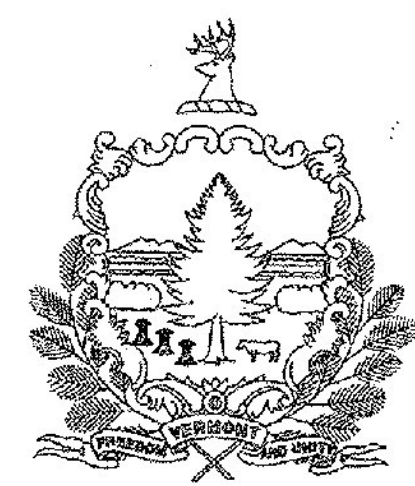


STATE OF VERMONT
AGENCY OF TRANSPORTATION

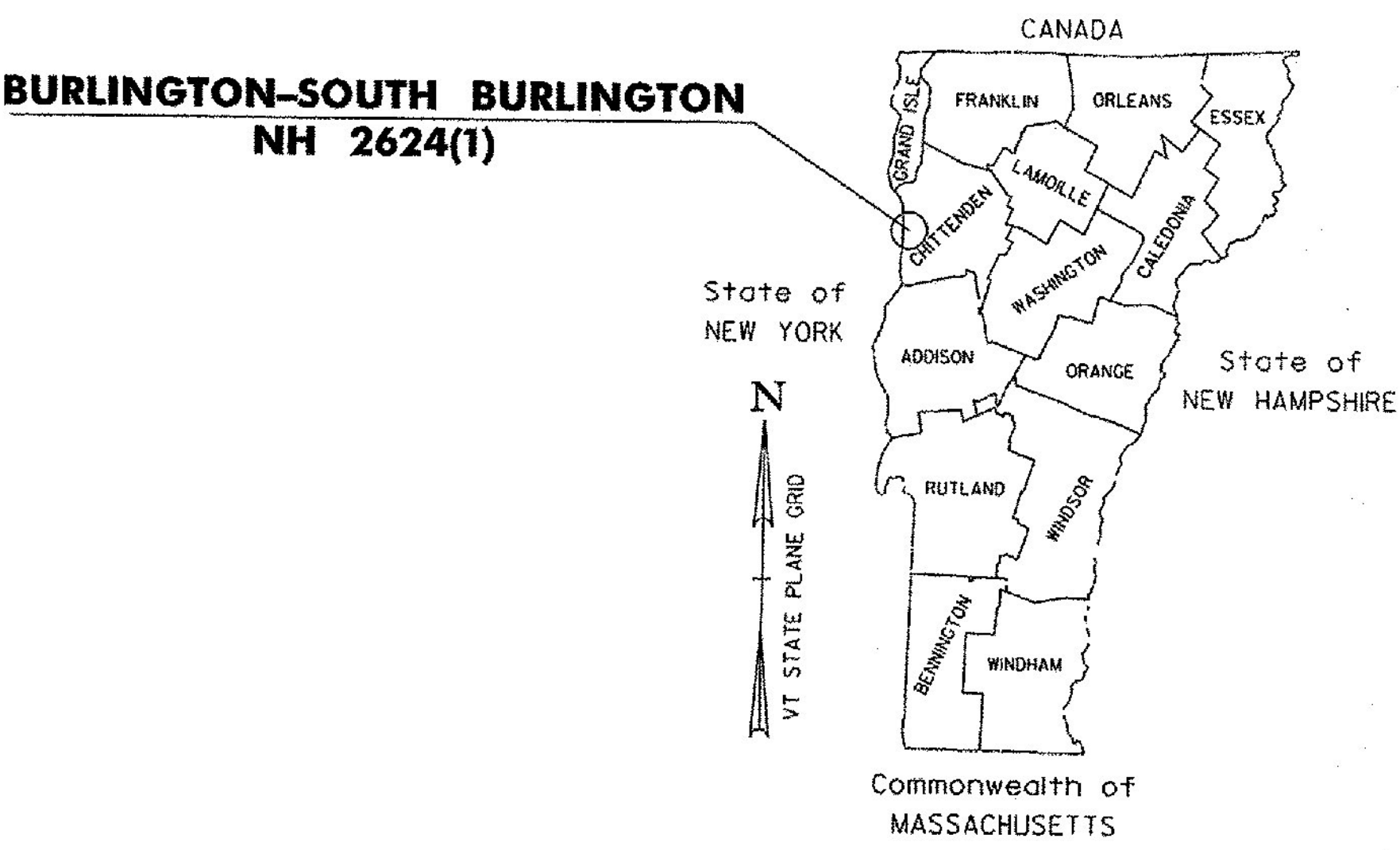


PROPOSED IMPROVEMENT
CITIES OF BURLINGTON & SOUTH BURLINGTON
COUNTY OF CHITTENDEN
U.S. ROUTE 2
CLASS 1 TOWN HIGHWAY

BEGINNING IN THE CITY OF BURLINGTON ON U.S. ROUTE 2 AT STA. 1+26.72 (MM 0.024) AND EXTENDING EASTERLY ALONG U.S. ROUTE 2 FOR A DISTANCE OF 16443.74 FEET (3.114 MILES) TO STA. 121+33.44 (MM 2.298) IN THE CITY OF SOUTH BURLINGTON.

PROJECT DATA:	LENGTH	LENGTH
CITY OF BURLINGTON	(FEET)	(MILES)
U.S. ROUTE 2		
STA. 1+26.72 TO 44+37.02	4,310.30	
MM 0.024 TO 0.840		0.816
CITY OF SOUTH BURLINGTON		
U.S. ROUTE 2	12,133.44	
STA. 0+00.00 TO 121+33.44		2.298
MM 0.000 TO 2.298		
TOTAL LENGTH OF PROJECT:	16,443.74	3.114
TOTAL LENGTH OF ROADWAY:	16,443.74	3.114

WORK TO BE PERFORMED UNDER THIS PROJECT INCLUDES COLD PLANING AND RESURFACING OF THE EXISTING HIGHWAY WITH A LEVELING AND WEARING COURSE, NEW PAVEMENT MARKINGS, SIGNS, VIDEO DETECTION CAMERAS AND OTHER RELATED HIGHWAY ITEMS.



RECORD PLANS

CONTRACTOR: F.W. WHITCOMB CONSTRUCTION CORP. - WALPOLE, NH

RESIDENT ENGINEER: ROBERT SUCKERT

CONSTRUCTION BEGAN: MAY 30, 2012

CONSTRUCTION COMPLETE: AUGUST 9, 2013

RECORD PLANS BY: ROBERT SUCKERT & KEVIN KING

I HEREBY CERTIFY THAT ALL THE CONSTRUCTION REQUIRED BY THIS SET OF DRAWINGS HAS BEEN ACCOMPLISHED AS INDICATED HEREIN.

BY: *[Signature]* RESIDENT ENGINEER

DATE: 4-21-17

NOTE: Any further information concerning final quantities, amounts or other details relative to this project may be found at Central Files in the electronic archives.

SUPERPAVE BITUMINOUS CONCRETE PAVEMENT MIXTURE DESIGN CRITERIA	
DESIGN LANE/DESIGN LIFE ESALS	5,527,000
DESIGN NUMBER OF GYRATIONS	65
PERFORMANCE GRADE ASPHALT BINDER	SEE SECTION 490 OF THE GENERAL SPECIAL PROVISIONS AND SPECIAL PROVISIONS

RIGHT-OF-WAY LIMITS, IF APPLICABLE, ARE PROVIDED SOLELY FOR THE CONVENIENCE OF THE STATE AND ITS CONTRACTOR DURING THE COURSE OF THIS PAVING PROJECT. ANY REFERENCES TO OFFSETS ON THESE PLANS ARE APPROXIMATE AND SHOULD NOT BE RELIED UPON FOR ANY PURPOSES.

THESE PLANS ARE SUBJECT TO SUCH ENGINEERING CHANGES AS MAY BE REQUIRED BY THE FEDERAL HIGHWAY ADMINISTRATION OR THE DIRECTOR OF PROGRAM DEVELOPMENT.

CONSTRUCTION IS TO BE CARRIED ON IN ACCORDANCE WITH THESE PLANS AND THE STANDARD SPECIFICATIONS FOR CONSTRUCTION DATED 2006, AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION ON JUNE 15, 2006 FOR USE ON THIS PROJECT, INCLUDING ALL SUBSEQUENT REVISIONS AND SUCH REVISED SPECIFICATIONS AND SPECIAL PROVISIONS AS ARE INCORPORATED IN THESE PLANS.

UNLESS OTHERWISE NOTED, ALL DRAWINGS AND DETAILS ON THESE PLANS ARE DRAWN "NOT TO SCALE".

QUALITY ASSURANCE PROGRAM: LEVEL I

CONVENTIONAL SYMBOLS

COUNTY LINE	
TOWN LINE	
LIMITS OF ACCESS	
POINT OF ACCESS	
FENCE LINE	
STONE WALL	
TRAVELED WAY	
GUARDRAIL	
RAILROAD	
SURVEY LINE	
CULVERT	
UTILITY POLE	
TREES	
CONTROL OF ACCESS	
PROPERTY LINE	
R.O.W. TAKING LINE	
SLOPE RIGHTS	
TOP OF CUT	
TOE OF SLOPE	

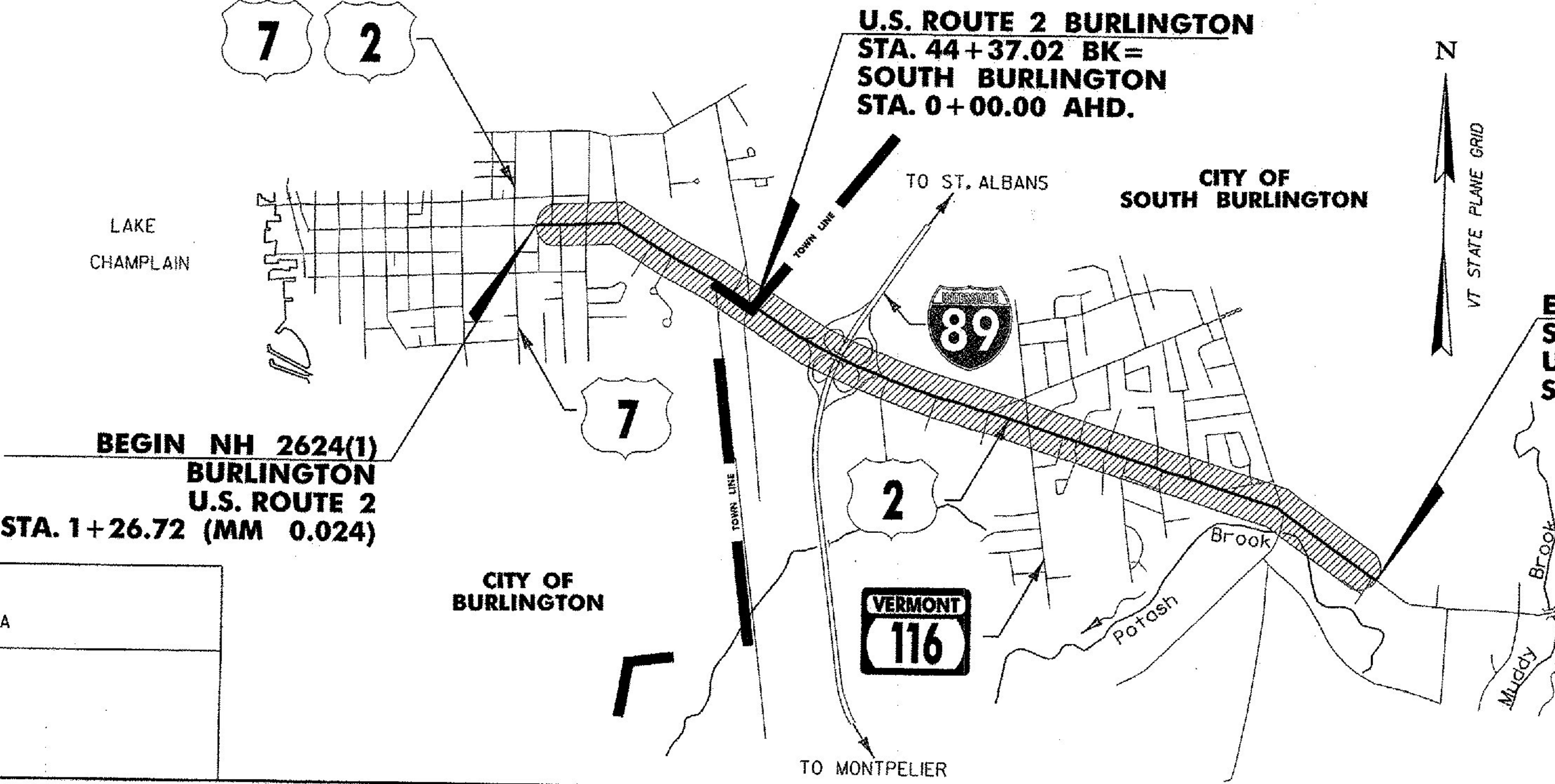
SURVEYED BY: N/A

SURVEYED DATE: N/A

DATUM

VERTICAL N/A

HORIZONTAL N/A



END NH 2624(1)
SOUTH BURLINGTON
U.S. ROUTE 2
STA. 121+33.44 (MM 2.298)



DIRECTOR OF PROGRAM DEVELOPMENT

APPROVED: *[Signature]* DATE: 2-13-2012

PROJECT MANAGER: MICHAEL FOWLER

PROJECT NAME: BURLINGTON-SOUTH BURLINGTON

PROJECT NUMBER: NH 2624(1)

SHEET 1 OF 108 SHEETS

INDEX OF SHEETS

1	TITLE SHEET
2	INDEX OF SHEETS
3-4	PROJECT TYPICAL SHEETS
5-7	QUANTITY SHEETS
8-10	ITEM DETAIL SUMMARY SHEETS
11-12	DRIVE DETAIL SHEETS
13-53	PROJECT LAYOUT SHEETS
54-87	TRAFFIC SIGN SUMMARY SHEETS
88-91	TRAFFIC SIGN DETAIL SHEETS
92	TRAFFIC SIGNAL GENERAL NOTES SHEET
93-104	TRAFFIC SIGNAL SYSTEM SHEETS
105	STRUCTURE AND UTILITY INVENTORY SHEET
106-107	MISCELLANEOUS DETAIL SHEETS
108	CONSTRUCTION APPROACH SIGNING SHEET
	STRUCTURES DETAIL SD-516.10

VAOT STANDARDS

C-2A	10-14-05
C-2B	10-14-05
C-3A	03-10-08
C-3B	03-10-08
C-10	02-11-08
D-6	06-01-94
D-8	01-03-00
D-9	06-01-94
D-15	06-01-94
D-16	06-01-94
E-100	01-02-04
E-100A	01-02-04
E-101	05-30-03
E-102	06-30-03
E-102A	05-01-04
E-106	03-01-04
E-107	06-30-03
E-107A	06-08-09
E-108	06-08-09
E-108A	06-08-09
E-110	08-08-95
E-121	08-08-95
E-123	03-16-04
E-127	08-08-95
E-130	08-08-95
E-131	08-08-95
E-134	08-08-95
E-136B	08-08-95
E-138	05-30-03
E-141	09-20-95
E-145A	12-23-94
E-145B	12-23-94
E-161	08-18-95
E-162	05-20-99
E-163	05-20-99
E-164	06-08-09
E-170	11-04-99
E-171A	08-09-95
E-191	02-01-99
E-192	10-12-00
E-193	08-18-95
E-194	03-15-05

TRAFFIC DATA

U.S. ROUTE 2

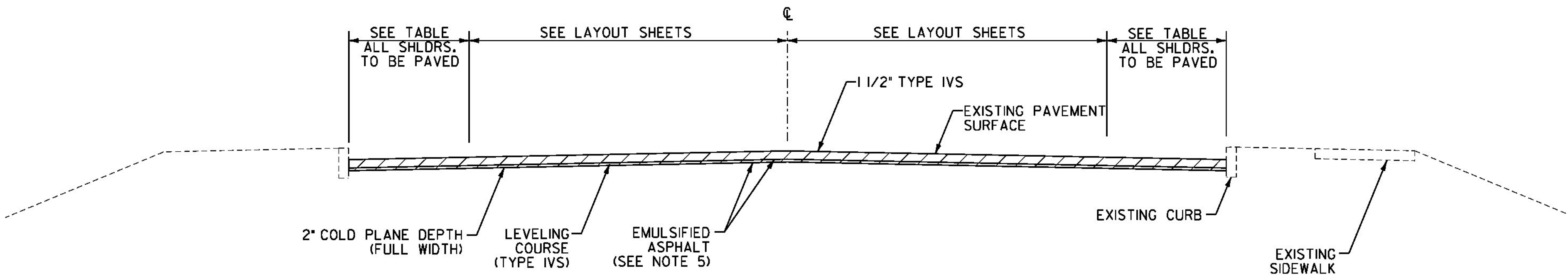
LOCATION	AADT		DHV		ESALS	
	2012	2022	2012	2022	2012-2022	2012-2032
BEGIN PROJECT TO SOUTH PROSPECT STREET	17,000	17,500	1800	1800	1,629,000	3,949,000
SOUTH PROSPECT STREET TO SPEAR STREET/EAST AVE.	25,700	26,500	2700	2800	2,097,000	5,110,000
SPEAR STREET/EAST AVE. TO I-89 EXIT 14 RAMPs A & C	39,100	40,300	4100	4200	3,236,000	7,815,000
I-89 EXIT 14 RAMPs A & C TO I-89 EXIT 14 RAMPs B & D	27,200	28,000	2800	2900	2,141,000	5,181,000
EXIT 14 RAMPs B & D TO EXIT 14 RAMPs E & G	36,500	37,600	3800	3900	4,607,000	11,054,000
EXIT 14 RAMPs E & G TO EXIT 14 RAMPs F & H	28,400	29,300	3000	3000	1,582,000	3,808,000
EXIT 14 RAMPs F & H TO DORSET STREET/HOLIDAY INN	38,500	39,700	4000	4100	3,752,000	8,959,000
DORSET STREET/HOLIDAY INN TO WHITE STREET	27,400	28,200	2800	2900	3,323,000	7,974,000
WHITE STREET TO VT 116/PATCHEN ROAD	19,900	20,500	2100	2100	2,609,000	6,281,000
VT 116/PATCHEN ROAD TO AIRPORT ROAD	20,500	21,100	2100	2200	2,848,000	6,874,000
AIRPORT ROAD TO KENNEDY DRIVE/AIRPORT DRIVE	16,800	17,300	1800	1900	2,465,000	5,901,000
KENNEDY DRIVE/AIRPORT DRIVE TO END PROJECT	18,900	19,500	2000	2100	3,291,000	7,878,000

NOT TO SCALE



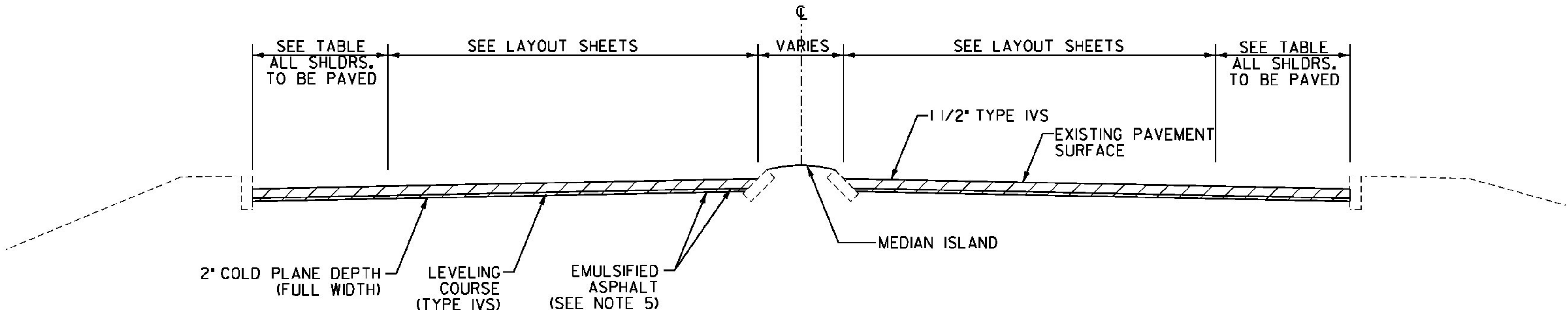
INDEX OF SHEETS

PROJECT NAME: BURLINGTON-SOUTH BURLINGTON	
PROJECT NUMBER: NH 2624(1)	
FILE NAME: p06d216.dgn	PLOT DATE: 2/7/2012
PROJECT LEADER:	DRAWN BY: STANTEC
DESIGNED BY: STANTEC	CHECKED BY: STANTEC
IPARM FILE: p06d216ind.i	SHEET 2 OF 108



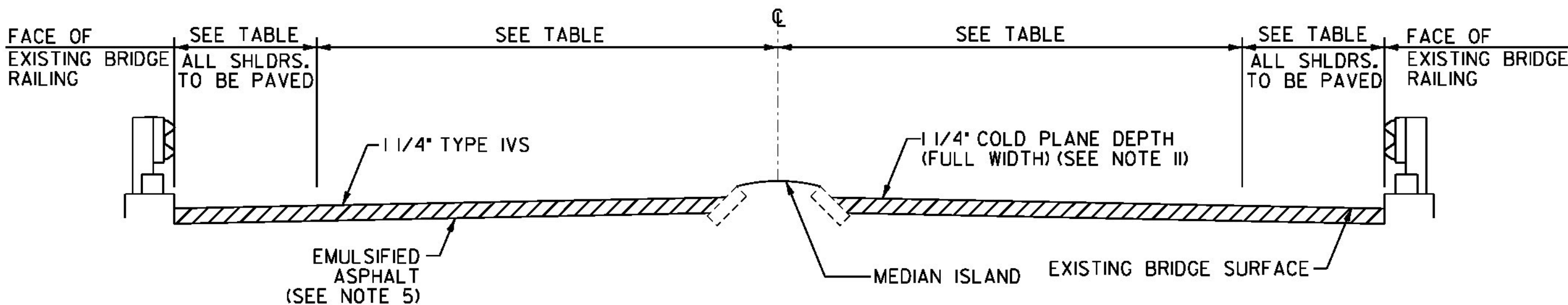
COLD PLANE TYPICAL SECTION - CURBED

BURLINGTON STA. 1+26.72 TO 16+75
BURLINGTON STA. 40+05 TO 44+37.02
SOUTH BURLINGTON STA. 0+00 TO 0+70
SOUTH BURLINGTON STA. 2+55 TO 8+80
SOUTH BURLINGTON STA. 25+55 TO 49+85
SOUTH BURLINGTON STA. 54+05 TO 121+33.44



COLD PLANE TYPICAL SECTION - CURBED W/ MEDIAN ISLAND

BURLINGTON STA. 16+75 TO 40+05
SOUTH BURLINGTON STA. 0+70 TO 2+55
SOUTH BURLINGTON STA. 8+80 TO 15+93
SOUTH BURLINGTON STA. 18+62 TO 25+55
SOUTH BURLINGTON STA. 49+85 TO 54+05



COLD PLANE TYPICAL SECTION - BRIDGE

BR#18C SOUTH BURLINGTON STA. 15+93 TO 18+62

ASPHALTIC PLUG JOINT LOCATIONS

(SEE STRUCTURES DETAIL SD-516.10)

BR#18C SOUTH BURLINGTON STA. 15+93 (81 LF)
BR#18C SOUTH BURLINGTON STA. 18+62 (81 LF)

PROJECT PAVING LIMITS

TOWN & ROUTE	BEGIN STATION	END STATION	LANE TYPICAL	WEARING DEPTH	LEVELING DEPTH	NOTES
BURLINGTON U.S. ROUTE 2	1+26.72	18+07	VARIES - SEE LAYOUT SHEETS	1 1/2"	1/2"	COLD PLANE 2", LEVEL, AND THEN PAVE WITH 1 1/2" TYPE IVS.
BURLINGTON U.S. ROUTE 2	18+07	27+40	1'-0" - 11'-0" - 11'-0" - ISLAND - 11'-0" - 11'-0" - 1'-0"	1 1/2"	1/2"	COLD PLANE 2", LEVEL, AND THEN PAVE WITH 1 1/2" TYPE IVS.
BURLINGTON U.S. ROUTE 2	27+40	31+05	VARIES - SEE LAYOUT SHEETS	1 1/2"	1/2"	COLD PLANE 2", LEVEL, AND THEN PAVE WITH 1 1/2" TYPE IVS.
BURLINGTON U.S. ROUTE 2	31+05	36+55	4'-0" - 11'-0" - 11'-0" - ISLAND - 11'-0" - 11'-0" - 4'-0"	1 1/2"	1/2"	COLD PLANE 2", LEVEL, AND THEN PAVE WITH 1 1/2" TYPE IVS.
BURLINGTON U.S. ROUTE 2	36+55	44+37.02	VARIES - SEE LAYOUT SHEETS	1 1/2"	1/2"	COLD PLANE 2", LEVEL, AND THEN PAVE WITH 1 1/2" TYPE IVS.
SOUTH BURLINGTON U.S. ROUTE 2	0+00.00	15+93	VARIES - SEE LAYOUT SHEETS	1 1/2"	1/2"	COLD PLANE 2", LEVEL, AND THEN PAVE WITH 1 1/2" TYPE IVS.
SOUTH BURLINGTON U.S. ROUTE 2	15+93	18+62	VARIES - SEE LAYOUT SHEETS	1 1/4"	-	BR 18C - COLD PLANE 1 1/4" AND THEN PAVE WITH 1 1/4" TYPE IVS.
SOUTH BURLINGTON U.S. ROUTE 2	18+62	30+57	VARIES - SEE LAYOUT SHEETS	1 1/2"	1/2"	COLD PLANE 2", LEVEL, AND THEN PAVE WITH 1 1/2" TYPE IVS.
SOUTH BURLINGTON U.S. ROUTE 2	30+57	48+06	2'-0" - 11'-0" - 11'-0" - 11'-0" - 11'-0" - 2'-0"	1 1/2"	1/2"	COLD PLANE 2", LEVEL, AND THEN PAVE WITH 1 1/2" TYPE IVS.
SOUTH BURLINGTON U.S. ROUTE 2	48+06	57+30	VARIES - SEE LAYOUT SHEETS	1 1/2"	1/2"	COLD PLANE 2", LEVEL, AND THEN PAVE WITH 1 1/2" TYPE IVS.
SOUTH BURLINGTON U.S. ROUTE 2	57+30	97+20	2'-0" - 11'-0" - 11'-0" - 11'-0" - 11'-0" - 2'-0"	1 1/2"	1/2"	COLD PLANE 2", LEVEL, AND THEN PAVE WITH 1 1/2" TYPE IVS.
SOUTH BURLINGTON U.S. ROUTE 2	97+20	103+97	VARIES - SEE LAYOUT SHEETS	1 1/2"	1/2"	COLD PLANE 2", LEVEL, AND THEN PAVE WITH 1 1/2" TYPE IVS.
SOUTH BURLINGTON U.S. ROUTE 2	103+97	119+72	2'-0" - 11'-0" - 11'-0" - 11'-0" - 11'-0" - 2'-0"	1 1/2"	1/2"	COLD PLANE 2", LEVEL, AND THEN PAVE WITH 1 1/2" TYPE IVS.
SOUTH BURLINGTON U.S. ROUTE 2	119+72	121+33.44	VARIES - SEE LAYOUT SHEETS	1 1/2"	1/2"	COLD PLANE 2", LEVEL, AND THEN PAVE WITH 1 1/2" TYPE IVS.

NOTES

- THE PAVEMENT WEARING COURSE SHALL BE SUPERPAVE BITUMINOUS CONCRETE PAVEMENT TYPE IVS. THE ESTIMATED 1/2" LEVELING COURSE SHALL BE SUPERPAVE BITUMINOUS CONCRETE PAVEMENT TYPE IVS UNLESS OTHERWISE DIRECTED BY THE RESIDENT ENGINEER.
- GRASS GROWING ADJACENT TO PAVEMENT OR THROUGH CRACKS IN THE PAVEMENT WHICH MAY HAMPER THE PLACEMENT OF NEW BITUMINOUS CONCRETE SHALL BE REMOVED BY THE CONTRACTOR AS DIRECTED BY THE RESIDENT ENGINEER. PAYMENT FOR THIS WORK WILL NOT BE MADE DIRECTLY, BUT WILL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 490.30 SUPERPAVE BITUMINOUS CONCRETE PAVEMENT.
- SUPERPAVE BITUMINOUS CONCRETE PAVEMENT TOLERANCE = +1/4". (TOTAL THICKNESS EXCLUDING LEVELING)
- EDGES OF PAVEMENT SHALL INCLUDE A SAFETY EDGE AS DIRECTED BY THE RESIDENT ENGINEER. SEE DETAIL ON SHEET 4.
- EMULSIFIED ASPHALT SHALL BE APPLIED ON EXISTING PAVEMENT SURFACES, BETWEEN ALL COURSES OF PAVEMENT AND ON COLD PLANED SURFACES. ALL COLD PLANE SURFACES SHALL HAVE A APPLICATION RATE OF 0.08 GAL/SY OF EMULSIFIED ASPHALT. EMULSIFIED ASPHALT SHALL BE APPLIED ON ALL SUCCESSIVE PAVED SURFACES AT THE RATE OF 0.040 GAL/SY.
- COLD PLANING TO BE COMPLETED ACCORDING TO TYPICAL OR AS NOTED OTHERWISE ON THE PLANS. THE COLD PLANING AND PAVING SHALL MATCH THE EXISTING CONDITIONS AT THE BEGINNING AND END OF CONSTRUCTION AREAS BY THE USE OF A VERTICAL COLD PLANE JOINT. SEE DETAIL ON SHEET 4.
- ALL DRIVES SHALL BE PAVED BACK TO THE EXISTING SIDEWALK OR A DISTANCE OF 4', WHICHEVER IS GREATER. PAYABLE UNDER ITEM 900.675 SPECIAL PROVISION (HAND-PLACED BITUMINOUS CONCRETE MATERIAL, DRIVES) UNLESS OTHERWISE DIRECTED BY THE RESIDENT ENGINEER (FOR DETAILS, SEE SHEET 11). ALL OTHER BITUMINOUS MATERIALS PLACED WITHIN THE PROJECT LIMITS WHETHER BY HAND OR MECHANICAL METHODS SHALL BE PAID AS ITEM 490.30 SUPERPAVE BITUMINOUS CONCRETE PAVEMENT.
- SIDEWALK RAMP DETECTABLE WARNING SURFACES SHALL BE CAST IRON, YELLOW TRUNCATED DOME DETECTABLE WARNING SURFACE FROM THE AGENCY'S APPROVED PRODUCT LIST.
- AN ESTIMATED QUANTITY OF ITEM 619.17 YIELDING MARKER POSTS HAS BEEN INCLUDED TO DELINEATE PIPE INLETS, PIPE OUTLETS AND DROP INLETS LOCATED OUTSIDE OF THE PAVEMENT SURFACE OR AS DIRECTED BY THE RESIDENT ENGINEER.
- A QUANTITY FOR ITEM 604.412 REHAB. DROP INLETS, CATCH BASINS, OR MANHOLES, CLASS I, ITEM 604.415 REHAB. DROP INLETS, CATCH BASINS, OR MANHOLES, CLASS II, ITEM 604.418 REHAB. DROP INLETS, CATCH BASINS, OR MANHOLES, CLASS III AND ITEM 604.40 CHANGING ELEVATION OF DI, CB, OR MH HAS BEEN INCLUDED TO BE USED AS INDICATED ON THE PLANS OR AS DIRECTED BY THE RESIDENT ENGINEER. ALL DI'S SHALL BE RAISED OR REHABILITATED SUCH THAT THE NEW GRATE ELEVATION IS EVEN WITH THE SURROUNDING TERRAIN. DRAINAGE STRUCTURE REHABILITATIONS HAVE BEEN DISTRIBUTED BETWEEN ITEMS 604.412, 604.415 AND 604.418 FOR ESTIMATING PURPOSES.
- THE CONTRACTOR MUST USE CARE WHEN COLD PLANING BRIDGE #18C SO AS NOT TO DAMAGE THE BRIDGE MEMBRANE. IF DAMAGE TO THE MEMBRANE SHOULD OCCUR DURING THE COLD PLANING OF BRIDGE #18C, THE CONTRACTOR SHALL REPLACE THE BRIDGE MEMBRANE AT NO COST TO THE STATE.
- COLD PLANE SURFACES WITHIN THE COLD PLANE TYPICAL SECTIONS SHALL HAVE SURFACE PREPARATION BEFORE THE LEVELING COURSE IS LAID. SURFACE PREPARATION SHALL CONSIST OF POTHOLE PATCHING AND PATCHING OF ALL LARGE CRACKS THAT ARE AT LEAST 1" IN WIDTH. PAYMENT WILL BE UNDER ITEM 900.680, SPECIAL PROVISION "BITUMINOUS CONCRETE PAVEMENT SURFACE PREPARATION, TYPE I" (SEE DETAIL ON SHEET 4).

SEEDING FORMULA

RATE: DOUBLE IF HYDROSEEDING

% WT.	LBS./A.	NAME	PUR %	GERM %
38	32	CREeping RED FESCUE	98	90
29	24	SPARTAN HARD FESCUE	95	85
15	12	AZAY SHEEP'S FESCUE	95	87
15	12	ANNUAL RYE GRASS	95	90
3	-	INERTS	--	--
100.0	80 LB/A			

NOTES

SEED MIXTURE: SHALL NOT HAVE A WEED CONTENT EXCEEDING 0.40% BY WEIGHT AND SHALL BE FREE OF ALL NOXIOUS SEED.

SEED ITEM 651.15: TO BE APPLIED PER SEEDING FORMULAS OR AS DIRECTED BY THE RESIDENT ENGINEER.

FERTILIZER ITEM 651.18: FORMULA 10-20-10, TO BE USED WITH SEED, APPLIED AT THE RATE OF 500 LBS./ACRE. (HYDRO SEEDERS MAY USE 19-19-19 FORMULA)

AGRICULTURAL LIMESTONE ITEM 651.20: TO BE APPLIED AT THE RATE OF 2 TONS/ACRE, OR AS DIRECTED BY THE RESIDENT ENGINEER.

HAY MULCH ITEM 651.25: TO BE PLACED ON THE EARTH SLOPES AT THE RATE OF 2 TONS/ACRE, OR AS DIRECTED BY THE RESIDENT ENGINEER.

TOPSOIL ITEM 651.35: TO BE USED WITH SEED AS INDICATED ON THE PLANS, OR AS DIRECTED BY THE RESIDENT ENGINEER.

NOT TO SCALE

PROJECT
TYPICAL
SHEET #1

PROJECT NAME: BURLINGTON-SOUTH BURLINGTON

PROJECT NUMBER: NH 2624(1)

FILE NAME: p06d216.dgn

PROJECT LEADER:

DESIGNED BY: STANTEC

IPARM FILE: p06d216ts01.i

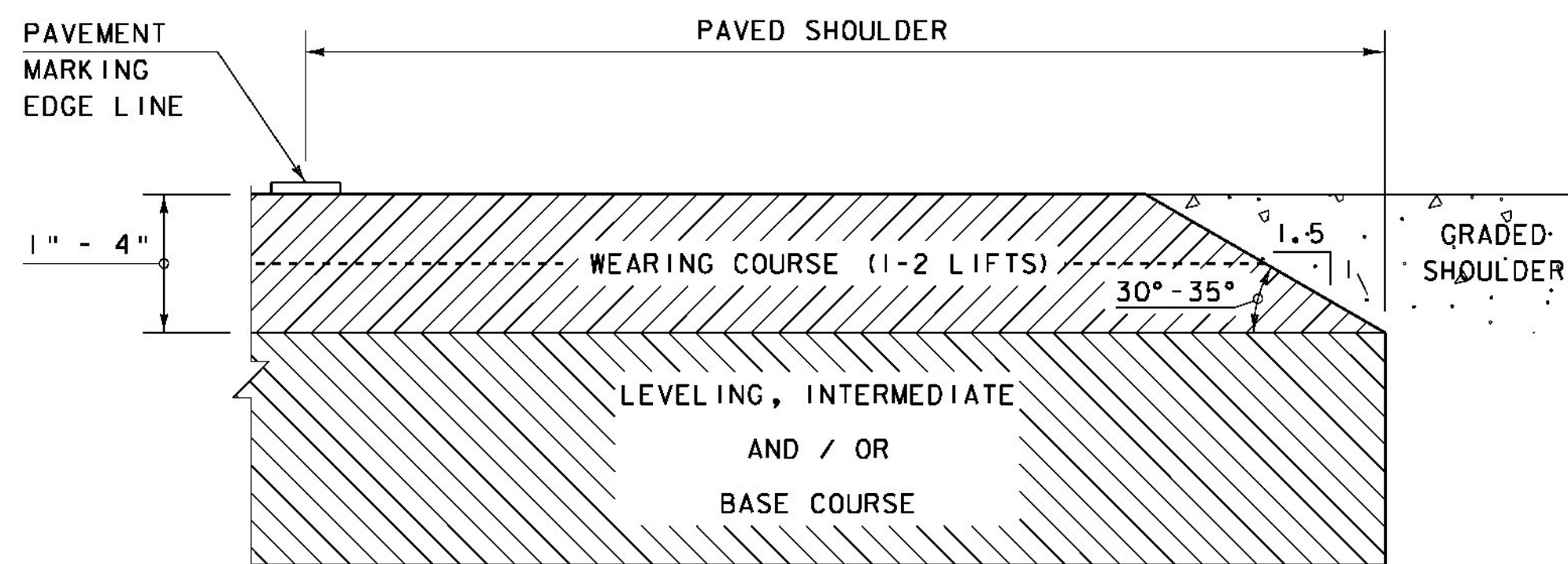
PLOT DATE: 2/7/2012

DRAWN BY: STANTEC

CHECKED BY: STANTEC

SHEET 3 OF 108

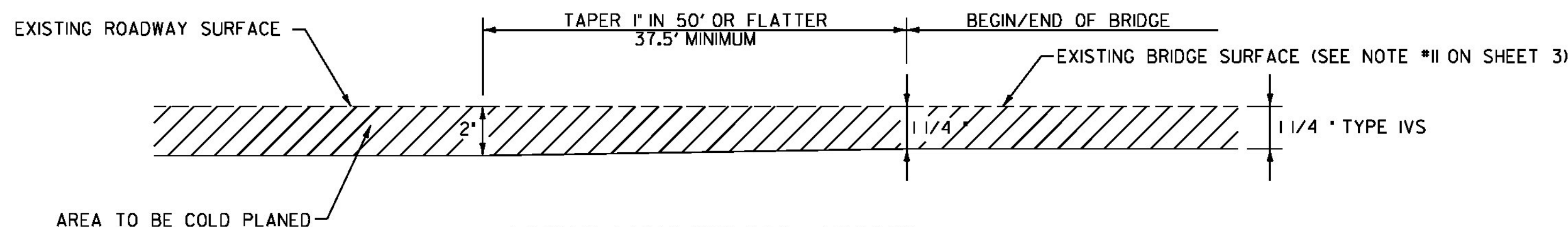




SAFETY EDGE DETAIL

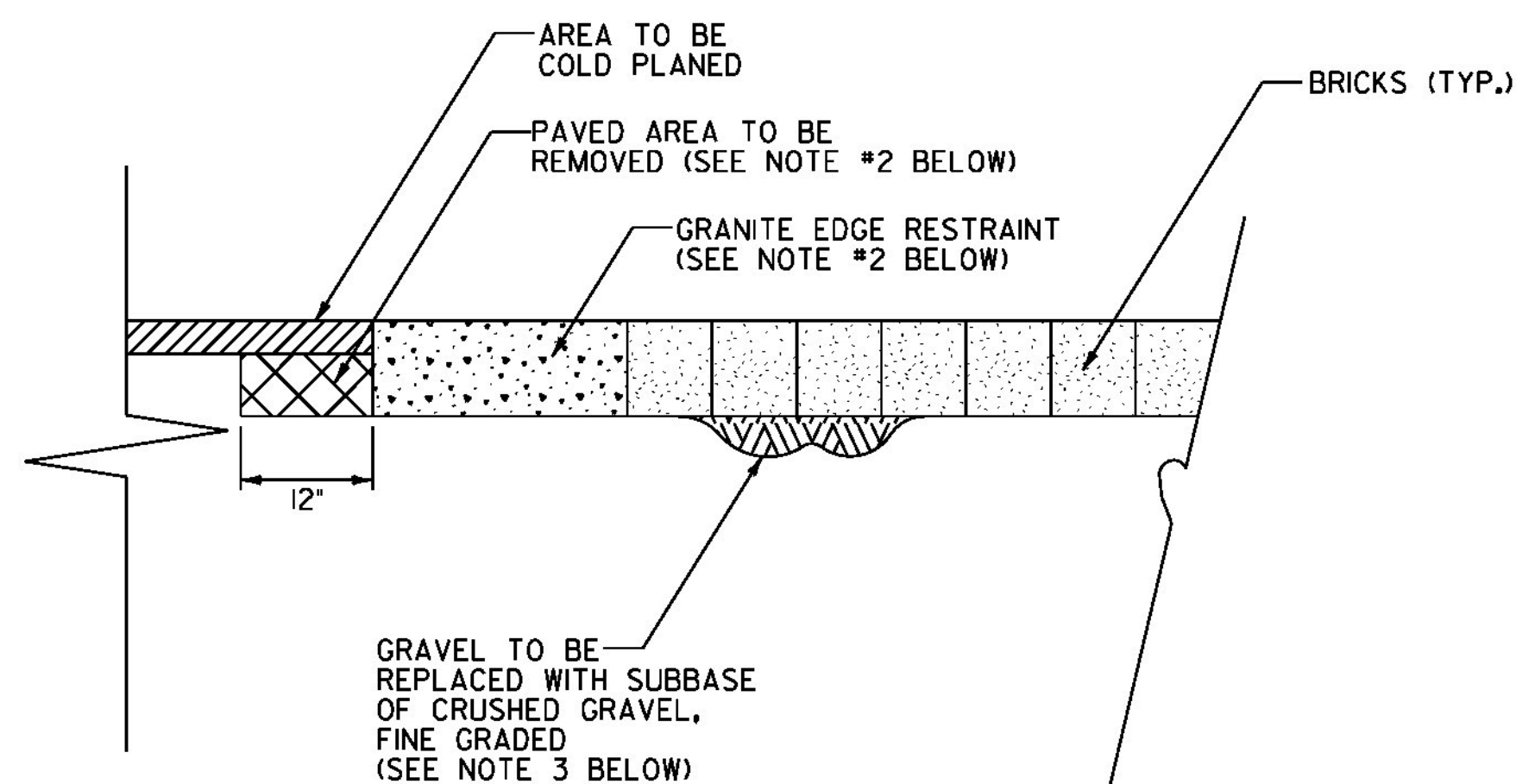
NOT TO SCALE

NOTE: LEVELING COURSE MAY INCLUDE THE "SAFETY EDGE" AT THE CONTRACTOR'S CHOICE.



BRIDGE TRANSITION DETAIL

BR#18C SOUTH BURLINGTON STA.15+55.5 TO 15+93
BR#18C SOUTH BURLINGTON STA.18+62 TO 18+99.5

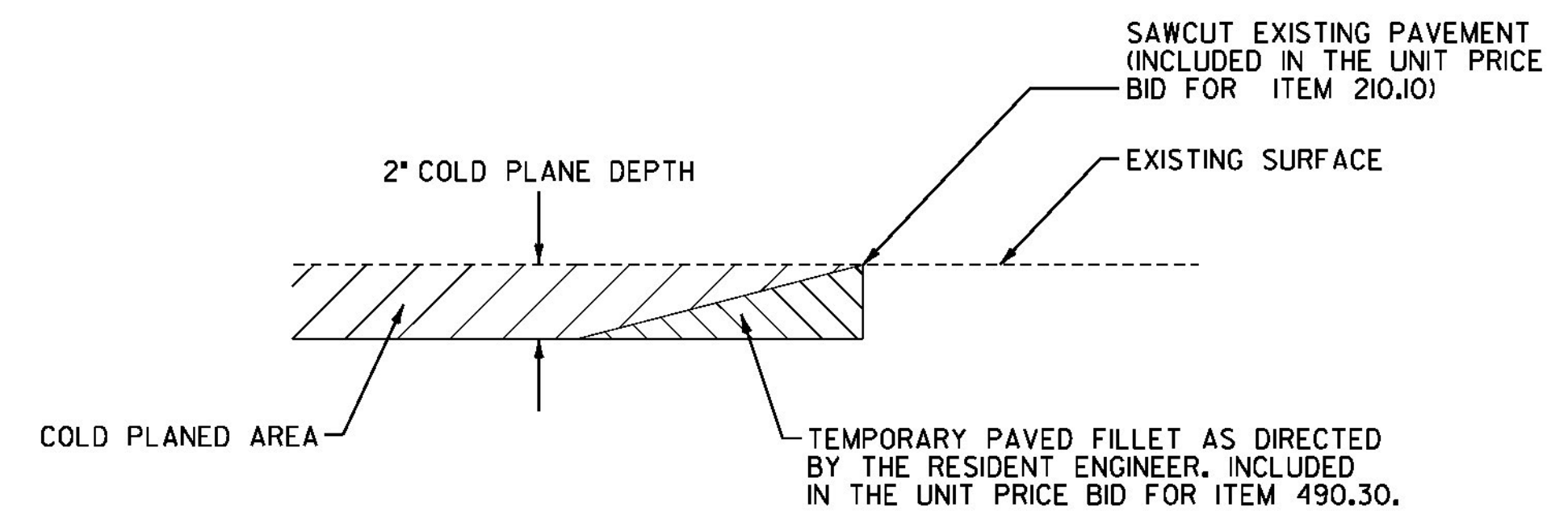


RESETTING BRICK CROSSWALK DETAIL

SEE SHEET 20 FOR LOCATIONS.

NOTES:

1. REMOVE BRICKS TO BE RESET AND ALL ADJACENT BRICKS.
2. WHEN BRICKS ALONG EDGE REQUIRE RESETTNG, THE GRANITE EDGE RESTRAINT SHALL BE REMOVED AND RESET. THE EXISTING ADJACENT PAVEMENT SHALL BE REMOVED DOWN TO THE DEPTH OF THE EDGE RESTRAINT.
3. FILL VOIDS WITH SUBBASE OF CRUSHED GRAVEL, FINE GRADED. THE GRAVEL SHALL BE GRADED SUCH THAT IT WILL PROVIDE A SMOOTH SURFACE AFTER BRICKS ARE INSTALLED. FREE FROM ANY IRREGULARITIES. GRAVEL SHALL BE COMPACTED PER SUB SECTION 301.06 AND BRICKS RESET.
4. NEW PAVEMENT SHALL BE PLACED AS NECESSARY TO SECURE THE RESET GRANITE EDGE RESTRAINT.
5. AFTER BRICKS ARE RESET, SWEEP JOINTS WITH SAND.
6. ALL AREAS TO BE RESET SHALL BE APPROVED BY THE RESIDENT ENGINEER.
7. PAYMENT FOR THIS WORK TO BE MADE UNDER ITEM 900.670 SPECIAL PROVISION (REMOVE AND RESET BRICK CROSSWALK).

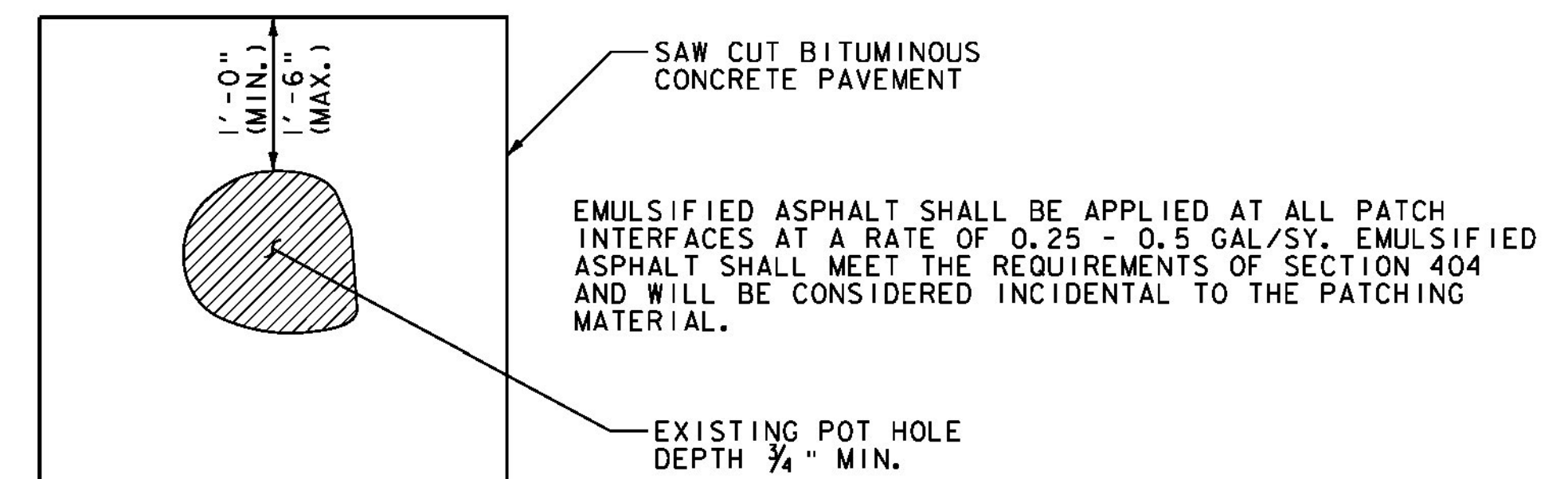


DETAIL AT VERTICAL COLD PLANE JOINTS

NOTE: THIS DETAIL SHALL BE USED FOR THE SIDE ROADS AND OTHER LOCATIONS LISTED BELOW AS DIRECTED BY THE RESIDENT ENGINEER.

FULL ROADWAY WIDTH

BURLINGTON	SOUTH BURLINGTON (CONT.)
STA. 1+26.72 (BEGIN PROJECT)	STA. 35+91, RT (MARY ST.)
STA. 6+45, LT (SO. WILLIAMS ST.)	STA. 46+16, LT (WHITE ST.)
STA. 8+04, RT (SUMMIT ST.)	STA. 46+84, RT (MIDAS DR.)
STA. 12+50, RT (SOUTH PROSPECT ST.)	STA. 53+05, LT (PATCHEN RD.)
STA. 12+64, LT (SOUTH PROSPECT ST.)	STA. 53+19, RT (HINESBURG RD.)
STA. 16+73, LT (UNIVERSITY PL.)	STA. 55+02, LT (COTTAGE GROVE AVE.)
STA. 23+73, RT (UNIVERSITY TERR.)	STA. 59+58, RT (HEATH ST.)
STA. 28+80, RT (UNIVERSITY HEIGHTS)	STA. 62+08, RT (DAVIS PKWY.)
STA. 28+33, (VERT. GRANITE/BRICK X-WALK)	STA. 62+19, LT (PINETREE TER.)
STA. 28+43, (VERT. GRANITE/BRICK X-WALK)	STA. 67+59, LT (GILBERT ST.)
STA. 29+37, (VERT. GRANITE/BRICK X-WALK)	STA. 67+68, RT (HAYDEN PKWY.)
STA. 29+47, (VERT. GRANITE/BRICK X-WALK)	STA. 71+70, RT (ELSON PKWY.)
STA. 38+99, LT (BEAUMONT AVE.)	STA. 77+18, LT (VICTORY DR.)
STA. 40+29, RT (SPEAR ST. ENTRANCE)	STA. 78+16, RT (VICTORIA DR.)
STA. 40+36, LT (EAST AVE. JUGHANDLE RAMP B)	STA. 83+44, LT (MILLS AVE.)
STA. 43+74, RT (EAST TERRACE)	STA. 89+13, LT (AIRPORT RD.)
	STA. 100+31, LT (AIRPORT DR.)
	STA. 100+44, RT (KENNEDY DR.)
	STA. 114+93, LT (AVIATION AVE.)
	STA. 120+24, RT (MILLHAM CT.)
	STA. 121+33.44 (END PROJECT)
SOUTH BURLINGTON	
STA. 0+62, LT (EAST AVE ENTRANCE)	
STA. 5+08, LT (SHERATON ENTRANCE)	
STA. 5+08, RT (STAPLES PLAZA)	
STA. 9+53, LT (RAMP C)	
STA. 10+09, RT (RAMP A)	
STA. 15+18, LT (RAMP D)	
STA. 15+88, RT (RAMP B)	
STA. 18+60, LT (RAMP G)	
STA. 19+65, RT (RAMP E)	
STA. 24+62, RT (RAMP F)	
STA. 24+73, LT (RAMP H)	
STA. 26+12, LT (HOLIDAY INN)	
STA. 26+21, RT (DORSET ST.)	



TYPICAL - POT HOLE REPAIR

SEE NOTE 12 ON SHEET 3.

NOT TO SCALE

PROJECT TYPICAL SHEET #2

PROJECT NAME:	BURLINGTON-SOUTH BURLINGTON
PROJECT NUMBER:	NH 2624(1)
FILE NAME: p06d216.dgn	PLOT DATE: 2/7/2012
PROJECT LEADER:	DRAWN BY: STANTEC
DESIGNED BY: STANTEC	CHECKED BY: STANTEC
IPARM FILE: p06d216s02.i	SHEET 4 OF 108



**STATE OF VERMONT
AGENCY OF TRANSPORTATION**

QUANTITY SHEET 1

[illegible]

**STATE OF VERMONT
AGENCY OF TRANSPORTATION**

QUANTITY SHEET 2

SUMMARY OF ESTIMATED QUANTITIES						TOTALS		DESCRIPTIONS			DETAILED SUMMARY OF QUANTITIES		
	ROADWAY	ROADWAY (NO FEDERAL/STATE PARTICIPATION)	TRAINING	BRIDGE	FULL C.E. ITEMS	GRAND TOTAL	UNIT	ITEMS	ITEM NO.	ROUND	QUANTITIES	UNIT	ITEMS
	1					1	LS	PUBLIC RELATIONS OFFICER	641.12	-			
	5					5	EACH	PORTABLE CHANGEABLE MESSAGE SIGN	641.15	-			
	2					2	EACH	LETTER OR SYMBOL	646.30	-			
	35200					35200	LF	DURABLE 4 INCH WHITE LINE, TYPE 1 TAPE	646.401	396			
	33000					33000	LF	DURABLE 4 INCH YELLOW LINE, TYPE 1 TAPE	646.411	421			
	6200					6200	LF	DURABLE 6 INCH WHITE LINE, TYPE 1 TAPE	646.421	62			
	360					360	LF	DURABLE 6 INCH YELLOW LINE, TYPE 1 TAPE	646.431	9			
	2725					2725	LF	DURABLE 8 INCH WHITE LINE, TYPE 1 TAPE	646.441	27			
	365					365	LF	DURABLE 8 INCH YELLOW LINE, TYPE 1 TAPE	646.451	4			
	830					830	LF	DURABLE 12 INCH WHITE LINE, TYPE 1 TAPE	646.461	12			
	1500					1500	LF	DURABLE 24 INCH STOP BAR, TYPE 1 TAPE	646.481	10			
	350					350	EACH	DURABLE LETTER OR SYMBOL, TYPE 1 TAPE	646.491	-			
	2880					2880	LF	DURABLE CROSSWALK MARKING, TYPE 1 TAPE	646.501	32			
	70300					70300	LF	TEMPORARY 4 INCH WHITE LINE, PAINT	646.602	692			
	65900					65900	LF	TEMPORARY 4 INCH YELLOW LINE, PAINT	646.612	741			
	12400					12400	LF	TEMPORARY 6 INCH WHITE LINE, PAINT	646.622	124			
	710					710	LF	TEMPORARY 6 INCH YELLOW LINE, PAINT	646.632	8			
	5450					5450	LF	TEMPORARY 8 INCH WHITE LINE, PAINT	646.642	54			
	730					730	LF	TEMPORARY 8 INCH YELLOW LINE, PAINT	646.652	8			
	1660					1660	LF	TEMPORARY 12 INCH WHITE LINE, PAINT	646.662	24			
	3000					3000	LF	TEMPORARY 24 INCH STOP BAR, PAINT	646.682	20			
	700					700	EACH	TEMPORARY LETTER OR SYMBOL, PAINT	646.692	-			
	5760					5760	LF	TEMPORARY CROSSWALK MARKING, PAINT	646.702	64			
	2000					2000	EACH	LINE STRIPING TARGETS	646.76	132			
	1355					1355	LF	PAINTED CURB	646.81	15			
	80					80	LB	SEED	651.15	EST.			
	500					500	LB	FERTILIZER	651.18	EST.			
	2					2	TON	AGRICULTURAL LIMESTONE	651.20	EST.			
	2					2	TON	HAY MULCH	651.25	EST.			
	50					50	CY	TOPSOIL	651.35	EST.			
	2025					2025	SF	TRAFFIC SIGNS, TYPE A	675.20	18.58			
	360					360	SF	TRAFFIC SIGNS, TYPE B	675.21	6.20			
	1480					1480	LB	W-SHAPE STEEL SIGN POST	675.31	15			
	100					100	LB	TUBULAR ALUMINUM SIGN POST	675.32	7			
	965					965	LB	TUBULAR STEEL SIGN POST	675.33	6			
	3000					3000	LF	SQUARE TUBE SIGN POST AND ANCHOR	675.341	27			
	4					4	EACH	FOUNDATION FOR W-SHAPE STEEL POST, 24 INCH DIAMETER	675.41	-			
											PROJECT NAME: BURLINGTON-SOUTH BURLINGTON		
											PROJECT NUMBER: NH 2624(1)		
											FILE NAME: p06d216.dgn		
											PLOT DATE: 2/7/2012		
											PROJECT LEADER: JLL		
											DRAWN BY: STANTEC		
											DESIGNED BY: STANTEC		
											CHECKED BY: STANTEC		
											IPARM FILE: p06d216qs02.i		
											SHEET 6 OF 108		

STATE OF VERMONT
AGENCY OF TRANSPORTATION

QUANTITY SHEET 3

[illegible]

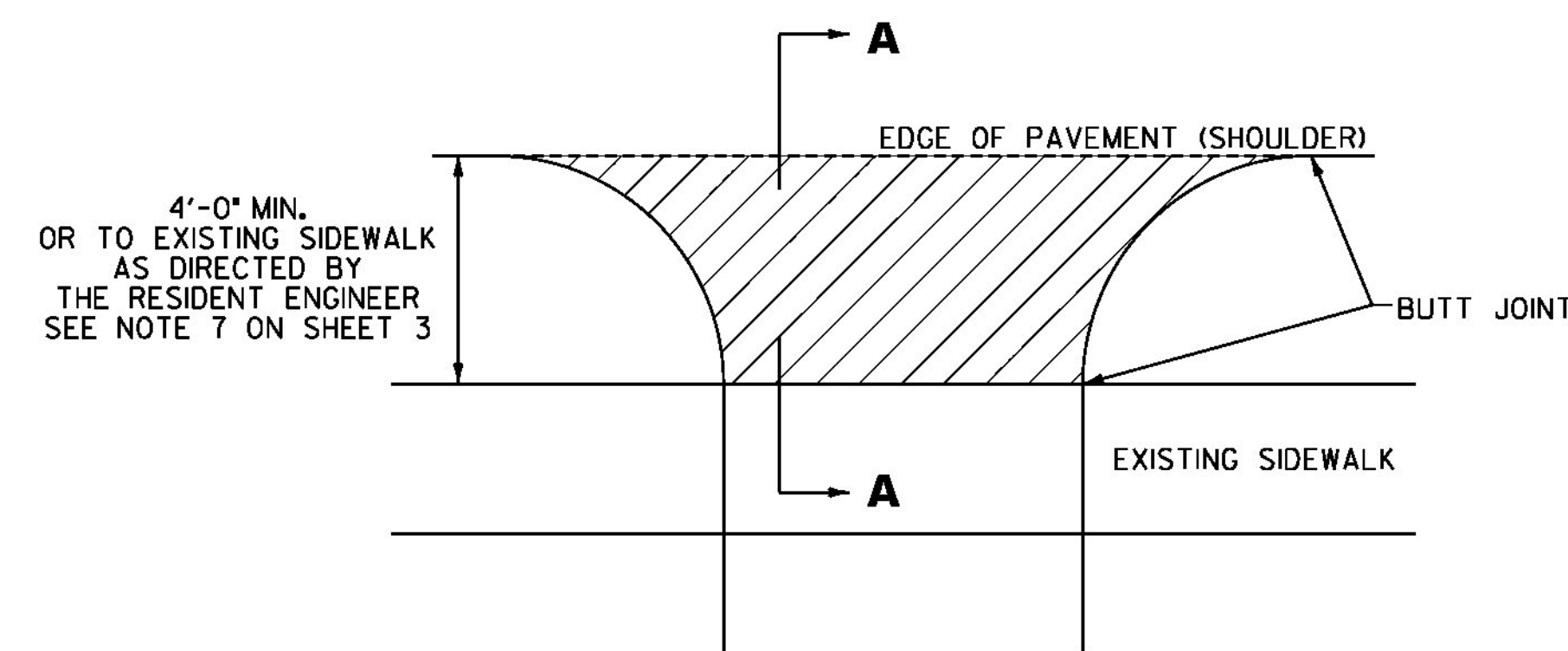
ITEM DETAIL SUMMARY SHEET 1																					
LOCATION			MISCELLANEOUS																	REMARKS	
BEGIN MILE STA.	END MILE STA.	POS.	203.15	203.16	301.26	604.40	604.412	604.415	604.418	604.42	616.21	616.28	616.40	616.41	618.10	618.30	619.17	629.20	900.620		900.670
			COMMON EXCAV.	SOLID ROCK EXCAV.	SUBBASE OF CR. GRAV. FINE GR.	CHAN ELEV OF DI, CB OR MH	REHAB DI, CB, OR MH, CLASS I	REHAB DI, CB, OR MH, CLASS II	REHAB DI, CB, OR MH, CLASS III	CHANGING ELEV. OF SEWER MH	VERTICAL GRANITE CURB	C-I-P CONC. CURB, TYPE B	REMOVING & RESETTING CURB	REMOVAL OF EXISTING CURB	PORTLAND CEMENT CONC. S.W., 5 INCH	DETECTABLE WARNING SURFACE	YIELDING MARKER POSTS	ADJUST ELEV. OF VALVE BOX	S.P. (ADJUST ELEV. OF PULL BOX)		S.P. (INSTALL DET. WARN. SURF.)
			CY	CY	CY	EACH	EACH	EACH	EACH	EACH	LF	LF	LF	LF	SY	SF	EACH	EACH	EACH		SF
US ROUTE 2																					
BURLINGTON/S. BURLINGTON																					
1+26.72	121+33.44	LT&RT				24	144	18	18	22							16	93			
BURLINGTON																					
6+31		LT	0.8		0.4							13		13	3					8	
6+60		LT	3.3		1.8										11					10	
7+78		RT	4.8		2.6										16					10	
8+30		RT	6.9		3.7							15		15	22					16	
8+30		LT	1.2		0.7							9			4					10	
12+24		LT	1.4		0.8										5					12	
12+24		RT	4.5		2.5							14		14	15					20	
12+38		LT	0.8		0.4										3					16	
12+67		RT	2.8		1.5										9					16	
12+90		LT	3.9		2.1										13					16	
16+55		LT	1.4		0.8										5					24	
16+86		LT	1.3		0.7										4					22	
17+34		LT	4.0		2.2						6		12		13	11				20	
17+37		RT	4.5		2.4						6		12		15	30					
23+58		RT	3.4		1.9										11	16					
23+96		RT	7.3		4.0						13			13	24	31					
23+96		LT	2.5		1.4										8	16					
28+38		LT	2.6		1.4										9	18					
28+38		RT	6.1		3.3										20	19					
28+43	28+56	LT&RT	34.3	0.6	23.0								12	40							
28+65		RT	2.0		1.1							10		10	7	20					
28+94		RT	3.0		1.7							10		10	10	19			1		
29+42		LT	9.1		4.9										30	20			2		
29+42		RT	1.4		0.8										5	19					
39+86		LT	0.9		0.5										3	10					
39+86	40+02	RT	8.8		4.8										29	22			1		
39+86		LT&RT	1.7		0.9										6	40					
40+10		LT	3.5		1.9						2			2	12	10					
40+49		RT	0.9		0.5										3	10					
40+72		LT	2.0		1.1										7	10					
SHEET SUBTOTALS:			131.1	0.6	75.8	24	144	18	18	22	27	71	36	117	322	321	16	93	4	200	

ITEM DETAIL SUMMARY SHEET 2

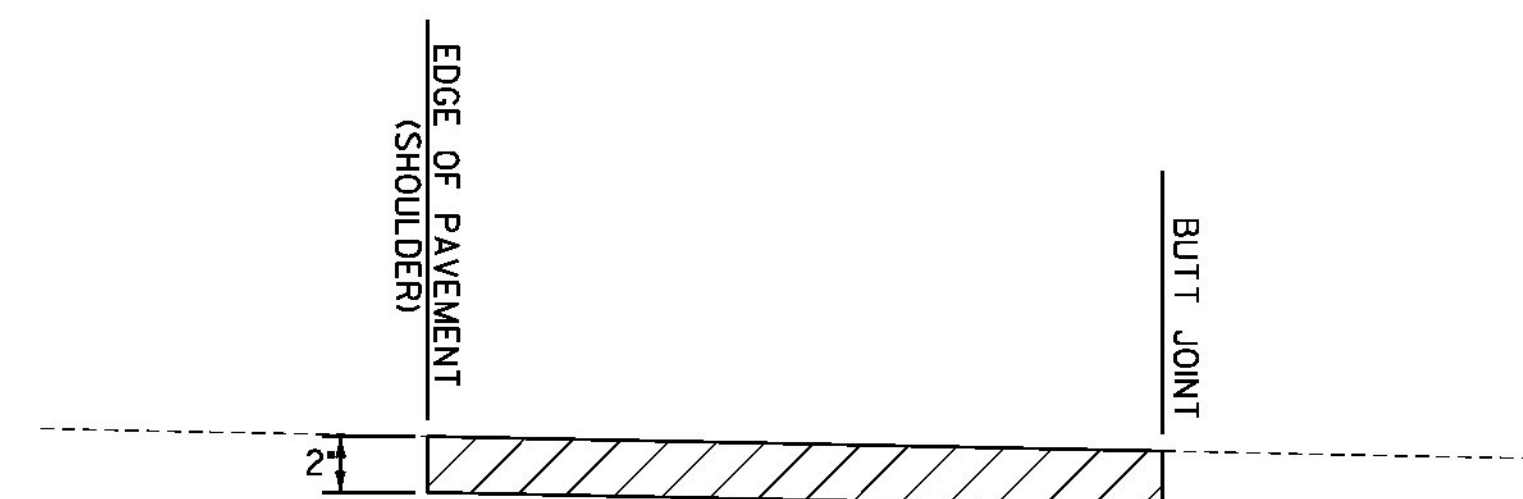
LOCATION			MISCELLANEOUS																		REMARKS	
BEGIN MILE STA.	END MILE STA.	POS.	203.15	203.16	301.26	604.40	604.412	604.415	604.418	604.42	616.21	616.28	616.40	616.41	618.10	618.30	619.17	629.20	900.620	900.670		
			COMMON EXCAV.	SOLID ROCK EXCAV.	SUBBASE OF CR. GRAV. FINE GR.	CHAN. ELEV OF DI, CB OR MH	REHAB DI, CB, OR MH, CLASS I	REHAB DI, CB, OR MH, CLASS II	REHAB DI, CB, OR MH, CLASS III	CHANGING ELEV. OF SEWER MH	VERTICAL GRANITE CURB	C-1-P CONC. CURB, TYPE B	REMOVING & RESETTING CURB	REMOVAL OF EXISTING CURB	PORTLAND CEMENT CONC. S.W., 5 INCH	DETECTABLE WARNING SURFACE	YIELDING MARKER POSTS	ADJUST ELEV. OF VALVE BOX	S.P. (ADJUST ELEV. OF PULL BOX)	S.P. (INSTALL DET. WARN. SURF.)		
			CY	CY	CY	EACH	EACH	EACH	EACH	EACH	LF	LF	LF	LF	SY	SF	EACH	EACH	EACH	SF		
US ROUTE 2 BURLINGTON																						
43+40		LT	0.8		0.5										3	10						
43+53		RT	3.0		1.7										10	11						
SOUTH BURLINGTON																						
13+63		LT	4.5		2.5										15	28						
14+22		RT	5.9		2.7						22			22	16	22						
14+28		RT	1.0		0.6										3	10						
20+58		LT	2.9		1.6								12		9	10						
20+68		LT	0.9		0.5										3	20						
20+76		RT	4.1		2.2								18		13	10						
20+90		RT	1.3		0.7										4	26						
23+47		RT	1.6		0.9										5	10						
23+66		RT	0.9		0.5										3	10						
24+04		LT	3.7		1.5										9	20						
24+21		LT	1.0		0.6										3	26						
25+62		RT	3.2		1.7								17		10	12						
25+79		RT	0.9		0.6										3	20						
25+79		LT	1.2		0.6										4	16						
26+42		LT	3.2		1.7						8			7	10	16		1				
26+67		RT	5.5		3.0								24		18	20						
33+86		RT	0.7		0.4										2	10						
34+02		LT	0.7		0.4										2	10						
35+62		RT	1.0		0.5								16		3	12						
36+19		RT	1.7		1.0										11	20						
45+82		LT	1.1		0.6										4	20						
46+57		LT	0.7		0.4										2	16						
46+72		RT	5.0		2.7							24		24	16	18						
47+21		RT	2.8		1.5						21			21	9	10						
52+35		LT	4.4		2.4							26		26	14	24						
52+83		RT	3.9		2.1										13	20						
53+34		LT	5.3		2.9							13		13	17	24						
53+78		RT	2.6		1.4										9	18						
54+74		LT	2.6		1.4										9	24						
SHEET SUBTOTALS:			78.1		41.8						51	63	98	113	247	523			1			

ITEM DETAIL SUMMARY SHEET 3

[illegible]

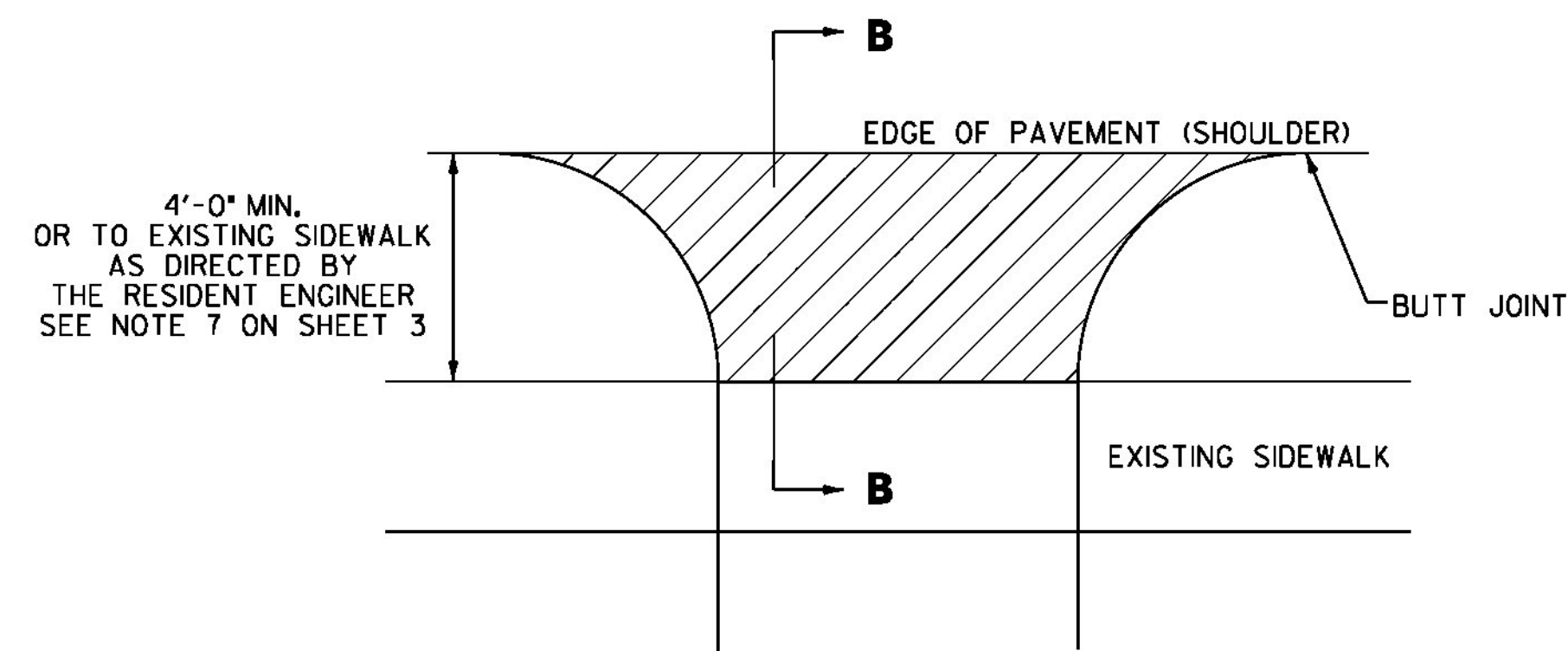


PLAN

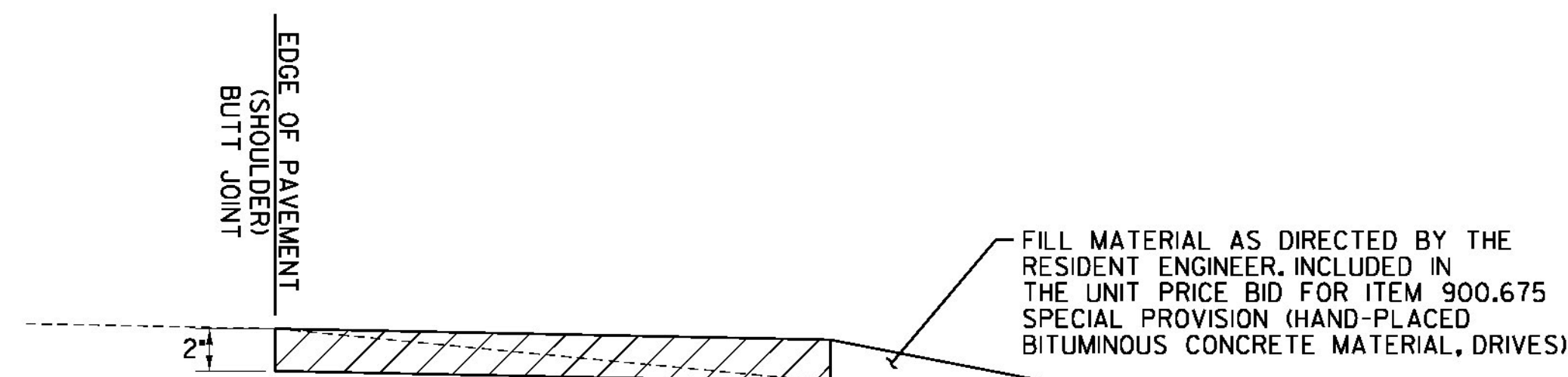


SECTION A-A

HANDWORK DETAILS FOR PAVED DRIVES



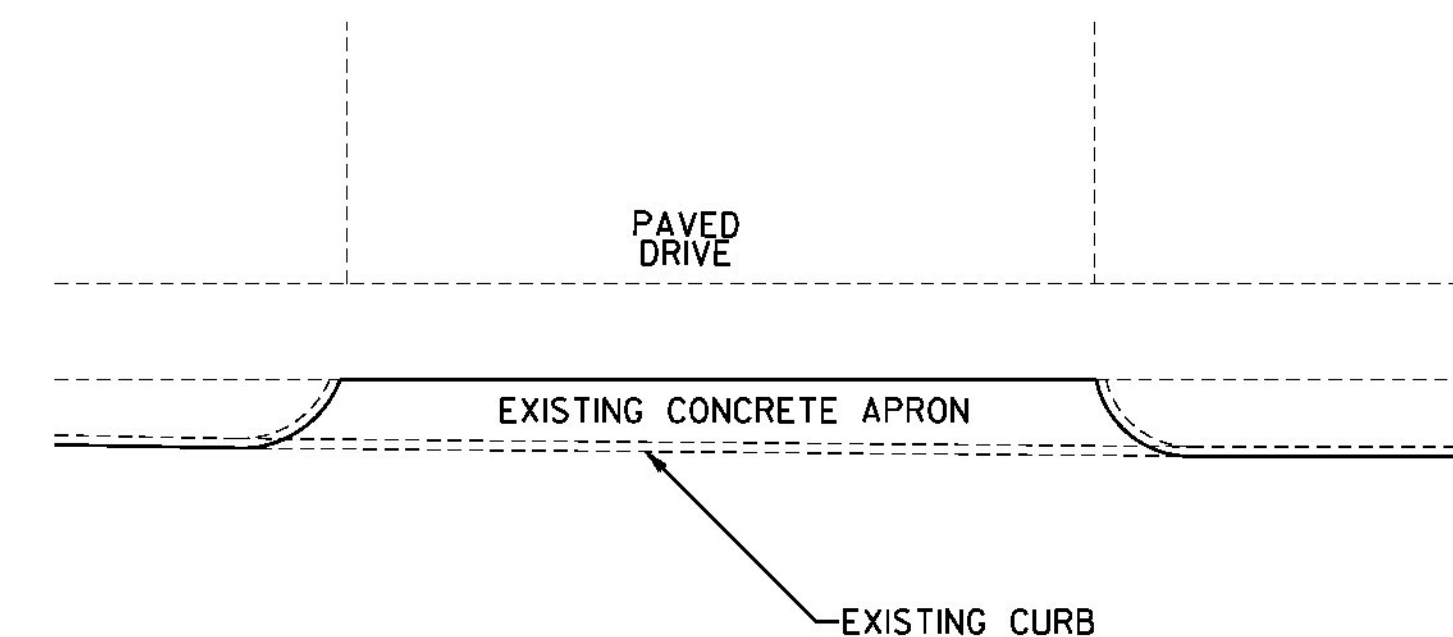
PLAN



SECTION B-B

HANDWORK DETAILS FOR GRAVEL DRIVES

FOR DRIVE LOCATIONS AND QUANTITIES SEE SHEET 12



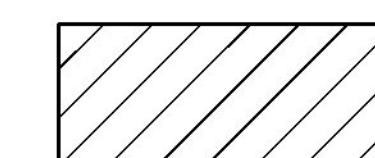
DRIVE WITH EXISTING CURB AND CONCRETE APRON DETAIL
(SEE NOTE 5)

BURLINGTON	STA. 1+53, RT
	STA. 1+56, LT
	STA. 2+44, LT
	STA. 3+01, RT
	STA. 3+75, LT
	STA. 4+18, LT
	STA. 4+85, LT
	STA. 5+11, LT
	STA. 8+03, LT
	STA. 9+51, RT
	STA. 9+80, LT
	STA. 10+22, RT
	STA. 11+26, RT
	STA. 30+91, LT
SOUTH BURLINGTON	STA. 31+71, LT
	STA. 33+64, RT
	STA. 51+28, LT
	STA. 86+41, RT
	STA. 101+99, RT
	STA. 103+14, RT
	STA. 105+24, RT

NOTES:

- PAVING LIFT SHALL BE A MINIMUM OF 1 1/2" AND A MAXIMUM OF 2".
- ALL DRIVES SHALL RECEIVE A PAVED APRON TO THE SIDEWALK AS DIRECTED BY THE RESIDENT ENGINEER.
- THE COST OF PROVIDING AND PLACING SUBBASE MATERIAL, CLEANING EXISTING PAVED SURFACES, INCLUDING POWER EQUIPMENT, AND FOR FILLING JOINTS, CRACKS AND HOLES WILL NOT BE PAID DIRECTLY BUT WILL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 900.675 SPECIAL PROVISION (HAND-PLACED BITUMINOUS CONCRETE MATERIAL, DRIVES).
- EXCAVATION NEEDED TO ACHIEVE PROPER DRIVE SLOPES WILL NOT BE PAID DIRECTLY BUT WILL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 900.675 SPECIAL PROVISION (HAND-PLACED BITUMINOUS CONCRETE MATERIAL, DRIVES).
- EXISTING CURB WITHIN DRIVE OPENINGS AND CONCRETE APRONS IN DRIVES SHALL BE REMOVED AND PAVED WITH ITEM 900.675 SPECIAL PROVISION (HAND-PLACED BITUMINOUS CONCRETE MATERIAL, DRIVES) AS DIRECTED BY THE RESIDENT ENGINEER. SEE DETAIL ON THIS SHEET FOR MORE INFORMATION. THE COST OF THIS WORK SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 900.675 SPECIAL PROVISION (HAND-PLACED BITUMINOUS CONCRETE MATERIAL, DRIVES).

LEGEND



ITEM 900.675 SPECIAL PROVISION (HAND-PLACED BITUMINOUS CONCRETE MATERIAL, DRIVES)

NOT TO SCALE

**DRIVE
DETAIL
SHEET #1**



PROJECT NAME: BURLINGTON-SOUTH BURLINGTON	
PROJECT NUMBER: NH 2624(I)	
FILE NAME: p06d216.dgn	PLOT DATE: 2/7/2012
PROJECT LEADER:	DRAWN BY: STANTEC
DESIGNED BY: STANTEC	CHECKED BY: STANTEC
IPARM FILE: p06d216ds01.i	SHEET 11 OF 108

STATION	POSITION	QUANTITY (SY)
U.S ROUTE 2 BURLINGTON		
1+52	RT	44
1+54	LT	25
2+45	LT	23
3+01	RT	30
3+49	RT	49
3+75	LT	24
4+15	LT	23
4+85	LT	33
5+11	LT	29
8+02	LT	46
9+51	RT	26
9+79	LT	33
10+20	RT	23
11+25	RT	30
19+04	LT	57
21+60	RT	8
22+78	RT	5
28+98	LT	40
U.S ROUTE 2 SOUTH BURLINGTON		
30+38	RT	15
30+91	LT	20
31+72	LT	19
32+22	LT	8
32+91	LT	12
33+41	LT	11
33+62	RT	26
33+82	LT	20
34+22	RT	20
35+51	LT	16
37+06	LT	37
37+50	RT	13
37+94	RT	18
38+96	LT	21
39+56	LT	18
40+38	RT	19
40+63	LT	16
SUBTOTAL		857

STATION	POSITION	QUANTITY (SY)
U.S ROUTE 2 SOUTH BURLINGTON (CONT.)		
41+41	RT	15
41+60	LT	24
42+22	RT	15
42+65	RT	18
43+73	LT	18
44+17	RT	18
45+21	LT	17
45+28	RT	15
47+92	LT	11
48+64	LT	14
49+44	LT	10
49+78	LT	16
50+03	RT	10
51+05	LT	36
51+75	RT	9
54+62	RT	24
56+48	RT	15
56+89	LT	12
57+16	RT	10
57+53	LT	7
58+12	RT	6
58+21	LT	8
58+59	RT	7
60+25	LT	23
60+87	RT	8
61+52	RT	8
62+90	RT	7
63+49	RT	7
63+63	LT	7
64+07	RT	8
64+35	LT	9
64+63	RT	18
65+39	LT	7
65+94	LT	7
66+14	RT	9
68+69	RT	7
69+11	LT	8
69+63	LT	8
SUBTOTAL		476

STATION	POSITION	QUANTITY (SY)
U.S ROUTE 2 SOUTH BURLINGTON (CONT.)		
69+70	RT	9
70+63	RT	10
72+78	LT	16
73+37	RT	7
74+11	RT	8
74+12	LT	6
74+84	RT	7
75+08	LT	15
75+16	RT	8
75+56	LT	16
75+86	RT	7
76+50	RT	8
79+13	RT	6
79+21	LT	10
80+28	RT	6
81+51	RT	16
82+00	RT	6
82+99	RT	13
83+71	RT	14
84+34	LT	11
84+69	RT	18
85+78	LT	13
86+37	RT	35
87+22	LT	16
89+61	RT	24
90+95	RT	19
91+23	LT	21
92+07	RT	12
92+71	LT	16
92+81	RT	10
93+50	RT	14
93+91	LT	15
94+37	LT	11
95+37	RT	11
95+64	LT	19
97+90	RT	17
97+93	LT	20
98+73	LT	11
SUBTOTAL		501

STATION	POSITION	QUANTITY (SY)
U.S ROUTE 2 SOUTH BURLINGTON (CONT.)		
101+97	RT	19
103+15	RT	20
105+17	LT	6
105+26	RT	24
106+57	RT	15
107+62	RT	18
108+85	LT	35
109+04	RT	36
110+20	RT	14
111+55	RT	15
112+06	LT	25
113+11	LT	13
113+65	RT	18
113+91	LT	8
114+24	RT	28
117+68	LT	8
118+69	LT	9
119+08	RT	7
119+42	LT	8
120+79	LT	10
SUBTOTAL		336
COLUMN 1		857
COLUMN 2		476
COLUMN 3		501
COLUMN 4		336
SUBTOTAL		2170
ROUNDING		30
TOTAL		2200

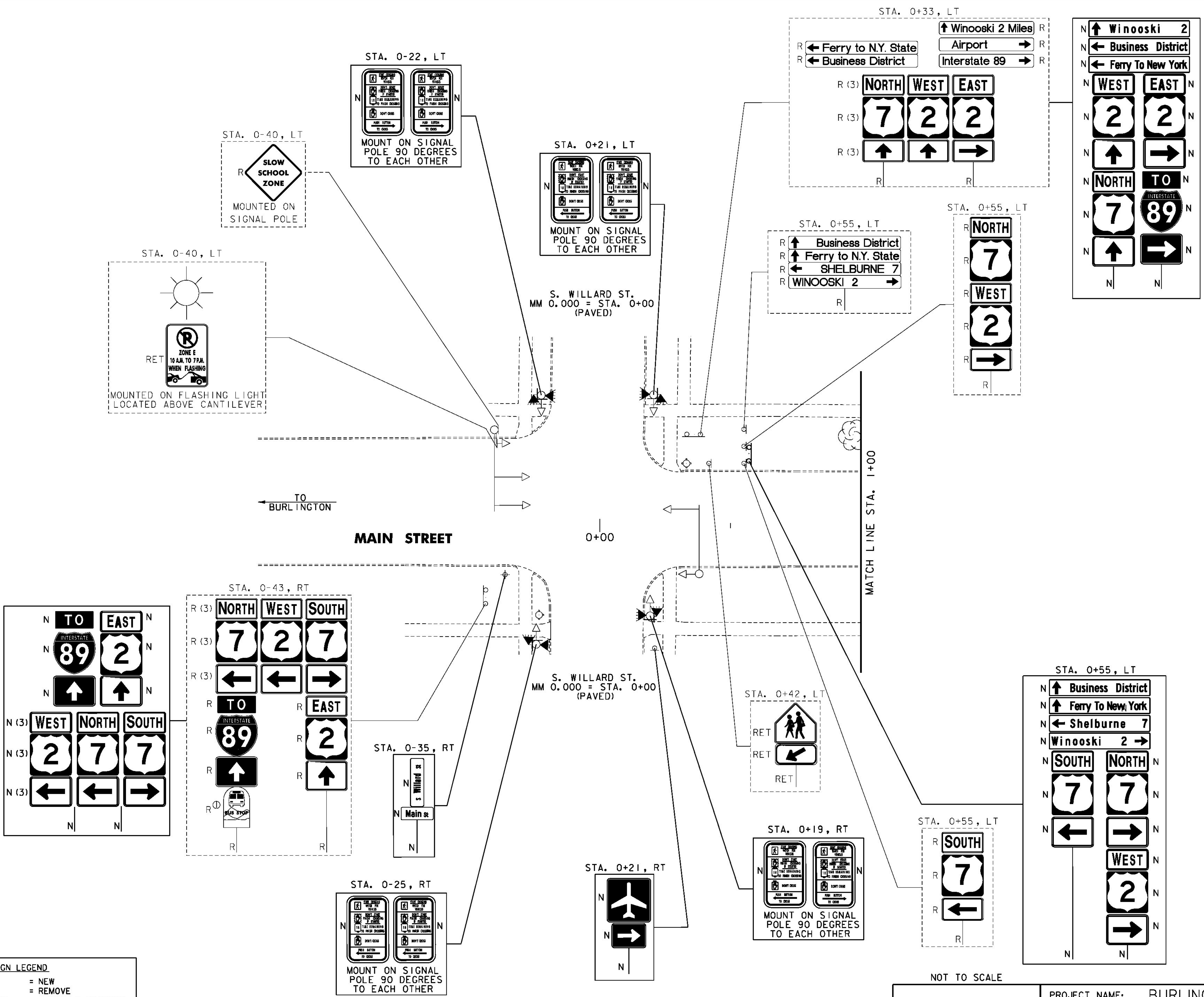


NOT TO SCALE

DRIVE
DETAIL
SHEET #2

PROJECT NAME:	BURLINGTON-SOUTH BURLINGTON
PROJECT NUMBER:	NH 2624(1)
FILE NAME:	p06d216.dgn
PROJECT LEADER:	
DESIGNED BY:	STANTEC
IPARM FILE:	p06d216ds02.i
PLOT DATE:	2/7/2012
DRAWN BY:	STANTEC
CHECKED BY:	STANTEC
SHEET	12 OF 108

REMOVING SIGNS
AS SHOWN - 43



- GENERAL LEGEND**
- [Symbol] = PROPOSED BIKE LANE PAINT
 - [Symbol] = EXISTING LIGHT POLE
 - [Symbol] = EXISTING TREE
 - [Symbol] = EXISTING DI
 - [Symbol] = EXISTING UTILITY POLE
 - [Symbol] = EXISTING CONTROLLER
 - [Symbol] = EXISTING PULL BOX
 - [Symbol] = EXISTING GUARDRAIL
 - [Symbol] = EXISTING PEDESTRIAN SIGNAL
 - [Symbol] = EXISTING TRAFFIC SIGNAL
 - [Symbol] = EXISTING HYDRANT
 - [Symbol] = EXISTING TELEPHONE MANHOLE
 - [Symbol] = EXISTING SEWER MANHOLE
 - [Symbol] = EXISTING WATER SHUTOFF
 - [Symbol] = EXISTING GAS SHUTOFF
 - [Symbol] = EXISTING MANHOLE
 - [Symbol] = EXISTING ELECTRIC MANHOLE
 - [Symbol] = EXISTING DRAINAGE MANHOLE

- SIGN LEGEND**
- N = NEW
 - R = REMOVE
 - R&S = REMOVE & SALVAGE
 - S = SALVAGE SIGN
 - RET = RETAIN
 - B-B = BACK TO BACK
 - R ⊕ = REMOVE AND RETURN TO CTA

NOTES:

1. ALL EXISTING SIGNS NOT SHOWN SHALL BE RETAINED.
2. SEE SHEET 93 FOR TRAFFIC SIGNAL DETAILS.



**PROJECT
LAYOUT
SHEET #1**

PROJECT NAME: BURLINGTON-SOUTH BURLINGTON
PROJECT NUMBER: NH 2624(I)
FILE NAME: p06d216.dgn
PROJECT LEADER: JLL
DESIGNED BY: STANTEC
IPARM FILE: p06d216101.i
PLOT DATE: 2/7/2012
DRAWN BY: STANTEC
CHECKED BY: STANTEC
SHEET 13 OF 108

REHAB.
DTS, Cbs OR MHS, CLASS I, II OR III
SEE SHEET 105

CHANGING ELEVATION OF SEWER MANHOLES
SEE SHEET 105

ADJUST ELEVATION OF VALVE BOX
SEE SHEET 105

DURABLE 4 INCH WHITE LINE, TYPE I TAPE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS
AND RADII FOR SIDE ROADS)
STA. 1+26.72 TO 4+50, SOLID LT & RT
STA. 1+26.72 TO 1+37, SOLID LT (LANE LINE)
STA. 1+37 TO 2+37, DOTTED LT

DURABLE 4 INCH YELLOW LINE, TYPE I TAPE
(ALL LINES WILL INCLUDE & BREAKS FOR SIDE ROADS)
STA. 1+26.72 TO 4+50, SOLID LT & RT

DURABLE LETTER OR SYMBOL, TYPE I TAPE
STA. 1+33, LT ARROW
STA. 3+97, LT "SCHOOL"

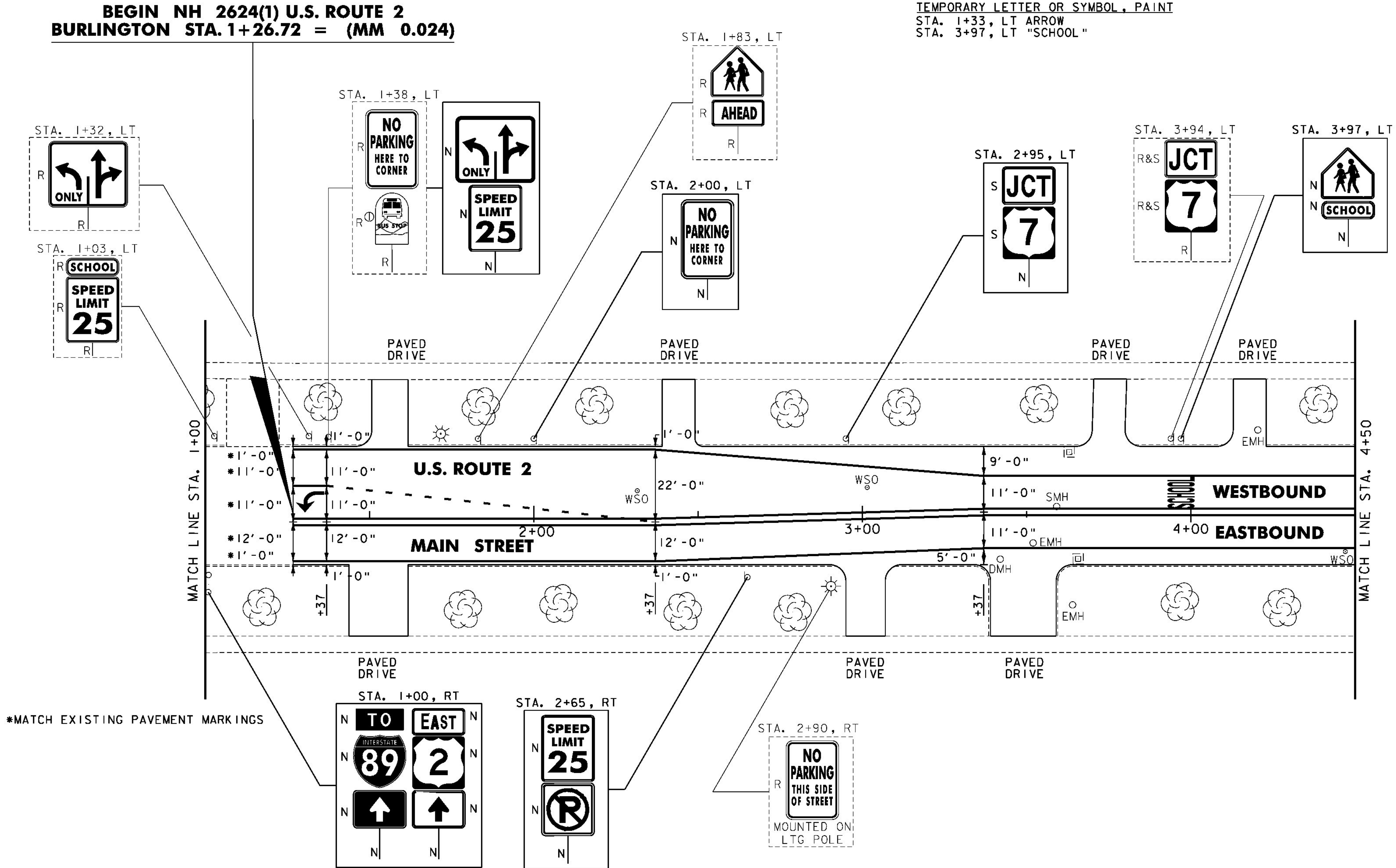
TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS
AND RADII FOR SIDE ROADS)
STA. 1+26.72 TO 4+50, SOLID LT & RT
STA. 1+26.72 TO 1+37, SOLID LT (LANE LINE)
STA. 1+37 TO 2+37, DOTTED LT

TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE & BREAKS FOR SIDE ROADS)
STA. 1+26.72 TO 4+50, SOLID LT & RT

TEMPORARY LETTER OR SYMBOL, PAINT
STA. 1+33, LT ARROW
STA. 3+97, LT "SCHOOL"

REMOVING SIGNS
AS SHOWN - 10

ERECTING SALVAGED SIGNS
AS SHOWN - 2



- NOTES:
1. FOR LEGENDS, SEE SHEET 13.
 2. ALL EXISTING SIGNS NOT SHOWN SHALL BE RETAINED.
 3. THE SIDEWALK "LANDINGS" NOTED CONSIST OF THE REMOVAL AND REPLACEMENT OF A SINGLE SLAB OF CONCRETE SIDEWALK IN ORDER TO INSTALL A NEW DETECTABLE WARNING SURFACE.



NOT TO SCALE

**PROJECT
LAYOUT
SHEET #2**

PROJECT NAME: BURLINGTON-SOUTH BURLINGTON
PROJECT NUMBER: NH 2624(1)

FILE NAME: p06d216.dgn
PROJECT LEADER: JLL
DESIGNED BY: STANTEC
IPARM FILE: p06d216102.i

PLOT DATE: 2/7/2012
DRAWN BY: STANTEC
CHECKED BY: STANTEC
SHEET 14 OF 108

STA. 6+31, LT
STA. 8+30, RT

STA. 6+31, LT
STA. 6+60, LT
STA. 7+78, RT
STA. 8+30, RT
STA. 8+30, LT

SEE SHEET 107
STA. 8+66 TO 9+50, DOTTED RT

STA. 8+35 TO 9+18, LT & RT (DIAGONALS)
SEE SHEET 107

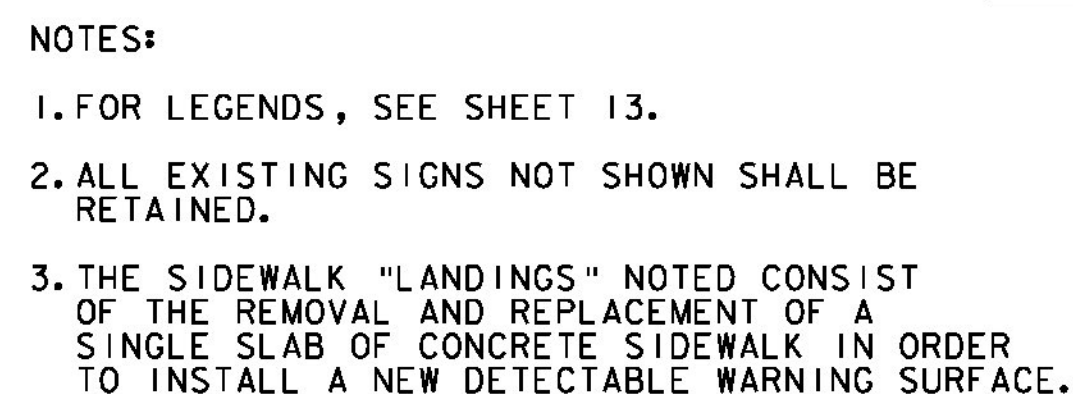
STA. 8+04, RT (SUMMIT ST. NO PARKING)
SEE SHEET 107
STA. 8+66 TO 8+50, DOTTED RT

STA. 8+31, LT - RT
SEE SHEET 107 (TYPICAL)

STA. 7+90 TO 8+18, RT (DO NOT BLOCK MARKINGS)

A. 0155, E1

 A



**PROJECT
LAYOUT
SHEET #3**

FILE NAME: p06d216.dgn
PROJECT LEADER: JLL
DESIGNED BY: STANTEC
IPARM FILE: p06d216I03.

PLOT DATE: 2/7/2012
DRAWN BY: STANTEC
CHECKED BY: STANTEC
SHEET 15 OF 108



THINNING AND TRIMMING FOR SIGNS
STA. 9+66, RT
STA. 13+61, RT

REHAB.
DLS, CBS OR MHS, CLASS I, II OR III
SEE SHEET 105

CHANGING ELEVATION OF
SEWER MANHOLES
SEE SHEET 105

CAST-IN-PLACE CONCRETE CURB,
TYPE B
STA. 12+24, RT

REMOVAL OF EXISTING CURB
STA. 12+24, RT

PORTLAND CEMENT CONCRETE SIDEWALK,
5 INCH
STA. 12+24, LT
STA. 12+24, RT
STA. 12+38, LT
STA. 12+67, RT
STA. 12+90, LT

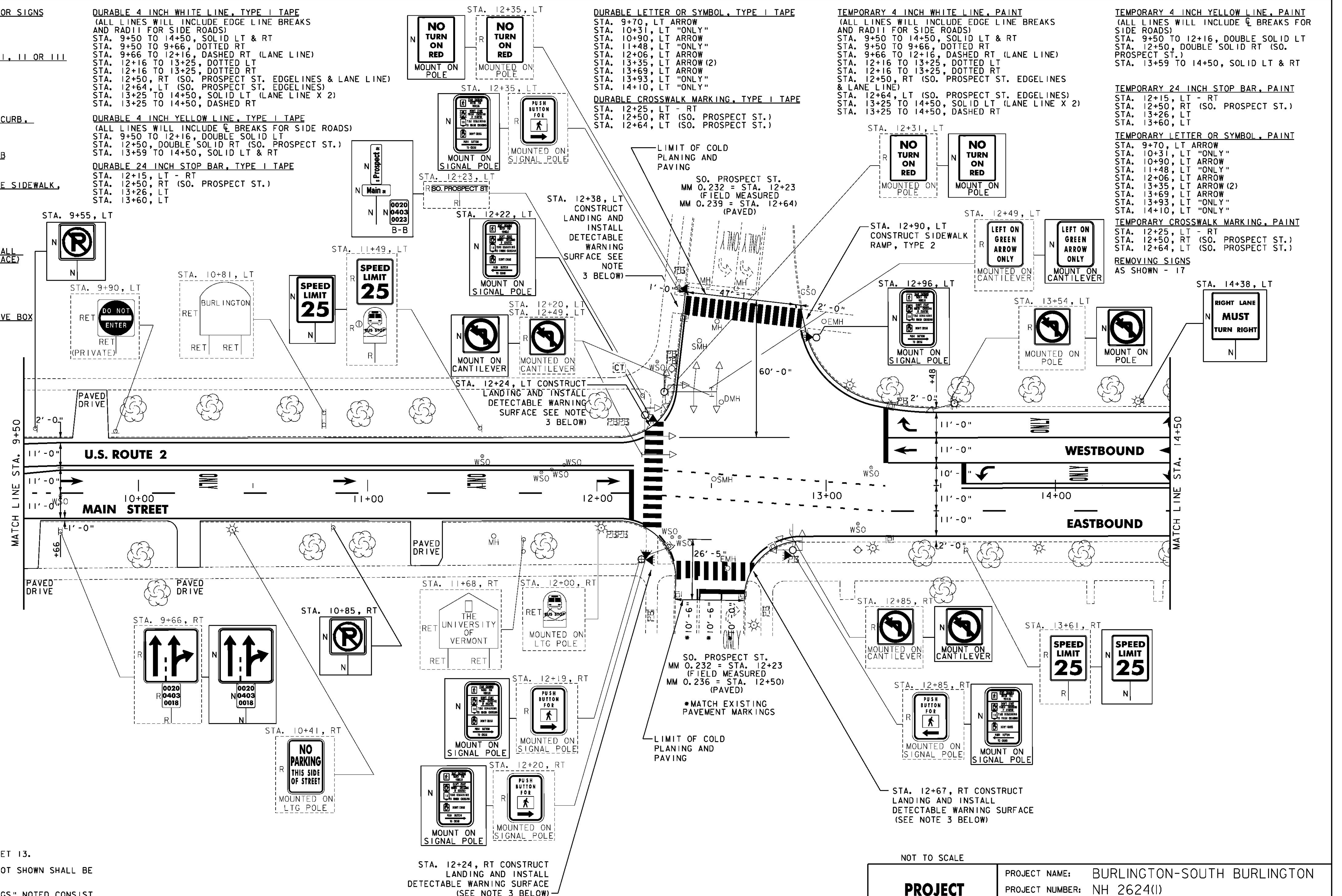
SPECIAL PROVISION (INSTALL
DETECTABLE WARNING SURFACE)
STA. 12+24, LT
STA. 12+24, RT
STA. 12+38, LT
STA. 12+67, RT
STA. 12+90, LT

ADJUST ELEVATION OF VALVE BOX
SEE SHEET 105

DURABLE 4 INCH WHITE LINE, TYPE I TAPE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS
AND RADII FOR SIDE ROADS)
STA. 9+50 TO 14+50, SOLID LT & RT
STA. 9+50 TO 9+66, DOTTED RT
STA. 9+66 TO 12+16, DASHED RT (LANE LINE)
STA. 12+16 TO 13+25, DOTTED LT
STA. 12+16 TO 13+25, DOTTED RT
STA. 12+50, RT (SO. PROSPECT ST. EDGELINES & LANE LINE)
STA. 12+64, LT (SO. PROSPECT ST. EDGELINES)
STA. 13+25 TO 14+50, SOLID LT (LANE LINE X 2)
STA. 13+25 TO 14+50, DASHED RT

DURABLE 4 INCH YELLOW LINE, TYPE I TAPE
(ALL LINES WILL INCLUDE & BREAKS FOR SIDE ROADS)
STA. 9+50 TO 12+16, DOUBLE SOLID LT
STA. 12+50, DOUBLE SOLID RT (SO. PROSPECT ST.)
STA. 13+59 TO 14+50, SOLID LT & RT

DURABLE 24 INCH STOP BAR, TYPE I TAPE
STA. 12+15, LT - RT
STA. 12+50, RT (SO. PROSPECT ST.)
STA. 13+26, LT
STA. 13+60, LT



NOTES:

1. FOR LEGENDS, SEE SHEET 13.
2. ALL EXISTING SIGNS NOT SHOWN SHALL BE RETAINED.
3. THE SIDEWALK "LANDINGS" NOTED CONSIST OF THE REMOVAL AND REPLACEMENT OF A SINGLE SLAB OF CONCRETE SIDEWALK IN ORDER TO INSTALL A NEW DETECTABLE WARNING SURFACE.
4. SEE SHEET 94 FOR TRAFFIC SIGNAL DETAILS.



NOT TO SCALE

PROJECT
LAYOUT
SHEET #4

PROJECT NAME: BURLINGTON-SOUTH BURLINGTON
PROJECT NUMBER: NH 2624(I)
FILE NAME: p06d216.dgn
PROJECT LEADER: JLL
DESIGNED BY: STANTEC
IPARM FILE: p06d216104.i
PLOT DATE: 2/7/2012
DRAWN BY: STANTEC
CHECKED BY: STANTEC
SHEET 16 OF 108

REHAB.
DLS, CBS OR MHS, CLASS I, II OR III
SEE SHEET 105

CHANGING ELEVATION OF SEWER MANHOLES
SEE SHEET 105

VERTICAL GRANITE CURB
STA. 17+34, LT
STA. 17+37, RT

REMOVING AND RESETTNG CURB
STA. 17+34, LT
STA. 17+37, RT

PORTLAND CEMENT CONCRETE SIDEWALK, 5
INCH
STA. 16+55, LT
STA. 16+86, LT
STA. 17+34, LT
STA. 17+37, RT

SPECIAL PROVISION (INSTALL
DETECTABLE WARNING SURFACE)
STA. 16+55, LT
STA. 16+86, LT
STA. 17+34, LT

DETECTABLE WARNING SURFACE
STA. 17+37, RT

ADJUST ELEVATION OF VALVE BOX
SEE SHEET 105

DURABLE 4 INCH WHITE LINE, TYPE I TAPE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS
AND RADII FOR SIDE ROADS)
STA. 14+50 TO 18+50, SOLID LT & RT
STA. 14+50 TO 18+50, DASHED RT
STA. 14+50 TO 15+75, SOLID LT (LANE LINE X 2)
STA. 15+75 TO 16+81, DOTTED LT
STA. 17+61 TO 18+50, DASHED LT
STA. 16+73, LT (UNIVERSITY PL. EDGELINES)

DURABLE 4 INCH YELLOW LINE, TYPE I TAPE
(ALL LINES WILL INCLUDE G BREAKS FOR SIDE ROADS)
STA. 14+50 TO 16+49, SOLID LT & RT
STA. 16+73, DOUBLE SOLID LT (UNIVERSITY PL.)
STA. 16+77 TO 18+50, SOLID LT & RT

DURABLE 8 INCH WHITE LINE, TYPE I TAPE
STA. 15+75 TO 17+61, DASHED LT

DURABLE 24 INCH STOP BAR, TYPE I TAPE
STA. 17+06, RT
STA. 17+63, LT

DURABLE LETTER OR SYMBOL, TYPE I TAPE
STA. 14+52, LT ARROW (3)
STA. 15+09, LT "ONLY" (2)
STA. 15+71, LT ARROW (3)
STA. 16+51 TO 16+66, LT YIELD BAR (6)
SEE SHEET 107

DURABLE CROSSWALK MARKING, TYPE I TAPE
STA. 16+73, LT (UNIVERSITY PL.)
STA. 17+33, LT TO 17+37, RT

TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS
AND RADII FOR SIDE ROADS)
STA. 14+50 TO 18+50, SOLID LT & RT
STA. 14+50 TO 18+50, DASHED RT
STA. 14+50 TO 15+75, SOLID LT (LANE LINE X 2)
STA. 15+75 TO 16+81, DOTTED LT
STA. 17+61 TO 18+50, DASHED LT
STA. 16+73, LT (UNIVERSITY PL. EDGELINES)

STA. 16+55, LT REMOVE
BITUMINOUS PAVEMENT,
CONSTRUCT LANDING AND
INSTALL DETECTABLE
WARNING SURFACE (SEE
NOTE 3 BELOW)

LIMIT OF COLD
PLANING AND
PAVING
UNIVERSITY PL.
MM 0.316 = STA. 16+46
(FIELD MEASURED)
MM 0.317 = STA. 16+73
(PAVED)

TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE G BREAKS FOR SIDE ROADS)
STA. 14+50 TO 16+49, SOLID LT & RT
STA. 16+73, DOUBLE SOLID LT (UNIVERSITY PL.)
STA. 16+77 TO 18+50, SOLID LT & RT

TEMPORARY 8 INCH WHITE LINE, PAINT
STA. 15+75 TO 17+61, DASHED LT

TEMPORARY 24 INCH STOP BAR, PAINT
STA. 17+06, RT
STA. 17+63, LT

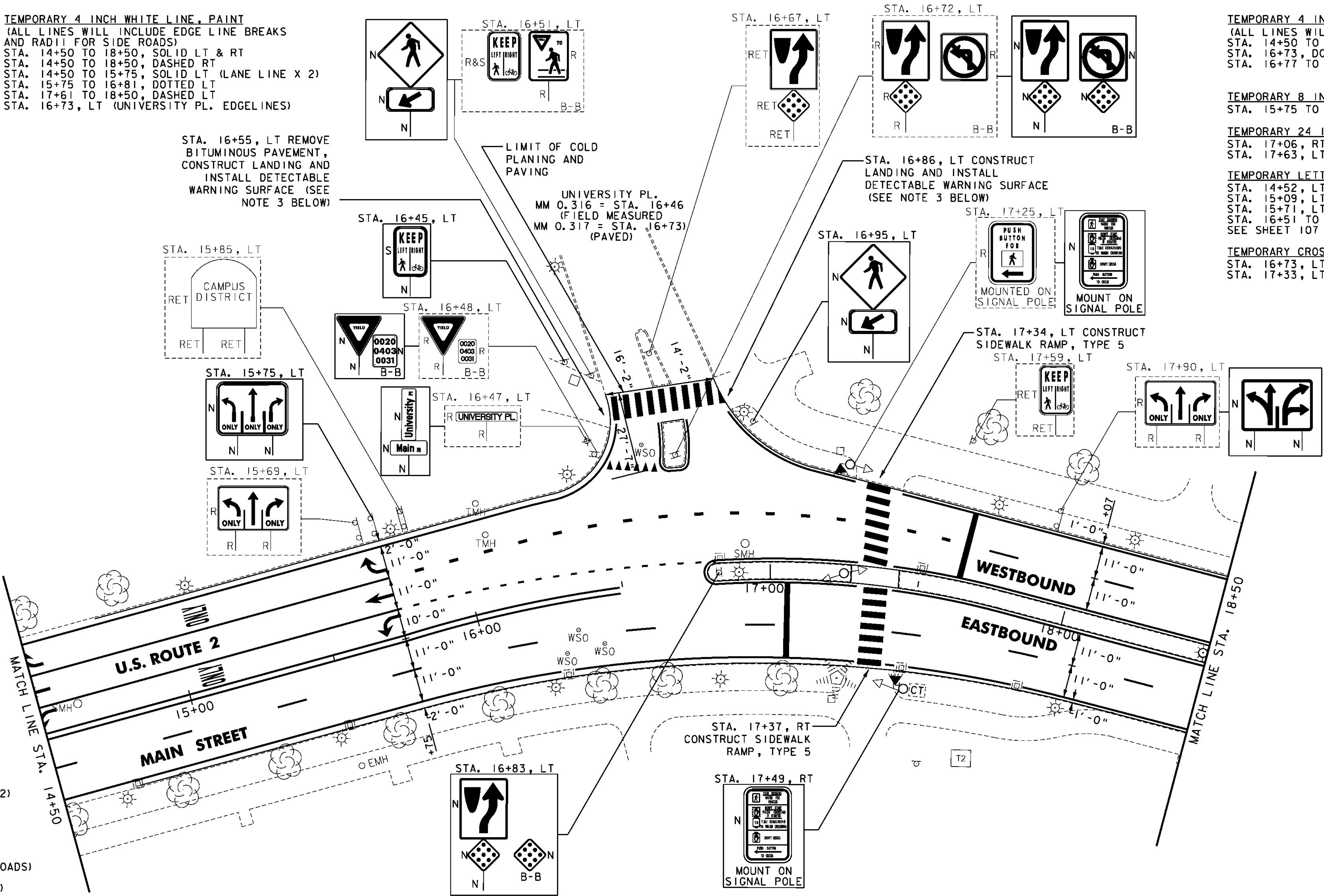
TEMPORARY LETTER OR SYMBOL, PAINT
STA. 14+52, LT ARROW (3)
STA. 15+09, LT "ONLY" (2)
STA. 15+71, LT ARROW (3)
STA. 16+51 TO 16+66, LT YIELD BAR (6)
SEE SHEET 107

TEMPORARY CROSSWALK MARKING, PAINT
STA. 16+73, LT (UNIVERSITY PL.)
STA. 17+33, LT TO 17+37, RT

PAINTED CURB
STA. 16+78 TO 17+08, LT & RT
STA. 18+28 TO 18+50, LT & RT

REMOVING SIGNS
AS SHOWN - II

ERECTING SALVAGED SIGNS
AS SHOWN - I



NOTES:

1. FOR LEGENDS, SEE SHEET 13.
2. ALL EXISTING SIGNS NOT SHOWN SHALL BE RETAINED.
3. THE SIDEWALK "LANDINGS" NOTED CONSIST OF THE REMOVAL AND REPLACEMENT OF A SINGLE SLAB OF CONCRETE SIDEWALK IN ORDER TO INSTALL A NEW DETECTABLE WARNING SURFACE.
4. SEE SHEET 95 FOR TRAFFIC SIGNAL DETAILS.

NOT TO SCALE

PROJECT
LAYOUT
SHEET #5



PROJECT NAME: BURLINGTON-SOUTH BURLINGTON
PROJECT NUMBER: NH 2624(I)
FILE NAME: p06d216.dgn
PROJECT LEADER: JLL
DESIGNED BY: STANTEC
IPARM FILE: p06d216105.i
PLOT DATE: 2/7/2012
DRAWN BY: STANTEC
CHECKED BY: STANTEC
SHEET 17 OF 108

REHAB,
DIS, C&S OR MHS, CLASS I, II OR III
SEE SHEET 105

CHANGING ELEVATION OF
SEWER MANHOLES
SEE SHEET 105

ADJUST ELEVATION OF VALVE BOX
SEE SHEET 105

DURABLE 4 INCH WHITE LINE, TYPE I TAPE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS
AND RADI FOR SIDE ROADS)
STA. 18+50 TO 22+50, SOLID LT & RT
STA. 18+50 TO 22+50, DASHED LT & RT

DURABLE 4 INCH YELLOW LINE, TYPE I TAPE
(ALL LINES WILL INCLUDE C BREAKS FOR SIDE ROADS)
STA. 18+50 TO 18+60, SOLID LT & RT
STA. 19+50 TO 22+50, SOLID LT & RT

DURABLE 24 INCH STOP BAR, TYPE I TAPE
STA. 18+55, RT
STA. 19+55, LT

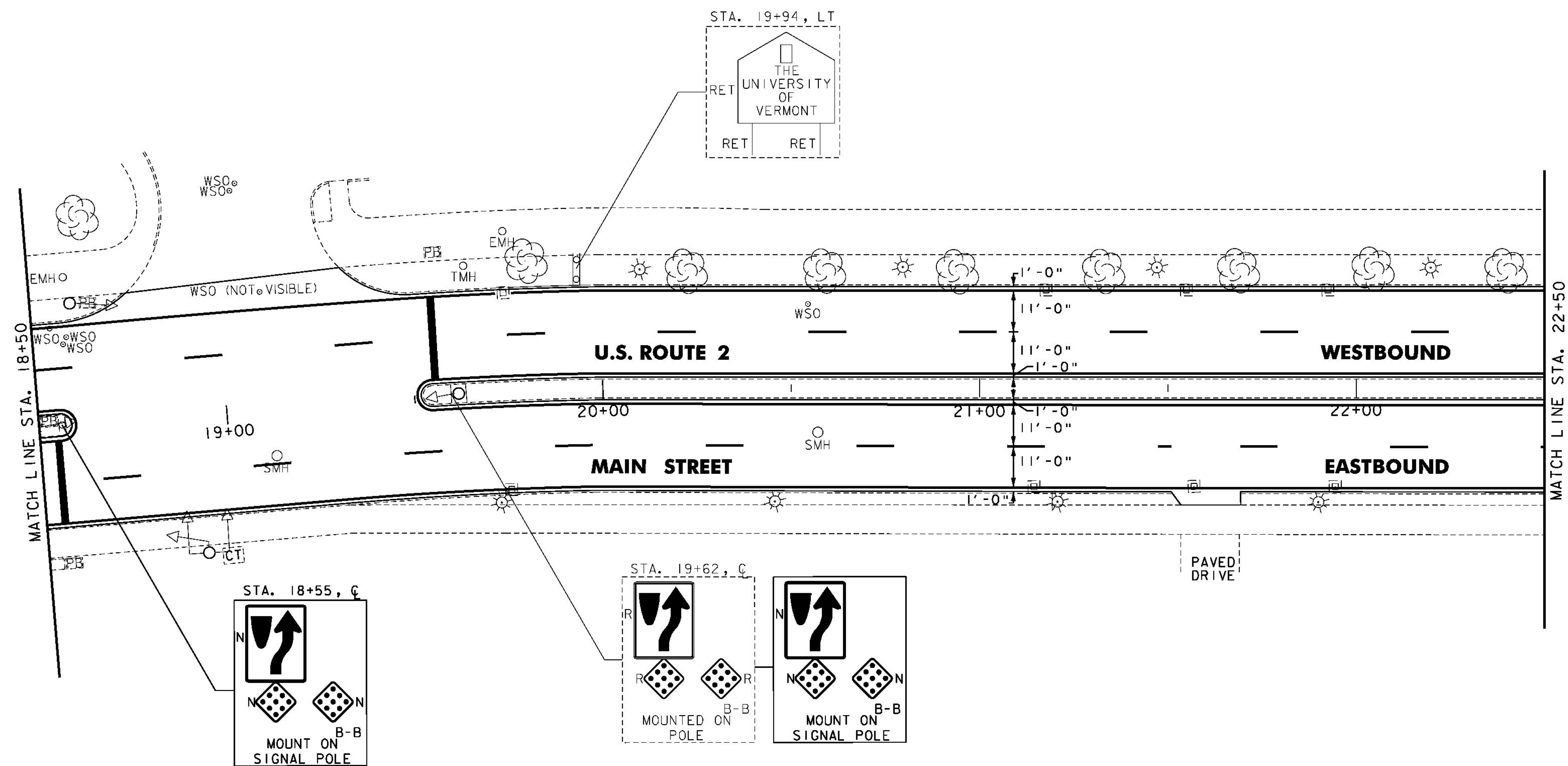
TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS
AND RADI FOR SIDE ROADS)
STA. 18+50 TO 22+50, SOLID LT & RT
STA. 18+50 TO 22+50, DASHED LT & RT

TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C BREAKS FOR SIDE ROADS)
STA. 18+50 TO 18+60, SOLID LT & RT
STA. 19+50 TO 22+50, SOLID LT & RT

TEMPORARY 24 INCH STOP BAR, PAINT
STA. 18+55, RT
STA. 19+55, LT

PAINTED CURB
STA. 18+50 TO 18+58, LT & RT
STA. 19+51 TO 19+81, LT & RT

REMOVING SIGNS
AS SHOWN - 3



NOTES:

1. FOR LEGENDS, SEE SHEET 13.

2. ALL EXISTING SIGNS NOT SHOWN SHALL BE
RETAINED.



NOT TO SCALE

PROJECT
LAYOUT
SHEET #6

PROJECT NAME:	BURLINGTON-SOUTH BURLINGTON
PROJECT NUMBER:	NH 2624(I)
FILE NAME:	p06d216.dgn
PROJECT LEADER:	JLL
DESIGNED BY:	STANTEC
IPARM FILE:	p06d216106.i
PLOT DATE:	2/7/2012
DRAWN BY:	STANTEC
CHECKED BY:	STANTEC
SHEET	18 OF 108

REHAB.
DIS. C&S OR M&S, CLASS I, II OR III
SEE SHEET 105

CHANGING ELEVATION OF SEWER MANHOLES
SEE SHEET 105

VERTICAL GRANITE CURB
STA. 23+96, RT

REMOVAL OF EXISTING CURB
STA. 23+96, RT

PORTLAND CEMENT CONCRETE SIDEWALK, 5
INCH

STA. 23+58, RT
STA. 23+96, RT
STA. 23+96, LT

DETECTABLE WARNING SURFACE

STA. 23+58, RT
STA. 23+96, RT
STA. 23+96, LT

ADJUST ELEVATION OF
VALVE BOX
SEE SHEET 105

DURABLE 4 INCH WHITE LINE, TYPE I TAPE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS
AND RADI FOR SIDE ROADS)
STA. 22+50 TO 27+50, SOLID LT & RT
STA. 22+50 TO 27+50, DASHED LT & RT

DURABLE 4 INCH YELLOW LINE, TYPE I TAPE
(ALL LINES WILL INCLUDE C BREAKS FOR SIDE ROADS)
STA. 22+50 TO 23+51, SOLID LT & RT
STA. 23+73, DOUBLE SOLID RT (UNIVERSITY TERR)
STA. 24+18 TO 27+50, SOLID LT & RT

DURABLE 24 INCH STOP BAR, TYPE I TAPE
STA. 23+45, RT
STA. 23+73, RT (UNIVERSITY TERR)
STA. 24+25, LT

DURABLE CROSSWALK MARKING, TYPE I TAPE
STA. 23+73, RT (UNIVERSITY TERR)
STA. 23+96, LT & RT

TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS
AND RADI FOR SIDE ROADS)
STA. 22+50 TO 27+50, SOLID LT & RT
STA. 22+50 TO 27+50, DASHED LT & RT

TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C BREAKS FOR SIDE ROADS)
STA. 22+50 TO 23+51, SOLID LT & RT
STA. 23+73, DOUBLE SOLID RT (UNIVERSITY TERR)
STA. 24+18 TO 27+50, SOLID LT & RT

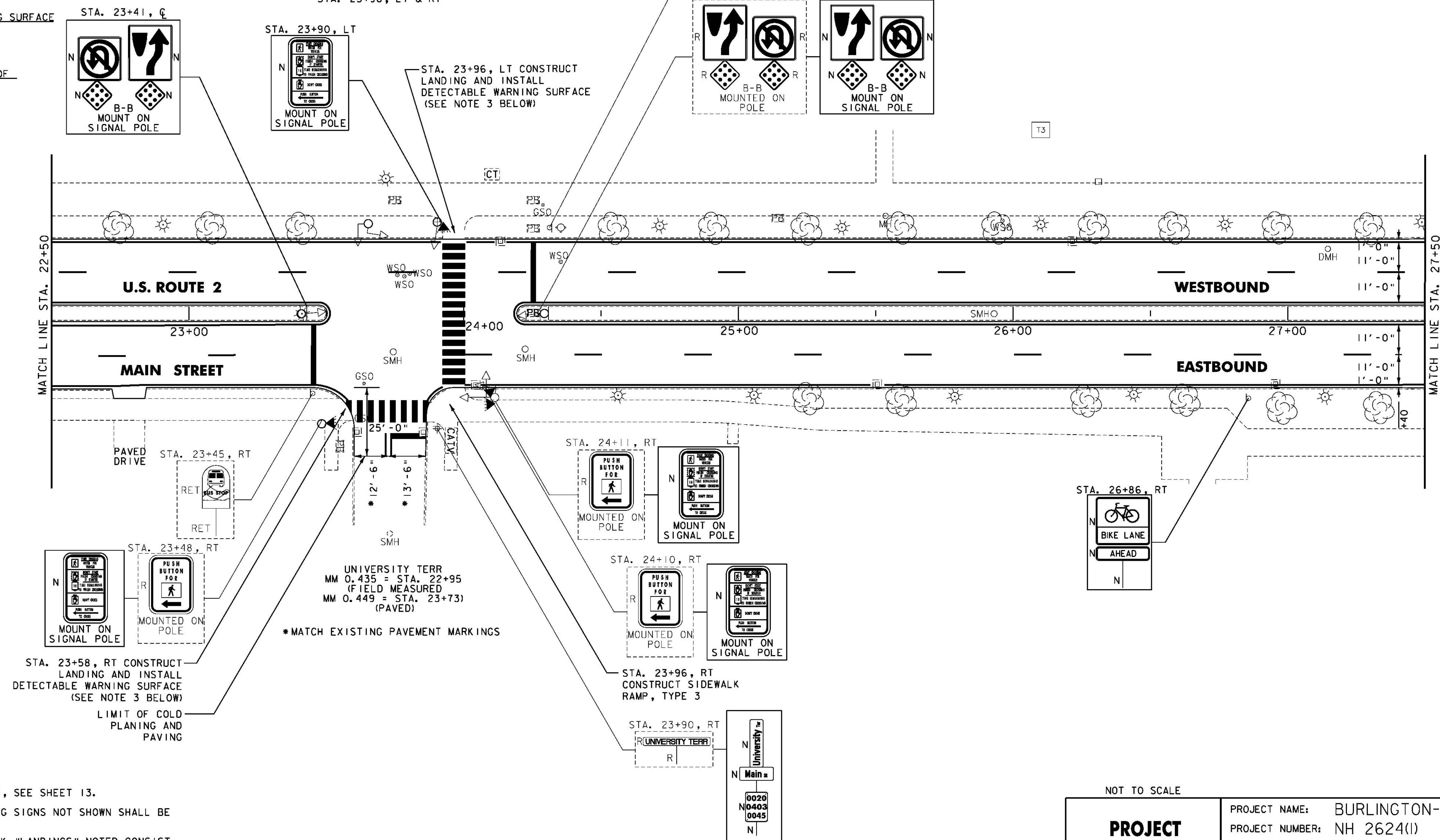
TEMPORARY 24 INCH STOP BAR, PAINT
STA. 23+45, RT
STA. 23+73, RT (UNIVERSITY TERR)
STA. 24+25, LT

TEMPORARY CROSSWALK MARKING, PAINT
STA. 23+73, RT (UNIVERSITY TERR)
STA. 23+96, LT & RT

PAINTED CURB

STA. 23+20 TO 23+50, LT & RT
STA. 24+19 TO 24+49, LT & RT

REMOVING SIGNS
AS SHOWN - 10



NOTES:

1. FOR LEGENDS, SEE SHEET 13.
2. ALL EXISTING SIGNS NOT SHOWN SHALL BE RETAINED.
3. THE SIDEWALK "LANDINGS" NOTED CONSIST OF THE REMOVAL AND REPLACEMENT OF A SINGLE SLAB OF CONCRETE SIDEWALK IN ORDER TO INSTALL A NEW DETECTABLE WARNING SURFACE.
4. SEE SHEET 96 FOR TRAFFIC SIGNAL DETAILS.

NOT TO SCALE

PROJECT
LAYOUT
SHEET #7

PROJECT NAME: BURLINGTON-SOUTH BURLINGTON

PROJECT NUMBER: NH 2624(I)

FILE NAME: p06d216.dgn

PROJECT LEADER: JLL

DESIGNED BY: STANTEC

IPARM FILE: p06d216107.i

PLOT DATE: 2/7/2012

DRAWN BY: STANTEC

CHECKED BY: STANTEC

SHEET 19 OF 108



REHAB.
DLS, CBS OR MHS, CLASS I, II OR III
SEE SHEET 105

CHANGING ELEVATION OF
SEWER MANHOLES
SEE SHEET 105

VERTICAL GRANITE CURB
STA. 28+29 TO 28+33 LT & RT

CAST-IN-PLACE CONCRETE CURB,
TYPE B
STA. 28+65, RT
STA. 28+94, RT

REMOVAL OF EXISTING CURB
STA. 28+43 TO 28+56 LT & RT
STA. 28+65, RT
STA. 28+94, RT
STA. 28+38, LT CONSTRUCT
LANDING AND INSTALL
DETECTABLE WARNING SURFACE
(SEE NOTE 3 BELOW)

PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH
STA. 28+38, LT
STA. 28+38, RT
STA. 28+65, RT
STA. 28+94, RT
STA. 29+42, LT
STA. 29+42, RT

DETECTABLE WARNING SURFACE
STA. 28+38, LT
STA. 28+38, RT
STA. 28+65, RT
STA. 28+94, RT
STA. 29+42, LT
STA. 29+42, RT

ADJUST ELEVATION OF VALVE BOX
SEE SHEET 105

DURABLE 4 INCH WHITE LINE, TYPE I TAPE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS
AND RADIUS FOR SIDE ROADS)
STA. 27+50 TO 29+37, SOLID LT & RT
STA. 27+50 TO 31+50, SOLID LT & RT

DURABLE 4 INCH YELLOW LINE, TYPE I TAPE
(ALL LINES WILL INCLUDE & BREAKS FOR
SIDE ROADS)
STA. 27+50 TO 28+32, SOLID LT & RT
STA. 29+22 TO 31+50, SOLID LT & RT

DURABLE 6 INCH WHITE LINE, TYPE I TAPE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS
AND RADIUS FOR SIDE ROADS)
STA. 29+47 TO 31+05, DOTTED LT (2)
STA. 29+47 TO 31+05, DOTTED RT (2)
STA. 31+05 TO 31+50, SOLID LT & RT

DURABLE 12 INCH WHITE LINE, TYPE I TAPE
STA. 28+33, LT - RT
STA. 28+43, LT - RT
STA. 28+63 TO 28+97, RT
STA. 28+79 TO 29+19, LT
STA. 29+37, LT - RT
STA. 29+48, LT - RT

DURABLE 24 INCH STOP BAR,
TYPE I TAPE
STA. 28+27, RT
STA. 29+53, LT

DURABLE LETTER OR SYMBOL, TYPE I TAPE
STA. 29+14, RT - BIKE LANE SYMBOL
STA. 29+26, RT - BIKE LANE ARROW
STA. 29+86, LT "STOP"
STA. 30+11, RT "BUS"
STA. 30+26, LT "BUS"
STA. 30+51, RT "STOP"
STA. 31+26, LT - BIKE LANE ARROW
STA. 31+26, RT - BIKE LANE SYMBOL
STA. 31+38, LT - BIKE LANE SYMBOL
STA. 31+38, RT - BIKE LANE ARROW

TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS
AND RADIUS FOR SIDE ROADS)
STA. 27+50 TO 29+37, SOLID LT & RT
STA. 27+50 TO 31+50, DASHED LT & RT

TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE & BREAKS FOR SIDE ROADS)
STA. 27+50 TO 28+32, SOLID LT & RT
STA. 29+22 TO 31+50, SOLID LT & RT

TEMPORARY 6 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS
AND RADIUS FOR SIDE ROADS)
STA. 29+47 TO 31+05, DOTTED LT (2)
STA. 29+47 TO 31+05, DOTTED RT (2)
STA. 31+05 TO 31+50, SOLID LT & RT

TEMPORARY 12 INCH WHITE LINE, PAINT
STA. 28+33, LT - RT
STA. 28+43, LT - RT
STA. 28+63 TO 28+97, RT
STA. 28+79 TO 29+19, LT
STA. 29+37, LT - RT
STA. 29+48, LT - RT

TEMPORARY 24 INCH STOP BAR, PAINT
STA. 28+27, RT
STA. 29+53, LT

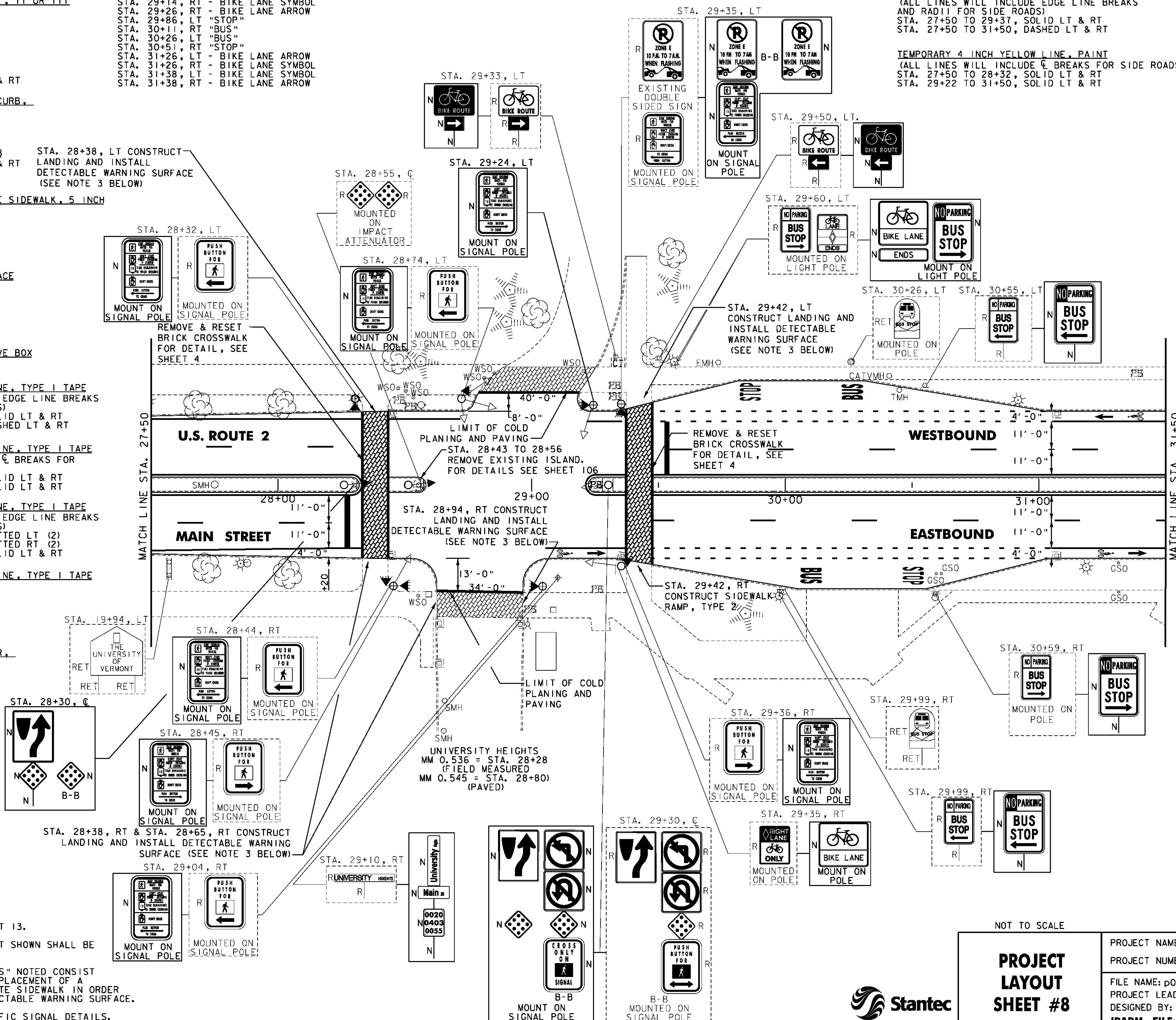
TEMPORARY LETTER OR SYMBOL, PAINT
STA. 29+14, RT - BIKE LANE SYMBOL
STA. 29+26, RT - BIKE LANE ARROW
STA. 29+86, LT "STOP"
STA. 30+11, RT "BUS"
STA. 30+26, LT "BUS"
STA. 30+51, RT "STOP"
STA. 31+26, LT - BIKE LANE ARROW
STA. 31+26, RT - BIKE LANE SYMBOL
STA. 31+38, LT - BIKE LANE SYMBOL
STA. 31+38, RT - BIKE LANE ARROW

PAINTED CURB
STA. 28+28 TO 28+58, LT & RT
STA. 29+22 TO 29+52, LT & RT

REMOVING SIGNS
AS SHOWN - 26

SPECIAL PROVISION
(REMOVE AND RESET BRICK CROSSWALK)
STA. 28+38, LT TO RT
STA. 29+42, LT TO RT

SPECIAL PROVISION
(ADJUST ELEVATION OF PULL BOX)
STA. 28+94, RT
STA. 29+33, LT
STA. 29+33, LT



NOTES:
1. FOR LEGENDS, SEE SHEET 13.
2. ALL EXISTING SIGNS NOT SHOWN SHALL BE
RETAINED.
3. THE SIDEWALK "LANDINGS" NOTED CONSIST
OF THE REMOVAL AND REPLACEMENT OF A
SINGLE SLAB OF CONCRETE SIDEWALK IN ORDER
TO INSTALL A NEW DETECTABLE WARNING SURFACE.
4. SEE SHEET 97 FOR TRAFFIC SIGNAL DETAILS.

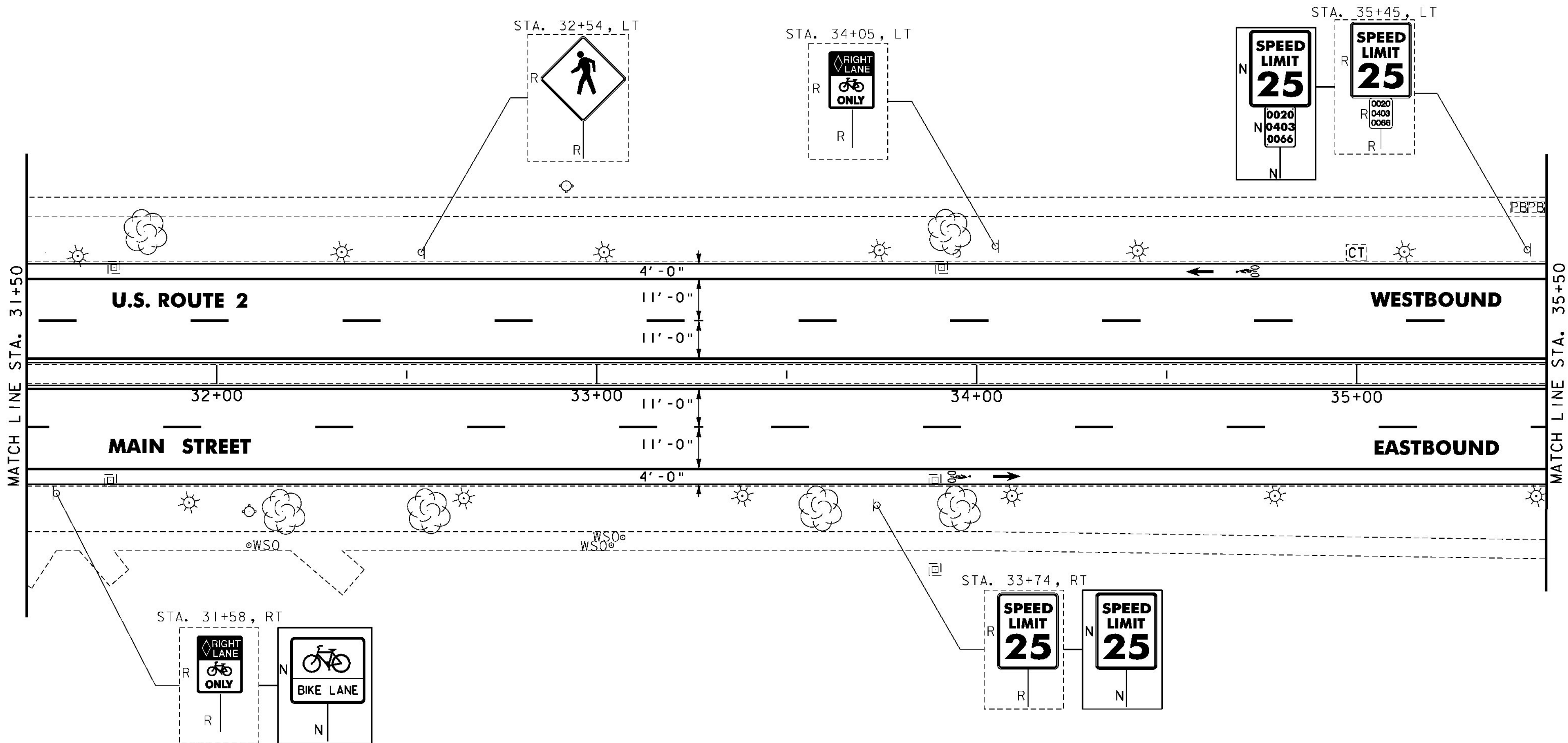


NOT TO SCALE

PROJECT
LAYOUT
SHEET #8

PROJECT NAME: BURLINGTON-SOUTH BURLINGTON
PROJECT NUMBER: NH 2624(I)
FILE NAME: p06d216.dgn
PROJECT LEADER: JLL
DESIGNED BY: STANTEC
IPARM FILE: p06d216108.i
PLOT DATE: 2/13/2012
DRAWN BY: STANTEC
CHECKED BY: STANTEC
SHEET 20 OF 108

REHAB, Dis, CBs OR MHS, CLASS I, II OR III SEE SHEET 105	DURABLE 4 INCH WHITE LINE, TYPE I TAPE (ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADII FOR SIDE ROADS) STA. 31+50 TO 35+50, DASHED LT & RT	DURABLE 6 INCH WHITE LINE, TYPE I TAPE (ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADII FOR SIDE ROADS) STA. 31+50 TO 35+50, SOLID LT & RT	TEMPORARY 4 INCH WHITE LINE, PAINT (ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADII FOR SIDE ROADS) STA. 31+50 TO 35+50, DASHED LT & RT	TEMPORARY 6 INCH WHITE LINE, PAINT (ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADII FOR SIDE ROADS) STA. 31+50 TO 35+50, SOLID LT & RT	REMOVING SIGNS AS SHOWN - 6
CHANGING ELEVATION OF SEWER MANHOLES SEE SHEET 105	DURABLE 4 INCH YELLOW LINE, TYPE I TAPE (ALL LINES WILL INCLUDE G BREAKS FOR SIDE ROADS) STA. 31+50 TO 35+50, SOLID LT & RT	DURABLE LETTER OR SYMBOL, TYPE I TAPE STA. 33+96, RT - BIKE LANE SYMBOL STA. 34+08, RT - BIKE LANE ARROW STA. 34+59, LT - BIKE LANE ARROW STA. 34+71, LT - BIKE LANE SYMBOL	TEMPORARY 4 INCH YELLOW LINE, PAINT (ALL LINES WILL INCLUDE G BREAKS FOR SIDE ROADS) STA. 31+50 TO 35+50, SOLID LT & RT	TEMPORARY LETTER OR SYMBOL, PAINT STA. 33+96, RT - BIKE LANE SYMBOL STA. 34+08, RT - BIKE LANE ARROW STA. 34+59, LT - BIKE LANE ARROW STA. 34+71, LT - BIKE LANE SYMBOL	
ADJUST ELEVATION OF VALVE BOX SEE SHEET 105					



- NOTES:
- FOR LEGENDS, SEE SHEET 13.
 - ALL EXISTING SIGNS NOT SHOWN SHALL BE RETAINED.



NOT TO SCALE

**PROJECT
LAYOUT
SHEET #9**

PROJECT NAME: BURLINGTON-SOUTH BURLINGTON	PLOT DATE: 2/7/2012
PROJECT NUMBER: NH 2624(I)	DRAWN BY: STANTEC
FILE NAME: p06d216.dgn	CHECKED BY: STANTEC
PROJECT LEADER: JLL	SHEET 21 OF 108
DESIGNED BY: STANTEC	
IPARM FILE: p06d216109.i	

THINNING AND TRIMMING FOR SIGNS
STA. 38+22, RT

REHAB.
DIS. CBS OR MHS. CLASS I, II OR III
SEE SHEET 105

CHANGING ELEVATION OF SEWER MANHOLES
SEE SHEET 105

ADJUST ELEVATION OF VALVE BOX
SEE SHEET 105

DURABLE 4 INCH WHITE LINE, TYPE I TAPE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS
AND RADII FOR SIDE ROADS)
STA. 35+50 TO 39+50, DASHED LT & RT
STA. 36+55 TO 38+22, DOTTED RT
STA. 38+99, SOLID LT (BEAUMONT AVE.
EDGE LINE)
STA. 38+22 TO 39+50, DASHED RT

DURABLE 4 INCH YELLOW LINE, TYPE I TAPE
(ALL LINES WILL INCLUDE $\frac{1}{2}$ BREAKS FOR SIDE ROADS)
STA. 35+50 TO 39+50, SOLID LT & RT
STA. 38+99, SOLID LT (BEAUMONT AVE.
EDGE LINE)

DURABLE 6 INCH WHITE LINE, TYPE I TAPE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS
AND RADII FOR SIDE ROADS)
STA. 35+50 TO 39+50, SOLID RT
STA. 35+50 TO 38+34, SOLID LT
STA. 38+34 TO 39+50, DOTTED LT (2)

DURABLE 8 INCH WHITE LINE, TYPE I TAPE
STA. 38+07 TO 38+34, SOLID LT (GORE & DIAGONALS)
SEE SHEET 107

DURABLE LETTER OR SYMBOL, TYPE I TAPE
STA. 36+43, RT - BIKE LANE SYMBOL
STA. 36+55, RT - BIKE LANE ARROW
STA. 37+92, LT - BIKE LANE ARROW
STA. 38+04, LT - BIKE LANE SYMBOL
STA. 39+28, RT - BIKE LANE SYMBOL
STA. 39+40, RT - BIKE LANE ARROW

TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS
AND RADII FOR SIDE ROADS)
STA. 35+50 TO 39+50, DASHED LT & RT
STA. 36+55 TO 38+22, DOTTED RT
STA. 38+99, SOLID LT
(BEAUMONT AVE. EDGE LINE)
STA. 38+22 TO 39+50, DASHED RT

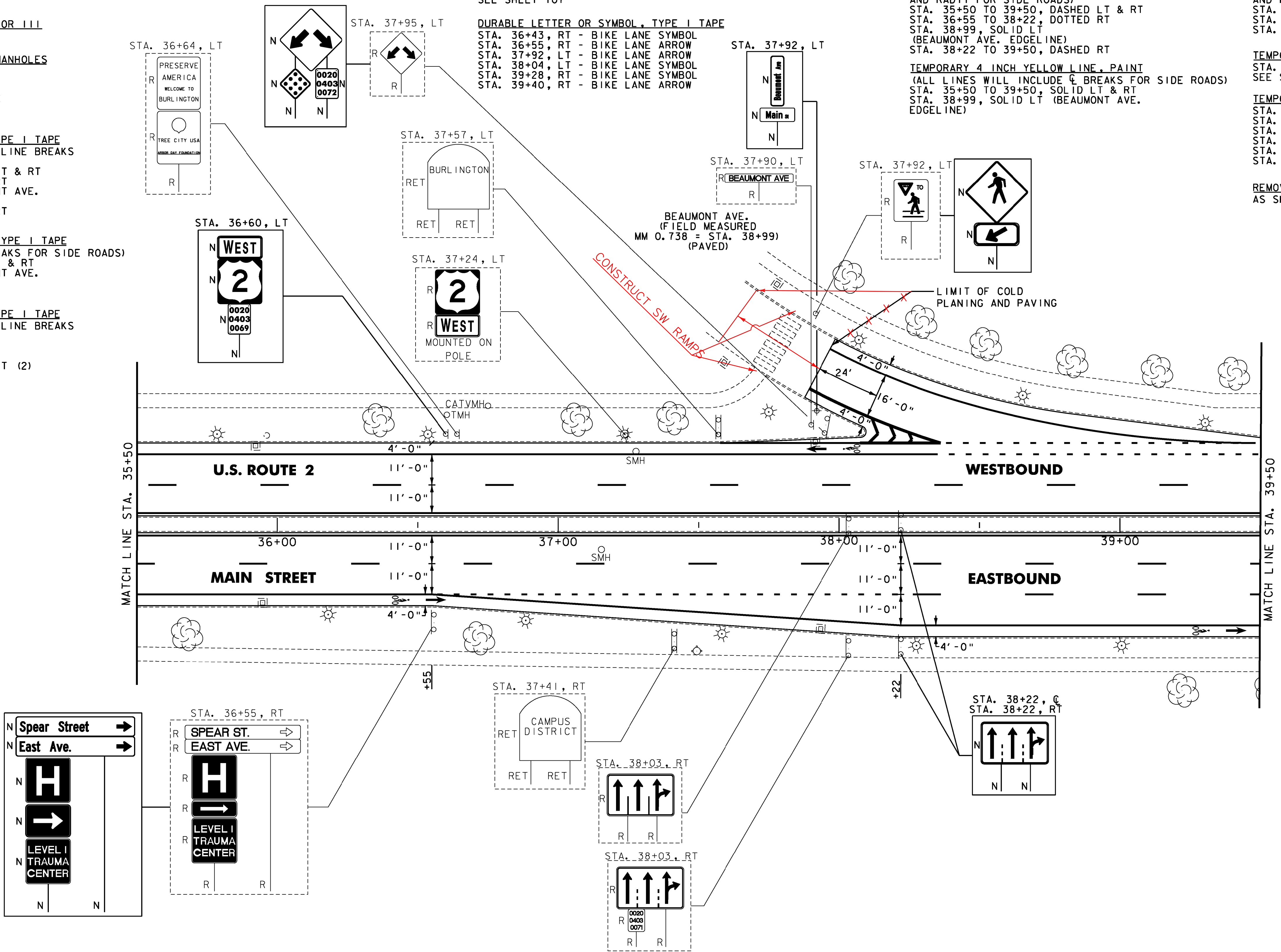
TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE $\frac{1}{2}$ BREAKS FOR SIDE ROADS)
STA. 35+50 TO 39+50, SOLID LT & RT
STA. 38+99, SOLID LT (BEAUMONT AVE.
EDGE LINE)

TEMPORARY 6 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS
AND RADII FOR SIDE ROADS)
STA. 35+50 TO 39+50, SOLID RT
STA. 35+50 TO 38+34, SOLID LT
STA. 38+34 TO 39+50, DOTTED LT (2)

TEMPORARY 8 INCH WHITE LINE, PAINT
STA. 38+07 TO 38+34, SOLID LT (GORE & DIAGONALS)
SEE SHEET 107

TEMPORARY LETTER OR SYMBOL, PAINT
STA. 36+43, RT - BIKE LANE SYMBOL
STA. 36+55, RT - BIKE LANE ARROW
STA. 37+92, LT - BIKE LANE ARROW
STA. 38+04, LT - BIKE LANE SYMBOL
STA. 39+28, RT - BIKE LANE SYMBOL
STA. 39+40, RT - BIKE LANE ARROW

REMOVING SIGNS
AS SHOWN - 15



NOTES:

- FOR LEGENDS, SEE SHEET 13.
- ALL EXISTING SIGNS NOT SHOWN SHALL BE RETAINED.

NOT TO SCALE

**PROJECT
LAYOUT
SHEET #10**

PROJECT NAME: BURLINGTON-SOUTH BURLINGTON
PROJECT NUMBER: NH 2624(1)

FILE NAME: p06d216.dgn
PROJECT LEADER: JLL
DESIGNED BY: STANTEC
IPARM FILE: p06d216110.i

PLOT DATE: 2/7/2012
DRAWN BY: STANTEC
CHECKED BY: STANTEC
SHEET 22 OF 108



THINNING AND TRIMMING FOR SIGNS
STA. 41+16, LT
STA. 42+45, LT

REHAB.
DIS. CBS OR MHS. CLASS I, II OR III
SEE SHEET 105

CHANGING ELEVATION OF
SEWER MANHOLES
SEE SHEET 105

VERTICAL GRANITE CURB
40+10, LT

REMOVAL OF EXISTING CURB
40+10, LT

PORTLAND CEMENT CONCRETE
SIDEWALK, 5 INCH
STA. 39+86, LT & RT
STA. 39+86, LT & RT (MEDIAN)
STA. 40+02, RT
STA. 40+10, LT
STA. 40+49, RT
STA. 40+72, LT

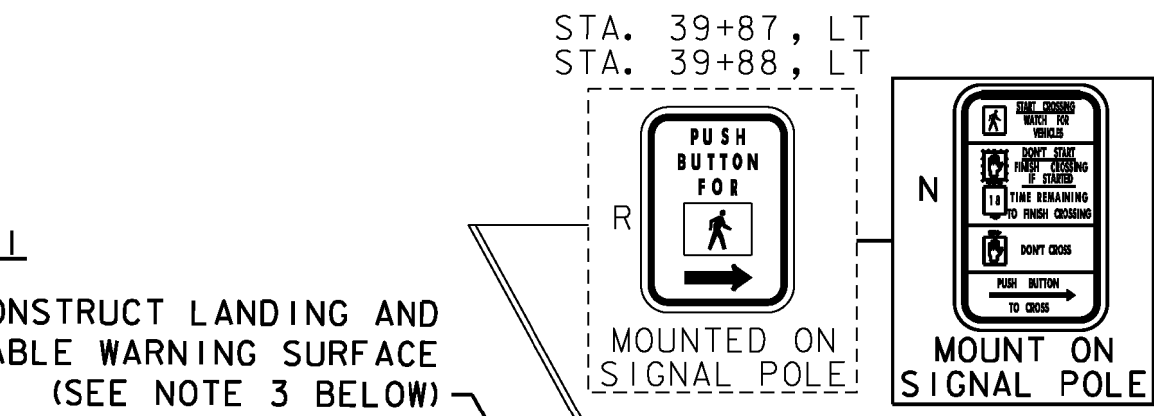
DETECTABLE WARNING SURFACE
STA. 39+86, LT & RT
STA. 39+86, LT & RT (MEDIAN)
STA. 40+02, RT
STA. 40+10, LT
STA. 40+49, RT
STA. 40+72, LT

ADJUST ELEVATION OF VALVE BOX
SEE SHEET 105

DURABLE 4 INCH WHITE LINE, TYPE I TAPE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS
AND RADII FOR SIDE ROADS)
STA. 39+50 TO 42+50, DASHED LT & RT (3)
STA. 40+43 TO 41+07, DOTTED LT & RT
STA. 40+55 TO 41+07, DOTTED LT & RT

DURABLE 4 INCH YELLOW LINE, TYPE I TAPE
(ALL LINES WILL INCLUDE BREAKS FOR
SIDE ROADS)
STA. 39+50 TO 40+04, SOLID LT & RT
STA. 40+66 TO 41+07, DOTTED LT & RT
STA. 41+05 TO 42+42, DOUBLE SOLID LT & RT
STA. 42+42 TO 42+50, SOLID LT & RT

DURABLE 6 INCH WHITE LINE, TYPE I TAPE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS
AND RADII FOR SIDE ROADS)
STA. 39+50 TO 42+50, SOLID RT
STA. 39+50 TO 39+65, DOTTED LT (2)
STA. 39+65 TO 42+50, SOLID LT



DURABLE 8 INCH WHITE LINE, TYPE I TAPE
STA. 40+06 TO 40+88, SOLID LT & RT (DO NOT BLOCK
MARKINGS SEE SHEET 107)

DURABLE 8 INCH YELLOW LINE, TYPE I TAPE
STA. 41+07 TO 41+40, LT & RT (DIAGONALS)
SEE SHEET 107

DURABLE 12 INCH WHITE LINE, TYPE I TAPE
STA. 40+06 TO 40+88, SOLID LT & RT (DO NOT BLOCK
MARKINGS SEE SHEET 107)

DURABLE 24 INCH STOP BAR, TYPE I TAPE
STA. 39+77, RT
STA. 41+10, LT

DURABLE LETTER OR SYMBOL, TYPE I TAPE
STA. 39+63, LT - BIKE LANE ARROW
STA. 39+75, LT - BIKE LANE SYMBOL
STA. 41+10, RT - BIKE LANE SYMBOL
STA. 41+22, RT - BIKE LANE ARROW
STA. 41+27, LT - BIKE LANE ARROW
STA. 41+39, LT - BIKE LANE SYMBOL

DURABLE CROSSWALK MARKING, TYPE I TAPE
STA. 39+86, LT - RT
STA. 40+29, RT (SPEAR ST.)
STA. 40+36, LT (EAST AVE.)

TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS
AND RADII FOR SIDE ROADS)
STA. 39+50 TO 42+50, DASHED LT & RT (3)
STA. 40+43 TO 41+07, DOTTED LT & RT
STA. 40+55 TO 41+07, DOTTED LT & RT

TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C BREAKS FOR SIDE ROADS)
STA. 39+50 TO 40+04, SOLID LT & RT
STA. 40+66 TO 41+07, DOTTED LT & RT
STA. 41+05 TO 42+42, DOUBLE SOLID LT & RT
STA. 42+42 TO 42+50, SOLID LT & RT

TEMPORARY 6 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS
AND RADII FOR SIDE ROADS)
STA. 39+50 TO 42+50, SOLID RT
STA. 39+50 TO 39+65, DOTTED LT (2)
STA. 39+65 TO 42+50, SOLID LT

TEMPORARY 8 INCH WHITE LINE, PAINT
STA. 40+06 TO 40+88, SOLID LT & RT (DO NOT BLOCK
MARKINGS SEE SHEET 107)

TEMPORARY 8 INCH YELLOW LINE, PAINT
STA. 41+05 TO 41+40, LT & RT (DIAGONALS)
SEE SHEET 107

TEMPORARY 12 INCH WHITE LINE, PAINT
STA. 40+06 TO 40+88, SOLID LT & RT (DO NOT BLOCK
MARKINGS SEE SHEET 107)

TEMPORARY 24 INCH STOP BAR, PAINT
STA. 39+77, RT
STA. 41+10, LT

TEMPORARY LETTER OR SYMBOL, PAINT
STA. 39+63, LT - BIKE LANE ARROW
STA. 39+75, LT - BIKE LANE SYMBOL
STA. 41+10, RT - BIKE LANE SYMBOL
STA. 41+22, RT - BIKE LANE ARROW
STA. 41+27, LT - BIKE LANE ARROW
STA. 41+39, LT - BIKE LANE SYMBOL

TEMPORARY CROSSWALK MARKING, PAINT
STA. 39+86, LT - RT
STA. 40+29, RT (SPEAR ST.)
STA. 40+36, LT (EAST AVE.)

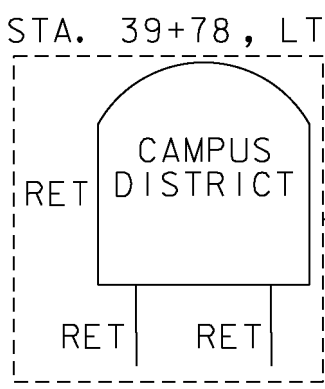
PAINTED CURB
STA. 39+73 TO 40+03, LT & RT

REMOVING SIGNS
AS SHOWN - 41

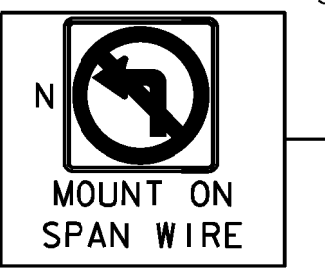
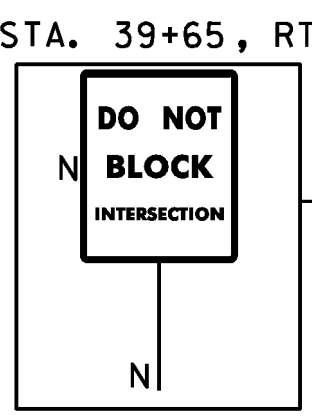
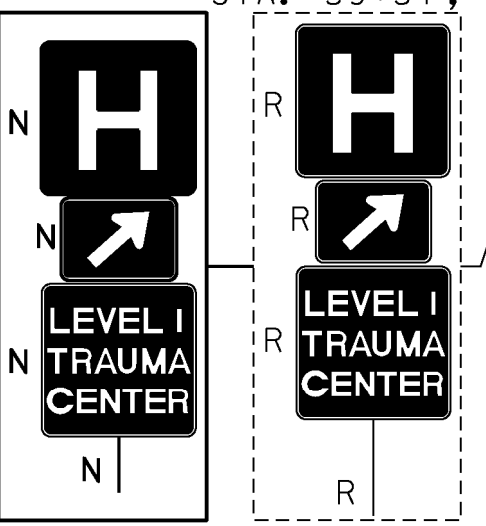
SPECIAL PROVISION
(ADJUST ELEVATION OF PULL BOX)
STA. 39+97, RT

NOTES:

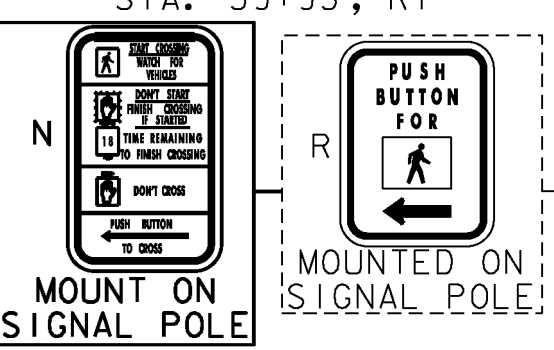
1. FOR LEGENDS, SEE SHEET 13.
2. ALL EXISTING SIGNS NOT SHOWN SHALL BE RETAINED.
3. THE SIDEWALK "LANDINGS" NOTED CONSIST OF THE REMOVAL AND REPLACEMENT OF A SINGLE SLAB OF CONCRETE SIDEWALK IN ORDER TO INSTALL A NEW DETECTABLE WARNING SURFACE.
4. SEE SHEET 98 FOR TRAFFIC SIGNAL DETAILS.



STA. 39+86, LT & RT
(IN MEDIAN) CONSTRUCT
LANDING AND INSTALL
DETECTABLE WARNING
SURFACE-FULL WIDTH OF
ISLAND OPENING.
(SEE NOTE 3 BELOW)

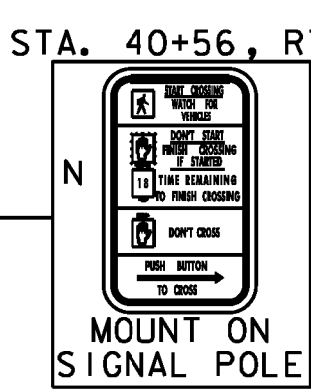
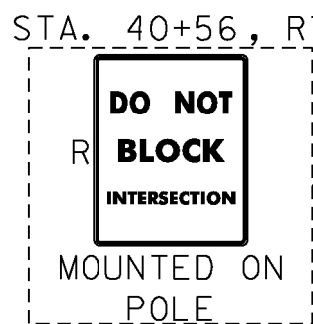


STA. 39+86, RT
STA. 40+02, RT
CONSTRUCT SIDEWALK
RAMP, TYPE 3



LIMIT OF COLD
PLANING
AND PAVING
SPEAR ST.
MM 0.754 = STA. 39+80
(FIELD MEASURED)
MM 0.763 = STA. 40+29
(PAVED)

STA. 40+49, RT CONSTRUCT
LANDING AND INSTALL
DETECTABLE WARNING SURFACE
(SEE NOTE 3 BELOW)



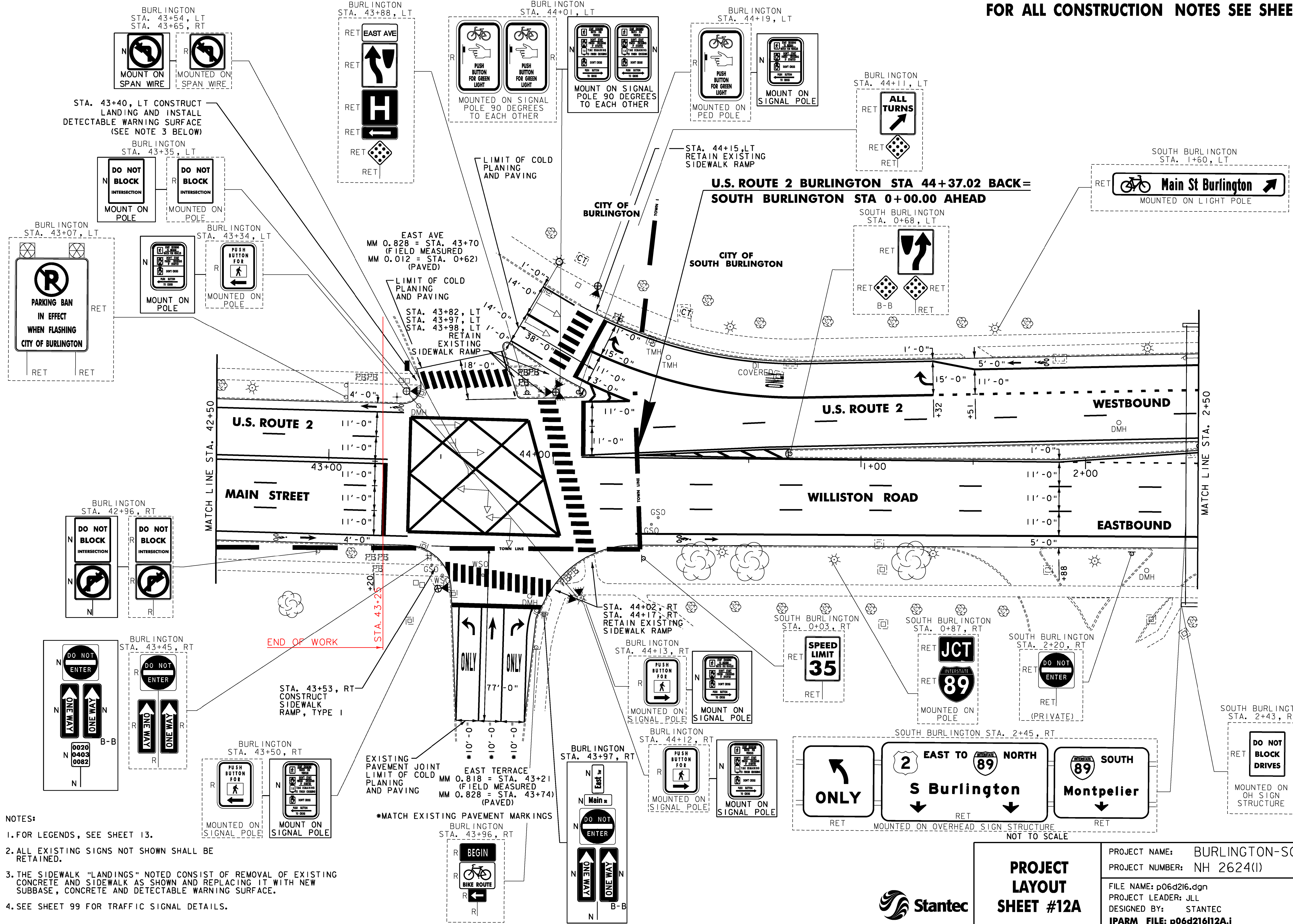
NOT TO SCALE

PROJECT
LAYOUT
SHEET #11

PROJECT NAME: BURLINGTON-SOUTH BURLINGTON
PROJECT NUMBER: NH 2624(1)

FILE NAME: p06d216.dgn
PROJECT LEADER: JLL
DESIGNED BY: STANTEC
IPARM FILE: p06d216t11.i
PLOT DATE: 2/13/2012
DRAWN BY: STANTEC
CHECKED BY: STANTEC
SHEET 23 OF 108

FOR ALL CONSTRUCTION NOTES SEE SHEET 25



- NOTES:
1. FOR LEGENDS, SEE SHEET 13.
 2. ALL EXISTING SIGNS NOT SHOWN SHALL BE RETAINED.
 3. THE SIDEWALK "LANDINGS" NOTED CONSIST OF REMOVAL OF EXISTING CONCRETE AND SIDEWALK AS SHOWN AND REPLACING IT WITH NEW SUBBASE, CONCRETE AND DETECTABLE WARNING SURFACE.
 4. SEE SHEET 99 FOR TRAFFIC SIGNAL DETAILS.



PROJECT
LAYOUT
SHEET #12A

PROJECT NAME:	BURLINGTON-SOUTH BURLINGTON
PROJECT NUMBER:	NH 2624(1)
FILE NAME:	p06d216.dgn
PROJECT LEADER:	JLL
DESIGNED BY:	STANTEC
IPARM FILE:	p06d216112A.i
PLOT DATE:	2/7/2012
DRAWN BY:	STANTEC
CHECKED BY:	STANTEC
SHEET	24 OF 108

REHAB,
Dis, CBS OR MHS, CLASS I, II OR III
SEE SHEET 105

CHANGING ELEVATION OF SEWER MANHOLES
SEE SHEET 105

PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH
BURLINGTON STA. 43+40, LT
BURLINGTON STA. 43+53, RT

DETECTABLE WARNING SURFACE
BURLINGTON STA. 43+40, LT
BURLINGTON STA. 43+53, RT

ADJUST ELEVATION OF VALVE BOX
SEE SHEET 105

DURABLE 4 INCH WHITE LINE, TYPE I TAPE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS
AND RADII FOR SIDE ROADS)
BURLINGTON STA. 42+50 TO SOUTH BURLINGTON STA. 0+00,
DASHED LT & RT (3)
BURLINGTON STA. 43+74, SOLID RT (EAST TERRACE LANE LINES (4)
BURLINGTON STA. 43+94 TO SOUTH BURLINGTON STA. 1+32,
SOLID LT (EAST AVE. EDGELINE)
SOUTH BURLINGTON STA. 0+00 TO 2+50, DASHED LT & RT (3)
SOUTH BURLINGTON STA. 1+88 TO 2+50, DOTTED RT

DURABLE 4 INCH YELLOW LINE, TYPE I TAPE
(ALL LINES WILL INCLUDE C BREAKS FOR SIDE ROADS)
BURLINGTON STA. 42+50 TO SOUTH BURLINGTON STA. 0+00,
SOLID LT & RT
SOUTH BURLINGTON STA. 0+00 TO 0+68, DOUBLE SOLID LT & C
SOUTH BURLINGTON STA. 0+68 TO 1+88, SOLID LT & C
SOUTH BURLINGTON STA. 1+88 TO 2+50, SOLID LT (2)

DURABLE 6 INCH WHITE LINE, TYPE I TAPE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS
AND RADII FOR SIDE ROADS)
BURLINGTON STA. 42+50 TO 43+33, SOLID LT & RT
SOUTH BURLINGTON STA. 0+00 TO 2+50, SOLID RT
SOUTH BURLINGTON STA. 1+32 TO 2+50, SOLID LT

DURABLE 8 INCH WHITE LINE, TYPE I TAPE
BURLINGTON STA. 43+36 TO 44+03, SOLID LT & RT
(DO NOT BLOCK MARKINGS SEE SHEET 107)
BURLINGTON STA. 44+12 TO 44+34, SOLID LT
(GORE & DIAGONALS)
BURLINGTON STA. 44+16 TO SOUTH BURLINGTON STA. 1+32,
SOLID LT (EAST AVE. LANE LINE)
SOUTH BURLINGTON STA. 1+32 TO 2+50, DOTTED LT

DURABLE 8 INCH YELLOW LINE, TYPE I TAPE
SOUTH BURLINGTON STA. 0+00 TO 0+68, LT (DIAGONALS)
SEE SHEET 107

DURABLE 12 INCH WHITE LINE, TYPE I TAPE
BURLINGTON STA. 43+36 TO 44+03, SOLID LT & RT
(DO NOT BLOCK MARKINGS SEE SHEET 107)

DURABLE 24 INCH STOP BAR, TYPE I TAPE
BURLINGTON STA. 43+25, RT
BURLINGTON STA. 43+74, RT (EAST TERRACE)
BURLINGTON STA. 44+13, LT
SOUTH BURLINGTON STA. 0+62, LT (EAST AVE.)

DURABLE LETTER OR SYMBOL, TYPE I TAPE
BURLINGTON STA. 42+79, RT - BIKE LANE SYMBOL
BURLINGTON STA. 42+91, RT - BIKE LANE ARROW
BURLINGTON STA. 43+18, LT - BIKE LANE ARROW
BURLINGTON STA. 43+30, LT - BIKE LANE SYMBOL
BURLINGTON STA. 43+74, RT (EAST TERRACE) ARROWS (3)
BURLINGTON STA. 43+74, RT (EAST TERRACE) "ONLY" (2)
SOUTH BURLINGTON STA. 0+22, RT - BIKE LANE SYMBOL
SOUTH BURLINGTON STA. 0+34, RT - BIKE LANE ARROW
SOUTH BURLINGTON STA. 0+61, LT "ONLY"
SOUTH BURLINGTON STA. 0+62, LT - (EAST AVE.) ARROW
SOUTH BURLINGTON STA. 1+28, LT ARROW
SOUTH BURLINGTON STA. 1+68, LT - BIKE LANE ARROW
SOUTH BURLINGTON STA. 1+80, LT - BIKE LANE SYMBOL

DURABLE CROSSWALK MARKING, TYPE I TAPE
BURLINGTON STA. 43+74, RT (EAST TERRACE)
BURLINGTON STA. 44+05, LT - RT
SOUTH BURLINGTON STA. 0+62, LT (EAST AVE.) (2)

TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS
AND RADII FOR SIDE ROADS)
BURLINGTON STA. 42+50 TO SOUTH BURLINGTON STA. 0+00,
DASHED LT & RT (3)
BURLINGTON STA. 43+74, SOLID RT (EAST TERRACE LANE LINES (4)
BURLINGTON STA. 43+94 TO SOUTH BURLINGTON STA. 1+32,
SOLID LT (EAST AVE. EDGELINE)
SOUTH BURLINGTON STA. 0+00 TO 2+50, DASHED LT & RT (3)
SOUTH BURLINGTON STA. 1+88 TO 2+50, DOTTED RT

TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C BREAKS FOR SIDE ROADS)
BURLINGTON STA. 42+50 TO SOUTH BURLINGTON STA. 0+00,
SOLID LT & RT
SOUTH BURLINGTON STA. 0+00 TO 0+68, DOUBLE SOLID LT & C
SOUTH BURLINGTON STA. 0+68 TO 1+88, SOLID LT & C
SOUTH BURLINGTON STA. 1+88 TO 2+50, SOLID LT (2)

TEMPORARY 6 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS
AND RADII FOR SIDE ROADS)
BURLINGTON STA. 42+50 TO 43+33, SOLID LT & RT
SOUTH BURLINGTON STA. 0+00 TO 2+50, SOLID RT
SOUTH BURLINGTON STA. 1+32 TO 2+50, SOLID LT

TEMPORARY 8 INCH WHITE LINE, PAINT
BURLINGTON STA. 43+36 TO 44+03, SOLID LT & RT
(DO NOT BLOCK MARKINGS SEE SHEET 107)
BURLINGTON STA. 44+12 TO 44+34, SOLID LT
(GORE & DIAGONALS)
BURLINGTON STA. 44+16 TO SOUTH BURLINGTON STA. 1+32,
SOLID LT (EAST AVE. LANE LINE)
SOUTH BURLINGTON STA. 1+32 TO 2+50, DOTTED LT

TEMPORARY 8 INCH YELLOW LINE, PAINT
SOUTH BURLINGTON STA. 0+00 TO 0+68, LT (DIAGONALS)
SEE SHEET 107

TEMPORARY 12 INCH WHITE LINE, PAINT
BURLINGTON STA. 43+36 TO 44+03, SOLID LT & RT
(DO NOT BLOCK MARKINGS SEE SHEET 107)

TEMPORARY 24 INCH STOP BAR, PAINT
BURLINGTON STA. 43+25, RT
BURLINGTON STA. 43+74, RT (EAST TERRACE)
BURLINGTON STA. 44+13, LT
SOUTH BURLINGTON STA. 0+62, LT (EAST AVE.)

TEMPORARY LETTER OR SYMBOL, PAINT
BURLINGTON STA. 42+79, RT - BIKE LANE SYMBOL
BURLINGTON STA. 42+91, RT - BIKE LANE ARROW
BURLINGTON STA. 43+18, LT - BIKE LANE ARROW
BURLINGTON STA. 43+30, LT - BIKE LANE SYMBOL
BURLINGTON STA. 43+74, RT (EAST TERRACE) ARROWS (3)
BURLINGTON STA. 43+74, RT (EAST TERRACE) "ONLY" (2)
SOUTH BURLINGTON STA. 0+22, RT - BIKE LANE SYMBOL
SOUTH BURLINGTON STA. 0+34, RT - BIKE LANE ARROW
SOUTH BURLINGTON STA. 0+61, LT "ONLY"
SOUTH BURLINGTON STA. 0+62, LT - (EAST AVE.) ARROW
SOUTH BURLINGTON STA. 1+28, LT ARROW
SOUTH BURLINGTON STA. 1+68, LT - BIKE LANE ARROW
SOUTH BURLINGTON STA. 1+80, LT - BIKE LANE SYMBOL

TEMPORARY CROSSWALK MARKING, PAINT
BURLINGTON STA. 43+74, RT (EAST TERRACE)
BURLINGTON STA. 44+05, LT - RT
SOUTH BURLINGTON STA. 0+62, LT (EAST AVE.) (2)

PAINTED CURB
SOUTH BURLINGTON STA. 0+66 TO 0+96, LT & RT
SOUTH BURLINGTON STA. 1+58 TO 2+50, LT

REMOVING SIGNS
AS SHOWN - 18

NOT TO SCALE



PROJECT
LAYOUT
SHEET #12B

PROJECT NAME: BURLINGTON-SOUTH BURLINGTON	
PROJECT NUMBER: NH 2624(I)	
FILE NAME: p06d216.dgn	PLOT DATE: 2/7/2012
PROJECT LEADER: JLL	DRAWN BY: STANTEC
DESIGNED BY: STANTEC	CHECKED BY: STANTEC
IPARM FILE: p06d216I12B.i	SHEET 25 OF 108

REHAB.
Dis. CBs OR MHS, CLASS I, II OR III
SEE SHEET 105

CHANGING ELEVATION OF
SEWER MANHOLES
SEE SHEET 105

ADJUST ELEVATION OF
VALVE BOX
SEE SHEET 105

DURABLE 4 INCH WHITE LINE, TYPE I TAPE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS
AND RADII FOR SIDE ROADS)
STA. 2+50 TO 4+58, DASHED LT & RT (3)
STA. 2+50 TO 3+31, DOTTED LT
STA. 3+31 TO 4+56, SOLID LT (LANE LINE)
STA. 4+60 TO 5+20, DOTTED LT-RT
STA. 4+60 TO 5+33, DOTTED LT-RT
STA. 4+98 TO 5+79, DOTTED LT-RT
STA. 5+08, SOLID RT (STAPLES PLAZA LANE LINES (2)
STA. 5+08, SOLID LT (SHERATON ENTRANCE LANE LINES (2)
STA. 5+09 TO 5+79, DOTTED LT-RT
STA. 5+81 TO 7+50, DASHED LT & RT (3)
STA. 5+81 TO 7+50, SOLID LT (LANE LINE)

DURABLE 4 INCH YELLOW LINE, TYPE I TAPE
(ALL LINES WILL INCLUDE & BREAKS FOR SIDE ROADS)
STA. 2+50 TO 3+35, DOUBLE SOLID LT (2)
STA. 3+35 TO 4+58, DOUBLE SOLID LT
STA. 4+60 TO 5+11, DOTTED LT-RT
STA. 5+08, DOUBLE SOLID LT (SHERATON ENTRANCE)
STA. 5+20 TO 5+79, DOTTED LT-RT
STA. 5+79 TO 7+50, SOLID LT & RT

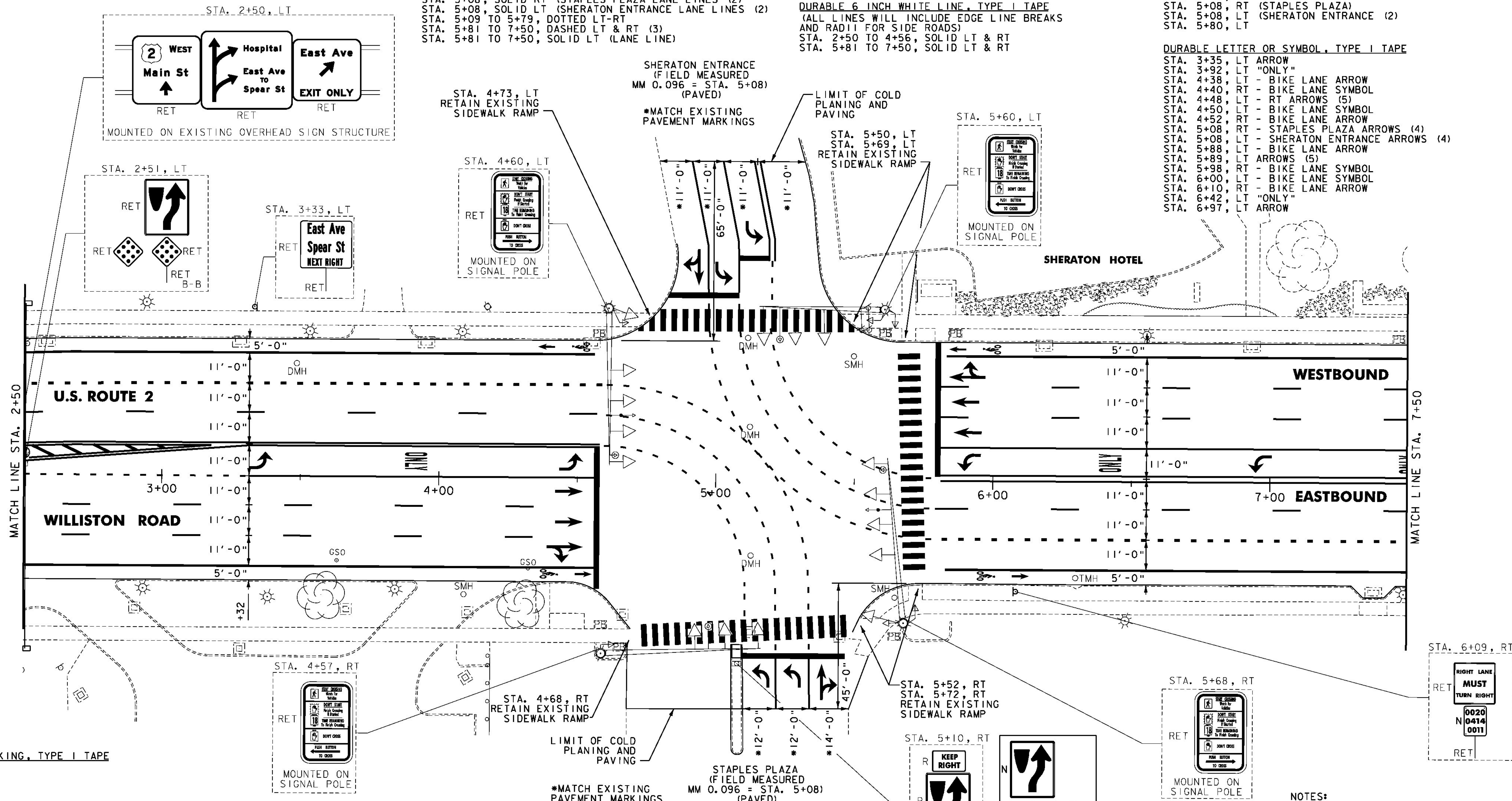
DURABLE 6 INCH WHITE LINE, TYPE I TAPE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS
AND RADII FOR SIDE ROADS)
STA. 2+50 TO 4+56, SOLID LT & RT
STA. 5+81 TO 7+50, SOLID LT & RT

DURABLE 8 INCH WHITE LINE, TYPE I TAPE
STA. 2+50 TO 4+60, DOTTED LT
STA. 5+79 TO 7+50, DOTTED RT

DURABLE 8 INCH YELLOW LINE, TYPE I TAPE
STA. 2+50 TO 3+31, LT (DIAGONALS)
SEE SHEET 107

DURABLE 24 INCH STOP BAR, TYPE I TAPE
STA. 4+57, LT - RT
STA. 5+08, RT (STAPLES PLAZA)
STA. 5+08, LT (SHERATON ENTRANCE (2)
STA. 5+80, LT

DURABLE LETTER OR SYMBOL, TYPE I TAPE
STA. 3+35, LT ARROW
STA. 3+92, LT "ONLY"
STA. 4+38, LT - BIKE LANE ARROW
STA. 4+40, RT - BIKE LANE SYMBOL
STA. 4+48, LT - RT ARROWS (5)
STA. 4+50, LT - BIKE LANE SYMBOL
STA. 4+52, RT - BIKE LANE ARROW
STA. 5+08, RT - STAPLES PLAZA ARROWS (4)
STA. 5+08, LT - SHERATON ENTRANCE ARROWS (4)
STA. 5+88, LT - BIKE LANE ARROW
STA. 5+89, LT ARROWS (5)
STA. 5+98, RT - BIKE LANE SYMBOL
STA. 6+00, LT - BIKE LANE SYMBOL
STA. 6+10, RT - BIKE LANE ARROW
STA. 6+42, LT "ONLY"
STA. 6+97, LT ARROW



DURABLE CROSSWALK MARKING, TYPE I TAPE
STA. 5+08, RT
STA. 5+08, LT
STA. 5+70, LT - RT

TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS
AND RADII FOR SIDE ROADS)
STA. 2+50 TO 4+58, DASHED LT & RT (3)
STA. 2+50 TO 3+31, DOTTED LT
STA. 3+31 TO 4+56, SOLID LT (LANE LINE)
STA. 4+60 TO 5+20, DOTTED LT-RT
STA. 4+60 TO 5+33, DOTTED LT-RT
STA. 4+98 TO 5+79, DOTTED LT-RT
STA. 5+08, SOLID RT (STAPLES PLAZA LANE LINES (2)
STA. 5+08, SOLID LT (SHERATON ENTRANCE LANE LINES (2)
STA. 5+09 TO 5+79, DOTTED LT-RT
STA. 5+81 TO 7+50, DASHED LT & RT (3)
STA. 5+81 TO 7+50, SOLID LT (LANE LINE)

TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE & BREAKS FOR SIDE ROADS)
STA. 2+50 TO 3+35, DOUBLE SOLID LT (2)
STA. 3+35 TO 4+58, DOUBLE SOLID LT
STA. 4+60 TO 5+11, DOTTED LT-RT
STA. 5+08, DOUBLE SOLID LT (SHERATON ENTRANCE)
STA. 5+20 TO 5+79, DOTTED LT-RT
STA. 5+79 TO 7+50, SOLID LT & RT

TEMPORARY 6 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS
AND RADII FOR SIDE ROADS)
STA. 2+50 TO 4+56, SOLID LT & RT
STA. 5+81 TO 7+50, SOLID LT & RT

TEMPORARY 8 INCH WHITE LINE, PAINT
STA. 2+50 TO 4+60, DOTTED LT
STA. 5+79 TO 7+50, DOTTED RT

TEMPORARY 8 INCH YELLOW LINE, PAINT
STA. 2+50 TO 3+31, LT (DIAGONALS)
SEE SHEET 107

TEMPORARY 24 INCH STOP BAR, PAINT
STA. 4+57, LT - RT
STA. 5+08, RT (STAPLES PLAZA)
STA. 5+08, LT (SHERATON ENTRANCE (2)
STA. 5+80, LT

TEMPORARY LETTER OR SYMBOL, PAINT
STA. 3+35, LT ARROW
STA. 3+92, LT "ONLY"
STA. 4+38, LT - BIKE LANE ARROW
STA. 4+40, RT - BIKE LANE SYMBOL
STA. 4+48, LT - RT ARROWS (5)
STA. 4+50, LT - BIKE LANE SYMBOL
STA. 4+52, RT - BIKE LANE ARROW
STA. 5+08, RT - (STAPLES PLAZA ARROWS (4)
STA. 5+08, LT - (SHERATON ENTRANCE ARROWS (4)
STA. 5+88, LT - BIKE LANE ARROW
STA. 5+89, LT ARROWS (5)
STA. 5+98, RT - BIKE LANE SYMBOL
STA. 6+00, LT - BIKE LANE SYMBOL
STA. 6+10, RT - BIKE LANE ARROW
STA. 6+42, LT "ONLY"
STA. 6+97, LT ARROW

TEMPORARY CROSSWALK MARKING, PAINT
STA. 5+08, RT
STA. 5+08, LT
STA. 5+70, LT - RT

PAINTED CURB
STA. 2+50 TO 2+52, LT
STA. 5+08, RT (STAPLES PLAZA ISLAND)

REMOVING SIGNS
AS SHOWN - 2

NOT TO SCALE

PROJECT
LAYOUT
SHEET #13

NOTES:

1. FOR LEGENDS, SEE SHEET 13.
2. ALL EXISTING SIGNS NOT SHOWN SHALL BE RETAINED.
3. THE SIDEWALK "LANDINGS" NOTED CONSIST OF THE REMOVAL AND REPLACEMENT OF A SINGLE SLAB OF CONCRETE SIDEWALK IN ORDER TO INSTALL A NEW DETECTABLE WARNING SURFACE.
4. THE EXISTING TRAFFIC SIGNALS SHOWN ON THIS SHEET SHALL BE RETAINED.

PROJECT NAME: BURLINGTON-SOUTH BURLINGTON
PROJECT NUMBER: NH 2624(I)

FILE NAME: p06d216.dgn
PROJECT LEADER: JLL
DESIGNED BY: STANTEC
IPARM FILE: p06d216i13.i
PLOT DATE: 2/7/2012
DRAWN BY: STANTEC
CHECKED BY: STANTEC
SHEET 26 OF 108



REHAB.
Dis. Cbs OR Mhs. CLASS 1, 11 OR 111
SEE SHEET 105

CHANGING ELEVATION OF
SEWER MANHOLES
SEE SHEET 105

ADJUST ELEVATION OF
VALVE BOX
SEE SHEET 105

DURABLE 4 INCH WHITE LINE, TYPE I TAPE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS
AND RADII FOR SIDE ROADS)
STA. 7+50 TO 11+50, DASHED LT & RT (3)
STA. 7+50 TO 8+12, SOLID LT (LANE LINE)
STA. 8+12 TO 9+48, DOTTED LT

DURABLE 4 INCH YELLOW LINE, TYPE I TAPE
(ALL LINES WILL INCLUDE C BREAKS FOR SIDE ROADS)
STA. 7+50 TO 8+12, SOLID LT & RT
STA. 8+12 TO 8+80, DOUBLE SOLID LT & C
STA. 8+80 TO 11+50, SOLID LT & C

DURABLE 6 INCH WHITE LINE, TYPE I TAPE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS
AND RADII FOR SIDE ROADS)
STA. 7+50 TO 10+56, SOLID LT
STA. 7+50 TO 11+12, SOLID RT
STA. 10+59 TO 11+50, SOLID LT

DURABLE 8 INCH WHITE LINE, TYPE I TAPE
STA. 7+50 TO 8+79, DOTTED RT
STA. 8+79 TO 10+58, SOLID RT
STA. 10+29 TO 10+59, LT (GORE)
STA. 10+58 TO 11+50, RT (GORE & DIAGONALS)
SEE SHEET 107

DURABLE 8 INCH YELLOW LINE, TYPE I TAPE
STA. 8+12 TO 8+80, LT (DIAGONALS)
SEE SHEET 107

DURABLE 24 INCH STOP BAR, TYPE I TAPE
STA. 9+53, LT (SB OFF RAMP C)
STA. 10+50, LT

DURABLE LETTER OR SYMBOL, TYPE I TAPE
STA. 7+51, LT "ONLY"
STA. 8+08, LT ARROW
STA. 8+83, RT ARROW
STA. 8+84, LT - BIKE LANE ARROW
STA. 8+96, LT - BIKE LANE SYMBOL
STA. 9+73, RT "ONLY"
STA. 10+51, RT ARROW

DURABLE CROSSWALK MARKING, TYPE I TAPE
STA. 9+53, LT (SB OFF RAMP C)
STA. 10+09, RT (SB ON RAMP A)

TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS
AND RADII FOR SIDE ROADS)
STA. 7+50 TO 11+50, DASHED LT & RT (3)
STA. 7+50 TO 8+12, SOLID LT (LANE LINE)
STA. 8+12 TO 9+48, DOTTED LT

TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C BREAKS FOR SIDE ROADS)
STA. 7+50 TO 8+12, SOLID LT & RT
STA. 8+12 TO 8+80, DOUBLE SOLID LT & C
STA. 8+80 TO 11+50, SOLID LT & C

TEMPORARY 6 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS
AND RADII FOR SIDE ROADS)
STA. 7+50 TO 10+56, SOLID LT
STA. 7+50 TO 11+12, SOLID RT
STA. 10+59 TO 11+50, SOLID LT

TEMPORARY 8 INCH WHITE LINE, PAINT
STA. 7+50 TO 8+79, DOTTED RT
STA. 8+79 TO 10+58, SOLID RT
STA. 10+29 TO 10+59, LT (GORE)
STA. 10+58 TO 11+50, RT (GORE & DIAGONALS)

TEMPORARY 8 INCH YELLOW LINE, PAINT
STA. 8+12 TO 8+80, LT (DIAGONALS)
SEE SHEET 107

TEMPORARY 24 INCH STOP BAR, PAINT
STA. 9+53, LT (SB OFF RAMP C)
STA. 10+50, LT

TEMPORARY LETTER OR SYMBOL, PAINT
STA. 7+51, LT "ONLY"
STA. 8+08, LT ARROW
STA. 8+83, RT ARROW
STA. 8+84, LT - BIKE LANE ARROW
STA. 8+96, LT - BIKE LANE SYMBOL
STA. 9+73, RT "ONLY"
STA. 10+51, RT ARROW

TEMPORARY CROSSWALK MARKING, PAINT
STA. 9+53, LT (SB OFF RAMP C)
STA. 10+09, RT (SB ON RAMP A)

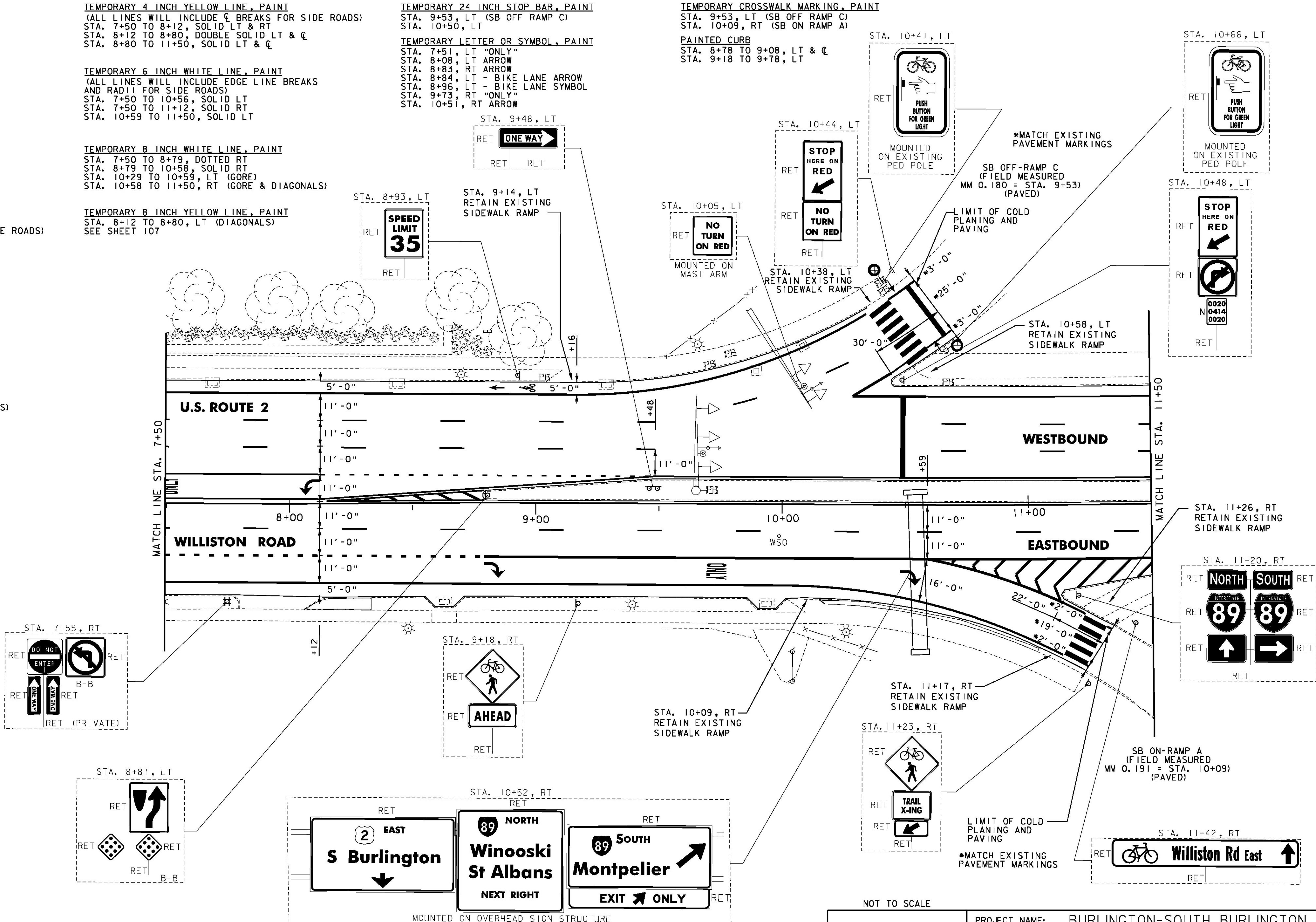
PAINTED CURB
STA. 8+78 TO 9+08, LT & C
STA. 9+18 TO 9+78, LT

NOTES:

1. FOR LEGENDS, SEE SHEET 13.

2. ALL EXISTING SIGNS NOT SHOWN SHALL BE
RETAINED.

3. THE EXISTING TRAFFIC SIGNALS SHOWN ON THIS
SHEET SHALL BE RETAINED.



PROJECT
LAYOUT
SHEET #14

PROJECT NAME: BURLINGTON-SOUTH BURLINGTON
PROJECT NUMBER: NH 2624(I)
FILE NAME: p06d216.dgn
PROJECT LEADER: JLL
DESIGNED BY: STANTEC
IPARM FILE: p06d216i14.i
PLOT DATE: 2/7/2012
DRAWN BY: STANTEC
CHECKED BY: STANTEC
SHEET 27 OF 108

3. THE SIDEWALK "LANDINGS" NOTED CONSIST OF THE REMOVAL AND REPLACEMENT OF A SINGLE SLAB OF CONCRETE SIDEWALK IN ORDER TO INSTALL A NEW DETECTABLE WARNING SURFACE.

SPECIAL PROVISION
(PAINTED BIKE LANE)
STA. 13+67 TO 15+50, LT
STA. 14+26 TO 15+50, RT



PLOT DATE: 2/7/2012
DRAWN BY: STANTEC
CHECKED BY: STANTEC
SHEET 28 OF 108

REHAB.
Dis. CBs OR MHS. CLASS I, II OR III
SEE SHEET 105

DURABLE 4 INCH WHITE LINE, TYPE I TAPE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS
AND RADII FOR SIDE ROADS)
STA. 15+50 TO 19+50, DASHED LT & RT (4)
STA. 15+50 TO 16+50, DOTTED LT
STA. 19+04 TO 19+50, DOTTED RT

DURABLE 4 INCH YELLOW LINE, TYPE I TAPE
(ALL LINES WILL INCLUDE $\frac{1}{2}$ BREAKS FOR SIDE ROADS)
STA. 15+50 TO 19+50, SOLID LT & RT

DURABLE 6 INCH WHITE LINE, TYPE I TAPE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS
AND RADII FOR SIDE ROADS)
STA. 15+50 TO 19+50, SOLID LT & RT

DURABLE LETTER OR SYMBOL, TYPE I TAPE
STA. 17+44, RT (BIKE LANE SYMBOL)
STA. 17+51, LT (BIKE LANE ARROW)
STA. 17+56, RT (BIKE LANE ARROW)
STA. 17+63, LT (BIKE LANE SYMBOL)

TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS
AND RADII FOR SIDE ROADS)
STA. 15+50 TO 19+50, DASHED LT & RT (4)
STA. 15+50 TO 16+50, DOTTED LT
STA. 19+04 TO 19+50, DOTTED RT

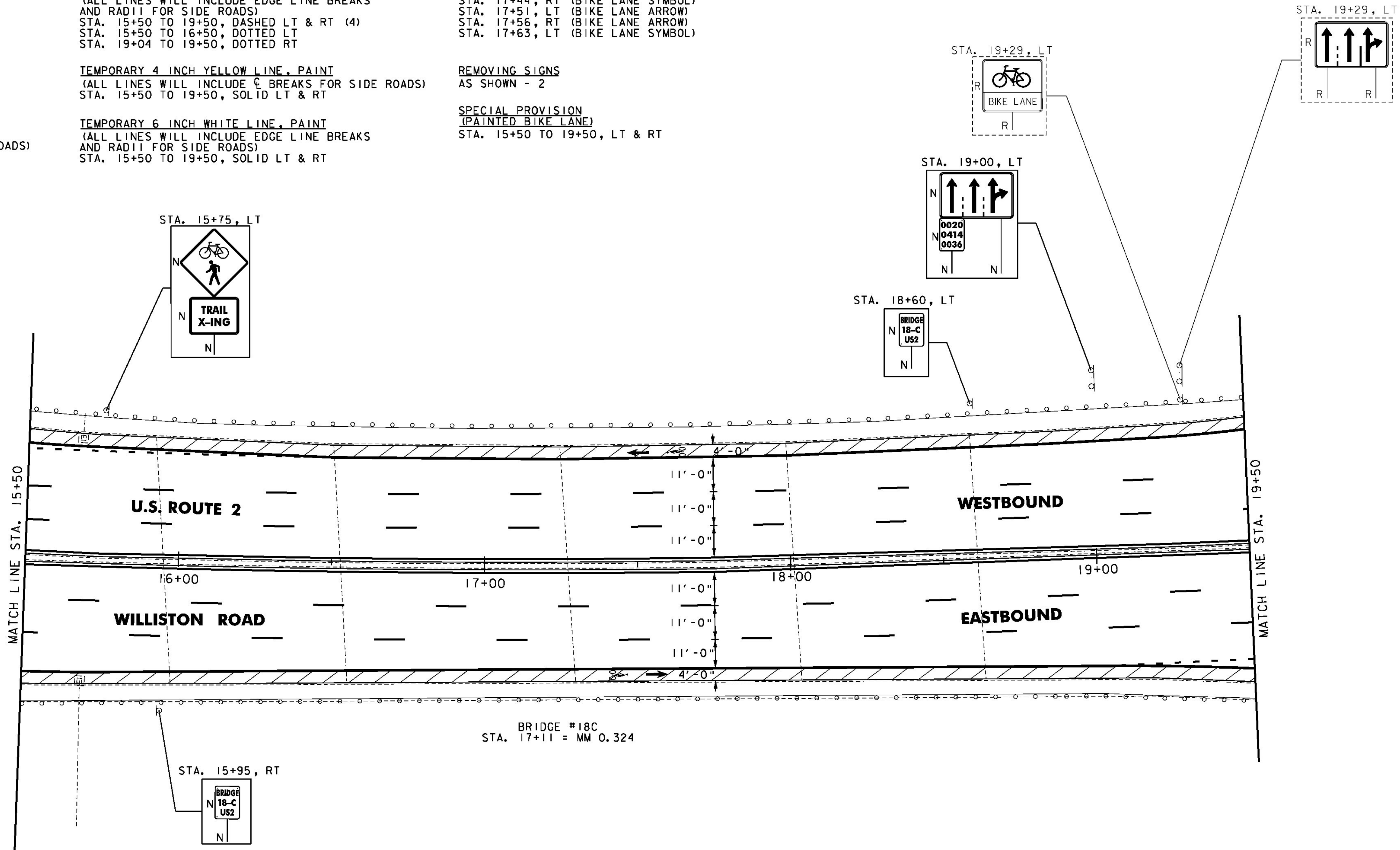
TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE $\frac{1}{2}$ BREAKS FOR SIDE ROADS)
AND RADII FOR SIDE ROADS
STA. 15+50 TO 19+50, SOLID LT & RT

TEMPORARY 6 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS
AND RADII FOR SIDE ROADS)
STA. 15+50 TO 19+50, SOLID LT & RT

TEMPORARY LETTER OR SYMBOL, PAINT
STA. 17+44, RT (BIKE LANE SYMBOL)
STA. 17+51, LT (BIKE LANE ARROW)
STA. 17+56, RT (BIKE LANE ARROW)
STA. 17+63, LT (BIKE LANE SYMBOL)

REMOVING SIGNS
AS SHOWN - 2

SPECIAL PROVISION
(PAINTED BIKE LANE)
STA. 15+50 TO 19+50, LT & RT



- NOTES:
- FOR LEGENDS, SEE SHEET 13.
 - ALL EXISTING SIGNS NOT SHOWN SHALL BE RETAINED.



NOT TO SCALE

**PROJECT
LAYOUT
SHEET #16**

PROJECT NAME: BURLINGTON-SOUTH BURLINGTON
PROJECT NUMBER: NH 2624(I)
FILE NAME: p06d216.dgn
PROJECT LEADER: JLL
DESIGNED BY: STANTEC
IPARM FILE: p06d216i16.i
PLOT DATE: 2/7/2012
DRAWN BY: STANTEC
CHECKED BY: STANTEC
SHEET 29 OF 108

REHAB.
Dis. CBs OR MHS. CLASS I, II OR III
SEE SHEET 105

CHANGING ELEVATION OF
SEWER MANHOLES
SEE SHEET 105

REMOVING AND RESETTNG CURB

STA. 20+58, LT
STA. 20+76, RT

PORTLAND CEMENT CONCRETE SIDEWALK, 5
INCH

STA. 20+58, LT
STA. 20+68, LT
STA. 20+76, RT
STA. 20+90, RT

DETECTABLE WARNING SURFACE

STA. 20+58, LT
STA. 20+68, LT
STA. 20+76, RT
STA. 20+90, RT

ADJUST ELEVATION OF VALVE BOX

SEE SHEET 105

DURABLE 4 INCH WHITE LINE, TYPE I TAPE

(ALL LINES WILL INCLUDE EDGE LINE BREAKS
AND RADII FOR SIDE ROADS)
STA. 19+50 TO 19+74, DASHED LT
STA. 19+50 TO 23+00, DASHED LT & RT (2)
STA. 19+50 TO 21+49, DASHED RT
STA. 19+50 TO 20+27, DOTTED RT
STA. 20+26 TO 23+00, SOLID LT
STA. 20+67 TO 23+00, SOLID RT

DURABLE 4 INCH YELLOW LINE, TYPE I TAPE

(ALL LINES WILL INCLUDE C BREAKS FOR SIDE ROADS)
STA. 19+50 TO 23+00, SOLID LT & RT

DURABLE 6 INCH WHITE LINE, TYPE I TAPE

(ALL LINES WILL INCLUDE EDGE LINE BREAKS
AND RADII FOR SIDE ROADS)
STA. 19+50 TO 21+35, SOLID LT (RAMP G EDGELINE)
STA. 19+50 TO 21+24, SOLID RT (RAMP E EDGELINE)
STA. 20+54, SOLID LT (RAMP G BIKE CROSSING)
STA. 20+74, SOLID RT (RAMP E BIKE CROSSING)

DURABLE 6 INCH YELLOW LINE, TYPE I TAPE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS
AND RADII FOR SIDE ROADS)
STA. 20+26 TO 21+46, SOLID LT (RAMP G EDGELINE)
STA. 20+67 TO 21+36, SOLID RT (RAMP E EDGELINE)

DURABLE 8 INCH WHITE LINE, TYPE I TAPE

STA. 19+74 TO 20+26, LT (GORE)
STA. 20+27 TO 20+67, RT (GORE & DIAGONALS)
STA. 21+49 TO 23+00, DOTTED RT
SEE SHEET 107

DURABLE LETTER OR SYMBOL, TYPE I TAPE

STA. 20+34, LT (NB OFF RAMP G) BIKE LANE ARROW
STA. 20+46, LT (NB OFF RAMP G) BIKE LANE SYMBOL

DURABLE CROSSWALK MARKING, TYPE I TAPE

STA. 18+60, LT (NB OFF RAMP G)
STA. 19+65, RT (NB ON RAMP E)

TEMPORARY 4 INCH WHITE LINE, PAINT

(ALL LINES WILL INCLUDE EDGE LINE BREAKS
AND RADII FOR SIDE ROADS)
STA. 19+50 TO 19+74, DASHED LT
STA. 19+50 TO 23+00, DASHED LT & RT (2)
STA. 19+50 TO 21+49, DASHED RT
STA. 19+50 TO 20+27, DOTTED RT
STA. 20+26 TO 23+00, SOLID LT
STA. 20+67 TO 23+00, SOLID RT

TEMPORARY 4 INCH YELLOW LINE, PAINT

(ALL LINES WILL INCLUDE C BREAKS FOR SIDE ROADS)
STA. 19+50 TO 23+00, SOLID LT & RT

TEMPORARY 6 INCH WHITE LINE, PAINT

(ALL LINES WILL INCLUDE EDGE LINE BREAKS
AND RADII FOR SIDE ROADS)
STA. 19+50 TO 21+35, SOLID LT (RAMP G EDGELINE)
STA. 19+50 TO 21+24, SOLID RT (RAMP E EDGELINE)
STA. 20+54, SOLID LT (RAMP G BIKE CROSSING)
STA. 20+74, SOLID RT (RAMP E BIKE CROSSING)

TEMPORARY 6 INCH YELLOW LINE, PAINT

(ALL LINES WILL INCLUDE EDGE LINE BREAKS
AND RADII FOR SIDE ROADS)
STA. 20+26 TO 21+46, SOLID LT (RAMP G EDGELINE)
STA. 20+67 TO 21+36, SOLID RT (RAMP E EDGELINE)

TEMPORARY 8 INCH WHITE LINE, PAINT

STA. 19+74 TO 20+26, LT (GORE)
STA. 20+27 TO 20+67, RT (GORE & DIAGONALS)
STA. 21+49 TO 23+00, DOTTED RT
SEE SHEET 107

TEMPORARY LETTER OR SYMBOL, PAINT

STA. 20+34, LT (NB OFF RAMP G) BIKE LANE ARROW
STA. 20+46, LT (NB OFF RAMP G) BIKE LANE SYMBOL

TEMPORARY CROSSWALK MARKING, PAINT

STA. 18+60, LT (NB OFF RAMP G)
STA. 19+65, RT (NB ON RAMP E)

PAINTED CURB

STA. 20+10 TO 20+70, RT
STA. 20+92 TO 21+52, RT

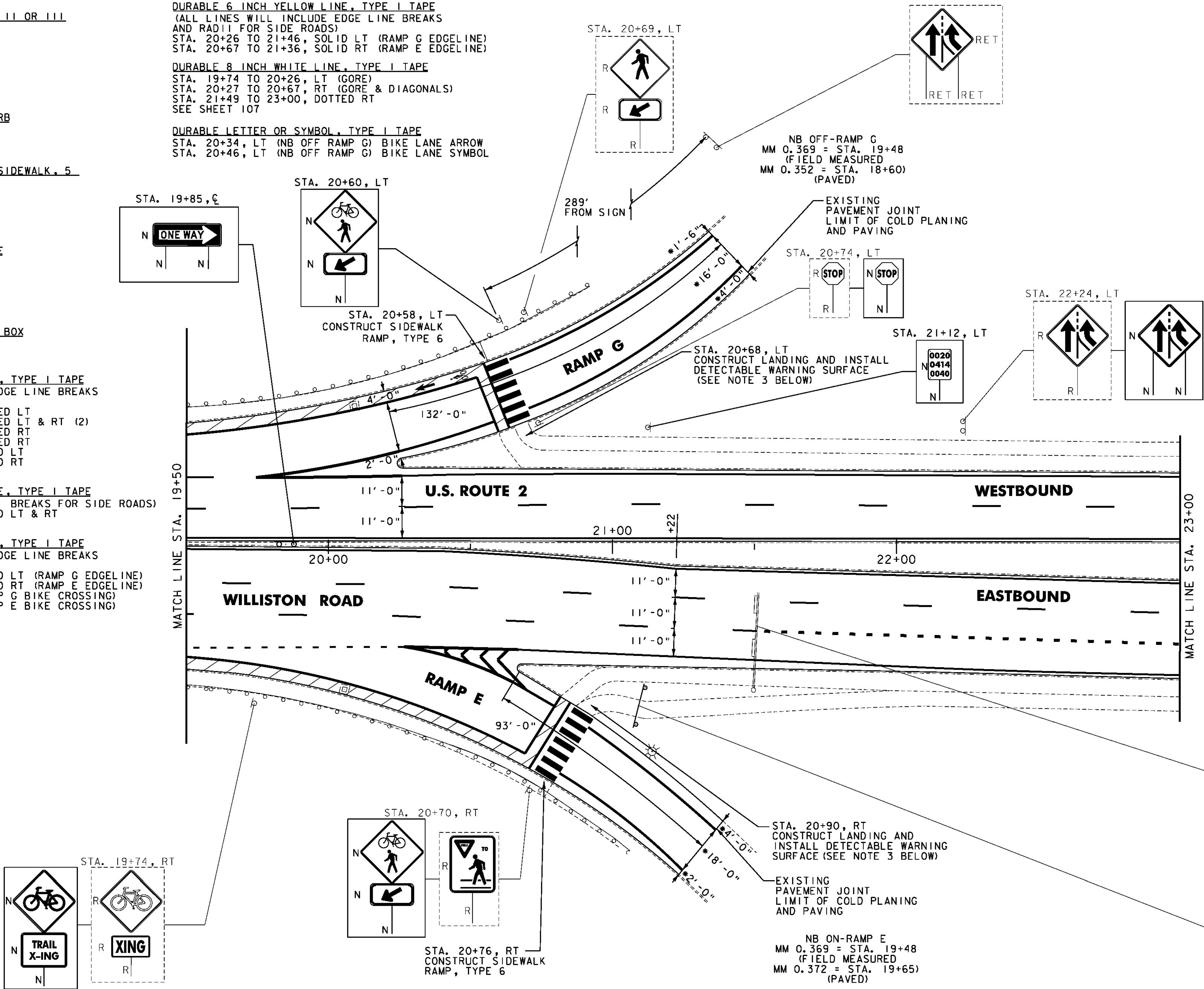
REMOVING SIGNS

AS SHOWN - 8

SPECIAL PROVISION

(PAINTED BIKE LANE)

STA. 19+50 TO 20+60, LT
STA. 19+50 TO 20+85, RT



NOTES:

1. FOR LEGENDS, SEE SHEET 13.
2. ALL EXISTING SIGNS NOT SHOWN SHALL BE RETAINED.
3. THE SIDEWALK "LANDINGS" NOTED CONSIST OF THE REMOVAL AND REPLACEMENT OF A SINGLE SLAB OF CONCRETE SIDEWALK IN ORDER TO INSTALL A NEW DETECTABLE WARNING SURFACE.

NOT TO SCALE

PROJECT
LAYOUT
SHEET #17

PROJECT NAME: BURLINGTON-SOUTH BURLINGTON

PROJECT NUMBER: NH 2624(I)

FILE NAME: p06d216.dgn

PROJECT LEADER: JLL

DESIGNED BY: STANTEC

IPARM FILE: p06d216i17.i

PLOT DATE: 2/7/2012

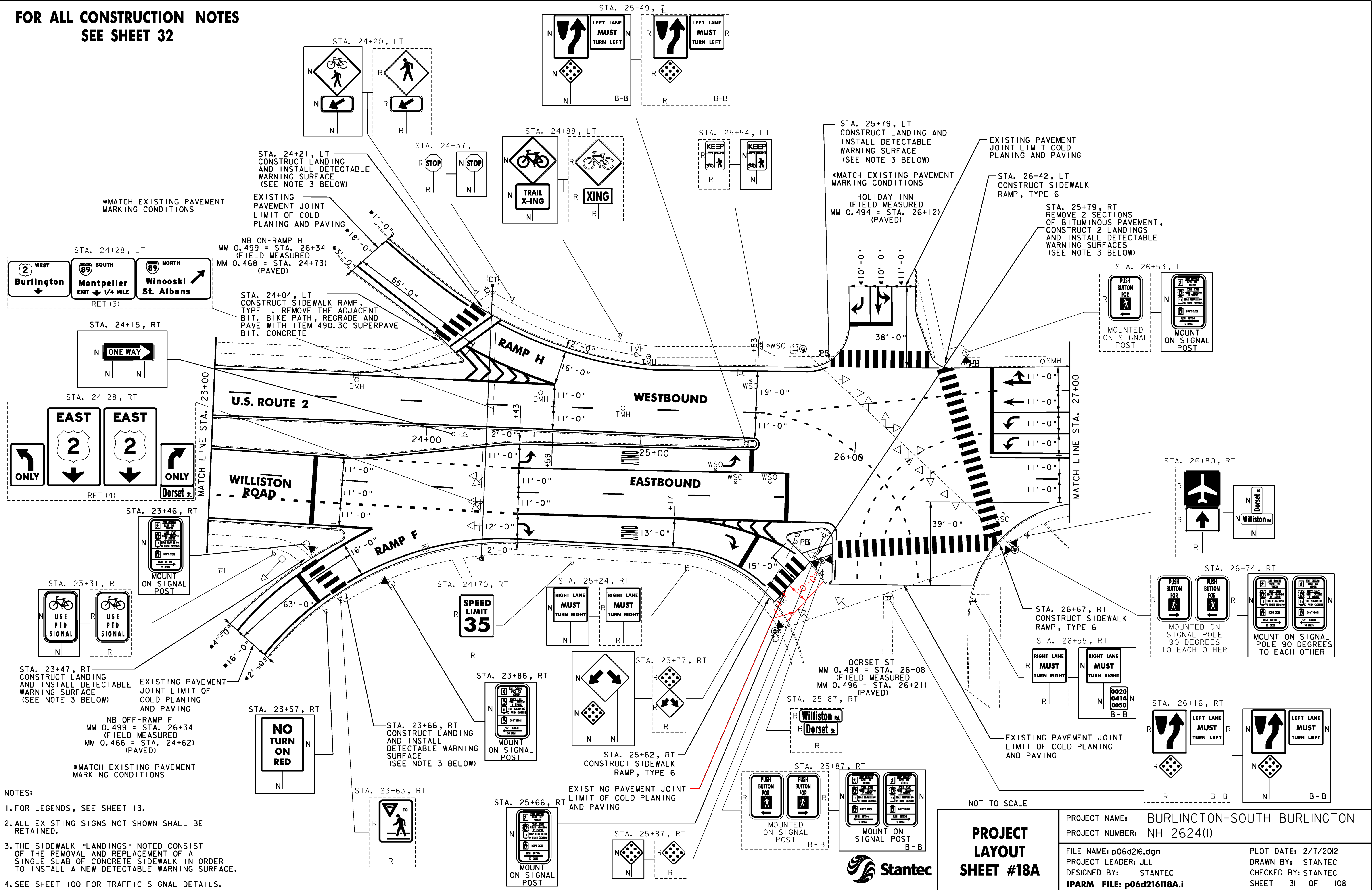
DRAWN BY: STANTEC

CHECKED BY: STANTEC

SHEET 30 OF 108



**FOR ALL CONSTRUCTION NOTES
SEE SHEET 32**



- NOTES:
1. FOR LEGENDS, SEE SHEET 13.
 2. ALL EXISTING SIGNS NOT SHOWN SHALL BE RETAINED.
 3. THE SIDEWALK "LANDINGS" NOTED CONSIST OF THE REMOVAL AND REPLACEMENT OF A SINGLE SLAB OF CONCRETE SIDEWALK IN ORDER TO INSTALL A NEW DETECTABLE WARNING SURFACE.
 4. SEE SHEET 100 FOR TRAFFIC SIGNAL DETAILS.

REHAB,
Dis, CBs OR Mhs, CLASS I OR II
SEE SHEET 105

CHANGING ELEVATION OF SEWER MANHOLES
SEE SHEET 105

VERTICAL GRANITE CURB
STA. 26+42, LT

REMOVING AND RESETTING CURB
STA. 25+62, RT
STA. 26+67, RT

REMOVAL OF EXISTING CURB
STA. 26+42, LT

PORTLAND CEMENT CONCRETE SIDEWALK, 5
INCH
STA. 23+47, RT
STA. 23+66, RT
STA. 24+04, LT
STA. 24+21, LT
STA. 25+62, RT
STA. 25+79, RT
STA. 25+79, LT
STA. 26+42, LT
STA. 26+67, RT

DETECTABLE WARNING SURFACE
STA. 23+47, RT
STA. 23+66, RT
STA. 24+04, LT
STA. 24+21, LT
STA. 25+62, RT
STA. 25+79, RT
STA. 25+79, LT
STA. 26+42, LT
STA. 26+67, RT

ADJUST ELEVATION OF VALVE BOX
SEE SHEET 105

DURABLE 4 INCH WHITE LINE, TYPE I TAPE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS
AND RADII FOR SIDE ROADS)
STA. 23+00 TO 25+63, DASHED LT
STA. 23+00 TO 23+60, SOLID RT
STA. 23+00 TO 24+11, SOLID LT
STA. 23+00 TO 25+68, DASHED RT
STA. 23+69 TO 24+43, DOTTED RT
STA. 23+72 TO 25+61, SOLID RT
STA. 24+31 TO 25+85, SOLID LT
STA. 24+43 TO 25+68, SOLID RT (LANE LINE)
STA. 25+63 TO 26+29, DOTTED LT - RT
STA. 25+63 TO 26+63, DOTTED LT
STA. 25+68 TO 25+93, SOLID RT (AROUND ISLAND)
STA. 26+01 TO 26+63, DOTTED RT - LT
STA. 26+12, SOLID LT (HOLIDAY INN LANE LINES (2)
STA. 26+63 TO 27+00, DASHED RT
STA. 26+65 TO 27+00, DASHED LT
STA. 26+65 TO 27+00, SOLID LT (LANE LINES (2)

DURABLE 4 INCH YELLOW LINE, TYPE I TAPE
(ALL LINES WILL INCLUDE & BREAKS FOR SIDE ROADS)
STA. 23+00 TO 25+54, SOLID LT & RT
STA. 25+68 TO 25+74, SOLID RT (ISLAND EDGE LINE)
STA. 26+12 TO 26+63, DOTTED RT
STA. 26+63 TO 27+00, SOLID LT & RT

DURABLE 6 INCH WHITE LINE, TYPE I TAPE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS
AND RADII FOR SIDE ROADS)
STA. 23+28 TO 23+72, SOLID RT (RAMP F EDGE LINE)
STA. 23+77 TO 24+17, SOLID LT (RAMP H EDGE LINE)
STA. 24+73, SOLID LT (RAMP H BIKE CROSSING)

DURABLE 6 INCH YELLOW LINE, TYPE I TAPE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS
AND RADII FOR SIDE ROADS)
STA. 23+16 TO 23+63, SOLID RT (RAMP F EDGE LINE)
STA. 23+64 TO 24+03, SOLID LT (RAMP H EDGE LINE)

DURABLE 8 INCH WHITE LINE, TYPE I TAPE
STA. 23+00 TO 24+43, DOTTED RT
STA. 23+62 TO 23+77, RT (GORE)
STA. 24+11 TO 24+59, LT (GORE & CHEVRONS)
SEE SHEET 107
STA. 24+43 TO 25+66, RT (GORE & CHEVRONS)
SEE SHEET 107

DURABLE 24 INCH STOP BAR, TYPE I TAPE
STA. 23+48, RT
STA. 24+62, RT (NB OFF RAMP F)
STA. 25+52, RT
STA. 25+69, RT
STA. 26+12, LT (HOLIDAY INN)
STA. 26+64, LT

DURABLE LETTER OR SYMBOL, TYPE I TAPE
STA. 24+47, RT ARROW (2)
STA. 24+95, RT "ONLY"
STA. 24+96, RT "ONLY"
STA. 25+43, RT ARROW
STA. 25+44, RT ARROW
STA. 26+12, LT (HOLIDAY INN) ARROWS (3)
STA. 26+73, LT ARROW (5)

DURABLE CROSSWALK MARKING, TYPE I TAPE
STA. 24+62, RT (NB OFF RAMP F)
STA. 24+73, LT (NB ON RAMP H)
STA. 25+71, RT
STA. 26+12, LT (HOLIDAY INN)
STA. 26+21, RT (DORSET ST)
STA. 26+51, LT- RT

SPECIAL PROVISION
(ADJUST ELEVATION OF PULL BOX)
STA. 26+56, LT

TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS
AND RADII FOR SIDE ROADS)
STA. 23+00 TO 25+63, DASHED LT
STA. 23+00 TO 23+60, SOLID RT
STA. 23+00 TO 24+11, SOLID LT
STA. 23+00 TO 25+68, DASHED RT
STA. 23+69 TO 24+43, DOTTED RT
STA. 23+72 TO 25+61, SOLID RT
STA. 24+31 TO 25+85, SOLID LT
STA. 24+43 TO 25+68, SOLID RT (LANE LINE)
STA. 25+63 TO 26+29, DOTTED LT - RT
STA. 25+63 TO 26+63, DOTTED LT
STA. 25+68 TO 25+93, SOLID RT (AROUND ISLAND)
STA. 26+01 TO 26+63, DOTTED RT - LT
STA. 26+12, SOLID LT (HOLIDAY INN LANE LINES (2)
STA. 26+63 TO 27+00, DASHED RT
STA. 26+65 TO 27+00, DASHED LT
STA. 26+65 TO 27+00, SOLID LT (LANE LINES (2)

TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE & BREAKS FOR SIDE ROADS)
STA. 23+00 TO 25+54, SOLID LT & RT
STA. 25+68 TO 25+74, SOLID RT (ISLAND EDGE LINE)
STA. 26+12 TO 26+63, DOTTED RT
STA. 26+63 TO 27+00, SOLID LT & RT

TEMPORARY 6 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS
AND RADII FOR SIDE ROADS)
STA. 23+28 TO 23+72, SOLID RT (RAMP F EDGE LINE)
STA. 23+77 TO 24+17, SOLID LT (RAMP H EDGE LINE)
STA. 24+73, SOLID LT (RAMP H BIKE CROSSING)

TEMPORARY 6 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS
AND RADII FOR SIDE ROADS)
STA. 23+16 TO 23+63, SOLID RT (RAMP F EDGE LINE)
STA. 23+64 TO 24+03, SOLID LT (RAMP H EDGE LINE)

TEMPORARY 8 INCH WHITE LINE, PAINT
STA. 23+00 TO 24+43, DOTTED RT
STA. 23+62 TO 23+77, RT (GORE)
STA. 24+11 TO 24+59, LT (GORE & CHEVRONS)
SEE SHEET 107
STA. 24+43 TO 25+66, RT (GORE & CHEVRONS)
SEE SHEET 107

TEMPORARY 24 INCH STOP BAR, PAINT
STA. 23+48, RT
STA. 24+62, RT (NB OFF RAMP F)
STA. 25+52, RT
STA. 25+52, RT
STA. 25+69, RT
STA. 26+12, LT (HOLIDAY INN)
STA. 26+64, LT

TEMPORARY LETTER OR SYMBOL, PAINT
STA. 24+47, RT ARROW (2)
STA. 24+95, RT "ONLY"
STA. 24+96, RT "ONLY"
STA. 25+43, RT ARROW
STA. 25+44, RT ARROW
STA. 26+12, LT (HOLIDAY INN) ARROWS (3)
STA. 26+73, LT ARROW (5)

TEMPORARY CROSSWALK MARKING, PAINT
STA. 24+62, RT (NB OFF RAMP F)
STA. 24+73, LT (NB ON RAMP H)
STA. 25+71, RT
STA. 26+12, LT (HOLIDAY INN)
STA. 26+21, RT (DORSET ST)
STA. 26+51, LT- RT

PAINTED CURB
STA. 23+32 TO 23+92, RT
STA. 24+13 TO 24+73, RT

REMOVING SIGNS
AS SHOWN - 29

NOT TO SCALE



PROJECT
LAYOUT
SHEET #18B

PROJECT NAME:	BURLINGTON-SOUTH BURLINGTON
PROJECT NUMBER:	NH 2624(I)
FILE NAME: p06d216.dgn	PLOT DATE: 2/13/2012
PROJECT LEADER: JLL	DRAWN BY: STANTEC
DESIGNED BY: STANTEC	CHECKED BY: STANTEC
IPARM FILE: p06d216I18B.i	SHEET 32 OF 108

REHAB.
Dis, CBs OR MHS, CLASS I, II OR III
SEE SHEET 105

ADJUST ELEVATION OF VALVE BOX
SEE SHEET 105

DURABLE 4 INCH WHITE LINE, TYPE I TAPE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS
AND RADI FOR SIDE ROADS)
STA. 27+00 TO 29+73, SOLID LT (LANE LINE X 2)
STA. 27+00 TO 31+00, DASHED LT & RT
STA. 29+73 TO 30+57, DOTTED LT
STA. 30+57 TO 31+00, SOLID LT & RT

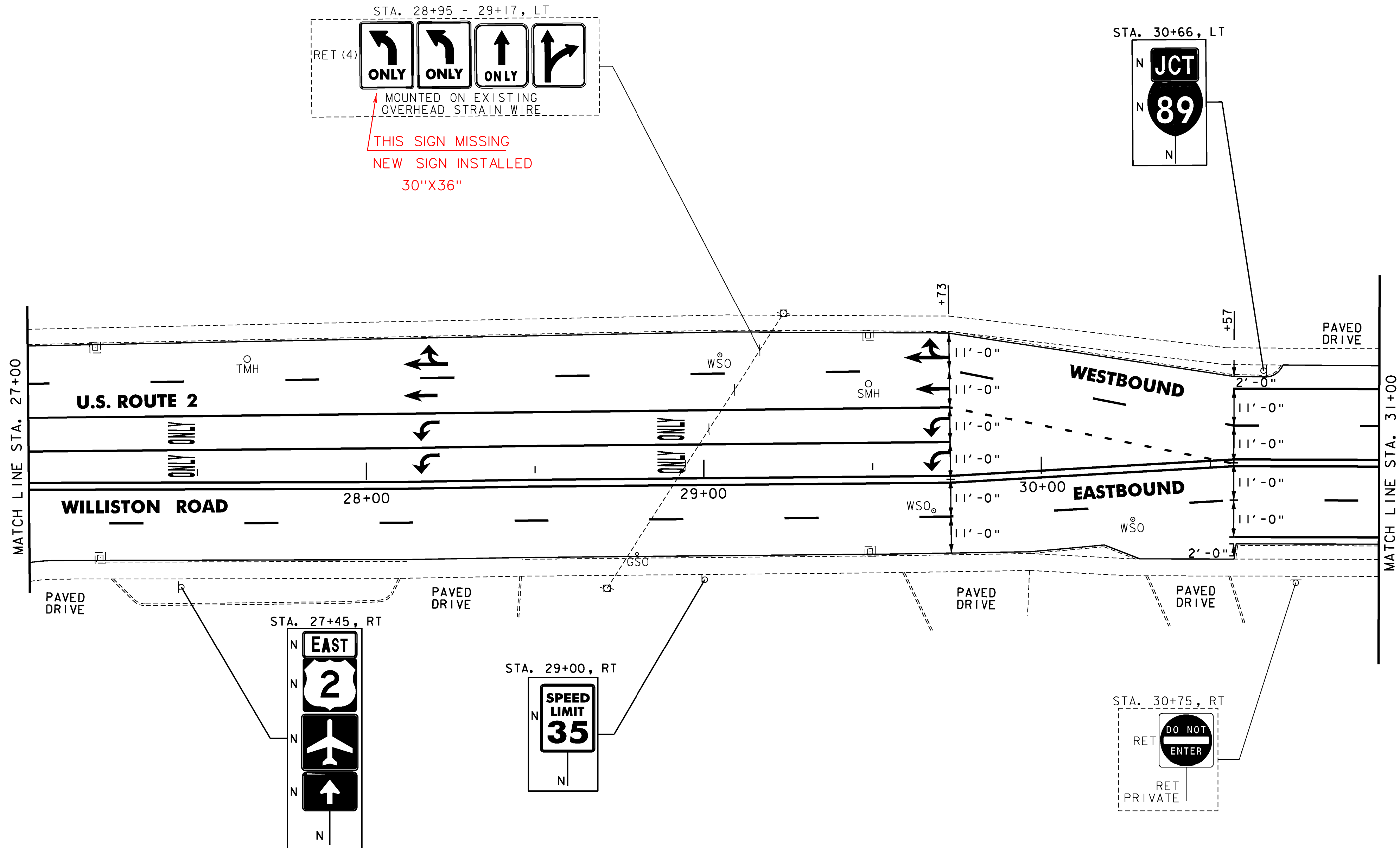
DURABLE 4 INCH YELLOW LINE, TYPE I TAPE
(ALL LINES WILL INCLUDE C BREAKS FOR SIDE ROADS)
STA. 27+00 TO 30+57, DOUBLE SOLID RT
STA. 30+57 TO 31+00, SOLID LT & RT

DURABLE LETTER OR SYMBOL, TYPE I TAPE
STA. 27+45, LT "ONLY" (2)
STA. 28+18, LT ARROW (5)
STA. 28+90, LT "ONLY" (2)
STA. 29+70, LT ARROW (5)

TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS
AND RADI FOR SIDE ROADS)
STA. 27+00 TO 29+73, SOLID LT (LANE LINE X 2)
STA. 27+00 TO 31+00, DASHED LT & RT
STA. 29+73 TO 30+57, DOTTED LT
STA. 30+57 TO 31+00, SOLID LT & RT

TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C BREAKS FOR SIDE ROADS)
STA. 27+00 TO 30+57, DOUBLE SOLID RT
STA. 30+57 TO 31+00, SOLID LT & RT

TEMPORARY LETTER OR SYMBOL, PAINT
STA. 27+45, LT "ONLY" (2)
STA. 28+18, LT ARROW (5)
STA. 28+90, LT "ONLY" (2)
STA. 29+70, LT ARROW (5)



NOTES:

1. FOR LEGENDS, SEE SHEET 13.

2. ALL EXISTING SIGNS NOT SHOWN SHALL BE
RETAINED.



NOT TO SCALE

PROJECT
LAYOUT
SHEET #19

PROJECT NAME: BURLINGTON-SOUTH BURLINGTON
PROJECT NUMBER: NH 2624(I)

FILE NAME: p06d216.dgn
PROJECT LEADER: JLL
DESIGNED BY: STANTEC
IPARM FILE: p06d216I19.i

PLOT DATE: 2/7/2012
DRAWN BY: STANTEC
CHECKED BY: STANTEC
SHEET 33 OF 108

REHAB.
DLS, CBS OR MHS, CLASS I, II OR III
SEE SHEET 105

PORTLAND CEMENT CONCRETE SIDEWALK, 5
INCH
STA. 33+86, RT
STA. 34+02, LT

DETECTABLE WARNING SURFACE
STA. 33+86, RT
STA. 34+02, LT

ADJUST ELEVATION OF VALVE BOX
SEE SHEET 105

DURABLE 4 INCH WHITE LINE, TYPE I TAPE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS
AND RADII FOR SIDE ROADS)
STA. 31+00 TO 35+50, SOLID LT & RT
STA. 31+00 TO 35+50, DASHED LT & RT

DURABLE 4 INCH YELLOW LINE, TYPE I TAPE
(ALL LINES WILL INCLUDE G BREAKS FOR SIDE ROADS)
STA. 31+00 TO 35+50, SOLID LT & RT

DURABLE 24 INCH STOP BAR, TYPE I TAPE
STA. 33+12, RT
STA. 34+26, LT

DURABLE CROSSWALK MARKING, TYPE I TAPE
STA. 33+98, LT-RT

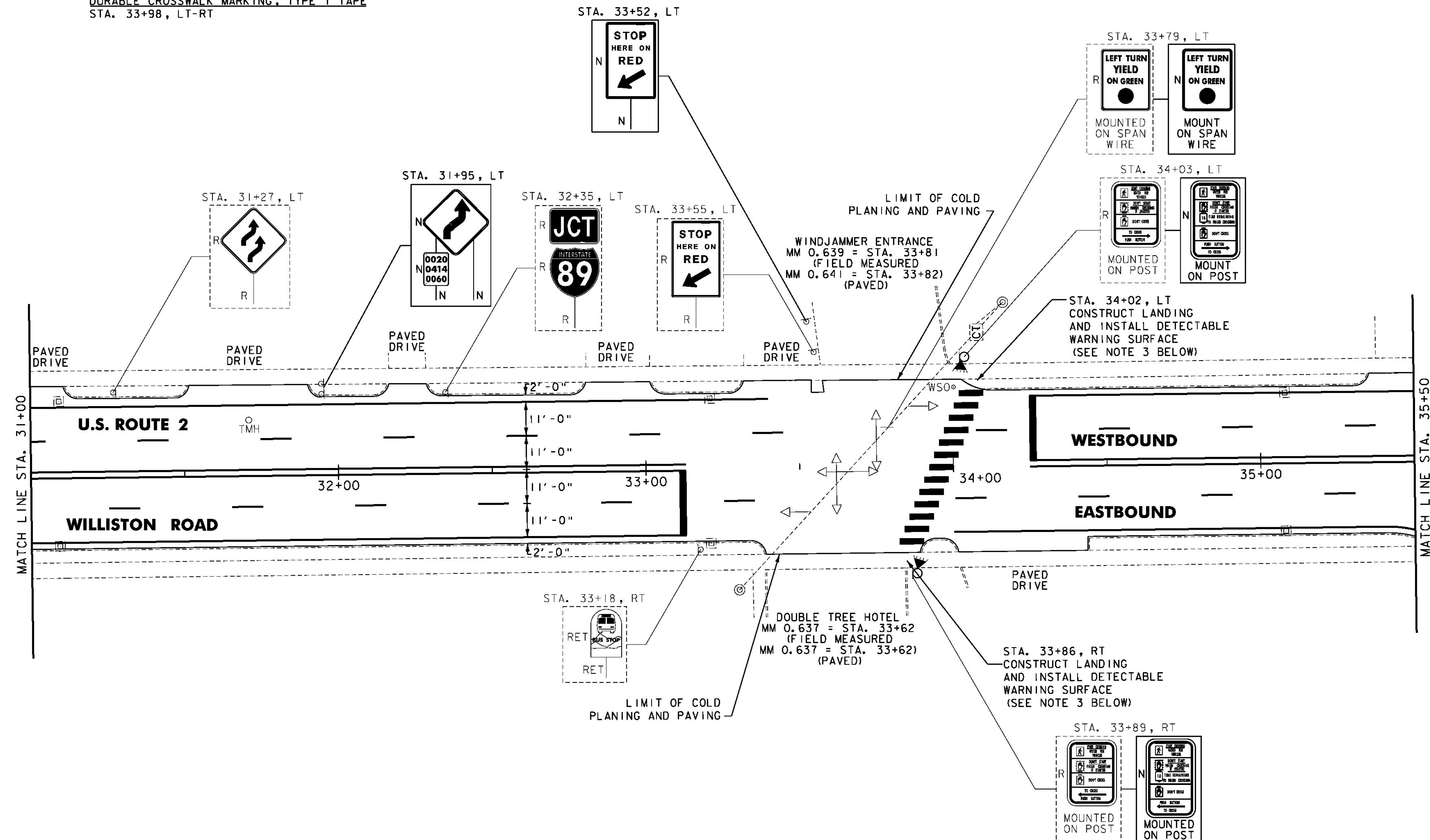
TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS
AND RADII FOR SIDE ROADS)
STA. 31+00 TO 35+50, SOLID LT & RT
STA. 31+00 TO 35+50, DASHED LT & RT

TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE G BREAKS FOR SIDE ROADS)
STA. 31+00 TO 35+50, SOLID LT & RT

TEMPORARY 24 INCH STOP BAR, PAINT
STA. 33+12, RT
STA. 34+26, LT

TEMPORARY CROSSWALK MARKING, PAINT
STA. 33+98, LT-RT

REMOVING SIGNS
AS SHOWN - 7



- NOTES:
1. FOR LEGENDS, SEE SHEET 13.
 2. ALL EXISTING SIGNS NOT SHOWN SHALL BE RETAINED.
 3. THE SIDEWALK "LANDINGS" NOTED CONSIST OF THE REMOVAL AND REPLACEMENT OF A SINGLE SLAB OF CONCRETE SIDEWALK IN ORDER TO INSTALL A NEW DETECTABLE WARNING SURFACE.
 4. SEE SHEET 101 FOR TRAFFIC SIGNAL DETAILS.



NOT TO SCALE

PROJECT
LAYOUT
SHEET #20

PROJECT NAME: BURLINGTON-SOUTH BURLINGTON
PROJECT NUMBER: NH 2624(I)
FILE NAME: p06d216.dgn
PROJECT LEADER: JLL
DESIGNED BY: STANTEC
IPARM FILE: p06d216120.i
PLOT DATE: 2/7/2012
DRAWN BY: STANTEC
CHECKED BY: STANTEC
SHEET 34 OF 108

REHAB.
Dis. Cbs. OR Mhs. CLASS I, II OR III
SEE SHEET 105

REMOVING AND RESETTING CURB

STA. 35+62, RT
STA. 36+19, RT

PORTLAND CEMENT CONCRETE SIDEWALK, 5
INCH
STA. 35+62, RT
STA. 36+19, RT

DETECTABLE WARNING SURFACE

STA. 35+62, RT
STA. 36+19, RT

DURABLE 4 INCH WHITE LINE, TYPE I TAPE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS
AND RADII FOR SIDE ROADS)
STA. 35+50 TO 40+00, SOLID LT & RT
STA. 35+50 TO 40+00, DASHED LT & RT
STA. 35+91, DOUBLE SOLID RT (MARY ST.)

DURABLE 4 INCH YELLOW LINE, TYPE I TAPE
(ALL LINES WILL INCLUDE Q BREAKS FOR SIDE ROADS)
STA. 35+50 TO 40+00, SOLID LT & RT
STA. 35+91, DOUBLE SOLID RT (MARY ST.)

DURABLE 24 INCH STOP BAR, TYPE I TAPE
STA. 35+91, RT (MARY STREET)

DURABLE LETTER OR SYMBOL, TYPE I TAPE
STA. 35+91, RT (MARY STREET) "STOP"

DURABLE CROSSWALK MARKING, TYPE I TAPE
STA. 35+91, RT (MARY STREET)

TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS
AND RADII FOR SIDE ROADS)
STA. 35+50 TO 40+00, SOLID LT & RT
STA. 35+50 TO 40+00, DASHED LT & RT
STA. 35+91, DOUBLE SOLID RT (MARY ST.)

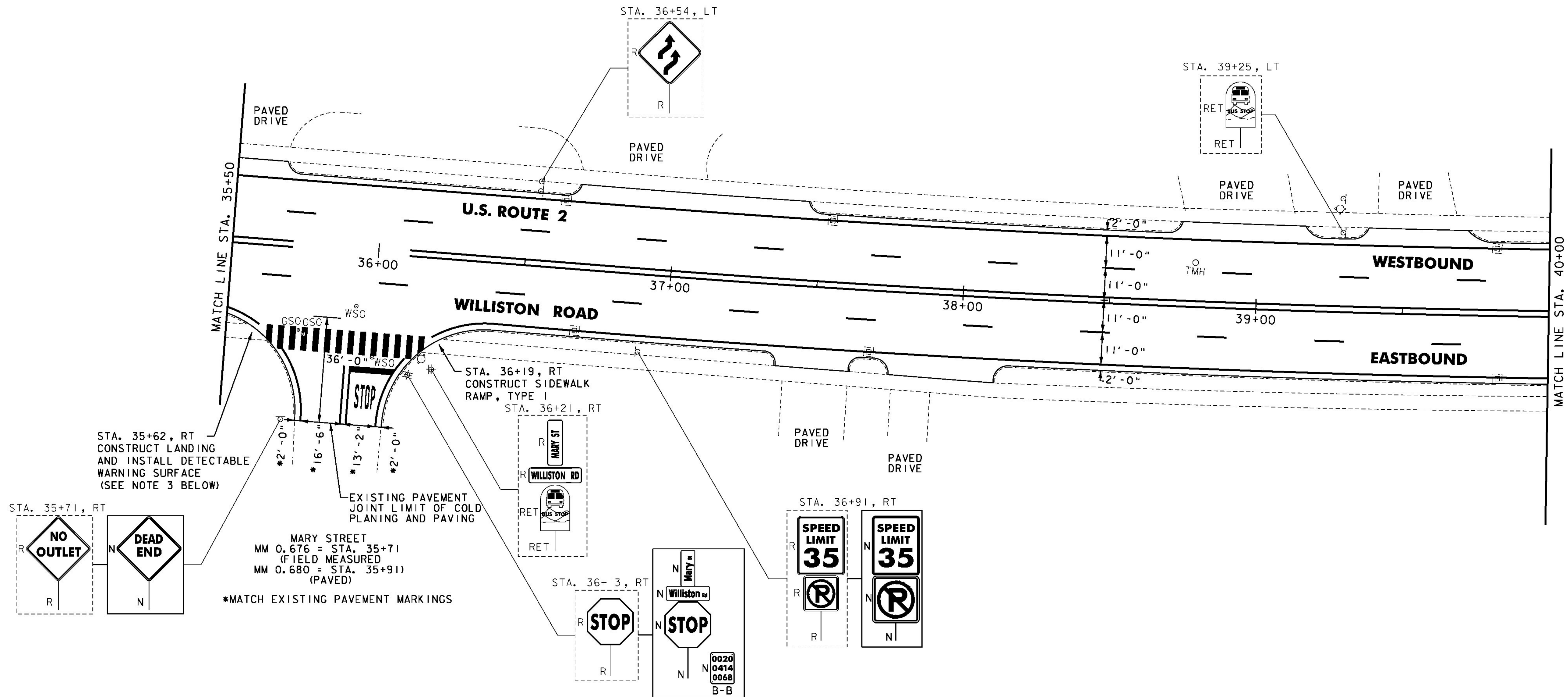
TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE Q BREAKS FOR SIDE ROADS)
STA. 35+50 TO 40+00, SOLID LT & RT
STA. 35+91, DOUBLE SOLID RT (MARY ST.)

TEMPORARY 24 INCH STOP BAR, PAINT
STA. 35+91, RT (MARY ST.)

TEMPORARY LETTER OR SYMBOL, PAINT
STA. 35+91, RT (MARY ST.) "STOP"

TEMPORARY CROSSWALK MARKING, PAINT
STA. 35+91, RT (MARY ST.)

REMOVING SIGNS
AS SHOWN - 7



- NOTES:
1. FOR LEGENDS, SEE SHEET 13.
 2. ALL EXISTING SIGNS NOT SHOWN SHALL BE RETAINED.
 3. THE SIDEWALK "LANDINGS" NOTED CONSIST OF THE REMOVAL AND REPLACEMENT OF A SINGLE SLAB OF CONCRETE SIDEWALK IN ORDER TO INSTALL A NEW DETECTABLE WARNING SURFACE.



NOT TO SCALE

PROJECT
LAYOUT
SHEET #21

PROJECT NAME: BURLINGTON-SOUTH BURLINGTON
PROJECT NUMBER: NH 2624(I)
FILE NAME: p06d216.dgn
PROJECT LEADER: JLL
DESIGNED BY: STANTEC
IPARM FILE: p06d216i21.i
PLOT DATE: 2/7/2012
DRAWN BY: STANTEC
CHECKED BY: STANTEC
SHEET 35 OF 108

REHAB,
Dis, CBs OR MHS, CLASS I, II OR III
SEE SHEET 105

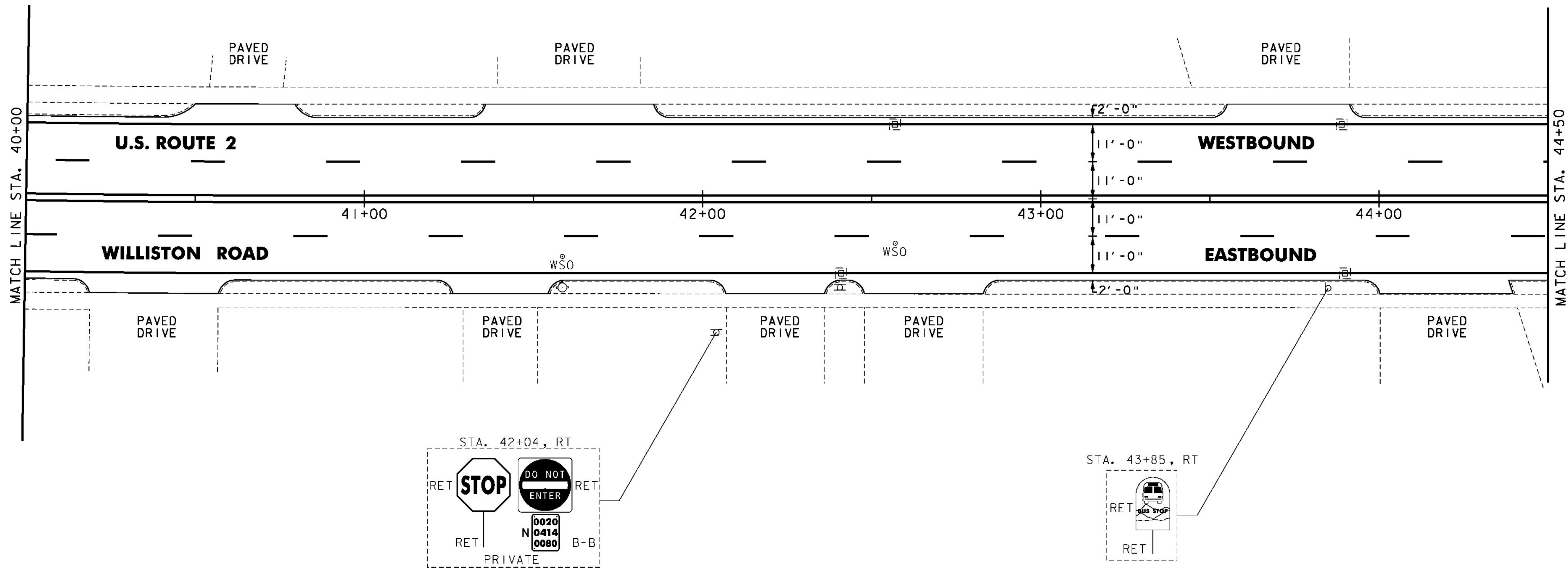
ADJUST ELEVATION OF VALVE BOX
SEE SHEET 105

DURABLE 4 INCH WHITE LINE, TYPE I TAPE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS
AND RADII FOR SIDE ROADS)
STA. 40+00 TO 44+50, SOLID LT & RT
STA. 40+00 TO 44+50, DASHED LT & RT

DURABLE 4 INCH YELLOW LINE, TYPE I TAPE
(ALL LINES WILL INCLUDE G BREAKS FOR SIDE ROADS)
STA. 40+00 TO 44+50, SOLID LT & RT

TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS
AND RADII FOR SIDE ROADS)
STA. 40+00 TO 44+50, SOLID LT & RT
STA. 40+00 TO 44+50, DASHED LT & RT

TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE G BREAKS FOR SIDE ROADS)
STA. 40+00 TO 44+50, SOLID LT & RT



NOTES:

1. FOR LEGENDS, SEE SHEET 13.
2. ALL EXISTING SIGNS NOT SHOWN SHALL BE RETAINED.



NOT TO SCALE

**PROJECT
LAYOUT
SHEET #22**

PROJECT NAME:	BURLINGTON-SOUTH BURLINGTON
PROJECT NUMBER:	NH 2624(I)
FILE NAME:	p06d216.dgn
PROJECT LEADER:	JLL
DESIGNED BY:	STANTEC
IPARM FILE:	p06d216122.i
PLOT DATE:	2/7/2012
DRAWN BY:	STANTEC
CHECKED BY:	STANTEC
SHEET	36 OF 108

REHAB.
DIS. CURBS OR MHS. CLASS I, II OR III
SEE SHEET 105

ADJUST ELEVATION OF VALVE BOX
SEE SHEET 105

VERTICAL GRANITE CURB

STA. 47+21, RT

CAST-IN-PLACE CONCRETE CURB,
TYPE B

STA. 46+72, RT

REMOVAL OF EXISTING CURB

STA. 46+72, RT

STA. 47+21, RT

PORTLAND CEMENT CONCRETE SIDEWALK, 5
INCH

STA. 45+82, LT

STA. 46+57, LT

STA. 46+72, RT

STA. 47+21, RT

DETECTABLE WARNING SURFACE

STA. 45+82, LT

STA. 46+57, LT

STA. 46+72, RT

STA. 47+21, RT

ADJUST ELEVATION OF VALVE BOX
SEE SHEET 105

DURABLE 4 INCH WHITE LINE, TYPE I TAPE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS
AND RADII FOR SIDE ROADS)
STA. 44+50 TO 48+00, SOLID LT & RT
STA. 44+50 TO 48+00, DASHED LT & RT
STA. 46+52 TO 47+01, DOTTED LT - RT
STA. 46+84, SOLID RT (LANE LINE MIDAS ROAD)

DURABLE 4 INCH YELLOW LINE, TYPE I TAPE
(ALL LINES WILL INCLUDE G BREAKS FOR SIDE ROADS)
STA. 44+50 TO 48+00, SOLID LT & RT
STA. 46+16, DOUBLE SOLID LT (WHITE ST.)
STA. 46+84, DOUBLE SOLID RT (MIDAS ROAD)

DURABLE 24 INCH STOP BAR, TYPE I TAPE
STA. 45+75, RT
STA. 46+16, LT (WHITE STREET)
STA. 46+84, RT (MIDAS ROAD)
STA. 47+34, LT

DURABLE LETTER OR SYMBOL, TYPE I TAPE
STA. 46+84, RT (MIDAS ROAD) ARROWS (2)

DURABLE CROSSWALK MARKING, TYPE I TAPE
STA. 46+16, LT (WHITE STREET)
STA. 46+84, RT (MIDAS ROAD)

TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS
AND RADII FOR SIDE ROADS)
STA. 44+50 TO 48+00, SOLID LT & RT
STA. 44+50 TO 48+00, DASHED LT & RT
STA. 46+52 TO 47+01, DOTTED LT - RT
STA. 46+84, SOLID RT (LANE LINE MIDAS ROAD)

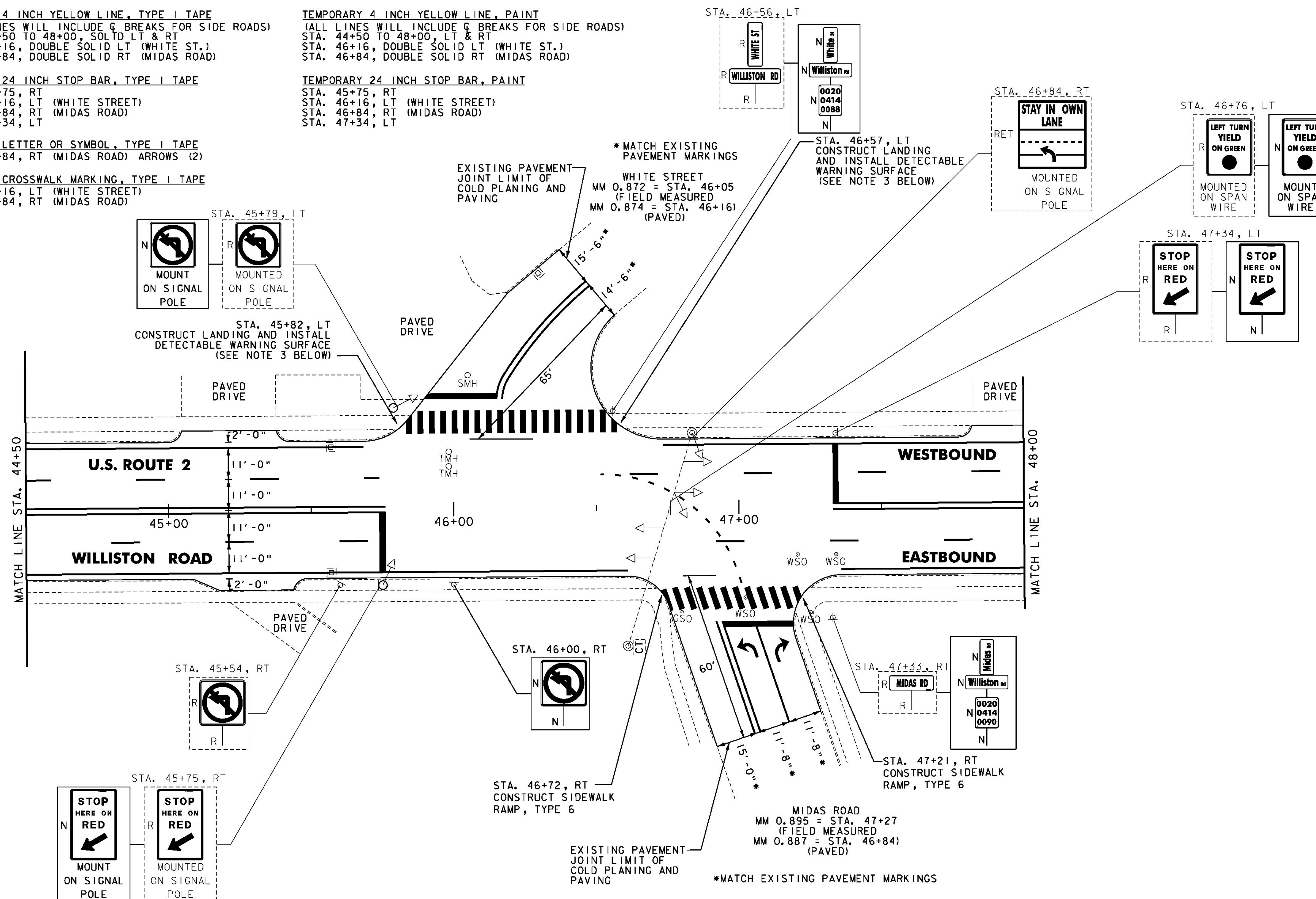
TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE G BREAKS FOR SIDE ROADS)
STA. 44+50 TO 48+00, LT & RT
STA. 46+16, DOUBLE SOLID LT (WHITE ST.)
STA. 46+84, DOUBLE SOLID RT (MIDAS ROAD)

TEMPORARY 24 INCH STOP BAR, PAINT
STA. 45+75, RT
STA. 46+16, LT (WHITE STREET)
STA. 46+84, RT (MIDAS ROAD)
STA. 47+34, LT

TEMPORARY LETTER OR SYMBOL, PAINT
STA. 46+84, RT (MIDAS ROAD) ARROWS (2)

TEMPORARY CROSSWALK MARKING, PAINT
STA. 46+16, LT (WHITE STREET)
STA. 46+84, RT (MIDAS ROAD)

REMOVING SIGNS
AS SHOWN - 8



NOTES:

1. FOR LEGENDS, SEE SHEET 13.
2. ALL EXISTING SIGNS NOT SHOWN SHALL BE RETAINED.
3. THE SIDEWALK "LANDINGS" NOTED CONSIST OF THE REMOVAL AND REPLACEMENT OF A SINGLE SLAB OF CONCRETE SIDEWALK IN ORDER TO INSTALL A NEW DETECTABLE WARNING SURFACE.
4. SEE SHEET 102 FOR TRAFFIC SIGNAL DETAILS.



NOT TO SCALE

PROJECT
LAYOUT
SHEET #23

PROJECT NAME: BURLINGTON-SOUTH BURLINGTON

PROJECT NUMBER: NH 2624(I)

FILE NAME: p06d216.dgn

PROJECT LEADER: JLL

DESIGNED BY: STANTEC

IPARM FILE: p06d216i23.i

PLOT DATE: 2/7/2012

DRAWN BY: STANTEC

CHECKED BY: STANTEC

SHEET 37 OF 108

REHAB.
Dis. CBs OR MHS. CLASS I, II OR III
SEE SHEET 105

DURABLE 4 INCH WHITE LINE, TYPE I TAPE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS
AND RADII FOR SIDE ROADS)
STA. 48+00 TO 48+06, SOLID LT & RT
STA. 48+00 TO 52+00, DASHED LT & RT

DURABLE 4 INCH YELLOW LINE, TYPE I TAPE
(ALL LINES WILL INCLUDE C BREAKS FOR SIDE ROADS)
STA. 48+00 TO 48+06, SOLID LT & RT
STA. 48+06 TO 49+86, DOUBLE SOLID LT & RT
STA. 49+86 TO 52+00, SOLID LT & RT

DURABLE 8 INCH YELLOW LINE, TYPE I TAPE
STA. 49+18 TO 49+83, C (DIAGONALS)
SEE SHEET 107

TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS
AND RADII FOR SIDE ROADS)
STA. 48+00 TO 48+06, SOLID LT & RT
STA. 48+00 TO 52+00, DASHED LT & RT

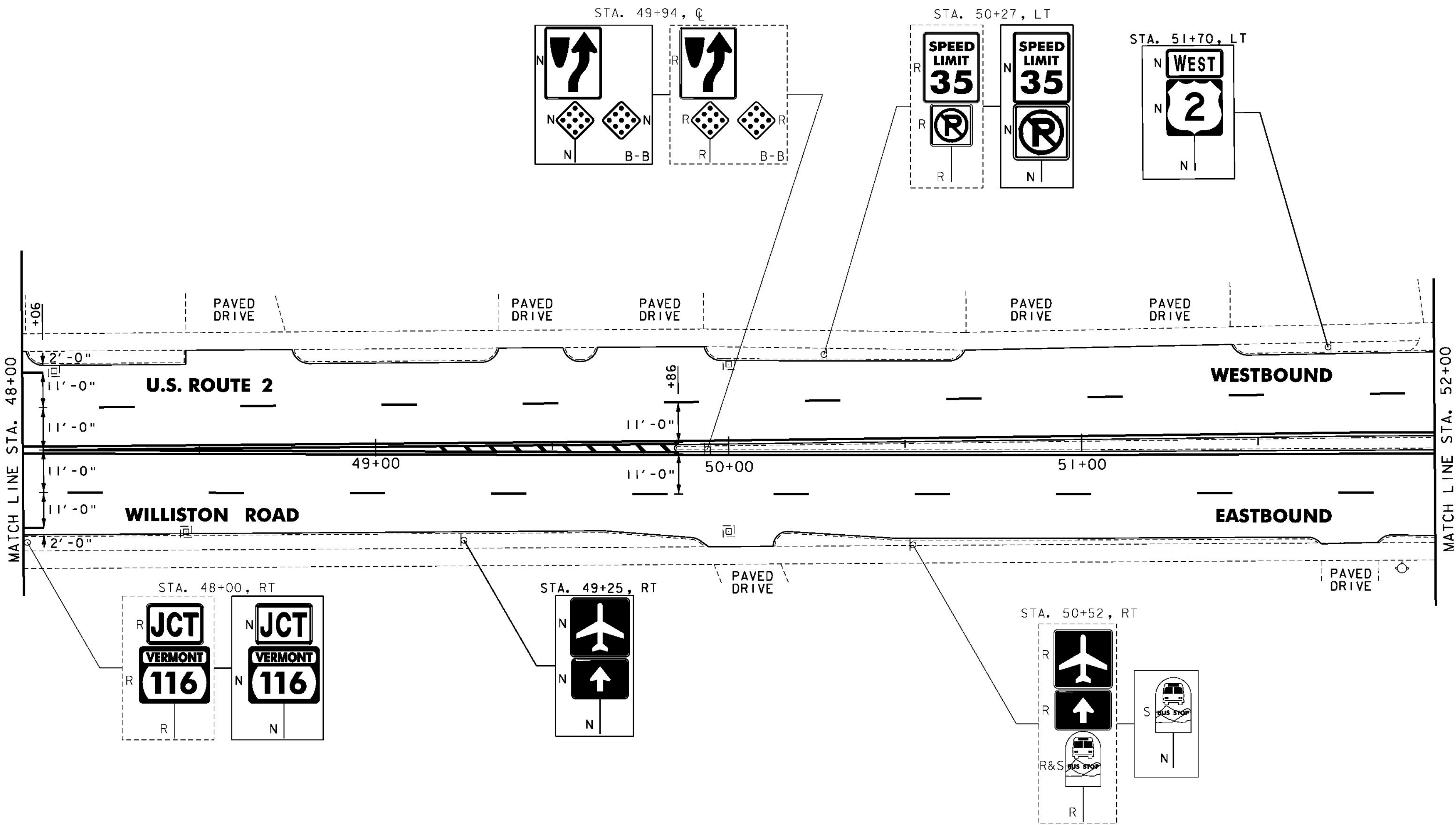
TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C BREAKS FOR SIDE ROADS)
STA. 48+00 TO 48+06, SOLID LT & RT
STA. 48+06 TO 49+86, DOUBLE SOLID LT & RT
STA. 49+86 TO 52+00, SOLID LT & RT

TEMPORARY 8 INCH YELLOW LINE, PAINT
STA. 49+18 TO 49+83, C (DIAGONALS)
SEE SHEET 107

PAINTED CURB
STA. 49+85 TO 50+15, LT & RT

REMOVING SIGNS
AS SHOWN - 10

ERECTING SALVAGED SIGNS
AS SHOWN - 1



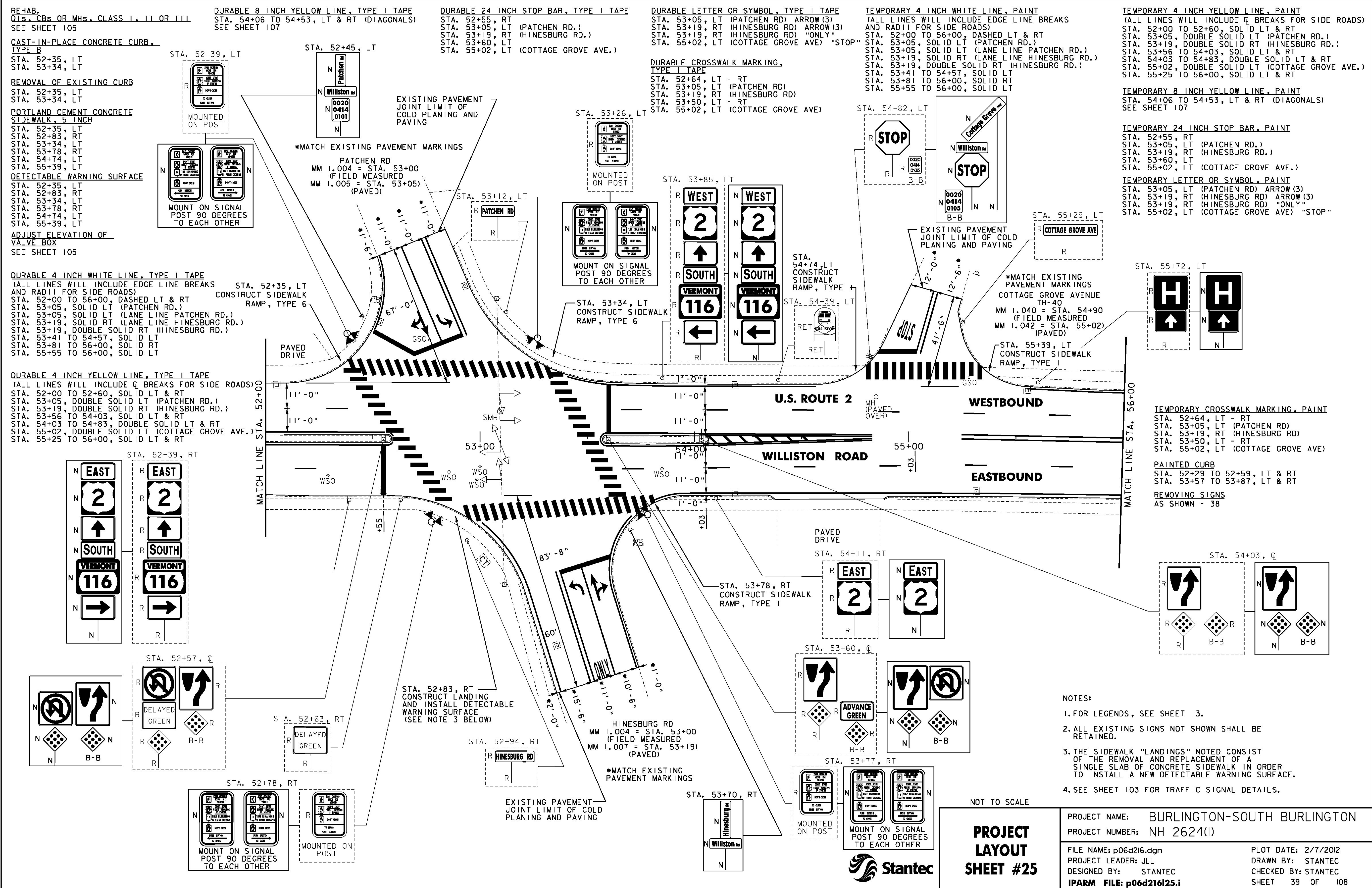
NOTES:
1. FOR LEGENDS, SEE SHEET 13.
2. ALL EXISTING SIGNS NOT SHOWN SHALL BE
RETAINED.



NOT TO SCALE

**PROJECT
LAYOUT
SHEET #24**

PROJECT NAME:	BURLINGTON-SOUTH BURLINGTON
PROJECT NUMBER:	NH 2624(I)
FILE NAME:	p06d216.dgn
PROJECT LEADER:	JLL
DESIGNED BY:	STANTEC
IPARM FILE:	p06d216i24.i
PLOT DATE:	2/7/2012
DRAWN BY:	STANTEC
CHECKED BY:	STANTEC
SHEET	38 OF 108

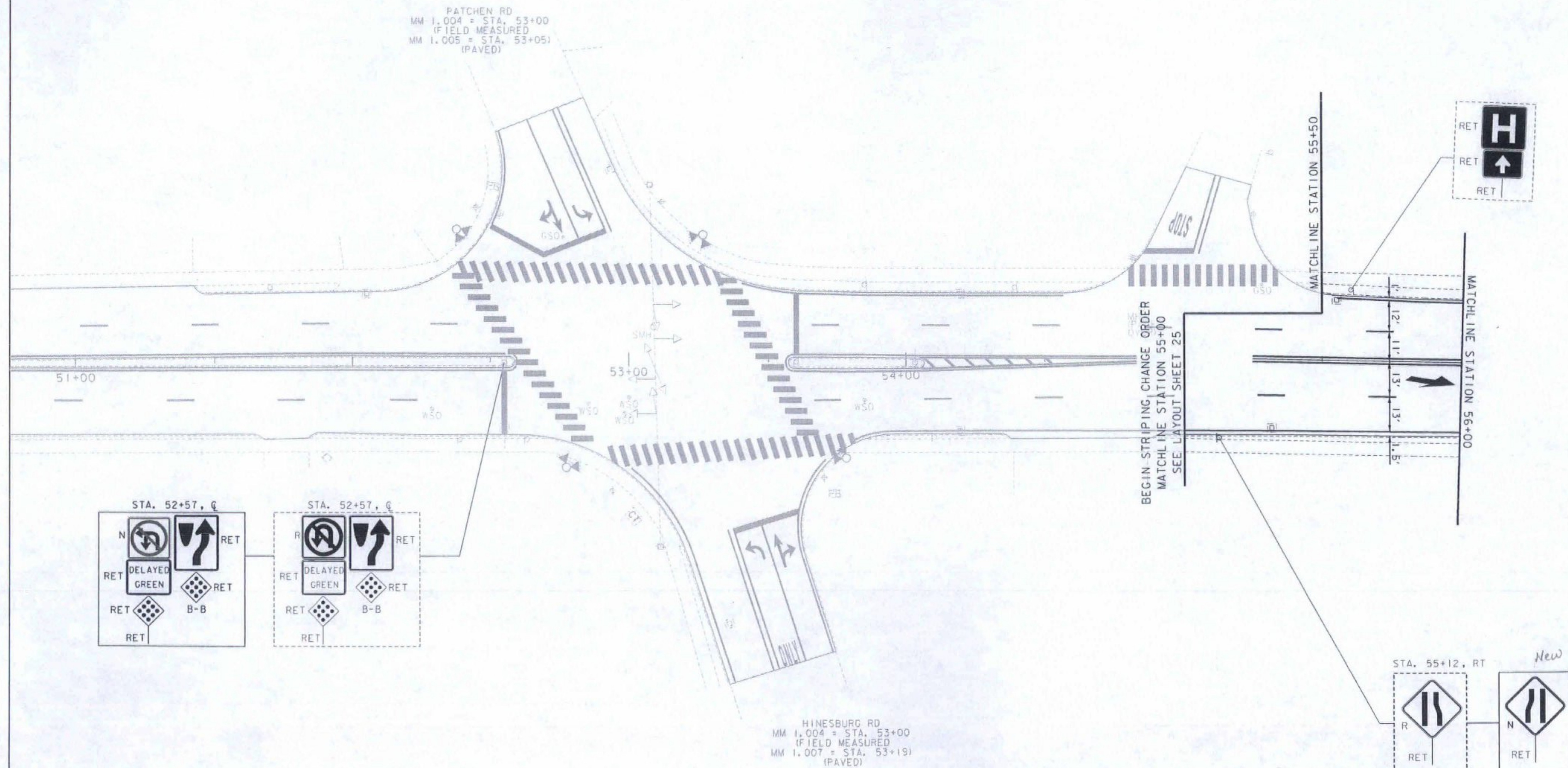


ITEM 646.404 - DURABLE 4 INCH WHITE LINE, POLYUREA
 (ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
 RADII FOR SIDE ROADS)
 STA. 55+00 TO 56+00, DASHED LT & RT
 STA. 55+00 TO 56+00, SOLID RT
 STA. 55+55 TO 56+00, SOLID LT

ITEM 646.414 - DURABLE 4 INCH YELLOW LINE, POLYUREA
 (ALL LINES WILL INCLUDE E BREAKS FOR SIDE ROADS)
 STA. 55+25 TO 56+00, SOLID LT & RT

ITEM 646.494 - DURABLE LETTER OR SYMBOL, POLYUREA
 STA. 55+89, RT, ARROW

REMOVING SIGNS
 AS SHOWN - 1



RS&G INC.
 RESOURCE SYSTEMS GROUP, INC.
 55 Railroad Row, White River Junction, Vermont 05001
 TEL 802.295.4999 • FAX 802.295.1008 • www.rsandg.com

**CHANGE ORDER
 SIGN - STRIPE
 SHEET #1**

NOT TO SCALE

PROJECT NAME: BURLINGTON-SOUTH BURLINGTON	PLOT DATE: 09/19/12
PROJECT NUMBER: NH 2624(I)	DRAWN BY: CDM
FILE NAME: p06d216.dgn	CHECKED BY: RMC
PROJECT LEADER: RMC	SHEET 2 OF 18
DESIGNED BY: CDM	
IPARM FILE: p06d216135.i	

REHAB,
Dis. CBs OR MHS, CLASS I, II OR III
SEE SHEET 105

VERTICAL GRANITE CURB

STA. 59+31, RT
STA. 59+88, RT

REMOVAL OF EXISTING CURB

STA. 59+31, RT
STA. 59+88, RT

PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH

STA. 59+31, RT
STA. 59+88, RT

DETECTABLE WARNING SURFACE

STA. 59+31, RT
STA. 59+88, RT

ADJUST ELEVATION OF VALVE BOX

SEE SHEET 105

DURABLE 4 INCH WHITE LINE, TYPE I TAPE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS
AND RADII FOR SIDE ROADS)
STA. 56+00 TO 60+00, SOLID LT & RT
STA. 56+00 TO 60+00, DASHED LT & RT

DURABLE 4 INCH YELLOW LINE, TYPE I TAPE
(ALL LINES WILL INCLUDE 6" BREAKS FOR SIDE ROADS)
STA. 56+00 TO 60+00, SOLID LT & RT

DURABLE 24 INCH STOP BAR, TYPE I TAPE
STA. 59+58, RT (HEATH ST.)

DURABLE LETTER OR SYMBOL, TYPE I TAPE
STA. 59+58, RT (HEATH ST.) "STOP"

DURABLE CROSSWALK MARKING, TYPE I TAPE
STA. 59+58, RT (HEATH ST.)

TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS
AND RADII FOR SIDE ROADS)
STA. 56+00 TO 60+00, SOLID LT & RT
STA. 56+00 TO 60+00, DASHED LT & RT

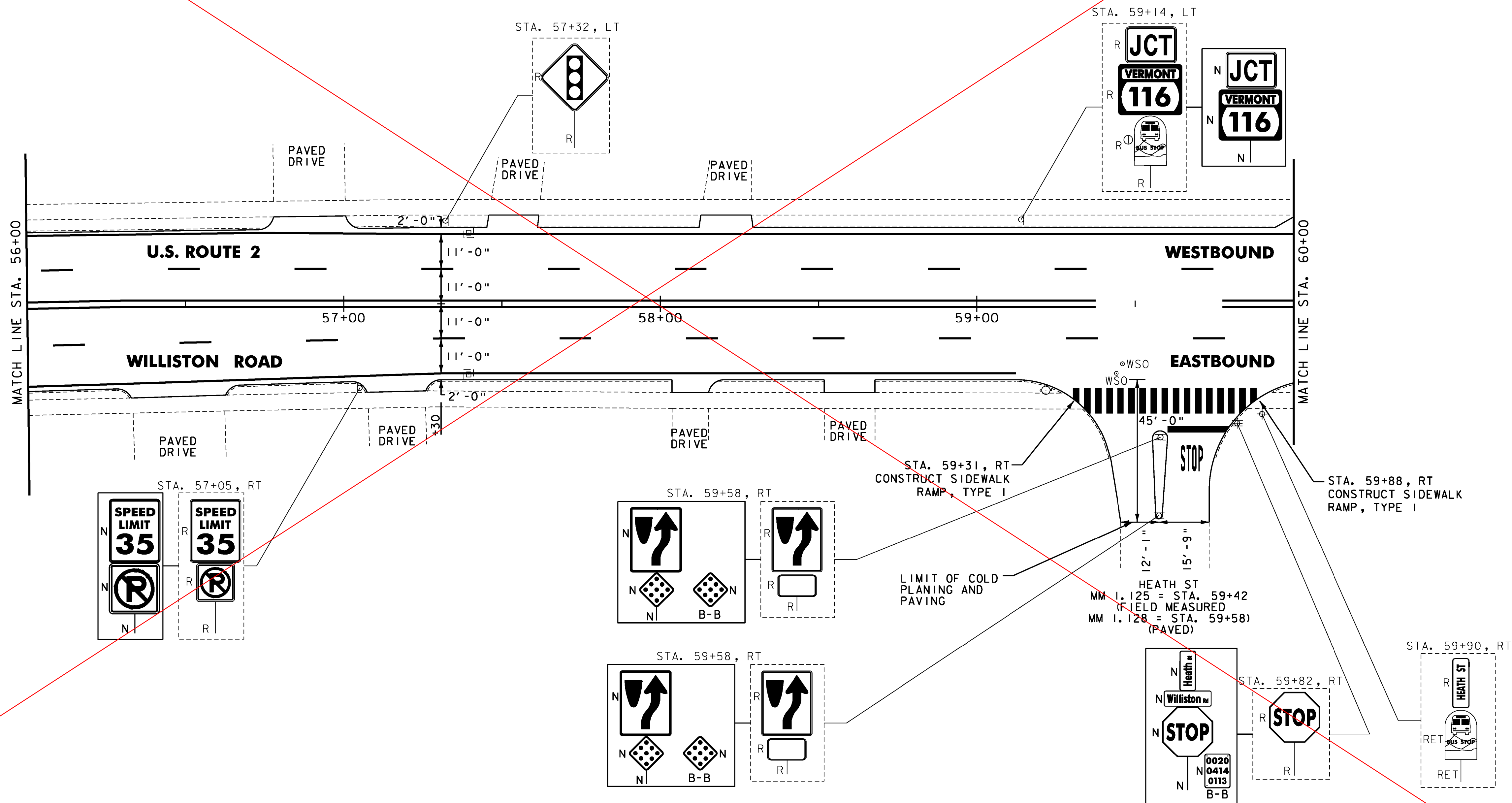
TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE 6" BREAKS FOR SIDE ROADS)
STA. 56+00 TO 60+00, SOLID LT & RT

TEMPORARY 24 INCH STOP BAR, PAINT
STA. 59+58, RT (HEATH ST.)

TEMPORARY LETTER OR SYMBOL, PAINT
STA. 59+58, RT (HEATH ST.) "STOP"

TEMPORARY CROSSWALK MARKING, PAINT
STA. 59+58, RT (HEATH ST.)

REMOVING SIGNS
AS SHOWN - 12



NOTES:

1. FOR LEGENDS, SEE SHEET 13.
2. ALL EXISTING SIGNS NOT SHOWN SHALL BE RETAINED.
3. THE SIDEWALK "LANDINGS" NOTED CONSIST OF THE REMOVAL AND REPLACEMENT OF A SINGLE SLAB OF CONCRETE SIDEWALK IN ORDER TO INSTALL A NEW DETECTABLE WARNING SURFACE.

NOT TO SCALE

**PROJECT
LAYOUT
SHEET #26**

PROJECT NAME: BURLINGTON-SOUTH BURLINGTON
PROJECT NUMBER: NH 2624(1)

FILE NAME: p06d216.dgn
PROJECT LEADER: JLL
DESIGNED BY: STANTEC
IPARM FILE: p06d216126.i

PLOT DATE: 2/7/2012
DRAWN BY: STANTEC
CHECKED BY: STANTEC
SHEET 40 OF 108

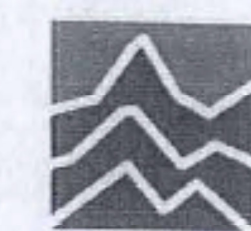
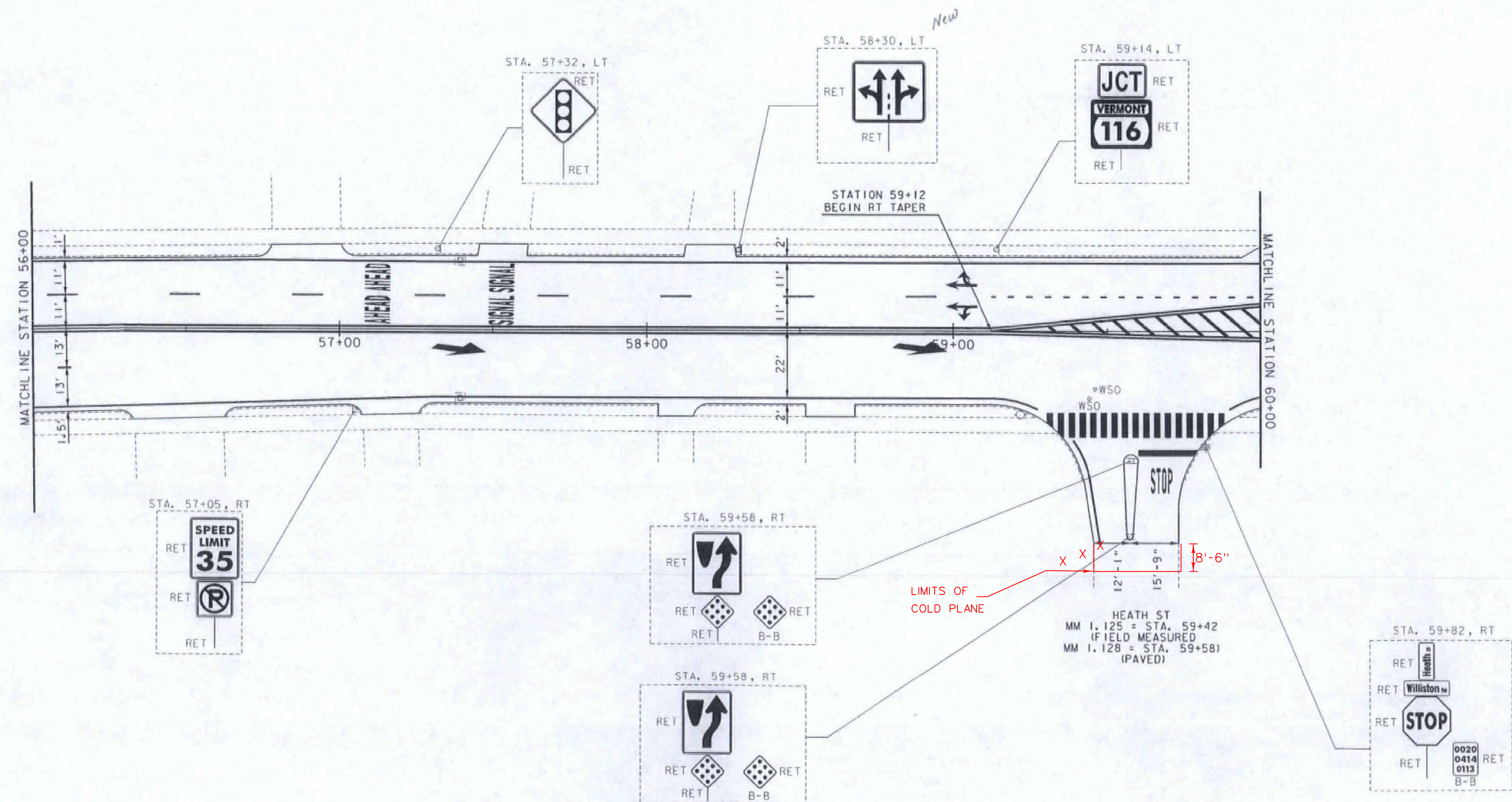


SEE SHEET 40 A

ITEM 646.404 - DURABLE 4 INCH WHITE LINE, POLYUREA
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADI FOR SIDE ROADS)
STA. 56+00 TO 60+00, SOLID LT & RT
STA. 56+00 TO 56+12, DASHED RT
STA. 56+00 TO 59+12, DASHED LT
STA. 59+12 TO 60+00, DOTTED LT
STA. 59+44, SOLID RT (HEATH ST.)
STA. 59+78, SOLID RT (HEATH ST.)

ITEM 646.414 - DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE 4 BREAKS FOR SIDE ROADS)
STA. 56+00 TO 59+12, SOLID LT & RT
STA. 59+12 TO 60+00, DOUBLE SOLID LT & RT
ITEM 646.454 - DURABLE 8 INCH YELLOW LINE, POLYUREA
STA. 59+31 TO 60+00, DIAGONALS
ITEM 646.484 - DURABLE 24 INCH STOP BAR, POLYUREA
STA. 59+69, RT (HEATH ST.)

ITEM 646.494 - DURABLE LETTER OR SYMBOL, POLYUREA
STA. 57+12, LT, "AHEAD" (2)
STA. 57+40, RT, ARROW
STA. 57+52, LT, "SIGNAL" (2)
STA. 58+90, RT, ARROW
STA. 59+06, LT, ARROW (4)
STA. 59+69, RT, "STOP" (HEATH ST.)
ITEM 646.504 - DURABLE CROSSWALK MARKING, POLYUREA
STA. 59+58, RT (HEATH ST.)



R S G INC.
RESOURCE SYSTEMS GROUP, INC.
55 Railroad Row, White River Junction, Vermont 05001
TEL 802.295.4999 • FAX 802.295.1008 • www.rsainc.com

NOT TO SCALE
**CHANGE ORDER
SIGN - STRIPE
SHEET #2**

PROJECT NAME: BURLINGTON-SOUTH BURLINGTON	PLOT DATE: 09/19/12
PROJECT NUMBER: NH 2624(1)	DRAWN BY: CDM
FILE NAME: p06d216.dgn	CHECKED BY: RMC
PROJECT LEADER: RMC	SHEET 3 OF 18
DESIGNED BY: CDM	
IPARM FILE: p06d216135.i	

REHAB.
Dis. CRs OR MHS. CLASS I, II OR III
SEE SHEET 105

VERTICAL GRANITE CURB

STA. 61+81, RT
STA. 61+91, LT
STA. 62+36, RT

REMOVAL OF EXISTING CURB

STA. 61+81, RT
STA. 61+91, LT
STA. 62+36, RT

PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH

STA. 61+81, RT
STA. 61+91, LT
STA. 62+36, RT
STA. 62+48, LT

DETECTABLE WARNING SURFACE

STA. 61+81, RT
STA. 61+91, LT
STA. 62+36, RT
STA. 62+48, LT

ADJUST ELEVATION OF VALVE BOX
SEE SHEET 105

DURABLE 4 INCH WHITE LINE, TYPE I TAPE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS
AND RADII FOR SIDE ROADS)
STA. 60+00 TO 64+50, SOLID LT & RT
STA. 60+00 TO 64+50, DASHED LT & RT
STA. 62+08, DOUBLE SOLID RT (DAVIS PARKWAY)
STA. 62+19, DOUBLE SOLID LT (PINETREE TER.)

DURABLE 4 INCH YELLOW LINE, TYPE I TAPE
(ALL LINES WILL INCLUDE C BREAKS FOR SIDE ROADS)
STA. 60+00 TO 64+50, SOLID LT & RT
STA. 62+08, DOUBLE SOLID RT (DAVIS PARKWAY)
STA. 62+19, DOUBLE SOLID LT (PINETREE TER.)

DURABLE 24 INCH STOP BAR, TYPE I TAPE
STA. 62+08, RT (DAVIS PARKWAY)
STA. 62+19, LT (PINETREE TER.)

DURABLE LETTER OR SYMBOL, TYPE I TAPE
STA. 62+08, RT (DAVIS PARKWAY) "STOP"
STA. 62+19, LT (PINETREE TER.) "STOP"

DURABLE CROSSWALK MARKING, TYPE I TAPE
STA. 62+08, RT (DAVIS PARKWAY)
STA. 62+19, LT (PINETREE TER.)

TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS
AND RADII FOR SIDE ROADS)
STA. 60+00 TO 64+50, SOLID LT & RT
STA. 60+00 TO 64+50, DASHED LT & RT
STA. 62+08, DOUBLE SOLID RT (DAVIS PARKWAY)
STA. 62+19, DOUBLE SOLID LT (PINETREE TER.)

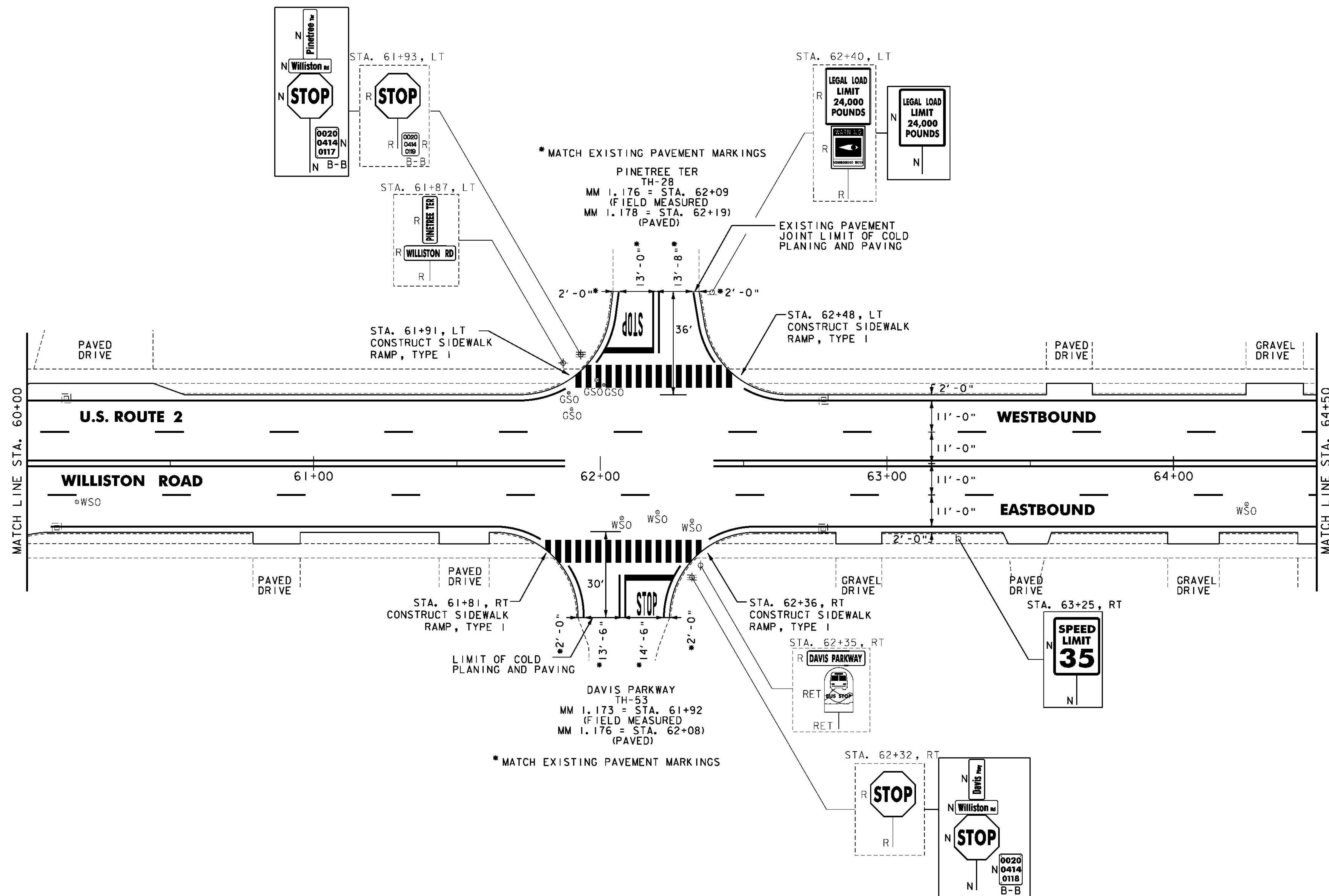
TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C BREAKS FOR SIDE ROADS)
STA. 60+00 TO 64+50, SOLID LT & RT
STA. 62+08, DOUBLE SOLID RT (DAVIS PARKWAY)
STA. 62+19, DOUBLE SOLID LT (PINETREE TER.)

TEMPORARY 24 INCH STOP BAR, PAINT
STA. 62+08, RT (DAVIS PARKWAY)
STA. 62+19, LT (PINETREE TER.)

TEMPORARY LETTER OR SYMBOL, PAINT
STA. 62+08, RT (DAVIS PARKWAY) "STOP"
STA. 62+19, LT (PINETREE TER.) "STOP"

TEMPORARY CROSSWALK MARKING, PAINT
STA. 62+08, RT (DAVIS PARKWAY)
STA. 62+19, LT (PINETREE TER.)

REMOVING SIGNS
AS SHOWN - 8



- NOTES:
- FOR LEGENDS, SEE SHEET 13.
 - ALL EXISTING SIGNS NOT SHOWN SHALL BE RETAINED.
 - THE SIDEWALK "LANDINGS" NOTED CONSIST OF THE REMOVAL AND REPLACEMENT OF A SINGLE SLAB OF CONCRETE SIDEWALK IN ORDER TO INSTALL A NEW DETECTABLE WARNING SURFACE.



**PROJECT
LAYOUT
SHEET #27**

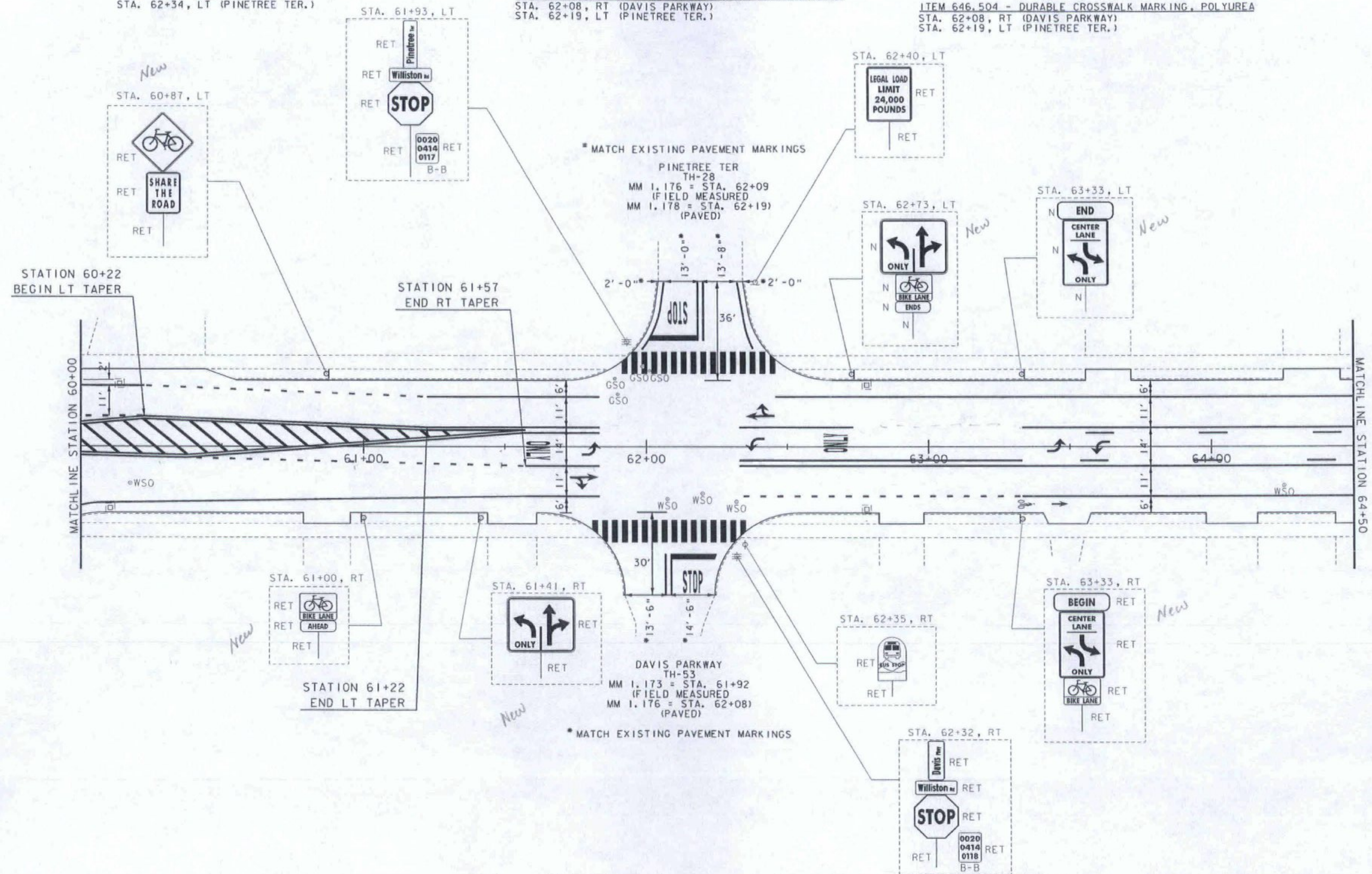
PROJECT NAME: BURLINGTON-SOUTH BURLINGTON
PROJECT NUMBER: NH 2624(I)
FILE NAME: p06d216.dgn
PROJECT LEADER: JLL
DESIGNED BY: STANTEC
IPARM FILE: p06d216127.i
PLOT DATE: 2/7/2012
DRAWN BY: STANTEC
CHECKED BY: STANTEC
SHEET 41 OF 108

ITEM 646.404 - DURABLE 4 INCH WHITE LINE, POLYUREA
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADI FOR SIDE ROADS)
STA. 60+00 TO 61+83, SOLID RT
STA. 60+00 TO 60+22, DOTTED LT
STA. 60+00 TO 60+22, SOLID LT
STA. 60+22 TO 61+22, DOTTED LT
STA. 60+47 TO 61+57, DOTTED RT
STA. 61+22 TO 64+50, SOLID LT
STA. 61+57 TO 61+83, SOLID RT
STA. 62+04, LT (PINETREE TER.)
STA. 62+33 TO 63+33, DOTTED RT
STA. 62+33 TO 62+73, SOLID LT
STA. 63+33 TO 64+50, SOLID RT
STA. 62+34, LT (PINETREE TER.)

ITEM 646.414 - DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE & BREAKS FOR SIDE ROADS)
STA. 60+00 TO 61+57, DOUBLE SOLID LT & RT
STA. 61+57 TO 61+83, DOUBLE SOLID LT
STA. 62+08, DOUBLE SOLID RT (DAVIS PARKWAY)
STA. 62+19, DOUBLE SOLID LT (PINETREE TER.)
STA. 62+33 TO 63+33, DOUBLE SOLID RT
STA. 63+33 TO 64+50, SOLID LT & RT
STA. 63+33 TO 64+50, DASHED LT & RT

ITEM 646.454 - DURABLE 8 INCH YELLOW LINE, POLYUREA
STA. 60+00 TO 61+30, DIAGONALS
ITEM 646.484 - DURABLE 24 INCH STOP BAR, POLYUREA
STA. 62+08, RT (DAVIS PARKWAY)
STA. 62+19, LT (PINETREE TER.)

ITEM 646.494 - DURABLE LETTER OR SYMBOL, POLYUREA
STA. 61+12, C, "ONLY"
STA. 61+80, RT, ARROW (2)
STA. 61+80, C, ARROW
STA. 62+08, RT (DAVIS PARKWAY), "STOP"
STA. 62+19, LT (PINETREE TER.), "STOP"
STA. 62+40, C, ARROW
STA. 62+40, LT, ARROW (2)
STA. 62+70, C, "ONLY"
STA. 63+35, RT, HELMETED BICYCLIST
STA. 63+44, C, ARROW
STA. 63+47, RT, ARROW
STA. 63+62, C, ARROW
ITEM 646.504 - DURABLE CROSSWALK MARKING, POLYUREA
STA. 62+08, RT (DAVIS PARKWAY)
STA. 62+19, LT (PINETREE TER.)



NOT TO SCALE



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**CHANGE ORDER
SIGN - STRIPE
SHEET #3**

PROJECT NAME: BURLINGTON-SOUTH BURLINGTON	PLOT DATE: 09/19/12
PROJECT NUMBER: NH 2624(I)	DRAWN BY: CDM
FILE NAME: p06d216.dgn	CHECKED BY: RMC
DESIGNED BY: CDM	SHEET 4 OF 18
IPARM FILE: p06d216135.i	

REHAB.
D.I.S. C.B.S. OR M.H.s. CLASS I, II OR III
SEE SHEET 105

VERTICAL GRANITE CURB
STA. 67+39, RT
STA. 67+97, RT

REMOVAL OF EXISTING CURB
STA. 67+39, RT
STA. 67+97, RT

PORTLAND CEMENT CONCRETE SIDEWALK, 5
INCH
STA. 67+27, LT
STA. 67+39, RT
STA. 67+91, LT
STA. 67+97, RT

DETECTABLE WARNING SURFACE
STA. 67+27, LT
STA. 67+39, RT
STA. 67+91, LT
STA. 67+97, RT

ADJUST ELEVATION OF VALVE BOX
SEE SHEET 105

DURABLE 4 INCH WHITE LINE, TYPE I TAPE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS
AND RADII FOR SIDE ROADS)
STA. 64+50 TO 69+50, SOLID LT & RT
STA. 67+59, DOUBLE SOLID LT (GILBERT ST)
STA. 67+68, DOUBLE SOLID RT (HAYDEN PKWY)

DURABLE 4 INCH YELLOW LINE, TYPE I TAPE
(ALL LINES WILL INCLUDE C BREAKS FOR SIDE ROADS)
STA. 64+50 TO 69+50, SOLID LT & RT
STA. 67+59, DOUBLE SOLID LT (GILBERT ST)
STA. 67+68, DOUBLE SOLID RT (HAYDEN PKWY)

DURABLE 24 INCH STOP BAR, TYPE I TAPE
STA. 67+59, LT (GILBERT ST)
STA. 67+68, RT (HAYDEN PKWY)

DURABLE LETTER OR SYMBOL, TYPE I TAPE
STA. 67+59, LT (GILBERT ST) "STOP"
STA. 67+68, RT (HAYDEN PKWY) "STOP"

DURABLE CROSSWALK MARKING, TYPE I TAPE
STA. 67+59, LT (GILBERT ST)
STA. 67+68, RT (HAYDEN PKWY)

TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS
AND RADII FOR SIDE ROADS)
STA. 64+50 TO 69+50, SOLID LT & RT
STA. 64+50 TO 69+50, DASHED LT & RT
STA. 67+59, DOUBLE SOLID LT (GILBERT ST)
STA. 67+68, DOUBLE SOLID RT (HAYDEN PKWY)

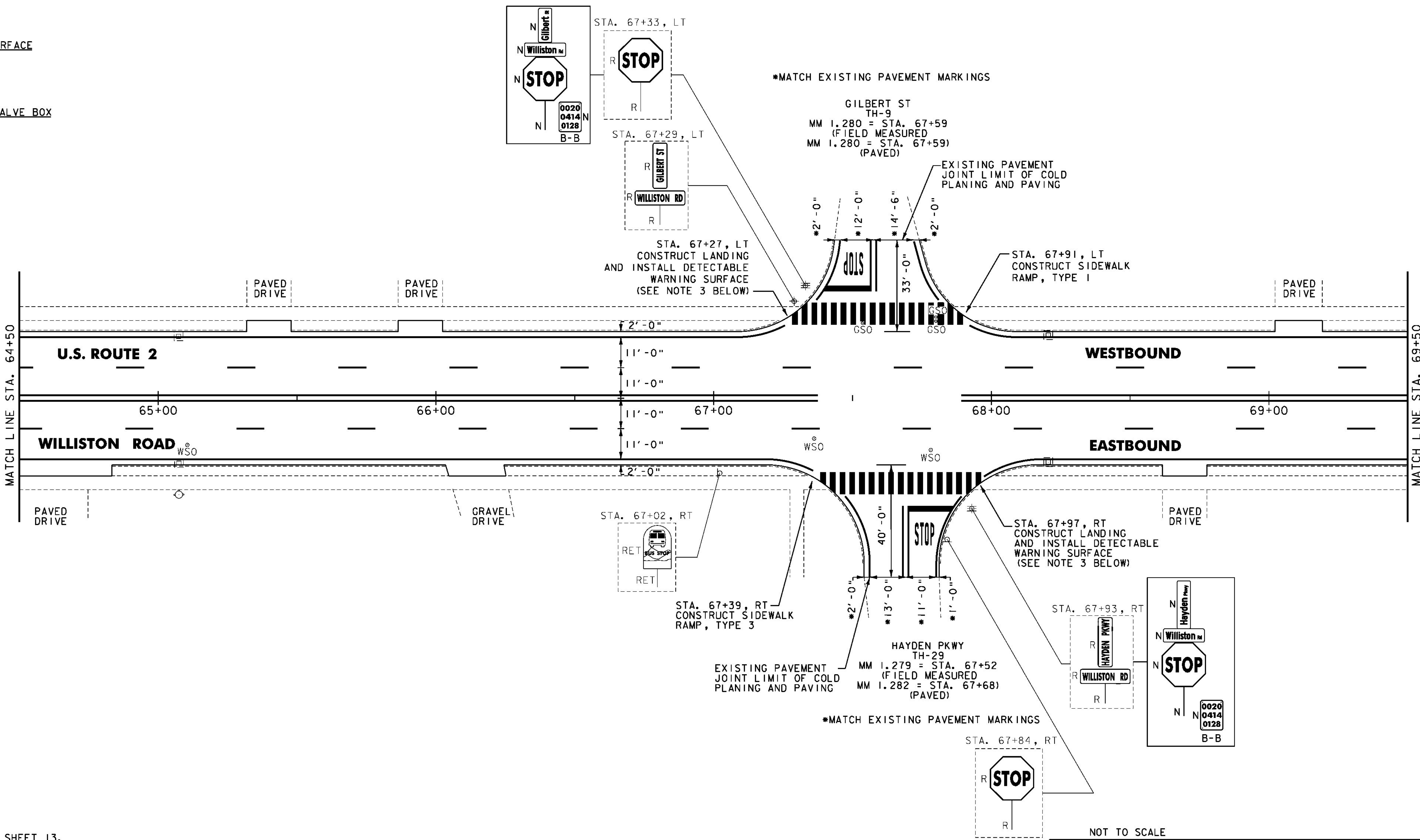
TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C BREAKS FOR SIDE ROADS)
STA. 64+50 TO 69+50, SOLID LT & RT
STA. 67+59, DOUBLE SOLID LT (GILBERT ST)
STA. 67+68, DOUBLE SOLID RT (HAYDEN PKWY)

TEMPORARY 24 INCH STOP BAR, PAINT
STA. 67+59, LT (GILBERT ST)
STA. 67+68, RT (HAYDEN PKWY)

TEMPORARY LETTER OR SYMBOL, PAINT
STA. 67+59, LT (GILBERT ST) "STOP"
STA. 67+68, RT (HAYDEN PKWY) "STOP"

TEMPORARY CROSSWALK MARKING, PAINT
STA. 67+59, LT (GILBERT ST)
STA. 67+68, RT (HAYDEN PKWY)

REMOVING SIGNS
AS SHOWN - 6



- NOTES:
1. FOR LEGENDS, SEE SHEET 13.
 2. ALL EXISTING SIGNS NOT SHOWN SHALL BE RETAINED.
 3. THE SIDEWALK "LANDINGS" NOTED CONSIST OF THE REMOVAL AND REPLACEMENT OF A SINGLE SLAB OF CONCRETE SIDEWALK IN ORDER TO INSTALL A NEW DETECTABLE WARNING SURFACE.



PROJECT
LAYOUT
SHEET #28

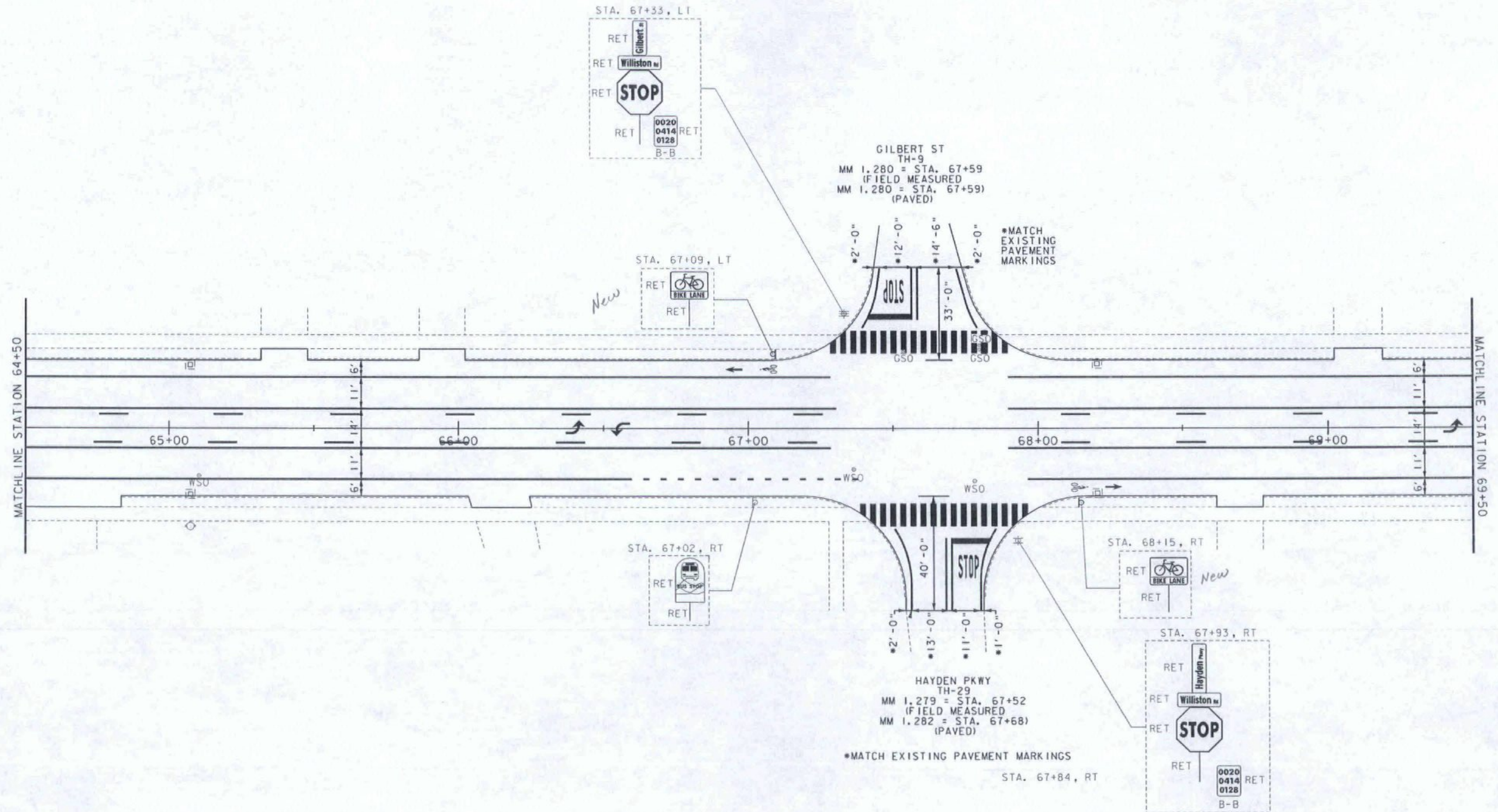
PROJECT NAME:	BURLINGTON-SOUTH BURLINGTON
PROJECT NUMBER:	NH 2624(I)
FILE NAME:	p06d216.dgn
PROJECT LEADER:	JLL
DESIGNED BY:	STANTEC
IPARM FILE:	p06d216128.i
PLOT DATE:	2/7/2012
DRAWN BY:	STANTEC
CHECKED BY:	STANTEC
SHEET	42 OF 108

ITEM 646.404 - DURABLE 4 INCH WHITE LINE, POLYUREA
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADI FOR SIDE ROADS)
STA. 64+50 TO 66+58, SOLID RT
STA. 64+50 TO 69+50, SOLID LT
STA. 66+58 TO 67+38, DOTTED RT
STA. 67+59, DOUBLE SOLID LT (GILBERT ST)
STA. 67+68, DOUBLE SOLID RT (HAYDEN PKWY)
STA. 67+96 TO 69+50, SOLID RT

ITEM 646.414 - DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE & BREAKS FOR SIDE ROADS)
STA. 64+50 TO 69+50, SOLID LT & RT
STA. 64+50 TO 69+50, DASHED LT & RT
STA. 67+59, DOUBLE SOLID LT (GILBERT ST)
STA. 67+68, DOUBLE SOLID RT (HAYDEN PKWY)
ITEM 646.484 - DURABLE 24 INCH STOP BAR, POLYUREA
STA. 67+59, LT (GILBERT ST)
STA. 67+68, RT (HAYDEN PKWY)

ITEM 646.494 - DURABLE LETTER OR SYMBOL, POLYUREA
STA. 66+40, &, ARROW
STA. 66+56, &, ARROW
STA. 66+95, LT ARROW
STA. 67+07, LT, HELMETED BICYCLIST
STA. 67+59, LT (GILBERT ST), "STOP"
STA. 67+68, RT (HAYDEN PKWY), "STOP"
STA. 68+15, RT, HELMETED BICYCLIST
STA. 68+27, RT, ARROW
STA. 69+42, &, ARROW

ITEM 646.504 - DURABLE CROSSWALK MARKING, POLYUREA
STA. 67+59, LT (GILBERT ST)
STA. 67+68, RT (HAYDEN PKWY)



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NOT TO SCALE
**CHANGE ORDER
SIGN - STRIPE
SHEET #4**

PROJECT NAME: BURLINGTON-SOUTH BURLINGTON	PLOT DATE: 09/19/12
PROJECT NUMBER: NH 2624(1)	DRAWN BY: CDM
FILE NAME: p06d216.dgn	CHECKED BY: RMC
PROJECT LEADER: RMC	SHEET 5 OF 18
DESIGNED BY: CDM	
IPARM FILE: p06d216135.i	

REHAB.
Dis. CBs OR MHS. CLASS I, II OR III
SEE SHEET 105

VERTICAL GRANITE CURB

STA. 71+42, RT
STA. 72+01, RT

REMOVAL OF EXISTING CURB

STA. 71+42, RT
STA. 72+01, RT

PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH

STA. 71+42, RT
STA. 72+01, RT

DETECTABLE WARNING SURFACE

STA. 71+42, RT
STA. 72+01, RT

ADJUST ELEVATION OF VALVE BOX

SEE SHEET 105

DURABLE 4 INCH WHITE LINE, TYPE I TAPE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS
AND RADII FOR SIDE ROADS)
STA. 69+50 TO 74+50, SOLID LT & RT
STA. 69+50 TO 74+50, DASHED LT & RT
STA. 71+70, DOUBLE SOLID RT (ELSOM PKWY)

DURABLE 4 INCH YELLOW LINE, TYPE I TAPE
(ALL LINES WILL INCLUDE C BREAKS FOR SIDE ROADS)
STA. 69+50 TO 74+50, SOLID LT & RT
STA. 71+70, DOUBLE SOLID RT (ELSOM PKWY)

DURABLE 24 INCH STOP BAR, TYPE I TAPE
STA. 71+70, RT (ELSOM PKWY)

DURABLE LETTER OR SYMBOL, TYPE I TAPE
STA. 71+70, RT (ELSOM PKWY) "STOP"

DURABLE CROSSWALK MARKING, TYPE I TAPE
STA. 71+70, RT (ELSOM PKWY)

TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS
AND RADII FOR SIDE ROADS)
STA. 69+50 TO 74+50, SOLID LT & RT
STA. 69+50 TO 74+50, DASHED LT & RT
STA. 71+70, DOUBLE SOLID RT (ELSOM PKWY)

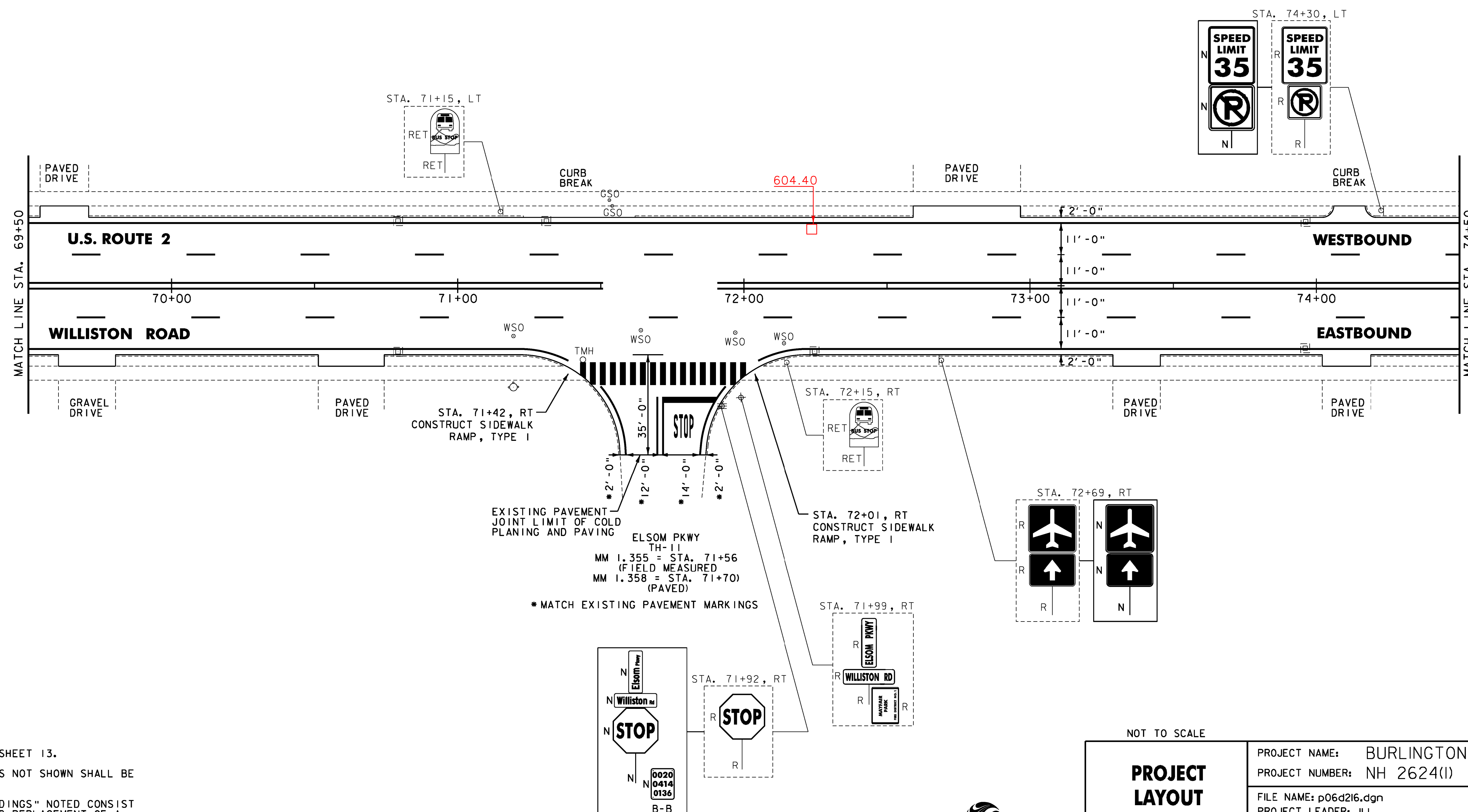
TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C BREAKS FOR SIDE ROADS)
STA. 69+50 TO 74+50, LT & RT
STA. 71+70, DOUBLE SOLID RT (ELSOM PKWY)

TEMPORARY 24 INCH STOP BAR, PAINT
STA. 71+70, RT (ELSOM PKWY)

TEMPORARY LETTER OR SYMBOL, PAINT
STA. 71+70, RT (ELSOM PKWY) "STOP"

TEMPORARY CROSSWALK MARKING, PAINT
STA. 71+70, RT (ELSOM PKWY)

REMOVING SIGNS
AS SHOWN - 8



NOTES:

1. FOR LEGENDS, SEE SHEET 13.
2. ALL EXISTING SIGNS NOT SHOWN SHALL BE RETAINED.
3. THE SIDEWALK "LANDINGS" NOTED CONSIST OF THE REMOVAL AND REPLACEMENT OF A SINGLE SLAB OF CONCRETE SIDEWALK IN ORDER TO INSTALL A NEW DETECTABLE WARNING SURFACE.

NOT TO SCALE

**PROJECT
LAYOUT
SHEET #29**

PROJECT NAME: BURLINGTON-SOUTH BURLINGTON
PROJECT NUMBER: NH 2624(1)

FILE NAME: p06d216.dgn
PROJECT LEADER: JLL
DESIGNED BY: STANTEC
IPARM FILE: p06d216129.i

PLOT DATE: 2/7/2012
DRAWN BY: STANTEC
CHECKED BY: STANTEC
SHEET 43 OF 108

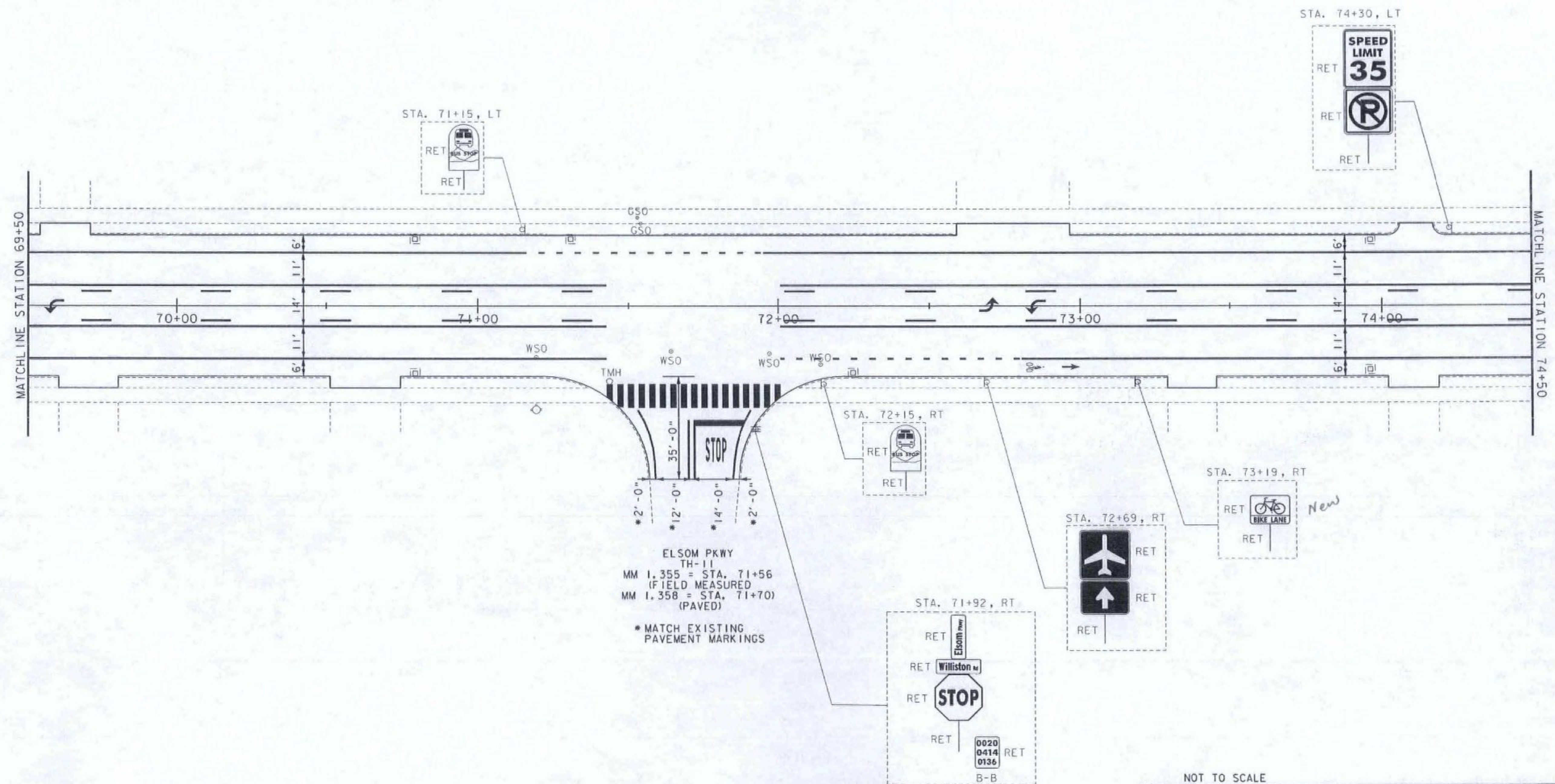


ITEM 646.404 - DURABLE 4 INCH WHITE LINE, POLYUREA
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADI FOR SIDE ROADS)
STA. 69+50 TO 71+43, SOLID RT
STA. 69+50 TO 71+15, SOLID LT
STA. 71+15 TO 71+95, DOTTED LT
STA. 71+70, DOUBLE SOLID RT (ELSOM PKWY)
STA. 71+95 TO 74+50, SOLID LT
STA. 72+01 TO 72+81, DOTTED RT
STA. 72+81 TO 74+50, SOLID RT

ITEM 646.414 - DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE C BREAKS FOR SIDE ROADS)
STA. 69+50 TO 74+50, SOLID LT & RT
STA. 69+50 TO 74+50, DASHED LT & RT
STA. 71+70, DOUBLE SOLID RT (ELSOM PKWY)
ITEM 646.484 - DURABLE 24 INCH STOP BAR, POLYUREA
STA. 71+70, RT (ELSOM PKWY)

ITEM 646.494 - DURABLE LETTER OR SYMBOL, POLYUREA
STA. 69+58, C, ARROW
STA. 71+78, RT (ELSOM PKWY), "STOP"
STA. 72+69, C, ARROW
STA. 72+85, C, ARROW
STA. 72+85, RT, HELMETED BICYCLIST
STA. 72+97, RT, ARROW

ITEM 646.504 - DURABLE CROSSWALK MARKING, POLYUREA
STA. 71+70, RT (ELSOM PKWY)



NOT TO SCALE



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**CHANGE ORDER
SIGN - STRIPE
SHEET #5**

PROJECT NAME: BURLINGTON-SOUTH BURLINGTON	PLOT DATE: 09/19/12
PROJECT NUMBER: NH 2624(1)	DRAWN BY: CDM
FILE NAME: p06d216.dgn	CHECKED BY: RMC
DESIGNED BY: CDM	SHEET 6 OF 18
IPARM FILE: p06d216i35.i	

REHAB.
Dis. CBs OR MHS, CLASS I, II OR III
SEE SHEET 105

VERTICAL GRANITE CURB

STA. 76+95, LT
STA. 77+87, RT
STA. 78+46, RT

REMOVAL OF EXISTING CURB

STA. 76+95, LT
STA. 77+87, RT
STA. 78+46, RT

PORTLAND CEMENT CONCRETE SIDEWALK, 5
INCH

STA. 76+95, LT
STA. 77+27, LT
STA. 77+87, RT
STA. 78+46, RT

DETECTABLE WARNING SURFACE

STA. 76+95, LT
STA. 77+27, LT
STA. 77+87, RT
STA. 78+46, RT

ADJUST ELEVATION OF VALVE BOX
SEE SHEET 105

DURABLE 4 INCH WHITE LINE, TYPE I TAPE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS
AND RADIUS FOR SIDE ROADS)
STA. 74+50 TO 79+50, SOLID LT & RT
STA. 74+50 TO 79+50, DASHED LT & RT
STA. 78+16, DOUBLE SOLID RT (VICTORIA DR)

DURABLE 4 INCH YELLOW LINE, TYPE I TAPE
(ALL LINES WILL INCLUDE C BREAKS FOR SIDE ROADS)
STA. 74+50 TO 79+50, SOLID LT & RT
STA. 77+18, DOUBLE SOLID LT (VICTORY DR)
STA. 78+16, DOUBLE SOLID RT (VICTORIA DR)

DURABLE 24 INCH STOP BAR, TYPE I TAPE
STA. 77+18, LT (VICTORY DR)
STA. 78+16, RT (VICTORIA DR)

DURABLE LETTER OR SYMBOL, TYPE I TAPE
STA. 77+18, LT (VICTORY DR) "STOP"
STA. 78+16, RT (VICTORIA DR) "STOP"

DURABLE CROSSWALK MARKING, TYPE I TAPE
STA. 77+18, LT (VICTORY DR)
STA. 78+16, RT (VICTORIA DR)

TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS
AND RADIUS FOR SIDE ROADS)
STA. 74+50 TO 79+50, SOLID LT & RT
STA. 74+50 TO 79+50, DASHED LT & RT
STA. 78+16, DOUBLE SOLID RT (VICTORIA DR)

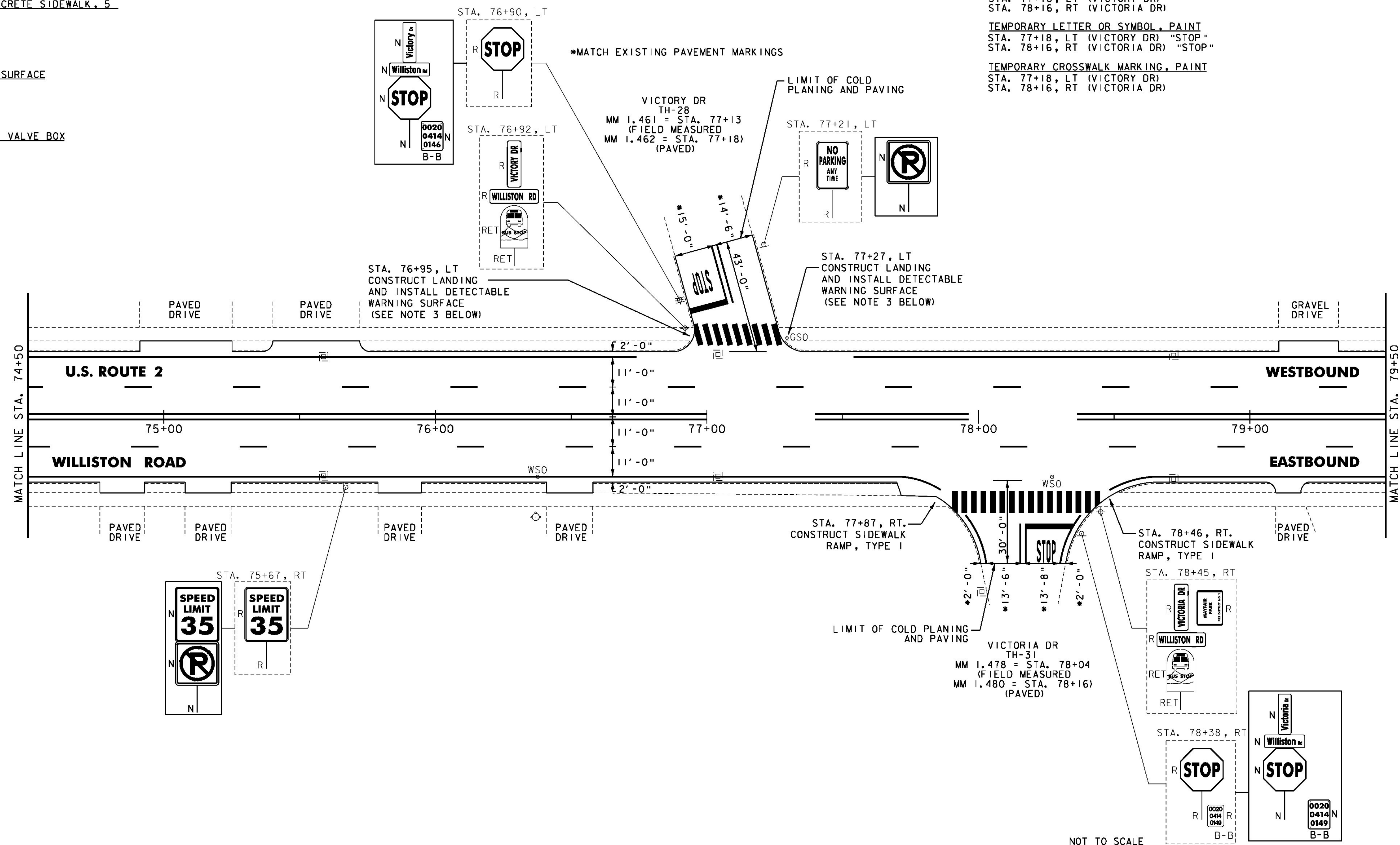
TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C BREAKS FOR SIDE ROADS)
STA. 74+50 TO 79+50, LT & RT
STA. 77+18, DOUBLE SOLID LT (VICTORY DR)
STA. 78+16, DOUBLE SOLID RT (VICTORIA DR)

TEMPORARY 24 INCH STOP BAR, PAINT
STA. 77+18, LT (VICTORY DR)
STA. 78+16, RT (VICTORIA DR)

TEMPORARY LETTER OR SYMBOL, PAINT
STA. 77+18, LT (VICTORY DR) "STOP"
STA. 78+16, RT (VICTORIA DR) "STOP"

TEMPORARY CROSSWALK MARKING, PAINT
STA. 77+18, LT (VICTORY DR)
STA. 78+16, RT (VICTORIA DR)

REMOVING SIGNS
AS SHOWN - 10



NOTES:

1. FOR LEGENDS, SEE SHEET 13.
2. ALL EXISTING SIGNS NOT SHOWN SHALL BE RETAINED.
3. THE SIDEWALK "LANDINGS" NOTED CONSIST OF THE REMOVAL AND REPLACEMENT OF A SINGLE SLAB OF CONCRETE SIDEWALK IN ORDER TO INSTALL A NEW DETECTABLE WARNING SURFACE.



**PROJECT
LAYOUT
SHEET #30**

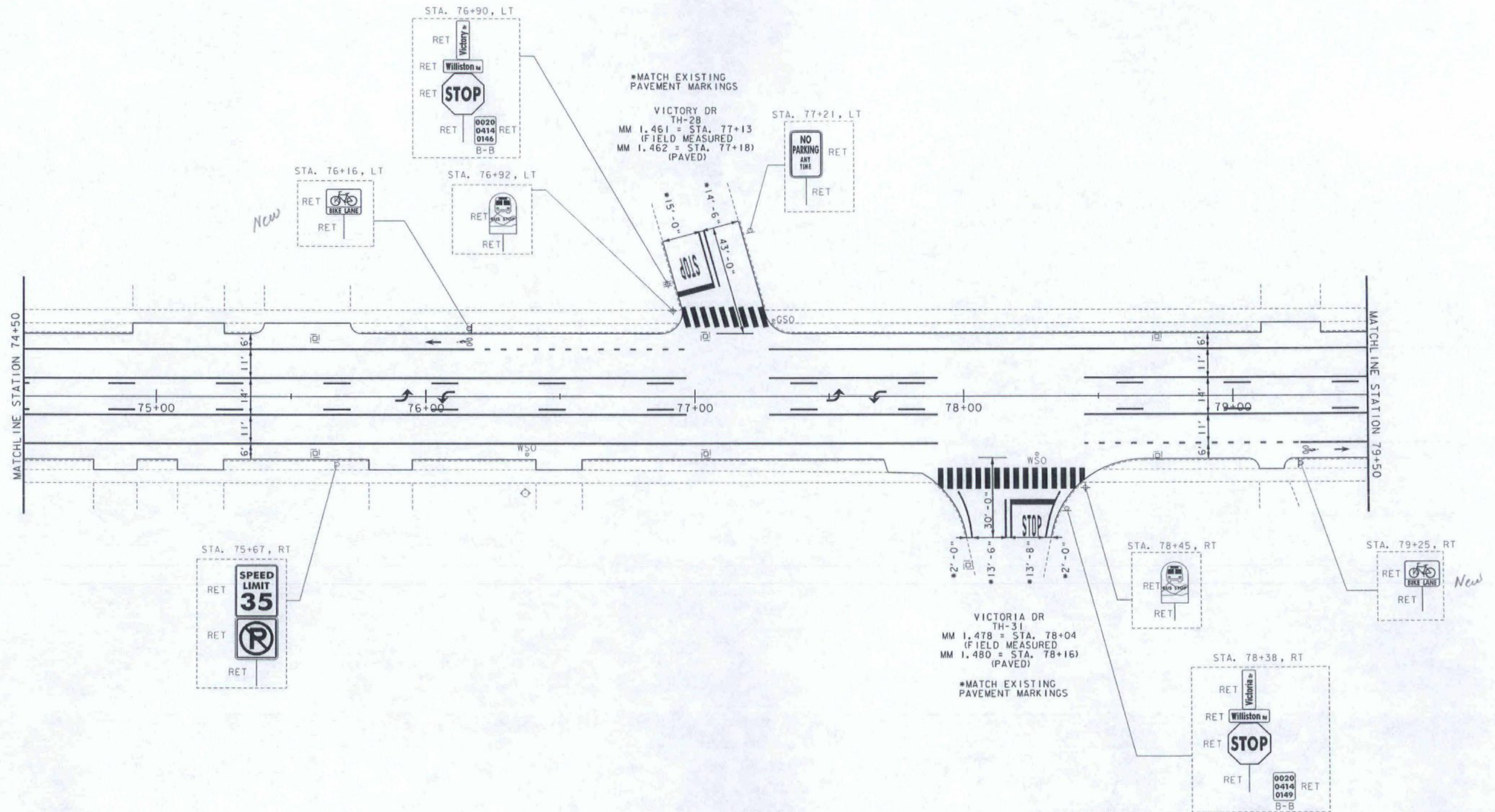
PROJECT NAME: BURLINGTON-SOUTH BURLINGTON
PROJECT NUMBER: NH 2624(I)
FILE NAME: p06d216.dgn
PROJECT LEADER: JLL
DESIGNED BY: STANTEC
IPARM FILE: p06d216130.i
PLOT DATE: 2/7/2012
DRAWN BY: STANTEC
CHECKED BY: STANTEC
SHEET 44 OF 108

ITEM 646.404 - DURABLE 4 INCH WHITE LINE, POLYUREA
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADI FOR SIDE ROADS)
STA. 74+50 TO 77+90, SOLID RT
STA. 74+50 TO 76+17, SOLID LT
STA. 76+17 TO 76+97, DOTTED LT
STA. 77+28 TO 79+50, SOLID LT
STA. 78+16, DOUBLE SOLID RT (VICTORIA DR)
STA. 78+45 TO 79+25, DOTTED RT
STA. 79+25 TO 79+50, SOLID RT

ITEM 646.414 - DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE E BREAKS FOR SIDE ROADS)
STA. 74+50 TO 79+50, SOLID LT & RT
STA. 74+50 TO 79+50, DASHED LT & RT
STA. 77+18, DOUBLE SOLID LT (VICTORY DR)
STA. 78+16, DOUBLE SOLID RT (VICTORIA DR)
ITEM 646.484 - DURABLE 24 INCH STOP BAR, POLYUREA
STA. 77+18, LT (VICTORY DR)
STA. 78+16, RT (VICTORIA DR)

ITEM 646.494 - DURABLE LETTER OR SYMBOL, POLYUREA
STA. 75+92, C, ARROW
STA. 76+03, C, ARROW
STA. 76+08, C, ARROW
STA. 76+15, C, HELMETED BICYCLIST
STA. 77+18, LT (VICTORY DR) "STOP"
STA. 77+51, C, ARROW
STA. 77+67, C, ARROW
STA. 78+16, RT (VICTORIA DR) "STOP"
STA. 79+28, RT, HELMETED BICYCLIST
STA. 79+40, RT, ARROW

ITEM 646.504 - DURABLE CROSSWALK MARKING, POLYUREA
STA. 77+18, LT (VICTORY DR)
STA. 78+16, RT (VICTORIA DR)



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**CHANGE ORDER
SIGN - STRIPE
SHEET #6**

PROJECT NAME: BURLINGTON-SOUTH BURLINGTON
PROJECT NUMBER: NH 2624(I)
FILE NAME: p06d216.dgn
PROJECT LEADER: RMC
DESIGNED BY: CDM
IPARM FILE: p06d216135.i
PLOT DATE: 09/19/12
DRAWN BY: CDM
CHECKED BY: RMC
SHEET 7 OF 18

PLOT DATE: 2/7/2012
DRAWN BY: STANTEC
CHECKED BY: STANTEC
SHEET 45 OF 108

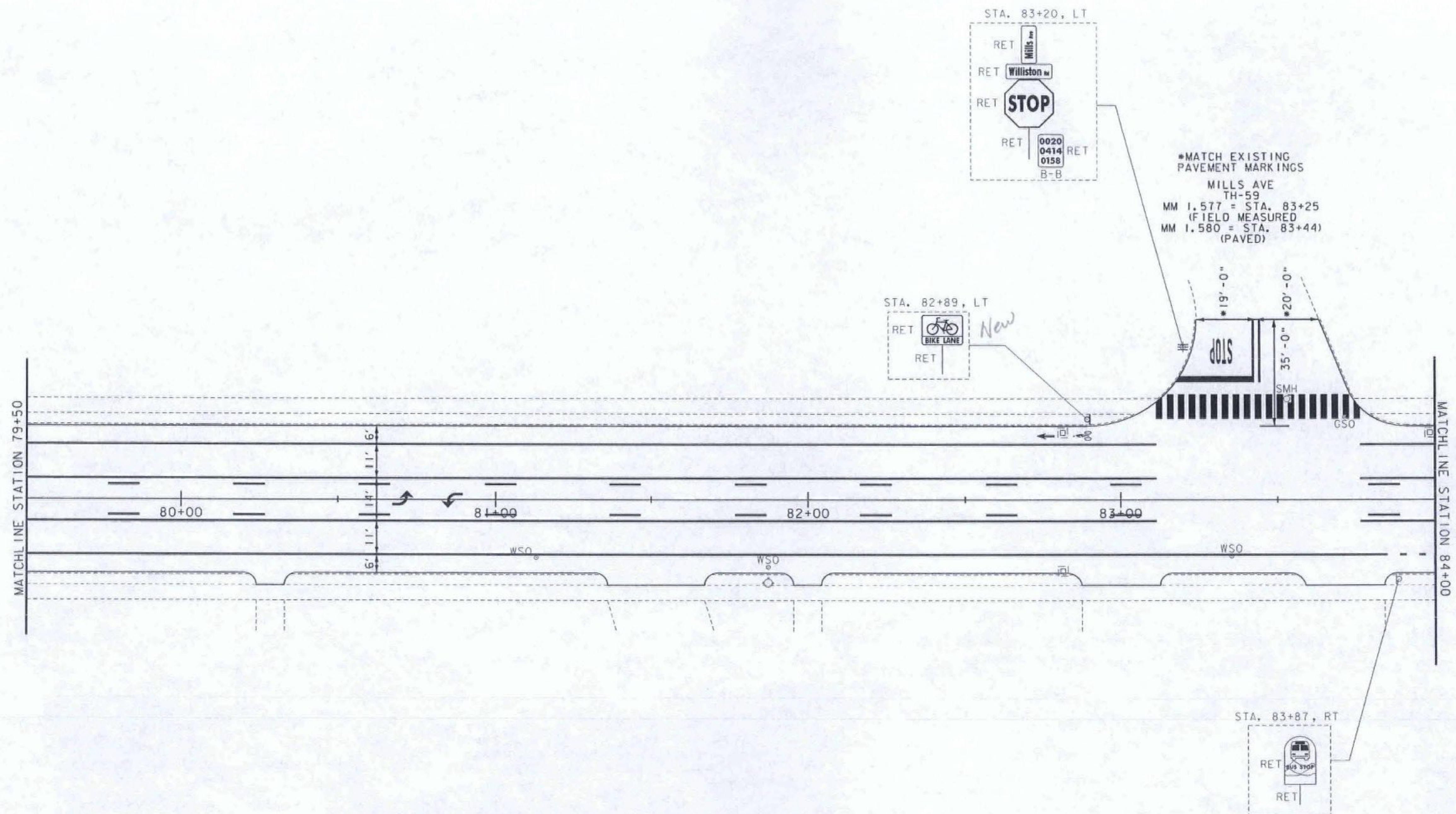
ITEM 646.404 - DURABLE 4 INCH WHITE LINE, POLYUREA
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADI FOR SIDE ROADS)
STA. 79+50 TO 83+84, SOLID RT
STA. 79+50 TO 84+00, SOLID LT
STA. 83+84 TO 84+00, DOTTED RT

ITEM 646.414 - DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE 4 BREAKS FOR SIDE ROADS)
STA. 79+50 TO 84+00, SOLID LT & RT
STA. 79+50 TO 84+00, DASHED LT & RT
STA. 83+44, DOUBLE SOLID LT (MILLS AVE)

ITEM 646.484 - DURABLE 24 INCH STOP BAR, POLYUREA
STA. 83+44, LT (MILLS AVE)

ITEM 646.494 - DURABLE LETTER OR SYMBOL, POLYUREA
STA. 80+70, C, ARROW
STA. 80+86, C, ARROW
STA. 82+76, LT, ARROW
STA. 82+88, LT, HELMETED BICYCLIST
STA. 83+44, LT (MILLS AVE) "STOP"

ITEM 646.504 - DURABLE CROSSWALK MARKING, POLYUREA
STA. 83+44, LT (MILLS AVE)



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**CHANGE ORDER
SIGN - STRIPE
SHEET #7**

NOT TO SCALE

PROJECT NAME: BURLINGTON-SOUTH BURLINGTON	PLOT DATE: 09/19/12
PROJECT NUMBER: NH 2624(I)	DRAWN BY: CDM
FILE NAME: p06d216.dgn	CHECKED BY: RMC
PROJECT LEADER: RMC	SHEET 8 OF 18
DESIGNED BY: CDM	
IPARM FILE: p06d216135.i	

REHAB.
DIS. C&S OR MHS, CLASS I, II OR III
SEE SHEET 105

ADJUST ELEVATION OF VALVE BOX
SEE SHEET 105

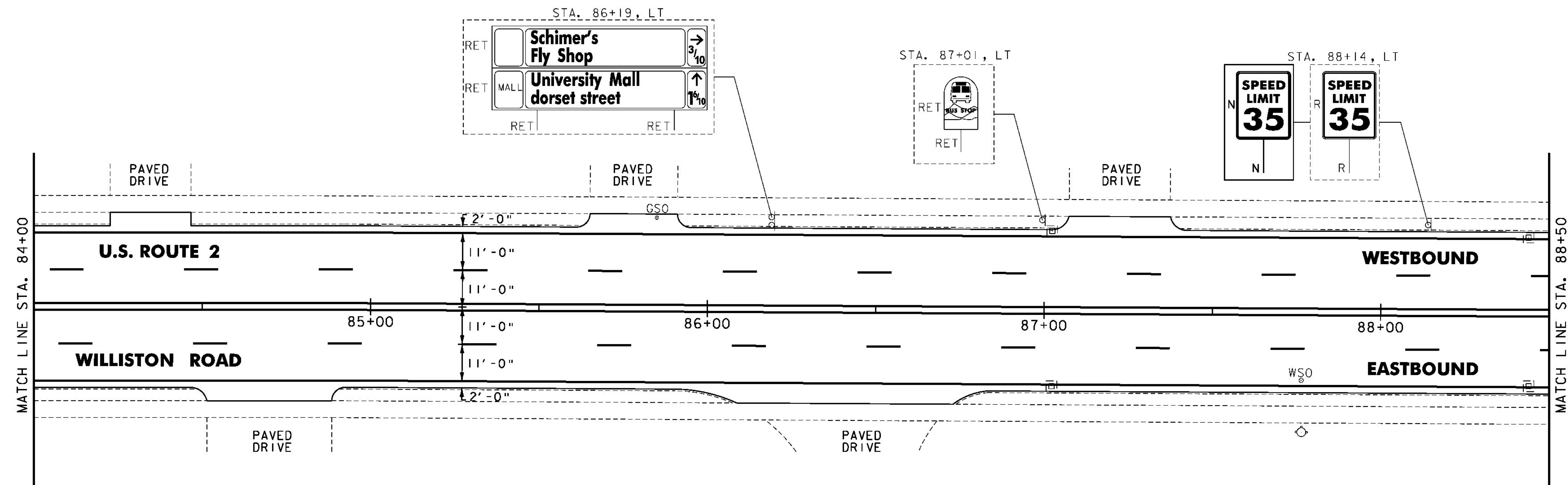
DURABLE 4 INCH WHITE LINE, TYPE I TAPE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS
AND RADIUS FOR SIDE ROADS)
STA. 84+00 TO 88+50, SOLID LT & RT
STA. 84+00 TO 88+50, DASHED LT & RT

DURABLE 4 INCH YELLOW LINE, TYPE I TAPE
(ALL LINES WILL INCLUDE C BREAKS FOR SIDE ROADS)
STA. 84+00 TO 88+50, SOLID LT & RT

TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS
AND RADIUS FOR SIDE ROADS)
STA. 84+00 TO 88+50, SOLID LT & RT
STA. 84+00 TO 88+50, DASHED LT & RT

TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C BREAKS FOR SIDE ROADS)
STA. 84+00 TO 88+50, SOLID LT & RT

REMOVING SIGNS
AS SHOWN - 1



- NOTES:
1. FOR LEGENDS, SEE SHEET 13.
 2. ALL EXISTING SIGNS NOT SHOWN SHALL BE RETAINED.
 3. THE SIDEWALK "LANDINGS" NOTED CONSIST OF THE REMOVAL AND REPLACEMENT OF A SINGLE SLAB OF CONCRETE SIDEWALK IN ORDER TO INSTALL A NEW DETECTABLE WARNING SURFACE.



NOT TO SCALE

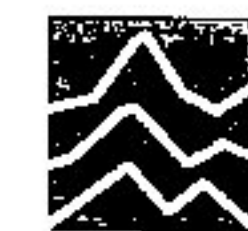
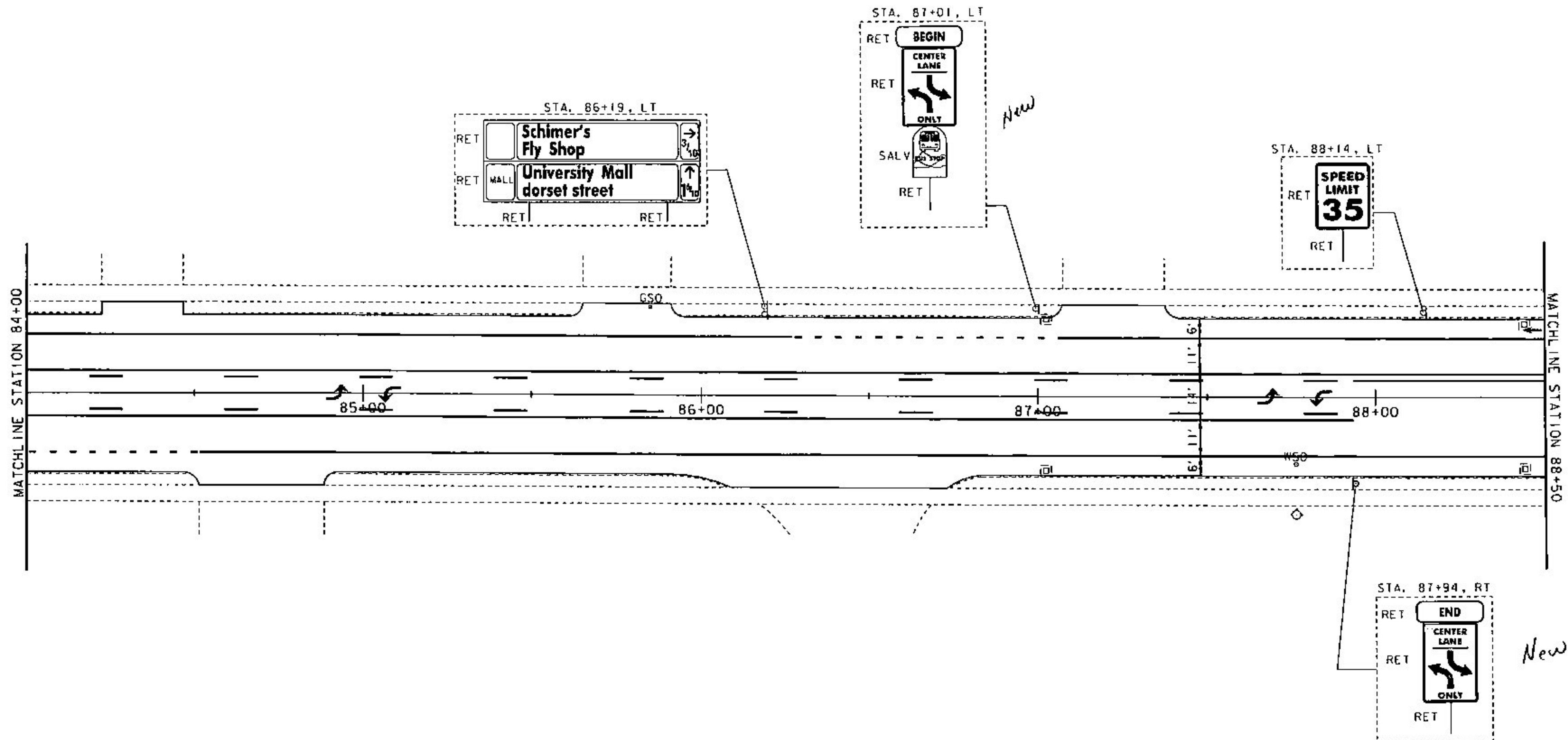
PROJECT
LAYOUT
SHEET #32

PROJECT NAME: BURLINGTON-SOUTH BURLINGTON	PLOT DATE: 2/7/2012
PROJECT NUMBER: NH 2624(I)	DRAWN BY: STANTEC
FILE NAME: p06d216.dgn	CHECKED BY: STANTEC
PROJECT LEADER: JLL	SHEET 46 OF 108
DESIGNED BY: STANTEC	
IPARM FILE: p06d216i32.i	

ITEM 646.404 - DURABLE 4 INCH WHITE LINE, POLYUREA
 (ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
 RADIUS FOR SIDE ROADS)
 STA. 84+00 TO 84+52, DOTTED RT
 STA. 84+00 TO 86+27, SOLID LT
 STA. 84+52 TO 88+50, SOLID RT
 STA. 86+27 TO 87+07, DASHED LT
 STA. 87+07 TO 88+50, SOLID LT

ITEM 646.414 - DURABLE 4 INCH YELLOW LINE, POLYUREA
 (ALL LINES WILL INCLUDE 4' BREAKS FOR SIDE ROADS)
 STA. 84+00 TO 87+94, SOLID LT & RT
 STA. 84+00 TO 87+94, DASHED LT & RT
 STA. 87+94 TO 88+50, DOUBLE SOLID LT

ITEM 646.494 - DURABLE LETTER OR SYMBOL, POLYUREA
 STA. 84+92, C, ARROW
 STA. 85+08, C, ARROW
 STA. 87+68, C, ARROW
 STA. 87+84, C, ARROW
 STA. 88+46, LT, ARROW



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 TEL 802.288.4999 • FAX 802.295.1008 • www.rsaine.com

NOT TO SCALE

**CHANGE ORDER
 SIGN - STRIPE
 SHEET #8**

PROJECT NAME: BURLINGTON-SOUTH BURLINGTON	PLOT DATE: 09/19/12
PROJECT NUMBER: NH 2624(I)	DRAWN BY: CDM
FILE NAME: p06d216.dgn	CHECKED BY: RMC
PROJECT LEADER: RMC	SHEET 9 OF 18
DESIGNED BY: CDM	
IPARM FILE: p06d216135.1	

REHAB.
DLS, Cbs OR Mhs, CLASS I, II OR III
SEE SHEET 105

VERTICAL GRANITE CURB
STA. 89+61, LT

REMOVAL OF EXISTING CURB
STA. 89+61, LT

PORTLAND CEMENT CONCRETE SIDEWALK, 5
INCH
STA. 88+85, LT
STA. 89+61, LT

DETECTABLE WARNING SURFACE
STA. 88+85, LT
STA. 89+61, LT

ADJUST ELEVATION OF VALVE BOX
SEE SHEET 105

DURABLE 4 INCH WHITE LINE, TYPE I TAPE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS
AND RADI FOR SIDE ROADS)
STA. 88+50 TO 93+50, SOLID LT & RT
STA. 88+50 TO 93+50, DASHED LT & RT

DURABLE 4 INCH YELLOW LINE, TYPE I TAPE
(ALL LINES WILL INCLUDE C BREAKS FOR SIDE ROADS)
STA. 88+50 TO 93+50, SOLID LT & RT
STA. 89+13, DOUBLE SOLID LT (AIRPORT RD)

DURABLE 24 INCH STOP BAR, TYPE I TAPE
STA. 89+13, LT (AIRPORT RD)

DURABLE LETTER OR SYMBOL, TYPE I TAPE
STA. 89+13, LT (AIRPORT RD) "STOP"

DURABLE CROSSWALK MARKING, TYPE I TAPE
STA. 89+13, LT (AIRPORT RD)

TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS
AND RADI FOR SIDE ROADS)
STA. 88+50 TO 93+50, SOLID LT & RT
STA. 88+50 TO 93+50, DASHED LT & RT

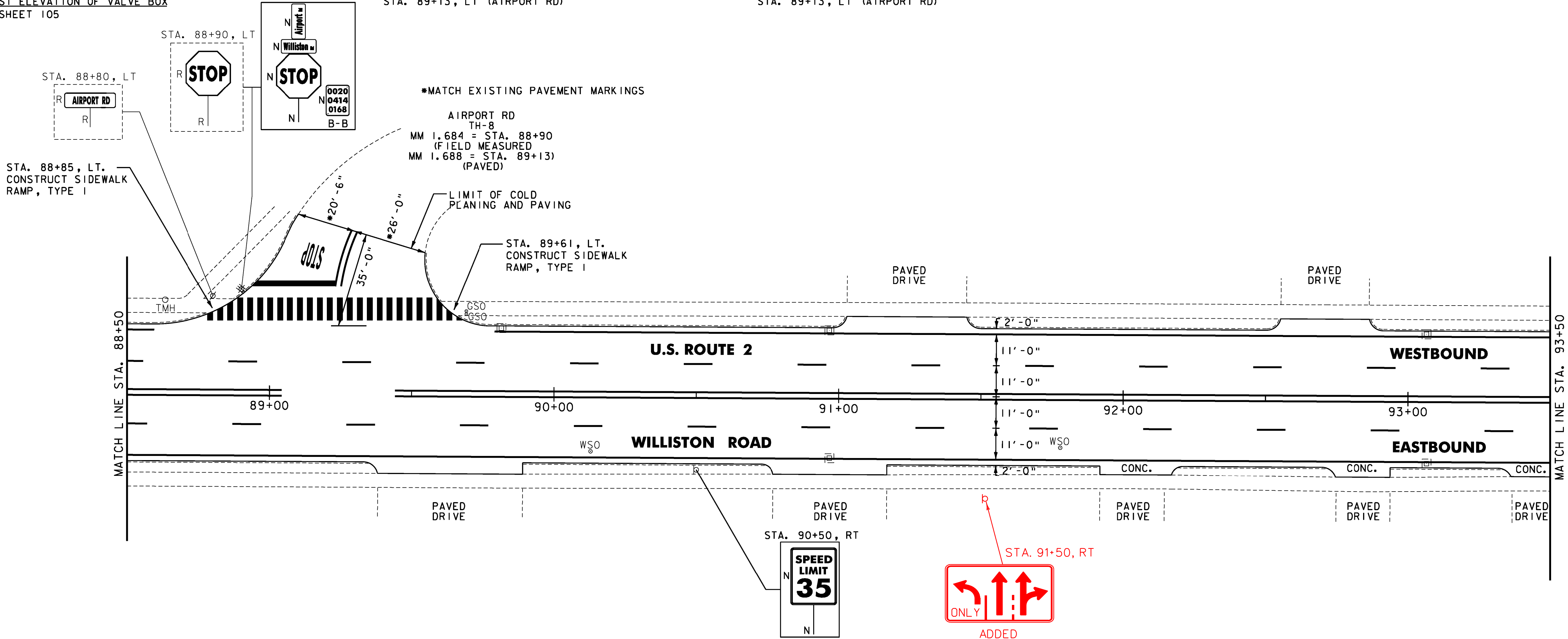
TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C BREAKS FOR SIDE ROADS)
STA. 88+50 TO 93+50, SOLID LT & RT
STA. 89+13, DOUBLE SOLID LT (AIRPORT RD)

TEMPORARY 24 INCH STOP BAR, PAINT
STA. 89+13, LT (AIRPORT RD)

TEMPORARY LETTER OR SYMBOL, PAINT
STA. 89+13, LT (AIRPORT RD) "STOP"

TEMPORARY CROSSWALK MARKING, PAINT
STA. 89+13, LT (AIRPORT RD)

REMOVING SIGNS
AS SHOWN - 2



NOTES:

- FOR LEGENDS, SEE SHEET 13.
- ALL EXISTING SIGNS NOT SHOWN SHALL BE RETAINED.
- THE SIDEWALK "LANDINGS" NOTED CONSIST OF THE REMOVAL AND REPLACEMENT OF A SINGLE SLAB OF CONCRETE SIDEWALK IN ORDER TO INSTALL A NEW DETECTABLE WARNING SURFACE.

NOT TO SCALE



PROJECT
LAYOUT
SHEET #33

PROJECT NAME:	BURLINGTON-SOUTH BURLINGTON
PROJECT NUMBER:	NH 2624(I)
FILE NAME:	p06d216.dgn
PROJECT LEADER:	JLL
DESIGNED BY:	STANTEC
IPARM FILE:	p06d216i33.i
PLOT DATE:	2/7/2012
DRAWN BY:	STANTEC
CHECKED BY:	STANTEC
SHEET	47 OF 108

ITEM 646.404 - DURABLE 4 INCH WHITE LINE, POLYUREA
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADI FOR SIDE ROADS)
STA. 88+50 TO 90+75, SOLID RT
STA. 88+50 TO 93+50, SOLID LT
STA. 88+53 TO 88+93, SOLID RT
STA. 89+89 TO 90+75, SOLID LT
STA. 90+75 TO 91+85, DOTTED RT
STA. 90+75 TO 91+85, DOTTED LT
STA. 91+85 TO 93+50, SOLID RT
STA. 91+85 TO 92+95, DOTTED RT
STA. 92+95 TO 93+50, DASHED RT

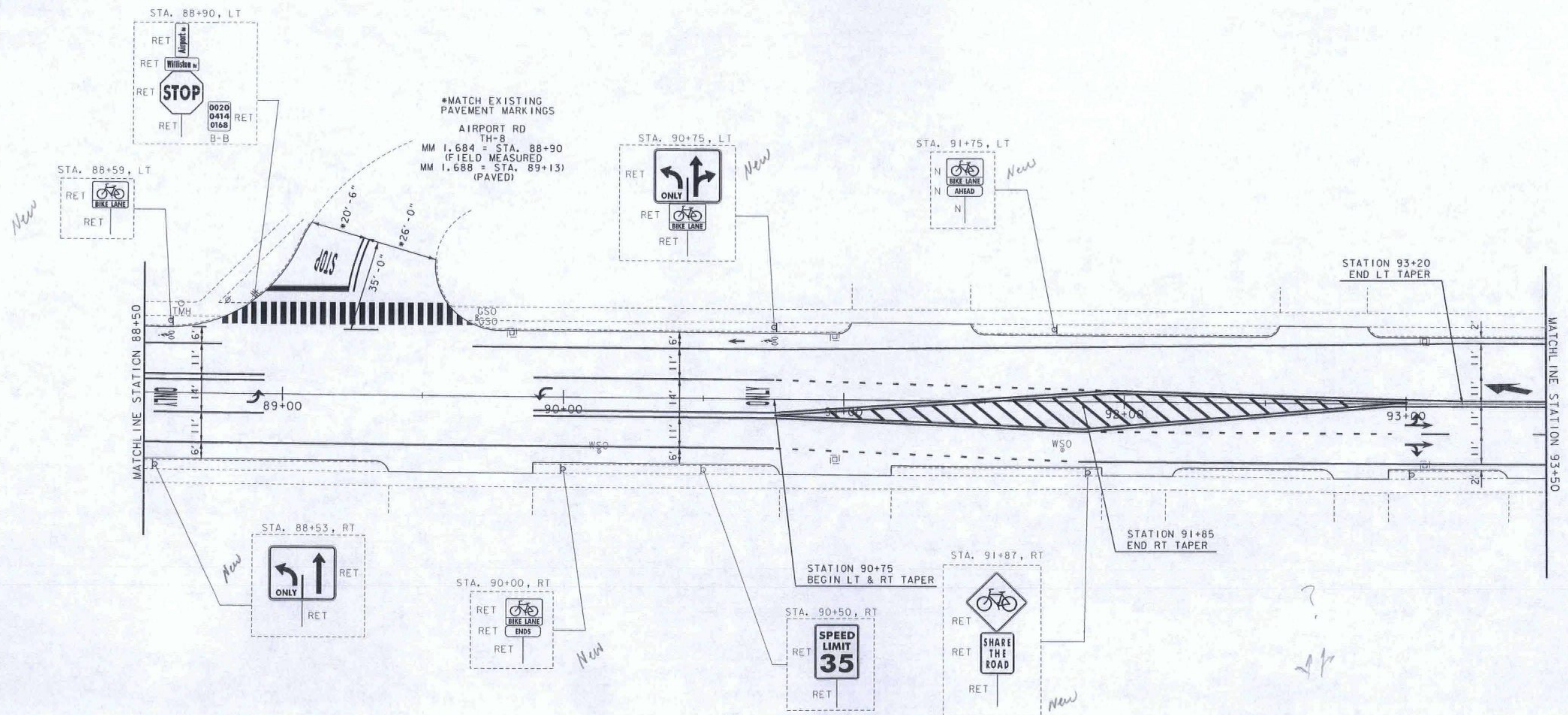
ITEM 646.414 - DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE 4" BREAKS FOR SIDE ROADS)
STA. 88+50 TO 88+93, DOUBLE SOLID LT
STA. 89+13, DOUBLE SOLID LT (AIRPORT RD)
STA. 89+89 TO 90+75, DOUBLE SOLID RT
STA. 90+75 TO 93+00, DOUBLE SOLID LT & RT
STA. 93+00 TO 93+50, DOUBLE SOLID LT

ITEM 646.454 - DURABLE 8 INCH YELLOW LINE, POLYUREA
STA. 90+95 TO 92+80, DIAGONALS

ITEM 646.484 - DURABLE 24 INCH STOP BAR, POLYUREA
STA. 89+13, LT (AIRPORT RD)

ITEM 646.494 - DURABLE LETTER OR SYMBOL, POLYUREA
STA. 88+58, LT, "ONLY"
STA. 88+58, LT, HELMETED BICYCLIST
STA. 88+89, LT, ARROW
STA. 89+13, LT (AIRPORT RD) "STOP"
STA. 89+93, LT, ARROW
STA. 90+62, LT, ARROW
STA. 90+71, LT, "ONLY"
STA. 90+76, LT, HELMETED BICYCLIST
STA. 93+04, RT, ARROW (4)
STA. 93+36, LT, ARROW

ITEM 646.504 - DURABLE CROSSWALK MARKING, POLYUREA
STA. 89+13, LT (AIRPORT RD)



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**CHANGE ORDER
SIGN - STRIPE
SHEET #9**

NOT TO SCALE

PROJECT NAME: BURLINGTON-SOUTH BURLINGTON	PLOT DATE: 09/19/12
PROJECT NUMBER: NH 2624(I)	DRAWN BY: CDM
FILE NAME: p06d216.dgn	CHECKED BY: RMC
PROJECT LEADER: RMC	SHEET 10 OF 18
DESIGNED BY: CDM	
IPARM FILE: p06d216135.i	

REHAB.
Dis. CBs OR MHS, CLASS I, II OR III
SEE SHEET 105

ADJUST ELEVATION OF VALVE BOX
SEE SHEET 105

DURABLE 4 INCH WHITE LINE, TYPE I TAPE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS
AND RADI FOR SIDE ROADS)
STA. 93+50 TO 98+50, SOLID LT & RT
STA. 93+50 TO 98+50, DASHED LT & RT
STA. 97+50 TO 98+34, DOTTED RT
STA. 98+34 TO 98+50, SOLID RT (LANE LINE)

DURABLE 4 INCH YELLOW LINE, TYPE I TAPE
(ALL LINES WILL INCLUDE C BREAKS FOR SIDE ROADS)
STA. 93+50 TO 97+20, SOLID LT & RT
STA. 97+20 TO 98+50, DOUBLE SOLID LT

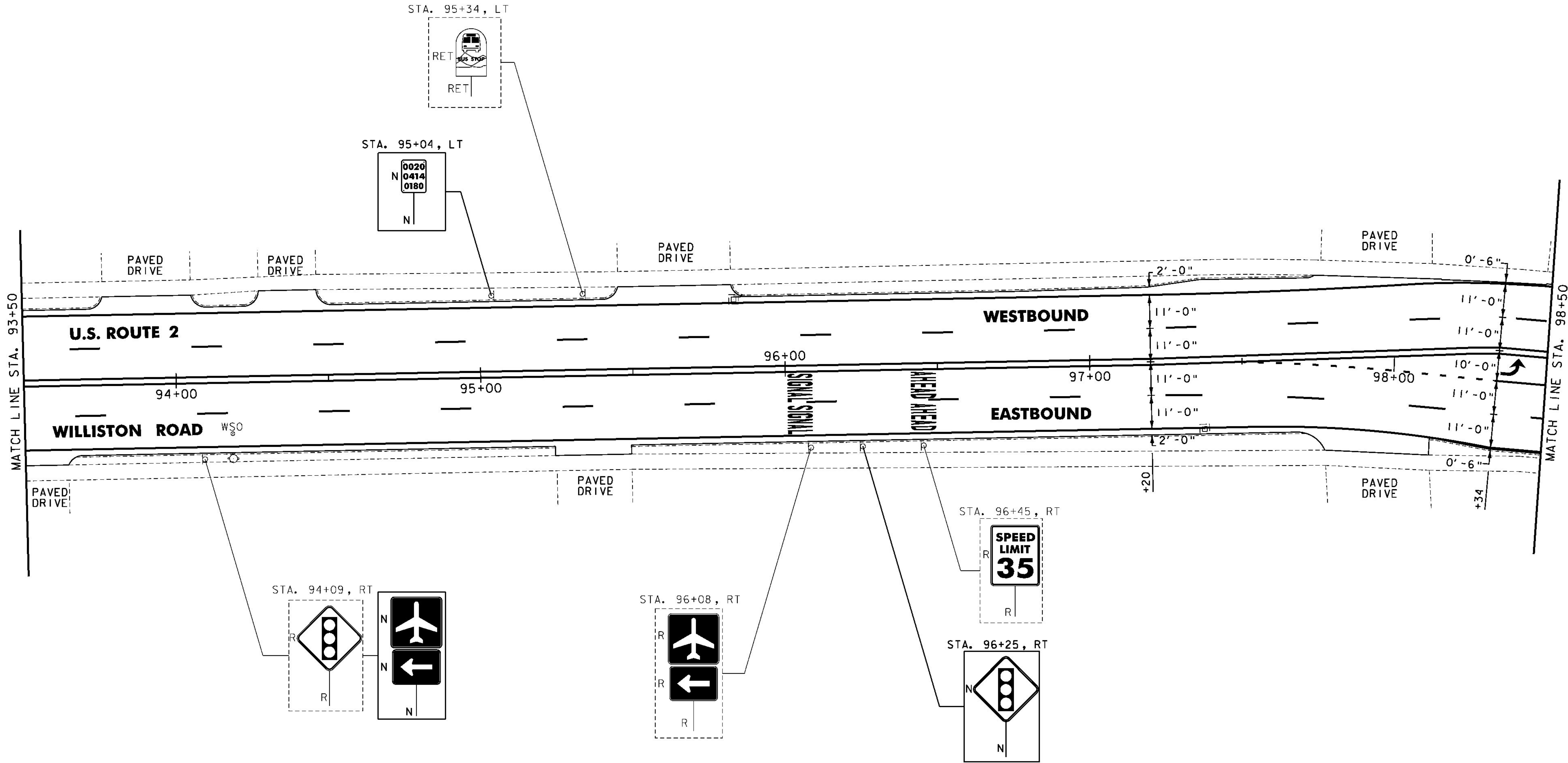
DURABLE LETTER OR SYMBOL, TYPE I TAPE
STA. 96+05, RT "SIGNAL (2) "
STA. 96+45, RT "AHEAD (2) "
STA. 98+38, C ARROW

TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS
AND RADI FOR SIDE ROADS)
STA. 93+50 TO 98+50, SOLID LT & RT
STA. 93+50 TO 98+50, DASHED LT & RT
STA. 97+50 TO 98+34, DOTTED RT
STA. 98+34 TO 98+50, SOLID RT (LANE LINE)

TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C BREAKS FOR SIDE ROADS)
STA. 93+50 TO 97+20, SOLID LT & RT
STA. 97+20 TO 98+50, DOUBLE SOLID LT

TEMPORARY LETTER OR SYMBOL, PAINT
STA. 96+05, RT "SIGNAL (2) "
STA. 96+45, RT "AHEAD (2) "
STA. 98+38, C ARROW

REMOVING SIGNS
AS SHOWN - 4



NOTES:

1. FOR LEGENDS, SEE SHEET 13.
2. ALL EXISTING SIGNS NOT SHOWN SHALL BE RETAINED.



NOT TO SCALE

PROJECT
LAYOUT
SHEET #34

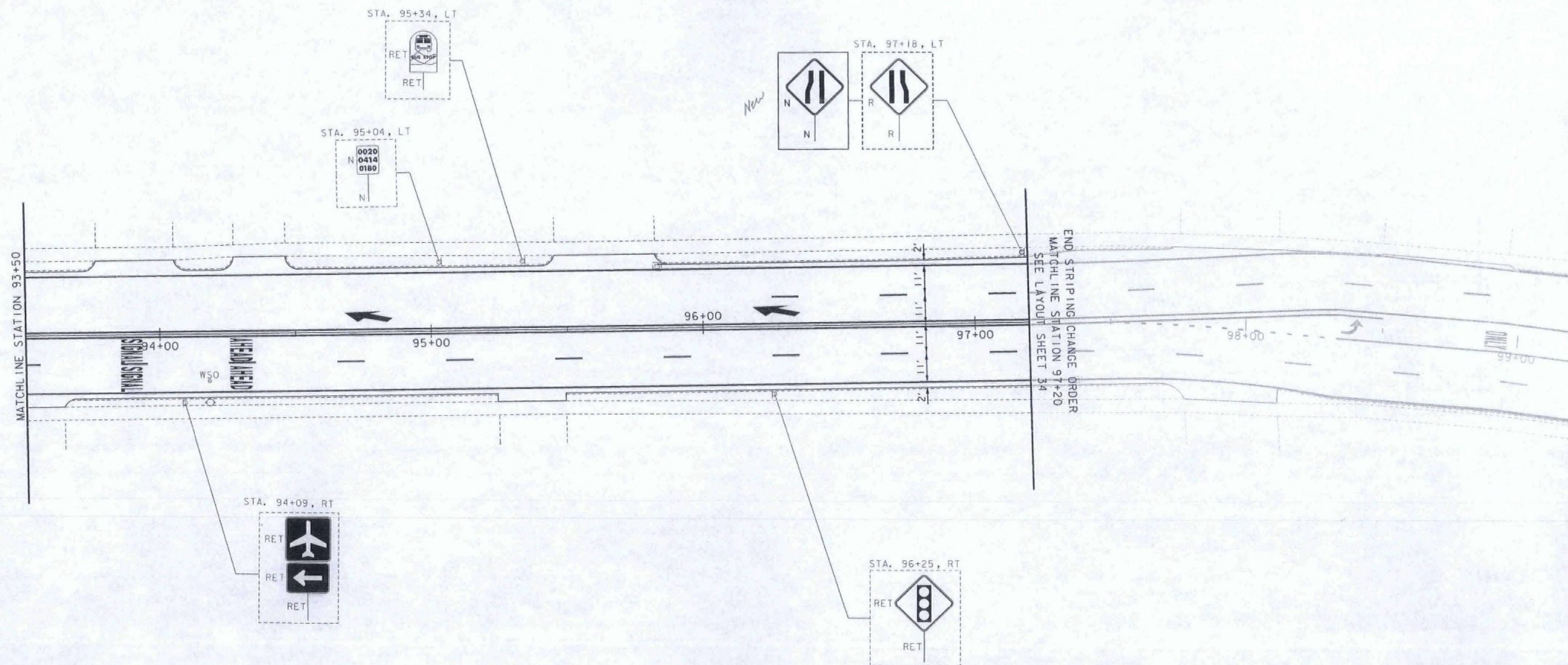
PROJECT NAME: BURLINGTON-SOUTH BURLINGTON
PROJECT NUMBER: NH 2624(I)
FILE NAME: p06d216.dgn
PROJECT LEADER: JLL
DESIGNED BY: STANTEC
IPARM FILE: p06d216i34.i
PLOT DATE: 2/7/2012
DRAWN BY: STANTEC
CHECKED BY: STANTEC
SHEET 48 OF 108

ITEM 646.404 - DURABLE 4 INCH WHITE LINE, POLYUREA
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADI FOR SIDE ROADS)
STA. 93+50 TO 97+20, SOLID LT & RT
STA. 93+50 TO 97+20, DASHED RT
STA. 96+20 TO 97+20, DASHED LT

ITEM 646.414 - DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE $\frac{1}{2}$ BREAKS FOR SIDE ROADS)
STA. 93+50 TO 97+20, DOUBLE SOLID $\frac{1}{2}$

ITEM 646.494 - DURABLE LETTER OR SYMBOL, POLYUREA
STA. 93+89, RT, "SIGNAL" (2)
STA. 94+29, RT, "AHEAD" (2)
STA. 94+77, LT, ARROW
STA. 96+27, LT, ARROW

REMOVING SIGNS
AS SHOWN - 1



REHAB,
Dis, Cbs OR Mhs, CLASS I, II OR III
SEE SHEET 105

VERTICAL GRANITE CURB
STA. 99+52, LT
STA. 100+72, LT

*MATCH EXISTING PAVEMENT MARKINGS

AIRPORT DR
TH-3
MM 1.892 = STA. 99+90
(FIELD MEASURED)
MM 1.899 = STA. 100+31
(PAVED)

REMOVAL OF EXISTING CURB
STA. 99+52, LT
STA. 100+72, LT

PORTLAND CEMENT CONCRETE SIDEWALK, 5
INCH
STA. 99+52, LT
STA. 100+72, LT
DETECTABLE WARNING SURFACE
STA. 99+52, LT
STA. 100+72, LT
ADJUST ELEVATION OF VALVE BOX
SEE SHEET 105

DURABLE 4 INCH WHITE LINE, TYPE I TAPE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS
AND RADII FOR SIDE ROADS)
STA. 98+50 TO 99+43, SOLID LT
STA. 98+50 TO 99+51, SOLID RT
STA. 98+50 TO 102+50, DASHED LT & RT
STA. 98+50 TO 99+50, SOLID RT (LANE LINE)
STA. 100+31, DOTTED LT (LANE LINE X 2 AIRPORT DR.)
STA. 100+31, DOUBLE SOLID LT (AIRPORT DR.)
STA. 100+31, SOLID LT (LANE LINE X 2 AIRPORT DR.)
STA. 100+44, DOUBLE SOLID RT (KENNEDY DR.)
STA. 100+44, SOLID RT (LANE LINE X 2 KENNEDY DR.)
STA. 100+44, DASHED RT (KENNEDY DR.)
STA. 100+67 TO 102+50, SOLID LT
STA. 101+23 TO 102+50, SOLID RT
STA. 101+30 TO 102+50, SOLID LT (LANE LINE)

DURABLE 4 INCH YELLOW LINE, TYPE I TAPE
(ALL LINES WILL INCLUDE C BREAKS FOR SIDE ROADS)
STA. 98+50 TO 99+52, DOUBLE SOLID LT
STA. 100+24, DOUBLE SOLID RT
STA. 100+31, DOUBLE SOLID LT (AIRPORT DR.)
STA. 101+28 TO 102+50, DOUBLE SOLID RT

DURABLE 24 INCH STOP BAR, TYPE I TAPE
STA. 99+51, RT
STA. 100+31, LT (AIRPORT DR.)
STA. 100+44, RT (KENNEDY DR.)
STA. 101+29, LT

DURABLE LETTER OR SYMBOL, TYPE I TAPE
STA. 98+92, C "ONLY"
STA. 99+42, C ARROW
STA. 100+31, LT (AIRPORT DR.) ARROW (2)
STA. 100+44, RT (KENNEDY DR.) ARROW (9)
STA. 100+44, RT (KENNEDY DR.) "ONLY" (4)
STA. 101+38, LT ARROW
STA. 102+13, LT "ONLY"

DURABLE CROSSWALK MARKING, TYPE I TAPE
STA. 99+65, LT - RT
STA. 100+31, LT (AIRPORT DR.)
STA. 100+44, RT (KENNEDY DR.)

TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS
AND RADII FOR SIDE ROADS)
STA. 98+50 TO 99+43, SOLID LT
STA. 98+50 TO 99+51, SOLID RT
STA. 98+50 TO 102+50, DASHED LT & RT
STA. 98+50 TO 99+50, SOLID RT (LANE LINE)
STA. 100+31, DOTTED LT (LANE LINE X 2 AIRPORT DR.)
STA. 100+31, DOUBLE SOLID LT (AIRPORT DR.)
STA. 100+31, SOLID LT (LANE LINE X 2 AIRPORT DR.)
STA. 100+44, DOUBLE SOLID RT (KENNEDY DR.)
STA. 100+44, SOLID RT (LANE LINE X 2 KENNEDY DR.)
STA. 100+44, DASHED RT (KENNEDY DR.)
STA. 100+67 TO 102+50, SOLID LT
STA. 101+23 TO 102+50, SOLID RT
STA. 101+30 TO 102+50, SOLID LT (LANE LINE)

TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C BREAKS FOR SIDE ROADS)
STA. 98+50 TO 99+52, DOUBLE SOLID LT
STA. 100+24, DOUBLE SOLID RT (KENNEDY DR.)
STA. 100+31, DOUBLE SOLID LT (AIRPORT DR.)
STA. 101+28 TO 102+50, DOUBLE SOLID RT

TEMPORARY 24 INCH STOP BAR, PAINT
STA. 99+51, RT
STA. 100+31, LT (AIRPORT DR.)
STA. 100+44, RT (KENNEDY DR.)
STA. 101+29, LT

TEMPORARY LETTER OR SYMBOL, PAINT
STA. 98+92, C "ONLY"
STA. 99+42, C ARROW
STA. 100+31, LT (AIRPORT DR.) ARROW (2)
STA. 100+44, RT (KENNEDY DR.) ARROW (9)
STA. 100+44, RT (KENNEDY DR.) "ONLY" (4)
STA. 101+38, LT ARROW
STA. 102+13, LT "ONLY"

TEMPORARY CROSSWALK MARKING, PAINT
STA. 99+65, LT - RT
STA. 100+31, LT (AIRPORT DR.)
STA. 100+44, RT (KENNEDY DR.)

PAINTED CURB
STA. 99+99 TO 100+16, LT
STA. 100+57 TO 101+48, RT

REMOVING SIGNS
AS SHOWN - 38

- NOTES:
1. FOR LEGENDS, SEE SHEET 13.
 2. ALL EXISTING SIGNS NOT SHOWN SHALL BE RETAINED.
 3. THE SIDEWALK "LANDINGS" NOTED CONSIST OF THE REMOVAL AND REPLACEMENT OF A SINGLE SLAB OF CONCRETE SIDEWALK IN ORDER TO INSTALL A NEW DETECTABLE WARNING SURFACE.
 4. SEE SHEET 104 FOR TRAFFIC SIGNAL DETAILS.

PROJECT
LAYOUT
SHEET #35

PROJECT NAME: BURLINGTON-SOUTH BURLINGTON
PROJECT NUMBER: NH 2624(1)
FILE NAME: p06d216.dgn
PROJECT LEADER: JLL
DESIGNED BY: STANTEC
IPARM FILE: p06d216135.1
PLOT DATE: 2/7/2012
DRAWN BY: STANTEC
CHECKED BY: STANTEC
SHEET 49 OF 108



REHAB.
DIs, CBs OR MHs, CLASS I OR II
FOR DESCRIPTIONS AND LOCATIONS,
SEE SHEET 105

DURABLE 4 INCH WHITE LINE, TYPE I TAPE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS
AND RADII FOR SIDE ROADS)
STA. 102+50 TO 107+50, SOLID LT & RT
STA. 102+50 TO 107+50, DASHED LT & RT
STA. 102+50 TO 102+92, SOLID LT (LANE LINE)
STA. 102+92 TO 103+97, DOTTED LT

DURABLE 4 INCH YELLOW LINE, TYPE I TAPE
(ALL LINES WILL INCLUDE C BREAKS FOR SIDE ROADS)
STA. 102+50 TO 103+97, DOUBLE SOLID RT
STA. 103+97 TO 107+50, SOLID LT & RT

DURABLE LETTER OR SYMBOL, TYPE I TAPE
STA. 102+88, LT "ARROW"
STA. 105+75, LT "AHEAD" (2)
STA. 106+25, LT "SIGNAL" (2)

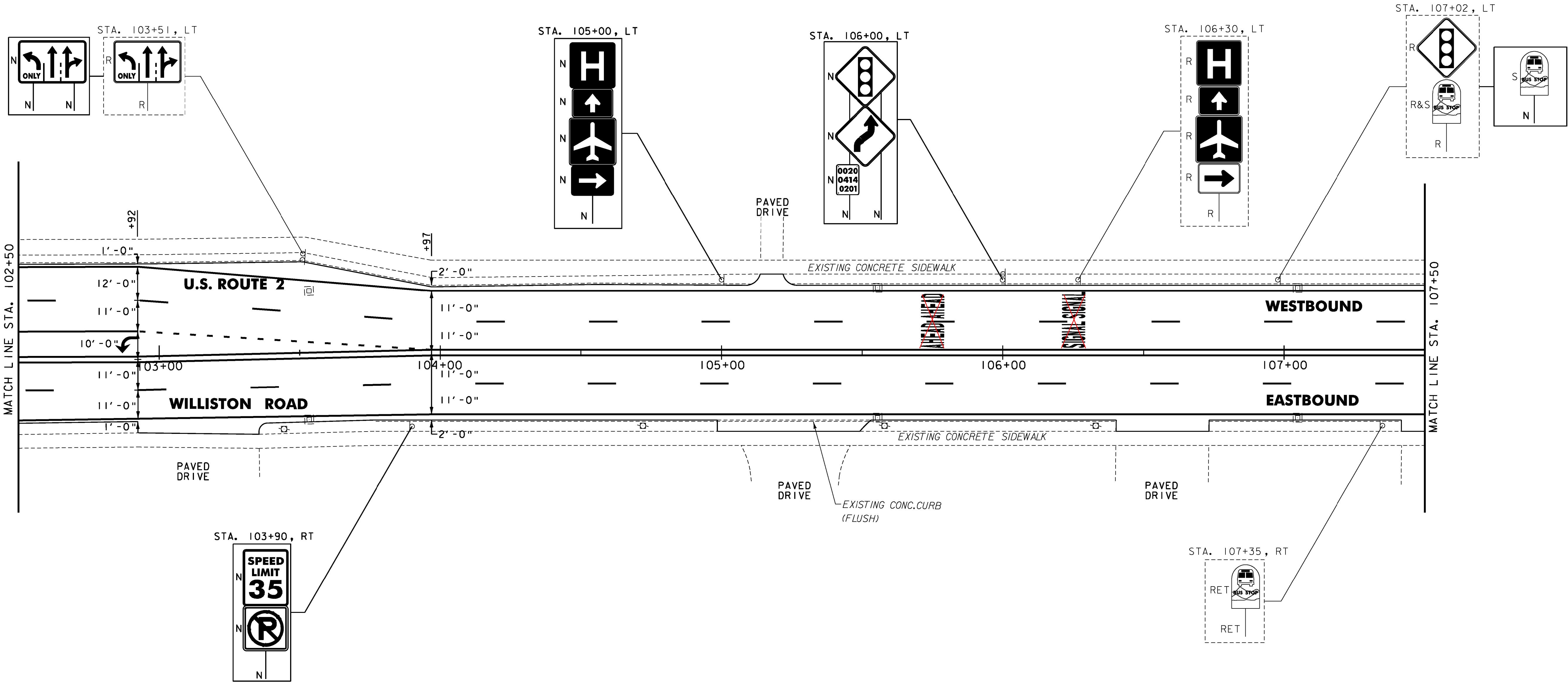
TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS
AND RADII FOR SIDE ROADS)
STA. 102+50 TO 107+50, SOLID LT & RT
STA. 102+50 TO 107+50, DASHED LT & RT
STA. 102+50 TO 102+92, SOLID LT (LANE LINE)
STA. 102+92 TO 103+97, DOTTED LT

TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C BREAKS FOR SIDE ROADS)
STA. 102+50 TO 103+97, DOUBLE SOLID RT
STA. 103+97 TO 107+50, SOLID LT & RT

TEMPORARY LETTER OR SYMBOL, PAINT
STA. 102+88, LT "ARROW"
STA. 105+75, LT "AHEAD" (2)
STA. 106+25, LT "SIGNAL" (2)

REMOVING SIGNS
AS SHOWN - 7

ERECTING SALVAGED SIGNS
AS SHOWN - 1



NOTES:

- FOR LEGENDS, SEE SHEET 13.
- ALL EXISTING SIGNS NOT SHOWN SHALL BE RETAINED.



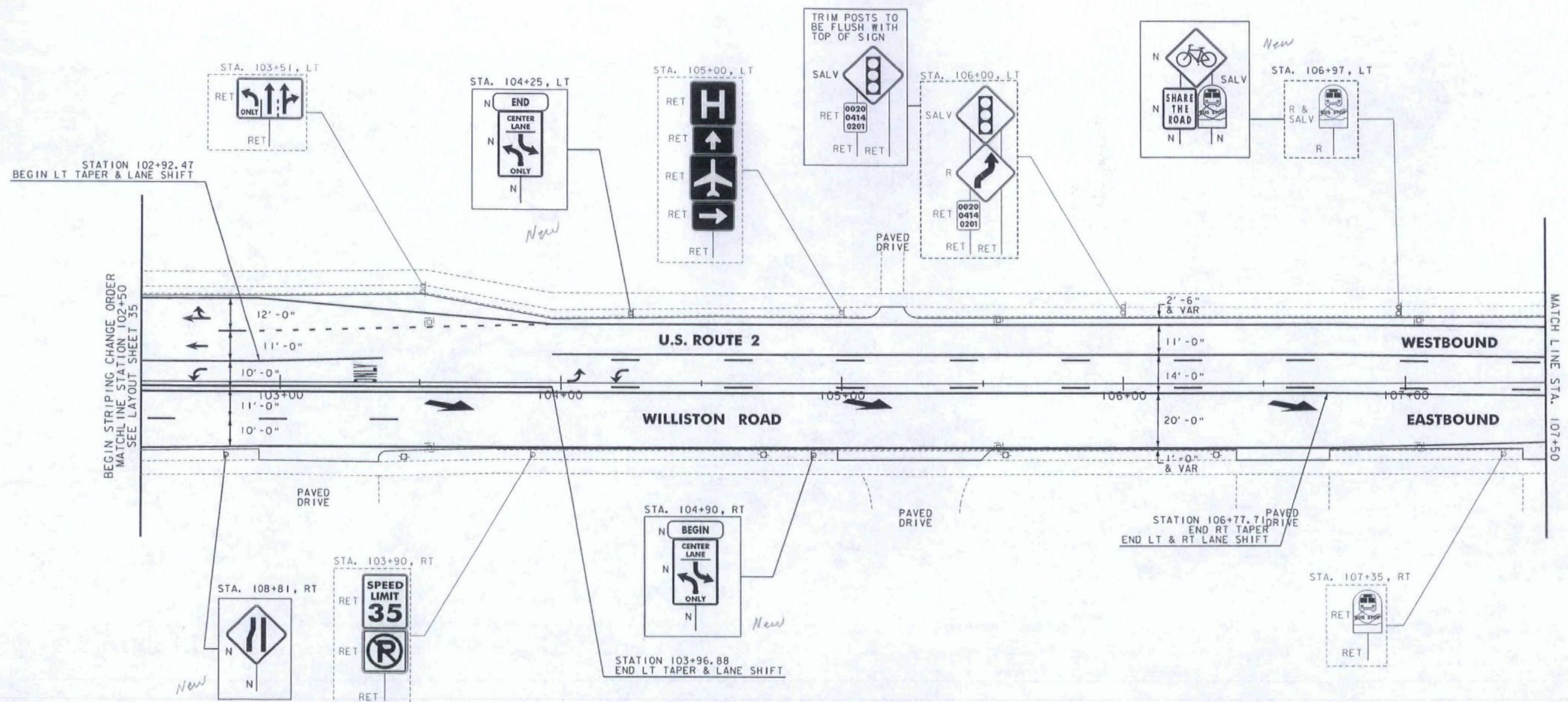
NOT TO SCALE

PROJECT
LAYOUT
SHEET #36

PROJECT NAME: BURLINGTON-SOUTH BURLINGTON
PROJECT NUMBER: NH 2624(1)

FILE NAME: p06d216.dgn
PROJECT LEADER: JLL
DESIGNED BY: STANTEC
IPARM FILE: p06d216136.i

PLOT DATE: 2/7/2012
DRAWN BY: STANTEC
CHECKED BY: STANTEC
SHEET 50 OF 108



ITEM 646.404 - DURABLE 4 INCH WHITE LINE, POLYUREA
 (ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
 RADI FOR SIDE ROADS)
 STA. 102+50 TO 107+50, SOLID RT
 STA. 102+50 TO 103+72, DASHED RT
 STA. 102+50 TO 103+36, SOLID LT
 STA. 102+50 TO 102+92, DASHED LT
 STA. 102+50 TO 107+50, SOLID LT
 STA. 102+92 TO 103+97, DOTTED LT

ITEM 646.414 - DURABLE 4 INCH YELLOW LINE, POLYUREA
 (ALL LINES WILL INCLUDE & BREAKS FOR SIDE ROADS)
 STA. 102+50 TO 103+97, DOUBLE SOLID RT
 STA. 103+97 TO 107+50, SOLID LT & RT
 STA. 103+97 TO 107+50, DASHED LT & RT

ITEM 646.494 - DURABLE LETTER OR SYMBOL, POLYUREA
 STA. 102+70, LT, ARROW (4)
 STA. 103+31, LT, "ONLY"
 STA. 103+60, RT, ARROW
 STA. 104+05, LT, ARROW
 STA. 104+21, LT, ARROW
 STA. 105+11, RT, ARROW
 STA. 106+62, RT, ARROW

REMOVING SIGNS
 AS SHOWN - 1

NOT TO SCALE



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**CHANGE ORDER
 SIGN - STRIPE
 SHEET #11**

PROJECT NAME: BURLINGTON-SOUTH BURLINGTON	
PROJECT NUMBER: NH 2624(I)	
FILE NAME: p06d216.dgn	PLOT DATE: 09/19/12
PROJECT LEADER: RMC	DRAWN BY: CDM
DESIGNED BY: CDM	CHECKED BY: RMC
IPARM FILE: p06d216135.i	SHEET 11 OF 18

REHAB.
DIS. CBS OR MHS. CLASS I, II OR III
SEE SHEET 105

CHANGING ELEVATION OF SEWER MANHOLES
SEE SHEET 105

ADJUST ELEVATION OF VALVE BOX
SEE SHEET 105

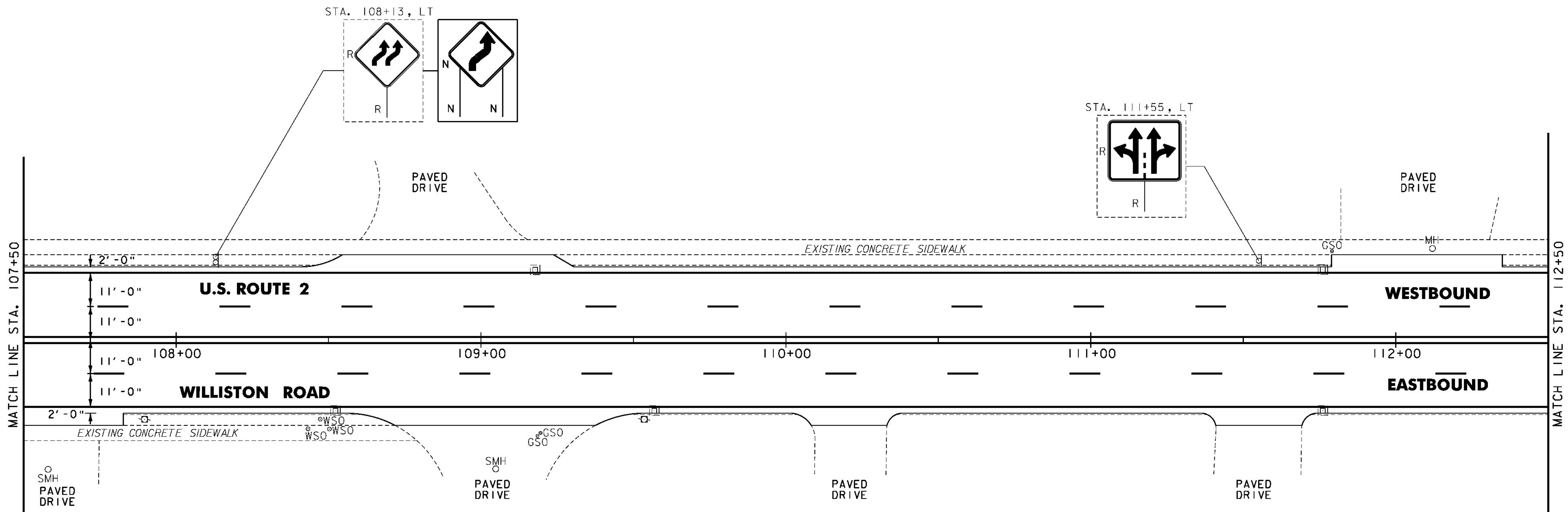
DURABLE 4 INCH WHITE LINE, TYPE I TAPE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS
AND RADII FOR SIDE ROADS)
STA. 107+50 TO 112+50, SOLID LT & RT
STA. 107+50 TO 112+50, DASHED LT & RT

DURABLE 4 INCH YELLOW LINE, TYPE I TAPE
(ALL LINES WILL INCLUDE C BREAKS FOR SIDE ROADS)
STA. 107+50 TO 112+50, SOLID LT & RT

TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS
AND RADII FOR SIDE ROADS)
STA. 107+50 TO 112+50, SOLID LT & RT
STA. 107+50 TO 112+50, DASHED LT & RT

TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C BREAKS FOR SIDE ROADS)
STA. 107+50 TO 112+50, SOLID LT & RT

REMOVING SIGNS
AS SHOWN - 2



NOTES:

1. FOR LEGENDS, SEE SHEET 13.

2. ALL EXISTING SIGNS NOT SHOWN SHALL BE
RETAINED.



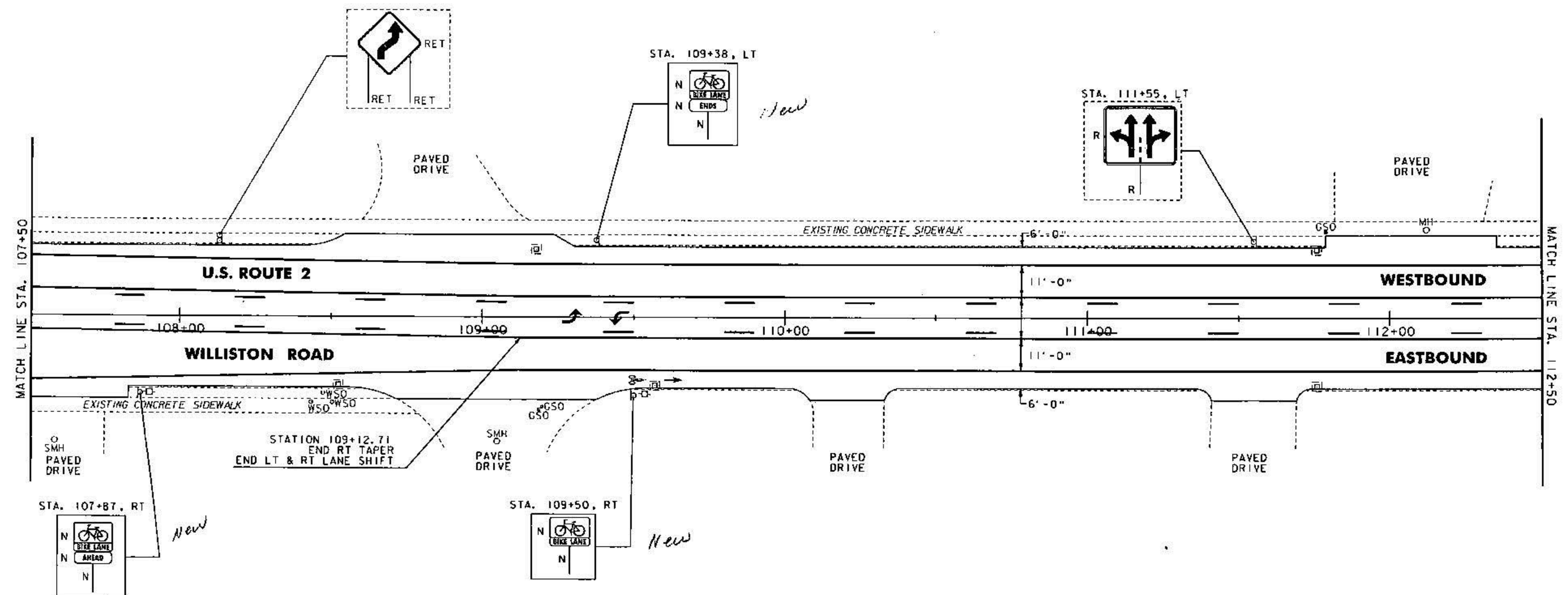
NOT TO SCALE

**PROJECT
LAYOUT
SHEET #37**

PROJECT NAME: BURLINGTON-SOUTH BURLINGTON
PROJECT NUMBER: NH 2624(I)

FILE NAME: p06d216.dgn
PROJECT LEADER: JLL
DESIGNED BY: STANTEC
IPARM FILE: p06d216137.i

PLOT DATE: 2/7/2012
DRAWN BY: STANTEC
CHECKED BY: STANTEC
SHEET 51 OF 108

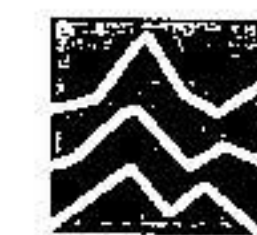


ITEM 646.404 - DURABLE 4 INCH WHITE LINE, POLYUREA
 (ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
 RADIUS FOR SIDE ROADS)
 STA. 107+50 TO 112+50, SOLID RT
 STA. 107+50 TO 112+50, SOLID LT

ITEM 646.414 - DURABLE 4 INCH YELLOW LINE, POLYUREA
 (ALL LINES WILL INCLUDE 4 BREAKS FOR SIDE ROADS)
 STA. 107+50 TO 112+50, SOLID LT & RT
 STA. 107+50 TO 112+50, DASHED LT & RT

ITEM 646.424 - DURABLE LETTER OR SYMBOL, POLYUREA
 STA. 109+29, X, ARROW
 STA. 109+45, X, ARROW
 STA. 109+51, RT, HELMETED BICYCLIST
 STA. 109+63, RT, ARROW

REMOVING SIGNS
 AS SHOWN - 1



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NOT TO SCALE

**CHANGE ORDER
 SIGN - STRIPE
 SHEET #12**

PROJECT NAME:	BURLINGTON-SOUTH BURLINGTON		
PROJECT NUMBER:	NH 2624(1)		
FILE NAME:	p06d216.dgn	PLOT DATE:	09/19/12
PROJECT LEADER:	RMC	DRAWN BY:	CDM
DESIGNED BY:	CDM	CHECKED BY:	RMC
IPARM FILE:	p06d216135.1	SHEET	12 OF 18

ADJUST ELEVATION OF VALVE BOX
SEE SHEET 105

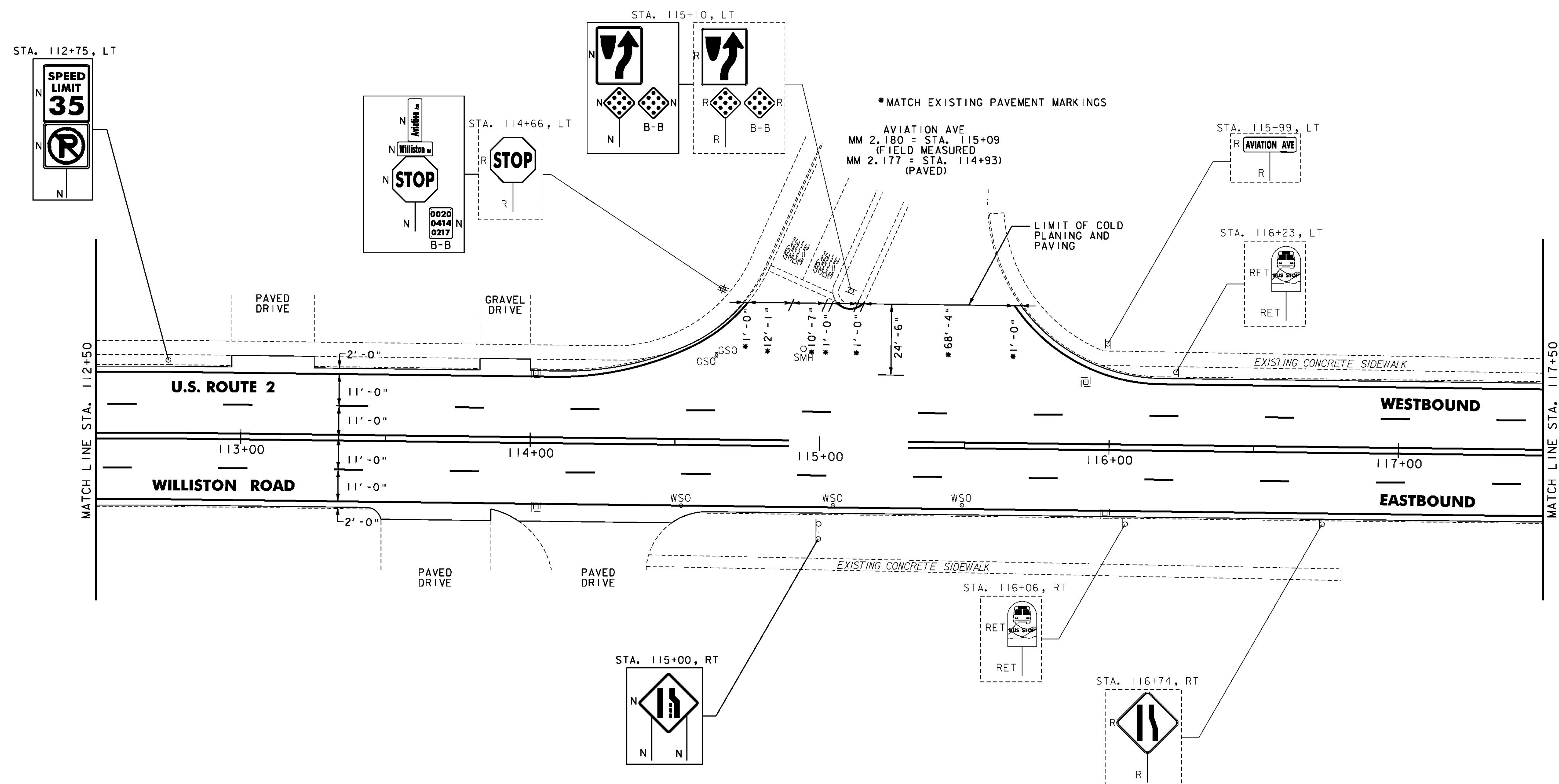
DURABLE 4 INCH WHITE LINE, TYPE I TAPE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS
AND RADII FOR SIDE ROADS)
STA. 112+50 TO 117+50, SOLID LT & RT
STA. 112+50 TO 117+50, DASHED LT & RT
STA. 114+93, DOUBLE SOLID LT (AVIATION AVE.)

DURABLE 4 INCH YELLOW LINE, TYPE I TAPE
(ALL LINES WILL INCLUDE 6" BREAKS FOR SIDE ROADS)
STA. 112+50 TO 117+50, SOLID LT & RT

TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS
AND RADII FOR SIDE ROADS)
STA. 112+50 TO 117+50, SOLID LT & RT
STA. 112+50 TO 117+50, DASHED LT & RT
STA. 114+93, DOUBLE SOLID LT (AVIATION AVE.)

TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE 2' BREAKS FOR SIDE ROADS)
STA. 112+50 TO 117+50, SOLID LT & RT

REMOVING SIGNS
AS SHOWN - 6



NOTES:

1. FOR LEGENDS, SEE SHEET 13.
2. ALL EXISTING SIGNS NOT SHOWN SHALL BE
RETAINED.

NOT TO SCALE

**PROJECT
LAYOUT
SHEET #38**

PROJECT NAME:	BURLINGTON-SOUTH BURLINGTON
PROJECT NUMBER:	NH 2624(I)

FILE NAME: p06d2i6.dgn
PROJECT LEADER: JLL
DESIGNED BY: STANTEC
IPARM FILE: p06d2i6i38.i

PLOT DATE: 2/7/2012
DRAWN BY: STANTEC
CHECKED BY: STANTEC
SHEET 52 OF 108

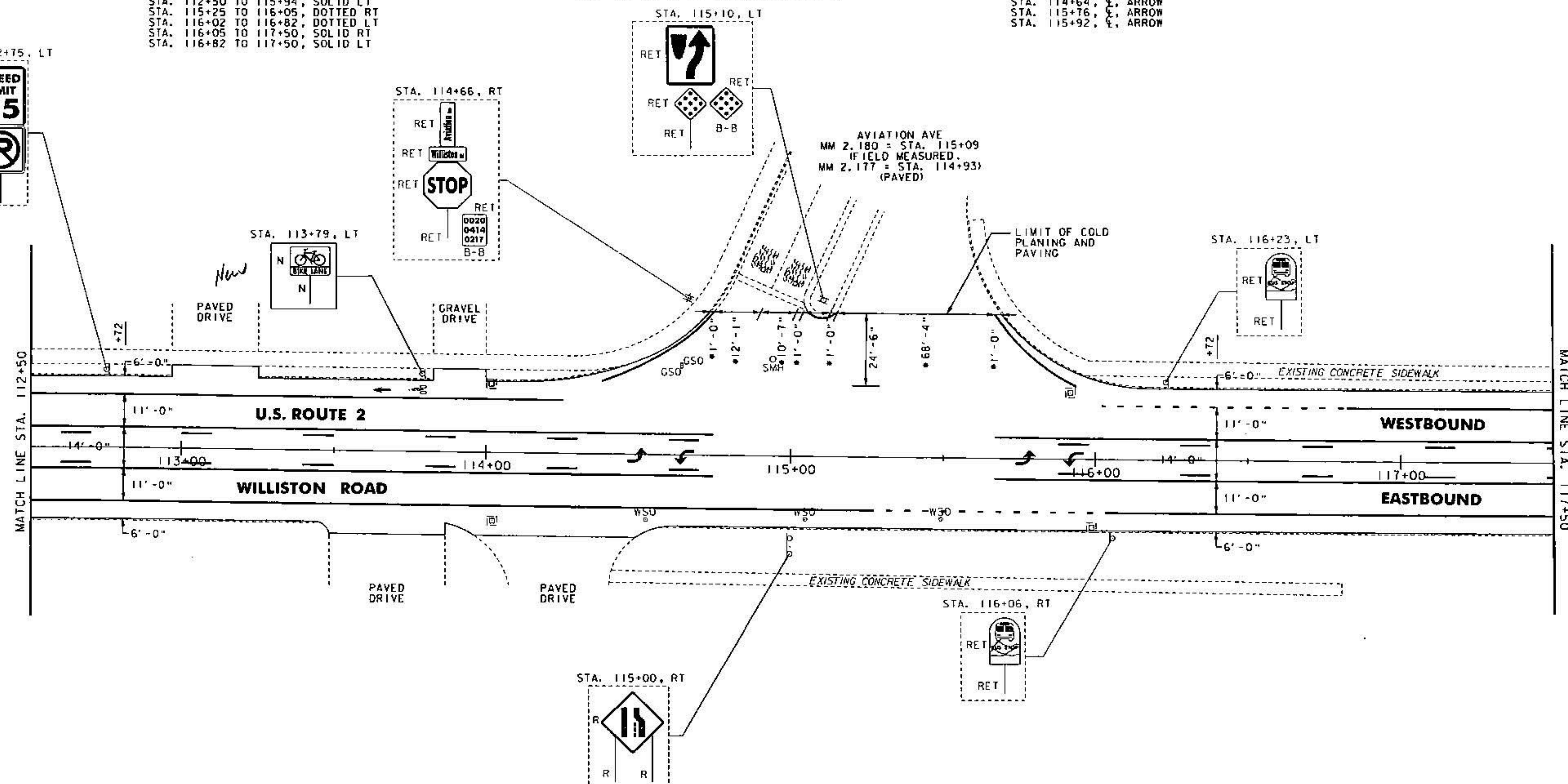
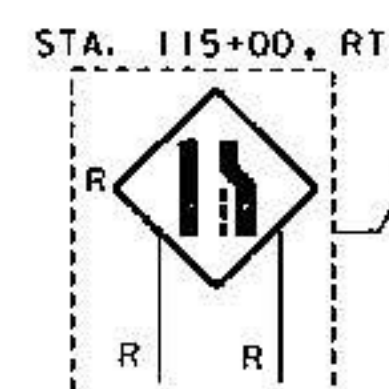
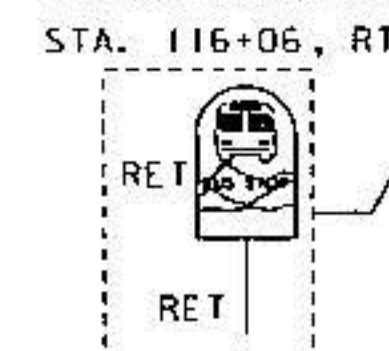
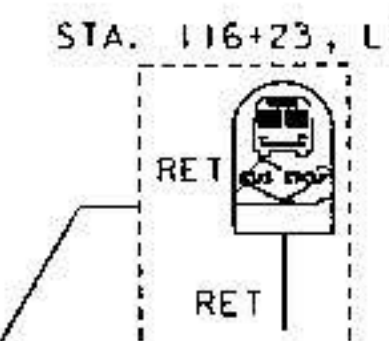
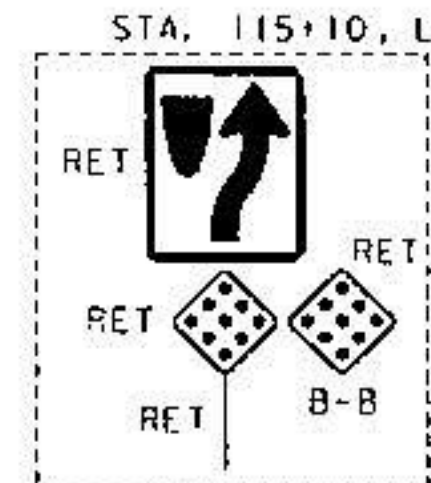
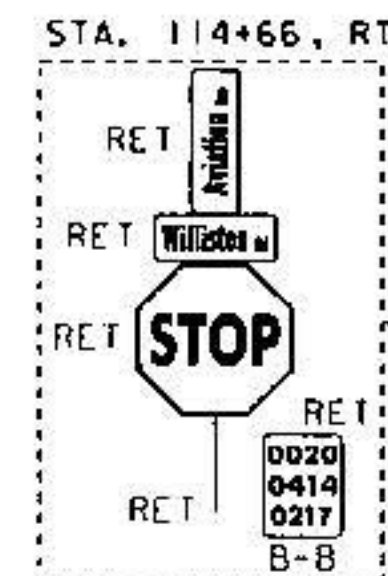
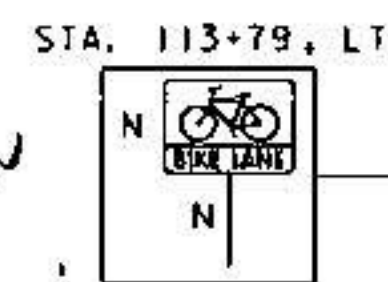
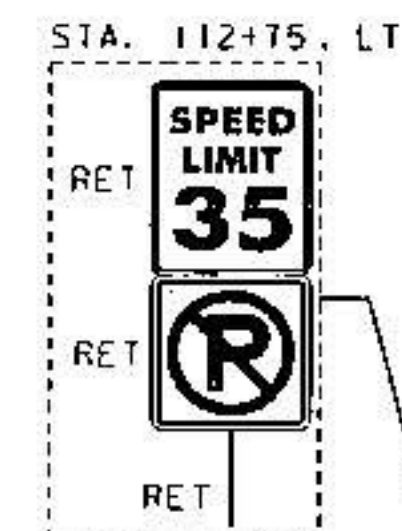


ITEM 646.404 - DURABLE 4 INCH WHITE LINE, POLYUREA
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADI FOR SIDE ROADS)
STA. 112+50 TO 115+25, SOLID RT
STA. 112+50 TO 115+94, SOLID LT
STA. 115+25 TO 116+05, DOTTED RT
STA. 116+02 TO 116+82, DOTTED LT
STA. 116+05 TO 117+50, SOLID RT
STA. 116+82 TO 117+50, SOLID LT

ITEM 646.414 - DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE 4" BREAKS FOR SIDE ROADS)
STA. 112+50 TO 117+50, SOLID LT & RT
STA. 112+50 TO 117+50, DASHED LT & RT

ITEM 646.494 - DURABLE LETTER OR SYMBOL, POLYUREA
STA. 113+65, LT, ARROW
STA. 113+77, LT, HELMETED BICYCLIST
STA. 114+48, LT, ARROW
STA. 114+64, LT, ARROW
STA. 115+76, LT, ARROW
STA. 115+92, LT, ARROW

REMOVING SIGNS
AS SHOWN - 1



R | S | G INC.
RESOURCE SYSTEMS GROUP, INC.

55 Railroad Row, White River Junction, Vermont 05001
TEL 802.295.4990 • FAX 802.295.1008 • www.rsginc.com

NOT TO SCALE

**CHANGE ORDER
SIGN - STRIPE
SHEET #13**

PROJECT NAME: BURLINGTON-SOUTH BURLINGTON
PROJECT NUMBER: NH 2624(1)

FILE NAME: p06d216.dgn
PROJECT LEADER: RMC
DESIGNED BY: CDM
IPARM FILE: p06d216135.1

PLOT DATE: 09/19/12
DRAWN BY: CDM
CHECKED BY: RMC
SHEET 13 OF 18

REHAB.
Dis. CBs OR MHS. CLASS I, II OR III
SEE SHEET 105

CHANGING ELEVATION OF SEWER MANHOLES
SEE SHEET 105

ADJUST ELEVATION OF VALVE BOX
SEE SHEET 105

LETTER OR SYMBOL
STA. 121+66, RT "ARROW" SEE SHEET 107
STA. 123+54, RT "ARROW" SEE SHEET 107

DURABLE 4 INCH WHITE LINE, TYPE I TAPE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS
AND RADII FOR SIDE ROADS)
STA. 117+50 TO 121+33.44, SOLID LT & RT
STA. 117+50 TO 119+87, DASHED LT & RT
STA. 120+24, DOUBLE SOLID RT (MILLHAM CT.)

DURABLE 4 INCH YELLOW LINE, TYPE I TAPE
(ALL LINES WILL INCLUDE C BREAKS FOR SIDE ROADS)
STA. 117+50 TO 121+33.44, SOLID LT & RT
STA. 120+24, DOUBLE SOLID RT (MILLHAM CT.)

DURABLE 24 INCH STOP BAR, TYPE I TAPE
STA. 120+24, RT (MILLHAM COURT)

DURABLE LETTER OR SYMBOL, TYPE I TAPE
STA. 119+78, RT "ARROW" SEE SHEET 107
STA. 120+24, RT (MILLHAM COURT) "STOP"

TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS
AND RADII FOR SIDE ROADS)
STA. 117+50 TO 121+33.44, SOLID LT & RT
STA. 117+50 TO 119+87, DASHED LT & RT
STA. 120+24, DOUBLE SOLID RT (MILLHAM CT.)

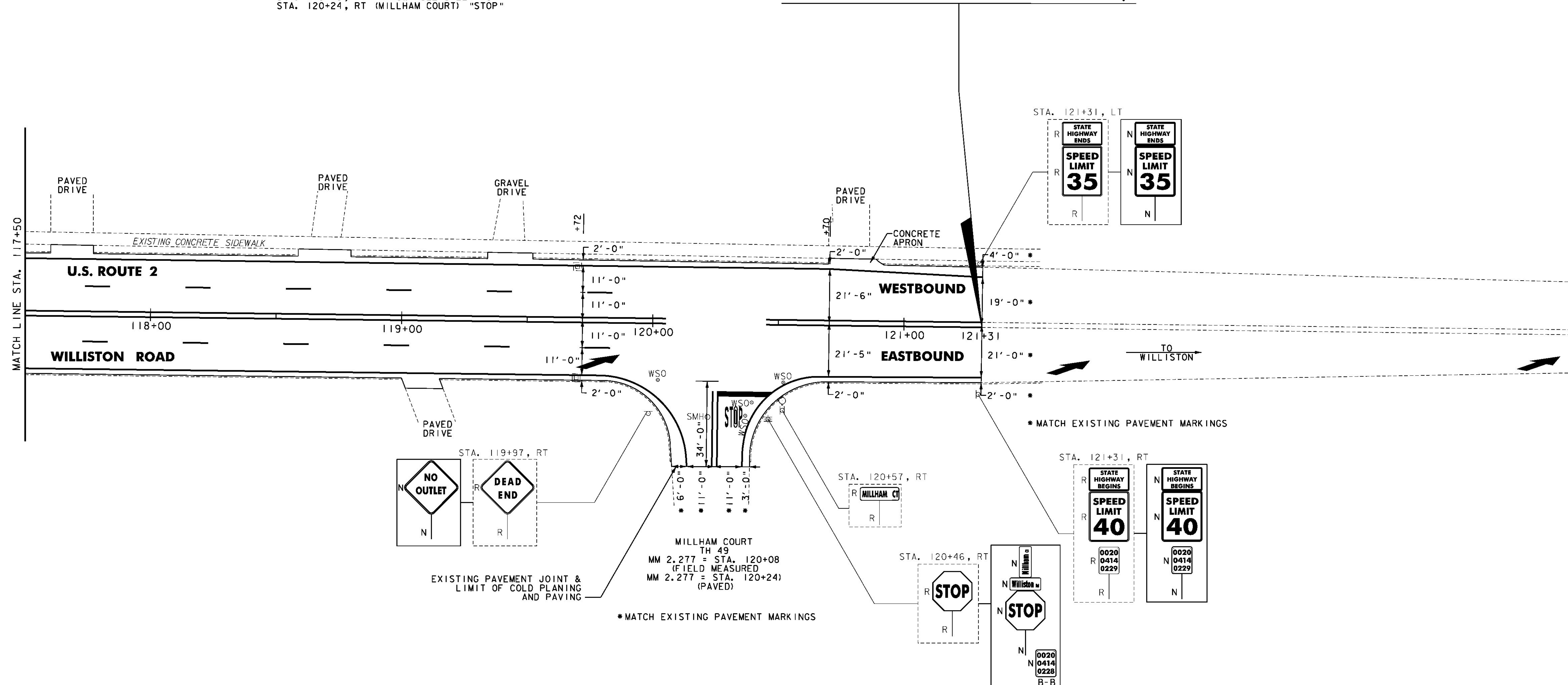
TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C BREAKS FOR SIDE ROADS)
STA. 117+50 TO 121+33.44, SOLID LT & RT
STA. 120+24, RT DOUBLE SOLID RT (MILLHAM CT.)

TEMPORARY 24 INCH STOP BAR, PAINT
STA. 120+24, RT (MILLHAM COURT)

TEMPORARY LETTER OR SYMBOL, PAINT
STA. 119+78, RT "ARROW" SEE SHEET 107
STA. 120+24, RT (MILLHAM COURT) "STOP"
STA. 121+66, RT "ARROW" SEE SHEET 107
STA. 123+54, RT "ARROW" SEE SHEET 107

REMOVING SIGNS
AS SHOWN - 8

END NH 2624(1) U.S. ROUTE 2
SO. BURLINGTON STA. 121+33.44= MM 2.298)



NOTES:

1. FOR LEGENDS, SEE SHEET 13.
2. ALL EXISTING SIGNS NOT SHOWN SHALL BE RETAINED.



NOT TO SCALE

PROJECT
LAYOUT
SHEET #39

PROJECT NAME: BURLINGTON-SOUTH BURLINGTON

PROJECT NUMBER: NH 2624(1)

FILE NAME: p06d216.dgn

PROJECT LEADER: JLL

DESIGNED BY: STANTEC

IPARM FILE: p06d216139.i

PLOT DATE: 2/7/2012

DRAWN BY: STANTEC

CHECKED BY: STANTEC

SHEET 53 OF 108

ITEM 646.404 - DURABLE 4 INCH WHITE LINE, POLYUREA
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADI) FOR SIDE ROADS)
STA. 117+50 TO 122+50, SOLID RT
STA. 117+50 TO 122+50, SOLID LT
STA. 120+24, DOUBLE SOLID RT (MILHAM CT)

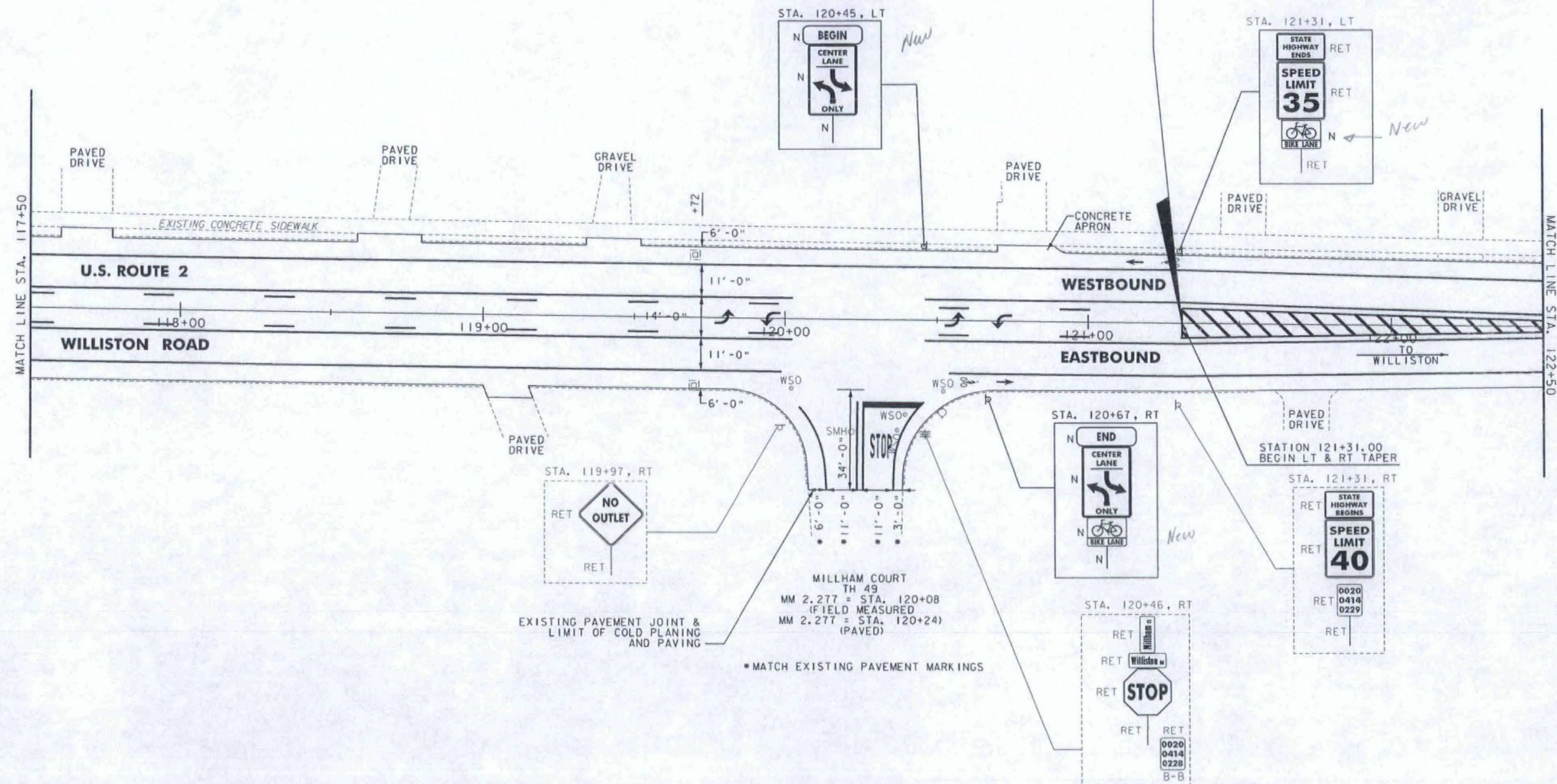
ITEM 646.414 - DURABLE 4 INCH YELLOW LINE, POLYUREA
(ALL LINES WILL INCLUDE & BREAKS FOR SIDE ROADS)
STA. 117+50 TO 121+33, SOLID LT & RT
STA. 117+50 TO 121+33, DASHED LT & RT
STA. 120+24, DOUBLE SOLID RT (MILHAM CT)
STA. 121+33 TO 122+50, DOUBLE SOLID LT & RT

ITEM 646.454 - DURABLE 8 INCH YELLOW LINE, POLYUREA
STA. 121+33 TO 122+50, DIAGONALS

ITEM 646.484 - DURABLE 24 INCH STOP BAR, POLYUREA
STA. 120+24, RT (MILHAM CT)

ITEM 646.494 - DURABLE LETTER OR SYMBOL, POLYUREA
STA. 119+79, C, ARROW
STA. 119+95, C, ARROW
STA. 120+30, RT (MILHAM CT), "STOP"
STA. 120+56, C, ARROW
STA. 120+61, RT, HELMETED BICYCLIST
STA. 120+72, C, ARROW
STA. 120+73, RT, ARROW
STA. 121+15, LT, ARROW
STA. 121+27, LT, HELMETED BICYCLIST

END NH 2624(1) U.S. ROUTE 2
SO. BURLINGTON STA. 121+33.44= MM 2.298)



R | S | G INC.
RESOURCE SYSTEMS GROUP, INC.

55 Railroad Row, White River Junction, Vermont 05001
TEL 802.295.4999 • FAX 802.295.1006 • www.rsainc.com

NOT TO SCALE

**CHANGE ORDER
SIGN - STRIPE
SHEET #14**

PROJECT NAME: BURLINGTON-SOUTH BURLINGTON
PROJECT NUMBER: NH 2624(1)

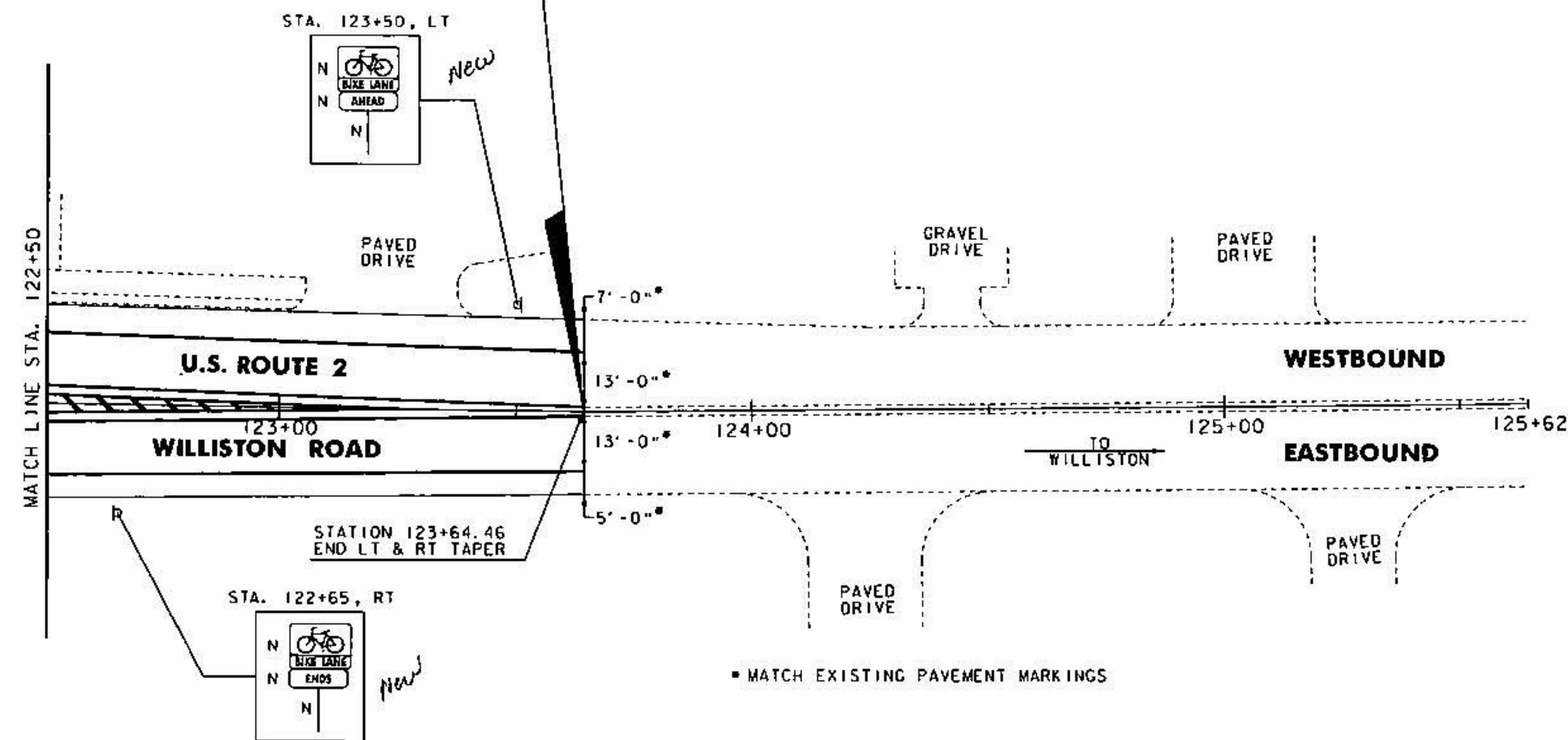
FILE NAME: p06d216.dgn
PROJECT LEADER: RMC
DESIGNED BY: CDM
IPARM FILE: p06d216135.i

PLOT DATE: 09/19/12
DRAWN BY: CDM
CHECKED BY: RMC
SHEET 14 OF 18

ITEM 646.404 - DURABLE 4 INCH WHITE LINE, POLYUREA
 (ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
 RADIUS FOR SIDE ROADS)
 STA. 122+50 TO 123+65, SOLID RT
 STA. 122+50 TO 123+65, SOLID LT

ITEM 646.414 - DURABLE 4 INCH YELLOW LINE, POLYUREA
 (ALL LINES WILL INCLUDE E BREAKS FOR SIDE ROADS)
 STA. 122+50 TO 123+26, DOUBLE SOLID LT & RT
 STA. 123+26 TO 123+64, DOUBLE SOLID C

**END COMPLETE STREETS STRIPING PROJECT
 SO. BURLINGTON STA. 123+64.46 = MM 2.3418**



RS&G INC.
 RESOURCE SYSTEMS GROUP, INC.
 55 Railroad Row, White River Junction, Vermont 05001
 Tel: 802.286.4899 • Fax: 802.295.1008 • www.rsainc.com

NOT TO SCALE

**CHANGE ORDER
 SIGN - STRIPE
 SHEET #15**

PROJECT NAME: BURLINGTON-SOUTH BURLINGTON	PLOT DATE: 09/19/12
PROJECT NUMBER: NH 2624(1)	DRAWN BY: CDM
FILE NAME: p06d216.dgn	CHECKED BY: RMC
PROJECT LEADER: RMC	SHEET 15 OF 18
DESIGNED BY: CDM	
IPARM FILE: p06d216139.i	

TRAFFIC SIGN SUMMARY SHEET 01



TRAFFIC SIGN SUMMARY SHEET 02



TRAFFIC SIGN SUMMARY SHEET 03



TRAFFIC SIGN SUMMARY SHEET 04



TRAFFIC SIGN SUMMARY SHEET 05



TRAFFIC SIGN SUMMARY SHEET 06



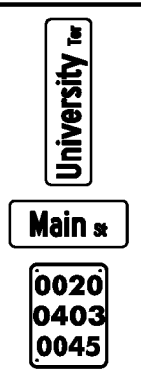
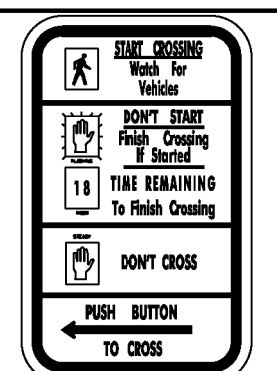
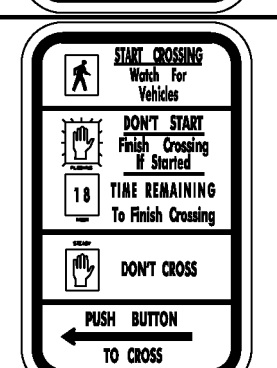
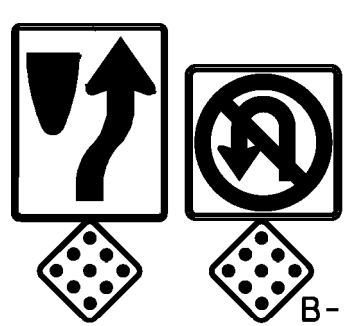
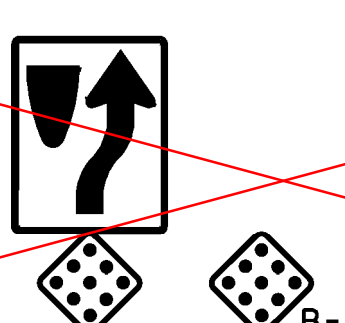
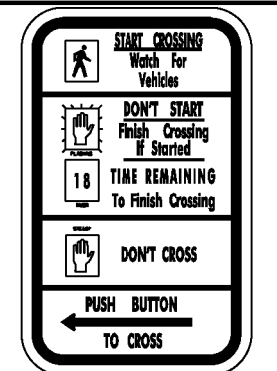
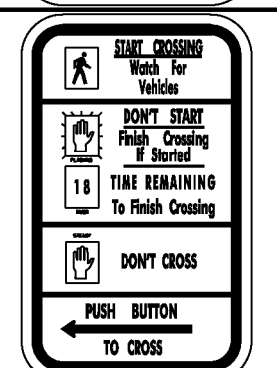
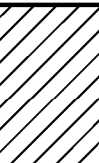
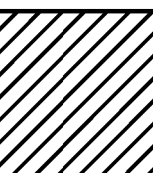
TRAFFIC SIGN SUMMARY SHEET 07

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS			NEW & SALVAGED SIGNS				EXIST POST NO. OF POSTS		NEW SIGN POSTS														REMARKS				SIGN DETAIL																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
											FLANGED CHANNEL		SQUARE STEEL (In)			ANCHOR	SLEEVE	TUBULAR ALUMINUM Ø (In)			TUBULAR STEEL Ø (In)											W-SHAPE STEEL																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
		3.0	4.0	4.0 MOD	FOUND- ATION	3.0	3.5	4.0	5.0	FTG. SIZE								WEIGHT	POST SIZE																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
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		E A	WIDTH (In)	HEIGHT (In)	"A"	"B"	SALV SIGN	SALV TIS	RE TAIN AGE		1.2	2.0	3.0	1.88	2.42	3.35																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									

TRAFFIC SIGN SUMMARY SHEET 08



TRAFFIC SIGN SUMMARY SHEET 09

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS			NEW & SALVAGED SIGNS				EXIST POST RE TAIN	NO. OF POSTS	NEW SIGN POSTS														REMARKS	SIGN DETAIL										
											FLANGED CHANNEL		SQUARE STEEL (In)			ANCHOR S LEEVE	TUBULAR ALUMINUM Ø (in)			TUBULAR STEEL Ø (in)				W-SHAPE STEEL			DETAIL IN SHSM BOOK	DETAIL ON SHEET NUMBER	STD. SHEET NUMBER							
		1.75	2.0	2.5	3.0	4.0	4.0 MOD	FOUND- ATION					3.0	3.5	4.0		5.0	FTG. SIZE		WEIGHT	POST SIZE															
		lb/ft	lb/ft			lb/ft	lb/ft				24"	30"																								
		1.12	2.0	3.0	1.88	2.42	3.35	1.3			1.7	1.7	7.6	9.0	10.8	14.6	24"	30"	EA.	EA.	LB															
U.S. ROUTE 2 BURLINGTON																																				
23+55 23+90, RT		I	42	12	3.50					I					12'																INSTALL STREET SIGNS 90 DEGREES TO EACH OTHER		88 88	E-138		
24+10, RT		I	9	15	0.94																											RIO-3e MOUNT ON SIGNAL POLE USING NEW MOUNTING HARDWARE (INCIDENTAL TO SIGN)	X			
24+11, RT		I	9	15	0.94																											RIO-3e MOUNT ON SIGNAL POLE USING NEW MOUNTING HARDWARE (INCIDENTAL TO SIGN)	X			
24+29, C		I	24	30	5.00																											R4-7 R3-4 MOUNT ON SIGNAL POLE USING NEW MOUNTING HARDWARE (INCIDENTAL TO SIGN) OMI-I OMI-I	X X X X			
23+41 24+3+, LT		I	30	36	7.50					I					16'			X														R2-I	X			
26+86, RT		I	24	18	3.00					I					13'			X														R3-17 R3-17aP	X X			
28+30, C		I	24	30	5.00					I					X			X														R4-7 OMI-I OMI-I	X X X			
28+32, LT		I	9	15	0.94																												RIO-3e MOUNT ON SIGNAL POLE USING NEW MOUNTING HARDWARE (INCIDENTAL TO SIGN)	X		
28+44, RT		I	9	15	0.94																												RIO-3e MOUNT ON SIGNAL POLE USING NEW MOUNTING HARDWARE (INCIDENTAL TO SIGN)	X		
FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND THE VTRANS "SIGN POST DESIGN GUIDELINE."											FT	FT	FT	FT	FT	FT		EA	LB	LB	LB		LB	LB	LB	LB								PROJECT NAME: BURLINGTON-SOUTH BURLINGTON PROJECT NUMBER: NH 2624(I)		
											60- 41																									FILE NAME: p06d216.dgn PROJECT LEADER: JLL DESIGNED BY: STANTEC IPARM FILE: p06d216tss09.i
					TOTALS	SF	SF	EA.	SF		FT					60 41			LB		EA.			LB		EA.	EA.	LB								PLOT DATE: 2/7/2012 DRAWN BY: STANTEC CHECKED BY: STANTEC SHEET 62 OF 108

TRAFFIC SIGN SUMMARY SHEET 10



TRAFFIC SIGN SUMMARY SHEET 11



TRAFFIC SIGN SUMMARY SHEET 12

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS			NEW & SALVAGED SIGNS				EXIST POST RETAIN		NO. OF POSTS	NEW SIGN POSTS																REMARKS	SIGN DETAIL																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
												FLANGED CHANNEL				SQUARE STEEL (In)				TUBULAR ALUMINUM Ø (in)			TUBULAR STEEL Ø (in)				W-SHAPE STEEL																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
		E A	WIDTH (in)	HEIGHT (in)	“A”	“B”	SALV SIGN	SALV TIS	1.75	2.0	2.5	ANCHOR	SLEEVE	3.0	4.0	4.0 MOD	FOUND- ATION	3.0	3.5	4.0	5.0	FTG. SIZE		WEIGHT	POST SIZE	SIGN FRAME FOUR- S																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
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TRAFFIC SIGN SUMMARY SHEET 13



TRAFFIC SIGN SUMMARY SHEET 14



TRAFFIC SIGN SUMMARY SHEET 15



TRAFFIC SIGN SUMMARY SHEET 16



TRAFFIC SIGN SUMMARY SHEET 17



TRAFFIC SIGN SUMMARY SHEET 18



TRAFFIC SIGN SUMMARY SHEET 19

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS			NEW & SALVAGED SIGNS				EXIST POST		NO. OF POSTS	NEW SIGN POSTS												REMARKS	SIGN DETAIL																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
												FLANGED CHANNEL				SQUARE STEEL (In)			ANCHOR	SLEEVE	TUBULAR ALUMINUM Ø (In)							TUBULAR STEEL Ø (In)				W-SHAPE STEEL			SIGN FRAME FOUR S																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
		1.75	2.0	2.5	3.0	4.0	4.0 MOD	FOUND- ATION	3.0	3.5		4.0	5.0	FTG. SIZE		WEIGHT	POST SIZE																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
														lb/ft	lb/ft			lb/ft			24"	30"																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														
U.S. ROUTE 2 SOUTH BURLINGTON												1.2	2.0	3.0	1.88	2.42	3.35	1.3	1.7	1.7	7.6	9.0	10.8	14.6	24"	30"																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										</

TRAFFIC SIGN SUMMARY SHEET 20



TRAFFIC SIGN SUMMARY SHEET 21



TRAFFIC SIGN SUMMARY SHEET 22



TRAFFIC SIGN SUMMARY SHEET 23

FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND THE VTRANS "SIGN POST DESIGN GUIDELINE."

TRAFFIC SIGN SUMMARY SHEET 24



TRAFFIC SIGN SUMMARY SHEET 25



TRAFFIC SIGN SUMMARY SHEET 26



TRAFFIC SIGN SUMMARY SHEET 27



TRAFFIC SIGN SUMMARY SHEET 28



TRAFFIC SIGN SUMMARY SHEET 29



TRAFFIC SIGN SUMMARY SHEET 30



TRAFFIC SIGN SUMMARY SHEET 31



TRAFFIC SIGN SUMMARY SHEET 32



TRAFFIC SIGN SUMMARY SHEET 33

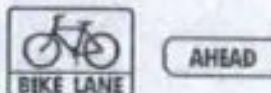


RSG INC.
RESOURCE SYSTEMS GROUP, INC.

50 Railroad Ave. • Office: Poughkeepsie, New York 12601
Tel: 914 236-1868 • Tel: 800 236-1868 • www.rsginc.com

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS			NEW & SALVAGED SIGNS				EXIST POST RETAIN	NO. OF POSTS	FLANGED CHANNEL			SQUARE STEEL (in)			NEW SIGN POSTS TUBULAR ALUMINUM Ø (in)			TUBULAR STEEL Ø (in)				W-SHAPE STEEL				REQUIRE SIGN	REMARKS	SIGN DETAIL		
		E	A	WIDTH (in)	HEIGHT (in)	"A"	"B"	SALV SIGN			SALV TIS	lb/ft			lb/ft			lb/ft			FTG. SIZE				WEIGHT	POST SIZE	DETAIL ON SHEET NUMBER			STD. SHEET NUMBER		
												1.12	2.0	3.0	1.75	2.0	2.5	3.0	4.0	4.0 MOD	3.0	3.5	4.0	5.0							24"	30"
OPTION ITEMS																																
55+12 RT		1	36	36	9	✓																						MUTCD W4-1 LEFT MERGE				
97+18 LT		1	36	36	9	✓																						MUTCD W4-1 LEFT MERGE				
102+04 RT 108+8 RT		1	36	36	9	✓																						MUTCD W4-1 LEFT MERGE				
104+25 RT		1	30	12	2.5	✓																						MUTCD R3-9dP, R3-9b				
104+90 RT		1	30	12	2.5	✓																						MUTCD R3-9cP, R3-9b				
106+00 LT		1	36	36						2																		MUTCD R3-9cP, R3-9b				
106+97 LT		1	30	30	6.3	✓																						MUTCD W11-1, W16-1P				
107+87 RT		1	24	18	3	✓																						MUTCD R3-17, R3-17aP		E-145A		
TOTALS					SF	SF	EA.	SF				FT	FT	FT	FT	FT	FT	EA	LB	LB	LB	LB	LB	LB	LB	EA.	EA.	LB				
					57.6	56.3	71	✓								13.2	82.5	31														
																13.4	46.5	17														

RS&G INC.
RESOURCE SYSTEMS GROUP, INC.
55 Raymond Park, Suite 8-100, Jupiter, Florida 33455
(407) 294-4000 • (407) 294-7455 • www.rsginc.com

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS			NEW & SALVAGED SIGNS				EXIST POST RETAIN	NO. OF POSTS	FLANGED CHANNEL			SQUARE STEEL (in)				TUBULAR ALUMINUM Ø (in)			TUBULAR STEEL Ø (in)				W-SHAPE STEEL				REQUIRE SIGN	REMARKS	SIGN DETAIL					
		E	A	WIDTH (in)	HEIGHT (in)	"A"	"B"	SALV SIGN			SALV TIS	1.2	2.0	3.0	1.75	2.0	2.5	ANCHOR	SLEEVE	3.0	4.0	4.0 MOD	FOUND-ATION	3.0	3.5	4.0	5.0	FTG. SIZE			WEIGHT	POST SIZE	DETAIL ON SHEET NUMBER	STD. SHEET NUMBER		
																												24"							30"	
OPTION ITEMS																																				
109+38 LT	 ENDS	I		24	18	3 ✓ 1.33																													MUTCD R3-17, R3-17bP	E-145A
109+50 RT		I		24	18	3 ✓																													MUTCD R3-17	
113+79 LT		I		24	18	3 ✓																													MUTCD R3-17	
120+45 LT	BEGIN 	I		30	12	2.5 ✓ 6																													MUTCD R3-9cP, R3-9b	
120+67 RT	END  	I		30	12	2.5 ✓ 6 3																													MUTCD R3-9dP, R3-9b	
121+31 LT		I		24	18	3 ✓																													MUTCD R3-17 MOUNT ON EXISTING ASSEMBLY	
122+65 RT	 ENDS	I		24	18	3 ✓ 1.33																													MUTCD R3-17, R3-17bP	E-145A
123+50 LT	 AHEAD	I		24	18	3 ✓ 1.33																													MUTCD R3-17, R3-17aP	E-145A
TOTALS						SF ✓ 41.99	SF	EA.	SF		FT	FT	FT	FT	FT	FT	EA	LB	LB	LB	LB	LB	LB	LB	EA.	EA.	LB	PROJECT NAME: BURLINGTON-SOUTH BURLINGTON PROJECT NUMBER: NH 2624(I)				FILE NAME: p06d216.dgn PROJECT LEADER: RCM DESIGNED BY: CDM IPARM FILE: p06d216135.i		PLOT DATE: 09/19/12 DRAWN BY: CDM CHECKED BY: RCM SHEET 18 OF 18		

CHANGE ORDER TRAFFIC SIGN SUMMARY SHEET 1 A



MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS		NEW & SALVAGED SIGNS				EXIST POST NO. OF POSTS	NEW SIGN POSTS												REMARKS	SIGN DETAIL							
		E A	WIDTH (in)	HEIGHT (in)	"A"	"B"	SALV SIGN		SALV TIS	FLANGED CHANNEL			SQUARE STEEL (in)			TUBULAR ALUMINUM Ø (in)			TUBULAR STEEL Ø (in)				W-SHAPE STEEL		DETAIL ON SHEET NUMBER	STD. SHEET NUMBER			
										lb/ft			lb/ft			lb/ft			lb/ft				FTG. SIZE						
										1.12	2.0	3.0	1.75	2.0	2.5	3.0	4.0	4.0 MOD	3.0	3.5		4.0	5.0	24"			30"	WEIGHT	POST SIZE
52+57 E		I	36	36	9																						MUTCD R3-18 INSTALL IN PLACE OF REMOVED R3-4		
56+83 55+12 RT		I	36	36	9							14.25 12.5															MUTCD W4-1		
58+30 LT		I	36	30	7.5							13.5															VR-924		E-145A
60+87 LT		I	30	30	6.25 6.3 3							15.25 15.5															MUTCD W11-1, W16-1P		
61+00 RT		I	24	18	3 1.33							12.75 13.2															MUTCD R3-17, R3-17aP		
61+41 RT		I	36	30	7.5							13.5															VR-922 (MOD.)		E-145A
62+73 LT		I	36	30	7.5 3 1.33							14.75 14.7															VR-922 (MOD.) MUTCD R3-17, R3-17bP		E-145A
63+33 LT		I	30	12	2.5 6							14.75 45															MUTCD R3-9dP, R3-9b		
63+33 RT		I	30	12	2.5 6 3							15.25 15.5															MUTCD R3-9dP, R3-9b, R3-17		
FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND THE TRAFFIC & SAFETY DIVISION'S "SIGN POST DESIGN GUIDELINE."		TOTALS		SF	SF	EA.	SF		FT	FT	FT	FT	FT	FT	EA	LB	LB	LB	LB	EA.	EA.	LB							
				78.4 78.4								12.75	13.2	54.5 56	45.7 45.25														

PROJECT NAME: BURLINGTON-SOUTH BURLINGTON
PROJECT NUMBER: NH 2624(1)
FILE NAME: p06d216.dgn
PROJECT LEADER: MJS
DESIGNED BY: CDM
IPARM FILE: p06d216i35.i
PLOT DATE: 05/07/12
DRAWN BY: CDM
CHECKED BY: MJS
SHEET 12 OF 14

✓ J.M 8/14/13

✓ f m 6/13/13

CHANGE ORDER TRAFFIC SIGN SUMMARY SHEET 3A

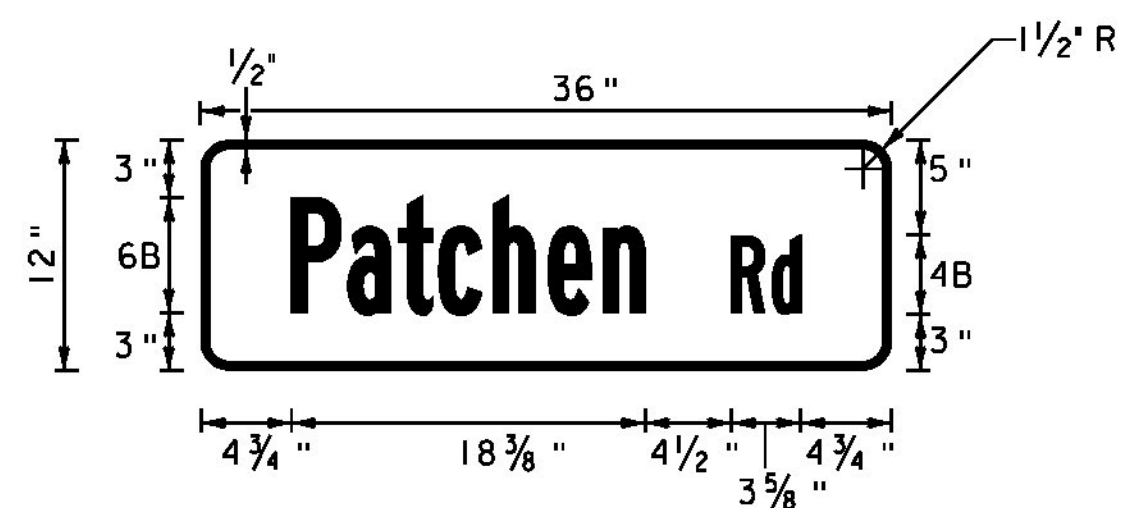


MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS		NEW & SALVAGED SIGNS				EXIST POST REMAINING	NO. OF POSTS	FLANGED CHANNEL			SQUARE STEEL (in)			NEW SIGN POSTS TUBULAR ALUMINUM Ø (in)			TUBULAR STEEL Ø (in)				W-SHAPE STEEL				REMARKS	SIGN DETAIL		
		E A	WIDTH (in)	HEIGHT (in)	"A"	"B"	SALV SIGN			SALV TIS	lb/ft			lb/ft			lb/ft			lb/ft				FTG. SIZE		WEIGHT		POST SIZE	DETAIL ON SHEET NUMBER	STD. SHEET NUMBER
											1.12	2.0	3.0	1.88	2.16	3.35	3.0	4.0	4.0 MOD	3.0	3.5	4.0	5.0	24"	30"					
48 88+53 RT		I	30	30	6.25 6.3																						VR-921 (MOD.)		E-145A	
46 88+59 LT		I	24	18	3																						MUTCD R3-17			
48 90+00 RT		I	24	18	3 1.33																						MUTCD R3-17, R3-17bP		E-145A	
46 90+75 LT		I	36	30	7.5 3																						VR-922 (MOD.) MUTCD R3-17, R3-17bP		E-145A	
46 91+75 LT		I	24	18	3 1.33																						MUTCD R3-17, R3-17aP		E-145A	
48 91+87 RT		I	30	30	6.25 6.3 3																						MUTCD W11-1, W16-1P			
48 93+02 RT 16+60 RT		I	36	30	7.5																						VR-924		E-145A	
56 97+18 LT		I	36	36	9																						MUTCD W4-1			
FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND THE TRAFFIC & SAFETY DIVISION'S "SIGN POST DESIGN GUIDELINE."		TOTALS		SF	SF	EA.	SF		FT	FT	FT	FT	FT	FT	EA	LB	LB	LB	LB	EA.	EA.	LB					PROJECT NAME: BURLINGTON-SOUTH BURLINGTON PROJECT NUMBER: NH 2624(I) FILE NAME: p06d216.dgn PROJECT LEADER: MJS DESIGNED BY: CDM IPARM FILE: p06d216i35.i	PLOT DATE: 05/07/12 DRAWN BY: CDM CHECKED BY: MJS SHEET 14 OF 14		

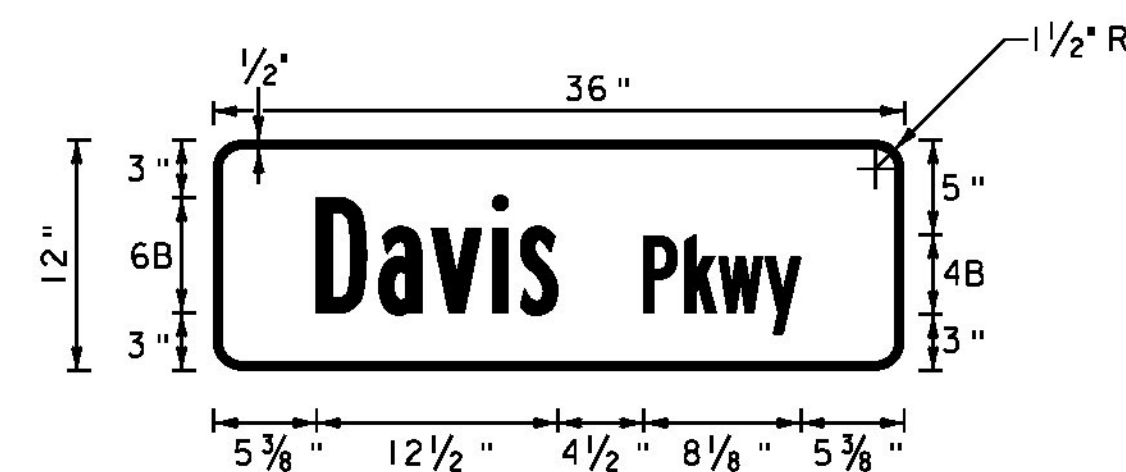
✓ J.M. 6/13/13

TRAFFIC SIGN SUMMARY SHEET 34

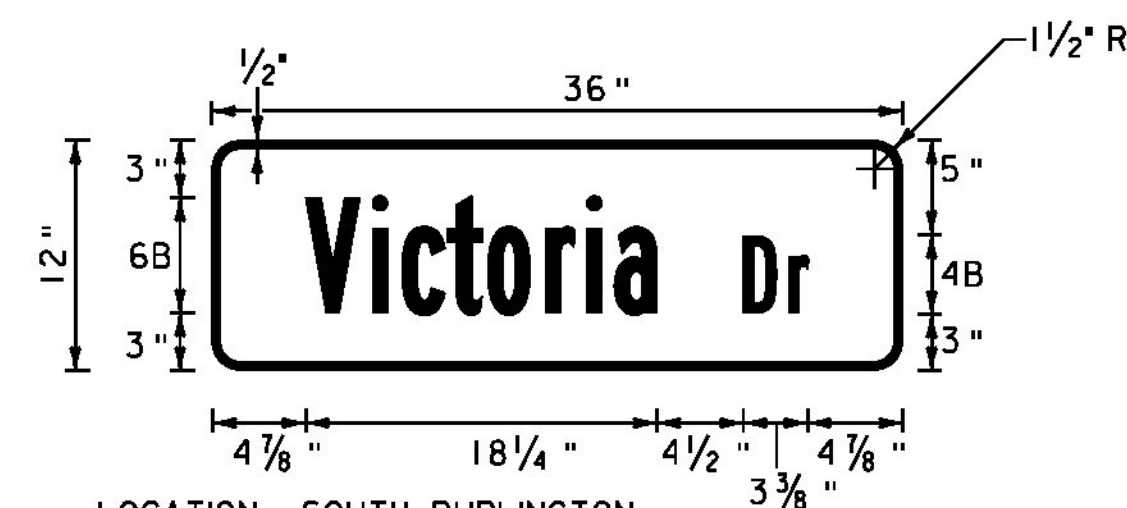




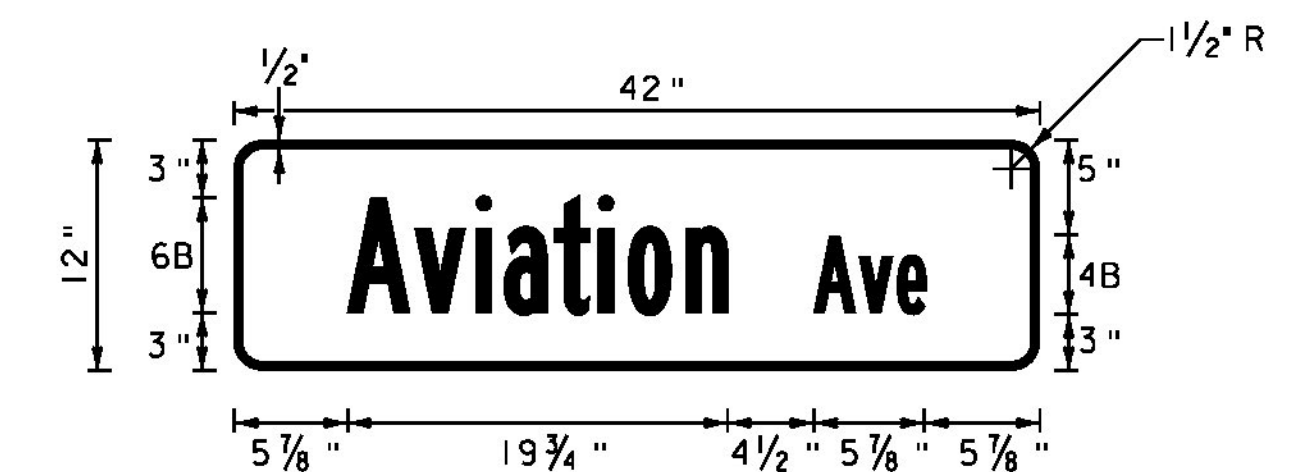
LOCATION: SOUTH BURLINGTON:
STA. 52+45, LT
COLOR: WHITE BORDER AND TEXT (RETROREFLECTIVE)
BLUE BACKGROUND (RETROREFLECTIVE)
MATERIAL: PER THE TABLE ON SHEET 90



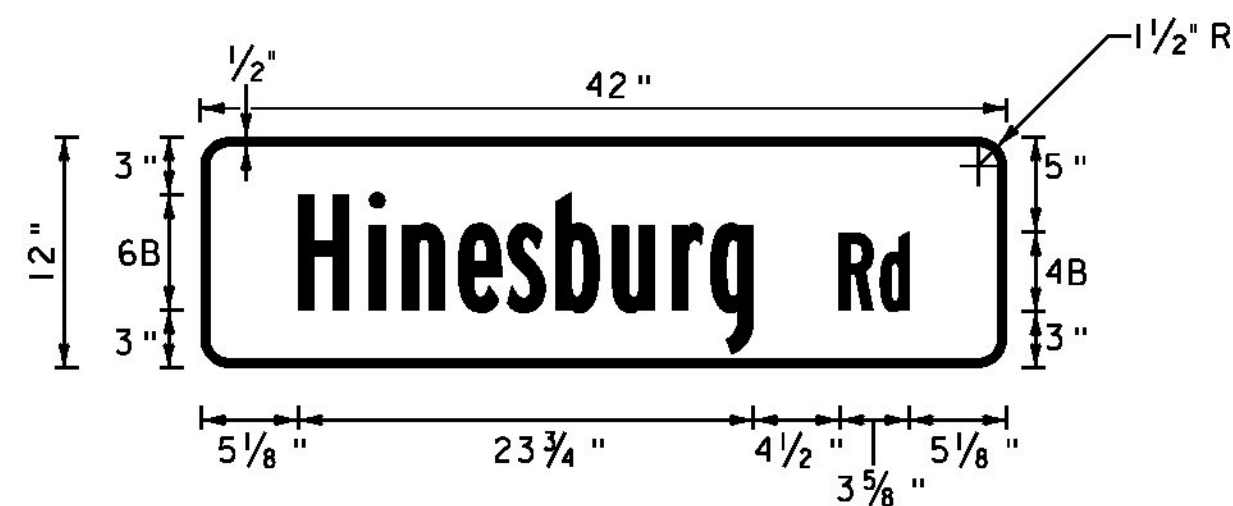
LOCATION: SOUTH BURLINGTON:
STA. 62+32, RT
COLOR: WHITE BORDER AND TEXT (RETROREFLECTIVE)
BLUE BACKGROUND (RETROREFLECTIVE)
MATERIAL: PER THE TABLE ON SHEET 90



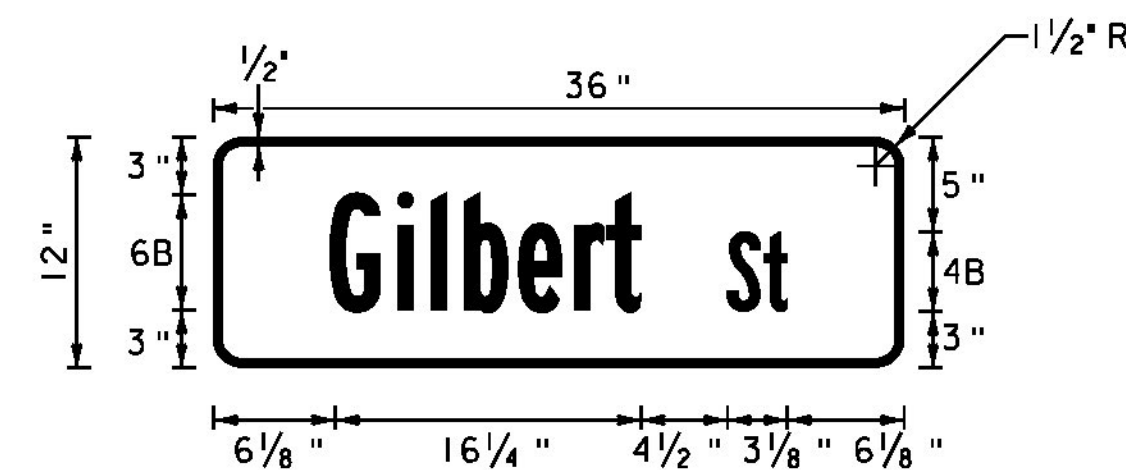
LOCATION: SOUTH BURLINGTON:
STA. 78+38, RT
COLOR: WHITE BORDER AND TEXT (RETROREFLECTIVE)
BLUE BACKGROUND (RETROREFLECTIVE)
MATERIAL: PER THE TABLE ON SHEET 90



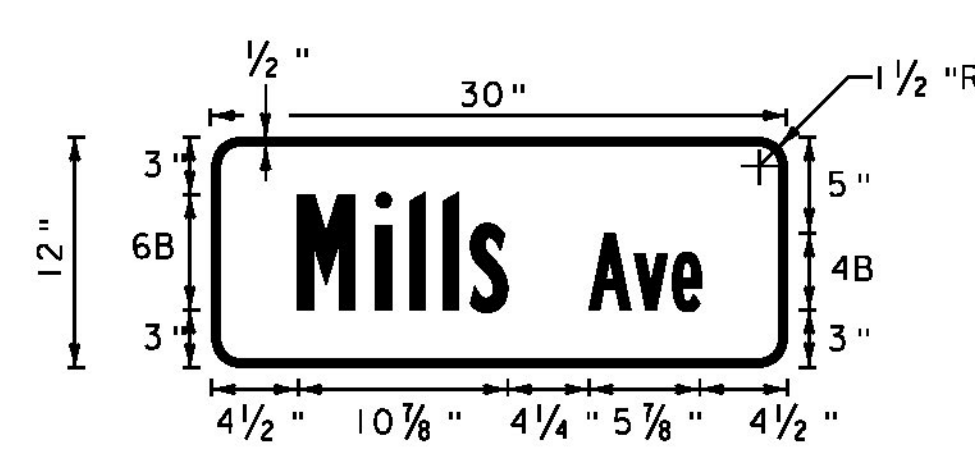
LOCATION: SOUTH BURLINGTON:
STA. 114+66, LT
COLOR: WHITE BORDER AND TEXT (RETROREFLECTIVE)
BLUE BACKGROUND (RETROREFLECTIVE)
MATERIAL: PER THE TABLE ON SHEET 90



LOCATION: SOUTH BURLINGTON:
STA. 53+70, RT
COLOR: WHITE BORDER AND TEXT (RETROREFLECTIVE)
BLUE BACKGROUND (RETROREFLECTIVE)
MATERIAL: PER THE TABLE ON SHEET 90



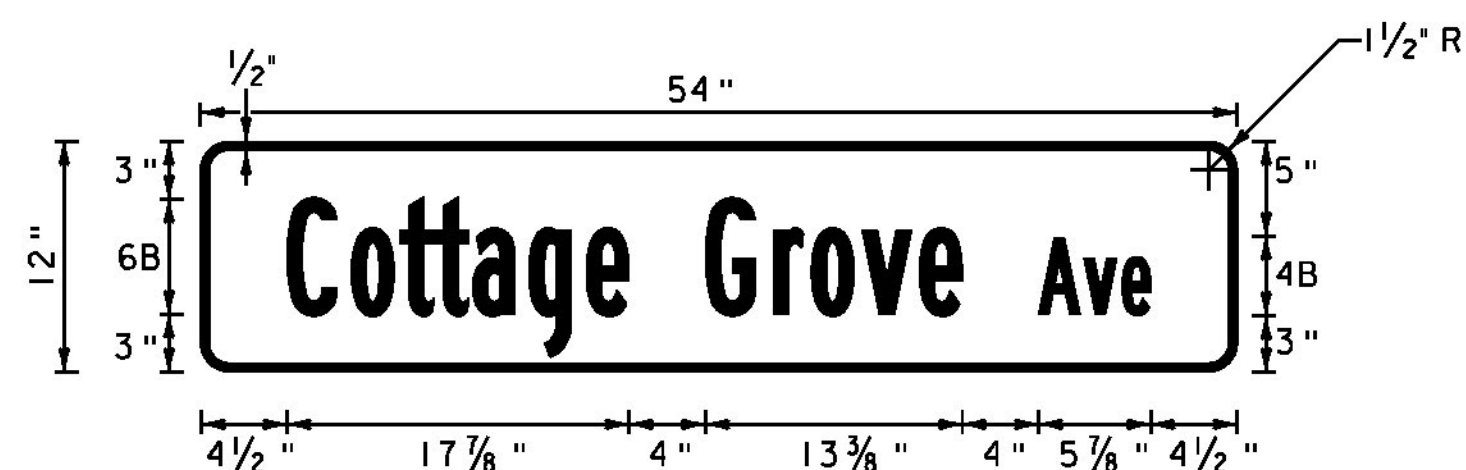
LOCATION: SOUTH BURLINGTON:
STA. 67+33, LT
COLOR: WHITE BORDER AND TEXT (RETROREFLECTIVE)
BLUE BACKGROUND (RETROREFLECTIVE)
MATERIAL: PER THE TABLE ON SHEET 90



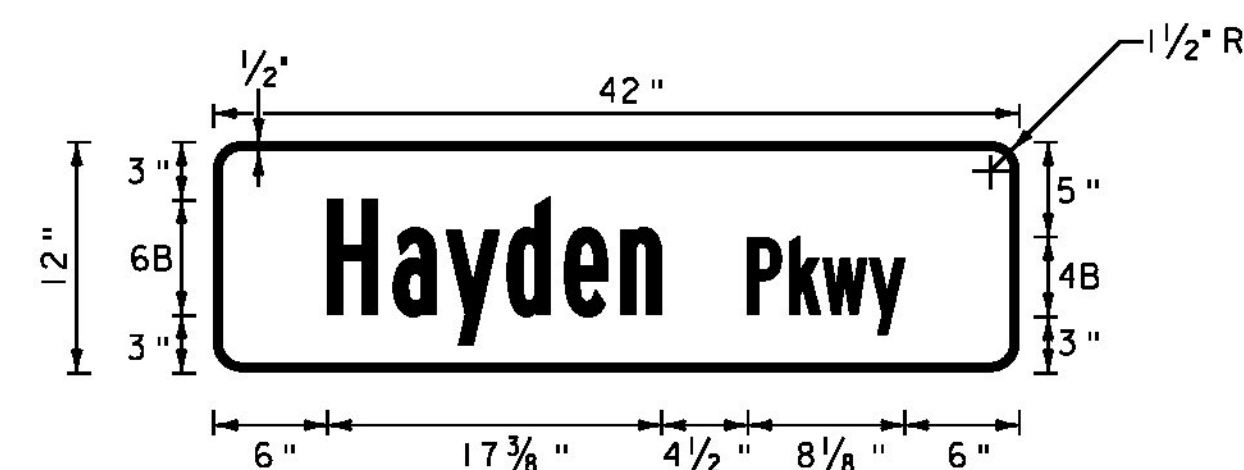
LOCATION: SOUTH BURLINGTON:
STA. 83+20, LT
COLOR: WHITE BORDER AND TEXT (RETROREFLECTIVE)
BLUE BACKGROUND (RETROREFLECTIVE)
MATERIAL: PER THE TABLE ON SHEET 90



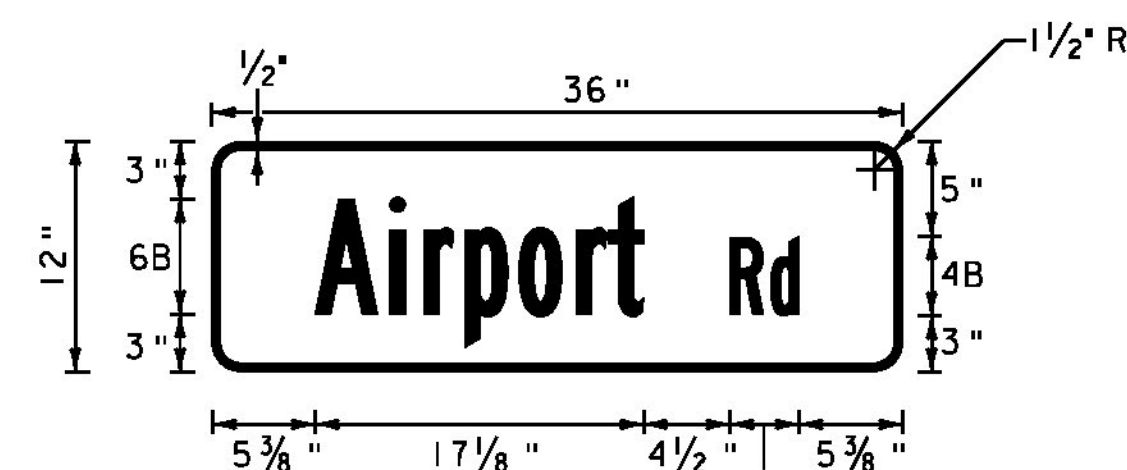
LOCATION: SOUTH BURLINGTON:
STA. 120+46, RT
COLOR: WHITE BORDER AND TEXT (RETROREFLECTIVE)
BLUE BACKGROUND (RETROREFLECTIVE)
MATERIAL: PER THE TABLE ON SHEET 90



LOCATION: SOUTH BURLINGTON:
STA. 54+82, LT
COLOR: WHITE BORDER AND TEXT (RETROREFLECTIVE)
BLUE BACKGROUND (RETROREFLECTIVE)
MATERIAL: PER THE TABLE ON SHEET 90



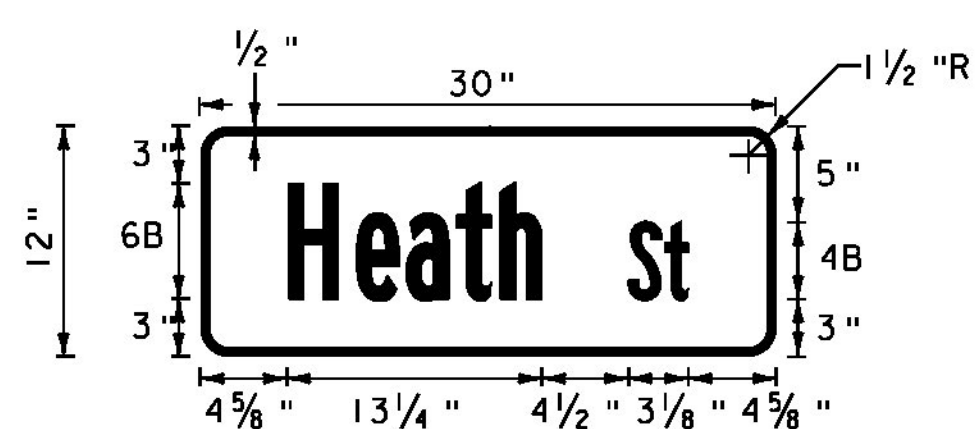
LOCATION: SOUTH BURLINGTON:
STA. 67+93, RT
COLOR: WHITE BORDER AND TEXT (RETROREFLECTIVE)
BLUE BACKGROUND (RETROREFLECTIVE)
MATERIAL: PER THE TABLE ON SHEET 90



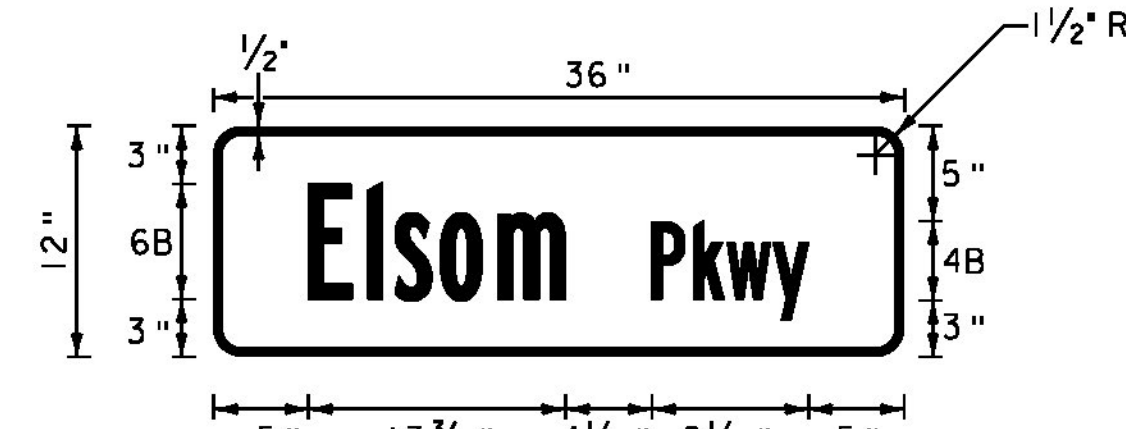
LOCATION: SOUTH BURLINGTON:
STA. 88+90, LT
COLOR: WHITE BORDER AND TEXT (RETROREFLECTIVE)
BLUE BACKGROUND (RETROREFLECTIVE)
MATERIAL: PER THE TABLE ON SHEET 90



LOCATION: BURLINGTON:
STA. 36+55, RT
COLOR: WHITE BORDER AND TEXT (RETROREFLECTIVE)
GREEN BACKGROUND (RETROREFLECTIVE)
MATERIAL: 0.125\"/>



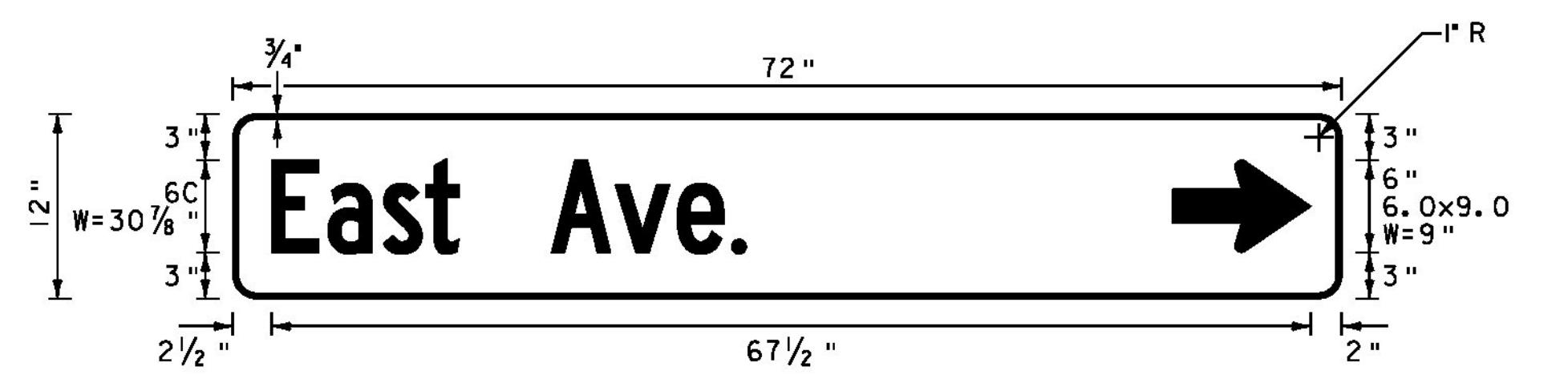
LOCATION: SOUTH BURLINGTON:
STA. 59+82, RT
COLOR: WHITE BORDER AND TEXT (RETROREFLECTIVE)
BLUE BACKGROUND (RETROREFLECTIVE)
MATERIAL: PER THE TABLE ON SHEET 90



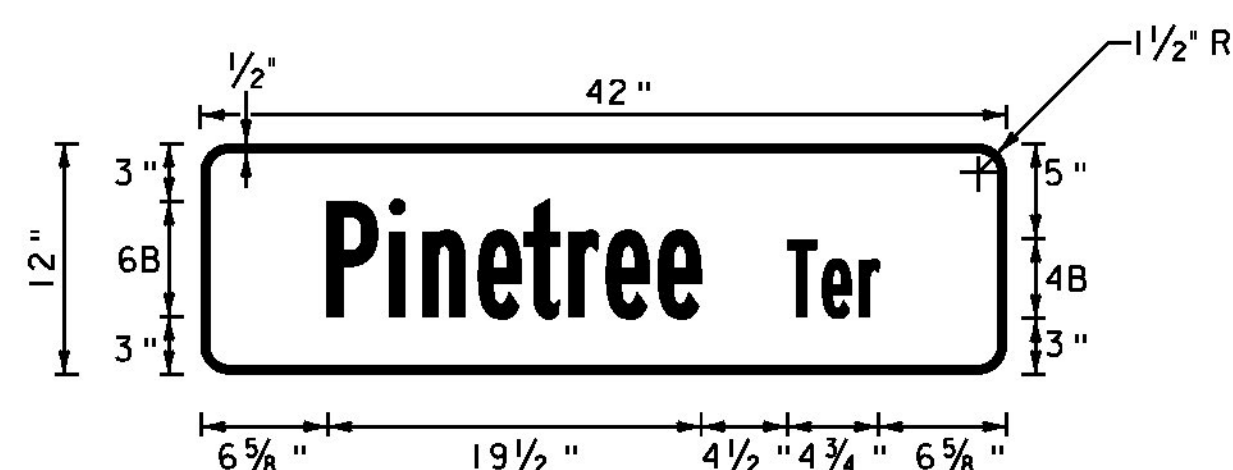
LOCATION: SOUTH BURLINGTON:
STA. 71+92, RT
COLOR: WHITE BORDER AND TEXT (RETROREFLECTIVE)
BLUE BACKGROUND (RETROREFLECTIVE)
MATERIAL: PER THE TABLE ON SHEET 90



LOCATION: SOUTH BURLINGTON:
STA. 99+62, LT
COLOR: WHITE BORDER AND TEXT (RETROREFLECTIVE)
BLUE BACKGROUND (RETROREFLECTIVE)
MATERIAL: PER THE TABLE ON SHEET 90



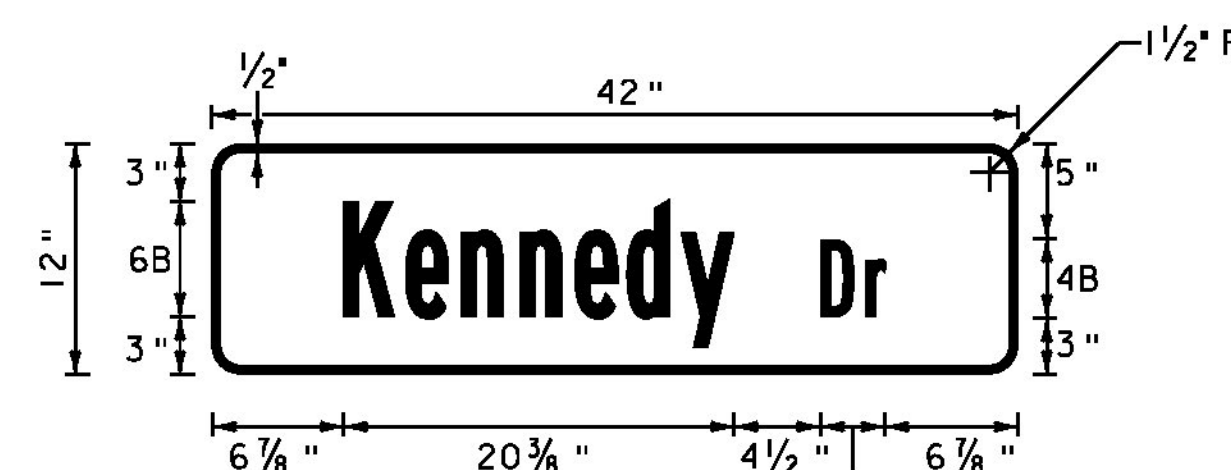
LOCATION: BURLINGTON:
STA. 36+55, RT
COLOR: WHITE BORDER AND TEXT (RETROREFLECTIVE)
GREEN BACKGROUND (RETROREFLECTIVE)
MATERIAL: 0.125\"/>



LOCATION: SOUTH BURLINGTON:
STA. 61+93, LT
COLOR: WHITE BORDER AND TEXT (RETROREFLECTIVE)
BLUE BACKGROUND (RETROREFLECTIVE)
MATERIAL: PER THE TABLE ON SHEET 90



LOCATION: SOUTH BURLINGTON:
STA. 76+90, LT
COLOR: WHITE BORDER AND TEXT (RETROREFLECTIVE)
BLUE BACKGROUND (RETROREFLECTIVE)
MATERIAL: PER THE TABLE ON SHEET 90



LOCATION: SOUTH BURLINGTON:
STA. 101+16, RT
COLOR: WHITE BORDER AND TEXT (RETROREFLECTIVE)
BLUE BACKGROUND (RETROREFLECTIVE)
MATERIAL: PER THE TABLE ON SHEET 90

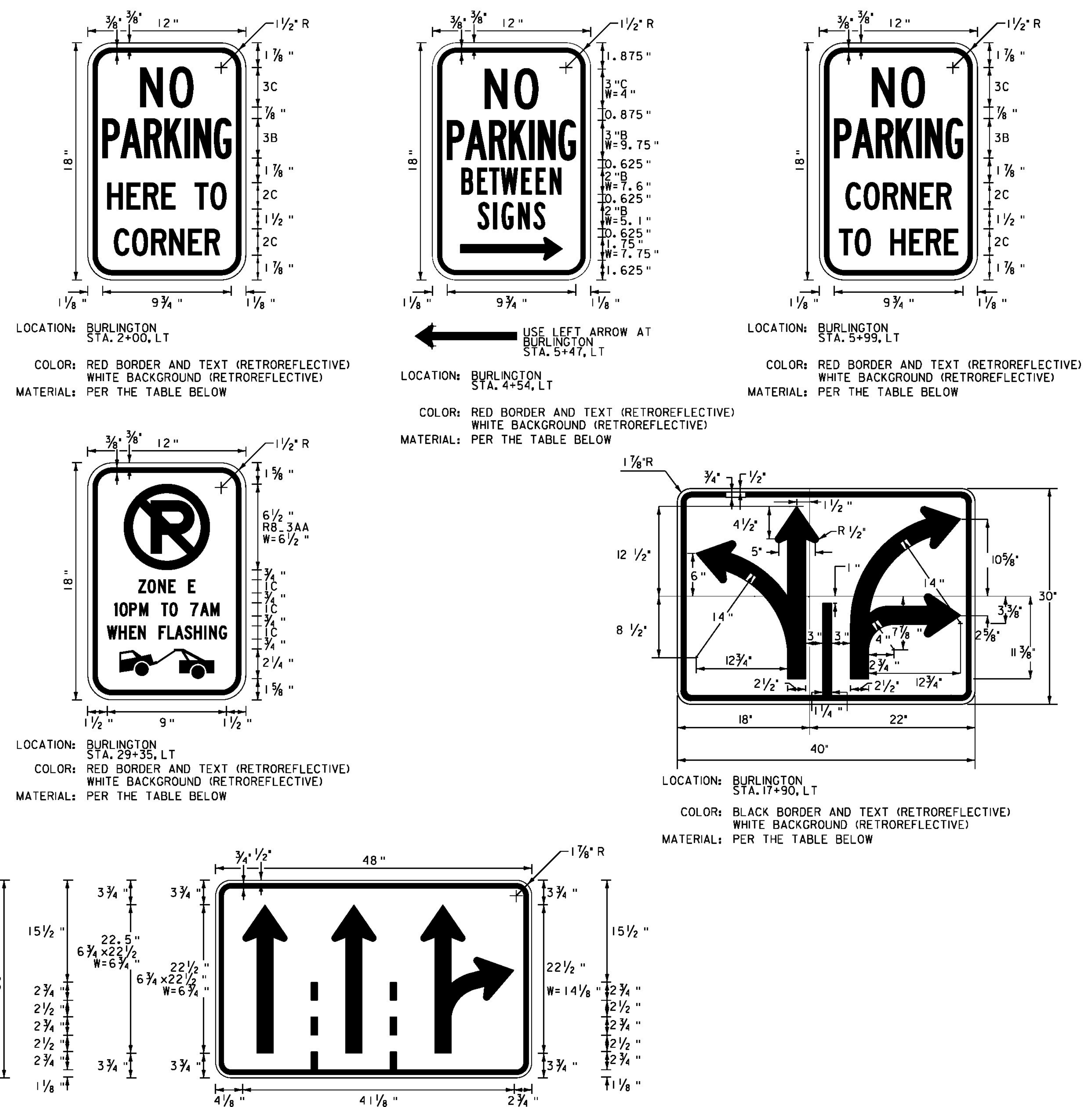
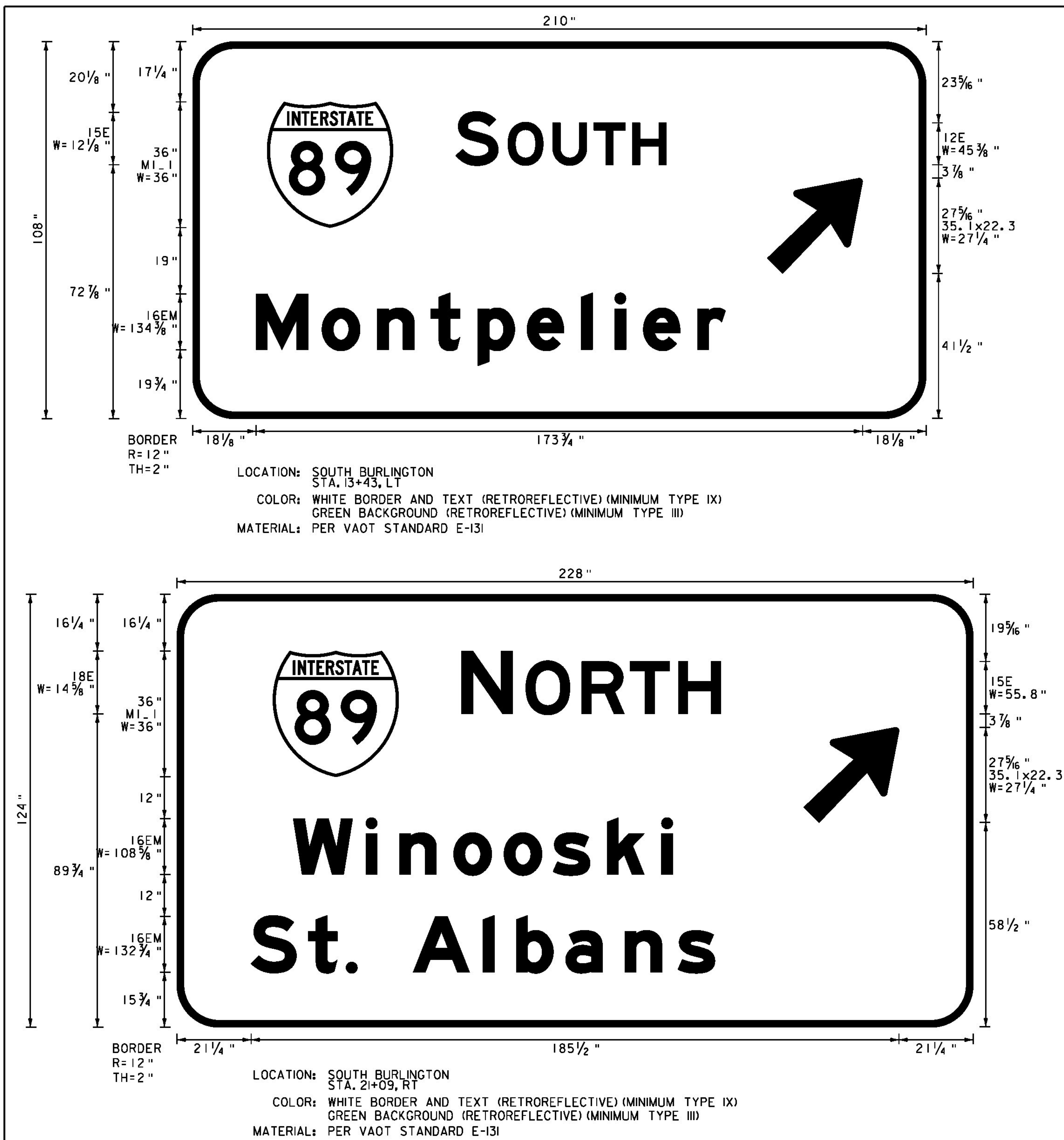


NOT TO SCALE

NOTE: SEE TRAFFIC SIGN NOTES ON SHEET 90.

**TRAFFIC
SIGN
DETAIL
SHEET #2**

PROJECT NAME: BURLINGTON-SOUTH BURLINGTON
PROJECT NUMBER: NH 2624(I)
FILE NAME: p06d216.dgn
PROJECT LEADER:
DESIGNED BY: STANTEC
IPARM FILE: p06d216tsd02.i
PLOT DATE: 2/7/2012
DRAWN BY: STANTEC
CHECKED BY: STANTEC
SHEET 89 OF 108



TRAFFIC SIGN NOTES

- ALL SIGN LETTERING, DIGITS, ARROWS, AND DESIGN OF SYMBOLS FOR SIGNS REFERENCED IN THESE PLANS SHALL CONFORM WITH THE "STANDARD ALPHABET FOR HIGHWAY SIGNS AND PAVEMENT MARKINGS" AS ADOPTED BY THE U.S. DEPARTMENT OF TRANSPORTATION AND THE FEDERAL HIGHWAY ADMINISTRATION (FHWA) UNLESS DETAILED WITHIN THESE PLANS.
- ALL COLORS SHALL CONFORM WITH THE STANDARD COLORS ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS (AASHTO) AND APPROVED BY FHWA UNLESS OTHERWISE NOTED.
- ALL SHEETING SHALL BE TYPE III MINIMUM WITH THE EXCEPTION OF THE OVERHEAD SIGNS AT SO. BURLINGTON STA. 28+95 - 29+17, LT WHICH SHALL BE TYPE X SHEETING
- ALL STREET SIGNS ARE TWO-SIDED UNLESS NOTED OTHERWISE.

5. UNLESS OTHERWISE DETAILED ON THE PLANS, ALL SIGN BASE MATERIALS SHALL BE FLAT SHEET ALUMINUM WITH THE FOLLOWING MINIMUM THICKNESSES:

SIZES	24" X 10"	24" X 12"	36" X 12"	
	24" X 12"	36" X 15"		
	24" X 18"	36" X 18"	48" X 18"	
	24" X 24"	36" X 24"	48" X 24"	
	24" X 30"	36" X 36"	48" X 36"	
	30" X 15"	30" X 42"	48" X 30"	
	12" X 12"	30" X 18"	36" X 36"	48" X 42"
	18" X 18"	30" X 30"	36" X 48"	48" X 48"
	21" X 15"	30" X 42"	36" X 54"	48" X 60"
THICKNESS	0.060"	0.080"	0.100"	0.125"

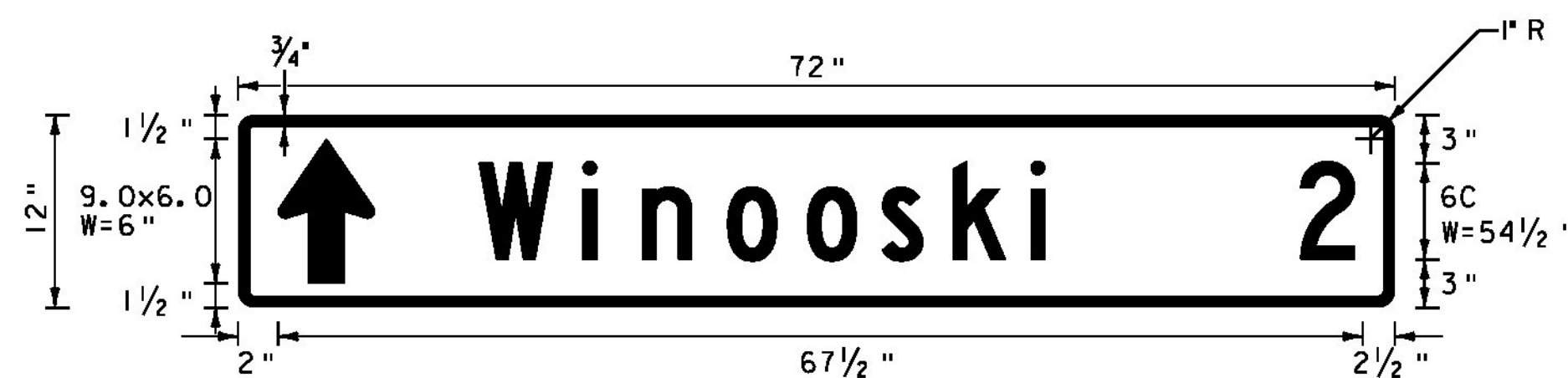
NOTES:
1. ALL SHEETING SHALL BE TYPE III MINIMUM



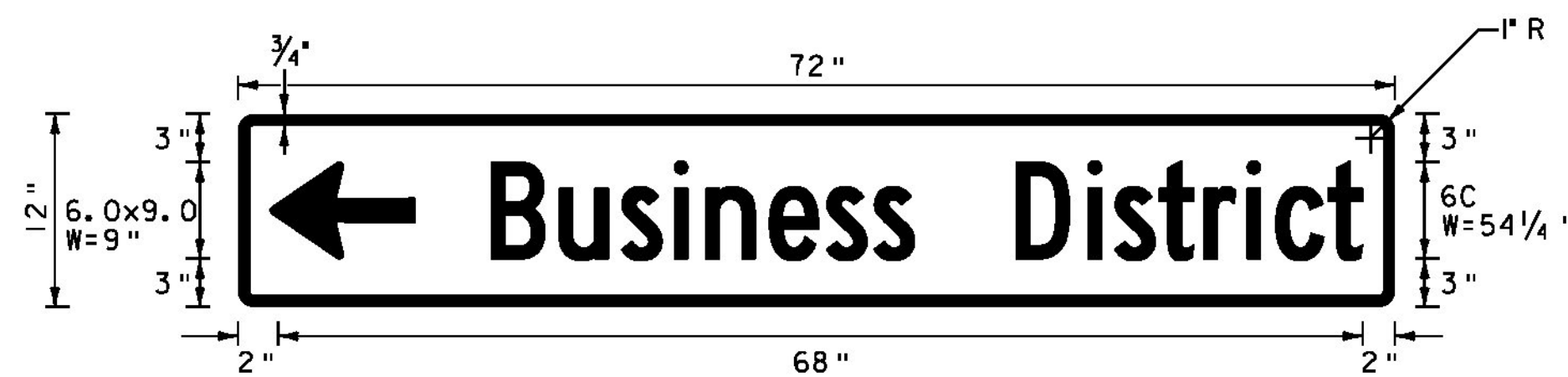
TRAFFIC SIGN DETAIL SHEET #3

PROJECT NAME: BURLINGTON-SOUTH BURLINGTON
PROJECT NUMBER: NH 2624(I)
FILE NAME: p06d216.dgn
PROJECT LEADER:
DESIGNED BY: STANTEC
IPARM FILE: p06d216tsd03.i

PLOT DATE: 2/7/2012
DRAWN BY: STANTEC
CHECKED BY: STANTEC
SHEET 90 OF 108



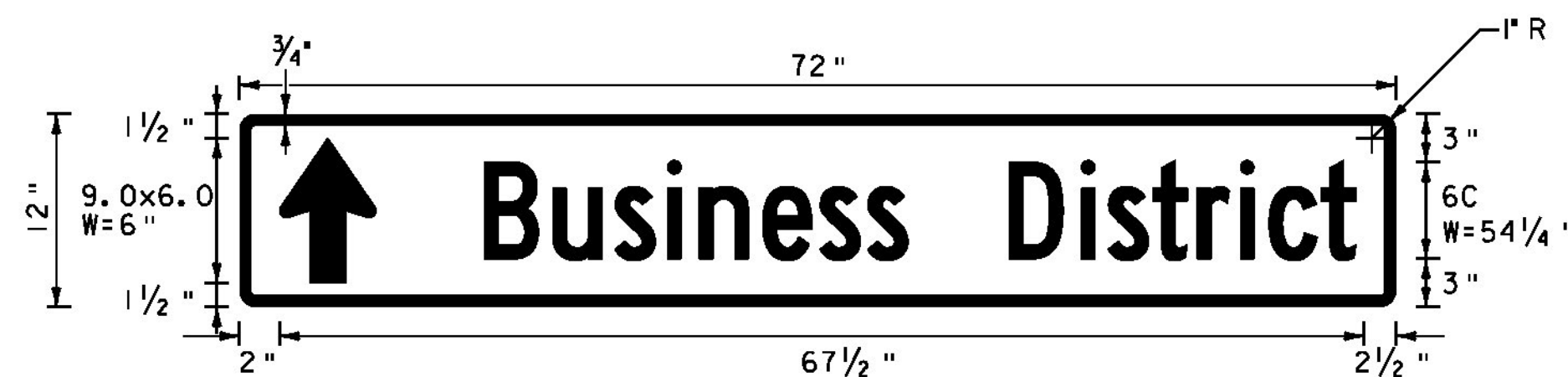
LOCATION: BURLINGTON
STA. 0+33, LT
COLOR: WHITE BORDER AND TEXT (RETROREFLECTIVE)
GREEN BACKGROUND (RETROREFLECTIVE)
MATERIAL: 0.125" FLAT SHEET ALUMINUM



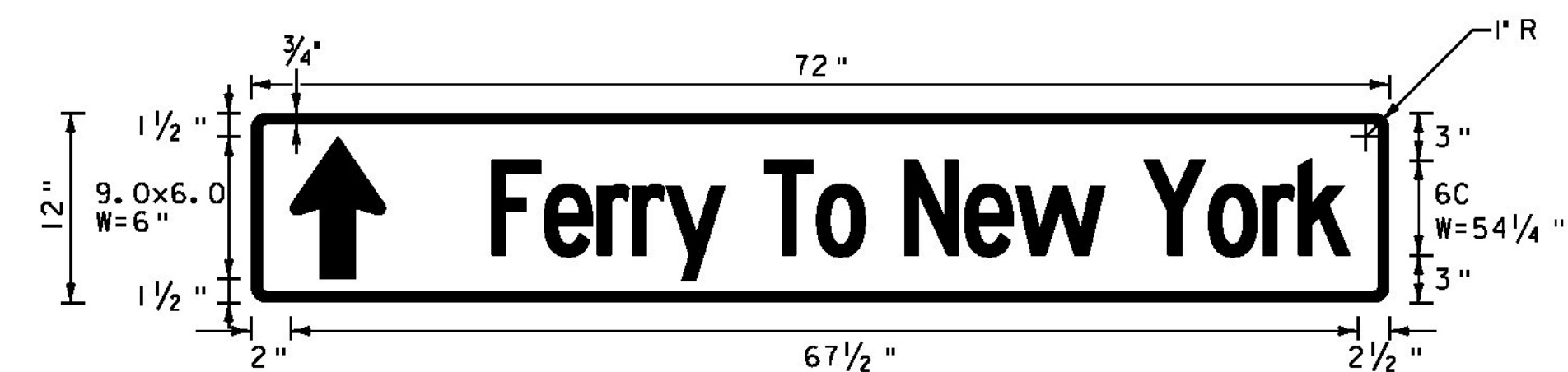
LOCATION: BURLINGTON
STA. 0+33, LT
COLOR: WHITE BORDER AND TEXT (RETROREFLECTIVE)
GREEN BACKGROUND (RETROREFLECTIVE)
MATERIAL: 0.125" FLAT SHEET ALUMINUM



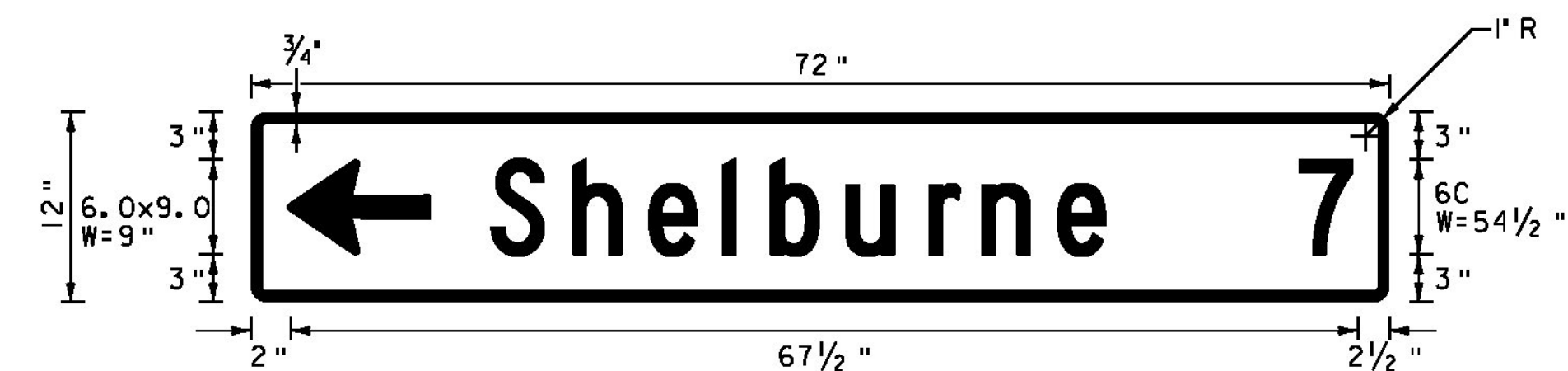
LOCATION: BURLINGTON
STA. 0+33, LT
COLOR: WHITE BORDER AND TEXT (RETROREFLECTIVE)
GREEN BACKGROUND (RETROREFLECTIVE)
MATERIAL: 0.125" FLAT SHEET ALUMINUM



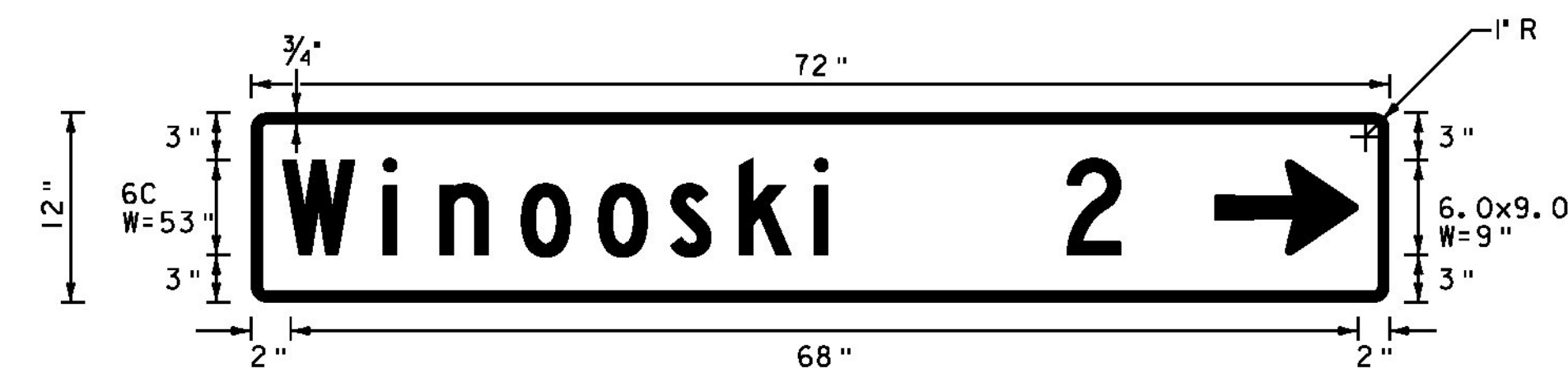
LOCATION: BURLINGTON
STA. 0+55, LT
COLOR: WHITE BORDER AND TEXT (RETROREFLECTIVE)
GREEN BACKGROUND (RETROREFLECTIVE)
MATERIAL: 0.125" FLAT SHEET ALUMINUM



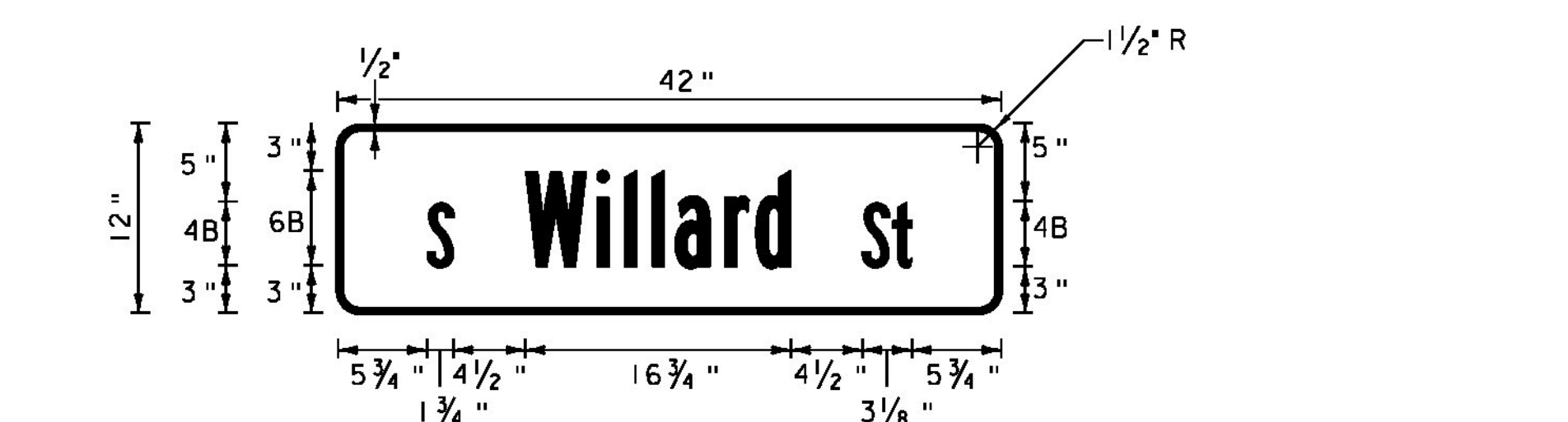
LOCATION: BURLINGTON
STA. 0+55, LT
COLOR: WHITE BORDER AND TEXT (RETROREFLECTIVE)
GREEN BACKGROUND (RETROREFLECTIVE)
MATERIAL: 0.125" FLAT SHEET ALUMINUM



LOCATION: BURLINGTON
STA. 0+55, LT
COLOR: WHITE BORDER AND TEXT (RETROREFLECTIVE)
GREEN BACKGROUND (RETROREFLECTIVE)
MATERIAL: 0.125" FLAT SHEET ALUMINUM



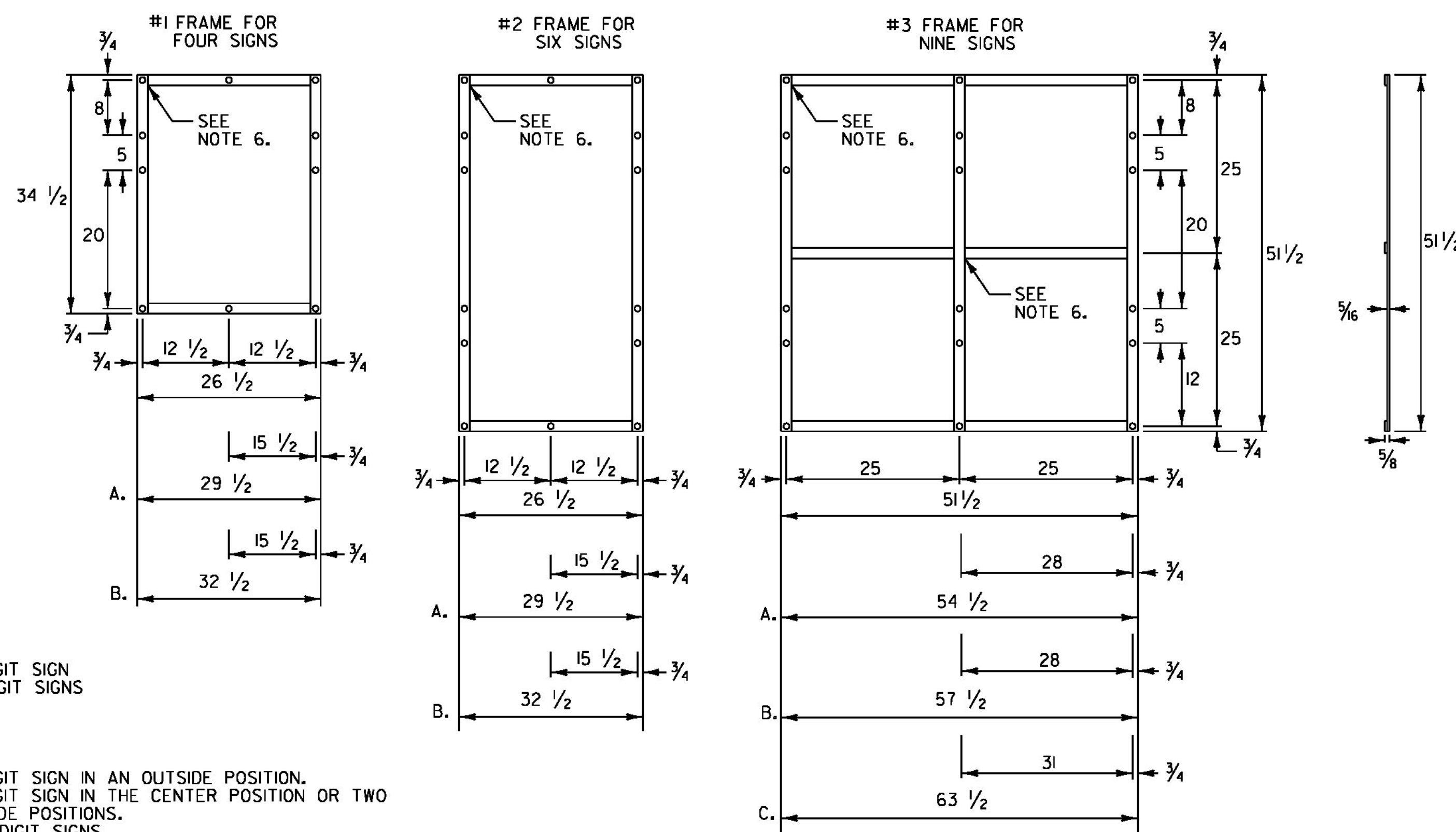
LOCATION: BURLINGTON
STA. 0+55, LT
COLOR: WHITE BORDER AND TEXT (RETROREFLECTIVE)
GREEN BACKGROUND (RETROREFLECTIVE)
MATERIAL: 0.125" FLAT SHEET ALUMINUM



LOCATION: BURLINGTON
STA. 0+35, RT
COLOR: WHITE BORDER AND TEXT (RETROREFLECTIVE)
GREEN BACKGROUND (RETROREFLECTIVE)
MATERIAL: PER THE TABLE ON SHEET 90

NOTES:
1. ALL SHEETING SHALL BE TYPE III MINIMUM
2. ALL STREET SIGNS SHALL BE TWO-SIDED

ROUTE MARKER ASSEMBLY FRAMES



NOTES:

- NOTES FOR #1 AND #2 FRAME:
 - WITH ONE 30 INCH THREE DIGIT SIGN
 - WITH TWO 30 INCH THREE DIGIT SIGNS
- NOTES FOR #3 FRAME:
 - WITH ONE 30 INCH THREE DIGIT SIGN IN AN OUTSIDE POSITION.
 - WITH ONE 30 INCH THREE DIGIT SIGN IN THE CENTER POSITION OR TWO SUCH SIGNS IN THE OUTSIDE POSITIONS.
 - WITH THREE 30 INCH THREE DIGIT SIGNS.
- ALL HOLES SHALL BE 7/16 INCH DIAMETER. FOR OTHER SIGN COMBINATIONS THAN ABOVE, THE FRAME DIMENSIONS AND HOLE SPACING SHALL BE MODIFIED AS NECESSARY. THE FRAME SHALL BE PAINTED WITH ONE COAT OF PRIMER AND A SECOND COAT OF BLACK PAINT. THE PAINT SHALL BE OF THE TYPE USED ON EXTERIOR METAL SURFACES TO PREVENT METAL CORROSION.
- ALL DIMENSIONS SHOWN IN INCHES UNLESS OTHERWISE NOTED.
- FRAMES SHALL BE CONSTRUCTED OF 5/16 INCH x 1 1/2 INCH A-36 STEEL.
- ALL OVERLAPPED CONNECTIONS SHALL BE WELDED WITH TWO 1/4 INCH WIDE FILLET WELDS, 1 1/2 INCHES LONG.



NOT TO SCALE

**TRAFFIC
SIGN
DETAIL
SHEET #4**

PROJECT NAME: BURLINGTON-SOUTH BURLINGTON
PROJECT NUMBER: NH 2624(I)

FILE NAME: p06d216.dgn
PROJECT LEADER:
DESIGNED BY: STANTEC
IPARM FILE: p06d216tsd04.i

PLOT DATE: 2/7/2012
DRAWN BY: STANTEC
CHECKED BY: STANTEC
SHEET 91 OF 108

TRAFFIC SIGNAL GENERAL NOTES:

- 1. ALL SIGNAL HEADS SHALL BE 12' POLYCARBONATE. THE SIGNAL HEADS SHALL HAVE FLAT BLACK HOUSINGS AND VISORS.
- 2. ALL SIGNAL HEADS SHALL HAVE FLAT BLACK LOUVERED BACK PLATES.
- 3. ALL SIGNAL HEADS SHALL HAVE RED, YELLOW, AND GREEN L.E.D. SIGNALS WITH A VISIBLE BEAM SPREAD OF 80 DEGREES OFF AXIS.
- 4. VIDEO VEHICLE DETECTION SYSTEM SHALL BE ECONOLITE AUTOSCOPE ENCORE OR ITERIS VERSICAM OR TRAFICON VIP SERIES.
THE VIDEO VEHICLE DETECTION SYSTEM SHALL INCLUDE:
 - A) CAMERAS WITH ZOOM LENS AND INTEGRATED MACHINE VISION PROCESSOR IN ONE COMPACT UNIT, WITH INTERNAL HEATER AND INTEGRATED ADJUSTABLE SUNSHIELD.
 - B) ALL MOUNTING HARDWARE (VIDEO DETECTOR CAMERA MOUNTING BRACKET OR VIDEO DETECTOR CAMERA POLE MOUNT EXTENSION BRACKET).
 - C) THE COMMUNICATIONS INTERFACE PANEL, THE DETECTOR PORT MASTER, VIDEO DETECTOR CABLE, PLUS ALL ASSOCIATED EQUIPMENT AND MISCELLANEOUS FITTINGS (INCLUDING CABINET WIRING).
 - D) ALL LABOR, MATERIAL, EQUIPMENT, AND SIGNAL CONTROLLER PROGRAMMING REQUIRED TO COMPLETE THE INSTALLATION AND MAKE THE VVDS FULLY OPERATIONAL.
- 5. VIDEO VEHICLE DETECTOR CAMERAS SHALL BE PLACED SO THAT OCCLUSION IS MINIMIZED AND PHASING IS NOT AFFECTED.
- 6. VIDEO DETECTION AREAS SHALL EXTEND 5' PAST THE STOP BAR.
- 7. EXISTING VEHICLE DETECTOR LOOPS TO BE CUT AT THE CURB LINE PRIOR TO COLD PLANING. PAYMENT SHALL BE INCIDENTAL TO 900.620 SPECIAL PROVISION (VIDEO VEHICLE DETECTION SYSTEM).
- 8. ALL NEW EQUIPMENT SHALL MEET OR EXCEED VTRANS STANDARD SPECIFICATIONS (SECTIONS 678 & 752), NEMA STANDARDS AND IMSA OR ITE SPECIFICATIONS, WHERE APPLICABLE. INSTALLATION OF SIGNAL EQUIPMENT SHALL BE AS DETAILED ON THESE PLANS AND THE VTRANS STANDARD DRAWINGS REFERENCED.
- 9. THE TRAFFIC SIGNALS SHALL BE MOUNTED TO THE ARM OR POLE USING A FIXED MOUNT SYSTEM, UNLESS OTHERWISE NOTED. FOR SIGNALS MOUNTED ON A MAST ARM, THE MAST ARM AND MOUNTING POINT SHALL BE IN THE MIDDLE OF THE SIGNAL HEAD.
- 10. PEDESTRIAN SIGNALS SHALL BE ACCESSIBLE PEDESTRIAN COUNTDOWN SIGNAL ASSEMBLIES AS PER VTRANS SPECIFICATIONS. INCLUDE VTRANS SPECIFIED ACCESSIBLE PEDESTRIAN PUSH BUTTONS WITH R10-36 SIGN ASSEMBLY, PER THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD). PEDESTRIAN HEADS SHALL HAVE BLACK HOUSINGS AND SYMBOL TYPE FACES. PEDESTRIAN SIGNAL MOUNTING SHALL CONFORM TO VTRANS STANDARD DRAWING E-170.
- 11. SEE VAOT STANDARD E-171A FOR ADDITIONAL NOTES.
- 12. THE TRAFFIC SIGNALS AND ALL WIRING SHALL BE INSTALLED IN ACCORDANCE WITH THE NATIONAL ELECTRIC CODE BY A MASTER ELECTRICIAN LICENSED IN THE STATE OF VERMONT. ALL ELECTRICAL EQUIPMENT AND WIRING SHALL BE UL RATED FOR ITS INTENDED USE.
- 13. THE CONTRACTOR SHALL SUBMIT FABRICATION DRAWINGS OF EACH NEW TRAFFIC SIGNAL EQUIPMENT ITEM TO THE RESIDENT ENGINEER FOR APPROVAL. FABRICATION DRAWING SUBMITTALS SHALL CONFORM TO VTRANS SPECIFICATIONS.
- 14. A UNIFORMED TRAFFIC OFFICER WITH A BLUE LIGHT SHALL BE PRESENT DURING ALL LANE CLOSURES.

NOT TO SCALE

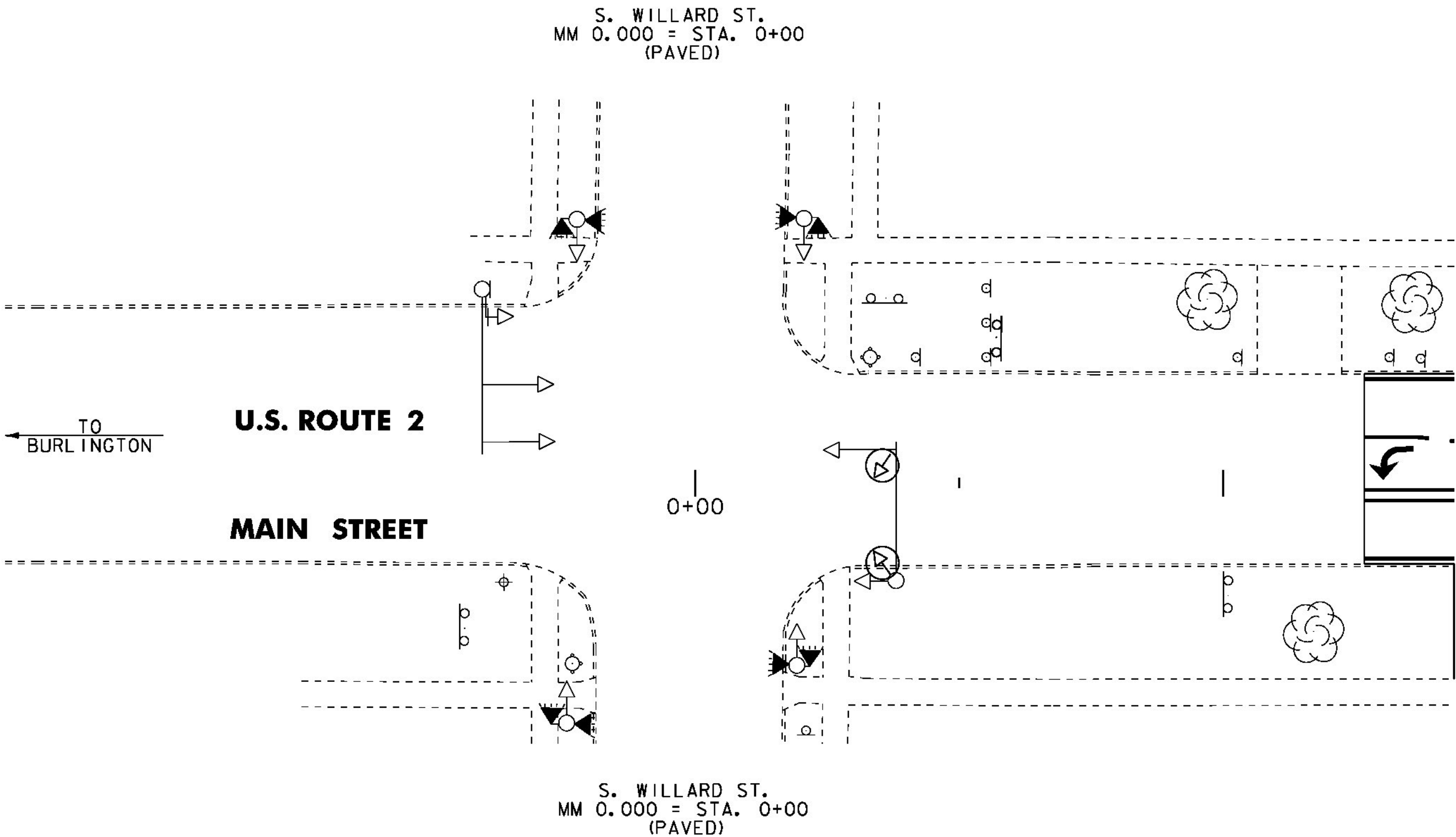


TRAFFIC SIGNAL
GENERAL NOTES
SHEET

PROJECT NAME: BURLINGTON-SOUTH BURLINGTON	
PROJECT NUMBER: NH 2624(I)	
FILE NAME: p06d216.dgn	PLOT DATE: 2/7/2012
PROJECT LEADER:	DRAWN BY: STANTEC
DESIGNED BY: STANTEC	CHECKED BY: STANTEC
IPARM FILE: p06d216tsgn.i	SHEET 92 OF 108

U.S. ROUTE 2 /SOUTH WILLARD STREET INTERSECTION

ITEM 900.620 SPECIAL PROVISION (PEDESTRIAN SIGNAL HEADS, COUNTDOWN) (U.S. ROUTE 2 @ SOUTH WILLARD STREET) BURLINGTON STA. 0+00		
QUANTITY	UNIT	DESCRIPTION
8	EA	COUNT-DOWN PEDESTRIAN SIGNAL WITH MOUNTING HARDWARE
8	EA	ACCESSIBLE PEDESTRIAN PUSHBUTTON ASSEMBLY



LEGEND	
DESCRIPTION	
---	EXISTING CONDUIT
□	EXISTING JUNCTION BOX
CT	EXISTING CONTROLLER CABINET
⊕	EXISTING POLE
▭	VIDEO DETECTION AREA
⊕	EXISTING VIDEO DETECTOR CAMERA
⊕	PROPOSED VIDEO DETECTOR CAMERA
⊕	EXISTING VEHICLE SIGNAL
⊕	PROPOSED VEHICLE SIGNAL
PB	EXISTING PULL BOX
⊕	EXISTING PEDESTRIAN SIGNAL
⊕	PROPOSED COUNT-DOWN PEDESTRIAN SIGNAL

NOTES:

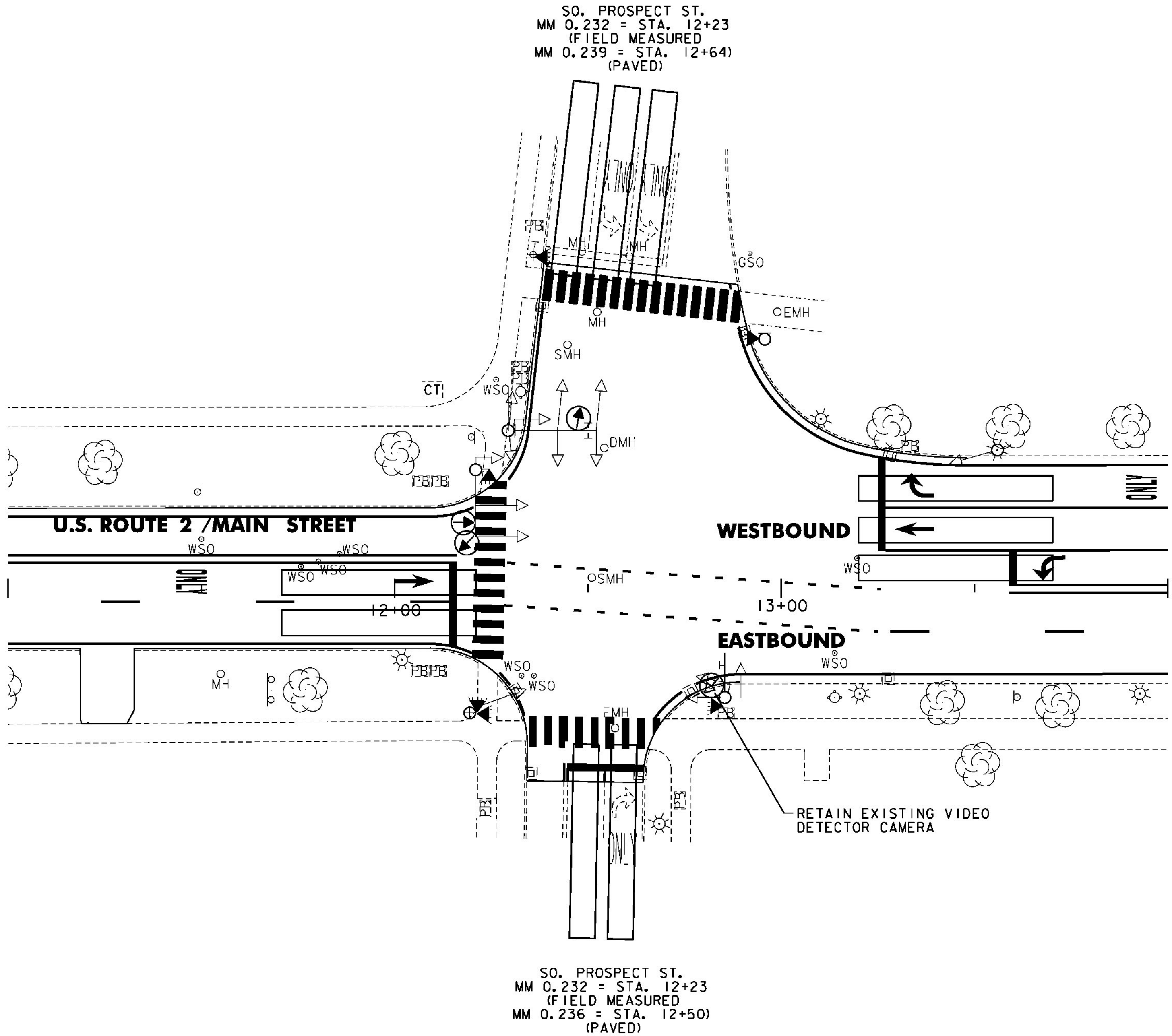
1. THIS PLAN SHEET IS NOT TO SCALE AND SHALL ONLY BE USED AS A GUIDE FOR THE PLACEMENT OF THE HARDWARE LISTED. THE CONTRACTOR SHALL CONFIRM ALL LOCATIONS IN THE FIELD WITH THE RESIDENT ENGINEER PRIOR TO INSTALLATION. LOCATIONS MAY BE REVISED AS A RESULT OF THE SITE SURVEY.

NOT TO SCALE



TRAFFIC SIGNAL SYSTEM SHEET #1	PROJECT NAME: BURLINGTON-SOUTH BURLINGTON	
	PROJECT NUMBER: NH 2624(1)	
FILE NAME: p06d216.dgn		PLOT DATE: 16-FEB-2012
PROJECT LEADER: JLL		DRAWN BY: STANTEC
DESIGNED BY: STANTEC		CHECKED BY: STANTEC
IPARM FILE: p06d216tsss01.i		SHEET 93 OF 108

U.S. ROUTE 2 / SOUTH PROSPECT STREET INTERSECTION



LEGEND	
DESCRIPTION	
---	EXISTING CONDUIT
□	EXISTING JUNCTION BOX
CT	EXISTING CONTROLLER CABINET
⊙	EXISTING POLE
□	VIDEO DETECTION AREA
⊙	EXISTING VIDEO DETECTOR CAMERA
⊙	PROPOSED VIDEO DETECTOR CAMERA
⊙	EXISTING VEHICLE SIGNAL
⊙	PROPOSED VEHICLE SIGNAL
PB	EXISTING PULL BOX
⊙	EXISTING PEDESTRIAN SIGNAL
⊙	PROPOSED COUNT-DOWN PEDESTRIAN SIGNAL

ITEM 900.620 SPECIAL PROVISION (VIDEO VEHICLE DETECTION SYSTEM) (U.S. ROUTE 2 @ SOUTH PROSPECT STREET) BURLINGTON STA. 12+50		
QUANTITY	UNIT	DESCRIPTION
3	EA	VIDEO DETECTOR CAMERA ASSEMBLY
0	LF	VIDEO DETECTOR CABLE (ALL CABLE EXISTS AT THIS INTERSECTION)
3	EA	VIDEO DETECTOR CAMERA MOUNTING BRACKET
1	EA	CABINET RACK *
1	EA	ADJUST HEIGHT OF CABINET RACK (AS NECESSARY) *

* INCIDENTAL TO OTHER TRAFFIC SIGNAL ITEMS

ITEM 900.620 SPECIAL PROVISION (PEDESTRIAN SIGNAL HEADS, COUNTDOWN) (U.S. ROUTE 2 @ SOUTH PROSPECT STREET) BURLINGTON STA. 12+50		
QUANTITY	UNIT	DESCRIPTION
6	EA	COUNT-DOWN PEDESTRIAN SIGNAL WITH MOUNTING HARDWARE
6	EA	ACCESSIBLE PEDESTRIAN PUSHBUTTON ASSEMBLY

- NOTES:
- THIS PLAN SHEET IS NOT TO SCALE AND SHALL ONLY BE USED AS A GUIDE FOR THE PLACEMENT OF THE HARDWARE LISTED. THE CONTRACTOR SHALL CONFIRM ALL LOCATIONS IN THE FIELD WITH THE RESIDENT ENGINEER PRIOR TO INSTALLATION. LOCATIONS MAY BE REVISED AS A RESULT OF THE SITE SURVEY.
 - THE CONTRACTOR SHALL VERIFY IN THE FIELD THAT THERE IS ADEQUATE SPACE IN THE CONDUIT FOR VIDEO DETECTION CABLE AND EQUIPMENT. IF ADDITIONAL CONDUIT INSTALLATION IS REQUIRED, ALL WORK ASSOCIATED FOR INSTALLATION SHALL BE INCIDENTAL TO ITEM 900.620 SPECIAL PROVISION (VIDEO VEHICLE DETECTION SYSTEM) (U.S. ROUTE 2 @ SOUTH PROSPECT STREET). MATERIALS AND CONSTRUCTION TO BE IN ACCORDANCE WITH SECTION 678.

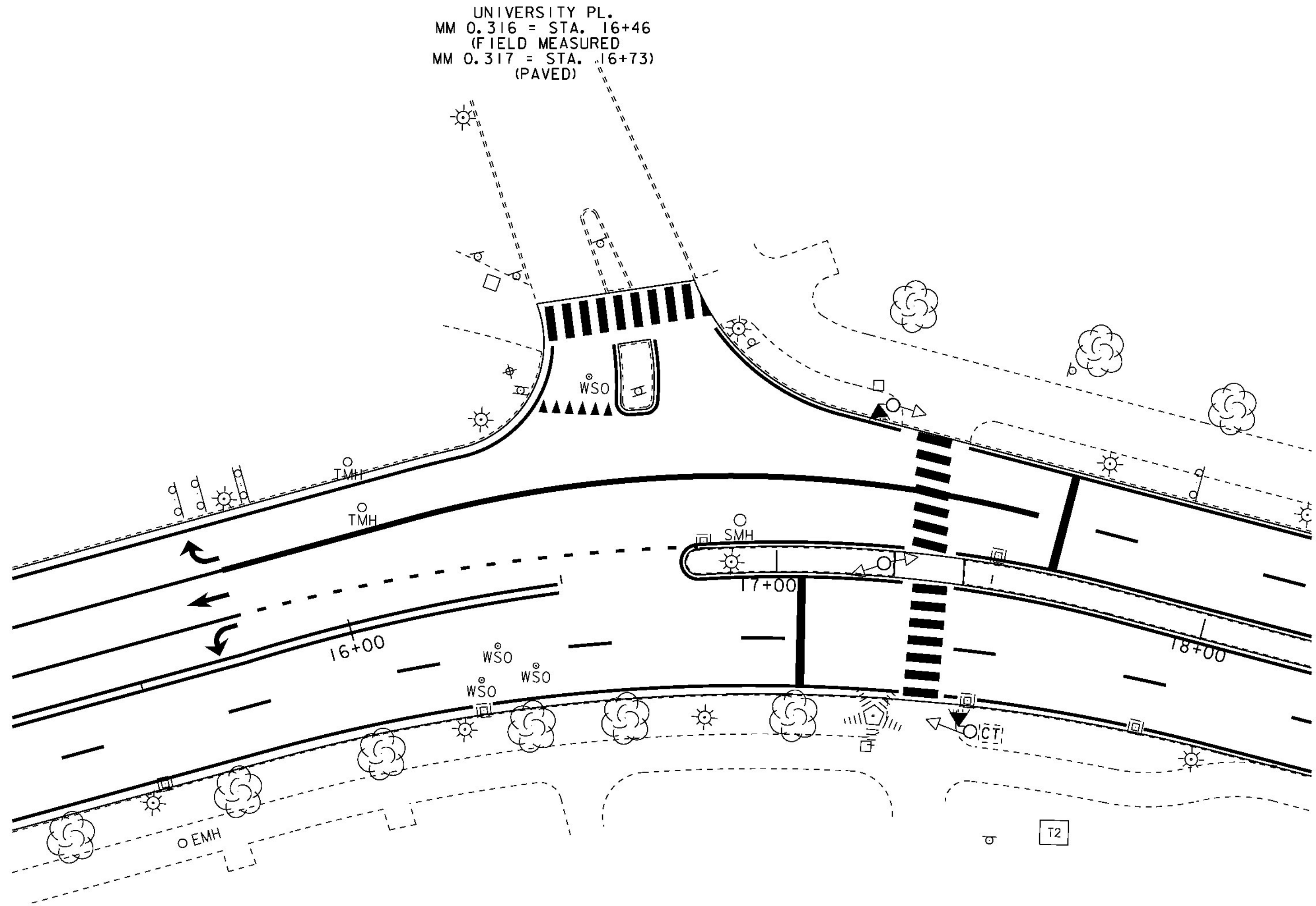
NOT TO SCALE

TRAFFIC
SIGNAL
SYSTEM
SHEET #2



PROJECT NAME:	BURLINGTON-SOUTH BURLINGTON
PROJECT NUMBER:	NH 2624(I)
FILE NAME:	p06d216.dgn
PROJECT LEADER:	JLL
DESIGNED BY:	STANTEC
IPARM FILE:	p06d216tsss02.i
PLOT DATE:	2/7/2012
DRAWN BY:	STANTEC
CHECKED BY:	STANTEC
SHEET	94 OF 108

U.S. ROUTE 2 /UNIVERSITY PLACE INTERSECTION



ITEM 900.620 SPECIAL PROVISION (PEDESTRIAN SIGNAL HEADS, COUNTDOWN) (U.S. ROUTE 2 @ UNIVERSITY PLACE) BURLINGTON STA. 16+73		
QUANTITY	UNIT	DESCRIPTION
2	EA	COUNT-DOWN PEDESTRIAN SIGNAL WITH MOUNTING HARDWARE
2	EA	ACCESSIBLE PEDESTRIAN PUSHBUTTON ASSEMBLY

NOTES:

1. THIS PLAN SHEET IS NOT TO SCALE AND SHALL ONLY BE USED AS A GUIDE FOR THE PLACEMENT OF THE HARDWARE LISTED. THE CONTRACTOR SHALL CONFIRM ALL LOCATIONS IN THE FIELD WITH THE RESIDENT ENGINEER PRIOR TO INSTALLATION. LOCATIONS MAY BE REVISED AS A RESULT OF THE SITE SURVEY.

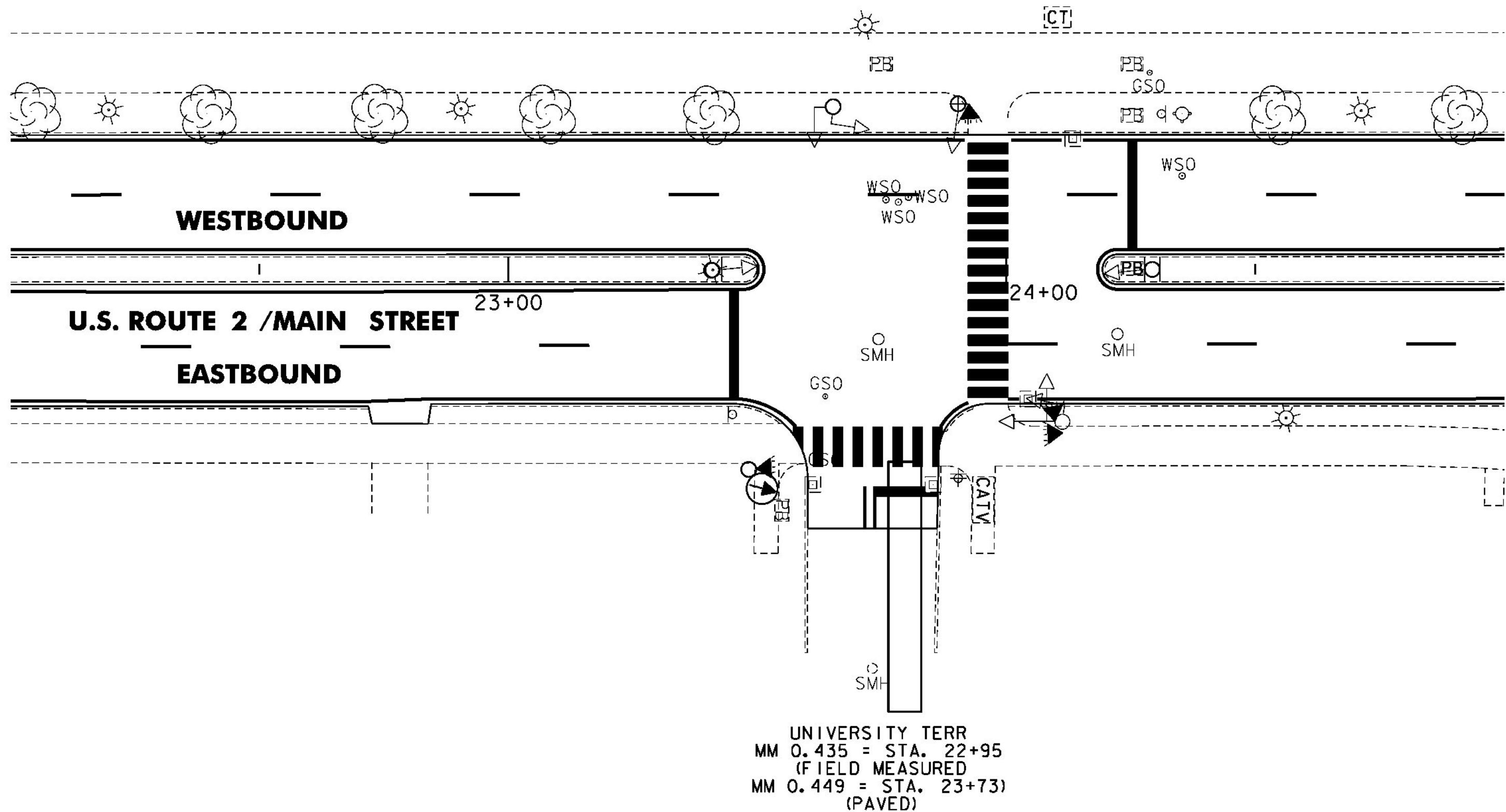
LEGEND	
DESCRIPTION	
---	EXISTING CONDUIT
□	EXISTING JUNCTION BOX
[CT]	EXISTING CONTROLLER CABINET
⊕	EXISTING POLE
□	VIDEO DETECTION AREA
⊕	EXISTING VIDEO DETECTOR CAMERA
⊕	PROPOSED VIDEO DETECTOR CAMERA
⊕	EXISTING VEHICLE SIGNAL
⊕	PROPOSED VEHICLE SIGNAL
[PB]	EXISTING PULL BOX
⊕	EXISTING PEDESTRIAN SIGNAL
⊕	PROPOSED COUNT-DOWN PEDESTRIAN SIGNAL



NOT TO SCALE

TRAFFIC SIGNAL SYSTEM SHEET #3	PROJECT NAME: BURLINGTON-SOUTH BURLINGTON	
	PROJECT NUMBER: NH 2624(I)	
	FILE NAME: p06d216.dgn	PLOT DATE: 16-FEB-2012
	PROJECT LEADER: JLL	DRAWN BY: STANTEC
	DESIGNED BY: STANTEC	CHECKED BY: STANTEC
	IPARM FILE: p06d216tsss03.i	SHEET 95 OF 108

U.S. ROUTE 2 /UNIVERSITY TERRACE INTERSECTION



LEGEND	
DESCRIPTION	
---	EXISTING CONDUIT
□	EXISTING JUNCTION BOX
[CT]	EXISTING CONTROLLER CABINET
⊙	EXISTING POLE
▭	VIDEO DETECTION AREA
⊙	EXISTING VIDEO DETECTOR CAMERA
⊙	PROPOSED VIDEO DETECTOR CAMERA
◁	EXISTING VEHICLE SIGNAL
◁	PROPOSED VEHICLE SIGNAL
[PB]	EXISTING PULL BOX
▷	EXISTING PEDESTRIAN SIGNAL
▷	PROPOSED COUNT-DOWN PEDESTRIAN SIGNAL

ITEM 900.620 SPECIAL PROVISION (VIDEO VEHICLE DETECTION SYSTEM) (U.S. ROUTE 2 @ UNIVERSITY TERRACE) BURLINGTON STA. 23+73		
QUANTITY	UNIT	DESCRIPTION
1	EA	VIDEO DETECTOR CAMERA ASSEMBLY
210	LF	VIDEO DETECTOR CABLE
1	EA	VIDEO DETECTOR CAMERA MOUNTING BRACKET
1	EA	CABINET RACK *
1	EA	ADJUST HEIGHT OF CABINET RACK (AS NECESSARY) *

* INCIDENTAL TO OTHER TRAFFIC SIGNAL ITEMS

ITEM 900.620 SPECIAL PROVISION (PEDESTRIAN SIGNAL HEADS, COUNTDOWN) (U.S. ROUTE 2 @ UNIVERSITY TERRACE) BURLINGTON STA. 23+73		
QUANTITY	UNIT	DESCRIPTION
4	EA	COUNT-DOWN PEDESTRIAN SIGNAL WITH MOUNTING HARDWARE
4	EA	ACCESSIBLE PEDESTRIAN PUSHBUTTON ASSEMBLY

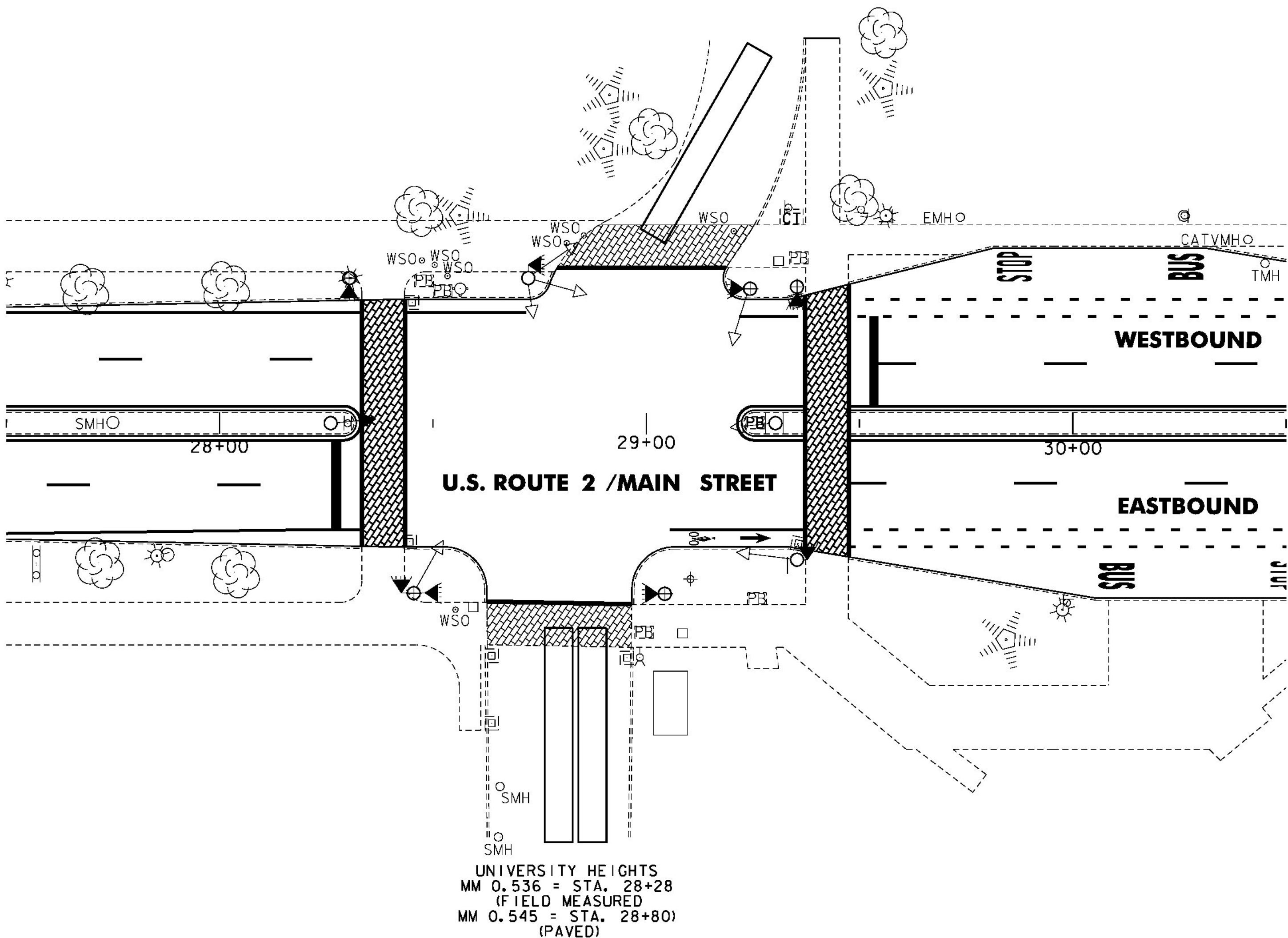
- NOTES:
- THIS PLAN SHEET IS NOT TO SCALE AND SHALL ONLY BE USED AS A GUIDE FOR THE PLACEMENT OF THE HARDWARE LISTED. THE CONTRACTOR SHALL CONFIRM ALL LOCATIONS IN THE FIELD WITH THE RESIDENT ENGINEER PRIOR TO INSTALLATION. LOCATIONS MAY BE REVISED AS A RESULT OF THE SITE SURVEY.
 - THE CONTRACTOR SHALL VERIFY IN THE FIELD THAT THERE IS ADEQUATE SPACE IN THE CONDUIT FOR VIDEO DETECTION CABLE AND EQUIPMENT. IF ADDITIONAL CONDUIT INSTALLATION IS REQUIRED, ALL WORK ASSOCIATED FOR INSTALLATION SHALL BE INCIDENTAL TO ITEM 900.620 SPECIAL PROVISION (VIDEO VEHICLE DETECTION SYSTEM) (U.S. ROUTE 2 @ UNIVERSITY TERRACE). MATERIALS AND CONSTRUCTION TO BE IN ACCORDANCE WITH SECTION 678.

NOT TO SCALE

TRAFFIC SIGNAL SYSTEM SHEET #4	PROJECT NAME: BURLINGTON-SOUTH BURLINGTON	
	PROJECT NUMBER: NH 2624(I)	
	FILE NAME: p06d216.dgn	PLOT DATE: 2/7/2012
	PROJECT LEADER: JLL	DRAWN BY: STANTEC
DESIGNED BY: STANTEC		CHECKED BY: STANTEC
IPARM FILE: p06d216tsss04.i		SHEET 96 OF 108



U.S. ROUTE 2 /UNIVERSITY HEIGHTS INTERSECTION



UNIVERSITY HEIGHTS
MM 0.536 = STA. 28+28
(FIELD MEASURED)
MM 0.545 = STA. 28+80
(PAVED)

LEGEND

DESCRIPTION	
---	EXISTING CONDUIT
□	EXISTING JUNCTION BOX
CT	EXISTING CONTROLLER CABINET
⊕	EXISTING POLE
□	VIDEO DETECTION AREA
⊕	EXISTING VIDEO DETECTOR CAMERA
⊕	PROPOSED VIDEO DETECTOR CAMERA
⊕	EXISTING VEHICLE SIGNAL
⊕	PROPOSED VEHICLE SIGNAL
PB	EXISTING PULL BOX
⊕	EXISTING PEDESTRIAN SIGNAL
⊕	PROPOSED COUNT-DOWN PEDESTRIAN SIGNAL

ITEM 900.620 SPECIAL PROVISION
(VIDEO VEHICLE DETECTION SYSTEM)
(U.S. ROUTE 2 @ UNIVERSITY HEIGHTS)
BURLINGTON STA. 28+80

QUANTITY	UNIT	DESCRIPTION
2	EA	VIDEO DETECTOR CAMERA ASSEMBLY
180	LF	VIDEO DETECTOR CABLE
2	EA	VIDEO DETECTOR CAMERA MOUNTING BRACKET
1	EA	CABINET RACK *
1	EA	ADJUST HEIGHT OF CABINET RACK (AS NECESSARY) *

* INCIDENTAL TO OTHER TRAFFIC SIGNAL ITEMS

ITEM 900.620 SPECIAL PROVISION
(PEDESTRIAN SIGNAL HEADS, COUNTDOWN)
(U.S. ROUTE 2 @ UNIVERSITY HEIGHTS)
BURLINGTON STA. 28+80

QUANTITY	UNIT	DESCRIPTION
8	EA	COUNT-DOWN PEDESTRIAN SIGNAL WITH MOUNTING HARDWARE
9	EA	ACCESSIBLE PEDESTRIAN PUSHBUTTON ASSEMBLY (INCLUDES ONE IN MEDIAN AT STA. 29+30)

NOTES:

- THIS PLAN SHEET IS NOT TO SCALE AND SHALL ONLY BE USED AS A GUIDE FOR THE PLACEMENT OF THE HARDWARE LISTED. THE CONTRACTOR SHALL CONFIRM ALL LOCATIONS IN THE FIELD WITH THE RESIDENT ENGINEER PRIOR TO INSTALLATION. LOCATIONS MAY BE REVISED AS A RESULT OF THE SITE SURVEY.
- THE CONTRACTOR SHALL VERIFY IN THE FIELD THAT THERE IS ADEQUATE SPACE IN THE CONDUIT FOR VIDEO DETECTION CABLE AND EQUIPMENT. IF ADDITIONAL CONDUIT INSTALLATION IS REQUIRED, ALL WORK ASSOCIATED FOR INSTALLATION SHALL BE INCIDENTAL TO ITEM 900.620 SPECIAL PROVISION (VIDEO VEHICLE DETECTION SYSTEM) (U.S. ROUTE 2 @ UNIVERSITY HEIGHTS). MATERIALS AND CONSTRUCTION TO BE IN ACCORDANCE WITH SECTION 678.
- THE WORK ASSOCIATED WITH ISLAND REMOVAL, SIGNAL REMOVAL, AND NEW SIGNAL INSTALLATION WILL BE COORDINATED WITH THE CITY OF BURLINGTON. SEE DETAILS AND NOTES ON SHEET 106.

NOT TO SCALE

TRAFFIC
SIGNAL
SYSTEM
SHEET #5

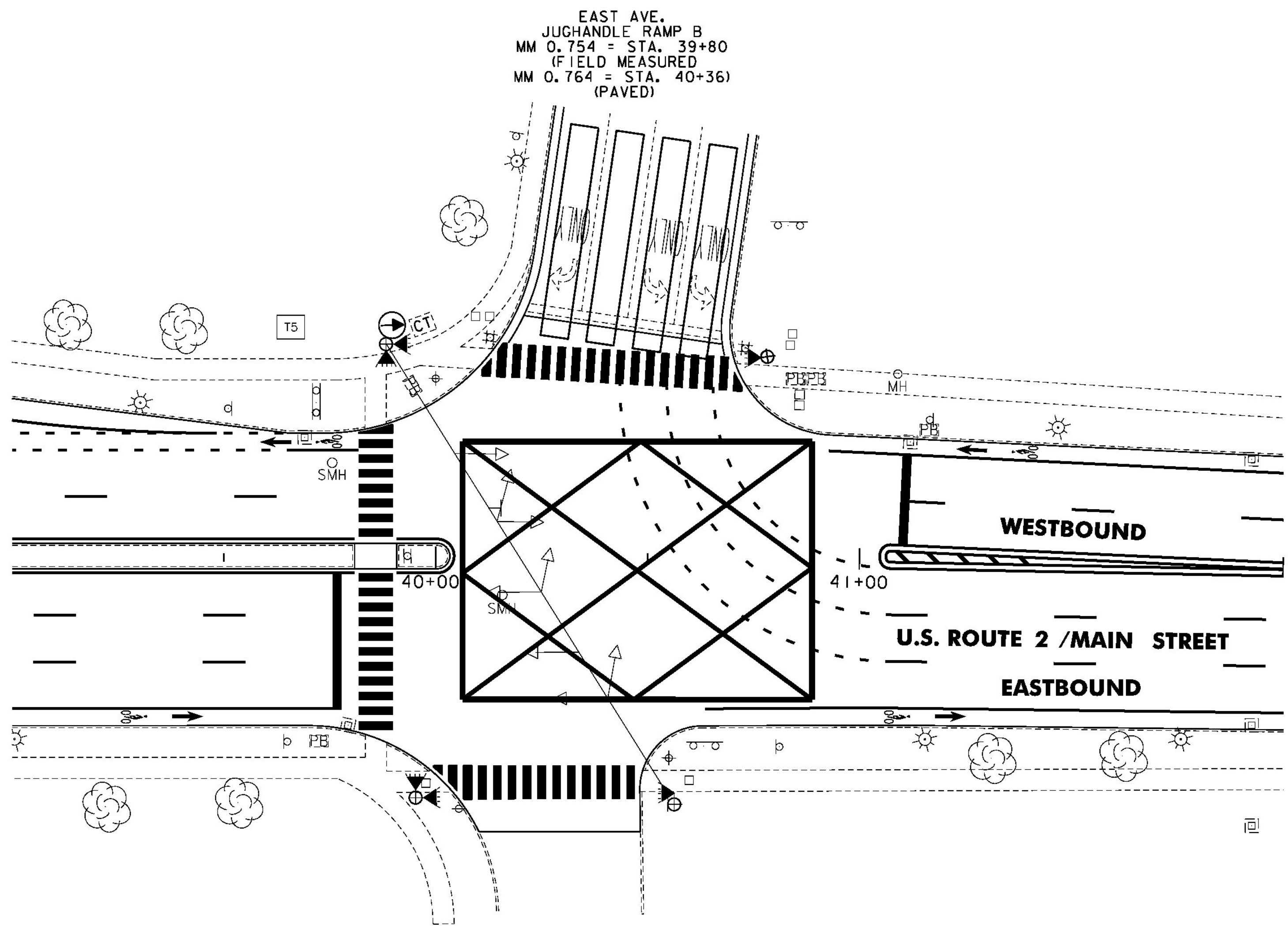


PROJECT NAME: BURLINGTON-SOUTH BURLINGTON
PROJECT NUMBER: NH 2624(I)

FILE NAME: p06d216.dgn
PROJECT LEADER: JLL
DESIGNED BY: STANTEC
IPARM FILE: p06d216tsss05.i

PLOT DATE: 2/7/2012
DRAWN BY: STANTEC
CHECKED BY: STANTEC
SHEET 97 OF 108

U.S. ROUTE 2 /SPEAR STREET INTERSECTION



EAST AVE.
JUGHANDLE RAMP B
MM 0.754 = STA. 39+80
(FIELD MEASURED)
MM 0.764 = STA. 40+36
(PAVED)

SPEAR ST.
MM 0.754 = STA. 39+80
(FIELD MEASURED)
MM 0.763 = STA. 40+29
(PAVED)

LEGEND	
DESCRIPTION	
---	EXISTING CONDUIT
□	EXISTING JUNCTION BOX
CT	EXISTING CONTROLLER CABINET
⊕	EXISTING POLE
▭	VIDEO DETECTION AREA
⦿	EXISTING VIDEO DETECTOR CAMERA
⦿	PROPOSED VIDEO DETECTOR CAMERA
⬅	EXISTING VEHICLE SIGNAL
⬅	PROPOSED VEHICLE SIGNAL
PB	EXISTING PULL BOX
➤	EXISTING PEDESTRIAN SIGNAL
➤	PROPOSED COUNT-DOWN PEDESTRIAN SIGNAL

ITEM 900.620 SPECIAL PROVISION (VIDEO VEHICLE DETECTION SYSTEM) (U.S. ROUTE 2 @ SPEAR STREET) BURLINGTON STA. 40+29		
QUANTITY	UNIT	DESCRIPTION
1	EA	VIDEO DETECTOR CAMERA ASSEMBLY
30	LF	VIDEO DETECTOR CABLE
1	EA	VIDEO DETECTOR CAMERA MOUNTING BRACKET
1	EA	CABINET RACK *
1	EA	ADJUST HEIGHT OF CABINET RACK (AS NECESSARY) *

* INCIDENTAL TO OTHER TRAFFIC SIGNAL ITEMS

ITEM 900.620 SPECIAL PROVISION (PEDESTRIAN SIGNAL HEADS, COUNTDOWN) (U.S. ROUTE 2 @ SPEAR STREET) BURLINGTON STA. 40+29		
QUANTITY	UNIT	DESCRIPTION
6	EA	COUNT-DOWN PEDESTRIAN SIGNAL WITH MOUNTING HARDWARE
6	EA	ACCESSIBLE PEDESTRIAN PUSHBUTTON ASSEMBLY

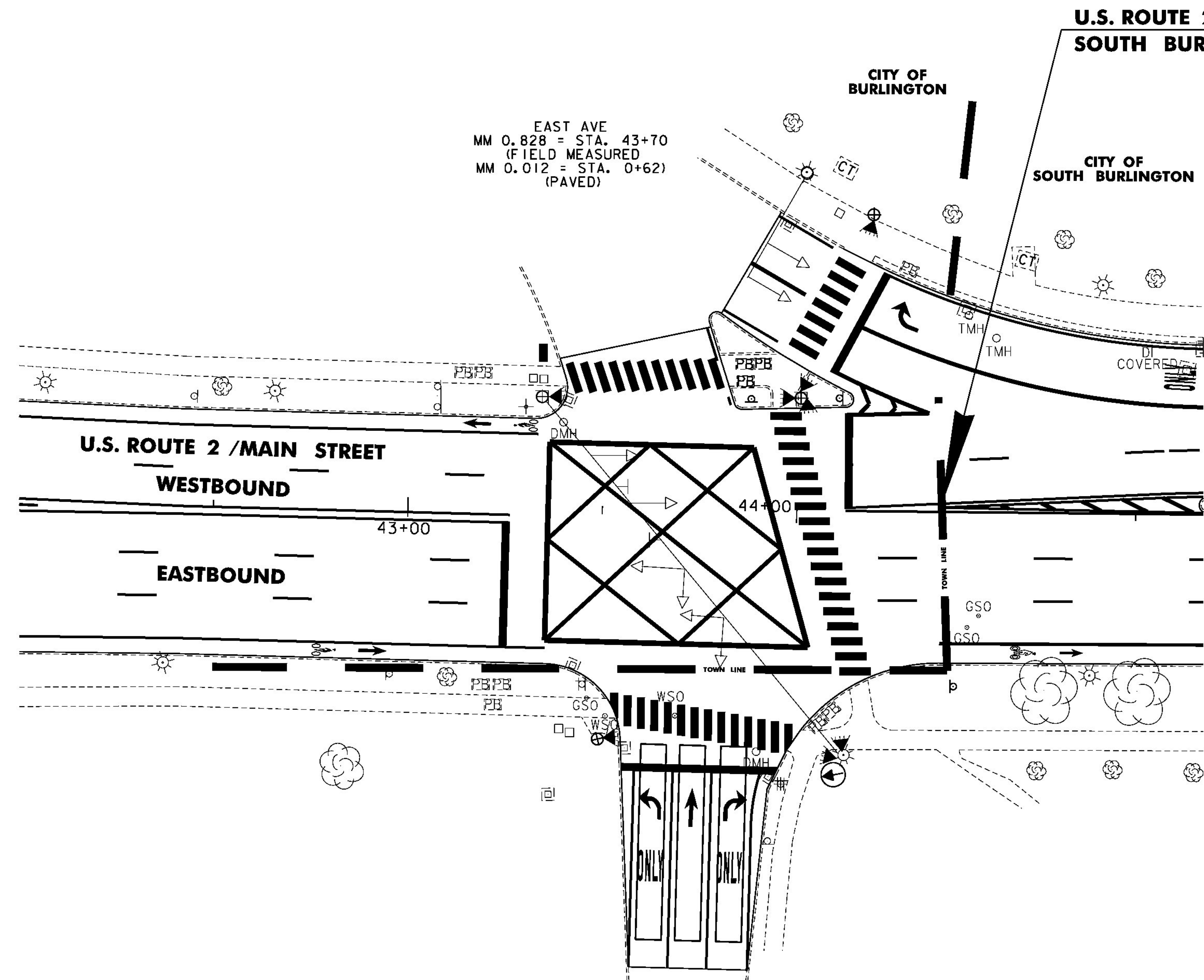
- NOTES:
- THIS PLAN SHEET IS NOT TO SCALE AND SHALL ONLY BE USED AS A GUIDE FOR THE PLACEMENT OF THE HARDWARE LISTED. THE CONTRACTOR SHALL CONFIRM ALL LOCATIONS IN THE FIELD WITH THE RESIDENT ENGINEER PRIOR TO INSTALLATION. LOCATIONS MAY BE REVISED AS A RESULT OF THE SITE SURVEY.
 - THE CONTRACTOR SHALL VERIFY IN THE FIELD THAT THERE IS ADEQUATE SPACE IN THE CONDUIT FOR VIDEO DETECTION CABLE AND EQUIPMENT. IF ADDITIONAL CONDUIT INSTALLATION IS REQUIRED, ALL WORK ASSOCIATED FOR INSTALLATION SHALL BE INCIDENTAL TO ITEM 900.620 SPECIAL PROVISION (VIDEO VEHICLE DETECTION SYSTEM) (U.S. ROUTE 2 @ SPEAR STREET). MATERIALS AND CONSTRUCTION TO BE IN ACCORDANCE WITH SECTION 678.

NOT TO SCALE

TRAFFIC SIGNAL SYSTEM SHEET #6	PROJECT NAME: BURLINGTON-SOUTH BURLINGTON	
	PROJECT NUMBER: NH 2624(I)	
	FILE NAME: p06d216.dgn	PLOT DATE: 2/7/2012
	PROJECT LEADER: JLL	DRAWN BY: STANTEC
DESIGNED BY: STANTEC		CHECKED BY: STANTEC
IPARM FILE: p06d216tsss06.i		SHEET 98 OF 108



U.S. ROUTE 2 /EAST TERRACE INTERSECTION



U.S. ROUTE 2 BURLINGTON STA 44+37.02 BACK=
SOUTH BURLINGTON STA 0+00.00 AHEAD

ITEM 900.620 SPECIAL PROVISION (VIDEO VEHICLE DETECTION SYSTEM) (U.S. ROUTE 2 @ EAST TERRACE) BURLINGTON STA. 43+74		
QUANTITY	UNIT	DESCRIPTION
1	EA	VIDEO DETECTOR CAMERA ASSEMBLY
320	LF	VIDEO DETECTOR CABLE
1	EA	VIDEO DETECTOR CAMERA MOUNTING BRACKET
1	EA	CABINET RACK *
1	EA	ADJUST HEIGHT OF CABINET RACK (AS NECESSARY) *

* INCIDENTAL TO OTHER TRAFFIC SIGNAL ITEMS

ITEM 900.620 SPECIAL PROVISION (PEDESTRIAN SIGNAL HEADS, COUNTDOWN) (U.S. ROUTE 2 @ EAST TERRACE) BURLINGTON STA. 43+74		
QUANTITY	UNIT	DESCRIPTION
8	EA	COUNT-DOWN PEDESTRIAN SIGNAL WITH MOUNTING HARDWARE
8	EA	ACCESSIBLE PEDESTRIAN PUSHBUTTON ASSEMBLY

LEGEND	
DESCRIPTION	
---	EXISTING CONDUIT
□	EXISTING JUNCTION BOX
CT	EXISTING CONTROLLER CABINET
⊕	EXISTING POLE
▭	VIDEO DETECTION AREA
⊙	EXISTING VIDEO DETECTOR CAMERA
⊙	PROPOSED VIDEO DETECTOR CAMERA
◁	EXISTING VEHICLE SIGNAL
◁	PROPOSED VEHICLE SIGNAL
PB	EXISTING PULL BOX
▷	EXISTING PEDESTRIAN SIGNAL
▷	PROPOSED COUNT-DOWN PEDESTRIAN SIGNAL

- NOTES:
- THIS PLAN SHEET IS NOT TO SCALE AND SHALL ONLY BE USED AS A GUIDE FOR THE PLACEMENT OF THE HARDWARE LISTED. THE CONTRACTOR SHALL CONFIRM ALL LOCATIONS IN THE FIELD WITH THE RESIDENT ENGINEER PRIOR TO INSTALLATION. LOCATIONS MAY BE REVISED AS A RESULT OF THE SITE SURVEY.
 - THE CONTRACTOR SHALL VERIFY IN THE FIELD THAT THERE IS ADEQUATE SPACE IN THE CONDUIT FOR VIDEO DETECTION CABLE AND EQUIPMENT. IF ADDITIONAL CONDUIT INSTALLATION IS REQUIRED, ALL WORK ASSOCIATED FOR INSTALLATION SHALL BE INCIDENTAL TO ITEM 900.620 SPECIAL PROVISION (VIDEO VEHICLE DETECTION SYSTEM) (U.S. ROUTE 2 @ EAST TERRACE). MATERIALS AND CONSTRUCTION TO BE IN ACCORDANCE WITH SECTION 678.

NOT TO SCALE

TRAFFIC
SIGNAL
SYSTEM
SHEET #7

PROJECT NAME: BURLINGTON-SOUTH BURLINGTON
PROJECT NUMBER: NH 2624(I)
FILE NAME: p06d216.dgn
PROJECT LEADER: JLL
DESIGNED BY: STANTEC
IPARM FILE: p06d216tsss07.i
PLOT DATE: 2/7/2012
DRAWN BY: STANTEC
CHECKED BY: STANTEC
SHEET 99 OF 108



U.S. ROUTE 2 /RAMP F /DORSET STREET INTERSECTION

ITEM 900.620 SPECIAL PROVISION (VIDEO VEHICLE DETECTION SYSTEM) (U.S. ROUTE 2 @ DORSET STREET) SOUTH BURLINGTON STA. 26+21		
QUANTITY	UNIT	DESCRIPTION
3	EA	VIDEO DETECTOR CAMERA ASSEMBLY
310	LF	VIDEO DETECTOR CABLE
3	EA	VIDEO DETECTOR CAMERA MOUNTING BRACKET
2	EA	CABINET RACK *
2	EA	ADJUST HEIGHT OF CABINET RACK (AS NECESSARY) *

* INCIDENTAL TO OTHER TRAFFIC SIGNAL ITEMS

ITEM 900.620 SPECIAL PROVISION (PEDESTRIAN SIGNAL HEADS, COUNTDOWN) (U.S. ROUTE 2 @ DORSET STREET) SOUTH BURLINGTON STA. 26+21		
QUANTITY	UNIT	DESCRIPTION
8	EA	COUNT-DOWN PEDESTRIAN SIGNAL WITH MOUNTING HARDWARE
8	EA	ACCESSIBLE PEDESTRIAN PUSHBUTTON ASSEMBLY

ITEM 900.645 SPECIAL PROVISION (VEHICLE SIGNAL HEADS, LED) (U.S. ROUTE 2 @ DORSET STREET) SOUTH BURLINGTON STA. 26+21		
QUANTITY	UNIT	DESCRIPTION
15	EA	VEHICLE SIGNAL HEAD (3 SECTION)
1	EA	VEHICLE SIGNAL HEAD (3 SECTION PEDESTAL MOUNTED)
2	EA	VEHICLE SIGNAL HEAD (3 SECTION WITH ARROWS)
2	EA	VEHICLE SIGNAL HEAD (5 SECTION)

- NOTES:
- THIS PLAN SHEET IS NOT TO SCALE AND SHALL ONLY BE USED AS A GUIDE FOR THE PLACEMENT OF THE HARDWARE LISTED. THE CONTRACTOR SHALL CONFIRM ALL LOCATIONS IN THE FIELD WITH THE RESIDENT ENGINEER PRIOR TO INSTALLATION. LOCATIONS MAY BE REVISED AS A RESULT OF THE SITE SURVEY.
 - ALL EXISTING VEHICLE AND PEDESTRIAN SIGNAL HEADS SHALL BE REPLACED WITH NEW SIGNAL HEADS AT THE U.S. ROUTE 2 / RAMP F / DORSET STREET INTERSECTION.
 - THE TWO SIGNAL HEADS WHICH FACE NB OFF-RAMP F SHALL INCLUDE RED LED ARROWS INSTEAD OF RED LED BALLS.
 - THE CONTRACTOR SHALL VERIFY IN THE FIELD THAT THERE IS ADEQUATE SPACE IN THE CONDUIT FOR VIDEO DETECTION CABLE AND EQUIPMENT. IF ADDITIONAL CONDUIT INSTALLATION IS REQUIRED, ALL WORK ASSOCIATED FOR INSTALLATION SHALL BE INCIDENTAL TO ITEM 900.620 SPECIAL PROVISION (VIDEO VEHICLE DETECTION SYSTEM) (U.S. ROUTE 2 @ DORSET STREET). MATERIALS AND CONSTRUCTION TO BE IN ACCORDANCE WITH SECTION 678.

NOT TO SCALE

TRAFFIC SIGNAL SYSTEM SHEET #8	PROJECT NAME: BURLINGTON-SOUTH BURLINGTON	
	PROJECT NUMBER: NH 2624(I)	
	FILE NAME: p06d216.dgn	PLOT DATE: 2/7/2012
	PROJECT LEADER: JLL	DRAWN BY: STANTEC
DESIGNED BY: STANTEC		CHECKED BY: STANTEC
IPARM FILE: p06d216tsss08.i		SHEET 100 OF 108



NB ON-RAMP H
MM 0.499 = STA. 26+34
(FIELD MEASURED)
MM 0.468 = STA. 24+73)
(PAVED)

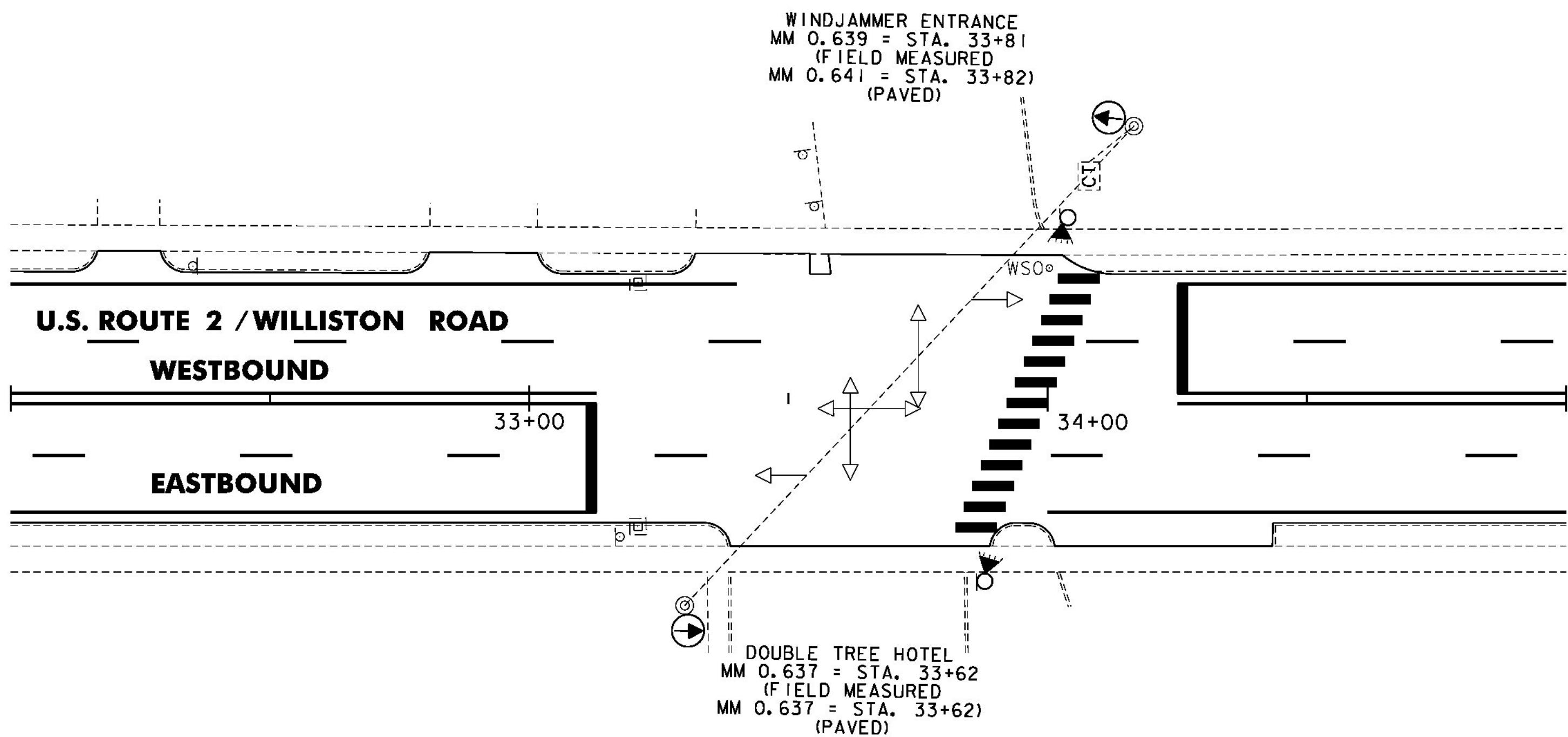
NB OFF-RAMP F
MM 0.499 = STA. 26+34
(FIELD MEASURED)
MM 0.466 = STA. 24+62)
(PAVED)

HOLIDAY INN
(FIELD MEASURED)
MM 0.494 = STA. 26+12)
(PAVED)

DORSET ST
MM 0.494 = STA. 26+08
(FIELD MEASURED)
MM 0.496 = STA. 26+21)
(PAVED)

LEGEND	
DESCRIPTION	
---	EXISTING CONDUIT
□	EXISTING JUNCTION BOX
CT	EXISTING CONTROLLER CABINET
⊙	EXISTING POLE
▭	VIDEO DETECTION AREA
⊙	EXISTING VIDEO DETECTOR CAMERA
⊙	PROPOSED VIDEO DETECTOR CAMERA
⊙	EXISTING VEHICLE SIGNAL
⊙	PROPOSED VEHICLE SIGNAL
PB	EXISTING PULL BOX
⊙	EXISTING PEDESTRIAN SIGNAL
⊙	PROPOSED COUNT-DOWN PEDESTRIAN SIGNAL

U.S. ROUTE 2 / WINDJAMMER / DOUBLETREE INTERSECTION



LEGEND	
DESCRIPTION	
---	EXISTING CONDUIT
□	EXISTING JUNCTION BOX
[CT]	EXISTING CONTROLLER CABINET
⊕	EXISTING POLE
▭	VIDEO DETECTION AREA
⊙	EXISTING VIDEO DETECTOR CAMERA
⊙	PROPOSED VIDEO DETECTOR CAMERA
⬅	EXISTING VEHICLE SIGNAL
⬅	PROPOSED VEHICLE SIGNAL
[PB]	EXISTING PULL BOX
➡	EXISTING PEDESTRIAN SIGNAL
➡	PROPOSED COUNT-DOWN PEDESTRIAN SIGNAL

ITEM 900.620 SPECIAL PROVISION (VIDEO VEHICLE DETECTION SYSTEM) (U.S. ROUTE 2 @ WINDJAMMER / DOUBLETREE) SOUTH BURLINGTON STA. 33+82 & STA. 33+62		
QUANTITY	UNIT	DESCRIPTION
2	EA	VIDEO DETECTOR CAMERA ASSEMBLY
180	LF	VIDEO DETECTOR CABLE
2	EA	VIDEO DETECTOR CAMERA MOUNTING BRACKET
1	EA	CABINET RACK *
1	EA	ADJUST HEIGHT OF CABINET RACK (AS NECESSARY) *

* INCIDENTAL TO OTHER TRAFFIC SIGNAL ITEMS

ITEM 900.620 SPECIAL PROVISION (PEDESTRIAN SIGNAL HEADS, COUNTDOWN) (U.S. ROUTE 2 @ WINDJAMMER / DOUBLETREE) SOUTH BURLINGTON STA. 33+82 & STA. 33+62		
QUANTITY	UNIT	DESCRIPTION
2	EA	COUNT-DOWN PEDESTRIAN SIGNAL WITH MOUNTING HARDWARE
2	EA	ACCESSIBLE PEDESTRIAN PUSHBUTTON ASSEMBLY

- NOTES:
- THIS PLAN SHEET IS NOT TO SCALE AND SHALL ONLY BE USED AS A GUIDE FOR THE PLACEMENT OF THE HARDWARE LISTED. THE CONTRACTOR SHALL CONFIRM ALL LOCATIONS IN THE FIELD WITH THE RESIDENT ENGINEER PRIOR TO INSTALLATION. LOCATIONS MAY BE REVISED AS A RESULT OF THE SITE SURVEY.
 - THE CONTRACTOR SHALL VERIFY IN THE FIELD THAT THERE IS ADEQUATE SPACE IN THE CONDUIT FOR VIDEO DETECTION CABLE AND EQUIPMENT. IF ADDITIONAL CONDUIT INSTALLATION IS REQUIRED, ALL WORK ASSOCIATED FOR INSTALLATION SHALL BE INCIDENTAL TO ITEM 900.620 SPECIAL PROVISION (VIDEO VEHICLE DETECTION SYSTEM) (U.S. ROUTE 2 @ DOUBLETREE HOTEL) & (U.S. ROUTE 2 @ WINDJAMMER ENTRANCE). MATERIALS AND CONSTRUCTION TO BE IN ACCORDANCE WITH SECTION 678.

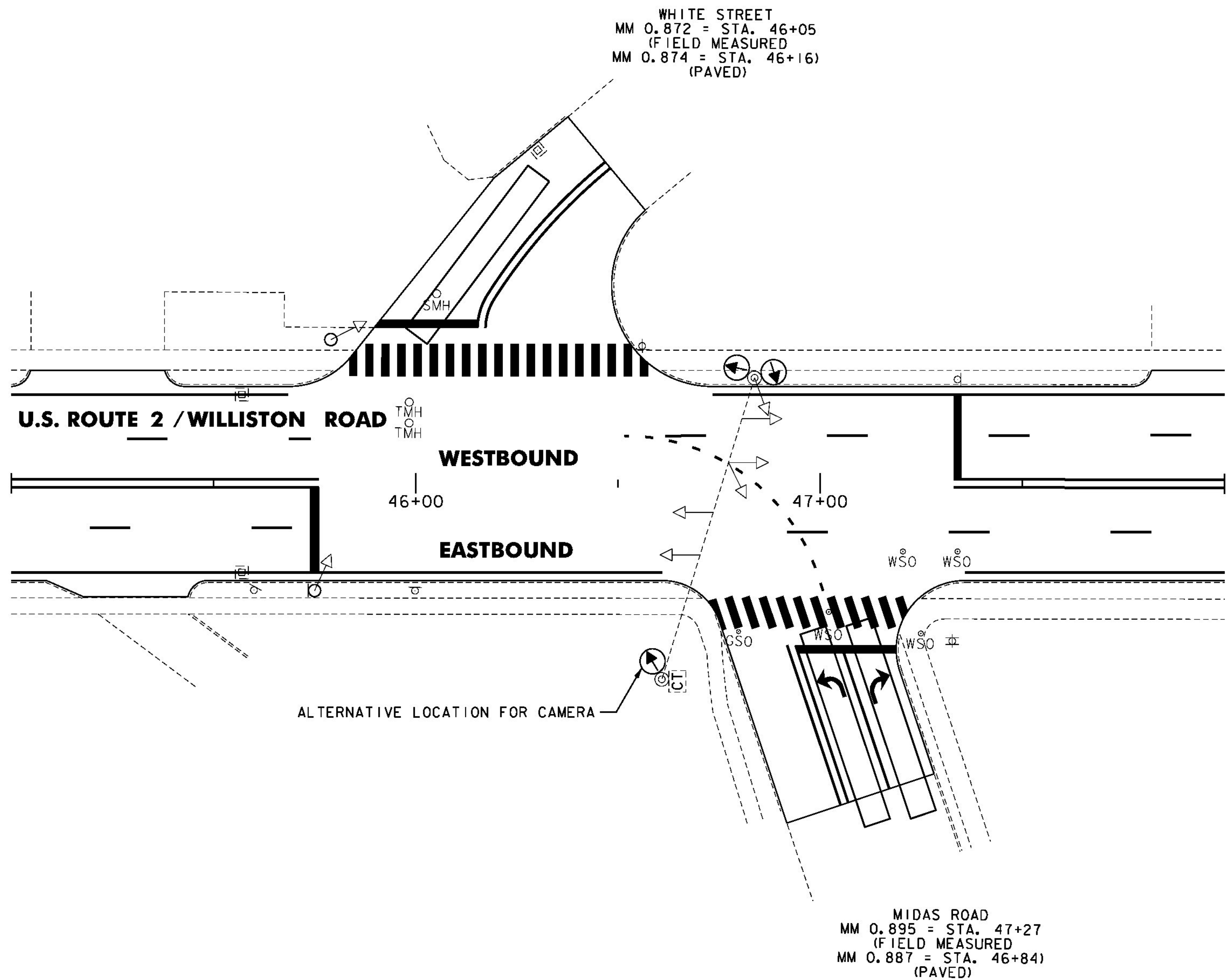
NOT TO SCALE

TRAFFIC
SIGNAL
SYSTEM
SHEET #9

PROJECT NAME: BURLINGTON-SOUTH BURLINGTON
PROJECT NUMBER: NH 2624(I)
FILE NAME: p06d216.dgn
PROJECT LEADER: JLL
DESIGNED BY: STANTEC
IPARM FILE: p06d216tsss09.i
PLOT DATE: 2/7/2012
DRAWN BY: STANTEC
CHECKED BY: STANTEC
SHEET 101 OF 108



U.S. ROUTE 2 /MIDAS ROAD /WHITE STREET INTERSECTION



LEGEND	
DESCRIPTION	
---	EXISTING CONDUIT
□	EXISTING JUNCTION BOX
[CT]	EXISTING CONTROLLER CABINET
⊕	EXISTING POLE
□	VIDEO DETECTION AREA
⊙	EXISTING VIDEO DETECTOR CAMERA
⊙	PROPOSED VIDEO DETECTOR CAMERA
⬅	EXISTING VEHICLE SIGNAL
⬅	PROPOSED VEHICLE SIGNAL
[PB]	EXISTING PULL BOX
➤	EXISTING PEDESTRIAN SIGNAL
➤	PROPOSED COUNT-DOWN PEDESTRIAN SIGNAL

ITEM 900.620 SPECIAL PROVISION (VIDEO VEHICLE DETECTION SYSTEM (U.S. ROUTE 2 @ MIDAS ROAD / WHITE STREET) SOUTH BURLINGTON STA. 46+84 & STA. 46+16		
QUANTITY	UNIT	DESCRIPTION
2	EA	VIDEO DETECTOR CAMERA ASSEMBLY
200	LF	VIDEO DETECTOR CABLE
2	EA	VIDEO DETECTOR CAMERA MOUNTING BRACKET
1	EA	CABINET RACK *
1	EA	ADJUST HEIGHT OF CABINET RACK (AS NECESSARY) *

* INCIDENTAL TO OTHER TRAFFIC SIGNAL ITEMS

- NOTES:
- THIS PLAN SHEET IS NOT TO SCALE AND SHALL ONLY BE USED AS A GUIDE FOR THE PLACEMENT OF THE HARDWARE LISTED. THE CONTRACTOR SHALL CONFIRM ALL LOCATIONS IN THE FIELD WITH THE RESIDENT ENGINEER PRIOR TO INSTALLATION. LOCATIONS MAY BE REVISED AS A RESULT OF THE SITE SURVEY.
 - THE CONTRACTOR SHALL VERIFY IN THE FIELD THAT THERE IS ADEQUATE SPACE IN THE CONDUIT FOR VIDEO DETECTION CABLE AND EQUIPMENT. IF ADDITIONAL CONDUIT INSTALLATION IS REQUIRED, ALL WORK ASSOCIATED FOR INSTALLATION SHALL BE INCIDENTAL TO ITEM 900.620 SPECIAL PROVISION (VIDEO VEHICLE DETECTION SYSTEM) (U.S. ROUTE 2 @ MIDAS ROAD/WHITE STREET). MATERIALS AND CONSTRUCTION TO BE IN ACCORDANCE WITH SECTION 678.

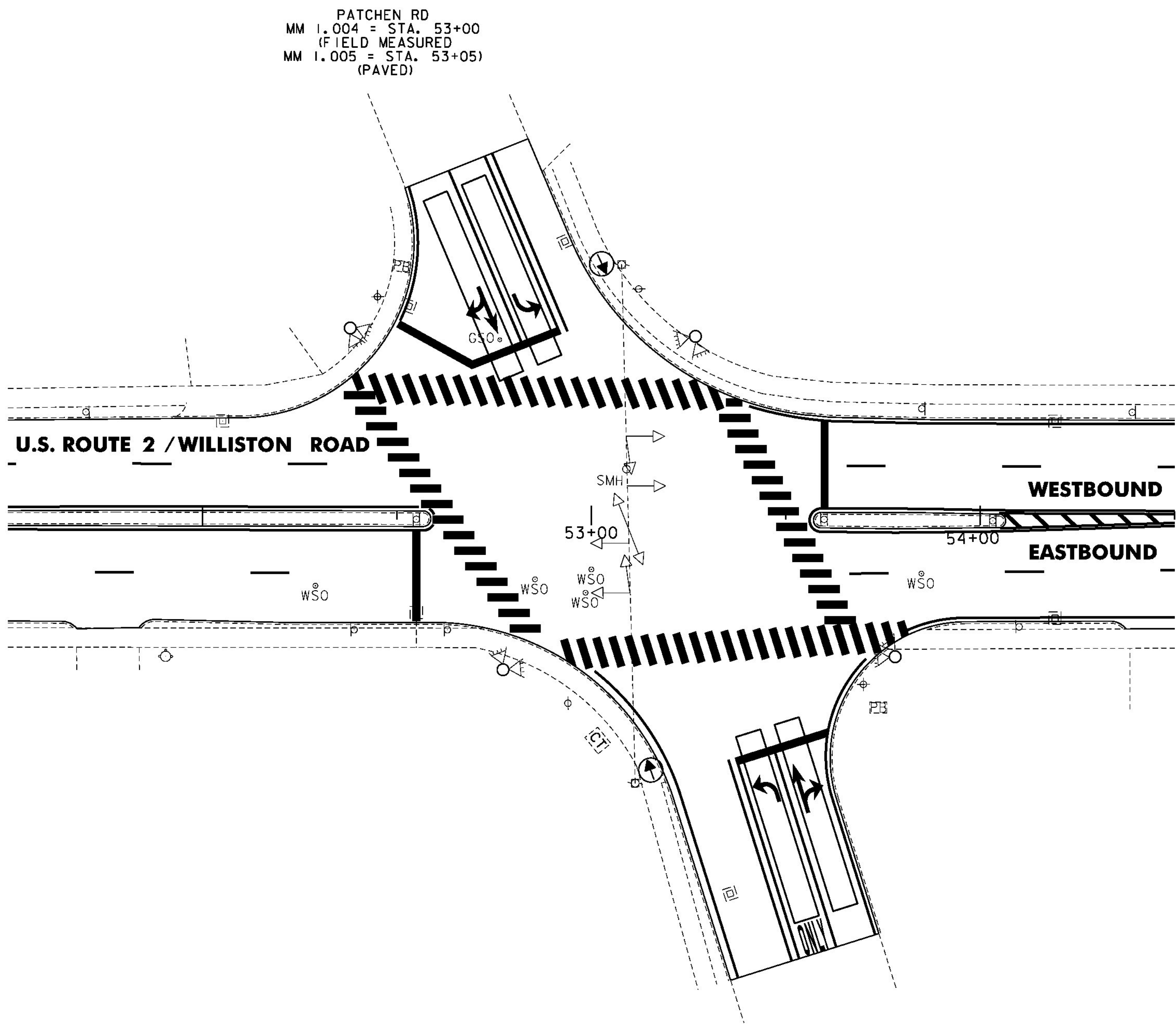
NOT TO SCALE



TRAFFIC
SIGNAL
SYSTEM
SHEET #10

PROJECT NAME:	BURLINGTON-SOUTH BURLINGTON
PROJECT NUMBER:	NH 2624(I)
FILE NAME:	p06d216.dgn
PROJECT LEADER:	JLL
DESIGNED BY:	STANTEC
IPARM FILE:	p06d216tsss10.i
PLOT DATE:	2/7/2012
DRAWN BY:	STANTEC
CHECKED BY:	STANTEC
SHEET	102 OF 108

U.S. ROUTE 2 /PATCHEN ROAD /HINESBURG ROAD INTERSECTION



LEGEND	
DESCRIPTION	
---	EXISTING CONDUIT
□	EXISTING JUNCTION BOX
[CT]	EXISTING CONTROLLER CABINET
⊙	EXISTING POLE
□	VIDEO DETECTION AREA
⊙	EXISTING VIDEO DETECTOR CAMERA
⊙	PROPOSED VIDEO DETECTOR CAMERA
⊙	EXISTING VEHICLE SIGNAL
⊙	PROPOSED VEHICLE SIGNAL
[PB]	EXISTING PULL BOX
▷	EXISTING PEDESTRIAN SIGNAL
▷	PROPOSED COUNT-DOWN PEDESTRIAN SIGNAL

ITEM 900.620 SPECIAL PROVISION (VIDEO VEHICLE DETECTION SYSTEM) (U. S. ROUTE 2 @ PATCHEN ROAD / HINESBURG ROAD) SOUTH BURLINGTON STA. 53+05 & STA. 53+19		
QUANTITY	UNIT	DESCRIPTION
2	EA	VIDEO DETECTOR CAMERA ASSEMBLY
200	LF	VIDEO DETECTOR CABLE
2	EA	VIDEO DETECTOR CAMERA MOUNTING BRACKET
1	EA	CABINET RACK *
1	EA	ADJUST HEIGHT OF CABINET RACK (AS NECESSARY) *

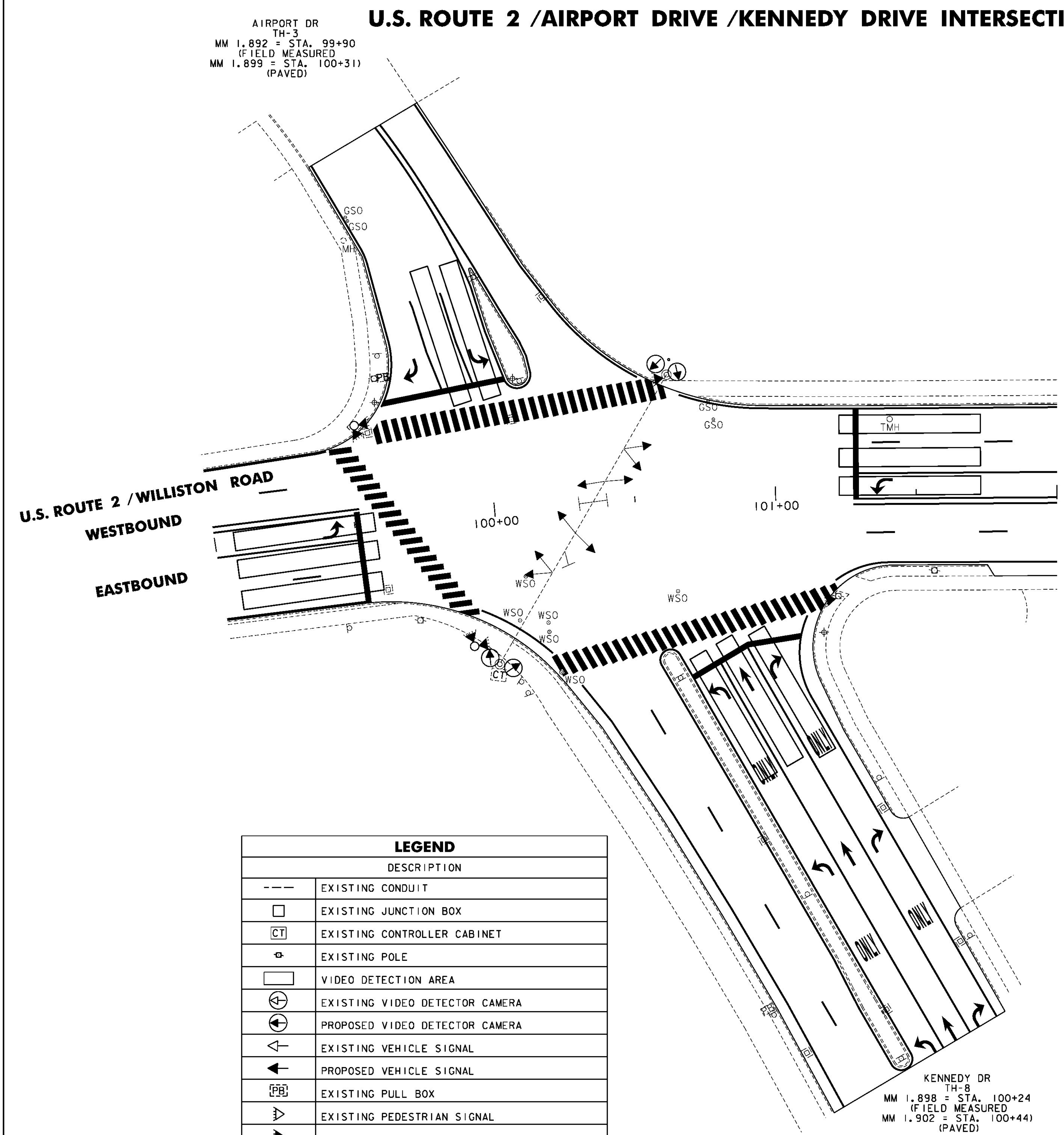
* INCIDENTAL TO OTHER TRAFFIC SIGNAL ITEMS

- NOTES:
- THIS PLAN SHEET IS NOT TO SCALE AND SHALL ONLY BE USED AS A GUIDE FOR THE PLACEMENT OF THE HARDWARE LISTED. THE CONTRACTOR SHALL CONFIRM ALL LOCATIONS IN THE FIELD WITH THE RESIDENT ENGINEER PRIOR TO INSTALLATION. LOCATIONS MAY BE REVISED AS A RESULT OF THE SITE SURVEY.
 - THE CONTRACTOR SHALL VERIFY IN THE FIELD THAT THERE IS ADEQUATE SPACE IN THE CONDUIT FOR VIDEO DETECTION CABLE AND EQUIPMENT. IF ADDITIONAL CONDUIT INSTALLATION IS REQUIRED, ALL WORK ASSOCIATED FOR INSTALLATION SHALL BE INCIDENTAL TO ITEM 900.620 SPECIAL PROVISION (VIDEO VEHICLE DETECTION SYSTEM) (U. S. ROUTE 2 @ PATCHEN ROAD/HINESBURG ROAD). MATERIALS AND CONSTRUCTION TO BE IN ACCORDANCE WITH SECTION 678.

NOT TO SCALE

TRAFFIC SIGNAL SYSTEM SHEET #11	PROJECT NAME: BURLINGTON-SOUTH BURLINGTON	
	PROJECT NUMBER: NH 2624(I)	
	FILE NAME: p06d216.dgn	PLOT DATE: 2/7/2012
	PROJECT LEADER: JLL	DRAWN BY: STANTEC
	DESIGNED BY: STANTEC	CHECKED BY: STANTEC
	IPARM FILE: p06d216tsss11.i	SHEET 103 OF 108





ITEM 900.620 SPECIAL PROVISION (VIDEO VEHICLE DETECTION SYSTEM) (U.S. ROUTE 2 @ AIRPORT DRIVE / KENNEDY DRIVE) SOUTH BURLINGTON STA. 100+31 & STA. 100+44		
QUANTITY	UNIT	DESCRIPTION
4	EA	VIDEO DETECTOR CAMERA ASSEMBLY
320	LF	VIDEO DETECTOR CABLE
4	EA	VIDEO DETECTOR CAMERA MOUNTING BRACKET
1	EA	CABINET RACK *
1	EA	ADJUST HEIGHT OF CABINET RACK (AS NECESSARY) *

* INCIDENTAL TO OTHER TRAFFIC SIGNAL ITEMS

ITEM 900.620 SPECIAL PROVISION (PEDESTRIAN SIGNAL HEADS, COUNTDOWN) (U.S. ROUTE 2 @ AIRPORT DRIVE / KENNEDY DRIVE) SOUTH BURLINGTON STA. 100+31 & STA. 100+44		
QUANTITY	UNIT	DESCRIPTION
6	EA	COUNT-DOWN PEDESTRIAN SIGNAL WITH MOUNTING HARDWARE
6	EA	ACCESSIBLE PEDESTRIAN PUSHBUTTON ASSEMBLY

ITEM 900.645 SPECIAL PROVISION (VEHICLE SIGNAL HEADS, LED) (U.S. ROUTE 2 @ AIRPORT DRIVE / KENNEDY DRIVE) SOUTH BURLINGTON STA. 100+31 & STA. 100+44		
QUANTITY	UNIT	DESCRIPTION
4	EA	VEHICLE SIGNAL HEAD (3 SECTION)
4	EA	VEHICLE SIGNAL HEAD (5 SECTION WITH GREEN AND YELLOW LEFT TURN ARROWS)

- NOTES:
- THIS PLAN SHEET IS NOT TO SCALE AND SHALL ONLY BE USED AS A GUIDE FOR THE PLACEMENT OF THE HARDWARE LISTED. THE CONTRACTOR SHALL CONFIRM ALL LOCATIONS IN THE FIELD WITH THE RESIDENT ENGINEER PRIOR TO INSTALLATION. LOCATIONS MAY BE REVISED AS A RESULT OF THE SITE SURVEY.
 - THE CONTRACTOR SHALL VERIFY IN THE FIELD THAT THERE IS ADEQUATE SPACE IN THE CONDUIT FOR VIDEO DETECTION CABLE AND EQUIPMENT. IF ADDITIONAL CONDUIT INSTALLATION IS REQUIRED, ALL WORK ASSOCIATED FOR INSTALLATION SHALL BE INCIDENTAL TO ITEM 900.620 SPECIAL PROVISION (VIDEO VEHICLE DETECTION SYSTEM) (U.S. ROUTE 2 @ AIRPORT DRIVE/KENNEDY DRIVE). MATERIALS AND CONSTRUCTION TO BE IN ACCORDANCE WITH SECTION 678.

NOT TO SCALE



TRAFFIC SIGNAL SYSTEM SHEET #12

PROJECT NAME: BURLINGTON-SOUTH BURLINGTON
PROJECT NUMBER: NH 2624(I)

FILE NAME: p06d216.dgn
PROJECT LEADER: JLL
DESIGNED BY: STANTEC
IPARM FILE: p06d216tsss12.i

PLOT DATE: 2/7/2012
DRAWN BY: STANTEC
CHECKED BY: STANTEC
SHEET 104 OF 108

CHANGING ELEVATION OF DI'S,
CB'S, OR MANHOLES
(ITEM 604.40)

STATION	POSITION	DESCRIPTION
BURLINGTON		
8+30	RT	MH(IN SIDEWALK)
SOUTH BURLINGTON		
0+06	LT	DI
0+62	LT	DI
0+68	LT	DI
1+08	RT	DI
1+88	LT	DI
2+14	LT	DMH
2+48	LT	DI
2+58	LT	DI
3+28	LT	DI
3+95	LT	DI
4+54	LT	DI
4+66	RT	DI
5+13	RT	DI
5+45	RT	DI
6+18	LT	DI
6+93	LT	DI
7+37	RT	DI
7+68	LT	DI
8+43	LT	DI
8+63	RT	DI
9+28	LT	DI
9+91	LT	DI
9+93	RT	DI

CHANGING ELEVATION OF DI'S,
CB'S, OR MANHOLES
TO BE ADJUSTED
BY OTHERS

STATION	POSITION	DESCRIPTION
BURLINGTON		
3+52	RT	EMH
4+20	LT	EMH
7+73	RT	EMH
8+14	LT	TMH
8+20	LT	TMH
12+57	RT	EMH
12+99	LT	EMH
16+10	LT	TMH
30+45	LT	TMH
SOUTH BURLINGTON		
0+06	LT	TMH
0+13	LT	TMH
6+30	RT	TMH
24+91	LT	TMH
27+65	LT	TMH
31+71	LT	TMH
38+78	LT	TMH
45+98	LT	TMH
45+98	LT	TMH
71+43	RT	TMH
101+40	LT	TMH

REHAB DI'S, CB'S, OR MANHOLES
CLASS I, II OR III
(ITEM 604.412 , 604.415 & 604.418)

STATION	POSITION	DESCRIPTION
BURLINGTON		
3+42	RT	DMH
3+63	LT	DI
3+65	RT	DI
6+64	LT	DI
7+41	RT	DMH
7+88	RT	DI
8+19	RT	DI
8+34	RT	DI
12+31	RT	DI
12+35	RT	DI
12+38	LT	DI
12+52	LT	MH
12+54	LT	DMH
12+63	RT	DI
12+76	RT	DI
12+90	LT	DI
13+28	RT	DI
13+28	LT	DI
14+75	RT	DI
15+49	RT	DI
16+25	RT	DI
16+83	LT	DI
17+48	RT	DI
17+50	LT	DI
17+90	RT	DI
19+74	RT	DI
19+74	LT	DI
21+14	RT	DI
21+17	LT	DI
21+54	LT	DI
21+56	RT	DI
21+92	LT	DI
21+94	RT	DI
23+61	RT	DI
23+85	RT	DI
24+04	RT	DI
24+13	LT	DI
25+50	RT	DI
26+21	LT	DI
26+95	RT	DI
27+15	LT	DMH
28+44	RT	DI
28+45	LT	DI
29+35	RT	DI
29+35	LT	DI
31+07	RT	DI
31+07	LT	DI
31+72	RT	DI
31+73	LT	DI
33+89	RT	DI
33+90	LT	DI
35+92	LT	DI
35+94	RT	DI
37+91	LT	DI
37+93	RT	DI
39+69	LT	DI
39+79	RT	DI
41+11	LT	DI
41+92	LT	DI
41+93	RT	DI
43+40	LT	DMH
43+41	LT	DI
43+43	RT	DI
43+56	RT	DI
43+90	RT	DMH
43+93	RT	DI

STATION	POSITION	DESCRIPTION
SOUTH BURLINGTON		
3+48	LT	DMH
5+11	LT	DMH
5+12	LT	DMH
5+13	RT	DMH
10+09	LT	DI
11+95	LT	DI
12+81	RT	DI
13+80	LT	DI
13+96	LT	DI
14+52	RT	DI
15+67	LT	DI
15+68	RT	DI
20+05	RT	DI
20+09	LT	DI
23+58	RT	DI
23+66	LT	DI
23+66	LT	DMH
24+01	RT	DI
24+52	LT	DMH
25+45	LT	DI
27+20	LT	DI
27+21	RT	DI
29+48	LT	DI
29+49	RT	DI
31+09	LT	DI
31+09	RT	DI
33+21	RT	DI
33+21	LT	DI
35+08	LT	DI
35+08	RT	DI
36+62	LT	DI
36+68	RT	DI
37+54	LT	DI
37+69	RT	DI
39+82	LT	DI
39+82	RT	DI
42+41	RT	DI
42+57	LT	DI
43+89	LT	DI
43+90	RT	DI
45+57	LT	DI
45+57	RT	DI
46+30	LT	DI
48+09	LT	DI
48+46	RT	DI
50+00	RT	DI
50+00	LT	DI
52+05	LT	DI
52+53	LT	DI
52+55	RT	DI
52+93	LT	DI
53+35	RT	DI
54+19	LT	DI
54+19	RT	DI
54+85	LT	MH
55+31	RT	DI
55+54	LT	DI
57+39	LT	DI
57+39	RT	DI
60+10	RT	DI
60+13	LT	DI
62+77	LT	DI
62+77	RT	DI
65+07	LT	DI
65+07	RT	DI
68+20	LT	DI
68+20	RT	DI
70+79	LT	DI
70+79	RT	DI
71+30	LT	DI

STATION	POSITION	DESCRIPTION
SOUTH BURLINGTON (CONT.)		
72+24	RT	DI
73+96	LT	DI
73+96	RT	DI
75+58	LT	DI
75+58	RT	DI
77+04	LT	DI
77+04	RT	DI
78+71	LT	DI
78+71	RT	DI
82+81	LT	DI
82+81	RT	DI
83+98	LT	DI
87+02	LT	DI
87+02	RT	DI
88+44	LT	DI
88+44	RT	DI
89+81	LT	DI
90+96	LT	DI
90+96	RT	DI
93+06	LT	DI
93+06	RT	DI
95+83	LT	DI
97+37	RT	DI
99+59	LT	DI
99+59	RT	DI
100+08	LT	DI
100+22	LT	DI
103+53	LT	DI
103+53	RT	DI
105+55	LT	DI
105+55	RT	DI
107+04	LT	DI
107+04	RT	DI
108+52	RT	DI
109+17	LT	DI
109+56	RT	DI
111+76	LT	DI
111+76	RT	DI
114+02	LT	DI
114+02	RT	DI
115+91	LT	DI
115+98	RT	DI
119+69	LT	DI
119+69	RT	DI

CHANGING ELEVATION OF
SEWER MANHOLES
(ITEM 604.42)

STATION	POSITION	DESCRIPTION
BURLINGTON		
3+59	LT	SMH
6+50	LT	SMH
8+01	LT	SMH
12+45	LT	SMH
12+51	LT	SMH
14+63	LT	SMH
16+91	LT	SMH
19+12	RT	SMH
20+57	RT	SMH
23+74	RT	SMH
24+22	RT	SMH
37+15	RT	SMH
37+27	LT	SMH
39+76	LT	SMH
40+15	RT	SMH
SOUTH BURLINGTON		
5+50	LT	SMH
29+48	LT	SMH
46+05	LT	SMH
53+09	LT	SMH
83+53	LT	SMH
114+94	LT	SMH
120+22	RT	SMH

ADJUSTING ELEVATION
OF VALVE BOX
(ITEM 629.20)

STATION	POSITION	DESCRIPTION
BURLINGTON		
2+32	LT	WSO
3+02	LT	WSO
4+47	RT	WSO
5+09	RT	WSO
6+22	LT	WSO
6+36	LT	WSO
6+52	LT	WSO
6+71	LT	WSO
7+90	RT	WSO
7+91	RT	WSO
7+92	RT	WSO
9+66	RT	WSO
11+50	LT	WSO
11+75	LT	WSO
11+80	LT	WSO
11+85	LT	WSO
12+32	RT	WSO
12+36	RT	WSO
13+14	46 RT	WSO
13+20	LT	WSO
16+26	RT	WSO
16+32	RT	WSO
16+40	RT	WSO
16+62	LT	WSO
18+54	LT	WSO
18+58	LT	WSO
18+59	LT	WSO
19+11	LT	WSO
20+54	LT	WSO
23+75	LT	WSO
23+78	LT	WSO
23+80	LT	WSO
24+35	LT	WSO
43+53	RT	WSO
43+69	RT	WSO
SOUTH BURLINGTON		
9+99	RT	WSO
25+35	RT	WSO
25+44	RT	WSO
25+50	LT	WSO
25+61	RT	WSO
29+05	LT	WSO
29+68	RT	WSO
30+26	RT	WSO
34+00	LT	WSO
35+94	RT	WSO
36+01	RT	WSO
41+59	RT	WSO
42+57	RT	WSO
47+02	RT	WSO
47+20	RT	WSO
47+25	RT	WSO
47+34	RT	WSO
52+29	RT	WSO
52+86	RT	WSO
52+99	RT	WSO
53+00	RT	WSO
53+85	RT	WSO
59+44	RT	WSO
59+46	RT	WSO
60+17	RT	WSO
62+07	RT	WSO
62+20	RT	WSO
62+32	RT	WSO
64+25	RT	WSO
65+10	RT	WSO
67+36	RT	WSO
67+78	RT	WSO
71+20	RT	WSO

(CONT.)

STATION	POSITION	DESCRIPTION
SOUTH BURLINGTON		
71+64	RT	WSO
71+97	RT	WSO
72+14	RT	WSO
76+37	RT	WSO
78+27	RT	WSO
81+13	RT	WSO
81+87	RT	WSO
83+36	RT	WSO
87+76	RT	WSO
90+12	RT	WSO
91+77	RT	WSO
94+18	RT	WSO
100+06	RT	WSO
100+09	RT	WSO
100+16	RT	WSO
100+16	RT	WSO
100+19	RT	WSO
100+63	RT	WSO
114+52	RT	WSO
115+04	RT	WSO
115+49	RT	WSO
120+02	RT	WSO
120+37	RT	WSO
120+39	RT	WSO
120+52	RT	WSO

ADJUSTING ELEVATION
OF VALVE BOX
TO BE ADJUSTED
BY OTHERS

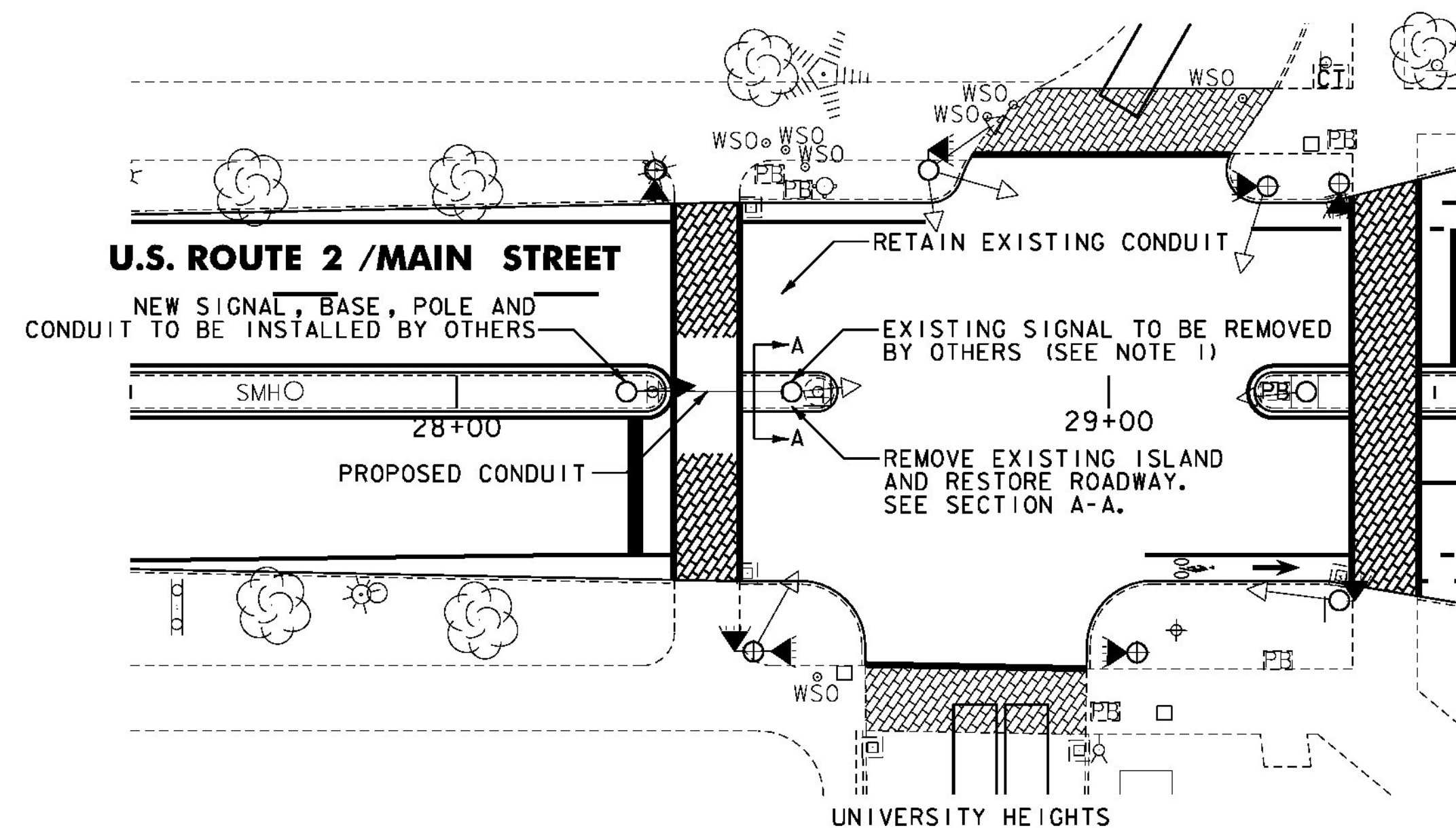
STATION	POSITION	DESCRIPTION
BURLINGTON		
23+62	RT	GSO
23+64	RT	GSO
30+60	RT	GSO
30+62	RT	GSO
43+47	RT	GSO
SOUTH BURLINGTON		
0+07	RT	GSO
0+10	RT	GSO
3+63	RT	GSO
4+32	RT	GSO
26+68	RT	GSO
28+82	RT	GSO
35+74	RT	GSO
35+76	RT	GSO
46+79	RT	GSO
52+76	LT	GSO
55+28	LT	GSO
61+89	LT	GSO
61+90	LT	GSO
61+98	LT	GSO
62+01	LT	GSO
67+53	LT	GSO
67+80	LT	GSO
67+80	LT	GSO
77+27	LT	GSO
83+71	LT	GSO
85+84	LT	GSO
89+69	LT	GSO(2)
99+60	LT	GSO
99+60	LT	GSO
100+77	LT	GSO
100+79	LT	GSO
114+63	LT	GSO
114+64	LT	GSO

NOT TO SCALE

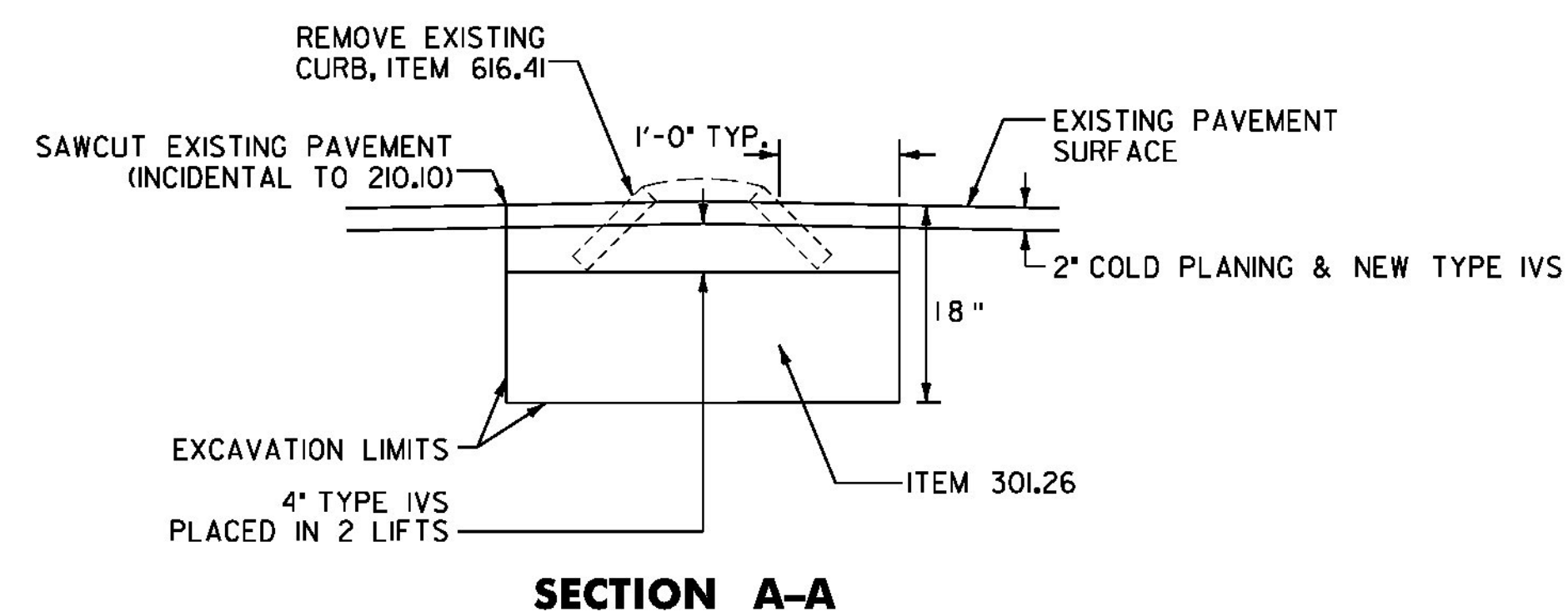
STRUCTURE &
UTILITY
INVENTORY
SHEET



PROJECT NAME: BURLINGTON-SOUTH BURLINGTON
PROJECT NUMBER: NH 2624(I)
FILE NAME: p06d216.dgn
PROJECT LEADER:
DESIGNED BY: STANTEC
IPARM FILE: p06d216csd.i
PLOT DATE: 2/7/2012
DRAWN BY: STANTEC
CHECKED BY: STANTEC
SHEET 105 OF 108



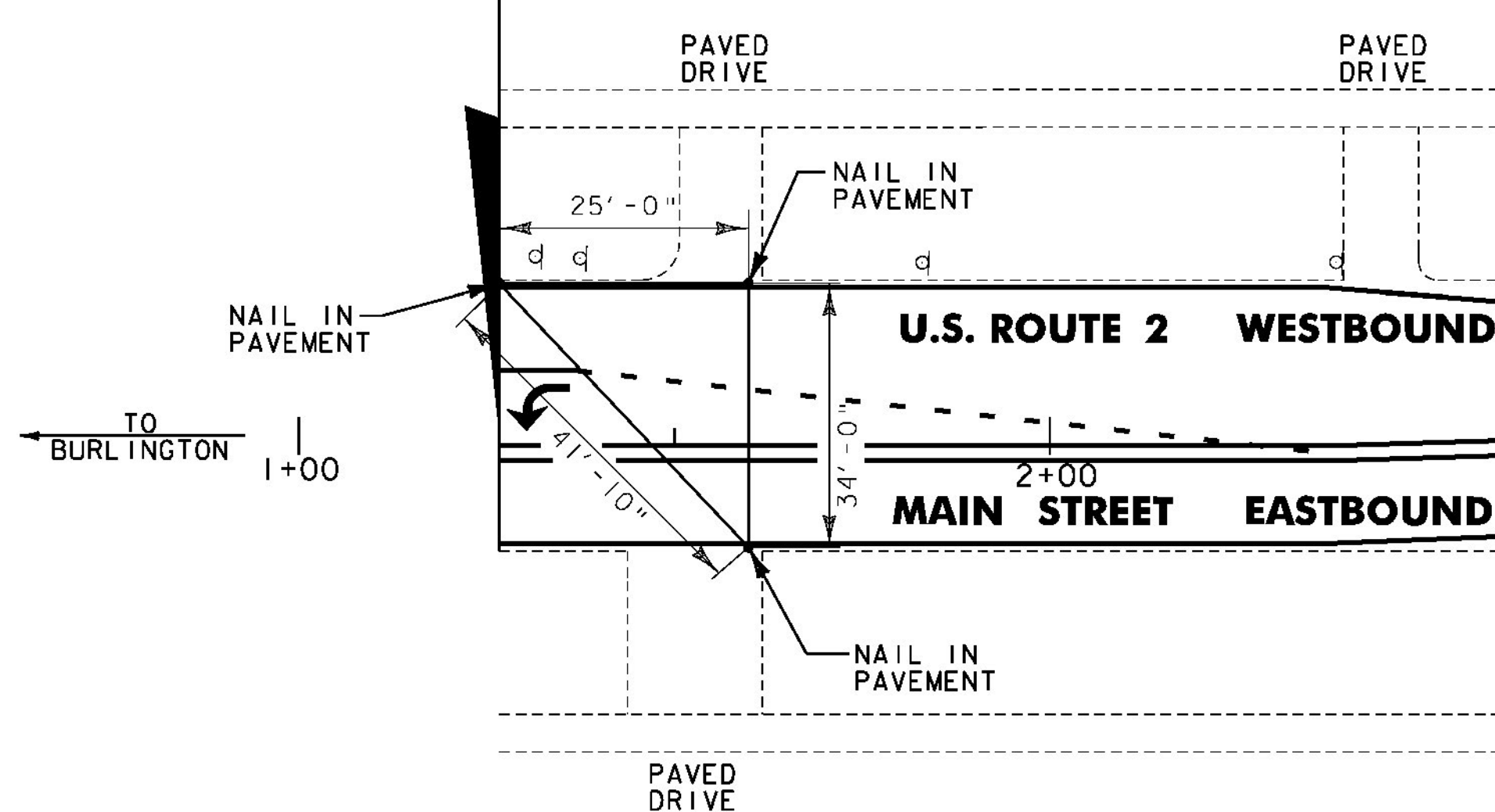
ISLAND REMOVAL /SIGNAL RELOCATION DETAIL



ISLAND REMOVAL/SIGNAL RELOCATION NOTES

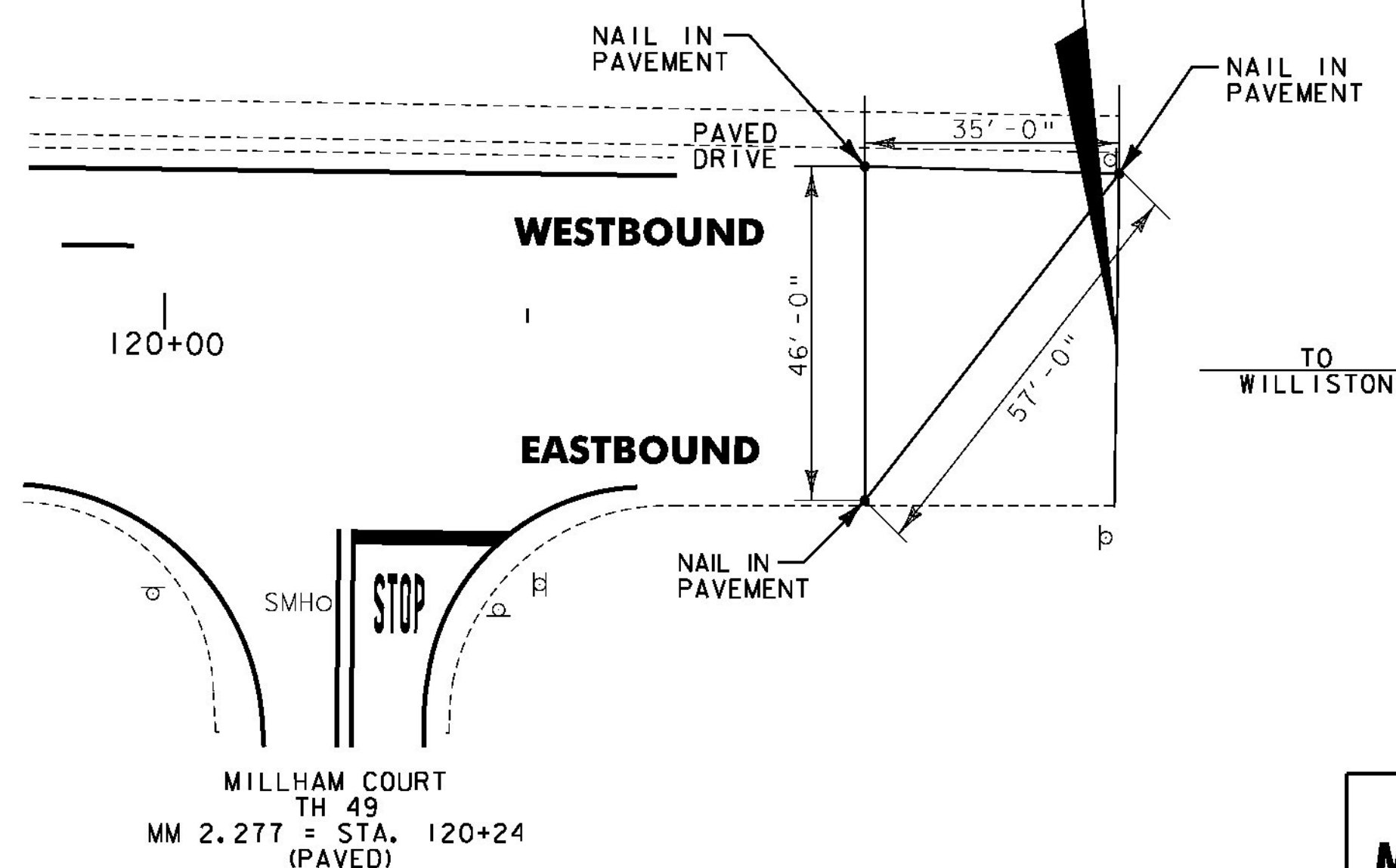
1. REMOVE EXISTING SIGNAL, POLE AND CABLE. (BY OTHERS)
2. REMOVE EXISTING SIGNAL POLE BASE, PAID AS ITEM 203.16 SOLID ROCK EXCAVATION.
3. REMOVE EXISTING ISLAND AND CURB AS SHOWN, PAID AS ITEMS 203.15, AND 616.41, WITH THE EXCEPTION OF THE RADIUS PIECES, WHICH SHALL BE PAID AS ITEM 616.40.
4. EXCAVATE TRENCH FOR CONDUIT AND NEW SIGNAL BASE TO BE INSTALLED AT STA. 28+21, PAID AS ITEM 203.15 COMMON EXCAVATION.
5. INSTALL NEW SIGNAL, POLE, BASE, CONDUIT AND CABLE. (BY OTHERS)
6. RESTORE ROADWAY WHERE THE ISLAND WAS REMOVED, PAID AS ITEMS 301.26 AND 490.30.

**BEGIN NH 2624(1) U.S. ROUTE 2
BURLINGTON STA. 1+26.72 = (MM 0.024)**



U.S. ROUTE 2 BEGIN PROJECT LOCATION TIES

**END NH 2624(1) U.S. ROUTE 2
SO. BURLINGTON STA. 121+33.44= MM 2.298)**



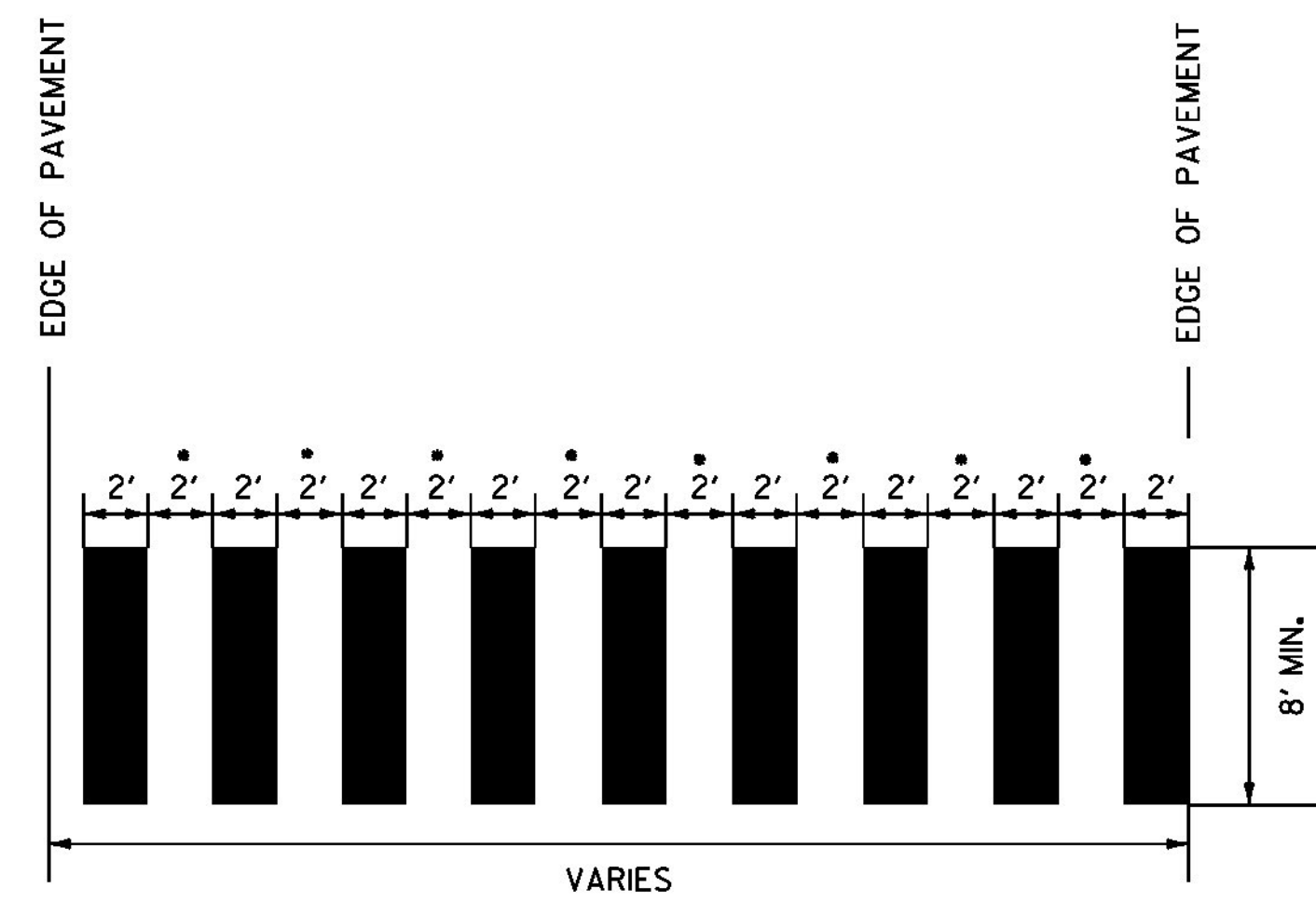
U.S. ROUTE 2 END PROJECT LOCATION TIES

NOT TO SCALE

**MISCELLANEOUS
DETAIL
SHEET 1**

PROJECT NAME:	BURLINGTON-SOUTH BURLINGTON
PROJECT NUMBER:	NH 2624(1)
FILE NAME:	p06d216.dgn
PROJECT LEADER:	STANTEC
DESIGNED BY:	STANTEC
IPARM FILE:	p06d216md01.i
PLOT DATE:	2/7/2012
DRAWN BY:	STANTEC
CHECKED BY:	STANTEC
SHEET	106 OF 108

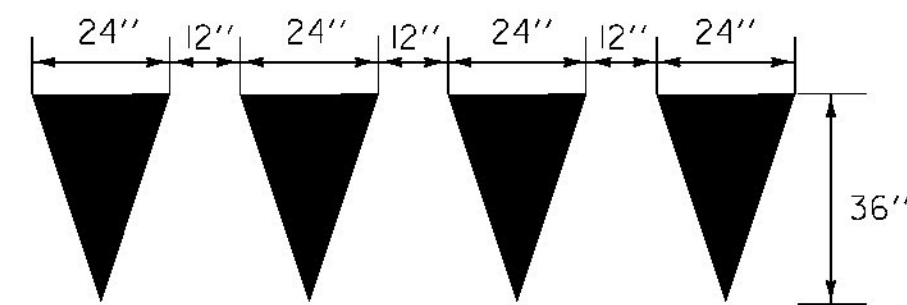




• ADJUST SPACING (12"-24") TO AVOID WHEEL PATHS

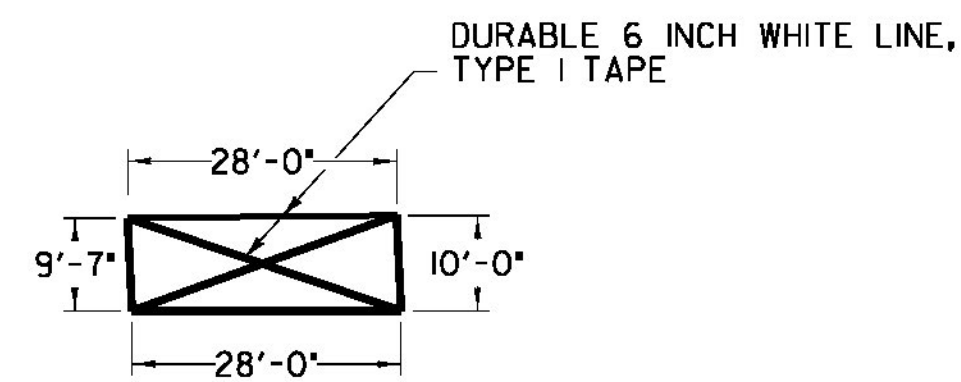
BLOCK PATTERN CROSSWALK DETAIL

SEE LAYOUT SHEETS FOR LOCATIONS.
ALL BLOCK PATTERN CROSS WALKS SHALL BE
INSTALLED PARALLEL WITH WHEEL PATHS.



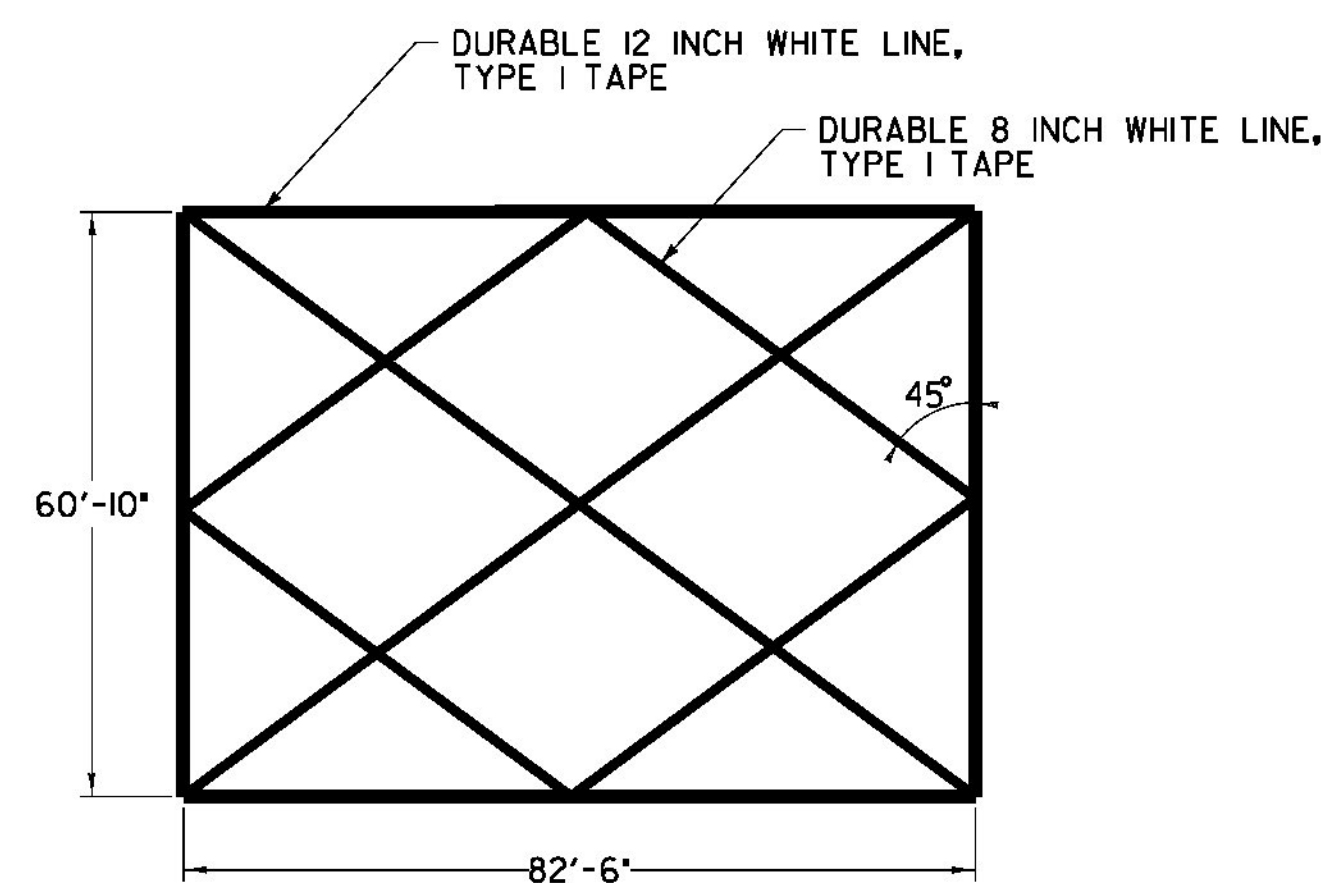
YIELD LINE DETAILS

SEE LAYOUT SHEETS FOR LOCATIONS. TO
BE PAID AS ONE DURABLE LETTER OR
SYMBOL, TYPE I TAPE PER TRIANGLE



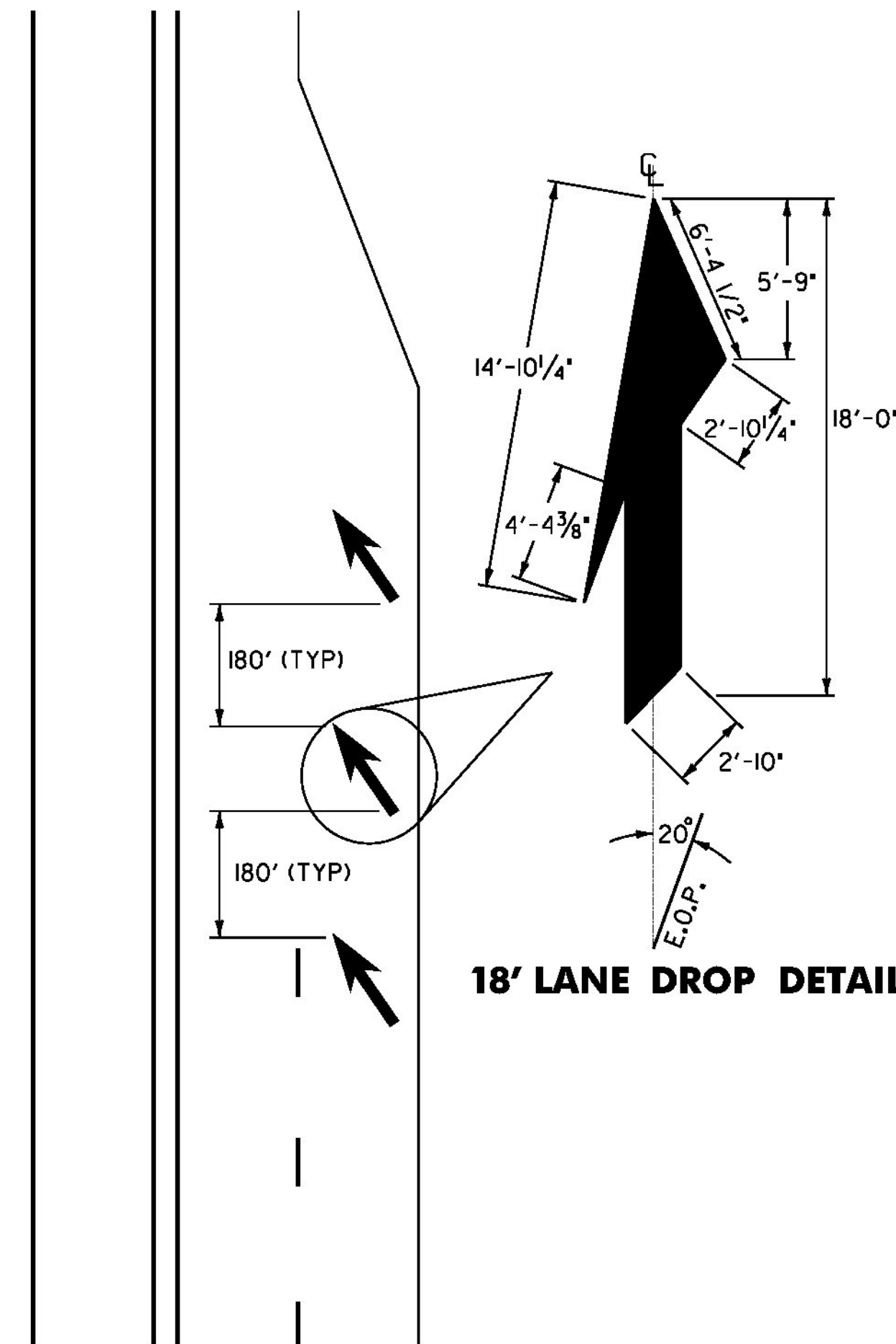
DO NOT BLOCK INTERSECTION DETAIL

SUMMIT STREET INTERSECTION - SEE SHEET 15

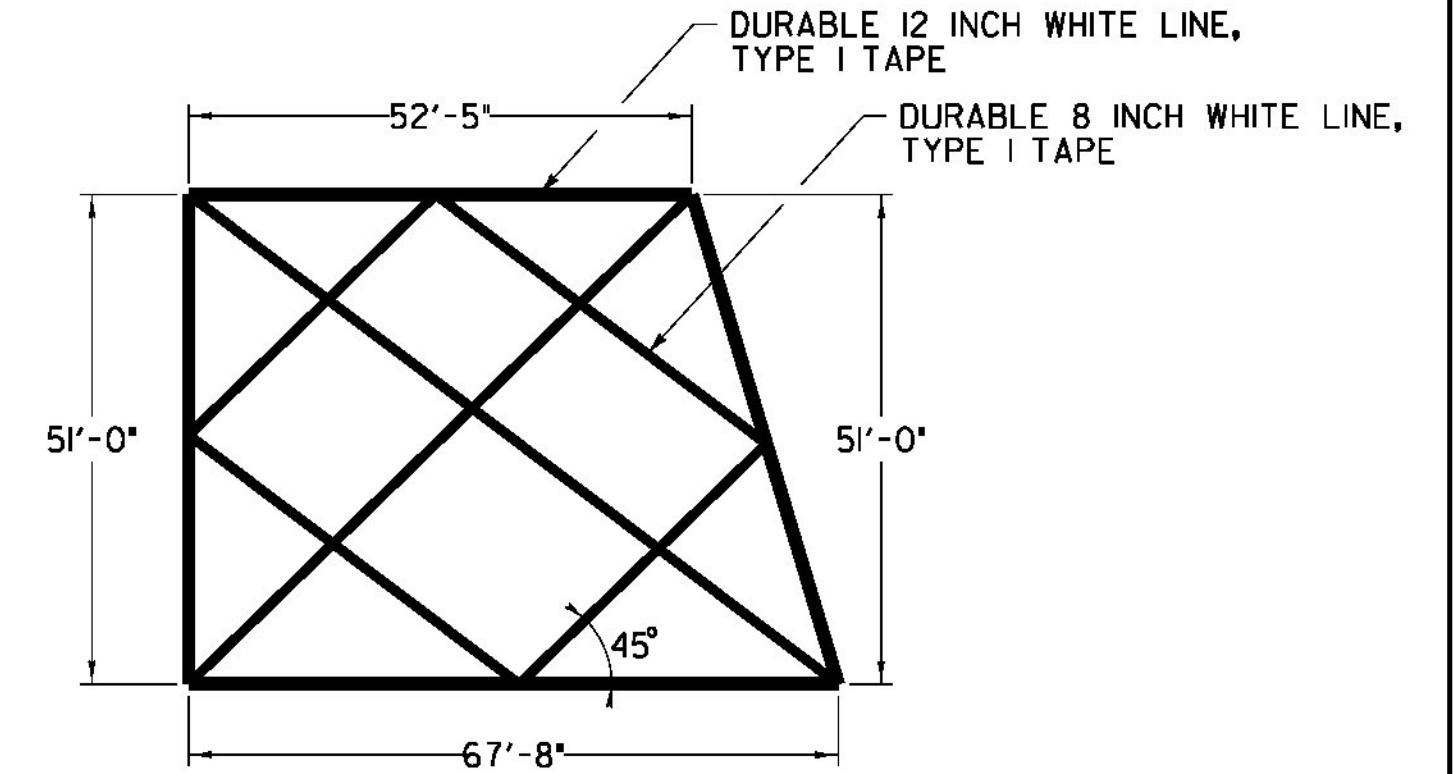


DO NOT BLOCK INTERSECTION DETAIL

SPEAR STREET INTERSECTION - SEE SHEET 23

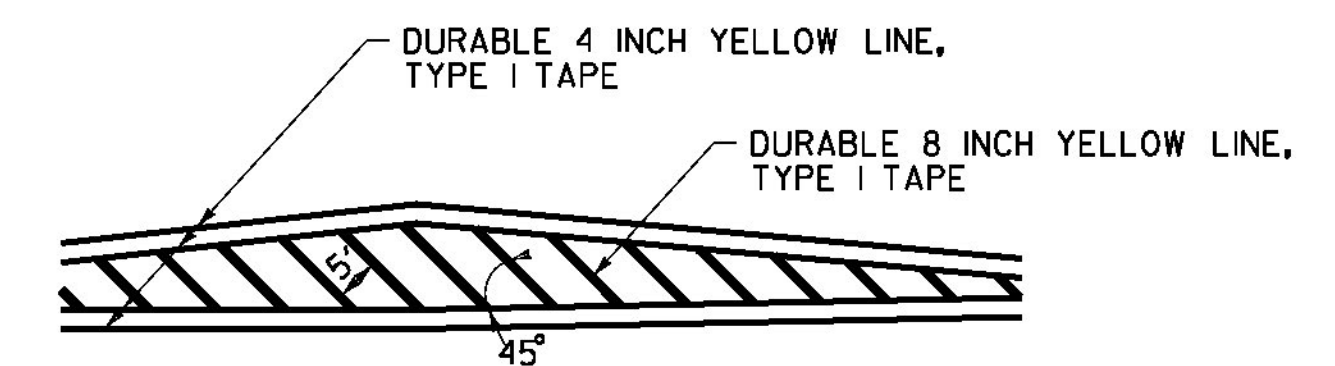


18' LANE DROP DETAIL



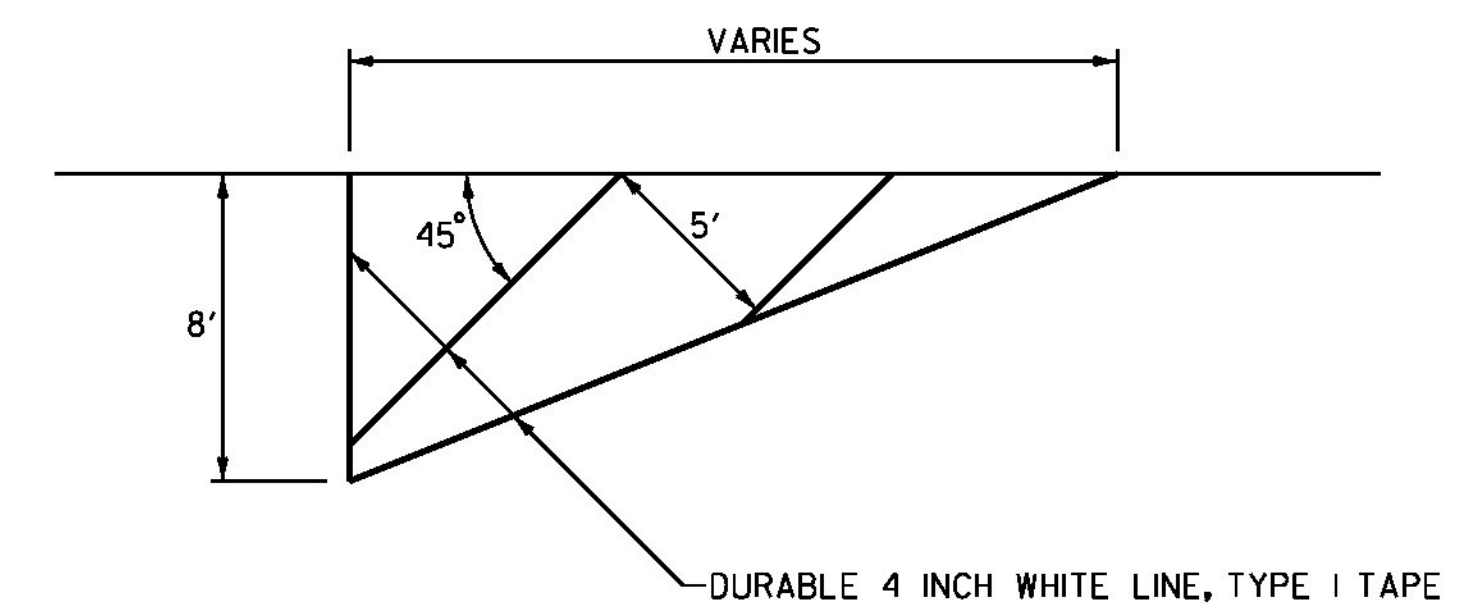
DO NOT BLOCK INTERSECTION DETAIL

EAST TERRACE INTERSECTION - SEE SHEET 24



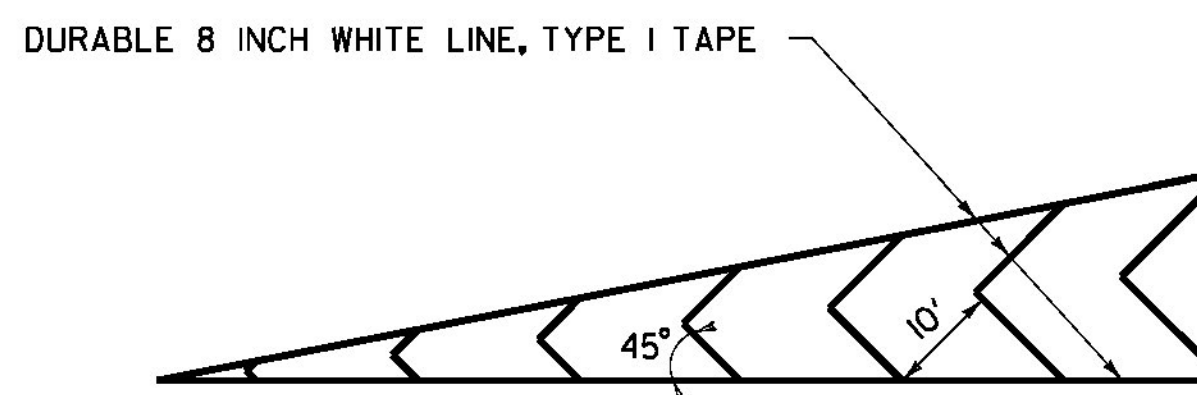
GORE MARKING DETAIL

SEE LAYOUT SHEETS FOR LOCATIONS



"NO PARKING" PAVEMENT MARKING DETAIL

BURLINGTON STA. 6+01 TO 6+21, LT (U.S. ROUTE 2)
BURLINGTON STA. 6+45, LT (S. WILLIAMS ST.)
BURLINGTON STA. 8+04, RT (SUMMIT ST.)



GORE MARKING DETAIL

SEE LAYOUT SHEETS FOR LOCATIONS

LANE REDUCTION TRANSITION MARKINGS

SEE SHEET 53 FOR LOCATIONS.

FIRST LANE REDUCTION ARROW SHALL BE PLACED
OPPOSITE THE LAST DASH.
ARROWS TO BE PLACED EVERY 180'(MAX.)
BETWEEN LAST DASH AND BEGINNING OF LANE TAPER.
THE FIRST ARROW TO BE PAID AS ITEM 646.491.
THE LAST TWO ARROWS TO BE PAID AS 646.30.

NOT TO SCALE

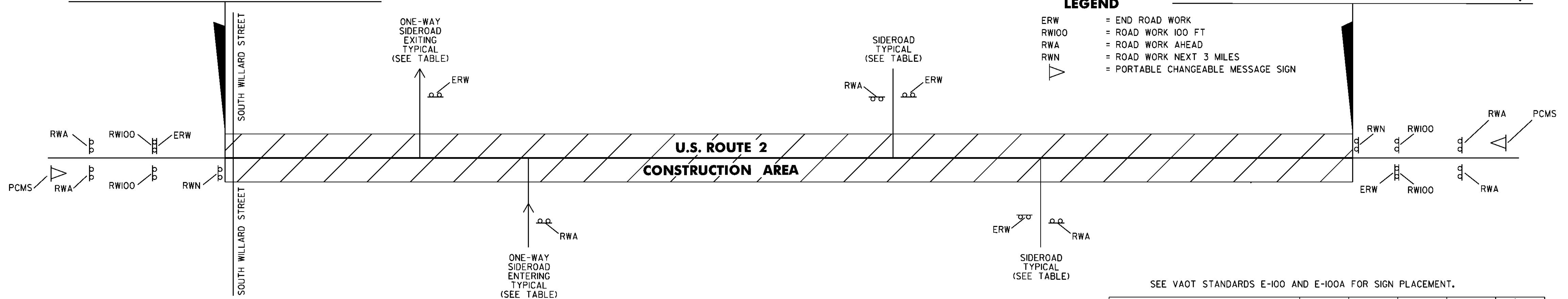
MISCELLANEOUS DETAIL SHEET 2



PROJECT NAME:	BURLINGTON-SOUTH BURLINGTON
PROJECT NUMBER:	NH 2624(I)
FILE NAME:	p06d216.dgn
PROJECT LEADER:	
DESIGNED BY:	STANTEC
IPARM FILE:	p06d216md02.i
PLOT DATE:	2/7/2012
DRAWN BY:	STANTEC
CHECKED BY:	STANTEC
SHEET	107 OF 108

**END NH 2624(1) U.S. ROUTE 2
SO. BURLINGTON STA. 121+33.44= MM 2.298)**

ERW	= END ROAD WORK
RW100	= ROAD WORK 100 FT
RWA	= ROAD WORK AHEAD
RWN	= ROAD WORK NEXT 3 MILES
	= PORTABLE CHANGEABLE MESSAGE SIGN



SEE VAOT STANDARDS E-100 AND E-100A FOR SIGN PLACEMENT.

LOCATION	ERW	RW100	RWA	RWN	▶
SOUTH BURLINGTON (CONT.)					
VICTORY DR.					
VICTORIA DR.					
MILLS AVE.					
AIRPORT RD.					
AIRPORT DR.					
KENNEDY DR.					
AVIATION AVE.					
U.S. ROUTE 2 (END PROJECT)		2	2	1	1
TOTALS	36	8	37	2	5

1. THE CONTRACTOR SHALL SUBMIT A SITE SPECIFIC TRAFFIC CONTROL PLAN TO THE RESIDENT ENGINEER FOR APPROVAL PRIOR TO THE START OF CONSTRUCTION. THE CONTRACTOR SHALL INCLUDE A CONSTRUCTION SIGN PACKAGE FOR EXPECTED LANE CLOSURES, WORK ZONE SPEED REDUCTIONS AND PEDESTRIAN ACCESS IN COMPLIANCE WITH THE LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD). THE COST OF PREPARING THIS PLAN (AND MAKING CHANGES IF NECESSARY) SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 641J0, TRAFFIC CONTROL.
2. THE CONTRACTOR SHALL POSITION PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) WARNING MOTORISTS OF THE EXPECTED ROADWAY CONDITIONS AHEAD. THE MESSAGE TO BE DISPLAYED, AND THEIR PROPOSED LOCATIONS SHALL BE SUBMITTED TO THE RESIDENT ENGINEER IN ADVANCE FOR APPROVAL. THE PCMS SHOULD BE RELOCATED AS DETERMINED BY THE RESIDENT ENGINEER TO PROVIDE WORK ZONE TRAVEL INFORMATION THAT IS OTHERWISE DIFFICULT TO CONVEY WITH STATIC SIGNS. THE COST OF PROVIDING THESE MESSAGE SIGNS AND THEIR RELOCATION IF NECESSARY SHALL BE PAID UNDER ITEM 641J5, PORTABLE CHANGEABLE MESSAGE SIGN.
3. THE BID PRICE FOR TRAFFIC CONTROL, ITEM 641J0, SHALL INCLUDE BUT IS NOT LIMITED TO ALL OF THE FOLLOWING, AS NEEDED: APPROACH AND ON-PROJECT CONSTRUCTION SIGNING, PORTABLE FLASHING ARROW BOARDS, BARRIERS, BARRELS, CONES, BARRICADES, TEMPORARY REGULATORY AND WARNING SIGNS, AND POSTS AS DETAILED IN VTRANS STANDARDS. ALL ADJUSTING, RELOCATING AND REMOVING OF THESE DEVICES AS DIRECTED BY THE RESIDENT ENGINEER SHALL ALSO BE INCLUDED.
4. THE LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) SHALL BE THE STANDARD FOR ALL TRAFFIC CONTROL DEVICES. EXISTING SIGNS AND MARKINGS SHALL BE VALID UNTIL SUCH TIME AS THEY ARE REPLACED OR RECONSTRUCTED. WHEN NEW TRAFFIC DEVICES ARE ERECTED OR PLACED, OR EXISTING TRAFFIC CONTROL DEVICES ARE REPLACED OR REPAIRED, THE EQUIPMENT, DESIGN, METHOD OF INSTALLATION, PLACEMENT OR REPAIR SHALL CONFORM WITH SUCH STANDARDS.
5. NO CONSTRUCTION SIGNS SHALL BE INSTALLED AS TO INTERFERE OR OBSTRUCT THE VIEW OF EXISTING TRAFFIC CONTROL DEVICES, STOPPING SIGHT DISTANCE, AND CORNER SIGHT DISTANCE FROM DRIVES AND TOWN HIGHWAYS. EXISTING SIGNS WHICH CONFLICT WITH TEMPORARY TRAFFIC CONTROL SHALL BE COMPLETELY COVERED OR REMOVED.
6. SEE VAOT STANDARD E-100 FOR ADDITIONAL SIGN PLACEMENT DETAILS.
7. CONSTRUCTION ZONE SIGN LAYOUT SHALL BE IN ACCORDANCE WITH PART 6 OF THE LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), AND AS OUTLINED IN THE SPECIAL PROVISIONS.
8. CONSTRUCTION SIGNS SHALL BE IN NEW OR LIKE NEW CONDITION PER VAOT STANDARDS AND SPECIAL PROVISIONS.
9. DIAMOND SHAPED SIGNS SHALL BE 4' X 4' WITH BLACK TEXT AND BORDER ON A RETROREFLECTIVE FLUORESCENT ORANGE BACKGROUND.
10. RETROREFLECTIVE SHEETING SHALL BE TYPE III OR VIII MINIMUM AS NOTED ON VAOT STANDARD E-100 AND IN THE SPECIAL PROVISIONS.
11. WHERE TEMPORARY SIGNS ARE PLACED BEHIND GUARDRAIL, THEY SHALL BE ADJUSTED SUCH THAT THE BOTTOMS OF THE SIGNS ARE ABOVE THE TOP OF GUARDRAIL.
12. AS THE PAVING OPERATION MOVES, FLAGGER SIGNS SHALL BE MOVED ACCORDINGLY. AT NO TIME SHOULD THE FLAGGER SYMBOL SIGN BE MORE THAN 500 FEET FROM THE FLAGGER STATION. FLAGGER SIGNS SHALL BE COVERED OR TURNED AWAY FROM TRAFFIC WHEN FLAGGING OPERATIONS CEASE FOR LONGER THAN 15 MINUTES.
13. BARRELS AND CONES SHALL BE USED TO CLEARLY DEFINE THE TRAVEL SPACE AND PROVIDE SEPARATION FROM THE WORK SPACE ALONG ITS ENTIRE LENGTH.

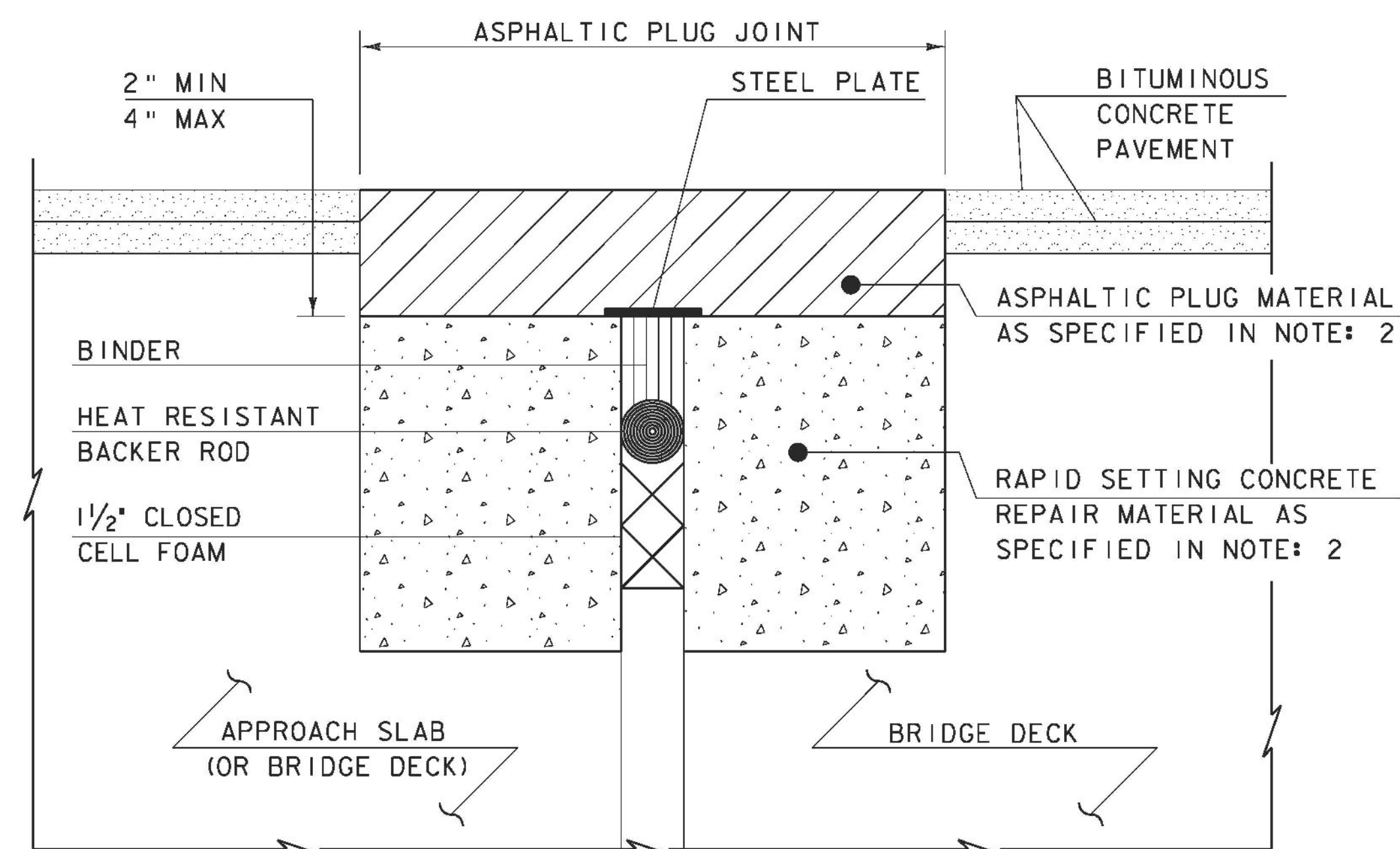
LOCATION	ERW	RW/OO	RWA	RWN	▷
BURLINGTON					
SOUTH WILLARD ST.	I		I		
SOUTH WILLARD ST.	I		I		
U.S. ROUTE 2 (BEGIN PROJECT)	I	2	2	I	I
SO. WILLIAMS ST.	I		I		
SUMMIT ST.	I		I		
SOUTH PROSPECT ST., LT	I		I		
SOUTH PROSPECT ST., RT	I		I		
UNIVERSITY PL.	I		I		
UNIVERSITY HEIGHTS	I		I		
BEAUMONT AVE. (ONE-WAY)	I				
SPEAR ST. (ONE-WAY)	I				
EAST AVE. JUGHANDLE RAMP B			I		
EAST TERR. (ONE-WAY)			I		
SOUTH BURLINGTON					
EAST AVE. (ONE-WAY)	I				
I-89 RAMP C (SB OFF-RAMP)		I	I		I
I-89 RAMP A (SB ON-RAMP)	I				
I-89 RAMP D (SB ON-RAMP)	I				
I-89 RAMP B (SB OFF-RAMP)		I	I		
I-89 RAMP G (NB OFF-RAMP)		I	I		
I-89 RAMP E (NB ON-RAMP)	I				
I-89 RAMP F (NB OFF-RAMP)		I	I		I
I-89 RAMP H (NB ON-RAMP)	I				
DORSET ST.	I		I		
WHITE ST.	I		I		
MIDAS RD.	I		I		
PATCHEN RD.	I		I		
HINESBURG RD. (VT 116)	I		I		I
COTTAGE GROVE AVE.	I		I		
HEATH ST.	I		I		
DAVIS PKWY.	I		I		
PINETREE TER.	I		I		
GILBERT ST.	I		I		
HAYDEN PKWY.	I		I		
ELSON PKWY.	I		I		

1. THE CONTRACTOR SHALL MAINTAIN PEDESTRIAN THROUGH MOVEMENTS FROM ONE END OF THE CONSTRUCTION AREA TO THE OTHER, ON AT LEAST ONE SIDE OF THE STREET DURING CONSTRUCTION. ANY SIDEWALK CLOSURES SHALL MEET THE REQUIREMENTS OF THE MUTCD, PART 6.
2. PEDESTRIAN ACCESS SHALL BE PROVIDED TO ALL ADJACENT PROPERTIES, BUILDINGS, RESIDENCES AND COMMERCIAL PROPERTIES AT ALL TIMES. THIS MAY INCLUDE TEMPORARY WALKWAYS SPANNING THE CONSTRUCTION AREA.
3. IF SIDEWALKS ARE CLOSED, A TEMPORARY PEDESTRIAN ACCESS ROUTE (TPAR) SHALL BE PROVIDED ON THE SAME SIDE OF THE ROAD AS THE CLOSED SIDEWALK. IF POSSIBLE, SIGNS AND BARRICADES SHALL BE USED TO PROVIDE ADVANCE NOTICE OF THE CLOSURE AND THE ROUTE OF ANY PEDESTRIAN DETOURS. THE TPAR SHALL HAVE A MINIMUM UNOBSTRUCTED WIDTH OF 4 FEET. IF THE TPAR IS LESS THAN 5 FEET IN WIDTH, A 5 FOOT BY 5 FOOT PASSING SPACE SHOULD BE PROVIDED AT LEAST EVERY 200 FEET. THE SURFACE OF THE TPAR SHALL BE SMOOTH AND CONTINUOUS FOR THE LENGTH OF THE TPAR. THE TPAR SHALL MAINTAIN THE SAME LEVEL OF ACCESSIBILITY AND DETECTABILITY AS THE FACILITY THAT IS BEING CLOSED. THE TPAR SHALL NOT LEAD PEDESTRIANS INTO CONFLICTS WITH VEHICLES, EQUIPMENT, OR CONSTRUCTION OPERATIONS.
4. IF THE TPAR IS ADJACENT TO MOVING TRAFFIC, CONSTRUCTION OPERATIONS/EQUIPMENT, OR DROP-OFFS, THEN CRASH WORTHY CHANNELIZING DEVICES THAT MEET THE REQUIREMENTS OF THE MUTCD SHALL BE USED.
5. THE CONTRACTOR SHALL NOT STORE OR PLACE ANY CONSTRUCTION MATERIALS, EQUIPMENT OR SIGNS IN THE PEDESTRIAN PATH OF TRAVEL.
6. THE CONTRACTOR'S OPERATIONS SHALL NOT OCCUPY SIDEWALKS EXCEPT WHERE PROPER PROTECTION AND TPAR HAVE BEEN PROVIDED.
7. THE CONTRACTOR SHALL PROVIDE A TEMPORARY PEDESTRIAN TRAFFIC CONTROL PLAN FOR REVIEW AND WRITTEN APPROVAL A MINIMUM OF THREE WEEKS BEFORE SUCH PLAN IS IMPLEMENTED. THIS PLAN SHALL DETAIL THE CONSTRUCTION PHASING, SCHEDULE AND THE SPECIFIC METHODS OF MAINTAINING SAFE PEDESTRIAN ACCESS THROUGHOUT THE CONSTRUCTION AREA. THIS PLAN SHALL PROVIDE THE LOCATION AND DETAILS OF TEMPORARY CONSTRUCTION SIGNING, MARKINGS, BARRICADES, CHANNELIZING DEVICES, TPAR'S AND METHODS TO MAINTAIN ACCESS TO ADJACENT PROPERTIES, BUSINESSES, RESIDENCES, ETC. PAYMENT FOR DEVELOPING, IMPLEMENTING, AND MAINTAINING THE TEMPORARY PEDESTRIAN TRAFFIC CONTROL PLAN WILL BE INCLUDED IN THE UNIT PRICE BID FOR CONTRACT ITEM 641.0.

CONSTRUCTION APPROACH SIGNING SHEET

PROJECT NAME:	BURLINGTON-SOUTH BURLINGTON		
PROJECT NUMBER:	NH 2624(I)		
FILE NAME: p06d216.dgn	PLOT DATE: 16-FEB-2012		
PROJECT LEADER:	DRAWN BY: STANTEC		
DESIGNED BY: STANTEC	CHECKED BY: STANTEC		
IPARM FILE: p06d216cas.i	SHEET 108 OF 108		

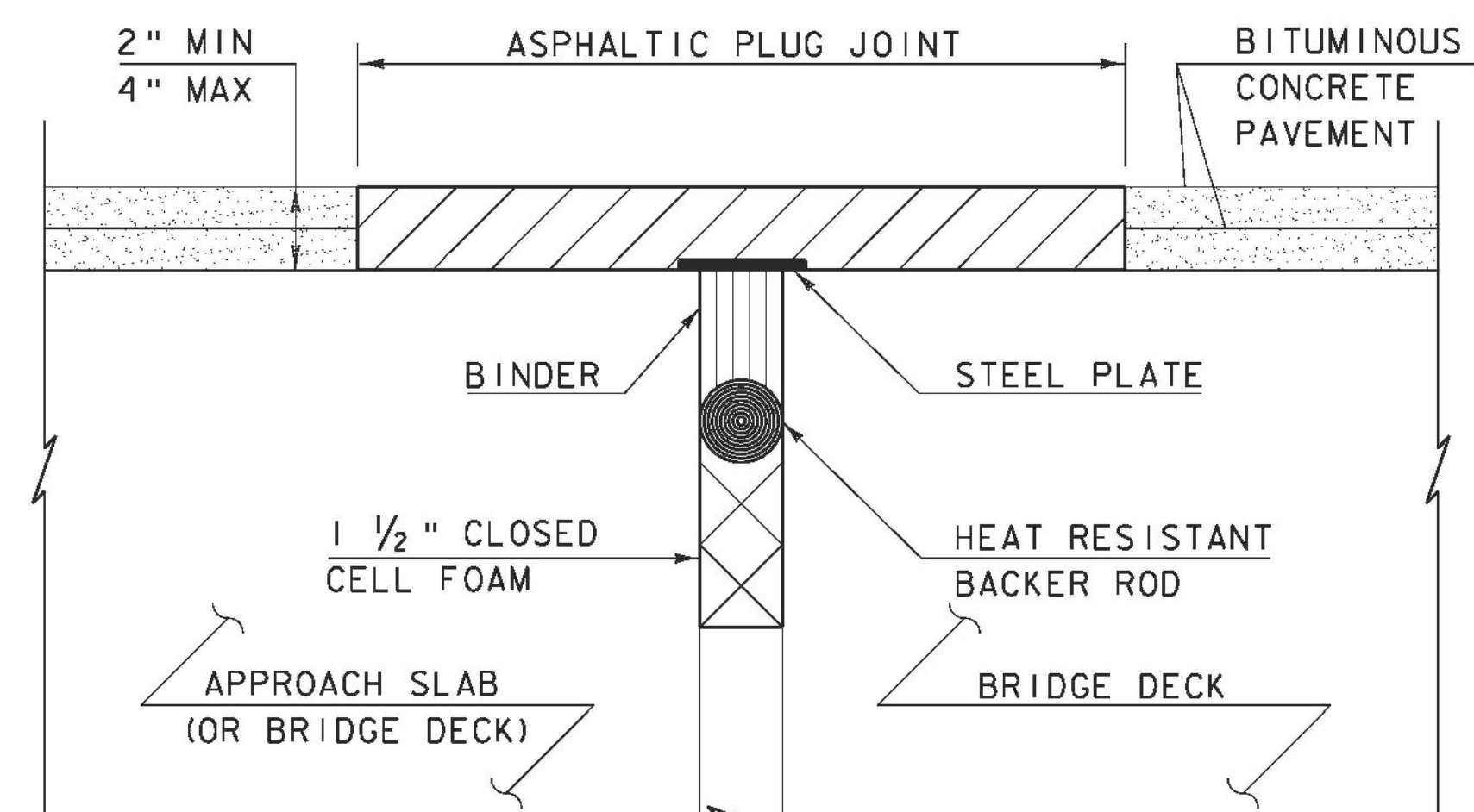




ASPHALTIC PLUG-TYPE JOINT DETAIL - REHAB

NOTES: (NOT TO SCALE)

1. THE CONTRACTOR SHALL REMOVE ALL ASPHALTIC PLUG JOINT MATERIAL AND DETERIORATED CONCRETE AS DIRECTED BY THE ENGINEER. REMOVAL OF THE FIRST 4 INCHES OF MATERIAL SHALL BE INCLUDED IN THE BID PRICE FOR ITEM 516.10 BRIDGE EXPANSION JOINT, ASPHALTIC PLUG. ANY REMOVAL OF MATERIAL GREATER THAN 4 INCHES SHALL BE INCLUDED IN THE BID PRICE OF ITEM 580.20 RAPID SETTING CONCRETE REPAIR MATERIAL WITH COURSE AGGREGATE.
2. THE CONTRACTOR SHALL REPLACE REMOVED MATERIAL THAT IS LESS THAN 4" FROM FINISHED GRADE WITH ASPHALTIC PLUG JOINT MATERIAL MEETING THE REQUIREMENTS OF SUBSECTION 707.15. ALL REMOVED MATERIAL THAT IS GREATER THAN 4 INCHES FROM FINISHED GRADE SHALL BE REPLACED WITH RAPID SETTING CONCRETE REPAIR MATERIAL WITH COARSE AGGREGATE MEETING THE REQUIREMENTS OF SUBSECTION 780.04.
3. REINFORCING STEEL NOT SHOWN FOR CLARITY.

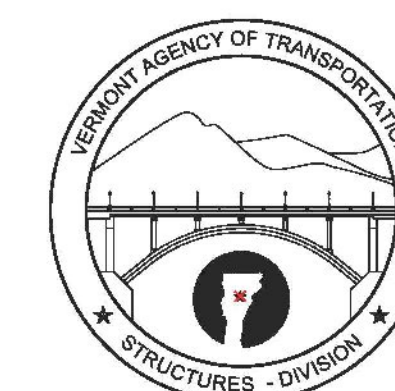


ASPHALTIC PLUG-TYPE JOINT DETAIL - NEW
(NOT TO SCALE)

ASPHALTIC PLUG JOINT NOTES

REVISIONS	
MAY 7, 2010	APPROVED FOR USE BY VAOT STRUCTURES SECTION

**BRIDGE JOINT
ASPHALTIC PLUG**



**STRUCTURES
DETAIL
SD-516.10**

SIGNALS RYG, INC.
80 AUSTIN DRIVE UNIT 263
BURLINGTON, VERMONT 05401

(802) 864-4630
FAX (802) 864-7104

LETTER OF TRANSMITTAL

DATE	May 16, 2012	JOB NO.	
ATTENTION	Bob Suckert		
RE:	Burlington/South Burlington NH 2624 (1)		

TO Agency Of Transportation
National Life Building Drawer 33
Montpelier, Vermont 05633-5001

WE ARE SENDING YOU ☐ Attached ☐ Under separate cover via _____ the following items:

- ☒ Shop drawings ☐ Prints ☐ Plans ☐ Samples ☐ Specifications
☐ Copy of letter ☐ Change order ☐ _____

COPIES	DATE	NO.	DESCRIPTION
6.			Autoscope Rack Vision Pro 2 RVP2 Interface
6.			Autoscope Image Sensor AIS-V Video Unit
6.			Autoscope Encore Video Unit
6.			Autoscope DMM Detector Expansion Module

THESE ARE TRANSMITTED as checked below:

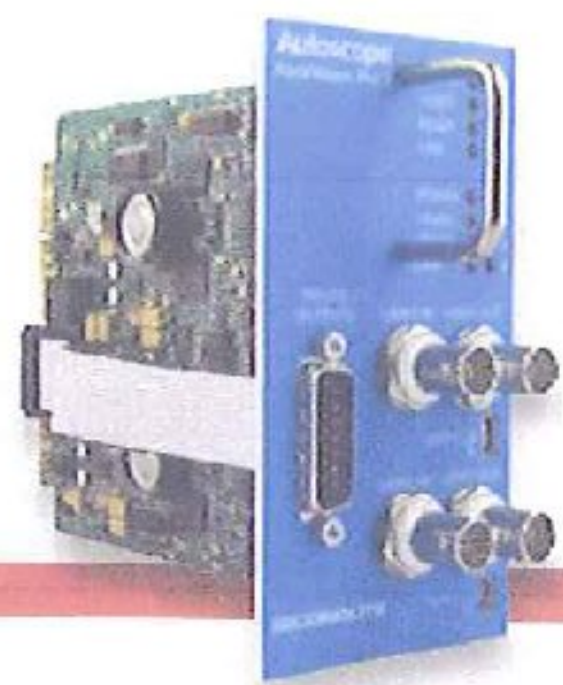
- ☒ For approval ☐ Approved as submitted ☐ Resubmit _____ copies for approval
☐ For your use ☐ Approved as noted ☐ Submit _____ copies for distribution
☐ As requested ☐ Returned for corrections ☐ Return _____ corrected prints
☐ For review and comment ☐ _____
☐ FOR BIDS DUE _____ ☐ PRINTS RETURNED AFTER LOAN TO US

REMARKS Bob,
For Approval:
Please Return Two Approved Copies To Me.

COPY TO fww,file

SIGNED: Fred Chamberlain

If enclosures are not as noted, kindly notify us at once.



Autoscope® RackVision™ Pro 2 (RVP2)

Description

The need for a simple, reliable and cost-effective dynamic video-based detection solution at vulnerable intersections and roadways is becoming more important in maintaining mobility and safety. As a result, agencies are leveraging the state-of-the-art video image processing and broadband communications capabilities of video detection, including *Autoscope* – a critical first step in any ITS program.

The *Autoscope RackVision Pro 2 MVP* is a dual-channel Machine Vision Processor designed to meet intersection detection objectives of vehicle detection and signal actuation in a typical traffic cabinet. This cost-effective detection solution utilizes the same algorithms that have established *Autoscope* video detection as the global leader for wide-area video vehicle detection.

The RVP2 fits into a detector rack or shelf-mount unit. Quality sources of video signal include the *Autoscope Image Sensor (AIS)* or existing CCTV cameras that meet minimum performance standards. Multi-threaded software processes video images in real-time to detect traffic. Addressing the needs of video intersection detection and signal actuation, RVP2 is a cost-effective traffic machine vision processor solution. Leveraging the same algorithms as other *Autoscope* products, RVP2 processes video images into real-time to detect traffic and provide local traffic actuation, as well as collect valuable traffic data. RVP2 supports AIS-V, as well as existing CCTV cameras to address varying traffic detection objectives and scenarios.

Set-Up & Operation

The RVP2 detector card is easy to install/configure and adaptable to meet an agency's detection requirements. *Autoscope Mouse & Monitor* functionality quickly sets up intersection detection applications without the use of a laptop.

Simple Mouse & Monitor setup enables stop lines and advance extension detection zones to be drawn as needed. Users can also easily assign detector outputs to interface with NEMA TS1/TS2, Type 170/179 and 2070 ATC controllers.

With mouse and keyboard operations, users can backup work, troubleshoot with the operations log, and modify the detection layout with the configuration Wizard™ or other tools in the *Autoscope Toolbox*. The optional *Autoscope Access Point (TAP)* or *RackVision Terra MVP* can also assign additional detector outputs.

Features

- Provides basic video vehicle detection for intersection stop-line and advance extension applications
- Processes input from two (2) video cameras per RVP2 unit
- Bicycle Detection
- Setup with simple Mouse & Monitor interface or configuration Wizards
- Installs in a standard detector rack or self-contained shelf-mount unit
- LED indicates status for communications and valid video sync
- IP-addressable into *Autoscope* network
- Outputs via either card-edge connector or front-panel DB15 connector
- Password protection
- Electrical and optical failsafe detector outputs
- High-energy transient protection
- Self-test on power-up
- Software installation by USB flash drive
- Comprehensive traffic data collection
- Bicycle detection

Benefits

- No laptop required
- Reliable performance
- Interchangeability with existing solutions
- Compatibility with standard loop detector racks
- Low power consumption
- Minimal maintenance
- Cost-effective solution for traffic detection
- Easy to install and configure
- Field-proven *Autoscope* accuracy and reliability
- Built on proven *Autoscope Terra™* Technology
- Connects to existing *Autoscope AIS* or other CCTV cameras
- Compatible with color or monochrome cameras
- Native language graphical user interface support

Applications

- Fully-actuated intersection detection
- Semi-actuated intersection detection
- Temporary construction and work zone safety
- Traffic studies
- Bicycle detection

Power

- 12 or 24-VDC 11 Watts maximum

Video

- 2 Input Channels
 - Color: NTSC or PAL
 - Monochrome: RS-170 or CCIR
 - Composite 75Ω 1 Vpp, BNC connector
- 2 Output Channels
 - Same as input NTSC or PAL
 - Composite 75Ω 1 Vpp, BNC connector

Communications

- 2 Mini-B USB connectors for mouse or supervisor PC
- RS-485 half-duplex serial for DPM on edge connector (for speed quality outputs)

Environmental Ambient Temperature Limits

- -29°F to +165°F/-34°C to +74°C

Humidity Limits

- 0 to 95% relative humidity (non-condensing)

Detector I/O Indicators

- Outputs (open collector, selectable)
 - 4 Rear edge connectors (jumper selectable)
 - 8 Front on DB-15 connector
- Inputs
 - 4 Front on DB-15 connector
- Status output indicates card is processing and detector I/O is valid (open collector, active low)
- LEDs show current state of 8 outputs
- Inputs and Outputs (optional):
 - RVP2 Detector Port Data (Inputs and Outputs) can connect to optional DPM module through rear edge connector, providing additional I/O capabilities.

Dimensions and Weight

- 4.5 in. (H) x 2.3 in. (W) x 7 in. (D) (11.4 cm x 5.7 cm x 17.8 cm) plus handle
- 0.5 lb (0.2 kg)

Regulatory

- NEMA TS2 2003 Standard
- FCC Part 15, Subpart B, Class A

Warranty

- Three-year standard warranty
- Extended warranty available (up to six years)

Product Support

- Product support & training by a team of trained *Autoscope* Technical Support Specialists

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Autoscope® Image Sensor - AIS-V

Description

The *Autoscope Image Sensor-V (AIS-V) Camera* is a light-weight, compact, high-resolution color zoom camera, designed to meet the performance requirements of vehicle detection at virtually all traffic intersection and highway environments.

The AIS-V product line includes a compact 24-VAC camera with a 10x zoom lens, zoom controller with RS-485 link to the camera, and an AIS-V Interface Panel with a step-down transformer. The AIS-V camera uses a pigtail cable assembly for easy connection to this small camera for power, video, and zoom control. These electronic devices meet all applicable requirements of the NEMA TS2 standard document and IEC60529.

Optimized as a video source for the *Autoscope* standalone Machine Vision Processor (MVP) product suite, the AIS-V camera produces consistently high quality video in all weather, lighting, and traffic conditions common in today's demanding transportation environments. The image sensor has high sensitivity for accurate vehicle detection at night and during other low light conditions. The solid-state design provides maximum hardware reliability for 24/7 operation. The color image sensor minimizes streaking and blooming from bright light sources such as headlights and wet pavement that could adversely affect detection performance.

During setup, the 10x zoom auto-iris lens quickly adjusts to a field-of-view best suited for detection objectives with a convenient RS-485 hand-held controller. Focus is factory pre-set. Approached with cost-effective

maintenance in mind, the new AIS-V camera features a sealed enclosure for protecting the image sensor against the outdoor environment.

To reduce glare (from rain, snow, and ice that could get onto the faceplate) and to improve video contrast, an adjustable weather shield is attached to the camera. A variety of available mounting brackets enables easy installation of the AIS-V camera on existing poles, mast arms, or other structures. The unique bracket design speeds installation by minimizing adjustment hardware and eliminating steps in the set-up process.

Features

- Designed for most wide-area machine vision vehicle detection applications
- Low power consumption
- Thermostatically controlled heated faceplate
- 10x zoom lens & color imager
- Minimal streaking or blooming from bright light sources (headlights)
- Easy mounting from bucket truck
- Rugged, environmentally-sealed enclosure
- High sensitivity for accurate detection at low light levels
- Auto-gain circuitry for improved detection in varying light conditions
- Aperture to protect lens from debris and extraneous light

Camera Failsafe Operation

Autoscope provides both optical and electrical failsafe features. Under failed conditions, both features turn on all associated detector outputs, ensuring safe intersection operation. This electrical failsafe is the same operation as other equipment in the cabinet, as required by all major industry specifications. Since the *Autoscope* system depends on non-electrical processes, an additional failsafe is used for problems with the lens or faceplate. The *Autoscope* system provides options for poor contrast situations to maintain both the safety (during Red) and the efficiency (during Green) of intersection operations. The optical failsafe feature can be disabled for freeway and count station applications.

Zoom Control

The A/S-V camera uses a RS-485 circuit to control the zoom of the lens from a handheld controller.

Since aiming the camera is most often a one-time event, this simple zoom control helps keep the overall size of the camera small and compact. The installer can conveniently make adjustments with the handheld zoom controller from the bucket, base of pole, or cabinet.

Camera Pigtail Cable

The camera pigtail cable is available in a wide variety of lengths for connection of branch cabling at the base of the pole or a "homerun" back to the cabinet. The easy-to-install connector also helps keep the overall size of the camera small and compact.

A/S-V Interface Panel

The A/S-V interface panel in the cabinet protects other cabinet equipment from outside surges and noise. Its several layers of protection include transformer isolation and fuses.

Lens

- 10x continuous-focus zoom
- Horizontal: 5° to 46°
- Vertical: 4° to 35°

Imaging Device

- ¼ in. color CCD

Video Formats Supported

- NTSC

Resolution

- More than 470 TVL Horizontal

Synchronization

- Crystal lock

Sensitivity at Lens

- Full video, no AGC, 3.0 Lux (typ.)

Signal to Noise Ratio

- More than 50 dB

Interface Power & Video

- Wide variety of pigtail cable lengths with connector
- Unterminated power, video coax, zoom lens control

Housing & Sunshield

- Zoom lens image sensor sealed in waterproof and dust-tight housing
- Housing meets NEMA 4 and IP 67 standards
- Adjustable weather/sunshield with drip guard and custom aperture

Power

- Input power: 24VAC, 60 Hz, 6W max (with heater on)
- A/S-V Interface Panel: 120VAC, 60 Hz
- A/S-V 220 Interface Panel: 240 VAC, 60 Hz

Dimensions

- Mounting: Standard camera bracket tilt-top provided
- Enclosure with weather/sunshield: 10.75 in. L, 4.8 in W, 5.6 in. H

Weight

- 2.0 lb (0.9 kg)

Ambient Temperature Limits

- -40°F to +140°F/-40°C to +60°C

Humidity Limits

- Up to 100% relative humidity per MIL-E-5400T paragraph 4.3.24.4

Warranty

- Three-year standard warranty
- Extended warranty available (up to six years)

Product Support

- Product support and training by a team of factory-trained *Autoscope* technical support specialists

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Autoscope[®] ENCORE

Description

The advances in digital video and broadband communication technologies continue to open doors to new applications for Intelligent Transportation Systems (ITS) - enhancing traffic networks and inspiring new ITS capabilities. Whether for surveillance, vehicle detection, data collection, or traffic monitoring systems, digital video and broadband communications are increasing ITS performance. Improving cost efficiencies and access to strategic traffic information is helping transportation professionals improve safety, reduce vehicle emissions, and mitigate traffic congestion.

Autoscope ENCORE features EasyLink connectivity, providing simple installation to the traffic cabinet and integration to an agency's IP-based communications network. A standard CAT-5 cable connects *ENCORE* sensors into a network providing easy user access to video, traffic data, and legendary *Autoscope* vehicle detection.

ENCORE technology uses IP-based addressing with a unique Ethernet MAC address. *ENCORE* sensors employ a dual-core processor with sophisticated image analysis and Advanced RISC Machine (ARM) general-purpose processing in a small SoC package for exceptional performance and low power consumption. Multi-threaded software processes video images in real-time to detect vehicles, extract traffic data, identify incidents, and transmit detector outputs, while simultaneously streaming quality MPEG-4 video.

Safe and secure, password-protected *ENCORE* sensors are accessible via common Internet browsers. The embedded web server represents a convenient way for authorized users to view streaming video, modify configurations, and monitor system performance remotely. Configuration Wizards are present for programming both intersection and highway applications through the Network Browser or the web interface.

Each *ENCORE* sensor is accessed and powered by "3-wires-only", broadband-over-power cable, no coaxial cable required. An environmentally

protected connector simplifies the task of completing secure field terminations. Zoom control and detector configuration may be conducted remotely or at the cabinet. The unique aperture helps keep the faceplate clean for longer periods of time between routine maintenance.

Benefits

- Cost-effective ITS solutions for traffic management
- Field-proven detection accuracy and reliability
- Easy to install and configure
- Flexible design meets a variety of detection and surveillance applications
- Superior to other detection systems in value and performance

Features

- EasyLink connectivity for IP-addressable broadband communications
- Web server interface for easy setup
- Streaming digital MPEG-4 video output
- User-definable password protection
- Vehicle detection, traffic data measurement, speed, and incident detection
- Bicycle detection
- Smoke/Fire detection
- Integrated color camera, zoom lens, and dual-core processor for advanced image processing
- Direct real-time iris and shutter speed control
- Fail-safe detector outputs with the *Autoscope TAP*
- Non-volatile memory data storage
- High energy transient protection
- Local language support

Setup & Operation

The *Autoscope* *ENCORE* unit makes it easier than ever to set up and customize to meet application requirements. The *Autoscope Configuration Wizard*® quickly sets up intersection or highway incident detection applications. Simple mouse or keyboard operations allow custom positioning for virtual detectors per field-of-view. Detection zones provide traffic count, presence, speed, and incident detection alarms. Incident types include freeway congestion, stopped vehicles, wrong direction vehicles, slow-moving vehicles, bicycles, pedestrians, smoke/fire, debris, or other customized alarms. Real-time polling or stored data include volume, occupancy, five vehicle classes by length, density, and other traffic data for selected periods or by phase.

Detector outputs can be assigned to interface with NEMA TS1/TS2, Type 170/179 and 2070 ATC controller via the optional *TAP*. Traffic data is quickly integrated into proprietary software applications with the optional *Auto-*

scope Software Developer's Kit (SDK). Extensive Boolean Logic capabilities provide flexibility in detector layouts to help validate an event or incident alarm.

Applications

- Traffic incident management for highways, tunnels, and bridges
- Junction control
- Traffic data collection
- Work-zone safety and traffic control
- Traveler information systems
- Bicycle detection
- Remote video surveillance
- Sub-system of ATMS system

Power

- 15W
- 110/220 VAC 50/60 Hz

Video

- Digital streaming MPEG-4 video output

Lens

- 10x continuous focus lens
- Standard configuration:
 - Horizontal: 5° to 46°
 - Vertical: 3.8° to 34.8°
 - Focal Length: 0.16 in. to 1.65 in. (4 mm to 42 mm)

Camera

- CCD ¼ in. diam. (4.5 mm)
- Horizontal resolution: NTSC > 470 TVL
- Sensitivity (at lens, full video, AGC off, 1/60 sec) 2.0 lux (color)
- Signal-to-noise > 50 dB
- Synchronization: Crystal lock

Effective Pixels

- NTSC: 380K (768 x 494)

Housing & Sunshield

- Image sensor and processor sealed in a water-proof and dust-tight NEMA-4 housing (IP 67)
- Thermostatically controlled faceplate heater
- Adjustable weather and sunshield with drip guard
- Weatherproof rear connector

Communications

- EasyLink (broadband communications (up to 5 Mb/sec) with RJ-45 connection from required *ENCORE/Terra Interface Panel (TIP)*)

Environmental

- -29°F to +140°F (-34°C to +60°C)
- Up to 100% relative humidity per MIL-E-5400T paragraph 4.3.24.4

Dimensions and Weight

- Overall H x W x L (with sunshield and bracket): 9.5 in x 4.75 in. x 10.75 in. (24 cm x 11 cm x 27 cm)
- 3.7 lb (1.6 kg)
- Mounting: Standard camera bracket tilt-top provided

Options

- Paint color

Warranty

- Three-year warranty
- Extended warranty package to six years

Regulatory

- CE EN 55022, EN 61000-6-1, EN 60950
- FCC Part 15, Class A

Product Support

- Product support and training by team of factory-trained *Autoscope* technical support specialists

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Autoscope® DEMM Detector Expansion Module

Description

The *Autoscope DEMM* provides a simple solution to wiring detector outputs into a NEMA TS1, TS2, Type 170, or 2070 cabinet where access to the detector input termination points is limited or when the controller software cannot reassign detector inputs. The *DEMM* distributes up to four outputs from its rear edge connector. With the addition of the Detector Expansion Module Slave (*DEMS*) modules, the *DEMM* can distribute up to four additional groups of four outputs per module. The *DEMM* connects to a TAP or a *Rack-Vision Terra* unit via a special I/O cable. The optional *DEMS* connects to the *DEMM* with a simple RJ-11 jumper. The jumper matrix on the *DEMM* module is easy to customize for detector outputs to match the current detector rack or Input File configuration.

Benefits

- Distributes all *Autoscope* video detection outputs and can be distributed to the correct controller inputs by using the existing detector rack or Input File configuration
- Eliminates the need to wire directly to terminal blocks on the back of the Input File
- Easily adaptable to rack configuration
- Output LEDs and test switches verify the performance and correct output configuration when used with *DEMS*
- Easily expandable by adding additional *DEMS*

Specifications:

Outputs

- Up to four outputs on *DEMM* rear edge connector and up to four groups of four outputs with front panel RJ-11 connections to *DEMS* modules

Inputs

- Up to sixteen inputs by front panel DB25

Connectors

- Four RJ-11 conductors
- One DB25 male, D subminiature connector
- Cinch Jones 50-44A-30M edge connector

- Nine 4-position terminal blocks to program 16 inputs to 20 possible outputs

Dimensions

- 4.5" x 1.1" x 6.9" (H x W x D)
- 114 mm x 28 mm x 175 mm (H x W x D)

Weight

- 0.35 lb
- 0.16kg

Environmental

- -34C to 74C
- 0 to 95% humidity (non-condensing)

Warranty

- Two-year warranty

Product Support

- Product support and training is available by the *Autoscope* Technical Support Team

Hardware

- The *DEMM* slides freely into rack card guides, having a nominal slot width of 0.075" and a maximum slot width of 0.125". The front panel is minimally 0.90" sheet aluminum with a durable protective coating. An aluminum handle on the front allows easy removal from a detector rack. Nominal outer dimensions of the handle are 1" x 4". The unit may be inserted or removed from a powered detector rack.

Features

- Up to 16 detector inputs from TAP or *Rack-Vision Terra* unit on front panel 25 pin connector
- Up to four detector outputs to *DEMM* rear edge connector (emulates four channel loop detector output)
- Four RJ-11 ports route and up to four additional groups of four detector outputs to other detector rack slots using *DEMS*
- Single slot width form factor with handle

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Autoscope® DEMS Detector Expansion Module System

Description

The Autoscope Detector Expansion Module Slave (DEMS) is used with the Detector Expansion Module Master (DEMM), provides a simple solution to wiring detector outputs to a NEMA TS1, TS2, Type 170, or 2070 cabinet where access to the detector input termination points is limited or when the controller software cannot reassign detector inputs.

Each DEMS distributes up to four additional outputs from a TAP or RackVision Terra units. The DEMS connects to the DEMM with a simple RJ-11 jumper. Placing DEMS modules in the appropriate detector rack slots provides desired controller inputs. One DEMM supports up to four DEMS modules that can distribute up to four groups of four outputs in the cabinet. The jumper matrix on the DEMM module is easy to customize for detector outputs to match the current detector rack or Input File configuration.

Output LEDs provide an additional visual indicator of the demand for service to the controller from the Autoscope TAP or RackVision Terra unit. Three-position switches: "Auto" for normal operation, "Off" to disable output and "Test" verify's proper output configuration.

Benefits

- Distributes all Autoscope video detection outputs and can be distributed to the correct controller inputs by using the existing detector rack or Input File configuration
- Eliminate the need to wire directly to terminal blocks on the back of the Input File
- Easily adaptable to rack configuration
- Output LEDs and test switches verify performance and correct output configuration and maintenance.
- Easily expandable by adding additional DEMS

Specifications:

Outputs

- Up to four outputs on DEMS rear edge connector

Inputs

- Up to four inputs by the front panel RJ-11 connector

Connectors

- One Female RJ-11 connector
- Cinch Jones 50-44A-30M edge connector

Dimensions

- 4.5" x 1.1" x 6.9" (H x W x D)
- 114 mm x 28 mm x 175 mm (H x W x D)

Weight

- 0.26 lb
- 0.12 kg

Environmental

- -34°C to 74°C
- 0 to 95% humidity (non-condensing over entire temperature range)

Warranty

- Two-year warranty

Product Support

- Product support and training is available by the Autoscope Technical Support Team

Hardware

- The DEMS slides freely into rack card guides having a nominal slot width of 0.075" and a maximum slot width of 0.125". The front panel is minimally 0.90" sheet aluminum with a durable protective coating. An aluminum handle on the front allows easy removal from a detector rack. Nominal outer dimensions of the handle are 1" x 4". The unit may be inserted or removed from a powered detector rack.

Features

- Up to four detector outputs to DEMS rear edge connector
- RJ-11 port allows four inputs from DEMM
- Single slot width form factor with handle
- Four output LEDs
- Four three-position switches (Auto, Off, and Test)
- Four circuit board jumpers to bypass switches

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LETTER OF TRANSMITTAL

TO Vermont Agency Of Transportation
National Life Building Drawer 33
Montpelier, Vermont 05633-5001

DATE 7-1-2012	JOB NO.
ATTENTION Bob Suckert	
RE: Burlington/South Burlington NH 2624(1)	

WE ARE SENDING YOU ☐ Attached ☐ Under separate cover via _____ the following items:
☒ Shop drawings ☐ Prints ☐ Plans ☐ Samples ☐ Specifications
☐ Copy of letter ☐ Change order ☐ _____

COPIES	DATE	NO.	DESCRIPTION
6.			Econolite 12 Inch Poly Signal Heads
6.			Econolite 16 Inch Pedestrian Signal Heads
6.			Native American Ind. Traffic Signal Back Plates
6.			Duralight LED Signal Indications
6.			Duralight LED Pedestrian Signal Indications
6.			General Traffic Equipment Signal Mounting Hardware
6.			Traffic Parts Inc. Signal Mounting Hardware
6.			Campbell Company APS Pedestrian Push Buttons SIGNS BY OTHERS

THESE ARE TRANSMITTED as checked below:

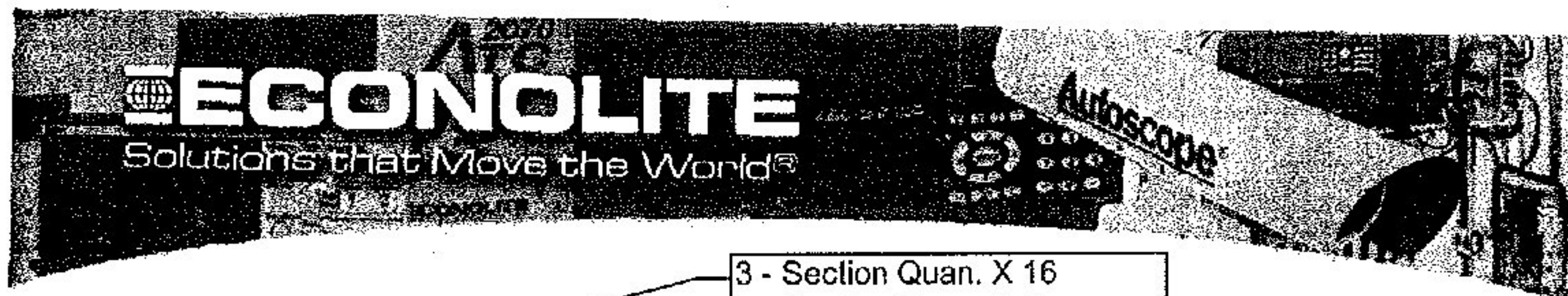
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REMARKS Bob,
Please Retrun Two Approved Copies; When I Receive Release I Can Have This
Material Released At The Factory

COPY TO FWW. file

SIGNED: Lee Chamberlain

If enclosures are not as noted, kindly notify us at once.



12-Inch Polycarbonate Signal

The 12-inch signal is interchangeable with incandescent assemblies or LED modules and allows for a 180-degree door opening.

3 - Section Quan. X 16
5 - Section Quan. X 7
Black W/ Tunnel Visors



General

Each traffic signal consists of a number of identical signal sections rigidly fastened together to present a continuous, pleasing appearance. Each section has a separate and complete housing. The traffic signal meets or exceeds the latest version of the Equipment Standard from the Institute of Transportation Engineers (ITE).

Housing

The housing of each section is a one piece molded ultraviolet and heat stabilized polycarbonate unit. Two integrally-cast hinge lugs and latch screws are cast on each side of the housing. Built upon a symmetrical concept, each housing is capable of providing either right or left hand door openings. While the left hinge is standard, the right hinge is special and must be specified. The top and bottom of the housing have openings to accommodate standard 1 1/2-inch pipe brackets. Each signal section is rigidly attached, one above the other, by means of corrosion resistant bolts and a washer attachment that allow sections to be rotated about a vertical axis as well as the ability to be oriented with respect to an adjacent section. Alternate means for attaching sections together are available. The housing consists of four matching punch-out locations on the top and bottom of each section to allow sections to be bolted together with four 1 1/2-inch and 10-32 corrosion-resistant screws. The top and bottom of the signal housing have an integrally-cast Shurlock boss.

The radial-angular gasket is a Shurlock boss, when used with Shurlock, provides positive five-degree interlock against rotation of the entire signal head to eliminate a vertical misalignment of the signal. Each housing has provisions for one five and one six position terminal block. Each housing has provisions for easily removing the back plate. Large plus door latching screws, plus backplate, and terminal screws are made of stainless steel.

Features

- Tested to ITE required wind loading on single-point attachment
- Reversible door - left side standard, right side optional
- Doors equipped with two latches
- "Fast-on" tab terminal block
- Provisions for one 5-position and one 6-position terminal block in each housing
- Ethylene Propylene Diene Monomer (EPDM) or optional red silicone lens gasketing
- Aluminum or plastic reflector ring with spun ALZAK reflector
- Optional hydroformed reflector



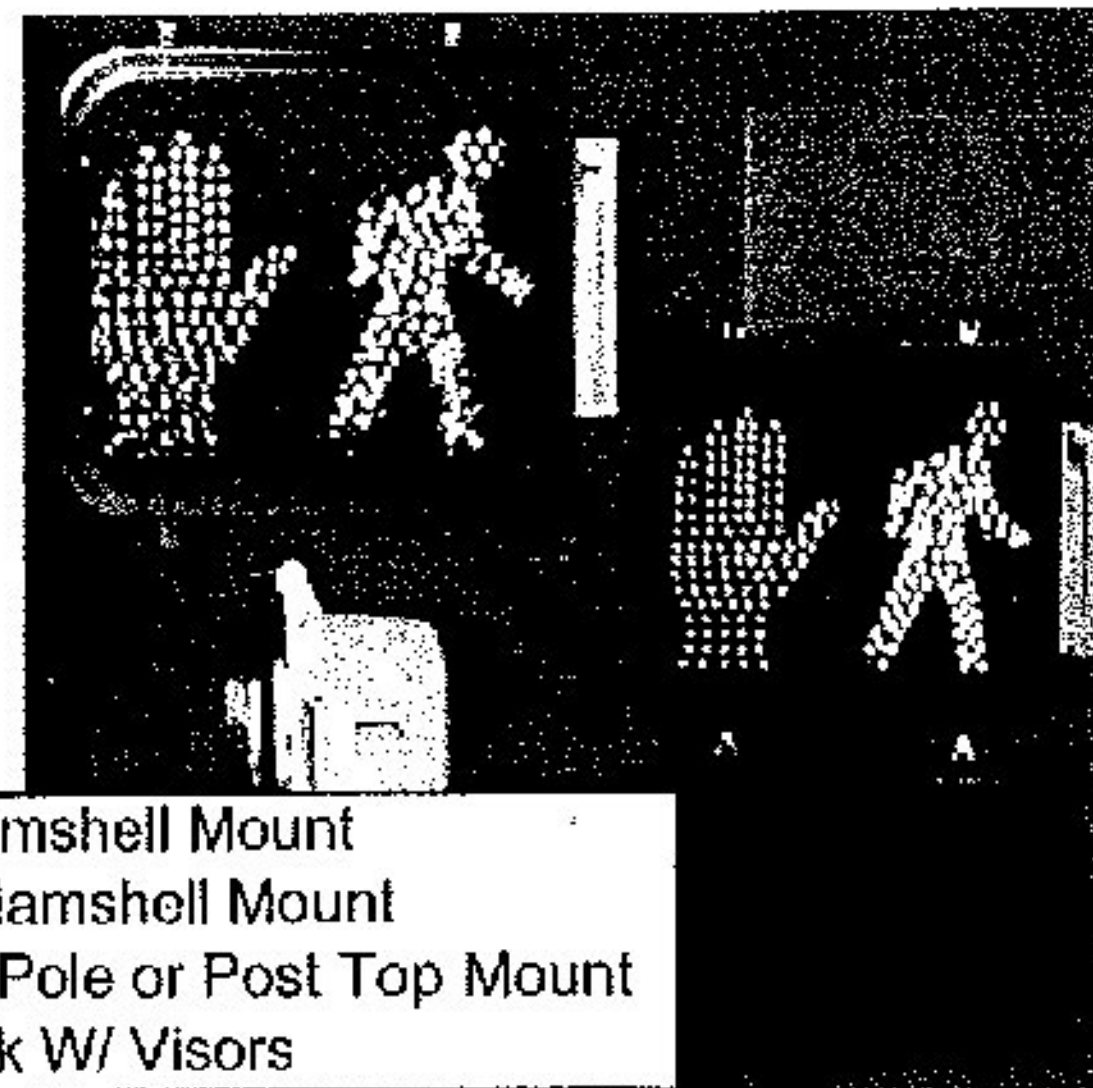
Lens - The prismed traffic signal lens is standard red, yellow, or green and conforms to the latest revision of the ITE standard specifications. The lens fits into a specially designed, slotted, extruded, and bonded full-circle lens gasket designed to fit the housing door so as to exclude moisture, dust, and road film. The lens and gasket are secured to the door with four aluminum lens clips and stainless steel screws. The lenses are polycarbonate, glass, or LED, as specified.

Each complete signal head is provided with a terminal block. The terminal block is placed in the bottom section unless otherwise specified. The ter

- Any ≤ 5.36 lb (less vision)
- Any ≤ 6.92 lb (less vision)

16 Inch LED Aluminum Pedestrian Signal

The 16 inch pedestrian signal has been specifically designed for LED modules and accepts all LED manufacturer's modules.



18 = Left Clamshell Mount
26 = Right Clamshell Mount
14 = Side of Pole or Post Top Mount
Painted Black W/ Visors



Features

- Specifically designed for LED modules.
- Accepts all LED manufacturer's modules.
- Slim profile, allowing for 5% less weight than the alternatives.
- Mounts left or right with use of the side mount bracket.
- Reduced energy consumption - up to 90% less energy consumption than pedestrian signals with incandescent lamps.
- Meets or exceeds applicable ITE specification.
- Outlasts neon and incandescent.
- No LED "Hot Spots".
- "Fast-on" tab terminal block.

General

The 16 inch LED Aluminum Pedestrian Signal includes a cast aluminum housing, a solid state LED indication message lens, a single piece cast aluminum swing down door, a "Solar Screen" sun visor, terminal block and optional mounting hardware.

The 16 inch LED Aluminum Pedestrian Signal displays bright and uniform symbol messages "HAND" in portland orange and "WALKING PERSON" in lunar white. The pedestrian signal is designed to be easily visible during extreme ambient light conditions.

Housing

The housing is a one piece corrosion resistant aluminum alloy die-casting. Two integrally cast hinge lugs and screw slots are on each side of the housing. Through symmetrical design, the housing is capable of providing a swing down door opening.

The housing has two openings to accommodate standard 1-1/2 inch pipe brackets. The top and bottom opening of the signal housing has a Shurlock boss integrally cast into the housing. The radial angular grooves of the Shurlock boss, when used with Shurlock fittings, provide positive 5-degree increment positioning of the

entire signal head to eliminate rotation or misalignment of the signal. Each housing includes cast bosses for one 3-terminal pair (6 screw) terminal block. The back of each housing will clearly display the manufacturer's name.

Door

The door consists of a one-piece corrosion resistant, aluminum alloy die-casting. Two hinge lugs are cast on top of the door, and two latch points are cast on the bottom. The door is attached to the housing by means of two hinge pins. Two eye bolts and wing nuts on one side of the door are provided for opening and closing the door without the use of special tools.

A gasket groove on the inside of the door will accommodate a weatherproof and mildew proof resilient gasket which, when the door is closed, will seal against a raised bead on the housing, making a positive seal.

The Solar Screen visor is inserted through the back side of the door. The visor overlaps the door by 1/2 inch and is sealed when the door is closed to prevent light from escaping between the visor and the door.



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CONTROL PRODUCTS, INC.

Field Terminal Assembly

The field terminal assembly includes a 3-terminal pair (6 screw) type terminal block for termination of the three field wires for AC (+) for the HAND display, AC (+) for the WALKING PERSON display and AC (-). Connected to the opposite side of these terminals is a pigtail lead. The free end of each lead is terminated with an insulated female quick disconnect socket that mates with the male lug, supplied on the message module. The field terminal assembly includes an aluminum base plate that is bolted to the signal housing.

LED Option

The LED module is a fully encapsulated LED HAND/MAN module. The LED PC board is enclosed in a plastic module and is mounted to be impervious to shocks generated during shipping, handling, and installation. In order to facilitate installation and maintenance, the signal is designed so that the LED message module is removable and the field wiring terminals are readily accessible from the front by merely opening the signal door. The rear of the tray provides three male quick disconnect lugs for connection of AC (+) for the HAND display, AC (+) for the WALKING PERSON display and AC (-). The tray is sealed with a 1/8" (3mm) clear, UV stabilized, refraction type, 3/16" polycarbonate lens which is weather, craze, and heat resistant. The module is further sealed with a one piece EPDM neoprene gasket fitted around the perimeter to provide positive protection of the enclosed LED's and electronics from handling, weather, and moisture. Removal and insertion of the module does not require the use of tools.

Messages are displayed in the portland orange "HAND" and the white "WALKING PERSON", illuminated by multiple configuration light emitting diodes (LED's). The "HAND" and "WALKING PERSON" symbols are each a minimum of 12" in height and 7" in width and are configured as shown in the Manual on Uniform Traffic Control Devices (MUTCD).

Solar Screen Visor Option

The Solar Screen visor option is designed to eliminate sun phantom, and minimize damage to the LED signal module.

The Solar Screen visor is installed parallel to the face of the "HAND/ WALKING PERSON" symbol. The Solar Screen visor assembly is held in place by the use of stainless steel screws.

The Solar Screen assembly consists of a minimum of 20 straight horizontal louvers and 21 zigzag pattern horizontal louvers.

Warranty

The entire pedestrian signal, including LED's, solid state control, and polycarbonate parts, are warranted for one (1) year from the date of original shipment against defects in workmanship and/or materials.

Dimensions and Weight

The maximum overall dimension of the signal is 18" W x 16.5" H x 7" D (457 x 419 x 178 mm), including the Solar Screen type visors and hinges. The distance between the mounting surfaces of the upper shurlock and the lower shurlock openings is 16" (406 mm). The weight of the signal, excluding mounting hardware, is 23 pounds maximum.

LED Specifications

Voltage Range 80V to 135V AC; normal 120V AC (less than 10% variation in intensity).

- Power - maximum 15 Watt Hand; maximum 10 Watt Man.
- Operating Temperature - -40°C to +74°C.
- Storage Temperature - -40°C to +93°C.
- Power Factor Correction - >0.90.
- Total Harmonic Distortion - <20%.
- Dimensions - 18" x 16" x 4.5".
- Conforms to all applicable ITE requirements.
- Fuse and transient suppressor incorporated for line and load protection.
- LEDs interconnected to minimize effect of LED string failure.
- Special configuration eliminates LED "hot spots".
- Meets or exceeds NEMA Moisture Resistance STD 250-1991 for Type 4 enclosures (ITE 6.4.6.2 Moisture Resistance).
- Reduced maintenance.
- Outlasts incandescents and neon.

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Tel: (714) 630-0700 • Fax: (714) 630-0349
E-mail: sales@econolite.com



#B1-10844M-00

ECONOLITE
CONTROL PRODUCTS, INC.

PRODUCT INFORMATION

THREE & FIVE SECTION BACKPLATES

3-Section Quan. X 16
5-Section Quan. X 7
Louvered

ALL BACKPLATES are vacuum formed using virgin flat ABS plastic, finished with a minimum thickness of 0.125 inch. Each backplate meets or exceeds Underwriters Laboratories UL 94 Test H.B.

ALL BACKPLATES are fabricated from black plastic sheeting, with a textured finish on front side and smooth finish on back. The plastic contains ultra violet inhibitors and stabilizers for protection against U.V.degradation.

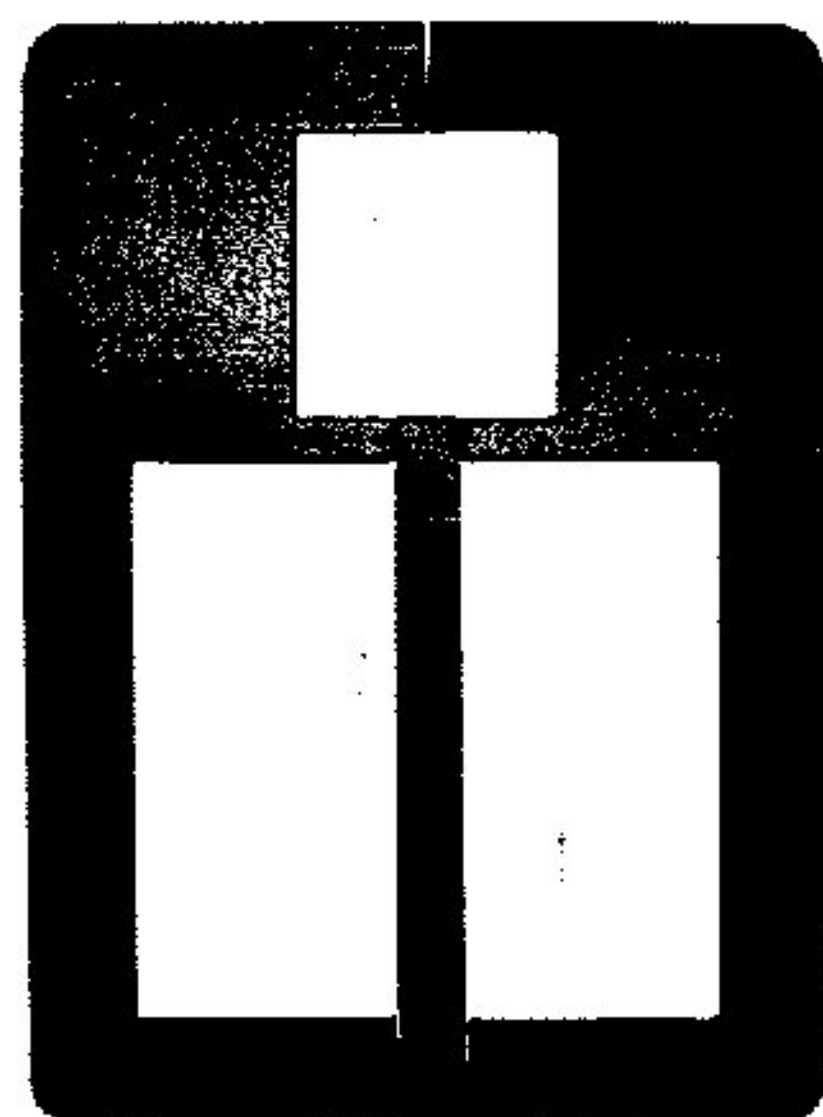
ALL BACKPLATES are compounded for cold weather applications and have a minimum tensile stress at yield of 5300 PSI at 73° F.

ALL BACKPLATES include a structural stabilizing 5/8 inch flange around all sides.

ALL BACKPLATES come with a three (3) inch radius on all corners.

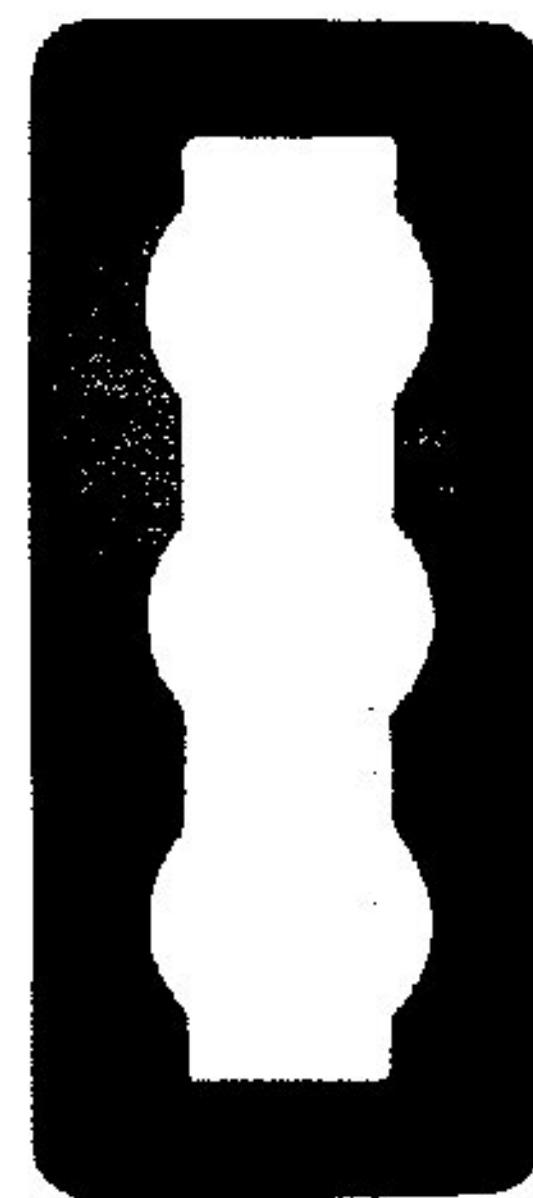
ALL BACKPLATES include necessary stainless steel hardware to attach to signal head.

ALL BACKPLATES conform to Virginia Department of Transportation, Road & Bridge Standards 202, Specification under 238.02.



< FIVE SECTION BACKPLATE

THREE SECTION BACKPLATE >



Backplates



800-790-1933 • 703-777-0090 • Fax: 703-771-4040 • Website: Nativeamericaninc@dot.com

All materials, components and manufacturing processes meet or exceed ITE specifications.

12" section weighs approximately 7 pounds.



TECHNICAL DATA

Certified by ISO9001 International Quality Control System

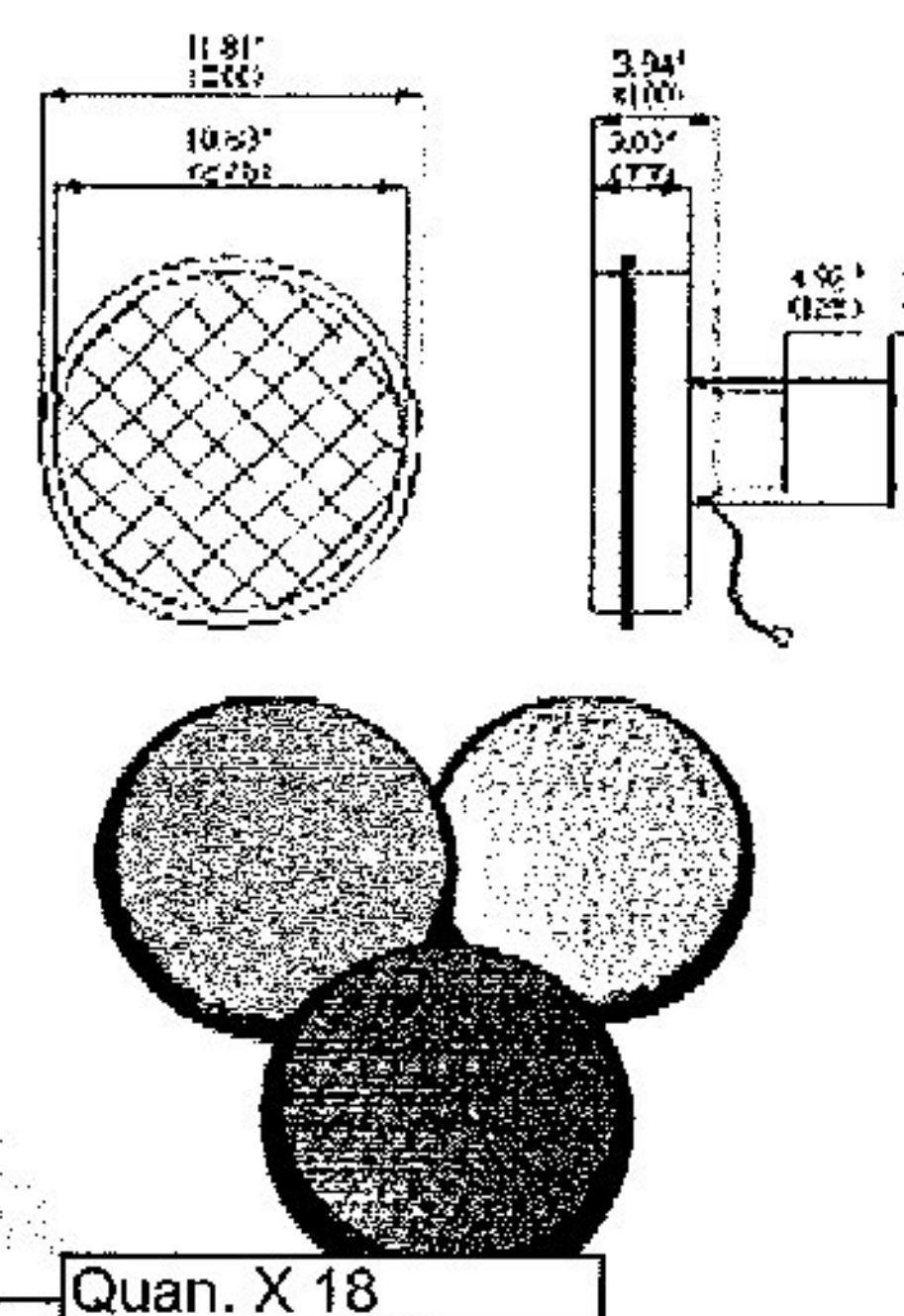
JXC300-07 Series 12-Inch LED Vehicular Lamps

Features

- Compliance with latest ITE specifications
- Low power consumption & long operating lifetime LEDs
- Retrofit design & UV stabilized lens
- MIL-STD-883 mechanical vibration
- MIL-STD-810F moisture resistant
- Compliance with FCC Title 47
- Full compatibility with NEMA controllers/conflict monitors
- Uniform incandescent appearance

Dimensions

(Dimensions in inch/mm)



Quan. X 18			Quan. X 18			Quan. X 18		
Model Number	Size (mm)	Color (nm)	Voltage (Typical)	Voltage Range	Power(w) Typical	Operation Temperature	Power Factor	T.H.D
	300	Red (626)	120V-60hz	80v-135v	10.5	-40°F ~ +165°F	> 0.9	< 20%
JXC300-07Y	300	Yellow (592)	120V-60hz	80v-135v	16	-40°F ~ +165°F	> 0.9	< 20%
JXC300-07G	300	Green (505)	120V-60hz	80v-135v	12	-40°F ~ +165°F	> 0.9	< 20%

All characteristics, including chromaticity, moisture and vibration resistance, electronic noise, transient protection, etc., are in compliance with the standards specified in ITE LED Vehicle Signal Modules.

For additional technical information or sales support regarding these and other LED products, please contact:



TECHNICAL DATA

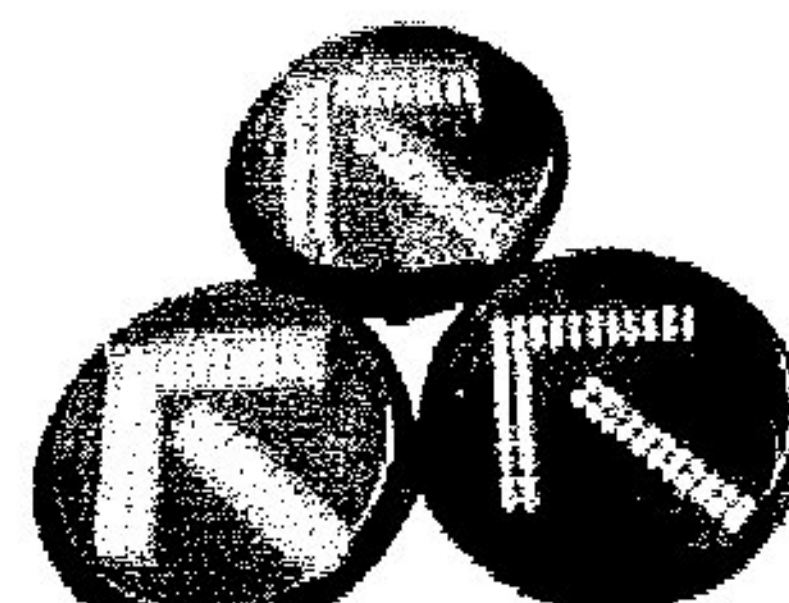
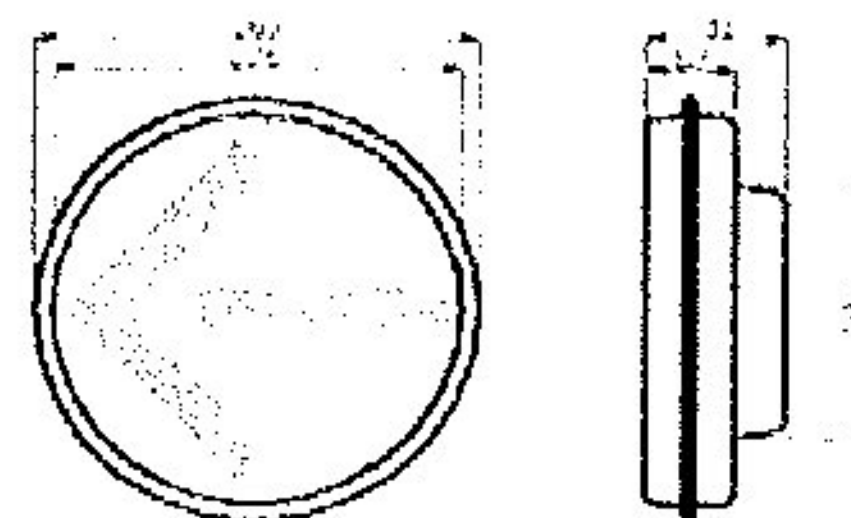
Certified by ISO9001 International Quality Control System

JXJ-300VI Series LED Arrow Lamps

Features

- Compliance with latest ITE specifications
- Retrofit design & UV stabilized lens
- MIL-STD-883 mechanical vibration
- MIL-STD-810F moisture resistant
- Compliance with FCC Title 47
- Full compatibility with NEMA controllers/conflict monitors
- Wide viewing angle for span wire/mast arm mount

Dimensions



Quan. X 5

Quan. X 12

Quan. X 12

Model Number	Size (mm)	Color (nm)	Voltage (Typical)	Voltage Range	Power(w) Typical	Operation Temperature	Power Factor	T.H.D	ITE Specs.
	300	Red (626)	120V~60hz	80v~135v	7.5	-40°F ~ +165°F	> 0.9	< 20%	Yes
JXJ-300VIYA	300	Yellow (592)	120V~60hz	80v~135v	7.5	-40°F ~ +165°F	> 0.9	< 20%	Yes
JXJ-300VIGA	300	Green (505)	120V~60hz	80v~135v	7.5	-40°F ~ +165°F	> 0.9	< 20%	Yes

All characteristics, including visual characters, chromaticity, moisture and vibration resistance, electronic noise, transient protection, etc., are in compliance with the standards specified in ITE LED Arrow Signal Modules.

For additional technical information or sales support regarding these and other LED products, please contact:



TECHNICAL DATA

Certified by ISO9001 International Quality Control System

JXM-300/400VIE Series Countdown Pedestrian Lamps

Features

- Low power consumption & long operating lifetime LEDs
- Retrofit design & UV stabilized lens
- MIL-STD-883 mechanical vibration
- MIL-STD-810F moisture resistant
- Full compatibility with NEMA controllers/conflict monitors

Dimensions

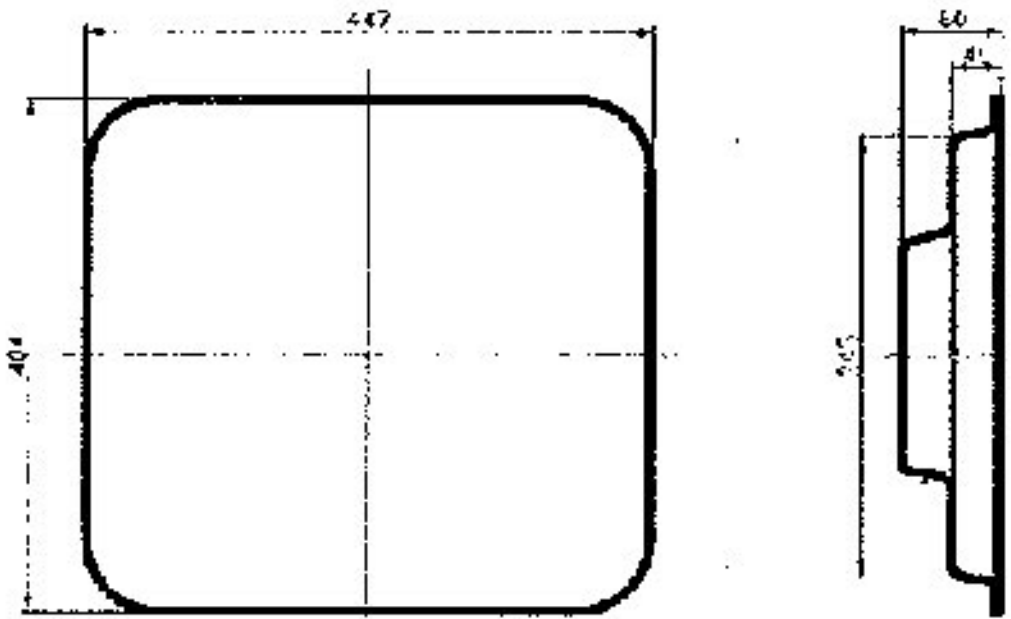


Fig. A



Fig. B



Fig. C

Quan. X 58

Model Number	Fig	Size (mm)		Config.	Symbol			Voltage (Typical)	Voltage Range 60 Hz(AC)	Power (W)		
		Inches	mm		Hand	Man	Countdown			Hand	Man	Digit
JXM-300VIE	A	16x18	407x450	Countdown/ full H/M	Full	Full	2 Digit	120V~60hz	80v~135v	8	8	4
JXM-400VIE	B	16x18	407x450	Countdown/ full H/M	Full	Full	2 Digit	120V~60hz	80v~135v	8	8	4
JXM-300VIE	C	16x18	407x450	Countdown/ full H/M	Full	Full	2 Digit	120V~60hz	80v~135v	8	8	4

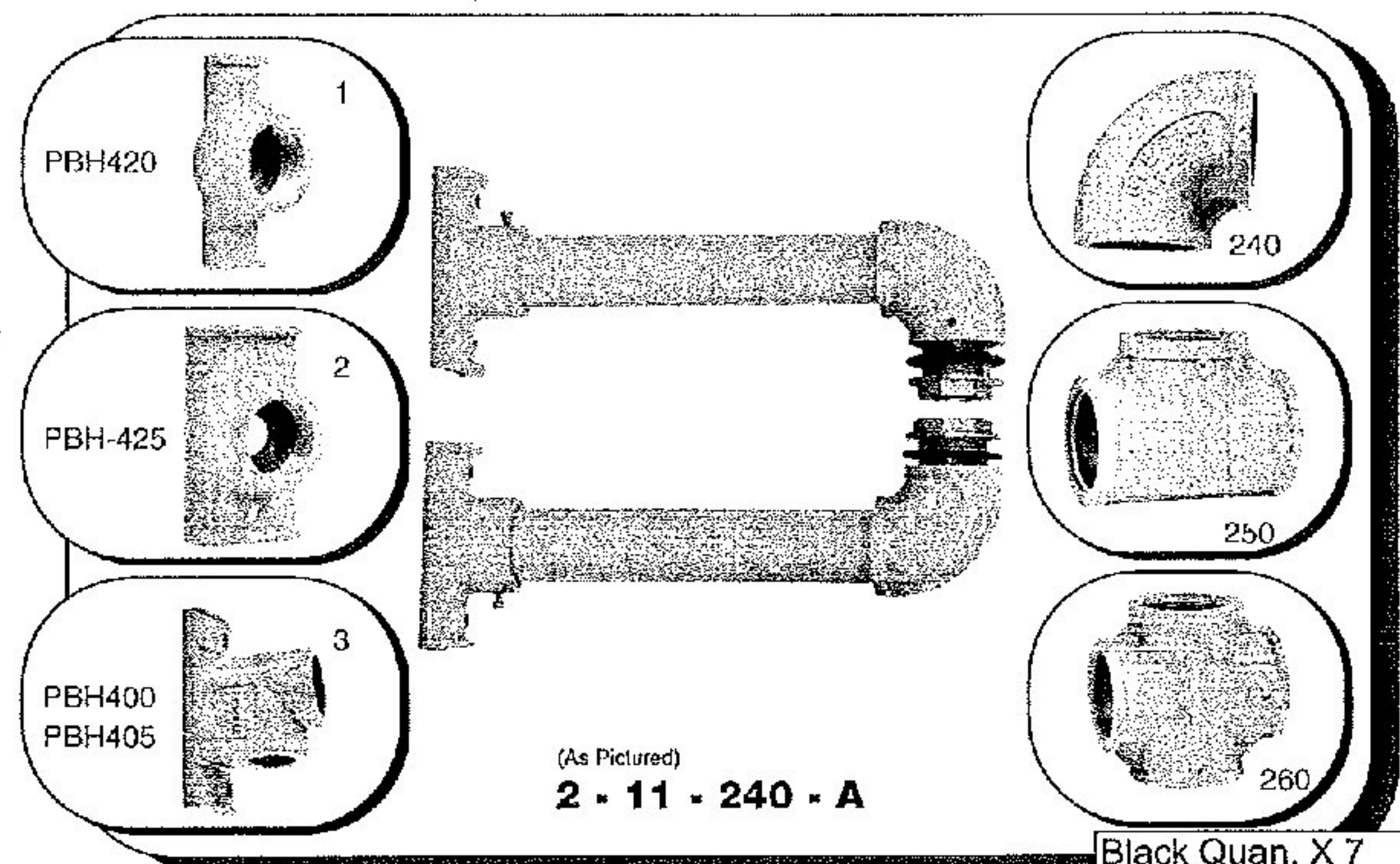
Fig. A: optional operations dipswitch. Fig. C: full incandescent look.

All characteristics, including visual characters, chromaticity, moisture and vibration resistance, electronic noise, transient protection, etc., are in compliance with the standards specified in ITE LED Pedestrian Signal Modules.

For additional technical information or sales support regarding these and other LED products, please contact:

Side of Pole Brackets

Aluminum



Please specify powder-coated finish when ordering



2
TYPE OF
POLE HUB

11
NIPPLE
LENGTH

240
END
FITTING
TYPE

A
CHASE
NIPPLE
METAL TYPE

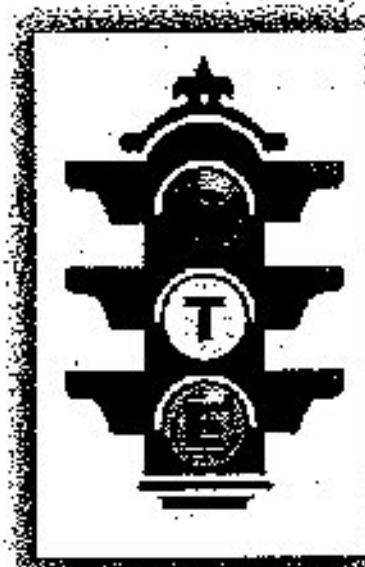
Black Quan. X 7

240 = Elbows (Top and Bottom)
240/250 = Elbow Top, Tee Bottom
250 = Tees (Top and Bottom)
260 = Crosses (Top and Bottom)

A = Aluminum B = Bronze
D = Iron

Any length nipple is available - up to 50"

All pipe nipples are 6061-T6 aluminum heavy wall schedule 80. Anti-seize lubricant coats mating threaded parts. All threads are precision cut 1½ - 11½ NPSM and are gauged to tolerance. Chase nipples are available in aluminum, bronze and ductile iron (aluminum die-cast is standard).



**General
Traffic
Equipment
Corporation**

(845) 569-9000

TOLL FREE:

(800) 222-2828

FAX: (845) 569-1800

E-MAIL:

gtecorp@aol.com



259 Broadway, Newburgh, NY 12550

Post Top Slipfitters

For 4 1/2" O.D. Signal Posts

47,000 Tensile Strength Die-Cast Aluminum



Single-Port
Type

Quan. X 4 Painted
Black

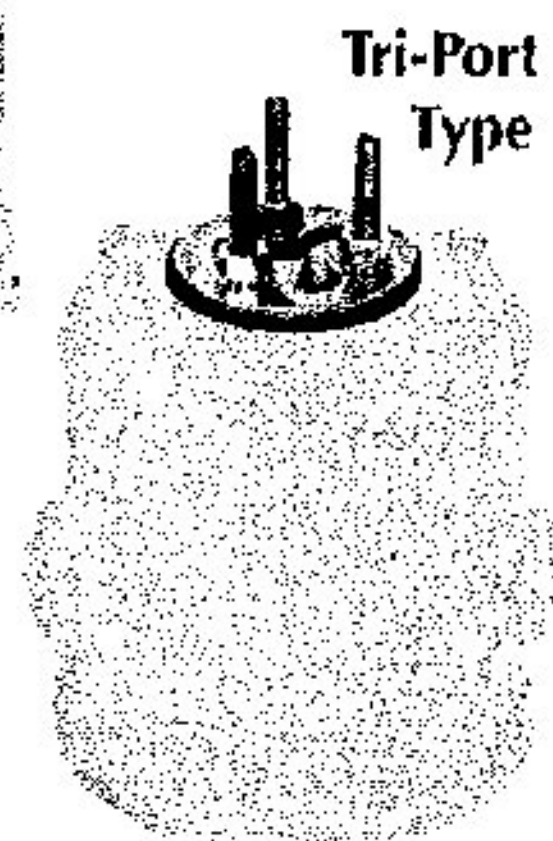
Multi-Port
Type

Quan. X 2 with
Center Tube &
Upper for 2-Way
Post Top Mounting



PTS-110

- Serrated Top for Positive Locking
- Single Opening for One-Way Signals
- Cast Ribs for Extra Strength
- Stainless Steel Set Screws
- New York City Designation "1SA"



Tri-Port
Type

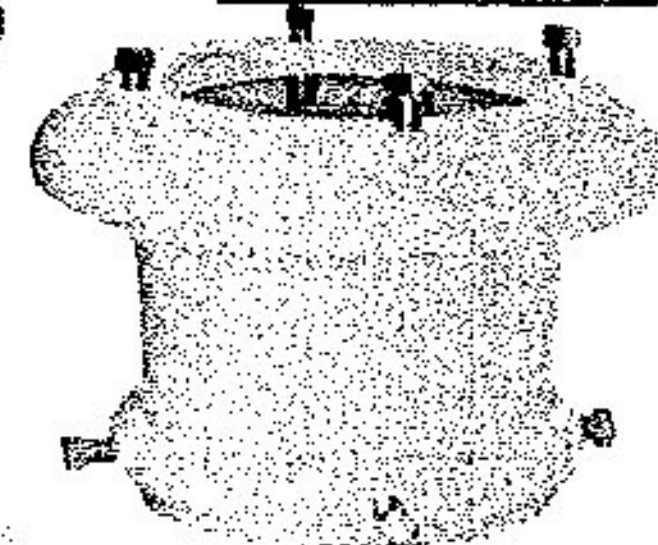
PTS-120

- Tri-Studs are Stainless Steel
- Unit Comes Complete with Nuts and Captive Washers
- Cast Ribs for Extra Strength
- Stainless Steel Set Screws



PTS-101, -102, -103, -104

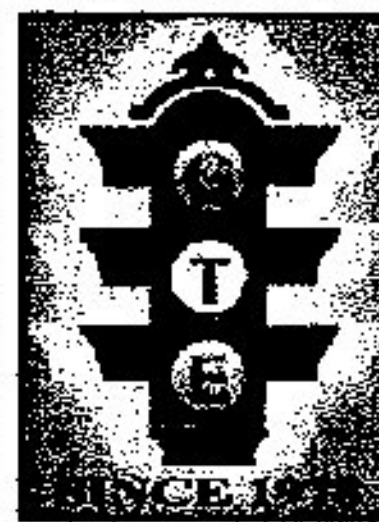
- Serrated Top for Positive Locking
- Four 1 1/2" Threaded Ports
- Use with Pipe Arms for Post-Top Mounting of Two-, Three-, & Four-Way Signals
- Cast Ribs for Extra Strength
- Stainless Steel Set Screws



PTS-125

- Use to Mount Controller Cabinet on Short Post
- Unit Comes Complete with Nuts and Captive Washers
- Cast Ribs for Extra Strength
- Stainless Steel

Please specify powder coated finish when ordering.



**General
Traffic
Equipment
Corporation**

259 Broadway, Newburgh, NY 12550

(845) 569-9000

TOLL FREE:

(800) 222-2828

FAX:

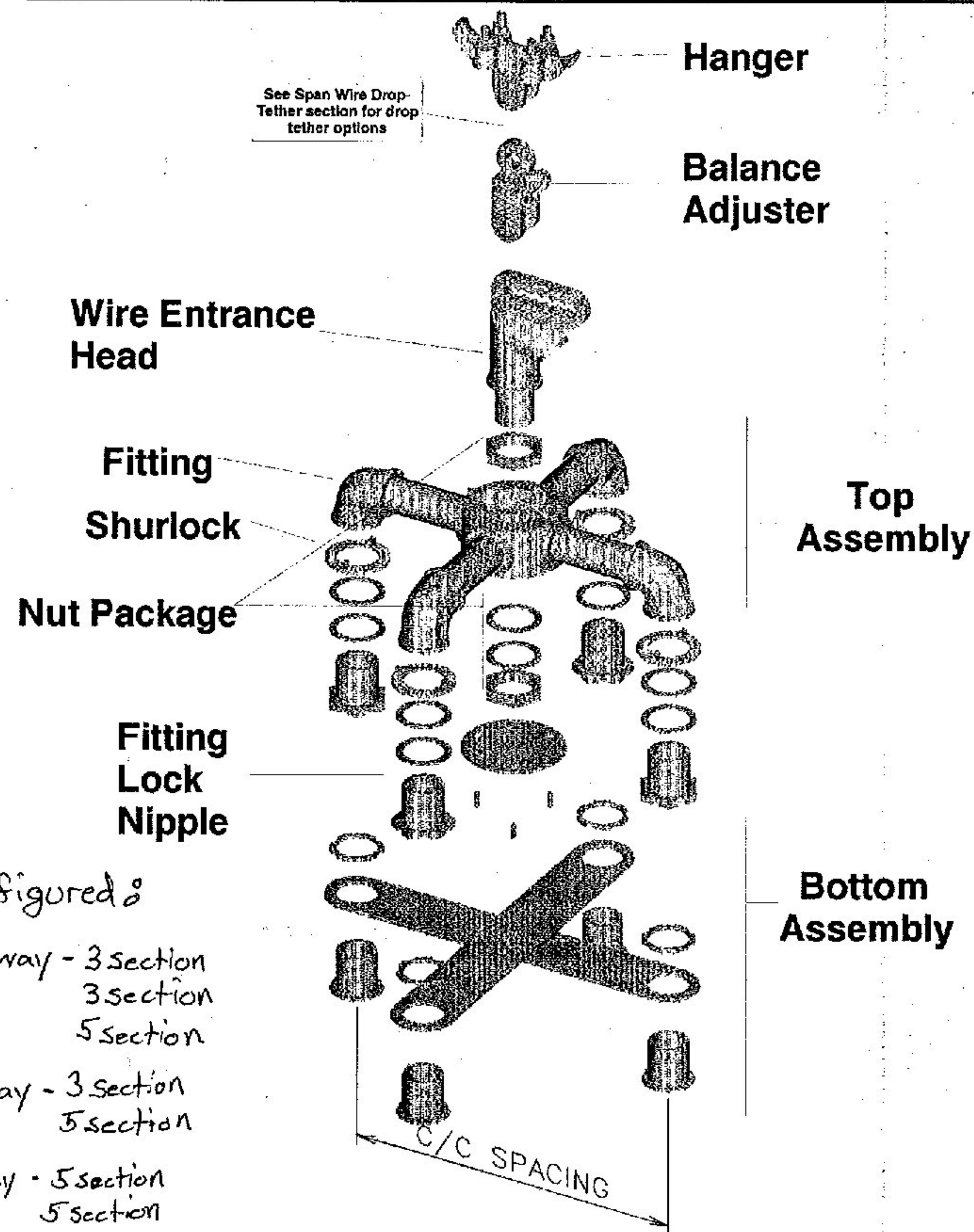
(845) 569-1800

EMAIL:

info@generaltrafficequip.com

www.generaltrafficequip.com

Span Wire Framework Multiway

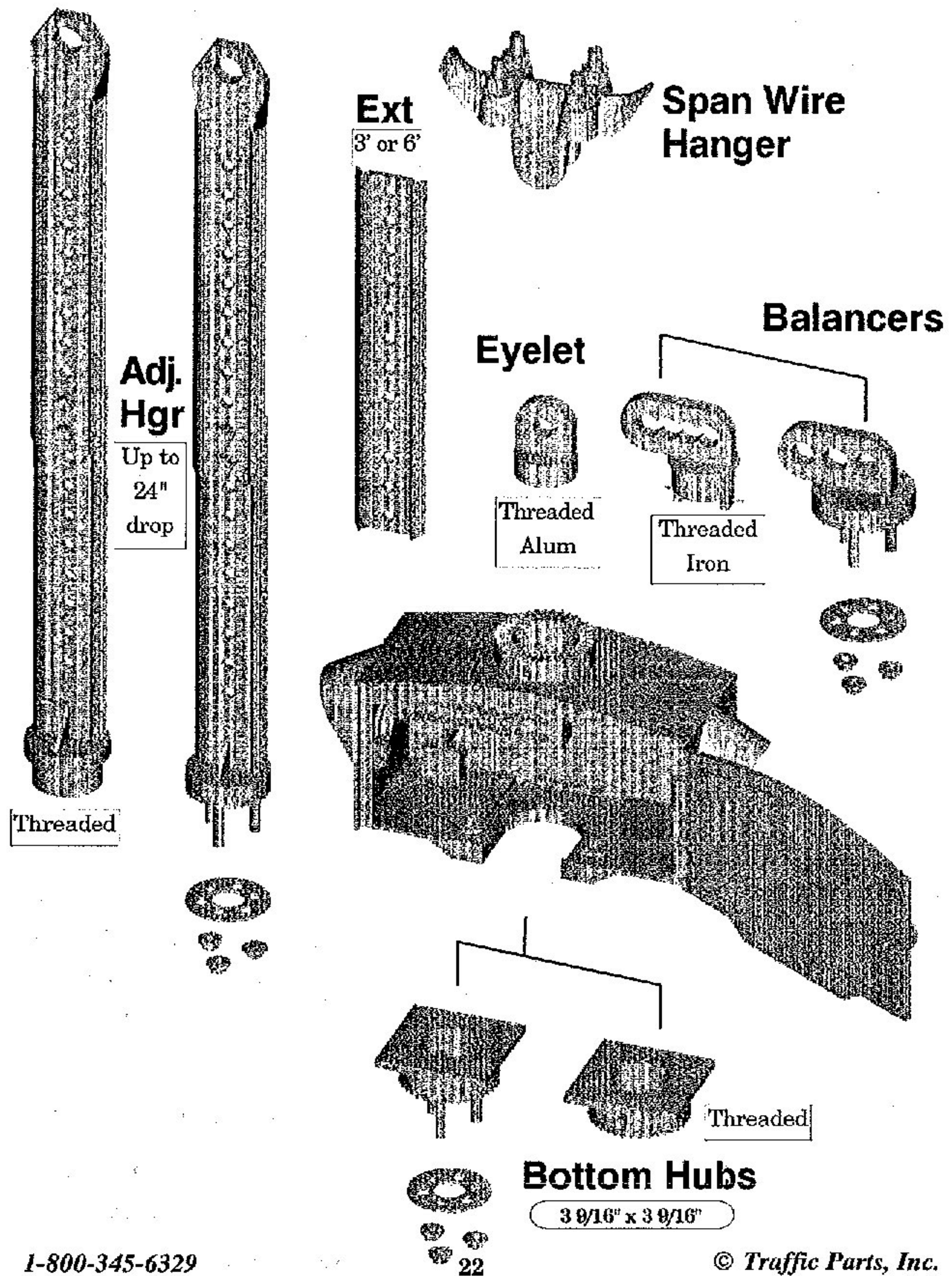


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12

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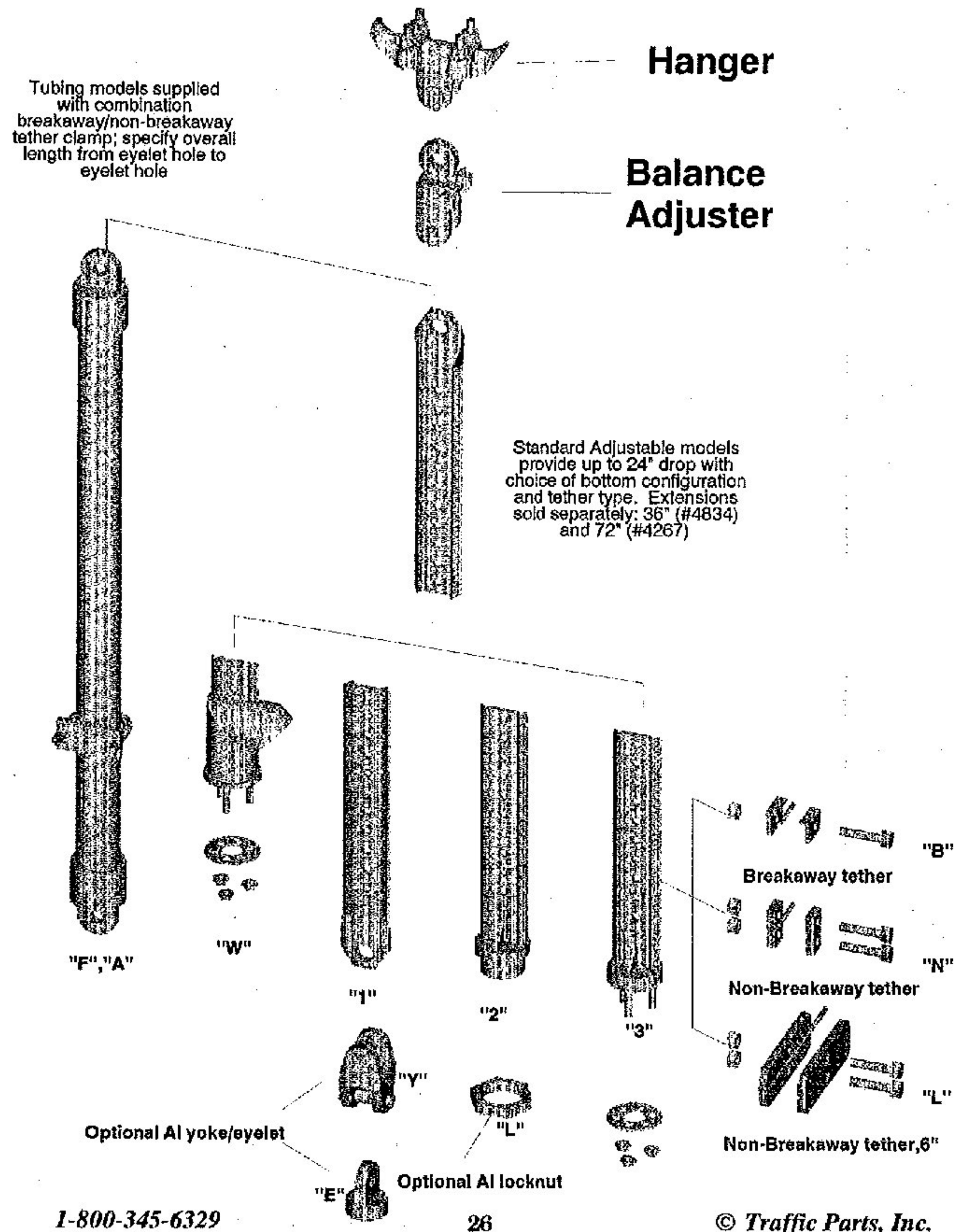
Span Wire Disconnect Hanger



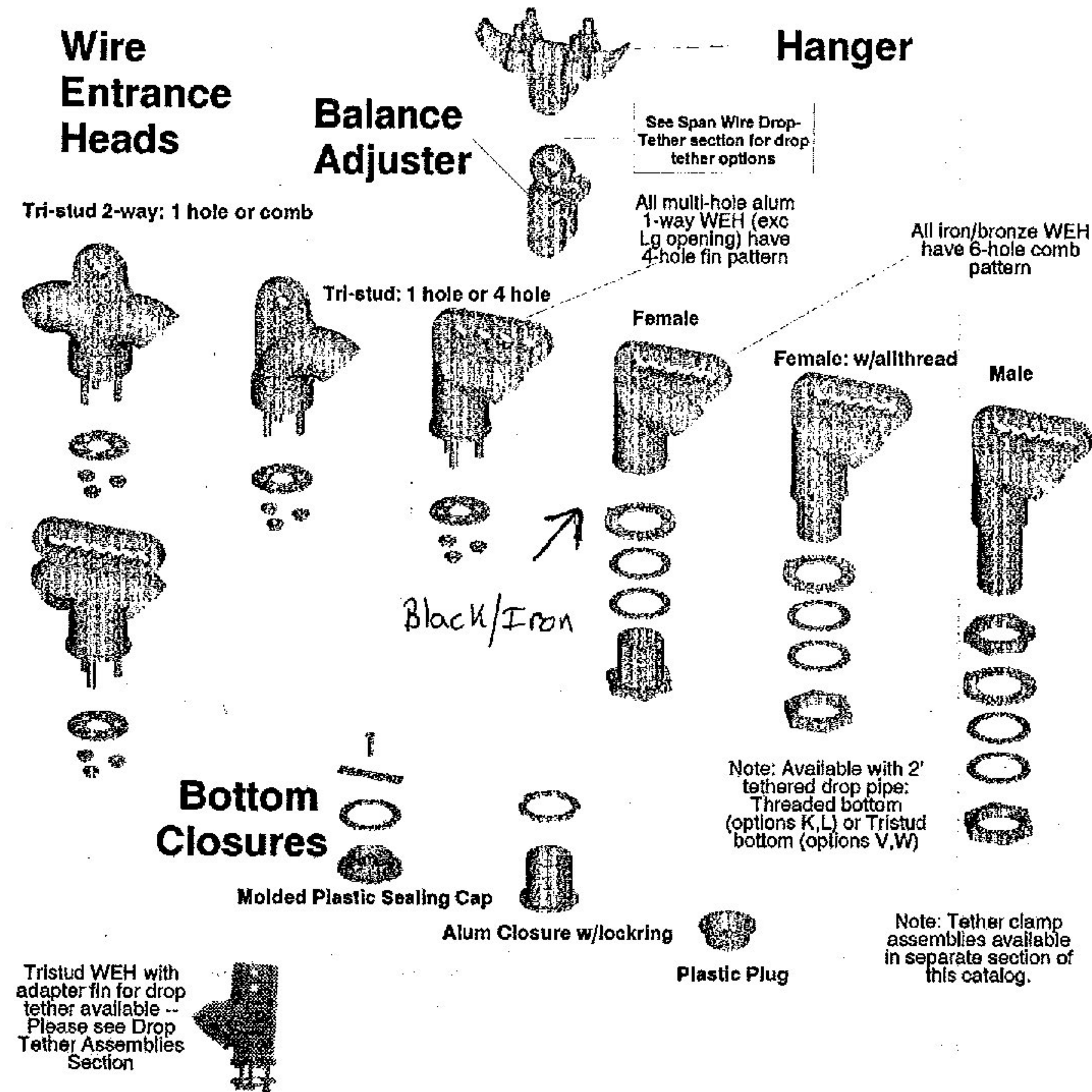
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Span Wire Drop Tether



Span Wire One Way

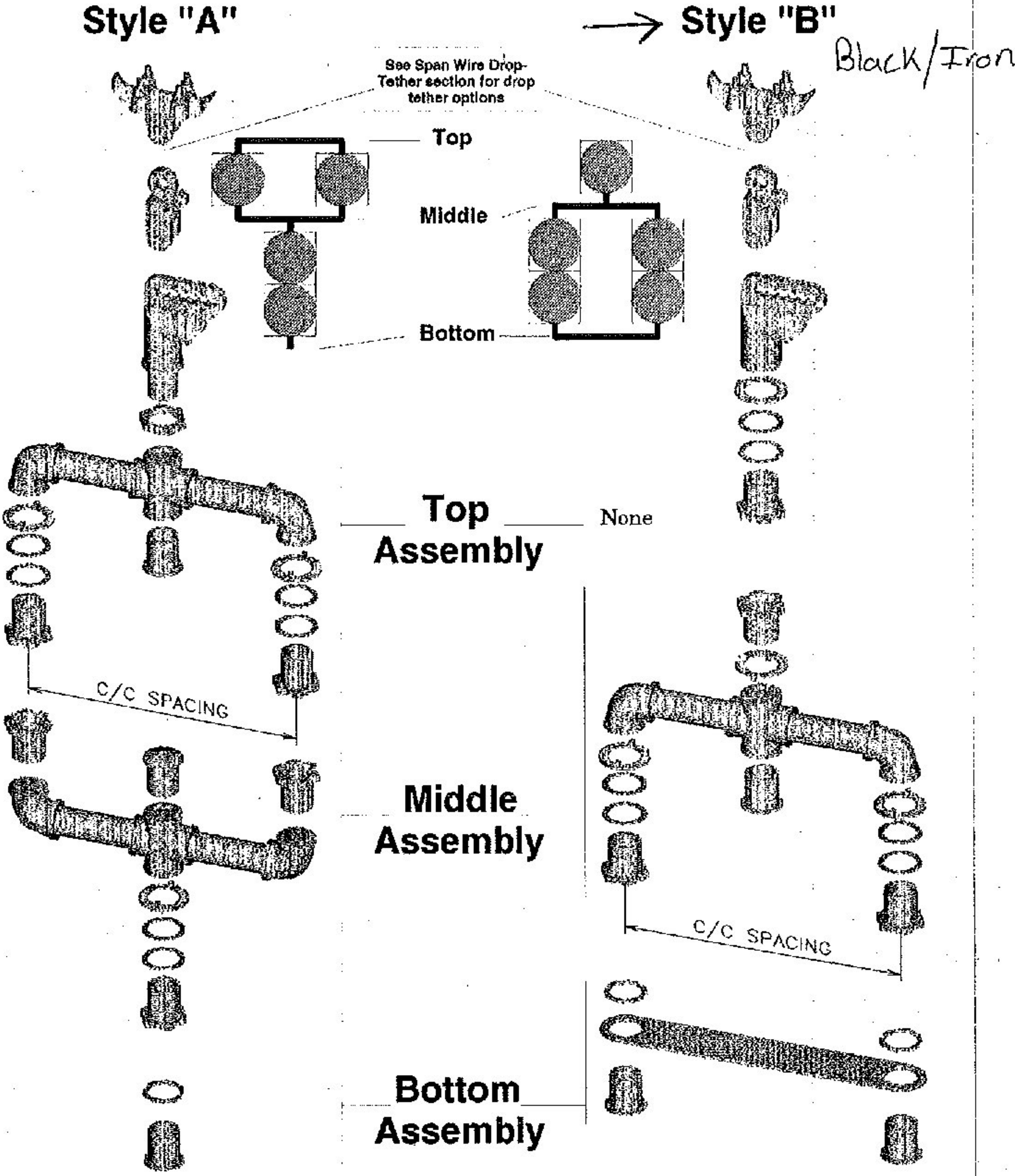


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10

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Span Wire Clusters



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16

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Signs By Others

Black Finish



Advisor Guide Accessible Pedestrian Station (AGPS)



FEATURES

- Data Collection
- Night Mode Volume
- Forward Facing Speaker
- Simple Installation

KEY BENEFITS

- Independent Locations
- 4-wire Interface
- Event Tracking Log
- Ped Count/Call Data
- Laptop Interface
- Simple Menu Utility
- NEMA TS 2 Certified
- Meets MUTCD Guidelines



Overview

Regardless of physical capability, pedestrians are finding it more challenging to cross safely at signalized intersections. The Advisor APS provides important cues to assist all pedestrians to cross the intersection safely by providing audible, tactile, and visual indications at the crosswalk.

Independent Station

A locator tone, controlled with ambient gain compensation, tells a pedestrian that the crossing is equipped with APS and where it can be found. An extended press provides specific intersection information and access to additional functions. The audible walk tone or message is accompanied by a vibro-tactile indication during the visual walk display. Optional clearance phase indications may provide additional information to the pedestrian where appropriate.

Agency Benefits

The Advisor (AGPS) is designed around flexibility and ease of use. Each Advisor is configured at the factory, but customization and data extraction are simply obtained by utilizing any laptop with a USB connection. A menu driven utility guides the user through set up and downloads effortlessly. Night mode volume controls along with forward facing speakers incorporate Quiet Signals Technology to accommodate residential and evening business considerations.

Installation

Ready to mount, out of the box, a four conductor cable interfaces to the Signal Power Interface (SPI) in the pedestrian signal head. All adjustments and settings are made at the pedestrian station. Aesthetically pleasing extension brackets are available allowing stations to be mounted within accessibility guidelines.

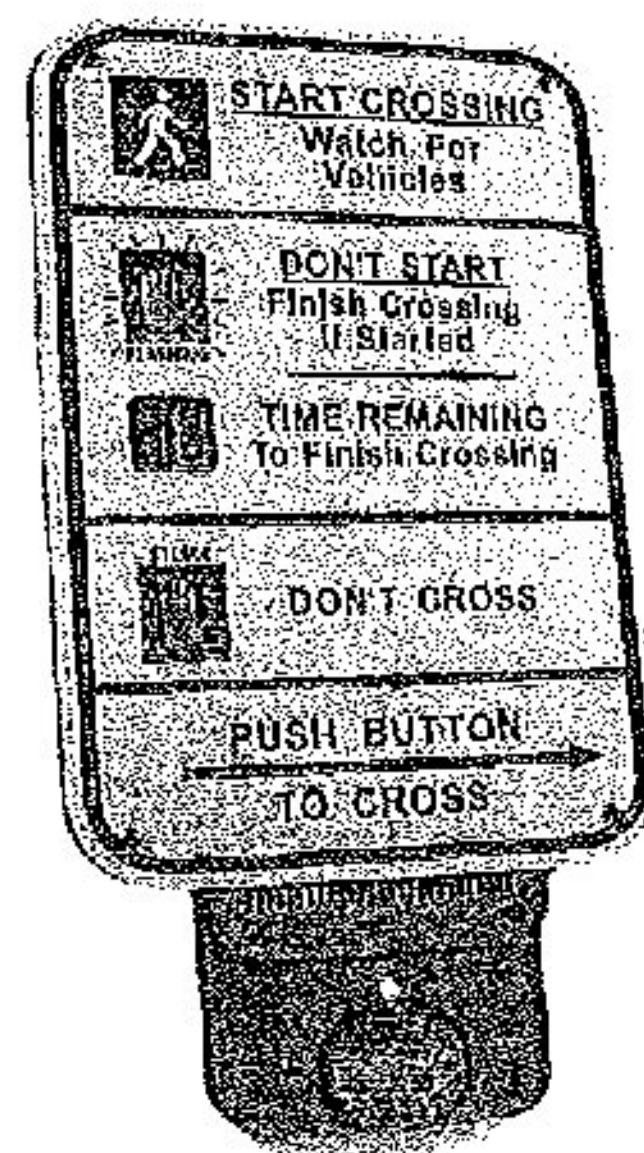


Signs By Others

Black Finish

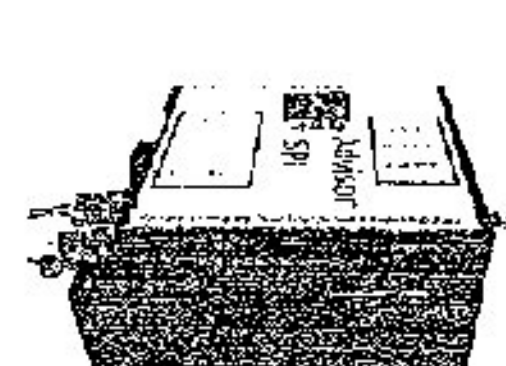


Technical Specification



Configuration	Type
Interface	Windows Utility
Audio File update	USB
Data Format	CSV
Firmware Upgrade	USB

Parameter (SPI)	Rating
Input voltage	85-135 VAC
Output voltage	12V DC
Connection	4 wire
Dimension	2 1/4 x 3 1/4 x 1 7/8"



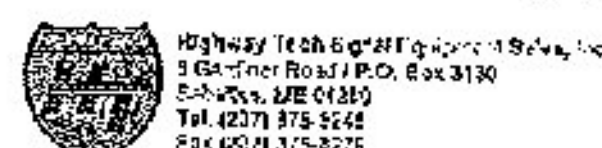
SPI



USB

Parameter	Rating
BS Size	5 x 12 x 1 1/4"
BS Weight	7.0 lbs
Power (rest)	0.48W @ 120 VAC
Current (rest)	4 mA @ 120 VAC
Max Power	1.68 W
Switch life	100 x 10 ⁶
Operational force	< 3lbf
Operating Temp Range	-40C to +85C
Max Volume	100dB @ 1m
AGC Range	Adjustable 0 - 5dB over ambient
Audio Output Options	Default plus 4 options
LED	3000 mcd, 160 degree viewing angle
Volume control	Fully adjustable, independent channels
Reporting	Pedestrian Usage, Event Logging, System Evaluation
Synchronicity	Beaconing, Group Walk
Night Mode	Volume, Recall
Selectable Options (options selected via lap top USB connection via a menu drive utility)	EP APS, Vib Pulse Call, Recall, Beaconing, Group Walk, Walk time out, Locator Tempo, EP Time, Vib Intensity
Sizes	5 X 7 1/4, 5 X 9", 9 X 12", 9 X 15"
Warranty	3 year
Test Type	Compliance
Functionality	MUTCD 2009 4C, TAC
Transient Voltage Protection	NEMA TS2
Mechanical Shock and Vibration	NEMA TS2

Additional information can be found at: www.pedsafety.com



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