Rockfall Hazard Rating of Rock Cuts on U.S. and State Highways in Vermont

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16. Abstract

Highway construction across the rugged topography of Vermont has required the excavation of numerous rock cuts, many of which extend for over one thousand feet and are commonly fifty to over one hundred feet in height. Each year, the combination of steep slopes, adverse geologic structures, and ongoing weathering processes leads to rockfall events. As those reaching the highway may pose a hazard to travelers and are very expensive to clean up, a rockfall hazard rating system has been developed to enable the Vermont Agency of Transportation (VTrans) to prioritize limited program and maintenance funds to address these hazards. The system is modified from one developed by the Federal Highway Administration (FHWA) and other DOTs.

A preliminary field survey of all Interstate, U.S., and State highways in Vermont identified over 3,600 rock cuts greater than five feet in height. Based on roadway and geological characteristics and known rockfall history, 76% were ranked as low hazard (rockfall not likely), 8% as moderate (slight chance of rockfall that reaches road), 10% as elevated (rockfall possible and may reach road), 2% as significant (rockfall likely and may reach road), and 4% as high (rockfall expected to occur and to reach road).

Detailed ratings of "A" ranked high hazard cuts have been completed based on height and length of rock slope, ditch effectiveness, speed limit, traffic count, sight distance, road width, water/ice conditions, known rockfall history, and geologic factors. Geologic factors include rock type, discontinuity characteristics (orientation, length, spacing, openness, roughness, wetness, and infilling of joints and faults), block size, and volume of rockfall. Field work included slope profiles and preliminary remediation estimates.

Data for the high hazard rock slopes was entered into spreadsheets in the field, transferred to a database and incorporated into a GIS based system. A scoring scheme modified from the FHWA system was used to produce a numerical estimate of the overall hazard posed by each slope. High hazard slopes will be periodically resurveyed by VTrans to track deterioration and emerging hazards.

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TABLE OF CONTENTS

ABSTRACT 1

INTRODUCTION 1

ROCK SLOPE INVESTIGATIVE HISTORY 3

GEOLOGIC SETTING 4

OBJECTIVE AND SCOPE 6

METHODOLOGY 7

DEVELOPMENT OF ELECTRONIC DATABASE STRUCTURE 7

TRAINING OF INDIVIDUALS IN RHRS RANKING/RATING METHODS 7

PRELIMINARY RANKING AND FIELD CRITERIA 8

DETAILED RATING 10

- General Cut Information Form 10
- Roadway Information Form 11
- Slope Information Form 12
- Geologic Information Form 13
- Historical Information Form 16
- Mitigation Options Form 17

DATA MANAGEMENT AND REPORTING 17

- Preliminary Ranking 17
- Detailed Rating 18
- RHRS scoring process 19
- Development of Preliminary Mitigation Alternatives and Cost Estimates 26
- Geospatial Data Management 27

CONCLUSION 30

REFERENCES 31

Figure 1 Rockfall on VT Route 5A in Westmore, Vermont 2
Figure 2 Generalized Geologic Bedrock Map of the State of Vermont 4
Figure 3 Vermont Physiographic Provinces. 5
Figure 4 Preliminary Ranking Worksheet 8
Figure 5 Profile of Rock Cut 0010 13
Figure 6 Stereographic Projection Technique (Modified from Watts 2003). 15
Figure 7 Markland Test Plot showing potential plane, wedge and toppling failures. 16
Figure 8 Graphical depiction of RHRS Ranking 17
Figure 9 Example Microsoft Access input form 18
Figure 10 Completed RHRS Scoring form for Cut 0001 19
Figure 11 Distribution of RHRS Total Scores 24
Figure 12 Distribution of Rock Cuts 28
Figure 13 Rock Cuts in Montpelier Area 29

Table 1 Discontinuity properties 14
Table 2 Numerical distribution of RHRS Ranking 18
Table 3 List of A Ranked Rock Cuts. 26

APPENDIX A Preliminary Ranking Sheets - All Rock Cuts
APPENDIX B Summary List of "A" Ranked Rock Cuts
APPENDIX C Summary Sheets and Preliminary Cost Estimation – Rock Cuts Rated With Scores Greater Than 500

ABSTRACT

Highway construction across the rugged topography of Vermont has required the excavation of numerous rock cuts, many of which extend for over one thousand feet and are commonly fifty to over one hundred feet in height. Each year, the combination of steep slopes, adverse geologic structures, and ongoing weathering processes leads to rockfall events. As rock reaching the highway may pose a hazard to travelers and are very expensive to clean up, a rockfall hazard rating system has been developed to enable the Vermont Agency of Transportation (VTrans) to prioritize limited program and maintenance funds to address these hazards. The system is modified from one developed by the Federal Highway Administration (FHWA) and other DOTs.

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Detailed ratings of "A" ranked high hazard cuts have been completed based on height and length of rock slope, ditch effectiveness, speed limit, traffic count, sight distance, road width, water/ice conditions, known rockfall history, and geologic factors. Geologic factors include rock type, discontinuity characteristics (orientation, length, spacing, openness, roughness, wetness, and infilling of joints and faults), block size, and volume of rockfall. Field work included slope profiles and preliminary remediation estimates.

Data for the high hazard rock slopes was entered into spreadsheets in the field, transferred to a database and incorporated into a GIS based system. A scoring scheme modified from the FHWA system was used to produce a numerical estimate of the overall hazard posed by each slope. High hazard slopes will be periodically resurveyed by VTrans to track deterioration and emerging hazards.

INTRODUCTION

Vermont, as its very name implies, is a mountainous state. Vermont's highways traverse some topographically challenging terrain that, in many cases, required the construction of significant rock cuts. Many of the State's rock cuts were constructed using uncontrolled blasting techniques resulting in slopes that are uneven and contain numerous weak areas. Even slopes cut utilizing newer pre-split blasting techniques deteriorate over time as a consequence of Vermont's harsh northern climate. This climate is typified by periods of significant precipitation events and very cold temperatures during the winter months resulting in numerous freeze-thaw cycles that act to deteriorate Vermont's aging rock cuts and, consequently, areas of high risk for rockfalls develop.

Rock slopes along Vermont's highways were designed and constructed by the Agency of Transportation (VTrans) and, just like bridges, pavements, and other transportation infrastructure, these cuts require maintenance to allow them to perform as designed. Bridges are inspected on a regular basis and well planned maintenance programs exist to properly maintain these structures. The bridge inspection program also allows VTrans to prioritize enhancements designed to make these structures safer for the traveling public. A similar program would benefit Vermont's aging rock cuts.

As rockfalls occur, VTrans is often faced with correcting these problems on-the-fly and without specific budgets to pay for the work. Funds end up coming from individual Maintenance District budgets that are usually strained to begin with. As a result, temporary solutions are often accepted in attempts to keep expenses low. This minimal effort may offer risk reduction in the short term, however within a few years the risk has increased again as the slope continues to degrade. In instances where extensive remediation may be required, lack of funding often results in delayed action.

Deferred maintenance on these particular assets along VTrans right of ways can result in rockfalls and consequent hazards. Rocks can fall onto highways (Figure 1) and it is the State's goal to assure the traveling public is protected responsibly. The Agency has embarked on a comprehensive evaluation of all rock cuts along State, Interstate, and U.S. highways so that it may effectively identify appropriate mitigative measures for potentially dangerous slopes. This has been accomplished through a numerical rating system that has allowed the State to prioritize slopes and allocate limited funds in a responsible manner.

Figure 1 Rockfall on VT Route 5A in Westmore, Vermont

The Rockfall Hazard Rating System (RHRS), developed by the Federal Highway Administration (FHWA) and Oregon DOT is recognized as the standard by which other states and foreign countries have been ranking their slopes. The purpose of the RHRS system is to provide a prioritization for the prudent allocation of available funding to address the potentially most dangerous highway rock faces. In many cases, the system

has been modified to reflect conditions unique or more representative of geographic, geologic or traffic conditions. In an informal survey of other states, it was found that 20 states have performed some variant of the FHWA/Oregon rockfall rating system, have established a data base of rock cuts, and monitor these slopes on some sort of regular basis. Bordering states New York and New Hampshire have such programs. Canada, Japan, Switzerland, Italy, and the United Kingdom have also established similar programs.

ROCK SLOPE INVESTIGATIVE HISTORY

In 1977, former Vermont Chief Transportation Geologist Frank Lanza and then State Geologist Charles Ratte conducted a Phase I study of potential rock slide and rock fall areas along Vermont's Interstate highway system. In their study, they identified 160 locations that were ranked from 1 to 10. In their ranking system, 1 signified a cut with "low" potential for rockfall while a ranking of 10 signified a cut with a "high" potential. Their report was used by the Agency in identifying potential rock slope remediation locations in a number of Interstate Safety projects conducted in the early 1990's that consisted of cutting back rock slopes 30 feet from the roadway to create wider clear zones. The study also helped in later slope ranking efforts on other Interstate Safety projects currently in design. Although somewhat crude by current standards of rock slope ranking schemes, the Lanza/Ratte study proved very helpful in prioritizing rockfall locations on Vermont's Interstates.

In 1995, work was initiated by the Agency's former geologist Alan McBean to identify rock cuts on State and U.S. highways that posed potential rockfall risks. This work followed the FHWA/Oregon DOT system and although that study was not fully completed, about 360 potentially dangerous rock cuts were identified.

Subsequently, in the 1990's rock slopes along Interstate 91 from Hartford, Vermont to the Canadian border and rock slopes on Interstate 93 were evaluated by a consultant as part of a number of Interstate safety projects. These slopes were ranked and rated using the FHWA/Oregon DOT system. In addition, the current VTrans geologist Thomas Eliassen evaluated slopes along Interstate 89 from Hartford to Royalton in the 1990's.

Within the recent past, rockfall remediation at two sites in Vermont has cost the State approximately $500,000. One site scheduled for remediation in 2007-2008 in southern Vermont is expected to cost over 2 million dollars to mitigate.

By cataloging and ranking sites by the degree of risk posed, VTrans can better identify which slopes require attention and prospective remediation alternatives. In addition, associated costs can be estimated for remedial measures. In that way, the Agency can advise the Administration and Legislature of the potential hazards associated with high-ranking locations and justify funding to make these locations safer.

GEOLOGIC SETTING

The bedrock of Vermont consists of north-south belts of sedimentary and metamorphic rocks, with scattered igneous intrusions in the northeastern portion of the state. A generalized geologic map is shown in Figure 2.

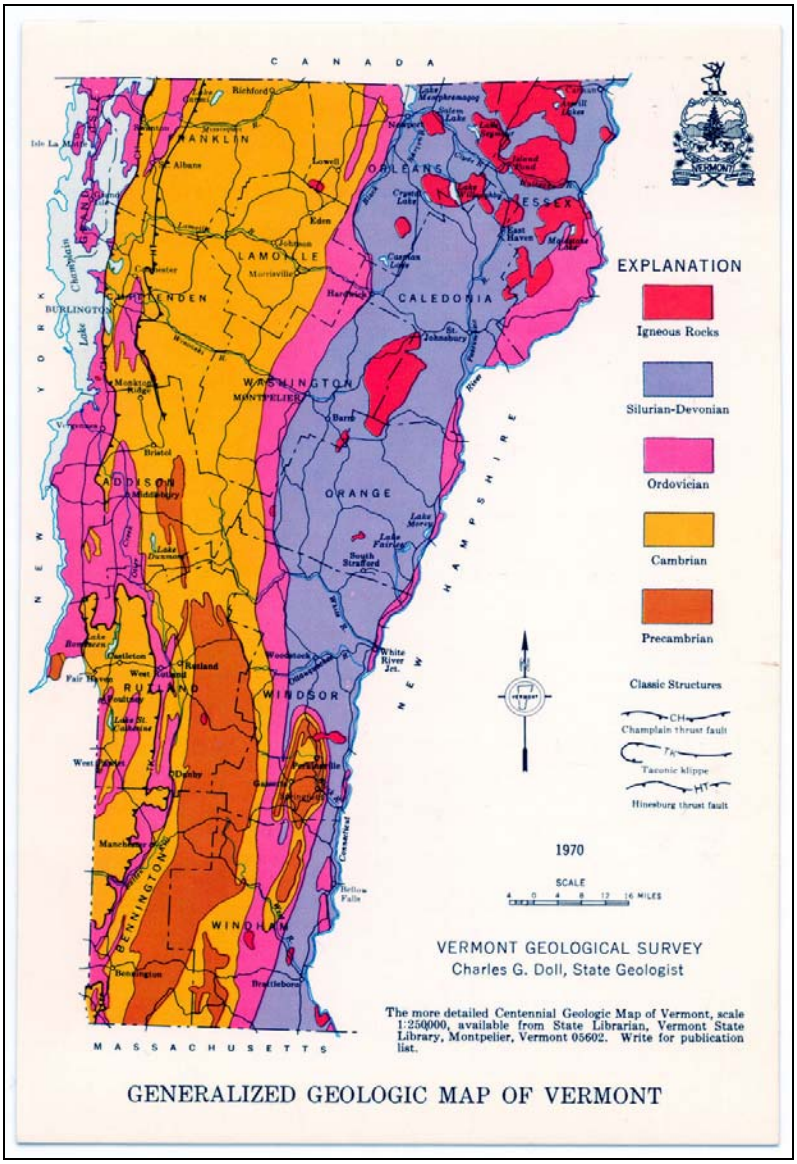

Figure 2 Generalized Geologic Bedrock Map of the State of Vermont

Based on the bedrock composition and topography, the state can be subdivided into several physiographic provinces (Figure 3):

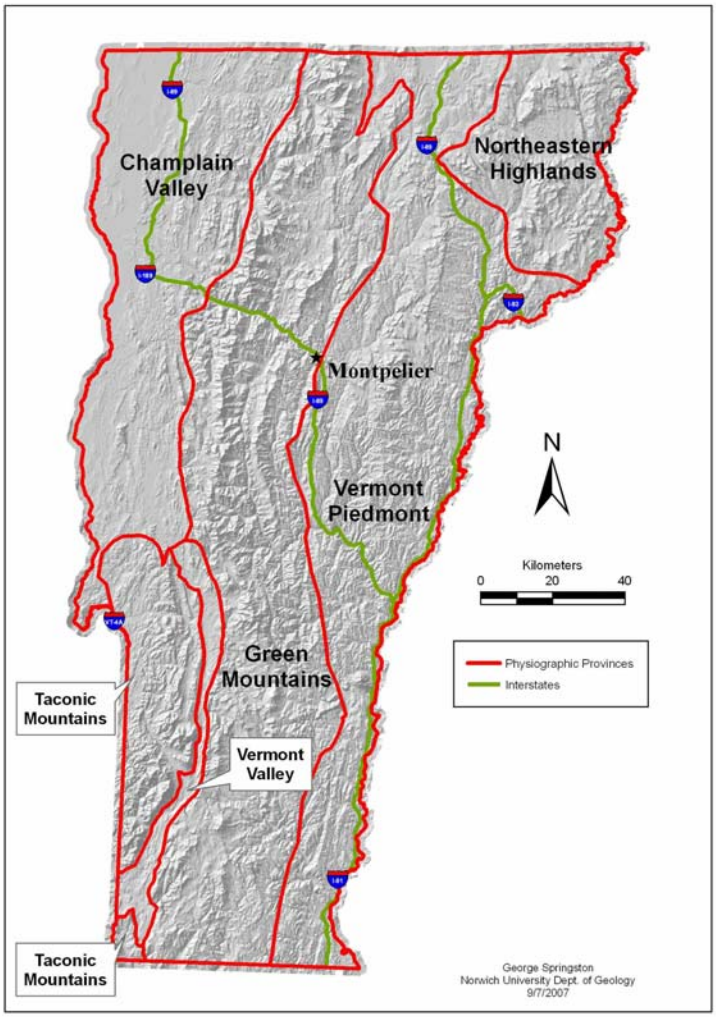

Figure 3 Vermont Physiographic Provinces.

The Champlain Valley consists of low-lying terrain underlain by Cambrian to Ordovician sandstone, shale and carbonate, some of which are weakly metamorphosed. The predominant bedding in these rocks is commonly shallow-dipping, and the high hazard rock slopes are often characterized by plane and wedge failures.

The Vermont Valley of southwestern Vermont is narrow lowland between the Taconic Mountains and the Green Mountains. It is underlain by Cambrian to Ordovician marble and quartzite. Wedge failures and planar block slides are the most common modes of failure in this province.

In the Taconic Mountains of southwestern Vermont the underlying rocks are mostly slate and argillite with lesser amounts of sandstone and carbonate. Although metamorphic grades are low, the strong, and commonly steeply-dipping slatey cleavage results in severe planar slides and topples at the high hazard sites.

The Green Mountains province contains Vermont's highest peaks and consists of erosion- resistant low-to medium-grade metamorphic rocks of widely varying ages (Late Precambrian to Ordovician.) Rock types include gneiss, schist, amphibolite, quartzite, marble, greenstone and ultramafics. A large percentage of the high hazard sites in this province exhibit toppling failure features as well as plane failures.

The rocks of the Vermont Piedmont consist of low-to medium-grade Silurian to Devonian metamorphic rocks and scattered granitic intrusions. The most common rock types are impure marble (calcareous granulite), phyllite, schist, quartzite and amphibolite. Rock slope failure types in this province are commonly toppling, plane, and wedge failures. The abundant failures along I-91 are commonly the result of highway cuts that run parallel to the steeply dipping foliation.

The Northeastern Highlands are underlain by Devonian granitic bodies and continuations of the metamorphic rocks of the Vermont Piedmont. The high rockfall hazards in this province are limited to the falls and slides onto Route 5A in Westmore from the south face of Mount Pisgah.

OBJECTIVE AND SCOPE

The objective of this project was to develop a rock cut data base and conduct a Rockfall Hazard Rating System survey for U.S. and State highways within Vermont. The RHRS survey was modified from the original FHWA system based on conditions unique to Vermont. The information collected for the project was gathered using electronic data storage in the field, and subsequent incorporation into a Geographic Information System (GIS). At each potential rockfall site the investigators examined the geology, road geometrics, traffic characteristics, and rockfall/maintenance history.

Generally, the project was organized into the following tasks:

- Incorporation of previously identified ranked/rated sites into a database (Microsoft Access) that would be linked to a GIS system,
- Conduct field verification of previously identified sites and identify additional sites where warranted,
- Interview Maintenance District personnel and collect historical information regarding rockfalls and maintenance issues related to each slope,
- Perform detailed surveys of selected cuts and update rating analyses,
- Prepare detailed reports, including cost estimates for remediation of the highest rated slopes recommended for earliest attention,
- Incorporate the database into a GIS system compatible with GIS standards used by the State of Vermont, and
- Establish a schedule for the re-inspection of potentially hazardous slopes and identify and implement modifications to the RHRS system if warranted.

METHODOLOGY

The Vermont Rockfall Hazard Rating project was performed in general accordance with procedures outlined and discussed in FHWA publications FHWA SA-93-057 (Rockfall Hazard Rating System Participant's Manual) and FHWA SA-93-085 (Rockfall Hazard Mitigation Methods Participant Workbook). Vermont's project also benefited from techniques used by other States. This methodology involved gathering previously collected information on known problem slopes, a preliminary survey of all rock cuts and exposures close to roadways on all Vermont State and U.S. highways, detailed measurements and roadway information on cuts ranked high on the system hierarchy ("A" ranked), evaluation of a subset of the "A" ranked cuts and subsequent rating of each cut on a numerical system, estimation of work required to mitigate rockfall hazards at each "A" ranked cuts with scores of 500 and greater, incorporation of geospatial information on each cut, and development of a maintenance plan that would allow for the continued monitoring of cut conditions to identify if action would be necessary to mitigate cuts in the future. The project was completed in five steps.

DEVELOPMENT OF ELECTRONIC DATABASE STRUCTURE

During this step, various options for electronic collection of field data were evaluated. Potential options considered were Personal Digital Assistant (PDA) devices with input form similar to those used by the State of Tennessee in their RHRS study, Microsoft Excel spreadsheets and direct input into Microsoft Access both relying on portable personal computers. A combination of Excel and Access input were used for this project. Because there were few people gathering project information (one lead investigator, one senior investigator and two field investigators) this simple method of data compilation proved both adequate and accurate.

TRAINING OF INDIVIDUALS IN RHRS RANKING/RATING METHODS

The authors believe that although the RHRS process appears on the surface only to require the simple collection of field data necessary for input, it is imperative that professional judgment be applied by individuals that have the necessary engineering geologic experience.

The lead investigator was an experienced geologist with over 29 years of professional experience, 11 of which included evaluating rock slope stability issues. The senior investigator has been practicing geology for 24 years and has conducted numerous investigations and mapping projects in Vermont. Collection of field data for the preliminary ranking portion of the project consisted of 2 two person teams (one senior geologist and one junior geologist). During the detailed "A" cut data collection phase, field data was collected generally by a three person crew.

The lead and senior investigators attended the NHI Rock Slopes training course No. 13235 – Module 5 presented in 2005 in Concord, New Hampshire by Duncan Wiley and Norm Norrish of Wyllie & Norrish Rock Engineers. The lead and senior investigators in turn trained the other individuals working on the project so that all data was collected in a consistent manner.

PRELIMINARY RANKING AND FIELD CRITERIA

A crew of two geologists methodically traveled all State and U.S. highways and stopped at each rock cut that was greater than five feet high. One person drove the vehicle while the other recorded their observations on a preliminary ranking worksheet (Figure 4).

PRELIMINARY ROCK HAZARD RANKING DATA SHEET

District: _____ Observer: _____ Date: _____

DISTRICT	SITE #	HIGHWAY	MILE MARKER	TRAVEL DIR	CUT LOCATION	HEIGHT	DITCH	SLOPE TYPE	RECENT ROCKFALL?	WATER/ICE?	RANKING	PHOTO?	RETURN?	COMMENTS

Notes: Travel Direction: NB/SB/EB/WB. Cut NB/SB/EB/WB or median. Heights in feet. Ditch: good/ moderate/ limited/ none.
Slope Type: blasted rock/ natural rock/ soil/ soil with boulders. Recent Rockfall: yes/no. Water/Ice: yes/no.Rating: A/B+/B/B-/C. Photos: list numbers. Return: yes/no.

Figure 4 Preliminary Ranking Worksheet

At each location the following information/observations were noted:

<u>VTrans Maintenance District</u> – Vermont is about 9,600 square miles in size with its length of 159 miles and it's width of 91 miles at its northern border with Canada and 41 miles at the southern border with the State of Massachusetts. The Agency of Transportation is divided into 9 Maintenance Districts. RHRS Field crews collected rock cut information on a District by District basis, during survey operations.

Unique Rock Cut Number – Each rock cut was ultimately assigned a unique number. Initially, since there were two field crews operating at the same time, each crew was assigning numbers to the rock cuts sequentially within each District as they catalogued each cut. Understandably, because these two crews were working independently, these numbers were not unique and as a result each day's entries were re-numbered in the office.

Highway Designation – This study included only State and U.S. highways.

Mile Marker (Center of Cut) – Since some cuts are somewhat discontinuous (sections of rock exposure followed by soil covered and/or vegetated sections), it was determined to refer to the center of the cut for mile marker measurements.

Latitude and Longitude (Center of Cut) – Geographic coordinates were recorded at the center of each cut. Both Magellan and Garmin recreational grade GPS receivers were used. It should be noted that after collecting all cut locations (over 3,600 of them), it was decided in a few locations to combine individual cuts into a "cut zone" for evaluation purposes.

Travel Direction (NB, SB, EB, and WB) – This designation identifies which side of the highway the cut is on in relation to the travel direction of the survey vehicle.

Location of cut (Right or Left of travel direction or Median if on divided roadway) – Most cuts are designated to be on the right however some cuts may be on the left side of the traveling direction such as through cuts located on Interstate entrance/exit ramps. For Divided highways with medians the use of median for cut location was used.

Height of cut (estimated) – During the preliminary survey rock cut heights from the base of the cut to the crest were estimated. These height estimates were made without the aid of instruments and therefore should be considered approximations.

Catchment ditch effectiveness (Good, Moderate, Little, None) – During the preliminary ranking task of this project each cut catchment ditch was assigned a designation reflecting the scorer's assessment as to the ability of the ditch to catch and retain fallen rock.

Slope Type (Natural rock exposure or rock cut) – This parameter was recorded but was not used in the detailed rating for scoring purposes.

Recent Rockfall (Yes or No) - Recent evidence of rockfall at each cut location was noted. This helped in flagging cuts that continually shed rock.

Water/Ice (Yes or No) – Water and ice on and in the slope are major drivers of the weathering process and its presence is important to the evaluation of the stability of the cut.

Ranking (A, B or C) – Consistent with FHWA/Oregon RHRS, each cut was assigned a degree of rockfall hazard with A representing a high hazard potential cut while C ranked

cuts represent cuts that are believed to represent no hazard. For this study, the authors further refined the ranking into the following:

A (High) = Rockfall is expected to occur and reach roadway,
B+ (Significant) = Rockfall is likely to occur and reach roadway,
B (Elevated) = Rockfall is possible at this location and may reach roadway,
B- (Moderate) = Rockfall is unlikely to occur, however there is a slight chance if rockfalls do occur rock may reach roadway,
C (Low) = Rockfall potential is not likely to occur.

Photo (Identify any photos taken) – Photographs were taken during the preliminary task only when it was helpful to relate cut conditions to others in the study.

Return (Yes or No) (Should the geologist return to this location to collect additional information?) – This category was not used as it became quite clear that a return to the cut would be necessary if the cut ranked as an A cut.

Comments – The surveyor was provided a column to enter any comments about the cut that would assist in evaluation.

The two person crew collected data on a VTrans District by District basis. This allowed the crew to take advantage of overnight stays in some of the more distant locations and also allowed for an orderly compilation of the data. After each Maintenance District was completed, the data was checked for accuracy and input into a Microsoft Access database. A total of 3,664 rock cuts were catalogued. Appendix A lists all rock cuts and corresponding preliminary ranking.

DETAILED RATING

After all rock cuts were entered into the database, each one was evaluated and those cuts that were ranked "A" were chosen to undergo a more detailed evaluation. A total of 145 "A" cuts were identified. Most of the information was collected during the preliminary rating process for use in this analysis. When necessary supplemental data was collected, detailed evaluations of these cuts were performed using specific rating criteria and weightings. Data on six categories were collected and entered in Microsoft Access forms designed for the project.

General Cut Information Form

The General Information form contains data gathered during the preliminary ranking activities. These include the unique cut number, VTrans Maintenance District number where the cut is located, township where the rock cut occurs, the official designation for the highway, township mile marker to the center of the cut, the location of the cut in reference to the direction of travel, reference to the side of the roadway the cut is located,

an indication if there is evidence of recent rockfall, whether water or ice was present on the slope, and geographic coordinates.

During the detailed portion of the study the ranking assigned during the preliminary survey was re-assessed and, where warranted, cuts were downgraded to either B or C ranking. The date of the latest inspection of the rock cut was entered and initials of the individual(s) who last inspected the cut were recorded.

Digital photographs were taken. A minimum of three photos were taken of each A ranked cut. Photos were taken from vantage points as one approached the cut on the roadway, another one taken of the cut as one passes the cut and another one head on if possible. The investigators also entered any comments they may have had such as logistic limitations, the presence of utilities in the area or any other information that would assist in the evaluation and remediation of the cut.

Roadway Information Form

Measured Sight Distance was recorded at each cut. Measurements were recorded utilizing a measuring wheel and a 6-inch tall piece of orange traffic cone. The cone was placed along the edge of travel lane at a point that would result in the shortest sight distance for each cut. Although at most sites the shortest distance was in the adjacent lane, in a few instances sight distance was shorter for traffic approaching the cut in the far lane. The investigator then would walk back to a point along the roadway where the cone disappeared from view and measure off the distance to the cone.

The Average Annual Daily Traffic (AADT) count was obtained from VTrans traffic count data from 2004.

The posted speed limit for each cut was identified by comparing the location of each cut with internal VTrans GIS compiled posted speed limit data. This was confirmed in the field by noting the nearest appropriate posted speed limit.

The width of paved roadway (including any paved shoulder) was measured utilizing either a measuring wheel or the use of a reflector and hand held laser measuring device.

The distance from the toe of the slope to the edge of pavement was measured by standing at the edge of pavement and shooting the toe of the slope with the laser measuring device.

Ditch Effectiveness was re-evaluated at each cut and a determination of ditch effectiveness was assigned. If a ditch appeared to be wide and deep, it was assigned an effectiveness of good. Narrow and/or shallow ditches were designated moderate and very narrow/deep ditches assigned the designation little. In instances where the toe of the slope terminated very near the roadway a designation of none was assigned.

Slope Information Form

Rock cut heights were measured directly utilizing a Laser Technology Inc. Impulse 200 LR laser rangefinder with Slope Profiling software. Most cut heights were measured from toe of cut to top of constructed cut. If the investigator determined that the upper slope contributed greatly to the rock slope instability the full height from toe of slope to top of natural slope was recorded.

The length of each cut was measured utilizing a measurement wheel. At some cut locations rock exposures were inter-dispersed with soil covered slopes. In these instances the total length of the slope was determined to be from the beginning of the first occurrence of rock and the end of the cut was determined to be the last occurrence of exposed rock. Generally, if the distance between rock exposures exceeded 500 feet each exposure was counted as a separate rock cut.

The angle of the natural slope above the cut portion (upper slope angle) was estimated utilizing best judgment in the field. (During the data reduction phase upper slope angles for cuts that rated above 500 were estimated using measurements taken from USGS topographic contour maps).

If half-barrel casts were observed on the cut it was noted. Half-barrel casts refer to the portion of the blast drill hole left on the slope after blasting. The presence of these casts on the slope helps in evaluating how much weathering and rockfall has occurred over the years the cut has been in existence providing the cut was constructed utilizing presplit blasting techniques.

The overall moisture condition of the slope was noted and used in evaluating the potential for future rockfalls. Slopes were designated either dry, damp, seepage, flow or heavy flow.

The occurrence of overhanging rock on the slope face was noted. Input into the slope information form was designated none, possible, overhangs or large overhangs. It was also noted whether these overhangs posed an immediate threat.

Profiles of all "A" ranked cuts were recorded utilizing the laser profiler and slope profiling software. Figure 5 presents a plot of one of the cut slope profiles. Profiles were made at portions of the cut that were representative of the geometry of the cut.

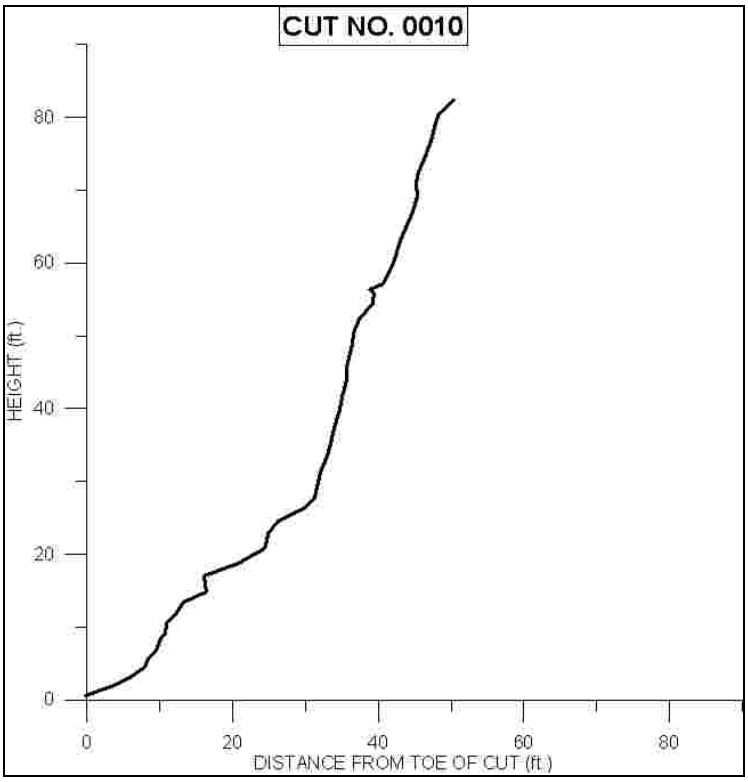

Figure 5 Profile of Rock Cut 0010

Geologic Information Form

Geologic information at each cut location was gathered by taking direct measurements and making observations along the face and top of each cut. The dip direction and dip angle of each "A" cut was measured utilizing a brunton pocket transit. These measurements were made at various locations along the cut if the direction and/or dip were observed to be significantly different due to the alignment of the roadway.

At each cut, the specific rock types present were noted. Physical characteristics of various rock types have a bearing on the potential for the rock mass to become unstable. These physical characteristics were considered in developing the geologic score.

Properties of discontinuities at each measurement location were recorded. Table 1 lists the properties recorded.

Table 1 Discontinuity properties

DISCONTINUITY PROPERTIES			
TYPE	**PERSISTANCE**	**INFILLING**	**BLOCK SIZE (Ft.)**
Fault Zone	Short	Clean	1
Fault	Moderate	Surface Stain	2
Joint	Long	Penetrative Staining	3
Cleavage	Continuous	Clay	>4
Schistosity		Paste	
Shear	**APERATURE**	Breccia	**WATER**
Fissure	Tight	Mineral (Specify in Notes)	Dry
Tension Crack	Slightly Open	Cemented	Damp
Foliation	Open	soil	Seepage
Bedding	Wide		Flow
Vein		**SHAPE**	Heavy Flow
Dike	**ROUGHNESS**	Planar	Wet
Sill	Smooth	Uneven	Very wet
Unspecified	Slickensided	Wavy	
	Moderately Rough	Curved	**FAILURE TYPE**
BLOCK GEOMETRY	Rough	Irregular	Plane
Block			Wedge
Tabular			Topple
Platy			Raveling

The geometry of individual rock blocks at each cut was noted. Blocks were designated blocky, tabular or platy. The shape of rock blocks may control the type of potential failure present on the slope, or its mobility characteristics.

The types of rock slope failures present on the cut were identified (wedge, plane, raveling or toppling). This helped in evaluating specific potential failure locations and development of potential mitigation alternatives.

Dip and dip direction measurements of select discontinuities in the cut were measured utilizing a brunton pocket transit. Professional judgment was used here and discontinuities that were judged as the most likely to produce rockfalls were targeted. The number of measurement locations for each cut was dependent upon a number of conditions such as total length of the cut, differing geologic structures, cut orientation or other conditions. At some cuts, three or four measurements provided enough information to adequately determine the orientations that control slope stability while other long or

geologically complex cuts required over thirty measurements. These measurements were not meant to be used in statistical analysis but rather to provide a means of identifying kinematic mechanisms for possible rockfall.

The dip/dip direction measurements at various locations at each "A" ranked cut were plotted on stereonets utilizing ROCKPACK III (Watts, 2003) software stereographic analysis software. Stereographic analysis allows investigators to visualize and measure discontinuities in three-dimensions by projection discontinuity planes through a sphere and observing the trace of the line of intersection of the plane and sphere. This trace results in a "great circle" as viewed on the lower half of the sphere (Figure 6).

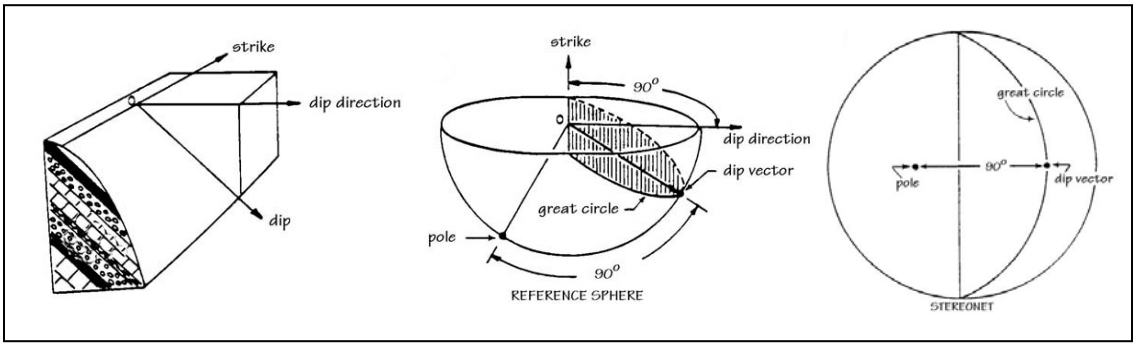

Figure 6 Stereographic Projection Technique (Modified from Watts 2003).

Rock-slope stability analysis utilizing the Markland Test Plot method was used to assess the potential for toppling, planar, or wedge sliding along the identified discontinuities. Markland test plots show the discontinuities in relation to potential toppling, wedge and planar sliding surfaces on a lower hemisphere stereonet projection. The slope face is shown as a great circle and the assumed friction angle is represented by an interior circle. Based on discontinuity roughness and other properties of the rock, friction angles in the range of 30 to 35-degrees were used. If discontinuity dip vectors plot within the shaded areas of the test plot, failure along the discontinuity is kinematicaly possible.

Figure 7 presents an example of stereonet presentations of discontinuity data collected from one of the cuts. In this example, the slope face dips at an angle of 86-degrees toward 107-degrees (azimuth). An assumed friction angle of 35-degrees was used in this example. Three discontinuity groupings are apparent. One grouping dips about 45-degrees toward 115-degrees, one dips about 56-degrees in the direction of 287-degrees and one dips almost vertical in the direction of 30-degrees. The dip vectors of the first group occur within the crescent shaped shaded area indicating that planar failure is possible. The dip vectors of the second group occur within the triangular shaded area indicating that toppling failure is possible. Although the dip vectors of the third grouping do not occur within the shaded area, the intersection of this groupings great circles with great circles of the first grouping indicate that wedge failure in the direction of 115-degrees is possible.

Utilizing the Markland Test Plot method, slope stability was evaluated for all "A" ranked cuts. The results were used to characterize the geologic conditions of the slope and formulate a geologic score to be used in the rating system.

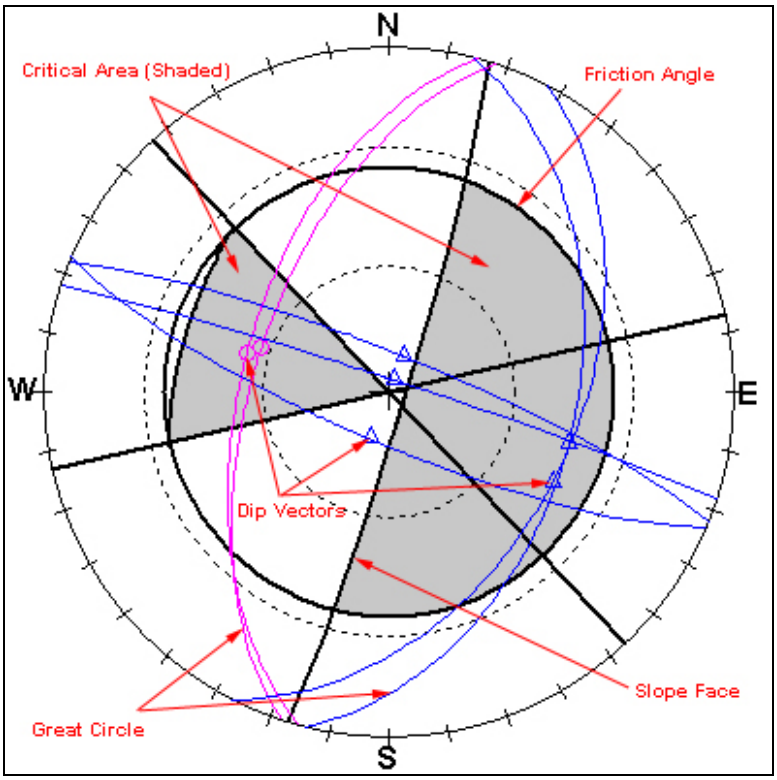

Figure 7 Markland Test Plot showing potential plane, wedge and toppling failures.

Historical Information Form

Many of Vermont's Interstate rock cuts were constructed between the mid 50's and the mid 80's. Rock cuts on State and U.S. highways are even older. As a result of exposure to the elements and Vermont's harsh weather, rock cuts have undergone numerous freeze-thaw cycles that have led to rockfalls over the years. In an attempt to evaluate the potential for future rockfalls, an understanding of the history of rockfall events is paramount. Each of the nine Maintenance Districts were consulted and a questionnaire similar to the one the State of Montana used in their RHRS study was used to document rockfall history.

Area Supervisors within each District were shown the information gathered during the preliminary ranking portion of the project. Each Supervisor was asked to compare this list with rock cuts within their jurisdiction that historically exhibit rockfalls. They were also asked to identify cuts they felt posed a significant risk to the traveling public. On the basis of these interviews a few rock cuts previously ranked B or C were upgraded to A.

Mitigation Options Form

A Microsoft Access form was also developed for input of potential mitigation techniques that may be considered for each cut. Projections for the time necessary to conduct the mitigation options were also estimated. This form also contained input areas where the investigator could indicate important site conditions, traffic control options and possible detour alternatives.

DATA MANAGEMENT AND REPORTING

Preliminary Ranking

Information collected during the preliminary ranking portion of the project was checked for accuracy and problems such as duplication of data. The results were evaluated and a count of A, B and C ranked cuts was completed. Based on the ranking, a total of 3,636 rock cuts with heights over 5-feet were identified. Of these, 150 cuts were ranked as A (High potential for rockfall to occur and reach roadway), 687 as B+/B/B- (Significant to moderate potential) and 2,799 as C (Low potential). Figure 8 and Table 2 show the distribution of ranked cuts evaluated during this study. Appendix A contains a summary listing of all cuts evaluated during this study. It should be noted that during the detailed rating portion of the project some cuts were re-ranked or several cuts combined into more manageable cut location areas and as such these numbers may differ slightly from the final ranking count.

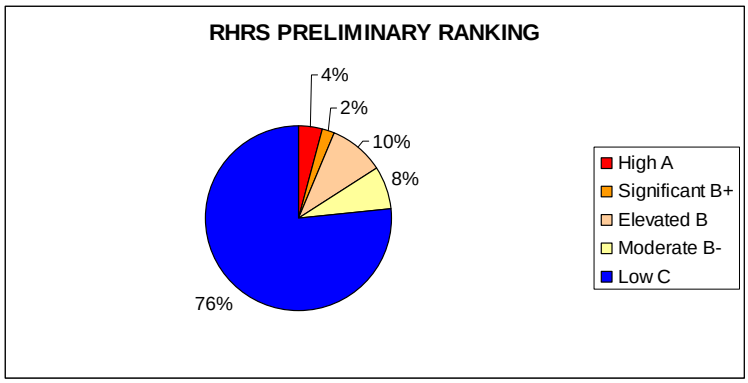

Figure 8 Graphical depiction of RHRS Ranking

Table 2 Numerical distribution of RHRS Ranking

RHRS PRELIMINARY ASSESSMENT												
			POTENTIAL HAZARD LEVEL									
District	Number of Rock Cuts		High A		Significant B+		Elevated B		Moderate B-		Low C	
1	137		3	2%	5	4%	10	7%	35	26%	84	61%
2	439		12	3%	14	3%	41	9%	48	11%	324	74%
3	449		21	5%	7	2%	36	8%	25	6%	360	80%
4	610		35	6%	10	2%	77	13%	27	4%	461	76%
5	232		5	2%	4	2%	17	7%	13	6%	193	83%
6	593		40	7%	13	2%	80	13%	43	7%	417	70%
7	476		24	5%	9	2%	73	15%	14	3%	356	75%
8	387		4	1%	4	1%	23	6%	15	4%	341	88%
9	313		6	2%	8	3%	24	8%	12	4%	263	84%
TOTAL	**3636**		**150**	**4%**	**74**	**2%**	**381**	**10%**	**232**	**8%**	**2799**	**76%**

Notes: Potential for rockfall reaching roadway:

High	Rockfall is expected to occur and reach roadway
Significant	Rockfall is likely to occur and reach roadway
Elevated	Rockfall is possible at this location and may reach roadway
Moderate	Rockfall is unlikely to occur, however there is a slight chance if rockfalls do occur rock may reach roadway.
Low	Rockfall potential is not likely to occur.

Detailed Rating

All information gathered in the field from A ranked slopes and from VTrans (such as AADT, Posted Speed Limits, Township Mile Marker Locations, etc.) were incorporated into a Microsoft Access database. The database organization included forms for the input of general rock cut location information, roadway information, slope information, geologic information, historical information, mitigation alternative, and a form used to calculate the RHRS score. An example of one of the forms is presented as Figure 9.

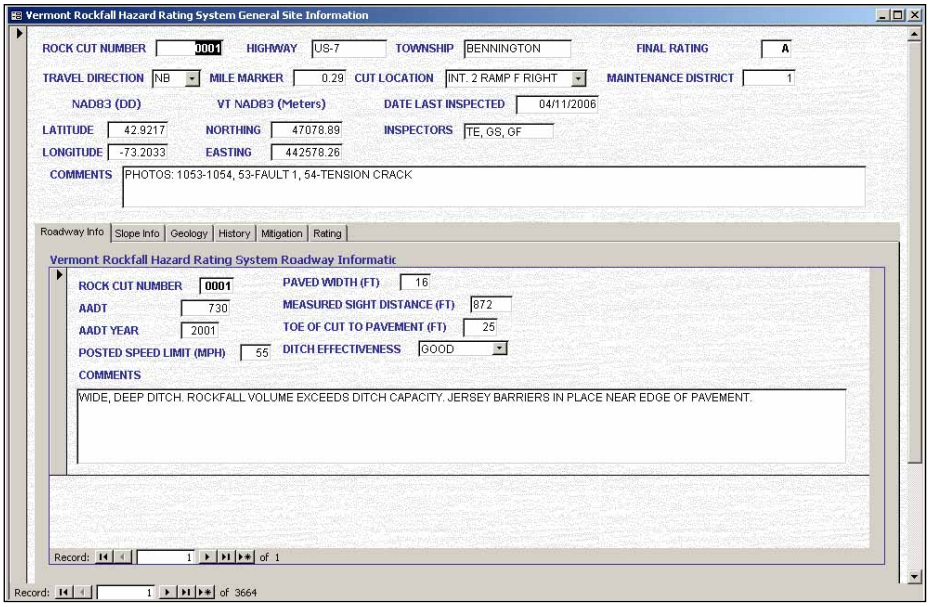

Figure 9 Example Microsoft Access input form

RHRS scoring process

A RHRS total score was developed for each of the "A" ranked rock cuts. Scoring was accomplished by assigning score values to various criteria. An example of a completed RHRS Score form is presented as Figure 10.

Rock Cut Number	0001	Rock Cut Rating	A	Rockfall Hazard Score	526
Maintenance District	1	Highway	US-7	Mile Marker	0.29
Township	BENNINGTON	Cut Location	INT. 2 RAMP F RIGHT	Travel Direction	NB
Length (ft)	1347	AADT	730	Posted Speed Limit (MPH)	55
Date Last Inspected	4/11/2006	Inspectors	TE, GS, GF		

Criteria		Score	Criteria		Score
Slope Height (ft)	80	34	Block Size	>4	81
Paved Width (ft)	16	100	Block Shape	BLOCKY	14
Toe To Pavement (ft)	25	3	Geologic Factor	81	81
Ditch Geometry	GOOD	3			
Overhangs	OVERHANGS	27			
Rock Reach Roadway?	YES	81	Moisture Condition	DRY	3
Average Vehicle Risk	14.11	2			
% Decision Sight Distance	99.66	3	Rockfall History	CONSTANT	81
Traffic Control	TWO LANE CLOSUR	27	Accident History	NONE	0

Figure 10 Completed RHRS Scoring form for Cut 0001

Most of the scoring calculations were based on those presented in FHWA publications FHWA SA-93-057 (Rockfall Hazard Rating System Participant's Manual) and FHWA SA-93-085 (Rockfall Hazard Mitigation Methods Participant Workbook). The following presents a discussion of the scoring methods used:

<u>Slope Height Score</u> – It is intuitive that the higher the rock cut, the greater the potential rock falling from the cut may end up reaching the roadway. Therefore, scoring for slope height was calculated using the formula

$$\text{Height Score} = 3^{\left(\frac{X}{25}\right)} \qquad \text{eq. (1)}$$

Where x represents the height of the slope. This allows for a scale that increases exponentially as the height increases above 25 feet.

<u>Paved Width Score</u> – The paved width of the roadway (including paved shoulder when present) was calculated assuming that the wider the roadway the more room a driver has to avoid rock that has reached the roadway. Wide pavement widths should allow the driver a better chance to avoid a rock in the roadway. An exponential formula was used

$$\text{Paved Width Score} = 3^{\left(\frac{52-X}{8}\right)} \qquad \text{eq. (2)}$$

Where the variable x was the roadway width in feet. The formula presumes that a three lane roadway with shoulders provides adequate room for evasive action.

Toe-to-Pavement Score – The investigators felt that relying on ditch effectiveness alone would not necessarily characterize the potential for rock to reach the roadway and as such the distance from toe of slope to edge of pavement was incorporated into the evaluation. If the distance was less than 6 feet, a score of 81 was assigned. If the distance was between 6 and 11 feet it was assigned a score of 27. A distance between 11 and 21 resulted in a score of 9 being assigned and if the distance was over 20 feet, a score of 3 was assigned.

Ditch Geometric Score – Scores for ditch geometry (ditch effectiveness) were assigned based on observations of ditch width, depth, shape and other properties that would have a bearing on the ditches ability to contain fallen rock. Specific measurements of these parameters were not made in the field and therefore the score is somewhat subjective. Effectiveness was assigned scores as follows:

GOOD = 3

Most rockfall occurrences expected to be contained in ditch. Ditch width and depth generally appear greater than expected rock block(s) size and volume.

MODERATE = 9

Ditch expected to contain rockfalls of moderate volume, but height, shape or size of rock materials raise concern for transport into roadway.

LIMITED = 27

Limited ditches appear to be inadequate in containing rockfalls.

NONE = 81

Either the toe of the rock cut is immediately adjacent to the roadway or there is a narrow flat ground surface at the toe of cut or the ground surface slopes up from the roadway to toe of cut.

Overhang Score – The presence of overhanging rock blocks on the cut face were assigned scores based on the size and magnitude of rock protruding from the cut surface. Since overhanging blocks are unsupported along portions of its surface, potential discontinuities in the slope could provide release surfaces resulting in rockfalls. The number and magnitude of overhangs on a slope can have a significant impact on the slopes score.

NO OVERHANGS	= 3
	No overhanging blocks were observed on the slope.
POSSIBLE OVERHANGS	= 9
	Although no apparent overhanging blocks were observed, the geologic character of the slope could result in the development of overhangs.
OVERHANGS	= 27
	Specific overhanging blocks were observed on the slope.
LARGE OVERHANGS	= 81
	A score of 81 was developed for the presence of large blocks on the slope that might overwhelm the ditch capacity in the case of a rockfall.

Rock Reach Roadway Score – During interviews with maintenance staff, it was asked if falling rock has reached the roadway in the past. The investigators felt that the historical occurrence of rock in roadway is a good indicator for the potential for future rockfalls to reach the roadway and as such this criterion was added to the scoring scheme. The score was assigned 81 if there was a history of rock falling onto the roadway and 0 if no such history exists. In addition, a scoring scheme was also used to characterize the frequency of rockfall as reported by maintenance personnel. This score ranged from 0 for no observed history to 81 for cuts that constantly shed rock.

Average Vehicle Risk (AVR) – The Average Vehicle Risk associated with impacting (or being impacted) by fallen rock can be looked at as a function of the Average Annual Daily Traffic count, length of the rock cut and speed the vehicle may be traveling. The score was calculated using the formula:

$$\text{AVR\%} = \frac{(\text{AADT}/24) * (\text{Slope Length} / 5280) * 100}{\text{Posted Speed Limit}} \qquad \text{eq. (3)}$$

$$\text{AVR SCORE} = 3^{\left(\frac{\text{AVR\%}}{25}\right)} \qquad \text{eq. (4)}$$

Where slope length is in feet and posted speed limit is in miles-per-hour. The maximum score assigned any AVR% was 100.

Percent Decision Sight Distance (PDSD) – The percent decision sight distance compares the amount of sight distance available through a rock slope section to the decision sight distance amount prescribed by AASHTO. This was calculated as:

$$\text{PDSD\%} = \frac{\text{Measured Sight Distance}}{\text{AASHTO DSD}} * 100 \qquad \text{eq. (5)}$$

Where measured sight distance is in feet and AASHTO DSD is in feet based on vehicle speed in miles-per-hour.

AASHTO values were represented by:

Speed Limit = 40 then DSD = 600
45 then DSD = 675
50 then DSD = 750
55 then DSD = 875
60 then DSD = 1,000
65 then DSD = 1,015

The following exponential formula was used:

$$\text{PDSD Score} = 3^{\left(\frac{120-X}{20}\right)} \qquad \text{eq. (6)}$$

Where the variable x was the calculated PDSD in feet. This formula presumes that a driver that sees a possible impediment in the roadway from a long distance away would have limited exposure to the hazard. The formula results in a minimum value in all locations meeting the Design Sight Distance.

Traffic Control Score – At each A cut location the consequences of possible rockfalls on traffic was considered. A scoring scheme was developed. If no disruption to traffic is expected then a score of 0 was assigned. If the shoulder of the roadway would have to be closed a score of 3 was assigned. One lane closure on a two lane highway was assigned a score of 9. If the roadway would have to be closed and an easy detour was available a score of 27 was assigned and if a long detour was indicated a score of 81 was assigned.

Block Size Score – The maximum expected block size (longest dimension) during potential rockfall events was estimated at each cut and a score was assigned as 1ft. = 3, 2ft. = 9, 3ft. = 27 and 4ft. or greater = 81.

Block Shape Score – The shape of rock blocks at each cut were noted and a scoring scheme developed with the expectation that tabular blocks would tend not to travel very far when compared to rounded blocks. Scores given range from a value of 5 for tabular blocks to 40 for rounded blocks.

Geologic Factor Score – A score for geologic character was assigned. Since the geologic character at any particular rock cut location could be very complex, the investigators thought it best to develop scoring based not only on input into the data forms but also on sound professional judgment developed from the evaluation of all of the geologic information gathered. The use of stereonet analyses (Markland Test Plot technique) was used to identify potential failure types. Scores ranged from a value of 3 if there were no obvious unfavorable orientations of discontinuities on the slope and the rock was in sound condition to a score of 81 where the cut was obviously deteriorated, contained a lot of moisture, exhibited dilated jointing and showed many unfavorable discontinuities on the slope.

Moisture Condition Score – As indicated earlier, moisture on/in the slope can act to accelerate the weathering process and freeze-thaw cycles can act to pry rock blocks from the slope. Moisture conditions ranging from dry to heavy flow were assigned score values of 3, 9, 27 and 81 depending on the conditions observed.

Rockfall History Score – Based on information gathered from each of the VTrans Maintenance District offices, the frequency of rockfalls at each A ranked cut was assessed. Rock cuts that continually shed rocks increase the chances of rock reaching the roadway. If the District reported that there have never been instances of rockfalls at a cut then a score of 0 was assigned. If only a few occurrences were reported than a score of 3 was assigned. Occasional rockfalls resulted in a score of 9, many rockfalls were scored as 27 and rock cuts that continually experience rockfalls was assigned a score of 81.

Accident History – Finally, a score relating to the occurrence of accidents associated to rockfalls was assigned. No accidents scored 0 while one accident scored 3, two scored 9, 3 scored 27 and over 3 accidents scored 81.

Scores from all criteria listed above were added and the resulting number was determined the Total RHRS score. Total scores from all A ranked cuts ranged from 71 to 1,064 with the majority of scores in the 200 to 600 range (see Figure 11). A list summarizing all A ranked cuts is presented as Appendix B.

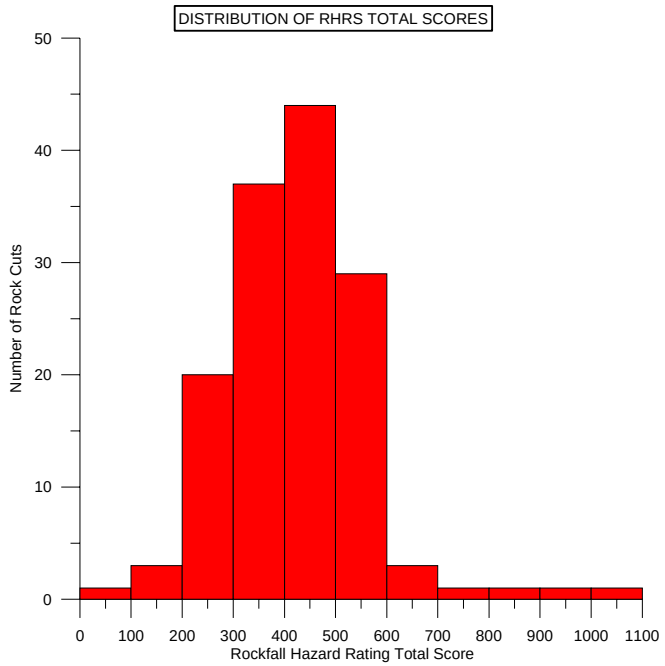

Figure 11 Distribution of RHRS Total Scores

Table 3 presented below lists all A ranked cuts identified in this study. Listing is by Rockfall Hazard Rating Score in descending order.

CUT NO.	DISTRICT	HIGHWAY	MILE MARKER	TOWNSHIP	LOCATION	DIRECTION	RHRS TOTAL SCORE
0150	9	VT-5A	001.84	WESTMORE	RIGHT	NB	1064
0176	8	VT-108	001.08	CAMBRIDGE	RIGHT & LEFT	NB & SB	983
0129	7	US-5	006.15	FAIRLEE	RIGHT	SB	865
0082	6	VT-17	002.31	BUELS GORE	RIGHT	EB	755
0099	6	I-89	055.11	MIDDLESEX	RIGHT	NB	641
0013	2	VT-30	004.15	TOWNSHEND	RIGHT	WB	637
0142	8	I-89	107.74	GEORGIA	RIGHT	NB	621
0112	6	VT-100	002.84	STOWE	RIGHT	NB	595
0147	9	US-5	003.35	COVENTRY	RIGHT	SB	595
0022	3	VT-103	008.33	CHESTER	RIGHT	NB	585
0046	4	VT-100	005.89	GRANVILLE	RIGHT	SB	574
0008	2	VT-30	000.21	DUMMERSTON	RIGHT	EB	568
0062	4	I-89	021.77	ROYALTON	RIGHT	SB	568
0178	8	VT-108	001.75	CAMBRIDGE	RIGHT	NB	563
0039	4	I-91	089.52	FAIRLEE	RIGHT	SB	562
0009	2	I-91	034.94	ROCKINGHAM	RIGHT	NB	561
0119	7	US-5	004.21	BARNET	RIGHT	SB	550
0049	4	VT-100	006.35	GRANVILLE	RIGHT	SB	547
0079	6	I-89	051.98	BERLIN	RIGHT	NB	540
0075	6	VT-12	002.86	BERLIN	RIGHT	SB	538
0108	6	VT-12A	001.88	NORTHFIELD	RIGHT	SB	534
0120	7	I-91	117.00	BARNET	RIGHT	SB	533
0016	3	US-7	003.30	BRANDON	RIGHT	SB	530
0105	6	I-89		MONTPELIER	INT. 8 RAMP B RIGHT	NB	525
0136	7	I-91		ST. JOHNSBURY	INT. 19 RAMP C RIGHT	NB	520
0029	3	VT-100A	000.11	PLYMOUTH	RIGHT	NB	515
0054	4	I-91	071.59	HARTFORD	MEDIAN	NB	515
0002	1	VT-9	002.93	WOODFORD	RIGHT	WB	512
0098	6	VT-12	002.55	MIDDLESEX	RIGHT	SB	506
0213	4	VT-107	002.04	STOCKBRIDGE	RIGHT	EB	505

CUT NO.	DISTRICT	HIGHWAY	MILE MARKER	TOWNSHIP	LOCATION	DIRECTION	RHRS TOTAL SCORE
0187	2	VT-30	004.28	DUMMERSTON	RIGHT	EB	503
0050	4	VT-100	006.47	GRANVILLE	RIGHT	SB	501
0107	6	VT-100B	000.44	MORETOWN	RIGHT	SB	501
0159	4	I-91	056.06	WINDSOR	RIGHT	SB	501
0006	2	VT-9	001.39	BRATTLEBORO	RIGHT	WB	500
0011	2	I-91	036.25	ROCKINGHAM	RIGHT	SB	496
0033	3	VT-140	002.45	WALLINGFORD	RIGHT	EB	496
0127	7	I-91		BARNET	INT. 18 RAMP A RIGHT	SB	494
0024	3	VT-30	003.08	HUBBARDTON	RIGHT	SB	494
0070	5	VT-17	002.09	BRISTOL	RIGHT	WB	486
0092	6	VT-17	001.19	FAYSTON	RIGHT	EB	486
0118	6	VT-12	000.53	WORCESTER	RIGHT	SB	486
0091	6	VT-17	001.10	FAYSTON	RIGHT	EB	483
1931	5	VT-125	000.19	RIPTON	RIGHT	EB	481
0086	6	VT-17	002.48	BUELS GORE	RIGHT	EB	470
0110	6	I-89	073.67	RICHMOND	MEDIAN	SB	469
0124	7	I-91	122.24	BARNET	RIGHT	SB	469
0073	5	VT-125	002.21	CORNWALL	RIGHT	WB	467
0036	3	VT-30	004.94	WELLS	RIGHT	NB	458
0090	6	VT-100	001.78	DUXBURY	RIGHT	NB	458
0037	3	US-4	013.51	WEST RUTLAND	RIGHT	EB	451
0144	8	I-89	102.42	MILTON	RIGHT	NB	448
0104	6	I-89	054.08	MONTPELIER	RIGHT	NB	447
0057	4	I-91		HARTFORD	INT. 11 RAMP B RIGHT	SB	445
0064	4	I-89	012.94	SHARON	RIGHT	NB	445
0109	6	I-89	073.67	RICHMOND	RIGHT	SB	444
0004	2	VT-9	000.07	BRATTLEBORO	RIGHT	WB	439
0115	6	US-2	000.67	WATERBURY	RIGHT	WB	437
0010	2	I-91	034.96	ROCKINGHAM	RIGHT	SB	436
0058	4	US-5	002.60	NORWICH	RIGHT	SB	436
0087	6	VT-17	002.55	BUELS GORE	RIGHT	WB	436
0060	4	I-91	077.29	NORWICH	RIGHT	SB	435
0003	1	VT-9	003.59	WOODFORD	RIGHT	WB	430
0044	4	VT-100	004.46	GRANVILLE	RIGHT	SB	427
0100	6	I-89	055.17	MIDDLESEX	RIGHT	NB	424
0102	6	I-89	055.42	MIDDLESEX	RIGHT	NB	424
0133	7	I-91	114.62	RYEGATE	RIGHT	NB	423
0080	6	US-2	005.66	BOLTON	RIGHT	WB	421
0135	7	I-91	129.30	ST. JOHNSBURY	RIGHT	SB	421
0117	6	I-89	041.18	WILLIAMSTOWN	RIGHT	NB	420
0125	7	I-91	122.82	BARNET	RIGHT	SB	420
1933	5	VT-125	000.32	RIPTON	RIGHT	EB	418
0017	3	VT-100A	000.23	BRIDGEWATER	RIGHT	SB	412
0052	4	I-89	005.53	HARTFORD	RIGHT	SB	412
0158	4	I-91	095.87	FAIRLEE	MEDIAN	NB	409
0254	4	VT-107	002.04	STOCKBRIDGE	RIGHT	EB	407
0047	4	VT-100	005.97	GRANVILLE	RIGHT	SB	404
0005	2	VT-9	000.35	BRATTLEBORO	RIGHT	WB	401
0059	4	US-5	003.51	NORWICH	RIGHT	SB	398
0055	4	I-91	071.61	HARTFORD	RIGHT	NB	397
0116	6	VT-100	000.55	WATERBURY	RIGHT	SB	396
0149	9	VT-105	003.66	JAY	RIGHT	WB	396
0160	6	I-89	054.61	MIDDLESEX	RIGHT	NB	394
0114	6	VT-100	003.00	WARREN	RIGHT	NB	384
0071	5	I-89	096.67	COLCHESTER	RIGHT	SB	383
1937	5	VT-125	001.00	RIPTON	RIGHT	EB	381
0053	4	I-91	071.26	HARTFORD	RIGHT	SB	380
0139	7	I-93	003.11	WATERFORD	RIGHT	NB	379
0088	6	VT-17	002.72	BUELS GORE	RIGHT	WB	376
0067	4	US-5	006.59	THETFORD	RIGHT	SB	372
0032	3	US-7	003.11	WALLINGFORD	RIGHT	SB	369
0140	7	I-93	006.09	WATERFORD	RIGHT	NB	368
0252	2	VT-30	005.17	TOWNSHEND	RIGHT	WB	368
0123	7	I-91	122.15	BARNET	MEDIAN	NB	367
0121	7	I-91	121.65	BARNET	MEDIAN	NB	365
0056	4	I-91	071.63	HARTFORD	RIGHT	SB	357
0253	4	I-91	095.87	FAIRLEE	RIGHT	SB	356
0063	4	I-89	012.62	SHARON	RIGHT	NB	354
0069	4	VT-44	003.14	WINDSOR	RIGHT	WB	352
0074	5	I-89	080.07	WILLISTON	RIGHT	NB	352
0068	4	I-91	086.68	THETFORD	RIGHT	SB	350
0182	1	VT-346	002.27	POWNAL	RIGHT	WB	350
0076	6	VT-12	003.00	BERLIN	RIGHT	SB	346
0040	4	I-91	089.78	FAIRLEE	RIGHT	SB	335
0012	2	I-91	037.61	ROCKINGHAM	RIGHT	SB	331
0137	7	I-91		ST. JOHNSBURY	INT. 19 RAMP D LEFT	SB	322
0038	4	US-4	002.57	BRIDGEWATER	RIGHT	EB	314
0141	7	I-93	006.11	WATERFORD	MEDIAN	NB	314
0051	4	I-89	005.47	HARTFORD	MEDIAN	NB	313
0138	7	I-93	001.80	WATERFORD	RIGHT	NB	310
0027	3	US-4	002.30	MENDON	RIGHT	EB	305
0202	3	VT-103	003.49	SHREWSBURY	RIGHT	NB	305

CUT NO.	DISTRICT	HIGHWAY	MILE MARKER	TOWNSHIP	LOCATION	DIRECTION	RHRS TOTAL SCORE
0072	5	VT-74	000.13	CORNWALL	RIGHT	WB	303
0025	3	VT-30	003.79	HUBBARDTON	RIGHT	NB	298
0180	1	US-7	004.59	DORSET	RIGHT	NB	296
0193	2	VT-30	005.00	TOWNSHEND	RIGHT	WB	294
0019	3	US-4	003.86	CASTLETON	RIGHT	WB	288
0015	2	I-91	047.58	WEATHERSFIELD	RIGHT	SB	283
0094	6	US-2	003.53	MIDDLESEX	RIGHT	WB	283
0021	3	VT-103	000.82	CAVENDISH	RIGHT	NB	277
0113	6	VT-100	003.60	WAITSFIELD	RIGHT	SB	277
0045	4	VT-100	005.45	GRANVILLE	RIGHT	SB	272
0161	6	I-89	064.90	WATERBURY	RIGHT	NB	270
0111	6	I-89	073.76	RICHMOND	MEDIAN	NB	268
0187	2	VT-30	004.28	DUMMERSTON	RIGHT	EB	268
0095	6	US-2	004.14	MIDDLESEX	RIGHT	WB	261
0132	7	I-91	137.52	LYNDON	RIGHT	SB	259
0026	3	VT-30	003.94	HUBBARDTON	RIGHT	NB	254
0077	6	VT-12	003.40	BERLIN	RIGHT	SB	238
0131	7	I-91	136.68	LYNDON	RIGHT	NB	226
0222	6	US-2	004.58	MIDDLESEX	RIGHT	WB	224
0122	7	I-91	122.12	BARNET	RIGHT	NB	216
0061	4	VT-106	007.04	READING	RIGHT	NB	211
0162	7	I-91	116.93	RYEGATE	RIGHT	NB	195
0134	7	I-91	128.35	ST. JOHNSBURY	RIGHT	NB	181
0030	3	VT-3	000.49	PROCTOR	RIGHT	NB	115
0031	3	VT-3	001.62	RUTLAND TOWN	RIGHT	NB	71

Table 3 List of A Ranked Rock Cuts.

A more detailed list of A ranked cuts is presented as Appendix B.

Rating numbers reported in this study are dependent on specific categories chosen by the authors and should not be compared directly with rating values in rockfall hazard programs of other States. Vermont's RHRS added six additional categories over the Oregon system. These categories included scores for the following:

- Distance from the toe of the slope to pavement,
- Presence of overhangs on the slope,
- Rockfalls reaching the roadway in the past,
- Predominant shape of rock blocks on the slope,
- History of accidents at the location and
- Impact of traffic control associated with mitigative measures.

It should be noted that rating was conducted based on specific characteristics associated with rockfall at each location and does not purport to supply risk assessment at a network level.

Development of Preliminary Mitigation Alternatives and Cost Estimates

Four of the highest scoring locations (scores over 700) are locations where the rock exposures are located well out of the highway right-of-way and because of natural resource issues and budgetary considerations (potential remediation at these locations would be expected to be in the order of $10s of million dollars in cost each), additional

investigation would be necessary to allow mitigation planning. It should be noted that these four areas are natural rock outcrops that were not cut for roadways.

In order to allow a manageable number of mitigation evaluations Summary sheets were developed for rock cuts that had RHRS Total scores between 500 and 700. These summary sheets are presented as Appendix C. Each sheet presents general cut information, a photograph of the cut, descriptions of the cut, mitigative options considered, gross cost estimates to mitigate the hazard and cost/score ratio numbers. For each of the cuts, alternative mitigation methods were considered and where appropriate, cost estimates for more than one method was prepared. Mitigation strategies ranged from relatively inexpensive machine scaling of small low slopes to extensive rock blasting involving laying slopes back to shallower angles. Much of the scaling, rock bolting and shotcreting would occur high-up on slopes that could not be accessed by heavy equipment. In these instances cost estimates based on typical high-scaling specialty contractor fees were incorporated. Where possible, if multiple cuts selected for remediation are located in the same general area, cost savings could be realized by combining them into one construction contract.

Cost/Score ratios were calculated and corresponding values listed on each Summary Sheet. Low ratios indicate a greater reduction in hazard for the amount of dollars required to remediate a site. This ratio will allow planners to focus their efforts on slopes that show the best "bang for the buck". Values calculated ranged from 28 for a simple machine scaling project on VT-100B in Moretown, VT to 3,164 on a large site on Interstate 91 in Windsor, VT that would require extensive high scaling, trim blasting and pattern bolting. Interestingly, both sites (at opposite ends of the cost/score range) had identical RHRS scores of 501.

One cut (Number 0001) located at Interchange 2 of U.S.-7 in Bennington is presently undergoing mitigation by laying the slope back on a 1V:1.5H slope. It is expected that this cut will be re-ranked as a category "C" cut and therefore a summary sheet was not prepared as part of this study.

Summary sheets and mitigation evaluations were not prepared for lower rated cuts as part of this report. These will be prepared in the future as time and budget considerations allow.

Geospatial Data Management

The geographic locations of all cuts evaluated for this study were incorporated into a shape file that can be brought into any GIS application that accepts this type of file. Figure 12 shows the distribution of cuts throughout the State with A-ranked cuts shown by red stars. Figure 13 shows rock cuts in the Montpelier area.

VTrans is incorporating all data collected from this study into an interactive geographic application that will allow VTrans Design, Operations and Maintenance personnel access to this information. The repository for this information is the VTrans Information Portal for Enterprise Resources (VIPER). VIPER is intended to be the jump off point to

Agency resources that are available through a web browser on the Agency Intranet. It is planned to organize this geographical database so that any Agency representative can click on a desired location on the map to bring up information on specific rock cuts in their area of interest. In addition, on each A Ranked cut, the user could click on links to photos taken and other ancillary information regarding the cut.

Figure 12 Distribution of Rock Cuts

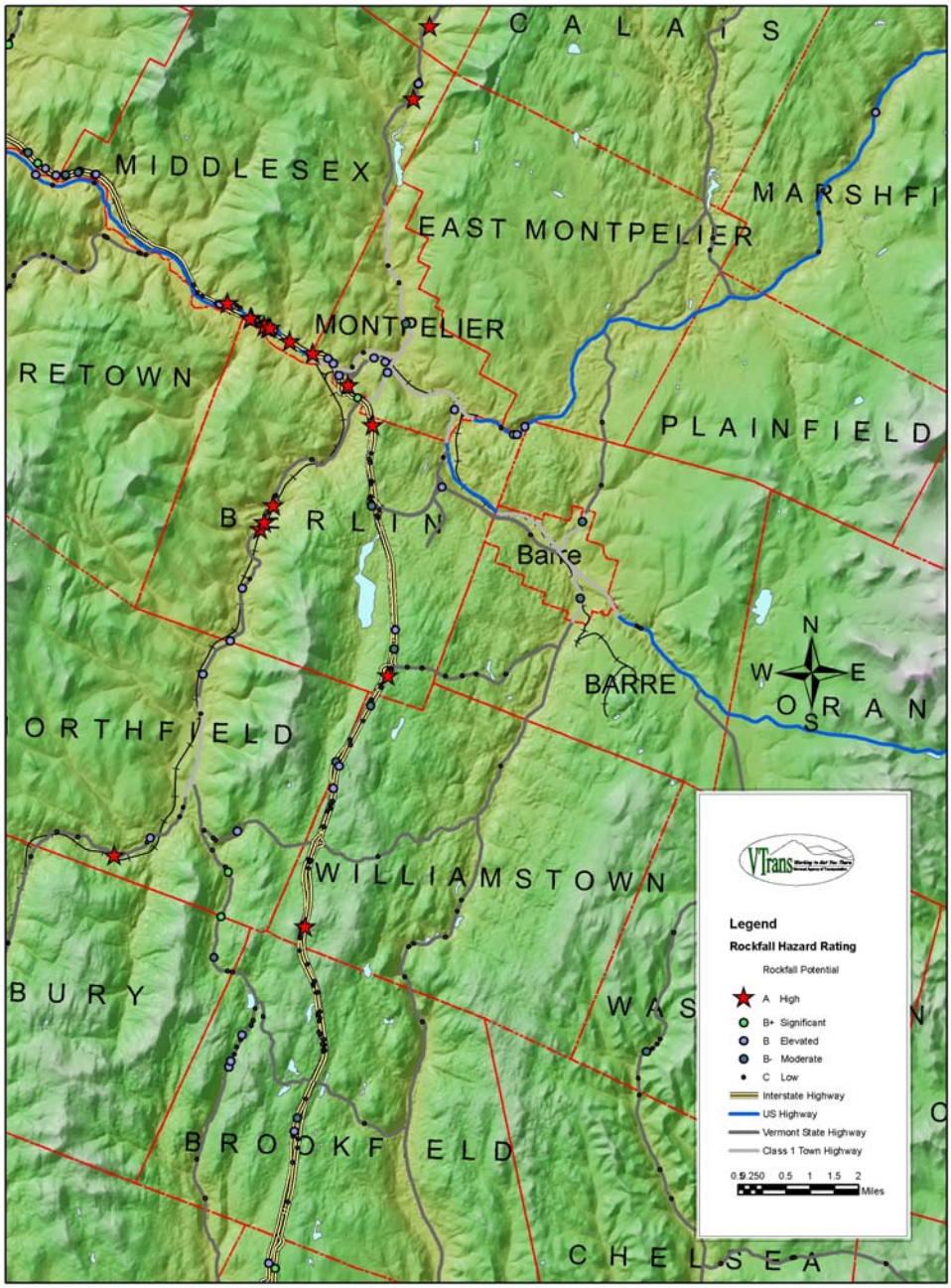

Figure 13 Rock Cuts in Montpelier Area

CONCLUSION

In response to increasing rockfalls due to the aging of rock cuts on Vermont's State and U.S. highways, a Rockfall Hazard Rating System was developed. The system was designed to provide planning, design, and operation divisions within VTrans with a meaningful tool to identify and prioritize rock slope mitigation options. In addition, this study will serve to bring awareness to the condition of Vermont's aging rock cuts. This knowledge will provide the basis to set aside the economic resources needed to make hazardous slopes safer.

This study was initiated with a rockfall potential survey of all rock cuts above 10 feet in height on all Vermont and U.S. highways. These cuts were quickly evaluated and assigned to one of three categories (A, B and C). "A" ranked cuts present a high potential for rockfall to occur and for that rock to reach the roadway. "B" ranked cuts indicate cuts that have less of a chance of impacting the roadway and "C" ranked cuts that do not appear to represent a potential hazard. Upon completion of this first phase of the study 150 "A" cuts, 687 "B" cuts and 2,799 "C" ranked cuts were identified.

Detailed ratings of the "A" ranked cuts were then performed where general rock cut location information, roadway information, slope information, geologic information, historical information and mitigation alternative information was collected. This information was then evaluated and assigned scores that represent associated hazard potential and is expressed as a RHRS score. This score allows the users of this study to prioritize cuts by degree of hazard potential. After an intense data collecting process 145 cuts were assigned RHRS scores. The resulting scores ranged from 71 to 1,064 with the bulk of the scores in the 200 to 600 range.

In an attempt to provide planners with preliminary estimates for some of the highest rated cuts, summary sheets were developed for rock cuts that had RHRS total scores between 500 and 700. Each sheet presents general cut information, a photograph of the cut, descriptions of the cut, mitigative options considered and gross cost estimates to mitigate the hazard. Conservative estimates for mitigation of the 33 cuts that scored within that range approach $10 TO $14 million dollars depending upon which mitigation option is chosen.

Geographic coordinates of all cuts identified in the study are being incorporated into a VTrans mapping application that will allow specific cuts to be identified with associated information that was collected during the study. The publication of this information furthers public awareness and safety which are principal Agency objectives.

The RHRS is a dynamic system that will undergo edits as rock cuts are mitigated, conditions deteriorate or other parameters change over time. It is planned that all "A" ranked cuts will be visited on a bi-yearly basis and re-evaluated for rockfall potential. A schedule of once every 5 years is planned for all "B" ranked cuts. Unless asked to by the operation districts, "C" ranked cuts will not be re-evaluated.

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APPENDIX A

PRELIMINARY RANKING SHEETS
ALL ROCK CUTS

PRELIMINARY ROCKFALL HAZARD RANKING

CUT NO.	DISTRICT	TOWNSHIP	HIGHWAY	MM	TRAVEL DIRECTION	CUT LOCATION	AADT 2004	HEIGHT	DITCH	RECENT ROCKFALL?	WATER/ICE	PRELIM RANKING	LATITUDE	LONGITUDE	NORTHING	EASTING
1	1	BENNINGTON	US-7	0.29	NB	INT. 2 RAMP F RIGHT		80	G	Y	N	A	42.92166	-73.20334	47078.89	442578.26
2	1	WOODFORD	VT-9	2.93	WB	RIGHT	3700	60	M	Y	Y	A	42.87867	-73.11626	42247.69	449652.14
3	1	WOODFORD	VT-9	3.59	WB	RIGHT	3700	30	L	Y	Y	A	42.87787	-73.1048	42152.57	450587.86
259	1	ARLINGTON	VT-313	5.26	WB	RIGHT		15	N			B	43.08136	-73.1773	64802.6	444847.46
260	1	ARLINGTON	VT-313	5.45	WB	RIGHT		20	N			B	43.08044	-73.17393	64698.89	445120.31
264	1	ARLINGTON	VT-313	7.01	EB	RIGHT		25	G	Y	N	B	43.05491	-73.15607	61851.01	446552.82
266	1	ARLINGTON	VT-313	7.88	EB	RIGHT		35	G	Y	N	B	43.05326	-73.13946	61656.64	447904.82
268	1	BENNINGTON	US-7	0.16	NB	INT. 2 RAMP E RIGHT		45	G	Y	N	B	42.92174	-73.20371	47088.74	442548.38
298	1	PAWLET	VT-30	2.57	NB	RIGHT		15	N	N	N	B	43.34702	-73.17834	94317.11	445001.85
306	1	POWNAL	US-7	1.37	NB	RIGHT		30	M	N	N	B	42.75647	-73.23094	28748.01	440165.39
307	1	POWNAL	US-7	2.58	NB	RIGHT		25	M	N	N	B	42.77292	-73.23777	30580.56	439622.36
310	1	POWNAL	US-7	3.15	NB	RIGHT		40	G	Y	Y	B	42.78028	-73.24274	31401.33	439222.76
321	1	POWNAL	VT-346	2.26	EB	RIGHT		20	N	N	N	B	42.79022	-73.25498	32515.17	438231.59
255	1	ARLINGTON	VT-313	1.30	WB	RIGHT		15	L			B-	43.10251	-73.24112	67196.46	439671.13
274	1	BENNINGTON	VT-279	0.59	EB	RIGHT		50	G	N	N	B-	42.89804	-73.26684	44500.94	437369.95
282	1	DOVER	VT-100	4.23	SB	RIGHT		15	G	N	N	B-	42.97201	-72.88788	52505.18	468358.41
284	1	HALIFAX	VT-8	0.25	NB	RIGHT		30	L	Y	N	B-	42.73717	-72.72467	26369.52	481603.22
285	1	HALIFAX	VT-8	0.25	NB	RIGHT		30	L	Y	N	B-	42.73717	-72.72467	26369.52	481603.22
289	1	HALIFAX	VT-8	3.40	NB	RIGHT		15	L	N	Y	B-	42.76304	-72.7712	29254.35	477802.16
290	1	HALIFAX	VT-8	5.36	SB	RIGHT		5	N	N	N	B-	42.77302	-72.8015	30371.23	475325.81
294	1	MOUNT TABOR	US-7	1.60	SB	RIGHT		12	N	N	Y	B-	43.32782	-72.99159	92077.25	460130.38
299	1	PAWLET	VT-30	4.51	NB	RIGHT		10	M	N	N	B-	43.3712	-73.18739	97009.22	444290.2
301	1	PAWLET	VT-30	5.42	NB	RIGHT		10	L	N	N	B-	43.37609	-73.20401	97563.8	442947.81
309	1	POWNAL	US-7	2.81	NB	RIGHT		17	G	N	Y	B-	42.77537	-73.23956	30854.22	439478.51
311	1	POWNAL	US-7	3.52	NB	RIGHT		18	M	N	N	B-	42.78568	-73.24153	32000.18	439327.05
315	1	POWNAL	US-7	6.19	SB	RIGHT		25	N	N	N	B-	42.81415	-73.2135	35143.43	441647.5
318	1	POWNAL	VT-346	1.05	WB	RIGHT		15	N	N	N	B-	42.7759	-73.24188	30914.8	439288.78
319	1	POWNAL	VT-346	1.33	WB	RIGHT		20	N	N	N	B-	42.77954	-73.2444	31320.21	439086.04
322	1	POWNAL	VT-346	2.48	WB	RIGHT		20	N	N	N	B-	42.79286	-73.25682	32809.46	438083.16
325	1	READSBORO	VT-100	3.28	SB	RIGHT		15	G	N	N	B-	42.81663	-72.97441	35280.65	461202.48
326	1	READSBORO	VT-100	3.48	SB	RIGHT		18	G	N	Y	B-	42.8141	-72.97313	34999.26	461305.78
327	1	READSBORO	VT-100	3.72	SB	RIGHT		10	M	N	N	B-	42.81055	-72.97248	34605.34	461356.47
329	1	READSBORO	VT-100	4.27	SB	RIGHT		15	G	N	Y	B-	42.80282	-72.97388	33746.94	461237.54
334	1	READSBORO	VT-100	5.75	SB	RIGHT		50+	M	N	N	B-	42.78477	-72.96005	31735.76	462357.5
335	1	READSBORO	VT-100	5.94	SB	RIGHT		15	M	N	Y	B-	42.78194	-72.95993	31420.91	462365.87
336	1	READSBORO	VT-100	6.81	SB	RIGHT		15	L	N	Y	B-	42.7741	-72.95175	30546.2	463030.45
337	1	READSBORO	VT-100	6.89	SB	RIGHT		12	N	N	N	B-	42.77314	-72.95067	30439.81	463118.37
338	1	READSBORO	VT-100	7.23	NB	RIGHT		15	N	N	N	B-	42.77113	-72.94391	30213.7	463670.26
339	1	READSBORO	VT-100	7.28	NB	RIGHT		10	L	N	N	B-	42.77113	-72.94277	30212.36	463763.26
340	1	READSBORO	VT-100	7.37	NB	RIGHT		10	L	N	N	B-	42.77064	-72.94121	30157.34	463890.86
352	1	SEARSBURG	VT-9	4.75	WB	RIGHT		20	G	Y	Y	B-	42.87349	-72.94017	41582.19	464035.5
364	1	WHITINGHAM	VT-100	6.72	SB	RIGHT		15	L	N	Y	B-	42.78867	-72.83516	32120.74	472578.36
365	1	WHITINGHAM	VT-100	8.25	SB	RIGHT		20	M	N	Y	B-	42.80244	-72.82909	33648.54	473080.81
375	1	WILMINGTON	VT-100	2.65	NB	RIGHT		10	L	N	N	B-	42.86955	-72.86861	41116.96	469881.06
368	1	WILMINGTON	VT-9	0.18	WB	RIGHT		20	G	N	N	B-	42.87132	-72.91992	41333.23	465689.1
370	1	WILMINGTON	VT-9	1.09	WB	RIGHT		25	G	N	N	B-	42.87001	-72.90543	41181.03	466872.2
371	1	WILMINGTON	VT-9	1.09	EB	RIGHT		25	G	N	N	B-	42.8699	-72.90537	41168.88	466876.85
383	1	WOODFORD	VT-9	0.12	WB	RIGHT		12	M	Y	N	B-	42.88431	-73.14809	42894.35	447056.82
180	1	DORSET	US-7	4.59	NB	RIGHT	4600	50	G	Y	Y	B+	43.27517	-73.00346	86233.8	459132.33
182	1	POWNAL	VT-346	2.27	WB	RIGHT	2000	30	N	Y	N	B+	42.79032	-73.25483	32525.85	438243.87
179	1	DORSET	US-7	1.67	SB	RIGHT	5800	40	M	Y	Y	B+	43.2338	-73.01101	81641.82	458491.56
183	1	WOODFORD	VT-9	2.93	EB	RIGHT	3700	20	L	N	N	B+	42.87867	-73.1168	42247.79	449608.09
181	1	MANCHESTER	US-7	7.38	NB	RIGHT	2700	35	G	Y	Y	B+	43.20908	-73.00965	78894.84	458585.6
256	1	ARLINGTON	VT-313	2.49	WB	RIGHT		<10	M			C	43.10483	-73.21837	67437.67	441525.14
257	1	ARLINGTON	VT-313	4.58	WB	RIGHT			N			C	43.08469	-73.18997	65181.64	443818.54
258	1	ARLINGTON	VT-313	4.64	WB	RIGHT			N			C	43.08435	-73.18875	65142.61	443917.8
261	1	ARLINGTON	VT-313	5.56	WB	RIGHT			N			C	43.07993	-73.17185	64640.13	445289.51
262	1	ARLINGTON	VT-313	5.70	WB	RIGHT			N			C	43.07921	-73.16927	64558.83	445499.24
263	1	ARLINGTON	VT-313	6.99	WB	RIGHT		20	G	N	N	C	43.05515	-73.15604	61876.94	446555.59

CUT NO.	DISTRICT	TOWNSHIP	HIGHWAY	MM	TRAVEL DIRECTION	CUT LOCATION	AADT 2004	HEIGHT	DITCH	RECENT ROCKFALL?	WATER/ICE	PRELIM RANKING	LATITUDE	LONGITUDE	NORTHING	EASTING
265	1	ARLINGTON	VT-313	7.87	WB	RIGHT		20	G	N	N	C	43.05354	-73.13951	61687.78	447900.74
267	1	BENNINGTON	US-7	0.10	SB	RIGHT		4	N	N	N	C	42.83888	-73.19903	37881.17	442853.29
269	1	BENNINGTON	US-7	4.51	NB	RIGHT		15	G	Y	N	C	42.89929	-73.19951	44591.62	442869.77
270	1	BENNINGTON	US-7	5.56	SB	RIGHT		5	G	N	N	C	42.91174	-73.2088	45981.17	442122.88
271	1	BENNINGTON	US-7	5.93	SB	RIGHT		5	G	N	N	C	42.91815	-73.20849	46693.48	442154.44
272	1	BENNINGTON	US-7	7.14	NB	RIGHT		8	G	N	N	C	42.92908	-73.19401	47897.07	443346.3
273	1	BENNINGTON	US-7	7.15	SB	RIGHT		10	G	N	N	C	42.92939	-73.19549	47932.66	443226.29
275	1	BENNINGTON	VT-7A	1.47	SB	RIGHT		4	N	N	N	C	42.91127	-73.21152	45930.42	441900.7
276	1	BENNINGTON	VT-7A	1.48	NB	RIGHT		5	L	N	N	C	42.91124	-73.21126	45926.81	441921.59
277	1	DORSET	US-7	0.20	NB	RIGHT		15	G	Y	Y	C	43.21401	-73.0083	79441.62	458698.23
278	1	DORSET	US-7	0.51	NB	RIGHT		25	G	Y	Y	C	43.21829	-73.00667	79916.55	458833.62
279	1	DORSET	VT-30	0.36	SB	RIGHT		5	G	N	N	C	43.21723	-73.07034	79831.92	453659.79
280	1	DORSET	VT-30	0.45	SB	RIGHT		3	G	N	N	C	43.21839	-73.07101	79961.27	453605.97
281	1	DOVER	VT-100	3.69	NB	RIGHT		5	G	N	N	C	42.96451	-72.88613	51672.03	468497.58
283	1	DOVER	VT-100	4.93	SB	RIGHT		6	G	N	N	C	42.98234	-72.8888	53653.86	468288.74
286	1	HALIFAX	VT-8	1.29	NB	RIGHT		15	G	N	N	C	42.74526	-72.73986	27272.01	480361.58
287	1	HALIFAX	VT-8	1.76	NB	RIGHT		4	M	N	N	C	42.74708	-72.74828	27475.42	479673.05
288	1	HALIFAX	VT-8	2.00	NB	RIGHT		8	M	N	N	C	42.74972	-72.75165	27769.42	479398.1
291	1	MANCHESTER	US-7	7.18	NB	RIGHT		20	G	Y	Y	C	43.20635	-73.00988	78591.58	458564.45
382	1	MANCHESTER	VT-30	1.11	SB	RIGHT		5	L	N	N	C	43.18944	-73.05621	76736.94	454787.43
292	1	MANCHESTER	VT-7A	0.18	SB	RIGHT		15	G			C	43.12133	-73.10206	69196.68	451005.83
293	1	MOUNT TABOR	US-7	0.48	SB	RIGHT		30	G	Y	Y	C	43.31213	-72.99299	90335.55	460006.72
295	1	MOUNT TABOR	US-7	1.65	SB	RIGHT		8	G	N	N	C	43.32885	-72.99176	92191.78	460117.28
296	1	MOUNT TABOR	US-7	3.95	NB	RIGHT		5	G	N	N	C	43.36139	-72.9916	95807.52	460151.46
297	1	MOUNT TABOR	US-7	3.96	SB	RIGHT		25	G	N	N	C	43.36135	-72.99189	95803.21	460128.33
300	1	PAWLET	VT-30	5.41	SB	RIGHT		10	L	N	N	C	43.37587	-73.20397	97538.7	442951.05
302	1	PAWLET	VT-30	5.51	NB	RIGHT		9	M	N	N	C	43.37706	-73.20489	97671.84	442877.59
303	1	PAWLET	VT-30	5.76	NB	RIGHT		10	G	N	N	C	43.38054	-73.20343	98057.47	442999.22
304	1	POWNAL	US-7	0.27	NB	RIGHT		8	M	N	N	C	42.74873	-73.21416	27876.77	441532.03
305	1	POWNAL	US-7	1.25	NB	RIGHT		8	N	N	N	C	42.75561	-73.22956	28651.15	440277.54
308	1	POWNAL	US-7	2.59	SB	RIGHT		15	G	N	N	C	42.77291	-73.23816	30579.51	439590.31
312	1	POWNAL	US-7	3.92	NB	RIGHT		5	G	N	Y	C	42.78986	-73.23653	32461.13	439740.42
313	1	POWNAL	US-7	4.55	NB	RIGHT		15	G	N	N	C	42.79277	-73.22493	32776.63	440692.47
314	1	POWNAL	US-7	5.70	SB	RIGHT		10	N	N	N	C	42.80787	-73.21784	34448.75	441286.7
316	1	POWNAL	US-7	6.75	NB	RIGHT		20	G	N	N	C	42.82087	-73.20949	35887.4	441981.64
317	1	POWNAL	US-7	7.57	NB	RIGHT		5	N	N	N	C	42.83202	-73.2012	37119.72	442670.25
320	1	POWNAL	VT-346	1.72	WB	RIGHT		10	N	N	N	C	42.78469	-73.2481	31895.65	438788.61
323	1	READSBORO	VT-100	2.60	SB	RIGHT		4	G	N	N	C	42.8241	-72.9832	36114.8	460488.92
324	1	READSBORO	VT-100	3.05	SB	RIGHT		8	G	N	N	C	42.81892	-72.97758	35536.67	460945.25
328	1	READSBORO	VT-100	4.27	NB	RIGHT		6	G	N	N	C	42.80288	-72.97364	33753.69	461257.38
330	1	READSBORO	VT-100	4.42	SB	RIGHT		5	G	N	N	C	42.80081	-72.97247	33522.77	461351.8
331	1	READSBORO	VT-100	4.56	SB	RIGHT		3	G	N	N	C	42.79921	-72.97098	33343.97	461472.39
332	1	READSBORO	VT-100	5.07	NB	RIGHT		8	M	N	N	C	42.79339	-72.96488	32694.64	461967.6
333	1	READSBORO	VT-100	5.17	NB	RIGHT		6	L	N	N	C	42.79219	-72.96374	32561.3	462060.67
341	1	SEARSBURG	VT-8	2.07	SB	RIGHT		10	N	N	N	C	42.88668	-72.973	43062.48	461361.98
342	1	SEARSBURG	VT-9	0.31	EB	RIGHT		6	G	N	N	C	42.89131	-73.00465	43591.54	458779.17
343	1	SEARSBURG	VT-9	1.09	EB	RIGHT		6	L	N	N	C	42.89452	-72.99037	43941.12	459947.63
344	1	SEARSBURG	VT-9	1.52	EB	RIGHT		6	G	N	N	C	42.89532	-72.98233	44026.2	460605.34
345	1	SEARSBURG	VT-9	1.59	EB	RIGHT		6	G	N	N	C	42.89511	-72.98093	44002.09	460719.2
346	1	SEARSBURG	VT-9	1.61	EB	RIGHT		7	G	N	N	C	42.89501	-72.98027	43991.3	460773.01
347	1	SEARSBURG	VT-9	1.80	WB	RIGHT		8	G	N	N	C	42.89513	-72.97661	44002.12	461071.86
348	1	SEARSBURG	VT-9	2.88	EB	RIGHT		12	G	N	Y	C	42.89528	-72.95787	44010.84	462602.49
349	1	SEARSBURG	VT-9	3.69	EB	RIGHT		12	G	N	N	C	42.88535	-72.94945	42903.79	463285.01
350	1	SEARSBURG	VT-9	4.25	EB	RIGHT		8	G	N	N	C	42.87814	-72.94487	42100.48	463654.18
351	1	SEARSBURG	VT-9	4.53	WB	RIGHT		15	G	N	N	C	42.87461	-72.9448	41708.44	463658.37
353	1	SHAFTSBURY	US-7	2.09	SB	RIGHT		15	G	Y	N	C	42.95929	-73.16878	51236.81	445433.11
354	1	STRATTON	VT-100	0.22	SB	RIGHT		3	L	N	N	C	42.99458	-72.88818	55013.08	468346.16
355	1	STRATTON	VT-100	0.55	NB	RIGHT		5	N	N	N	C	42.99932	-72.88667	55539.17	468471.19
356	1	STRATTON	VT-100	0.56	SB	RIGHT		5	N	N	N	C	42.99931	-72.88698	55537.92	468446.14
357	1	STRATTON	VT-100	0.63	SB	RIGHT		5	N	N	N	C	43.00054	-72.88629	55673.84	468503.02
358	1	WHITINGHAM	VT-100	1.89	SB	RIGHT		8	N	N	N	C	42.76609	-72.89599	29633.97	467589.84
359	1	WHITINGHAM	VT-100	2.18	SB	RIGHT		8	N	N	N	C	42.76999	-72.89405	30066.62	467750.05
360	1	WHITINGHAM	VT-100	2.27	SB	RIGHT		6	N	N	N	C	42.77083	-72.89399	30159.05	467755.59
361	1	WHITINGHAM	VT-100	3.73	NB	RIGHT		4	N	N	N	C	42.78992	-72.8899	32278.62	468099.95

CUT NO.	DISTRICT	TOWNSHIP	HIGHWAY	MM	TRAVEL DIRECTION	CUT LOCATION	AADT 2004	HEIGHT	DITCH	RECENT ROCKFALL?	WATER/ICE	PRELIM RANKING	LATITUDE	LONGITUDE	NORTHING	EASTING
362	1	WHITINGHAM	VT-100	4.83	NB	RIGHT		5	N	N	N	C	42.78996	-72.86984	32275.64	469741.49
363	1	WHITINGHAM	VT-100	5.30	NB	RIGHT		8	N	N	N	C	42.7875	-72.86214	32000.15	470370.36
366	1	WHITINGHAM	VT-100	8.40	SB	RIGHT		10	G	N	N	C	42.80343	-72.83165	33759.4	472871.64
367	1	WHITINGHAM	VT-100	8.52	SB	RIGHT		8	M	N	N	C	42.80471	-72.83321	33901.99	472744.46
373	1	WILMINGTON	VT-100	1.38	NB	RIGHT		4	M	N	N	C	42.84677	-72.85933	38582.17	470627.99
374	1	WILMINGTON	VT-100	1.40	SB	RIGHT		6	M	N	N	C	42.84678	-72.85967	38584.25	470600.65
376	1	WILMINGTON	VT-100	3.57	NB	RIGHT		5	M	N	N	C	42.88021	-72.86347	42298.6	470306.1
377	1	WILMINGTON	VT-100	5.54	SB	RIGHT		10	L	N	N	C	42.90504	-72.85176	45053.15	471274.35
378	1	WILMINGTON	VT-100	5.79	SB	RIGHT		3	N	N	N	C	42.9077	-72.84836	45347.05	471552.56
369	1	WILMINGTON	VT-9	0.60	WB	RIGHT		15	G	N	N	C	42.87043	-72.91421	41231.98	466155.55
372	1	WILMINGTON	VT-9	1.50	WB	RIGHT		6	G	N	N	C	42.87273	-72.89864	41481.01	467428.74
379	1	WINHALL	VT-11	1.80	WB	RIGHT		5	M	N	N	C	43.20686	-72.98623	78637.02	460486.68
380	1	WINHALL	VT-11	1.91	WB	RIGHT		6	M	N	N	C	43.20704	-72.98429	78656.52	460644.48
381	1	WINHALL	VT-11	2.70	EB	RIGHT		10	M	N	N	C	43.20662	-72.96892	78602.58	461893.83
4	2	BRATTLEBORO	VT-9	0.07	WB	RIGHT	4600	10	N	Y	N	A	42.87641	-72.67676	41828.25	485558.87
5	2	BRATTLEBORO	VT-9	0.35	WB	RIGHT	4600	20	N	Y	N	A	42.8757	-72.67245	41747.73	485910.21
6	2	BRATTLEBORO	VT-9	1.39	WB	RIGHT	4600	50	M	Y	Y	A	42.87098	-72.65544	41221.05	487299.27
8	2	DUMMERSTON	VT-30	0.21	EB	RIGHT	6100	30	G	Y	N	A	42.90018	-72.60131	44458.15	491726.05
9	2	ROCKINGHAM	I-91	34.94	NB	RIGHT	13200	50	G	Y	N	A	43.17507	-72.46247	74991.42	503051.31
10	2	ROCKINGHAM	I-91	34.96	SB	RIGHT	13200	40	L	Y	N	A	43.17506	-72.4631	74990.12	502999.82
11	2	ROCKINGHAM	I-91	36.25	SB	RIGHT	13200	40	M	Y	N	A	43.19234	-72.45927	76909.87	503310.97
12	2	ROCKINGHAM	I-91	37.61	SB	RIGHT	13200	20	L	Y	N	A	43.21145	-72.45401	79033.33	503736.72
13	2	TOWNSHEND	VT-30	4.15	WB	RIGHT	3800	50	N	Y	Y	A	43.0546	-72.70138	61627.09	483594.52
15	2	WEATHERSFIELD	I-91	47.58	SB	RIGHT	10500	25	G	Y	N	A	43.34964	-72.41982	94387.71	506500.34
14	2	TOWNSHEND	VT-30	5.67	EB	RIGHT	3800	20	L	Y	Y	A	43.07379	-72.70526	63759.26	483283.27
7	2	CHESTER	VT-11	1.65	NB	RIGHT	4200	25	N	Y	N	A	43.26361	-72.65406	84838.59	487492.26
252	2	TOWNSHEND	VT-30	5.17	WB	RIGHT		40	L	Y	Y	B	43.06748	-72.70178	63058.15	483564.87
415	2	BRATTLEBORO	I-91		NB	INT. 2 RAMP B RIGHT		30	L	Y	N	B	42.85517	-72.57964	39455.74	493490.67
416	2	BRATTLEBORO	I-91		SB	INT. 3 RAMP B RIGHT		30	L	Y	N	B	42.88728	-72.56036	43021.96	495069.06
387	2	BRATTLEBORO	US-5	0.63	SB	RIGHT		15	N	N	N	B	42.83222	-72.56974	36906.1	494297.88
431	2	CAVENDISH	VT-131	4.22	NB	RIGHT		20	L	Y	N	B	43.40569	-72.58557	100615.04	493068.74
434	2	CAVENDISH	VT-131	6.84	NB	RIGHT		25	L	N	N	B	43.39277	-72.5525	99177.25	495746.65
461	2	DUMMERSTON	I-91	12.52	SB	RIGHT		30	N	Y	N	B	42.89499	-72.546	43877.25	496242.88
451	2	DUMMERSTON	US-5	4.19	SB	RIGHT		18	G	Y	N	B	42.95305	-72.53598	50326.81	497063.74
536	2	JAMAICA	VT-100	0.44	NB	RIGHT		15	N	Y	N	B	43.05744	-72.78341	61961.36	476913.1
518	2	JAMAICA	VT-30	0.43	WB	RIGHT		20	M	Y	N	B	43.07591	-72.72909	64000.41	481343.48
523	2	JAMAICA	VT-30	4.26	WB	RIGHT		15	N	Y	N	B	43.09774	-72.78595	66439.83	476721.2
538	2	LONDONDERRY	VT-11	6.05	NB	RIGHT		20	L	N	N	B	43.21427	-72.74925	79376.1	479747.56
547	2	MARLBORO	VT-9	1.26	WB	RIGHT		18	N	N	N	B	42.85953	-72.78771	39978.01	476487.61
608	2	ROCKINGHAM	I-91	32.86	SB	RIGHT		40	M	N	N	B	43.14738	-72.47509	71914.98	502026.49
611	2	ROCKINGHAM	I-91	33.40	NB	RIGHT		20	L	N	N	B	43.15512	-72.47241	72774.97	502244.16
624	2	ROCKINGHAM	I-91	36.72	SB	RIGHT		25	G	Y	N	B	43.19916	-72.45612	77668.26	503566.59
635	2	ROCKINGHAM	I-91	37.56	SB	MEDIAN		20	G	Y	N	B	43.21103	-72.45378	78986.22	503756.07
580	2	ROCKINGHAM	US-5	2.02	SB	RIGHT		20	N	Y	N	B	43.15013	-72.45874	72220.91	503355.69
582	2	ROCKINGHAM	US-5	3.64	SB	RIGHT		20	M	N	N	B	43.17339	-72.45897	74805.28	503335.83
583	2	ROCKINGHAM	US-5	3.86	SB	RIGHT		30	M	Y	N	B	43.17643	-72.4595	75142.84	503292.59
588	2	ROCKINGHAM	US-5	5.34	SB	RIGHT		15	L	Y	Y	B	43.19247	-72.45097	76925.02	503985.33
643	2	ROCKINGHAM	VT-103	0.65	SB	RIGHT		20	G	Y	N	B	43.18045	-72.47123	75588.49	502338.81
666	2	SPRINGFIELD	I-91	39.72	NB	RIGHT		20	M	Y	N	B	43.2412	-72.44779	82338.93	504240.49
669	2	SPRINGFIELD	I-91	39.99	SB	RIGHT		25	G	Y	N	B	43.24541	-72.44867	82805.92	504168.47
672	2	SPRINGFIELD	I-91	40.73	SB	RIGHT		30	M	Y	Y	B	43.25464	-72.44093	83832.43	504796.9
646	2	SPRINGFIELD	US-5	0.11	SB	RIGHT		20	L	Y	N	B	43.23488	-72.43859	81636.35	504988.21
651	2	SPRINGFIELD	US-5	4.66	SB	RIGHT		20	M	Y	Y	B	43.28032	-72.41346	86687.13	507024.15
655	2	SPRINGFIELD	VT-11	7.20	SB	RIGHT		25	G	Y	Y	B	43.27038	-72.45392	85579.59	503740.36
698	2	TOWNSHEND	VT-30	3.33	WB	RIGHT		15	N	N	N	B	43.0455	-72.69153	60614.34	484394.38
699	2	TOWNSHEND	VT-30	3.50	WB	RIGHT		8	N	N	N	B	43.04718	-72.69395	60800.9	484197.44
701	2	TOWNSHEND	VT-30	3.68	WB	RIGHT		20	N	N	Y	B	43.04936	-72.69612	61043.46	484021.71
706	2	TOWNSHEND	VT-30	5.17	WB	RIGHT		20	L	N	N	B	43.06725	-72.70125	63032.08	483608.02
710	2	VERNON	I-91	4.35	NB	RIGHT		30	M	Y	N	B	42.79244	-72.56079	32486.94	495026.31
707	2	VERNON	US-5	0.11	SB	RIGHT		20	L	Y	N	B	42.79978	-72.56243	33302.4	494893.07
742	2	WEATHERSFIELD	I-91	49.56	SB	RIGHT		20	G	Y	N	B	43.3778	-72.42245	97515.15	506284.67
753	2	WEATHERSFIELD	I-91	50.80	SB	RIGHT		20	G	N	N	B	43.3949	-72.41523	99415.52	506867.57
763	2	WEATHERSFIELD	I-91	52.61	NB	MEDIAN		25	M	N	N	B	43.41957	-72.4113	102157.32	507183.41
726	2	WEATHERSFIELD	I-91		SB	INT. 8 RAMP B RIGHT		25	G	N	N	B	43.40302	-72.41514	100318.32	506874.08

CUT NO.	DISTRICT	TOWNSHIP	HIGHWAY	MM	TRAVEL DIRECTION	CUT LOCATION	AADT 2004	HEIGHT	DITCH	RECENT ROCKFALL?	WATER/ICE	PRELIM RANKING	LATITUDE	LONGITUDE	NORTHING	EASTING
732	2	WEATHERSFIELD	US-5	2.32	SB	RIGHT		25	M	N	N	B	43.36856	-72.41595	96489.24	506812.37
769	2	WEATHERSFIELD	VT-106	3.72	NB	RIGHT		15	L	N	N	B	43.39205	-72.51366	99095.72	498893.42
794	2	WESTON	VT-100	5.32	NB	RIGHT		15	L	N	N	B	43.32053	-72.7843	91189.34	476939.29
401	2	BRATTLEBORO	I-91	6.83	NB	RIGHT		15	M	Y	N	B-	42.82669	-72.56538	36291.15	494654
417	2	BRATTLEBORO	I-91		SB	INT. 1 RAMP B RIGHT		15	L	Y	N	B-	42.83659	-72.5681	37391.14	494432.72
418	2	BRATTLEBORO	I-91		NB	INT. 2 RAMP A LEFT		15	M	N	N	B-	42.85619	-72.58014	39570	493450.05
386	2	BRATTLEBORO	US-5	0.41	SB	RIGHT		8	N	N	N	B-	42.83047	-72.57336	36712.11	494001.54
429	2	BRATTLEBORO	VT-142	2.04	SB	RIGHT		25	N	N	N	B-	42.8496	-72.55566	38835.62	495450.32
390	2	BRATTLEBORO	VT-9	4.01	EB	RIGHT		15	N	N	N	B-	42.86275	-72.60769	40300.57	491199.93
432	2	CAVENDISH	VT-131	5.60	NB	RIGHT		15	L	Y	N	B-	43.39408	-72.56787	99323.19	494501.55
441	2	CHESTER	VT-103	7.26	NB	RIGHT		20	M	N	N	B-	43.31911	-72.60834	90998.6	491211.82
436	2	CHESTER	VT-11	2.80	NB	RIGHT		15	N	N	N	B-	43.26392	-72.63363	84869.35	489150.61
462	2	DUMMERSTON	I-91	13.14	NB	RIGHT		25	N	N	N	B-	42.90099	-72.53726	44543.34	496956.76
463	2	DUMMERSTON	I-91	13.16	SB	RIGHT		30	M	Y	N	B-	42.9015	-72.53766	44601.01	496924.49
465	2	DUMMERSTON	I-91	17.02	SB	RIGHT		30	G	Y	N	B-	42.95321	-72.53584	50344.93	497075.84
444	2	DUMMERSTON	US-5	0.35	NB	RIGHT		15	N	N	N	B-	42.90195	-72.55077	44651.29	495854.03
446	2	DUMMERSTON	US-5	0.58	SB	RIGHT		15	N	N	N	B-	42.90511	-72.54883	45001.86	496012.71
450	2	DUMMERSTON	US-5	2.42	SB	RIGHT		15	N	N	N	B-	42.92746	-72.53762	47484.79	496928.86
454	2	DUMMERSTON	VT-30	0.01	EB	RIGHT		15	G	Y	Y	B-	42.89763	-72.59848	44174.43	491957.05
455	2	DUMMERSTON	VT-30	0.10	EB	RIGHT		20	G	N	N	B-	42.8987	-72.59978	44293.84	491850.6
457	2	DUMMERSTON	VT-30	2.00	EB	RIGHT		15	G	N	Y	B-	42.92239	-72.61536	46927.1	490581.62
460	2	DUMMERSTON	VT-30	4.96	EB	RIGHT		15	G	N	Y	B-	42.94707	-72.63836	49671.66	488708.67
494	2	GUILFORD	US-5	4.33	SB	RIGHT		10	N	N	N	B-	42.79034	-72.56566	32254.15	494628.24
520	2	JAMAICA	VT-30	1.82	WB	RIGHT		18	G	N	N	B-	43.08397	-72.75316	64901.52	479385.56
521	2	JAMAICA	VT-30	3.74	EB	RIGHT		8	N	N	N	B-	43.10006	-72.7769	66695.14	477458.73
561	2	NEWFANE	VT-30	1.17	EB	RIGHT		15	G	Y	Y	B-	42.96154	-72.65193	51280.75	487603.89
604	2	ROCKINGHAM	I-91	32.39	SB	RIGHT		40	G	Y	N	B-	43.14087	-72.4762	71191.84	501936.21
619	2	ROCKINGHAM	I-91	36.33	SB	MEDIAN		40	G	Y	N	B-	43.19414	-72.45778	77109.49	503431.55
638	2	ROCKINGHAM	I-91	38.33	SB	RIGHT		25	M	Y	N	B-	43.22232	-72.45402	80240.17	503735.39
641	2	ROCKINGHAM	I-91	39.07	SB	RIGHT		20	G	N	N	B-	43.23184	-72.44899	81298.89	504143.3
579	2	ROCKINGHAM	US-5	1.79	SB	RIGHT		20	N	N	N	B-	43.14672	-72.45872	71842.05	503357.88
587	2	ROCKINGHAM	US-5	5.14	SB	RIGHT		5	N	N	N	B-	43.18978	-72.45043	76625.56	504029.68
595	2	ROCKINGHAM	US-5	8.67	SB	RIGHT		15	M	N	N	B-	43.23083	-72.43759	81186.5	505069.63
596	2	ROCKINGHAM	US-5	8.79	SB	RIGHT		10	M	N	N	B-	43.23244	-72.43782	81365.92	505050.48
671	2	SPRINGFIELD	I-91	40.60	SB	RIGHT		20	G	Y	N	B-	43.25295	-72.44243	83644.29	504675.2
650	2	SPRINGFIELD	US-5	3.86	SB	RIGHT		15	N	N	N	B-	43.26954	-72.41772	85489.06	506679.51
700	2	TOWNSHEND	VT-30	3.58	WB	RIGHT		20	L	N	N	B-	43.04808	-72.69514	60901.7	484100.89
704	2	TOWNSHEND	VT-30	4.44	WB	RIGHT		15	L	N	N	B-	43.05859	-72.69985	62069.91	483720.25
705	2	TOWNSHEND	VT-30	5.00	EB	RIGHT		15	L	N	N	B-	43.06575	-72.69893	62865.17	483796.62
719	2	VERNON	VT-142	7.38	SB	RIGHT		20	G	Y	Y	B-	42.80627	-72.54183	34021.49	496578.59
721	2	VERNON	VT-142	7.57	SB	RIGHT		20	G	Y	Y	B-	42.80873	-72.54359	34295.31	496434.9
723	2	VERNON	VT-142	7.72	SB	RIGHT		10	N	N	N	B-	42.81085	-72.54479	34530.62	496336.52
724	2	VERNON	VT-142	7.83	SB	RIGHT		15	N	N	N	B-	42.81201	-72.54579	34659.25	496255.35
749	2	WEATHERSFIELD	I-91	50.25	SB	RIGHT		25	G	Y	N	B-	43.38705	-72.41678	98543.33	506742.89
751	2	WEATHERSFIELD	I-91	50.40	NB	RIGHT		15	G	Y	N	B-	43.38889	-72.41541	98747.75	506853.29
752	2	WEATHERSFIELD	I-91	50.40	NB	MEDIAN		20	G	Y	N	B-	43.38892	-72.41562	98751.11	506836.33
727	2	WEATHERSFIELD	I-91		SB	INT. 8 RAMP B LEFT		25	G	N	N	B-	43.40281	-72.41497	100295.09	506887.56
730	2	WEATHERSFIELD	US-5	1.70	SB	RIGHT		15	L	Y	N	B-	43.36119	-72.41026	95671.01	507273.86
731	2	WEATHERSFIELD	US-5	2.22	SB	RIGHT		15	M	N	N	B-	43.36695	-72.41593	96310.79	506814.27
733	2	WEATHERSFIELD	US-5	2.86	SB	RIGHT		15	M	N	N	B-	43.37629	-72.41734	97348.71	506698.53
770	2	WEATHERSFIELD	VT-131	1.58	NB	RIGHT		15	L	N	N	B-	43.40068	-72.50959	100054.46	499223.27
187	2	DUMMERSTON	VT-30	4.28	EB	RIGHT	7100	45	M	Y	Y	B+	42.9487	-72.62518	49850.37	489784.82
193	2	TOWNSHEND	VT-30	5.00	WB	RIGHT	3800	25	L	N	Y	B+	43.06582	-72.69867	62872.73	483818.11
184	2	BRATTLEBORO	VT-9	1.37	EB	RIGHT	4600	40	G	Y	N	B+	42.87073	-72.6555	41193.48	487294.05
185	2	CAVENDISH	VT-131	3.81	NB	RIGHT	1900	15	L	Y	Y	B+	43.40119	-72.5889	100114.84	492798.6
186	2	DUMMERSTON	VT-30	1.82	EB	RIGHT	6900	35	G	Y	Y	B+	42.91884	-72.61535	46532.96	490581.86
188	2	PUTNEY	I-91	19.86	SB	RIGHT	13300	30	N	Y	N	B+	42.97195	-72.48929	52425.54	500873.87
189	2	PUTNEY	I-91	20.36	SB	RIGHT	13300	30	N	Y	N	B+	42.97776	-72.48341	53071.09	501353.5
190	2	SPRINGFIELD	US-5	4.38	SB	RIGHT	690	35	M	Y	N	B+	43.27641	-72.41398	86251.86	506982.17
191	2	SPRINGFIELD	US-5	6.66	SB	RIGHT	690	25	L	Y	N	B+	43.30643	-72.40027	89589.17	508091.25
192	2	SPRINGFIELD	US-5	6.94	SB	RIGHT	690	20	N	Y	N	B+	43.31029	-72.39864	90017.74	508223.13
194	2	TOWNSHEND	VT-30	5.52	WB	RIGHT	3800	20	L	Y	Y	B+	43.0715	-72.70511	63505.44	483294.83
196	2	WEATHERSFIELD	I-91	50.00	SB	RIGHT	10500	30	G	Y	N	B+	43.38284	-72.41931	98075.78	506538.15
197	2	WEATHERSFIELD	I-91	50.35	SB	RIGHT	10500	25	G	Y	N	B+	43.38781	-72.41649	98628.44	506766.34

CUT NO.	DISTRICT	TOWNSHIP	HIGHWAY	MM	TRAVEL DIRECTION	CUT LOCATION	AADT 2004	HEIGHT	DITCH	RECENT ROCKFALL?	WATER/ICE	PRELIM RANKING	LATITUDE	LONGITUDE	NORTHING	EASTING
195	2	WEATHERSFIELD	US-5	2.53	SB	RIGHT	1500	20	L	Y	N	B+	43.37161	-72.41613	96828	506796.86
397	2	BRATTLEBORO	I-91	6.70	SB	MEDIAN		10	G	N	N	C	42.82449	-72.5675	36047.1	494480.63
398	2	BRATTLEBORO	I-91	6.70	SB	RIGHT		15	G	N	N	C	42.82449	-72.56783	36046.9	494453.61
399	2	BRATTLEBORO	I-91	6.75	NB	MEDIAN		10	G	N	N	C	42.826	-72.56613	36214.94	494592.72
400	2	BRATTLEBORO	I-91	6.79	NB	MEDIAN		10	G	N	N	C	42.82649	-72.56578	36269.11	494621.34
402	2	BRATTLEBORO	I-91	6.85	SB	MEDIAN		10	G	N	N	C	42.82631	-72.56605	36249.62	494599.67
403	2	BRATTLEBORO	I-91	6.95	NB	MEDIAN		10	G	N	N	C	42.82831	-72.56493	36471.1	494691.35
404	2	BRATTLEBORO	I-91	7.01	SB	MEDIAN		10	G	N	N	C	42.82858	-72.56501	36501.19	494684.16
405	2	BRATTLEBORO	I-91	7.57	SB	MEDIAN		10	G	N	N	C	42.83649	-72.56748	37380.57	494483.28
406	2	BRATTLEBORO	I-91	7.60	SB	RIGHT		15	G	N	N	C	42.83726	-72.56827	37465.51	494418.77
407	2	BRATTLEBORO	I-91	7.66	NB	RIGHT			G	N	N	C	42.8372	-72.56757	37458.81	494475.59
408	2	BRATTLEBORO	I-91	7.78	NB	MEDIAN		10	G	N	N	C	42.83936	-72.56933	37699.12	494332.67
409	2	BRATTLEBORO	I-91	7.84	SB	RIGHT		15	G	Y	N	C	42.84005	-72.57024	37776.23	494257.84
410	2	BRATTLEBORO	I-91	8.40	SB	RIGHT		15	G	N	N	C	42.84668	-72.57612	38512.71	493777.52
411	2	BRATTLEBORO	I-91	9.13	NB	RIGHT		20	G	N	N	C	42.85602	-72.58054	39550.89	493417.32
412	2	BRATTLEBORO	I-91	9.42	SB	RIGHT			G	N	N	C	42.86062	-72.58128	40061.64	493357.33
413	2	BRATTLEBORO	I-91	9.57	NB	RIGHT		10	G	N	N	C	42.86269	-72.58032	40291.55	493436.31
414	2	BRATTLEBORO	I-91	12.48	NB	RIGHT			G	N	N	C	42.89454	-72.54593	43828.16	496248.28
419	2	BRATTLEBORO	I-91		SB	INT. 1 RAMP B RIGHT		12	L	N	N	C	42.83424	-72.56797	37130.76	494443
420	2	BRATTLEBORO	I-91		SB	INT. 1 RAMP B LEFT		12	G	N	N	C	42.83442	-72.56784	37150.45	494453.59
421	2	BRATTLEBORO	I-91		SB	INT. 1 RAMP B LEFT		10	L	N	N	C	42.83637	-72.56803	37366.98	494438.01
422	2	BRATTLEBORO	I-91		NB	INT. 1 RAMP H LEFT		15	M	N	N	C	42.83712	-72.5671	37449.74	494514.49
423	2	BRATTLEBORO	I-91		NB	INT. 1 RAMP H RIGHT		10	G	N	N	C	42.83734	-72.56707	37474.66	494517.23
424	2	BRATTLEBORO	I-91		SB	INT. 2 RAMP D RIGHT			L	N	N	C	42.85543	-72.58176	39484.88	493317.46
425	2	BRATTLEBORO	I-91		SB	INT. 3 RAMP B RIGHT		20	L	N	N	C	42.88811	-72.55777	43114.2	495280.72
384	2	BRATTLEBORO	US-5	0.03	SB	RIGHT		5	M	N	N	C	42.83367	-72.56811	37067.27	494431.45
385	2	BRATTLEBORO	US-5	0.10	SB	RIGHT		5	N	N	N	C	42.82606	-72.57405	36221.85	493945.23
388	2	BRATTLEBORO	US-5	3.02	NB	RIGHT		5	N	N	N	C	42.86313	-72.55676	40339.47	495361.6
389	2	BRATTLEBORO	US-5	3.41	NB	RIGHT		15	N	N	N	C	42.86852	-72.55707	40937.29	495337.04
426	2	BRATTLEBORO	VT-142	0.36	SB	RIGHT		5	N	N	N	C	42.82857	-72.55092	36500.01	495836.23
427	2	BRATTLEBORO	VT-142	0.59	SB	RIGHT		15	M	N	N	C	42.83174	-72.55345	36851.68	495630.28
428	2	BRATTLEBORO	VT-142	0.66	SB	RIGHT		5	N	N	N	C	42.83286	-72.55359	36976.32	495618.64
394	2	BRATTLEBORO	VT-30	1.09	EB	RIGHT		10	G	N	N	C	42.87099	-72.56938	41212.74	494330.74
395	2	BRATTLEBORO	VT-30	2.16	EB	RIGHT		15	G	N	N	C	42.88048	-72.58043	42267.63	493428.91
396	2	BRATTLEBORO	VT-30	10.51	EB	RIGHT		10	G	N	Y	C	42.87368	-72.57119	41512.23	494183.61
391	2	BRATTLEBORO	VT-9	5.74	WB	RIGHT		10	N	N	N	C	42.85042	-72.58145	38928.74	493342.9
392	2	BRATTLEBORO	VT-9	6.50	WB	RIGHT		10	N	N	N	C	42.85242	-72.56696	39149.96	494527.39
393	2	BRATTLEBORO	VT-9	7.18	EB	RIGHT		15	G	N	N	C	42.88393	-72.55272	42649.16	495692.91
430	2	CAVENDISH	VT-131	1.76	NB	RIGHT		10	N	N	N	C	43.3831	-72.61452	98107.35	490720.56
433	2	CAVENDISH	VT-131	6.24	NB	RIGHT		20	L	N	N	C	43.38943	-72.56025	98806.68	495118.33
435	2	CHESTER	VT-10	1.75	WB	RIGHT		15	G	N	N	C	43.32593	-72.57371	91752.35	494021.64
439	2	CHESTER	VT-103	6.41	NB	RIGHT		10	G	N	N	C	43.3074	-72.60477	89697.38	491499.83
440	2	CHESTER	VT-103	6.52	NB	RIGHT		10	L	N	N	C	43.30897	-72.60466	89871.13	491508.82
437	2	CHESTER	VT-11	3.85	NB	RIGHT		10	N	N	N	C	43.26873	-72.61823	85402.46	490401.84
438	2	CHESTER	VT-11	7.85	NB	RIGHT		12	G	N	N	C	43.28276	-72.55625	86955.43	495434.22
464	2	DUMMERSTON	I-91	16.99	NB	MEDIAN			G	N	N	C	42.95256	-72.53581	50272.45	497078.07
466	2	DUMMERSTON	I-91	17.39	SB	RIGHT		10	G	N	N	C	42.95755	-72.53208	50826.83	497382.34
442	2	DUMMERSTON	US-5	0.06	NB	RIGHT		10	N	N	N	C	42.89766	-72.55081	44174.1	495850.46
443	2	DUMMERSTON	US-5	0.22	NB	RIGHT		15	M	N	N	C	42.89988	-72.55079	44420.6	495851.58
445	2	DUMMERSTON	US-5	0.48	NB	RIGHT		10	M	N	N	C	42.90397	-72.54998	44875.52	495918.65
447	2	DUMMERSTON	US-5	1.25	SB	RIGHT		10	N	N	N	C	42.91156	-72.54007	45718.56	496728.08
448	2	DUMMERSTON	US-5	1.33	NB	RIGHT		5	N	N	N	C	42.91273	-72.539	45848.45	496815.42
449	2	DUMMERSTON	US-5	1.40	SB	RIGHT		5	N	N	N	C	42.91365	-72.53849	45949.98	496856.98
452	2	DUMMERSTON	US-5	4.33	SB	RIGHT		10	G	N	N	C	42.95503	-72.53459	50547.23	497177.32
453	2	DUMMERSTON	US-5	4.55	SB	RIGHT		10	G	N	N	C	42.95813	-72.53308	50891.35	497301.29
456	2	DUMMERSTON	VT-30	1.67	EB	RIGHT		20	G	N	Y	C	42.91753	-72.61469	46387.2	490636.11
458	2	DUMMERSTON	VT-30	3.22	EB	RIGHT		15	G	N	N	C	42.93853	-72.61457	48719.2	490648.71
459	2	DUMMERSTON	VT-30	3.41	EB	RIGHT		5	G	N	N	C	42.94115	-72.61574	49010.58	490553.79
500	2	GUILFORD	I-91	0.19	NB	RIGHT			G	N	N	C	42.73278	-72.56919	25859.29	494334.35
501	2	GUILFORD	I-91	0.23	NB	MEDIAN		10	G	N	N	C	43.40611	-72.41402	100661.25	506964.68
502	2	GUILFORD	I-91	0.60	NB	RIGHT		10	G	N	N	C	42.73869	-72.56776	26516.4	494452.01
503	2	GUILFORD	I-91	0.85	SB	MEDIAN			G	N	N	C	42.7425	-72.56724	26938.89	494494.44
504	2	GUILFORD	I-91	0.86	NB	MEDIAN			G	N	N	C	42.74241	-72.56711	26929.32	494505.25
505	2	GUILFORD	I-91	1.10	NB	RIGHT		10	G	N	N	C	42.74572	-72.56606	27297.38	494591.14

CUT NO.	DISTRICT	TOWNSHIP	HIGHWAY	MM	TRAVEL DIRECTION	CUT LOCATION	AADT 2004	HEIGHT	DITCH	RECENT ROCKFALL?	WATER/ICE	PRELIM RANKING	LATITUDE	LONGITUDE	NORTHING	EASTING
506	2	GUILFORD	I-91	1.43	NB	RIGHT		15	G	N	N	C	42.75041	-72.56619	27818.38	494581.42
507	2	GUILFORD	I-91	1.67	NB	RIGHT		30	G	Y	N	C	42.75377	-72.5661	28191.58	494588.88
508	2	GUILFORD	I-91	1.70	SB	MEDIAN		10	G	N	N	C	42.75481	-72.56629	28306.55	494573.38
509	2	GUILFORD	I-91	1.72	NB	MEDIAN		10	G	N	N	C	42.7546	-72.56595	28283.24	494601.6
510	2	GUILFORD	I-91	1.81	SB	MEDIAN		10	G	N	N	C	42.75652	-72.56595	28496.34	494601.57
511	2	GUILFORD	I-91	1.82	SB	RIGHT		10	G	N	N	C	42.75654	-72.56621	28498.65	494579.76
512	2	GUILFORD	I-91	1.86	NB	MEDIAN		10	G	N	N	C	42.75636	-72.56578	28478.88	494615.39
513	2	GUILFORD	I-91	2.17	NB	RIGHT			G	N	N	C	42.76078	-72.56469	28969.38	494704.95
514	2	GUILFORD	I-91	4.95	SB	RIGHT		10	G	N	N	C	42.80092	-72.56271	33428.75	494870.12
515	2	GUILFORD	I-91	5.02	NB	RIGHT		10	G	N	N	C	42.80223	-72.56255	33574.51	494883.51
516	2	GUILFORD	I-91	5.04	SB	RIGHT			G	N	N	C	42.80208	-72.56307	33557.67	494840.93
467	2	GUILFORD	US-5	0.30	SB	RIGHT		5	L	N	N	C	42.73462	-72.57204	26064.08	494101.09
468	2	GUILFORD	US-5	0.39	SB	RIGHT		5	L	N	N	C	42.73597	-72.57191	26214.13	494111.22
469	2	GUILFORD	US-5	0.43	SB	RIGHT		6	L	N	N	C	42.73642	-72.57186	26264	494115.91
470	2	GUILFORD	US-5	0.46	SB	RIGHT		5	L	N	N	C	42.73686	-72.57191	26313.42	494111.54
471	2	GUILFORD	US-5	1.21	SB	RIGHT		5	L	N	N	C	42.74682	-72.56956	27419.14	494304.59
472	2	GUILFORD	US-5	1.32	SB	RIGHT		5	L	N	N	C	42.7483	-72.56952	27583.97	494308.12
473	2	GUILFORD	US-5	1.42	SB	RIGHT		8	M	N	N	C	42.74969	-72.56957	27737.94	494304.23
474	2	GUILFORD	US-5	1.57	SB	RIGHT		3	M	N	N	C	42.75176	-72.56938	27968.7	494320.32
475	2	GUILFORD	US-5	1.72	NB	RIGHT		4	G	N	N	C	42.75386	-72.56881	28201.91	494366.63
476	2	GUILFORD	US-5	1.96	NB	RIGHT		6	L	N	N	C	42.75729	-72.56907	28582.5	494345.7
477	2	GUILFORD	US-5	2.08	NB	RIGHT		8	L	N	N	C	42.75892	-72.56884	28763.64	494365.19
478	2	GUILFORD	US-5	2.12	SB	RIGHT		3	M	N	N	C	42.75956	-72.56897	28834.65	494354.37
479	2	GUILFORD	US-5	2.39	NB	RIGHT		10	M	N	N	C	42.76367	-72.56867	29291.08	494379.57
480	2	GUILFORD	US-5	2.50	NB	RIGHT		8	M	N	N	C	42.76531	-72.56809	29473.79	494427.25
481	2	GUILFORD	US-5	2.55	NB	RIGHT		4	G	N	N	C	42.76604	-72.56772	29554.22	494457.73
482	2	GUILFORD	US-5	2.58	NB	RIGHT		4	G	N	N	C	42.76638	-72.56757	29591.76	494469.61
483	2	GUILFORD	US-5	2.64	NB	RIGHT		6	G	N	N	C	42.76728	-72.56736	29692.37	494486.54
484	2	GUILFORD	US-5	2.70	SB	RIGHT		4	L	N	N	C	42.76818	-72.5674	29792.04	494483.87
485	2	GUILFORD	US-5	3.06	NB	RIGHT		3	G	N	N	C	42.77368	-72.56641	30403.27	494565.03
486	2	GUILFORD	US-5	3.26	SB	RIGHT		6	M	N	N	C	42.776	-72.5683	30660.74	494411.14
487	2	GUILFORD	US-5	3.49	SB	RIGHT		20	G	N	N	C	42.77907	-72.57036	31001.8	494242.65
488	2	GUILFORD	US-5	3.58	SB	RIGHT		10	G	N	N	C	42.7804	-72.57028	31150.06	494248.96
489	2	GUILFORD	US-5	3.68	SB	RIGHT		10	G	N	N	C	42.7818	-72.57001	31305.59	494271.51
490	2	GUILFORD	US-5	3.78	SB	RIGHT		10	L	N	N	C	42.78318	-72.56979	31458.53	494289.71
491	2	GUILFORD	US-5	3.87	SB	RIGHT		3	L	N	N	C	42.78446	-72.56953	31600.63	494310.71
492	2	GUILFORD	US-5	3.89	SB	RIGHT		10	N	N	N	C	42.78487	-72.56948	31645.9	494314.73
493	2	GUILFORD	US-5	4.19	SB	RIGHT		5	G	N	N	C	42.78862	-72.56648	32062.26	494560.49
498	2	GUILFORD	US-5	4.83	SB	RIGHT		8	G	N	N	C	42.7972	-72.56363	33015.69	494794.92
499	2	GUILFORD	US-5	4.92	SB	RIGHT		8	M	N	N	C	42.80205	-72.56336	33554.39	494817.54
535	2	JAMAICA	VT-100	0.36	NB	RIGHT		10	N	N	N	C	43.05649	-72.7844	61857.01	476831.72
517	2	JAMAICA	VT-30	0.38	WB	RIGHT		8	M	N	N	C	43.07623	-72.72836	64035.58	481402.66
519	2	JAMAICA	VT-30	0.43	EB	RIGHT		6	G	N	N	C	43.07575	-72.729	63982.18	481350.94
522	2	JAMAICA	VT-30	4.09	WB	RIGHT		5	N	N	N	C	43.09893	-72.78345	66570.89	476925.47
524	2	JAMAICA	VT-30	5.39	WB	EB		6	L	N	N	C	43.11159	-72.79922	67981.49	475646.53
525	2	JAMAICA	VT-30	5.73	EB	RIGHT		3	M	N	N	C	43.11482	-72.80278	68341.28	475357.87
526	2	JAMAICA	VT-30	5.81	EB	RIGHT		8	L	N	N	C	43.11603	-72.80343	68476.78	475305.78
527	2	JAMAICA	VT-30	5.81	WB	RIGHT		4	L	N	N	C	43.11602	-72.80319	68475.21	475324.75
528	2	JAMAICA	VT-30	6.32	EB	RIGHT		8	M	N	N	C	43.12141	-72.80972	69076.25	474795.55
529	2	JAMAICA	VT-30	6.94	EB	RIGHT		6	N	N	N	C	43.12998	-72.81387	70029.09	474461.59
530	2	JAMAICA	VT-30	7.41	WB	RIGHT		4	N	N	N	C	43.13468	-72.81985	70553.54	473976.86
531	2	JAMAICA	VT-30	7.56	WB	RIGHT		4	N	N	N	C	43.13626	-72.82215	70729.88	473790.44
532	2	JAMAICA	VT-30	7.63	WB	RIGHT		4	N	N	N	C	43.13721	-72.82284	70834.93	473735.19
533	2	JAMAICA	VT-30	8.17	EB	RIGHT		8	L	N	N	C	43.14321	-72.82854	71503.85	473273.58
534	2	JAMAICA	VT-30	9.05	SB	RIGHT		5	L	N	N	C	43.14584	-72.84555	71801.18	471891
539	2	LONDONDERRY	VT-100	0.50	NB	RIGHT		5	L	N	N	C	43.16618	-72.83595	74057.81	472681.45
540	2	LONDONDERRY	VT-100	0.62	SB	RIGHT		8	M	N	N	C	43.16795	-72.83493	74253.72	472765.07
537	2	LONDONDERRY	VT-11	1.64	NB	RIGHT		10	L	N	N	C	43.22857	-72.81998	80984.05	474006.4
541	2	MARLBORO	VT-9	0.42	EB	RIGHT		5	G	N	N	C	42.85455	-72.79864	39427.35	475592.29
542	2	MARLBORO	VT-9	0.58	EB	RIGHT		5	G	N	N	C	42.85295	-72.7955	39249.23	475848.39
543	2	MARLBORO	VT-9	0.60	WB	RIGHT		6	L	N	N	C	42.8529	-72.79387	39243.28	475981.42
544	2	MARLBORO	VT-9	0.81	WB	RIGHT		6	G	N	N	C	42.8544	-72.79248	39409.38	476095.78
545	2	MARLBORO	VT-9	0.98	WB	RIGHT		10	L	N	N	C	42.85614	-72.79011	39601.39	476289.66
546	2	MARLBORO	VT-9	1.06	EB	RIGHT		10	L	N	N	C	42.85678	-72.78882	39672.77	476395.5

CUT NO.	DISTRICT	TOWNSHIP	HIGHWAY	MM	TRAVEL DIRECTION	CUT LOCATION	AADT 2004	HEIGHT	DITCH	RECENT ROCKFALL?	WATER/ICE	PRELIM RANKING	LATITUDE	LONGITUDE	NORTHING	EASTING
548	2	MARLBORO	VT-9	1.77	WB	RIGHT		15	L	N	N	C	42.86549	-72.78121	40638.34	477020.76
549	2	MARLBORO	VT-9	2.79	WB	RIGHT		10	L	N	N	C	42.85967	-72.76776	39987.99	478117.43
550	2	MARLBORO	VT-9	2.81	EB	RIGHT		10	L	N	N	C	42.85971	-72.76746	39991.89	478142.48
551	2	MARLBORO	VT-9	3.21	WB	RIGHT		18	G	N	N	C	42.86269	-72.76079	40322.03	478688.63
552	2	MARLBORO	VT-9	3.21	EB	RIGHT		25	G	N	N	C	42.86238	-72.76062	40287.38	478702.58
553	2	MARLBORO	VT-9	3.74	EB	RIGHT		15	G	N	N	C	42.86392	-72.75055	40455.85	479525.79
554	2	MARLBORO	VT-9	3.75	WB	RIGHT		5	G	N	N	C	42.86409	-72.75081	40474.98	479504.3
555	2	MARLBORO	VT-9	4.17	EB	RIGHT		5	G	N	N	C	42.86363	-72.74301	40421.15	480141.41
556	2	MARLBORO	VT-9	4.42	WB	RIGHT		18	G	N	N	C	42.86361	-72.73854	40417.9	480506.79
557	2	MARLBORO	VT-9	4.57	WB	RIGHT		25	G	N	N	C	42.86502	-72.73591	40574.41	480722.44
558	2	MARLBORO	VT-9	4.87	EB	RIGHT		10	L	N	N	C	42.86724	-72.73083	40820.11	481138.28
559	2	MARLBORO	VT-9	6.06	WB	RIGHT		5	N	N	N	C	42.87294	-72.71345	41448.74	482559.64
560	2	MARLBORO	VT-9	7.93	WB	RIGHT		8	N	N	N	C	42.87658	-72.68492	41848.38	484892.01
562	2	NEWFANE	VT-30	1.33	EB	RIGHT		12	G	N	N	C	42.96397	-72.65306	51550.86	487512.88
563	2	NEWFANE	VT-30	1.42	EB	RIGHT		10	G	N	N	C	42.96517	-72.65436	51684.73	487406.8
564	2	NEWFANE	VT-30	4.26	EB	RIGHT		5	N	N	N	C	43.00272	-72.64313	55854.5	488329.84
565	2	NEWFANE	VT-30	4.39	EB	RIGHT		8	N	N	N	C	43.00436	-72.64414	56036.68	488247.78
572	2	PUTNEY	I-91	20.17	SB	RIGHT		20	G	N	N	C	42.97564	-72.4855	52836.23	501182.95
573	2	PUTNEY	I-91	21.76	SB	RIGHT		15	G	N	N	C	42.99635	-72.47309	55136.91	502194.38
574	2	PUTNEY	I-91	21.79	NB	RIGHT		20	G	N	N	C	42.99622	-72.47233	55121.86	502255.99
575	2	PUTNEY	I-91	22.28	SB	RIGHT		5	G	N	N	C	43.00269	-72.46839	55840.97	502577.14
576	2	PUTNEY	I-91	22.40	NB	RIGHT			G	N	N	C	43.00428	-72.46791	56017.36	502616.75
577	2	PUTNEY	I-91	22.41	SB	RIGHT		10	G	N	N	C	43.00419	-72.46839	56007.48	502577.51
578	2	PUTNEY	I-91	22.52	NB	RIGHT			G	N	N	C	43.00572	-72.46834	56177.45	502581.51
566	2	PUTNEY	US-5	3.28	NB	RIGHT		25	G	Y	N	C	43.00005	-72.48652	55547.24	501099.39
567	2	PUTNEY	US-5	3.29	SB	RIGHT		30	G	Y	N	C	42.99983	-72.48659	55523.55	501093.46
568	2	PUTNEY	US-5	3.53	SB	RIGHT		10	N	Y	N	C	42.99787	-72.4823	55305.78	501443.41
569	2	PUTNEY	US-5	3.60	SB	RIGHT		10	N	N	N	C	42.99716	-72.48133	55226.88	501522.78
570	2	PUTNEY	US-5	3.67	SB	RIGHT		8	N	N	N	C	42.99663	-72.48028	55167.42	501608.21
571	2	PUTNEY	US-5	3.75	SB	RIGHT		10	N	N	N	C	42.99667	-72.47893	55172.19	501718.48
598	2	ROCKINGHAM	I-91	31.33	SB	MEDIAN		15	M	N	N	C	43.12646	-72.47224	69590.85	502258.87
599	2	ROCKINGHAM	I-91	31.40	NB	RIGHT		15	G	N	N	C	43.12707	-72.47166	69658.28	502306.17
600	2	ROCKINGHAM	I-91	31.50	NB	RIGHT			G	N	N	C	43.12821	-72.47223	69784.7	502259.93
601	2	ROCKINGHAM	I-91	32.10	NB	RIGHT		10	G	N	N	C	43.13672	-72.47603	70730.19	501950.04
602	2	ROCKINGHAM	I-91	32.20	SB	RIGHT		10	G	N	N	C	43.13788	-72.47728	70859.81	501848.59
603	2	ROCKINGHAM	I-91	32.35	NB	RIGHT		40	G	N	N	C	43.14045	-72.4752	71145.29	502017.45
605	2	ROCKINGHAM	I-91	32.73	SB	RIGHT		15	G	N	N	C	43.14577	-72.47498	71735.69	502034.87
606	2	ROCKINGHAM	I-91	32.79	NB	MEDIAN		15	G	Y	N	C	43.14663	-72.47452	71831.82	502072.96
607	2	ROCKINGHAM	I-91	32.86	SB	MEDIAN		10	G	N	N	C	43.14735	-72.47485	71911.5	502046.09
609	2	ROCKINGHAM	I-91	32.91	NB	RIGHT		10	G	N	N	C	43.14866	-72.47448	72056.82	502075.68
610	2	ROCKINGHAM	I-91	33.39	SB	MEDIAN		10	L	N	N	C	43.15532	-72.4727	72796.52	502220.08
612	2	ROCKINGHAM	I-91	33.41	NB	MEDIAN		10	G	N	N	C	43.15512	-72.4727	72774.69	502220.15
613	2	ROCKINGHAM	I-91	33.69	SB	RIGHT		10	L	N	N	C	43.15867	-72.46869	73168.64	502545.98
614	2	ROCKINGHAM	I-91	33.87	SB	RIGHT		20	M	N	N	C	43.16041	-72.46617	73362.97	502751.51
615	2	ROCKINGHAM	I-91	34.11	SB	RIGHT		10	M	N	N	C	43.1633	-72.46355	73683.95	502963.79
616	2	ROCKINGHAM	I-91	34.25	SB	RIGHT		5	M	N	N	C	43.16516	-72.46274	73890.65	503029.58
617	2	ROCKINGHAM	I-91	34.79	NB	MEDIAN		10	G	N	N	C	43.17296	-72.46253	74756.56	503046.57
618	2	ROCKINGHAM	I-91	34.84	SB	MEDIAN		10	G	N	N	C	43.17367	-72.46273	74835.58	503030.02
620	2	ROCKINGHAM	I-91	36.35	NB	MEDIAN		15	G	N	N	C	43.19425	-72.45613	77122.7	503565.39
621	2	ROCKINGHAM	I-91	36.41	NB	RIGHT			G	N	N	C	43.19501	-72.45562	77206.48	503606.9
622	2	ROCKINGHAM	I-91	36.51	NB	MEDIAN		10	G	N	N	C	43.19643	-72.45553	77364.3	503614.62
623	2	ROCKINGHAM	I-91	36.60	SB	RIGHT		15	G	Y	N	C	43.19786	-72.45615	77522.84	503564.05
625	2	ROCKINGHAM	I-91	36.76	NB	MEDIAN		10	G	N	N	C	43.19989	-72.45569	77748.79	503601.1
626	2	ROCKINGHAM	I-91	37.07	NB	RIGHT		10	G	N	N	C	43.20447	-72.45631	78257.46	503550.29
627	2	ROCKINGHAM	I-91	37.25	NB	RIGHT		10	G	N	N	C	43.20686	-72.45529	78523.04	503633.25
628	2	ROCKINGHAM	I-91	37.26	NB	MEDIAN		10	G	N	N	C	43.20726	-72.4552	78567.84	503640.59
629	2	ROCKINGHAM	I-91	37.27	SB	MEDIAN		10	G	N	N	C	43.20737	-72.45556	78579.59	503611.67
630	2	ROCKINGHAM	I-91	37.33	SB	RIGHT		15	G	Y	N	C	43.20825	-72.45539	78677.13	503624.72
631	2	ROCKINGHAM	I-91	37.44	NB	RIGHT		15	G	N	N	C	43.20944	-72.45331	78810.33	503793.88
632	2	ROCKINGHAM	I-91	37.45	SB	MEDIAN		10	G	N	N	C	43.2097	-72.45435	78838.51	503709.92
633	2	ROCKINGHAM	I-91	37.48	SB	RIGHT		20	G	N	N	C	43.20987	-72.45459	78858.07	503689.75
634	2	ROCKINGHAM	I-91	37.56	NB	MEDIAN		15	G	Y	N	C	43.21096	-72.45308	78978.8	503812.92
636	2	ROCKINGHAM	I-91	38.27	SB	MEDIAN		5	G	N	N	C	43.22123	-72.45397	80119.6	503739.31
637	2	ROCKINGHAM	I-91	38.28	NB	MEDIAN		10	G	N	N	C	43.22141	-72.4538	80139.89	503753.6

CUT NO.	DISTRICT	TOWNSHIP	HIGHWAY	MM	TRAVEL DIRECTION	CUT LOCATION	AADT 2004	HEIGHT	DITCH	RECENT ROCKFALL?	WATER/ICE	PRELIM RANKING	LATITUDE	LONGITUDE	NORTHING	EASTING
639	2	ROCKINGHAM	I-91	38.97	NB	RIGHT		15	G	N	N	C	43.23082	-72.4491	81184.77	504134.94
640	2	ROCKINGHAM	I-91	39.06	SB	MEDIAN		8	G	N	N	C	43.23195	-72.44864	81310.26	504172.09
642	2	ROCKINGHAM	I-91	39.07	NB	MEDIAN		10	G	N	N	C	43.23215	-72.4483	81332.88	504199.39
581	2	ROCKINGHAM	US-5	2.17	SB	RIGHT		10	M	N	N	C	43.15238	-72.45891	72470.27	503342
584	2	ROCKINGHAM	US-5	4.23	SB	RIGHT		5	N	N	N	C	43.18171	-72.46077	75729.08	503189.17
585	2	ROCKINGHAM	US-5	4.25	NB	RIGHT		10	N	N	N	C	43.18164	-72.46057	75720.75	503205.9
586	2	ROCKINGHAM	US-5	4.43	SB	RIGHT		10	N	N	N	C	43.18327	-72.45722	75902.01	503477.73
589	2	ROCKINGHAM	US-5	5.41	SB	RIGHT		10	G	N	N	C	43.19333	-72.45147	77020.73	503944.25
590	2	ROCKINGHAM	US-5	5.78	SB	RIGHT		10	G	N	N	C	43.19864	-72.45258	77610.13	503854.42
591	2	ROCKINGHAM	US-5	7.29	SB	RIGHT		10	M	N	N	C	43.21972	-72.45185	79952.38	503912.06
592	2	ROCKINGHAM	US-5	7.49	SB	RIGHT		10	G	N	N	C	43.22263	-72.45241	80275.2	503866.06
593	2	ROCKINGHAM	US-5	7.92	SB	RIGHT		15	G	N	N	C	43.22278	-72.4452	80292.63	504452.51
594	2	ROCKINGHAM	US-5	8.50	SB	RIGHT		25	G	Y	N	C	43.22844	-72.43724	80921.05	505098.28
597	2	ROCKINGHAM	US-5	8.85	SB	RIGHT		8	G	N	N	C	43.23319	-72.43823	81449.27	505017.84
644	2	ROCKINGHAM	VT-103	0.85	SB	RIGHT		10	G	N	N	C	43.18202	-72.4739	75763.47	502121.97
645	2	ROCKINGHAM	VT-103	1.31	SB	RIGHT		5	G	N	N	C	43.1865	-72.48101	76260.79	501543.83
661	2	SPRINGFIELD	I-91	39.20	SB	RIGHT		10	G	N	N	C	43.23378	-72.44811	81514.4	504215.16
662	2	SPRINGFIELD	I-91	39.23	NB	RIGHT		15	G	N	N	C	43.23434	-72.4472	81576.28	504288.7
663	2	SPRINGFIELD	I-91	39.26	SB	MEDIAN		10	G	N	N	C	43.23463	-72.44774	81608.26	504245.27
664	2	SPRINGFIELD	I-91	39.32	SB	RIGHT		8	G	N	N	C	43.23538	-72.44806	81691.65	504219.29
665	2	SPRINGFIELD	I-91	39.67	SB	MEDIAN		15	G	N	N	C	43.24067	-72.44832	82279.82	504197.34
667	2	SPRINGFIELD	I-91	39.95	SB	MEDIAN		10	G	N	N	C	43.24484	-72.44853	82743.02	504180.33
668	2	SPRINGFIELD	I-91	39.97	NB	RIGHT		10	G	N	N	C	43.24484	-72.44744	82743.19	504268.58
670	2	SPRINGFIELD	I-91	40.10	NB	RIGHT		15	G	N	N	C	43.24629	-72.44662	82904.25	504335.41
673	2	SPRINGFIELD	I-91	40.74	NB	MEDIAN		10	G	N	N	C	43.25438	-72.44068	83803.1	504816.44
674	2	SPRINGFIELD	I-91	40.78	SB	MEDIAN		5	G	N	N	C	43.25445	-72.44083	83811.09	504804.81
675	2	SPRINGFIELD	I-91	43.17	SB	MEDIAN		15	G	N	N	C	43.28641	-72.42817	87362.49	505829.68
676	2	SPRINGFIELD	I-91	43.19	NB	MEDIAN		15	G	N	N	C	43.28652	-72.42773	87374.55	505865.56
677	2	SPRINGFIELD	I-91	43.40	SB	MEDIAN		10	G	N	N	C	43.29005	-72.42763	87766.13	505873.4
678	2	SPRINGFIELD	I-91	43.43	NB	RIGHT		20	G	N	N	C	43.29044	-72.42699	87810.48	505925.09
679	2	SPRINGFIELD	I-91	43.43	NB	MEDIAN		10	G	N	N	C	43.29029	-72.42732	87793.27	505898.57
680	2	SPRINGFIELD	I-91	43.54	NB	RIGHT		25	G	N	N	C	43.29207	-72.42682	87991.23	505938.5
681	2	SPRINGFIELD	I-91	43.55	NB	MEDIAN		10	G	N	N	C	43.29198	-72.42711	87980.75	505914.77
682	2	SPRINGFIELD	I-91	43.55	SB	MEDIAN		20	G	N	N	C	43.29199	-72.42754	87982.02	505880.01
683	2	SPRINGFIELD	I-91	44.00	NB	RIGHT		15	G	N	N	C	43.29882	-72.42593	88740.9	506010.44
684	2	SPRINGFIELD	I-91	44.44	NB	RIGHT		10	G	N	N	C	43.30463	-72.42299	89386.73	506247.96
685	2	SPRINGFIELD	I-91	44.44	NB	MEDIAN		10	G	N	N	C	43.30475	-72.42322	89400.16	506229.65
686	2	SPRINGFIELD	I-91	44.44	SB	RIGHT		20	G	N	N	C	43.30453	-72.4241	89375.49	506157.71
687	2	SPRINGFIELD	I-91	44.57	SB	RIGHT		20	G	N	N	C	43.30603	-72.42314	89542.08	506236.23
688	2	SPRINGFIELD	I-91	44.88	NB	RIGHT		30	G	N	N	C	43.31094	-72.42144	90088	506373.2
689	2	SPRINGFIELD	I-91	44.88	NB	MEDIAN		10	G	N	N	C	43.31103	-72.42174	90097.77	506348.83
690	2	SPRINGFIELD	I-91	44.92	SB	MEDIAN		15	G	N	N	C	43.31111	-72.42188	90106.49	506337.63
691	2	SPRINGFIELD	I-91	45.42	SB	RIGHT		5	G	N	N	C	43.31861	-72.42099	90940.4	506409.19
692	2	SPRINGFIELD	I-91	45.46	NB	RIGHT		15	G	N	N	C	43.31946	-72.42002	91034.72	506487.75
693	2	SPRINGFIELD	I-91	45.46	NB	MEDIAN		10	G	N	N	C	43.31919	-72.42036	91004.55	506459.84
694	2	SPRINGFIELD	I-91	45.48	SB	MEDIAN		15	G	N	N	C	43.31938	-72.42068	91025.67	506434.41
695	2	SPRINGFIELD	I-91	46.10	NB	MEDIAN		10	G	N	N	C	43.32874	-72.41919	92065.05	506553.99
647	2	SPRINGFIELD	US-5	1.18	SB	RIGHT		10	G	N	N	C	43.24954	-72.44073	83265.7	504813.1
648	2	SPRINGFIELD	US-5	1.88	SB	RIGHT		8	G	N	N	C	43.25986	-72.43967	84411.7	504898.39
649	2	SPRINGFIELD	US-5	3.63	SB	RIGHT		15	N	N	N	C	43.26749	-72.42081	85260.48	506429.03
652	2	SPRINGFIELD	US-5	4.97	SB	RIGHT		15	M	Y	N	C	43.28485	-72.41395	87190.11	506983.66
653	2	SPRINGFIELD	US-5	6.20	SB	RIGHT		30	G	Y	N	C	43.3002	-72.40375	88896.52	507809.62
654	2	SPRINGFIELD	VT-10	0.74	WB	RIGHT		10	G	N	N	C	43.33679	-72.53301	92957.63	497323.41
696	2	SPRINGFIELD	VT-106	0.10	NB	RIGHT		6	N	N	N	C	43.30571	-72.49377	89504.27	500505.23
656	2	SPRINGFIELD	VT-11	7.29	NB	RIGHT		8	G	N	N	C	43.27051	-72.45223	85594.6	503878.35
657	2	SPRINGFIELD	VT-11	7.35	SB	RIGHT		25	G	N	N	C	43.27015	-72.45064	85554.76	504007.25
658	2	SPRINGFIELD	VT-11	7.69	SB	RIGHT		20	G	Y	N	C	43.26793	-72.44545	85307.66	504428.79
659	2	SPRINGFIELD	VT-11	7.91	NB	RIGHT		30	G	N	N	C	43.26573	-72.44243	85063.69	504673.61
660	2	SPRINGFIELD	VT-11	8.12	NB	RIGHT		25	G	Y	N	C	43.26489	-72.43824	84971.34	505013.86
697	2	TOWNSHEND	VT-30	2.23	WB	RIGHT		15	L	N	N	C	43.04617	-72.67143	60685.18	486032.07
702	2	TOWNSHEND	VT-30	3.97	WB	RIGHT		10	N	N	N	C	43.05299	-72.69885	61447.89	483799.83
703	2	TOWNSHEND	VT-30	4.27	WB	RIGHT		15	N	N	N	C	43.05643	-72.70161	61830.66	483576.54
708	2	VERNON	I-91	2.53	NB	RIGHT		10	G	N	N	C	42.76593	-72.56308	29541.65	494836.96
709	2	VERNON	I-91	2.91	SB	RIGHT		10	G	N	N	C	42.77204	-72.56189	30220.22	494935.27

CUT NO.	DISTRICT	TOWNSHIP	HIGHWAY	MM	TRAVEL DIRECTION	CUT LOCATION	AADT 2004	HEIGHT	DITCH	RECENT ROCKFALL?	WATER/ICE	PRELIM RANKING	LATITUDE	LONGITUDE	NORTHING	EASTING
711	2	VERNON	I-91	4.61	SB	RIGHT		15	G	N	N	C	42.79605	-72.56192	32887.7	494934.1
712	2	VERNON	I-91	4.72	SB	RIGHT			G	N	N	C	42.79759	-72.56212	33059.22	494918.18
713	2	VERNON	I-91	4.83	SB	RIGHT		10	G	N	N	C	42.79904	-72.56238	33219.91	494896.94
714	2	VERNON	I-91	4.90	NB	RIGHT		10	G	N	N	C	42.80061	-72.562	33394.13	494928.18
715	2	VERNON	VT-142	0.16	SB	RIGHT		5	N	N	N	C	42.72866	-72.46662	25400.32	502733.5
716	2	VERNON	VT-142	3.10	NB	RIGHT		5	L	N	N	C	42.76102	-72.4979	28994.23	500171.98
717	2	VERNON	VT-142	4.28	SB	RIGHT		10	L	N	N	C	42.76666	-72.51752	29621.07	498565.76
718	2	VERNON	VT-142	7.27	SB	RIGHT		15	G	N	N	C	42.8051	-72.54062	33892.15	496677.87
720	2	VERNON	VT-142	7.44	SB	RIGHT		15	G	N	N	C	42.80691	-72.54265	34093.61	496511.9
722	2	VERNON	VT-142	7.65	SB	RIGHT		5	N	N	N	C	42.80974	-72.5442	34407.68	496385.18
725	2	VERNON	VT-142	7.97	SB	RIGHT		5	N	N	N	C	42.81401	-72.54682	34882.15	496170.8
735	2	WEATHERSFIELD	I-91	46.64	NB	RIGHT			G	N	N	C	43.34228	-72.4191	93569.59	506559.57
736	2	WEATHERSFIELD	I-91	46.64	NB	MEDIAN		10	G	N	N	C	43.34218	-72.41945	93558.44	506531.22
737	2	WEATHERSFIELD	I-91	46.80	NB	MEDIAN		10	G	N	N	C	43.34994	-72.41959	94421.09	506518.82
738	2	WEATHERSFIELD	I-91	47.22	SB	RIGHT		15	G	N	N	C	43.34445	-72.41958	93811.32	506520.61
739	2	WEATHERSFIELD	I-91	47.59	SB	MEDIAN		5	G	N	N	C	43.34983	-72.41969	94408.28	506511.45
740	2	WEATHERSFIELD	I-91	49.33	NB	RIGHT		15	G	Y	N	C	43.37445	-72.4226	97143.57	506272.38
741	2	WEATHERSFIELD	I-91	49.54	SB	MEDIAN		15	G	N	N	C	43.37752	-72.42231	97484.3	506295.99
743	2	WEATHERSFIELD	I-91	49.61	NB	RIGHT		10	G	N	N	C	43.3784	-72.42054	97582.55	506439.44
744	2	WEATHERSFIELD	I-91	49.69	NB	MEDIAN		10	G	N	N	C	43.37947	-72.42028	97701.39	506459.78
745	2	WEATHERSFIELD	I-91	49.78	SB	RIGHT		15	G	N	N	C	43.38061	-72.42073	97827.74	506423.64
746	2	WEATHERSFIELD	I-91	49.85	SB	RIGHT		20	G	N	N	C	43.38169	-72.42002	97948.08	506480.59
747	2	WEATHERSFIELD	I-91	50.09	SB	RIGHT		25	G	N	N	C	43.38496	-72.41791	98311.41	506651.52
750	2	WEATHERSFIELD	I-91	50.38	SB	MEDIAN		15	G	N	N	C	43.38886	-72.41587	98744.57	506816.33
754	2	WEATHERSFIELD	I-91	50.91	SB	RIGHT		10	G	N	N	C	43.39655	-72.41505	99599.68	506881.86
755	2	WEATHERSFIELD	I-91	51.68	SB	RIGHT		15	G	N	N	C	43.40681	-72.41434	100739.29	506938.35
756	2	WEATHERSFIELD	I-91	51.82	SB	RIGHT		10	G	N	N	C	43.40871	-72.41449	100949.91	506925.8
757	2	WEATHERSFIELD	I-91	51.91	SB	RIGHT		15	G	N	N	C	43.41006	-72.41479	101100.18	506901.42
759	2	WEATHERSFIELD	I-91	52.41	SB	RIGHT		10	G	N	N	C	43.41738	-72.41449	101913.89	506924.61
760	2	WEATHERSFIELD	I-91	52.52	SB	RIGHT		10	G	N	N	C	43.41872	-72.41309	102062.04	507038.13
761	2	WEATHERSFIELD	I-91	52.61	SB	MEDIAN		10	G	N	N	C	43.41975	-72.41149	102176.62	507167.78
762	2	WEATHERSFIELD	I-91	52.61	NB	RIGHT		20	M	N	N	C	43.41935	-72.41116	102132.95	507194.33
764	2	WEATHERSFIELD	I-91	52.67	SB	RIGHT		10	G	N	N	C	43.42026	-72.4112	102233.86	507190.9
765	2	WEATHERSFIELD	I-91	52.98	SB	RIGHT		15	G	N	N	C	43.42377	-72.40695	102624.2	507534.39
728	2	WEATHERSFIELD	I-91		SB	INT. 8 RAMP A LEFT		10	G	N	N	C	43.40194	-72.41489	100198.53	506894.62
729	2	WEATHERSFIELD	I-91		SB	INT. 8 RAMP A RIGHT		10	G	N	N	C	43.40184	-72.41502	100186.51	506883.8
734	2	WEATHERSFIELD	US-5	3.09	SB	RIGHT		20	L	N	N	C	43.3797	-72.41693	97727.57	506731.63
766	2	WEATHERSFIELD	VT-106	0.86	NB	RIGHT		12	N	N	N	C	43.35554	-72.52255	95040.46	498171.9
767	2	WEATHERSFIELD	VT-106	3.19	NB	RIGHT		15	L	N	N	C	43.38436	-72.51227	98242.07	499005.95
768	2	WEATHERSFIELD	VT-106	3.41	NB	RIGHT		8	L	N	N	C	43.38741	-72.51354	98580.75	498902.53
771	2	WEATHERSFIELD	VT-131	2.00	NB	RIGHT		10	N	N	N	C	43.40613	-72.50592	100659.8	499520.16
772	2	WEATHERSFIELD	VT-131	2.18	SB	RIGHT		20	N	N	N	C	43.40824	-72.50397	100894.66	499678.11
773	2	WEATHERSFIELD	VT-131	3.25	NB	RIGHT		8	G	N	N	C	43.41891	-72.49339	102079.43	500535.62
774	2	WEATHERSFIELD	VT-131	4.23	SB	RIGHT		10	G	Y	N	C	43.4271	-72.48061	102990.4	501570.32
775	2	WEATHERSFIELD	VT-131	4.24	NB	RIGHT		6	G	N	N	C	43.42726	-72.4805	103007.25	501579.08
776	2	WEATHERSFIELD	VT-131	6.91	NB	RIGHT		10	N	N	N	C	43.40664	-72.43667	100718.8	505129.24
777	2	WEATHERSFIELD	VT-131	8.13	SB	RIGHT		10	G	N	N	C	43.40306	-72.41459	100322.64	506918.62
778	2	WEATHERSFIELD	VT-131	8.14	NB	RIGHT		20	G	N	N	C	43.40255	-72.41414	100265.4	506955.25
779	2	WEATHERSFIELD	VT-131	8.16	SB	RIGHT		20	G	N	N	C	43.4022	-72.41461	100227.12	506917.11
780	2	WEATHERSFIELD	VT-131	8.16	NB	RIGHT		25	G	N	N	C	43.4034	-72.4141	100360.82	506957.9
781	2	WESTMINSTER	I-91	24.56	SB	RIGHT		5	G	N	N	C	43.03477	-72.46932	59404.88	502500.39
782	2	WESTMINSTER	I-91	25.04	SB	RIGHT		10	G	N	N	C	43.04169	-72.46956	60174.04	502479.95
783	2	WESTMINSTER	I-91	26.79	SB	RIGHT		15	G	N	N	C	43.06779	-72.47023	63073.2	502424.55
784	2	WESTMINSTER	I-91	26.85	NB	RIGHT		10	G	N	N	C	43.06772	-72.46968	63065.62	502469.63
785	2	WESTMINSTER	I-91	27.50	SB	RIGHT		15	G	N	N	C	43.07846	-72.46473	64258.94	502872.22
786	2	WESTMINSTER	I-91	27.66	SB	RIGHT		15	G	N	N	C	43.08091	-72.46336	64530.49	502983.85
787	2	WESTMINSTER	I-91	27.89	SB	RIGHT		15	G	N	N	C	43.08434	-72.46139	64912.28	503143.93
788	2	WESTMINSTER	I-91	28.01	SB	RIGHT		20	G	Y	N	C	43.086	-72.46038	65096.91	503225.75
789	2	WESTMINSTER	I-91	29.51	SB	RIGHT		25	G	Y	N	C	43.10402	-72.45487	67098.27	503673.75
790	2	WESTMINSTER	I-91	29.64	NB	RIGHT			M	N	N	C	43.1057	-72.45456	67285.09	503698.78
792	2	WESTMINSTER	I-91		SB	INT. 5 RAMP B LEFT		15	G	N	N	C	43.09158	-72.45651	65716.97	503541.03
793	2	WESTMINSTER	I-91		SB	INT. 5 RAMP B RIGHT		20	G	N	N	C	43.09213	-72.45634	65778.02	503554.76
795	2	WESTON	VT-100	5.33	SB	RIGHT		5	L	N	N	C	43.32063	-72.78459	91200.36	476916.32
748	2	WEATHERSFIELD	I-91	50.19	NB	RIGHT		35	G	Y	N	C	43.38608	-72.41649	98436.37	506766.07

CUT NO.	DISTRICT	TOWNSHIP	HIGHWAY	MM	TRAVEL DIRECTION	CUT LOCATION	AADT 2004	HEIGHT	DITCH	RECENT ROCKFALL?	WATER/ICE	PRELIM RANKING	LATITUDE	LONGITUDE	NORTHING	EASTING
758	2	WEATHERSFIELD	I-91	52.34	NB	RIGHT		20	M	N	N	C	43.41613	-72.41456	101774.96	506919.62
791	2	WESTMINSTER	I-91	31.25	NB	RIGHT		15	G	Y	N	C	43.12498	-72.46985	69426.82	502453.31
495	2	GUILFORD	US-5	4.53	SB	RIGHT		6	M	N	N	C	42.79289	-72.56451	32536.8	494722.53
496	2	GUILFORD	US-5	4.62	SB	RIGHT		10	M	N	N	C	42.79429	-72.56415	32691.76	494751.56
497	2	GUILFORD	US-5	4.74	SB	RIGHT		10	G	N	N	C	42.79578	-72.56369	32857.81	494789.3
16	3	BRANDON	US-7	3.30	SB	RIGHT	8000	20	L	Y	N	A	43.79337	-73.07904	143845.62	453398.53
17	3	BRIDGEWATER	VT-100A	0.23	SB	RIGHT	820	30	L	Y	Y	A	43.57165	-72.67608	119064.53	485776.42
19	3	CASTLETON	US-4	3.86	WB	RIGHT	9700	35	G	Y	N	A	43.61019	-73.23693	123595.27	440509.89
20	3	CAVENDISH	VT-103	0.74	SB	RIGHT	5500	35	M	Y	N	A	43.35769	-72.63371	95287.2	489161.39
21	3	CAVENDISH	VT-103	0.82	NB	RIGHT	5500	35	L	Y	N	A	43.35939	-72.63411	95476.58	489128.63
22	3	CHESTER	VT-103	8.33	NB	RIGHT	6700	85	G	Y	N	A	43.33083	-72.61428	92300.37	490731.66
24	3	HUBBARDTON	VT-30	3.08	SB	RIGHT	1600	25	L	Y	N	A	43.72258	-73.18418	136044.65	444871.33
25	3	HUBBARDTON	VT-30	3.79	NB	RIGHT	1600	40	M	N	N	A	43.7322	-73.18046	137111.34	445180.24
26	3	HUBBARDTON	VT-30	3.94	NB	RIGHT	1600	25	M	Y	N	A	43.73435	-73.18014	137350.44	445207.42
27	3	MENDON	US-4	2.30	EB	RIGHT	11400	35	G	Y	Y	A	43.64883	-72.90696	127703.95	467168.92
28	3	PLYMOUTH	VT-100	7.63	NB	RIGHT	1200	60	M	Y	N	A	43.55874	-72.75989	117647.71	479002.49
29	3	PLYMOUTH	VT-100A	0.11	NB	RIGHT	930	60	L	N	N	A	43.53037	-72.73629	114489.96	480899.83
30	3	PROCTOR	VT-3	0.49	NB	RIGHT	3600	60	G	Y	N	A	43.63113	-73.03378	125795.21	456924.33
31	3	RUTLAND TOWN	VT-3	1.62	NB	RIGHT	3600	30	G	Y	N	A	43.62456	-73.02726	125062.21	457446
32	3	WALLINGFORD	US-7	3.11	SB	RIGHT	5000	50	G	Y	N	A	43.44029	-72.9894	104570.97	460381.75
33	3	WALLINGFORD	VT-140	2.45	EB	RIGHT	1100	30	M	Y	N	A	43.45617	-72.9377	106312.45	464575.7
36	3	WELLS	VT-30	4.94	NB	RIGHT	1800	30	L	Y	N	A	43.46204	-73.20541	107113.6	442915.21
37	3	WEST RUTLAND	US-4	13.51	EB	RIGHT	14200	25	G	Y	Y	A	43.59962	-73.05882	122308.65	454880.67
18	3	CASTLETON	US-4	3.75	WB	RIGHT	9700	35	G	Y	N	A	43.60912	-73.23858	123477.19	440375.59
34	3	WELLS	VT-30	4.19	NB	RIGHT	1800	15	L	Y	N	A	43.45156	-73.20394	105947.58	443023.98
35	3	WELLS	VT-30	4.31	NB	RIGHT	1800	10	M	Y	N	A	43.45321	-73.20427	106131.03	442998.74
23	3	HUBBARDTON	VT-30	3.02	SB	RIGHT	1600	35	L	Y	N		43.72168	-73.18459	135944.99	444837.75
812	3	BRANDON	VT-73	4.22	EB	RIGHT		15	M	Y	Y	B	43.81027	-73.07567	145721.32	453682.39
830	3	CASTLETON	US-4	3.58	WB	RIGHT		20	G	Y	N	B	43.60739	-73.24146	123286.63	440141.92
833	3	CASTLETON	US-4	3.74	EB	MEDIAN		25	G	Y	N	B	43.60823	-73.23885	123378.55	440353.44
851	3	CASTLETON	US-4	5.97	WB	RIGHT		20	G	Y	N	B	43.62114	-73.1987	124784.96	443606.62
858	3	CASTLETON	US-4	7.24	WB	RIGHT		60	G	Y	N	B	43.61743	-73.17715	124357.94	445342.58
861	3	CASTLETON	US-4	8.44	EB	MEDIAN		20	G	Y	N	B	43.61498	-73.15191	124069.47	447377.36
863	3	CASTLETON	US-4	8.48	WB	RIGHT		40	G	Y	N	B	43.61512	-73.151	124084.92	447451.64
864	3	CASTLETON	US-4	8.65	WB	RIGHT		25	G	Y	N	B	43.61492	-73.14727	124059.58	447752.11
868	3	CASTLETON	US-4	8.87	WB	RIGHT		35	G	Y	N	B	43.61557	-73.14239	124128.74	448146.86
878	3	CASTLETON	VT-30	5.10	NB	RIGHT		20	M	Y	N	B	43.65859	-73.19062	128939.62	444293.65
886	3	CAVENDISH	VT-103	0.55	NB	RIGHT		25	M	N	N	B	43.35511	-72.63208	95000.62	489292.62
887	3	CAVENDISH	VT-103	0.92	NB	RIGHT		40	M	N	N	B	43.36048	-72.63383	95597.14	489151.42
888	3	CAVENDISH	VT-103	1.15	NB	RIGHT		30	M	N	N	B	43.36348	-72.63442	95930.16	489104.49
913	3	CLARENDON	VT-133	0.03	SB	RIGHT		15	L	N	N	B	43.55198	-73.03769	117004.64	456552.21
941	3	GOSHEN	VT-73	0.62	WB	RIGHT		15	G	Y	N	B	43.84344	-73.01793	149376.33	458351.55
946	3	GOSHEN	VT-73	3.43	EB	RIGHT		20	G	N	N	B	43.83985	-72.96709	148952.54	462437.33
954	3	HUBBARDTON	VT-30	2.23	NB	RIGHT		25	G	Y	N	B	43.7102	-73.18449	134669.89	444835.22
972	3	IRA	VT-133	1.18	SB	RIGHT		10	G	N	N	B	43.51098	-73.07346	112468.12	453630.26
978	3	IRA	VT-133	4.42	SB	RIGHT		15	G	N	Y	B	43.5478	-73.04309	116542.39	456112.82
981	3	KILLINGTON	US-4	4.02	EB	RIGHT		30	G	N	N	B	43.66093	-72.77611	129005.44	477729.3
988	3	LEICESTER	US-7	3.00	NB	RIGHT		30	G	Y	N	B	43.88723	-73.10458	154288.37	451418.84
993	3	LUDLOW	VT-100	8.09	SB	RIGHT		<10	M	Y	N	B	43.45936	-72.70843	106594.9	483131.9
1025	3	MOUNT HOLLY	VT-155	6.41	SB	RIGHT		25	G	Y	N	B	43.43534	-72.8583	103967.84	470992.35
1048	3	PITTSFIELD	VT-100	2.25	NB	RIGHT		10	L	N	N	B	43.74952	-72.82057	138860.69	474181.4
1097	3	POULTNEY	VT-30	9.13	SB	RIGHT		10	L	N	N	B	43.58071	-73.21462	120303.25	442282.75
1109	3	PROCTOR	VT-3	1.88	NB	RIGHT		50	G	Y	N	B	43.65099	-73.03212	128001.8	457072.9
1133	3	SUDBURY	VT-30	1.18	SB	RIGHT		15	G	Y	N	B	43.76584	-73.19703	140860.29	443876.43
1166	3	WALLINGFORD	VT-140	1.52	EB	RIGHT		20	N	Y	N	B	43.46185	-72.95206	106949.7	463417.41
1168	3	WALLINGFORD	VT-140	2.51	WB	RIGHT		30	L	N	N	B	43.45614	-72.93651	106308.3	464671.86
1180	3	WELLS	VT-30	4.29	NB	RIGHT		10	M	Y	N	B	43.45297	-73.2041	106105.06	443012.63
1183	3	WELLS	VT-30	4.82	NB	RIGHT		40	G	Y	N	B	43.46036	-73.20562	106926.64	442896.14
1196	3	WEST HAVEN		0.85	SB	RIGHT		25	G	Y	N	B	43.639	-73.29798	126840.93	435612.76
1201	3	WEST HAVEN		1.26	NB	RIGHT		25	G	Y	N	B	43.64489	-73.29738	127494.6	435666.83
1204	3	WEST RUTLAND	US-4	13.22	EB	RIGHT		35	G	Y	Y	B	43.60272	-73.06285	122654.96	454557.12
1206	3	WEST RUTLAND	US-4	13.24	WB	MEDIAN		15	M	Y	N	B	43.60275	-73.0623	122657.54	454601.87
1211	3	WEST RUTLAND	US-4	13.96	EB	RIGHT		15	G	Y	N	B	43.5938	-73.05534	121660.24	455157.02
796	3	BENSON	VT-22A	1.37	SB	RIGHT	4700	15	G	N	N	B-	43.68874	-73.29024	132361.55	436289.72

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805	3	BRANDON	US-7	2.35	NB	RIGHT		50	G	N	N	B-	43.7854	-73.06532	142952.88	454496.33
815	3	BRANDON	VT-73	6.48	EB	RIGHT		25	M	N	N	B-	43.8326	-73.04412	148185.31	456237.12
822	3	BRIDGEWATER	VT-100A	0.59	SB	RIGHT		15	G	N	Y	B-	43.57256	-72.67108	119164.53	486180.39
837	3	CASTLETON	US-4	4.00	WB	RIGHT		40	G	Y	N	B-	43.6112	-73.23453	123704.95	440705.09
903	3	CLARENDON	US-7	1.00	SB	RIGHT		20	G	Y	N	B-	43.50946	-72.96763	112246.01	462187.07
908	3	CLARENDON	US-7	1.50	NB	RIGHT		15	G	N	N	B-	43.51651	-72.96736	113029.17	462213.01
943	3	GOSHEN	VT-73	3.02	WB	RIGHT		35	G	N	N	B-	43.84233	-72.97377	149231.54	461901.41
955	3	HUBBARDTON	VT-30	2.94	SB	RIGHT		30	M	N	N	B-	43.72042	-73.18472	135805.38	444825.85
959	3	HUBBARDTON	VT-30	3.72	NB	RIGHT		20	G	N	N	B-	43.73121	-73.18047	137001.45	445178.45
966	3	IRA	US-4	10.35	WB	RIGHT		20	G	Y	N	B-	43.61415	-73.11163	123952.19	450628.11
967	3	IRA	US-4	10.62	WB	RIGHT		30	G	Y	N	B-	43.61393	-73.10544	123923.97	451128.2
1014	3	MOUNT HOLLY	VT-155	0.52	NB	RIGHT		15	G	N	N	B-	43.37407	-72.78742	97138	476706.67
1022	3	MOUNT HOLLY	VT-155	1.39	NB	RIGHT		15	G	N	N	B-	43.38243	-72.79925	98070.18	475751.37
1027	3	MOUNT HOLLY	VT-155	6.95	NB	RIGHT		10	G	Y	N	B-	43.44067	-72.86426	104561.68	470511.84
1086	3	POULTNEY	VT-30	0.20	NB	RIGHT		10	L	N	N	B-	43.46711	-73.20471	107676.37	442976.1
1098	3	POULTNEY	VT-31	0.15	SB	RIGHT		15	L	N	N	B-	43.46438	-73.2434	107400.03	439843.31
1108	3	PROCTOR	VT-3	1.71	NB	RIGHT		20	G	Y	N	B-	43.64864	-73.03312	127740.9	456990.41
1116	3	RUTLAND TOWN	VT-3	0.92	NB	RIGHT		20	G	Y	N	B-	43.61648	-73.01993	124161.37	458032.33
1143	3	SUDBURY	VT-30	4.61	NB	RIGHT		15	M	N	N	B-	43.81357	-73.19768	146163.55	443869.09
1173	3	WALLINGFORD	VT-140	2.97	WB	RIGHT		15	L	Y	N	B-	43.45857	-72.92904	106575.22	465278.48
1178	3	WELLS	VT-30	4.16	NB	RIGHT		<10	N	N	N	B-	43.45122	-73.2038	105909.73	443035.32
1179	3	WELLS	VT-30	4.24	NB	RIGHT		15	L	Y	N	B-	43.45236	-73.20407	106037.36	443014.07
1182	3	WELLS	VT-30	4.49	NB	RIGHT		10	L	Y	N	B-	43.45583	-73.20493	106423.04	442948.07
1207	3	WEST RUTLAND	US-4	13.45	WB	MEDIAN		15	M	Y	N	B-	43.60039	-73.05907	122393.71	454860.54
202	3	SHREWSBURY	VT-103	3.49	NB	RIGHT	6200	20	G	Y	N	B+	43.51688	-72.91975	113049.79	466062.93
198	3	CASTLETON	US-4	6.41	EB	RIGHT	12100	40	G	Y	N	B+	43.62244	-73.1899	124922.74	444318.02
199	3	CASTLETON	VT-30	4.93	NB	RIGHT	3600	20	G	Y	N	B+	43.65657	-73.19255	128716.28	444135.47
200	3	HUBBARDTON	VT-30	3.35	NB	RIGHT	1600	20	G	Y	N	B+	43.72617	-73.18251	136443.03	445009.43
201	3	MOUNT HOLLY	VT-155	0.21	NB	RIGHT	870	25	G	Y	Y	B+	43.37002	-72.7888	96688.75	476593.85
203	3	SUDBURY	VT-30	1.86	NB	RIGHT	1600	15	G	Y	N	B+	43.77487	-73.20254	141867.34	443441.26
204	3	WELLS	VT-30	4.56	NB	RIGHT	1800	20	N	Y	N	B+	43.45677	-73.205	106527.98	442943.23
797	3	BENSON	VT-22A	1.66	NB	RIGHT		10	G	N	N	C	43.69237	-73.29282	132767.01	436085.21
798	3	BENSON	VT-22A	3.32	NB	RIGHT		<10	L	N	N	C	43.71598	-73.2986	135394.51	435645.15
799	3	BENSON	VT-22A	4.46	NB	RIGHT		10	G	N	N	C	43.73185	-73.30392	137161.43	435232.89
800	3	BENSON	VT-22A	4.57	NB	RIGHT		10	G	N	N	C	43.73348	-73.30462	137343.12	435178.77
801	3	BENSON	VT-22A	4.59	SB	RIGHT		10	G	N	N	C	43.73351	-73.30481	137346.34	435163.26
802	3	BENSON	VT-22A	4.65	SB	RIGHT		<10	G	N	N	C	43.73451	-73.30526	137458.04	435128.09
803	3	BENSON	VT-22A	4.79	NB	RIGHT		<10	G	N	N	C	43.73651	-73.30613	137680.6	435059.91
804	3	BENSON	VT-22A	4.99	NB	RIGHT		15	M	N	N	C	43.73936	-73.30662	137997.76	435023.75
806	3	BRANDON	US-7	2.76	NB	RIGHT		<10	G	N	N	C	43.78763	-73.07279	143204.42	453896.82
807	3	BRANDON	US-7	2.85	NB	RIGHT		10	G	Y	N	C	43.78803	-73.07467	143249.91	453745.54
808	3	BRANDON	US-7	2.92	NB	RIGHT		15	G	N	N	C	43.78843	-73.07604	143295.12	453635.84
809	3	BRANDON	US-7	3.01	NB	RIGHT		15	G	Y	N	C	43.78941	-73.07741	143404.13	453526.22
810	3	BRANDON	US-7	5.89	NB	RIGHT		10	M	N	N	C	43.82203	-73.10394	147043.61	451417.12
811	3	BRANDON	VT-73	2.14	EB	RIGHT		<10	G	N	N	C	43.80162	-73.11053	144780.58	450870.86
813	3	BRANDON	VT-73	4.82	EB	RIGHT		10	L	N	N	C	43.81603	-73.06786	146357.28	454315.56
814	3	BRANDON	VT-73	5.02	WB	RIGHT		10	G	N	N	C	43.81711	-73.06406	146474.54	454621.66
816	3	BRANDON	VT-73	6.56	EB	RIGHT		10	G	N	N	C	43.8336	-73.04336	148295.86	456298.72
817	3	BRANDON	VT-73	6.88	EB	RIGHT		<10	G	N	N	C	43.83782	-73.04046	148762.78	456535.68
818	3	BRANDON	VT-73	6.97	EB	RIGHT		10	G	N	Y	C	43.83861	-73.03892	148850.57	456659.57
819	3	BRANDON	VT-73	7.02	EB	RIGHT		10	G	N	Y	C	43.83846	-73.03798	148833.21	456735.16
820	3	BRANDON	VT-73	7.09	EB	RIGHT		10	G	N	N	C	43.83852	-73.03651	148838.55	456853.28
821	3	BRIDGEWATER	VT-100A	0.52	SB	RIGHT		15	M	N	N	C	43.57301	-72.67216	119214.24	486093.49
823	3	BRIDGEWATER	VT-100A	0.72	SB	RIGHT		10	G	N	N	C	43.5714	-72.66912	119035.04	486338.5
824	3	BRIDGEWATER	VT-100A	0.89	SB	RIGHT		10	M	N	N	C	43.57155	-72.66611	119051.85	486581.79
825	3	BRIDGEWATER	VT-100A	1.57	SB	RIGHT		10	M	N	N	C	43.57943	-72.65863	119925.41	487187.57
826	3	BRIDGEWATER	VT-100A	1.98	SB	RIGHT		15	L	N	N	C	43.5849	-72.65694	120532.97	487325.13
827	3	CASTLETON	US-4	0.44	WB	RIGHT		30	G	N	N	C	43.58998	-73.28785	121386.65	436378.44
828	3	CASTLETON	US-4	2.72	WB	RIGHT		15	G	N	N	C	43.60565	-73.25708	123104.48	438878.73
829	3	CASTLETON	US-4	2.78	WB	MEDIAN		15	G	N	N	C	43.60542	-73.25608	123078.23	438959.51
831	3	CASTLETON	US-4	3.61	EB	MEDIAN		15	G	N	N	C	43.60669	-73.24118	123209.09	440163.77
832	3	CASTLETON	US-4	3.71	EB	RIGHT		10	G	N	N	C	43.6078	-73.23907	123330.61	440334.89
834	3	CASTLETON	US-4	3.77	WB	MEDIAN		30	G	N	N	C	43.60884	-73.23862	123445.59	440372.23
835	3	CASTLETON	US-4	3.78	EB	RIGHT		25	G	Y	N	C	43.6087	-73.23804	123430.27	440418.64

CUT NO.	DISTRICT	TOWNSHIP	HIGHWAY	MM	TRAVEL DIRECTION	CUT LOCATION	AADT 2004	HEIGHT	DITCH	RECENT ROCKFALL?	WATER/ICE	PRELIM RANKING	LATITUDE	LONGITUDE	NORTHING	EASTING
836	3	CASTLETON	US-4	3.97	EB	RIGHT		15	G	N	N	C	43.6107	-73.23472	123649.77	440688.86
838	3	CASTLETON	US-4	4.63	WB	RIGHT		10	G	N	N	C	43.61356	-73.22281	123959.47	441652.95
839	3	CASTLETON	US-4	4.69	WB	MEDIAN		<10	G	N	N	C	43.61374	-73.2209	123977.79	441807.21
840	3	CASTLETON	US-4	4.70	EB	RIGHT		<10	G	N	N	C	43.61311	-73.22049	123907.69	441839.72
841	3	CASTLETON	US-4	4.70	EB	MEDIAN		<10	G	N	N	C	43.61331	-73.22046	123929.51	441843.03
842	3	CASTLETON	US-4	4.72	WB	MEDIAN		20	G	Y	N	C	43.61369	-73.22101	123972.07	441798.83
843	3	CASTLETON	US-4	4.90	EB	RIGHT		10	G	N	N	C	43.61372	-73.21684	123972.72	442135.33
844	3	CASTLETON	US-4	4.90	EB	MEDIAN		15	G	Y	N	C	43.61387	-73.21692	123989.92	442128.85
845	3	CASTLETON	US-4	4.94	WB	MEDIAN		20	G	N	N	C	43.61455	-73.21695	124065.06	442127.08
846	3	CASTLETON	US-4	4.95	WB	RIGHT		20	G	Y	N	C	43.61492	-73.21608	124104.98	442197.71
847	3	CASTLETON	US-4	4.96	EB	RIGHT		10	G	N	N	C	43.61394	-73.21577	123996.56	442221.47
848	3	CASTLETON	US-4	5.92	EB	RIGHT		15	G	N	N	C	43.62033	-73.19862	124694.91	443612.11
849	3	CASTLETON	US-4	5.92	EB	RIGHT		35	G	N	N	C	43.62038	-73.19874	124700.06	443602.21
850	3	CASTLETON	US-4	5.97	WB	MEDIAN		20	G	N	N	C	43.62089	-73.19881	124757.32	443597.13
852	3	CASTLETON	US-4	6.05	EB	RIGHT		20	G	N	N	C	43.62148	-73.19659	124821.3	443777.3
853	3	CASTLETON	US-4	6.31	EB	RIGHT		10	G	Y	N	C	43.62261	-73.19191	124943.31	444156.13
854	3	CASTLETON	US-4	6.41	EB	MEDIAN		30	G	Y	N	C	43.6226	-73.18985	124940.82	444321.79
855	3	CASTLETON	US-4	6.43	WB	MEDIAN		25	G	N	N	C	43.62311	-73.19005	124998.11	444306.55
856	3	CASTLETON	US-4	6.46	WB	RIGHT		15	G	N	N	C	43.62327	-73.18968	125015.63	444336.9
857	3	CASTLETON	US-4	7.23	EB	RIGHT		15	G	Y	N	C	43.61651	-73.17614	124254.99	445423.17
859	3	CASTLETON	US-4	7.60	WB	RIGHT		10	G	N	N	C	43.61678	-73.1685	124280.53	446039.79
860	3	CASTLETON	US-4	8.16	WB	RIGHT		<10	G	N	N	C	43.61719	-73.15808	124319.5	446881.53
862	3	CASTLETON	US-4	8.46	WB	MEDIAN		10	G	Y	N	C	43.61521	-73.15178	124094.98	447387.99
865	3	CASTLETON	US-4	8.66	EB	MEDIAN		20	M	N	N	C	43.61439	-73.14764	124001.44	447721.76
866	3	CASTLETON	US-4	8.76	WB	RIGHT		10	G	N	N	C	43.61521	-73.14499	124090.67	447936.41
867	3	CASTLETON	US-4	8.87	WB	MEDIAN		30	G	N	N	C	43.61537	-73.14277	124106.62	448116.15
869	3	CASTLETON	US-4	8.88	EB	MEDIAN		15	M	N	N	C	43.61505	-73.14246	124071.36	448140.34
870	3	CASTLETON	US-4	9.16	WB	RIGHT		15	G	Y	N	C	43.61637	-73.13659	124214.25	448615.19
871	3	CASTLETON	US-4	10.21	WB	RIGHT		10	G	N	N	C	43.61441	-73.11458	123983.7	450390.56
872	3	CASTLETON	VT-30	3.52	NB	RIGHT		20	G	N	N	C	43.63728	-73.2018	126579.92	443371.3
873	3	CASTLETON	VT-30	4.42	SB	RIGHT		<10	L	N	N	C	43.64945	-73.19564	127927.36	443880.14
874	3	CASTLETON	VT-30	4.75	NB	RIGHT		<10	G	N	N	C	43.6541	-73.19383	128443.11	444030.49
875	3	CASTLETON	VT-30	4.86	NB	RIGHT		<10	M	Y	N	C	43.65551	-73.19327	128599.73	444076.73
876	3	CASTLETON	VT-30	4.98	NB	RIGHT		10	L	N	N	C	43.65722	-73.19198	128788.09	444182.25
877	3	CASTLETON	VT-30	5.08	NB	RIGHT		20	G	Y	N	C	43.65822	-73.1909	128899.02	444270.13
879	3	CASTLETON	VT-30	5.94	NB	RIGHT		<10	M	N	N	C	43.67045	-73.19149	130257.62	444234.38
880	3	CASTLETON	VT-30	6.45	NB	RIGHT		20	G	Y	N	C	43.67788	-73.19125	131083.36	444260.69
881	3	CASTLETON	VT-4A	0.26	WB	RIGHT		10	G	N	N	C	43.60289	-73.23757	122784.05	440451.14
882	3	CASTLETON	VT-4A	0.35	WB	RIGHT		10	G	N	N	C	43.60369	-73.23564	122871.74	440607.95
883	3	CASTLETON	VT-4A	2.11	WB	RIGHT		10	G	N	N	C	43.60782	-73.20236	123307	443298.82
884	3	CAVENDISH	VT-103	0.10	SB	RIGHT		10	G	N	N	C	43.35035	-72.6264	94470.46	489752.67
885	3	CAVENDISH	VT-103	0.38	NB	RIGHT		25	M	N	N	C	43.35308	-72.6302	94774.37	489444.89
889	3	CAVENDISH	VT-103	1.28	NB	RIGHT		15	M	N	N	C	43.36499	-72.63609	96098.62	488969.61
890	3	CAVENDISH	VT-103	1.43	NB	RIGHT		10	M	N	N	C	43.3672	-72.6363	96343.76	488952.38
891	3	CAVENDISH	VT-103	1.62	NB	RIGHT		15	M	N	N	C	43.36996	-72.63541	96650.95	489025.12
892	3	CAVENDISH	VT-103	3.14	NB	RIGHT		20	G	Y	N	C	43.38618	-72.6507	98454.54	487789.65
893	3	CAVENDISH	VT-103	3.25	NB	RIGHT		20	G	N	N	C	43.38681	-72.65171	98524.95	487707.5
894	3	CHESTER	VT-103	8.27	SB	RIGHT		<10	G	N	N	C	43.33008	-72.61469	92217.82	490698.64
895	3	CHESTER	VT-103	9.08	SB	RIGHT		10	G	N	N	C	43.34069	-72.61956	93397.02	490305.58
896	3	CHESTER	VT-103	9.16	SB	RIGHT		10	G	N	N	C	43.34178	-72.62053	93517.86	490227.19
897	3	CHESTER	VT-103	9.73	SB	RIGHT		10	G	N	N	C	43.34893	-72.62556	94313.04	489820.35
898	3	CLARENDON	US-7	0.06	NB	RIGHT		10	G	N	N	C	43.49625	-72.96859	110779.08	462100.6
899	3	CLARENDON	US-7	0.73	NB	MEDIAN		<10	G	N	N	C	43.50526	-72.96707	111779.44	462229.75
900	3	CLARENDON	US-7	0.73	SB	MEDIAN		<10	G	N	N	C	43.50526	-72.96731	111779.44	462210.51
901	3	CLARENDON	US-7	0.78	NB	RIGHT		15	G	N	N	C	43.50617	-72.96671	111880.43	462258.97
902	3	CLARENDON	US-7	0.79	NB	MEDIAN		<10	G	N	N	C	43.50629	-72.96698	111893.36	462237.12
904	3	CLARENDON	US-7	1.03	NB	MEDIAN		<10	G	N	N	C	43.50978	-72.96729	112281.31	462214.66
905	3	CLARENDON	US-7	1.04	SB	MEDIAN		10	G	N	N	C	43.50988	-72.96742	112293.09	462203.79
906	3	CLARENDON	US-7	1.21	NB	RIGHT		<10	G	N	N	C	43.5123	-72.96726	112561.67	462218.5
907	3	CLARENDON	US-7	1.45	NB	RIGHT		15	G	N	N	C	43.5159	-72.96733	112961.06	462215.13
909	3	CLARENDON	US-7	2.58	NB	RIGHT		10	G	N	N	C	43.53059	-72.95946	114589.6	462860.39
910	3	CLARENDON	US-7	4.97	NB	RIGHT		<10	G	N	N	C	43.56383	-72.96373	118284.29	462535.63
911	3	CLARENDON	US-7	5.09	SB	RIGHT		<10	G	N	N	C	43.56547	-72.96398	118466.74	462516.8
912	3	CLARENDON	US-7	5.26	NB	RIGHT		<10	G	N	N	C	43.56807	-72.96322	118755.91	462579.55

CUT NO.	DISTRICT	TOWNSHIP	HIGHWAY	MM	TRAVEL DIRECTION	CUT LOCATION	AADT 2004	HEIGHT	DITCH	RECENT ROCKFALL?	WATER/ICE	PRELIM RANKING	LATITUDE	LONGITUDE	NORTHING	EASTING
914	3	CLARENDON	VT-133	0.13	SB	RIGHT		10	G	N	N	C	43.55298	-73.03704	117114.46	456605.56
915	3	CLARENDON	VT-133	0.71	SB	RIGHT		10	G	N	N	C	43.56135	-73.03427	118043.29	456835.69
916	3	CLARENDON	VT-133	1.14	SB	RIGHT		<10	G	N	N	C	43.56692	-73.0328	118662	456958.24
917	3	CLARENDON	VT-7B	0.82	SB	RIGHT		15	G	Y	N	C	43.50604	-72.96905	111867.21	462069.73
918	3	CLARENDON	VT-7B	0.95	NB	RIGHT		10	G	N	N	C	43.51616	-72.96686	112990.15	462253.23
919	3	CLARENDON	VT-7B	0.97	NB	RIGHT		10	G	N	N	C	43.51663	-72.96685	113041.96	462254.46
920	3	CLARENDON	VT-7B	0.98	SB	RIGHT		<10	G	Y	N	C	43.51651	-72.96702	113028.69	462240.87
921	3	CLARENDON	VT-7B	1.73	NB	RIGHT		<10	N	N	N	C	43.52574	-72.95892	114051.15	462900.83
922	3	FAIR HAVEN	US-4	0.11	WB	RIGHT		15	G	Y	N	C	43.60598	-73.25695	123141.26	438889.79
923	3	FAIR HAVEN	US-4	0.11	WB	LEFT		15	G	N	N	C	43.60587	-73.25703	123129.45	438883.43
924	3	FAIR HAVEN	US-4	0.12	EB	RIGHT		15	G	N	N	C	43.6046	-73.25791	122988.87	438811.15
925	3	FAIR HAVEN	US-4	0.19	WB	RIGHT		20	G	N	N	C	43.60483	-73.28021	123030.67	437010.45
926	3	FAIR HAVEN	US-4	0.37	WB	RIGHT		20	G	N	N	C	43.58933	-73.28873	121315.79	436306.23
927	3	FAIR HAVEN	US-4	2.70	EB	MEDIAN		25	G	N	N	C	43.60484	-73.25751	123014.85	438843.12
928	3	FAIR HAVEN	US-4	2.79	EB	RIGHT		35	G	N	N	C	43.60466	-73.25617	122994.41	438951.08
929	3	FAIR HAVEN	US-4	2.81	EB	MEDIAN		40	G	Y	N	C	43.60484	-73.25563	123014.32	438995.15
930	3	FAIR HAVEN	US-4	2.90	EB	RIGHT		15	G	Y	N	C	43.60472	-73.254	122999.8	439126.2
931	3	FAIR HAVEN	VT-22A	1.23	NB	RIGHT		<10	N	N	N	C	43.58585	-73.2649	120911.19	438227.67
932	3	FAIR HAVEN	VT-22A	1.42	NB	RIGHT		<10	G	N	N	C	43.58867	-73.2652	121224.36	438205.93
933	3	FAIR HAVEN	VT-22A	2.88	SB	RIGHT		15	G	N	N	C	43.60944	-73.28211	123544.51	436861.77
934	3	FAIR HAVEN	VT-22A	2.99	NB	RIGHT		25	G	Y	N	C	43.61062	-73.28352	123676.63	436749.07
935	3	FAIR HAVEN	VT-22A	3.34	SB	RIGHT		20	G	N	N	C	43.61375	-73.28899	124029.27	436310.94
936	3	FAIR HAVEN	VT-22A	3.76	NB	RIGHT		20	M	N	N	C	43.61722	-73.29487	124419.13	435840.35
937	3	FAIR HAVEN	VT-22A	4.19	NB	RIGHT		20	G	Y	N	C	43.62272	-73.29798	125032.04	435595.09
938	3	FAIR HAVEN	VT-22A	4.29	NB	RIGHT		20	G	Y	N	C	43.62404	-73.29814	125178.84	435583.48
939	3	FAIR HAVEN	VT-22A	4.41	NB	RIGHT		15	G	Y	N	C	43.62568	-73.29742	125360.37	435643.28
940	3	GOSHEN	VT-73	0.23	EB	RIGHT		10	G	N	N	C	43.84236	-73.02487	149259.97	457792.13
942	3	GOSHEN	VT-73	0.69	WB	RIGHT		10	G	Y	N	C	43.84363	-73.01639	149396.42	458475.21
944	3	GOSHEN	VT-73	3.13	WB	RIGHT		10	G	N	N	C	43.84117	-72.97257	149102.37	461997.2
945	3	GOSHEN	VT-73	3.22	WB	RIGHT		10	G	N	N	C	43.84041	-72.97115	149016.78	462111.44
947	3	GOSHEN	VT-73	3.44	WB	RIGHT		10	G	N	N	C	43.84001	-72.96697	148971.01	462446.82
948	3	GOSHEN	VT-73	3.50	EB	RIGHT		10	G	N	N	C	43.83977	-72.96578	148942.86	462542.24
949	3	HUBBARDTON	VT-30	0.04	SB	RIGHT		<10	M	N	N	C	43.67989	-73.19052	131306.77	444320.65
950	3	HUBBARDTON	VT-30	0.75	NB	RIGHT		<10	G	N	N	C	43.68921	-73.18491	132338.01	444782.08
951	3	HUBBARDTON	VT-30	1.11	NB	RIGHT		10	G	N	N	C	43.69426	-73.18351	132898.19	444899.2
952	3	HUBBARDTON	VT-30	1.50	NB	RIGHT		10	G	Y	N	C	43.69955	-73.18532	133486.8	444758.51
953	3	HUBBARDTON	VT-30	1.60	SB	RIGHT		<10	G	N	N	C	43.70111	-73.18556	133660.46	444740.18
956	3	HUBBARDTON	VT-30	2.99	NB	RIGHT		25	G	N	N	C	43.72113	-73.18462	135884.15	444834.6
957	3	HUBBARDTON	VT-30	3.07	NB	RIGHT		30	G	Y	N	C	43.7222	-73.18427	136002.43	444864.12
958	3	HUBBARDTON	VT-30	3.15	SB	RIGHT		15	M	N	N	C	43.7234	-73.18367	136135.42	444912.85
960	3	HUBBARDTON	VT-30	4.02	NB	RIGHT		15	G	Y	N	C	43.73548	-73.18014	137475.86	445208.43
961	3	HUBBARDTON	VT-30	4.97	SB	RIGHT		<10	G	N	N	C	43.74748	-73.18835	138813.82	444558
962	3	HUBBARDTON	VT-30	4.98	NB	RIGHT		<10	G	N	N	C	43.74766	-73.18829	138834.52	444562.98
963	3	HUBBARDTON	VT-30	5.01	NB	RIGHT		<10	G	N	N	C	43.748	-73.18858	138872.33	444540.7
964	3	IRA	US-4	10.34	EB	MEDIAN		15	G	N	N	C	43.61383	-73.11134	123917.28	450651.83
965	3	IRA	US-4	10.35	WB	MEDIAN		10	G	N	N	C	43.61401	-73.1116	123937.08	450630.31
968	3	IRA	US-4	11.25	WB	RIGHT		10	G	N	N	C	43.61311	-73.09324	123826.11	452112.36
969	3	IRA	VT-133	0.61	SB	RIGHT		10	G	N	N	C	43.50349	-73.07783	111638.22	453271.02
970	3	IRA	VT-133	1.03	SB	RIGHT		10	L	Y	N	C	43.50911	-73.07473	112261.28	453526.27
971	3	IRA	VT-133	1.11	SB	RIGHT		10	G	N	N	C	43.51011	-73.07393	112371.95	453591.42
973	3	IRA	VT-133	1.61	SB	RIGHT		10	G	N	N	C	43.517	-73.07187	113136.19	453763.36
974	3	IRA	VT-133	1.68	SB	RIGHT		10	G	N	N	C	43.51792	-73.07138	113238.62	453804.16
975	3	IRA	VT-133	1.71	SB	RIGHT		<10	G	N	N	C	43.51835	-73.07125	113286.4	453815.17
976	3	IRA	VT-133	1.78	SB	RIGHT		15	G	N	N	C	43.51941	-73.07104	113403.56	453832.38
977	3	IRA	VT-133	1.85	SB	RIGHT		15	G	N	N	C	43.52021	-73.07122	113492.8	453818.65
979	3	KILLINGTON	US-4	2.48	EB	RIGHT		<10	G	N	N	C	43.66737	-72.80112	129727.22	475714.74
980	3	KILLINGTON	US-4	3.94	EB	RIGHT		15	G	N	N	C	43.66166	-72.7774	129086.11	477625.3
982	3	KILLINGTON	US-4	4.34	EB	RIGHT		15	G	N	N	C	43.65785	-72.77322	128662.49	477961.55
983	3	KILLINGTON	US-4	5.18	EB	RIGHT		20	G	N	N	C	43.64562	-72.76928	127302.47	478274.83
984	3	KILLINGTON	US-4	5.31	EB	RIGHT		20	G	N	N	C	43.64367	-72.76874	127085.9	478317.58
985	3	KILLINGTON	US-4	5.61	EB	RIGHT		10	G	N	N	C	43.63941	-72.76737	126611.87	478426.8
986	3	KILLINGTON	US-4	6.34	EB	RIGHT		20	G	N	N	C	43.6291	-72.76332	125465.69	478750.02
987	3	KILLINGTON	US-4	7.64	EB	RIGHT		15	G	N	N	C	43.61228	-72.75302	123593.83	479575.58
989	3	LUDLOW	VT-100	1.45	NB	RIGHT		10	G	N	N	C	43.35106	-72.72917	94568	481420.62

CUT NO.	DISTRICT	TOWNSHIP	HIGHWAY	MM	TRAVEL DIRECTION	CUT LOCATION	AADT 2004	HEIGHT	DITCH	RECENT ROCKFALL?	WATER/ICE	PRELIM RANKING	LATITUDE	LONGITUDE	NORTHING	EASTING
990	3	LUDLOW	VT-100	1.82	NB	RIGHT		20	M	N	N	C	43.3552	-72.72433	95026.12	481814.13
991	3	LUDLOW	VT-100	4.01	SB	RIGHT		10	G	N	N	C	43.38317	-72.71112	98130.95	482893.4
992	3	LUDLOW	VT-100	4.33	SB	RIGHT		<10	N	N	N	C	43.38747	-72.70942	98608.35	483032.39
994	3	LUDLOW	VT-103	0.84	NB	RIGHT		30	G	N	N	C	43.39184	-72.67641	99087.74	485707.98
995	3	LUDLOW	VT-103	3.06	SB	RIGHT		10	G	N	N	C	43.40622	-72.70815	100691.22	483140.25
996	3	LUDLOW	VT-103	3.19	SB	RIGHT		10	G	N	N	C	43.40802	-72.70762	100890.95	483183.19
997	3	LUDLOW	VT-103	5.23	SB	RIGHT		25	G	Y	Y	C	43.43207	-72.72259	103566.38	481977.78
998	3	MENDON	US-4	1.05	EB	RIGHT		15	M	N	N	C	43.64847	-72.92831	127672.81	465445.73
999	3	MENDON	US-4	1.08	EB	RIGHT		10	G	N	N	C	43.649	-72.92816	127731.74	465458.36
1000	3	MENDON	US-4	1.80	EB	RIGHT		10	M	N	N	C	43.65126	-72.91674	127978.25	466381.18
1001	3	MIDDLETOWN SPRINGS	VT-133	2.56	NB	RIGHT		<10	G	N	N	C	43.46879	-73.11421	107804.54	450300.79
1002	3	MIDDLETOWN SPRINGS	VT-133	3.12	NB	RIGHT		<10	M	N	N	C	43.47518	-73.11917	108517.12	449904.69
1003	3	MIDDLETOWN SPRINGS	VT-133	5.23	SB	RIGHT		10	G	N	N	C	43.48428	-73.09293	109513.49	452035.12
1004	3	MIDDLETOWN SPRINGS	VT-133	5.37	SB	RIGHT		<10	G	N	N	C	43.48271	-73.09117	109337.29	452176.03
1005	3	MOUNT HOLLY	VT-103	1.36	NB	RIGHT		10	M	N	N	C	43.43792	-72.75876	104224.49	479051.71
1006	3	MOUNT HOLLY	VT-103	3.06	NB	RIGHT		15	G	N	N	C	43.45197	-72.78618	105792.63	476837.44
1007	3	MOUNT HOLLY	VT-103	5.26	NB	RIGHT		<10	L	N	N	C	43.44766	-72.8251	105325.74	473685.31
1008	3	MOUNT HOLLY	VT-103	5.49	SB	RIGHT		10	G	N	N	C	43.44737	-72.8302	105295.08	473272.51
1009	3	MOUNT HOLLY	VT-103	5.51	NB	RIGHT		15	L	N	Y	C	43.4475	-72.83023	105309.65	473269.73
1010	3	MOUNT HOLLY	VT-103	6.83	NB	RIGHT		<10	G	N	N	C	43.44902	-72.85545	105486.48	471229.59
1011	3	MOUNT HOLLY	VT-103	7.57	NB	RIGHT		<10	G	N	N	C	43.45079	-72.86998	105687.72	470053.76
1012	3	MOUNT HOLLY	VT-155	0.03	NB	RIGHT		15	G	N	N	C	43.36808	-72.7915	96474.39	476374.07
1013	3	MOUNT HOLLY	VT-155	0.11	NB	RIGHT		<10	G	N	N	C	43.36903	-72.79036	96579.3	476467.13
1015	3	MOUNT HOLLY	VT-155	0.66	NB	RIGHT		10	G	N	N	C	43.37585	-72.7882	97335.83	476644.36
1016	3	MOUNT HOLLY	VT-155	0.82	NB	RIGHT		<10	G	N	N	C	43.37772	-72.78999	97545.02	476500.35
1017	3	MOUNT HOLLY	VT-155	0.83	SB	RIGHT		<10	G	N	N	C	43.37763	-72.79014	97534.5	476487.69
1018	3	MOUNT HOLLY	VT-155	0.90	NB	RIGHT		<10	G	N	N	C	43.37862	-72.79091	97644.86	476426.25
1019	3	MOUNT HOLLY	VT-155	1.05	SB	RIGHT		10	M	N	N	C	43.38042	-72.79324	97846.02	476238.13
1020	3	MOUNT HOLLY	VT-155	1.08	NB	RIGHT		10	G	N	N	C	43.38056	-72.79306	97861.4	476252.41
1021	3	MOUNT HOLLY	VT-155	1.30	NB	RIGHT		15	G	N	N	C	43.38197	-72.79765	98019.08	475880.97
1023	3	MOUNT HOLLY	VT-155	5.35	SB	RIGHT		<10	G	N	N	C	43.42009	-72.85483	102271.99	471265.69
1024	3	MOUNT HOLLY	VT-155	6.24	SB	RIGHT		10	M	N	N	C	43.4328	-72.85806	103684.85	471010.2
1026	3	MOUNT HOLLY	VT-155	6.51	SB	RIGHT		15	M	N	N	C	43.43662	-72.85844	104109.94	470981.67
1036	3	ORWELL	VT-22A	0.23	NB	RIGHT		15	G	N	N	C	43.76073	-73.31245	140376.82	434577.58
1037	3	ORWELL	VT-22A	1.45	NB	RIGHT		10	G	N	N	C	43.77803	-73.30778	142295.91	434972.03
1038	3	ORWELL	VT-22A	1.67	NB	RIGHT		<10	G	N	N	C	43.78111	-73.30736	142637.24	435009.23
1039	3	ORWELL	VT-22A	2.42	SB	RIGHT		<10	G	N	N	C	43.79178	-73.30679	143821.99	435066.83
1040	3	ORWELL	VT-22A	2.42	NB	RIGHT		<10	G	N	N	C	43.79194	-73.30661	143840.26	435081.31
1041	3	ORWELL	VT-22A	2.71	SB	RIGHT		<10	G	N	N	C	43.79603	-73.30634	144294.22	435107.66
1042	3	ORWELL	VT-22A	4.40	NB	RIGHT		<10	G	N	N	C	43.81991	-73.30637	146947.28	435130.96
1028	3	ORWELL	VT-73	0.75	EB	RIGHT		<10	L	N	N	C	43.8027	-73.29052	145023.46	436387.85
1029	3	ORWELL	VT-73	0.75	WB	RIGHT		10	G	N	N	C	43.80281	-73.29041	145035.23	436396.55
1030	3	ORWELL	VT-73	0.78	EB	RIGHT		10	M	N	N	C	43.80249	-73.28995	144999.58	436433.14
1031	3	ORWELL	VT-73	0.85	WB	RIGHT		<10	G	N	N	C	43.8023	-73.28854	144976.92	436546.71
1032	3	ORWELL	VT-73	1.16	WB	RIGHT		<10	G	N	N	C	43.80211	-73.28234	144951.32	437045.21
1033	3	ORWELL	VT-73	2.36	EB	RIGHT		<10	G	N	N	C	43.80365	-73.25903	145104.62	438922.69
1034	3	ORWELL	VT-73	2.59	EB	RIGHT		<10	G	N	N	C	43.80235	-73.25485	144957.62	439258.23
1035	3	ORWELL	VT-73	4.39	EB	RIGHT		<10	G	N	N	C	43.79471	-73.22275	144085.8	441833.66
1043	3	PITTSFIELD	VT-100	0.10	NB	RIGHT		10	L	N	N	C	43.71934	-72.8233	135508.58	473948.74
1044	3	PITTSFIELD	VT-100	0.46	NB	RIGHT		15	M	N	N	C	43.72413	-72.82254	136040.56	474011.52
1045	3	PITTSFIELD	VT-100	0.60	NB	RIGHT		<10	L	N	N	C	43.72618	-72.82297	136268.61	473977.53
1046	3	PITTSFIELD	VT-100	0.68	NB	RIGHT		<10	L	N	N	C	43.72739	-72.82294	136402.75	473981.03
1047	3	PITTSFIELD	VT-100	1.89	NB	RIGHT		10	M	N	N	C	43.7442	-72.82016	138269.09	474212.4
1049	3	PITTSFIELD	VT-100	3.26	SB	RIGHT		<10	G	N	N	C	43.76392	-72.8181	140459.59	474386.74
1050	3	PITTSFIELD	VT-100	3.32	SB	RIGHT		<10	G	N	N	C	43.76468	-72.81726	140543.39	474454.13
1051	3	PLYMOUTH	VT-100	1.34	SB	RIGHT		<10	G	N	N	C	43.48181	-72.70449	109088.08	483457.27
1052	3	PLYMOUTH	VT-100	1.43	SB	RIGHT		20	G	N	N	C	43.48317	-72.70507	109239.45	483410.23
1053	3	PLYMOUTH	VT-100	1.47	SB	RIGHT		15	L	N	N	C	43.48365	-72.70529	109292.68	483392.66
1054	3	PLYMOUTH	VT-100	1.69	SB	RIGHT		30	G	N	N	C	43.48671	-72.70666	109632.68	483282.92
1055	3	PLYMOUTH	VT-100	4.88	NB	RIGHT		10	G	N	N	C	43.5249	-72.73434	113881.67	481055.75
1056	3	PLYMOUTH	VT-100	6.16	SB	RIGHT		20	G	N	N	C	43.53989	-72.74774	115550.8	479977.56
1057	3	PLYMOUTH	VT-100	6.48	SB	RIGHT		<10	G	N	N	C	43.54413	-72.75022	116022.42	479778.53
1058	3	PLYMOUTH	VT-100	6.88	SB	RIGHT		<10	G	N	N	C	43.5495	-72.75343	116619.22	479520.96
1059	3	PLYMOUTH	VT-100	7.02	SB	RIGHT		15	G	N	N	C	43.55115	-72.75492	116803.39	479401.16

CUT NO.	DISTRICT	TOWNSHIP	HIGHWAY	MM	TRAVEL DIRECTION	CUT LOCATION	AADT 2004	HEIGHT	DITCH	RECENT ROCKFALL?	WATER/ICE	PRELIM RANKING	LATITUDE	LONGITUDE	NORTHING	EASTING
1060	3	PLYMOUTH	VT-100	7.40	SB	RIGHT		20	G	N	N	C	43.55618	-72.75722	117362.83	479216.91
1061	3	PLYMOUTH	VT-100	7.56	NB	RIGHT		<10	G	N	N	C	43.55783	-72.75912	117546.68	479063.63
1062	3	PLYMOUTH	VT-100	7.59	SB	RIGHT		30	G	N	N	C	43.55816	-72.75982	117582.6	479007.74
1063	3	PLYMOUTH	VT-100	7.63	SB	RIGHT		20	G	N	N	C	43.55864	-72.76011	117636.12	478984.25
1064	3	PLYMOUTH	VT-100	7.70	SB	RIGHT		15	G	N	Y	C	43.55989	-72.76033	117775.7	478967.08
1065	3	PLYMOUTH	VT-100	7.80	SB	RIGHT		15	G	N	N	C	43.56115	-72.75978	117915.46	479011.99
1066	3	PLYMOUTH	VT-100	9.30	NB	RIGHT		20	M	N	N	C	43.58145	-72.75777	120170.11	479181.14
1067	3	PLYMOUTH	VT-100A	0.12	SB	RIGHT		60	G	Y	N	C	43.53045	-72.73631	114499.03	480898.27
1068	3	PLYMOUTH	VT-100A	0.20	SB	RIGHT		60	G	N	N	C	43.53059	-72.73489	114513.94	481013.34
1069	3	PLYMOUTH	VT-100A	0.29	NB	RIGHT		15	G	N	N	C	43.5314	-72.73342	114603.29	481132.46
1070	3	PLYMOUTH	VT-100A	0.31	SB	RIGHT		25	G	N	N	C	43.5316	-72.73336	114626.22	481137.18
1071	3	PLYMOUTH	VT-100A	0.41	SB	RIGHT		15	G	N	N	C	43.53287	-72.73219	114766.67	481232.2
1072	3	PLYMOUTH	VT-100A	1.77	NB	RIGHT		15	G	N	N	C	43.54372	-72.71666	115969.22	482490.75
1073	3	PLYMOUTH	VT-100A	1.83	NB	RIGHT		10	M	N	N	C	43.54412	-72.71559	116013	482576.88
1074	3	PLYMOUTH	VT-100A	2.07	SB	RIGHT		20	G	N	N	C	43.54471	-72.71165	116077.22	482895.72
1075	3	PLYMOUTH	VT-100A	2.16	SB	RIGHT		10	G	N	N	C	43.54612	-72.71117	116234.08	482935.02
1076	3	PLYMOUTH	VT-100A	2.38	NB	RIGHT		<10	G	N	N	C	43.54906	-72.70995	116560.2	483034.32
1077	3	PLYMOUTH	VT-100A	2.43	NB	RIGHT		15	G	N	N	C	43.54983	-72.70962	116646.3	483061.5
1078	3	PLYMOUTH	VT-100A	2.53	NB	RIGHT		15	G	N	N	C	43.55104	-72.70878	116780.89	483129.7
1079	3	PLYMOUTH	VT-100A	2.85	NB	RIGHT		<10	G	N	N	C	43.5553	-72.70673	117253.51	483295.83
1080	3	PLYMOUTH	VT-100A	3.69	NB	RIGHT		15	G	N	N	C	43.56261	-72.69507	118062.9	484240.63
1081	3	PLYMOUTH	VT-100A	3.85	SB	RIGHT		20	G	N	N	C	43.56289	-72.69214	118093.75	484477.02
1082	3	PLYMOUTH	VT-100A	4.05	NB	RIGHT		15	G	N	N	C	43.56388	-72.6885	118203.19	484771.43
1083	3	PLYMOUTH	VT-100A	4.38	SB	RIGHT		10	M	N	N	C	43.56411	-72.68195	118227.39	485300.82
1084	3	PLYMOUTH	VT-100A	4.50	SB	RIGHT		10	M	N	N	C	43.56515	-72.68026	118342.84	485437.09
1085	3	POULTNEY	VT-30	0.12	NB	RIGHT		10	L	N	N	C	43.46596	-73.20556	107549.07	442906.24
1087	3	POULTNEY	VT-30	2.11	NB	RIGHT		10	G	Y	N	C	43.49268	-73.20413	110516.09	443047.75
1088	3	POULTNEY	VT-30	3.45	NB	RIGHT		<10	G	Y	N	C	43.50899	-73.216	112336.42	442102.92
1089	3	POULTNEY	VT-30	3.72	NB	RIGHT		10	M	N	N	C	43.51129	-73.22034	112594.85	441754
1090	3	POULTNEY	VT-30	4.13	SB	RIGHT		10	M	Y	N	C	43.51446	-73.22715	112952.18	441206.52
1091	3	POULTNEY	VT-30	4.92	NB	RIGHT		<10	M	N	N	C	43.52215	-73.23229	113809.6	440798.55
1092	3	POULTNEY	VT-30	6.08	SB	RIGHT		10	G	N	N	C	43.53853	-73.22831	115627.64	441136.16
1093	3	POULTNEY	VT-30	6.14	SB	RIGHT		10	G	N	N	C	43.53956	-73.22827	115741.98	441140.69
1094	3	POULTNEY	VT-30	6.64	NB	RIGHT		<10	G	N	N	C	43.54669	-73.22712	116533.17	441240.34
1095	3	POULTNEY	VT-30	7.38	NB	RIGHT		15	G	N	N	C	43.55712	-73.22674	117691.29	441281.14
1096	3	POULTNEY	VT-30	8.74	SB	RIGHT		<10	M	N	N	C	43.57587	-73.21831	119768.92	441979.95
1099	3	POULTNEY	VT-31	0.16	SB	RIGHT		<10	G	N	N	C	43.46447	-73.2429	107409.58	439883.32
1100	3	POULTNEY	VT-31	0.37	SB	RIGHT		<10	G	N	N	C	43.46748	-73.24313	107743.96	439868.22
1101	3	POULTNEY	VT-31	0.55	SB	RIGHT		<10	G	N	N	C	43.47007	-73.24316	108031.54	439867.98
1102	3	POULTNEY	VT-31	0.92	SB	RIGHT		10	G	Y	N	C	43.47534	-73.24251	108617.04	439925.83
1103	3	POULTNEY	VT-31	2.36	SB	RIGHT		<10	M	N	N	C	43.49574	-73.23697	110879.03	440393.93
1104	3	POULTNEY	VT-31	2.93	SB	RIGHT		<10	M	N	N	C	43.50391	-73.23607	111786.93	440474.89
1105	3	PROCTOR	VT-3	0.78	NB	RIGHT		15	G	N	N	C	43.6354	-73.03439	126270.8	456878.6
1106	3	PROCTOR	VT-3	1.28	NB	RIGHT		15	G	Y	N	C	43.64223	-73.03247	127028.6	457038.38
1107	3	PROCTOR	VT-3	1.64	NB	RIGHT		10	G	N	N	C	43.64754	-73.03351	127618.3	456957.83
1110	3	PROCTOR	VT-3	3.19	NB	RIGHT		10	G	Y	N	C	43.66505	-73.02327	129559.04	457796.99
1111	3	RUTLAND CITY	US-7	2.69	NB	RIGHT		<10	M	N	N	C	43.62878	-72.97583	125506.21	461599.48
1112	3	RUTLAND CITY	US-7	2.75	NB	RIGHT		<10	M	N	N	C	43.62956	-72.97603	125592.45	461584.18
1117	3	RUTLAND TOWN	US-4	16.87	WB	RIGHT		15	G	N	N	C	43.59024	-73.00188	121237.23	459471.58
1118	3	RUTLAND TOWN	US-7	0.08	NB	RIGHT		<10	N	N	N	C	43.63099	-72.97625	125752.45	461567.52
1119	3	RUTLAND TOWN	US-7	2.34	NB	RIGHT		20	G	N	N	C	43.64441	-72.98417	127246.2	460937.12
1113	3	RUTLAND TOWN	VT-3	0.12	NB	RIGHT		20	G	Y	N	C	43.60579	-73.0149	122971.19	458431.09
1114	3	RUTLAND TOWN	VT-3	0.77	NB	RIGHT		15	G	N	N	C	43.6144	-73.01815	123929.56	458174.13
1115	3	RUTLAND TOWN	VT-3	0.84	NB	RIGHT		15	G	N	N	C	43.6151	-73.01898	124006.77	458107.66
1120	3	RUTLAND TOWN	VT-4A	0.02	WB	RIGHT		10	G	N	N	C	43.59731	-73.02319	122032.71	457755.31
1121	3	SHERBURNE	VT-100	0.53	SB	RIGHT		10	G	N	N	C	43.67503	-72.80986	130581.79	475012.57
1122	3	SHERBURNE	VT-100	0.66	NB	RIGHT		10	L	N	N	C	43.67735	-72.81041	130838.95	474969.38
1123	3	SHERBURNE	VT-100	2.49	NB	RIGHT		<10	G	N	N	C	43.69936	-72.81579	133286.32	474544.78
1124	3	SHERBURNE	VT-100	2.58	SB	RIGHT		<10	G	N	N	C	43.7003	-72.81691	133391.45	474455.22
1125	3	SHERBURNE	VT-100	2.69	NB	RIGHT		<10	G	N	N	C	43.70117	-72.81872	133488.11	474309.44
1126	3	SHERBURNE	VT-100	3.57	NB	RIGHT		<10	L	N	N	C	43.71249	-72.82633	134748.58	473701
1127	3	SHOREHAM	VT-22A	0.11	SB	RIGHT		<10	G	N	N	C	43.85089	-73.30917	150391.24	434939.49
1128	3	SHOREHAM	VT-22A	0.89	NB	RIGHT		10	G	N	N	C	43.86238	-73.30953	151668.16	434922.7
1129	3	SHOREHAM	VT-22A	2.78	NB	RIGHT		<10	M	N	N	C	43.88975	-73.30954	154709.4	434952.03

CUT NO.	DISTRICT	TOWNSHIP	HIGHWAY	MM	TRAVEL DIRECTION	CUT LOCATION	AADT 2004	HEIGHT	DITCH	RECENT ROCKFALL?	WATER/ICE	PRELIM RANKING	LATITUDE	LONGITUDE	NORTHING	EASTING
1130	3	STOCKBRIDGE	VT-100	0.20	SB	RIGHT		<10	M	N	N	C	43.77841	-72.79411	142062.99	476323.87
1131	3	STOCKBRIDGE	VT-100	1.03	SB	RIGHT		<10	G	N	N	C	43.77705	-72.77876	141907.23	477558.89
1132	3	STOCKBRIDGE	VT-100	1.84	SB	RIGHT		<10	G	N	N	C	43.77483	-72.76321	141656.78	478809.91
1134	3	SUDBURY	VT-30	1.22	NB	RIGHT		15	G	N	N	C	43.76648	-73.19709	140930.9	443872.38
1135	3	SUDBURY	VT-30	1.33	SB	RIGHT		15	G	Y	N	C	43.76797	-73.1979	141097.17	443808.35
1136	3	SUDBURY	VT-30	1.60	SB	RIGHT		10	G	N	N	C	43.77144	-73.20039	141484.3	443611.14
1137	3	SUDBURY	VT-30	1.78	NB	RIGHT		15	M	Y	N	C	43.77364	-73.20203	141730.01	443481.41
1138	3	SUDBURY	VT-30	3.28	NB	RIGHT		10	G	Y	N	C	43.79528	-73.20547	144136.62	443224.31
1139	3	SUDBURY	VT-30	3.40	NB	RIGHT		15	G	Y	N	C	43.79691	-73.20538	144318.18	443233.21
1140	3	SUDBURY	VT-30	3.40	SB	RIGHT		<10	L	N	N	C	43.79696	-73.20553	144323.4	443221.32
1141	3	SUDBURY	VT-30	3.51	NB	RIGHT		10	M	N	N	C	43.7986	-73.20497	144505.69	443268.29
1142	3	SUDBURY	VT-30	4.56	NB	RIGHT		<10	M	N	N	C	43.81303	-73.19812	146103.64	443833.03
1144	3	SUDBURY	VT-30	4.80	NB	RIGHT		20	G	N	N	C	43.81604	-73.19609	146437.01	443998.91
1145	3	SUDBURY	VT-73	0.26	WB	RIGHT		10	G	Y	N	C	43.79637	-73.20627	144258.9	443161.56
1146	3	SUDBURY	VT-73	0.96	WB	RIGHT		10	G	N	N	C	43.82205	-73.18144	147094.3	445182.96
1147	3	SUDBURY	VT-73	1.60	WB	RIGHT		<10	G	N	N	C	43.8206	-73.16882	146924.93	446196.6
1148	3	SUDBURY	VT-73	1.70	EB	RIGHT		10	G	N	N	C	43.82068	-73.16694	146933.55	446348.42
1149	3	SUDBURY	VT-73	1.74	EB	RIGHT		<10	M	N	N	C	43.82053	-73.1663	146915.64	446399.3
1150	3	SUDBURY	VT-73	1.84	EB	RIGHT		<10	G	N	N	C	43.81986	-73.16475	146840.06	446523.84
1151	3	SUDBURY	VT-73	1.95	WB	RIGHT		15	G	N	N	C	43.8188	-73.16373	146721.68	446604.58
1152	3	SUDBURY	VT-73	2.09	WB	RIGHT		10	M	N	N	C	43.81687	-73.16325	146507.73	446641.89
1153	3	TINMOUTH	VT-133	2.30	SB	RIGHT		10	G	N	N	C	43.48326	-73.07696	109390.73	453326.51
1154	3	TINMOUTH	VT-133	2.58	SB	RIGHT		10	G	Y	Y	C	43.48628	-73.07505	109725.7	453483.33
1155	3	WALLINGFORD	US-7	0.45	SB	RIGHT		<10	G	N	N	C	43.40431	-72.99739	100577.91	459710.88
1156	3	WALLINGFORD	US-7	0.79	SB	RIGHT		20	M	N	N	C	43.40835	-72.99355	101024.93	460024.33
1157	3	WALLINGFORD	US-7	1.67	NB	RIGHT		15	G	N	N	C	43.42038	-72.99054	102359.82	460275.98
1158	3	WALLINGFORD	US-7	1.73	NB	RIGHT		15	M	N	N	C	43.42134	-72.99028	102466.45	460297.97
1159	3	WALLINGFORD	US-7	5.72	NB	RIGHT		10	L	N	N	C	43.47599	-72.97646	108531.56	461451.66
1160	3	WALLINGFORD	US-7	5.80	NB	RIGHT		12	L	N	N	C	43.4772	-72.97613	108665.43	461478.94
1161	3	WALLINGFORD	US-7	5.90	NB	RIGHT		10	M	N	N	C	43.47853	-72.97548	108813.71	461532.21
1162	3	WALLINGFORD	US-7	6.16	NB	RIGHT		<10	G	N	N	C	43.48207	-72.97384	109206.27	461667.56
1163	3	WALLINGFORD	US-7	6.86	NB	RIGHT		10	G	N	N	C	43.49184	-72.96957	110288.91	462019.35
1164	3	WALLINGFORD	US-7	6.94	NB	RIGHT		10	G	N	N	C	43.49311	-72.96927	110430.46	462043.74
1165	3	WALLINGFORD	VT-103	1.12	NB	RIGHT		<10	G	N	N	C	43.46591	-72.87486	107369.22	469666.53
1167	3	WALLINGFORD	VT-140	2.48	WB	RIGHT		25	G	N	N	C	43.4562	-72.93721	106315.99	464615.25
1169	3	WALLINGFORD	VT-140	2.54	EB	RIGHT		30	G	N	N	C	43.45593	-72.93611	106285.32	464704.34
1170	3	WALLINGFORD	VT-140	2.57	WB	RIGHT		15	L	N	N	C	43.45587	-72.93552	106278.02	464752.26
1171	3	WALLINGFORD	VT-140	2.61	WB	RIGHT		10	M	N	N	C	43.45574	-72.93459	106262.91	464827.08
1172	3	WALLINGFORD	VT-140	2.76	WB	RIGHT		15	L	N	N	C	43.45657	-72.93234	106355.08	465010.2
1174	3	WALLINGFORD	VT-140	3.04	WB	RIGHT		10	L	N	N	C	43.45894	-72.92769	106616	465387.83
1175	3	WALLINGFORD	VT-140	3.78	WB	RIGHT		15	G	N	N	C	43.45849	-72.9145	106560.27	466455.07
1176	3	WALLINGFORD	VT-140	3.83	WB	RIGHT		20	G	N	N	C	43.45842	-72.91354	106552.07	466532.78
1194	3	WELLS	VT-133	4.32	SB	RIGHT		<10	G	N	N	C	43.39098	-73.13247	99170.89	448757.55
1177	3	WELLS	VT-30	3.03	NB	RIGHT		<10	G	N	N	C	43.43771	-73.19507	104403.11	443729.61
1181	3	WELLS	VT-30	4.45	NB	RIGHT		<10	L	N	N	C	43.45519	-73.20499	106352.25	442942.64
1184	3	WELLS	VT-31	0.03	SB	RIGHT		<10	G	N	N	C	43.43875	-73.24954	104556.69	439320.33
1185	3	WELLS	VT-31	0.10	SB	RIGHT		<10	G	Y	N	C	43.43967	-73.24918	104659.03	439350.87
1186	3	WELLS	VT-31	0.14	SB	RIGHT		<10	G	Y	N	C	43.44032	-73.24899	104730.49	439366.47
1187	3	WELLS	VT-31	0.32	SB	RIGHT		<10	G	N	N	C	43.44269	-73.24785	104993.33	439461.51
1188	3	WELLS	VT-31	0.57	SB	RIGHT		10	N	N	N	C	43.44593	-73.24588	105352.26	439624.01
1189	3	WELLS	VT-31	0.86	NB	RIGHT		<10	M	N	N	C	43.44981	-73.24383	105781.43	439793.53
1190	3	WELLS	VT-31	0.93	NB	RIGHT		<10	M	N	N	C	43.45084	-73.24334	105896.11	439834.05
1191	3	WELLS	VT-31	0.97	SB	RIGHT		<10	G	N	N	C	43.45131	-73.24328	105948.22	439839.76
1192	3	WELLS	VT-31	1.12	SB	RIGHT		<10	G	N	N	C	43.45343	-73.24275	106182.91	439884.68
1193	3	WELLS	VT-31	1.29	SB	RIGHT		10	G	Y	N	C	43.45558	-73.24168	106421.54	439973.46
1195	3	WEST HAVEN		0.24	NB	RIGHT		10	G	N	N	C	43.62975	-73.29675	125812.9	435701.55
1197	3	WEST HAVEN		0.86	NB	RIGHT		<10	G	N	N	C	43.63885	-73.29771	126823.93	435634.32
1198	3	WEST HAVEN		0.99	SB	RIGHT		10	G	N	N	C	43.641	-73.29846	127063.52	435576.24
1199	3	WEST HAVEN		1.01	NB	RIGHT		15	G	Y	N	C	43.64143	-73.29832	127111.4	435587.29
1200	3	WEST HAVEN		1.11	NB	RIGHT		10	G	N	N	C	43.64286	-73.29828	127270.48	435592.12
1202	3	WEST RUTLAND	US-4	12.64	EB	MEDIAN		<10	G	N	N	C	43.60643	-73.07125	123071.5	453882.27
1203	3	WEST RUTLAND	US-4	12.79	WB	RIGHT		10	G	Y	N	C	43.60639	-73.06873	123065.52	454085.48
1205	3	WEST RUTLAND	US-4	13.22	EB	MEDIAN		10	M	N	N	C	43.60288	-73.06276	122672.75	454564.66
1208	3	WEST RUTLAND	US-4	13.72	WB	MEDIAN		<10	G	Y	N	C	43.59717	-73.05698	122034.98	455027.22

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1209	3	WEST RUTLAND	US-4	13.91	EB	RIGHT		20	G	Y	N	C	43.59428	-73.05585	121713.89	455116.57
1210	3	WEST RUTLAND	US-4	13.94	WB	MEDIAN		10	G	N	N	C	43.59423	-73.05531	121707.45	455160.04
1212	3	WEST RUTLAND	US-4	15.18	EB	RIGHT		40	G	Y	Y	C	43.58943	-73.034	121163.49	456877.02
1213	3	WEST RUTLAND	US-4	15.20	WB	RIGHT		10	G	N	N	C	43.58993	-73.03375	121218.65	456897.48
1214	3	WEST RUTLAND	VT-133	0.62	SB	RIGHT		<10	G	N	N	C	43.57865	-73.03876	119968.09	456484.8
1215	3	WESTON	VT-100	6.81	SB	RIGHT		<10	G	N	N	C	43.33982	-72.78283	93332.56	477065.95
1216	3	WESTON	VT-155	0.94	SB	RIGHT		10	G	N	N	C	43.34956	-72.79163	94416.22	476356.44
38	4	BRIDGEWATER	US-4	2.57	EB	RIGHT	4500	25	M	N	N	A	43.59379	-72.70604	121529.54	483362.46
39	4	FAIRLEE	I-91	89.52	SB	RIGHT	10200					A	43.88407	-72.17758	153810.69	525909.84
40	4	FAIRLEE	I-91	89.78	SB	RIGHT	10200					A	43.88696	-72.17505	154132.64	526111.62
44	4	GRANVILLE	VT-100	4.46	SB	RIGHT	1300	20	N	N	N	A	44.0038	-72.84956	167122.19	471966.09
45	4	GRANVILLE	VT-100	5.45	SB	RIGHT	1300	30	L	N	N	A	44.01657	-72.85098	168541.88	471858.2
46	4	GRANVILLE	VT-100	5.89	SB	RIGHT	1300	30	N	N	N	A	44.02081	-72.84528	169010.47	472317.26
47	4	GRANVILLE	VT-100	5.97	SB	RIGHT	1300	35	L	N	N	A	44.02144	-72.84389	169079.74	472428.54
48	4	GRANVILLE	VT-100	6.28	SB	RIGHT	1300	20	N	N	N	A	44.02305	-72.83793	169256.74	472907.14
49	4	GRANVILLE	VT-100	6.35	SB	RIGHT	1300	20	N	N	N	A	44.02372	-72.83702	169330.79	472980.9
50	4	GRANVILLE	VT-100	6.47	SB	RIGHT	1300	30	N	N	N	A	44.02429	-72.83466	169394.06	473170.44
51	4	HARTFORD	I-89	5.47	NB	MEDIAN	17800	20	L	Y	N	A	43.68627	-72.40226	131787.54	507880.06
52	4	HARTFORD	I-89	5.53	SB	RIGHT	17800	45	G	Y	Y	A	43.68625	-72.40309	131785.79	507813.17
53	4	HARTFORD	I-91	71.26	SB	RIGHT	20000					A	43.6585	-72.32714	128712.51	513943.06
54	4	HARTFORD	I-91	71.59	NB	MEDIAN	20000					A	43.66092	-72.32129	128982.47	514414.68
55	4	HARTFORD	I-91	71.61	NB	RIGHT	20000					A	43.6616	-72.32062	129057.85	514468.78
56	4	HARTFORD	I-91	71.63	SB	RIGHT	20000					A	43.66069	-72.32198	128957.13	514358.87
57	4	HARTFORD	I-91		SB	INT. 11 RAMP B RIGHT						A	43.64781	-72.33841	127523.59	513036.77
60	4	NORWICH	I-91	77.29	SB	RIGHT	12800					A	43.73468	-72.27519	137186.85	518110.98
58	4	NORWICH	US-5	2.60	SB	RIGHT	1700	30	L	N	N	A	43.71904	-72.28636	135446.89	517215.38
59	4	NORWICH	US-5	3.51	SB	RIGHT	1700	20	L	Y	N	A	43.72816	-72.27644	136461.89	518011.83
61	4	READING	VT-106	7.04	NB	RIGHT	1300	20	M	N	N	A	43.53569	-72.55432	115055.53	495609.13
62	4	ROYALTON	I-89	21.77	SB	RIGHT	14600	50	M	Y	Y	A	43.82172	-72.57443	146835.09	494012.46
63	4	SHARON	I-89	12.62	NB	RIGHT	17800	40	G	Y	N	A	43.77747	-72.44391	141917.09	504515.11
64	4	SHARON	I-89	12.94	NB	RIGHT	17800	40	G	Y	N	A	43.78226	-72.44549	142449.75	504388.22
68	4	THETFORD	I-91	86.68	SB	RIGHT	10200					A	43.84626	-72.19912	149602.76	524193.95
67	4	THETFORD	US-5	6.59	SB	RIGHT	1700	30	L	Y	N	A	43.85992	-72.18807	151123.36	525076.55
69	4	WINDSOR	VT-44	3.14	WB	RIGHT	1800	20	L	Y	N	A	43.46149	-72.40395	106814.4	507772.66
41	4	FAIRLEE	I-91	92.62	SB	RIGHT	8100					A	43.91342	-72.13459	157086.07	529349.77
42	4	FAIRLEE	I-91	94.59	NB	RIGHT	8100					A	43.94187	-72.13176	160247.35	529563.23
43	4	FAIRLEE	I-91	95.73	NB	RIGHT	8100					A	43.95713	-72.12897	161943.76	529779.5
66	4	THETFORD	US-5	0.16	SB	RIGHT	1300	20	L	N	N	A	43.77413	-72.20616	141587.22	523656.07
65	4	STOCKBRIDGE	VT-100	2.17	SB	RIGHT	1400	20	L	N	N	A	43.7746	-72.75765	141629.72	479257.19
158	4	FAIRLEE	I-91	95.87	NB	MEDIAN	8100					A	43.95992	-72.12894	162254.06	529780.41
159	4	WINDSOR	I-91	56.06	SB	RIGHT	15600	60	G	Y	N	A	43.46692	-72.40649	107417.46	507566.48
157	4	FAIRLEE	I-91	95.10	NB	RIGHT	8100					A	43.9483	-72.13081	160962.08	529635.86
253	4	FAIRLEE	I-91	95.87	SB	RIGHT						B	43.95859	-72.12994	162106.3	529700.95
1592	4	ROCHESTER	VT-100	4.21	NB	RIGHT		20	N	N	N	B	43.85998	-72.80876	151129.2	475177.91
1218	4	BARNARD	VT-12	2.91	NB	RIGHT		25	L	Y	N	B	43.70271	-72.61901	133617.21	490407.75
1219	4	BARNARD	VT-12	2.93	SB	RIGHT		15	G	N	N	B	43.70282	-72.61922	133628.81	490390.9
1235	4	BETHEL	I-89	23.82	SB	RIGHT		30	G	Y	N	B	43.84546	-72.59829	149475.08	492096
1257	4	BETHEL	I-89	26.16	SB	RIGHT		20	G	N	N	B	43.87709	-72.61538	152990.55	490727.43
1227	4	BETHEL	VT-12	3.20	SB	RIGHT		20	N	N	N	B	43.84451	-72.64913	149375.59	488008.02
1230	4	BETHEL	VT-12	6.07	SB	RIGHT		15	L	N	N	B	43.88284	-72.64498	153633.48	488349.12
1290	4	BRIDGEWATER	US-4	2.29	EB	RIGHT		25	M	N	N	B	43.59682	-72.70991	121866.72	483050.85
1298	4	BRIDGEWATER	US-4	5.18	EB	RIGHT		12	G	Y	N	B	43.59185	-72.6646	121305.87	486708.64
1312	4	FAIRLEE	I-91	89.51	NB	RIGHT						B	43.88308	-72.17796	153700.55	525879.39
1313	4	FAIRLEE	I-91	90.65	SB	RIGHT						B	43.89751	-72.16635	155306.79	526806.19
1317	4	FAIRLEE	I-91	94.13	NB	MEDIAN						B	43.93531	-72.13348	159518.12	529428.22
1322	4	FAIRLEE	I-91	94.53	SB	MEDIAN						B	43.94091	-72.13274	160140.5	529485.07
1324	4	FAIRLEE	I-91	94.96	SB	MEDIAN						B	43.94705	-72.13266	160822.53	529487.73
1327	4	FAIRLEE	I-91	95.51	SB	MEDIAN						B	43.95466	-72.13069	161668.97	529642.4
1336	4	GRANVILLE	VT-100	5.12	NB	RIGHT		20	L	N	N	B	44.0119	-72.84978	168022.38	471951.92
1337	4	GRANVILLE	VT-100	5.13	SB	RIGHT		25	M	N	N	B	44.0118	-72.84999	168011.1	471934.9
1338	4	GRANVILLE	VT-100	5.36	SB	RIGHT		15	L	N	N	B	44.01525	-72.85166	168395.02	471803.02
1339	4	GRANVILLE	VT-100	5.66	NB	RIGHT		20	L	N	N	B	44.01862	-72.8488	168767.97	472033.98
1340	4	GRANVILLE	VT-100	5.75	NB	RIGHT		15	N	N	N	B	44.01942	-72.84746	168856.48	472141.39
1341	4	GRANVILLE	VT-100	5.75	SB	RIGHT		10	L	N	N	B	44.0196	-72.84764	168877.24	472127.5

CUT NO.	DISTRICT	TOWNSHIP	HIGHWAY	MM	TRAVEL DIRECTION	CUT LOCATION	AADT 2004	HEIGHT	DITCH	RECENT ROCKFALL?	WATER/ICE	PRELIM RANKING	LATITUDE	LONGITUDE	NORTHING	EASTING
1342	4	GRANVILLE	VT-100	6.14	SB	RIGHT		20	N	N	N	B	44.02193	-72.84043	169132.92	472706.48
1343	4	GRANVILLE	VT-100	8.43	NB	RIGHT		25	M	N	N	B	44.05094	-72.83155	172353.32	473431.19
1344	4	GRANVILLE	VT-100	8.45	NB	RIGHT		15	L	N	N	B	44.0512	-72.8319	172382.64	473403.79
1347	4	GRANVILLE	VT-100	9.00	SB	RIGHT		15	N	N	N	B	44.05666	-72.83943	172991.46	472802.81
1350	4	GRANVILLE	VT-100	9.14	SB	RIGHT		25	L	Y	Y	B	44.0571	-72.84214	173041.6	472585.85
1371	4	HANCOCK	VT-125	2.52	WB	RIGHT		25	N	Y	N	B	43.92633	-72.93176	158546	465328.91
1405	4	HARTFORD	I-89	1.42	SB	RIGHT		25	M	Y	N	B	43.64958	-72.34691	127718.73	512350.22
1416	4	HARTFORD	I-89	7.16	NB	MEDIAN		20	G	Y	N	B	43.70782	-72.41372	134181.53	506953.68
1430	4	HARTFORD	I-91	69.26	SB	MEDIAN		15	M	Y	N	B	43.63751	-72.33881	126379.07	513006.55
1431	4	HARTFORD	I-91	69.39	SB	RIGHT		30	M	Y	N	B	43.63927	-72.33874	126574.6	513011.63
1433	4	HARTFORD	I-91	70.73	SB	RIGHT						B	43.65175	-72.33272	127961.91	513494.4
1438	4	HARTFORD	I-91	71.62	SB	MEDIAN						B	43.66135	-72.32122	129030.3	514419.83
1439	4	HARTFORD	I-91	73.84	NB	MEDIAN						B	43.69235	-72.31096	132476.41	515239.91
1440	4	HARTFORD	I-91	73.89	NB	RIGHT						B	43.69319	-72.31055	132569.45	515272.73
1441	4	HARTFORD	I-91		NB	INT. 10 RAMP D RIGHT		80	G	Y	N	B	43.63621	-72.33663	126234.95	513182.79
1442	4	HARTFORD	I-91		NB	INT. 10 RAMP D LEFT		60	G	Y	N	B	43.63642	-72.33679	126258.36	513169.5
1443	4	HARTFORD	I-91		SB	INT. 10 RAMP E LEFT		40	G	Y	N	B	43.63753	-72.33923	126380.37	512972.13
1444	4	HARTFORD	I-91		SB	INT. 10 RAMP C RIGHT		50	G	Y	N	B	43.63941	-72.34097	126589.23	512831.51
1446	4	HARTFORD	I-91		SB	INT. 13 RAMP D RIGHT						B	43.70848	-72.30547	134269.63	515678.1
1447	4	HARTFORD	I-91		SB	INT. 10 RAMP F RIGHT		40	G	Y	N	B	43.63849	-72.33992	126487.5	512917
1450	4	HARTFORD	I-91		SB	INT. 10 RAMP C LEFT		70	G	Y	N	B	43.63811	-72.33888	126445.86	513000.56
1451	4	HARTFORD	I-91		SB	INT. 10 RAMP C RIGHT		70	G	Y	N	B	43.63812	-72.33773	126447.15	513093.31
1780	4	HARTFORD	I-91		SB	INT. 13 RAMP D RIGHT						B	43.70887	-72.30371	134313.36	515819.5
1392	4	HARTFORD	VT-14	1.91	NB	RIGHT		30	M	N	N	B	43.6651	-72.35182	129442.38	511950.84
1393	4	HARTFORD	VT-14	1.99	NB	RIGHT		35	L	N	N	B	43.66574	-72.35304	129512.47	511852.74
1398	4	HARTFORD	VT-14	3.92	NB	RIGHT		20	L	N	N	B	43.67703	-72.38742	130763.33	509078.31
1399	4	HARTFORD	VT-14	4.15	NB	RIGHT		20	L	N	N	B	43.67961	-72.3903	131049.84	508845.44
1473	4	HARTLAND	I-91	65.53	SB	RIGHT		30	G	Y	Y	B	43.58815	-72.36302	120891.4	511061.96
1477	4	HARTLAND	I-91	67.19	SB	RIGHT		40	G	Y	N	B	43.60613	-72.34195	122891.88	512759.39
1478	4	HARTLAND	I-91	67.34	NB	RIGHT		35	M	Y	N	B	43.60846	-72.34236	123151.15	512725.7
1487	4	NORWICH	I-91	76.46	SB	RIGHT						B	43.72549	-72.2874	136162.3	517129.56
1491	4	NORWICH	I-91	77.33	NB	MEDIAN						B	43.73312	-72.27598	137012.82	518047.45
1497	4	NORWICH	I-91	77.49	NB	MEDIAN						B	43.73556	-72.27386	137284.75	518217.7
1523	4	RANDOLPH	I-89	27.38	SB	RIGHT		25	G	Y	N	B	43.89468	-72.61699	154945.1	490600.49
1542	4	RANDOLPH	I-89	29.46	SB	RIGHT		25	M	N	N	B	43.92413	-72.61636	158217.29	490655.98
1544	4	RANDOLPH	I-89	32.70	SB	RIGHT		25	G	Y	N	B	43.97036	-72.62617	163354.64	489875.83
1550	4	RANDOLPH	I-89	33.99	SB	MEDIAN		25	G	Y	N	B	43.98921	-72.62758	165449.26	489765.57
1566	4	READING	VT-106	5.42	SB	RIGHT		15	G	N	N	B	43.51354	-72.54859	112594.44	496071.52
1589	4	ROCHESTER	VT-73	8.14	WB	RIGHT		50	M	N	N	B	43.85799	-72.81685	150910.63	474527.13
1610	4	ROYALTON	I-89	17.37	NB	RIGHT		60	G	Y	N	B	43.80635	-72.51605	145125.24	498708.15
1614	4	ROYALTON	I-89	18.54	SB	RIGHT		30	G	Y	Y	B	43.82087	-72.52766	146738.8	497774.7
1623	4	ROYALTON	VT-110	0.53	NB	RIGHT		20	G	N	N	B	43.83063	-72.51475	147823	498813.84
1601	4	ROYALTON	VT-14	3.17	NB	RIGHT		20	L	N	N	B	43.82674	-72.53393	147390.87	497270.8
1640	4	SHARON	I-89	8.73	NB	LEFT		15	M	N	N	B	43.7273	-72.42747	136344.35	505843.92
1641	4	SHARON	I-89	8.73	SB	MEDIAN		35	L	N	N	B	43.72714	-72.42819	136327.24	505785.47
1642	4	SHARON	I-89	8.75	SB	RIGHT		20	G	N	N	B	43.72707	-72.42837	136318.43	505771.46
1651	4	SHARON	I-89	11.10	NB	RIGHT		80	G	N	N	B	43.7556	-72.44646	139487.82	504312.02
1653	4	SHARON	I-89	11.10	SB	MEDIAN		25	L	N	N	B	43.75563	-72.44731	139490.61	504243.12
1678	4	STOCKBRIDGE	VT-100	2.30	SB	RIGHT		20	M	N	N	B	43.77657	-72.75719	141848.53	479295.06
1690	4	STOCKBRIDGE	VT-107	4.00	EB	RIGHT		25	N	N	N	B	43.77386	-72.70378	141535.37	483593.99
1700	4	THETFORD	I-91	82.52	SB	RIGHT						B	43.79049	-72.21465	143402.67	522966.51
1707	4	THETFORD	I-91	85.82	SB	RIGHT						B	43.83487	-72.20579	148335.62	523661.69
1736	4	WEST FAIRLEE	VT-244	0.76	WB	RIGHT		15	L	Y	N	B	43.89243	-72.22018	154727.05	522483.24
1755	4	WINDSOR	I-91	55.52	SB	RIGHT		50	G	Y	N	B	43.45904	-72.40612	106542.45	507597.42
1774	4	WINDSOR	I-91	58.59	SB	RIGHT		20	M	Y	N	B	43.50318	-72.40918	111445.75	507344.39
1220	4	BARNARD	VT-12	3.17	NB	RIGHT		15	L	Y	N	B-	43.70613	-72.61862	133996.83	490439.43
1241	4	BETHEL	I-89	24.66	NB	RIGHT		20	G	Y	N	B-	43.85637	-72.60645	150687.68	491441.82
1229	4	BETHEL	VT-12	5.89	SB	RIGHT		15	L	N	N	B-	43.88051	-72.64647	153374.88	488228.87
1299	4	BRIDGEWATER	US-4	6.61	WB	RIGHT		15	L	N	N	B-	43.58847	-72.63765	120927.06	488883.92
1346	4	GRANVILLE	VT-100	8.86	SB	RIGHT		15	L	Y	N	B-	44.05561	-72.8374	172875.12	472964.98
1410	4	HARTFORD	I-89	3.88	SB	RIGHT		25	G	N	Y	B-	43.66636	-72.38517	129577.52	509260.82
1414	4	HARTFORD	I-89	7.15	SB	MEDIAN		25	M	N	N	B-	43.70777	-72.41387	134175.33	506942.09
1415	4	HARTFORD	I-89	7.15	SB	RIGHT		15	M	N	N	B-	43.70768	-72.41407	134165.78	506925.45
1421	4	HARTFORD	I-89	8.16	NB	RIGHT		20	G	N	N	B-	43.72476	-72.42161	136062.8	506316.28

CUT NO.	DISTRICT	TOWNSHIP	HIGHWAY	MM	TRAVEL DIRECTION	CUT LOCATION	AADT 2004	HEIGHT	DITCH	RECENT ROCKFALL?	WATER/ICE	PRELIM RANKING	LATITUDE	LONGITUDE	NORTHING	EASTING
1531	4	RANDOLPH	I-89	28.01	SB	RIGHT		25	G	N	N	B-	43.9045	-72.6149	156036.31	490769.54
1539	4	RANDOLPH	I-89	28.76	SB	RIGHT		20	G	N	N	B-	43.91383	-72.61365	157072.95	490871.9
1608	4	ROYALTON	I-89	16.40	SB	RIGHT		35	G	N	Y	B-	43.79412	-72.50526	143766.37	499576.93
1611	4	ROYALTON	I-89	17.54	SB	RIGHT		40	G	N	N	B-	43.80814	-72.51822	145323.74	498534.26
1616	4	ROYALTON	I-89	19.03	SB	RIGHT		25	G	N	N	B-	43.8225	-72.53593	146919.76	497110.04
1619	4	ROYALTON	I-89	19.31	SB	RIGHT		25	G	N	N	B-	43.81961	-72.5397	146598.94	496806.58
1622	4	ROYALTON	I-89	23.54	SB	RIGHT		20	G	N	N	B-	43.84229	-72.59609	149122.09	492272.79
1649	4	SHARON	I-89	9.43	SB	MEDIAN		15	G	Y	N	B-	43.73395	-72.4325	137083.03	505438.14
1658	4	SHARON	I-89	12.16	SB	MEDIAN		20	L	N	N	B-	43.77055	-72.44544	141148.77	504393.01
1661	4	SHARON	I-89	12.64	SB	MEDIAN		20	L	N	N	B-	43.77736	-72.44461	141905.78	504459.3
1675	4	SHARON	I-89		NB	INT. 2 RAMP D RIGHT		25	G	N	N	B-	43.7869	-72.45316	142965.33	503769.86
1686	4	STOCKBRIDGE	VT-107	1.78	EB	RIGHT		20	M	Y	Y	B-	43.75899	-72.73671	139890.08	480938.45
1687	4	STOCKBRIDGE	VT-107	1.84	EB	RIGHT		20	G	Y	Y	B-	43.75888	-72.73545	139877.54	481039.82
1688	4	STOCKBRIDGE	VT-107	2.57	EB	RIGHT		20	N	N	N	B-	43.75969	-72.72198	139964.05	482124.63
1760	4	WINDSOR	I-91	56.53	SB	RIGHT		25	G	N	N	B-	43.47305	-72.40654	108099.39	507561.51
1763	4	WINDSOR	I-91	56.81	SB	RIGHT		25	G	Y	N	B-	43.47734	-72.40661	108575.1	507555.62
1769	4	WINDSOR	I-91	57.94	NB	MEDIAN		15	M	Y	N	B-	43.49404	-72.40889	110430.77	507369.52
1775	4	WINDSOR	I-91	58.73	NB	RIGHT		15	G	Y	N	B-	43.50527	-72.40732	111678.91	507494.77
210	4	ROCHESTER	VT-100	0.47	NB	RIGHT	2600	30	N	N	Y	B+	43.81077	-72.78382	145654.99	477164.36
213	4	STOCKBRIDGE	VT-107	2.04	EB	RIGHT	2400	15	L	N	N	B+	43.75859	-72.73154	139844.31	481354.45
254	4	STOCKBRIDGE	VT-107	2.04	EB	RIGHT						B+	43.75859	-72.73154	139844.31	481354.45
205	4	BRAINTREE	VT-12A	6.58	SB	RIGHT	520	25	L	Y	N	B+	44.00206	-72.75336	166900.42	479680.74
206	4	HARTFORD	I-91		SB	INT. 10 RAMP E RIGHT		100	G	Y	N	B+	43.63796	-72.34009	126428.57	512903
208	4	RANDOLPH	I-89	33.89	NB	RIGHT	14400	30	G	Y	N	B+	43.98751	-72.62513	165259.78	489962.09
207	4	RANDOLPH	VT-14	1.92	SB	RIGHT	830	20	N	N	N	B+	43.90069	-72.56922	155609.03	494438.87
209	4	READING	VT-106	5.24	SB	RIGHT	1300	10	G	N	N	B+	43.51115	-72.54979	112329.09	495974.33
211	4	SHARON	I-89	12.16	SB	RIGHT	17800	35	M	Y	N	B+	43.77044	-72.44569	141136.21	504372.63
212	4	SHARON	I-89	15.30	SB	RIGHT	14600	40	M	Y	Y	B+	43.78414	-72.48839	142657.27	500934.8
1627	4	ROYALTON	VT-110	1.42	NB	RIGHT		20	G	Y	Y	C	43.84152	-72.51248	149031.9	498996.48
1217	4	BARNARD	VT-12	1.91	NB	RIGHT		10	G	N	N	C	43.69232	-72.60947	132461.79	491174.87
1221	4	BARNARD	VT-12	3.19	SB	RIGHT		12	M	Y	N	C	43.70715	-72.61903	134109.71	490406.86
1222	4	BARNARD	VT-12	3.32	NB	RIGHT		6	M	N	N	C	43.70901	-72.61906	134316.42	490404.29
1223	4	BARNARD	VT-12	3.37	SB	RIGHT		10	L	N	N	C	43.70911	-72.61945	134327.85	490373.22
1224	4	BARNARD	VT-12	7.09	SB	RIGHT		10	G	N	N	C	43.75865	-72.6337	139833.24	489233.37
1225	4	BARNARD	VT-12	9.32	NB	RIGHT		6	M	N	N	C	43.78779	-72.64498	143073.33	488331
1234	4	BETHEL	I-89	23.80	NB	RIGHT		20	G	N	N	C	43.84527	-72.59745	149453.34	492163.9
1236	4	BETHEL	I-89	24.42	NB	RIGHT		10	G	N	N	C	43.85295	-72.60499	150307.43	491558.41
1237	4	BETHEL	I-89	24.49	SB	MEDIAN		10	G	N	N	C	43.85414	-72.60658	150440.17	491431
1238	4	BETHEL	I-89	24.57	NB	RIGHT		15	G	N	N	C	43.85493	-72.60619	150527.93	491462.85
1239	4	BETHEL	I-89	24.58	SB	MEDIAN		<10	G	N	N	C	43.85525	-72.60704	150562.94	491394.21
1240	4	BETHEL	I-89	24.61	SB	RIGHT		10	G	N	N	C	43.85552	-72.60754	150593.29	491354.1
1242	4	BETHEL	I-89	24.66	NB	MEDIAN		10	G	N	N	C	43.85622	-72.60679	150671.36	491414.27
1243	4	BETHEL	I-89	24.74	SB	RIGHT		25	G	N	N	C	43.85746	-72.60781	150808.79	491332.54
1244	4	BETHEL	I-89	24.76	NB	MEDIAN		20	G	N	N	C	43.8578	-72.60691	150846.41	491405.17
1245	4	BETHEL	I-89	24.77	SB	MEDIAN		<10	G	N	N	C	43.85794	-72.60751	150862.68	491356.95
1246	4	BETHEL	I-89	24.99	SB	RIGHT		<10	G	N	N	C	43.86111	-72.60803	151214.04	491315.23
1247	4	BETHEL	I-89	25.30	SB	RIGHT		10	G	N	N	C	43.86554	-72.60927	151706.74	491216.42
1248	4	BETHEL	I-89	25.37	NB	RIGHT		10	G	N	N	C	43.86658	-72.60846	151822.32	491281.54
1249	4	BETHEL	I-89	25.38	SB	RIGHT		10	G	N	N	C	43.86647	-72.60974	151810.67	491179.09
1250	4	BETHEL	I-89	25.40	SB	MEDIAN		<10	G	N	N	C	43.86691	-72.60967	151858.78	491184.31
1251	4	BETHEL	I-89	25.49	SB	MEDIAN		10	G	N	N	C	43.86795	-72.61019	151975.03	491143.11
1252	4	BETHEL	I-89	25.51	NB	RIGHT		10	G	N	N	C	43.86856	-72.60948	152042.23	491199.91
1253	4	BETHEL	I-89	25.52	NB	MEDIAN		10	G	N	N	C	43.86852	-72.60983	152038.08	491171.77
1254	4	BETHEL	I-89	25.53	SB	RIGHT		15	G	N	N	C	43.86859	-72.61084	152045.81	491090.92
1255	4	BETHEL	I-89	26.05	SB	RIGHT		10	G	N	N	C	43.87558	-72.61461	152822.89	490788.8
1256	4	BETHEL	I-89	26.15	NB	MEDIAN		10	G	N	N	C	43.87733	-72.61444	153017.73	490802.54
1258	4	BETHEL	I-89	26.26	NB	MEDIAN		10	G	N	N	C	43.87891	-72.61498	153192.97	490759.67
1259	4	BETHEL	I-89	26.36	NB	RIGHT		15	G	N	N	C	43.8807	-72.61504	153391.87	490755.03
1260	4	BETHEL	I-89	26.36	NB	MEDIAN		10	G	N	N	C	43.88054	-72.61533	153373.72	490731.53
1261	4	BETHEL	I-89	26.50	SB	MEDIAN		10	G	N	N	C	43.88201	-72.61686	153537.55	490609
1262	4	BETHEL	I-89	26.50	SB	RIGHT		15	G	N	N	C	43.882	-72.61724	153536.49	490577.95
1263	4	BETHEL	I-89	26.60	SB	RIGHT		10	G	N	N	C	43.88347	-72.61752	153700.2	490555.7
1264	4	BETHEL	VT-107	0.39	EB	RIGHT		5	L	N	N	C	43.80092	-72.66352	144534.4	486841.02
1265	4	BETHEL	VT-107	0.55	EB	RIGHT		10	N	N	N	C	43.80295	-72.66486	144760.04	486734.21

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1266	4	BETHEL	VT-107	0.64	EB	RIGHT		6	N	N	N	C	43.80439	-72.665	144920.29	486723.22
1267	4	BETHEL	VT-107	1.21	EB	RIGHT		10	G	N	N	C	43.80952	-72.65658	145488.66	487401.56
1268	4	BETHEL	VT-107	1.29	EB	RIGHT		10	G	N	N	C	43.80959	-72.65499	145496.65	487529.87
1269	4	BETHEL	VT-107	3.58	WB	RIGHT		5	L	N	N	C	43.82601	-72.62799	147317.36	489705.02
1270	4	BETHEL	VT-107	3.75	WB	RIGHT		12	L	N	N	C	43.82552	-72.62475	147261.98	489965.21
1271	4	BETHEL	VT-107	3.85	WB	RIGHT		8	L	N	N	C	43.82564	-72.62266	147275.63	490133.17
1226	4	BETHEL	VT-12	2.36	NB	RIGHT		10	G	N	N	C	43.81499	-72.63639	146093.9	489027.22
1228	4	BETHEL	VT-12	5.75	SB	RIGHT		8	N	N	N	C	43.87821	-72.64661	153119.55	488217.44
1231	4	BETHEL	VT-12	6.65	SB	RIGHT		8	N	N	N	C	43.89054	-72.64885	154489.03	488039.57
1232	4	BETHEL	VT-12	6.74	SB	RIGHT		12	N	N	N	C	43.89161	-72.64956	154608.9	487983.2
1233	4	BETHEL	VT-12	6.98	SB	RIGHT		12	N	N	N	C	43.89467	-72.65197	154949.31	487789.67
1272	4	BRAINTREE	VT-12A	0.22	NB	RIGHT		25	L	N	N	C	43.93131	-72.69152	159026.55	484621.48
1273	4	BRAINTREE	VT-12A	0.80	NB	RIGHT		15	N	N	N	C	43.93433	-72.70219	159364.27	483765.52
1274	4	BRAINTREE	VT-12A	1.52	NB	RIGHT		10	L	N	N	C	43.94349	-72.7085	160382.57	483261.94
1275	4	BRAINTREE	VT-12A	2.35	NB	RIGHT		25	L	N	N	C	43.95173	-72.72011	161300.49	482332.06
1276	4	BRAINTREE	VT-12A	3.03	NB	RIGHT		15	G	N	N	C	43.95771	-72.7295	161967.7	481579.89
1277	4	BRAINTREE	VT-12A	5.21	SB	RIGHT		12	G	N	N	C	43.98223	-72.75176	164697.31	479801.85
1278	4	BRAINTREE	VT-12A	5.86	SB	RIGHT		15	G	N	N	C	43.99199	-72.75264	165781.32	479734.43
1279	4	BRAINTREE	VT-12A	6.06	SB	RIGHT		20	G	N	N	C	43.99435	-72.75239	166043.74	479755.92
1280	4	BRAINTREE	VT-12A	6.44	SB	RIGHT		10	G	N	N	C	44.0005	-72.75311	166727.37	479699.93
1281	4	BRAINTREE	VT-12A	6.55	SB	RIGHT		8	G	N	Y	C	44.00172	-72.75332	166862.48	479683.18
1282	4	BRAINTREE	VT-12A	6.64	SB	RIGHT		20	G	N	N	C	44.00287	-72.75357	166990.97	479663.68
1283	4	BRAINTREE	VT-12A	6.96	SB	RIGHT		6	G	N	N	C	44.00744	-72.75459	167499.17	479583.83
1284	4	BRIDGEWATER	US-4	0.51	WB	RIGHT		15	G	N	N	C	43.6027	-72.74072	122526.51	480565.26
1285	4	BRIDGEWATER	US-4	1.55	EB	RIGHT		20	G	N	N	C	43.60032	-72.723	122258.69	481995.41
1286	4	BRIDGEWATER	US-4	1.71	WB	RIGHT		10	G	N	N	C	43.59903	-72.72037	122114.31	482206.78
1287	4	BRIDGEWATER	US-4	1.79	WB	RIGHT		6	G	N	N	C	43.59901	-72.71939	122112.51	482286.17
1288	4	BRIDGEWATER	US-4	2.15	WB	RIGHT		8	G	N	N	C	43.59879	-72.71169	122086.4	482908.15
1289	4	BRIDGEWATER	US-4	2.27	WB	RIGHT		10	G	N	N	C	43.59698	-72.70967	121885.1	483069.96
1291	4	BRIDGEWATER	US-4	2.64	EB	RIGHT		20	G	N	N	C	43.5935	-72.70506	121496.68	483441.93
1292	4	BRIDGEWATER	US-4	3.31	WB	RIGHT		10	G	N	N	C	43.59494	-72.69357	121654.58	484369.75
1293	4	BRIDGEWATER	US-4	3.80	WB	RIGHT		15	G	N	N	C	43.5969	-72.68594	121871.38	484986.18
1294	4	BRIDGEWATER	US-4	3.93	WB	RIGHT		10	G	N	N	C	43.59797	-72.6844	121990.04	485111.25
1295	4	BRIDGEWATER	US-4	4.25	WB	RIGHT		20	G	N	N	C	43.59761	-72.67806	121948.79	485623.08
1296	4	BRIDGEWATER	US-4	4.44	WB	RIGHT		20	G	N	N	C	43.59778	-72.67472	121966.75	485892.37
1297	4	BRIDGEWATER	US-4	4.59	EB	RIGHT		20	G	N	N	C	43.59825	-72.67154	122018.08	486149.11
1300	4	CHELSEA	VT-110	0.14	SB	RIGHT		4	N	N	N	C	43.95287	-72.4636	161404.83	502921.49
1301	4	CHELSEA	VT-110	1.10	SB	RIGHT		15	N	N	N	C	43.96631	-72.46192	162898.06	503056.01
1302	4	CHELSEA	VT-110	1.78	SB	RIGHT		8	N	N	N	C	43.97311	-72.45218	163653.83	503837.17
1303	4	CHELSEA	VT-110	2.09	SB	RIGHT		10	N	N	N	C	43.97693	-72.4488	164078.63	504107.88
1304	4	CHELSEA	VT-110	2.21	SB	RIGHT		6	N	N	N	C	43.97801	-72.44785	164198.58	504184.55
1305	4	CHELSEA	VT-110	2.24	SB	RIGHT		8	N	N	N	C	43.97879	-72.44765	164285.45	504200.11
1306	4	CHELSEA	VT-110	4.65	SB	RIGHT		12	N	N	N	C	44.00848	-72.4607	167583.56	503151.59
1307	4	CHELSEA	VT-110	5.34	SB	RIGHT		15	L	N	N	C	44.01731	-72.46545	168564.83	502770.3
1308	4	CHELSEA	VT-110	6.87	NB	RIGHT		10	N	N	N	C	44.03956	-72.47396	171035.99	502087.17
1309	4	CHELSEA	VT-113	0.37	EB	RIGHT		8	N	N	N	C	43.98906	-72.4403	165426.26	504789.36
1310	4	CHELSEA	VT-113	2.08	EB	RIGHT		10	L	N	N	C	43.99084	-72.4107	165626.21	507163.28
1311	4	CHELSEA	VT-113	2.13	EB	RIGHT		6	L	N	N	C	43.99088	-72.40954	165631.68	507256.22
1314	4	FAIRLEE	I-91	92.11	SB	RIGHT						C	43.9098	-72.14227	156680.66	528734.18
1315	4	FAIRLEE	I-91	93.34	NB	MEDIAN						C	43.92471	-72.13295	158340.49	529475.57
1316	4	FAIRLEE	I-91	93.55	NB	MEDIAN						C	43.92677	-72.13336	158569.56	529441.51
1318	4	FAIRLEE	I-91	94.15	NB	RIGHT						C	43.93546	-72.13317	159535.37	529452.75
1319	4	FAIRLEE	I-91	94.17	SB	MEDIAN						C	43.93573	-72.13383	159564.99	529399.63
1320	4	FAIRLEE	I-91	94.18	SB	RIGHT						C	43.93572	-72.13421	159563.89	529369.59
1321	4	FAIRLEE	I-91	94.47	SB	RIGHT						C	43.93963	-72.13335	159997.94	529436.75
1323	4	FAIRLEE	I-91	94.89	SB	RIGHT						C	43.9449	-72.13309	160583.49	529454.48
1325	4	FAIRLEE	I-91	95.44	NB	MEDIAN						C	43.95377	-72.12982	161570.85	529712.44
1326	4	FAIRLEE	I-91	95.47	NB	RIGHT						C	43.95337	-72.12949	161526.02	529739.09
1328	4	FAIRLEE	I-91	95.84	NB	RIGHT						C	43.95899	-72.12874	162151.38	529797.05
1329	4	FAIRLEE	I-91	95.88	SB	MEDIAN						C	43.96016	-72.12949	162280.25	529735.94
1330	4	FAIRLEE	I-91	95.99	SB	RIGHT						C	43.96004	-72.12983	162267.08	529708.53
1331	4	FAIRLEE	I-91	96.03	NB	MEDIAN						C	43.96412	-72.12782	162721.31	529868.33
1332	4	FAIRLEE	I-91		SB	INT. 15 RAMP C RIGHT						C	43.90671	-72.1508	156334.3	528050.56
1333	4	GRANVILLE	VT-100	0.22	SB	RIGHT		10	G	N	N	C	43.94742	-72.84092	160854.44	472632.62

CUT NO.	DISTRICT	TOWNSHIP	HIGHWAY	MM	TRAVEL DIRECTION	CUT LOCATION	AADT 2004	HEIGHT	DITCH	RECENT ROCKFALL?	WATER/ICE	PRELIM RANKING	LATITUDE	LONGITUDE	NORTHING	EASTING
1334	4	GRANVILLE	VT-100	3.12	SB	RIGHT		15	M	N	N	C	43.98678	-72.84914	165230.47	471991.4
1335	4	GRANVILLE	VT-100	3.21	SB	RIGHT		20	L	N	N	C	43.98786	-72.85008	165351.48	471916.85
1345	4	GRANVILLE	VT-100	8.76	SB	RIGHT		10	G	N	N	C	44.05455	-72.83578	172756.28	473093.96
1348	4	GRANVILLE	VT-100	9.06	NB	RIGHT		10	L	N	N	C	44.0571	-72.84069	173041.12	472701.91
1349	4	GRANVILLE	VT-100	9.09	SB	RIGHT		12	L	N	N	C	44.057	-72.84117	173030.78	472662.93
1351	4	GRANVILLE	VT-100	9.47	SB	RIGHT		8	G	N	N	C	44.0594	-72.84808	173298.73	472110.57
1352	4	GRANVILLE	VT-100	9.62	SB	RIGHT		10	G	N	N	C	44.06056	-72.85062	173429.45	471907.99
1353	4	GRANVILLE	VT-100	9.64	NB	RIGHT		5	G	N	N	C	44.06087	-72.85089	173463.84	471886.01
1354	4	GRANVILLE	VT-12A	0.06	SB	RIGHT		6	G	N	N	C	44.01156	-72.75546	167956.11	479515.3
1355	4	GRANVILLE	VT-12A	0.21	SB	RIGHT		6	G	N	N	C	44.01372	-72.75598	168196.84	479474
1356	4	GRANVILLE	VT-12A	0.27	SB	RIGHT		6	M	N	N	C	44.01428	-72.75641	168258.74	479439.67
1357	4	GRANVILLE	VT-12A	0.31	SB	RIGHT		8	M	N	N	C	44.01474	-72.75686	168310.47	479404.3
1358	4	GRANVILLE	VT-12A	0.77	SB	RIGHT		10	G	N	N	C	44.02106	-72.76023	169013.88	479136.38
1359	4	GRANVILLE	VT-12A	1.00	SB	RIGHT		6	G	N	N	C	44.02455	-72.75991	169400.65	479163
1360	4	GRANVILLE	VT-12A	1.10	SB	RIGHT		4	M	N	N	C	44.02595	-72.7595	169556.77	479196.45
1361	4	GRANVILLE	VT-12A	1.19	SB	RIGHT		12	G	N	N	C	44.02717	-72.75934	169692.51	479209.23
1362	4	GRANVILLE	VT-12A	1.39	SB	RIGHT		8	L	N	N	C	44.03006	-72.75867	170013.4	479264.48
1363	4	GRANVILLE	VT-12A	1.51	SB	RIGHT		10	L	N	N	C	44.03168	-72.75742	170192.51	479365.32
1364	4	GRANVILLE	VT-12A	1.56	SB	RIGHT		10	L	N	N	C	44.03219	-72.7567	170249.42	479423.17
1365	4	HANCOCK	VT-100	1.30	SB	RIGHT		15	G	N	N	C	43.9276	-72.84094	158652.66	472621.87
1366	4	HANCOCK	VT-100	1.88	SB	RIGHT		10	L	N	N	C	43.93571	-72.8423	159553.81	472516.78
1367	4	HANCOCK	VT-100	2.28	SB	RIGHT		10	G	N	N	C	43.94168	-72.84163	160217.85	472573.01
1368	4	HANCOCK	VT-125	1.46	WB	RIGHT		10	L	N	N	C	43.93227	-72.94653	159212.19	464145.84
1369	4	HANCOCK	VT-125	1.47	EB	RIGHT		10	G	N	N	C	43.93216	-72.94675	159199.51	464128.11
1370	4	HANCOCK	VT-125	1.59	WB	RIGHT		12	G	N	N	C	43.93045	-72.94658	159009.98	464140.76
1372	4	HANCOCK	VT-125	4.22	EB	RIGHT		10	G	N	N	C	43.92913	-72.89858	158843.83	467994.63
1373	4	HANCOCK	VT-125	4.29	EB	RIGHT		6	G	N	N	C	43.92929	-72.897	158861.14	468121.86
1374	4	HANCOCK	VT-125	4.41	EB	RIGHT		12	G	N	N	C	43.92913	-72.89374	158841.37	468383.06
1375	4	HANCOCK	VT-125	6.93	WB	RIGHT		6	G	N	N	C	43.92785	-72.84782	158682.49	472070.23
1403	4	HARTFORD	I-89	0.29	SB	RIGHT		10	G	N	N	C	43.6372	-72.33452	126345.25	513352.84
1404	4	HARTFORD	I-89	0.85	SB	RIGHT		10	G	N	N	C	43.64239	-72.34276	126920	512686.75
1406	4	HARTFORD	I-89	1.89	NB	MEDIAN		15	M	Y	N	C	43.6559	-72.34928	128420.23	512157.94
1407	4	HARTFORD	I-89	1.92	SB	RIGHT		25	G	N	N	C	43.65525	-72.34957	128347.86	512134.24
1408	4	HARTFORD	I-89	3.87	SB	MEDIAN		10	M	N	N	C	43.66644	-72.38503	129587.19	509272.12
1409	4	HARTFORD	I-89	3.87	NB	MEDIAN		10	M	N	N	C	43.66633	-72.3847	129574.11	509299.18
1411	4	HARTFORD	I-89	5.09	SB	RIGHT		10	G	N	N	C	43.68027	-72.4001	131121.54	508055.3
1412	4	HARTFORD	I-89	5.53	SB	MEDIAN		10	M	N	N	C	43.68626	-72.40293	131786.43	507826.26
1413	4	HARTFORD	I-89	7.07	SB	RIGHT		<10	G	N	N	C	43.70647	-72.41356	134030.91	506966.96
1417	4	HARTFORD	I-89	7.19	NB	RIGHT		15	G	N	N	C	43.7084	-72.4136	134245.54	506963.42
1418	4	HARTFORD	I-89	7.41	NB	RIGHT		20	G	Y	N	C	43.71178	-72.41332	134621.13	506985.76
1419	4	HARTFORD	I-89	7.42	SB	MEDIAN		10	G	N	N	C	43.71176	-72.41356	134619.31	506965.86
1420	4	HARTFORD	I-89	7.91	SB	RIGHT		20	G	N	N	C	43.72062	-72.41539	135603.52	506817.81
1422	4	HARTFORD	I-89	8.28	SB	MEDIAN		10	G	N	N	C	43.72445	-72.4224	136027.7	506252.75
1423	4	HARTFORD	I-91	67.36	SB	MEDIAN		<10	M	N	N	C	43.6086	-72.34305	123165.85	512670.41
1424	4	HARTFORD	I-91	68.37	NB	RIGHT		20	G	N	N	C	43.62517	-72.34403	125006.42	512587.55
1425	4	HARTFORD	I-91	68.45	NB	RIGHT		15	G	N	N	C	43.62594	-72.34361	125092.22	512621.56
1426	4	HARTFORD	I-91	68.56	NB	RIGHT		15	G	N	N	C	43.62735	-72.34266	125249.49	512697.76
1427	4	HARTFORD	I-91	68.70	SB	RIGHT		15	G	N	N	C	43.62967	-72.34249	125506.85	512711.03
1428	4	HARTFORD	I-91	68.70	SB	MEDIAN		10	G	N	N	C	43.62952	-72.34229	125490.16	512727.13
1429	4	HARTFORD	I-91	68.70	NB	RIGHT		10	G	N	N	C	43.62949	-72.34133	125487.81	512804.96
1432	4	HARTFORD	I-91	70.68	NB	MEDIAN						C	43.65167	-72.33239	127953.1	513521.14
1434	4	HARTFORD	I-91	70.73	NB	MEDIAN						C	43.6522	-72.332	128012.16	513552.93
1435	4	HARTFORD	I-91	70.73	SB	MEDIAN						C	43.65178	-72.33244	127965.22	513517.5
1436	4	HARTFORD	I-91	71.12	NB	MEDIAN						C	43.65756	-72.32912	128607.35	513783.93
1437	4	HARTFORD	I-91	71.23	SB	MEDIAN						C	43.65812	-72.32844	128669.71	513838.82
1445	4	HARTFORD	I-91		SB	INT. 10 RAMP C LEFT		30	G	Y	N	C	43.63828	-72.33786	126464.63	513082.82
1448	4	HARTFORD	I-91		SB	INT. 10 RAMP C LEFT		10	G	N	N	C	43.64006	-72.34069	126662.2	512854.28
1449	4	HARTFORD	I-91		SB	INT. 11 RAMP A RIGHT						C	43.64771	-72.33893	127511.84	512994.71
1376	4	HARTFORD	US-4	3.78	EB	RIGHT		6	G	N	N	C	43.65146	-72.32498	127931	514119.45
1377	4	HARTFORD	US-4	4.34	EB	RIGHT		6	M	N	N	C	43.64173	-72.3925	126840.56	508673.76
1378	4	HARTFORD	US-4	4.34	EB	RIGHT		6	M	N	N	C	43.64173	-72.3925	126840.56	508673.76
1379	4	HARTFORD	US-4	4.49	EB	RIGHT		8	G	N	N	C	43.64367	-72.39376	127055.58	508571.77
1380	4	HARTFORD	US-4	4.63	EB	RIGHT		12	L	N	N	C	43.64582	-72.39409	127295.12	508544.47
1381	4	HARTFORD	US-4	5.40	WB	RIGHT		10	L	N	N	C	43.62009	-72.53282	124430.74	497351.12

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1382	4	HARTFORD	US-4	8.62	EB	RIGHT		15	M	N	N	C	43.65725	-72.3412	128571.35	512809.13
1383	4	HARTFORD	US-4	8.69	EB	RIGHT		6	G	N	N	C	43.65709	-72.33983	128553.9	512919.57
1384	4	HARTFORD	US-4	9.04	EB	RIGHT		20	G	N	N	C	43.65495	-72.33343	128317.27	513436.71
1385	4	HARTFORD	US-4	9.13	EB	RIGHT		20	G	N	N	C	43.65422	-72.33224	128236.63	513533.14
1386	4	HARTFORD	US-5	1.28	NB	RIGHT		10	N	N	N	C	43.62949	-72.35077	125485.48	512042.77
1387	4	HARTFORD	US-5	1.46	SB	RIGHT		8	N	N	N	C	43.63101	-72.35005	125654.63	512101.02
1388	4	HARTFORD	US-5	2.39	SB	RIGHT		6	G	N	N	C	43.64388	-72.34608	127085.24	512418.54
1389	4	HARTFORD	US-5	6.07	SB	RIGHT		20	G	N	N	C	43.6788	-72.31058	130970.89	515273.71
1452	4	HARTFORD	VT-106	3.49	SB	RIGHT		6	L	N	N	C	43.57137	-72.51651	119018.29	498666.01
1453	4	HARTFORD	VT-106	3.62	SB	RIGHT		8	L	N	N	C	43.57308	-72.51632	119208	498681.64
1454	4	HARTFORD	VT-106	4.69	SB	RIGHT		6	N	N	N	C	43.58816	-72.51557	120883.23	498742.55
1455	4	HARTFORD	VT-106	5.18	SB	RIGHT		6	N	N	N	C	43.59435	-72.51738	121571.53	498596.73
1456	4	HARTFORD	VT-106	5.25	SB	RIGHT		6	L	N	N	C	43.59511	-72.51762	121655.71	498576.93
1457	4	HARTFORD	VT-106	6.01	SB	RIGHT		6	L	N	N	C	43.6059	-72.51702	122854.63	498626.24
1458	4	HARTFORD	VT-106	6.30	SB	RIGHT		8	L	N	N	C	43.61014	-72.51671	123325.89	498650.7
1459	4	HARTFORD	VT-106	6.69	SB	RIGHT		10	G	N	N	C	43.61627	-72.51671	124006.87	498651.07
1460	4	HARTFORD	VT-106	6.84	SB	RIGHT		4	G	N	N	C	43.61842	-72.51702	124244.91	498626.18
1390	4	HARTFORD	VT-14	0.78	NB	RIGHT		6	L	N	N	C	43.65736	-72.33235	128585.5	513523.13
1391	4	HARTFORD	VT-14	1.70	NB	RIGHT		20	L	N	N	C	43.66304	-72.34872	129214.18	512201.91
1394	4	HARTFORD	VT-14	2.06	NB	RIGHT		6	G	N	N	C	43.66623	-72.35434	129567.33	511747.45
1395	4	HARTFORD	VT-14	2.51	NB	RIGHT		15	L	N	N	C	43.6683	-72.3624	129796.31	511097.63
1396	4	HARTFORD	VT-14	2.71	NB	RIGHT		10	L	N	N	C	43.66925	-72.36639	129901.35	510774.92
1397	4	HARTFORD	VT-14	3.76	NB	RIGHT		8	G	N	N	C	43.67559	-72.38495	130602.98	509277.9
1400	4	HARTFORD	VT-14	5.64	NB	RIGHT		8	L	N	N	C	43.69794	-72.40436	133084.46	507709.18
1401	4	HARTFORD	VT-14	5.78	NB	RIGHT		15	L	N	N	C	43.69988	-72.40497	133299.52	507660.16
1402	4	HARTFORD	VT-14	7.42	NB	RIGHT		6	G	N	N	C	43.71992	-72.41881	135525.04	506542.24
1468	4	HARTLAND	I-91	64.02	SB	RIGHT		<10	G	N	N	C	43.57553	-72.38588	119485.9	509217.51
1469	4	HARTLAND	I-91	64.27	SB	RIGHT		<10	G	N	N	C	43.57884	-72.38352	119854.07	509407.6
1470	4	HARTLAND	I-91	64.40	SB	RIGHT		<10	G	N	N	C	43.58026	-72.38199	120012.36	509531.15
1471	4	HARTLAND	I-91	65.03	SB	RIGHT		<10	G	N	N	C	43.58652	-72.37316	120709.05	510243.64
1472	4	HARTLAND	I-91	65.51	NB	MEDIAN		10	M	N	N	C	43.58779	-72.36311	120851.24	511054.43
1474	4	HARTLAND	I-91	65.53	SB	MEDIAN		<10	G	N	N	C	43.588	-72.3629	120875.11	511071.47
1475	4	HARTLAND	I-91	67.18	NB	MEDIAN		10	M	N	N	C	43.60588	-72.3417	122864.2	512779.64
1476	4	HARTLAND	I-91	67.19	SB	MEDIAN		<10	G	N	N	C	43.60612	-72.34184	122891.03	512768.52
1479	4	HARTLAND	I-91	67.34	NB	MEDIAN		10	G	N	N	C	43.60872	-72.34296	123179.37	512677.79
1461	4	HARTLAND	US-5	2.00	SB	RIGHT		12	L	N	N	C	43.54186	-72.39129	115744.94	508785.5
1462	4	HARTLAND	US-5	6.97	SB	RIGHT		8	G	N	N	C	43.60093	-72.35373	122312.02	511809.82
1463	4	HARTLAND	VT-12	1.40	SB	RIGHT		20	L	N	N	C	43.53827	-72.40113	115345.55	507990.65
1464	4	HARTLAND	VT-12	1.88	NB	RIGHT		5	N	N	N	C	43.5481	-72.43239	116435.21	505463.26
1465	4	HARTLAND	VT-12	2.21	NB	RIGHT		15	N	N	N	C	43.55154	-72.43684	116816.85	505103.56
1466	4	HARTLAND	VT-12	4.01	SB	RIGHT		12	G	N	N	C	43.57632	-72.44415	119569.86	504511.34
1467	4	HARTLAND	VT-12	4.16	SB	RIGHT		12	G	N	N	C	43.5781	-72.44558	119766.86	504395.8
1482	4	NORWICH	I-91	74.02	NB	RIGHT						C	43.69476	-72.31029	132743.87	515292.99
1483	4	NORWICH	I-91	74.26	SB	RIGHT						C	43.69842	-72.31075	133151.1	515255.25
1484	4	NORWICH	I-91	74.26	SB	MEDIAN						C	43.69836	-72.31052	133144.53	515274.06
1485	4	NORWICH	I-91	74.31	SB	MEDIAN						C	43.6991	-72.31046	133226.42	515278.53
1486	4	NORWICH	I-91	74.34	SB	RIGHT						C	43.69959	-72.31056	133280.7	515270.16
1488	4	NORWICH	I-91	76.85	NB	MEDIAN						C	43.72894	-72.28181	136547.83	517579.31
1489	4	NORWICH	I-91	76.88	SB	RIGHT						C	43.73001	-72.28135	136665.76	517615.87
1490	4	NORWICH	I-91	77.26	SB	MEDIAN						C	43.73391	-72.27567	137101.09	518072.13
1492	4	NORWICH	I-91	77.33	NB	RIGHT						C	43.73359	-72.27519	137064.91	518111.04
1493	4	NORWICH	I-91	77.35	SB	MEDIAN						C	43.73527	-72.27433	137251.88	518179.69
1494	4	NORWICH	I-91	77.39	NB	RIGHT						C	43.73488	-72.27415	137208.43	518194.39
1495	4	NORWICH	I-91	77.47	NB	RIGHT						C	43.73563	-72.27354	137291.98	518242.93
1496	4	NORWICH	I-91	77.48	SB	RIGHT						C	43.73776	-72.27265	137528.9	518314.09
1498	4	NORWICH	I-91	81.03	SB	RIGHT						C	43.76928	-72.22362	141042.79	522252.1
1499	4	NORWICH	I-91	81.04	NB	MEDIAN						C	43.76913	-72.22307	141026.45	522296.62
1500	4	NORWICH	I-91	81.25	SB	RIGHT						C	43.77241	-72.22312	141390.67	522291.6
1480	4	NORWICH	US-5	2.81	SB	RIGHT		12	M	N	N	C	43.72176	-72.28465	135749.06	517352.35
1481	4	NORWICH	US-5	3.75	NB	RIGHT		10	L	N	N	C	43.73227	-72.27353	136919.28	518244.85
1501	4	POMFRET	VT-12	0.47	NB	RIGHT		5	M	N	N	C	43.66253	-72.57318	129148.49	494097.95
1517	4	RANDOLPH	I-89	26.96	SB	MEDIAN		10	G	N	N	C	43.8888	-72.61761	154292.49	490549.55
1518	4	RANDOLPH	I-89	26.96	SB	RIGHT		15	G	N	N	C	43.88877	-72.61791	154289.22	490525.44
1519	4	RANDOLPH	I-89	27.20	NB	MEDIAN		<10	G	N	N	C	43.89267	-72.61638	154721.71	490649.27

CUT NO.	DISTRICT	TOWNSHIP	HIGHWAY	MM	TRAVEL DIRECTION	CUT LOCATION	AADT 2004	HEIGHT	DITCH	RECENT ROCKFALL?	WATER/ICE	PRELIM RANKING	LATITUDE	LONGITUDE	NORTHING	EASTING
1520	4	RANDOLPH	I-89	27.20	NB	RIGHT		20	G	N	N	C	43.89261	-72.61612	154714.81	490670.34
1521	4	RANDOLPH	I-89	27.29	NB	MEDIAN		<10	G	N	N	C	43.89403	-72.61606	154873.25	490674.89
1522	4	RANDOLPH	I-89	27.37	SB	MEDIAN		10	G	N	N	C	43.89473	-72.6167	154951.12	490623.61
1524	4	RANDOLPH	I-89	27.68	NB	MEDIAN		10	G	N	N	C	43.89952	-72.61469	155483.19	490785.94
1525	4	RANDOLPH	I-89	27.74	SB	MEDIAN		10	G	N	N	C	43.90001	-72.61554	155537.67	490717.7
1526	4	RANDOLPH	I-89	27.75	SB	RIGHT		15	G	N	N	C	43.90012	-72.61583	155549.91	490694.86
1527	4	RANDOLPH	I-89	27.87	SB	RIGHT		15	G	N	N	C	43.90188	-72.61545	155744.96	490725.2
1528	4	RANDOLPH	I-89	27.90	NB	MEDIAN		20	G	N	N	C	43.90264	-72.61431	155829.3	490817.35
1529	4	RANDOLPH	I-89	27.91	NB	RIGHT		25	G	N	N	C	43.90253	-72.61401	155817.58	490841
1530	4	RANDOLPH	I-89	27.92	SB	MEDIAN		10	G	N	N	C	43.90247	-72.61505	155811.14	490757.36
1532	4	RANDOLPH	I-89	28.08	SB	MEDIAN		10	G	N	N	C	43.90483	-72.61452	156073.06	490800.64
1533	4	RANDOLPH	I-89	28.13	SB	RIGHT		15	G	N	N	C	43.90564	-72.61463	156163.3	490792.04
1534	4	RANDOLPH	I-89	28.32	NB	MEDIAN		10	G	N	N	C	43.90857	-72.61305	156488.56	490919.05
1535	4	RANDOLPH	I-89	28.38	SB	MEDIAN		<10	G	N	N	C	43.90902	-72.61365	156538.49	490871.08
1536	4	RANDOLPH	I-89	28.38	SB	RIGHT		20	G	N	N	C	43.90914	-72.61394	156551.21	490847.45
1537	4	RANDOLPH	I-89	28.65	NB	MEDIAN		10	G	N	N	C	43.91327	-72.61256	157010.31	490959.09
1538	4	RANDOLPH	I-89	28.75	SB	MEDIAN		15	G	Y	N	C	43.91436	-72.61328	157131.04	490901.75
1540	4	RANDOLPH	I-89	29.32	NB	MEDIAN		10	G	N	N	C	43.92268	-72.61453	158055.6	490802.08
1541	4	RANDOLPH	I-89	29.41	SB	MEDIAN		10	G	N	N	C	43.92371	-72.61574	158170.06	490705
1543	4	RANDOLPH	I-89	32.56	SB	MEDIAN		<10	G	N	N	C	43.96835	-72.62577	163131.1	489907.61
1545	4	RANDOLPH	I-89	32.75	NB	MEDIAN		10	G	N	N	C	43.97121	-72.62572	163448.95	489911.95
1546	4	RANDOLPH	I-89	33.21	SB	MEDIAN		15	G	N	N	C	43.97775	-72.62664	164175.87	489839.1
1547	4	RANDOLPH	I-89	33.21	SB	RIGHT		15	G	Y	N	C	43.97779	-72.62693	164180.43	489816.17
1548	4	RANDOLPH	I-89	33.37	NB	RIGHT		10	G	N	N	C	43.98027	-72.62543	164456.25	489937.06
1549	4	RANDOLPH	I-89	33.89	NB	MEDIAN		10	G	N	N	C	43.98784	-72.62541	165296.5	489939.69
1502	4	RANDOLPH	VT-12	0.09	SB	RIGHT		10	N	N	N	C	43.89632	-72.6531	155132.27	487699.38
1503	4	RANDOLPH	VT-12	6.06	NB	RIGHT		10	M	N	N	C	43.9752	-72.65169	163896.42	487828.62
1551	4	RANDOLPH	VT-12A	0.44	NB	RIGHT		5	L	N	N	C	43.92748	-72.67395	158597.43	486031.47
1552	4	RANDOLPH	VT-12A	0.73	NB	RIGHT		10	L	N	N	C	43.9297	-72.6784	158845.29	485674.99
1504	4	RANDOLPH	VT-14	0.19	NB	RIGHT		10	L	N	N	C	43.87869	-72.58211	153165.83	493401.06
1505	4	RANDOLPH	VT-14	0.39	NB	RIGHT		8	L	N	N	C	43.88158	-72.5811	153486.31	493482.56
1506	4	RANDOLPH	VT-14	2.43	SB	RIGHT		5	G	N	N	C	43.90617	-72.56288	156217.25	494948.96
1507	4	RANDOLPH	VT-66	1.02	WB	RIGHT		10	G	N	N	C	43.93408	-72.64707	159327.15	488191.28
1508	4	RANDOLPH	VT-66	1.36	WB	RIGHT		5	G	N	N	C	43.93589	-72.63988	159527.33	488768.76
1509	4	RANDOLPH	VT-66	1.52	WB	RIGHT		6	G	N	N	C	43.93707	-72.63837	159657.75	488890.28
1510	4	RANDOLPH	VT-66	5.20	WB	RIGHT		4	N	N	N	C	43.95686	-72.58644	161850.82	493061.92
1511	4	RANDOLPH	VT-66	5.50	EB	RIGHT		5	G	N	N	C	43.95821	-72.58127	161999.96	493477.56
1512	4	RANDOLPH	VT-66	5.70	EB	RIGHT		6	G	N	N	C	43.95858	-72.57754	162041.05	493776.97
1513	4	RANDOLPH	VT-66	5.94	EB	RIGHT		8	G	N	N	C	43.95842	-72.57229	162023.12	494197.95
1514	4	RANDOLPH	VT-66	5.99	EB	RIGHT		6	G	N	N	C	43.95808	-72.5714	161985.7	494269.24
1515	4	RANDOLPH	VT-66	6.10	EB	RIGHT		6	L	N	N	C	43.95737	-72.56996	161906.59	494384.69
1516	4	RANDOLPH	VT-66	6.16	EB	RIGHT		6	G	N	N	C	43.95676	-72.56911	161839.01	494453.48
1553	4	READING	VT-106	1.39	SB	RIGHT		10	G	N	N	C	43.46355	-72.53445	107039.49	497212.59
1554	4	READING	VT-106	1.58	SB	RIGHT		20	G	N	N	C	43.46601	-72.53341	107312.98	497296.4
1555	4	READING	VT-106	1.60	NB	RIGHT		40	G	N	N	C	43.46616	-72.53306	107329.98	497324.89
1556	4	READING	VT-106	1.70	SB	RIGHT		10	G	N	N	C	43.46785	-72.53318	107517.13	497314.9
1557	4	READING	VT-106	1.85	SB	RIGHT		20	G	N	N	C	43.46982	-72.53346	107736.52	497292.49
1558	4	READING	VT-106	2.33	NB	RIGHT		6	G	N	N	C	43.47539	-72.53907	108355.18	496838.97
1559	4	READING	VT-106	2.44	NB	RIGHT		6	L	N	N	C	43.47646	-72.5405	108474.63	496723.03
1560	4	READING	VT-106	2.65	NB	RIGHT		5	M	N	N	C	43.47834	-72.54393	108683.46	496445.94
1561	4	READING	VT-106	2.95	SB	RIGHT		10	L	N	N	C	43.48027	-72.54915	108897.58	496023.73
1562	4	READING	VT-106	2.99	NB	RIGHT		15	N	N	N	C	43.48104	-72.54983	108984.03	495968.72
1563	4	READING	VT-106	3.90	SB	RIGHT		12	G	N	N	C	43.49392	-72.55194	110414.11	495799.34
1564	4	READING	VT-106	4.79	NB	RIGHT		12	G	N	N	C	43.50689	-72.55448	111855.95	495594.65
1565	4	READING	VT-106	5.28	SB	RIGHT		15	G	N	N	C	43.51161	-72.54944	112379.86	496002.4
1567	4	READING	VT-106	5.47	NB	RIGHT		8	G	N	N	C	43.5141	-72.54829	112656.27	496095.66
1568	4	READING	VT-106	5.57	NB	RIGHT		12	G	N	N	C	43.51534	-72.54801	112794.33	496118.42
1569	4	READING	VT-106	5.92	NB	RIGHT		10	G	N	N	C	43.52015	-72.55028	113329.09	495934.98
1570	4	READING	VT-106	5.99	NB	RIGHT		8	G	N	N	C	43.5209	-72.55104	113411.58	495873.63
1571	4	READING	VT-106	6.07	NB	RIGHT		18	G	N	N	C	43.52177	-72.55178	113509.06	495813.89
1572	4	READING	VT-106	6.64	SB	RIGHT		20	G	N	N	C	43.52987	-72.55565	114408.84	495501.27
1573	4	READING	VT-106	6.71	SB	RIGHT		10	G	N	N	C	43.53103	-72.55601	114537.31	495472.82
1574	4	READING	VT-106	6.74	NB	RIGHT		8	G	N	N	C	43.53141	-72.55587	114579.82	495483.92
1575	4	READING	VT-106	6.79	SB	RIGHT		10	G	N	N	C	43.53232	-72.55598	114681.09	495474.73

CUT NO.	DISTRICT	TOWNSHIP	HIGHWAY	MM	TRAVEL DIRECTION	CUT LOCATION	AADT 2004	HEIGHT	DITCH	RECENT ROCKFALL?	WATER/ICE	PRELIM RANKING	LATITUDE	LONGITUDE	NORTHING	EASTING
1576	4	READING	VT-106	6.82	NB	RIGHT		10	M	N	N	C	43.53275	-72.55563	114728.66	495503.7
1577	4	READING	VT-106	7.01	NB	RIGHT		10	M	N	N	C	43.53531	-72.5548	115013.61	495570.45
1590	4	ROCHESTER	VT-100	0.26	NB	RIGHT		6	M	N	N	C	43.8077	-72.78533	145314.75	477041.95
1591	4	ROCHESTER	VT-100	2.83	NB	RIGHT		12	G	N	N	C	43.8426	-72.79778	149194.99	476054.32
1593	4	ROCHESTER	VT-100	4.32	NB	RIGHT		10	N	N	N	C	43.86115	-72.81052	151260.19	475037.65
1594	4	ROCHESTER	VT-100	6.23	NB	RIGHT		15	G	N	N	C	43.88651	-72.81224	154078.13	474909.81
1578	4	ROCHESTER	VT-73	0.17	EB	RIGHT		15	G	N	N	C	43.84096	-72.96051	149073.27	462966.97
1579	4	ROCHESTER	VT-73	0.94	WB	RIGHT		10	G	N	N	C	43.84058	-72.94503	149023.87	464211.76
1580	4	ROCHESTER	VT-73	1.65	EB	RIGHT		8	G	N	N	C	43.84403	-72.93188	149402.3	465271.11
1581	4	ROCHESTER	VT-73	2.47	EB	RIGHT		15	G	N	N	C	43.85273	-72.9199	150363.57	466239.52
1582	4	ROCHESTER	VT-73	2.87	EB	RIGHT		12	G	N	N	C	43.85344	-72.91204	150438.72	466871.86
1583	4	ROCHESTER	VT-73	3.05	EB	RIGHT		6	G	N	N	C	43.85298	-72.90842	150386.62	467162.38
1584	4	ROCHESTER	VT-73	3.20	EB	RIGHT		10	G	N	N	C	43.85248	-72.90564	150329.78	467385.89
1585	4	ROCHESTER	VT-73	3.31	EB	RIGHT		20	G	N	N	C	43.85179	-72.90404	150252.52	467514.04
1586	4	ROCHESTER	VT-73	3.44	EB	RIGHT		6	G	N	N	C	43.85196	-72.90133	150270.44	467732.28
1587	4	ROCHESTER	VT-73	5.05	EB	RIGHT		10	G	N	N	C	43.85776	-72.87004	150902.69	470251.05
1588	4	ROCHESTER	VT-73	6.60	EB	RIGHT		6	M	N	N	C	43.84929	-72.84403	149953.08	472337.7
1607	4	ROYALTON	I-89	16.38	NB	RIGHT		20	G	N	N	C	43.79435	-72.50475	143791.13	499617.46
1609	4	ROYALTON	I-89	16.58	SB	RIGHT		<10	G	N	N	C	43.79635	-72.50758	144013.91	499389.9
1612	4	ROYALTON	I-89	18.09	SB	RIGHT		15	G	N	N	C	43.81518	-72.52365	146106.5	498097.37
1613	4	ROYALTON	I-89	18.28	SB	RIGHT		20	G	Y	Y	C	43.8175	-72.52525	146364.24	497968.83
1615	4	ROYALTON	I-89	18.91	SB	RIGHT		15	G	N	N	C	43.82273	-72.53377	146945.52	497283.28
1617	4	ROYALTON	I-89	19.08	NB	RIGHT		20	G	N	N	C	43.82283	-72.53652	146955.92	497062.59
1618	4	ROYALTON	I-89	19.12	SB	RIGHT		15	G	N	N	C	43.82177	-72.53769	146838.7	496967.96
1620	4	ROYALTON	I-89	19.65	SB	RIGHT		25	G	Y	N	C	43.81483	-72.54142	146068.21	496667.45
1621	4	ROYALTON	I-89	21.76	NB	RIGHT		20	G	N	N	C	43.82214	-72.57401	146881.29	494046.41
1624	4	ROYALTON	VT-110	0.54	SB	RIGHT		10	G	N	N	C	43.83074	-72.51502	147834.12	498792.31
1625	4	ROYALTON	VT-110	0.67	NB	RIGHT		12	G	N	Y	C	43.83201	-72.51218	147975.55	499020.54
1626	4	ROYALTON	VT-110	1.36	NB	RIGHT		10	G	N	Y	C	43.8408	-72.51316	148952.27	498941.55
1628	4	ROYALTON	VT-110	1.99	NB	RIGHT		20	G	N	Y	C	43.84936	-72.51036	149903.64	499167.28
1629	4	ROYALTON	VT-110	2.15	NB	RIGHT		10	G	N	Y	C	43.85103	-72.50868	150088.95	499302.48
1630	4	ROYALTON	VT-110	2.23	NB	RIGHT		15	G	N	Y	C	43.85179	-72.50735	150173.58	499409.02
1631	4	ROYALTON	VT-110	2.30	NB	RIGHT		8	G	N	Y	C	43.85237	-72.50629	150237.94	499494.43
1595	4	ROYALTON	VT-14	0.48	NB	RIGHT		15	L	N	N	C	43.80119	-72.50102	144551.86	499917.59
1596	4	ROYALTON	VT-14	1.49	NB	RIGHT		6	L	N	N	C	43.81429	-72.50794	146006.49	499361.58
1597	4	ROYALTON	VT-14	2.48	NB	RIGHT		6	M	N	N	C	43.82422	-72.52155	147110.14	498266.63
1598	4	ROYALTON	VT-14	2.57	NB	RIGHT		5	L	N	N	C	43.82473	-72.52296	147167.39	498153.09
1599	4	ROYALTON	VT-14	2.64	NB	RIGHT		15	L	N	N	C	43.82533	-72.52394	147233.28	498074.68
1600	4	ROYALTON	VT-14	2.68	NB	RIGHT		10	L	N	N	C	43.82579	-72.52457	147284.81	498023.63
1602	4	ROYALTON	VT-14	3.38	NB	RIGHT		10	N	N	N	C	43.82673	-72.53784	147389.68	496956.13
1603	4	ROYALTON	VT-14	6.53	NB	RIGHT		8	N	N	N	C	43.83472	-72.57324	148279.79	494109.93
1604	4	ROYALTON	VT-14	6.74	NB	RIGHT		5	G	N	N	C	43.83727	-72.57508	148562.27	493961.66
1605	4	ROYALTON	VT-14	6.78	NB	RIGHT		10	M	N	N	C	43.83793	-72.57532	148636.16	493942.33
1606	4	ROYALTON	VT-14	7.31	NB	RIGHT		8	L	N	N	C	43.84111	-72.5844	148990.28	493213.16
1638	4	SHARON	I-89	8.72	NB	MEDIAN		20	G	N	N	C	43.72731	-72.42811	136345.22	505792.48
1639	4	SHARON	I-89	8.72	NB	RIGHT		15	G	N	N	C	43.72737	-72.42792	136352.76	505807.71
1643	4	SHARON	I-89	8.77	NB	RIGHT		35	G	N	N	C	43.72784	-72.42844	136404.13	505765.53
1644	4	SHARON	I-89	8.85	SB	MEDIAN		20	M	N	N	C	43.72811	-72.42974	136434.76	505660.9
1645	4	SHARON	I-89	8.87	NB	MEDIAN		15	G	N	N	C	43.72827	-72.42959	136452.55	505672.56
1646	4	SHARON	I-89	8.88	NB	RIGHT		20	G	N	N	C	43.72861	-72.4296	136490.4	505671.62
1647	4	SHARON	I-89	9.25	NB	RIGHT		25	G	N	N	C	43.73227	-72.43112	136896.13	505549.52
1648	4	SHARON	I-89	9.41	NB	RIGHT		10	G	N	N	C	43.73411	-72.43153	137100.37	505516.34
1650	4	SHARON	I-89	10.31	NB	RIGHT		20	G	N	N	C	43.74543	-72.44054	138358.1	504789.38
1652	4	SHARON	I-89	11.10	NB	MEDIAN		15	M	N	N	C	43.75556	-72.44707	139483.45	504262.93
1654	4	SHARON	I-89	11.36	NB	RIGHT		50	G	N	N	C	43.75948	-72.44797	139918.5	504189.99
1655	4	SHARON	I-89	11.61	NB	RIGHT		10	G	N	N	C	43.76276	-72.44666	140283.44	504294.78
1656	4	SHARON	I-89	11.81	NB	RIGHT		10	G	N	N	C	43.76555	-72.44532	140593.5	504402.54
1657	4	SHARON	I-89	12.15	NB	RIGHT		80	G	N	N	C	43.77041	-72.44512	141133.64	504418.7
1659	4	SHARON	I-89	12.16	NB	MEDIAN		15	M	N	N	C	43.77062	-72.4453	141155.94	504404.31
1660	4	SHARON	I-89	12.62	NB	MEDIAN		10	M	N	N	C	43.77745	-72.44453	141915.53	504465.83
1662	4	SHARON	I-89	12.78	NB	RIGHT		30	G	N	N	C	43.77978	-72.44476	142174.34	504447.11
1663	4	SHARON	I-89	12.95	NB	MEDIAN		10	L	N	N	C	43.78237	-72.44625	142461.64	504326.29
1664	4	SHARON	I-89	13.00	SB	MEDIAN		15	M	N	N	C	43.78229	-72.4464	142453.5	504314.33
1665	4	SHARON	I-89	13.09	NB	RIGHT		15	G	N	N	C	43.78407	-72.44749	142650.65	504226.34

CUT NO.	DISTRICT	TOWNSHIP	HIGHWAY	MM	TRAVEL DIRECTION	CUT LOCATION	AADT 2004	HEIGHT	DITCH	RECENT ROCKFALL?	WATER/ICE	PRELIM RANKING	LATITUDE	LONGITUDE	NORTHING	EASTING
1666	4	SHARON	I-89	13.81	NB	RIGHT		10	G	N	N	C	43.78542	-72.45974	142800.04	503240.55
1667	4	SHARON	I-89	14.14	NB	RIGHT		50	G	N	N	C	43.78378	-72.46604	142617.43	502733.48
1668	4	SHARON	I-89	14.18	SB	RIGHT		30	G	N	N	C	43.78326	-72.46639	142560.14	502705.44
1669	4	SHARON	I-89	14.32	SB	RIGHT		<10	G	N	N	C	43.78267	-72.46881	142494.06	502510.92
1670	4	SHARON	I-89	14.35	NB	RIGHT		25	G	N	N	C	43.78284	-72.47016	142513.45	502402.08
1671	4	SHARON	I-89	15.47	SB	RIGHT		15	G	N	N	C	43.78512	-72.4914	142765.9	500691.84
1672	4	SHARON	I-89	15.77	SB	RIGHT		<10	G	N	N	C	43.78787	-72.49638	143071.5	500291.05
1673	4	SHARON	I-89	15.88	SB	RIGHT		10	G	N	N	C	43.78887	-72.49784	143183.12	500173.54
1674	4	SHARON	I-89		NB	INT. 2 RAMP D LEFT		<10	G	N	N	C	43.78672	-72.45335	142944.76	503755.23
1676	4	SHARON	I-89		NB	INT. 2 RAMP D RIGHT		10	G	N	N	C	43.78649	-72.45569	142918.85	503566.82
1677	4	SHARON	VT-132	4.10	EB	RIGHT		15	L	N	N	C	43.79626	-72.44286	144004.75	504598.33
1632	4	SHARON	VT-14	0.40	NB	RIGHT		5	L	N	N	C	43.72553	-72.4322	136147.7	505462.7
1633	4	SHARON	VT-14	0.53	NB	RIGHT		6	L	N	N	C	43.72743	-72.43332	136358.83	505372.09
1634	4	SHARON	VT-14	1.05	NB	RIGHT		6	L	N	N	C	43.73477	-72.4342	137174.14	505300.77
1635	4	SHARON	VT-14	1.15	NB	RIGHT		6	L	N	N	C	43.73615	-72.43464	137327.85	505265.34
1636	4	SHARON	VT-14	1.44	NB	RIGHT		6	G	N	N	C	43.73938	-72.43831	137685.95	504969.02
1637	4	SHARON	VT-14	6.18	NB	RIGHT		10	L	N	N	C	43.78435	-72.47385	142680.51	502104.64
1679	4	STOCKBRIDGE	VT-100	4.15	NB	RIGHT		5	L	N	N	C	43.79635	-72.76804	144048.71	478428.89
1680	4	STOCKBRIDGE	VT-100	4.26	NB	RIGHT		5	M	N	N	C	43.79768	-72.76911	144196.14	478343.09
1681	4	STOCKBRIDGE	VT-100	4.40	NB	RIGHT		12	L	N	N	C	43.79944	-72.77055	144393	478228.19
1682	4	STOCKBRIDGE	VT-100	4.52	NB	RIGHT		30	N	N	N	C	43.80083	-72.77173	144546.8	478133.73
1683	4	STOCKBRIDGE	VT-107	1.03	EB	RIGHT		12	M	N	N	C	43.76702	-72.7461	140784.04	480185.23
1684	4	STOCKBRIDGE	VT-107	1.59	EB	RIGHT		10	G	N	N	C	43.76031	-72.74021	140037.59	480656.98
1685	4	STOCKBRIDGE	VT-107	1.68	EB	RIGHT		10	M	N	N	C	43.75939	-72.73864	139934.94	480782.82
1689	4	STOCKBRIDGE	VT-107	3.31	EB	RIGHT		20	G	N	N	C	43.76585	-72.71082	140646.23	483025.18
1691	4	STOCKBRIDGE	VT-107	5.63	EB	RIGHT		15	G	N	N	C	43.78966	-72.67927	143285.74	485571.07
1692	4	STOCKBRIDGE	VT-107	5.75	EB	RIGHT		10	N	N	N	C	43.79129	-72.67828	143467.14	485651.2
1695	4	THETFORD	I-91	81.67	SB	RIGHT						C	43.77872	-72.22197	142092.08	522381.8
1696	4	THETFORD	I-91	81.70	SB	MEDIAN						C	43.77892	-72.22162	142114.24	522409.48
1697	4	THETFORD	I-91	81.87	NB	RIGHT						C	43.78107	-72.21966	142354.54	522566.76
1698	4	THETFORD	I-91	82.41	SB	RIGHT						C	43.78898	-72.21509	143234.71	522931.42
1699	4	THETFORD	I-91	82.49	NB	RIGHT						C	43.78941	-72.21418	143282.5	523004.89
1701	4	THETFORD	I-91	83.17	NB	RIGHT						C	43.79854	-72.21815	144295.47	522681.4
1702	4	THETFORD	I-91	85.00	SB	MEDIAN						C	43.82359	-72.21011	147080.74	523318.68
1703	4	THETFORD	I-91	85.01	SB	RIGHT						C	43.82359	-72.21051	147080.72	523286.68
1704	4	THETFORD	I-91	85.68	SB	RIGHT						C	43.83293	-72.20664	148119.62	523594.14
1705	4	THETFORD	I-91	85.71	NB	MEDIAN						C	43.83268	-72.20592	148091.85	523652.31
1706	4	THETFORD	I-91	85.72	SB	MEDIAN						C	43.83271	-72.20645	148095.14	523609.41
1708	4	THETFORD	I-91	87.10	SB	RIGHT						C	43.85201	-72.19559	150243.37	524475.54
1709	4	THETFORD	I-91	87.76	NB	RIGHT						C	43.86058	-72.18932	151196.43	524975.46
1710	4	THETFORD	I-91	87.91	NB	RIGHT						C	43.86256	-72.18825	151416.89	525061.15
1711	4	THETFORD	I-91	88.81	SB	RIGHT						C	43.8747	-72.1834	152767.48	525446.08
1693	4	THETFORD	US-5	0.41	SB	RIGHT		15	M	N	N	C	43.77774	-72.20579	141988.27	523684.85
1694	4	THETFORD	US-5	5.94	SB	RIGHT		15	L	N	N	C	43.85113	-72.18716	150147.22	525153.65
1712	4	TUNBRIDGE	VT-110	0.14	NB	RIGHT		5	G	N	N	C	43.8538	-72.50383	150397.02	499692.41
1713	4	TUNBRIDGE	VT-110	1.13	SB	RIGHT		10	N	N	N	C	43.86721	-72.49901	151886.96	500079.87
1714	4	TUNBRIDGE	VT-110	1.27	SB	RIGHT		15	N	N	N	C	43.86924	-72.49937	152112.2	500050.97
1715	4	TUNBRIDGE	VT-110	2.11	NB	RIGHT		15	L	N	N	C	43.88085	-72.5017	153401.9	499863.06
1716	4	TUNBRIDGE	VT-110	2.24	SB	RIGHT		10	L	N	N	C	43.88222	-72.50053	153553.91	499957.6
1717	4	TUNBRIDGE	VT-110	3.60	SB	RIGHT		5	N	N	N	C	43.89673	-72.48546	155166.07	501167.79
1718	4	TUNBRIDGE	VT-110	5.30	SB	RIGHT		15	N	N	N	C	43.91729	-72.4735	157451.34	502128.61
1719	4	TUNBRIDGE	VT-110	5.75	SB	RIGHT		15	N	N	N	C	43.92285	-72.46899	158069	502490.07
1720	4	TUNBRIDGE	VT-110	5.84	SB	RIGHT		10	N	N	N	C	43.92352	-72.46771	158143.95	502593.41
1721	4	TUNBRIDGE	VT-110	7.51	SB	RIGHT		2	N	N	N	C	43.94503	-72.46047	160533.22	503173.59
1722	4	TUNBRIDGE	VT-110	7.68	SB	RIGHT		8	N	N	N	C	43.94696	-72.45989	160748.09	503220.22
1723	4	TUNBRIDGE	VT-110	7.88	SB	RIGHT		10	N	N	N	C	43.95031	-72.4612	161119.91	503114.25
1724	4	VERSHIRE	VT-113	0.65	EB	RIGHT		6	L	N	N	C	43.98903	-72.37161	165429.42	510298.96
1725	4	VERSHIRE	VT-113	2.18	WB	RIGHT		6	M	N	N	C	43.97551	-72.3478	163930.4	512212.1
1726	4	VERSHIRE	VT-113	2.46	WB	RIGHT		4	G	N	N	C	43.974	-72.34259	163763.52	512630.67
1727	4	VERSHIRE	VT-113	5.92	EB	RIGHT		12	M	N	N	C	43.95914	-72.28095	162123.47	517580.72
1728	4	VERSHIRE	VT-113	6.05	EB	RIGHT		8	G	N	N	C	43.95767	-72.27928	161960.57	517715.11
1729	4	VERSHIRE	VT-113	7.54	WB	RIGHT		8	G	N	N	C	43.93879	-72.26582	159866	518800.96
1730	4	WASHINGTON	VT-110	0.26	NB	RIGHT		10	N	N	N	C	44.04465	-72.47445	171601.93	502048.01
1731	4	WEATHERSFIELD	VT-106	4.74	NB	RIGHT		10	L	N	N	C	43.40647	-72.51386	100698.33	498876.98

CUT NO.	DISTRICT	TOWNSHIP	HIGHWAY	MM	TRAVEL DIRECTION	CUT LOCATION	AADT 2004	HEIGHT	DITCH	RECENT ROCKFALL?	WATER/ICE	PRELIM RANKING	LATITUDE	LONGITUDE	NORTHING	EASTING
1732	4	WEATHERSFIELD	VT-106	5.12	SB	RIGHT		10	N	N	N	C	43.41173	-72.51323	101282.35	498928.48
1733	4	WEST FAIRLEE	VT-113	0.23	EB	RIGHT		8	G	N	N	C	43.93314	-72.26733	159237.89	518681.63
1734	4	WEST FAIRLEE	VT-113	0.85	EB	RIGHT		10	L	N	N	C	43.92471	-72.2658	158302.35	518807.58
1735	4	WEST FAIRLEE	VT-113	1.08	EB	RIGHT		5	G	N	N	C	43.92176	-72.26392	157974.05	518959.53
1737	4	WEST FAIRLEE	VT-244	1.16	WB	RIGHT		8	G	N	N	C	43.89724	-72.21578	155261.85	522834.61
1738	4	WEST FAIRLEE	VT-244	1.31	WB	RIGHT		4	G	N	N	C	43.89924	-72.21463	155484.67	522926.13
1739	4	WEST WINDSOR	VT-44	0.53	WB	RIGHT		6	L	N	N	C	43.46473	-72.52373	107170.79	498080.13
1740	4	WEST WINDSOR	VT-44	1.81	WB	RIGHT		6	N	N	N	C	43.45372	-72.50594	105947.1	499519.25
1749	4	WINDSOR	I-91	55.26	NB	MEDIAN		15	G	N	N	C	43.45552	-72.40678	106150.88	507544.35
1750	4	WINDSOR	I-91	55.26	NB	RIGHT		10	G	N	N	C	43.45515	-72.40663	106110.35	507557.07
1751	4	WINDSOR	I-91	55.31	SB	MEDIAN		15	G	N	N	C	43.45576	-72.40691	106178.24	507533.82
1752	4	WINDSOR	I-91	55.48	NB	MEDIAN		10	G	N	N	C	43.45853	-72.4059	106485.67	507615.27
1753	4	WINDSOR	I-91	55.48	NB	RIGHT		15	G	N	N	C	43.45849	-72.40565	106481.13	507635.84
1754	4	WINDSOR	I-91	55.49	SB	MEDIAN		<10	G	N	N	C	43.45864	-72.40599	106497.82	507607.86
1756	4	WINDSOR	I-91	55.75	NB	MEDIAN		10	G	N	N	C	43.46246	-72.40531	106922.15	507662.46
1757	4	WINDSOR	I-91	55.79	SB	MEDIAN		10	G	N	N	C	43.46297	-72.40555	106978.81	507643.52
1758	4	WINDSOR	I-91	55.80	NB	RIGHT		15	G	N	N	C	43.46311	-72.4052	106995.16	507671.33
1759	4	WINDSOR	I-91	56.50	NB	MEDIAN		10	G	N	N	C	43.47347	-72.4062	108145.53	507589.4
1761	4	WINDSOR	I-91	56.53	SB	MEDIAN		<10	G	N	N	C	43.47361	-72.40633	108160.9	507578.37
1762	4	WINDSOR	I-91	56.80	NB	MEDIAN		10	G	N	N	C	43.47771	-72.4063	108616.43	507580.96
1764	4	WINDSOR	I-91	56.81	SB	MEDIAN		10	G	N	N	C	43.47784	-72.40644	108631.52	507568.92
1765	4	WINDSOR	I-91	57.52	NB	MEDIAN		15	M	N	N	C	43.48834	-72.40725	109797.8	507502.83
1766	4	WINDSOR	I-91	57.54	SB	MEDIAN		10	M	N	N	C	43.48852	-72.40744	109818.03	507486.95
1767	4	WINDSOR	I-91	57.56	NB	RIGHT		10	G	N	N	C	43.4888	-72.40712	109848.42	507513.06
1768	4	WINDSOR	I-91	57.63	SB	RIGHT		<10	G	N	N	C	43.48979	-72.40763	109958.07	507471.38
1770	4	WINDSOR	I-91	57.94	NB	RIGHT		10	G	N	N	C	43.49412	-72.40867	110439.25	507386.78
1771	4	WINDSOR	I-91	57.95	SB	MEDIAN		10	G	N	N	C	43.49411	-72.40911	110438.81	507351.61
1772	4	WINDSOR	I-91	57.97	SB	RIGHT		15	G	N	N	C	43.49401	-72.40928	110427.06	507337.43
1773	4	WINDSOR	I-91	58.18	SB	RIGHT		10	G	N	N	C	43.4972	-72.41117	110781.72	507184.63
1776	4	WINDSOR	I-91	58.91	SB	RIGHT		20	G	N	N	C	43.50754	-72.40682	111930.19	507534.9
1777	4	WINDSOR	I-91	59.01	SB	RIGHT		30	G	N	N	C	43.50888	-72.40645	112079.39	507564.71
1778	4	WINDSOR	I-91	59.26	SB	RIGHT		15	G	N	N	C	43.5125	-72.40728	112481.56	507497.32
1779	4	WINDSOR	I-91	59.39	SB	RIGHT		10	G	N	N	C	43.51433	-72.4079	112685.41	507446.66
1741	4	WINDSOR	US-5	1.38	SB	RIGHT		6	G	N	N	C	43.44819	-72.39643	105338.11	508383.39
1742	4	WINDSOR	VT-44	0.27	EB	RIGHT		10	N	N	N	C	43.46754	-72.44703	107483.64	504286.53
1743	4	WINDSOR	VT-44	0.45	EB	RIGHT		8	M	N	N	C	43.46654	-72.44362	107373.45	504562.36
1744	4	WINDSOR	VT-44	2.62	WB	RIGHT		15	N	N	N	C	43.45412	-72.40633	105995.8	507581.41
1745	4	WINDSOR	VT-44	2.82	WB	RIGHT		12	G	N	N	C	43.45692	-72.405	106307.09	507688.46
1746	4	WINDSOR	VT-44	2.82	WB	RIGHT		12	G	N	N	C	43.45627	-72.4053	106234.79	507664.29
1747	4	WINDSOR	VT-44	2.91	WB	RIGHT		10	G	N	N	C	43.45756	-72.40476	106378.55	507707.81
1748	4	WINDSOR	VT-44	3.50	WB	RIGHT		6	M	N	N	C	43.46677	-72.40445	107401.33	507731.8
70	5	BRISTOL	VT-17	2.09	WB	RIGHT	1600	40	M	Y	N	A	44.16234	-73.02134	184810.53	458300.58
71	5	COLCHESTER	I-89	96.67	SB	RIGHT	30400	25	G	Y	N	A	44.5732	-73.17786	230554.13	446159.13
73	5	CORNWALL	VT-125	2.21	WB	RIGHT	2300	15	G	Y	N	A	43.9998	-73.22373	166873.45	441953.85
72	5	CORNWALL	VT-74	0.13	WB	RIGHT	2900	30	M	Y	N	A	43.94331	-73.25533	160618.9	439362.2
74	5	WILLISTON	I-89	80.07	NB	RIGHT	28600	40	M	Y	N	A	44.43101	-73.03806	214672.29	457159.51
1931	5	RIPTON	VT-125	0.19	EB	RIGHT		35	G	Y	Y	B	43.97143	-73.0555	163615.81	455425.66
1933	5	RIPTON	VT-125	0.32	EB	RIGHT		20	L	N	N	B	43.97276	-73.05311	163762.58	455618.67
1937	5	RIPTON	VT-125	1.00	EB	RIGHT		15	L	N	N	B	43.97462	-73.04174	163963.2	456531.9
1897	5	MIDDLEBURY	VT-125	3.99	EB	RIGHT		10	G	Y	N	B	43.97345	-73.06086	163843.85	454997.43
1787	5	BRIDPORT	VT-125	7.19	WB	RIGHT		15	L	Y	N	B	43.99185	-73.27562	166026.89	437784.51
1831	5	COLCHESTER	I-89	94.43	NB	RIGHT		25	G	Y	N	B	44.54365	-73.19338	227281.79	444898.81
1838	5	COLCHESTER	I-89	94.88	NB	MEDIAN		25	M	Y	N	B	44.549	-73.18867	227872.94	445278.11
1848	5	COLCHESTER	I-89		NB	INT. 16 RAMP B RIGHT		25	L	Y	N	B	44.50642	-73.18201	223136.86	445767.7
1860	5	CORNWALL	VT-74	0.12	EB	RIGHT		15	M	N	N	B	43.94324	-73.25492	160610.69	439395.51
1872	5	ESSEX	VT-289	8.13	EB	RIGHT		80	G	Y	N	B	44.51675	-73.11197	224240.05	451346.1
1878	5	HINESBURG	VT-116	3.68	NB	RIGHT		10	L	Y	N	B	44.32281	-73.09825	202682.37	452279.24
1881	5	HINESBURG	VT-116	5.67	NB	RIGHT		50	G	N	N	B	44.34363	-73.1181	205007.78	450712.98
1929	5	RICHMOND	VT-117	0.04	WB	RIGHT		15	L	N	N	B	44.43377	-73.02077	214969.37	458538.03
1947	5	SHELBURNE	VT-116	1.38	SB	RIGHT		10	N	Y	N	B	44.40134	-73.14631	211437.16	448514.45
1976	5	STARKSBORO	VT-116	2.48	SB	RIGHT		10	N	N	N	B	44.22046	-73.05611	191286.01	455563.61
1991	5	WILLISTON	I-89	80.09	SB	MEDIAN		20	G	N	N	B	44.43085	-73.0385	214654.16	457124.14
1992	5	WILLISTON	I-89	82.72	NB	MEDIAN		20	G	Y	N	B	44.43715	-73.09071	215382.72	452972.16
1791	5	BRISTOL	VT-17	0.69	EB	RIGHT		30	M	Y	N	B-	44.15408	-73.04365	183903.9	456510.53

CUT NO.	DISTRICT	TOWNSHIP	HIGHWAY	MM	TRAVEL DIRECTION	CUT LOCATION	AADT 2004	HEIGHT	DITCH	RECENT ROCKFALL?	WATER/ICE	PRELIM RANKING	LATITUDE	LONGITUDE	NORTHING	EASTING
1827	5	COLCHESTER	I-89	93.84	NB	RIGHT		20	G	Y	N	B-	44.53582	-73.19734	226413.44	444577.06
1861	5	CORNWALL	VT-125	2.18	EB	RIGHT		25	M	Y	N	B-	43.99978	-73.22352	166870.83	441971.11
1879	5	HINESBURG	VT-116	3.75	NB	RIGHT		40	G	N	N	B-	44.3232	-73.0987	202725.82	452243.61
1922	5	RICHMOND	I-89	76.56	NB	RIGHT		40	G	Y	N	B-	44.40437	-72.98824	211686.34	461108.09
1928	5	RICHMOND	I-89	78.91	SB	RIGHT		30	G	Y	N	B-	44.422	-73.01977	213661.55	458609.39
1942	5	SHELBURNE	US-7	2.69	SB	RIGHT		25		N	N	B-	44.39049	-73.22234	210282.15	442447.4
1963	5	ST. GEORGE	VT-116	0.56	NB	RIGHT		15	L	N	N	B-	44.372	-73.13137	208167.76	449679.43
1964	5	ST. GEORGE	VT-116	0.78	NB	RIGHT		25	L	N	N	B-	44.37451	-73.1342	208448.63	449455.96
1972	5	STARKSBORO	VT-17	4.55	EB	RIGHT		10	G	N	N	B-	44.20448	-72.96458	189465.58	462867.12
1988	5	WILLISTON	I-89	79.64	SB	RIGHT		30	G	Y	N	B-	44.42547	-73.03353	214053.73	457516.16
1990	5	WILLISTON	I-89	80.08	NB	MEDIAN		35	G	Y	N	B-	44.43095	-73.03838	214665.8	457133.57
1994	5	WILLISTON	I-89	82.77	SB	RIGHT		40	G	N	N	B-	44.43678	-73.09127	215341.74	452927.42
214	5	BRISTOL	VT-17	2.04	WB	RIGHT	1600	20	M	Y	N	B+	44.16239	-73.02242	184816.04	458214.52
215	5	COLCHESTER	I-89	95.90	SB	RIGHT	30400	20	G	Y	N	B+	44.56225	-73.17958	229338.76	446012.78
216	5	CORNWALL	VT-125	2.16	WB	RIGHT	2300	15	L	Y	N	B+	44.00018	-73.22348	166914.5	441974.55
217	5	WILLISTON	I-89	80.10	SB	RIGHT	28600	40	G	Y	Y	B+	44.43072	-73.03872	214640.35	457106.84
1781	5	ADDISON	VT-17	10.89	WB	RIGHT		<10	G	Y	N	C	44.08398	-73.25476	176248.39	439551.2
1782	5	BOLTON	US-2	0.02	WB	RIGHT		5	N	N	N	C	44.3824	-72.93258	209221.15	465528.99
1783	5	BOLTON	US-2	0.75	WB	RIGHT		10	G	N	N	C	44.38099	-72.91873	209057.82	466631.87
1784	5	BOLTON	US-2	0.80	WB	RIGHT		20	G	N	N	C	44.38064	-72.91765	209018.68	466718
1785	5	BOLTON	US-2	1.58	WB	RIGHT		25	L	N	N	C	44.3776	-72.90268	208675.54	467909.12
1786	5	BOLTON	US-2	1.65	WB	RIGHT		15	M	N	N	C	44.37722	-72.90144	208632.44	468008.2
1788	5	BRIDPORT	VT-125	7.37	WB	RIGHT		10	M	Y	N	C	43.99306	-73.27165	166159.27	438103.76
1789	5	BRIDPORT	VT-22A	0.03	NB	RIGHT		<10	G	N	N	C	43.94129	-73.3113	160437.01	434867.12
1798	5	BRISTOL	VT-116	7.19	NB	RIGHT		10	N	N	N	C	44.12957	-73.0682	181193.87	454527.5
1799	5	BRISTOL	VT-116	7.29	SB	RIGHT		<10	M	N	N	C	44.12888	-73.06654	181116.48	454660.13
1800	5	BRISTOL	VT-116	7.40	SB	RIGHT		10	M	N	N	C	44.12818	-73.06454	181037.87	454819.45
1801	5	BRISTOL	VT-116	7.51	SB	RIGHT		<10	M	N	N	C	44.12776	-73.06241	180990.1	454989.76
1802	5	BRISTOL	VT-116	7.57	SB	RIGHT		<10	L	N	N	C	44.12773	-73.06115	180985.98	455090.24
1803	5	BRISTOL	VT-116	7.63	SB	RIGHT		<10	G	N	N	C	44.12774	-73.05992	180986.53	455188.7
1804	5	BRISTOL	VT-116	7.71	SB	RIGHT		<10	L	N	N	C	44.12789	-73.05821	181001.96	455325.74
1805	5	BRISTOL	VT-116	8.19	NB	RIGHT		<10	L	N	N	C	44.12968	-73.04909	181195.47	456057.07
1790	5	BRISTOL	VT-17	0.46	WB	RIGHT		10	N	N	N	C	44.12909	-73.09992	181158.46	451989.11
1792	5	BRISTOL	VT-17	0.70	WB	RIGHT		10	G	N	N	C	44.15416	-73.04385	183912.97	456494.62
1793	5	BRISTOL	VT-17	0.96	EB	RIGHT		10	G	N	N	C	44.1574	-73.04142	184271.44	456691.24
1794	5	BRISTOL	VT-17	1.21	EB	RIGHT		10	G	N	N	C	44.16009	-73.0381	184569.13	456958.39
1795	5	BRISTOL	VT-17	1.58	EB	RIGHT		10	M	Y	N	C	44.16122	-73.03111	184691.28	457518.47
1796	5	BRISTOL	VT-17	1.89	WB	RIGHT		10	L	N	N	C	44.16245	-73.02527	184823.97	457987.07
1797	5	BRISTOL	VT-17	1.94	WB	RIGHT		10	G	N	N	C	44.16249	-73.02421	184828.47	458071.28
1806	5	CHARLOTTE	US-7	2.94	NB	RIGHT		15	G	Y	N	C	44.3045	-73.24403	200742.74	440632.38
1807	5	CHARLOTTE	US-7	3.08	NB	RIGHT		10	G	Y	N	C	44.30648	-73.24466	200963.15	440584.03
1808	5	CHARLOTTE	US-7	3.75	NB	RIGHT		10	G	Y	N	C	44.31581	-73.24822	202003.37	440309.47
1809	5	CHARLOTTE	US-7	3.76	SB	RIGHT		<10	G	Y	N	C	44.31577	-73.24862	201998.67	440277.53
1810	5	CHARLOTTE	US-7	3.89	NB	RIGHT		25	G	Y	N	C	44.31788	-73.24812	202232.6	440319.67
1811	5	CHARLOTTE	US-7	4.03	NB	RIGHT		25	G	Y	N	C	44.31995	-73.24725	202462.51	440391.33
1812	5	CHARLOTTE	US-7	4.21	NB	RIGHT		10	G	Y	N	C	44.32203	-73.24568	202691.85	440518.43
1813	5	CHARLOTTE	US-7	4.29	SB	RIGHT		<10	G	Y	N	C	44.32309	-73.24511	202808.98	440564.93
1814	5	COLCHESTER	I-89	91.82	NB	RIGHT		15	G	N	N	C	44.50805	-73.18666	223320.86	445399.72
1815	5	COLCHESTER	I-89	91.82	NB	MEDIAN		10	G	N	N	C	44.50792	-73.18683	223306.26	445386.27
1816	5	COLCHESTER	I-89	91.86	SB	MEDIAN		10	G	N	N	C	44.50778	-73.18694	223291.23	445376.8
1817	5	COLCHESTER	I-89	91.86	SB	RIGHT		<10	G	N	N	C	44.50768	-73.18707	223280.46	445366.82
1818	5	COLCHESTER	I-89	91.92	NB	RIGHT		<10	G	N	N	C	44.509	-73.1882	223428.01	445277.8
1819	5	COLCHESTER	I-89	91.92	NB	MEDIAN		<10	G	N	N	C	44.50887	-73.18836	223412.99	445265.28
1820	5	COLCHESTER	I-89	91.96	SB	MEDIAN		<10	G	N	N	C	44.50873	-73.18859	223397.58	445246.81
1821	5	COLCHESTER	I-89	92.20	NB	MEDIAN		<10	G	N	N	C	44.5124	-73.19118	223807.71	445044.45
1822	5	COLCHESTER	I-89	92.20	SB	MEDIAN		10	G	N	N	C	44.51211	-73.19161	223775.37	445010.05
1823	5	COLCHESTER	I-89	92.23	NB	RIGHT		<10	G	N	N	C	44.51253	-73.19091	223821.21	445066.19
1824	5	COLCHESTER	I-89	93.75	NB	RIGHT		15	G	N	N	C	44.53474	-73.19689	226293.74	444611.13
1825	5	COLCHESTER	I-89	93.75	NB	MEDIAN		10	G	N	N	C	44.53468	-73.1972	226287.16	444586.51
1826	5	COLCHESTER	I-89	93.81	SB	MEDIAN		15	G	N	N	C	44.53563	-73.1988	226393.99	444460.17
1828	5	COLCHESTER	I-89	94.09	NB	RIGHT		15	G	N	N	C	44.53954	-73.19686	226827.2	444618.46
1829	5	COLCHESTER	I-89	94.17	NB	MEDIAN		15	G	N	N	C	44.54066	-73.19649	226951.4	444648.53
1830	5	COLCHESTER	I-89	94.19	SB	MEDIAN		20	G	N	N	C	44.54124	-73.19823	227017.16	444511.07
1832	5	COLCHESTER	I-89	94.45	NB	MEDIAN		15	G	N	N	C	44.54391	-73.19353	227310.26	444887.2

CUT NO.	DISTRICT	TOWNSHIP	HIGHWAY	MM	TRAVEL DIRECTION	CUT LOCATION	AADT 2004	HEIGHT	DITCH	RECENT ROCKFALL?	WATER/ICE	PRELIM RANKING	LATITUDE	LONGITUDE	NORTHING	EASTING
1833	5	COLCHESTER	I-89	94.61	SB	MEDIAN		25	G	N	N	C	44.54617	-73.19299	227560.98	444932.27
1834	5	COLCHESTER	I-89	94.62	SB	RIGHT		25	G	Y	N	C	44.54632	-73.19311	227577.41	444922.99
1835	5	COLCHESTER	I-89	94.85	NB	RIGHT		15	G	Y	N	C	44.54864	-73.18861	227832.07	445282.82
1836	5	COLCHESTER	I-89	94.87	SB	MEDIAN		<10	G	N	N	C	44.54931	-73.18913	227907.29	445241.62
1837	5	COLCHESTER	I-89	94.88	SB	RIGHT		15	G	N	N	C	44.54944	-73.18935	227921.51	445224.22
1839	5	COLCHESTER	I-89	95.85	NB	MEDIAN		10	G	N	N	C	44.56161	-73.18012	229268.35	445969.5
1840	5	COLCHESTER	I-89	95.85	SB	MEDIAN		10	G	N	N	C	44.56151	-73.18028	229256.52	445956.6
1841	5	COLCHESTER	I-89	96.72	NB	RIGHT		10	G	N	N	C	44.57367	-73.17726	230605.81	446207.75
1842	5	COLCHESTER	I-89	96.90	SB	RIGHT		20	G	Y	N	C	44.57661	-73.17721	230932.99	446214.4
1843	5	COLCHESTER	I-89		SB	INT. 16 RAMP A RIGHT		<10	G	N	N	C	44.50681	-73.18508	223181.56	445524.28
1844	5	COLCHESTER	I-89		NB	INT. 16 RAMP B LEFT		<10	G	N	N	C	44.50662	-73.18282	223158.93	445703.64
1845	5	COLCHESTER	I-89		NB	INT. 16 RAMP B RIGHT		20	L	N	N	C	44.50726	-73.18487	223232.45	445541.14
1846	5	COLCHESTER	I-89		SB	INT. 16 RAMP A RIGHT		10	G	N	N	C	44.50655	-73.18461	223152.71	445561.02
1847	5	COLCHESTER	I-89		NB	INT. 16 RAMP B LEFT		25	L	N	N	C	44.50615	-73.18162	223106.02	445798.49
1849	5	COLCHESTER	I-89		SB	INT. 16 RAMP A RIGHT		10	G	N	N	C	44.50562	-73.18252	223048.35	445726.3
1850	5	COLCHESTER	US-2 & US-	0.18	EB	RIGHT		10	G	N	N	C	44.50544	-73.18134	223026.91	445820.19
1851	5	COLCHESTER	US-2 & US-	0.30	EB	RIGHT		<10	G	N	N	C	44.50675	-73.18081	223172.42	445863.69
1852	5	COLCHESTER	US-2 & US-	0.39	EB	RIGHT		<10	G	N	N	C	44.50812	-73.18029	223324.72	445906.5
1853	5	COLCHESTER	US-2 & US-	2.09	EB	RIGHT		<10	G	N	N	C	44.53059	-73.17126	225815.19	446644.42
1854	5	COLCHESTER	US-2 & US-	2.21	EB	RIGHT		<10	N	N	N	C	44.53216	-73.17059	225989.43	446699.38
1855	5	COLCHESTER	US-2 & US-	5.25	WB	RIGHT		15	M	N	N	C	44.57287	-73.15733	230504.45	447790.03
1856	5	COLCHESTER	US-2 & US-	6.48	EB	RIGHT		10	G	N	N	C	44.58898	-73.16665	232300.24	447064.06
1862	5	CORNWALL	VT-125	2.34	WB	RIGHT		15	G	N	N	C	44.00212	-73.22296	167129.95	442018.05
1863	5	CORNWALL	VT-125	2.45	WB	RIGHT		10	G	Y	N	C	44.00327	-73.22135	167257.22	442148.83
1864	5	CORNWALL	VT-125	2.48	EB	RIGHT		20	G	Y	N	C	44.00316	-73.221	167244.06	442176.22
1857	5	CORNWALL	VT-30	2.66	SB	RIGHT		<10	M	N	N	C	43.94627	-73.21119	160916.53	442908.5
1858	5	CORNWALL	VT-30	2.81	SB	RIGHT		<10	G	N	N	C	43.94844	-73.21075	161157.13	442946.09
1859	5	CORNWALL	VT-30	3.01	SB	RIGHT		10	G	N	N	C	43.95128	-73.21026	161472.2	442988.5
1865	5	ESSEX	VT-15	3.13	EB	RIGHT		<10	M	N	N	C	44.54282	-73.03288	227093.33	457653.12
1866	5	ESSEX	VT-15	3.68	WB	RIGHT		10	G	N	N	C	44.50585	-73.09061	223017	453035.56
1867	5	ESSEX	VT-15	3.70	EB	RIGHT		15	G	N	N	C	44.50595	-73.09083	223027.54	453018.05
1868	5	ESSEX	VT-15	3.88	WB	RIGHT		15	L	N	N	C	44.5531	-73.03407	228235.85	457565.73
1869	5	ESSEX	VT-15	7.56	WB	RIGHT		10	M	N	N	C	44.50247	-73.01822	222602.28	458789.27
1870	5	ESSEX	VT-289	0.10	WB	RIGHT		15	G	N	N	C	44.50789	-73.08934	223242.74	453137.92
1871	5	ESSEX	VT-289	0.20	WB	RIGHT		15	G	N	N	C	44.5095	-73.0908	223422.78	453023.48
1873	5	ESSEX	VT-289	8.17	WB	RIGHT		80	G	N	N	C	44.51688	-73.11096	224254.59	451426.7
1874	5	FERRISBURGH	US-7	1.45	SB	RIGHT		10	G	N	N	C	44.18198	-73.24333	187129.12	440564.95
1875	5	FERRISBURGH	US-7	2.22	NB	RIGHT		10	G	Y	N	C	44.1929	-73.2479	188345.59	440210.45
1876	5	FERRISBURGH	US-7	4.45	NB	RIGHT		20	G	N	N	C	44.2241	-73.2384	191806.04	441001.56
1877	5	HINESBURG	VT-116	3.41	NB	RIGHT		10	M	N	N	C	44.31949	-73.09492	202311.75	452542.43
1880	5	HINESBURG	VT-116	4.04	NB	RIGHT		10	G	N	N	C	44.32629	-73.10265	203071.78	451931.31
1882	5	HINESBURG	VT-116	5.73	NB	RIGHT		15	L	N	N	C	44.34471	-73.1186	205127.33	450674.05
1883	5	JERICHO	VT-117	0.17	WB	RIGHT		<10	L	N	N	C	44.4688	-73.02921	218866.82	457891.26
1884	5	JERICHO	VT-117	0.23	WB	RIGHT		<10	L	N	N	C	44.46819	-73.02807	218797.67	457981.24
1885	5	JERICHO	VT-117	0.76	WB	RIGHT		<10	L	N	N	C	44.46219	-73.02342	218128.89	458347.52
1886	5	JERICHO	VT-117	1.73	WB	RIGHT		<10	M	N	N	C	44.45013	-73.01783	216785.6	458783.46
1887	5	JERICHO	VT-117	1.88	EB	RIGHT		<10	M	N	N	C	44.44816	-73.0187	216568.09	458712.99
1888	5	MIDDLEBURY	US-7	2.93	SB	RIGHT		15	G	Y	N	C	43.99186	-73.14095	165935.86	448586.69
1889	5	MIDDLEBURY	US-7	3.14	SB	RIGHT		<10	G	N	N	C	43.99444	-73.14342	166223.47	448390.36
1890	5	MIDDLEBURY	US-7	3.17	NB	RIGHT		10	G	N	N	C	43.99468	-73.1434	166250.57	448392.88
1891	5	MIDDLEBURY	VT-125	2.65	WB	RIGHT		15	M	N	N	C	43.97054	-73.08588	163534.61	452987.49
1892	5	MIDDLEBURY	VT-125	2.83	EB	RIGHT		20	M	N	N	C	43.97002	-73.08274	163474.54	453238.46
1893	5	MIDDLEBURY	VT-125	2.89	EB	RIGHT		25	M	N	N	C	43.97007	-73.08155	163479.88	453334.67
1894	5	MIDDLEBURY	VT-125	3.49	EB	RIGHT		<10	G	N	N	C	43.97298	-73.07019	163796.33	454247.9
1895	5	MIDDLEBURY	VT-125	3.73	EB	RIGHT		10	G	N	Y	C	43.97413	-73.06556	163921.41	454620.51
1896	5	MIDDLEBURY	VT-125	3.77	EB	RIGHT		10	G	N	N	C	43.97441	-73.06476	163952.44	454684.92
1898	5	MIDDLEBURY	VT-125	4.07	EB	RIGHT		15	M	N	N	C	43.97278	-73.05943	163768.09	455111.65
1899	5	NEW HAVEN	US-7	1.80	NB	RIGHT		<10	G	N	N	C	44.07284	-73.17402	174954.55	446007.86
1900	5	NEW HAVEN	US-7	1.87	SB	RIGHT		<10	G	N	N	C	44.07307	-73.17439	174980.63	445978.39
1901	5	NEW HAVEN	VT-17	0.48	WB	RIGHT		<10	G	N	N	C	44.08776	-73.2371	176655.5	440969.65
1902	5	NEW HAVEN	VT-17	0.65	WB	RIGHT		<10	G	N	N	C	44.08984	-73.2352	176885.42	441123.73
1903	5	NEW HAVEN	VT-17	1.04	WB	RIGHT		<10	G	N	N	C	44.09446	-73.23096	177395.87	441467.49
1904	5	NEW HAVEN	VT-17	1.22	WB	RIGHT		<10	G	N	N	C	44.09668	-73.2291	177640.91	441618.82
1905	5	NEW HAVEN	VT-17	4.12	WB	RIGHT		<10	G	N	N	C	44.12306	-73.16798	180530.24	446536.51

CUT NO.	DISTRICT	TOWNSHIP	HIGHWAY	MM	TRAVEL DIRECTION	CUT LOCATION	AADT 2004	HEIGHT	DITCH	RECENT ROCKFALL?	WATER/ICE	PRELIM RANKING	LATITUDE	LONGITUDE	NORTHING	EASTING
1906	5	NEW HAVEN	VT-17	5.51	EB	RIGHT		10	N	N	N	C	44.12539	-73.14086	180772.59	448709.14
1907	5	PANTON	VT-22A	0.33	NB	RIGHT		10	G	N	N	C	44.12442	-73.29216	180770.35	436598.97
1916	5	RICHMOND	I-89	76.01	NB	RIGHT		20	G	N	N	C	44.39937	-72.97983	211127.58	461775.45
1917	5	RICHMOND	I-89	76.12	NB	RIGHT		20	G	N	N	C	44.40008	-72.98212	211207.61	461592.78
1918	5	RICHMOND	I-89	76.19	NB	RIGHT		15	G	N	N	C	44.40051	-72.98327	211255.4	461502.03
1919	5	RICHMOND	I-89	76.31	NB	RIGHT		15	G	Y	N	C	44.40152	-72.98522	211368.24	461347.26
1920	5	RICHMOND	I-89	76.42	NB	RIGHT		20	G	N	N	C	44.40259	-72.98669	211487.97	461230.94
1921	5	RICHMOND	I-89	76.52	NB	MEDIAN		10	G	N	N	C	44.40368	-72.98798	211610.2	461128.51
1923	5	RICHMOND	I-89	76.57	SB	MEDIAN		10	M	N	N	C	44.40419	-72.9886	211667.52	461079.78
1924	5	RICHMOND	I-89	76.84	NB	RIGHT		<10	G	N	N	C	44.40835	-72.98995	212129.62	460974.52
1925	5	RICHMOND	I-89	78.83	NB	RIGHT		20	G	Y	N	C	44.42256	-73.01845	213722.48	458714.55
1926	5	RICHMOND	I-89	78.85	SB	RIGHT		20	G	N	N	C	44.42219	-73.01849	213681.27	458711.72
1927	5	RICHMOND	I-89	78.90	NB	RIGHT		20	G	N	N	C	44.42234	-73.01994	213699.37	458596.41
1908	5	RICHMOND	US-2	3.45	WB	RIGHT		10	M	N	N	C	44.40177	-72.97985	211394.35	461775.32
1909	5	RICHMOND	US-2	3.82	WB	RIGHT		10	L	N	N	C	44.40119	-72.97498	211326.79	462162.76
1910	5	RICHMOND	US-2	3.98	WB	RIGHT		10	N	N	N	C	44.40027	-72.97195	211223.66	462403.35
1911	5	RICHMOND	US-2	4.11	WB	RIGHT		10	L	N	N	C	44.39969	-72.96952	211157.72	462596.83
1912	5	RICHMOND	US-2	4.34	WB	RIGHT		10	N	N	N	C	44.39814	-72.96545	210983.65	462919.82
1913	5	RICHMOND	US-2	4.97	WB	RIGHT		10	N	N	N	C	44.39445	-72.95372	210569.15	463852.31
1914	5	RICHMOND	US-2	6.00	WB	RIGHT		10	N	N	N	C	44.38543	-72.94001	209561.01	464938.73
1915	5	RICHMOND	US-2	6.21	WB	RIGHT		30	G	N	N	C	44.38322	-72.93633	209313.01	465231.23
1930	5	RIPTON	VT-125	0.10	EB	RIGHT		15	M	Y	N	C	43.9718	-73.05702	163658.36	455303.77
1934	5	RIPTON	VT-125	0.49	EB	RIGHT		<10	G	N	N	C	43.97424	-73.0505	163925.49	455829.19
1935	5	RIPTON	VT-125	0.57	EB	RIGHT		10	L	N	N	C	43.97394	-73.04914	163891.76	455937.81
1936	5	RIPTON	VT-125	0.85	EB	RIGHT		15	N	Y	N	C	43.97449	-73.04424	163950.45	456331.81
1938	5	SALISBURY	US-7	0.82	NB	RIGHT		15	G	N	N	C	43.90472	-73.1101	156235.49	450989.69
1939	5	SALISBURY	US-7	2.20	NB	RIGHT		<10	G	N	N	C	43.92455	-73.11052	158438.61	450972.53
1940	5	SHELBURNE	US-7	2.51	NB	RIGHT		15	G	N	N	C	44.38822	-73.22428	210031.3	442290.43
1941	5	SHELBURNE	US-7	2.67	NB	RIGHT		15	G	N	N	C	44.39013	-73.22241	210242.93	442441.52
1943	5	SHELBURNE	US-7	2.75	NB	RIGHT		<10	G	N	N	C	44.39113	-73.22147	210352.6	442517.31
1944	5	SHELBURNE	US-7	2.76	SB	RIGHT		25	G	N	N	C	44.39138	-73.2216	210380.65	442507.11
1945	5	SHELBURNE	VT-116	0.35	SB	RIGHT		<10	L	N	N	C	44.38231	-73.13868	209318.01	449106.13
1946	5	SHELBURNE	VT-116	1.36	NB	RIGHT		<10	L	N	N	C	44.4014	-73.1458	211443.91	448554.88
1948	5	SHELBURNE	VT-116	1.40	NB	RIGHT		<10	L	N	N	C	44.40142	-73.14665	211446.3	448487.19
1949	5	SHOREHAM	VT-22A	4.46	NB	RIGHT		15	G	N	N	C	43.91348	-73.31176	157348.22	434799.57
1950	5	SHOREHAM	VT-22A	4.95	NB	RIGHT		15	G	N	N	C	43.92074	-73.31226	158154.92	434767.13
1951	5	SOUTH BURLINGTON	I-89	85.44	SB	MEDIAN		15	G	N	N	C	44.44494	-73.14338	216279.79	448785.78
1952	5	SOUTH BURLINGTON	I-89	85.44	NB	RIGHT		<10	G	N	N	C	44.44532	-73.14322	216322.46	448799.21
1953	5	SOUTH BURLINGTON	I-89	85.44	NB	MEDIAN		10	G	N	N	C	44.44513	-73.14332	216301.71	448790.57
1954	5	SOUTH BURLINGTON	I-89	85.44	SB	RIGHT		15	G	N	N	C	44.44482	-73.14346	216266.58	448779.72
1955	5	SOUTH BURLINGTON	I-89	85.83	NB	RIGHT		10	G	N	N	C	44.44659	-73.1505	216467.87	448220.94
1956	5	SOUTH BURLINGTON	I-89	85.83	NB	MEDIAN		<10	G	N	N	C	44.44638	-73.15074	216445.14	448201.57
1957	5	SOUTH BURLINGTON	I-89	85.84	SB	RIGHT		15	G	N	N	C	44.44607	-73.15127	216410.63	448158.82
1958	5	SOUTH BURLINGTON	I-89	85.84	SB	MEDIAN		15	G	N	N	C	44.4462	-73.15117	216425.22	448166.89
1959	5	SOUTH BURLINGTON	I-89	86.14	NB	RIGHT		10	G	N	N	C	44.44802	-73.15674	216630.61	447725.4
1960	5	SOUTH BURLINGTON	I-89	86.37	SB	RIGHT		15	L	N	N	C	44.44852	-73.16133	216689	447360.34
1961	5	SOUTH BURLINGTON	VT-116	0.16	NB	RIGHT		<10	G	N	N	C	44.4123	-73.15296	212659	447994.51
1962	5	SOUTH BURLINGTON	VT-116	0.91	SB	RIGHT		10	G	N	N	C	44.42308	-73.15433	213858.47	447894.79
1965	5	ST. GEORGE	VT-116	0.86	NB	RIGHT		20	L	N	N	C	44.37559	-73.13478	208568.84	449410.61
1966	5	ST. GEORGE	VT-2A	1.96	NB	RIGHT		<10	M	N	N	C	44.39774	-73.12783	211025.64	449983.57
1974	5	STARKSBORO	VT-116	0.13	NB	RIGHT		<10	G	N	N	C	44.18772	-73.0569	187648.9	455475.43
1975	5	STARKSBORO	VT-116	2.09	NB	RIGHT		<10	G	N	N	C	44.21505	-73.05501	190684.99	455647.79
1977	5	STARKSBORO	VT-116	2.50	NB	RIGHT		15	M	N	N	C	44.22069	-73.05598	191311.27	455573.99
1967	5	STARKSBORO	VT-17	0.03	EB	RIGHT		10	G	N	Y	C	44.16173	-73.0164	184740.29	458695.97
1968	5	STARKSBORO	VT-17	0.13	EB	RIGHT		<10	G	N	N	C	44.16206	-73.0145	184775.44	458848.17
1969	5	STARKSBORO	VT-17	0.19	EB	RIGHT		<10	G	N	N	C	44.16262	-73.01356	184837.94	458923.22
1970	5	STARKSBORO	VT-17	2.62	EB	RIGHT		15	G	N	N	C	44.17955	-72.97872	186702.07	461720.82
1971	5	STARKSBORO	VT-17	4.51	WB	RIGHT		<10	G	N	N	C	44.20388	-72.96484	189398.2	462846.39
1973	5	STARKSBORO	VT-17	4.56	WB	RIGHT		10	G	N	N	C	44.20456	-72.96478	189473.8	462851
1978	5	UNDERHILL	VT-15	1.89	WB	RIGHT		<10	M	N	N	C	44.55121	-72.94499	227984.16	464642.34
1979	5	UNDERHILL	VT-15	2.82	WB	RIGHT		10	M	Y	N	C	44.56443	-72.9422	229452.04	464871.86
1980	5	UNDERHILL	VT-15	2.87	WB	RIGHT		10	M	Y	N	C	44.56508	-72.94223	229523.48	464870.27
1981	5	UNDERHILL	VT-15	2.97	WB	RIGHT		10	L	Y	N	C	44.56659	-72.94219	229691.93	464874.5
1982	5	UNDERHILL	VT-15	3.17	EB	RIGHT		10	L	Y	N	C	44.56945	-72.94143	230009.07	464936.28

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1983	5	UNDERHILL	VT-15	3.22	EB	RIGHT		10	M	N	N	C	44.57015	-72.94134	230087.21	464943.4
1984	5	UNDERHILL	VT-15	3.41	WB	RIGHT		15	G	N	N	C	44.57276	-72.94185	230376.64	464904.9
1985	5	WALTHAM	US-7	0.71	SB	RIGHT		<10	M	N	N	C	44.15566	-73.22025	184188.6	442385.1
1986	5	WALTHAM	US-7	0.74	SB	RIGHT		<10	M	N	N	C	44.15605	-73.22071	184231.3	442348.42
1987	5	WALTHAM	VT-17	0.27	EB	RIGHT		10	G	N	N	C	44.11247	-73.21733	179387.3	442576.48
1989	5	WILLISTON	I-89	79.66	NB	MEDIAN		<10	G	N	N	C	44.42576	-73.03339	214085.58	457527.14
1993	5	WILLISTON	I-89	82.74	SB	MEDIAN		10	G	N	N	C	44.43685	-73.09055	215349.75	452984.54
1995	5	WILLISTON	I-89	84.88	SB	RIGHT		<10	G	N	N	C	44.44133	-73.13331	215872.85	449584.8
1996	5	WILLISTON	VT-116	0.08	NB	RIGHT		<10	N	N	N	C	44.4053	-73.15099	211880.1	448145.02
1997	5	WILLISTON	VT-116	0.27	NB	RIGHT		<10	G	N	N	C	44.40788	-73.15153	212166.87	448104.3
1998	5	WILLISTON	VT-2A	0.26	NB	RIGHT		<10	M	N	N	C	44.40178	-73.12695	211474.85	450056.83
1999	5	WILLISTON	VT-2A	1.34	SB	RIGHT		<10	M	Y	N	C	44.41691	-73.12406	213154.15	450300.37
2000	5	WILLISTON	VT-2A	1.55	NB	RIGHT		<10	M	N	N	C	44.41996	-73.12395	213492.6	450311.23
2001	5	WILLISTON	VT-2A	1.71	NB	RIGHT		<10	M	N	N	C	44.42236	-73.12389	213759.65	450318.39
2002	5	WILLISTON	VT-2A	1.96	NB	RIGHT		20	M	N	N	C	44.42586	-73.12228	214147.3	450449.53
2003	5	WILLISTON	VT-2A	1.98	SB	RIGHT		10	G	Y	N	C	44.42614	-73.12229	214178.57	450448.75
1932	5	RIPTON	VT-125	0.27	EB	RIGHT		<10	N	N	N	C	43.97227	-73.05404	163708.55	455543.69
78	6	BERLIN	I-89	46.72	NB	RIGHT	16100	30	M	Y	N	A	44.16512	-72.57846	184989.83	493725.03
79	6	BERLIN	I-89	51.98	NB	RIGHT	21500	90	G	Y	N	A	44.24019	-72.58498	193331.35	493211.95
75	6	BERLIN	VT-12	2.86	SB	RIGHT	4700	30	N	Y	N	A	44.20896	-72.63177	189866.96	489469.15
76	6	BERLIN	VT-12	3.00	SB	RIGHT	4700	30	N	Y	N	A	44.21102	-72.63	190095.24	489610.48
77	6	BERLIN	VT-12	3.40	SB	RIGHT	4700	20	L	Y	N	A	44.21604	-72.62635	190652.98	489903.33
80	6	BOLTON	US-2	5.66	WB	RIGHT	2800	60	M	Y	Y	A	44.36052	-72.82577	206749.86	474031.27
82	6	BUELS GORE	VT-17	2.31	EB	RIGHT	910	100	L	N	Y	A	44.21113	-72.93509	190191.34	465228.43
86	6	BUELS GORE	VT-17	2.48	EB	RIGHT	910	60	L	N	N	A	44.21085	-72.93191	190159.03	465482.05
87	6	BUELS GORE	VT-17	2.55	WB	RIGHT	910	40	L	Y	Y	A	44.21095	-72.93063	190168.99	465584.52
88	6	BUELS GORE	VT-17	2.72	WB	RIGHT	910	25	M	N	N	A	44.20896	-72.92924	189947.64	465694.21
90	6	DUXBURY	VT-100	1.78	NB	RIGHT	4100	30	L	N	N	A	44.27148	-72.78558	196845.03	477199.89
91	6	FAYSTON	VT-17	1.10	EB	RIGHT	910	15	L	N	Y	A	44.20336	-72.91397	189318.86	466911.66
92	6	FAYSTON	VT-17	1.19	EB	RIGHT	910	25	N	N	Y	A	44.20286	-72.91539	189264.15	466797.86
99	6	MIDDLESEX	I-89	55.11	NB	RIGHT	23900	40	L	Y	Y	A	44.26916	-72.62871	196554.66	489723.76
100	6	MIDDLESEX	I-89	55.17	NB	RIGHT	23900	50	M	Y	N	A	44.26976	-72.63018	196622.47	489606.7
102	6	MIDDLESEX	I-89	55.42	NB	RIGHT	23900	30	M	Y	N	A	44.27199	-72.63589	196870.31	489150.99
94	6	MIDDLESEX	US-2	3.53	WB	RIGHT	3600	30	M	Y	N	A	44.27649	-72.64541	197371.97	488391.65
95	6	MIDDLESEX	US-2	4.14	WB	RIGHT	3600	35	L	Y	N	A	44.27214	-72.63534	196886.9	489194.68
98	6	MIDDLESEX	VT-12	2.55	SB	RIGHT	2400	25	L	Y	N	A	44.33779	-72.56806	204175.16	494572.37
104	6	MONTPELIER	I-89	54.08	NB	RIGHT	23900	40	M	Y	N	A	44.26153	-72.61001	195704.96	491215.31
105	6	MONTPELIER	I-89		NB	INT. 8 RAMP B RIGHT		40	G	Y	N	A	44.25201	-72.5952	194645.99	492397.12
107	6	MORETOWN	VT-100B	0.44	SB	RIGHT	3400	25	L	Y	N	A	44.24563	-72.77099	193968.31	478355.48
108	6	NORTHFIELD	VT-12A	1.88	SB	RIGHT	1800	40	N	N	N	A	44.1113	-72.69216	179025.27	484617.06
109	6	RICHMOND	I-89	73.67	SB	RIGHT	25300	65	G	N	N	A	44.38609	-72.9371	209632.88	465171.15
110	6	RICHMOND	I-89	73.67	SB	MEDIAN	25300	70	M	N	N	A	44.38624	-72.93697	209649.74	465181.55
111	6	RICHMOND	I-89	73.76	NB	MEDIAN	25300	40	M	N	N	A	44.38758	-72.93806	209798.91	465096.04
112	6	STOWE	VT-100	2.84	NB	RIGHT	10400	15	N	Y	N	A	44.46094	-72.69253	217874.55	484678.47
113	6	WAITSFIELD	VT-100	3.60	SB	RIGHT	8600	25	N	Y	N	A	44.18961	-72.82497	187759.69	474019.15
114	6	WARREN	VT-100	3.00	NB	RIGHT	1500	20	N	Y	N	A	44.10188	-72.86047	178023.99	471138.83
115	6	WATERBURY	US-2	0.67	WB	RIGHT	2800	100	G	Y	Y	A	44.36161	-72.81281	206867.71	475064.86
116	6	WATERBURY	VT-100	0.55	SB	RIGHT	13200	30	L	Y	N	A	44.34402	-72.75007	204895.44	480059.97
117	6	WILLIAMSTOWN	I-89	41.18	NB	RIGHT	14400	25	G	Y	N	A	44.09005	-72.61274	176652.13	490971.88
118	6	WORCESTER	VT-12	0.53	SB	RIGHT	1100	25	L	Y	N	A	44.35955	-72.56144	206592.72	495101.95
96	6	MIDDLESEX	US-2	4.43	WB	RIGHT	3600	40	L	Y	N	A	44.27031	-72.63035	196683.11	489593.22
97	6	MIDDLESEX	US-2	4.57	EB	RIGHT	3600	40	G	N	N	A	44.26931	-72.62858	196571.92	489734.08
81	6	BOLTON	I-89	72.67	NB	RIGHT	25300	50	G	N	N	A	44.3815	-72.91853	209114.92	466648.63
93	6	MARSHFIELD	US-2	4.80	WB	RIGHT	5200	50	N	Y	N	A	44.33355	-72.37521	203709.33	509952.44
101	6	MIDDLESEX	I-89	55.34	NB	RIGHT	23900	25	M	Y	N	A	44.27159	-72.63384	196825.43	489314.47
83	6	BUELS GORE	VT-17	2.33	EB	RIGHT	910	60	L	Y	Y		44.21097	-72.93476	190173.53	465254.26
84	6	BUELS GORE	VT-17	2.39	EB	RIGHT	910	100	L	N	N		44.21045	-72.93376	190114.68	465334.59
85	6	BUELS GORE	VT-17	2.39	EB	RIGHT	910	45	L	N	N		44.21041	-72.93359	190110.85	465347.62
89	6	CAMBRIDGE	VT-108	0.35	NB	RIGHT	1600			Y	N		44.54751	-72.79294	227518.47	476722.6
103	6	MONTPELIER	I-89	53.11	NB	RIGHT	23900	20	L	N	N		44.25263	-72.59731	194715.45	492228.95
106	6	MONTPELIER	I-89		SB	INT. 8 RAMP B LEFT		15	G	Y	N		44.25155	-72.59578	194594.83	492350.66
160	6	MIDDLESEX	I-89	54.61	NB	RIGHT	23900	35	G	Y	N	A	44.26518	-72.61947	196111.47	490460.85
161	6	WATERBURY	I-89	64.90	NB	RIGHT		25	M	N	N	A	44.35004	-72.77149	205570.14	478354.21
2037	6	BERLIN	I-89	47.95	NB	RIGHT		30	G	N	N	B	44.1787	-72.57531	186499.02	493978.2

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2017	6	BERLIN	US-2	1.04	EB	RIGHT		30	G	Y	N	B	44.23717	-72.52488	192992.88	498012.59
2018	6	BERLIN	US-2	1.30	EB	RIGHT		20	M	Y	N	B	44.23963	-72.52157	193266.46	498277.03
2019	6	BERLIN	VT-12	0.01	NB	RIGHT		10	N	N	N	B	44.17547	-72.64407	186146.91	488479.49
2020	6	BERLIN	VT-12	1.25	NB	RIGHT		10	N	Y	N	B	44.19119	-72.63912	187892.84	488878.21
2025	6	BERLIN	VT-62	1.66	EB	RIGHT		20	G	N	N	B	44.22156	-72.55606	191259.61	495520.31
2070	6	BOLTON	I-89	67.79	SB	RIGHT		30	L	N	N	B	44.36005	-72.82582	206698	474026.73
2075	6	BOLTON	I-89	70.90	SB	RIGHT		40	G	N	N	B	44.37467	-72.88478	208342.65	469334.26
2076	6	BOLTON	I-89	70.91	NB	RIGHT		60	G	Y	N	B	44.37508	-72.88451	208388.43	469356.05
2089	6	BOLTON	I-89	73.27	NB	RIGHT		70	G	Y	Y	B	44.38348	-72.93043	209339.72	465701.5
2063	6	BOLTON	US-2	1.60	WB	RIGHT		20	M	Y	N	B	44.37741	-72.90215	208654.02	467951.64
2065	6	BOLTON	US-2	3.15	WB	RIGHT		25	L	N	N	B	44.37159	-72.87332	207995.83	470246.39
2116	6	BROOKFIELD	I-89	36.75	SB	MEDIAN		20	G	Y	N	B	44.02866	-72.61715	169831.43	490608.45
2093	6	BROOKFIELD	VT-12	3.14	SB	RIGHT		8	N	N	N	B	44.04792	-72.64441	171974.6	488427.34
2094	6	BROOKFIELD	VT-12	3.27	SB	RIGHT		8	N	Y	N	B	44.04963	-72.64366	172165.18	488487.99
2098	6	BROOKFIELD	VT-12	3.87	NB	RIGHT		10	N	N	N	B	44.05742	-72.63901	173029.87	488861.44
2154	6	BUELS GORE	VT-17	1.50	WB	RIGHT		10	M	Y	N	B	44.21688	-72.94082	190832.18	464773.71
2155	6	BUELS GORE	VT-17	1.54	WB	RIGHT		20	L	N	N	B	44.21657	-72.94026	190797.99	464818.49
2161	6	BUELS GORE	VT-17	1.95	WB	RIGHT		15	M	N	N	B	44.21506	-72.938	190629.28	464997.79
2164	6	BUELS GORE	VT-17	2.06	WB	RIGHT		20	L	N	N	B	44.21418	-72.93622	190530.65	465139.76
2166	6	BUELS GORE	VT-17	2.26	EB	RIGHT		15	L	Y	N	B	44.21181	-72.93598	190266.87	465157.65
2168	6	BUELS GORE	VT-17	2.69	EB	RIGHT		15	L	N	N	B	44.20923	-72.92977	189977.95	465652.05
2198	6	FAYSTON	VT-17	0.57	WB	RIGHT		8	L	Y	N	B	44.20619	-72.92163	189636.27	466301.13
2203	6	HARDWICK	VT-15	0.16	WB	RIGHT		15	L	Y	N	B	44.52307	-72.41689	224764.38	506606.6
2241	6	MIDDLESEX	I-89	55.51	SB	RIGHT		25	M	N	N	B	44.27126	-72.63503	196788.85	489219.33
2243	6	MIDDLESEX	I-89	55.58	SB	MEDIAN		15	L	N	N	B	44.27179	-72.63602	196848.59	489140.29
2244	6	MIDDLESEX	I-89	55.95	NB	RIGHT		30	M	Y	N	B	44.27617	-72.64871	197336.81	488128.64
2254	6	MIDDLESEX	I-89	60.15	NB	RIGHT		40	M	N	N	B	44.31502	-72.7002	201662.31	484028.47
2222	6	MIDDLESEX	US-2	4.45	EB	RIGHT		20	G	N	N	B	44.27002	-72.63011	196650.43	489612.19
2223	6	MIDDLESEX	US-2	4.66	WB	RIGHT		25	M	N	N	B	44.26869	-72.62607	196502.6	489934.29
2226	6	MIDDLESEX	VT-12	2.88	SB	RIGHT		20	L	N	N	B	44.34211	-72.56626	204654.87	494716.45
2227	6	MIDDLESEX	VT-12	2.95	NB	RIGHT		18	L	N	N	B	44.34225	-72.56603	204670.33	494734.62
2277	6	MONTPELIER	I-89	53.28	NB	RIGHT		20	M	Y	N	B	44.25485	-72.59886	194962.18	492105.25
2279	6	MONTPELIER	I-89	53.57	NB	RIGHT		35	M	N	N	B	44.25853	-72.60135	195370.59	491906.4
2286	6	MONTPELIER	I-89	53.72	SB	RIGHT		25	M	Y	N	B	44.26	-72.60361	195534.8	491726.75
2287	6	MONTPELIER	I-89		NB	INT. 8 RAMP A RIGHT		50	G	Y	N	B	44.25232	-72.59461	194680.83	492444.41
2289	6	MONTPELIER	I-89		SB	INT. 8 RAMP D RIGHT		20	L	Y	N	B	44.25071	-72.59549	194501.52	492373.88
2269	6	MONTPELIER	US-2	1.77	EB	RIGHT		20	L	N	N	B	44.26007	-72.58447	195540.52	493254.9
2270	6	MONTPELIER	US-2	2.04	EB	RIGHT		15	L	N	N	B	44.25895	-72.5798	195416.15	493627.93
2291	6	MONTPELIER	US-302	0.12	WB	RIGHT		20	N	N	N	B	44.24473	-72.55084	193834.18	495939.62
2271	6	MONTPELIER	VT-12	0.83	SB	RIGHT		15	N	N	N	B	44.25581	-72.5788	195067.09	493707.21
2292	6	MORETOWN	US-2	1.43	EB	RIGHT		20	N	N	N	B	44.31476	-72.72552	201638.9	482008.55
2297	6	MORETOWN	VT-100B	0.74	NB	RIGHT		10	L	N	N	B	44.24645	-72.76557	194057.92	478788.41
2319	6	NORTHFIELD	VT-12	5.34	NB	RIGHT		15	N	N	N	B	44.16538	-72.65545	185027.75	487567.21
2328	6	NORTHFIELD	VT-12A	2.78	NB	RIGHT		12	N	Y	N	B	44.11638	-72.67702	179586.76	485830.02
2323	6	NORTHFIELD	VT-64	0.89	WB	RIGHT		20	G	Y	N	B	44.1185	-72.64103	179816.63	488711.42
2336	6	RICHMOND	I-89	73.76	NB	RIGHT		60	G	N	N	B	44.38782	-72.93805	209824.9	465096.72
2337	6	RICHMOND	I-89	73.83	NB	RIGHT		50	G	Y	N	B	44.38834	-72.93893	209883.1	465026.5
2339	6	RICHMOND	I-89	73.85	SB	RIGHT		60	G	N	N	B	44.3871	-72.93945	209745.58	464985
2358	6	STOWE	VT-100	1.09	SB	RIGHT		15	L	N	N	B	44.43913	-72.70941	215454.71	483329.36
2359	6	STOWE	VT-100	1.13	NB	RIGHT		8	L	N	N	B	44.43906	-72.70918	215447.32	483347.05
2361	6	STOWE	VT-100	3.06	NB	RIGHT		20	L	N	N	B	44.46297	-72.68996	218100.21	484883.75
2362	6	STOWE	VT-108	1.20	SB	RIGHT		20	N	N	N	B	44.47483	-72.70188	219419.62	483938.31
2365	6	STOWE	VT-108	3.02	NB	RIGHT		12	L	N	N	B	44.48529	-72.72813	220587.74	481853.39
2369	6	WAITSFIELD	VT-100	4.50	SB	RIGHT		25	L	N	N	B	44.20055	-72.81386	188971.34	474912.42
2382	6	WARREN	VT-100	3.18	NB	RIGHT		20	L	N	N	B	44.10437	-72.86022	178300.32	471159.91
2385	6	WARREN	VT-100	3.70	SB	RIGHT		15	G	N	N	B	44.11152	-72.85791	179094.18	471348.14
2407	6	WATERBURY	I-89	60.97	SB	MEDIAN		20	L	N	N	B	44.31463	-72.71708	201622.61	482681.68
2409	6	WATERBURY	I-89	61.24	NB	RIGHT		30	M	N	Y	B	44.31665	-72.72149	201847.37	482330.9
2425	6	WATERBURY	I-89	63.85	NB	RIGHT		35	M	Y	N	B	44.34401	-72.75286	204894.68	479837.14
2429	6	WATERBURY	I-89	64.90	NB	MEDIAN	25300	30	M	N	N	B	44.34986	-72.77159	205550.18	478345.62
2431	6	WATERBURY	I-89	65.01	NB	RIGHT		25	M	N	N	B	44.35102	-72.7731	205679.62	478225.88
2436	6	WATERBURY	I-89	65.57	NB	RIGHT		60	G	Y	N	B	44.35382	-72.78351	205992.65	477397.45
2400	6	WATERBURY	US-2	1.04	WB	RIGHT		40	G	Y	Y	B	44.36205	-72.80528	206913.65	475664.99
2402	6	WATERBURY	US-2	3.28	WB	RIGHT		10	N	N	N	B	44.3453	-72.76675	205041.67	478730.24

CUT NO.	DISTRICT	TOWNSHIP	HIGHWAY	MM	TRAVEL DIRECTION	CUT LOCATION	AADT 2004	HEIGHT	DITCH	RECENT ROCKFALL?	WATER/ICE	PRELIM RANKING	LATITUDE	LONGITUDE	NORTHING	EASTING
2403	6	WATERBURY	US-2	3.37	WB	RIGHT		10	N	N	N	B	44.3446	-72.76528	204963.43	478846.8
2454	6	WATERBURY	VT-100	0.55	NB	RIGHT		25	G	Y	N	B	44.34396	-72.74929	204889.05	480122.15
2458	6	WATERBURY	VT-100	2.59	NB	RIGHT		15	L	N	N	B	44.36844	-72.72846	207603.62	481790.66
2459	6	WATERBURY	VT-100	3.03	NB	RIGHT		20	L	N	N	B	44.37442	-72.72629	208268.22	481965.02
2475	6	WILLIAMSTOWN	I-89	41.10	SB	RIGHT		35	G	Y	N	B	44.08994	-72.61381	176640.44	490886.19
2476	6	WILLIAMSTOWN	I-89	41.14	SB	MEDIAN		20	G	Y	N	B	44.09034	-72.6133	176683.94	490926.54
2489	6	WILLIAMSTOWN	I-89	44.12	SB	MEDIAN		30	G	Y	N	B	44.13142	-72.60121	181247.81	491900.21
2491	6	WILLIAMSTOWN	I-89	44.58	NB	RIGHT		25	G	Y	N	B	44.13787	-72.59873	181963.92	492100
2506	6	WOLCOTT	VT-15	5.26	EB	RIGHT		12	N	Y	N	B	44.53662	-72.44624	226267.36	504272.99
2509	6	WOLCOTT	VT-15	6.30	WB	RIGHT		20	N	N	N	B	44.53315	-72.42709	225882.69	505795.15
2523	6	WORCESTER	VT-12	3.05	SB	RIGHT		20	L	N	N	B	44.3913	-72.5565	210119.74	495498.71
2527	6	WORCESTER	VT-12	4.25	SB	RIGHT		20	L	Y	N	B	44.40735	-72.54885	211902.9	496109.31
2528	6	WORCESTER	VT-12	4.62	NB	RIGHT		15	L	N	N	B	44.41208	-72.54892	212429.27	496103.82
2536	6	WORCESTER	VT-12	6.01	SB	RIGHT		10	M	N	N	B	44.42756	-72.53406	214148.81	497288.05
2538	6	WORCESTER	VT-12	6.35	NB	RIGHT		15	G	Y	N	B	44.43164	-72.53392	214602.16	497299.4
2004	6	BARRE CITY	VT-14	0.52	NB	RIGHT		20	N	N	N	B-	44.18832	-72.49851	187564.37	500119.26
2005	6	BARRE CITY	VT-14	1.93	NB	RIGHT		12	N	Y	N	B-	44.21122	-72.49763	190109.65	500189.67
2036	6	BERLIN	I-89	47.56	NB	MEDIAN		30	G	N	N	B-	44.17315	-72.5758	185882.32	493937.94
2059	6	BERLIN	I-89		SB	INT. 8 RAMP D RIGHT		30	G	Y	N	B-	44.2159	-72.58524	190632.66	493188.61
2078	6	BOLTON	I-89	71.67	NB	RIGHT		50	G	N	N	B-	44.37849	-72.89897	208773.01	468205.52
2081	6	BOLTON	I-89	71.85	SB	MEDIAN		25	G	N	N	B-	44.37826	-72.9028	208748.17	467899.81
2082	6	BOLTON	I-89	71.86	NB	RIGHT		40	G	N	N	B-	44.37907	-72.9026	208838.62	467916.49
2117	6	BROOKFIELD	I-89	37.04	SB	MEDIAN		15	G	N	N	B-	44.03264	-72.6158	170274.12	490717.2
2194	6	ELMORE	VT-12	2.81	NB	RIGHT		18	G	Y	N	B-	44.48716	-72.52449	220770.83	498051.88
2196	6	FAYSTON	VT-17	0.04	EB	RIGHT		12	L	N	Y	B-	44.20801	-72.92863	189841.7	465742.67
2197	6	FAYSTON	VT-17	0.43	EB	RIGHT		15	L	N	N	B-	44.20478	-72.92191	189479.83	466277.71
2201	6	FAYSTON	VT-17	1.72	WB	RIGHT		12	N	N	N	B-	44.20371	-72.90848	189355.65	467351.03
2232	6	MIDDLESEX	I-89	55.00	NB	RIGHT		15	G	N	N	B-	44.26814	-72.62627	196441.46	489918.2
2234	6	MIDDLESEX	I-89	55.17	SB	MEDIAN		15	L	N	N	B-	44.26901	-72.62902	196538.87	489699.13
2242	6	MIDDLESEX	I-89	55.52	SB	MEDIAN		15	L	N	N	B-	44.27145	-72.63501	196810.17	489221.39
2257	6	MIDDLESEX	I-89	60.16	SB	RIGHT		25	M	Y	N	B-	44.31479	-72.70093	201636.88	483970.37
2258	6	MIDDLESEX	I-89	60.50	NB	RIGHT		60	G	N	Y	B-	44.31587	-72.70713	201758.52	483476.13
2261	6	MIDDLESEX	I-89	60.52	SB	RIGHT		25	M	N	N	B-	44.31549	-72.70779	201716.05	483422.84
2263	6	MIDDLESEX	I-89	60.79	SB	RIGHT		30	M	N	N	B-	44.31446	-72.71301	201602.31	483006.36
2264	6	MIDDLESEX	I-89	60.79	NB	RIGHT		60	G	Y	N	B-	44.31486	-72.71304	201646.53	483004.4
2272	6	MONTPELIER	VT-12	1.89	SB	RIGHT		15	N	N	N	B-	44.27047	-72.57112	196695.18	494322.12
2324	6	NORTHFIELD	I-89	44.66	SB	MEDIAN		20	G	Y	N	B-	44.13921	-72.59999	182113.1	491999.63
2338	6	RICHMOND	I-89	73.83	NB	MEDIAN		45	G	N	N	B-	44.38808	-72.93916	209855.2	465007.91
2340	6	RICHMOND	I-89	73.85	SB	MEDIAN		60	G	N	N	B-	44.38738	-72.93961	209777	464971.95
2344	6	ROXBURY	VT-64	0.59	NB	RIGHT		20	L	N	N	B-	44.08066	-72.65056	175613.01	487941.15
2393	6	WASHINGTON	VT-110	0.87	NB	RIGHT		15	N	Y	Y	B-	44.05258	-72.4711	172482.57	502315.62
2415	6	WATERBURY	I-89	61.73	NB	RIGHT		25	M	N	N	B-	44.32142	-72.72879	202378.86	481749.74
2422	6	WATERBURY	I-89	63.45	SB	RIGHT		40	M	N	Y	B-	44.34004	-72.74801	204452.4	480222.7
2423	6	WATERBURY	I-89	63.73	NB	RIGHT		25	M	Y	N	B-	44.34305	-72.75157	204787.73	479940.21
2426	6	WATERBURY	I-89	64.05	NB	RIGHT		30	M	Y	N	B-	44.34507	-72.7564	205014.07	479555.76
2432	6	WATERBURY	I-89	65.08	NB	RIGHT		25	G	N	N	B-	44.35168	-72.77449	205753.32	478115.58
2438	6	WATERBURY	I-89	65.63	NB	RIGHT		50	G	N	Y	B-	44.35432	-72.78465	206048.58	477306.62
2440	6	WATERBURY	I-89	65.68	SB	MEDIAN		15	M	N	N	B-	44.35436	-72.78551	206053.85	477238.19
2443	6	WATERBURY	I-89	66.21	NB	RIGHT		40	G	N	N	B-	44.35906	-72.79471	206578.34	476505.96
2446	6	WATERBURY	I-89	67.31	SB	RIGHT		25	L	N	N	B-	44.36046	-72.8164	206740	474778.02
2477	6	WILLIAMSTOWN	I-89	41.18	NB	MEDIAN		20	G	Y	N	B-	44.09012	-72.61306	176660.29	490946.2
2495	6	WILLIAMSTOWN	I-89	46.00	NB	RIGHT		25	G	Y	N	B-	44.15604	-72.58555	183982.04	493156.63
2508	6	WOLCOTT	VT-15	5.64	WB	RIGHT		15	N	N	N	B-	44.53387	-72.44091	225962.33	504696.72
2514	6	WOODBURY	VT-14	2.93	NB	RIGHT		12	N	N	N	B-	44.43053	-72.41382	214481.28	506861.55
2519	6	WOODBURY	VT-14	3.98	NB	RIGHT		18	N	N	N	B-	44.44518	-72.4158	216108.72	506702.55
2525	6	WORCESTER	VT-12	4.06	SB	RIGHT		15	L	N	N	B-	44.40473	-72.54981	211612.66	496032
2535	6	WORCESTER	VT-12	6.00	NB	RIGHT		15	M	N	N	B-	44.42737	-72.53395	214126.83	497296.59
2539	6	WORCESTER	VT-12	6.96	NB	RIGHT		15	M	Y	N	B-	44.43971	-72.5374	215498.63	497022.86
222	6	MIDDLESEX	US-2	4.58	WB	RIGHT	3600	45	L	Y	N	B+	44.26917	-72.62769	196555.97	489805.12
230	6	WORCESTER	VT-12	5.37	NB	RIGHT	1100	20	L	Y	N	B+	44.42156	-72.54236	213482.27	496626.72
219	6	BERLIN	I-89	52.63	NB	RIGHT	21500	45	M	Y	N	B+	44.24821	-72.59118	194223.57	492717.31
218	6	BERLIN	US-2	0.97	EB	RIGHT	8800	30	M	Y	Y	B+	44.2372	-72.52619	192996.19	497908.23
220	6	BOLTON	US-2	4.85	WB	RIGHT	2800	35	G	N	N	B+	44.36304	-72.84113	207035.34	472807.38
221	6	ELMORE	VT-12	1.32	NB	RIGHT	1100	25	M	Y	N	B+	44.46765	-72.53639	218603.3	497104.36

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223	6	NORTHFIELD	VT-12	0.97	SB	RIGHT	1100	20	L	Y	N	B+	44.10616	-72.64468	178446.48	488416.99
224	6	ROXBURY	VT-12	1.46	NB	RIGHT	1100	30	L	N	N	B+	44.09283	-72.64766	176965.19	488175.55
225	6	WATERBURY	I-89	61.42	NB	RIGHT	23700	40	M	N	N	B+	44.31821	-72.72463	202021.94	482080.22
226	6	WATERBURY	I-89	64.48	NB	RIGHT	25300	45	G	Y	N	B+	44.34552	-72.76513	205065.65	478859.21
227	6	WATERBURY	I-89	64.91	SB	MEDIAN	25300	15	L	N	N	B+	44.3498	-72.7717	205543.69	478337.19
228	6	WATERBURY	VT-100	1.48	SB	RIGHT	15000	25	N	N	N	B+	44.3538	-72.737	205979.28	481104.77
229	6	WOLCOTT	VT-15	4.79	WB	RIGHT	4700	45	G	Y	Y	B+	44.54095	-72.45345	226748.77	503699.28
2006	6	BARRE CITY	VT-62	0.84	EB	RIGHT		20	G	N	N	C	44.20724	-72.51927	189667.06	498459.48
2014	6	BARRE TOWN	US-302	0.59	WB	RIGHT		8	N	N	N	C	44.17989	-72.47494	186627.8	502003.63
2015	6	BARRE TOWN	US-302	0.67	WB	RIGHT		8	N	N	N	C	44.17923	-72.47348	186555.35	502120.65
2007	6	BARRE TOWN	VT-14	3.08	NB	RIGHT		6	N	N	N	C	44.22202	-72.48973	191309.75	500820.63
2008	6	BARRE TOWN	VT-63	0.18	WB	RIGHT		10	G	N	N	C	44.16487	-72.55469	184960.43	495625.83
2009	6	BARRE TOWN	VT-63	0.55	EB	RIGHT		15	G	N	N	C	44.16486	-72.54735	184958.92	496213.26
2010	6	BARRE TOWN	VT-63	0.57	WB	RIGHT		25	G	N	N	C	44.16501	-72.54747	184976.07	496203.08
2011	6	BARRE TOWN	VT-63	0.83	EB	RIGHT		15	G	Y	N	C	44.16541	-72.54183	185020.02	496654.22
2012	6	BARRE TOWN	VT-63	0.84	WB	RIGHT		15	G	N	N	C	44.16563	-72.54177	185044.79	496659.58
2013	6	BARRE TOWN	VT-63	1.60	WB	RIGHT		25	G	Y	N	C	44.16547	-72.52942	185026.55	497647.28
2060	6	BERLIN	HOSPITAL	2.09	SB	RIGHT		20	G	N	N	C	44.23039	-72.55553	192240.59	495563.49
2029	6	BERLIN	I-89	46.42	NB	RIGHT		10	G	N	N	C	44.16141	-72.58127	184578.1	493499.59
2030	6	BERLIN	I-89	46.49	SB	MEDIAN		10	G	N	N	C	44.16223	-72.58153	184668.84	493478.47
2031	6	BERLIN	I-89	46.72	NB	MEDIAN		20	G	N	N	C	44.16529	-72.57877	185008.45	493699.68
2032	6	BERLIN	I-89	46.89	SB	MEDIAN		15	G	N	N	C	44.16671	-72.57825	185166.73	493741.56
2033	6	BERLIN	I-89	47.37	NB	RIGHT		15	G	Y	N	C	44.17234	-72.57557	185792.23	493956.38
2034	6	BERLIN	I-89	47.37	NB	MEDIAN		25	G	N	N	C	44.17236	-72.57584	185794.64	493934.67
2035	6	BERLIN	I-89	47.51	SB	RIGHT		20	G	Y	N	C	44.17273	-72.57686	185835.36	493853.18
2038	6	BERLIN	I-89	47.96	NB	MEDIAN		15	G	N	N	C	44.17864	-72.57513	186491.99	493992.78
2039	6	BERLIN	I-89	48.02	NB	MEDIAN		15	G	N	N	C	44.17959	-72.57567	186597.66	493949.48
2040	6	BERLIN	I-89	50.06	NB	RIGHT		10	G	N	N	C	44.21233	-72.58263	190235.72	493396.73
2041	6	BERLIN	I-89	50.11	NB	RIGHT		10	G	N	N	C	44.21306	-72.58286	190316.6	493378.04
2042	6	BERLIN	I-89	50.75	SB	RIGHT		25	G	Y	N	C	44.22226	-72.58547	191339.76	493170.63
2043	6	BERLIN	I-89	50.80	NB	RIGHT		20	G	N	N	C	44.22306	-72.58502	191427.82	493206.83
2044	6	BERLIN	I-89	50.82	SB	RIGHT		10	G	N	N	C	44.22325	-72.58573	191449.06	493149.77
2045	6	BERLIN	I-89	51.19	NB	RIGHT		25	G	N	N	C	44.22881	-72.586	192067.08	493128.76
2046	6	BERLIN	I-89	51.28	SB	MEDIAN		15	G	Y	N	C	44.23	-72.5865	192199.4	493089.04
2047	6	BERLIN	I-89	51.38	NB	RIGHT		15	G	Y	N	C	44.23153	-72.58553	192369.06	493166.74
2048	6	BERLIN	I-89	52.00	NB	MEDIAN		10	G	Y	N	C	44.24035	-72.58534	193348.94	493183.2
2049	6	BERLIN	I-89	52.04	SB	MEDIAN		20	G	Y	N	C	44.24049	-72.58559	193365.56	493163.26
2050	6	BERLIN	I-89	52.09	SB	RIGHT		25	G	Y	N	C	44.24146	-72.58618	193472.98	493116.09
2051	6	BERLIN	I-89	52.69	SB	RIGHT		15	G	N	N	C	44.24801	-72.5919	194200.9	492659.86
2052	6	BERLIN	I-89		NB	INT. 7 RAMP D RIGHT		30	G	N	N	C	44.21753	-72.58569	190813.87	493152.59
2053	6	BERLIN	I-89		NB	INT. 6 RAMP A LEFT		15	G	N	N	C	44.16718	-72.57702	185218.55	493839.73
2054	6	BERLIN	I-89		SB	INT. 7 RAMP C LEFT		15	G	N	N	C	44.21864	-72.58557	190937.38	493162.41
2055	6	BERLIN	I-89		NB	INT. 6 RAMP A RIGHT		20	G	Y	N	C	44.16708	-72.57674	185207.56	493862.88
2056	6	BERLIN	I-89		NB	INT. 7 RAMP A RIGHT		15	G	N	N	C	44.2146	-72.58209	190487.95	493440.24
2057	6	BERLIN	I-89		SB	INT. 7 RAMP C RIGHT		25	G	Y	N	C	44.21804	-72.58607	190871	493122.3
2058	6	BERLIN	I-89		NB	INT. 7 RAMP D LEFT		10	G	N	N	C	44.21684	-72.58586	190736.88	493138.71
2016	6	BERLIN	US-2	0.67	EB	RIGHT		30	G	N	N	C	44.23938	-72.53136	193238.64	497495.2
2021	6	BERLIN	VT-12	1.48	NB	RIGHT		20	M	N	N	C	44.19402	-72.63587	188206.64	489138.37
2022	6	BERLIN	VT-12	3.44	SB	RIGHT		5	M	N	N	C	44.21652	-72.62583	190705.9	489944.49
2023	6	BERLIN	VT-12	3.61	SB	RIGHT		10	N	N	N	C	44.21892	-72.62514	190972.51	490000.51
2024	6	BERLIN	VT-12	4.75	SB	RIGHT		8	L	N	N	C	44.22974	-72.61026	192173.34	491190.9
2026	6	BERLIN	VT-63	0.33	WB	RIGHT		10	G	N	N	C	44.16763	-72.57053	185267.93	494359.18
2027	6	BERLIN	VT-63	0.64	WB	RIGHT		15	G	N	N	C	44.16749	-72.56435	185252.02	494853.85
2028	6	BERLIN	VT-63	0.65	EB	RIGHT		15	G	Y	N	C	44.16717	-72.56425	185216.87	494861.69
2071	6	BOLTON	I-89	68.63	SB	RIGHT		20	L	N	N	C	44.36278	-72.8421	207006.64	472730.23
2072	6	BOLTON	I-89	69.50	NB	MEDIAN		15	M	N	N	C	44.36738	-72.85872	207523.11	471407.81
2073	6	BOLTON	I-89	69.53	SB	MEDIAN		10	M	N	N	C	44.36735	-72.8588	207520.57	471401.34
2074	6	BOLTON	I-89	69.53	SB	RIGHT		20	M	Y	N	C	44.36722	-72.85897	207505.46	471387.81
2077	6	BOLTON	I-89	71.64	SB	MEDIAN		<10	G	N	N	C	44.37799	-72.89853	208716.66	468239.99
2079	6	BOLTON	I-89	71.67	NB	MEDIAN		10	G	N	N	C	44.37829	-72.89906	208750.23	468197.82
2080	6	BOLTON	I-89	71.83	SB	RIGHT		25	G	N	N	C	44.3781	-72.90255	208730.77	467920.24
2083	6	BOLTON	I-89	71.87	NB	MEDIAN		20	G	N	N	C	44.37884	-72.90285	208812.85	467896.68
2084	6	BOLTON	I-89	72.61	SB	RIGHT		15	G	N	N	C	44.38082	-72.91756	209038.64	466725.57
2085	6	BOLTON	I-89	72.62	NB	RIGHT		30	G	N	N	C	44.38126	-72.91758	209087.59	466724.08

CUT NO.	DISTRICT	TOWNSHIP	HIGHWAY	MM	TRAVEL DIRECTION	CUT LOCATION	AADT 2004	HEIGHT	DITCH	RECENT ROCKFALL?	WATER/ICE	PRELIM RANKING	LATITUDE	LONGITUDE	NORTHING	EASTING
2086	6	BOLTON	I-89	72.63	NB	MEDIAN		10	G	N	N	C	44.3814	-72.91878	209103.92	466628.49
2087	6	BOLTON	I-89	72.65	SB	MEDIAN		15	G	N	N	C	44.38109	-72.91813	209068.68	466680.24
2088	6	BOLTON	I-89	73.27	SB	MEDIAN		30	G	N	N	C	44.3829	-72.93088	209275.99	465664.75
2090	6	BOLTON	I-89	73.27	NB	MEDIAN		25	G	N	N	C	44.38329	-72.93068	209318.34	465680.84
2061	6	BOLTON	US-2	0.02	WB	RIGHT		6	N	N	N	C	44.3824	-72.93263	209220.75	465525.01
2062	6	BOLTON	US-2	1.23	WB	RIGHT		10	G	N	N	C	44.37883	-72.90921	208814.81	467389.42
2064	6	BOLTON	US-2	3.08	WB	RIGHT		15		N	N	C	44.37207	-72.87457	208050.6	470146.4
2066	6	BOLTON	US-2	3.22	WB	RIGHT		15	M	N	N	C	44.37136	-72.87186	207969.75	470361.95
2067	6	BOLTON	US-2	3.92	WB	RIGHT		10	G	N	N	C	44.3677	-72.85821	207558.41	471448.32
2068	6	BOLTON	US-2	3.94	WB	RIGHT		15	G	N	N	C	44.36761	-72.85764	207548.67	471493.6
2069	6	BOLTON	US-2	5.40	WB	RIGHT		15	M	N	N	C	44.36172	-72.82992	206884.96	473700.32
2110	6	BROOKFIELD	I-89	35.29	NB	MEDIAN		<10	G	N	N	C	44.00758	-72.61972	167489.25	490399.4
2111	6	BROOKFIELD	I-89	36.11	SB	MEDIAN		15	G	N	N	C	44.01937	-72.6179	168799.01	490546.73
2112	6	BROOKFIELD	I-89	36.42	NB	RIGHT		25	G	Y	N	C	44.02364	-72.61591	169273.56	490707.08
2113	6	BROOKFIELD	I-89	36.60	NB	MEDIAN		15	G	Y	N	C	44.02634	-72.61571	169573.62	490723.73
2114	6	BROOKFIELD	I-89	36.61	NB	RIGHT		20	G	Y	N	C	44.02634	-72.61539	169573.27	490749.04
2115	6	BROOKFIELD	I-89	36.63	SB	MEDIAN		15	G	N	N	C	44.02695	-72.61746	169642	490583.91
2118	6	BROOKFIELD	I-89	37.05	SB	RIGHT		25	G	N	N	C	44.03286	-72.61607	170297.61	490695.85
2119	6	BROOKFIELD	I-89	37.07	NB	MEDIAN		<10	G	N	N	C	44.03279	-72.61448	170290.07	490823.21
2120	6	BROOKFIELD	I-89	37.47	SB	MEDIAN		<10	G	N	N	C	44.03832	-72.61251	170904.7	490982.05
2121	6	BROOKFIELD	I-89	38.51	SB	MEDIAN		10	G	N	N	C	44.05265	-72.60479	172495.87	491602.55
2122	6	BROOKFIELD	I-89	38.52	SB	RIGHT		15	G	N	N	C	44.05256	-72.60513	172485.35	491575.74
2123	6	BROOKFIELD	I-89	38.52	NB	MEDIAN		15	G	Y	N	C	44.05269	-72.60459	172500.6	491618.67
2124	6	BROOKFIELD	I-89	38.55	SB	MEDIAN		<10	G	N	N	C	44.05326	-72.60487	172563.31	491596.55
2125	6	BROOKFIELD	I-89	38.65	SB	MEDIAN		10	G	N	N	C	44.05457	-72.60513	172709.27	491575.87
2126	6	BROOKFIELD	I-89	38.65	NB	MEDIAN		10	G	N	N	C	44.05454	-72.60482	172705.56	491600.99
2127	6	BROOKFIELD	I-89	38.66	SB	RIGHT		15	G	N	N	C	44.05475	-72.60548	172729.4	491548.2
2128	6	BROOKFIELD	I-89	38.75	NB	RIGHT		10	G	N	N	C	44.0561	-72.60476	172879.49	491605.43
2129	6	BROOKFIELD	I-89	38.75	NB	MEDIAN		10	G	Y	N	C	44.05607	-72.60508	172875.25	491580.29
2130	6	BROOKFIELD	I-89	39.14	SB	RIGHT		10	G	Y	N	C	44.06179	-72.60677	173510.9	491445.35
2131	6	BROOKFIELD	I-89	39.21	NB	MEDIAN		15	G	N	N	C	44.06254	-72.60639	173594.39	491476.46
2132	6	BROOKFIELD	I-89	39.27	SB	MEDIAN		10	G	N	N	C	44.06392	-72.60692	173748.52	491434.05
2133	6	BROOKFIELD	I-89	39.27	SB	RIGHT		10	G	N	N	C	44.06386	-72.60717	173741.12	491413.82
2134	6	BROOKFIELD	I-89	39.34	NB	RIGHT		10	G	N	N	C	44.06441	-72.60636	173802.07	491478.76
2135	6	BROOKFIELD	I-89	39.34	NB	MEDIAN		10	G	N	N	C	44.06441	-72.60671	173802.92	491450.77
2136	6	BROOKFIELD	I-89	39.70	SB	MEDIAN		<10	G	N	N	C	44.07003	-72.60806	174427.03	491343.04
2137	6	BROOKFIELD	I-89	39.75	NB	RIGHT		10	G	N	N	C	44.07019	-72.60756	174444.97	491383.13
2138	6	BROOKFIELD	I-89	39.75	NB	MEDIAN		10	G	N	N	C	44.07013	-72.6078	174437.7	491363.95
2139	6	BROOKFIELD	I-89	39.87	SB	RIGHT		25	G	Y	N	C	44.07235	-72.60926	174684.72	491247.73
2140	6	BROOKFIELD	I-89	39.92	SB	MEDIAN		15	G	Y	N	C	44.07306	-72.60929	174763.87	491245.56
2141	6	BROOKFIELD	I-89	39.99	NB	MEDIAN		10	G	N	N	C	44.07322	-72.60908	174782.07	491262.16
2142	6	BROOKFIELD	I-89	39.99	NB	RIGHT		10	G	N	N	C	44.0735	-72.60882	174812.45	491283.09
2143	6	BROOKFIELD	I-89	40.37	NB	RIGHT		<10	G	N	N	C	44.07862	-72.6117	175381.5	491052.88
2144	6	BROOKFIELD	I-89	40.61	SB	RIGHT		<10	G	N	N	C	44.08266	-72.61498	175830.72	490791.37
2091	6	BROOKFIELD	VT-12	0.24	SB	RIGHT		8	N	N	N	C	44.00856	-72.65418	167603.27	487636.33
2092	6	BROOKFIELD	VT-12	1.06	NB	RIGHT		8	N	N	N	C	44.02021	-72.65748	168898.53	487373.55
2095	6	BROOKFIELD	VT-12	3.43	NB	RIGHT		20	L	N	N	C	44.05167	-72.64208	172391.61	488614.94
2096	6	BROOKFIELD	VT-12	3.59	NB	RIGHT		10	N	N	N	C	44.05386	-72.64101	172633.95	488701.01
2097	6	BROOKFIELD	VT-12	3.78	NB	RIGHT		10	M	N	N	C	44.05592	-72.63959	172863.24	488814.57
2099	6	BROOKFIELD	VT-12	4.17	SB	RIGHT		8	M	N	N	C	44.06035	-72.63503	173355.05	489181.37
2100	6	BROOKFIELD	VT-12	4.28	SB	RIGHT		6	L	N	N	C	44.06188	-72.63439	173524.6	489233.01
2101	6	BROOKFIELD	VT-12	4.52	NB	RIGHT		15	M	N	N	C	44.06536	-72.63341	173911.66	489311.94
2102	6	BROOKFIELD	VT-14	5.94	SB	RIGHT		8	L	N	N	C	44.06147	-72.56401	173471.85	494871.87
2103	6	BROOKFIELD	VT-65	0.41	WB	RIGHT		8	N	N	N	C	44.06302	-72.63004	173650.34	489581.02
2104	6	BROOKFIELD	VT-65	2.19	WB	RIGHT		12	G	N	N	C	44.06347	-72.60729	173697.62	491404.56
2105	6	BROOKFIELD	VT-65	2.20	EB	RIGHT		8	G	N	N	C	44.06347	-72.60748	173698.61	491388.81
2106	6	BROOKFIELD	VT-65	2.57	WB	RIGHT		15	M	Y	N	C	44.05843	-72.60691	173137.59	491433.57
2107	6	BROOKFIELD	VT-65	2.62	EB	RIGHT		18	M	N	N	C	44.05764	-72.60641	173050.15	491473.9
2108	6	BROOKFIELD	VT-65	2.62	WB	RIGHT		15	G	N	N	C	44.05773	-72.60628	173060.04	491484.51
2109	6	BROOKFIELD	VT-65	4.21	WB	RIGHT		15	G	N	N	C	44.03103	-72.58797	170091.82	492948.03
2145	6	BUELS GORE	VT-17	0.30	EB	RIGHT		10	G	N	N	C	44.21554	-72.95983	190692.1	463253.89
2146	6	BUELS GORE	VT-17	0.34	EB	RIGHT		<10	G	N	N	C	44.21597	-72.95933	190740.03	463294.12
2147	6	BUELS GORE	VT-17	0.41	EB	RIGHT		10	N	N	N	C	44.21654	-72.9584	190802.57	463369.05
2148	6	BUELS GORE	VT-17	0.54	EB	RIGHT		10	L	N	N	C	44.21663	-72.95705	190812.04	463476.96

CUT NO.	DISTRICT	TOWNSHIP	HIGHWAY	MM	TRAVEL DIRECTION	CUT LOCATION	AADT 2004	HEIGHT	DITCH	RECENT ROCKFALL?	WATER/ICE	PRELIM RANKING	LATITUDE	LONGITUDE	NORTHING	EASTING
2149	6	BUELS GORE	VT-17	0.54	EB	RIGHT		10	G	N	N	C	44.21681	-72.95696	190831.38	463484.26
2150	6	BUELS GORE	VT-17	0.58	EB	RIGHT		10	L	N	N	C	44.21716	-72.9564	190870.21	463529.26
2151	6	BUELS GORE	VT-17	0.70	EB	RIGHT		10	M	N	N	C	44.21783	-72.9546	190943.9	463673.22
2152	6	BUELS GORE	VT-17	1.05	WB	RIGHT		10	M	N	N	C	44.21962	-72.94875	191140.92	464142.07
2153	6	BUELS GORE	VT-17	1.17	WB	RIGHT		10	G	N	N	C	44.21868	-72.94694	191035.45	464285.55
2156	6	BUELS GORE	VT-17	1.56	WB	RIGHT		25	M	Y	N	C	44.21626	-72.94019	190763.81	464823.95
2157	6	BUELS GORE	VT-17	1.82	EB	RIGHT		15	G	N	N	C	44.21471	-72.94056	190591.67	464793.28
2158	6	BUELS GORE	VT-17	1.83	EB	RIGHT		10	L	N	N	C	44.21469	-72.94027	190589.08	464816.77
2159	6	BUELS GORE	VT-17	1.87	EB	RIGHT		<10	G	N	N	C	44.21486	-72.93948	190607.3	464879.73
2160	6	BUELS GORE	VT-17	1.95	WB	RIGHT		15	M	N	N	C	44.2151	-72.93812	190634.11	464988.89
2162	6	BUELS GORE	VT-17	1.96	EB	RIGHT		10	N	N	N	C	44.21494	-72.93818	190615.85	464983.68
2163	6	BUELS GORE	VT-17	1.96	EB	RIGHT		10	L	N	N	C	44.21479	-72.93788	190599.44	465007.53
2165	6	BUELS GORE	VT-17	2.10	WB	RIGHT		25	M	N	N	C	44.21384	-72.93568	190492.69	465182.38
2167	6	BUELS GORE	VT-17	2.56	EB	RIGHT		10	N	N	N	C	44.21078	-72.9308	190150.6	465570.85
2169	6	DUXBURY	VT-100	1.55	SB	RIGHT		20	M	N	N	C	44.26814	-72.78479	196472.71	477261.77
2170	6	DUXBURY	VT-100	1.55	SB	RIGHT		10	G	N	N	C	44.26822	-72.78478	196481.98	477262.54
2171	6	DUXBURY	VT-100	2.10	NB	RIGHT		15	G	N	N	C	44.27598	-72.7845	197343.99	477287.88
2172	6	DUXBURY	VT-100	2.42	SB	RIGHT		15	M	N	N	C	44.28068	-72.78325	197865.93	477390.08
2173	6	DUXBURY	VT-100	2.78	NB	RIGHT		6	G	N	N	C	44.28555	-72.7811	198406.57	477563.28
2174	6	DUXBURY	VT-100	2.84	NB	RIGHT		10	L	Y	N	C	44.28635	-72.78051	198495.93	477610.51
2175	6	DUXBURY	VT-100	2.85	SB	RIGHT		15	G	N	N	C	44.28639	-72.7807	198500.43	477595.25
2176	6	DUXBURY	VT-100	2.91	SB	RIGHT		6	G	N	N	C	44.28729	-72.77987	198599.4	477662.42
2177	6	DUXBURY	VT-100	3.04	SB	RIGHT		10	G	N	N	C	44.28882	-72.77848	198769.61	477773.53
2178	6	DUXBURY	VT-100	3.30	SB	RIGHT		10	L	N	N	C	44.29198	-72.77589	199119.66	477981.36
2179	6	DUXBURY	VT-100	3.39	SB	RIGHT		8	G	N	N	C	44.29342	-72.77566	199279.82	478000.02
2180	6	DUXBURY	VT-100	4.18	SB	RIGHT		12	L	N	N	C	44.30457	-72.77034	200517.59	478428.8
2181	6	DUXBURY	VT-100	4.46	SB	RIGHT		10	L	N	N	C	44.30794	-72.76808	200890.7	478610.92
2182	6	DUXBURY	VT-100	5.03	NB	RIGHT		5	N	N	N	C	44.31459	-72.76203	201628.61	479095.32
2183	6	DUXBURY	VT-100	5.05	SB	RIGHT		15	G	N	N	C	44.31465	-72.76221	201635.56	479081.59
2184	6	DUXBURY	VT-100	5.47	NB	RIGHT		8	M	N	N	C	44.32026	-72.75861	202258.01	479370.69
2185	6	EAST MONTPELIER	VT-14	0.39	NB	RIGHT		25	G	Y	N	C	44.24101	-72.48941	193419.51	500845.89
2186	6	EAST MONTPELIER	VT-214	0.49	WB	RIGHT		8	N	N	N	C	44.29245	-72.44435	199136.15	504441.41
2187	6	EAST MONTPELIER	VT-214	0.74	WB	RIGHT		15	N	N	N	C	44.29608	-72.44332	199539.79	504523.48
2188	6	ELMORE	VT-12	0.07	NB	RIGHT		15	G	N	N	C	44.45267	-72.54639	216938.74	496307.41
2189	6	ELMORE	VT-12	0.44	SB	RIGHT		8	G	N	N	C	44.45805	-72.54677	217536.57	496277.62
2190	6	ELMORE	VT-12	0.96	NB	RIGHT		10	G	N	N	C	44.46499	-72.54277	218307.73	496596.41
2191	6	ELMORE	VT-12	1.56	NB	RIGHT		10	G	N	N	C	44.4699	-72.53281	218852.76	497389.14
2192	6	ELMORE	VT-12	2.05	SB	RIGHT		8	G	N	N	C	44.47665	-72.5301	219602.36	497605.25
2193	6	ELMORE	VT-12	2.25	NB	RIGHT		10	G	Y	N	C	44.47941	-72.52859	219909.78	497725.66
2195	6	ELMORE	VT-12	5.78	NB	RIGHT		6	M	N	N	C	44.52721	-72.51847	225221	498531.93
2199	6	FAYSTON	VT-17	0.68	EB	RIGHT		12	L	N	N	C	44.20601	-72.91952	189615.67	466469.46
2200	6	FAYSTON	VT-17	0.90	EB	RIGHT		10	L	N	N	C	44.20529	-72.91551	189534.24	466789.84
2202	6	FAYSTON	VT-17	2.19	EB	RIGHT		15	G	Y	N	C	44.20413	-72.89969	189398.78	468053.96
2204	6	HARDWICK	VT-15	2.00	WB	RIGHT		8	L	N	N	C	44.51682	-72.38304	224073.18	509299.01
2205	6	HARDWICK	VT-15	2.16	WB	RIGHT		12	G	N	N	C	44.51732	-72.37975	224128.1	509560.65
2210	6	HYDE PARK	VT-100	0.28	NB	RIGHT		10	G	N	N	C	44.60122	-72.615	233450.79	490869.97
2211	6	HYDE PARK	VT-100	0.28	NB	RIGHT		10	G	N	N	C	44.60115	-72.61501	233442.8	490869.72
2206	6	HYDE PARK	VT-15	0.43	WB	RIGHT		15	L	N	N	C	44.60401	-72.64145	233763.81	488771.02
2207	6	HYDE PARK	VT-15	0.68	WB	RIGHT		15	L	N	N	C	44.60154	-72.63726	233489.62	489102.82
2208	6	HYDE PARK	VT-15	1.88	EB	RIGHT		10	G	N	N	C	44.59657	-72.6146	232934.53	490901.14
2209	6	HYDE PARK	VT-15	1.89	WB	RIGHT		6	G	N	N	C	44.59684	-72.6145	232964.23	490909.17
2212	6	JOHNSON	VT-15	5.45	WB	RIGHT		10	L	N	N	C	44.62142	-72.66835	235703.17	486639.57
2213	6	JOHNSON	VT-15	6.48	EB	RIGHT		8	N	N	N	C	44.61158	-72.6525	234607.47	487895.33
2214	6	MARSHFIELD	US-2	1.44	WB	RIGHT		15	N	N	N	C	44.29184	-72.39915	199072.56	508048.63
2215	6	MARSHFIELD	US-2	2.28	WB	RIGHT		10	N	N	N	C	44.30347	-72.39903	200364.73	508056.94
2216	6	MARSHFIELD	US-2	2.76	WB	RIGHT		6	N	N	N	C	44.31029	-72.39752	201122.35	508176.62
2217	6	MARSHFIELD	US-2	7.51	EB	RIGHT		12	G	N	N	C	44.3565	-72.33601	206265.26	513073.87
2218	6	MARSHFIELD	US-2	7.66	EB	RIGHT		8	G	N	N	C	44.35767	-72.33312	206395.22	513303.82
2229	6	MIDDLESEX	I-89	54.61	NB	MEDIAN		15	G	N	N	C	44.26512	-72.61971	196104.64	490441.79
2230	6	MIDDLESEX	I-89	54.66	SB	MEDIAN		10	M	Y	N	C	44.26514	-72.61999	196107.09	490418.97
2231	6	MIDDLESEX	I-89	54.70	SB	RIGHT		10	G	N	N	C	44.26543	-72.62089	196139.33	490347.79
2233	6	MIDDLESEX	I-89	55.11	NB	MEDIAN		15	G	N	N	C	44.26902	-72.62875	196539.53	489720.25
2235	6	MIDDLESEX	I-89	55.18	NB	MEDIAN		<10	G	N	N	C	44.26963	-72.63031	196607.45	489596.23
2236	6	MIDDLESEX	I-89	55.18	SB	RIGHT		10	G	N	N	C	44.26889	-72.62914	196525.36	489689.58

CUT NO.	DISTRICT	TOWNSHIP	HIGHWAY	MM	TRAVEL DIRECTION	CUT LOCATION	AADT 2004	HEIGHT	DITCH	RECENT ROCKFALL?	WATER/ICE	PRELIM RANKING	LATITUDE	LONGITUDE	NORTHING	EASTING
2237	6	MIDDLESEX	I-89	55.23	NB	RIGHT		15	G	N	N	C	44.27028	-72.63138	196679.44	489510.91
2238	6	MIDDLESEX	I-89	55.23	SB	MEDIAN		15	M	N	N	C	44.26945	-72.63012	196587.26	489611.37
2239	6	MIDDLESEX	I-89	55.36	NB	MEDIAN		15	G	N	N	C	44.27142	-72.63468	196807.22	489247.26
2240	6	MIDDLESEX	I-89	55.42	NB	MEDIAN		10	G	N	N	C	44.27189	-72.63594	196859.5	489147.33
2245	6	MIDDLESEX	I-89	55.96	NB	MEDIAN		10	G	N	N	C	44.27592	-72.64857	197309.19	488139.76
2246	6	MIDDLESEX	I-89	55.99	NB	RIGHT		20	G	Y	N	C	44.27649	-72.64967	197372.12	488051.53
2247	6	MIDDLESEX	I-89	55.99	NB	MEDIAN		10	G	N	N	C	44.2764	-72.64999	197363.02	488025.96
2248	6	MIDDLESEX	I-89	56.24	SB	MEDIAN		<10	G	N	N	C	44.27581	-72.64855	197297.06	488141.26
2249	6	MIDDLESEX	I-89	56.26	SB	RIGHT		15	M	Y	N	C	44.27565	-72.6484	197279.46	488153.23
2250	6	MIDDLESEX	I-89	56.34	SB	MEDIAN		10	G	N	N	C	44.27635	-72.6501	197356.9	488017.29
2251	6	MIDDLESEX	I-89	56.38	NB	RIGHT		15	G	N	N	C	44.2785	-72.65596	197596.49	487550.5
2252	6	MIDDLESEX	I-89	56.58	NB	RIGHT		15	G	N	N	C	44.27966	-72.65805	197726.1	487383.77
2253	6	MIDDLESEX	I-89	56.85	NB	RIGHT		20	G	N	N	C	44.28187	-72.65971	197972.24	487251.67
2255	6	MIDDLESEX	I-89	60.16	NB	MEDIAN		10	L	N	N	C	44.31505	-72.70094	201666.19	483969.13
2256	6	MIDDLESEX	I-89	60.16	SB	MEDIAN		15	G	N	N	C	44.31496	-72.70108	201655.55	483958.31
2259	6	MIDDLESEX	I-89	60.50	NB	MEDIAN		15	M	N	N	C	44.31573	-72.70729	201742.01	483463.35
2260	6	MIDDLESEX	I-89	60.51	SB	MEDIAN		10	G	N	N	C	44.31562	-72.70769	201730.97	483430.88
2262	6	MIDDLESEX	I-89	60.79	SB	MEDIAN		15	L	N	N	C	44.31456	-72.71335	201614.21	482979.37
2265	6	MIDDLESEX	I-89	60.79	NB	MEDIAN		20	G	N	N	C	44.31465	-72.71331	201624.18	482982.7
2266	6	MIDDLESEX	I-89	60.89	NB	RIGHT		50	G	N	Y	C	44.31467	-72.71499	201626.8	482848.19
2219	6	MIDDLESEX	US-2	3.73	WB	RIGHT		10	M	N	N	C	44.2758	-72.64161	197295.11	488695.07
2220	6	MIDDLESEX	US-2	3.81	WB	RIGHT		15	G	N	N	C	44.27512	-72.6403	197218.66	488799.71
2221	6	MIDDLESEX	US-2	4.19	EB	RIGHT		10	G	N	N	C	44.27172	-72.63468	196840.59	489247.45
2224	6	MIDDLESEX	US-2	5.01	WB	RIGHT		20	G	N	N	C	44.26549	-72.62178	196146.88	490276.3
2225	6	MIDDLESEX	US-2	5.60	WB	RIGHT		10	N	N	N	C	44.26082	-72.61151	195626.29	491096.1
2228	6	MIDDLESEX	VT-12	3.01	NB	RIGHT		10	L	Y	N	C	44.34347	-72.56566	204806.32	494764.38
2275	6	MONTPELIER	I-89	53.25	SB	RIGHT		10	G	N	N	C	44.25418	-72.59903	194887.83	492091.43
2276	6	MONTPELIER	I-89	53.28	SB	MEDIAN		10	L	N	N	C	44.2548	-72.59916	194956.48	492081.43
2278	6	MONTPELIER	I-89	53.28	NB	MEDIAN		15	M	N	N	C	44.25486	-72.59908	194962.73	492087.26
2280	6	MONTPELIER	I-89	53.57	NB	MEDIAN		10	G	N	N	C	44.2593	-72.60224	195456.6	491835.61
2281	6	MONTPELIER	I-89	53.58	SB	MEDIAN		10	M	N	N	C	44.25924	-72.60231	195449.7	491829.94
2282	6	MONTPELIER	I-89	53.61	SB	RIGHT		20	G	Y	N	C	44.25892	-72.60222	195414.62	491837.2
2283	6	MONTPELIER	I-89	53.69	NB	RIGHT		20	G	N	N	C	44.25996	-72.60274	195529.84	491795.81
2284	6	MONTPELIER	I-89	53.70	NB	MEDIAN		15	M	N	N	C	44.2603	-72.60366	195567.61	491722.17
2285	6	MONTPELIER	I-89	53.70	SB	MEDIAN		15	G	N	N	C	44.26023	-72.60376	195560.03	491714.3
2288	6	MONTPELIER	I-89		SB	INT. 8 RAMP C RIGHT		15	M	N	N	C	44.25128	-72.59553	194565.11	492370.92
2290	6	MONTPELIER	I-89		NB	INT. 8 RAMP A LEFT		10	G	N	N	C	44.25051	-72.59502	194479.36	492411.52
2267	6	MONTPELIER	US-2	1.01	WB	RIGHT		8	L	N	N	C	44.25745	-72.59326	195250.38	492552.44
2268	6	MONTPELIER	US-2	1.37	WB	RIGHT		10	L	N	N	C	44.26179	-72.58892	195732.23	492899.55
2273	6	MONTPELIER	VT-12	2.76	SB	RIGHT		20	G	N	N	C	44.28272	-72.57402	198056.1	494091.58
2274	6	MONTPELIER	VT-12	3.20	SB	RIGHT		15	G	N	N	C	44.28777	-72.57873	198618.12	493715.88
2293	6	MORETOWN	US-2	1.87	EB	RIGHT		12	L	N	N	C	44.31167	-72.71836	201293.51	482578.86
2294	6	MORETOWN	US-2	2.73	EB	RIGHT		12	N	N	N	C	44.31245	-72.70102	201376.63	483962.19
2295	6	MORETOWN	VT-100B	0.01	NB	RIGHT		10	G	N	N	C	44.29088	-72.67944	198976.34	485679.19
2296	6	MORETOWN	VT-100B	0.60	NB	RIGHT		8	L	N	N	C	44.24558	-72.76795	193961.94	478598.52
2298	6	MORETOWN	VT-100B	1.85	SB	RIGHT		10	L	N	N	C	44.25795	-72.75312	195332.73	479787.06
2299	6	MORETOWN	VT-100B	2.37	SB	RIGHT		20	N	N	N	C	44.26354	-72.74761	195952.54	480228.99
2300	6	MORETOWN	VT-100B	3.51	SB	RIGHT		10	G	N	N	C	44.2792	-72.74142	197690.88	480727.94
2301	6	MORETOWN	VT-100B	3.69	NB	RIGHT		10	G	N	N	C	44.28022	-72.73836	197803.66	480972.8
2302	6	MORETOWN	VT-100B	3.70	SB	RIGHT		20	G	N	N	C	44.28052	-72.73816	197836.38	480988.85
2303	6	MORETOWN	VT-100B	3.81	SB	RIGHT		10	G	N	N	C	44.28155	-72.73612	197950.91	481151.99
2304	6	MORETOWN	VT-100B	4.06	SB	RIGHT		10	G	N	N	C	44.28465	-72.73435	198295.44	481294.17
2305	6	MORETOWN	VT-100B	4.40	SB	RIGHT		5	G	N	N	C	44.28837	-72.73004	198707.47	481639.56
2306	6	MORETOWN	VT-100B	4.83	SB	RIGHT		10	G	N	N	C	44.29091	-72.72207	198988.22	482276.23
2307	6	MORETOWN	VT-100B	5.02	SB	RIGHT		15	M	Y	N	C	44.2902	-72.71832	198907.55	482575.3
2308	6	MORETOWN	VT-100B	5.30	SB	RIGHT		15	G	N	N	C	44.28834	-72.71341	198700.06	482967.02
2309	6	MORETOWN	VT-100B	5.73	SB	RIGHT		20	M	Y	N	C	44.28589	-72.70576	198426.34	483576.86
2310	6	MORETOWN	VT-100B	6.86	NB	RIGHT		10	G	N	N	C	44.29647	-72.6967	199600.73	484302.77
2311	6	MORETOWN	VT-100B	6.93	NB	RIGHT		10	G	N	N	C	44.296	-72.69559	199547.9	484391.15
2312	6	MORETOWN	VT-100B	7.64	NB	RIGHT		15	G	N	N	C	44.29149	-72.68246	199044.28	485438.21
2313	6	MORETOWN	VT-100B	7.66	NB	RIGHT		20	G	N	N	C	44.29128	-72.68197	199021.07	485477.29
2314	6	MORRISTOWN	VT-100	1.29	NB	RIGHT		6	L	N	N	C	44.51196	-72.62414	223533.3	490129.37
2315	6	MORRISTOWN	VT-100	2.62	NB	RIGHT		5	M	N	N	C	44.52996	-72.61621	225532.95	490762.59
2316	6	NORTHFIELD	VT-12	1.10	SB	RIGHT		10	L	Y	N	C	44.10764	-72.64596	178611.19	488314.54

CUT NO.	DISTRICT	TOWNSHIP	HIGHWAY	MM	TRAVEL DIRECTION	CUT LOCATION	AADT 2004	HEIGHT	DITCH	RECENT ROCKFALL?	WATER/ICE	PRELIM RANKING	LATITUDE	LONGITUDE	NORTHING	EASTING
2317	6	NORTHFIELD	VT-12	1.56	NB	RIGHT		15	L	N	N	C	44.11274	-72.65146	179178.61	487875.45
2318	6	NORTHFIELD	VT-12	4.50	SB	RIGHT		10	N	N	N	C	44.1535	-72.65641	183707.85	487487.98
2325	6	NORTHFIELD	VT-12A	0.53	SB	RIGHT		15	G	Y	N	C	44.11821	-72.716	179797.34	482710.74
2326	6	NORTHFIELD	VT-12A	0.99	SB	RIGHT		10	N	N	N	C	44.1166	-72.70725	179617.04	483410.3
2327	6	NORTHFIELD	VT-12A	2.67	NB	RIGHT		15	N	Y	N	C	44.11505	-72.6785	179439.2	485711.54
2329	6	NORTHFIELD	VT-12A	3.59	NB	RIGHT		10	M	Y	N	C	44.12273	-72.665	180289.67	486793.75
2330	6	NORTHFIELD	VT-12A	3.79	NB	RIGHT		5	M	N	N	C	44.12549	-72.66344	180596.58	486919.14
2320	6	NORTHFIELD	VT-64	0.06	WB	RIGHT		25	G	N	N	C	44.11869	-72.65485	179840.01	487605.2
2321	6	NORTHFIELD	VT-64	0.33	WB	RIGHT		35	M	Y	N	C	44.11641	-72.65101	179585.97	487911.96
2322	6	NORTHFIELD	VT-64	0.41	EB	RIGHT		30	G	Y	N	C	44.11574	-72.64994	179511.25	487997.64
2333	6	RICHMOND	I-89	73.38	SB	MEDIAN		15	G	N	N	C	44.3835	-72.93284	209343.33	465508.93
2334	6	RICHMOND	I-89	73.66	NB	RIGHT		30	G	Y	N	C	44.38666	-72.9364	209695.3	465227.05
2335	6	RICHMOND	I-89	73.67	NB	MEDIAN		30	G	N	N	C	44.3866	-72.93668	209688.82	465204.8
2331	6	RICHMOND	US-2	6.01	WB	RIGHT		10	N	N	N	C	44.38513	-72.93962	209527.15	464969.74
2332	6	RICHMOND	US-2	6.22	WB	RIGHT		20	G	N	N	C	44.38325	-72.93638	209317.11	465226.71
2341	6	ROXBURY	VT-12	0.03	SB	RIGHT		10	L	N	N	C	44.07628	-72.64301	175126	488544.44
2342	6	ROXBURY	VT-12	0.13	NB	RIGHT		18	M	N	N	C	44.07657	-72.64491	175158.18	488392.73
2343	6	ROXBURY	VT-12	0.13	NB	RIGHT		10	M	N	N	C	44.0766	-72.64497	175162.16	488388.26
2345	6	ROXBURY	VT-12A	0.07	SB	RIGHT		8	G	N	N	C	44.03482	-72.7557	170540.51	479504.12
2346	6	ROXBURY	VT-12A	0.36	SB	RIGHT		5	G	N	N	C	44.03847	-72.75226	170945.7	479780.96
2347	6	ROXBURY	VT-12A	0.81	NB	RIGHT		25	M	N	N	C	44.0413	-72.7449	171257.96	480371.58
2348	6	ROXBURY	VT-12A	1.08	NB	RIGHT		5	G	N	N	C	44.0442	-72.74246	171580.6	480567.98
2349	6	ROXBURY	VT-12A	1.51	NB	RIGHT		20	G	N	N	C	44.05035	-72.74371	172263.57	480470.58
2350	6	ROXBURY	VT-12A	2.14	NB	RIGHT		10	G	N	N	C	44.05921	-72.74253	173247.28	480567.79
2351	6	ROXBURY	VT-12A	2.67	NB	RIGHT		8	G	N	N	C	44.06666	-72.74464	174076.21	480401.14
2352	6	ROXBURY	VT-12A	3.57	NB	RIGHT		8	G	N	N	C	44.07733	-72.73851	175260.26	480895.43
2353	6	ROXBURY	VT-12A	3.61	SB	RIGHT		5	G	N	N	C	44.07779	-72.73848	175311.52	480898.41
2354	6	ROXBURY	VT-12A	3.74	NB	RIGHT		8	G	N	N	C	44.07968	-72.7378	175521.57	480953.17
2355	6	ROXBURY	VT-12A	3.79	SB	RIGHT		15	G	N	N	C	44.0804	-72.7378	175600.6	480953.18
2356	6	ROXBURY	VT-12A	4.11	NB	RIGHT		15	G	N	N	C	44.08478	-72.73604	176087.89	481095.82
2357	6	ROXBURY	VT-12A	5.95	SB	RIGHT		5	M	N	N	C	44.11064	-72.72675	178958.41	481847.38
2360	6	STOWE	VT-100	2.34	SB	RIGHT		10	N	N	N	C	44.45408	-72.69639	217113.46	484369.7
2363	6	STOWE	VT-108	1.32	SB	RIGHT		10	M	N	N	C	44.47424	-72.70369	219354.4	483794.38
2364	6	STOWE	VT-108	2.41	NB	RIGHT		10	L	N	N	C	44.47767	-72.7225	219739.42	482298.42
2366	6	WAITSFIELD	VT-100	0.74	NB	RIGHT		5	N	N	N	C	44.15657	-72.83541	184091.33	473169.57
2367	6	WAITSFIELD	VT-100	3.09	NB	RIGHT		6	M	N	N	C	44.18633	-72.83349	187397.25	473336.75
2368	6	WAITSFIELD	VT-100	3.10	SB	RIGHT		6	L	N	N	C	44.18641	-72.83364	187406.88	473324.8
2370	6	WAITSFIELD	VT-100	5.35	NB	RIGHT		5	N	N	N	C	44.20777	-72.80101	189769.54	475942.77
2371	6	WAITSFIELD	VT-100	5.64	SB	RIGHT		8	N	N	N	C	44.21113	-72.7975	190142	476224.05
2372	6	WAITSFIELD	VT-100	6.87	NB	RIGHT		5	M	N	N	C	44.2262	-72.78642	191813.29	477115.42
2373	6	WARREN	VT-100	0.08	NB	RIGHT		10	M	N	N	C	44.06231	-72.85254	173624.32	471754.71
2374	6	WARREN	VT-100	0.73	SB	RIGHT		20	G	N	N	C	44.06983	-72.85901	174462	471239.88
2375	6	WARREN	VT-100	0.84	SB	RIGHT		15	G	N	N	C	44.07121	-72.85963	174614.95	471190.65
2376	6	WARREN	VT-100	1.14	SB	RIGHT		6	N	Y	N	C	44.07528	-72.85985	175067.27	471175.13
2377	6	WARREN	VT-100	1.29	SB	RIGHT		15	G	N	N	C	44.07731	-72.85932	175293.32	471218.45
2378	6	WARREN	VT-100	1.67	SB	RIGHT		10	G	N	N	C	44.08312	-72.85942	175938.56	471213.8
2379	6	WARREN	VT-100	1.67	NB	RIGHT		15	L	N	N	C	44.08318	-72.85948	175945.26	471209.05
2380	6	WARREN	VT-100	1.86	NB	RIGHT		12	G	N	N	C	44.08573	-72.86109	176228.87	471081.35
2381	6	WARREN	VT-100	1.92	NB	RIGHT		25	L	N	N	C	44.0865	-72.86151	176314.85	471048.22
2383	6	WARREN	VT-100	3.25	NB	RIGHT		20	G	N	N	C	44.10535	-72.86005	178408.48	471174.33
2384	6	WARREN	VT-100	3.53	SB	RIGHT		15	G	N	N	C	44.10928	-72.85869	178845.34	471285.08
2386	6	WARREN	VT-100	3.84	SB	RIGHT		8	M	N	N	C	44.11349	-72.85762	179312.28	471372.54
2387	6	WARREN	VT-100	3.84	NB	RIGHT		8	G	N	N	C	44.11357	-72.85763	179321.23	471371.72
2388	6	WARREN	VT-100	3.97	SB	RIGHT		15	M	N	N	C	44.11537	-72.85804	179521.18	471339.86
2389	6	WARREN	VT-100	4.26	SB	RIGHT		20	M	N	N	C	44.11953	-72.85686	179983.1	471436.12
2390	6	WARREN	VT-100	4.29	NB	RIGHT		5	M	N	N	C	44.11972	-72.85633	180004.69	471478.57
2391	6	WARREN	VT-100	4.86	SB	RIGHT		10	L	N	N	C	44.12686	-72.85143	180796.27	471874.28
2392	6	WARREN	VT-100	5.97	NB	RIGHT		8	N	N	N	C	44.1418	-72.8434	182453.25	472523.88
2394	6	WASHINGTON	VT-110	1.03	NB	RIGHT		10	L	N	N	C	44.05343	-72.46845	172577.4	502528.17
2395	6	WASHINGTON	VT-110	1.17	NB	RIGHT		15	N	Y	N	C	44.0548	-72.46655	172729.66	502680.02
2396	6	WASHINGTON	VT-110	1.29	NB	RIGHT		15	N	Y	N	C	44.0563	-72.46538	172895.93	502773.62
2397	6	WASHINGTON	VT-110	3.71	NB	RIGHT		10	N	N	N	C	44.08817	-72.4596	176437.26	503235.02
2405	6	WATERBURY	I-89	60.97	NB	RIGHT		40	G	N	N	C	44.31484	-72.71675	201645.51	482707.76
2406	6	WATERBURY	I-89	60.97	NB	MEDIAN		20	M	N	N	C	44.31471	-72.71694	201630.94	482693.31

CUT NO.	DISTRICT	TOWNSHIP	HIGHWAY	MM	TRAVEL DIRECTION	CUT LOCATION	AADT 2004	HEIGHT	DITCH	RECENT ROCKFALL?	WATER/ICE	PRELIM RANKING	LATITUDE	LONGITUDE	NORTHING	EASTING
2408	6	WATERBURY	I-89	60.98	SB	RIGHT		15	M	N	N	C	44.3145	-72.71714	201608.46	482676.89
2410	6	WATERBURY	I-89	61.24	NB	MEDIAN		10	M	N	N	C	44.31653	-72.72163	201834.83	482319.24
2411	6	WATERBURY	I-89	61.24	SB	MEDIAN		15	M	N	N	C	44.31638	-72.72163	201817.57	482319.21
2412	6	WATERBURY	I-89	61.42	NB	MEDIAN		25	L	N	N	C	44.31819	-72.72492	202019.74	482057.6
2413	6	WATERBURY	I-89	61.44	SB	MEDIAN		25	L	N	N	C	44.31814	-72.72506	202013.71	482046.36
2414	6	WATERBURY	I-89	61.44	SB	RIGHT		15	G	N	N	C	44.31806	-72.72517	202004.76	482037.37
2416	6	WATERBURY	I-89	61.73	NB	MEDIAN		10	G	N	N	C	44.32157	-72.72926	202396.01	481712.25
2417	6	WATERBURY	I-89	61.80	SB	MEDIAN		10	G	N	N	C	44.3218	-72.72973	202421.79	481674.87
2418	6	WATERBURY	I-89	61.82	SB	RIGHT		10	G	N	N	C	44.32199	-72.73022	202443.07	481635.48
2419	6	WATERBURY	I-89	62.56	SB	RIGHT		10	G	N	N	C	44.32802	-72.74228	203115.7	480675.38
2420	6	WATERBURY	I-89	62.58	NB	RIGHT		35	G	N	Y	C	44.32892	-72.74255	203216.18	480654.27
2421	6	WATERBURY	I-89	62.62	SB	RIGHT		15	G	N	N	C	44.3287	-72.74309	203192.09	480611.57
2424	6	WATERBURY	I-89	63.85	SB	MEDIAN		10	M	N	N	C	44.3436	-72.75308	204849.09	479820.02
2427	6	WATERBURY	I-89	64.10	SB	MEDIAN		10	G	N	N	C	44.34479	-72.75695	204982.72	479511.81
2428	6	WATERBURY	I-89	64.38	NB	RIGHT		10	G	N	N	C	44.34514	-72.76323	205023.19	479010.9
2430	6	WATERBURY	I-89	65.01	NB	MEDIAN		<10	G	N	N	C	44.35099	-72.77344	205675.47	478199.07
2433	6	WATERBURY	I-89	65.08	NB	MEDIAN		<10	G	N	N	C	44.35164	-72.77492	205748.36	478081.41
2434	6	WATERBURY	I-89	65.10	SB	MEDIAN		10	M	N	N	C	44.35156	-72.77498	205739.75	478075.97
2435	6	WATERBURY	I-89	65.13	SB	RIGHT		10	G	N	N	C	44.35162	-72.77559	205746.87	478027.97
2437	6	WATERBURY	I-89	65.57	NB	MEDIAN		15	M	N	N	C	44.35377	-72.78388	205987.84	477367.51
2439	6	WATERBURY	I-89	65.63	SB	RIGHT		20	M	N	N	C	44.35387	-72.78483	205999.38	477291.79
2441	6	WATERBURY	I-89	66.11	NB	RIGHT		10	G	N	N	C	44.35822	-72.79301	206485.11	476641.1
2442	6	WATERBURY	I-89	66.12	SB	MEDIAN		<10	G	N	N	C	44.35806	-72.7933	206467.22	476618
2444	6	WATERBURY	I-89	66.43	NB	RIGHT		15	G	N	Y	C	44.36053	-72.79888	206743.29	476174.44
2445	6	WATERBURY	I-89	66.80	NB	RIGHT		20	G	N	N	C	44.36157	-72.8063	206861.04	475583.64
2447	6	WATERBURY	I-89		NB	INT. 10 RAMP A RIGHT		20	G	N	N	C	44.34029	-72.74758	204479.89	480257.24
2448	6	WATERBURY	I-89		NB	INT. 10 RAMP C RIGHT		40	M	N	N	C	44.34368	-72.74946	204857.21	480108.53
2449	6	WATERBURY	I-89		SB	INT. 10 RAMP F RIGHT		10	G	N	N	C	44.34458	-72.75699	204959.62	479508.09
2450	6	WATERBURY	I-89		NB	INT. 10 RAMP A LEFT		15	G	N	N	C	44.34273	-72.74931	204752.32	480120.08
2451	6	WATERBURY	I-89		NB	INT. 10 RAMP A RIGHT		25	G	N	N	C	44.34347	-72.74938	204834.77	480114.75
2398	6	WATERBURY	US-2	0.50	WB	RIGHT		35	G	N	Y	C	44.36105	-72.81601	206805.95	474808.79
2399	6	WATERBURY	US-2	1.03	EB	RIGHT		15	G	N	N	C	44.36192	-72.80532	206898.88	475661.84
2401	6	WATERBURY	US-2	3.20	WB	RIGHT		6	N	N	N	C	44.34592	-72.76795	205111.52	478635.05
2404	6	WATERBURY	US-2	67.74	WB	RIGHT		15	G	N	N	C	44.35995	-72.82436	206686.5	474143.42
2452	6	WATERBURY	VT-100	0.43	SB	RIGHT		10	G	N	N	C	44.34372	-72.75138	204862.14	479955.49
2453	6	WATERBURY	VT-100	0.43	NB	RIGHT		10	G	N	N	C	44.34362	-72.75106	204851.67	479980.34
2455	6	WATERBURY	VT-100	1.57	SB	RIGHT		12	M	N	N	C	44.35501	-72.73625	206112.91	481165.68
2456	6	WATERBURY	VT-100	1.67	SB	RIGHT		10	M	N	N	C	44.35639	-72.73547	206266.84	481227.74
2457	6	WATERBURY	VT-100	2.18	SB	RIGHT		5	M	N	N	C	44.3632	-72.73224	207022.1	481487.73
2460	6	WATERBURY	VT-100	3.20	NB	RIGHT		10	L	N	N	C	44.37667	-72.72502	208517.76	482067.07
2461	6	WATERBURY	VT-100	3.80	NB	RIGHT		15	L	N	N	C	44.38408	-72.72067	209339.95	482416.09
2462	6	WATERBURY	VT-100	5.77	NB	RIGHT		5	M	N	N	C	44.41155	-72.72191	212392.87	482325.83
2463	6	WATERBURY	VT-100	6.29	SB	RIGHT		5	L	N	N	C	44.41895	-72.72281	213215.57	482256.16
2464	6	WATERBURY	VT-100	6.34	NB	RIGHT		5	M	N	N	C	44.41971	-72.72252	213299	482279.81
2473	6	WILLIAMSTOWN	I-89	40.87	SB	RIGHT		10	G	N	N	C	44.08658	-72.61481	176266.78	490805.39
2474	6	WILLIAMSTOWN	I-89	40.88	SB	MEDIAN		<10	G	N	N	C	44.08672	-72.6145	176282.07	490830.16
2478	6	WILLIAMSTOWN	I-89	42.39	NB	RIGHT		10	G	N	N	C	44.10728	-72.61127	178566.69	491091.89
2479	6	WILLIAMSTOWN	I-89	42.48	SB	MEDIAN		15	G	N	N	C	44.10998	-72.61132	178866.2	491088.42
2480	6	WILLIAMSTOWN	I-89	42.52	NB	MEDIAN		10	G	N	N	C	44.10917	-72.61095	178776.37	491117.58
2481	6	WILLIAMSTOWN	I-89	42.55	NB	RIGHT		10	G	N	N	C	44.10977	-72.61038	178842.65	491163.85
2482	6	WILLIAMSTOWN	I-89	43.28	NB	MEDIAN		<10	G	N	N	C	44.1198	-72.60517	179956.95	491581.92
2483	6	WILLIAMSTOWN	I-89	43.29	NB	RIGHT		15	G	N	N	C	44.11973	-72.60497	179948.66	491597.83
2484	6	WILLIAMSTOWN	I-89	43.63	SB	RIGHT		15	G	Y	N	C	44.12432	-72.60365	180458.79	491704
2485	6	WILLIAMSTOWN	I-89	43.68	NB	RIGHT		15	G	N	N	C	44.12516	-72.6023	180552.1	491812.39
2486	6	WILLIAMSTOWN	I-89	43.78	SB	MEDIAN		20	G	Y	N	C	44.12643	-72.60226	180693.54	491815.87
2487	6	WILLIAMSTOWN	I-89	43.86	NB	RIGHT		10	G	N	N	C	44.12741	-72.60126	180801.46	491895.79
2488	6	WILLIAMSTOWN	I-89	44.12	NB	RIGHT		20	G	N	N	C	44.13134	-72.60048	181238.04	491959.31
2490	6	WILLIAMSTOWN	I-89	44.13	SB	RIGHT		25	G	N	N	C	44.13139	-72.60159	181243.85	491869.76
2492	6	WILLIAMSTOWN	I-89	45.09	NB	RIGHT		20	G	Y	N	C	44.1444	-72.59407	182689.31	492473.24
2493	6	WILLIAMSTOWN	I-89	45.20	SB	MEDIAN		20	G	N	N	C	44.14579	-72.59407	182843.34	492473.55
2494	6	WILLIAMSTOWN	I-89	45.65	NB	RIGHT		10	G	N	N	C	44.15151	-72.58899	183478.56	492881
2496	6	WILLIAMSTOWN	I-89	46.14	SB	RIGHT		10	G	N	N	C	44.15783	-72.58528	184181	493178.68
2497	6	WILLIAMSTOWN	I-89	46.14	SB	MEDIAN		15	G	N	N	C	44.15774	-72.58492	184170.97	493207.34
2465	6	WILLIAMSTOWN	VT-14	0.29	NB	RIGHT		15	N	N	N	C	44.07491	-72.57131	174966.21	494287.78

CUT NO.	DISTRICT	TOWNSHIP	HIGHWAY	MM	TRAVEL DIRECTION	CUT LOCATION	AADT 2004	HEIGHT	DITCH	RECENT ROCKFALL?	WATER/ICE	PRELIM RANKING	LATITUDE	LONGITUDE	NORTHING	EASTING
2466	6	WILLIAMSTOWN	VT-14	0.94	NB	RIGHT		10	L	N	N	C	44.08392	-72.56991	175966.85	494401.28
2467	6	WILLIAMSTOWN	VT-14	1.06	SB	RIGHT		10	N	N	N	C	44.08487	-72.56782	176072.16	494567.98
2468	6	WILLIAMSTOWN	VT-14	1.75	SB	RIGHT		6	N	N	N	C	44.08685	-72.55457	176291.91	495629.35
2469	6	WILLIAMSTOWN	VT-14	2.39	SB	RIGHT		10	M	N	N	C	44.0945	-72.54949	177141.17	496036.86
2470	6	WILLIAMSTOWN	VT-14	2.63	SB	RIGHT		8	M	N	N	C	44.09789	-72.54796	177518.43	496160.01
2471	6	WILLIAMSTOWN	VT-14	5.71	SB	RIGHT		10	N	N	N	C	44.13797	-72.53161	181970.28	497470.75
2472	6	WILLIAMSTOWN	VT-64	1.67	WB	RIGHT		5	M	N	N	C	44.11082	-72.58254	178956.51	493392.31
2498	6	WOLCOTT	VT-15	0.36	WB	RIGHT		15	N	N	N	C	44.5707	-72.52041	230053.84	498378.96
2499	6	WOLCOTT	VT-15	0.67	WB	RIGHT		12	M	N	N	C	44.57343	-72.51511	230356.1	498799.58
2500	6	WOLCOTT	VT-15	3.30	WB	RIGHT		25	M	N	N	C	44.55256	-72.47501	228038.2	501985.68
2501	6	WOLCOTT	VT-15	3.32	EB	RIGHT		12	N	N	N	C	44.55245	-72.47461	228025.52	502017.39
2502	6	WOLCOTT	VT-15	3.39	WB	RIGHT		10	M	N	N	C	44.55253	-72.47298	228034.63	502147.18
2503	6	WOLCOTT	VT-15	5.14	EB	RIGHT		15	N	N	N	C	44.53784	-72.44783	226403.3	504145.93
2504	6	WOLCOTT	VT-15	5.14	EB	RIGHT		15	N	N	N	C	44.53777	-72.44775	226395.09	504152.68
2505	6	WOLCOTT	VT-15	5.25	WB	RIGHT		10	N	N	N	C	44.53682	-72.44621	226290.12	504275.42
2507	6	WOLCOTT	VT-15	5.37	EB	RIGHT		12	N	N	N	C	44.53538	-72.44463	226129.89	504400.4
2510	6	WOLCOTT	VT-15	6.61	WB	RIGHT		10	N	N	N	C	44.52963	-72.42368	225492.34	506066.53
2511	6	WOLCOTT	VT-15	6.69	WB	RIGHT		25	G	N	N	C	44.52881	-72.42231	225401.29	506175.11
2512	6	WOODBURY	VT-14	2.50	SB	RIGHT		10	M	N	N	C	44.42439	-72.41221	213798.83	506990.7
2513	6	WOODBURY	VT-14	2.77	NB	RIGHT		15	M	N	N	C	44.42825	-72.41283	214227.92	506941.19
2515	6	WOODBURY	VT-14	2.95	SB	RIGHT		6	L	N	N	C	44.43063	-72.41411	214492.92	506838.79
2516	6	WOODBURY	VT-14	3.10	SB	RIGHT		8	N	N	N	C	44.43311	-72.41395	214768.46	506851.1
2517	6	WOODBURY	VT-14	3.12	NB	RIGHT		6	L	N	N	C	44.43304	-72.41371	214760.68	506869.85
2518	6	WOODBURY	VT-14	3.32	NB	RIGHT		10	M	N	N	C	44.43583	-72.41285	215070.77	506938.14
2520	6	WOODBURY	VT-14	4.09	NB	RIGHT		15	L	N	N	C	44.44672	-72.41618	216280.2	506672.12
2521	6	WOODBURY	VT-14	4.59	NB	RIGHT		6	M	N	N	C	44.45353	-72.41982	217036.6	506381.64
2522	6	WORCESTER	VT-12	2.65	SB	RIGHT		10	N	N	N	C	44.38609	-72.55377	209540.72	495715.39
2524	6	WORCESTER	VT-12	3.37	SB	RIGHT		10	G	N	N	C	44.3959	-72.5563	210630.88	495514.56
2526	6	WORCESTER	VT-12	4.23	NB	RIGHT		15	M	N	N	C	44.40701	-72.54885	211865.87	496108.72
2529	6	WORCESTER	VT-12	4.72	SB	RIGHT		10	G	N	N	C	44.41376	-72.54869	212615.77	496122.23
2530	6	WORCESTER	VT-12	4.74	NB	RIGHT		10	G	N	N	C	44.41394	-72.54835	212635.38	496148.98
2531	6	WORCESTER	VT-12	4.94	NB	RIGHT		10	M	N	N	C	44.4163	-72.54585	212897.26	496348.78
2532	6	WORCESTER	VT-12	4.96	SB	RIGHT		12	G	Y	N	C	44.41641	-72.54609	212910.07	496329.28
2533	6	WORCESTER	VT-12	5.28	NB	RIGHT		10	L	N	N	C	44.42042	-72.54301	213355.18	496574.82
2534	6	WORCESTER	VT-12	5.64	NB	RIGHT		8	L	N	N	C	44.42417	-72.53893	213771.92	496899.71
2537	6	WORCESTER	VT-12	6.21	NB	RIGHT		10	G	N	N	C	44.42999	-72.53302	214418.59	497371.26
2540	6	WORCESTER	VT-12	7.18	NB	RIGHT		10	G	N	N	C	44.44199	-72.54139	215751.97	496704.86
2541	6	WORCESTER	VT-12	7.19	SB	RIGHT		15	G	N	N	C	44.44185	-72.54156	215736.34	496691.19
2542	6	WORCESTER	VT-12	7.47	SB	RIGHT		15	G	N	N	C	44.44596	-72.54492	216193.35	496424.08
2543	6	WORCESTER	VT-12	7.70	SB	RIGHT		15	G	Y	N	C	44.44966	-72.54593	216604.73	496344.29
120	7	BARNET	I-91	117.00	SB	RIGHT	4900					A	44.25245	-72.06197	194784.03	534982.28
121	7	BARNET	I-91	121.65	NB	MEDIAN	5900					A	44.30598	-72.03727	200742.97	536921.1
122	7	BARNET	I-91	122.12	NB	RIGHT	5900					A	44.31247	-72.03447	201464.84	537140.6
123	7	BARNET	I-91	122.15	NB	MEDIAN	5900					A	44.31284	-72.03483	201505.45	537111.23
124	7	BARNET	I-91	122.24	SB	RIGHT	5900					A	44.31364	-72.0367	201593.95	536962.02
125	7	BARNET	I-91	122.82	SB	RIGHT	5900					A	44.32195	-72.03911	202516.14	536764.31
127	7	BARNET	I-91		SB	INT. 18 RAMP A RIGHT						A	44.29853	-72.05895	199905.09	535195.81
119	7	BARNET	US-5	4.21	SB	RIGHT	850	50	G	Y	N	A	44.30656	-72.03781	200806.82	536878
129	7	FAIRLEE	US-5	6.15	SB	RIGHT	2800	100	N	Y	N	A	43.94567	-72.11951	160674.7	530544.54
131	7	LYNDON	I-91	136.68	NB	RIGHT	11000					A	44.5112	-72.00991	223558.82	538967.98
132	7	LYNDON	I-91	137.52	SB	RIGHT	5700					A	44.52215	-72.00906	224775.96	539027.84
133	7	RYEGATE	I-91	114.62	NB	RIGHT	4900					A	44.2194	-72.06681	191109.53	534615.38
134	7	ST. JOHNSBURY	I-91	128.35	NB	RIGHT	8200					A	44.39759	-72.01779	210930.76	538415.47
135	7	ST. JOHNSBURY	I-91	129.30	SB	RIGHT	9300					A	44.40984	-72.02722	212287.98	537656.72
136	7	ST. JOHNSBURY	I-91		NB	INT. 19 RAMP C RIGHT						A	44.39808	-72.01733	210985.21	538452.17
137	7	ST. JOHNSBURY	I-91		SB	INT. 19 RAMP D LEFT						A	44.39804	-72.0196	210979.85	538271.45
138	7	WATERFORD	I-93	1.80	NB	RIGHT	5700					A	44.3673	-71.9026	207625.85	547617.01
139	7	WATERFORD	I-93	3.11	NB	RIGHT	5700					A	44.38087	-71.92084	209123.28	546152.51
140	7	WATERFORD	I-93	6.09	NB	RIGHT	5700					A	44.41937	-71.93176	213395.07	545252.34
141	7	WATERFORD	I-93	6.11	NB	MEDIAN	5700					A	44.41931	-71.93218	213387.89	545219.45
126	7	BARNET	I-91	123.85	NB	RIGHT	5900					A	44.33582	-72.03296	204059.97	537246.47
128	7	BARNET	I-91		SB	INT. 18 RAMP A LEFT						A	44.29876	-72.05858	199931.04	535225.43
130	7	FAIRLEE	US-5	6.30	SB	RIGHT	2800	60	L	N	N	A	43.94768	-72.1183	160897.66	530640.78
162	7	RYEGATE	I-91	116.93	NB	RIGHT	4900					A	44.25148	-72.06095	194676.79	535064.27

CUT NO.	DISTRICT	TOWNSHIP	HIGHWAY	MM	TRAVEL DIRECTION	CUT LOCATION	AADT 2004	HEIGHT	DITCH	RECENT ROCKFALL?	WATER/ICE	PRELIM RANKING	LATITUDE	LONGITUDE	NORTHING	EASTING
2574	7	BARNET	I-91	117.82	SB	RIGHT						B	44.26324	-72.06855	195979.51	534450.27
2582	7	BARNET	I-91	121.56	SB	MEDIAN						B	44.30458	-72.03858	200586.63	536817.29
2584	7	BARNET	I-91	122.03	SB	RIGHT						B	44.31092	-72.03565	201292.15	537047.13
2585	7	BARNET	I-91	122.07	SB	MEDIAN						B	44.31148	-72.03547	201354.74	537061.44
2586	7	BARNET	I-91	122.14	SB	MEDIAN						B	44.31267	-72.03586	201486.5	537029.68
2589	7	BARNET	I-91	122.44	SB	RIGHT						B	44.31646	-72.03829	201906.89	536833.37
2592	7	BARNET	I-91	122.99	SB	RIGHT						B	44.3244	-72.03979	202787.86	536708.83
2594	7	BARNET	I-91	123.15	SB	MEDIAN						B	44.32689	-72.03979	203064.98	536707.17
2601	7	BARNET	I-91		SB	INT. 18 RAMP B LEFT						B	44.29983	-72.05732	200050.22	535325.09
2550	7	BARNET	US-5	3.78	SB	RIGHT		30	G	Y	N	B	44.30162	-72.04239	200255.46	536515.35
2634	7	BRADFORD	I-91	96.53	NB	MEDIAN						B	43.96983	-72.12564	163356.84	530040.32
2635	7	BRADFORD	I-91	96.61	SB	RIGHT						B	43.97085	-72.1264	163470.04	529978.3
2606	7	BRADFORD	US-5	4.76	SB	RIGHT		20	L	N	N	B	44.01853	-72.09891	168778.01	532159.08
2686	7	LYNDON	I-91	135.94	SB	RIGHT						B	44.50247	-72.01954	222583.67	538208.07
2687	7	LYNDON	I-91	136.18	NB	RIGHT						B	44.50512	-72.01554	222880.11	538524.33
2688	7	LYNDON	I-91	136.19	NB	MEDIAN						B	44.50498	-72.01607	222864.62	538481.94
2691	7	LYNDON	I-91	136.88	NB	RIGHT						B	44.51362	-72.00806	223827.79	539113.3
2695	7	LYNDON	I-91	137.61	SB	RIGHT						B	44.52337	-72.00974	224911.12	538973.01
2698	7	LYNDON	I-91	138.15	SB	RIGHT						B	44.53001	-72.01517	225646.4	538537.38
2712	7	LYNDON	I-91	139.53	NB	MEDIAN						B	44.54764	-72.02719	227599.96	537570.06
2713	7	LYNDON	I-91	139.54	NB	RIGHT						B	44.54773	-72.02688	227609.96	537595.05
2716	7	LYNDON	I-91	140.41	NB	RIGHT		25	G	Y	Y	B	44.56056	-72.02808	229034.5	537491.02
2733	7	LYNDON	I-91	142.60	SB	MEDIAN		25	G	Y	N	B	44.58159	-72.05961	231357.27	534974
2759	7	NEWBURY	I-91	103.69	NB	RIGHT						B	44.06829	-72.1097	174302.55	531267.34
2760	7	NEWBURY	I-91	103.72	SB	RIGHT						B	44.06877	-72.11133	174355.15	531136.82
2785	7	NEWBURY	US-302	4.33	EB	RIGHT		25	L	N	N	B	44.15235	-72.0518	183665.29	535854.84
2794	7	RYEGATE	I-91	111.15	NB	RIGHT						B	44.1707	-72.08233	185691.37	533402.02
2803	7	RYEGATE	I-91	115.05	SB	RIGHT						B	44.22569	-72.06797	191807.27	534518.79
2804	7	RYEGATE	I-91	116.57	SB	RIGHT						B	44.24657	-72.06256	194130.16	534938.81
2791	7	RYEGATE	US-5	6.89	SB	RIGHT		35	G	N	N	B	44.24883	-72.05661	194384.19	535412.23
2815	7	SHEFFIELD	I-91	144.31	SB	MEDIAN		30	G	Y	N	B	44.59321	-72.09103	232635.63	532472.4
2819	7	SHEFFIELD	I-91	144.45	SB	MEDIAN		35	G	Y	N	B	44.5939	-72.09261	232712.23	532346.37
2823	7	SHEFFIELD	I-91	144.65	NB	RIGHT		30	G	Y	Y	B	44.59596	-72.09544	232939.41	532120.89
2834	7	SHEFFIELD	I-91	146.36	NB	RIGHT		20	G	N	N	B	44.61411	-72.11823	234948	530301.95
2841	7	SHEFFIELD	I-91	147.56	NB	RIGHT		35	G	Y	Y	B	44.62964	-72.12878	236669.84	529456.59
2842	7	SHEFFIELD	I-91	147.59	SB	MEDIAN		25	G	Y	N	B	44.62986	-72.12969	236693.19	529384.05
2845	7	SHEFFIELD	I-91	147.77	SB	RIGHT		25	G	Y	N	B	44.63238	-72.13029	236973.65	529335.48
2851	7	SHEFFIELD	I-91	148.68	SB	MEDIAN		25	G	Y	N	B	44.64551	-72.13271	238431.75	529136.37
2852	7	SHEFFIELD	I-91	148.75	NB	RIGHT		25	G	Y	N	B	44.64681	-72.13166	238576.93	529219.4
2857	7	SHEFFIELD	I-91	149.20	NB	RIGHT		20	G	Y	N	B	44.65328	-72.13305	239295.04	529105.52
2858	7	SHEFFIELD	I-91	149.39	NB	RIGHT		20	G	Y	N	B	44.65604	-72.1335	239601.63	529068.97
2880	7	ST. JOHNSBURY	I-91	128.40	SB	RIGHT						B	44.39832	-72.01871	211011.58	538341.92
2881	7	ST. JOHNSBURY	I-91	129.28	SB	MEDIAN						B	44.40966	-72.02673	212267.3	537695.86
2882	7	ST. JOHNSBURY	I-91	129.29	NB	MEDIAN						B	44.40984	-72.0264	212287.8	537721.73
2884	7	ST. JOHNSBURY	I-91	129.44	SB	RIGHT						B	44.41151	-72.02863	212472.75	537543.06
2886	7	ST. JOHNSBURY	I-91	129.65	SB	RIGHT						B	44.41417	-72.03089	212766.91	537361.85
2895	7	ST. JOHNSBURY	I-91	131.79	NB	MEDIAN						B	44.44397	-72.02411	216081.09	537882.36
2897	7	ST. JOHNSBURY	I-91	131.89	NB	MEDIAN						B	44.44528	-72.02383	216227.1	537903.53
2900	7	ST. JOHNSBURY	I-91	132.57	NB	MEDIAN						B	44.45421	-72.0244	217218.8	537852.86
2903	7	ST. JOHNSBURY	I-91	132.72	NB	MEDIAN						B	44.45641	-72.02418	217463.24	537868.28
2909	7	ST. JOHNSBURY	I-91	134.26	SB	RIGHT						B	44.47862	-72.02391	219932.07	537875.77
2910	7	ST. JOHNSBURY	I-91	134.27	NB	RIGHT						B	44.47848	-72.02282	219916.41	537962.34
2911	7	ST. JOHNSBURY	I-91	134.28	NB	MEDIAN						B	44.47869	-72.02299	219939.44	537948.71
2912	7	ST. JOHNSBURY	I-91	134.30	SB	MEDIAN						B	44.47904	-72.02351	219978.76	537907.35
2919	7	ST. JOHNSBURY	I-91		NB	INT. 21 RAMP F RIGHT						B	44.4289	-72.03156	214403.55	537298.7
2920	7	ST. JOHNSBURY	I-91		NB	INT. 21 RAMP F RIGHT						B	44.42656	-72.03058	214143.51	537378.53
2922	7	ST. JOHNSBURY	I-91		SB	INT. 21 RAMP A RIGHT						B	44.42717	-72.03624	214208.95	536927.43
2923	7	ST. JOHNSBURY	I-91		SB	INT. 22 RAMP C RIGHT						B	44.45732	-72.02499	217564.64	537803.42
2925	7	ST. JOHNSBURY	I-91		SB	INT. 19 RAMP D RIGHT						B	44.39763	-72.01972	210934.67	538262.14
2871	7	ST. JOHNSBURY	US-2	2.64	NB	RIGHT		20	L	N	N	B	44.42999	-72.01811	214531.14	538369.36
2938	7	WATERFORD	I-91	126.88	NB	RIGHT						B	44.37702	-72.02004	208644.31	538249.89
2940	7	WATERFORD	I-91	127.87	NB	RIGHT						B	44.39101	-72.01701	210200.34	538481.86
2942	7	WATERFORD	I-91	127.99	NB	RIGHT						B	44.39283	-72.01677	210402.76	538499.92
2945	7	WATERFORD	I-93	2.26	SB	MEDIAN						B	44.37301	-71.90805	208256.69	547177.91

CUT NO.	DISTRICT	TOWNSHIP	HIGHWAY	MM	TRAVEL DIRECTION	CUT LOCATION	AADT 2004	HEIGHT	DITCH	RECENT ROCKFALL?	WATER/ICE	PRELIM RANKING	LATITUDE	LONGITUDE	NORTHING	EASTING
2946	7	WATERFORD	I-93	2.27	NB	RIGHT						B	44.37346	-71.90745	208307.2	547225.68
2959	7	WATERFORD	I-93	6.62	SB	RIGHT						B	44.42478	-71.93981	213991.38	544607.27
2962	7	WATERFORD	I-93	6.97	SB	RIGHT						B	44.42772	-71.94486	214315.8	544203.11
2964	7	WATERFORD	I-93	7.41	NB	RIGHT						B	44.42715	-71.9536	214247.32	543507.32
2966	7	WATERFORD	I-93	7.43	NB	RIGHT						B	44.42636	-71.95428	214158.89	543453.59
2970	7	WATERFORD	I-93	9.41	NB	RIGHT						B	44.41221	-71.98788	212569.9	540788.37
2971	7	WATERFORD	I-93	9.42	SB	RIGHT						B	44.4112	-71.98808	212457.65	540772.72
2974	7	WATERFORD	I-93	10.32	NB	RIGHT						B	44.40522	-72.00319	211785.09	539573.4
2976	7	WATERFORD	I-93	10.88	NB	RIGHT						B	44.39972	-72.01141	211169.8	538922.17
2595	7	BARNET	I-91	123.16	NB	MEDIAN						B-	44.32693	-72.03959	203069.75	536722.76
2549	7	BARNET	US-5	3.69	SB	RIGHT		25	G	Y	N	B-	44.30101	-72.04451	200186.43	536346.63
2551	7	BARNET	US-5	4.07	SB	RIGHT		40	G	Y	N	B-	44.30477	-72.03906	200607.12	536779.31
2556	7	BARNET	US-5	5.10	SB	RIGHT		20	L	Y	N	B-	44.31853	-72.03778	202136.95	536872.29
2566	7	BARNET	US-5	7.95	SB	RIGHT		12	N	N	N	B-	44.35742	-72.0468	206454.01	536129
2632	7	BRADFORD	I-91	96.23	SB	RIGHT						B-	43.96567	-72.12789	162892.95	529861.55
2637	7	BRADFORD	I-91	96.70	NB	MEDIAN						B-	43.97242	-72.12565	163644.25	530037.71
2755	7	NEWBURY	US-5	8.39	SB	RIGHT		20	G	N	N	B-	44.13918	-72.0423	182206.06	536623.2
2756	7	NEWBURY	US-5	8.74	SB	RIGHT		25	G	Y	N	B-	44.14408	-72.043	182750.32	536563.93
2796	7	RYEGATE	I-91	111.57	NB	MEDIAN						B-	44.17663	-72.08059	186351.51	533538.51
2797	7	RYEGATE	I-91	111.58	NB	RIGHT						B-	44.17668	-72.08033	186357.41	533559.02
2798	7	RYEGATE	I-91	111.58	SB	RIGHT						B-	44.17669	-72.08105	186357.38	533501.29
2921	7	ST. JOHNSBURY	I-91		NB	INT. 19 RAMP C LEFT						B-	44.39787	-72.0174	210961.77	538446.2
2982	7	WHEELOCK	I-91	143.76	NB	RIGHT		25	G	Y	Y	B-	44.58936	-72.0799	232212.62	533358.45
231	7	BRADFORD	I-91	98.20	NB	MEDIAN	5400					B+	43.99174	-72.13442	165787.41	529324.59
232	7	BRADFORD	I-91	98.27	SB	RIGHT	5400					B+	43.99282	-72.13448	165907.98	529319.39
233	7	LYNDON	I-91	141.70	NB	RIGHT	5000	25	G	Y	N	B+	44.57476	-72.04444	230605.09	536182.73
234	7	LYNDON	I-91	142.55	NB	RIGHT	5000	35	G	Y	Y	B+	44.58182	-72.05826	231384.26	535081.1
235	7	SHEFFIELD	I-91	144.41	NB	RIGHT	5000	50	G	Y	Y	B+	44.594	-72.09142	232723.85	532441.17
236	7	SHEFFIELD	I-91	147.68	SB	MEDIAN	5000	35	G	Y	N	B+	44.63106	-72.12983	236827.42	529372.08
237	7	SHEFFIELD	I-91	147.71	NB	RIGHT	5000	35	G	Y	Y	B+	44.63175	-72.1291	236904.26	529429.82
238	7	WATERFORD	I-91	127.63	NB	RIGHT	5900					B+	44.38766	-72.01753	209827.84	538442.94
239	7	WHEELOCK	I-91	143.22	NB	RIGHT	5000	30	G	Y	Y	B+	44.58534	-72.07067	231769.85	534093
2571	7	BARNET	I-91	117.65	SB	RIGHT						C	44.26101	-72.0674	195733.07	534543.78
2572	7	BARNET	I-91	117.69	NB	RIGHT						C	44.26145	-72.06656	195782.04	534610.17
2573	7	BARNET	I-91	117.81	SB	MEDIAN						C	44.26313	-72.06817	195967.61	534481.04
2575	7	BARNET	I-91	117.83	NB	MEDIAN						C	44.26339	-72.06801	195996.72	534493.06
2576	7	BARNET	I-91	117.85	NB	RIGHT						C	44.26367	-72.06783	196027.72	534507.96
2577	7	BARNET	I-91	118.68	SB	RIGHT						C	44.27534	-72.07272	197322.27	534110.67
2578	7	BARNET	I-91	120.35	NB	RIGHT						C	44.29766	-72.0578	199808.85	535288.36
2579	7	BARNET	I-91	120.98	NB	RIGHT						C	44.30019	-72.04635	200094.84	536200.41
2580	7	BARNET	I-91	121.06	SB	RIGHT						C	44.30063	-72.04572	200143.77	536249.96
2581	7	BARNET	I-91	121.35	NB	RIGHT						C	44.30217	-72.03968	200317.65	536731.05
2583	7	BARNET	I-91	121.90	SB	RIGHT						C	44.3092	-72.03585	201101	537032.12
2587	7	BARNET	I-91	122.22	SB	MEDIAN						C	44.31381	-72.03649	201613	536978.3
2588	7	BARNET	I-91	122.40	SB	MEDIAN						C	44.31599	-72.03771	201854.51	536880.03
2590	7	BARNET	I-91	122.70	SB	MEDIAN						C	44.32015	-72.03871	202316.05	536797.5
2591	7	BARNET	I-91	122.98	NB	RIGHT						C	44.32434	-72.03911	202782.1	536762.8
2593	7	BARNET	I-91	123.15	NB	RIGHT						C	44.32666	-72.03938	203039.17	536739.88
2596	7	BARNET	I-91	124.39	NB	RIGHT						C	44.34334	-72.03215	204896.37	537305.93
2597	7	BARNET	I-91	124.98	SB	RIGHT						C	44.35167	-72.03614	205819.87	536982.92
2598	7	BARNET	I-91	125.28	NB	RIGHT						C	44.35611	-72.03322	206314.43	537212.99
2599	7	BARNET	I-91	125.45	NB	RIGHT						C	44.35852	-72.03222	206582.32	537290.54
2600	7	BARNET	I-91	125.98	SB	MEDIAN						C	44.36573	-72.03062	207384.79	537413.55
2602	7	BARNET	I-91		SB	INT. 18 RAMP B RIGHT						C	44.29994	-72.05761	200062.68	535302.16
2544	7	BARNET	US-5	2.45	SB	RIGHT		6	G	N	N	C	44.28734	-72.05945	198661.51	535162.39
2545	7	BARNET	US-5	2.94	SB	RIGHT		20	L	N	N	C	44.2931	-72.05432	199303.77	535568.56
2546	7	BARNET	US-5	3.50	SB	RIGHT		20	L	N	N	C	44.29901	-72.04667	199964.09	536175.21
2547	7	BARNET	US-5	3.65	SB	RIGHT		15	G	N	N	C	44.30083	-72.04489	200166.59	536316.32
2548	7	BARNET	US-5	3.67	NB	RIGHT		15	G	N	N	C	44.30091	-72.04425	200176.04	536367.71
2552	7	BARNET	US-5	4.42	NB	RIGHT		15	G	N	N	C	44.30938	-72.03569	201120.83	537045.36
2553	7	BARNET	US-5	4.67	SB	RIGHT		20	G	N	N	C	44.31267	-72.03541	201486.96	537065.45
2554	7	BARNET	US-5	4.86	SB	RIGHT		20	G	N	N	C	44.31508	-72.03681	201753.49	536952.37
2555	7	BARNET	US-5	4.96	SB	RIGHT		20	M	N	N	C	44.31651	-72.03737	201912.69	536906.92
2557	7	BARNET	US-5	5.16	SB	RIGHT		20	N	N	N	C	44.31936	-72.03732	202229.09	536908.72

CUT NO.	DISTRICT	TOWNSHIP	HIGHWAY	MM	TRAVEL DIRECTION	CUT LOCATION	AADT 2004	HEIGHT	DITCH	RECENT ROCKFALL?	WATER/ICE	PRELIM RANKING	LATITUDE	LONGITUDE	NORTHING	EASTING
2558	7	BARNET	US-5	5.75	SB	RIGHT		35	M	N	N	C	44.3274	-72.03954	203121.98	536726.79
2559	7	BARNET	US-5	6.45	SB	RIGHT		10	N	N	N	C	44.33672	-72.04254	204155.67	536481.55
2560	7	BARNET	US-5	6.91	SB	RIGHT		15	N	N	N	C	44.34337	-72.04352	204893.71	536399.15
2561	7	BARNET	US-5	7.07	SB	RIGHT		10	N	N	N	C	44.34562	-72.04458	205144.21	536313.51
2562	7	BARNET	US-5	7.39	SB	RIGHT		15	N	N	N	C	44.34962	-72.04733	205586.48	536092.04
2563	7	BARNET	US-5	7.42	SB	RIGHT		15	N	N	N	C	44.35007	-72.04713	205637.54	536107.52
2564	7	BARNET	US-5	7.73	SB	RIGHT		5	N	N	N	C	44.3545	-72.0465	206129.08	536155.32
2565	7	BARNET	US-5	7.84	NB	RIGHT		8	L	N	N	C	44.35639	-72.0467	206339.01	536138.11
2567	7	BARNET	US-5	8.30	SB	RIGHT		8	L	N	N	C	44.36262	-72.04475	207032.54	536289.35
2568	7	BARNET	US-5	8.54	SB	RIGHT		6	L	N	N	C	44.36504	-72.04142	207303.28	536553.47
2569	7	BARNET	US-5	9.20	SB	RIGHT		15	L	N	N	C	44.37227	-72.03533	208108.86	537034.07
2570	7	BARNET	US-5	9.86	SB	RIGHT		8	M	N	N	C	44.37836	-72.02694	208789.55	537698.79
2631	7	BRADFORD	I-91	96.21	NB	MEDIAN						C	43.96554	-72.12717	162878.99	529919.32
2633	7	BRADFORD	I-91	96.38	SB	RIGHT						C	43.96758	-72.12701	163105.99	529931.65
2636	7	BRADFORD	I-91	96.64	SB	MEDIAN						C	43.97128	-72.12607	163517.38	530005.27
2638	7	BRADFORD	I-91	96.72	NB	RIGHT						C	43.97258	-72.1253	163662.02	530065.68
2639	7	BRADFORD	I-91	98.15	NB	RIGHT						C	43.99119	-72.13429	165726.42	529335.26
2640	7	BRADFORD	I-91	98.27	SB	MEDIAN						C	43.99245	-72.13442	165866.99	529324.54
2641	7	BRADFORD	I-91	98.79	SB	RIGHT						C	43.99996	-72.1306	166702.45	529626.77
2642	7	BRADFORD	I-91	99.83	NB	MEDIAN						C	44.01388	-72.12196	168251.85	530312.74
2643	7	BRADFORD	I-91	99.84	SB	MEDIAN						C	44.01398	-72.12241	168263.61	530276.9
2644	7	BRADFORD	I-91	99.86	SB	RIGHT						C	44.01457	-72.12236	168328.25	530280.3
2645	7	BRADFORD	I-91	100.60	SB	MEDIAN						C	44.02473	-72.11647	169459.92	530748
2646	7	BRADFORD	I-91	100.61	SB	RIGHT						C	44.02482	-72.11674	169469.17	530726.18
2647	7	BRADFORD	I-91	100.62	NB	MEDIAN						C	44.02479	-72.11593	169466.27	530791.08
2648	7	BRADFORD	I-91	100.62	NB	RIGHT						C	44.02468	-72.11563	169454.56	530814.73
2603	7	BRADFORD	US-5	4.10	SB	RIGHT		15	G	N	N	C	44.01139	-72.1071	167980.92	531505.8
2604	7	BRADFORD	US-5	4.10	NB	RIGHT		10	G	N	N	C	44.01136	-72.10687	167977.57	531524.25
2605	7	BRADFORD	US-5	4.27	NB	RIGHT		10	G	N	N	C	44.01378	-72.10595	168246.64	531596.62
2607	7	BRADFORD	VT-25	1.65	SB	RIGHT		20	G	N	N	C	43.98582	-72.14153	165126.91	528757.3
2608	7	BRADFORD	VT-25	1.66	NB	RIGHT		8	G	N	N	C	43.98604	-72.14155	165151.74	528755.54
2609	7	BRADFORD	VT-25	1.99	SB	RIGHT		6	G	N	N	C	43.98744	-72.14709	165305.23	528310.22
2610	7	BRADFORD	VT-25	2.39	NB	RIGHT		12	N	N	N	C	43.9909	-72.15294	165688.26	527839.97
2611	7	BRADFORD	VT-25	2.43	SB	RIGHT		10	G	N	N	C	43.99117	-72.15338	165717.65	527804.21
2612	7	BRADFORD	VT-25	2.51	SB	RIGHT		8	G	N	N	C	43.99194	-72.1543	165802.72	527729.94
2613	7	BRADFORD	VT-25	2.71	SB	RIGHT		15	M	N	N	C	43.99509	-72.1559	166152.34	527600.29
2614	7	BRADFORD	VT-25	3.66	SB	RIGHT		8	M	N	N	C	44.00682	-72.16519	167452.4	526850.05
2615	7	BRADFORD	VT-25	3.97	NB	RIGHT		10	G	N	N	C	44.01051	-72.16844	167861.87	526587.81
2616	7	BRADFORD	VT-25	4.25	NB	RIGHT		15	G	N	N	C	44.0143	-72.17047	168282.25	526423.36
2617	7	BRADFORD	VT-25	4.36	NB	RIGHT		20	G	N	N	C	44.01565	-72.17068	168432.32	526405.61
2618	7	BRADFORD	VT-25	4.42	NB	RIGHT		20	G	N	N	C	44.01646	-72.171	168521.8	526379.78
2619	7	BRADFORD	VT-25	4.62	NB	RIGHT		20	N	N	N	C	44.01894	-72.17303	168796.97	526216.04
2620	7	BRADFORD	VT-25	4.75	NB	RIGHT		15	L	N	N	C	44.02083	-72.17334	169006.4	526190.1
2621	7	BRADFORD	VT-25	4.83	NB	RIGHT		8	N	N	N	C	44.02196	-72.1739	169131.82	526144.73
2622	7	BRADFORD	VT-25	4.99	NB	RIGHT		6	G	N	N	C	44.02416	-72.17451	169375.83	526095.09
2623	7	BRADFORD	VT-25	5.11	NB	RIGHT		8	N	N	N	C	44.02579	-72.17538	169557.57	526024.66
2624	7	BRADFORD	VT-25	5.36	NB	RIGHT		10	N	N	N	C	44.02807	-72.17866	169809.3	525760.53
2625	7	BRADFORD	VT-25	5.40	NB	RIGHT		10	L	N	N	C	44.02836	-72.17944	169841.79	525698.05
2626	7	BRADFORD	VT-25	5.49	NB	RIGHT		8	M	N	N	C	44.02864	-72.18114	169871.58	525561
2627	7	BRADFORD	VT-25	5.97	NB	RIGHT		4	M	N	N	C	44.03007	-72.18996	170028.57	524853.29
2628	7	BRADFORD	VT-25	6.12	NB	RIGHT		15	G	N	N	C	44.0314	-72.19214	170175.6	524678.18
2629	7	BRADFORD	VT-25	6.18	NB	RIGHT		20	G	N	N	C	44.03169	-72.19339	170206.78	524577.96
2630	7	BRADFORD	VT-25	6.29	NB	RIGHT		6	L	N	N	C	44.03298	-72.19487	170350.25	524459.01
2649	7	BRADFORD	VT-25B	0.09	EB	RIGHT		10	M	N	N	C	43.98717	-72.14089	165278.03	528807.7
2650	7	BRADFORD	VT-25B	0.44	WB	RIGHT		15	G	N	N	C	43.98785	-72.13413	165355.08	529350.31
2651	7	BURKE	US-5	4.23	NB	RIGHT		20	L	N	N	C	44.64172	-71.98245	238074.76	541059.3
2652	7	CONCORD	US-2	0.86	WB	RIGHT		10	L	N	N	C	44.43768	-71.90923	215442.11	547031.79
2653	7	CONCORD	US-2	2.52	WB	RIGHT		6	M	N	N	C	44.43065	-71.88173	214677.1	549226.89
2654	7	CORINTH	VT-25	1.95	SB	RIGHT		6	M	N	N	C	44.05902	-72.2311	173233.35	521544.96
2655	7	CORINTH	VT-25	3.04	SB	RIGHT		6	M	N	N	C	44.06927	-72.24693	174367.71	520273.03
2656	7	DANVILLE	US-2	2.58	WB	RIGHT		5	G	N	N	C	44.40982	-72.17672	212227.37	525748.63
2657	7	DANVILLE	US-2	2.63	EB	RIGHT		5	G	N	N	C	44.40978	-72.17569	212222.99	525831.35
2658	7	DANVILLE	US-2	2.69	EB	RIGHT		5	G	N	N	C	44.40999	-72.1745	212247.22	525925.79
2659	7	DANVILLE	US-2	5.86	WB	RIGHT		15	G	N	N	C	44.42272	-72.11658	213681.8	530532.57

CUT NO.	DISTRICT	TOWNSHIP	HIGHWAY	MM	TRAVEL DIRECTION	CUT LOCATION	AADT 2004	HEIGHT	DITCH	RECENT ROCKFALL?	WATER/ICE	PRELIM RANKING	LATITUDE	LONGITUDE	NORTHING	EASTING
2660	7	DANVILLE	US-2	5.89	EB	RIGHT		15	G	N	N	C	44.42267	-72.11585	213676	530590.2
2661	7	DANVILLE	US-2	6.15	EB	RIGHT		20	G	N	N	C	44.42466	-72.11172	213899.26	530918
2662	7	DANVILLE	US-2	7.05	WB	RIGHT		25	G	N	N	C	44.43181	-72.09675	214699.58	532106.44
2663	7	DANVILLE	US-2	7.07	EB	RIGHT		20	G	N	N	C	44.43174	-72.09607	214691.54	532160.69
2664	7	DANVILLE	US-2	7.48	WB	RIGHT		20	G	N	N	C	44.43353	-72.08792	214893.2	532808.99
2665	7	DANVILLE	US-2	7.49	EB	RIGHT		15	G	N	N	C	44.43343	-72.08754	214882.7	532838.86
2666	7	DANVILLE	US-2	7.60	EB	RIGHT		10	G	N	N	C	44.43383	-72.08557	214928.2	532995.81
2667	7	DANVILLE	US-2	7.63	WB	RIGHT		10	G	N	N	C	44.43398	-72.08552	214944.75	532999.25
2668	7	DANVILLE	VT-15	0.01	WB	RIGHT		5	M	N	N	C	44.42248	-72.21829	213622.25	522433.44
2669	7	DANVILLE	VT-15	0.30	WB	RIGHT		8	N	N	N	C	44.41838	-72.21717	213166.4	522524.01
2670	7	DANVILLE	VT-2B	1.38	WB	RIGHT		5	G	N	N	C	44.43184	-72.06612	214714.52	534545.14
2671	7	FAIRLEE	US-5	0.47	NB	RIGHT		15	L	N	N	C	43.88067	-72.17708	153432.68	525950.72
2672	7	FAIRLEE	US-5	5.44	SB	RIGHT		10	L	N	N	C	43.93552	-72.12005	159546.14	530506.18
2673	7	GLOVER	VT-122	1.21	NB	RIGHT		8	L	N	N	C	44.68733	-72.18415	243061.28	525038.15
2676	7	GROTON	US-302	0.15	WB	RIGHT		20	M	N	N	C	44.18582	-72.2966	187307.39	516262.31
2677	7	GROTON	US-302	7.22	WB	RIGHT		15	G	N	N	C	44.20693	-72.18241	189681.89	525383.23
2674	7	GROTON	VT-232	1.63	SB	RIGHT		15	G	N	N	C	44.24047	-72.23812	193392.65	520918.81
2675	7	GROTON	VT-232	1.82	SB	RIGHT		20	M	N	N	C	44.24184	-72.24147	193543.87	520650.18
2678	7	GUILDHALL	VT-102	3.73	SB	RIGHT		20	G	N	N	C	44.54582	-71.58446	227696.54	572753.21
2679	7	HARDWICK	VT-15	0.29	EB	RIGHT		6	G	N	Y	C	44.481	-72.30229	220104.69	515728.68
2680	7	HARDWICK	VT-15	3.35	WB	RIGHT		10	G	N	N	C	44.45334	-72.2575	217040.41	519300.96
2681	7	HARDWICK	VT-15	7.19	EB	RIGHT		5	G	N	N	C	44.48423	-72.30559	220463.01	515465.31
2689	7	LYNDON	I-91	136.47	NB	RIGHT						C	44.50842	-72.01216	223248.76	538790.61
2690	7	LYNDON	I-91	136.53	SB	RIGHT						C	44.50875	-72.01267	223284.71	538749.8
2692	7	LYNDON	I-91	136.88	SB	RIGHT						C	44.51346	-72.00906	223809.86	539033.82
2693	7	LYNDON	I-91	136.93	NB	RIGHT						C	44.51425	-72.0075	223898.2	539157.09
2694	7	LYNDON	I-91	137.58	NB	RIGHT						C	44.52261	-72.00853	224827.29	539069.71
2696	7	LYNDON	I-91	137.68	SB	RIGHT						C	44.52446	-72.01029	225031.41	538928.89
2697	7	LYNDON	I-91	138.15	NB	MEDIAN						C	44.53015	-72.01442	225661.73	538596.71
2699	7	LYNDON	I-91	138.15	SB	MEDIAN						C	44.52993	-72.01472	225637.31	538573.1
2700	7	LYNDON	I-91	138.16	NB	RIGHT						C	44.53025	-72.01413	225673.74	538619.95
2701	7	LYNDON	I-91	138.39	SB	RIGHT						C	44.53285	-72.0177	225960.85	538334.34
2702	7	LYNDON	I-91	138.68	SB	RIGHT						C	44.53707	-72.01936	226428.94	538199.38
2703	7	LYNDON	I-91	138.92	SB	RIGHT						C	44.53991	-72.02067	226743.32	538093.15
2704	7	LYNDON	I-91	138.94	NB	MEDIAN						C	44.5405	-72.02035	226809.49	538118.95
2705	7	LYNDON	I-91	138.95	NB	RIGHT						C	44.54077	-72.02013	226839.13	538135.67
2706	7	LYNDON	I-91	139.14	SB	RIGHT						C	44.54273	-72.02329	227055.22	537883.27
2707	7	LYNDON	I-91	139.35	NB	MEDIAN						C	44.5453	-72.02495	227340.27	537750.26
2708	7	LYNDON	I-91	139.35	SB	RIGHT						C	44.54507	-72.0252	227315.2	537729.96
2709	7	LYNDON	I-91	139.45	NB	MEDIAN						C	44.54657	-72.02616	227481.23	537652.71
2710	7	LYNDON	I-91	139.50	SB	RIGHT						C	44.54713	-72.02763	227542.11	537535.72
2711	7	LYNDON	I-91	139.51	SB	MEDIAN						C	44.54725	-72.02735	227555.79	537558.15
2714	7	LYNDON	I-91	139.58	SB	RIGHT						C	44.54802	-72.0283	227641.19	537481.98
2715	7	LYNDON	I-91	140.39	NB	MEDIAN		15	G	N	N	C	44.56024	-72.02845	228998.73	537461.81
2717	7	LYNDON	I-91	140.43	SB	MEDIAN		25	G	N	N	C	44.56051	-72.02904	229028.61	537415.07
2718	7	LYNDON	I-91	140.53	SB	RIGHT		15	G	N	N	C	44.56189	-72.02991	229182.19	537344.76
2719	7	LYNDON	I-91	140.55	SB	MEDIAN		20	G	Y	N	C	44.56206	-72.02978	229200.74	537355.27
2720	7	LYNDON	I-91	140.57	NB	MEDIAN		20	G	Y	N	C	44.56297	-72.02934	229302.15	537389.72
2721	7	LYNDON	I-91	140.59	NB	RIGHT		15	G	N	N	C	44.56301	-72.02899	229306.13	537417.35
2722	7	LYNDON	I-91	140.82	NB	MEDIAN		10	G	N	N	C	44.56597	-72.03188	229633.79	537186.16
2723	7	LYNDON	I-91	140.84	NB	RIGHT		20	G	N	N	C	44.56624	-72.03177	229663.72	537194.23
2724	7	LYNDON	I-91	141.64	SB	RIGHT		25	G	Y	N	C	44.57318	-72.04409	230429.76	536211.46
2725	7	LYNDON	I-91	141.64	SB	MEDIAN		20	G	Y	N	C	44.57339	-72.04386	230453.11	536229.43
2726	7	LYNDON	I-91	141.68	NB	MEDIAN		10	G	N	N	C	44.57445	-72.04434	230570.58	536191.24
2727	7	LYNDON	I-91	141.73	SB	RIGHT		15	G	N	N	C	44.57426	-72.04553	230549.71	536096.29
2728	7	LYNDON	I-91	141.75	SB	MEDIAN		10	G	N	N	C	44.5746	-72.04552	230586.52	536097.21
2729	7	LYNDON	I-91	141.78	SB	MEDIAN		10	G	N	N	C	44.57501	-72.04616	230632.66	536046.49
2730	7	LYNDON	I-91	141.85	NB	RIGHT		10	G	N	N	C	44.57618	-72.04641	230761.87	536025.58
2731	7	LYNDON	I-91	141.88	SB	RIGHT		15	G	N	N	C	44.5758	-72.04762	230719.16	535929.87
2732	7	LYNDON	I-91	142.01	NB	RIGHT		10	G	Y	Y	C	44.57775	-72.04882	230935.08	535832.98
2734	7	LYNDON	I-91		NB	INT. 23 RAMP C RIGHT						C	44.51561	-72.00618	224050.65	539261.35
2682	7	LYNDON	US-5	0.48	SB	RIGHT		6	N	N	N	C	44.50407	-72.00785	222766.6	539136.39
2683	7	LYNDON	US-5	0.71	NB	RIGHT		5	M	N	N	C	44.50704	-72.00981	223095.89	538978.57
2684	7	LYNDON	US-5	0.88	NB	RIGHT		6	L	N	N	C	44.509	-72.0113	223313.54	538858.98

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2685	7	LYNDON	US-5	1.07	NB	RIGHT		15	L	N	N	C	44.51221	-72.01139	223670.46	538849.56
2735	7	LYNDON	VT-114	3.40	NB	RIGHT		10	L	N	N	C	44.57392	-71.95024	230558.3	543665.6
2736	7	LYNDON	VT-122	3.00	NB	RIGHT		5	G	N	N	C	44.56742	-72.04241	229790.71	536348.57
2737	7	MAIDSTONE	VT-102	1.39	SB	RIGHT		6	G	N	N	C	44.58753	-71.5488	232363.12	575533
2738	7	MAIDSTONE	VT-102	2.09	SB	RIGHT		20	G	N	N	C	44.59385	-71.55697	233058.29	574876.09
2739	7	MAIDSTONE	VT-102	4.61	SB	RIGHT		25	G	N	N	C	44.62575	-71.55618	236603.24	574897.71
2740	7	MAIDSTONE	VT-102	5.04	SB	RIGHT		10	G	N	N	C	44.63168	-71.55929	237259.55	574642.74
2741	7	MAIDSTONE	VT-102	5.21	SB	RIGHT		10	G	N	N	C	44.634	-71.56041	237516.43	574551.18
2742	7	MAIDSTONE	VT-102	5.26	SB	RIGHT		10	G	N	N	C	44.6345	-71.56108	237571.68	574497.68
2743	7	MAIDSTONE	VT-102	5.49	SB	RIGHT		20	G	N	N	C	44.63693	-71.56458	237838.11	574216.52
2744	7	MAIDSTONE	VT-102	5.93	SB	RIGHT		4	G	N	N	C	44.64336	-71.56777	238549.4	573955.66
2757	7	NEWBURY	I-91	103.67	SB	MEDIAN						C	44.06813	-72.11068	174284.14	531189.13
2758	7	NEWBURY	I-91	103.68	NB	MEDIAN						C	44.06811	-72.1101	174282.52	531235.41
2761	7	NEWBURY	I-91	105.72	SB	RIGHT						C	44.09779	-72.11071	177579.32	531171.39
2762	7	NEWBURY	I-91	105.75	SB	MEDIAN						C	44.09811	-72.11044	177614.99	531192.67
2763	7	NEWBURY	I-91	106.05	NB	RIGHT						C	44.1024	-72.10866	178092.54	531333.01
2764	7	NEWBURY	I-91	106.10	SB	MEDIAN						C	44.10324	-72.10924	178185.3	531285.48
2765	7	NEWBURY	I-91	106.10	SB	RIGHT						C	44.10398	-72.10938	178267.72	531273.94
2766	7	NEWBURY	I-91	106.34	NB	RIGHT						C	44.10676	-72.10766	178577.17	531410.16
2767	7	NEWBURY	I-91	106.40	SB	MEDIAN						C	44.10759	-72.10834	178669.56	531355.83
2768	7	NEWBURY	I-91	106.53	NB	RIGHT						C	44.10945	-72.10703	178876.8	531459.64
2769	7	NEWBURY	I-91	106.67	NB	MEDIAN						C	44.11144	-72.10696	179097.22	531464.44
2770	7	NEWBURY	I-91	106.69	SB	MEDIAN						C	44.1115	-72.10739	179104.6	531429.78
2771	7	NEWBURY	I-91	106.72	SB	RIGHT						C	44.11224	-72.10753	179186.35	531418.26
2772	7	NEWBURY	I-91	109.60	SB	RIGHT						C	44.15082	-72.0969	183476.87	532248.32
2773	7	NEWBURY	I-91	110.93	NB	RIGHT						C	44.16754	-72.08307	185340.19	533344.92
2774	7	NEWBURY	US-302	1.28	EB	RIGHT		10	G	N	N	C	44.16651	-72.09636	185220.41	532282.59
2775	7	NEWBURY	US-302	1.57	WB	RIGHT		6	G	N	N	C	44.16311	-72.09274	184844.64	532573.81
2776	7	NEWBURY	US-302	2.52	EB	RIGHT		6	G	N	N	C	44.15196	-72.08517	183608.9	533186.01
2777	7	NEWBURY	US-302	2.80	EB	RIGHT		10	G	N	N	C	44.15287	-72.07935	183711.45	533650.85
2778	7	NEWBURY	US-302	3.19	EB	RIGHT		15	G	N	N	C	44.15165	-72.07196	183578.93	534242.39
2779	7	NEWBURY	US-302	3.26	EB	RIGHT		15	G	N	N	C	44.15113	-72.07059	183522.27	534352.37
2780	7	NEWBURY	US-302	3.43	EB	RIGHT		8	G	N	N	C	44.15038	-72.06724	183440.5	534621.37
2781	7	NEWBURY	US-302	3.67	EB	RIGHT		15	G	N	N	C	44.14864	-72.06322	183248.47	534943.31
2782	7	NEWBURY	US-302	3.81	EB	RIGHT		10	G	N	N	C	44.14831	-72.06036	183213.37	535172.75
2783	7	NEWBURY	US-302	3.85	EB	RIGHT		5	G	N	N	C	44.14855	-72.0595	183240.56	535241.7
2784	7	NEWBURY	US-302	4.09	EB	RIGHT		25	G	N	N	C	44.15031	-72.05546	183437.8	535563.38
2786	7	NEWBURY	US-302	4.45	EB	RIGHT		20	G	N	N	C	44.15333	-72.04984	183775.22	536010.88
2787	7	NEWBURY	US-302	4.59	EB	RIGHT		15	N	N	N	C	44.15413	-72.04779	183865.16	536175.11
2745	7	NEWBURY	US-5	1.12	SB	RIGHT		15	L	N	N	C	44.04687	-72.07914	171933.75	533728.18
2746	7	NEWBURY	US-5	3.14	SB	RIGHT		3	N	N	N	C	44.07051	-72.05788	174569.29	535417.23
2747	7	NEWBURY	US-5	5.98	SB	RIGHT		15	G	N	N	C	44.10665	-72.05603	178586.16	535544.42
2748	7	NEWBURY	US-5	6.60	SB	RIGHT		15	G	N	N	C	44.11543	-72.05468	179562.65	535647.14
2749	7	NEWBURY	US-5	6.63	NB	RIGHT		15	G	N	N	C	44.1155	-72.05443	179569.79	535666.99
2750	7	NEWBURY	US-5	6.80	NB	RIGHT		10	G	N	N	C	44.11824	-72.05408	179874.5	535693.18
2751	7	NEWBURY	US-5	6.87	SB	RIGHT		30	G	N	N	C	44.11935	-72.0541	179998.02	535690.6
2752	7	NEWBURY	US-5	7.67	SB	RIGHT		15	G	N	N	C	44.12968	-72.04669	181149.2	536277.89
2753	7	NEWBURY	US-5	8.14	SB	RIGHT		10	G	N	N	C	44.13559	-72.04291	181807.74	536576.41
2754	7	NEWBURY	US-5	8.27	SB	RIGHT		10	G	N	N	C	44.13743	-72.04259	182011.72	536600.74
2793	7	RYEGATE	I-91	111.04	NB	RIGHT						C	44.16914	-72.0827	185517.87	533373.45
2795	7	RYEGATE	I-91	111.56	SB	MEDIAN						C	44.17633	-72.081	186317.62	533505.87
2799	7	RYEGATE	I-91	114.02	SB	RIGHT						C	44.21063	-72.06832	190134.43	534499.38
2800	7	RYEGATE	I-91	114.04	NB	MEDIAN						C	44.21082	-72.0674	190156.08	534573.24
2801	7	RYEGATE	I-91	115.02	SB	MEDIAN						C	44.22505	-72.06753	191737.15	534554.14
2802	7	RYEGATE	I-91	115.05	NB	MEDIAN						C	44.22542	-72.06702	191777.69	534594.43
2805	7	RYEGATE	I-91	116.58	NB	RIGHT						C	44.24646	-72.06197	194118.67	534985.48
2806	7	RYEGATE	I-91	116.81	SB	RIGHT						C	44.24983	-72.06161	194493.27	535012.18
2807	7	RYEGATE	I-91	116.98	SB	MEDIAN						C	44.2523	-72.06154	194767.42	535016.77
2808	7	RYEGATE	I-91	117.03	NB	MEDIAN						C	44.25284	-72.06151	194827.34	535018.34
2809	7	RYEGATE	I-91		SB	INT. 17 RAMP D RIGHT						C	44.15892	-72.09011	184379.72	532787.03
2810	7	RYEGATE	US-302	0.43	WB	RIGHT		20	G	N	N	C	44.2024	-72.16289	189184.18	526944.88
2811	7	RYEGATE	US-302	0.60	WB	RIGHT		25	G	N	N	C	44.20048	-72.16071	188971.56	527120.34
2812	7	RYEGATE	US-302	0.81	WB	RIGHT		20	G	N	N	C	44.19795	-72.15823	188691.55	527319.5
2813	7	RYEGATE	US-302	1.75	EB	RIGHT		10	M	N	N	C	44.18948	-72.14563	187754.3	528331.24

CUT NO.	DISTRICT	TOWNSHIP	HIGHWAY	MM	TRAVEL DIRECTION	CUT LOCATION	AADT 2004	HEIGHT	DITCH	RECENT ROCKFALL?	WATER/ICE	PRELIM RANKING	LATITUDE	LONGITUDE	NORTHING	EASTING
2814	7	RYEGATE	US-302	2.92	EB	RIGHT		20	G	N	N	C	44.18449	-72.12374	187208.02	530083.83
2788	7	RYEGATE	US-5	0.45	SB	RIGHT		6	M	N	N	C	44.16259	-72.04924	184804.63	536053.45
2789	7	RYEGATE	US-5	0.67	SB	RIGHT		15	M	N	N	C	44.16465	-72.05155	185032.02	535867.65
2790	7	RYEGATE	US-5	2.59	SB	RIGHT		8	L	N	N	C	44.18692	-72.06492	187501.26	534785.39
2792	7	RYEGATE	US-5	6.95	NB	RIGHT		20	G	N	N	C	44.25026	-72.05659	194542.79	535413.22
2816	7	SHEFFIELD	I-91	144.31	SB	RIGHT		20	G	N	N	C	44.59272	-72.09061	232581.34	532506.04
2817	7	SHEFFIELD	I-91	144.32	NB	MEDIAN		15	G	Y	N	C	44.59333	-72.09063	232649.68	532504.07
2818	7	SHEFFIELD	I-91	144.45	NB	MEDIAN		15	G	N	N	C	44.59418	-72.09249	232743.29	532355.52
2820	7	SHEFFIELD	I-91	144.45	SB	RIGHT		10	G	N	N	C	44.5937	-72.09285	232689.8	532327.68
2821	7	SHEFFIELD	I-91	144.57	SB	MEDIAN		25	G	Y	N	C	44.59474	-72.09464	232804.02	532184.46
2822	7	SHEFFIELD	I-91	144.58	NB	MEDIAN		15	G	N	N	C	44.59512	-72.09441	232846.81	532202.99
2824	7	SHEFFIELD	I-91	144.66	NB	MEDIAN		15	G	N	N	C	44.59576	-72.09577	232917.73	532094.8
2825	7	SHEFFIELD	I-91	145.10	SB	MEDIAN		15	G	Y	N	C	44.59864	-72.10376	233233.81	531458.49
2826	7	SHEFFIELD	I-91	145.10	NB	MEDIAN		20	G	N	N	C	44.59946	-72.10342	233325.52	531484.88
2828	7	SHEFFIELD	I-91	145.21	SB	MEDIAN		15	G	Y	N	C	44.5997	-72.10561	233351.63	531311.04
2829	7	SHEFFIELD	I-91	146.20	NB	RIGHT		25	G	N	N	C	44.61202	-72.11691	234715.84	530407.45
2830	7	SHEFFIELD	I-91	146.21	NB	MEDIAN		10	G	N	N	C	44.61223	-72.11737	234739	530371.17
2831	7	SHEFFIELD	I-91	146.23	SB	MEDIAN		15	G	N	N	C	44.61197	-72.11768	234710.24	530346.57
2832	7	SHEFFIELD	I-91	146.30	NB	MEDIAN		10	G	N	N	C	44.61321	-72.11805	234847.88	530316.31
2833	7	SHEFFIELD	I-91	146.31	SB	MEDIAN		20	G	Y	N	C	44.61311	-72.11843	234836.01	530286.19
2835	7	SHEFFIELD	I-91	146.37	NB	MEDIAN		10	G	N	N	C	44.61434	-72.11874	234973.03	530260.97
2836	7	SHEFFIELD	I-91	146.41	SB	MEDIAN		20	G	N	N	C	44.6142	-72.11913	234957.3	530230.09
2837	7	SHEFFIELD	I-91	147.21	NB	RIGHT		15	G	N	N	C	44.62486	-72.12616	236139.41	529666.38
2838	7	SHEFFIELD	I-91	147.22	SB	MEDIAN		20	G	N	N	C	44.62472	-72.12701	236123.08	529599.76
2839	7	SHEFFIELD	I-91	147.23	NB	MEDIAN		10	G	N	N	C	44.62495	-72.12662	236149.46	529630.06
2840	7	SHEFFIELD	I-91	147.56	NB	MEDIAN		15	G	N	N	C	44.62963	-72.12907	236668.69	529433.62
2843	7	SHEFFIELD	I-91	147.64	SB	RIGHT		15	G	Y	N	C	44.63044	-72.13006	236757.68	529354.13
2844	7	SHEFFIELD	I-91	147.71	NB	MEDIAN		15	G	N	N	C	44.63178	-72.12951	236906.61	529397.18
2846	7	SHEFFIELD	I-91	147.84	SB	RIGHT		10	G	N	N	C	44.63349	-72.13035	237097.33	529329.94
2847	7	SHEFFIELD	I-91	147.87	SB	MEDIAN		25	G	Y	N	C	44.63392	-72.13015	237144.94	529345.49
2848	7	SHEFFIELD	I-91	147.87	NB	MEDIAN		10	G	N	N	C	44.63421	-72.12984	237177.07	529369.89
2849	7	SHEFFIELD	I-91	148.04	NB	RIGHT		10	G	N	N	C	44.63667	-72.1298	237450.33	529371.57
2850	7	SHEFFIELD	I-91	148.60	NB	RIGHT		10	G	N	N	C	44.64478	-72.13123	238350.84	529254.69
2853	7	SHEFFIELD	I-91	148.75	NB	MEDIAN		15	G	N	N	C	44.6468	-72.13201	238575.79	529191.36
2854	7	SHEFFIELD	I-91	148.76	SB	MEDIAN		10	G	N	N	C	44.64677	-72.13315	238571.77	529101.34
2855	7	SHEFFIELD	I-91	148.97	NB	RIGHT		10	G	Y	N	C	44.65009	-72.13237	238940.39	529161.26
2856	7	SHEFFIELD	I-91	149.14	SB	MEDIAN		10	G	N	N	C	44.65217	-72.13456	239171.2	528986.62
2859	7	SHEFFIELD	I-91	149.40	SB	MEDIAN		20	G	N	N	C	44.65603	-72.13497	239600.1	528952.5
2860	7	SHEFFIELD	I-91	150.05	SB	MEDIAN		15	G	Y	N	C	44.6654	-72.13357	240641.32	529058.11
2861	7	SHEFFIELD	I-91	150.13	NB	RIGHT		15	G	Y	N	C	44.66673	-72.13216	240789.81	529169.55
2862	7	SHEFFIELD	I-91	150.18	SB	MEDIAN		10	G	N	N	C	44.66722	-72.13327	240844.09	529081.63
2863	7	SHEFFIELD	VT-122	0.13	NB	RIGHT		4	M	N	N	C	44.59189	-72.09307	232487.98	532310.94
2864	7	SHEFFIELD	VT-122	2.52	SB	RIGHT		5	G	Y	N	C	44.61566	-72.12326	235117.82	529901.42
2865	7	SHEFFIELD	VT-122	3.33	NB	RIGHT		8	G	N	N	C	44.62489	-72.13043	236141.36	529327.98
2866	7	SHEFFIELD	VT-122	6.05	NB	RIGHT		4	G	N	N	C	44.65528	-72.16209	239507.71	526801.71
2883	7	ST. JOHNSBURY	I-91	129.30	NB	RIGHT						C	44.41025	-72.02649	212333.05	537714.61
2885	7	ST. JOHNSBURY	I-91	129.64	NB	MEDIAN						C	44.41423	-72.03041	212773.96	537399.49
2887	7	ST. JOHNSBURY	I-91	129.74	SB	RIGHT						C	44.41535	-72.0315	212897.75	537312.05
2888	7	ST. JOHNSBURY	I-91	129.88	SB	RIGHT						C	44.4176	-72.032	213147.52	537271.26
2889	7	ST. JOHNSBURY	I-91	131.20	NB	RIGHT						C	44.43595	-72.03027	215187.74	537397.16
2890	7	ST. JOHNSBURY	I-91	131.28	SB	RIGHT						C	44.43675	-72.03005	215276.58	537414.32
2891	7	ST. JOHNSBURY	I-91	131.40	SB	RIGHT						C	44.43814	-72.02822	215431.47	537559.14
2892	7	ST. JOHNSBURY	I-91	131.48	NB	RIGHT						C	44.43871	-72.02684	215495.24	537668.52
2893	7	ST. JOHNSBURY	I-91	131.48	SB	RIGHT						C	44.43893	-72.02737	215519.81	537626.03
2894	7	ST. JOHNSBURY	I-91	131.60	NB	RIGHT						C	44.4405	-72.02548	215695.59	537775.24
2896	7	ST. JOHNSBURY	I-91	131.86	NB	RIGHT						C	44.44404	-72.02376	216089.14	537909.74
2898	7	ST. JOHNSBURY	I-91	131.90	SB	MEDIAN						C	44.44422	-72.0243	216109.17	537866.83
2899	7	ST. JOHNSBURY	I-91	132.00	SB	MEDIAN						C	44.44598	-72.02434	216304.03	537862.31
2901	7	ST. JOHNSBURY	I-91	132.60	NB	RIGHT						C	44.45433	-72.02415	217232.44	537872.56
2902	7	ST. JOHNSBURY	I-91	132.61	NB	MEDIAN						C	44.45525	-72.02436	217334.04	537854.68
2904	7	ST. JOHNSBURY	I-91	133.30	SB	RIGHT						C	44.46473	-72.02465	218388.08	537826.13
2905	7	ST. JOHNSBURY	I-91	133.31	SB	MEDIAN						C	44.46463	-72.02429	218377.26	537854.18
2906	7	ST. JOHNSBURY	I-91	133.40	SB	RIGHT						C	44.46623	-72.02476	218554.7	537815.89
2907	7	ST. JOHNSBURY	I-91	133.59	NB	MEDIAN						C	44.46884	-72.0244	218845.01	537842.8

CUT NO.	DISTRICT	TOWNSHIP	HIGHWAY	MM	TRAVEL DIRECTION	CUT LOCATION	AADT 2004	HEIGHT	DITCH	RECENT ROCKFALL?	WATER/ICE	PRELIM RANKING	LATITUDE	LONGITUDE	NORTHING	EASTING
2908	7	ST. JOHNSBURY	I-91	133.60	SB	RIGHT						C	44.46902	-72.02531	218863.88	537770.24
2913	7	ST. JOHNSBURY	I-91	134.38	SB	RIGHT						C	44.48021	-72.02344	220108.05	537911.87
2914	7	ST. JOHNSBURY	I-91	135.45	NB	MEDIAN						C	44.49558	-72.02123	221817.91	538077.73
2915	7	ST. JOHNSBURY	I-91	135.55	SB	RIGHT						C	44.4972	-72.02237	221996.99	537986.56
2916	7	ST. JOHNSBURY	I-91	135.61	NB	MEDIAN						C	44.49777	-72.02069	222060.77	538119.24
2917	7	ST. JOHNSBURY	I-91	135.63	SB	RIGHT						C	44.49835	-72.02201	222125.24	538013.97
2918	7	ST. JOHNSBURY	I-91	135.67	NB	MEDIAN						C	44.49866	-72.02038	222159.85	538143.86
2924	7	ST. JOHNSBURY	I-91		SB	INT. 22 RAMP D RIGHT						C	44.45286	-72.02574	217068.54	537746.51
2867	7	ST. JOHNSBURY	US-2	0.77	EB	RIGHT		20	G	N	N	C	44.44242	-72.04569	215898.94	536164.95
2868	7	ST. JOHNSBURY	US-2	0.94	EB	RIGHT		20	G	Y	N	C	44.44087	-72.04376	215727.91	536320.02
2869	7	ST. JOHNSBURY	US-2	2.16	WB	RIGHT		40	G	N	N	C	44.42742	-72.03176	214238.81	537283.66
2870	7	ST. JOHNSBURY	US-2	2.42	WB	RIGHT		40	G	N	N	C	44.42265	-72.02991	213710	537434.04
2872	7	ST. JOHNSBURY	US-2	8.23	WB	RIGHT		6	N	N	N	C	44.44656	-71.94416	216409.11	544244.25
2873	7	ST. JOHNSBURY	US-5	5.09	SB	RIGHT		8	G	N	N	C	44.42155	-71.98571	213608.73	540954.44
2874	7	ST. JOHNSBURY	US-5	5.18	SB	RIGHT		8	G	N	N	C	44.42163	-71.98404	213617.88	541087.16
2875	7	ST. JOHNSBURY	US-5	5.24	SB	RIGHT		6	G	N	N	C	44.42182	-71.98289	213640.21	541178.68
2876	7	ST. JOHNSBURY	US-5	5.31	SB	RIGHT		18	G	N	N	C	44.4223	-71.98183	213693.66	541263.38
2877	7	ST. JOHNSBURY	US-5	6.36	SB	RIGHT		15	L	N	N	C	44.48156	-72.01446	220263.07	538625.91
2878	7	ST. JOHNSBURY	US-5	6.80	SB	RIGHT		15	M	N	N	C	44.48719	-72.00996	220890.85	538979.96
2879	7	ST. JOHNSBURY	US-5	7.01	SB	RIGHT		15	G	N	N	C	44.48921	-72.00669	221116.74	539238.34
2926	7	ST. JOHNSBURY	VT-2B	0.62	WB	RIGHT		4	G	N	N	C	44.42685	-72.04449	214169.89	536270.64
2927	7	SUTTON	US-5	3.88	NB	RIGHT		8	G	N	N	C	44.68158	-72.03457	242479.55	536899.36
2928	7	SUTTON	US-5	5.77	NB	RIGHT		5	L	N	N	C	44.69356	-72.06475	243797.04	534499.42
2929	7	SUTTON	US-5	5.85	NB	RIGHT		5	G	N	N	C	44.69398	-72.06627	243844.08	534378.83
2930	7	SUTTON	VT-5A	2.39	NB	RIGHT		5	G	N	N	C	44.68176	-71.99532	242518	540010.9
2931	7	TOPSHAM	VT-25	3.09	SB	RIGHT		6	G	N	N	C	44.09851	-72.3119	177602.61	515061.08
2936	7	WATERFORD	I-91	126.75	SB	MEDIAN						C	44.3757	-72.02203	208496.57	538092.37
2937	7	WATERFORD	I-91	126.85	NB	MEDIAN						C	44.37584	-72.0211	208511.9	538165.9
2939	7	WATERFORD	I-91	127.33	NB	RIGHT						C	44.38289	-72.01816	209297.08	538395.94
2941	7	WATERFORD	I-91	127.96	NB	RIGHT						C	44.39188	-72.01689	210296.69	538491.24
2943	7	WATERFORD	I-93	1.75	SB	MEDIAN						C	44.36665	-71.90329	207552.66	547562.84
2944	7	WATERFORD	I-93	1.78	NB	MEDIAN						C	44.36701	-71.90289	207592.53	547594.12
2947	7	WATERFORD	I-93	2.27	NB	MEDIAN						C	44.37328	-71.90778	208287.07	547199.52
2948	7	WATERFORD	I-93	2.57	SB	RIGHT						C	44.37602	-71.91251	208588.22	546819.92
2949	7	WATERFORD	I-93	2.95	NB	RIGHT						C	44.37941	-71.91845	208962.2	546343.73
2950	7	WATERFORD	I-93	3.09	SB	RIGHT						C	44.38035	-71.92114	209064.72	546128.75
2951	7	WATERFORD	I-93	3.33	NB	RIGHT						C	44.38371	-71.92274	209437.21	545998.43
2952	7	WATERFORD	I-93	3.43	NB	RIGHT						C	44.38503	-71.92281	209583.8	545992.07
2953	7	WATERFORD	I-93	5.22	SB	RIGHT						C	44.41013	-71.92161	212373.29	546068.05
2954	7	WATERFORD	I-93	5.40	SB	RIGHT						C	44.41249	-71.92317	212635.09	545941.74
2955	7	WATERFORD	I-93	5.42	SB	MEDIAN						C	44.41266	-71.9229	212654.47	545963.08
2956	7	WATERFORD	I-93	6.07	SB	RIGHT						C	44.41877	-71.93244	213327.32	545198.77
2957	7	WATERFORD	I-93	6.08	SB	MEDIAN						C	44.41899	-71.93241	213351.65	545201.17
2958	7	WATERFORD	I-93	6.62	NB	RIGHT						C	44.42502	-71.9391	214018.47	544663.82
2960	7	WATERFORD	I-93	6.74	SB	RIGHT						C	44.42608	-71.94134	214135.03	544484.47
2961	7	WATERFORD	I-93	6.91	NB	RIGHT						C	44.42778	-71.94337	214323.11	544321.47
2963	7	WATERFORD	I-93	7.10	SB	RIGHT						C	44.42805	-71.94719	214350.37	544017.31
2965	7	WATERFORD	I-93	7.41	NB	MEDIAN						C	44.42642	-71.95398	214166.01	543477.78
2967	7	WATERFORD	I-93	7.55	NB	RIGHT						C	44.42557	-71.95567	214070.43	543344.02
2968	7	WATERFORD	I-93	8.18	SB	RIGHT						C	44.4206	-71.96601	213513.47	542524.39
2969	7	WATERFORD	I-93	8.28	SB	RIGHT						C	44.4203	-71.96818	213478.96	542351.79
2972	7	WATERFORD	I-93	9.53	NB	RIGHT						C	44.41065	-71.98963	212394.89	540649.91
2973	7	WATERFORD	I-93	9.82	SB	RIGHT						C	44.40678	-71.99325	211963.22	540364.5
2975	7	WATERFORD	I-93	10.60	NB	RIGHT						C	44.40264	-72.00779	211496.59	539208.97
2977	7	WATERFORD	I-93	10.93	NB	RIGHT						C	44.39878	-72.01311	211064.75	538787.52
2986	7	WATERFORD	VT-18	0.02	NB	RIGHT		10	G	N	N	C	44.4265	-71.95753	214172.54	543194.66
2932	7	WATERFORD	VT-18	2.97	SB	RIGHT		15	G	N	N	C	44.37705	-71.91511	208701.72	546611.72
2933	7	WATERFORD	VT-18	6.04	NB	RIGHT		12	M	N	N	C	44.41498	-71.9367	212904.16	544862.52
2934	7	WATERFORD	VT-18	6.17	NB	RIGHT		10	L	N	N	C	44.41689	-71.9369	213116.09	544844.92
2935	7	WATERFORD	VT-18	6.40	NB	RIGHT		6	M	N	N	C	44.42008	-71.93744	213470.51	544799.86
2978	7	WHEELOCK	I-91	142.77	NB	RIGHT		10	G	N	N	C	44.5828	-72.06238	231491.15	534753.27
2979	7	WHEELOCK	I-91	143.20	SB	MEDIAN		20	G	Y	N	C	44.58492	-72.07086	231722.9	534078.6
2980	7	WHEELOCK	I-91	143.56	NB	RIGHT		10	G	N	N	C	44.58814	-72.07671	232078.36	533612.2
2981	7	WHEELOCK	I-91	143.75	SB	MEDIAN		10	G	N	N	C	44.58894	-72.08072	232166.03	533292.94

CUT NO.	DISTRICT	TOWNSHIP	HIGHWAY	MM	TRAVEL DIRECTION	CUT LOCATION	AADT 2004	HEIGHT	DITCH	RECENT ROCKFALL?	WATER/ICE	PRELIM RANKING	LATITUDE	LONGITUDE	NORTHING	EASTING
2983	7	WHEELOCK	I-91	143.76	NB	MEDIAN		10	G	N	N	C	44.58918	-72.08037	232191.88	533320.56
2984	7	WHEELOCK	I-91	143.89	NB	RIGHT		15	G	N	N	C	44.59022	-72.08234	232307.08	533163.65
2985	7	WHEELOCK	VT-122	1.43	NB	RIGHT		15	L	Y	N	C	44.58891	-72.08932	232158.77	532610.18
2827	7	SHEFFIELD	I-91	145.10	NB	RIGHT		25	G	N	N	C+	44.59964	-72.10317	233345.93	531504.51
142	8	GEORGIA	I-89	107.74	NB	RIGHT	16800	40	G	Y	N	A	44.70943	-73.08761	245636.73	453436.69
144	8	MILTON	I-89	102.42	NB	RIGHT	20100	70	M	Y	N	A	44.64804	-73.14007	238845.93	449225.92
143	8	GEORGIA	I-89	107.86	SB	MEDIAN	16800	30	G	Y	N	A	44.71114	-73.08725	245827.19	453466.85
176	8	CAMBRIDGE	VT-108	1.08			1600					A	44.55611	-72.79472	228474.34	476584.25
178	8	CAMBRIDGE	VT-108	1.75	NB	RIGHT	1600	50	G	Y	Y	A	44.56197	-72.78598	229122.88	477280.99
163	8	CAMBRIDGE	VT-108	0.46			1600						44.54867	-72.79431	227646.8	476613.94
164	8	CAMBRIDGE	VT-108	0.56			1600						44.54976	-72.79523	227768.91	476541.67
165	8	CAMBRIDGE	VT-108	0.58			1600						44.54997	-72.7956	227791.68	476511.72
166	8	CAMBRIDGE	VT-108	0.61			1600						44.55042	-72.79607	227842.23	476475.05
167	8	CAMBRIDGE	VT-108	0.64			1600						44.55082	-72.79648	227886.32	476442.28
168	8	CAMBRIDGE	VT-108	0.69			1600						44.55147	-72.79691	227959.29	476408.21
169	8	CAMBRIDGE	VT-108	0.74			1600						44.55202	-72.79679	228020.52	476418.59
170	8	CAMBRIDGE	VT-108	0.82			1600						44.55303	-72.79693	228132.24	476407.56
171	8	CAMBRIDGE	VT-108	0.84			1600						44.55339	-72.79688	228172.51	476411.72
172	8	CAMBRIDGE	VT-108	0.90			1600						44.5539	-72.79661	228229.11	476433.7
173	8	CAMBRIDGE	VT-108	0.92			1600						44.55431	-72.79627	228275.08	476460.79
174	8	CAMBRIDGE	VT-108	0.96			1600						44.5548	-72.79609	228328.69	476475.22
175	8	CAMBRIDGE	VT-108	0.98			1600						44.55503	-72.79582	228354.18	476496.86
177	8	CAMBRIDGE	VT-108	1.15			1600						44.5568	-72.79358	228550.56	476675.29
3011	8	BELVIDERE	VT-118	2.41	SB	RIGHT		25	M	N	N	B	44.79266	-72.62129	254724.83	490402.39
3041	8	CAMBRIDGE	VT-108	1.33	NB	RIGHT		30	N	Y	N	B	44.55731	-72.79023	228605.98	476941.81
3058	8	CAMBRIDGE	VT-109	0.97	SB	RIGHT		40	M	N	N	B	44.65528	-72.81054	239499.03	475369.65
3063	8	COLCHESTER	US-2	0.14	EB	RIGHT		50	G	Y	N	B	44.60147	-73.20384	233712.96	444123.23
3065	8	COLCHESTER	US-2	0.48	WB	RIGHT		30	G	N	N	B	44.59825	-73.19847	233351.5	444545.94
3068	8	COLCHESTER	US-2	0.57	WB	RIGHT		30	G	Y	N	B	44.59745	-73.19702	233261.63	444660.3
3070	8	COLCHESTER	US-2	1.34	EB	RIGHT		35	G	Y	N	B	44.59275	-73.1816	232729.41	445880.85
3128	8	FAIRFAX	VT-104	3.53	SB	RIGHT		25	G	N	N	B	44.65006	-72.98962	238988.4	461162.11
3147	8	FAIRFIELD	VT-36	8.20	WB	RIGHT		30	M	N	N	B	44.79417	-72.87886	254955.14	470022.55
3151	8	FLETCHER	VT-108	0.52	NB	RIGHT		50	G	N	N	B	44.70986	-72.83663	245571.36	473324.89
3171	8	GEORGIA	I-89	106.80	NB	RIGHT		25	G	Y	N	B	44.7014	-73.09795	244750.26	452611.15
3175	8	GEORGIA	I-89	107.85	SB	RIGHT		40	G	Y	N	B	44.71101	-73.08758	245812.34	453440.62
3215	8	HIGHGATE	I-89	127.18	NB	RIGHT		20	M	Y	Y	B	44.97562	-73.10202	275225.84	452514.4
3216	8	HIGHGATE	I-89	128.15	NB	RIGHT		15	G	Y	N	B	44.9858	-73.08851	276348.63	453587.96
3220	8	HIGHGATE	I-89	128.85	SB	RIGHT		20	L	Y	Y	B	44.9953	-73.08603	277403.61	453791.19
3229	8	JOHNSON	VT-15	3.53	WB	RIGHT		25	M	N	N	B	44.63628	-72.69009	237357.96	484917.99
3251	8	MILTON	I-89	101.94	NB	RIGHT		65	G	Y	N	B	44.64104	-73.13934	238067.74	449278.24
3238	8	MILTON	US-2	3.39	WB	RIGHT		45	G	Y	N	B	44.60748	-73.20654	234382.83	443914.48
3243	8	MILTON	US-7	5.53	SB	RIGHT		25	M	N	N	B	44.64654	-73.11652	238664.98	451092.98
3262	8	MONTGOMERY	VT-118	2.19	NB	RIGHT		15	G	Y	N	B	44.82862	-72.60952	258719.88	491339.29
3269	8	MONTGOMERY	VT-118	9.80	NB	RIGHT		20	M	N	N	B	44.91199	-72.6657	267991.3	486915.76
3327	8	SWANTON	I-89	121.70	SB	MEDIAN		30	G	Y	N	B	44.89962	-73.09382	266775.36	453099.35
3331	8	SWANTON	I-89	122.04	NB	RIGHT		20	M	Y	N	B	44.90457	-73.09657	267326.66	452886.02
3002	8	BAKERSFIELD	VT-108	4.16	SB	RIGHT		10	G	N	N	B-	44.78889	-72.79955	254342.37	476295.34
3003	8	BAKERSFIELD	VT-108	4.28	SB	RIGHT		10	M	Y	N	B-	44.7907	-72.79868	254543.72	476365.67
3042	8	CAMBRIDGE	VT-108	1.56	NB	RIGHT		20	G	Y	N	B-	44.55969	-72.78727	228870.21	477177.96
3111	8	EDEN	VT-118	4.62	SB	RIGHT		15	M	N	N	B-	44.76367	-72.58598	251499.66	493193.22
3217	8	HIGHGATE	I-89	128.75	NB	RIGHT		15	G	Y	N	B-	44.99366	-73.08517	277220.22	453857.62
3252	8	MILTON	I-89	101.94	NB	MEDIAN		15	M	N	N	B-	44.64119	-73.13952	238084.49	449263.86
3253	8	MILTON	I-89	101.98	SB	MEDIAN		15	M	N	N	B-	44.64142	-73.13965	238110.36	449254.21
3255	8	MILTON	I-89	102.42	SB	MEDIAN		10	M	Y	N	B-	44.64793	-73.1404	238834.92	449199.73
3274	8	NORTH HERO	US-2	4.76	WB	RIGHT		15	G	Y	N	B-	44.8262	-73.27677	258738.43	438571.63
3287	8	SOUTH HERO	US-2	2.09	EB	RIGHT		30	G	Y	N	B-	44.65156	-73.31717	239363.68	435181.62
3326	8	SWANTON	I-89	121.65	NB	MEDIAN		20	G	N	N	B-	44.89946	-73.0931	266756.66	453155.91
3329	8	SWANTON	I-89	121.78	NB	RIGHT		20	G	Y	N	B-	44.90104	-73.09394	266932.78	453090.62
3346	8	UNDERHILL	VT-15	4.53	WB	RIGHT		15	M	N	N	B-	44.58885	-72.93853	232163.86	465177.8
3348	8	UNDERHILL	VT-15	4.75	WB	RIGHT		15	M	N	N	B-	44.5918	-72.93782	232490.67	465236.09
3360	8	WESTFORD	VT-128	1.56	NB	RIGHT		10	G	N	N	B-	44.58054	-73.01795	231276.86	458866.12
240	8	CAMBRIDGE	VT-108	1.29	NB	RIGHT	1600	25	G	Y	Y	B+	44.55735	-72.79109	228611.14	476873.31
241	8	GEORGIA	I-89	107.82	NB	MEDIAN	16800	30	G	Y	N	B+	44.7106	-73.08722	245766.45	453468.34
242	8	MILTON	US-2	3.39	EB	RIGHT	10800	40	G	Y	N	B+	44.60724	-73.20682	234356.71	443892.1

CUT NO.	DISTRICT	TOWNSHIP	HIGHWAY	MM	TRAVEL DIRECTION	CUT LOCATION	AADT 2004	HEIGHT	DITCH	RECENT ROCKFALL?	WATER/ICE	PRELIM RANKING	LATITUDE	LONGITUDE	NORTHING	EASTING
243	8	SHELDON	VT-78	0.13	WB	RIGHT	1800	20	M	Y	N	B+	44.92291	-72.96647	269297.1	463172.13
2987	8	ALBURG	US-2	8.79	EB	RIGHT		<10	G	N	N	C	44.92488	-73.27424	269701.9	438875.73
2988	8	ALBURG	US-2	8.81	WB	RIGHT		<10	G	N	N	C	44.92488	-73.27408	269702.03	438888.45
2989	8	ALBURG	VT-129	1.62	WB	RIGHT		10	G	Y	N	C	44.88802	-73.30198	265626.94	436645.85
2990	8	ALBURG	VT-129	1.62	EB	RIGHT		<10	G	N	N	C	44.88791	-73.30211	265615.25	436635.48
2991	8	ALBURG	VT-129	1.69	WB	RIGHT		<10	G	N	N	C	44.88753	-73.30052	265571.87	436760.34
2996	8	BAKERSFIELD	VT-108	1.11	NB	RIGHT		15	G	N	N	C	44.74906	-72.82347	249923.52	474384.88
2997	8	BAKERSFIELD	VT-108	1.46	NB	RIGHT		10	G	N	N	C	44.75419	-72.82187	250493.36	474514.44
2998	8	BAKERSFIELD	VT-108	1.78	SB	RIGHT		<10	M	Y	N	C	44.75822	-72.8187	250940.24	474766.8
2999	8	BAKERSFIELD	VT-108	2.04	NB	RIGHT		30	M	N	N	C	44.7614	-72.81634	251292.29	474955.34
3000	8	BAKERSFIELD	VT-108	2.42	NB	RIGHT		<10	G	N	N	C	44.76661	-72.81363	251870.45	475171.96
3001	8	BAKERSFIELD	VT-108	2.70	NB	RIGHT		15	G	N	N	C	44.77036	-72.81128	252286.96	475359.95
3004	8	BAKERSFIELD	VT-108	6.31	NB	RIGHT		<10	G	N	N	C	44.81715	-72.79061	257480.38	477014.5
3005	8	BAKERSFIELD	VT-108	6.56	NB	RIGHT		10	L	N	N	C	44.82037	-72.79216	257837.97	476893.07
2992	8	BAKERSFIELD	VT-36	0.14	WB	RIGHT		15	G	N	N	C	44.78455	-72.8474	253875.05	472506.91
2993	8	BAKERSFIELD	VT-36	0.19	EB	RIGHT		10	G	Y	N	C	44.78498	-72.84611	253922.92	472609.26
2994	8	BAKERSFIELD	VT-36	0.28	EB	RIGHT		10	G	Y	N	C	44.78531	-72.84444	253959.19	472741.4
2995	8	BAKERSFIELD	VT-36	1.88	WB	RIGHT		10	G	Y	N	C	44.78074	-72.81485	253441.26	475081.85
3006	8	BELVIDERE	VT-118	0.59	SB	RIGHT		10	G	N	N	C	44.76747	-72.62402	251925.74	490182.66
3007	8	BELVIDERE	VT-118	0.77	SB	RIGHT		10	G	N	N	C	44.76997	-72.62292	252203.13	490269.66
3008	8	BELVIDERE	VT-118	1.09	NB	RIGHT		<10	G	N	N	C	44.77437	-72.62124	252692.52	490403.72
3009	8	BELVIDERE	VT-118	1.21	SB	RIGHT		10	G	N	N	C	44.77607	-72.62118	252881.64	490408.32
3010	8	BELVIDERE	VT-118	2.17	SB	RIGHT		10	G	N	N	C	44.78934	-72.62026	254355.72	490483.74
3012	8	BELVIDERE	VT-118	2.69	SB	RIGHT		20	G	N	N	C	44.79584	-72.62419	255078.95	490173.7
3013	8	BERKSHIRE	VT-105	1.40	WB	RIGHT		25	G	N	N	C	44.93887	-72.70819	270986.86	483567.82
3014	8	BERKSHIRE	VT-108	0.48	NB	RIGHT		<10	G	N	N	C	44.93161	-72.81152	270205.76	475408.95
3015	8	BERKSHIRE	VT-108	0.56	NB	RIGHT		<10	M	N	N	C	44.93283	-72.81213	270341.79	475361.64
3016	8	BERKSHIRE	VT-108	1.10	SB	RIGHT		10	G	N	N	C	44.94046	-72.81291	271190.02	475303.21
3017	8	BERKSHIRE	VT-108	1.22	NB	RIGHT		<10	G	N	N	C	44.94219	-72.81368	271382.56	475243.63
3018	8	BERKSHIRE	VT-108	2.52	SB	RIGHT		<10	G	N	N	C	44.96045	-72.81219	273411.31	475368.8
3019	8	BERKSHIRE	VT-108	2.87	SB	RIGHT		<10	G	N	N	C	44.96457	-72.81615	273869.51	475058.25
3020	8	BERKSHIRE	VT-108	3.07	NB	RIGHT		<10	G	N	N	C	44.96686	-72.81852	274124.9	474872.21
3021	8	BERKSHIRE	VT-108	4.89	SB	RIGHT		<10	G	N	N	C	44.99062	-72.814	276763.93	475238.94
3022	8	BERKSHIRE	VT-108	5.11	NB	RIGHT		10	M	N	N	C	44.99302	-72.81611	277031.03	475073.77
3023	8	BERKSHIRE	VT-108	5.26	SB	RIGHT		10	M	N	N	C	44.99448	-72.81847	277194.93	474888.09
3024	8	BERKSHIRE	VT-108	5.32	NB	RIGHT		10	G	N	N	C	44.99496	-72.81915	277248.34	474834.81
3025	8	BERKSHIRE	VT-108	5.42	NB	RIGHT		15	G	N	N	C	44.99564	-72.82077	277324.57	474707.16
3026	8	BERKSHIRE	VT-108	5.43	SB	RIGHT		10	G	N	N	C	44.99585	-72.82136	277347.06	474660.71
3039	8	CAMBRIDGE	VT-108	0.16	NB	RIGHT		10	M	N	N	C	44.54491	-72.79194	227228.91	476801.02
3040	8	CAMBRIDGE	VT-108	0.40	NB	RIGHT		20	G	N	N	C	44.54808	-72.79359	227581.48	476670.84
3043	8	CAMBRIDGE	VT-108	1.66	NB	RIGHT		15	M	N	N	C	44.56077	-72.7863	228989.4	477255.07
3044	8	CAMBRIDGE	VT-108	1.81	NB	RIGHT		20	G	N	N	C	44.56287	-72.78567	229222.58	477306.2
3045	8	CAMBRIDGE	VT-108	2.06	NB	RIGHT		10	G	N	N	C	44.5662	-72.7839	229592.24	477448.13
3046	8	CAMBRIDGE	VT-108	2.15	NB	RIGHT		10	G	N	N	C	44.56745	-72.78376	229731.07	477459.45
3047	8	CAMBRIDGE	VT-108	2.44	NB	RIGHT		<10	G	N	N	C	44.57118	-72.78115	230145.11	477668.51
3048	8	CAMBRIDGE	VT-108	4.63	SB	RIGHT		<10	G	N	N	C	44.59429	-72.80068	232718.62	476126.41
3049	8	CAMBRIDGE	VT-108	5.83	SB	RIGHT		<10	G	N	N	C	44.6092	-72.812	234378.45	475234.01
3050	8	CAMBRIDGE	VT-108	8.22	SB	RIGHT		15	G	N	N	C	44.63789	-72.82573	237570.65	474156.7
3051	8	CAMBRIDGE	VT-108	8.26	SB	RIGHT		10	G	N	N	C	44.63836	-72.82562	237623.15	474165.77
3052	8	CAMBRIDGE	VT-108	8.30	SB	RIGHT		10	G	N	N	C	44.63893	-72.82557	237685.99	474170.25
3053	8	CAMBRIDGE	VT-108	9.44	NB	RIGHT		10	G	N	N	C	44.65189	-72.82823	239127.47	473964.99
3054	8	CAMBRIDGE	VT-108	9.85	SB	RIGHT		10	G	N	N	C	44.65805	-72.8294	239812.64	473874.51
3055	8	CAMBRIDGE	VT-108	9.92	SB	RIGHT		10	G	N	N	C	44.65934	-72.83011	239956.13	473819.42
3056	8	CAMBRIDGE	VT-108	12.43	NB	RIGHT		10	G	N	N	C	44.69418	-72.82706	243826.67	474076.68
3057	8	CAMBRIDGE	VT-109	0.82	SB	RIGHT		10	G	N	N	C	44.65367	-72.81263	239319.8	475203.25
3059	8	CAMBRIDGE	VT-109	1.84	SB	RIGHT		10	M	N	N	C	44.66546	-72.80046	240626.69	476172.98
3060	8	CAMBRIDGE	VT-109	1.96	SB	RIGHT		15	M	N	N	C	44.66691	-72.79914	240788.03	476278.18
3061	8	CAMBRIDGE	VT-109	2.25	SB	RIGHT		10	G	N	N	C	44.6706	-72.79606	241196.84	476523.78
3062	8	CAMBRIDGE	VT-109	2.86	SB	RIGHT		10	M	N	N	C	44.6766	-72.78743	241860.79	477210.53
3027	8	CAMBRIDGE	VT-15	3.32	EB	RIGHT		10	G	N	N	C	44.64585	-72.86301	238468.12	471203.46
3028	8	CAMBRIDGE	VT-15	3.40	WB	RIGHT		15	G	N	N	C	44.64587	-72.86125	238469.76	471342.86
3029	8	CAMBRIDGE	VT-15	5.65	EB	RIGHT		15	G	N	N	C	44.65001	-72.81852	238915.75	474733.87
3030	8	CAMBRIDGE	VT-15	6.53	EB	RIGHT		10	G	N	N	C	44.65383	-72.80368	239334.92	475913.04
3031	8	CAMBRIDGE	VT-15	6.56	EB	RIGHT		<10	G	N	N	C	44.65413	-72.80318	239368.12	475952.59

CUT NO.	DISTRICT	TOWNSHIP	HIGHWAY	MM	TRAVEL DIRECTION	CUT LOCATION	AADT 2004	HEIGHT	DITCH	RECENT ROCKFALL?	WATER/ICE	PRELIM RANKING	LATITUDE	LONGITUDE	NORTHING	EASTING
3032	8	CAMBRIDGE	VT-15	7.09	EB	RIGHT		<10	G	N	N	C	44.659	-72.79494	239907.24	476607.86
3033	8	CAMBRIDGE	VT-15	7.17	EB	RIGHT		10	G	N	N	C	44.65994	-72.79377	240011.8	476701.17
3034	8	CAMBRIDGE	VT-15	7.56	EB	RIGHT		10	L	N	N	C	44.66367	-72.78803	240424.52	477157.87
3035	8	CAMBRIDGE	VT-15	8.19	EB	RIGHT		15	L	N	N	C	44.66602	-72.77713	240682.94	478023.49
3036	8	CAMBRIDGE	VT-15	8.44	EB	RIGHT		10	G	N	N	C	44.66303	-72.77439	240349.53	478239.53
3037	8	CAMBRIDGE	VT-15	9.32	EB	RIGHT		15	G	N	N	C	44.65373	-72.7631	239313.29	479131.35
3038	8	CAMBRIDGE	VT-15	9.34	EB	RIGHT		15	L	N	N	C	44.65357	-72.7628	239295.19	479155.63
3074	8	COLCHESTER	I-89	0.21	NB	RIGHT		15	G	N	N	C	44.59215	-73.16926	232654.01	446859.71
3075	8	COLCHESTER	I-89	0.21	NB	LEFT		15	G	N	N	C	44.59202	-73.16936	232640.04	446851.58
3076	8	COLCHESTER	I-89	0.22	NB	LEFT		10	G	N	N	C	44.59171	-73.16925	232605.33	446859.95
3064	8	COLCHESTER	US-2	0.24	EB	RIGHT		35	G	N	N	C	44.60032	-73.20267	233584.38	444215.18
3066	8	COLCHESTER	US-2	0.48	EB	RIGHT		25	G	N	N	C	44.59807	-73.19872	233331.97	444526.61
3067	8	COLCHESTER	US-2	0.55	EB	RIGHT		20	G	N	N	C	44.5973	-73.19727	233245.99	444640.9
3069	8	COLCHESTER	US-2	0.65	EB	RIGHT		15	G	N	N	C	44.59652	-73.19569	233157.29	444765.02
3071	8	COLCHESTER	US-2	1.44	EB	RIGHT		15	G	N	N	C	44.59252	-73.18067	232703.27	445954.22
3072	8	COLCHESTER	US-2	1.51	EB	RIGHT		10	G	N	N	C	44.59219	-73.17947	232665.6	446048.92
3073	8	COLCHESTER	US-2	2.17	EB	RIGHT		20	G	N	N	C	44.58948	-73.16705	232356.77	447032.69
3077	8	EDEN	VT-100	4.30	NB	RIGHT		<10	G	N	N	C	44.71367	-72.51922	245939.84	498476.83
3078	8	EDEN	VT-100	5.40	SB	RIGHT		10	G	N	N	C	44.72444	-72.50393	247136.45	499688.88
3079	8	EDEN	VT-100	5.59	NB	RIGHT		<10	G	N	N	C	44.72655	-72.50136	247371.71	499892.23
3080	8	EDEN	VT-100	6.94	NB	RIGHT		15	G	N	N	C	44.73253	-72.47539	248036.42	501949.51
3081	8	EDEN	VT-100	7.04	NB	RIGHT		15	G	N	N	C	44.73281	-72.47362	248066.78	502089.55
3082	8	EDEN	VT-100	7.08	NB	RIGHT		15	G	N	N	C	44.73321	-72.47283	248111.61	502152.35
3083	8	EDEN	VT-100	7.19	SB	RIGHT		10	G	N	N	C	44.73422	-72.47134	248224.35	502270.43
3084	8	EDEN	VT-100	7.37	SB	RIGHT		<10	G	N	N	C	44.73653	-72.47	248481.2	502376.03
3085	8	EDEN	VT-100	7.39	NB	RIGHT		15	G	N	N	C	44.73684	-72.46961	248515.7	502407.15
3086	8	EDEN	VT-100	7.44	NB	RIGHT		<10	G	N	N	C	44.73753	-72.46918	248591.61	502441.12
3087	8	EDEN	VT-100	7.47	NB	RIGHT		<10	G	N	N	C	44.73788	-72.46881	248630.39	502470.19
3088	8	EDEN	VT-100	7.52	NB	RIGHT		<10	G	N	N	C	44.73839	-72.46817	248687.76	502521.23
3089	8	EDEN	VT-100	7.52	SB	RIGHT		<10	G	N	N	C	44.73848	-72.46834	248697.03	502507.35
3090	8	EDEN	VT-100	7.56	NB	RIGHT		10	G	N	N	C	44.73882	-72.46762	248735.38	502564.92
3091	8	EDEN	VT-100	7.56	SB	RIGHT		10	G	N	N	C	44.73885	-72.46784	248738.53	502547.38
3092	8	EDEN	VT-118	0.68	SB	RIGHT		10	G	N	N	C	44.715	-72.55375	246088.95	495741.09
3093	8	EDEN	VT-118	0.70	NB	RIGHT		10	G	N	N	C	44.71525	-72.55361	246116.61	495751.93
3094	8	EDEN	VT-118	1.25	NB	RIGHT		<10	G	N	N	C	44.72212	-72.5596	246880.84	495278.06
3095	8	EDEN	VT-118	1.25	SB	RIGHT		<10	G	N	N	C	44.72207	-72.55977	246874.77	495264.38
3096	8	EDEN	VT-118	1.61	NB	RIGHT		10	G	N	N	C	44.7268	-72.56156	247401.41	495123.42
3097	8	EDEN	VT-118	1.93	NB	RIGHT		<10	G	N	N	C	44.73155	-72.56311	247928.89	495001.06
3098	8	EDEN	VT-118	2.51	NB	RIGHT		10	G	N	N	C	44.73867	-72.56676	248719.81	494712.32
3099	8	EDEN	VT-118	2.58	NB	RIGHT		<10	G	N	N	C	44.73986	-72.56672	248852.33	494715.48
3100	8	EDEN	VT-118	3.10	NB	RIGHT		10	G	N	N	C	44.74658	-72.56822	249599.87	494597.41
3101	8	EDEN	VT-118	3.57	SB	RIGHT		<10	G	N	N	C	44.75161	-72.57447	250158.55	494103.53
3102	8	EDEN	VT-118	3.60	NB	RIGHT		<10	G	N	N	C	44.7521	-72.57491	250212.89	494068.75
3103	8	EDEN	VT-118	3.79	NB	RIGHT		15	G	N	N	C	44.7538	-72.57773	250402.71	493845.29
3104	8	EDEN	VT-118	3.79	SB	RIGHT		10	G	N	N	C	44.75368	-72.57797	250389.3	493825.87
3105	8	EDEN	VT-118	3.86	NB	RIGHT		15	G	N	N	C	44.75459	-72.57861	250490.28	493775.64
3106	8	EDEN	VT-118	4.19	NB	RIGHT		15	G	N	N	C	44.75848	-72.5828	250922.75	493444.27
3107	8	EDEN	VT-118	4.34	NB	RIGHT		10	G	N	N	C	44.76056	-72.58406	251154.39	493344.82
3108	8	EDEN	VT-118	4.38	NB	RIGHT		15	G	N	N	C	44.76094	-72.5842	251196.06	493333.54
3109	8	EDEN	VT-118	4.43	NB	RIGHT		<10	G	N	N	C	44.76179	-72.58427	251291.16	493327.97
3110	8	EDEN	VT-118	4.61	NB	RIGHT		15	G	N	N	C	44.76388	-72.58597	251523.3	493193.92
3112	8	EDEN	VT-118	4.92	SB	RIGHT		20	G	N	N	C	44.76284	-72.59167	251408.47	492742.45
3113	8	EDEN	VT-118	4.99	SB	RIGHT		<10	G	N	N	C	44.76308	-72.59296	251434.39	492640.91
3114	8	EDEN	VT-118	5.24	SB	RIGHT		10	G	N	N	C	44.76478	-72.59768	251624.51	492266.78
3115	8	EDEN	VT-118	5.53	SB	RIGHT		15	G	N	N	C	44.76527	-72.6033	251679.54	491822.59
3116	8	ENOSBURG	VT-108	2.47	SB	RIGHT		10	G	N	N	C	44.87289	-72.79704	263675.7	476528.53
3117	8	ENOSBURG	VT-108	2.77	NB	RIGHT		10	G	N	N	C	44.87694	-72.79491	264125.83	476698.69
3118	8	ENOSBURG	VT-108	3.59	NB	RIGHT		15	M	Y	N	C	44.88741	-72.80265	265291.34	476091.26
3119	8	ENOSBURG	VT-108	3.84	NB	RIGHT		10	G	N	N	C	44.89104	-72.80202	265694.55	476142.08
3120	8	ENOSBURG	VT-108	3.94	NB	RIGHT		<10	G	N	N	C	44.89235	-72.8015	265839.66	476183.83
3121	8	ENOSBURG	VT-108	4.01	SB	RIGHT		<10	G	N	N	C	44.89329	-72.80094	265944.03	476228.53
3122	8	ENOSBURG	VT-108	5.79	SB	RIGHT		<10	G	N	N	C	44.92335	-72.80872	269286.65	475627.19
3123	8	ENOSBURG	VT-118	0.08	NB	RIGHT		<10	G	N	N	C	44.92142	-72.67304	269040.39	486338.51
3124	8	FAIRFAX	VT-104	1.68	SB	RIGHT		<10	G	N	N	C	44.64745	-72.95619	238682.72	463812.2

CUT NO.	DISTRICT	TOWNSHIP	HIGHWAY	MM	TRAVEL DIRECTION	CUT LOCATION	AADT 2004	HEIGHT	DITCH	RECENT ROCKFALL?	WATER/ICE	PRELIM RANKING	LATITUDE	LONGITUDE	NORTHING	EASTING
3125	8	FAIRFAX	VT-104	1.78	SB	RIGHT		<10	G	N	N	C	44.64828	-72.95792	238776.38	463675.31
3126	8	FAIRFAX	VT-104	3.17	SB	RIGHT		15	M	N	N	C	44.64627	-72.98506	238565.07	461521
3127	8	FAIRFAX	VT-104	3.46	SB	RIGHT		10	M	N	N	C	44.64948	-72.98908	238923.01	461204.18
3129	8	FAIRFAX	VT-104	3.60	SB	RIGHT		10	G	N	N	C	44.65049	-72.99028	239035.91	461109.77
3130	8	FAIRFAX	VT-104	6.83	NB	RIGHT		<10	M	N	N	C	44.6823	-73.02886	242590.74	458072.95
3131	8	FAIRFAX	VT-104	7.41	NB	RIGHT		15	L	N	N	C	44.69013	-73.0332	243462.33	457734.31
3132	8	FAIRFAX	VT-104	7.86	NB	RIGHT		20	M	N	N	C	44.69577	-73.03627	244091.39	457495.36
3133	8	FAIRFAX	VT-104	7.91	NB	RIGHT		10	G	N	N	C	44.69634	-73.03674	244154.14	457458.32
3134	8	FAIRFAX	VT-104	8.07	SB	RIGHT		<10	L	N	N	C	44.69879	-73.037	244426.75	457439.21
3135	8	FAIRFAX	VT-104	8.09	NB	RIGHT		10	G	N	N	C	44.6991	-73.03698	244460.86	457441.64
3136	8	FAIRFAX	VT-104	8.24	NB	RIGHT		15	M	Y	N	C	44.70114	-73.03708	244688.01	457434.72
3137	8	FAIRFAX	VT-104	8.31	NB	RIGHT		20	G	Y	N	C	44.70219	-73.03687	244804.4	457452.28
3138	8	FAIRFAX	VT-104	8.32	SB	RIGHT		10	G	N	N	C	44.7022	-73.03703	244805.64	457439.28
3139	8	FAIRFAX	VT-104	9.38	NB	RIGHT		10	M	N	N	C	44.71729	-73.04134	246485.41	457109.41
3140	8	FAIRFAX	VT-104	10.69	NB	RIGHT		<10	G	N	N	C	44.73537	-73.04821	248497.24	456578.56
3141	8	FAIRFAX	VT-104	14.00	NB	RIGHT		<10	G	N	N	C	44.77087	-73.08181	252460.96	453945.12
3142	8	FAIRFAX	VT-104A	0.41	EB	RIGHT		15	G	N	N	C	44.6817	-73.04198	242530.19	457032.15
3143	8	FAIRFAX	VT-104A	0.57	WB	RIGHT		10	L	N	N	C	44.68062	-73.03963	242409.58	457217.49
3150	8	FAIRFIELD	VT-104	0.00	NB	RIGHT		<10	G	N	N	C	44.77262	-73.08171	252655.39	453954.75
3144	8	FAIRFIELD	VT-36	1.18	EB	RIGHT		<10	G	N	N	C	44.78733	-73.00823	254251.4	459781.16
3145	8	FAIRFIELD	VT-36	1.18	WB	RIGHT		<10	G	N	N	C	44.78741	-73.00825	254260.46	459779.44
3146	8	FAIRFIELD	VT-36	5.95	EB	RIGHT		10	G	N	N	C	44.80598	-72.91631	256282.28	467065.52
3148	8	FAIRFIELD	VT-36	8.32	WB	RIGHT		15	M	N	N	C	44.79406	-72.87648	254942.57	470210.91
3149	8	FAIRFIELD	VT-36	9.27	EB	RIGHT		15	M	N	N	C	44.78703	-72.86239	254155.46	471322.34
3152	8	FLETCHER	VT-108	1.45	NB	RIGHT		10	G	N	N	C	44.72127	-72.83052	246837.54	473814.82
3153	8	FLETCHER	VT-108	2.12	NB	RIGHT		50	G	N	N	C	44.73088	-72.82848	247905.25	473980.72
3154	8	FRANKLIN	VT-120	0.20	NB	RIGHT		<10	G	N	N	C	44.9376	-72.89933	270901.8	468480.93
3155	8	FRANKLIN	VT-120	1.68	SB	RIGHT		<10	L	N	N	C	44.95708	-72.90611	273069.51	467957.14
3156	8	FRANKLIN	VT-120	2.71	SB	RIGHT		<10	G	N	N	C	44.97177	-72.91048	274702.95	467619.87
3157	8	FRANKLIN	VT-120	5.64	SB	RIGHT		<10	G	N	N	C	44.98725	-72.88015	276411.87	470020.68
3158	8	FRANKLIN	VT-236	0.60	NB	RIGHT		<10	G	N	N	C	44.9371	-72.86315	270832.99	471336.3
3159	8	FRANKLIN	VT-236	1.24	NB	RIGHT		<10	G	N	N	C	44.946	-72.86406	271822.38	471268.78
3160	8	FRANKLIN	VT-236	2.06	NB	RIGHT		10	G	N	N	C	44.95773	-72.85999	273124.18	471596.23
3161	8	FRANKLIN	VT-236	2.18	NB	RIGHT		<10	G	N	N	C	44.95931	-72.85895	273299.68	471678.9
3168	8	GEORGIA	I-89	105.24	NB	MEDIAN		10	G	N	N	C	44.68778	-73.12672	243254.24	450319.08
3169	8	GEORGIA	I-89	105.55	SB	MEDIAN		<10	G	N	N	C	44.69179	-73.12417	243698.03	450524.71
3170	8	GEORGIA	I-89	105.56	SB	RIGHT		20	G	Y	N	C	44.69196	-73.12429	243717	450515.44
3172	8	GEORGIA	I-89	106.82	NB	MEDIAN		15	M	N	N	C	44.70164	-73.09787	244777.67	452617.87
3173	8	GEORGIA	I-89	107.01	SB	MEDIAN		20	M	N	N	C	44.70186	-73.09766	244801.96	452633.99
3174	8	GEORGIA	I-89	107.01	SB	RIGHT		30	M	Y	N	C	44.70196	-73.0978	244813.18	452623.16
3176	8	GEORGIA	I-89	108.14	SB	MEDIAN		<10	G	N	N	C	44.71517	-73.08591	246273.44	453575.93
3177	8	GEORGIA	I-89	108.19	NB	RIGHT		20	G	Y	N	C	44.71554	-73.08489	246313.78	453657.27
3178	8	GEORGIA	I-89	108.27	NB	MEDIAN		10	G	N	N	C	44.7167	-73.08467	246442.93	453675.94
3179	8	GEORGIA	I-89	108.29	SB	MEDIAN		10	G	N	N	C	44.717	-73.08527	246477.32	453628.47
3180	8	GEORGIA	I-89	108.51	SB	MEDIAN		10	G	N	N	C	44.72008	-73.08424	246818.38	453712.31
3181	8	GEORGIA	I-89	108.96	NB	RIGHT		10	G	Y	N	C	44.72635	-73.08089	247513.7	453983.17
3182	8	GEORGIA	I-89	109.64	SB	MEDIAN		10	G	N	N	C	44.73598	-73.08015	248583.03	454049.37
3183	8	GEORGIA	I-89	109.90	NB	RIGHT		20	G	Y	N	C	44.73958	-73.0794	248982.57	454111.43
3184	8	GEORGIA	I-89	110.09	NB	RIGHT		10	G	N	N	C	44.74252	-73.079	249308.66	454145.48
3185	8	GEORGIA	I-89	110.17	NB	RIGHT		15	G	Y	N	C	44.74378	-73.07889	249448.99	454155.19
3186	8	GEORGIA	I-89	110.28	SB	MEDIAN		10	G	N	N	C	44.74537	-73.07993	249626.57	454073.63
3187	8	GEORGIA	I-89	110.46	NB	RIGHT		15	G	N	N	C	44.74806	-73.07826	249924.43	454208.55
3162	8	GEORGIA	US-7	3.28	SB	RIGHT		<10	M	N	N	C	44.71886	-73.11338	246699.33	451402.81
3163	8	GEORGIA	US-7	4.99	NB	RIGHT		15	L	N	N	C	44.74315	-73.11415	249399.74	451361.89
3164	8	GEORGIA	US-7	5.67	NB	RIGHT		10	G	N	N	C	44.75286	-73.11171	250477.4	451563.16
3165	8	GEORGIA	US-7	6.49	NB	RIGHT		10	L	Y	N	C	44.76455	-73.10895	251774.09	451791.61
3166	8	GEORGIA	US-7	6.94	NB	RIGHT		<10	L	N	N	C	44.77102	-73.10766	252492.59	451899.52
3167	8	GEORGIA	US-7	6.99	NB	RIGHT		<10	M	N	N	C	44.77175	-73.10746	252573.09	451915.66
3188	8	GEORGIA	VT-104A	1.62	WB	RIGHT		25	G	Y	N	C	44.68054	-73.08389	242423.97	453708.88
3189	8	GEORGIA	VT-104A	3.20	EB	RIGHT		<10	G	N	N	C	44.68289	-73.0534	242669.25	456128.01
3190	8	GRAND ISLE	US-2	0.71	WB	RIGHT		10	M	Y	N	C	44.7572	-73.28622	251077.67	437749.94
3191	8	GRAND ISLE	US-2	6.18	WB	RIGHT		<10	G	N	N	C	44.68143	-73.31487	242680.55	435397.5
3192	8	GRAND ISLE	US-2	6.18	EB	RIGHT		<10	L	N	N	C	44.6815	-73.31502	242687.92	435385.72
3193	8	GRAND ISLE	VT-314	1.03	NB	RIGHT		<10	G	N	N	C	44.69248	-73.34796	243935.47	432786.47

CUT NO.	DISTRICT	TOWNSHIP	HIGHWAY	MM	TRAVEL DIRECTION	CUT LOCATION	AADT 2004	HEIGHT	DITCH	RECENT ROCKFALL?	WATER/ICE	PRELIM RANKING	LATITUDE	LONGITUDE	NORTHING	EASTING
3194	8	GRAND ISLE	VT-314	1.73	SB	RIGHT		10	G	N	N	C	44.70184	-73.34553	244973.72	432990.39
3195	8	GRAND ISLE	VT-314	1.73	NB	RIGHT		<10	G	N	N	C	44.7018	-73.3456	244968.76	432984.2
3196	8	GRAND ISLE	VT-314	2.28	NB	RIGHT		<10	G	N	N	C	44.70048	-73.33464	244812.92	433851.62
3213	8	HIGHGATE	I-89	0.14	NB	LEFT		20	G	Y	N	C	45.00827	-73.08376	278843.86	453980.75
3214	8	HIGHGATE	I-89	0.16	NB	RIGHT		20	G	Y	N	C	45.00811	-73.08368	278825.6	453987.14
3218	8	HIGHGATE	I-89	128.76	SB	MEDIAN		<10	G	N	N	C	44.99409	-73.08554	277268.55	453829.21
3219	8	HIGHGATE	I-89	128.78	NB	MEDIAN		<10	G	N	N	C	44.99422	-73.08545	277282.91	453835.84
3221	8	HIGHGATE	I-89	129.31	NB	RIGHT		<10	G	N	N	C	45.00197	-73.08661	278145.1	453751.24
3222	8	HIGHGATE	I-89	129.48	NB	RIGHT		15	G	Y	N	C	45.00439	-73.08637	278413.37	453771.53
3223	8	HIGHGATE	I-89	129.60	SB	RIGHT		<10	G	N	N	C	45.00613	-73.0866	278607.19	453754.71
3224	8	HIGHGATE	I-89	130.03	NB	RIGHT		15	L	Y	N	C	45.01198	-73.08503	279255.87	453883.13
3197	8	HIGHGATE	US-7	1.95	NB	RIGHT		<10	M	Y	N	C	44.96004	-73.10741	273497.89	452076.18
3198	8	HIGHGATE	US-7	2.79	SB	RIGHT		<10	G	N	N	C	44.97203	-73.10485	274827.75	452288.21
3199	8	HIGHGATE	US-7	4.70	SB	RIGHT		15	G	Y	N	C	44.99458	-73.08432	277322.8	453925.76
3200	8	HIGHGATE	US-7	4.87	NB	RIGHT		15	G	N	N	C	44.99621	-73.08176	277502.32	454128.32
3201	8	HIGHGATE	US-7	4.93	NB	RIGHT		10	G	Y	N	C	44.99676	-73.08107	277562.69	454183.49
3202	8	HIGHGATE	US-7	5.02	SB	RIGHT		20	G	N	N	C	44.9976	-73.07954	277654.74	454305.2
3203	8	HIGHGATE	US-7	5.45	NB	RIGHT		<10	G	N	N	C	45.00339	-73.07922	278298.51	454334.85
3204	8	HIGHGATE	US-7	5.58	NB	RIGHT		<10	G	N	N	C	45.00509	-73.07991	278487.68	454281.55
3205	8	HIGHGATE	US-7	5.76	SB	RIGHT		10	G	Y	N	C	45.0071	-73.08244	278712.26	454083.77
3206	8	HIGHGATE	US-7	5.76	NB	RIGHT		10	G	Y	N	C	45.00718	-73.0823	278721.77	454095.02
3207	8	HIGHGATE	US-7	5.84	NB	RIGHT		10	G	Y	N	C	45.00839	-73.08311	278855.82	454031.79
3208	8	HIGHGATE	US-7	5.87	SB	RIGHT		<10	G	N	N	C	45.00858	-73.08361	278877.57	453992.54
3225	8	HIGHGATE	VT-207	0.02	NB	RIGHT		<10	G	N	N	C	44.91235	-73.05856	268170.42	455893.51
3226	8	HIGHGATE	VT-207	0.06	SB	RIGHT		15	L	N	N	C	44.91276	-73.05821	268215.46	455921.55
3209	8	HIGHGATE	VT-78	5.00	WB	RIGHT		10	M	N	N	C	44.94346	-73.01023	271602.04	459731.99
3210	8	HIGHGATE	VT-78	7.28	EB	RIGHT		10	M	N	N	C	44.92599	-72.97535	269643.81	462473.59
3211	8	HIGHGATE	VT-78	7.29	WB	RIGHT		20	L	N	N	C	44.92609	-72.97539	269655.3	462470.2
3212	8	HIGHGATE	VT-78	7.51	WB	RIGHT		<10	M	N	N	C	44.92666	-72.9711	269716.72	462809.06
3227	8	HYDE PARK	VT-100	0.57	NB	RIGHT		<10	G	N	N	C	44.6052	-72.61364	233893.49	490978.55
3231	8	JOHNSON	VT-100C	0.45	NB	RIGHT		<10	G	N	N	C	44.63748	-72.66962	237487.69	486542.34
3232	8	JOHNSON	VT-100C	0.48	NB	RIGHT		15	M	N	N	C	44.63782	-72.66922	237525.88	486574.14
3233	8	JOHNSON	VT-100C	0.89	NB	RIGHT		10	G	N	N	C	44.63998	-72.66183	237764.72	487161
3234	8	JOHNSON	VT-100C	1.57	NB	RIGHT		<10	G	N	N	C	44.64366	-72.65057	238171.3	488055.05
3235	8	JOHNSON	VT-100C	1.59	NB	RIGHT		10	G	N	N	C	44.64396	-72.65013	238204.58	488090.34
3236	8	JOHNSON	VT-100C	1.62	NB	RIGHT		15	L	N	N	C	44.64408	-72.64955	238217.52	488136.49
3228	8	JOHNSON	VT-15	3.53	EB	RIGHT		15	G	N	N	C	44.63615	-72.69004	237343.67	484922.26
3230	8	JOHNSON	VT-15	3.63	WB	RIGHT		15	G	N	N	C	44.63627	-72.68803	237356.19	485081.33
3247	8	MILTON	I-89	99.97	NB	RIGHT		25	G	N	N	C	44.61751	-73.15906	235465.96	447692.74
3248	8	MILTON	I-89	99.97	NB	MEDIAN		20	G	N	N	C	44.61765	-73.15931	235481.33	447672.44
3249	8	MILTON	I-89	100.36	SB	MEDIAN		20	G	N	N	C	44.62353	-73.15775	236134.09	447801.59
3250	8	MILTON	I-89	100.37	SB	RIGHT		20	G	N	N	C	44.62355	-73.15811	236136.72	447773.22
3254	8	MILTON	I-89	102.42	NB	MEDIAN		15	G	Y	N	C	44.648	-73.14027	238841.95	449210.73
3256	8	MILTON	I-89	104.26	NB	MEDIAN		<10	G	N	N	C	44.67381	-73.1315	241704.88	449927.99
3257	8	MILTON	I-89	104.46	NB	RIGHT		10	G	N	N	C	44.67679	-73.12997	242035.41	450051.96
3237	8	MILTON	US-2	3.13	WB	RIGHT		20	G	N	N	C	44.61029	-73.20963	234697.53	443672.07
3239	8	MILTON	US-7	1.24	NB	RIGHT		10	G	N	N	C	44.61163	-73.15414	234809.32	448078.1
3240	8	MILTON	US-7	1.31	NB	RIGHT		15	G	Y	N	C	44.61265	-73.15347	234922.3	448131.73
3241	8	MILTON	US-7	5.03	SB	RIGHT		15	G	Y	N	C	44.63982	-73.11352	237917.17	451325.56
3242	8	MILTON	US-7	5.14	SB	RIGHT		20	G	N	N	C	44.6411	-73.1142	238059.03	451272.68
3244	8	MILTON	US-7	6.41	SB	RIGHT		15	M	N	N	C	44.65895	-73.11235	240042.32	451434.54
3245	8	MILTON	US-7	6.50	SB	RIGHT		25	M	N	N	C	44.66022	-73.11207	240183.16	451457.63
3246	8	MILTON	US-7	7.53	SB	RIGHT		10	M	N	N	C	44.67485	-73.11113	241808.2	451544.64
3258	8	MONTGOMERY	VT-118	0.42	NB	RIGHT		15	G	N	N	C	44.80525	-72.62265	256123.88	490297.06
3259	8	MONTGOMERY	VT-118	0.49	NB	RIGHT		15	G	N	N	C	44.80583	-72.62138	256188.91	490397.63
3260	8	MONTGOMERY	VT-118	0.59	NB	RIGHT		10	G	N	N	C	44.80704	-72.6209	256322.6	490435.69
3261	8	MONTGOMERY	VT-118	1.83	NB	RIGHT		10	G	N	N	C	44.82337	-72.61003	258136.34	491298.27
3263	8	MONTGOMERY	VT-118	2.20	SB	RIGHT		15	G	N	N	C	44.82851	-72.60974	258707.29	491322.09
3264	8	MONTGOMERY	VT-118	4.87	NB	RIGHT		<10	G	N	N	C	44.86639	-72.61044	262916.96	491272.03
3265	8	MONTGOMERY	VT-118	8.45	SB	RIGHT		<10	G	N	N	C	44.90118	-72.64727	266787.94	488369.05
3266	8	MONTGOMERY	VT-118	8.96	NB	RIGHT		<10	G	N	N	C	44.90524	-72.65347	267239.24	487880.23
3267	8	MONTGOMERY	VT-118	9.38	NB	RIGHT		10	G	N	N	C	44.91043	-72.6579	267817.01	487530.86
3268	8	MONTGOMERY	VT-118	9.67	NB	RIGHT		15	G	N	N	C	44.91182	-72.66285	267971.98	487140.95
3270	8	MONTGOMERY	VT-242	0.46	WB	RIGHT		<10	G	N	N	C	44.88248	-72.60298	264704.37	491864.23

CUT NO.	DISTRICT	TOWNSHIP	HIGHWAY	MM	TRAVEL DIRECTION	CUT LOCATION	AADT 2004	HEIGHT	DITCH	RECENT ROCKFALL?	WATER/ICE	PRELIM RANKING	LATITUDE	LONGITUDE	NORTHING	EASTING
3271	8	MONTGOMERY	VT-242	0.56	EB	RIGHT		<10	G	N	N	C	44.88239	-72.6008	264693.43	492036
3272	8	MONTGOMERY	VT-242	0.69	WB	RIGHT		<10	G	N	N	C	44.88246	-72.59841	264701.78	492224.72
3273	8	MONTGOMERY	VT-242	1.70	EB	RIGHT		15	G	N	N	C	44.88274	-72.57821	264730.25	493820.96
3275	8	RICHFORD	VT-105	0.55	WB	RIGHT		<10	G	N	N	C	44.97883	-72.68716	275422.63	485238.08
3276	8	RICHFORD	VT-105	2.19	EB	RIGHT		10	N	N	N	C	44.99009	-72.66913	276671.1	486663.09
3277	8	RICHFORD	VT-105	5.91	EB	RIGHT		10	G	N	Y	C	44.99821	-72.60424	277565.08	491781.42
3278	8	RICHFORD	VT-105	7.18	EB	RIGHT		10	G	N	Y	C	45.00446	-72.58372	278257.13	493399.72
3279	8	RICHFORD	VT-105	8.25	EB	RIGHT		<10	G	N	N	C	44.99409	-72.56882	277103.53	494573.55
3281	8	SHELDON	VT-105	10.04	WB	RIGHT		<10	G	N	N	C	44.90761	-72.83817	267547.38	473294.79
3282	8	SHELDON	VT-105	10.64	WB	RIGHT		<10	G	N	N	C	44.90732	-72.82743	267511.32	474142.38
3283	8	SHELDON	VT-120	0.54	SB	RIGHT		<10	G	N	N	C	44.91808	-72.90325	268734.59	468160.54
3284	8	SHELDON	VT-120	0.68	SB	RIGHT		<10	G	N	N	C	44.91987	-72.90205	268932.47	468256.62
3285	8	SHELDON	VT-120	0.77	SB	RIGHT		10	G	N	N	C	44.92107	-72.90168	269065.67	468286.76
3280	8	SHELDON	VT-78	0.13	EB	RIGHT		15	M	N	N	C	44.92278	-72.96661	269283.54	463161.6
3286	8	SOUTH HERO	US-2	0.12	WB	RIGHT		<10	M	N	N	C	44.67873	-73.31691	242382.23	435232.8
3288	8	SOUTH HERO	US-2	2.13	WB	RIGHT		15	G	N	N	C	44.65136	-73.3167	239340.27	435219.06
3289	8	SOUTH HERO	US-2	4.07	EB	RIGHT		20	G	N	N	C	44.64566	-73.28275	238680.56	437905.65
3290	8	SOUTH HERO	US-2	4.07	WB	RIGHT		10	G	N	N	C	44.64585	-73.28253	238701.19	437923.66
3291	8	SOUTH HERO	US-2	4.24	EB	RIGHT		10	G	N	N	C	44.64372	-73.28069	238464.15	438067.11
3292	8	SOUTH HERO	US-2	5.10	EB	RIGHT		15	G	N	N	C	44.63647	-73.26751	237647.53	439105.05
3293	8	SOUTH HERO	VT-314	1.33	NB	RIGHT		<10	G	N	N	C	44.67544	-73.34231	242037.53	433215.01
3294	8	ST. ALBANS CITY	VT-19 EXT	0.02	EB	RIGHT		25	G	N	N	C	44.80127	-73.0879	255842.26	453487.27
3295	8	ST. ALBANS CITY	VT-19 EXT	0.02	WB	RIGHT		15	G	N	N	C	44.80158	-73.08805	255876.71	453475.84
3296	8	ST. ALBANS CITY	VT-19 EXT	0.05	WB	RIGHT		15	G	N	N	C	44.80106	-73.08668	255818.61	453584.12
3299	8	ST. ALBANS TOWN	I-89	114.88	NB	RIGHT		10	G	Y	N	C	44.81069	-73.06379	256876.29	455402.01
3300	8	ST. ALBANS TOWN	VT-104	1.18	NB	RIGHT		10	G	N	N	C	44.79072	-73.07481	254663.06	454514.64
3297	8	ST. ALBANS TOWN	VT-36	4.09	EB	RIGHT		<10	G	N	N	C	44.79703	-73.0516	255350.91	456356.65
3298	8	ST. ALBANS TOWN	VT-36	4.15	EB	RIGHT		<10	G	N	N	C	44.79641	-73.05088	255282.46	456412.57
3307	8	SWANTON	I-89	118.66	SB	MEDIAN		10	G	N	N	C	44.85727	-73.08229	262061.84	453975.75
3308	8	SWANTON	I-89	119.47	NB	RIGHT		10	G	N	N	C	44.86934	-73.08158	263403.71	454041.66
3309	8	SWANTON	I-89	119.48	NB	MEDIAN		<10	G	N	N	C	44.86932	-73.08183	263401.25	454021.96
3310	8	SWANTON	I-89	119.53	SB	MEDIAN		<10	G	N	N	C	44.86996	-73.08285	263472.36	453941.78
3311	8	SWANTON	I-89	119.58	NB	RIGHT		<10	G	N	N	C	44.87101	-73.08182	263589.32	454024.34
3312	8	SWANTON	I-89	119.60	SB	RIGHT		15	G	Y	N	C	44.871	-73.08313	263588.19	453920.51
3313	8	SWANTON	I-89	119.64	SB	MEDIAN		10	G	N	N	C	44.87157	-73.08298	263651.79	453932.97
3314	8	SWANTON	I-89	119.70	NB	RIGHT		<10	G	N	N	C	44.8727	-73.08206	263776.48	454006.93
3315	8	SWANTON	I-89	119.72	SB	RIGHT		15	G	Y	N	C	44.87269	-73.08323	263776.46	453914.35
3316	8	SWANTON	I-89	119.73	NB	MEDIAN		10	G	N	N	C	44.87309	-73.08236	263820.12	453982.81
3317	8	SWANTON	I-89	119.77	NB	RIGHT		<10	G	Y	N	C	44.87379	-73.08227	263898.38	453990.75
3318	8	SWANTON	I-89	119.97	SB	RIGHT		10	G	N	N	C	44.87631	-73.08364	264178.89	453884.42
3319	8	SWANTON	I-89	120.18	SB	MEDIAN		10	G	N	N	C	44.87925	-73.08421	264506.12	453841.65
3320	8	SWANTON	I-89	120.18	SB	RIGHT		10	G	Y	N	C	44.87917	-73.0844	264496.95	453826.86
3321	8	SWANTON	I-89	120.54	NB	MEDIAN		10	G	N	N	C	44.88463	-73.08499	265104.7	453784.28
3322	8	SWANTON	I-89	121.06	SB	MEDIAN		10	G	N	N	C	44.89172	-73.08801	265893.45	453551.91
3323	8	SWANTON	I-89	121.06	SB	RIGHT		15	G	Y	N	C	44.89161	-73.08816	265881.8	453540.01
3324	8	SWANTON	I-89	121.59	SB	MEDIAN		10	G	N	N	C	44.89838	-73.09295	266637.26	453166.97
3325	8	SWANTON	I-89	121.65	NB	RIGHT		20	G	N	N	C	44.89959	-73.0929	266771.5	453171.78
3328	8	SWANTON	I-89	121.75	SB	RIGHT		<10	G	Y	N	C	44.90051	-73.09478	266875.01	453024.21
3330	8	SWANTON	I-89	121.93	NB	RIGHT		15	M	Y	N	C	44.90313	-73.0956	267166.65	452961.36
3332	8	SWANTON	I-89	122.04	NB	MEDIAN		20	G	N	N	C	44.90452	-73.09682	267321.55	452866.42
3333	8	SWANTON	I-89	122.06	SB	MEDIAN		15	G	N	N	C	44.90448	-73.0971	267316.76	452844.17
3301	8	SWANTON	US-7	1.24	NB	RIGHT		15	G	Y	N	C	44.86546	-73.09814	262982.07	452729.71
3302	8	SWANTON	US-7	1.32	NB	RIGHT		15	M	Y	N	C	44.86661	-73.09828	263109.55	452720.07
3303	8	SWANTON	US-7	1.42	NB	RIGHT		<10	G	Y	N	C	44.86794	-73.09819	263256.88	452728.19
3304	8	SWANTON	US-7	1.46	NB	RIGHT		<10	G	Y	N	C	44.86856	-73.09815	263326.12	452731.57
3305	8	SWANTON	US-7	2.12	NB	RIGHT		15	G	N	N	C	44.8781	-73.09839	264386.48	452720.95
3306	8	SWANTON	US-7	3.83	NB	RIGHT		15	G	N	N	C	44.90036	-73.09615	266858.58	452915.72
3334	8	SWANTON	VT-207	1.15	SB	RIGHT		<10	G	N	N	C	44.86179	-73.07482	262560.74	454570.01
3335	8	SWANTON	VT-207	1.30	SB	RIGHT		<10	G	N	N	C	44.86396	-73.07506	262801.46	454552.6
3336	8	SWANTON	VT-207	1.59	SB	RIGHT		<10	G	N	N	C	44.86808	-73.07555	263260.38	454517.06
3337	8	SWANTON	VT-207	2.60	SB	RIGHT		10	M	N	N	C	44.88176	-73.06888	264775.82	455055.27
3338	8	SWANTON	VT-207	2.76	NB	RIGHT		<10	G	N	N	C	44.88391	-73.06794	265014.4	455130.84
3339	8	SWANTON	VT-207	2.87	SB	RIGHT		<10	G	N	N	C	44.8855	-73.06729	265190.64	455183.48
3340	8	SWANTON	VT-207	3.33	NB	RIGHT		10	M	N	N	C	44.89172	-73.06746	265882.13	455174.62

CUT NO.	DISTRICT	TOWNSHIP	HIGHWAY	MM	TRAVEL DIRECTION	CUT LOCATION	AADT 2004	HEIGHT	DITCH	RECENT ROCKFALL?	WATER/ICE	PRELIM RANKING	LATITUDE	LONGITUDE	NORTHING	EASTING
3341	8	SWANTON	VT-207	3.37	NB	RIGHT		10	M	N	N	C	44.89259	-73.06737	265979.33	455182.79
3342	8	SWANTON	VT-207	3.37	SB	RIGHT		<10	G	N	N	C	44.89246	-73.06753	265964.71	455170.34
3343	8	SWANTON	VT-207	4.27	NB	RIGHT		<10	G	N	N	C	44.90544	-73.06371	267404.59	455481.7
3344	8	SWANTON	VT-207	4.46	SB	RIGHT		<10	M	N	N	C	44.90788	-73.06211	267675.54	455609.87
3345	8	UNDERHILL	VT-15	3.97	WB	RIGHT		<10	G	N	N	C	44.58098	-72.94112	231290.07	464967.4
3347	8	UNDERHILL	VT-15	4.63	WB	RIGHT		<10	G	N	N	C	44.59008	-72.93835	232300.39	465193.5
3349	8	UNDERHILL	VT-15	4.90	WB	RIGHT		10	M	N	N	C	44.59384	-72.93767	232718.05	465249.78
3350	8	UNDERHILL	VT-15	4.90	EB	RIGHT		<10	M	N	N	C	44.59393	-72.93753	232727.12	465260.88
3351	8	WATERVILLE	VT-109	3.20	SB	RIGHT		<10	G	N	N	C	44.72383	-72.74926	247098.92	480252.97
3352	8	WATERVILLE	VT-109	4.06	SB	RIGHT		10	G	N	N	C	44.73534	-72.74476	248376.76	480613.65
3353	8	WESTFIELD	VT-242	2.76	WB	RIGHT		30	G	N	N	C	44.91591	-72.50147	268413.47	499883.81
3357	8	WESTFORD	VT-128	0.36	SB	RIGHT		<10	N	N	N	C	44.5637	-73.0245	229408.75	458333.27
3358	8	WESTFORD	VT-128	1.36	NB	RIGHT		15	G	N	N	C	44.57791	-73.01937	230985.05	458751.41
3359	8	WESTFORD	VT-128	1.54	SB	RIGHT		15	G	N	N	C	44.58037	-73.01834	231258.65	458834.59
3361	8	WESTFORD	VT-128	1.68	NB	RIGHT		10	G	N	N	C	44.58222	-73.01706	231463.18	458937.34
3362	8	WESTFORD	VT-128	1.87	NB	RIGHT		<10	G	N	N	C	44.58452	-73.01599	231718.32	459024.54
3363	8	WESTFORD	VT-128	1.88	SB	RIGHT		10	G	N	N	C	44.58454	-73.01618	231720.25	459009.06
3364	8	WESTFORD	VT-128	1.97	SB	RIGHT		<10	G	N	N	C	44.58617	-73.01555	231901.07	459060.39
3365	8	WESTFORD	VT-128	2.44	SB	RIGHT		<10	G	N	N	C	44.59273	-73.01282	232629.42	459281.74
3354	8	WESTFORD	VT-15	0.06	WB	RIGHT		<10	M	N	N	C	44.59546	-72.93774	232897.62	465244.97
3355	8	WESTFORD	VT-15	0.11	WB	RIGHT		10	L	N	N	C	44.59619	-72.93759	232978.58	465256.83
3356	8	WESTFORD	VT-15	2.12	WB	RIGHT		<10	G	N	N	C	44.62354	-72.92366	236012.13	466378.74
147	9	COVENTRY	US-5	3.35	SB	RIGHT	2900	25	L	N	N	A	44.90368	-72.24269	267087.15	520321.52
149	9	JAY	VT-105	3.66	WB	RIGHT	620	25	G	Y	N	A	44.98802	-72.50324	276426.66	499744.85
150	9	WESTMORE	VT-5A	1.84	NB	RIGHT	860	?	G	Y	N	A	44.72101	-72.03089	246862.43	537165.91
148	9	JAY	VT-105	3.24	EB	RIGHT	620	20	G	Y	Y	A	44.9826	-72.5067	275824.98	499471.34
156	9	WESTMORE	VT-5A	3.33	NB	RIGHT	860	45	L	Y	Y	A	44.73946	-72.04649	248905.67	535918.12
145	9	BLOOMFIELD	VT-102	5.73	SB	RIGHT	380	40	G	Y	Y		44.81232	-71.57673	257317.36	573031.86
146	9	BRUNSWICK	VT-102	1.07	SB	RIGHT	460	50	G	Y	N	A	44.6765	-71.59473	242208.32	571775.39
151	9	WESTMORE	VT-5A	2.01	NB	RIGHT	860	?	G	Y	N		44.723	-72.0324	247083.22	537044.29
152	9	WESTMORE	VT-5A	2.06	NB	RIGHT	860	?	G	Y	N		44.72355	-72.03319	247143.92	536982
153	9	WESTMORE	VT-5A	2.22	NB	RIGHT	860	20	N	Y	N		44.72559	-72.03496	247369.58	536840.01
154	9	WESTMORE	VT-5A	2.31	NB	RIGHT	860	?	G	N	N		44.72656	-72.03587	247477.32	536767.17
155	9	WESTMORE	VT-5A	2.87	NB	RIGHT	860	50	G	Y	N		44.73346	-72.04219	248241.23	536262.29
3382	9	BARTON	I-91	156.76	SB	RIGHT		35	G	Y	N	B	44.74547	-72.19055	249520.43	524505.79
3404	9	BRUNSWICK	VT-102	1.13	SB	RIGHT		40	G	N	N	B	44.67684	-71.59568	242244.99	571699.55
3418	9	CANAAN	VT-114	5.41	NB	RIGHT		20	G	Y	N	B	45.00921	-71.58746	279187.44	571937.13
3469	9	COVENTRY	I-91	167.10	NB	RIGHT		25	G	Y	N	B	44.88097	-72.17121	264583.93	525976.59
3445	9	COVENTRY	US-5	3.78	SB	RIGHT		30	G	N	N	B	44.90896	-72.24013	267674.79	520521.23
3446	9	COVENTRY	US-5	3.84	SB	RIGHT		30	M	N	N	B	44.9101	-72.2395	267801.1	520570.95
3453	9	COVENTRY	VT-14	0.34	WB	RIGHT		25	L	N	N	B	44.86968	-72.26372	263303.5	518671.8
3505	9	DERBY	I-91	176.01	NB	RIGHT		20	G	Y	N	B	44.99002	-72.10296	276726.29	531309.93
3508	9	DERBY	I-91	176.36	NB	RIGHT		20	G	Y	N	B	44.99501	-72.1015	277281.23	531421.81
3513	9	DERBY	I-91		NB	INT. 27 RAMP A RIGHT		20	G	Y	N	B	44.92334	-72.17112	269292.15	525964.56
3546	9	HARDWICK	VT-14	4.40	NB	RIGHT		15	G	N	N	B	44.55713	-72.36874	228553.5	510428.51
3562	9	IRASBURG	VT-58	2.25	WB	RIGHT		20	G	Y	N	B	44.81502	-72.31483	257218.99	514646.32
3563	9	IRASBURG	VT-58	2.27	EB	RIGHT		18	G	N	N	B	44.81499	-72.31445	257216.06	514676.38
3570	9	JAY	VT-105	0.42	EB	RIGHT		20	G	N	N	B	44.98545	-72.54096	276142.37	496769.43
3579	9	JAY	VT-105	2.67	EB	RIGHT		15	G	N	N	B	44.98079	-72.51719	275623.53	498643.86
3585	9	JAY	VT-105	3.31	EB	RIGHT		25	G	Y	N	B	44.9835	-72.50617	275924.76	499513.17
3587	9	JAY	VT-105	3.64	EB	RIGHT		15	G	N	N	B	44.98778	-72.50305	276400.6	499759.51
3588	9	JAY	VT-105	3.80	WB	RIGHT		20	G	Y	N	B	44.99003	-72.50267	276650.45	499789.43
3631	9	SHEFFIELD	I-91	152.72	SB	RIGHT		40	G	Y	N	B	44.7016	-72.14746	244658.76	527939.96
3653	9	WESTMORE	VT-5A	2.45	NB	RIGHT		?	G	N	N	B	44.72832	-72.03736	247672.42	536648.39
3654	9	WESTMORE	VT-5A	2.57	NB	RIGHT		25	G	N	N	B	44.72975	-72.03879	247830.66	536533.93
3656	9	WESTMORE	VT-5A	2.98	NB	RIGHT		?	G	N	N	B	44.73469	-72.04328	248377.52	536175.34
3657	9	WESTMORE	VT-5A	3.07	NB	RIGHT		?	L	N	N	B	44.73591	-72.0443	248512.16	536094.17
3663	9	WESTMORE	VT-5A	6.56	NB	RIGHT		15	N	N	N	B	44.7799	-72.06792	253390.46	534196.87
3390	9	BARTON	I-91	161.19	NB	RIGHT		30	G	N	N	B-	44.8035	-72.21324	255962.12	522686.12
3391	9	BARTON	I-91	161.20	NB	MEDIAN		30	G	N	N	B-	44.80365	-72.21358	255978.97	522659.83
3393	9	BARTON	I-91	161.25	SB	RIGHT		35	G	N	N	B-	44.80427	-72.21393	256047.4	522631.54
3454	9	COVENTRY	I-91	165.70	NB	RIGHT		20	G	Y	N	B-	44.86338	-72.18537	262624.35	524865.56
3470	9	COVENTRY	I-91	167.12	NB	MEDIAN		20	G	Y	N	B-	44.88105	-72.17155	264592.85	525950.23
3444	9	COVENTRY	US-5	3.65	SB	RIGHT		15	G	N	N	B-	44.90775	-72.24112	267540.04	520444.14

CUT NO.	DISTRICT	TOWNSHIP	HIGHWAY	MM	TRAVEL DIRECTION	CUT LOCATION	AADT 2004	HEIGHT	DITCH	RECENT ROCKFALL?	WATER/ICE	PRELIM RANKING	LATITUDE	LONGITUDE	NORTHING	EASTING
3474	9	CRAFTSBURY	VT-14	1.38	SB	RIGHT		15	M	Y	N	B-	44.62349	-72.37052	235926.85	510275.03
3477	9	CRAFTSBURY	VT-14	5.78	NB	RIGHT		10	G	N	N	B-	44.67383	-72.40471	241517.21	507555.6
3484	9	DERBY	I-91	168.34	SB	MEDIAN		20	G	Y	N	B-	44.89909	-72.17618	266595.98	525576.13
3494	9	DERBY	I-91	170.92	NB	RIGHT		45	G	Y	N	B-	44.93425	-72.16643	270506.52	526330.11
3495	9	DERBY	I-91	170.93	NB	MEDIAN		20	G	N	N	B-	44.93443	-72.16667	270526.01	526310.7
3605	9	LOWELL	VT-100	6.87	NB	RIGHT		25	G	Y	N	B-	44.83268	-72.43228	259166.67	505354.59
244	9	CANAAN	VT-114	5.43	SB	RIGHT	960	20	L	Y	N	B+	45.00916	-71.58744	279182.15	571938.77
245	9	DERBY	I-91	173.23	NB	RIGHT	3500	30	M	Y	N	B+	44.96326	-72.14568	273736.25	527953.63
247	9	IRASBURG	I-91	162.95	SB	RIGHT	5700	25	G	Y	N	B+	44.82768	-72.20306	258651.79	523481.66
246	9	IRASBURG	VT-58	6.48	WB	RIGHT	2300	30	M	N	N	B+	44.80887	-72.2167	256557.54	522411.04
248	9	JAY	VT-105	2.12	EB	RIGHT	620	20	G	N	Y	B+	44.97342	-72.52108	274805.35	498337.27
249	9	JAY	VT-105	3.92	WB	RIGHT	620	20	G	Y	N	B+	44.99078	-72.50027	276734.13	499979.05
250	9	WESTMORE	VT-5A	3.14	NB	RIGHT	860	30	L	N	Y	B+	44.73692	-72.04497	248624.65	536039.99
251	9	WESTMORE	VT-5A	5.44	NB	RIGHT	860	15	N	Y	N	B+	44.76871	-72.05301	252153.04	535383.87
3380	9	BARTON	I-91	154.40	NB	RIGHT		15	G	N	N	C	44.71507	-72.17339	246147.75	525878.94
3381	9	BARTON	I-91	154.53	NB	RIGHT		15	G	N	N	C	44.71668	-72.17453	246326.35	525787.63
3383	9	BARTON	I-91	156.85	SB	RIGHT		20	G	Y	N	C	44.7468	-72.19054	249667.77	524506.67
3384	9	BARTON	I-91	159.09	NB	MEDIAN		20	G	Y	N	C	44.77305	-72.21432	252578.1	522613.2
3385	9	BARTON	I-91	159.10	SB	RIGHT		30	G	N	Y	C	44.77316	-72.21507	252590.07	522553.89
3386	9	BARTON	I-91	159.10	SB	MEDIAN		20	G	N	N	C	44.77323	-72.2148	252598.26	522575.09
3387	9	BARTON	I-91	159.12	NB	RIGHT		25	G	N	N	C	44.77354	-72.2141	252632.47	522630.3
3388	9	BARTON	I-91	160.51	NB	RIGHT		15	G	N	N	C	44.79374	-72.21541	254877.06	522518.36
3389	9	BARTON	I-91	160.52	NB	MEDIAN		10	G	N	N	C	44.79379	-72.21574	254882.12	522492.19
3392	9	BARTON	I-91	161.24	SB	MEDIAN		20	G	N	N	C	44.80411	-72.21366	256030.26	522652.87
3394	9	BARTON	I-91		NB	INT. 26 RAMP C RIGHT		10	G	N	N	C	44.80768	-72.20941	256427.85	522988.1
3366	9	BARTON	US-5	1.13	NB	RIGHT		8	G	N	N	C	44.70665	-72.11568	245231.76	530455.58
3367	9	BARTON	US-5	1.61	NB	RIGHT		5	G	N	N	C	44.71164	-72.1224	245783.55	529920.36
3368	9	BARTON	US-5	6.44	NB	RIGHT		8	N	N	N	C	44.75798	-72.191	250909.88	524465.45
3369	9	BARTON	US-5	6.93	SB	RIGHT		15	G	N	N	C	44.76177	-72.1987	251329.78	523854.02
3370	9	BARTON	US-5	7.30	NB	RIGHT		10	G	N	N	C	44.76411	-72.20427	251587.41	523412.12
3371	9	BARTON	US-5	7.72	SB	RIGHT		4	G	N	N	C	44.76957	-72.20734	252193.56	523166.67
3372	9	BARTON	US-5	9.41	SB	RIGHT		8	N	N	N	C	44.7933	-72.21317	254829.37	522696.02
3373	9	BARTON	US-5	10.18	SB	RIGHT		6	G	N	N	C	44.80351	-72.20878	255964.4	523039.13
3374	9	BARTON	US-5	10.27	SB	RIGHT		6	G	N	N	C	44.80474	-72.20827	256101.11	523078.91
3375	9	BARTON	US-5	10.45	SB	RIGHT		10	G	N	N	C	44.80701	-72.20772	256354.17	523121.83
3376	9	BARTON	VT-58	10.48	WB	RIGHT		12	G	N	N	C	44.80781	-72.20787	256443.1	523109.68
3377	9	BARTON	VT-58	10.49	WB	RIGHT		10	G	N	N	C	44.80766	-72.20821	256425.57	523083.08
3378	9	BARTON	VT-58	10.59	WB	RIGHT		6	G	N	N	C	44.8069	-72.20986	256340.74	522952.86
3379	9	BARTON	VT-58	10.59	WB	RIGHT		10	G	N	N	C	44.80683	-72.20992	256333.8	522947.93
3395	9	BLOOMFIELD	VT-102	2.04	SB	RIGHT		6	G	N	N	C	44.76909	-71.60662	252487.29	570719.69
3396	9	BLOOMFIELD	VT-102	3.87	SB	RIGHT		3	G	N	N	C	44.78793	-71.58217	254601.52	572631.89
3397	9	BLOOMFIELD	VT-105	3.52	WB	RIGHT		10	G	N	N	C	44.75976	-71.64233	251419.87	567904.34
3398	9	BRIGHTON	VT-105	5.20	EB	RIGHT		12	G	N	N	C	44.8156	-71.86573	257462.69	550168.43
3399	9	BRIGHTON	VT-105	6.59	WB	RIGHT		10	G	N	N	C	44.8032	-71.84547	256097.29	551782.31
3400	9	BRIGHTON	VT-105	7.41	WB	RIGHT		10	G	N	N	C	44.79375	-71.83589	255053.68	552548.62
3401	9	BRIGHTON	VT-114	0.95	SB	RIGHT		6	G	N	N	C	44.75266	-71.88901	250454.83	548379.67
3402	9	BROWNINGTON	VT-5A	1.35	SB	RIGHT		6	G	N	N	C	44.80446	-72.08487	256112.74	532841.81
3403	9	BRUNSWICK	VT-102	0.25	SB	RIGHT		10	G	N	N	C	44.66564	-71.59301	241002.58	571925.48
3405	9	BRUNSWICK	VT-102	6.68	SB	RIGHT		6	G	N	N	C	44.7438	-71.63098	249655.62	568821.61
3406	9	CANAAN	VT-102	2.68	SB	RIGHT		6	G	N	N	C	44.94525	-71.52632	272135.19	576842.32
3407	9	CANAAN	VT-102	4.61	SB	RIGHT		5	G	N	N	C	44.97066	-71.52747	274958.17	576717.46
3408	9	CANAAN	VT-102	4.91	SB	RIGHT		6	G	N	N	C	44.9724	-71.53265	275146.25	576306.62
3409	9	CANAAN	VT-114	0.33	SB	RIGHT		5	G	N	N	C	45.00545	-71.68641	278686.17	564140.8
3410	9	CANAAN	VT-114	0.75	SB	RIGHT		6	G	N	N	C	45.00194	-71.52565	278436.22	576818.84
3411	9	CANAAN	VT-114	1.07	NB	RIGHT		10	G	N	N	C	45.00597	-71.67166	278755.6	565302.61
3412	9	CANAAN	VT-114	1.17	NB	RIGHT		5	G	N	N	C	45.00623	-71.66969	278785.8	565457.53
3413	9	CANAAN	VT-114	1.62	SB	RIGHT		8	G	N	N	C	45.0058	-71.66039	278745.67	566191.38
3414	9	CANAAN	VT-114	1.68	NB	RIGHT		8	G	N	N	C	45.00572	-71.65919	278738.47	566285.93
3415	9	CANAAN	VT-114	2.33	SB	RIGHT		5	G	N	N	C	45.00605	-71.64591	278786.24	567332.88
3416	9	CANAAN	VT-114	3.38	NB	RIGHT		10	G	N	N	C	45.01046	-71.62592	279293.02	568903.68
3417	9	CANAAN	VT-114	3.44	NB	RIGHT		8	G	N	N	C	45.01042	-71.62494	279288.54	568981.07
3419	9	CANAAN	VT-114	5.62	NB	RIGHT		8	M	N	N	C	45.00954	-71.58273	279228.16	572309.4
3420	9	CANAAN	VT-114	5.97	NB	RIGHT		6	G	N	N	C	45.00893	-71.57604	279166.79	572837.52
3421	9	CANAAN	VT-114	6.26	NB	RIGHT		8	G	N	N	C	45.00897	-71.57012	279176.3	573303.94

CUT NO.	DISTRICT	TOWNSHIP	HIGHWAY	MM	TRAVEL DIRECTION	CUT LOCATION	AADT 2004	HEIGHT	DITCH	RECENT ROCKFALL?	WATER/ICE	PRELIM RANKING	LATITUDE	LONGITUDE	NORTHING	EASTING
3422	9	CANAAN	VT-114	6.49	NB	RIGHT		10	G	N	N	C	45.0097	-71.56578	279261.04	573645.2
3423	9	CHARLESTON	VT-105	3.05	WB	RIGHT		5	M	N	N	C	44.87238	-72.05038	263675.04	535528.53
3424	9	CHARLESTON	VT-105	3.17	WB	RIGHT		10	G	N	N	C	44.87079	-72.04942	263498.22	535605.06
3425	9	CHARLESTON	VT-105	3.58	WB	RIGHT		15	G	N	N	C	44.86594	-72.04453	262961.84	535994.77
3426	9	CHARLESTON	VT-105	5.94	WB	RIGHT		10	N	N	N	C	44.84337	-72.01096	260469.57	538662.41
3427	9	CHARLESTON	VT-105	6.82	WB	RIGHT		6	N	N	N	C	44.83864	-71.99427	259952.14	539985.39
3428	9	CHARLESTON	VT-105	7.21	WB	RIGHT		6	G	N	N	C	44.83788	-71.9868	259870.34	540576.8
3429	9	CHARLESTON	VT-105	7.38	WB	RIGHT		6	G	N	N	C	44.83667	-71.98397	259737.41	540801.46
3430	9	CHARLESTON	VT-105	8.05	WB	RIGHT		10	L	N	N	C	44.82906	-71.97639	258895.56	541405.81
3431	9	CHARLESTON	VT-5A	1.25	SB	RIGHT		4	G	N	N	C	44.85116	-72.05484	261315.04	535189.29
3432	9	CHARLESTON	VT-5A	1.66	SB	RIGHT		8	G	N	N	C	44.89109	-72.05655	265751.91	535029.28
3433	9	CHARLESTON	VT-5A	1.67	SB	RIGHT		4	G	N	N	C	44.85715	-72.05185	261981.61	535421.7
3434	9	CHARLESTON	VT-5A	1.85	NB	RIGHT		4	L	N	N	C	44.88836	-72.05668	265447.52	535020.93
3435	9	CHARLESTON	VT-5A	1.94	SB	RIGHT		6	N	N	N	C	44.88715	-72.05669	265313.54	535021.1
3436	9	CHARLESTON	VT-5A	2.04	SB	RIGHT		6	G	N	N	C	44.86195	-72.05198	262514.88	535408.54
3437	9	CHARLESTON	VT-5A	2.28	SB	RIGHT		8	G	N	N	C	44.8648	-72.05468	262830.8	535193.33
3455	9	COVENTRY	I-91	165.72	SB	RIGHT		<10	G	N	N	C	44.86412	-72.18596	262706.29	524818.29
3456	9	COVENTRY	I-91	165.72	NB	MEDIAN		10	G	N	N	C	44.86378	-72.18533	262668.67	524868.29
3457	9	COVENTRY	I-91	165.75	SB	MEDIAN		15	G	N	N	C	44.8644	-72.18538	262737.44	524864.64
3458	9	COVENTRY	I-91	165.76	SB	RIGHT		<10	G	N	N	C	44.86479	-72.18526	262780.9	524874.04
3459	9	COVENTRY	I-91	166.31	SB	MEDIAN		<10	G	N	N	C	44.87117	-72.17864	263492.01	525393.79
3460	9	COVENTRY	I-91	166.59	SB	MEDIAN		<10	G	N	N	C	44.87448	-72.17545	263861.25	525644.96
3461	9	COVENTRY	I-91	166.59	NB	RIGHT		10	G	N	N	C	44.87394	-72.17495	263801.17	525684.62
3462	9	COVENTRY	I-91	166.61	NB	MEDIAN		10	G	N	N	C	44.87439	-72.17495	263851.26	525684.19
3463	9	COVENTRY	I-91	166.73	SB	MEDIAN		10	G	N	N	C	44.87636	-72.17424	264070.14	525739.5
3464	9	COVENTRY	I-91	166.73	NB	MEDIAN		10	G	N	N	C	44.87595	-72.17388	264025.28	525767.9
3465	9	COVENTRY	I-91	166.74	SB	RIGHT		<10	G	N	N	C	44.87647	-72.17455	264082.78	525714.89
3466	9	COVENTRY	I-91	166.84	NB	MEDIAN		10	G	N	N	C	44.87726	-72.17306	264171.05	525832.05
3467	9	COVENTRY	I-91	167.07	SB	RIGHT		15	G	N	N	C	44.88094	-72.17282	264579.96	525849.64
3468	9	COVENTRY	I-91	167.09	SB	MEDIAN		15	G	N	N	C	44.88142	-72.17242	264633.48	525880.95
3438	9	COVENTRY	US-5	2.09	SB	RIGHT		15	L	N	N	C	44.88596	-72.24828	265116.48	519885.56
3439	9	COVENTRY	US-5	2.23	SB	RIGHT		10	L	N	N	C	44.88798	-72.24752	265341.44	519945.24
3440	9	COVENTRY	US-5	2.36	SB	RIGHT		10	L	N	N	C	44.88979	-72.24638	265542.5	520034.87
3441	9	COVENTRY	US-5	2.69	SB	RIGHT		20	G	N	N	C	44.89423	-72.24547	266036.3	520105.24
3442	9	COVENTRY	US-5	2.76	SB	RIGHT		10	G	N	N	C	44.89534	-72.24534	266159.41	520115.21
3443	9	COVENTRY	US-5	2.90	SB	RIGHT		15	G	N	N	C	44.89733	-72.24498	266380.84	520142.34
3447	9	COVENTRY	US-5	4.03	SB	RIGHT		10	G	N	N	C	44.91291	-72.23889	268113.49	520618.43
3448	9	COVENTRY	US-5	4.32	SB	RIGHT		15	L	N	N	C	44.91665	-72.23616	268529.44	520832
3449	9	COVENTRY	US-5	4.52	SB	RIGHT		15	G	N	N	C	44.91893	-72.23367	268783.98	521028.18
3450	9	COVENTRY	US-5	4.70	NB	RIGHT		10	G	N	N	C	44.92103	-72.23155	269017.86	521194.56
3451	9	COVENTRY	US-5	4.79	SB	RIGHT		10	M	N	N	C	44.9222	-72.23073	269147.68	521259.26
3452	9	COVENTRY	US-5	4.85	SB	RIGHT		5	G	N	N	C	44.92302	-72.22991	269239.67	521323.85
3471	9	CRAFTSBURY	VT-14	0.27	SB	RIGHT		5	G	N	N	C	44.61009	-72.35973	234439.54	511134.59
3472	9	CRAFTSBURY	VT-14	0.41	SB	RIGHT		8	G	N	N	C	44.61206	-72.36017	234658.25	511098.71
3473	9	CRAFTSBURY	VT-14	0.59	SB	RIGHT		10	G	N	N	C	44.61431	-72.36182	234908.15	510967.82
3475	9	CRAFTSBURY	VT-14	1.87	SB	RIGHT		6	G	N	N	C	44.62636	-72.37969	236244.73	509547.39
3476	9	CRAFTSBURY	VT-14	4.97	NB	RIGHT		5	G	N	N	C	44.66225	-72.4033	240231.19	507669.06
3478	9	CRAFTSBURY	VT-14	6.15	SB	RIGHT		25	G	N	N	C	44.67926	-72.40458	242120.35	507565.22
3479	9	CRAFTSBURY	VT-14	7.33	SB	RIGHT		6	G	N	N	C	44.69457	-72.39581	243823.19	508258.13
3483	9	DERBY	I-91	168.29	SB	RIGHT		20	G	Y	N	C	44.8984	-72.1762	266519.12	525574.59
3485	9	DERBY	I-91	169.75	NB	RIGHT		10	G	N	N	C	44.91862	-72.17422	268766.84	525722
3486	9	DERBY	I-91	169.75	SB	MEDIAN		10	G	N	N	C	44.91904	-72.17509	268813.56	525653.07
3487	9	DERBY	I-91	169.78	SB	RIGHT		<10	G	N	N	C	44.91931	-72.17524	268843.46	525641.29
3488	9	DERBY	I-91	169.80	NB	MEDIAN		10	G	N	N	C	44.9193	-72.17429	268842.47	525716.11
3489	9	DERBY	I-91	169.85	SB	MEDIAN		10	G	Y	N	C	44.92025	-72.17453	268947.94	525696.99
3490	9	DERBY	I-91	169.88	NB	MEDIAN		10	G	N	N	C	44.92037	-72.17379	268961.72	525755.07
3491	9	DERBY	I-91	169.95	NB	MEDIAN		10	G	N	N	C	44.92136	-72.17331	269071.25	525792.55
3492	9	DERBY	I-91	170.01	NB	RIGHT		15	G	N	N	C	44.92185	-72.1728	269125.85	525832.9
3493	9	DERBY	I-91	170.20	SB	MEDIAN		<10	G	N	N	C	44.92485	-72.17231	269459.91	525869.83
3496	9	DERBY	I-91	170.96	SB	MEDIAN		20	G	N	N	C	44.93522	-72.16677	270613.48	526302.56
3497	9	DERBY	I-91	172.79	SB	MEDIAN		10	G	N	N	C	44.95842	-72.14901	273197.32	527693.31
3498	9	DERBY	I-91	172.90	NB	RIGHT		<10	G	N	N	C	44.95872	-72.14828	273231.33	527750.99
3499	9	DERBY	I-91	173.21	SB	RIGHT		20	G	N	N	C	44.96402	-72.14568	273821.14	527953.14
3500	9	DERBY	I-91	173.98	NB	RIGHT		20	G	N	N	C	44.97046	-72.13367	274541.08	528897.77

CUT NO.	DISTRICT	TOWNSHIP	HIGHWAY	MM	TRAVEL DIRECTION	CUT LOCATION	AADT 2004	HEIGHT	DITCH	RECENT ROCKFALL?	WATER/ICE	PRELIM RANKING	LATITUDE	LONGITUDE	NORTHING	EASTING
3501	9	DERBY	I-91	174.03	SB	RIGHT		10	G	Y	N	C	44.97149	-72.13308	274655.34	528943.78
3502	9	DERBY	I-91	175.09	SB	RIGHT		15	G	Y	N	C	44.98108	-72.11651	275727.17	530245.92
3503	9	DERBY	I-91	175.90	NB	RIGHT		15	G	Y	N	C	44.98861	-72.10411	276568.55	531219.75
3504	9	DERBY	I-91	175.96	SB	RIGHT		15	G	Y	N	C	44.98974	-72.10412	276694.68	531218.17
3506	9	DERBY	I-91	176.19	SB	MEDIAN		10	G	N	N	C	44.99276	-72.10258	277030.68	531338.11
3507	9	DERBY	I-91	176.20	NB	RIGHT		15	G	Y	N	C	44.99278	-72.10186	277032.88	531394.99
3509	9	DERBY	I-91	176.43	SB	RIGHT		15	G	Y	N	C	44.99621	-72.10236	277414.79	531353.61
3510	9	DERBY	I-91	176.88	NB	RIGHT		10	G	N	N	C	45.0012	-72.09611	277971.23	531843.71
3511	9	DERBY	I-91	176.97	NB	RIGHT		10	G	N	N	C	45.00173	-72.09436	278030.75	531981.3
3512	9	DERBY	I-91	176.99	SB	RIGHT		15	G	Y	N	C	45.00214	-72.09473	278076.4	531951.56
3514	9	DERBY	I-91		NB	INT. 27 RAMP A LEFT		15	G	N	N	C	44.92339	-72.17078	269297.69	525991.38
3515	9	DERBY	I-91		NB	INT. 27 RAMP B RIGHT		15	G	N	N	C	44.92355	-72.17032	269315.77	526027.86
3516	9	DERBY	I-91		NB	INT. 27 RAMP B LEFT		15	G	N	N	C	44.9235	-72.17065	269309.6	526001.77
3480	9	DERBY	US-5	4.01	NB	RIGHT		4	N	N	N	C	44.9803	-72.11161	275643.11	530632.76
3481	9	DERBY	US-5	4.45	NB	RIGHT		10	G	N	N	C	44.98559	-72.10675	276232.55	531013.2
3482	9	DERBY	US-5	4.52	NB	RIGHT		10	G	N	N	C	44.98676	-72.10639	276362.53	531040.78
3517	9	EDEN	VT-100	5.42	SB	RIGHT		10	M	N	N	C	44.72469	-72.50365	247164.22	499710.77
3518	9	EDEN	VT-100	5.60	NB	RIGHT		5	G	N	N	C	44.72664	-72.50122	247380.85	499903.27
3519	9	EDEN	VT-100	6.96	NB	RIGHT		20	G	N	N	C	44.73247	-72.47508	248029.11	501973.96
3520	9	EDEN	VT-100	7.09	NB	RIGHT		10	G	N	N	C	44.73325	-72.47266	248115.78	502165.69
3521	9	EDEN	VT-100	7.20	SB	RIGHT		5	G	N	N	C	44.7343	-72.47135	248233.25	502269.2
3522	9	EDEN	VT-100	7.40	NB	RIGHT		8	G	N	N	C	44.73696	-72.46948	248528.28	502417.02
3523	9	EDEN	VT-100	7.50	NB	RIGHT		6	G	N	N	C	44.73815	-72.46832	248660.56	502509.13
3524	9	EDEN	VT-100	7.56	NB	RIGHT		8	M	N	N	C	44.73879	-72.46743	248731.53	502579.21
3525	9	EDEN	VT-100	7.58	SB	RIGHT		10	G	N	N	C	44.73912	-72.46756	248769.16	502569.32
3526	9	FERDINAND	VT-105	2.01	WB	RIGHT		6	G	N	N	C	44.78017	-71.76445	253593.3	558215.4
3530	9	GLOVER	I-91	152.74	SB	MEDIAN		10	G	N	N	C	44.70205	-72.14738	244709.39	527945.81
3531	9	GLOVER	I-91	152.92	NB	MEDIAN		20	G	N	Y	C	44.70361	-72.14863	244882.14	527846.14
3532	9	GLOVER	I-91	153.16	SB	RIGHT		10	G	N	N	C	44.70572	-72.15426	245114.4	527398.58
3533	9	GLOVER	I-91	153.39	SB	RIGHT		10	G	Y	Y	C	44.70721	-72.15835	245278.78	527073.78
3534	9	GLOVER	I-91	153.39	SB	MEDIAN		15	G	N	N	C	44.70738	-72.1582	245298.37	527086.06
3535	9	GLOVER	I-91	153.50	NB	RIGHT		25	G	Y	Y	C	44.70832	-72.15828	245402.06	527079.02
3536	9	GLOVER	I-91	153.50	NB	MEDIAN		15	G	N	N	C	44.7079	-72.15832	245356.15	527075.61
3527	9	GLOVER	VT-16	0.98	SB	RIGHT		4	G	N	N	C	44.6403	-72.2067	237829.02	523269.15
3528	9	GLOVER	VT-16	2.38	NB	RIGHT		6	G	N	N	C	44.65806	-72.1981	239805.36	523944.5
3529	9	GLOVER	VT-16	5.51	NB	RIGHT		6	G	N	N	C	44.70095	-72.18927	244574.14	524626.15
3537	9	GREENSBORO	VT-14	0.73	SB	RIGHT		10	G	N	N	C	44.58968	-72.35924	232172.1	511177.26
3538	9	GREENSBORO	VT-14	0.87	SB	RIGHT		4	G	N	N	C	44.59183	-72.35897	232410.62	511197.92
3539	9	GREENSBORO	VT-14	1.20	SB	RIGHT		8	M	N	N	C	44.59654	-72.35777	232934.1	511292.14
3540	9	GREENSBORO	VT-14	1.60	SB	RIGHT		10	G	N	N	C	44.60196	-72.35841	233536.96	511240.88
3541	9	GREENSBORO	VT-14	1.88	SB	RIGHT		8	M	N	N	C	44.606	-72.35864	233985.89	511221.69
3542	9	GREENSBORO	VT-16	3.03	SB	RIGHT		5	G	N	N	C	44.58282	-72.24075	231433.13	520587.96
3543	9	HARDWICK	VT-14	2.48	SB	RIGHT		6	M	N	N	C	44.52993	-72.37399	225530.35	510015.79
3544	9	HARDWICK	VT-14	3.53	NB	RIGHT		6	M	N	N	C	44.54489	-72.37324	227192.46	510073.43
3545	9	HARDWICK	VT-14	4.02	NB	RIGHT		10	M	N	N	C	44.55143	-72.36989	227920.1	510338.39
3547	9	HARDWICK	VT-14	4.49	NB	RIGHT		15	M	N	N	C	44.55831	-72.36876	228684.41	510426.67
3548	9	HARDWICK	VT-14	4.52	NB	RIGHT		10	G	N	N	C	44.55888	-72.36866	228747.61	510434.58
3549	9	HARDWICK	VT-14	4.71	NB	RIGHT		4	G	N	N	C	44.56157	-72.36753	229047.62	510523.76
3550	9	HARDWICK	VT-14	5.03	NB	RIGHT		10	G	N	N	C	44.56593	-72.36667	229531.32	510591.46
3551	9	HARDWICK	VT-14	5.12	NB	RIGHT		10	G	N	N	C	44.56726	-72.36627	229679.65	510623.24
3552	9	HARDWICK	VT-14	5.21	NB	RIGHT		15	G	Y	N	C	44.56848	-72.36622	229815.53	510626.58
3553	9	HARDWICK	VT-14	5.45	NB	RIGHT		8	G	N	N	C	44.57194	-72.36512	230199.54	510713.11
3554	9	HARDWICK	VT-16	3.70	SB	RIGHT		6	N	N	N	C	44.53627	-72.27532	226252.32	517857.1
3569	9	IRASBURG	I-91	162.69	NB	RIGHT		<10	G	N	N	C	44.82391	-72.20618	258232.65	523237.15
3555	9	IRASBURG	US-5	0.22	SB	RIGHT		18	G	N	N	C	44.80954	-72.2155	256632.8	522505.47
3556	9	IRASBURG	US-5	0.90	SB	RIGHT		15	L	N	N	C	44.8182	-72.2219	257592.95	521995.82
3557	9	IRASBURG	US-5	1.01	SB	RIGHT		10	L	N	N	C	44.8194	-72.2234	257726.66	521876.56
3558	9	IRASBURG	US-5	1.12	SB	RIGHT		6	L	N	N	C	44.82064	-72.22493	257863.57	521754.81
3559	9	IRASBURG	VT-58	0.04	EB	RIGHT		6	G	N	N	C	44.80695	-72.21408	256345.95	522618.34
3560	9	IRASBURG	VT-58	0.96	WB	RIGHT		5	G	N	N	C	44.81765	-72.33844	257507.09	512778.69
3561	9	IRASBURG	VT-58	0.96	EB	RIGHT		5	G	N	N	C	44.81751	-72.33852	257491.3	512772.25
3564	9	IRASBURG	VT-58	4.90	WB	RIGHT		6	L	N	N	C	44.80396	-72.24702	256004.23	520014.25
3565	9	IRASBURG	VT-58	5.03	WB	RIGHT		10	G	N	N	C	44.80418	-72.24445	256029.87	520217.35
3566	9	IRASBURG	VT-58	5.23	WB	RIGHT		5	G	N	N	C	44.80494	-72.24052	256115.29	520528.1

CUT NO.	DISTRICT	TOWNSHIP	HIGHWAY	MM	TRAVEL DIRECTION	CUT LOCATION	AADT 2004	HEIGHT	DITCH	RECENT ROCKFALL?	WATER/ICE	PRELIM RANKING	LATITUDE	LONGITUDE	NORTHING	EASTING
3567	9	IRASBURG	VT-58	5.34	WB	RIGHT		3	G	N	N	C	44.80547	-72.23851	256174.25	520686.49
3568	9	IRASBURG	VT-58	5.81	WB	RIGHT		6	G	N	N	C	44.80582	-72.22945	256215.76	521403.05
3571	9	JAY	VT-105	1.23	EB	RIGHT		10	G	N	N	C	44.97838	-72.52909	275356.17	497705.63
3572	9	JAY	VT-105	1.69	EB	RIGHT		10	G	N	N	C	44.9721	-72.52633	274658.47	497922.85
3573	9	JAY	VT-105	1.84	WB	RIGHT		5	G	N	N	C	44.97062	-72.52397	274493.88	498108.9
3574	9	JAY	VT-105	2.07	EB	RIGHT		5	G	N	N	C	44.97274	-72.52144	274729.15	498308.99
3575	9	JAY	VT-105	2.13	WB	RIGHT		10	G	N	N	C	44.97367	-72.52126	274832.28	498323.19
3576	9	JAY	VT-105	2.41	EB	RIGHT		12	G	N	N	C	44.97749	-72.51946	275256.68	498464.86
3577	9	JAY	VT-105	2.51	EB	RIGHT		6	G	N	N	C	44.97885	-72.51901	275408.08	498500.38
3578	9	JAY	VT-105	2.61	EB	RIGHT		10	G	N	N	C	44.98027	-72.51823	275566.41	498562.01
3580	9	JAY	VT-105	2.79	EB	RIGHT		4	G	N	N	C	44.98096	-72.51465	275643.11	498844.79
3581	9	JAY	VT-105	2.88	EB	RIGHT		8	G	N	N	C	44.98169	-72.51316	275723.32	498961.97
3582	9	JAY	VT-105	2.94	EB	RIGHT		8	G	N	N	C	44.98206	-72.51206	275765.34	499048.82
3583	9	JAY	VT-105	3.00	EB	RIGHT		10	G	N	N	C	44.98205	-72.51098	275763.87	499133.95
3584	9	JAY	VT-105	3.05	EB	RIGHT		12	G	N	N	C	44.9819	-72.5099	275746.98	499219.03
3586	9	JAY	VT-105	3.43	EB	RIGHT		10	G	N	N	C	44.9851	-72.50516	276102.49	499592.69
3589	9	JAY	VT-105	3.84	WB	RIGHT		20	G	N	N	C	44.99065	-72.50191	276719.82	499849.01
3590	9	JAY	VT-105	4.05	WB	RIGHT		10	G	N	N	C	44.9898	-72.49826	276625.35	500137.37
3591	9	JAY	VT-105	4.17	WB	RIGHT		10	G	N	N	C	44.98834	-72.4968	276462.89	500252.67
3592	9	JAY	VT-105	4.26	WB	RIGHT		10	G	N	N	C	44.98712	-72.49596	276327.46	500318.57
3593	9	JAY	VT-105	4.35	WB	RIGHT		10	G	N	N	C	44.98613	-72.49497	276216.99	500396.41
3594	9	JAY	VT-105	4.47	WB	RIGHT		10	G	N	N	C	44.98478	-72.49325	276066.82	500532.68
3595	9	JAY	VT-105	4.55	WB	RIGHT		20	G	N	N	C	44.98391	-72.49202	275970.63	500629.28
3596	9	JAY	VT-105	4.63	WB	RIGHT		15	G	N	N	C	44.98316	-72.49094	275886.97	500714.48
3597	9	JAY	VT-105	7.15	WB	RIGHT		4	G	N	N	C	44.96917	-72.44505	274333.7	504334.82
3598	9	JAY	VT-242	3.50	EB	RIGHT		4	G	N	N	C	44.94574	-72.44895	271730.05	504028.78
3599	9	LEMINGTON	VT-102	5.74	SB	RIGHT		20+	G	Y	N	C	44.894	-71.51618	266449.44	577711.31
3600	9	LOWELL	VT-100	0.50	NB	RIGHT		12	G	N	N	C	44.74613	-72.461	249547.84	503088.67
3601	9	LOWELL	VT-100	1.51	NB	RIGHT		10	G	N	N	C	44.75979	-72.45709	251065.95	503397.08
3602	9	LOWELL	VT-100	1.62	NB	RIGHT		10	G	N	N	C	44.76147	-72.45722	251252.17	503387.12
3603	9	LOWELL	VT-100	5.37	NB	RIGHT		6	G	N	N	C	44.81298	-72.44353	256977.42	504466.82
3604	9	LOWELL	VT-100	6.04	NB	RIGHT		6	G	N	N	C	44.82202	-72.43933	257981.61	504797.92
3606	9	MORGAN	VT-111	0.18	EB	RIGHT		6	G	N	N	C	44.92927	-72.06116	269992.65	534642.24
3607	9	MORGAN	VT-111	2.25	WB	RIGHT		6	L	N	N	C	44.9173	-72.02403	268678.2	537581.62
3608	9	MORGAN	VT-111	2.64	WB	RIGHT		4	G	N	N	C	44.91454	-72.01737	268374.86	538108.89
3609	9	MORGAN	VT-111	3.09	WB	RIGHT		5	G	N	N	C	44.91104	-72.0098	267989.1	538709.15
3610	9	MORGAN	VT-111	3.19	EB	RIGHT		8	G	N	N	C	44.91028	-72.00798	267905.82	538853.19
3611	9	MORGAN	VT-111	3.23	WB	RIGHT		5	G	N	N	C	44.91015	-72.00721	267891.78	538914.33
3612	9	MORGAN	VT-111	3.38	WB	RIGHT		8	G	N	N	C	44.90912	-72.00436	267779.29	539140.35
3613	9	MORGAN	VT-111	3.45	EB	RIGHT		6	G	N	N	C	44.90853	-72.00328	267714.18	539225.91
3614	9	MORGAN	VT-111	3.52	WB	RIGHT		3	G	N	N	C	44.90817	-72.00197	267674.39	539329.14
3615	9	MORGAN	VT-111	3.75	WB	RIGHT		12	G	N	N	C	44.90653	-71.99773	267493.95	539665.26
3616	9	MORGAN	VT-111	3.93	WB	RIGHT		5	G	N	N	C	44.90709	-71.99446	267557.87	539923.27
3617	9	MORGAN	VT-111	3.99	WB	RIGHT		6	M	N	N	C	44.90738	-71.99325	267590.58	540018.54
3618	9	MORGAN	VT-111	4.10	EB	RIGHT		15	G	N	N	C	44.90887	-71.99223	267756.49	540098.42
3619	9	MORGAN	VT-111	4.13	WB	RIGHT		10	G	N	N	C	44.90925	-71.99209	267799.32	540108.84
3620	9	MORGAN	VT-111	5.55	WB	RIGHT		3	G	N	N	C	44.90096	-71.97494	266886.76	541469.28
3621	9	MORGAN	VT-114	1.85	NB	RIGHT		10	G	N	N	C	44.87173	-71.90044	263679.14	547377.34
3622	9	NEWARK	VT-114	4.94	NB	RIGHT		10	L	N	N	C	44.73639	-71.87979	248651.53	549123.5
3623	9	NEWARK	VT-114	5.14	NB	RIGHT		10	L	N	N	C	44.73878	-71.88139	248916.48	548995.08
3624	9	NEWPORT CITY	US-5	0.04	SB	RIGHT		5	N	N	N	C	44.92393	-72.22918	269340.81	521380.46
3625	9	NEWPORT CITY	US-5	2.78	SB	RIGHT		20	G	N	N	C	44.94275	-72.1888	271443.82	524560.35
3626	9	NEWPORT TOWN	VT-105	1.85	EB	RIGHT		10	G	N	N	C	44.96018	-72.31168	273350.79	514858.38
3627	9	NEWPORT TOWN	VT-105	2.42	WB	RIGHT		8	G	N	N	C	44.95225	-72.30749	272469.72	515191.11
3628	9	NORTON	VT-114	9.47	SB	RIGHT		6	G	N	N	C	44.99537	-71.71573	277543.25	561839.7
3629	9	SHEFFIELD	I-91	152.22	SB	RIGHT		20	G	Y	N	C	44.6954	-72.14214	243972.07	528364.01
3630	9	SHEFFIELD	I-91	152.22	SB	MEDIAN		15	G	N	N	C	44.69561	-72.14174	243996.1	528395.76
3632	9	SHEFFIELD	I-91	152.80	NB	MEDIAN		15	G	N	N	C	44.70237	-72.14698	244744.64	527977.29
3633	9	TROY	VT-100	1.10	NB	RIGHT		15	G	N	N	C	44.90703	-72.39155	267432.52	508564.41
3634	9	TROY	VT-100	1.28	NB	RIGHT		15	G	N	N	C	44.90876	-72.38906	267625.77	508760.9
3635	9	TROY	VT-100	2.54	SB	RIGHT		8	G	N	N	C	44.87136	-72.43241	263465.44	505341.29
3636	9	TROY	VT-100	2.84	NB	RIGHT		8	G	N	N	C	44.91327	-72.35778	268129.9	511230.26
3637	9	TROY	VT-101	1.61	SB	RIGHT		4	G	N	N	C	44.92861	-72.40853	269828.77	507221.2
3638	9	TROY	VT-101	2.97	SB	RIGHT		15	G	N	N	C	44.94631	-72.41141	271795.85	506991.01

CUT NO.	DISTRICT	TOWNSHIP	HIGHWAY	MM	TRAVEL DIRECTION	CUT LOCATION	AADT 2004	HEIGHT	DITCH	RECENT ROCKFALL?	WATER/ICE	PRELIM RANKING	LATITUDE	LONGITUDE	NORTHING	EASTING
3639	9	WARREN GORE	VT-114	0.18	NB	RIGHT		5	M	N	N	C	44.89072	-71.89343	265793.07	547914.92
3640	9	WARREN GORE	VT-114	1.22	NB	RIGHT		5	G	N	N	C	44.90248	-71.88141	267108.14	548855.03
3641	9	WARREN GORE	VT-114	3.05	NB	RIGHT		12	G	N	N	C	44.92645	-71.86864	269779.37	549842.74
3642	9	WARREN GORE	VT-114	3.17	NB	RIGHT		10	G	N	N	C	44.9282	-71.86822	269973.23	549874.08
3643	9	WARREN GORE	VT-114	3.24	NB	RIGHT		10	L	N	N	C	44.92914	-71.86776	270078.89	549909.82
3644	9	WARREN GORE	VT-114	3.32	NB	RIGHT		15	L	N	N	C	44.93015	-71.86688	270190.8	549978
3645	9	WARREN GORE	VT-114	3.38	NB	RIGHT		6	M	N	N	C	44.93081	-71.86605	270264.76	550042.92
3646	9	WARREN GORE	VT-114	3.53	NB	RIGHT		10	M	N	N	C	44.93229	-71.8636	270431.2	550235.52
3647	9	WARREN GORE	VT-114	3.87	NB	RIGHT		5	G	N	N	C	44.9356	-71.85883	270801.94	550608.88
3648	9	WARREN GORE	VT-114	4.05	NB	RIGHT		6	G	N	N	C	44.93761	-71.85636	271027.16	550802.22
3649	9	WARREN GORE	VT-114	4.32	NB	RIGHT		8	G	N	N	C	44.94039	-71.85276	271338.56	551083.93
3650	9	WARREN GORE	VT-114	4.50	NB	RIGHT		12	L	N	N	C	44.94247	-71.85065	271570.87	551248.52
3651	9	WARREN GORE	VT-114	4.54	NB	RIGHT		10	L	N	N	C	44.94302	-71.8502	271631.64	551283.41
3652	9	WESTMORE	VT-5A	0.86	SB	RIGHT		10	G	N	N	C	44.71	-72.02116	245643.68	537943.49
3655	9	WESTMORE	VT-5A	2.70	NB	RIGHT		15	G	N	N	C	44.73131	-72.04037	248003.1	536408.34
3658	9	WESTMORE	VT-5A	3.52	NB	RIGHT		10	N	N	Y	C	44.74195	-72.04757	249182.01	535831.4
3659	9	WESTMORE	VT-5A	3.55	NB	RIGHT		30	G	N	Y	C	44.74238	-72.04774	249229.46	535817.11
3660	9	WESTMORE	VT-5A	3.59	NB	RIGHT		15	G	N	N	C	44.74295	-72.04804	249293.05	535793.46
3661	9	WESTMORE	VT-5A	3.75	NB	RIGHT		10	G	N	N	C	44.74522	-72.04904	249545.2	535713.04
3662	9	WESTMORE	VT-5A	3.96	NB	RIGHT		10	G	N	N	C	44.74785	-72.05115	249836.38	535543.71
3664	9	WESTMORE	VT-5A	6.57	SB	RIGHT		6	G	N	N	C	44.77979	-72.06797	253378.52	534193.41

NOTES:

Values for AADT are presented only for "A" ranked cuts.

Information regarding height, ditch, recent roakfall and water/ice are not listed for some rock cut locations. Preliminary ranking for these cuts were performed by consultants in the late 1990's and this information was not reported.

Ditch Efficiency: G=Good, M=Moderate, L=Limited and N=None

APPENDIX B

SUMMARY LIST OF “A” RANKED ROCK CUTS

"A" RANKED ROCK CUTS

CUT NUMBER	PRELIMINARY RANKING	FINAL RANKING	DISTRICT	HIGHWAY	TOWN MILE MARKER	TOWNSHIP	CUT LOCATION	TRAVEL DIRECTION	LENGTH (ft.)	AADT	POSTED SPEED LIMIT (mph)	HEIGHT (ft.)	PAVED WIDTH (ft.)	TOE TO PAVEMENT DISTANCE (f	DITCH EFFECTIVENESS	OVERHANGS	AVR	PDSD	FAILURE TYPE	MOISTURE CONDITION	TRAFFIC CONTROL	ROCKFALL FREQUENCY	ACCIDENT	RHRS TOTAL SCORE
0150	A	A	9	VT-5A	001.84	WESTMORE	RIGHT	NB	5280	860	50	1000	27	4	NONE	LARGE OVERHANGS	72	35	TOPPLE, RAVELING	FLOW	TWO LANE CLOSURE DIFFICULT DETOUR	CONSTANT	>3	1064
0176	A	A	8	VT-108	001.08	CAMBRIDGE			4224	1600	40	500	22	0	NONE	LARGE OVERHANGS	133	2	PLANE, WEDGE	SEEPAGE	TWO LANE CLOSURE DIFFICULT DETOUR	MANY	NONE	983
0129	A	A	7	US-5	006.15	FAIRLEE	RIGHT	SB	2100	2800	50	300	26	1	NONE	LARGE OVERHANGS	93	19	TOPPLE	DRY	NO DISRUPTION	CONSTANT	NONE	865
0082	A	A	6	VT-17	002.31	BUELS GORE	RIGHT	EB	890	910	40	185	32	5	NONE	LARGE OVERHANGS	16	56	RAVELING	FLOW	ONE LANE CLOSURE	MANY	NONE	755
0099	A	A	6	I-89	055.11	MIDDLESEX	RIGHT	NB	335	23900	65	55	40	8	LIMITED	LARGE OVERHANGS	97	118	TOPPLE	DRY	TWO LANE CLOSURE DIFFICULT DETOUR	CONSTANT	2	641
0013	A	A	2	VT-30	004.15	TOWNSHEND	RIGHT	WB	614	3800	50	78	43	2	NONE	OVERHANGS	37	31	WEDGE, PLANE, TOPPLE	SEEPAGE	SHOULDER CLOSURE	CONSTANT	2	637
0142	A	A	8	I-89	107.74	GEORGIA	RIGHT	NB	2376	16800	65	55	40	18	GOOD	LARGE OVERHANGS	485	120	PLANE	HEAVY FLOW	TWO LANE CLOSURE DIFFICULT DETOUR	FEW	1	621
0112	A	A	6	VT-100	002.84	STOWE	RIGHT	NB	334	10400	30	47	36	1	NONE	OVERHANGS	91	31	TOPPLE	DAMP	ONE LANE CLOSURE	MANY	NONE	595
0147	A	A	9	US-5	003.35	COVENTRY	RIGHT	SB	320	2900	50	34	29	2	NONE	OVERHANGS	15	21	TOPPLE, RAVELING	DRY	TWO LANE CLOSURE EASY DETOUR	FEW	NONE	595
0022	A	A	3	VT-103	008.33	CHESTER	RIGHT	NB	1350	6700	50	90	43	13	GOOD	LARGE OVERHANGS	143	49	PLANE, WEDGE	SEEPAGE	ONE LANE CLOSURE	OCCASIONAL	NONE	585
0046	A	A	4	VT-100	005.89	GRANVILLE	RIGHT	SB	330	1300	50	40	26	3	LIMITED	LARGE OVERHANGS	7	41	PLANE, TOPPLE	DAMP	ONE LANE CLOSURE	FEW	NONE	574
0008	A	A	2	VT-30	000.21	DUMMERSTON	RIGHT	EB	1355	6100	50	62	44	23	GOOD	OVERHANGS	130	100	WEDGE, PLANE	FLOW	ONE LANE CLOSURE	CONSTANT	NONE	568
0062	A	A	4	I-89	021.77	ROYALTON	RIGHT	SB	700	14600	65	57	38	22	GOOD	OVERHANGS	124	108	PLANE, WEDGE	DAMP	TWO LANE CLOSURE DIFFICULT DETOUR	CONSTANT	NONE	568
0178	A	A	8	VT-108	001.75	CAMBRIDGE	RIGHT	NB	291	1600	40	52	23	9	GOOD	OVERHANGS	9	36	TOPPLE, RAVELING	FLOW	ONE LANE CLOSURE	OCCASIONAL	NONE	563
0039	A	A	4	I-91	089.52	FAIRLEE	RIGHT	SB	864	10200	65	120	37	23	GOOD	OVERHANGS	107	47	TOPPLE	DRY	ONE LANE CLOSURE	OCCASIONAL	1	562
0009	A	A	2	I-91	034.94	ROCKINGHAM	RIGHT	NB	1900	13200	65	65	38	26	MODERATE	LARGE OVERHANGS	304	55	WEDGE, PLANE	DRY	ONE LANE CLOSURE	MANY	3	561
0119	A	A	7	US-5	004.21	BARNET	RIGHT	SB	2112	850	50	127	34	25	GOOD	LARGE OVERHANGS	28	75	TOPPLE, RAVELING	DRY	ONE LANE CLOSURE	CONSTANT	NONE	550
0049	A	A	4	VT-100	006.35	GRANVILLE	RIGHT	SB	625	1300	50	52	27	4	LIMITED	LARGE OVERHANGS	13	39	PLANE, RAVELING	SEEPAGE	ONE LANE CLOSURE	FEW	NONE	547
0079	A	A	6	I-89	051.98	BERLIN	RIGHT	NB	1500	21500	65	90	39	20	GOOD	LARGE OVERHANGS	392	118	PLANE	DAMP	ONE LANE CLOSURE	MANY	NONE	540
0075	A	A	6	VT-12	002.86	BERLIN	RIGHT	SB	410	4700	50	32	27	1	NONE	OVERHANGS	30	30	TOPPLE	DRY	ONE LANE CLOSURE	OCCASIONAL	NONE	538
0108	A	A	6	VT-12A	001.88	NORTHFIELD	RIGHT	SB	119	1800	50	31	26	1	NONE	OVERHANGS	3	30	TOPPLE	DRY	ONE LANE CLOSURE	FEW	NONE	534
0120	A	A	7	I-91	117.00	BARNET	RIGHT	SB	1320	4900	65	120	38	19	GOOD	OVERHANGS	79	77	RAVELING	DRY	ONE LANE CLOSURE	CONSTANT	2	533
0016	A	A	3	US-7	003.30	BRANDON	RIGHT	SB	500	8000	40	20	29	4	NONE	OVERHANGS	79	31	PLANE	DRY	NO DISRUPTION	OCCASIONAL	NONE	530
0105	A	A	6	I-89		MONTPELIER	INT. 8 RAMP B RIGHT	NB	675	5300	25	50	22	16	GOOD	OVERHANGS	43	16	TOPPLE	DRY	TWO LANE CLOSURE DIFFICULT DETOUR	FEW	NONE	525
0001	A	A	1	US-7	000.29	BENNINGTON	INT. 2 RAMP F RIGHT	NB	1347	730	35	80	16	25	GOOD	OVERHANGS	14	100	PLANE, WEDGE, RAVELING	DRY	TWO LANE CLOSURE EASY DETOUR	CONSTANT	NONE	524
0078	A	A	6	I-89	046.72	BERLIN	RIGHT	NB	1700	16100	65	68	40	19	GOOD	OVERHANGS	332	100	PLANE	DRY	TWO LANE CLOSURE DIFFICULT DETOUR	MANY	1	524
0136	A	A	7	I-91		ST. JOHNSBURY	INT. 19 RAMP C RIGHT	NB	1300	2400	45	71	25	27	GOOD	LARGE OVERHANGS	38	37	WEDGE, TOPPLE, RAVELING	SEEPAGE	TWO LANE CLOSURE EASY DETOUR	CONSTANT	NONE	520
0029	A	A	3	VT-100A	000.11	PLYMOUTH	RIGHT	NB	291	930	50	65	27	4	MODERATE	NONE	4	39	PLANE	SEEPAGE	ONE LANE CLOSURE	OCCASIONAL	NONE	515
0054	A	A	4	I-91	071.59	HARTFORD	MEDIAN	NB	409	20000	55	30	38	8	LIMITED	LARGE OVERHANGS	117	77	WEDGE, TOPPLE	DRY	ONE LANE CLOSURE	FEW	NONE	515
0002	A	A	1	VT-9	002.93	WOODFORD	RIGHT	WB	670	3700	50	65	47	15	MODERATE	LARGE OVERHANGS	39	33	PLANE, WEDGE, RAVELING	SEEPAGE	ONE LANE CLOSURE	OCCASIONAL	NONE	512
0098	A	A	6	VT-12	002.55	MIDDLESEX	RIGHT	SB	360	2400	35	30	27	3	LIMITED	NONE	19	37	TOPPLE	DRY	ONE LANE CLOSURE	OCCASIONAL	NONE	506
0213	B+	A	4	VT-107	002.04	STOCKBRIDGE	RIGHT	EB	1800	2400	50	15	30	5	LIMITED	OVERHANGS	68	53	PLANE	SEEPAGE	ONE LANE CLOSURE	OCCASIONAL	NONE	505
0187	B+	A	2	VT-30	004.28	DUMMERSTON	RIGHT	EB	1400	7100	50	45	41	25	MODERATE	LARGE OVERHANGS	157	79	PLANE	DAMP	ONE LANE CLOSURE	MANY	NONE	503

CUT NUMBER	PRELIMINARY RANKING	FINAL RANKING	DISTRICT	HIGHWAY	TOWN MILE MARKER	TOWNSHIP	CUT LOCATION	TRAVEL DIRECTION	LENGTH (ft.)	AADT	POSTED SPEED LIMIT (mph)	HEIGHT (ft.)	PAVED WIDTH (ft.)	TOE TO PAVEMENT DISTANCE (f	DITCH EFFECTIVENESS	OVERHANGS	AVR	PDSD	FAILURE TYPE	MOISTURE CONDITION	TRAFFIC CONTROL	ROCKFALL FREQUENCY	ACCIDENT	RHRS TOTAL SCORE
0050	A	A	4	VT-100	006.47	GRANVILLE	RIGHT	SB	180	1300	50	42	27	3	LIMITED	OVERHANGS	4	20	PLANE, RAVELING	SEEPAGE	ONE LANE CLOSURE	FEW	NONE	501
0107	A	A	6	VT-100B	000.44	MORETOWN	RIGHT	SB	175	3400	30	26	30	3	LIMITED	OVERHANGS	16	96	RAVELING	DRY	STOP AND GO	CONSTANT	NONE	501
0159	A	A	4	I-91	056.06	WINDSOR	RIGHT	SB	5280	15600	65	70	40	24	GOOD	NONE	1000	108	PLANE	DRY	TWO LANE CLOSURE DIFFICULT DETOUR	MANY	>3	501
0006	A	A	2	VT-9	001.39	BRATTLEBORO	RIGHT	WB	1195	4600	50	80	49	25	GOOD	LARGE OVERHANGS	87	51	WEDGE, PLANE	FLOW	ONE LANE CLOSURE	OCCASIONAL	NONE	500
0011	A	A	2	I-91	036.25	ROCKINGHAM	RIGHT	SB	1225	13200	65	60	38	18	GOOD	OVERHANGS	196	51	PLANE, TOPPLING	DRY	ONE LANE CLOSURE	OCCASIONAL	>3	496
0033	A	A	3	VT-140	002.45	WALLINGFORD	RIGHT	EB	325	1100	40	37	28	9	LIMITED	OVERHANGS	7	25	WEDGE, PLANE	FLOW	ONE LANE CLOSURE	FEW	NONE	496
0127	A	A	7	I-91		BARNET	INT. 18 RAMP A RIGHT	SB	1050	250	35	120	25	18	GOOD	OVERHANGS	3	20	PLANE	DRY	TWO LANE CLOSURE EASY DETOUR	OCCASIONAL	NONE	494
0024	A	A	3	VT-30	003.08	HUBBARDTON	RIGHT	SB	550	1600	50	30	22	7	LIMITED	POSSIBLE OVERHANGS	14	41	PLANE	DAMP	ONE LANE CLOSURE	CONSTANT	NONE	494
0070	A	A	5	VT-17	002.09	BRISTOL	RIGHT	WB	573	1600	50	47	27	6	LIMITED	OVERHANGS	14	19	TOPPLE	DAMP	ONE LANE CLOSURE	FEW	NONE	486
0092	A	A	6	VT-17	001.19	FAYSTON	RIGHT	EB	95	910	40	31	30	4	NONE	POSSIBLE OVERHANGS	2	30	PLANE, TOPPLE	DAMP	ONE LANE CLOSURE	OCCASIONAL	NONE	486
0118	A	A	6	VT-12	000.53	WORCESTER	RIGHT	SB	742	1100	40	30	29	8	LIMITED	OVERHANGS	16	38	TOPPLE	DRY	ONE LANE CLOSURE	MANY	NONE	486
0091	A	A	6	VT-17	001.10	FAYSTON	RIGHT	EB	174	910	40	18	46	2	NONE	LARGE OVERHANGS	3	12	PLANE	DAMP	ONE LANE CLOSURE	OCCASIONAL	NONE	483
1931	B	A	5	VT-125	000.19	RIPTON	RIGHT	EB	290	2300	40	60	25	5	LIMITED	OVERHANGS	13	32	RAVELING	FLOW	ONE LANE CLOSURE	OCCASIONAL	NONE	481
0086	A	A	6	VT-17	002.48	BUELS GORE	RIGHT	EB	430	910	40	55	32	6	LIMITED	LARGE OVERHANGS	8	34	TOPPLE	SEEPAGE	ONE LANE CLOSURE	OCCASIONAL	NONE	470
0110	A	A	6	I-89	073.67	RICHMOND	MEDIAN	SB	450	25300	65	105	38	24	GOOD	OVERHANGS	138	50	RAVELING, PLANE	DAMP	ONE LANE CLOSURE	FEW	NONE	469
0124	A	A	7	I-91	122.24	BARNET	RIGHT	SB	1690	5900	65	58	39	17	GOOD	OVERHANGS	121	57	WEDGE, TOPPLE, RAVELING	FLOW	ONE LANE CLOSURE	MANY	NONE	469
0073	A	A	5	VT-125	002.21	CORNWALL	RIGHT	WB	484	2300	50	22	25	7	GOOD	OVERHANGS	18	25	TOPPLE, RAVELING	DRY	ONE LANE CLOSURE	OCCASIONAL	NONE	467
0036	A	A	3	VT-30	004.94	WELLS	RIGHT	NB	1450	1800	40	68	25	4	LIMITED	OVERHANGS	51	48	TOPPLE	DRY	ONE LANE CLOSURE	MANY	NONE	458
0090	A	A	6	VT-100	001.78	DUXBURY	RIGHT	NB	335	4100	50	35	25	14	MODERATE	LARGE OVERHANGS	22	30	TOPPLE	DAMP	ONE LANE CLOSURE	FEW	NONE	458
0037	A	A	3	US-4	013.51	WEST RUTLAND	RIGHT	EB	5000	14200	65	35	38	14	GOOD	OVERHANGS	862	80	PLANE	FLOW	ONE LANE CLOSURE	MANY	1	451
0144	A	A	8	I-89	102.42	MILTON	RIGHT	NB	750	20100	65	70	39	17	MODERATE	LARGE OVERHANGS	183	77	TOPPLE	DAMP	ONE LANE CLOSURE	FEW	NONE	448
0104	A	A	6	I-89	054.08	MONTPELIER	RIGHT	NB	250	23900	65	34	39	7	LIMITED	LARGE OVERHANGS	73	92	TOPPLE, PLANE	SEEPAGE	TWO LANE CLOSURE DIFFICULT DETOUR	FEW	NONE	447
0057	A	A	4	I-91		HARTFORD	INT. 11 RAMP B RIGHT	SB	630	1700	30	30	20	13	GOOD	OVERHANGS	15	27	WEDGE	FLOW	TWO LANE CLOSURE EASY DETOUR	OCCASIONAL	NONE	445
0064	A	A	4	I-89	012.94	SHARON	RIGHT	NB	1100	17800	65	60	37	21	GOOD	OVERHANGS	238	108	WEDGE, PLANE	SEEPAGE	ONE LANE CLOSURE	OCCASIONAL	NONE	445
0109	A	A	6	I-89	073.67	RICHMOND	RIGHT	SB	355	25300	65	100	38	22	GOOD	OVERHANGS	109	50	RAVELING	DRY	ONE LANE CLOSURE	FEW	NONE	444
0004	A	A	2	VT-9	000.07	BRATTLEBORO	RIGHT	WB	765	4600	50	22	32	3	NONE	NONE	56	17	WEDGE, TOPPLE	SEEPAGE	ONE LANE CLOSURE	OCCASIONAL	NONE	439
0115	A	A	6	US-2	000.67	WATERBURY	RIGHT	WB	395	2800	50	180	33	21	GOOD	OVERHANGS	17	79	RAVELING	FLOW	STOP AND GO	MANY	NONE	437
0010	A	A	2	I-91	034.96	ROCKINGHAM	RIGHT	SB	2000	13200	65	75	40	18	MODERATE	OVERHANGS	321	53	WEDGE, PLANE	DRY	ONE LANE CLOSURE	OCCASIONAL	2	436
0058	A	A	4	US-5	002.60	NORWICH	RIGHT	SB	626	1700	40	45	30	5	LIMITED	OVERHANGS	21	49	PLANE, TOPPLE	DAMP	ONE LANE CLOSURE	OCCASIONAL	1	436
0087	A	A	6	VT-17	002.55	BUELS GORE	RIGHT	WB	200	910	40	50	33	10	LIMITED	LARGE OVERHANGS	4	20	RAVELING	DRY	ONE LANE CLOSURE	FEW	NONE	436
0060	A	A	4	I-91	077.29	NORWICH	RIGHT	SB	1345	12800	65	76	39	24	GOOD	LARGE OVERHANGS	209	74	PLANE, RAVELING	SEEPAGE	ONE LANE CLOSURE	FEW	NONE	435
0003	A	A	1	VT-9	003.59	WOODFORD	RIGHT	WB	343	3700	50	42	44	14	LIMITED	OVERHANGS	20	42	PLANE, TOPPLE, WEDGE	FLOW	ONE LANE CLOSURE	FEW	NONE	430
0044	A	A	4	VT-100	004.46	GRANVILLE	RIGHT	SB	96	1300	50	30	27	3	LIMITED	OVERHANGS	2	17	PLANE, RAVELING	DAMP	ONE LANE CLOSURE	FEW	NONE	427
0100	A	A	6	I-89	055.17	MIDDLESEX	RIGHT	NB	450	23900	65	54	40	9	LIMITED	OVERHANGS	131	51	TOPPLE	DRY	ONE LANE CLOSURE	OCCASIONAL	NONE	424
0102	A	A	6	I-89	055.42	MIDDLESEX	RIGHT	NB	950	23900	65	30	38	9	LIMITED	LARGE OVERHANGS	276	118	TOPPLE	DRY	ONE LANE CLOSURE	FEW	NONE	424

CUT NUMBER	PRELIMINARY RANKING	FINAL RANKING	DISTRICT	HIGHWAY	TOWN MILE MARKER	TOWNSHIP	CUT LOCATION	TRAVEL DIRECTION	LENGTH (ft.)	AADT	POSTED SPEED LIMIT (mph)	HEIGHT (ft.)	PAVED WIDTH (ft.)	TOE TO PAVEMENT DISTANCE (f	DITCH EFFECTIVENESS	OVERHANGS	AVR	PDSD	FAILURE TYPE	MOISTURE CONDITION	TRAFFIC CONTROL	ROCKFALL FREQUENCY	ACCIDENT	RHRS TOTAL SCORE
0133	A	A	7	I-91	114.62	RYEGATE	RIGHT	NB	900	4900	65	55	38	15	GOOD	OVERHANGS	54	118	PLANE	DRY	TWO LANE CLOSURE DIFFICULT DETOUR	MANY	NONE	423
0080	A	A	6	US-2	005.66	BOLTON	RIGHT	WB	500	2800	50	105	34	19	MODERATE	POSSIBLE OVERHANGS	22	88	RAVELING	FLOW	TWO LANE CLOSURE DIFFICULT DETOUR	FEW	NONE	421
0135	A	A	7	I-91	129.30	ST. JOHNSBURY	RIGHT	SB	1056	9300	65	70	37	22	GOOD	OVERHANGS	119	56	WEDGE, PLANE, RAVELING	SEEPAGE	ONE LANE CLOSURE	CONSTANT	NONE	421
0117	A	A	6	I-89	041.18	WILLIAMSTOWN	RIGHT	NB	1500	14400	65	35	41	23	GOOD	LARGE OVERHANGS	262	63	PLANE	DRY	ONE LANE CLOSURE	MANY	NONE	420
0125	A	A	7	I-91	122.82	BARNET	RIGHT	SB	1426	5900	65	69	39	22	GOOD	LARGE OVERHANGS	102	94	PLANE, RAVELING	DRY	ONE LANE CLOSURE	FEW	2	420
1933	B	A	5	VT-125	000.32	RIPTON	RIGHT	EB	235	2300	40	35	25	2	LIMITED	OVERHANGS	11	23	TOPPLE	DAMP	ONE LANE CLOSURE	OCCASIONAL	NONE	418
0017	A	A	3	VT-100A	000.23	BRIDGEWATER	RIGHT	SB	150	820	50	30	27	2	LIMITED	OVERHANGS	2	73	TOPPLE	FLOW	ONE LANE CLOSURE	FEW	NONE	412
0052	A	A	4	I-89	005.53	HARTFORD	RIGHT	SB	1005	17800	65	50	38	22	GOOD	LARGE OVERHANGS	217	108	WEDGE, PLANE	FLOW	ONE LANE CLOSURE	OCCASIONAL	NONE	412
0158	A	A	4	I-91	095.87	FAIRLEE	MEDIAN	NB	1170	8100	65	63	37	24	GOOD	OVERHANGS	115	99	PLANE, TOPPLE	DRY	TWO LANE CLOSURE DIFFICULT DETOUR	FEW	NONE	409
0254	B+	A	4	VT-107	002.04	STOCKBRIDGE	RIGHT	EB	300	2400	50	20	30	4	NONE	OVERHANGS	11	53	PLANE	SEEPAGE	ONE LANE CLOSURE	OCCASIONAL	NONE	407
0047	A	A	4	VT-100	005.97	GRANVILLE	RIGHT	SB	200	1300	50	52	27	6	LIMITED	LARGE OVERHANGS	4	63	PLANE, TOPPLE	DRY	ONE LANE CLOSURE	FEW	NONE	404
0005	A	A	2	VT-9	000.35	BRATTLEBORO	RIGHT	WB	373	4600	50	23	32	4	NONE	NONE	27	29	PLANE	DRY	ONE LANE CLOSURE	OCCASIONAL	NONE	401
0059	A	A	4	US-5	003.51	NORWICH	RIGHT	SB	840	1700	50	95	27	3	LIMITED	OVERHANGS	23	69	TOPPLE, PLANE	SEEPAGE	ONE LANE CLOSURE	FEW	NONE	398
0055	A	A	4	I-91	071.61	HARTFORD	RIGHT	NB	1414	20000	55	65	38	18	GOOD	OVERHANGS	406	87	RAVELING	DRY	ONE LANE CLOSURE	MANY	NONE	397
0116	A	A	6	VT-100	000.55	WATERBURY	RIGHT	SB	728	13200	40	34	28	6	MODERATE	OVERHANGS	190	62	PLANE	DRY	ONE LANE CLOSURE	FEW	NONE	396
0149	A	A	9	VT-105	003.66	JAY	RIGHT	WB	461	620	50	30	25	7	GOOD	OVERHANGS	5	38	PLANE	DRY	TWO LANE CLOSURE EASY DETOUR	OCCASIONAL	NONE	396
0160	A	A	6	I-89	054.61	MIDDLESEX	RIGHT	NB	1400	23900	65	40	39	8	LIMITED	OVERHANGS	406	208	TOPPLE	DRY	ONE LANE CLOSURE	MANY	NONE	394
0114	A	A	6	VT-100	003.00	WARREN	RIGHT	NB	228	1500	50	20	27	5	LIMITED	POSSIBLE OVERHANGS	5	49	TOPPLE	DAMP	ONE LANE CLOSURE	FEW	NONE	384
0071	A	A	5	I-89	096.67	COLCHESTER	RIGHT	SB	280	30400	65	30	38	15	GOOD	LARGE OVERHANGS	103	108	PLANE	DRY	STOP AND GO	OCCASIONAL	NONE	383
1937	B	A	5	VT-125	001.00	RIPTON	RIGHT	EB	100	2300	40	20	25	2	NONE	OVERHANGS	5	11	RAVELING	DRY	ONE LANE CLOSURE	NONE	NONE	381
0053	A	A	4	I-91	071.26	HARTFORD	RIGHT	SB	1000	20000	55	42	39	16	MODERATE	OVERHANGS	287	73	WEDGE	DRY	ONE LANE CLOSURE	OCCASIONAL	NONE	380
0139	A	A	7	I-93	003.11	WATERFORD	RIGHT	NB	1162	5700	65	48	38	19	MODERATE	LARGE OVERHANGS	80	62	WEDGE, RAVELING	DAMP	ONE LANE CLOSURE	MANY	NONE	379
0088	A	A	6	VT-17	002.72	BUELS GORE	RIGHT	WB	200	910	40	14	31	6	LIMITED	LARGE OVERHANGS	4	32	PLANE	DRY	ONE LANE CLOSURE	NONE	NONE	376
0067	A	A	4	US-5	006.59	THETFORD	RIGHT	SB	178	1700	50	38	28	6	LIMITED	OVERHANGS	5	80	TOPPLE	DRY	TWO LANE CLOSURE EASY DETOUR	CONSTANT	1	372
0032	A	A	3	US-7	003.11	WALLINGFORD	RIGHT	SB	773	5000	50	60	40	25	GOOD	LARGE OVERHANGS	61	59	TOPPLE	DRY	NO DISRUPTION	MANY	NONE	369
0140	A	A	7	I-93	006.09	WATERFORD	RIGHT	NB	1056	5700	65	57	39	17	MODERATE	LARGE OVERHANGS	73	61	TOPPLE, PLANE, WEDGE	DRY	ONE LANE CLOSURE	MANY	NONE	368
0252	B	A	2	VT-30	005.17	TOWNSHEND	RIGHT	WB	515	3800	50	40	33	9	LIMITED	LARGE OVERHANGS	31	51	PLANE, TOPPLE	DRY	ONE LANE CLOSURE	OCCASIONAL	2	368
0123	A	A	7	I-91	122.15	BARNET	MEDIAN	NB	1270	5900	65	86	39	30	GOOD	OVERHANGS	91	76	TOPPLE	DRY	ONE LANE CLOSURE	OCCASIONAL	2	367
0121	A	A	7	I-91	121.65	BARNET	MEDIAN	NB	3168	5900	65	55	38	33	GOOD	OVERHANGS	227	58	TOPPLE	DRY	ONE LANE CLOSURE	OCCASIONAL	NONE	365
0056	A	A	4	I-91	071.63	HARTFORD	RIGHT	SB	467	20000	55	35	38	19	GOOD	LARGE OVERHANGS	134	59	WEDGE, TOPPLE	DRY	ONE LANE CLOSURE	FEW	NONE	357
0253	B	A	4	I-91	095.87	FAIRLEE	RIGHT	SB	1360	8100	65	62	39	21	GOOD	OVERHANGS	134	66	PLANE, TOPPLE	DRY	ONE LANE CLOSURE	OCCASIONAL	NONE	356
0063	A	A	4	I-89	012.62	SHARON	RIGHT	NB	800	17800	65	53	37	22	GOOD	OVERHANGS	173	108	WEDGE, PLANE	FLOW	ONE LANE CLOSURE	FEW	NONE	354
0069	A	A	4	VT-44	003.14	WINDSOR	RIGHT	WB	200	1800	50	40	25	4	NONE	NONE	6	67	PLANE	DRY	ONE LANE CLOSURE			352
0074	A	A	5	I-89	080.07	WILLISTON	RIGHT	NB	585	28600	65	55	38	15	MODERATE	LARGE OVERHANGS	203	187	WEDGE, RAVELING, TOPPLE	DAMP	ONE LANE CLOSURE	OCCASIONAL	NONE	352
0068	A	A	4	I-91	086.68	THETFORD	RIGHT	SB	875	10200	65	57	38	17	MODERATE	OVERHANGS	108	100	TOPPLE	DRY	ONE LANE CLOSURE	OCCASIONAL	NONE	350

CUT NUMBER	PRELIMINARY RANKING	FINAL RANKING	DISTRICT	HIGHWAY	TOWN MILE MARKER	TOWNSHIP	CUT LOCATION	TRAVEL DIRECTION	LENGTH (ft.)	AADT	POSTED SPEED LIMIT (mph)	HEIGHT (ft.)	PAVED WIDTH (ft.)	TOE TO PAVEMENT DISTANCE (f	DITCH EFFECTIVENESS	OVERHANGS	AVR	PDSD	FAILURE TYPE	MOISTURE CONDITION	TRAFFIC CONTROL	ROCKFALL FREQUENCY	ACCIDENT	RHRS TOTAL SCORE
0182	B+	A	1	VT-346	002.27	POWNAL	RIGHT	WB	361	2000	50	47	43	8	LIMITED	NONE	11	24	RAVELING, TOPPLE, PLANE	SEEPAGE	ONE LANE CLOSURE	OCCASIONAL	NONE	350
0076	A	A	6	VT-12	003.00	BERLIN	RIGHT	SB	277	4700	50	44	26	12	LIMITED	POSSIBLE OVERHANGS	21	23	TOPPLE, RAVELING	DRY	ONE LANE CLOSURE	OCCASIONAL	NONE	346
0040	A	A	4	I-91	089.78	FAIRLEE	RIGHT	SB	1540	10200	65	90	37	22	GOOD	OVERHANGS	191	74	TOPPLE	DRY	ONE LANE CLOSURE	OCCASIONAL	NONE	335
0012	A	A	2	I-91	037.61	ROCKINGHAM	RIGHT	SB	798	13200	65	30	38	13	MODERATE	OVERHANGS	128	67	PLANE, TOPPLING	SEEPAGE	ONE LANE CLOSURE	FEW	NONE	331
0028	A	A	3	VT-100	007.63	PLYMOUTH	RIGHT	NB	307	1200	50	67	28	23	MODERATE	POSSIBLE OVERHANGS	6	51	WEDGE,PLANE	DRY	NO DISRUPTION	MANY	NONE	330
0020	A	A	3	VT-103	000.74	CAVENDISH	RIGHT	SB	217	5500	50	40	38	9	LIMITED	OVERHANGS	19	88	TOPPLE	FLOW	SHOULDER CLOSURE	MANY	NONE	324
0137	A	A	7	I-91		ST. JOHNSBURY	INT. 19 RAMP D LEFT	SB	725	2400	45	65	25	24	GOOD	LARGE OVERHANGS	21	34	WEDGE, TOPPLE	DRY	TWO LANE CLOSURE EASY DETOUR	OCCASIONAL	NONE	322
0038	A	A	4	US-4	002.57	BRIDGEWATER	RIGHT	EB	485	4500	50	40	40	10	MODERATE	OVERHANGS	34	48	TOPPLE, PLANE	FLOW	ONE LANE CLOSURE	FEW	NONE	314
0141	A	A	7	I-93	006.11	WATERFORD	MEDIAN	NB	739	5700	65	44	39	27	GOOD	LARGE OVERHANGS	51	60	TOPPLE, RAVELING	DRY	ONE LANE CLOSURE	FEW	NONE	314
0051	A	A	4	I-89	005.47	HARTFORD	MEDIAN	NB	825	17800	65	15	38	9	LIMITED	OVERHANGS	178	246	WEDGE, PLANE	DRY	ONE LANE CLOSURE	FEW	NONE	313
0138	A	A	7	I-93	001.80	WATERFORD	RIGHT	NB	975	5700	65	56	43	30	GOOD	LARGE OVERHANGS	67	89	WEDGE, RAVELING	DAMP	ONE LANE CLOSURE	FEW	NONE	310
0027	A	A	3	US-4	002.30	MENDON	RIGHT	EB	835	11400	50	18	34	10	GOOD	OVERHANGS	150	71	PLANE	FLOW	SHOULDER CLOSURE	NONE	NONE	305
0202	B+	A	3	VT-103	003.49	SHREWSBURY	RIGHT	NB	377	6200	50	28	41	7	LIMITED	OVERHANGS	37	54	PLANE	DRY	ONE LANE CLOSURE	NONE		305
0072	A	A	5	VT-74	000.13	CORNWALL	RIGHT	WB	110	2900	50	30	24	11	MODERATE	OVERHANGS	5	49	RAVELING	DRY	ONE LANE CLOSURE	OCCASIONAL	NONE	303
0025	A	A	3	VT-30	003.79	HUBBARDTON	RIGHT	NB	925	1600	50	40	25	7	LIMITED	LARGE OVERHANGS	23	40	TOPPLE	DRY	ONE LANE CLOSURE	FEW	NONE	298
0180	B+	A	1	US-7	004.59	DORSET	RIGHT	NB	1025	4600	50	65	44	12	GOOD	OVERHANGS	74	128	WEDGE, PLANE, TOPPLE	DRY	ONE LANE CLOSURE	OCCASIONAL	NONE	296
0193	B+	A	2	VT-30	005.00	TOWNSHEND	RIGHT	WB	762	3800	50	65	34	6	LIMITED	OVERHANGS	46	58	PLANE	FLOW	ONE LANE CLOSURE	FEW	NONE	294
0019	A	A	3	US-4	003.86	CASTLETON	RIGHT	WB	1848	9700	65	50	37	18	GOOD	LARGE OVERHANGS	218	100	PLANE	DAMP	ONE LANE CLOSURE	FEW	NONE	288
0015	A	A	2	I-91	047.58	WEATHERSFIELD	RIGHT	SB	699	10500	65	50	38	15	GOOD	OVERHANGS	89	70	PLANE, WEDGE	DAMP	ONE LANE CLOSURE	OCCASIONAL	NONE	283
0094	A	A	6	US-2	003.53	MIDDLESEX	RIGHT	WB	600	3600	50	35	28	14	MODERATE	OVERHANGS	34	120	PLANE, TOPPLE	DAMP	TWO LANE CLOSURE EASY DETOUR	FEW	NONE	283
0021	A	A	3	VT-103	000.82	CAVENDISH	RIGHT	NB	290	5500	50	55	37	9	MODERATE	OVERHANGS	25	51	WEDGE	SEEPAGE	ONE LANE CLOSURE	FEW	NONE	277
0113	A	A	6	VT-100	003.60	WAITSFIELD	RIGHT	SB	140	8600	30	22	28	4	LIMITED	OVERHANGS	32	180	PLANE	DAMP	ONE LANE CLOSURE	NONE		277
0045	A	A	4	VT-100	005.45	GRANVILLE	RIGHT	SB	386	1300	50	60	27	6	LIMITED	OVERHANGS	8	78	PLANE	SEEPAGE	NO DISRUPTION	NONE		272
0161	A	A	6	I-89	064.90	WATERBURY	RIGHT	NB	161	25300	65	33	40	7	LIMITED	OVERHANGS	49	172	WEDGE, TOPPLE	DRY	SHOULDER CLOSURE	FEW	NONE	270
0111	A	A	6	I-89	073.76	RICHMOND	MEDIAN	NB	160	25300	65	80	39	24	GOOD	OVERHANGS	49	67	RAVELING, WEDGE	DRY	NO DISRUPTION	FEW	NONE	268
0187	B+	A	2	VT-30	004.28	DUMMERSTON	RIGHT	EB	1500	7100	50	25	40	25	GOOD	OVERHANGS	168	113	PLANE	SEEPAGE	ONE LANE CLOSURE	OCCASIONAL	NONE	268
0095	A	A	6	US-2	004.14	MIDDLESEX	RIGHT	WB	800	3600	50	35	28	11	GOOD	OVERHANGS	45	99	RAVELING, TOPPLE	DAMP	ONE LANE CLOSURE	NONE		261
0132	A	A	7	I-91	137.52	LYNDON	RIGHT	SB	1003	5700	65	59	38	20	MODERATE	POSSIBLE OVERHANGS	69	83	PLANE	DRY	ONE LANE CLOSURE	OCCASIONAL	NONE	259
0026	A	A	3	VT-30	003.94	HUBBARDTON	RIGHT	NB	640	1600	50	20	25	6	LIMITED	OVERHANGS	16	83	TOPPLE	DRY	ONE LANE CLOSURE	OCCASIONAL	NONE	254
0077	A	A	6	VT-12	003.40	BERLIN	RIGHT	SB	245	4700	50	30	40	9	MODERATE	OVERHANGS	18	49	TOPPLE	DRY	SHOULDER CLOSURE	NONE		238
0131	A	A	7	I-91	136.68	LYNDON	RIGHT	NB	370	11000	65	42	38	23	GOOD	OVERHANGS	49	62	PLANE	SEEPAGE	SHOULDER CLOSURE	OCCASIONAL	NONE	226
0222	B+	A	6	US-2	004.58	MIDDLESEX	RIGHT	WB	270	3600	50	60	28	13	GOOD	OVERHANGS	15	67	RAVELING, TOPPLE	DRY	ONE LANE CLOSURE	FEW	NONE	224
0122	A	A	7	I-91	122.12	BARNET	RIGHT	NB	845	5900	65	54	39	21	GOOD	OVERHANGS	61	104	PLANE	DRY	ONE LANE CLOSURE	FEW	NONE	216
0061	A	A	4	VT-106	007.04	READING	RIGHT	NB	150	1300	50	23	26	6	LIMITED	OVERHANGS	3	65	TOPPLE	DRY	ONE LANE CLOSURE	FEW	NONE	211
0162	A	A	7	I-91	116.93	RYEGATE	RIGHT	NB	970	4900	65	65	39	22	GOOD	OVERHANGS	58	100	PLANE	DRY	ONE LANE CLOSURE	FEW	NONE	195

CUT NUMBER	PRELIMINARY RANKING	FINAL RANKING	DISTRICT	HIGHWAY	TOWN MILE MARKER	TOWNSHIP	CUT LOCATION	TRAVEL DIRECTION	LENGTH (ft.)	AADT	POSTED SPEED LIMIT (mph)	HEIGHT (ft.)	PAVED WIDTH (ft.)	TOE TO PAVEMENT DISTANCE (f	DITCH EFFECTIVENESS	OVERHANGS	AVR	PDSD	FAILURE TYPE	MOISTURE CONDITION	TRAFFIC CONTROL	ROCKFALL FREQUENCY	ACCIDENT	RHRS TOTAL SCORE
0134	A	A	7	I-91	128.35	ST. JOHNSBURY	RIGHT	NB	360	8200	65	56	38	23	GOOD	OVERHANGS	36	118	WEDGE, TOPPLE	DRY	TWO LANE CLOSURE EASY DETOUR	FEW	NONE	181
0030	A	A	3	VT-3	000.49	PROCTOR	RIGHT	NB	631	3600	50	60	39	10	GOOD	NONE	36	67	PLANE	DRY	NO DISRUPTION	NONE		115
0031	A	A	3	VT-3	001.62	RUTLAND TOWN	RIGHT	NB	165	3600	50	32	40	13	GOOD	OVERHANGS	9	133	PLANE	DRY	NO DISRUPTION	NONE		71

APPENDIX C

SUMMARY SHEETS AND PRELIMINARY COST ESTIMATION

ROCK CUTS RATED WITH SCORES GREATER THAN 500

Rock Cut Number	**0002**
Maintenance District	1
Highway	VT-9
Mile	2.93
Township	WOODFORD
Cut Location	RIGHT
Travel Direction	WB
Length (ft)	670
AADT	3700
Posted Speed Limit	50
Date Last Inspected	04/11/2006
Inspectors	TE, GS, GF
Total RHR Score	**512**

SLOPE DESCRIPTION:

Relatively high rock cut located on a sharp curve in the roadway. This cut has had problems in the past requiring rock slope investigations. The District had wanted in the past to cut the slope back (not necessarily on a shallower angle) to provide a larger ditch area to accommodate snow storage during winter plowing. There are large loose blocks on this slope especially near the top. The rock cut was constructed with a prominent bench approximately half-way up the slope. This bench could help in ramping rock onto the highway if rockfalls occurred at the top of the slope.

REMEDIATION OPTIONS:

1. Cut the slope back on as high of an angle as the geology will allow. For conceptual design estimating, assume cutting the slope back 20-feet on a 4V:1H slope.
2. Remove loose rock from the slope utilizing high scaling, machine scaling and trim blasting techniques and secure select rock blocks by rock doweling.

CONDITIONS:

Roadway is two lane (one each way) with limited shoulder area. VT-9 is a major route and prolonged lane closures would not be possible as there are no other detour routes that could be used. May be able to install a temporary Rockfall fence at centerline and use eastbound lane for stop and go traffic.

GROSS COST ESTIMATES:

Cost estimates include Engineering Design, Construction Management, Traffic Control and Mobilization.

OPTION 1

Mitigation Technique	Quantity	Estimated Cost	Cost/Score Ratio
Cut slope back 20-feet on a 4:1 slope	**30,000 cy**	**$869,000**	**1,697**

OPTION 2:

Mitigation Technique	Quantity	Estimated Cost	Cost/Score Ratio
High Scaling, Trim Blasting and Machine Scaling	**Trim Blasting – 100 cy Scaling - 10 days Machine Scaling – 40 hrs. Temp Rock Fence Rock Dowel – 200 ft.**	**$178,000**	**348**

Rock Cut Number	**0006**
Maintenance District	2
Highway	VT-9
Mile	1.39
Township	BRATTLEBORO
Cut Location	RIGHT
Travel Direction	WB
Length (ft)	1195
AADT	4600
Posted Speed Limit	50
Date Last Inspected	04/17/2006
Inspectors	TE, GS, GF
Total RHR Score	**500**

SLOPE DESCRIPTION:

This cut is relatively new (constructed in the late 80's). As seen in the right (east) portion of this photo, a very large block had slid out and landed in the ditch. This block has subsequently been removed. During construction of this cut instability issues were encountered. Note the area at the top of the cut in the center of the photo. This is an overburden failure that continues to erode.

REMEDIATION OPTIONS:

High scaling of loose blocks with spot bolting. For the soil erosion area, shotcrete with wire mesh should be installed.

CONDITIONS: This cut is on a broad curve. There are wide shoulders and ditch area that will allow ample room for the contractor.

GROSS COST ESTIMATES:

Cost estimates include Engineering Design, Construction Management, Traffic Control and Mobilization.

Mitigation Technique	Quantity	Estimated Cost	Cost/Score Ratio
High Scaling, Spot Bolting, Shotcrete.	**See Above**	**$217,000**	**434**

Rock Cut Number	**0008**
Maintenance District	2
Highway	VT-30
Mile	0.21
Township	DUMMERSTON
Cut Location	RIGHT
Travel Direction	EB
Length (ft)	1355
AADT	6100
Posted Speed Limit	50
Date Last Inspected	04/17/2006
Inspectors	TE, GS, GF
Total RHR Score	**568**

SLOPE DESCRIPTION:

This slope consists of a rock cut in the northern portion of its extent and soil covered slopes with erosional features in the central and southern parts of the slope.

At the northern part of this slope there are very large rectangular blocks of rock high on the slope that are resting on jointing that dip toward the roadway. Although there is a pretty good ditch here, the size of the blocks could overwhelm any fallout area there may be. It is surprising that these large blocks have not slid out yet.

There are at least three areas of the soil slope where large gulleys have formed. These areas suffer from excessive cutting of the soils leading to further instability. In addition, the material cut from the slope has lead to large debris piles (soil, rocks and vegetation) filling up the ditches.

REMEDIATION OPTIONS:

Rock Portion of Slope - Remove loose rock from the slope utilizing high scaling, machine scaling supplemented with possible rock doweling. Soil Portion of Slope - Drainage control will go a long way here. Mitigation may include preventing water from entering the slope or re-routing the water via piping or armored controlled ditching.

CONDITIONS:

Roadway is two lane (one each way) with wide shoulder areas. Although there should be plenty of room to limit traffic to one lane through here, Upper Dummerston Road parallels VT-30 and could be used as a possible detour (3.5 miles).

GROSS COST ESTIMATES:

Cost estimates include Engineering Design, Construction Management, Traffic Control and Mobilization.

Mitigation Technique	Quantity	Estimated Cost	Cost/Score Ratio
Remove loose rock from the slope utilizing high scaling, machine scaling and some possible rock doweling. Drainage control upslope of gulleys to prevent water from entering the slope. Might include piping or armored controlled ditching.	**2,000 cy Stone Fill Type II 200 linear Ft. Rock Dowels 14 days High Scaling Crew (3) 40 hours Excavator, Loader 1,000 ft. 6-inch Underdrain**	**$326,000**	**574**

Rock Cut Number	**0009**
Maintenance District	2
Highway	I-91
Mile	34.94
Township	ROCKINGHAM
Cut Location	RIGHT
Travel Direction	NB
Length (ft)	1900
AADT	13200
Posted Speed Limit	65
Date Last Inspected	04/18/2006
Inspectors	TE, GS, GF
Total RHR Score	**561**

SLOPE DESCRIPTION:

This is a long high cut that has had a long history of rockfalls. Rockfalls here tend to involve large rectangular blocks and although there is a wide catchment ditch, rock does reach the roadway. Its sister cut (on the southbound barrel) had failed in 1968 covering the interstate. The southbound cut was remediated by cutting the slope back to the responsible fault surface. Recommendations to install rock fall catchment fencing on the subject northbound cut were made in 1990 however this was never constructed. It appears that selective scaling of loose blocks was conducted in the early 1990s. There are a number of joint sets in this slope that result in many possible failure geometries.

REMEDIATION OPTIONS:

Due to the high number of joint orientations present, cutting this slope back on a shallower angle is not a cost effective option here. High scaling of loose blocks with spot bolting. In addition, a Rockfall catchment fence could be installed between the toe of the cut and the roadway.

CONDITIONS:

There are wide shoulders and ditch area that will allow ample room for the contractor. Closure of one lane is possible here.

GROSS COST ESTIMATES:

Cost estimates include Engineering Design, Construction Management, Traffic Control and Mobilization.

OPTION 1

Mitigation Technique	Quantity	Estimated Cost	Cost/Score Ratio
High Scaling, Spot Bolting.	**60 days High Scaling 750 ln. ft. Rock Dowels**	**$623,000**	**1,111**

OPTION 2

Mitigation Technique	Quantity	Estimated Cost	Cost/Score Ratio
High Scaling, Spot Bolting, Rock Fence.	**60 days High Scaling 1,000 ft. High Impact Rock Fence 750 ln. ft. Rock Dowels**	**$1,337,000**	**2,383**

Rock Cut Number	**0013**
Maintenance District	2
Highway	VT-30
Mile	4.15
Township	TOWNSHEND
Cut Location	RIGHT
Travel Direction	WB
Length (ft)	614
AADT	3800
Posted Speed Limit	50
Date Last Inspected	04/17/2006
Inspectors	TE, GS, GF

Total RHR Score **637**

SLOPE DESCRIPTION:

This is a high cut with little to no catchment ditch. The District reports that there are constant rockfalls here. The face of the cut is uneven in areas resulting in possible ramping of rocks toward the roadway.

REMEDIATION OPTIONS:

Removal of loose blocks utilizing high scaling techniques and securing potentially dangerous rock blocks with rock dowels are the recommended mitigation options for this slope.

CONDITIONS:

This cut is on a curve that limits sight distance. There is a very wide shoulder here with a pull-off area directly across from this cut. Traffic could be routed onto the shoulder or routed through the pull-off.

GROSS COST ESTIMATES:

Cost estimates include Engineering Design, Construction Management, Traffic Control and Mobilization.

Mitigation Technique	Quantity	Estimated Cost	Cost/Score Ratio
High Scaling and Spot Rock Doweling.	**1,000 Lin. Ft Rock Dowel** **21 days High Scaling Crew (3)**	**$290,000**	**455**

Rock Cut Number	**0016**
Maintenance District	3
Highway	US-7
Mile	3.30
Township	BRANDON
Cut Location	RIGHT
Travel Direction	SB
Length (ft)	500
AADT	8000
Posted Speed Limit	40
Date Last Inspected	05/02/2006
Inspectors	TE, GS, GF
Total RHR Score	**530**

SLOPE DESCRIPTION:

This relatively low slope has planar jointing that dip directly toward the roadway. Any rock that slides off the slope would land in the roadway as there is little to no ditch here.

REMEDIATION OPTIONS:

A planned improvement project for U.S. 7 is currently under design and it is planned to totally remove this rock exposure as part of that work.

CONDITIONS: There are no special conditions noted for this cut.

GROSS COST ESTIMATES:

Cost estimates include Engineering Design, Construction Management, Traffic Control and Mobilization.

Mitigation Technique	Quantity	Estimated Cost	Cost/Score Ratio
Removal of whole slope	**55,000 cy Rock Removal**	**$400,000**	**755**

Rock Cut Number	**0022**
Maintenance District	3
Highway	VT-103
Mile	8.33
Township	CHESTER
Cut Location	RIGHT
Travel Direction	NB
Length (ft)	1350
AADT	6700
Posted Speed Limit	50
Date Last Inspected	04/24/2006
Inspectors	TE, GS, GF
Total RHR Score	**585**

SLOPE DESCRIPTION:

This is a very high (90 foot) cut with very large rectangular to slabby blocks of rock that contains planar discontinuities that dip at high angles directly toward the roadway. There has been a history of large blocks coming down and reaching the highway. A Rockfall in 2006 required machine scaling. Most of the potentially unstable blocks occur in the upper portions of the cut making any kind of machine scaling difficult if not impossible. The land rises further up slope and as such laying the slope back is not an option.

REMEDIATION OPTIONS:

Remove loose rock from the slope utilizing high scaling and trim blasting. In addition, install series of rock dowels (or rock bolts) in patterns to stabilize identified rock masses.

CONDITIONS:

Roadway is two lane (one each way) with limited shoulder area next to the slope and a wide shoulder area outboard of the slope. The roadway rises from south to north. Machine access to the top of the slope is not possible. Work should be able to be conducted while closing one lane although detours may be available. A 3 mile detour for smaller vehicles via Dean Brook Road and Cavendish Road is possible and for heavier vehicles, an 18 mile detour via VT-10 and VT-131 would be necessary.

GROSS COST ESTIMATES:

Cost estimates include Engineering Design, Construction Management, Traffic Control and Mobilization.

Mitigation Technique	Quantity	Estimated Cost	Cost/Score Ratio
Remove loose rock by high scaling and trim blasting. Pattern rock bolting on 5-foot pattern.	**250 cy. Trim Blasting 2,230 Lin. Ft Rock Bolting 30 days High Scaling Crew (3) 1,000 ft. Temp. Rock Fence**	**$760,000**	**1,299**

Rock Cut Number	**0029**
Maintenance District	3
Highway	VT-100A
Mile	0.11
Township	PLYMOUTH
Cut Location	RIGHT
Travel Direction	NB
Length (ft)	291
AADT	930
Posted Speed Limit	50
Date Last Inspected	05/01/2006
Inspectors	TE, GF
Total RHR Score	**515**

SLOPE DESCRIPTION:

This cut is a high cut/natural exposure that sheds large slabs of rock along planes that dip at high angles toward the roadway. The natural portion of this cut is heavily vegetated and the slope is very wet. The ditch is moderately wide and the toe of the rock slope is within 4-feet of the pavement.

REMEDIATION OPTIONS:

Remove loose rock from the slope utilizing high scaling with some pattern rock doweling.

CONDITIONS:

Roadway narrow here and slope is heavily vegetated. There is limited ditch area and rock slabs that fall could easily topple out onto the roadway. Mitigation operations should require only closing one lane and flagging one way traffic.

GROSS COST ESTIMATES:

Cost estimates include Engineering Design, Construction Management, Traffic Control and Mobilization.

Mitigation Technique	Quantity	Estimated Cost	Cost/Score Ratio
Remove loose rock by high scaling with pattern rock bolting.	**1,800 Lin. Ft Rock Bolting 30 days High Scaling Crew (3)**	**$476,000**	**924**

Rock Cut Number	**0039**
Maintenance District	4
Highway	I-91
Mile	89.52
Township	FAIRLEE
Cut Location	RIGHT
Travel Direction	SB
Length (ft)	864
AADT	10200
Posted Speed Limit	65
Date Last Inspected	05/24/2006
Inspectors	TE, GF, GS, NC
Total RHR Score	**562**

SLOPE DESCRIPTION:

This slope has been very active shedding rocks on a number of occasions for the past few years. The rock type here is phyllite that has undergone a number of episodes of folding. Because of the folding, various plane and toppling failure orientations are present. This cut is included in a ledge mitigation project along I-91 from mile marker 69.96 to 110.96 that is currently under design.

REMEDIATION OPTIONS:

Remove loose rock from the slope utilizing high scaling techniques. Install medium duty rock catchment fence on a portion of the northern section of the slope.

CONDITIONS:

Work can be conducted without closing barrel by utilizing a temporary rock catchment fence.

GROSS COST ESTIMATES:

Cost estimates include Engineering Design, Construction Management, Traffic Control and Mobilization.

Mitigation Technique	Quantity	Estimated Cost	Cost/Score Ratio
High Scaling **Rock Fence (Medium)**	**21 days High Scaling Crew (3)** **500 ft. Rock Fence (Medium)** **1,000 ft. Temp. Rock Fence**	**$466,000**	**829**

Rock Cut Number	**0046**
Maintenance District	4
Highway	VT-100
Mile	5.89
Township	GRANVILLE
Cut Location	RIGHT
Travel Direction	SB
Length (ft)	330
AADT	1300
Posted Speed Limit	50
Date Last Inspected	05/22/2006
Inspectors	TE, GF, GS
Total RHR Score	**574**

SLOPE DESCRIPTION:

This is a heavily vegetated slope with limited ditch effectiveness. The rock type here is schist with foliation dipping at high angles obliquely to the roadway. The roadway is narrow and winding here with little to no ditch. This slope is similar to Cuts 49 and 50 in the same general area. For cost efficiency, a mitigation construction contract could include those other locations under one contract.

REMEDIATION OPTIONS:

Remove loose rock from the slope utilizing high scaling and machine scaling techniques. Some trim blasting may be required.

CONDITIONS:

Traffic control may be an issue here because of the limited space conditions.

GROSS COST ESTIMATES:

Cost estimates include Engineering Design, Construction Management, Traffic Control and Mobilization.

Mitigation Technique	Quantity	Estimated Cost	Cost/Score Ratio
High Scaling **Machine Scaling** **Trim Blasting**	**10 days High Scaling Crew (3)** **60 hrs. Excavator and Loader** **50 cy. Trim Blasting**	**$152,000**	**265**

Rock Cut Number	**0049**
Maintenance District	4
Highway	VT-100
Mile	6.35
Township	GRANVILLE
Cut Location	RIGHT
Travel Direction	SB
Length (ft)	625
AADT	1300
Posted Speed Limit	50
Date Last Inspected	07/03/2006
Inspectors	TE, NC

Total RHR Score **547**

SLOPE DESCRIPTION:

The roadway is narrow and winding here with little to no ditch. This slope is similar to Cuts 46 and 50 in the same general area. See the Summary Sheet for Cut number 0046.

REMEDIATION OPTIONS:

Remove loose rock from the slope utilizing high scaling and machine scaling techniques. Some trim blasting may be required.

CONDITIONS:

Traffic control may be an issue here because of the limited space conditions.

GROSS COST ESTIMATES:

Cost estimates include Engineering Design, Construction Management, Traffic Control and Mobilization.

Mitigation Technique	Quantity	Estimated Cost	Cost/Score Ratio
High Scaling **Machine Scaling** **Trim Blasting**	**10 days High Scaling Crew (3)** **60 hrs. Excavator and Loader** **50 cy. Trim Blasting**	**$152,000**	**278**

Rock Cut Number	**0050**
Maintenance District	4
Highway	VT-100
Mile	6.47
Township	GRANVILLE
Cut Location	RIGHT
Travel Direction	SB
Length (ft)	180
AADT	1300
Posted Speed Limit	50
Date Last Inspected	07/03/2006
Inspectors	TE, NC
Total RHR Score	**501**

SLOPE DESCRIPTION:

This slope similar to Cuts 46 and 49 in the same general area (See the Summary Sheet for Cut number 0046).

REMEDIATION OPTIONS:

Remove loose rock from the slope utilizing high scaling and machine scaling techniques. Some trim blasting may be required.

CONDITIONS:

Traffic control may be an issue here because of the limited space conditions.

GROSS COST ESTIMATES:

Cost estimates include Engineering Design, Construction Management, Traffic Control and Mobilization.

Mitigation Technique	Quantity	Estimated Cost	Cost/Score Ratio
High Scaling **Machine Scaling** **Trim Blasting**	**10 days High Scaling Crew (3)** **60 hrs. Excavator and Loader** **50 cy. Trim Blasting**	**$152,000**	**303**

Rock Cut Number	**0054**
Maintenance District	4
Highway	I-91
Mile	71.59
Township	HARTFORD
Cut Location	MEDIAN
Travel Direction	NB
Length (ft)	409
AADT	20000
Posted Speed Limit	55
Date Last Inspected	05/30/2006
Inspectors	TE, GF, NC
Total RHR Score	**515**

SLOPE DESCRIPTION:

There are large rectangular blocks of rock on the cut that have the potential to slide out onto the roadway along planar discontinuities. There is little ditch here so any falling rock could easily impact the roadway. This slope is included in a ledge mitigation project on I-91 between mile markers 69.96 and 110.96 currently under design.

REMEDIATION OPTIONS:

Remove loose rock from the slope utilizing high scaling and possible trim blasting. Machine scaling may be performed in lieu of high scaling if this will not disrupt traffic.

CONDITIONS:

Traffic control may be an issue here because of the limited space conditions.

GROSS COST ESTIMATES:

Cost estimates include Engineering Design, Construction Management, Traffic Control and Mobilization.

Mitigation Technique	Quantity	Estimated Cost	Cost/Score Ratio
High Scaling **Machine Scaling** **Trim Blasting**	**10 days High Scaling Crew (3)** **50 cy. Trim Blasting**	**$94,000**	**183**

Rock Cut Number	**0062**
Maintenance District	4
Highway	I-89
Mile	21.77
Township	ROYALTON
Cut Location	RIGHT
Travel Direction	SB
Length (ft)	700
AADT	14600
Posted Speed Limit	65
Date Last Inspected	05/10/2006
Inspectors	TE, GS, GF
Total RHR Score	**568**

SLOPE DESCRIPTION:

This is a very wet slope with some dramatic folding of the rock fabric. Because of the folded nature of the rock numerous unfavorable orientations of discontinuities will make cutting the slope difficult while maintaining a stable slope. The District conducted some machine scaling a numbers of years ago here after rock let loose from the fold axis and spilled out onto the highway. The ground surface continues to rise steeply above the top of the cut.

REMEDIATION OPTIONS:

1. Cut the slope back on a lower angle. For conceptual design estimating, assume cutting the slope back on a 1.5V:1H slope. This might necessitate right of way issues.
2. Remove loose rock from the slope utilizing high scaling, machine scaling and trim blasting techniques. Some pattern doweling may be necessary here possibly with some kind of retaining mesh.

CONDITIONS:

This is Interstate highway with ample shoulder area. Detour possibilities might include the use of crossovers. The slope rises too steeply to allow equipment access to the top of the cut.

GROSS COST ESTIMATES:

Cost estimates include Engineering Design, Construction Management, Traffic Control and Mobilization.

OPTION 1

Mitigation Technique	Quantity	Estimated Cost	Cost/Score Ratio
Cut slope back on a 1.5V:1H slope	**44,000 cy**	**$695,000**	**1,224**

OPTION 2:

Mitigation Technique	Quantity	Estimated Cost	Cost/Score Ratio
High Scaling, Trim Blasting, Rock Doweling and Machine Scaling	**Trim Blasting – 200 cy Scaling - 10 days Machine Scaling – 24 hrs. 500 ft. Rock Dowels**	**$192,000**	**338**

Rock Cut Number	**0075**
Maintenance District	6
Highway	VT-12
Mile	2.86
Township	BERLIN
Cut Location	RIGHT
Travel Direction	SB
Length (ft)	410
AADT	4700
Posted Speed Limit	50
Date Last Inspected	05/31/2006
Inspectors	GS, GF
Total RHR Score	**538**

SLOPE DESCRIPTION:

This cut exhibits toppling failures as the foliation of the rock dips into the slope at high angles. There is little to no ditch here so anything that falls would land in the roadway.

REMEDIATION OPTIONS:

High scaling and pattern bolting.

CONDITIONS:

Work can be completed with only closing one lane.

GROSS COST ESTIMATES:

Cost estimates include Engineering Design, Construction Management, Traffic Control and Mobilization.

Mitigation Technique	Quantity	Estimated Cost	Ratio
High Scaling, Pattern Bolting.	**10 days High Scaling 300 ln. ft. Rock Dowels**	**$122,000**	**227**

Rock Cut Number	**0078**
Maintenance District	6
Highway	I-89
Mile	46.72
Township	BERLIN
Cut Location	RIGHT
Travel Direction	NB
Length (ft)	1700
AADT	16100
Posted Speed Limit	65
Date Last Inspected	05/30/2006
Inspectors	TE, GS, GF, NC
Total RHR Score	**524**

SLOPE DESCRIPTION:

This cut has a predominant joint set that dips toward the roadway at about 50 degrees.

REMEDIATION OPTIONS:

1. Cut the slope back on 1.5V:1H.
2. Remove loose rock from the slope utilizing high scaling, trim blasting techniques. Also install a series of pattern bolting.

CONDITIONS:

If option 1 is chosen, the northern barrel as well as the exit ramp would need to be closed and traffic detoured via Interchange 5 (although no large trucks would be allowed) or crossovers would need to be constructed to route northbound traffic onto the southbound barrel. Traffic control would be very difficult and costly if this option is chosen.

If the second option is chosen, work could be completed with only closing one lane and periodic stopping of traffic.

GROSS COST ESTIMATES:

Cost estimates include Engineering Design, Construction Management, Traffic Control and Mobilization.

OPTION 1

Mitigation Technique	Quantity	Estimated Cost	Ratio
Lay slope back on 1.5V:1H	**Solid Rock Excavation 55,000 cy**	**$1,470,000**	**2,805**

OPTION 2

Mitigation Technique	Quantity	Cost	Ratio
High Scaling, Trim Blasting, Pattern Bolting.	**30 days High Scaling 1,500 ln. ft. Rock Dowels 1,000 ft. Trim Blasting**	**$546,000**	**1,042**

Rock Cut Number	**0079**
Maintenance District	6
Highway	I-89
Mile	51.98
Township	BERLIN
Cut Location	RIGHT
Travel Direction	NB
Length (ft)	1500
AADT	21500
Posted Speed Limit	65
Date Last Inspected	06/07/2006
Inspectors	TE, GS, GF, NC
Total RHR Score	**540**

SLOPE DESCRIPTION:

Slope is a long (1500 foot) relatively high cut. The rock type is phyllite and metalimestone. Cleavage within the phyllite dips at high angles oblique to the cut face. Large slabs have been breaking away from the slope (especially near the top of the cut) and in some instances have ramped out onto the Interstate. There is a good size ditch here and guardrail between the roadway and the top of the ditch.

REMEDIATION OPTIONS:

1. Remove loose rock from the slope utilizing high scaling techniques.
2. High scaling of select areas and install a rock catchment fence immediately behind the guard rail. A few issues with this technique include the flex of the fence panels (panels need to flex in order to dissipate Rockfall energy) and a fence could hinder snow storage from plowing operations.

CONDITIONS:

This is Interstate with only 20 feet from the toe of rock slope to the edge of pavement. In order to keep traffic on the roadway during mitigation operations protective netting would need to be draped from heavy excavators at the top of the cut and perhaps a temporary rock fence could be installed behind the guardrail.. As an alternative (although not a real practical one), a detour could be established between exits 7 and 8.

GROSS COST ESTIMATES:

Cost estimates include Engineering Design, Construction Management, Traffic Control and Mobilization.

OPTION 1

Mitigation Technique	Quantity	Estimated Cost	Ratio
High Scaling	**45 days High Scaling**	**$458,000**	**848**

OPTION 2

Mitigation Technique	Quantity	Cost	Ratio
High Scaling, Rock Fence	**10 days High Scaling** **1,000 ft. Rock Fence (Medium)**	**$602,000**	**1,115**

Rock Cut Number	**0098**
Maintenance District	6
Highway	VT-12
Mile	2.55
Township	MIDDLESEX
Cut Location	RIGHT
Travel Direction	SB
Length (ft)	360
AADT	2400
Posted Speed Limit	35
Date Last Inspected	06/05/2006
Inspectors	TE, NC, GF
Total RHR Score	**506**

SLOPE DESCRIPTION:

Foliation in this cut dips at high angles into the slope. Cross jointing acts to provide release surfaces that allow for toppling failures. Portions of this slope are very close to the roadway and any falling rock slabs often reach the roadway.

REMEDIATION OPTIONS:

Machine Scaling.

CONDITIONS:

GROSS COST ESTIMATES:

Cost estimates include Engineering Design, Construction Management, Traffic Control and Mobilization.

Mitigation Technique	Quantity	Estimated Cost	Cost/Score Ratio
Machine Scaling	**24 Hours**	**$15,000**	**30**

Rock Cut Number	**0099**
Maintenance District	6
Highway	I-89
Mile	55.11
Township	BERLIN
Cut Location	RIGHT
Travel Direction	NB
Length (ft)	335
AADT	23900
Posted Speed Limit	65
Date Last Inspected	10/26/2006
Inspectors	TE, GS, GF, NC

Total RHR Score **641**

SLOPE DESCRIPTION:

This is a slope that was shedding rocks onto the Interstate. There is very little ditch here and the distance from the cut face to U.S.-2 is narrow. Shotcrete and doweling were performed on the upper portion of the cut in October 2006.

REMEDIATION OPTIONS:

Cut top 1/3 of slope off at 1V:1H.

CONDITIONS:

This would require re-routing traffic via a crossover. Traffic on US-2 would need to be detoured onto I-89. Difficult traffic control. Assume traffic control will require 100% of construction costs.

GROSS COST ESTIMATES:

Cost estimates include Engineering Design, Construction Management, Traffic Control and Mobilization.

Mitigation Technique	Quantity	Estimated Cost	Ratio
Cut top 1/3 of slope to 1V:1H.	**6,500 ft. Solid Rock Excavation**	**$357,000**	**557**

Rock Cut Number **0105**

Maintenance District 6

Highway I-89

Mile INT. 8 RAMP B RIGHT

Township MONTPELIER

Cut Location RIGHT

Travel Direction NB

Length (ft) 675

AADT 5300

Posted Speed Limit 25

Date Last Inspected 06/07/2006

Inspectors TE, GS, GF, NC

Total RHR Score **525**

SLOPE DESCRIPTION:

Rock on this slope dips at high angles into the slope. Planar jointing dips out of the slope toward the roadway at 20 to 40 degrees and provide release surfaces for the steeply dipping rock resulting in toppling.

REMEDIATION OPTIONS:

This cut could be mitigated by machine scaling loose packets of rock from the slope and pattern bolting to secure the remaining rock on the slope face.

CONDITIONS:

Construction at this location would involve closing the entrance ramp to I-89 for a period of about two weeks.

GROSS COST ESTIMATES:

Cost estimates include Engineering Design, Construction Management, Traffic Control and Mobilization.

Mitigation Technique	Quantity	Estimated Cost	Cost/Score Ratio
Machine Scaling and Rock Doweling	**Two weeks**	**$82,500**	**157**

Rock Cut Number	**0107**
Maintenance District	6
Highway	VT-100A
Mile	0.44
Township	MORETOWN
Cut Location	RIGHT
Travel Direction	SB
Length (ft)	175
AADT	3400
Posted Speed Limit	30
Date Last Inspected	06/01/2006
Inspectors	GS, GF
Total RHR Score	**501**

SLOPE DESCRIPTION:

This slope is a composite of ledge and overlying soil with angular boulders. Erosion is taking place creating debris cones-reaching road.

REMEDIATION OPTIONS:

Machine scaling.

CONDITIONS:

The roadway here is narrow. Traffic control may consist of blocking off the roadway and intermittingly letting traffic pass or possible detour using VT-100.

GROSS COST ESTIMATES:

Cost estimates include Engineering Design, Construction Management, Traffic Control and Mobilization.

Mitigation Technique	Quantity	Estimated Cost	Cost/Score Ratio
Machine Scaling	**24 Hours**	**$14,000**	**28**

Rock Cut Number	**0108**
Maintenance District	6
Highway	VT-12A
Mile	1.88
Township	NORTHFIELD
Cut Location	RIGHT
Travel Direction	SB
Length (ft)	119
AADT	1800
Posted Speed Limit	50
Date Last Inspected	05/31/2006
Inspectors	GS, GF
Total RHR Score	**534**

SLOPE DESCRIPTION:

Foliation of the rock at this location dips steeply into the cut. Toppling failure is the predominant mode of failure here and since there is little to no ditch here any rockfalls would land in the roadway.

REMEDIATION OPTIONS:

Remove loose rock from the slope utilizing high scaling and machine scaling techniques.

CONDITIONS:

One lane closure with stop and go traffic is recommended here.

GROSS COST ESTIMATES:

Cost estimates include Engineering Design, Construction Management, Traffic Control and Mobilization.

Mitigation Technique	Quantity	Estimated Cost	Cost/Score Ratio
High Scaling Machine Scaling	**5 days High Scaling Crew (3) 16 hrs. Excavator and Loader**	**$52,000**	**97**

Rock Cut Number	**0112**
Maintenance District	6
Highway	VT-100
Mile	2.84
Township	STOWE
Cut Location	RIGHT
Travel Direction	NB
Length (ft)	334
AADT	10400
Posted Speed Limit	30
Date Last Inspected	06/05/2006
Inspectors	TE, GS, NC
Total RHR Score	**595**

SLOPE DESCRIPTION:

This is a very steep (almost vertical) cut/slope that is heavily vegetated. There is little to no ditch here and there is very poor sight distance. Residential structures are present on top of slope.

REMEDIATION OPTIONS:

High Scaling and Rock Doweling.

CONDITIONS:

Traffic control will be challenging here as there is not much room. The use of hanging drape nets and temporary rock fencing may allow the closure of only one lane. If necessary, it may be possible detour on Thomas Lane/Depot Street North.

GROSS COST ESTIMATES:

Cost estimates include Engineering Design, Construction Management, Traffic Control and Mobilization.

Mitigation Technique	Quantity	Estimated Cost	Cost/Score Ratio
High Scaling Rock Doweling	**14 days High Scaling Crew (3) 300 linear ft. Rock Dowels**	**$241,000**	**405**

Rock Cut Number	**0119**
Maintenance District	7
Highway	US-5
Mile	4.21
Township	BARNET
Cut Location	RIGHT
Travel Direction	SB
Length (ft)	2112
AADT	850
Posted Speed Limit	50
Date Last Inspected	07/27/2006
Inspectors	TE, NC
Total RHR Score	**550**

SLOPE DESCRIPTION:

This slope is a very long (over 2000 foot) very high rock exposure. The northern portion of this rock exposure experienced a major Rockfall in 2002 that covered US-5. The cause of the Rockfall was a large column of rock that had toppled away from the slope. High scalers conducting the mitigation in 2002 traversed the length of the rock exposure near the top and reported numerous potentially unstable rock masses.

REMEDIATION OPTIONS:

Remove loose rock from the slope utilizing high scaling techniques and install rock dowels on selected rock masses. Trim blasting could also be used here to remove dangerous overhanging or dilated blocks of rock. For estimation purposes assume 2 months of scaling and the installation of 100 twenty-five foot rock dowels.

CONDITIONS:

The roadway here consists of two lanes (one each direction) with enough room to maintain one way traffic. Traffic could be stopped at risky areas of the slope. A temporary rock fence should be set up between US-5 and the Interstate. Cliffs in this area reportedly contain nesting peregrine falcons. This may effect the time of year work could be performed on this slope.

GROSS COST ESTIMATES:

Cost estimates include Engineering Design, Construction Management, Traffic Control and Mobilization.

Mitigation Technique	Quantity	Estimated Cost	Cost/Score Ratio
High Scaling **Rock Doweling** **Trim Blasting**	**60 days High Scaling Crew (3)** **2,500 linear ft. Rock Dowels**	**$839,000**	**1,525**

Rock Cut Number	**0120**
Maintenance District	7
Highway	I-91
Mile	117.00
Township	BARNET
Cut Location	RIGHT
Travel Direction	SB
Length (ft)	1320
AADT	4900
Posted Speed Limit	65
Date Last Inspected	06/13/2006
Inspectors	TE, NC, GS
Total RHR Score	**533**

SLOPE DESCRIPTION:

This is a high cut with poor sight distance. There are a number of overhanging blocks on this slope and the District reports that rockfalls are common here. This slope is included in the Ryegate-St. Johnsbury Interstate Safety project designed between 1997 and 2007.

REMEDIATION OPTIONS:

High scaling.

CONDITIONS:

GROSS COST ESTIMATES:

Cost estimates include Engineering Design, Construction Management, Traffic Control and Mobilization.

Mitigation Technique	Quantity	Estimated Cost	Cost/Score Ratio
High Scaling **Rock Doweling** **Trim Blasting**	**60 days High Scaling Crew (3)** **2,500 linear ft. Rock Dowels**	**$83,000**	**156**

Rock Cut Number	**0136**
Maintenance District	7
Highway	I-91
Mile	INT. 19 RAMP C RIGHT
Township	ST. JOHNSBURY
Cut Location	RIGHT
Travel Direction	NB
Length (ft)	1300
AADT	2400
Posted Speed Limit	65
Date Last Inspected	06/27/2006
Inspectors	GS, NC
Total RHR Score	**520**

SLOPE DESCRIPTION:

This cut is on the ramp from I-93 to I-91 north at Interchange 19. The rock type here consists of meta-limestone, phyllite and quartzite. Potential wedge, toppling and raveling failures here have resulted in frequent rockfalls that if large enough in volume may overwhelm the capacity of the ditch.

REMEDIATION OPTIONS:

High Scaling and trim blasting.

CONDITIONS:

The ramp would have to be closed and I-93 northbound traffic re-routed onto I-93 Exit 1 to US-2 and through St. Johnsbury.

GROSS COST ESTIMATES:

Cost estimates include Engineering Design, Construction Management, Traffic Control and Mobilization.

Mitigation Technique	Quantity	Estimated Cost	Cost/Score Ratio
High Scaling **Trim Blasting**	**10 days High Scaling Crew (3)** **200 cy Trim Blasting**	**$142,000**	**273**

Rock Cut Number	**0142**
Maintenance District	8
Highway	I-89
Mile	107.74
Township	GEORGIA
Cut Location	RIGHT
Travel Direction	NB
Length (ft)	2376
AADT	16800
Posted Speed Limit	65
Date Last Inspected	06/12/2006
Inspectors	TE, GS, NC
Total RHR Score	**621**

SLOPE DESCRIPTION:

This slope consists of dolomite with major planar jointing dipping obliquely toward the roadway at about 45 to 50 degrees. Water is frequently seen here weeping out of discontinuities on the cut surface. This cut experienced a major rockfall in 1974 that covered the northbound lanes.

REMEDIATION OPTIONS:

Option 1: Cut slope back to 1V:1H.

Option 2: High Scaling, machine scaling, rock doweling and trim blasting.

CONDITIONS:

Option 1 will require barrel closure and crossover.
Option 2 can be performed only closing down one lane.

GROSS COST ESTIMATES:

Cost estimates include Engineering Design, Construction Management, Traffic Control and Mobilization.

OPTION 1

Mitigation Technique	Quantity	Estimated Cost	Cost/Score Ratio
Cut back on 1V:1H	**50,000 cy Solid Rock Excavation**	**$1,410,000**	**2,271**

OPTION 2

Mitigation Technique	Quantity	Estimated Cost	Cost/Score Ratio
High Scaling **Trim Blasting** **Machine Scaling** **Rock Doweling**	**1,000 cy Trim Blasting** **1,500 linear ft. Rock Dowels** **60 days High Scaling** **80 hrs. Machine Scaling**	**$867,000**	**1,396**

Rock Cut Number	**0147**
Maintenance District	9
Highway	US-5
Mile	3.35
Township	COVENTRY
Cut Location	RIGHT
Travel Direction	SB
Length (ft)	320
AADT	2900
Posted Speed Limit	50
Date Last Inspected	06/19/2006
Inspectors	GS, GF
Total RHR Score	**595**

SLOPE DESCRIPTION:

This soil and vegetation covered slope lays at a 45-degree angle and continues at this angle for quite some distance up the sliope. There is no ditch here and there are large overhangs high up on the slope. Joint sets dipping directly toward roadway at about 45-degrees provide release surfaces for potential plane and wedge failures. In addition, cleavage dips into the slope at high angles and can provide release surfaces that lead to toppling failures.

REMEDIATION OPTIONS:

High Scaling with spot bolting.

CONDITIONS:

There appears to be very little to no machine access opportunities on upper slope.

GROSS COST ESTIMATES:

Cost estimates include Engineering Design, Construction Management, Traffic Control and Mobilization.

Mitigation Technique	Quantity	Estimated Cost	Cost/Score Ratio
High Scaling **Rock Doweling**	**30 days High Scaling Crew (3)** **200 linear ft. Rock Dowels**	**$285,000**	**479**

Rock Cut Number	**0159**
Maintenance District	4
Highway	I-91
Mile	56.06
Township	WINDSOR
Cut Location	RIGHT
Travel Direction	SB
Length (ft)	5280
AADT	15600
Posted Speed Limit	65
Date Last Inspected	05/09/2006
Inspectors	TE, GS
Total RHR Score	**501**

SLOPE DESCRIPTION:

This is a very long high cut that has well defined planar jointing dipping toward the roadway at about 50 degrees. The cut was constructed on a 70 degree angle and large slabs slide out of the cut.

REMEDIATION OPTIONS:

Option 1 - Lay the slope back to 1.5V:1H. The upper slope angle is estimated to be 20 degrees and as such, a 50 degree cut would produce a 90 foot high cut. Since it would be very expensive ($6 million) and not practical to cut all 5,000 feet of the slope, for estimate purposes it is assumed that 1,000 feet of slope would be laid back.

Option 2 – High Scaling, Trim Blasting and Pattern Bolting.

CONDITIONS:

Option 1 would involve a barrel closure and the construction of crossovers.

Option 2 would require one lane closure and the use of temporary netting and a temporary Rock Catchment fence.

GROSS COST ESTIMATES:

Cost estimates include Engineering Design, Construction Management, Traffic Control and Mobilization.

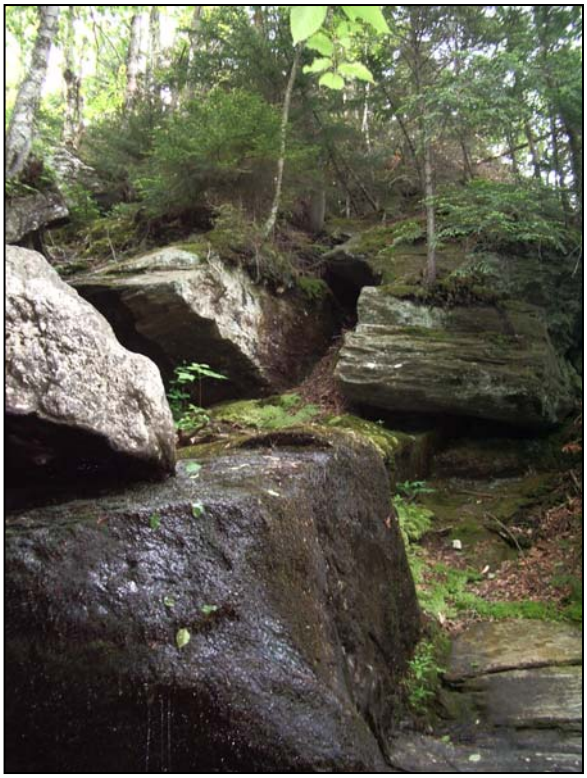
OPTION 1

Mitigation Technique	Quantity	Estimated Cost	Cost/Score Ratio
Lay 1,000 feet of Slope back to 1.5V:1H	**57,000 cy Rock Removal**	**$1,250,000**	**2,495**

OPTION 2

Mitigation Technique	Quantity	Cost	Cost/Score Ratio
High Scaling, Trim Blasting and Pattern Bolting.	**5,000 cy Trim Blasting 60 days High Scaling 3,000 lin. Ft. Rock Dowels**	**$1,585,000**	**3,164**

Rock Cut Number	**0178**
Maintenance District	8
Highway	VT-108
Mile	1.75
Township	CAMBRIDGE
Cut Location	RIGHT
Travel Direction	NB
Length (ft)	291
AADT	1600
Posted Speed Limit	40
Date Last Inspected	06/08/2007
Inspectors	TE, GS
Total RHR Score	**563**



SLOPE DESCRIPTION:

This is a Natural rock exposure that is heavily vegetated and wet. There are a number of large detached rock blocks as well as dilated loose blocks on the slope face.

REMEDIATION OPTIONS:

High scaling with possible spot rock doweling and cable lashing.

CONDITIONS:

Traffic control can be set up by the closure of one lane with stop and go traffic. As an alternative, mitigation could be scheduled at a time of the year that this roadway would be closed to traffic (late fall or early spring).

GROSS COST ESTIMATES:

Cost estimates include Engineering Design, Construction Management, Traffic Control and Mobilization.

OPTION 1

Mitigation Technique	Quantity	Estimated Cost	Cost/Score Ratio
High Scaling with possible spot Rock Doweling and Cable Lashing.	**5 days High Scaling 200 linear feet Rock Dowels 500 linear feet Cable Lashing**	**$70,000**	**124**

Rock Cut Number	**0187**
Maintenance District	2
Highway	VT-30
Mile	4.28
Township	DUMMERSTON
Cut Location	RIGHT
Travel Direction	EB
Length (ft)	1,400
AADT	7100
Posted Speed Limit	50
Date Last Inspected	07/11/2007
Inspectors	TE
Total RHR Score	**503**

SLOPE DESCRIPTION:

This is a heavily vegetated slope with predominantly plane type failures. Rock is schist with areas that are heavily weathered. The ditch efficiency here is rated as good to moderately good and there have been recent reports by the maintenance district that rocks have reached the roadway.

REMEDIATION OPTIONS:

This cut is not very high and machine scaling with possible trim blasting in spots appears to be the most effective technique for mitigation.

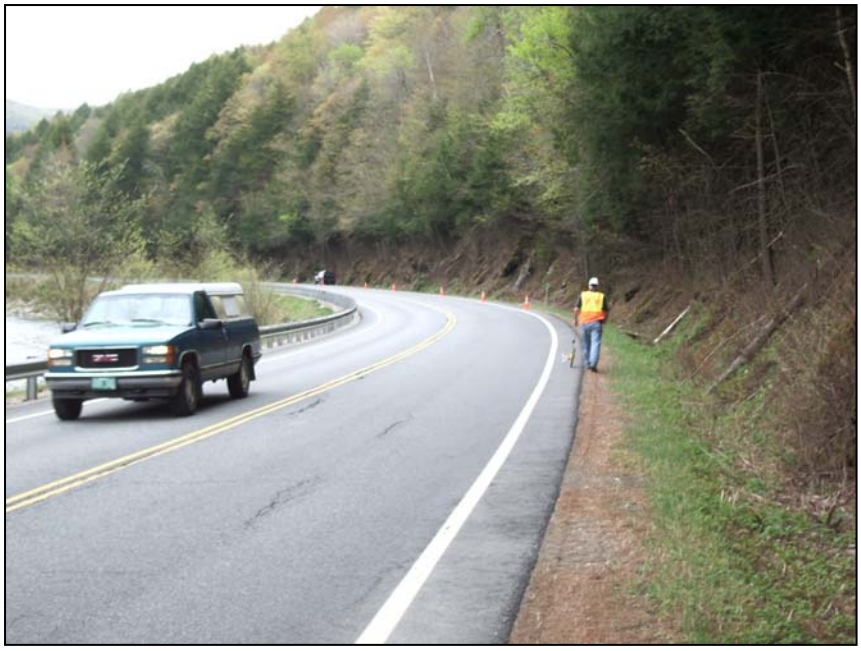
CONDITIONS:

The paved area here is wide (40-feet) and it is expected that one-way alternating traffic could allow work to be completed without much disruption to the traveling public.

GROSS COST ESTIMATES: Cost estimates include Engineering Design, Construction Management, Traffic Control and Mobilization.

Mitigation Technique	Quantity	Estimated Cost	Cost/Score Ratio
Machine Scaling with some Trim Blasting.	**80 Hours Machine Scaling 100 cy Trim Blasting**	**$55,000**	**109**

Rock Cut Number	**0213**
Maintenance District	4
Highway	VT-107
Mile	2.04
Township	STOCKBRIDGE
Cut Location	RIGHT
Travel Direction	EB
Length (ft)	1800
AADT	2400
Posted Speed Limit	50
Date Last Inspected	05/09/2006
Inspectors	TE, GS
Total RHR Score	**505**



SLOPE DESCRIPTION:

The cut here is relatively low (15 feet) however the natural slope above it rises at 25 to 40 degrees and continues for almost 2,000 feet. The slope is heavily vegetated and is very wet with seepage most of the year. Wedge failures have produced gulleys that are eating into the slope and migrating up slope.

REMEDIATION OPTIONS:

In order to eliminate the formation of wedge failures the slope would have to be laid back on a 40 degree angle. The steep long upper slope precludes this as an option. Selective machine scaling, trim blasting, rock doweling, clearing & grubbing, ditching and drainage control are the most appropriate mitigation techniques.

CONDITIONS:

Roadway is narrow and ditch is limited. Traffic control could be limited to closing one lane. In case a detour is needed, VT-100 and Blackmer Road could be used (about a 2 mile detour).

GROSS COST ESTIMATES: Cost estimates include Engineering Design, Construction Management, Traffic Control and Mobilization.

Mitigation Technique	Quantity	Estimated Cost	Cost/Score Ratio
Selective machine scaling, trim blasting, rock doweling, clearing & grubbing, ditching and drainage control	**50 cy Trim Blasting 100 linear Ft. Rock Dowels 200 hrs. Excavator, Loader 200 ft. 6-inch Underdrain 200 ft. Drainage holes in rock**	**$178,000**	**352**