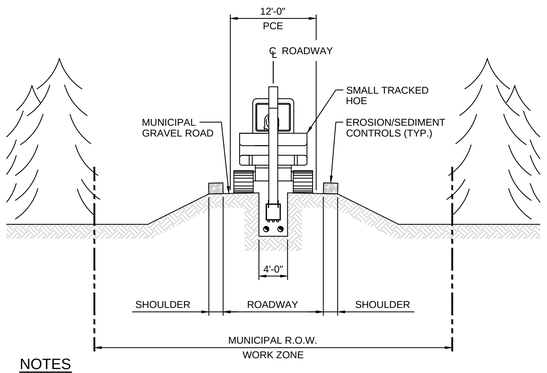
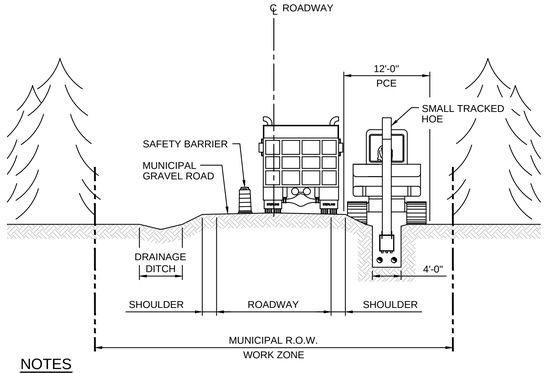
Docket No. _____
Exh. TDI-AW-3



NOTES

1. CONSTRUCTION METHOD 1A REQUIRES ROAD CLOSURE AS THE ROAD WIDTH IS TOO NARROW TO PERMIT ANY PUBLIC USE CONCURRENT WITH CONSTRUCTION ACTIVITIES.
2. CONSTRUCTION METHOD 1A ASSUMES CONSTRUCTION WILL BE CONDUCTED USING LINEAR OR IN-LINE CONSTRUCTION OPERATIONS.
3. ROADWAY WIDTH VARIES FROM 14-18 FEET.
4. PROVIDE EROSION CONTROL DEVICES AS REQUIRED PER APPROVED PERMITS AND/OR AS DIRECTED.
5. SAFETY BARRIERS, TRAFFIC CONTROL AND SIGNAGE TO BE PROVIDED IN ACCORDANCE WITH THE APPROVED TRAFFIC CONTROL PLANS.
6. THE WORK ZONE IS RESTRICTED TO THE MUNICIPAL R.O.W.
7. SENSITIVE HABITAT MAY FURTHER RESTRICT AVAIABLE WORK ZONE/R.O.W. FOR CONSTRUCTION OPERATIONS.

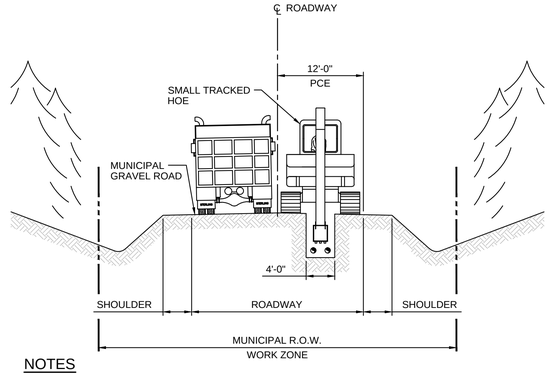
MUNICIPAL GRAVEL ROAD
CONSTRUCTION METHOD 1A
SCALE: 1" = 10'



NOTES

1. CONSTRUCTION METHOD 1B ALLOWS FOR LIMITED LOCAL TRAFFIC FOR INGRESS/EGRESS TO PRIVATE PROPERTY.
2. CONSTRUCTION METHOD 1B ASSUMES MOST ROAD SEGMENTS WILL REQUIRE SPOILS TO BE REMOVED OFF-SITE.
3. ROADWAY WIDTH VARIES FROM 16-20 FEET.
4. PROVIDE EROSION CONTROL DEVICES AS REQUIRED PER APPROVED PERMITS AND/OR AS DIRECTED.
5. SAFETY BARRIERS, TRAFFIC CONTROL AND SIGNAGE TO BE PROVIDED IN ACCORDANCE WITH THE APPROVED TRAFFIC CONTROL PLANS.
6. THE WORK ZONE INCLUDES THE FULL WIDTH OF THE R.O.W BUT 1/2 THE ROAD WIDTH SHALL BE UTILIZED FOR LOCAL TRAFFIC AND CONSTRUCTION ACCESS. REFER TO WORK ZONE DIAGRAM ON SHEET CM-1.

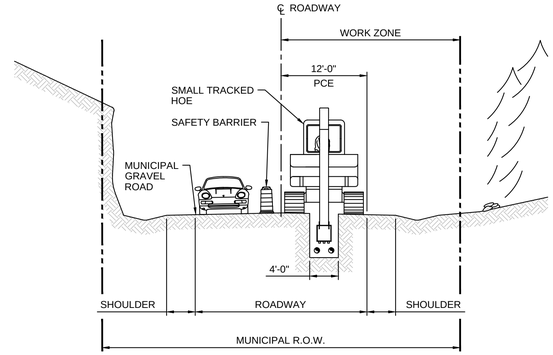
MUNICPAL GRAVEL ROAD
CONSTRUCTION METHOD 1B
SCALE: 1" = 10'



NOTES

1. CONSTRUCTION METHOD 1C REQUIRES ROAD CLOSURE WITH LIMITED LOCAL TRAFFIC FOR INGRESS/EGRESS TO PRIVATE PROPERTY.
2. TOPOGRAPHY, R.O.W. WIDTH AND/OR PROTECTED NATURAL RESOURCES PREVENT CONSTRUCTION USE OF ADJACENT TURFED AREAS.
3. SPOILS MAY BE STOCKPILED WITHIN R.O.W. AS SPACE PERMITS.
4. PROVIDE EROSION CONTROL DEVICES AS REQUIRED PER APPROVED PERMITS AND/OR AS DIRECTED.
5. SAFETY BARRIERS, TRAFFIC CONTROL AND SIGNAGE TO BE PROVIDED IN ACCORDANCE WITH THE APPROVED TRAFFIC CONTROL PLANS.
6. THE WORK ZONE INCLUDES THE FULL WIDTH OF THE R.O.W BUT 1/2 THE ROAD WIDTH SHALL BE UTILIZED FOR LOCAL TRAFFIC AND CONSTRUCTION ACCESS. REFER TO WORK ZONE DIAGRAM ON SHEET CM-1.

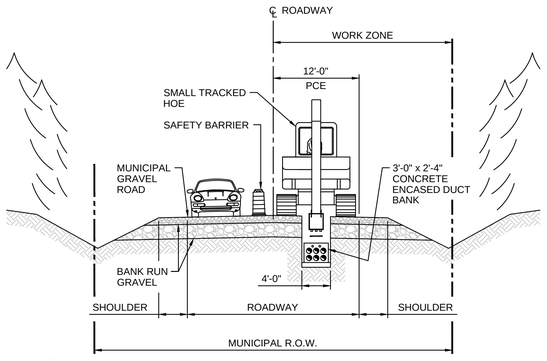
MUNICIPAL GRAVEL ROAD
CONSTRUCTION METHOD 1C
SCALE: 1" = 10'



NOTES

1. CONSTRUCTION METHOD 1D IS SIMILAR TO METHOD 1C EXCEPT THE WIDER ROADWAY PERMITS ONE-WAY TRAFFIC TO BE MAINTAINED.
2. CONSTRUCTION METHOD 1D ASSUMES CONSTRUCTION WILL BE CONDUCTED USING LINEAR OR IN-LINE CONSTRUCTION OPERATIONS.
3. TOPOGRAPHY, R.O.W. WIDTH AND/OR PROTECTED NATURAL RESOURCES PREVENT CONSTRUCTION USE OF ADJACENT TURFED AREAS.
4. ROADWAY WIDTH VARIES FROM 18-24 FEET, OR MORE.
5. SPOILS MAY BE STOCKPILED WITHIN R.O.W. AS SPACE PERMITS.
6. PROVIDE EROSION CONTROL DEVICES AS REQUIRED PER APPROVED PERMITS AND/OR AS DIRECTED.
7. SAFETY BARRIERS, TRAFFIC CONTROL AND SIGNAGE TO BE PROVIDED IN ACCORDANCE WITH THE APPROVED TRAFFIC CONTROL PLANS.
8. THE WORK ZONE IS RESTRICTED TO 1/2 OF THE ROADWAY AND ADJACENT PROPERTY TO EDGE OF THE R.O.W. REFER TO WORK ZONE DIAGRAM ON SHEET CM-1.

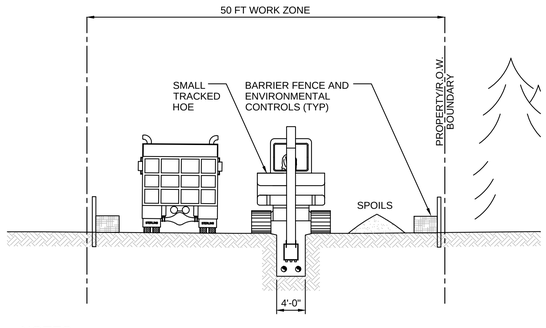
MUNICIPAL GRAVEL ROAD
CONSTRUCTION METHOD 1D
SCALE: 1" = 10'



NOTES

1. THE 345 kV DUCT BANK METHOD APPLIES TO THAT SECTION OF NELSON ROAD BETWEEN THE PROPOSED CONVERTER STATION SITE AND THE COOLIDGE SUBSTATION.
2. CONSTRUCTION METHOD 1E ASSUMES CONSTRUCTION WILL BE CONDUCTED USING LINEAR OR IN-LINE CONSTRUCTION OPERATIONS.
3. TOPOGRAPHY, R.O.W. WIDTH AND/OR PROTECTED NATURAL RESOURCES PREVENT CONSTRUCTION USE OF ADJACENT TURFED AREAS.
4. ROADWAY WIDTH VARIES FROM 18-24 FEET, ALLOWING ONE-WAY LOCAL TRAFFIC.
5. SPOILS MAY BE STOCKPILED WITHIN R.O.W. AS SPACE PERMITS.
6. PROVIDE EROSION CONTROL DEVICES AS REQUIRED PER APPROVED PERMITS AND/OR AS DIRECTED.
7. SAFETY BARRIERS, TRAFFIC CONTROL AND SIGNAGE TO BE PROVIDED IN ACCORDANCE WITH THE APPROVED TRAFFIC CONTROL PLANS.
8. THE WORK ZONE IS RESTRICTED TO 1/2 OF THE ROADWAY AND ADJACENT PROPERTY TO EDGE OF THE R.O.W. REFER TO WORK ZONE DIAGRAM ON SHEET CM-1.
9. REFER TO DRAWING 209513-TRN-07 ENTITLED MUNICIPAL ROAD 345 kV AC DUCT BANK SECTION FOR DETAILS.

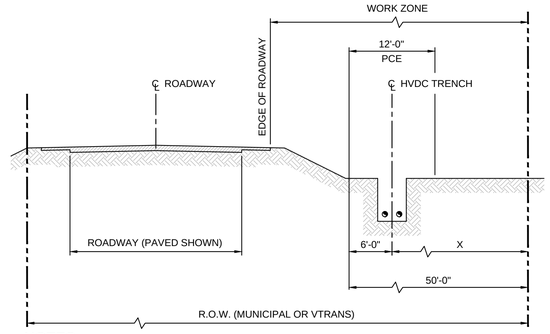
MUNICIPAL GRAVEL ROAD
CONSTRUCTION METHOD 1E
SCALE: 1" = 10'



NOTES

1. CONSTRUCTION METHOD 1F WILL BE UTILIZED ON OPEN TERRAIN SUCH AS COMPANY OWNED PROPERTY IN ALBURGH, BENSON, AND LUDLOW WHERE THE WORK ZONE IS NOT RESTRICTED BY SENSITIVE HABITAT OR PROPERTY BOUNDARIES.
2. PROVIDE EROSION CONTROL DEVICES AS REQUIRED BY APPROVED PERMITS AND/OR AS DIRECTED.
3. CONSTRUCTION SITE ACCESS SHALL ADHERE TO REQUIREMENTS OF THE APPROVED ACCESS AND TRAFFIC CONTROL PLANS.
4. CONSTRUCTION CORRIDOR/WORK ZONE MAY EXTEND TO THE LESSER OF THE EDGE OF R.O.W./PROPERTY LINE OR 50 FEET.
5. REFER TO THE GENERAL WORK REQUIREMENTS ON SHEET G-2 AND THE WORK ZONE DIAGRAM ON SHEET CM-1.

OPEN TERRAIN ACCESS ROAD
CONSTRUCTION METHOD 1F
SCALE: 1" = 10'



NOTES

1. REFER TO GENERAL WORK REQUIREMENTS, NOTE 6, ON SHEET G-2.
2. WORK ZONE IS LESS THAN OR EQUAL TO 50 FEET, OR 6 FEET PLUS X.
3. WORK ZONE SHALL INCORPORATE EXISTING CLEAR ZONE ADJACENT TO ROADWAY WHERE PRACTICAL.
4. SENSITIVE HABITAT MAY FURTHER RESTRICT AVAILABLE WORK ZONE/R.O.W. FOR CONSTRUCTION OPERATIONS.

GENERAL WORK ZONE DIAGRAM
SCALE: 1" = 10'

NOTE:

1. CONSTRUCTION METHOD 1 SERIES OF FIGURES ARE APPLICABLE TO UN-PAVED MUNICIPAL ROADS.

Designed	TRC
Drawn	TRC
Checked	-
Approved	-
Scale	AS NOTED

No.	Revision	Date	By	Ck	PE	PE #
A	20% ANR Submission	12/5/14	TRC	AMW		

TDI New England
A Blackstone Portfolio Company

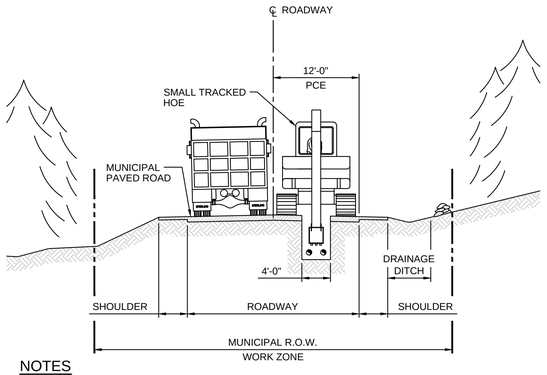
New England Clean Power Link

TDI New England

Construction Methods

CM-1

Prepared by: TRC 09/19/14



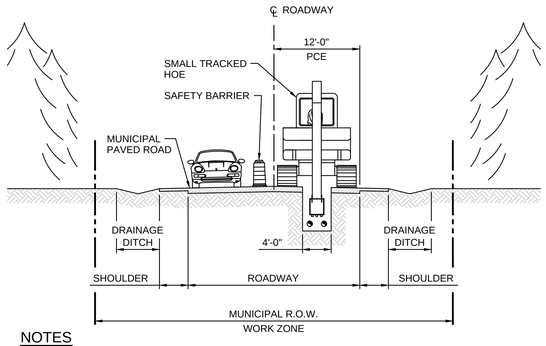
NOTES

1. CONSTRUCTION METHOD 2A ASSUMES THE CABLE SYSTEM IS INSTALLED WITHIN PAVED TRAVEL LANE.
2. CONSTRUCTION METHOD 2A REQUIRES ROAD CLOSURE WITH LIMITED LOCAL TRAFFIC FOR INGRESS/EGRESS TO PRIVATE PROPERTY.
3. TOPOGRAPHY, R.O.W. WIDTH AND/OR PROTECTED NATURAL RESOURCES PREVENT CONSTRUCTION USE OF ADJACENT TURFED AREAS.
4. SPOILS MAY BE STOCKPILED WITHIN R.O.W. AS SPACE PERMITS.
5. PROVIDE EROSION CONTROL DEVICES AS REQUIRED PER APPROVED PERMITS AND/OR AS DIRECTED.
6. SAFETY BARRIERS, TRAFFIC CONTROL AND SIGNAGE TO BE PROVIDED IN ACCORDANCE WITH THE APPROVED TRAFFIC CONTROL PLANS.
7. THE WORK ZONE IS RESTRICTED TO THE MUNICIPAL R.O.W. REFER TO WORK ZONE DIAGRAM ON SHEET CM-1.

MUNICIPAL PAVED ROAD

CONSTRUCTION METHOD 2A

SCALE: 1" = 10'



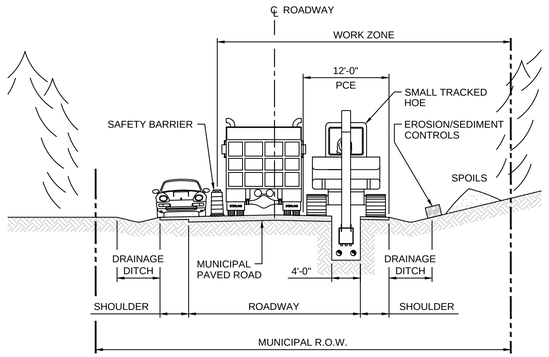
NOTES

1. CONSTRUCTION METHOD 2B ASSUMES THE CABLE SYSTEM IS INSTALLED WITHIN PAVED TRAVEL LANE.
2. CONSTRUCTION METHOD 2B IS SIMILAR TO METHOD 2A EXCEPT THE WIDER ROADWAY PERMITS ONE-WAY TRAFFIC TO BE MAINTAINED.
3. CONSTRUCTION METHOD 2B ASSUMES CONSTRUCTION WILL BE CONDUCTED USING LINEAR OR IN-LINE CONSTRUCTION OPERATIONS.
4. TOPOGRAPHY, R.O.W. WIDTH AND/OR PROTECTED NATURAL RESOURCES PREVENT CONSTRUCTION USE OF ADJACENT TURFED AREAS.
5. ROADWAY WIDTH VARIES FROM 18-24 FEET, OR MORE.
6. SPOILS MAY BE STOCKPILED WITHIN R.O.W. AS SPACE PERMITS.
7. PROVIDE EROSION CONTROL DEVICES AS REQUIRED PER APPROVED PERMITS AND/OR AS DIRECTED.
8. SAFETY BARRIERS, TRAFFIC CONTROL AND SIGNAGE TO BE PROVIDED IN ACCORDANCE WITH THE APPROVED TRAFFIC CONTROL PLANS.
9. THE WORK ZONE INCLUDES THE FULL WIDTH OF THE R.O.W BUT 1/2 THE ROAD WIDTH SHALL BE UTILIZED FOR LOCAL TRAFFIC AND CONSTRUCTION ACCESS. REFER TO WORK ZONE DIAGRAM ON SHEET CM-1.

MUNICIPAL PAVED ROAD

CONSTRUCTION METHOD 2B

SCALE: 1" = 10'



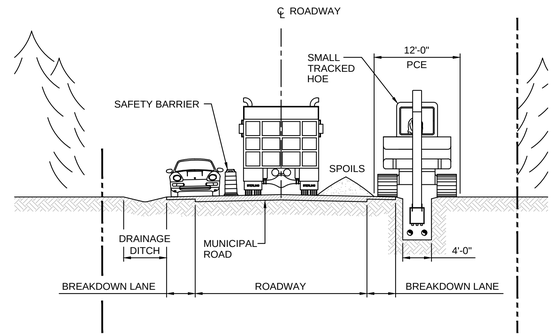
NOTES

1. CONSTRUCTION METHOD 2C ASSUMES THE CABLE SYSTEM IS INSTALLED WITHIN PAVED TRAVEL LANE.
2. CONSTRUCTION METHOD 2C ASSUMES THE R.O.W. IS SUFFICIENTLY WIDE TO PERMIT ONE-WAY TRAFFIC WITH ADJACENT CONSTRUCTION OPERATIONS.
3. TOPOGRAPHY, R.O.W. WIDTH AND/OR PROTECTED NATURAL RESOURCES PREVENT CONSTRUCTION USE OF ADJACENT TURFED AREAS.
4. SPOILS MAY BE STOCKPILED WITHIN R.O.W. AS SPACE PERMITS.
5. PROVIDE EROSION CONTROL DEVICES AS REQUIRED PER APPROVED PERMITS AND/OR AS DIRECTED.
6. SAFETY BARRIERS, TRAFFIC CONTROL AND SIGNAGE TO BE PROVIDED IN ACCORDANCE WITH THE APPROVED TRAFFIC CONTROL PLANS.
7. WORK ZONE INCLUDES PORTIONS OF THE PAVED ROADWAY AND ADJACENT LAND TO EDGE OF R.O.W. SUFFICIENT PAVED SHOULDER AND TRAVEL LANE SHALL BE RESERVED FOR ONE-WAY TRAFFIC. REFER TO GENERAL WORK REQUIREMENTS ON SHEET G-2 AND GENERAL WORK ZONE DIAGRAM ON SHEET CM-1.

MUNICIPAL PAVED ROAD

CONSTRUCTION METHOD 2C

SCALE: 1" = 10'



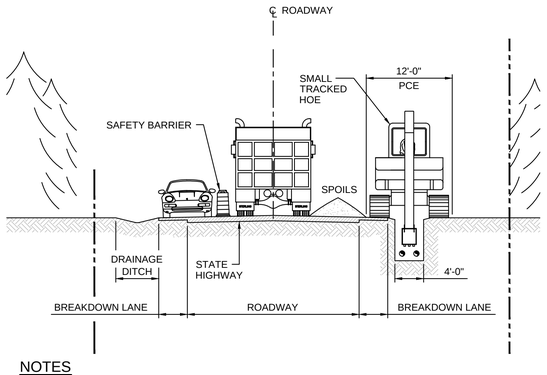
NOTES

1. CONSTRUCTION METHOD 2D WILL BE UTILIZED WHERE THE ROADWAY SIDE-SLOPES AND DRAINAGE DITCH ARE SHALLOW, WITH ADEQUATE ROOM TO THE EDGE OF THE R.O.W.
2. CONSTRUCTION METHOD 2D REQUIRES ONE-WAY TRAFFIC TO BE MAINTAINED ALONG WORK ZONE.
3. PAVED TRAVEL LANES ARE GENERALLY 11 FEET WIDE WITH BREAKDOWN LANES VARYING FROM 2-8 FEET WIDE.
4. SPOILS MAY BE STOCKPILED WITHIN R.O.W. AS SPACE PERMITS.
5. PROVIDE EROSION CONTROL DEVICES AS REQUIRED PER APPROVED PERMITS AND/OR AS DIRECTED.
6. SAFETY BARRIERS, TRAFFIC CONTROL AND SIGNAGE TO BE PROVIDED IN ACCORDANCE WITH THE APPROVED TRAFFIC CONTROL PLANS.
7. CABLE INSTALLATION WITHIN DITCHLINE INCLUDES REPLACEMENT OF ROADWAY UNDERDRAIN WHERE APPLICABLE.
8. WORK ZONE INCLUDES PORTIONS OF THE PAVED ROADWAY AND ADJACENT LAND TO EDGE OF R.O.W. SUFFICIENT PAVED SHOULDER AND TRAVEL LANE SHALL BE RESERVED FOR ONE-WAY TRAFFIC. REFER TO GENERAL WORK REQUIREMENTS ON SHEET G-2 AND GENERAL WORK ZONE DIAGRAM ON SHEET CM-1.

MUNICIPAL PAVED ROAD

CONSTRUCTION METHOD 2D

SCALE: 1" = 10'



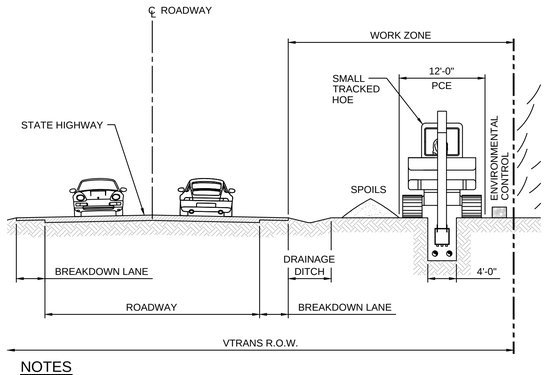
NOTES

1. CONSTRUCTION METHOD 3A WILL BE UTILIZED WHERE THE ROADWAY SIDE-SLOPES AND DRAINAGE DITCH ARE SHALLOW, WITH ADEQUATE ROOM TO THE EDGE OF THE R.O.W.
2. CONSTRUCTION METHOD 3A REQUIRES ONE-WAY TRAFFIC TO BE MAINTAINED ALONG WORK ZONE.
3. PAVED TRAVEL LANES ARE GENERALLY 11 FEET WIDE WITH BREAKDOWN LANES VARYING FROM 2-8 FEET WIDE.
4. SPOILS MAY BE STOCKPILED WITHIN R.O.W. AS SPACE PERMITS.
5. PROVIDE EROSION CONTROL DEVICES AS REQUIRED PER APPROVED PERMITS AND/OR AS DIRECTED.
6. SAFETY BARRIERS, TRAFFIC CONTROL AND SIGNAGE TO BE PROVIDED IN ACCORDANCE WITH THE APPROVED TRAFFIC CONTROL PLANS.
7. CABLE INSTALLATION WITHIN DITCHLINE INCLUDES REPLACEMENT OF ROADWAY UNDERDRAIN WHERE APPLICABLE.
8. WORK ZONE INCLUDES PORTIONS OF THE PAVED ROADWAY AND ADJACENT LAND TO EDGE OF R.O.W. SUFFICIENT PAVED SHOULDER AND TRAVEL LANE SHALL BE RESERVED FOR ONE-WAY TRAFFIC. REFER TO GENERAL WORK REQUIREMENTS ON SHEET G-2 AND GENERAL WORK ZONE DIAGRAM ON SHEET CM-1.

STATE HIGHWAY

CONSTRUCTION METHOD 3A

SCALE: 1" = 10'



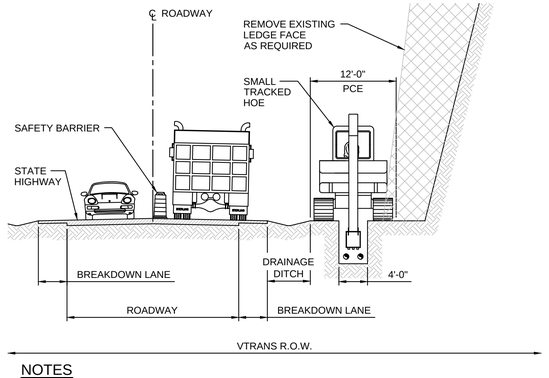
NOTES

1. CONSTRUCTION METHOD 3B WILL BE USED WHERE SUFFICIENT R.O.W. WIDTH EXISTS TO ALLOW INSTALLATION COMPLETELY OFF THE PAVED ROADWAY. THIS METHOD INCLUDES THOSE AREAS WHERE CABLE INSTALLATION MAY BE OVER THE TOP OF ROCK OUTCROPS ADJACENT TO THE VTRANS R.O.W.
2. CONSTRUCTION METHOD 3B PERMITS TWO-WAY TRAFFIC ADJACENT TO THE WORK ZONE.
3. CONSTRUCTION METHOD 3B ASSUMES CONSTRUCTION WILL BE CONDUCTED USING LINEAR OR IN-LINE CONSTRUCTION OPERATIONS TO MINIMIZE IMPACT TO NATURAL ENVIRONMENT IN SENSITIVE OR CHALLENGING CONSTRUCTION LOCATIONS.
4. PROVIDE EROSION CONTROL DEVICES AS REQUIRED PER APPROVED PERMITS AND/OR AS DIRECTED.
5. SAFETY BARRIERS, TRAFFIC CONTROL AND SIGNAGE TO BE PROVIDED IN ACCORDANCE WITH THE APPROVED TRAFFIC CONTROL PLANS.
6. CABLE INSTALLATION LOCATION WILL BE RESTORED TO NATURAL VEGETATED R.O.W. EXCEPT WETLANDS AND OTHER NATURAL ENVIRONMENTS SPECIFIED TO BE RESTORED TO THEIR ORIGINAL CONDITION.
7. REFER TO GENERAL WORK REQUIREMENTS ON SHEET G-2 AND GENERAL WORK ZONE DIAGRAM ON SHEET CM-1.

STATE HIGHWAY

CONSTRUCTION METHOD 3B

SCALE: 1" = 10'



NOTES

1. CONSTRUCTION METHOD 3C ASSUMES ONE-WAY TRAFFIC AND VTRANS R.O.W. IS GENERALLY MUCH WIDER THAN ROADWAY AND PLANNED CONSTRUCTION ZONE.
2. LEDGE FACE REMOVED TO WIDEN HIGHWAY SAFETY ZONE AND PERMIT CABLE INSTALLATION WITHIN EXISTING HIGHWAY CLEAR ZONE. LEDGE REMOVAL SHALL BE BY METHODS NOT REQUIRING EXPLOSIVES, OR WHEN EXPLOSIVES ARE NECESSARY, ONLY APPROVED LICENSED BLASTERS SHALL BE EMPLOYED, FOLLOWING A DETAILED APPROVED BLASTING PLAN.
3. PAVED TRAVEL LANES ARE GENERALLY 11 FEET WIDE WITH BREAKDOWN LANES VARYING FROM 2-8 FEET WIDE.
4. PROVIDE EROSION CONTROL DEVICES AS REQUIRED PER APPROVED PERMITS AND/OR AS DIRECTED.
5. SAFETY BARRIERS, TRAFFIC CONTROL AND SIGNAGE TO BE PROVIDED IN ACCORDANCE WITH THE APPROVED TRAFFIC CONTROL PLANS.
6. WORK ZONE INCLUDES PORTIONS OF THE PAVED ROADWAY AND ADJACENT LAND TO EDGE OF R.O.W. SUFFICIENT PAVED SHOULDER AND TRAVEL LANE SHALL BE RESERVED FOR ONE-WAY TRAFFIC. REFER TO GENERAL WORK REQUIREMENTS ON SHEET G-2 AND GENERAL WORK ZONE DIAGRAM ON SHEET CM-1.

STATE HIGHWAY

CONSTRUCTION METHOD 3C

SCALE: 1" = 10'

NOTE:

1. CONSTRUCTION METHOD 2 SERIES OF FIGURES ARE APPLICABLE TO PAVED MUNICIPAL ROADS.
2. CONSTRUCTION METHOD 3 SERIES OF FIGURES ARE APPLICABLE TO STATE ROADS.

Designed	TRC
Drawn	TRC
Checked	-
Approved	-
Scale	AS NOTED

No.	Revision	Date	By	Ck	PE	PE #
A	20% ANR Submission	12/5/14	TRC	AMW		

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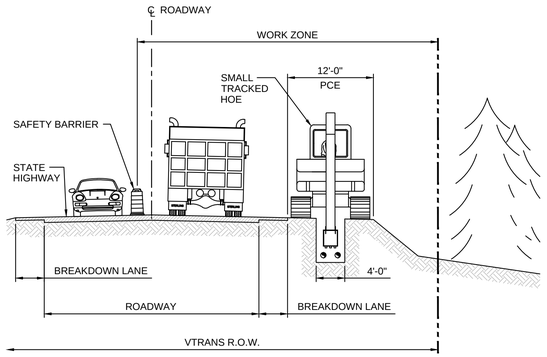
TDI New England

Construction Methods

CM-2

Prepared by: TRC 09/19/14



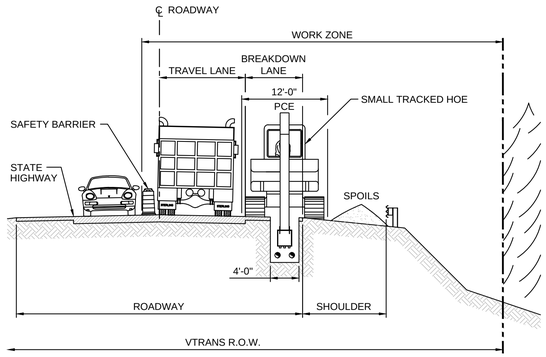
NOTES

1. CONSTRUCTION METHOD 3D WILL BE USED WHERE TOPOGRAPHY OR ADJACENT SENSITIVE ENVIRONMENTS DO NOT PERMIT FULL USE OF THE AVAILABLE R.O.W.
2. CONSTRUCTION METHOD 3D ASSUMES ONE-WAY TRAFFIC WITH CONSTRUCTION TRAFFIC ADJACENT TO THE EXCAVATION.
3. THE AVAILABLE CONSTRUCTION CORRIDOR IS TOO NARROW TO PERMIT SPOILS STOCKPILING WITHIN THE R.O.W.
4. PROVIDE EROSION CONTROL DEVICES AS REQUIRED PER APPROVED PERMITS AND/OR AS DIRECTED.
5. SAFETY BARRIERS, TRAFFIC CONTROL AND SIGNAGE TO BE PROVIDED IN ACCORDANCE WITH THE APPROVED TRAFFIC CONTROL PLANS.
6. WORK ZONE INCLUDES PORTIONS OF THE PAVED ROADWAY AND ADJACENT LAND TO EDGE OF R.O.W. SUFFICIENT PAVED SHOULDER AND TRAVEL LANE SHALL BE RESERVED FOR ONE-WAY TRAFFIC. REFER TO GENERAL WORK REQUIREMENTS ON SHEET G-2 AND GENERAL WORK ZONE DIAGRAM ON SHEET CM-1.

STATE HIGHWAY

CONSTRUCTION METHOD 3D

SCALE: 1" = 10'



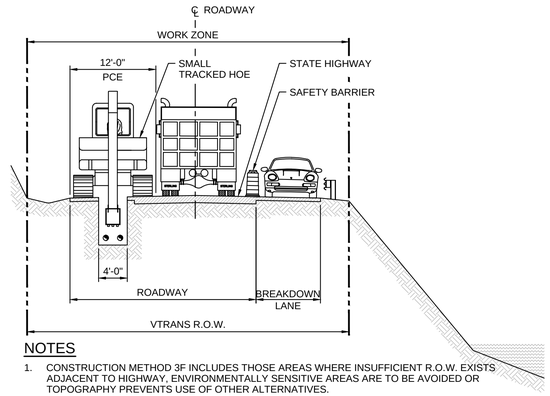
NOTES

1. CONSTRUCTION METHOD 3E INCLUDES THOSE AREAS WHERE INSUFFICIENT R.O.W. EXISTS ADJACENT TO HIGHWAY, ENVIRONMENTALLY SENSITIVE AREAS ARE TO BE AVOIDED OR TOPOGRAPHY PREVENTS INSTALLATION IN NON-PAVED AREAS.
2. CONSTRUCTION METHOD 3E MAY INCLUDE INSTALLATION IN BREAKDOWN LANE, IN SHOULDER, JUST OFF SHOULDER OR IN THE TRAVEL LANE.
3. TRAVEL LANES ARE GENERALLY 10 FT. TO 12 FT. WITH ROAD BREAKDOWN LANES OF 3 FT. TO 8 FT. WIDE.
4. ONE-WAY TRAFFIC SHALL BE MAINTAINED ALONG ROADWAY SEGMENT DURING INSTALLATION.
5. SPOILS MAY BE STOCKPILED ALONG ROADWAY OR RIGHT-OF-WAY AS SPACE PERMITS.
6. PROVIDE EROSION CONTROL DEVICES AS REQUIRED PER APPROVED PERMITS AND/OR AS DIRECTED.
7. SAFETY BARRIERS, TRAFFIC CONTROL AND SIGNAGE TO BE PROVIDED IN ACCORDANCE WITH THE APPROVED TRAFFIC CONTROL PLANS.
8. WORK ZONE INCLUDES PORTIONS OF THE PAVED ROADWAY AND ADJACENT LAND TO EDGE OF R.O.W. SUFFICIENT PAVED SHOULDER AND TRAVEL LANE SHALL BE RESERVED FOR ONE-WAY TRAFFIC. REFER TO GENERAL WORK REQUIREMENTS ON SHEET G-2 AND GENERAL WORK ZONE DIAGRAM ON SHEET CM-1.

STATE HIGHWAY

CONSTRUCTION METHOD 3E

SCALE: 1" = 10'



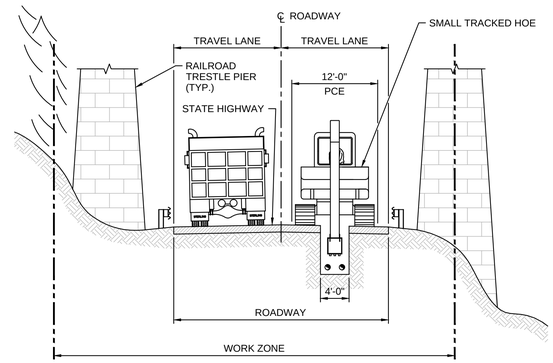
NOTES

1. CONSTRUCTION METHOD 3F INCLUDES THOSE AREAS WHERE INSUFFICIENT R.O.W. EXISTS ADJACENT TO HIGHWAY, ENVIRONMENTALLY SENSITIVE AREAS ARE TO BE AVOIDED OR TOPOGRAPHY PREVENTS USE OF OTHER ALTERNATIVES.
2. CONSTRUCTION METHOD 3F MAY INCLUDE INSTALLATION IN TRAVEL LANE, IN SHOULDER, OR JUST OFF SHOULDER (GENERALLY, NO BREAKDOWN LANE EXISTS WHERE THIS METHOD IS EMPLOYED).
3. ONE-WAY LOCAL TRAFFIC SHALL BE PERMITTED ALONG ROADWAY SEGMENT DURING INSTALLATION. CABLE TRANSPORT AND EQUIPMENT MOVEMENT WILL REQUIRE SHORT-TERM ROADWAY CLOSURE.
4. SPOILS MAY BE STOCKPILED ALONG ROADWAY OR R.O.W. AS SPACE PERMITS.
5. PROVIDE EROSION CONTROL DEVICES AS REQUIRED PER APPROVED PERMITS AND/OR AS DIRECTED.
6. SAFETY BARRIERS, TRAFFIC CONTROL AND SIGNAGE TO BE PROVIDED IN ACCORDANCE WITH THE APPROVED TRAFFIC CONTROL PLANS.
7. THE WORK ZONE SHALL BE RESTRICTED TO A PORTION OF THE PAVED ROADWAY ADJACENT LAND TO THE EDGE OF THE R.O.W. SUFFICIENT ROADWAY PAVEMENT SHALL BE RESERVED FOR ONE-WAY LOCAL TRAFFIC AND CONSTRUCTION ACCESS. REFER TO WORK ZONE DIAGRAM ON SHEET CM-1.

STATE HIGHWAY

CONSTRUCTION METHOD 3F

SCALE: 1" = 10'



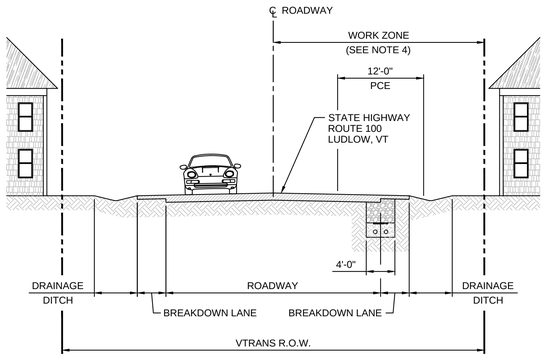
NOTES

1. CONSTRUCTION METHOD 3G INCLUDES THOSE AREAS WHERE EXISTING PHYSICAL RESTRICTIONS REQUIRE INSTALLATION WITHIN ROADWAY.
2. NARROW R.O.W., ALIGNMENT, AND LIMITED TRAVEL LANE WIDTH WILL NOT PERMIT THROUGH-TRAFFIC AND CONCURRENT CONSTRUCTION.
3. SPOILS MAY BE STOCKPILED ALONG ROADWAY OR R.O.W. AS SPACE PERMITS.
4. PROVIDE EROSION CONTROL DEVICES AS REQUIRED PER APPROVED PERMITS AND/OR AS DIRECTED.
5. SAFETY BARRIERS, TRAFFIC CONTROL AND SIGNAGE TO BE PROVIDED IN ACCORDANCE WITH THE APPROVED TRAFFIC CONTROL PLANS.
6. THE WORK ZONE IS RESTRICTED TO THE WIDTH OF THE VTRANS R.O.W. REFER TO WORK XZONE DIAGRAM ON SHEET CM-1.

STATE HIGHWAY

CONSTRUCTION METHOD 3G

SCALE: 1" = 10'



NOTES

1. CONSTRUCTION METHOD 3H APPLIES TO THE PROJECT SEGMENT ALONG ROUTE 100 ONLY.
2. CABLE SYSTEM WILL BE INSTALLED CONCURRENT AND IN COORDINATION WITH THE VTRANS ROUTE 100 REBUILD PROJECT.
3. A CONCRETE ENCASED DUCT BANK AND THREE SPLICE VAULTS WILL BE INSTALLED UNDER THE PAVEMENT. AT SOME TIME FOLLOWING THE DUCT BANK CONSTRUCTION, THE HVDC CABLES WILL BE PULLED INTO THE VAULTS AND SPLICED.
4. DURING THE CABLE PULLING THE WORK ZONE SHALL BE RESTRICTED TO ONE-HALF OF THE PAVED ROADWAY AND ADJACENT LAND AREA TO THE EDGE OF THE VTRANS R.O.W.

STATE HIGHWAY

CONSTRUCTION METHOD 3H

SCALE: 1" = 10'

NOTE:

1. CONSTRUCTION METHOD 3 SERIES OF FIGURES ARE APPLICABLE TO STATE ROADS.

Designed	TRC
Drawn	TRC
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Scale	AS NOTED

No.	Revision	Date	By	Ck	PE	PE #
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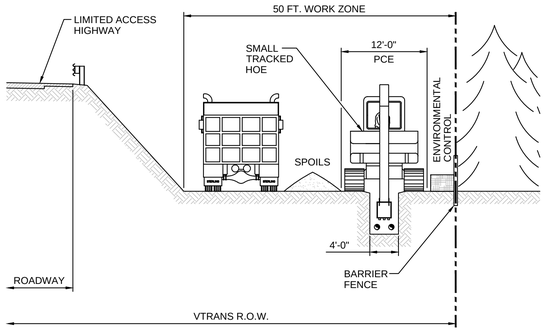
Construction Methods

CM-3

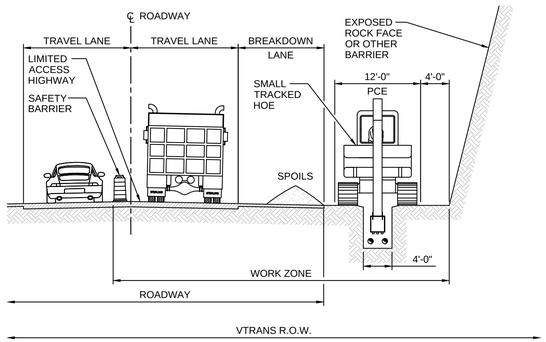
Prepared by: TRC 09/19/14



NOTES

1. CONSTRUCTION METHOD 4A WILL BE UTILIZED ALONG THE LIMITED ACCESS HIGHWAY WHERE SUFFICIENT SPACE WITHIN THE CLEAR ZONE PERMITS HVDC SYSTEM INSTALLATION WITHOUT USE OF ROADWAY SURFACES.
2. CONSTRUCTION SITE ACCESS MAY BE VIA THE HIGHWAY TRAVEL LANES OR LOCAL ROADWAYS.
3. PROVIDE EROSION CONTROL DEVICES AS REQUIRED PER APPROVED PERMITS AND/OR AS DIRECTED.
4. CONSTRUCTION SITE ACCESS SHALL ADHERE TO REQUIREMENTS OF THE APPROVED ACCESS AND TRAFFIC CONTROL PLANS.
5. CONSTRUCTION CORRIDOR/WORK ZONE MAY EXTEND TO THE LESSER OF THE EDGE OF RIGHT-OF-WAY/PROPERTY LINE OR 50 FT.
6. REFER TO THE GENERAL WORK REQUIREMENTS ON SHEET G-2 AND THE WORK ZONE DIAGRAM ON SHEET CM-1.

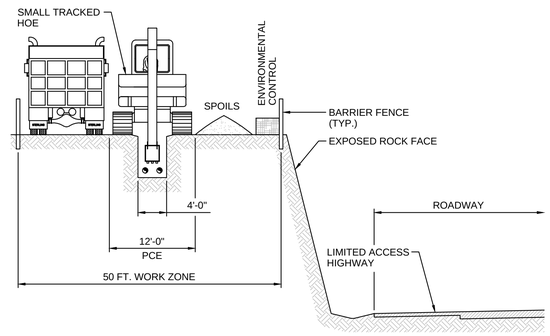
LIMITED ACCESS HIGHWAY
CONSTRUCTION METHOD 4A
SCALE: 1" = 10'



NOTES

1. CONSTRUCTION METHOD 4B WILL BE UTILIZED WHERE STEEP OUTCROP EMBANKMENTS PREVENT HVDC INSTALLATION OUTSIDE THE IMMEDIATE VICINITY OF THE ROADWAY SURFACES.
2. CONSTRUCTION METHOD 4B ASSUMES SINGLE LANE TRAFFIC ON HIGHWAY. ONE HIGHWAY TRAVEL LANE AND THE BREAKDOWN LANE WILL BE USED FOR CONSTRUCTION ACCESS AND MATERIAL STORAGE.
3. PROVIDE EROSION CONTROL DEVICES AS REQUIRED PER APPROVED PERMITS AND/OR AS DIRECTED.
4. SAFETY BARRIERS, TRAFFIC CONTROL AND SIGNAGE TO BE PROVIDED IN ACCORDANCE WITH THE APPROVED TRAFFIC CONTROL PLANS.
5. CONSTRUCTION SITE ACCESS SHALL ADHERE TO REQUIREMENTS OF THE APPROVED ACCESS AND TRAFFIC CONTROL PLANS.
6. CONSTRUCTION SITE ACCESS MAY BE VIA THE HIGHWAY TRAVEL LANES OR LOCAL ROADS.
7. WORK ZONE EXTENDS FROM THE ROADWAY CENTERLINE TO THE FACE OF THE ROCK LEDGE.
8. REFER TO SHEET CM-1 FOR WORK ZONE DIAGRAM AND SHEET G-2 FOR GENERAL WORK REQUIREMENTS.
9. THE VTRANS RIGHT-OF-WAY IS WIDER THAN THE ESTABLISHED WORK ZONE BUT INACCESSIBLE FOR CONSTRUCTION.

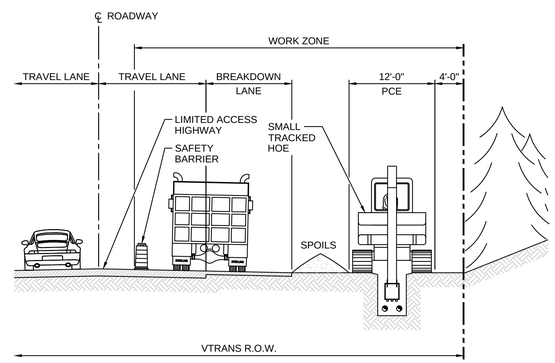
LIMITED ACCESS HIGHWAY
CONSTRUCTION METHOD 4B
SCALE: 1" = 10'



NOTES

1. CONSTRUCTION METHOD 4C WILL BE UTILIZED WHERE ROCK OUTCROP ADJACENT TO THE HIGHWAY PERMITS CONSTRUCTION ACCESS OVER ITS SLOPE. THE RIGHT-OF-WAY IS SUFFICIENT FOR HVDC INSTALLATION AND ROADWAY CONFIGURATION WOULD OTHERWISE REQUIRE INSTALLATION USING THE HIGHWAY SURFACES.
2. PROVIDE EROSION CONTROL DEVICES AS REQUIRED PER APPROVED PERMITS AND/OR AS DIRECTED.
3. CONSTRUCTION SITE ACCESS SHALL ADHERE TO REQUIREMENTS OF THE APPROVED ACCESS AND TRAFFIC CONTROL PLANS.
4. CONSTRUCTION SITE ACCESS MAY BE VIA THE HIGHWAY TRAVEL LANES OR LOCAL ROADS.
5. RIGHT-OF-WAY LIMIT EXTENDS BEYOND CONSTRUCTION LIMITS DEPICTED.
6. REFER TO GENERAL WORK REQUIREMENTS ON SHEET G-2 AND THE WORK ZONE DIAGRAM ON SHEET D-1.
7. THE VTRANS RIGHT-OF-WAY IS WIDER THAN THE ESTABLISHED WORK ZONE BUT INACCESSIBLE FOR CONSTRUCTION.

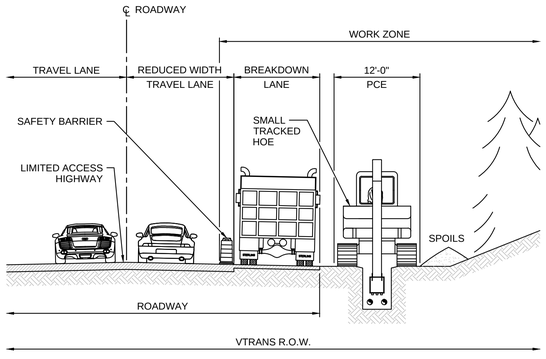
LIMITED ACCESS HIGHWAY
CONSTRUCTION METHOD 4C
SCALE: 1" = 10'



NOTES

1. CONSTRUCTION METHOD 4D WILL BE UTILIZED WHERE THE RIGHT-OF-WAY IS TOO NARROW FOR ALL CONSTRUCTION ACTIVITY WITHIN THE HIGHWAY SAFETY ZONE, IS AGAINST NATURAL BARRIER OR SENSITIVE NATURAL HABITAT TO BE PROTECTED.
2. CONSTRUCTION METHOD 4D ASSUMES ONE LANE OF HIGHWAY AND BREAKDOWN LANE WILL BE USED FOR CONSTRUCTION TRAFFIC.
3. SAFETY BARRIERS, TRAFFIC CONTROL AND SIGNAGE TO BE PROVIDED IN ACCORDANCE WITH THE APPROVED TRAFFIC CONTROL PLANS.
4. PROVIDE EROSION CONTROL DEVICES AS REQUIRED PER APPROVED PERMITS AND/OR AS DIRECTED.
5. WORK ZONE INCLUDES PORTIONS OF THE PAVED ROADWAY AND ADJACENT LAND TO EDGE OF R.O.W. SUFFICIENT PAVED SHOULDER AND TRAVEL LANE SHALL BE RESERVED FOR ONE-WAY TRAFFIC. REFER TO GENERAL WORK REQUIREMENTS ON SHEET G-2 AND GENERAL WORK ZONE DIAGRAM ON SHEET CM-1.

LIMITED ACCESS HIGHWAY
CONSTRUCTION METHOD 4D
SCALE: 1" = 10'



NOTES

1. CONSTRUCTION METHOD 4E WILL BE UTILIZED WHERE THE RIGHT-OF-WAY WIDTH IS TOO NARROW, REQUIRING CONSTRUCTION TRAFFIC TO OCCUPY A PORTION OF THE HIGHWAY SURFACE.
2. CONSTRUCTION METHOD 4E REQUIRES THAT THE ADJACENT TRAVEL LANE WIDTH IS REDUCED TO ACCOMODATE CONSTRUCTION TRAFFIC.
3. FOR CONSTRUCTION METHOD 4E, THE TRENCH WILL BE EXCAVATED WITHIN R.O.W. THE R.O.W. HAS SUFFICIENT ROOM OPPOSITE ROADWAY FOR SPOILS BUT THE TOPOGRAPHY IS NOT SUITABLE FOR CONSTRUCTION OPERATIONS AND/OR IT IS TOO FRAGMENTED AN OPEN AREA TO PROVIDE EFFICIENT OPERATION.
4. SAFETY BARRIERS, TRAFFIC CONTROL AND SIGNAGE TO BE PROVIDED IN ACCORDANCE WITH THE APPROVED TRAFFIC CONTROL PLANS.
5. RIGHT-OF-WAY LIMIT EXTENDS BEYOND THE CONSTRUCTION LIMITS DEPICTED.
6. PROVIDE EROSION CONTROL DEVICES AS REQUIRED PER APPROVED PERMITS AND/OR AS DIRECTED.
7. WORK ZONE SHALL BE RESTRICTED TO A PORTION OF THE NEAREST TRAVEL LANE, BREAKDOWN LANE AND SHOULDER OUT TO THE EDGE OF THE R.O.W. REFER TO GENERAL WORK REQUIREMENTS ON SHEET G-2 AND GENERAL WORK ZONE DIAGRAM ON SHEET CM-1.

LIMITED ACCESS HIGHWAY
CONSTRUCTION METHOD 4E
SCALE: 1" = 10'

NOTE:

1. CONSTRUCTION METHOD 4 SERIES OF FIGURES ARE APPLICABLE TO LIMITED ACCESS HIGHWAYS.

Designed	TRC
Drawn	TRC
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Approved	-
Scale	AS NOTED

No.	Revision	Date	By	Ck	PE	PE #
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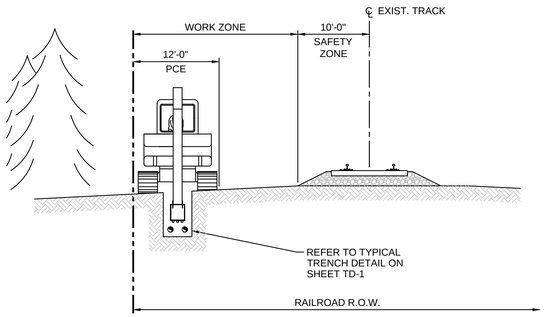
Construction Methods

CM-4

Prepared by: TRC 09/19/14



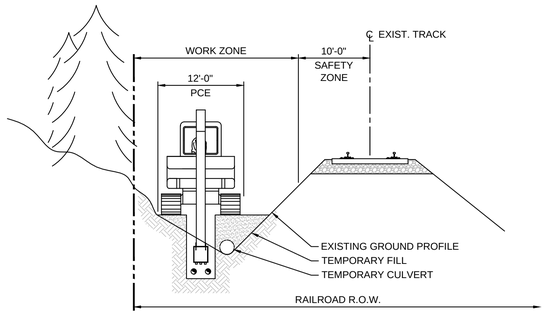
NOTES

1. CONSTRUCTION METHOD 5A WILL BE USED IN AREAS WHERE THE WORK ZONE IS APPROXIMATELY THE SAME ELEVATION AS THE ADJACENT TRACK. THIS CONSTRUCTION METHOD MAY USE IN-LINE CONSTRUCTION METHODS OR LOAD SPOILS DIRECTLY INTO RAIL CARS. SPOILS MAY BE STOCKPILED WITHIN THE R.O.W. AS SPACE PERMITS.
2. WORK ZONE IS APPROXIMATELY 23 FEET WIDE (½ R.O.W. - 10 FT SAFETY ZONE). REFER TO WORK ZONE DIAGRAM ON SHEET CM-1.
3. TREE CLEARING SHALL BE LIMITED TO THE AREA BETWEEN THE TRACK CENTERLINE AND EDGE OF R.O.W. UNLESS ADDITIONAL EASEMENT FROM ADJACENT PROPERTY OWNERS IS OBTAINED. LIMIT TREE CLEARING TO THE MINIMUM NECESSARY FOR SYSTEM INSTALLATION.
4. PROVIDE EROSION CONTROL DEVICES PER THE APPROVED PERMITS AND/OR AS DIRECTED.

RAILROAD ADJACENT

CONSTRUCTION METHOD 5A

SCALE: 1" = 10'



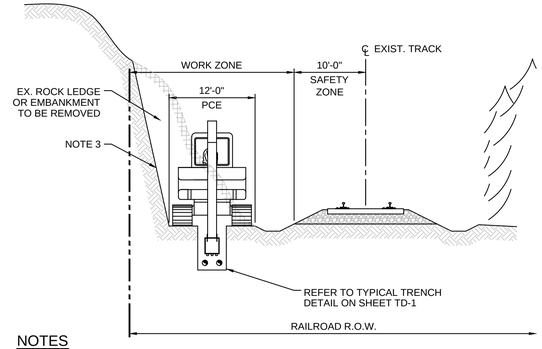
NOTES

1. CONSTRUCTION METHOD 5B WILL BE USED IN AREAS HAVING STEEP SIDE SLOPES AND LIMITED R.O.W. AVAILABLE FOR CABLE INSTALLATION.
2. CONSTRUCTION METHOD 5B USES IN-LINE CONSTRUCTION METHODS. ACCESS TO THE WORK SITE IS ALONG THE PLANNED TRENCH ALIGNMENT.
3. CONSTRUCTION METHOD 5B UTILIZES TEMPORARY FILL TO CREATE A ROADWAY AND WORK PLATFORM SUFFICIENT FOR WORK SITE ACCESS AND EXCAVATOR OPERATION. PLATFORM AND WORK ZONE WIDTH VARIES WITH SITE TOPOGRAPHY. FOR PERMITTING PURPOSES, A MINIMUM PLATFORM WIDTH OF 12 FEET IS ASSUMED.
4. TREE REMOVAL SHALL BE LIMITED TO THE AREA FROM THE RAILROAD CENTERLINE TO THE EDGE OF THE R.O.W. UNLESS EASEMENTS ON ADJACENT PROPERTY HAVE BEEN OBTAINED. LIMIT TREE CLEARING TO THE MINIMUM NECESSARY FOR SYSTEM INSTALLATION.
5. PROVIDE EROSION CONTROL DEVICES PER THE APPROVED PERMITS AND/OR AS DIRECTED.
6. PROVIDE TEMPORARY PERFORATED PIPE CULVERTS ALONG DITCHLINE TO COLLECT GROUNDWATER AND DIRECT IT TO EXISTING DRAINAGE STRUCTURES.
7. SHORE EXCAVATION AS REQUIRED PER 29 CFR 1926. EXCAVATORS PENETRATING THE THEORETICAL EMBANKMENT SHALL BE SHORED AS DEFINED IN THE RAILROAD STANDARD TRENCH DETAIL.
8. AT THE COMPLETION OF THE WORK THE TEMPORARY FILL AND CULVERTS SHALL BE REMOVED AND THE DITCHLINE RESTORED TO ITS PREVIOUS CONDITION.

RAILROAD ADJACENT

CONSTRUCTION METHOD 5B

SCALE: 1" = 10'



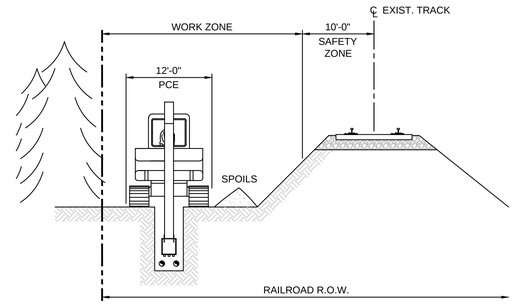
NOTES

1. CONSTRUCTION METHOD 5C WILL BE USED IN AREAS HAVING STEEP CUT SLOPES ADJACENT TO THE RAILROAD. THIS CONSTRUCTION METHOD WILL USE IN-LINE CONSTRUCTION METHODS OR LOAD SPOILS DIRECTLY INTO RAIL CARS. SPOILS MAY BE STOCKPILED WITHIN THE R.O.W. AS SPACE PERMITS.
2. CONSTRUCTION METHOD 5C REQUIRES EXISTING RAILROAD CUTS THROUGH ROCK AND SOIL BE WIDENED TO CREATE A WORK PLATFORM AND ROADWAY SUFFICIENT FOR WORK SITE ACCESS AND EQUIPMENT OPERATION. PLATFORM AND WORK ZONE WIDTH VARIES WITH SITE TOPOGRAPHY. FOR PERMITTING PURPOSES A WORK PLATFORM WIDTH OF 12 FEET IS ASSUMED.
3. THE PROPOSED WORK ZONE WILL BE LEVELED BY BLASTING OR RIPPING THE EXISTING RAILROAD CUT. CUT ROCK/SOIL FACE SHALL BE LAID BACK AT A STABLE SLOPE. UNSTABLE SOILS SHALL BE SECURED BY ROCK BOLTS, PINS, WIRE NETS, RETAINING WALLS OR OTHER SUITABLE MEANS.
4. WORK ZONE IS APPROXIMATELY 23 FEET (½ R.O.W. - 10-FOOT SAFETY ZONE).
5. TREE CLEARING SHALL BE LIMITED TO THE AREA BETWEEN THE TRACK CENTERLINE AND EDGE OF R.O.W. UNLESS ADDITIONAL EASEMENTS FROM ADJACENT PROPERTY OWNERS ARE OBTAINED. LIMIT TREE CLEARING TO THE MINIMUM NECESSARY FOR SYSTEM INSTALLATION.
6. PROVIDE EROSION CONTROL DEVICES PER THE APPROVED PERMITS AND/OR AS DIRECTED.
7. BLASTING SHALL BE PERFORMED USING APPROVED LICENSED BLASTERS WORKING IN ACCORDANCE WITH AN APPROVED BLASTING PLAN.

RAILROAD ADJACENT

CONSTRUCTION METHOD 5C

SCALE: 1" = 10'



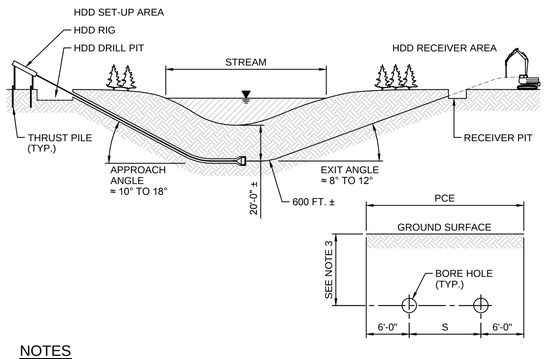
NOTES

1. CONSTRUCTION METHOD 5D WILL BE USED IN AREAS WHERE THE CONSTRUCTION OPERATION TAKES PLACE SIGNIFICANTLY BELOW THE RAILROAD BED ELEVATION.
2. CONSTRUCTION METHOD 5D WILL BE USED IN AREAS WITH SUFFICIENT R.O.W. WIDTH AT THE BASE OF THE RAILROAD BED OR ADDITIONAL EASEMENT HAS BEEN OBTAINED.
3. THE WORK ZONE WILL EXTEND FROM THE EDGE OF THE SAFETY ZONE TO THE EDGE OF THE R.O.W.
4. CONSTRUCTION METHOD 5D UTILIZES IN-LINE CONSTRUCTION METHODS. ACCESS TO THE WORK AREA IS ALONG THE PLANNED TRENCH ALIGNMENT. SPOILS MAY BE STOCKPILED WITHIN THE WORK ZONE AS SPACE PERMITS.
5. TREE CLEARING SHALL BE LIMITED TO THE AREA BETWEEN THE TRACK CENTERLINE AND THE EDGE OF THE R.O.W, UNLESS ADDITIONAL EASEMENT HAS BEEN OBTAINED. CLEARING SHALL BE LIMITED TO THE MINIMUM NECESSARY TO PERFORM THE WORK.
6. PROVIDE EROSION CONTROL MEASURES PER THE APPROVED PERMITS AND/OR AS DIRECTED.

RAILROAD ADJACENT

CONSTRUCTION METHOD 5D

SCALE: 1" = 10'

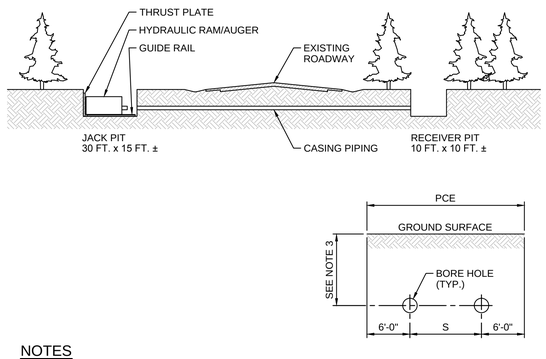


NOTES

1. HDD SET-UP AREA IS APPROXIMATELY 50 FT. x 250 FT. FOR LARGE HDD OPERATIONS. THIS STAGING AREA MAY BE REDUCED FOR SMALLER BORING OPERATIONS OR SOME EQUIPMENT ASSOCIATED WITH LARGE HDD OPERATIONS MAY BE STAGED AT OTHER LOCATIONS.
2. DRILL PIT MAY BE ELIMINATED IN TOTAL IF ALTERNATE MEANS FOR DRILL MUD CONTAINMENT IS PROVIDED. TYPICAL DRILL PIT FOR LARGE HDD OPERATIONS IS 6 FT. DEEP x 8 FT. x 20 FT.
3. HDD SHALL PASS NOT LESS THAN 20 FT. UNDER STREAMS NOR LESS THAN 15 FT. BELOW ROADWAYS AND OTHER GROUND SURFACES.
4. RECEIVER PIT MAY BE ELIMINATED IF ALTERNATE DRILL MUD CONTROL METHOD IS PROVIDED. RECEIVER PIT IS TYPICALLY 5 FT. DEEP x 10 FT. x 10 FT. FOR LARGE DRILL OPERATIONS.
5. FOR CASING AND CABLE PULL-BACK, CASING MAY BE SUSPENDED ABOVE R.O.W. TO FACILITATE INSTALLATION.
6. TWO BORE HOLES PER CROSSING ARE REQUIRED. FOR PLANNING PURPOSES, BORE HOLE SPACING SHALL BE 15-25 FEET. LESSER SPACING MAY BE USED IN CERTAIN SOIL CONDITIONS AND/OR BORE OPERATIONS.
7. PERMANENT CABLE EASEMENT (PCE) SHALL BE BORE HOLE SPACING (S) PLUS 12 FEET. PCE = S + (2 * 6 FT.)
8. PCE ABOVE HDD BORE HOLES DOES NOT HAVE TO BE CLEARED OF DEEP ROOTED VEGETATION.

CONSTRUCTION METHOD HDD

SCALE: N.T.S.



NOTES

1. ABOVE INSTALLATION METHOD PRESENTED FOR CONCEPT ONLY. ACTUAL INSTALLATION METHOD EMPLOYED WILL BE BASED UPON FURTHER GEOTECHNICAL INVESTIGATION.
2. SHOULD JACK & BORE (J&B) PROVE UNFEASIBLE, HORIZONTAL DIRECTIONAL DRILL (HDD) OR OTHER MEANS MAY BE USED.
3. CASING PIPE SHALL BE INSTALLED NOT LESS THAN 5 FEET BELOW EXISTING PAVEMENT NOR LESS THAN 4 FEET BELOW EXISTING DITCH INVERT.
4. FOR PLANNING PURPOSES, TWO BORE HOLES PER CROSSING SHALL BE USED. THE BORE HOLES SHALL BE SPACED AT 10 FEET OR MORE.
5. PERMANENT CABLE EASEMENT (PCE) SHALL BE BORE HOLE SPACING (S) PLUS 12 FEET. PCE = S + (2 * 6 FT.)
6. PCE ABOVE J&B BORE HOLES DOES NOT HAVE TO BE CLEARED OF DEEP ROOTED VEGETATION.

CONSTRUCTION METHOD J&B

SCALE: N.T.S.

NOTE:

1. CONSTRUCTION METHOD 5 SERIES OF FIGURES ARE APPLICABLE TO CONSTRUCTION ALONG THE RAILROAD.

Designed	TRC
Drawn	TRC
Checked	-
Approved	-
Scale	AS NOTED

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Construction Methods

CM-5

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