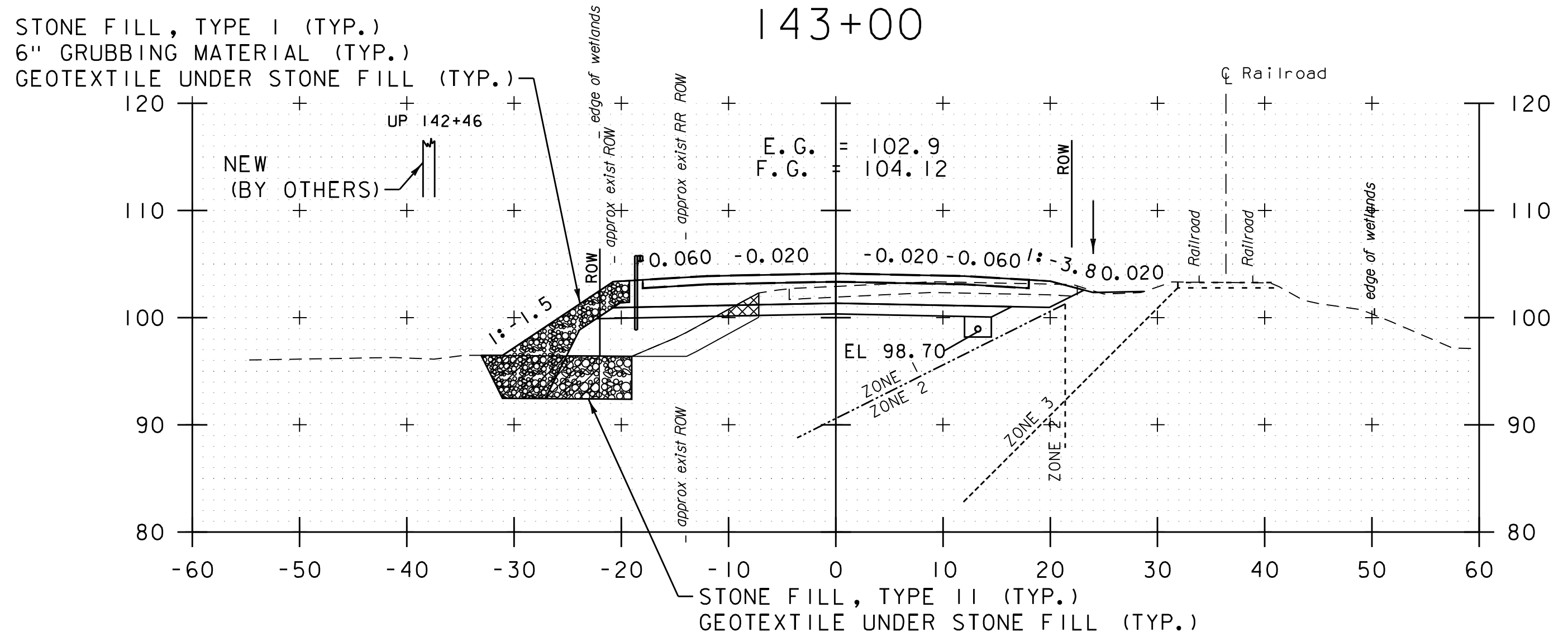
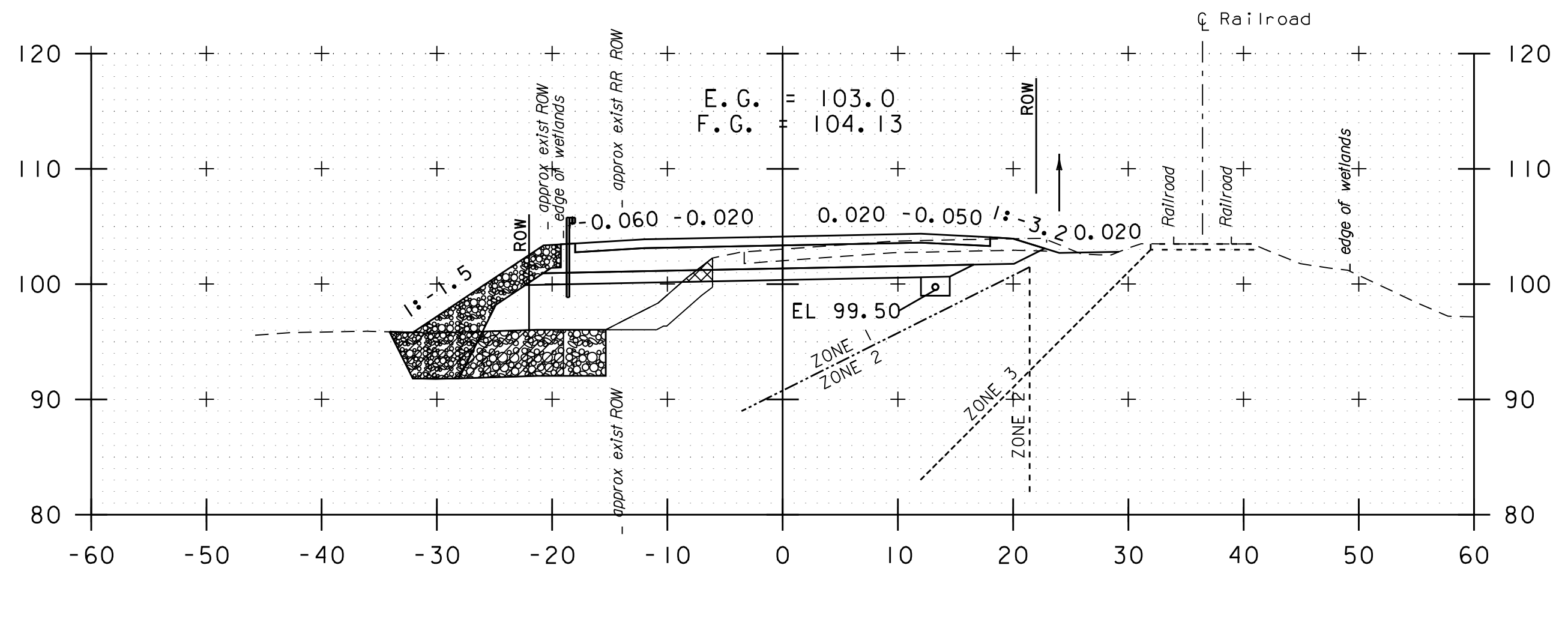
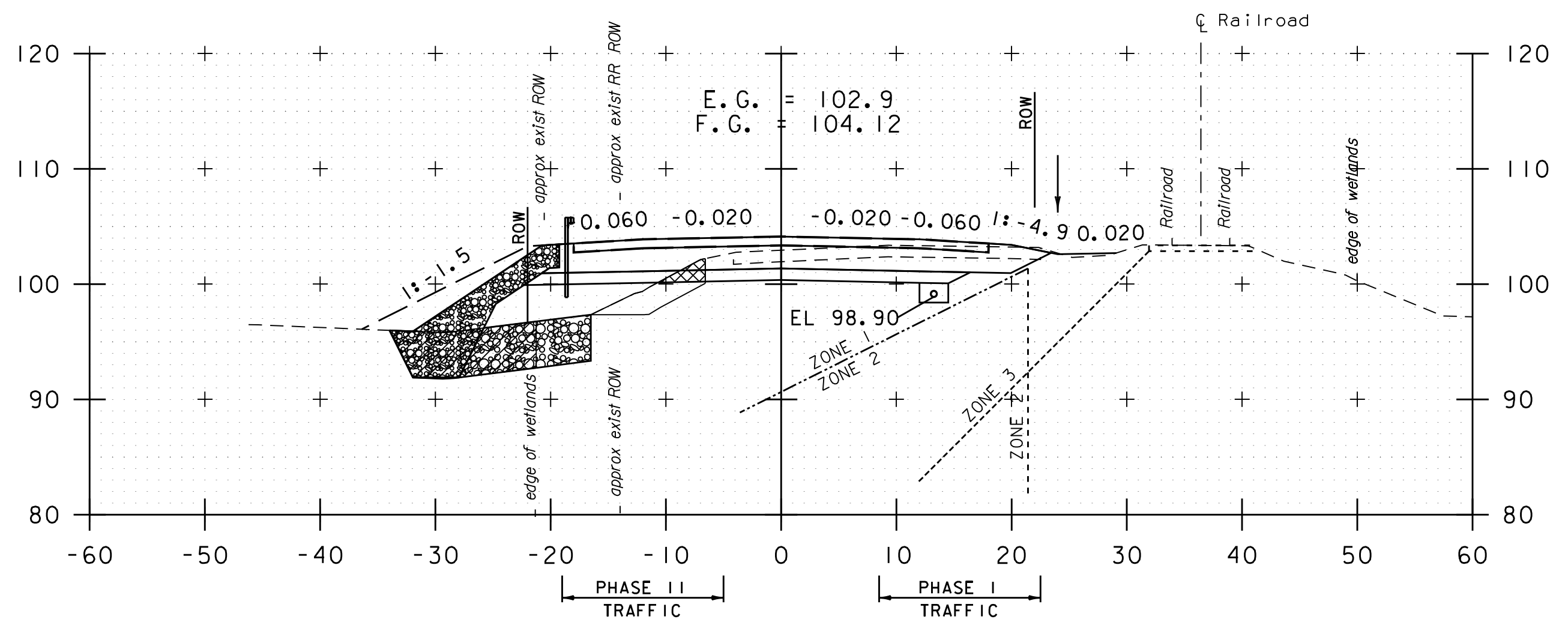


140+50

STA. 139+00 TO STA. 141+50



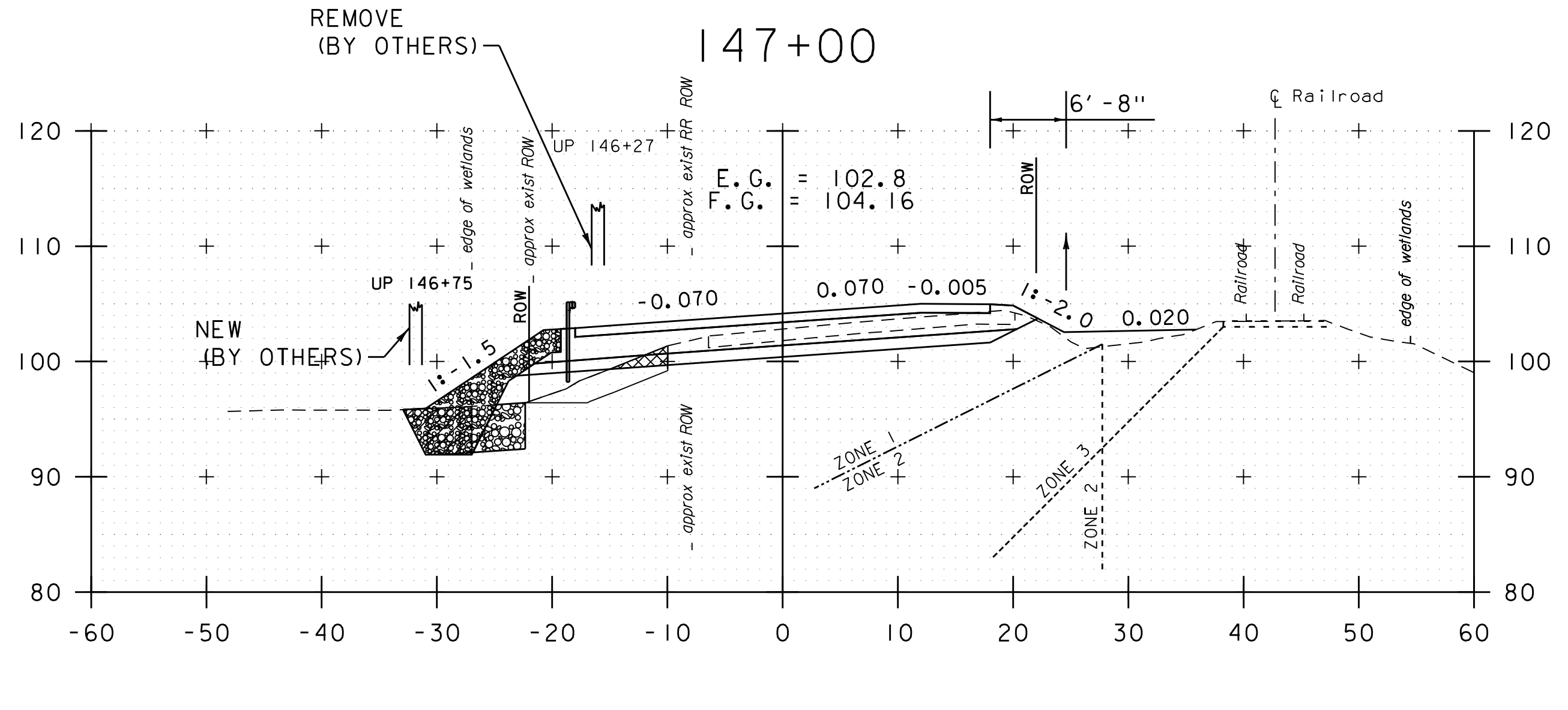
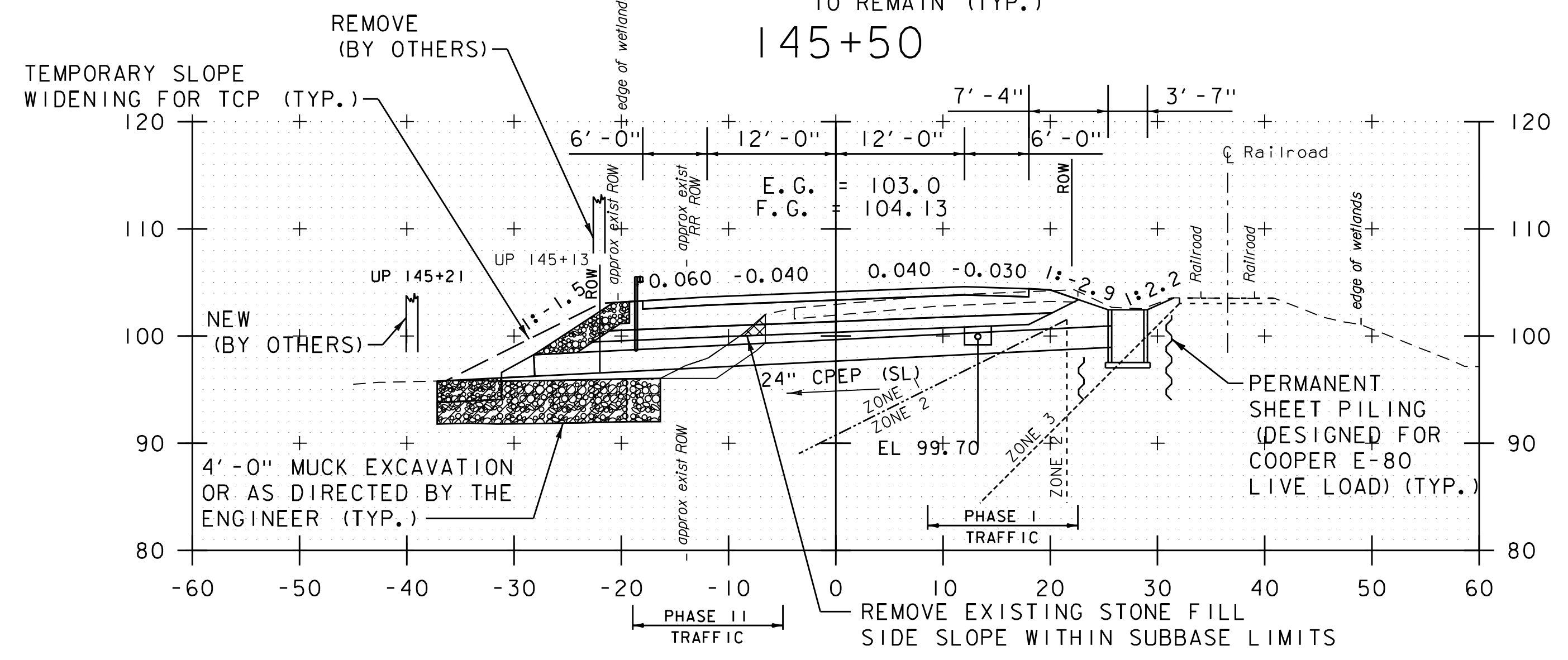
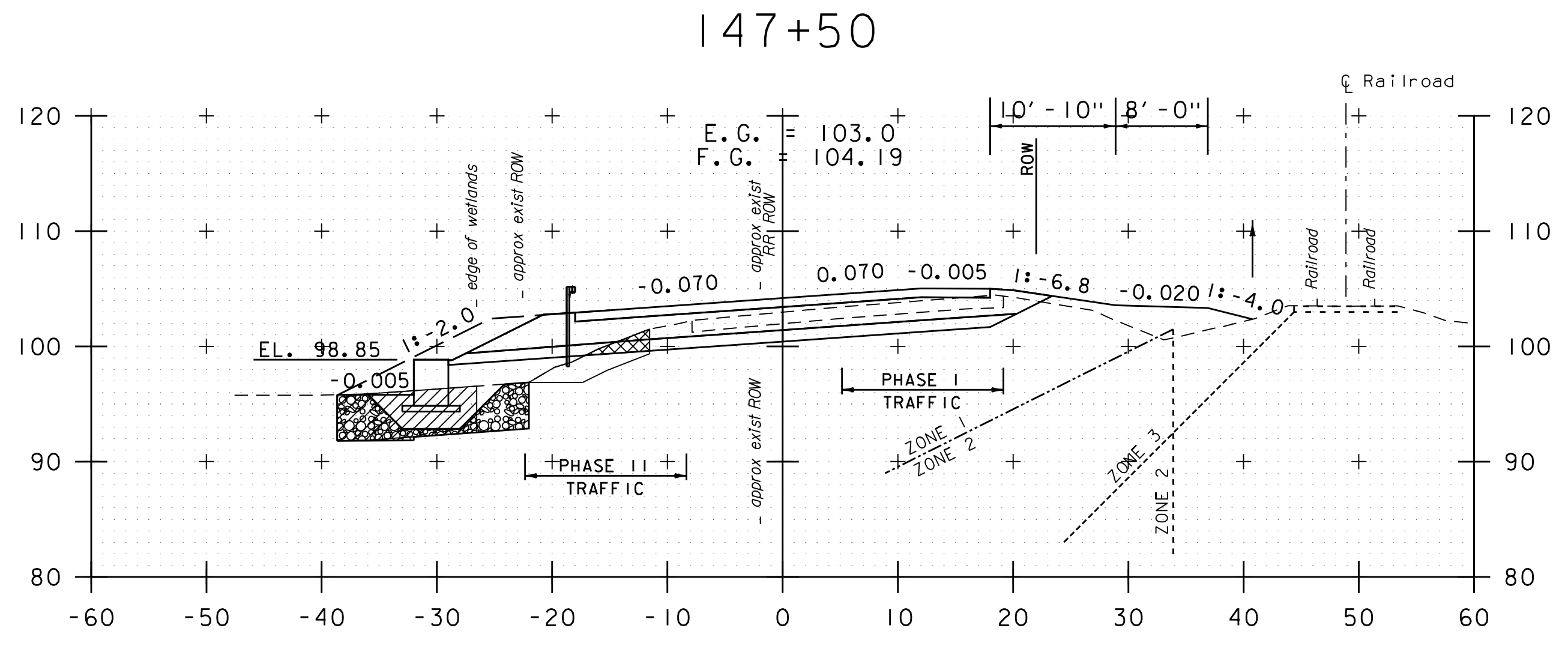
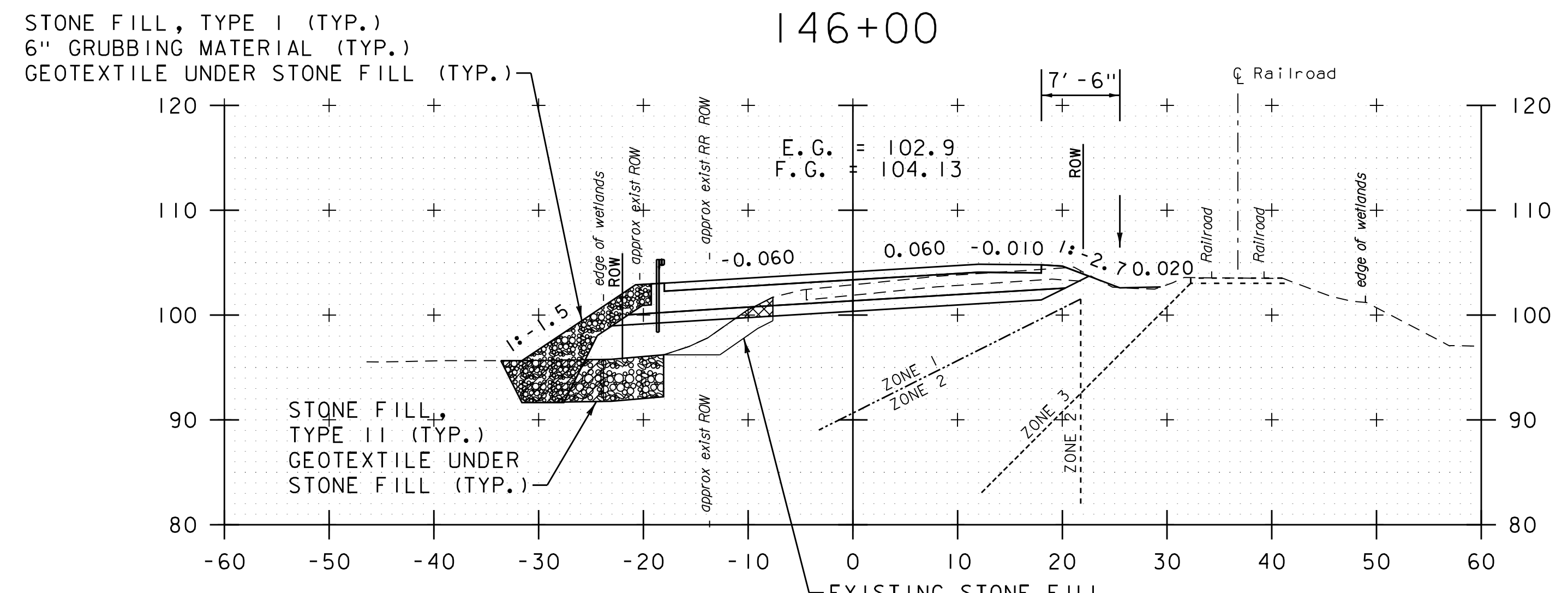
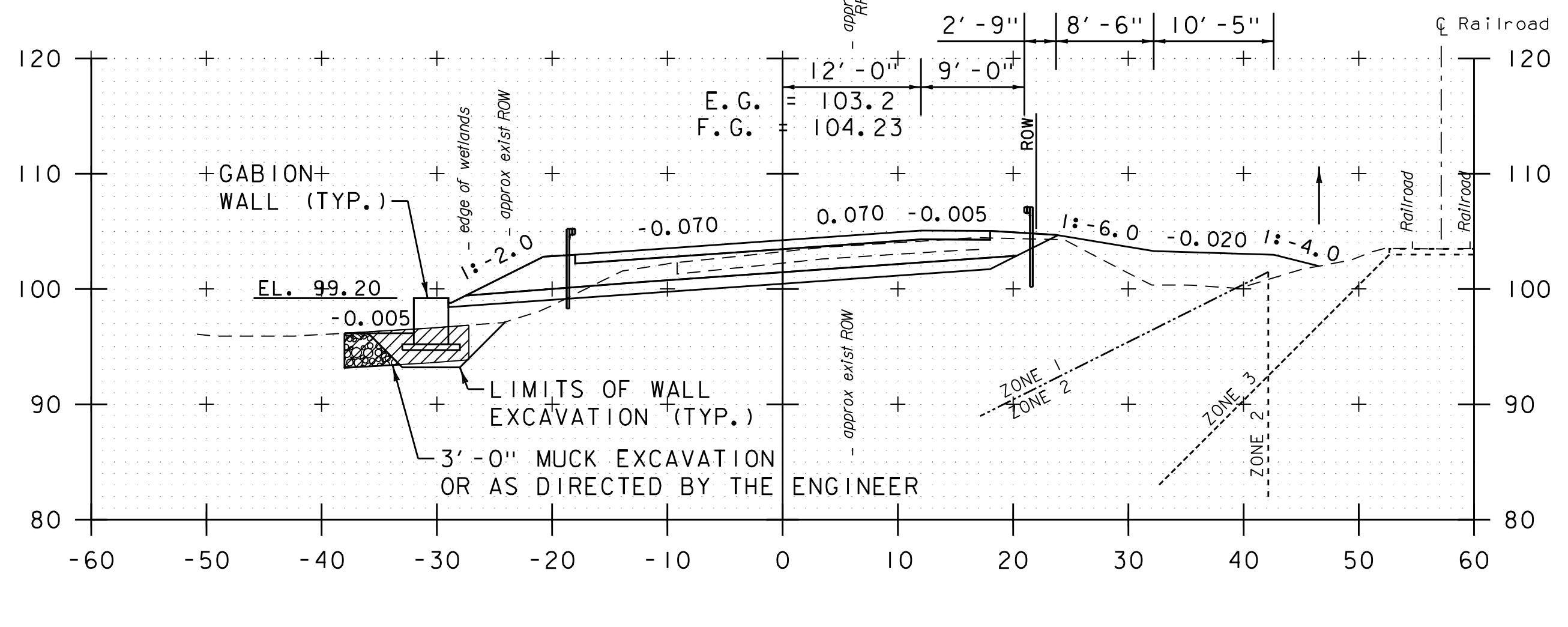
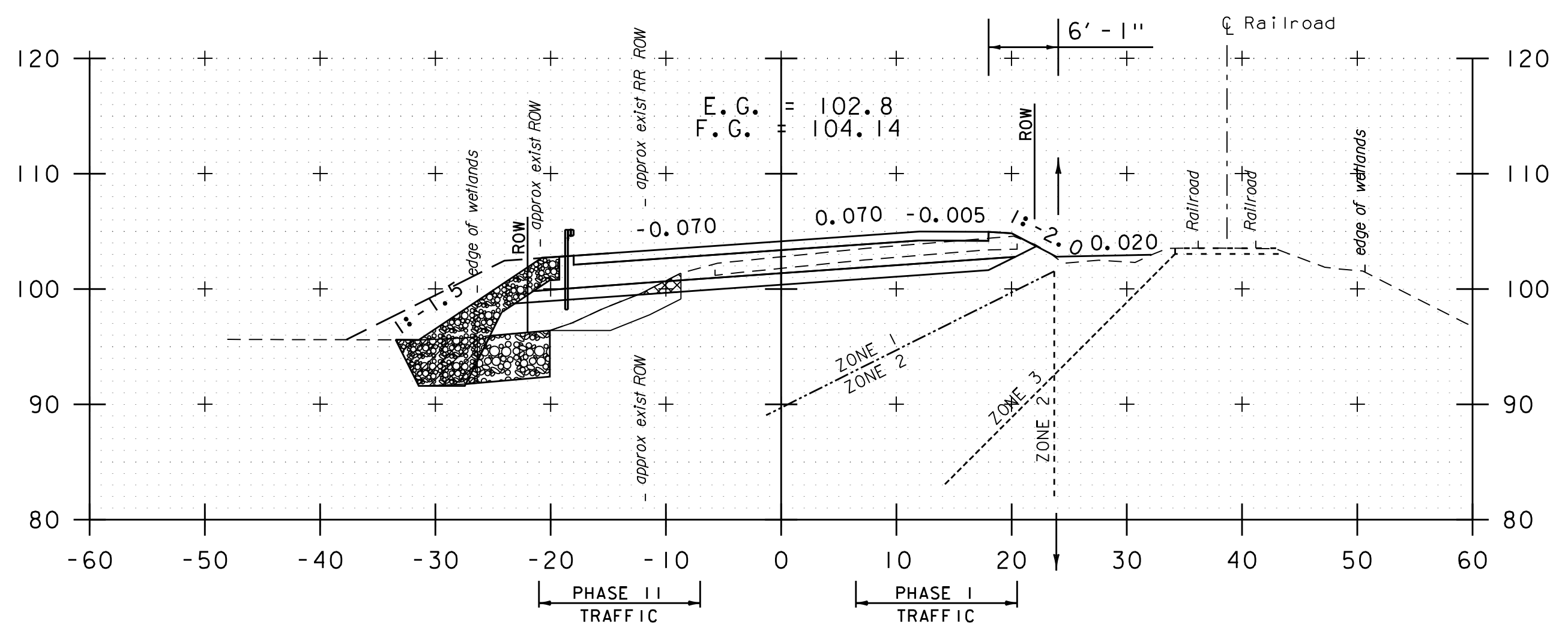
PROJECT NAME:	SWANTON
PROJECT NUMBER:	NH 036-1(9)
FILE NAME:	z96b032xs_3600-16300.dgn
PROJECT LEADER:	G. BAKOS
DESIGNED BY:	M. BOGUE
CROSS SECTION SHEET	39
PLOT DATE:	9/13/2023
DRAWN BY:	C. CILLEY
CHECKED BY:	G. BAKOS
SHEET	215 OF 307



142+00 143+50 STA. 142+00 TO STA. 144+50



PROJECT NAME:	SWANTON	FILE NAME:	z96b032xs_3600-16300.dgn	PLOT DATE:	9/13/2023
PROJECT NUMBER:	NH 036-1(9)	PROJECT LEADER:	G. BAKOS	DRAWN BY:	C. CILLEY
		DESIGNED BY:	M. BOGUE	CHECKED BY:	G. BAKOS
		CROSS SECTION SHEET	40	SHEET	216 OF 307

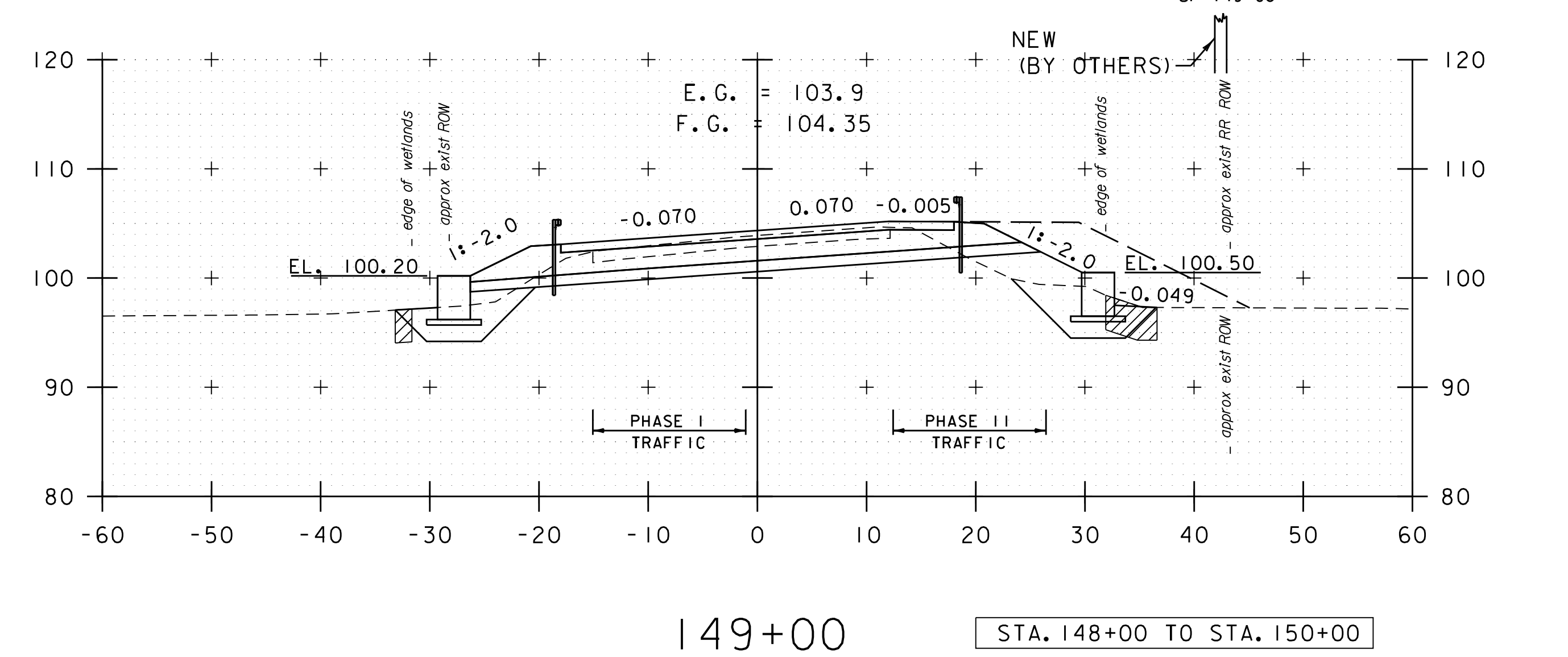
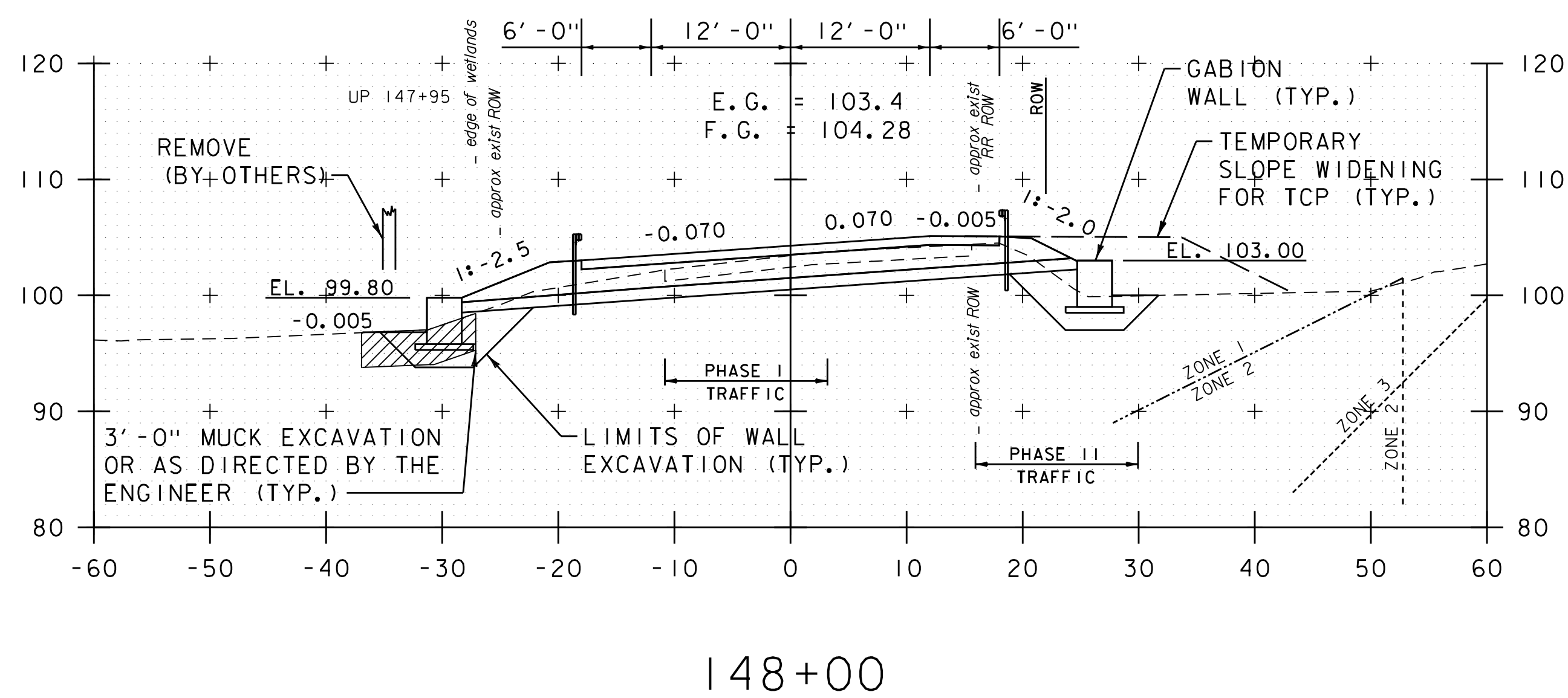
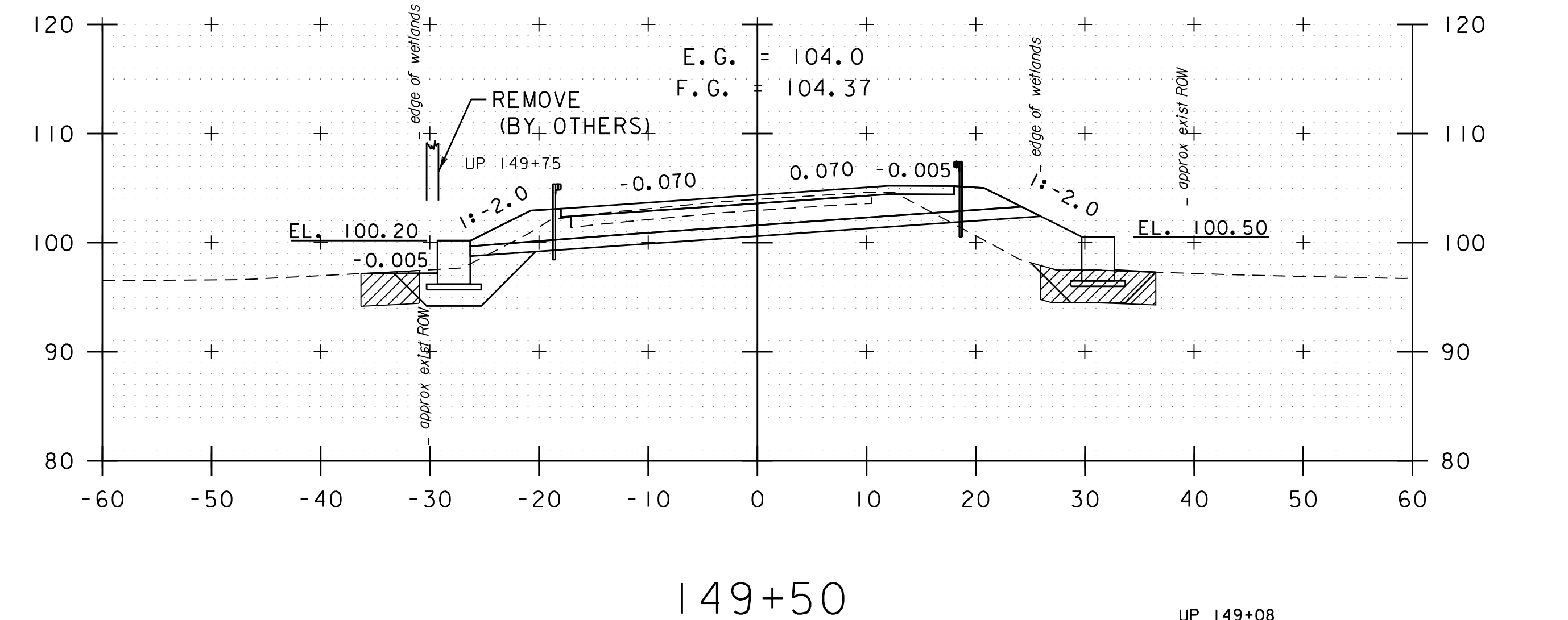
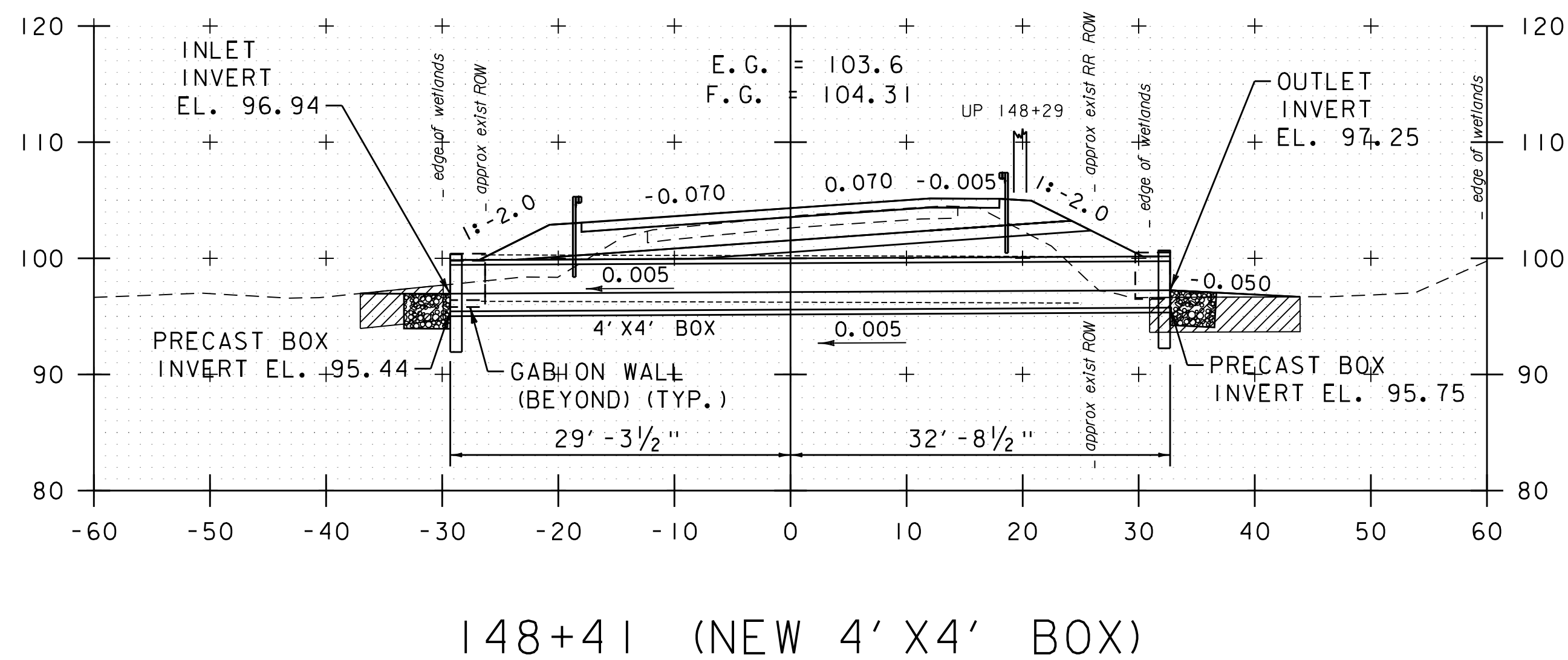
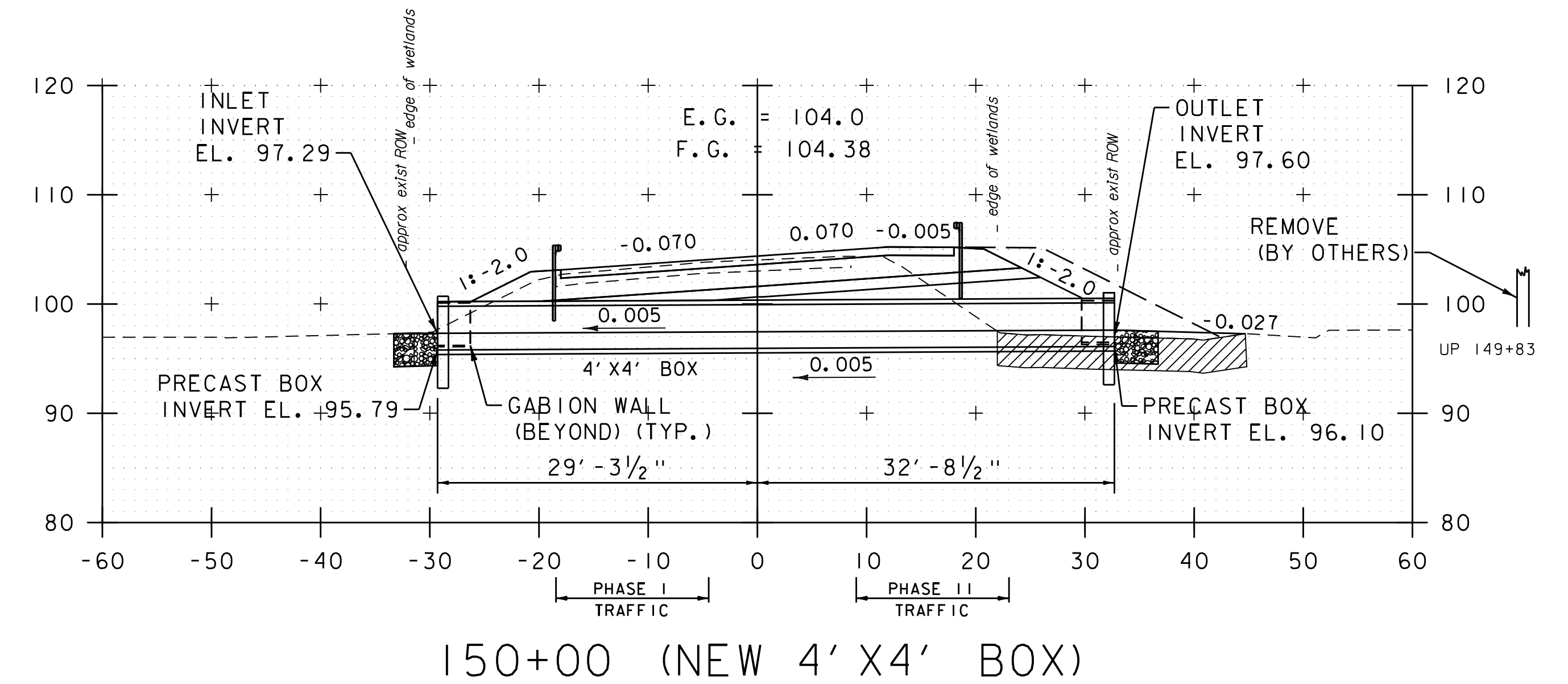
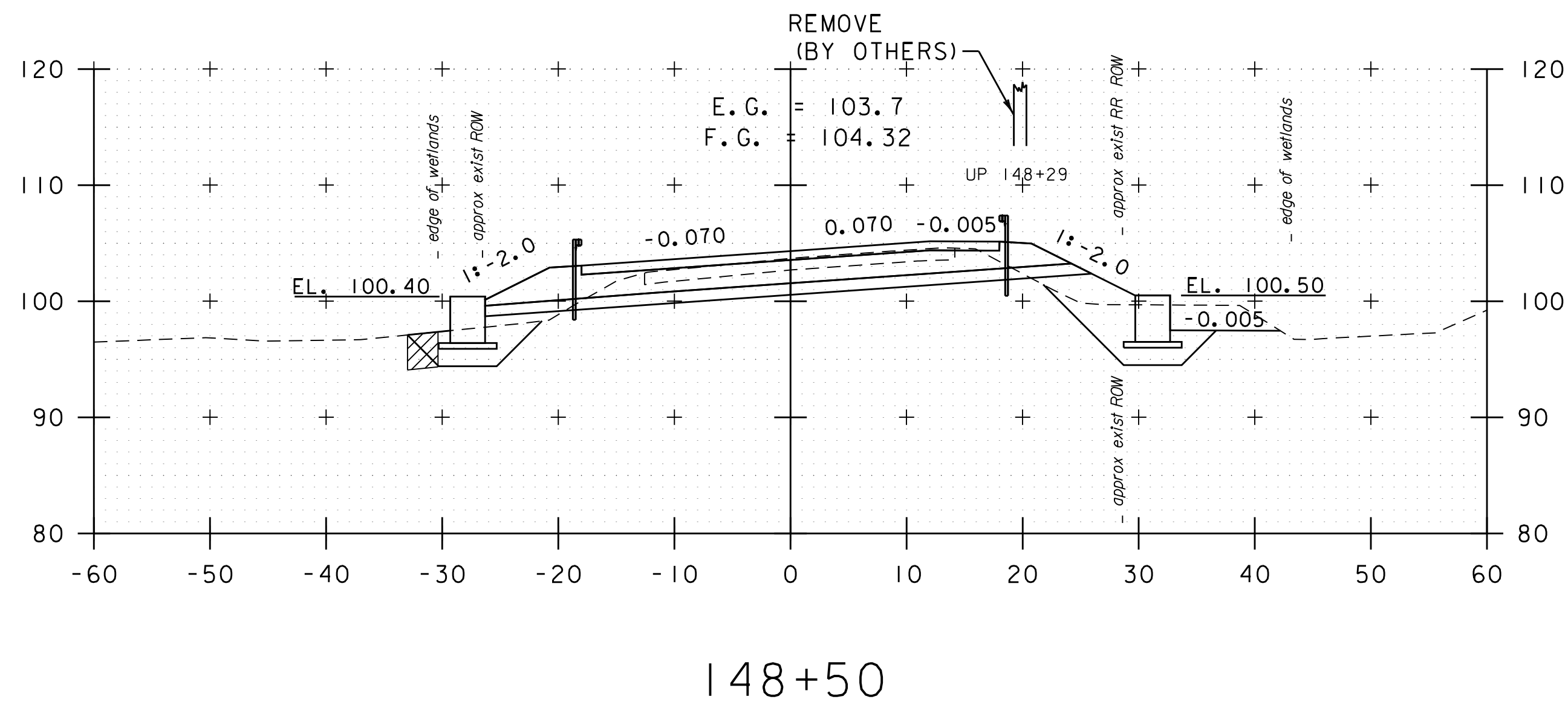


145+00 (NEW 24" CPEP)

146+50 STA. 145+00 TO STA. 147+50



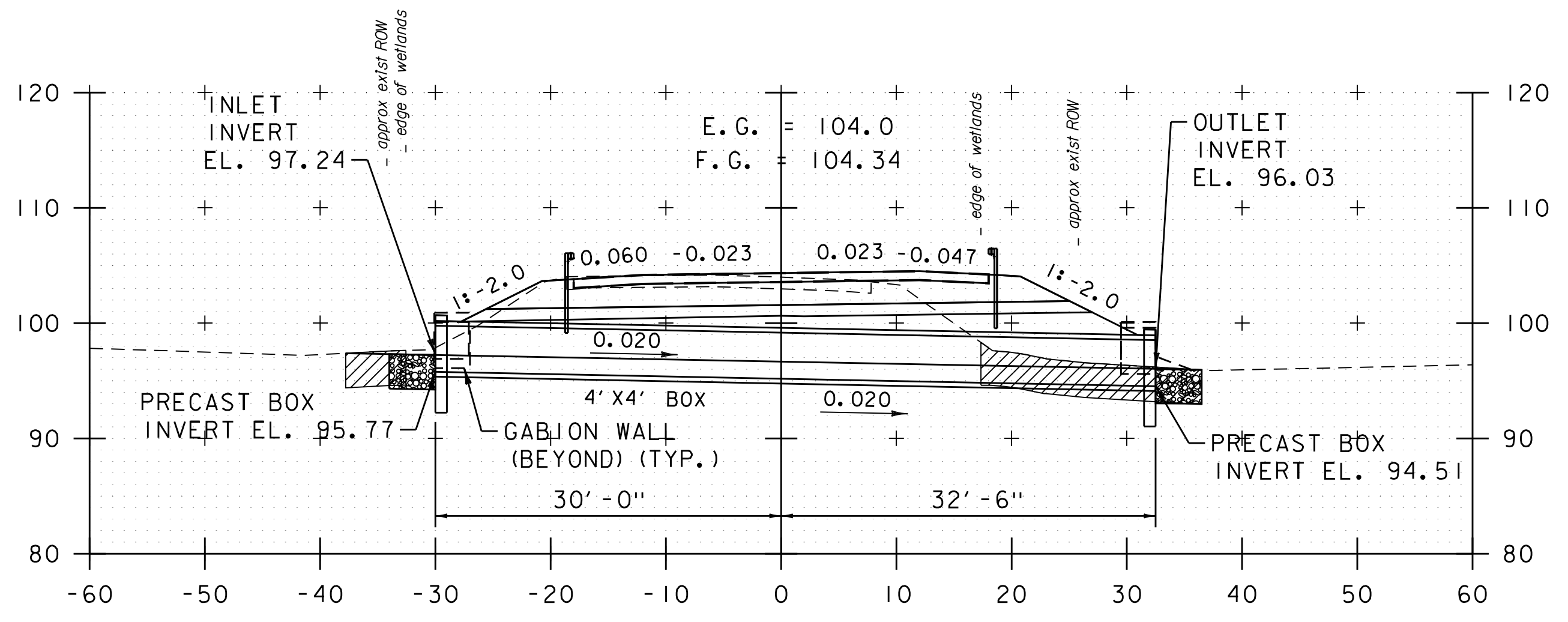
PROJECT NAME:	SWANTON	FILE NAME:	z96b032xs_3600-16300.dgn	PLOT DATE:	9/13/2023
PROJECT NUMBER:	NH 036-1(9)	PROJECT LEADER:	G. BAKOS	DRAWN BY:	C. CILLEY
		DESIGNED BY:	M. BOGUE	CHECKED BY:	G. BAKOS
		CROSS SECTION SHEET 41		SHEET	217 OF 307



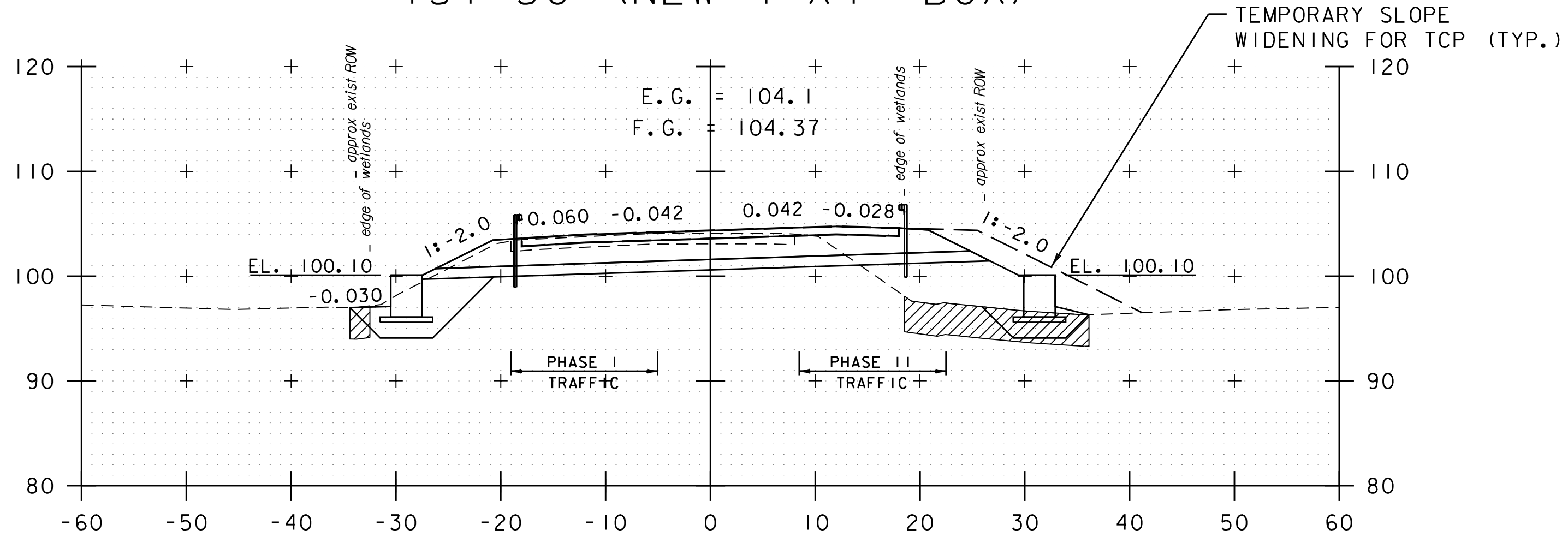
STA. 148+00 TO STA. 150+00



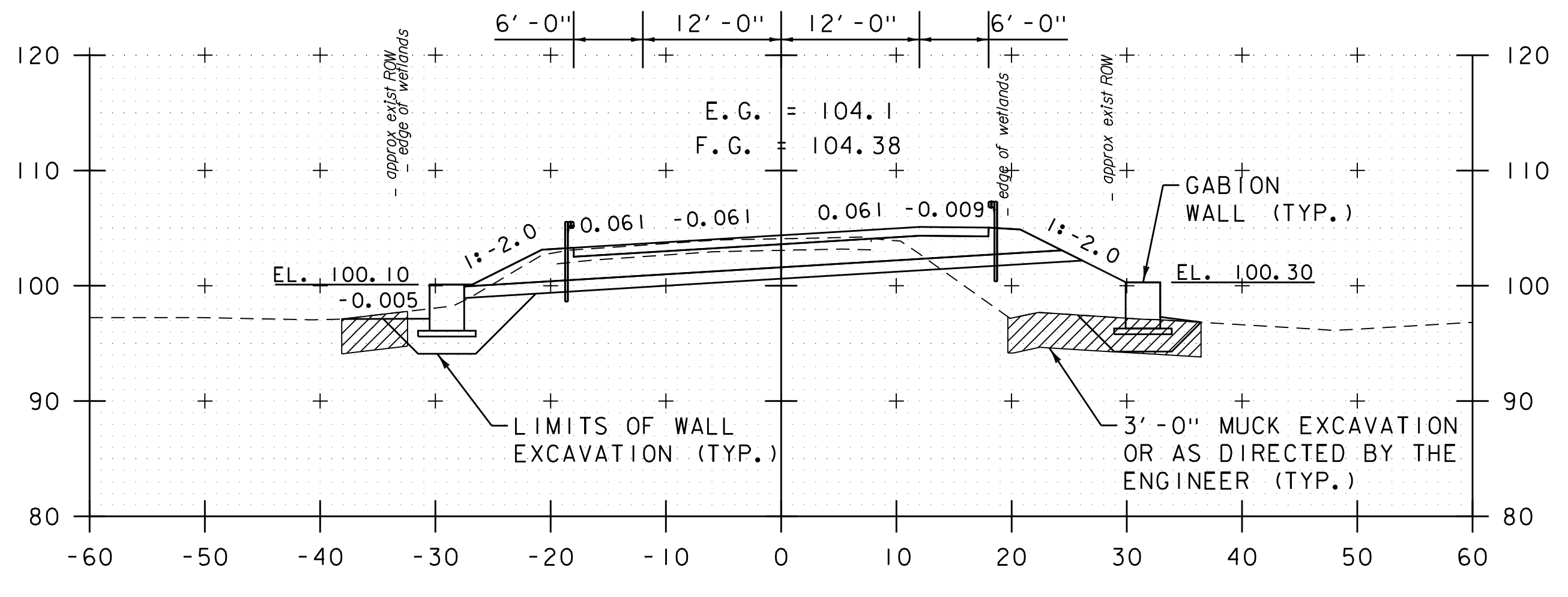
PROJECT NAME:	SWANTON
PROJECT NUMBER:	NH 036-1(9)
FILE NAME:	z96b032xs_3600-16300.dgn
PROJECT LEADER:	G. BAKOS
DESIGNED BY:	M. BOGUE
CROSS SECTION SHEET	42
PLOT DATE:	9/13/2023
DRAWN BY:	C. CILLEY
CHECKED BY:	G. BAKOS
SHEET	218 OF 307



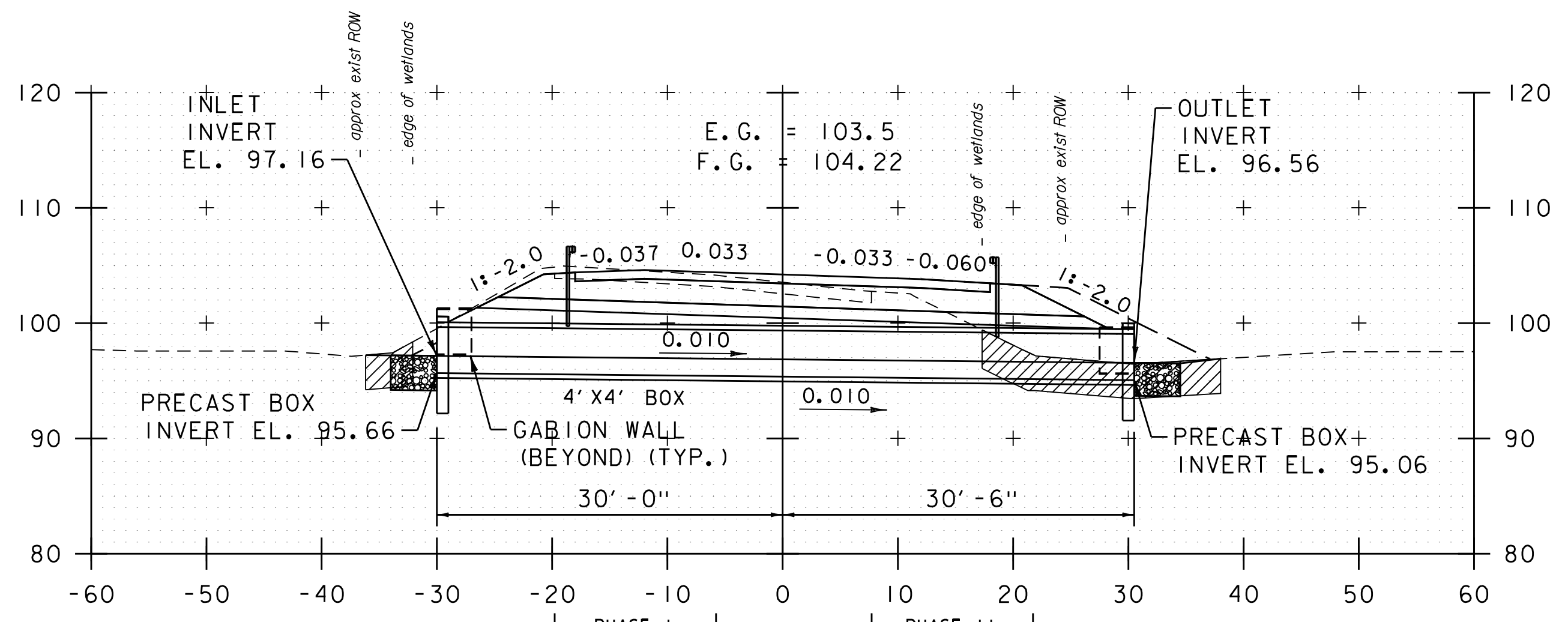
151+50 (NEW 4' X 4' BOX)



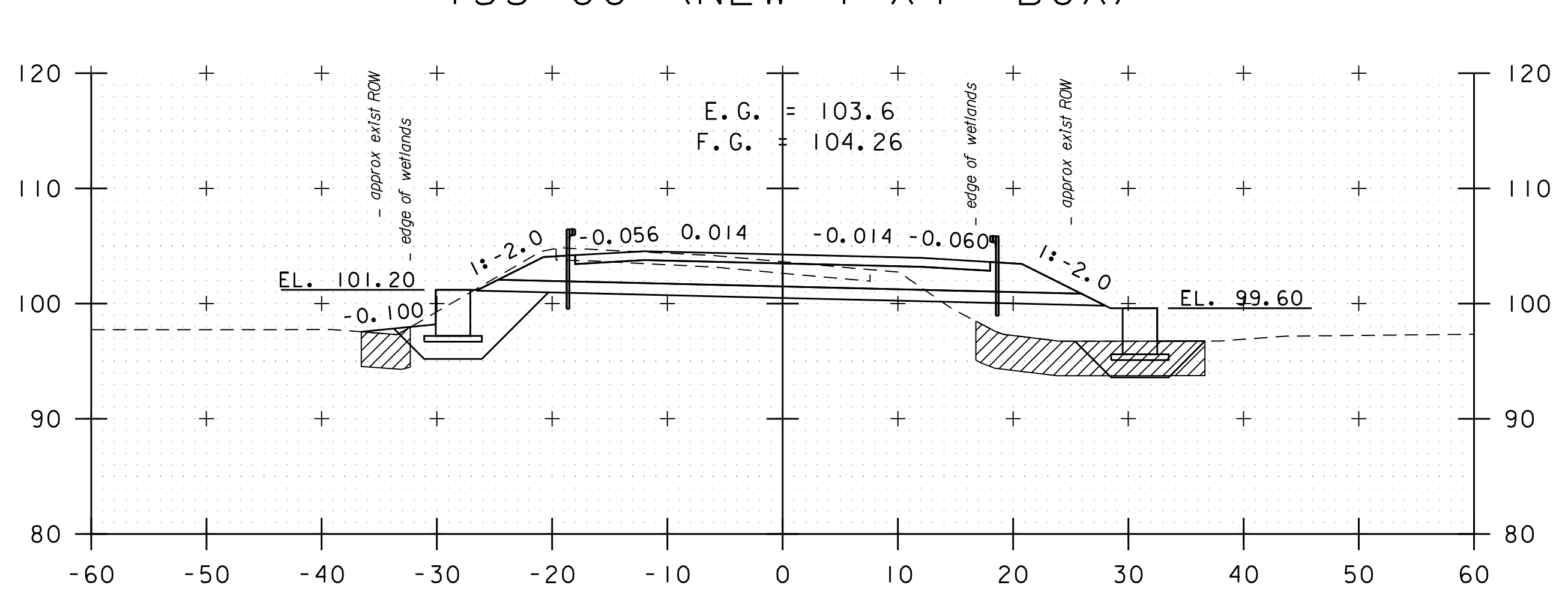
151+00



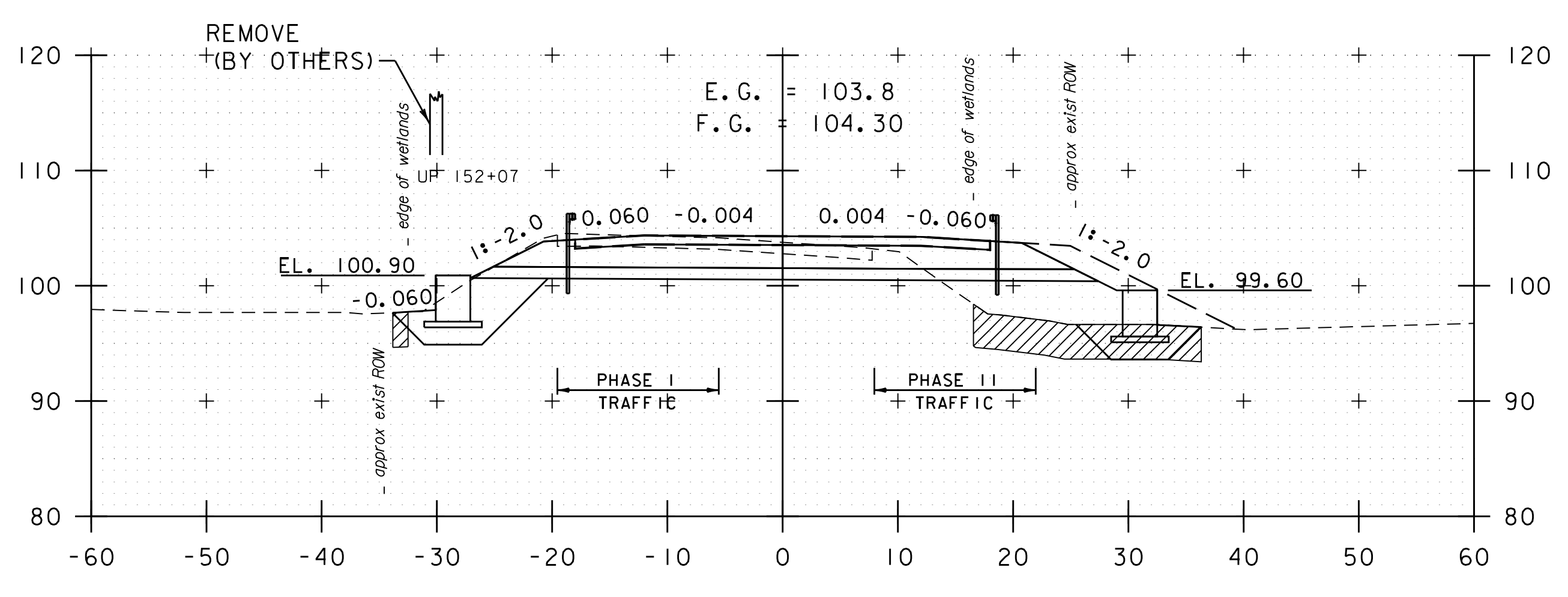
150+50



153+00 (NEW 4' X 4' BOX)



152+50

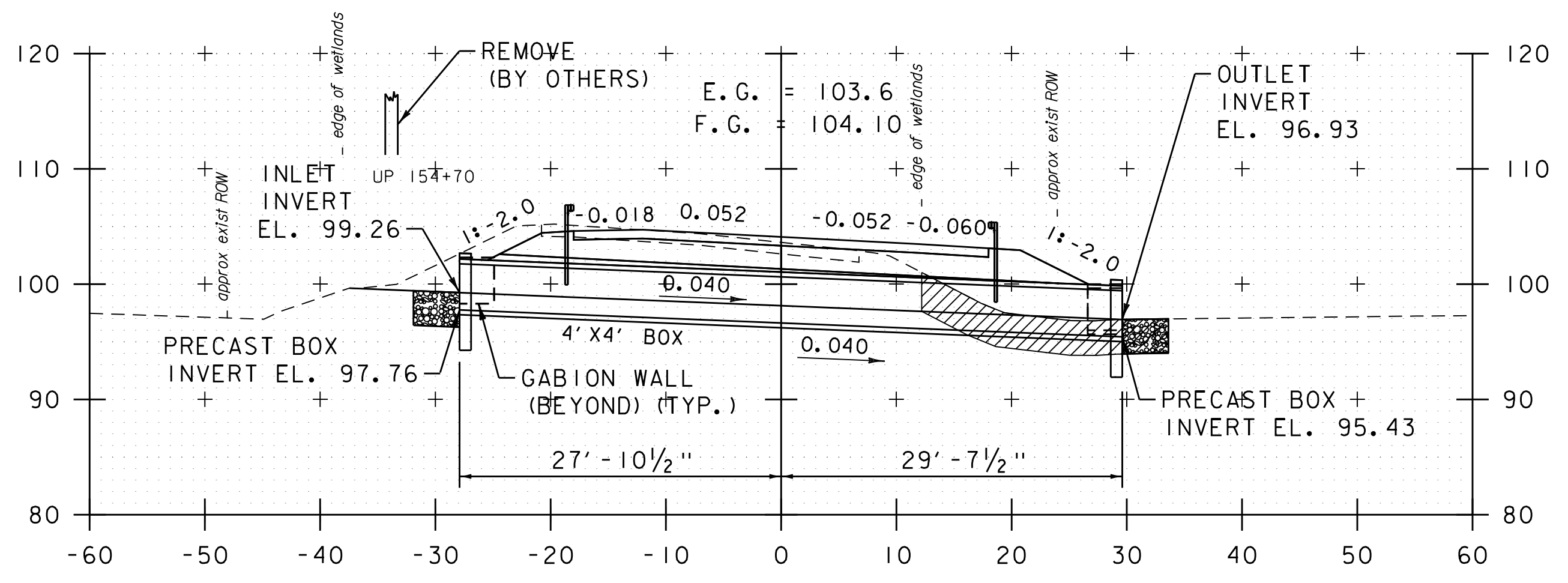


152+00

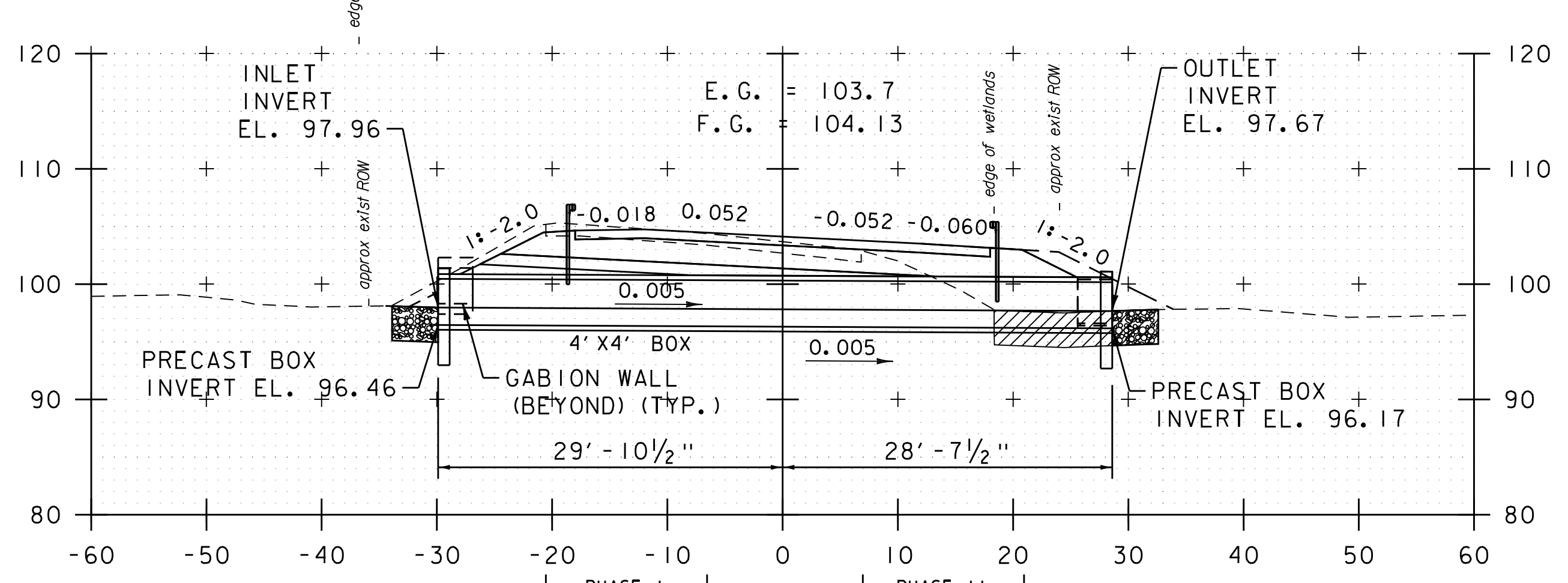
STA. 150+50 TO STA. 153+00



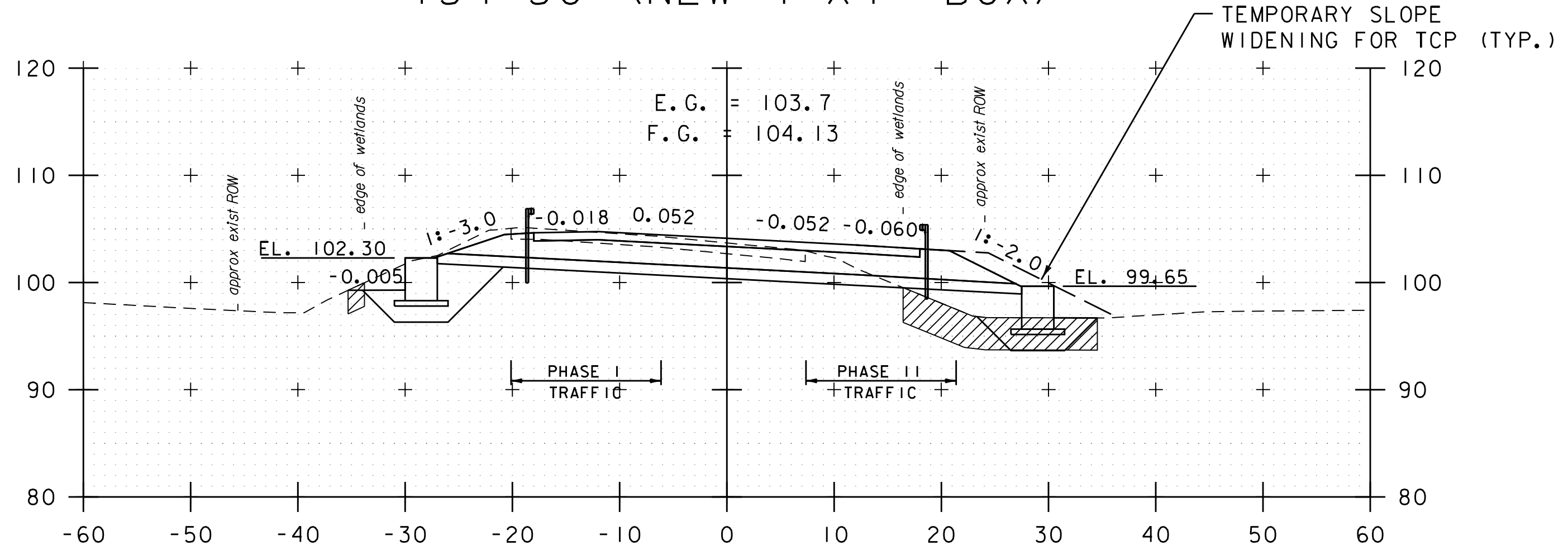
PROJECT NAME:	SWANTON
PROJECT NUMBER:	NH 036-1(9)
FILE NAME:	z96b032xs_3600-16300.dgn
PROJECT LEADER:	G. BAKOS
DESIGNED BY:	M. BOGUE
CROSS SECTION SHEET	43
PLOT DATE:	9/13/2023
DRAWN BY:	C. CILLEY
CHECKED BY:	G. BAKOS
SHEET	219 OF 307



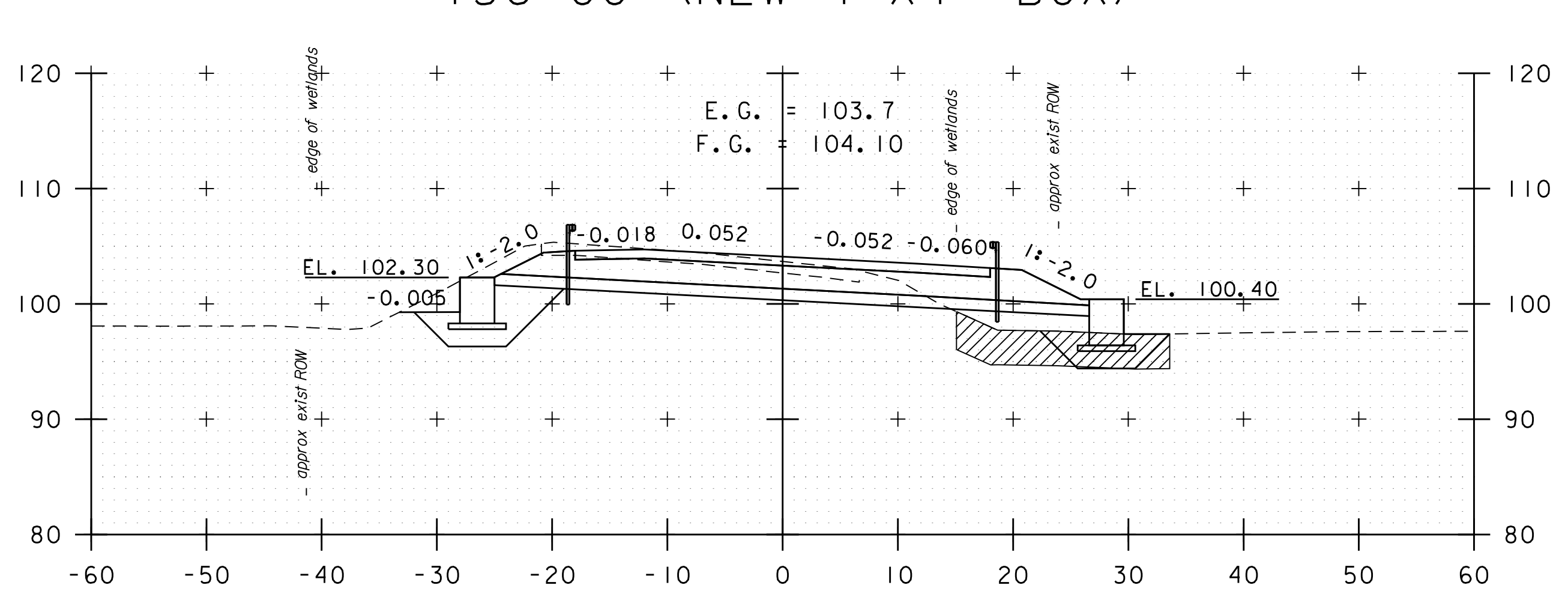
154+50 (NEW 4' X 4' BOX)



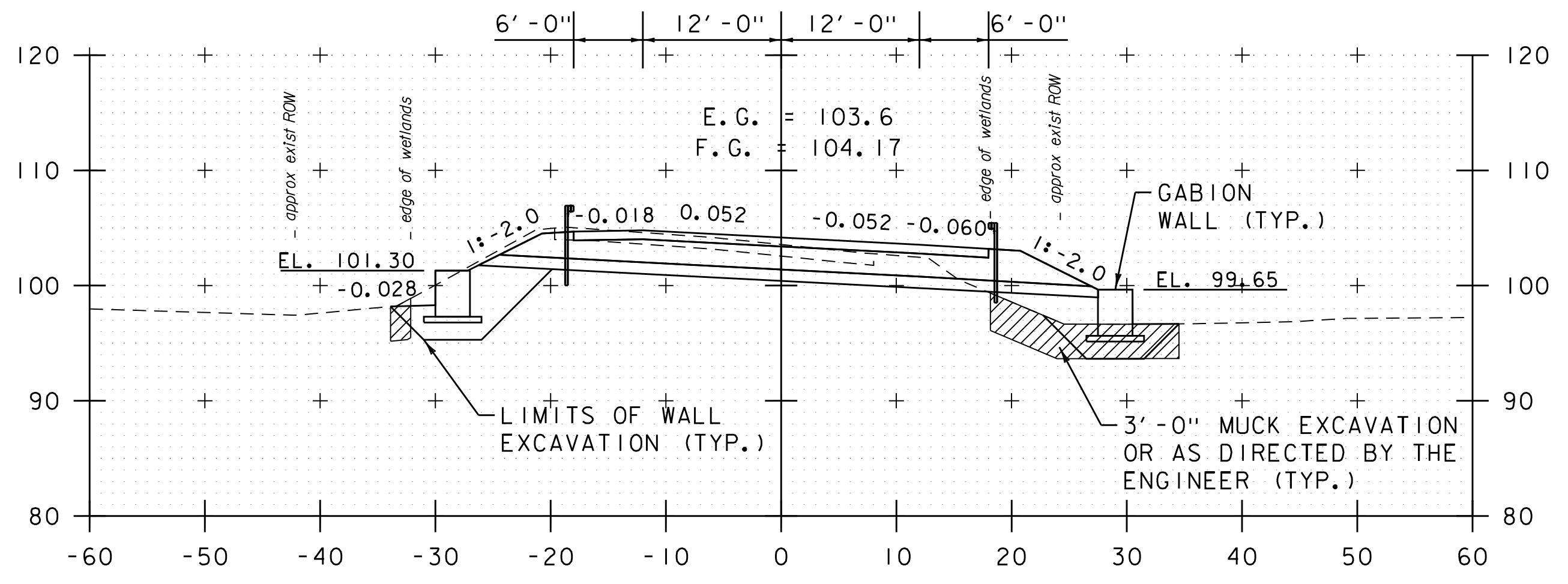
156+00 (NEW 4' X 4' BOX)



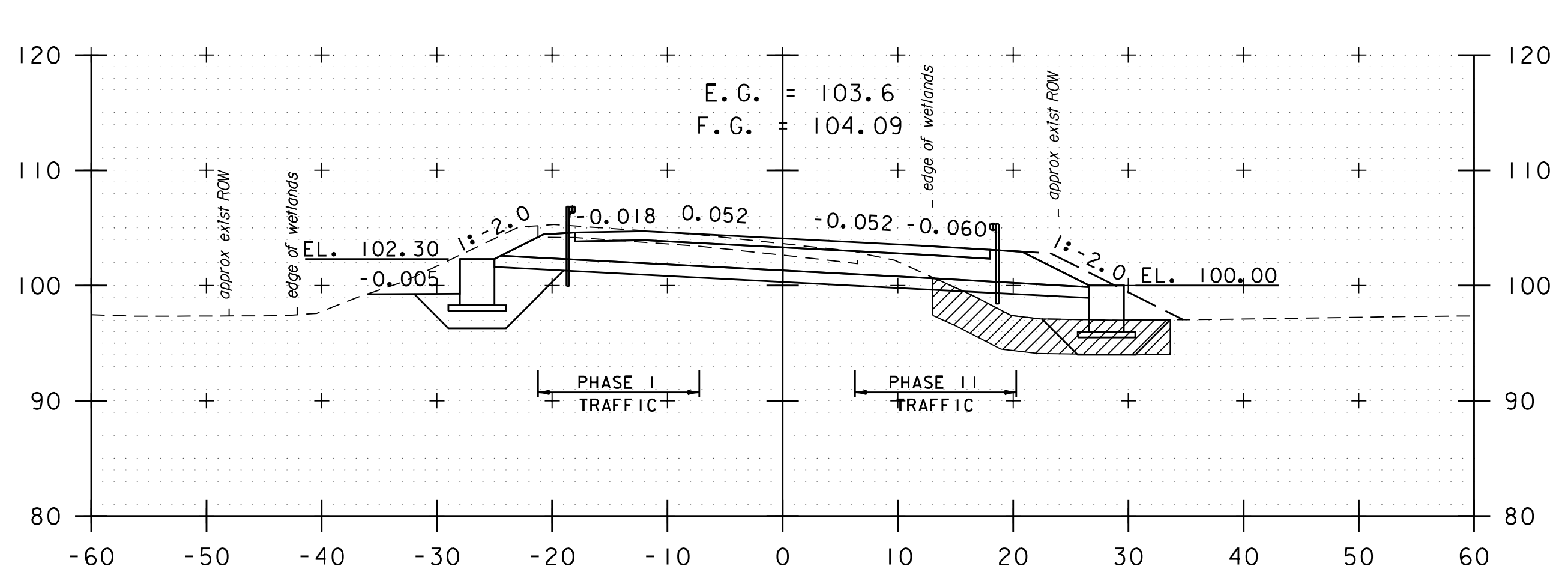
154+00



155+50



153+50

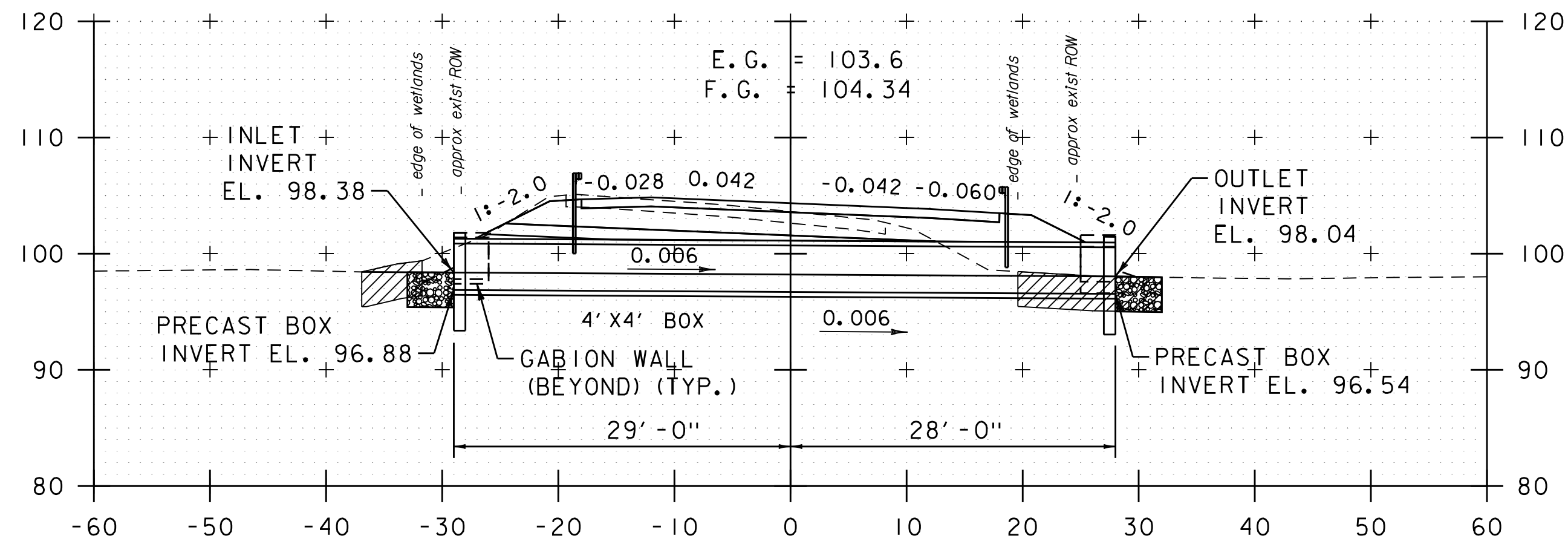


155+00

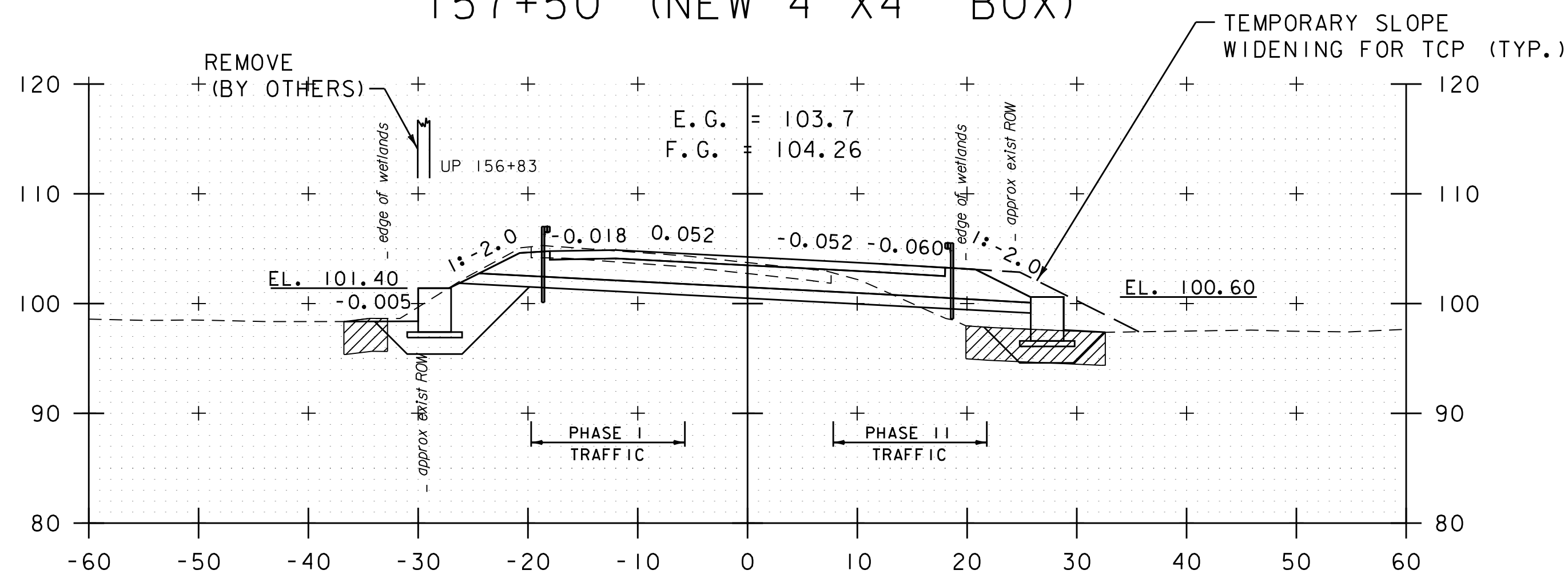
STA. 153+50 TO STA. 156+00



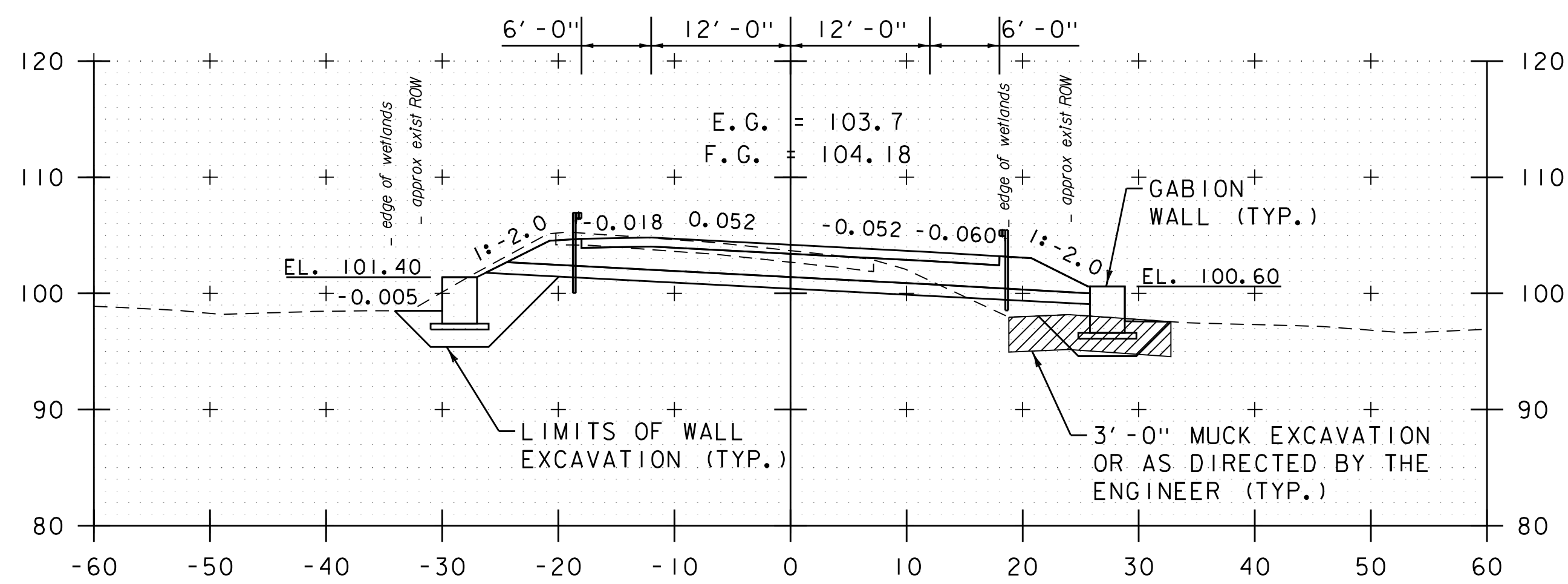
PROJECT NAME:	SWANTON
PROJECT NUMBER:	NH 036-1(9)
FILE NAME:	z96b032xs_3600-16300.dgn
PROJECT LEADER:	G. BAKOS
DESIGNED BY:	M. BOGUE
CROSS SECTION SHEET	44
PLOT DATE:	9/13/2023
DRAWN BY:	C. CILLEY
CHECKED BY:	G. BAKOS
SHEET	220 OF 307



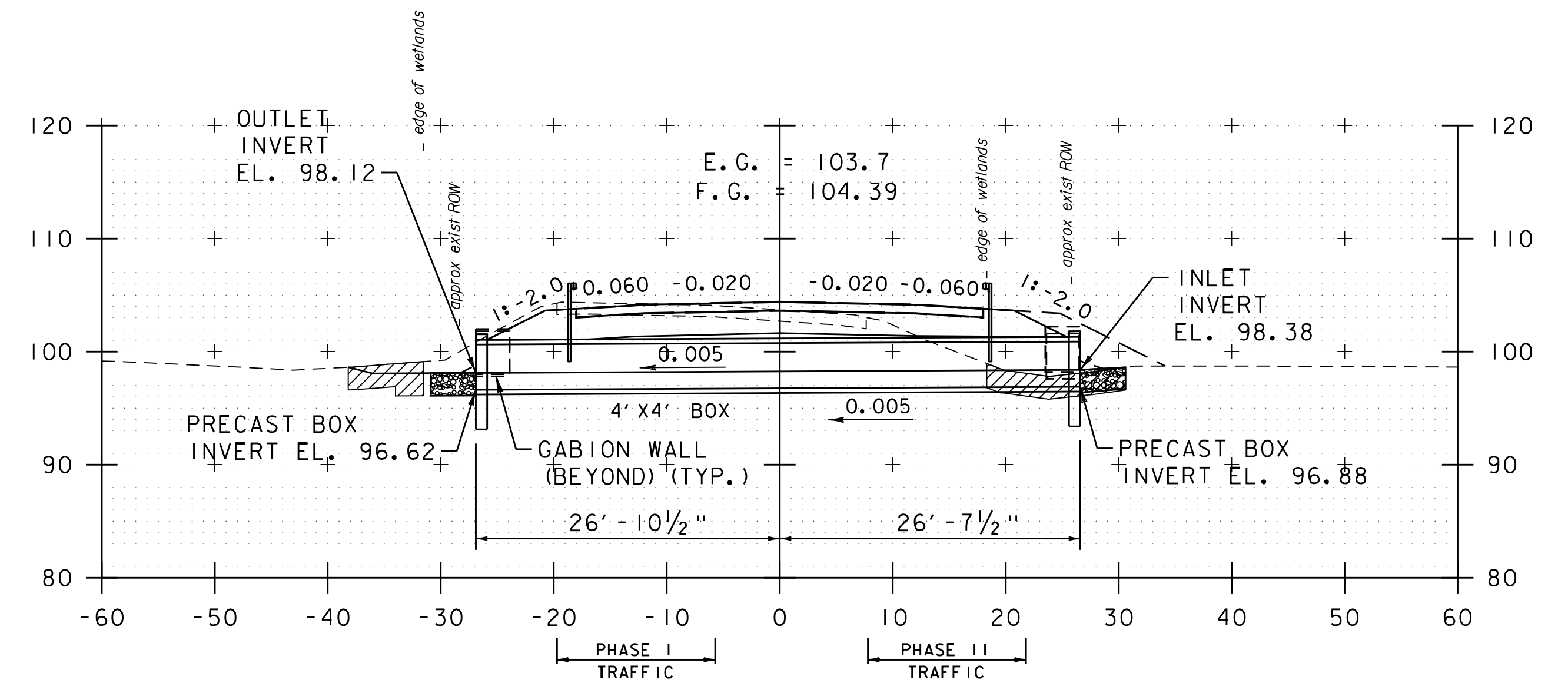
157+50 (NEW 4' X4' BOX)



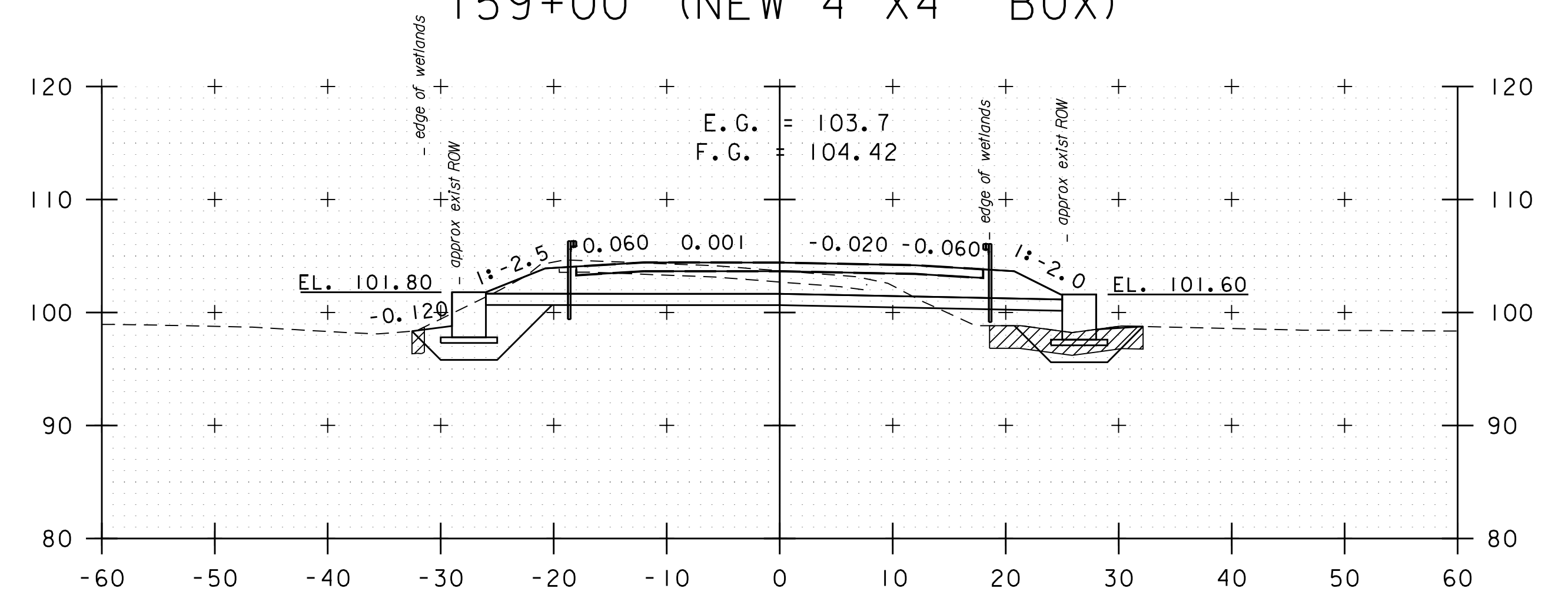
157+00



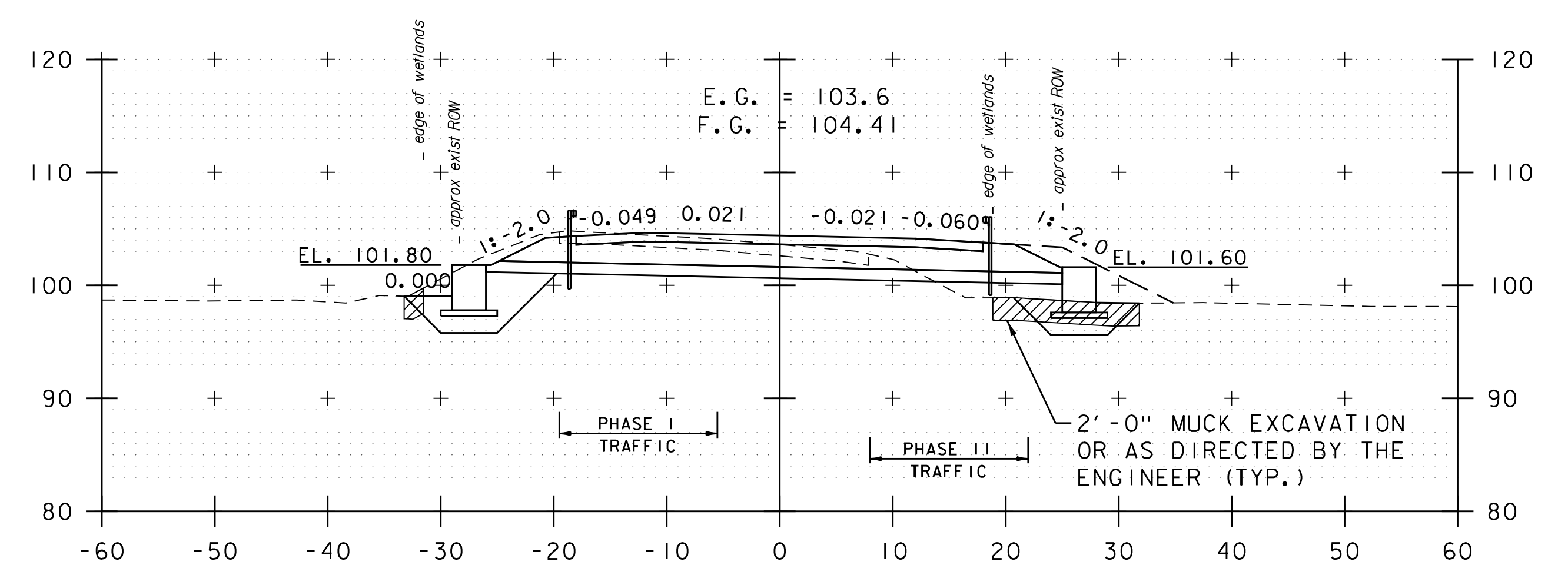
156+50



159+00 (NEW 4' X4' BOX)



158+50

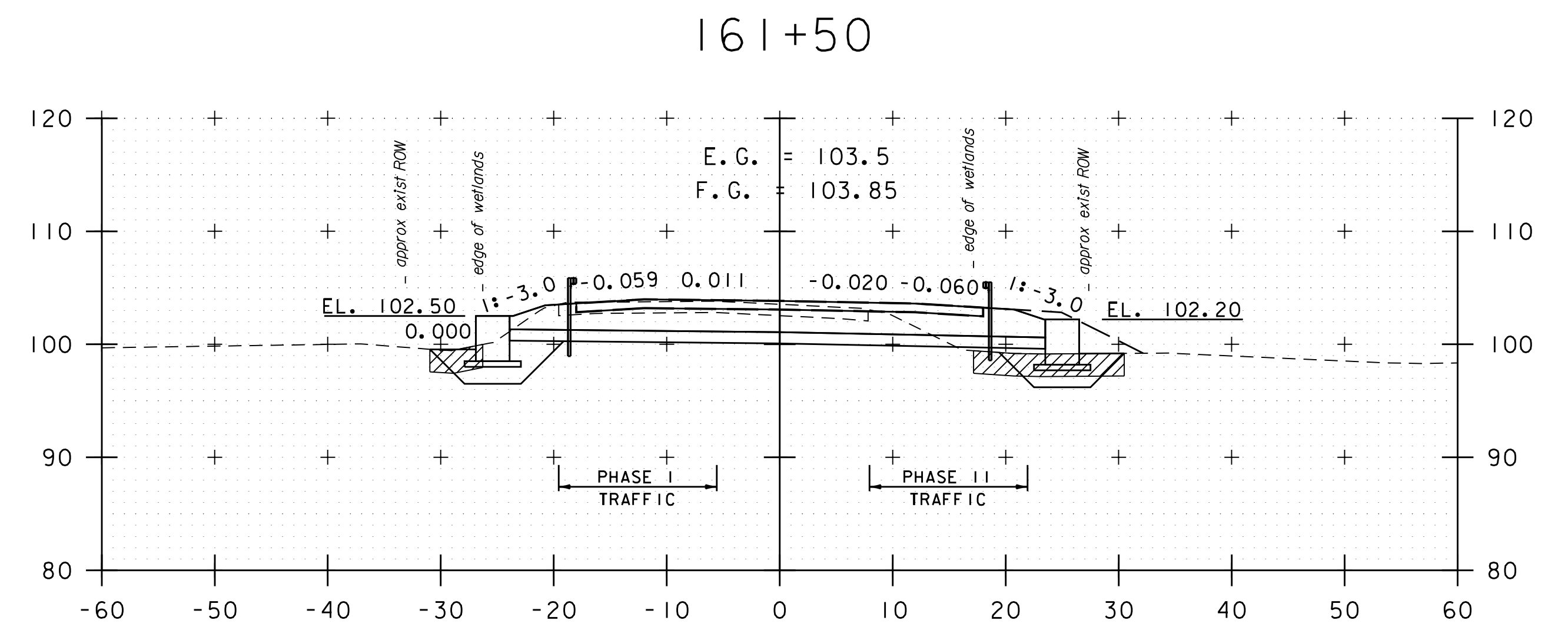
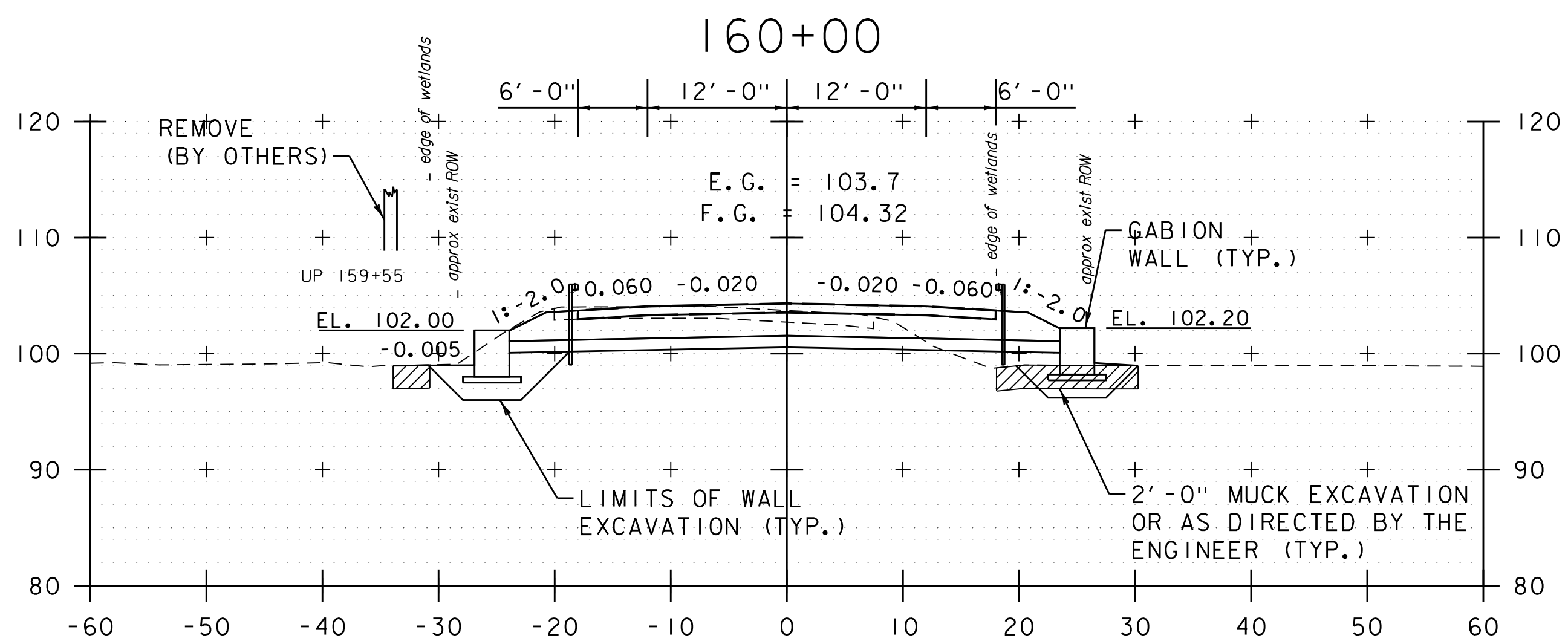
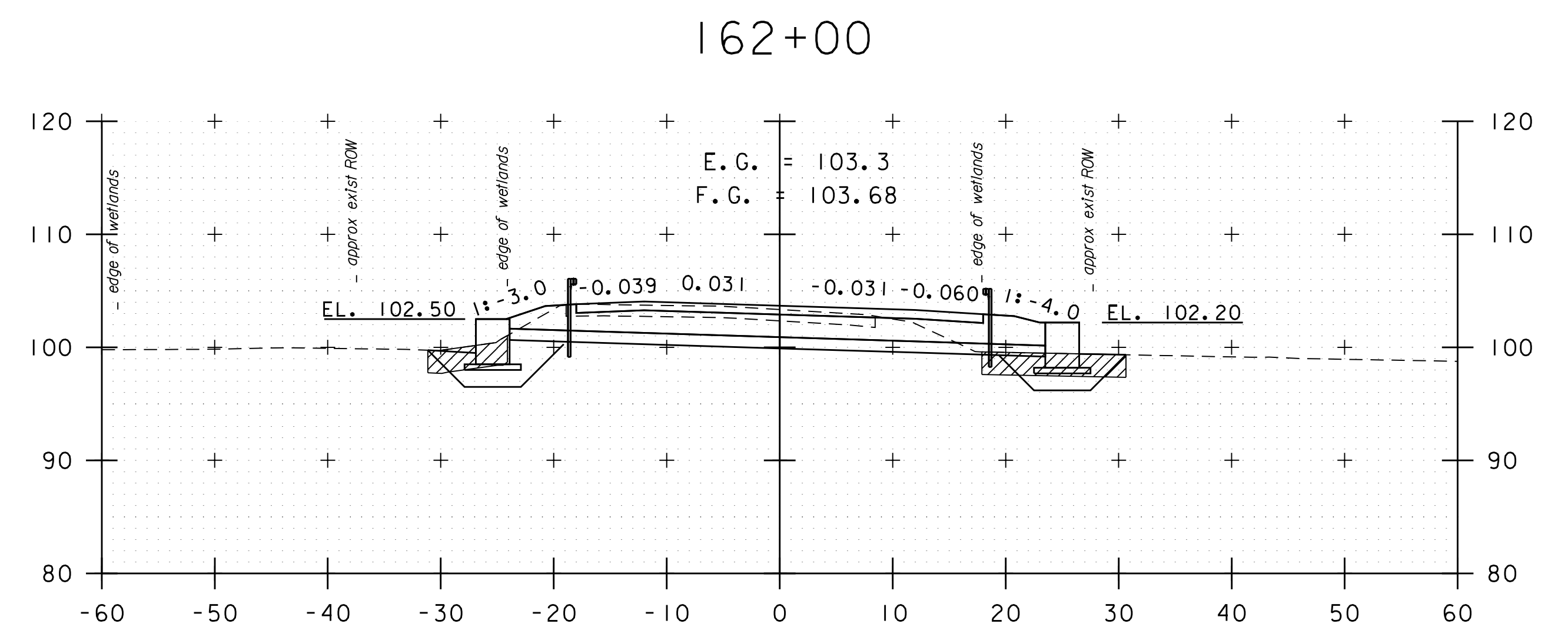
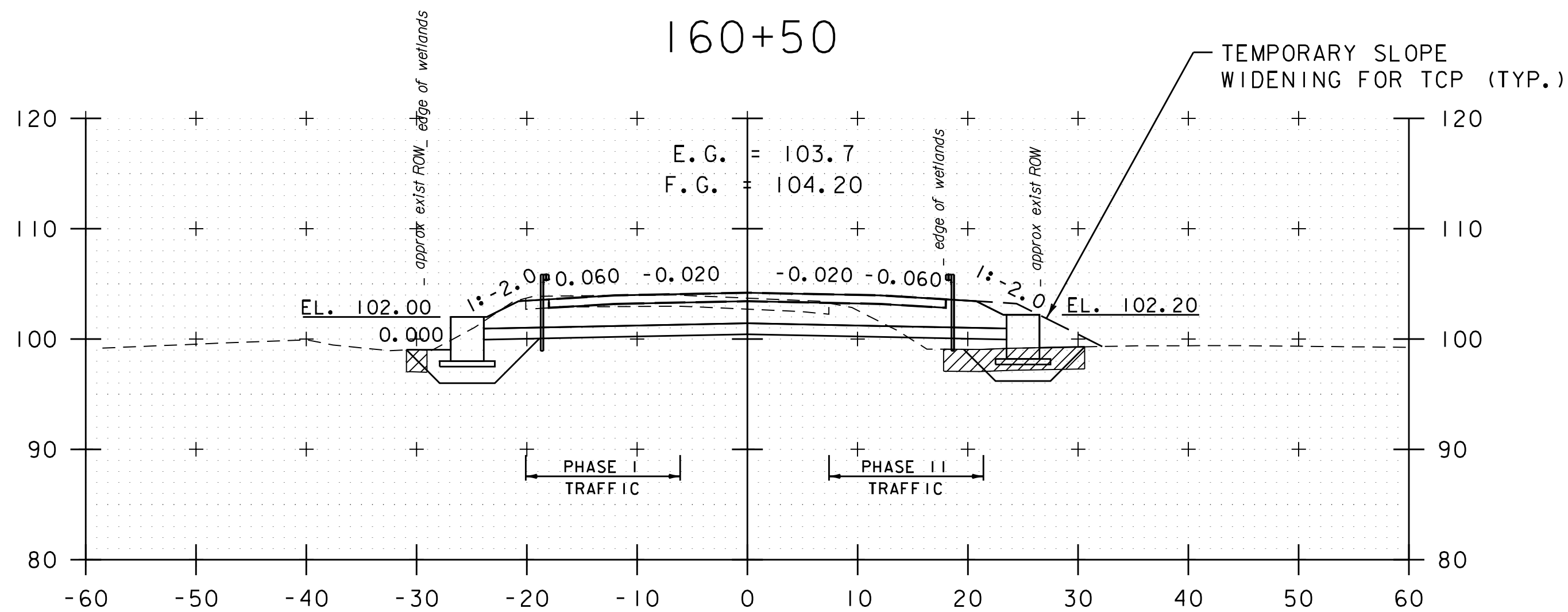
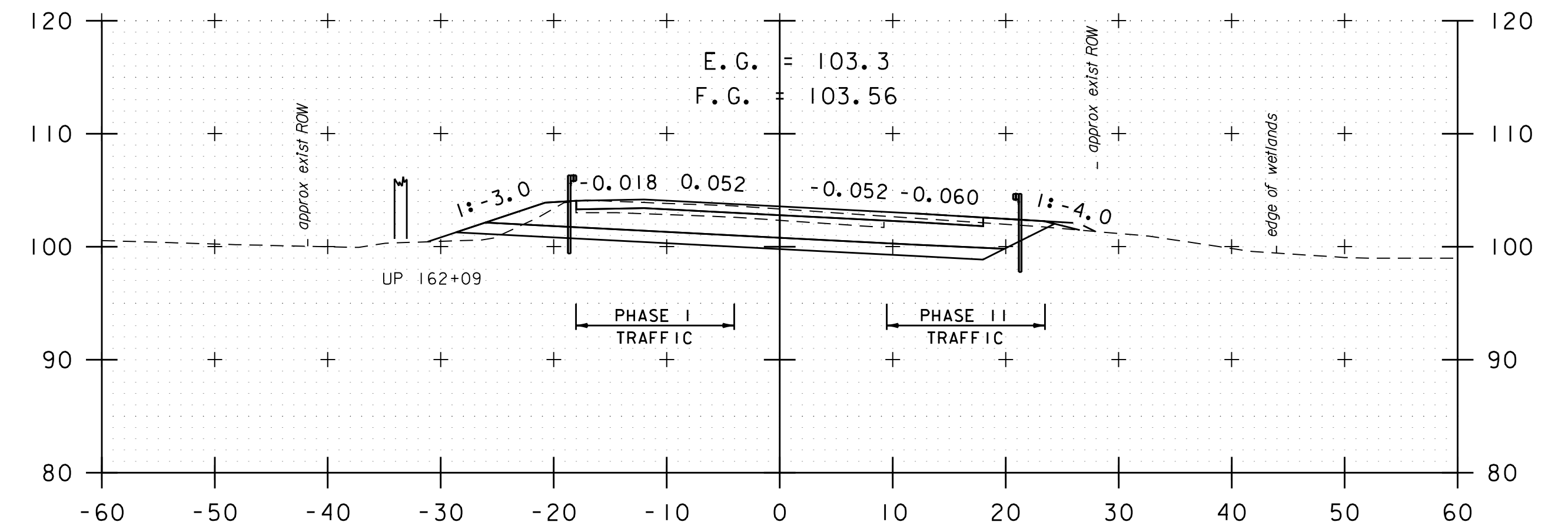
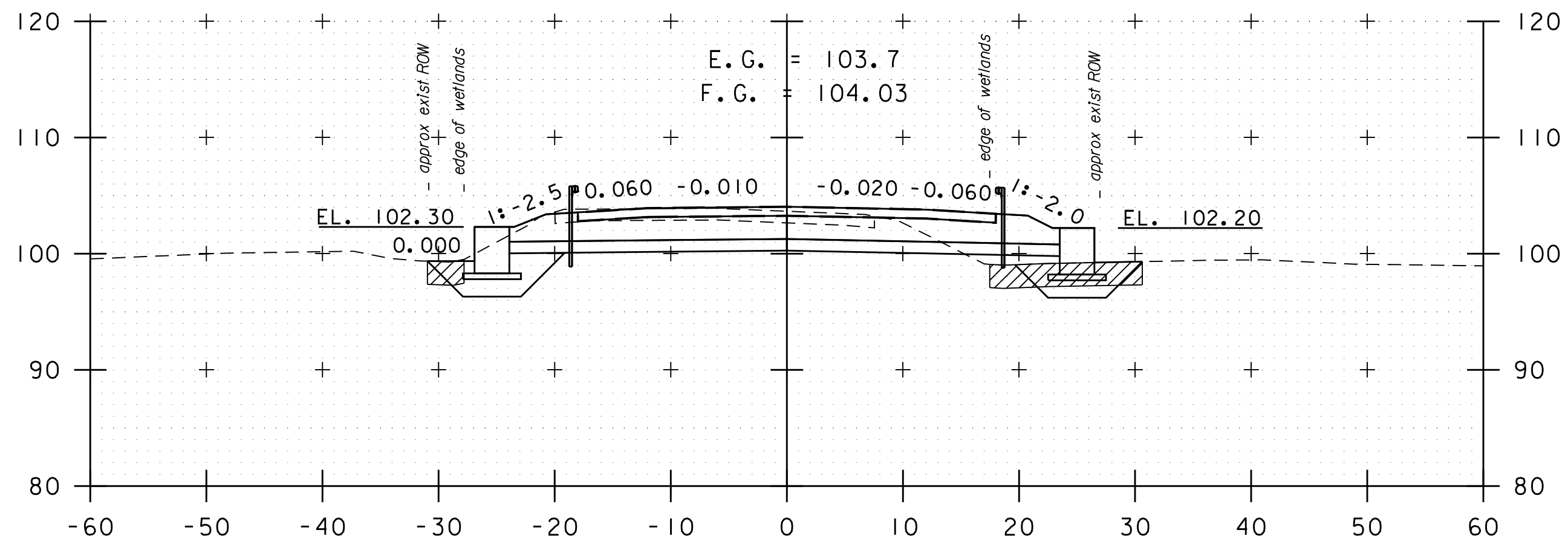


158+00

STA. 156+50 TO STA. 159+00



PROJECT NAME:	SWANTON
PROJECT NUMBER:	NH 036-1(9)
FILE NAME:	z96b032xs_3600-16300.dgn
PROJECT LEADER:	G. BAKOS
DESIGNED BY:	M. BOGUE
CROSS SECTION SHEET	45
PLOT DATE:	9/13/2023
DRAWN BY:	C. CILLEY
CHECKED BY:	G. BAKOS
SHEET	221 OF 307



159+50

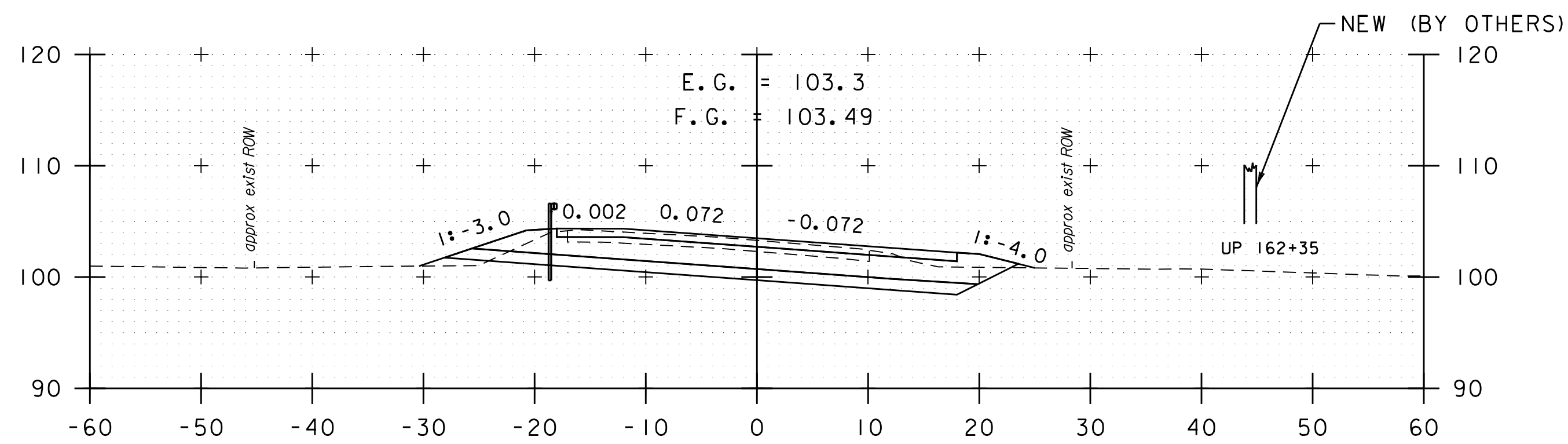
161+00

STA. 159+50 TO STA. 162+00

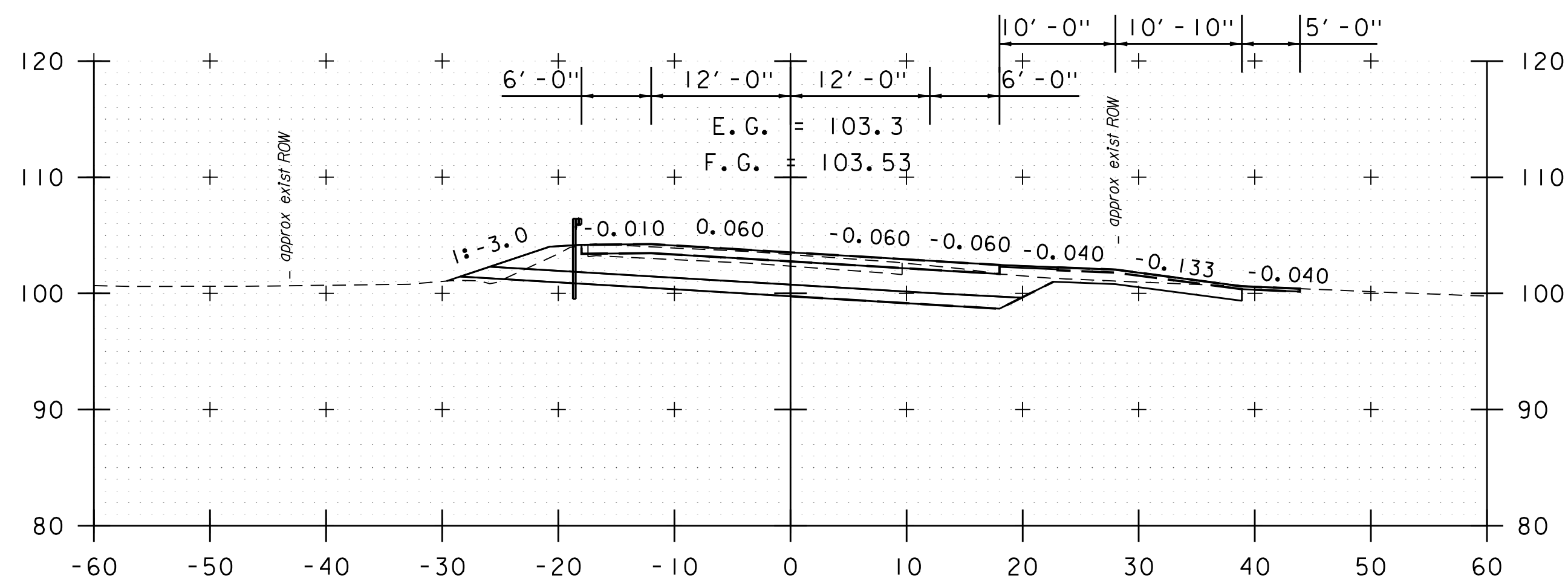


PROJECT NAME: SWANTON
 PROJECT NUMBER: NH 036-1(9)
 FILE NAME: z96b032xs_3600-16300.dgn
 PROJECT LEADER: G. BAKOS
 DESIGNED BY: M. BOGUE
 CROSS SECTION SHEET 46

PLOT DATE: 9/13/2023
 DRAWN BY: C. CILLEY
 CHECKED BY: G. BAKOS
 SHEET 222 OF 307



162+50

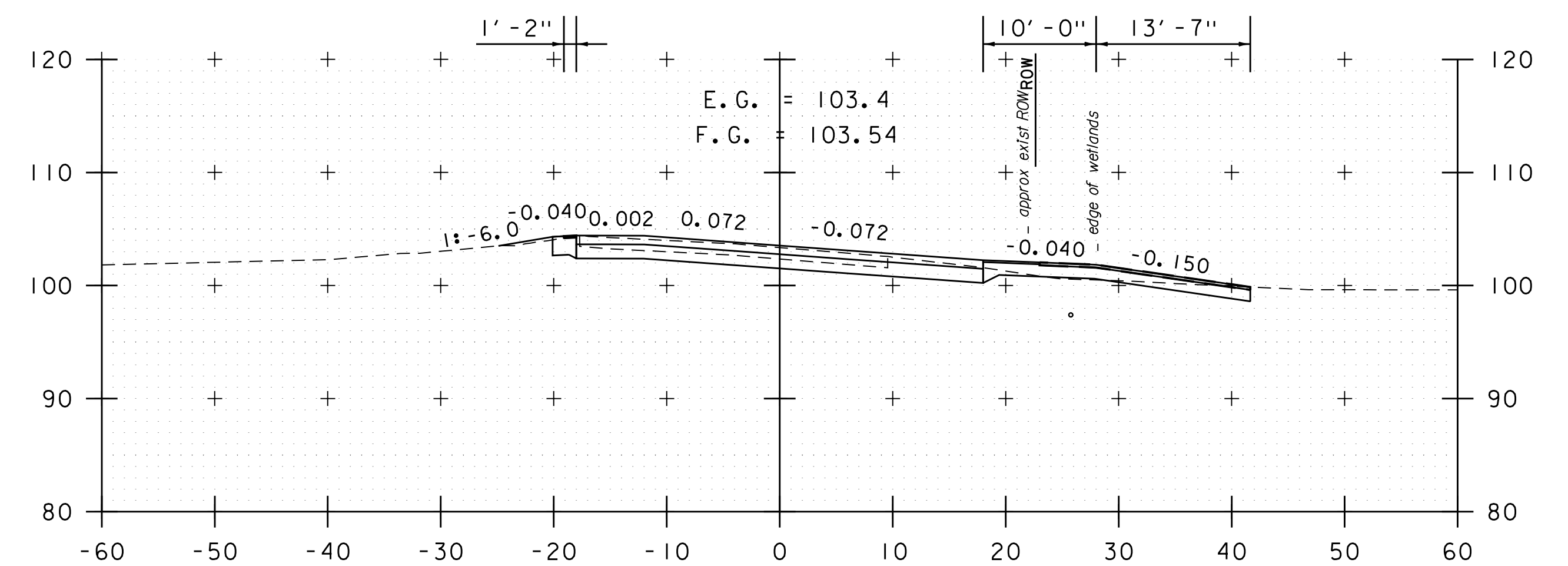
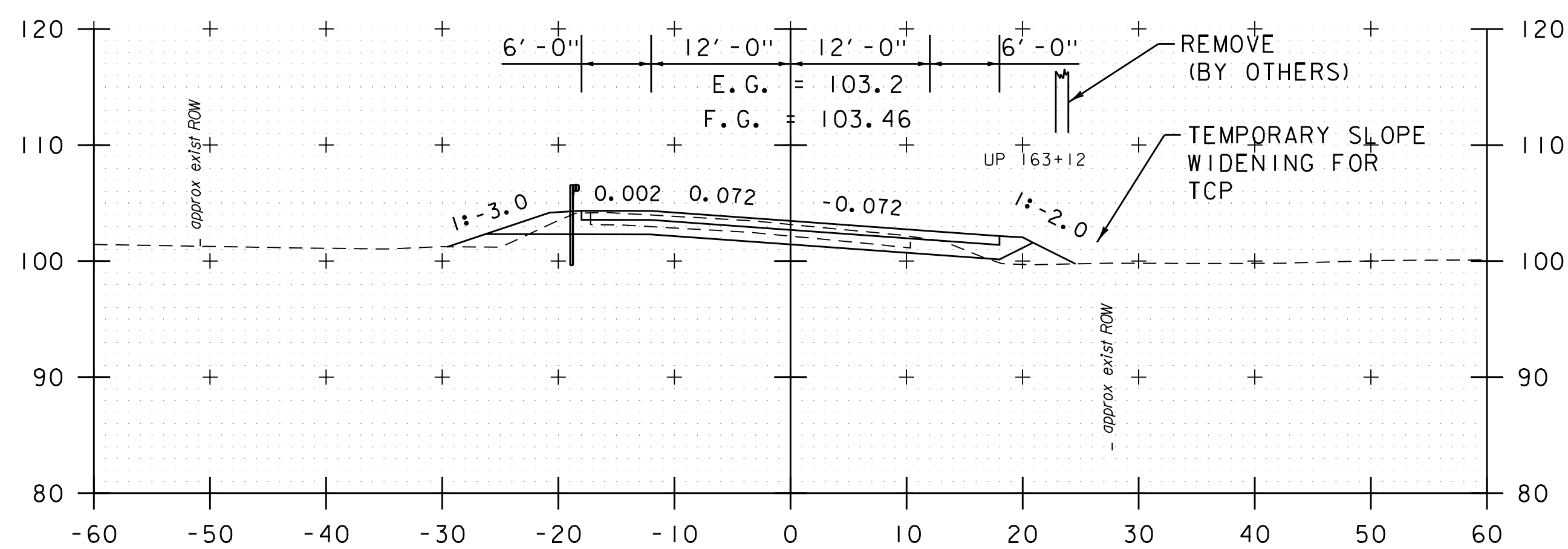
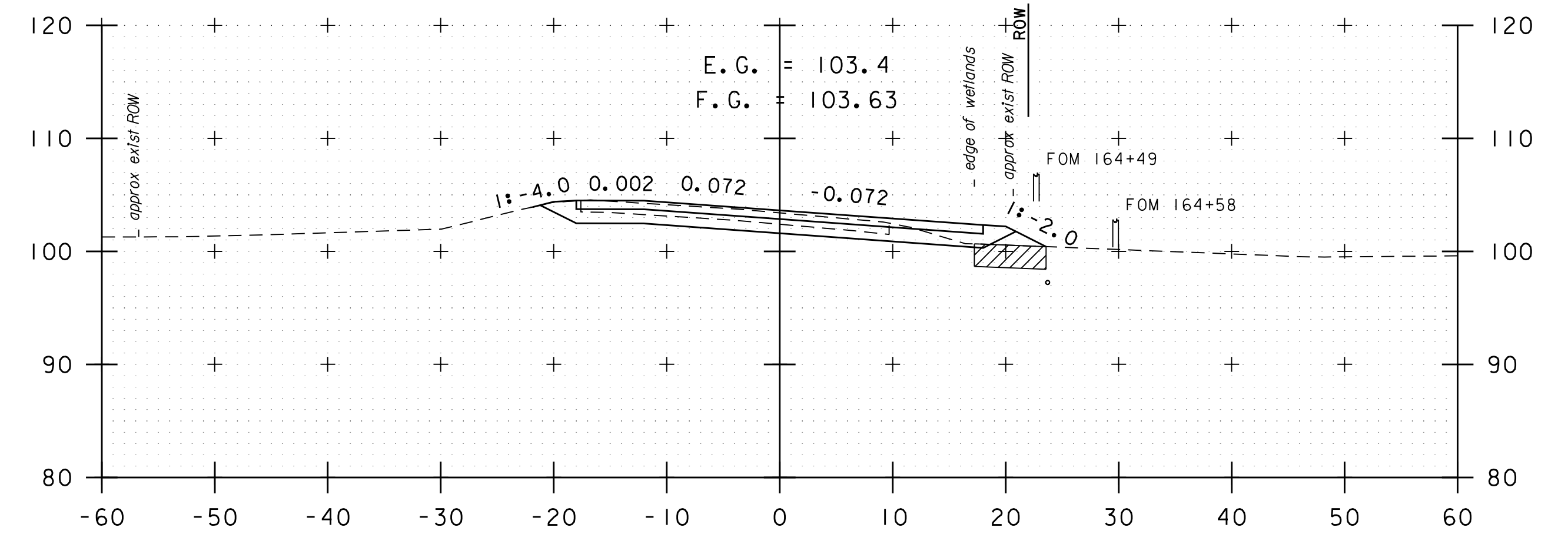
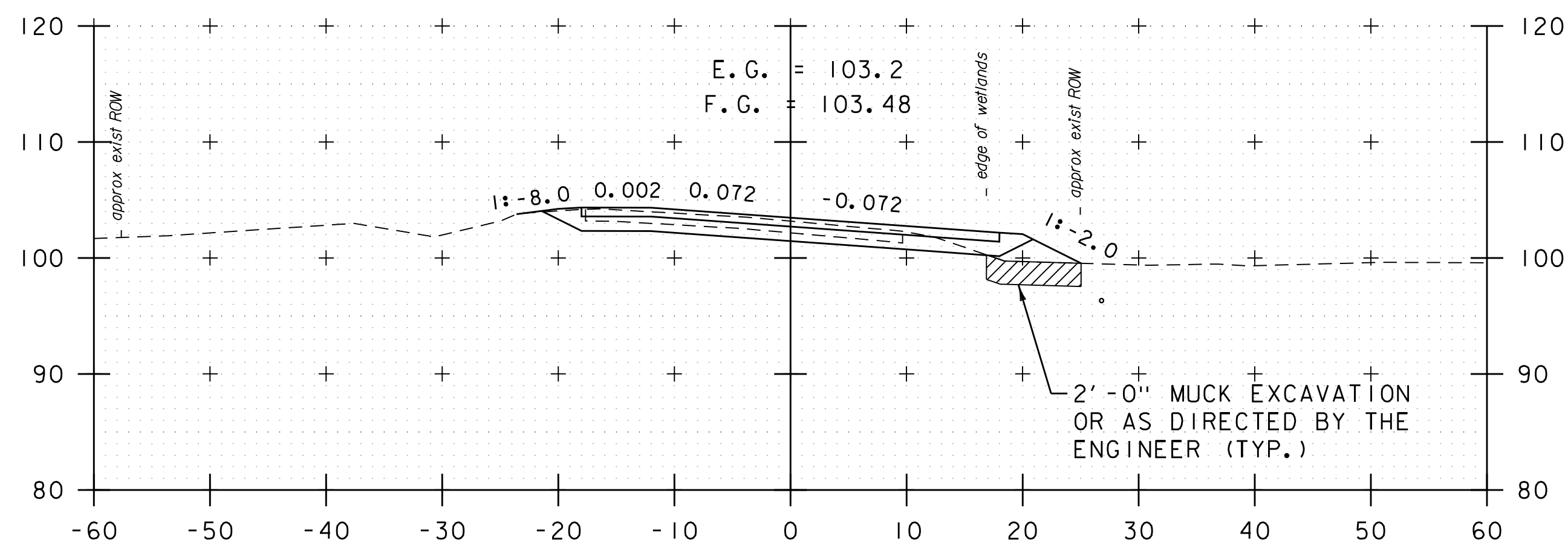
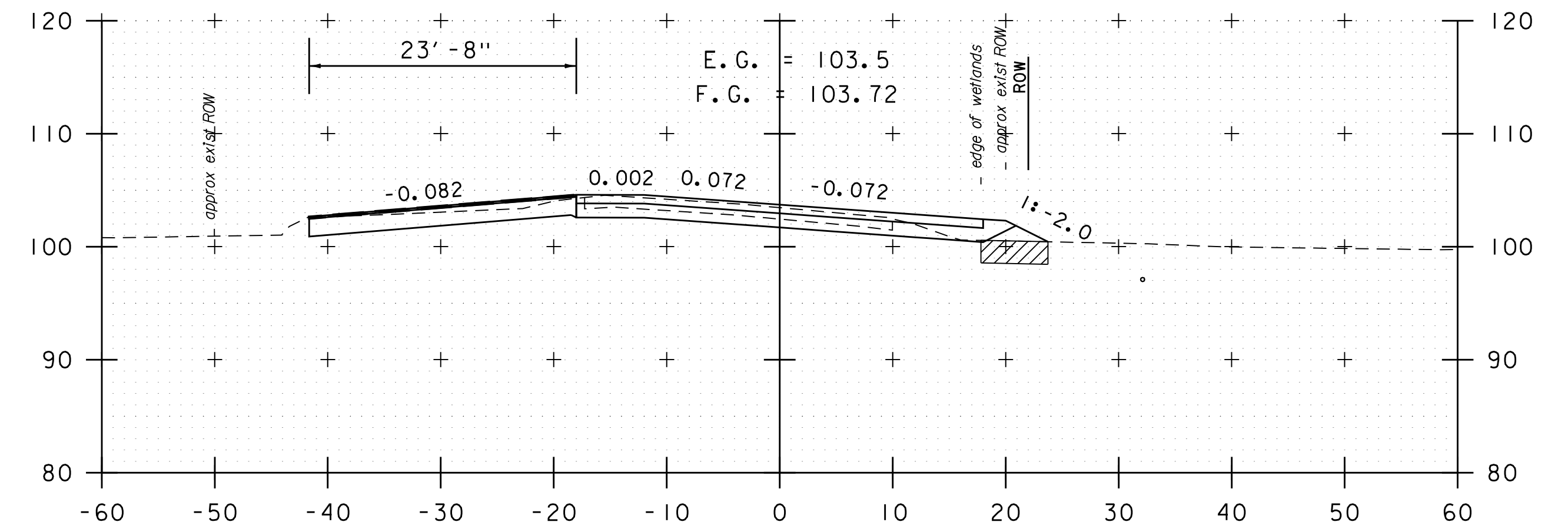
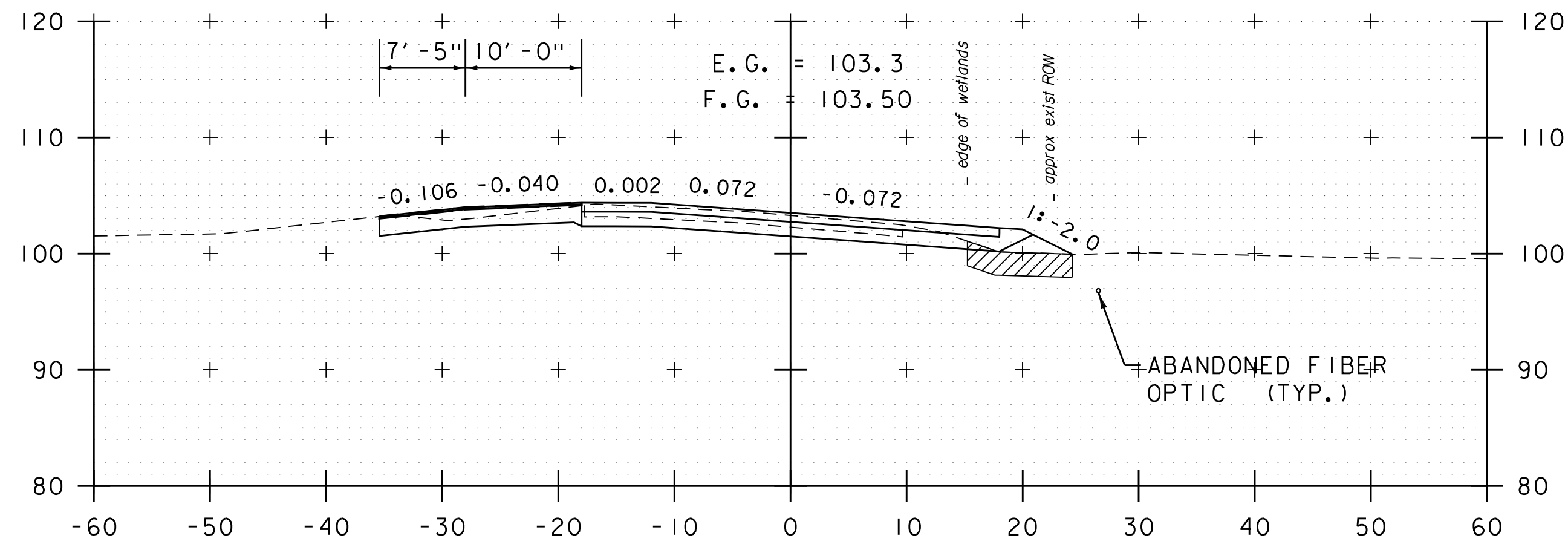


162+20 (DRIVE RT)

STA. 162+20 TO STA. 162+50



PROJECT NAME:	SWANTON	PLOT DATE:	9/13/2023
PROJECT NUMBER:	NH 036-1(9)	DRAWN BY:	C. CILLEY
FILE NAME:	z96b032xs_3600-16300.dgn	CHECKED BY:	G. BAKOS
PROJECT LEADER:	G. BAKOS	CROSS SECTION SHEET	47
DESIGNED BY:	M. BOGUE	SHEET	223 OF 307



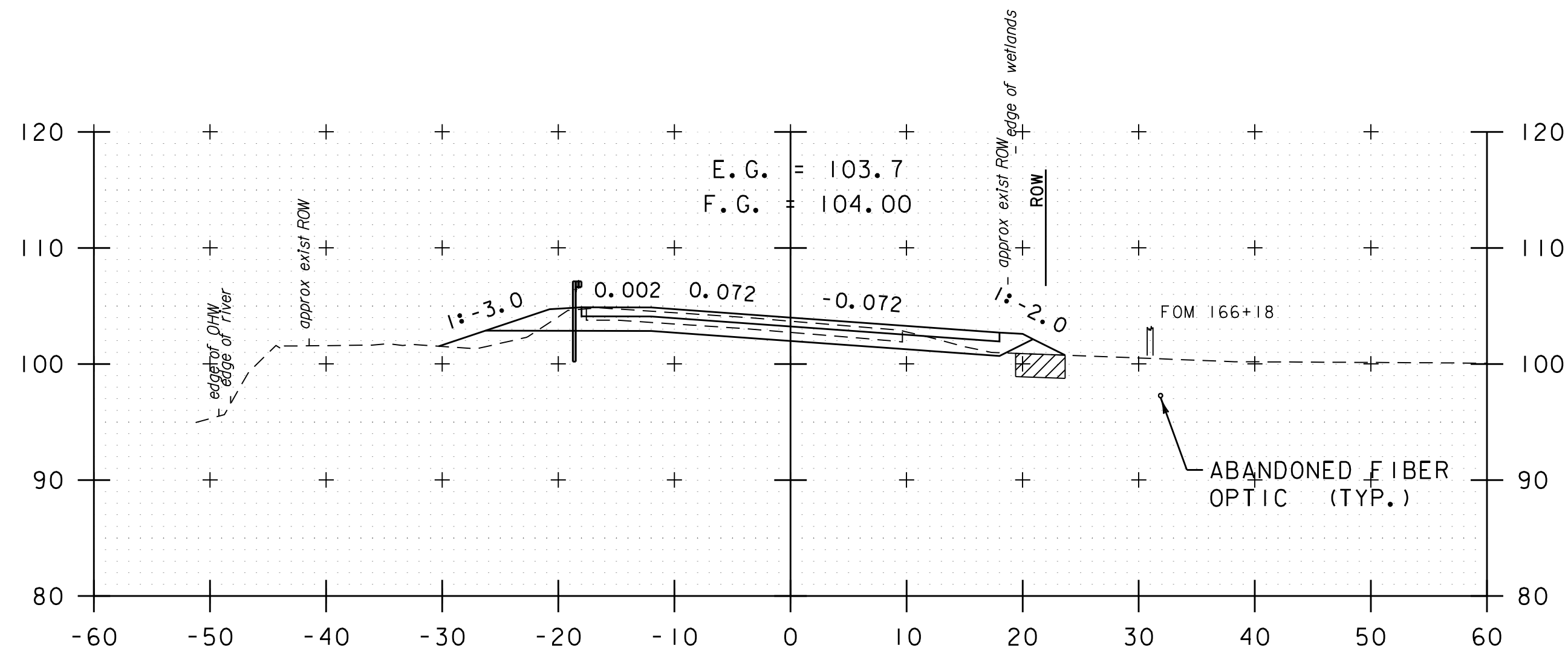
STA. 163+00
END RECONSTRUCTION
BEGIN REHABILITATION

163+00

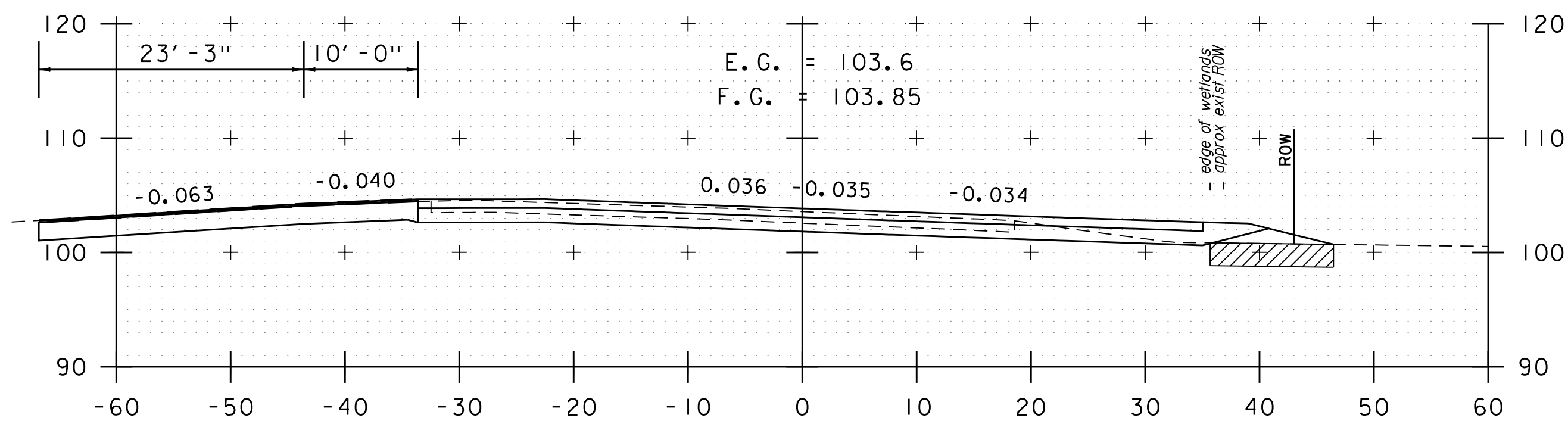
164+00 (DRIVE RT) STA. 163+00 TO STA. 165+00



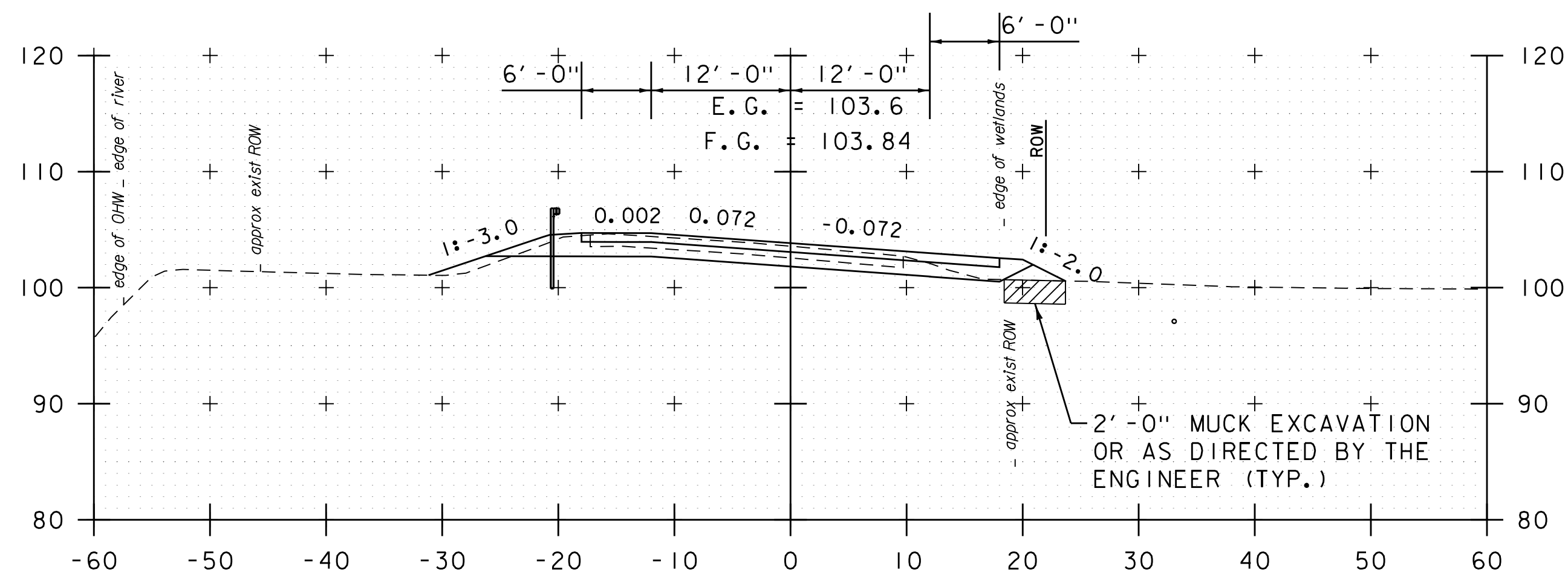
PROJECT NAME:	SWANTON	FILE NAME:	z96b032xs_25000_33800.dgn	PLOT DATE:	9/13/2023
PROJECT NUMBER:	NH 036-1(9)	PROJECT LEADER:	G.BAKOS	DRAWN BY:	C.CILLEY
		DESIGNED BY:	M.BOGUE	CHECKED BY:	G.BAKOS
		CROSS SECTION SHEET	48	SHEET	224 OF 307



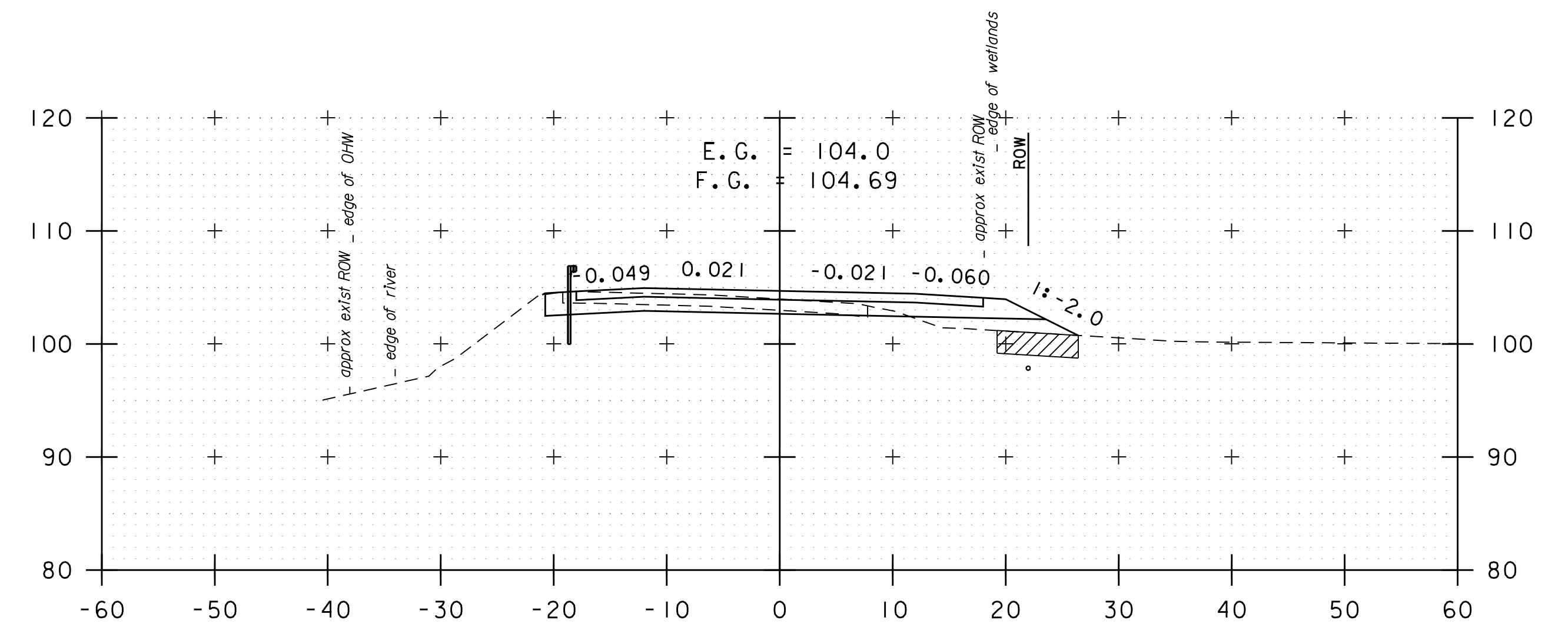
166+00



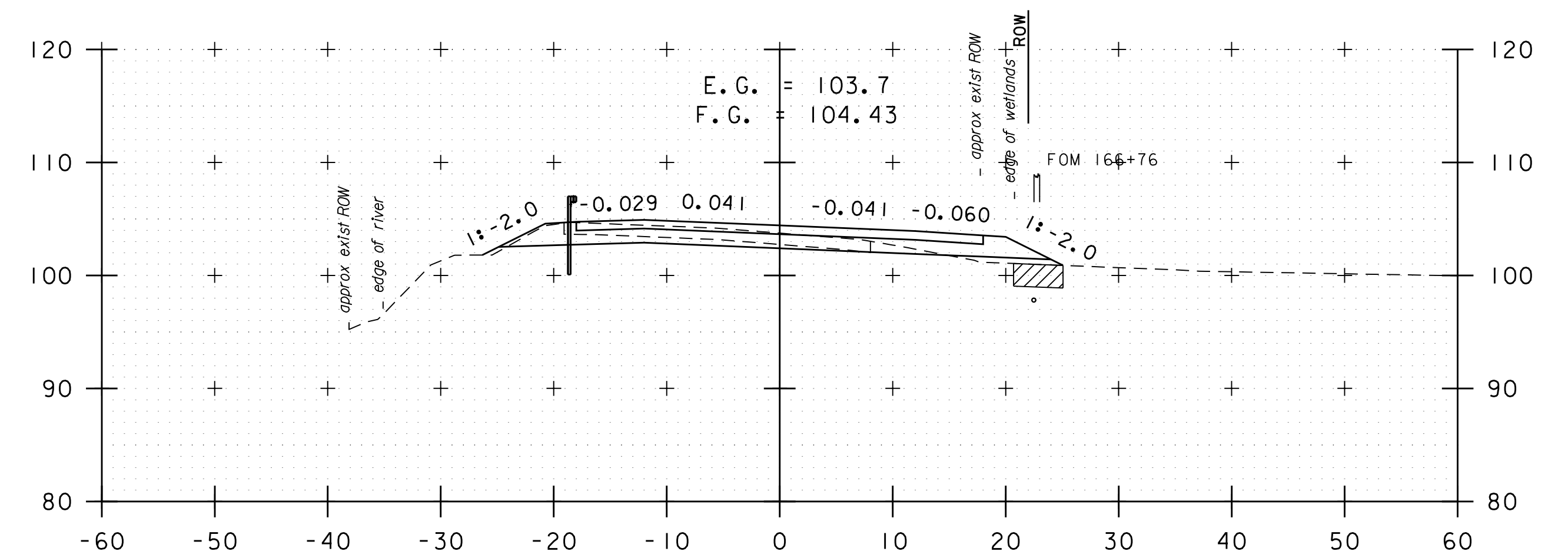
165+52 SKEWED (DRIVE LT)



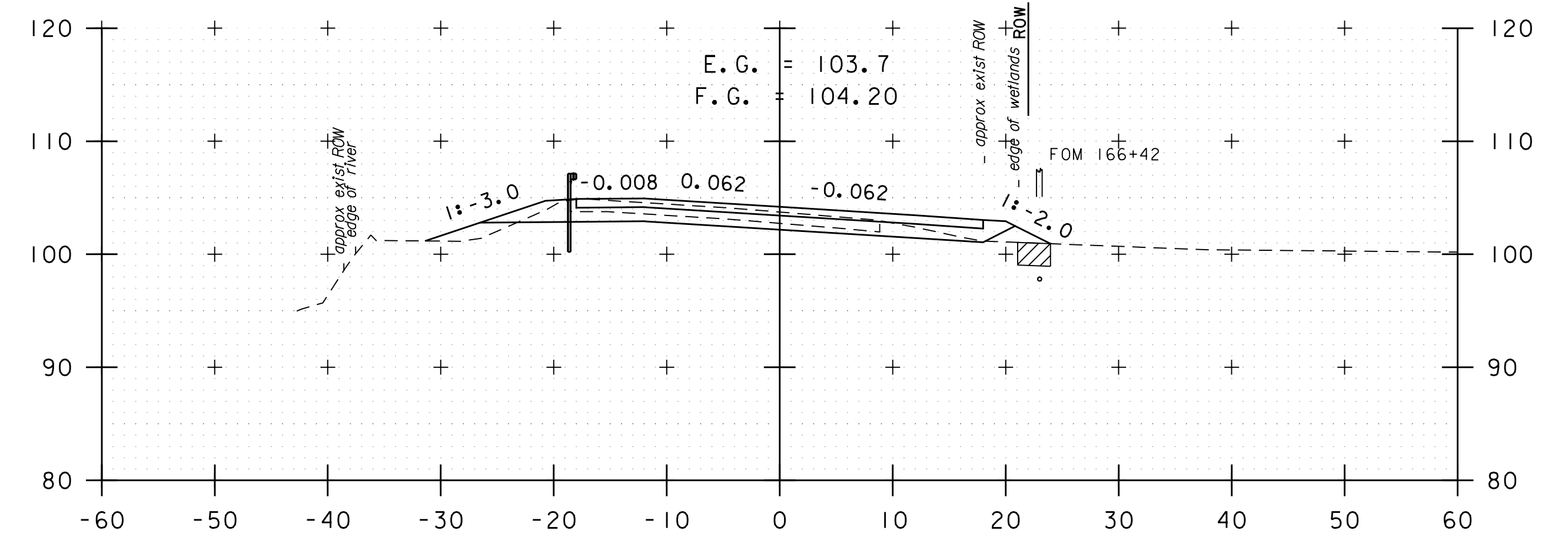
165+50



167+50



167+00

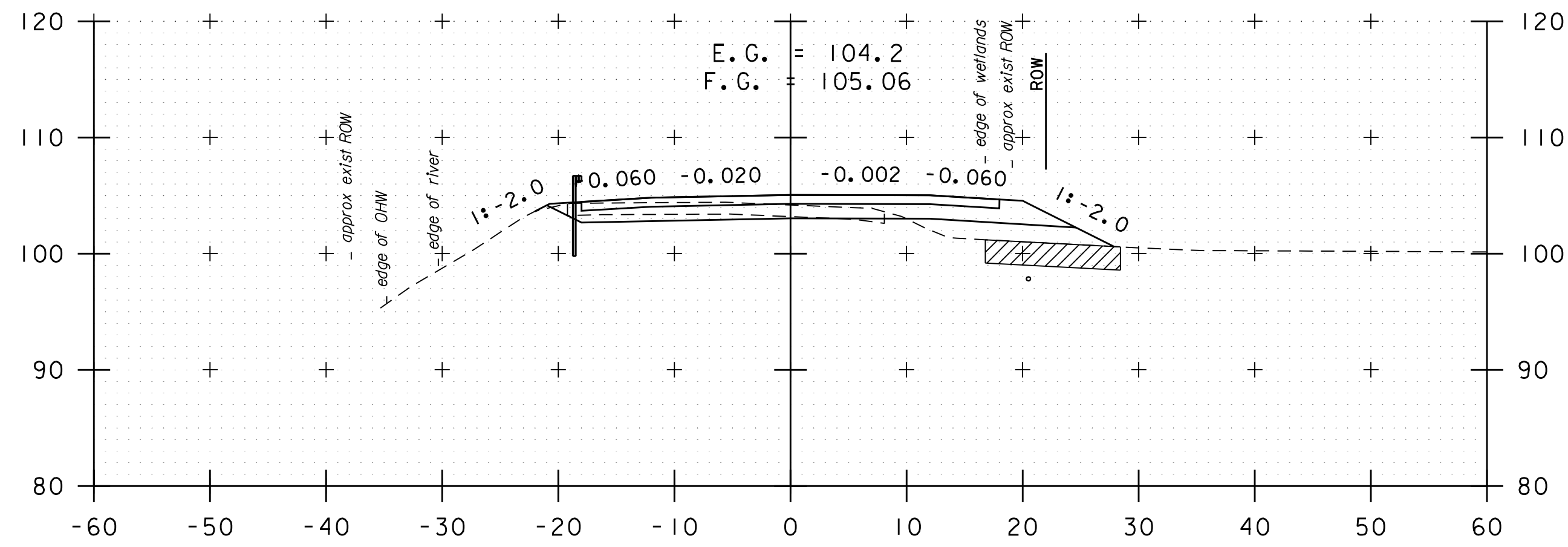


166+50

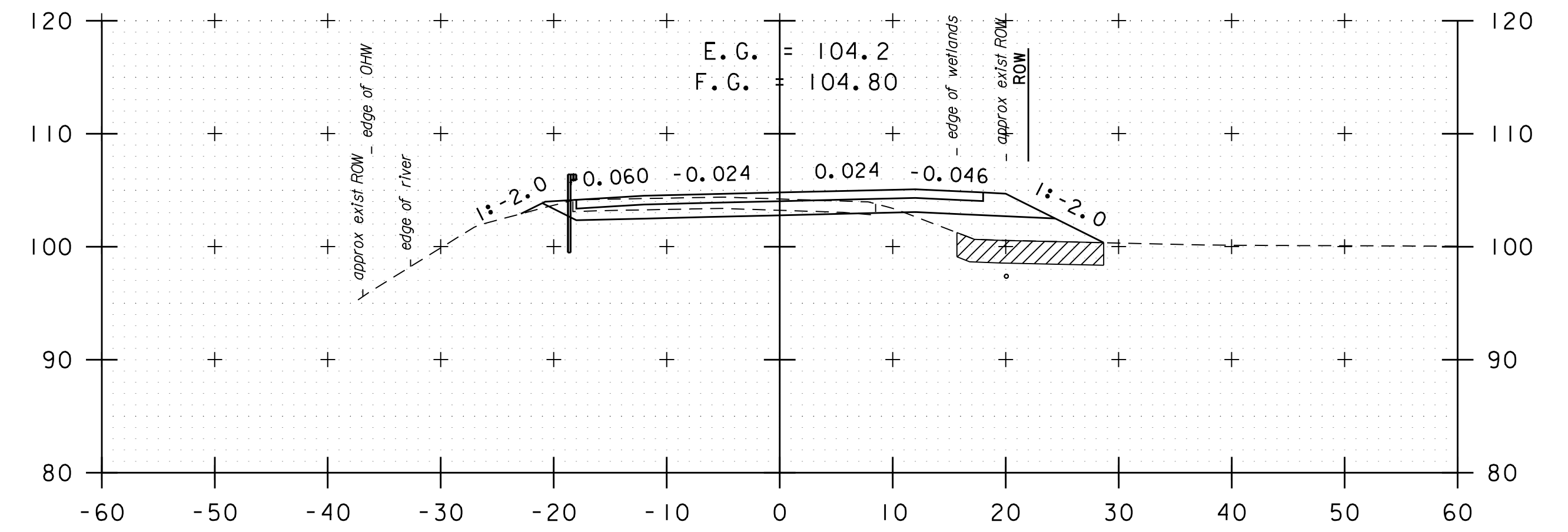
STA. 165+50 TO STA. 167+50



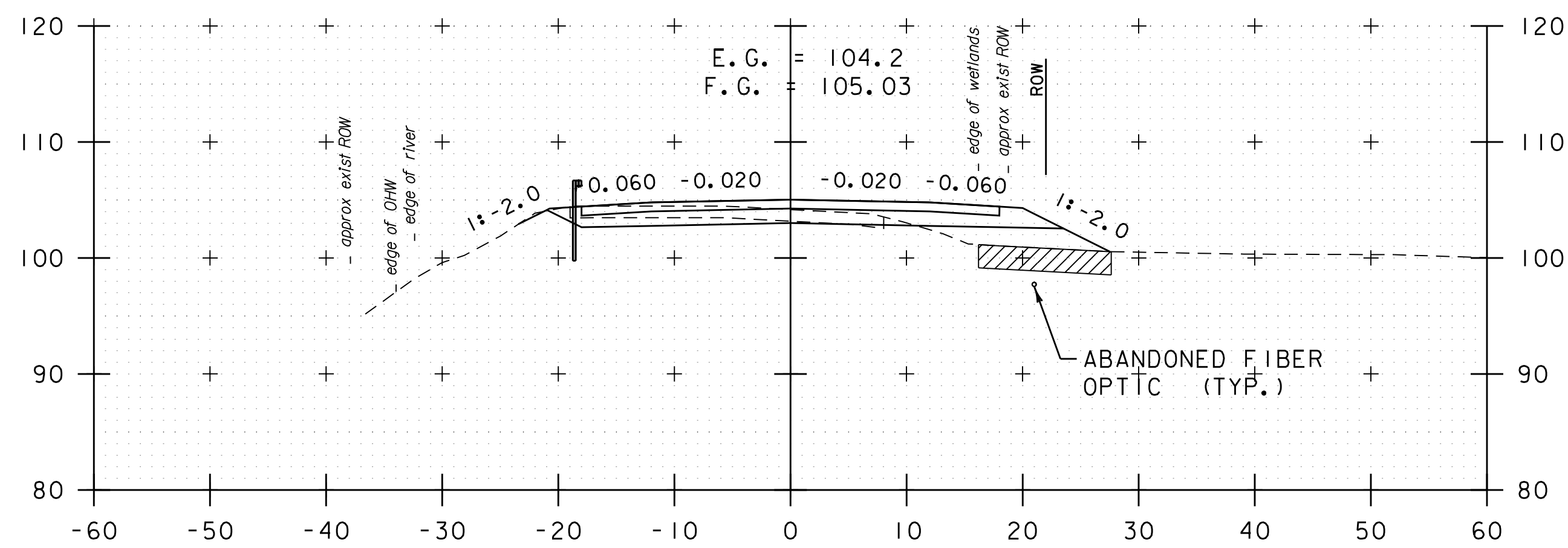
PROJECT NAME:	SWANTON
PROJECT NUMBER:	NH 036-1(9)
FILE NAME:	z96b032xs_25000_33800.dgn
PROJECT LEADER:	G.BAKOS
DESIGNED BY:	M.BOGUE
CROSS SECTION SHEET	49
PLOT DATE:	9/13/2023
DRAWN BY:	C.CILLEY
CHECKED BY:	G.BAKOS
SHEET	225 OF 307



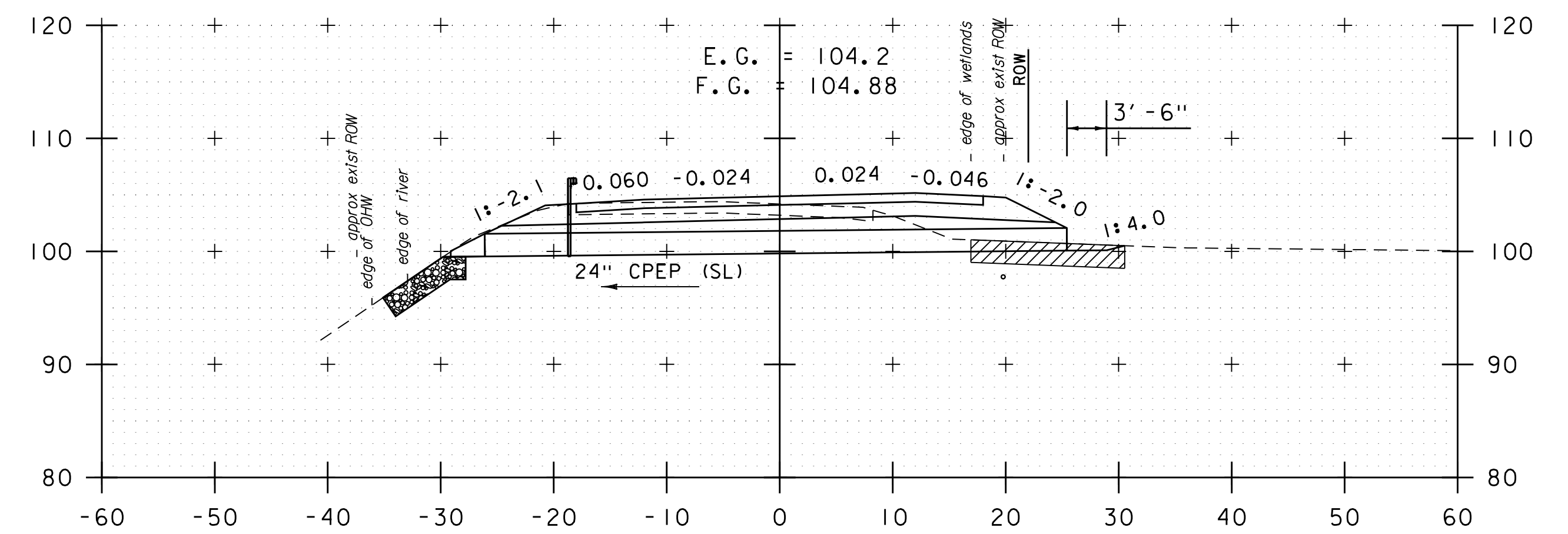
169+00



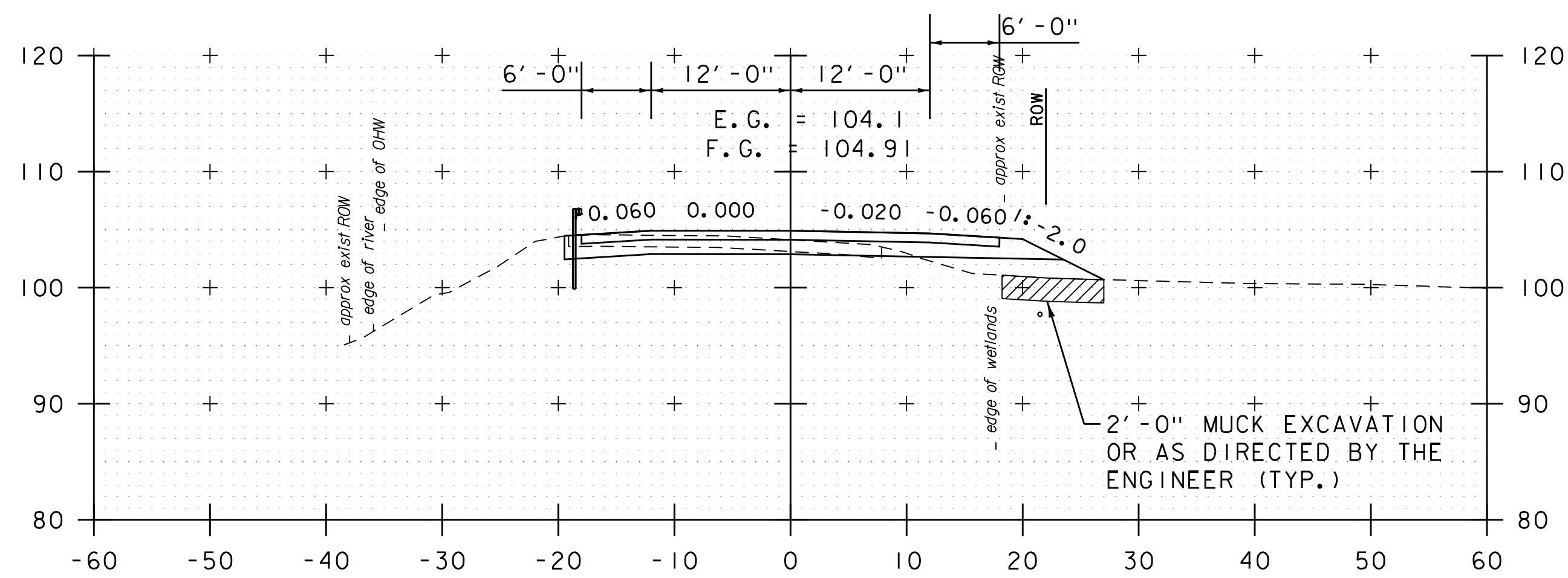
170+50



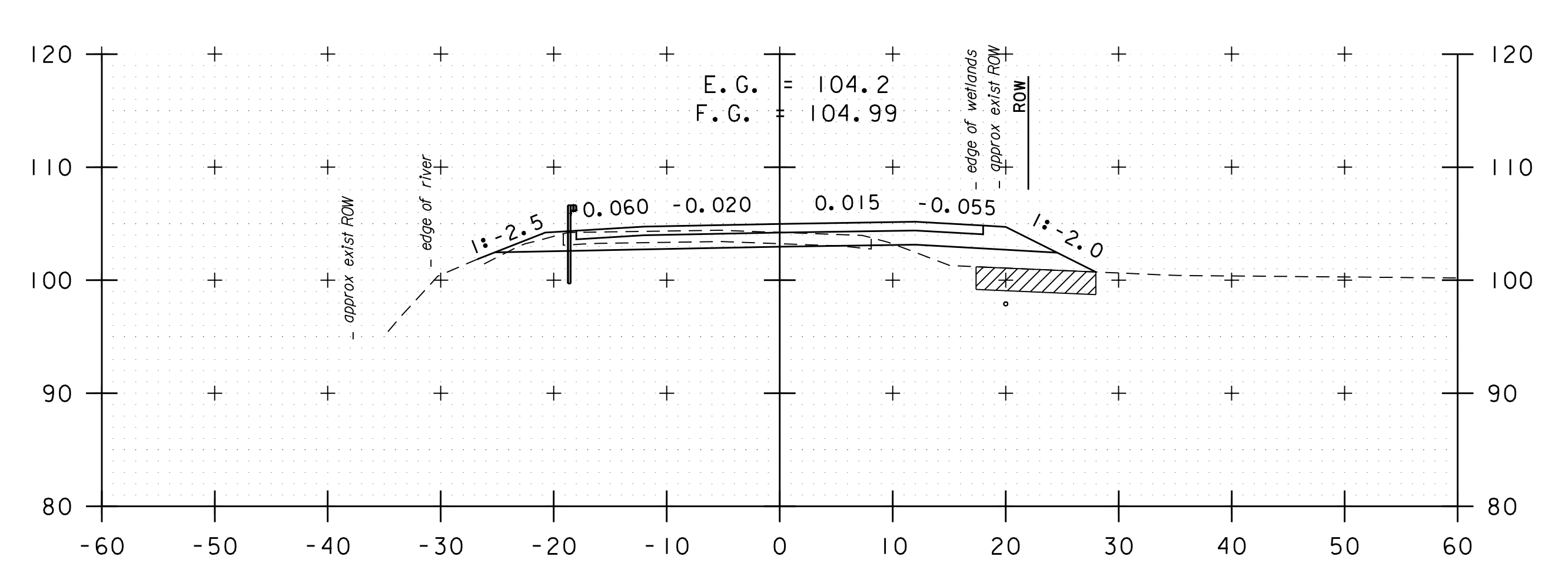
168+50



170+00 (NEW 24" CPEP)



168+00

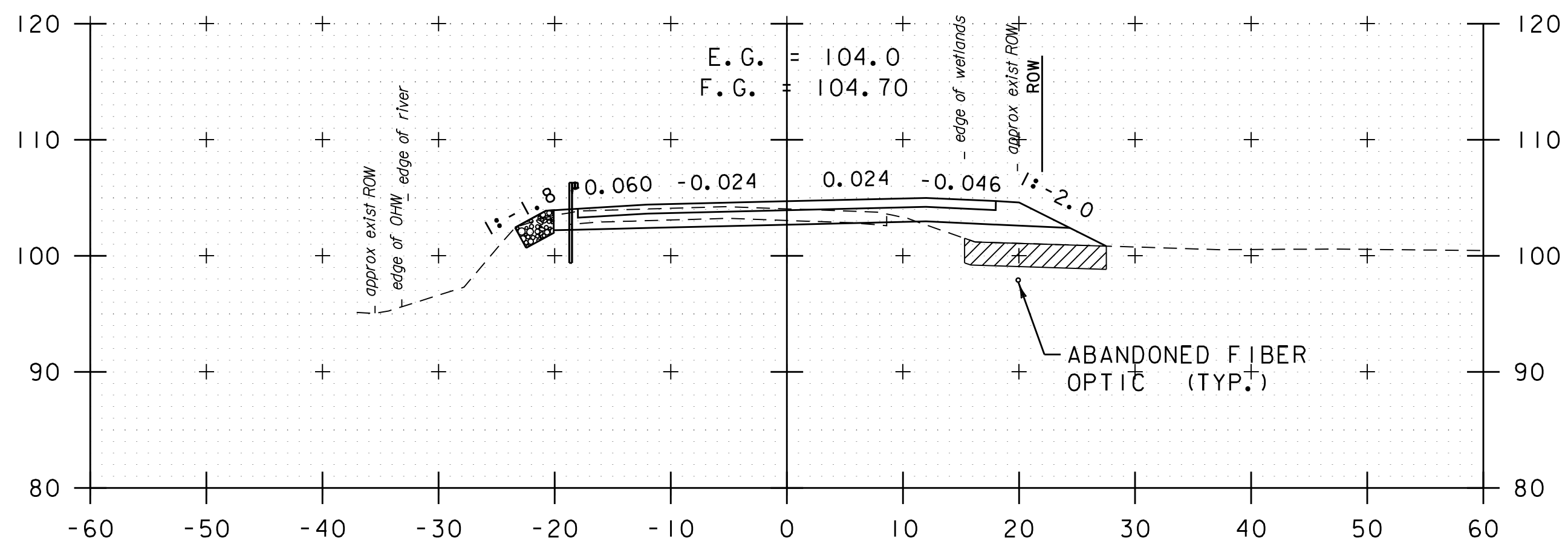


169+50

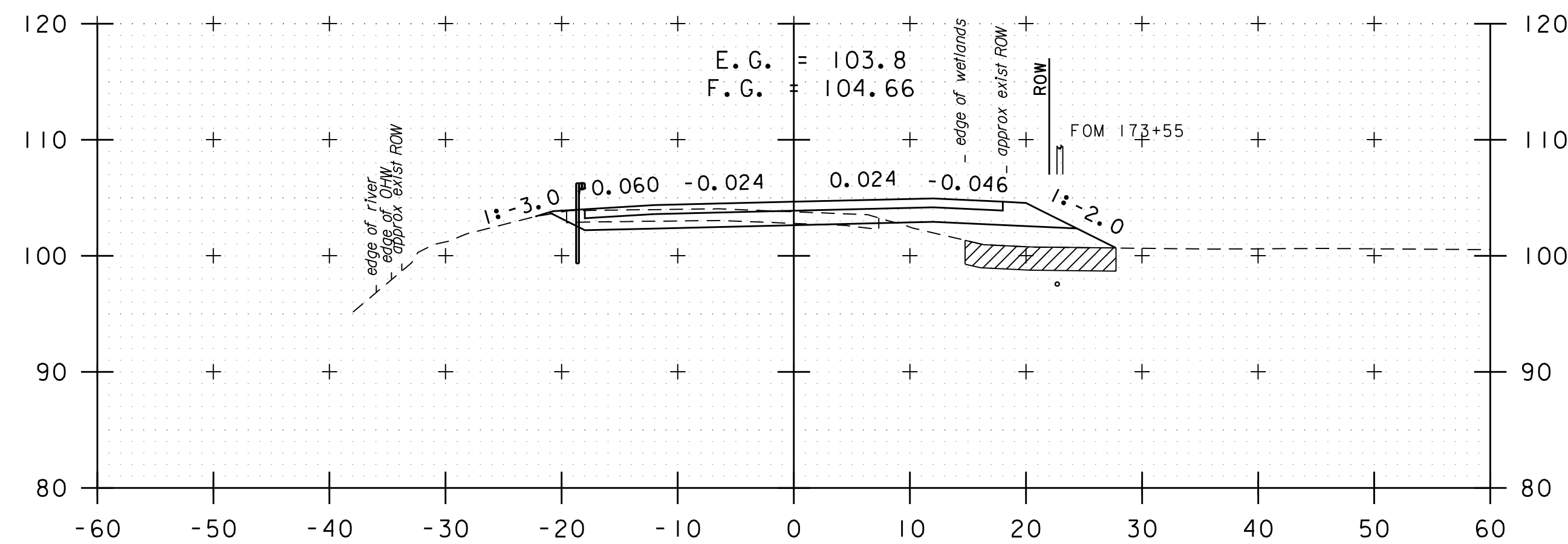
STA. 168+00 TO STA. 170+50



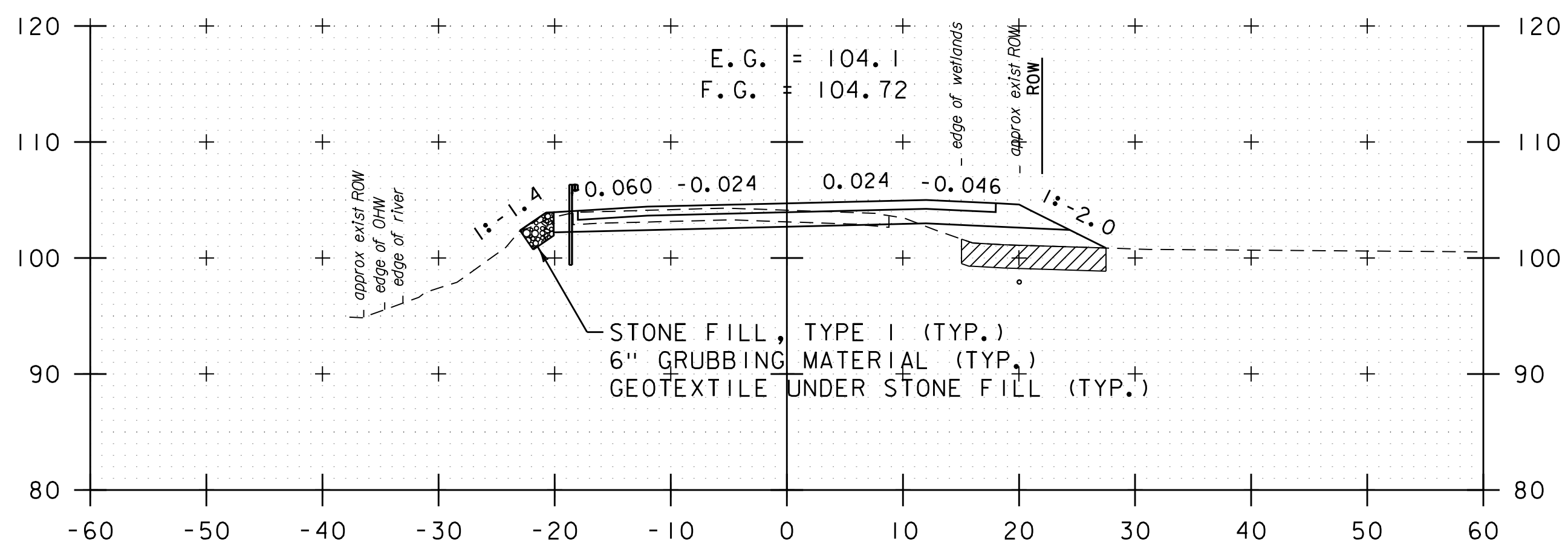
PROJECT NAME:	SWANTON	FILE NAME:	z96b032xs_25000_33800.dgn	PLOT DATE:	9/13/2023
PROJECT NUMBER:	NH 036-1(9)	PROJECT LEADER:	G.BAKOS	DRAWN BY:	C.CILLEY
		DESIGNED BY:	M.BOGUE	CHECKED BY:	G.BAKOS
		CROSS SECTION SHEET	50	SHEET	226 OF 307



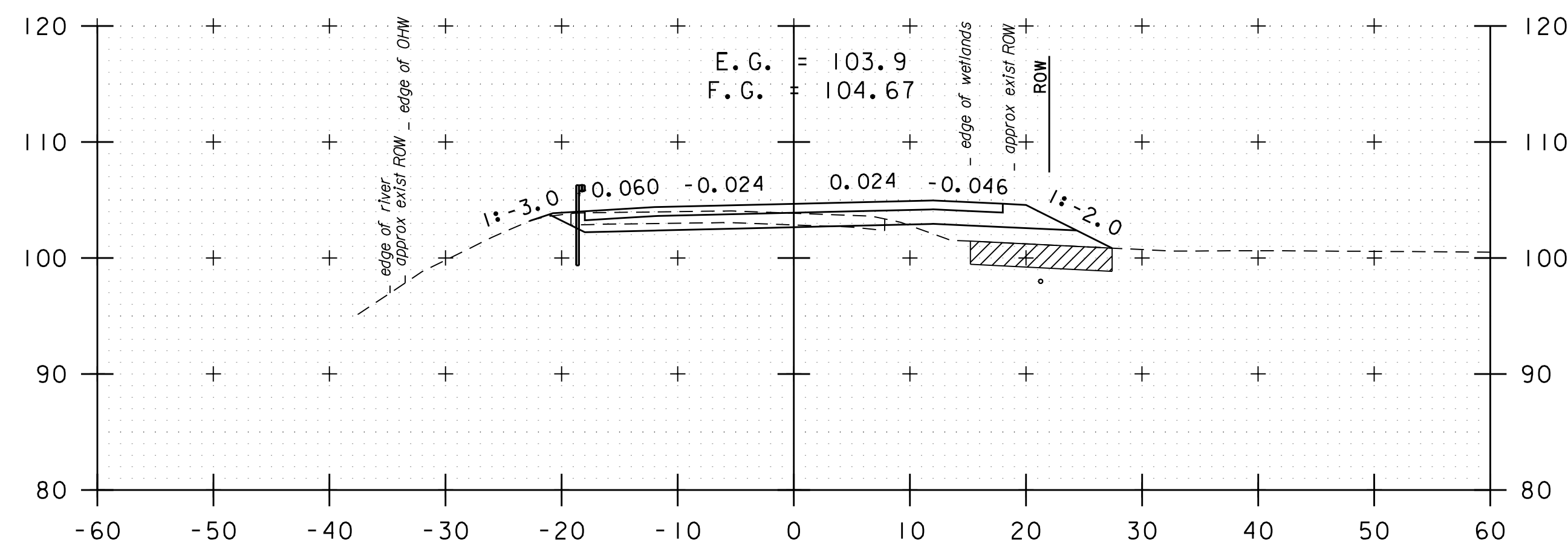
172+00



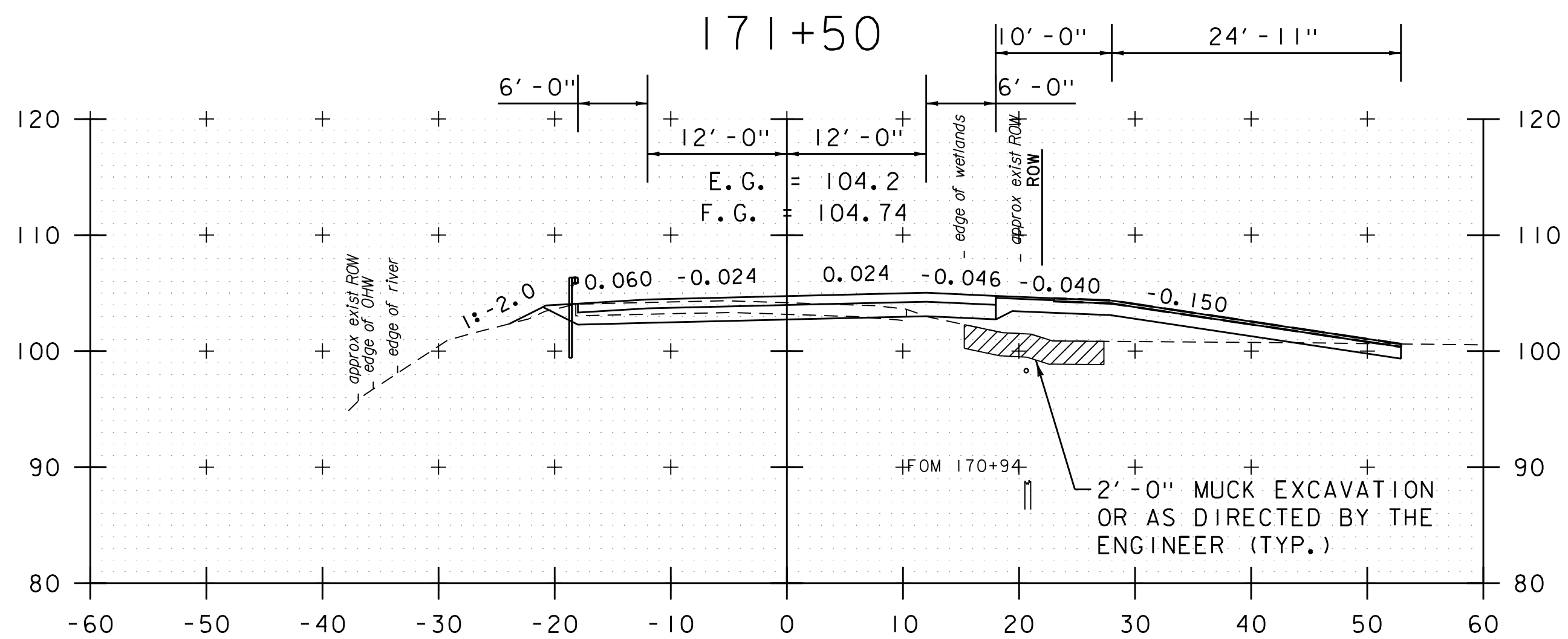
173+50



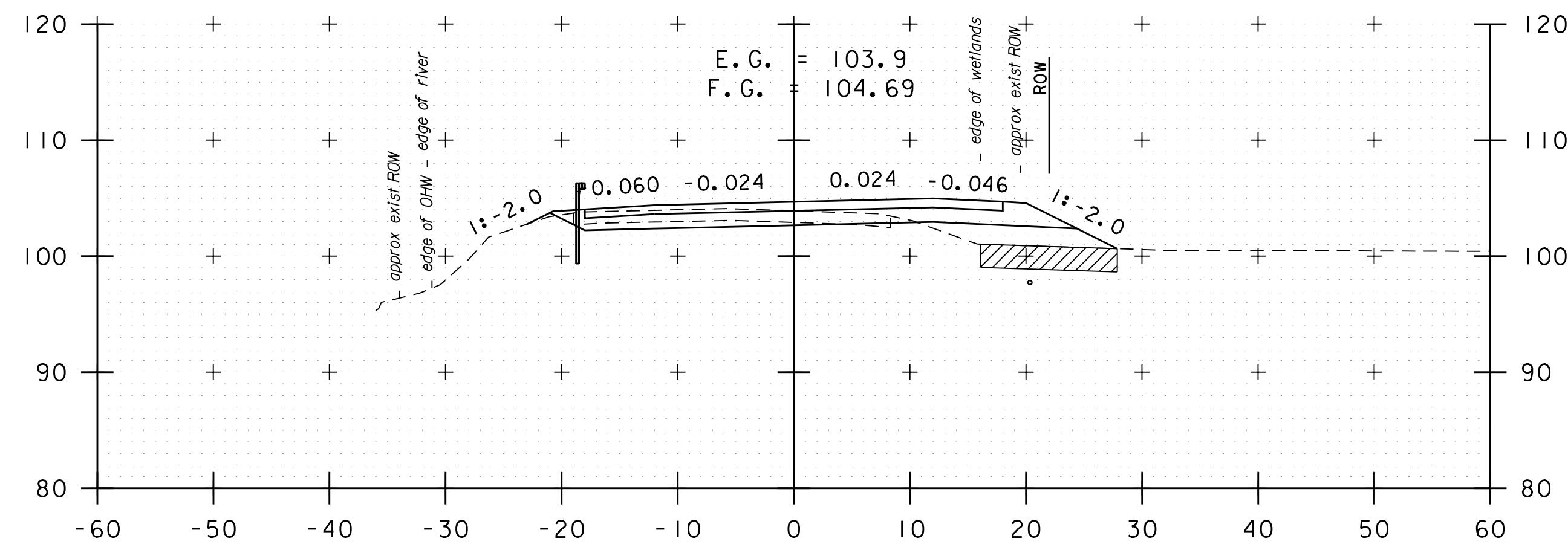
171+50



173+00



171+00 (DRIVE RT)

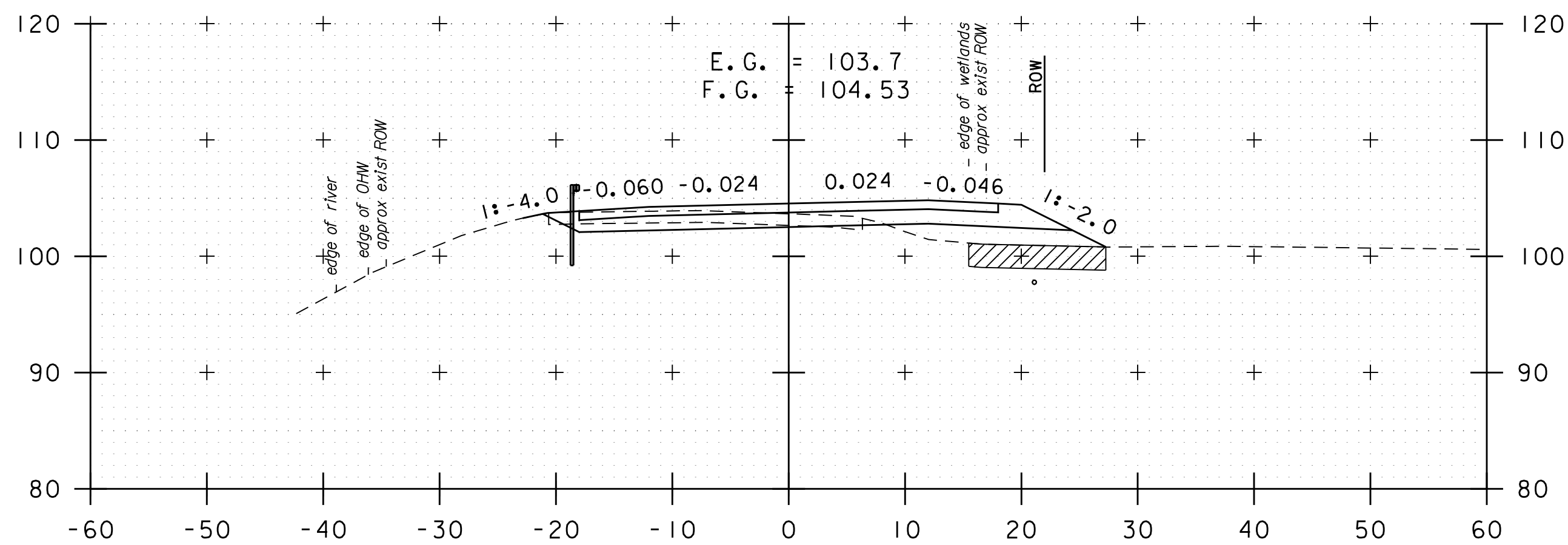


172+50

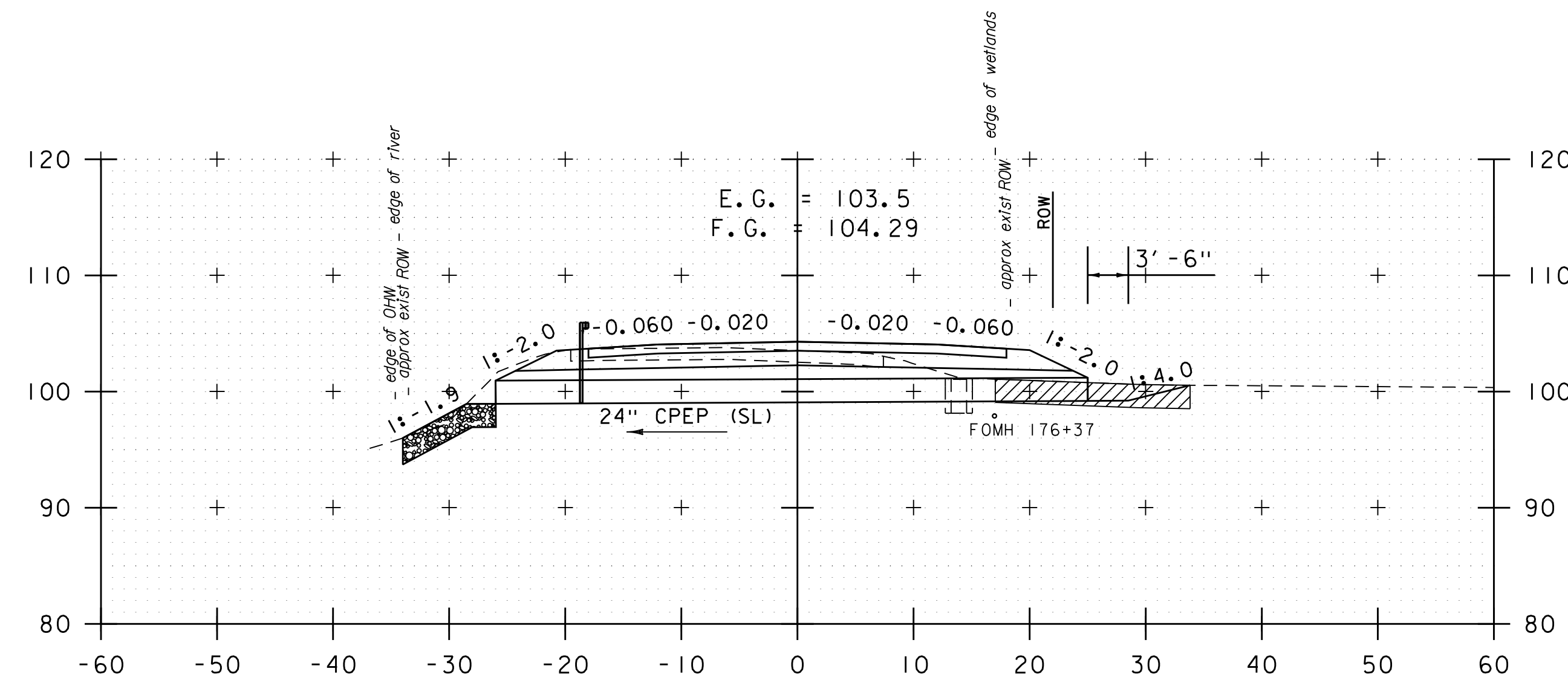
STA. 171+00 TO STA. 173+50



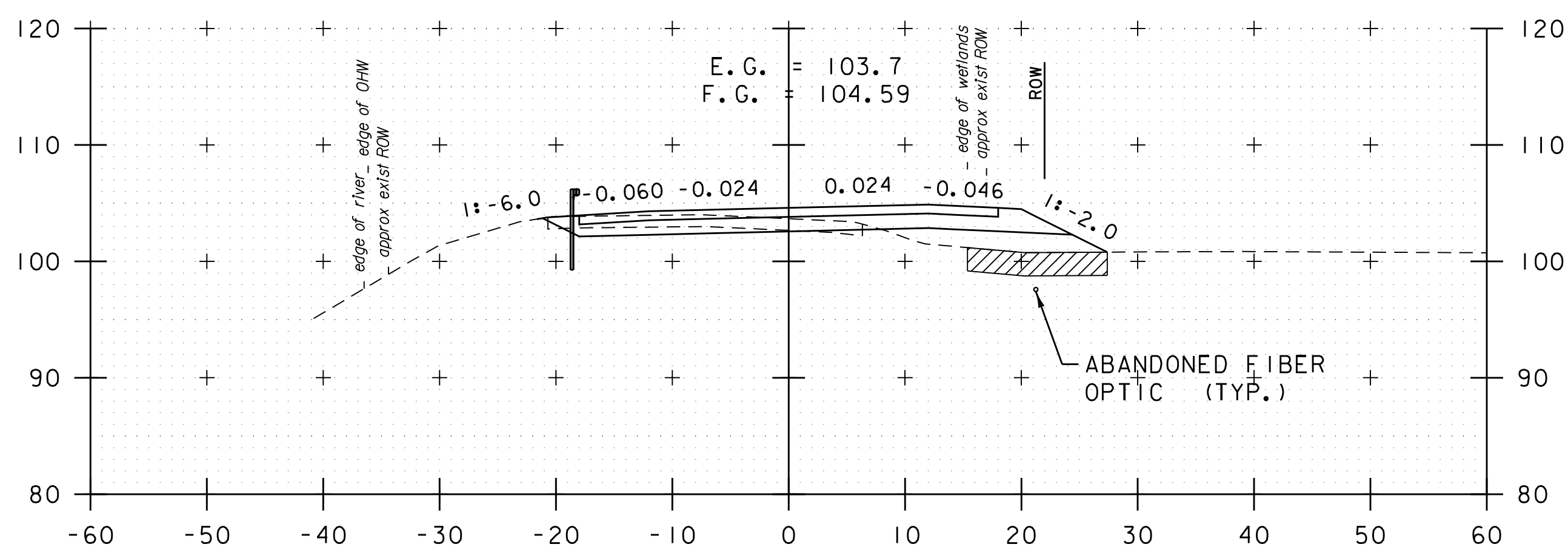
PROJECT NAME:	SWANTON	PLOT DATE:	9/13/2023
PROJECT NUMBER:	NH 036-1(9)	DRAWN BY:	C.CILLEY
FILE NAME:	z96b032xs_25000_33800.dgn	CHECKED BY:	G.BAKOS
PROJECT LEADER:	G.BAKOS	CROSS SECTION SHEET 51	SHEET 227 OF 307



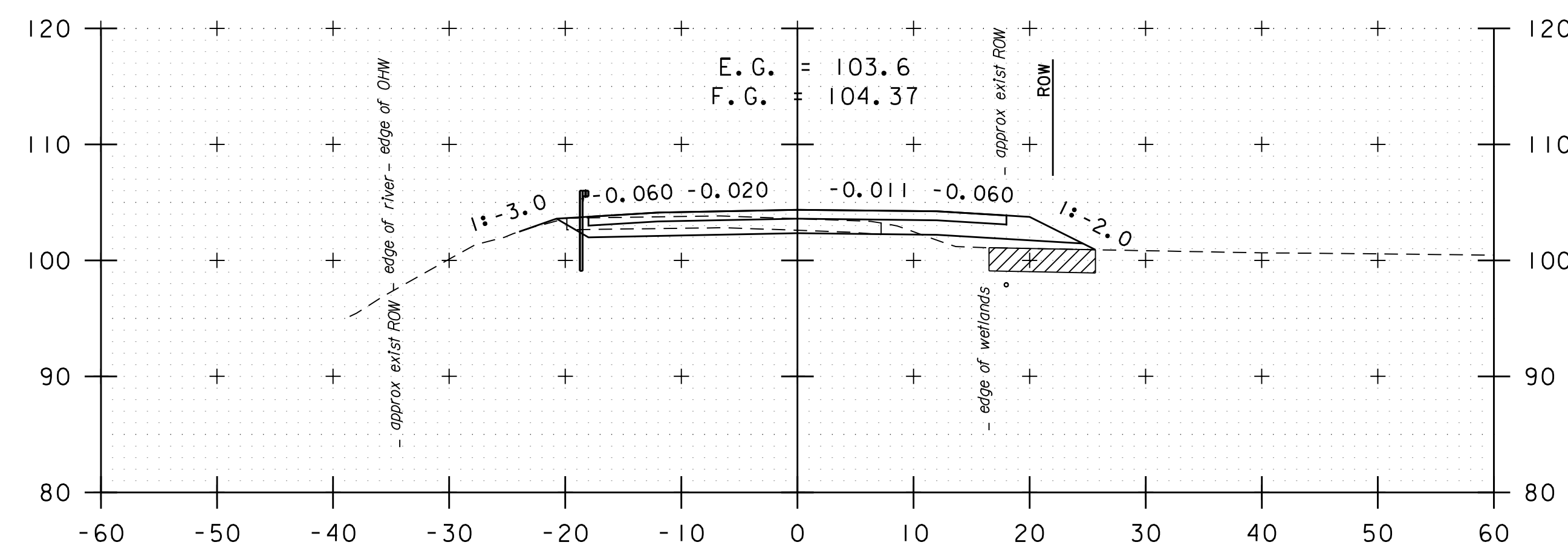
175+00



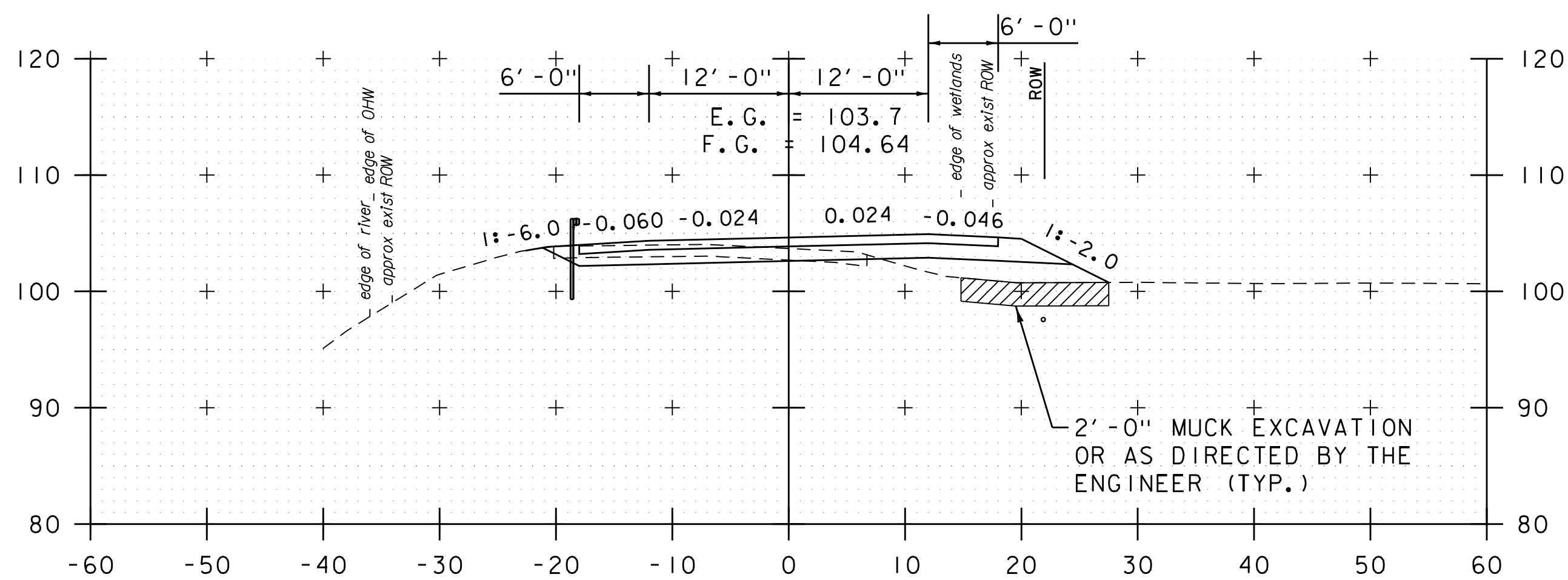
176+50 (NEW 24" CPEP)



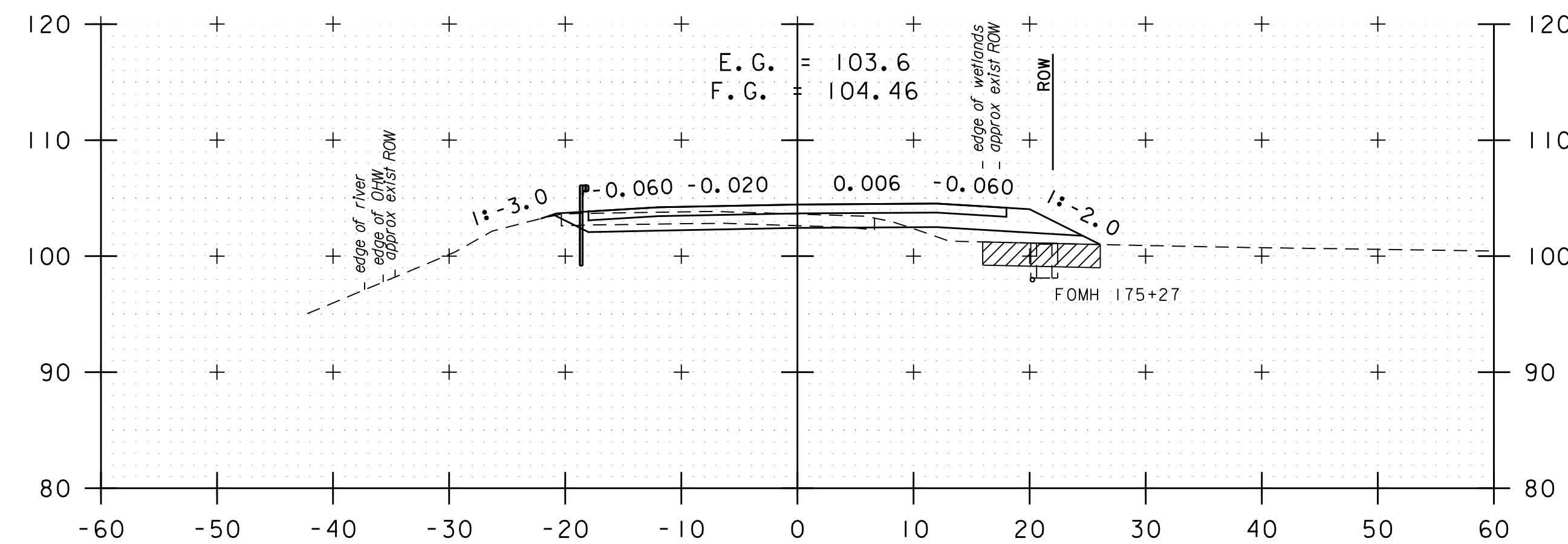
174+50



176+00



174+00

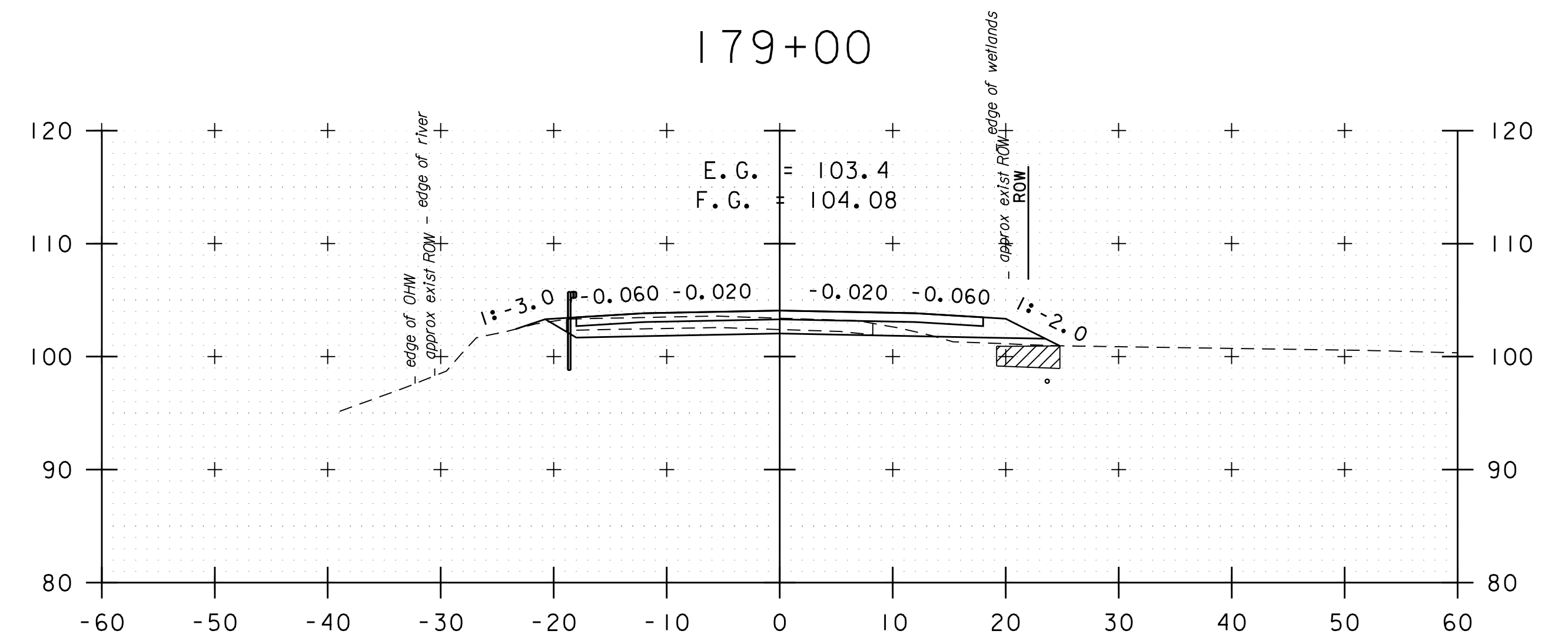
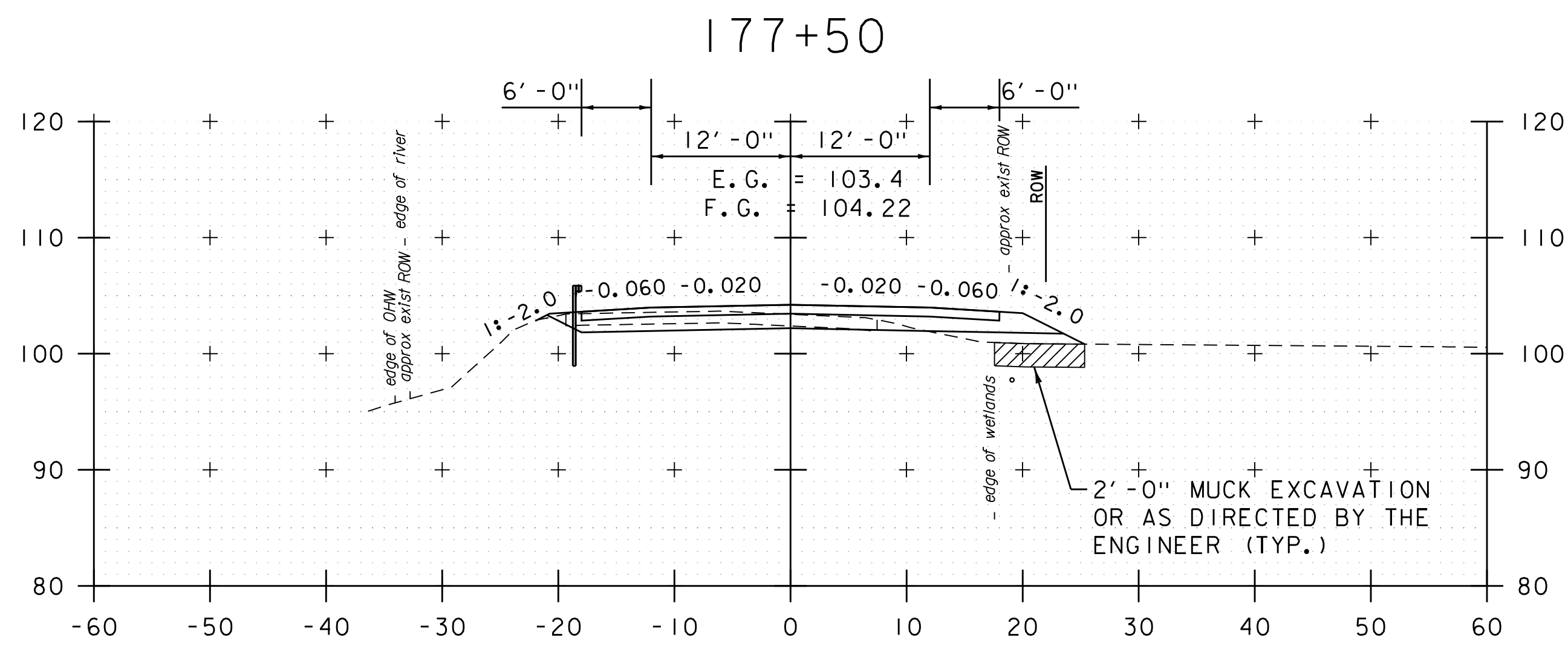
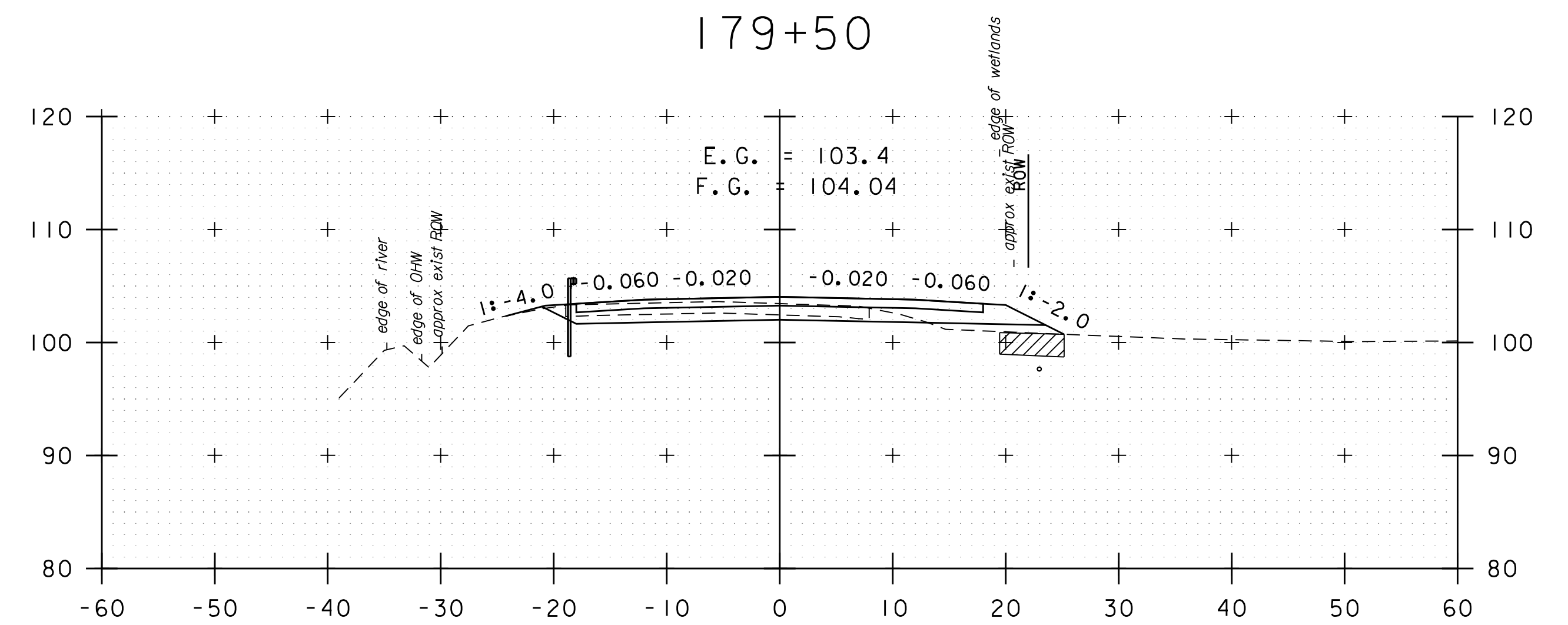
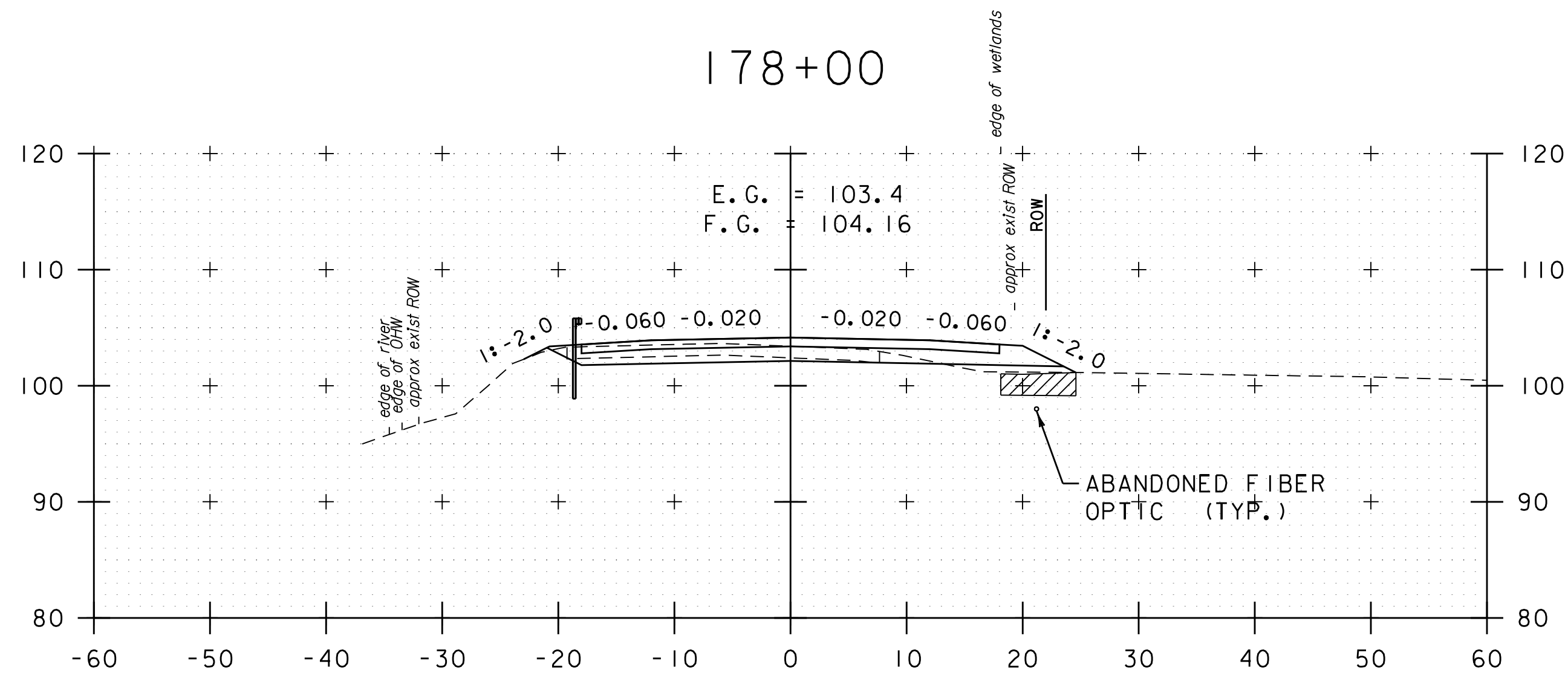
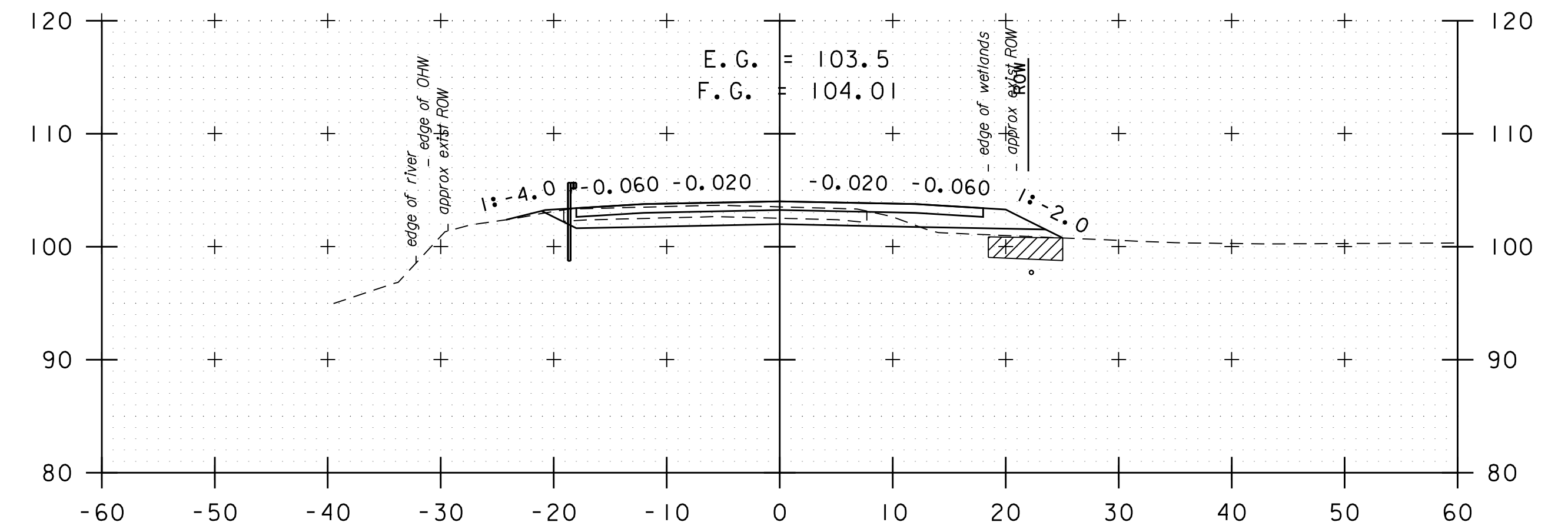
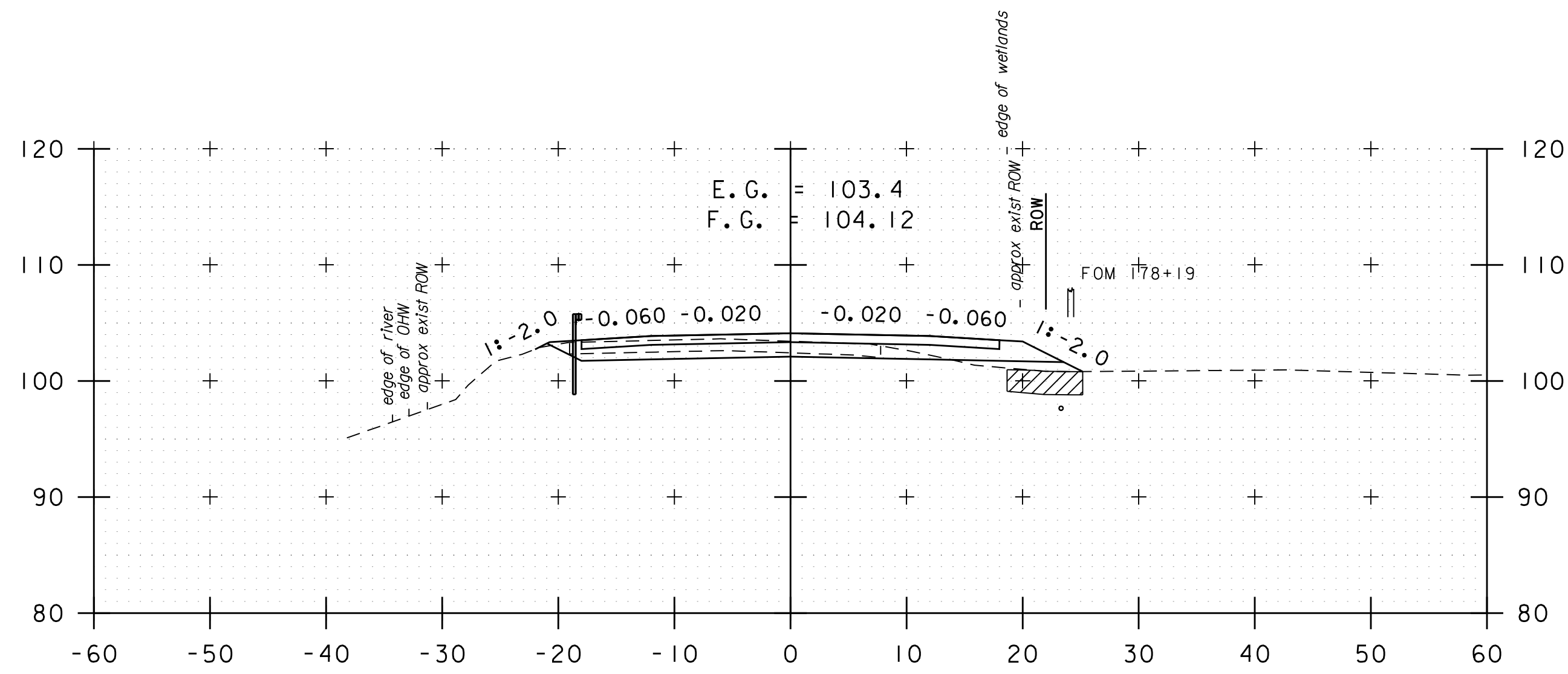


175+50

STA. 174+00 TO STA. 176+50



PROJECT NAME:	SWANTON	FILE NAME:	z96b032xs_25000_33800.dgn	PLOT DATE:	9/13/2023
PROJECT NUMBER:	NH 036-1(9)	PROJECT LEADER:	G.BAKOS	DRAWN BY:	C.CILLEY
		DESIGNED BY:	M.BOGUE	CHECKED BY:	G.BAKOS
		CROSS SECTION SHEET	52	SHEET	228 OF 307



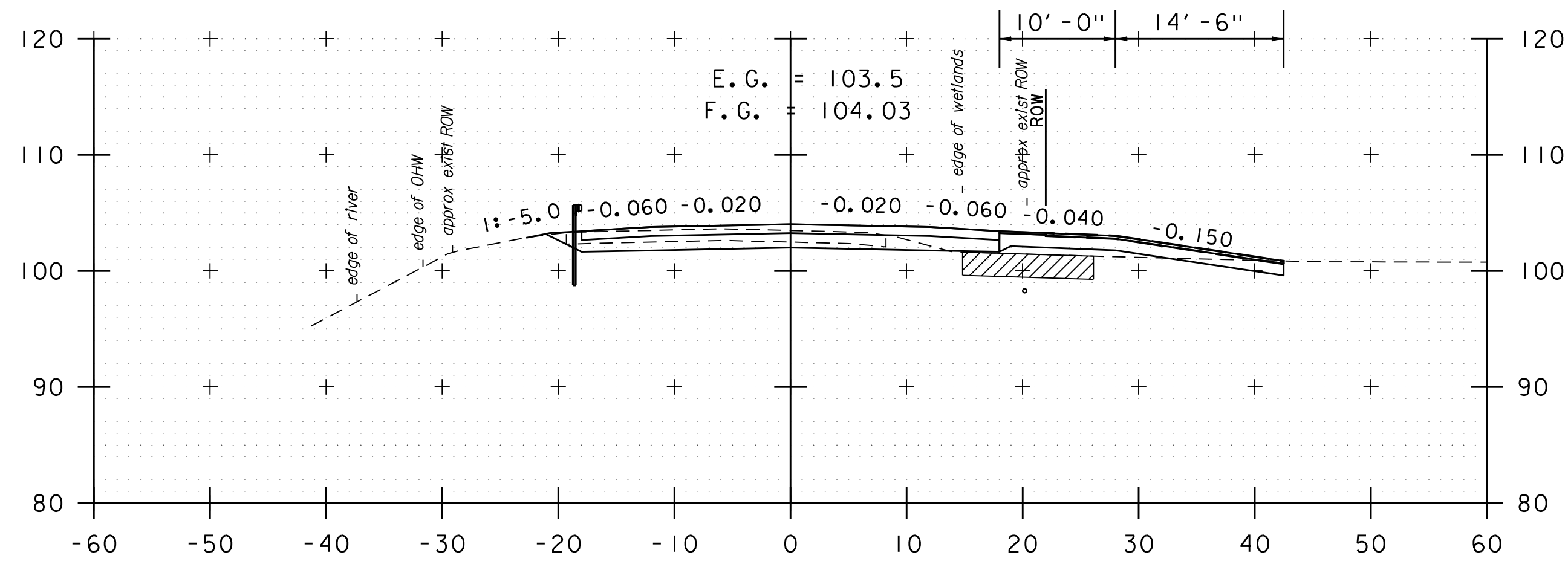
177+00

178+50

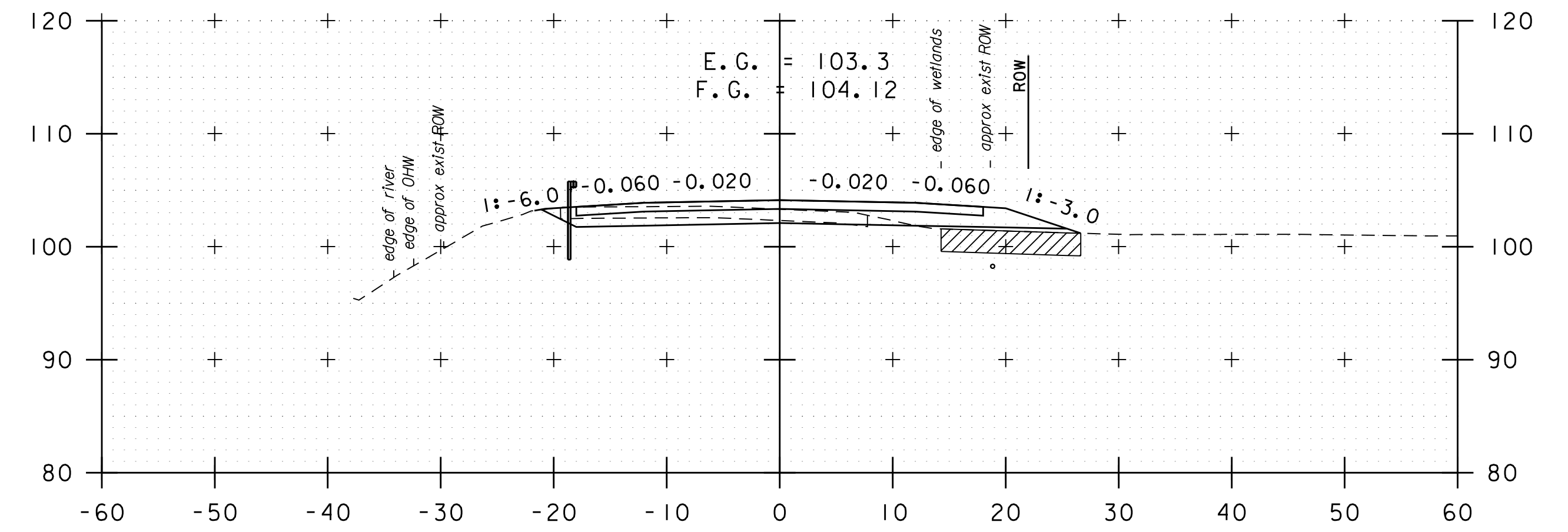
STA. 177+00 TO STA. 179+50



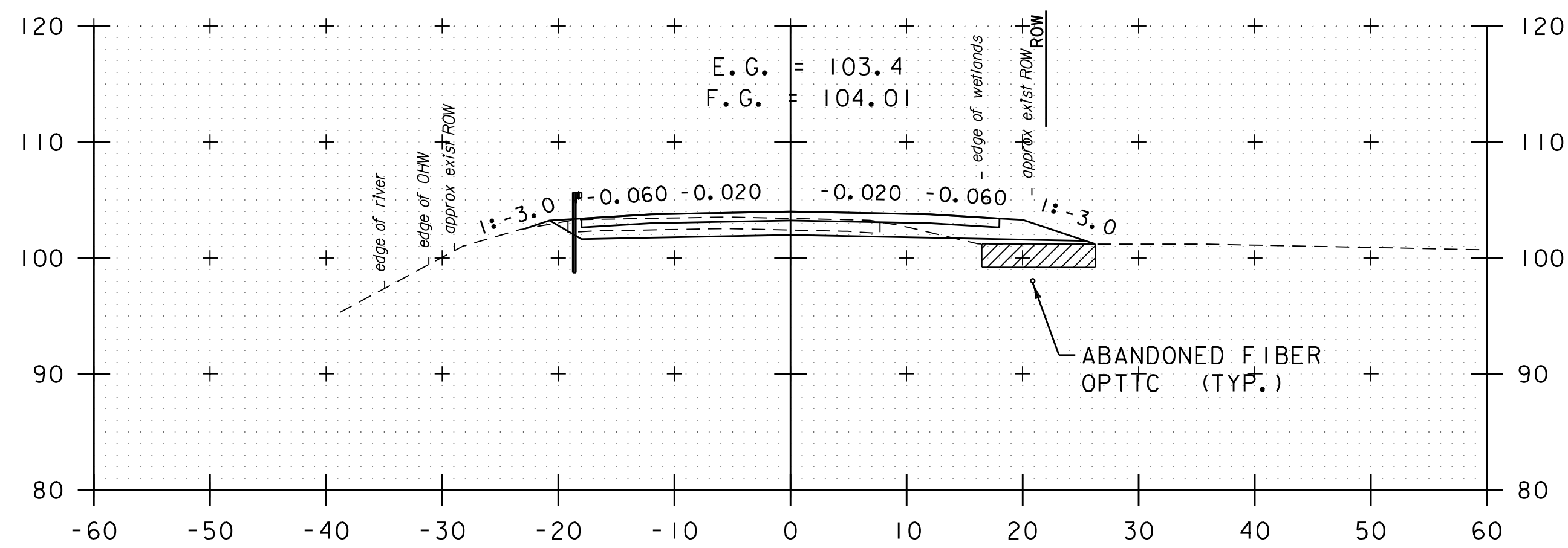
PROJECT NAME:	SWANTON	PLOT DATE:	9/13/2023
PROJECT NUMBER:	NH 036-1(9)	DRAWN BY:	C.CILLEY
FILE NAME:	z96b032xs_25000_33800.dgn	CHECKED BY:	G.BAKOS
PROJECT LEADER:	G.BAKOS	CROSS SECTION SHEET	53
DESIGNED BY:	M.BOGUE	SHEET	229 OF 307



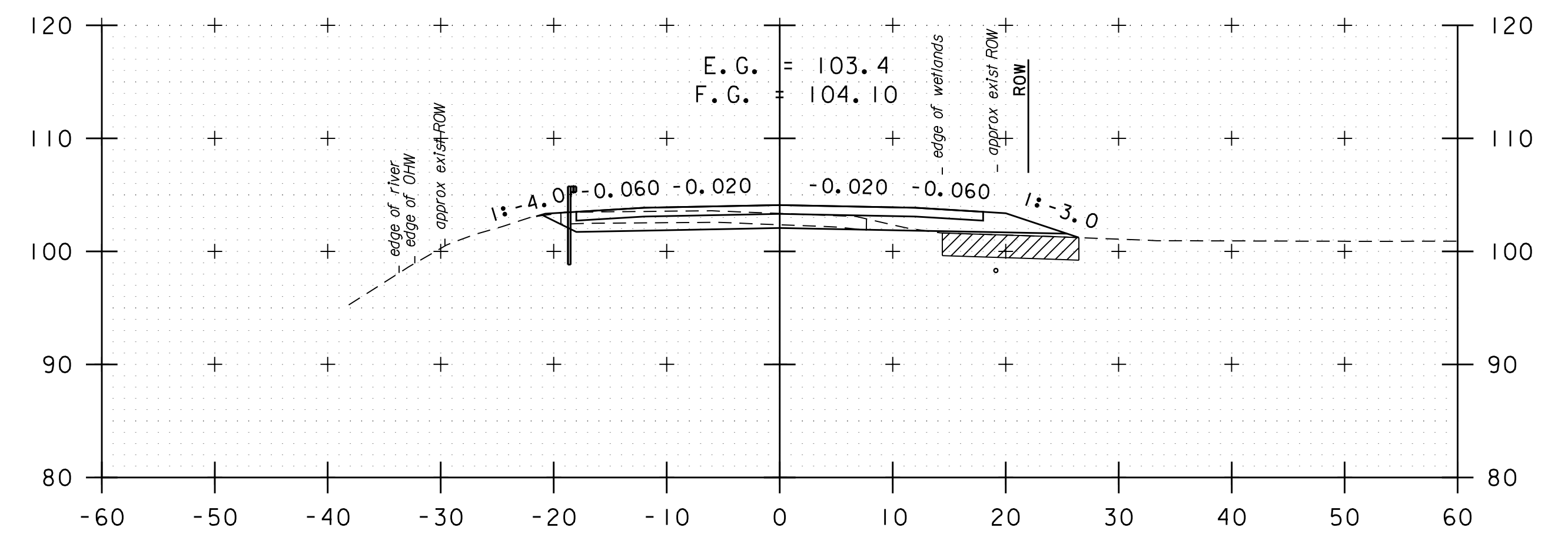
181+00 (DRIVE RT)



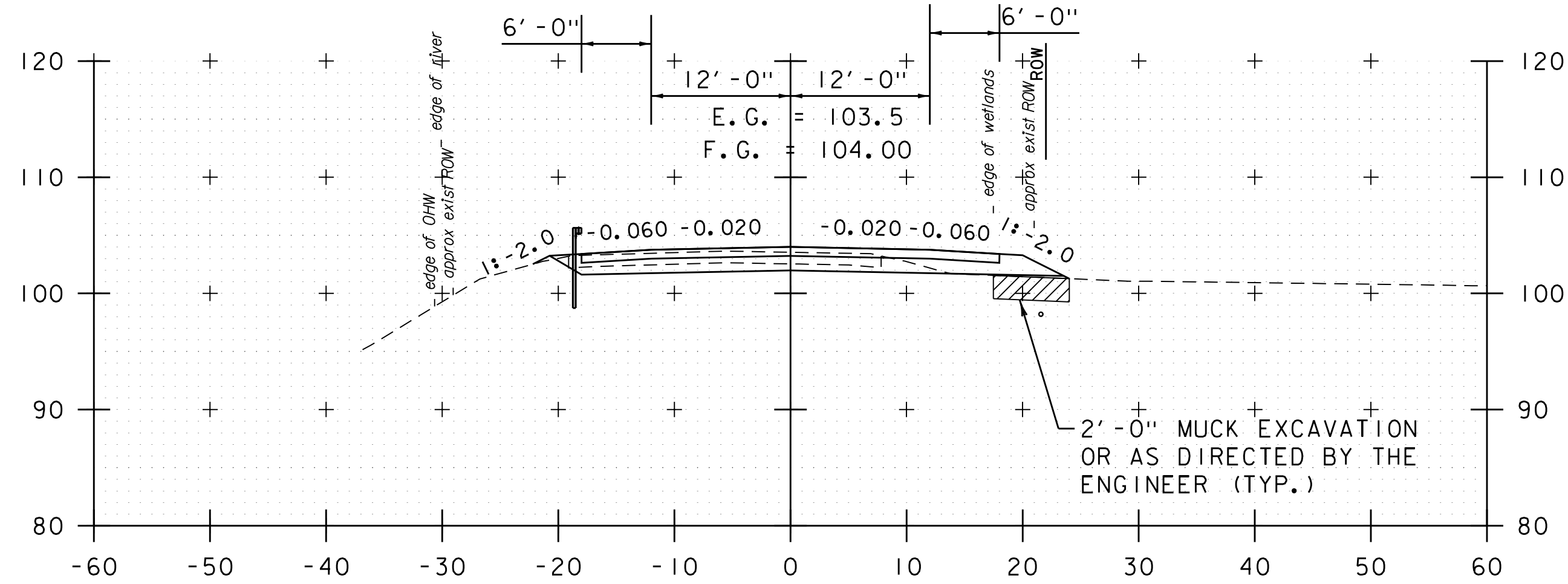
182+50



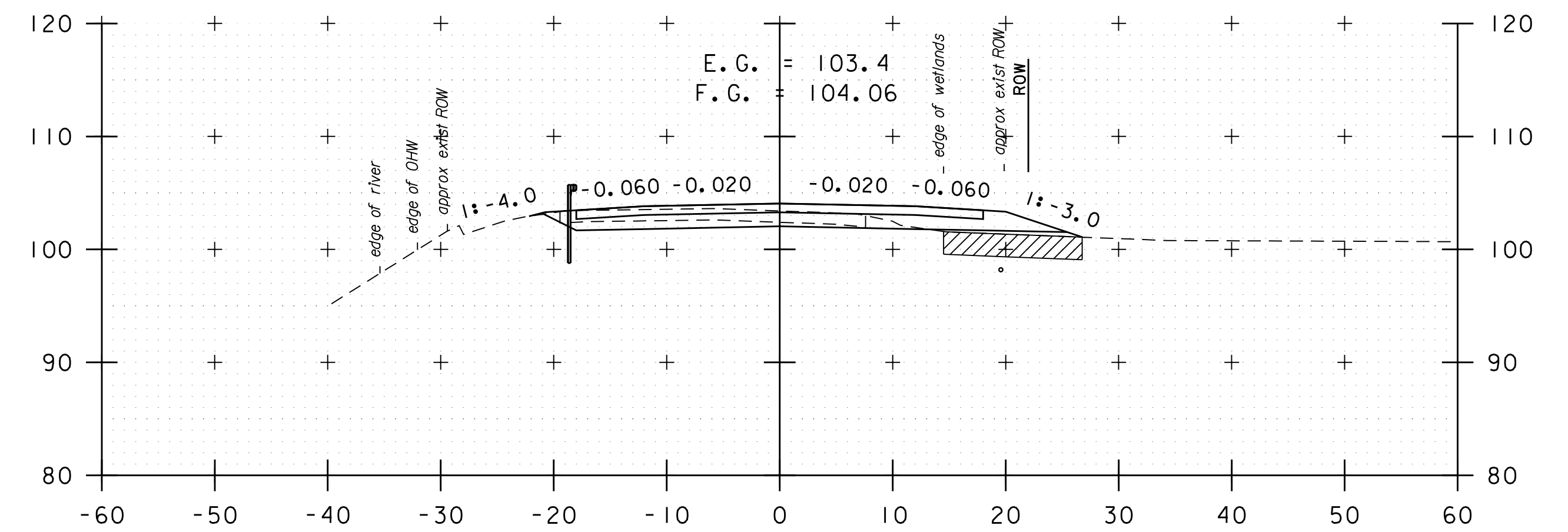
180+50



182+00



180+00

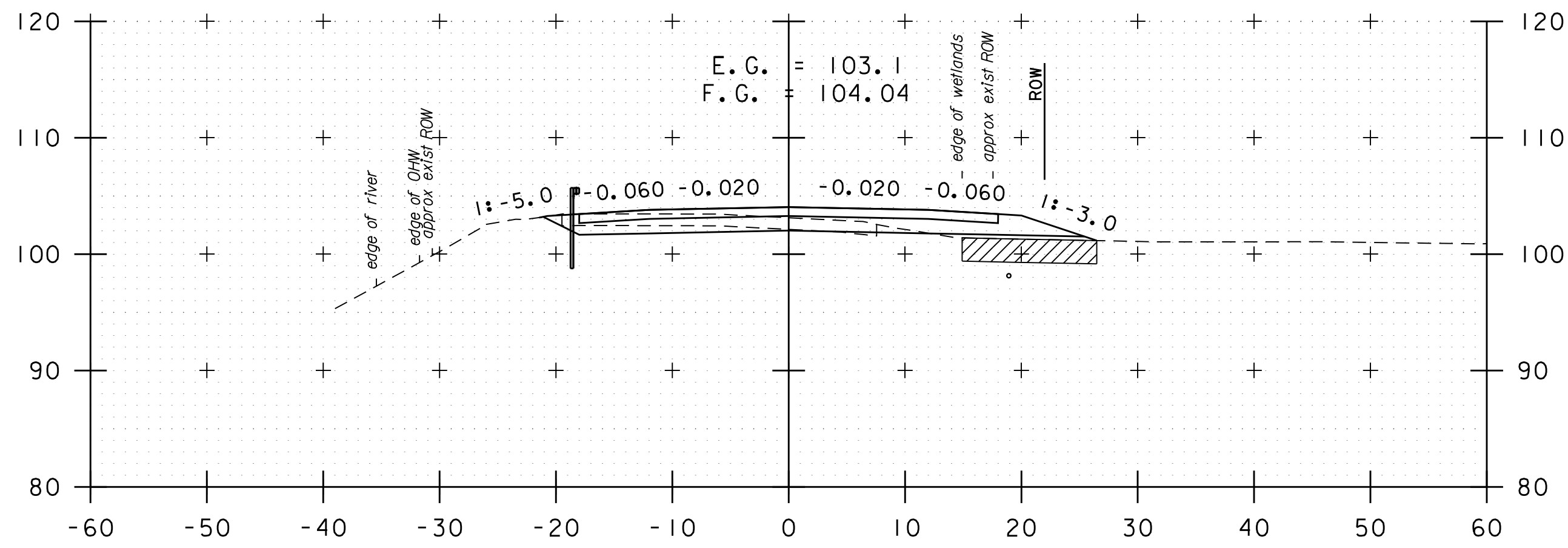


181+50

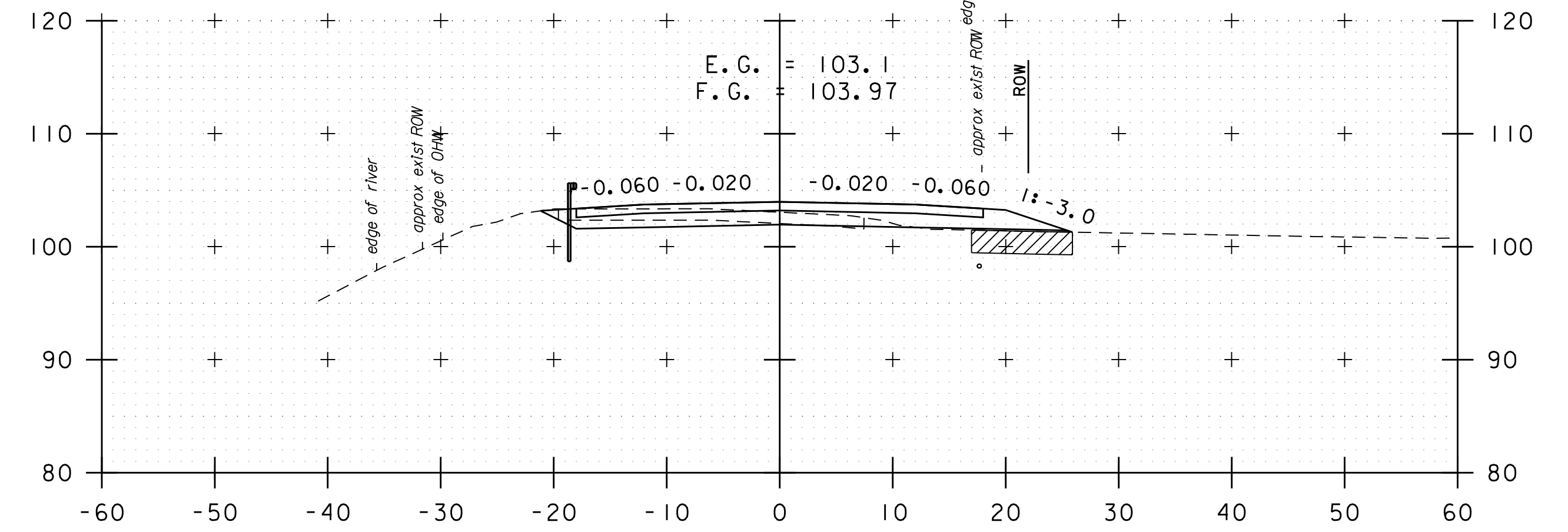
STA. 180+00 TO STA. 182+50



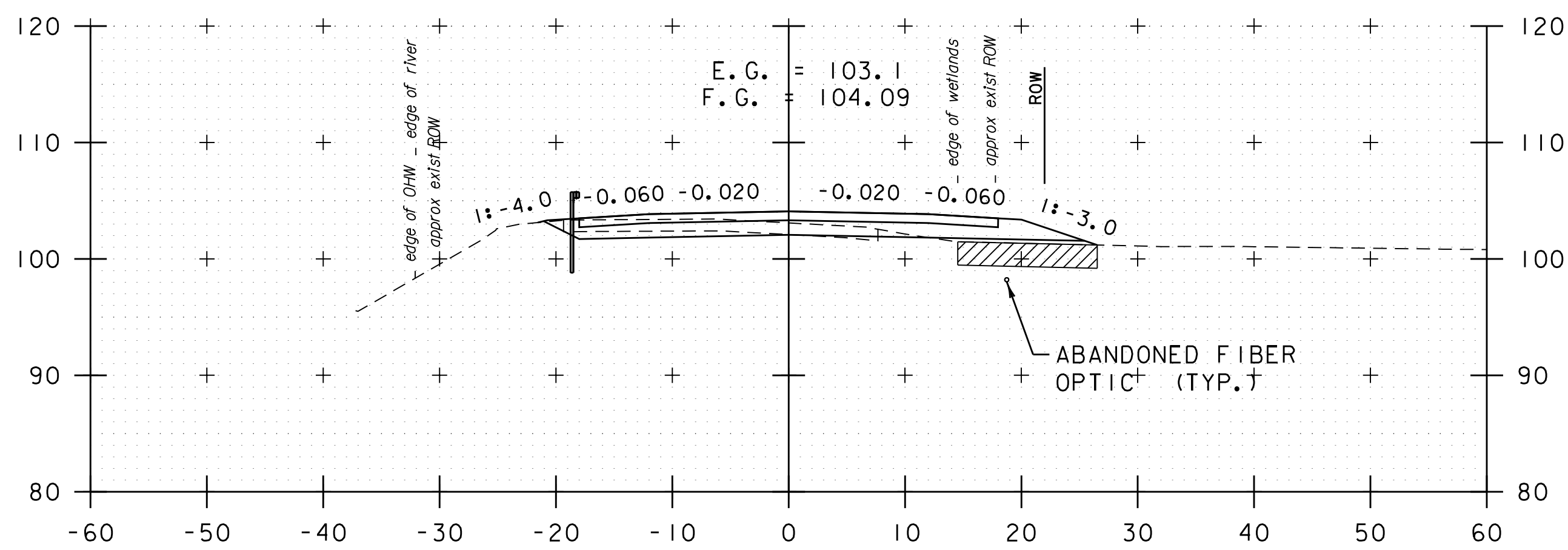
PROJECT NAME:	SWANTON
PROJECT NUMBER:	NH 036-1(9)
FILE NAME:	z96b032xs-25000_33800.dgn
PROJECT LEADER:	G.BAKOS
DESIGNED BY:	M.BOGUE
CROSS SECTION SHEET	54
PLOT DATE:	9/13/2023
DRAWN BY:	C.CILLEY
CHECKED BY:	G.BAKOS
SHEET	230 OF 307



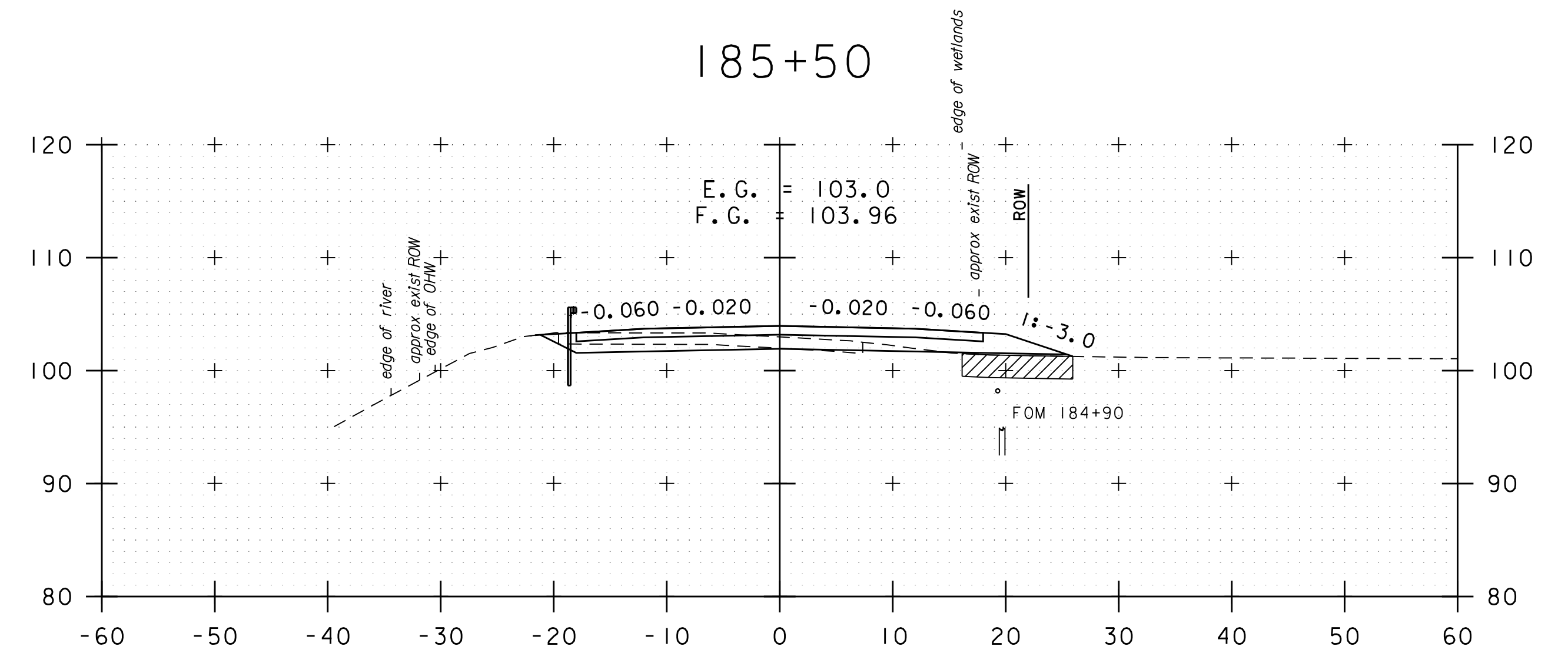
184+00



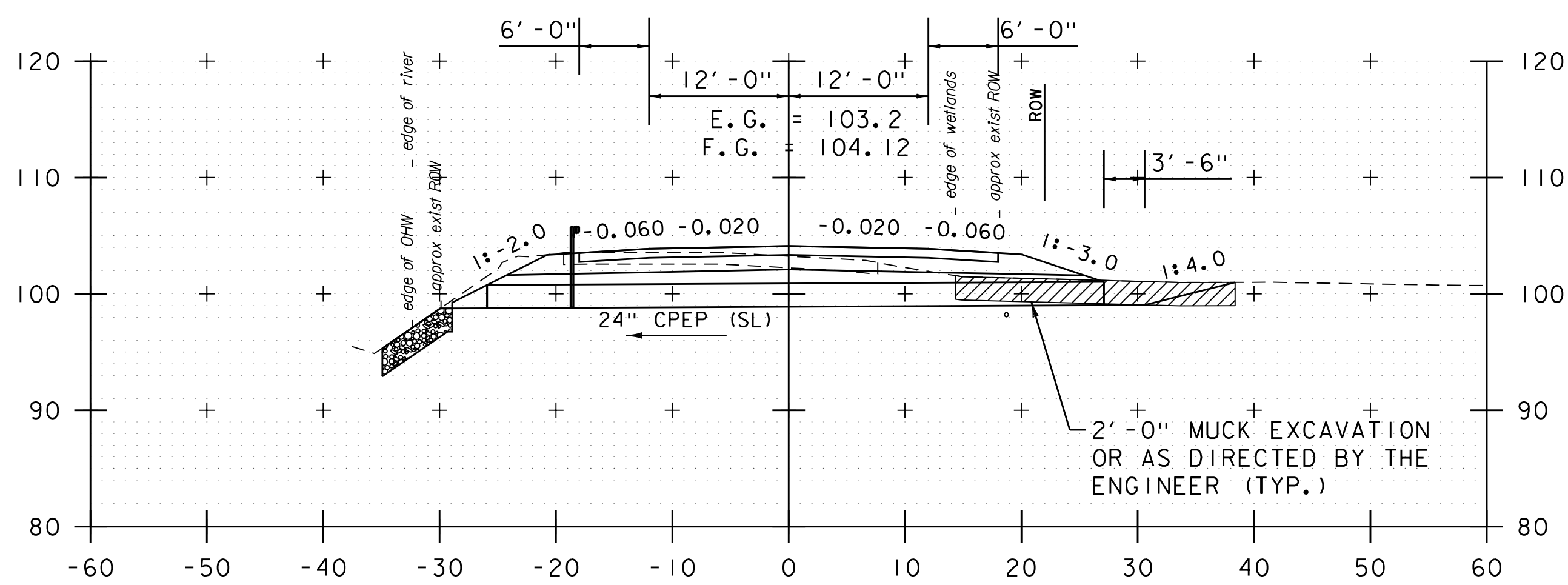
185+50



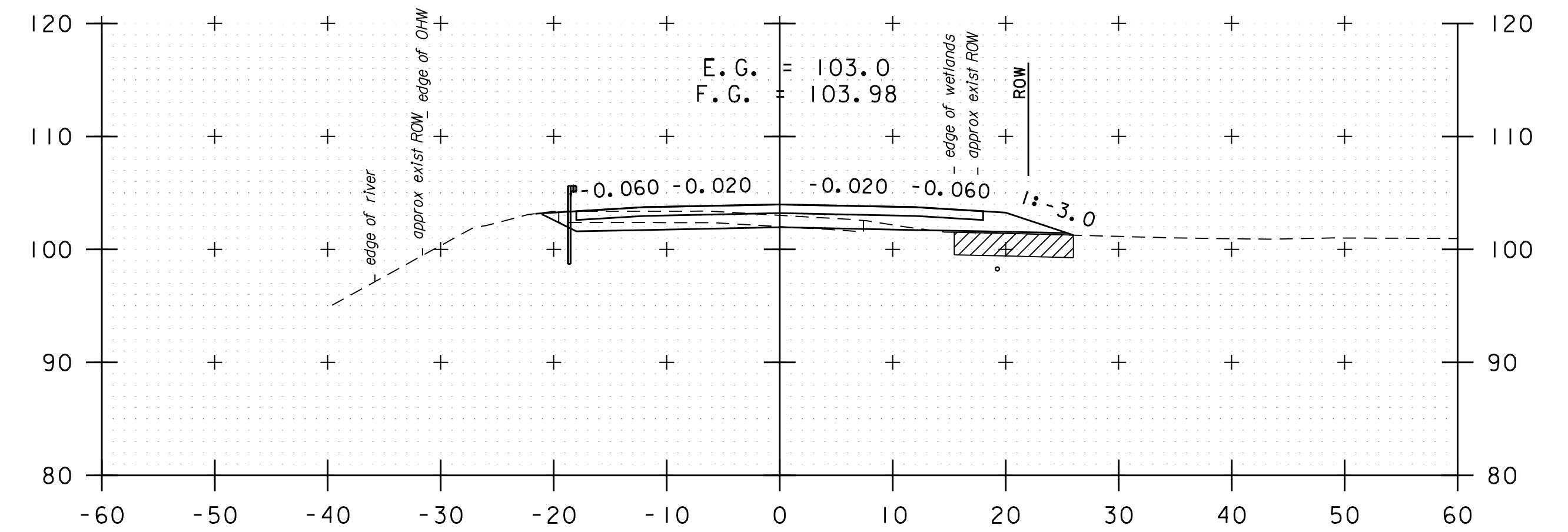
183+50



185+00



183+00 (NEW 24" CPEP)

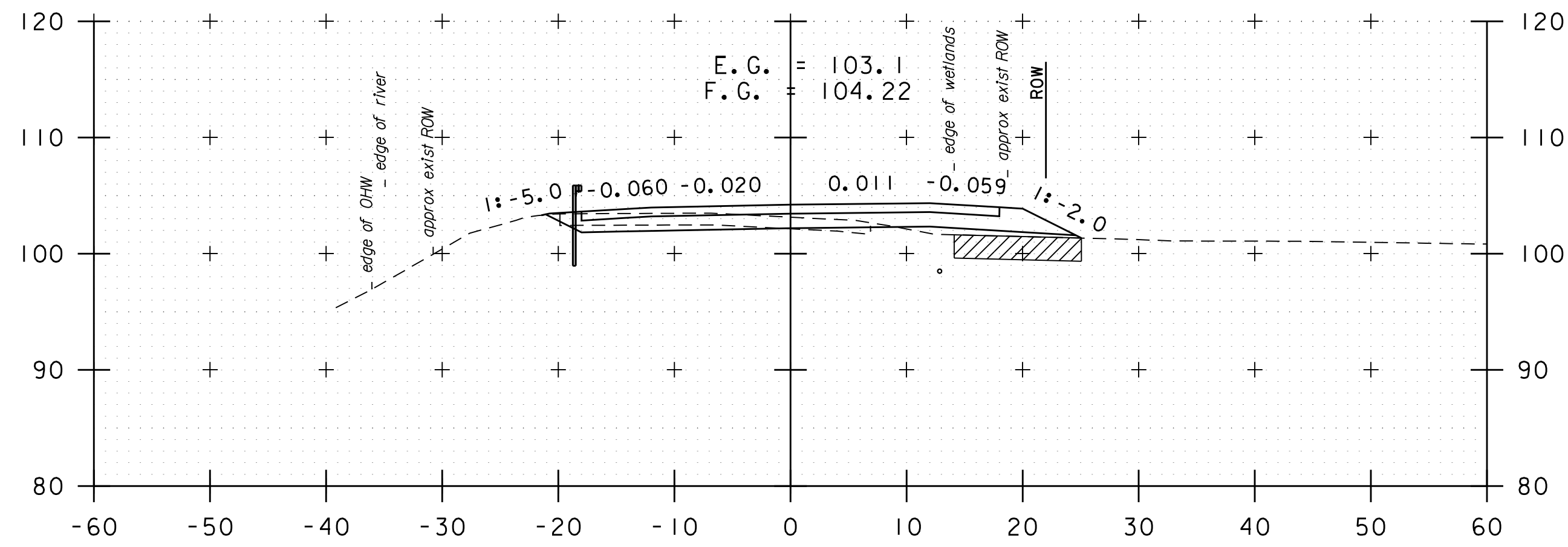


184+50

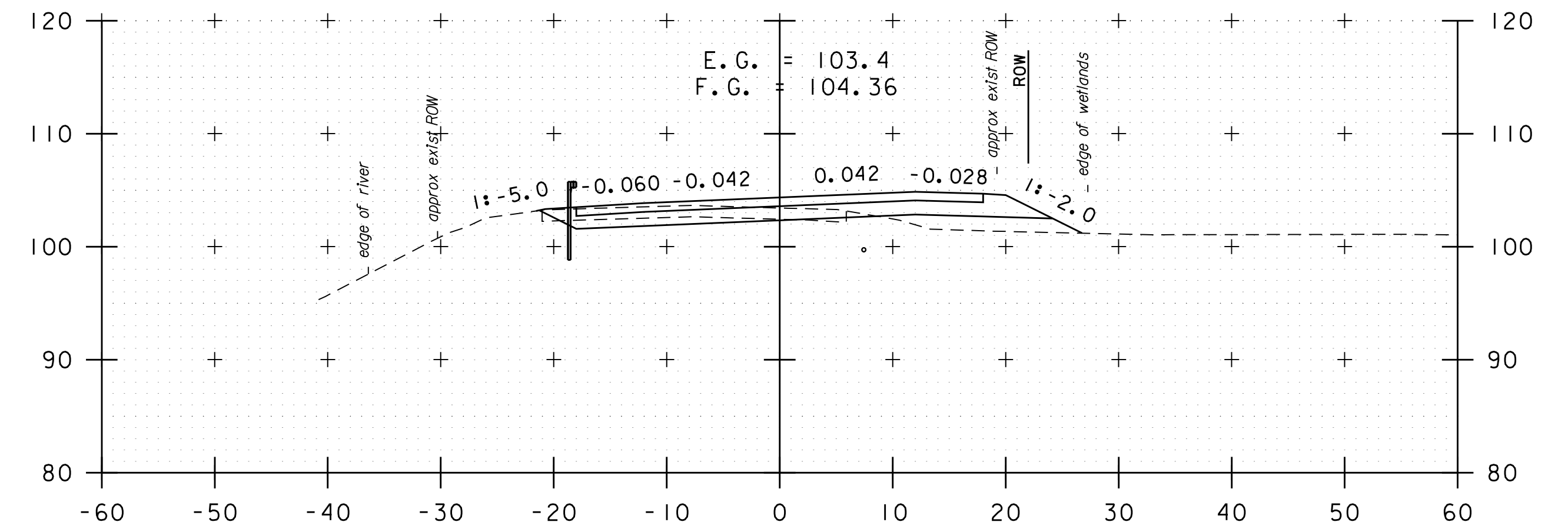
STA. 183+00 TO STA. 185+50



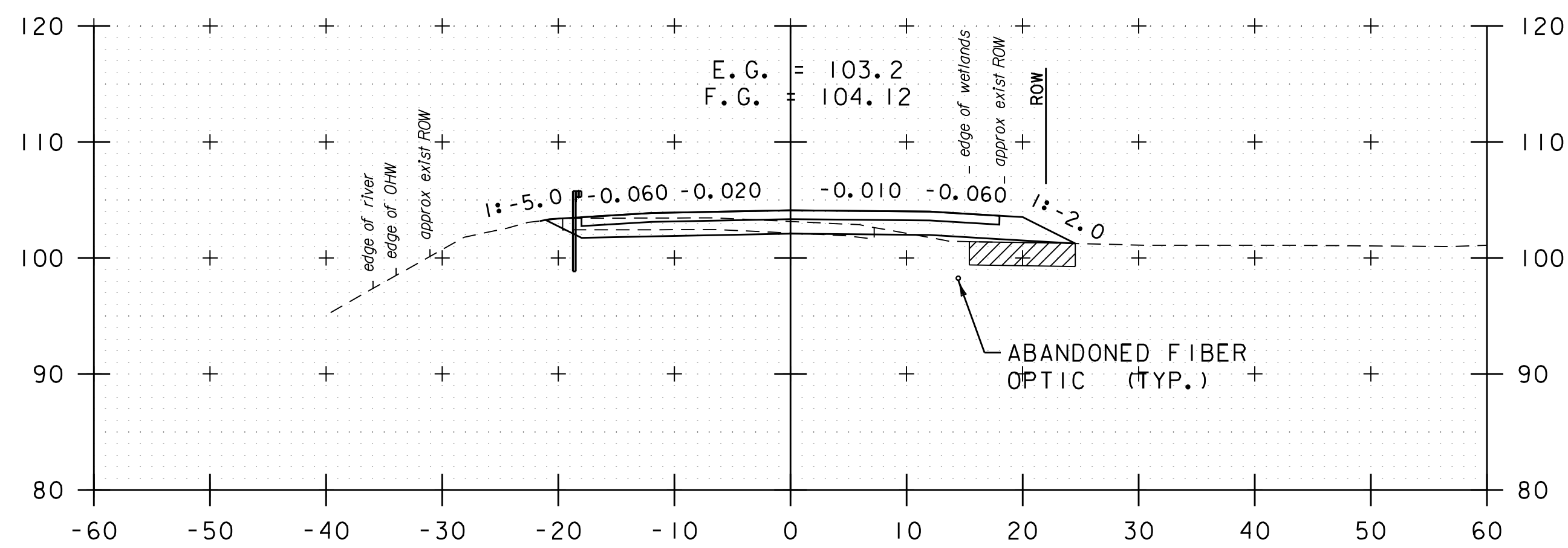
PROJECT NAME:	SWANTON
PROJECT NUMBER:	NH 036-1(9)
FILE NAME:	z96b032xs_25000_33800.dgn
PROJECT LEADER:	G.BAKOS
DESIGNED BY:	M.BOGUE
CROSS SECTION SHEET	55
PLOT DATE:	9/13/2023
DRAWN BY:	C.CILLEY
CHECKED BY:	G.BAKOS
SHEET	231 OF 307



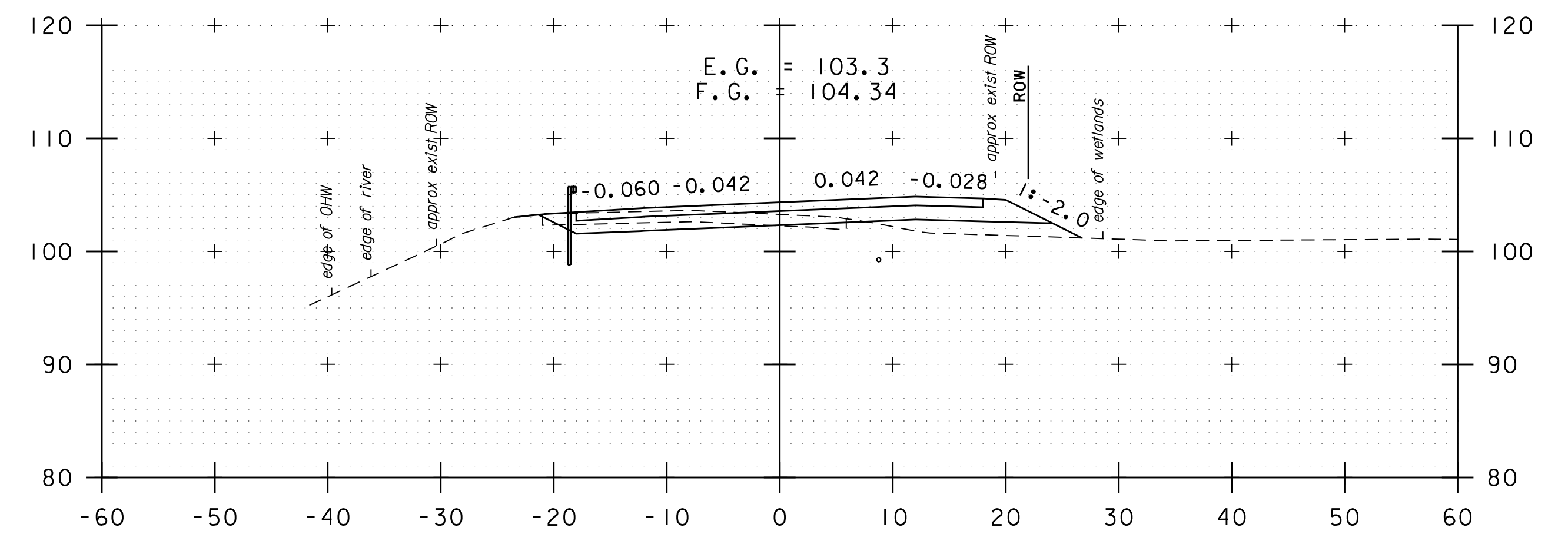
187+00



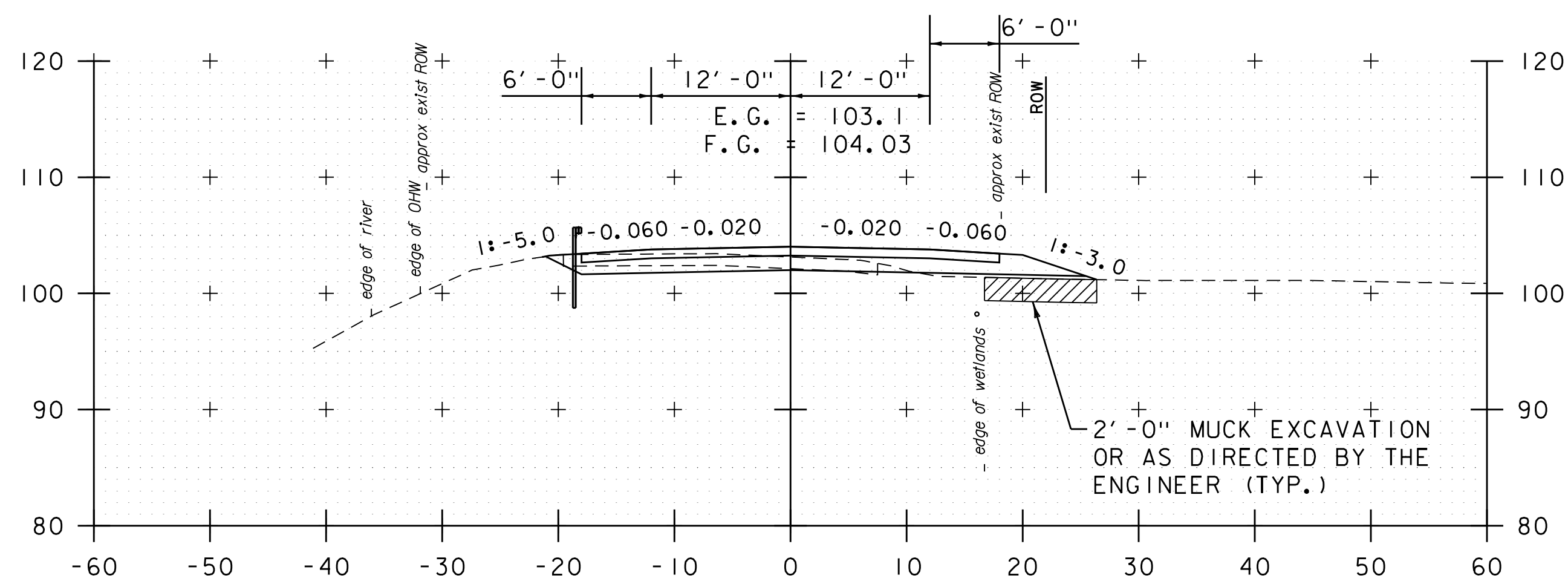
188+50



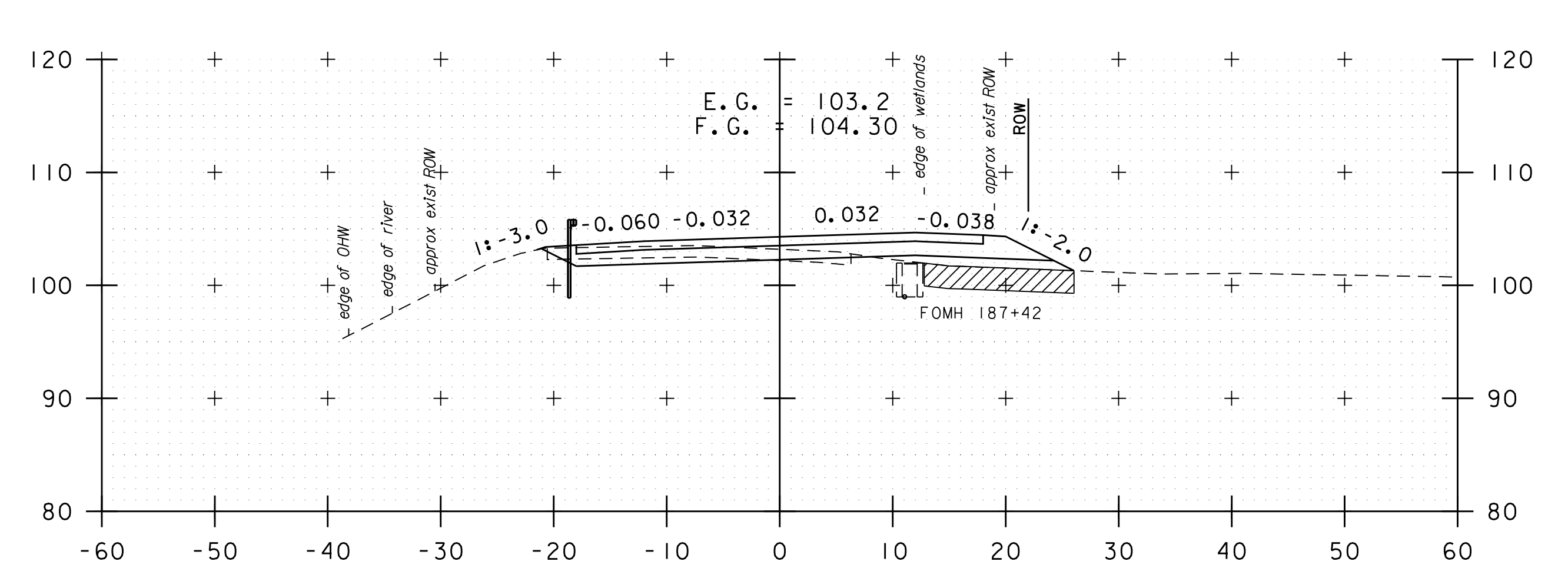
186+50



188+00



186+00

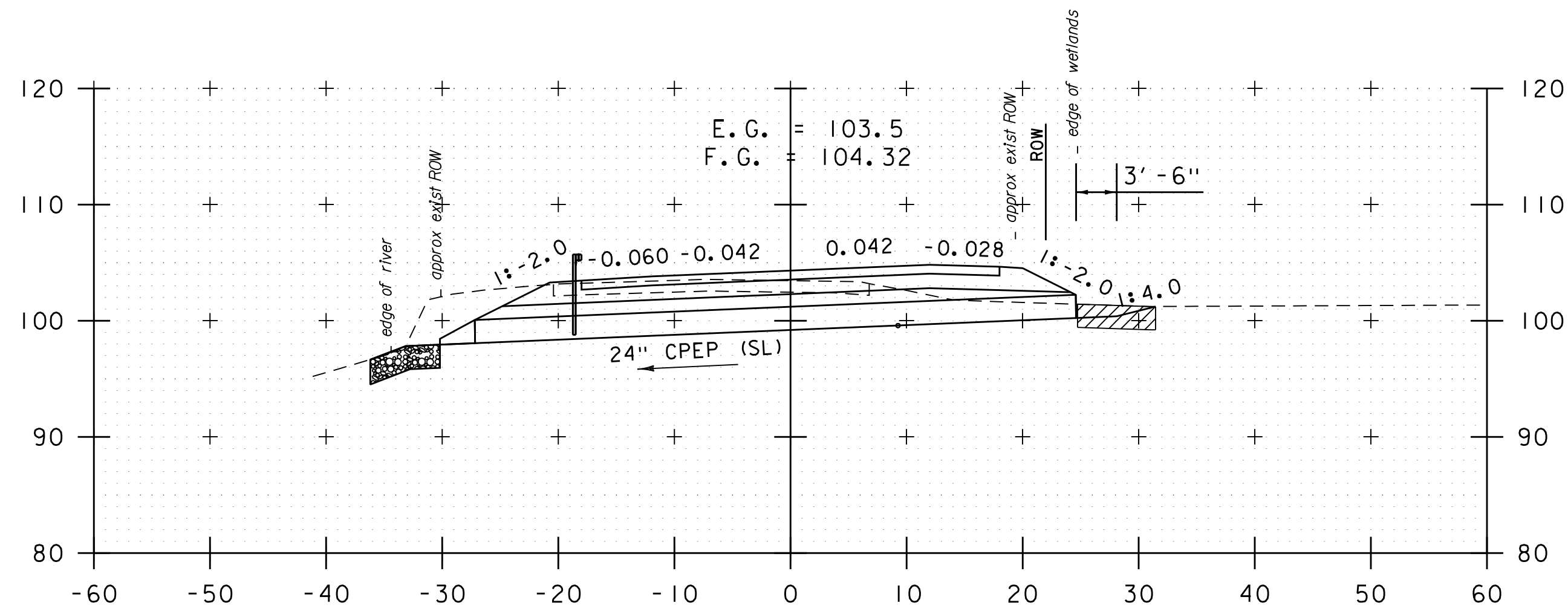


187+50

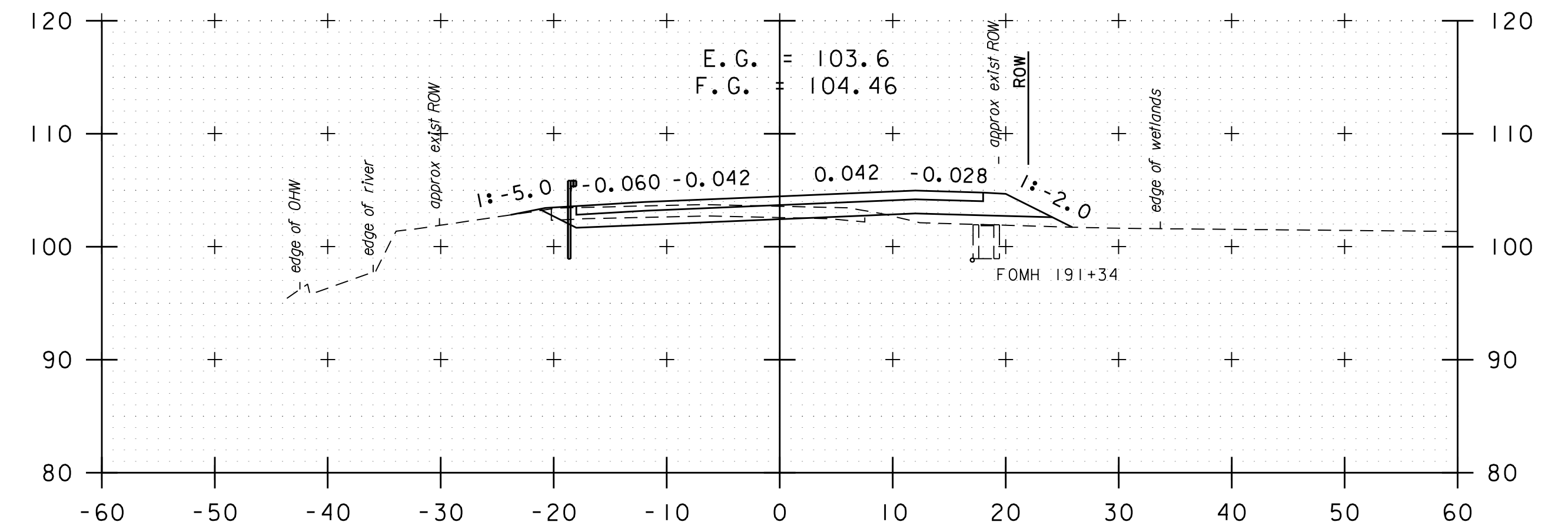
STA. 186+00 TO STA. 188+50



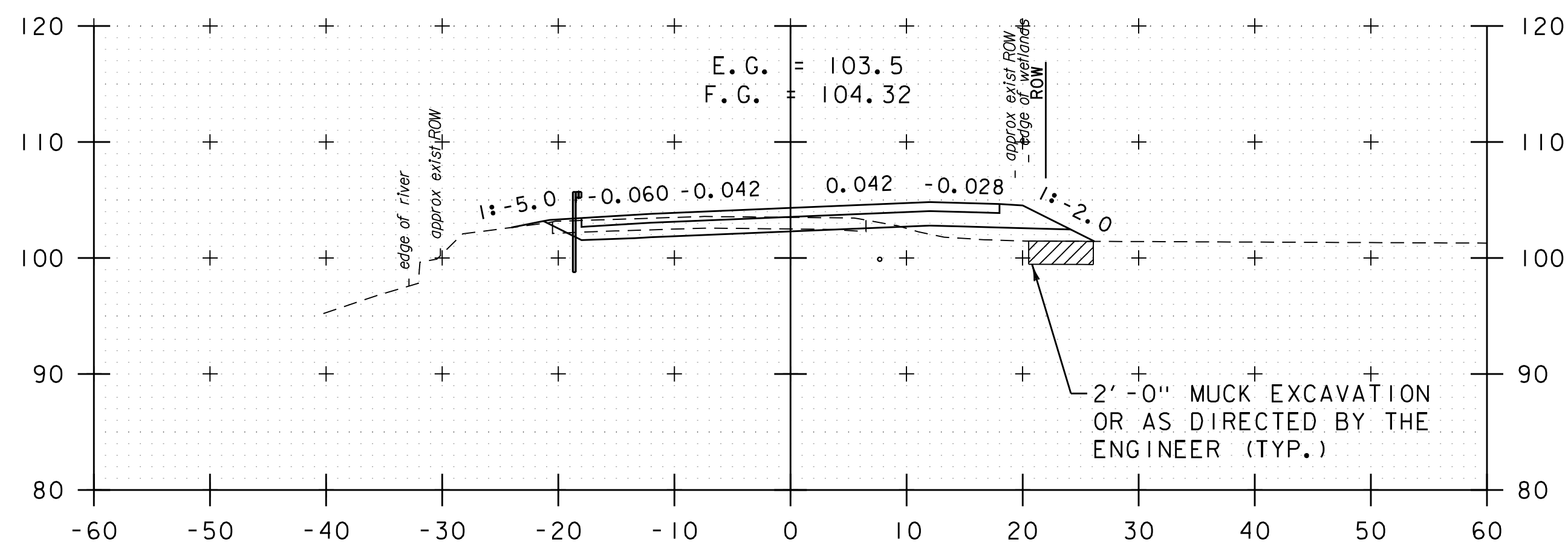
PROJECT NAME:	SWANTON
PROJECT NUMBER:	NH 036-1(9)
FILE NAME:	z96b032xs_25000_33800.dgn
PROJECT LEADER:	G.BAKOS
DESIGNED BY:	M.BOGUE
CROSS SECTION SHEET	56
PLOT DATE:	9/13/2023
DRAWN BY:	C.CILLEY
CHECKED BY:	G.BAKOS
SHEET	232 OF 307



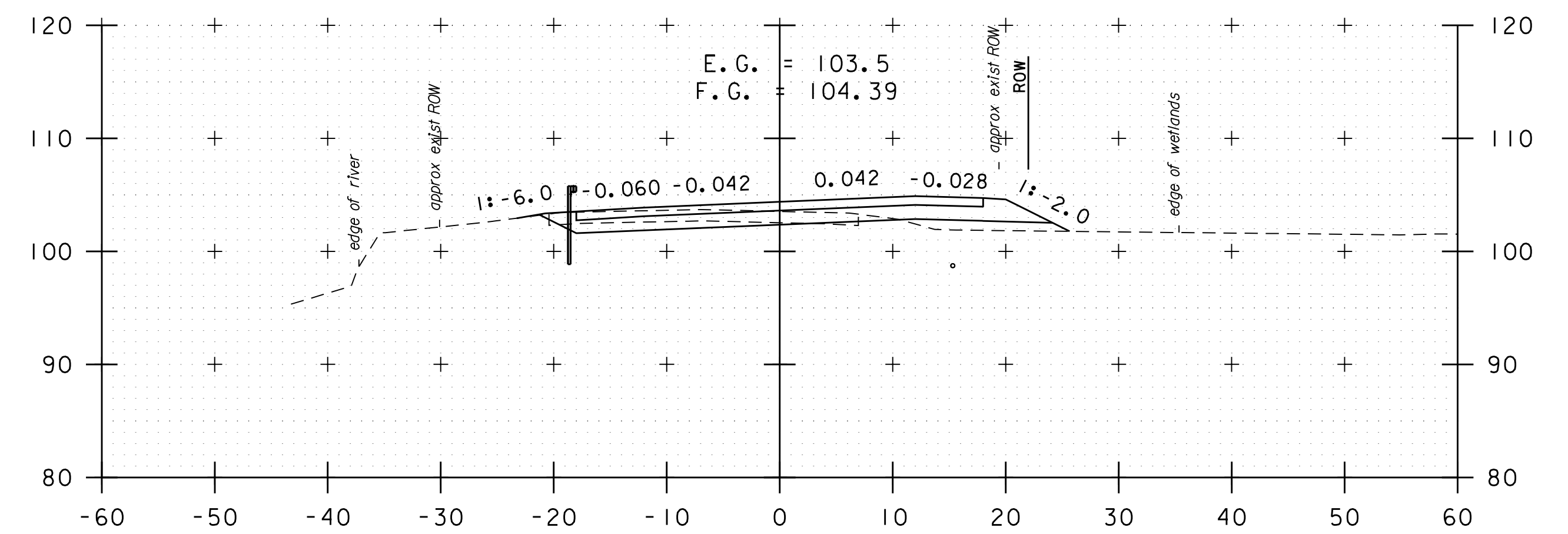
190+00 (NEW 24" CPEP)



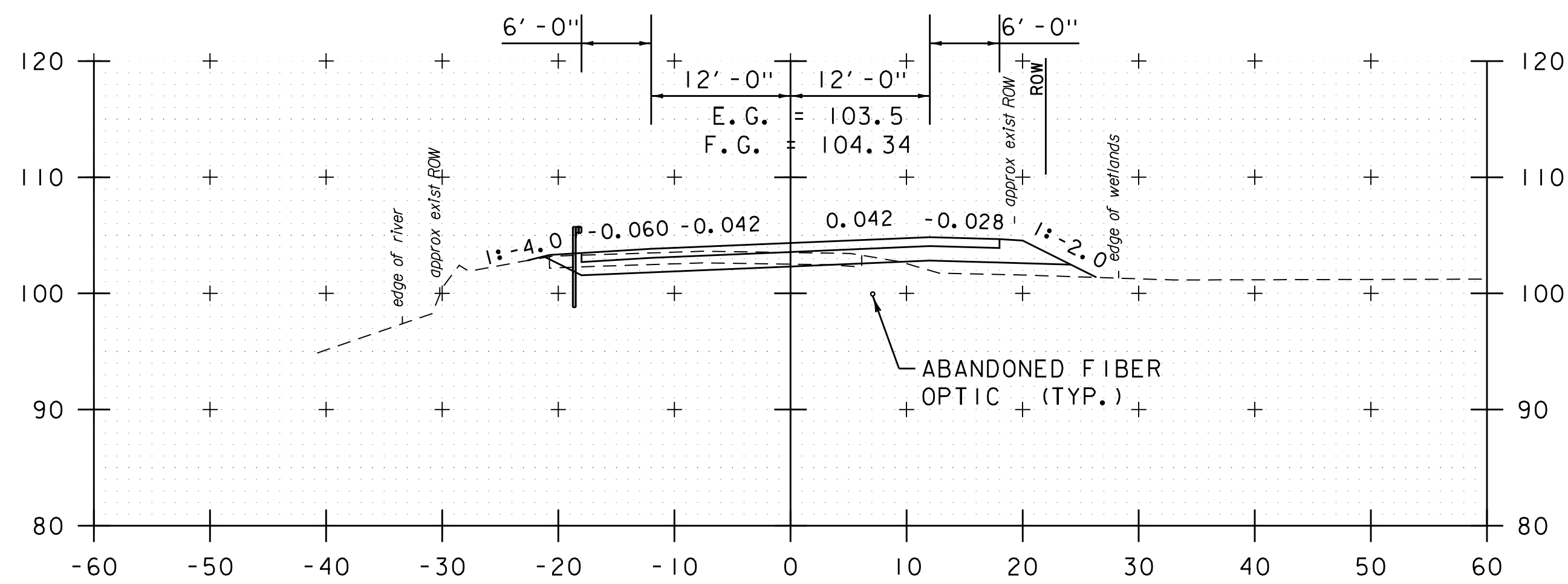
191+50



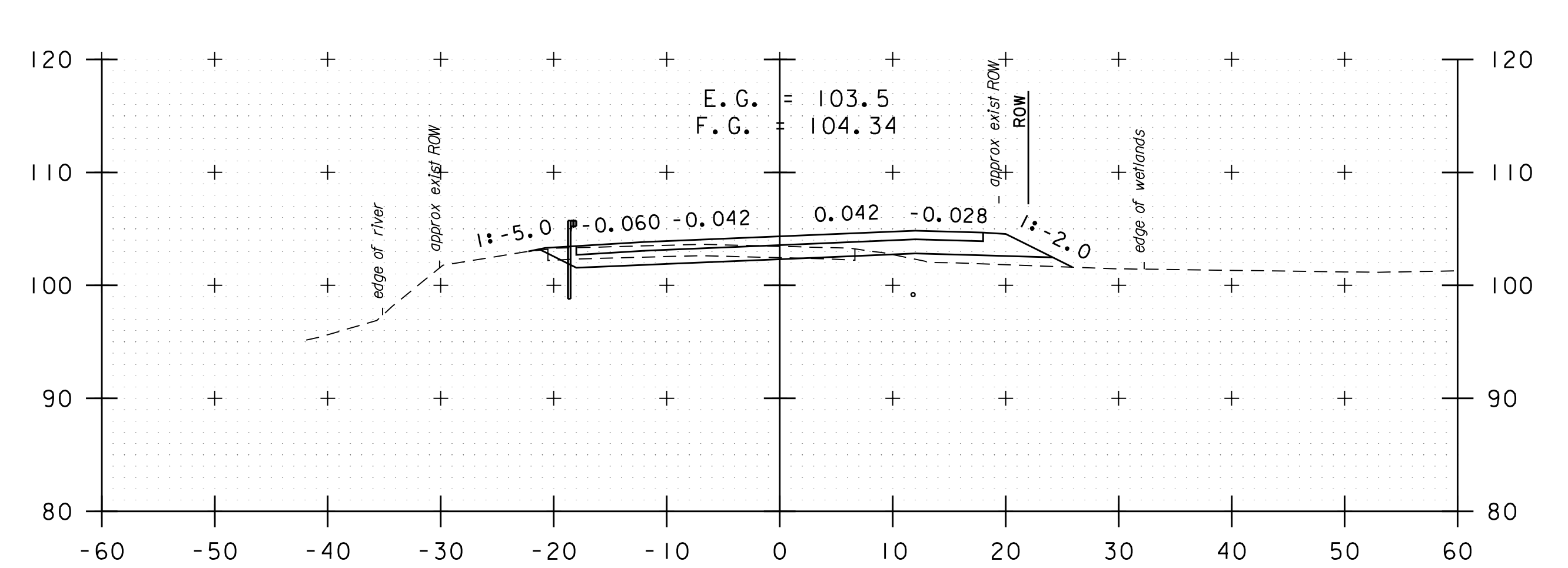
189+50



191+00



189+00

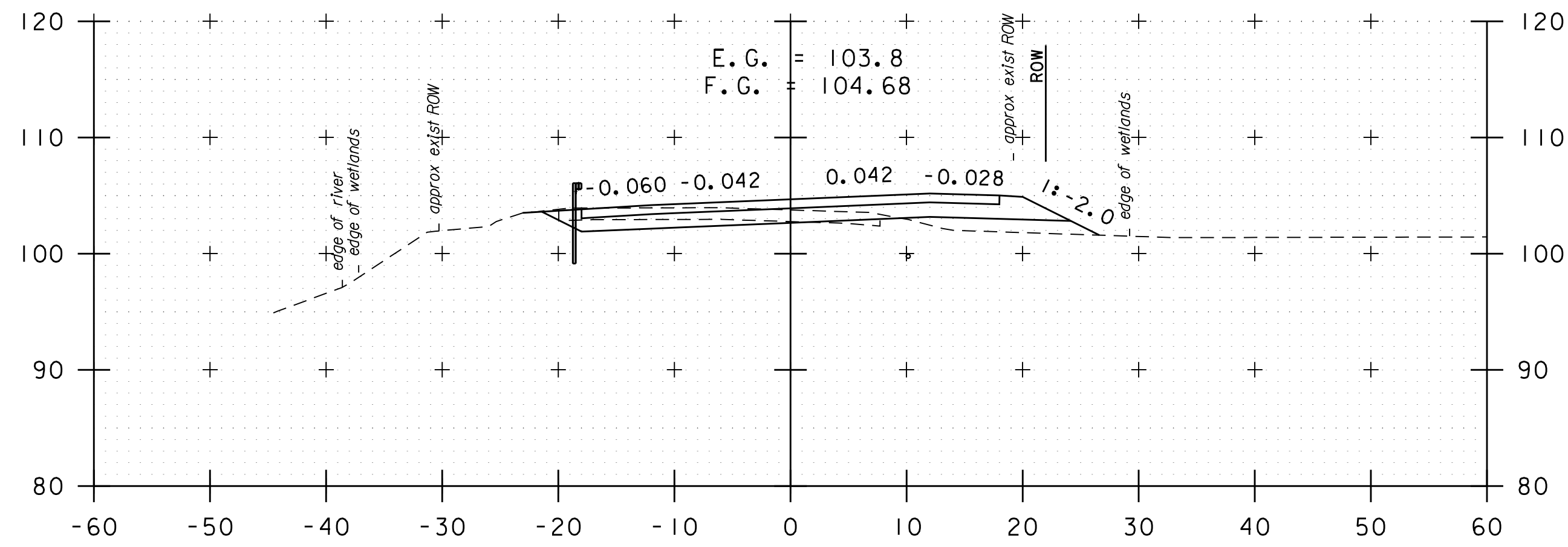


190+50

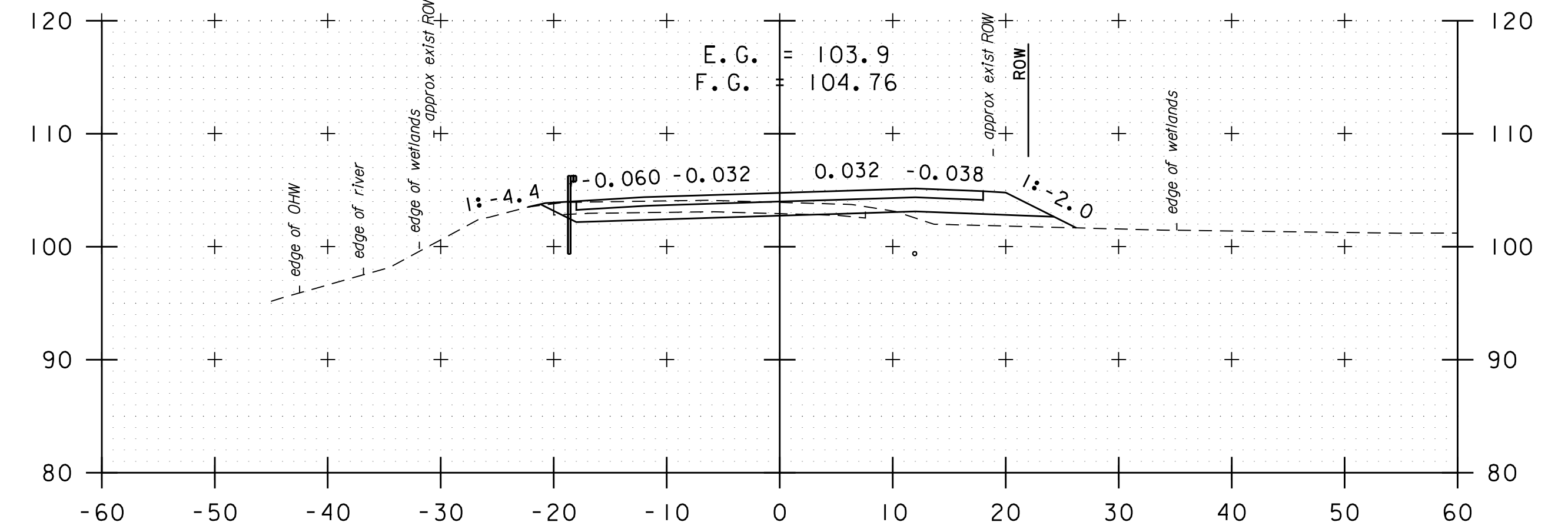
STA. 189+00 TO STA. 191+50



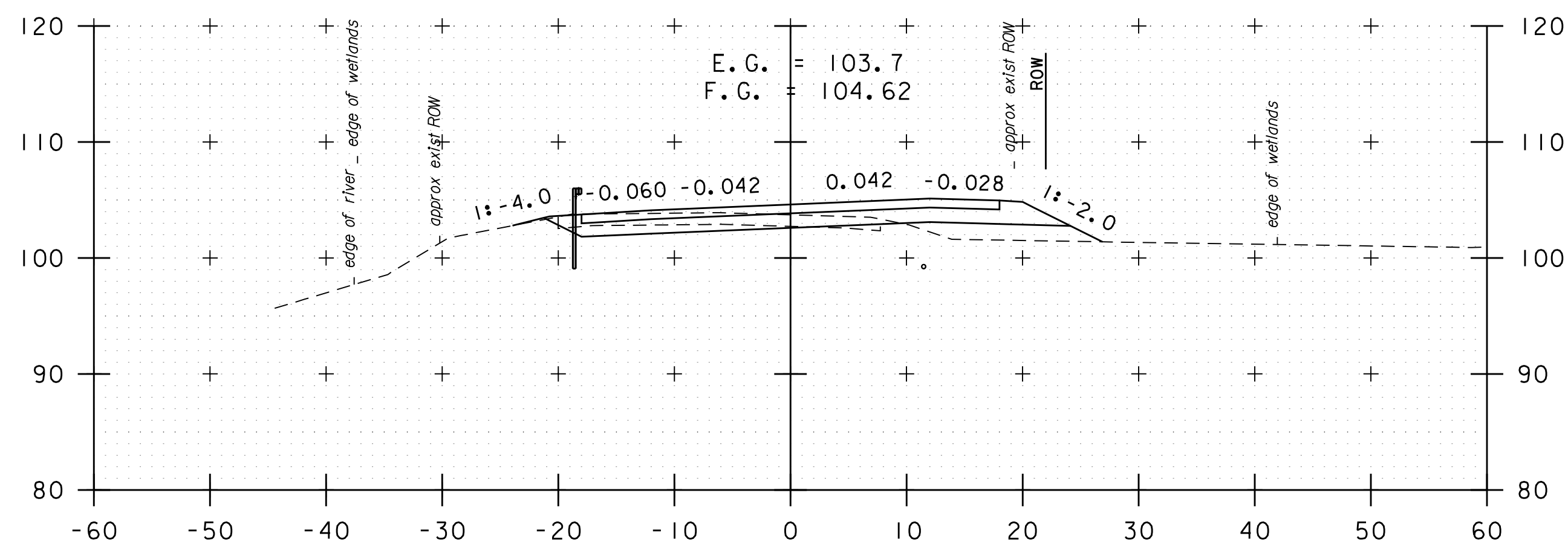
PROJECT NAME:	SWANTON
PROJECT NUMBER:	NH 036-1(9)
FILE NAME:	z96b032xs_25000_33800.dgn
PROJECT LEADER:	G.BAKOS
DESIGNED BY:	M.BOGUE
CROSS SECTION SHEET	57
PLOT DATE:	9/13/2023
DRAWN BY:	C.CILLEY
CHECKED BY:	G.BAKOS
SHEET	233 OF 307



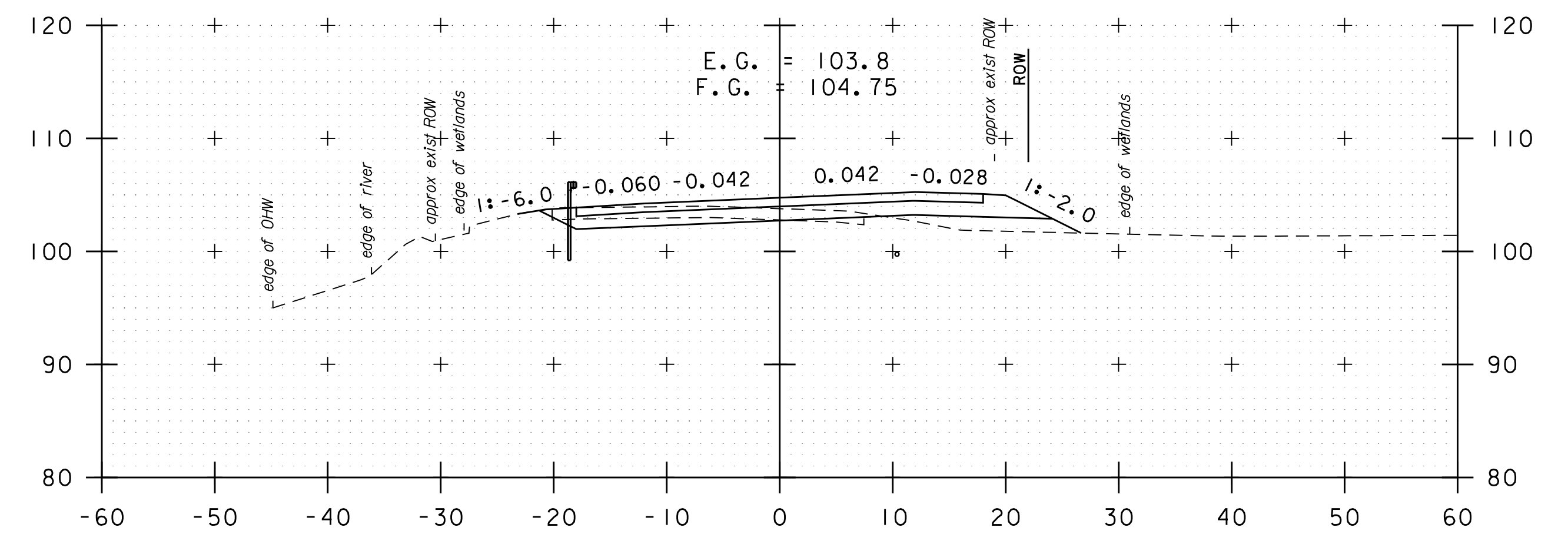
193+00



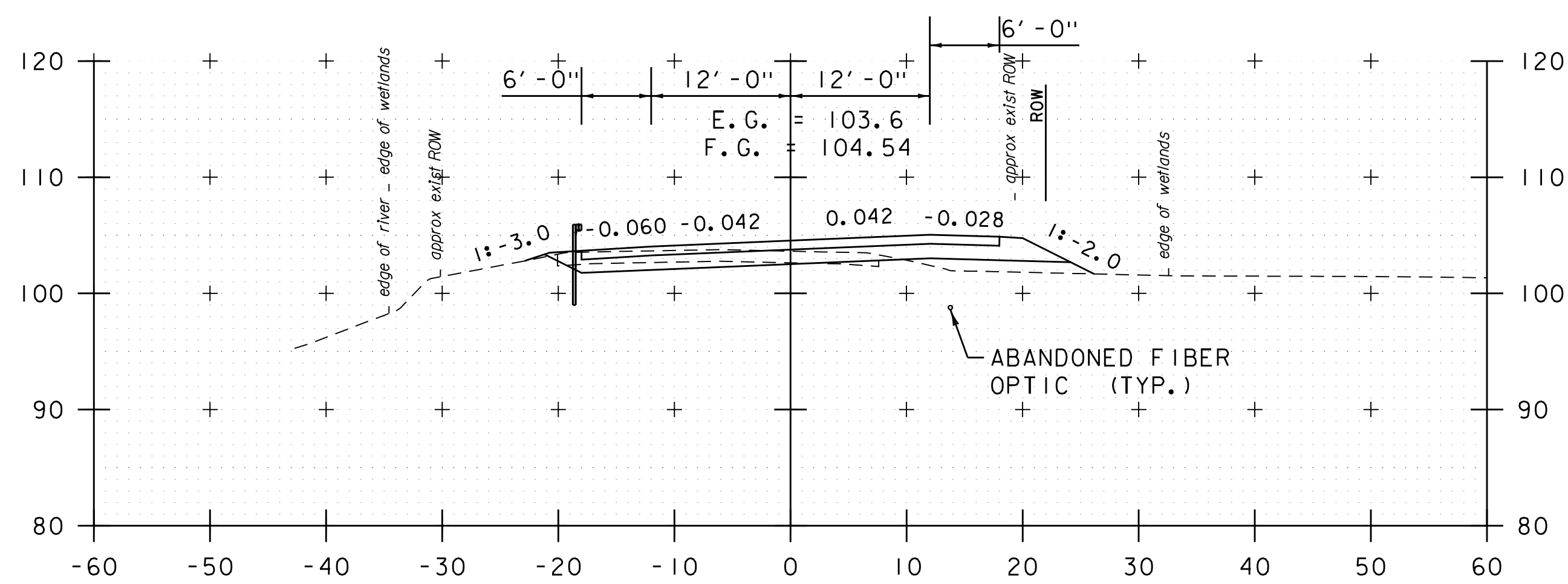
194+50



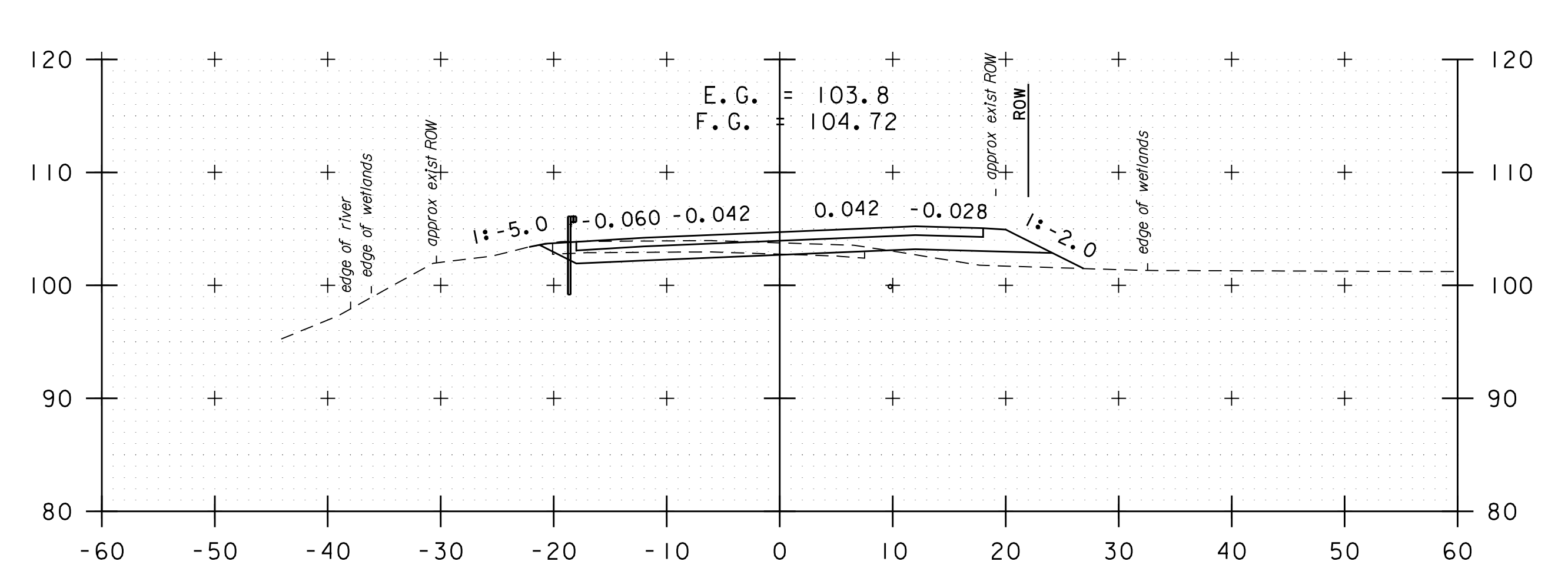
192+50



194+00



192+00

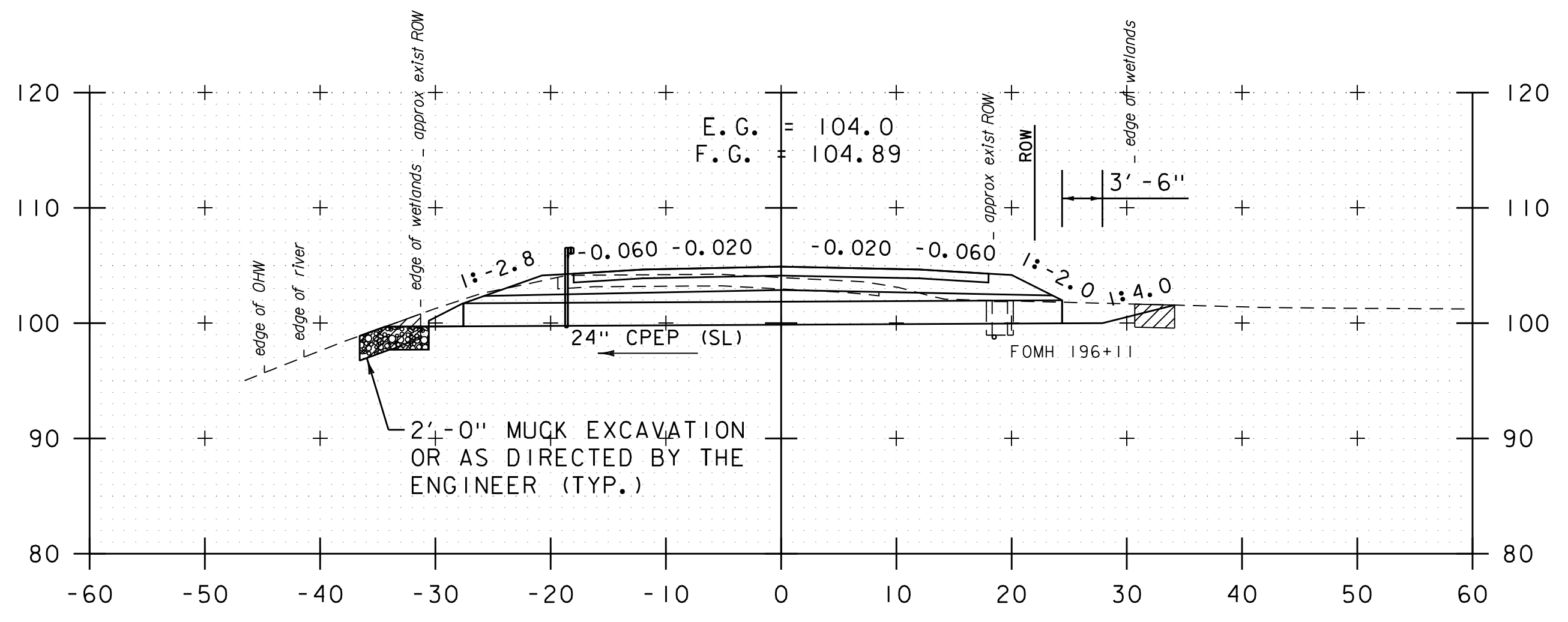


193+50

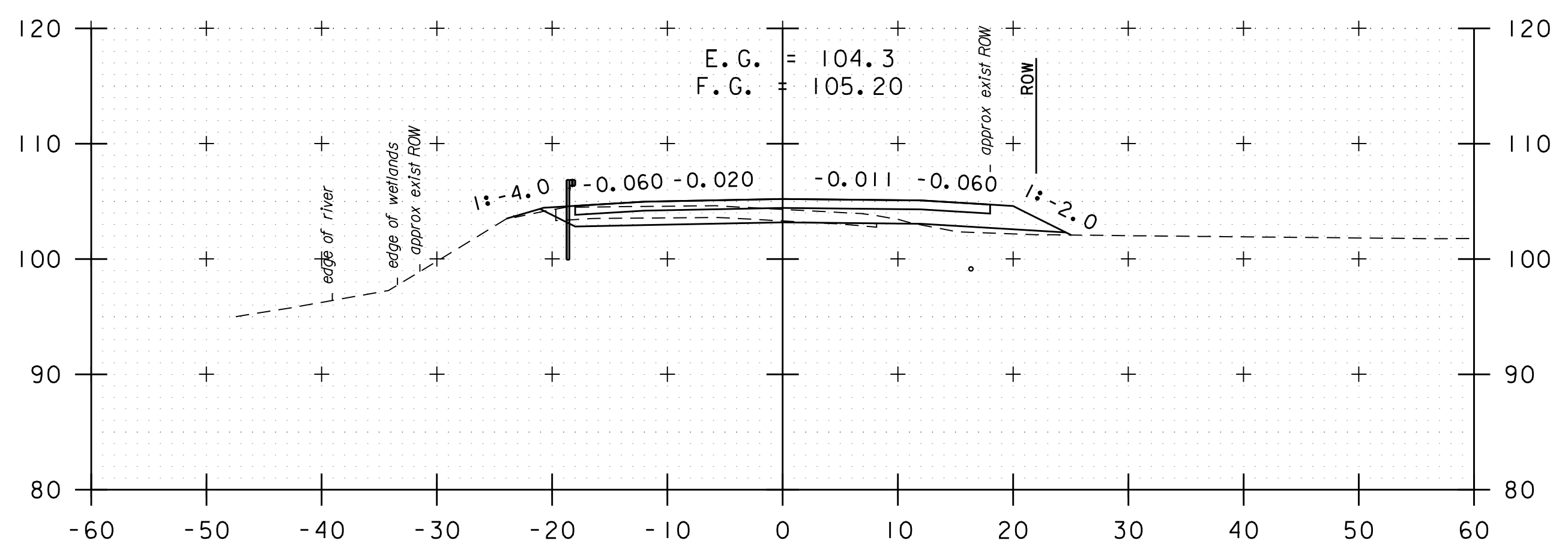
STA. 192+00 TO STA. 194+50



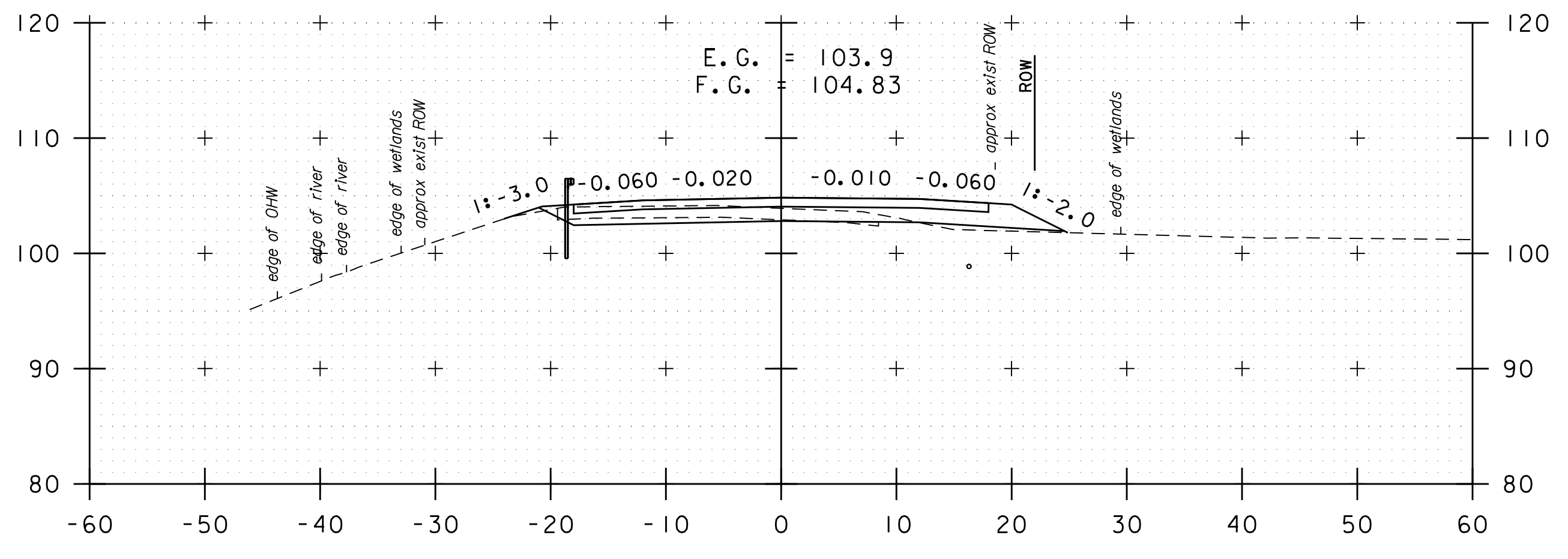
PROJECT NAME:	SWANTON
PROJECT NUMBER:	NH 036-1(9)
FILE NAME:	z96b032xs_25000_33800.dgn
PROJECT LEADER:	G.BAKOS
DESIGNED BY:	M.BOGUE
CROSS SECTION SHEET	58
PLOT DATE:	9/13/2023
DRAWN BY:	C.CILLEY
CHECKED BY:	G.BAKOS
SHEET	234 OF 307



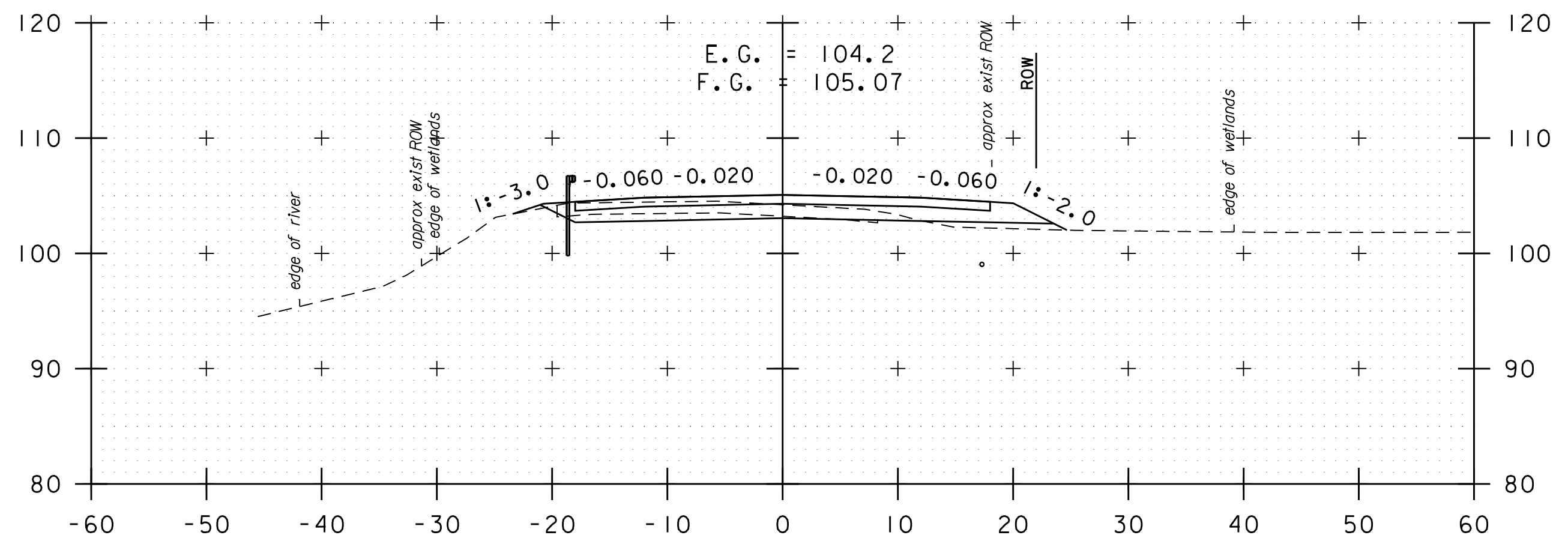
196+00 (NEW 24" CPEP)



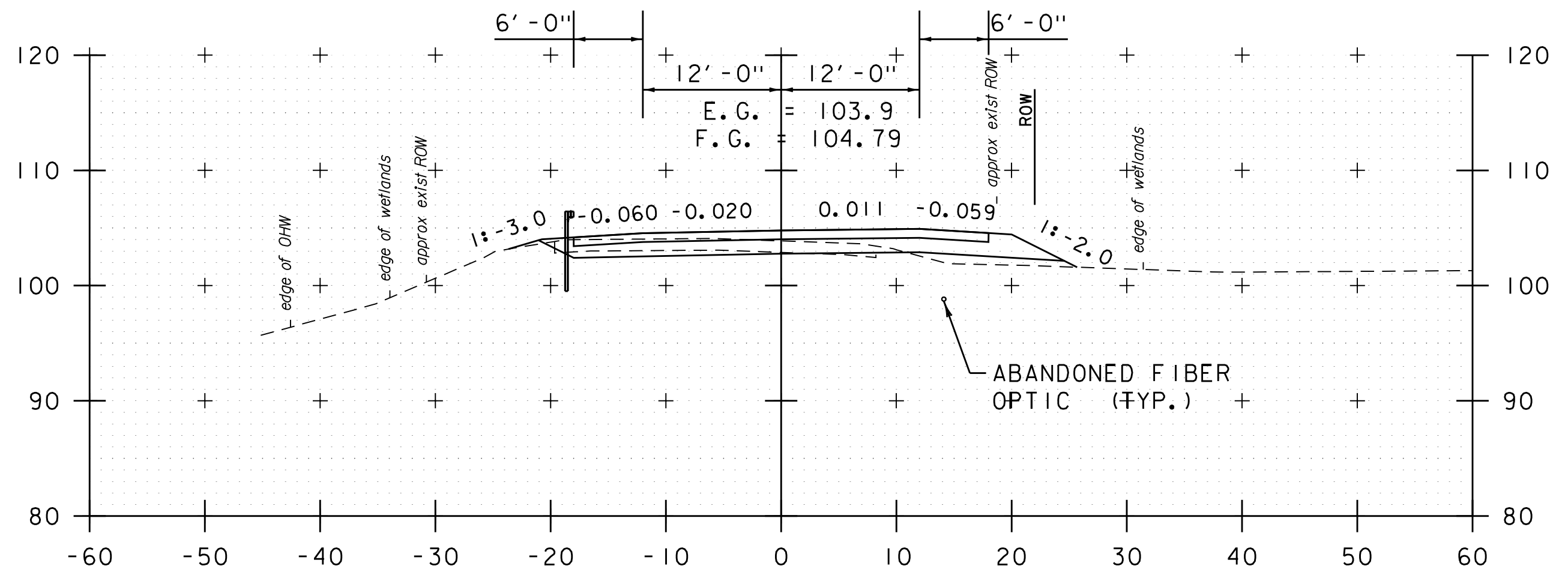
197+50



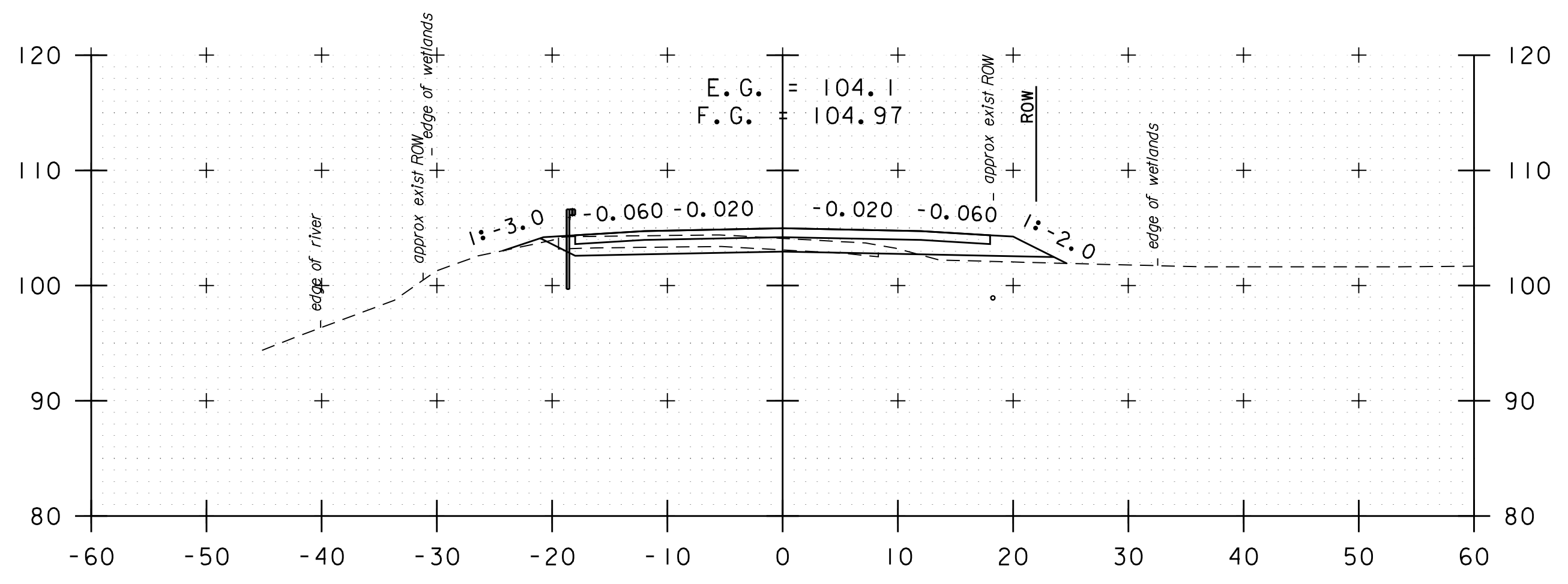
195+50



197+00



195+00

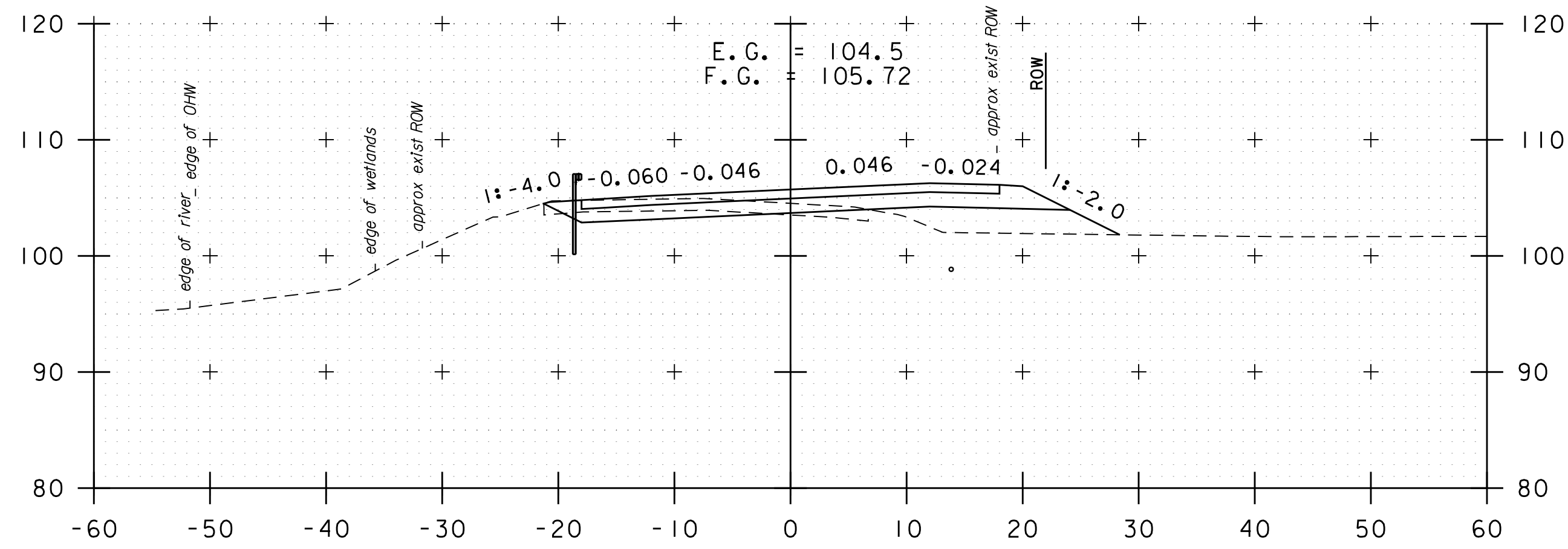


196+50

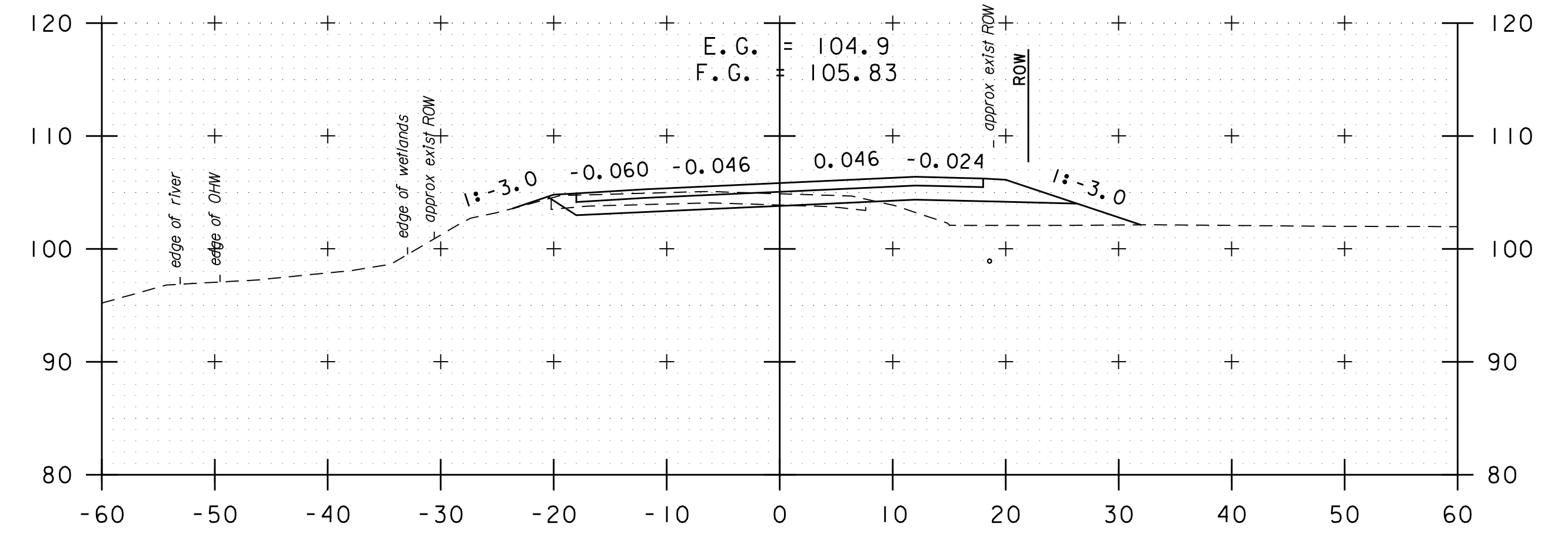
STA. 195+00 TO STA. 197+50



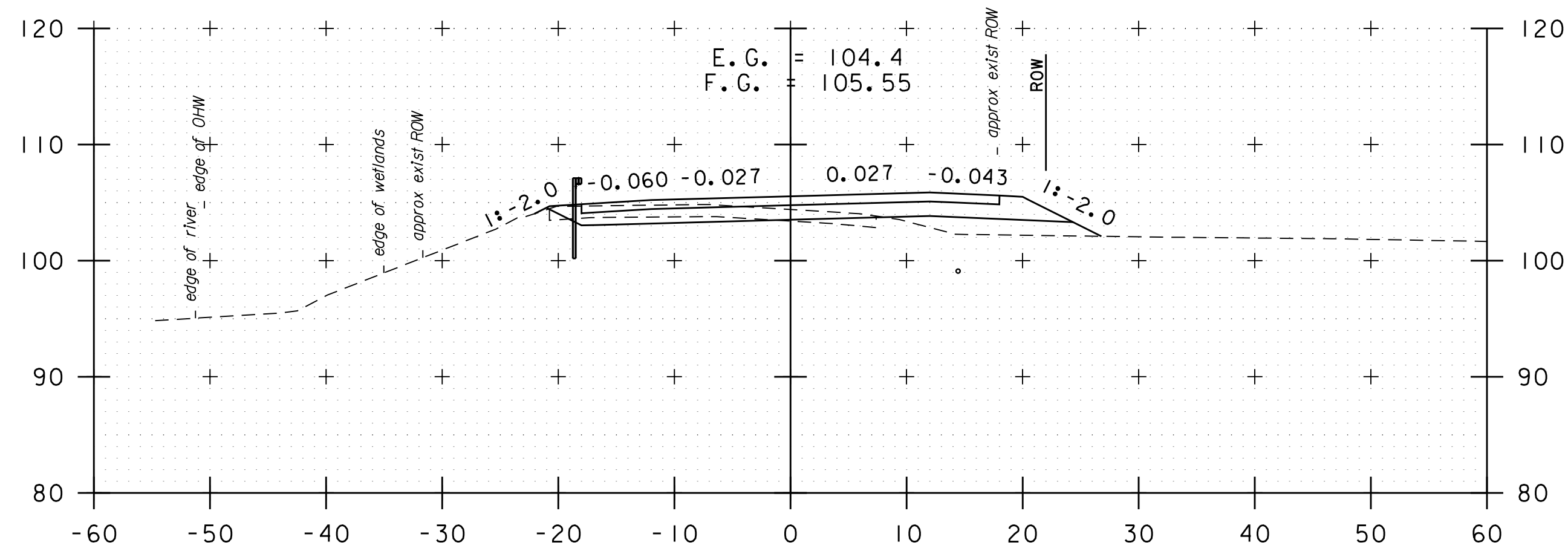
PROJECT NAME:	SWANTON
PROJECT NUMBER:	NH 036-1(9)
FILE NAME:	z96b032xs_25000_33800.dgn
PROJECT LEADER:	G.BAKOS
DESIGNED BY:	M.BOGUE
CROSS SECTION SHEET	59
PLOT DATE:	9/13/2023
DRAWN BY:	C.CILLEY
CHECKED BY:	G.BAKOS
SHEET	235 OF 307



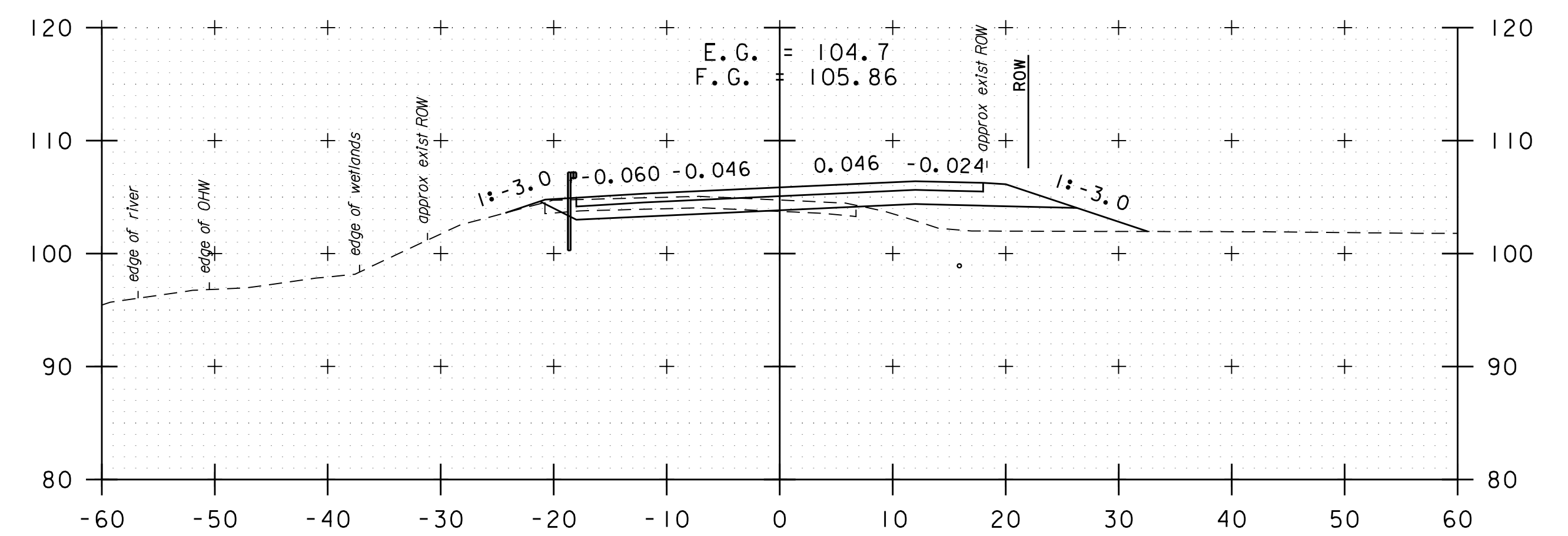
199+00



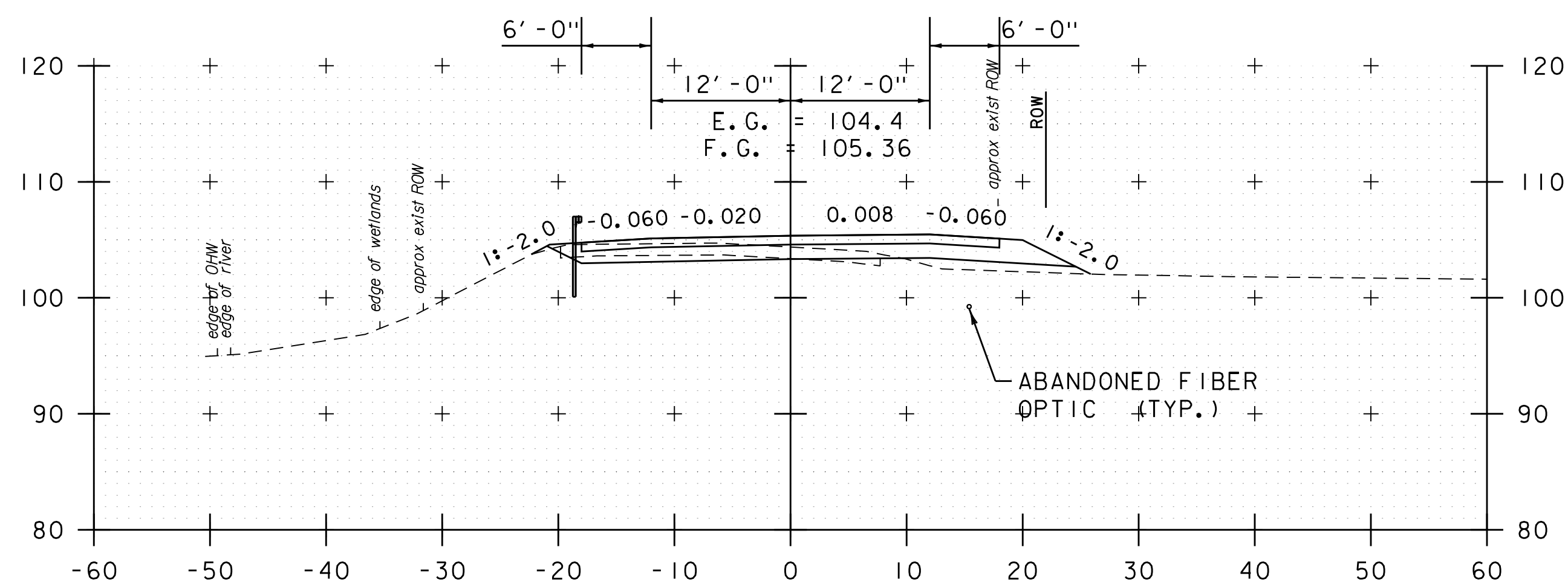
200+50



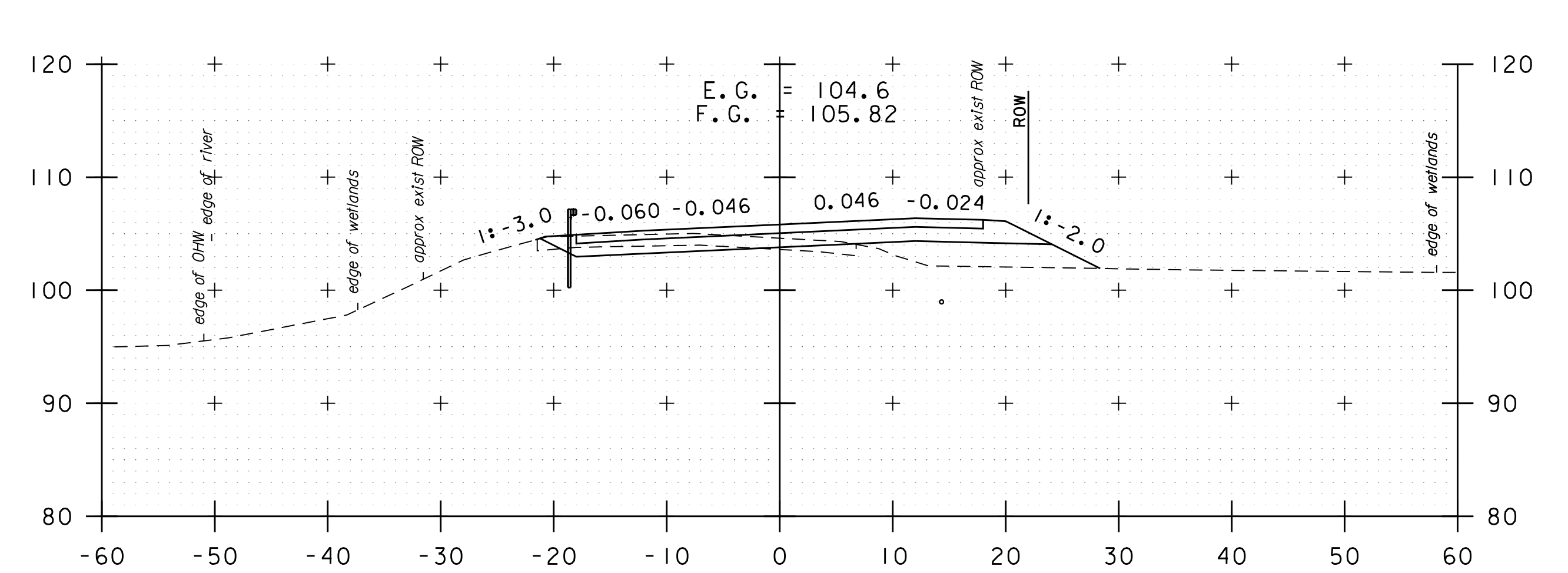
198+50



200+00



198+00

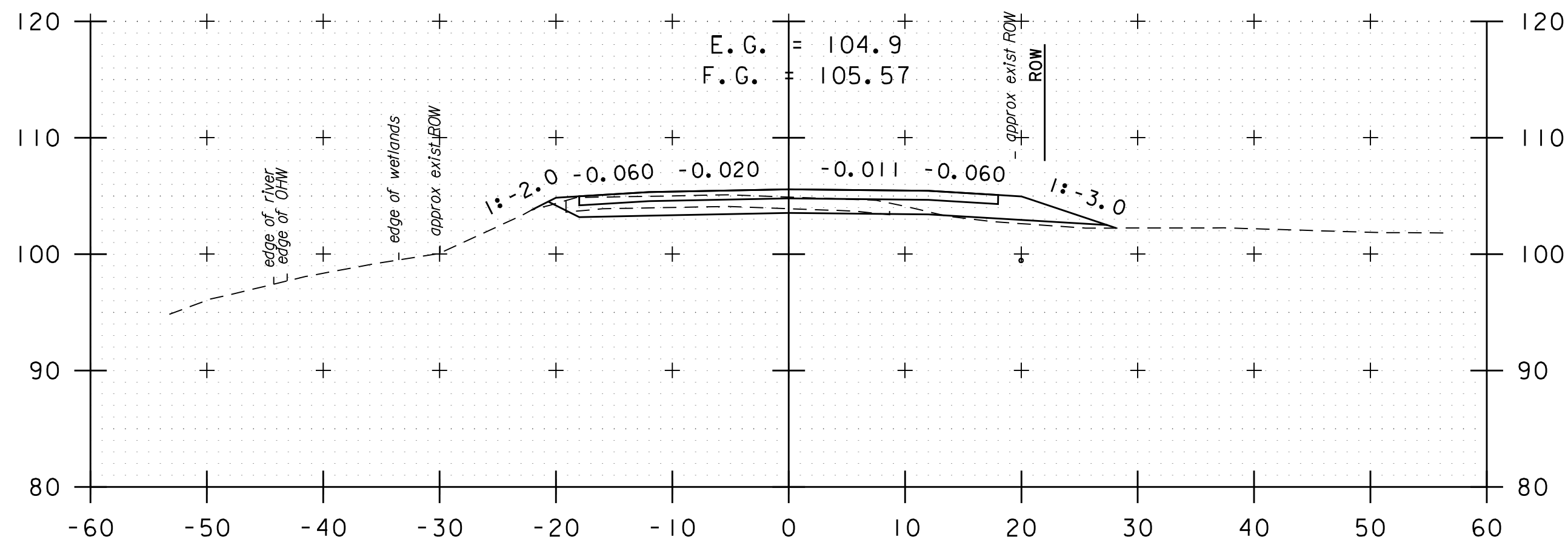


199+50

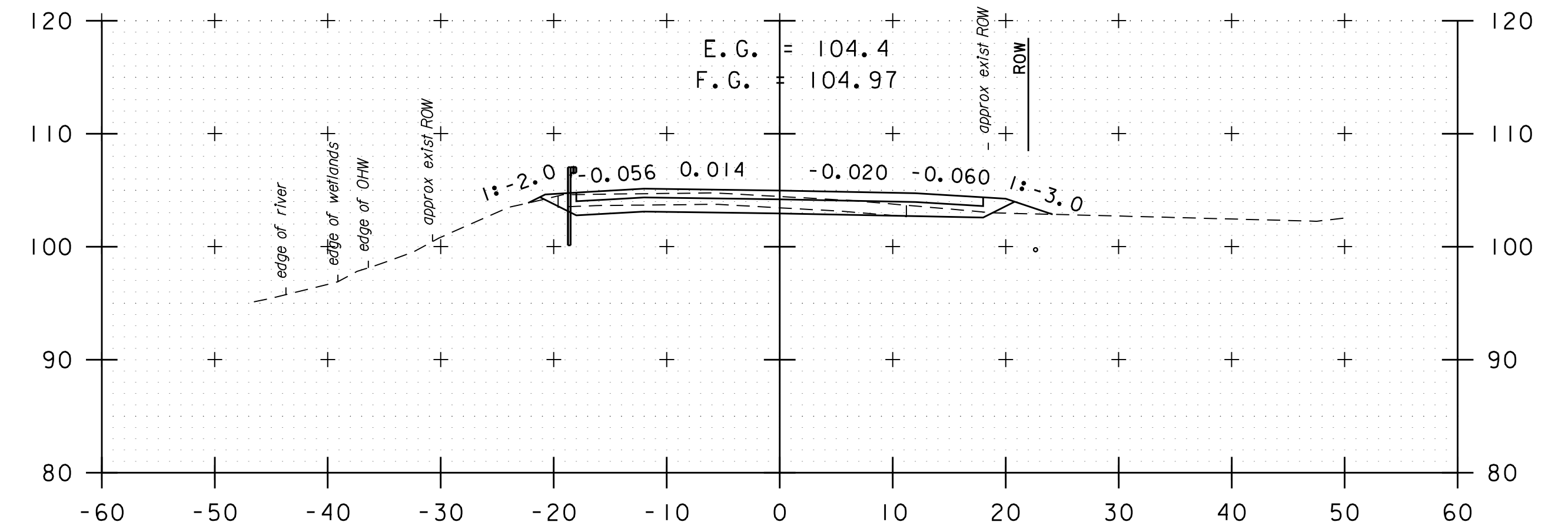
STA. 198+00 TO STA. 200+50



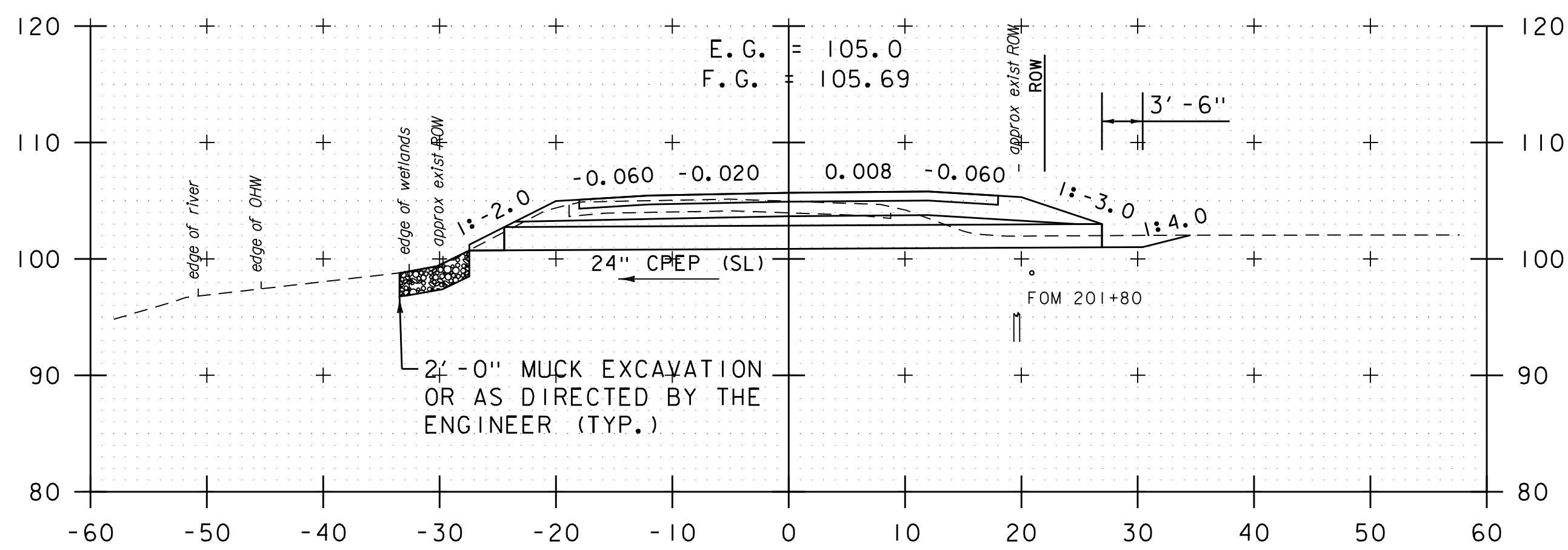
PROJECT NAME:	SWANTON
PROJECT NUMBER:	NH 036-1(9)
FILE NAME:	z96b032xs_25000_33800.dgn
PROJECT LEADER:	G.BAKOS
DESIGNED BY:	M.BOGUE
CROSS SECTION SHEET	60
PLOT DATE:	9/13/2023
DRAWN BY:	C.CILLEY
CHECKED BY:	G.BAKOS
SHEET	236 OF 307



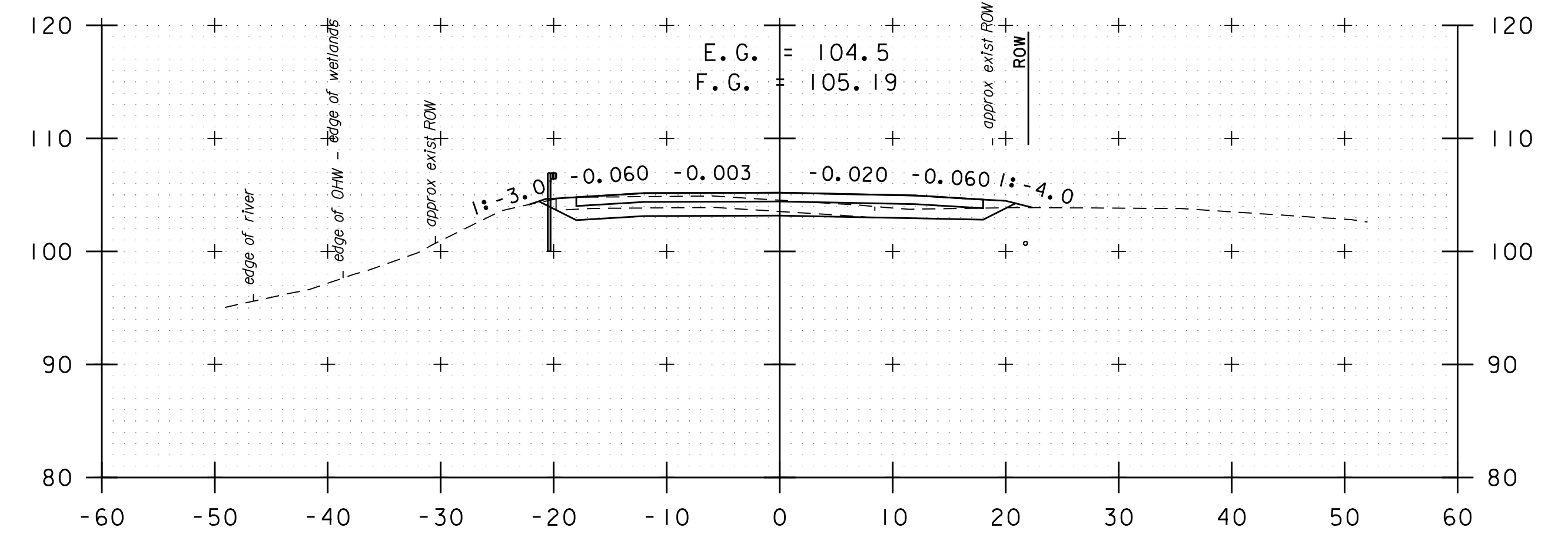
202+00



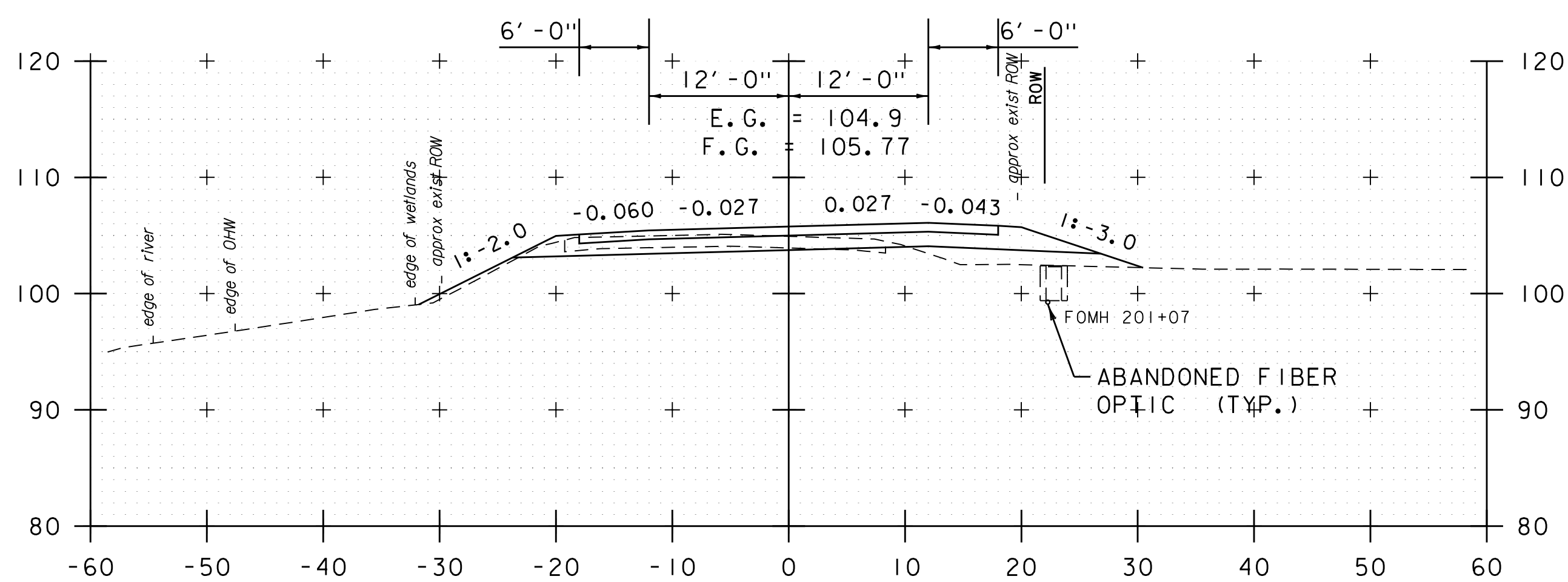
203+50



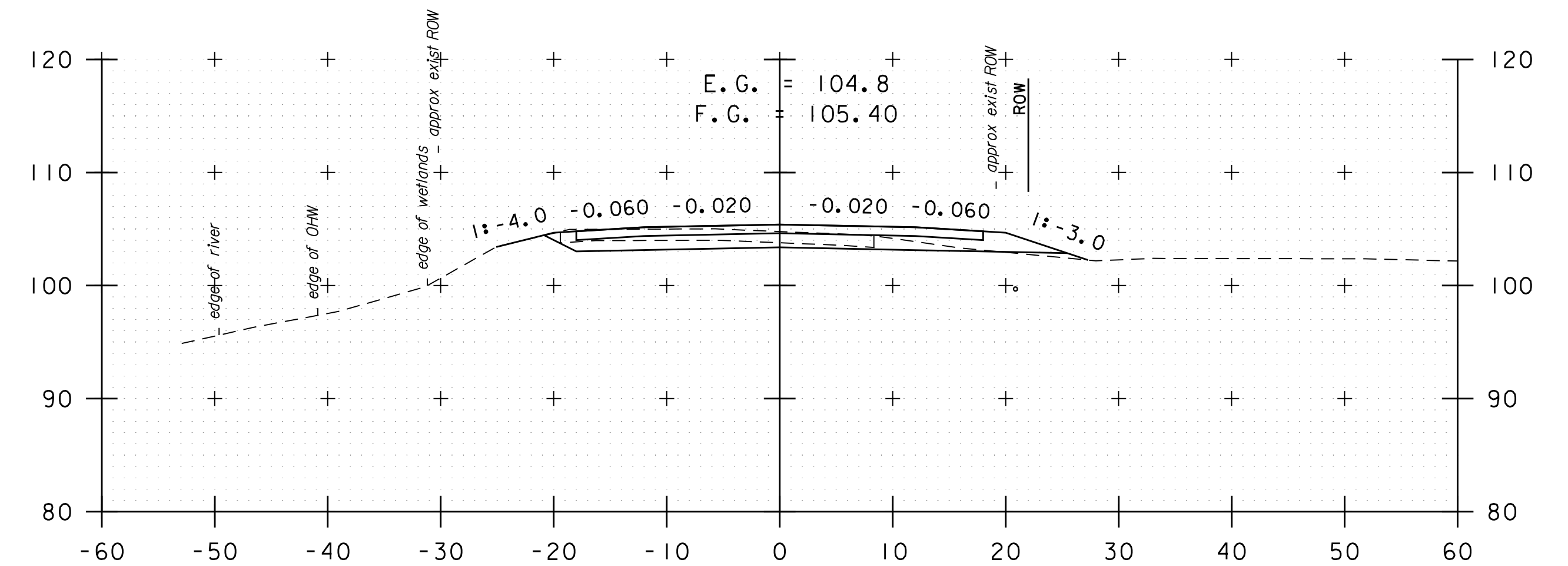
201+50 (NEW 24" CPEP)



203+00



201+00

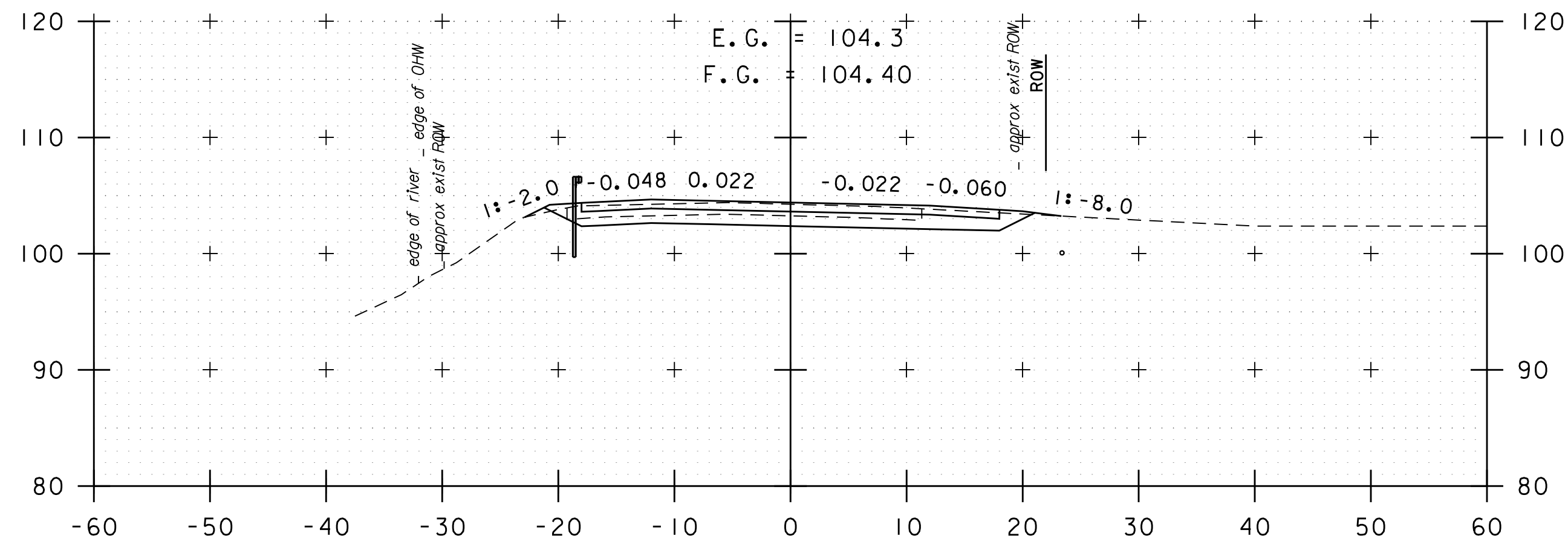


202+50

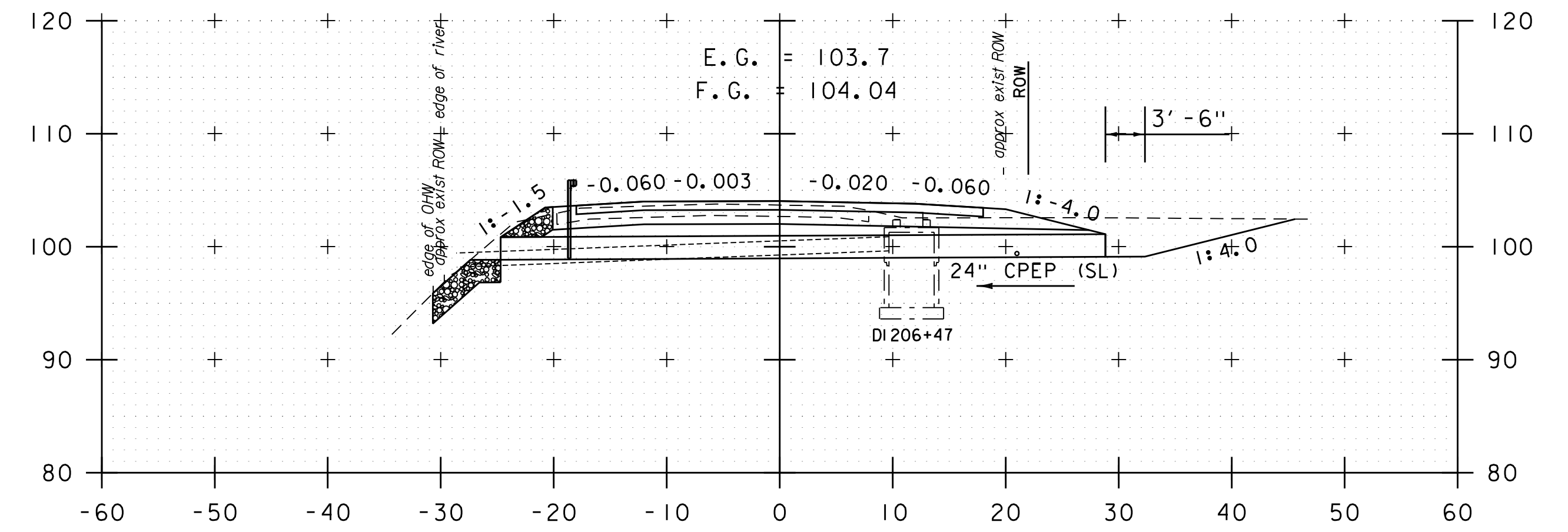
STA. 201+00 TO STA. 203+50



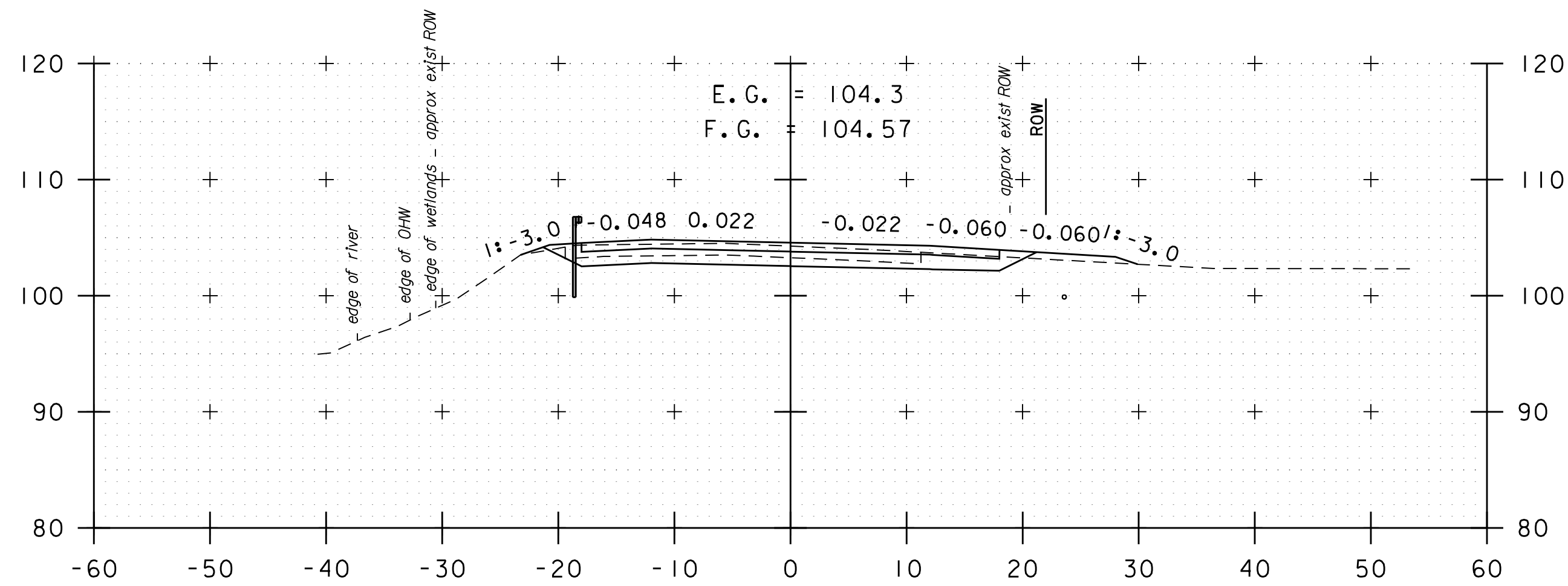
PROJECT NAME:	SWANTON
PROJECT NUMBER:	NH 036-1(9)
FILE NAME:	z96b032xs_25000_33800.dgn
PROJECT LEADER:	G.BAKOS
DESIGNED BY:	M.BOGUE
CROSS SECTION SHEET 61	
PLOT DATE:	9/13/2023
DRAWN BY:	C.CILLEY
CHECKED BY:	G.BAKOS
SHEET	237 OF 307



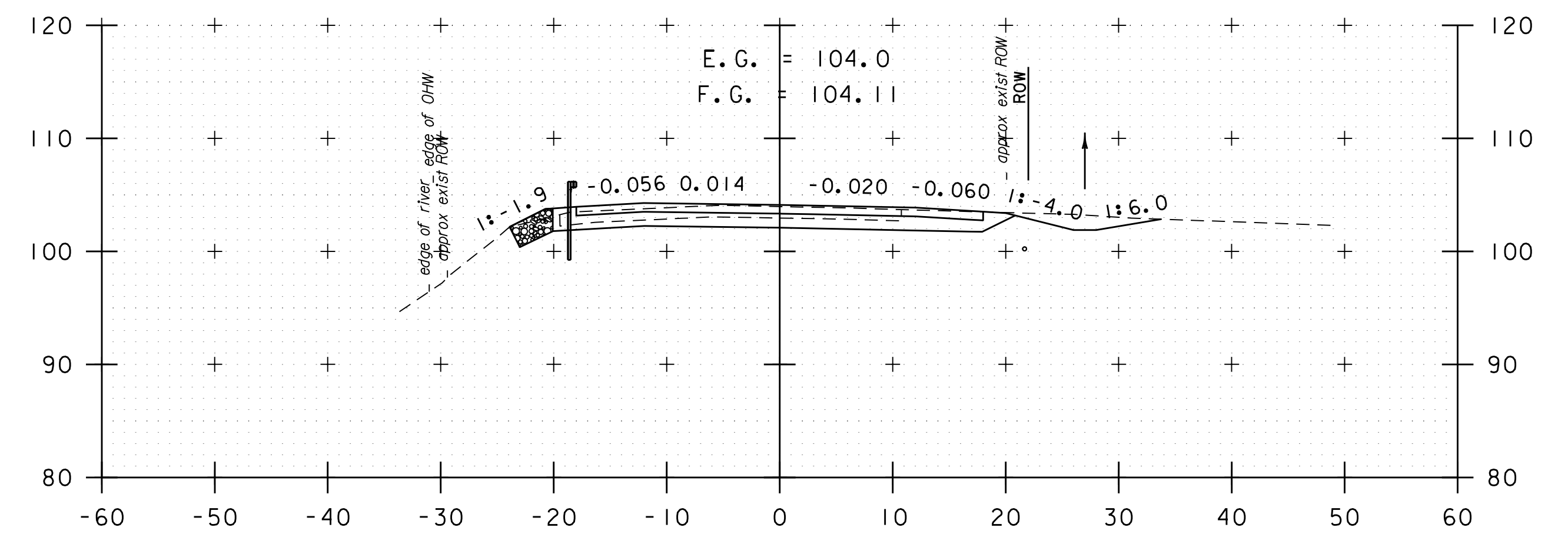
205+00



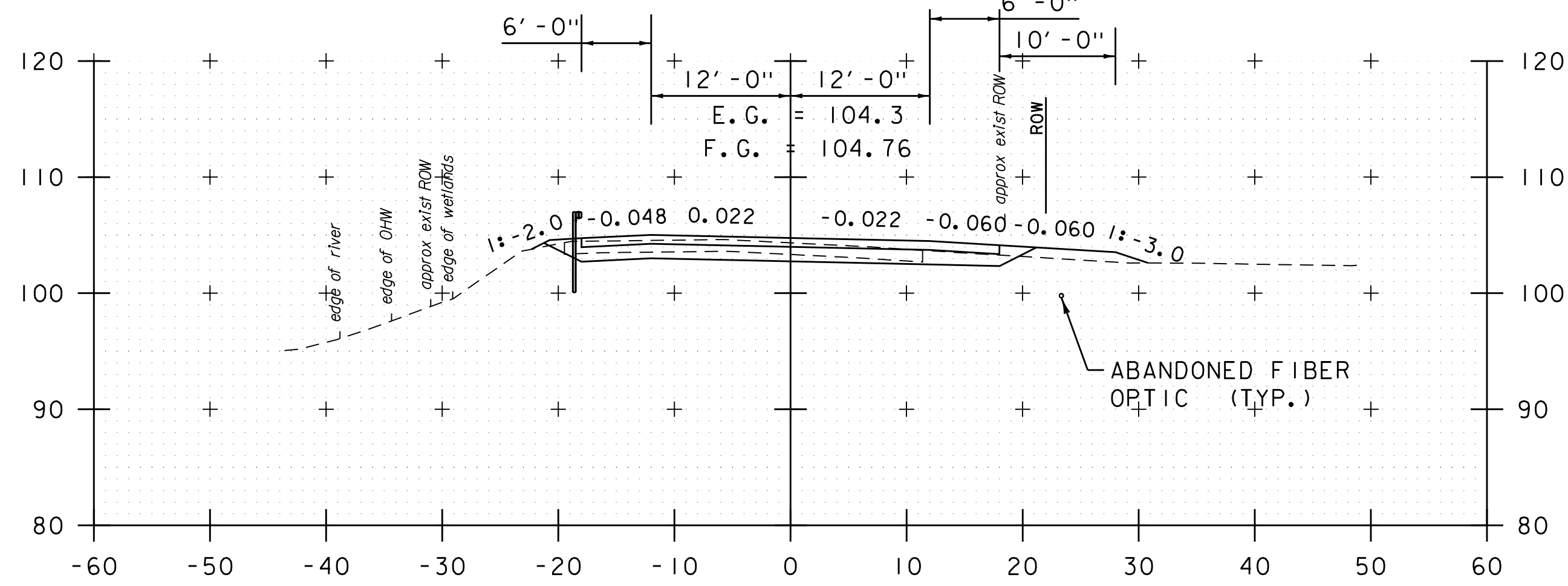
206+50 (NEW 24" CPEP)



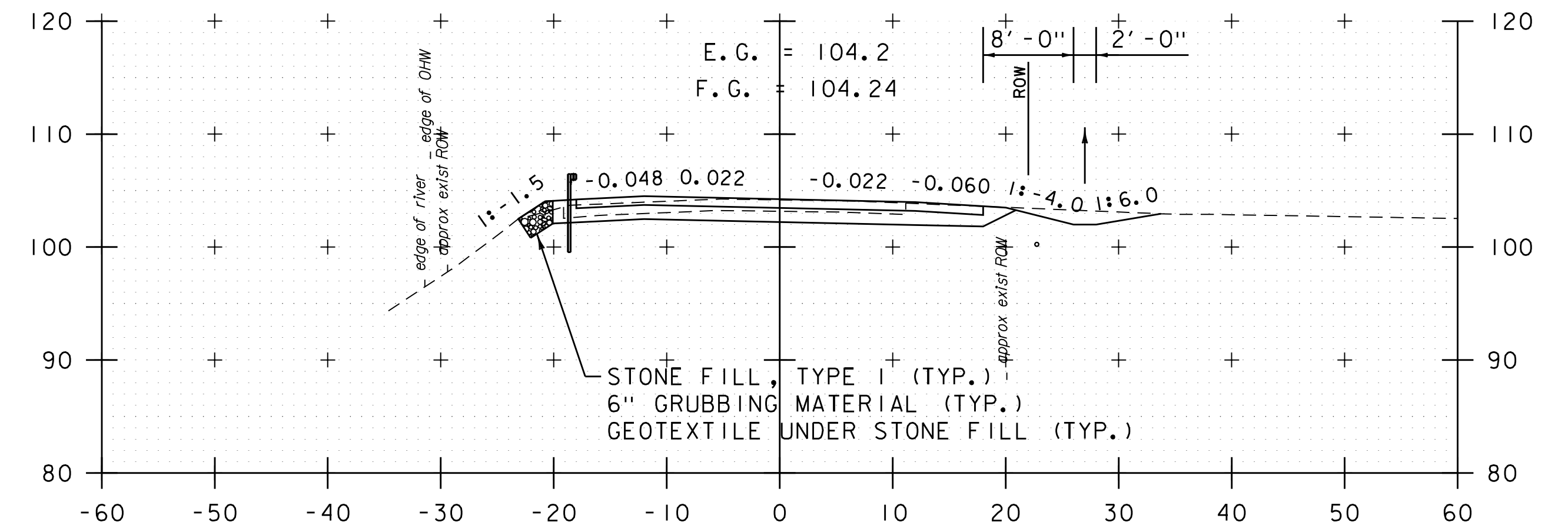
204+50



206+00



204+00

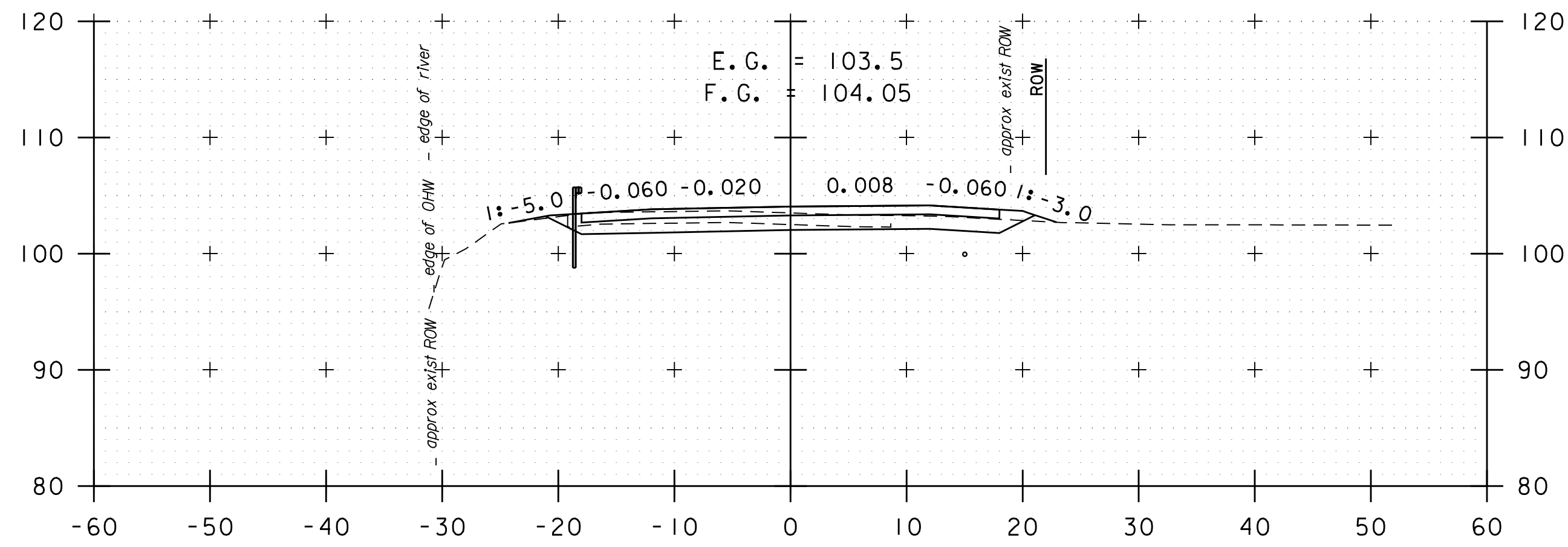


205+50

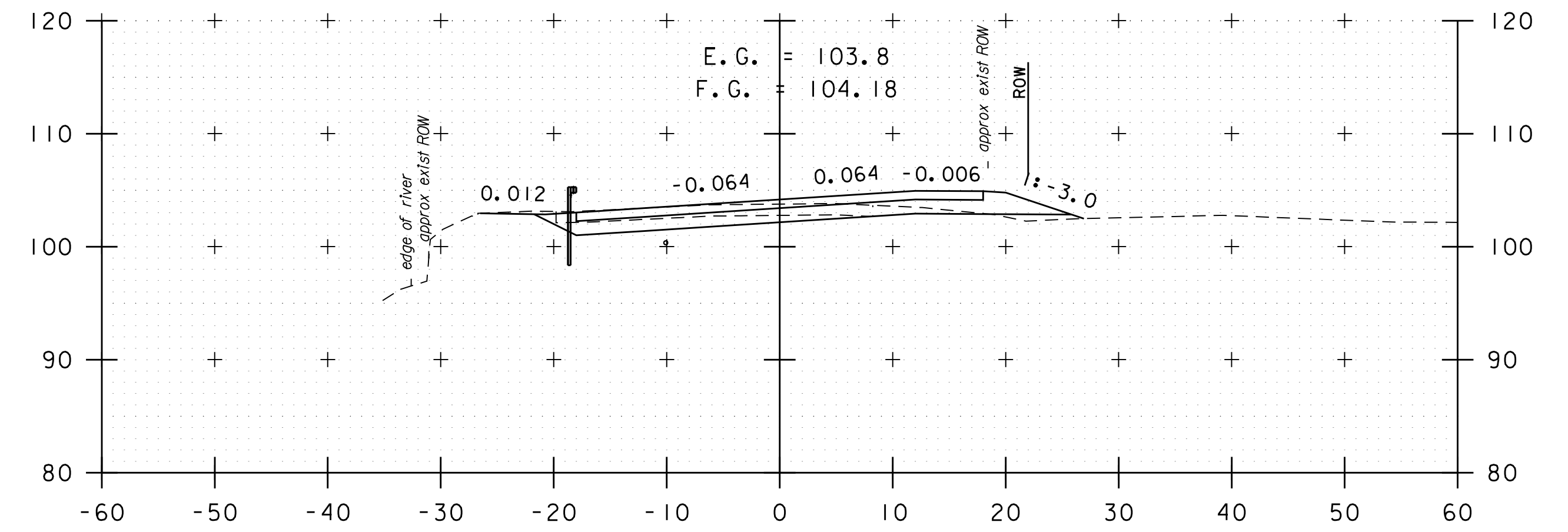
STA. 204+00 TO STA. 206+50



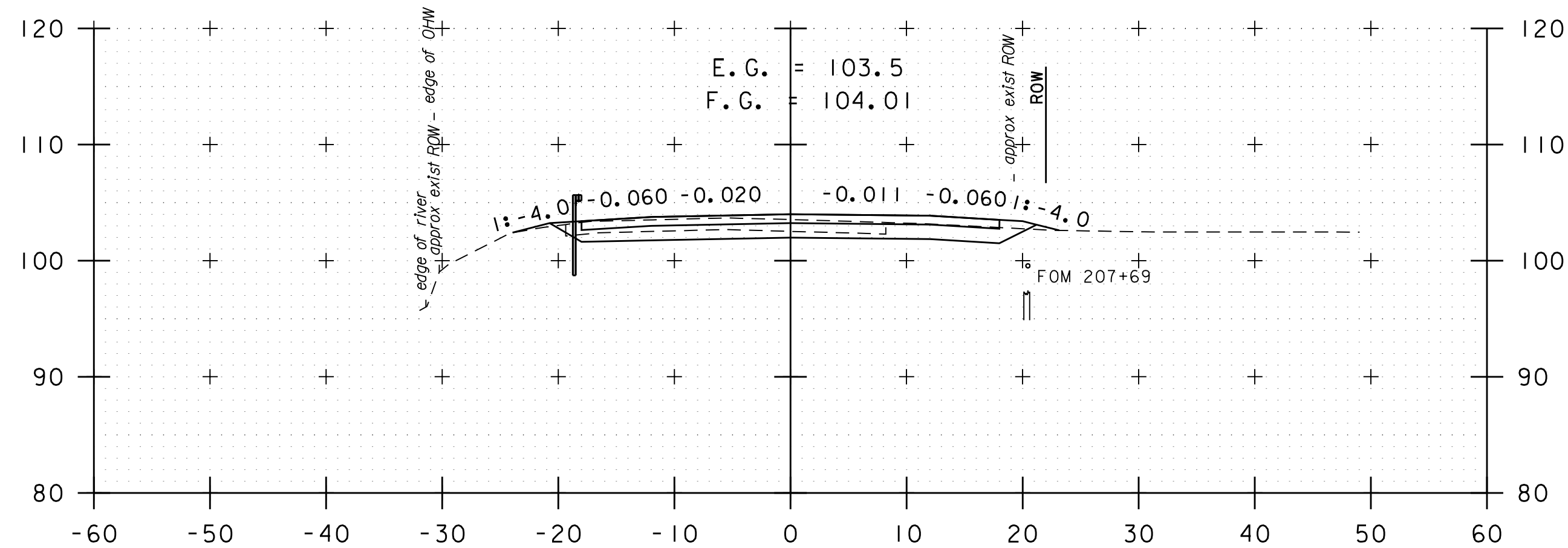
PROJECT NAME:	SWANTON
PROJECT NUMBER:	NH 036-1(9)
FILE NAME:	z96b032xs_25000_33800.dgn
PROJECT LEADER:	G.BAKOS
DESIGNED BY:	M.BOGUE
CROSS SECTION SHEET	62
PLOT DATE:	9/13/2023
DRAWN BY:	C.CILLEY
CHECKED BY:	G.BAKOS
SHEET	238 OF 307



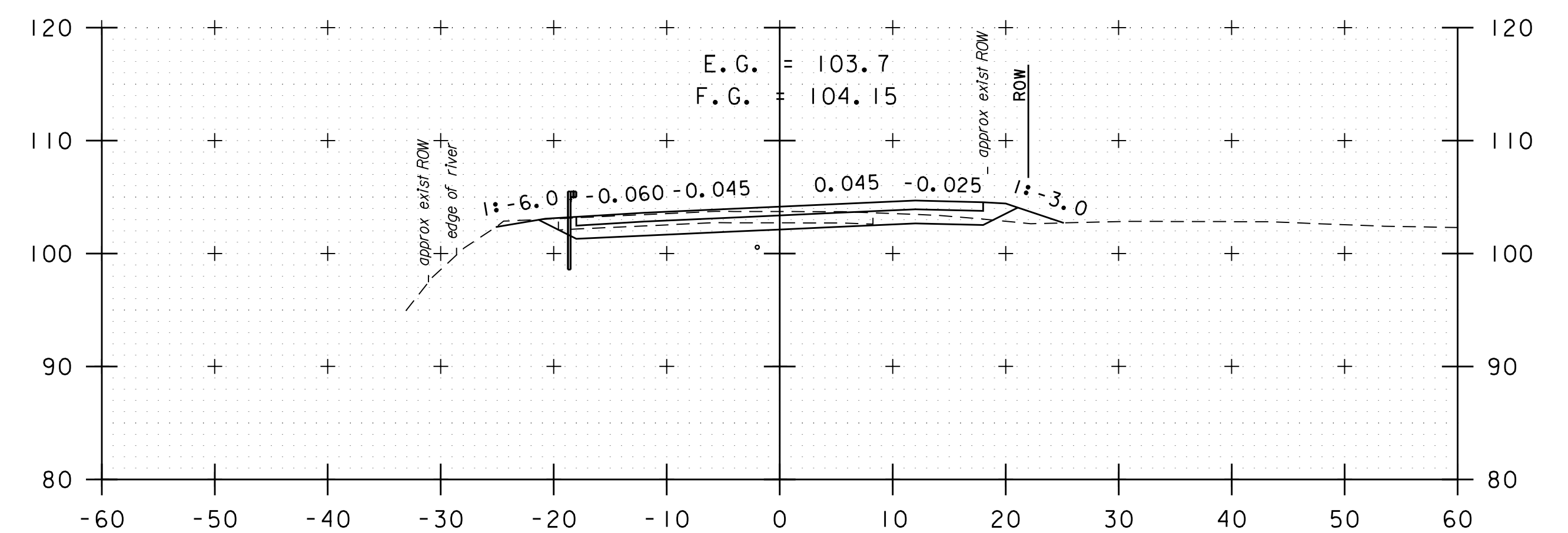
208+00



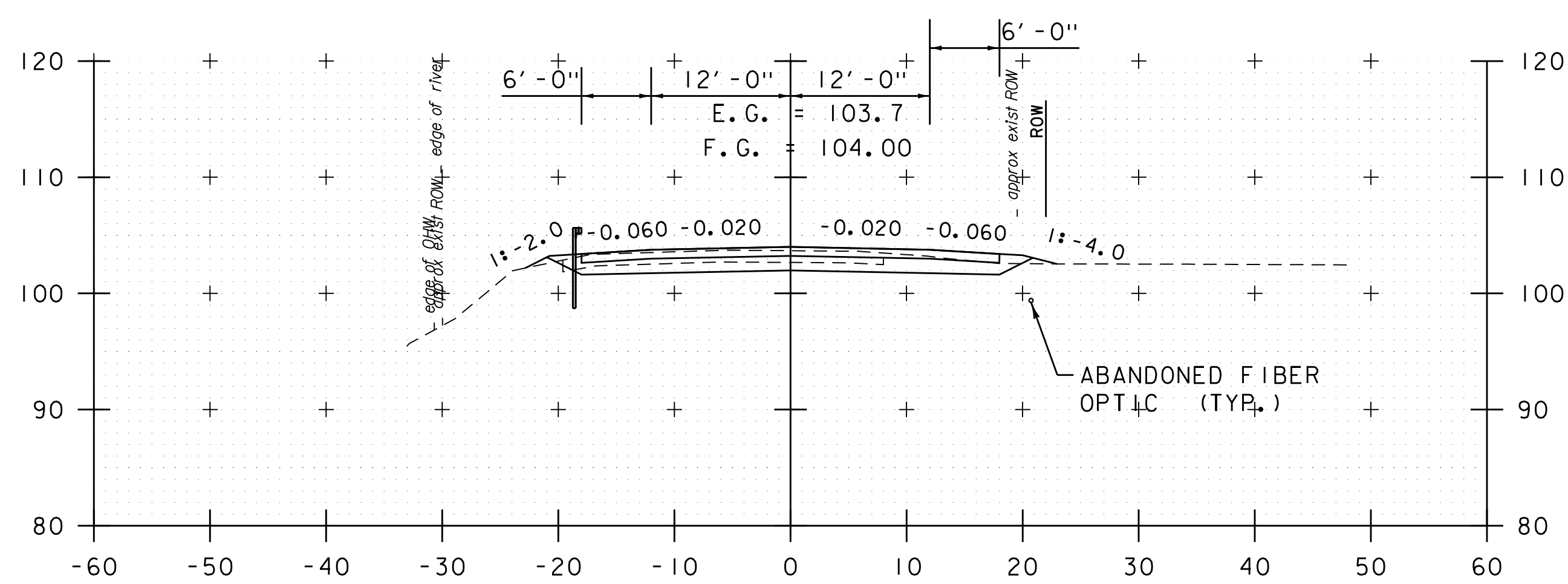
209+50



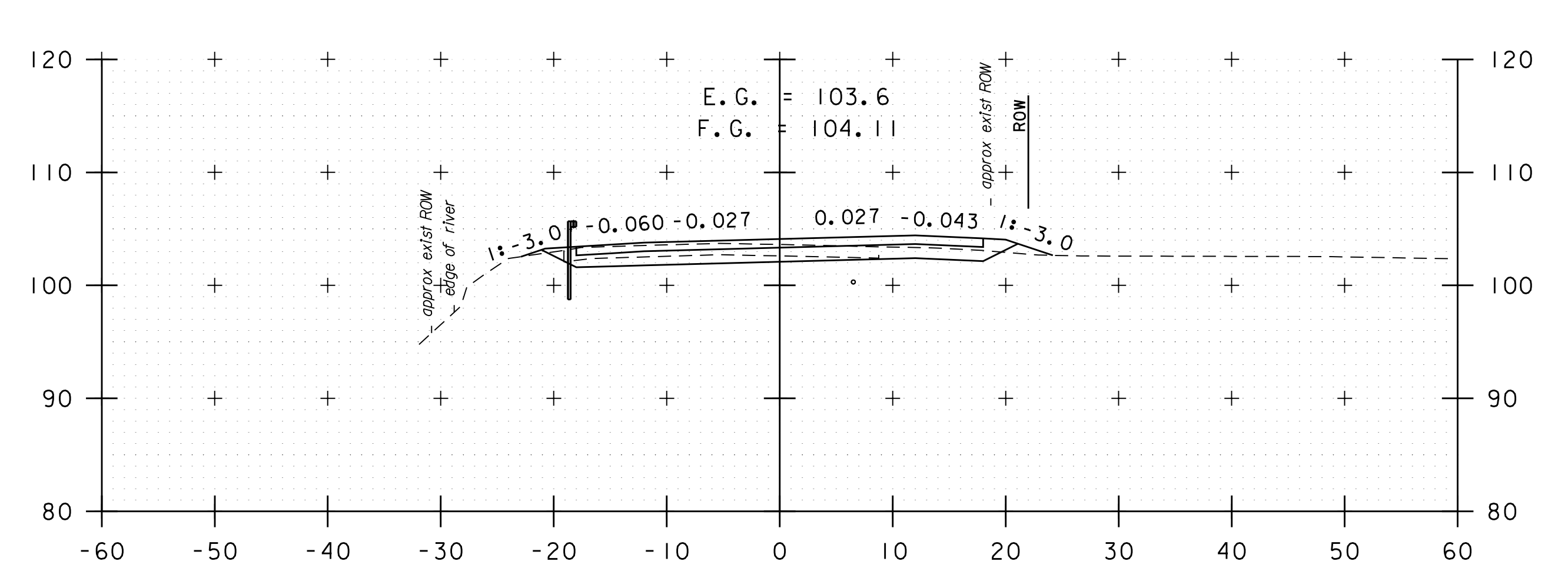
207+50



209+00



207+00

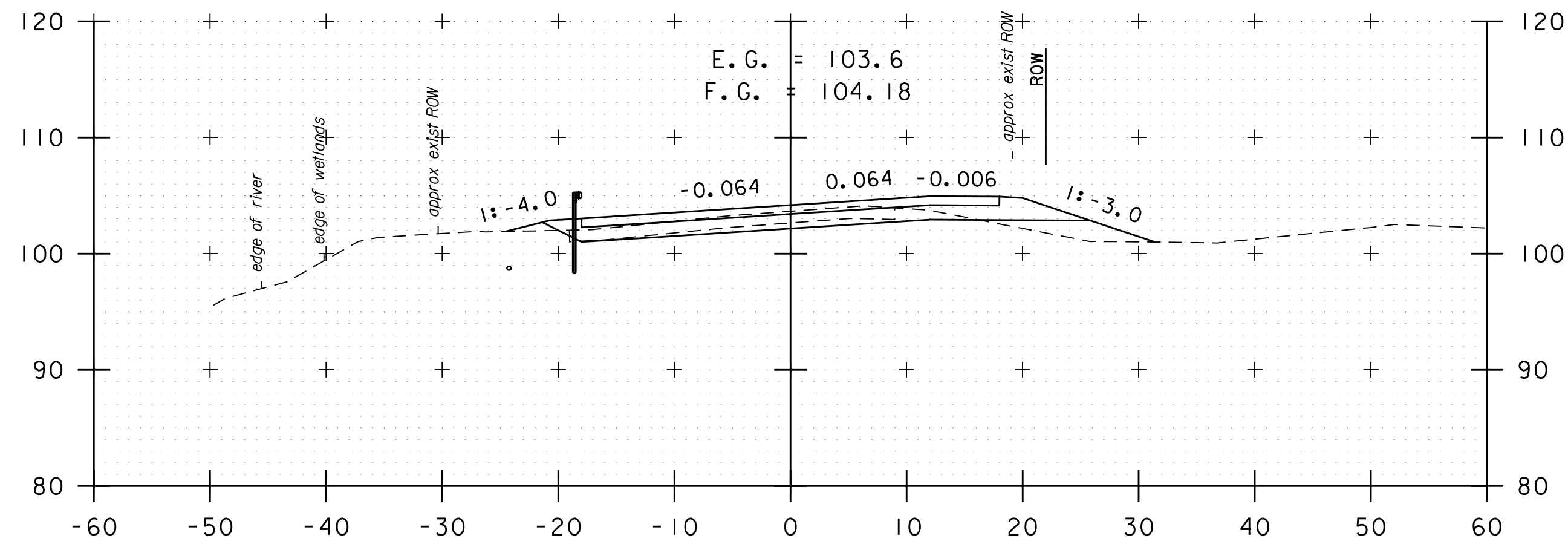


208+50

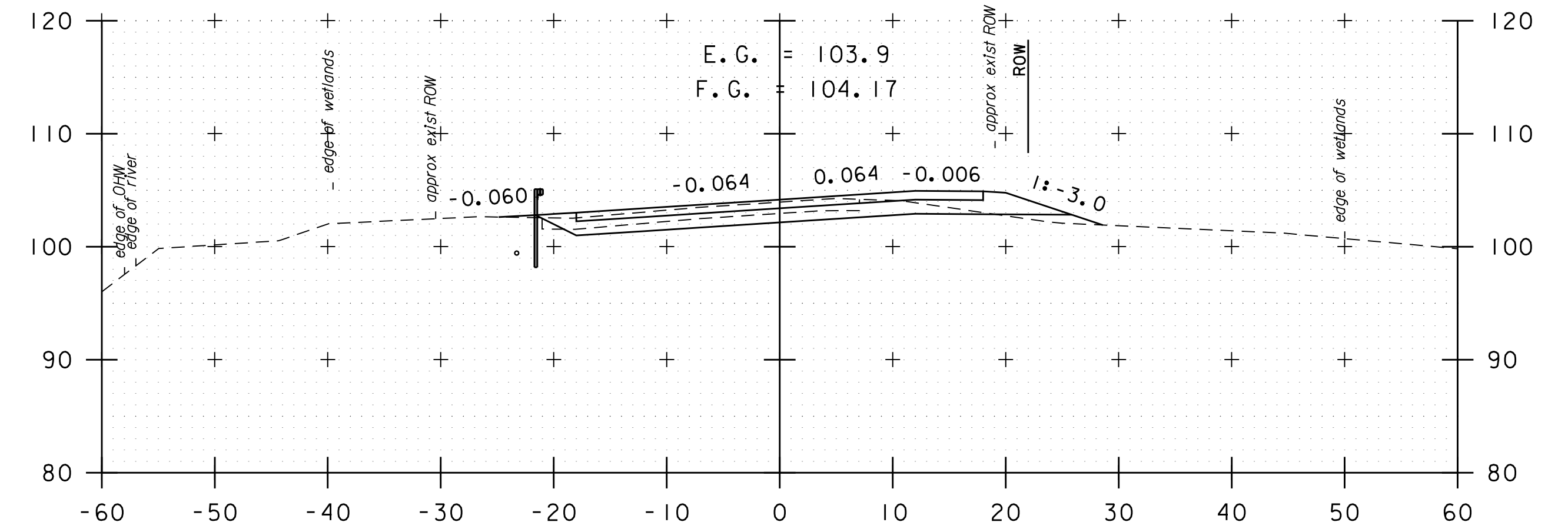
STA. 207+00 TO STA. 209+50



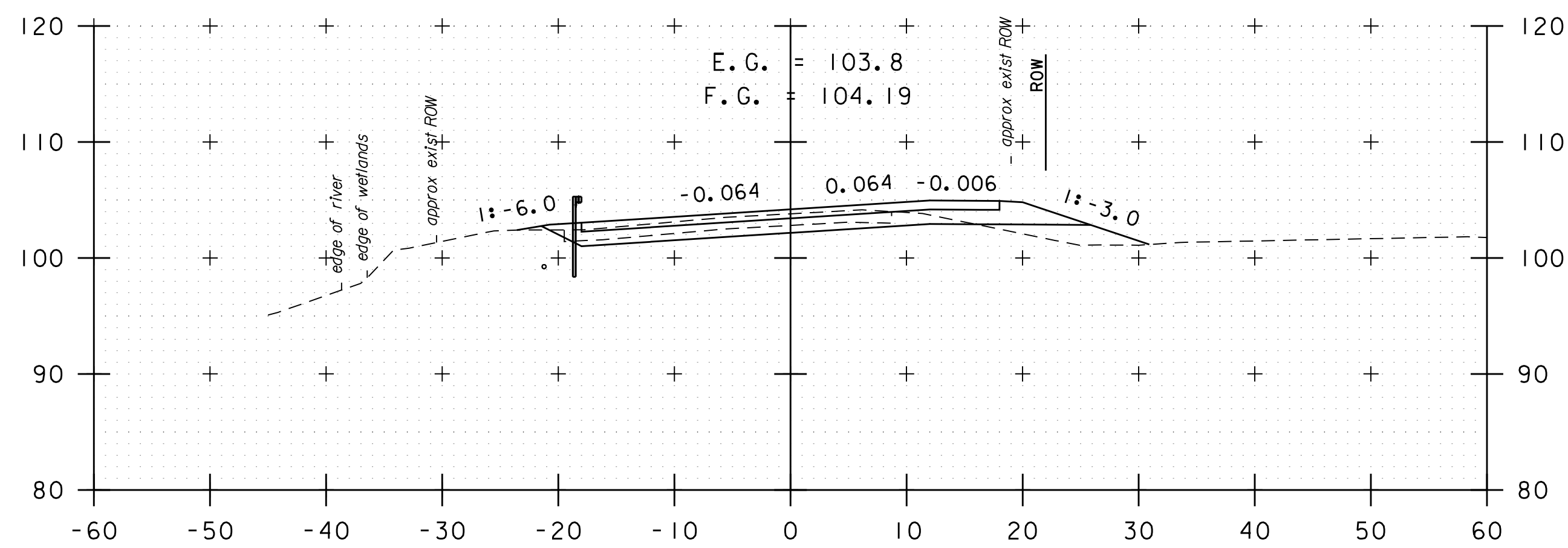
PROJECT NAME:	SWANTON
PROJECT NUMBER:	NH 036-1(9)
FILE NAME:	z96b032xs_25000_33800.dgn
PROJECT LEADER:	G.BAKOS
DESIGNED BY:	M.BOGUE
CROSS SECTION SHEET	63
PLOT DATE:	9/13/2023
DRAWN BY:	C.CILLEY
CHECKED BY:	G.BAKOS
SHEET	239 OF 307



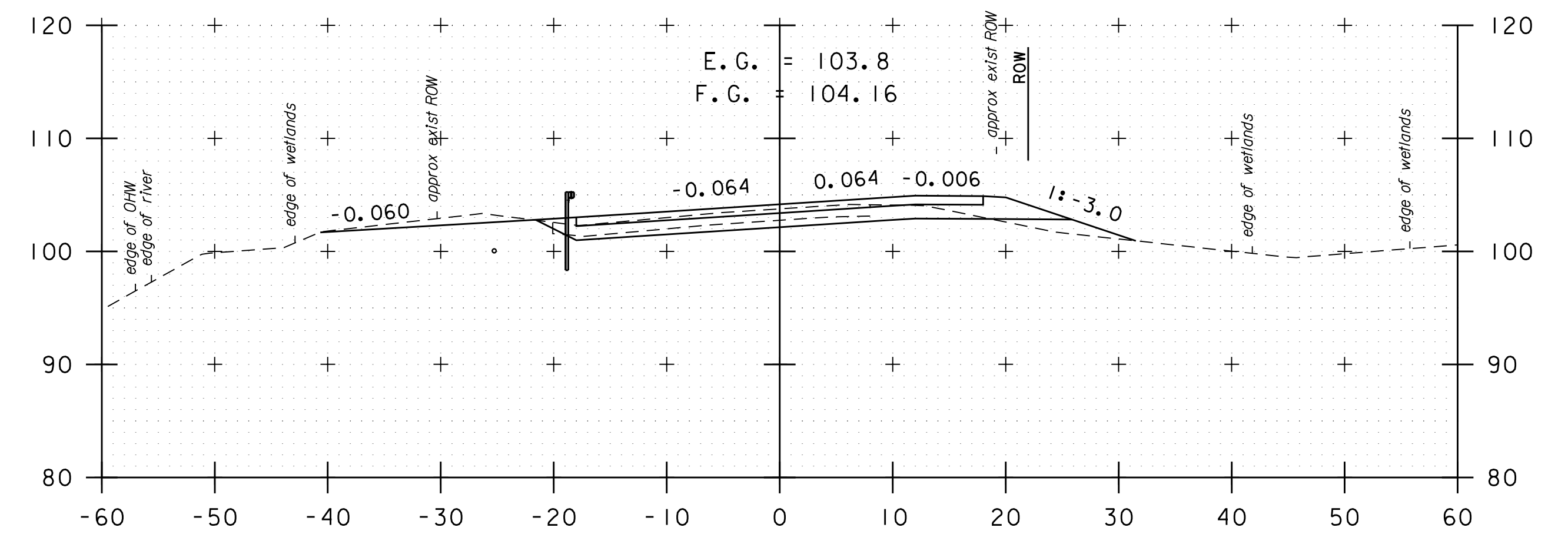
211+00



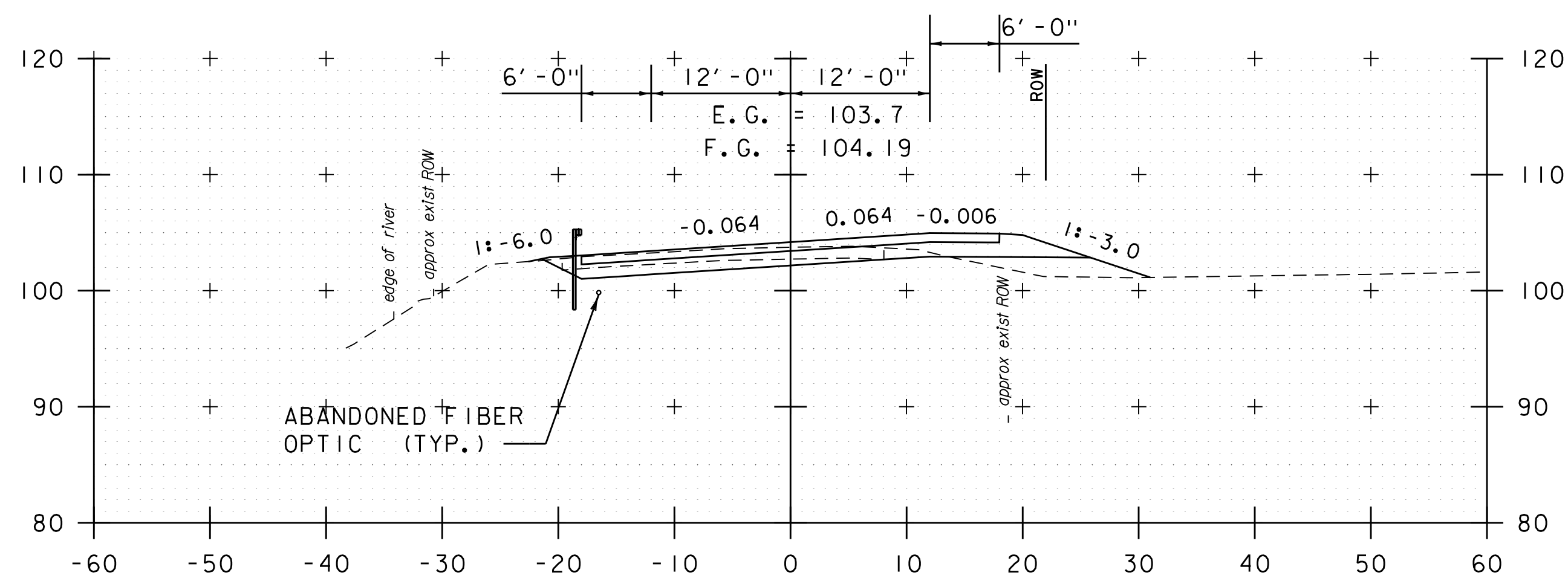
212+50



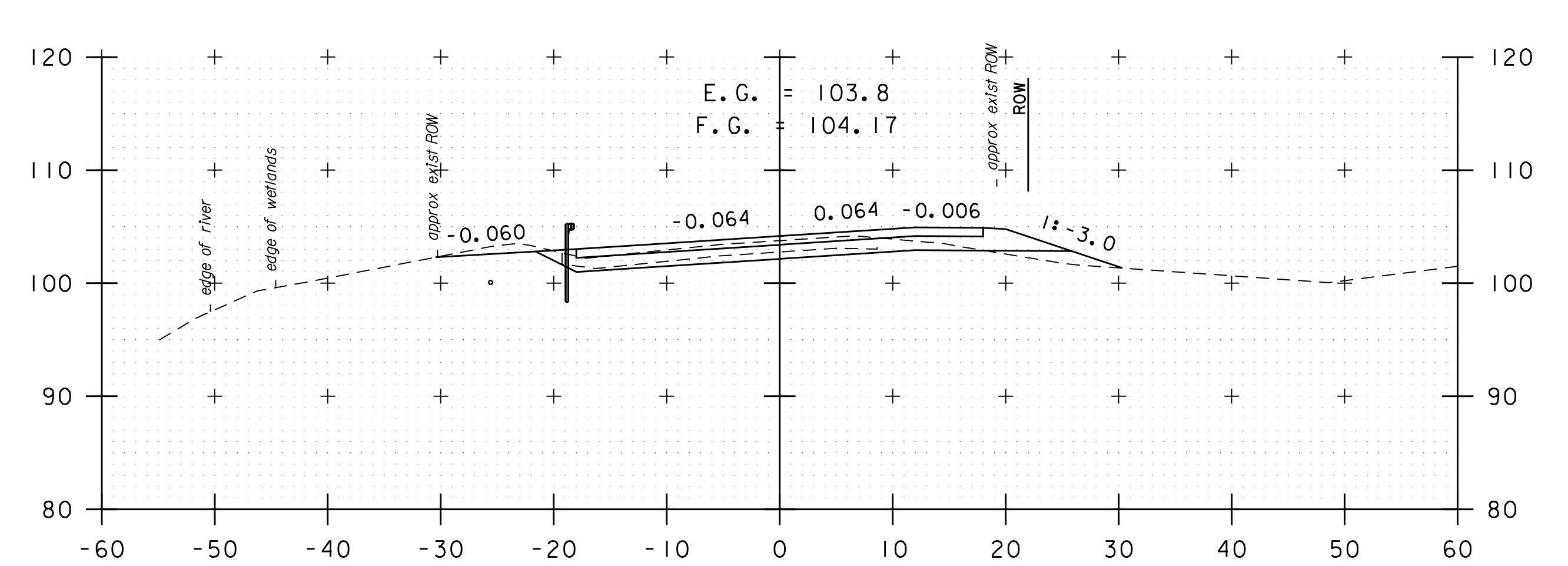
210+50



212+00



210+00

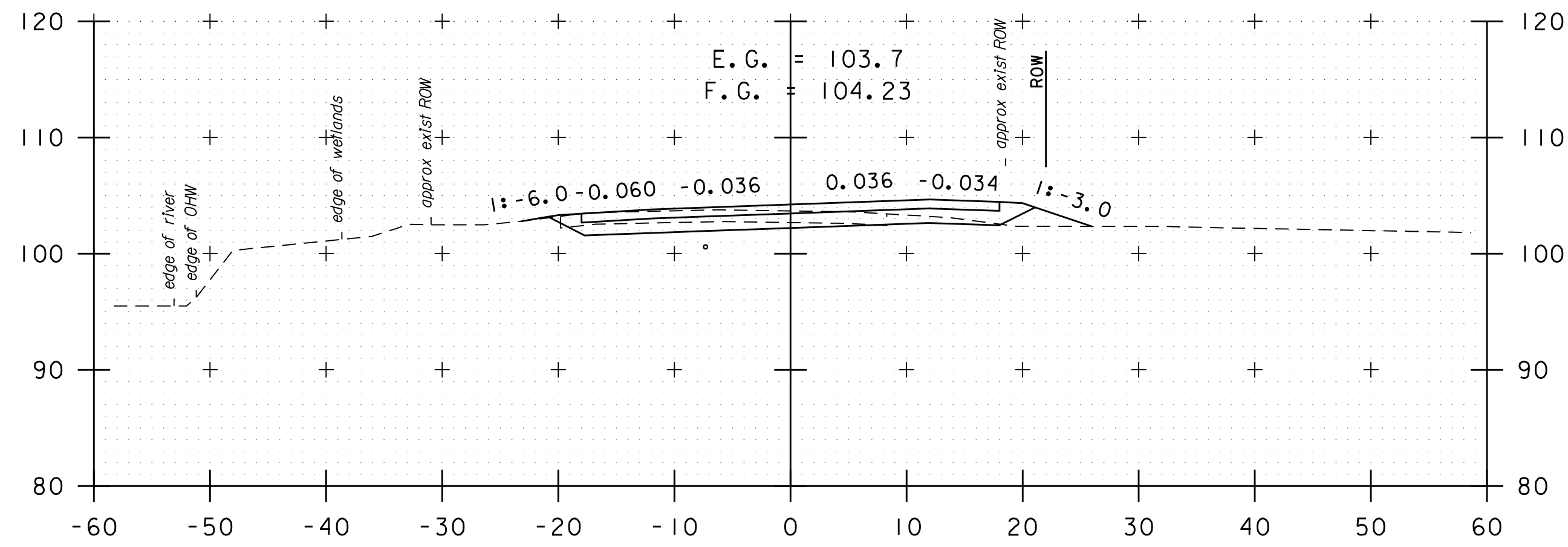


211+50

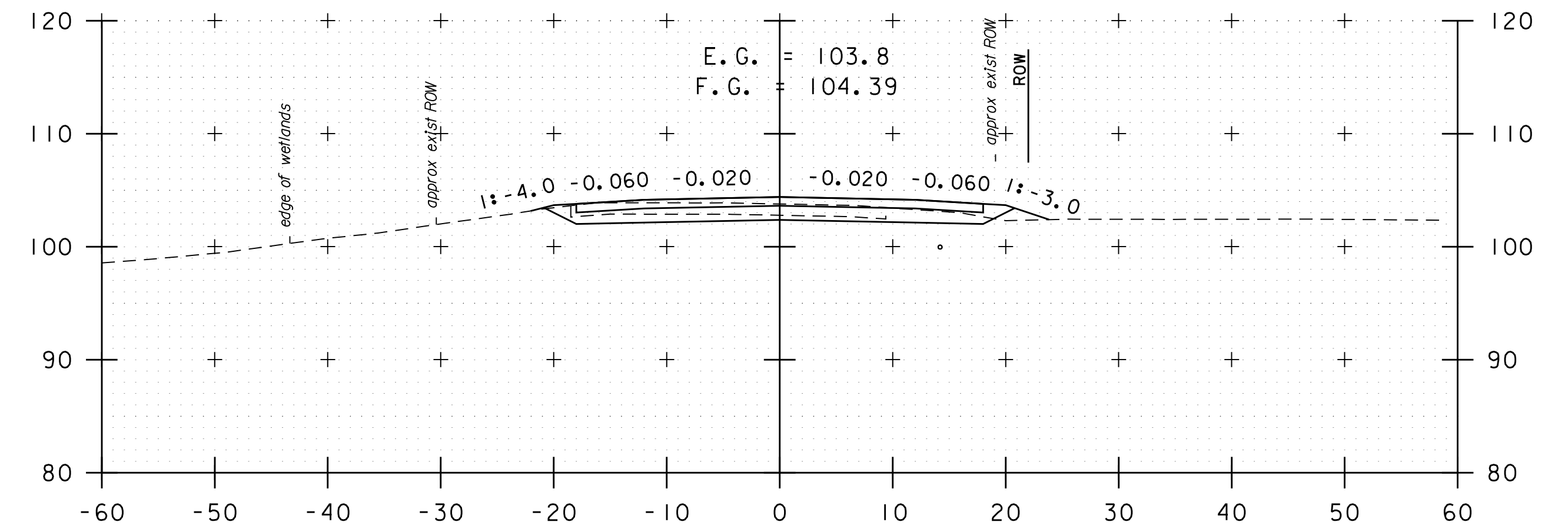
STA. 210+00 TO STA. 212+50



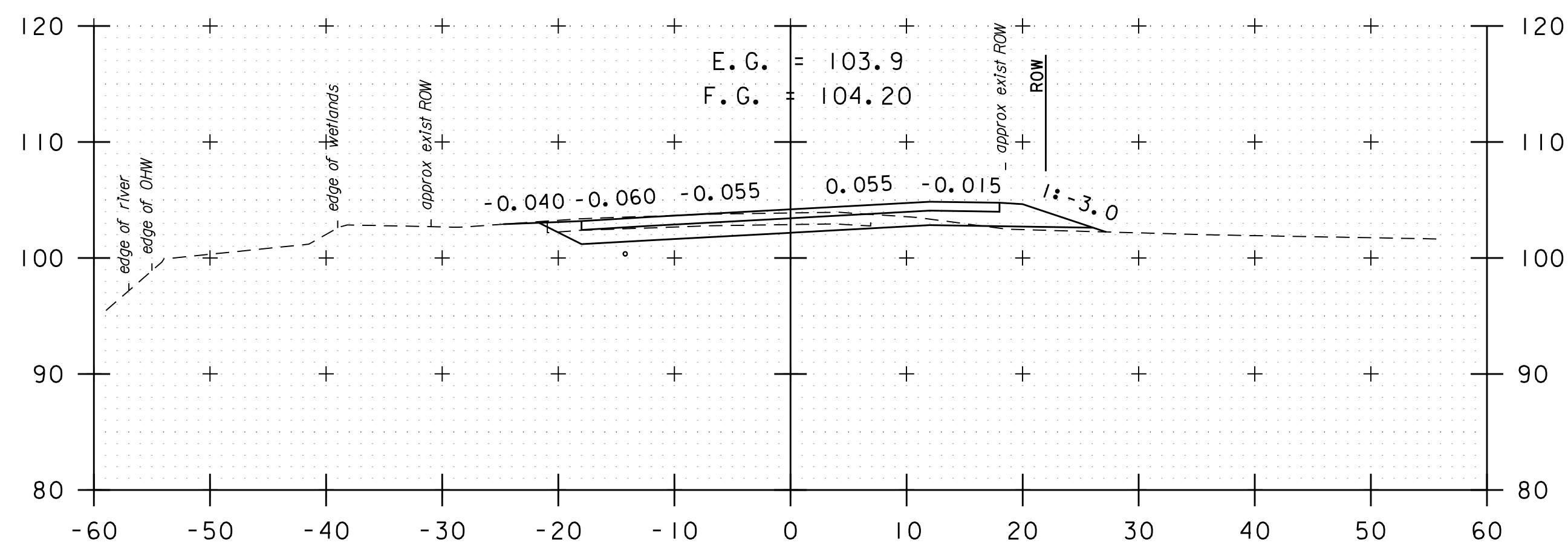
PROJECT NAME:	SWANTON
PROJECT NUMBER:	NH 036-1(9)
FILE NAME:	z96b032xs_25000_33800.dgn
PROJECT LEADER:	G.BAKOS
DESIGNED BY:	M.BOGUE
CROSS SECTION SHEET	64
PLOT DATE:	9/13/2023
DRAWN BY:	C.CILLEY
CHECKED BY:	G.BAKOS
SHEET	240 OF 307



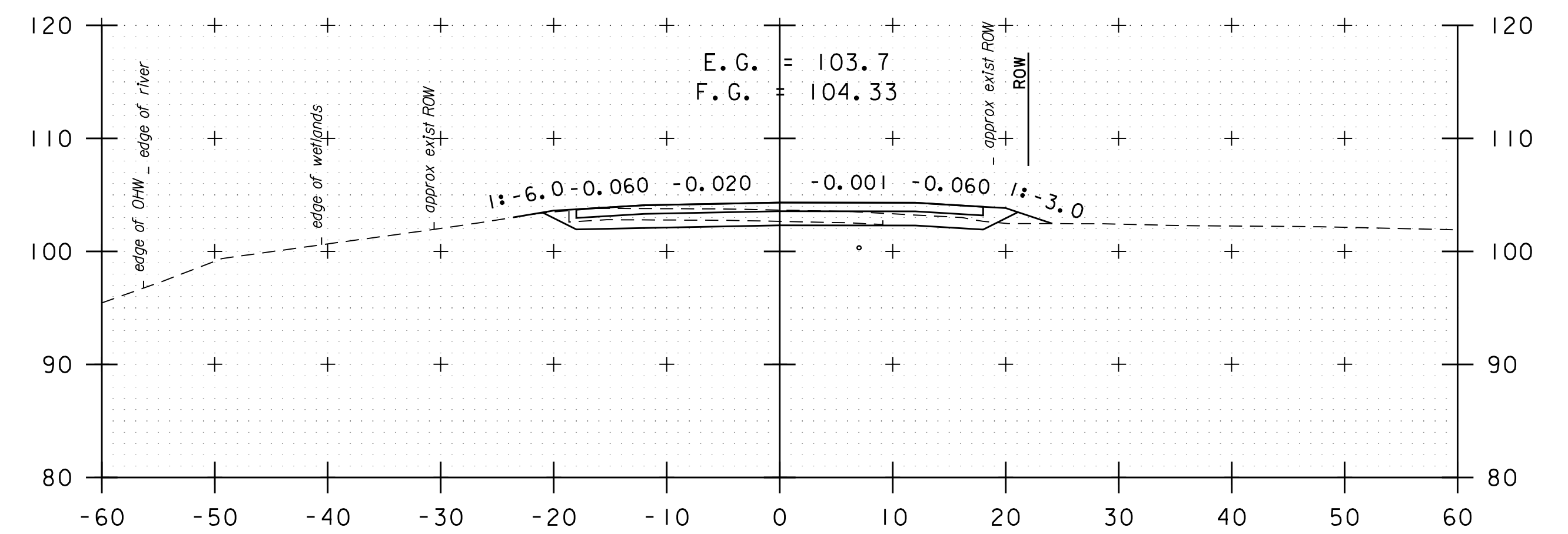
214+00



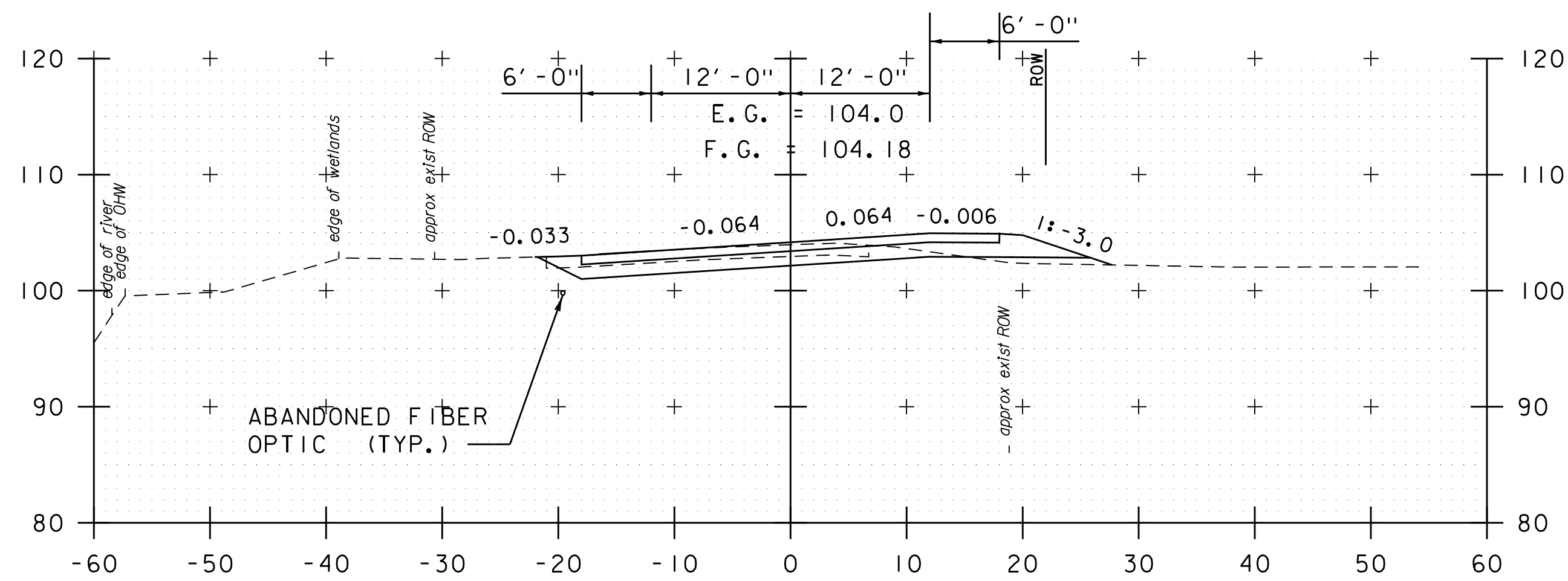
215+50



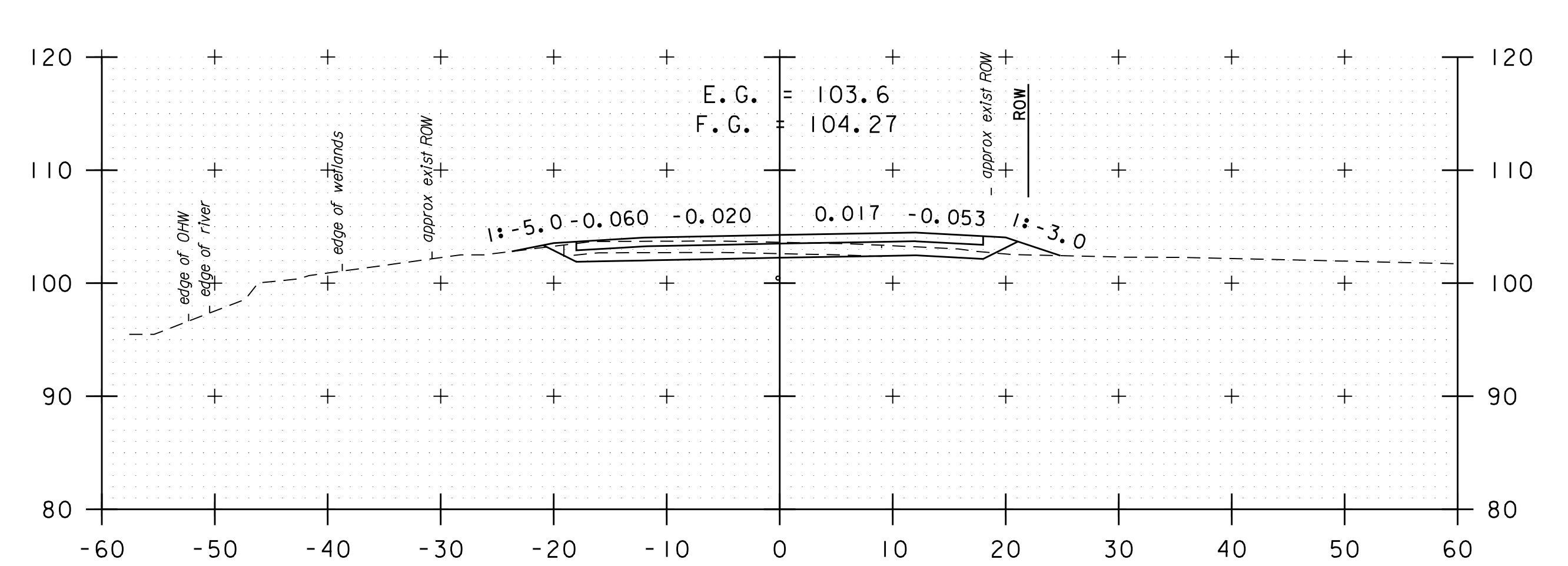
213+50



215+00



213+00

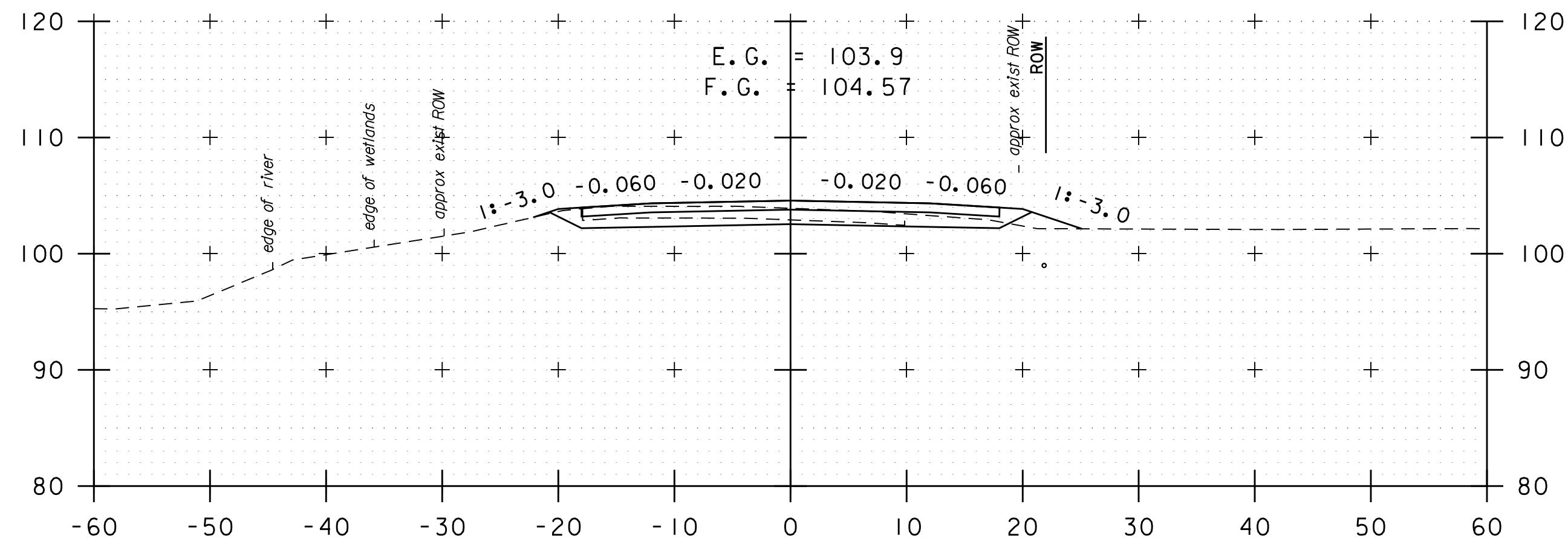


214+50

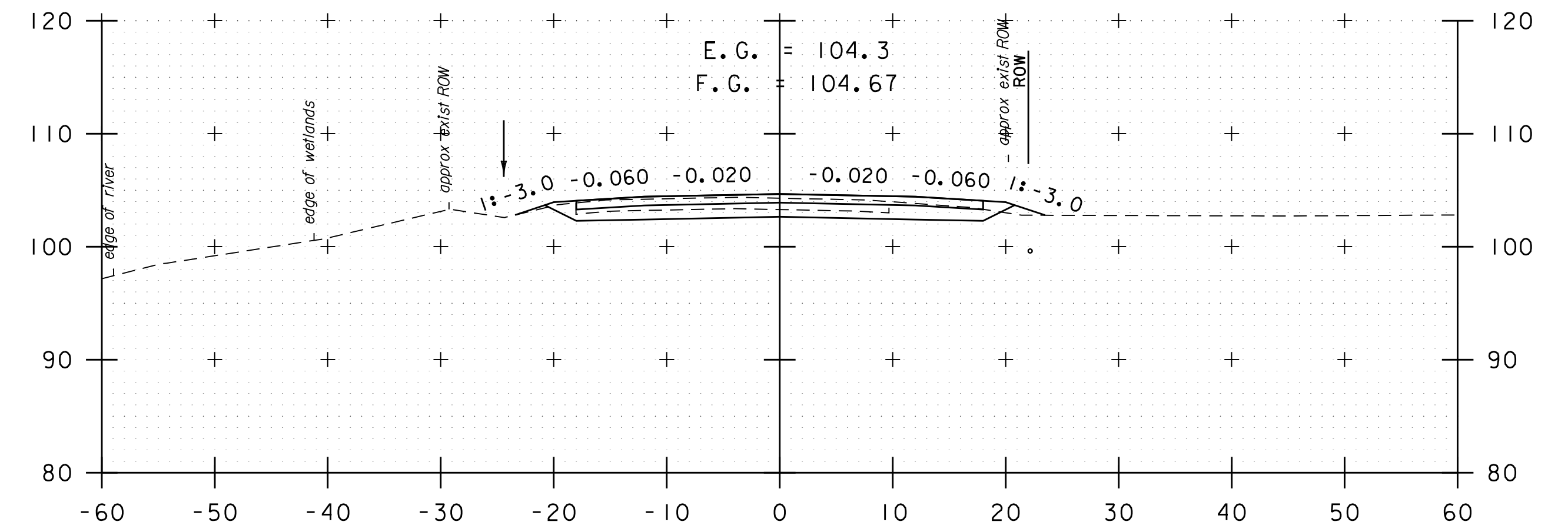
STA. 213+00 TO STA. 215+50



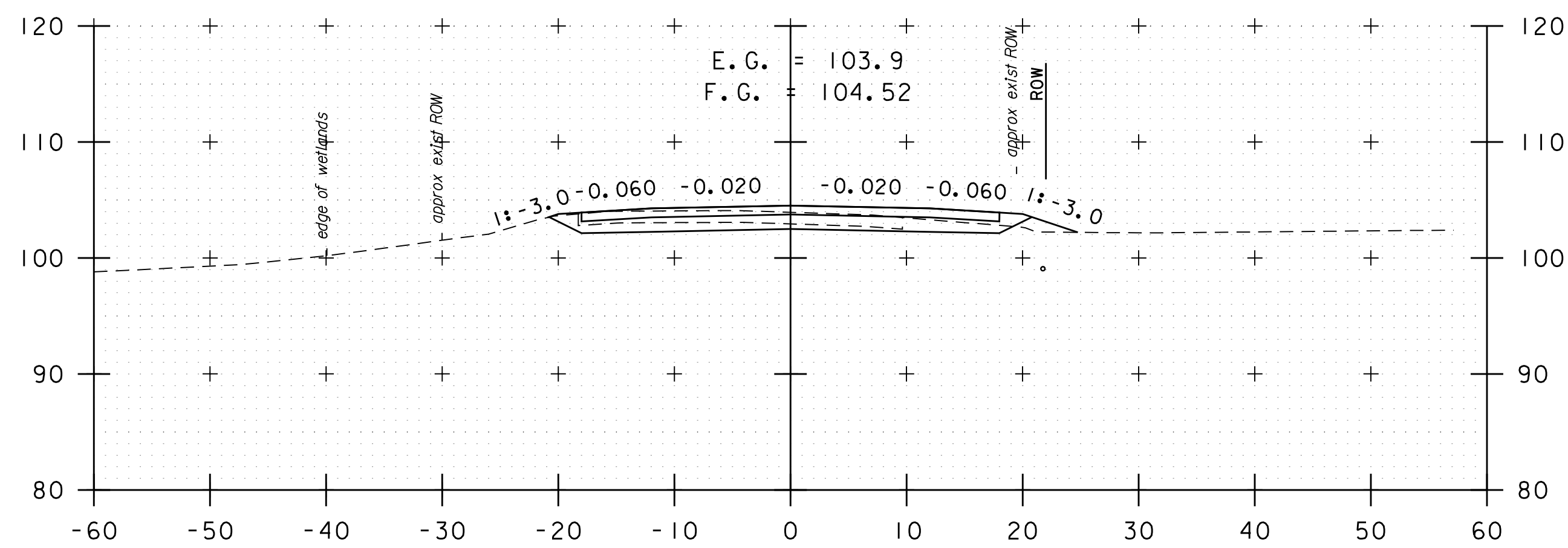
PROJECT NAME:	SWANTON	PLOT DATE:	9/13/2023
PROJECT NUMBER:	NH 036-1(9)	DRAWN BY:	C.CILLEY
FILE NAME:	z96b032xs_25000_33800.dgn	CHECKED BY:	G.BAKOS
PROJECT LEADER:	G.BAKOS	CROSS SECTION SHEET	65
DESIGNED BY:	M.BOGUE	SHEET	241 OF 307



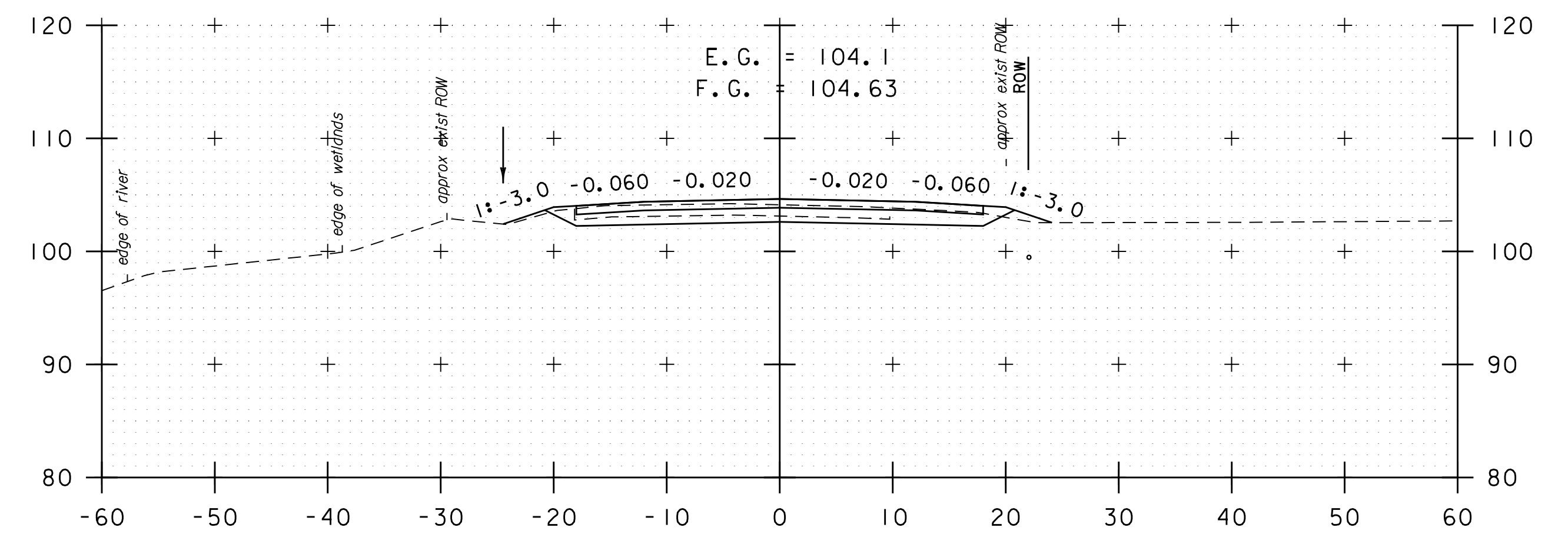
217+00



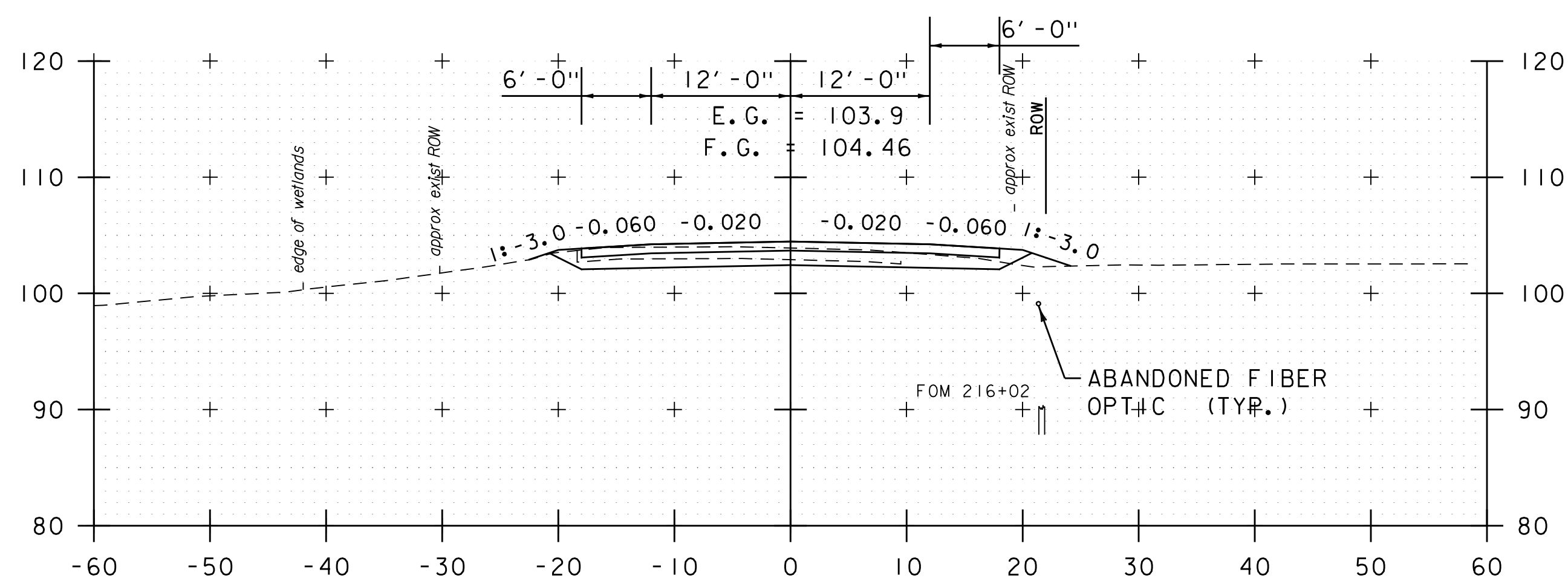
218+50



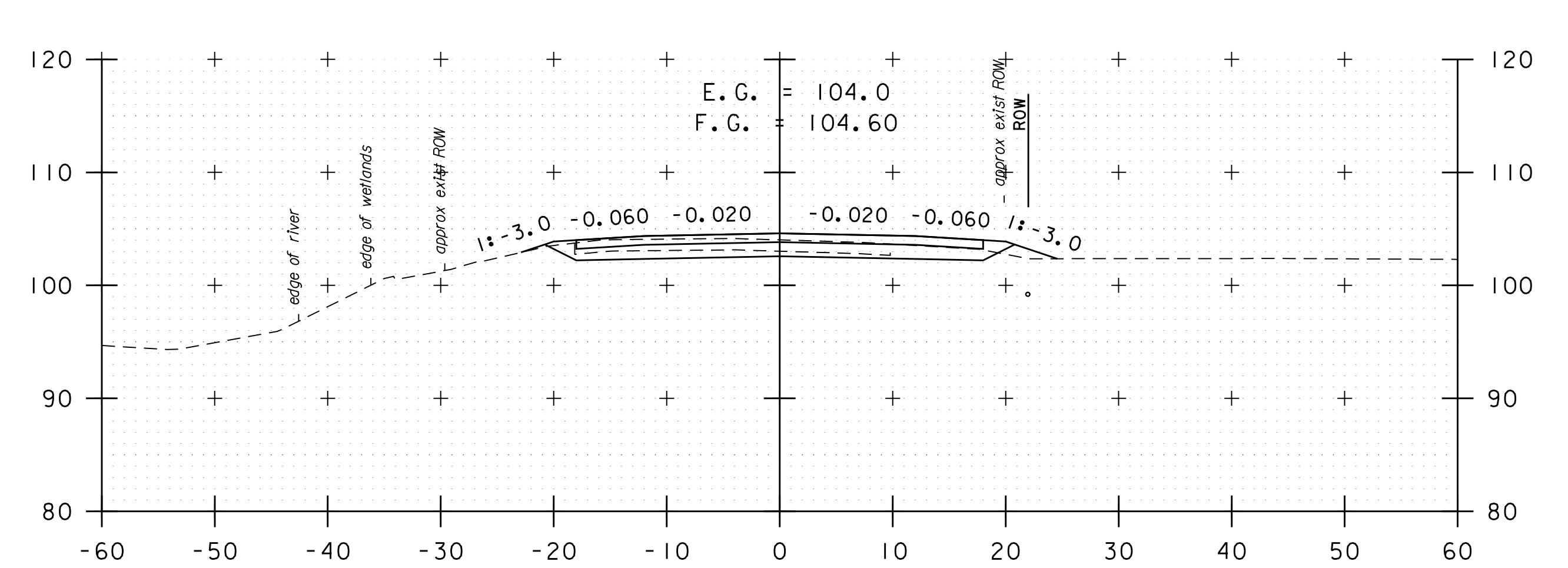
216+50



218+00



216+00

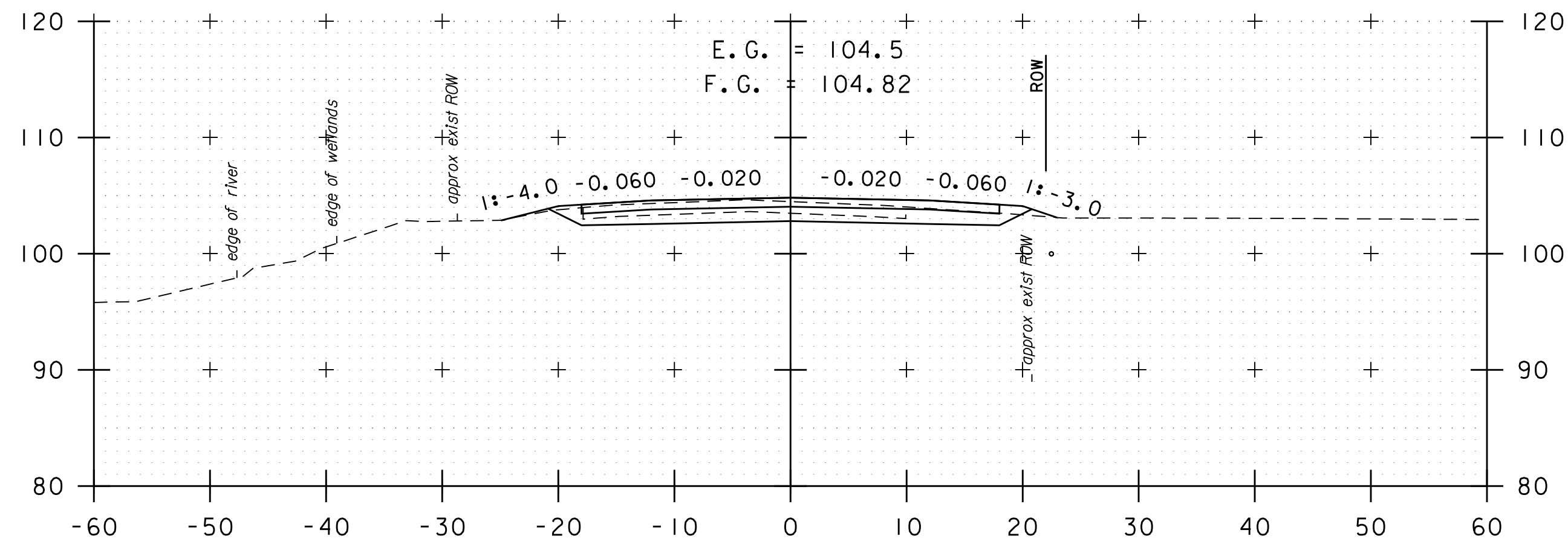


217+50

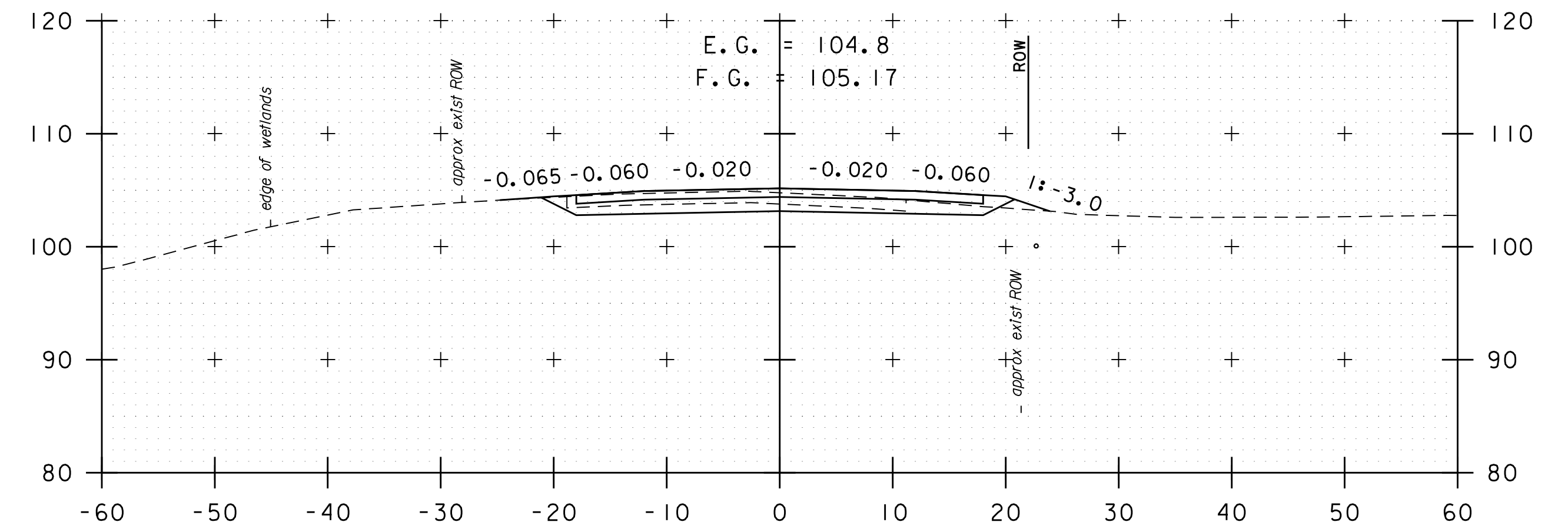
STA. 216+00 TO STA. 218+50



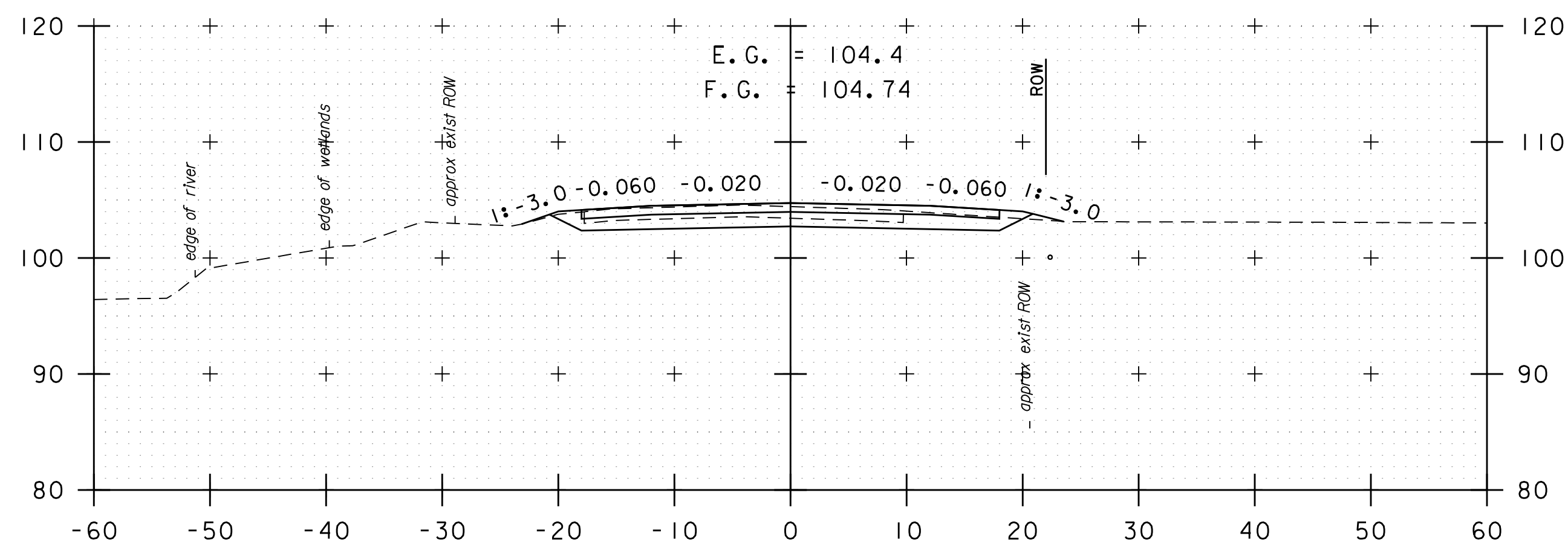
PROJECT NAME:	SWANTON
PROJECT NUMBER:	NH 036-1(9)
FILE NAME:	z96b032xs_25000_33800.dgn
PROJECT LEADER:	G.BAKOS
DESIGNED BY:	M.BOGUE
CROSS SECTION SHEET	66
PLOT DATE:	9/13/2023
DRAWN BY:	C.CILLEY
CHECKED BY:	G.BAKOS
SHEET	242 OF 307



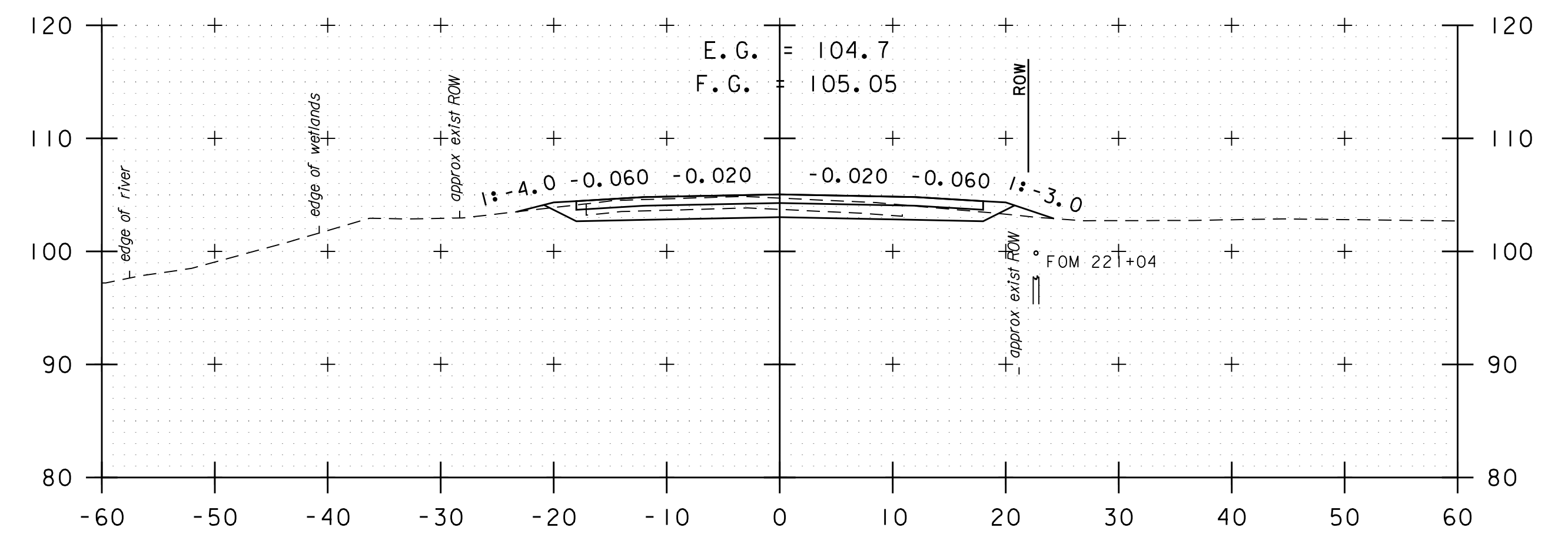
220+00



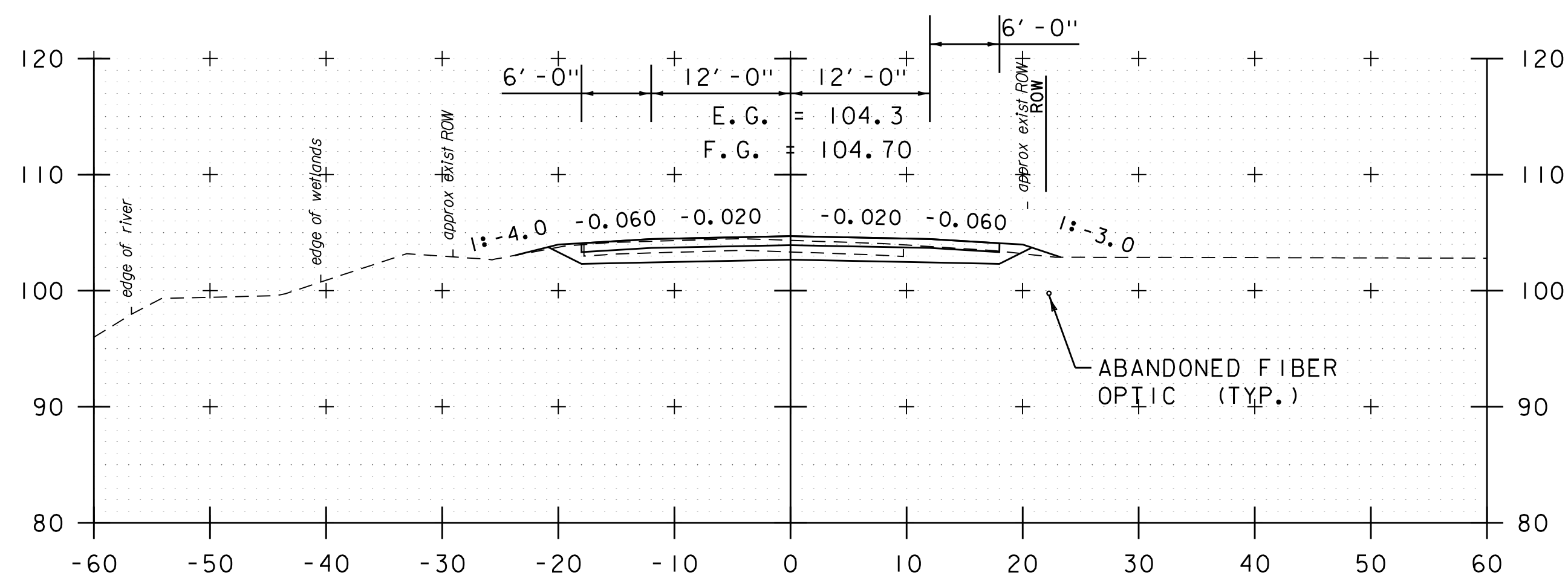
221+50



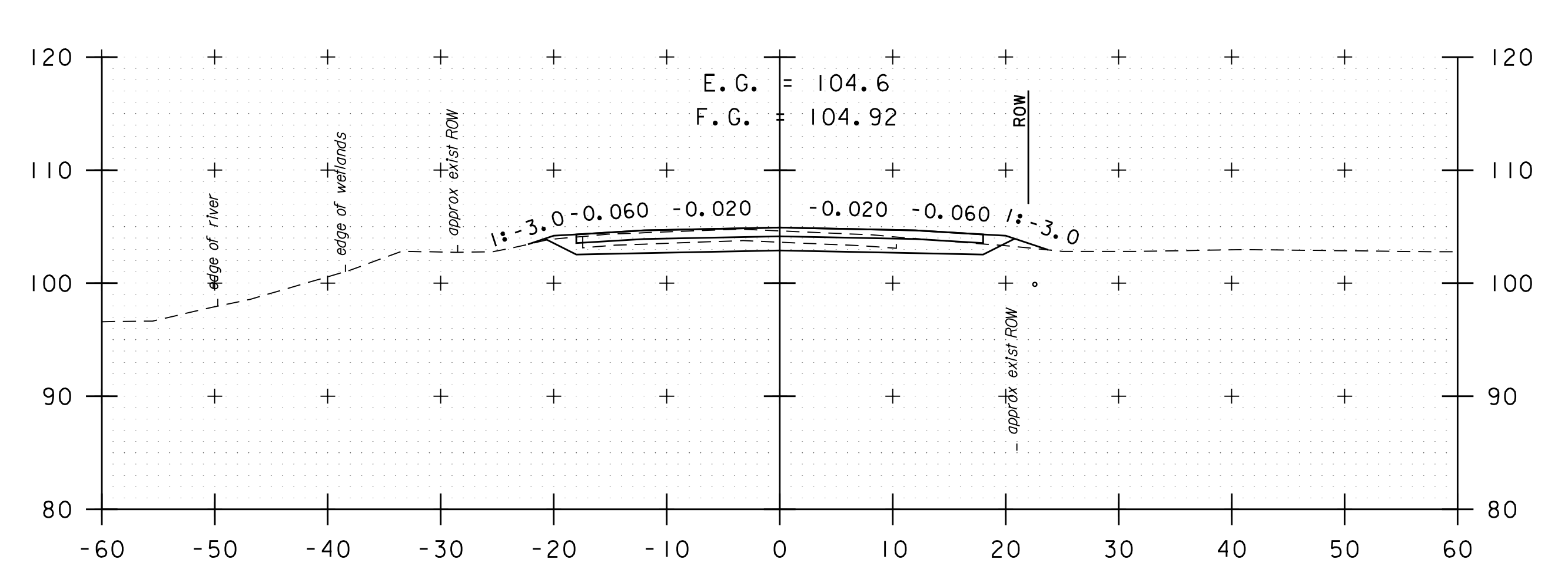
219+50



221+00



219+00

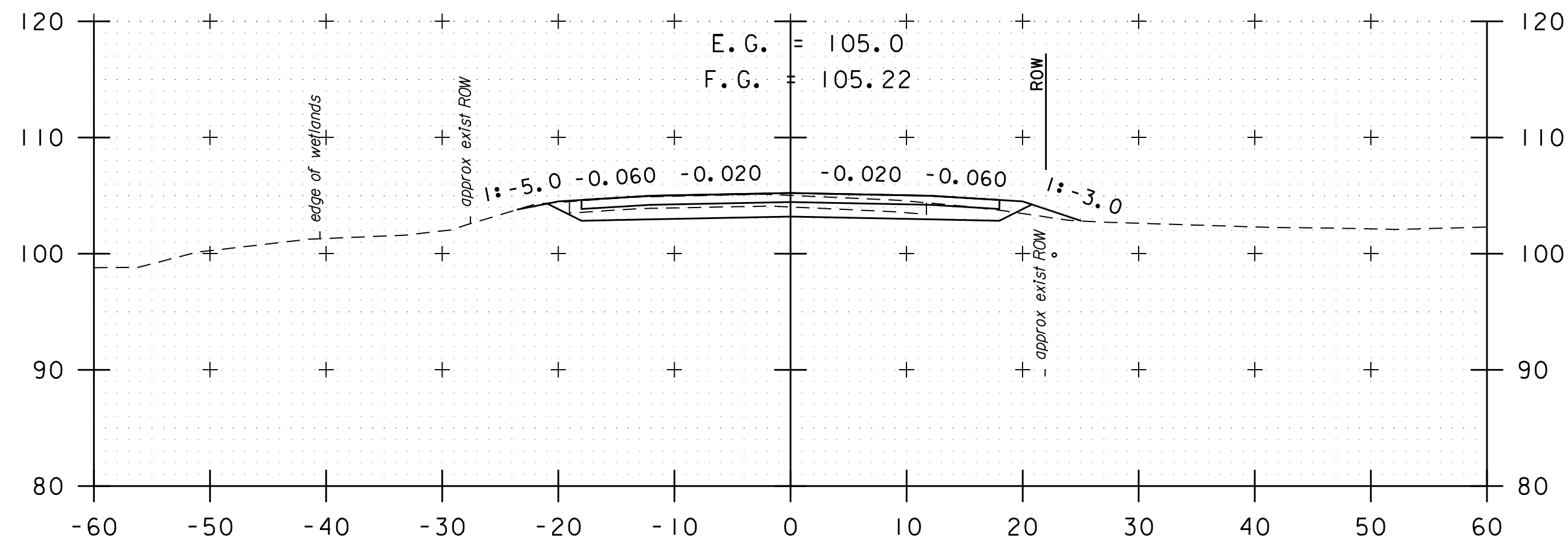


220+50

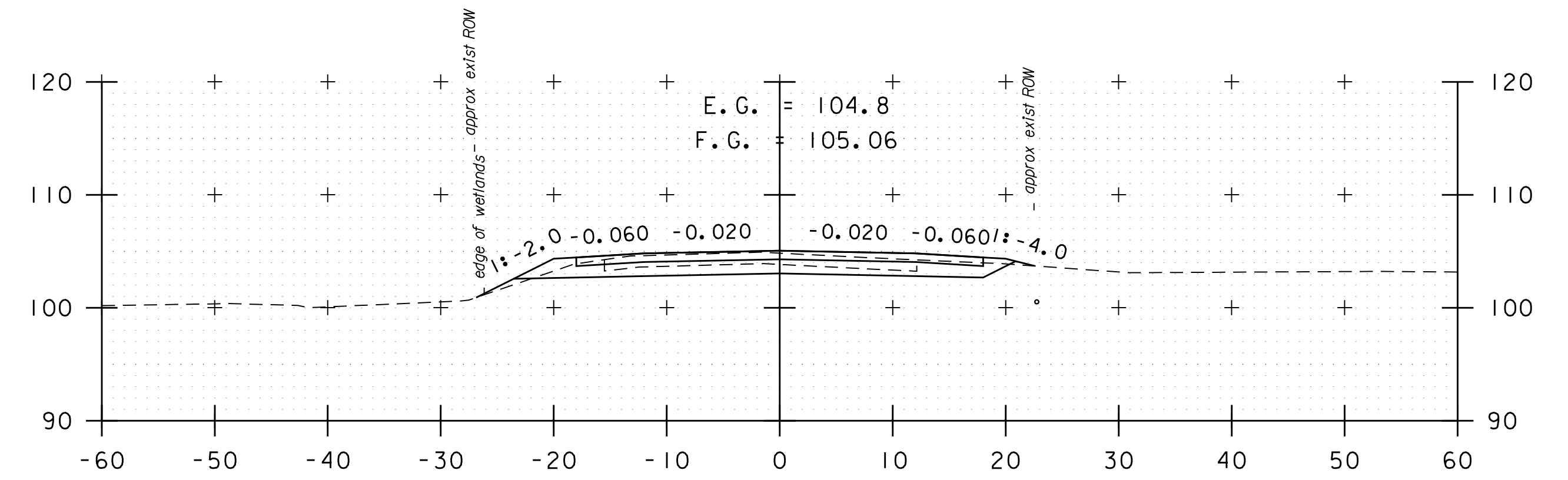
STA. 219+00 TO STA. 221+50



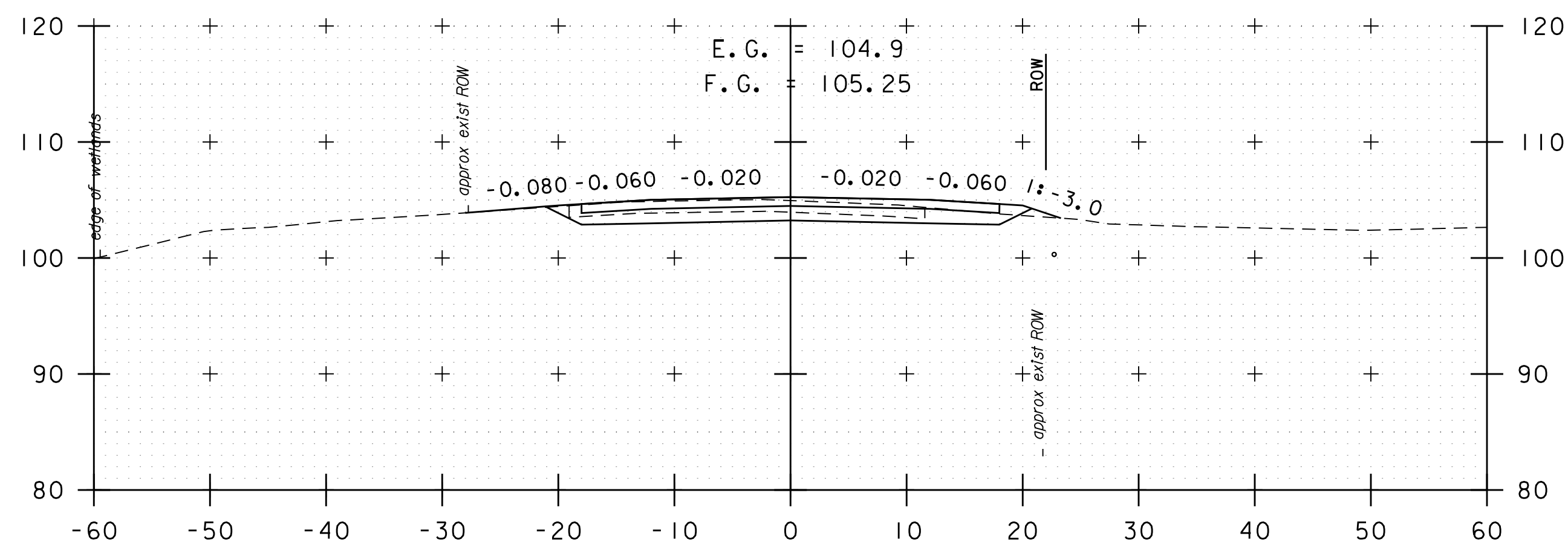
PROJECT NAME:	SWANTON
PROJECT NUMBER:	NH 036-1(9)
FILE NAME:	z96b032xs_25000_33800.dgn
PROJECT LEADER:	G.BAKOS
DESIGNED BY:	M.BOGUE
CROSS SECTION SHEET	67
PLOT DATE:	9/13/2023
DRAWN BY:	C.CILLEY
CHECKED BY:	G.BAKOS
SHEET	243 OF 307



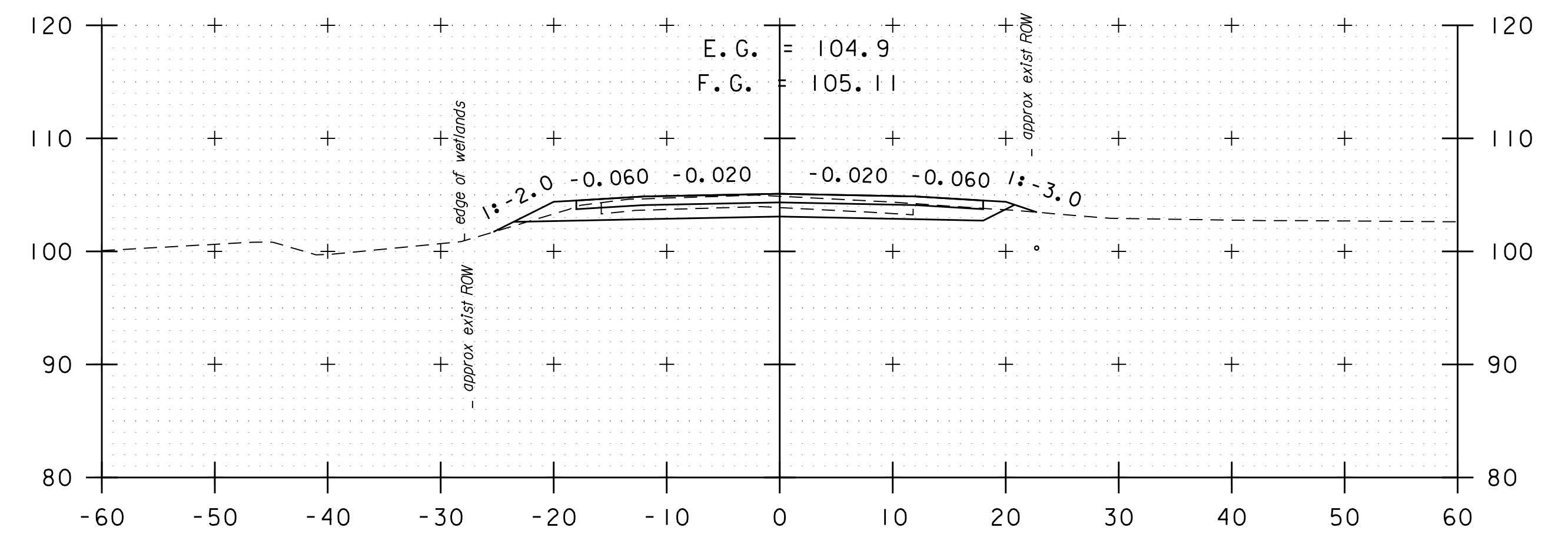
223+00



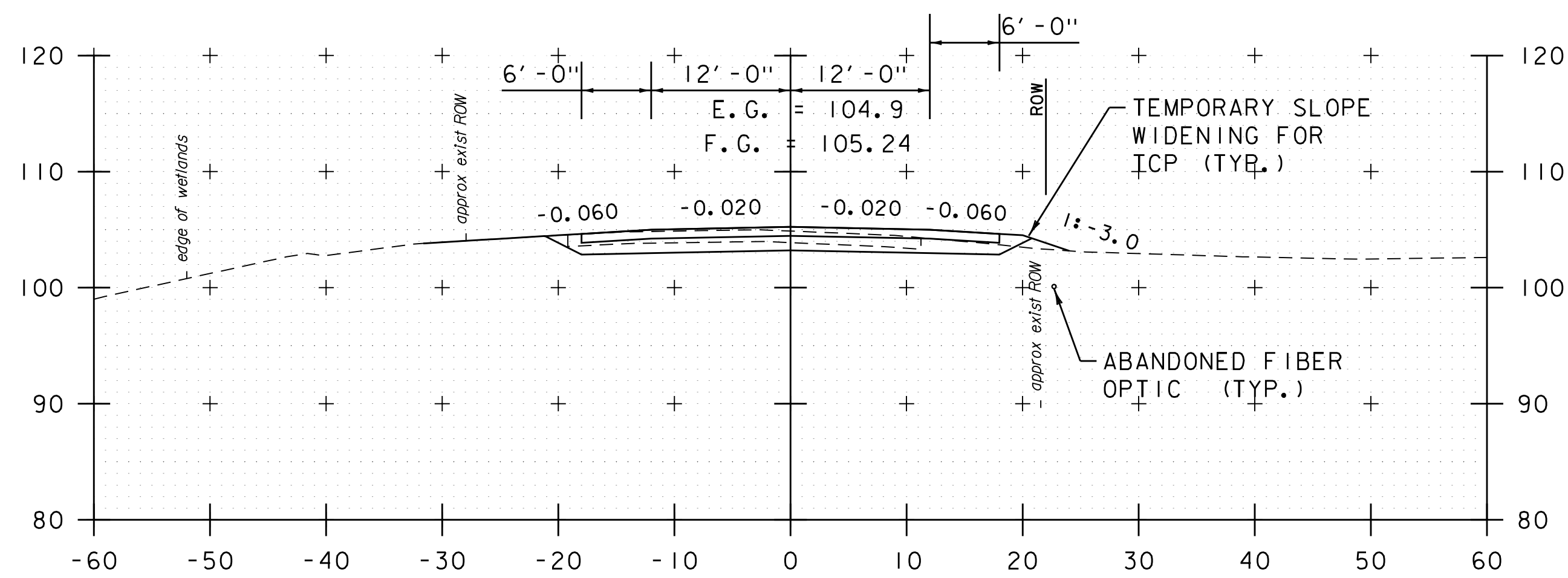
224+50



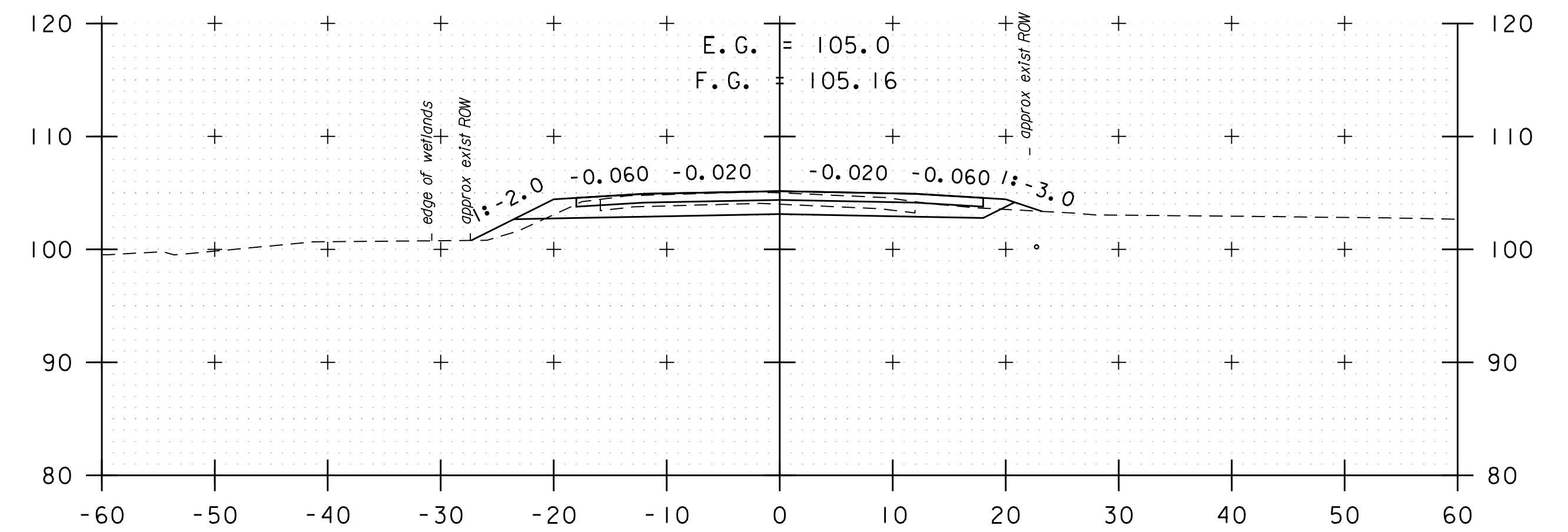
222+50



224+00



222+00

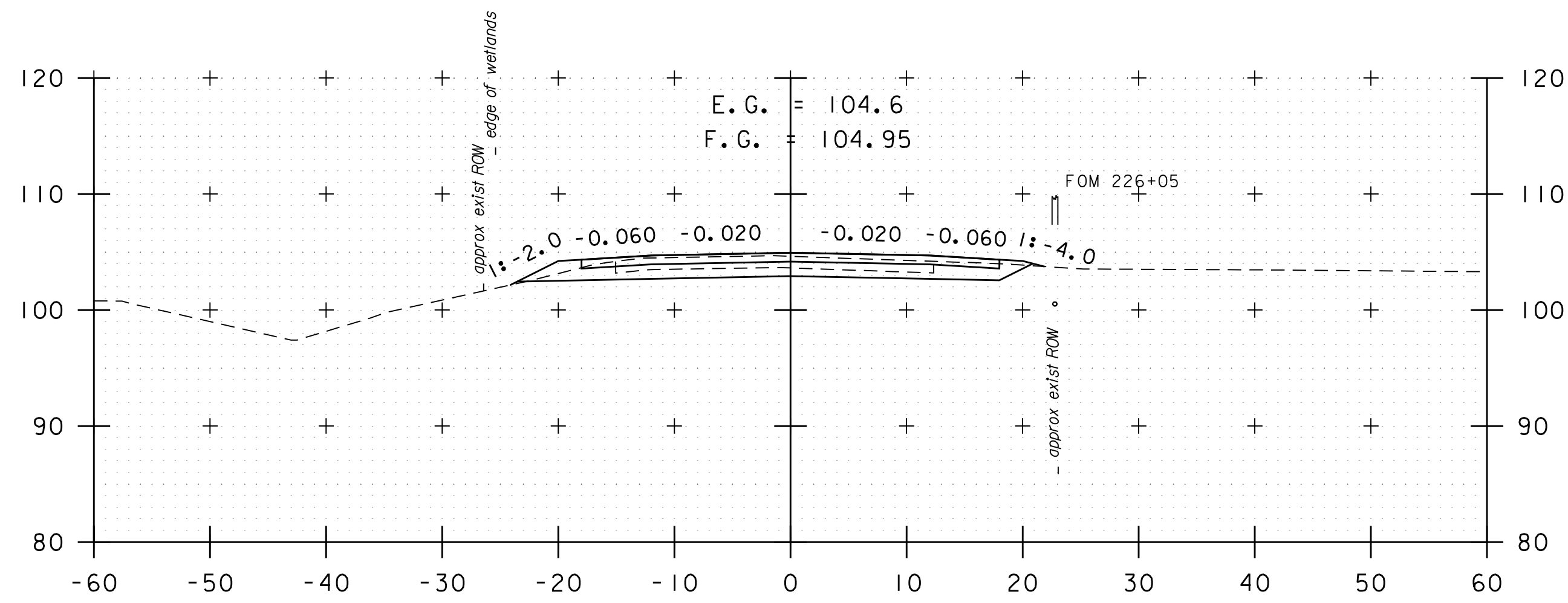


223+50

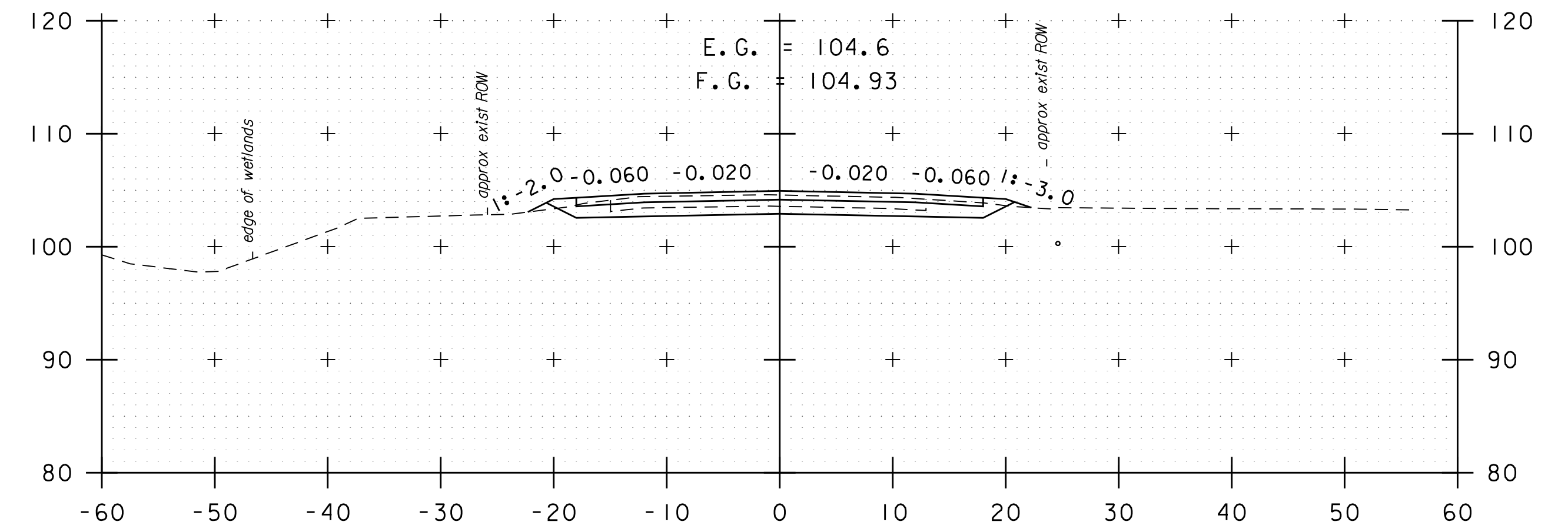
STA. 222+00 TO STA. 224+50



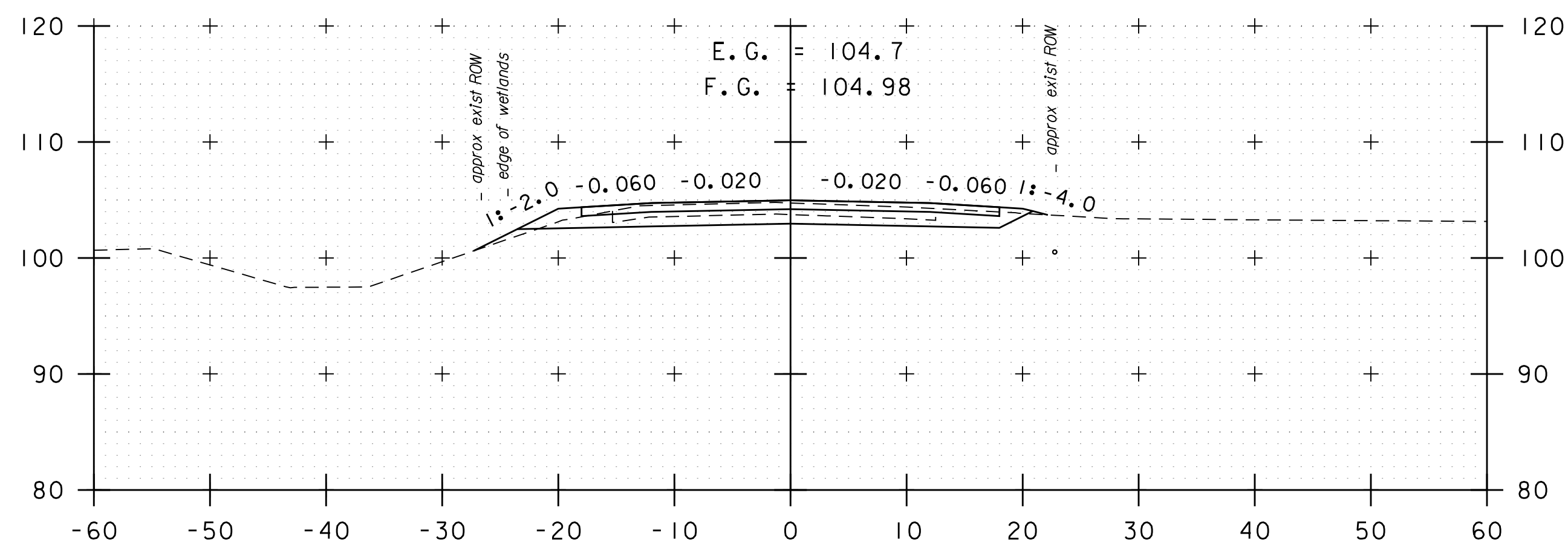
PROJECT NAME:	SWANTON
PROJECT NUMBER:	NH 036-1(9)
FILE NAME:	z96b032xs_25000_33800.dgn
PROJECT LEADER:	G.BAKOS
DESIGNED BY:	M.BOGUE
CROSS SECTION SHEET	68
PLOT DATE:	9/13/2023
DRAWN BY:	C.CILLEY
CHECKED BY:	G.BAKOS
SHEET	244 OF 307



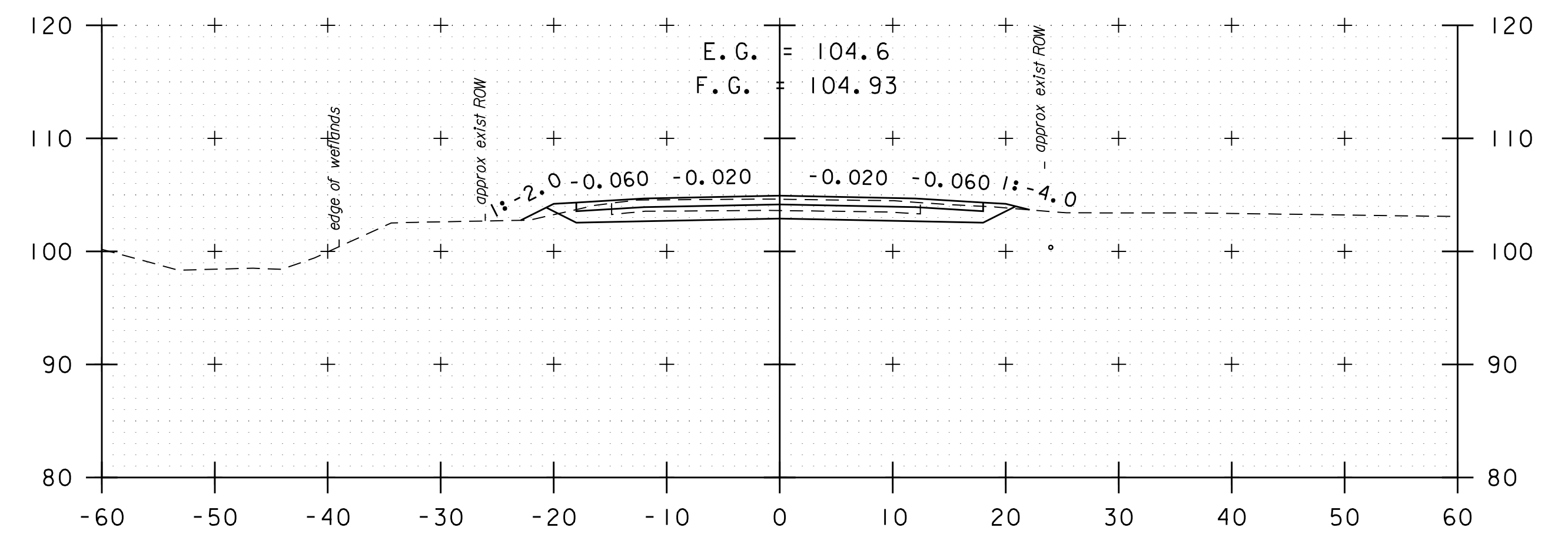
226+00



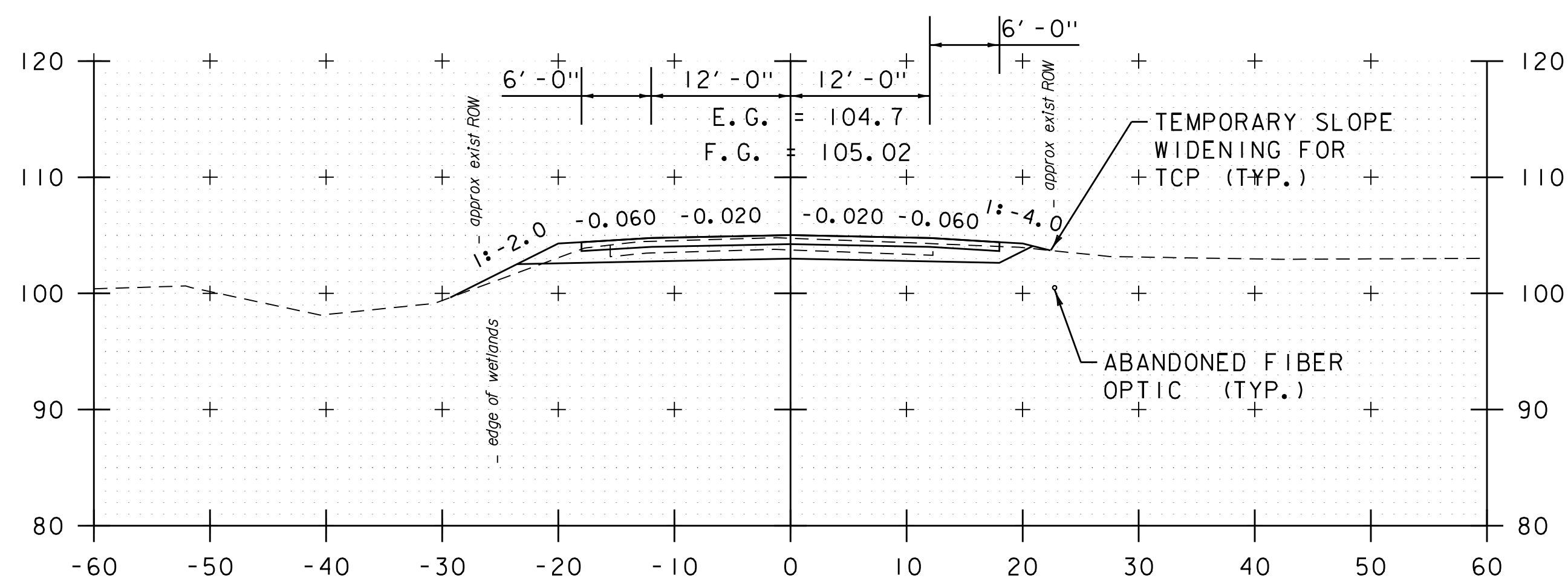
227+50



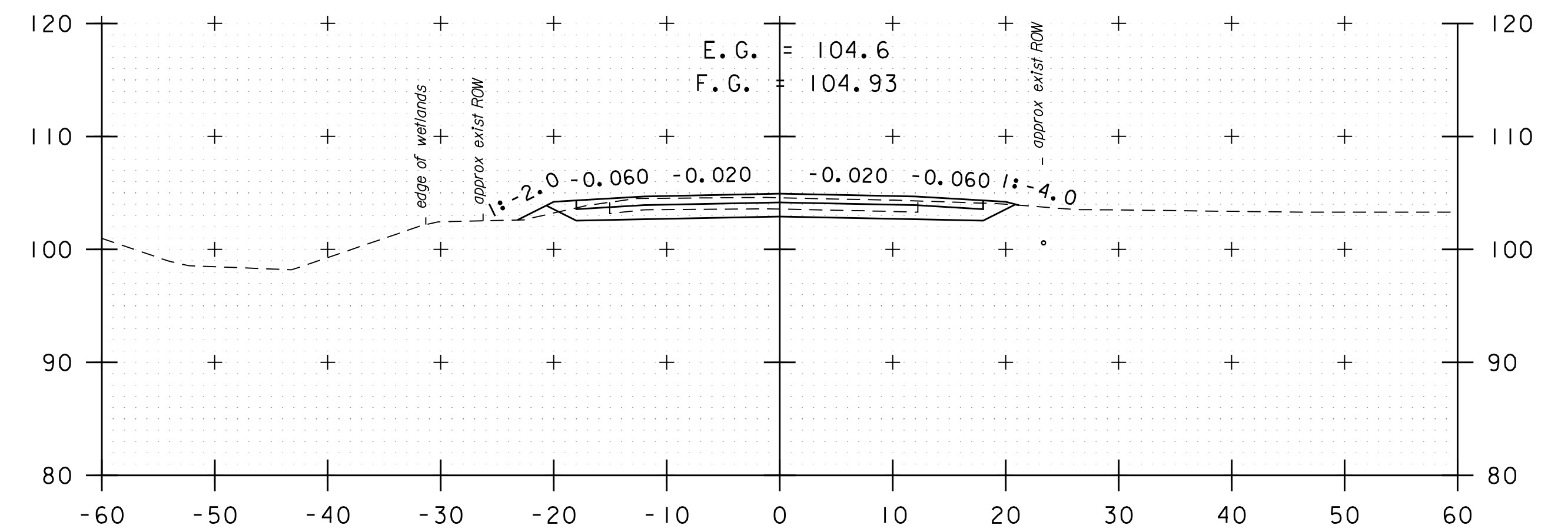
225+50



227+00



225+00

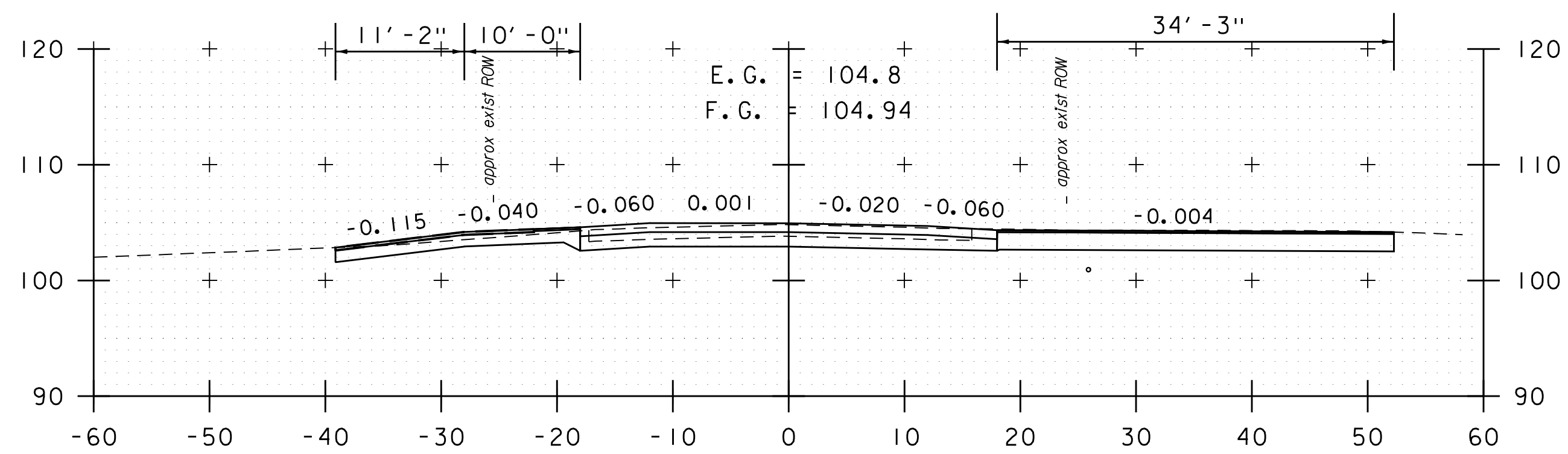


226+50

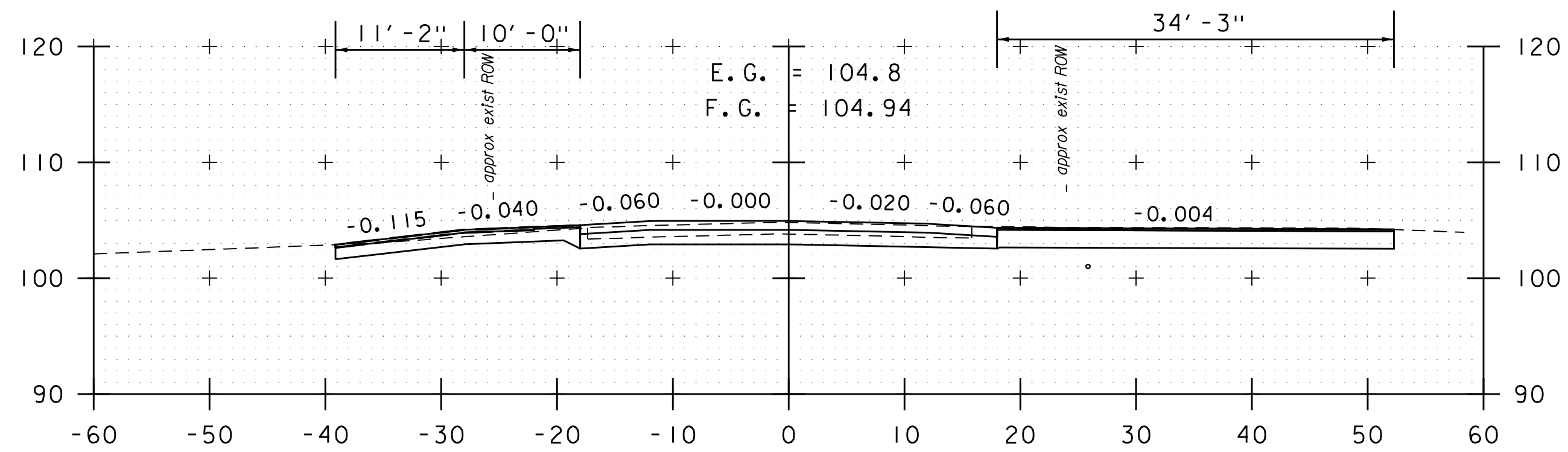
STA. 225+00 TO STA. 227+50



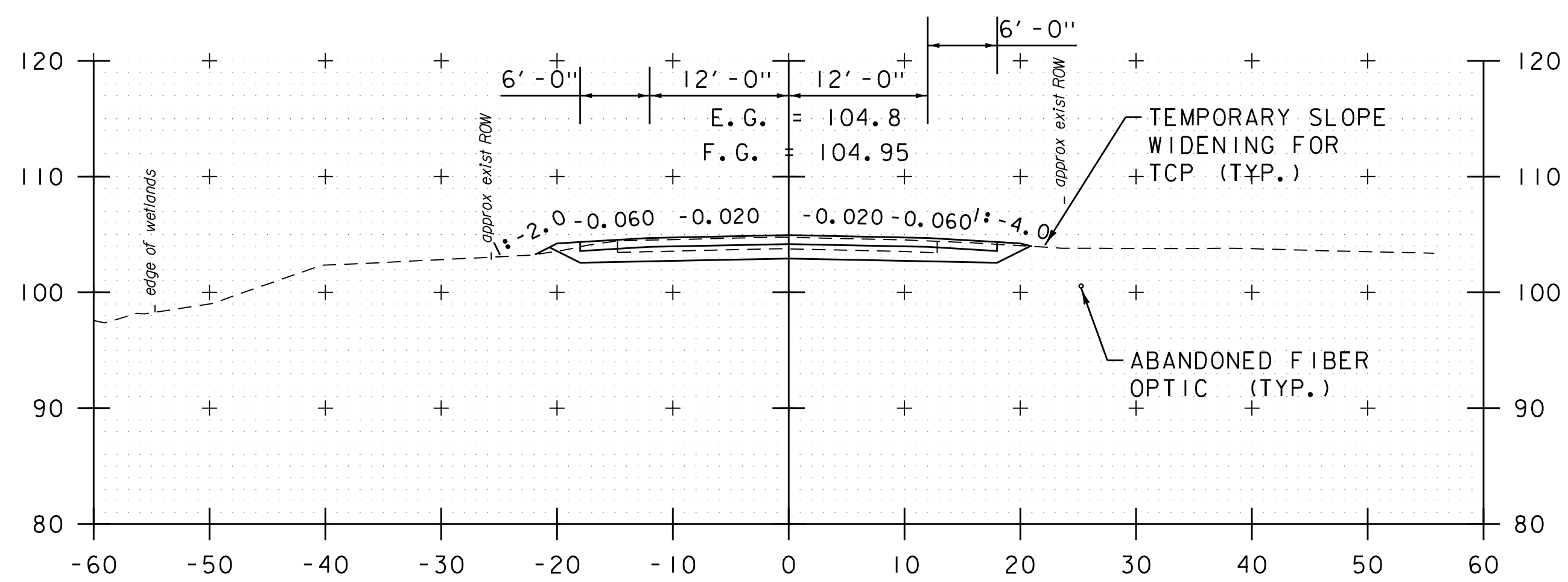
PROJECT NAME:	SWANTON
PROJECT NUMBER:	NH 036-1(9)
FILE NAME:	z96b032xs_25000_33800.dgn
PROJECT LEADER:	G.BAKOS
DESIGNED BY:	M.BOGUE
CROSS SECTION SHEET	69
PLOT DATE:	9/13/2023
DRAWN BY:	C.CILLEY
CHECKED BY:	G.BAKOS
SHEET	245 OF 307



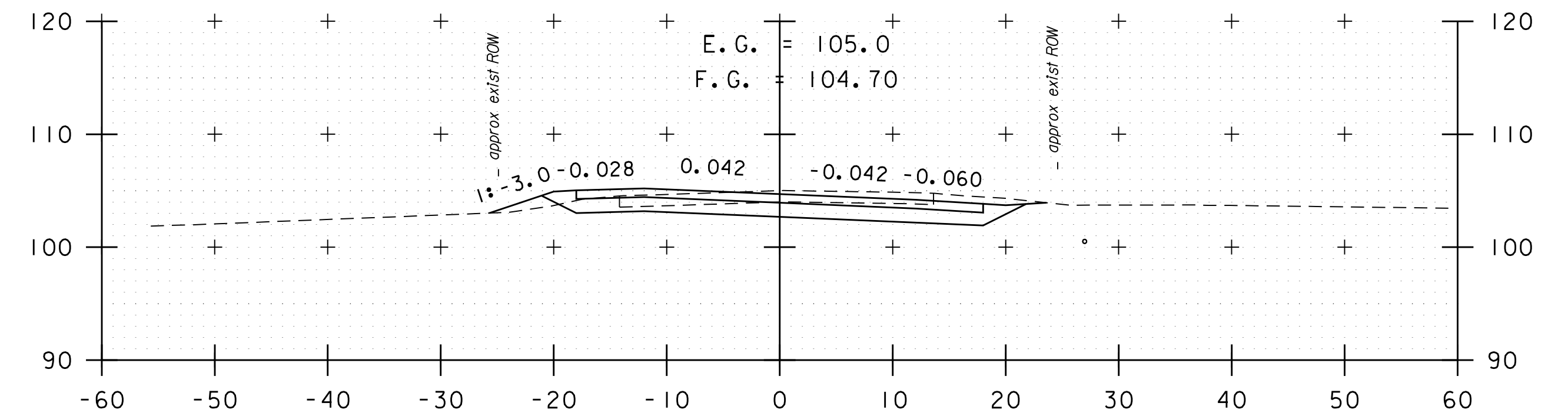
228+50



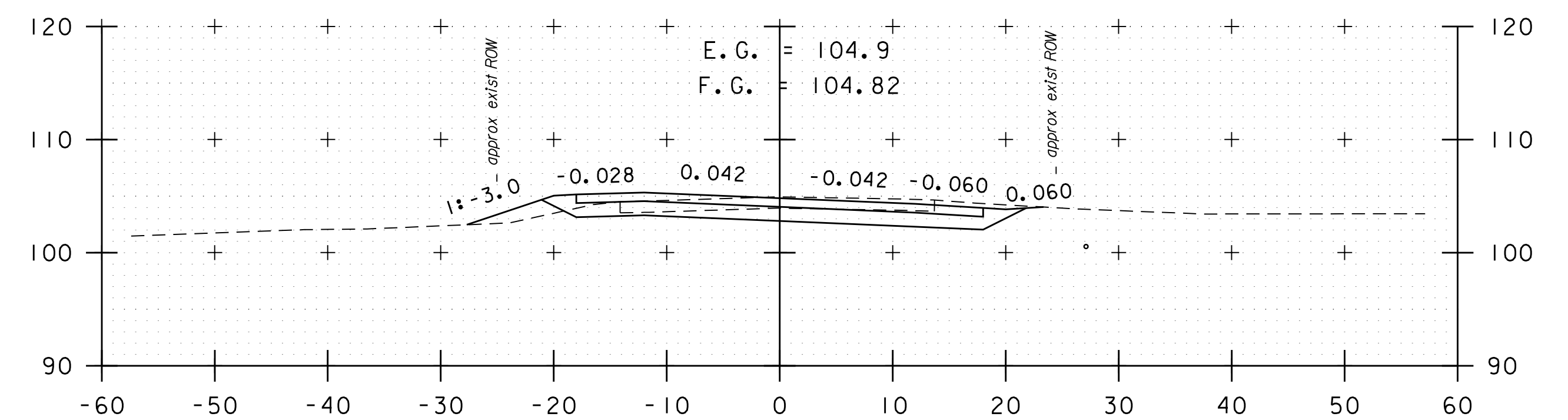
228+47 (DRIVE LT & RT)



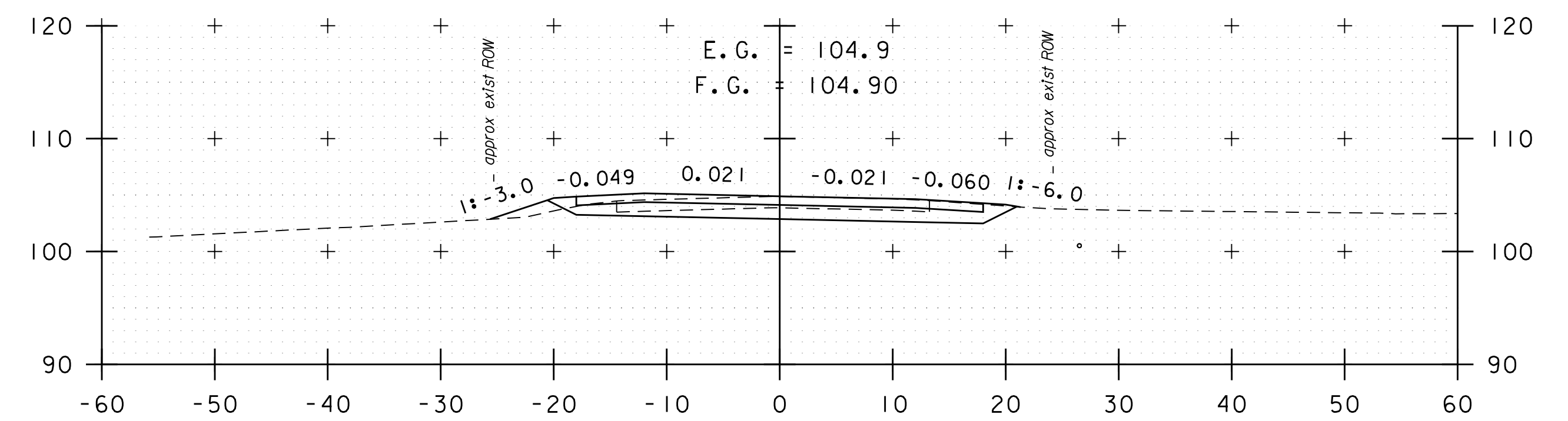
228+00



230+00



229+50

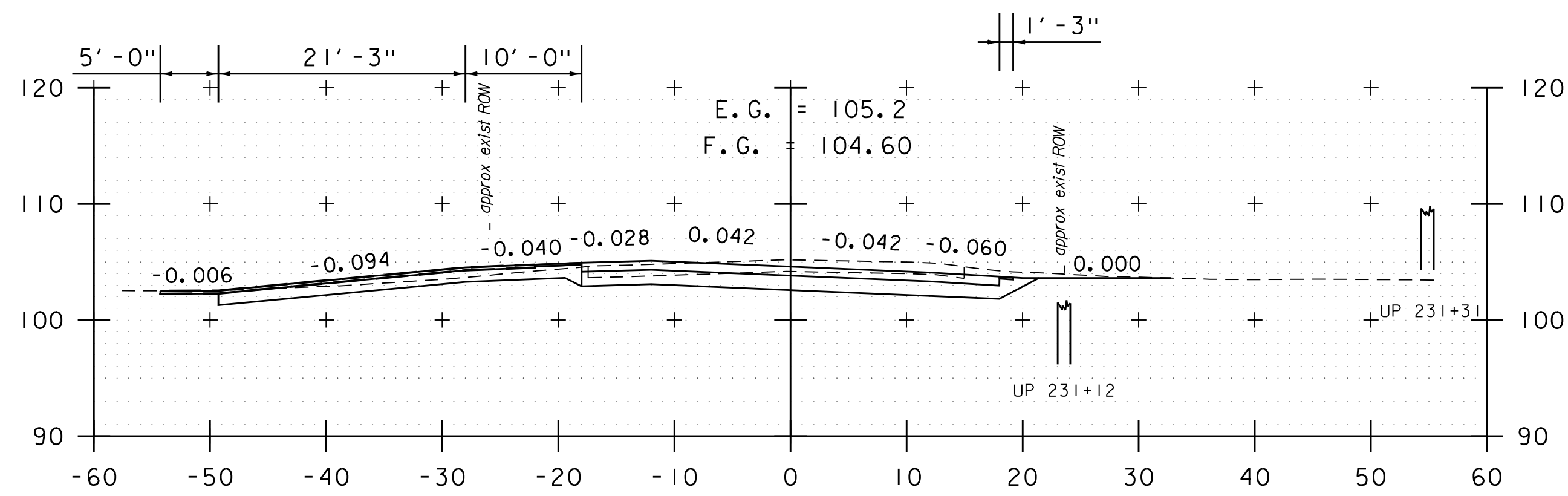


229+00

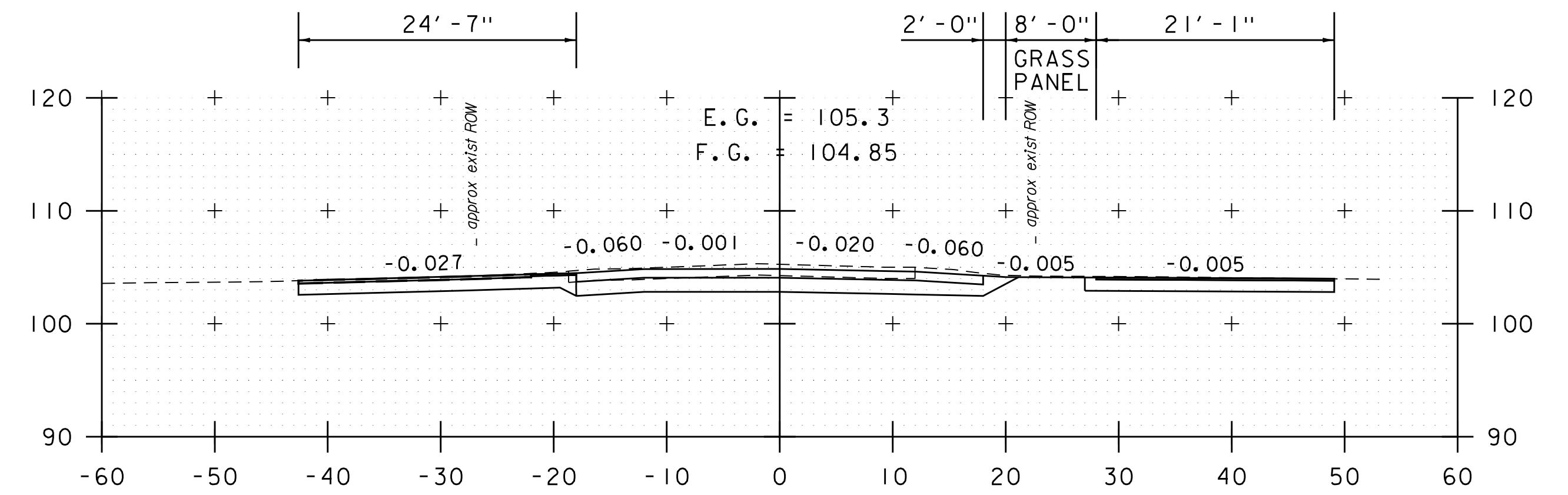
STA. 228+00 TO STA. 230+00



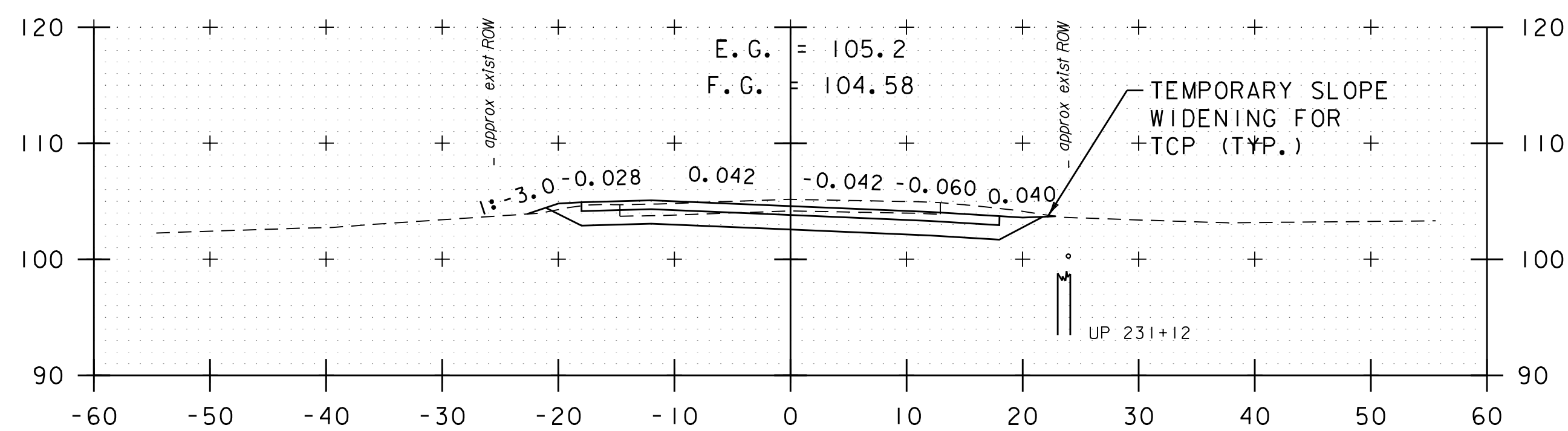
PROJECT NAME:	SWANTON	FILE NAME:	z96b032xs_25000_33800.dgn	PLOT DATE:	9/13/2023
PROJECT NUMBER:	NH 036-1(9)	PROJECT LEADER:	G.BAKOS	DRAWN BY:	C.CILLEY
		DESIGNED BY:	M.BOGUE	CHECKED BY:	G.BAKOS
		CROSS SECTION SHEET	70	SHEET	246 OF 307



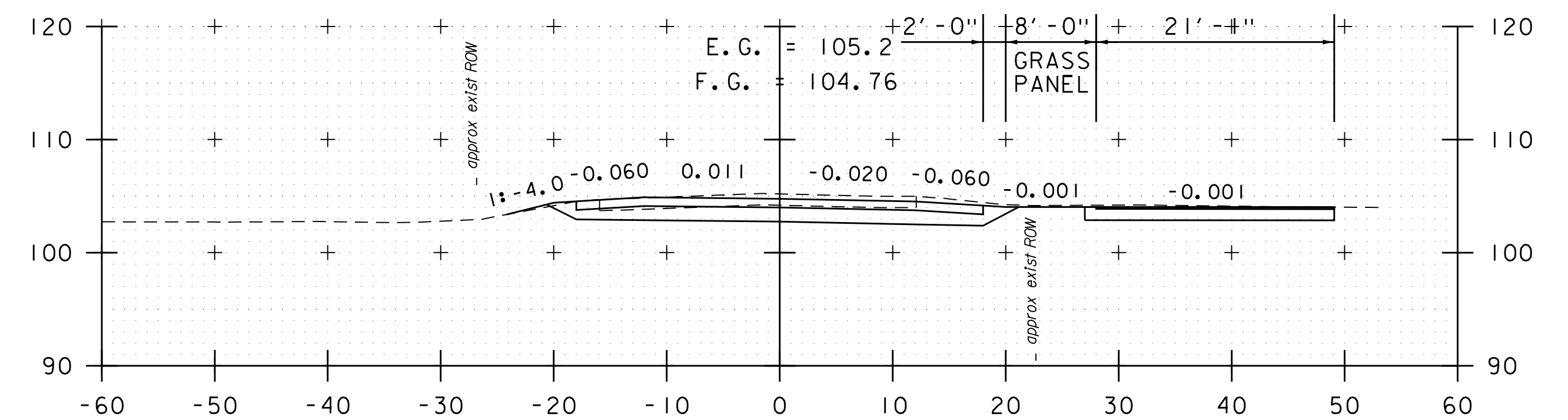
231+25 (DRIVE LT)



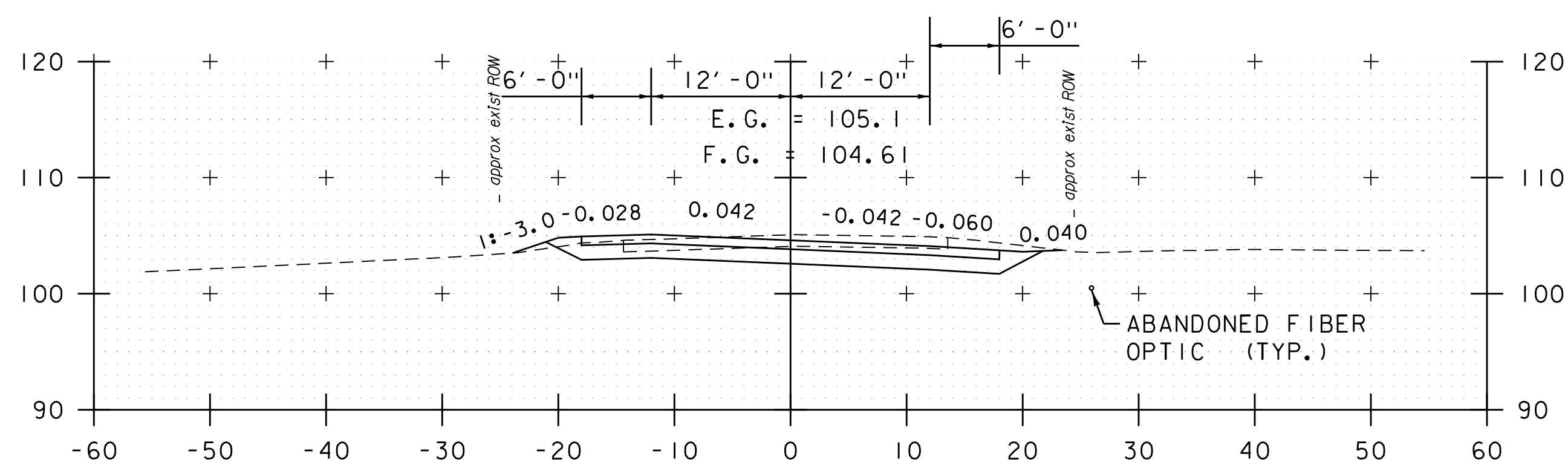
232+28 (DRIVE LT)



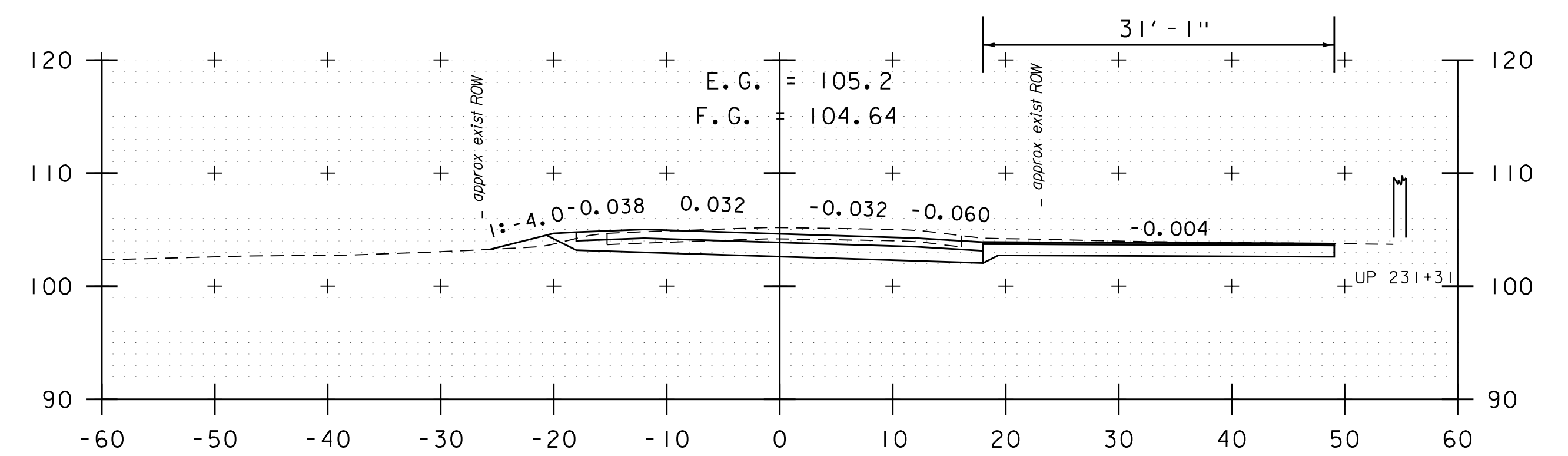
231+00



232+00



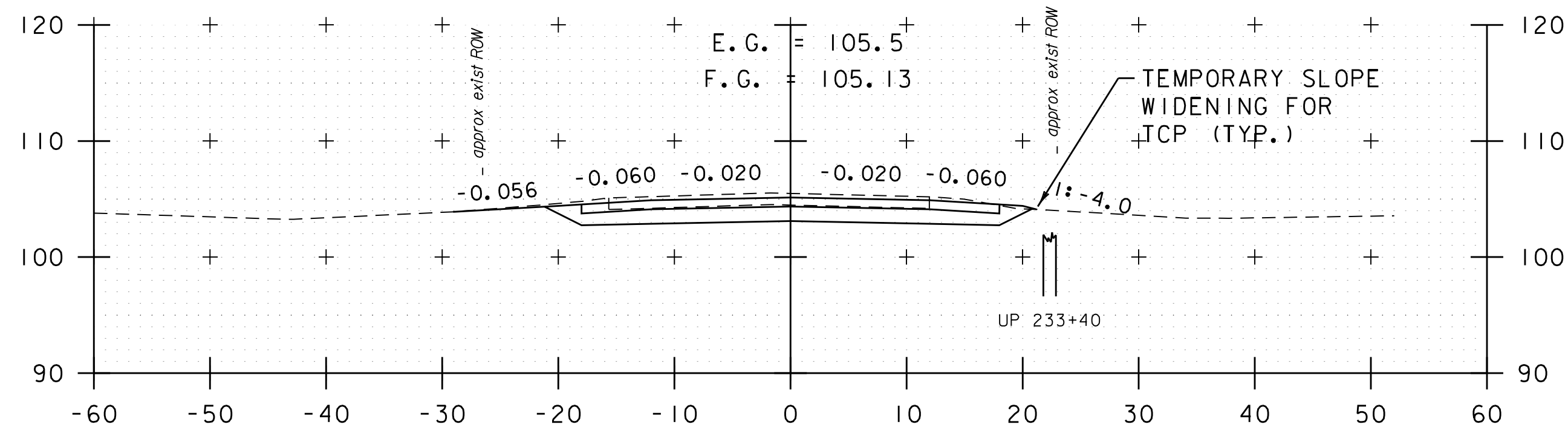
230+50



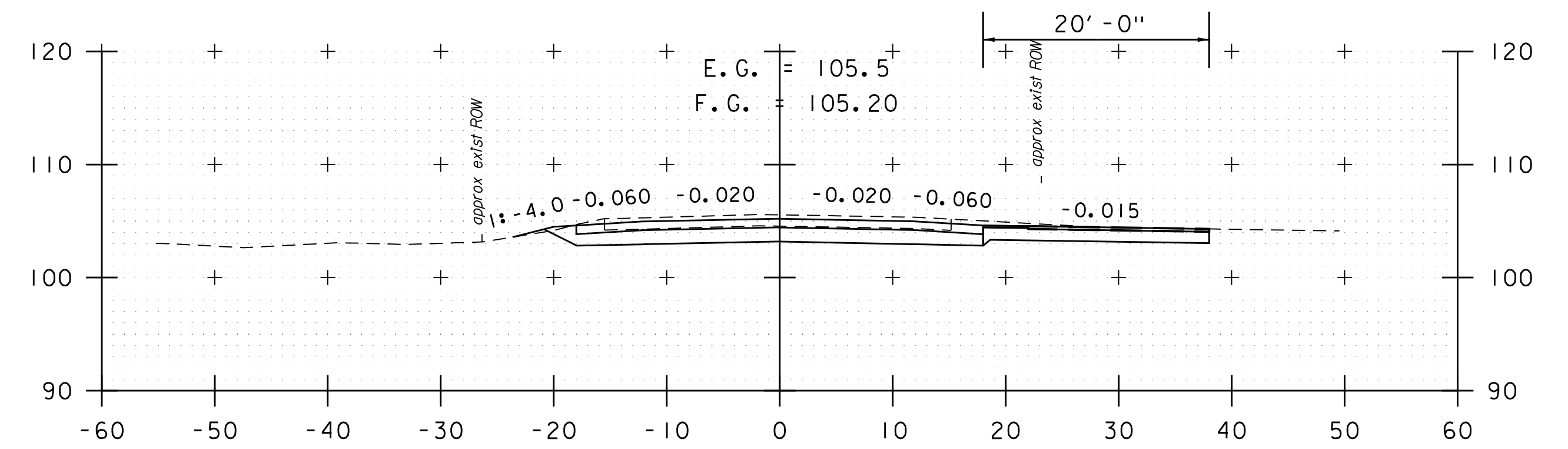
231+50 (DRIVE RT) STA. 230+50 TO STA. 232+28



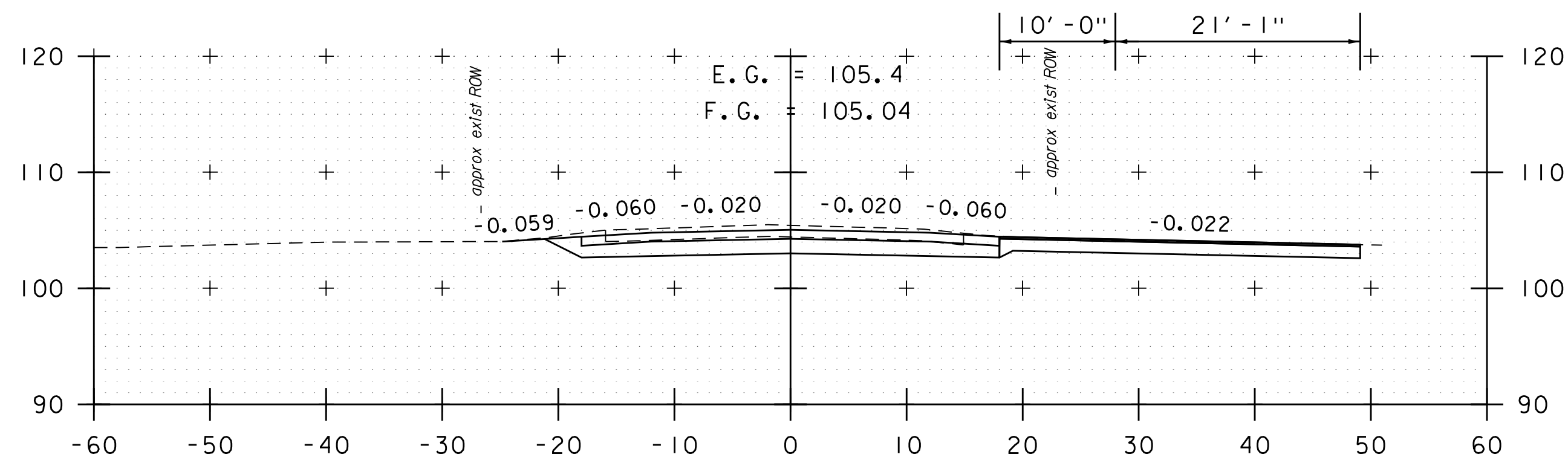
PROJECT NAME:	SWANTON
PROJECT NUMBER:	NH 036-1(9)
FILE NAME:	z96b032xs_25000_33800.dgn
PROJECT LEADER:	G.BAKOS
DESIGNED BY:	M.BOGUE
CROSS SECTION SHEET	71
PLOT DATE:	9/13/2023
DRAWN BY:	C.CILLEY
CHECKED BY:	G.BAKOS
SHEET	247 OF 307



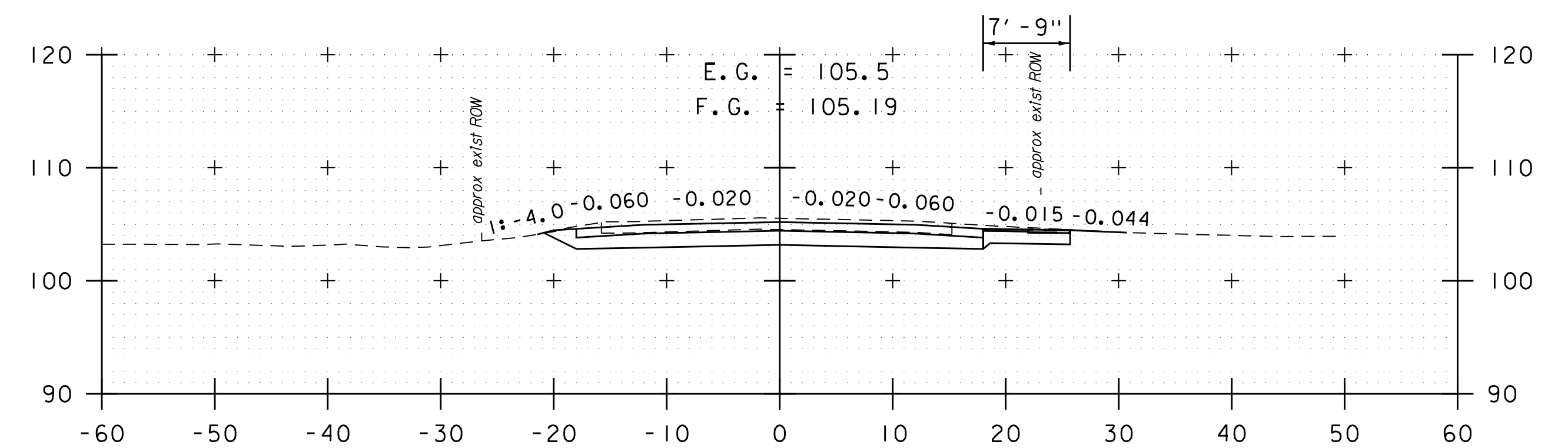
233+50



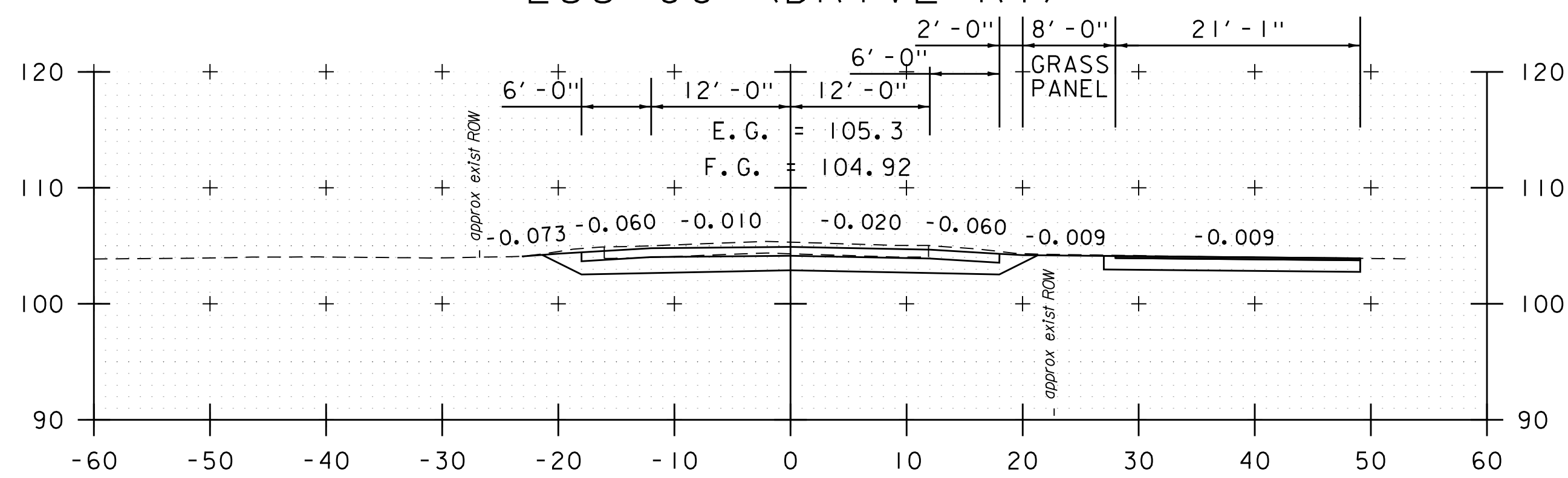
234+14 (DRIVE RT)



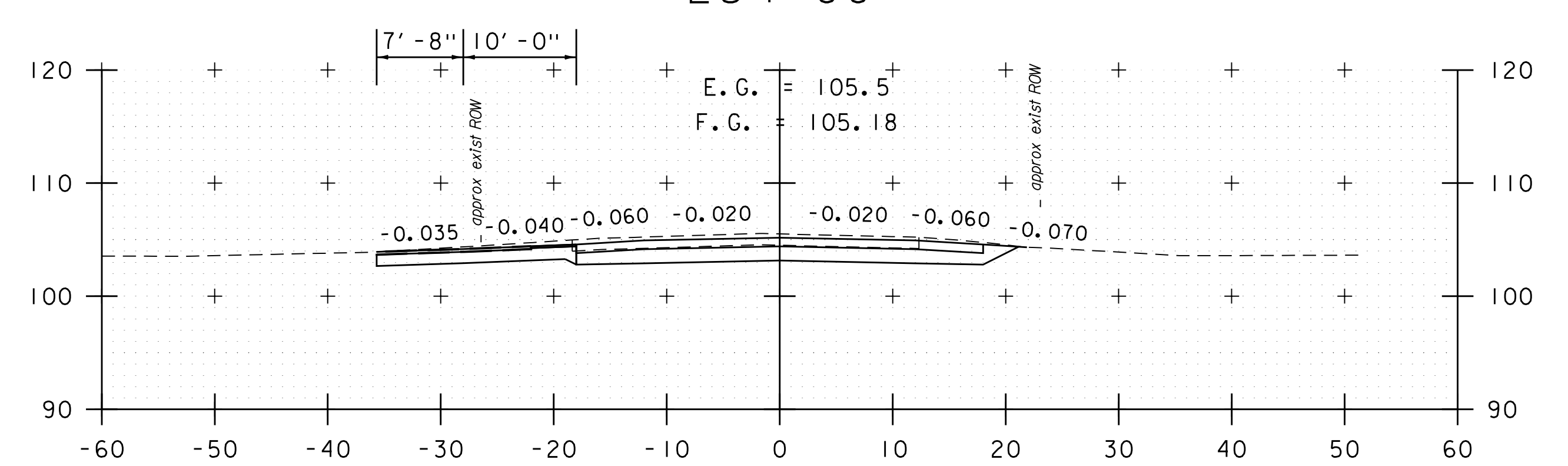
233+00 (DRIVE RT)



234+00



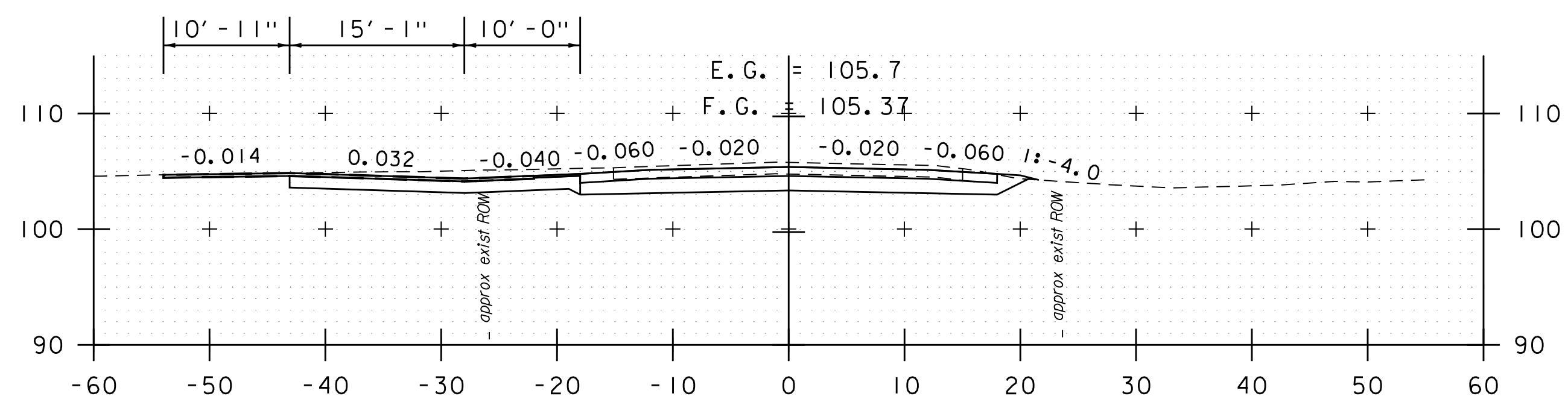
232+50



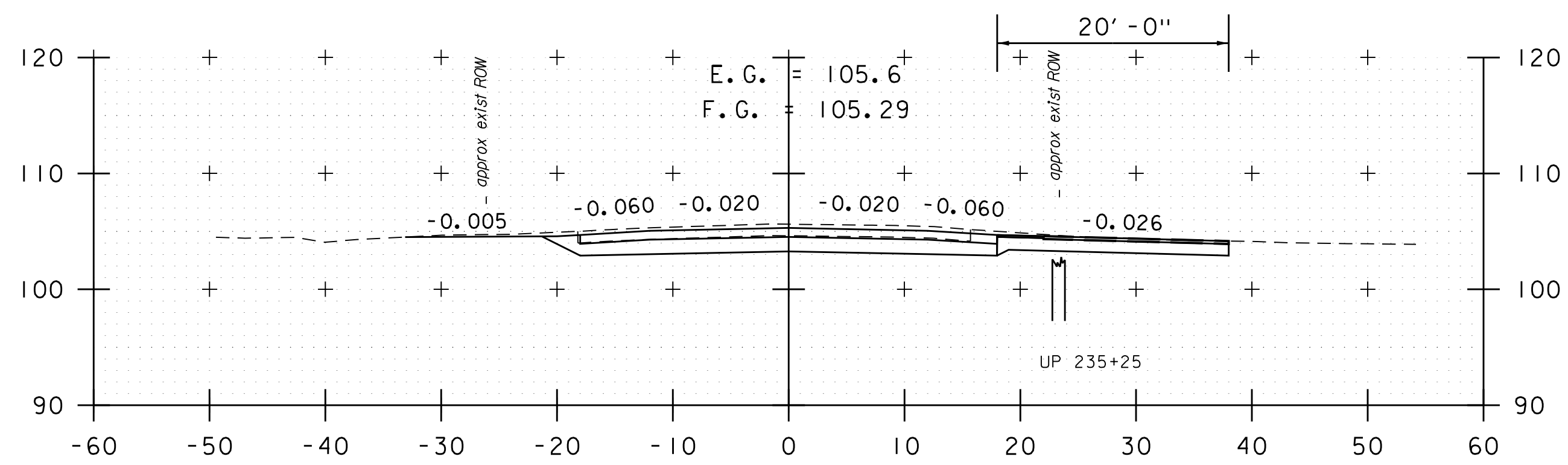
233+83 (DRIVE LT) STA. 232+50 TO STA. 234+14



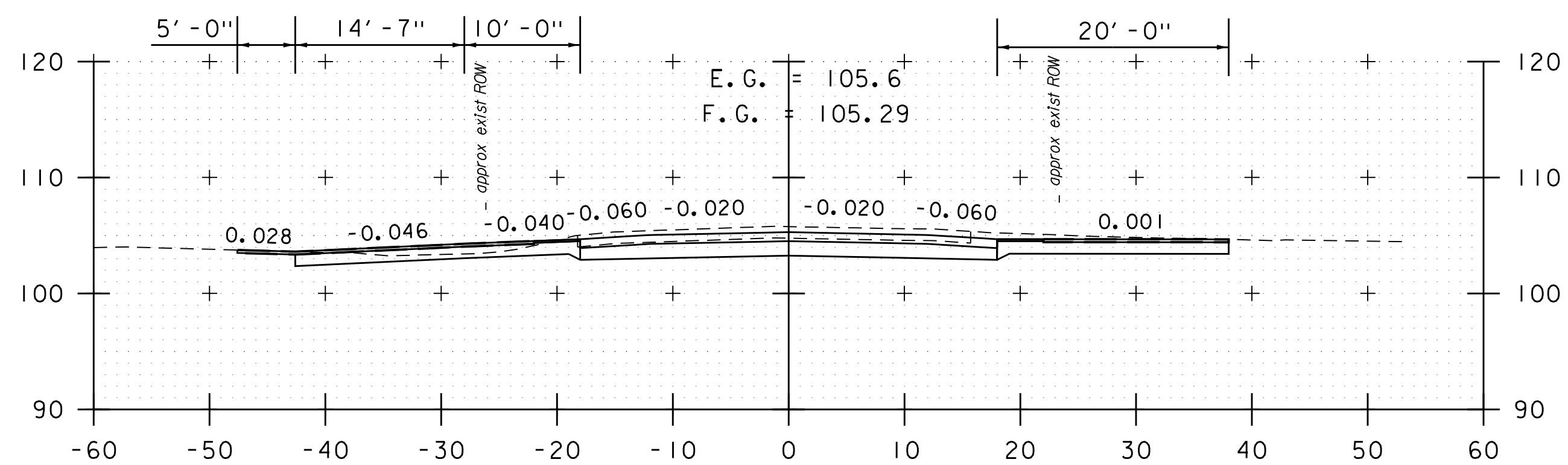
PROJECT NAME:	SWANTON
PROJECT NUMBER:	NH 036-1(9)
FILE NAME:	z96b032xs_25000_33800.dgn
PROJECT LEADER:	G.BAKOS
DESIGNED BY:	M.BOGUE
CROSS SECTION SHEET	72
PLOT DATE:	9/13/2023
DRAWN BY:	C.CILLEY
CHECKED BY:	G.BAKOS
SHEET	248 OF 307



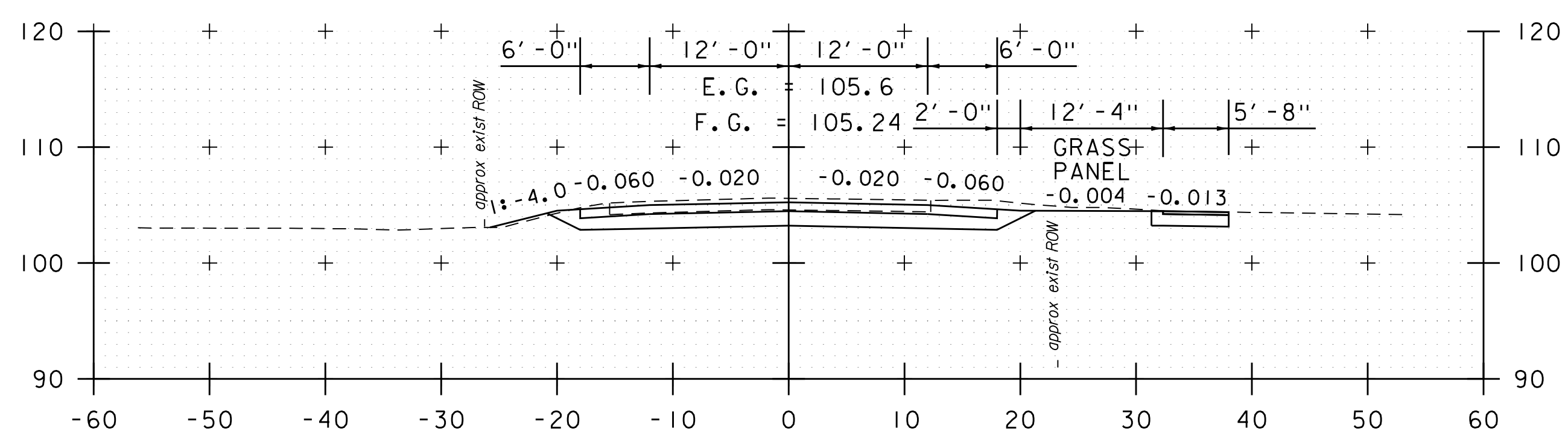
235+82 (DRIVE LT)



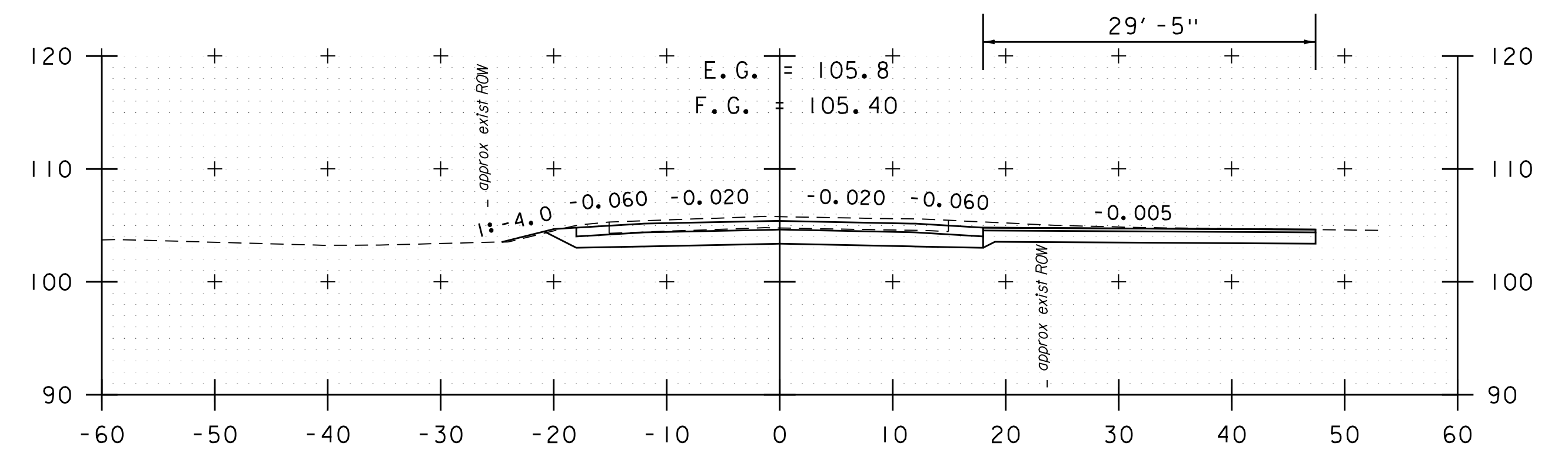
235+00 (DRIVE RT)



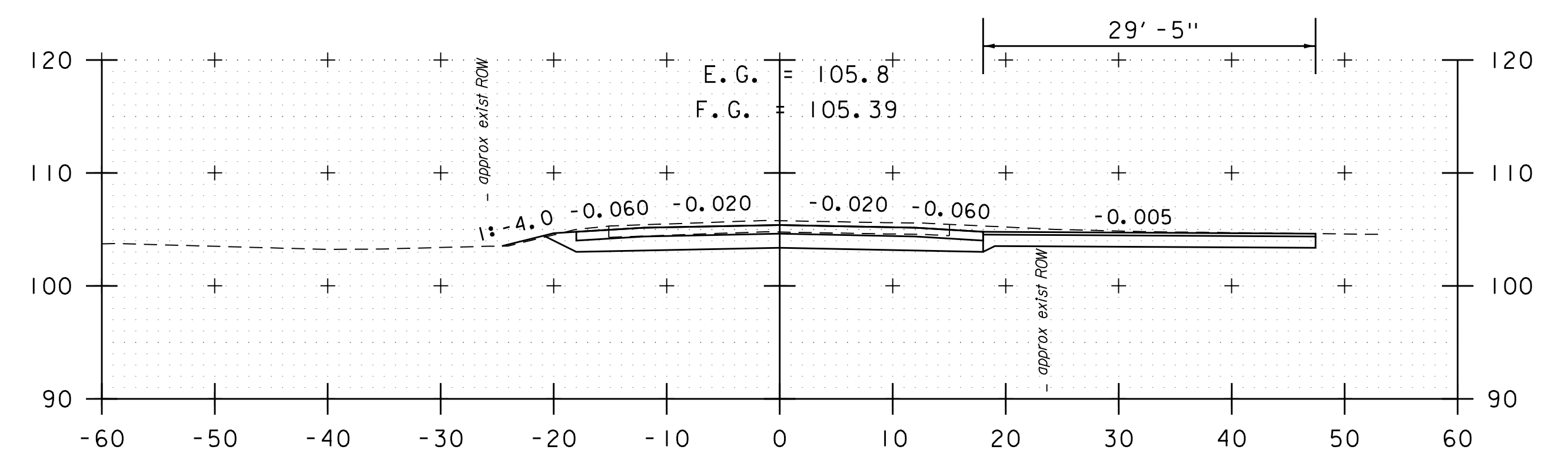
234+93 (DRIVE LT & RT)



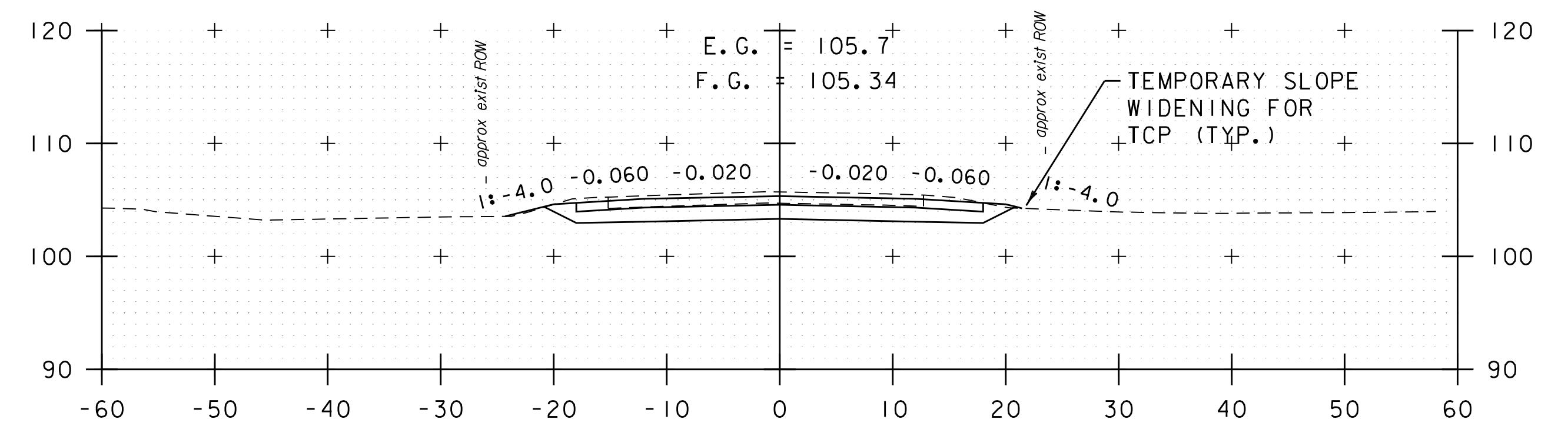
234+50



236+07 (DRIVE RT)



236+00

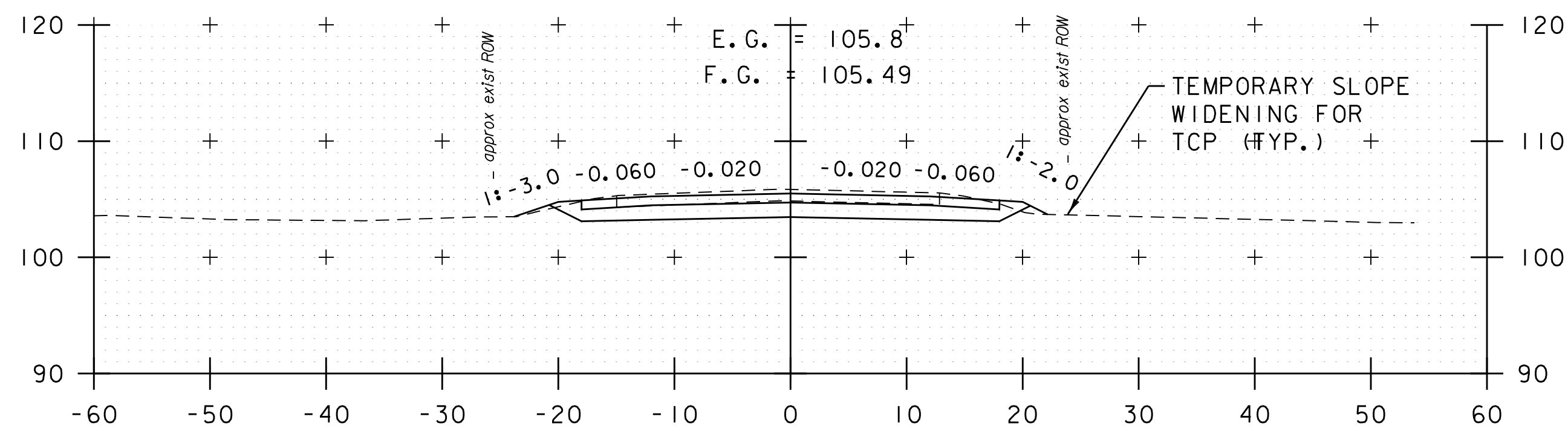


235+50

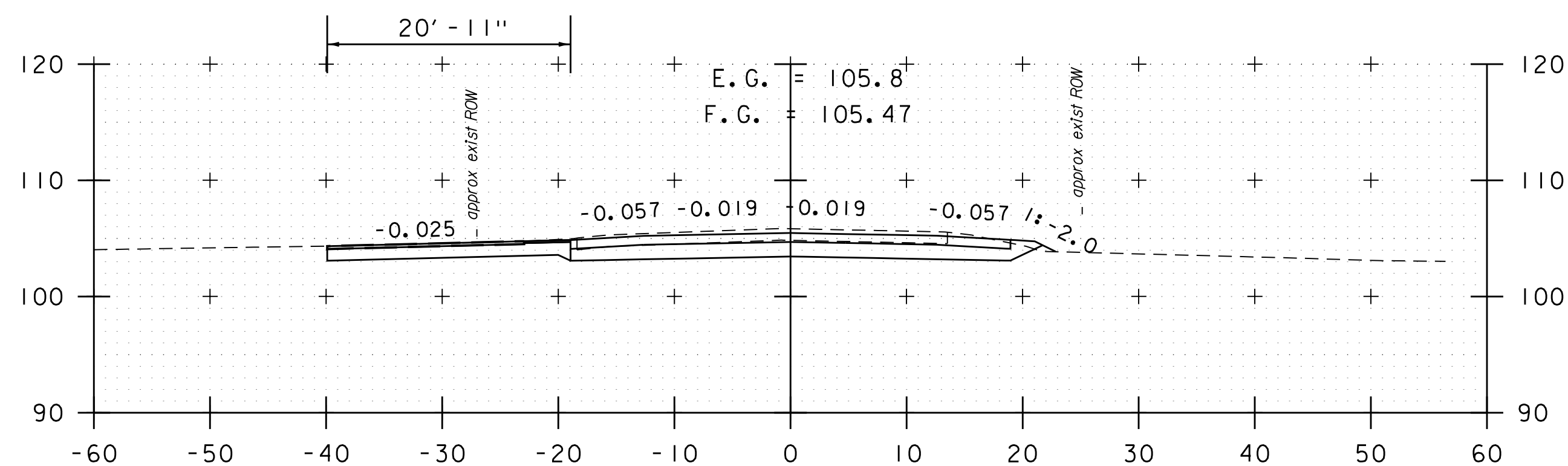
STA. 234+50 TO STA. 236+07



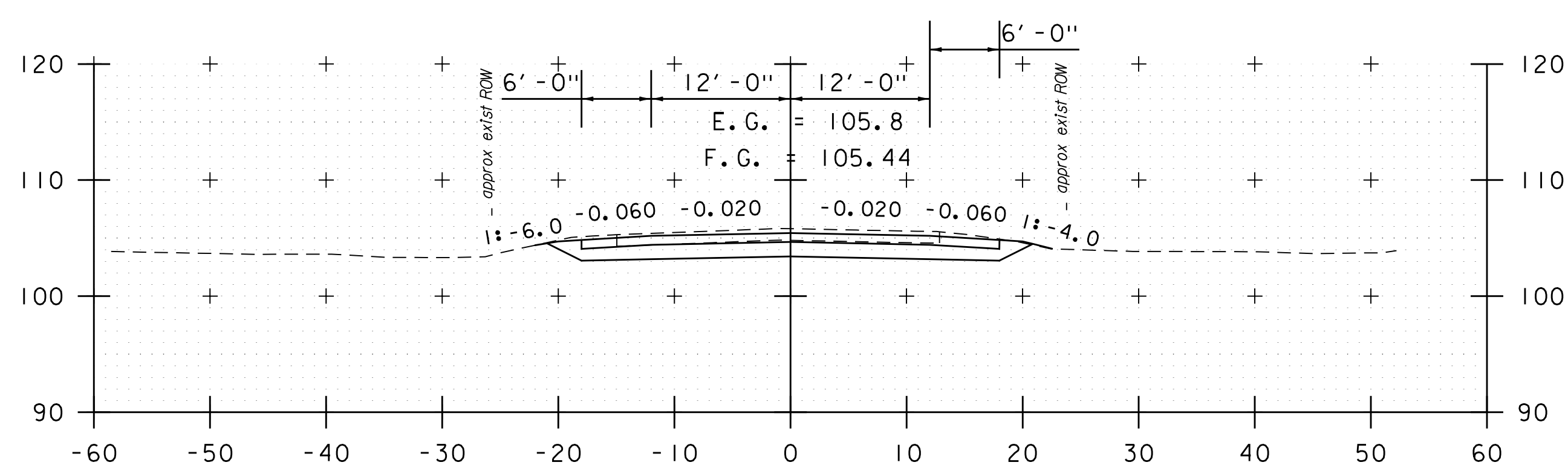
PROJECT NAME:	SWANTON
PROJECT NUMBER:	NH 036-1(9)
FILE NAME:	z96b032xs_25000_33800.dgn
PROJECT LEADER:	G.BAKOS
DESIGNED BY:	M.BOGUE
CROSS SECTION SHEET	73
PLOT DATE:	9/13/2023
DRAWN BY:	C.CILLEY
CHECKED BY:	G.BAKOS
SHEET	249 OF 307



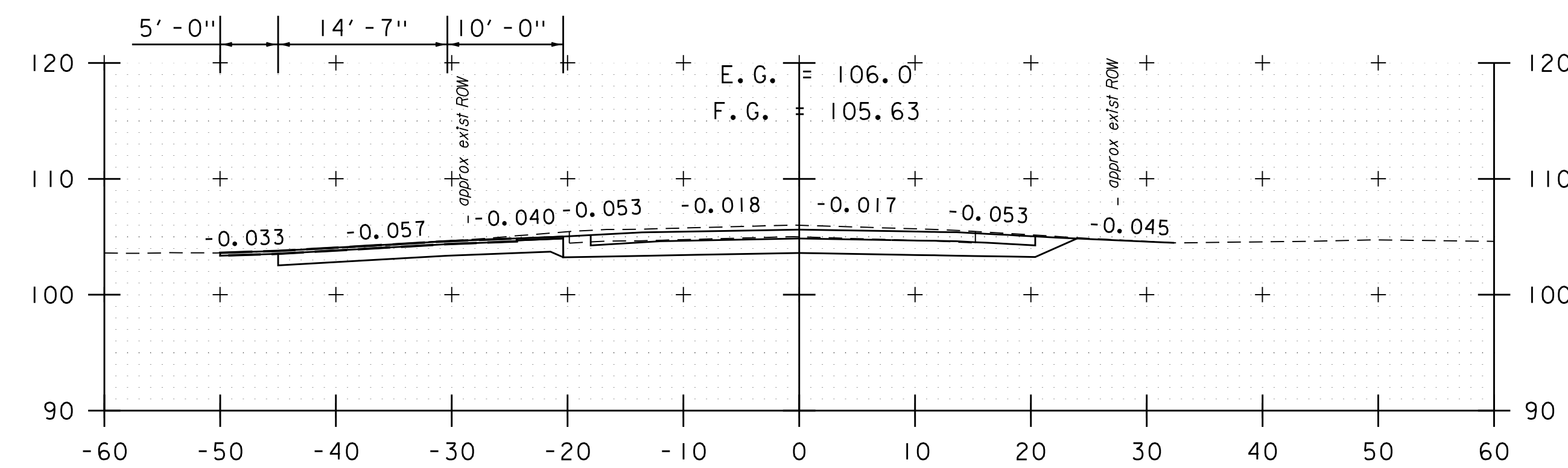
237+00



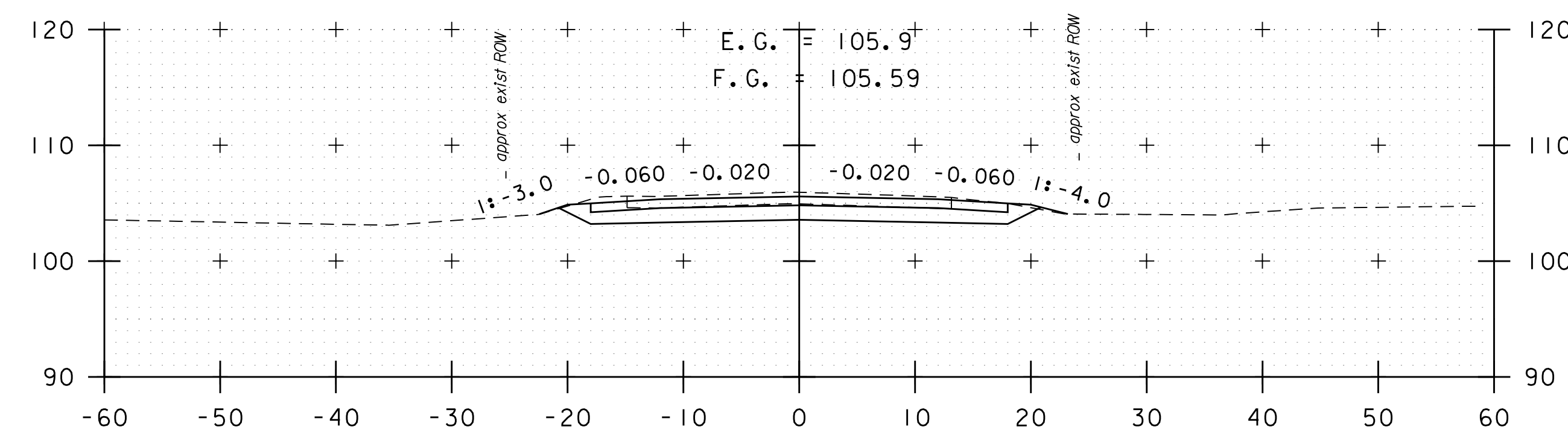
236+79 SKEWED (DRIVE LT)



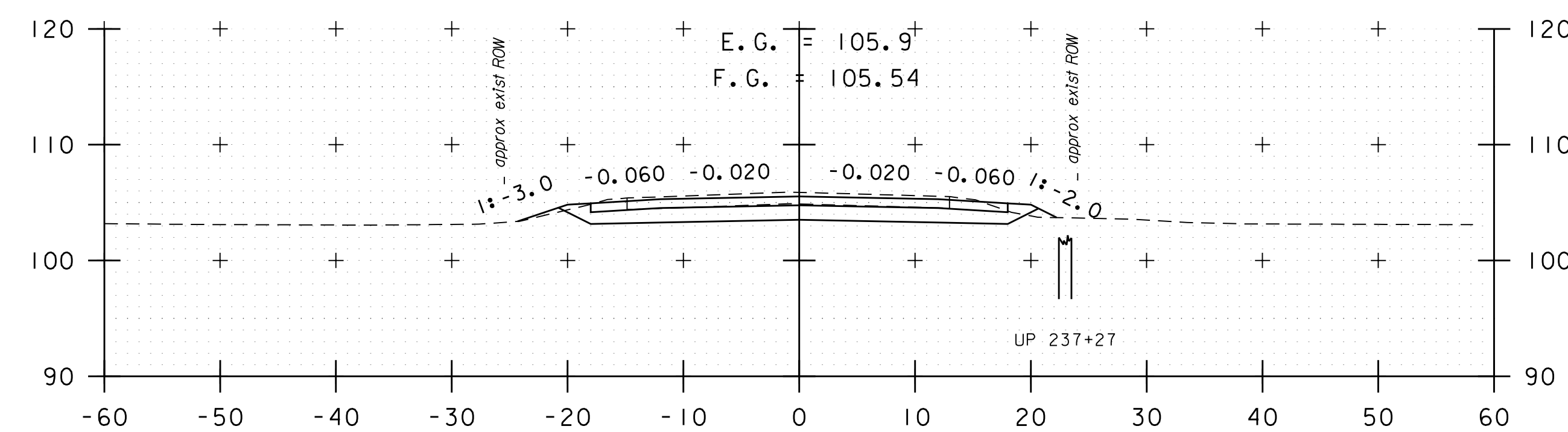
236+50



238+37 SKEWED (DRIVE LT)



238+00



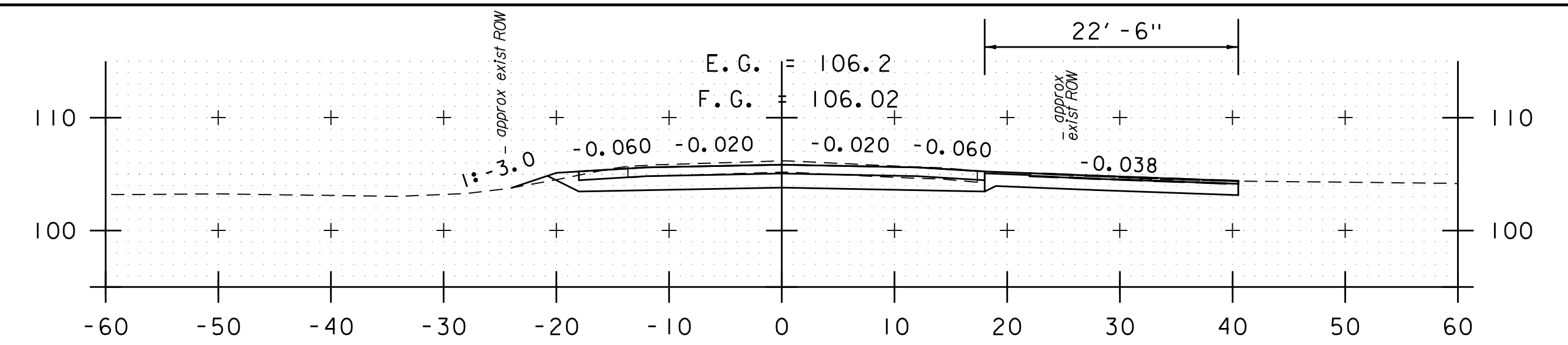
237+50

STA. 236+50 TO STA. 238+37

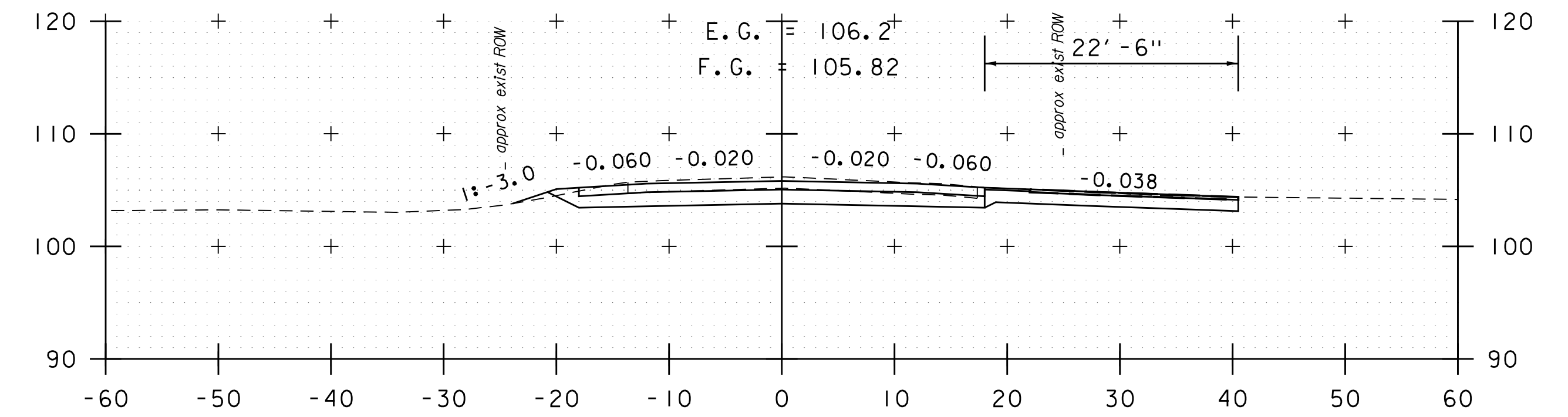


PROJECT NAME: SWANTON
PROJECT NUMBER: NH 036-1(9)
FILE NAME: z96b032xs_25000_33800.dgn
PROJECT LEADER: G.BAKOS
DESIGNED BY: M.BOGUE
CROSS SECTION SHEET 74

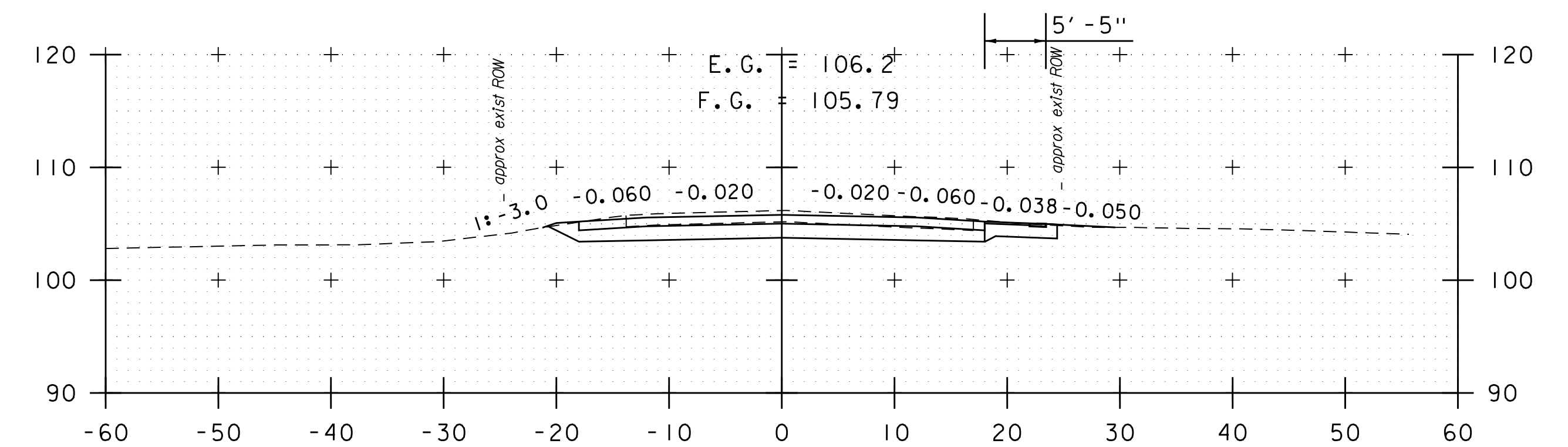
PLOT DATE: 9/13/2023
DRAWN BY: C.CILLEY
CHECKED BY: G.BAKOS
SHEET 250 OF 307



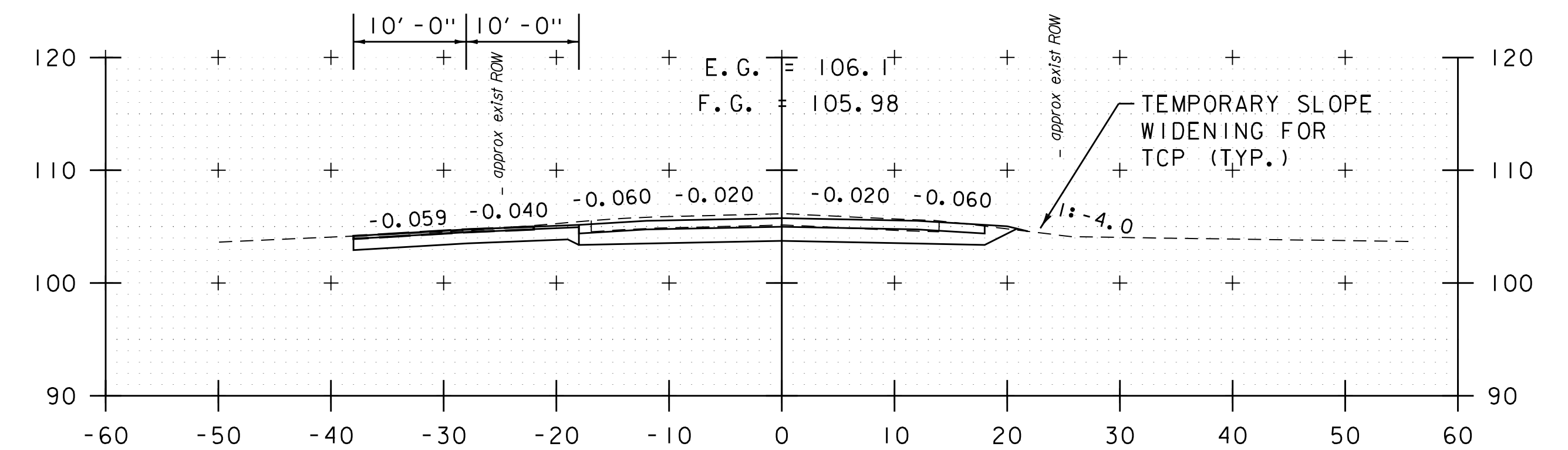
240+77 (DRIVE RT)



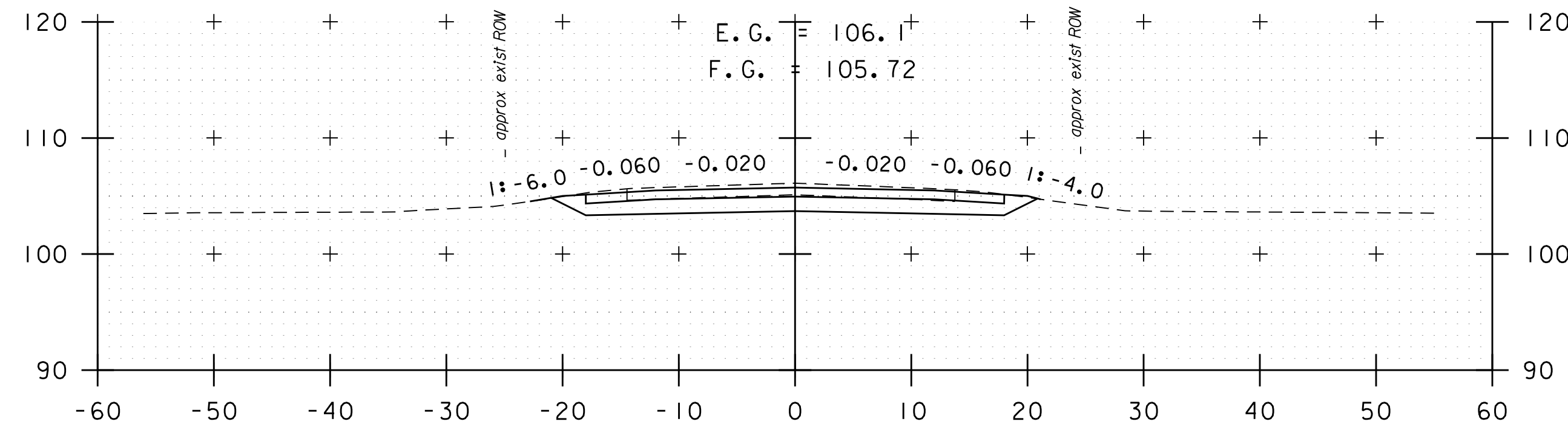
241+00



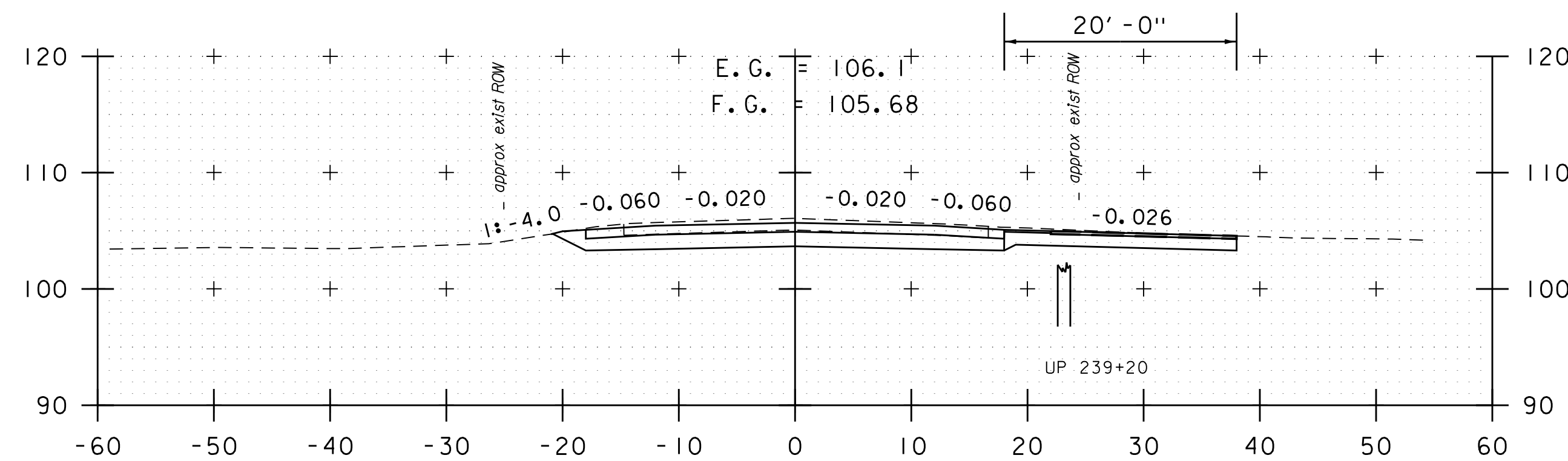
240+50



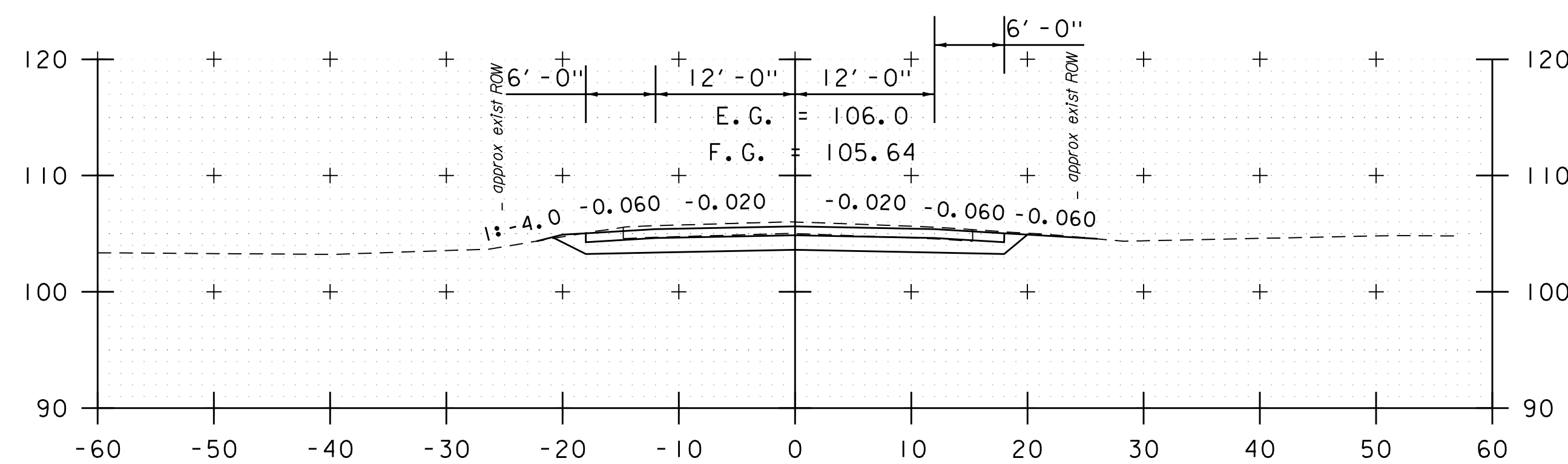
240+00 (DRIVE LT) STA. 238+50 TO STA. 241+00



239+50



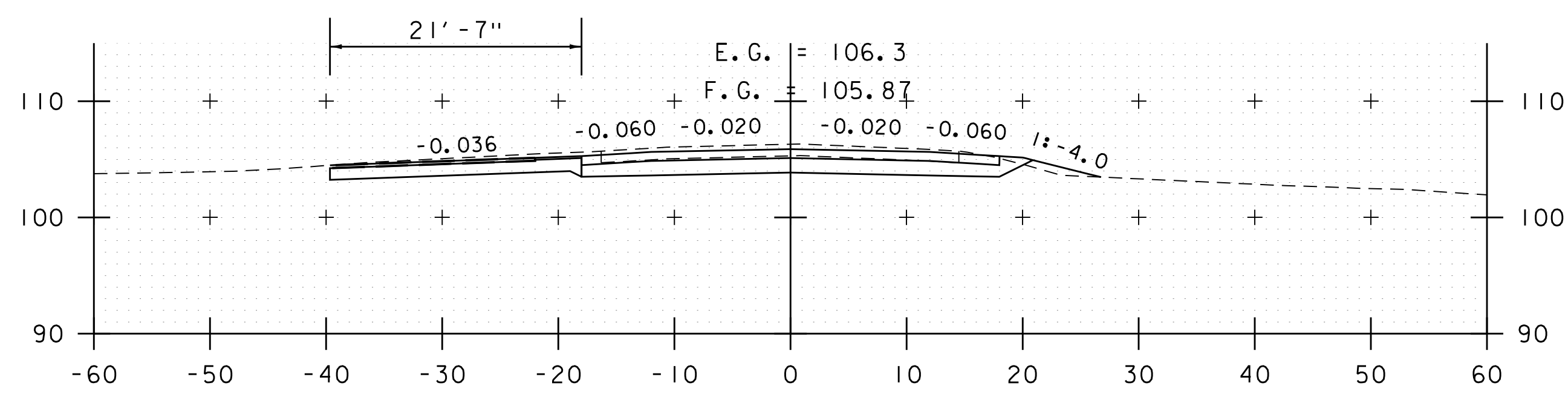
239+00 (DRIVE RT)



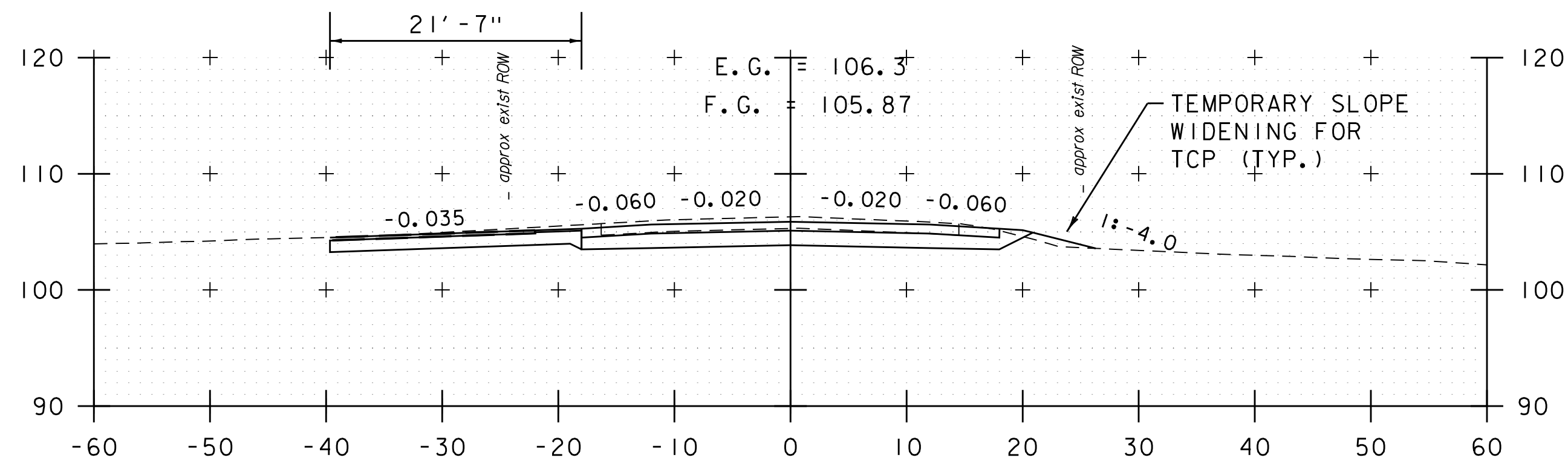
238+50



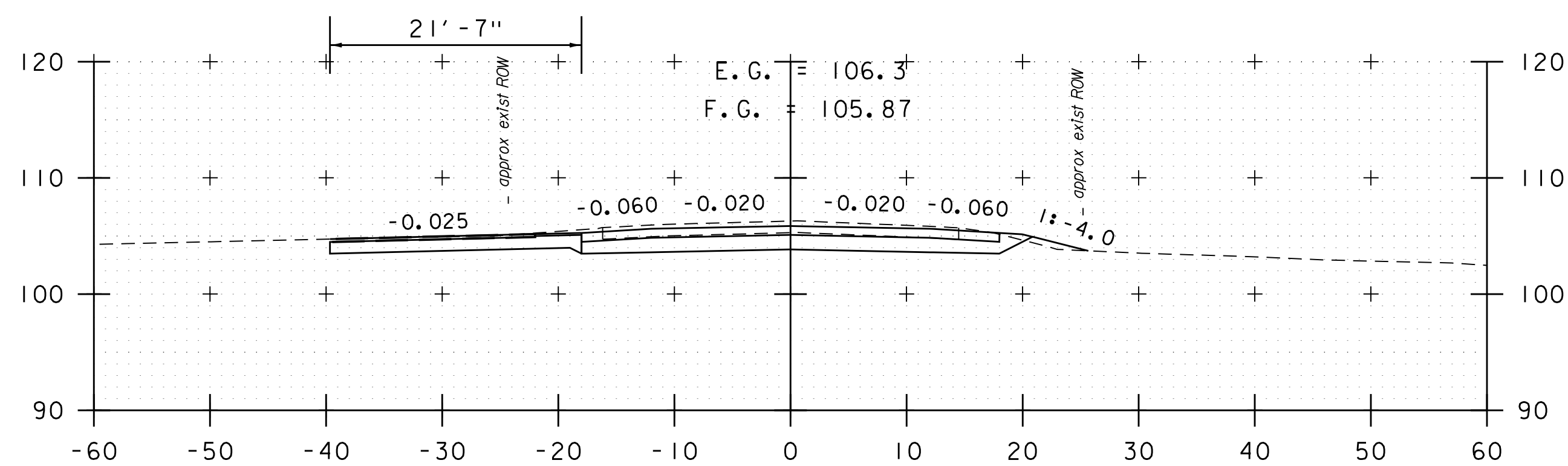
PROJECT NAME:	SWANTON
PROJECT NUMBER:	NH 036-1(9)
FILE NAME:	z96b032xs_25000_33800.dgn
PROJECT LEADER:	G.BAKOS
DESIGNED BY:	M.BOGUE
CROSS SECTION SHEET	75
PLOT DATE:	9/13/2023
DRAWN BY:	C.CILLEY
CHECKED BY:	G.BAKOS
SHEET	251 OF 307



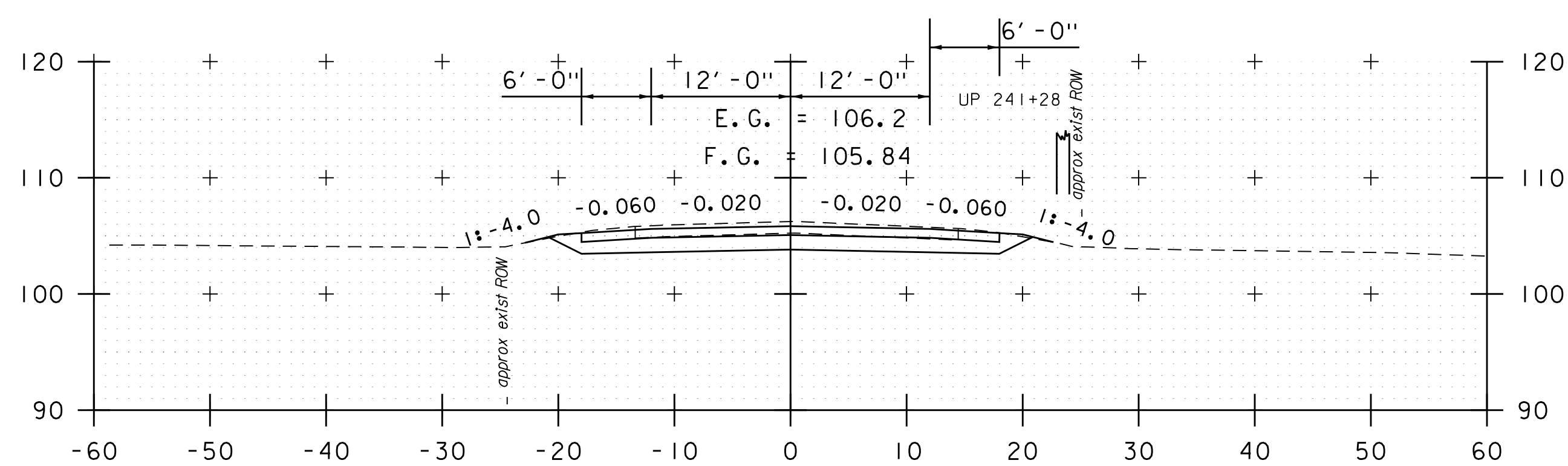
242+10 (DRIVE LT)



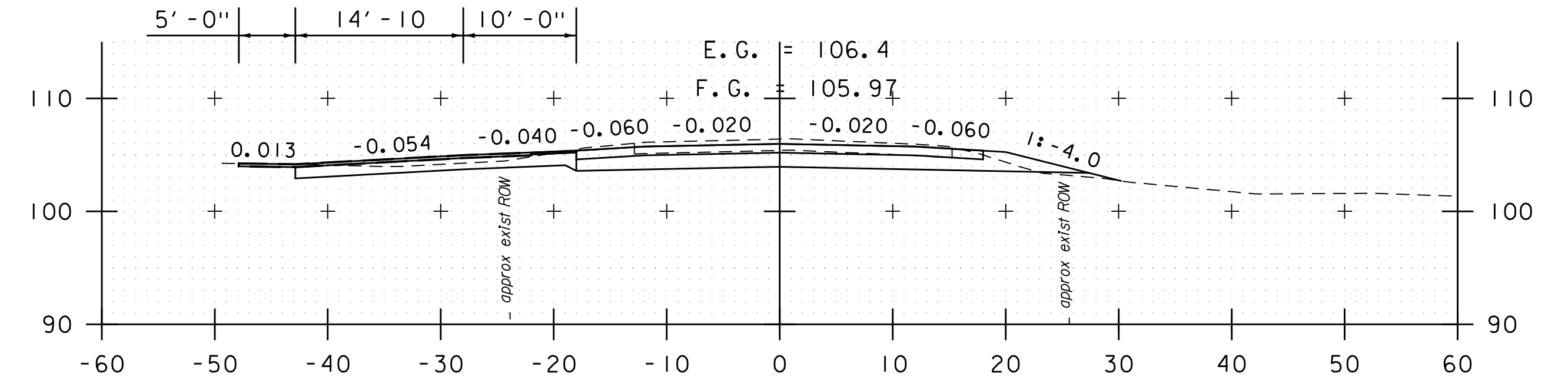
242+00



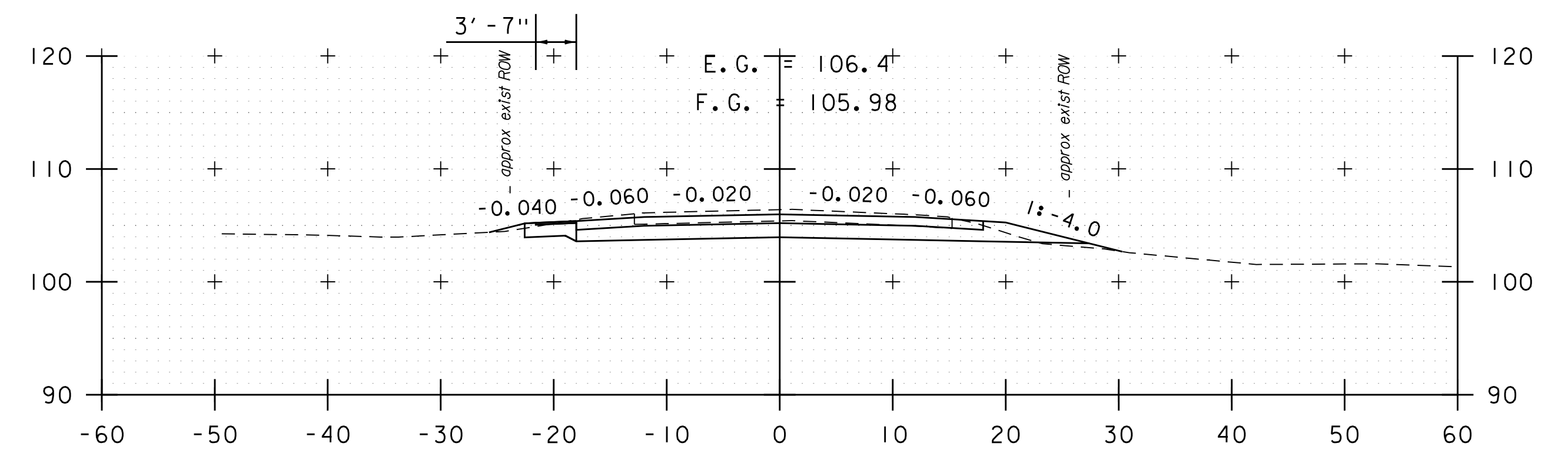
241+93 (DRIVE LT)



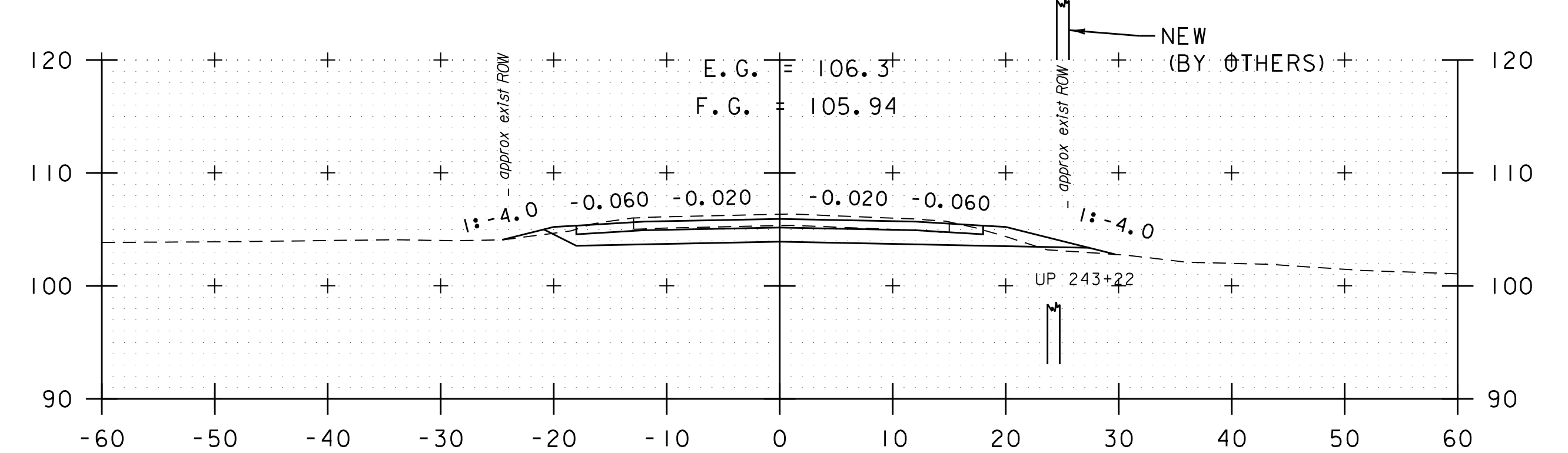
241+50



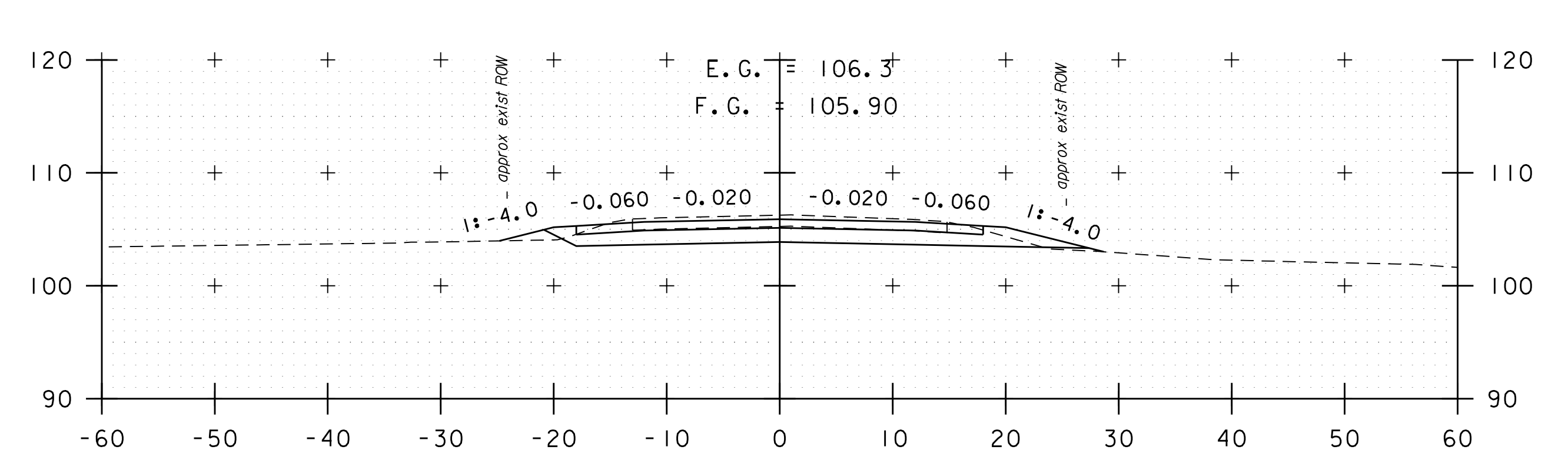
243+38 (DRIVE LT)



243+50



243+00

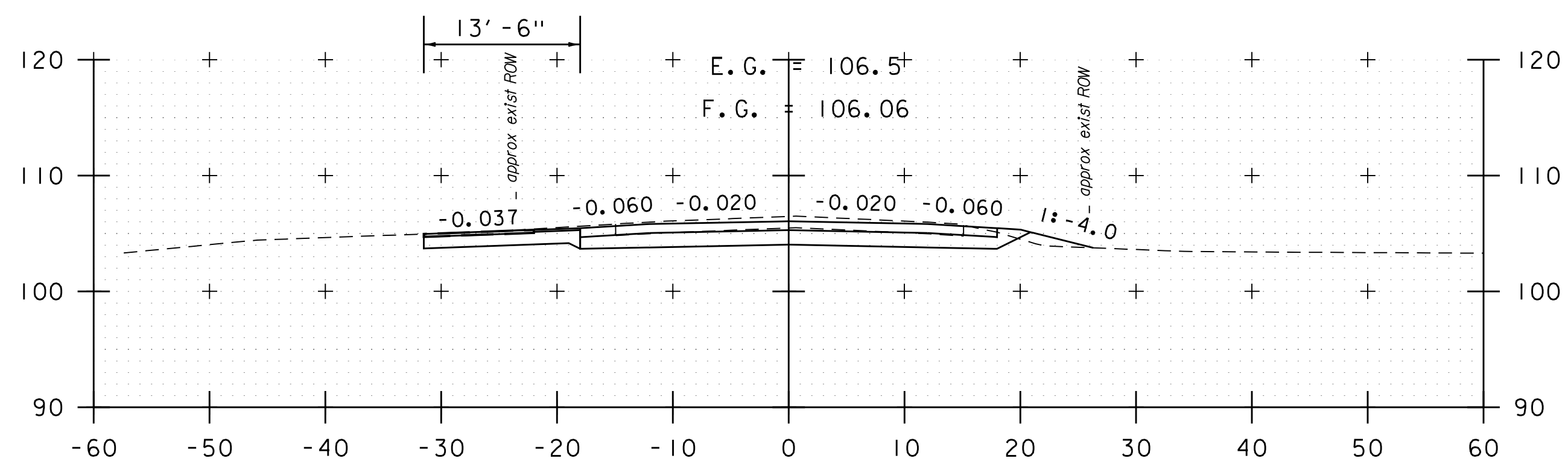


242+50

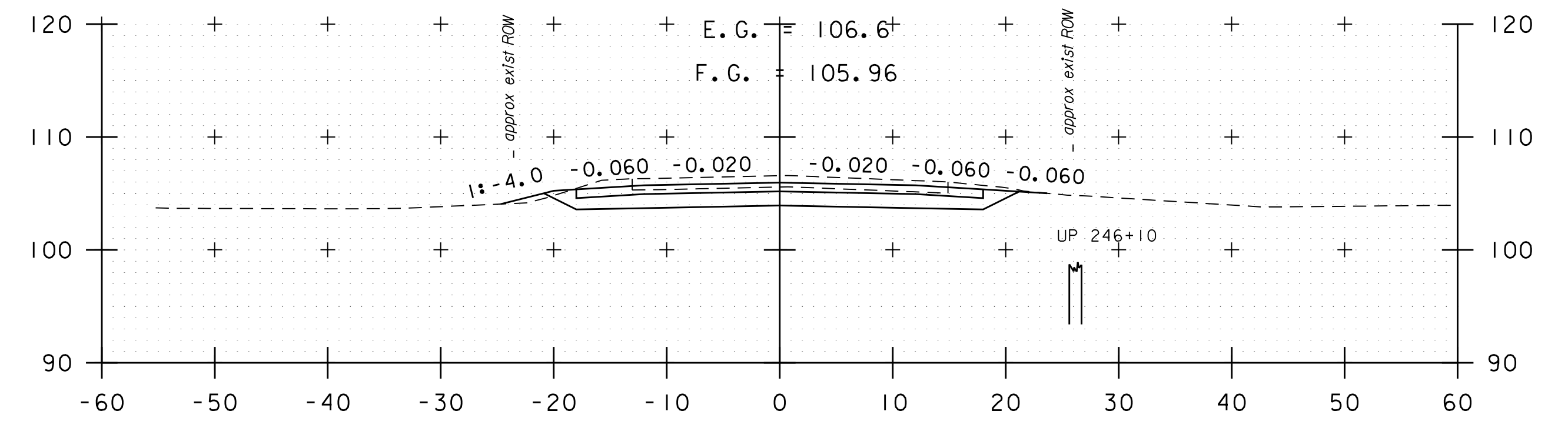
STA. 241+50 TO STA. 243+50



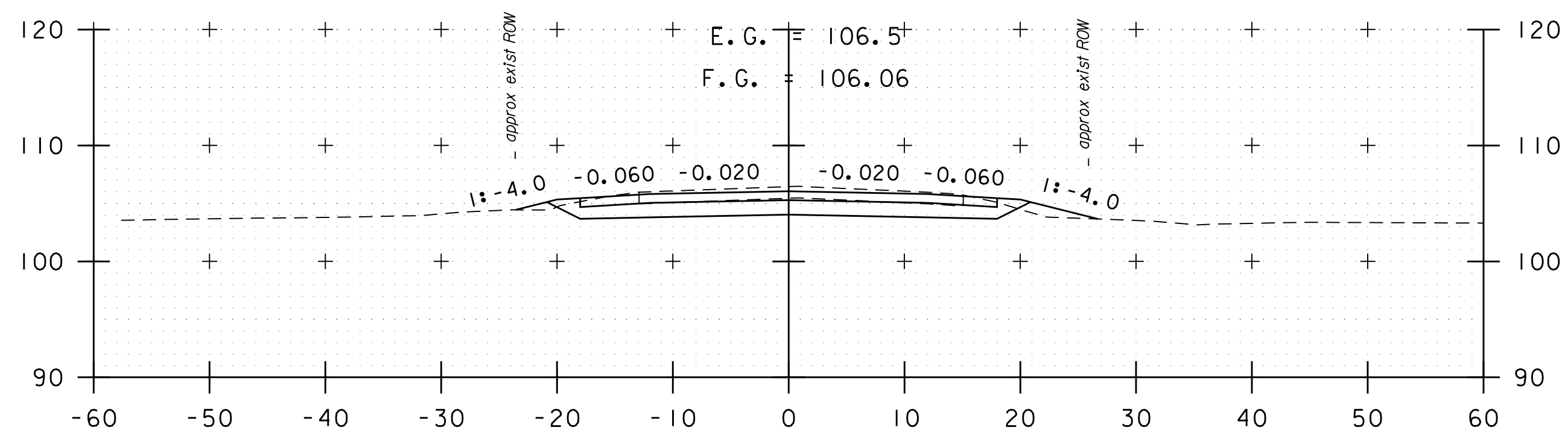
PROJECT NAME:	SWANTON
PROJECT NUMBER:	NH 036-1(9)
FILE NAME:	z96b032xs_25000_33800.dgn
PROJECT LEADER:	G.BAKOS
DESIGNED BY:	M.BOGUE
CROSS SECTION SHEET	76
PLOT DATE:	9/13/2023
DRAWN BY:	C.CILLEY
CHECKED BY:	G.BAKOS
SHEET	252 OF 307



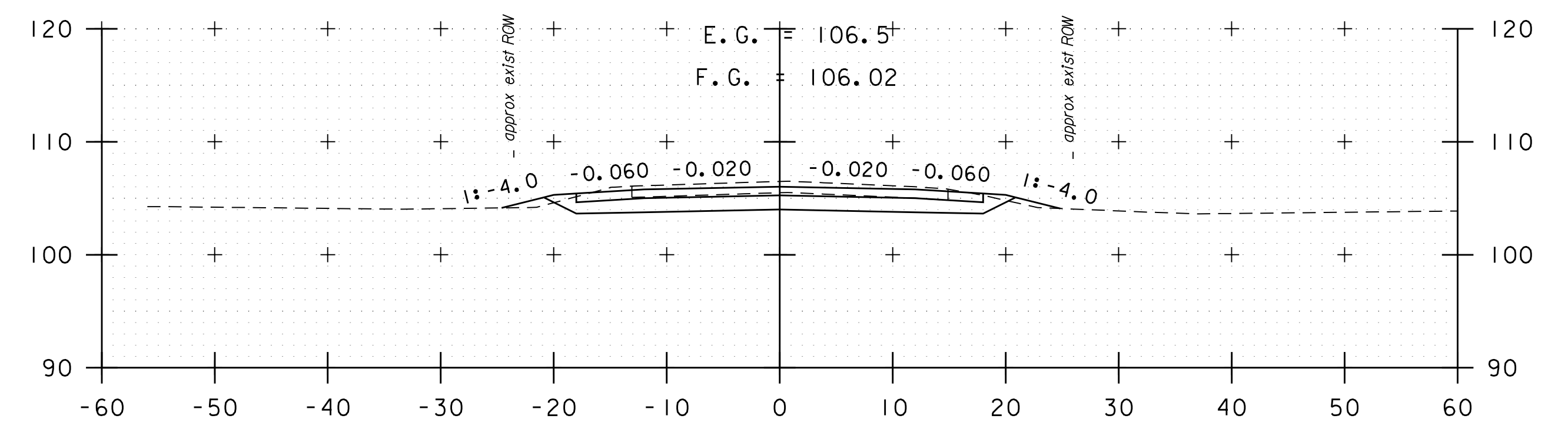
244+81 (DRIVE LT)



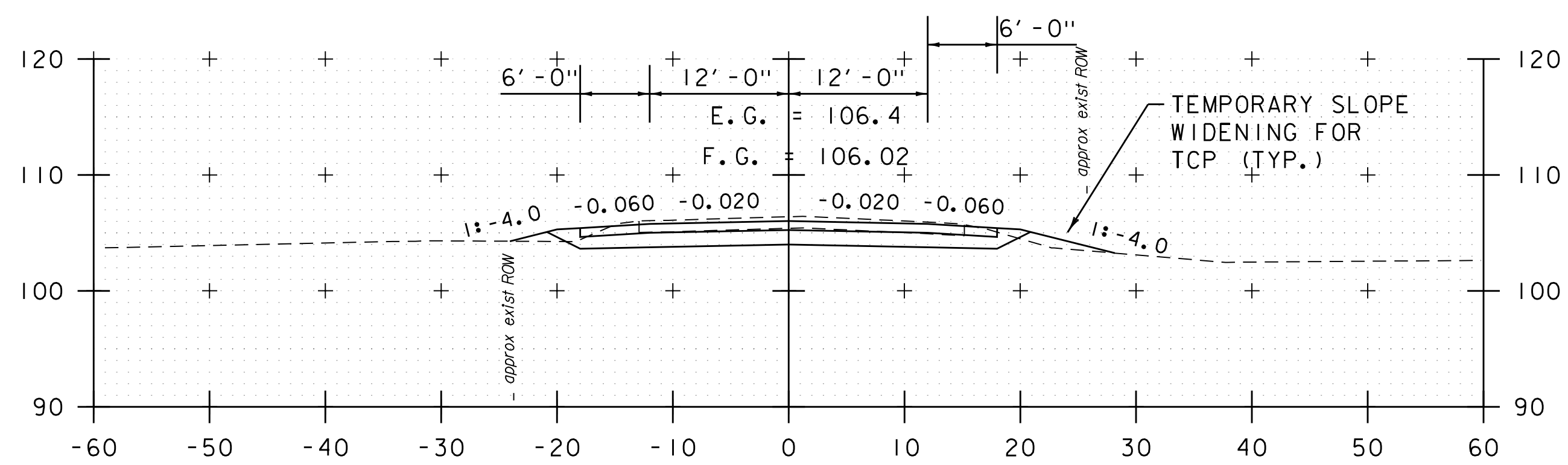
246+00



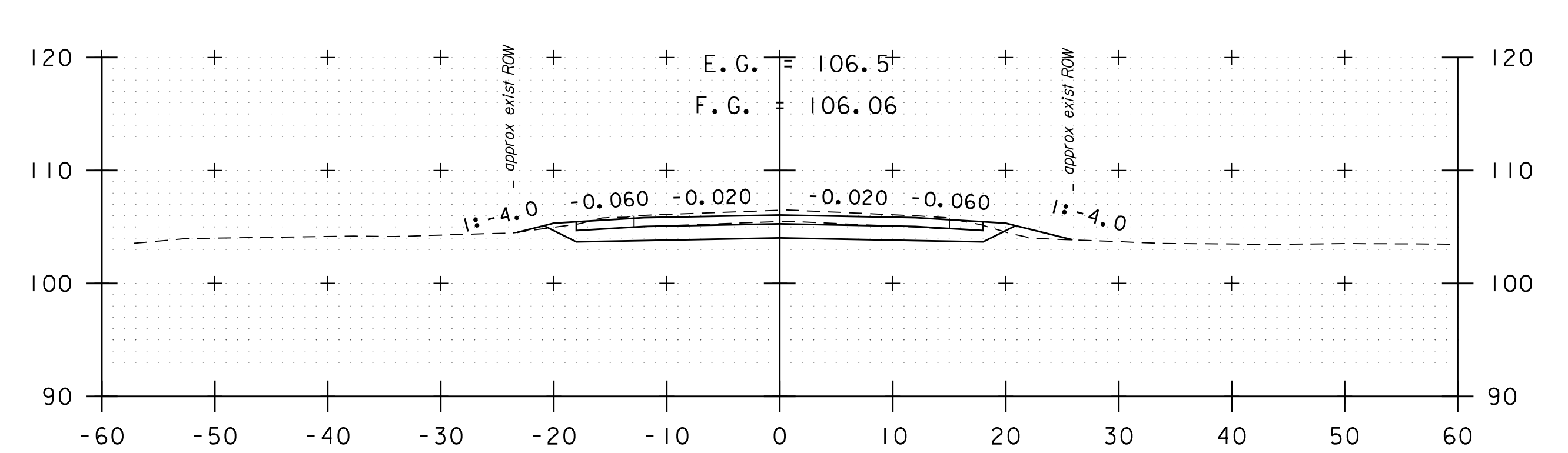
244+50



245+50



244+00

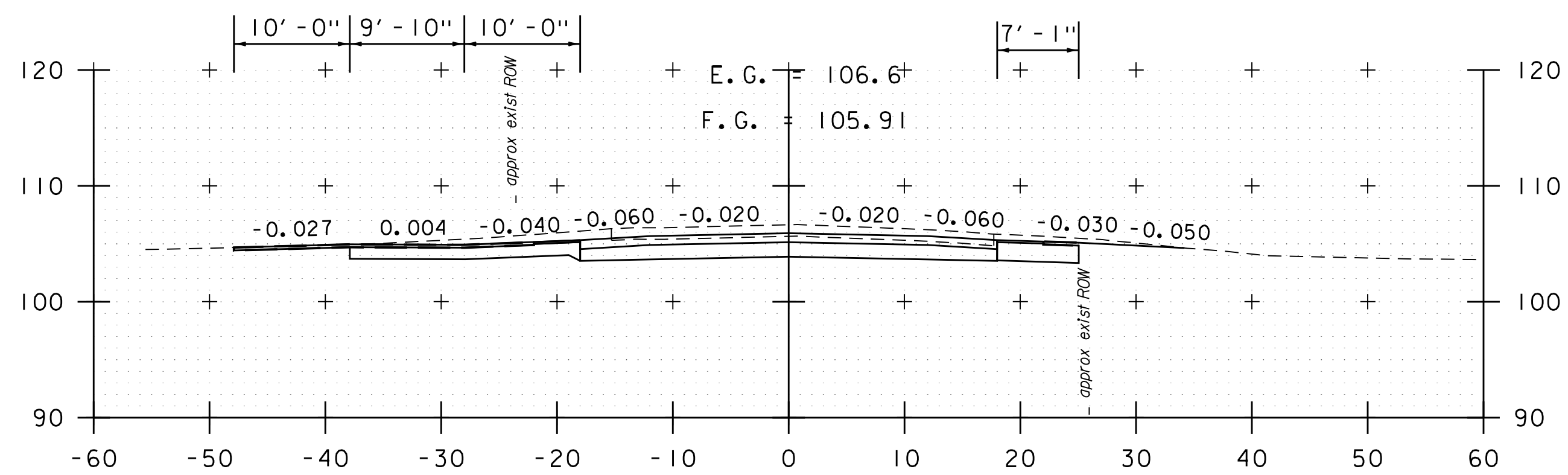


245+00

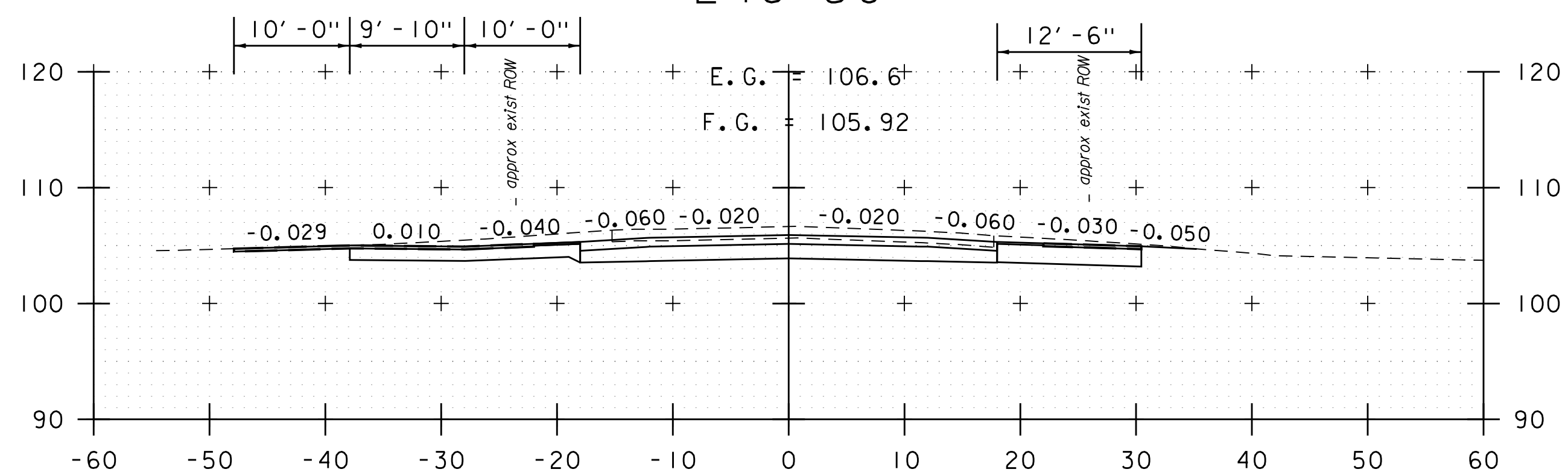
STA. 244+00 TO STA. 246+00



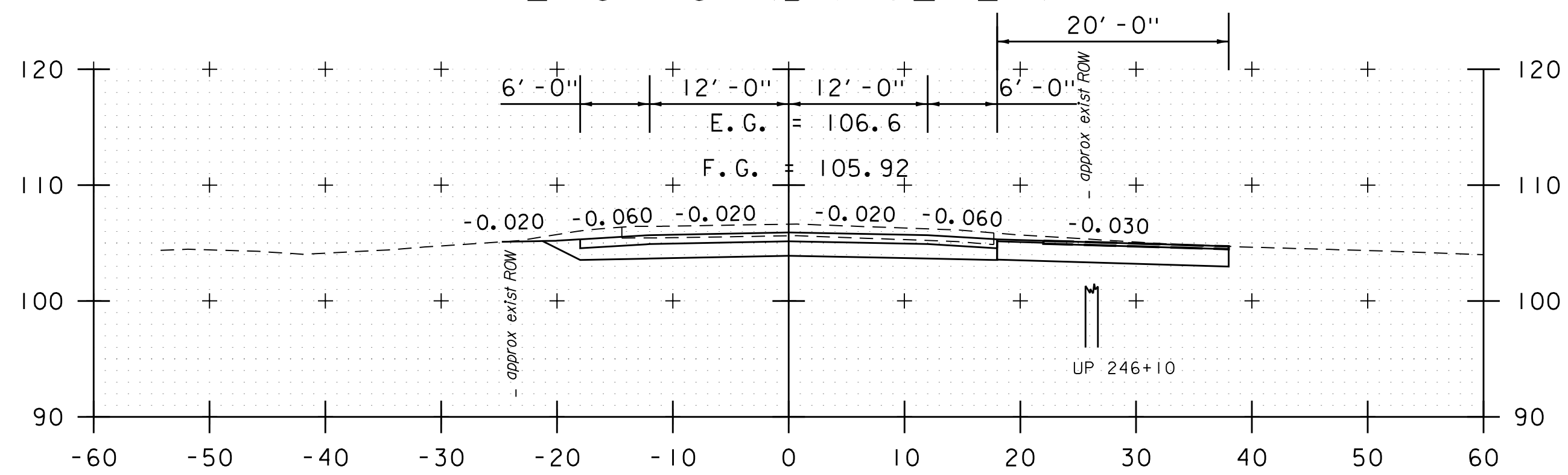
PROJECT NAME:	SWANTON	FILE NAME:	z96b032xs_25000_33800.dgn	PLOT DATE:	9/13/2023
PROJECT NUMBER:	NH 036-1(9)	PROJECT LEADER:	G.BAKOS	DRAWN BY:	C.CILLEY
		DESIGNED BY:	M.BOGUE	CHECKED BY:	G.BAKOS
		CROSS SECTION SHEET	77	SHEET	253 OF 307



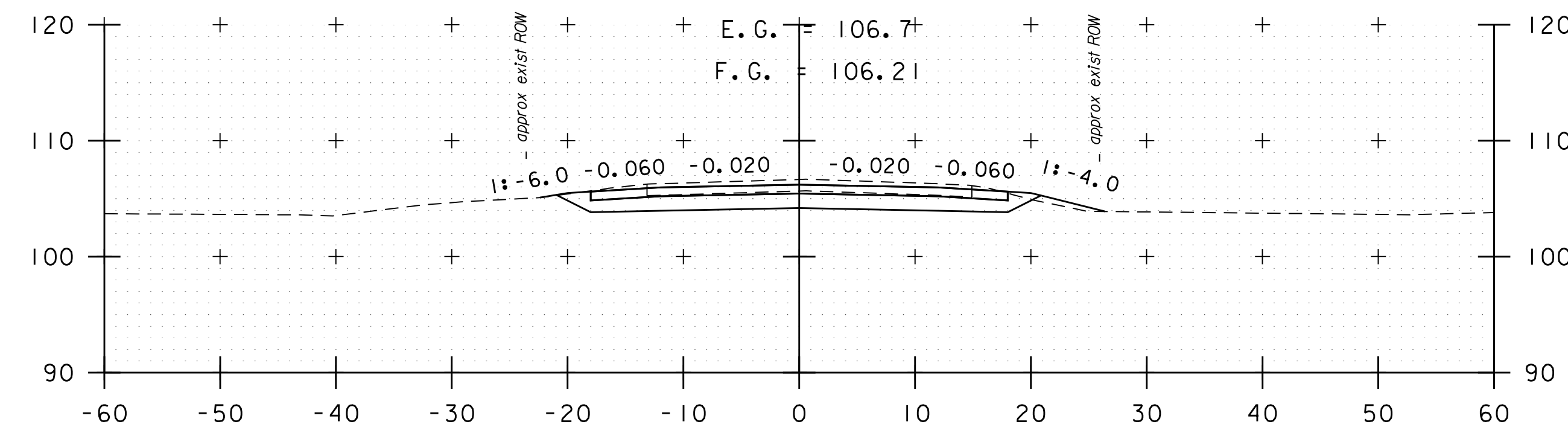
246+50



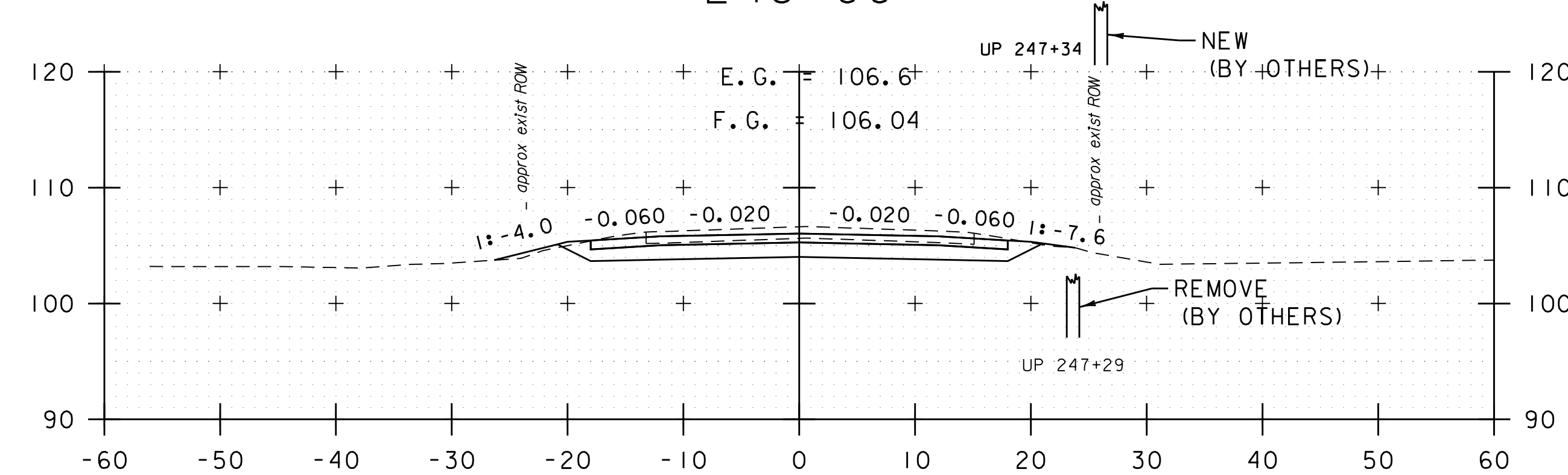
246+46 (DRIVE LT)



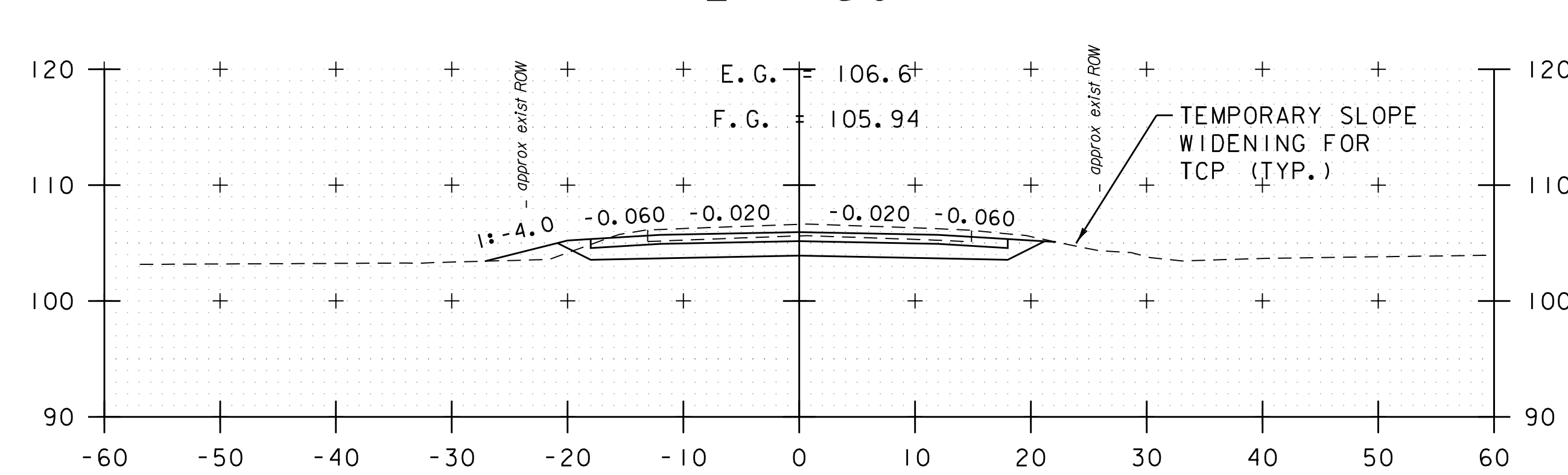
246+32 (DRIVE RT)



248+00



247+50

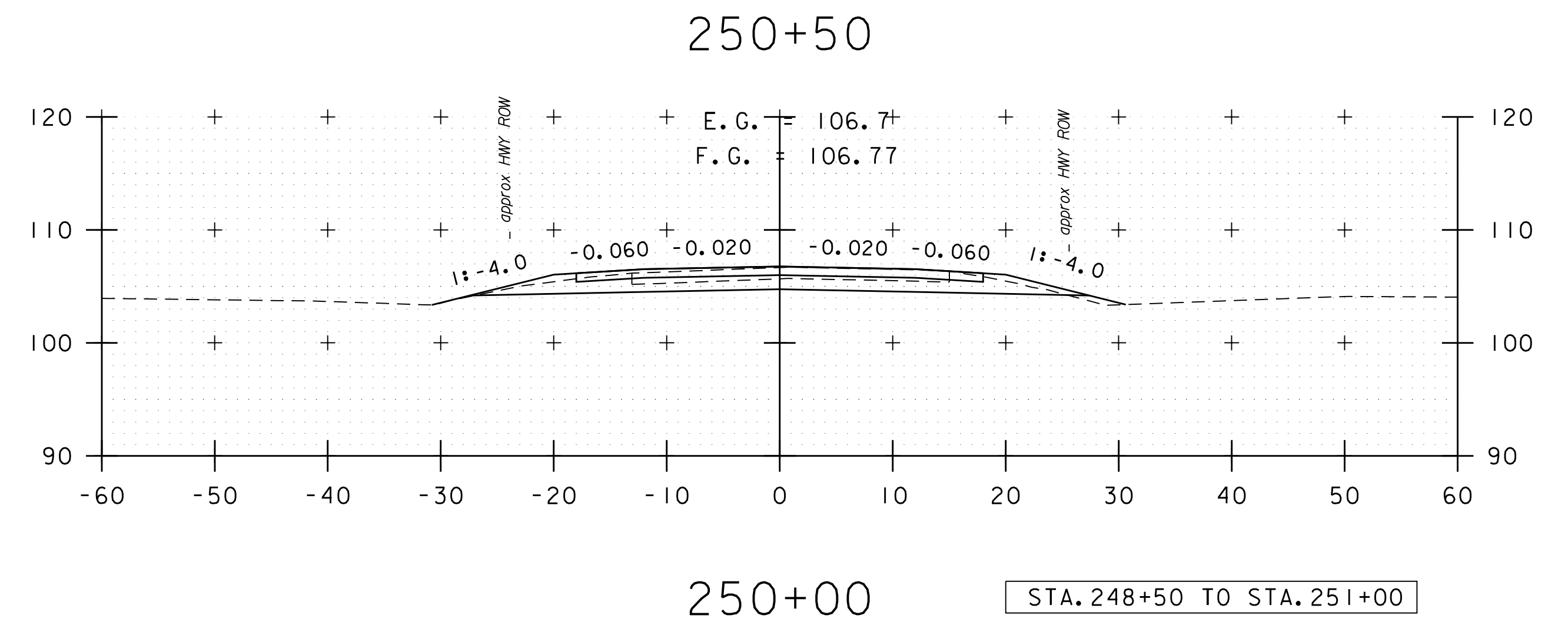
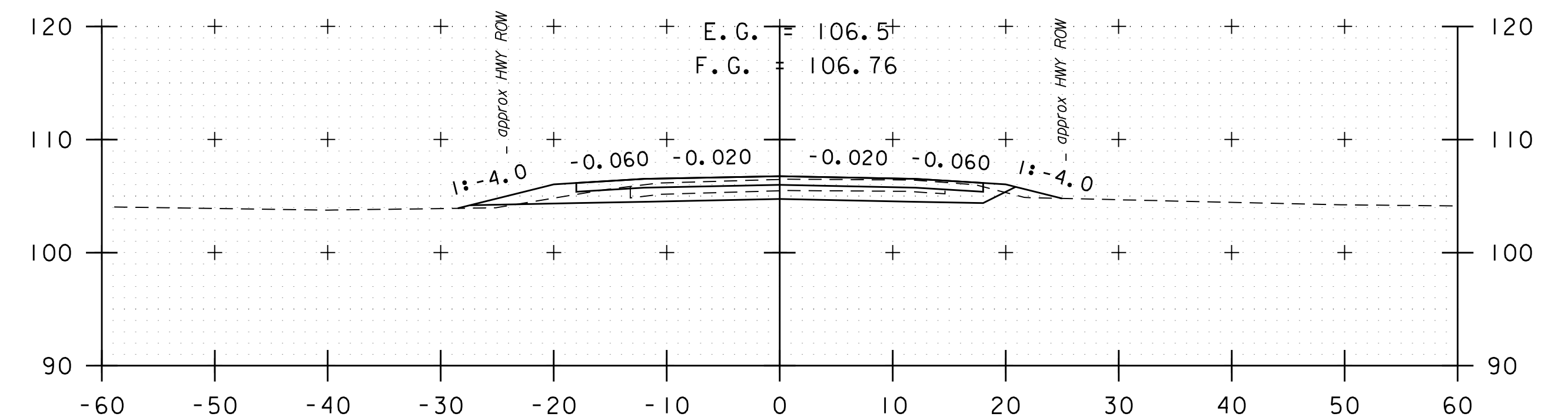
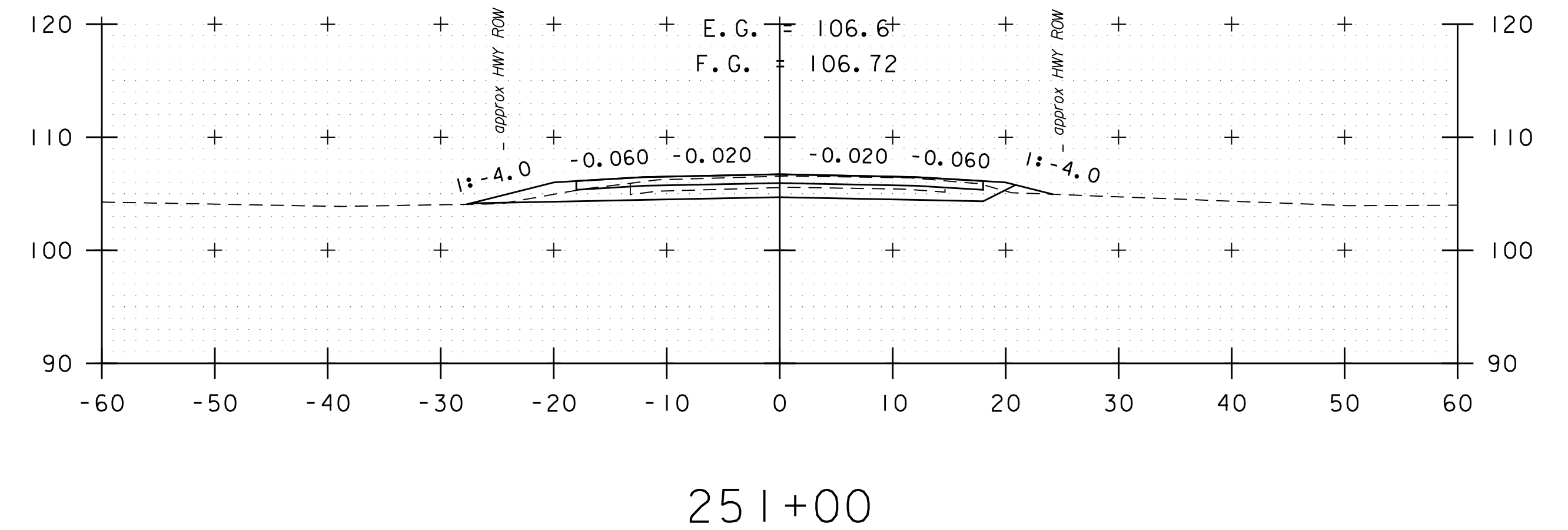
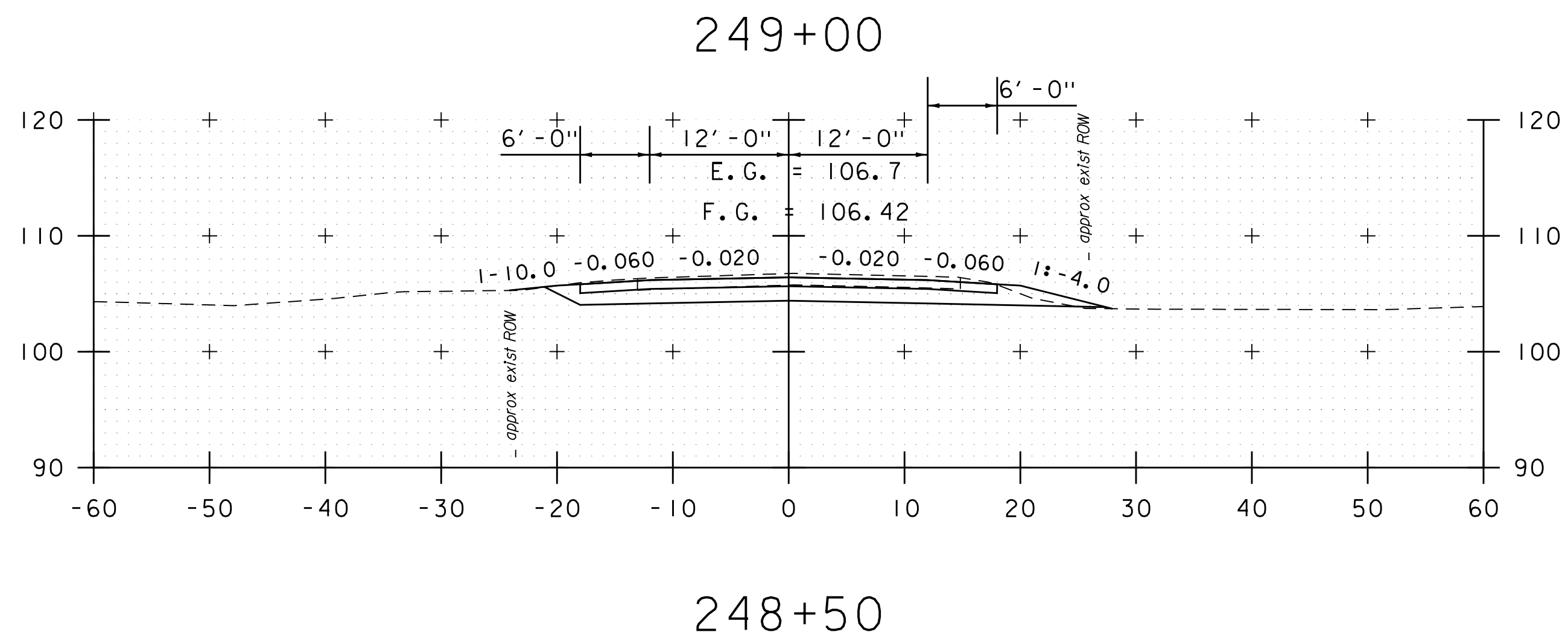
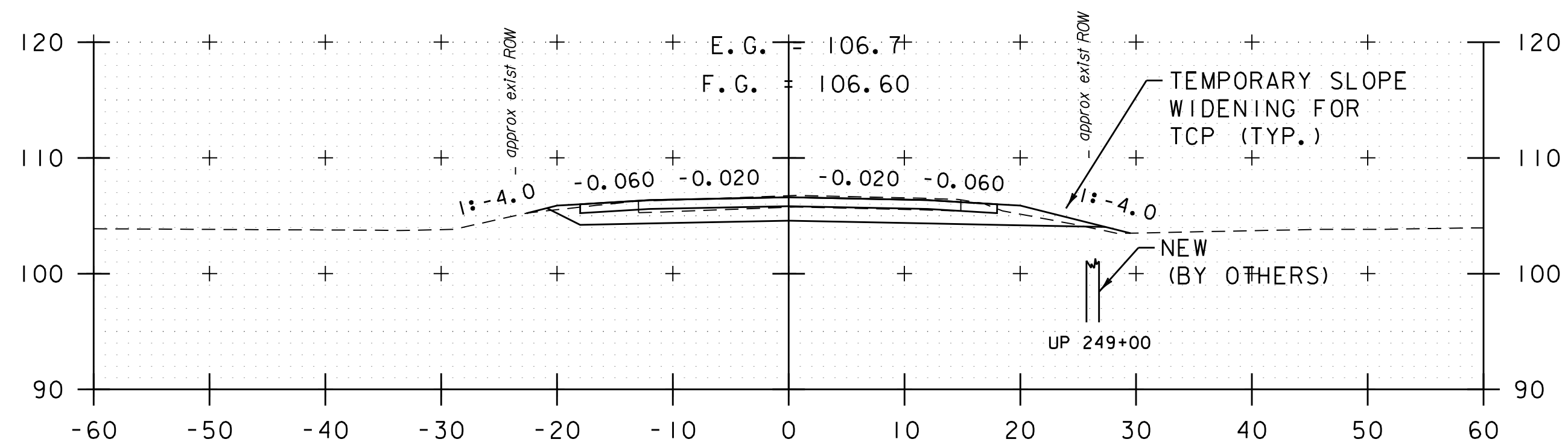
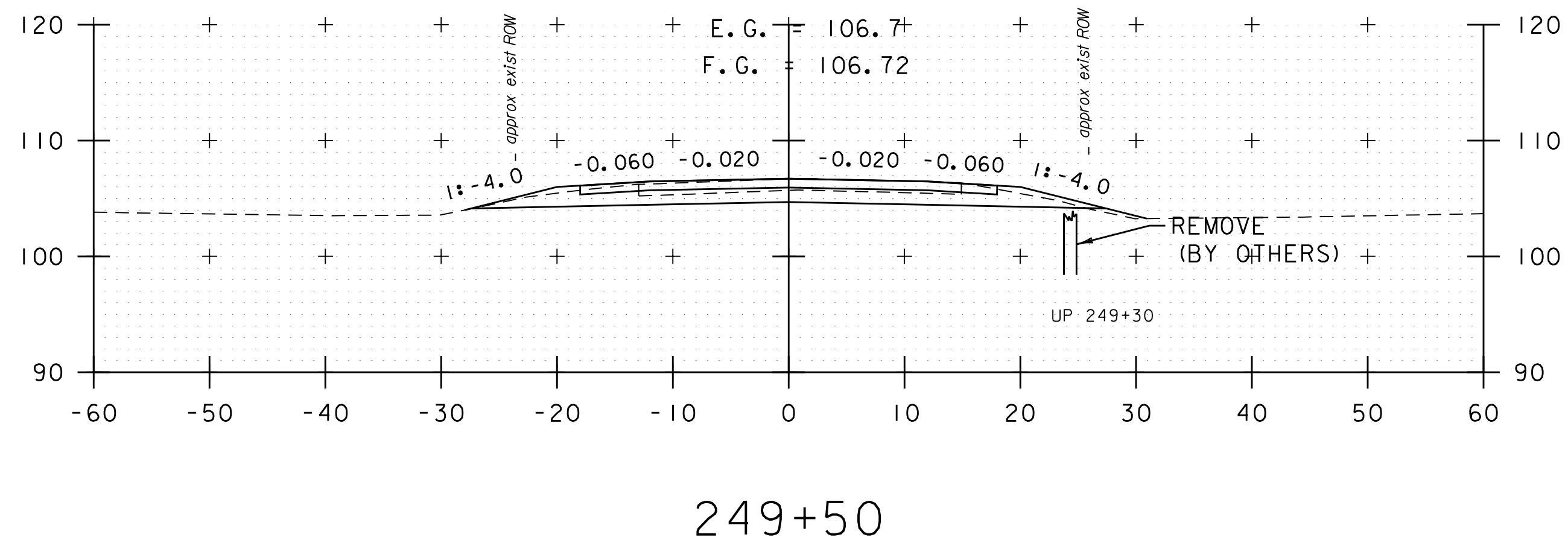
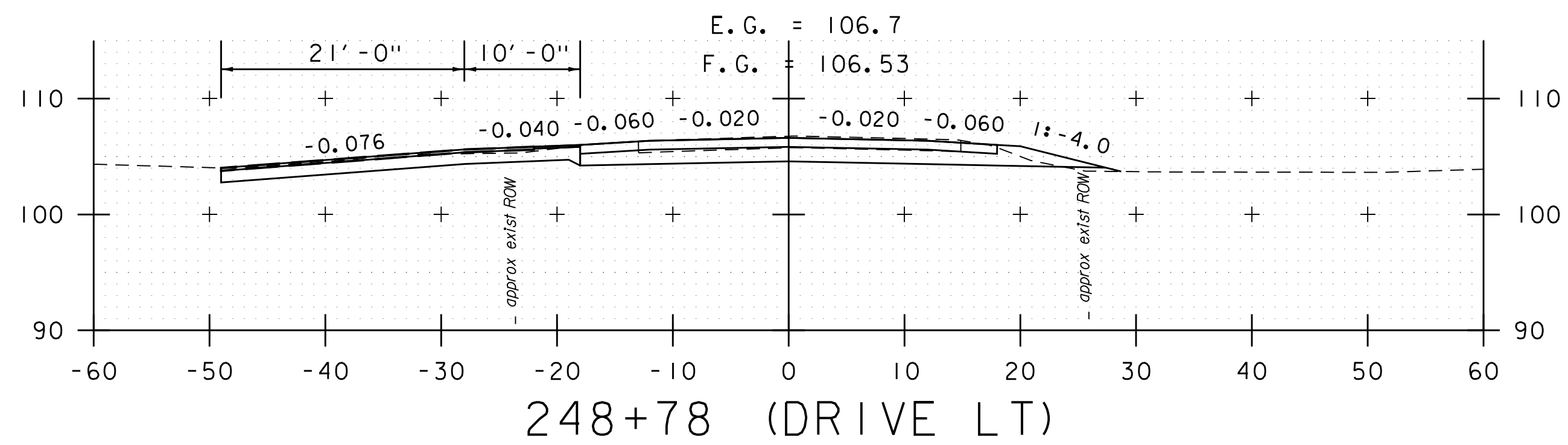


247+00

STA. 246+32 TO STA. 248+00



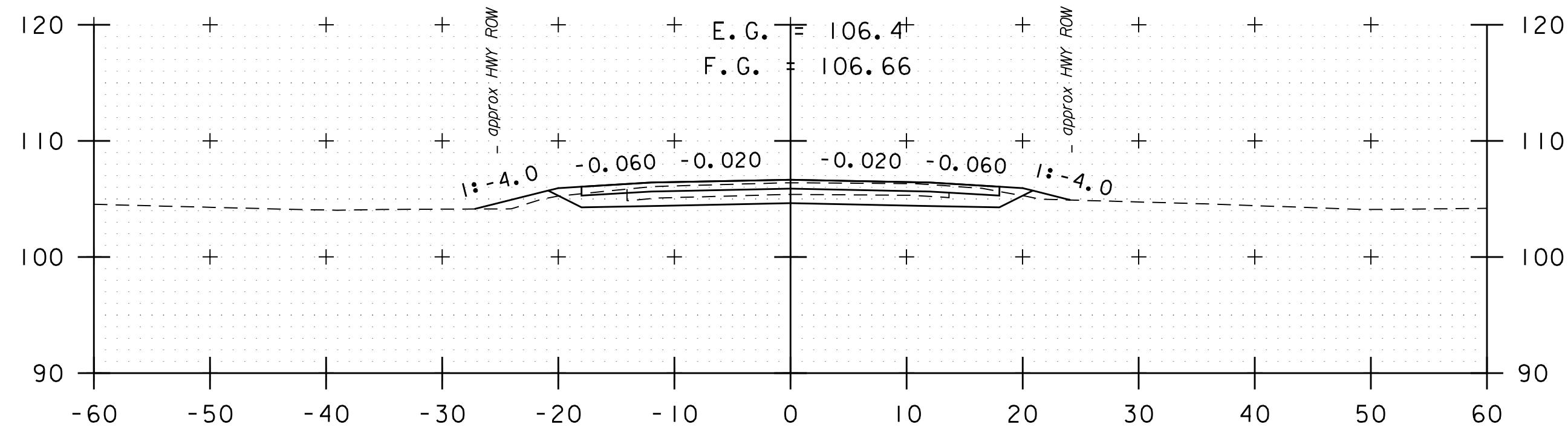
PROJECT NAME:	SWANTON
PROJECT NUMBER:	NH 036-1(9)
FILE NAME:	z96b032xs_25000_33800.dgn
PROJECT LEADER:	G.BAKOS
DESIGNED BY:	M.BOGUE
CROSS SECTION SHEET	78
PLOT DATE:	9/13/2023
DRAWN BY:	C.CILLEY
CHECKED BY:	G.BAKOS
SHEET	254 OF 307



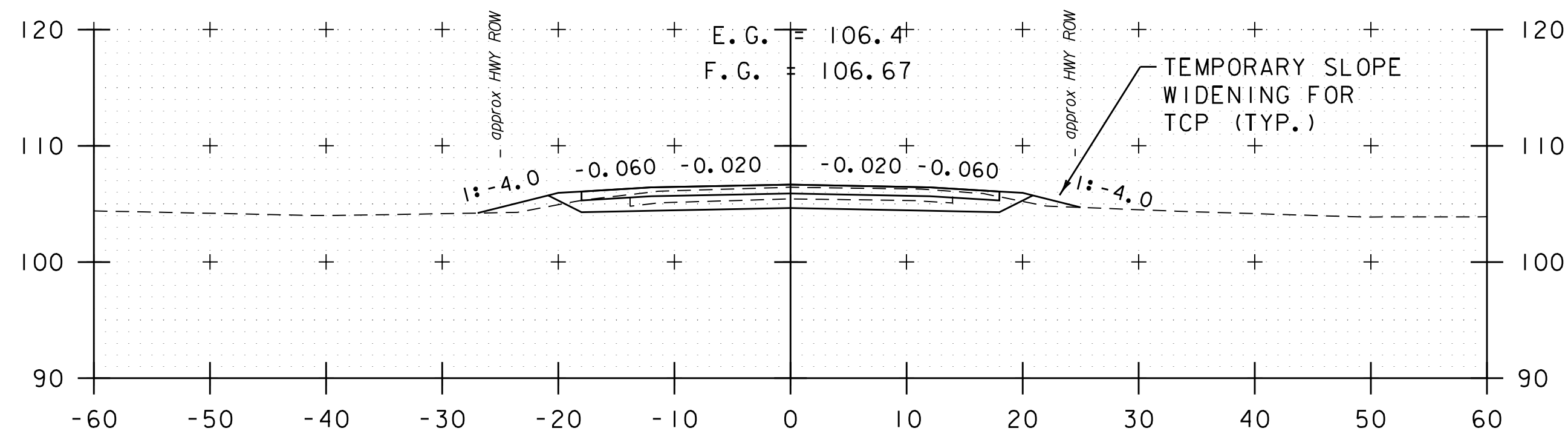
STA. 248+50 TO STA. 251+00



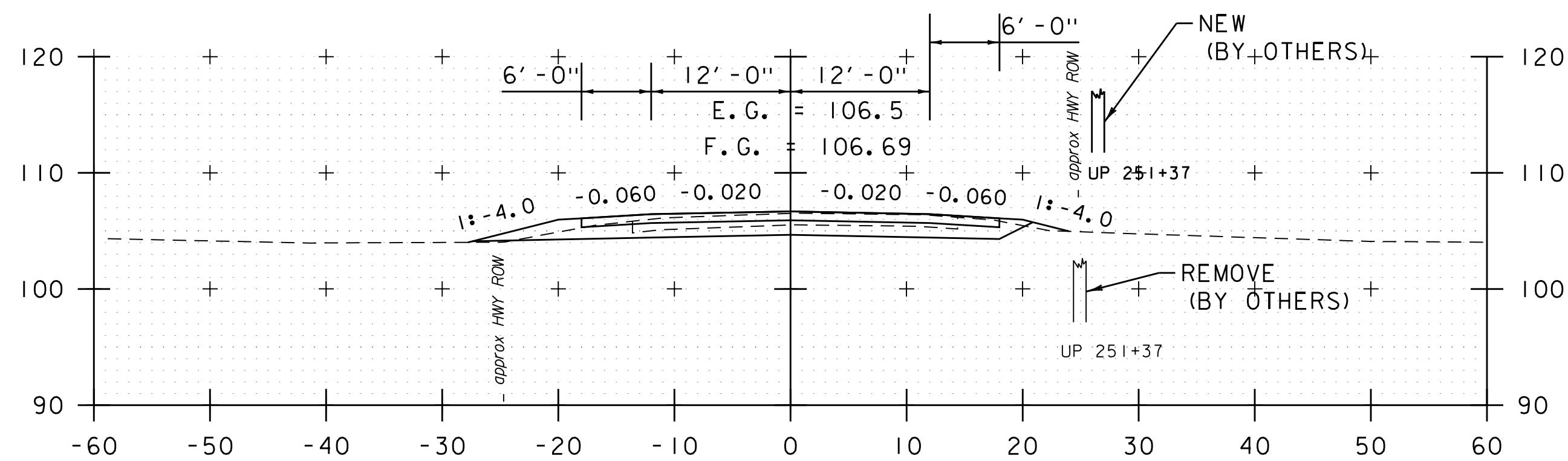
PROJECT NAME:	SWANTON
PROJECT NUMBER:	NH 036-1(9)
FILE NAME:	z96b032xs_25000_33800.dgn
PROJECT LEADER:	G.BAKOS
DESIGNED BY:	M.BOGUE
CROSS SECTION SHEET	79
PLOT DATE:	9/13/2023
DRAWN BY:	C.CILLEY
CHECKED BY:	G.BAKOS
SHEET	255 OF 307



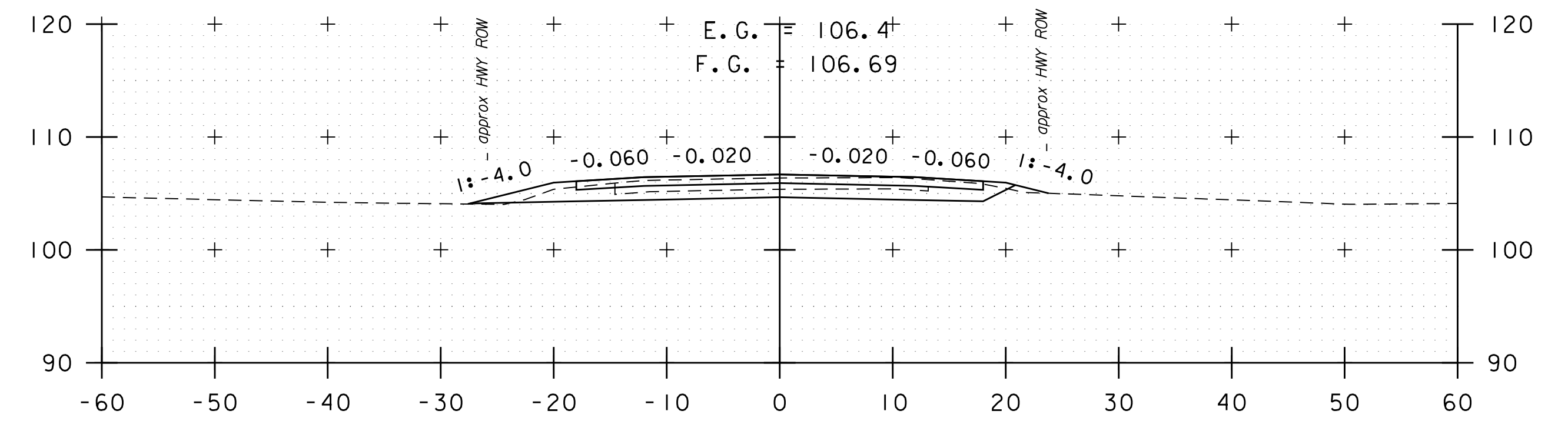
252+50



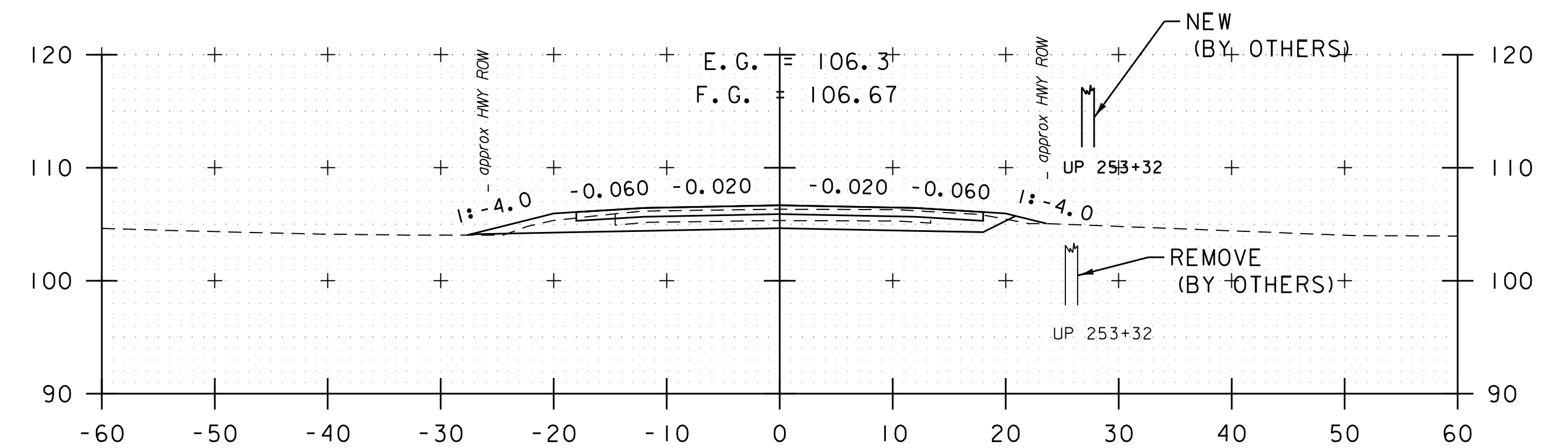
252+00



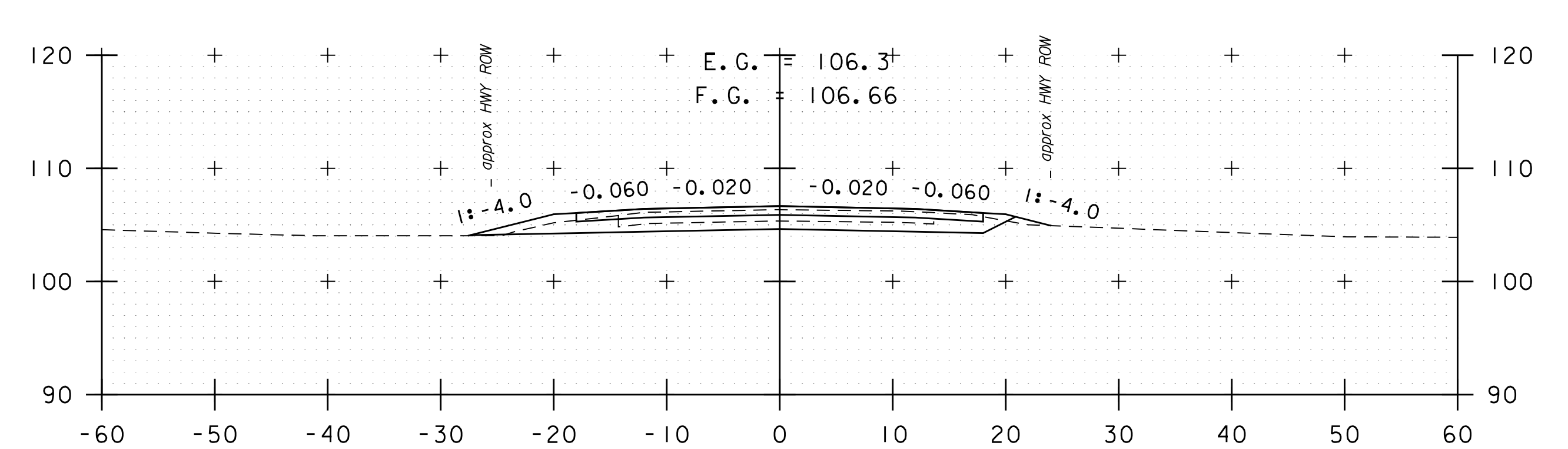
251+50



254+00



253+50

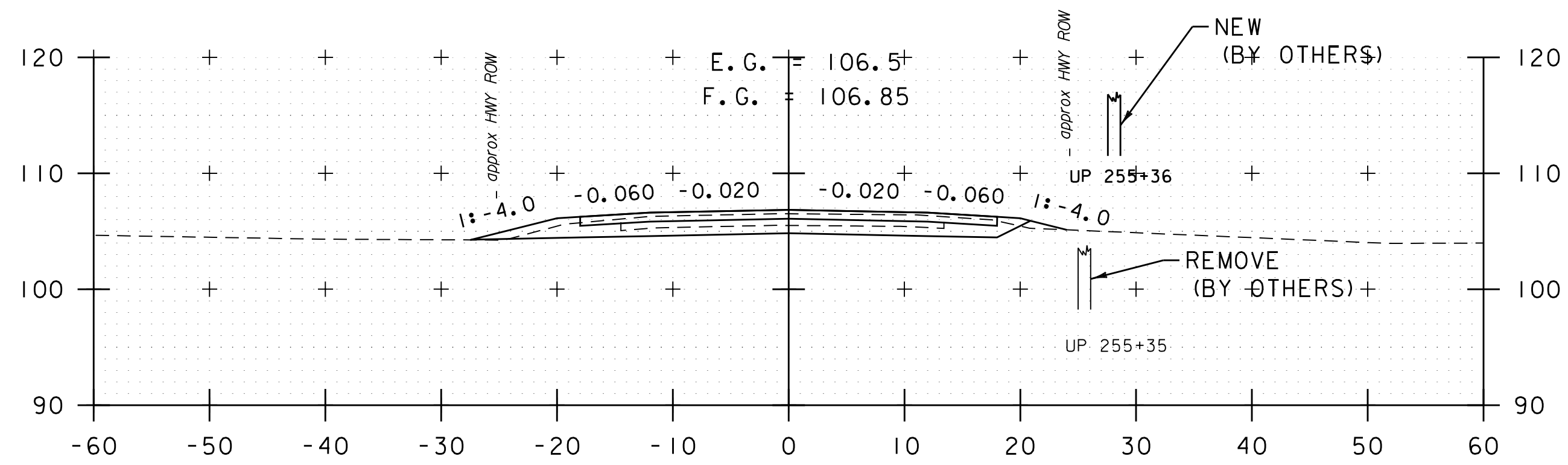


253+00

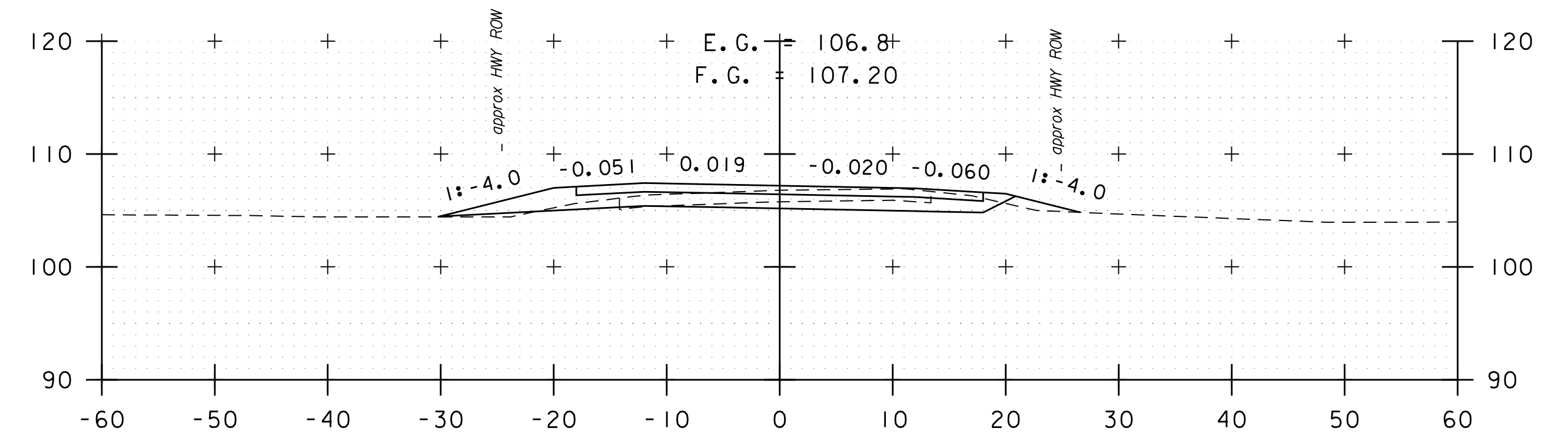
STA. 251+50 TO STA. 254+00



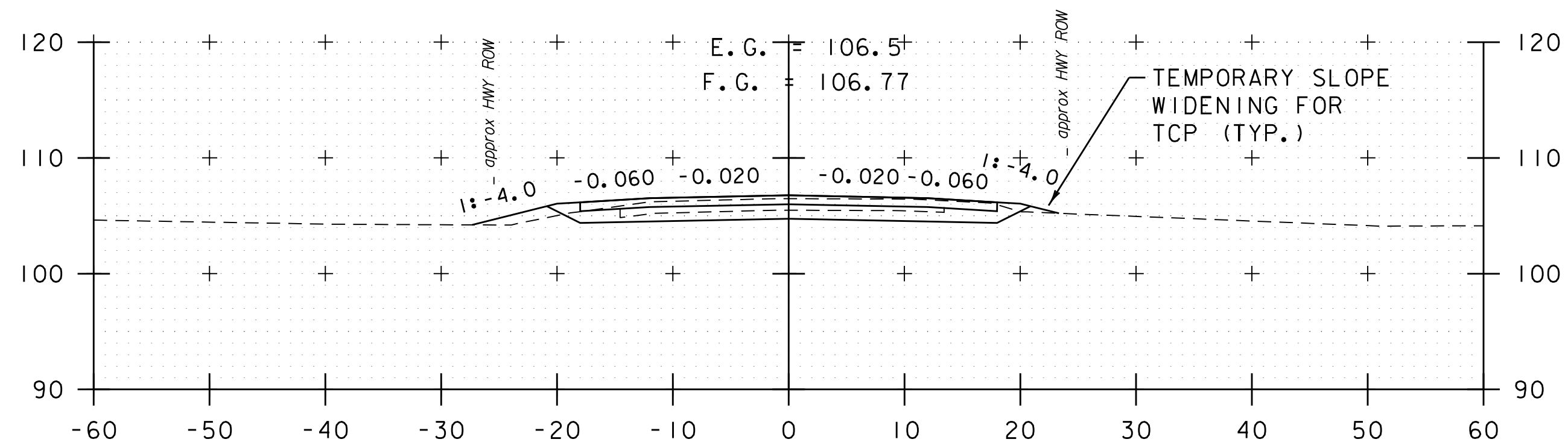
PROJECT NAME:	SWANTON	FILE NAME:	z96b032xs_25000_33800.dgn	PLOT DATE:	9/13/2023
PROJECT NUMBER:	NH 036-1(9)	PROJECT LEADER:	G.BAKOS	DRAWN BY:	C.CILLEY
		DESIGNED BY:	M.BOGUE	CHECKED BY:	G.BAKOS
		CROSS SECTION SHEET	80	SHEET	256 OF 307



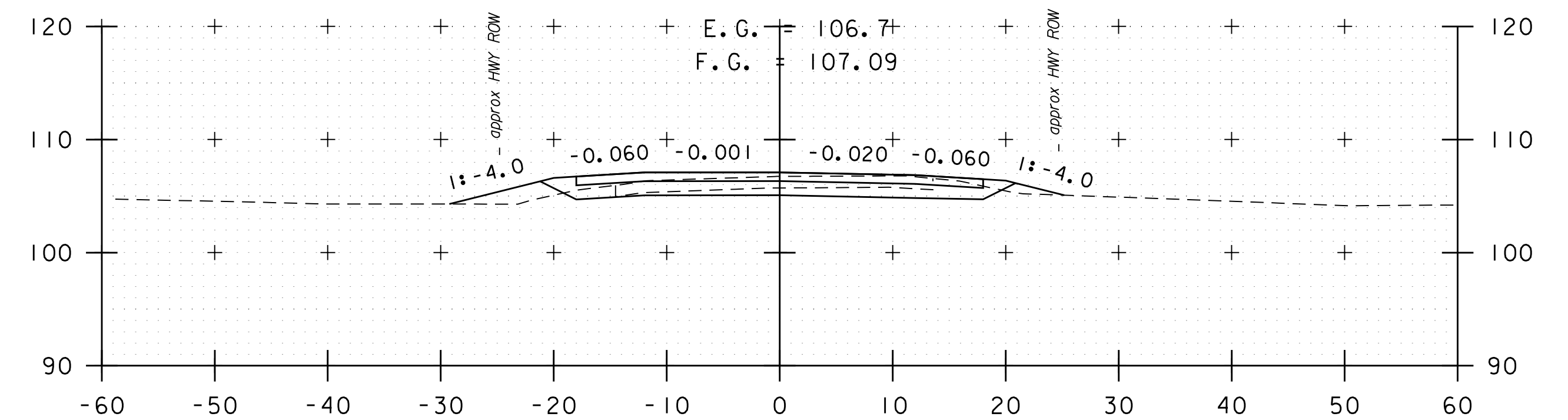
255+50



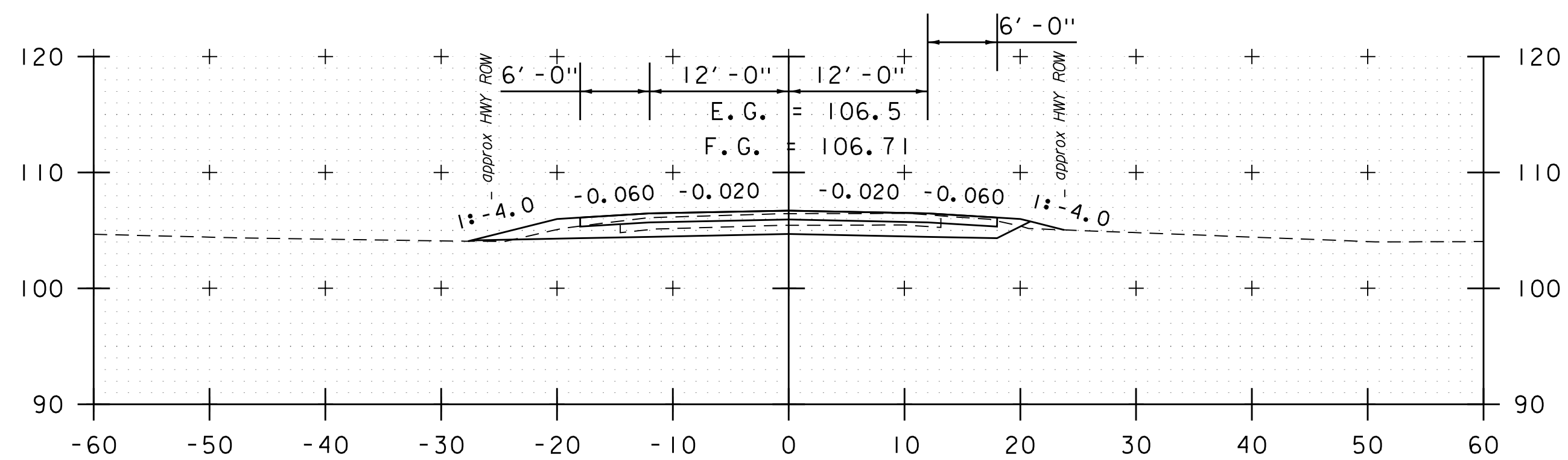
257+00



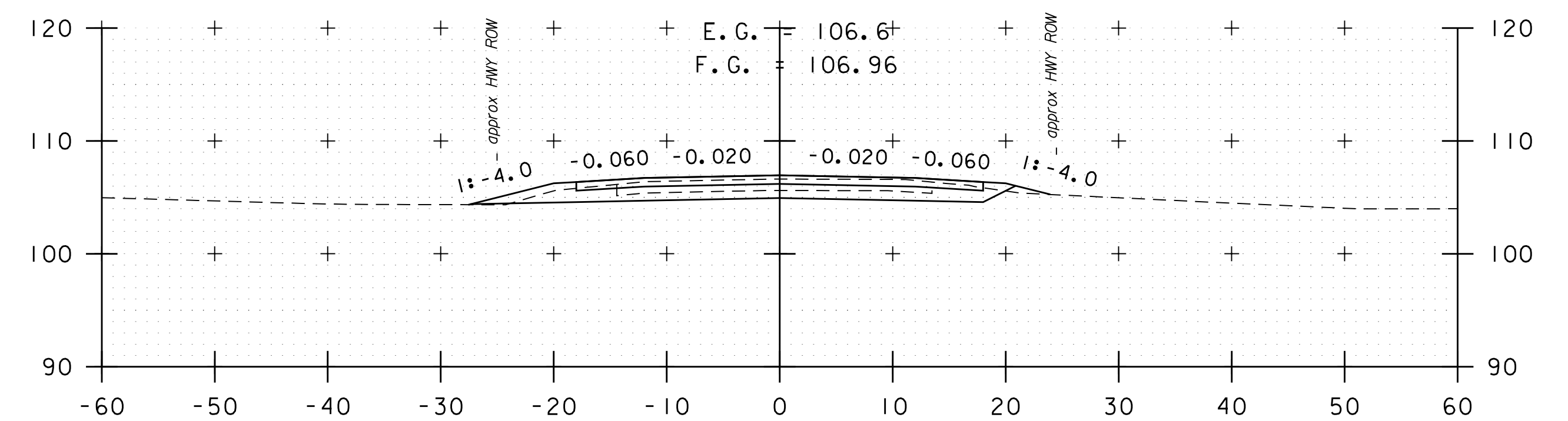
255+00



256+50



254+50

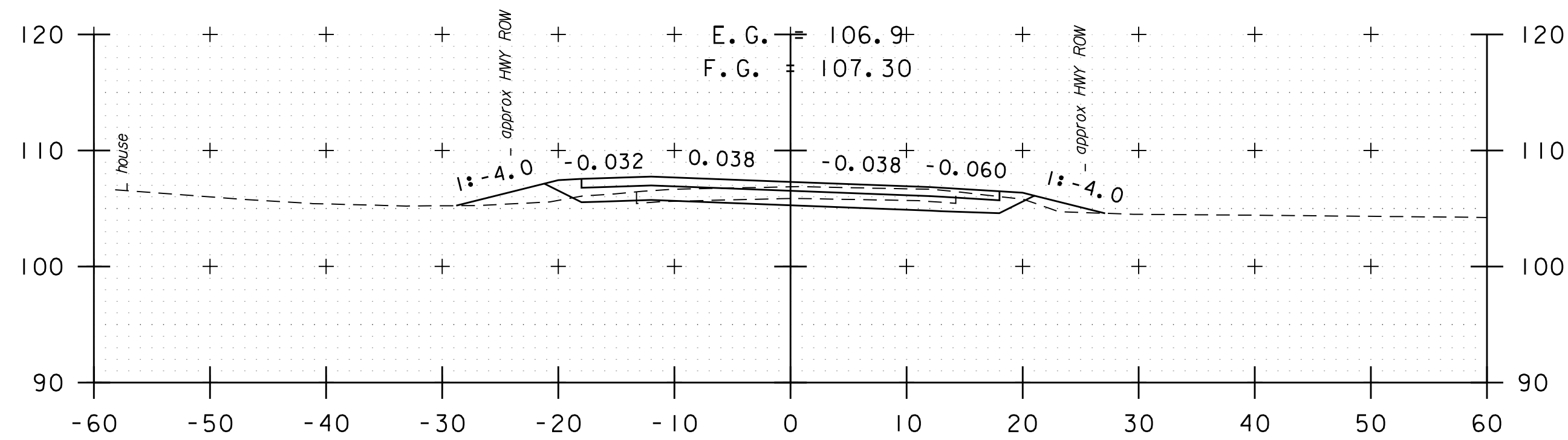


256+00

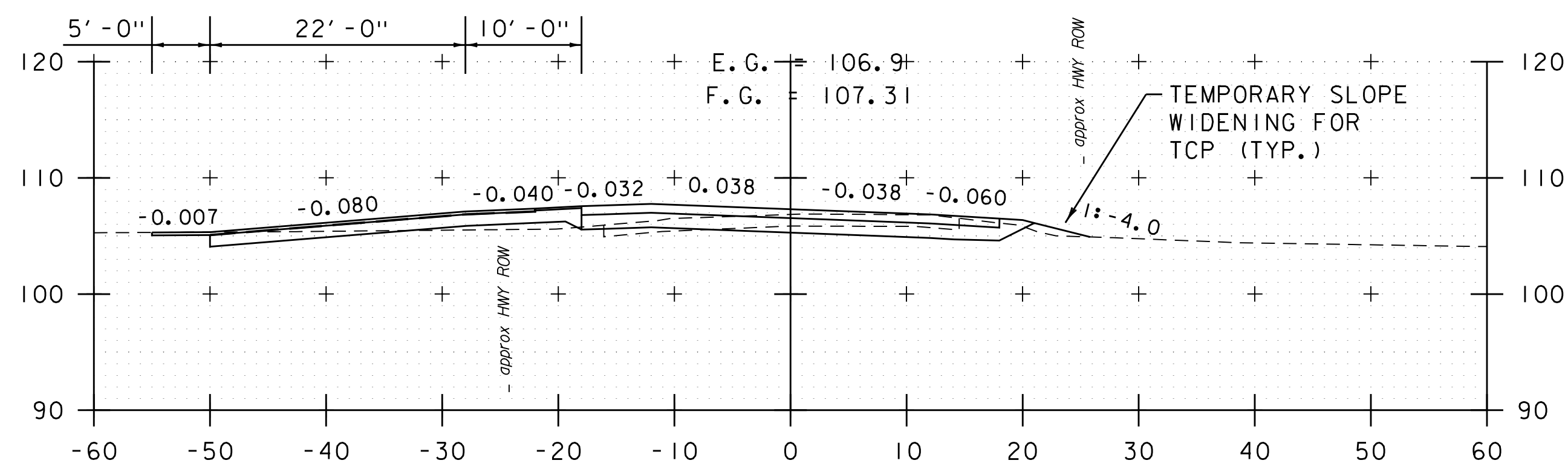
STA. 254+50 TO STA. 257+00



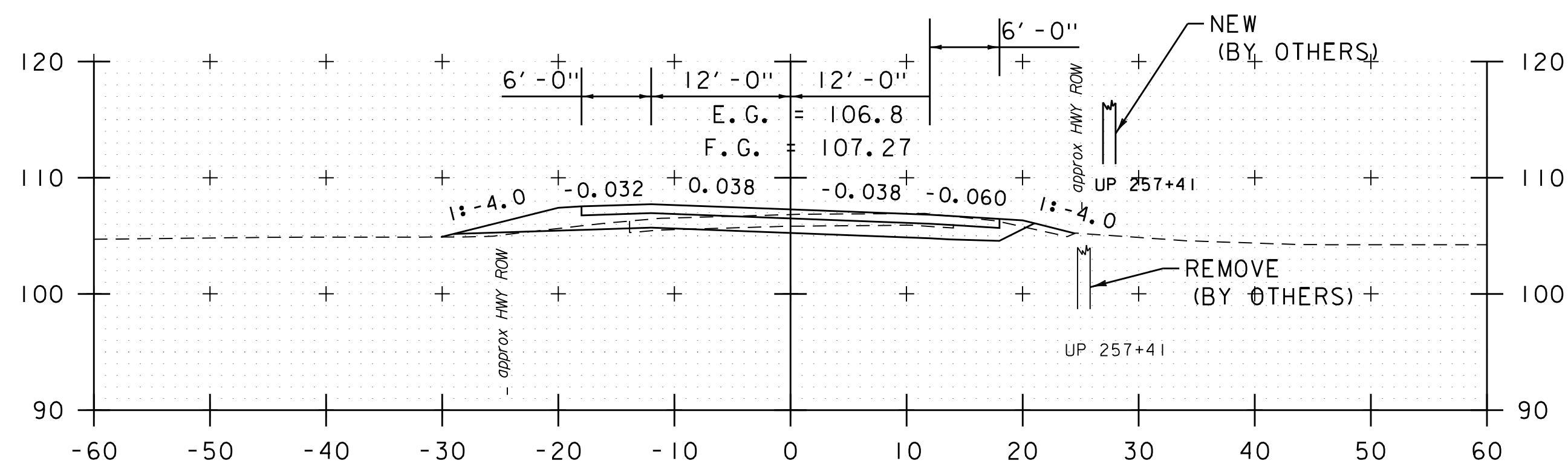
PROJECT NAME:	SWANTON	PLOT DATE:	9/13/2023
PROJECT NUMBER:	NH 036-1(9)	DRAWN BY:	C.CILLEY
FILE NAME:	z96b032xs_25000_33800.dgn	DESIGNED BY:	M.BOGUE
PROJECT LEADER:	G.BAKOS	CHECKED BY:	G.BAKOS
CROSS SECTION SHEET 81		SHEET	257 OF 307



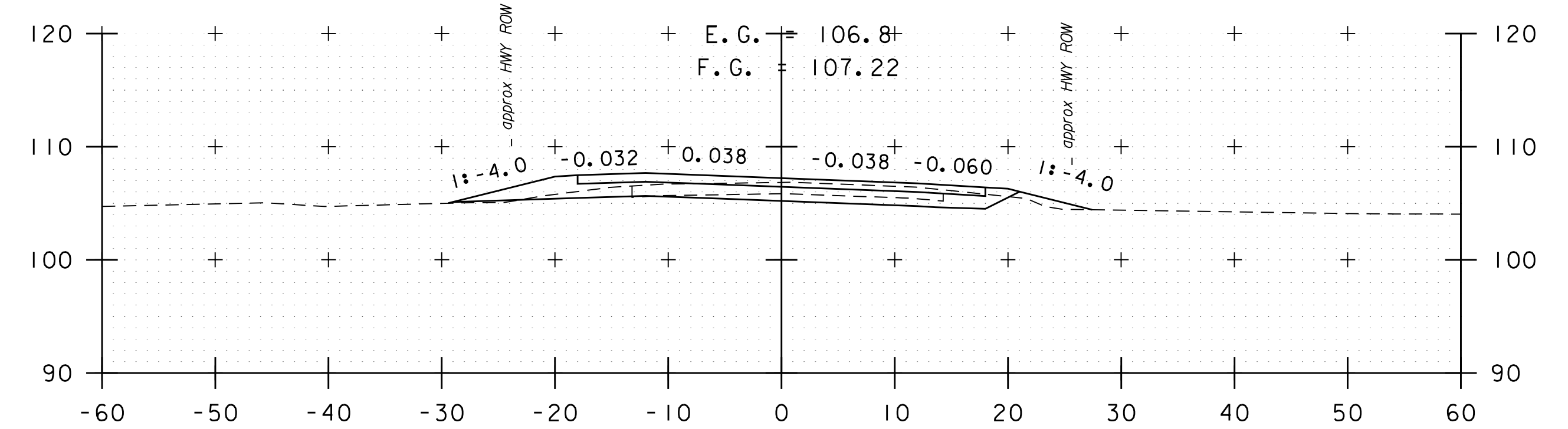
258+50



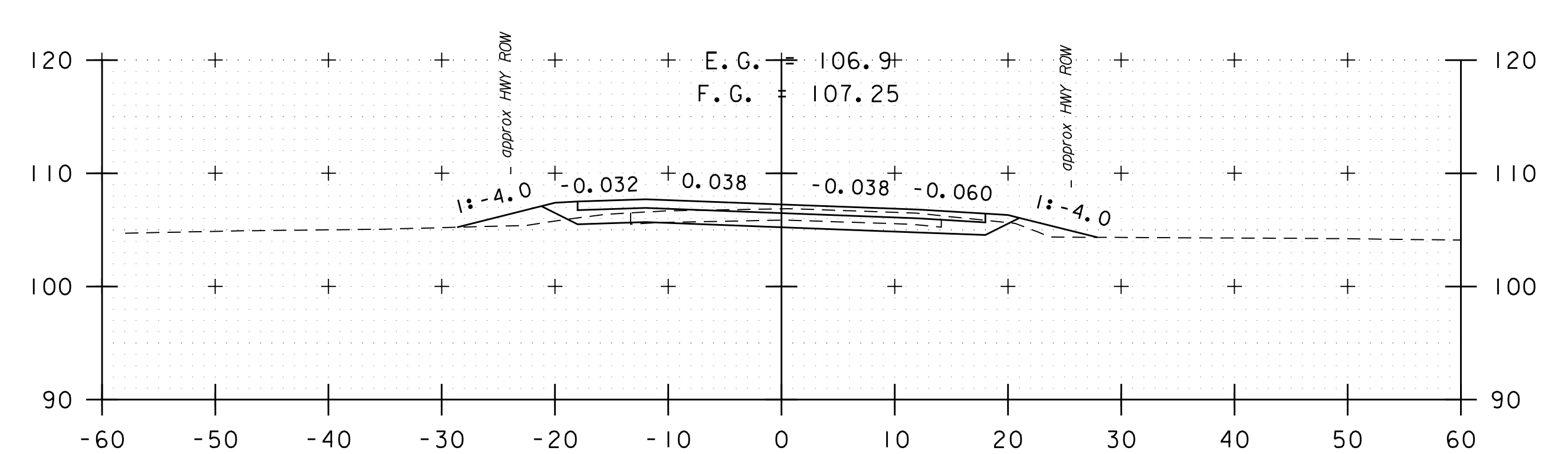
258+00 (DRIVE LT)



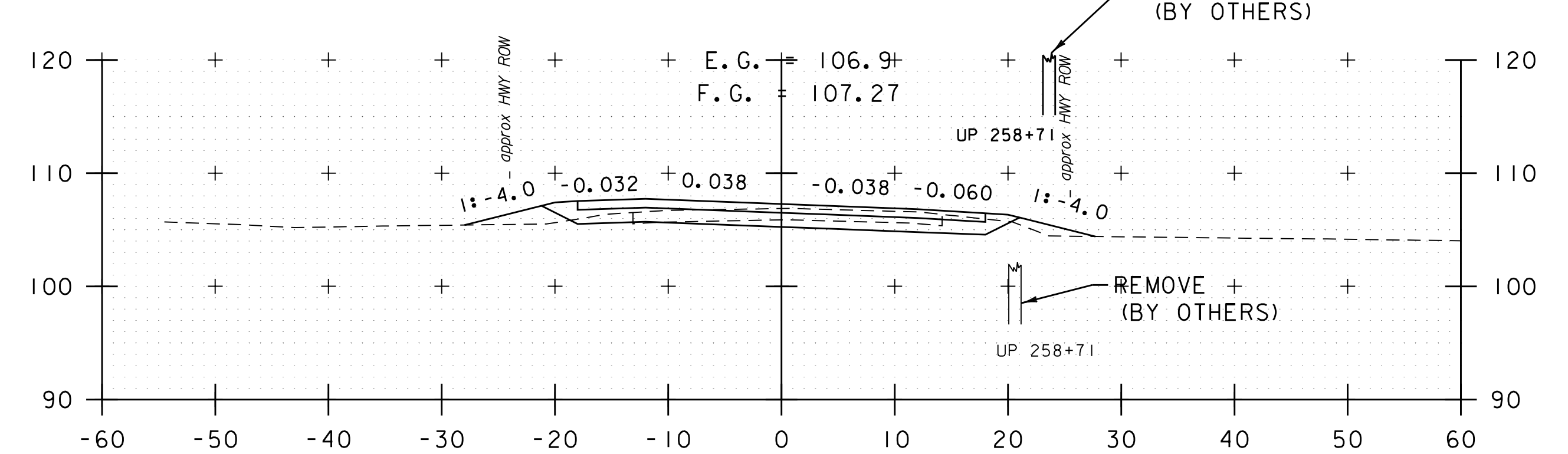
257+50



260+00



259+50

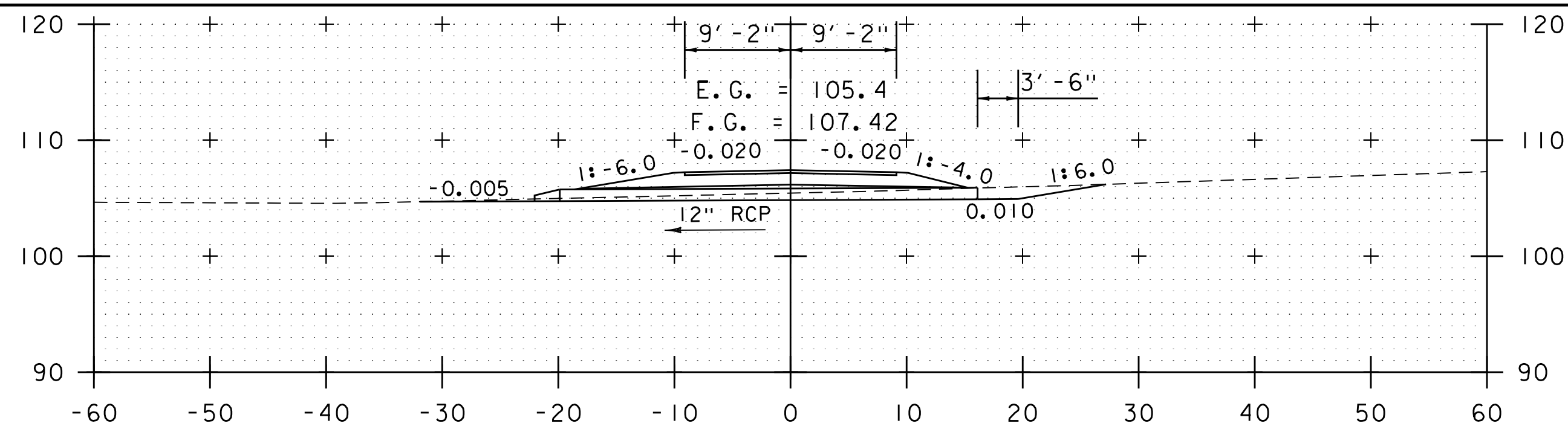


259+00

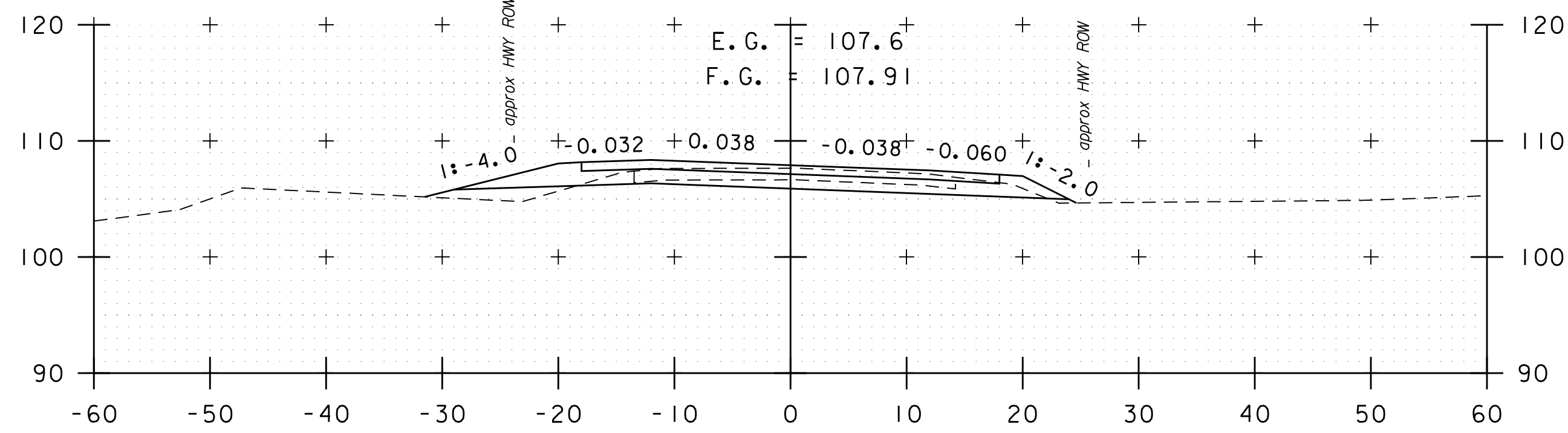
STA. 257+50 TO STA. 260+00



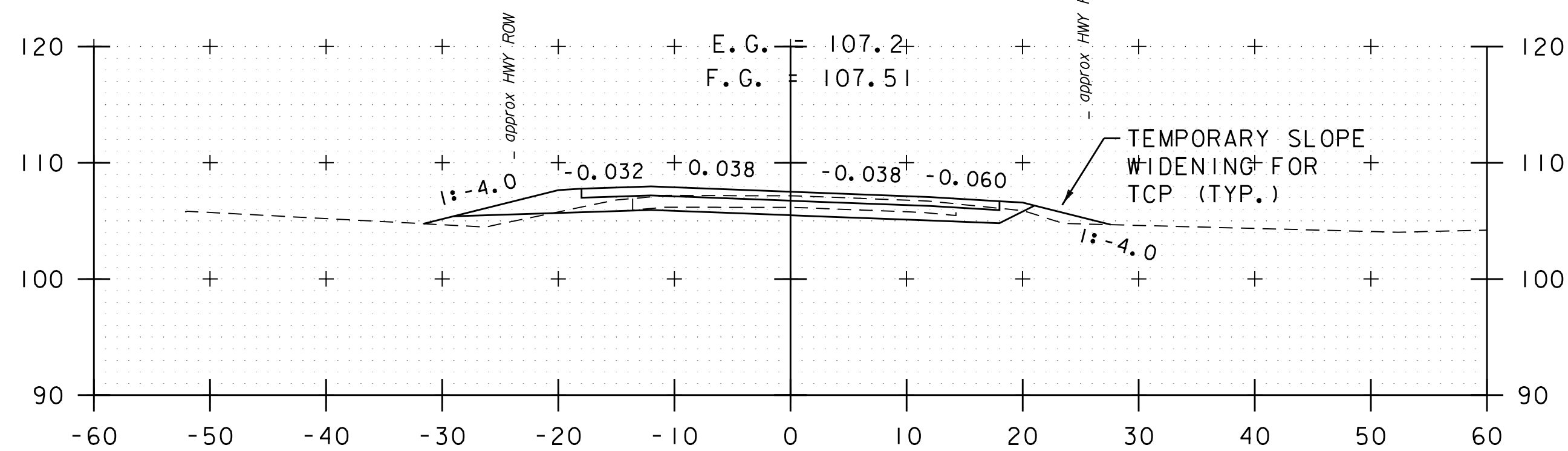
PROJECT NAME:	SWANTON	FILE NAME:	z96b032xs_25000_33800.dgn	PLOT DATE:	9/13/2023
PROJECT NUMBER:	NH 036-1(9)	PROJECT LEADER:	G.BAKOS	DRAWN BY:	C.CILLEY
		DESIGNED BY:	M.BOGUE	CHECKED BY:	G.BAKOS
		CROSS SECTION SHEET	82	SHEET	258 OF 307



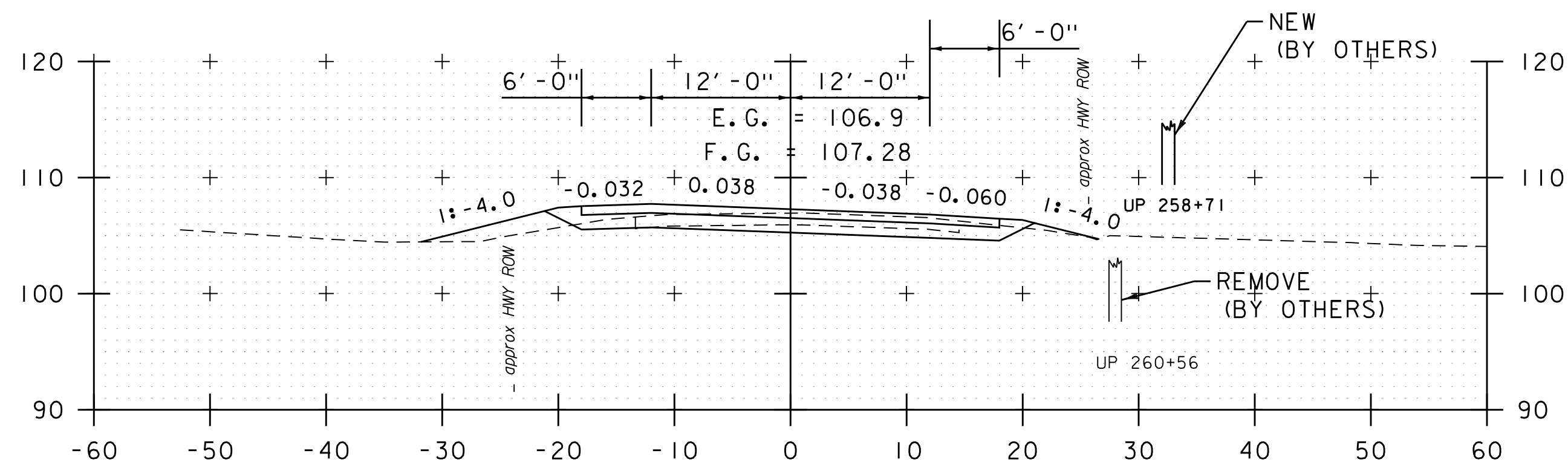
SECTION A-A



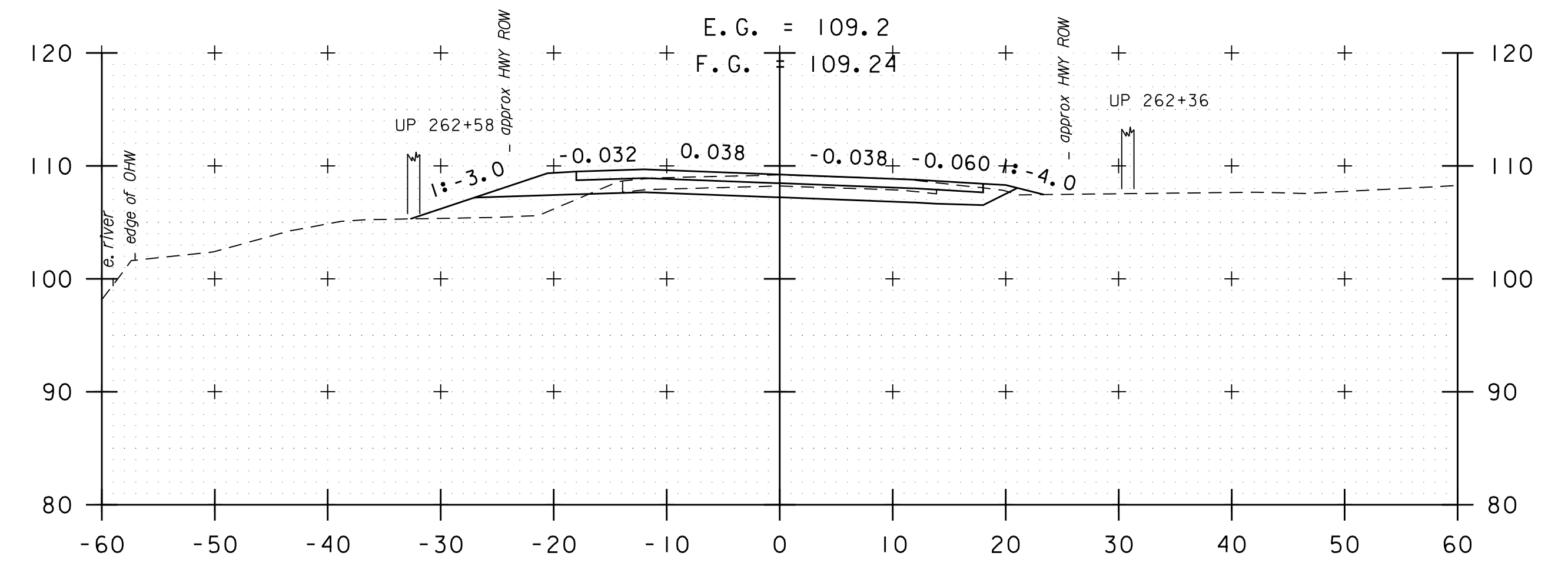
261+50



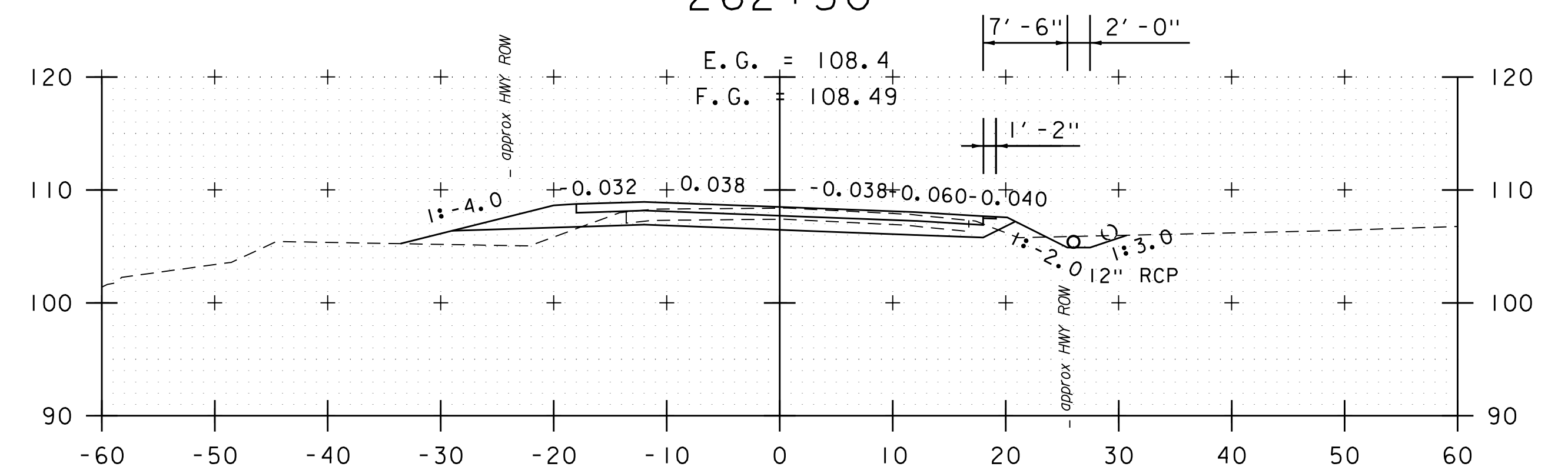
261+00



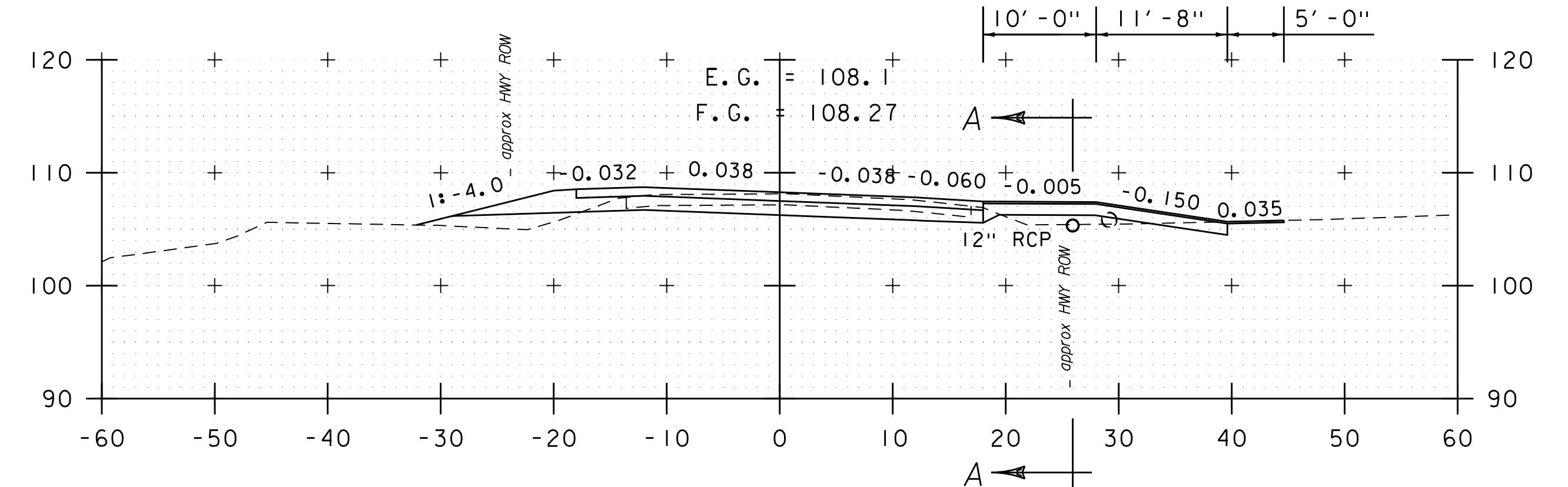
260+50



262+50



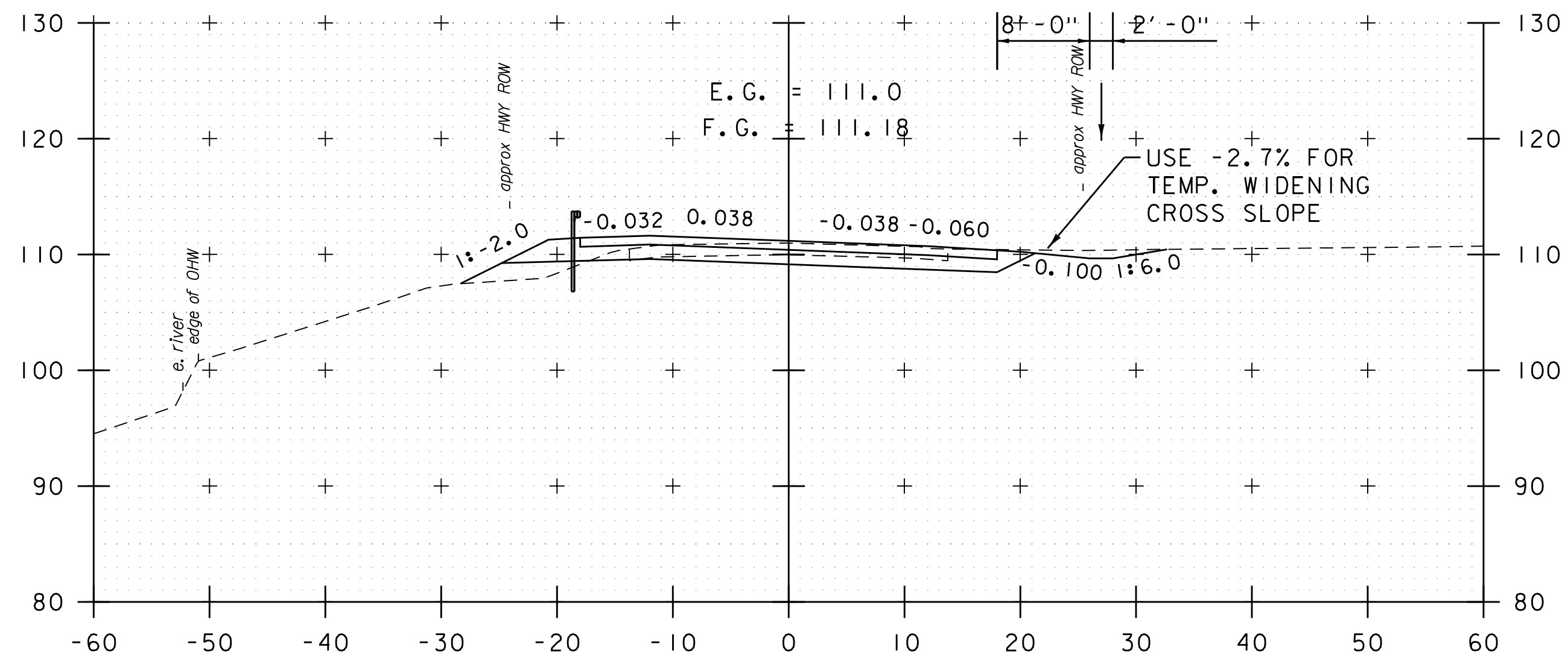
262+00



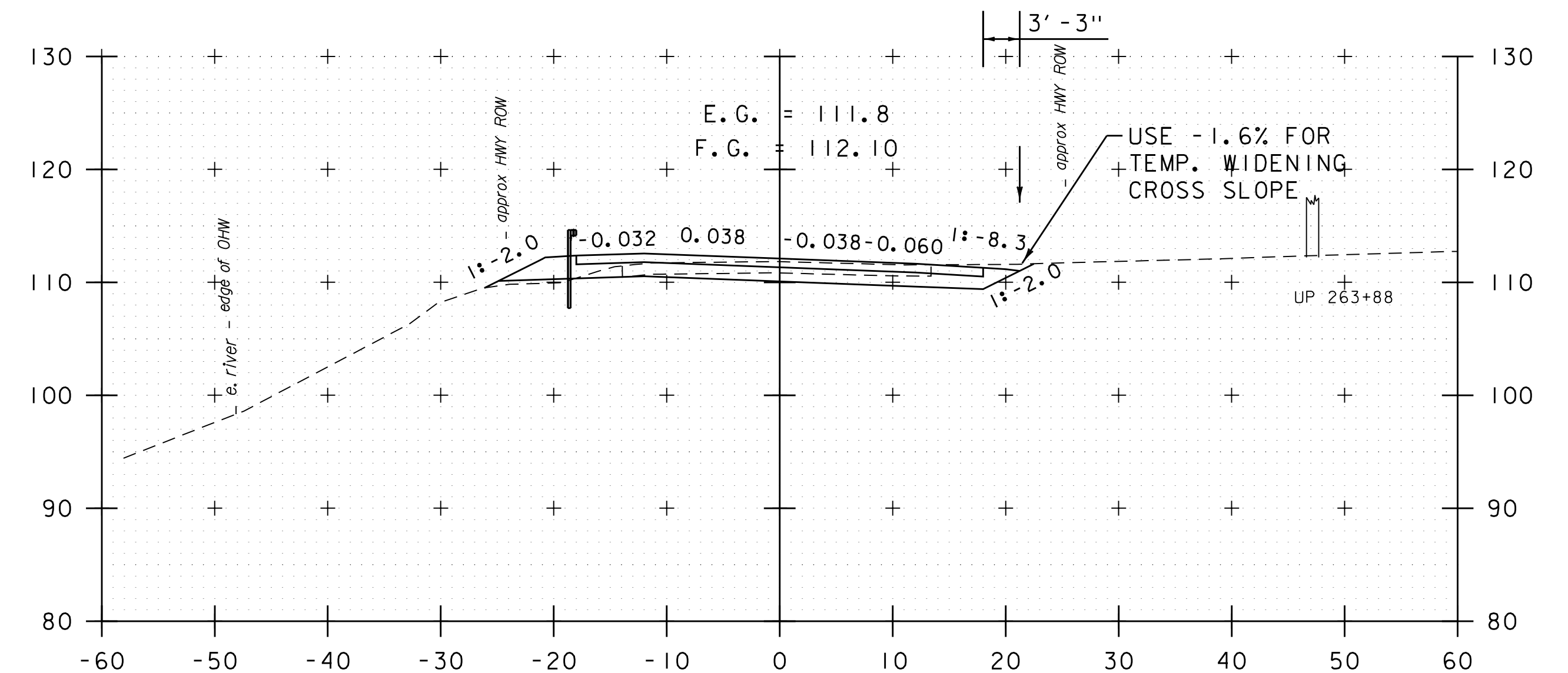
261+83 (DRIVE RT) STA. 260+50 TO STA. 262+50



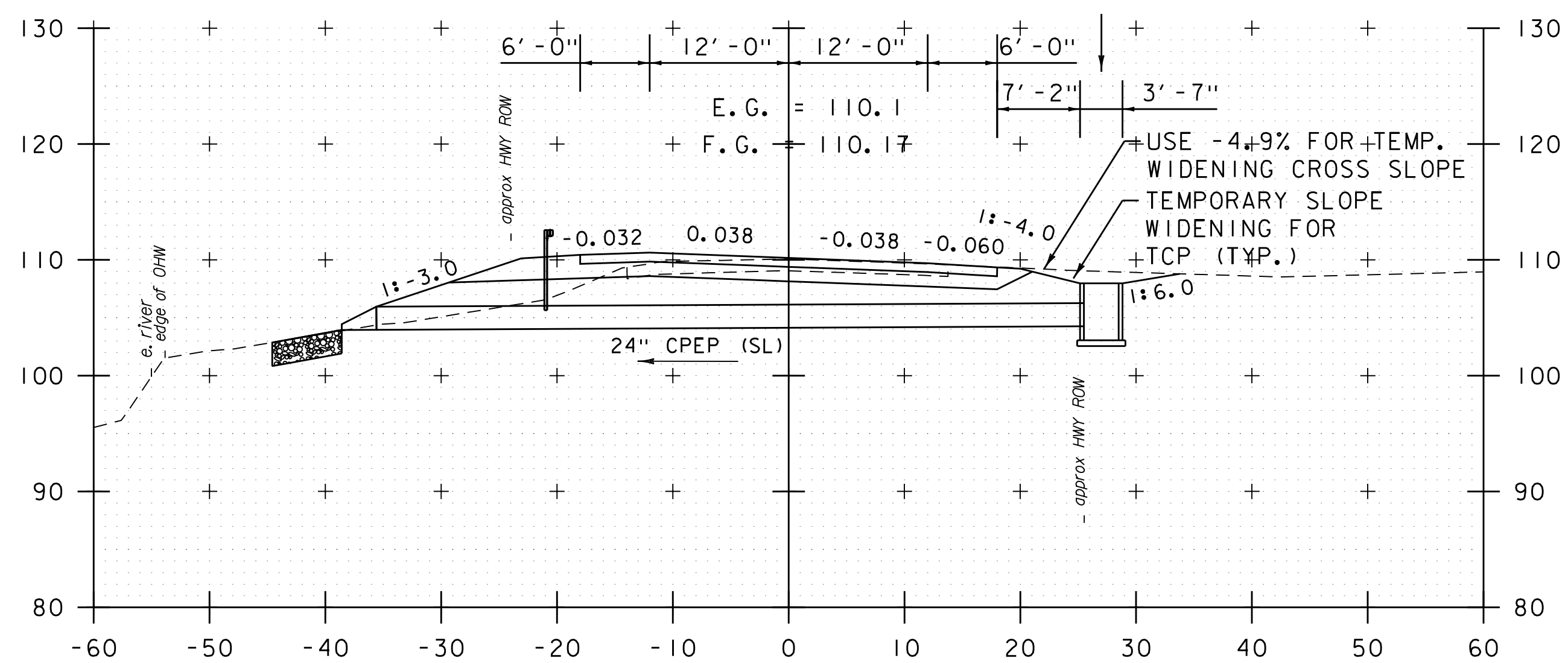
PROJECT NAME:	SWANTON
PROJECT NUMBER:	NH 036-1(9)
FILE NAME:	z96b032xs_25000_33800.dgn
PROJECT LEADER:	G.BAKOS
DESIGNED BY:	M.BOGUE
CROSS SECTION SHEET	83
PLOT DATE:	9/13/2023
DRAWN BY:	C.CILLEY
CHECKED BY:	G.BAKOS
SHEET	259 OF 307



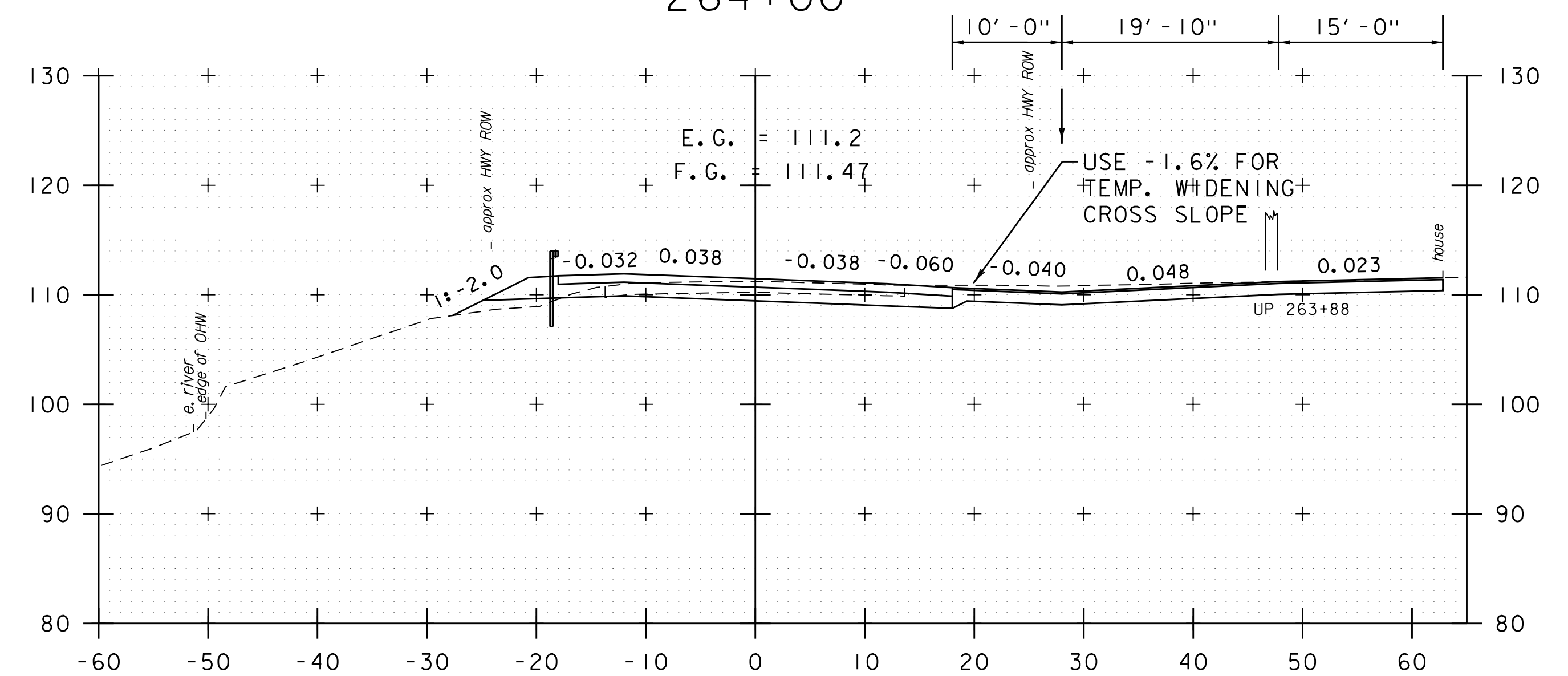
263+50



264+00



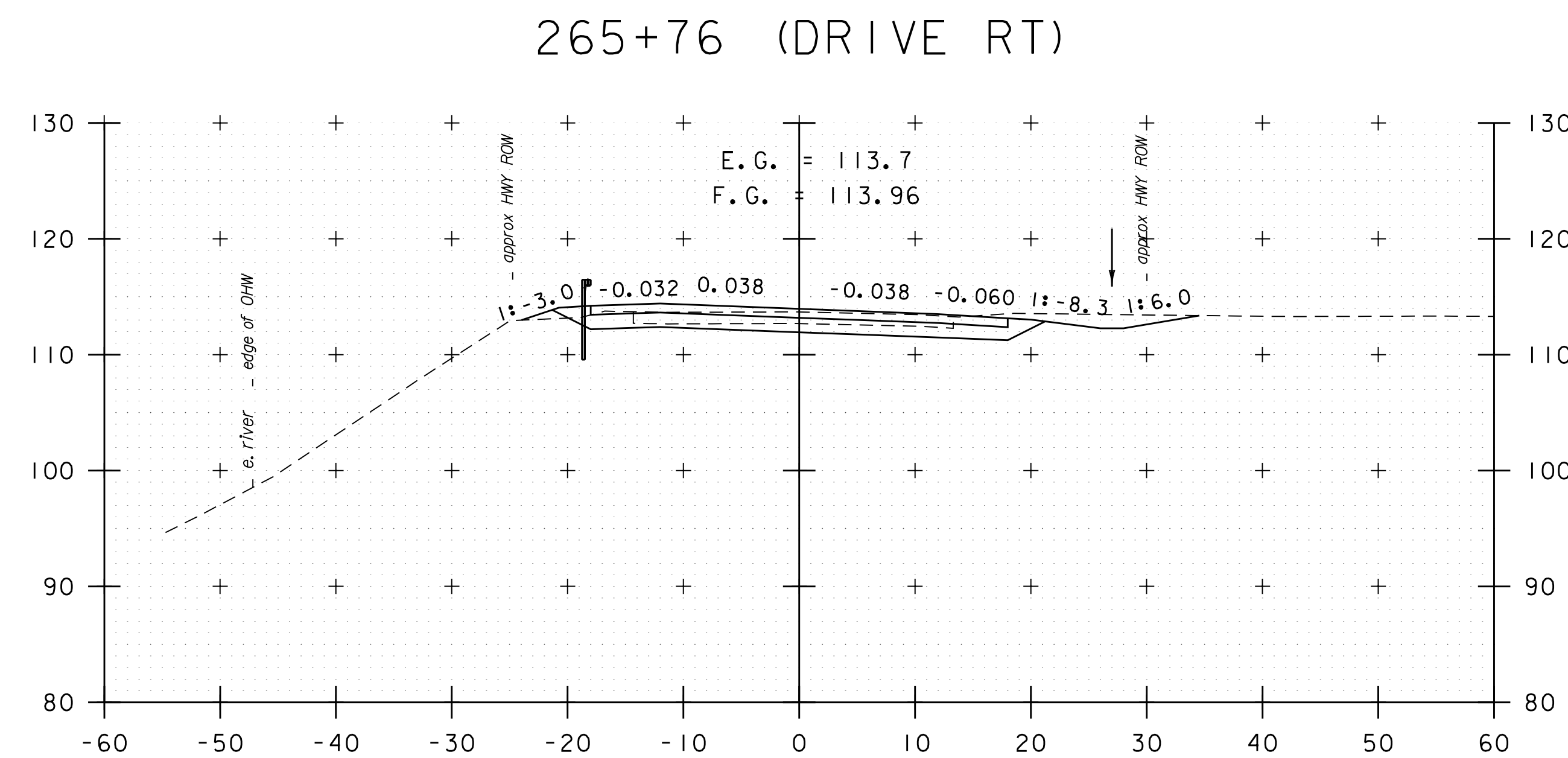
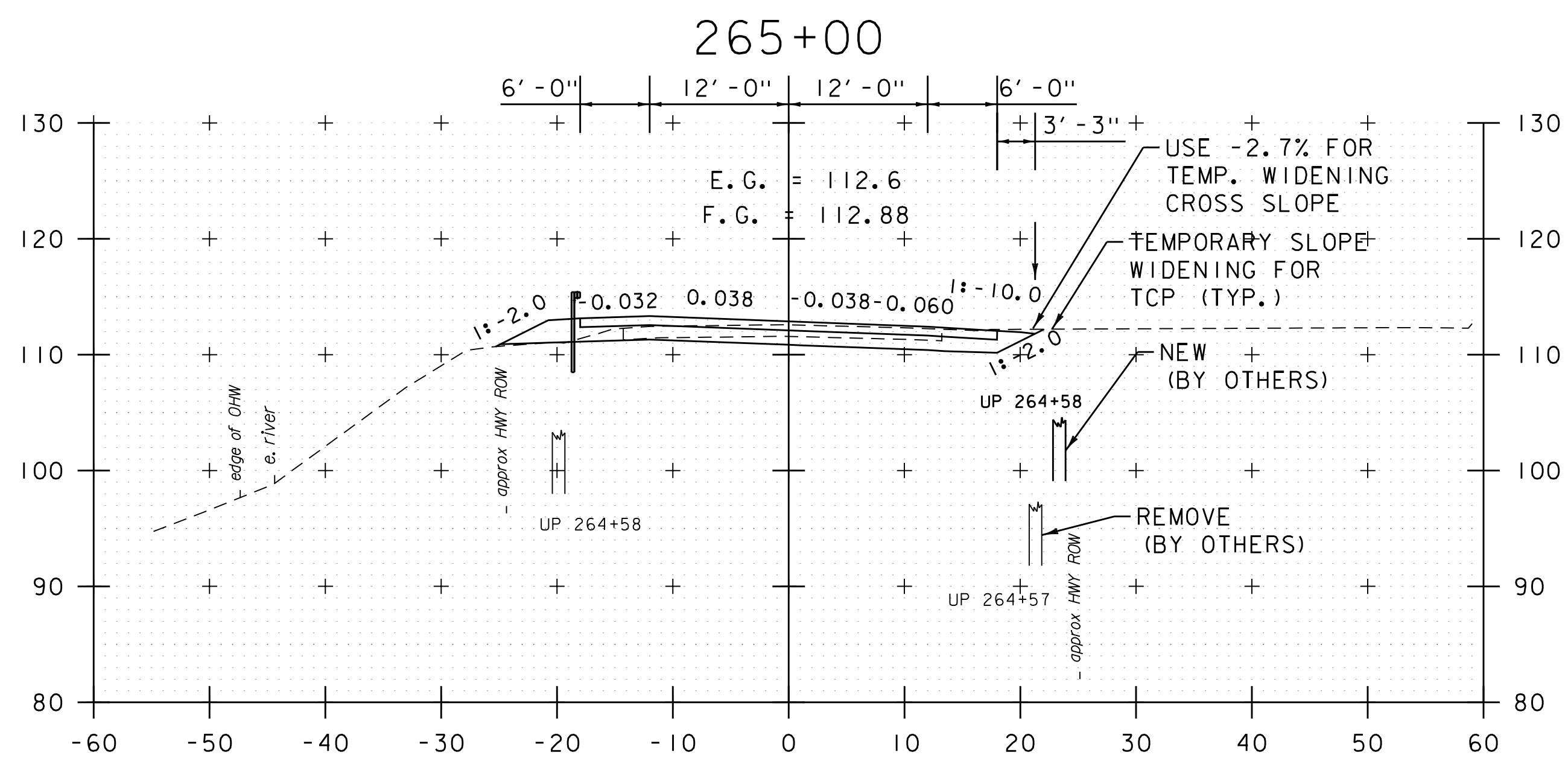
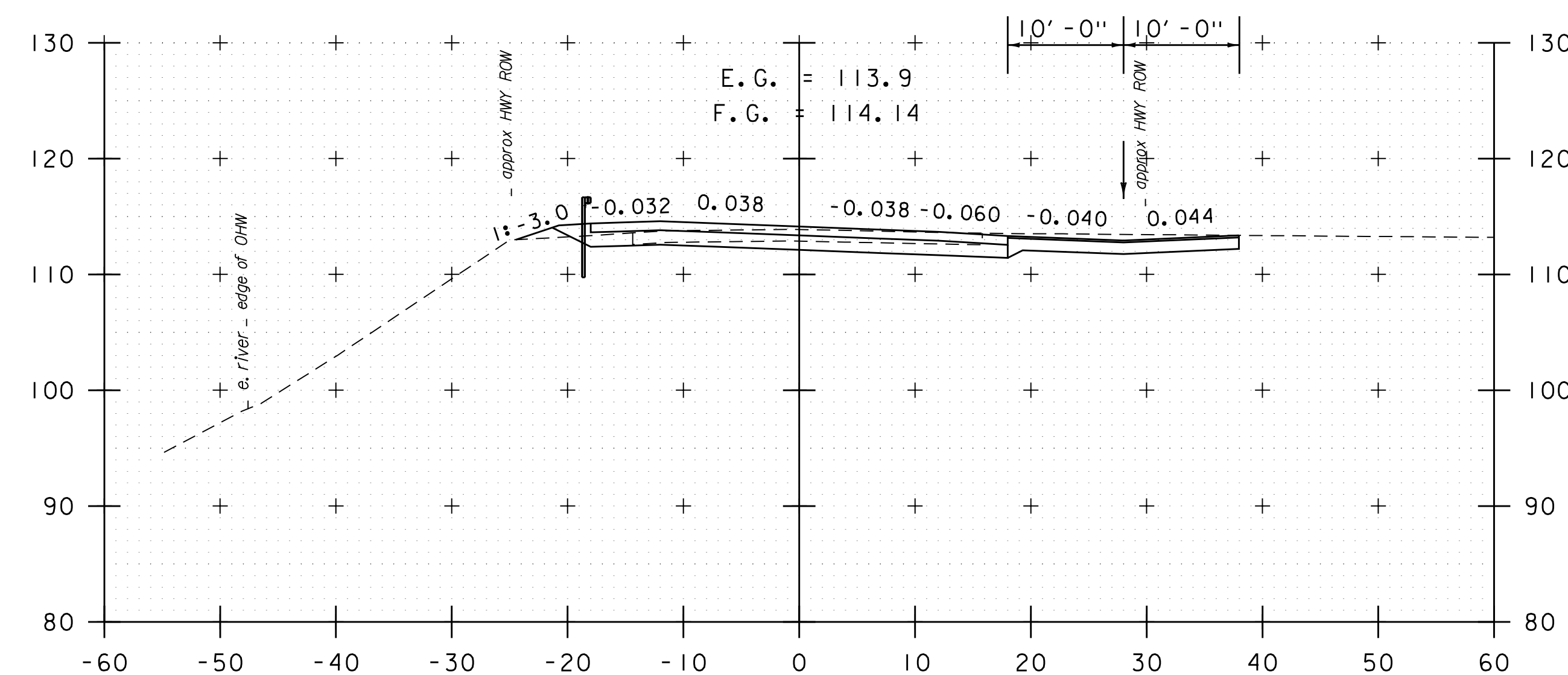
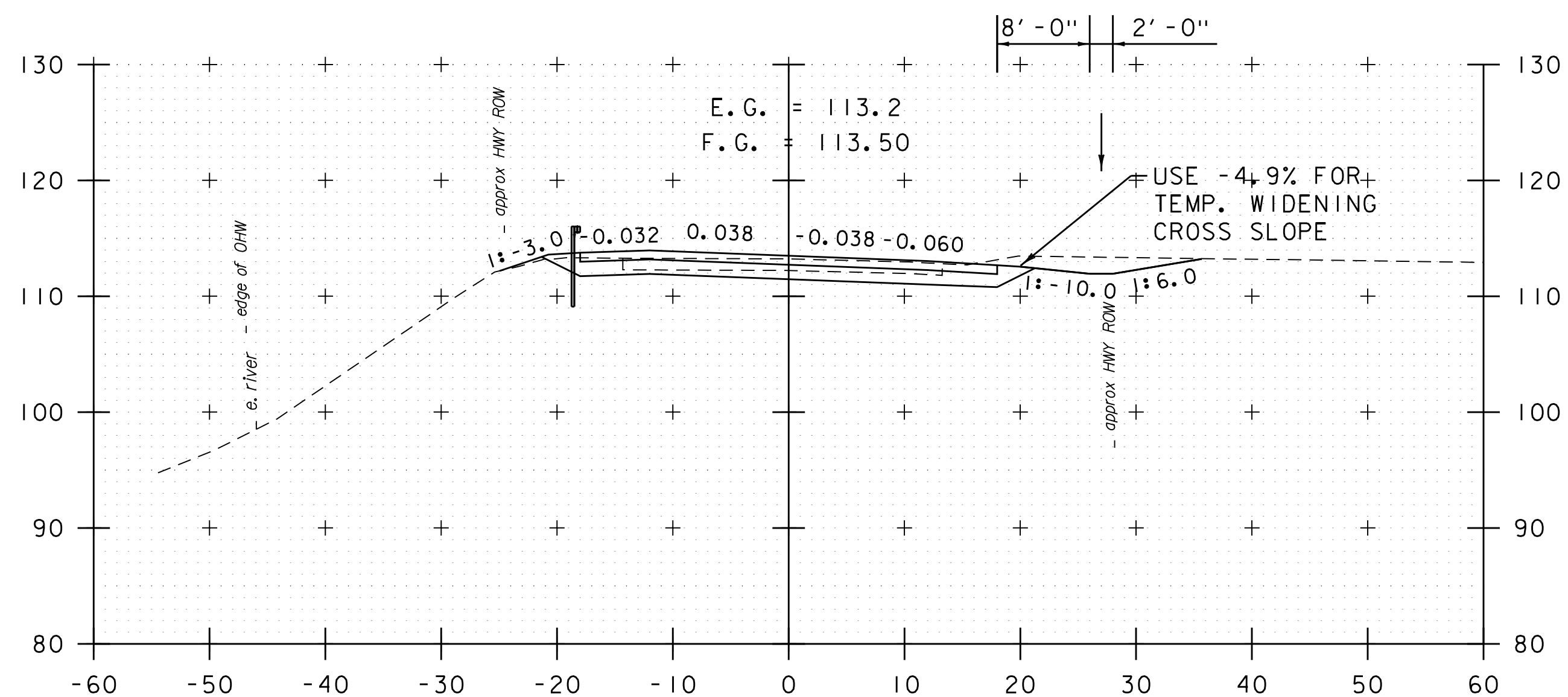
263+00 (NEW 24" CPEP)



263+75 (DRIVE RT) STA. 263+00 TO STA. 264+00



PROJECT NAME:	SWANTON	FILE NAME:	z96b032xs_25000_33800.dgn	PLOT DATE:	9/13/2023
PROJECT NUMBER:	NH 036-1(9)	PROJECT LEADER:	G.BAKOS	DRAWN BY:	C.CILLEY
		DESIGNED BY:	M.BOGUE	CHECKED BY:	G.BAKOS
		CROSS SECTION SHEET	84	SHEET	260 OF 307



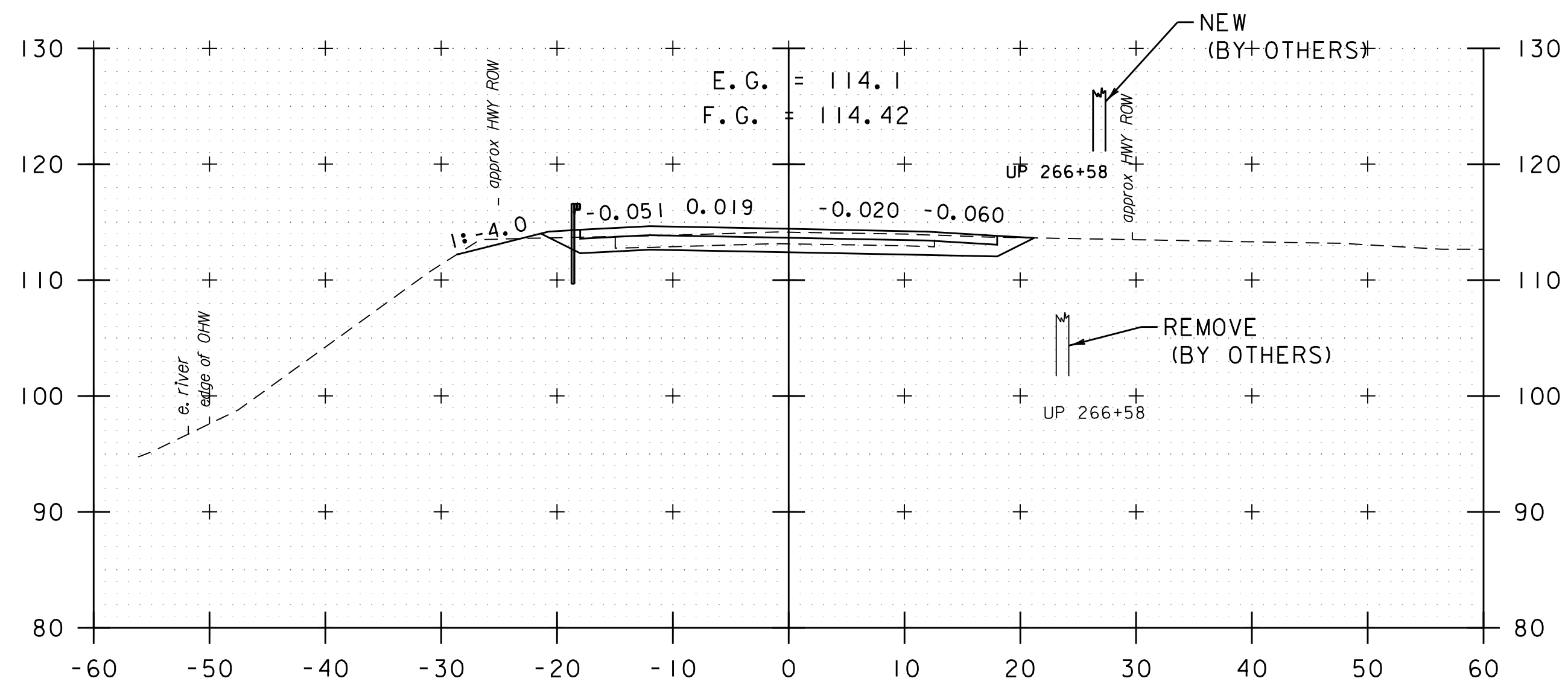
264+50

265+50

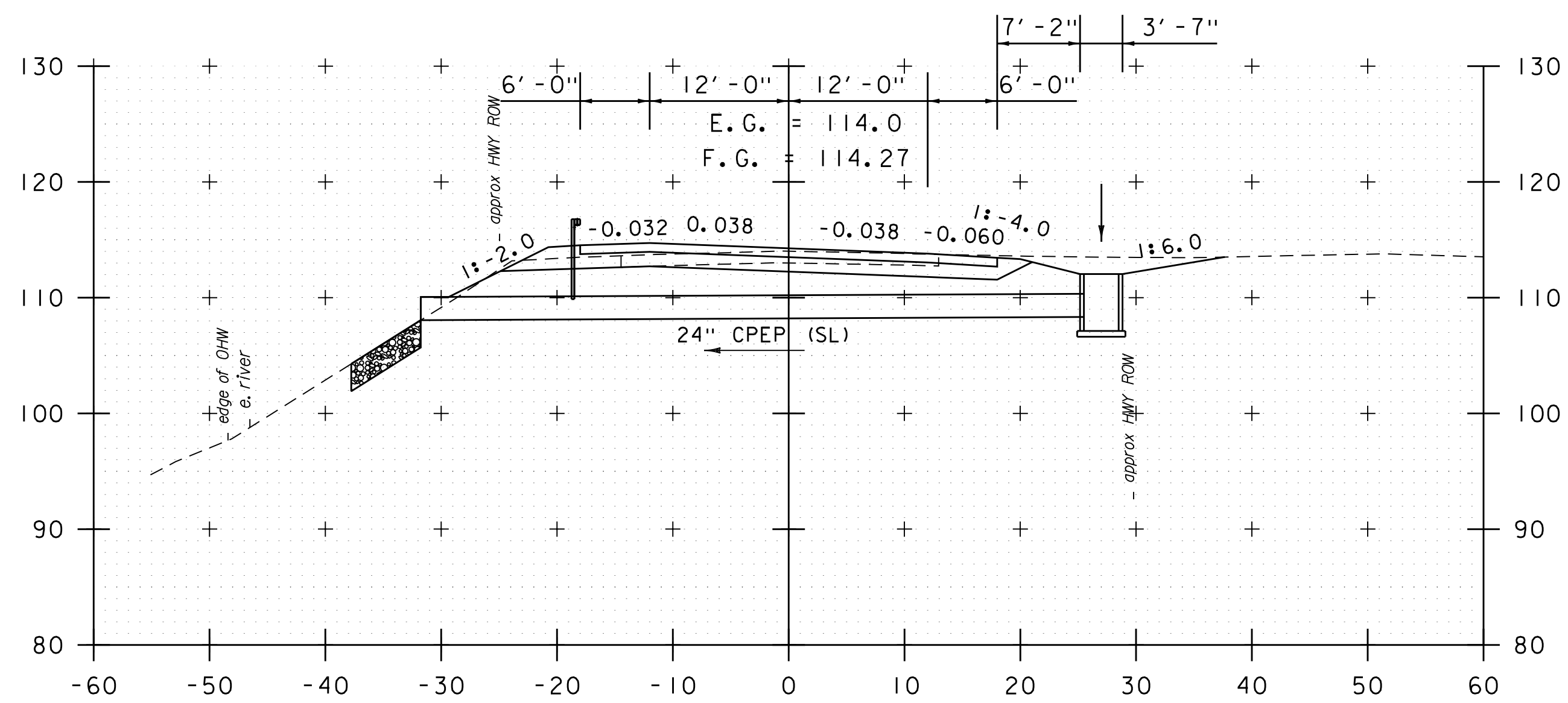
STA. 264+50 TO STA. 265+76



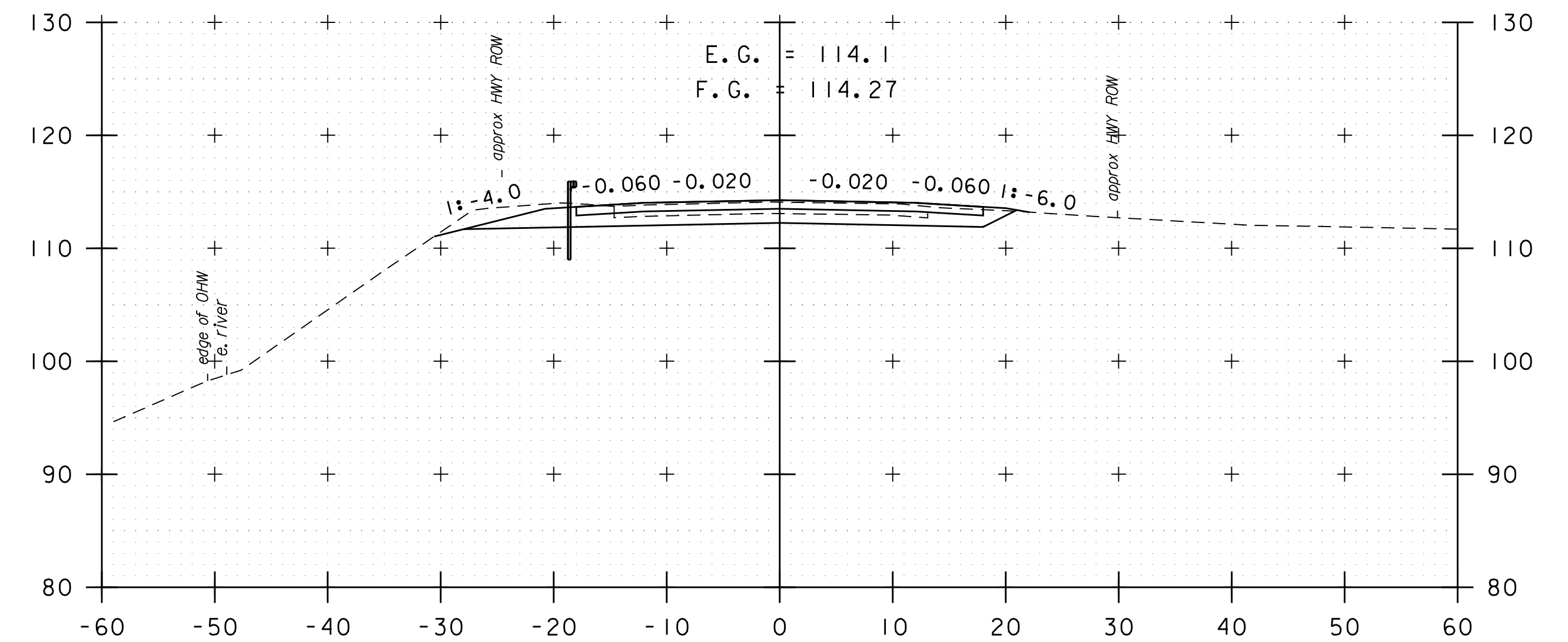
PROJECT NAME:	SWANTON	FILE NAME:	z96b032xs_25000_33800.dgn	PLOT DATE:	9/13/2023
PROJECT NUMBER:	NH 036-1(9)	PROJECT LEADER:	G.BAKOS	DRAWN BY:	C.CILLEY
		DESIGNED BY:	M.BOGUE	CHECKED BY:	G.BAKOS
		CROSS SECTION SHEET	85	SHEET	261 OF 307



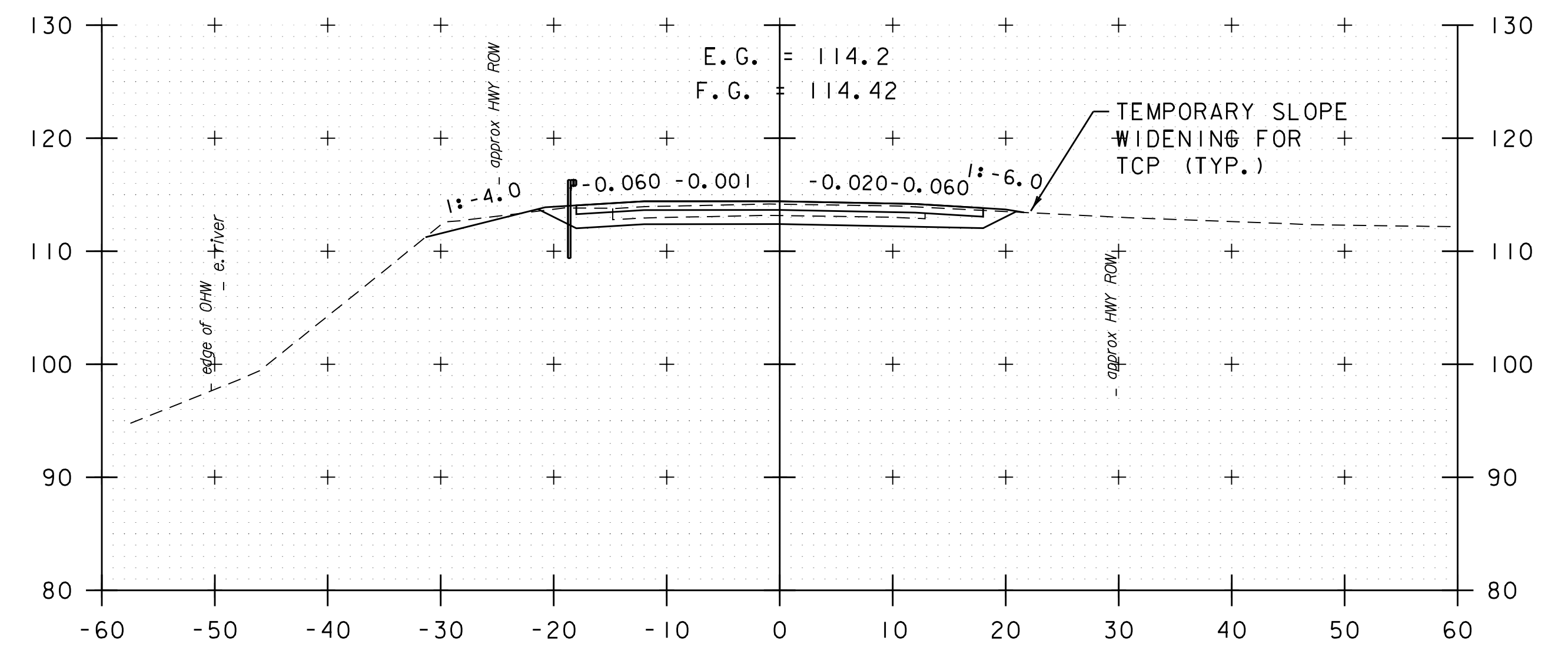
266+50



266+00 (NEW 24" CPEP)



267+50

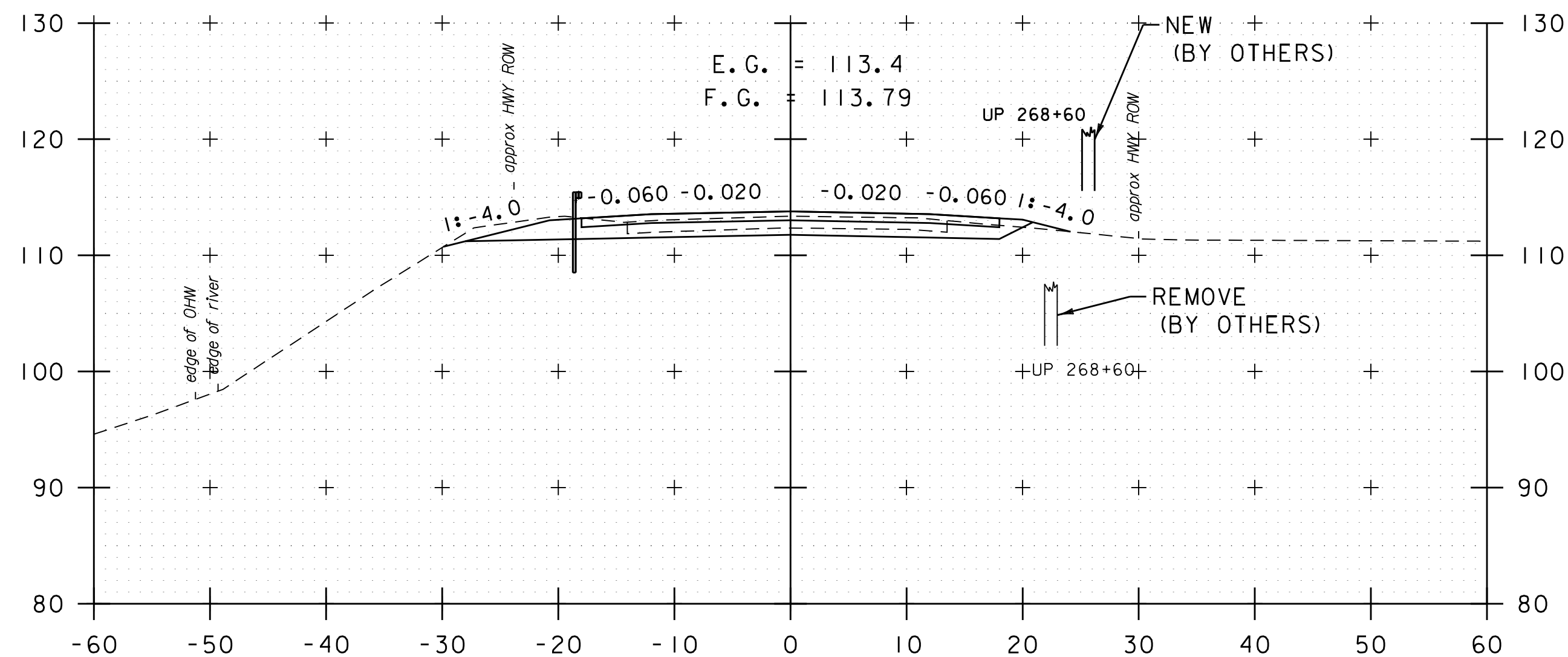


267+00

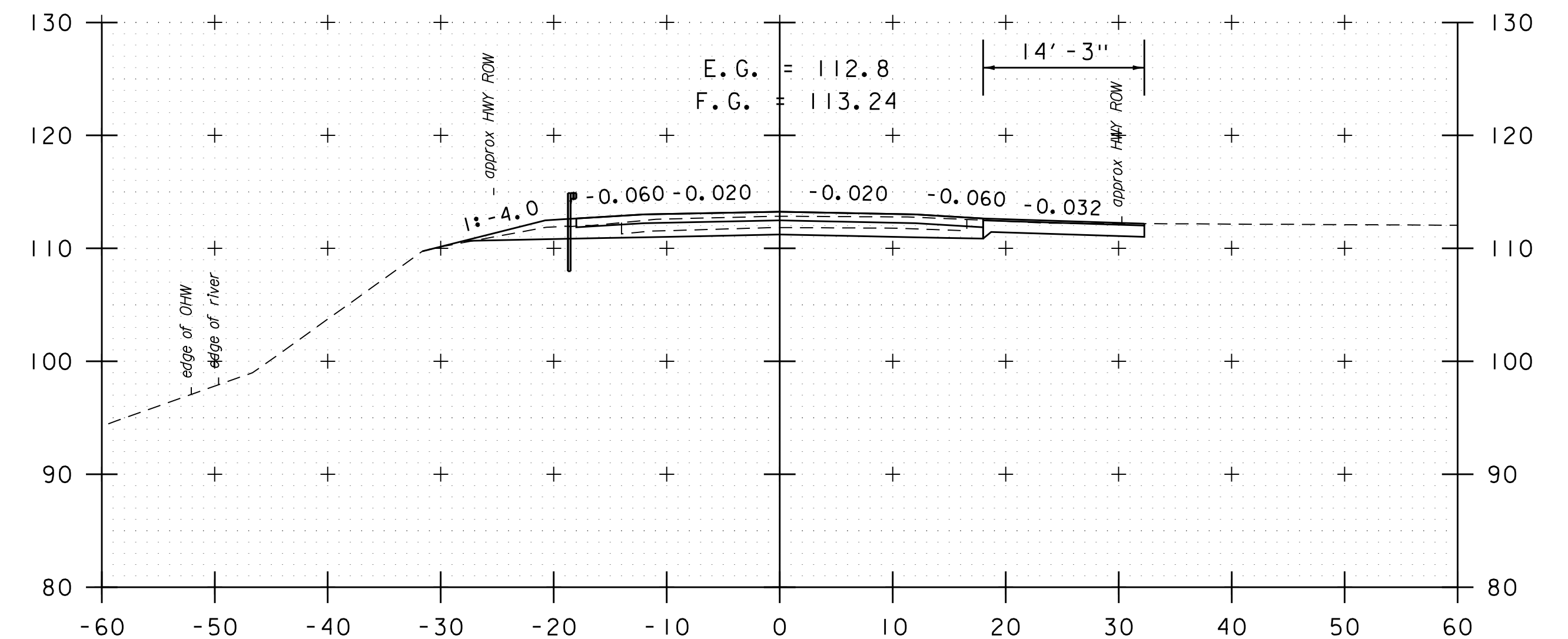
STA. 266+00 TO STA. 267+50



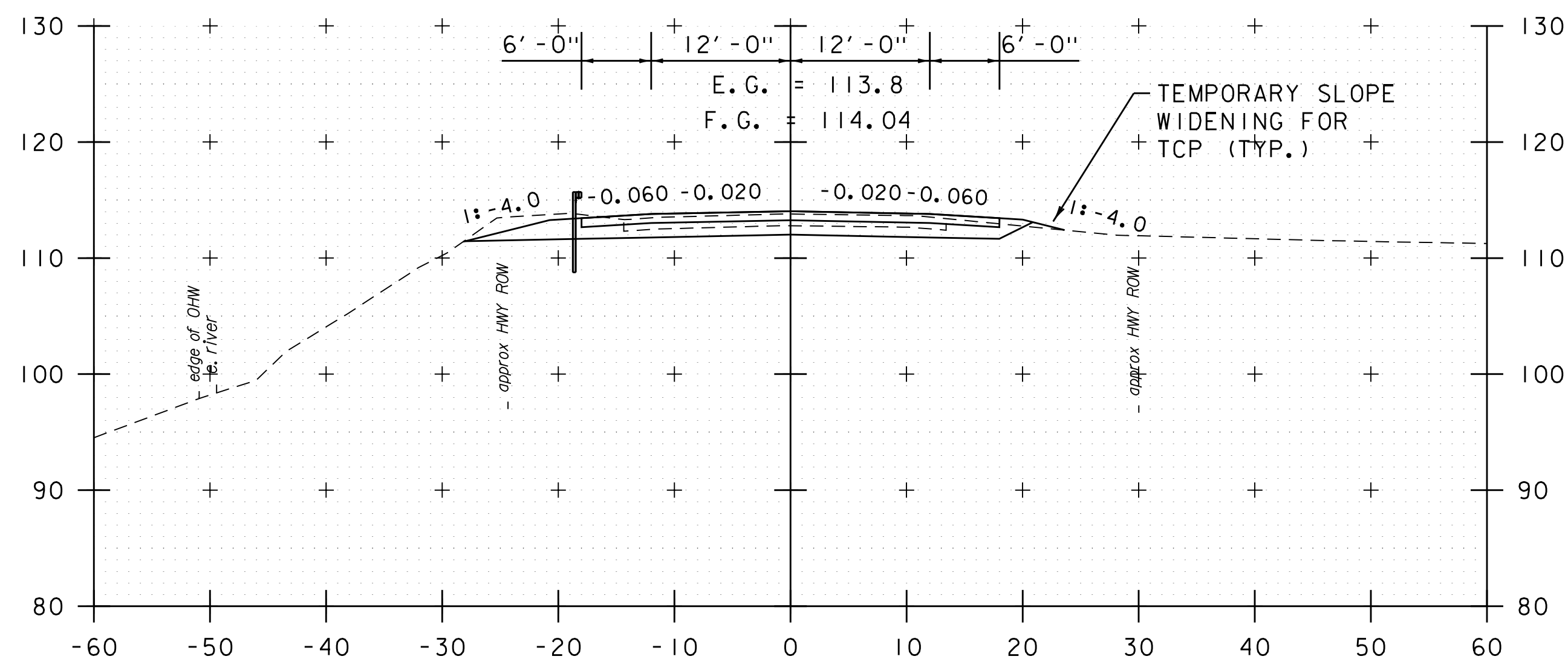
PROJECT NAME:	SWANTON	PLOT DATE:	9/13/2023
PROJECT NUMBER:	NH 036-1(9)	DRAWN BY:	C.CILLEY
FILE NAME:	z96b032xs_25000_33800.dgn	DESIGNED BY:	M.BOGUE
PROJECT LEADER:	G.BAKOS	CHECKED BY:	G.BAKOS
CROSS SECTION SHEET	86	SHEET	262 OF 307



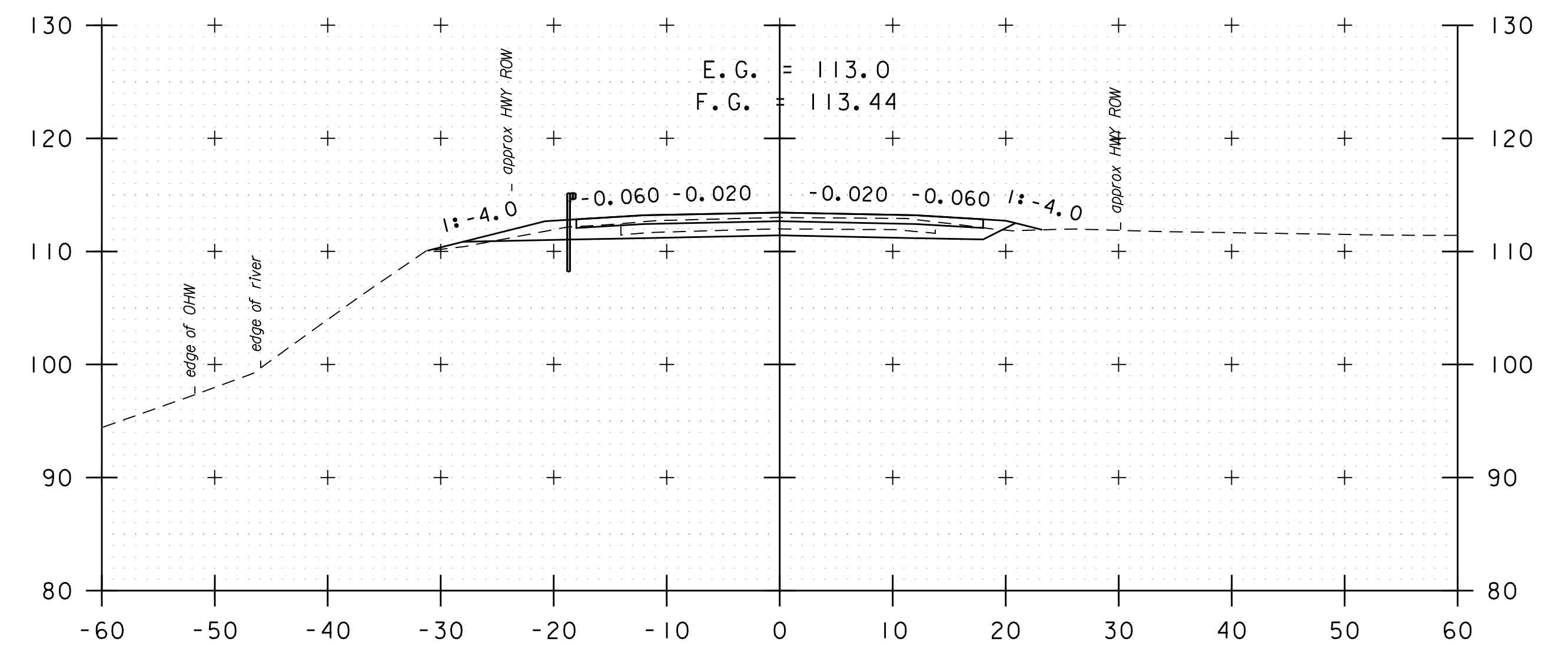
268+50



269+23 (DRIVE RT)



268+00

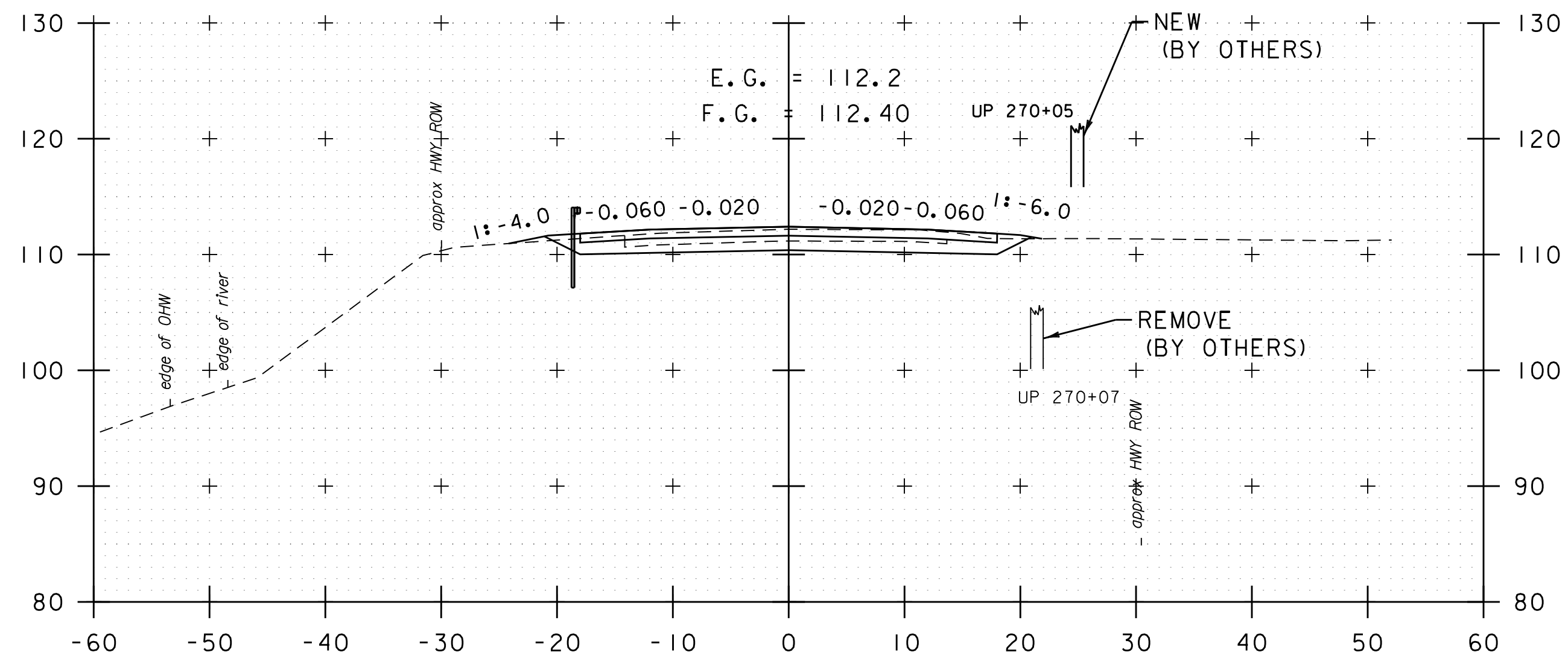


269+00

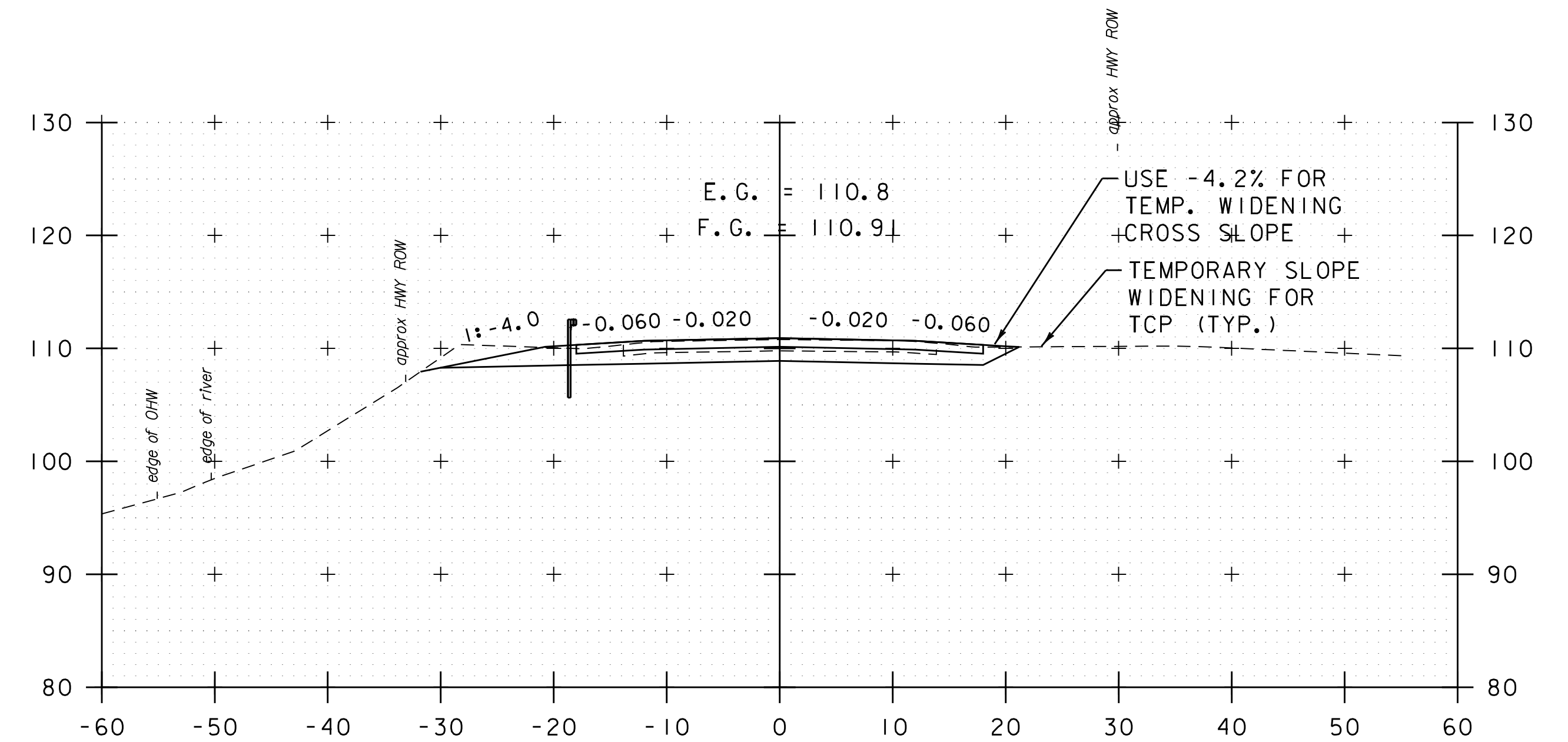
STA. 268+00 TO STA. 269+23



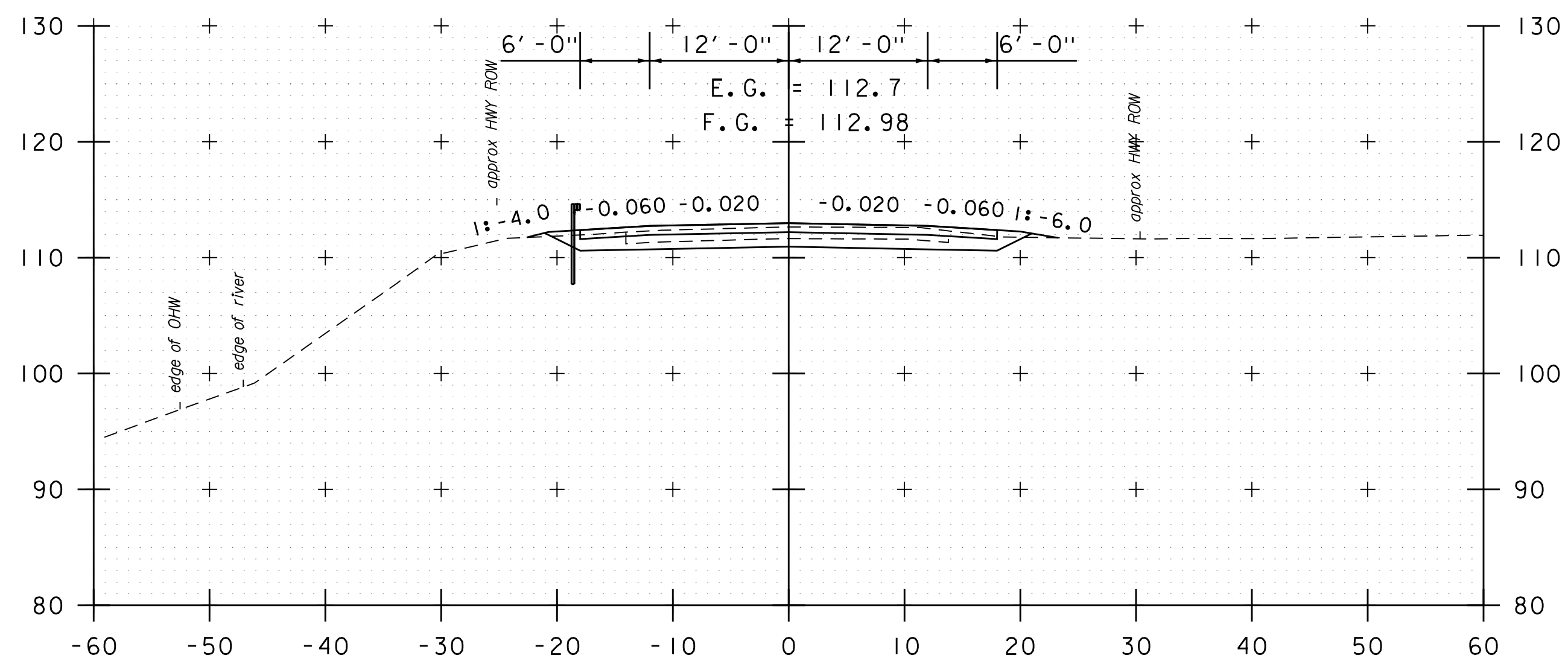
PROJECT NAME:	SWANTON
PROJECT NUMBER:	NH 036-1(9)
FILE NAME:	z96b032xs_25000_33800.dgn
PROJECT LEADER:	G.BAKOS
DESIGNED BY:	M.BOGUE
CROSS SECTION SHEET	87
PLOT DATE:	9/13/2023
DRAWN BY:	C.CILLEY
CHECKED BY:	G.BAKOS
SHEET	263 OF 307



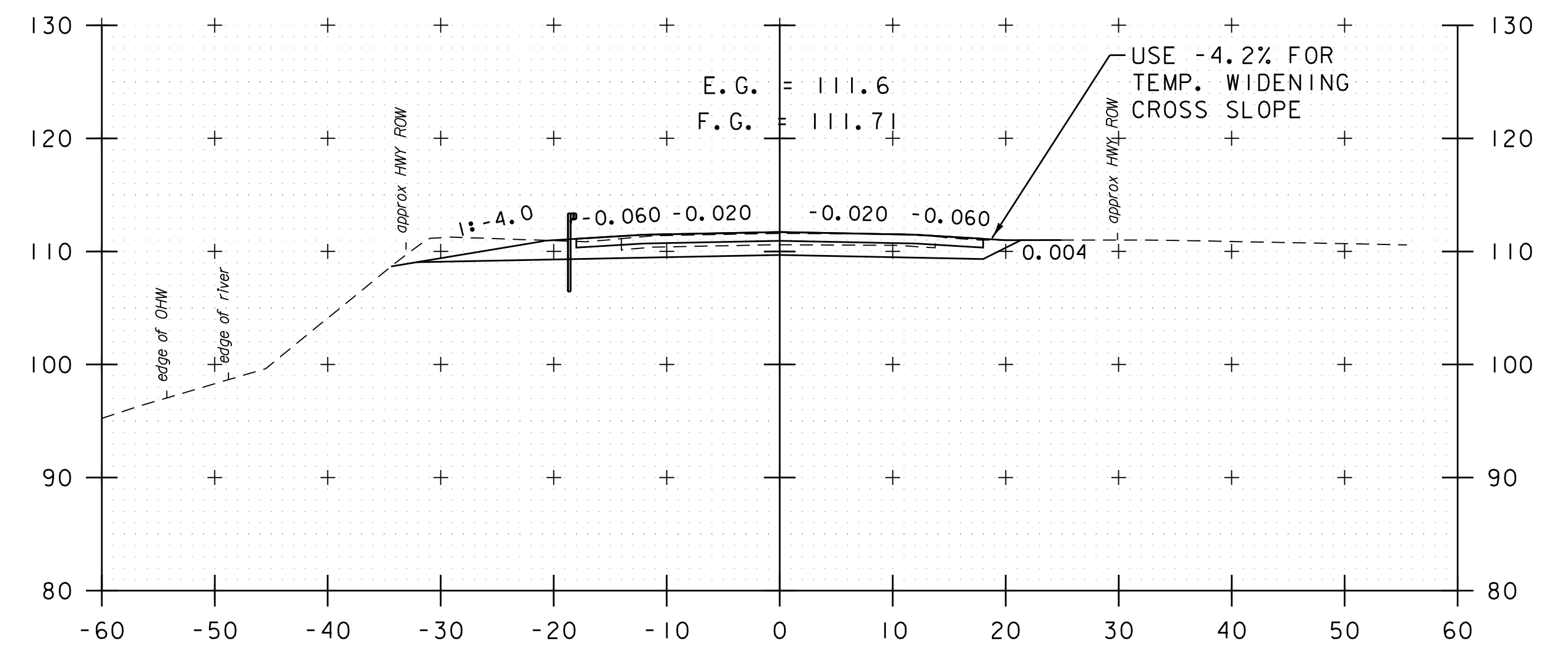
270+00



271+00



269+50

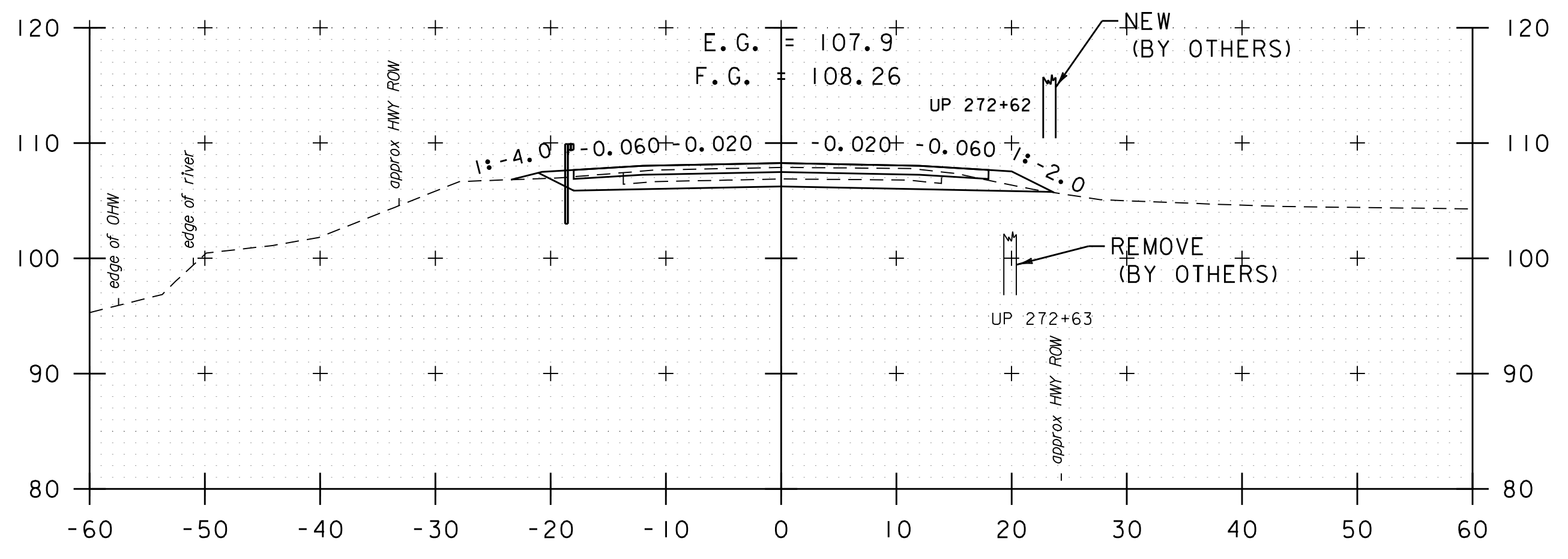


270+50

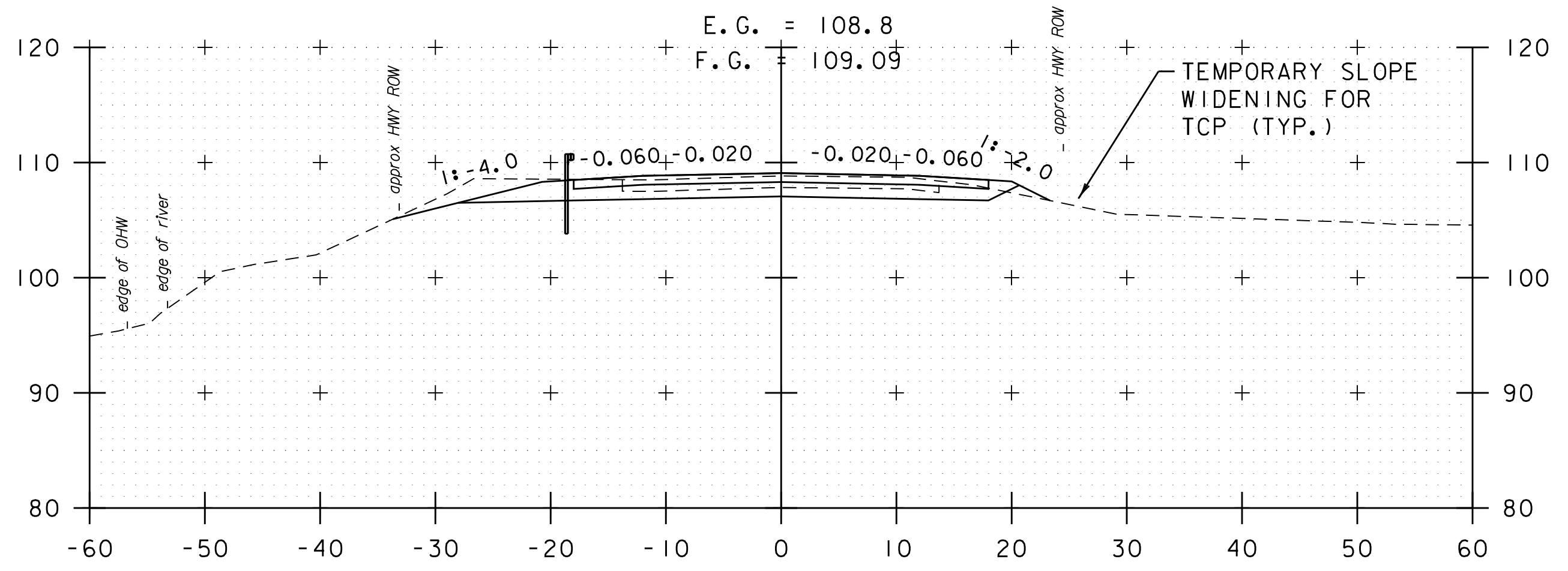
STA. 269+50 TO STA. 271+00



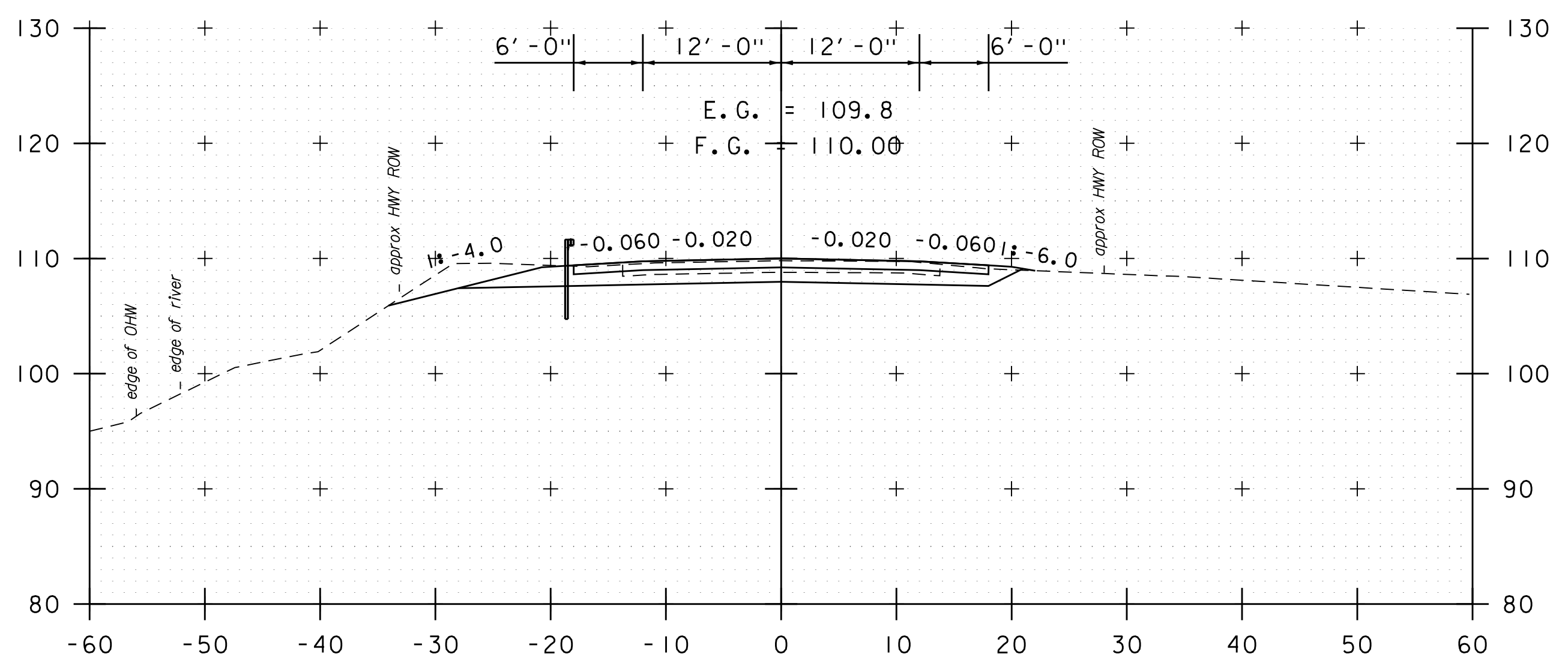
PROJECT NAME:	SWANTON
PROJECT NUMBER:	NH 036-1(9)
FILE NAME:	z96b032xs_25000_33800.dgn
PROJECT LEADER:	G.BAKOS
DESIGNED BY:	M.BOGUE
CROSS SECTION SHEET	88
PLOT DATE:	9/13/2023
DRAWN BY:	C.CILLEY
CHECKED BY:	G.BAKOS
SHEET	264 OF 307



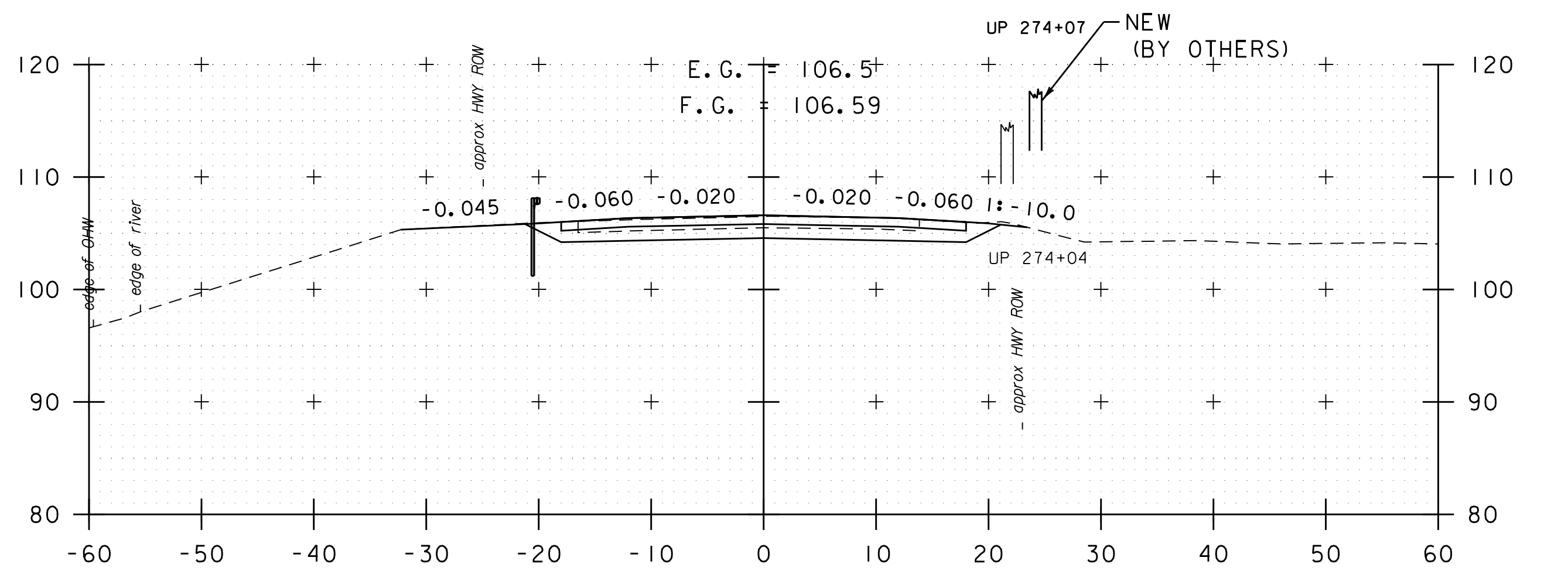
272+50



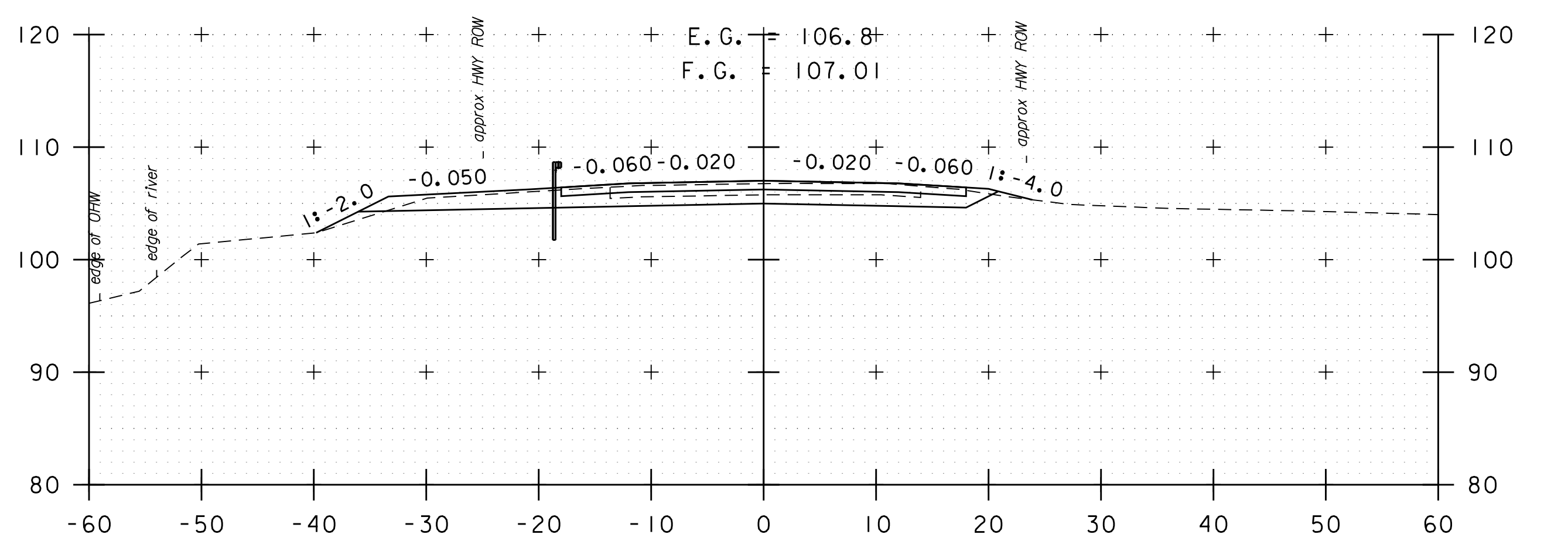
272+00



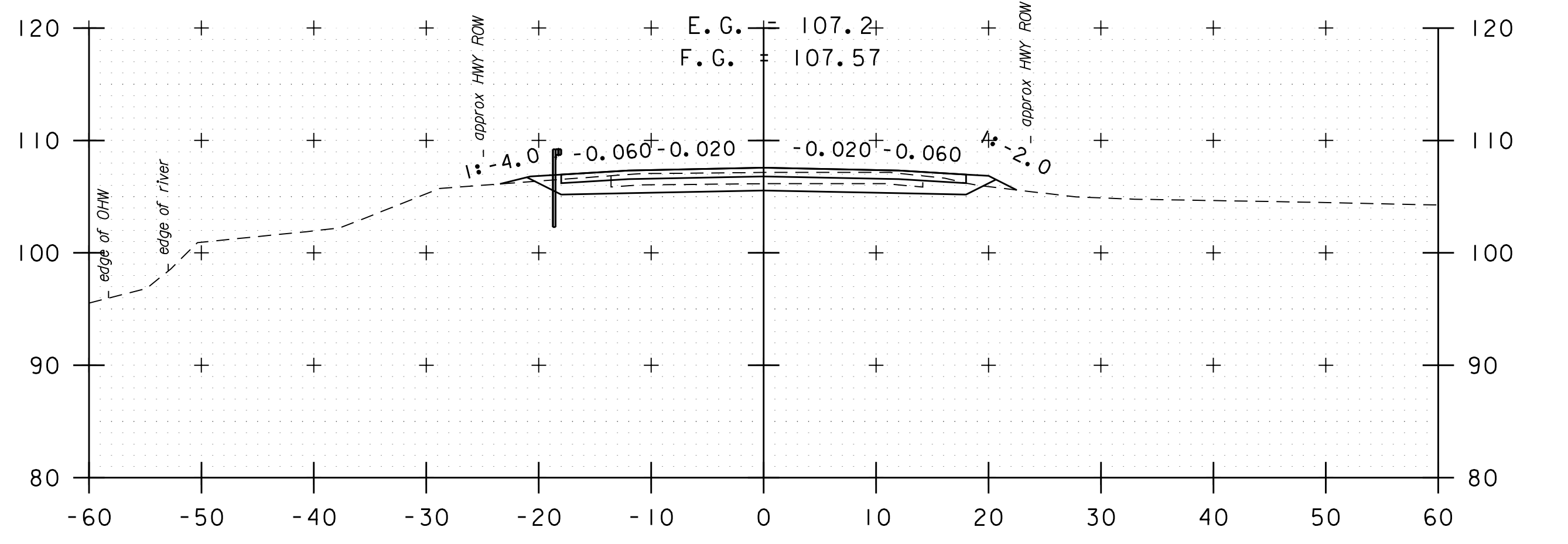
271+50



274+00



273+50

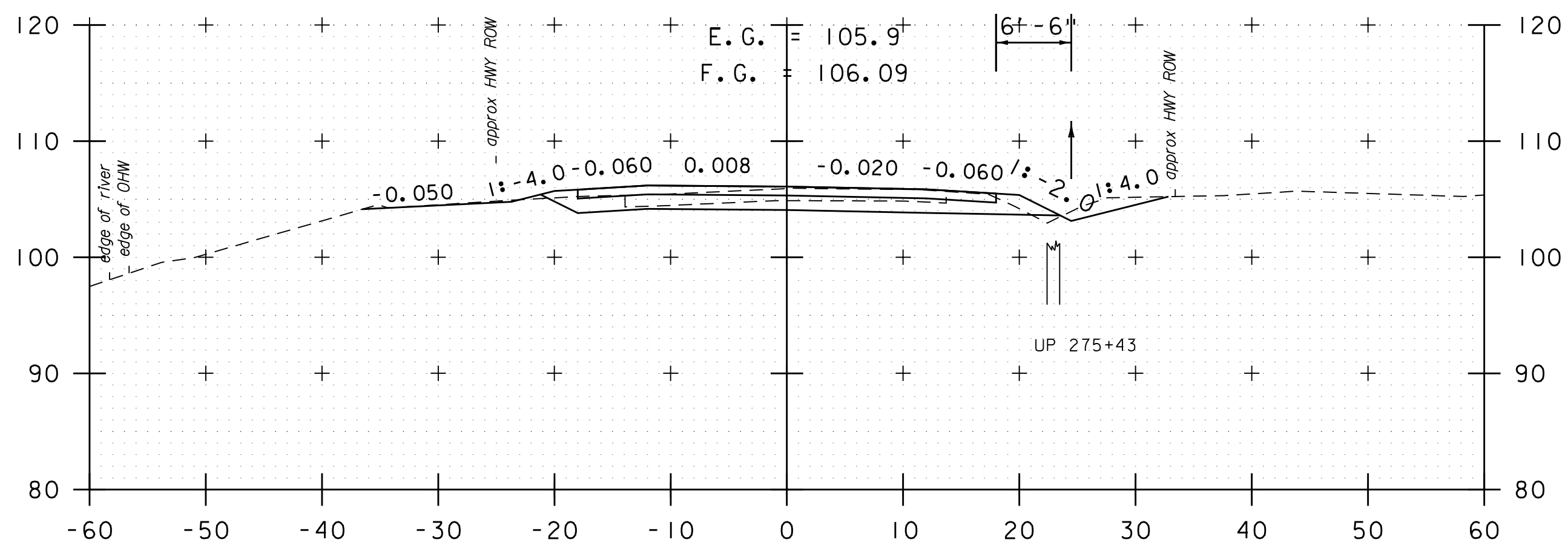


273+00

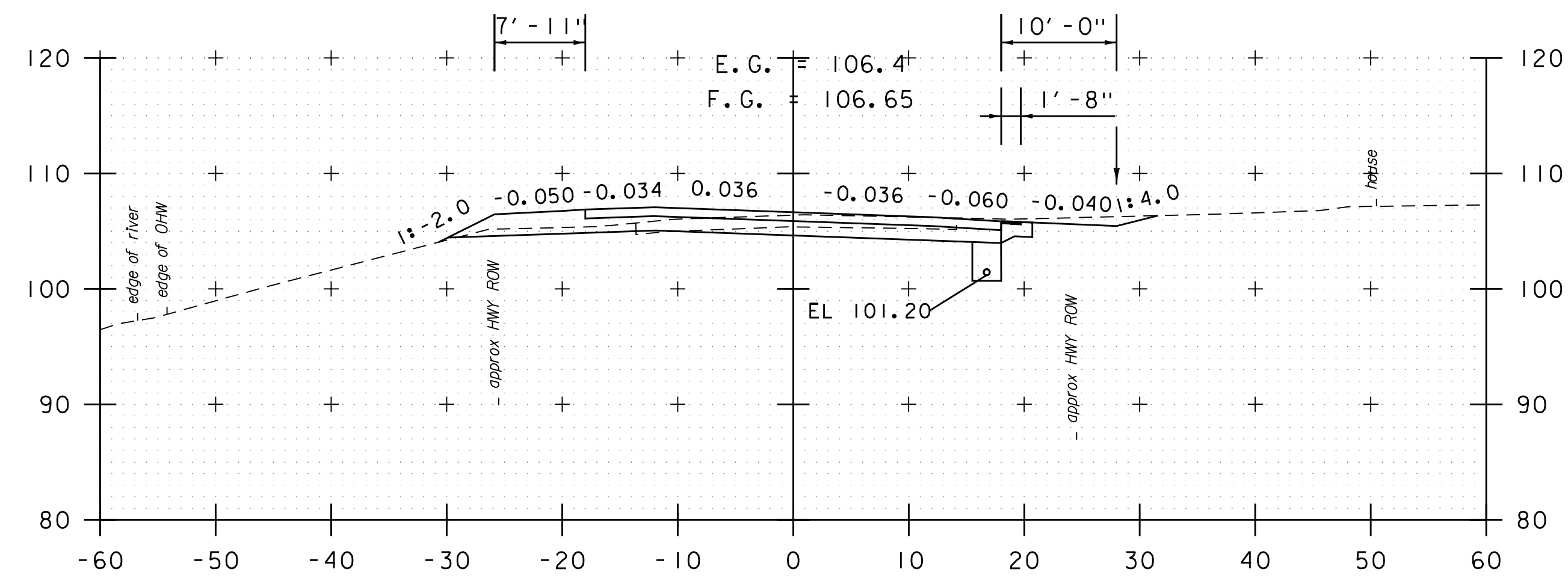
STA. 271+50 TO STA. 274+00



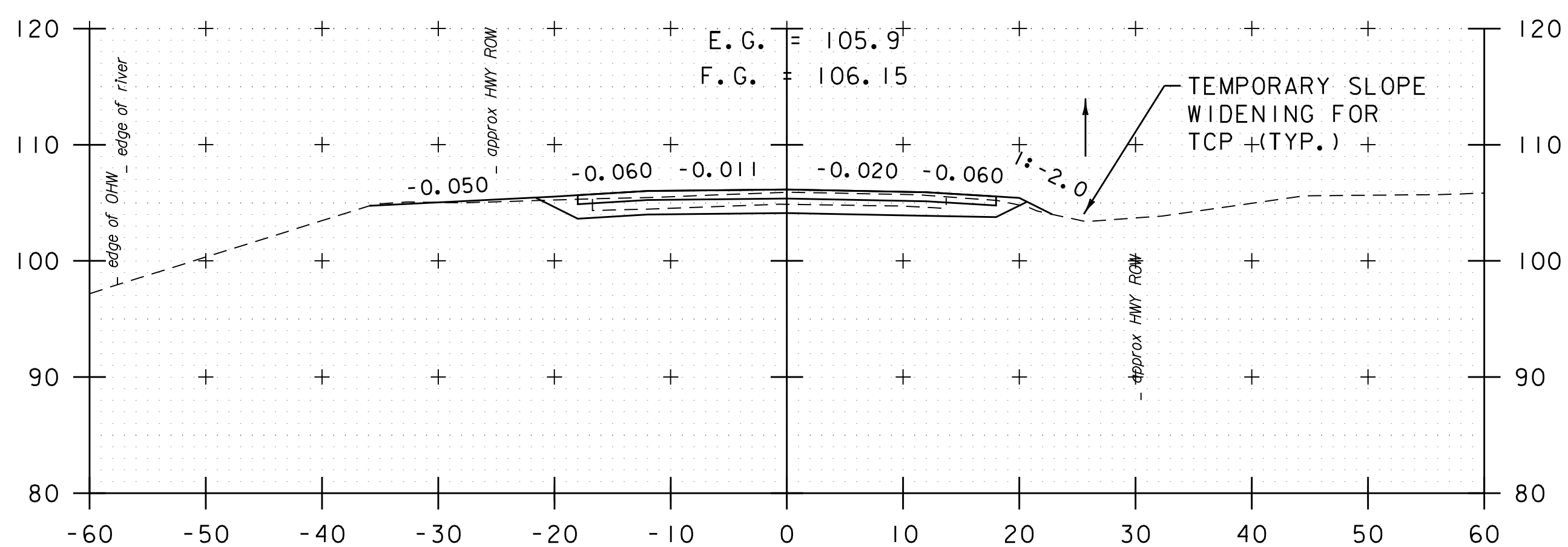
PROJECT NAME:	SWANTON	PLOT DATE:	9/13/2023
PROJECT NUMBER:	NH 036-1(9)	DRAWN BY:	C.CILLEY
FILE NAME:	z96b032xs_25000_33800.dgn	DESIGNED BY:	M.BOGUE
PROJECT LEADER:	G.BAKOS	CHECKED BY:	G.BAKOS
CROSS SECTION SHEET	89	SHEET	265 OF 307



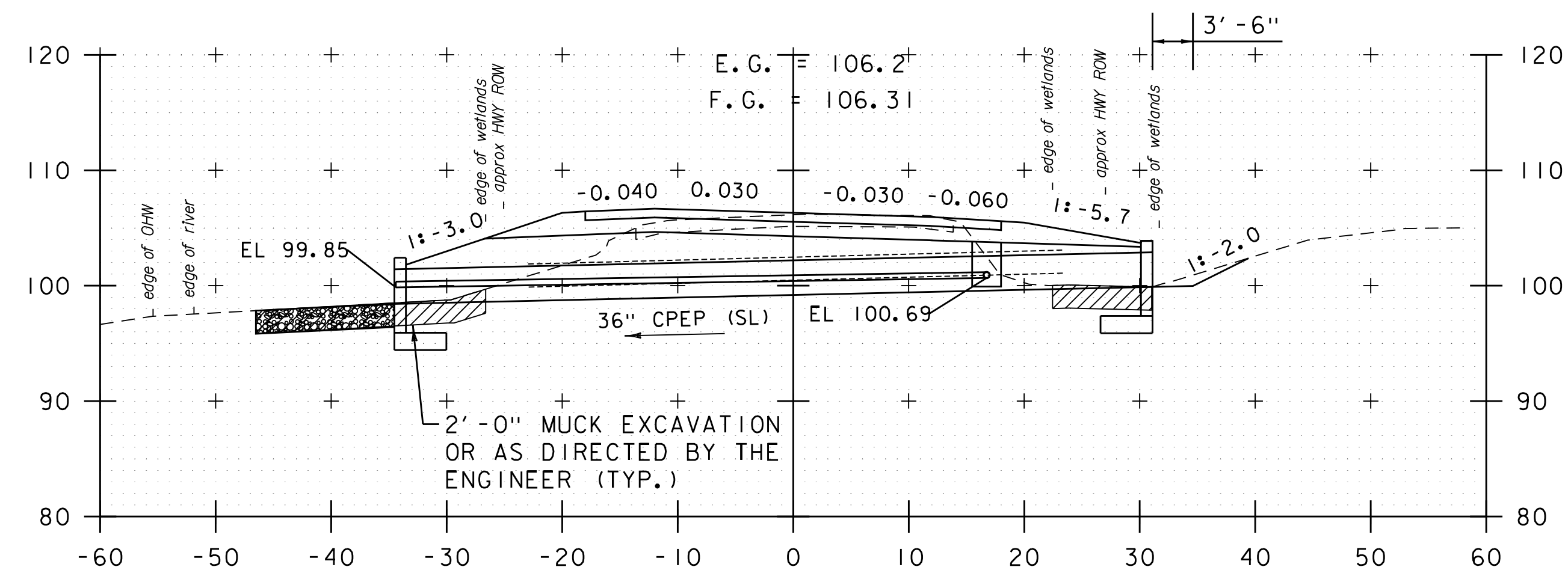
275+50



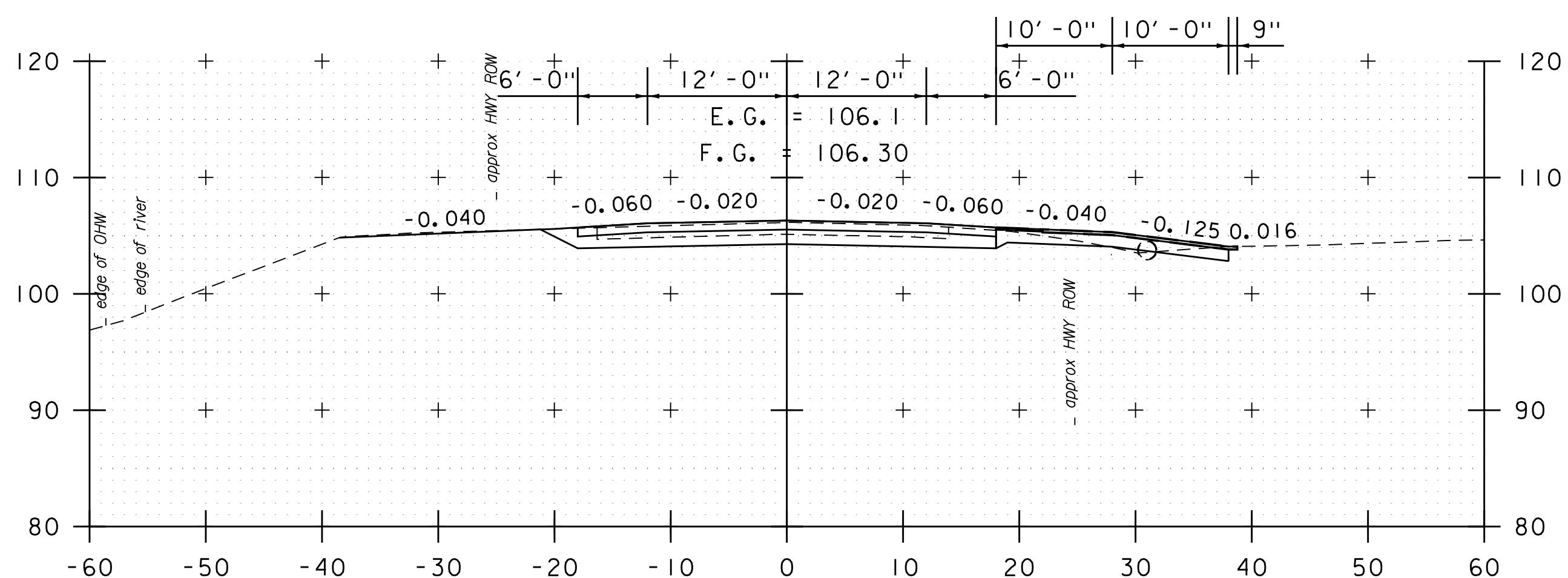
276+50



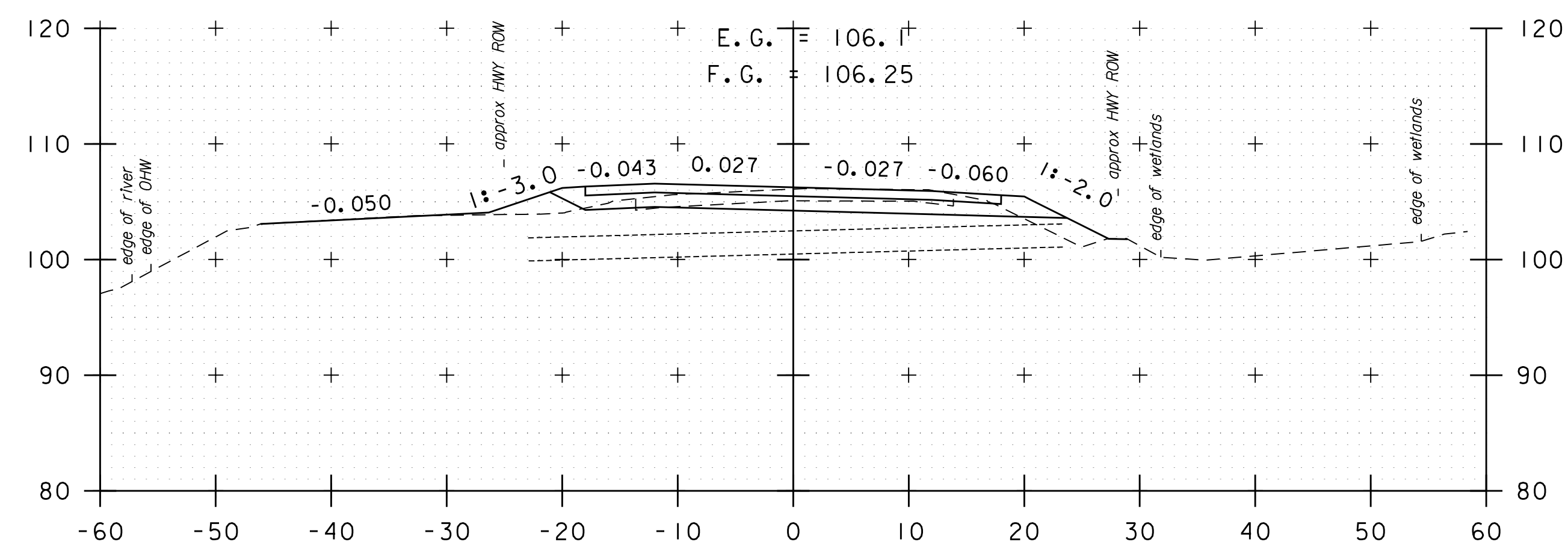
275+00



276+10 (NEW 36" CPEP)

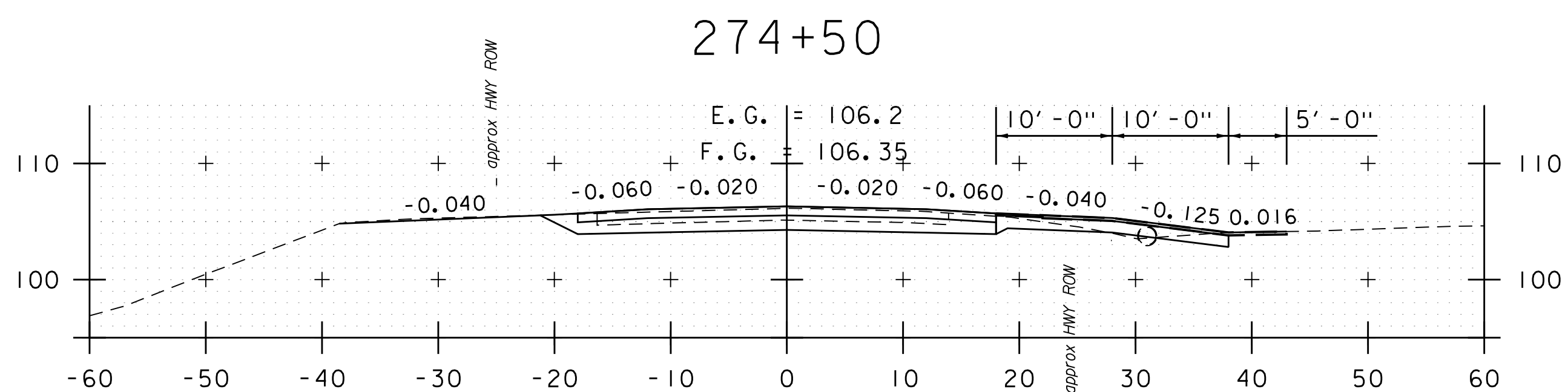


274+50



276+00

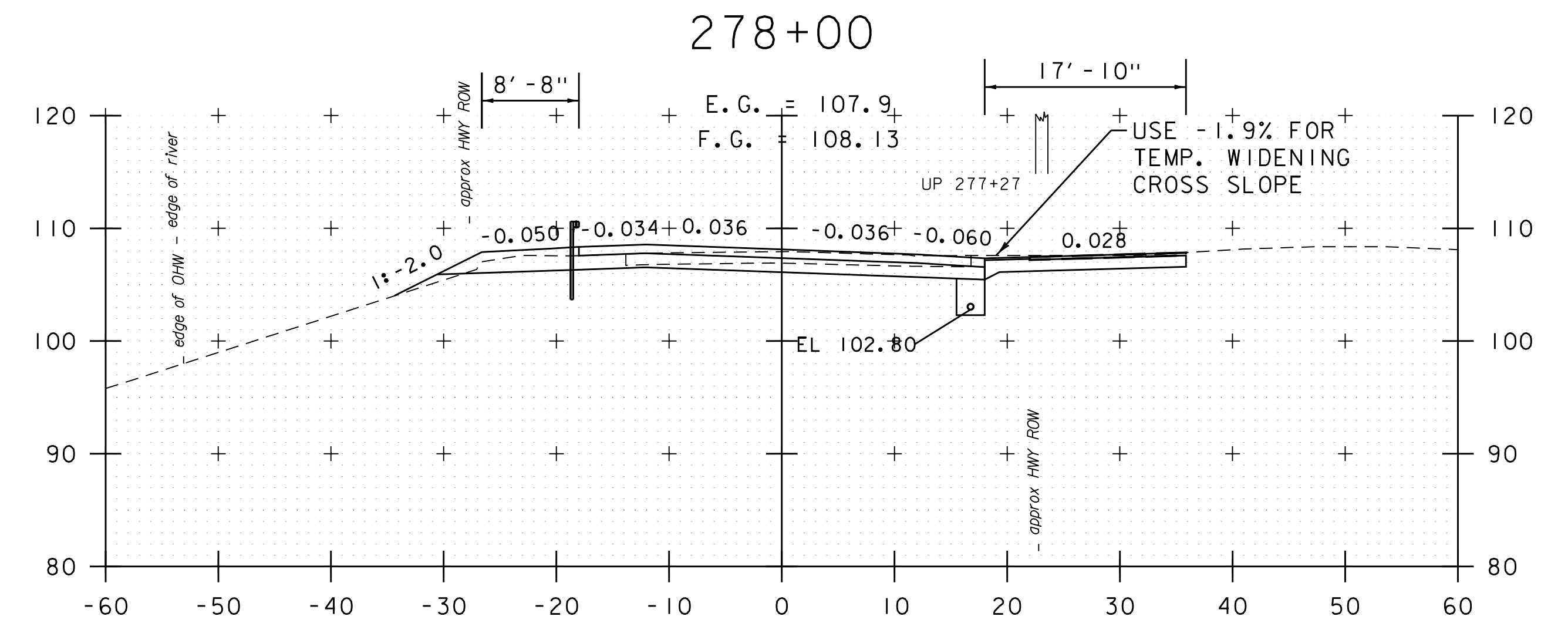
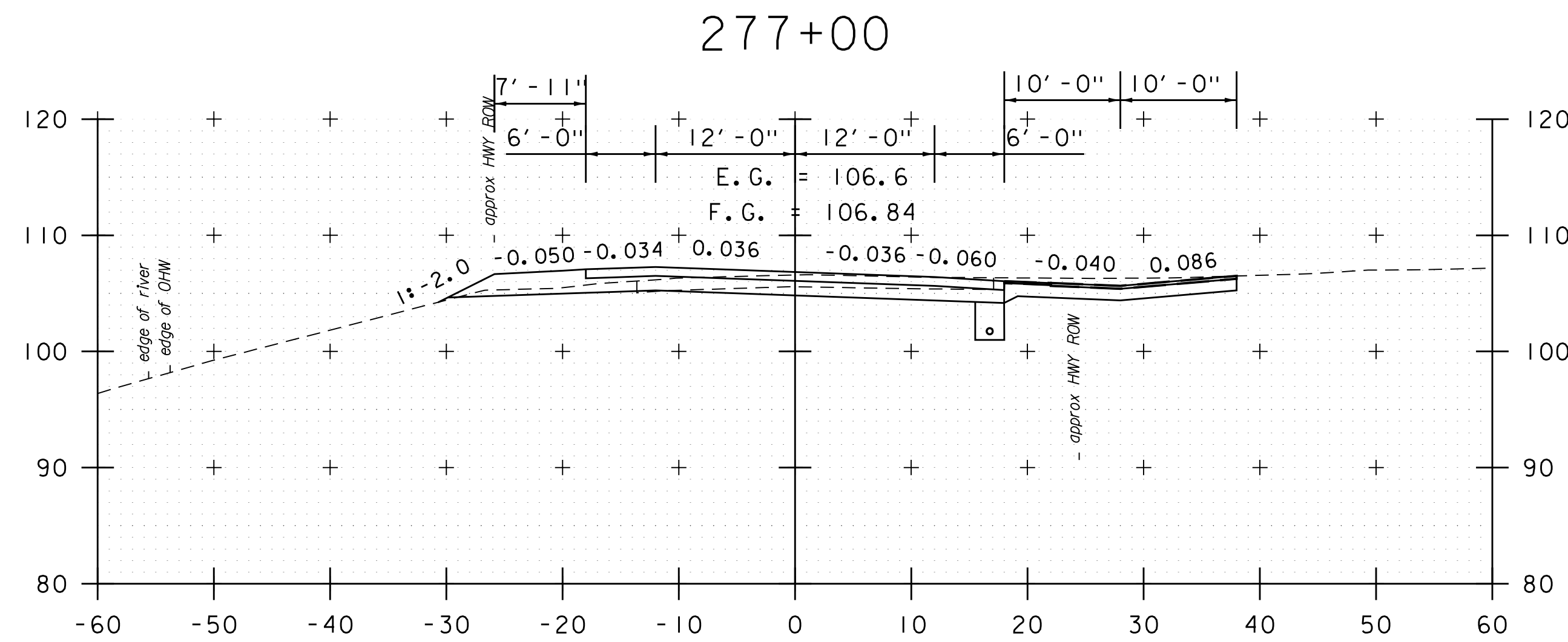
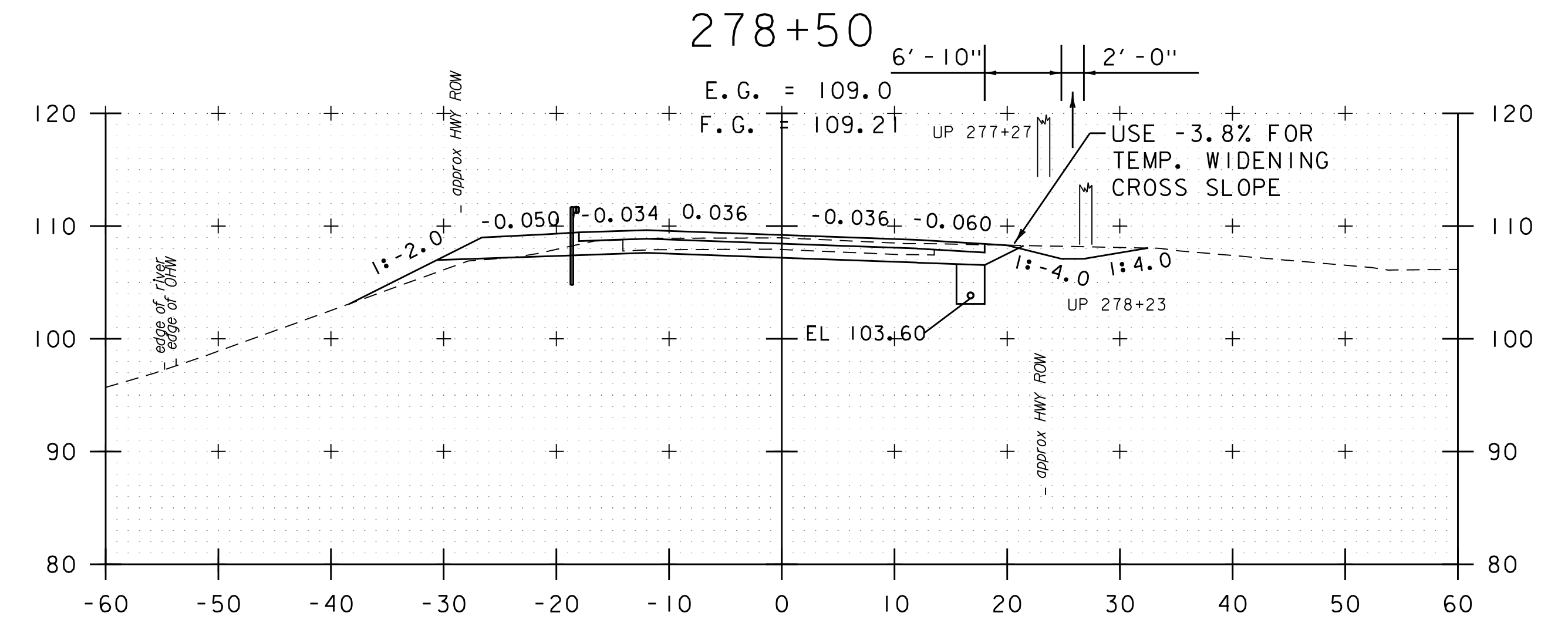
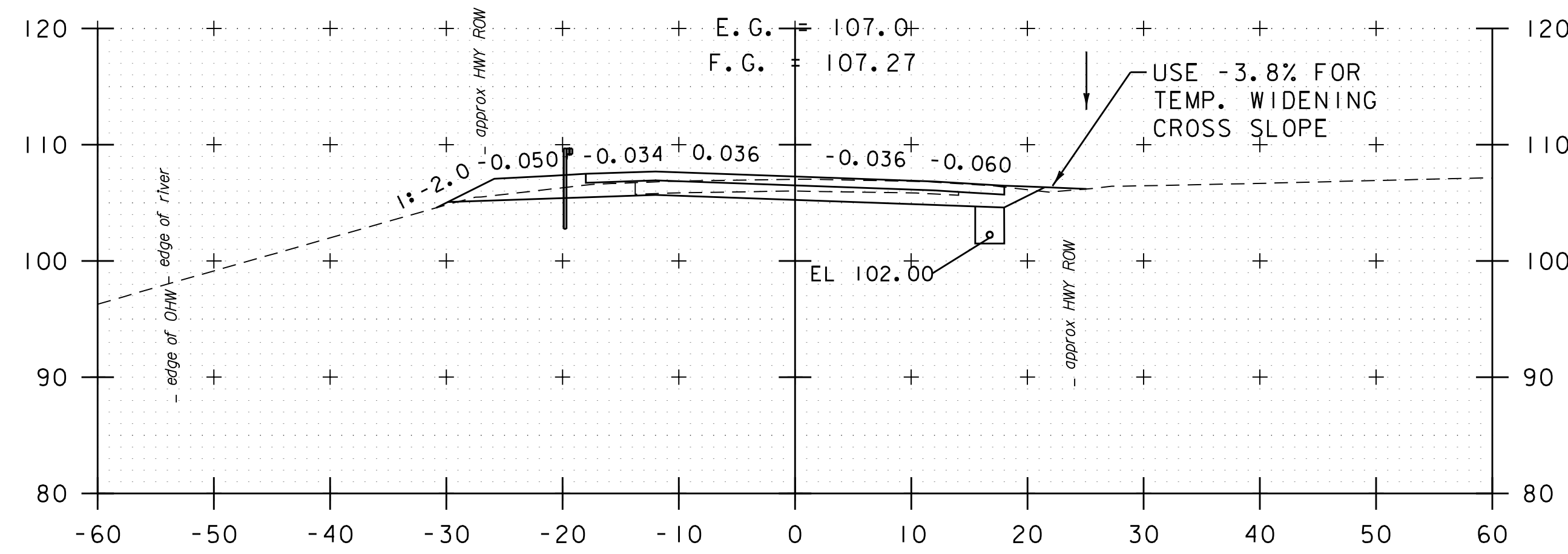
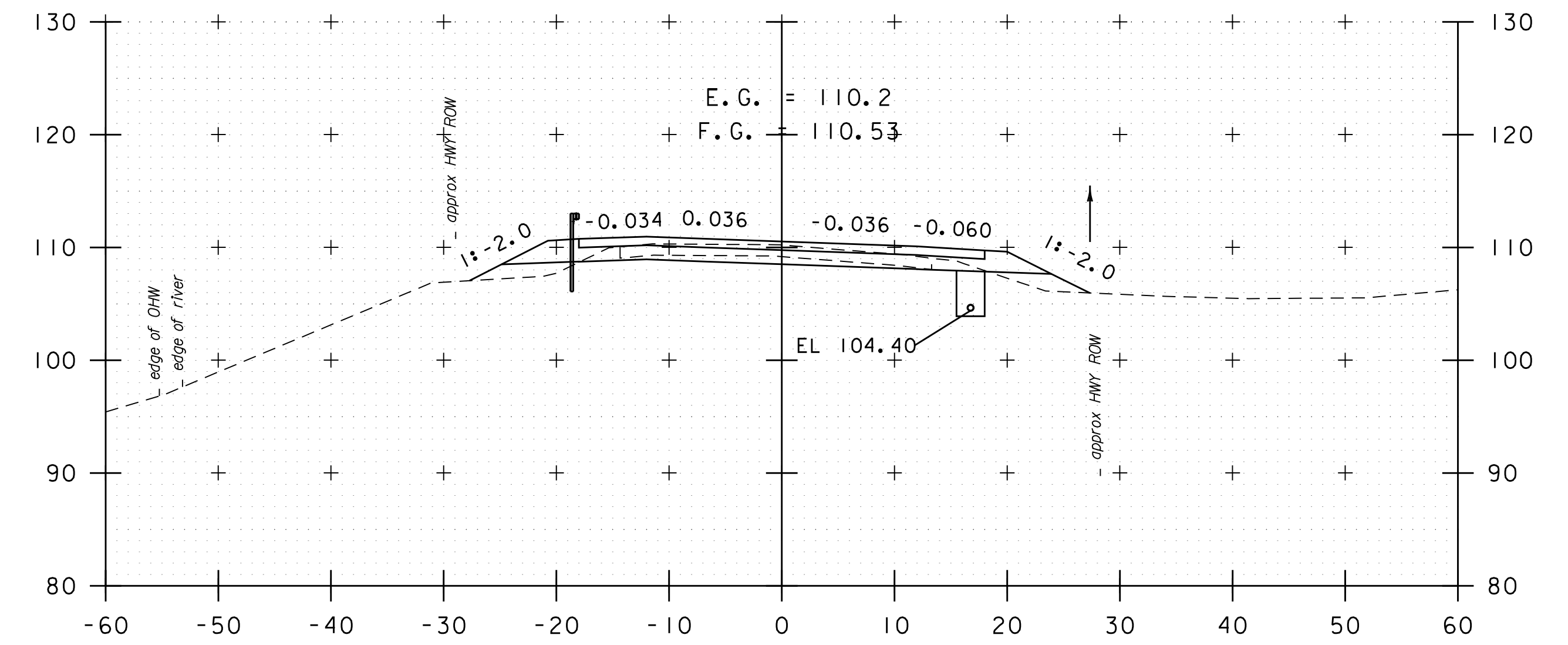
STA. 274+50 TO STA. 276+50



274+41 (DRIVE RT)



PROJECT NAME:	SWANTON	PLOT DATE:	9/13/2023
PROJECT NUMBER:	NH 036-1(9)	DRAWN BY:	C.CILLEY
FILE NAME:	z96b032xs_25000_33800.dgn	CHECKED BY:	G.BAKOS
PROJECT LEADER:	G.BAKOS	CROSS SECTION SHEET	90
DESIGNED BY:	M.BOGUE	SHEET	266 OF 307

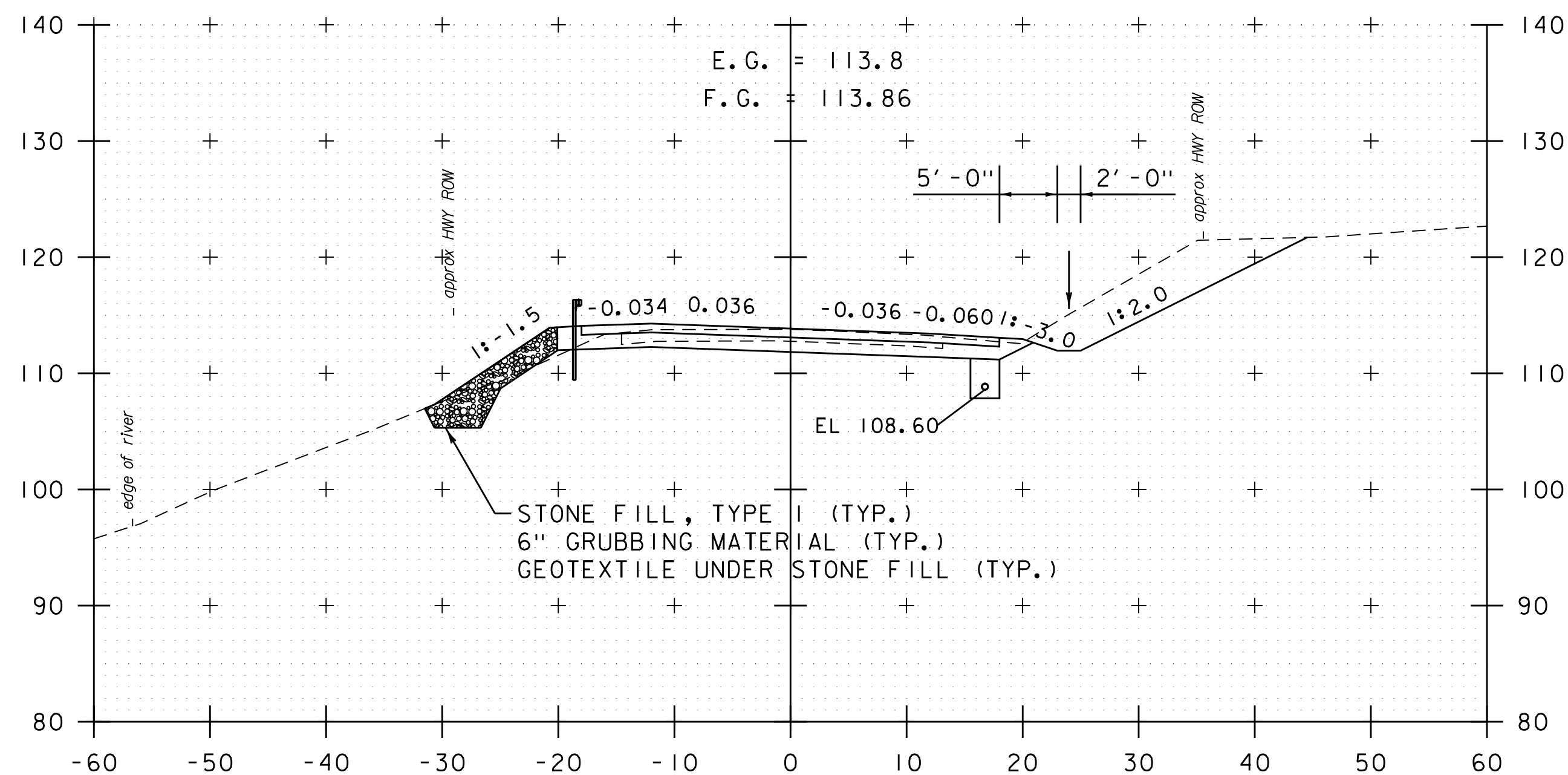


276+68 (DRIVE RT)

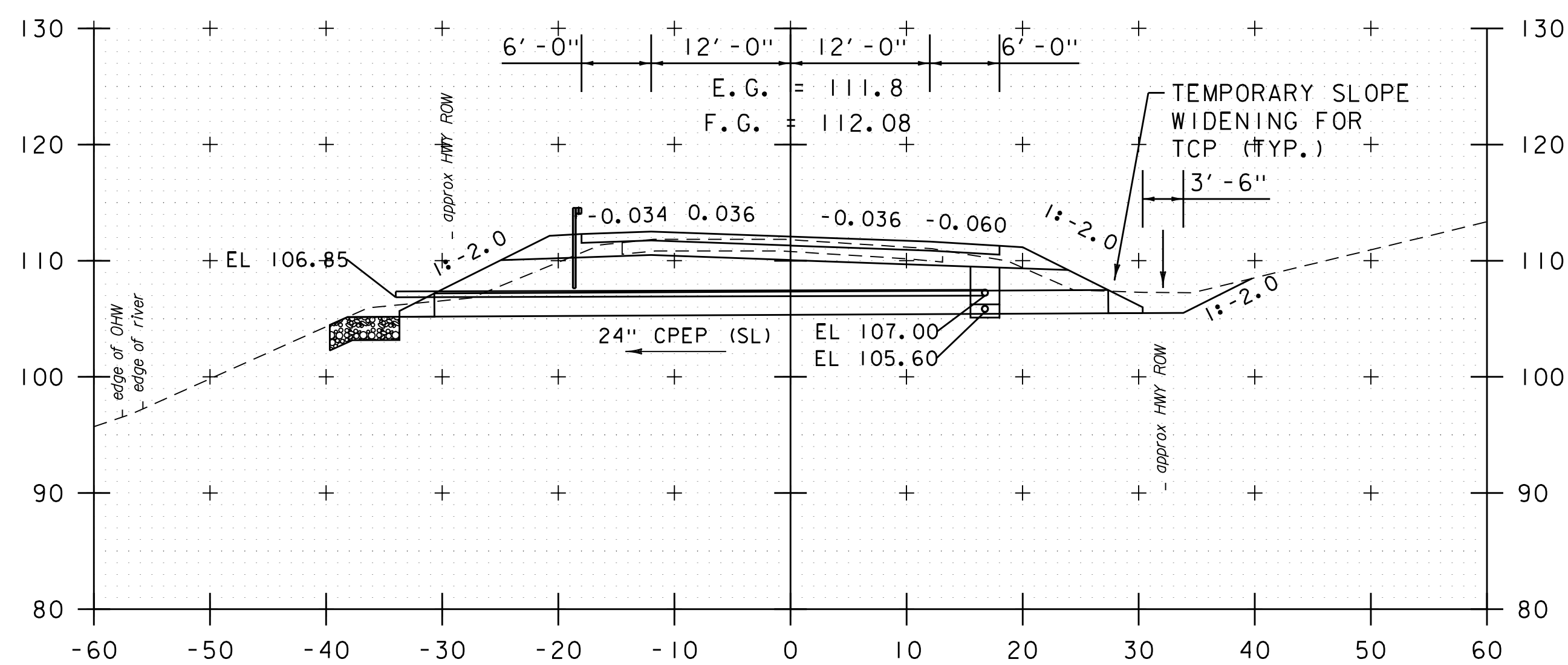
277+50 (DRIVE RT) STA. 276+68 TO STA. 278+50



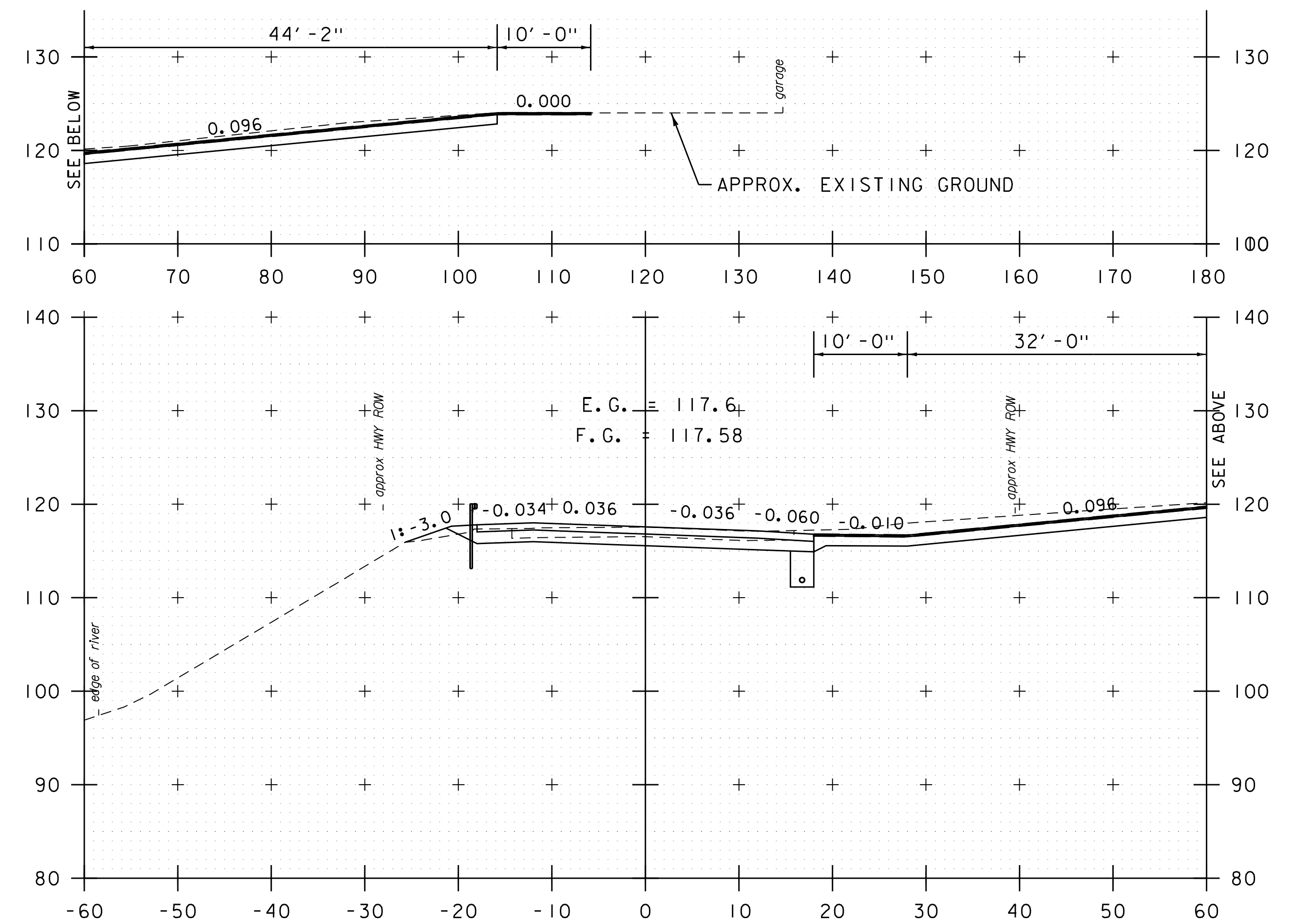
PROJECT NAME:	SWANTON
PROJECT NUMBER:	NH 036-1(9)
FILE NAME:	z96b032xs_25000_33800.dgn
PROJECT LEADER:	G.BAKOS
DESIGNED BY:	M.BOGUE
CROSS SECTION SHEET	91
PLOT DATE:	9/13/2023
DRAWN BY:	C.CILLEY
CHECKED BY:	G.BAKOS
SHEET	267 OF 307



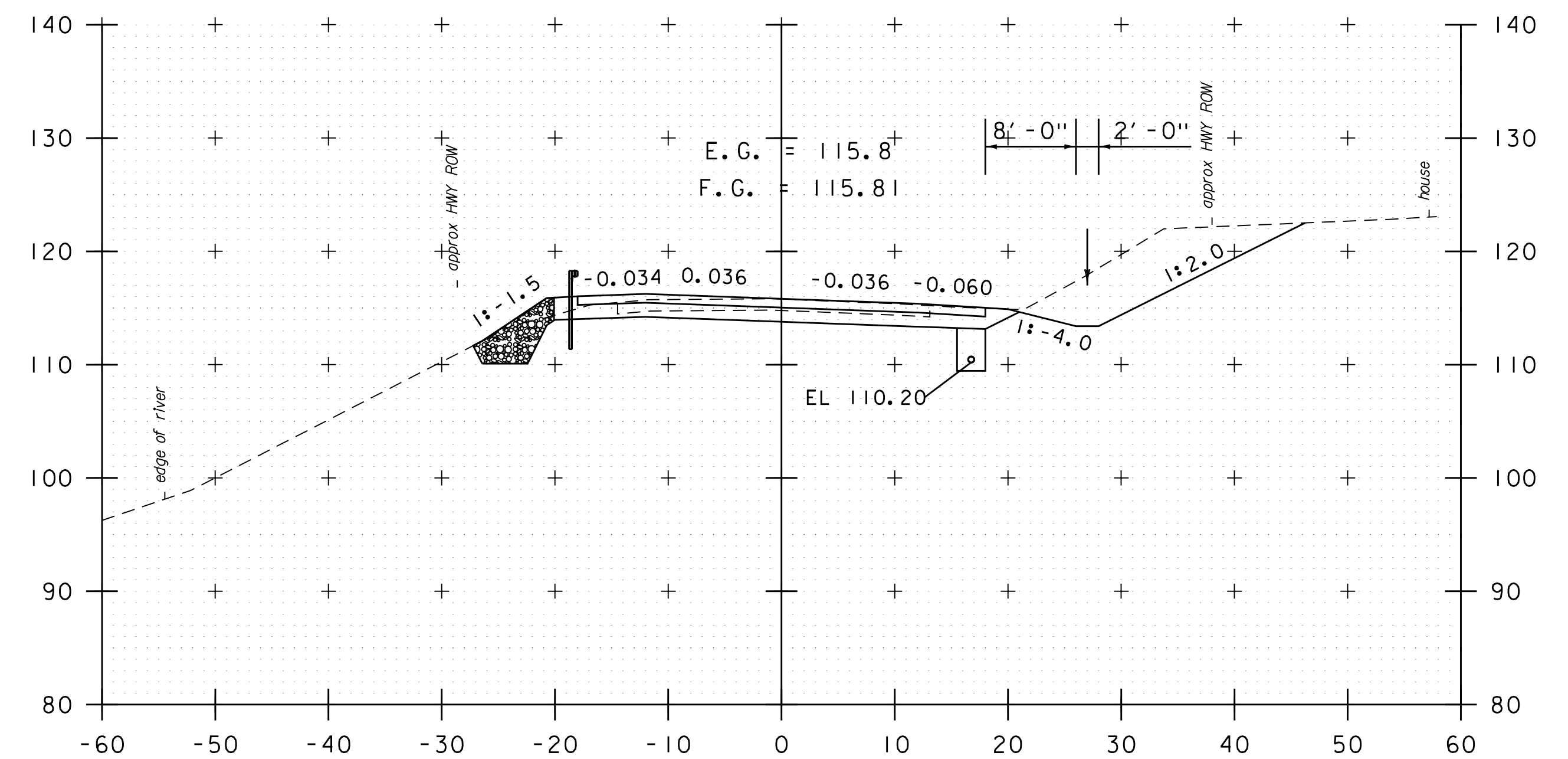
279+50



279+00 (NEW 24" CPEP)



280+45 (DRIVE RT)

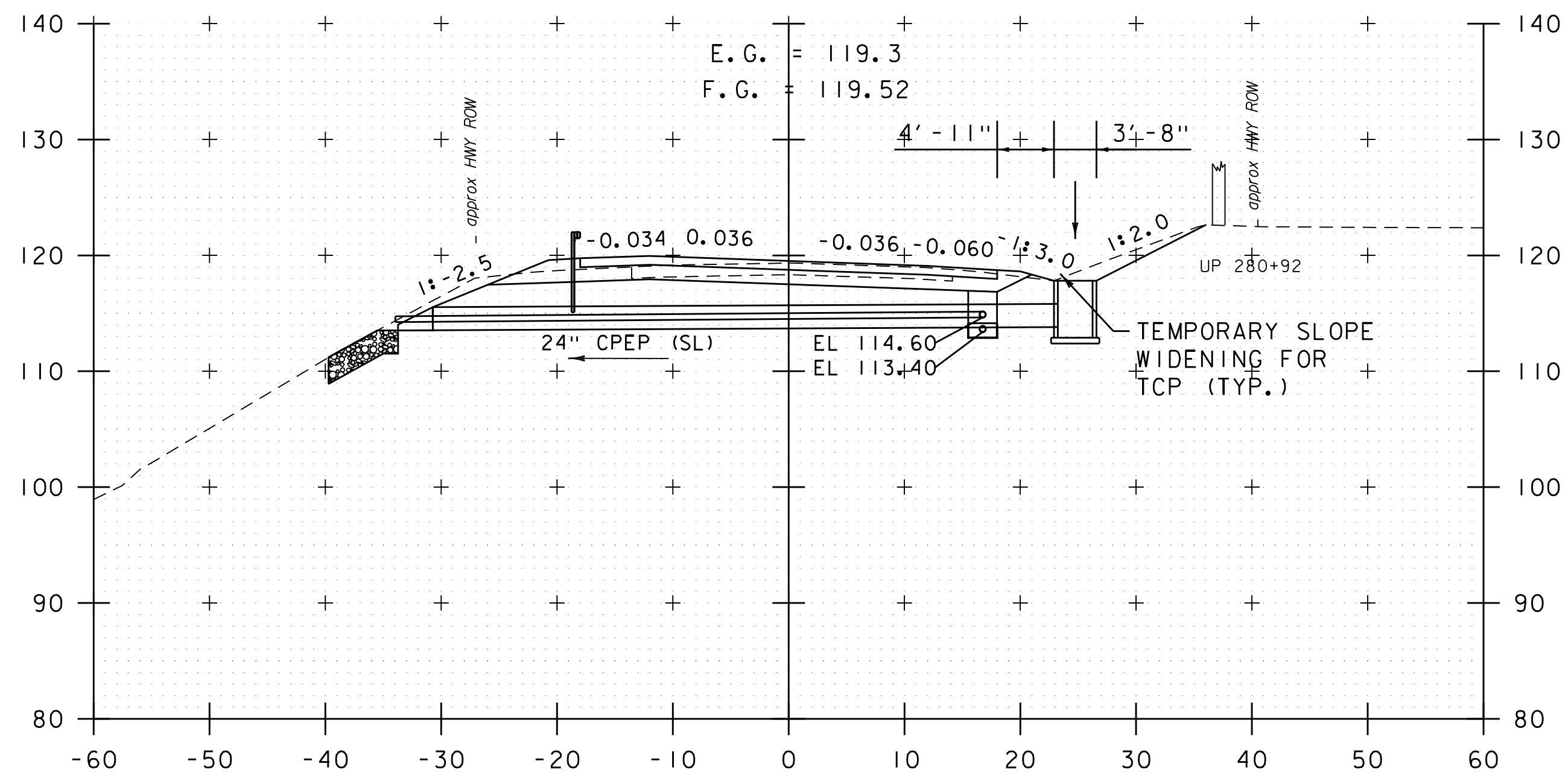


280+00

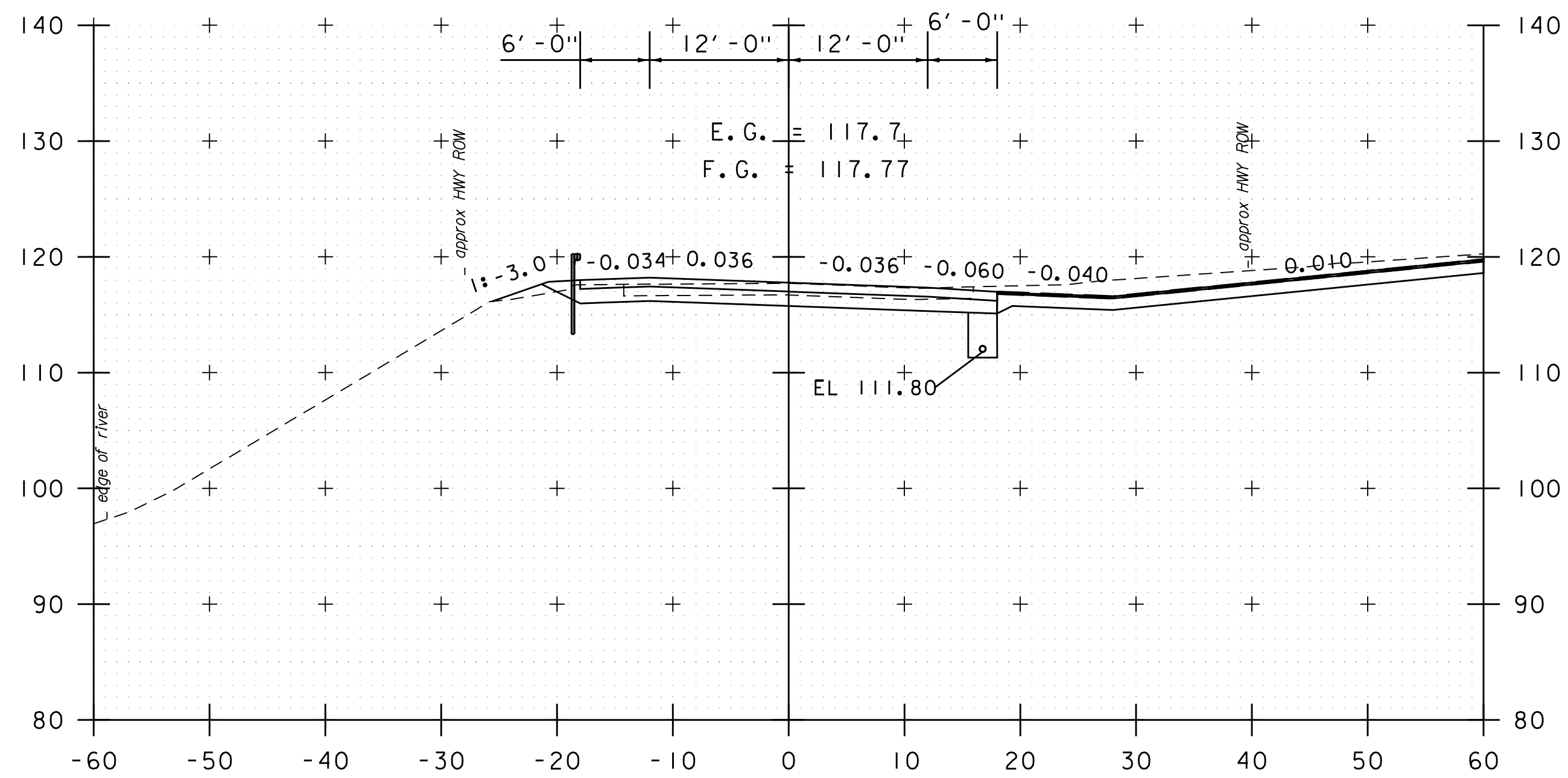
STA. 279+00 TO STA. 280+45



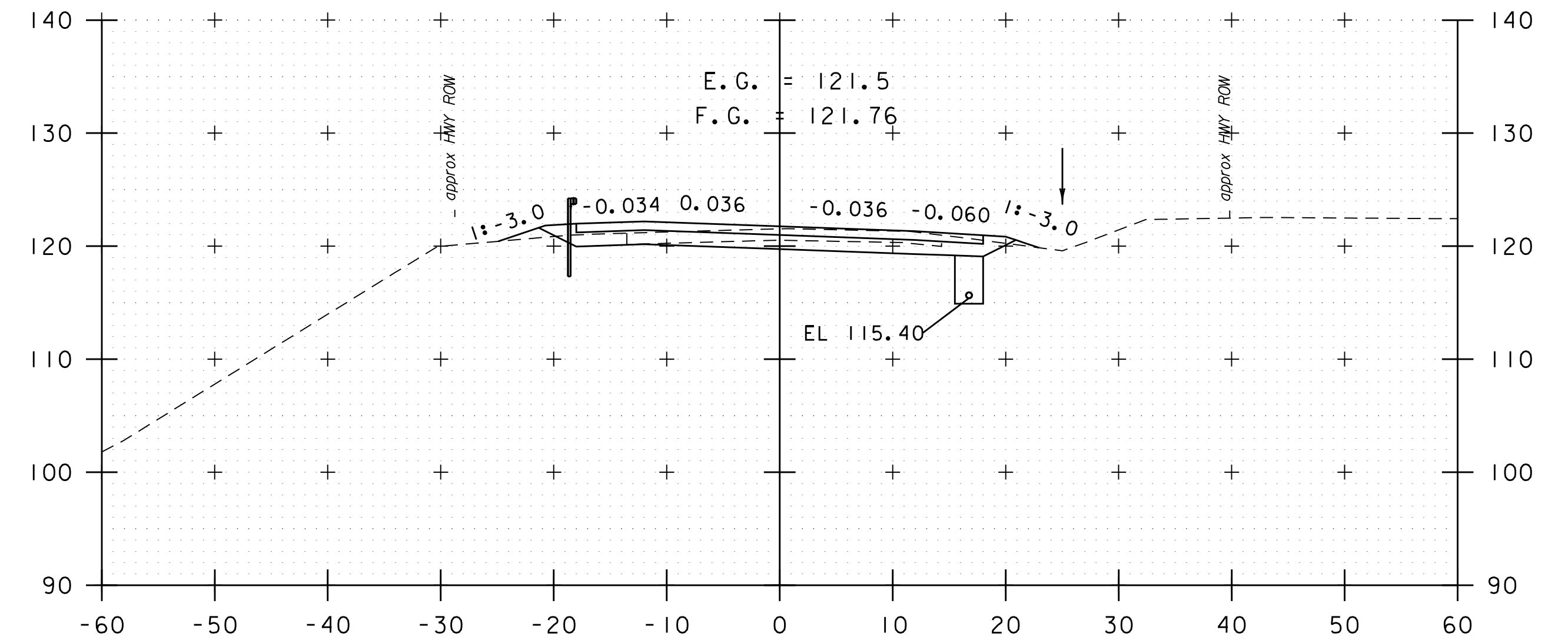
PROJECT NAME:	SWANTON	FILE NAME:	z96b032xs_25000_33800.dgn	PLOT DATE:	9/13/2023
PROJECT NUMBER:	NH 036-1(9)	PROJECT LEADER:	G.BAKOS	DRAWN BY:	C.CILLEY
		DESIGNED BY:	M.BOGUE	CHECKED BY:	G.BAKOS
		CROSS SECTION SHEET	92	SHEET	268 OF 307



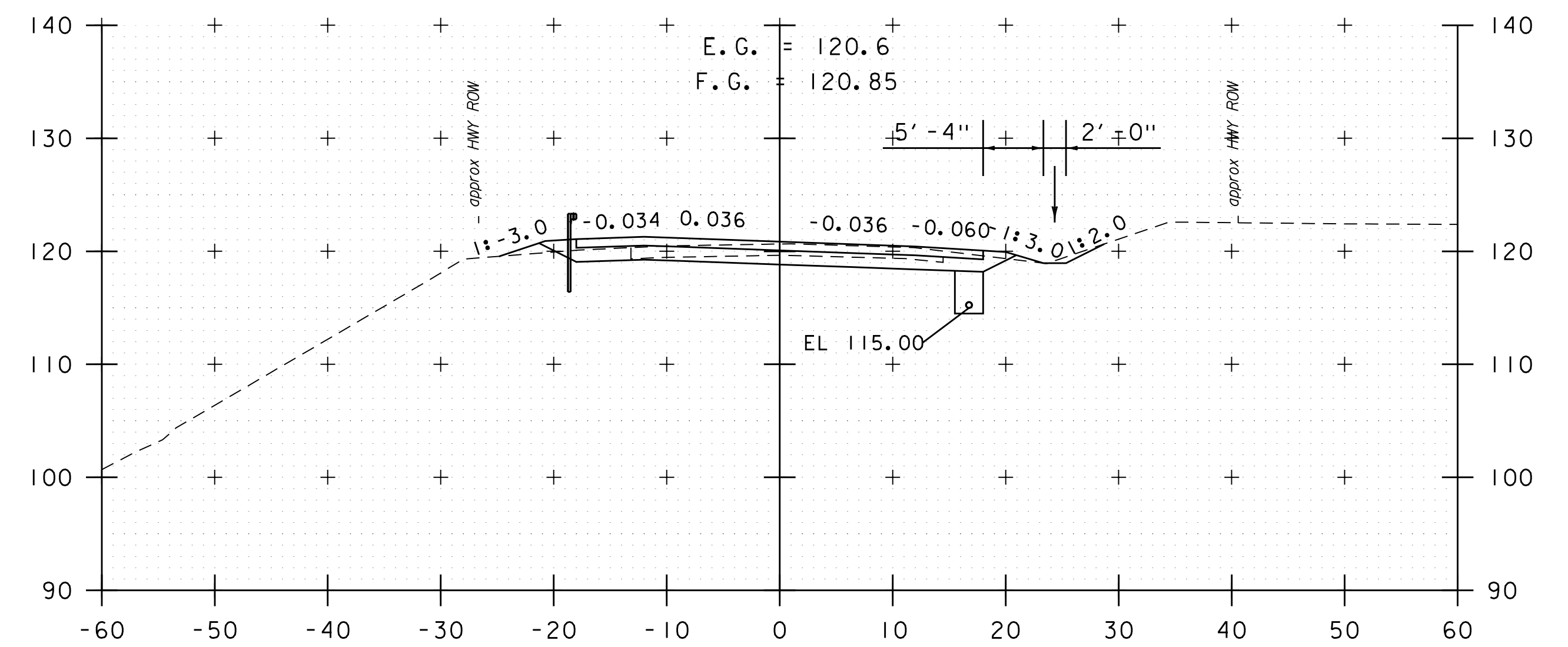
281+00 (NEW 24" CPEP)



280+50 (DRIVE RT)



282+00

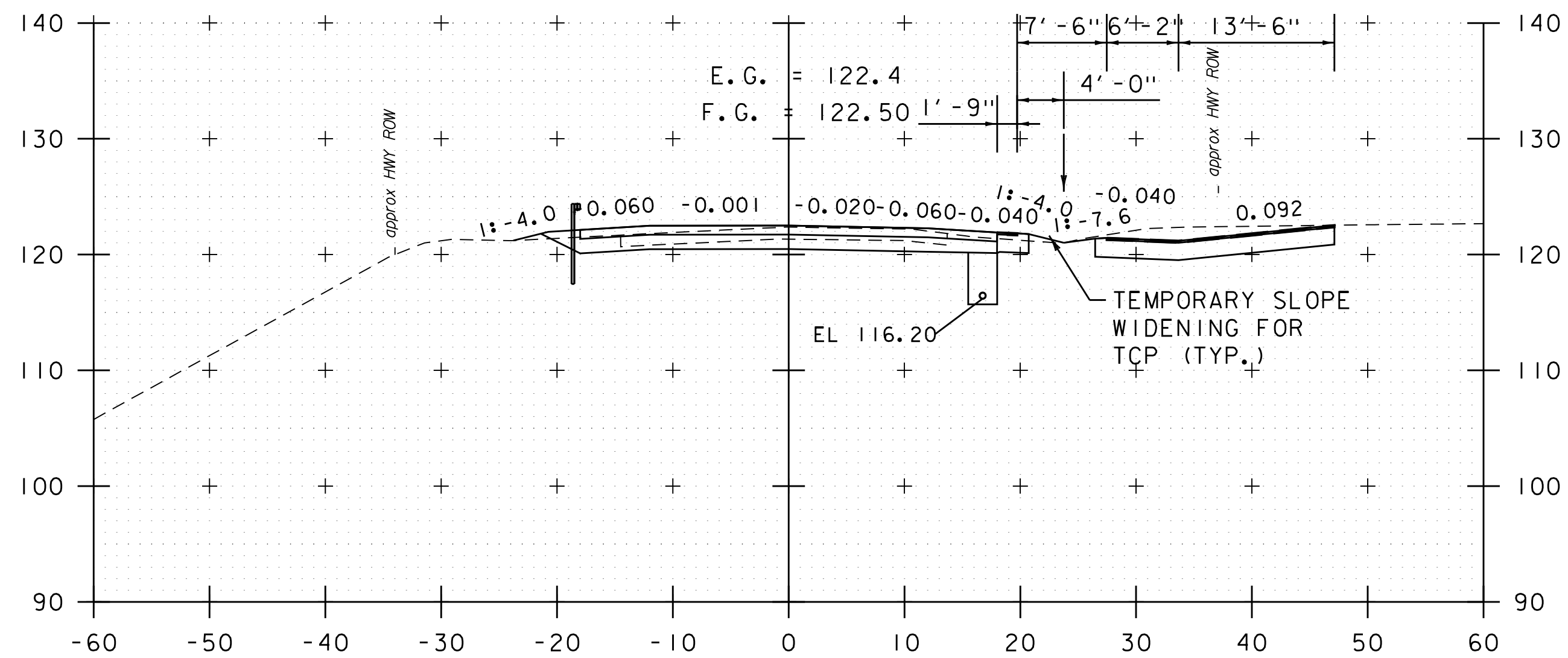


281+50

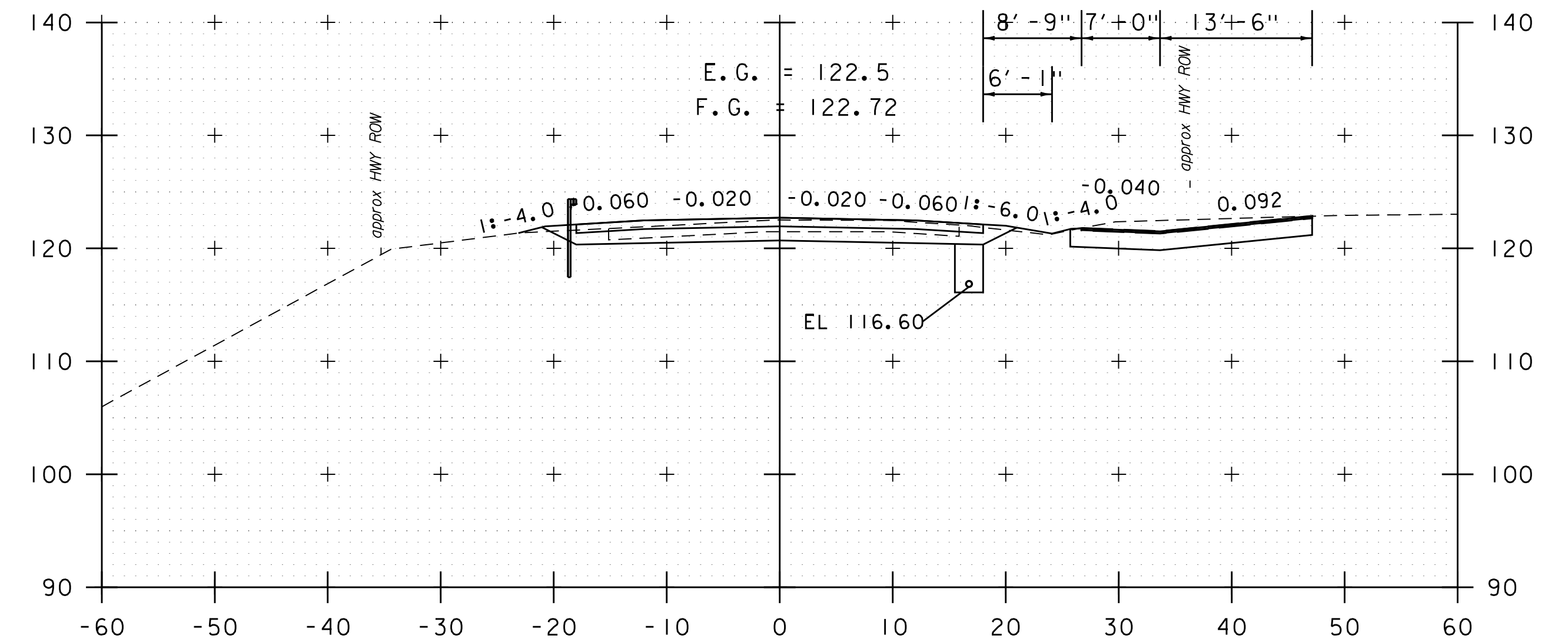
STA. 280+50 TO STA. 282+00



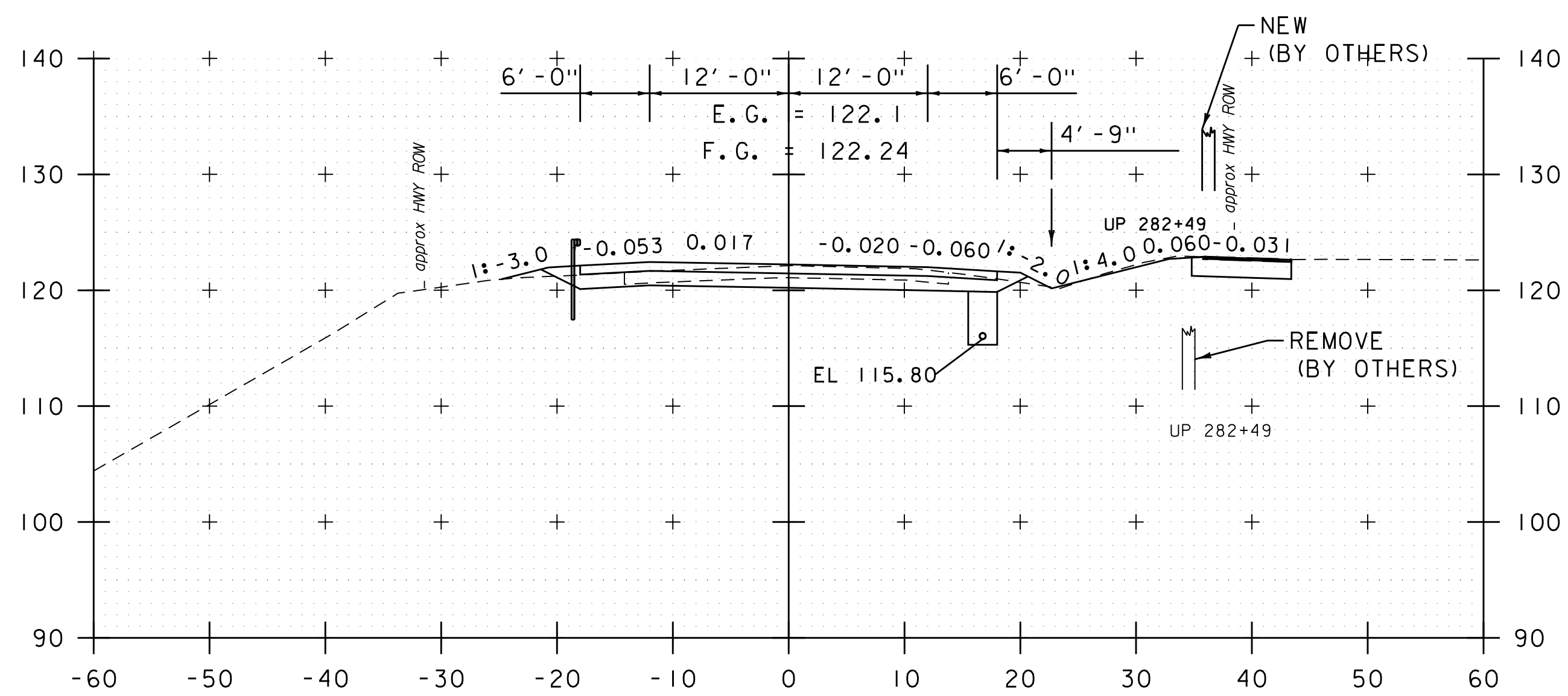
PROJECT NAME:	SWANTON	PLOT DATE:	9/13/2023
PROJECT NUMBER:	NH 036-1(9)	DRAWN BY:	C.CILLEY
FILE NAME:	z96b032xs_25000_33800.dgn	DESIGNED BY:	M.BOGUE
PROJECT LEADER:	G.BAKOS	CHECKED BY:	G.BAKOS
CROSS SECTION SHEET	93	SHEET	269 OF 307



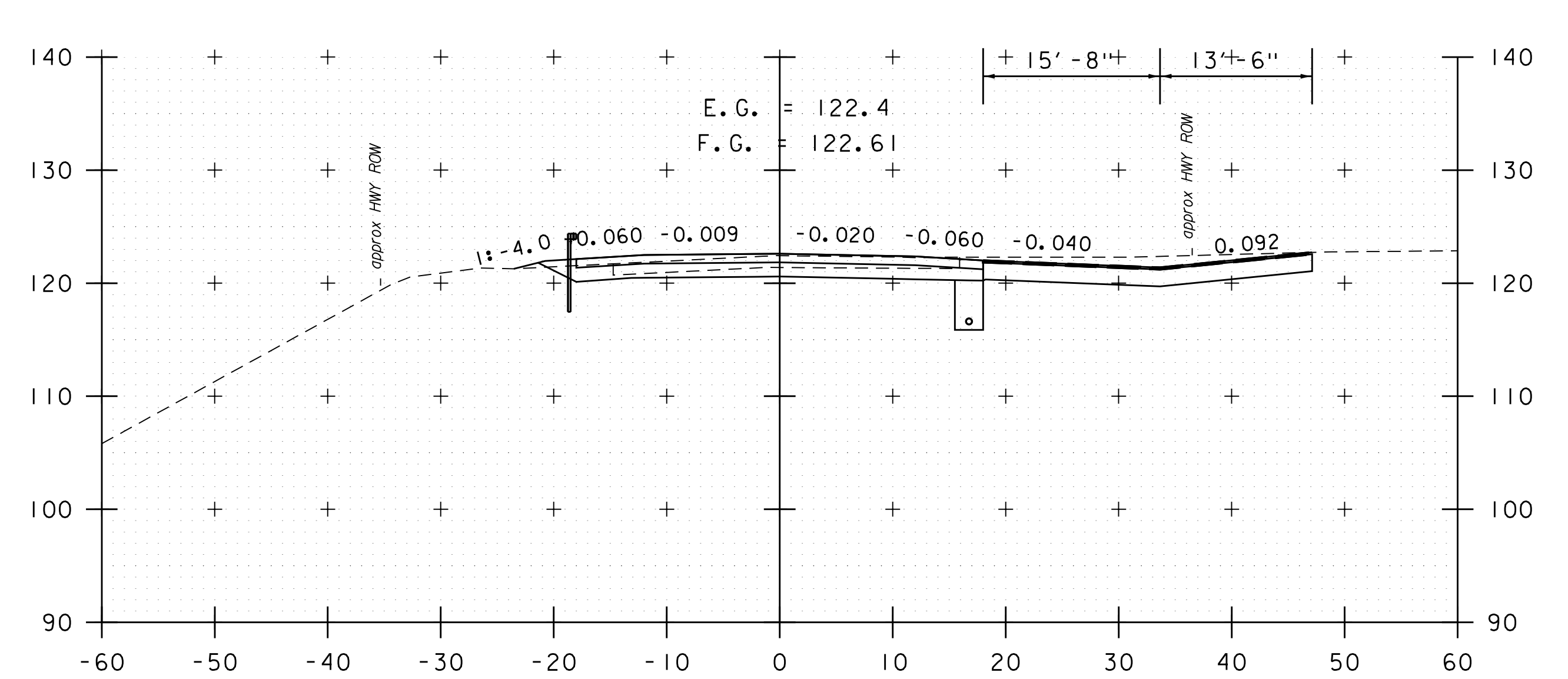
283+00



283+50



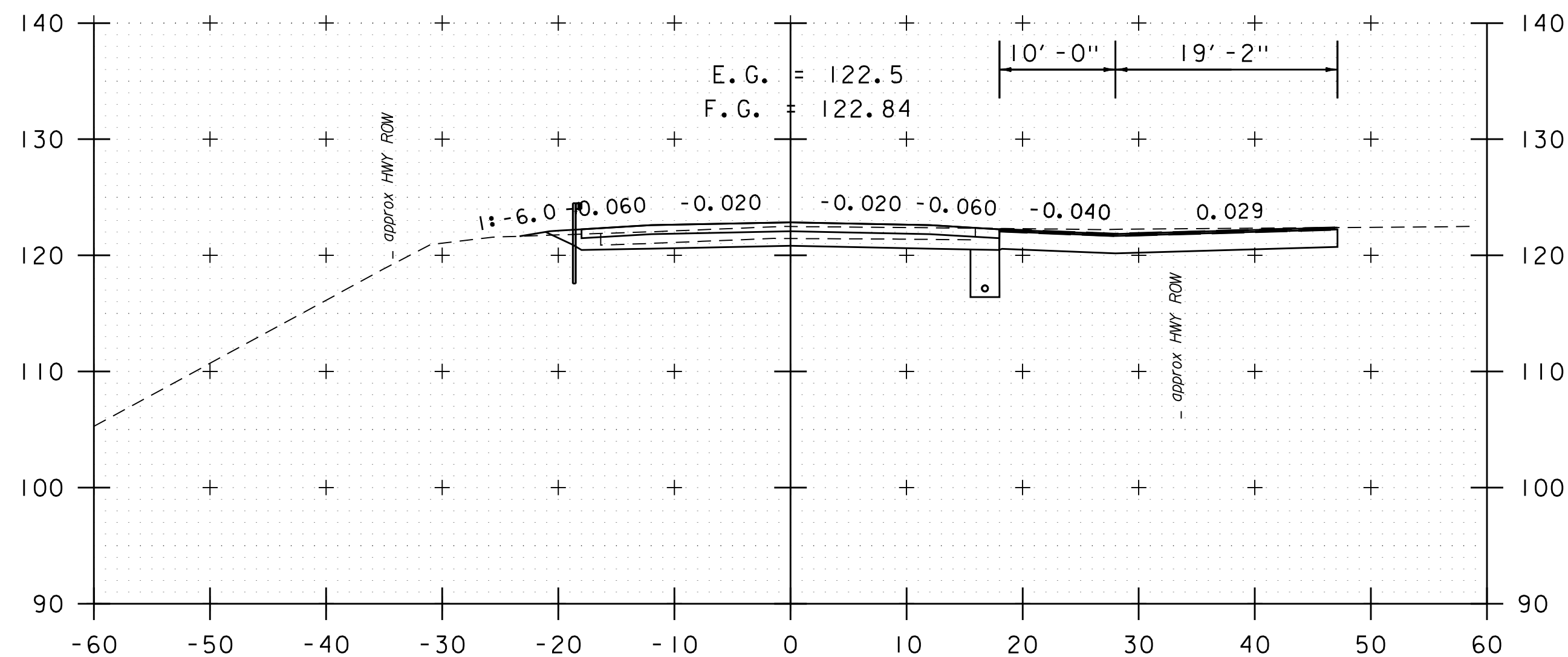
282+50



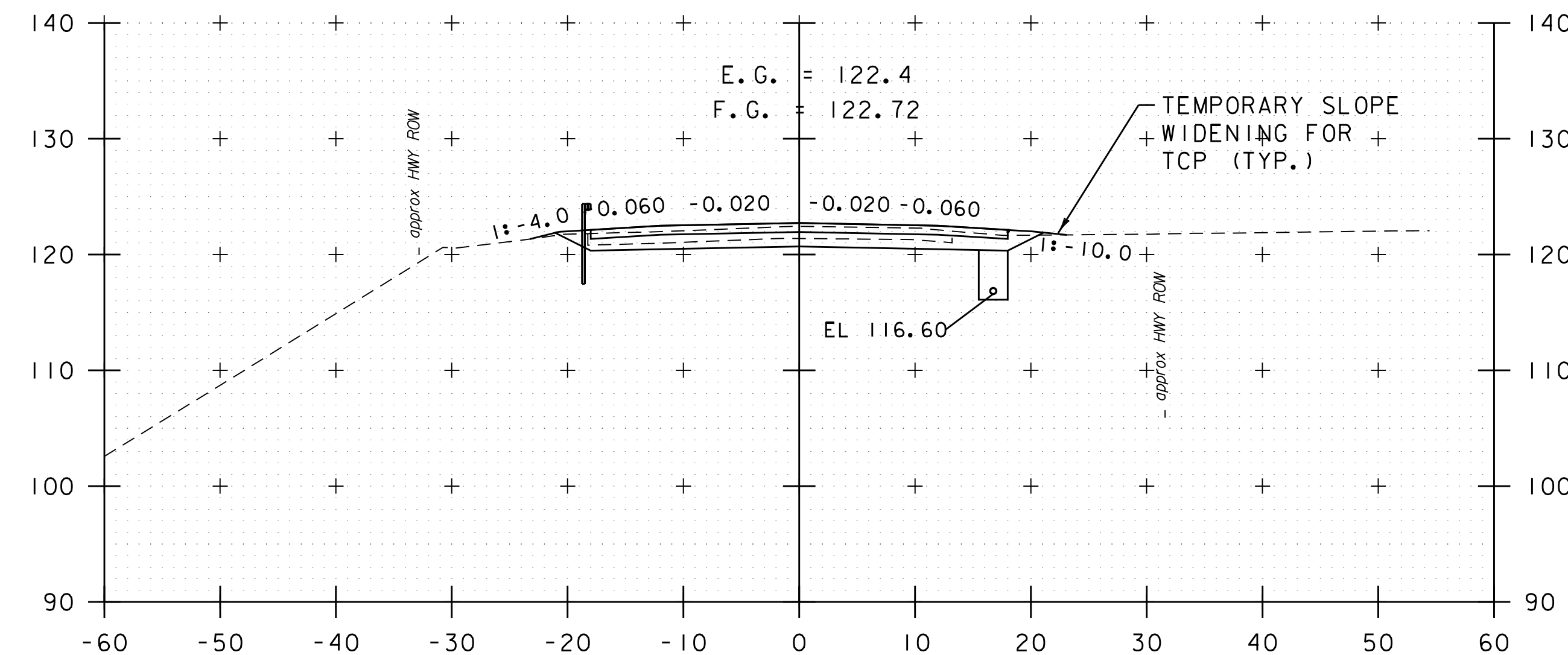
283+21 (DRIVE RT) STA. 282+50 TO STA. 283+50



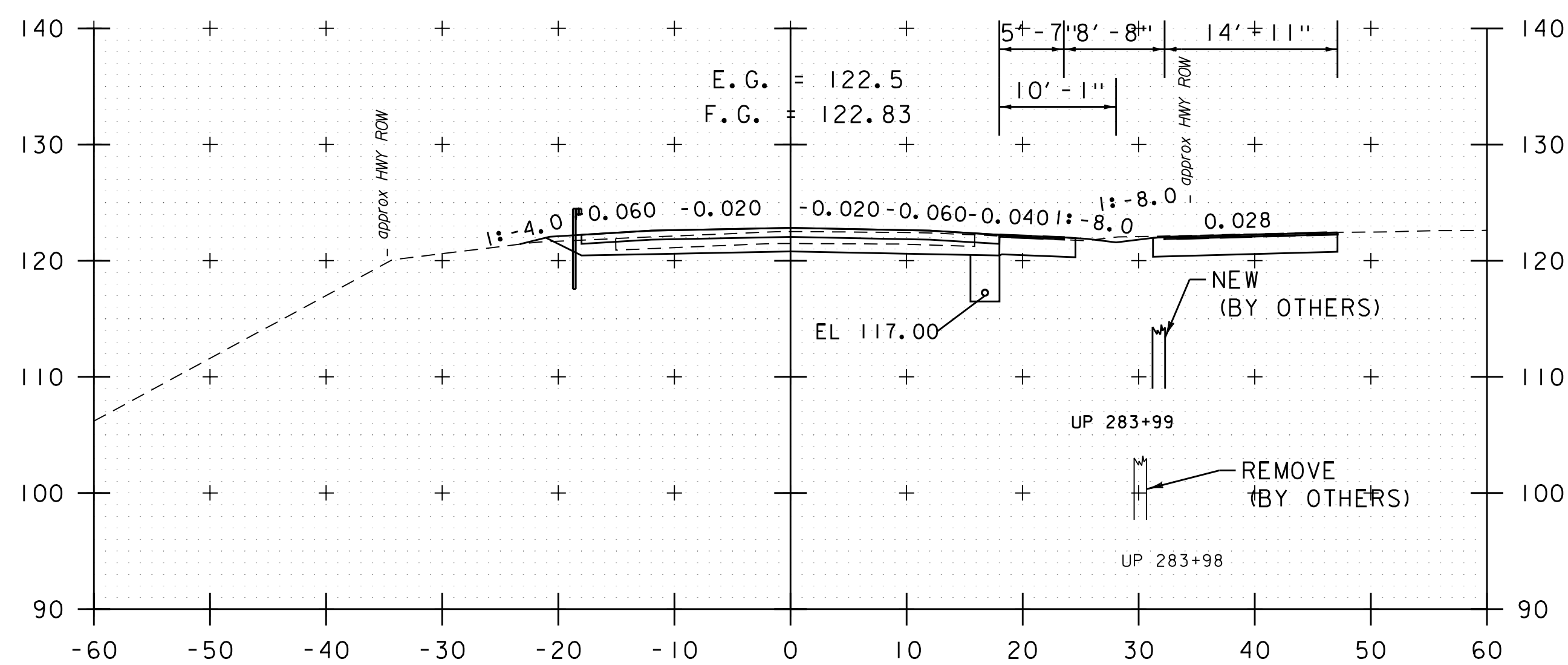
PROJECT NAME:	SWANTON	PLOT DATE:	9/13/2023
PROJECT NUMBER:	NH 036-1(9)	DRAWN BY:	C.CILLEY
FILE NAME:	z96b032xs_25000_33800.dgn	CHECKED BY:	G.BAKOS
PROJECT LEADER:	G.BAKOS	CROSS SECTION SHEET	94
DESIGNED BY:	M.BOGUE	SHEET	270 OF 307



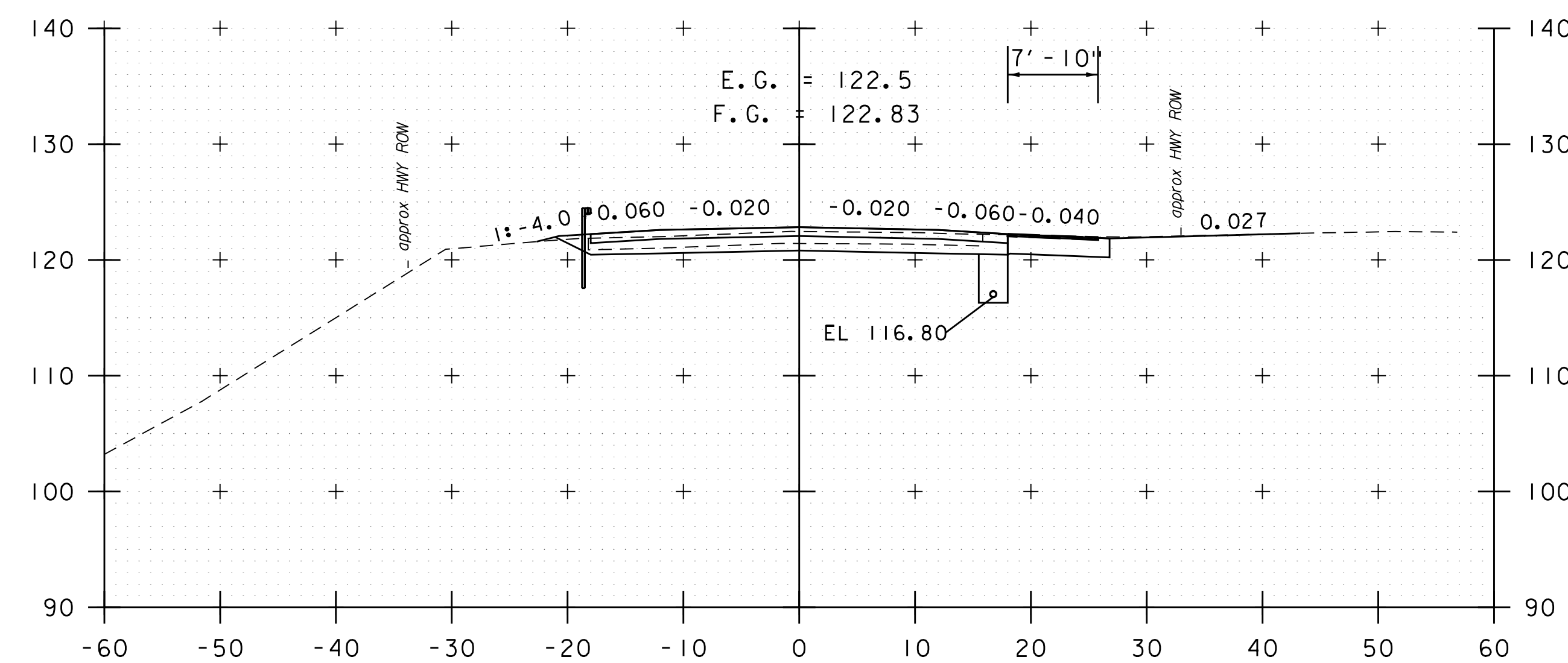
284+26 (DRIVE RT)



285+00



284+00

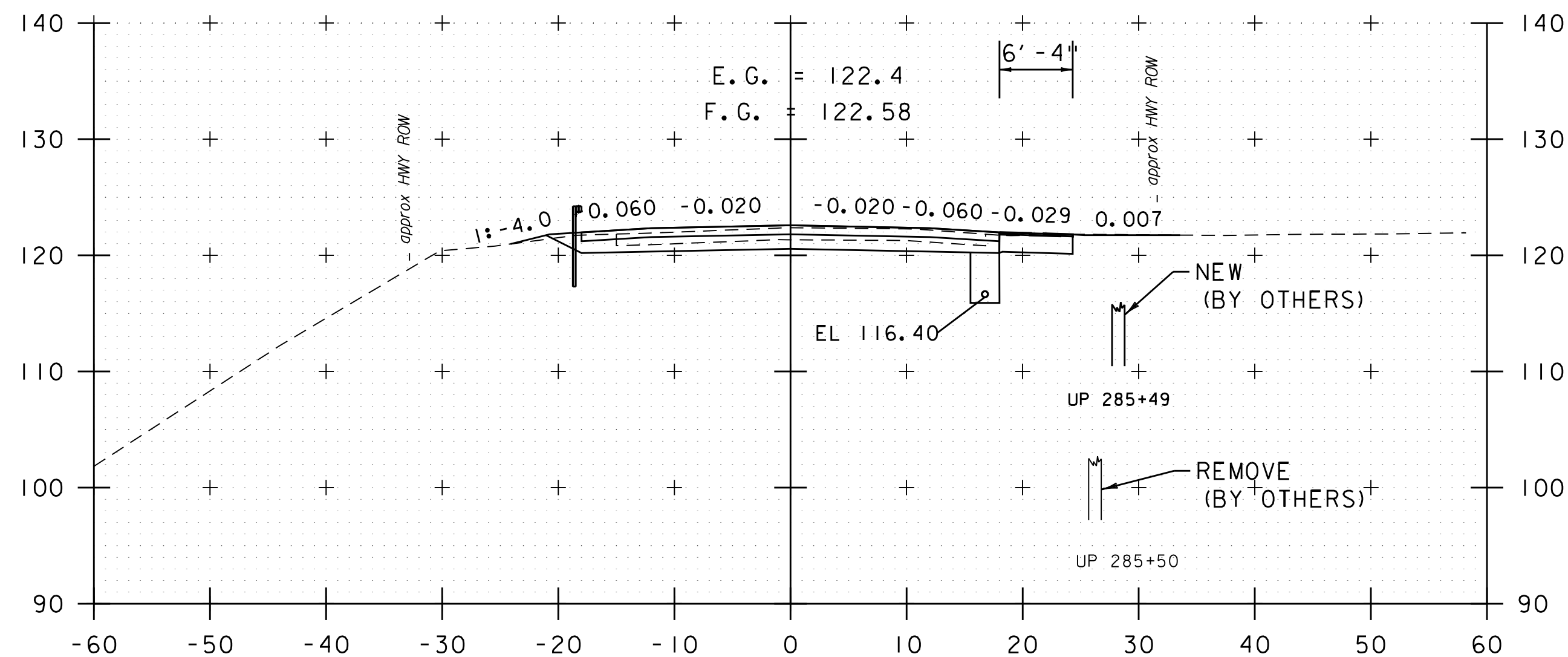


284+50

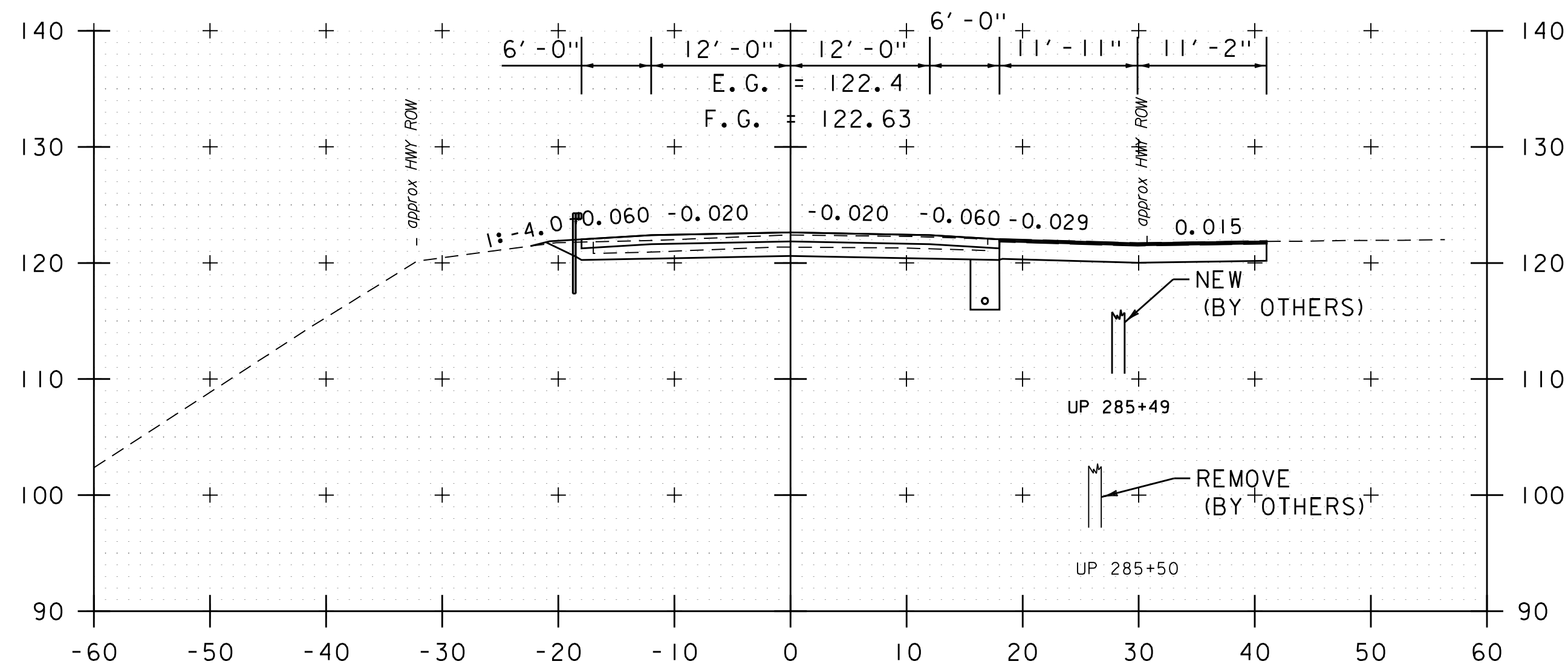
STA. 284+00 TO STA. 285+00



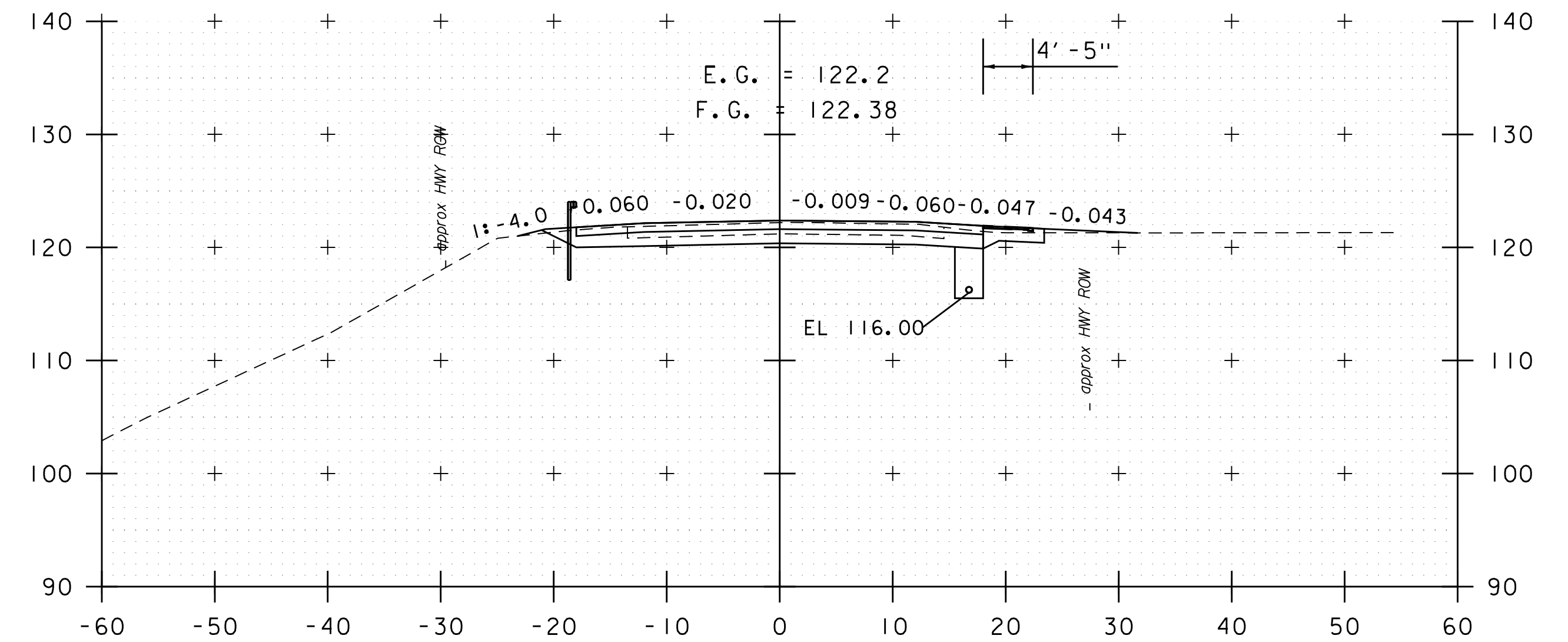
PROJECT NAME:	SWANTON	PLOT DATE:	9/13/2023
PROJECT NUMBER:	NH 036-1(9)	DRAWN BY:	C.CILLEY
FILE NAME:	z96b032xs_25000_33800.dgn	DESIGNED BY:	M.BOGUE
PROJECT LEADER:	G.BAKOS	CHECKED BY:	G.BAKOS
CROSS SECTION SHEET	95	SHEET	271 OF 307



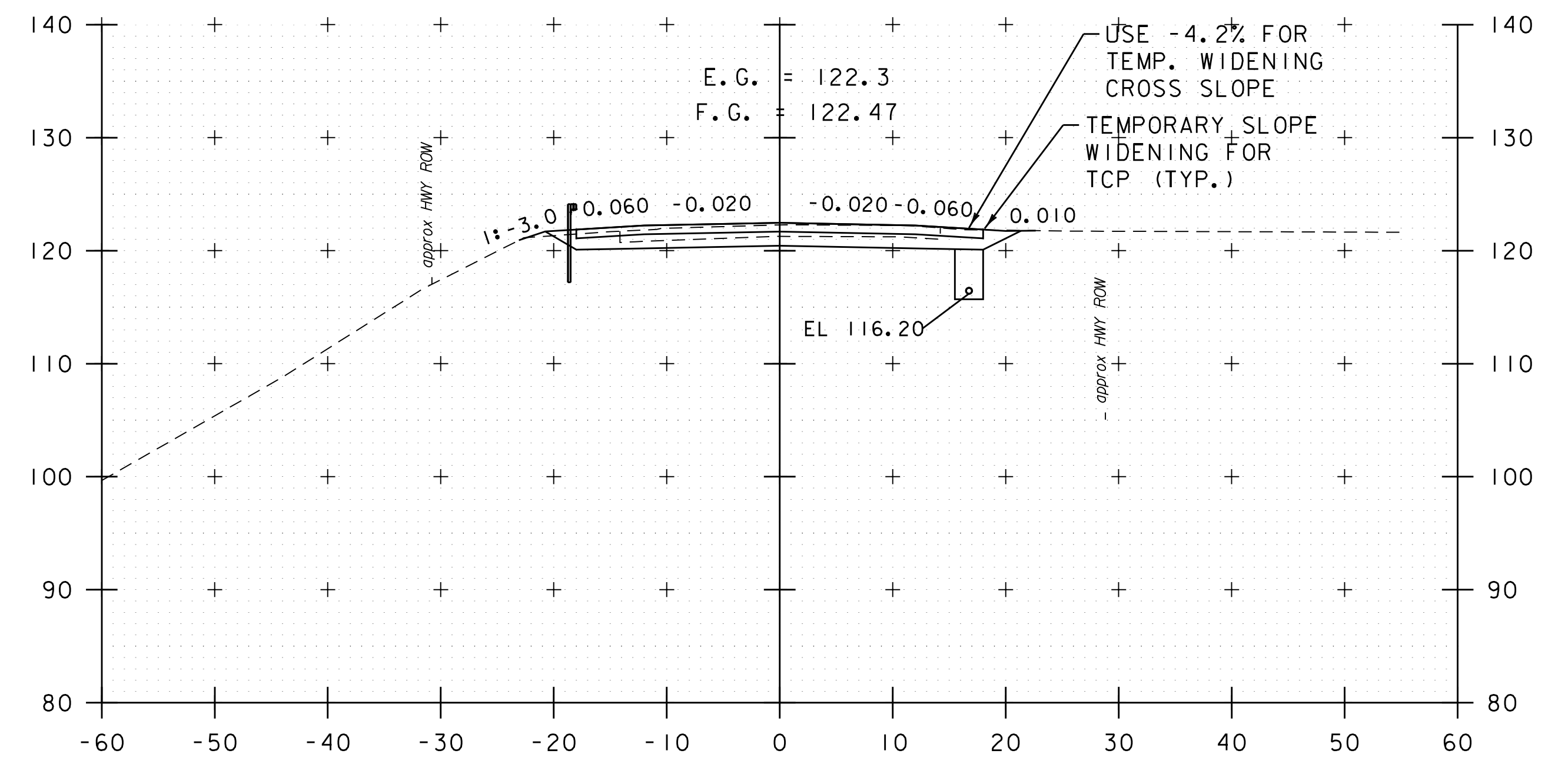
285+50



285+31 (DRIVE RT)



286+50

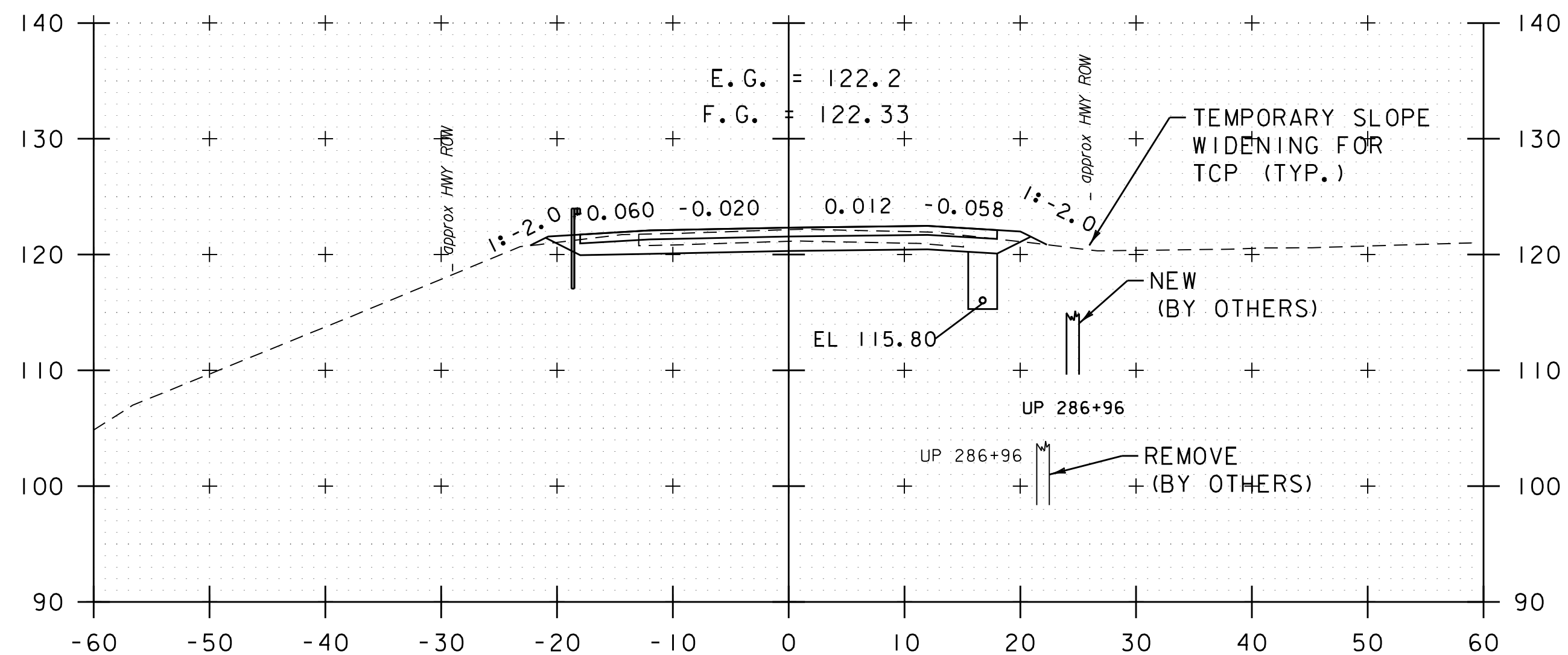


286+00

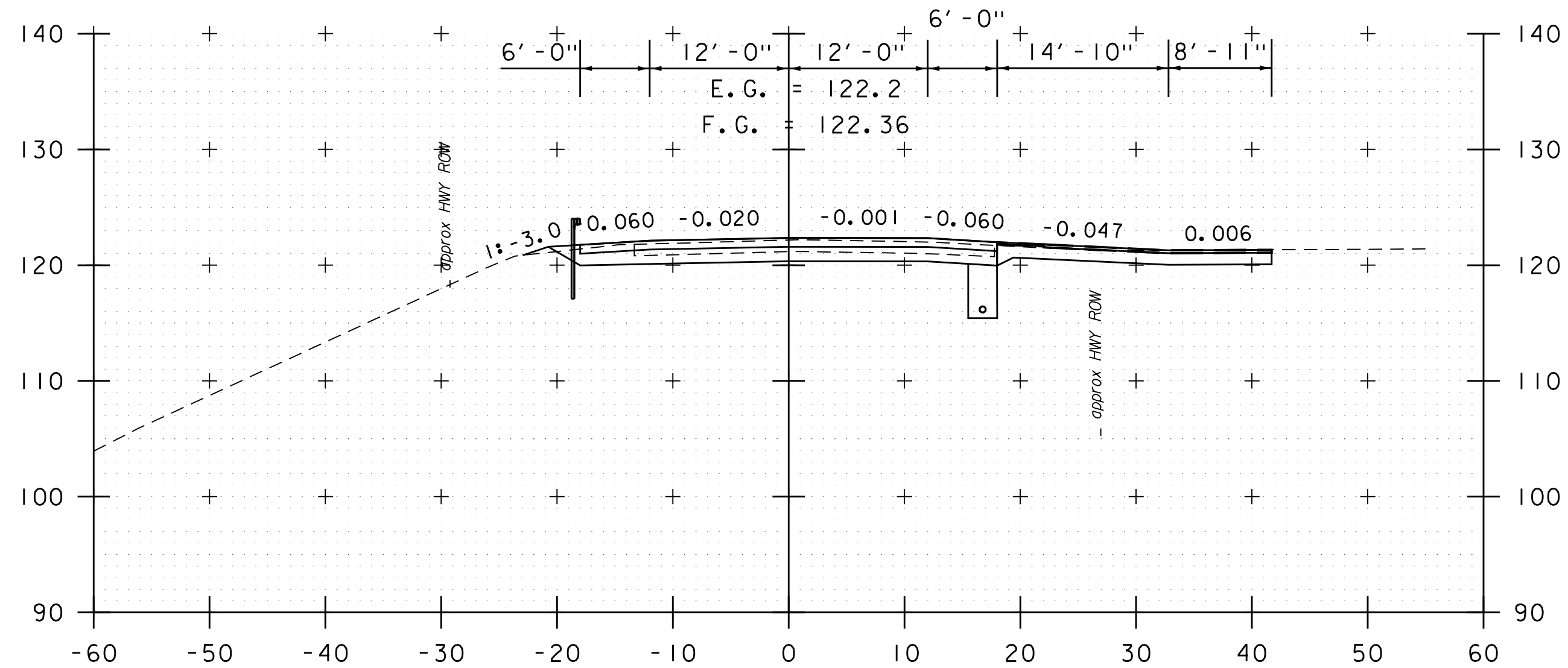
STA. 285+31 TO STA. 286+50



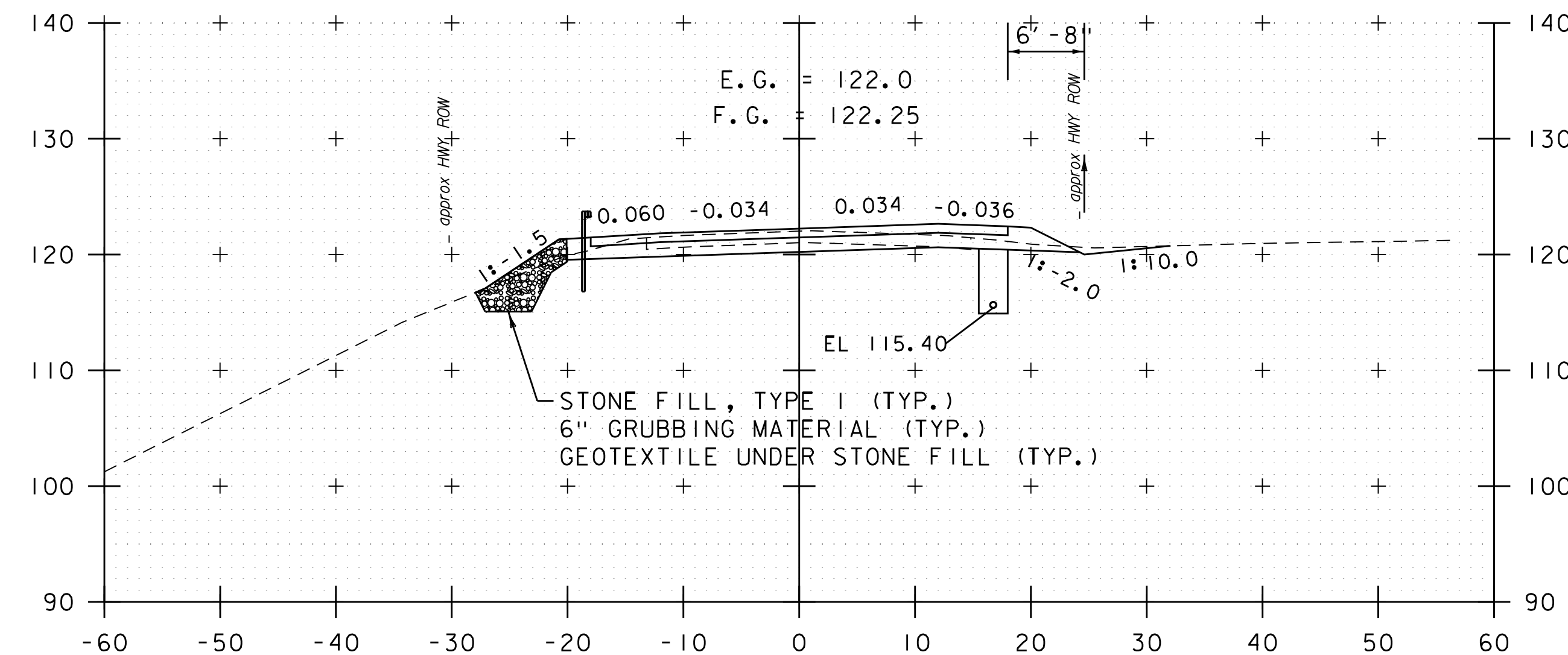
PROJECT NAME:	SWANTON
PROJECT NUMBER:	NH 036-1(9)
FILE NAME:	z96b032xs_25000_33800.dgn
PROJECT LEADER:	G.BAKOS
DESIGNED BY:	M.BOGUE
CROSS SECTION SHEET	96
PLOT DATE:	9/13/2023
DRAWN BY:	C.CILLEY
CHECKED BY:	G.BAKOS
SHEET	272 OF 307



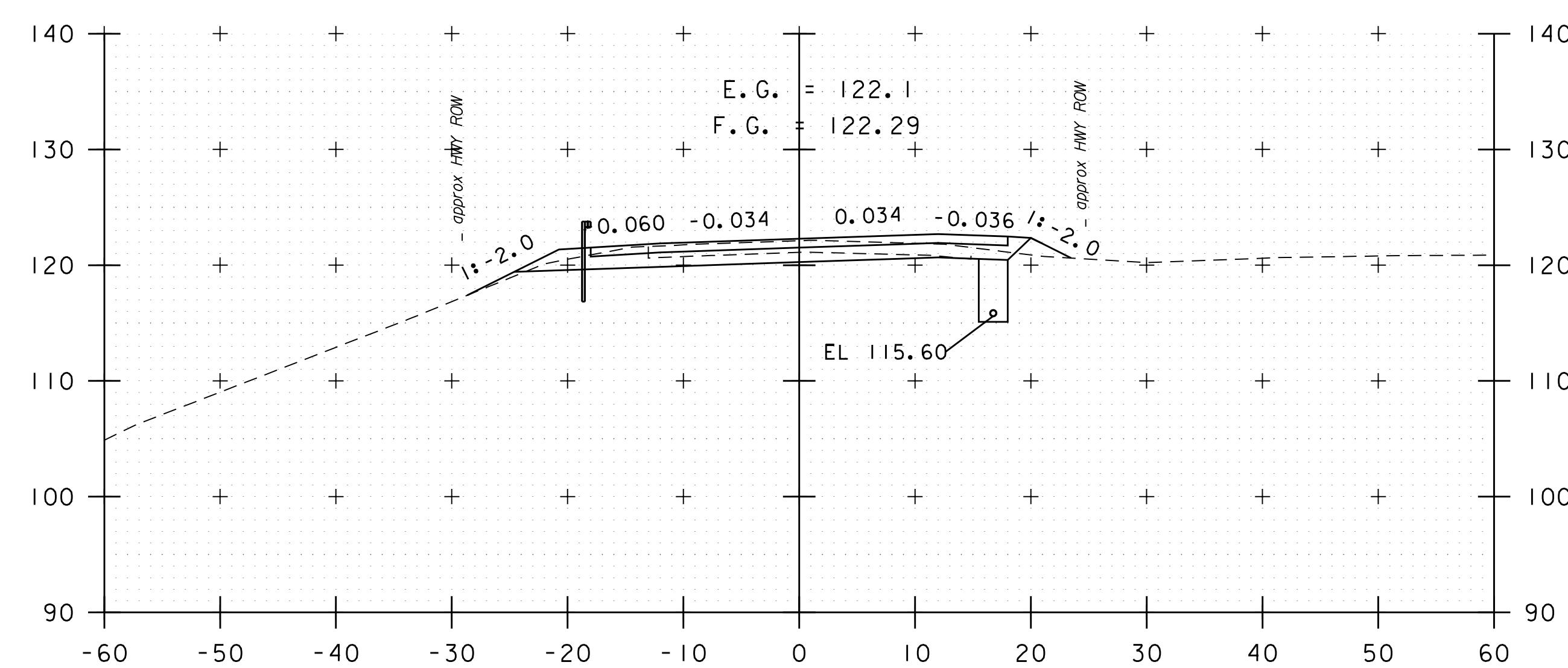
287+00



286+68 (DRIVE RT)



288+00

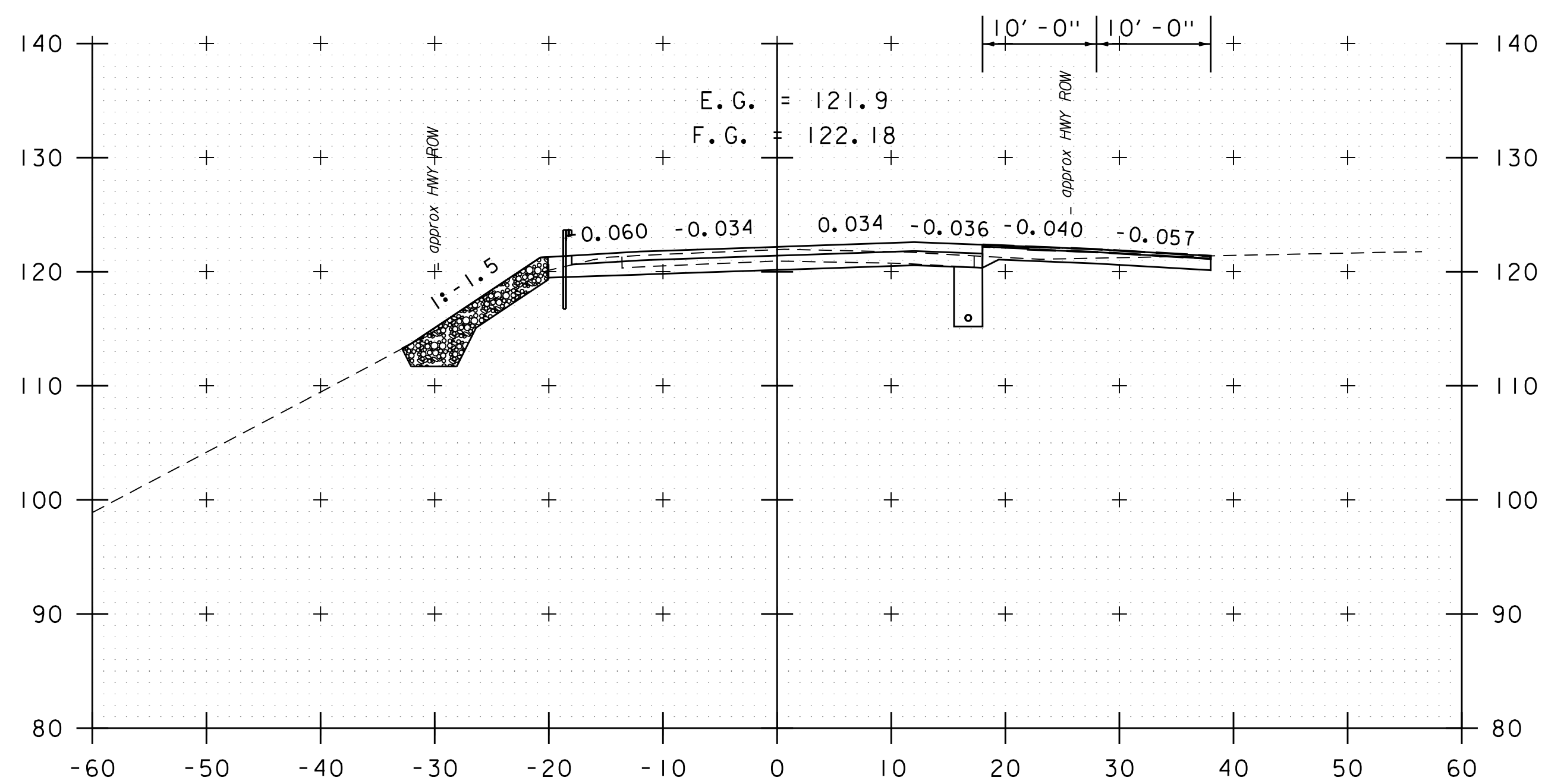


287+50

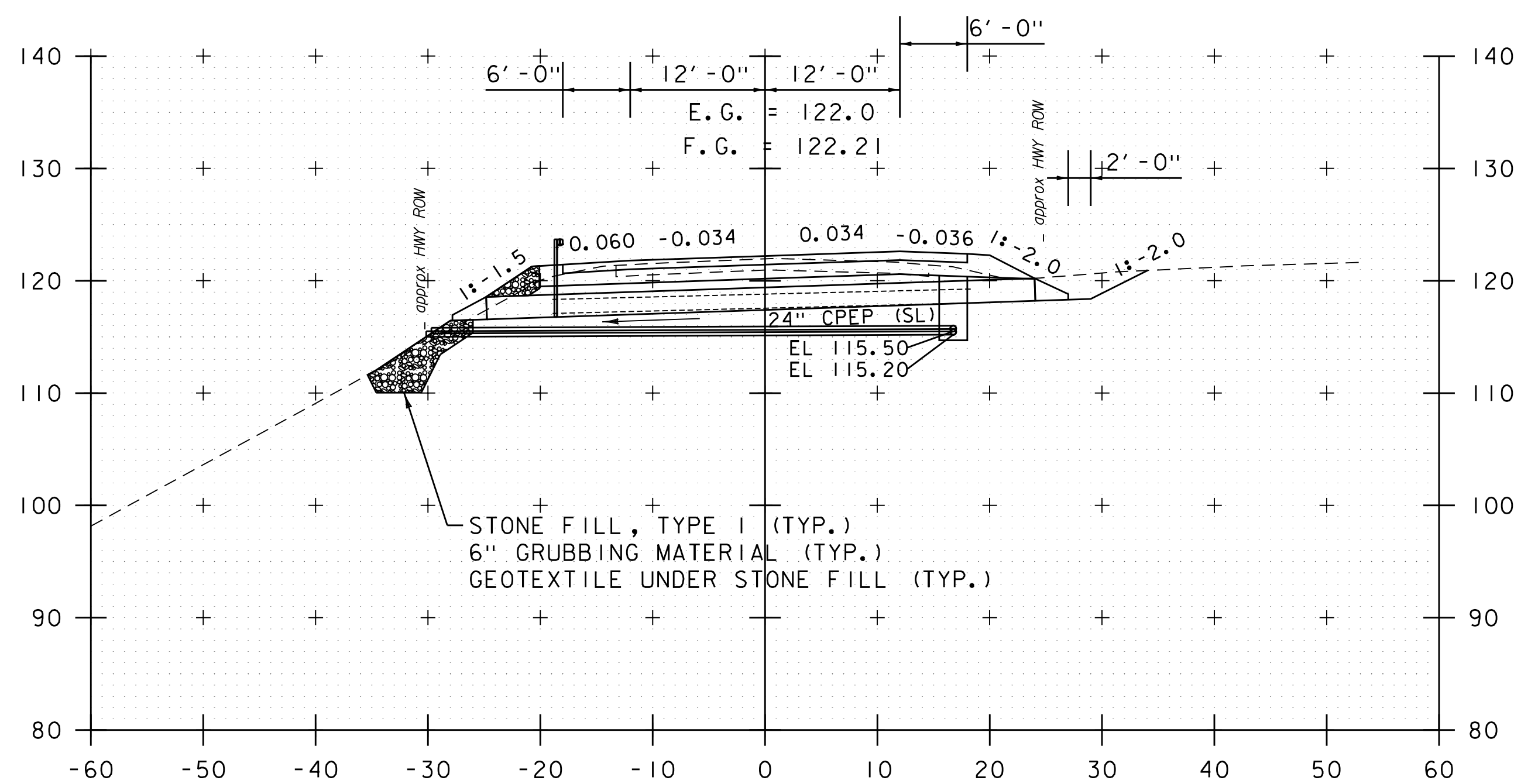
STA. 286+68 TO STA. 288+00



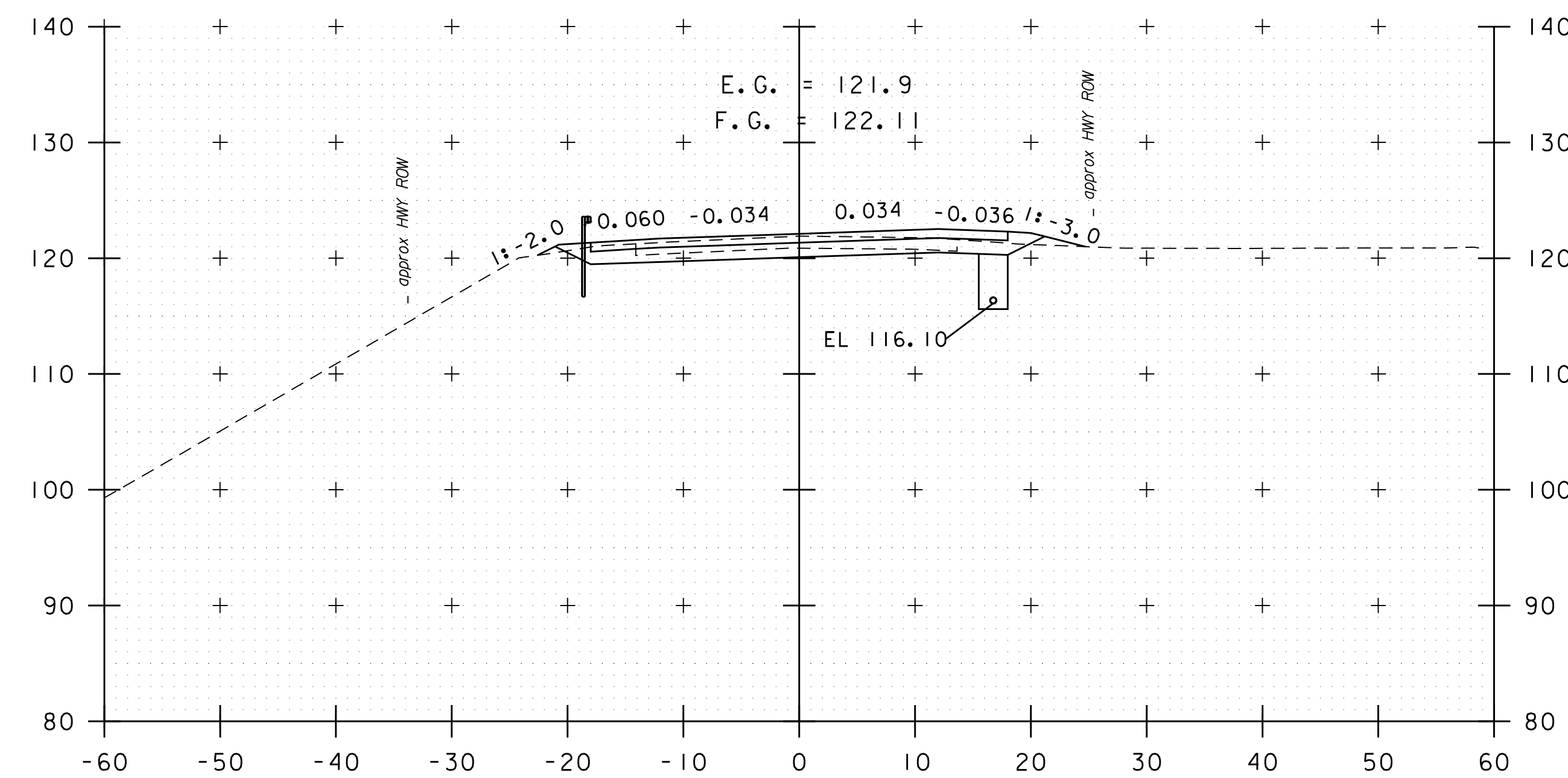
PROJECT NAME:	SWANTON	PLOT DATE:	9/13/2023
PROJECT NUMBER:	NH 036-1(9)	DRAWN BY:	C.CILLEY
FILE NAME:	z96b032xs_25000_33800.dgn	DESIGNED BY:	M.BOGUE
PROJECT LEADER:	G.BAKOS	CHECKED BY:	G.BAKOS
CROSS SECTION SHEET	97	SHEET	273 OF 307



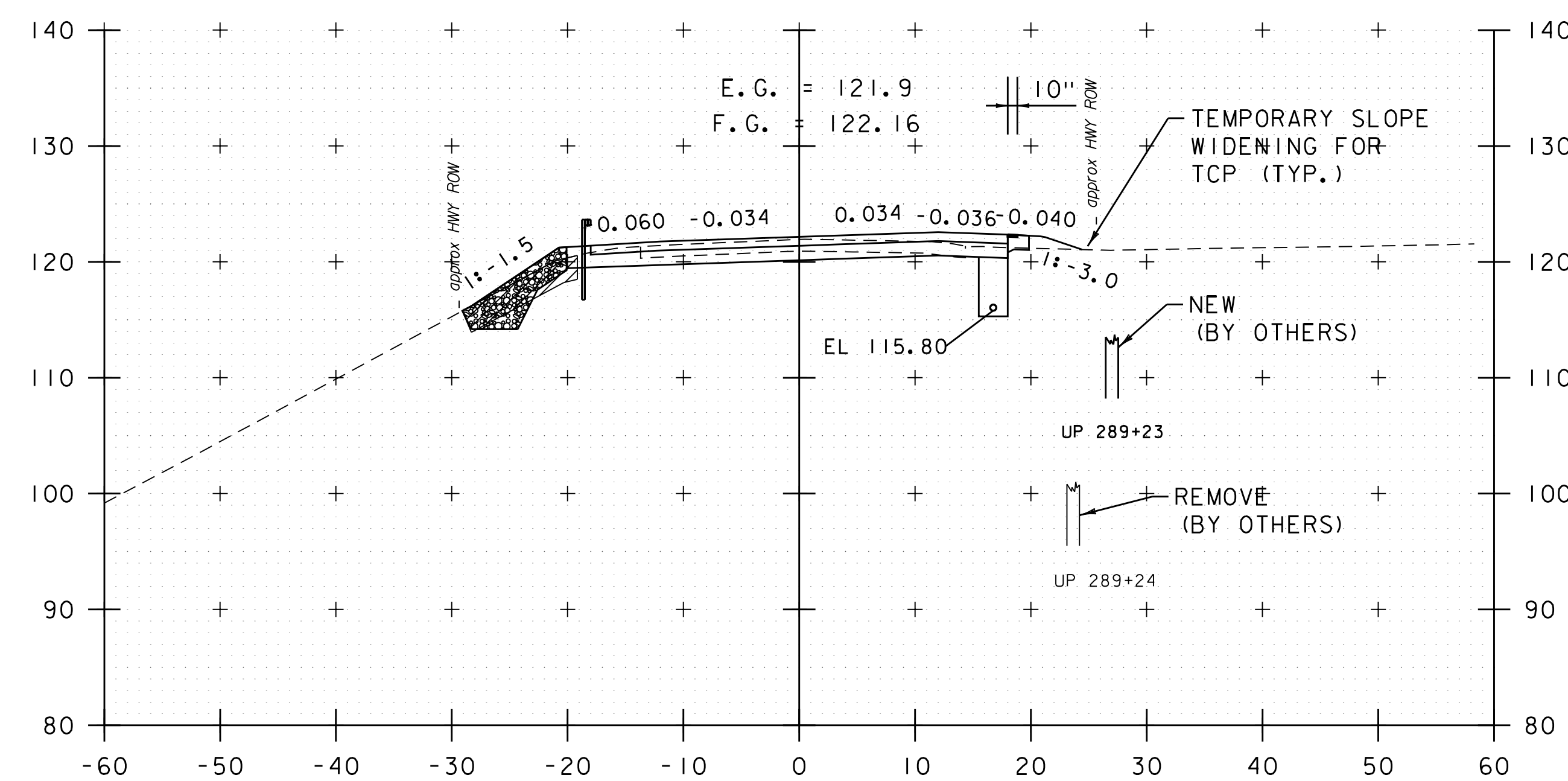
288+84 (DRIVE RT)



288+50 (NEW 24" CPEP)



289+50

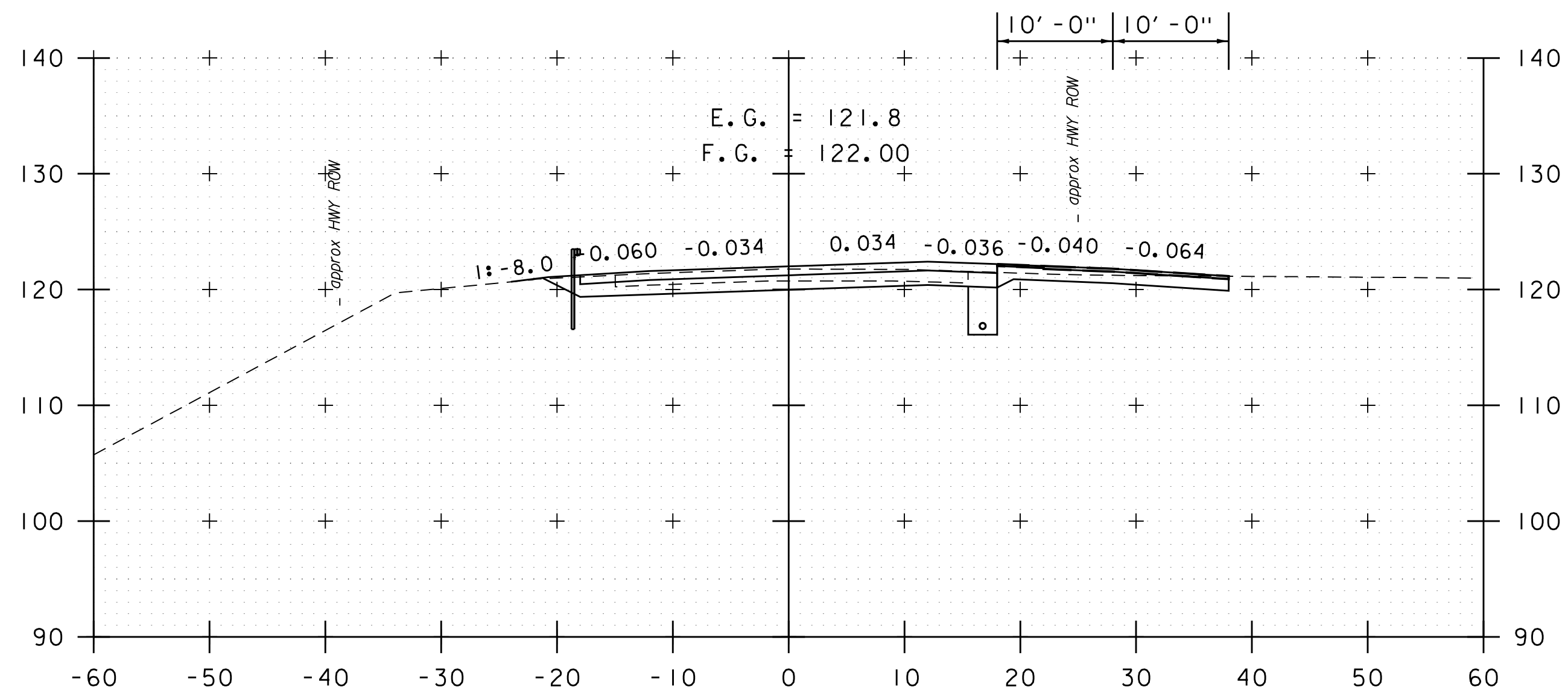


289+00

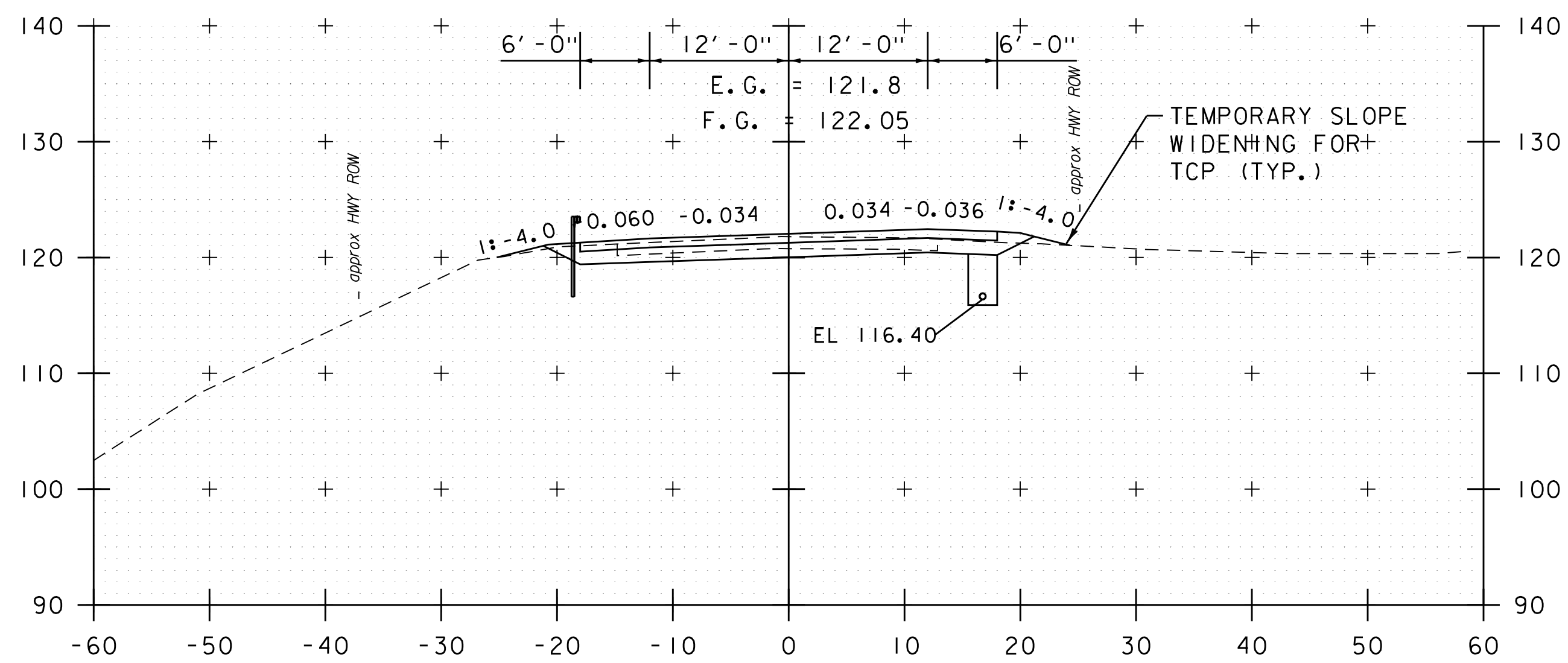
STA. 288+50 TO STA. 289+50



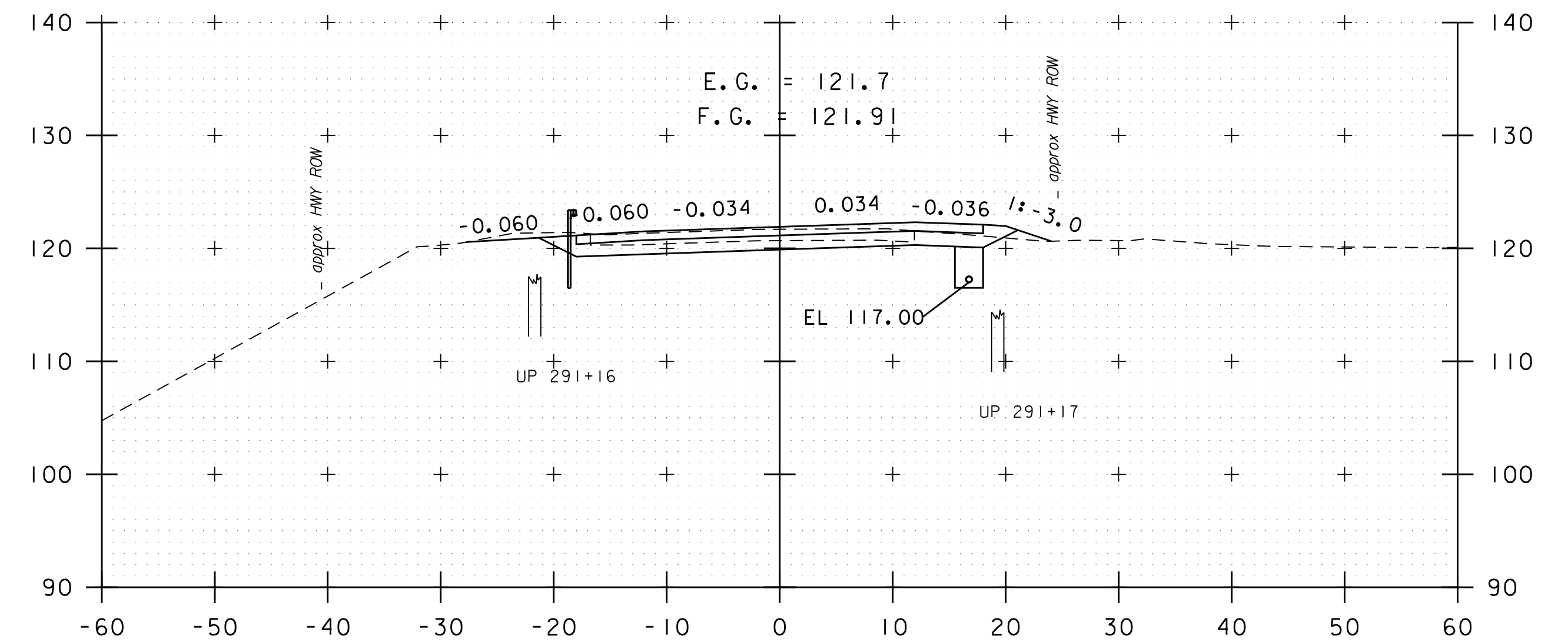
PROJECT NAME:	SWANTON	PLOT DATE:	9/13/2023
PROJECT NUMBER:	NH 036-1(9)	DRAWN BY:	C.CILLEY
FILE NAME:	z96b032xs_25000_33800.dgn	DESIGNED BY:	M.BOGUE
PROJECT LEADER:	G.BAKOS	CHECKED BY:	G.BAKOS
CROSS SECTION SHEET	98	SHEET	274 OF 307



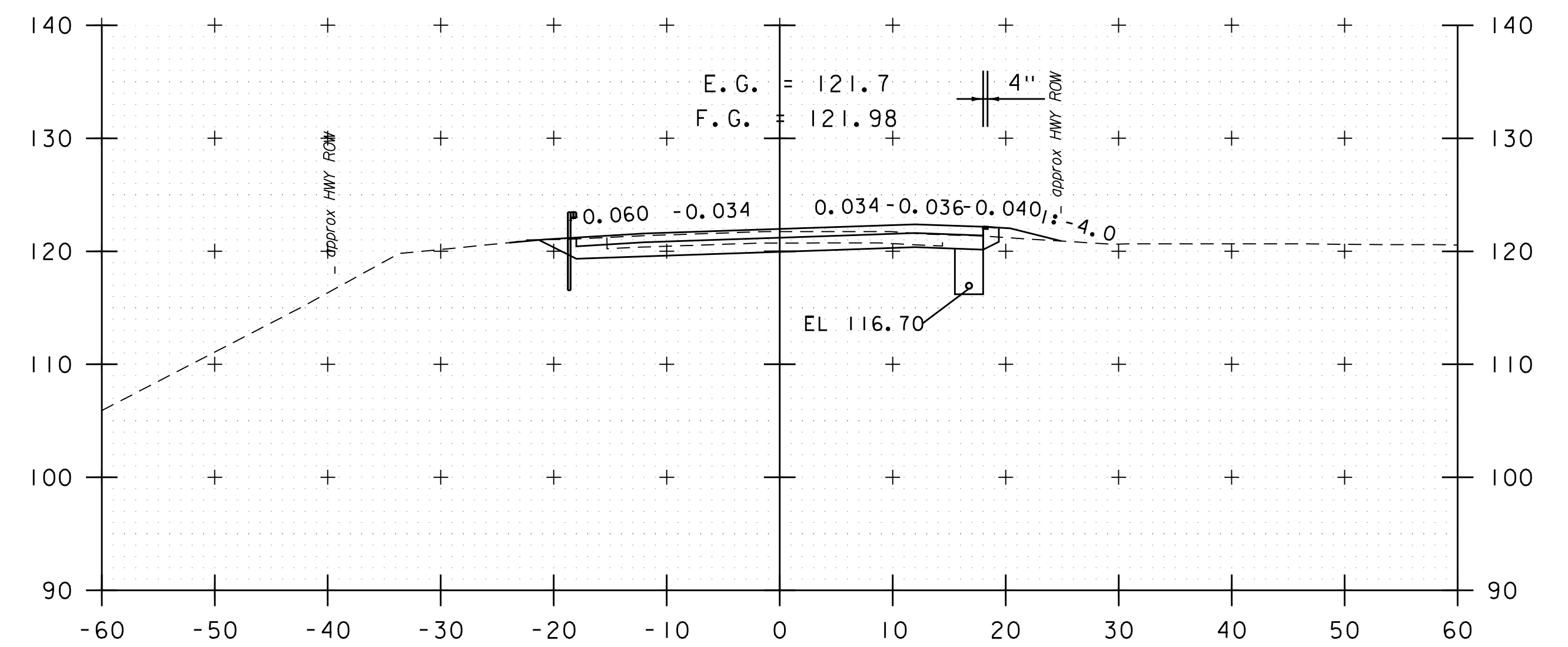
290+33 (DRIVE RT)



290+00



291+00

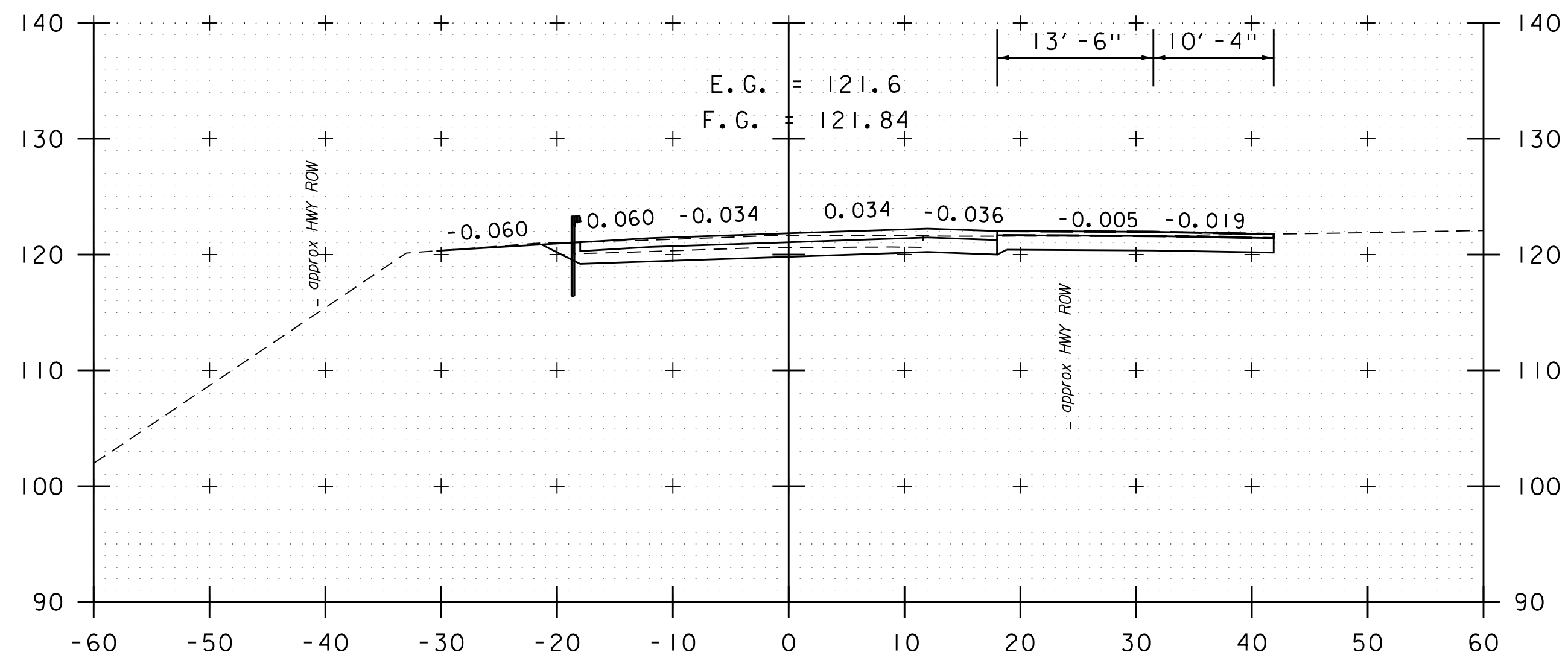


290+50

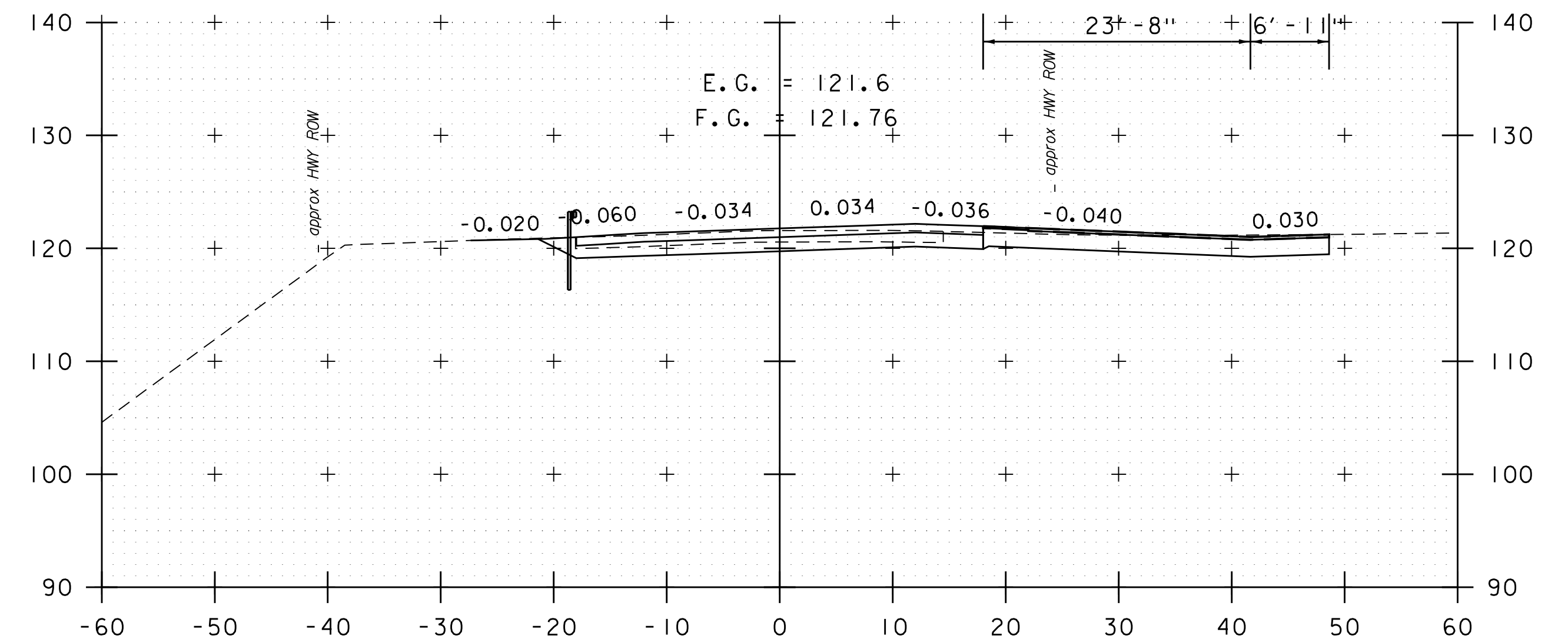
STA. 290+00 TO STA. 291+00



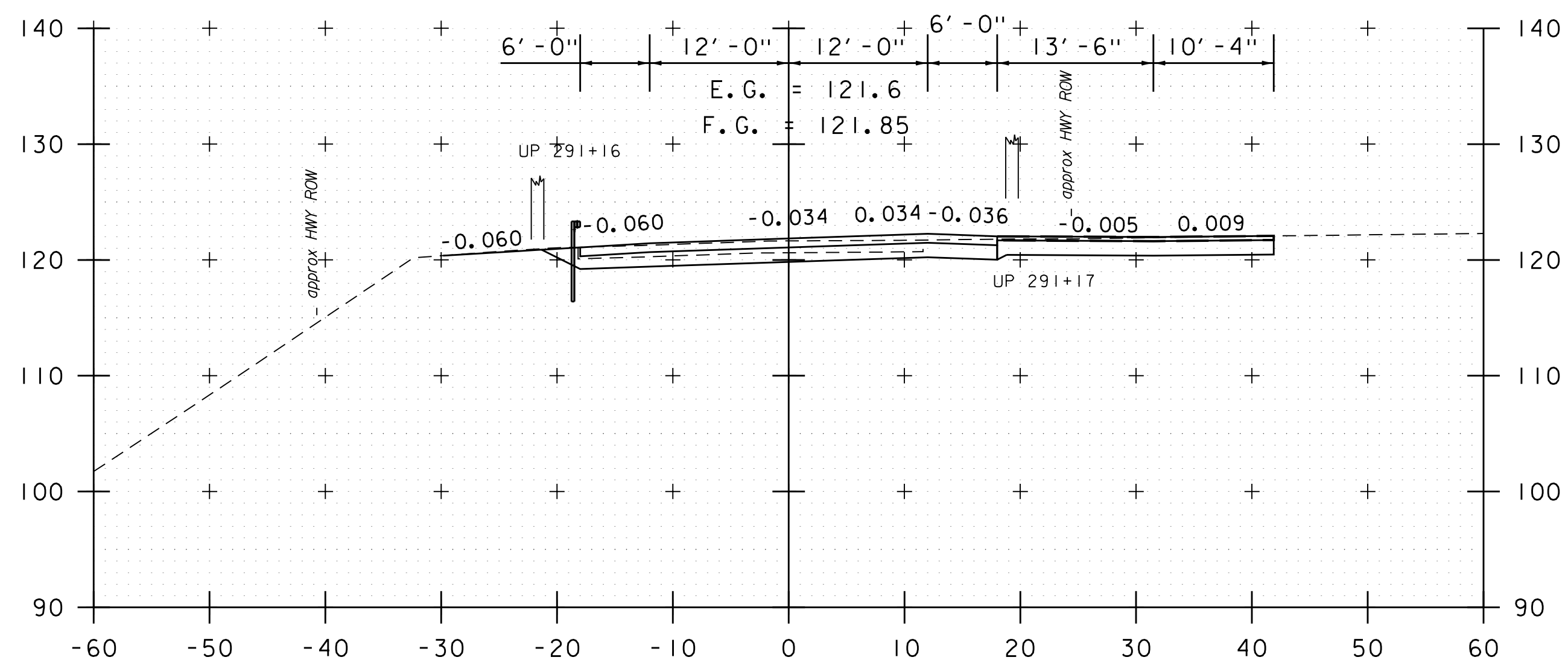
PROJECT NAME:	SWANTON	PLOT DATE:	9/13/2023
PROJECT NUMBER:	NH 036-1(9)	DRAWN BY:	C.CILLEY
FILE NAME:	z96b032xs_25000_33800.dgn	DESIGNED BY:	M.BOGUE
PROJECT LEADER:	G.BAKOS	CHECKED BY:	G.BAKOS
CROSS SECTION SHEET	99	SHEET	275 OF 307



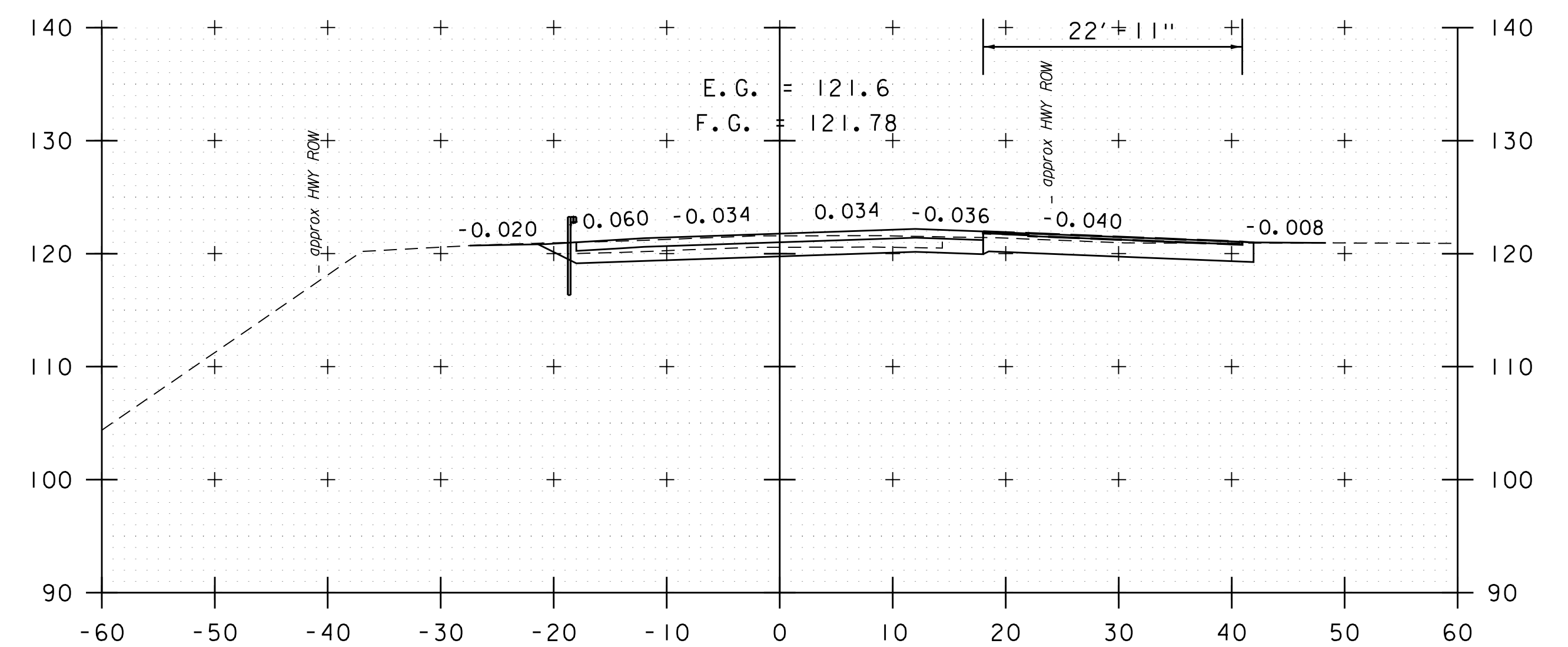
291+50



292+19 (DRIVE RT)



291+40 (JONERGIN DR RT)

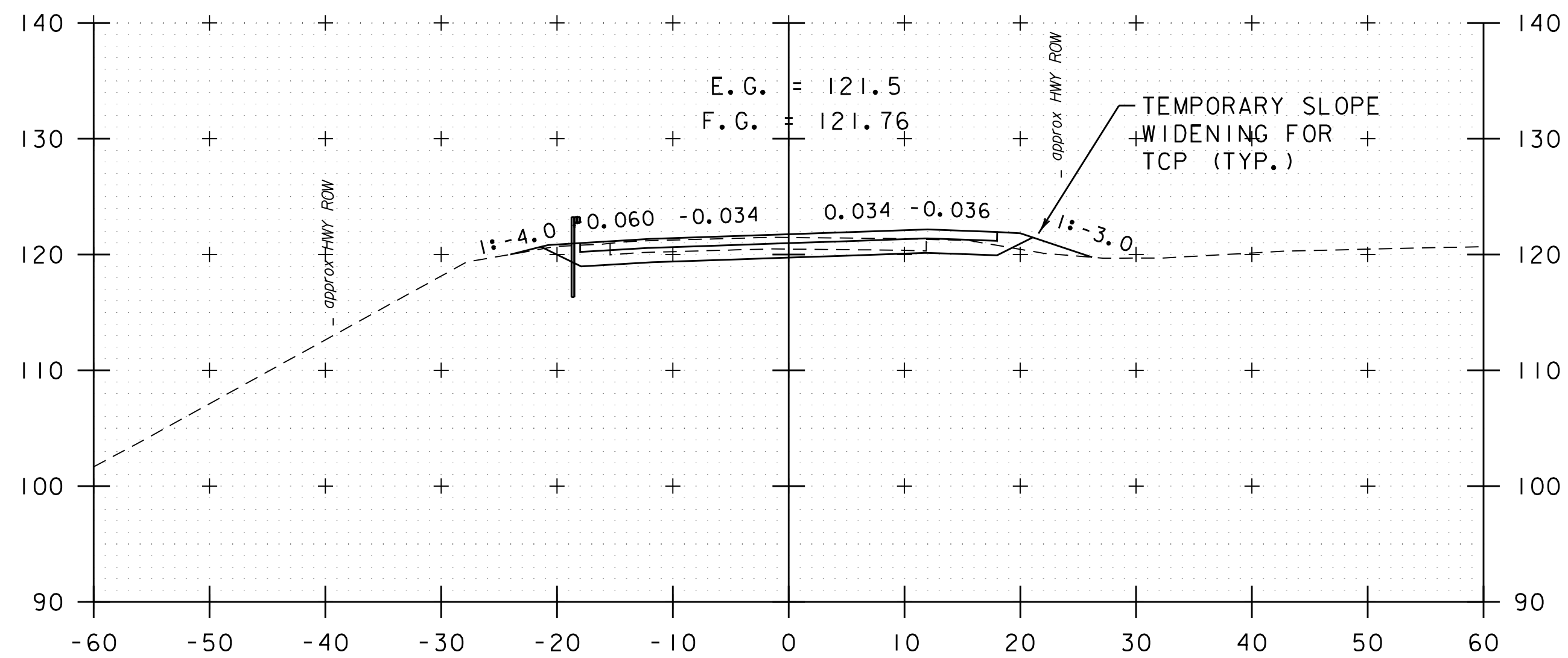


292+00

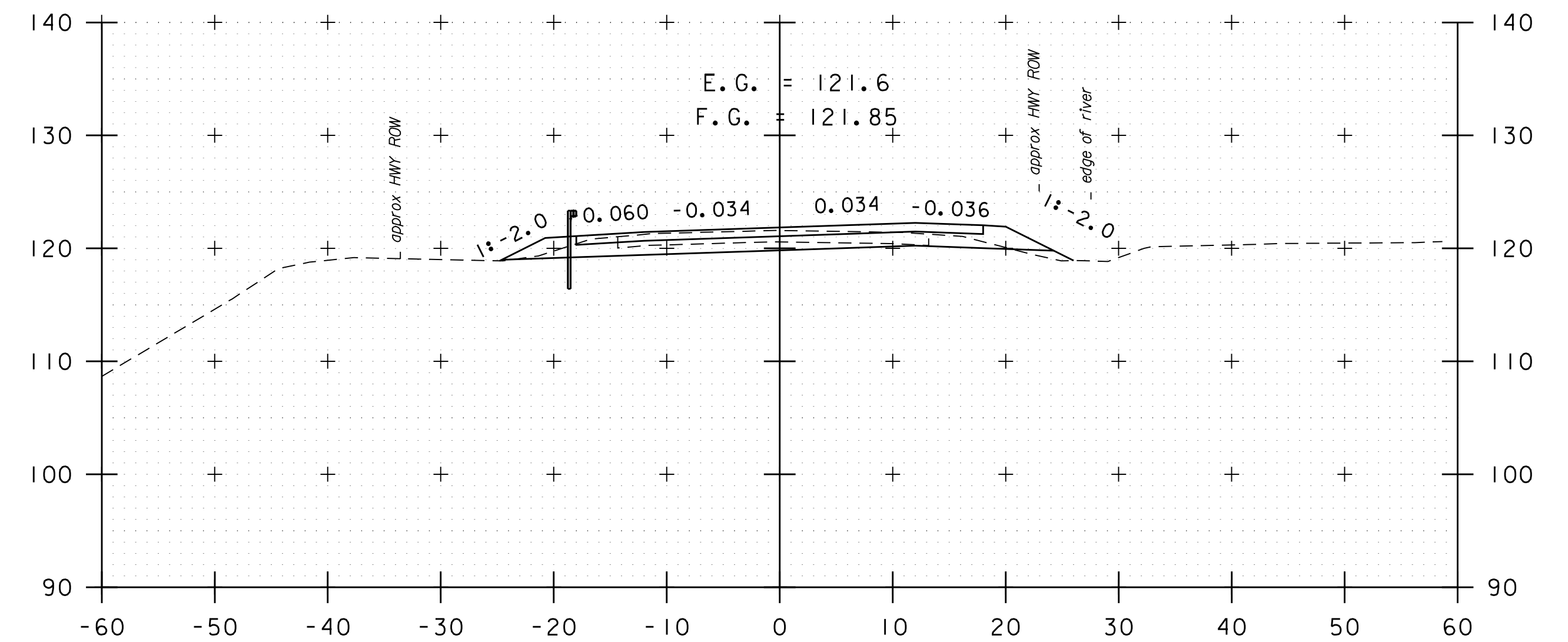
STA. 291+40 TO STA. 292+19



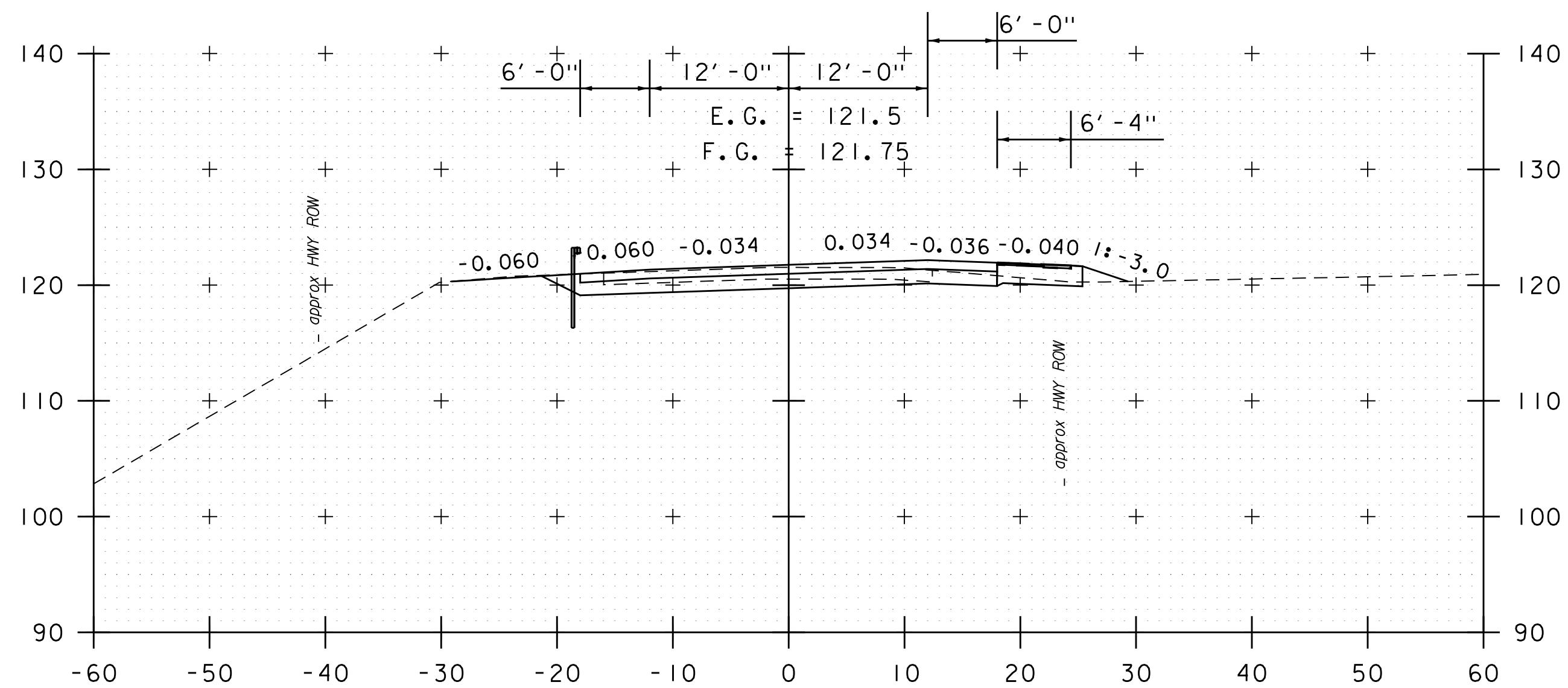
PROJECT NAME:	SWANTON	FILE NAME:	z96b032xs_25000_33800.dgn	PLOT DATE:	9/13/2023
PROJECT NUMBER:	NH 036-1(9)	PROJECT LEADER:	G.BAKOS	DRAWN BY:	C.CILLEY
		DESIGNED BY:	M.BOGUE	CHECKED BY:	G.BAKOS
		CROSS SECTION SHEET	100	SHEET	276 OF 307



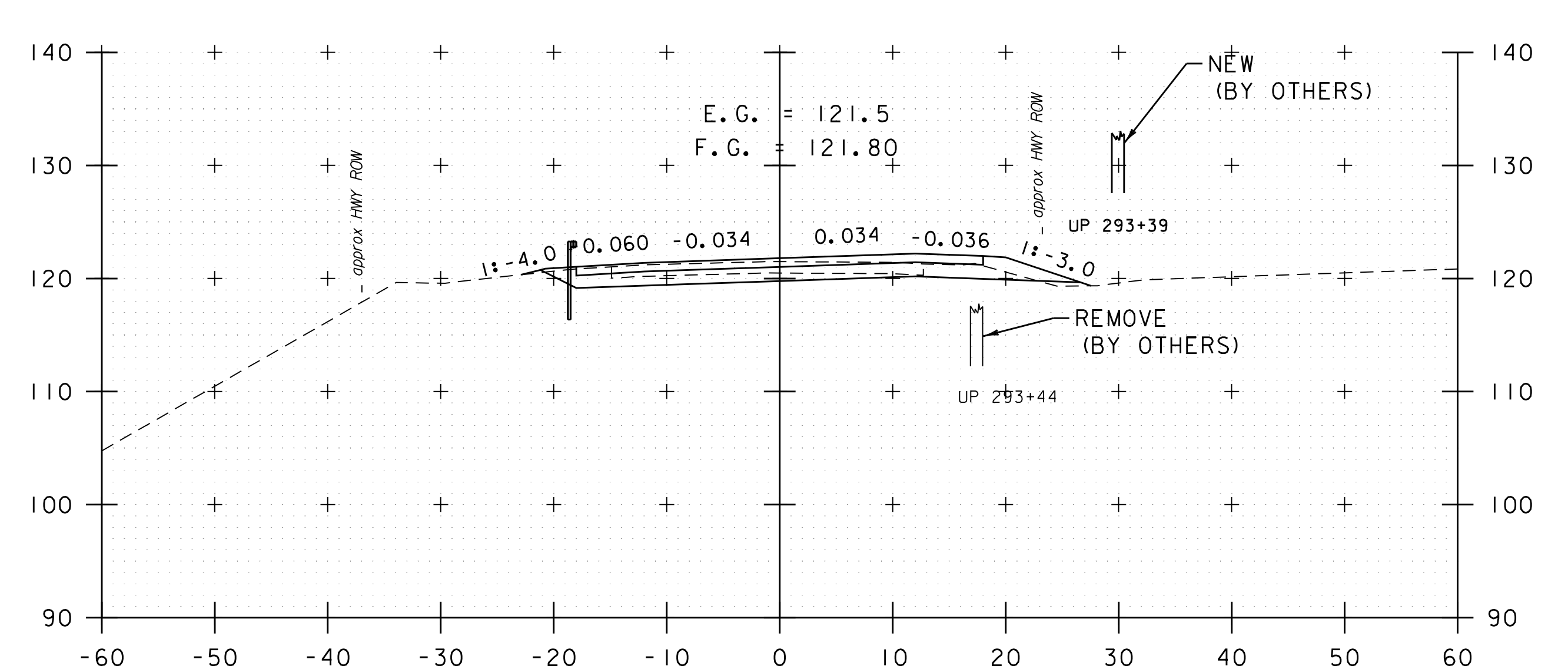
293+00



294+00



292+50

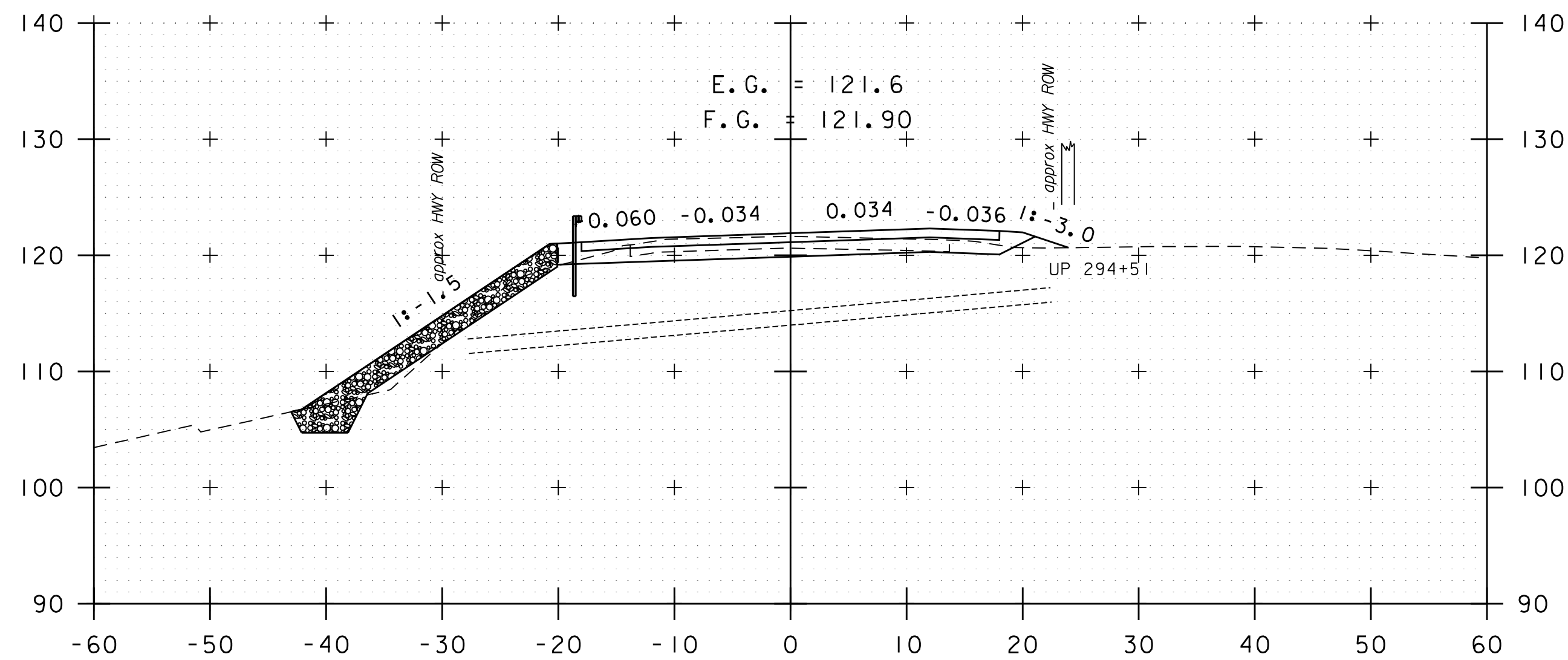


293+50

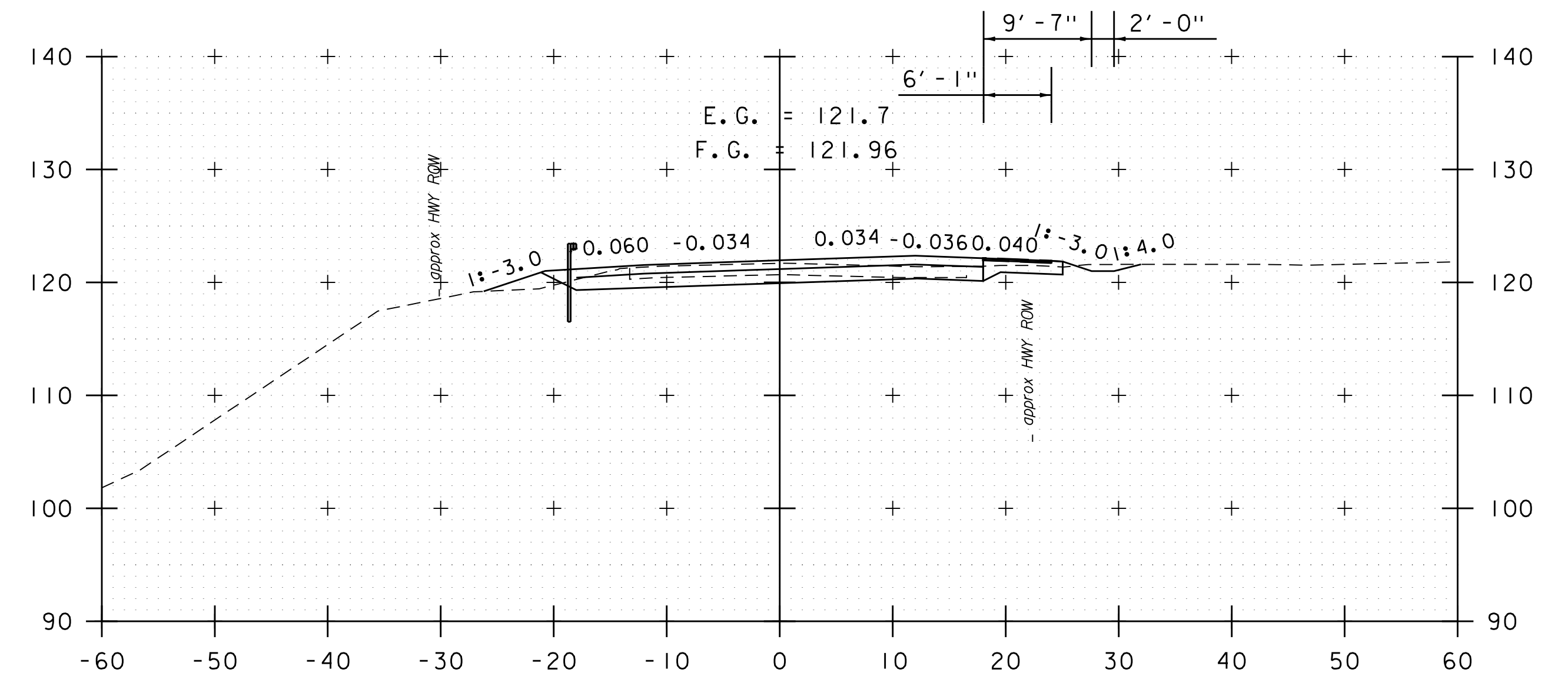
STA. 292+50 TO STA. 294+00



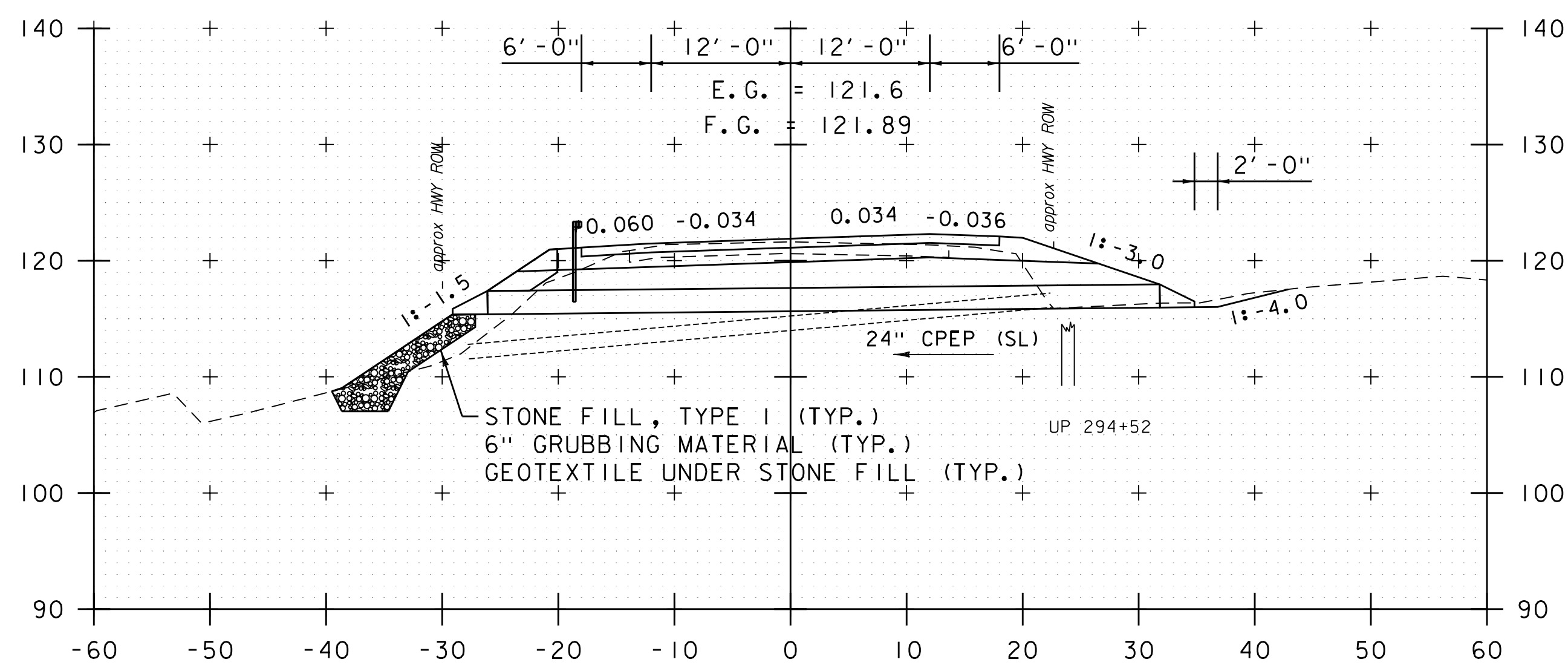
PROJECT NAME:	SWANTON	PLOT DATE:	9/13/2023
PROJECT NUMBER:	NH 036-1(9)	DRAWN BY:	C.CILLEY
FILE NAME:	z96b032xs_25000_33800.dgn	DESIGNED BY:	M.BOGUE
PROJECT LEADER:	G.BAKOS	CHECKED BY:	G.BAKOS
CROSS SECTION SHEET 101		SHEET	277 OF 307



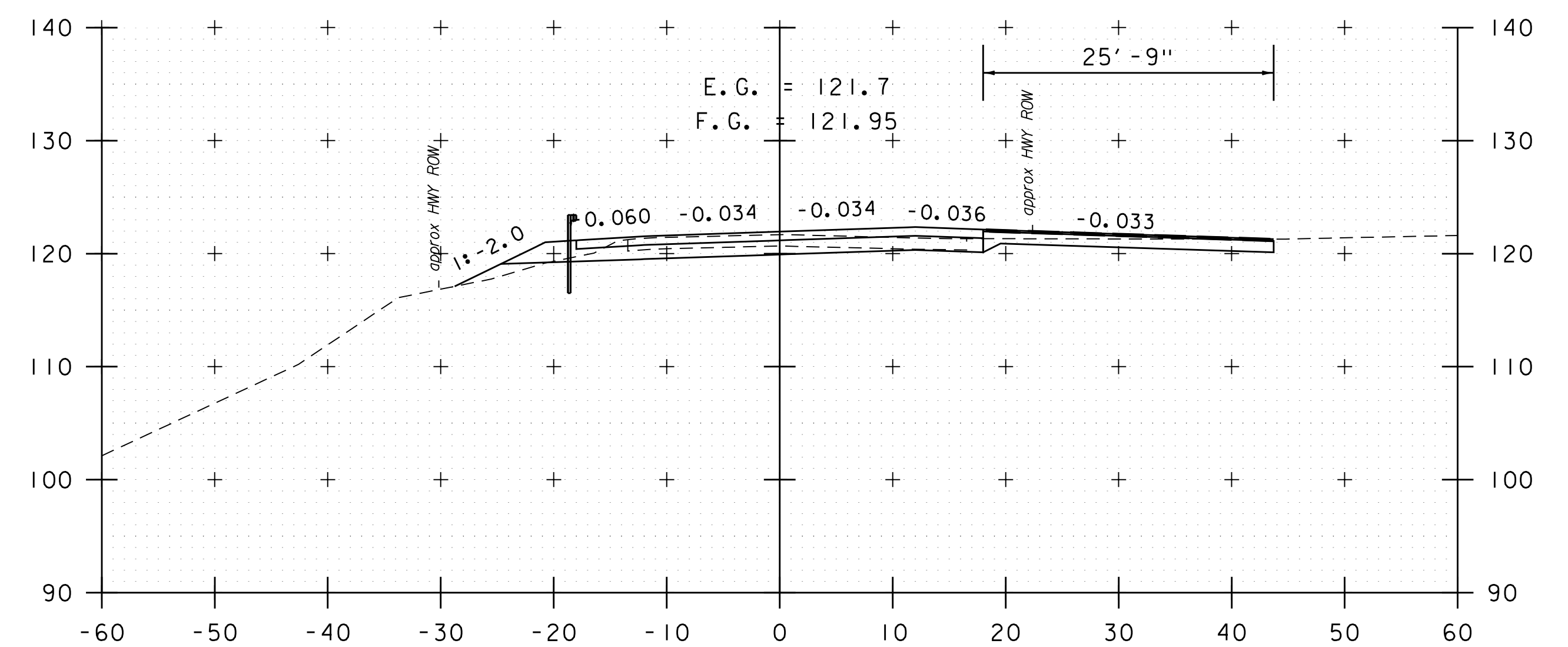
294+50



295+00



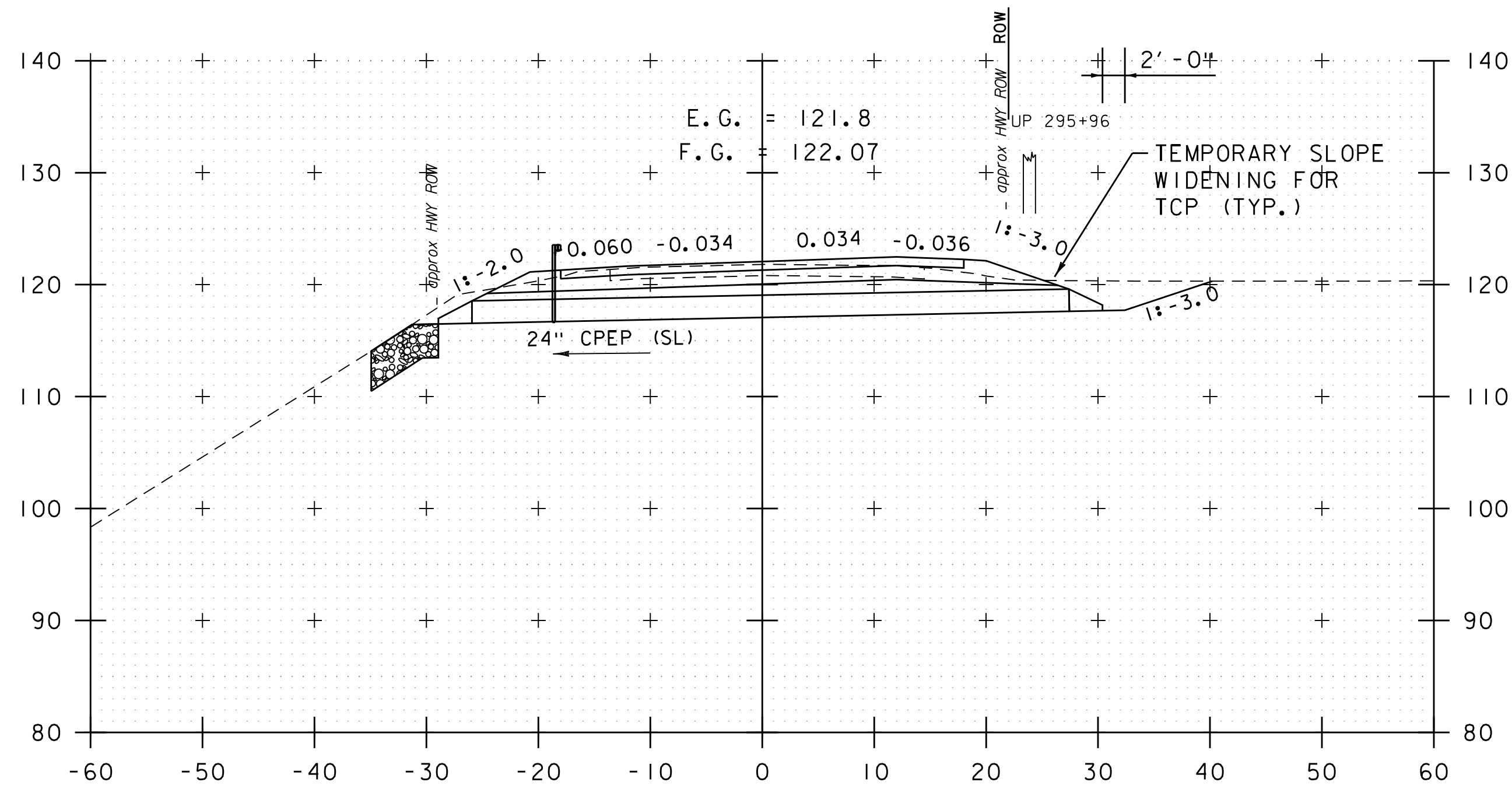
294+41 (NEW 24" CPEP)



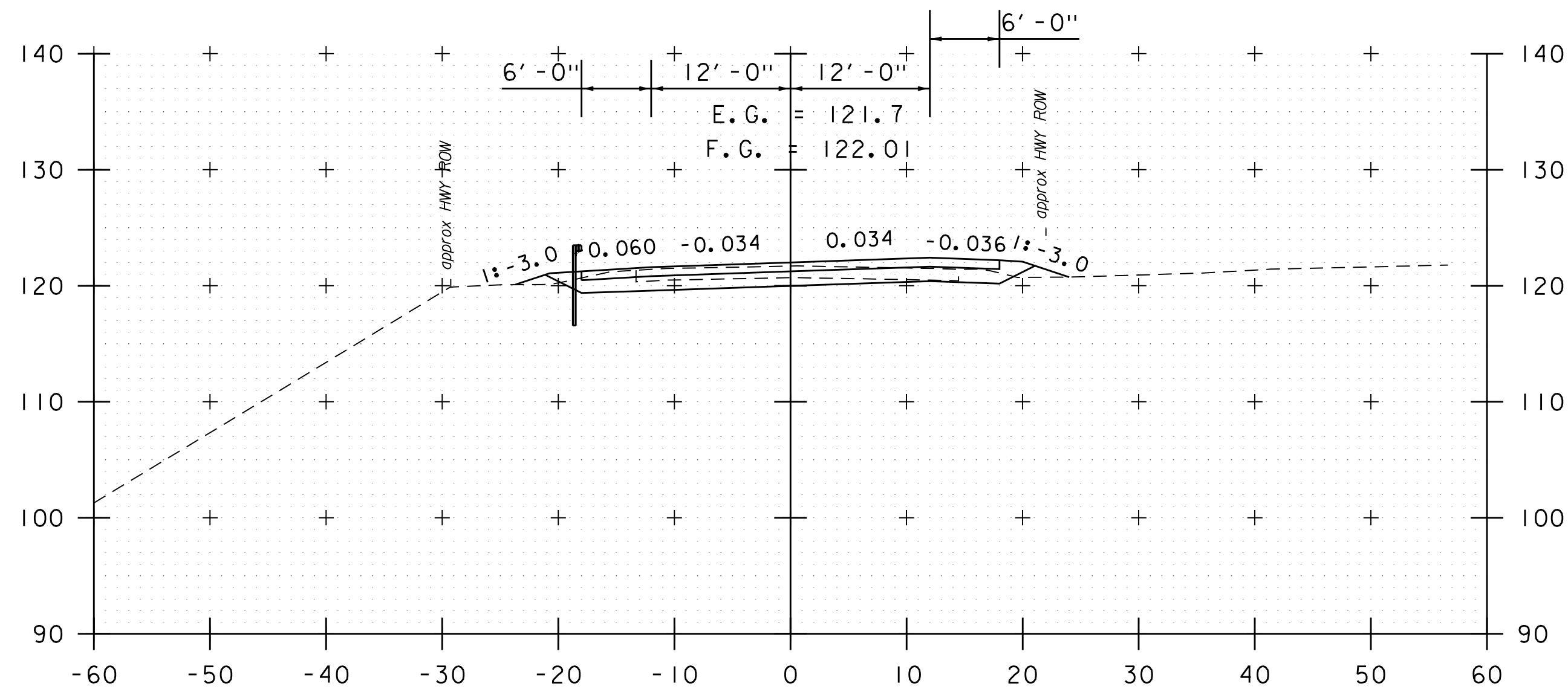
294+89 (DRIVE RT) STA. 294+41 TO STA. 295+00



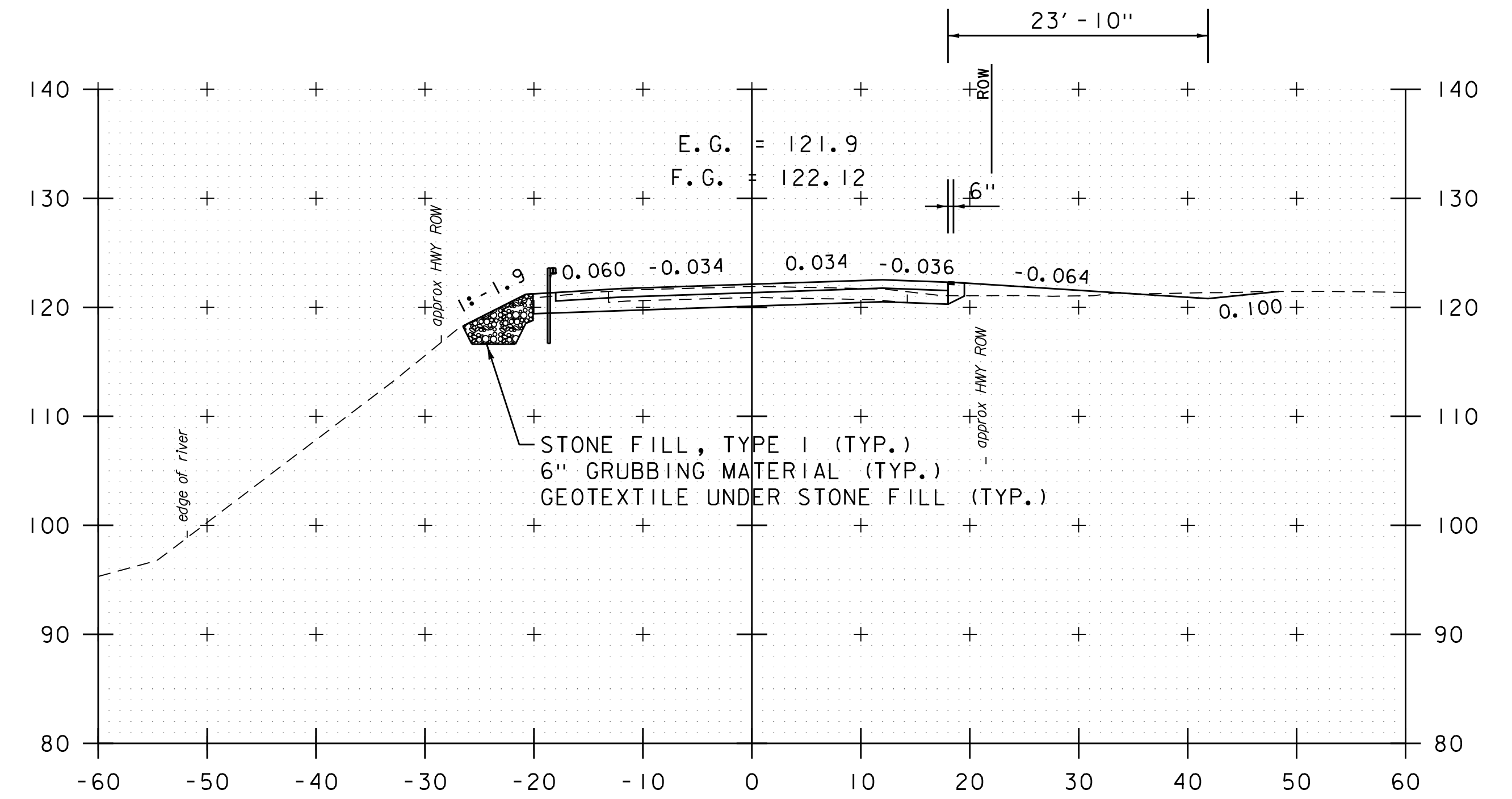
PROJECT NAME:	SWANTON	FILE NAME:	z96b032xs_25000_33800.dgn	PLOT DATE:	9/13/2023
PROJECT NUMBER:	NH 036-1(9)	PROJECT LEADER:	G.BAKOS	DRAWN BY:	C.CILLEY
		DESIGNED BY:	M.BOGUE	CHECKED BY:	G.BAKOS
		CROSS SECTION SHEET	102	SHEET	278 OF 307



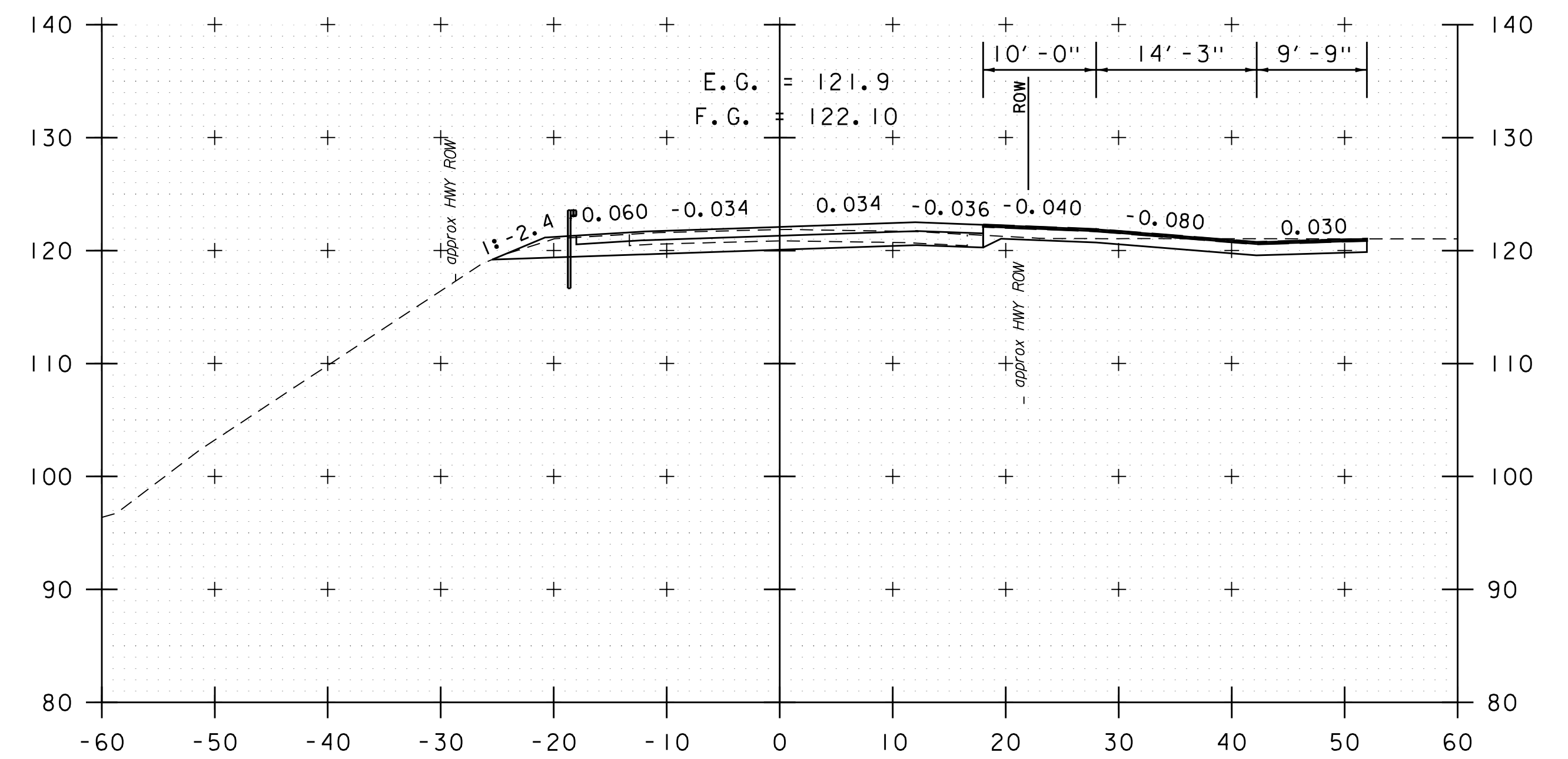
296+00 (NEW 24" CPEP)



295+50



296+50

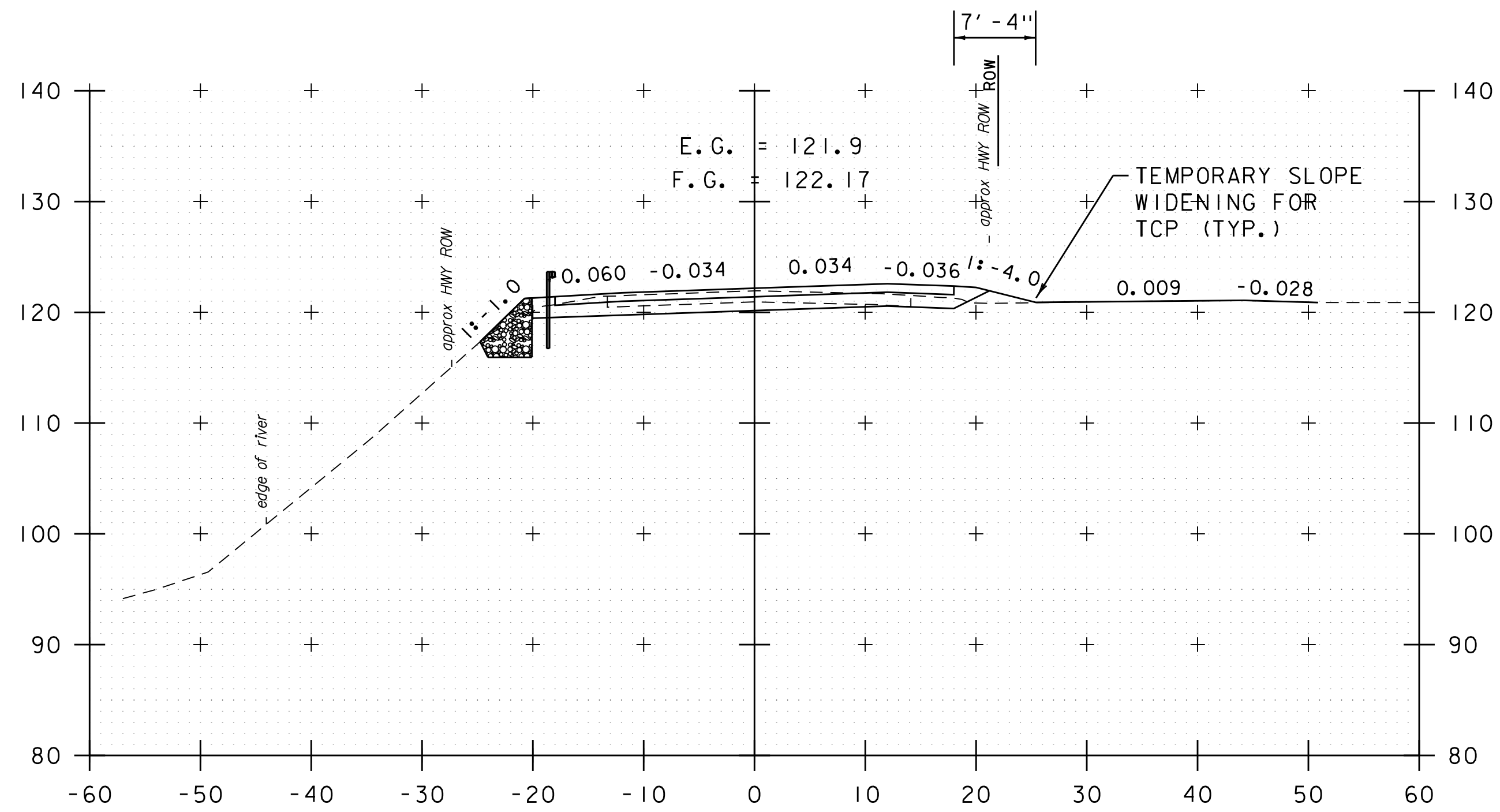


296+28 (DRIVE RT)

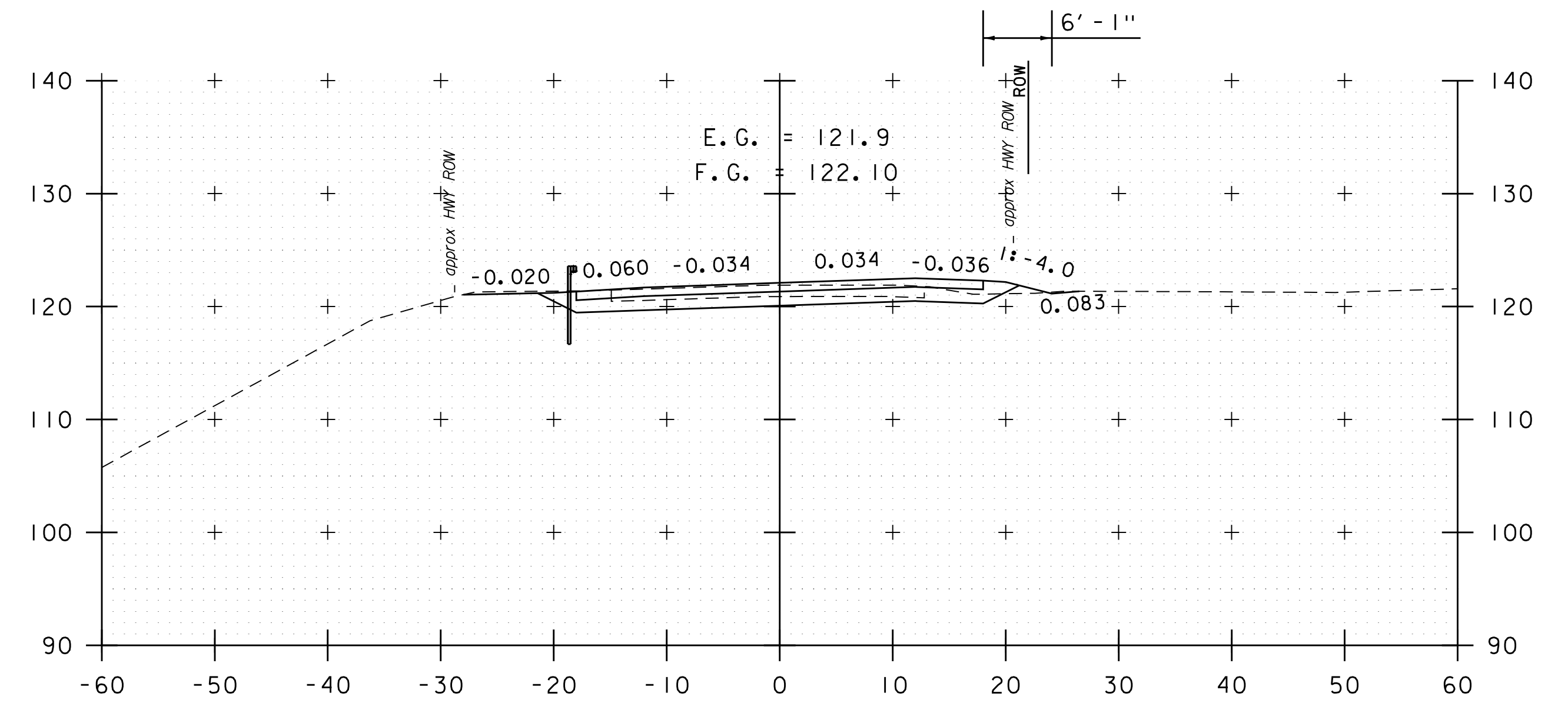
STA. 295+50 TO STA. 296+50



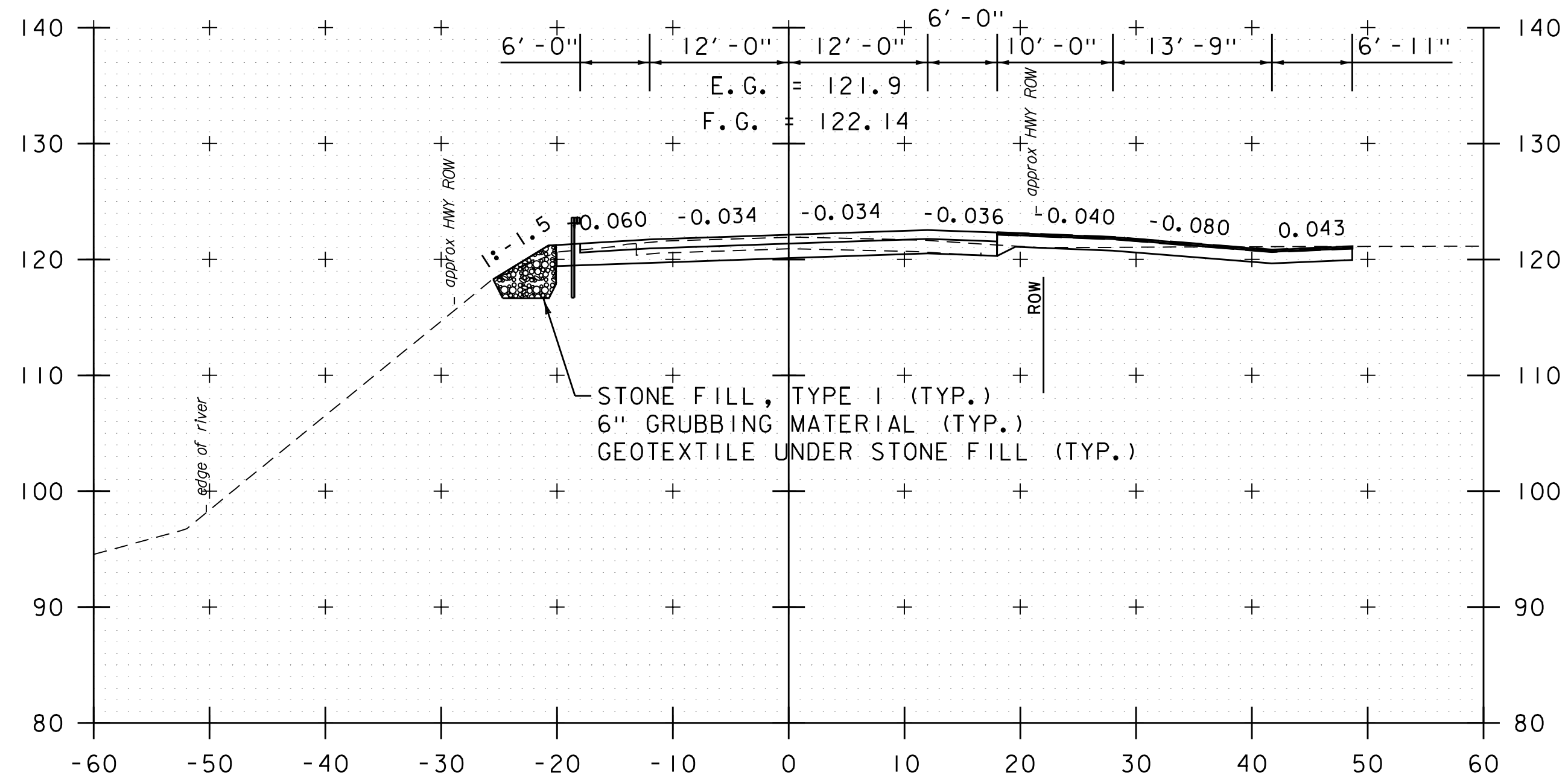
PROJECT NAME:	SWANTON	FILE NAME:	z96b032xs_25000_33800.dgn	PLOT DATE:	9/13/2023
PROJECT NUMBER:	NH 036-1(9)	PROJECT LEADER:	G.BAKOS	DRAWN BY:	C.CILLEY
		DESIGNED BY:	M.BOGUE	CHECKED BY:	G.BAKOS
		CROSS SECTION SHEET	103	SHEET	279 OF 307



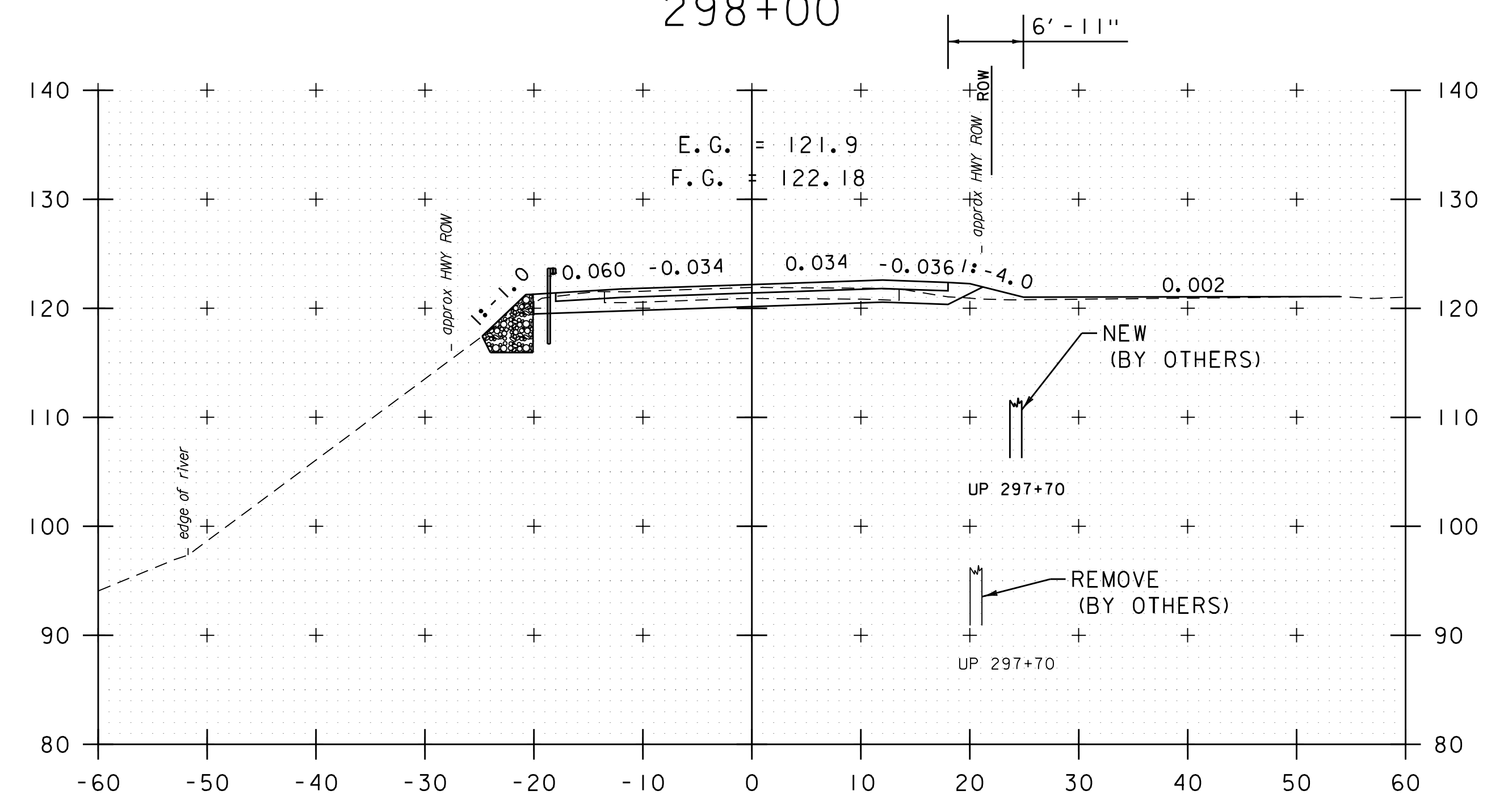
297+00



298+00



296+66 (DRIVE RT)



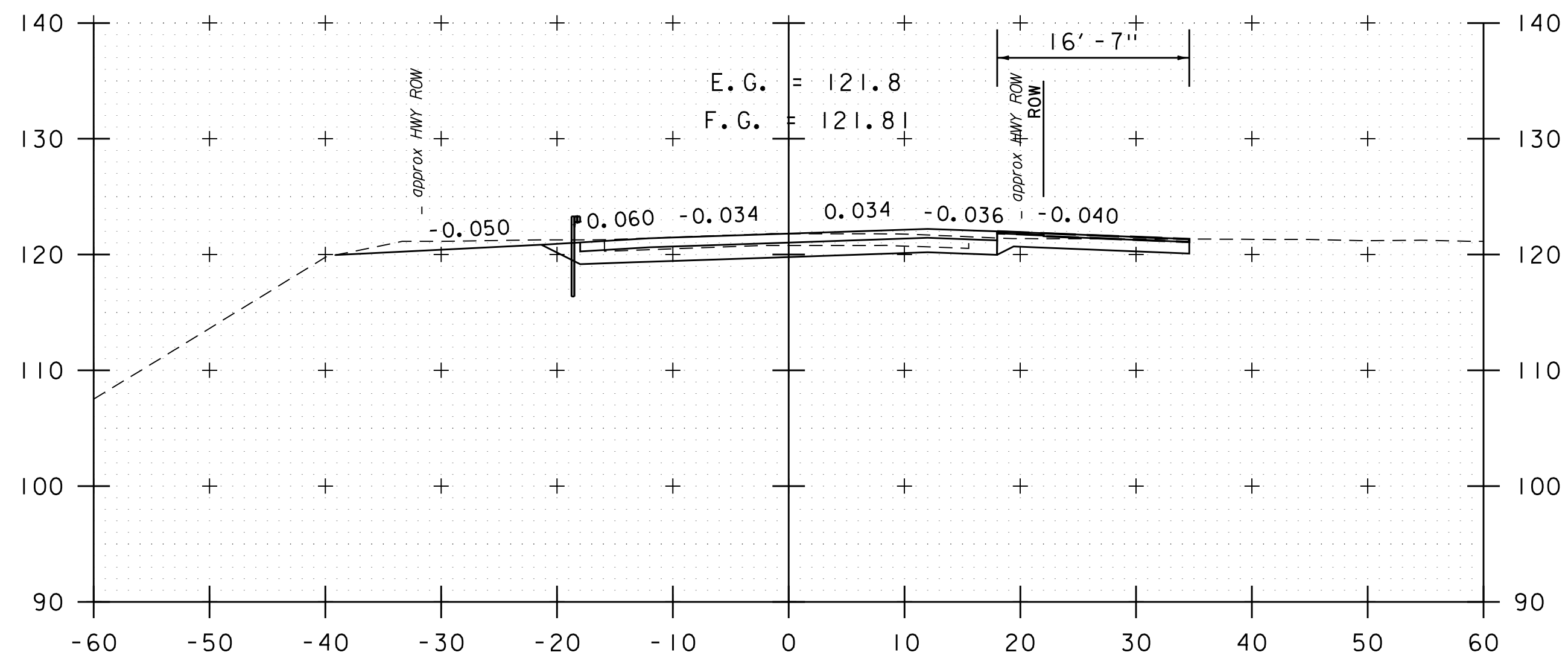
297+50

STA. 296+66 TO STA. 298+00

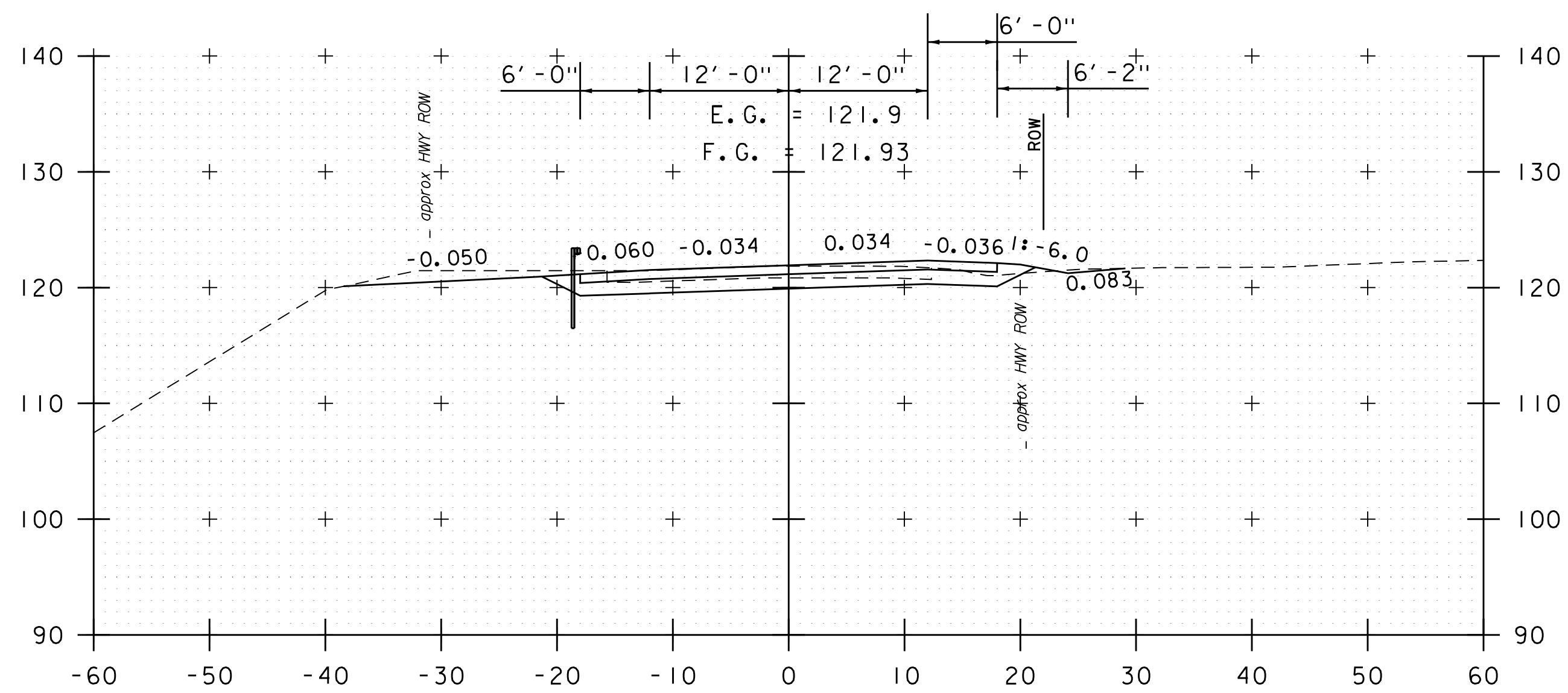


PROJECT NAME: SWANTON
 PROJECT NUMBER: NH 036-1(9)

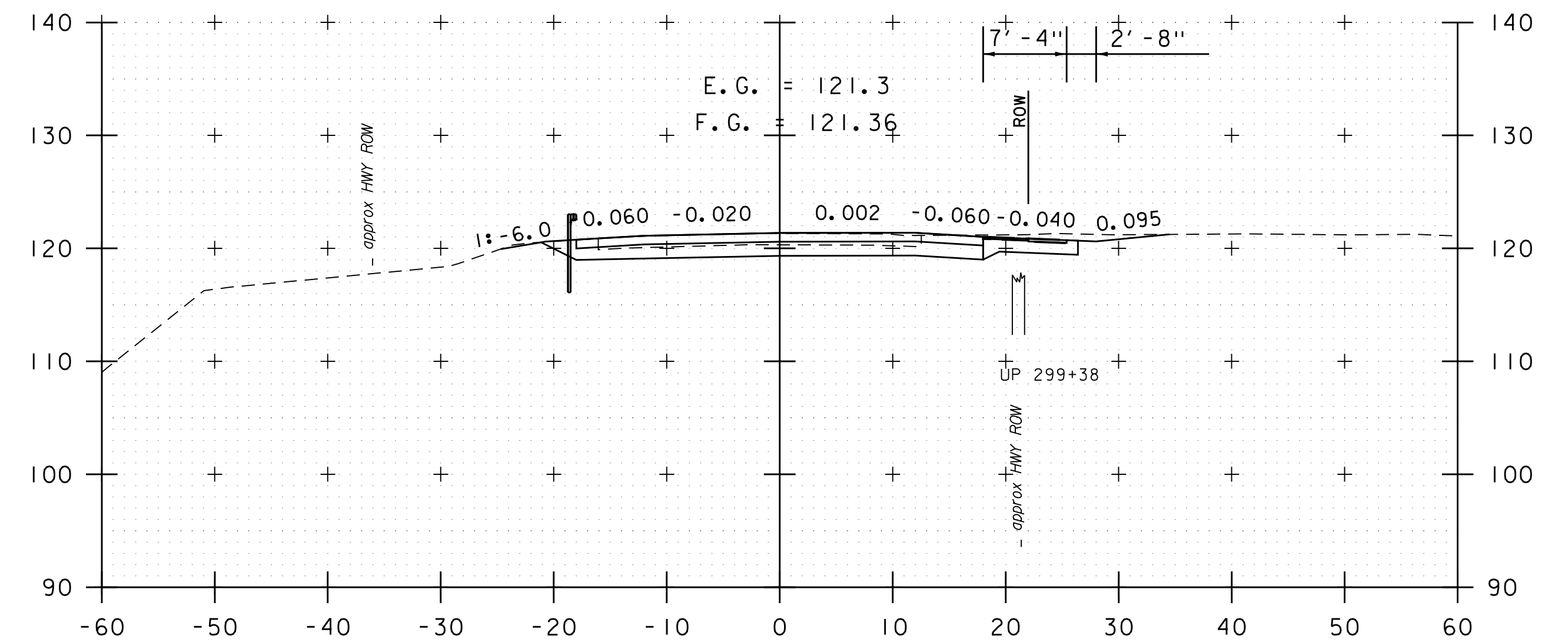
FILE NAME: z96b032xs_25000_33800.dgn PLOT DATE: 9/13/2023
 PROJECT LEADER: G.BAKOS DRAWN BY: C.CILLEY
 DESIGNED BY: M.BOGUE CHECKED BY: G.BAKOS
 CROSS SECTION SHEET 104 SHEET 280 OF 307



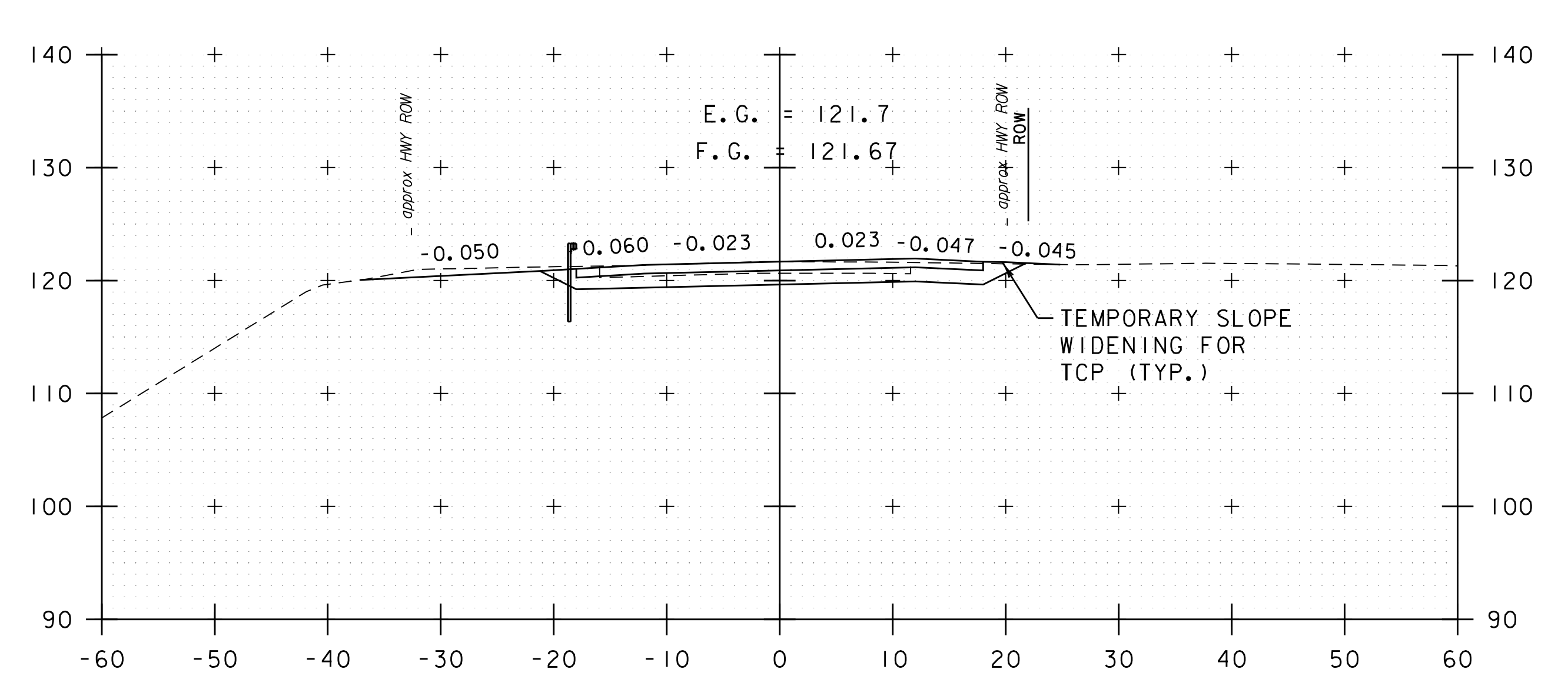
298+75 (DRIVE RT)



298+50



299+50

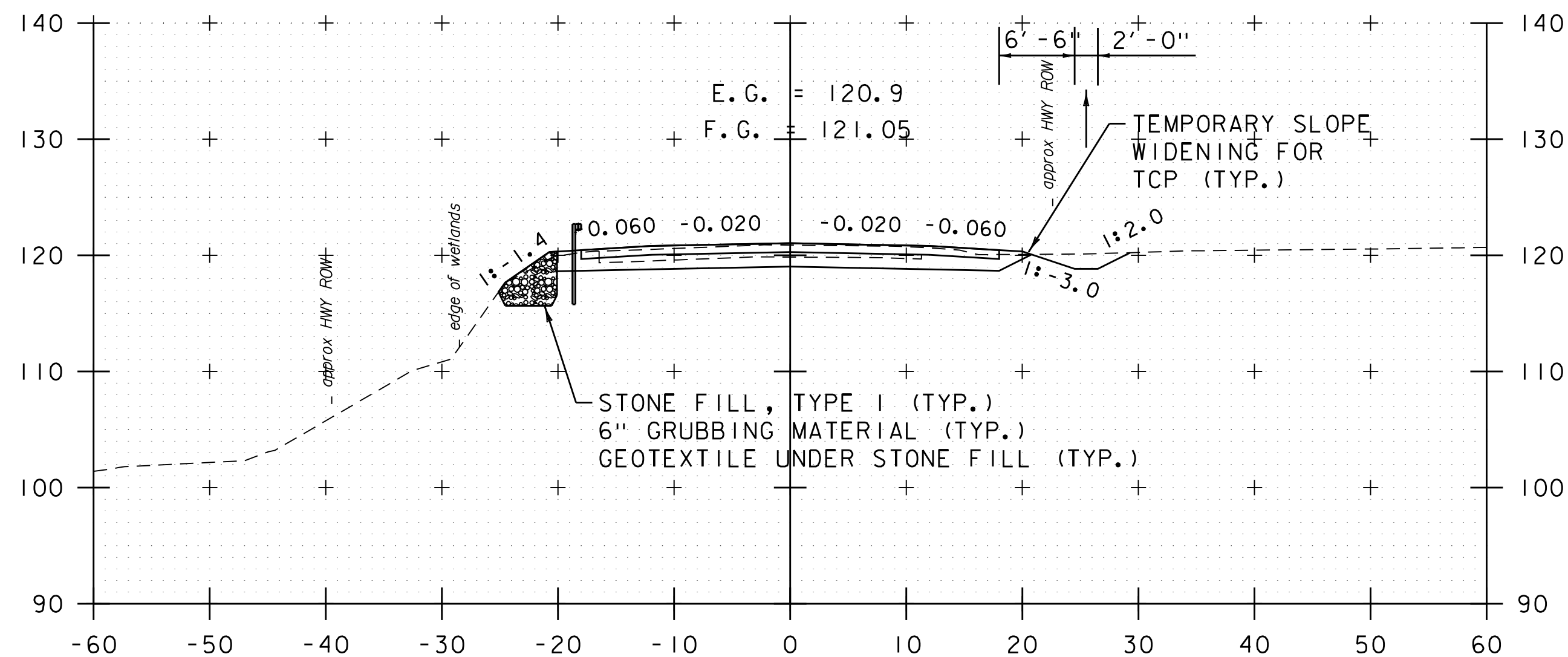


299+00

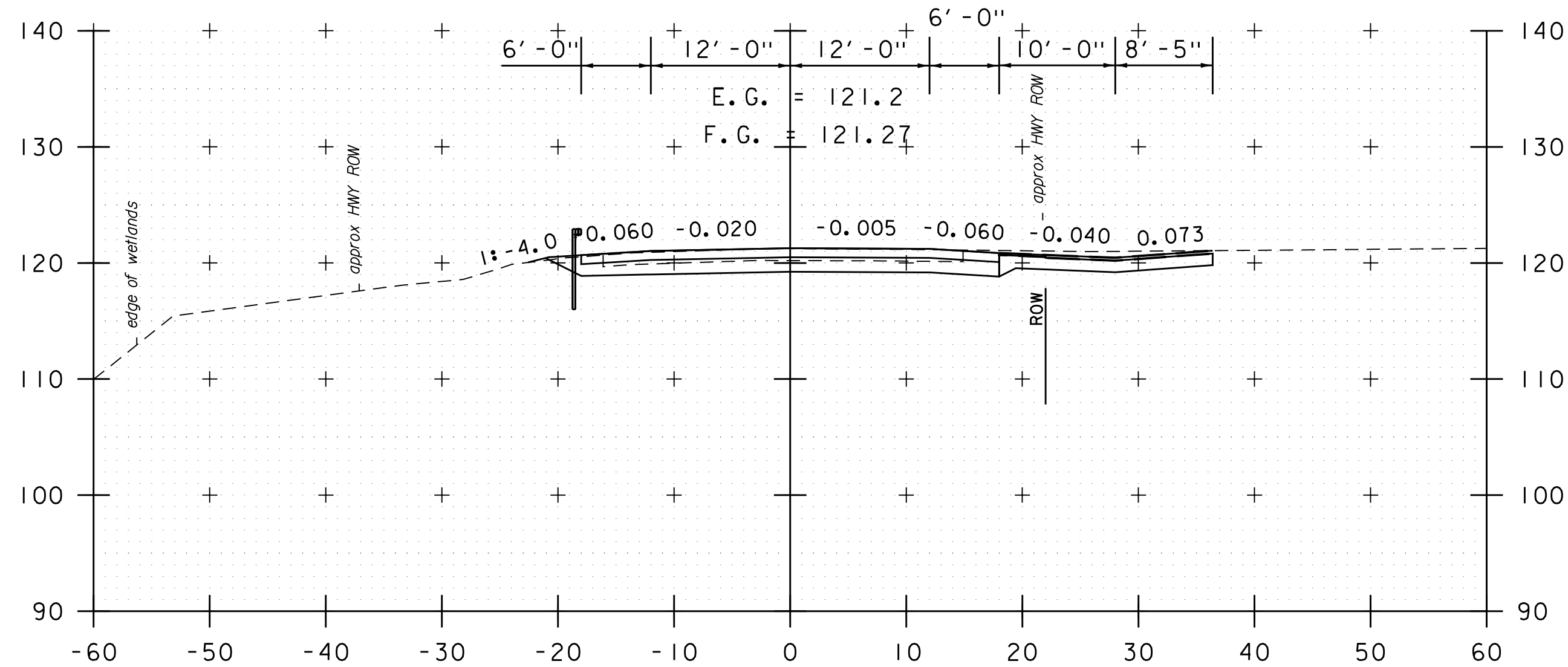
STA. 298+50 TO STA. 299+50



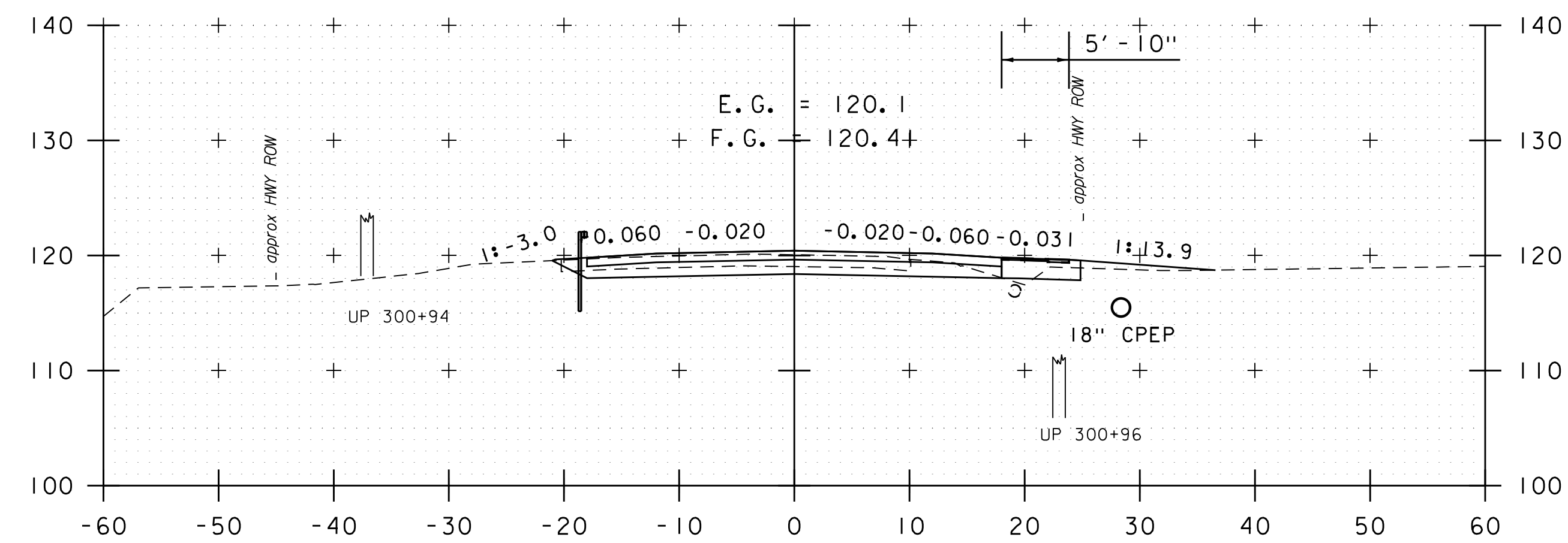
PROJECT NAME:	SWANTON	FILE NAME:	z96b032xs_25000_33800.dgn	PLOT DATE:	9/13/2023
PROJECT NUMBER:	NH 036-1(9)	PROJECT LEADER:	G.BAKOS	DRAWN BY:	C.CILLEY
		DESIGNED BY:	M.BOGUE	CHECKED BY:	G.BAKOS
		CROSS SECTION SHEET	105	SHEET	281 OF 307



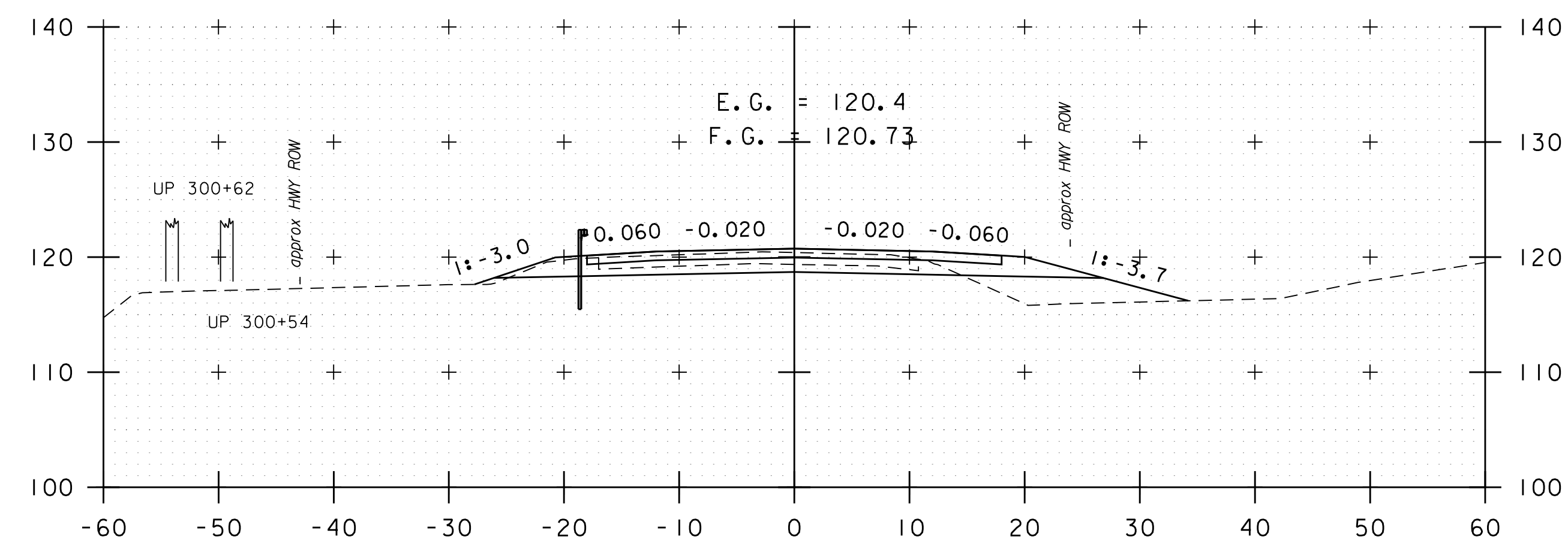
300+00



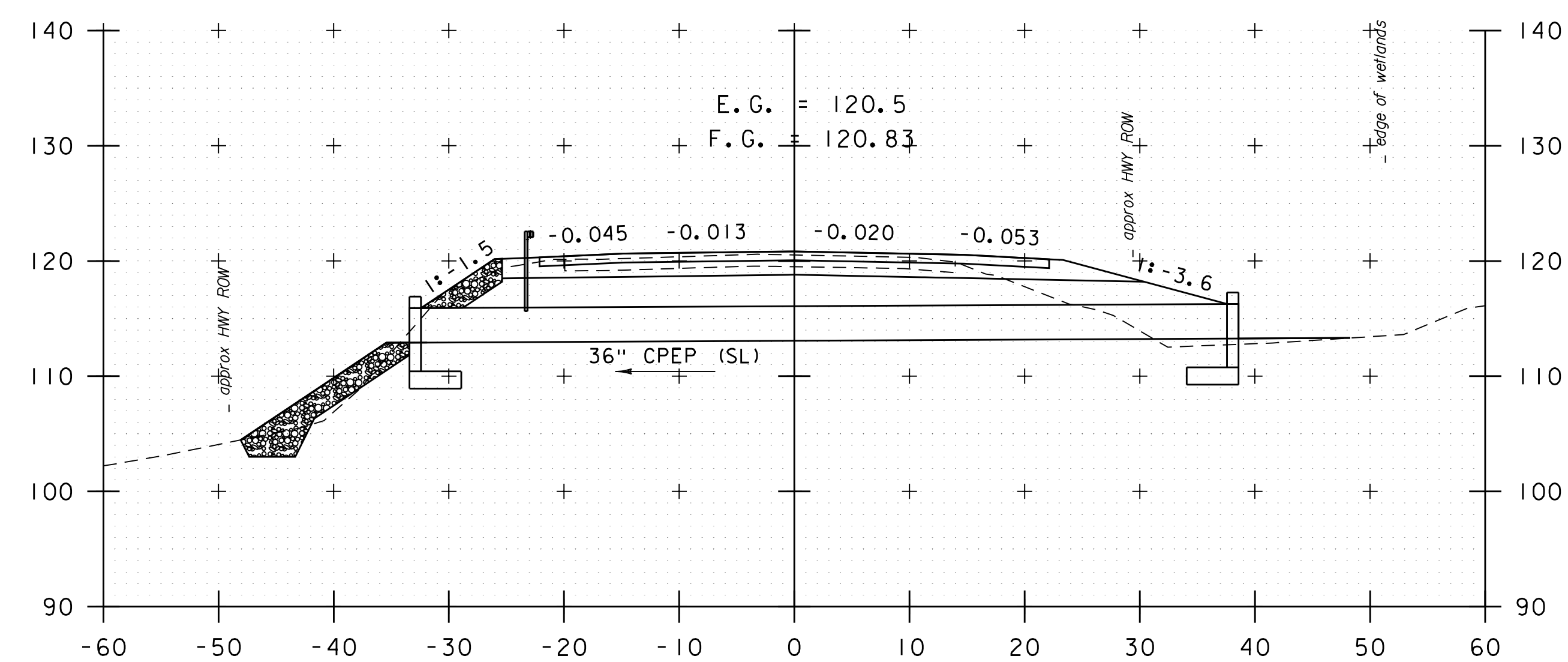
299+65 (DRIVE RT)



301+00



300+50

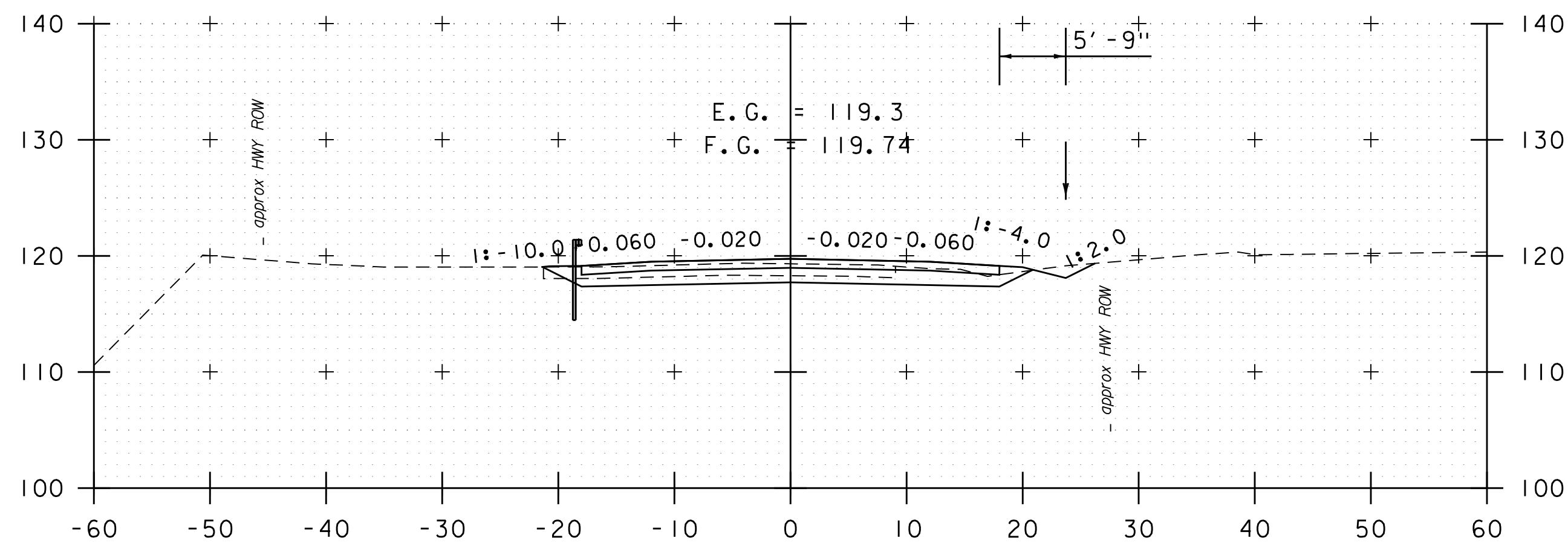


300+35 SKEWED (NEW 36" CPEP)

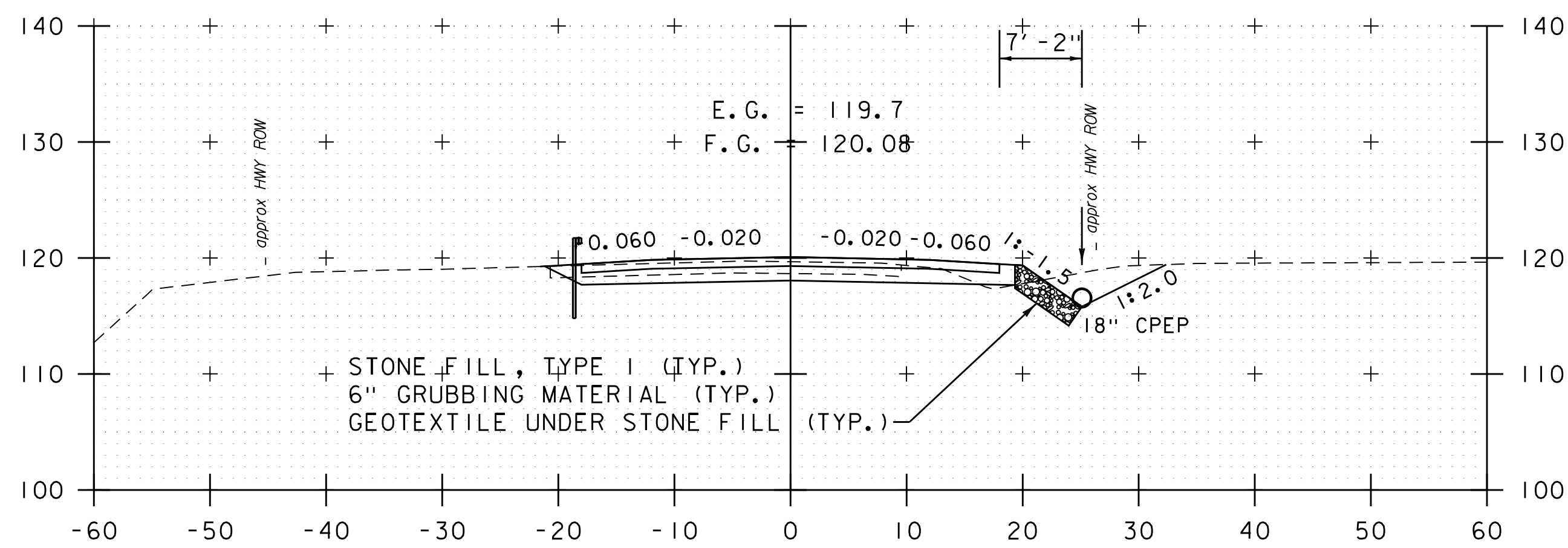
STA. 299+65 TO STA. 301+00



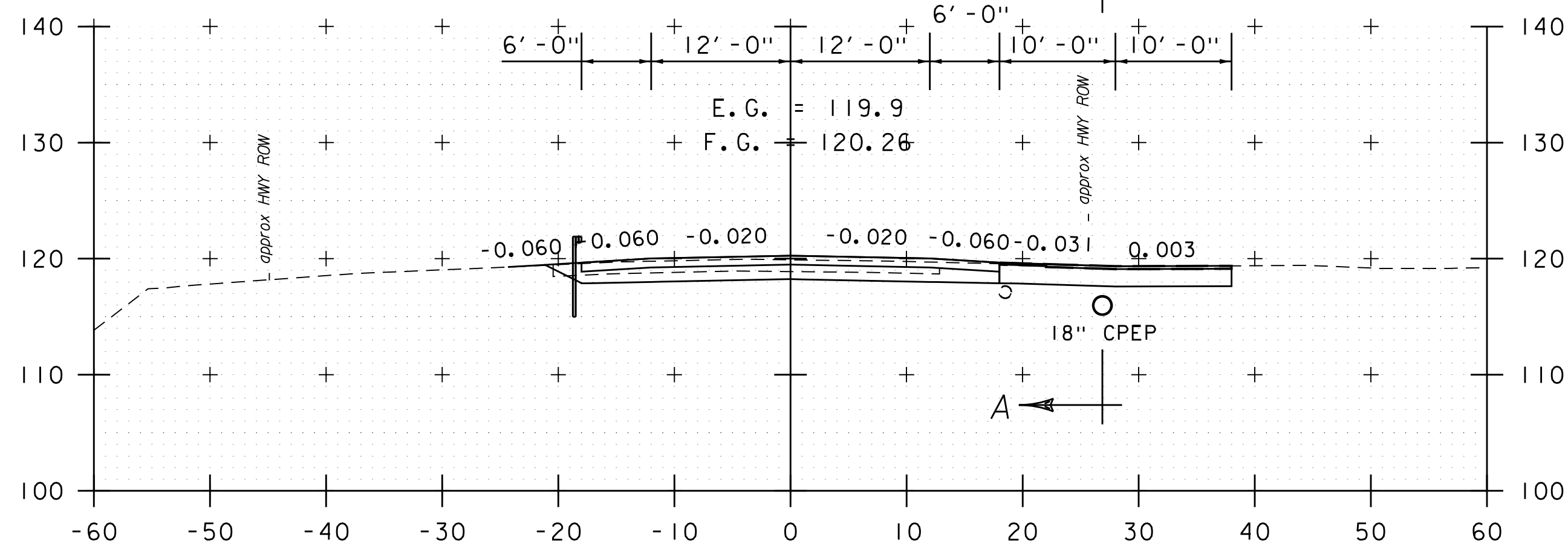
PROJECT NAME:	SWANTON
PROJECT NUMBER:	NH 036-1(9)
FILE NAME:	z96b032xs_25000_33800.dgn
PROJECT LEADER:	G.BAKOS
DESIGNED BY:	M.BOGUE
CROSS SECTION SHEET	106
PLOT DATE:	9/13/2023
DRAWN BY:	C.CILLEY
CHECKED BY:	G.BAKOS
SHEET	282 OF 307



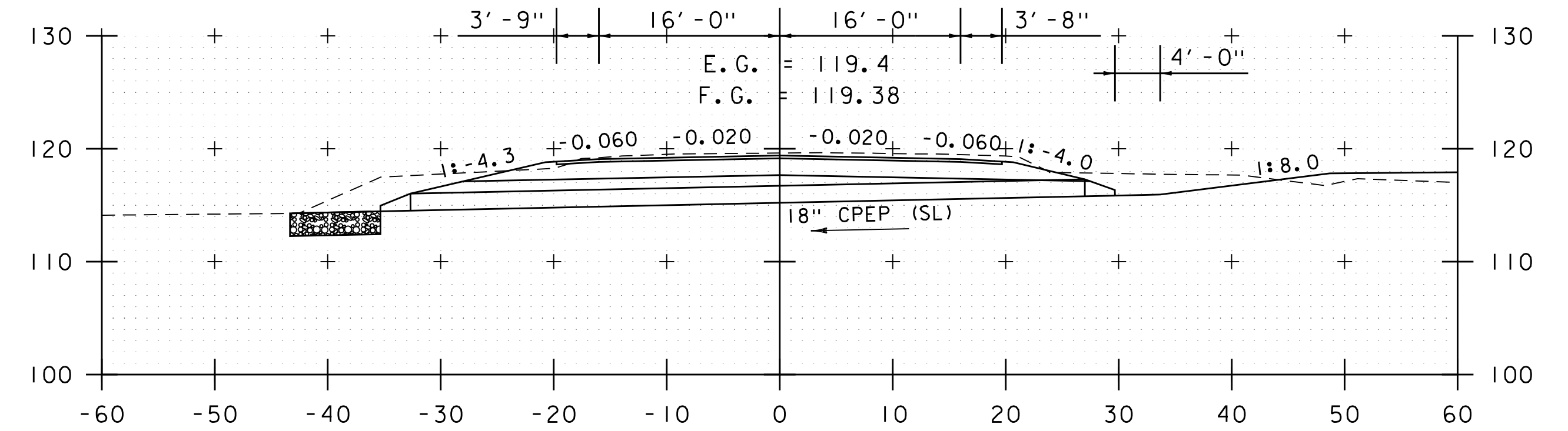
302+00



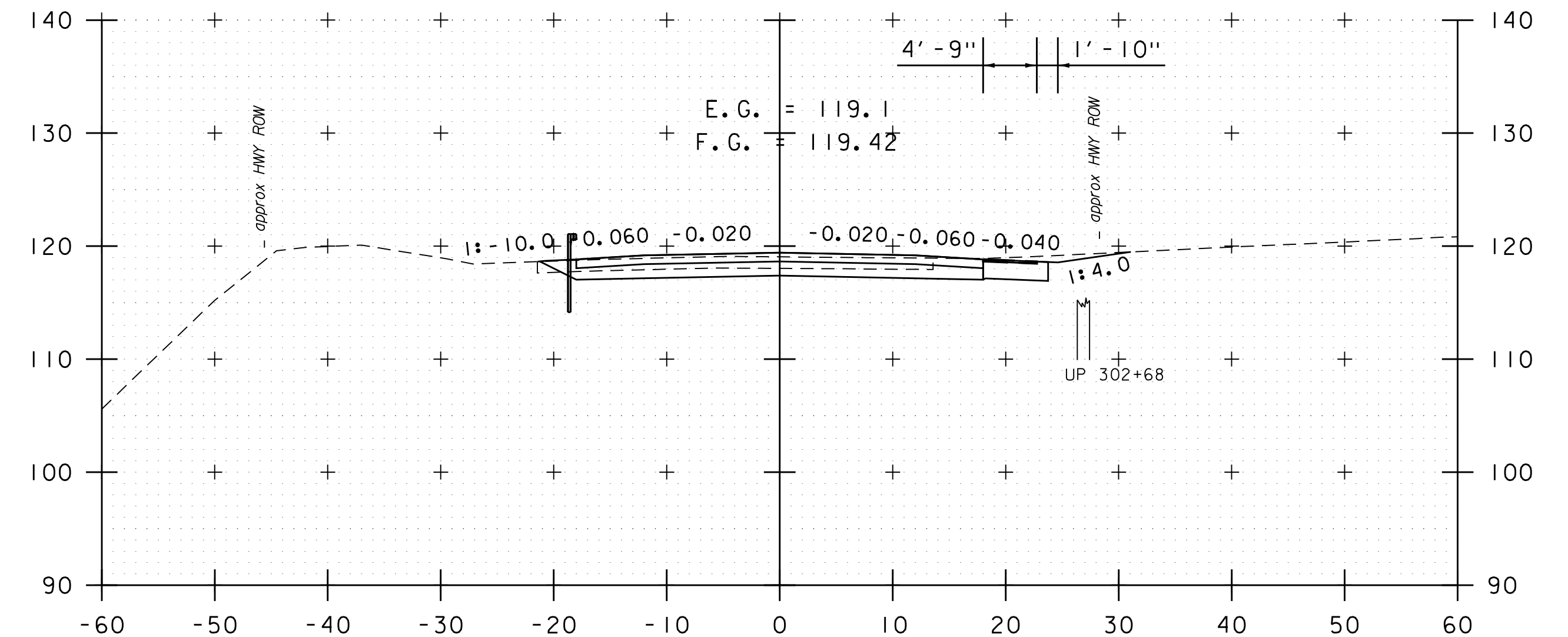
301+50



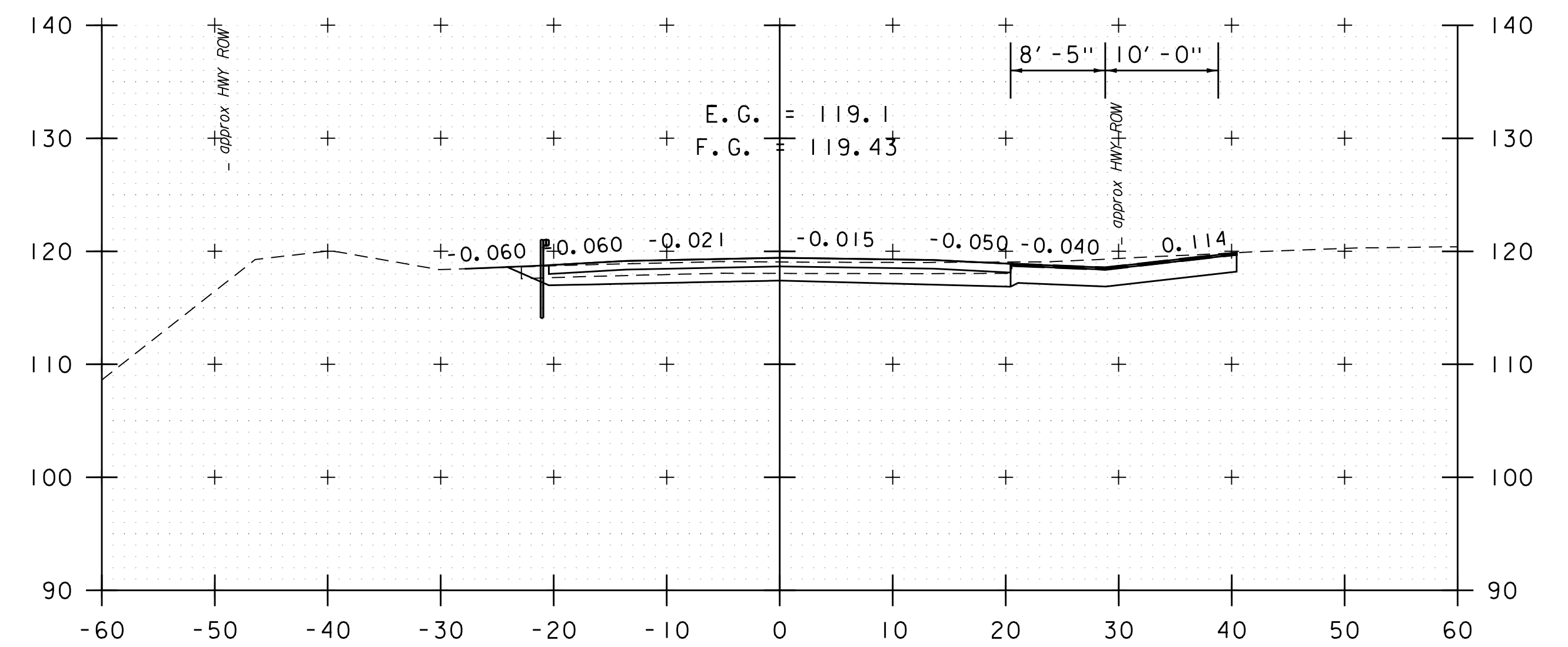
301+26 (DRIVE RT)



SECTION A-A



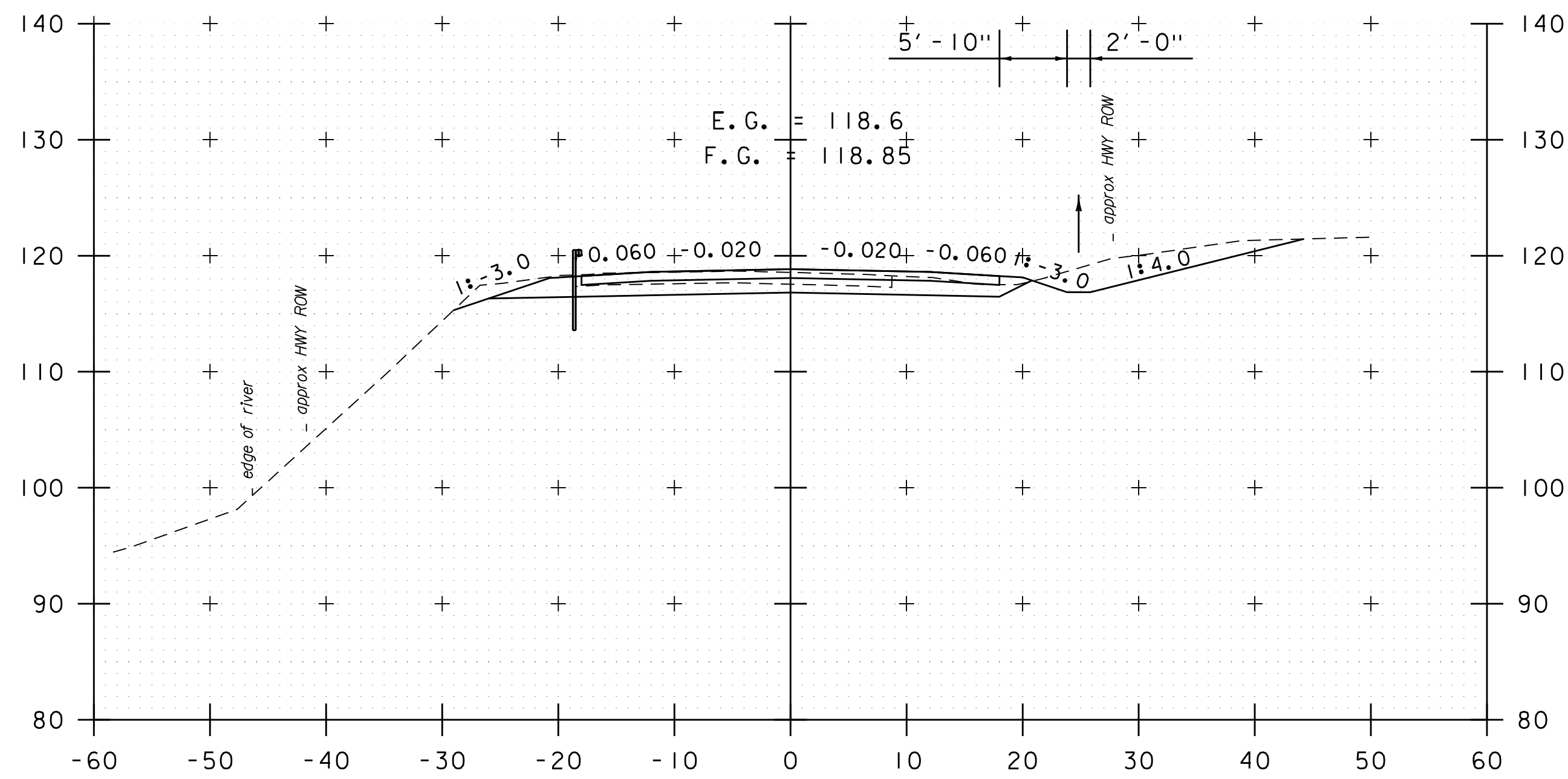
302+50



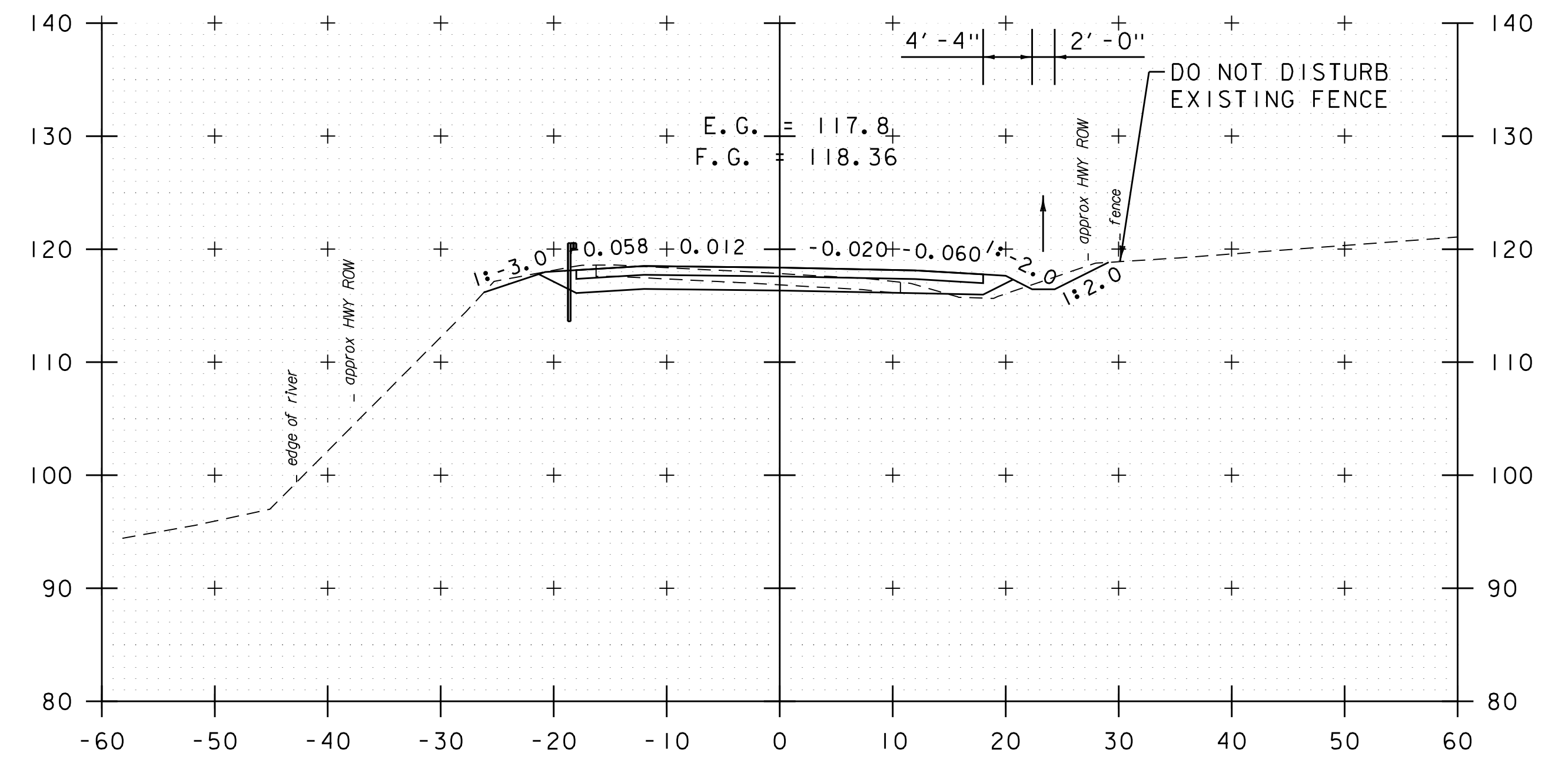
302+48 SKEWED (DRIVE RT) STA. 301+23 TO STA. 302+50



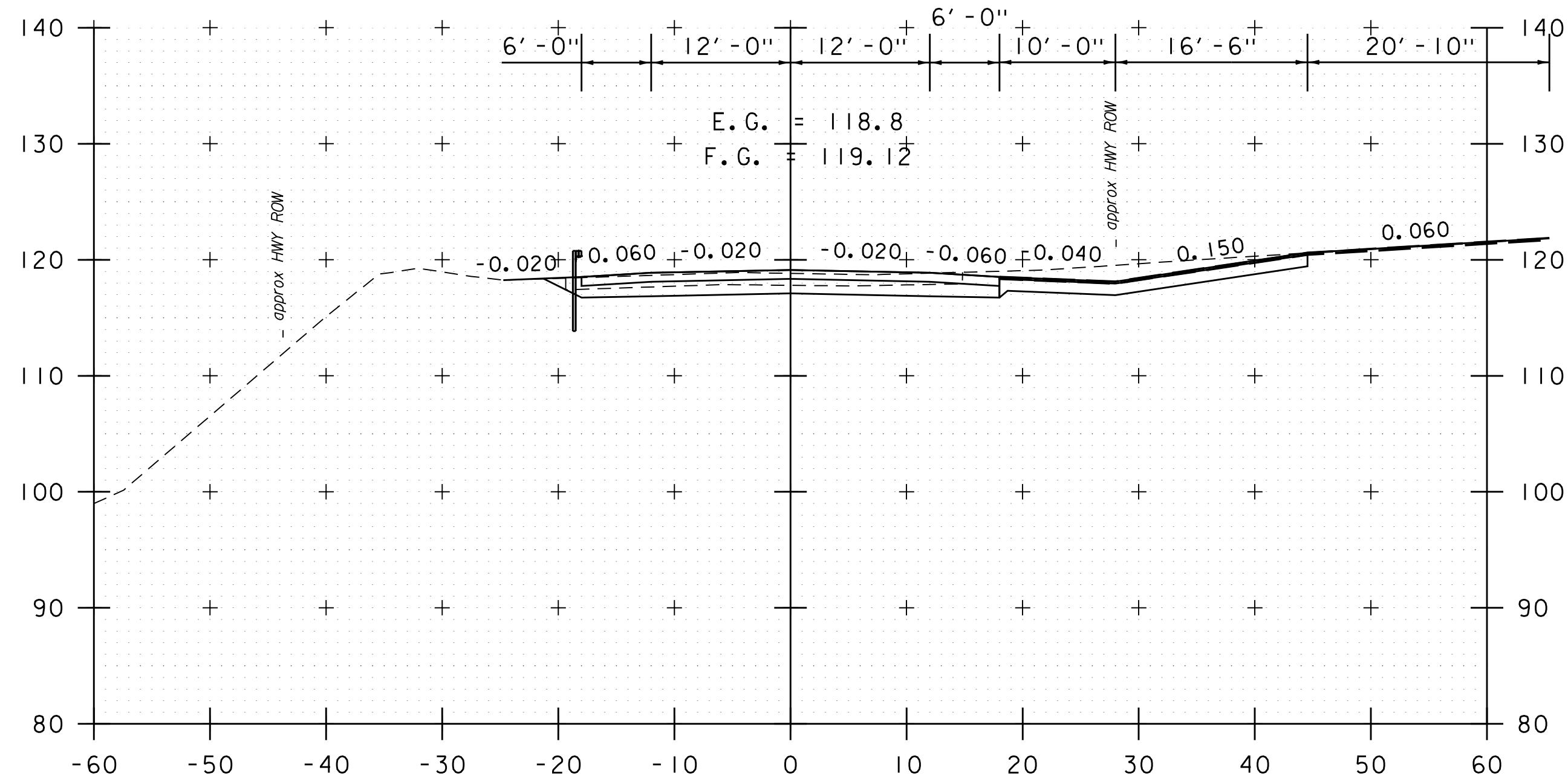
PROJECT NAME:	SWANTON
PROJECT NUMBER:	NH 036-1(9)
FILE NAME:	z96b032xs_25000_33800.dgn
PROJECT LEADER:	G.BAKOS
DESIGNED BY:	M.BOGUE
CROSS SECTION SHEET	107
PLOT DATE:	9/13/2023
DRAWN BY:	C.CILLEY
CHECKED BY:	G.BAKOS
SHEET	283 OF 307



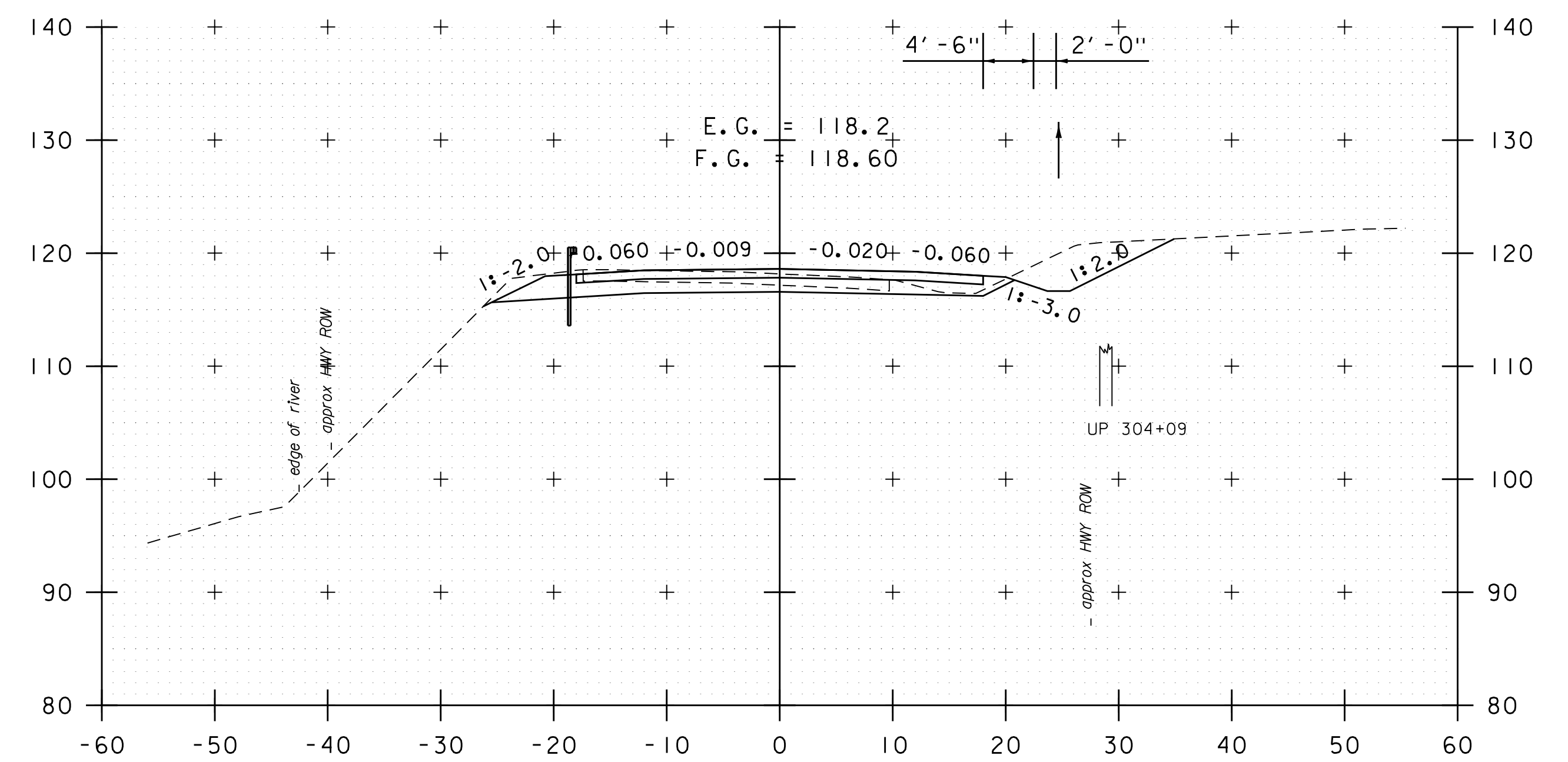
303+50



304+50



303+00 (DRIVE RT)

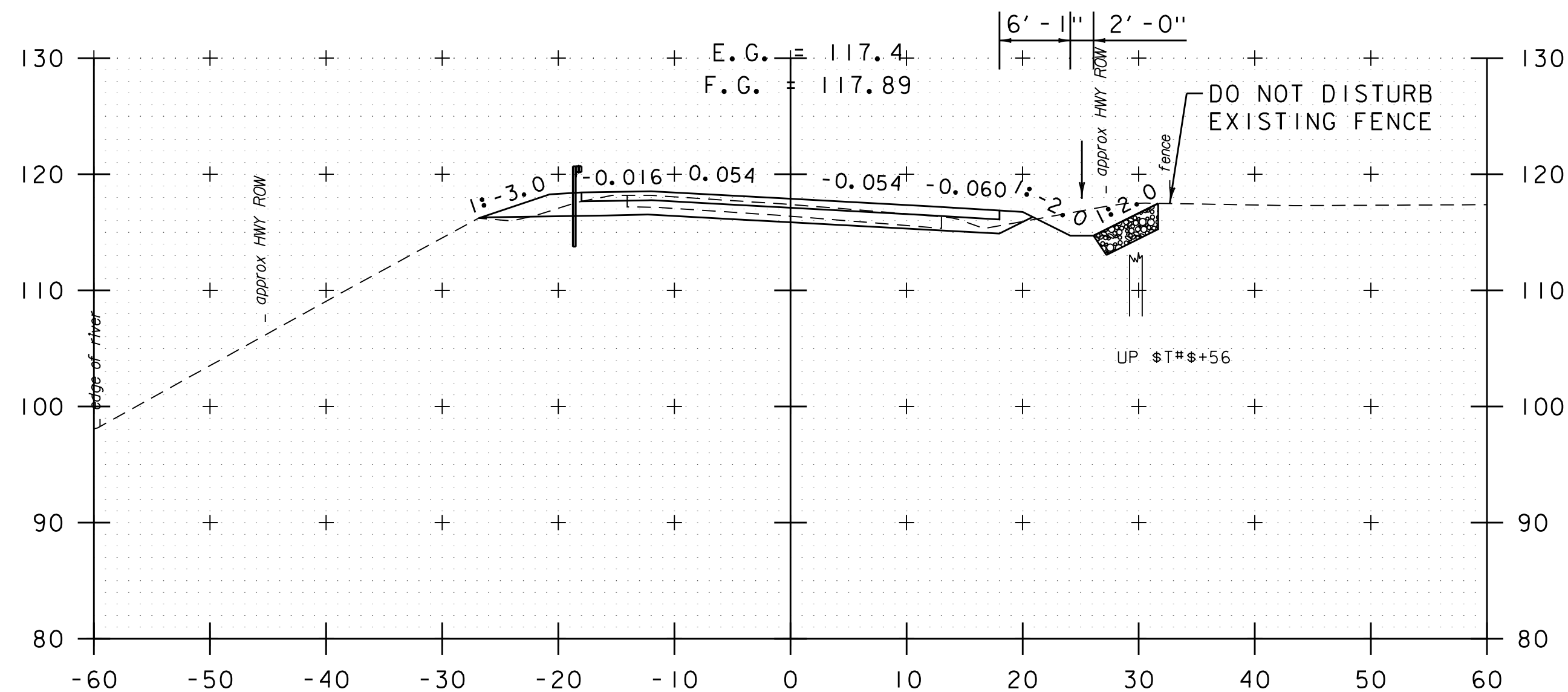


304+00

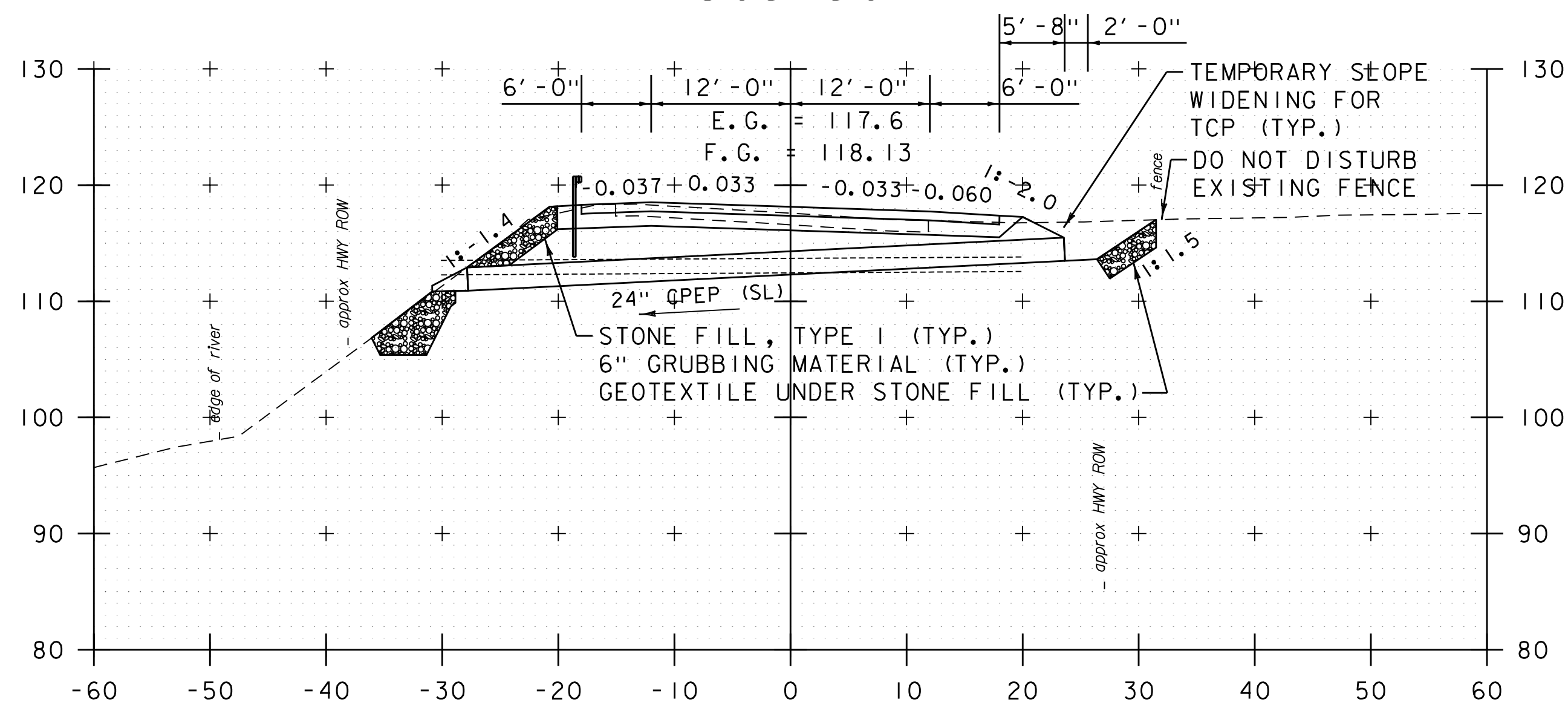
STA. 303+00 TO STA. 304+50



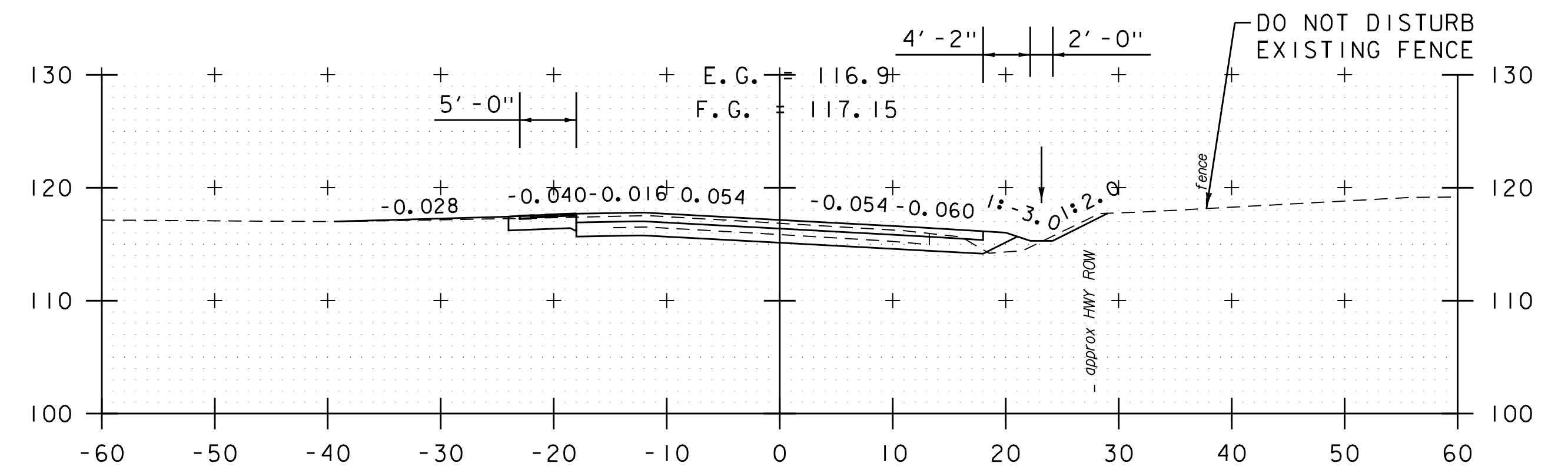
PROJECT NAME:	SWANTON	PLOT DATE:	9/13/2023
PROJECT NUMBER:	NH 036-1(9)	DRAWN BY:	C.CILLEY
FILE NAME:	z96b032xs_25000_33800.dgn	CHECKED BY:	G.BAKOS
PROJECT LEADER:	G.BAKOS	SHEET	284 OF 307
DESIGNED BY:	M.BOGUE		
CROSS SECTION SHEET 108			



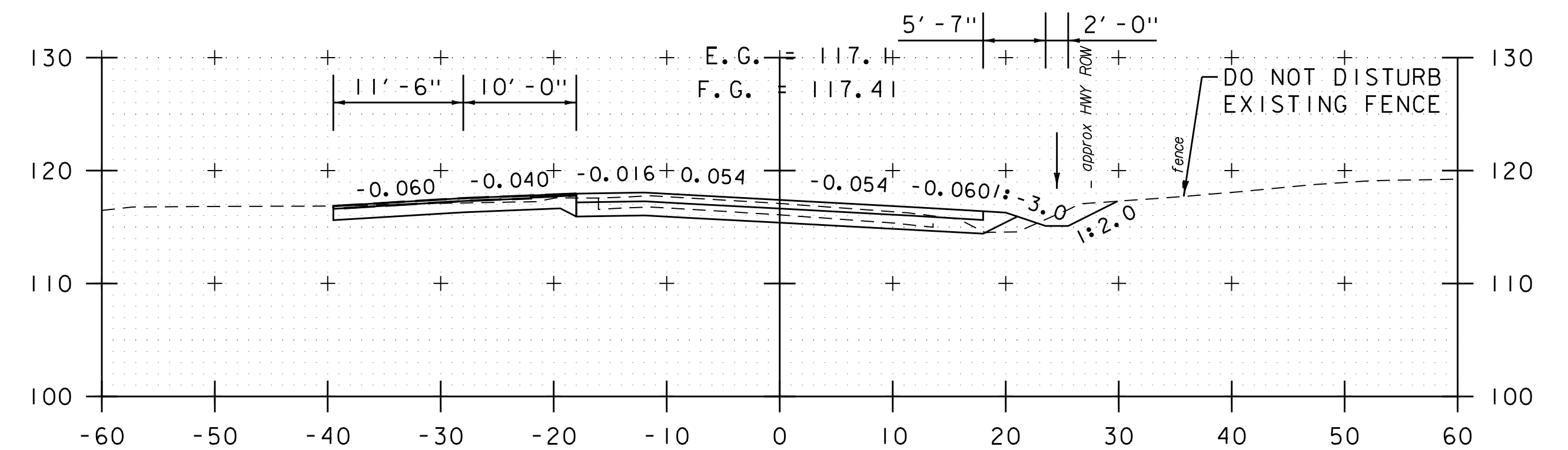
305+50



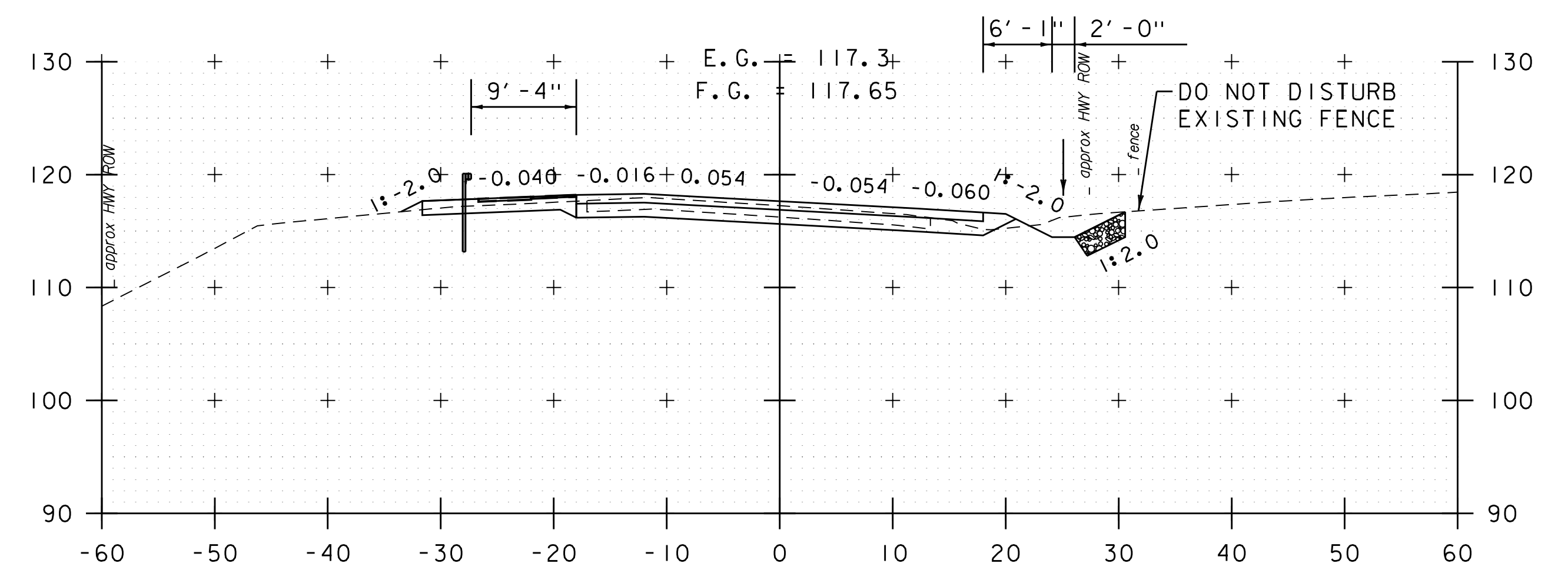
305+00 (NEW 24" CPEP)



307+00



306+50 (DRIVE LT)

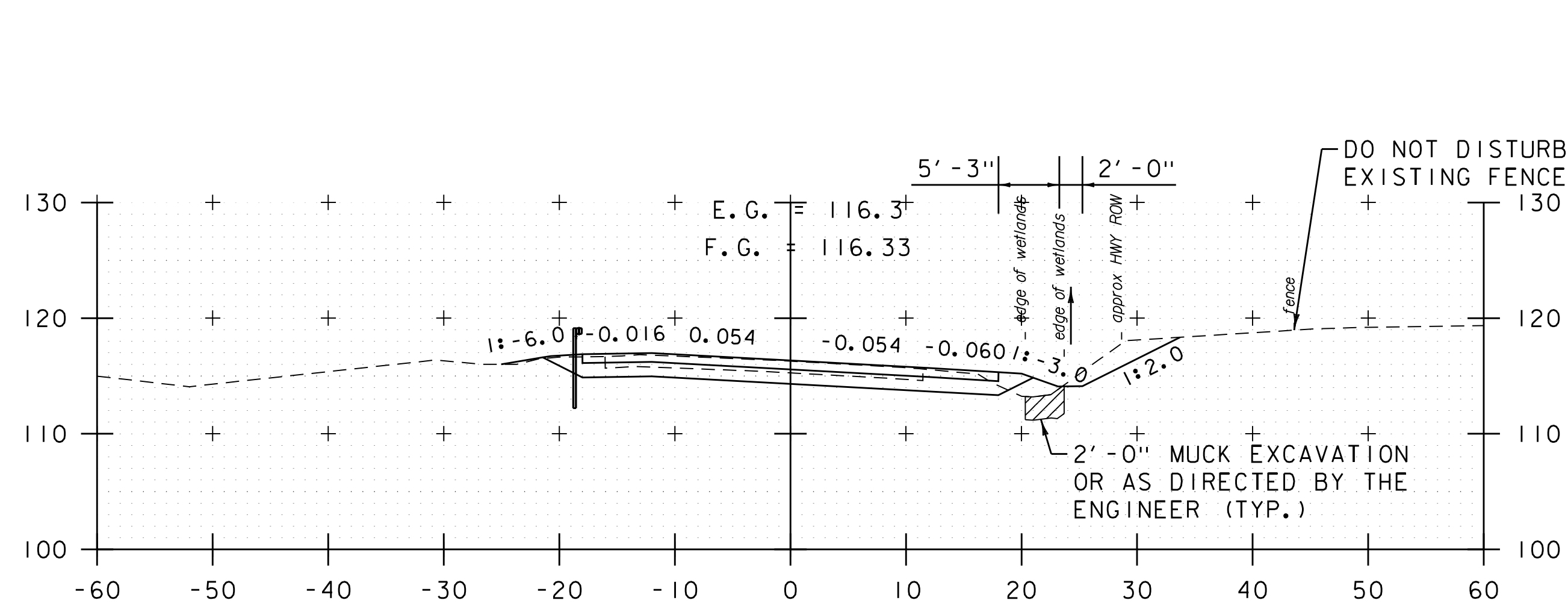


306+00

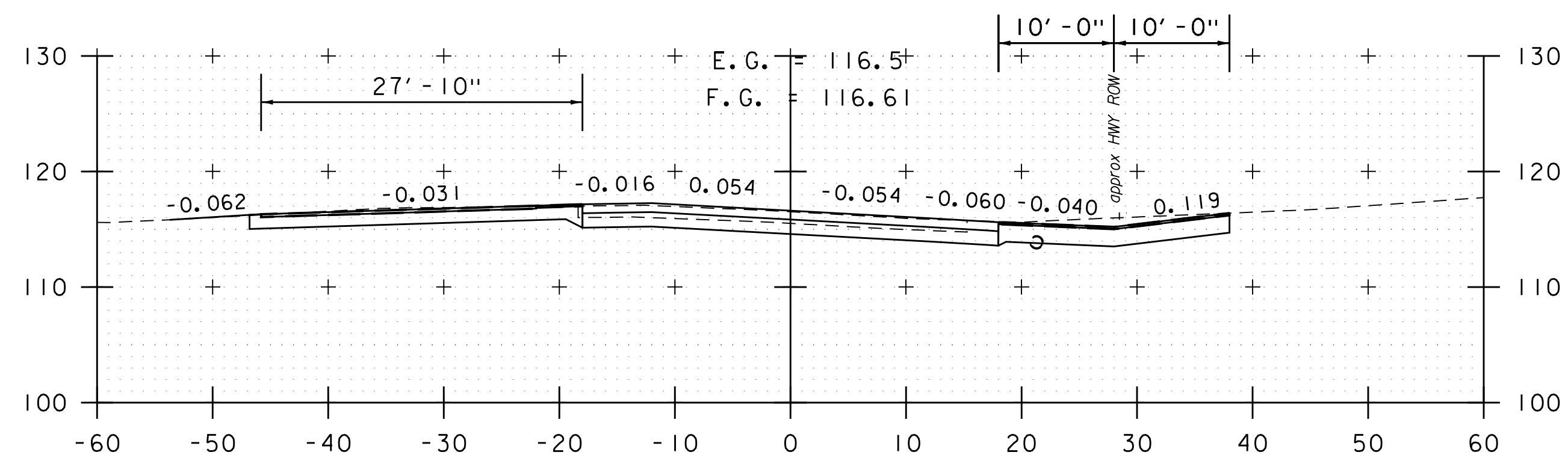
STA. ST#S+00 TO STA. ST#S+00



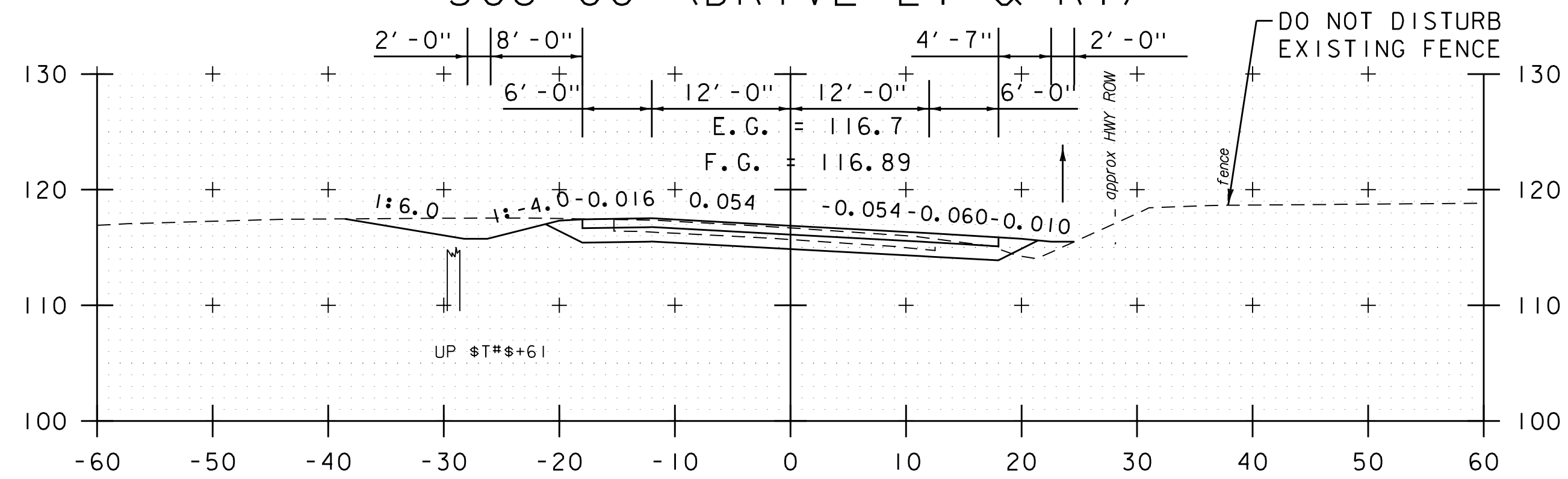
PROJECT NAME:	SWANTON
PROJECT NUMBER:	NH 036-1(9)
FILE NAME:	z96b032xs_25000_33800.dgn
PROJECT LEADER:	G.BAKOS
DESIGNED BY:	M.BOGUE
CROSS SECTION SHEET	109
PLOT DATE:	9/13/2023
DRAWN BY:	C.CILLEY
CHECKED BY:	G.BAKOS
SHEET	285 OF 307



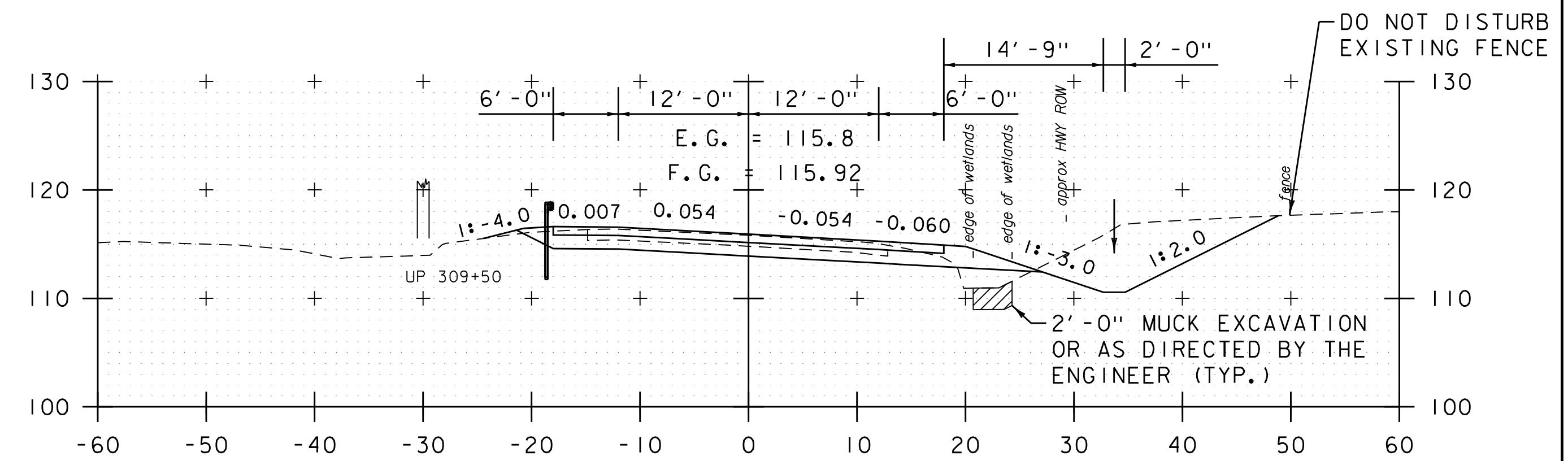
308+50



308+00 (DRIVE LT & RT)

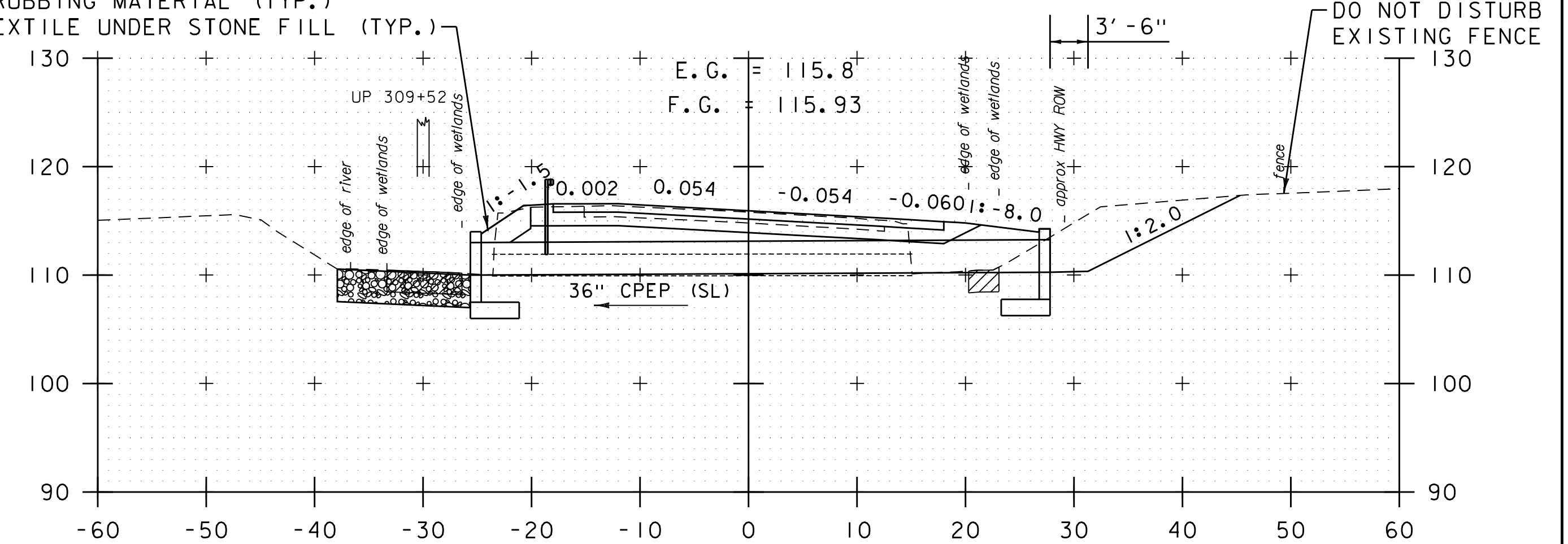


307+50

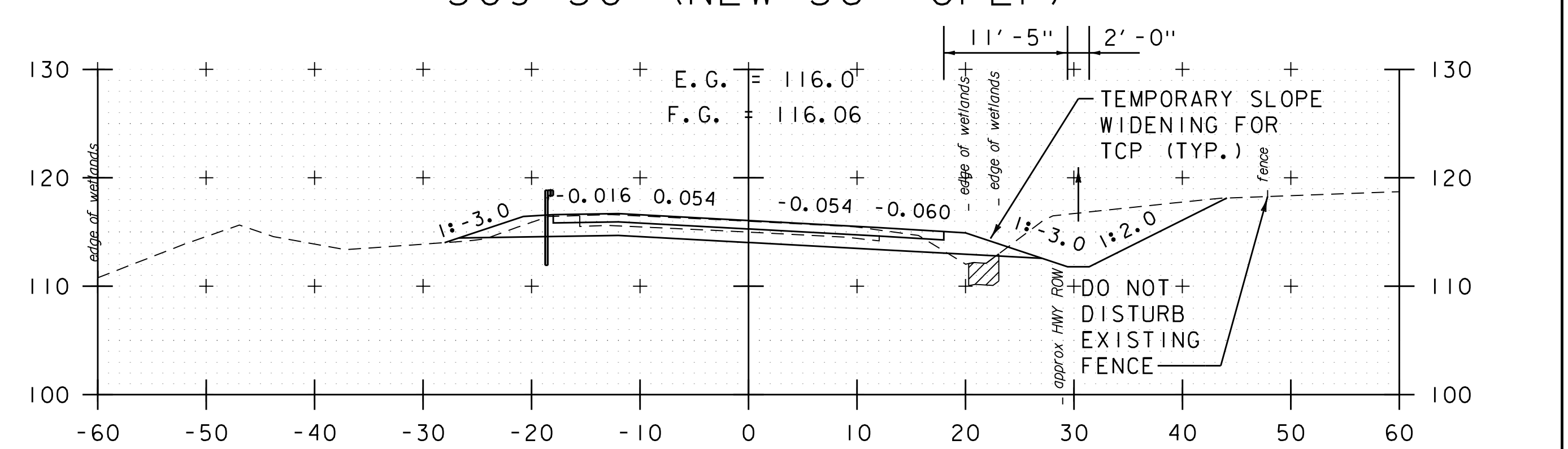


309+50

STONE FILL, TYPE I (TYP.)
6" GRUBBING MATERIAL (TYP.)
GEOTEXTILE UNDER STONE FILL (TYP.)



309+30 (NEW 36" CPEP)

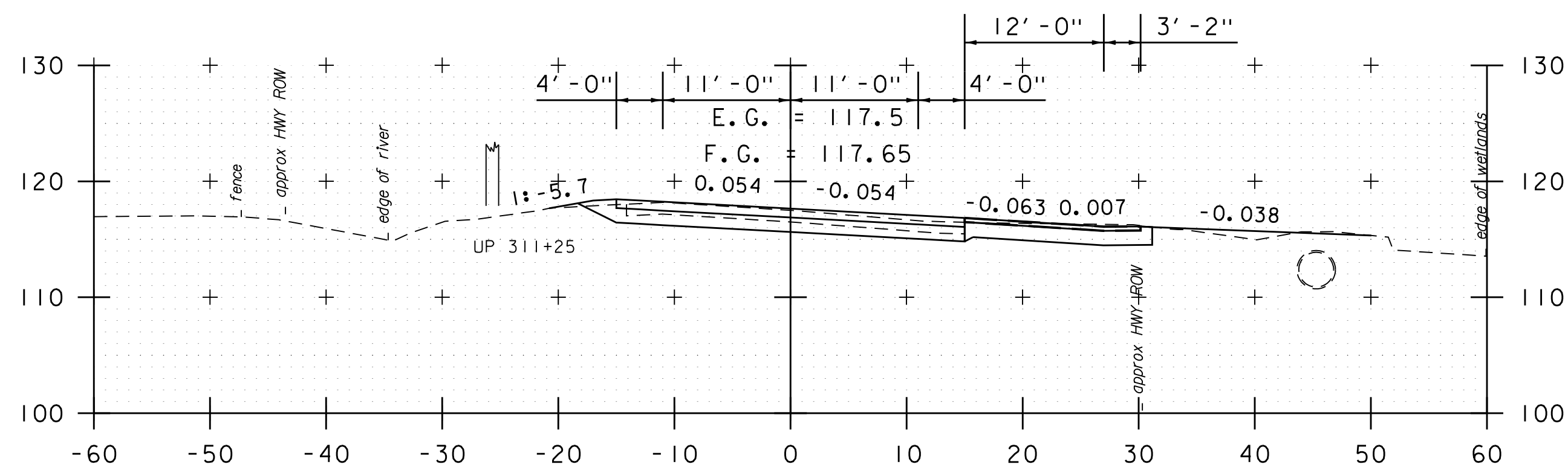


309+00

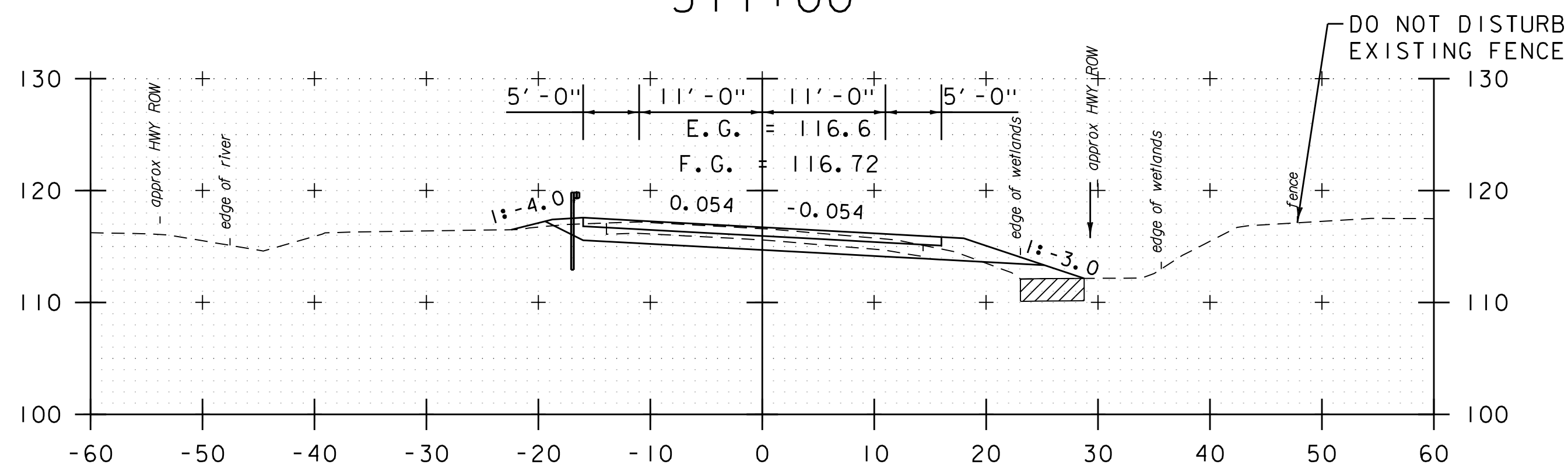
STA. 307+50 TO STA. 309+50



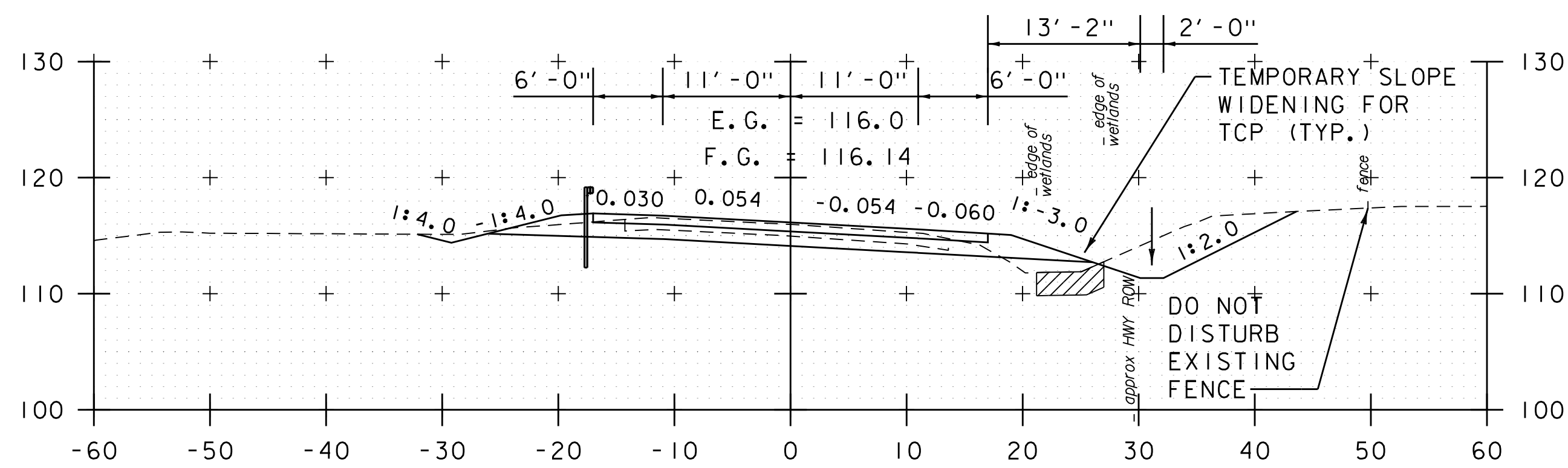
PROJECT NAME:	SWANTON	FILE NAME:	z96b032xs_25000_33800.dgn	PLOT DATE:	9/13/2023
PROJECT NUMBER:	NH 036-1(9)	PROJECT LEADER:	G.BAKOS	DRAWN BY:	C.CILLEY
		DESIGNED BY:	M.BOGUE	CHECKED BY:	G.BAKOS
		CROSS SECTION SHEET #	110	SHEET	286 OF 307



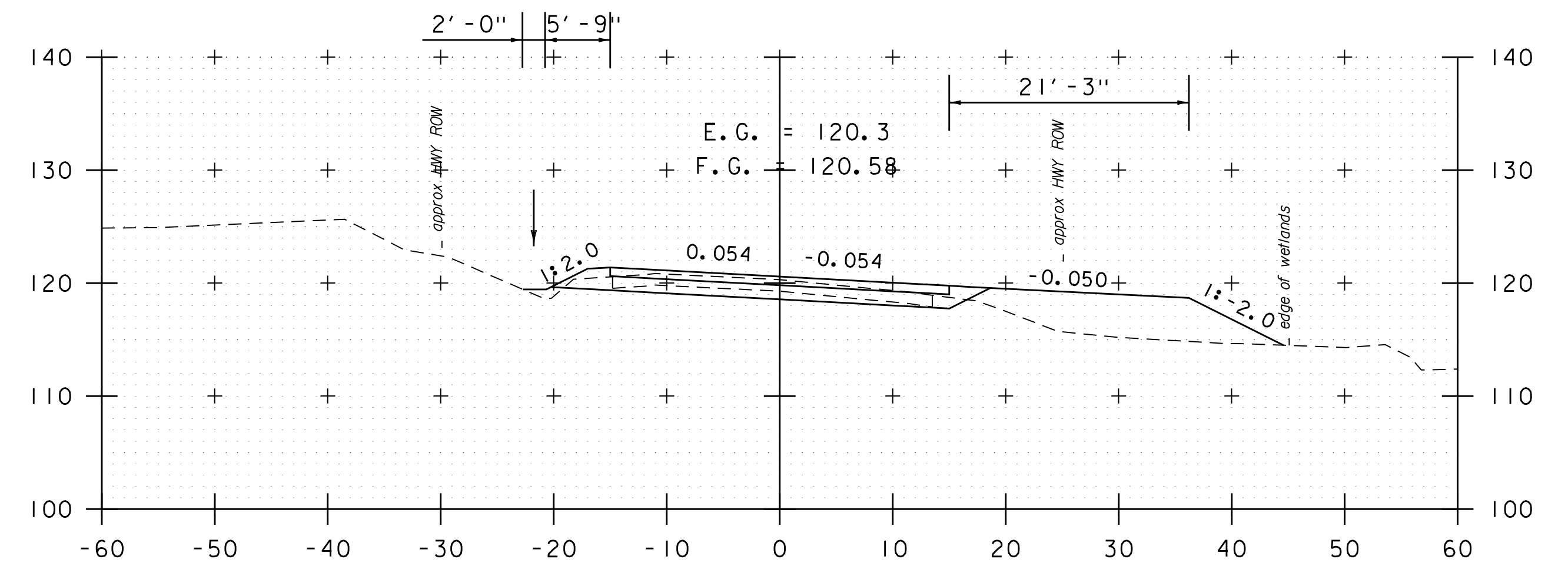
311+00



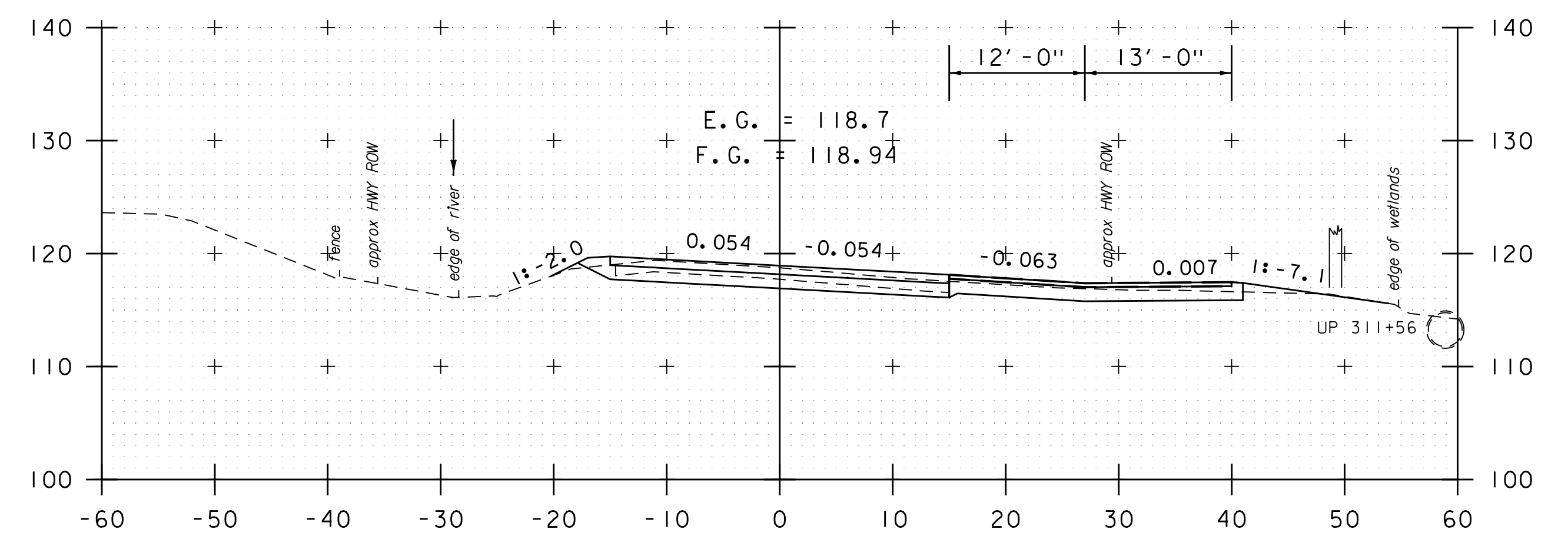
310+50



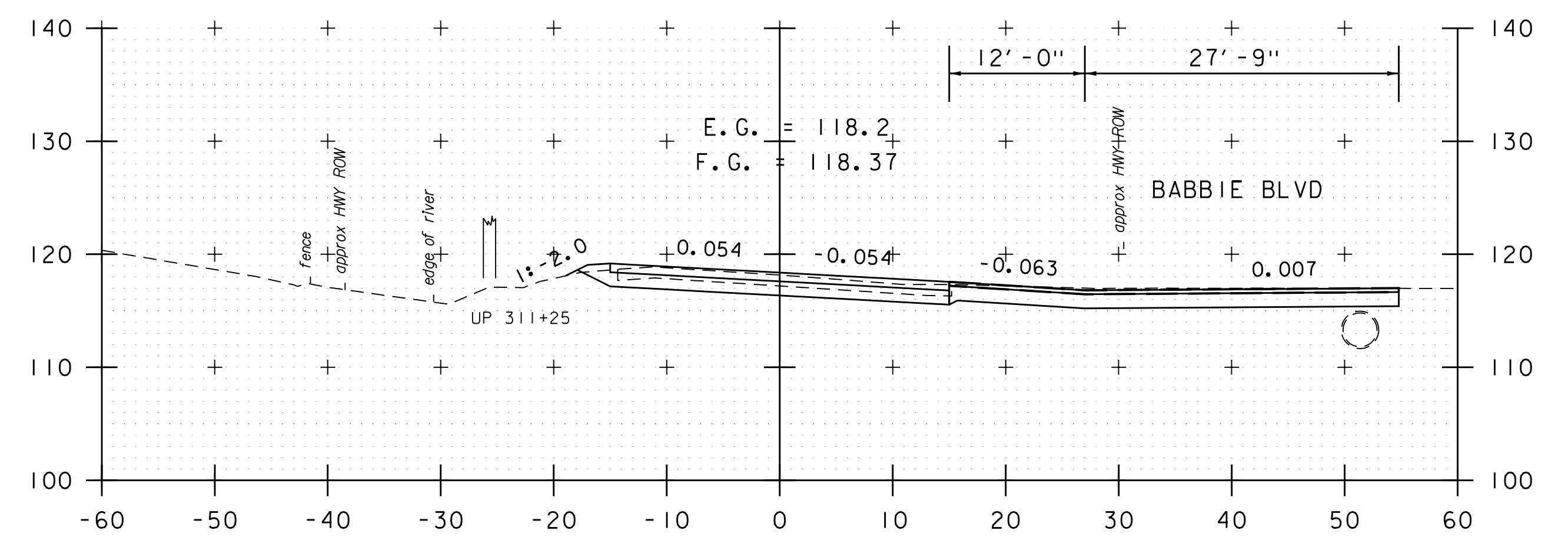
310+00



312+00



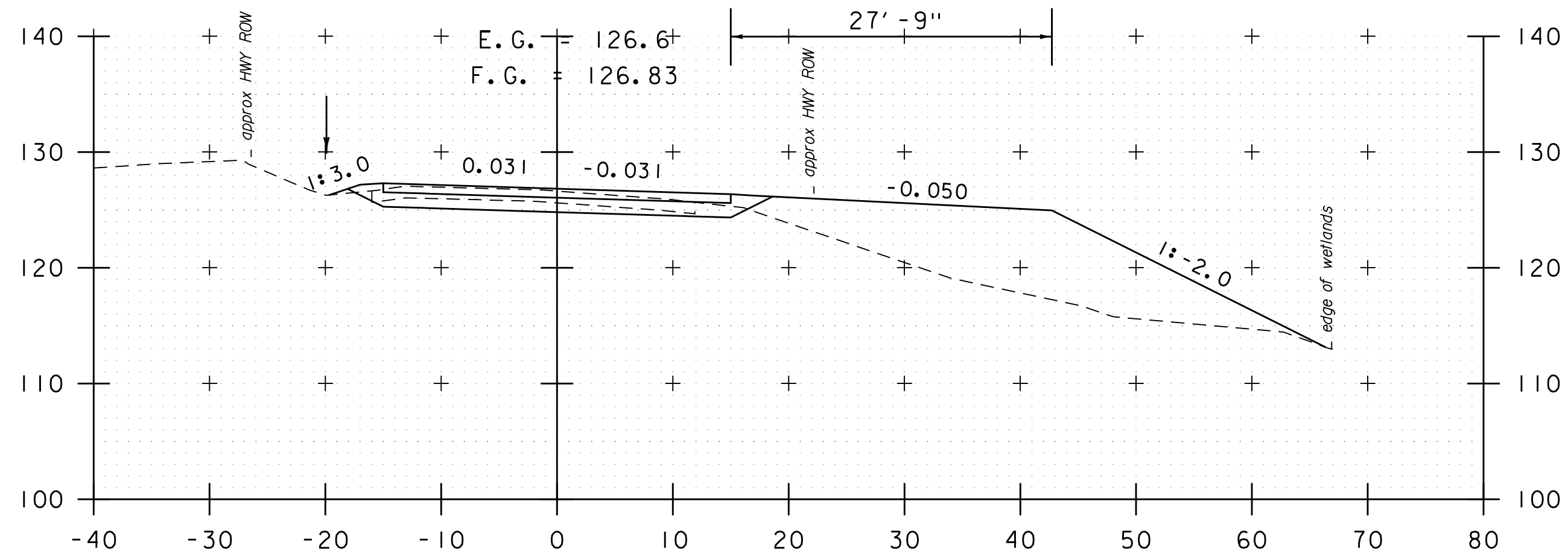
311+50



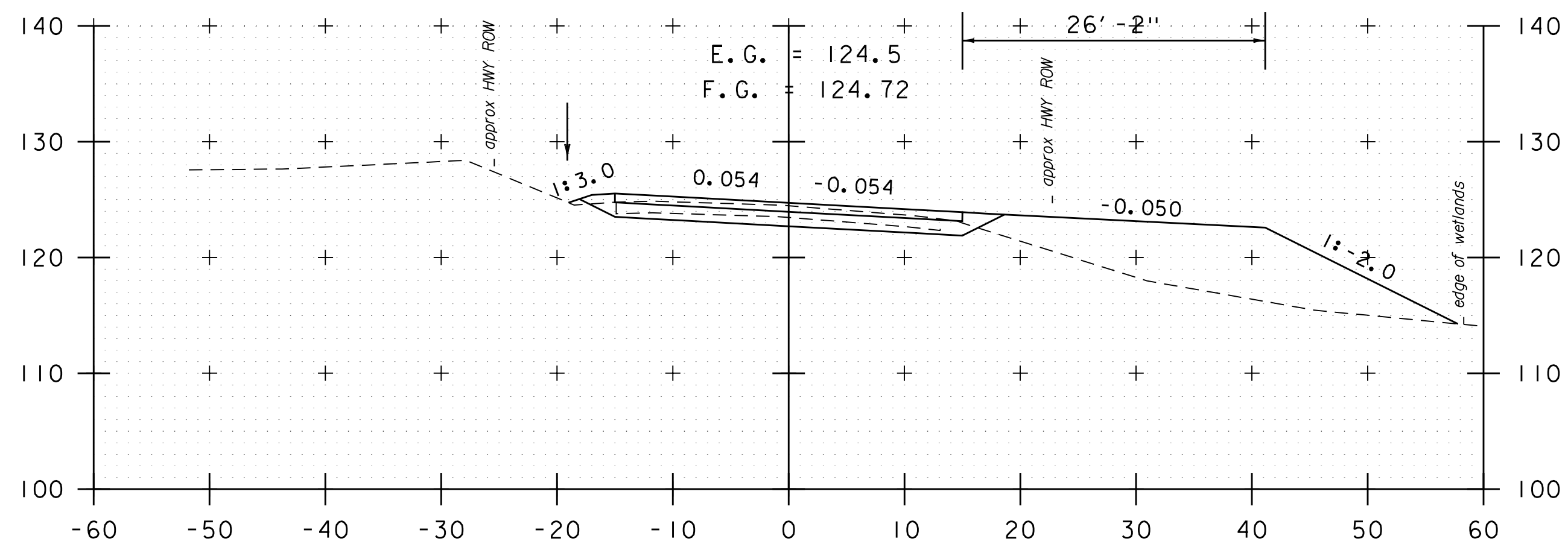
311+30 (BABBIE BLVD RT) STA. 310+00 TO STA. 312+00



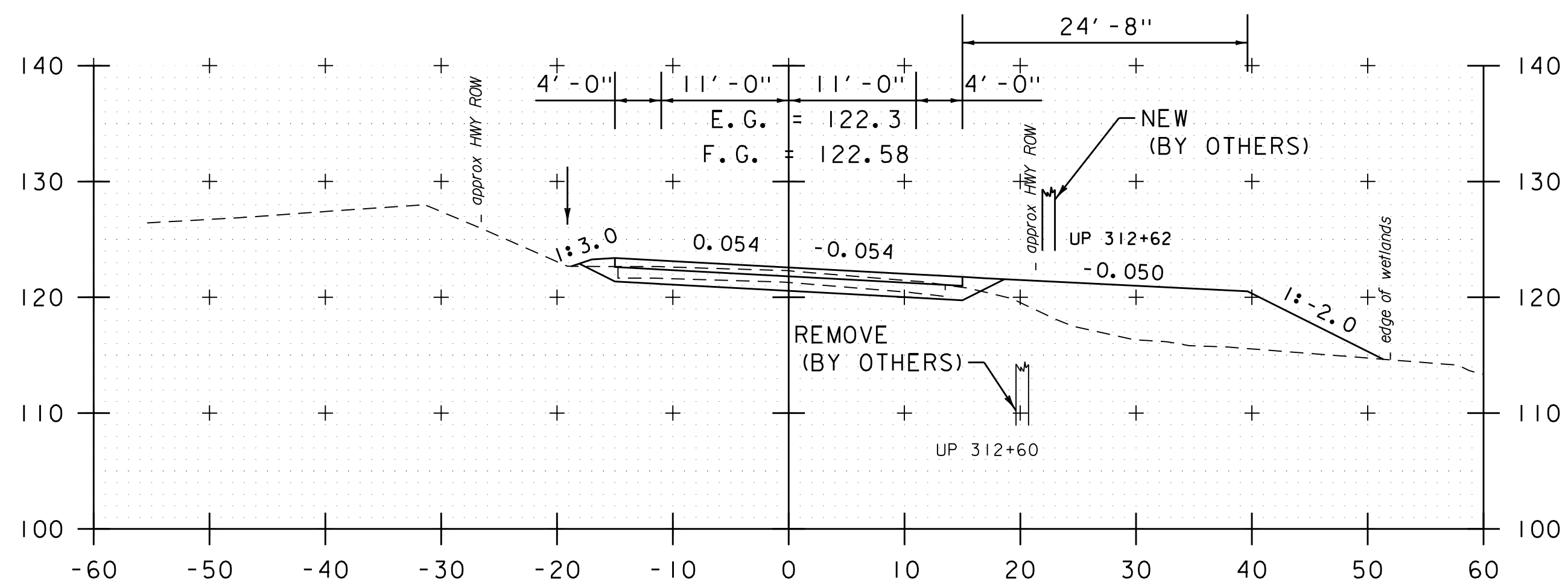
PROJECT NAME:	SWANTON
PROJECT NUMBER:	NH 036-1(9)
FILE NAME:	z96b032xs_25000_33800.dgn
PROJECT LEADER:	G.BAKOS
DESIGNED BY:	M.BOGUE
CROSS SECTION SHEET III	
PLOT DATE:	9/13/2023
DRAWN BY:	C.CILLEY
CHECKED BY:	G.BAKOS
SHEET	287 OF 307



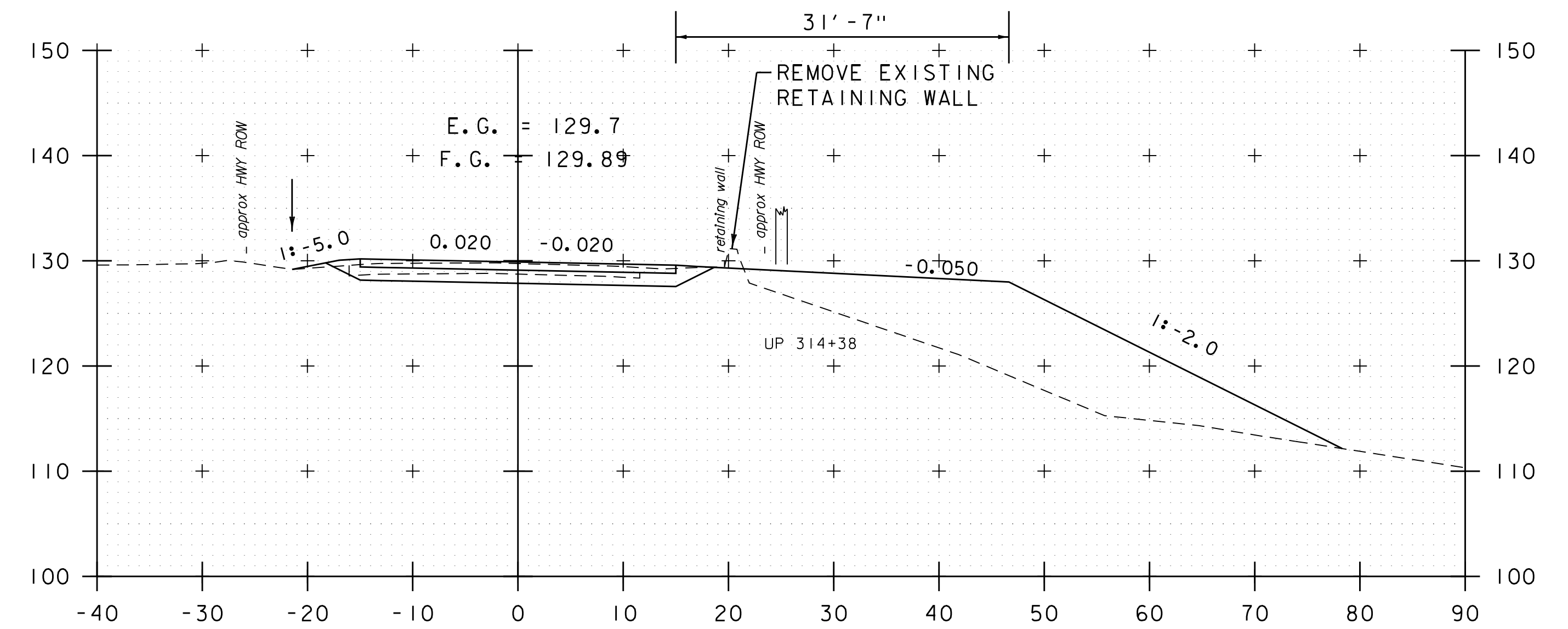
313+50



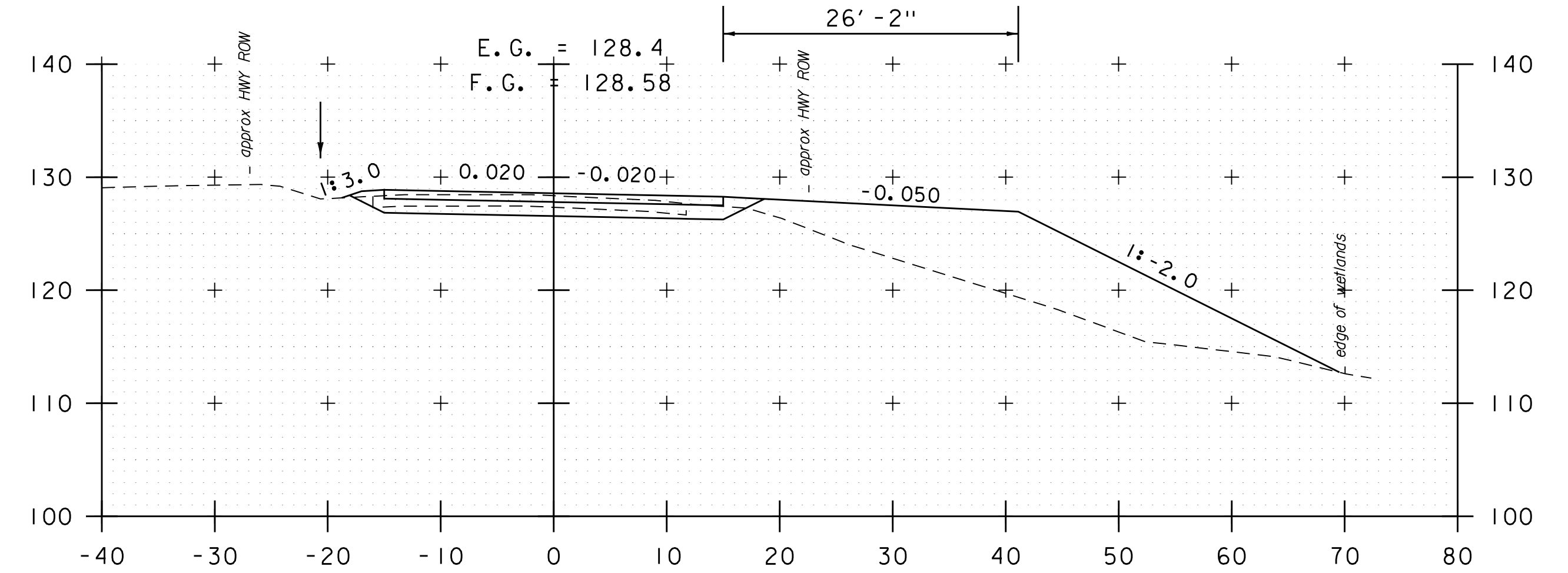
313+00



312+50



314+50

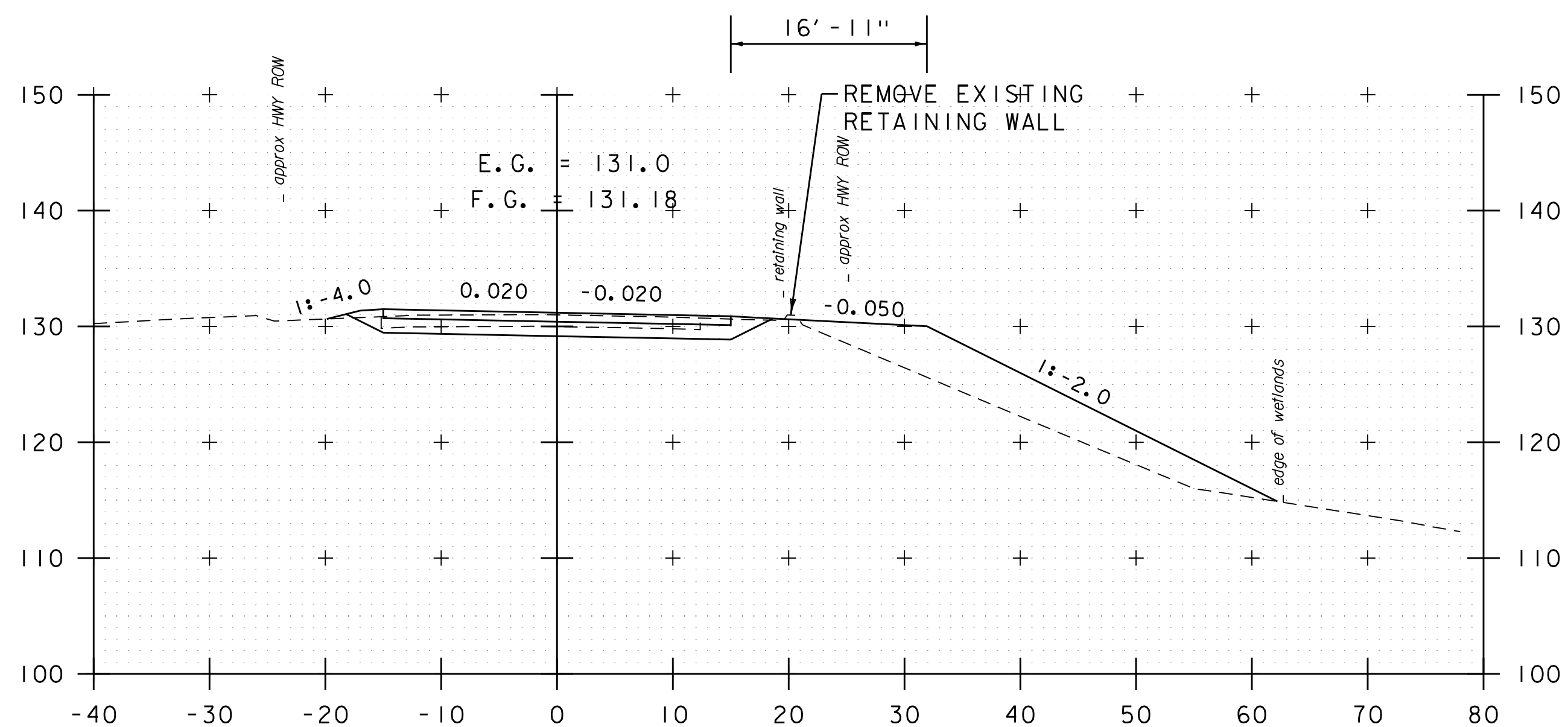


314+00

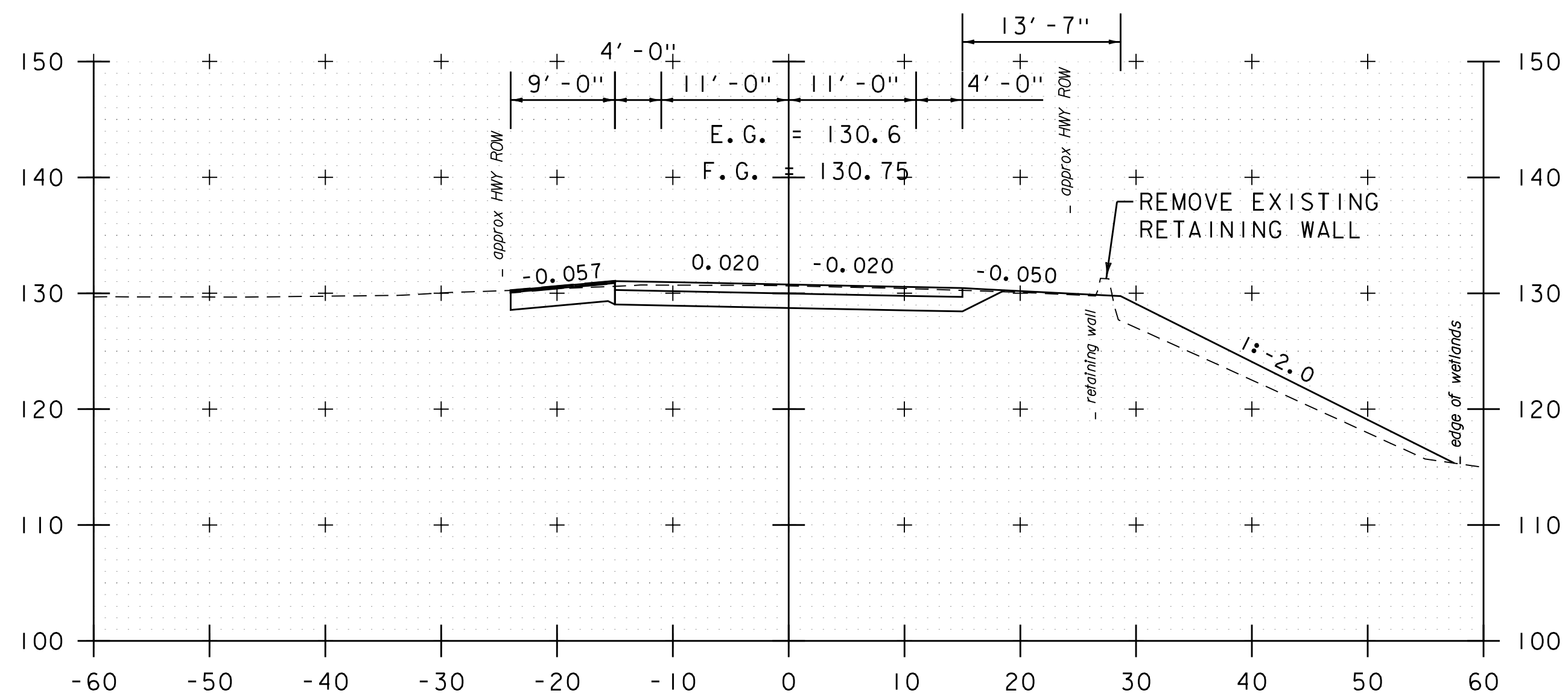
STA. 312+50 TO STA. 314+50



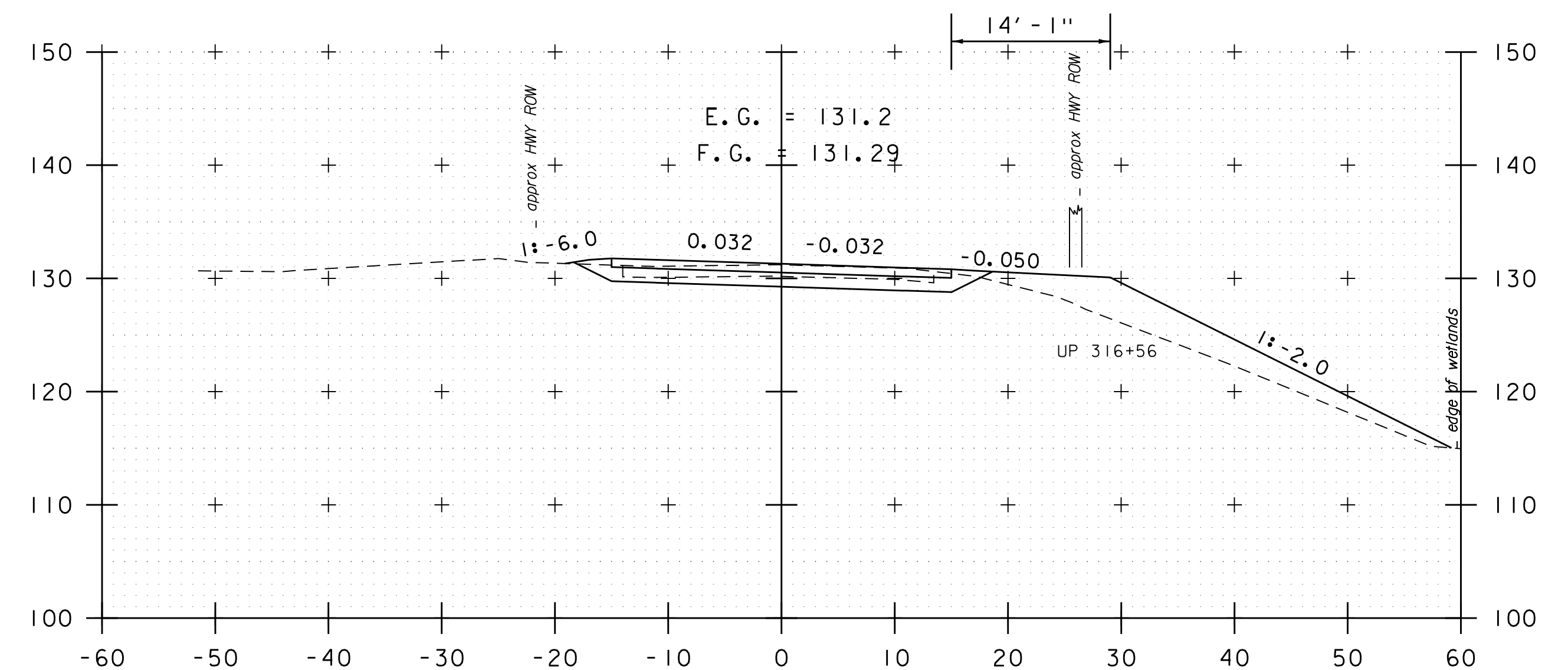
PROJECT NAME:	SWANTON
PROJECT NUMBER:	NH 036-1(9)
FILE NAME:	z96b032xs_25000_33800.dgn
PROJECT LEADER:	G.BAKOS
DESIGNED BY:	M.BOGUE
CROSS SECTION SHEET #:	12
PLOT DATE:	9/13/2023
DRAWN BY:	C.CILLEY
CHECKED BY:	G.BAKOS
SHEET	288 OF 307



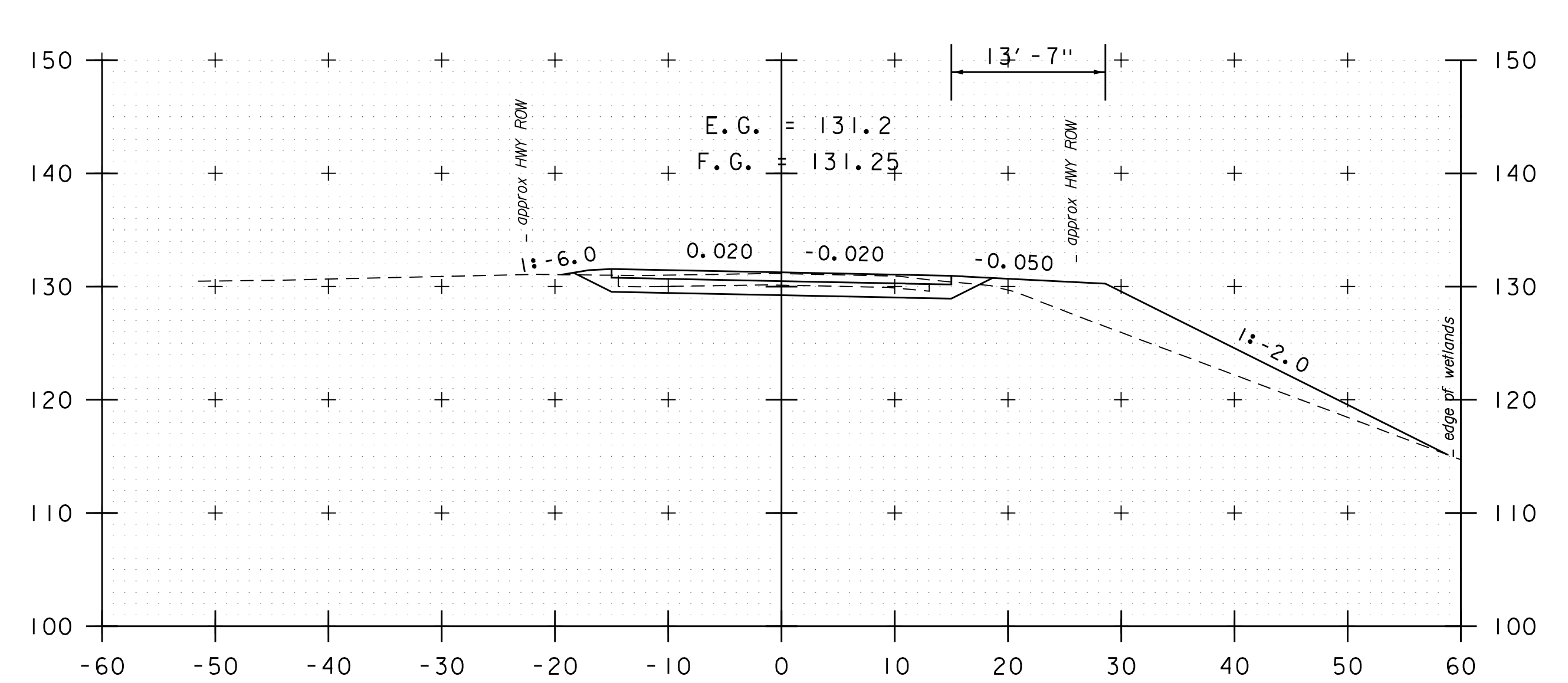
315+50



315+00 (DRIVE LT)



316+50

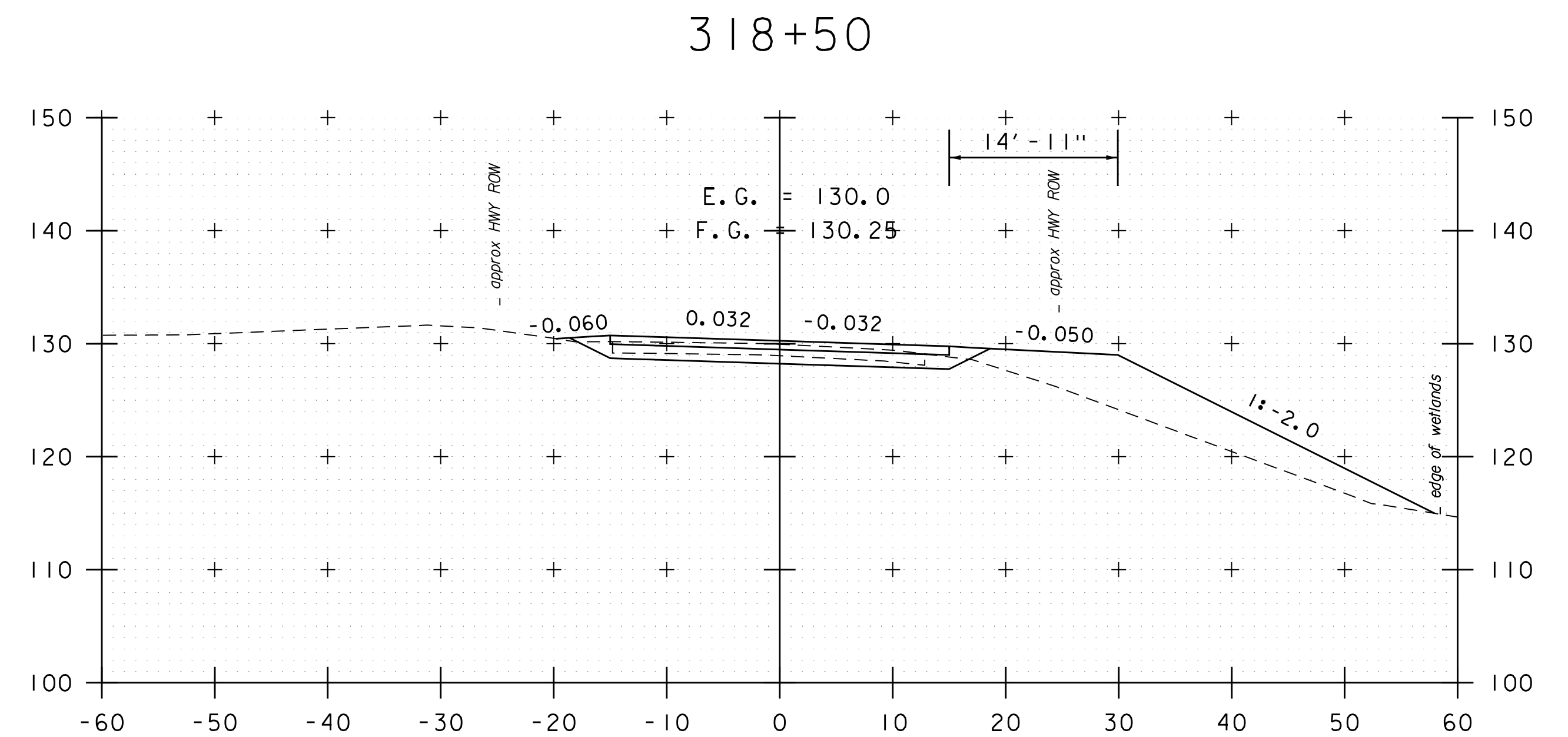
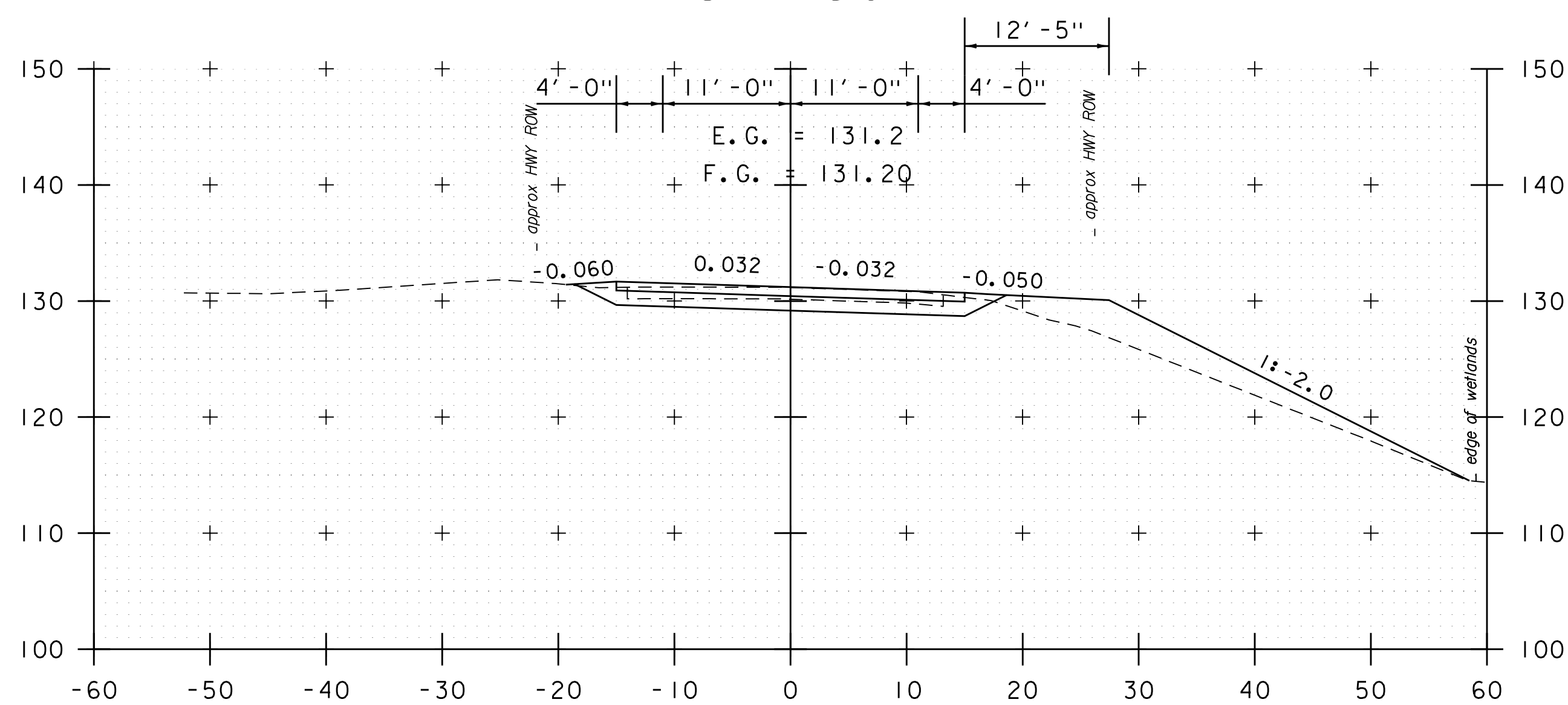
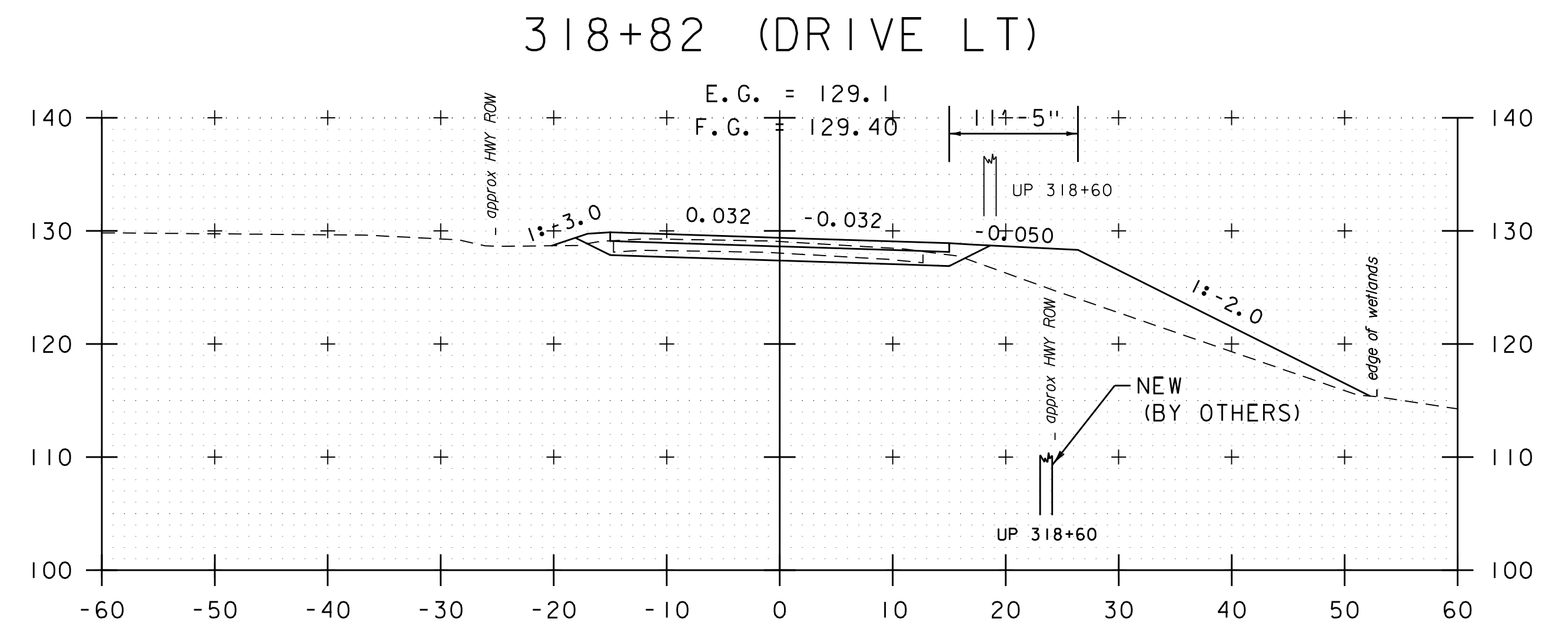
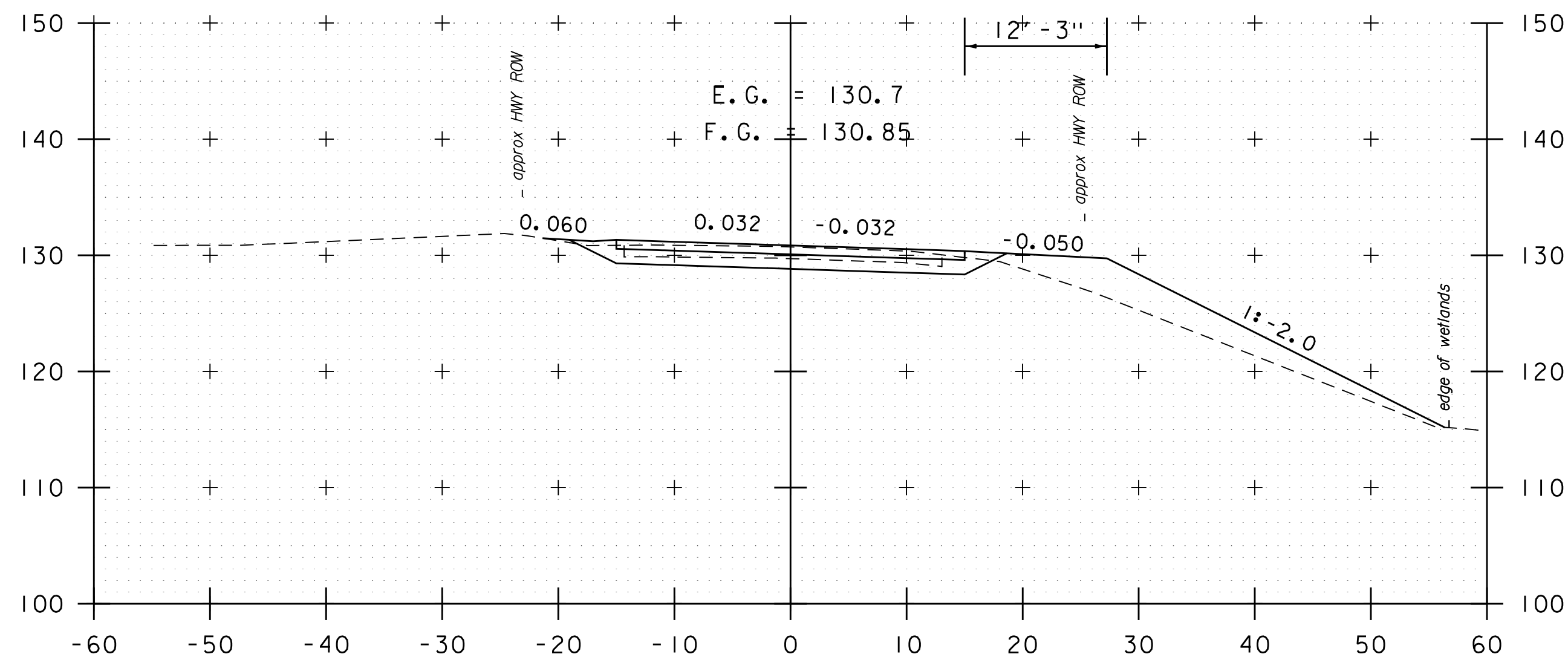
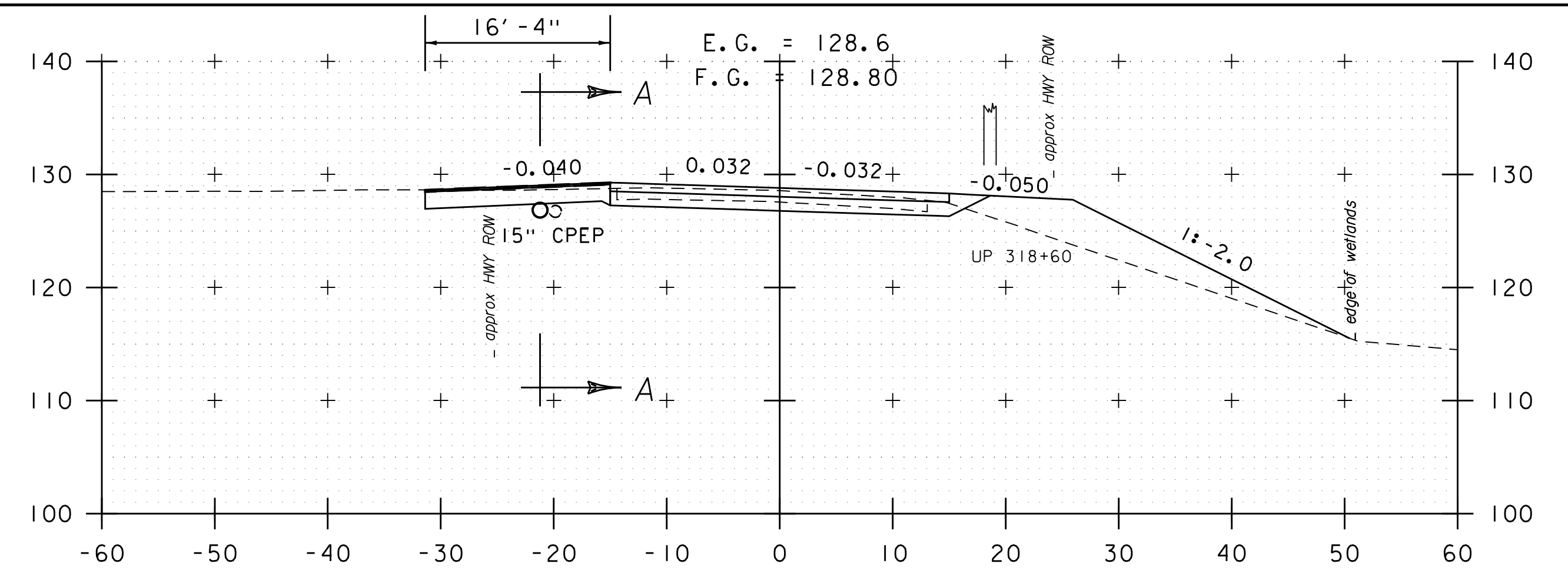
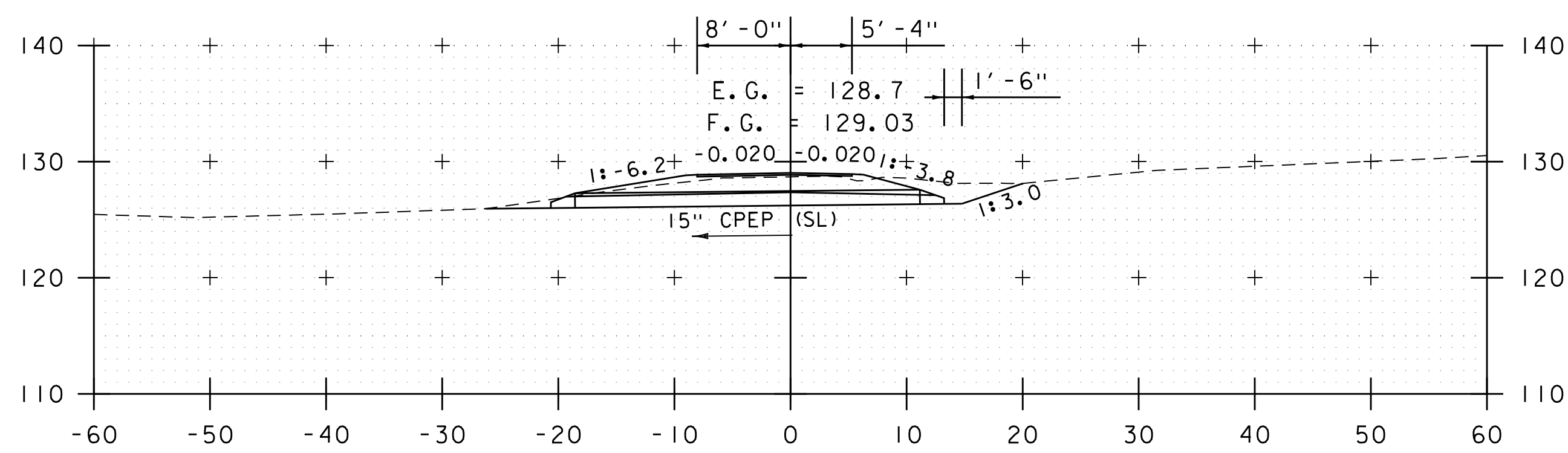


316+00

STA. 315+00 TO STA. 316+50



PROJECT NAME:	SWANTON
PROJECT NUMBER:	NH 036-1(9)
FILE NAME:	z96b032xs_25000_33800.dgn
PROJECT LEADER:	G.BAKOS
DESIGNED BY:	M.BOGUE
CROSS SECTION SHEET #:	13
PLOT DATE:	9/13/2023
DRAWN BY:	C.CILLEY
CHECKED BY:	G.BAKOS
SHEET	289 OF 307



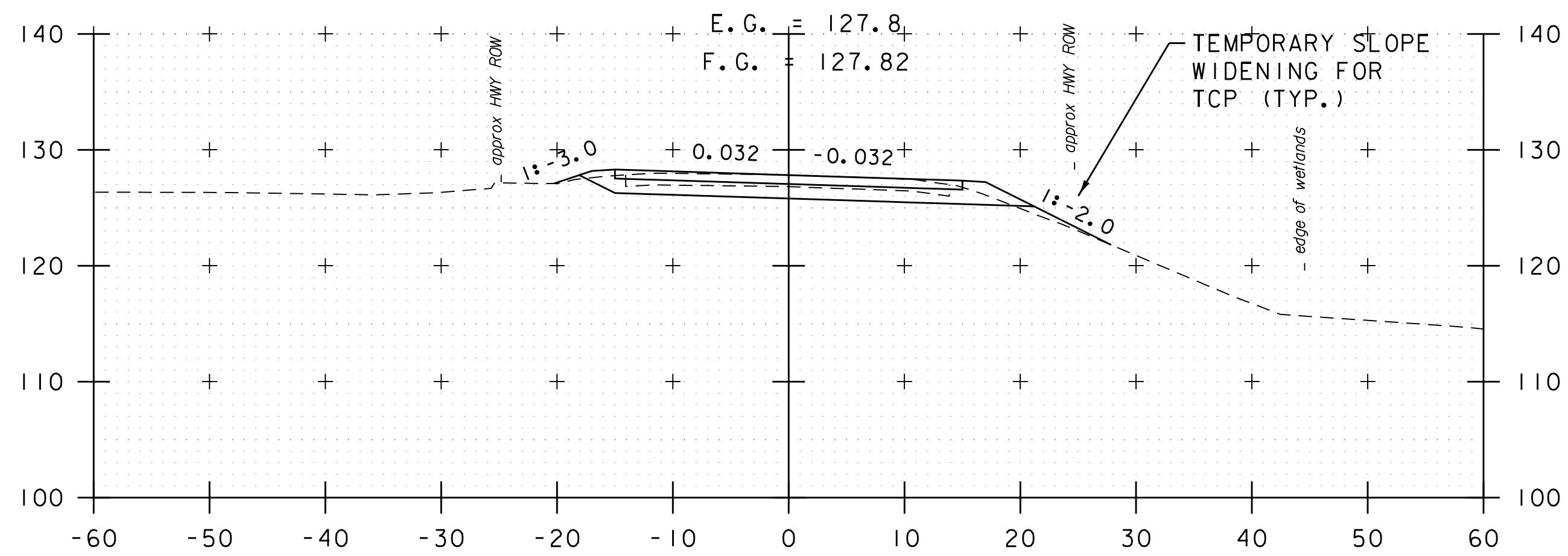
317+00

318+00

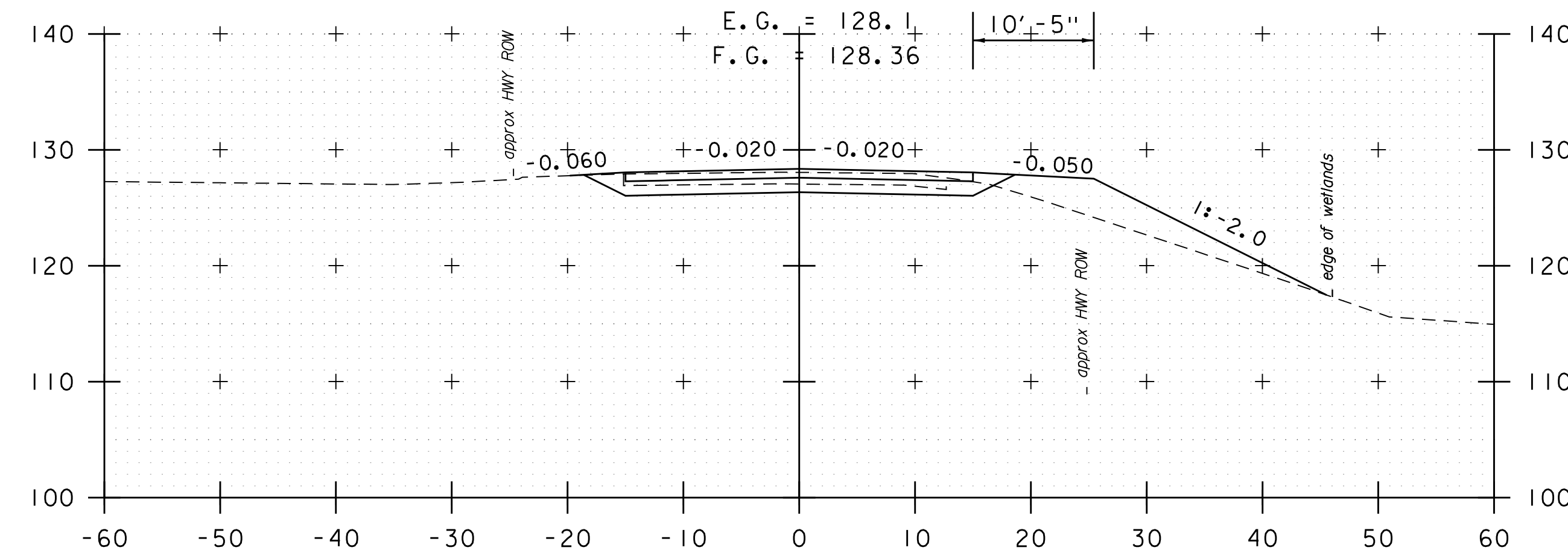
STA. 317+00 TO STA. 318+84



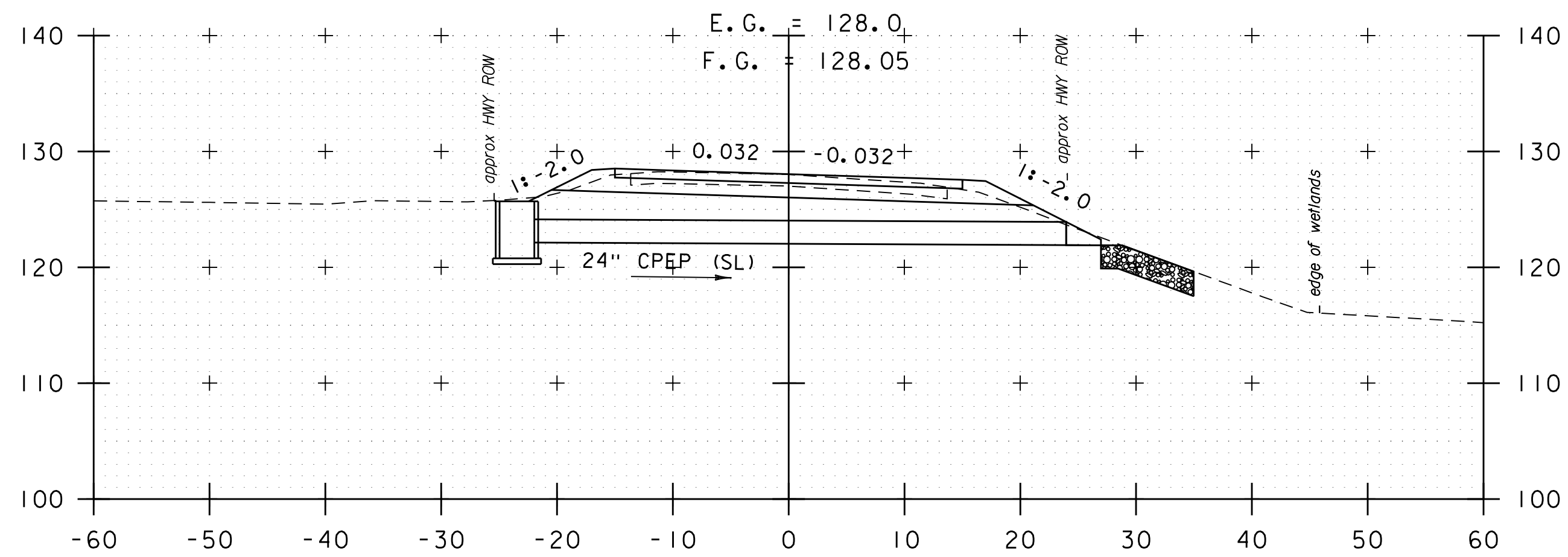
PROJECT NAME:	SWANTON	FILE NAME:	z96b032xs_25000_33800.dgn	PLOT DATE:	9/13/2023
PROJECT NUMBER:	NH 036-1(9)	PROJECT LEADER:	G.BAKOS	DRAWN BY:	C.CILLEY
		DESIGNED BY:	M.BOGUE	CHECKED BY:	G.BAKOS
		CROSS SECTION SHEET I14		SHEET	290 OF 307



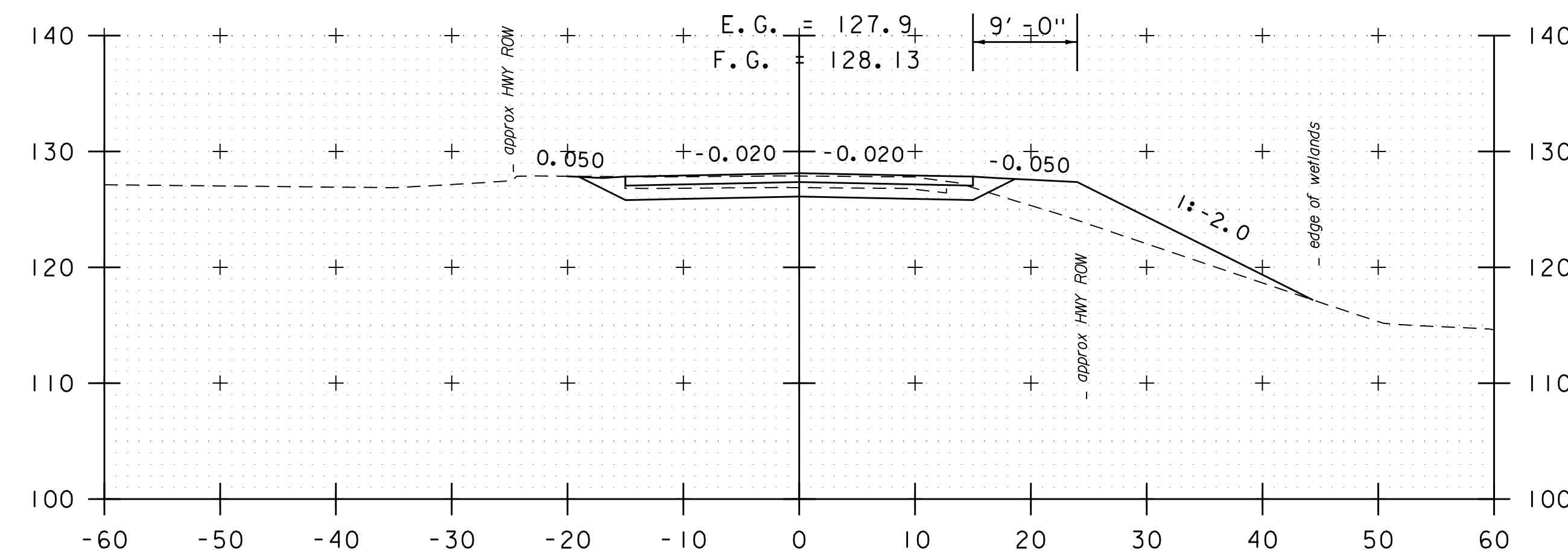
320+00



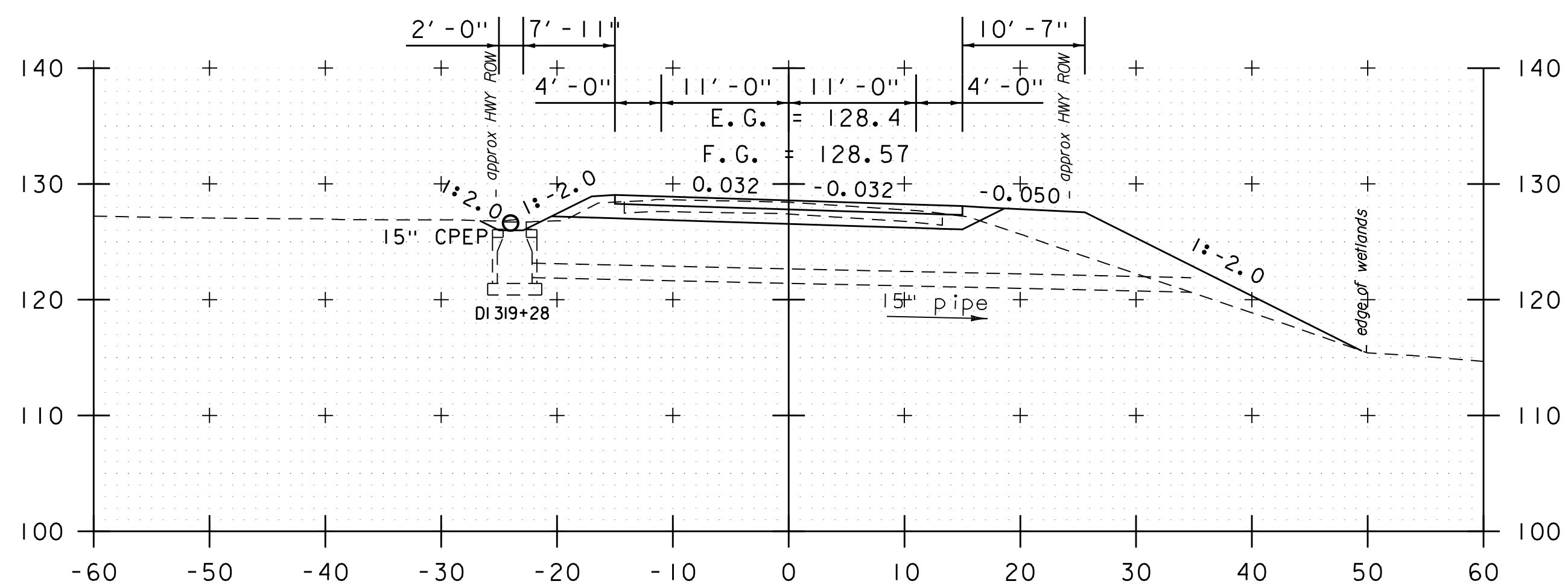
321+50



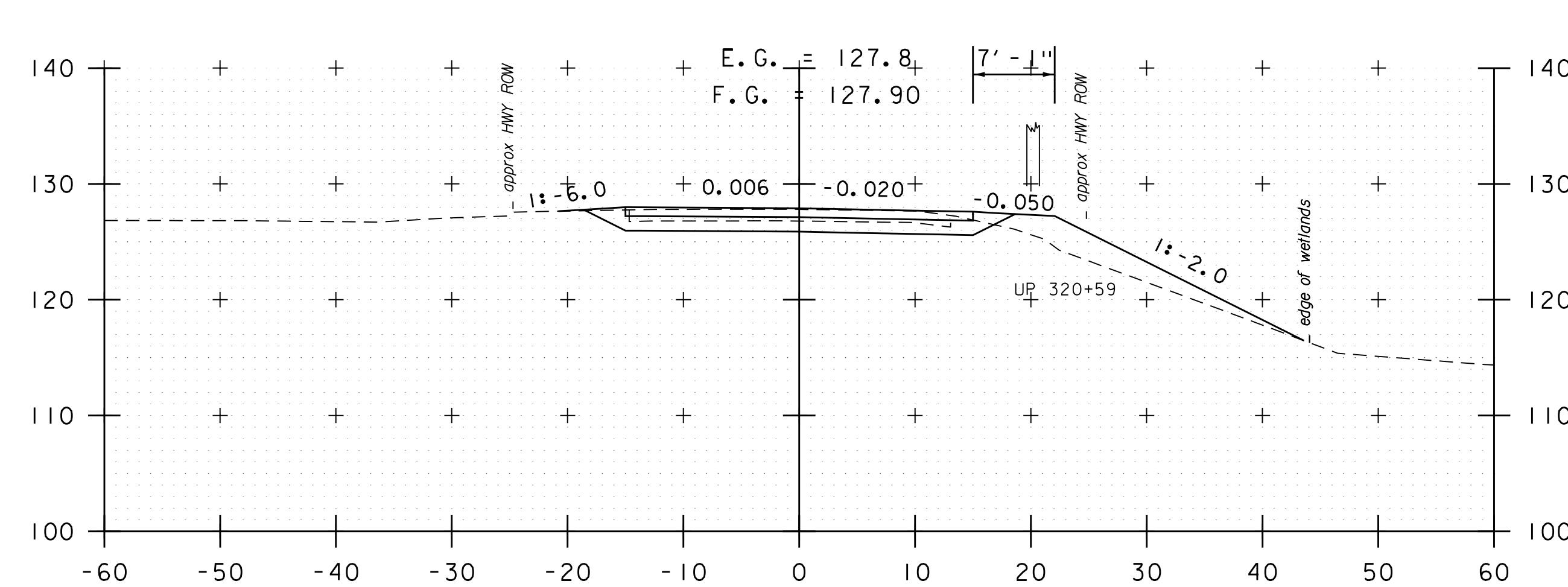
319+50 (NEW 24" CPEP)



321+00



319+00

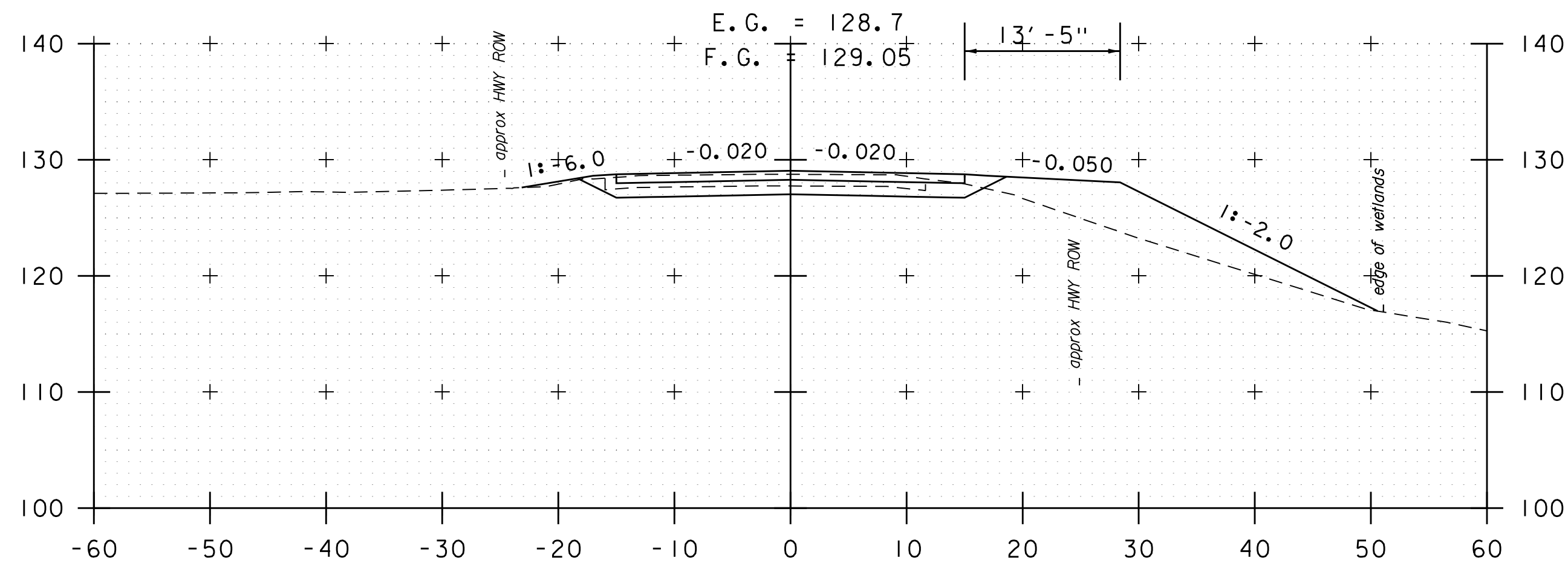


320+50

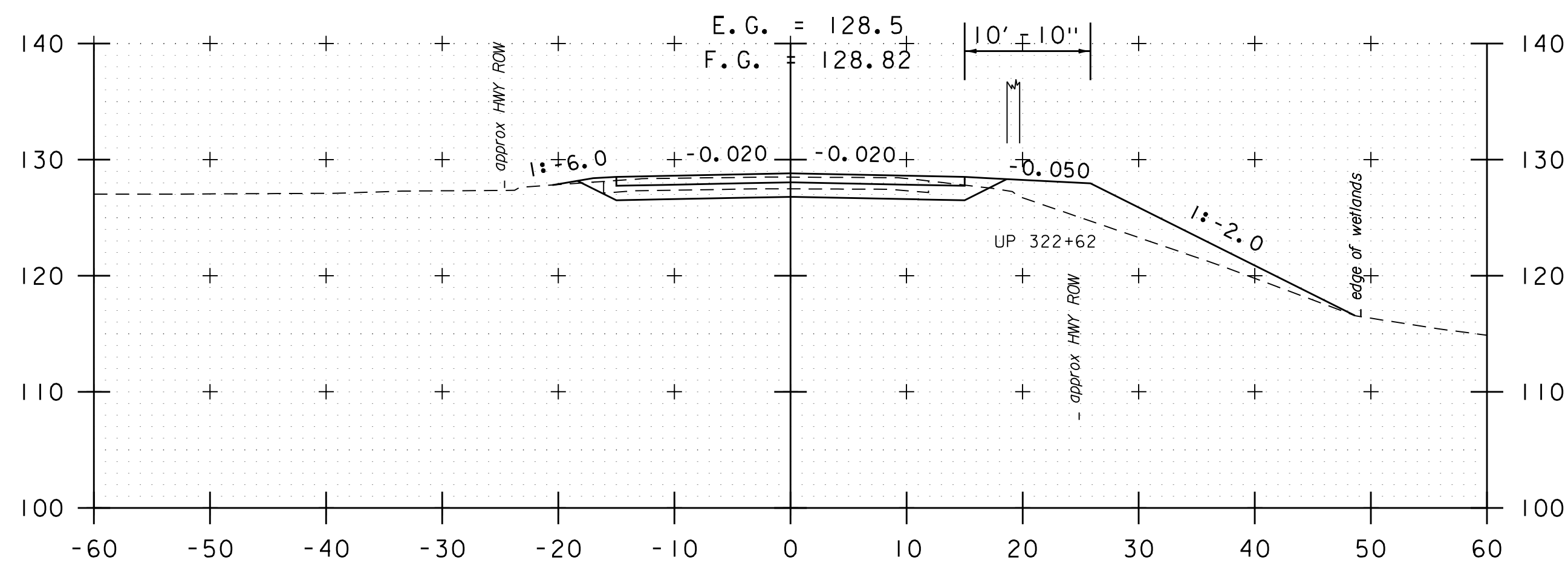
STA. 319+00 TO STA. 321+50



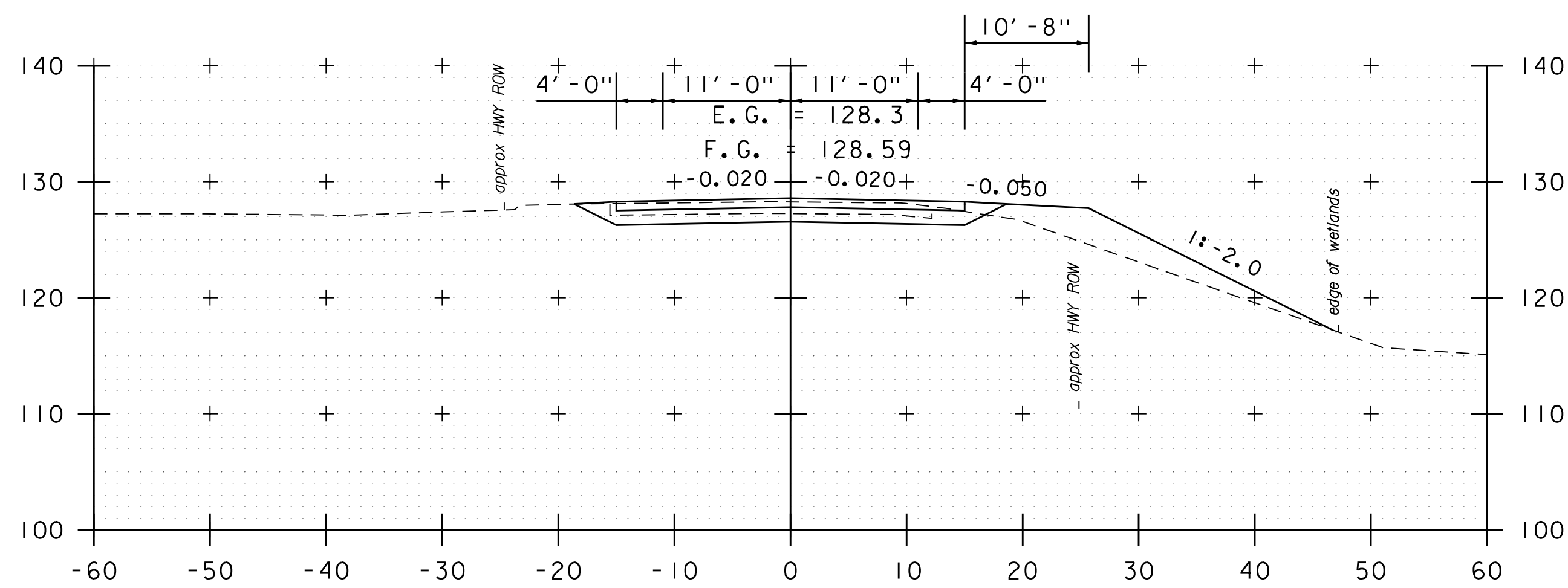
PROJECT NAME:	SWANTON
PROJECT NUMBER:	NH 036-1(9)
FILE NAME:	z96b032xs_25000_33800.dgn
PROJECT LEADER:	G.BAKOS
DESIGNED BY:	M.BOGUE
CROSS SECTION SHEET #:	115
PLOT DATE:	9/13/2023
DRAWN BY:	C.CILLEY
CHECKED BY:	G.BAKOS
SHEET	291 OF 307



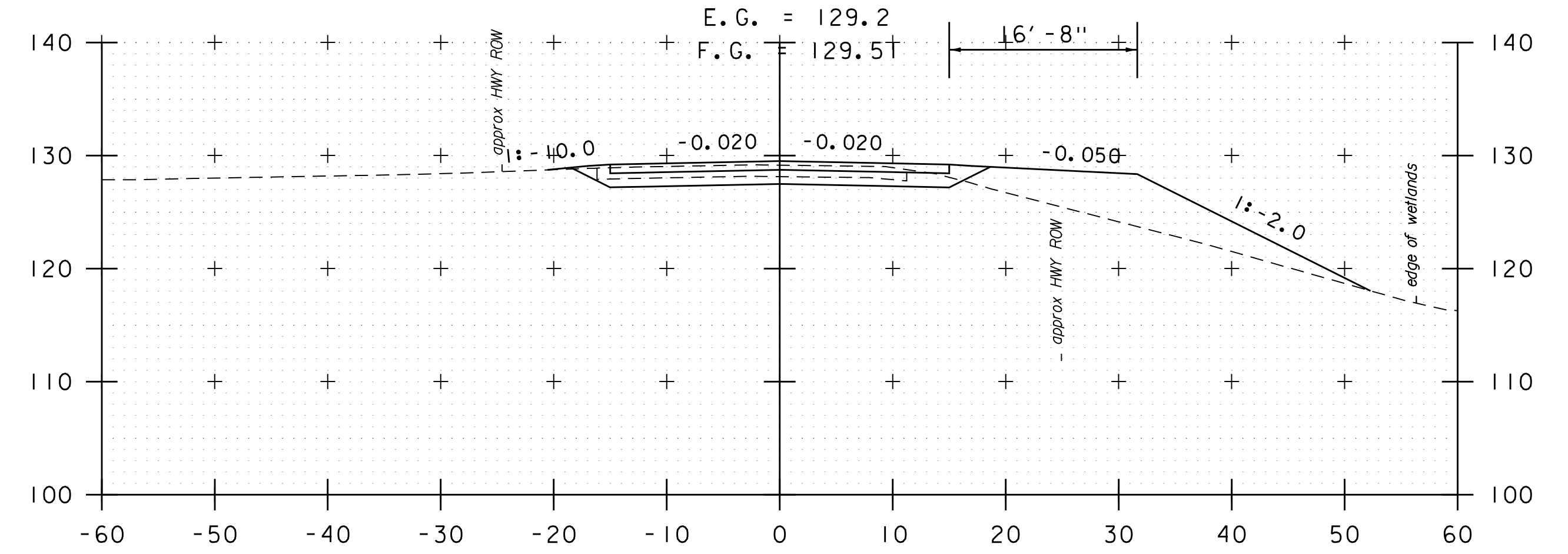
323+00



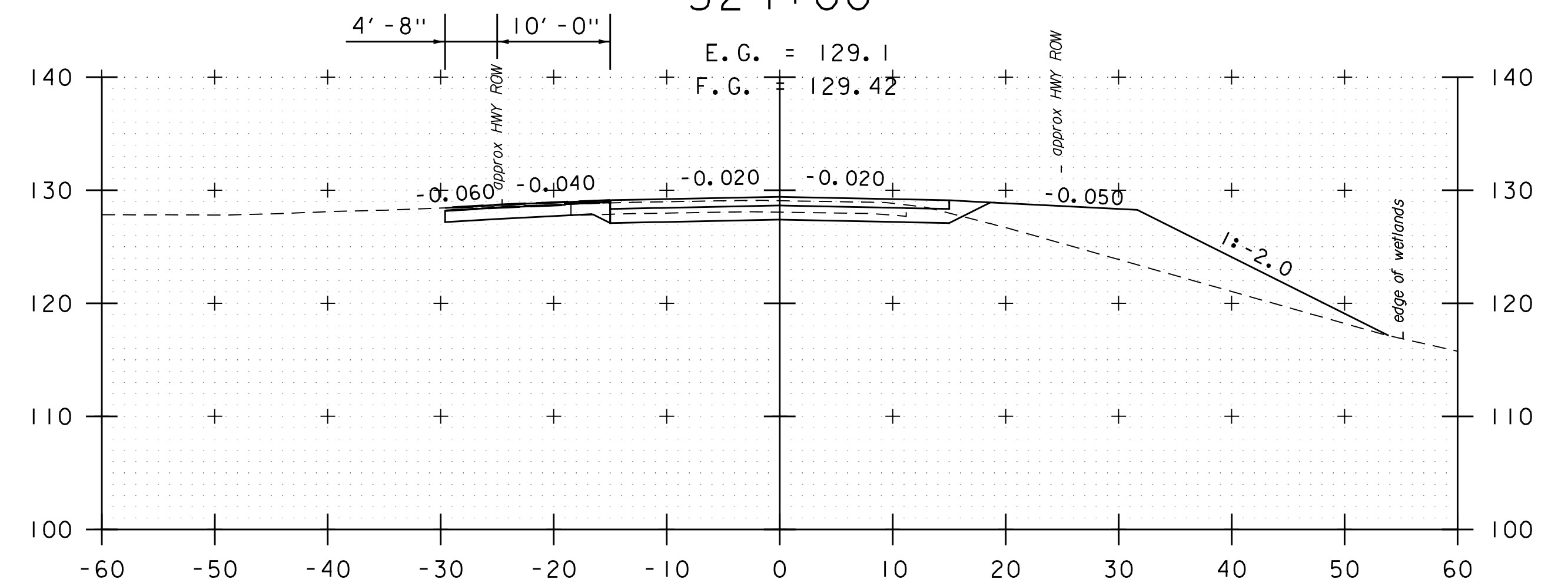
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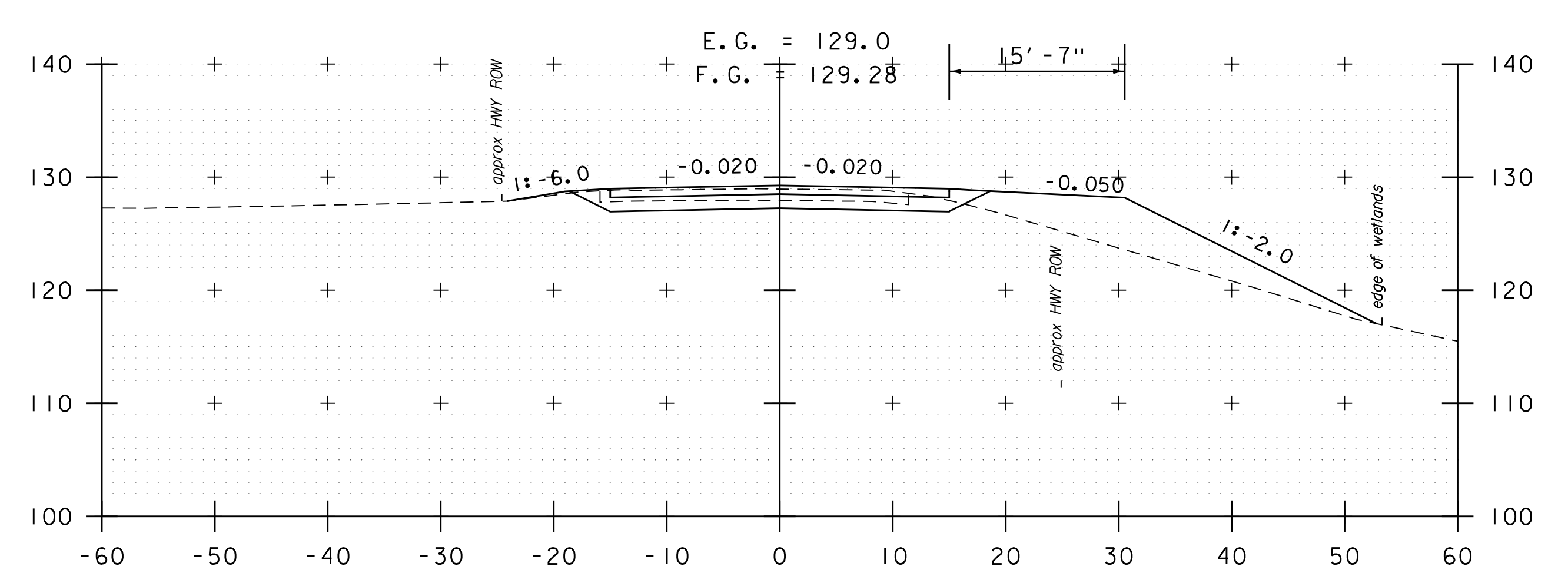
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324+00



323+81 (DRIVE LT)

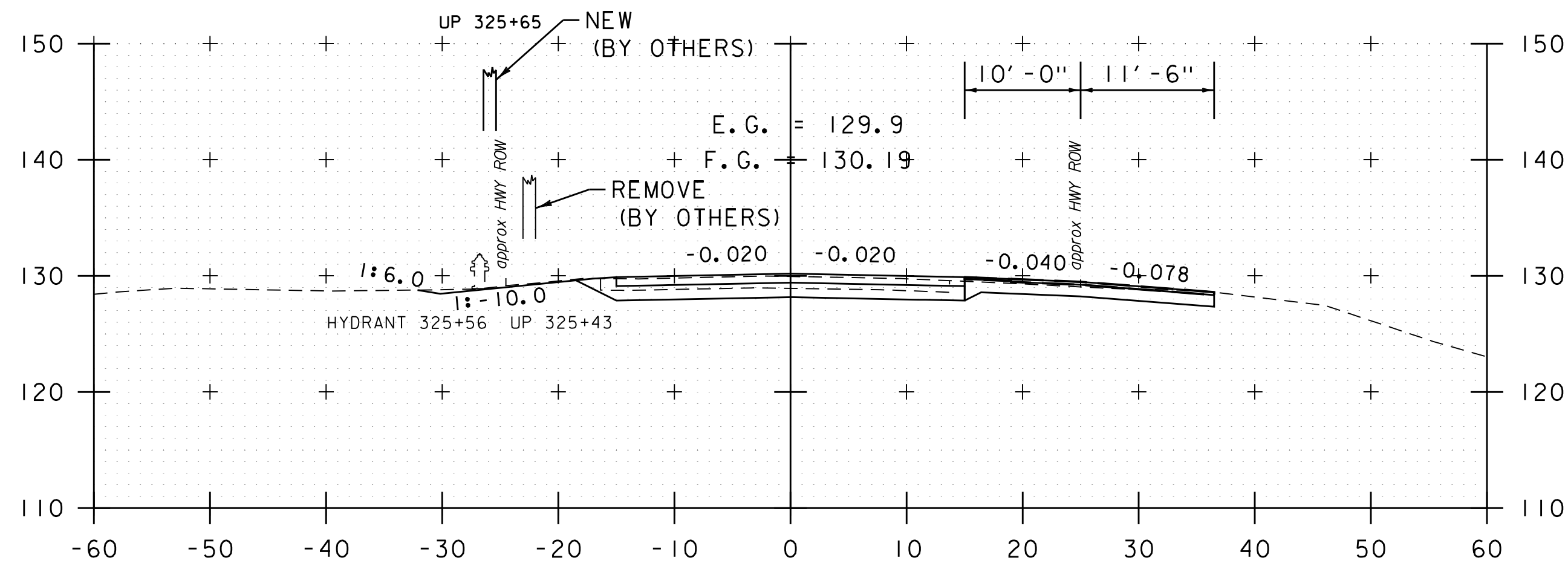


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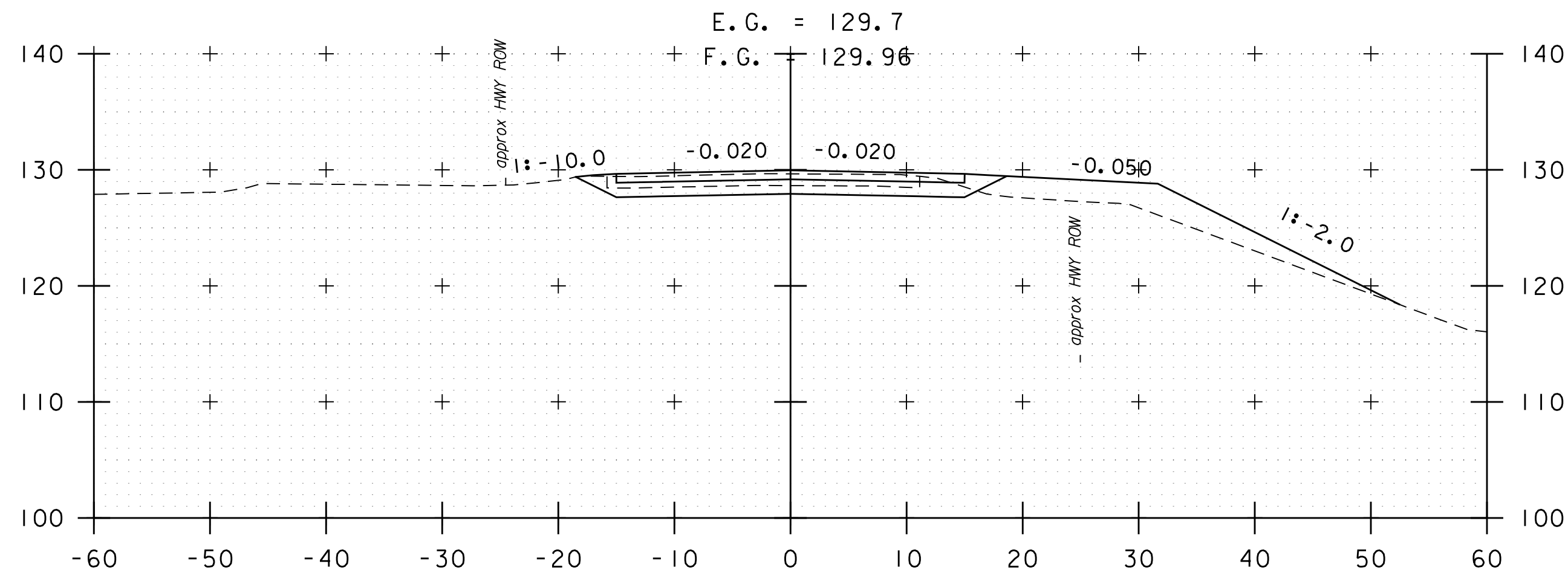
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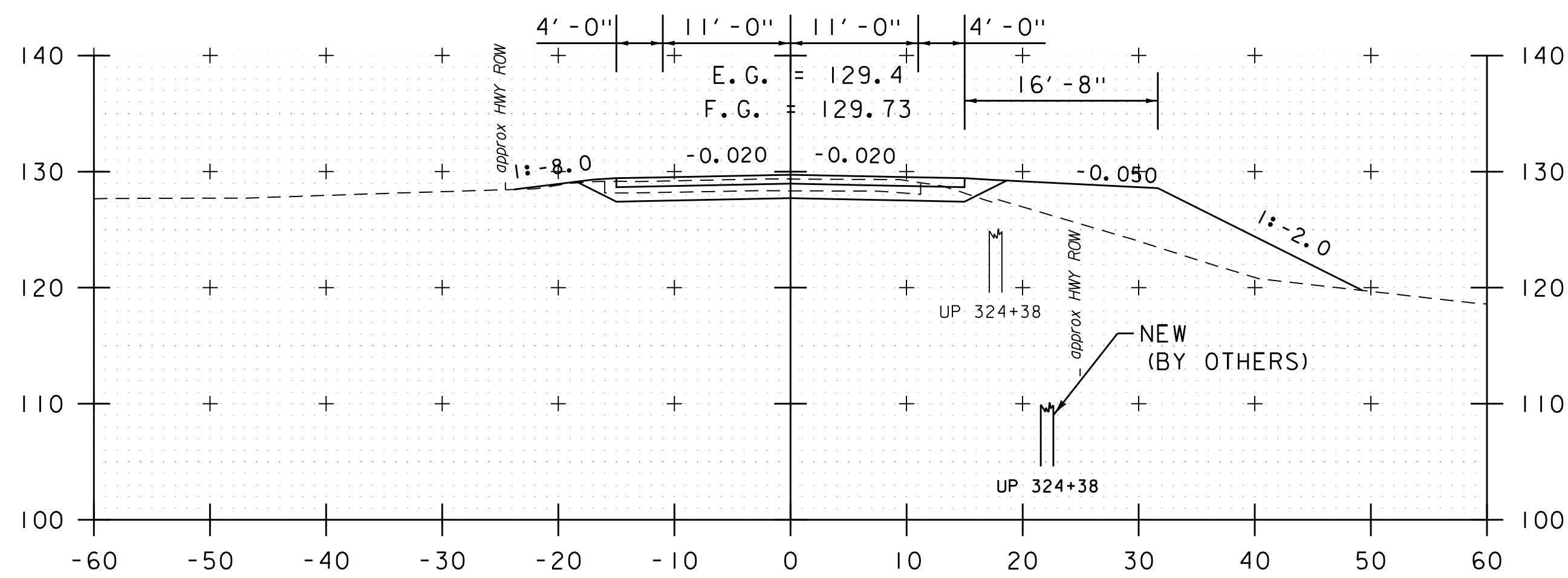
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PROJECT NUMBER:	NH 036-1(9)
FILE NAME:	z96b032xs_25000_33800.dgn
PROJECT LEADER:	G.BAKOS
DESIGNED BY:	M.BOGUE
CROSS SECTION SHEET	116
PLOT DATE:	9/13/2023
DRAWN BY:	C.CILLEY
CHECKED BY:	G.BAKOS
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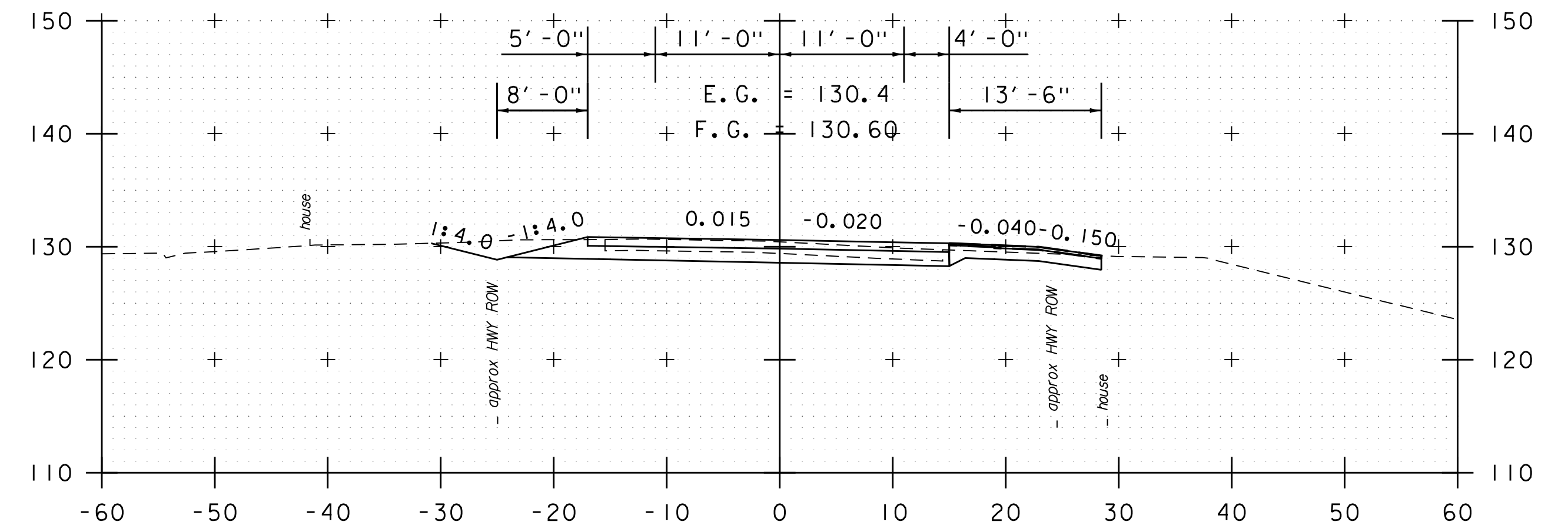
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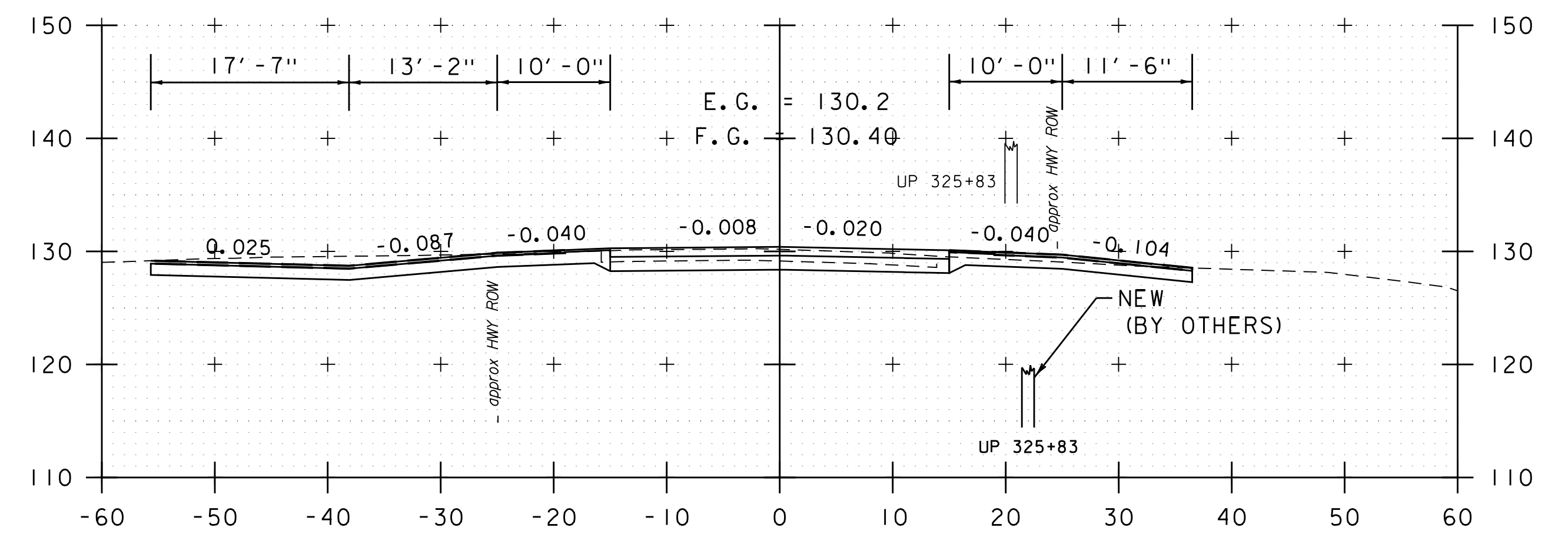
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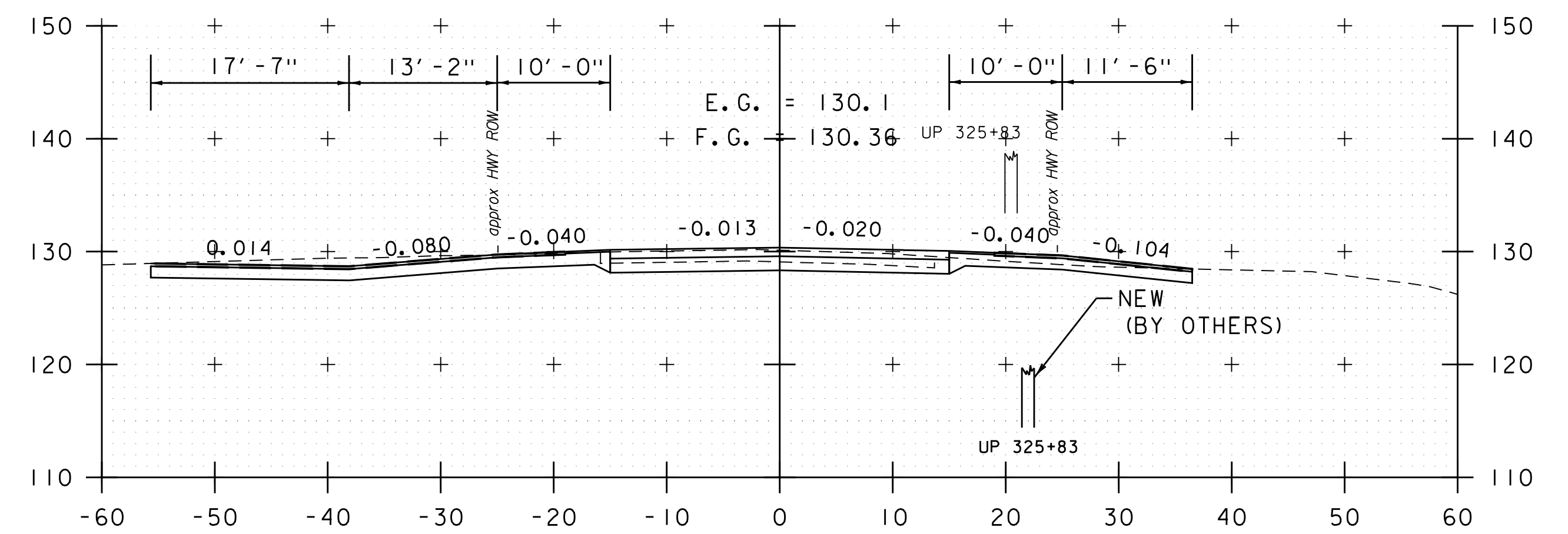
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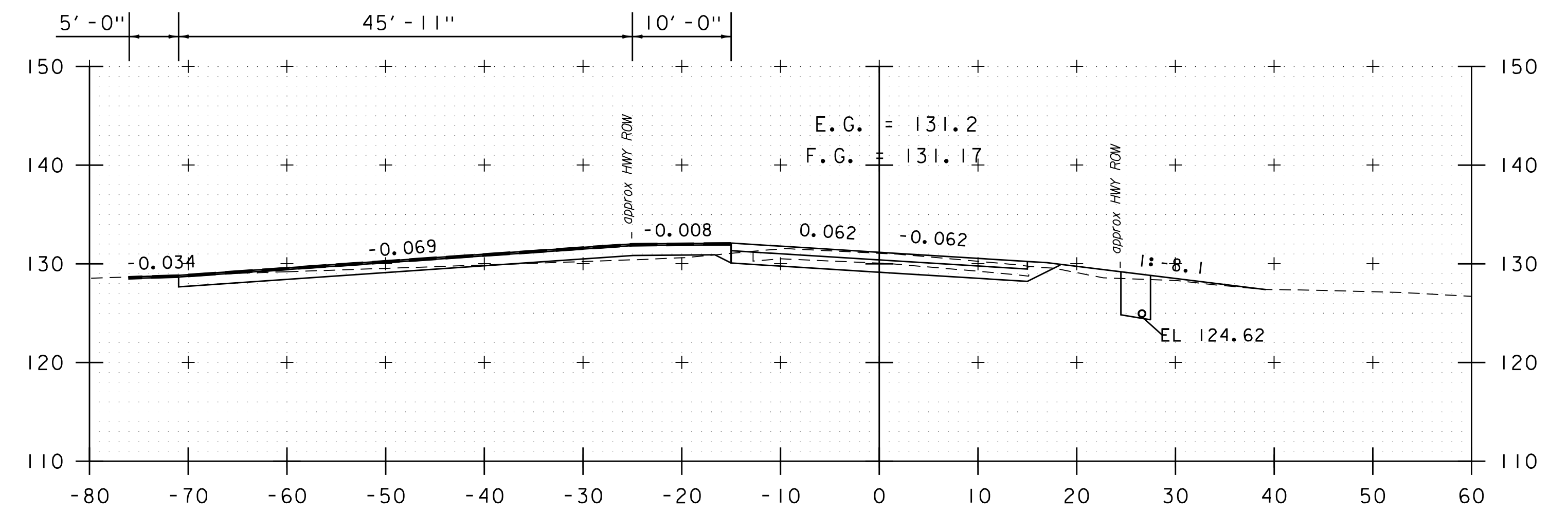
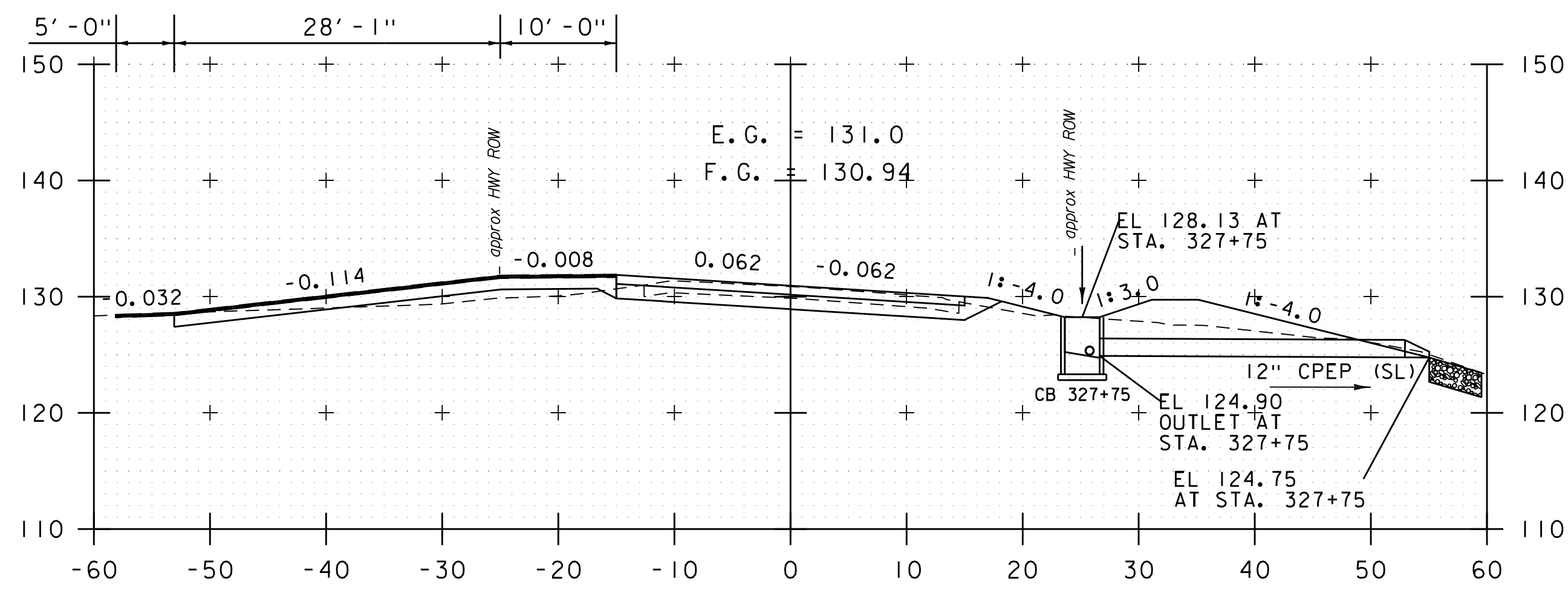
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325+89 (DRIVE LT) STA. 324+50 TO STA. 326+50

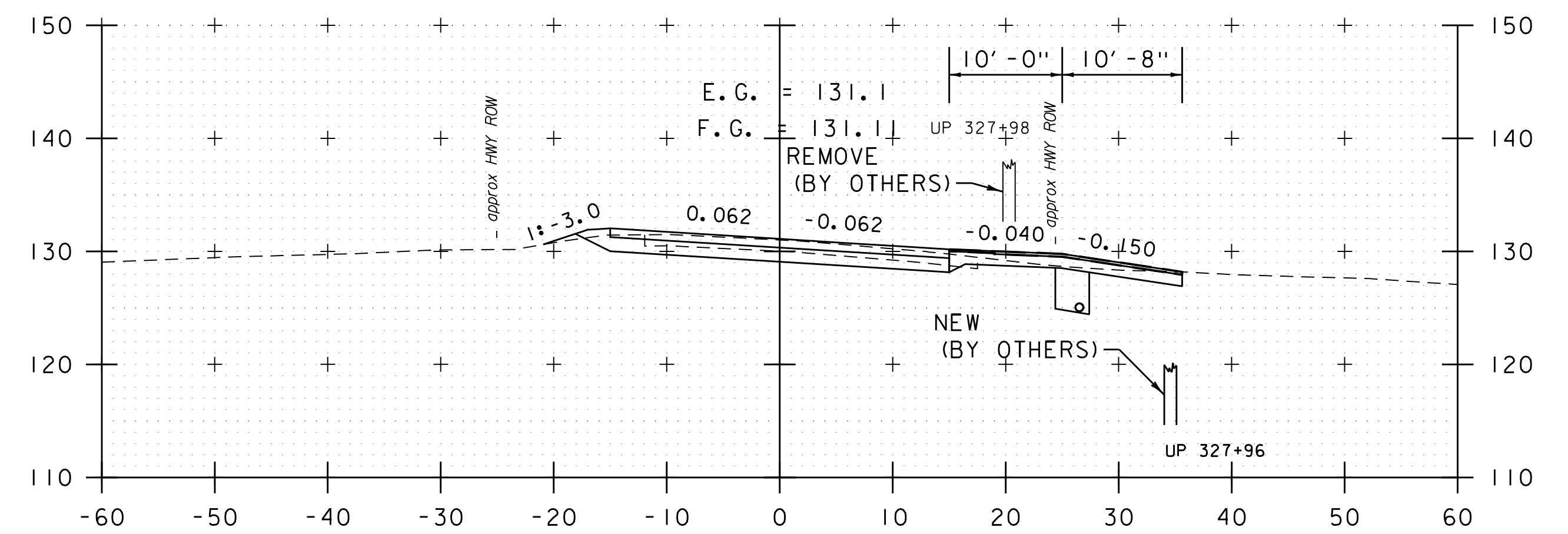
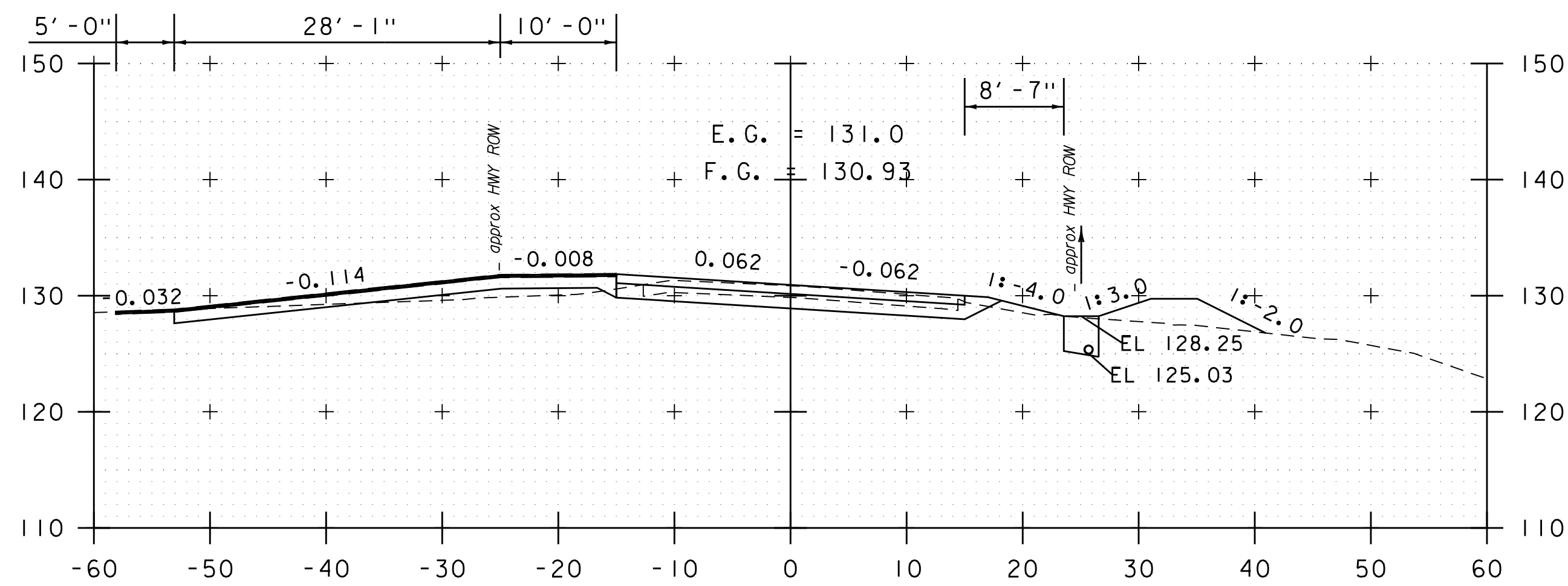


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DESIGNED BY:	M.BOGUE
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PLOT DATE:	9/13/2023
DRAWN BY:	C.CILLEY
CHECKED BY:	G.BAKOS
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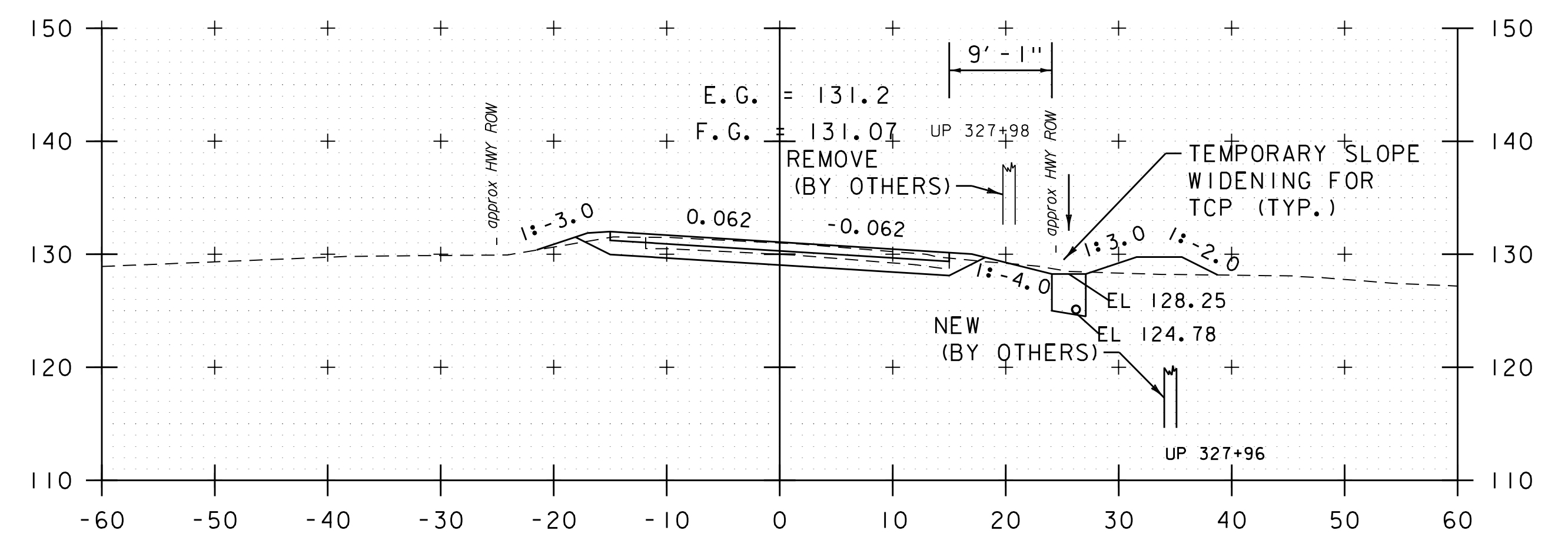
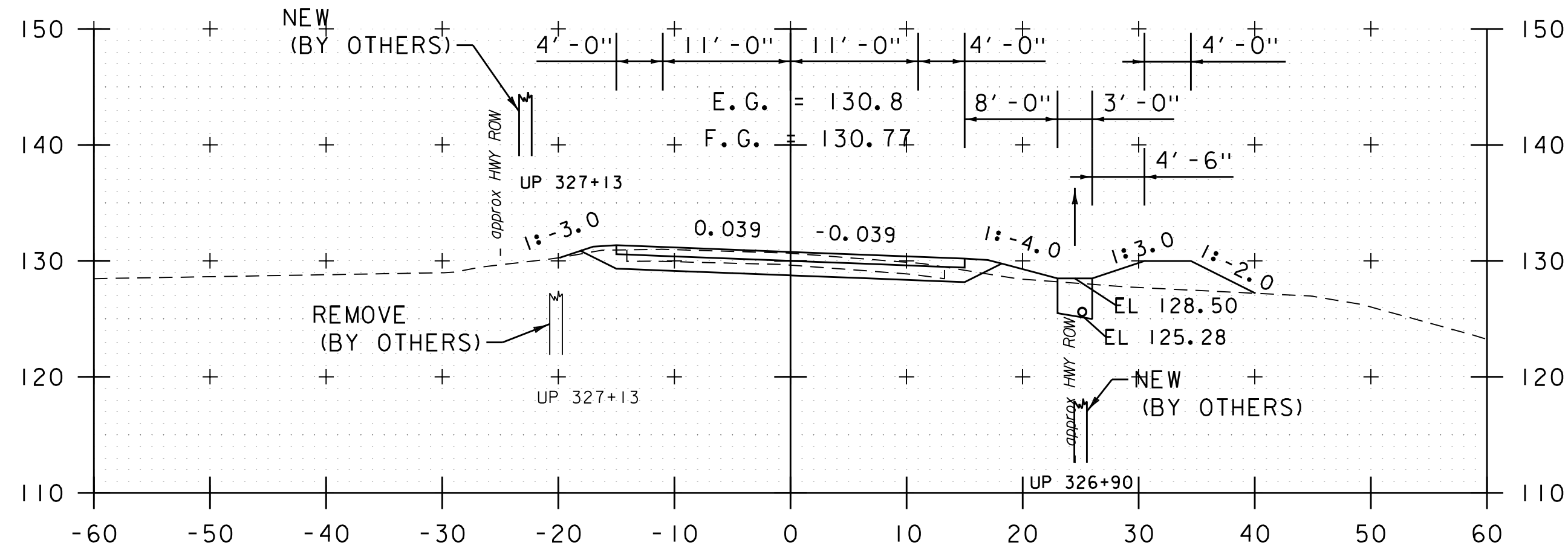
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328+33 (DRIVE LT)



327+50

328+13 (DRIVE RT)



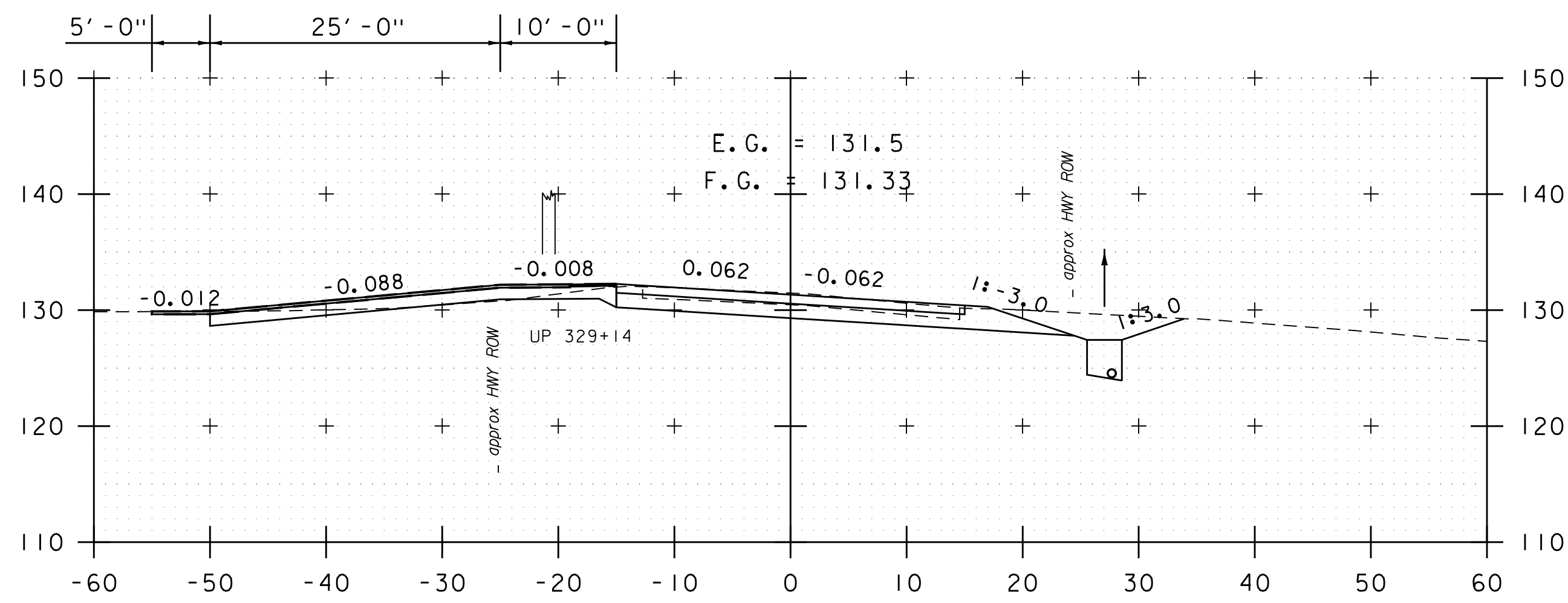
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328+00

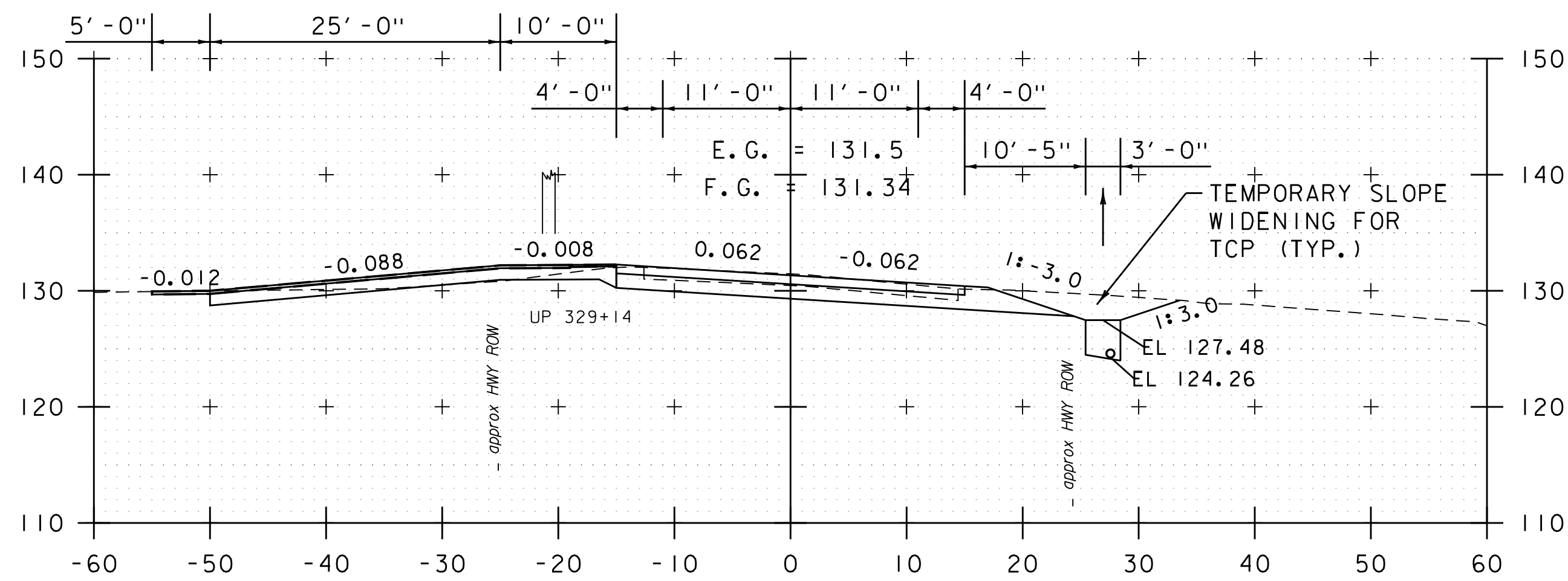
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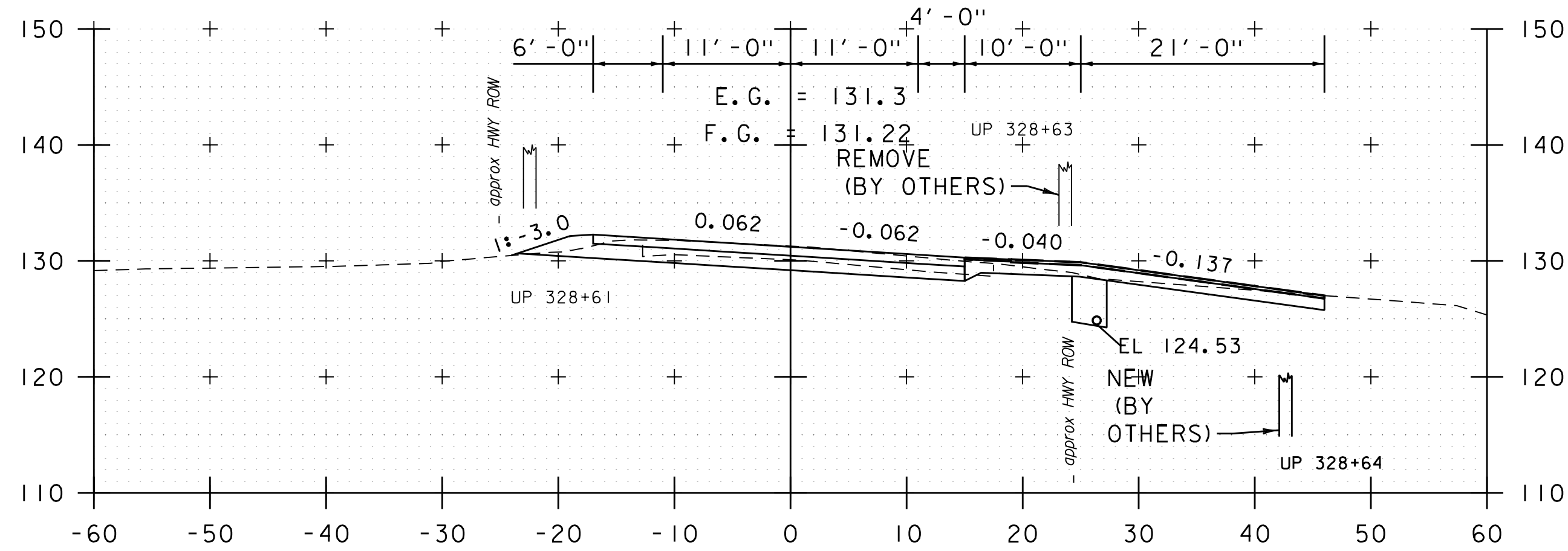
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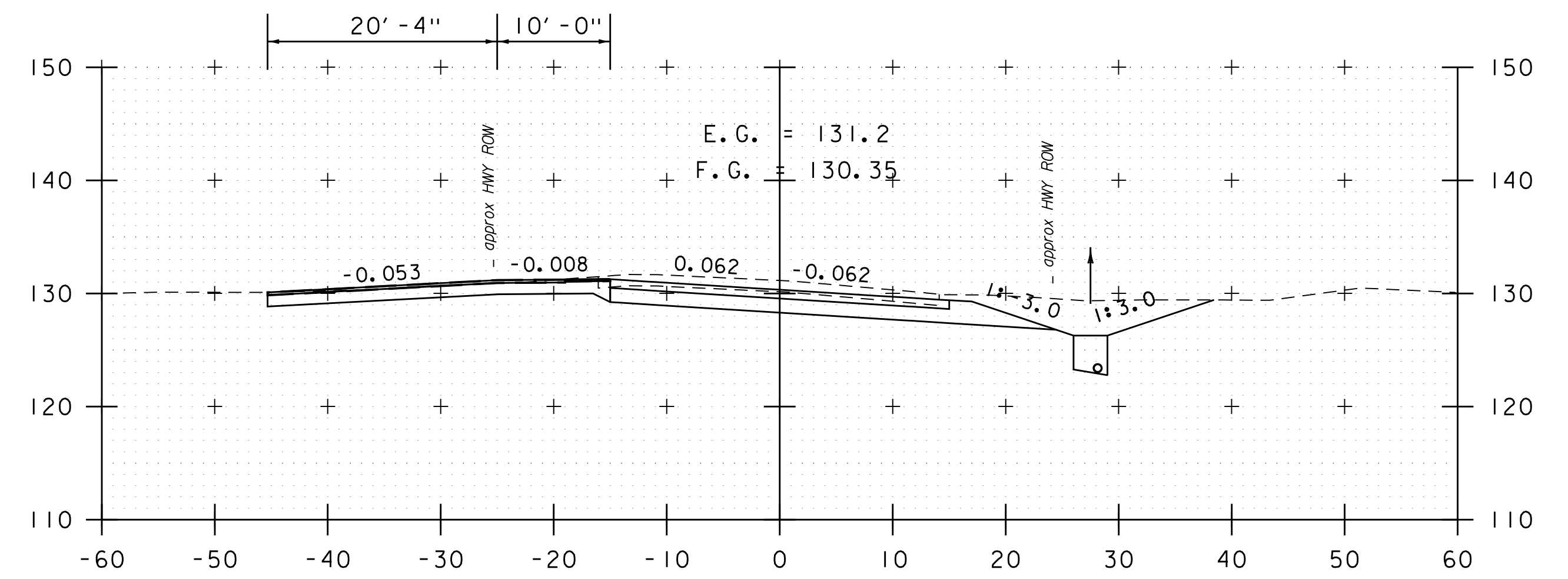
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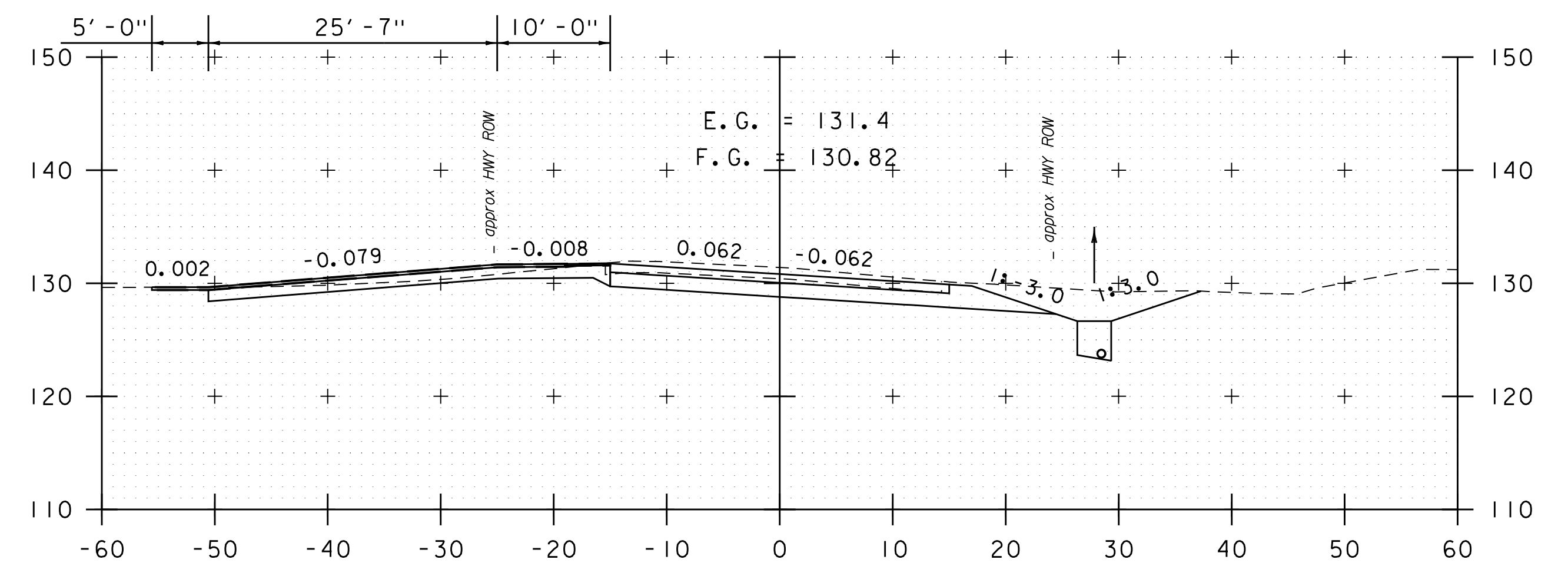
329+00



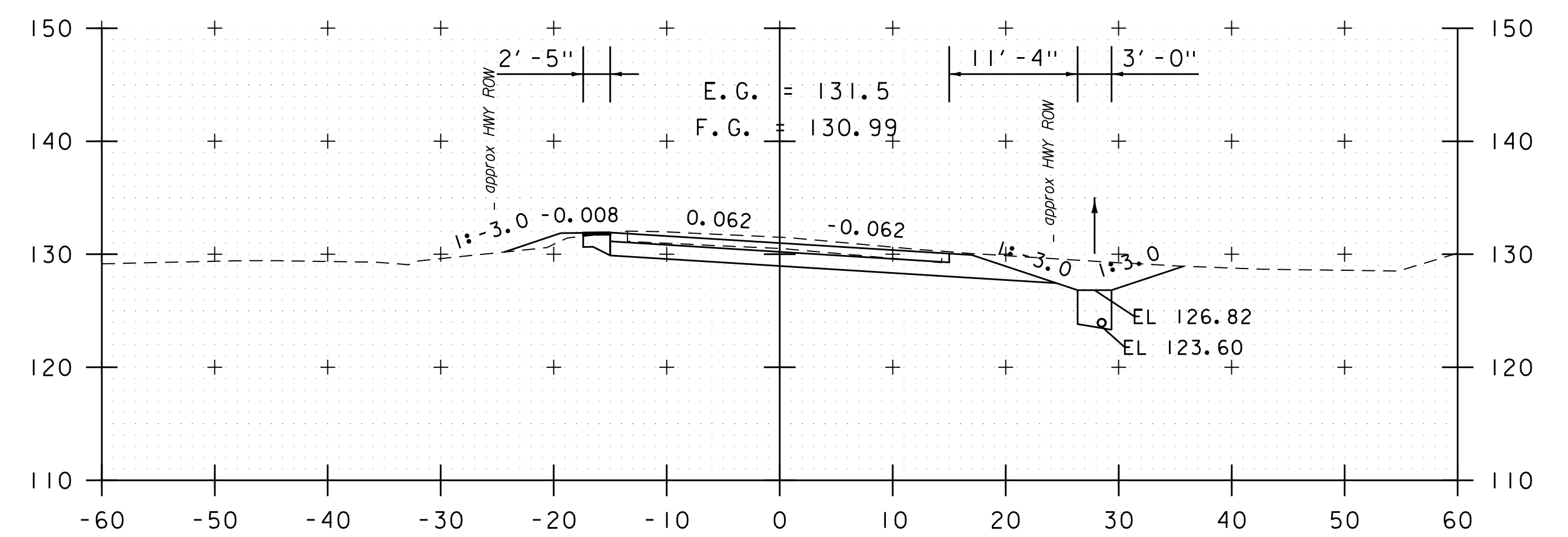
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329+85 (DRIVE LT)



329+61 (DRIVE LT)



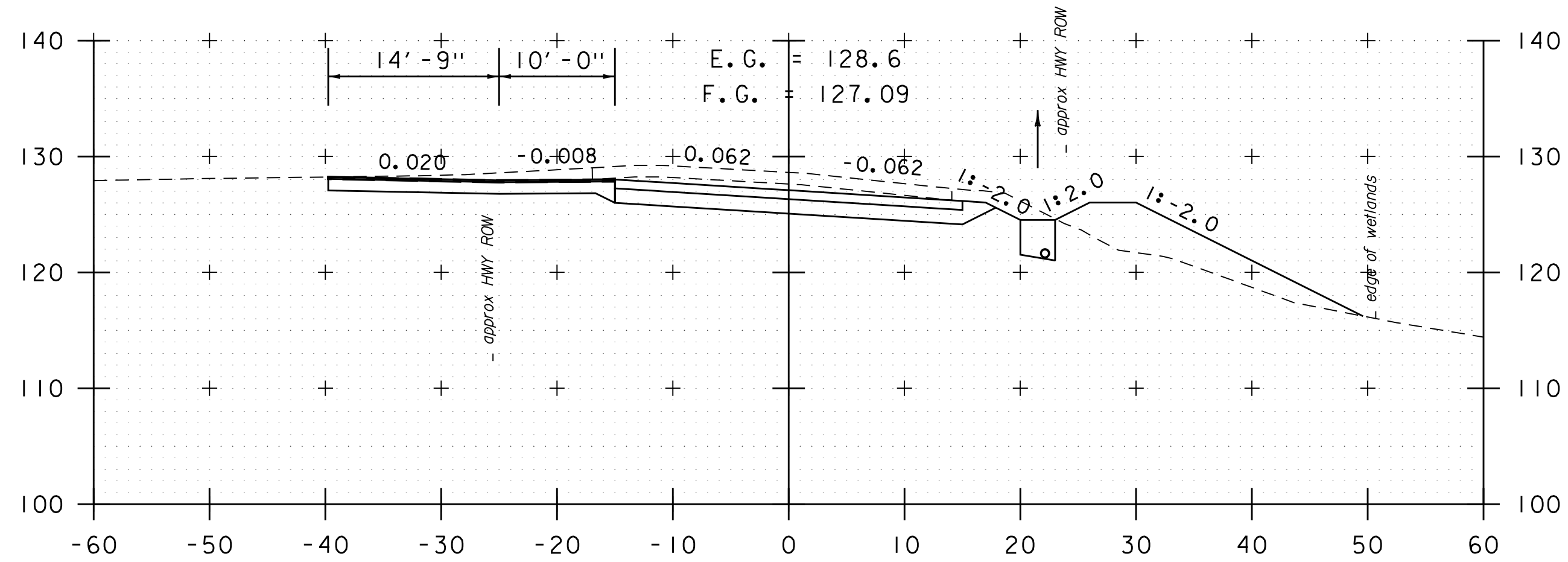
329+50

STA. 328+50 TO STA. 329+85

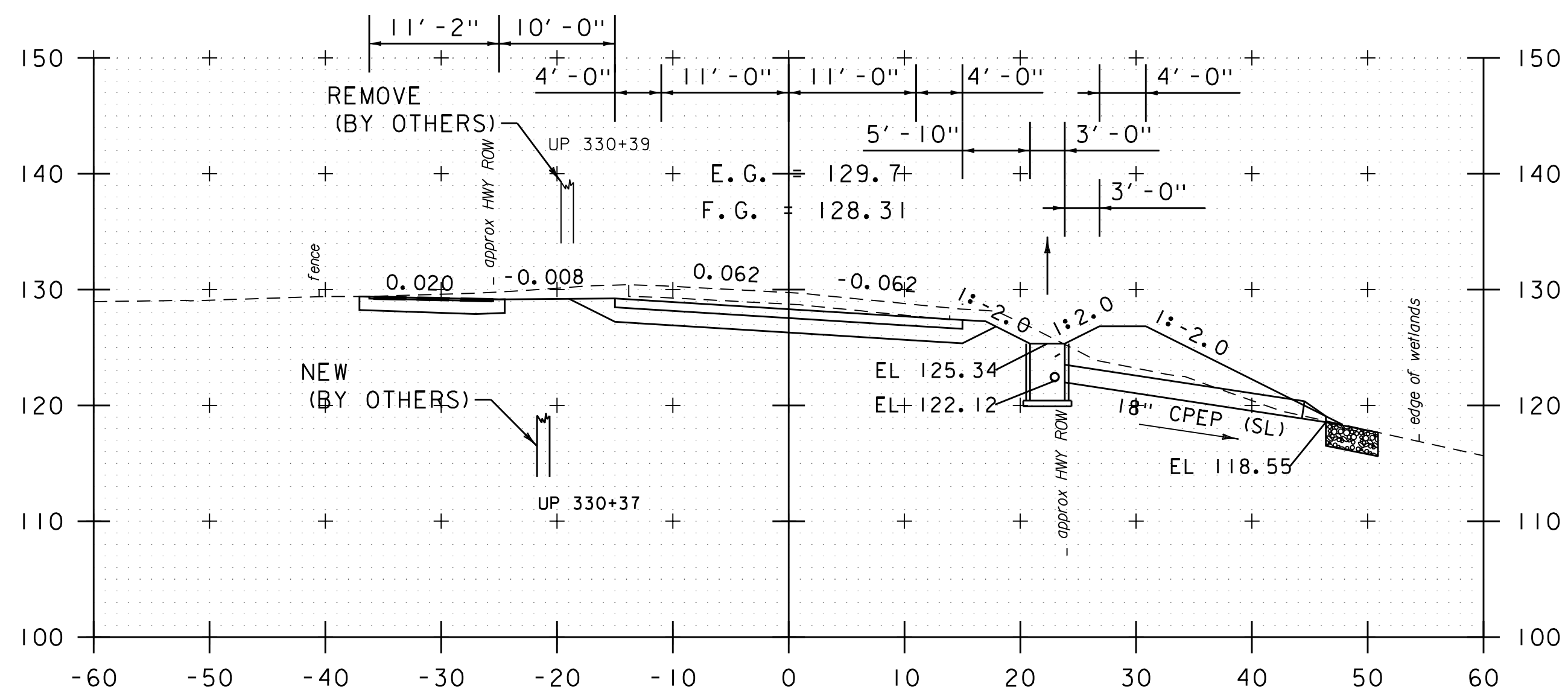


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 DESIGNED BY: M.BOGUE
 CROSS SECTION SHEET 119

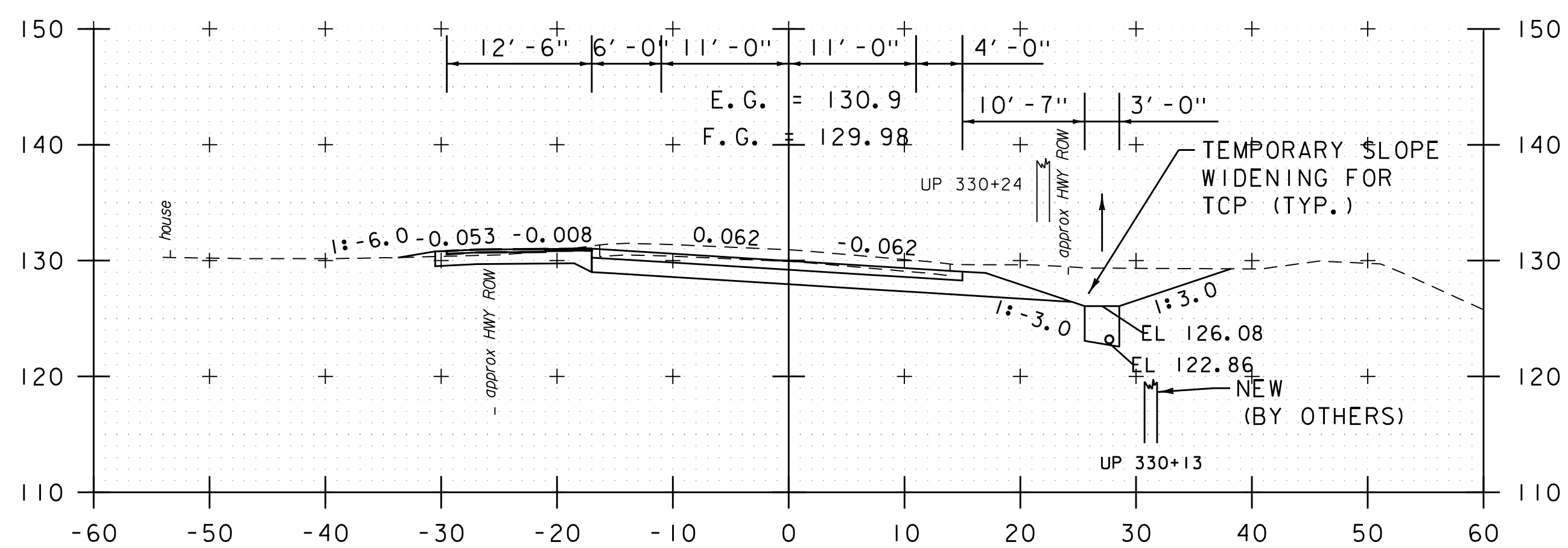
PLOT DATE: 9/13/2023
 DRAWN BY: C.CILLEY
 CHECKED BY: G.BAKOS
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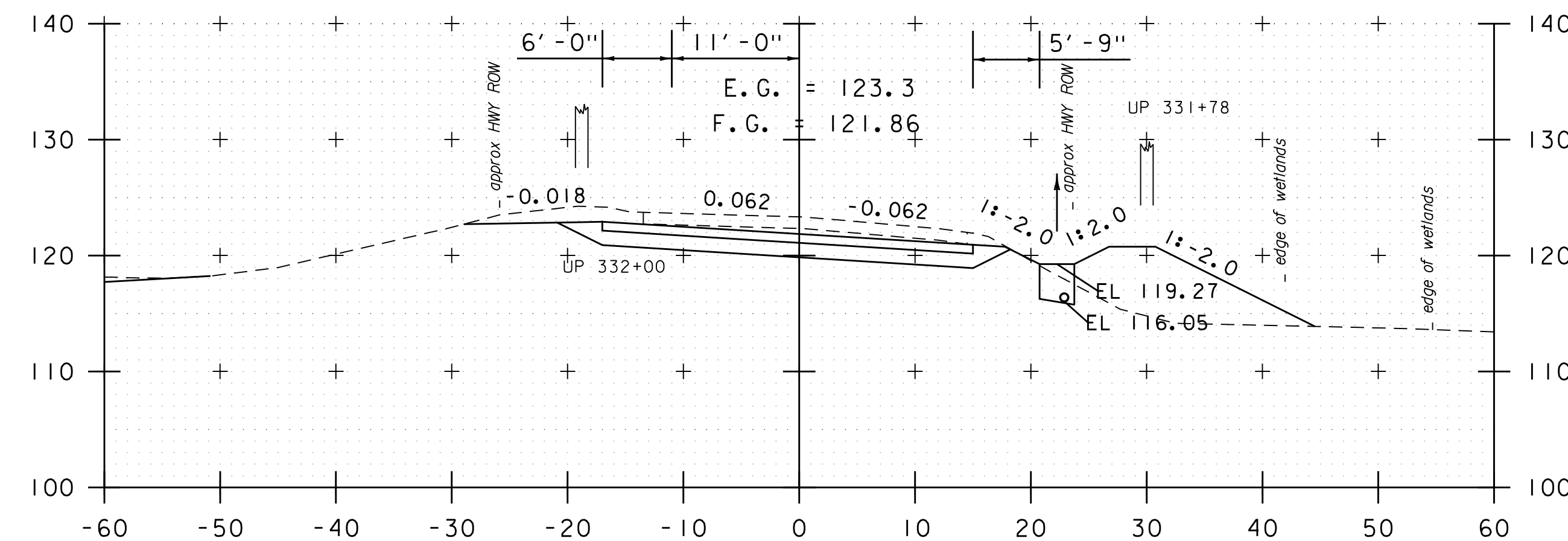
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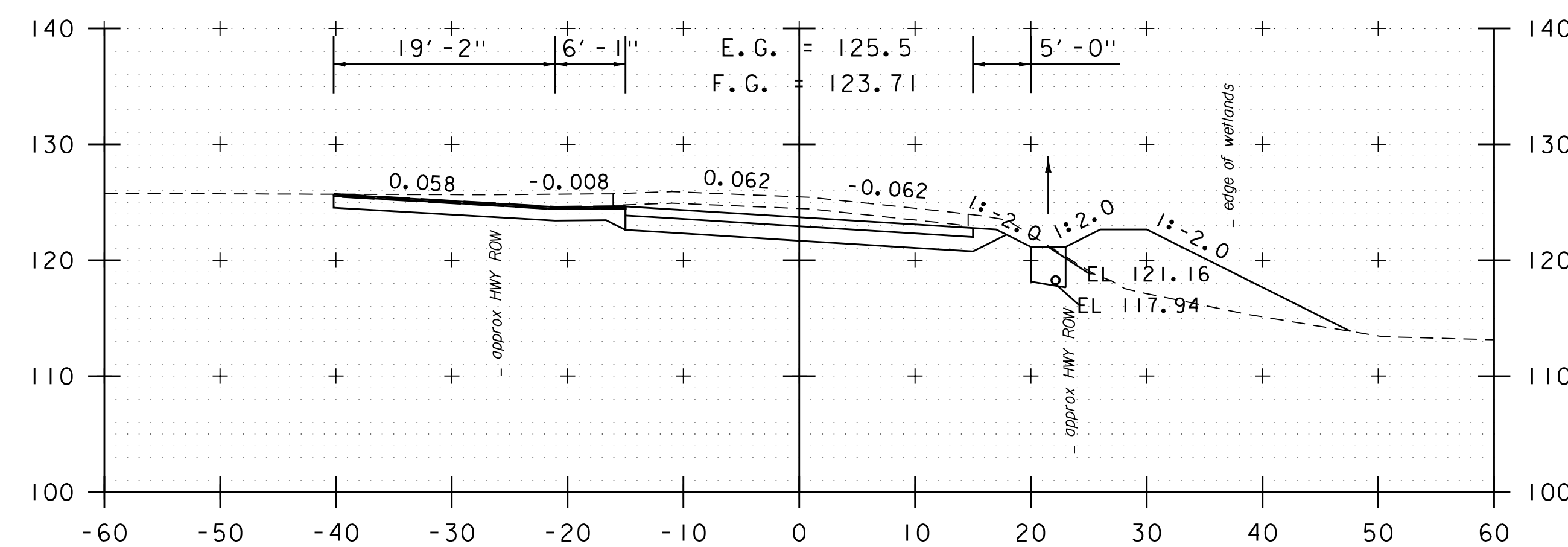
330+50 (NEW 12" CPEP)



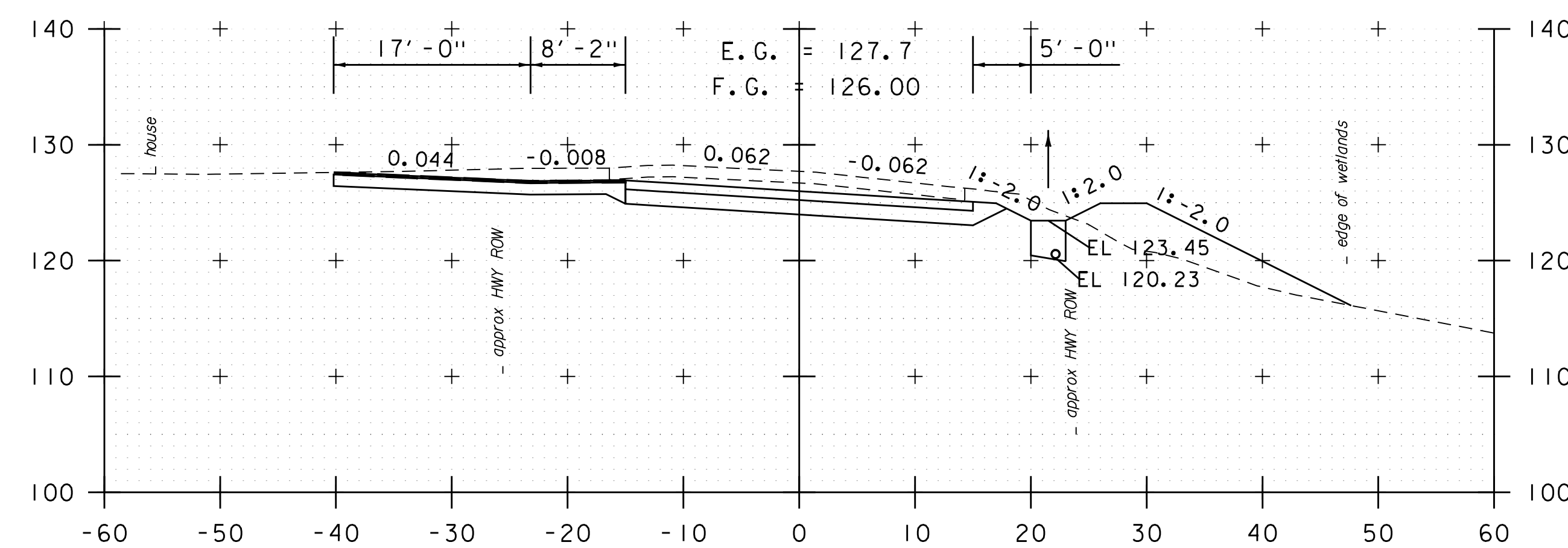
330+00



332+00



331+50

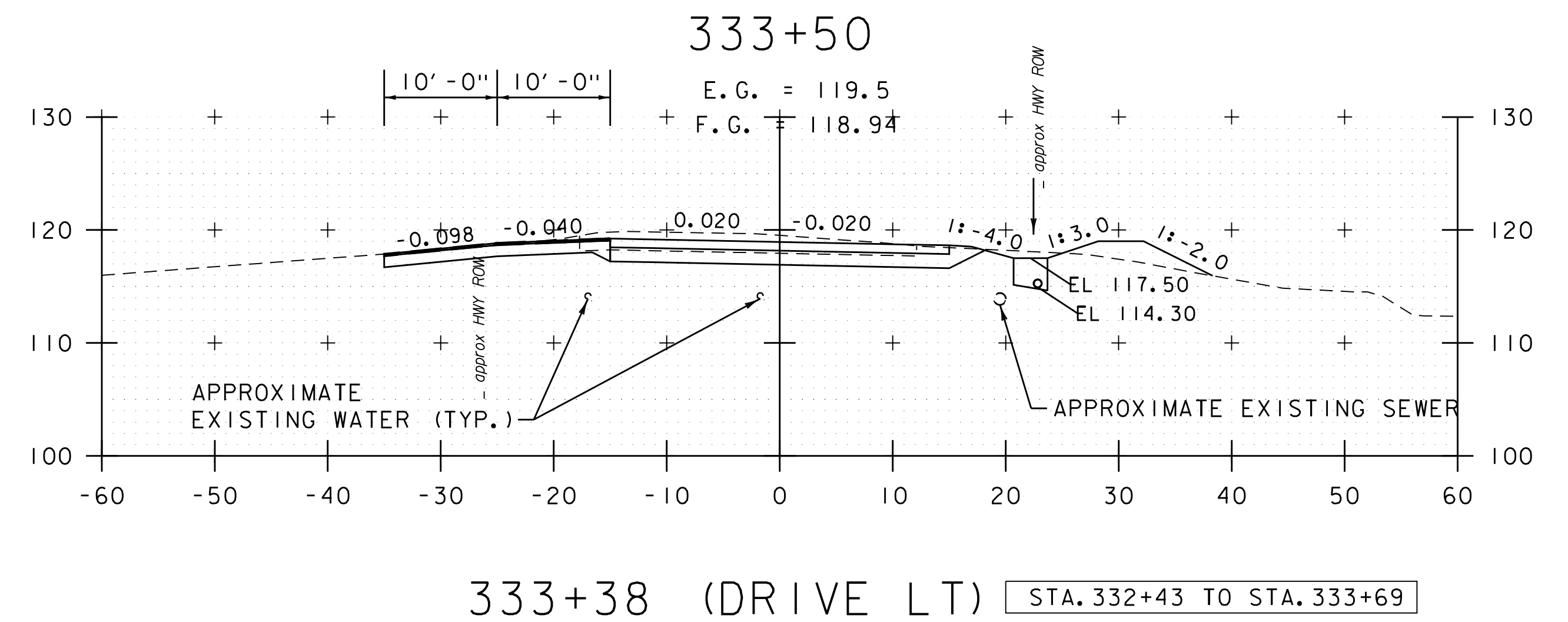
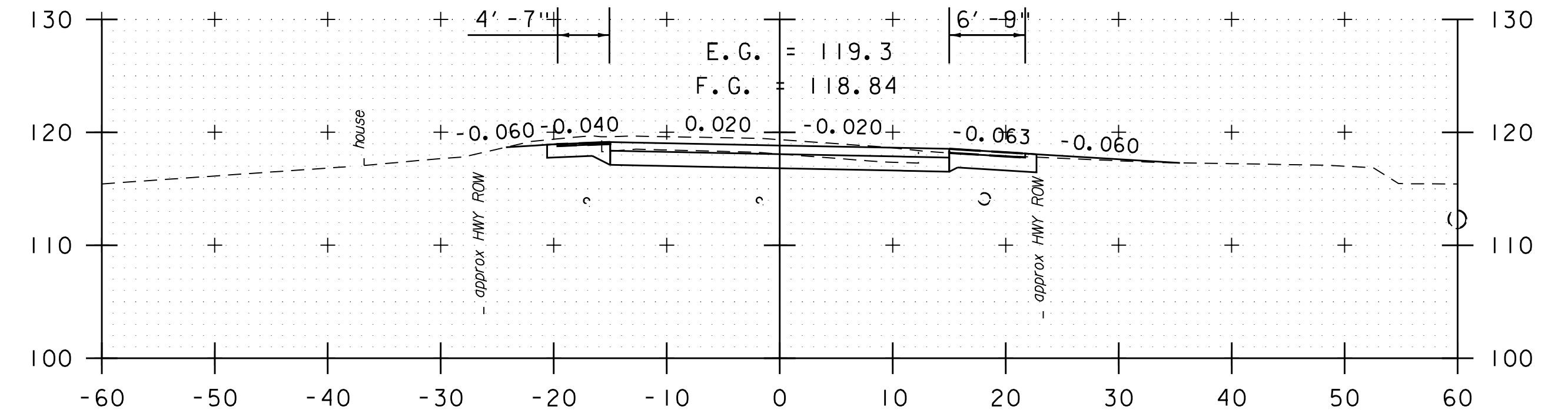
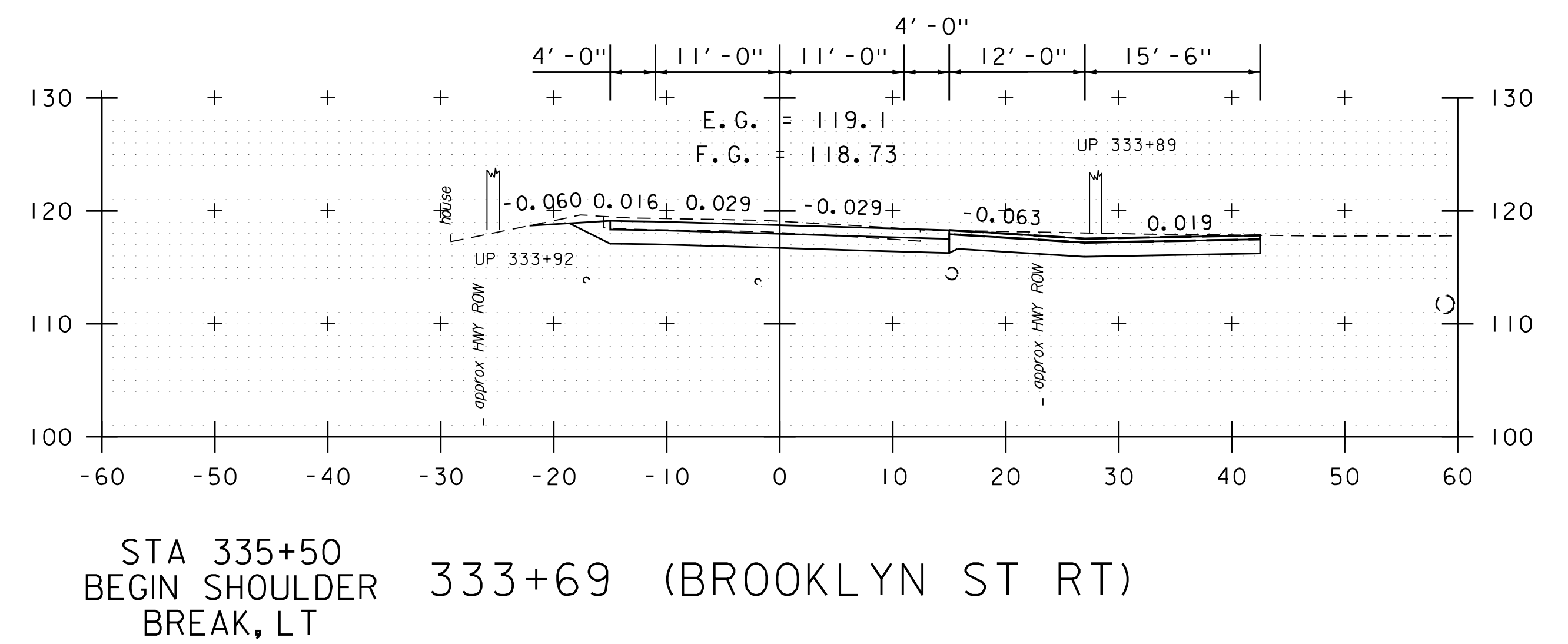
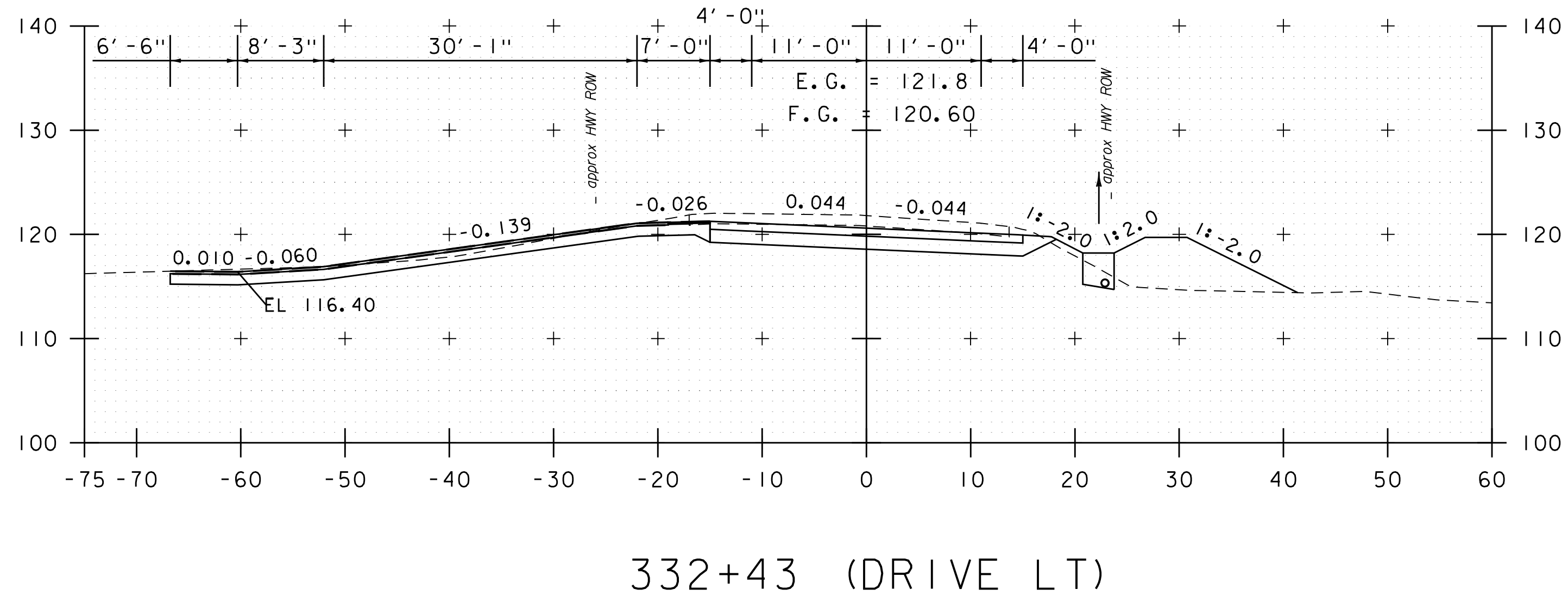
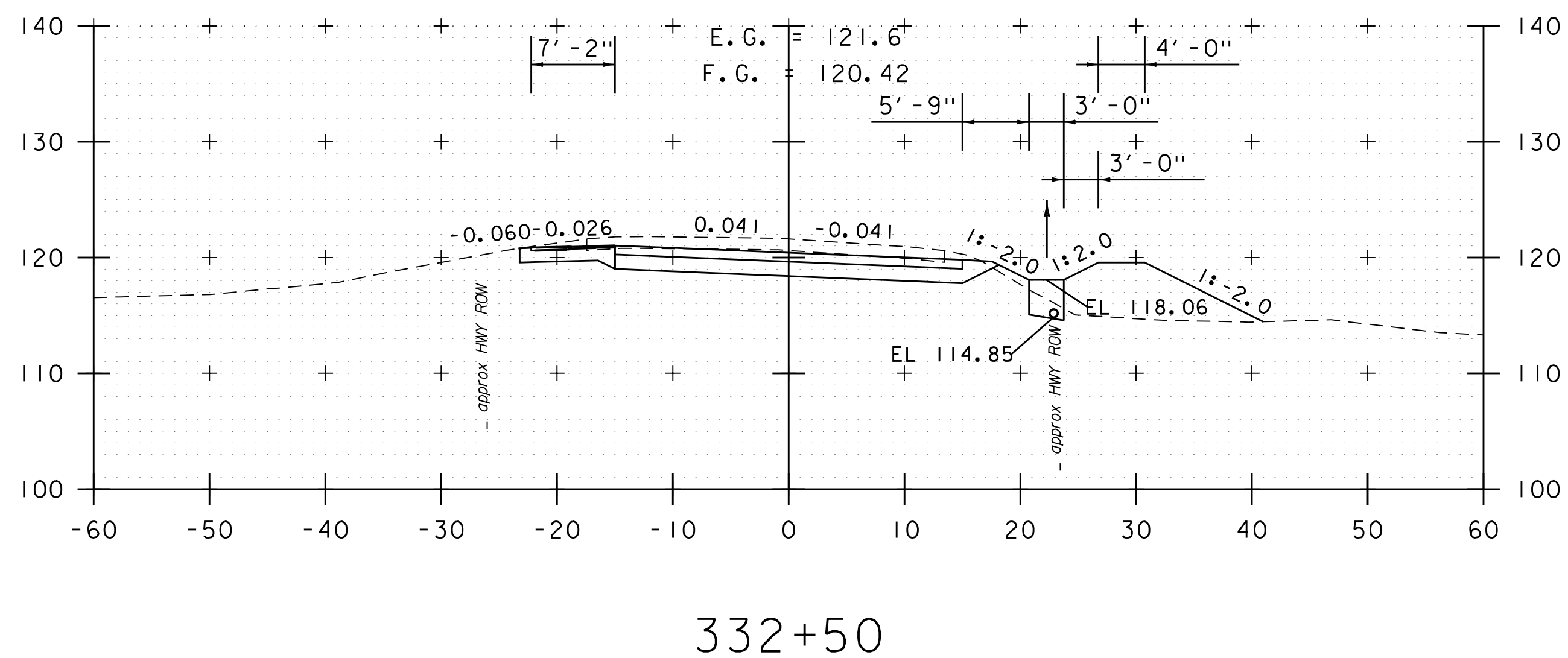
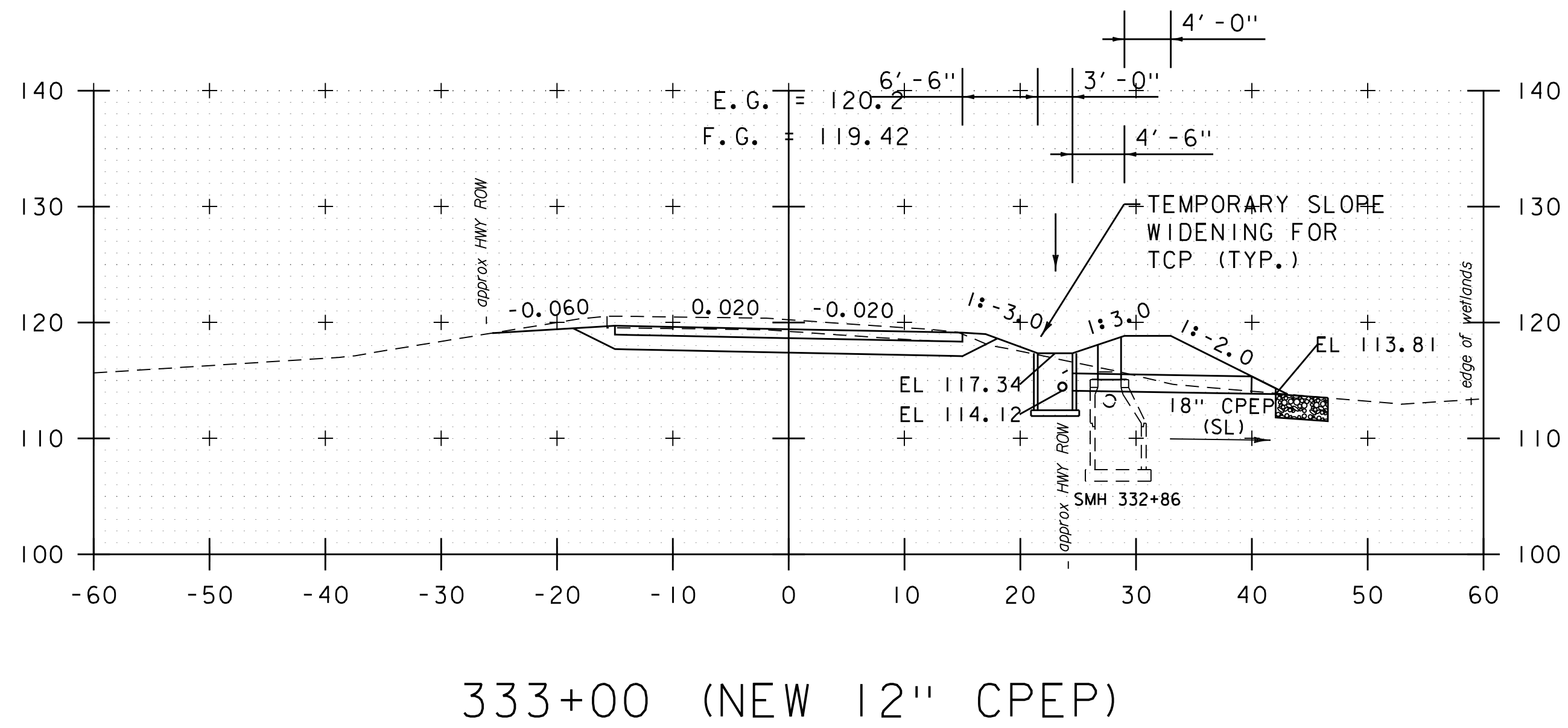


331+00

STA. 330+00 TO STA. 332+00



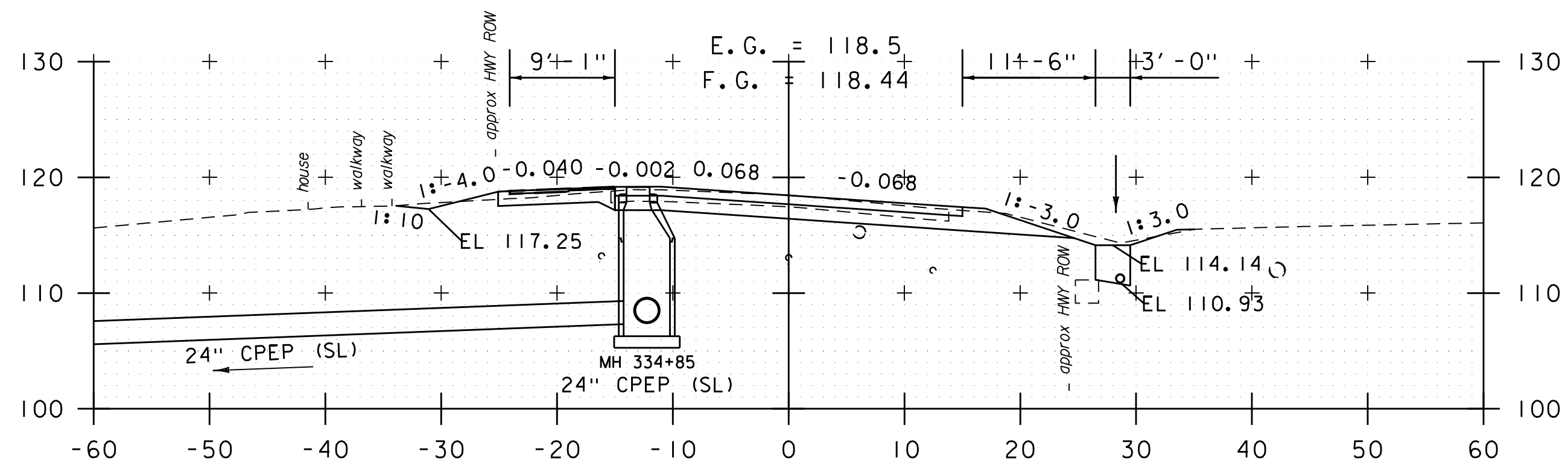
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FILE NAME:	z96b032xs_25000_33800.dgn
PROJECT LEADER:	G.BAKOS
DESIGNED BY:	M.BOGUE
CROSS SECTION SHEET	120
PLOT DATE:	9/13/2023
DRAWN BY:	C.CILLEY
CHECKED BY:	G.BAKOS
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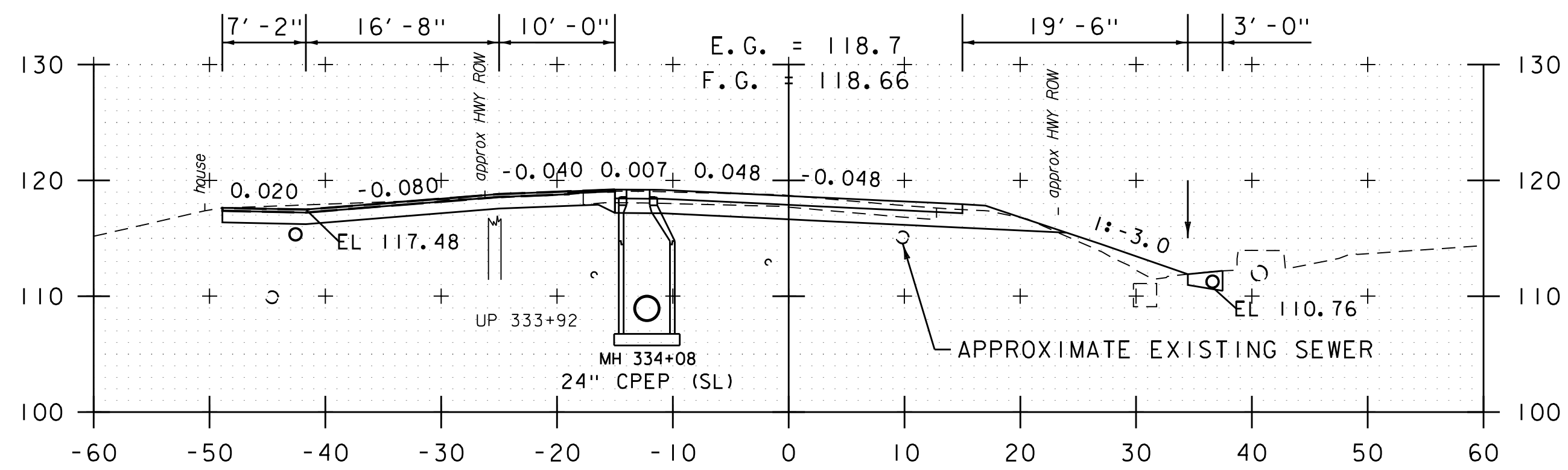
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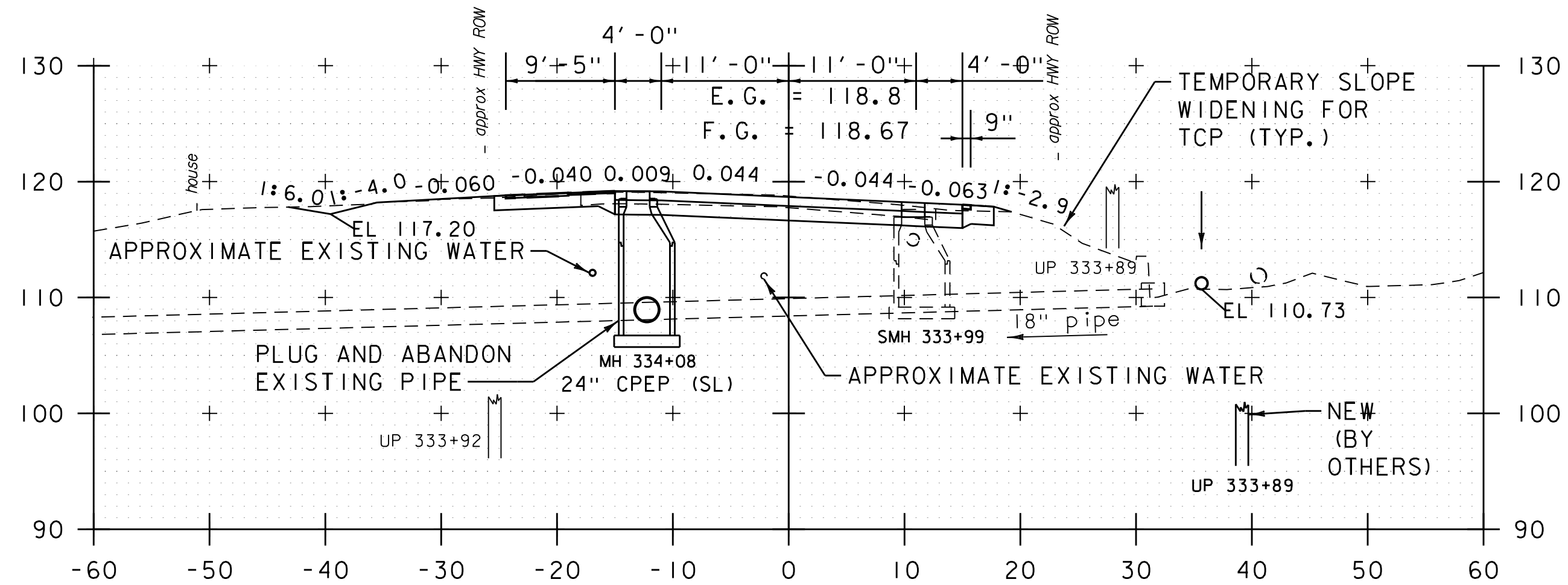
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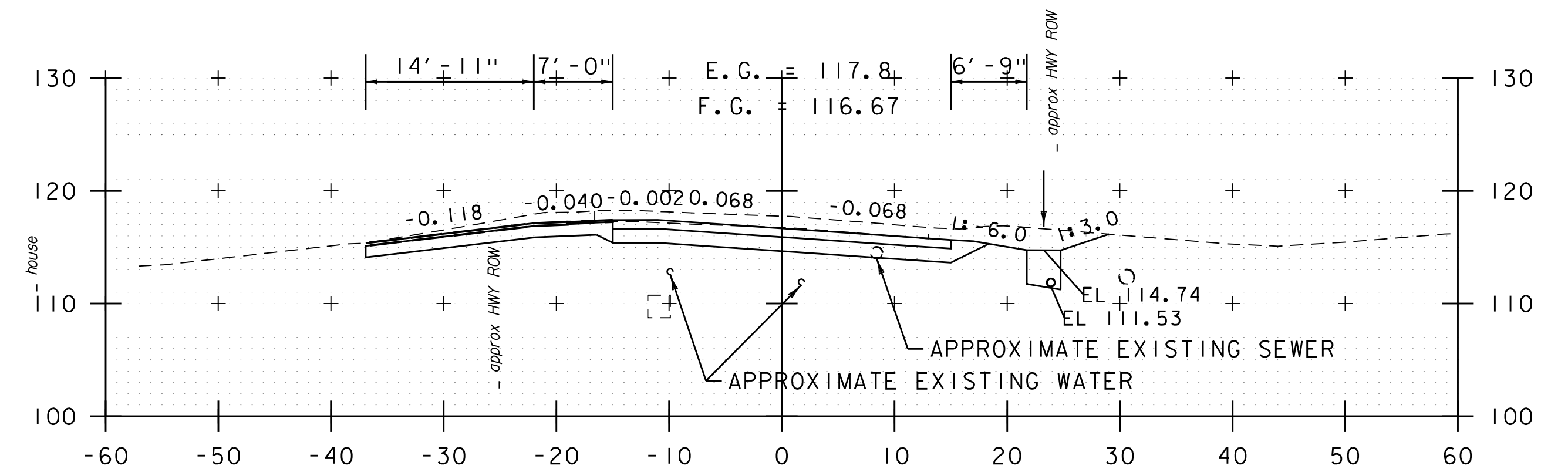
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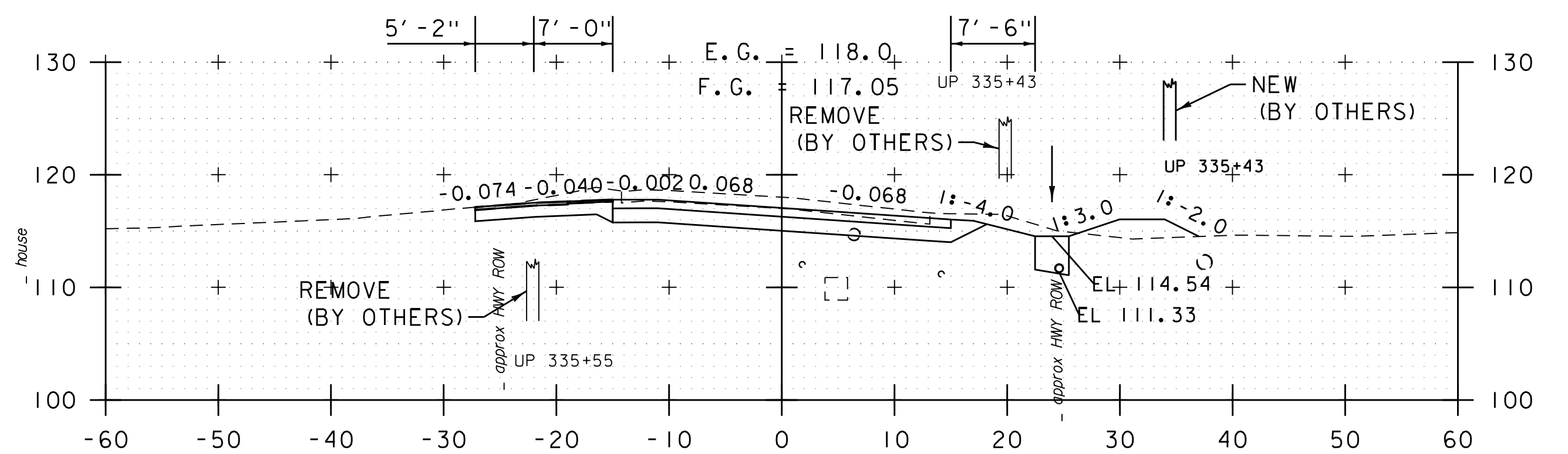
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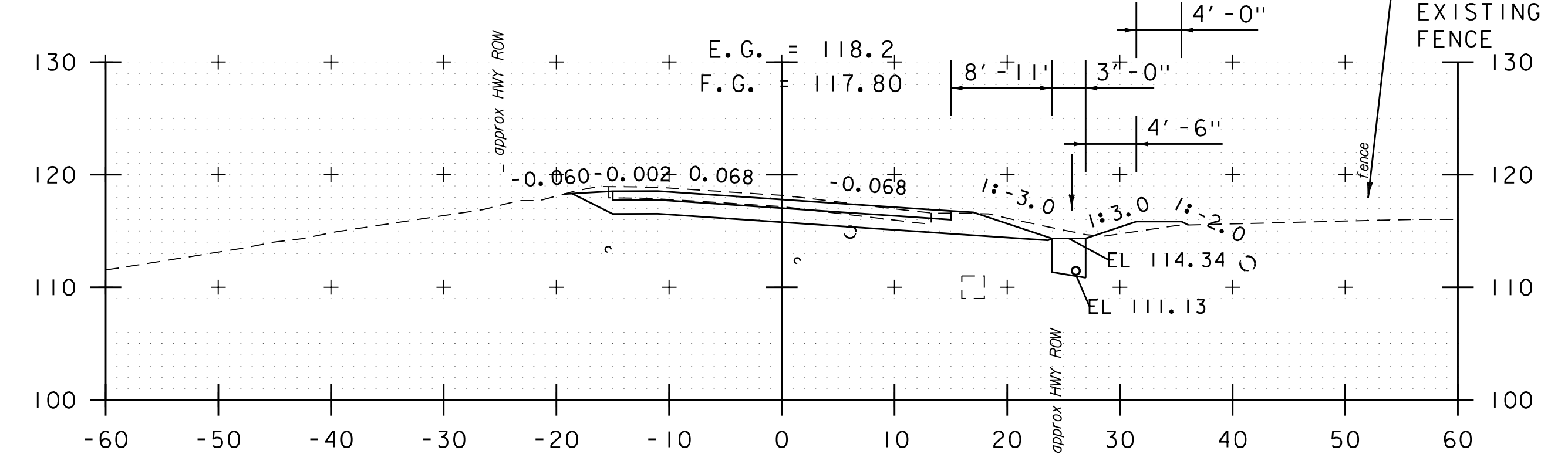
334+00



336+00 (DRIVE LT)



335+50 (DRIVE LT)

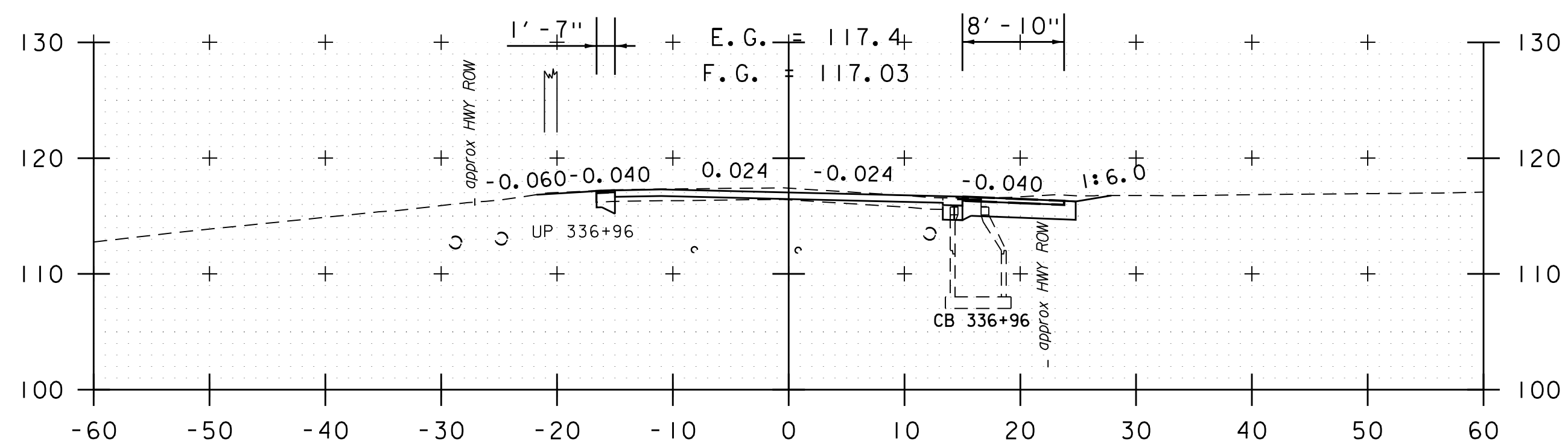


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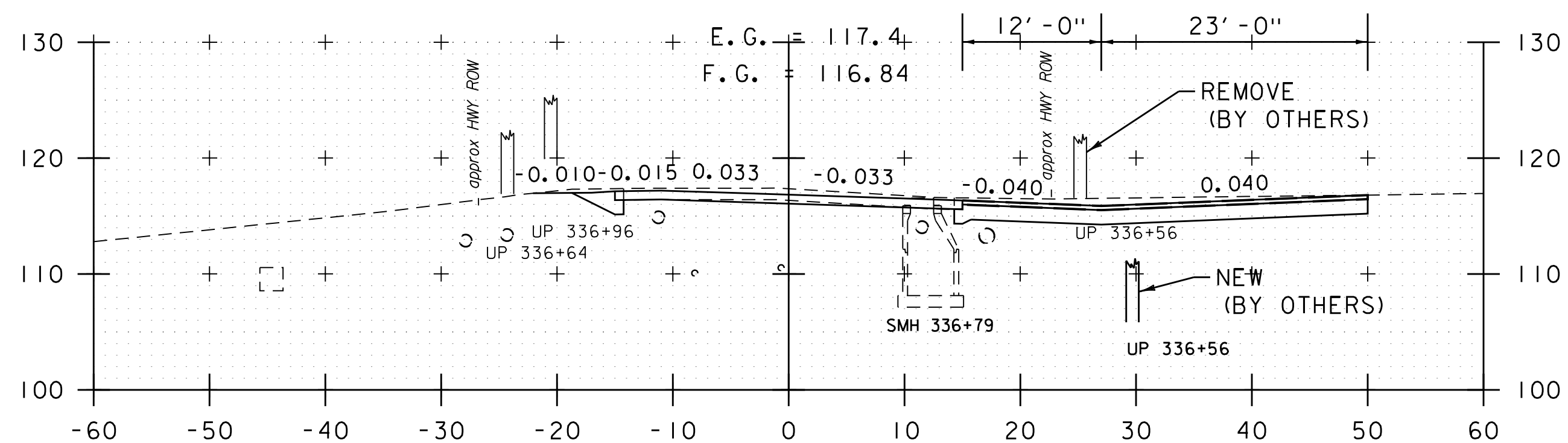
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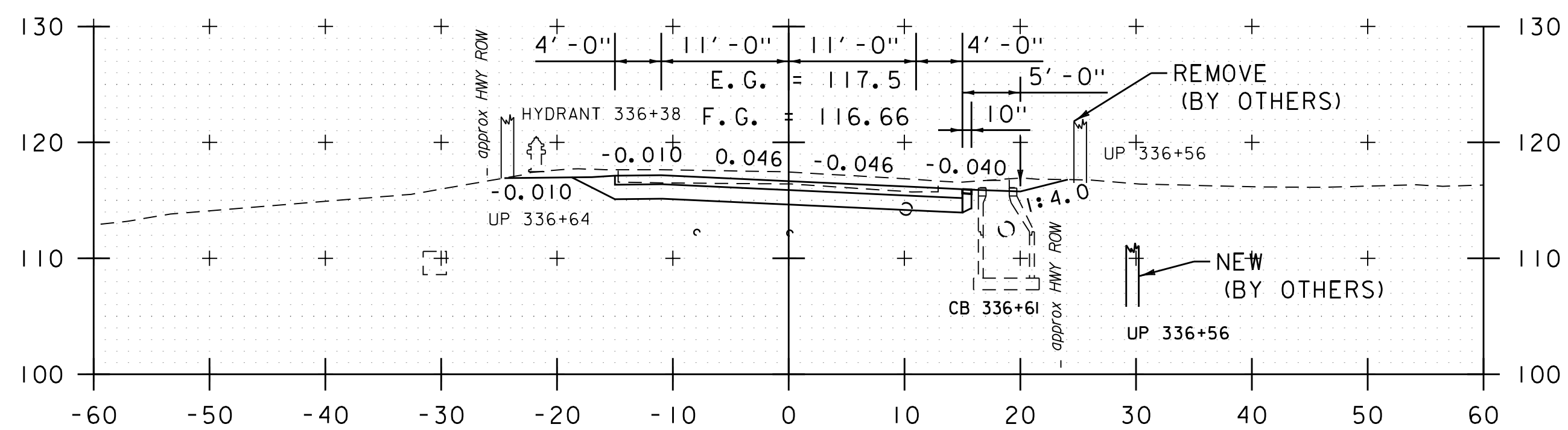
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DRAWN BY:	C.CILLEY
CHECKED BY:	G.BAKOS
SHEET	298 OF 307



337+00

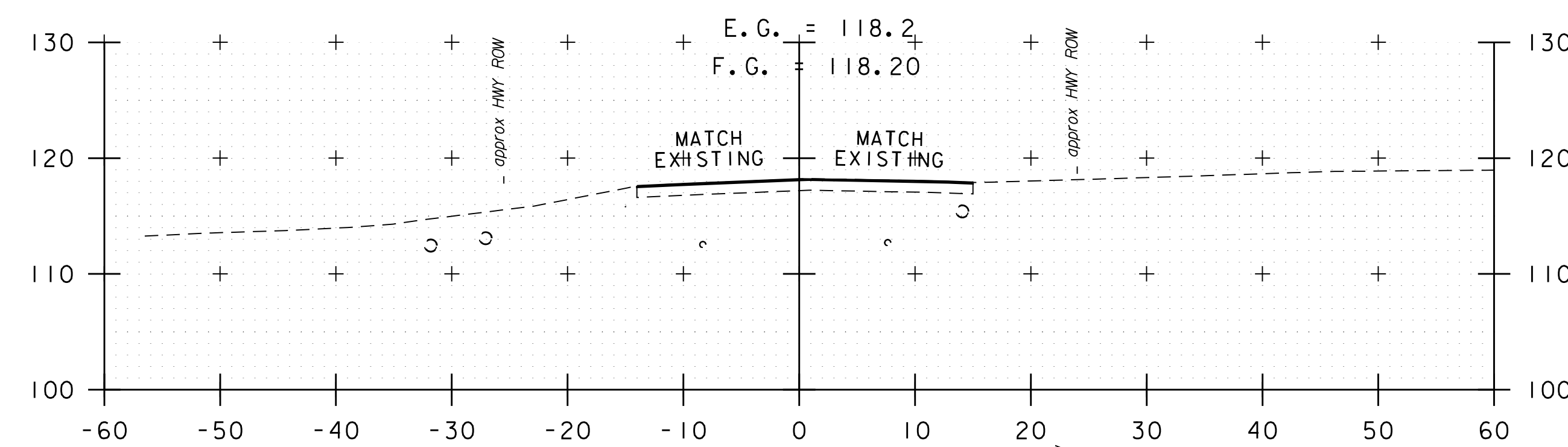


336+80 (GALLUP CT RT)



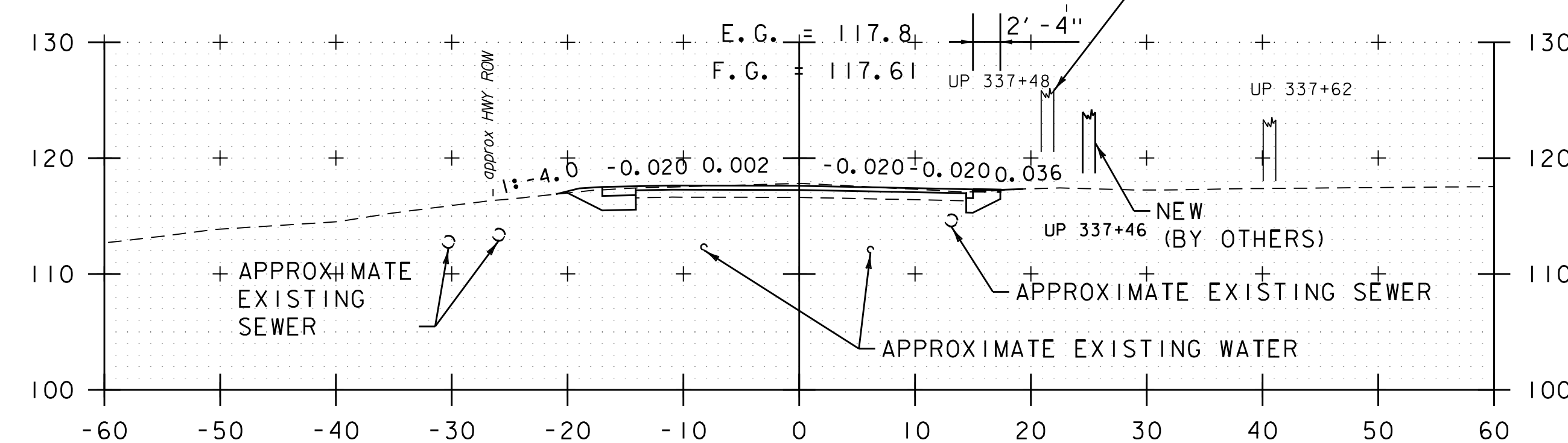
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STA 336+50
END PROJECT
BEGIN APPROACH

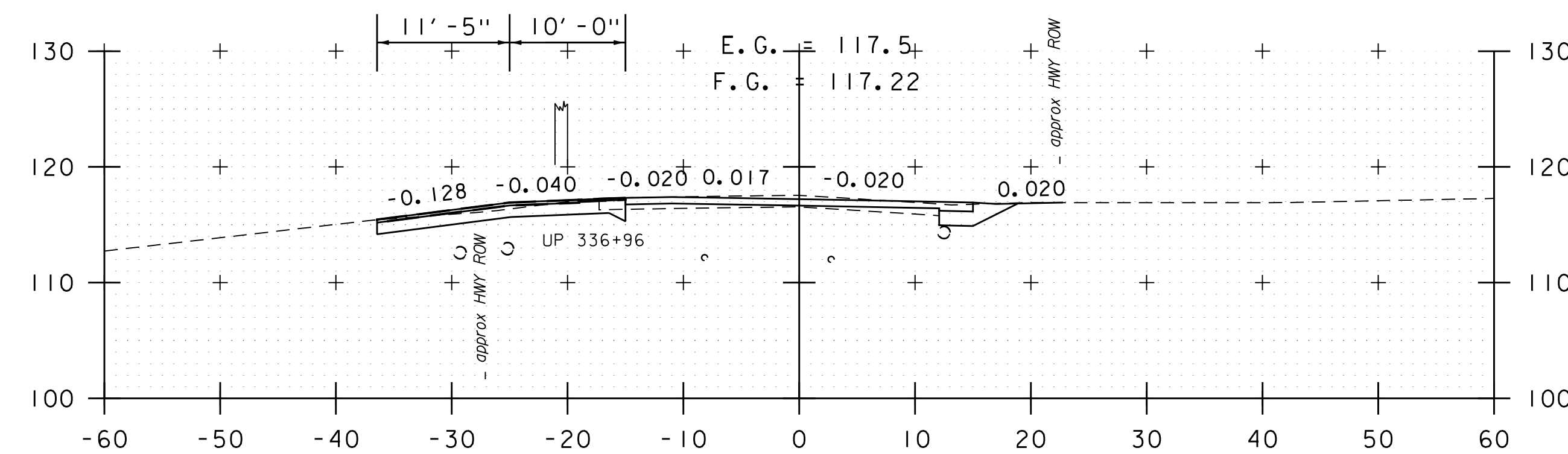


STA 338+00
END APPROACH

338+00



337+50



337+17 (DRIVE LT) STA. 336+50 TO STA. 338+00



PROJECT NAME:	SWANTON
PROJECT NUMBER:	NH 036-1(9)
FILE NAME:	z96b032xs_25000_33800.dgn
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DESIGNED BY:	M.BOGUE
CROSS SECTION SHEET	123
PLOT DATE:	9/13/2023
DRAWN BY:	C.CILLEY
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TCP NARRATIVE

GENERAL

THE FOLLOWING TRAFFIC CONTROL INFORMATION AND PROPOSED PHASING ARE INTENDED TO BE A CONCEPTUAL PLAN FOR HOW THE WORK MAY PROCEED. THE CONTRACTOR SHALL SUBMIT A SITE SPECIFIC DETAILED TRAFFIC CONTROL PLAN TO THE RESIDENT ENGINEER. THE CONTRACTOR SHALL ALLOW AT LEAST ONE (1) WEEK FOR REVIEW AND ACCEPTANCE. NO WORK SHALL COMMENCE UNTIL THE TRAFFIC CONTROL PLAN HAS BEEN ACCEPTED. ALL CHANGES TO THE TRAFFIC CONTROL PLAN MUST BE ACCEPTED BY THE PROJECT MANAGER. MODIFICATIONS TO THE ACCEPTED TRAFFIC CONTROL PLAN SHALL BE SUBMITTED TO THE PROJECT MANAGER AT LEAST ONE (1) WEEK PRIOR TO THE IMPLEMENTATION OF THE CHANGE.

THE CONTRACTOR'S TRAFFIC CONTROL PLAN SHALL BE DEVELOPED IN ACCORDANCE WITH THE 2018 EDITION OF VTRANS STANDARD SPECIFICATIONS SECTION 641 - TRAFFIC CONTROL, VTRANS STANDARD DETAILS AND IN SUBSTANTIAL CONFORMANCE WITH THE 2009 EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) WITH LATEST INTERIMS. THE TRAFFIC CONTROL PLAN SHALL INCLUDE ALL TEMPORARY SIGNS, PAVEMENT MARKINGS, CHANNELIZING DEVICES, PORTABLE MESSAGE BOARDS, ARROW PANELS, TEMPORARY SIGNALS AND OTHER DEVICES REQUIRED TO PROVIDE COMPLETE MANAGEMENT OF TRAFFIC. TRAFFIC SHALL BE MAINTAINED AT ALL TIMES.

TRAFFIC MANAGEMENT AND ROADWAY CONSTRUCTION SEQUENCING

THIS PROJECT INCLUDES APPROXIMATELY 2.4 MILES OF FULL DEPTH RECONSTRUCTION AND 3.3 MILES OF REHABILITATION. ALL CONSTRUCTION AREAS SHALL REQUIRE THE USE OF TEMPORARY TRAFFIC BARRIER TO SEPARATE THE WORK ZONE FROM TRAFFIC. ALL TEMPORARY CONCRETE BARRIER SHALL HAVE THE BLUNT ENDS PROTECTED IN ACCORDANCE WITH THE AASHTO ROADSIDE DESIGN GUIDE AND VTRANS STANDARDS.

ALTERNATING ONE-WAY TRAFFIC WILL BE REQUIRED ON THIS PROJECT. THE CONTRACTOR IS RESPONSIBLE FOR CONSTRUCTING AND MAINTAINING TEMPORARY DETOURS INCLUDING OVER WIDENING TO SUPPORT THE ALTERNATING ONE-WAY TRAFFIC ADJACENT TO THE ACTIVE WORK ZONES. THE OVER WIDENING INCLUDES PLACEMENT AND EVENTUAL REMOVAL OF ANY REQUIRED TEMPORARY EARTHWORK, SUBBASE OF DENSE GRADED CRUSHED STONE, BITUMINOUS CONCRETE PAVEMENT, TEMPORARY DRAINAGE PIPES AND STRUCTURES, GEOTEXTILE FOR ROADBED SEPARATOR, SLOPE STABILIZATION AND EROSION CONTROLS. ALL ASSOCIATED COSTS WILL BE INCLUDED UNDER ITEM 900.645 SPECIAL PROVISION (TRAFFIC CONTROL, ALL-INCLUSIVE). UNIFORMED TRAFFIC OFFICERS, FLAGGERS, TEMPORARY TRAFFIC BARRIER, ENERGY ABSORPTION ATTENUATORS, TEMPORARY, PORTABLE CHANGEABLE MESSAGE SIGNS AND TEMPORARY TRAFFIC SIGNAL SYSTEM, PORTABLE WILL ALL BE MEASURED AND PAID ACCORDING TO THEIR RESPECTIVE ITEMS.

A 40 DAY SETTLEMENT PERIOD IS REQUIRED FOR ALL FILL PLACEMENTS FROM STA. 105+00 TO STA. 162+50. ONCE THE FILL MATERIAL IS CONSOLIDATED, USE EARTH BORROW OR GRANULAR BORROW TO MEET THE FINAL SUBBASE ELEVATION. FINAL SUBBASE AND PAVEMENT SHALL NOT BE PLACED UNTIL AFTER THE 40 DAY SETTLEMENT PERIOD HAS OCCURRED.

SEE EROSION PREVENTION AND SEDIMENT CONTROL NARRATIVE FOR DEWATERING REQUIREMENTS.

IT IS THE CONTRACTOR'S RESPONSIBILITY TO DESIGN THE PLACEMENT AND NEED OF TEMPORARY DRAINAGE PIPES AND STRUCTURES AND MAINTAIN THE WATER FLOW OF ALL EXISTING AND PROPOSED DITCHES. THE CONTRACTOR SHALL USE GEOTEXTILE FOR ROADBED SEPARATOR TO COVER ALL GABION WALLS, HEADWALLS, STONE FILL AND DRAINAGE STRUCTURES THAT MAY BE IMPACTED BY THE TEMPORARY WIDENING. ALL MEANS AND METHODS SHALL BE APPROVED BY THE RESIDENT PRIOR TO IMPLEMENTATION.

TEMPORARY SIGNALS WILL BE REQUIRED TO CONTROL THE ALTERNATING ONE-WAY TRAFFIC DAY AND NIGHT. REFER TO APPENDIX A OF THE WORK ZONE SAFETY AND MOBILITY GUIDE FOR THE MAXIMUM LENGTH OF THE ALTERNATING ONE-WAY TRAFFIC ZONES WHICH IS BASED ON THE ANTICIPATED TRAFFIC VOLUMES AND MAXIMUM ALLOWABLE DELAY. THE ALLOWABLE ALTERNATING ONE-WAY TRAFFIC ZONE LENGTH MAY BE ADJUSTED UP OR DOWN DEPENDING ON ACTUAL CONDITIONS AS DETERMINED BY THE ENGINEER. IN AREAS WHERE THE CONTRACTOR IS ABLE TO RESTORE TWO-WAY TRAFFIC AT THE END OF EACH DAY, THE DAYTIME ALTERNATING ONE-WAY WORK ZONES MAY BE CONTROLLED BY FLAGGERS WITH TWO-WAY RADIOS. UNLESS DETAILED AND ACCEPTED IN SITE SPECIFIC TRAFFIC CONTROL PLAN, NO MORE THAN TWO ALTERNATING ONE-WAY TRAFFIC DETOURS WILL BE ALLOWED WITHIN THE PROJECT AT THE SAME TIME AND THOSE DETOURS MUST BE SEPARATED BY AT LEAST 1/2 MILE.

ACCESS TO PROPERTIES ALONG THE CORRIDOR MAY BE RESTRICTED FOR SHORT DURATIONS OF NOT MORE THAN TWO HOURS WITH THE PERMISSION AND PRIOR NOTIFICATION OF THE OWNERS DURING BUSINESS HOURS. CONTRACTOR SHALL COORDINATE MAJOR WORK ADJACENT TO COMMERCIAL AREAS WITH THE OWNERS AT LEAST ONE WEEK PRIOR TO STARTING THE WORK IN THE AREA.

SPECIAL CARE MUST BE TAKEN TO PROVIDE ACCESS THROUGH THE WORK ZONES FOR EMERGENCY VEHICLES. THE CONTRACTOR SHALL COORDINATE WITH BOTH POLICE AND FIRE DEPARTMENTS TO DETERMINE THEIR MINIMUM ACCESS REQUIREMENTS BEFORE IMPLEMENTING DETOURS.

THE CONTRACTOR SHALL PROVIDE NOTIFICATION AND COMMUNICATION TO THE LARGE HAULER COMPANIES THAT USE VT 78 AS A THRU WAY. IT SHOULD BE COMMUNICATED THAT THE TRAVEL WAY WILL HAVE DELAYS AND RESTRICTED WIDTHS AND TURNING MOVEMENTS. COORDINATION SHALL OCCUR PRIOR TO THE START OF CONSTRUCTION.

IT IS THE CONTRACTOR'S RESPONSIBILITY TO ENSURE THE TRAVEL WAYS ARE FREE OF RUTS, LOOSE MATERIAL, SAND AND MUD TO ENSURE THE SAFETY OF CYCLISTS.

WHEN SCHOOL IS IN SESSION, SCHOOL BUS STOP ACCOMMODATIONS ARE REQUIRED. LOCATIONS SHALL BE COORDINATED WITH THE LOCAL SCHOOL TRANSPORTATION COORDINATOR. ADDITIONAL FLAGGERS WILL BE STATIONED AT THESE LOCATIONS DURING TYPICAL MORNING PICK-UP AND DROP-OFF TIME PERIOD WHILE WORK IS PERFORMING IN THESE AREAS. COORDINATION WITH THE TOWN SHALL OCCUR PRIOR TO THE START OF CONSTRUCTION.

ACCOMMODATIONS FOR POSTAL SERVICE, RUBBISH REMOVAL, ETC. SHALL BE REQUIRED. THE CONTRACTOR SHALL COORDINATE WITH THE BUSINESSES AND PROPERTY OWNERS. ADDITIONAL FLAGGERS WILL BE USED AS NECESSARY TO FACILITATE THESE SERVICES. COORDINATION SHALL OCCUR PRIOR TO THE START OF CONSTRUCTION.

CHARCOAL CREEK CULVERT

THE REMOVAL AND REPLACEMENT OF THE CHARCOAL CREEK CULVERT SHALL OCCUR USING PHASING, OVER WIDENING, AND ALTERNATING ONE-WAY TRAFFIC IN ACCORDANCE WITH THE TCP NARRATIVE.

THE PHASING PLANS FOR THE REMOVAL AND REPLACEMENT OF THE CHARCOAL CREEK CULVERT ARE PROVIDED FOR INFORMATIONAL PURPOSES ONLY AND ARE TO BE A CONCEPTUAL PLAN FOR HOW THE WORK MAY PROCEED, ACCEPT AS NOTED ON THE CULVERT CONSTRUCTION PHASING SHEETS. THE CONTRACTOR SHALL DEVELOP A PHASING AND TRAFFIC CONTROL PLAN FOR REVIEW AND ACCEPTANCE BY THE ENGINEER AS OUTLINED IN THESE NOTES (TCP NARRATIVE) FOR THE REMOVAL AND REPLACEMENT OF THE CULVERT. SEE THE CULVERT CONSTRUCTION PHASING SHEETS FOR ADDITIONAL INFORMATION.

SIGNS AND MARKINGS

EXISTING SIGNS SHALL REMAIN UNTIL THEY ARE NO LONGER REQUIRED. EXISTING SIGNS WHICH CONFLICT WITH TEMPORARY TRAFFIC CONTROLS SHALL BE COMPLETELY COVERED WITH SOLID COVERS PAINTED BLACK OR REMOVED/RELOCATED AS NEEDED. TEMPORARY SIGNS SHALL BE INSTALLED AS SHOWN IN THE PLANS AND THE CONTRACTOR'S ACCEPTED TRAFFIC CONTROL PLANS. NEW SIGNING SHALL BE INSTALLED AS IT BECOMES APPLICABLE. ALL PROPOSED SIGNING SHALL BE INSTALLED AND ALL SIGNS TO BE REMOVED SHALL BE REMOVED PRIOR TO THE APPLICATION OF THE FINAL PAVEMENT MARKINGS.

THE WORK SHALL INCLUDE FURNISHING, ERECTING, MAINTAINING, AND REMOVING ALL TEMPORARY SIGNING AS SHOWN IN THE PLANS, AS REQUIRED BY SITE SPECIFIC WORK, AND AS DIRECTED BY THE ENGINEER. ANY SIGNS NOT INCLUDED IN THE FHWA STANDARD HIGHWAY SIGNS BOOK SHALL INCLUDE SIGN FACE DIMENSIONS AND LAYOUT.

THE WORK SHALL BE STAGED ACCORDING TO THE ACCEPTED TRAFFIC CONTROL PLAN. DURING THE STAGED CONSTRUCTION OF VT 78, TRAFFIC CONTROL PLANS SHALL BE ESTABLISHED TO MAINTAIN THE CONTINUITY OF VEHICLE AND PEDESTRIAN TRAFFIC THROUGH THE CORRIDOR. SIGNS SHALL BE ADJUSTED AT THE COMPLETION OF EACH CONSTRUCTION PHASE AS SHOWN ON THE ACCEPTED TRAFFIC CONTROL PLANS. THE CONTRACTOR SHALL MAINTAIN TEMPORARY SIGNING AND PAVEMENT MARKINGS, TEMPORARY CONCRETE BARRIER AND OTHER SUPPORTING TRAFFIC CONTROLS THROUGHOUT CONSTRUCTION. INSTALLING, MAINTAINING, ADJUSTING, MODIFYING, AND REMOVING TRAFFIC CONTROLS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR CONTRACT ITEM 900.645 SPECIAL PROVISION (TRAFFIC CONTROL, ALL-INCLUSIVE).

TRAFFIC SHALL NOT BE CHANGED FROM ONE PHASE TO THE NEXT UNTIL ALL TEMPORARY MARKINGS, SIGNING, AND TEMPORARY 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. TEMPORARY PAVEMENT MARKINGS SHALL BE PLACED ON ALL RECONSTRUCTED ROADWAY SEGMENTS PRIOR TO OPENING THAT SEGMENT TO TRAFFIC. AT THE COMPLETION OF ALL CONSTRUCTION PHASES, THE CONTRACTOR SHALL APPLY THE TOP COURSE PAVEMENT AND APPLY THE FINAL PAVEMENT MARKINGS.

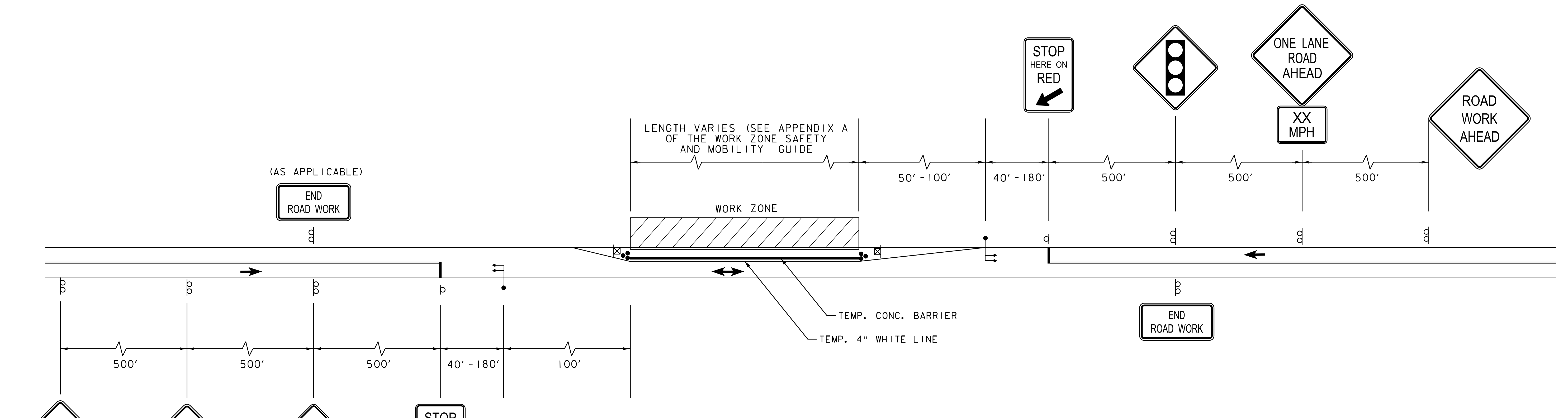
WINTER SHUTDOWN

THE CONSTRUCTION IS EXPECTED TO TAKE PLACE DURING MORE THAN ONE CONSTRUCTION SEASON. THIS WILL LIKELY REQUIRE AT LEAST ONE (1) WINTER SHUTDOWN PERIOD WHEN THE WEATHER IS NOT CONDUCIVE TO CONTINUED CONSTRUCTION ACTIVITIES. THE CONTRACTOR AND REGIONAL CONSTRUCTION ENGINEER SHALL COORDINATE THE BEGINNING AND ENDING OF THE WINTER SHUTDOWN PERIODS IN ACCORDANCE WITH VTRANS PROCEDURES AS PER SECTION 104.04. AT LEAST TWO (2) WEEKS PRIOR TO THE ANTICIPATED WINTER SHUTDOWN, THE CONTRACTOR SHALL PREPARE ALL WORK ZONES TO BE REOPENED TO UNRESTRICTED TWO-WAY TRAFFIC. THIS INCLUDES PROVIDING A PAVED SURFACE FOR ALL STREETS AND PAVED DRIVES, FRESH PAINTED PAVEMENT MARKINGS, AND ALL NECESSARY TRAFFIC SIGNS AND EROSION CONTROLS.



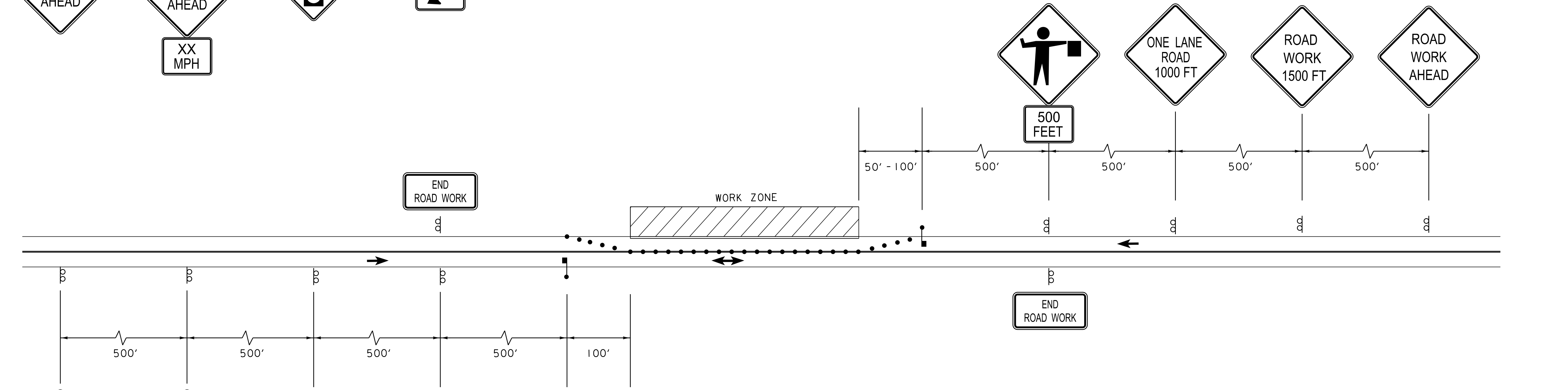
PROJECT NAME: SWANTON
PROJECT NUMBER: NH 036-1(9)
FILE NAME: z96b032+cp_Narr.dgn
PROJECT LEADER: G. BAKOS
DESIGNED BY: M. BOGUE
TCP NARRATIVE

PLOT DATE: 9/13/2023
DRAWN BY: C. CILLEY
CHECKED BY: G. BAKOS
SHEET 300 OF 307



LANE CLOSURE DETAIL - TRAFFIC SIGNAL CONTROL

NTS



LANE CLOSURE DETAIL - FLAGGER CONTROL

NTS

TRAFFIC CONTROL LEGEND

- = FLOW OF TRAFFIC
- = FLAGGER
- = REFLECTORIZED DRUM
- = TEMPORARY CONCRETE BARRIER
- = WORK ZONE
- = SIGNALIZATION DEVICE
- = BARRICADE
- = TEMPORARY SIGN

NOTE

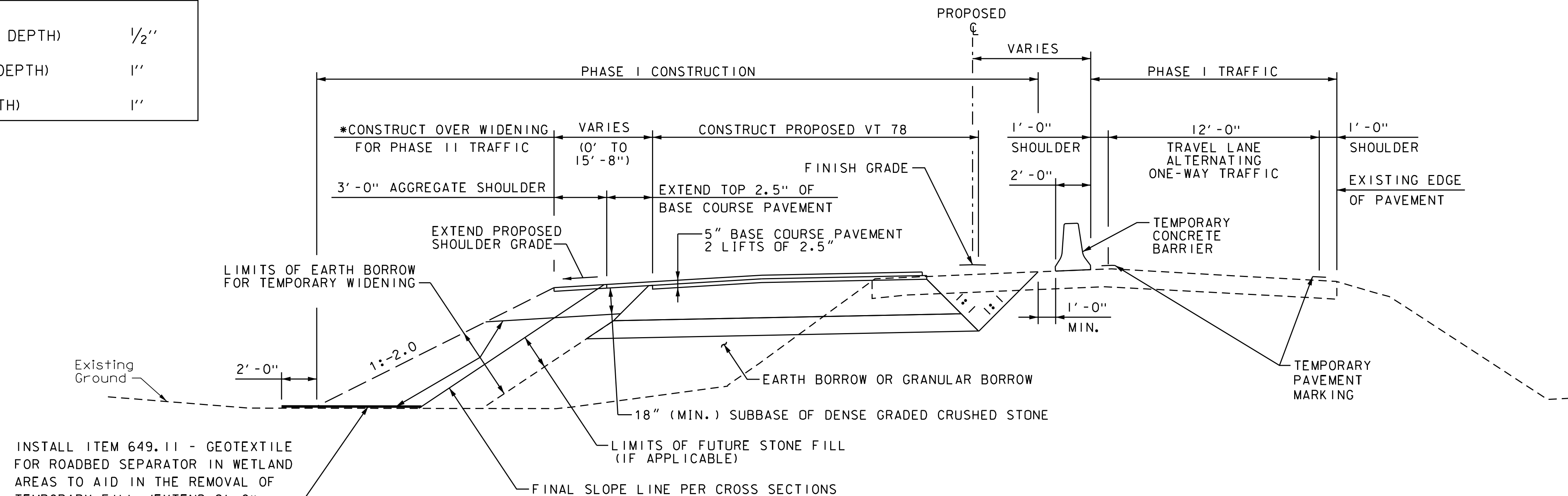
1. SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.



PROJECT NAME:	SWANTON	PLOT DATE:	9/13/2023
PROJECT NUMBER:	NH 036-1(9)	DRAWN BY:	C. CILLEY
FILE NAME:	z96b032+cp_det.dgn	DESIGNED BY:	M. BOGUE
PROJECT LEADER:	G. BAKOS	TCP DETAILS	
		CHECKED BY:	G. BAKOS
			SHEET 301 OF 307

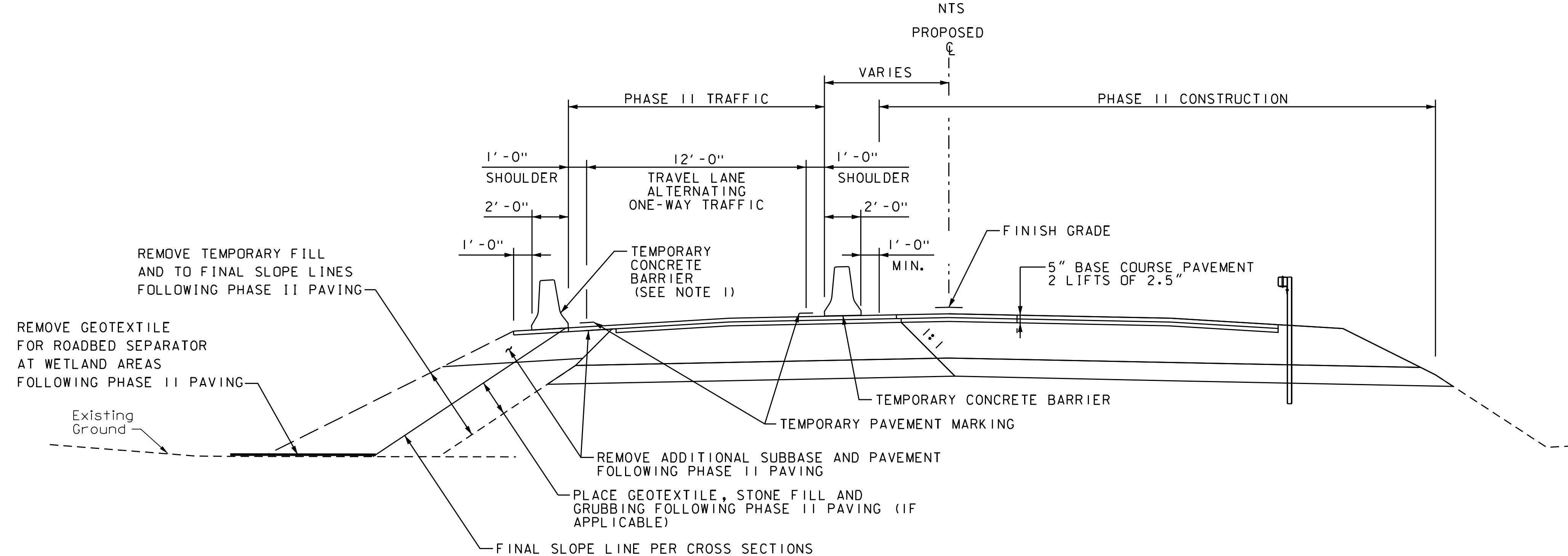
MATERIAL TOLERANCES	
MATERIAL ITEM	THICKNESS TOLERANCE
PAVEMENT (TOTAL DEPTH)	1/2"
SUBBASE (TOTAL DEPTH)	1"
SAND (TOTAL DEPTH)	1"

TCP TYPICAL SECTIONS



INSTALL ITEM 649.11 - GEOTEXTILE FOR ROADBED SEPARATOR IN WETLAND AREAS TO AID IN THE REMOVAL OF TEMPORARY FILL (EXTEND 2'-0" BEYOND TEMPORARY SLOPE LIMITS)

PHASE I - FULL DEPTH RECONSTRUCTION
STA. 36+00 TO STA. 94+00
STA. 94+00 TO STA. 97+00 (OPPOSITE HAND)
STA. 97+00 TO STA. 148+00
STA. 148+00 TO STA. 163+00 (OPPOSITE HAND)



PHASE II - FULL DEPTH RECONSTRUCTION
STA. 36+00 TO STA. 94+00
STA. 94+00 TO STA. 97+00 (OPPOSITE HAND)
STA. 97+00 TO STA. 148+00
STA. 148+00 TO STA. 163+00 (OPPOSITE HAND)

NOTES

- TEMPORARY CONCRETE BARRIER SHALL BE REQUIRED WHEN THE DETOUR IS WITHIN 10 FEET OF THE EDGE OF RIVER, DELINEATED WETLANDS, UTILITY POLES AND OTHER HAZARDS AS DIRECTED BY THE ENGINEER.
- THE TEMPORARY CONCRETE BARRIER SHALL BE DELINEATED ON THE TRAFFIC SIDE OF THE BARRIER. DELINEATION COLOR TO MATCH THE COLOR OF THE CORRESPONDING TEMPORARY PAVEMENT MARKINGS. TYPICAL ALL PHASES.
- GEOTEXTILE FOR ROADBED SEPARATOR SHALL BE INSTALLED ON THE EXISTING GROUND WHERE THE TEMPORARY WIDENING SLOPE EXTENDS BEYOND THE PROPOSED SLOPE IN ALL WETLAND AND ARCHEOLOGICAL AREAS.

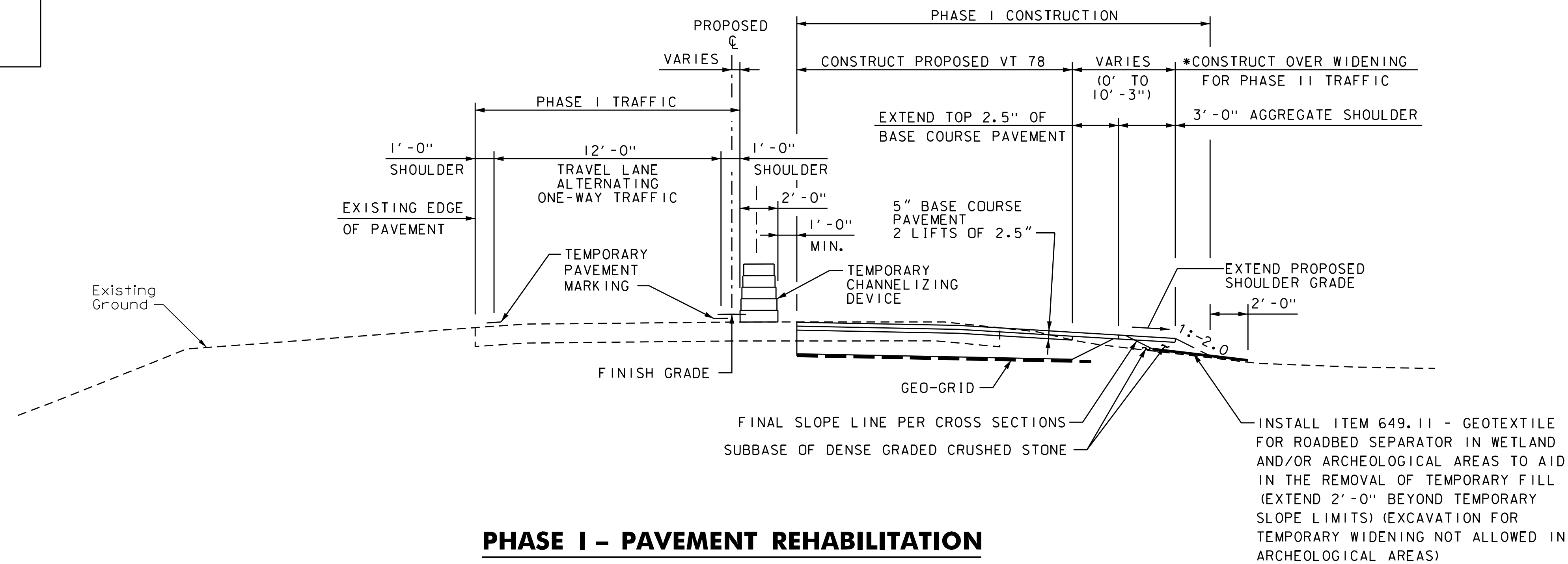


PROJECT NAME:	SWANTON	FILE NAME:	z96b032+cp_01.dgn	PLOT DATE:	9/13/2023
PROJECT NUMBER:	NH 036-1(9)	PROJECT LEADER:	G. BAKOS	DRAWN BY:	C. CILLEY
		DESIGNED BY:	M. BOGUE	CHECKED BY:	G. BAKOS
		TCP TYPICAL 1		SHEET	302 OF 307

*SEE PROPOSED CROSS SECTIONS FOR TEMPORARY WIDENING AT EVEN 100' STATIONS

MATERIAL TOLERANCES	
MATERIAL ITEM	THICKNESS TOLERANCE
PAVEMENT (TOTAL DEPTH)	1/2"
SUBBASE (TOTAL DEPTH)	1"
SAND (TOTAL DEPTH)	1"

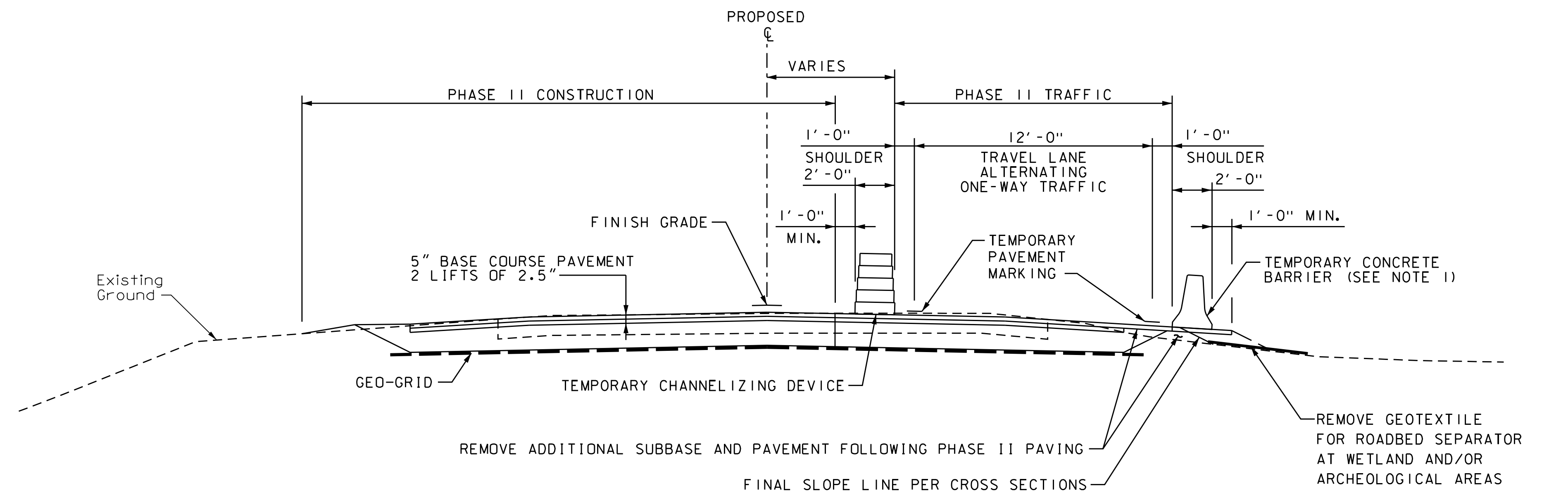
TCP TYPICAL SECTIONS



PHASE I - PAVEMENT REHABILITATION

STA. 163 + 00 - STA. 167 + 00 **STA. 201 + 00 - STA. 202 + 00**
STA. 169 + 50 - STA. 172 + 50 **STA. 211 + 00 - STA. 211 + 50**
STA. 178 + 00 - STA. 179 + 00 **STA. 214 + 50 - STA. 327 + 00**

NTS



PHASE I - PAVEMENT REHABILITATION

STA. 163 + 00 - STA. 167 + 00 **STA. 201 + 00 - STA. 202 + 00**
STA. 169 + 50 - STA. 172 + 50 **STA. 211 + 00 - STA. 211 + 50**
STA. 178 + 00 - STA. 179 + 00 **STA. 214 + 50 - STA. 327 + 00**

NTS

*SEE PROPOSED CROSS SECTIONS FOR TEMPORARY WIDENING AT EVEN 100' STATIONS

NOTES

- TEMPORARY CONCRETE BARRIER SHALL BE REQUIRED WHEN THE DETOUR IS WITHIN 10 FEET OF THE EDGE OF RIVER, DELINEATED WETLANDS, UTILITY POLES AND OTHER HAZARDS AS DIRECTED BY THE ENGINEER.
- THE TEMPORARY CONCRETE BARRIER SHALL BE DELINEATED ON THE TRAFFIC SIDE OF THE BARRIER. DELINEATION COLOR TO MATCH THE COLOR OF THE CORRESPONDING TEMPORARY PAVEMENT MARKINGS. TYPICAL ALL PHASES.
- GEOTEXTILE FOR ROADBED SEPARATOR SHALL BE INSTALLED ON THE EXISTING GROUND WHERE THE TEMPORARY WIDENING SLOPE EXTENDS BEYOND THE PROPOSED SLOPE IN ALL WETLAND AND ARCHEOLOGICAL AREAS.



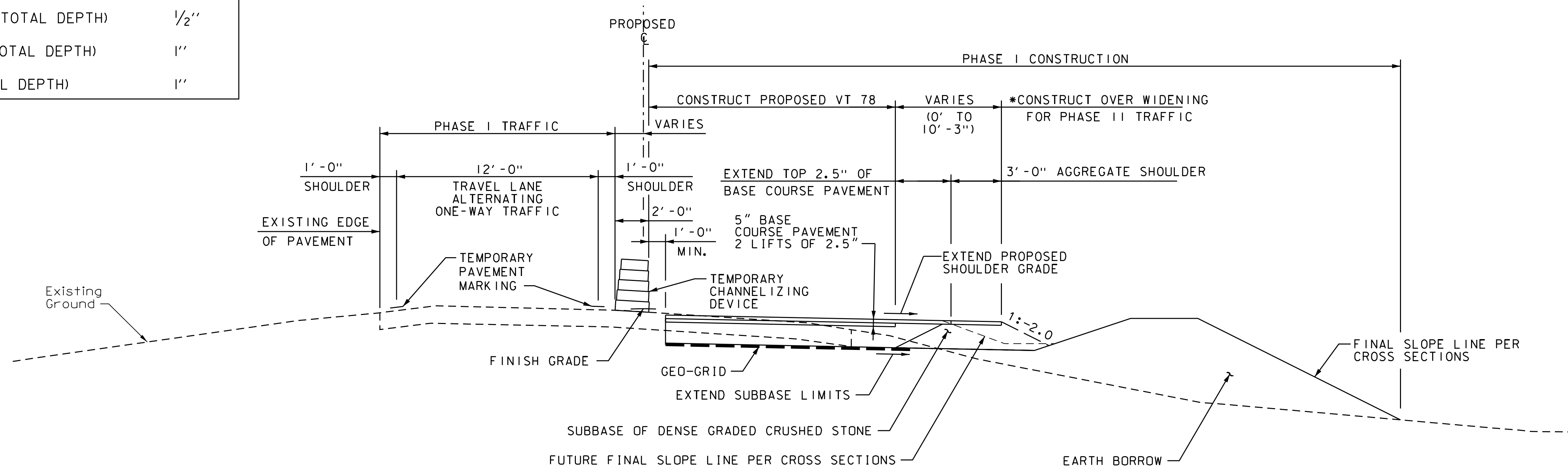
PROJECT NAME: SWANTON
 PROJECT NUMBER: NH 036-1(9)

FILE NAME: z96b032+cp_02.dgn
 PROJECT LEADER: G. BAKOS
 DESIGNED BY: M. BOGUE
 TCP TYPICAL 2

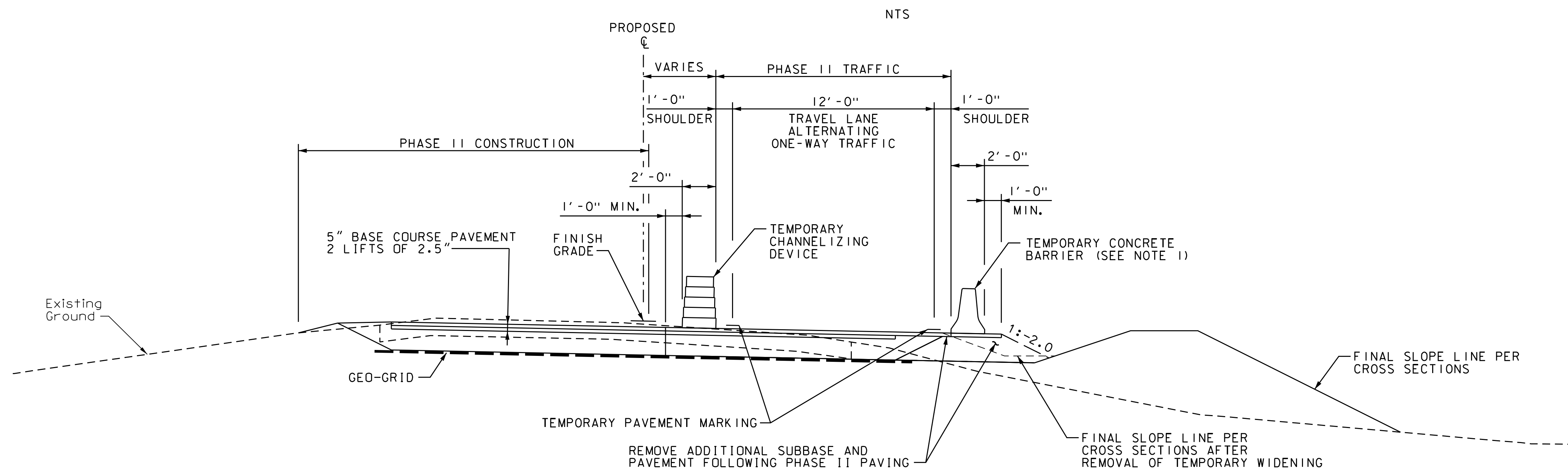
PLOT DATE: 9/13/2023
 DRAWN BY: C. CILLEY
 CHECKED BY: G. BAKOS
 SHEET 303 OF 307

MATERIAL TOLERANCES	
MATERIAL ITEM	THICKNESS TOLERANCE
PAVEMENT (TOTAL DEPTH)	1/2"
SUBBASE (TOTAL DEPTH)	1"
SAND (TOTAL DEPTH)	1"

TCP TYPICAL SECTIONS



PHASE I - PAVEMENT REHABILITATION
STA. 327+00 TO STA. 337+00



PHASE II - PAVEMENT REHABILITATION
STA. 327+00 TO STA. 337+00

NOTES

1. TEMPORARY CONCRETE BARRIER SHALL BE REQUIRED WHEN THE DETOUR IS WITHIN 10 FEET OF THE EDGE OF RIVER, DELINEATED WETLANDS, UTILITY POLES AND OTHER HAZARDS AS DIRECTED BY THE ENGINEER.
2. THE TEMPORARY CONCRETE BARRIER SHALL BE DELINEATED ON THE TRAFFIC SIDE OF THE BARRIER. DELINEATION COLOR TO MATCH THE COLOR OF THE CORRESPONDING TEMPORARY PAVEMENT MARKINGS. TYPICAL ALL PHASES.
3. GEOTEXTILE FOR ROADBED SEPARATOR SHALL BE INSTALLED ON THE EXISTING GROUND WHERE THE TEMPORARY WIDENING SLOPE EXTENDS BEYOND THE PROPOSED SLOPE IN ALL WETLAND AND ARCHEOLOGICAL AREAS.

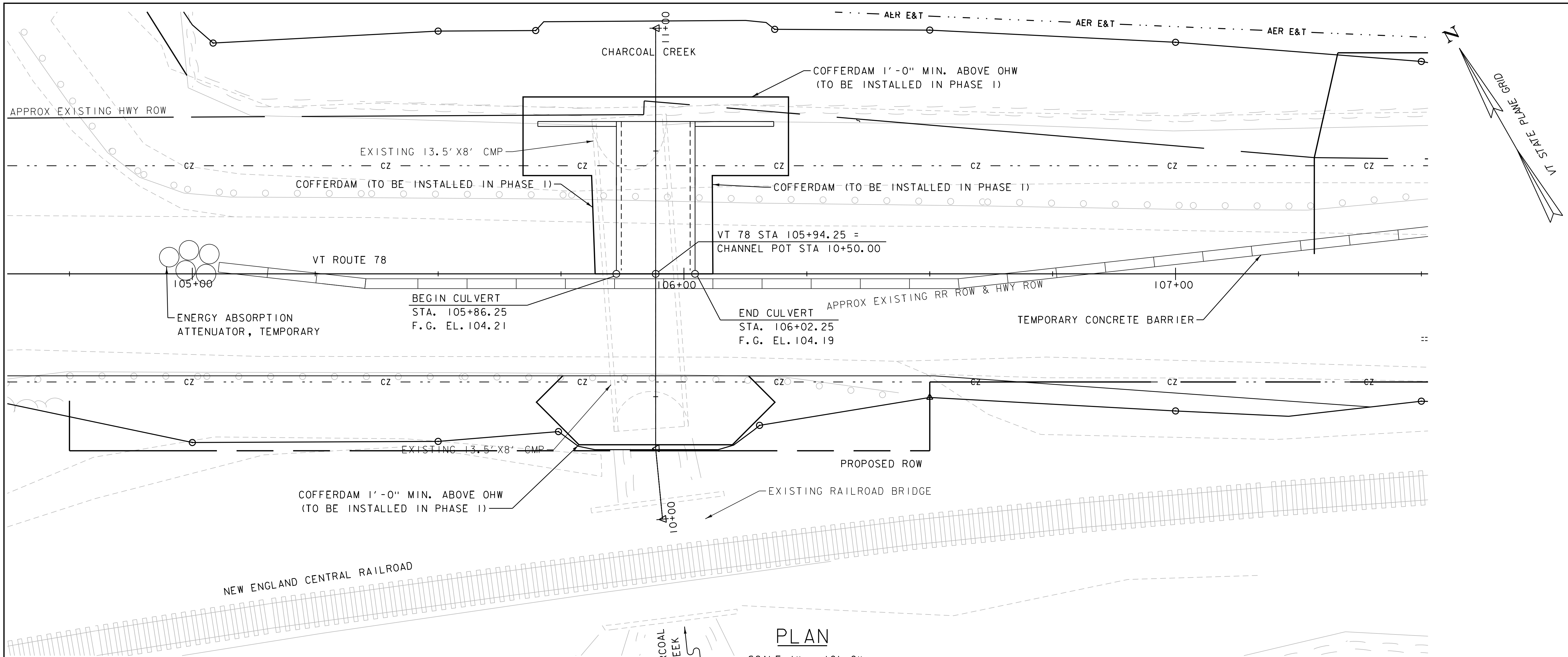
*SEE PROPOSED CROSS SECTIONS FOR TEMPORARY WIDENING AT EVEN 100' STATIONS



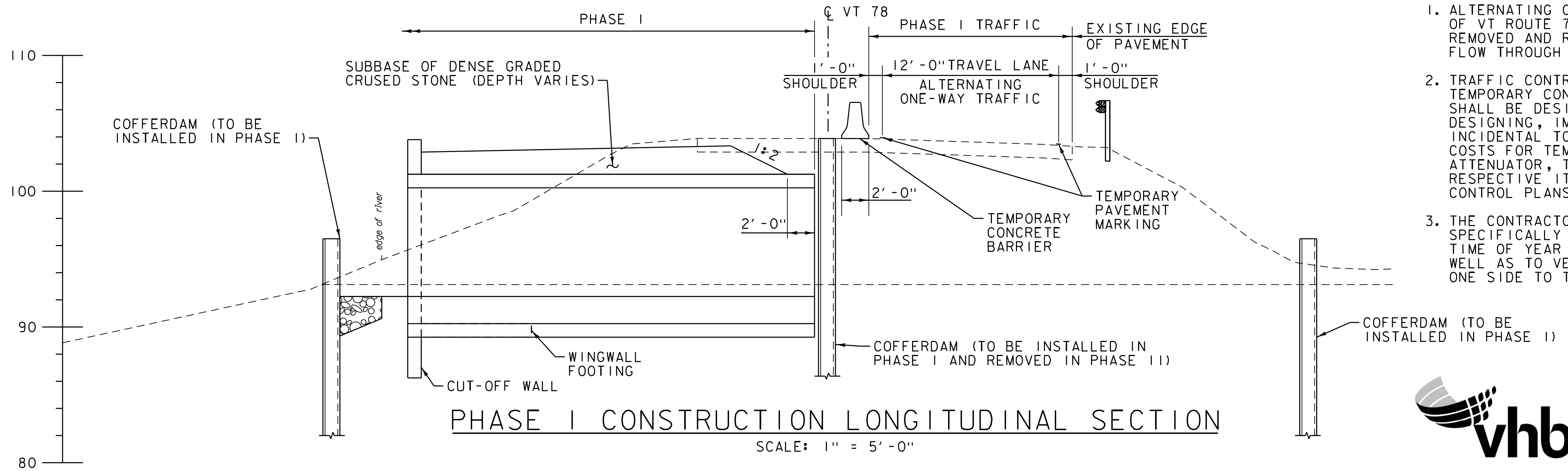
PROJECT NAME: SWANTON
 PROJECT NUMBER: NH 036-1(9)

FILE NAME: z96b032+cp_03.dgn
 PROJECT LEADER: G. BAKOS
 DESIGNED BY: M. BOGUE
 TCP TYPICAL 3

PLOT DATE: 9/13/2023
 DRAWN BY: C. CILLEY
 CHECKED BY: G. BAKOS
 SHEET 304 OF 307



PLAN
SCALE 1" = 10' - 0"

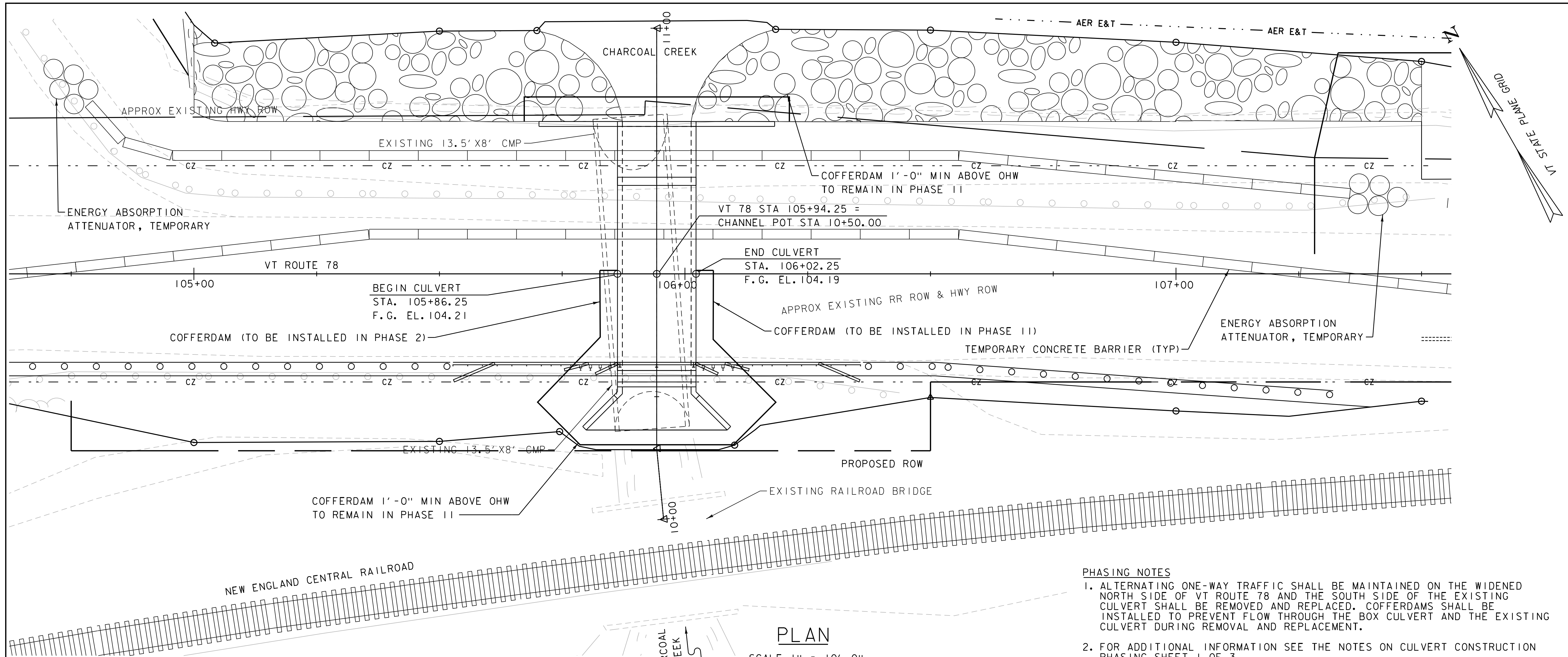


PHASING NOTES

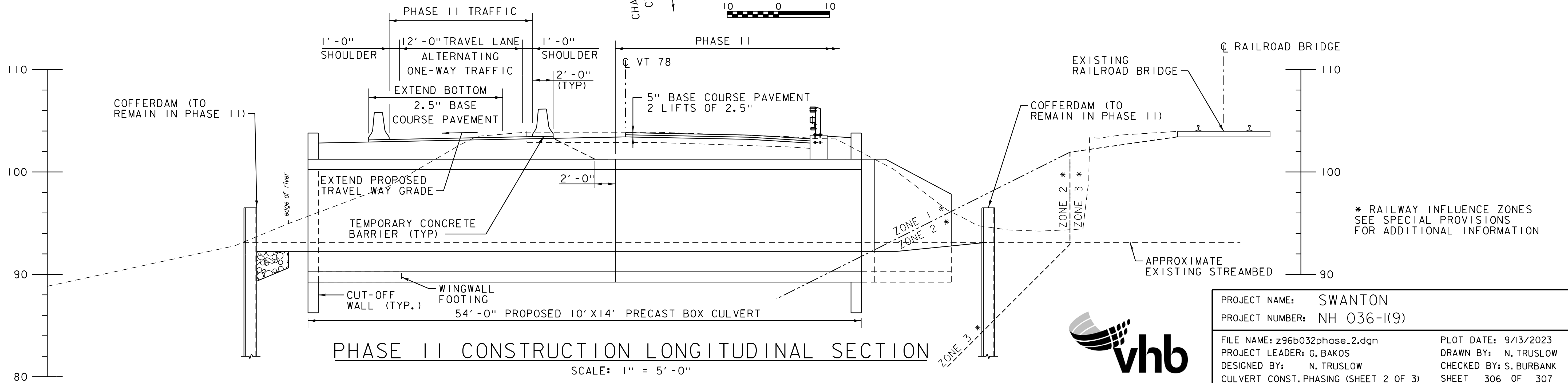
1. ALTERNATING ONE-WAY TRAFFIC SHALL BE MAINTAINED ON THE SOUTH SIDE OF VT ROUTE 78 AND THE NORTH SIDE OF THE EXISTING CULVERT SHALL BE REMOVED AND REPLACED. COFFERDAMS SHALL BE INSTALLED TO PREVENT FLOW THROUGH THE EXISTING CULVERT DURING REMOVAL AND REPLACEMENT.
2. TRAFFIC CONTROL AND TEMPORARY TRAFFIC CONTROL MEASURES INCLUDING TEMPORARY CONCRETE BARRIER AND TEMPORARY ATTENUATORS. ATTENUATOR SHALL BE DESIGNED BY THE CONTRACTOR. ALL COSTS ASSOCIATED WITH DESIGNING, IMPLEMENTING, AND MAINTAINING TRAFFIC CONTROL WILL BE INCIDENTAL TO ITEM 641.11, "TRAFFIC CONTROL, ALL-INCLUSIVE". ALL COSTS FOR TEMPORARY TRAFFIC BARRIER AND ENERGY ABSORPTION ATTENUATOR, TEMPORARY WILL BE PAID FOR SEPARATELY UNDER THEIR RESPECTIVE ITEM NUMBER. SEE TRAFFIC CONTROL NARRATIVE AND TRAFFIC CONTROL PLANS FOR ADDITIONAL INFORMATION.
3. THE CONTRACTOR SHALL REVIEW THE PERMITS FOR THIS PROJECT AND SPECIFICALLY FOR THE REMOVAL AND REPLACEMENT OF THIS CULVERT AS TIME OF YEAR RESTRICTIONS WILL APPLY FOR WORK IN THE CHANNEL AS WELL AS TO VERIFY THE PERMIT REQUIREMENTS FOR PUMPING WATER FROM ONE SIDE TO THE OTHER TO MAINTAIN WATER LEVELS IN CHARCOAL BROOK.

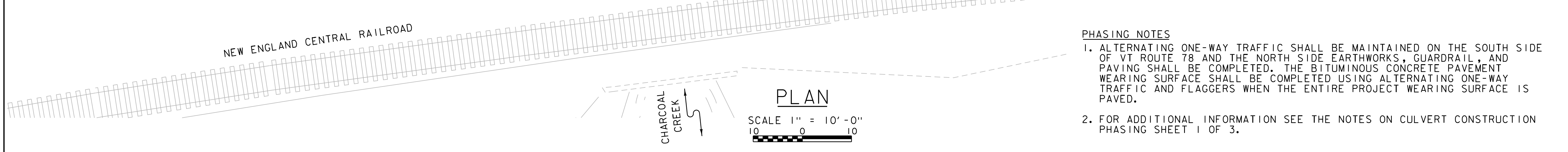
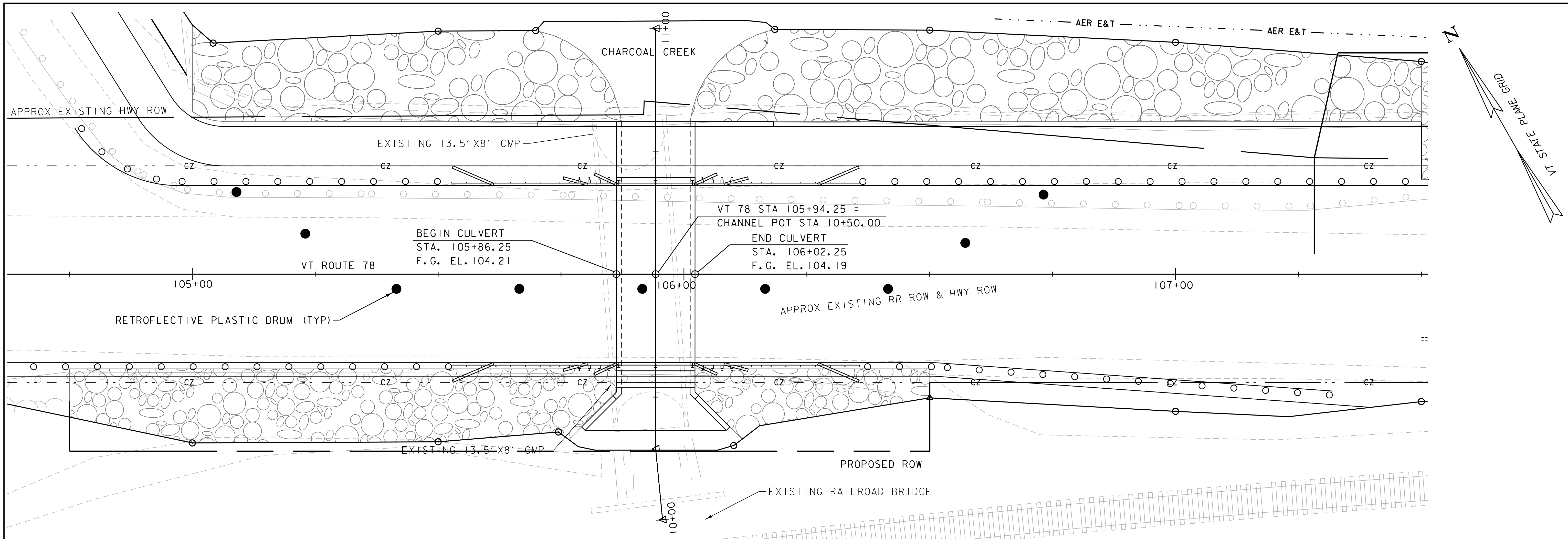


PROJECT NAME:	SWANTON	PLOT DATE:	9/13/2023
PROJECT NUMBER:	NH 036-1(9)	DRAWN BY:	N. TRUSLOW
FILE NAME:	z96b032phase-1.dgn	DESIGNED BY:	N. TRUSLOW
PROJECT LEADER:	G. BAKOS	CHECKED BY:	S. BURBANK
CULVERT CONST. PHASING (SHEET 1 OF 3)			SHEET 305 OF 307

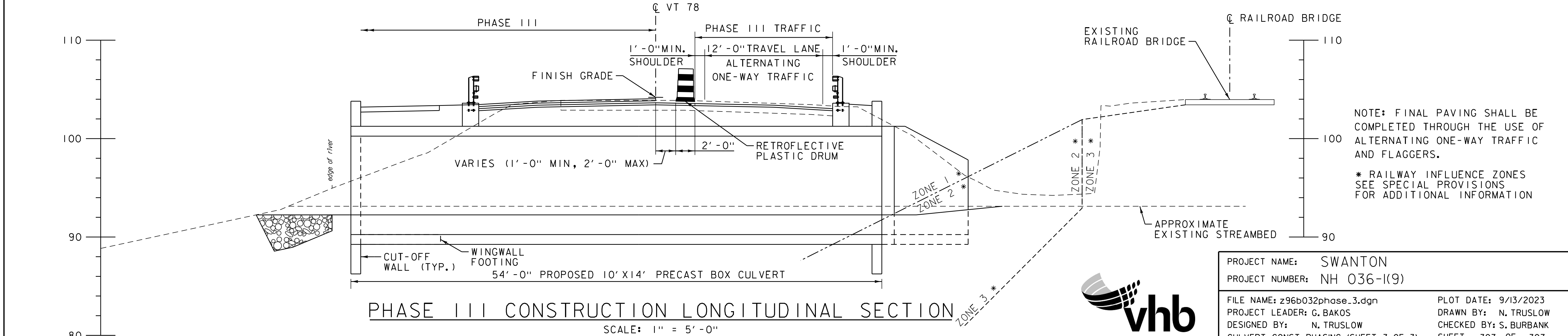


- PHASING NOTES**
1. ALTERNATING ONE-WAY TRAFFIC SHALL BE MAINTAINED ON THE WIDENED NORTH SIDE OF VT ROUTE 78 AND THE SOUTH SIDE OF THE EXISTING CULVERT SHALL BE REMOVED AND REPLACED. COFFERDAMS SHALL BE INSTALLED TO PREVENT FLOW THROUGH THE BOX CULVERT AND THE EXISTING CULVERT DURING REMOVAL AND REPLACEMENT.
 2. FOR ADDITIONAL INFORMATION SEE THE NOTES ON CULVERT CONSTRUCTION PHASING SHEET 1 OF 3.





- PHASING NOTES**
1. ALTERNATING ONE-WAY TRAFFIC SHALL BE MAINTAINED ON THE SOUTH SIDE OF VT ROUTE 78 AND THE NORTH SIDE EARTHWORKS, GUARDRAIL, AND PAVING SHALL BE COMPLETED. THE BITUMINOUS CONCRETE PAVEMENT WEARING SURFACE SHALL BE COMPLETED USING ALTERNATING ONE-WAY TRAFFIC AND FLAGGERS WHEN THE ENTIRE PROJECT WEARING SURFACE IS PAVED.
 2. FOR ADDITIONAL INFORMATION SEE THE NOTES ON CULVERT CONSTRUCTION PHASING SHEET 1 OF 3.



NOTE: FINAL PAVING SHALL BE COMPLETED THROUGH THE USE OF ALTERNATING ONE-WAY TRAFFIC AND FLAGGERS.

* RAILWAY INFLUENCE ZONES SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION

PROJECT NAME:	SWANTON	PLOT DATE:	9/13/2023
PROJECT NUMBER:	NH 036-1(9)	DRAWN BY:	N. TRUSLOW
FILE NAME:	z96b032phase-3.dgn	CHECKED BY:	S. BURBANK
PROJECT LEADER:	G. BAKOS	CULVERT CONST. PHASING (SHEET 3 OF 3)	SHEET 307 OF 307