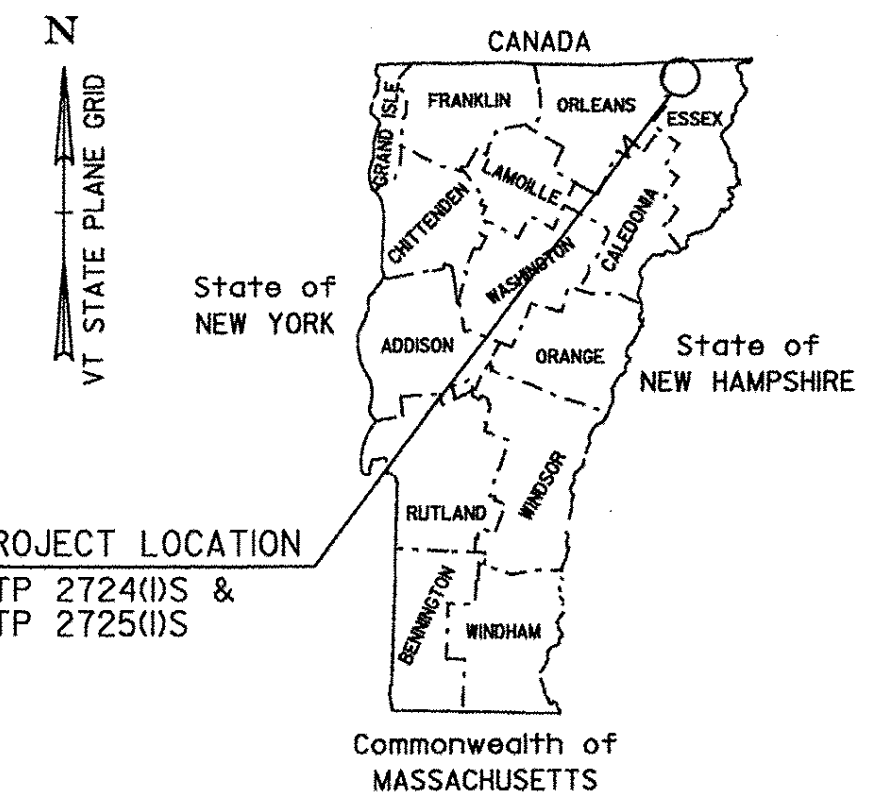


INDEX OF SHEETS
SEE SHEET 2

STATE OF VERMONT AGENCY OF TRANSPORTATION



PROPOSED IMPROVEMENT TOWNS OF BRIGHTON, MORGAN, WARREN GORE & NORTON COUNTIES OF ESSEX & ORLEANS VT. ROUTE 114 & VT. ROUTE 147



RECORD PLANS

CONTRACTOR: PIKE INDUSTRIES, INC. - BERLIN, VT

RESIDENT ENGINEER: DOUG BUMPS

CONSTRUCTION BEGAN: AUGUST 24, 2009

CONSTRUCTION COMPLETE: SEPTEMBER 8, 2010

RECORD PLANS BY: DOUG BUMPS & C. PIERCE

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

BY *[Signature]* RESIDENT ENGINEER

DATE 7/14/11

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.

BRIGHTON, MORGAN AND WARREN GORE
STP 2724(I)S
SEE SHEET 11
FOR ADDITIONAL PROJECT INFORMATION
AND THE SUPERPAVE DESIGN CRITERIA

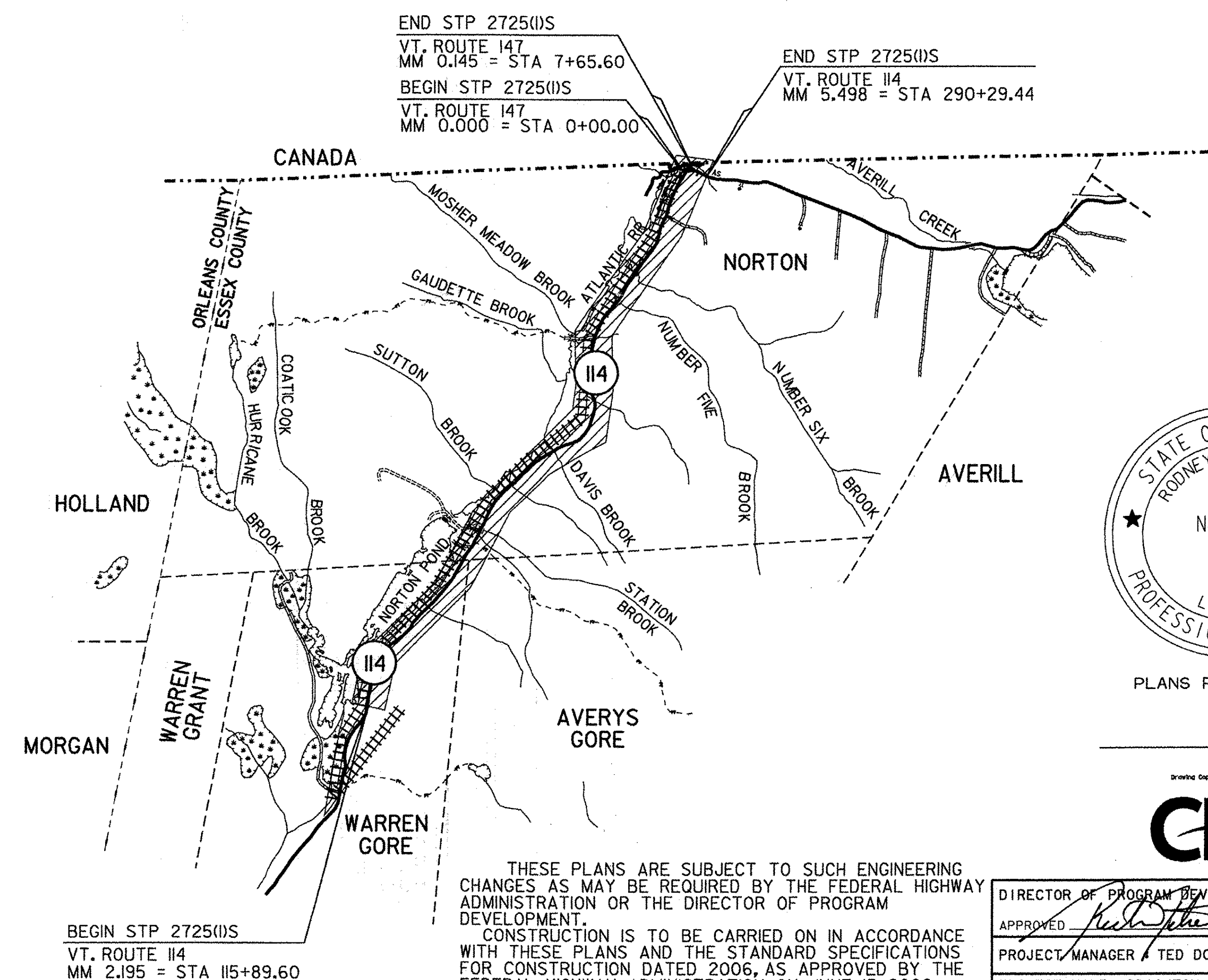
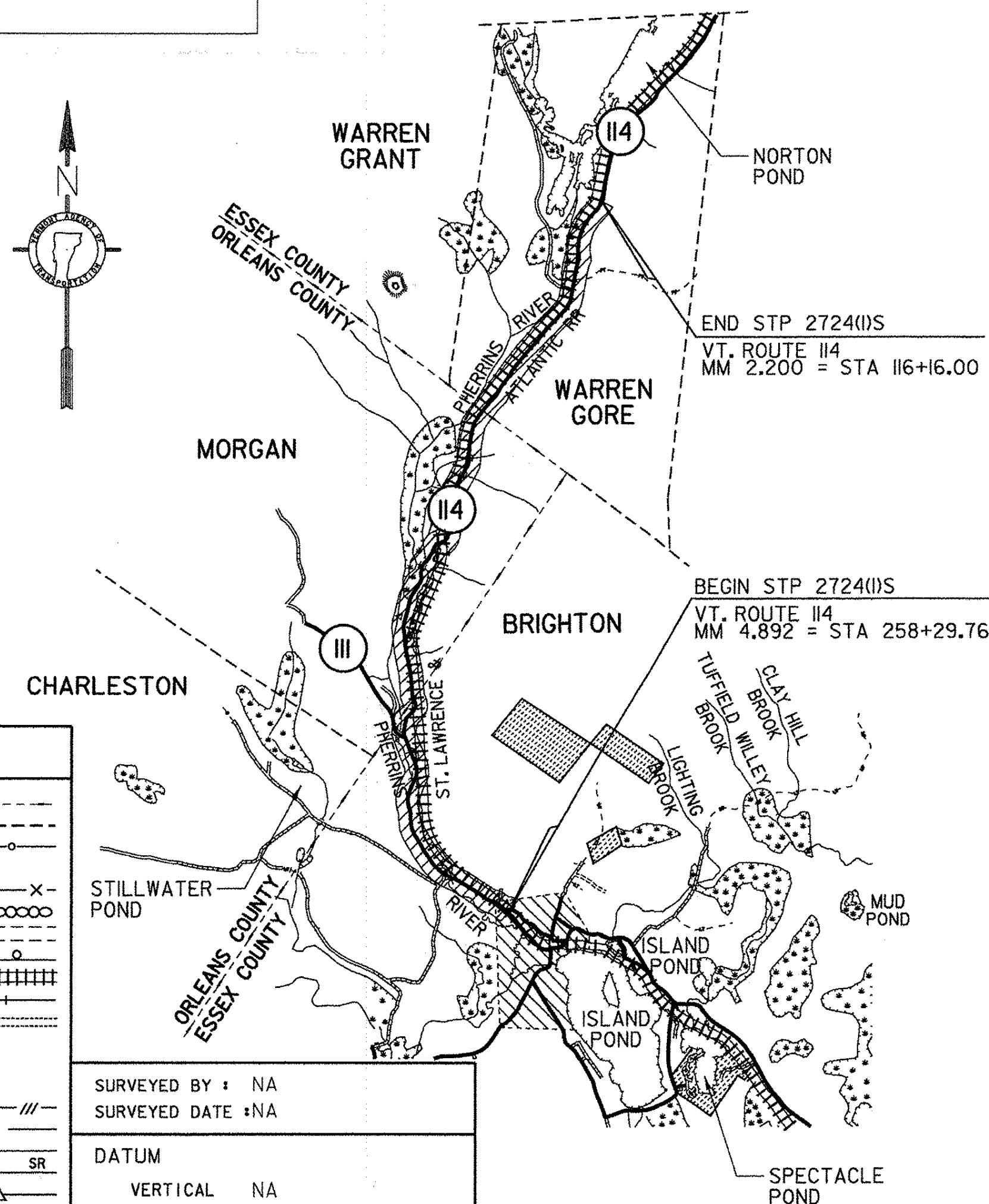
WARREN GORE & NORTON
STP 2725(I)S
SEE SHEET 73
FOR ADDITIONAL PROJECT INFORMATION
AND THE SUPERPAVE DESIGN CRITERIA

CONVENTIONAL SYMBOLS

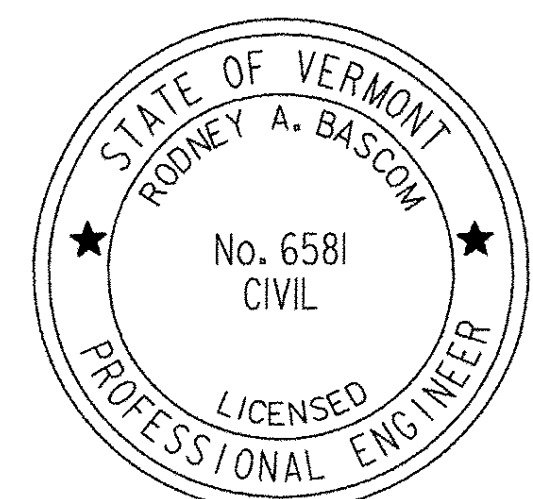
COUNTY LINE	---
TOWN LINE	- - - -
LIMITS OF ACCESS	— X —
POINT OF ACCESS	X
FENCE LINE	X — X — X —
STONE WALL	— X — X — X —
TRAVELED WAY	— X — X — X —
GUARD RAIL	— X — X — X —
RAILROAD	— X — X — X —
SURVEY LINE	— X — X — X —
CULVERT	— X — X — X —
POWER POLE	— X — X — X —
TELEPHONE POLE	— X — X — X —
TREES	— X — X — X —
CONTROL OF ACCESS	— X — X — X —
PROPERTY LINE	— X — X — X —
R.O.W. TAKING LINE	— X — X — X —
SLOPE RIGHTS	— X — X — X —
TOP OF CUT	— X — X — X —
TOE OF SLOPE	— X — X — X —

SURVEYED BY : NA
SURVEYED DATE : NA

DATUM
VERTICAL NA
HORIZONTAL NA



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.



PLANS PREPARED BY

CHA

DIRECTOR OF PROGRAM DEVELOPMENT
APPROVED *[Signature]* DATE 6-9-09
PROJECT MANAGER : TED DOMEY
PROJECT NAME : BRIGHTON, MORGAN, WARREN GORE & NORTON
PROJECT NUMBER : STP 2724(I)S & STP 2725(I)S
SHEET 1 OF 107 SHEETS

INDEX OF SHEETS

COMPOSITE INDEX

1	COMPOSITE TITLE SHEET
2	COMPOSITE INDEX OF SHEETS
3-5	COMPOSITE QUANTITY SHEETS
6	ASPHALTIC PLUG JOINT DETAILS SHEET
7-8	HANDWORK DETAILS SHEETS
9	MISCELLANEOUS DETAILS SHEET
10	TRAFFIC CONTROL PLAN SHEET

STP 2724(1)S SHEETS

11	TITLE SHEET
12-13	PROJECT TYPICAL SHEETS
14	PROJECT TIE SHEET
15-17	QUANTITY SHEETS
18-19	ITEM DETAIL SUMMARY SHEETS
20	DITCH CLEANING DETAIL SHEET
21-41	PROJECT LAYOUT SHEETS
42-57	SUPERELEVATION BANKING DIAGRAMS SHEETS
58-67	TRAFFIC SIGN SUMMARY SHEETS
68	TRAFFIC SIGN DETAIL SHEET
69-72	BRIDGE DETAIL SHEETS

STP 2725(1)S SHEETS

73	TITLE SHEET
74-76	PROJECT TYPICAL SHEETS
77-79	QUANTITY SHEETS
80	ITEM DETAIL SUMMARY SHEET
81	DITCH CLEANING DETAIL SHEET
82	ALIGNMENT PLAN SHEET
83	VT.ROUTE 147 INTERSECTION DETAIL SHEET
84	VT.ROUTE 114 PAVEMENT MARKING PLAN SHEET
85-93	SUPERELEVATION BANKING DIAGRAMS SHEETS
94-101	TRAFFIC SIGN SUMMARY SHEETS
102	TRAFFIC SIGN DETAIL SHEET
103-105	TRAFFIC SIGN REMOVAL SHEETS
106-107	BRIDGE DETAIL SHEETS

VAOT STANDARDS

B-1	06-01-94
B-5	06-01-94
D-15	06-01-94
E-100	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	08-08-95
E-108A	12-08-08
E-110	08-08-95
E-111	03-11-97
E-121	08-08-95
E-123	03-16-04
E-124	08-08-95
E-127	08-08-95
E-128B	08-08-95
E-134	08-08-95
E-136B	08-08-95
E-138	05-30-03
E-142	09-20-95
E-143	06-15-04
E-144	03-29-99
E-150	05-01-04
E-151	05-01-04
E-152	05-01-04
E-153	05-01-04
E-154	05-01-04
E-155	05-01-04
E-164	05-20-99
E-191	02-01-99
E-192	10-12-00
E-193	08-18-95
G-1	01-03-00
G-10	01-03-00
G-16	06-01-94
G-19	11-15-02
SB-R6-82	01-06-95

INDEX OF SHEETS	PROJECT NAME: BRIGHTON - WARREN GORE & WARREN GORE - NORTON	
	PROJECT NUMBER: STP 2724(1)S & STP 2725(1)S	
	FILE NAME: p07c216.dgn	PLOT DATE: 31-OCT-2011 11:49
	PROJECT LEADER: D.E.G.	DRAWN BY: C.A.K.
	DESIGNED BY: M.J.L.	CHECKED BY: D.W.E.
	IPARM FILE: p07c216ind.i	SHEET 2 OF 107

STATE OF VERMONT
AGENCY OF TRANSPORTATION

[illegible][illegible]

COMPOSITE QUANTITY SHEET #1

STATE OF VERMONT
AGENCY OF TRANSPORTATION

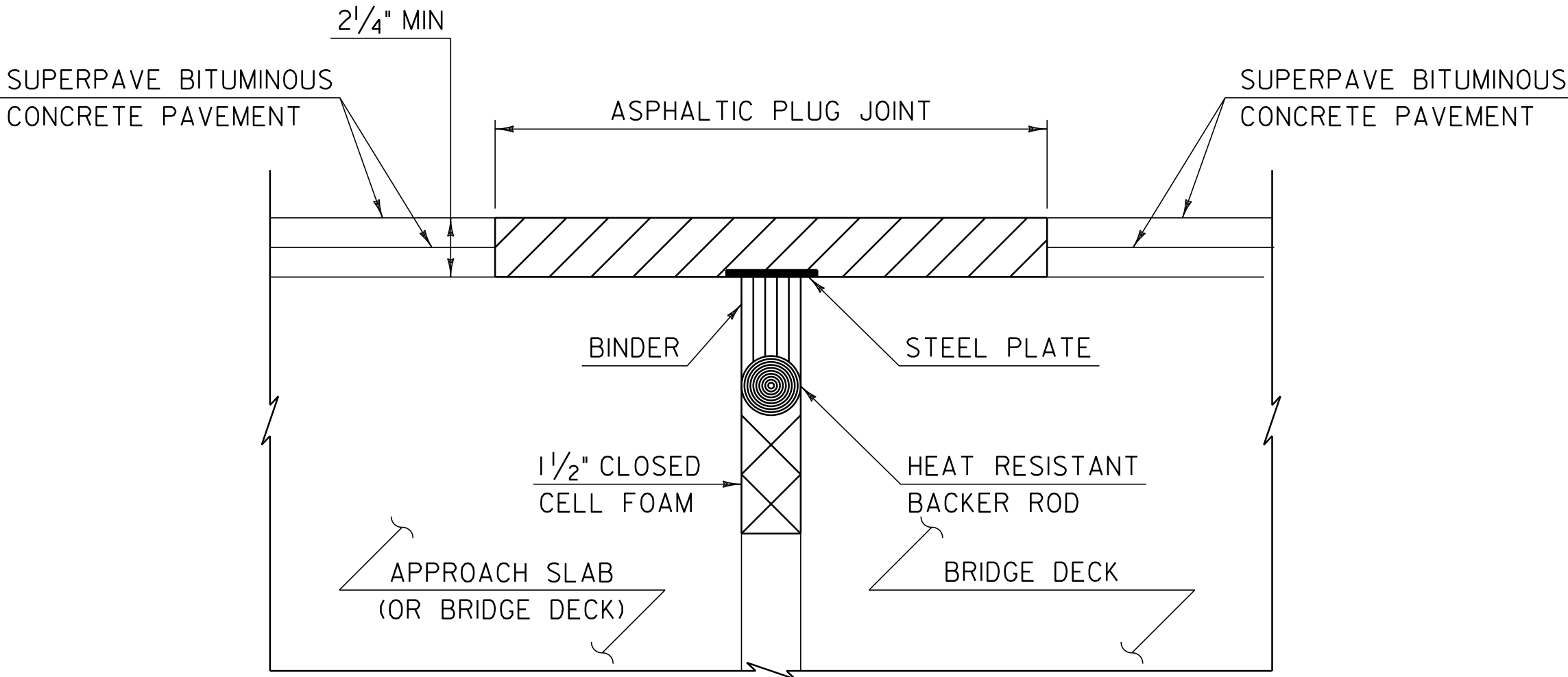
[illegible][illegible]

COMPOSITE QUANTITY SHEET #2

STATE OF VERMONT
AGENCY OF TRANSPORTATION

[illegible][illegible]

COMPOSITE QUANTITY SHEET #3

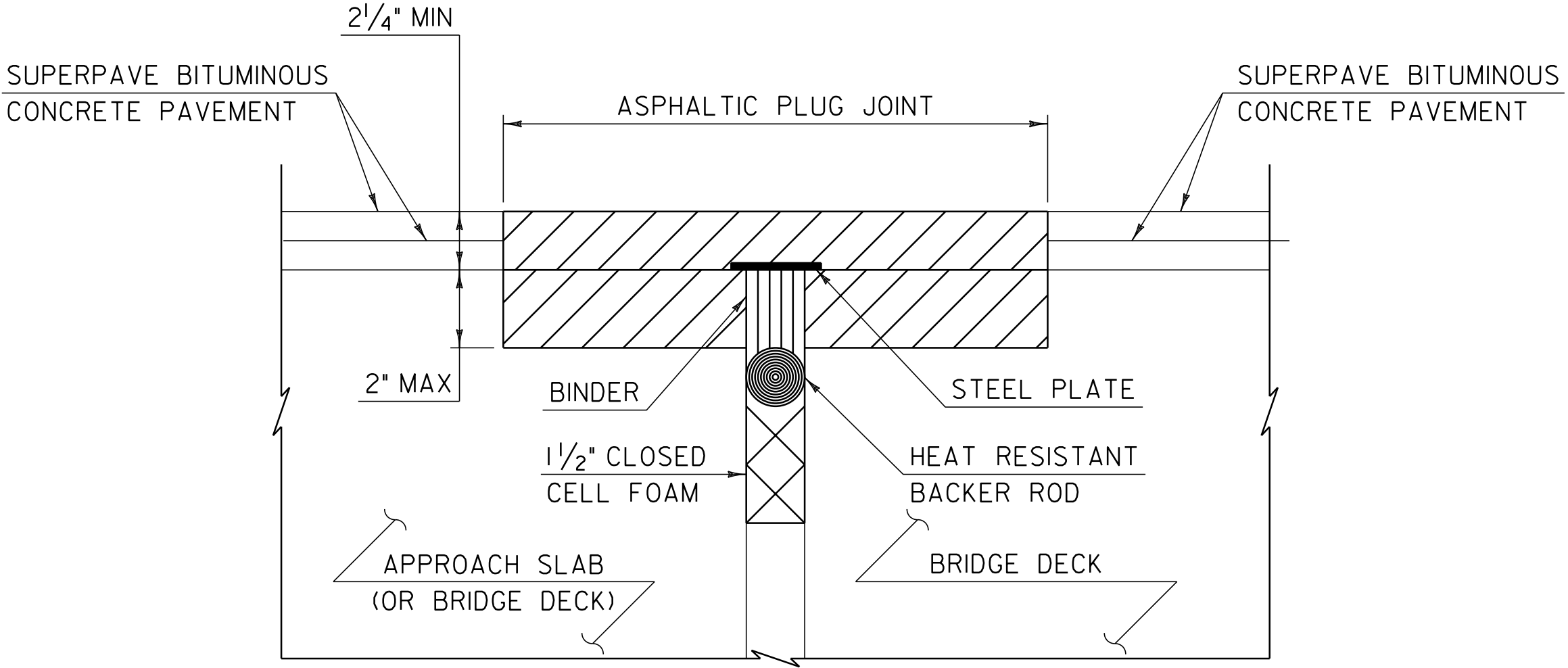


ASPHALTIC PLUG-TYPE JOINT DETAIL

BR 27	VT. ROUTE 114	VT. ROUTE 114	BRIGHTON	STA 301+78.0	(31'-4")
BR 27	VT. ROUTE 114	VT. ROUTE 114	BRIGHTON	STA 302+06.0	(31'-4")
BR 28	VT. ROUTE 114	VT. ROUTE 114	BRIGHTON	STA 359+29.5	(29'-2")
BR 28	VT. ROUTE 114	VT. ROUTE 114	BRIGHTON	STA 359+61.5	(29'-2")
BR 38	VT. ROUTE 114	VT. ROUTE 114	NORTON	STA 21+50.1	(29'-0")
BR 38	VT. ROUTE 114	VT. ROUTE 114	NORTON	STA 21+68.8	(29'-0")

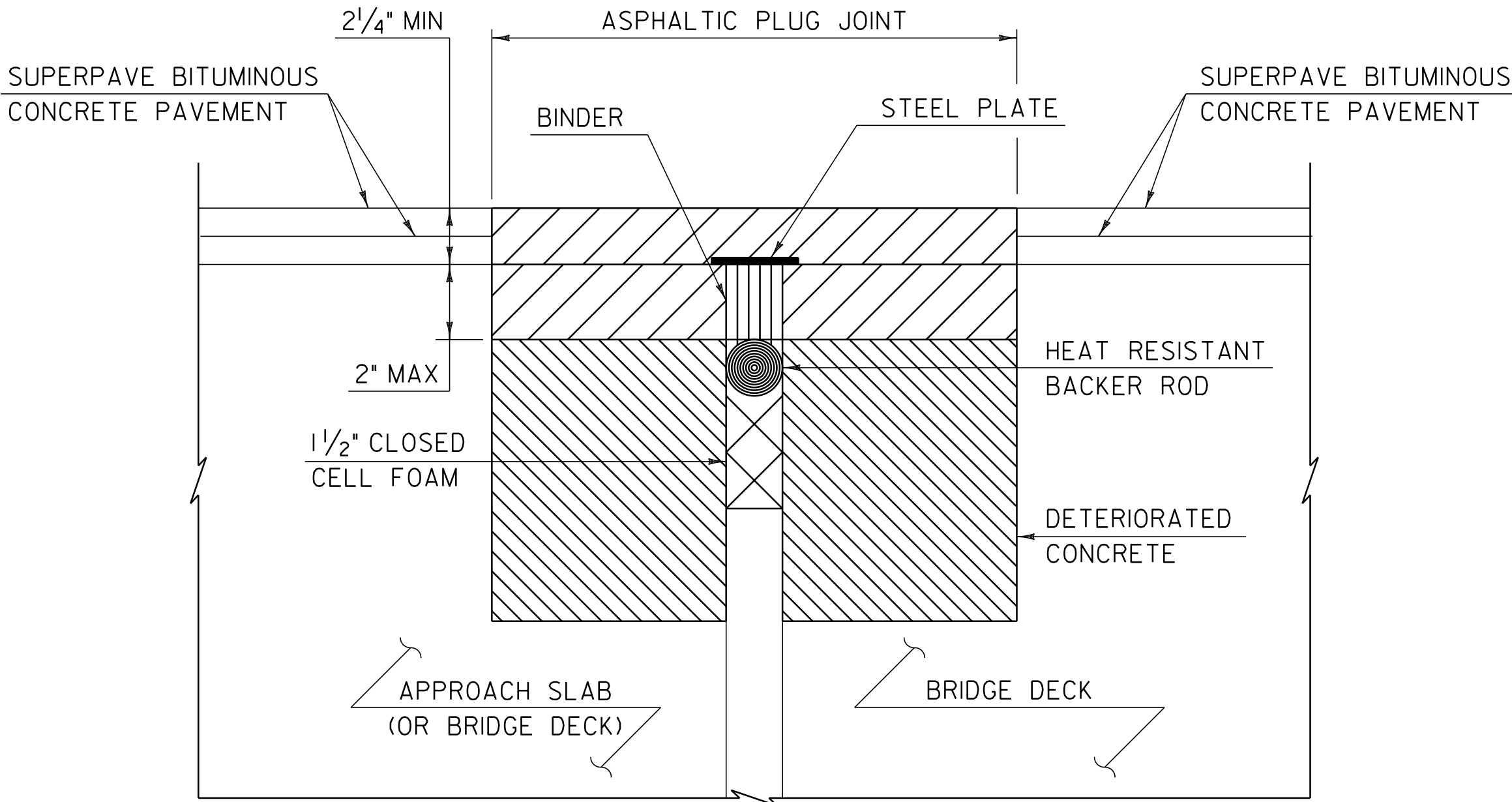
ASPHALTIC PLUG JOINT NOTES

- I. INSTALLATION
- A. LOCATE THE JOINT CENTRALLY OVER THE DECK OVERLAY EXPANSION GAP OR FIXED JOINT MARKED OUT TO THE MANUFACTURER'S RECOMMENDED WIDTH.
- B. REMOVE THE BITUMINOUS CONCRETE PAVEMENT FULL DEPTH AS SHOWN ON THE PLANS THE PAVEMENT SHALL BE DRY AND SAW CUT TO THE LIMITS REQUIRED TO PLACE THE JOINT. A PNUMATIC HAMMER AND CHISEL MAY BE USED ADJACENT TO THE CURB ONLY WHEN SAW CUTTING IS NOT POSSIBLE.
- C. BLAST CLEAN THE JOINT AREA OF DEBRIS, ASPHALT AND SHEET MEMBRANE. THOROUGHLY DRY THE JOINT AREA WITH COMPRESSED AIR PRIOR TO APPLYING BINDER MATERIAL.
- D. REPAIR SPALLED AND DEFECTIVE CONCRETE WITH AN APPROVED MATERIAL AS AGREED UPON BY THE ENGINEER.
- E. PLACE PROPERLY SIZED HEAT RESISTANT BACKER ROD IN THE MOVEMENT GAP ALLOWING FOR 1" +/- OF BINDER ABOVE THE ROD.
- F. HEAT AND PLACE THE BINDER MATERIAL AS RECOMMENDED BY THE MANUFACTURER.
- G. PLACE 1/4" THICK BY 8" WIDE SECTIONS OF STEEL PLATE OVER THE CENTER OF THE MOVEMENT GAP. SECURE THE PLATES FROM MOVING BY INSERTING LOCATING PINS THROUGH THE PRESTAMPED HOLES INTO BACKER ROD AND COVER WITH HOT BINDER. THE STEEL PLATES MAY BE OMITTED WHERE THE ENGINEER DETERMINES THAT THE APPROACH SLAB OR BRIDGE DECK WILL PROVIDE INADEQUATE SUPPORT AND WHERE VERTICAL MOVEMENT OF THE PLATES MIGHT OCCUR.
- H. HEAT AND MIX THE BINDER MATERIAL AND AGGREGATE AS RECOMMENDED BY THE MANUFACTURER.
- I. INSTALLATION OF MATERIAL, COMPACTION, AND TOP COATING SHALL BE AS RECOMMENDED BY THE MANUFACTURER.
- J. IMMEDIATELY AFTER TOP COATING, CAST AN ANTI-SKID MATERIAL OVER THE JOINT TO REDUCE THE RISK OF TRACKING.
- K. ONCE THE JOINT REACHES 82 DEG C (180 DEG F) +/-, WATER MAY BE USED TO EXPEDITE THE COOLING PROCESS.
- L. PROTECTED JOINT FROM TRAFFIC UNTIL THE MATERIAL HAS COOLED TO 51 DEG C (125 DEG F) +/-.
2. WEATHER LIMITATIONS. (APPLY BINDER MATERIAL ONLY WHEN THE FOLLOWING CONDITIONS PREVAIL OR AS RECOMMENDED BY THE MANUFACTURER):
- A. THE AMBIENT AIR TEMPERATURE IS AT LEAST 10 DEG C (50 DEG F) AND RISING.
- B. THE ROAD SURFACE IS DRY.
- C. WEATHER CONDITIONS OR OTHER CONDITIONS ARE FAVORABLE AND ARE EXPECTED TO REMAIN SO FOR THE PERFORMANCE OF SATISFACTORY WORK.



ASPHALTIC PLUG-TYPE JOINT DETAIL
REMOVAL OF < 2" DETERIORATED CONCRETE

- NOTES:
1. UPON ENCOUNTERING UP TO 2" AVERAGE OF DETERIORATED CONCRETE, THE CONTRACTOR SHALL REMOVE THE DETERIORATED MATERIAL AND REPLACE IT WITH THE ASPHALTIC PLUG JOINT MATERIAL AS DIRECTED BY THE RESIDENT ENGINEER.
2. REMOVAL OF THE DETERIORATED CONCRETE WILL NOT BE PAID SEPARATELY BUT WILL BE CONSIDERED INCIDENTAL TO THE UNIT BID PRICE FOR THE ITEM 516.10. THE ADDITIONAL PLUG JOINT MATERIAL BELOW THE DESIGN DEPTH TO REPLACE THE DETERIORATED CONCRETE WILL BE CONSIDERED INCIDENTAL TO THE UNIT BID PRICE FOR THE ITEM 516.10.



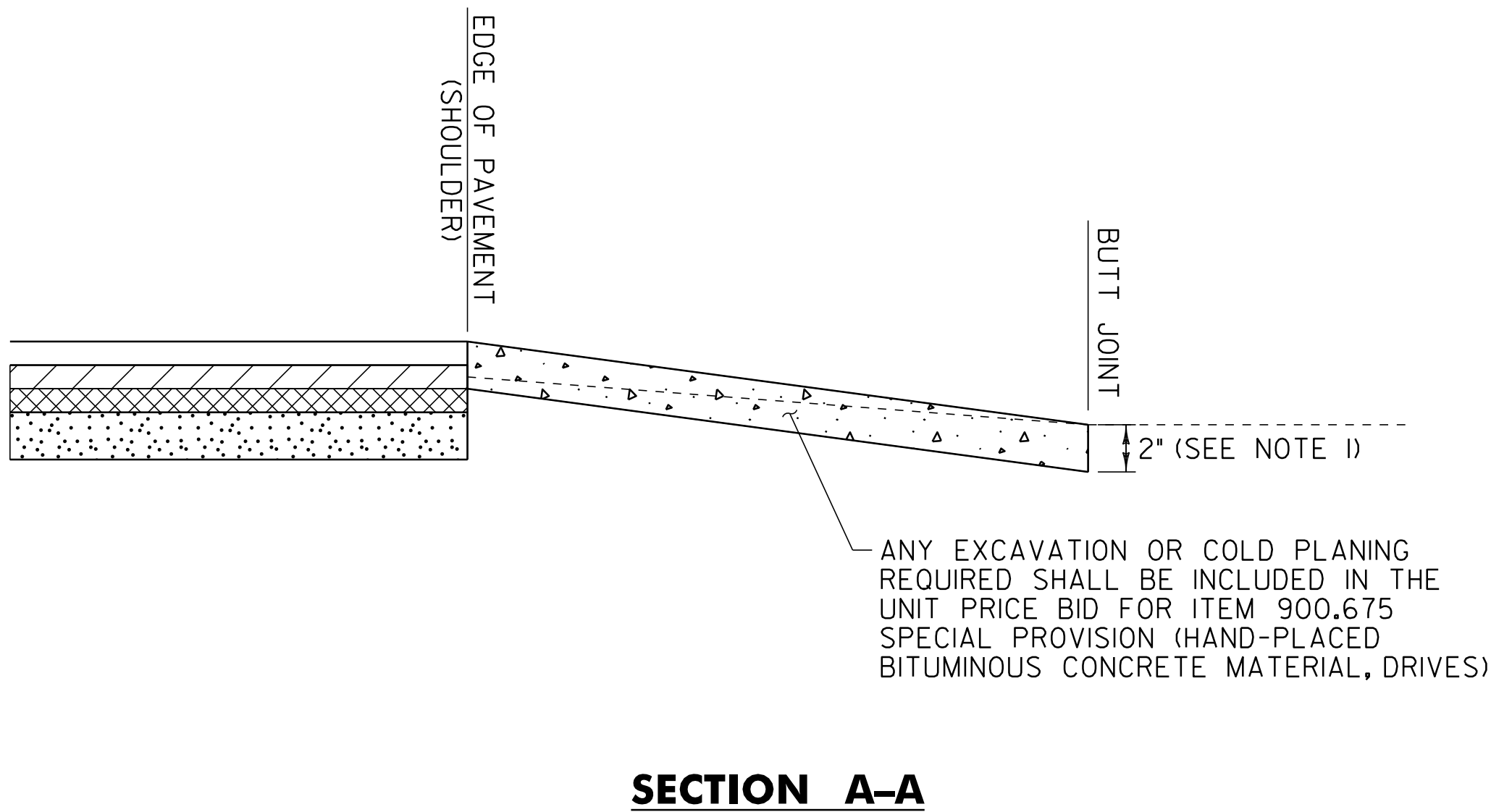
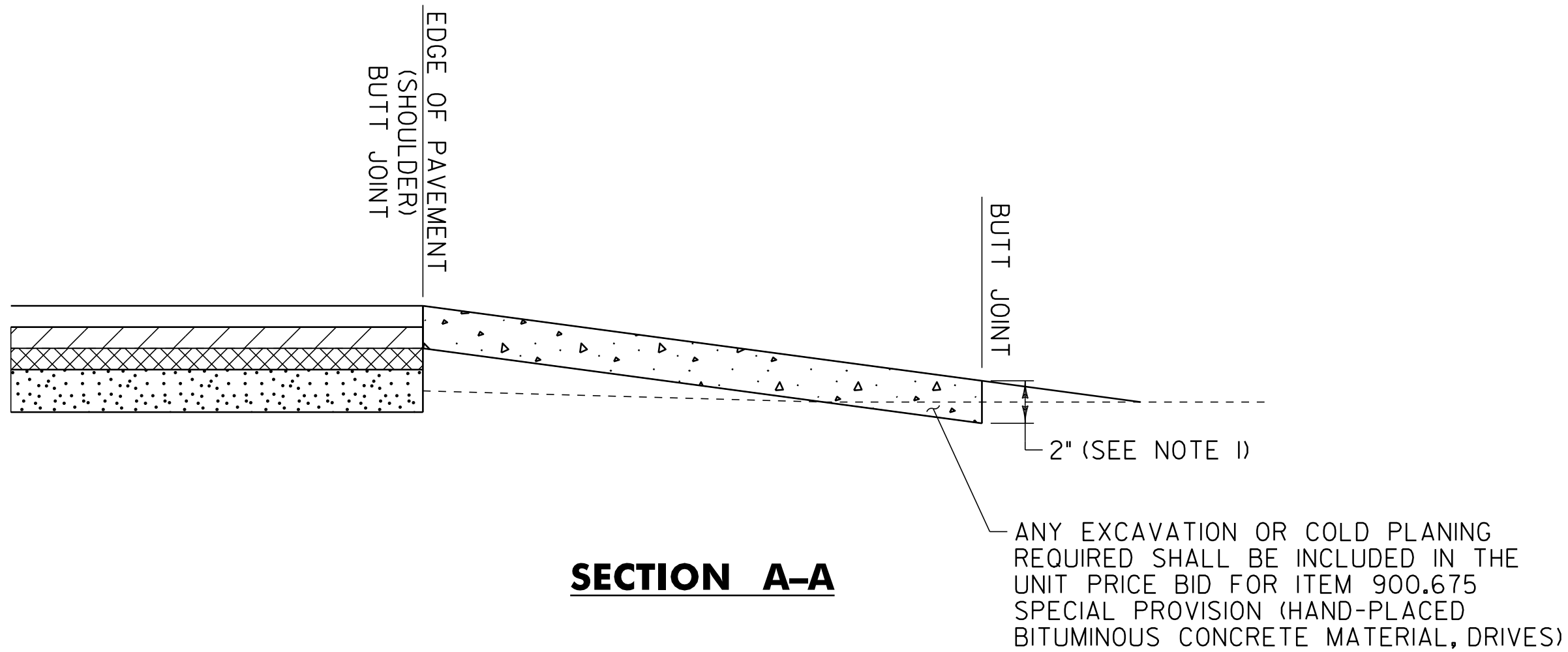
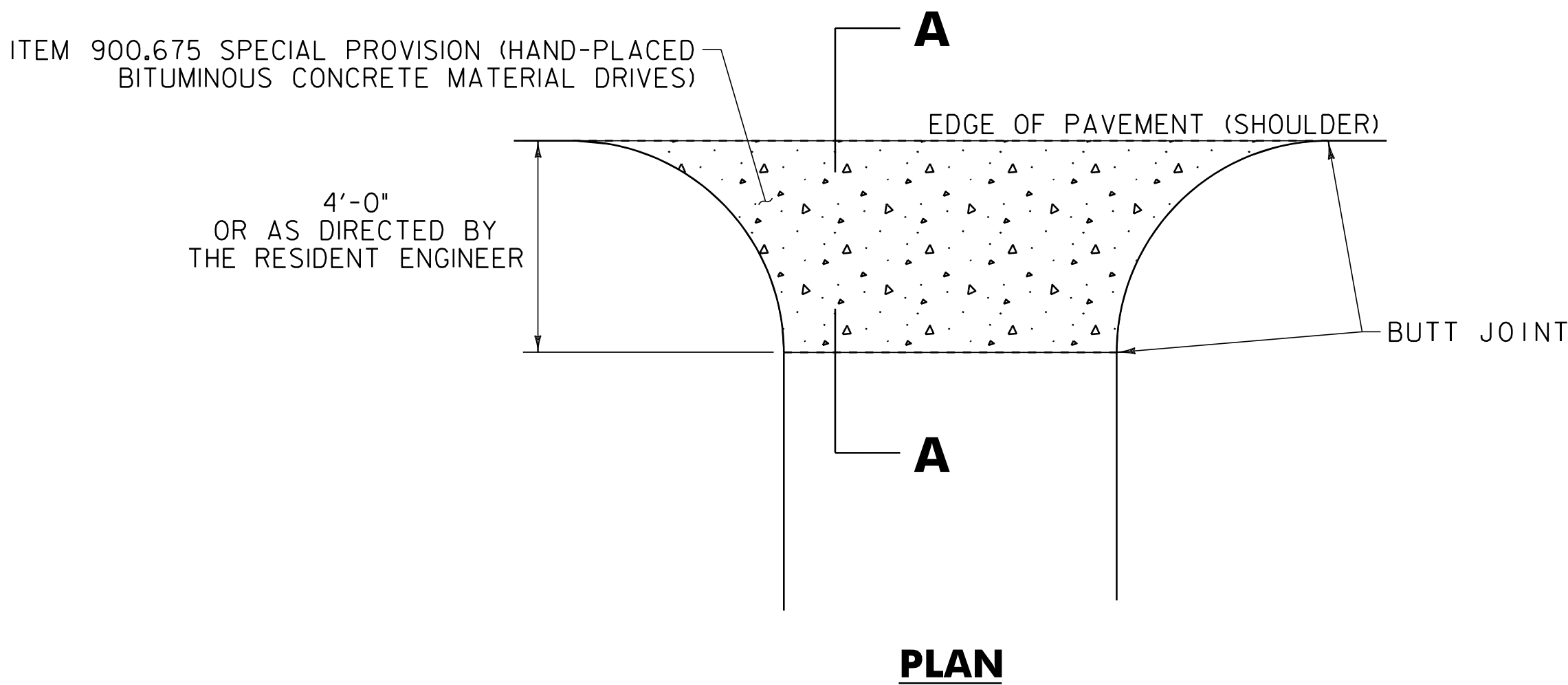
ASPHALTIC PLUG-TYPE JOINT DETAIL
REMOVAL OF > 2" DETERIORATED CONCRETE

- NOTES:
1. UPON ENCOUNTERING GREATER THAN 2" AVERAGE OF DETERIORATED CONCRETE, THE CONTRACTOR SHALL REMOVE THE DETERIORATED MATERIAL AND REPLACE IT WITH RAPID SETTING CONCRETE REPAIR MATERIAL WITH COARSE AGGREGATE FORMED TO EXISTING ELEVATION.
2. REMOVAL OF THE DETERIORATED CONCRETE WILL BE INCLUDED IN THE UNIT BID PRICE FOR ITEM 580.20 RAPID SETTING CONCRETE REPAIR MATERIAL WITH COARSE AGGREGATE.
3. REINFORCING STEEL NOT SHOWN FOR CLARITY.

NOT TO SCALE

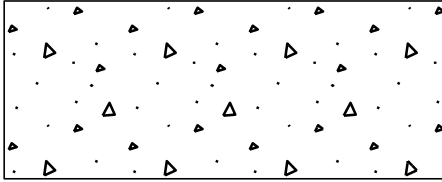
ASPHALTIC
PLUG JOINT
DETAILS
SHEET

PROJECT NAME:	BRIGHTON - WARREN GORE & WARREN GORE - NORTON
PROJECT NUMBER:	STP 2724(1)S & STP 2725(1)S
FILE NAME: p07c216.dgn	PLOT DATE: 31-OCT-2011 11:49
PROJECT LEADER: D.E.G.	DRAWN BY: C.A.K.
DESIGNED BY: M.J.L.	CHECKED BY: D.W.E.
IPARM FILE: p07c216asp.i	SHEET 6 OF 107



- NOTES:
- PAVING LIFT NOT TO EXCEED 2".
 - THE COST OF PLACING SUBBASE MATERIAL, CLEANING EXISTING PAVED SURFACES, INCLUDING POWER EQUIPMENT, AND FOR FILLING JOINTS, CRACKS AND HOLES WILL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 900.675 SPECIAL PROVISION (HAND-PLACED BITUMINOUS CONCRETE MATERIAL, DRIVES).
 - EXCAVATION OR COLD PLANING NEEDED TO ACHIEVE PROPER DRIVE SLOPES WILL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 900.675 SPECIAL PROVISION (HAND-PLACED BITUMINOUS COCNRETE MATERIAL, DRIVES).

LEGEND



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

NOT TO SCALE

HANDWORK DETAILS SHEET #1	PROJECT NAME: BRIGHTON - WARREN GORE & WARREN GORE - NORTON	
	PROJECT NUMBER: STP 2724(0)S & STP 2725(0)S	
	FILE NAME: p07c216.dgn	PLOT DATE: 31-OCT-2011 11:49
	PROJECT LEADER: D.E.G.	DRAWN BY: C.A.K.
	DESIGNED BY: M.J.L.	CHECKED BY: D.W.E.
	IPARM FILE: p07c216hwdl.i	SHEET 7 OF 107

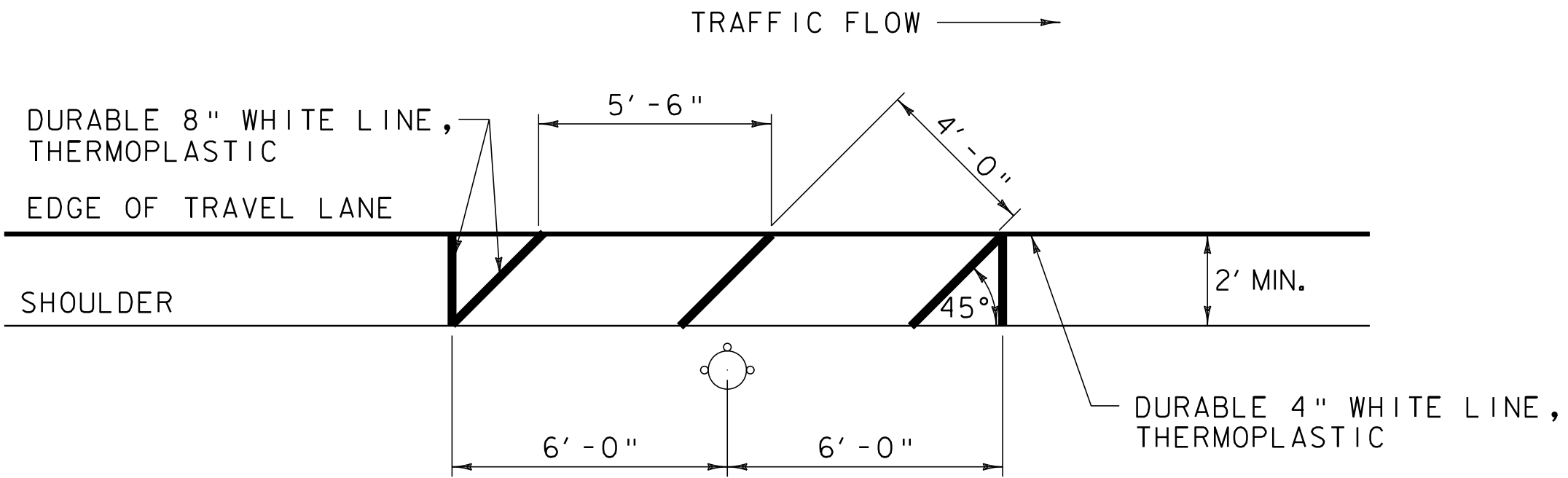
STP 2725(I)S WARREN GORE - NORTON			
STATION	POSITION	QUANTITY (SY)	TYPE OF HANDWORK
WARREN GORE:			
142+00	LT	5	FIELD ACCESS
212+00	RT	5	FIELD ACCESS
216+00	RT	9	GRAVEL DRIVE
247+50	RT	5	FIELD ACCESS
250+80	RT	9	GRAVEL DRIVE
251+30	LT	5	FIELD ACCESS
NORTON:			
5+50	RT	9	GRAVEL DRIVE
7+00	RT	15	GRAVEL DRIVE
17+00	LT	5	FIELD ACCESS
21+50	RT	15	GRAVEL DRIVE
46+50	LT	9	GRAVEL DRIVE
51+00	RT	9	GRAVEL DRIVE
52+75	RT	9	GRAVEL DRIVE
68+50	RT	5	FIELD ACCESS
71+70	RT	9	GRAVEL DRIVE
76+80	RT	5	FIELD ACCESS
83+50	RT	9	GRAVEL DRIVE
84+50	RT	9	GRAVEL DRIVE
84+80	LT	9	GRAVEL DRIVE
85+10	RT	9	GRAVEL DRIVE
88+30	RT	9	GRAVEL DRIVE
90+00	RT	15	GRAVEL DRIVE
92+00	RT	15	GRAVEL DRIVE
94+00	LT	9	GRAVEL DRIVE
96+50	RT	9	GRAVEL DRIVE
102+00	RT	15	GRAVEL DRIVE
104+25	RT	15	GRAVEL DRIVE
104+25	LT	15	GRAVEL DRIVE
105+50	RT	15	GRAVEL DRIVE
107+00	LT	9	GRAVEL DRIVE
107+50	RT	5	FIELD ACCESS
109+50	RT	5	FIELD ACCESS
110+90	RT	9	GRAVEL DRIVE
113+20	RT	9	GRAVEL DRIVE
114+10	RT	9	GRAVEL DRIVE
117+50	RT	15	GRAVEL DRIVE
124+00	LT	15	GRAVEL DRIVE
136+00	LT	5	FIELD ACCESS
137+50	RT	9	GRAVEL DRIVE
147+00	RT	9	GRAVEL DRIVE
147+70	LT	5	FIELD ACCESS
152+00	RT	9	GRAVEL DRIVE
158+00	RT	13	GRAVEL DRIVE
160+10	RT	5	FIELD ACCESS
164+00	RT	9	GRAVEL DRIVE
167+50	RT	9	GRAVEL DRIVE
189+00	LT	15	GRAVEL DRIVE
189+00	RT	15	GRAVEL DRIVE
190+00	RT	15	GRAVEL DRIVE
190+00	LT	15	GRAVEL DRIVE
191+50	LT	9	GRAVEL DRIVE
198+50	RT	9	GRAVEL DRIVE
204+70	LT	5	FIELD ACCESS
206+00	RT	9	GRAVEL DRIVE
207+50	RT	9	ASPHALT DRIVE
208+40	RT	9	ASPHALT DRIVE

STP 2725(I)S WARREN GORE - NORTON			
STATION	POSITION	QUANTITY (SY)	TYPE OF HANDWORK
NORTON:			
212+00	RT	9	GRAVEL DRIVE
214+70	RT	9	GRAVEL DRIVE
216+50	RT	9	GRAVEL DRIVE
218+50	LT	9	GRAVEL DRIVE
218+50	RT	9	GRAVEL DRIVE
220+50	RT	9	GRAVEL DRIVE
224+50	RT	9	GRAVEL DRIVE
224+70	LT	5	FIELD ACCESS
226+50	RT	9	GRAVEL DRIVE
238+50	RT	5	FIELD ACCESS
253+20	RT	9	GRAVEL DRIVE
254+20	RT	9	GRAVEL DRIVE
255+30	RT	30	ASPHALT DRIVE
256+50	LT	30	GRAVEL DRIVE
257+30	LT	9	GRAVEL DRIVE
257+80	RT	55	ASPHALT PARKING
258+50	LT	9	GRAVEL DRIVE
259+00	LT	9	GRAVEL DRIVE
260+00	RT	9	GRAVEL DRIVE
260+00	LT	9	GRAVEL DRIVE
261+00	RT	9	GRAVEL DRIVE
262+00	RT	13	GRAVEL DRIVE
268+10	RT	9	GRAVEL DRIVE
272+00	RT	9	GRAVEL DRIVE
273+00	RT	9	ASPHALT DRIVE
283+00	RT	15	ASPHALT DRIVE
SUBTOTAL:		864	
ROUNDING:		36	
TOTAL:		900	

STP 2724(I)S BRIGHTON - WARREN GORE			
STATION	POSITION	QUANTITY (SY)	TYPE OF HANDWORK
BRIGHTON:			
259+14.0	RT	7	GRAVEL DRIVE
260+23.5	RT	11	GRAVEL DRIVE
261+86.0	RT	9	GRAVEL DRIVE
263+44.0	RT	9	ASPHALT DRIVE
263+92.5	LT	15	GRAVEL DRIVE
264+63.0	RT	22	GRAVEL DRIVE
265+30.0	RT	7	GRAVEL DRIVE
267+14.0	LT	7	ASPHALT DRIVE
268+10.5	LT	32	ASPHALT DRIVE
269+50.0	LT	11	ASPHALT DRIVE
271+53.5	LT	16	GRAVEL DRIVE
273+12.0	LT	14	GRAVEL DRIVE
277+61.5	LT	16	ASPHALT DRIVE
280+09.0	LT	12	ASPHALT DRIVE
282+12.5	LT	11	GRAVEL DRIVE
283+78.0	LT	9	GRAVEL DRIVE
290+55.0	LT	9	GRAVEL DRIVE
297+55.0	RT	10	GRAVEL DRIVE
298+73.0	LT	13	ASPHALT DRIVE
299+37.5	RT	18	GRAVEL DRIVE
299+86.0	LT	13	GRAVEL DRIVE
311+03.0	RT	29	GRAVEL DRIVE
312+16.0	LT	20	GRAVEL DRIVE
317+87.0	LT	13	GRAVEL DRIVE
319+80.0	RT	13	GRAVEL DRIVE
321+14.0	RT	20	GRAVEL DRIVE
322+64.0	RT	15	GRAVEL DRIVE
327+34.0	LT	10	ASPHALT DRIVE
329+70.0	LT	15	GRAVEL DRIVE
330+55.0	LT	15	GRAVEL DRIVE
331+24.0	LT	15	GRAVEL DRIVE
353+51.0	LT	40	GRAVEL DRIVE
355+52.0	LT	15	GRAVEL DRIVE
382+41.0	RT	9	GRAVEL DRIVE
387+25.0	RT	15	GRAVEL DRIVE
MORGAN:			
2+50.5	LT	10	GRAVEL DRIVE
10+06.5	RT	15	GRAVEL DRIVE
19+92.5	LT	7	GRAVEL DRIVE
23+38.5	LT	9	GRAVEL DRIVE
26+02.5	LT	9	GRAVEL DRIVE
36+21.5	LT	7	GRAVEL DRIVE
42+92.5	LT	13	GRAVEL DRIVE

STP 2724(I)S BRIGHTON - WARREN GORE			
STATION	POSITION	QUANTITY (SY)	TYPE OF HANDWORK
MORGAN:			
47+18.5	LT	15	GRAVEL DRIVE
54+22.5	RT	50	GRAVEL DRIVE
80+01.0	RT	60	GRAVEL DRIVE
109+27.5	LT	60	GRAVEL DRIVE
121+25.5	RT	7	GRAVEL DRIVE
133+69.5	RT	7	GRAVEL DRIVE
139+57.5	RT	15	GRAVEL DRIVE
144+91.0	LT	35	GRAVEL DRIVE
WARREN GORE:			
51+05.0	LT	9	GRAVEL DRIVE
81+25.0	RT	11	GRAVEL DRIVE
SUBTOTAL:		854	
ROUNDING:		21	
TOTAL:		875	

HANDWORK DETAILS SHEET #2	PROJECT NAME: BRIGHTON - WARREN GORE & WARREN GORE - NORTON		
	PROJECT NUMBER: STP 2724(I)S & STP 2725(I)S		
	FILE NAME: p07c216.dgn		PLOT DATE: 31-OCT-2011 11:49
	PROJECT LEADER: D.E.G.		DRAWN BY: C.A.K.
	DESIGNED BY: M.J.L.		CHECKED BY: D.W.E.
	IPARM FILE: p07c216hwd2.i		SHEET 8 OF 107

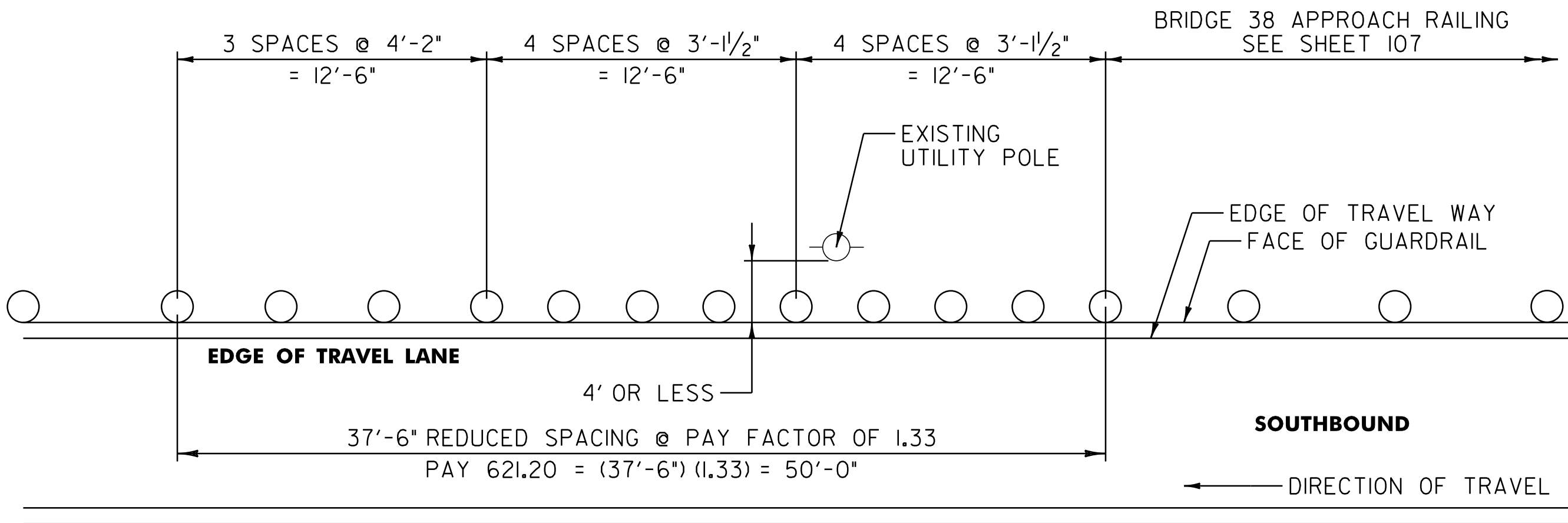


FIRE HYDRANT PAVEMENT MARKING DETAIL

VT. ROUTE 114 BRIGHTON: STA 259+85.0 LT
STA 265+77.0 LT
STA 272+12.0 LT
STA 279+07.0 LT

NOTE:

- I. THE CONTRACTOR SHALL ADJUST THE PLACEMENT OF THE FIRE HYDRANT PAVEMENT MARKINGS TO MEET THE EXISTING SITE CONSTRAINTS AS DIRECTED BY THE RESIDENT ENGINEER.

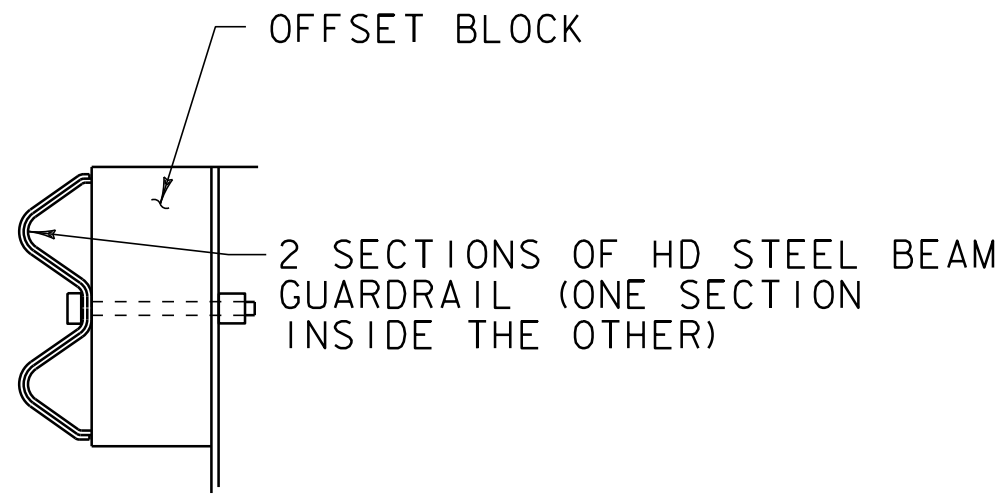


VT. ROUTE 114

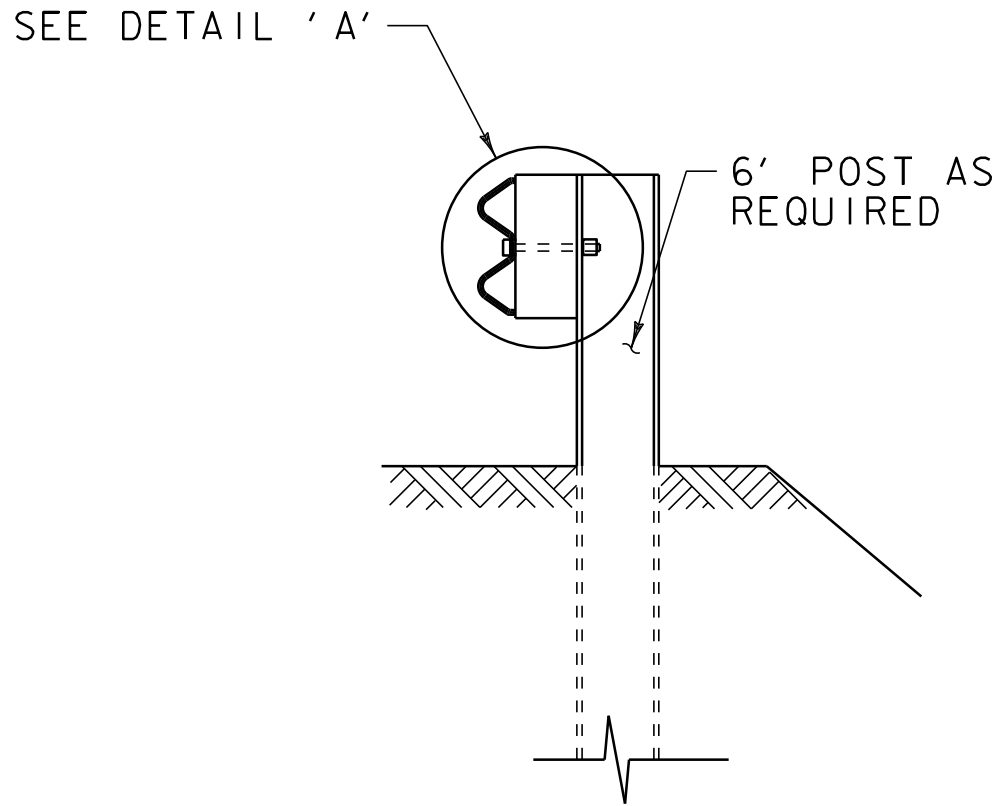
NORTHBOUND

STEEL BEAM GUARDRAIL POST SPACING FOR UTILITY POLE WITHIN 4'-0" OF GUARDRAIL DETAIL

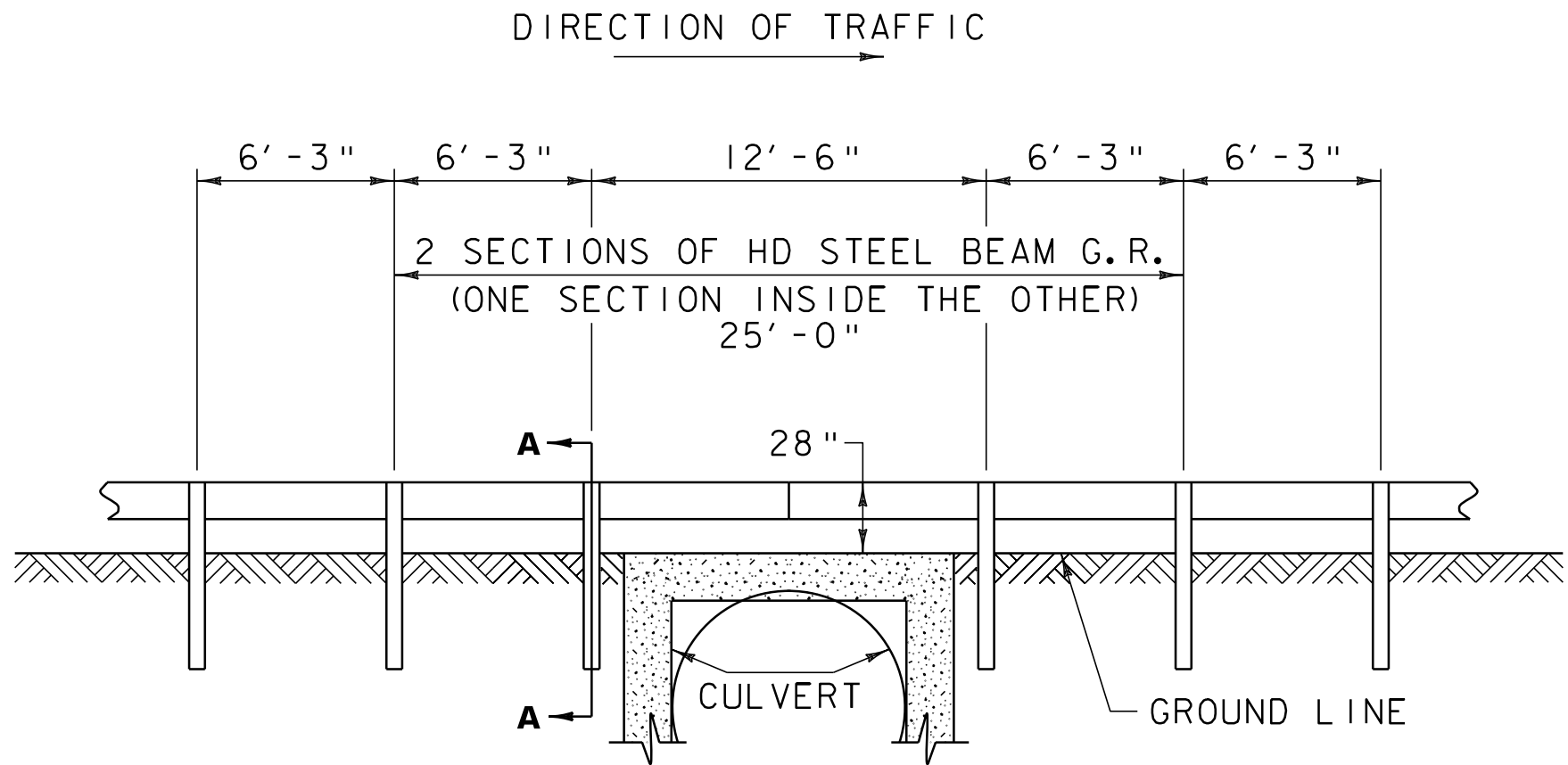
VT. ROUTE 114 NORTON STA 21+08.5 LT



DETAIL A



SECTION A-A



STEEL BEAM GUARDRAIL AT SMALL CULVERT DETAIL

VT. ROUTE 114 BR 29 BRIGHTON STA 374+61.5 TO STA 374+86.5 LT
VT. ROUTE 114 BR 29 BRIGHTON STA 374+61.5 TO STA 374+86.5 RT
VT. ROUTE 114 BR 37 WARREN GORE STA 217+62.5 TO STA 217+87.5 LT
VT. ROUTE 114 BR 37 WARREN GORE STA 217+62.5 TO STA 217+87.5 RT

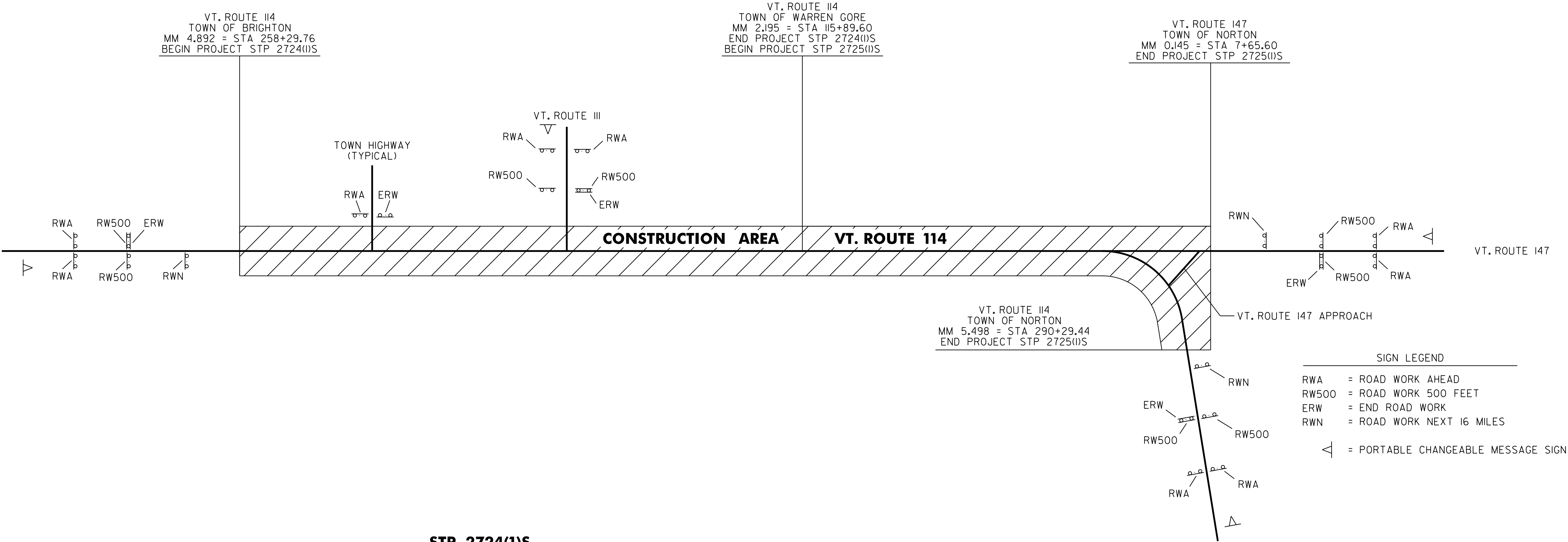
NOTES

1. SEE STANDARD G-1 FOR STEEL BEAM GUARDRAIL DETAILS.
2. THIS WORK SHALL BE PAID UNDER ITEM 621.216 HD STEEL BEAM GUARDRAIL, GALVANIZED/NESTED AT A PAY FACTOR OF 1.0.
3. THIS DETAIL TO BE USED AS INDICATED ON THE ITEM DETAIL SUMMARY SHEET OR AS DIRECTED BY THE RESIDENT ENGINEER.

NOT TO SCALE

MISCELLANEOUS DETAILS SHEET

PROJECT NAME:	BRIGHTON - WARREN GORE & WARREN GORE - NORTON		
PROJECT NUMBER:	STP 2724(WS) & STP 2725(WS)		
FILE NAME:	p07c216.dgn	PLOT DATE:	31-OCT-2011:49
PROJECT LEADER:	D.E.G.	DRAWN BY:	C.A.K.
DESIGNED BY:	M.J.L.	CHECKED BY:	D.W.E.
IPARM FILE:	p07c216md.i	SHEET	9 OF 107



STP 2724(1)S

HIGHWAY NAME	RWA	ERW	RW500	RWN	OTHER
VT. ROUTE 114 - BEGIN PROJECT	2	1	2		1-PORTABLE CHANGEABLE MESSAGE SIGN
MIDDLE STREET (TH-4)	1	1			
CARGILL ROAD (TH-17)	1	1			
IRON BRIDGE LOOP ROAD (TH-27)	1	1			
FIVE MILE SQUARE ROAD (TH-7)	1	1			
IRON BRIDGE LOOP ROAD (TH-27)	1	1			
STEVENS LOOP ROAD (TH-12)	1	1			
STEVENS LOOP ROAD (TH-12)	1	1			
VT. ROUTE III	2	1	2		1-PORTABLE CHANGEABLE MESSAGE SIGN
HURRICANE BROOK ROAD	1	1			
TOTAL	12	10	4	2	2-PORTABLE CHANGEABLE MESSAGE SIGN

STP 2725(1)S

HIGHWAY NAME	RWA	ERW	RW500	RWN	OTHER
GAGNON ROAD (TH-12)	1	1			
CHURCH HILL ROAD (TH-3)	1	1			
NELSON ROAD (TH-1)	1	1			
MARSH ROAD (TH-2)	1	1			
VT. ROUTE 147 - END PROJECT	2	1	2		1-PORTABLE CHANGEABLE MESSAGE SIGN
VT. ROUTE 114 - END PROJECT	2	1	2		1-PORTABLE CHANGEABLE MESSAGE SIGN
TOTAL	8	6	4	2	2-PORTABLE CHANGEABLE MESSAGE SIGN

CONSTRUCTION APPROACH SIGNING

- NOTES:
- SEE VAOT STD. E-100 FOR ADDITIONAL SIGN PLACEMENT DETAILS.
 - CONSTRUCTION ZONE SIGN LAYOUT SHALL BE IN ACCORDANCE WITH SECTION 6 OF THE LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
 - CONSTRUCTION SIGNS SHALL BE IN NEW OR LIKE NEW CONDITION PER VAOT STANDARDS.
 - DIAMOND SHAPED SIGNS SHALL BE 4' X 4' WITH BLACK LEGEND ON FLUORESCENT ORANGE BACKGROUND.
 - RETROREFLECTIVE SIGN SHEETING SHALL BE MINIMUM TYPE VII FOR ALL SOLID SUBSTRATE SIGNS AND MINIMUM TYPE VI FOR ALL ROLL-UP SIGNS
 - ALL SIGN STANDS AND POST INSTALLATIONS SHALL BE NATIONAL COOPERATIVE HIGHWAY RESEARCH PROGRAM REPORT (NCHRP) 350 COMPLIANT.
 - PORTABLE CHANGEABLE MESSAGE SIGNS ARE TO BE USED AS DIRECTED BY THE RESIDENT ENGINEER.
 - PAYMENT FOR CONSTRUCTION SIGNING WILL BE MADE UNDER ITEM 641.10 TRAFFIC CONTROL (STP 2724(I)S) AND ITEM 641.10 TRAFFIC CONTROL (STP 2725(I)S).

NOT TO SCALE

TRAFFIC CONTROL PLAN SHEET	PROJECT NAME: BRIGHTON - WARREN GORE & WARREN GORE - NORTON	
	PROJECT NUMBER: STP 2724(I)S & STP 2725(I)S	
	FILE NAME: p07c216.dgn PROJECT LEADER: D.E.G. DESIGNED BY: M.J.L. IPARM FILE: p07c216+tcp.i	PLOT DATE: 31-OCT-2011 11:49 DRAWN BY: C.A.K. CHECKED BY: D.W.E. SHEET 10 OF 107

STATE OF VERMONT
AGENCY OF TRANSPORTATION



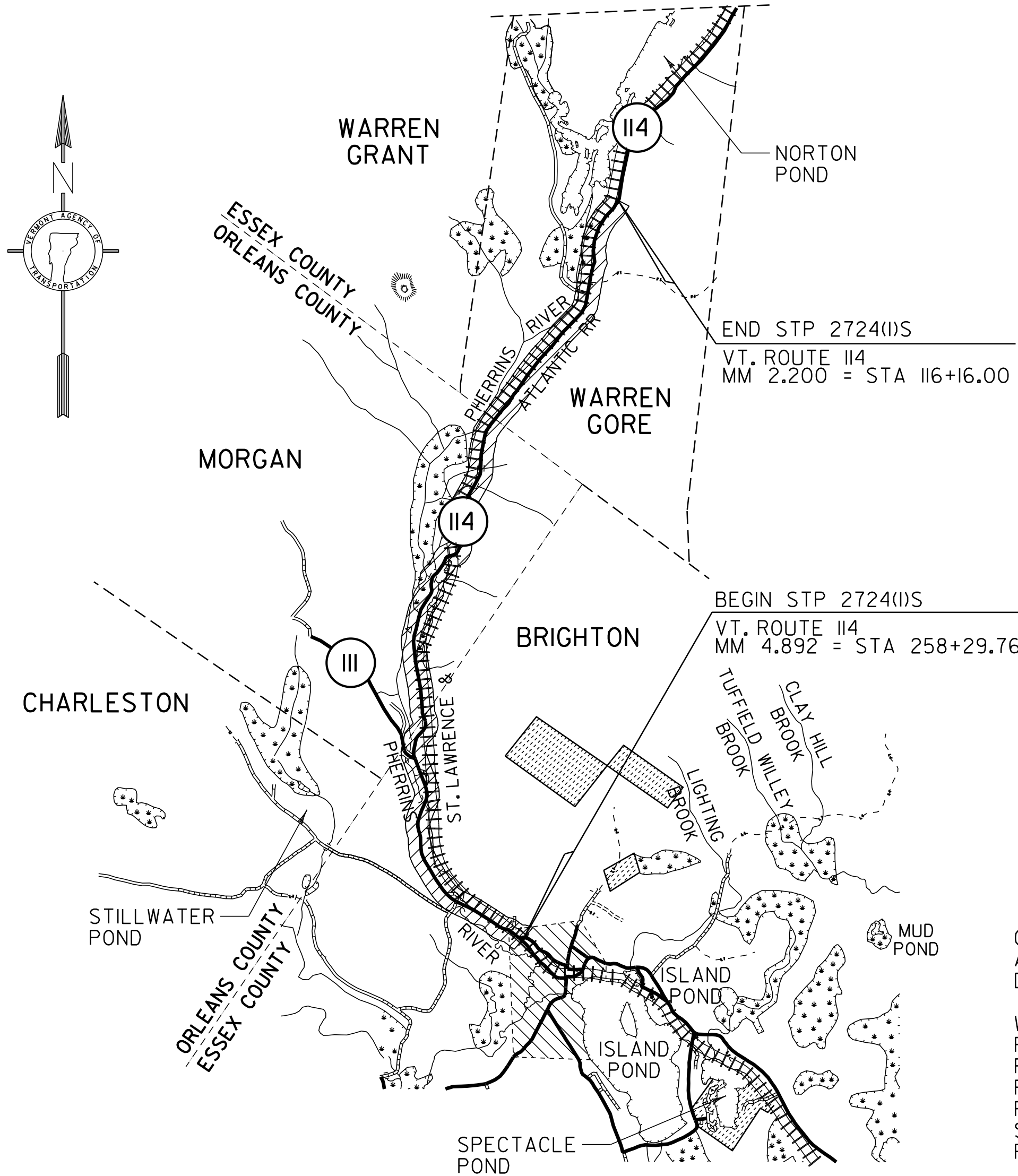
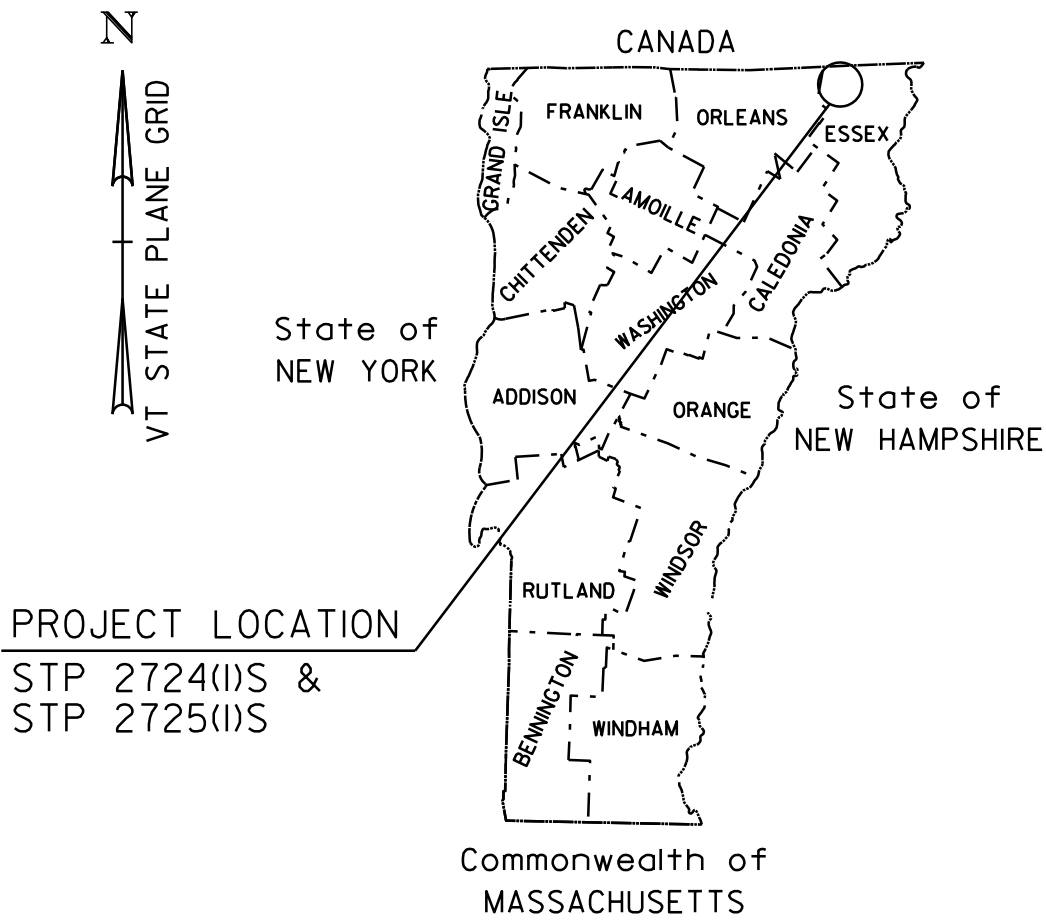
PROPOSED IMPROVEMENT
TOWNS OF BRIGHTON, MORGAN & WARREN GORE
COUNTIES OF ESSEX & ORLEANS
VT. ROUTE 114

BEGINNING IN THE TOWN OF BRIGHTON ON VT. ROUTE 114 AT MILE MARKER 4.892 = STA 258+29.76
AND EXTENDING NORTHERLY FOR A DISTANCE OF 4,083.68 FEET (7.781 MILES) TO A
POINT IN THE TOWN OF WARREN GORE AT MILE MARKER 2.200 = STA 116+16.00

LENGTH OF ROADWAY 4,083.68 FT (7.781 MILES)

LENGTH OF PROJECT 4,083.68 FT (7.781 MILES)

WORK TO BE PERFORMED UNDER THIS PROJECT INCLUDES RECLAIMING AND/OR COLD PLANING SEGMENTS OF
THE EXISTING HIGHWAY AND OVERLAYING WITH A BINDER AND/OR LEVELING COURSE AND A WEARING COURSE,
WITH PAVEMENT MARKINGS, GUARDRAIL IMPROVEMENTS, DRAINAGE IMPROVEMENTS AND INCIDENTAL ITEMS.



BITUMINOUS CONCRETE SUPERPAVE MIXTURE DESIGN CRITERIA					
DESIGN LANE/DESIGN LIFE ESAL				693,500	
DESIGN NUMBER OF GYRATIONS				50	
PERFORMANCE GRADE ASPHALT BINDER				SEE SECTION 490 GENERAL SPECIAL PROVISIONS	

TRAFFIC DATA

LOCATION	ADT		DHV		ESALS	ESALS
	2009	2019	2009	2019	2009-2019	2009-2029
BEGIN PROJECT TO ALT. VT. 114 (TH-4)	1800	2000	240	270	605,000	1,387,000
ALT. VT. 114 (TH-4) TO VT. III	1000	1100	130	150	497,000	1,103,000
VT. III TO END PROJECT	400	450	55	60	291,000	658,000

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.

CONVENTIONAL SYMBOLS

COUNTY LINE	---
TOWN LINE	---
LIMITS OF ACCESS	---o---o---o---o---
POINT OF ACCESS	X
FENCE LINE	X---X---X---X---
STONE WALL	o---o---o---o---o---o---o---o---
TRAVELED WAY	---
GUARD RAIL	o---o---o---o---o---o---o---o---
RAILROAD	
SURVEY LINE	---
CULVERT	---
POWER POLE	⊕
TELEPHONE POLE	⊕
TREES	⊕
CONTROL OF ACCESS	---///---///---///---
PROPERTY LINE	---
R.O.W. TAKING LINE	---
SLOPE RIGHTS	SR
TOP OF CUT	△
TOE OF SLOPE	○

SURVEYED BY : NA
SURVEYED DATE :NA

DATUM
VERTICAL NA
HORIZONTAL NA

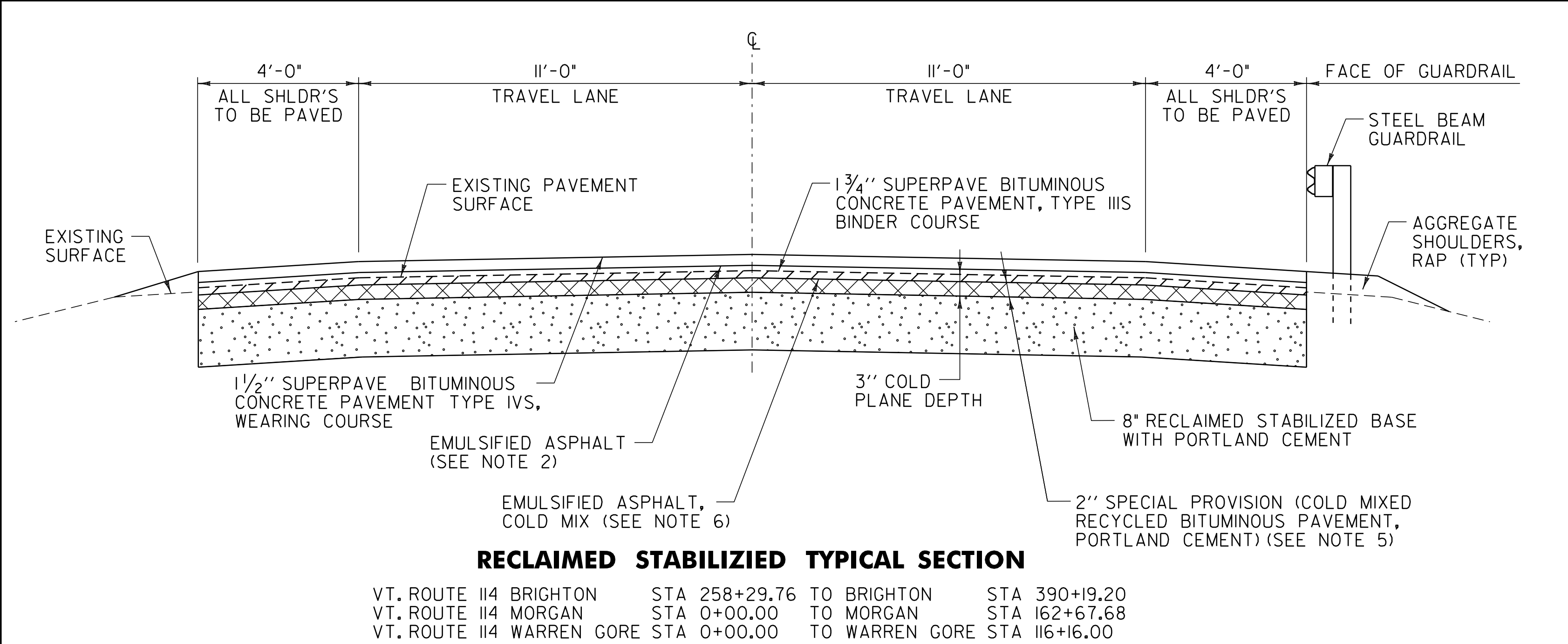
PROJECT MANAGER : TED DOMEY

PROJECT NAME : BRIGHTON - WARREN GORE
PROJECT NUMBER : STP 2724 (1) S

SHEET 11 OF 107 SHEETS

NOTES

1. THE WEARING COURSE SHALL BE TYPE IVS SUPERPAVE BITUMINOUS CONCRETE PAVEMENT.THE BINDER COURSE SHALL BE TYPE IIIS SUPERPAVE BITUMINOUS CONCRETE PAVEMENT.
2. EMULSIFIED ASPHALT SHALL BE APPLIED ON ALL EXISTING PAVEMENT SURFACES,BETWEEN ALL COURSES OF PAVEMENT AND ON COLD PLANED SURFACES AT THE RATE OF 0.025 GAL/SY OR AS DIRECTED BY THE RESIDENT ENGINEER.
3. SUPERPAVE BITUMINOUS CONCRETE PAVEMENT TOLERANCE = +/- 1/4 '' (TOTAL PAVEMENT THICKNESS EXCLUDING LEVELING).
4. COLD PLANING SHALL BE COMPLETED ACCORDING TO THE TYPICAL OR AS OTHERWISE NOTED ON THE PLANS. A FULL-DEPTH BUTT JOINT SHALL BE CONSTRUCTED AT THE PROJECT BEGIN AND END, AND AT ALL SIDE ROAD APPROACHES AS DENOTED ON THE PLANS OR AS OTHERWISE DIRECTED BY THE RESIDENT ENGINEER.
5. THE PORTLAND CEMENT STABILIZED COLD MIX SHALL BE PRODUCED FROM THE COLD PLANE GRINDINGS GENERATED FROM THE PROJECT AND PAID FOR UNDER ITEM 900.675 SPECIAL PROVISION (COLD MIXED RECYCLED BITUMINOUS PAVEMENT,PORTLAND CEMENT). IF THERE IS NOT A SUFFICIENT AMOUNT OF COLD PLANE GRINDINGS AVAILABLE TO PRODUCE THE 2" LIFT OF PORTLAND CEMENT STABILIZED COLD MIX, THE CONTRACTOR SHALL OBTAIN COLD PLANE GRINDINGS FROM ANOTHER SOURCE. THE COST ASSOCIATED WITH PROVIDING ADDITIONAL COLD PLANE GRINDINGS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 900.675 SPECIAL PROVISION (COLD MIXED RECYCLED BITUMINOUS PAVEMENT,PORTLAND CEMENT. ALL COLD PLANING PERFORMED WITHIN THE LIMITS OF THE COLD MIXED RECYCLED BITUMINOUS PAVEMENT LAYER SHALL BE CONSIDERED INCIDENTAL TO ITEM 900.675 SPECIAL PROVISION (COLD MIXED RECYCLED BITUMINOUS PAVEMENT,PORTLAND CEMENT). AN ESTIMATED QUANTITY OF ITEM 900.680 SPECIAL PROVISION (PORTLAND CEMENT FOR COLD MIXED RECYCLING) HAS BEEN INCLUDED AND ESTIMATED AT A RATE OF 1% BY WEIGHT OF ITEM 900.675 SPECIAL PROVISION (COLD MIXED RECYCLED BITUMINOUS PAVEMENT, PORTLAND CEMENT).
6. ITEM 415.25 EMULSIFIED ASPHALT,COLD MIX SHALL BE USED AS A LIQUID BINDER IN THE PORTLAND CEMENT STABILIZED COLD MIX AS DIRECTED BY THE RESIDENT ENGINEER. AN ESTIMATED QUANTITY OF ITEM 415.25 EMULSIFIED ASPHALT,COLD MIX HAS BEEN INCLUDED IN THE PLANS AT A RATE OF 1.0 GAL/SY.
7. ITEM 900.683 SPECIAL PROVISION (EMULSIFIED ASPHALT, RECLAIMED STABILIZED BASE)(CSSI-h) SHALL BE USED AS A LIQUID BINDER IN THE RECLAIMED CEMENT STABILIZED BASE AS DIRECTED BY THE RESIDENT ENGINEER. AN ESTIMATED QUANTITY OF ITEM 900.683 SPECIAL PROVISION (EMULSIFIED ASPHALT, RECLAIMED STABILIZED BASE)(CSSI-h) AT A RATE OF 0.15 GAL/SY
8. PRIOR TO RECLAIMING, ANY EXISTING SHOULDER MATERIAL DEEMED UNSUITABLE BY THE RESIDENT ENGINEER SHALL BE EXCAVATED TO THE DEPTH OF RECLAIMING OR AS DIRECTED BY THE RESIDENT ENGINEER. EXCAVATED MATERIAL WILL BE SPREAD ON THE ADJACENT SLOPES OR REMOVED FROM THE PROJECT AS DIRECTED BY THE RESIDENT ENGINEER. THIS WORK WILL BE PAID FOR USING THE APPROPRIATE RENTAL ITEM(S). THE METHOD OF REMOVAL AND THE USE OF RENTAL ITEM(S) SHALL BE APPROVED BY THE RESIDENT ENGINEER PRIOR TO ANY WORK BEING DONE. MATERIAL REMOVED SHALL BE REPLACED WITH ITEM 301.28 SUBBASE OF CRUSHED GRAVEL, FINE GRADED. AN ADDITIONAL QUANTITY OF ITEM 301.28 SUBBASE OF CRUSHED GRAVEL, FINE GRADED HAS BEEN INCLUDED TO CORRECT SUPERELEVATION AND GRADATION DEFICIENCIES WITHIN THE RECLAIMED SECTION. AN ESTIMATED THICKNESS OF 2" HAS BEEN INCLUDED FOR THE ENTIRE RECLAIMED SURFACE AREA.
9. ALL EDGES OF PAVEMENT SHALL BE BACKED UP TO FULL HEIGHT WITH COLD PLANE GRINDINGS AS DIRECTED BY THE RESIDENT ENGINEER AND WILL BE PAID FOR UNDER ITEM 402.13 AGGREGATE SHOULDERS, RAP. ADDITIONAL MATERIAL REQUIRED AFTER THE COLD PLANE GRINDINGS HAVE BEEN USED WILL BE PAID FOR UNDER ITEM 402.12 AGGREGATE SHOULDERS.
10. DITCHING MATERIAL OR EARTH BORROW SHALL BE USED FOR THE CONSTRUCTION OF MANUFACTURED TERMINAL FLARES WHICH SHALL BE CAPPED WITH AN ESTIMATED 3" DEPTH OF AGGREGATE SHOULDER MATERIAL AS DIRECTED BY THE RESIDENT ENGINEER. THE QUANTITIES INCLUDED REFLECT 5 TONS OF AGGREGATE SHOULDER MATERIAL AND 25 CUBIC YARDS OF DITCHING MATERIAL OR EARTH BORROW FOR EACH GUARDRAIL TERMINAL.
11. THE PROPOSED GUARDRAIL SHALL BE INSTALLED IN A LOCATION THAT MAXIMIZES THE DISTANCE FROM THE CENTER OF THE ROAD TO THE FACE OF GUARDRAIL. 3' OF BACKING IS REQUIRED BEHIND THE FACE OF GUARDRAIL WITH 6' POSTS. IF THIS CANNOT BE OBTAINED, THEN 8' POSTS SHALL BE USED.
12. ITEM 609.10 DUST CONTROL WITH WATER HAS AN ESTIMATED QUANTITY TO BE USED AS DUST CONTROL ALONG THE RECLAIMED SECTION. ITEM 609.15 DUST AND ICE CONTROL WITH CALCIUM CHLORIDE HAS AN ESTIMATED QUANTITY TO BE USED ON SIDE ROAD APPROACHES WHICH WILL BE PAVED.
13. WATER SHALL BE USED AS A STABILIZING AGENT AND FOR COMPACTION FOR THE RECLAIMED STABILIZED BASE AS DIRECTED BY THE RESIDENT ENGINEER. PAYMENT SHALL BE CONSIDERED INCIDENTAL TO ITEM 310.20 RECLAIMED STABILIZED BASE.
14. 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.
15. ESTIMATED QUANTITIES OF ITEM 613.10 STONE FILL, TYPE I; ITEM 649.31 GEOTEXTILE UNDER STONE FILL; AND ITEM 608.25 ALL PURPOSE EXCAVATOR RENTAL, TYPE I HAVE BEEN INCLUDED TO PROVIDE FOR REPAIR OF EXISTING STONE LINED DRAINAGE OUTLETS OR WASHOUTS LOCATED ALONG THE ROADWAY SIDE SLOPES AS DIRECTED BY THE RESIDENT ENGINEER.
16. PIPE INLET AND OUTLET AREAS OF DITCH CLEANING THROUGHOUT THE PROJECT SHALL BE PERFORMED AT LOCATIONS SPECIFIED ON THE PLANS OR AS DIRECTED BY THE RESIDENT ENGINEER. PAYMENT SHALL BE MADE UNDER THE APPROPRIATE RENTAL ITEM(S).



RECLAIMED STABILIZED TYPICAL SECTION

SEEDING FORMULA
RURAL AREAS

GENERAL NOTES

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

SEED:
TO BE APPLIED PER SEEDING FORMULA OR AS DIRECTED BY THE
RESIDENT ENGINEER.

FERTILIZER:
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:
TO BE APPLIED AT THE RATE OF 2 TONS/ACRE OR AS DIRECTED
BY THE RESIDENT ENGINEER.

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

TYPICAL ORDER OF OPERATIONS FOR RECLAIMED STABILIZED BASE
WITH PORTLAND CEMENT PAVEMENT REHABILITATION

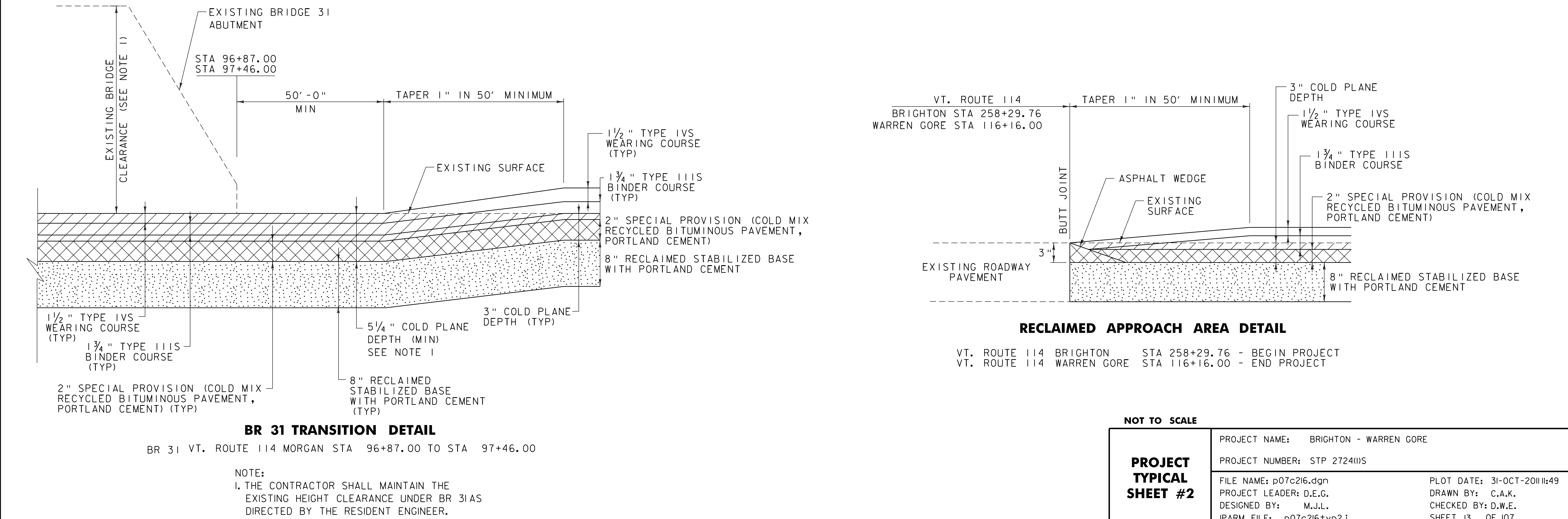
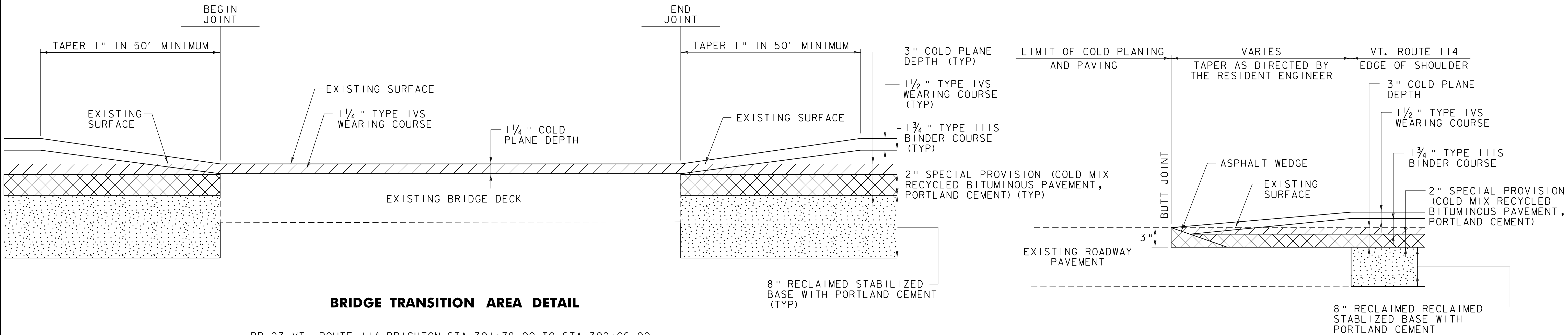
STEP	DESCRIPTION	PAYMENT ITEM(S)
1	COLD PLANE EXISTING SURFACE 3" AND STOCKPILE COLD PLANE GRINDINGS FOR FUTURE USE	ITEM 900.675 SPECIAL PROVISION (COLD MIXED RECYCLED BITUMINOUS PAVEMENT, PORTLAND CEMENT)
2	REPAIR EXISTING SHOULDERS AS DIRECTED BY THE RESIDENT ENGINEER	ITEM 301.28 SUBBASE OF CRUSHED GRAVEL, FINE GRADED
3	RECLAIM EXISTING ROADBED 8" USING WATER FOR STABILIZATION AND COMPACTION	ITEM 310.20 RECLAIMED STABILIZED BASE, WATER USED FOR STABILIZATION SHALL BE CONSIDERED INCIDENTAL TO ITEM 310.20 PER SPECIFICATION AS DIRECTED BY THE RESIDENT ENGINEER
4	CORRECT SUPERELEVATION DEFICIENCIES	ITEM 301.28 SUBBASE OF CRUSHED GRAVEL, FINE GRADED
5	PLACE PORTLAND CEMENT ON ROADBED SURFACE AND RECLAIM ROADBED 8" USING AN EMULSIFIED ASPHALT AS A LIQUID BINDER	ITEM 900.675 SPECIAL PROVISION (RECLAIMED STABILIZED BASE, PORTLAND CEMENT), ITEM 900.680 SPECIAL PROVISION (PORTLAND CEMENT FOR BASE STABILIZATION) AND ITEM 900.683 SPECIAL PROVISION (EMULSIFIED ASPHALT, RECLAIMED STABILIZED BASE) (CSSI-h)
6	PREPARE COLD PLANE GRINDINGS AND PLACE 2" COLD MIXED RECYCLED ASPHALT SURFACE WITH PORTLAND CEMENT AND USE EMULSIFIED ASPHALT AS A LIQUID BINDER	ITEM 900.675 SPECIAL PROVISION (COLD MIXED RECYCLED BITUMINOUS PAVEMENT, PORTLAND CEMENT), ITEM 900.680 SPECIAL PROVISION (PORTLAND CEMENT FOR COLD MIX RECYCLING) AND ITEM 415.25 EMULSIFIED ASPHALT, COLD MIX
7	PLACE 1-3/4" TYPE IIIS BINDER COURSE	ITEM 490.30 SUPERPAVE BITUMINOUS CONCRETE PAVEMENT
8	PLACE 1-1/2" TYPE IVS WEARING COURSE	ITEM 490.30 SUPERPAVE BITUMINOUS CONCRETE PAVEMENT

NOTE:

1. THIS LIST OF PROCEDURES FOR REHABILITATING THE EXISTING ROADBED IS PRESENTED FOR INFORMATIONAL PURPOSES ONLY AND SHALL NOT BE CONSIDERED ALL INCLUSIVE. THE CONTRACTOR SHALL PREPARE THEIR OWN SCHEDULE OF OPERATIONS TO COMPLETE THE PROPOSED WORK UTILIZING THE APPROPRIATE PAY ITEMS AS SHOWN IN THE PLANS AS DIRECTED BY THE RESIDENT ENGINEER.

NOT TO SCALE

PROJECT TYPICAL SHEET #1	PROJECT NAME: BRIGHTON - WARREN GORE	
	PROJECT NUMBER: STP 272400S	
	FILE NAME: p07c216.dgn	PLOT DATE: 31-OCT-2011 11:49
	PROJECT LEADER: D.E.G. DESIGNED BY: M.J.L. IPARM FILE: p07c216+typl1	DRAWN BY: C.A.K. CHECKED BY: D.W.E. SHEET 12 OF 107



NOT TO SCALE

PROJECT
TYPICAL
SHEET #2

PROJECT NAME: BRIGHTON - WARREN GORE

PROJECT NUMBER: STP 272400S

FILE NAME: p07c216.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: M.J.L.

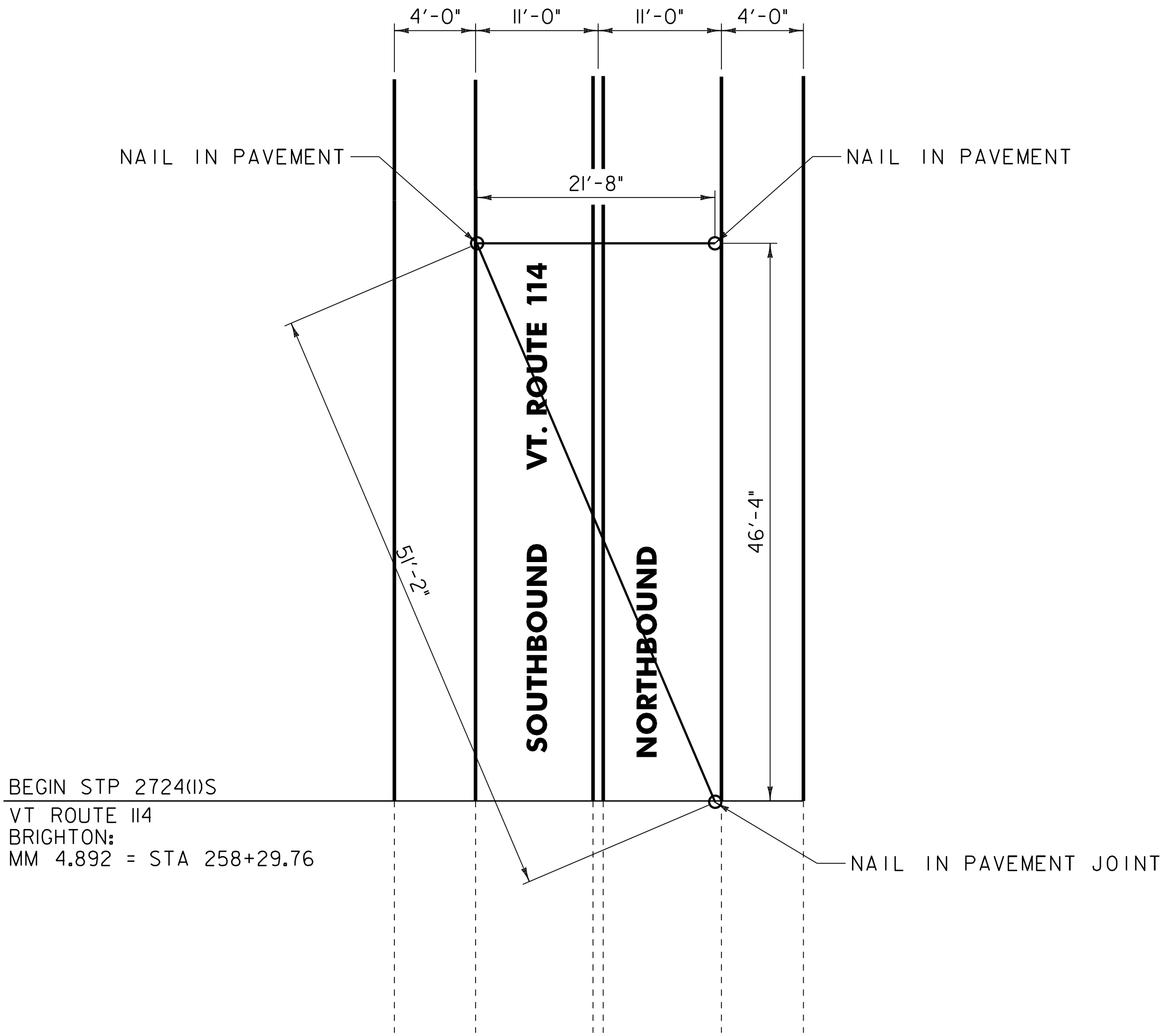
IPARM FILE: p07c216+yp2.i

PLOT DATE: 31-OCT-2011:49

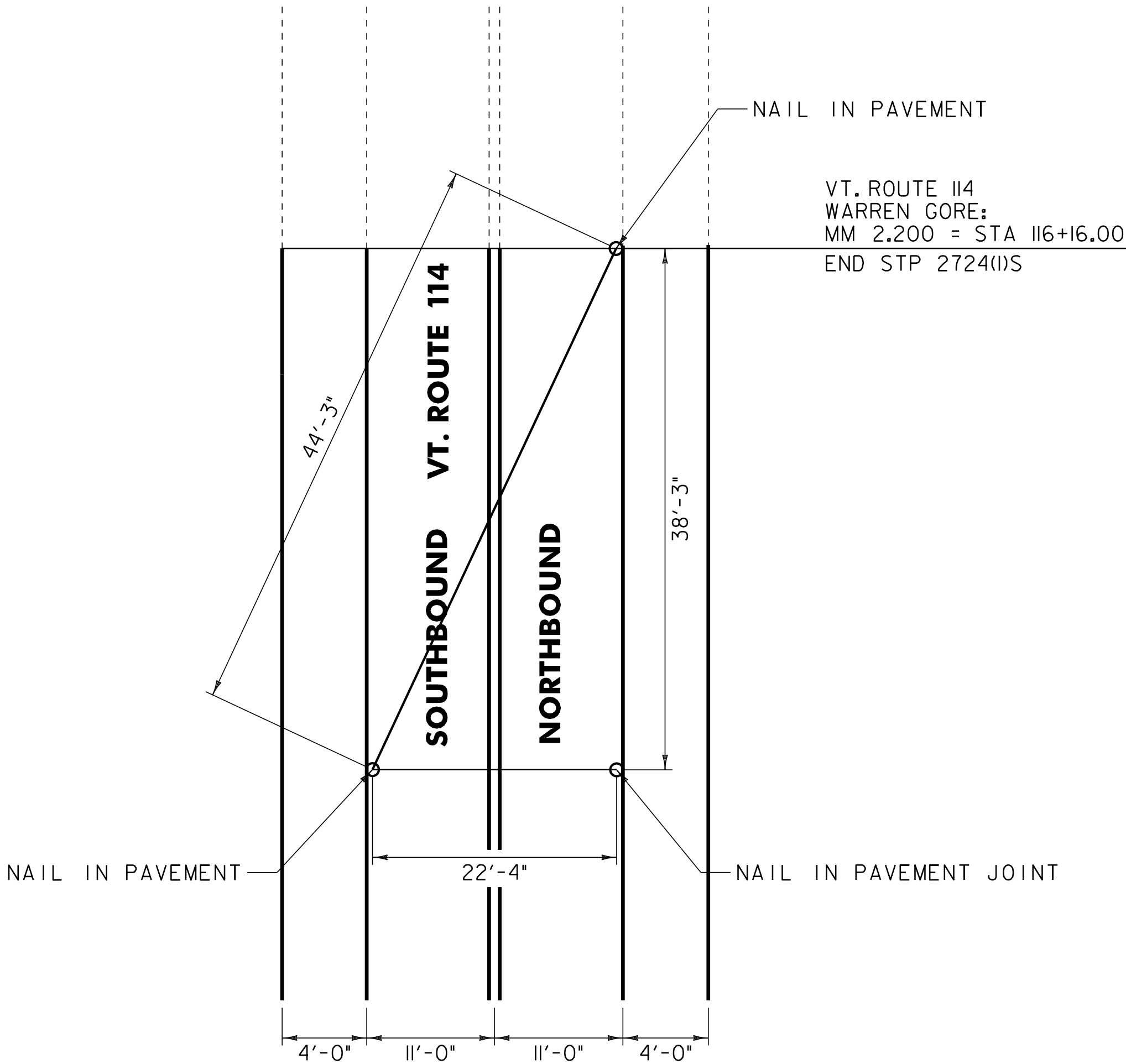
DRAWN BY: C.A.K.

CHECKED BY: D.W.E.

SHEET 13 OF 107



**BEGIN PROJECT
LOCATION TIES
VT. ROUTE 114**



**END PROJECT
LOCATION TIES
VT. ROUTE 114**

PROJECT PAVING LIMITS

TOWN & ROUTE	BEGIN STATION	END STATION	LANE TYPICAL	WEARING DEPTH	LEVELING TON	NOTES
BRIGHTON:						
VT. ROUTE 114	258+29.76	301+78.00	4'-0" - 11'-0" - 11'-0" - 4'-0"	1 1/2"	-	COLD PLANE 3", RECLAIM 8", PLACE 2" COLD MIX, PAVE WITH 1 3/4" TYPE IIIS & PAVE WITH 1 1/2" TYPE IVS
VT. ROUTE 114	301+78.00	302+06.00	4'-0" - 11'-0" - 11'-0" - 4'-0"	1 1/4"	-	BR 27 COLD PLANE 1 1/4" & PAVE WITH 1 1/4" TYPE IVS
VT. ROUTE 114	302+06.00	359+29.50	4'-0" - 11'-0" - 11'-0" - 4'-0"	1 1/2"	-	COLD PLANE 3", RECLAIM 8", PLACE 2" COLD MIX, PAVE WITH 1 3/4" TYPE IIIS & PAVE WITH 1 1/2" TYPE IVS
VT. ROUTE 114	359+29.50	359+61.50	4'-0" - 11'-0" - 11'-0" - 4'-0"	1 1/4"	-	BR 28 COLD PLANE 1 1/4" & PAVE WITH 1 1/4" TYPE IVS
VT. ROUTE 114	359+61.50	374+69.00	4'-0" - 11'-0" - 11'-0" - 4'-0"	1 1/2"	-	COLD PLANE 3", RECLAIM 8", PLACE 2" COLD MIX, PAVE WITH 1 3/4" TYPE IIIS & PAVE WITH 1 1/2" TYPE IVS
VT. ROUTE 114	374+69.00	374+77.00	4'-0" - 11'-0" - 11'-0" - 4'-0"	1 1/4"	-	BR 29 COLD PLANE 1 1/4" & PAVE WITH 1 1/4" TYPE IVS
VT. ROUTE 114	374+77.00	390+19.20	4'-0" - 11'-0" - 11'-0" - 4'-0"	1 1/2"	-	COLD PLANE 3", RECLAIM 8", PLACE 2" COLD MIX, PAVE WITH 1 3/4" TYPE IIIS & PAVE WITH 1 1/2" TYPE IVS
MORGAN:						
VT. ROUTE 114	0+00.00	95+40.00	4'-0" - 11'-0" - 11'-0" - 4'-0"	1 1/2"	-	COLD PLANE 3", RECLAIM 8", PLACE 2" COLD MIX, PAVE WITH 1 3/4" TYPE IIIS & PAVE WITH 1 1/2" TYPE IVS
VT. ROUTE 114	95+40.00	96+87.00	4'-0" - 11'-0" - 11'-0" - 4'-0"	1 1/2"	-	COLD PLANE 3", RECLAIM 8", PLACE 2" COLD MIX, PAVE WITH 1 3/4" TYPE IIIS & PAVE WITH 1 1/2" TYPE IVS
VT. ROUTE 114	96+87.00	97+46.00	10'-3" - 10'-3"	1 1/2"	-	COLD PLANE 3", RECLAIM 8", PLACE 2" COLD MIX, PAVE WITH 1 3/4" TYPE IIIS & PAVE WITH 1 1/2" TYPE IVS
VT. ROUTE 114	97+46.00	99+00.00	4'-0" - 11'-0" - 11'-0" - 4'-0"	1 1/2"	-	COLD PLANE 3", RECLAIM 8", PLACE 2" COLD MIX, PAVE WITH 1 3/4" TYPE IIIS & PAVE WITH 1 1/2" TYPE IVS
VT. ROUTE 114	99+00.00	162+67.68	4'-0" - 11'-0" - 11'-0" - 4'-0"	1 1/2"	-	COLD PLANE 3", RECLAIM 8", PLACE 2" COLD MIX, PAVE WITH 1 3/4" TYPE IIIS & PAVE WITH 1 1/2" TYPE IVS
WARREN GORE:						
VT. ROUTE 114	0+00.00	116+16.00	4'-0" - 11'-0" - 11'-0" - 4'-0"	1 1/2"	-	COLD PLANE 3", RECLAIM 8", PLACE 2" COLD MIX, PAVE WITH 1 3/4" TYPE IIIS & PAVE WITH 1 1/2" TYPE IVS

NOT TO SCALE

**PROJECT
TIE
SHEET**

PROJECT NAME: BRIGHTON - WARREN GORE

PROJECT NUMBER: STP 2724(I)S

FILE NAME: p07c216.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: M.J.L.

IPARM FILE: p07c216+tie.i

PLOT DATE: 31-OCT-2011 11:49

DRAWN BY: C.A.K.

CHECKED BY: D.W.E.

SHEET 14 OF 107

STATE OF VERMONT
AGENCY OF TRANSPORTATION

DETAILED SUMMARY OF QUANTITIES				
QUANTITIES	UNIT	ITEMS		
		RECLAIMED STABILIZED BASE/ SPECIAL PROVISION (RECLAIMED STABILIZED BASE, PORTLAND CEMENT)		
136,468	SY	MAINLINE		
32	SY	ROUNDING		
136,500	SY	TOTAL		
		SPECIAL PROVISION (COLD MIXED RECYCLED BITUMINOUS PAVEMENT, PORTLAND CEMENT)		
136,468	SY	MAINLINE		
32	SY	ROUNDING		
136,500	SY	TOTAL		
		COLD PLANING, BITUMINOUS PAVEMENT		
227	SY	BRIDGES		
987	SY	SIDEROADS		
11	SY	ROUNDING		
1225	SY	TOTAL		
		SUPERPAVE BITUMINOUS CONCRETE PAVEMENT		
11,957	TON	WEARING COURSE (TYPE IVS)		
13,931	TON	BINDER COURSE (TYPE IIIS)		
86	TON	SIDE ROADS		
919	TON	PULLOUTS		
357	TON	ROUNDING		
27,250	TON	TOTAL		
		AGGREGATE SHOULDERS		
225	TON	CAPPING FLARED GUARDRAIL END SECTIONS		
5	TON	ROUNDING		
230	TON	TOTAL		
		AGGREGATE SHOULDERS, RAP		
3424	TON	BACK UP SHOULDERS TO FULL HEIGHT		
26	TON	ROUNDING		
3450	TON	TOTAL		
		RAP MATERIAL GENERATED FROM PROJECT		
22,000	TON	TOTAL RAP MATERIAL GENERATED		
15,000	TON	REQUIRED RAP MATERIAL FOR COLD MIXED RECYCLED BITUMINOUS PAVEMENT		
3450	TON	AGGREGATE SHOULDERS, RAP		
3550	TON	REMAINING RAP MATERIAL		
			QUANTITY SHEET #1	PROJECT NAME
				PROJECT NUMBER
				FILE NAME: PROJECT LEADER
				DESIGNED BY: IPARM FILE:

[illegible]

QUANTITY SHEET #1

PROJECT NAME: BRIGHTON - WARREN GORE	
PROJECT NUMBER: STP 2724(I)S	
FILE NAME: p07c2i6.dgn	PLOT DATE: 31-OCT-2011 11:49
PROJECT LEADER: D.E.G.	DRAWN BY: C.A.K.
DESIGNED BY: M.J.L.	CHECKED BY: D.W.K.
IPARM FILE: p07c2i6quanl.i	SHEET 15 OF 107

STATE OF VERMONT
AGENCY OF TRANSPORTATION

[illegible][illegible]

QUANTITY SHEET #2

QUANTITY SHEET 3

STATE OF VERMONT
AGENCY OF TRANSPORTATION

[illegible][illegible][illegible]

QUANTITY SHEET #3

PROJECT NAME: BRIGHTON - WARREN GORE

PROJECT NUMBER: STP 2724(I)S

FILE NAME: p07c2l6.dgn

DESIGNED BY: M. J. L.

IPARM FILE: p07c2l6quan3.i

PLOT DATE: 31-OCT-2011 11:49

DRAWN BY: C.A.K.

CHECKED BY: D.W.E.

SHEET 17 OF 107

ITEM DETAIL SUMMARY SHEET #1

LOCATION			GUARDRAIL (GALVANIZED)									MISCELLANEOUS						REMARKS	
BEGIN STATION	END STATION	POS.	621.20 S.B G.R., GALV. LF	621.205 S.B. G.R.,GALV. W/8' POST LF	621.21 HD S.B. G.R., GALV. LF	621.216 HD S.B. G.R. GALV. NESTED LF	621.50 MANUF. TERM. SECT. FLARED EA	621.53 TERMINAL CONNECTOR FOR S.B. G.R. EA	621.60 ANCHOR FOR S.B. G.R. EA	621.70 G.R. APPR. SECT. GALV. TYPE I EA	621.80 REMOVAL & DISPOSAL GUARDRAIL LF	EARTH BORROW /DITCH. MAT. CY	402.12 AGGREGATE SHOULDERS TON	402.13 AGGREGATE SHOULDERS, RAP TON	604.412 REHAB, DI, CB, MH'S CLASS I EA	653.20 TEMP. EROSION MATTING SY	676.10 DELINEATOR WITH STEEL POST EA		
BRIGHTON:																			
258+29.8	390+19.2	LT/RT												530				SPOT REPAIR & BACK UP SHOULDERS TO FULL HEIGHT AS DIRECTED BY RESIDENT ENGINEER.	
268+92.0		RT													I				
300+45.8	301+77.0	RT	100.0		41.3				2		70.0							PROVIDE ANCHORS AT STA 300+45.8 & STA 300+95.8 CONNECT NEW HD STEEL BEAM GUARDRAIL TO NEW BRIDGE RAIL AT STA 301+77.0. SEE SHEET 70 FOR BR 27 DETAILS.	
300+95.8	301+77.0	LT	12.5		41.3		I				64.0	25	5			25	I	INSTALL NEW MANUFACTURED TERMINAL SECTION, FLARED FROM STA 300+95.8 TO STA 301+33.3. CONNECT NEW HD STEEL BEAM GUARDRAIL TO NEW BRIDGE RAIL AT STA 301+77.0. SEE SHEET 70 FOR BR 27 DETAILS.	
302+08.3	302+42.5	RT	14.5		32.5				I		10.7							CONNECT NEW HD STEEL BEAM GUARDRAIL TO NEW BRIDGE RAIL AT STA 302+08.3. SEE SHEET 70 FOR BR 27 DETAILS. SEE VAOT STANDARD G-ID. PROVIDE ANCHOR AT STA 302+40.5.	
302+08.3	302+76.0	LT	52.0		32.5				2		42.7							CONNECT NEW HD STEEL BEAM GUARDRAIL TO NEW BRIDGE RAIL AT STA 302+08.3. SEE SHEET 70 FOR BR 27 DETAILS. SEE VAOT STANDARD G-ID. PROVIDE TWO ANCHORS AT STA 302+69.5.	
~~313+58.5~~	~~313+85.5~~		~~250~~								~~316.5~~								
~~312+59.5~~	~~316+84.5~~	RT	~~350.0~~					2			~~316.0~~	50	10			50	2	INSTALL NEW MANUFACTURED TERMINAL SECTIONS, FLARED FROM STA 312+59.5 TO STA 312+97.0 & STA 316+47.0 TO STA 316+84.5.	
~~340+16~~	~~343+78~~		~~327~~								~~347~~								
~~340+07.0~~	~~343+57.0~~	RT	~~275.0~~					~~2~~		2	~~343.0~~	50	10			50	2	INSTALL NEW MANUFACTURED TERMINAL SECTIONS, FLARED FROM STA 340+07.0 TO STA 340+44.5 & STA 343+19.5 TO STA 343+57.0.	
~~344+01.5~~	~~347+76.5~~		~~300~~								~~375~~								
~~343+94.0~~	~~347+81.5~~	RT	~~312.5~~					2			~~379.0~~	50	10			50	2	INSTALL NEW MANUFACTURE TERMINAL SECTIONS, FLARED FROM STA 343+94.0 TO STA 344+31.5 & STA 347+44.0 TO STA 347+81.5.	
358+19.5	359+32.0	LT	50.0		32.5		I				52.0	25	5			25	I	INSTALL NEW MANUFACTURED TERMINAL SECTION, FLARED FROM STA 358+19.5 TO STA 358+57.0. CONNECT NEW HD STEEL BEAM GUARDRAIL TO NEW BRIDGE RAIL AT STA 359+32.0. SEE SHEET 71 FOR BR 28 DETAILS.	
358+84.0	359+23.5	RT	14.5		32.5				I		23.5							SEE VAOT STANDARD G-ID. PROVIDE ANCHOR AT STA 358+90.5. CONNECT NEW HD STEEL BEAM GUARDRAIL TO NEW BRIDGE RAIL AT STA 359+23.5. SEE SHEET 71 FOR BR 28 DETAILS.	
359+61.0	359+87.0	RT	14.5		32.5				I		26.0							CONNECT NEW HD STEEL BEAM GUARDRAIL TO NEW BRIDGE RAIL AT STA 359+61.0. SEE SHEET 71 FOR BR 28 DETAILS. SEE VAOT STANDARD G-ID. PROVIDE ANCHOR AT STA 359+86.5.	
359+69.5	361+69.5	LT	137.5		32.5		I				111.5	25	5			25	I	CONNECT NEW HD STEEL BEAM GUARDRAIL TO NEW BRIDGE RAIL AT STA 359+69.5. SEE SHEET 71 FOR BR 28 DETAILS. INSTALL NEW MANUFACTURED TERMINAL SECTION, FLARED FROM STA 361+32.0 TO STA 361+69.5.	
~~373+58.5~~	~~374+33.5~~		~~75~~								~~102~~								
~~372+74.0~~	~~375+49.0~~	RT	~~175.0~~			25.0	2				~~101.0~~	50	10			50	2	INSTALL NEW MANUFACTURED TERMINAL SECTIONS, FLARED FROM STA 372+74.0 TO STA 373+11.5 & STA 375+11.5 TO STA 375+49.0. SEE SHEET 9 FOR STEEL BEAM GUARDRAIL AT SMALL CULVERT DETAIL.	
~~373+97.5~~	~~376+10~~		~~112.5~~								~~112.5~~								
~~374+24.0~~	~~376+74.0~~	LT	~~150.0~~			25.0	2				~~115.0~~	50	10			50	2	INSTALL NEW MANUFACTURED TERMINAL SECTIONS, FLARED FROM STA 374+24.0 TO STA 374+61.5 & STA 376+36.5 TO STA 376+74.0. SEE SHEET 9 FOR STEEL BEAM GUARDRAIL AT SMALL CULVERT DETAIL.	
~~387+21.5~~	~~2+67~~		~~439.5~~				~~+~~				~~552~~								
~~387+15.7~~	~~390+19.2~~	LT	~~266.0~~	100			~~1~~		2		~~272.2~~	25	5			25	I	INSTALL NEW MANUFACTURED TERMINAL SECTION, FLARED FROM STA 387+15.7 TO STA 387+53.2.	
MORGAN:																			
0+00.0	162+67.68	LT/RT												685				SPOT REPAIR & BACK UP SHOULDERS TO FULL HEIGHT AS DIRECTED BY RESIDENT ENGINEER.	
~~0+00.0~~	~~2+46.5~~	LT	~~209.0~~				~~+~~				~~246.5~~	25	5			25	I	INSTALL NEW MANUFACTURED TERMINAL SECTION, FLARED FROM STA 2+09.5 TO STA 2+46.5.	
~~2+40.5~~	~~10+03~~			312.5							~~770.75~~								
~~2+26.5~~	~~9+89.0~~	RT	~~375~~	~~687.5~~			2				~~759.0~~	50	10			50	2	INSTALL NEW MANUFACTURED TERMINAL SECTIONS, FLARED FROM STA 2+26.5 TO STA 2+64.0 & STA 9+51.5 TO STA 9+89.0.	
~~10+25.5~~	~~12+25.5~~										~~208.25~~								
~~10+21.0~~	~~12+21.0~~	RT	125.0				2				~~199.0~~	50	10			50	2	INSTALL NEW MANUFACTURED TERMINAL SECTIONS, FLARED FROM STA 10+21.0 TO STA 10+58.5 & STA 11+83.5 TO STA 12+21.0.	
~~69+50~~	~~73+62.5~~		~~337.5~~								~~400~~								
~~67+96.5~~	~~73+59.0~~	RT	~~487.5~~				2				~~402.0~~	50	10			50	2	INSTALL NEW MANUFACTURED TERMINAL SECTIONS, FLARED FROM STA 67+96.5 TO STA 68+34.0 & STA 73+21.5 TO STA 73+59.0	
94+85.0	96+87.0	RT	112.5				I	I		I		25	5			25	I	INSTALL NEW MANUFACTURED TERMINAL SECTION, FLARED FROM STA 94+85.0 TO STA 95+22.5. BEGIN APPROACH SECTION, TYPE 1 AT STA 96+35.0 AND CONNECT TO EXISTING OVERPASS AT STA 96+85.0. PROVIDE TERMINAL CONNECTOR TO EXISTING OVERPASS AT STA 96+85.0 TO STA 96+87.0. SEE SHEET 72 FOR BR 31 DETAIL.	
95+60.0	96+87.0	LT	37.5				I	I		I		25	5			25	I	INSTALL NEW MANUFACTURED TERMINAL SECTION, FLARED FROM STA 95+60.0 TO STA 95+97.5. BEGIN APPROACH SECTION, TYPE 1 AT STA 96+35.0 AND CONNECT TO EXISTING OVERPASS AT STA 96+85.0. PROVIDE TERMINAL CONNECTOR TO EXISTING OVERPASS AT STA 96+85.0 TO STA 96+87.0. SEE SHEET 72 FOR BR 31 DETAIL.	
97+45.0	99+59.5	LT	125.0				I	I		I		25	5			25	I	PROVIDE TERMINAL CONNECTOR TO EXISTING OVERPASS AT STA 97+45.0 TO STA 97+47.0. CONNECT APPROACH SECTION, TYPE 1 TO EXISTING OVERPASS AT STA 97+47.0 AND END AT STA 97+97.0. INSTALL NEW MANUFACTURED TERMINAL SECTION, FLARED FROM STA 99+22.0 TO STA 99+59.5. SEE SHEET 72 FOR BR 31 DETAIL.	
97+46.5	98+73.5	RT	37.5				I	I		I		25	5			25	I	PROVIDE TERMINAL CONNECTOR TO EXISTING OVERPASS AT STA 97+46.5 TO STA 97+48.5. CONNECT APPROACH SECTION, TYPE 1 TO EXISTING OVERPASS AT STA 97+48.5 AND END AT STA 97+98.5. INSTALL NEW MANUFACTURED TERMINAL SECTION, FLARED FROM STA 98+36.0 TO STA 98+73.5. SEE SHEET 72 FOR BR 31 DETAIL.	
SHEET SUBTOTALS:			3058.0	687.5	277.6	50.0	25	4	7	4	3533.1	625	125	1215	I	625	25		
				</															

ITEM DETAIL SUMMARY SHEET #2

LOCATION			GUARDRAIL (GALVANIZED)								MISCELLANEOUS						REMARKS		
BEGIN STATION	END STATION	POS.	621.20	621.205	621.21	621.216	621.50	621.53	621.60	621.70	621.80	EARTH BORROW /DITCH. MAT.	402.12	402.13	604.412	653.20			676.10
			S.B G.R., GALV. LF	S.B. G.R.,GALV. W/8' POST LF	HD S.B. G.R., GALV. LF	HD S.B. G.R. GALV. NESTED LF	MANUF. TERM. SECT. FLARED EA	TERMINAL CONNECTOR FOR S.B. G.R. EA	ANCHOR FOR S.B. G.R. EA	G.R. APPR. SECT. GALV. TYPE I EA	REMOVAL & DISPOSAL GUARDRAIL LF								
MORGAN:																			
~~I21+88.5~~	~~I24+13.5~~		~~I50~~								~~212.5~~								
I22+05.0	I25+30.0	LT	250.0				2				~~216.0~~	50	10			50	2	INSTALL NEW MANUFACTURED TERMINAL SECTIONS, FLARED FROM STA I22+05.0 TO STA I22+42.5 & STA I24+92.5 TO STA I25+30.0.	
~~I32+97.5~~	~~I34+47.5~~		~~75~~								~~I50~~								
~~I32+95.5~~	~~I36+08.0~~	LT	~~237.5~~				2				~~154.0~~	50	10			50	2	INSTALL NEW MANUFACTURED TERMINAL SECTIONS, FLARED FROM STA I32+95.5 TO STA I33+33.0 & STA I35+70.5 TO STA I36+08.0.	
~~I33+60~~	~~I34+72.5~~		~~52.5~~								~~87.5~~								
~~I33+84.0~~	~~I35+09.0~~	RT	~~50.0~~				2				~~90.0~~	50	10			50	2	INSTALL NEW MANUFACTURED TERMINAL SECTIONS, FLARED FROM STA I33+84.0 TO STA I34+21.5 & STA I34+71.5 TO STA I35+09.0.	
~~I41+42~~	~~I43+17~~		~~I00~~								~~I75~~								
~~I41+28.5~~	~~I44+42.0~~	LT	~~238.5~~				2				~~179.0~~	50	10			50	2	INSTALL NEW MANUFACTURED TERMINAL SECTIONS, FLARED FROM STA I41+28.5 TO STA I41+66.0 & STA I44+04.5 TO STA I44+42.0.	
~~I41+62.5~~	~~I43+37.5~~		~~75~~								~~I75~~								
~~I41+75.0~~	~~I44+50.0~~	RT	~~200.0~~	25			2				~~177.0~~	50	10			50	2	INSTALL NEW MANUFACTURED TERMINAL SECTIONS, FLARED FROM STA I41+75.0 TO STA I42+12.5 & STA I44+12.5 TO STA I44+50.0.	
~~I45+45.5~~	~~I60+33~~										~~I425~~								
~~I46+19.5~~	~~I61+07.0~~	LT	I412.5				2				~~1422.0~~	50	10			50	2	INSTALL NEW MANUFACTURED TERMINAL SECTIONS, FLARED FROM STA I46+19.5 TO STA I46+57.0 & STA I60+69.5 TO STA I61+07.0.	
WARREN GORE:																			
~~0+00.0~~	~~I16+16.0~~	LT/RT												497				SPOT REPAIR & BACK UP SHOULDERS TO FULL HEIGHT AS DIRECTED BY RESIDENT ENGINEER.	
~~I8+47~~	~~25+59.5~~		~~637.5~~				2				~~675~~								
~~I8+45.0~~	~~26+57.5~~	LT	~~737.5~~								~~677.0~~	50	10			50	2	INSTALL NEW MANUFACTURED TERMINAL SECTIONS, FLARED FROM STA I8+45.0 TO STA I8+82.5 & STA 26+20.0 TO STA 26+57.5.	
~~63+76~~	~~70+26~~		~~I75~~				2				~~512.5~~								
~~64+86.5~~	~~69+99.0~~	LT	~~437.5~~	400							~~509.0~~	50	10			50	2	INSTALL NEW MANUFACTURED TERMINAL SECTIONS, FLARED FROM STA 64+86.5 TO STA 65+24.0 & STA 69+61.5 TO STA 69+99.0.	
~~I07+18~~	~~I09+68~~		~~I75~~				2				~~250~~								
~~I06+69.5~~	~~I10+32.0~~	RT	~~287.5~~								~~253.0~~	50	10			50	2	INSTALL NEW MANUFACTURED TERMINAL SECTIONS, FLARED FROM STA I06+69.5 TO STA I07+07.0 & STA I09+94.5 TO STA I10+32.0.	
~~I06+80.5~~	~~III+11.5~~		~~375~~				2				~~450~~								
~~I06+79.5~~	~~III+42.0~~	LT	~~387.5~~								~~458.0~~	50	10			50	2	INSTALL NEW MANUFACTURED TERMINAL SECTIONS, FLARED FROM STA I06+79.5 TO STA I07+17.0 & STA III+04.5 TO STA III+42.0.	

646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
BRIGHTON:
STA 258+29.76 - STA 273+00.00 EDGE LINE LT & RT

646.412 DURABLE 4 INCH YELLOW LINE, THERMOPLASTIC
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
BRIGHTON:
STA 258+29.76 - STA 273+00.00 LT C RT
STA 268+27.68 DOUBLE SOLID RT, TH-4 S - S
STA 268+27.68 DOUBLE SOLID RT, TH-4

646.442 DURABLE 8 INCH WHITE LINE, THERMOPLASTIC
BRIGHTON:
STA 259+79.00 - STA 259+91.00 FIRE HYDRANT NO PARKING ZONE, LT
STA 265+71.00 - STA 265+83.00 FIRE HYDRANT NO PARKING ZONE, LT
STA 272+06.00 - STA 272+18.00 FIRE HYDRANT NO PARKING ZONE, LT

646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
BRIGHTON:
STA 258+29.76 - STA 273+00.00 EDGE LINE LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
BRIGHTON:
STA 258+29.76 - STA 273+00.00 LT C RT
STA 268+27.68 DOUBLE SOLID RT, TH-4 S - S
STA 268+27.68 DOUBLE SOLID RT, TH-4

646.482 DURABLE 24 INCH STOP BAR, THERMOPLASTIC
BRIGHTON:
STA 268+27.68 RT, TH-4
STA 268+27.68 RT, TH-4

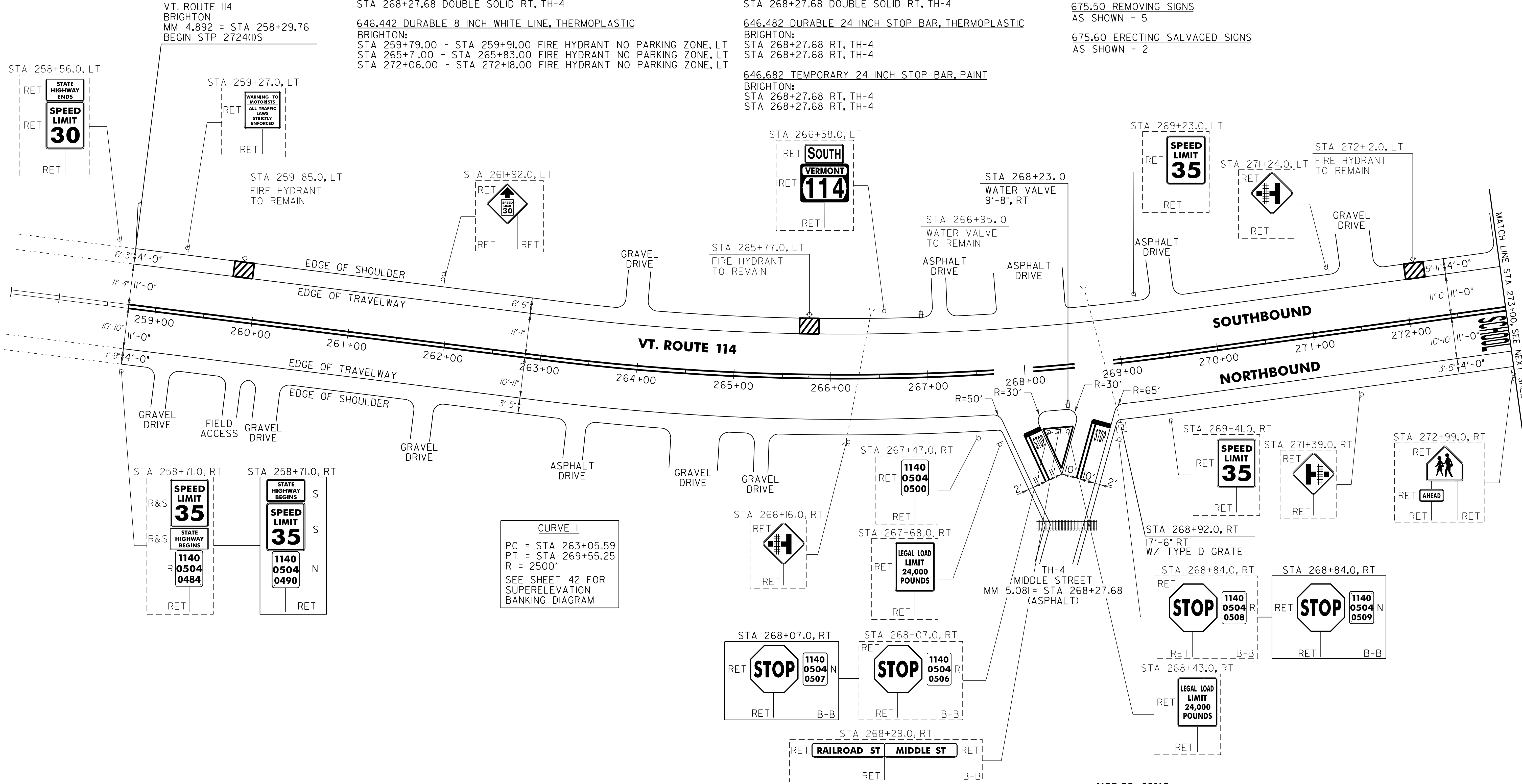
646.682 TEMPORARY 24 INCH STOP BAR, PAINT
BRIGHTON:
STA 268+27.68 RT, TH-4
STA 268+27.68 RT, TH-4

646.492 TEMPORARY LETTER OR SYMBOL, THERMOPLASTIC
BRIGHTON:
STA 268+27.68 RT, TH-4 "S,T,O,P" (4 EA)
STA 268+27.68 RT, TH-4 "S,T,O,P" (4 EA)
STA 272+99.00 RT, "S,C,H,O,O,L" (6 EA)

646.692 TEMPORARY LETTER OR SYMBOL, PAINT
BRIGHTON:
STA 268+27.68 RT, TH-4 "S,T,O,P" (12 EA)
STA 268+27.68 RT, TH-4 "S,T,O,P" (12 EA)
STA 272+99.00 RT, "S,C,H,O,O,L" (16 EA)

675.50 REMOVING SIGNS
AS SHOWN - 5

675.60 ERECTING SALVAGED SIGNS
AS SHOWN - 2



NOTE:

1. PAVING LIMIT ON ALL TOWN HIGHWAYS SHALL BE MEASURED 25 FT BACK FROM VT. ROUTE 114 EDGE OF SHOULDER UNLESS DENOTED OTHERWISE ON THE PLANS OR AS DIRECTED BY THE RESIDENT ENGINEER.

629.20 ADJUST ELEVATION OF VALVE BOX
BRIGHTON:
STA 268+23.0 RT

604.412 REHAB. DROP INLETS, CATCH BASINS, OR MANHOLES, CLASS 1
BRIGHTON:
STA 268+92.0 RT

SIGN LEGEND
R = REMOVE
S = SALVAGE
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = _____
NEW = _____

NOT TO SCALE

PROJECT LAYOUT SHEET #1	PROJECT NAME: BRIGHTON - WARREN GORE	
	PROJECT NUMBER: STP 272400S	
	FILE NAME: p07c216.dgn	PLOT DATE: 31-OCT-2011 11:50
	PROJECT LEADER: D.E.G.	DRAWN BY: C.A.K.
	DESIGNED BY: M.J.L.	CHECKED BY: D.W.E.
	IPARM FILE: p07c216101.i	SHEET 21 OF 107

646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
BRIGHTON:
STA 273+00.00 - STA 287+00.00 EDGE LINE LT & RT

646.412 DURABLE 4 INCH YELLOW LINE, THERMOPLASTIC
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
BRIGHTON:
STA 273+00.00 - STA 287+00.00 LT C RT S
STA 274+66.56 DOUBLE SOLID RT, TH-17

646.442 DURABLE 8 INCH WHITE LINE, THERMOPLASTIC
BRIGHTON:
STA 279+01.00 - STA 279+13.00 FIRE HYDRANT NO PARKING ZONE, LT

646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
BRIGHTON:
STA 273+00.00 - STA 287+00.00 EDGE LINE LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
BRIGHTON:
STA 273+00.00 - STA 287+00.00 LT C RT S
STA 274+66.56 DOUBLE SOLID RT, TH-17

646.482 DURABLE 24 INCH STOP BAR, THERMOPLASTIC
BRIGHTON:
STA 274+66.56 RT, TH-17

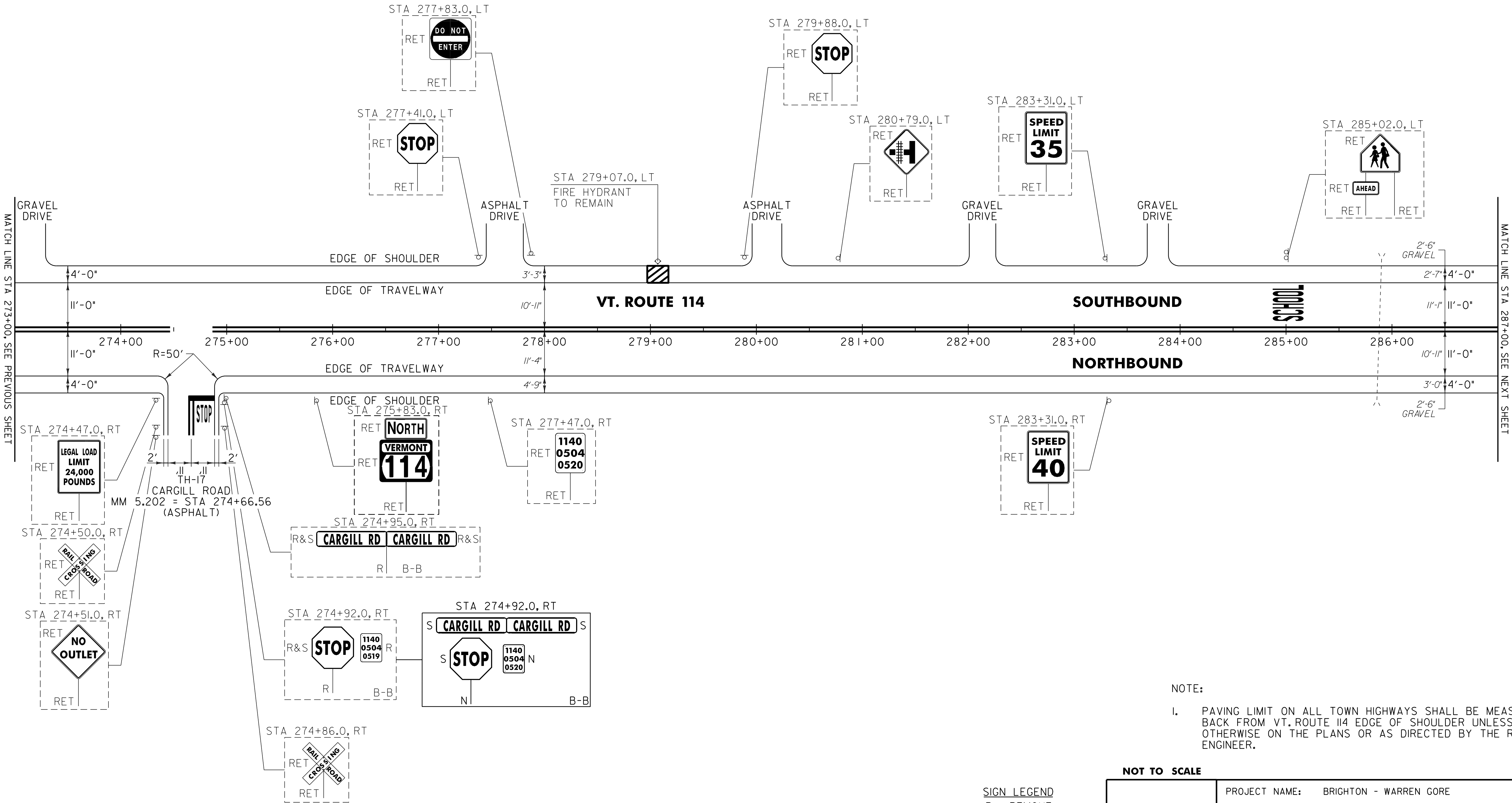
646.682 TEMPORARY 24 INCH STOP BAR, PAINT
BRIGHTON:
STA 274+66.56 RT, TH-17

646.492 DURABLE LETTER OR SYMBOL, THERMOPLASTIC
BRIGHTON:
STA 274+66.56 RT, TH-17 "S,T,O,P" (4 EA)
STA 285+02.00 LT, "S,C,H,O,O,L" (6 EA)

646.692 TEMPORARY LETTER OR SYMBOL, PAINT
BRIGHTON:
STA 274+66.56 RT, TH-17 "S,T,O,P" (12 EA)
STA 285+02.00 LT, "S,C,H,O,O,L" (16 EA)

675.50 REMOVING SIGNS
AS SHOWN - 4

675.60 ERECTING SALVAGED SIGNS
AS SHOWN - 3



NOTE:
I. PAVING LIMIT ON ALL TOWN HIGHWAYS SHALL BE MEASURED 25 FT BACK FROM VT. ROUTE 114 EDGE OF SHOULDER UNLESS DENOTED OTHERWISE ON THE PLANS OR AS DIRECTED BY THE RESIDENT ENGINEER.

NOT TO SCALE

SIGN LEGEND
R = REMOVE
S = SALVAGE
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = - - - - -
NEW = _____

PROJECT LAYOUT SHEET #2	PROJECT NAME: BRIGHTON - WARREN GORE	
	PROJECT NUMBER: STP 272400S	
	FILE NAME: p07c216.dgn	PLOT DATE: 31-OCT-2011 11:50
	PROJECT LEADER: D.E.G.	DRAWN BY: C.A.K.
	DESIGNED BY: M.J.L.	CHECKED BY: D.W.E.
	IPARM FILE: p07c216102.i	SHEET 22 OF 107

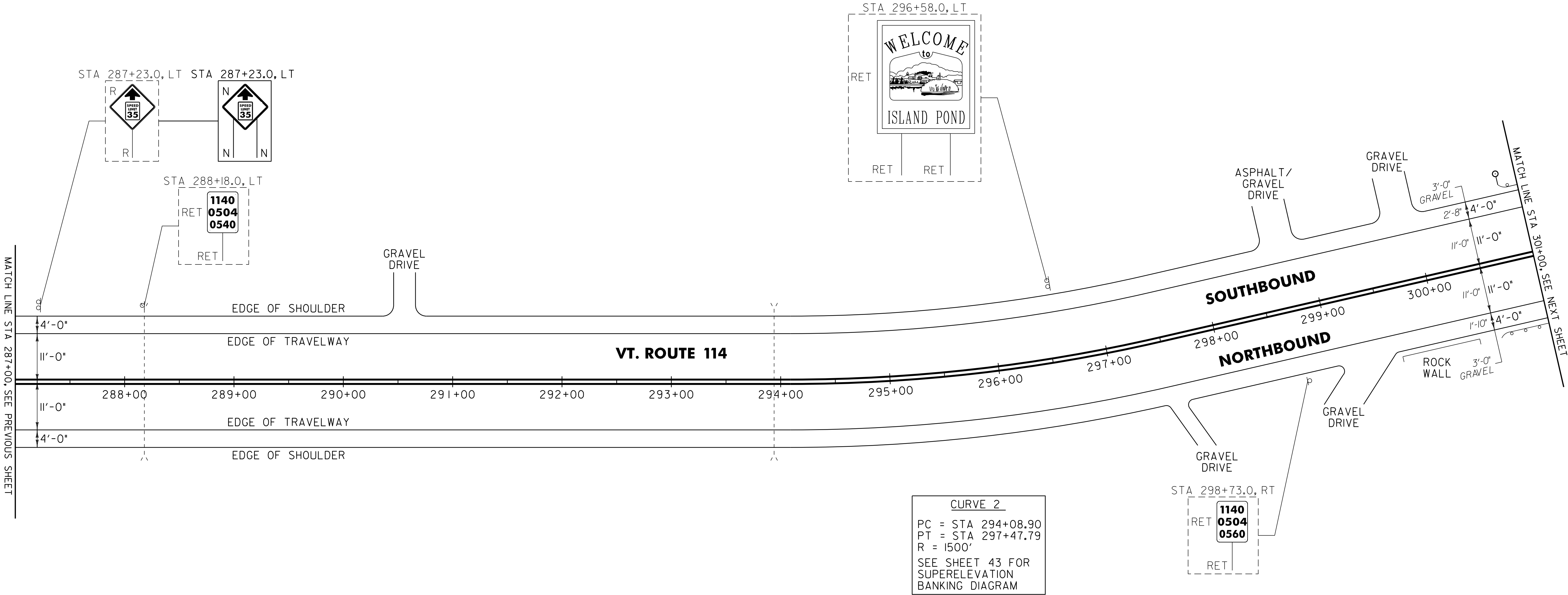
646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
BRIGHTON:
STA 287+00.00 - STA 301+00.00 EDGE LINE LT & RT

646.412 DURABLE 4 INCH YELLOW LINE, THERMOPLASTIC
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
BRIGHTON:
STA 287+00.00 - STA 301+00.00 LT C RT
S - - S

646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
BRIGHTON:
STA 287+00.00 - STA 301+00.00 EDGE LINE LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
BRIGHTON:
STA 287+00.00 - STA 301+00.00 LT C RT
S - - S

675.50 REMOVING SIGNS
AS SHOWN - I



621.20 STEEL BEAM GUARDRAIL, GALVANIZED
BRIGHTON:
STA 300+45.8 - STA 301+00.0 RT (54.2 LF)

621.50 MANUFACTURED TERMINAL SECTION, FLARED
BRIGHTON:
STA 300+95.8 - STA 301+00.0 LT

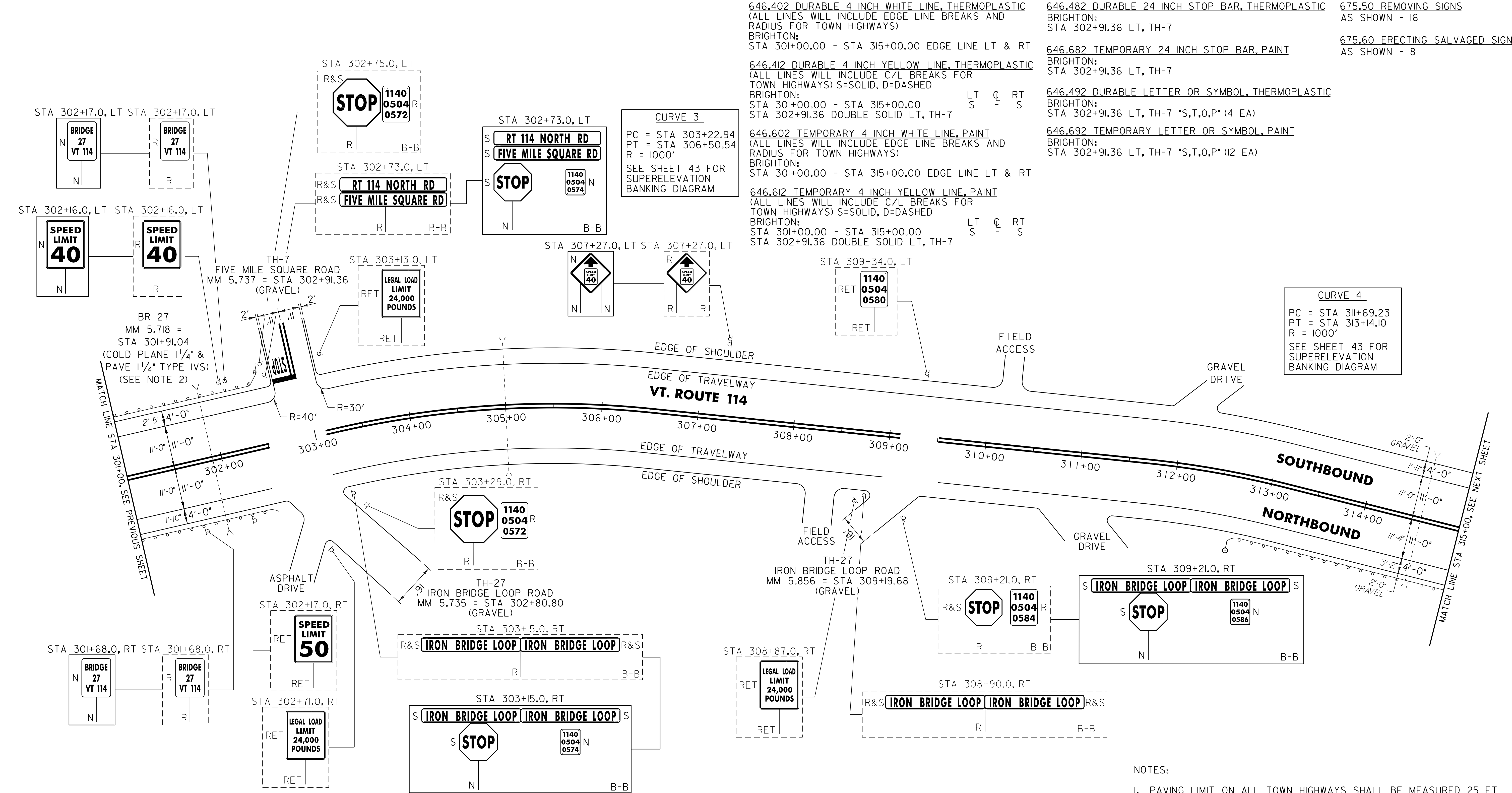
621.60 ANCHOR FOR STEEL BEAM RAIL
BRIGHTON:
STA 300+45.8 RT
STA 300+95.8 RT

676.10 DELINEATOR WITH STEEL POST
BRIGHTON:
STA 300+95.8 LT

SIGN LEGEND
R = REMOVE
S = SALVAGE
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = - - - - -
NEW = _____

NOT TO SCALE

PROJECT LAYOUT SHEET #3	PROJECT NAME: BRIGHTON - WARREN GORE	
	PROJECT NUMBER: STP 272400S	
	FILE NAME: p07c216.dgn PROJECT LEADER: D.E.G. DESIGNED BY: M.J.L. IPARM FILE: p07c216103.i	PLOT DATE: 31-OCT-2011 11:50 DRAWN BY: C.A.K. CHECKED BY: D.W.E. SHEET 23 OF 107



525.10 REMOVAL OF EXISTING RAILING

BRIGHTON:
STA 301+77.0 - STA 302+08.3 LT (31.3 LF)
STA 301+77.0 - STA 302+08.3 RT (31.3 LF)

525.60 BRIDGE RAILING REPAIR, TYPE III

BRIGHTON:
STA 301+77.0 - STA 302+08.3 LT (31.3 LF)
STA 301+77.0 - STA 302+08.3 RT (31.3 LF)

621.20 STEEL BEAM GUARDRAIL, GALVANIZED

BRIGHTON:
STA 301+00.0 - STA 301+45.8 RT (45.8 LF)
STA 301+33.3 - STA 301+45.8 LT (12.5 LF)
STA 302+33.3 - STA 302+42.5 RT (14.5 LF)
STA 302+33.3 - STA 302+76.0 LT (52.0 LF)
STA 312+97.0 - STA 315+00.0 RT (203.0 LF)

621.21 HD STEEL BEAM GUARDRAIL, GALVANIZED

BRIGHTON:
STA 301+45.8 - STA 301+77.0 RT (41.3 LF)
STA 301+45.8 - STA 301+77.0 LT (41.3 LF)
STA 302+08.3 - STA 302+33.3 RT (32.5 LF)
STA 302+08.3 - STA 302+33.3 LT (32.5 LF)

621.50 MANUFACTURED TERMINAL SECTION, FLARED

BRIGHTON:
STA 301+00.0 - STA 301+33.3 LT
STA 312+59.5 - STA 312+97.0 RT

621.60 ANCHOR FOR STEEL BEAM RAIL

BRIGHTON:
STA 302+40.5 RT
STA 302+69.5 LT
STA 302+69.5 LT

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL

BRIGHTON:
STA 301+07.0 - STA 301+77.0 RT (70.0 LF)
STA 301+13.0 - STA 301+77.0 LT (64.0 LF)
STA 302+33.3 - STA 302+44.0 RT (10.7 LF)
STA 302+33.3 - STA 302+76.0 LT (42.7 LF)
STA 313+64.0 - STA 315+00.0 RT (136.0 LF)

676.10 DELINEATOR WITH STEEL POST

BRIGHTON:
STA 312+59.5 RT

646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)

BRIGHTON:
STA 301+00.00 - STA 315+00.00 EDGE LINE LT & RT

646.412 DURABLE 4 INCH YELLOW LINE, THERMOPLASTIC
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED

BRIGHTON:
STA 301+00.00 - STA 315+00.00 LT & RT
STA 302+91.36 DOUBLE SOLID LT, TH-7

646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)

BRIGHTON:
STA 301+00.00 - STA 315+00.00 EDGE LINE LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED

BRIGHTON:
STA 301+00.00 - STA 315+00.00 LT & RT
STA 302+91.36 DOUBLE SOLID LT, TH-7

646.482 DURABLE 24 INCH STOP BAR, THERMOPLASTIC
BRIGHTON:
STA 302+91.36 LT, TH-7

646.682 TEMPORARY 24 INCH STOP BAR, PAINT

BRIGHTON:
STA 302+91.36 LT, TH-7

646.492 DURABLE LETTER OR SYMBOL, THERMOPLASTIC

BRIGHTON:
STA 302+91.36 LT, TH-7 "S,T,O,P" (4 EA)

646.692 TEMPORARY LETTER OR SYMBOL, PAINT

BRIGHTON:
STA 302+91.36 LT, TH-7 "S,T,O,P" (12 EA)

675.50 REMOVING SIGNS
AS SHOWN - 16

675.60 ERECTING SALVAGED SIGNS
AS SHOWN - 8

CURVE 4
PC = STA 311+69.23
PT = STA 313+14.10
R = 1000'
SEE SHEET 43 FOR SUPERELEVATION BANKING DIAGRAM

NOTES:

1. PAVING LIMIT ON ALL TOWN HIGHWAYS SHALL BE MEASURED 25 FT BACK FROM VT. ROUTE 114 EDGE OF SHOULDER UNLESS DENOTED OTHERWISE ON THE PLANS OR AS DIRECTED BY THE RESIDENT ENGINEER.
2. SEE SHEET 70 FOR BR 27 DETAILS.
3. THE CONTRACTOR SHALL INSTALL A NEW 16' RADIUS PANEL WITH ANCHORS AT EACH END ALONG TH-7 AS DIRECTED BY THE RESIDENT ENGINEER.

NOT TO SCALE

PROJECT LAYOUT SHEET #4

PROJECT NAME: BRIGHTON - WARREN GORE

PROJECT NUMBER: STP 2724(1)S

FILE NAME: p07c216.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: M.J.L.

IPARM FILE: p07c216104.1

PLOT DATE: 31-OCT-2011 11:50

DRAWN BY: C.A.K.

CHECKED BY: D.W.E.

SHEET 24 OF 107

SIGN LEGEND

R = REMOVE

S = SALVAGE

N = NEW

RET = RETAIN

B-B = BACK TO BACK

EXISTING = -----

NEW = _____

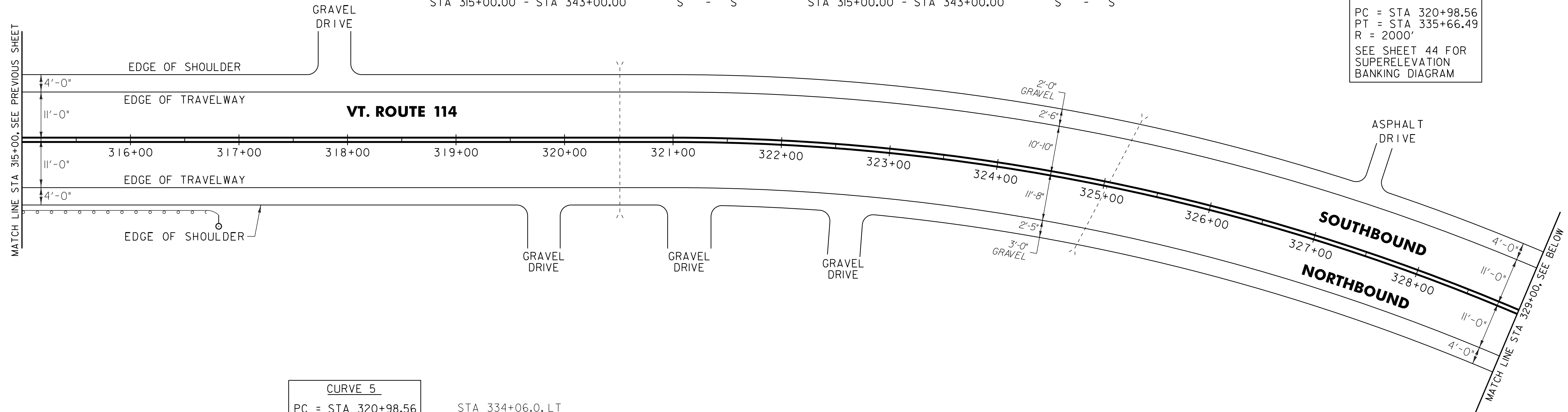
646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
BRIGHTON:
STA 315+00.00 - STA 343+00.00 EDGE LINE LT & RT

646.412 DURABLE 4 INCH YELLOW LINE, THERMOPLASTIC
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
BRIGHTON:
STA 315+00.00 - STA 343+00.00 LT C RT S

646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
BRIGHTON:
STA 315+00.00 - STA 343+00.00 EDGE LINE LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
BRIGHTON:
STA 315+00.00 - STA 343+00.00 LT C RT S

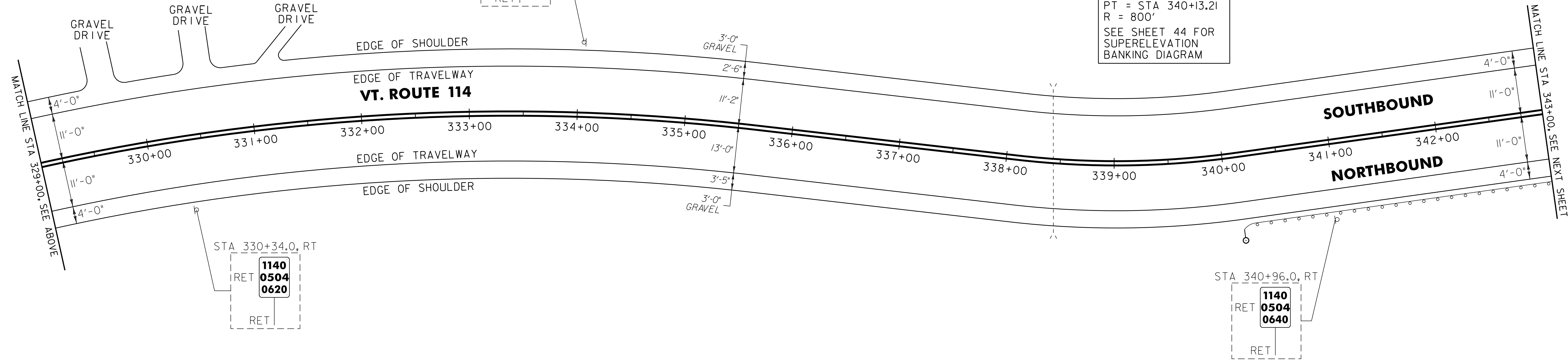
CURVE 5
PC = STA 320+98.56
PT = STA 335+66.49
R = 2000'
SEE SHEET 44 FOR
SUPERELEVATION
BANKING DIAGRAM



CURVE 5
PC = STA 320+98.56
PT = STA 335+66.49
R = 2000'
SEE SHEET 44 FOR
SUPERELEVATION
BANKING DIAGRAM

STA 334+06.0, LT
RET
SCHOOL
BUS STOP
AHEAD
RET

CURVE 6
PC = STA 338+10.32
PT = STA 340+13.21
R = 800'
SEE SHEET 44 FOR
SUPERELEVATION
BANKING DIAGRAM



STA 330+34.0, RT
RET
1140
0504
0620
RET

STA 340+96.0, RT
RET
1140
0504
0640
RET

621.20 STEEL BEAM GUARDRAIL, GALVANIZED
BRIGHTON:
STA 315+00.0 - STA 316+47.0 RT (147.0 LF)
STA 340+44.5 - STA 343+00.0 RT (255.5 LF)

621.50 MANUFACTURED TERMINAL SECTION, FLARED
BRIGHTON:
STA 316+47.0 - STA 316+84.5 RT
STA 340+07.0 - STA 340+44.5 RT

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL
BRIGHTON:
STA 315+00.0 - STA 316+80.0 RT (180.0 LF)
STA 340+14.0 - STA 343+00.0 RT (286.0 LF)

676.10 DELINEATOR WITH STEEL POST
BRIGHTON:
STA 316+84.5 RT
STA 340+07.0 RT

SIGN LEGEND
R = REMOVE
S = SALVAGE
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = - - - - -
NEW = _____

NOT TO SCALE

PROJECT
LAYOUT
SHEET #5

PROJECT NAME: BRIGHTON - WARREN GORE

PROJECT NUMBER: STP 272411S

FILE NAME: p07c216.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: M.J.L.

IPARM FILE: p07c216105.1

PLOT DATE: 31-OCT-2011 11:50

DRAWN BY: C.A.K.

CHECKED BY: D.W.E.

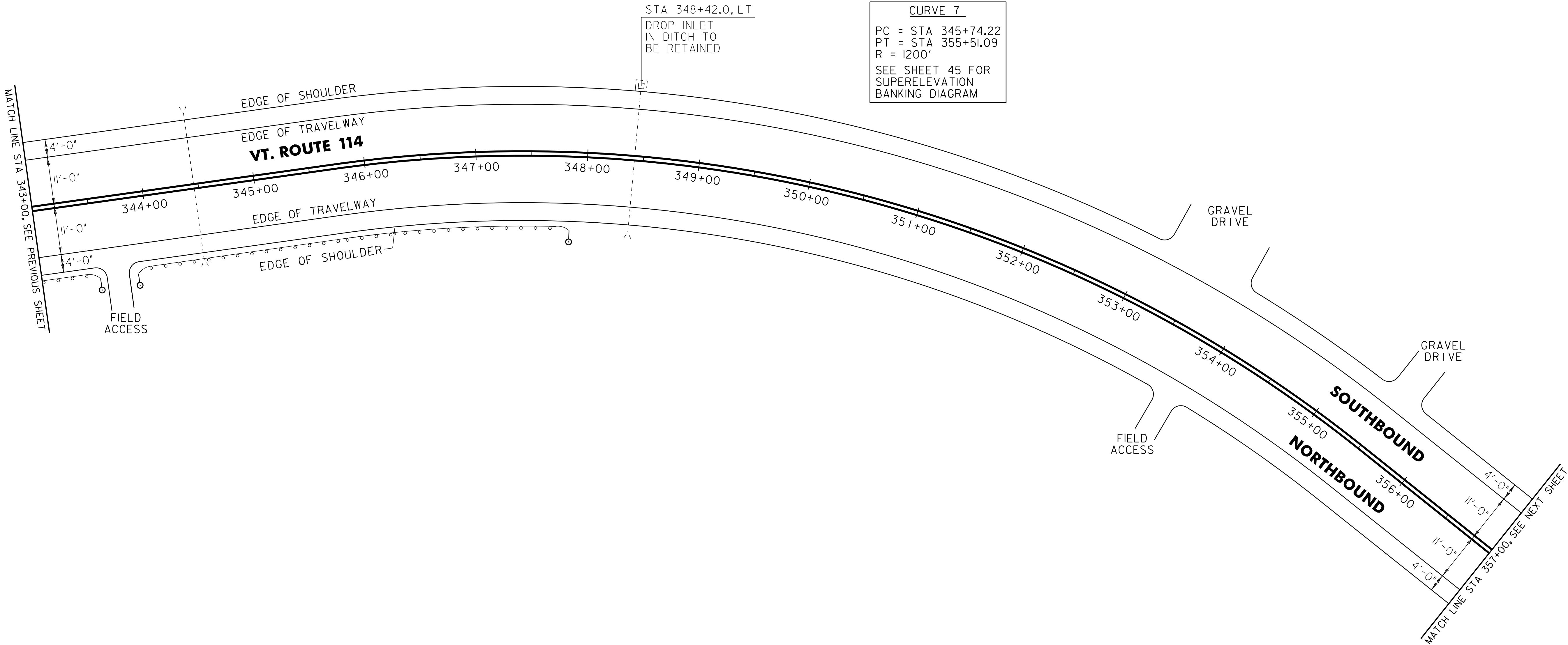
SHEET 25 OF 107

646.402 Durable 4 inch white line, thermoplastic
(all lines will include edge line breaks and
radius for town highways)
Brighton:
STA 343+00.00 - STA 357+00.00 edge line LT & RT

646.412 Durable 4 inch yellow line, thermoplastic
(all lines will include C/L breaks for
town highways) S=solid, D=dashed
Brighton:
STA 343+00.00 - STA 357+00.00 LT CL RT
S - - S

646.602 Temporary 4 inch white line, paint
(all lines will include edge line breaks and
radius for town highways)
Brighton:
STA 343+00.00 - STA 357+00.00 edge line LT & RT

646.612 Temporary 4 inch yellow line, paint
(all lines will include C/L breaks for
town highways) S=solid, D=dashed
Brighton:
STA 343+00.00 - STA 357+00.00 LT CL RT
S - - S



621.20 STEEL BEAM GUARDRAIL, GALVANIZED
Brighton:
STA 343+00.0 - STA 343+19.5 RT (19.5 LF)
STA 344+31.5 - STA 347+44.0 RT (312.5 LF)

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL
Brighton:
STA 343+00.0 - STA 343+57.0 RT (57.0 LF)
STA 343+94.0 - STA 347+73.0 RT (379.0 LF)

621.50 MANUFACTURED TERMINAL SECTION, FLARED
Brighton:
STA 343+19.5 - STA 343+57.0 RT
STA 343+94.0 - STA 344+31.5 RT
STA 347+44.0 - STA 347+81.5 RT

676.10 DELINEATOR WITH STEEL POST
Brighton:
STA 343+57.0 RT
STA 343+94.0 RT
STA 347+81.5 RT

SIGN LEGEND
R = REMOVE
S = SALVAGE
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = - - - - -
NEW = _____

NOT TO SCALE

PROJECT
LAYOUT
SHEET #6

PROJECT NAME: BRIGHTON - WARREN GORE

PROJECT NUMBER: STP 272400S

FILE NAME: p07c216.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: M.J.L.

IPARM FILE: p07c216106.i

PLOT DATE: 31-OCT-2011 11:50

DRAWN BY: C.A.K.

CHECKED BY: D.W.E.

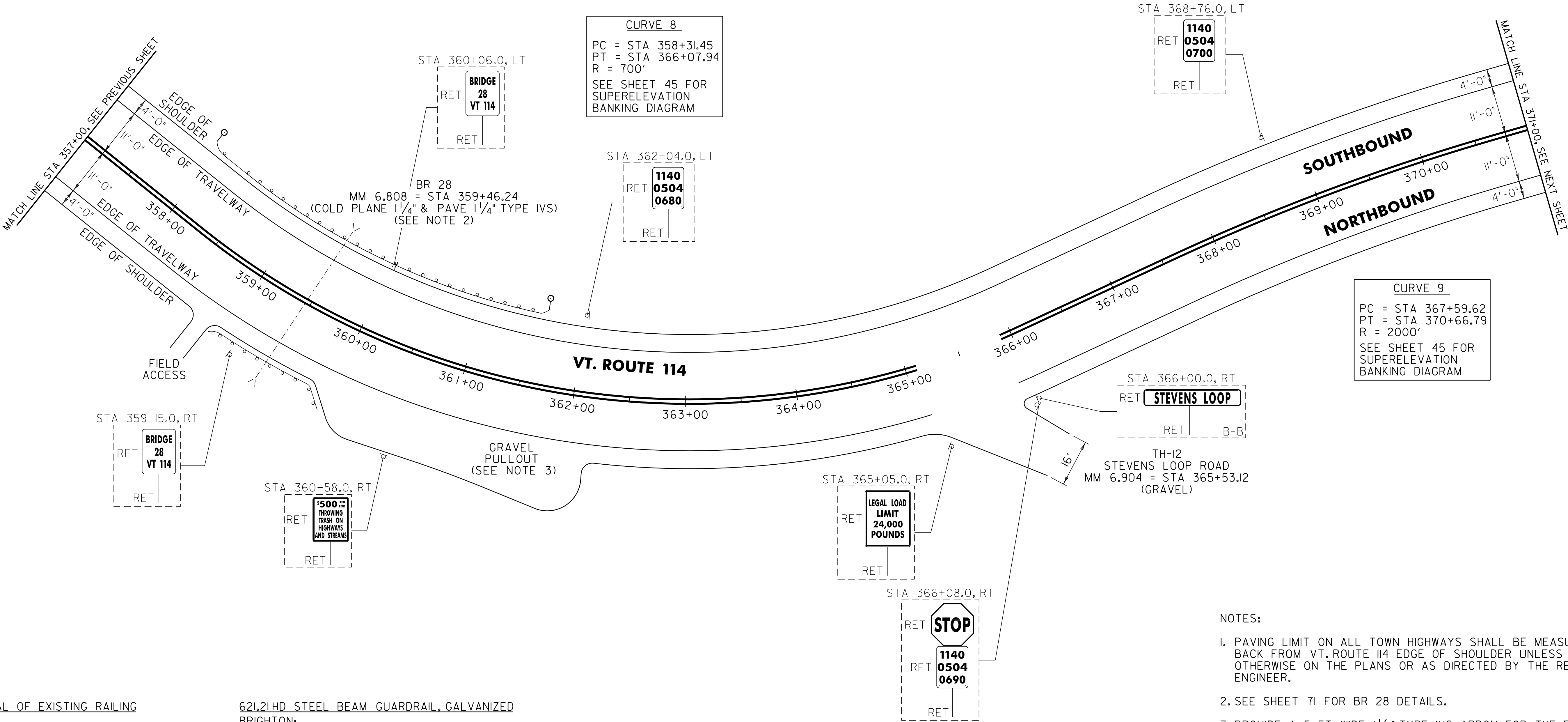
SHEET 26 OF 107

646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
BRIGHTON:
STA 357+00.00 - STA 371+00.00 EDGE LINE LT & RT

646.412 DURABLE 4 INCH YELLOW LINE, THERMOPLASTIC
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
BRIGHTON:
STA 357+00.00 - STA 371+00.00 LT C RT
S - S

646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
BRIGHTON:
STA 357+00.00 - STA 371+00.00 EDGE LINE LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
BRIGHTON:
STA 357+00.00 - STA 371+00.00 LT C RT
S - S



525.10 REMOVAL OF EXISTING RAILING
BRIGHTON:
STA 359+23.5 - STA 359+61.0 RT (37.5 LF)
STA 359+32.0 - STA 359+69.5 LT (37.5 LF)

525.60 BRIDGE RAILING REPAIR, TYPE III
BRIGHTON:
STA 359+23.5 - STA 359+61.0 RT (37.5 LF)
STA 359+32.0 - STA 359+69.5 LT (37.5 LF)

621.20 STEEL BEAM GUARDRAIL, GALVANIZED
BRIGHTON:
STA 358+57.0 - STA 359+07.0 LT (50.0 LF)
STA 358+84.0 - STA 358+98.5 RT (14.5 LF)
STA 359+86.0 - STA 359+87.0 RT (14.5 LF)
STA 359+94.5 - STA 361+32.0 LT (137.5 LF)

621.21HD STEEL BEAM GUARDRAIL, GALVANIZED
BRIGHTON:
STA 358+98.5 - STA 359+23.5 RT (32.5 LF)
STA 359+07.0 - STA 359+32.0 LT (32.5 LF)
STA 359+61.0 - STA 359+86.0 RT (32.5 LF)
STA 359+69.5 - STA 359+94.5 LT (32.5 LF)

621.50 MANUFACTURED TERMINAL SECTION, FLARED
BRIGHTON:
STA 358+19.5 - STA 358+57.0 LT
STA 361+32.0 - STA 361+69.5 LT

621.60 ANCHOR FOR STEEL BEAM RAIL
BRIGHTON:
STA 358+90.5 RT
STA 359+86.5 RT

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL
BRIGHTON:
STA 358+80.0 - STA 359+32.0 LT (52.0 LF)
STA 359+00.0 - STA 359+23.5 RT (23.5 LF)
STA 359+61.0 - STA 359+87.0 RT (26.0 LF)
STA 359+69.5 - STA 360+81.0 LT (111.5 LF)

676.10 DELINEATOR WITH STEEL POST
BRIGHTON:
STA 358+19.5 LT
STA 361+69.5 LT

SIGN LEGEND
R = REMOVE
S = SALVAGE
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = -----
NEW = _____

- NOTES:
- PAVING LIMIT ON ALL TOWN HIGHWAYS SHALL BE MEASURED 25 FT BACK FROM VT.ROUTE 114 EDGE OF SHOULDER UNLESS DENOTED OTHERWISE ON THE PLANS OR AS DIRECTED BY THE RESIDENT ENGINEER.
 - SEE SHEET 71 FOR BR 28 DETAILS.
 - PROVIDE A 5 FT WIDE, 1 1/2" TYPE IVS APRON FOR THE EXISTING GRAVEL PULLOUT. ANY REQUIRED EXCAVATION SHALL BE PERFORMED AS DIRECTED BY THE RESIDENT ENGINEER AND PAID FOR UNDER ITEM 608.25 ALL PURPOSE EXCAVATOR RENTAL, TYPE I.

NOT TO SCALE	
PROJECT LAYOUT SHEET #7	PROJECT NAME: BRIGHTON - WARREN GORE
	PROJECT NUMBER: STP 272400S
	FILE NAME: p07c216.dgn
	PLOT DATE: 31-OCT-2011 11:50
	PROJECT LEADER: D.E.G.
	DRAWN BY: C.A.K.
	DESIGNED BY: M.J.L.
	CHECKED BY: D.W.E.
	IPARM FILE: p07c216107.1
	SHEET 27 OF 107

646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
BRIGHTON:
STA 371+00.00 - STA 385+00.00 EDGE LINE LT & RT

646.412 DURABLE 4 INCH YELLOW LINE, THERMOPLASTIC
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
BRIGHTON:
STA 371+00.00 - STA 385+00.00 LT C RT
STA 371+00.00 - STA 385+00.00 S - S
STA 382+48.32 DOUBLE SOLID LT, VT. ROUTE III

646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
BRIGHTON:
STA 371+00.00 - STA 385+00.00 EDGE LINE LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
BRIGHTON:
STA 371+00.00 - STA 385+00.00 LT C RT
STA 371+00.00 - STA 385+00.00 S - S
STA 382+48.32 DOUBLE SOLID LT, VT. ROUTE III

646.482 DURABLE 24 INCH STOP BAR, THERMOPLASTIC
BRIGHTON:
STA 382+48.32 LT, VT. ROUTE III

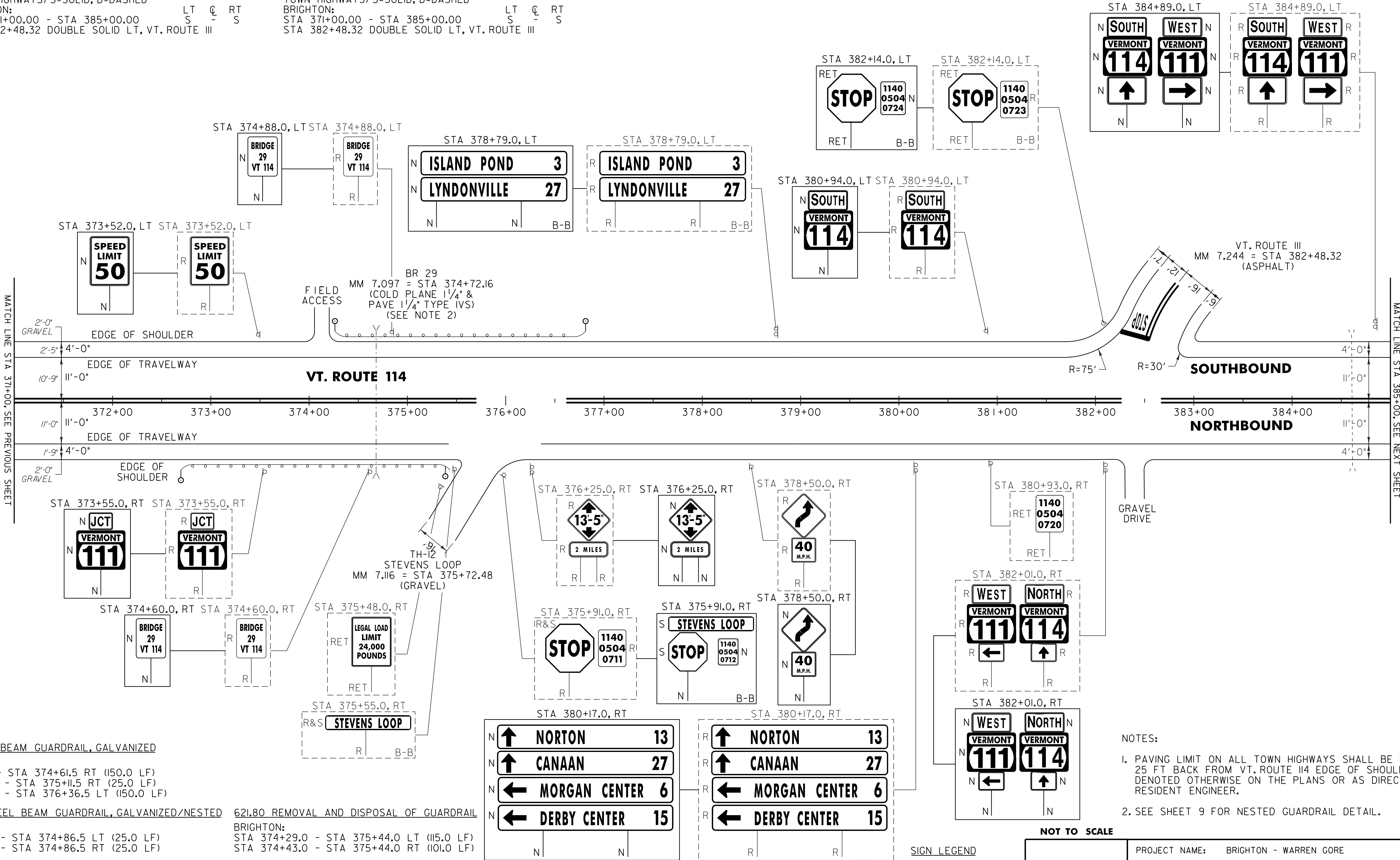
646.682 TEMPORARY 24 INCH STOP BAR, PAINT
BRIGHTON:
STA 382+48.32 LT, VT. ROUTE III

646.492 DURABLE LETTER OR SYMBOL, THERMOPLASTIC
BRIGHTON:
STA 382+48.32 LT, VT. ROUTE III "S,T,O,P" (4 EA)

646.692 TEMPORARY LETTER OR SYMBOL, PAINT
BRIGHTON:
STA 382+48.32 LT, VT. ROUTE III "S,T,O,P" (12 EA)

675.50 REMOVING SIGNS
AS SHOWN - 33

675.60 ERECTING SALVAGED SIGNS
AS SHOWN - 2



621.20 STEEL BEAM GUARDRAIL, GALVANIZED
BRIGHTON:
STA 373+11.5 - STA 374+61.5 RT (150.0 LF)
STA 374+86.5 - STA 375+11.5 RT (25.0 LF)
STA 374+86.5 - STA 376+36.5 LT (150.0 LF)

621.216 HD STEEL BEAM GUARDRAIL, GALVANIZED/NESTED
BRIGHTON:
STA 374+61.5 - STA 374+86.5 LT (25.0 LF)
STA 374+61.5 - STA 374+86.5 RT (25.0 LF)

621.50 MANUFACTURED TERMINAL SECTION, FLARED
BRIGHTON:
STA 372+74.0 - STA 373+11.5 RT
STA 374+24.0 - STA 374+61.5 LT
STA 375+11.5 - STA 375+49.0 RT
STA 376+36.5 - STA 376+74.0 LT

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL
BRIGHTON:
STA 374+29.0 - STA 375+44.0 LT (115.0 LF)
STA 374+43.0 - STA 375+44.0 RT (101.0 LF)

676.10 DELINEATOR WITH STEEL POST
BRIGHTON:
STA 372+74.0 RT
STA 374+24.0 LT
STA 375+49.0 RT
STA 376+74.0 LT

SIGN LEGEND
R = REMOVE
S = SALVAGE
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING BY: - - - - -
NEW = - - - - -

NOTES:
1. PAVING LIMIT ON ALL TOWN HIGHWAYS SHALL BE MEASURED 25 FT BACK FROM VT. ROUTE 114 EDGE OF SHOULDER UNLESS DENOTED OTHERWISE ON THE PLANS OR AS DIRECTED BY THE RESIDENT ENGINEER.
2. SEE SHEET 9 FOR NESTED GUARDRAIL DETAIL.

NOT TO SCALE	
PROJECT LAYOUT SHEET #8	PROJECT NAME: BRIGHTON - WARREN GORE
	PROJECT NUMBER: STP 2724(1)S
	FILE NAME: p07c216.dgn
	PLOT DATE: 31-OCT-2011 11:50
PROJECT LEADER: D.E.G.	
DRAWN BY: C.A.K.	
DESIGNED BY: M.J.L.	
CHECKED BY: D.W.E.	
IPARM FILE: p07c216108.1	
SHEET 28 OF 107	

646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
BRIGHTON:
STA 385+00.00 - STA 390+19.20 EDGE LINE LT & RT

MORGAN:
STA 0+00.00 - STA 10+00.00 EDGE LINE LT & RT

646.412 DURABLE 4 INCH YELLOW LINE, THERMOPLASTIC
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
BRIGHTON:
STA 385+00.00 - STA 390+19.20

MORGAN:
STA 0+00.00 - STA 10+00.00

646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
BRIGHTON:
STA 385+00.00 - STA 390+19.20 EDGE LINE LT & RT

MORGAN:
STA 0+00.00 - STA 10+00.00 EDGE LINE LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
BRIGHTON:
STA 385+00.00 - STA 390+19.20

MORGAN:
STA 0+00.00 - STA 10+0.00

675.50 REMOVING SIGNS
AS SHOWN - 10

STA 386+85.0, LT

N

↑

ISLAND POND

3

N

↑

LYNDONVILLE

27

N

MORGAN CENTER

6

→

N

DERBY CENTER

15

→

N

N

STA 386+85.0, LT

R

↑

ISLAND POND

3

R

↑

LYNDONVILLE

27

R

MORGAN CENTER

6

→

R

DERBY CENTER

15

→

R

R

STA 388+82.0, LT

N

JCT

VERMONT

111

N

STA 388+82.0, LT

R

JCT

VERMONT

111

R

CURVE II
PC = STA 389+17.60
PT = STA 3+65.61
R = 650'
SEE SHEETS 46 & 47
FOR SUPERELEVATION
BANKING TABLE

STA 0+00.0, LT

N

BRIGHTON

MORGAN

N

ESSEX CO

ORLEANS CO

N

1140

0504

0739

N

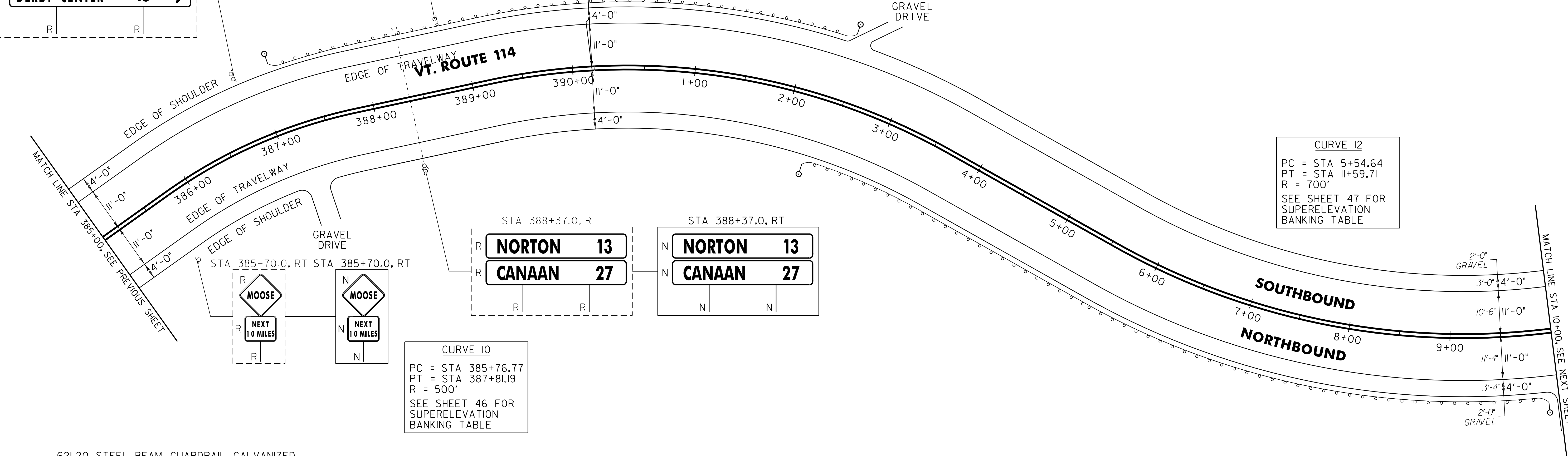
1140

1014

0000

N

MM 7.390 = STA 390+19.20
MM 0.000 = STA 0+00.00
BRIGHTON MORGAN



621.20 STEEL BEAM GUARDRAIL, GALVANIZED
BRIGHTON:
STA 387+53.2 - STA 390+19.2 LT (266.0 LF)

MORGAN:
STA 0+00.0 - STA 2+09.0 LT (209.0 LF)

621.205 STEEL BEAM GUARDRAIL, GALVANIZED W/8 FEET POSTS
MORGAN:
STA 2+64.0 - STA 9+51.5 RT (687.5 LF)

621.50 MANUFACTURED TERMINAL SECTION, FLARED
BRIGHTON:
STA 387+15.7 - STA 387+53.2 LT

MORGAN:
STA 2+09.0 - STA 2+46.5 LT
STA 2+26.5 - STA 2+64.0 RT
STA 9+51.5 - STA 9+89.0 RT

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL
BRIGHTON:
STA 387+47.0 - STA 390+19.2 LT (272.2 LF)

MORGAN:
STA 0+00.0 - STA 2+46.5 LT (246.5 LF)
STA 2+29.5 - STA 9+88.5 RT (759.0 LF)

676.10 DELINEATOR WITH STEEL POST
BRIGHTON:
STA 387+15.7 LT

MORGAN:
STA 2+26.5 RT
STA 2+46.5 LT
STA 9+89.0 RT

SIGN LEGEND
R = REMOVE
S = SALVAGE
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = -----
NEW = _____

NOT TO SCALE

PROJECT
LAYOUT
SHEET #9

PROJECT NAME: BRIGHTON - WARREN GORE
PROJECT NUMBER: STP 272400S

FILE NAME: p07c216.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: M.J.L.
IPARM FILE: p07c216109.i

PLOT DATE: 31-OCT-2011 11:50
DRAWN BY: C.A.K.
CHECKED BY: D.W.E.
SHEET 29 OF 107

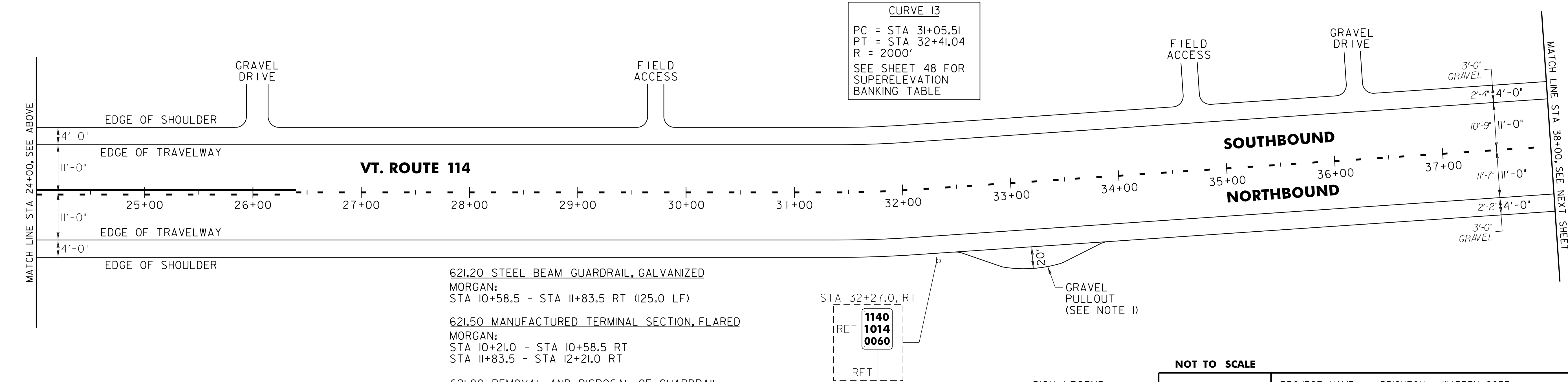
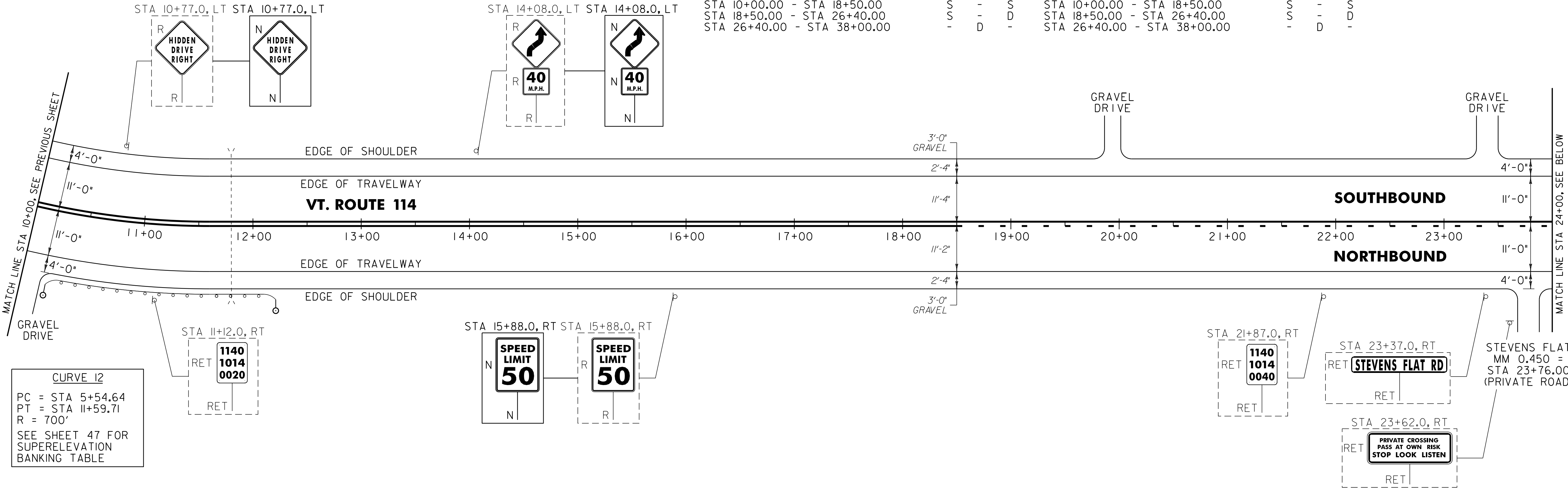
646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
MORGAN:
STA 10+00.00 - STA 38+00.00 EDGE LINE LT & RT

646.412 DURABLE 4 INCH YELLOW LINE, THERMOPLASTIC
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
MORGAN:
STA 10+00.00 - STA 18+50.00 LT C RT
STA 18+50.00 - STA 26+40.00 S - S D
STA 26+40.00 - STA 38+00.00 - D -

646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
MORGAN:
STA 10+00.00 - STA 38+00.00 EDGE LINE LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
MORGAN:
STA 10+00.00 - STA 18+50.00 LT C RT
STA 18+50.00 - STA 26+40.00 S - S D
STA 26+40.00 - STA 38+00.00 - D -

675.50 REMOVING SIGNS
AS SHOWN - 4



NOTE:

1. PROVIDE A 5 FT WIDE, 1½" TYPE IVS APRON FOR THE EXISTING GRAVEL PULLOUT. ANY REQUIRED EXCAVATION SHALL BE PERFORMED AS DIRECTED BY THE RESIDENT ENGINEER AND PAID FOR UNDER ITEM 608.25 ALL PURPOSE EXCAVATOR RENTAL, TYPE 1.

621.20 STEEL BEAM GUARDRAIL, GALVANIZED
MORGAN:
STA 10+58.5 - STA 11+83.5 RT (125.0 LF)

621.50 MANUFACTURED TERMINAL SECTION, FLARED
MORGAN:
STA 10+21.0 - STA 10+58.5 RT
STA 11+83.5 - STA 12+21.0 RT

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL
MORGAN:
STA 10+21.0 - STA 12+20.0 RT (199.0 LF)

676.10 DELINEATOR WITH STEEL POST
MORGAN:
STA 10+21.0 RT
STA 12+21.0 RT

SIGN LEGEND
R = REMOVE
S = SALVAGE
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = - - - - -
NEW = _____

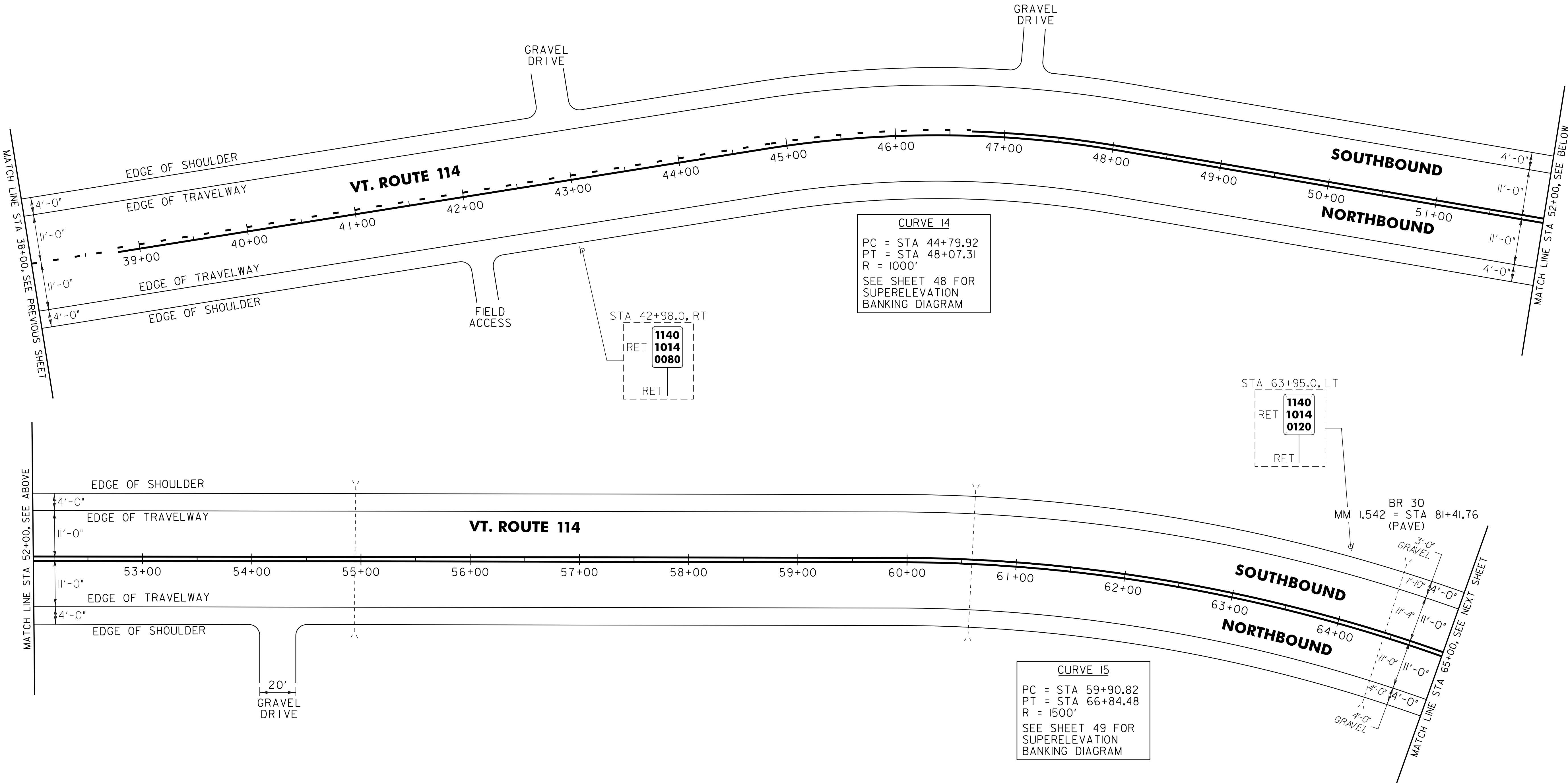
NOT TO SCALE		
PROJECT LAYOUT SHEET #10	PROJECT NAME:	BRIGHTON - WARREN GORE
	PROJECT NUMBER:	STP 272411S
	FILE NAME:	p07c216.dgn
	PROJECT LEADER:	D.E.G.
	DESIGNED BY:	M.J.L.
	IPARM FILE:	p07c216110.i
	PLOT DATE:	31-OCT-2011 11:50
	DRAWN BY:	C.A.K.
	CHECKED BY:	D.W.E.
		SHEET 30 OF 107

646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
MORGAN:
STA 38+00.00 - STA 65+00.00 EDGE LINE LT & RT

646.412 DURABLE 4 INCH YELLOW LINE, THERMOPLASTIC
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
MORGAN:
STA 38+00.00 - STA 38+80.00 LT Q RT
STA 38+80.00 - STA 46+70.00 D - S
STA 46+70.00 - STA 65+00.00 S - S

646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
MORGAN:
STA 38+00.00 - STA 65+00.00 EDGE LINE LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
MORGAN:
STA 38+00.00 - STA 38+80.00 LT Q RT
STA 38+80.00 - STA 46+70.00 D - S
STA 46+70.00 - STA 65+00.00 S - S



SIGN LEGEND
R = REMOVE
S = SALVAGE
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = - - - - -
NEW = - - - - -

NOT TO SCALE

PROJECT LAYOUT SHEET #11	PROJECT NAME: BRIGHTON - WARREN GORE	
	PROJECT NUMBER: STP 272400S	
	FILE NAME: p07c216.dgn	PLOT DATE: 31-OCT-2011 11:51
	PROJECT LEADER: D.E.G.	DRAWN BY: C.A.K.
	DESIGNED BY: M.J.L.	CHECKED BY: D.W.E.
	IPARM FILE: p07c216III.i	SHEET 31 OF 107

646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
MORGAN:
STA 65+00.00 - STA 80+00.00 EDGE LINE LT & RT

646.412 DURABLE 4 INCH YELLOW LINE, THERMOPLASTIC
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
MORGAN:
STA 65+00.00 - STA 80+00.00

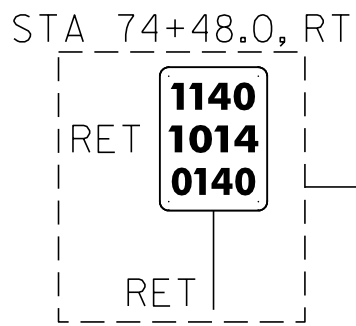
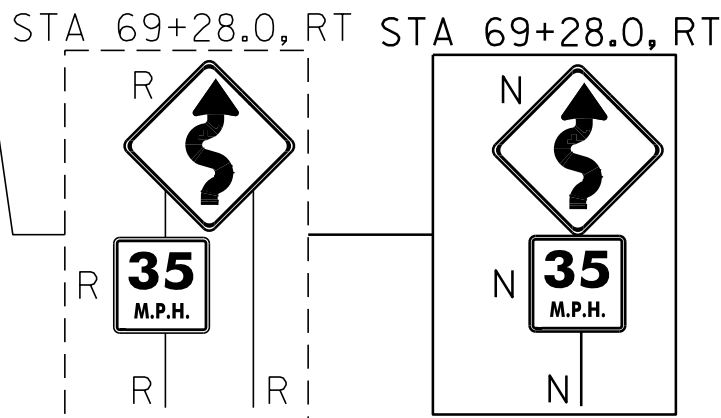
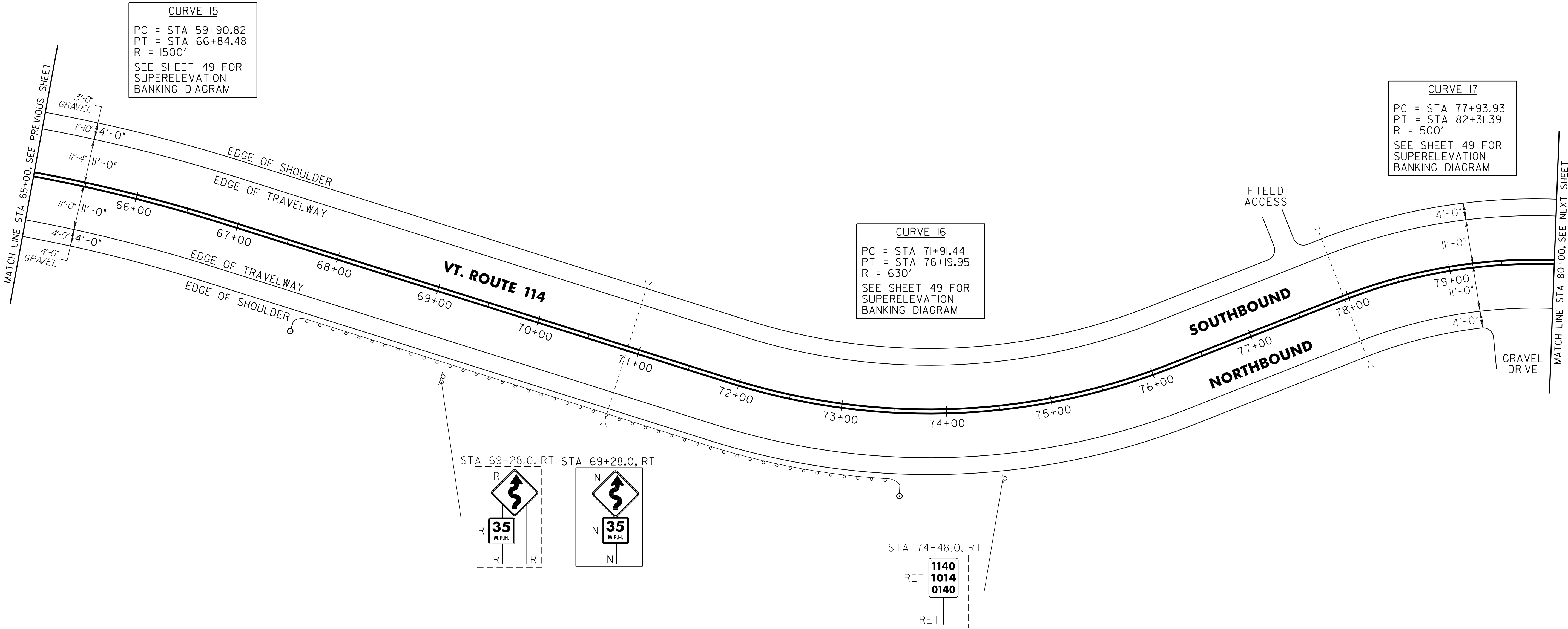
LT	CL	RT
S	-	S

646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
MORGAN:
STA 65+00.00 - STA 80+00.00 EDGE LINE LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
MORGAN:
STA 65+00.00 - STA 80+00.00

LT	CL	RT
S	-	S

675.50 REMOVING SIGNS
AS SHOWN - 2



621.20 STEEL BEAM GUARDRAIL, GALVANIZED
MORGAN:
STA 68+34.0 - STA 73+21.5 RT (487.5 LF)

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL
MORGAN:
STA 69+57.0 - STA 73+59.0 RT (402.0 LF)

621.50 MANUFACTURED TERMINAL SECTION, FLARED
MORGAN:
STA 67+96.5 - STA 68+34.0 RT
STA 73+21.5 - STA 73+59.0 RT

676.10 DELINEATOR WITH STEEL POST
MORGAN:
STA 67+96.5 RT
STA 73+59.0 RT

SIGN LEGEND
R = REMOVE
S = SALVAGE
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = - - - - -
NEW = _____

NOT TO SCALE			
PROJECT LAYOUT SHEET #12	PROJECT NAME: BRIGHTON - WARREN GORE		
	PROJECT NUMBER: STP 2724(1)S		
	FILE NAME: p07c216.dgn	PLOT DATE: 31-OCT-2011 11:51	
	PROJECT LEADER: D.E.G.	DRAWN BY: C.A.K.	
	DESIGNED BY: M.J.L.	CHECKED BY: D.W.E.	
	IPARM FILE: p07c216112.i	SHEET 32 OF 107	

646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
MORGAN:
STA 80+00.00 - STA 94+00.00 EDGE LINE LT & RT

646.412 DURABLE 4 INCH YELLOW LINE, THERMOPLASTIC
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
MORGAN:
STA 80+00.00 - STA 94+00.00

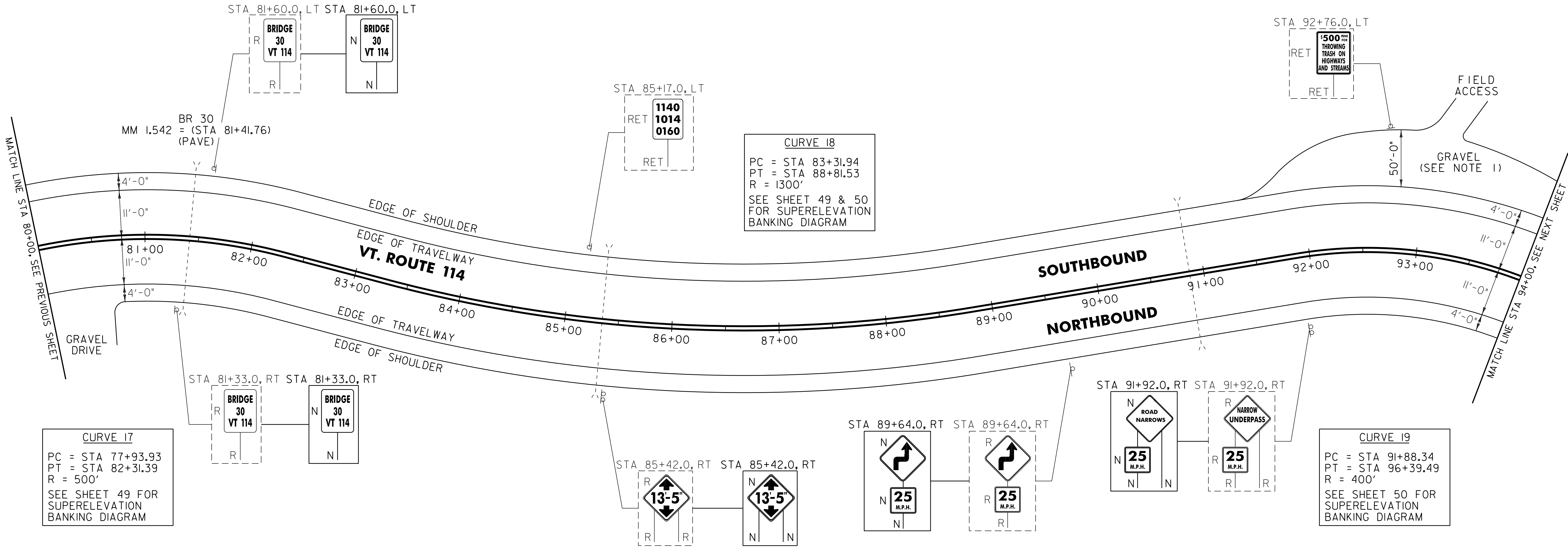
LT C RT
S - S

646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
MORGAN:
STA 80+00.00 - STA 94+00.00 EDGE LINE LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
MORGAN:
STA 80+00.00 - STA 94+00.00

LT C RT
S - S

675.50 REMOVING SIGNS
AS SHOWN - 7



NOTE:

1. PROVIDE A 5 FT WIDE, 1 1/2" TYPE IVS APRON FOR THE EXISTING GRAVEL PULLOUT. ANY REQUIRED EXCAVATION SHALL BE PERFORMED AS DIRECTED BY THE RESIDENT ENGINEER AND PAID FOR UNDER ITEM 608.25 ALL PURPOSE EXCAVATOR RENTAL, TYPE I.

SIGN LEGEND
R = REMOVE
S = SALVAGE
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = - - - - -
NEW = _____

NOT TO SCALE

PROJECT LAYOUT
SHEET #13

PROJECT NAME: BRIGHTON - WARREN GORE	
PROJECT NUMBER: STP 272400S	
FILE NAME: p07c216.dgn	PLOT DATE: 31-OCT-2011 11:51
PROJECT LEADER: D.E.G.	DRAWN BY: C.A.K.
DESIGNED BY: M.J.L.	CHECKED BY: D.W.E.
IPARM FILE: p07c216113.i	SHEET 33 OF 107

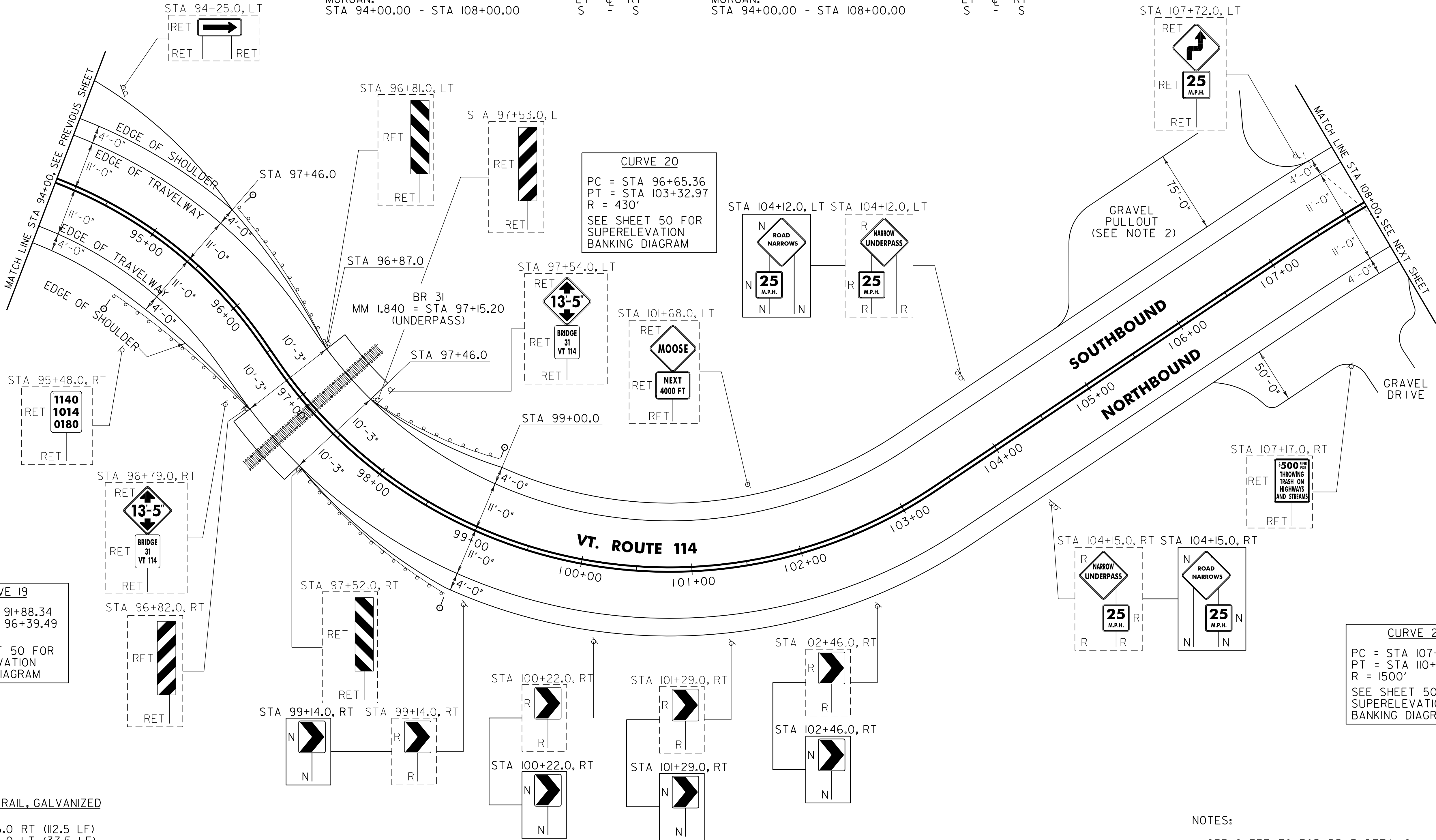
646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
MORGAN:
STA 94+00.00 - STA 108+00.00 EDGE LINE LT & RT

646.412 DURABLE 4 INCH YELLOW LINE, THERMOPLASTIC
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
MORGAN:
STA 94+00.00 - STA 108+00.00 LT C RT
S - S

646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
MORGAN:
STA 94+00.00 - STA 108+00.00 EDGE LINE LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
MORGAN:
STA 94+00.00 - STA 108+00.00 LT C RT
S - S

675.50 REMOVING SIGNS
AS SHOWN - 8



621.20 STEEL BEAM GUARDRAIL, GALVANIZED
MORGAN:
STA 95+22.5 - STA 96+35.0 RT (112.5 LF)
STA 95+97.5 - STA 96+35.0 LT (37.5 LF)
STA 97+97.0 - STA 99+22.0 LT (125.0 LF)
STA 97+98.5 - STA 98+36.0 RT (37.5 LF)

621.50 MANUFACTURED TERMINAL SECTION, FLARED
MORGAN:
STA 94+85.0 - STA 95+22.5 RT
STA 95+60.0 - STA 95+97.5 LT
STA 98+36.0 - STA 98+73.5 RT
STA 99+22.0 - STA 99+59.5 LT

621.53 TERMINAL CONNECTOR FOR STEEL BEAM GUARDRAIL
MORGAN:
STA 96+85.0 - STA 96+87.0 LT
STA 96+85.0 - STA 96+87.0 RT
STA 97+45.0 - STA 97+47.0 LT
STA 97+46.5 - STA 97+48.5 RT

621.70 GUARDRAIL APPROACH SECTION, GALVANIZED, TYPE I
MORGAN:
STA 96+35.0 - STA 96+85.0 LT
STA 96+35.0 - STA 96+85.0 RT
STA 97+47.0 - STA 97+97.0 LT
STA 97+48.5 - STA 97+98.5 RT

676.10 DELINEATOR WITH STEEL POST
MORGAN:
STA 94+85.0 RT
STA 95+60.0 LT
STA 98+73.5 RT
STA 99+59.5 LT

SIGN LEGEND
R = REMOVE
S = SALVAGE
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = - - - - -
NEW = _____

NOTES:
1. SEE SHEET 72 FOR BR 31 DETAILS.
2. PROVIDE A 5 FT WIDE, 1 1/2" TYPE IVS APRON FOR THE EXISTING GRAVEL PULLOUT. ANY REQUIRED EXCAVATION SHALL BE PERFORMED AS DIRECTED BY THE RESIDENT ENGINEER AND PAID FOR UNDER ITEM 608.25 ALL PURPOSE EXCAVATOR RENTAL, TYPE I.

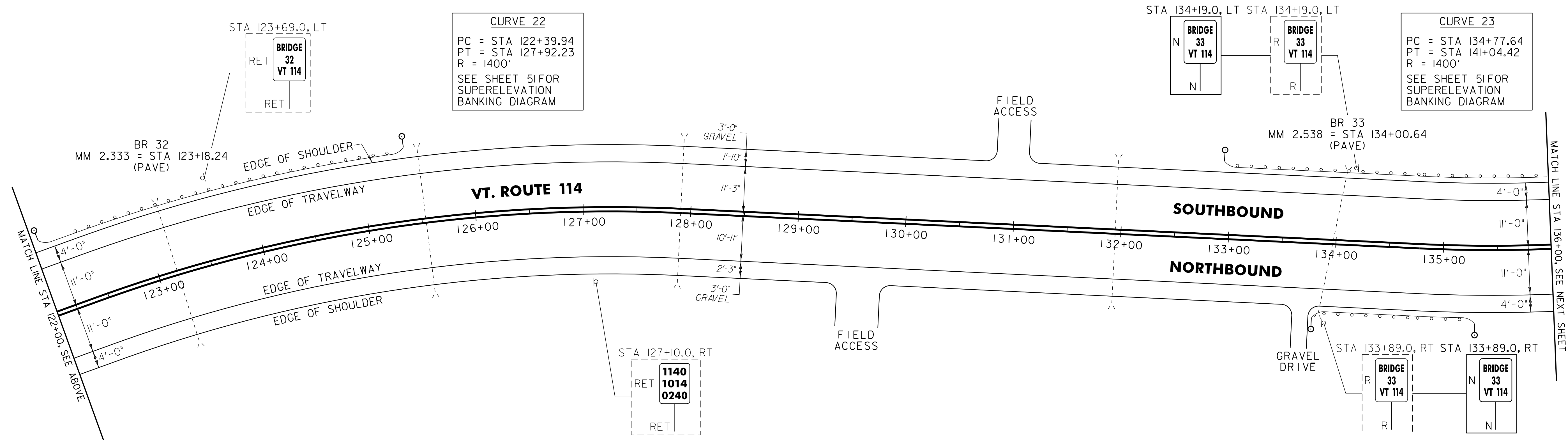
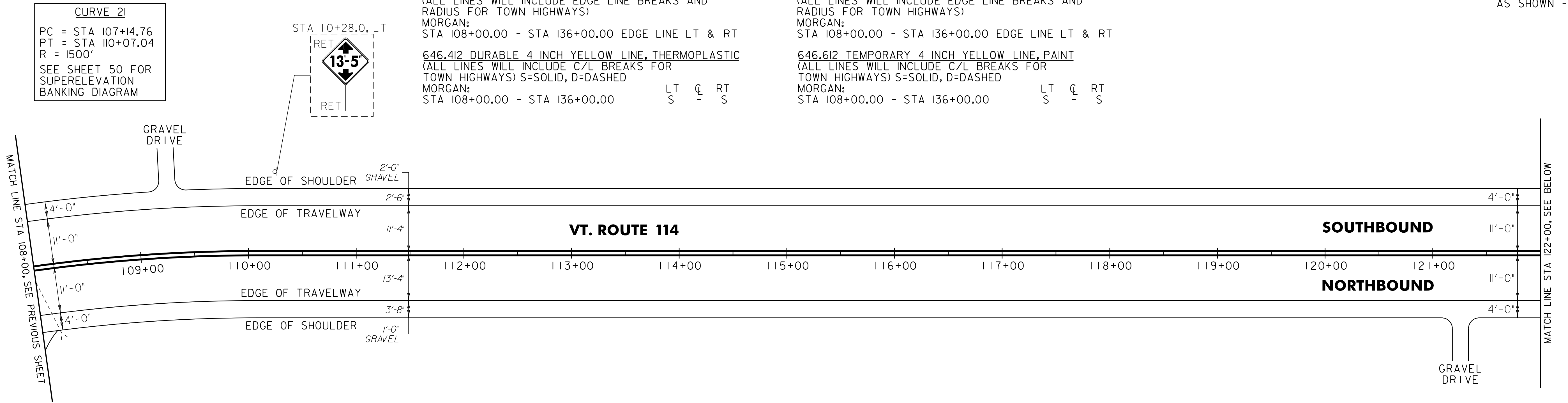
NOT TO SCALE

PROJECT LAYOUT SHEET #14

PROJECT NAME: BRIGHTON - WARREN GORE
PROJECT NUMBER: STP 272400S

FILE NAME: p07c216.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: M.J.L.
IPARM FILE: p07c216114.i

PLOT DATE: 31-OCT-2011 11:51
DRAWN BY: C.A.K.
CHECKED BY: D.W.E.
SHEET 34 OF 107



621.20 STEEL BEAM GUARDRAIL, GALVANIZED

MORGAN:
STA 122+42.5 - STA 124+92.5 LT (250.0 LF)
STA 133+33.0 - STA 135+70.5 LT (237.5 LF)
STA 134+21.5 - STA 134+71.5 RT (50.0 LF)

621.50 MANUFACTURED TERMINAL SECTION, FLARED

MORGAN:
STA 122+05.0 - STA 122+42.5 LT
STA 124+92.5 - STA 125+30.0 LT
STA 132+95.5 - STA 133+33.0 LT
STA 133+84.0 - STA 134+21.5 RT
STA 134+71.5 - STA 135+09.0 RT
STA 135+70.5 - STA 136+00.0 LT

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL

MORGAN:
STA 122+22.0 - STA 124+38.0 LT (216.0 LF)
STA 133+28.0 - STA 134+82.0 LT (154.0 LF)
STA 133+84.0 - STA 134+74.0 RT (90.0 LF)

676.10 DELINEATOR WITH STEEL POST

MORGAN:
STA 122+05.0 LT
STA 125+30.0 LT
STA 132+95.5 LT
STA 133+84.0 RT
STA 135+09.0 RT

SIGN LEGEND
R = REMOVE
S = SALVAGE
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = - - - - -
NEW = _____

NOT TO SCALE

**PROJECT
LAYOUT
SHEET #15**

PROJECT NAME: BRIGHTON - WARREN GORE

PROJECT NUMBER: STP 272400S

FILE NAME: p07c216.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: M.J.L.

IPARM FILE: p07c216115.i

PLOT DATE: 31-OCT-2011 11:51

DRAWN BY: C.A.K.

CHECKED BY: D.W.E.

SHEET 35 OF 107

646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)

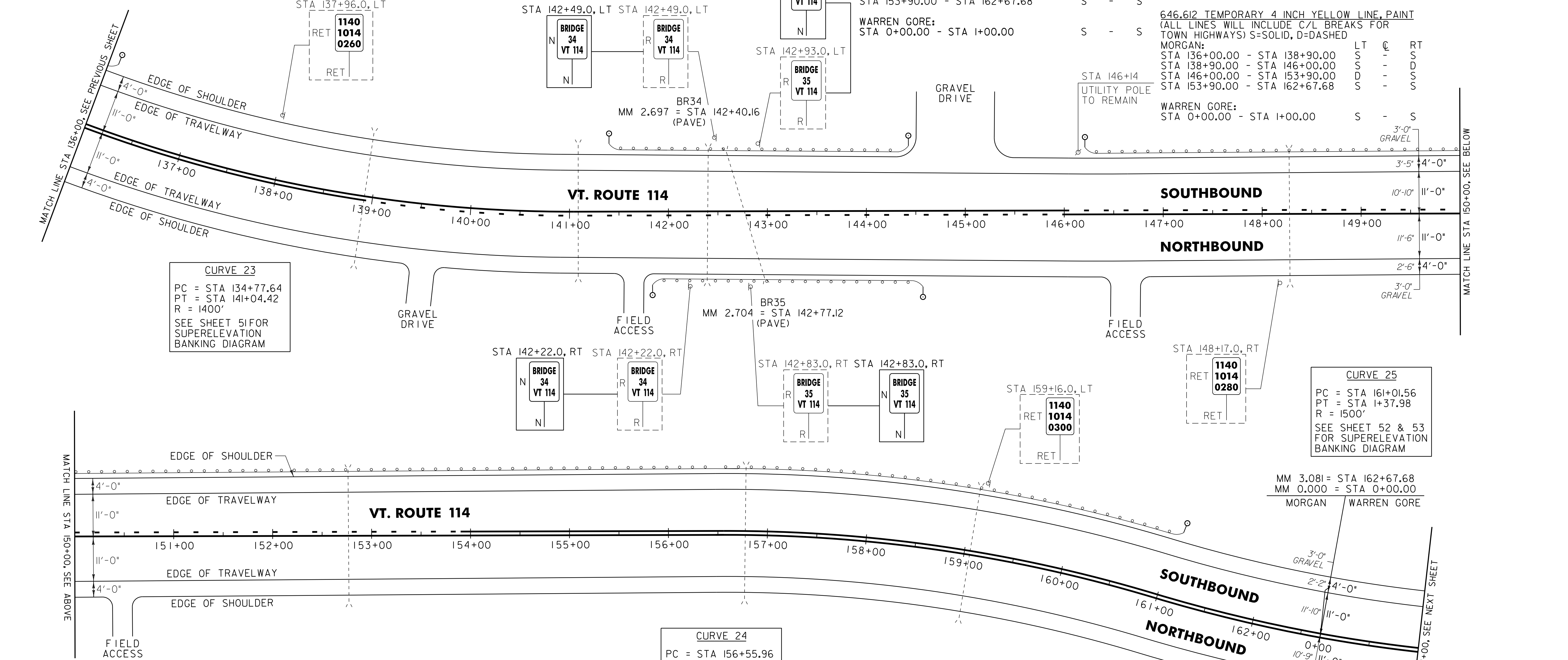
646.412 DURABLE 4 INCH YELLOW LINE, THERMOPLASTIC
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED

646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)

675.50 REMOVING SIGNS
AS SHOWN - II

MORGAN:
STA 136+00.00 - STA 162+67.68 EDGE LINE LT & RT

WARREN GORE:
STA 0+00.00 - STA 1+00.00 EDGE LINE LT & RT



621.20 STEEL BEAM GUARDRAIL, GALVANIZED

MORGAN:
STA 141+66.0 - STA 144+04.5 LT (238.5 LF)
STA 142+12.5 - STA 144+12.5 RT (200.0 LF)
STA 146+57.0 - STA 160+69.5 LT (1412.5 LF)

621.50 MANUFACTURED TERMINAL SECTION, FLARED

MORGAN:
STA 136+00.0 - STA 136+08.0 LT
STA 141+28.5 - STA 141+66.0 LT
STA 141+75.0 - STA 142+12.5 RT
STA 144+04.5 - STA 144+42.0 LT
STA 144+12.5 - STA 144+50.0 RT
STA 146+19.5 - STA 146+57.0 LT
STA 160+69.5 - STA 161+07.0 LT

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL

MORGAN:
STA 141+77.0 - STA 143+56.0 LT (179.0 LF)
STA 141+98.0 - STA 143+75.0 RT (177.0 LF)
STA 146+22.0 - STA 150+62.0 LT (440.0 LF)
STA 150+85.0 - STA 160+67.0 LT (982.0 LF)

676.10 DELINEATOR WITH STEEL POST

MORGAN:
STA 136+08.0 LT
STA 141+28.5 LT
STA 141+75.0 RT
STA 144+42.0 LT
STA 144+50.0 RT
STA 146+19.5 LT
STA 161+07.0 LT

SIGN LEGEND
R = REMOVE
S = SALVAGE
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = - - - - -
NEW = _____

NOT TO SCALE

PROJECT LAYOUT SHEET #16

PROJECT NAME:	BRIGHTON - WARREN GORE		
PROJECT NUMBER:	STP 272400S		
FILE NAME:	p07c216.dgn	PLOT DATE:	31-OCT-2011 11:51
PROJECT LEADER:	D.E.G.	DRAWN BY:	C.A.K.
DESIGNED BY:	M.J.L.	CHECKED BY:	D.W.E.
IPARM FILE:	p07c216116.i	SHEET	36 OF 107

646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
WARREN GORE:
STA 1+00.00 - STA 29+00.00 EDGE LINE LT & RT

646.412 DURABLE 4 INCH YELLOW LINE, THERMOPLASTIC
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
WARREN GORE:
STA 1+00.00 - STA 29+00.00

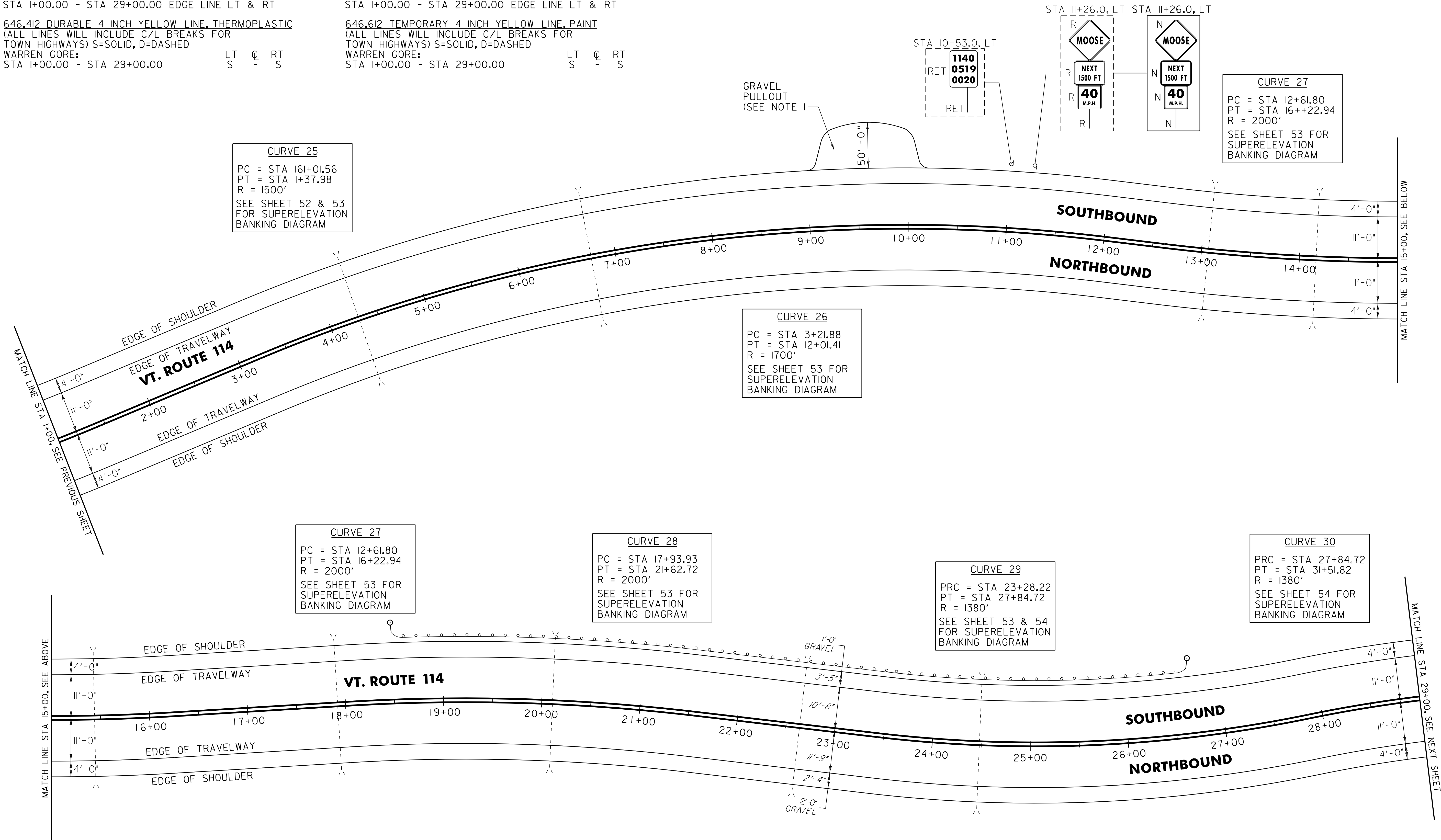
LT C RT
S - S

646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
WARREN GORE:
STA 1+00.00 - STA 29+00.00 EDGE LINE LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
WARREN GORE:
STA 1+00.00 - STA 29+00.00

LT C RT
S - S

675.50 REMOVING SIGNS
AS SHOWN - 3



621.20 STEEL BEAM GUARDRAIL, GALVANIZED
WARREN GORE:
STA 18+82.5 - STA 26+20.0 LT (737.5 LF)

621.50 MANUFACTURED TERMINAL SECTION, FLARED
WARREN GORE:
STA 18+45.0 - STA 18+82.5 LT
STA 26+20.0 - STA 26+57.5 LT

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL
WARREN GORE:
STA 18+50.0 - STA 25+27.0 LT (677.0 LF)

676.10 DELINEATOR WITH STEEL POST
WARREN GORE:
STA 18+45.0 LT
STA 26+57.5 LT

NOTE:

1. PROVIDE A 5 FT WIDE, 1 1/2" TYPE IVS APRON FOR THE EXISTING GRAVEL PULLOUT. ANY REQUIRED EXCAVATION SHALL BE PERFORMED AS DIRECTED BY THE RESIDENT ENGINEER AND PAID FOR UNDER ITEM 608.25 ALL PURPOSE EXCAVATOR RENTAL, TYPE I.

SIGN LEGEND
R = REMOVE
S = SALVAGE
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = - - - - -
NEW = _____

NOT TO SCALE

PROJECT LAYOUT SHEET #17

PROJECT NAME: BRIGHTON - WARREN GORE

PROJECT NUMBER: STP 272400S

FILE NAME: p07c216.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: M.J.L.
IPARM FILE: p07c216117.i

PLOT DATE: 31-OCT-2011 11:51
DRAWN BY: C.A.K.
CHECKED BY: D.W.E.
SHEET 37 OF 107

646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
WARREN GORE:
STA 29+00.00 - STA 57+50.00 EDGE LINE LT & RT

646.412 DURABLE 4 INCH YELLOW LINE, THERMOPLASTIC
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
WARREN GORE:
STA 29+00.00 - STA 57+50.00

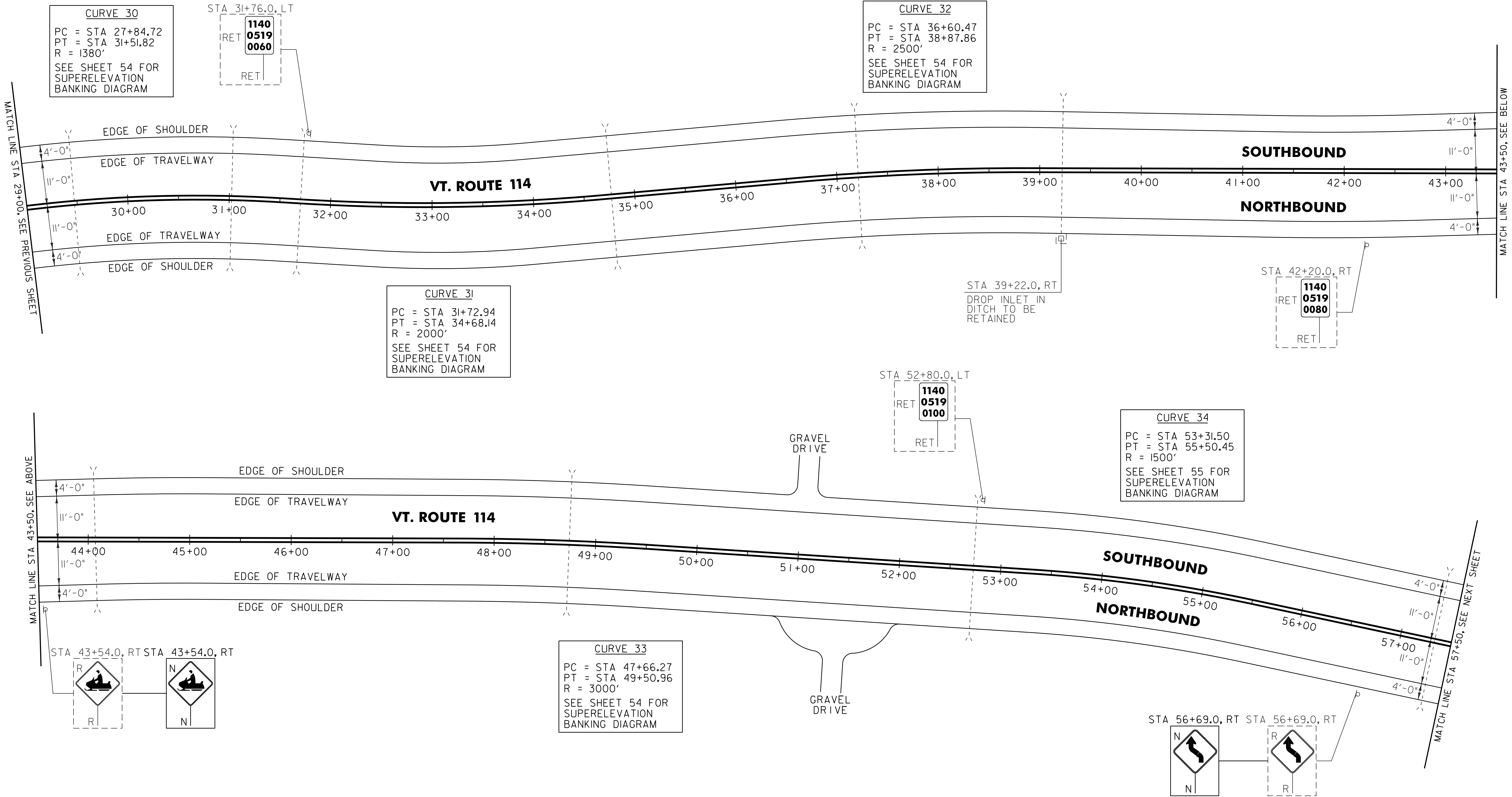
LT C RT
S - S

646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
WARREN GORE:
STA 29+00.00 - STA 57+50.00 EDGE LINE LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
WARREN GORE:
STA 29+00.00 - STA 57+50.00

LT C RT
S - S

675.50 REMOVING SIGNS
AS SHOWN - 2



SIGN LEGEND
R = REMOVE
S = SALVAGE
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = - - - - -
NEW = - - - - -

NOT TO SCALE

PROJECT
LAYOUT
SHEET #18

PROJECT NAME: BRIGHTON - WARREN GORE
PROJECT NUMBER: STP 272400S

FILE NAME: p07c216.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: M.J.L.
IPARM FILE: p07c216118.i

PLOT DATE: 31-OCT-2011 11:51
DRAWN BY: C.A.K.
CHECKED BY: D.W.E.
SHEET 38 OF 107

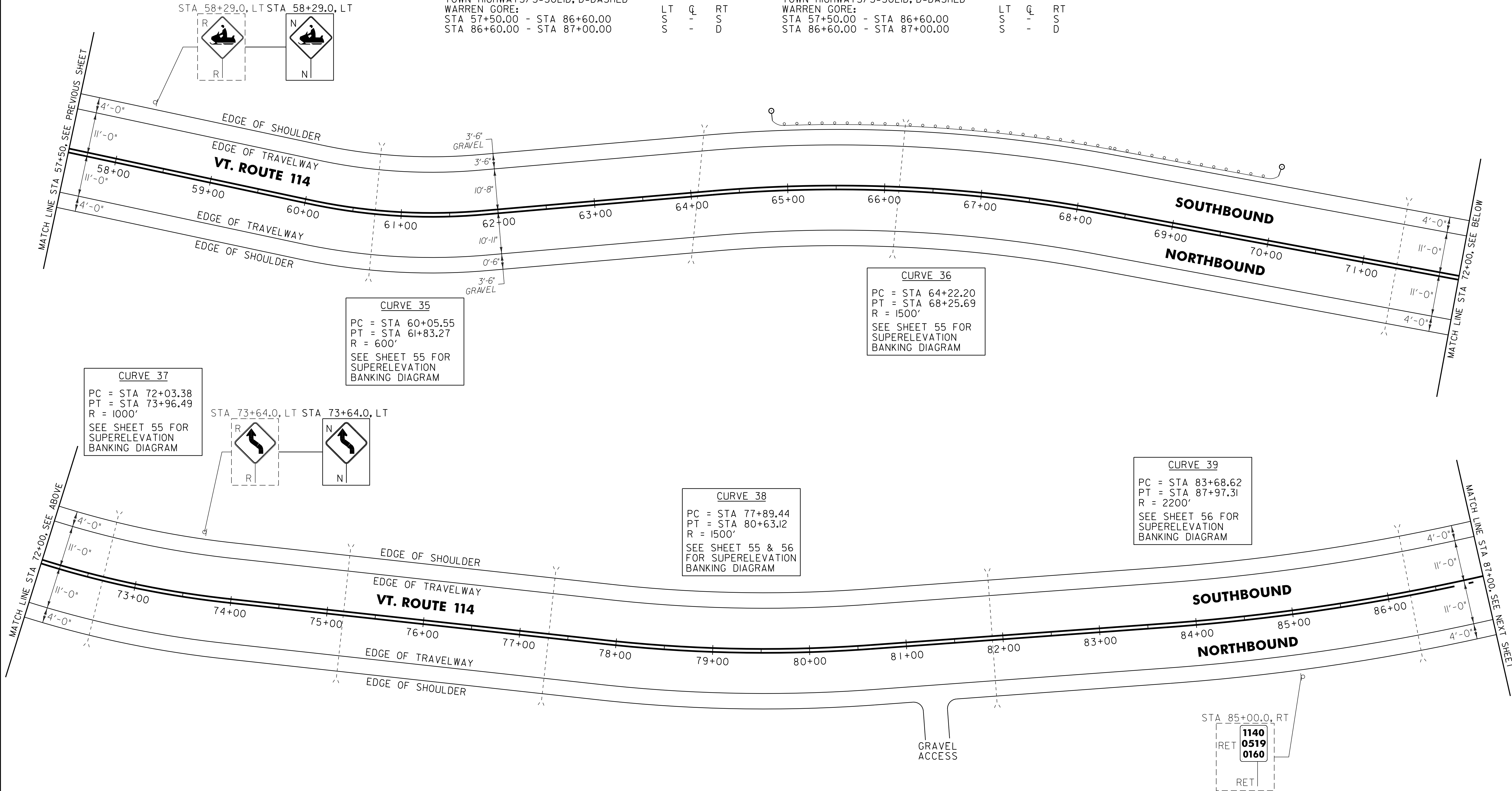
646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
WARREN GORE:
STA 57+50.00 - STA 87+00.00 EDGE LINE LT & RT

646.412 DURABLE 4 INCH YELLOW LINE, THERMOPLASTIC
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
WARREN GORE:
STA 57+50.00 - STA 86+60.00 LT S - S
STA 86+60.00 - STA 87+00.00 S - D

646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
WARREN GORE:
STA 57+50.00 - STA 87+00.00 EDGE LINE LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
WARREN GORE:
STA 57+50.00 - STA 86+60.00 LT S - S
STA 86+60.00 - STA 87+00.00 S - D

675.50 REMOVING SIGNS
AS SHOWN - 2



621.20 STEEL BEAM GUARDRAIL, GALVANIZED
WARREN GORE:
STA 65+24.0 - STA 69+61.5 LT (437.5 LF)

621.50 MANUFACTURED TERMINAL SECTION, FLARED
WARREN GORE:
STA 64+86.5 - STA 65+24.0 LT
STA 69+61.5 - STA 69+99.0 LT

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL
WARREN GORE:
STA 64+88.0 - STA 69+97.0 LT (509.0 LF)

676.10 DELINEATOR WITH STEEL POST
WARREN GORE:
STA 64+86.5 LT
STA 69+99.0 LT

SIGN LEGEND
R = REMOVE
S = SALVAGE
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = - - - - -
NEW = _____

NOT TO SCALE

PROJECT
LAYOUT
SHEET #19

PROJECT NAME: BRIGHTON - WARREN GORE
PROJECT NUMBER: STP 272400S

FILE NAME: p07c216.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: M.J.L.
IPARM FILE: p07c216119.i

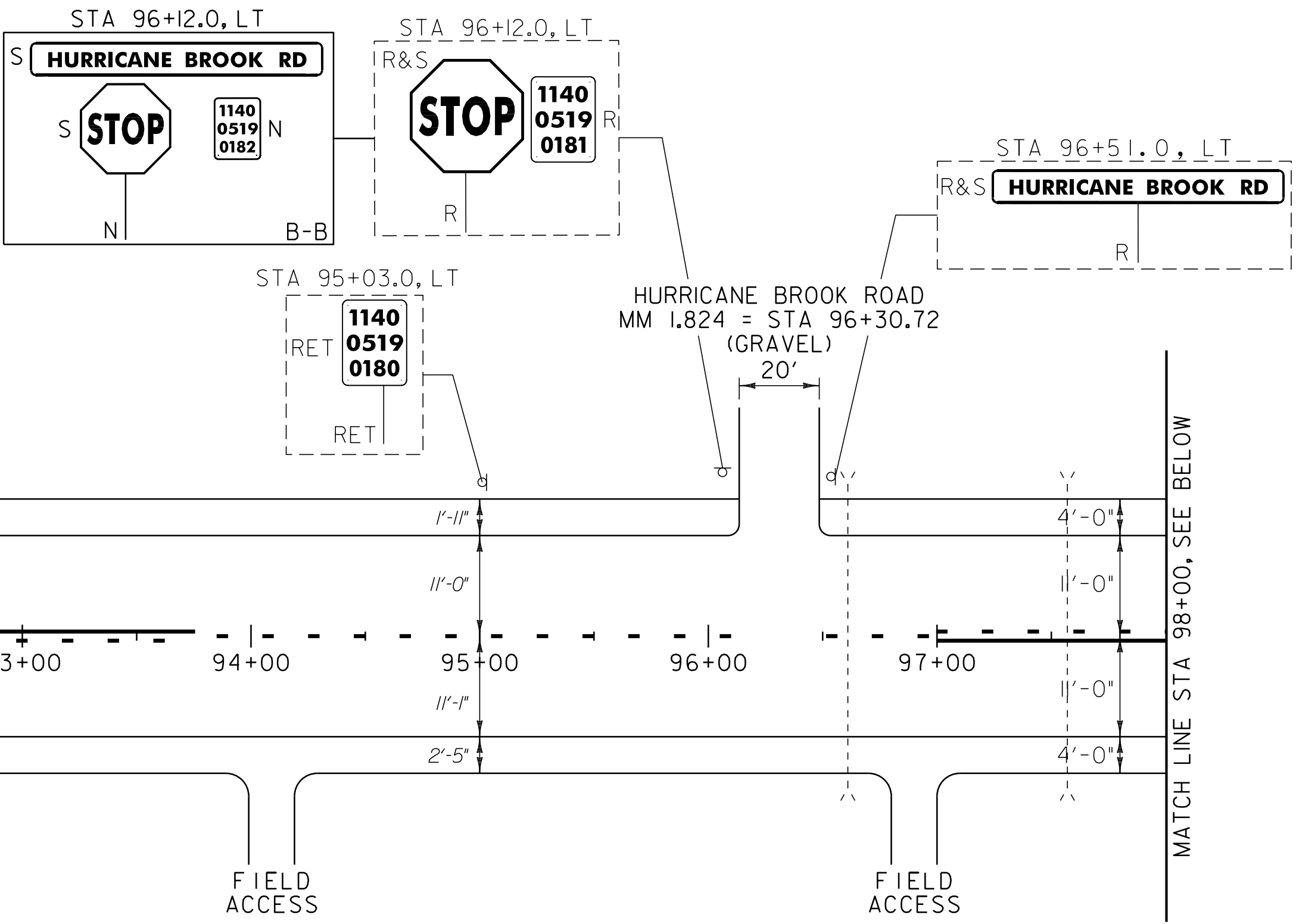
PLOT DATE: 31-OCT-2011 11:51
DRAWN BY: C.A.K.
CHECKED BY: D.W.E.
SHEET 39 OF 107

646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
WARREN GORE:
STA 87+00.00 - STA 110+00.00 EDGE LINE LT & RT

646.412 DURABLE 4 INCH YELLOW LINE, THERMOPLASTIC
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
WARREN GORE:
STA 87+00.00 - STA 93+70.00 LT S D
STA 93+70.00 - STA 97+00.00 - D -
STA 97+00.00 - STA 104+50.00 D - S
STA 104+50.00 - STA 110+00.00 S - S

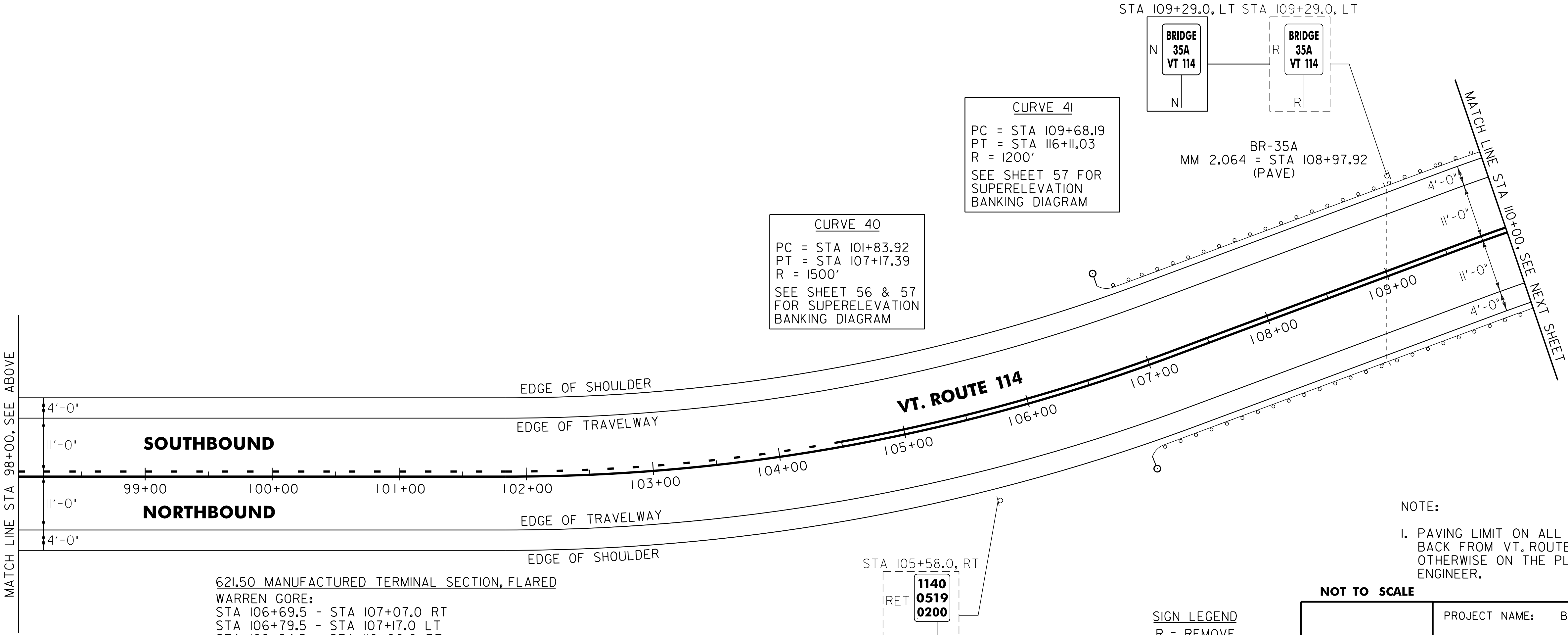
646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
WARREN GORE:
STA 87+00.00 - STA 110+00.00 EDGE LINE LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
WARREN GORE:
STA 87+00.00 - STA 93+70.00 LT S D
STA 93+70.00 - STA 97+00.00 - D -
STA 97+00.00 - STA 104+50.00 D - S
STA 104+50.00 - STA 110+00.00 S - S



675.50 REMOVING SIGNS
AS SHOWN - 4

675.60 ERECTING SALVAGED SIGNS
AS SHOWN - 2



621.20 STEEL BEAM GUARDRAIL, GALVANIZED
WARREN GORE:
STA 107+07.0 - STA 109+94.5 RT (287.5 LF)
STA 107+17.0 - STA 110+00.0 LT (283.0 LF)

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL
WARREN GORE:
STA 106+82.0 - STA 110+00.0 LT (318.0 LF)
STA 107+24.0 - STA 109+77.0 RT (253.0 LF)

676.10 DELINEATOR WITH STEEL POST
WARREN GORE:
STA 106+69.5 RT
STA 106+79.5 LT

NOT TO SCALE

PROJECT
LAYOUT
SHEET #20

PROJECT NAME: BRIGHTON - WARREN GORE
PROJECT NUMBER: STP 272400S

FILE NAME: p07c216.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: M.J.L.
IPARM FILE: p07c216120.1

PLOT DATE: 31-OCT-2011 11:51
DRAWN BY: C.A.K.
CHECKED BY: D.W.E.
SHEET 40 OF 107

646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
WARREN GORE:
STA 110+00.00 - STA 116+16.00 EDGE LINE LT & RT

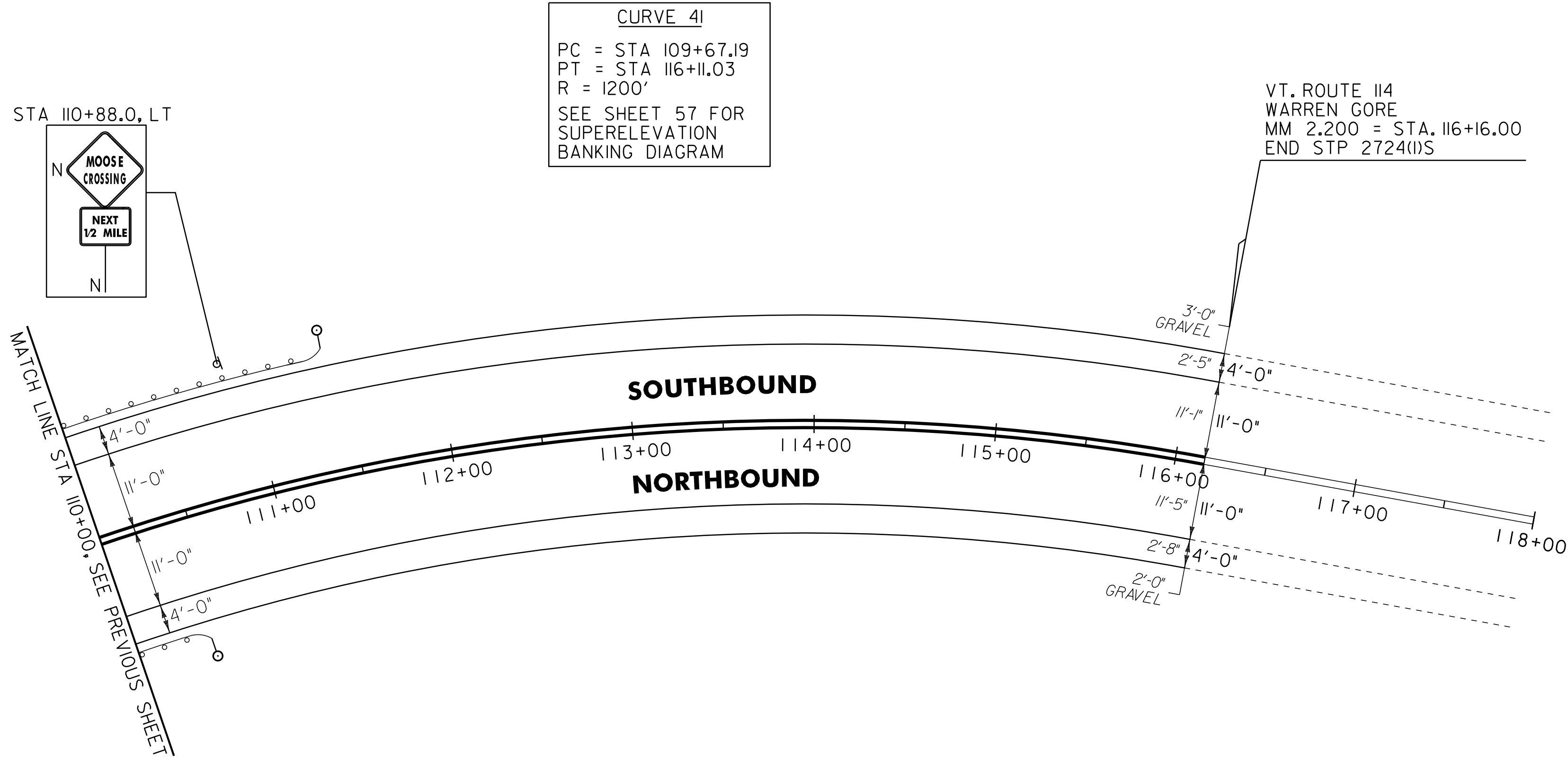
646.412 DURABLE 4 INCH YELLOW LINE, THERMOPLASTIC
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
WARREN GORE
STA 110+00.00 - STA 116+16.00

LT CL RT
S - S

646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
WARREN GORE:
STA 110+00.00 - STA 116+16.00 EDGE LINE LT & RT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
WARREN GORE
STA 110+00.00 - STA 116+16.00

LT CL RT
S - S



621.20 STEEL BEAM GUARDRAIL, GALVANIZED
WARREN GORE:
STA 110+00.0 - STA 111+04.5 LT (104.5 LF)

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL
WARREN GORE:
STA 110+00.0 - STA 111+40.0 LT (140.0 LF)

621.50 MANUFACTURED TERMINAL SECTION, FLARED
WARREN GORE:
STA 110+00.0 - STA 110+32.0 RT
STA 111+04.5 - STA 111+42.0 LT

676.10 DELINEATOR WITH STEEL POST
WARREN GORE:
STA 110+32.0 RT
STA 111+42.0 LT

SIGN LEGEND

R = REMOVE
S = SALVAGE
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = - - - - -
NEW = _____

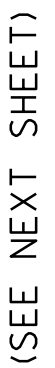
NOT TO SCALE

PROJECT
LAYOUT
SHEET #21

PROJECT NAME: BRIGHTON - WARREN GORE
PROJECT NUMBER: STP 2724(1)S

FILE NAME: p07c216.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: M.J.L.
IPARM FILE: p07c216121.i

PLOT DATE: 31-OCT-2011 11:51
DRAWN BY: C.A.K.
CHECKED BY: D.W.E.
SHEET 41 OF 107

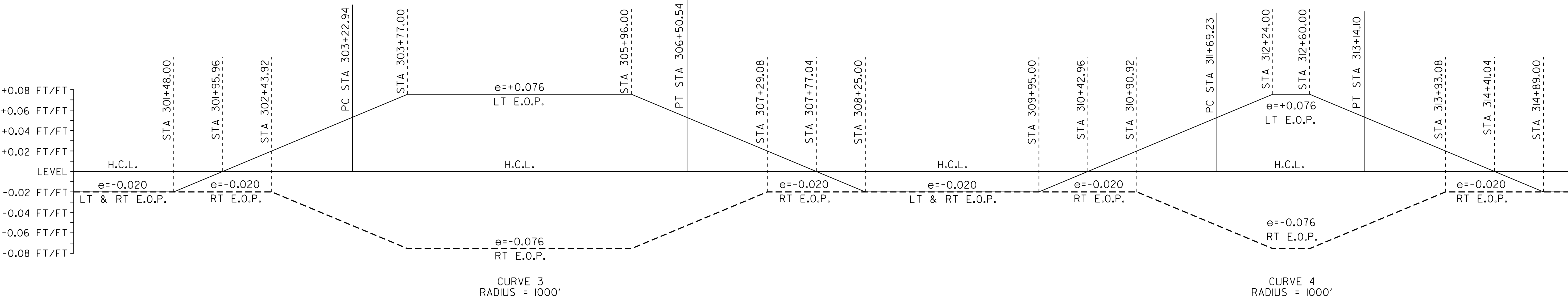
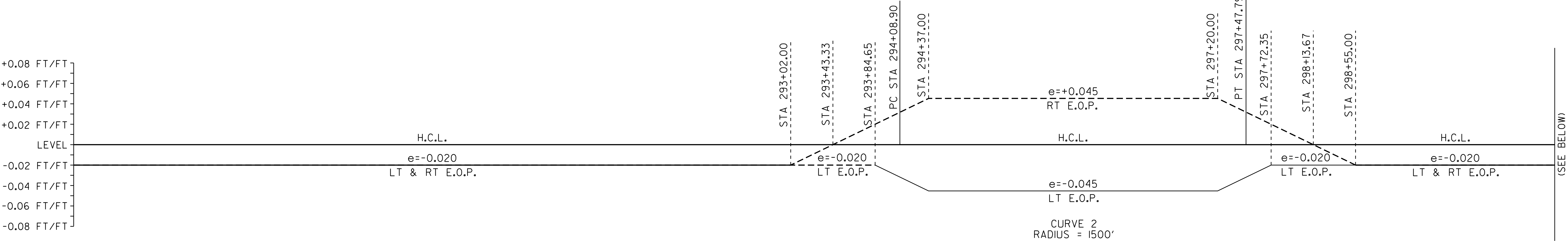


1. THE CONTRACTOR IS RESPONSIBLE FOR ESTABLISHING AND MAINTAINING THE HORIZONTAL AND VERTICAL GEOMETRY OF THE EXISTING ROADWAY.
2. THE MAXIMUM ROLL-OVER BETWEEN LANE AND SHOULDER CROSS SLOPES ON THE OUTSIDE (HIGH SIDE) OF A SUPERELEVATED CURVE SHALL BE SEVEN PERCENT. THE SHOULDER CROSS SLOPE ON THE INSIDE (LOW SIDE) OF A SUPERELEVATED CURVE SHALL BE A MINIMUM OF SIX PERCENT OR MATCH THE ADJACENT TRAVEL LANE CROSS SLOPE WHEN THE CROSS SLOPE EXCEEDS SIX PERCENT.
3. SUPERELEVATION RATES AND RUNOFF LENGTHS WERE DETERMINED USING A DESIGN SPEED EQUAL TO THE POSTED SPEED AND A MAXIMUM SUPERELEVATION RATE OF 0.08.



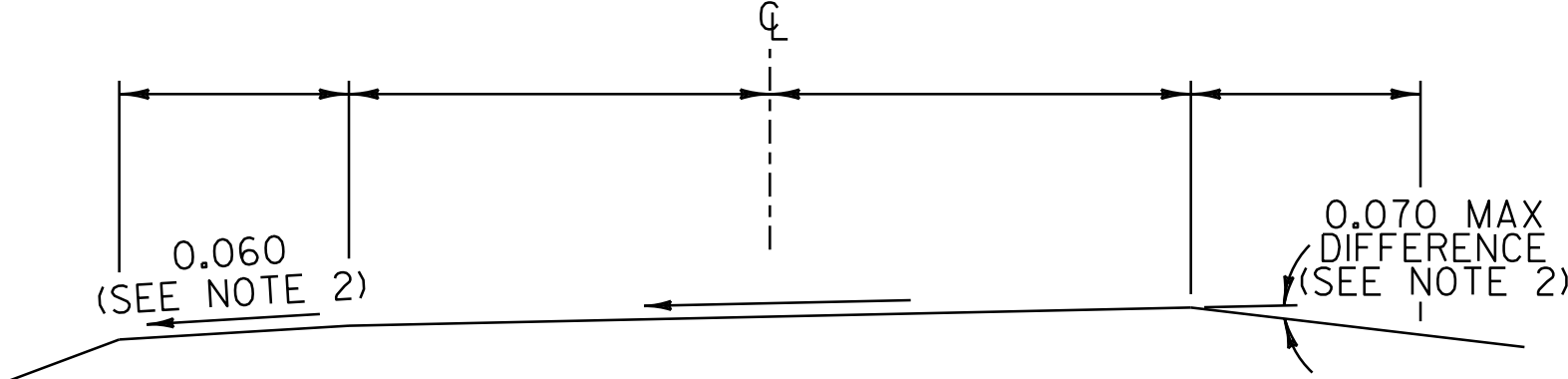
SUPERELEVATION BANKING DIAGRAMS SHEET #1

PROJECT NAME: BRIGHTON - WARREN GORE	
PROJECT NUMBER: STP 2724(I)S	
FILE NAME: p07c2i6.dgn	PLOT DATE: 31-OCT-2011 11:51
PROJECT LEADER: D.E.G.	DRAWN BY: C.A.K.
DESIGNED BY: M.J.L.	CHECKED BY: D.W.E.
IPARM FILE: p07c2i6sddl.i	SHEET 42 OF 107



SUPERELEVATION BANKING NOTES:

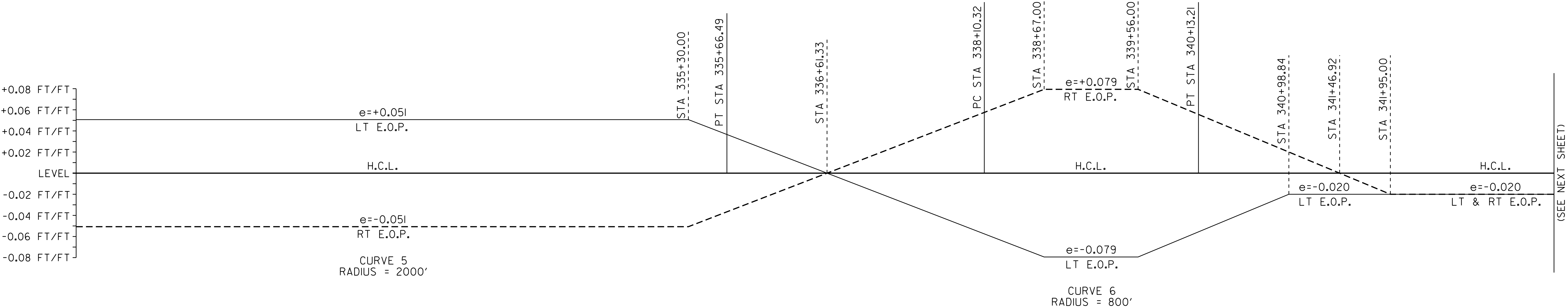
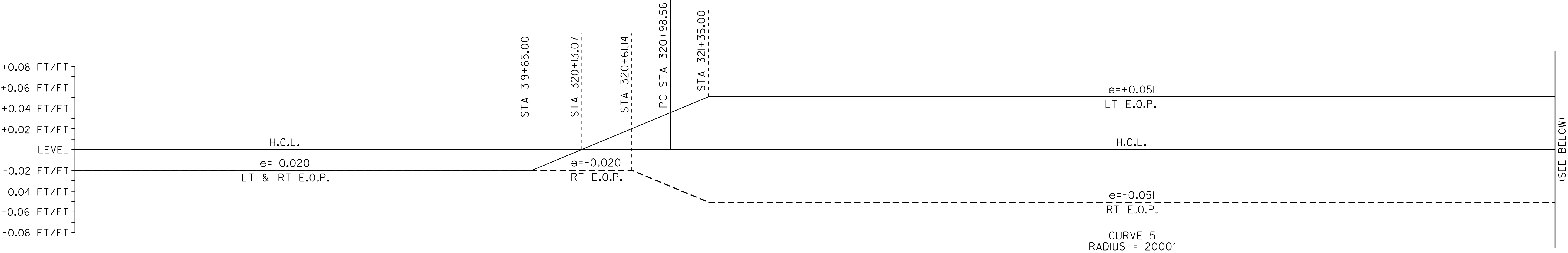
1. THE CONTRACTOR IS RESPONSIBLE FOR ESTABLISHING AND MAINTAINING THE HORIZONTAL AND VERTICAL GEOMETRY OF THE EXISTING ROADWAY.
2. THE MAXIMUM ROLL-OVER BETWEEN LANE AND SHOULDER CROSS SLOPES ON THE OUTSIDE (HIGH SIDE) OF A SUPERELEVATED CURVE SHALL BE SEVEN PERCENT. THE SHOULDER CROSS SLOPE ON THE INSIDE (LOW SIDE) OF A SUPERELEVATED CURVE SHALL BE A MINIMUM OF SIX PERCENT OR MATCH THE ADJACENT TRAVEL LANE CROSS SLOPE WHEN THE CROSS SLOPE EXCEEDS SIX PERCENT.
3. SUPERELEVATION RATES AND RUNOFF LENGTHS WERE DETERMINED USING A DESIGN SPEED EQUAL TO THE POSTED SPEED AND A MAXIMUM SUPERELEVATION RATE OF 0.08.



NOT TO SCALE

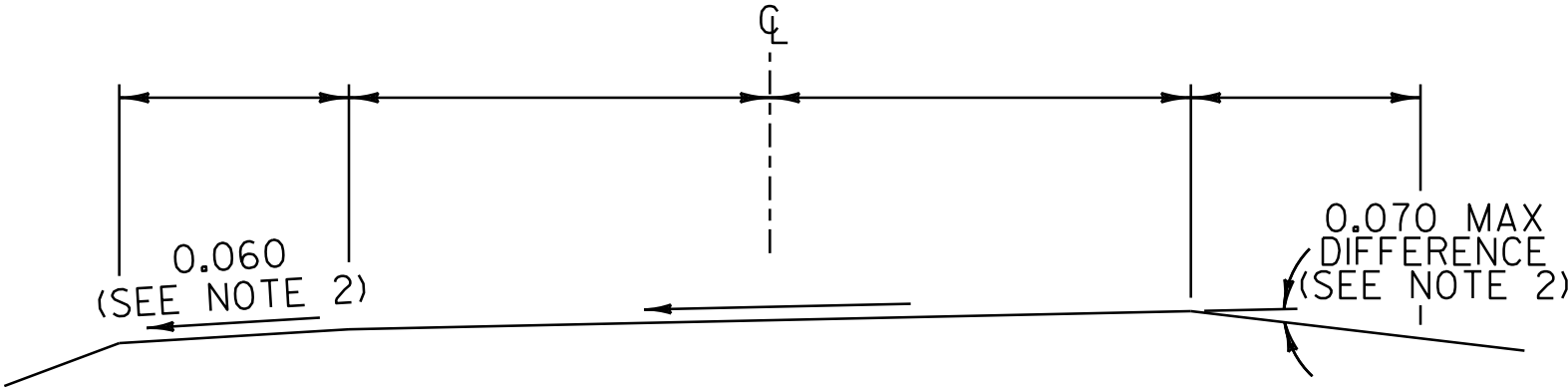
SUPERELEVATION BANKING DIAGRAMS SHEET #2

PROJECT NAME: BRIGHTON - WARREN GORE	
PROJECT NUMBER: STP 272400S	
FILE NAME: p07c2l6.dgn	PLOT DATE: 31-OCT-2011 11:51
PROJECT LEADER: D.E.G.	DRAWN BY: C.A.K.
DESIGNED BY: M.J.L.	CHECKED BY: D.W.E.
IPARM FILE: p07c2l6sbd2.i	SHEET 43 OF 107



SUPERELEVATION BANKING NOTES:

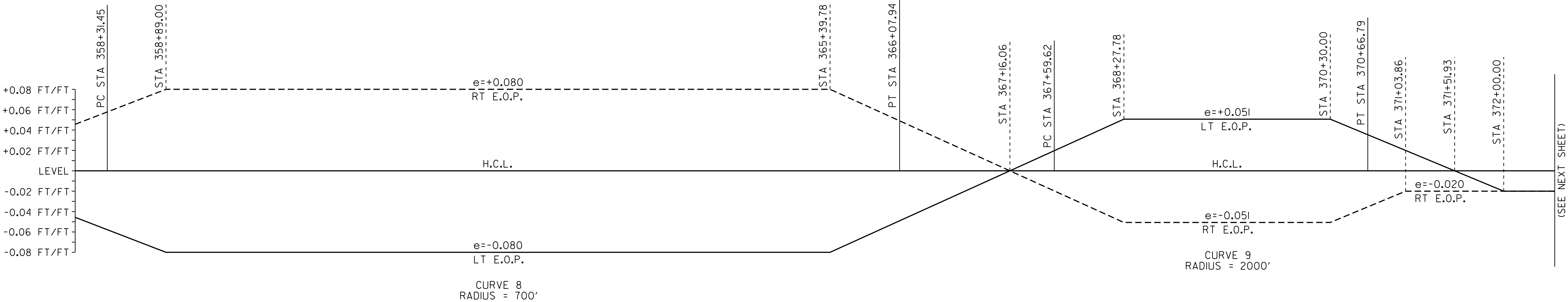
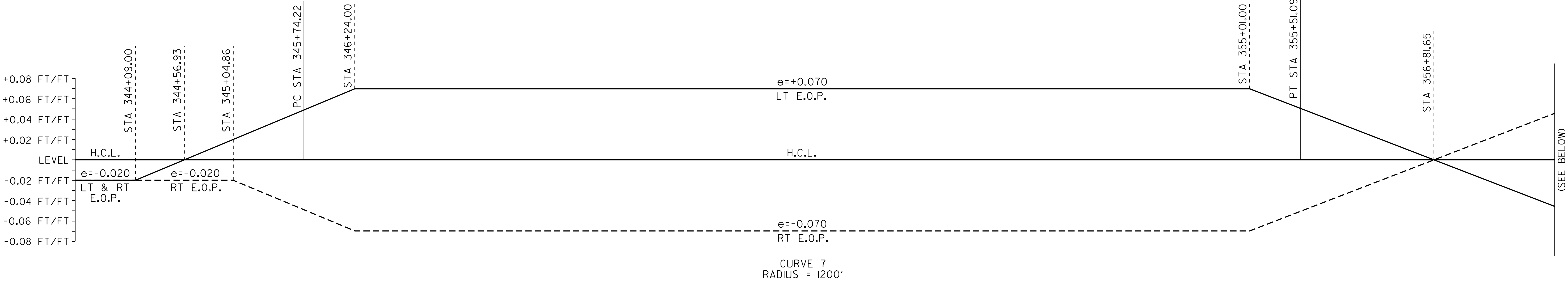
1. THE CONTRACTOR IS RESPONSIBLE FOR ESTABLISHING AND MAINTAINING THE HORIZONTAL AND VERTICAL GEOMETRY OF THE EXISTING ROADWAY.
2. THE MAXIMUM ROLL-OVER BETWEEN LANE AND SHOULDER CROSS SLOPES ON THE OUTSIDE (HIGH SIDE) OF A SUPERELEVATED CURVE SHALL BE SEVEN PERCENT. THE SHOULDER CROSS SLOPE ON THE INSIDE (LOW SIDE) OF A SUPERELEVATED CURVE SHALL BE A MINIMUM OF SIX PERCENT OR MATCH THE ADJACENT TRAVEL LANE CROSS SLOPE WHEN THE CROSS SLOPE EXCEEDS SIX PERCENT.
3. SUPERELEVATION RATES AND RUNOFF LENGTHS WERE DETERMINED USING A DESIGN SPEED EQUAL TO THE POSTED SPEED AND A MAXIMUM SUPERELEVATION RATE OF 0.08.



NOT TO SCALE

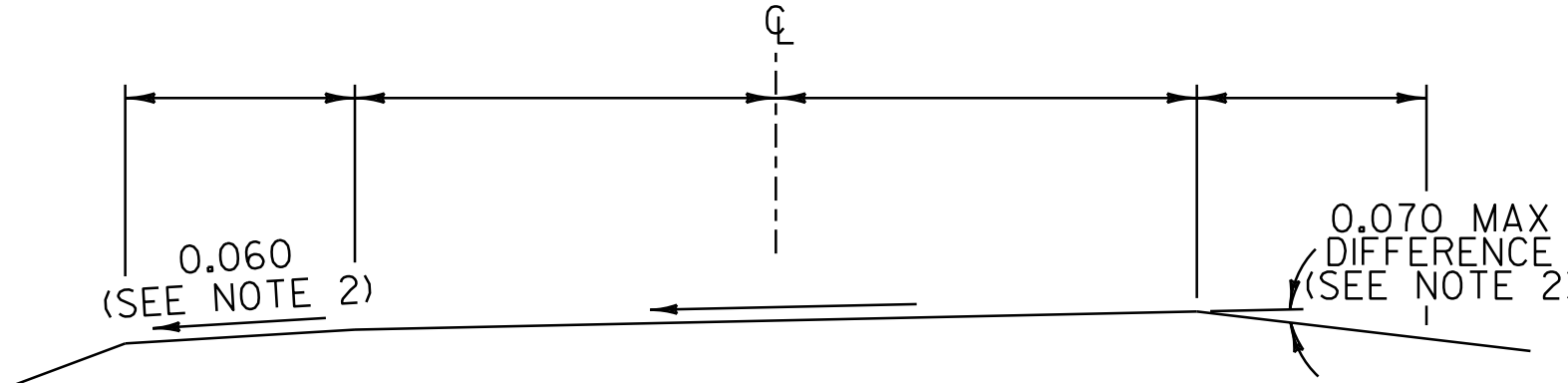
**SUPERELEVATION
BANKING
DIAGRAMS
SHEET #3**

PROJECT NAME: BRIGHTON - WARREN GORE	
PROJECT NUMBER: STP 272400S	
FILE NAME: p07c216.dgn	PLOT DATE: 31-OCT-2011 11:51
PROJECT LEADER: D.E.G.	DRAWN BY: C.A.K.
DESIGNED BY: M.J.L.	CHECKED BY: D.W.E.
IPARM FILE: p07c216sbd3.i	SHEET 44 OF 107



SUPERELEVATION BANKING NOTES:

1. THE CONTRACTOR IS RESPONSIBLE FOR ESTABLISHING AND MAINTAINING THE HORIZONTAL AND VERTICAL GEOMETRY OF THE EXISTING ROADWAY.
2. THE MAXIMUM ROLL-OVER BETWEEN LANE AND SHOULDER CROSS SLOPES ON THE OUTSIDE (HIGH SIDE) OF A SUPERELEVATED CURVE SHALL BE SEVEN PERCENT. THE SHOULDER CROSS SLOPE ON THE INSIDE (LOW SIDE) OF A SUPERELEVATED CURVE SHALL BE A MINIMUM OF SIX PERCENT OR MATCH THE ADJACENT TRAVEL LANE CROSS SLOPE WHEN THE CROSS SLOPE EXCEEDS SIX PERCENT.
3. SUPERELEVATION RATES AND RUNOFF LENGTHS WERE DETERMINED USING A DESIGN SPEED EQUAL TO THE POSTED SPEED AND A MAXIMUM SUPERELEVATION RATE OF 0.08.



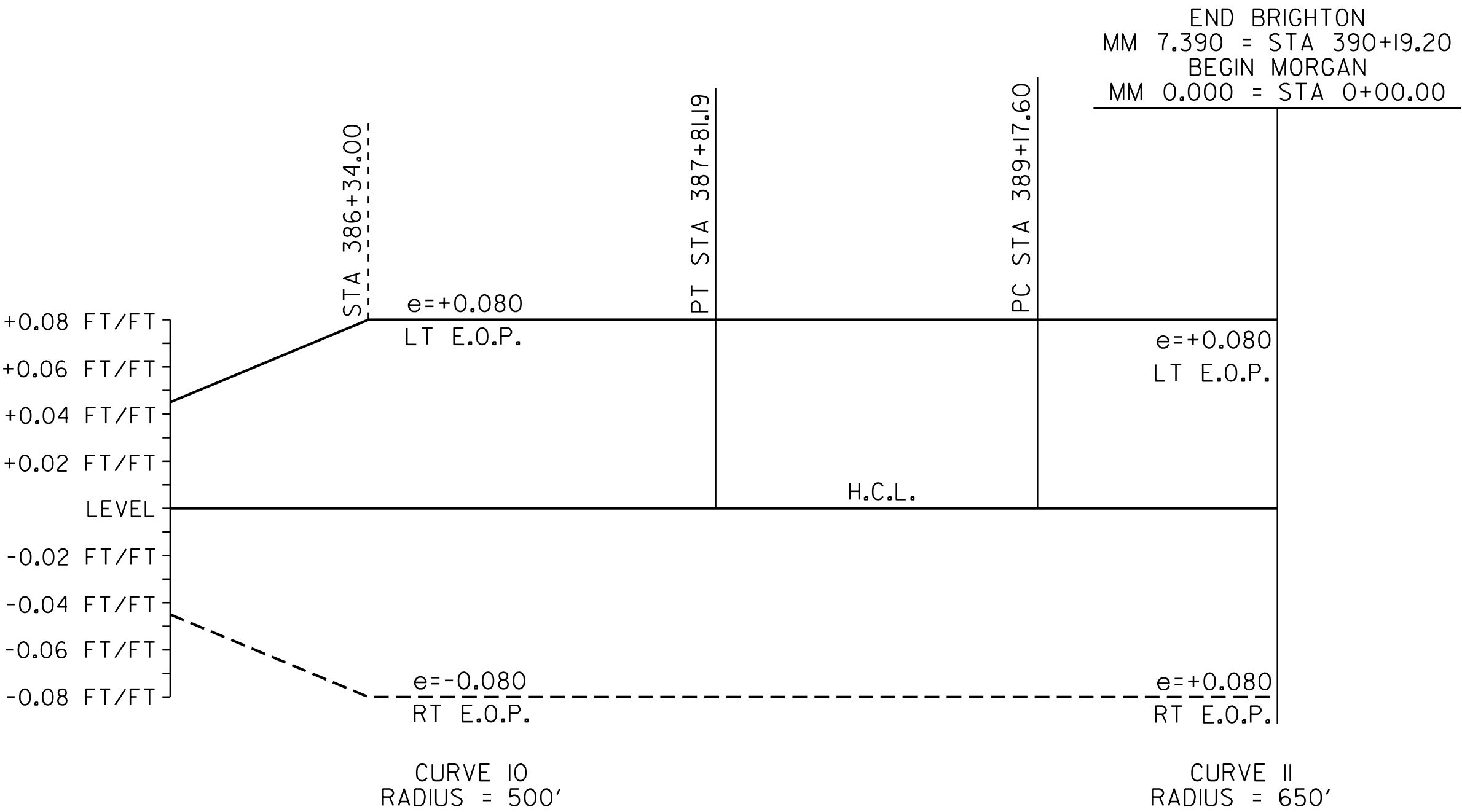
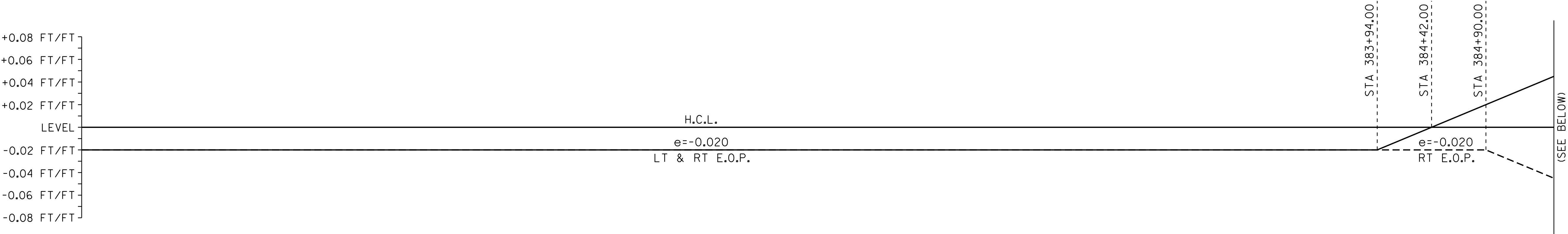
NOT TO SCALE

**SUPERELEVATION
BANKING
DIAGRAMS
SHEET #4**

PROJECT NAME: BRIGHTON - WARREN GORE
PROJECT NUMBER: STP 2724(1)S

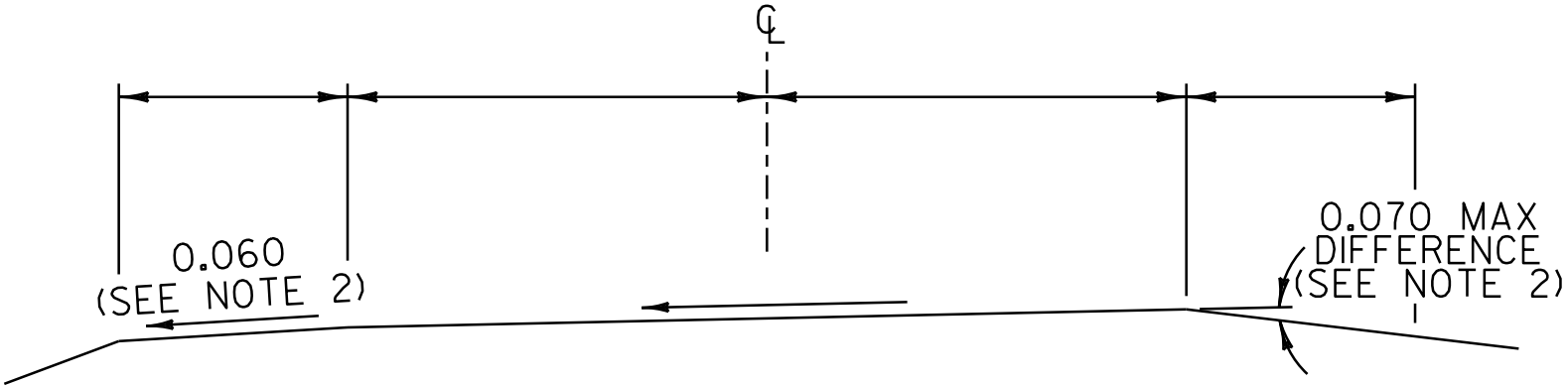
FILE NAME: p07c216.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: M.J.L.
IPARM FILE: p07c216sbd4.i

PLOT DATE: 31-OCT-2011 11:51
DRAWN BY: C.A.K.
CHECKED BY: D.W.E.
SHEET 45 OF 107



SUPERELEVATION BANKING NOTES:

1. THE CONTRACTOR IS RESPONSIBLE FOR ESTABLISHING AND MAINTAINING THE HORIZONTAL AND VERTICAL GEOMETRY OF THE EXISTING ROADWAY.
2. THE MAXIMUM ROLL-OVER BETWEEN LANE AND SHOULDER CROSS SLOPES ON THE OUTSIDE (HIGH SIDE) OF A SUPERELEVATED CURVE SHALL BE SEVEN PERCENT. THE SHOULDER CROSS SLOPE ON THE INSIDE (LOW SIDE) OF A SUPERELEVATED CURVE SHALL BE A MINIMUM OF SIX PERCENT OR MATCH THE ADJACENT TRAVEL LANE CROSS SLOPE WHEN THE CROSS SLOPE EXCEEDS SIX PERCENT.
3. SUPERELEVATION RATES AND RUNOFF LENGTHS WERE DETERMINED USING A DESIGN SPEED EQUAL TO THE POSTED SPEED AND A MAXIMUM SUPERELEVATION RATE OF 0.08.



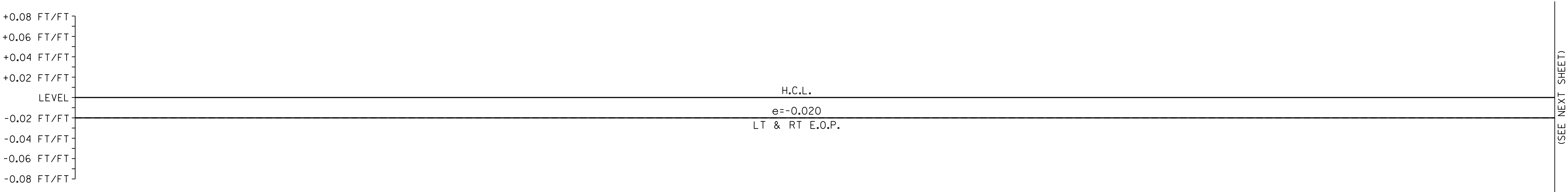
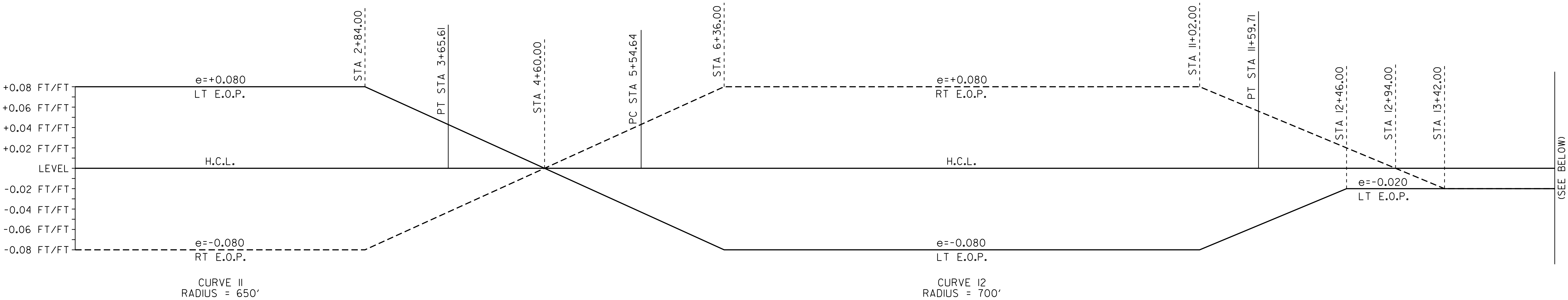
NOT TO SCALE

**SUPERELEVATION
BANKING
DIAGRAMS
SHEET #5**

PROJECT NAME: BRIGHTON - WARREN GORE
PROJECT NUMBER: STP 2724(1)S

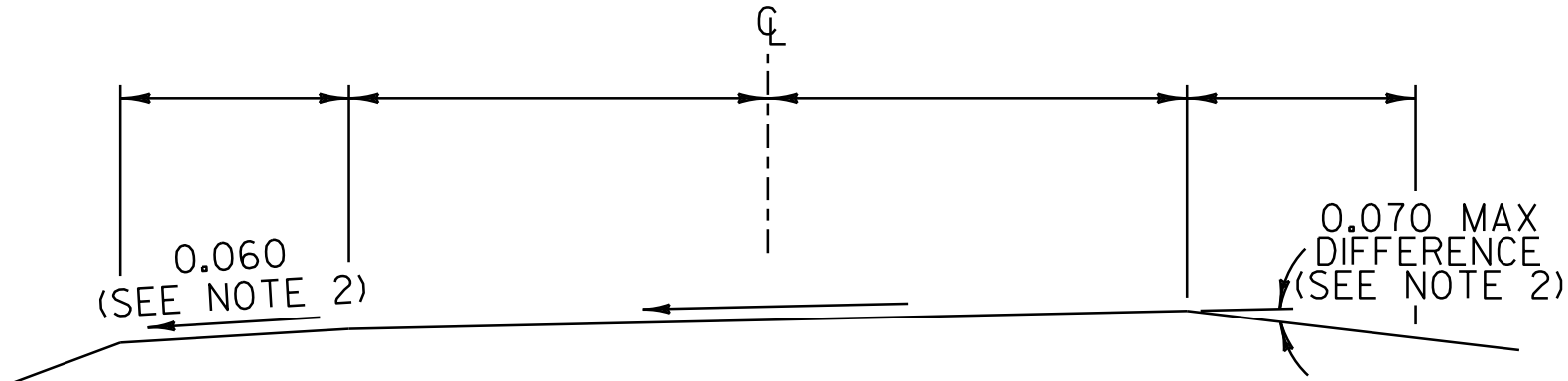
FILE NAME: p07c216.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: M.J.L.
IPARM FILE: p07c216sbd5.i

PLOT DATE: 31-OCT-2011 11:51
DRAWN BY: C.A.K.
CHECKED BY: D.W.E.
SHEET 46 OF 107



SUPERELEVATION BANKING NOTES:

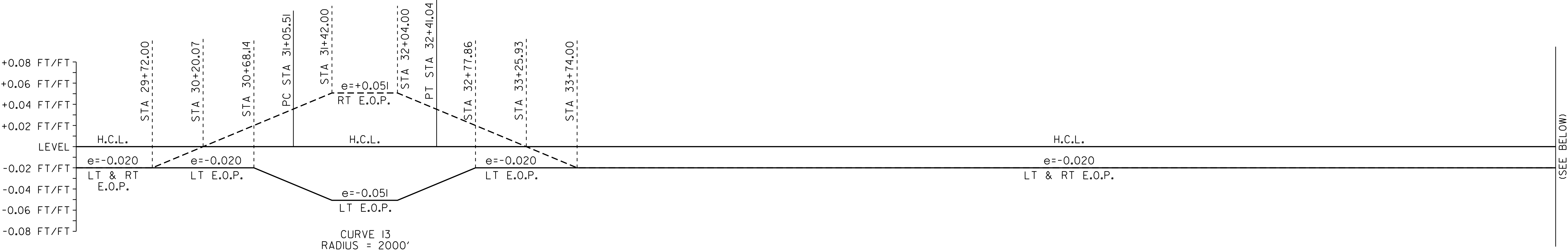
1. THE CONTRACTOR IS RESPONSIBLE FOR ESTABLISHING AND MAINTAINING THE HORIZONTAL AND VERTICAL GEOMETRY OF THE EXISTING ROADWAY.
2. THE MAXIMUM ROLL-OVER BETWEEN LANE AND SHOULDER CROSS SLOPES ON THE OUTSIDE (HIGH SIDE) OF A SUPERELEVATED CURVE SHALL BE SEVEN PERCENT. THE SHOULDER CROSS SLOPE ON THE INSIDE (LOW SIDE) OF A SUPERELEVATED CURVE SHALL BE A MINIMUM OF SIX PERCENT OR MATCH THE ADJACENT TRAVEL LANE CROSS SLOPE WHEN THE CROSS SLOPE EXCEEDS SIX PERCENT.
3. SUPERELEVATION RATES AND RUNOFF LENGTHS WERE DETERMINED USING A DESIGN SPEED EQUAL TO THE POSTED SPEED AND A MAXIMUM SUPERELEVATION RATE OF 0.08.



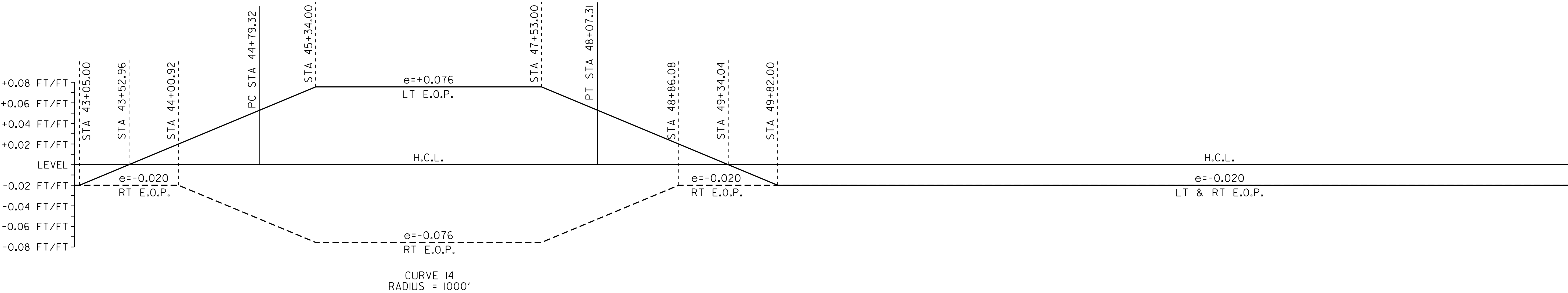
NOT TO SCALE

**SUPERELEVATION
BANKING
DIAGRAMS
SHEET #6**

PROJECT NAME: BRIGHTON - WARREN GORE	
PROJECT NUMBER: STP 2724(1)S	
FILE NAME: p07c2l6.dgn	PLOT DATE: 31-OCT-2011 11:51
PROJECT LEADER: D.E.G.	DRAWN BY: C.A.K.
DESIGNED BY: M.J.L.	CHECKED BY: D.W.E.
IPARM FILE: p07c2l6sbd6.i	SHEET 47 OF 107



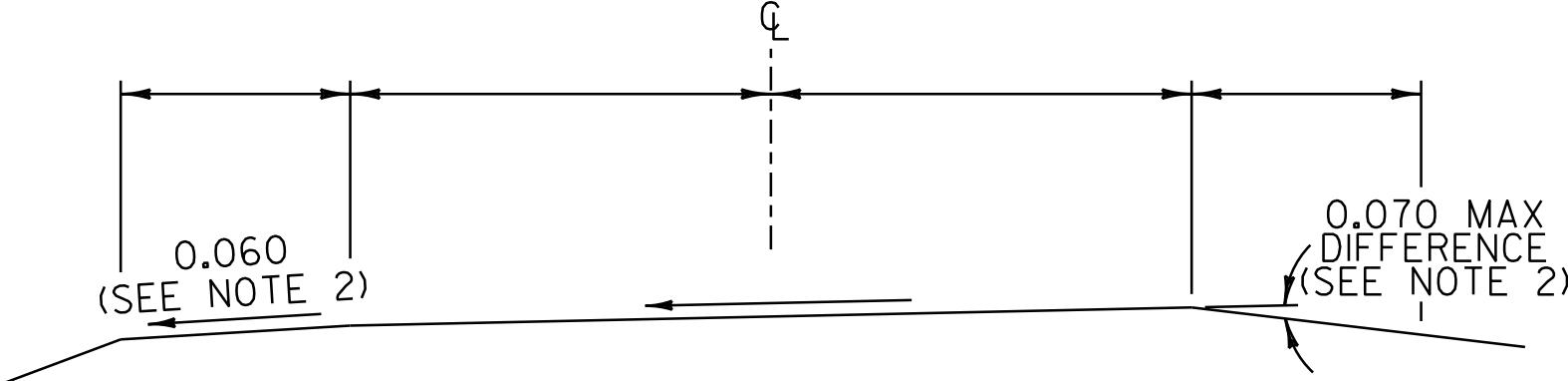
(SEE BELOW)



(SEE NEXT SHEET)

SUPERELEVATION BANKING NOTES:

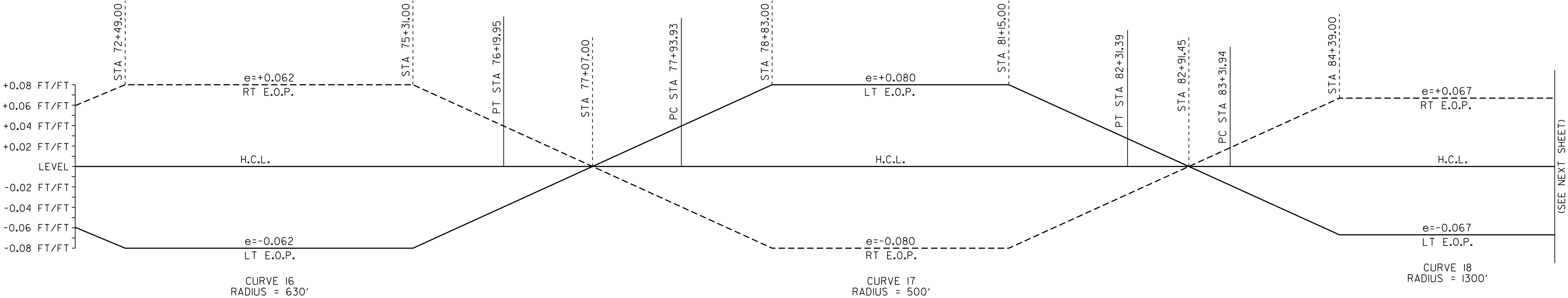
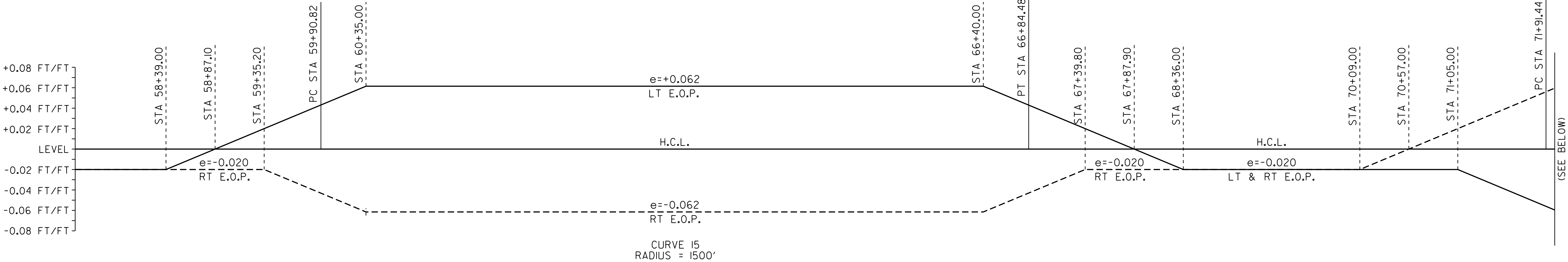
1. THE CONTRACTOR IS RESPONSIBLE FOR ESTABLISHING AND MAINTAINING THE HORIZONTAL AND VERTICAL GEOMETRY OF THE EXISTING ROADWAY.
2. THE MAXIMUM ROLL-OVER BETWEEN LANE AND SHOULDER CROSS SLOPES ON THE OUTSIDE (HIGH SIDE) OF A SUPERELEVATED CURVE SHALL BE SEVEN PERCENT. THE SHOULDER CROSS SLOPE ON THE INSIDE (LOW SIDE) OF A SUPERELEVATED CURVE SHALL BE A MINIMUM OF SIX PERCENT OR MATCH THE ADJACENT TRAVEL LANE CROSS SLOPE WHEN THE CROSS SLOPE EXCEEDS SIX PERCENT.
3. SUPERELEVATION RATES AND RUNOFF LENGTHS WERE DETERMINED USING A DESIGN SPEED EQUAL TO THE POSTED SPEED AND A MAXIMUM SUPERELEVATION RATE OF 0.08.



NOT TO SCALE

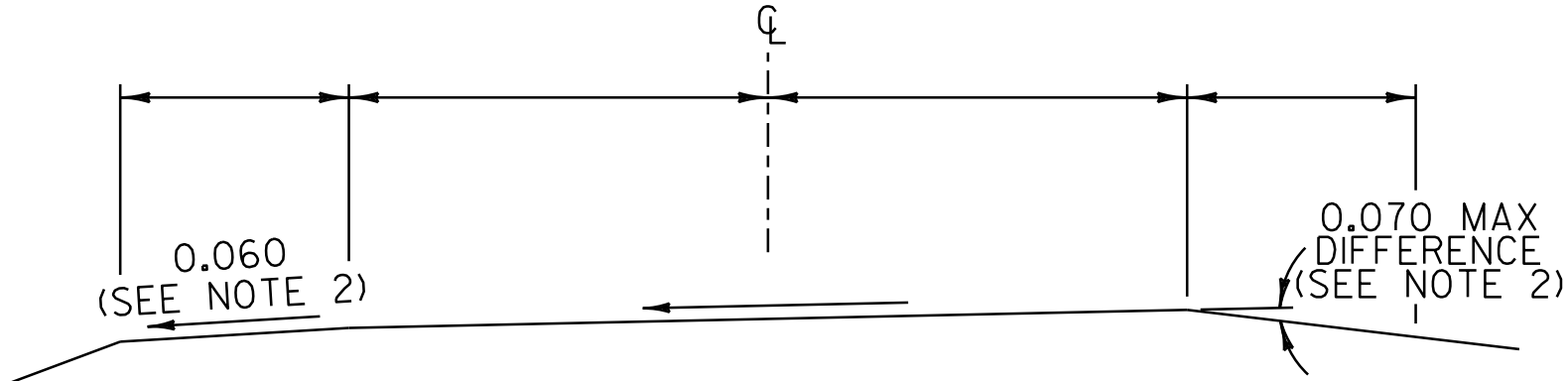
SUPERELEVATION
BANKING
DIAGRAMS
SHEET #7

PROJECT NAME: BRIGHTON - WARREN GORE	
PROJECT NUMBER: STP 2724(0)S	
FILE NAME: p07c2l6.dgn	PLOT DATE: 31-OCT-2011 11:52
PROJECT LEADER: D.E.G.	DRAWN BY: C.A.K.
DESIGNED BY: M.J.L.	CHECKED BY: D.W.E.
IPARM FILE: p07c2l6sbd7.i	SHEET 48 OF 107



SUPERELEVATION BANKING NOTES:

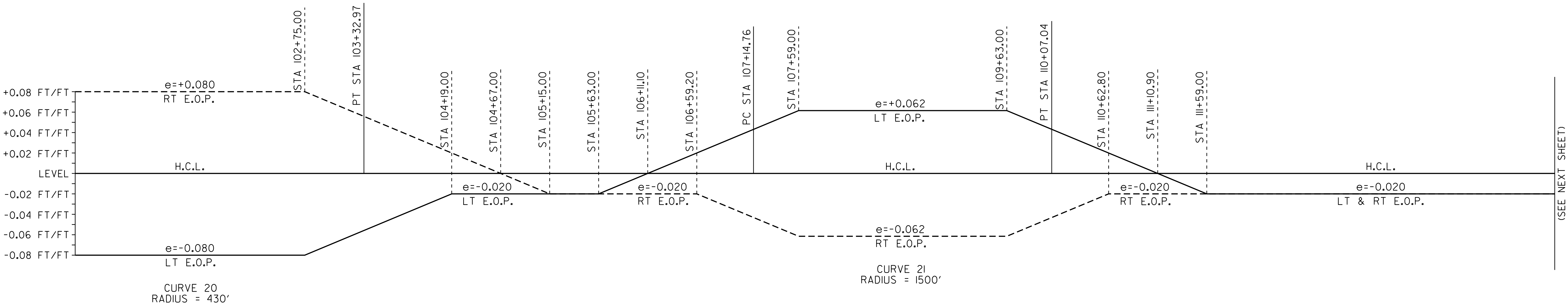
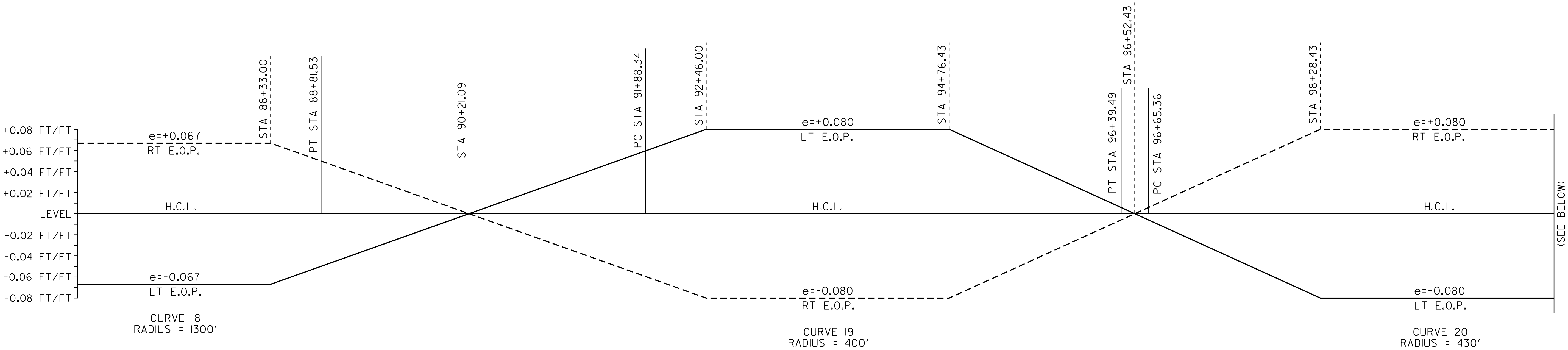
1. THE CONTRACTOR IS RESPONSIBLE FOR ESTABLISHING AND MAINTAINING THE HORIZONTAL AND VERTICAL GEOMETRY OF THE EXISTING ROADWAY.
2. THE MAXIMUM ROLL-OVER BETWEEN LANE AND SHOULDER CROSS SLOPES ON THE OUTSIDE (HIGH SIDE) OF A SUPERELEVATED CURVE SHALL BE SEVEN PERCENT. THE SHOULDER CROSS SLOPE ON THE INSIDE (LOW SIDE) OF A SUPERELEVATED CURVE SHALL BE A MINIMUM OF SIX PERCENT OR MATCH THE ADJACENT TRAVEL LANE CROSS SLOPE WHEN THE CROSS SLOPE EXCEEDS SIX PERCENT.
3. SUPERELEVATION RATES AND RUNOFF LENGTHS WERE DETERMINED USING A DESIGN SPEED EQUAL TO THE POSTED SPEED AND A MAXIMUM SUPERELEVATION RATE OF 0.08.



NOT TO SCALE

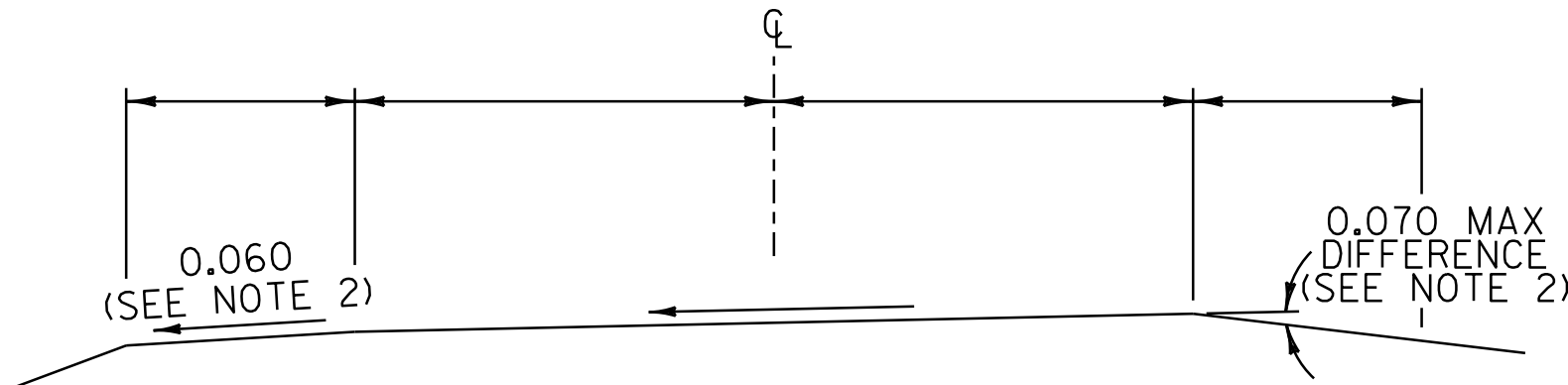
SUPERELEVATION BANKING DIAGRAMS SHEET #8

PROJECT NAME:	BRIGHTON - WARREN GORE
PROJECT NUMBER:	STP 2724(1)S
FILE NAME:	p07c216.dgn
PROJECT LEADER:	D.E.G.
DESIGNED BY:	M.J.L.
IPARM FILE:	p07c216sbd8.i
PLOT DATE:	31-OCT-2011 11:52
DRAWN BY:	C.A.K.
CHECKED BY:	D.W.E.
SHEET	49 OF 107



SUPERELEVATION BANKING NOTES:

1. THE CONTRACTOR IS RESPONSIBLE FOR ESTABLISHING AND MAINTAINING THE HORIZONTAL AND VERTICAL GEOMETRY OF THE EXISTING ROADWAY.
2. THE MAXIMUM ROLL-OVER BETWEEN LANE AND SHOULDER CROSS SLOPES ON THE OUTSIDE (HIGH SIDE) OF A SUPERELEVATED CURVE SHALL BE SEVEN PERCENT. THE SHOULDER CROSS SLOPE ON THE INSIDE (LOW SIDE) OF A SUPERELEVATED CURVE SHALL BE A MINIMUM OF SIX PERCENT OR MATCH THE ADJACENT TRAVEL LANE CROSS SLOPE WHEN THE CROSS SLOPE EXCEEDS SIX PERCENT.
3. SUPERELEVATION RATES AND RUNOFF LENGTHS WERE DETERMINED USING A DESIGN SPEED EQUAL TO THE POSTED SPEED AND A MAXIMUM SUPERELEVATION RATE OF 0.08.



NOT TO SCALE

**SUPERELEVATION
BANKING
DIAGRAMS
SHEET #9**

PROJECT NAME: BRIGHTON - WARREN GORE

PROJECT NUMBER: STP 2724(1)S

FILE NAME: p07c216.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: M.J.L.

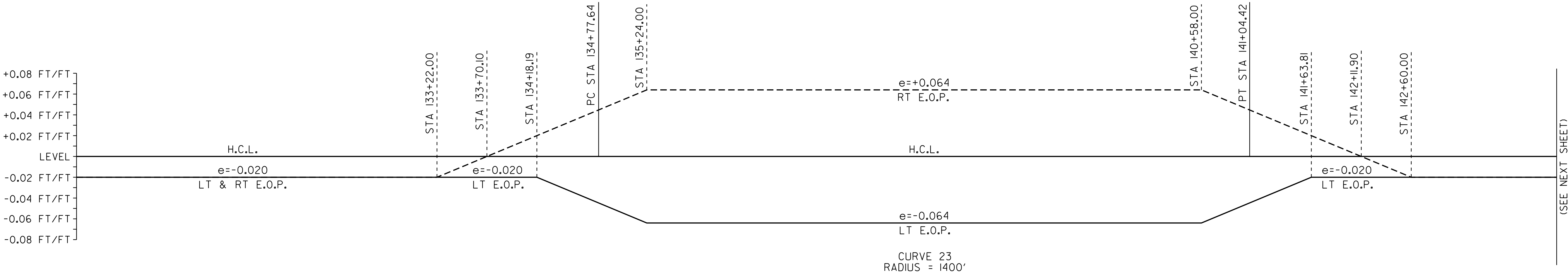
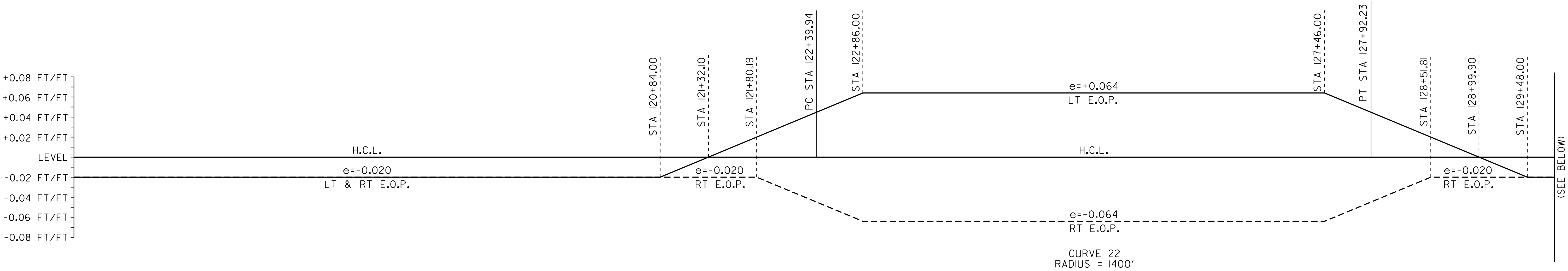
IPARM FILE: p07c216sbd9.i

PLOT DATE: 31-OCT-2011 11:52

DRAWN BY: C.A.K.

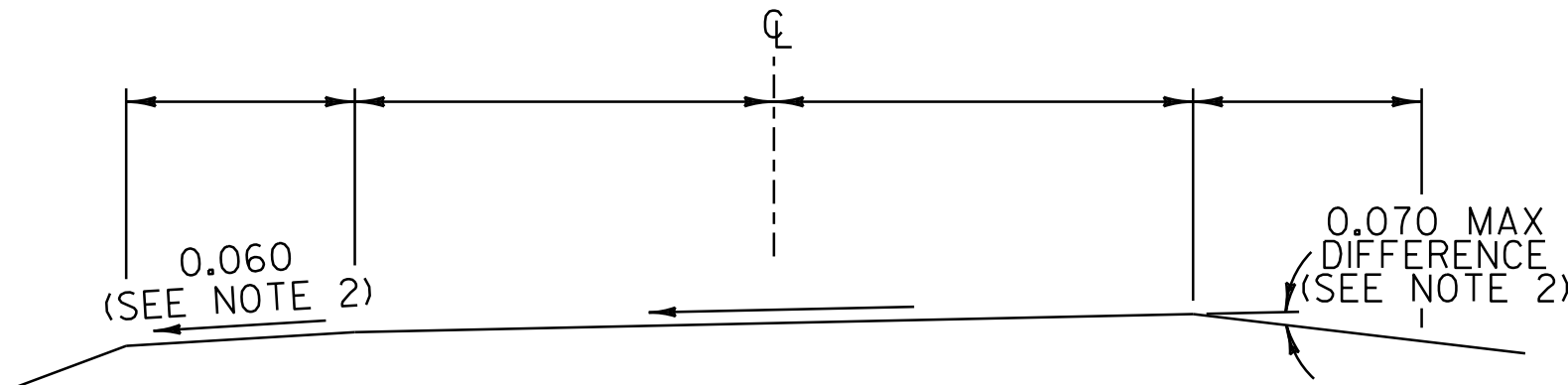
CHECKED BY: D.W.E.

SHEET 50 OF 107



SUPERELEVATION BANKING NOTES:

1. THE CONTRACTOR IS RESPONSIBLE FOR ESTABLISHING AND MAINTAINING THE HORIZONTAL AND VERTICAL GEOMETRY OF THE EXISTING ROADWAY.
2. THE MAXIMUM ROLL-OVER BETWEEN LANE AND SHOULDER CROSS SLOPES ON THE OUTSIDE (HIGH SIDE) OF A SUPERELEVATED CURVE SHALL BE SEVEN PERCENT. THE SHOULDER CROSS SLOPE ON THE INSIDE (LOW SIDE) OF A SUPERELEVATED CURVE SHALL BE A MINIMUM OF SIX PERCENT OR MATCH THE ADJACENT TRAVEL LANE CROSS SLOPE WHEN THE CROSS SLOPE EXCEEDS SIX PERCENT.
3. SUPERELEVATION RATES AND RUNOFF LENGTHS WERE DETERMINED USING A DESIGN SPEED EQUAL TO THE POSTED SPEED AND A MAXIMUM SUPERELEVATION RATE OF 0.08.



NOT TO SCALE

**SUPERELEVATION
BANKING
DIAGRAMS
SHEET #10**

PROJECT NAME: BRIGHTON - WARREN GORE

PROJECT NUMBER: STP 2724(1)S

FILE NAME: p07c216.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: M.J.L.

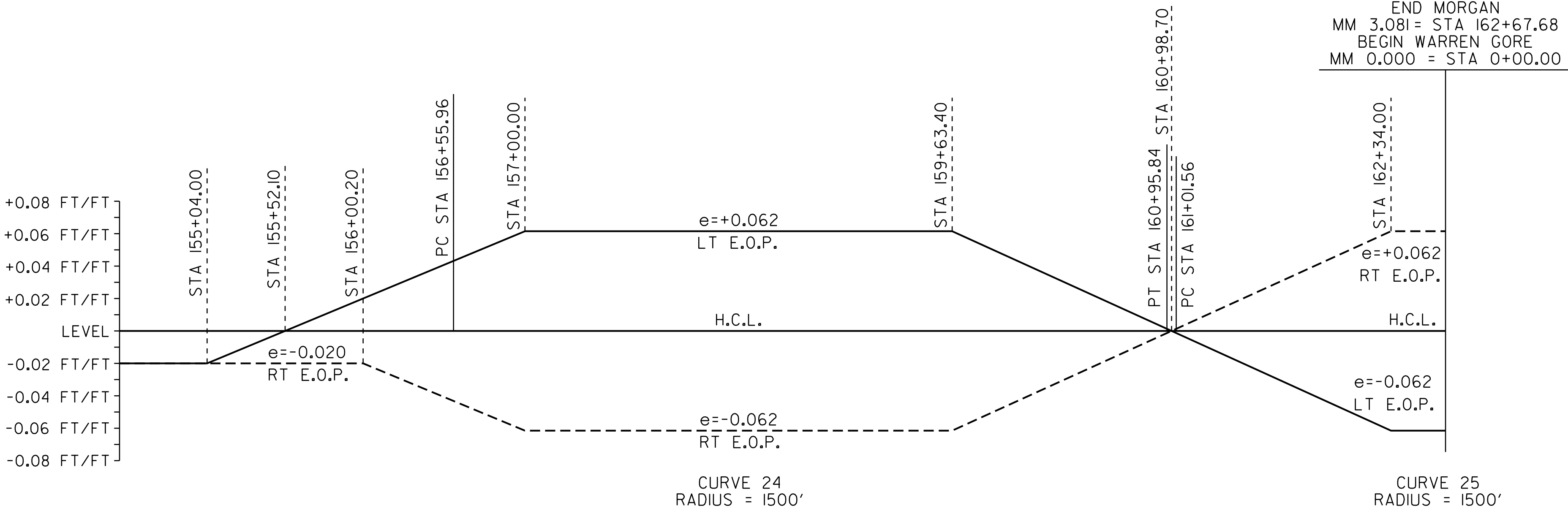
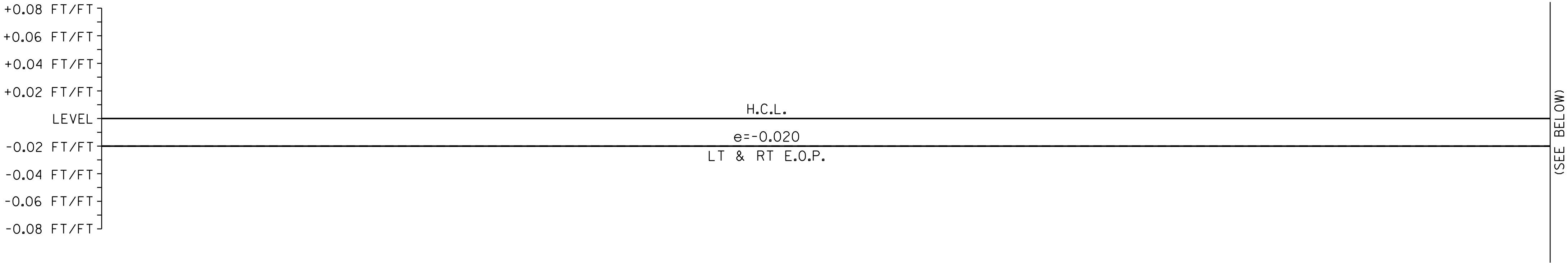
IPARM FILE: p07c216sbd10.i

PLOT DATE: 31-OCT-2011 11:52

DRAWN BY: C.A.K.

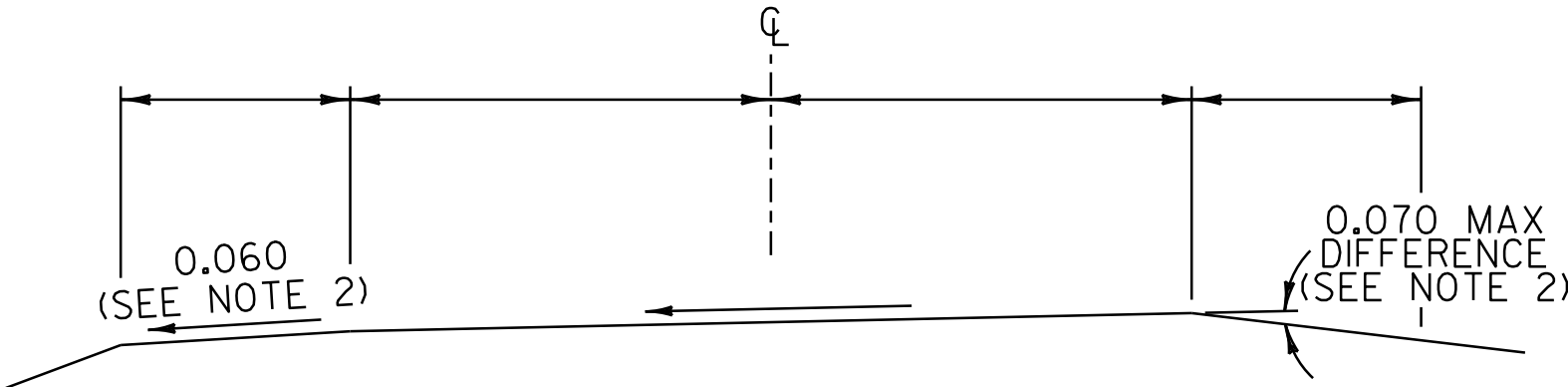
CHECKED BY: D.W.E.

SHEET 51 OF 107



SUPERELEVATION BANKING NOTES:

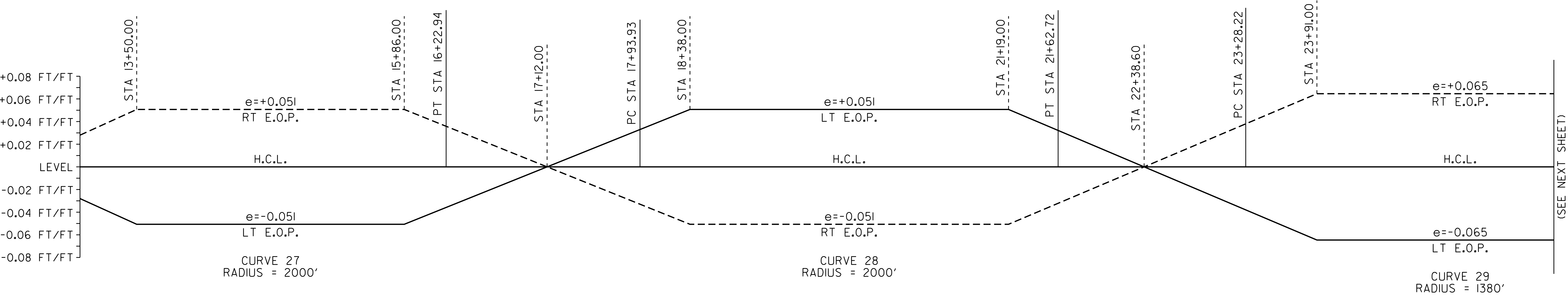
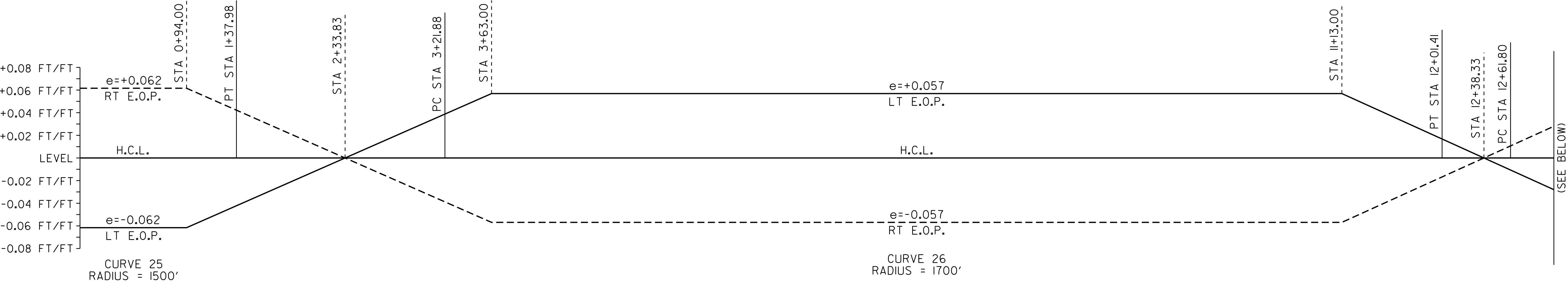
1. THE CONTRACTOR IS RESPONSIBLE FOR ESTABLISHING AND MAINTAINING THE HORIZONTAL AND VERTICAL GEOMETRY OF THE EXISTING ROADWAY.
2. THE MAXIMUM ROLL-OVER BETWEEN LANE AND SHOULDER CROSS SLOPES ON THE OUTSIDE (HIGH SIDE) OF A SUPERELEVATED CURVE SHALL BE SEVEN PERCENT. THE SHOULDER CROSS SLOPE ON THE INSIDE (LOW SIDE) OF A SUPERELEVATED CURVE SHALL BE A MINIMUM OF SIX PERCENT OR MATCH THE ADJACENT TRAVEL LANE CROSS SLOPE WHEN THE CROSS SLOPE EXCEEDS SIX PERCENT.
3. SUPERELEVATION RATES AND RUNOFF LENGTHS WERE DETERMINED USING A DESIGN SPEED EQUAL TO THE POSTED SPEED AND A MAXIMUM SUPERELEVATION RATE OF 0.08.



NOT TO SCALE

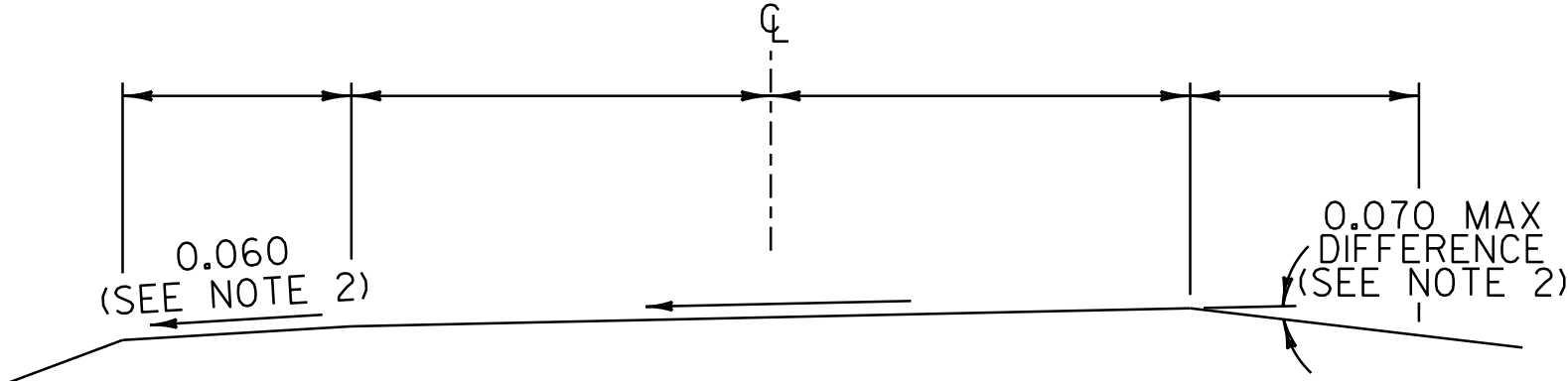
**SUPERELEVATION
BANKING
DIAGRAMS
SHEET #11**

PROJECT NAME: BRIGHTON - WARREN GORE	
PROJECT NUMBER: STP 272400S	
FILE NAME: p07c216.dgn	PLOT DATE: 31-OCT-2011 11:52
PROJECT LEADER: D.E.G.	DRAWN BY: C.A.K.
DESIGNED BY: M.J.L.	CHECKED BY: D.W.E.
IPARM FILE: p07c216sbd11.i	SHEET 52 OF 107



SUPERELEVATION BANKING NOTES:

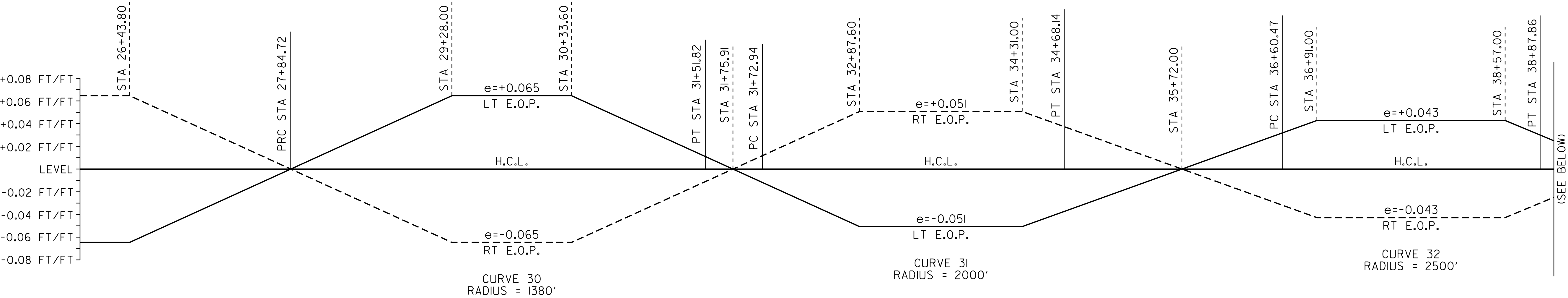
1. THE CONTRACTOR IS RESPONSIBLE FOR ESTABLISHING AND MAINTAINING THE HORIZONTAL AND VERTICAL GEOMETRY OF THE EXISTING ROADWAY.
2. THE MAXIMUM ROLL-OVER BETWEEN LANE AND SHOULDER CROSS SLOPES ON THE OUTSIDE (HIGH SIDE) OF A SUPERELEVATED CURVE SHALL BE SEVEN PERCENT. THE SHOULDER CROSS SLOPE ON THE INSIDE (LOW SIDE) OF A SUPERELEVATED CURVE SHALL BE A MINIMUM OF SIX PERCENT OR MATCH THE ADJACENT TRAVEL LANE CROSS SLOPE WHEN THE CROSS SLOPE EXCEEDS SIX PERCENT.
3. SUPERELEVATION RATES AND RUNOFF LENGTHS WERE DETERMINED USING A DESIGN SPEED EQUAL TO THE POSTED SPEED AND A MAXIMUM SUPERELEVATION RATE OF 0.08.



NOT TO SCALE

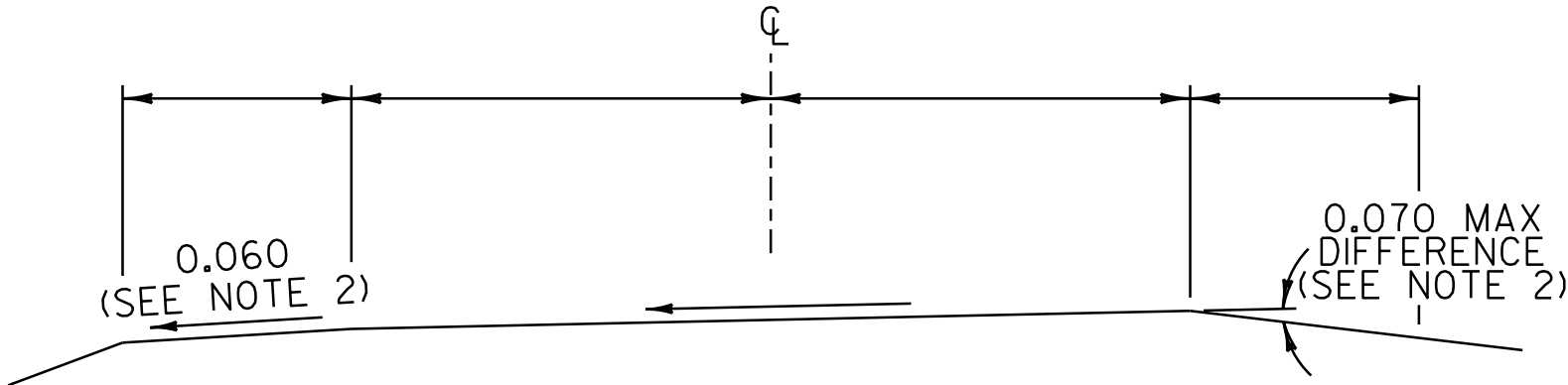
**SUPERELEVATION
BANKING
DIAGRAMS
SHEET #12**

PROJECT NAME: BRIGHTON - WARREN GORE	
PROJECT NUMBER: STP 2724(1)S	
FILE NAME: p07c216.dgn	PLOT DATE: 31-OCT-2011 11:52
PROJECT LEADER: D.E.G.	DRAWN BY: C.A.K.
DESIGNED BY: M.J.L.	CHECKED BY: D.W.E.
IPARM FILE: p07c216sbd12.i	SHEET 53 OF 107



SUPERELEVATION BANKING NOTES:

1. THE CONTRACTOR IS RESPONSIBLE FOR ESTABLISHING AND MAINTAINING THE HORIZONTAL AND VERTICAL GEOMETRY OF THE EXISTING ROADWAY.
2. THE MAXIMUM ROLL-OVER BETWEEN LANE AND SHOULDER CROSS SLOPES ON THE OUTSIDE (HIGH SIDE) OF A SUPERELEVATED CURVE SHALL BE SEVEN PERCENT. THE SHOULDER CROSS SLOPE ON THE INSIDE (LOW SIDE) OF A SUPERELEVATED CURVE SHALL BE A MINIMUM OF SIX PERCENT OR MATCH THE ADJACENT TRAVEL LANE CROSS SLOPE WHEN THE CROSS SLOPE EXCEEDS SIX PERCENT.
3. SUPERELEVATION RATES AND RUNOFF LENGTHS WERE DETERMINED USING A DESIGN SPEED EQUAL TO THE POSTED SPEED AND A MAXIMUM SUPERELEVATION RATE OF 0.08.



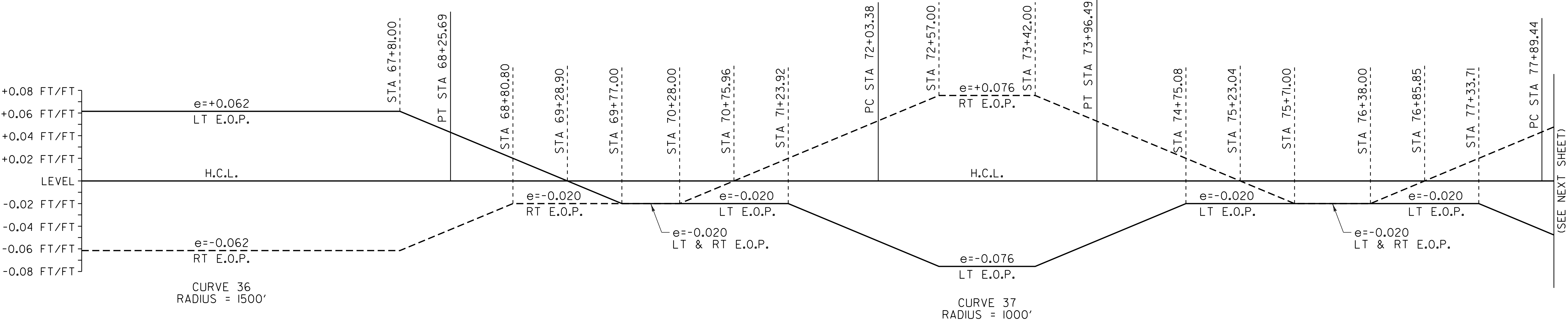
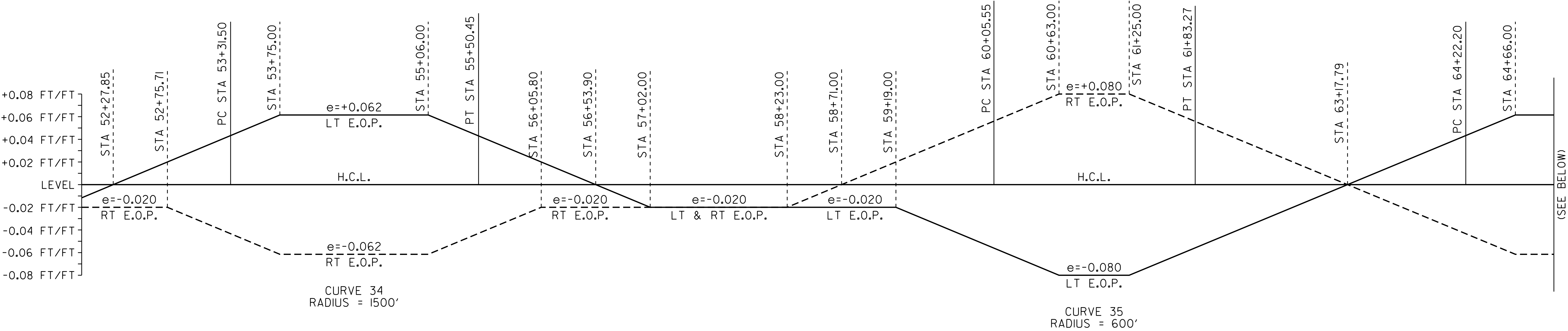
NOT TO SCALE

**SUPERELEVATION
BANKING
DIAGRAMS
SHEET #13**

PROJECT NAME: BRIGHTON - WARREN GORE
PROJECT NUMBER: STP 2724(II)S

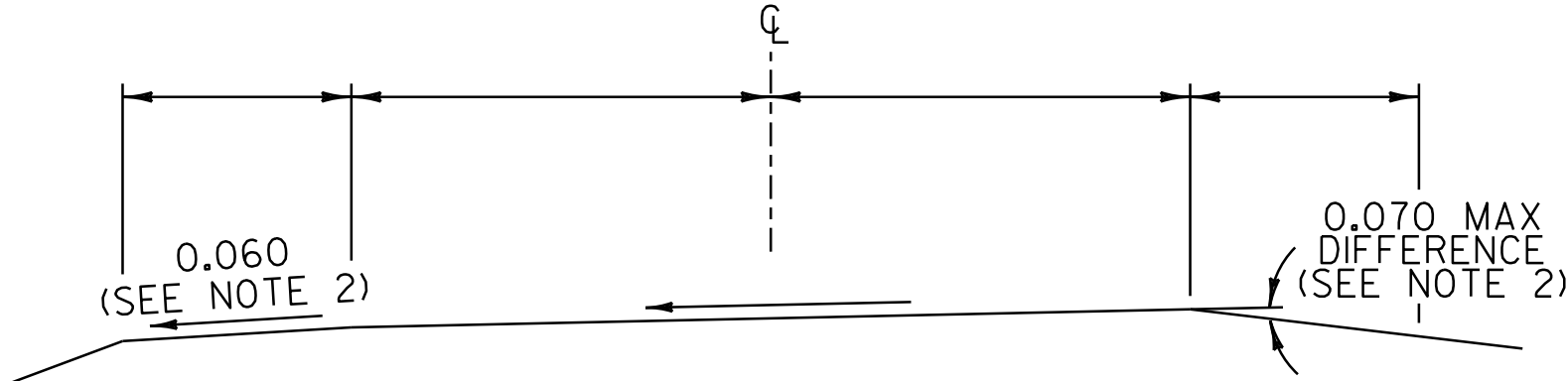
FILE NAME: p07c2l6.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: M.J.L.
IPARM FILE: p07c2l6sbd13.i

PLOT DATE: 31-OCT-2011 11:52
DRAWN BY: C.A.K.
CHECKED BY: D.W.E.
SHEET 54 OF 107



SUPERELEVATION BANKING NOTES:

1. THE CONTRACTOR IS RESPONSIBLE FOR ESTABLISHING AND MAINTAINING THE HORIZONTAL AND VERTICAL GEOMETRY OF THE EXISTING ROADWAY.
2. THE MAXIMUM ROLL-OVER BETWEEN LANE AND SHOULDER CROSS SLOPES ON THE OUTSIDE (HIGH SIDE) OF A SUPERELEVATED CURVE SHALL BE SEVEN PERCENT. THE SHOULDER CROSS SLOPE ON THE INSIDE (LOW SIDE) OF A SUPERELEVATED CURVE SHALL BE A MINIMUM OF SIX PERCENT OR MATCH THE ADJACENT TRAVEL LANE CROSS SLOPE WHEN THE CROSS SLOPE EXCEEDS SIX PERCENT.
3. SUPERELEVATION RATES AND RUNOFF LENGTHS WERE DETERMINED USING A DESIGN SPEED EQUAL TO THE POSTED SPEED AND A MAXIMUM SUPERELEVATION RATE OF 0.08.



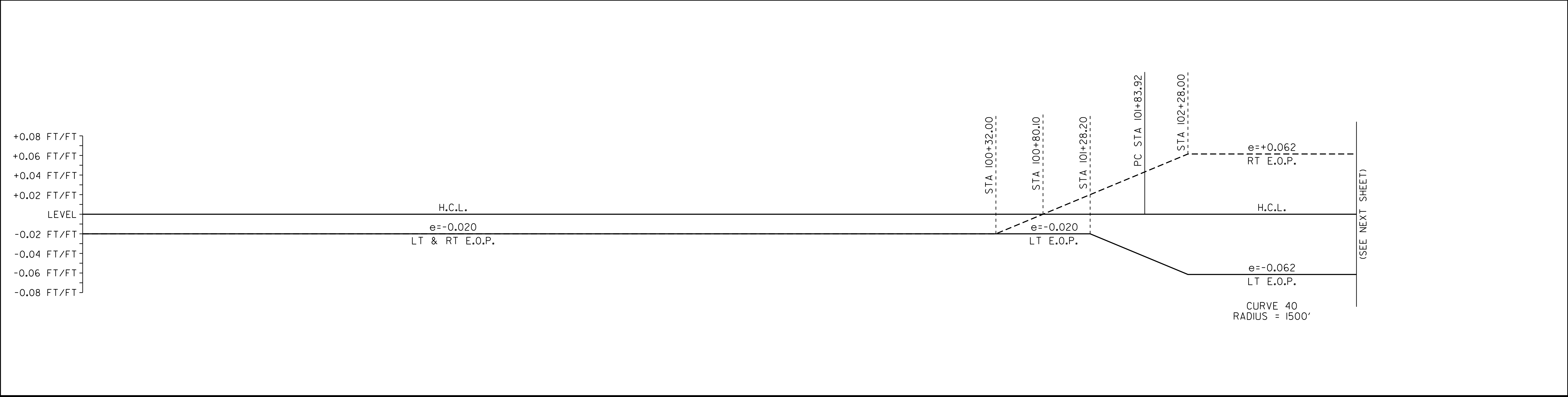
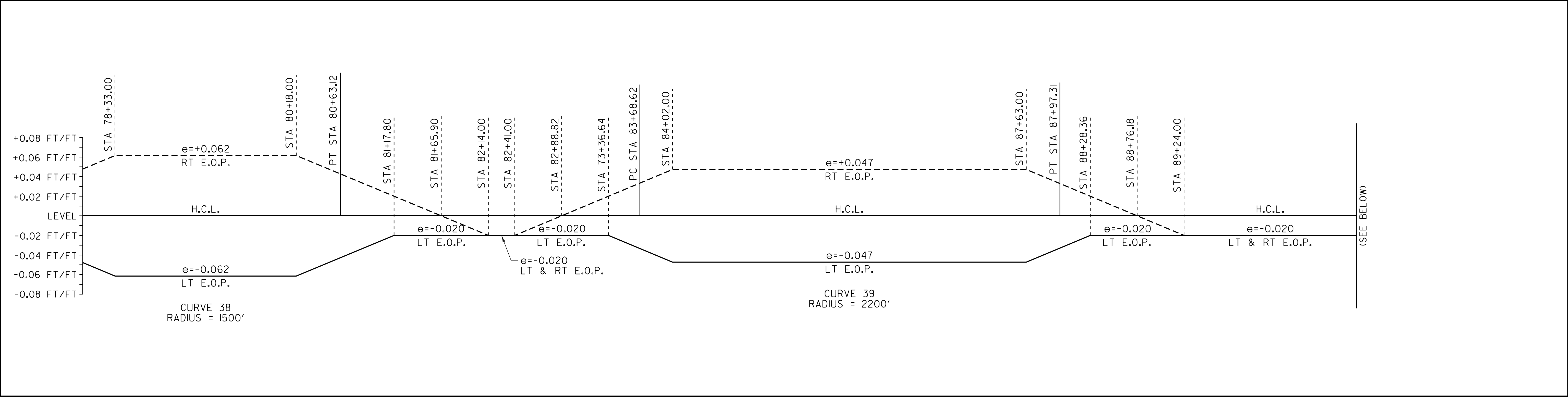
NOT TO SCALE

**SUPERELEVATION
BANKING
DIAGRAMS
SHEET #14**

PROJECT NAME: BRIGHTON - WARREN GORE
PROJECT NUMBER: STP 2724(1)S

FILE NAME: p07c216.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: M.J.L.
IPARM FILE: p07c216sbd14.i

PLOT DATE: 31-OCT-2011 11:52
DRAWN BY: C.A.K.
CHECKED BY: D.W.E.
SHEET 55 OF 107

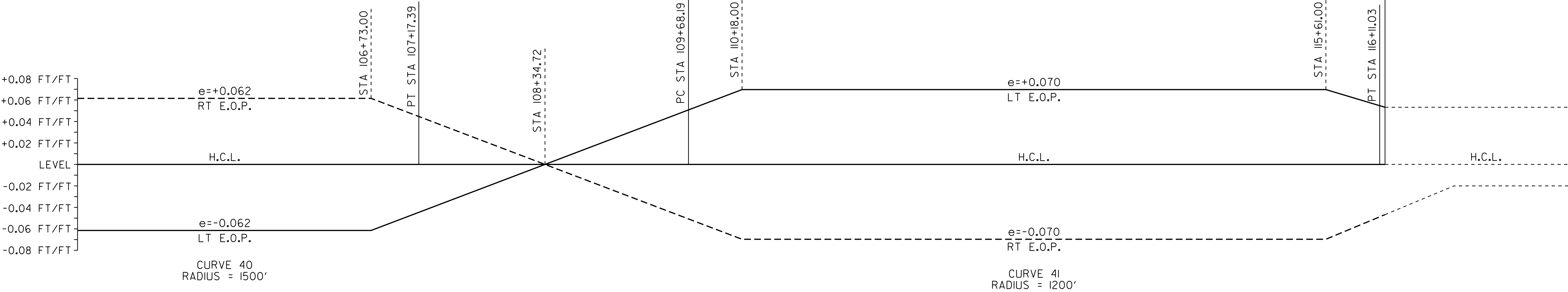


SUPERELEVATION BANKING NOTES:

1. THE CONTRACTOR IS RESPONSIBLE FOR ESTABLISHING AND MAINTAINING THE HORIZONTAL AND VERTICAL GEOMETRY OF THE EXISTING ROADWAY.
2. THE MAXIMUM ROLL-OVER BETWEEN LANE AND SHOULDER CROSS SLOPES ON THE OUTSIDE (HIGH SIDE) OF A SUPERELEVATED CURVE SHALL BE SEVEN PERCENT. THE SHOULDER CROSS SLOPE ON THE INSIDE (LOW SIDE) OF A SUPERELEVATED CURVE SHALL BE A MINIMUM OF SIX PERCENT OR MATCH THE ADJACENT TRAVEL LANE CROSS SLOPE WHEN THE CROSS SLOPE EXCEEDS SIX PERCENT.
3. SUPERELEVATION RATES AND RUNOFF LENGTHS WERE DETERMINED USING A DESIGN SPEED EQUAL TO THE POSTED SPEED AND A MAXIMUM SUPERELEVATION RATE OF 0.08.

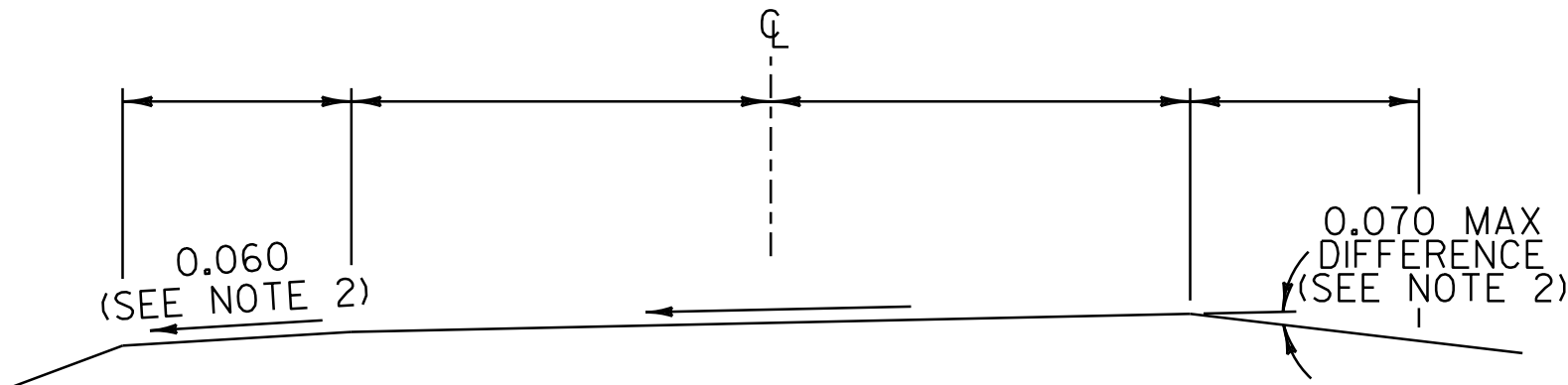
SUPERELEVATION BANKING DIAGRAMS SHEET #15	NOT TO SCALE	
	PROJECT NAME: BRIGHTON - WARREN GORE	
	PROJECT NUMBER: STP 2724(1)S	
	FILE NAME: p07c216.dgn PROJECT LEADER: D.E.G. DESIGNED BY: M.J.L. IPARM FILE: p07c216sbd15.i	PLOT DATE: 31-OCT-2011 11:52 DRAWN BY: C.A.K. CHECKED BY: D.W.E. SHEET 56 OF 107

END STP 2724(I)S
MM 2.200 = STA 116+16.00
MATCH STP 2725(I)S
SEE SHEET 85



SUPERELEVATION BANKING NOTES:

1. THE CONTRACTOR IS RESPONSIBLE FOR ESTABLISHING AND MAINTAINING THE HORIZONTAL AND VERTICAL GEOMETRY OF THE EXISTING ROADWAY.
2. THE MAXIMUM ROLL-OVER BETWEEN LANE AND SHOULDER CROSS SLOPES ON THE OUTSIDE (HIGH SIDE) OF A SUPERELEVATED CURVE SHALL BE SEVEN PERCENT. THE SHOULDER CROSS SLOPE ON THE INSIDE (LOW SIDE) OF A SUPERELEVATED CURVE SHALL BE A MINIMUM OF SIX PERCENT OR MATCH THE ADJACENT TRAVEL LANE CROSS SLOPE WHEN THE CROSS SLOPE EXCEEDS SIX PERCENT.
3. SUPERELEVATION RATES AND RUNOFF LENGTHS WERE DETERMINED USING A DESIGN SPEED EQUAL TO THE POSTED SPEED AND A MAXIMUM SUPERELEVATION RATE OF 0.08.



NOT TO SCALE

**SUPERELEVATION
BANKING
DIAGRAMS
SHEET #16**

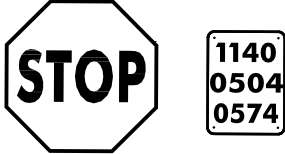
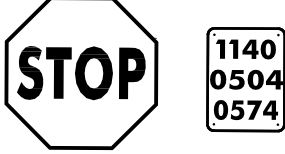
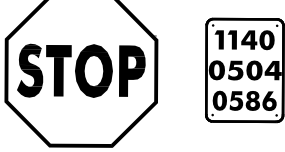
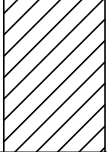
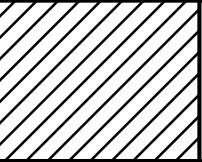
PROJECT NAME: BRIGHTON - WARREN GORE
PROJECT NUMBER: STP 2724(I)S

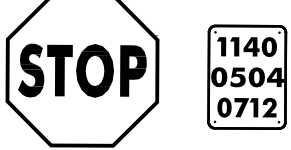
FILE NAME: p07c216.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: M.J.L.
IPARM FILE: p07c216sbd16.i

PLOT DATE: 31-OCT-2011 11:52
DRAWN BY: C.A.K.
CHECKED BY: D.W.E.
SHEET 57 OF 107

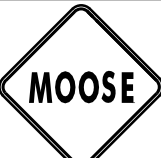
TRAFFIC SIGN SUMMARY SHEET 1

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS			NEW & SALVAGED SIGNS						EXIST POST RETAIN	SALVAGE	NO. OF POSTS	FLANGED CHANNEL			SQUARE STEEL (in)				TUBULAR ALUMINUM Ø (in)			TUBULAR STEEL Ø (in)				W-SHAPE STEEL				REMARKS	SIGN DETAIL	
					"A"	"B"	SALV SIGN	SALV TIS	lb/ft	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 DWG. NUMBER	STD. SHEET NUMBER			
		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"							
BRIGHTON: 258+71.0, RT							I																				SALVAGED SIGN TO BE INSTALLED ON THE EXISTING RETAINED SIGN POST.	-	-					
							I																					SALVAGED SIGN TO BE INSTALLED ON THE EXISTING RETAINED SIGN POST.	-	-				
		I	6	10	0.42																							SIGN ID CODE VD-700 NEW SIGN TO BE INSTALLED ON THE EXISTING RETAINED SIGN POST.		E-I38				
268+07.0, RT		I	6	10	0.42																							SIGN ID CODE VD-700 NEW SIGN TO BE INSTALLED ON THE EXISTING RETAINED SIGN POST.		E-I38				
268+84.0, RT		I	6	10	0.42																							SIGN ID CODE VD-700 NEW SIGN TO BE INSTALLED ON THE EXISTING RETAINED SIGN POST.		E-I38				
274+92.0, RT							I				I		X		X													SALVAGED SIGN TO BE MOUNTED ON NEW POST.TOP MOUNTING BRACKETS REQUIRED TO INSTALL SALVAGED SIGN ON NEW POST.COSTS ASSOCIATED WITH THIS BRACKET ARE INCIDENTAL TO THE SIGN POST.	-	-				
		I	6	10	0.42		I																					BACK-TO-BACK SIGN ID CODE VD-700		- E-I38				
287+23.0, LT		I	36	36	9.00						2		X		X													SIGN ID CODE W3-5	68					
301+68.0, RT		I	6	8	0.33						I		X		X													SIGN ID CODE VD-70I		E-I34				
302+16.0, LT		I	24	30	5.00						I		X		X													SIGN ID CODE R2-I		E-I42				
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."												LF	LF	LF	EA.	LB	LB	LB		LB	LB	LB	LB											
					TOTALS	SF 16.0I	SF	EA. 5	SF			LF	LF 70				LB		EA.	LB			EA.	EA.	LB	TRAFFIC SIGN SUMMARY SHEET #1		PROJECT NAME: BRIGHTON - WARREN GORE PROJECT NUMBER: STP 2724(I)S						
																												FILE NAME: p07c216.dgn PROJECT LEADER: D.E.G. DESIGNED BY: M.J.L. IPARM FILE: p07c216+ssl.i	PLOT DATE: 3I-OCT-20II(I)S2 DRAWN BY: C.A.K. CHECKED BY: D.W.E. SHEET 58 OF IO7					

STATE OF VERMONT AGENCY OF TRANSPORTATION										TRAFFIC SIGN SUMMARY SHEET 2																											
MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS			NEW & SALVAGED SIGNS				EXIST POST	NO. OF POSTS	FLANGED CHANNEL			SQUARE STEEL (in)			ANCHOR	SLEEVE	TUBULAR ALUMINUM Ø (in)			TUBULAR STEEL Ø (in)				W-SHAPE STEEL				REQUIRE SIGNAGE	REMARKS	SIGN DETAIL					
		E A	WIDTH (in)	HEIGHT (in)	"A"	"B"	SALV SIGN	SALV TIS	RETAIN		SALVAGE	1.12	2.0	3.0	1.75	2.0			2.5	3.0	4.0	4.0 MOD	FOUND- ATION	3.0	3.5	4.0	5.0	FTG. SIZE				WEIGHT	POST SIZE	DETAIL ON DWG. NUMBER	STD. SHEET NUMBER		
																												24"	30"								
BRIGHTON: 302+17.0, LT		I	6	8	0.33					I				X			X													SIGN ID CODE VD-70I		E-I34					
302+73.0, LT							I			I				X			X													SALVAGED SIGN TO BE MOUNTED ON NEW POST. TOP MOUNTING BRACKETS REQUIRED TO INSTALL SALVAGED SIGN ON NEW POST. COSTS ASSOCIATED WITH THIS BRACKET ARE INCIDENTAL TO THE SIGN POST.	-	-					
		I	6	10	0.42		I																							BACK-TO-BACK SIGN ID CODE VD-700		- E-I38					
303+15.0, RT							I			I				X			X													SALVAGED SIGN TO BE MOUNTED ON NEW POST. TOP MOUNTING BRACKETS REQUIRED TO INSTALL SALVAGED SIGN ON NEW POST. COSTS ASSOCIATED WITH THIS BRACKET ARE INCIDENTAL TO THE SIGN POST.	-	-					
		I	6	10	0.42		I																							BACK-TO-BACK SIGN ID CODE VD-700		- E-I38					
307+27.0, LT		I	36	36	9.00					2				X			X													SIGN ID CODE W3-5	68						
309+21.0, RT							I			I				X			X													SALVAGED SIGN TO BE MOUNTED ON NEW POST. TOP MOUNTING BRACKETS REQUIRED TO INSTALL SALVAGED SIGN ON NEW POST. COSTS ASSOCIATED WITH THIS BRACKET ARE INCIDENTAL TO THE SIGN POST.	-	-					
		I	6	10	0.42		I																							BACK-TO-BACK SIGN ID CODE VD-700		E-I38					
373+52.0, LT		I	24	30	5.00					I				X			X													SIGN ID CODE R2-I		E-I42					
373+55.0, RT		I	21	15	2.19					I				X			X													SIGN ID CODE M2-I		E-I36B					
		I	30	24	5.00																									SIGN ID CODE MI-5		E-I36B					
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."											LF	LF	LF	LF 14	LF 98	LF		EA.	LB	LB	LB		LB	LB	LB	LB					TRAFFIC SIGN SUMMARY SHEET #2		PROJECT NAME: BRIGHTON - WARREN GORE				
																																		PROJECT NUMBER: STP 272400S			
																																		FILE NAME: p07c216.dgn	PLOT DATE: 31-OCT-2011 11:52		
					TOTALS	SF 22.78	SF	EA. 9	SF		LF			LF 112			LB			EA.	LB			EA.	EA.	LB							DESIGNED BY: M.J.L.	DRAWN BY: C.A.K.			
																																	IPARM FILE: p07c216+ss2.i	SHEET 59 OF 107			

STATE OF VERMONT AGENCY OF TRANSPORTATION				TRAFFIC SIGN SUMMARY SHEET 3																																
MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS			NEW & SALVAGED SIGNS				EXIST POST RE TAIN S ALV AGE	NO. OF POST S	NEW SIGN POSTS																RE QUI RE D S IG N M E T E R S	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 DWG. NUMBER	STD. SHEET NUMBER						
											lb/ft	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				
												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"	
BRIGHTON: 374+60.0, RT		I	6	8	0.33						I				X			X															SIGN ID CODE VD-70I		E-I34	
374+88.0, LT		I	6	8	0.33						I				X			X															SIGN ID CODE VD-70I		E-I34	
375+91.0, RT								I			I				X			X															SALVAGED SIGN TO BE MOUNTED ON NEW POST. TOP MOUNTING BRACKETS REQUIRED TO INSTALL SALVAGED SIGN ON NEW POST. COSTS ASSOCIATED WITH THIS BRACKET ARE INCIDENTAL TO THE SIGN POST.	-	-	
		I	6	10	0.42			I																									BACK-TO-BACK SIGN ID CODE VD-700		- E-I38	
376+25.0, RT		I	36	36	9.00						2				X			X															SIGN ID CODE WI2-2		E-I55	
		I	30	12	2.50																												SIGN ID CODE WI6-3a	68		
378+50.0, RT		I	30	30	6.25						I				X			X															SIGN ID CODE WI-4R	68		
		I	18	18	2.25																												SIGN ID CODE WI3-I		E-I55	
378+79.0, LT	 	I I	72 72	12 12	6.00 6.00						2				X			X															SIGN ID CODE DI-I SIGN ID CODE DI-I		E-I23 E-I23	
380+17.0, RT	 	I I	72 72	12 12	6.00 6.00						2				X			X															SIGN ID CODE DI-I SIGN ID CODE DI-I		E-I23 E-I23	
	 	I I	72 72	12 12	6.00 6.00																													SIGN ID CODE DI-I SIGN ID CODE DI-I		E-I23 E-I23
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."												LF	LF	LF	LF	LF	LF	EA.	LB	LB	LB		LB	LB	LB	LB										
												LF			LF			EA.			LB				EA.			EA.	LB				TRAFFIC SIGN SUMMARY SHEET #3		PROJECT NAME: BRIGHTON - WARREN GORE PROJECT NUMBER: STP 272400S	
											LF			LF			EA.			LB				EA.			EA.	LB	FILE NAME: p07c216.dgn PROJECT LEADER: D.E.G. DESIGNED BY: M.J.L. IPARM FILE: p07c216+ss3.i		PLOT DATE: 31-OCT-2011 11:52 DRAWN BY: C.A.K. CHECKED BY: D.W.E. SHEET 60 OF 107					

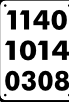
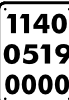
TRAFFIC SIGN SUMMARY SHEET 4

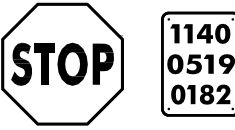
MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS			NEW & SALVAGED SIGNS				EXIST POST RETAIN		NO. OF POSTS	FLANGED CHANNEL			SQUARE STEEL (in)				TUBULAR ALUMINUM Ø (in)			TUBULAR STEEL Ø (in)				W-SHAPE STEEL				REQUIRE SIGN FRAME	REMARKS	SIGN DETAIL		
					"A"	"B"	SALV SIGN	SALV TIS				lb/ft			lb/ft			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 DWG. NUMBER
		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"								
BRIGHTON: 380+94.0, LT		I	24	12	2.00						I					X		X											SIGN ID CODE M3-3		E-I36B			
		I	30	24	5.00																								SIGN ID CODE MI-5		E-I36B			
382+01.0, RT	 	I I	24 24	12 12	2.00 2.00						2					X		X											SIGN ID CODE M3-4 SIGN ID CODE M3-1		E-I36B E-I36B			
	 	I I	30 30	24 24	5.00 5.00																								SIGN ID CODE MI-5 SIGN ID CODE MI-5		E-I36B E-I36B			
	 	I I	21 21	15 15	2.19 2.19																								SIGN ID CODE M6-1 SIGN ID CODE M6-3		E-I36B E-I36B			
382+14.0, LT		I	6	10	0.42																								SIGN ID CODE VD-700 SIGN TO BE INSTALLED ON EXISTING RETAINED SIGN POST.		E-I38			
384+89.0, LT	 	I I	24 24	12 12	2.00 2.00						2					X		X											SIGN ID CODE M3-3 SIGN ID CODE M3-4		E-I36B E-I36B			
	 	I I	30 30	24 24	5.00 5.00																								SIGN ID CODE MI-5 SIGN ID CODE MI-5		E-I36B E-I36B			
	 	I I	21 21	15 15	2.19 2.19																								SIGN ID CODE M6-3 SIGN ID CODE M6-1		E-I36B E-I36B			
385+70.0, RT		I	30	30	6.25						I					X		X											SIGN ID CODE VW-001		E-I53			
		I	24	18	3.00																								SIGN ID CODE W7-3a		E-I52			
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."												LF	LF	LF	LF	LF	LF	EA.	LB	LB	LB		LB	LB	LB	LB						TRAFFIC SIGN SUMMARY SHEET #4	PROJECT NAME: BRIGHTON - WARREN GORE PROJECT NUMBER: STP 2724(1)S	
					TOTALS	SF 53.43	SF	EA.	SF		LF	LF 84			LB			EA.	LB			EA.	EA.	LB	FILE NAME: p07c216.dgn PROJECT LEADER: D.E.G. DESIGNED BY: M.J.L. IPARM FILE: p07c2161tss4.i		PLOT DATE: 31-OCT-2011 11:52 DRAWN BY: C.A.K. CHECKED BY: D.W.E. SHEET 61 OF 107							

STATE OF VERMONT AGENCY OF TRANSPORTATION				TRAFFIC SIGN SUMMARY SHEET 5																																
MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS			NEW & SALVAGED SIGNS				EXIST POST RE TAIN AGE	NO. OF POSTS	FLANGED CHANNEL			SQUARE STEEL (in)			ANCHOR	SLEEVE	TUBULAR ALUMINUM Ø (in)			TUBULAR STEEL Ø (in)				W-SHAPE STEEL				RE QUI RE D S I G N M E T R I C	REMARKS	SIGN DETAIL				
		E A	WIDTH (in)	HEIGHT (in)	"A"	"B"	SALV SIGN	SALV TIS			1.1/2	2.0	3.0	1.75	2.0	2.5			3.0	4.0	4.0 MOD	FOUND- ATION	3.0	3.5	4.0	5.0	FTG. SIZE		WEIGHT			POST SIZE	DETAIL ON DWG. NUMBER	STD. SHEET NUMBER		
																											24"	30"							24"	30"
BRIGHTON: 386+85.0, LT	↑ ISLAND POND 3 ↑ LYNDONVILLE 27	I	72	12	6.00					2					X		X												SIGN ID CODE DI-1		E-I23					
	MORGAN CENTER 6 → DERBY CENTER 15 →	I	72	12	6.00																								SIGN ID CODE DI-1		E-I23					
388+37.0, RT	NORTON 13 CANAAN 27	I	72	12	6.00					2					X		X												SIGN ID CODE DI-1		E-I23					
388+82.0, LT	JCT	I	21	15	2.19					1					X		X												SIGN ID CODE M2-1		E-I36B					
	VERMONT 111	I	30	24	5.00																								SIGN ID CODE MI-5		E-I36B					
MORGAN: 0+00.0, LT	BRIGHTON ESSEX CO MORGAN ORLEANS CO	I	60	7.5	3.13					1					X		X															E-I24				
	1140 0504 0739	I	6	10	0.42																								SIGN ID CODE VD-700		E-I38					
	1140 1014 0000	I	6	10	0.42																								SIGN ID CODE VD-700		E-I38					
10+77.0, LT	HIDDEN DRIVE RIGHT	I	30	30	6.25					1					X		X												SIGN ID CODE VW-054		E-I54					
14+08.0, LT	↗	I	30	30	6.25					1					X		X												SIGN ID CODE WI-4R	68						
	40 M.P.H.	I	18	18	2.25																								SIGN ID CODE WI3-1		E-I55					
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."											LF	LF	LF	LF	LF	LF	EA.	LB	LB	LB		LB	LB	LB	LB				TRAFFIC SIGN SUMMARY SHEET #5		PROJECT NAME: BRIGHTON - WARREN GORE					
														LF			LF			LB			EA.	LB			EA.	EA.	LB	PROJECT NUMBER: STP 272400S						
					TOTALS	SF 65.04	SF	EA.	SF		LF			LF			LB			EA.	LB			EA.	EA.	LB	FILE NAME: p07c216.dgn		PLOT DATE: 31-OCT-2011 11:52							
																											PROJECT LEADER: D.E.G.		DRAWN BY: C.A.K.							
																											DESIGNED BY: M.J.L.		CHECKED BY: D.W.E.							
																											IPARM FILE: p07c216+ss5.i		SHEET 62 OF 107							

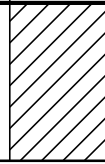
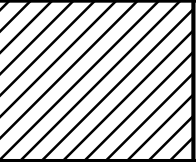
TRAFFIC SIGN SUMMARY SHEET 6

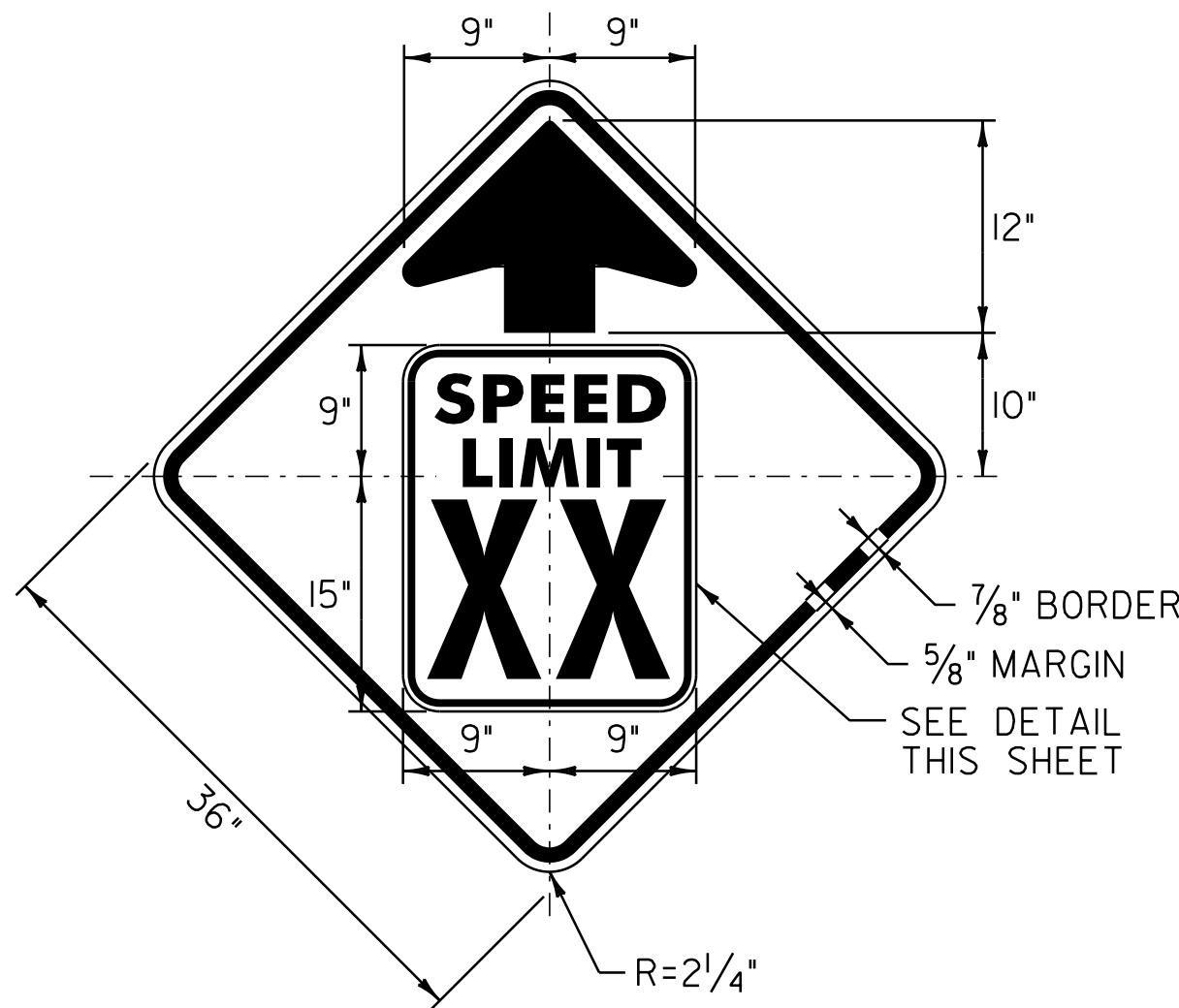
[illegible]

STATE OF VERMONT AGENCY OF TRANSPORTATION										TRAFFIC SIGN SUMMARY SHEET 8																														
MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS			NEW & SALVAGED SIGNS				EXIST POST RE TAIN S ALV AGE	NO. OF POST S	NEW SIGN POSTS																RE QUI RE D S I G N E D	REMARKS	SIGN DETAIL											
		E A	WIDTH (in)	HEIGHT (in)	“A”	“B”	SALV SIGN	SALV TIS			FLANGED CHANNEL			SQUARE STEEL (in)			ANCHOR	SLEEVE	TUBULAR ALUMINUM Ø (in)			TUBULAR STEEL Ø (in)				W-SHAPE STEEL			POST SIZE	DETAIL ON DWG. NUMBER	STD. SHEET NUMBER									
											lb/ft	1.75	2.0	2.5	3.0	4.0			4.0 MOD	FOUND- ATION	3.0	3.5	4.0	5.0	FTG. SIZE							WEIGHT								
																									1.12	2.0							3.0	1.88	2.42	3.35	1.3	1.7	1.7	7.6
MORGAN: 142+22.0, RT		I	6	8	0.33						I				X			X																SIGN ID CODE VD-701		E-134				
142+49.0, LT		I	6	8	0.33						I				X			X																SIGN ID CODE VD-701		E-134				
142+83.0, RT		I	6	8	0.33						I				X			X																SIGN ID CODE VD-701		E-134				
142+93.0, LT		I	6	8	0.33						I				X			X																SIGN ID CODE VD-701		E-134				
162+73.0, RT	<table><tr><td>WARREN GORE</td><td>MORGAN</td></tr><tr><td>ESSEX CO</td><td>ORLEANS CO</td></tr></table>	WARREN GORE	MORGAN	ESSEX CO	ORLEANS CO	I I	60 60	7.5 7.5	3.13 3.13						I					X		X																		E-124 E-124
WARREN GORE	MORGAN																																							
ESSEX CO	ORLEANS CO																																							
		I	6	10	0.42																													SIGN ID CODE VD-700		E-138				
		I	6	10	0.42																													SIGN ID CODE VD-700		E-138				
WARREN GORE: 0+60.0, RT		I	30	30	6.25						I					X		X																SIGN ID CODE VW-001		E-153				
		I	24	18	3.00																													SIGN ID CODE W16-4		E-153				
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."												LF	LF	LF		EA.	LB	LB	LB		LB	LB	LB	LB																

STATE OF VERMONT AGENCY OF TRANSPORTATION				TRAFFIC SIGN SUMMARY SHEET 9																														
MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS			NEW & SALVAGED SIGNS				EXIST POST	NO. OF POSTS	FLANGED CHANNEL			SQUARE STEEL (in)			ANCHOR	SLEEVE	TUBULAR ALUMINUM Ø (in)			TUBULAR STEEL Ø (in)				W-SHAPE STEEL				REQUIRE SIGN FRAME	REMARKS	SIGN DETAIL		
		"A"	"B"	SALV SIGN	SALV TIS	1.1	1.2	2.0	3.0		1.75	2.0	2.5	3.0	4.0	4.0 MOD			FOUND- ATION	3.0	3.5	4.0	5.0	FTG. SIZE		WEIGHT	POST SIZE	DETAIL ON DWG. NUMBER	STD. SHEET NUMBER					
																								E A	WIDTH (in)							HEIGHT (in)	24"	30"
WARREN GORE: 11+26.0, LT		I	30	30	6.25						I					X		X													SIGN ID CODE VW-001		E-153	
		I	24	18	3.00																										SIGN ID CODE W16-4		E-153	
		I	18	18	2.25																										SIGN ID CODE W13-1		E-155	
43+54.0, RT		I	30	30	6.25						I					X		X													SIGN ID CODE W11-6H		E-153	
56+69.0, RT		I	30	30	6.25						I					X		X													SIGN ID CODE W1-4L	68		
58+29.0, LT		I	30	30	6.25						I					X		X													SIGN ID CODE W11-6H		E-153	
73+64.0, LT		I	30	30	6.25						I					X		X													SIGN ID CODE W1-4L	68		
96+12.0, LT								I			I					X		X													SALVAGED SIGN TO BE MOUNTED ON NEW POST. TOP MOUNTING BRACKETS REQUIRED TO INSTALL SALVAGED SIGN ON NEW POST. COSTS ASSOCIATED WITH THIS BRACKET ARE INCIDENTAL TO THE SIGN POST.	-	-	
		I	6	10	0.42			I																							BACK-TO-BACK SIGN ID CODE VD-700		- E-138	
109+29.0, LT		I	6	8	0.33						I			X																	SIGN ID CODE WD-701		E-134	
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."											LF	LF	LF	LF	LF	LF	EA.	LB	LB	LB		LB	LB	LB	LB					TRAFFIC SIGN SUMMARY SHEET #9		PROJECT NAME: BRIGHTON - WARREN GORE		
																																PROJECT NUMBER: STP 272400S		
					TOTALS	SF 37.25	SF	EA. 2	SF		LF	LF 98			LB	EA.	LB			EA.	EA.	LB	PLOT DATE: 31-OCT-2011 11:53 DRAWN BY: C.A.K. CHECKED BY: D.W.E. SHEET 66 OF 107											

TRAFFIC SIGN SUMMARY SHEET 10

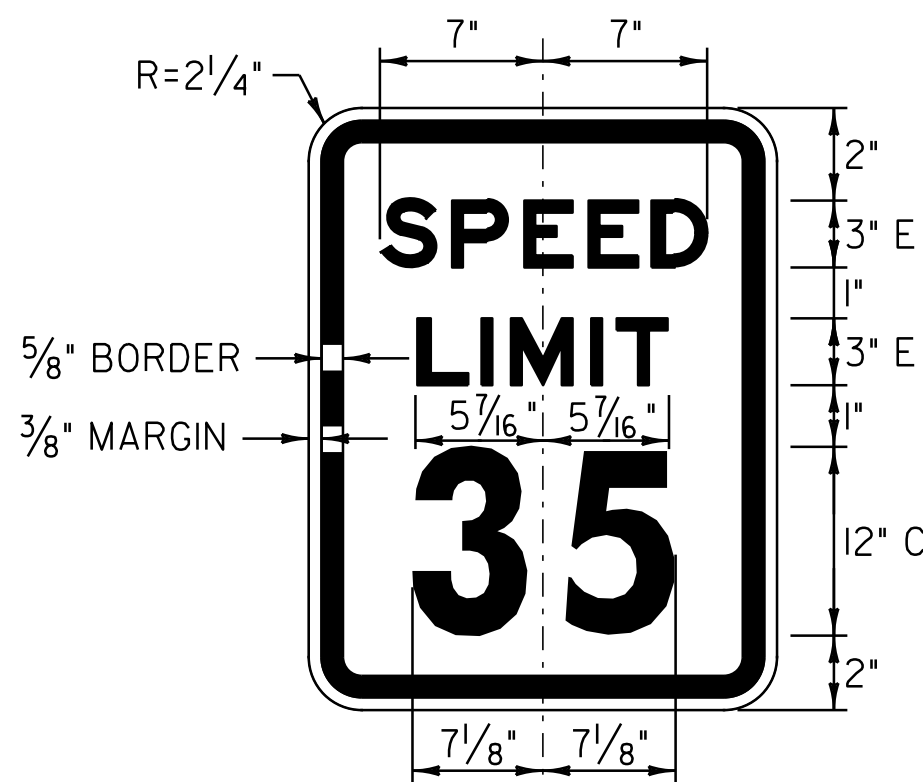
MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS			NEW & SALVAGED SIGNS				EXIST POST RETAIN	SALVAGE	NO. OF POSTS	NEW SIGN POSTS														REQUIRE SIGN	REMARKS	SIGN DETAIL					
		E A	WIDTH (in)	HEIGHT (in)	“A”	“B”	SALV SIGN	SALV TIS				FLANGED CHANNEL			SQUARE STEEL (in)			TUBULAR ALUMINUM Ø (in)			TUBULAR STEEL Ø (in)				W-SHAPE STEEL			DETAIL ON DWG. NUMBER	STD. SHEET NUMBER				
												lb/ft	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
													1.12	2.0	3.0			1.88	2.42	3.35		1.3	1.7	1.7	7.6					9.0	10.8		
WARREN GORE: 110+88.0, LT		I	30	30	6.25					I					X		X											SIGN ID CODE VW-001		E-153			
		I	24	18	3.00																							SIGN ID CODE W7-3a		E-152			
	SUBTOTAL THIS SHEET				9.25		-							-	14																		
	SHEET 58 SUBTOTAL				16.01		5							14	56																		
	SHEET 59 SUBTOTAL				22.78		9							14	98																		
	SHEET 60 SUBTOTAL				57.08		2							28	112																		
	SHEET 61 SUBTOTAL				53.43		-							-	84																		
	SHEET 62 SUBTOTAL				65.04		-							-	112																		
	SHEET 63 SUBTOTAL				42.91		-							28	98																		
	SHEET 64 SUBTOTAL				35.16		-							28	112																		
	SHEET 65 SUBTOTAL				17.67		-							56	28																		
	SHEET 66 SUBTOTAL				37.25		2							14	84																		
	ROUNDING				0.42		-							3	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 VTRANS "SIGN POST DESIGN GUIDELINE."												LF	LF	LF		EA.	LB	LB	LB		LB	LB	LB	LB									
					TOTALS	SF 357	SF	EA. 18	SF		LF	LF 1000	LB	EA.	LB	EA.	LB	EA.	EA.	LB													
																			TRAFFIC SIGN SUMMARY SHEET #10		PROJECT NAME: BRIGHTON - WARREN GORE PROJECT NUMBER: STP 272400S FILE NAME: p07c216.dgn PROJECT LEADER: D.E.G. DESIGNED BY: M.J.L. IPARM FILE: p07c216+ssl0.i										PLOT DATE: 31-OCT-2011 11:53 DRAWN BY: C.A.K. CHECKED BY: D.W.E. SHEET 67 OF 107		



COLOR: BLACK BORDER & LEGEND
YELLOW BACKGROUND (RETROREFLECTIVE)

MATERIAL: PER VAOT STANDARD E-I50

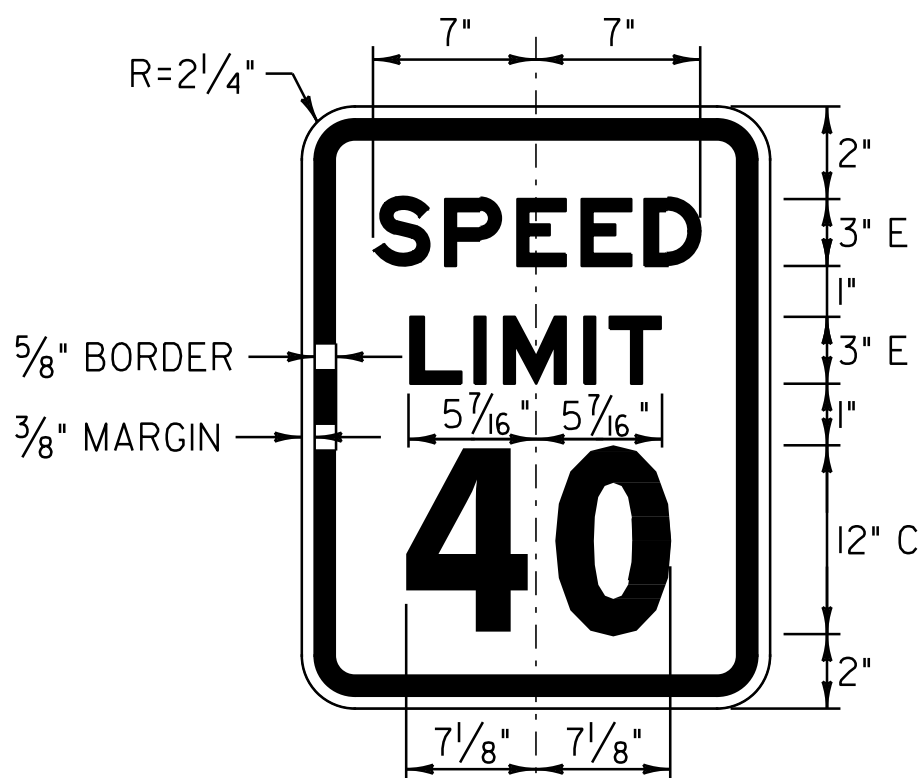
LOCATION: VT. ROUTE 114
BRIGHTON:
STA 287+23.0, LT (35 MPH)
STA 307+27.0, LT (40 MPH)



COLOR: BLACK BORDER & TEXT
WHITE BACKGROUND (RETROREFLECTIVE)

MATERIAL: PER VAOT STANDARD E-I42

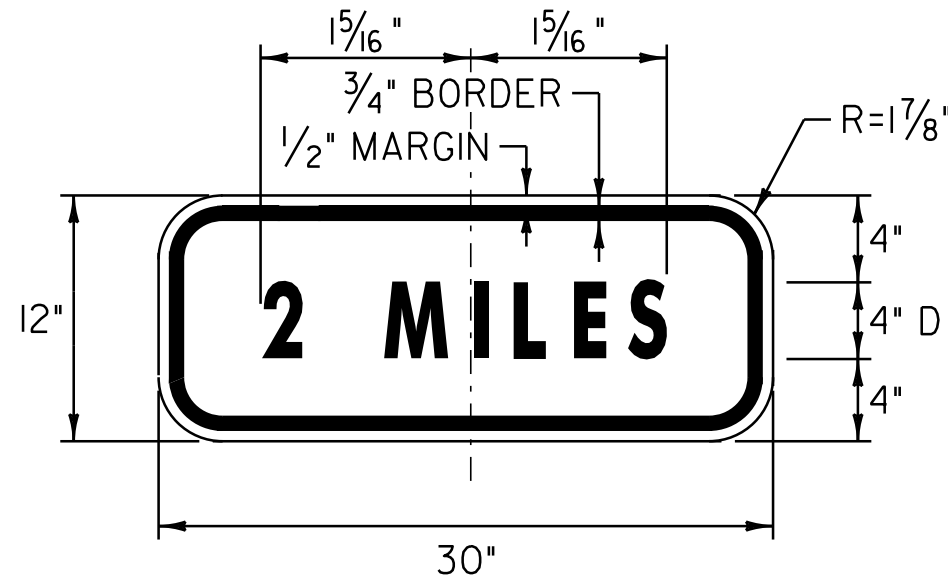
LOCATION: VT. ROUTE 114
BRIGHTON:
STA 258+71.0, RT



COLOR: BLACK BORDER & TEXT
WHITE BACKGROUND (RETROREFLECTIVE)

MATERIAL: PER VAOT STANDARD E-I42

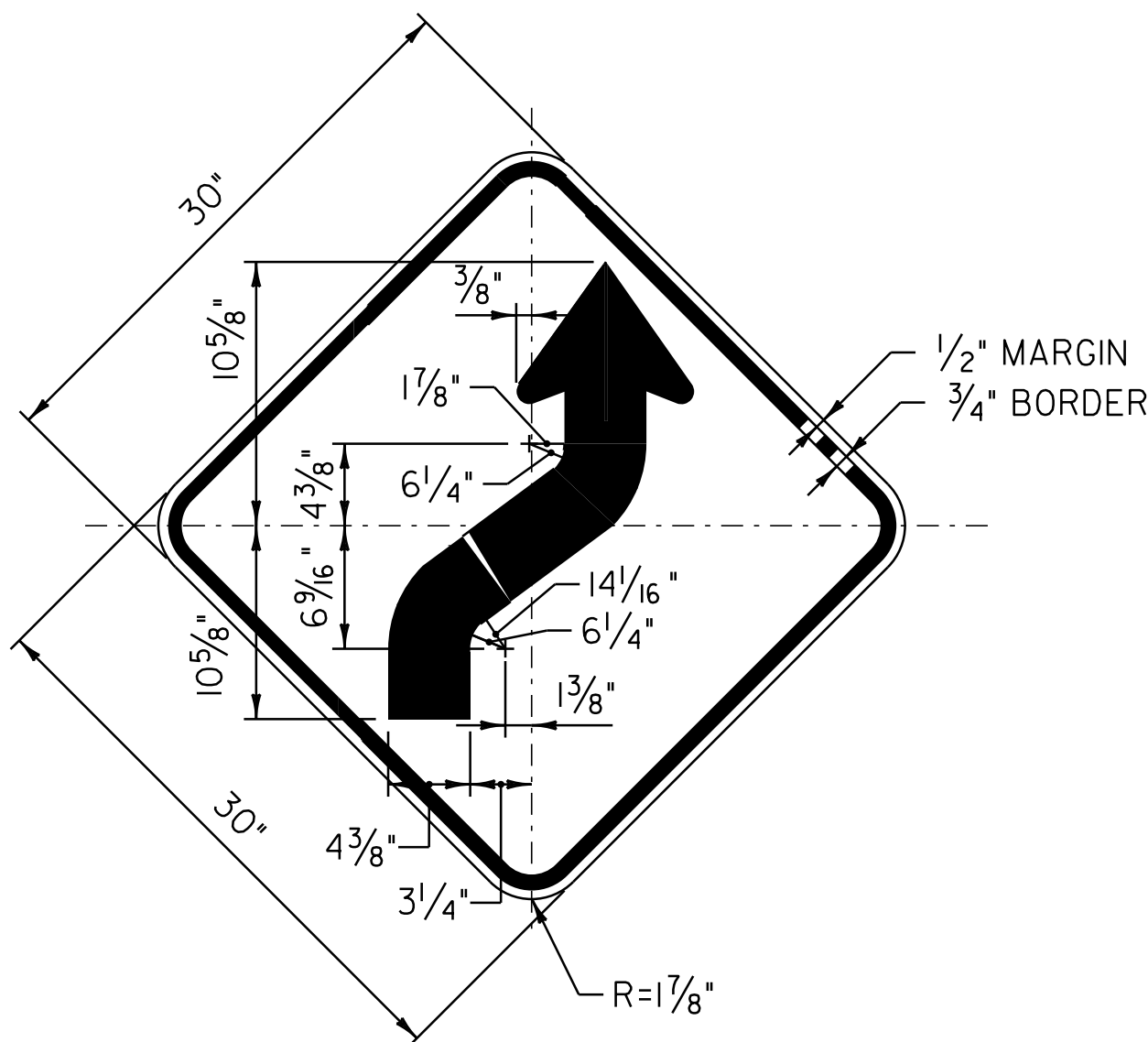
LOCATION: VT. ROUTE 114
BRIGHTON:
STA 302+16.0, LT



COLOR: BLACK BORDER & TEXT
YELLOW BACKGROUND (RETROREFLECTIVE)

MATERIAL: PER VAOT STANDARD E-I53

LOCATION: VT. ROUTE 114
BRIGHTON:
STA 376+25.0, RT

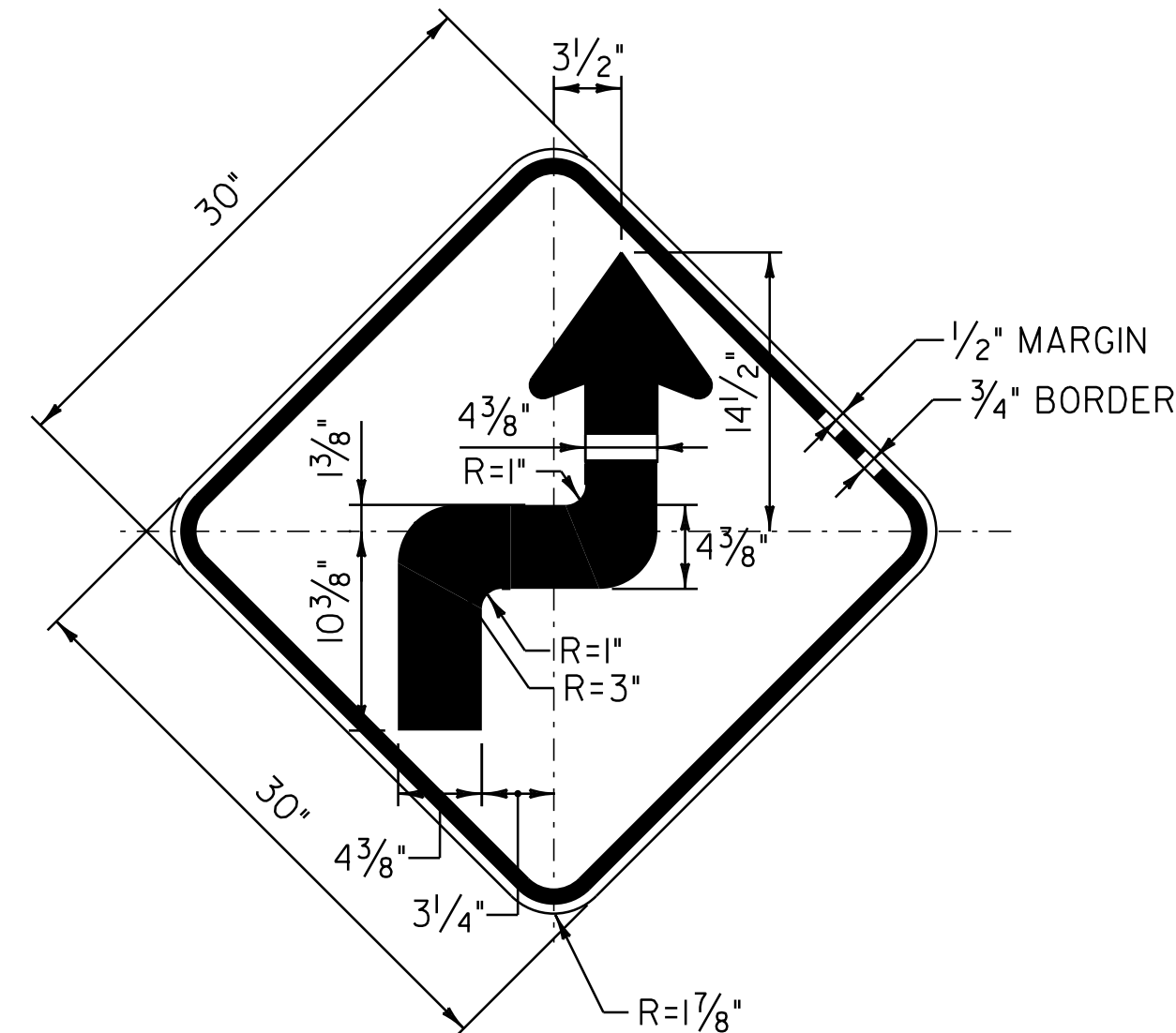


COLOR: BLACK BORDER & LEGEND
YELLOW BACKGROUND (RETROREFLECTIVE)

MATERIAL: PER VAOT STANDARD E-I51

LOCATION: VT. ROUTE 114
BRIGHTON:
STA 378+50.0, RT

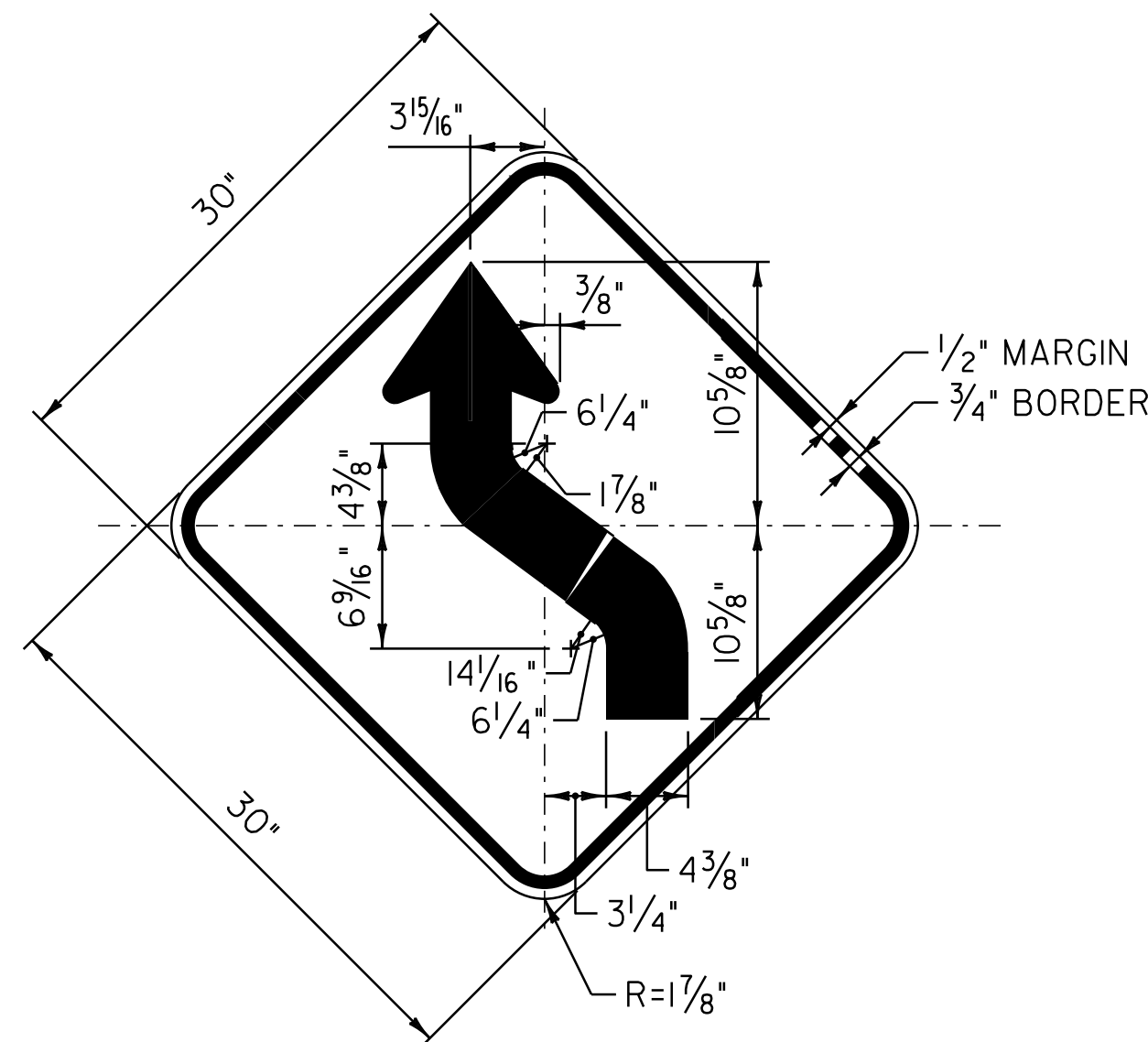
MORGAN:
STA 14+08.0, LT



COLOR: BLACK BORDER & LEGEND
YELLOW BACKGROUND (RETROREFLECTIVE)

MATERIAL: PER VAOT STANDARD E-I51

LOCATION: VT. ROUTE 114
MORGAN:
STA 89+64.0, RT



COLOR: BLACK BORDER & LEGEND
YELLOW BACKGROUND (RETROREFLECTIVE)

MATERIAL: PER VAOT STANDARD E-I51

LOCATION: VT. ROUTE 114
WARREN GORE:
STA 56+69.0, RT
STA 73+64.0, LT

NOT TO SCALE

TRAFFIC
SIGN
DETAIL
SHEET

PROJECT NAME: BRIGHTON - WARREN GORE

PROJECT NUMBER: STP 2724(1)S

FILE NAME: p07c216.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: M.J.L.

IPARM FILE: zp07c216+sd.i

PLOT DATE: 31-OCT-2011 11:53

DRAWN BY: C.A.K.

CHECKED BY: D.W.E.

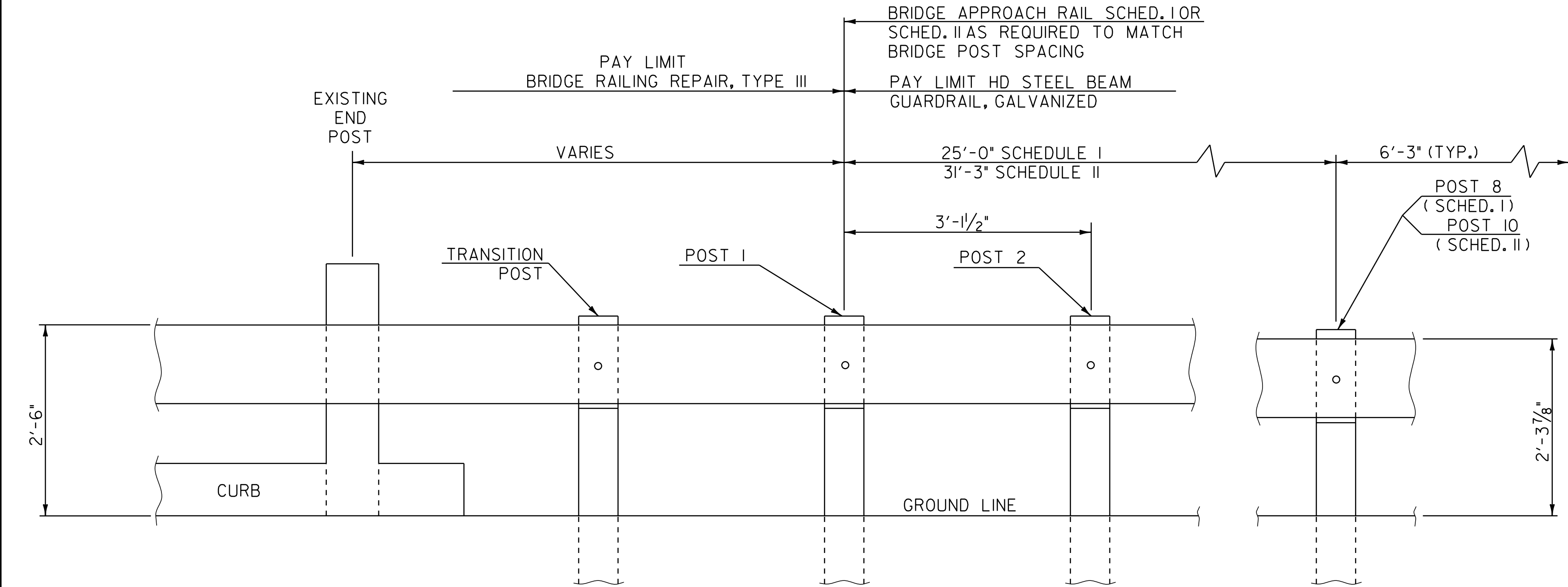
SHEET 68 OF 107

BRIDGE QUANTITY SHEET

STATION	POS.	BRIDGE NUMBER	OFFSET BLOCK	525.10 REMOVAL OF EXISTING RAIL	525.60 BRIDGE RAILING REPAIR, TYPE III	REMARKS
				LF	LF	
BRIGHTON:						
301+77.0 - 302+08.3	LT	27	8 "	31.3	31.3	
301+77.0 - 302+08.3	RT	27	8 "	31.3	31.3	
359+23.5 - 359+61.0	RT	28	8 "	37.5	37.5	
359+32.0 - 359+69.5	LT	28	8 "	37.5	37.5	
ROUNDING				0.4	0.4	
TOTAL				138.0	138.0	

GENERAL NOTES

1. BRIDGE RAIL SHALL BE HD STEEL BEAM RAIL.
2. BRIDGE APPROACH RAIL HEIGHT SHALL BE TRANSITIONED TO NORMAL ROADWAY RAIL HEIGHT IN 25’.
3. APPROACH RAILING SHALL BE HD STEEL BEAM FOR 25’ FROM THE ENDS OF THE BRIDGE UNLESS OTHERWISE NOTED IN THE PLANS OR DIRECTED BY THE RESIDENT ENGINEER.
4. FOR BRIDGE RAILING, THE TRANSITION POST SHALL HAVE AN OFFSET BLOCK AND BE LOCATED AS CLOSE AS PRACTICABLE TO THE MIDPOINT BETWEEN THE BRIDGE END POST AND APPROACH RAIL POST 1.
5. SPLICES SHALL LAP IN DIRECTION OF TRAFFIC FLOW.
6. SEE STANDARD SHEET G-I FOR DELINEATION DETAILS AND PLACEMENT.
7. ERECT DELINEATORS ON EVERY FIFTH POST OR APPROXIMATELY 31’-3" APART. PAYMENT SHALL BE INCIDENTAL TO OTHER ITEMS.
8. ALL BRIDGE POSTS, HD STEEL BEAM BRIDGE RAIL, AND RELATED HARDWARE SHALL BE PAID FOR UNDER THE APPROPRIATE BRIDGE RAILING ITEMS AS DENOTED IN THE PLANS.
9. SEE STANDARD SHEET G-I FOR CONNECTION OF STEEL BEAM TO OFFSET BLOCK AND OFFSET BLOCK TO BRIDGE POST.
10. NEW BRIDGE RAILING POSTS SHALL BE SET NORMAL TO GRADE.
11. ALL WELDING SHALL CONFORM TO THE PROVISIONS OF SUBSECTION 506.10 OF THE STANDARD SPECIFICATIONS.
12. GROUT NEW ANCHOR BOLTS WITH TWO COMPONENT ADHESIVE MORTAR. DRILL HOLES SHALL BE 2" DIAMETER. DRILLING AND GROUTING NEW ANCHOR BOLTS SHALL BE CONSIDERED INCIDENTAL TO THE APPROPRIATE BRIDGE RAILING OR HD STEEL BEAM GUARDRAIL ITEM.
13. A MINIMUM PULLOUT STRENGTH OF 30 KIPS SHALL BE ATTAINED ON ALL NEW BOLTS THAT ARE GROUTED IN PLACE. A SAMPLE GROUTED BOLT WILL BE TESTED BEFORE MATERIALS ARE APPROVED FOR USE AND RANDOM BOLTS WILL BE FIELD TESTED BY THE STATE OF VERMONT TO ENSURE THIS STRENGTH IS BEING ATTAINED. FORTY-EIGHT HOURS ADVANCE NOTICE IS REQUIRED TO ALERT THE VAOT REGARDING WHEN THE CONTRACTOR WILL BE READY FOR THIS TESTING.
14. THESE CONTRACT DOCUMENTS HAVE BEEN PREPARED BASED ON LIMITED FIELD INVESTIGATION AND AVAILABLE RECORD DRAWING INFORMATION. ACTUAL FIELD CONDITIONS MAY REQUIRE MODIFICATIONS TO THE CONSTRUCTION DETAILS AND WORK QUANTITIES. THE CONTRACTOR SHALL PERFORM THE WORK IN ACCORDANCE WITH FIELD CONDITIONS AS DIRECTED BY THE RESIDENT ENGINEER. ALL DIMENSIONS SHALL BE FIELD VERIFIED BY THE CONTRACTOR PRIOR TO SUBMISSION OF FABRICATION DRAWINGS FOR APPROVAL.
15. ALL LANES SHALL BE OPENED TO TRAFFIC DURING NON-WORKING HOURS. NO GAPS BETWEEN EXISTING RAILING AND NEW RAILING WILL BE PERMITTED. DETAILS FOR TEMPORARY RAIL SHALL BE SUBMITTED FOR APPROVAL IF REQUIRED TO BRIDGE GAPS IN RAILING. PAYMENT FOR TEMPORARY RAIL SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 525.10 REMOVAL OF EXISTING RAILING.



SCHEDULE I		
POST NO.	SPACING	PAYMENT FACTOR
1	3'-1 1/2"	1.4 × 12'-6"
2	3'-1 1/2"	
3	3'-1 1/2"	
4	3'-1 1/2"	
5	4'-2"	1.2 × 12'-6"
6	4'-2"	
7	4'-2"	
8	6'-3"	1.0 (TYP.)
9	(TYP.)	
PAYMENT LENGTH = 32'-6"		

SCHEDULE II		
POST NO.	SPACING	PAYMENT FACTOR
1	3'-1½"	1.4 x 18'-9"
2	3'-1½"	
3	3'-1½"	
4	3'-1½"	
5	3'-1½"	
6	3'-1½"	
7	4'-2"	
8	4'-2"	1.2 x 12'-6"
9	4'-2"	
10	6'-3" (TYP.)	
11		1.0 (TYP.)
PAYMENT LENGTH = 41'-3"		

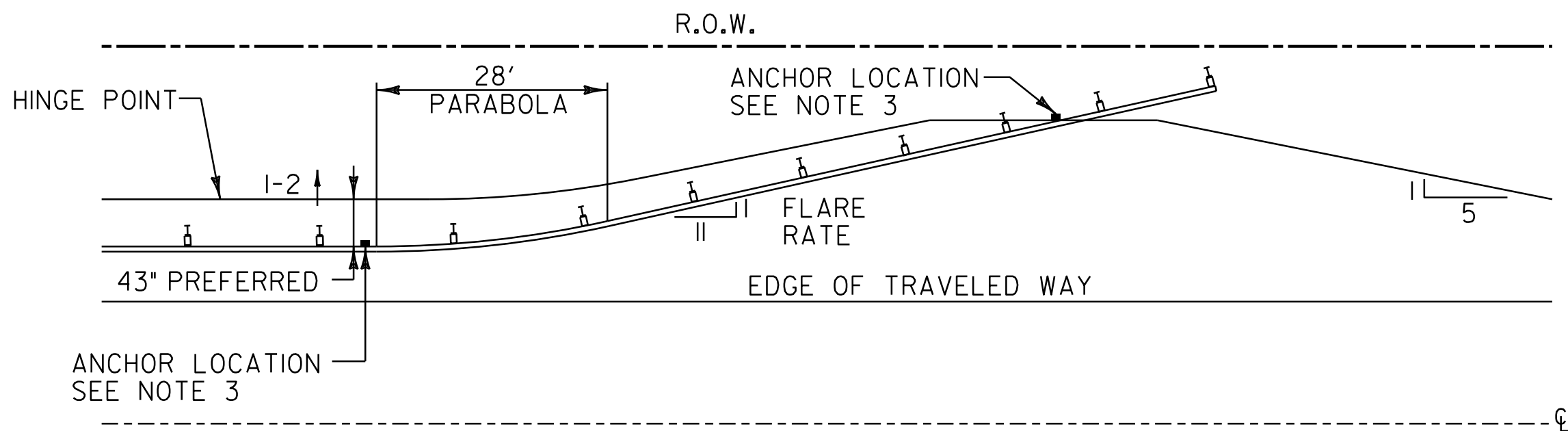
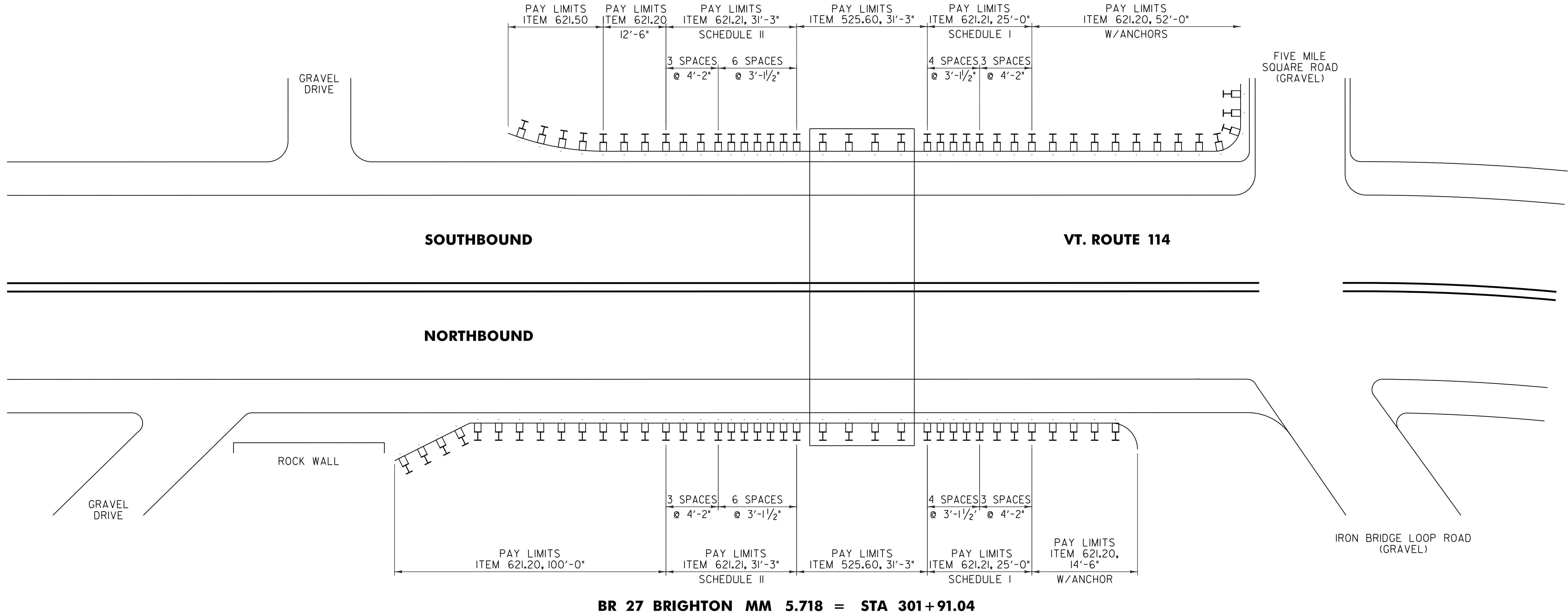
SCHEDULE I APPROACH RAILING SHALL BE USED WHEN A RAIL PANEL SPLICE OCCURS AT POST NO. 1.

SCHEDULE II APPROACH RAILING SHALL BE USED WHEN A RAIL PANEL SPLICE OCCURS AT THE BRIDGE END POST.

NOT TO SCALE

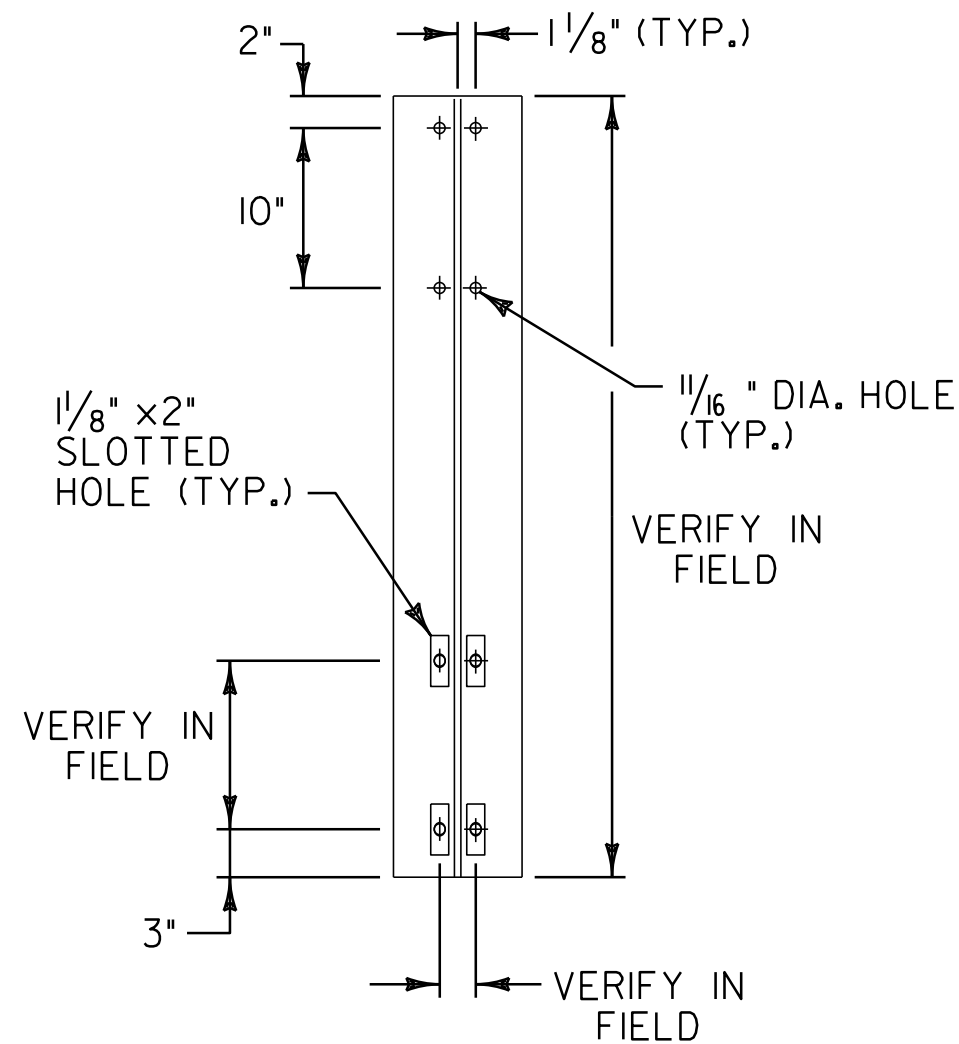
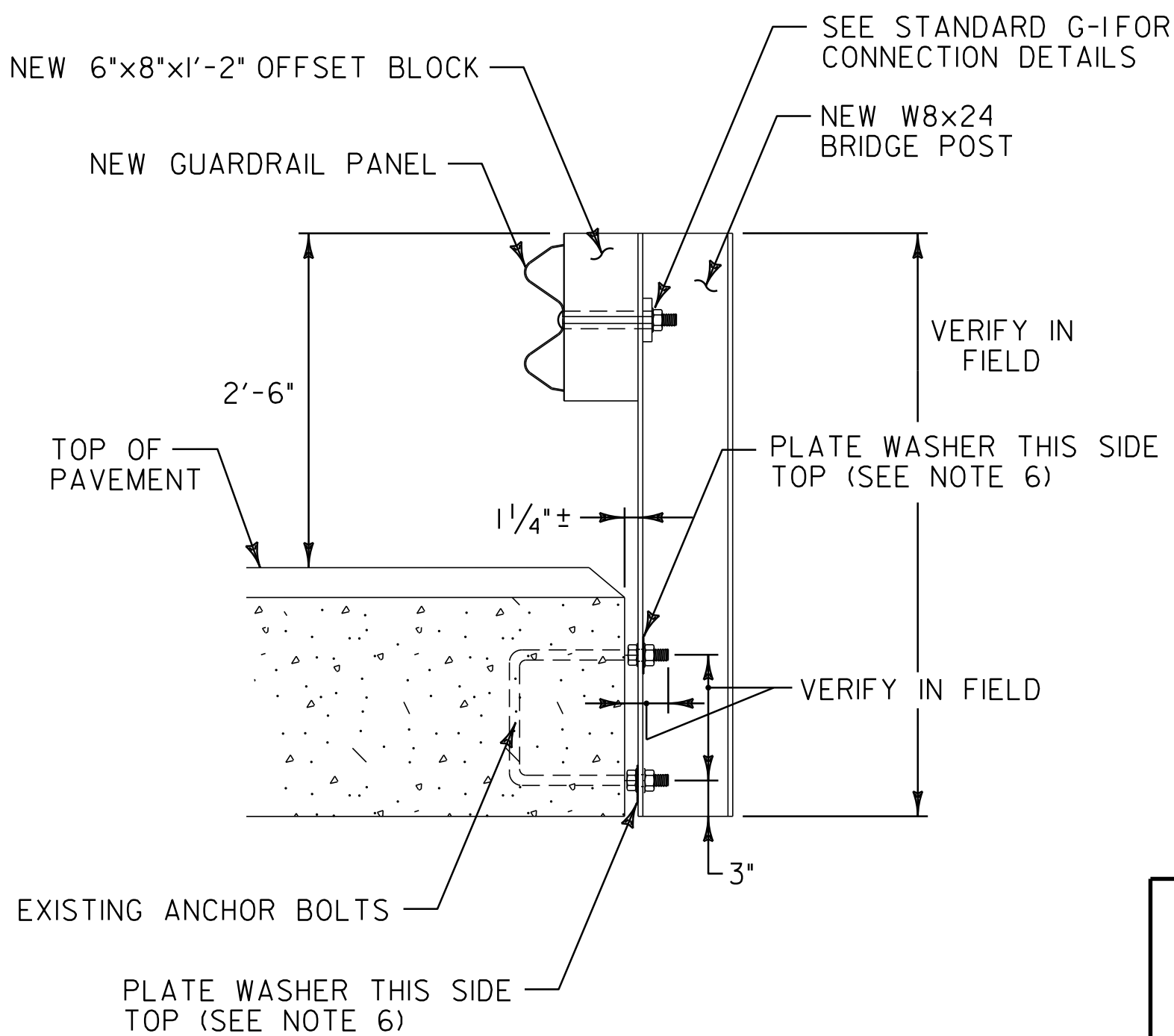
BRIDGE DETAIL SHEET #1	PROJECT NAME: BRIGHTON - WARREN GORE	
	PROJECT NUMBER: STP 272400S	
	FILE NAME: p07c216.dgn	PLOT DATE: 31-OCT-2011 11:53
	PROJECT LEADER: D.E.G.	DRAWN BY: C.A.K.
	DESIGNED BY: M.J.L.	CHECKED BY: D.W.E.
	IPARM FILE: p07c216bdl.i	SHEET 69 OF 107

BRIDGE APPROACH RAILING

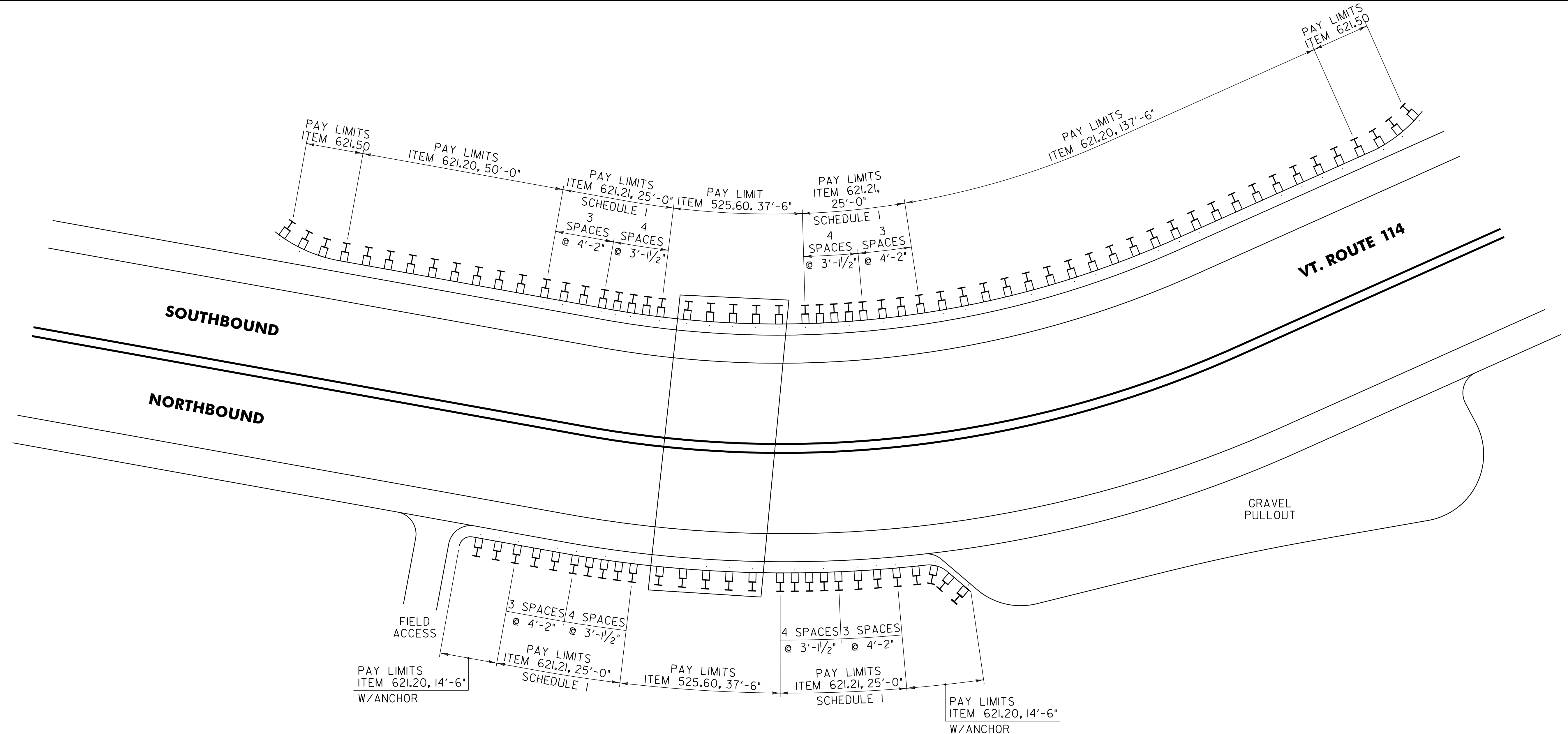


NOTES:

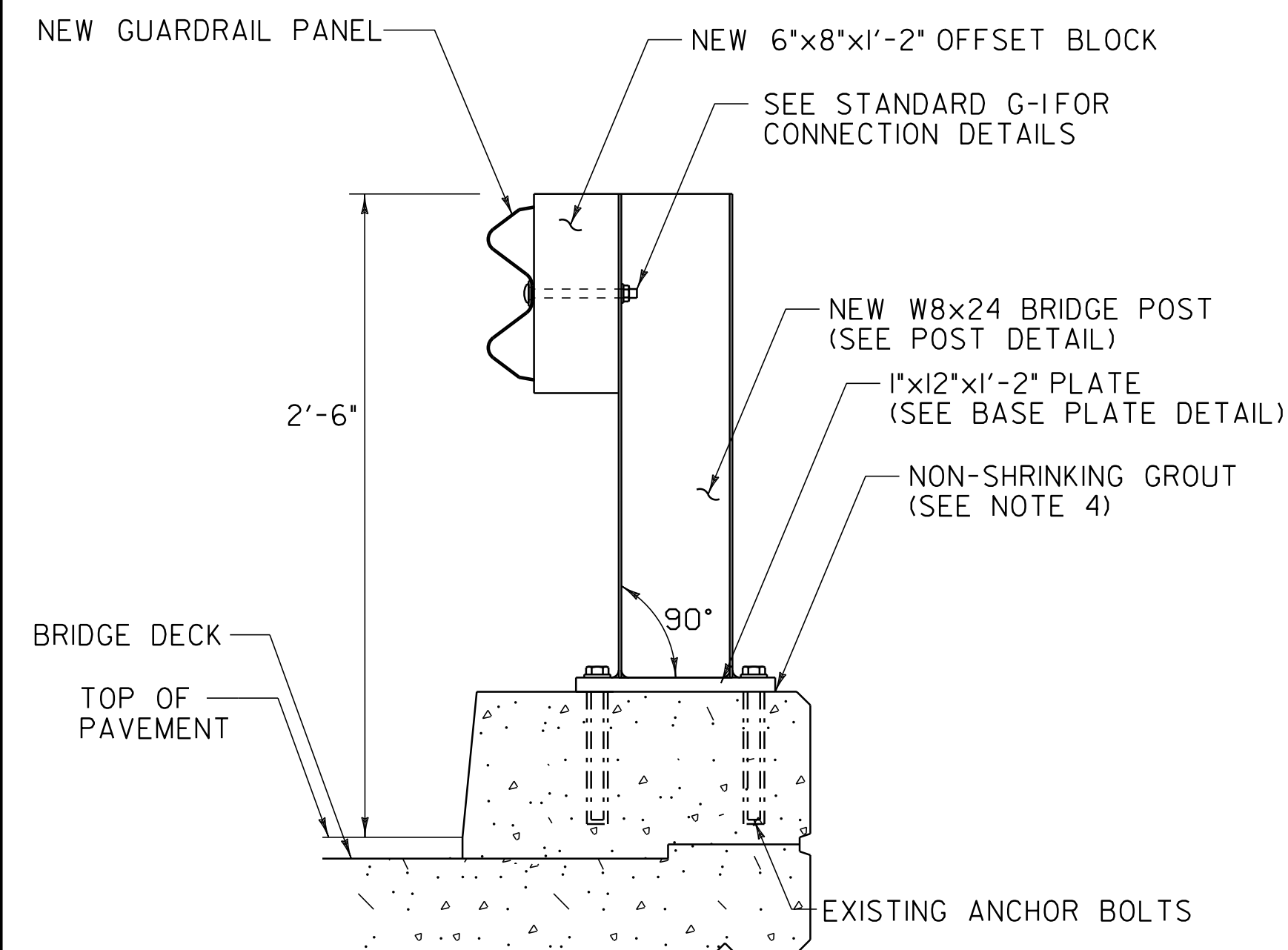
- HEIGHT OF PRIMARY RAIL SHALL REMAIN AT A CONSTANT HEIGHT RELATIVE TO ROADWAY GRADE TO POINT OF DITCH BOTTOM.
- ADDITION OF RUB RAIL IS REQUIRED WHEN OPENING BENEATH PRIMARY RAIL EXCEEDS 18". RUB RAIL EXTENDS FROM THE EDGE OF SHOULDER TO THE BACK SLOPE.
- GUARDRAIL ANCHORS SHALL BE INSTALLED AS SHOWN IN THE PLANS OR AS DIRECTED BY THE RESIDENT ENGINEER.
- LOCATION OF EXISTING ANCHOR BOLTS TO BE VERIFIED IN THE FIELD BY THE CONTRACTOR PRIOR TO ORDERING BRIDGE POSTS.
- POSTS SHALL BE SHOP CUT AND DRILLED PRIOR TO GALVANIZING.
- SEE STANDARD SHEET SB-R6-82 FOR ADDITIONAL DETAILS.



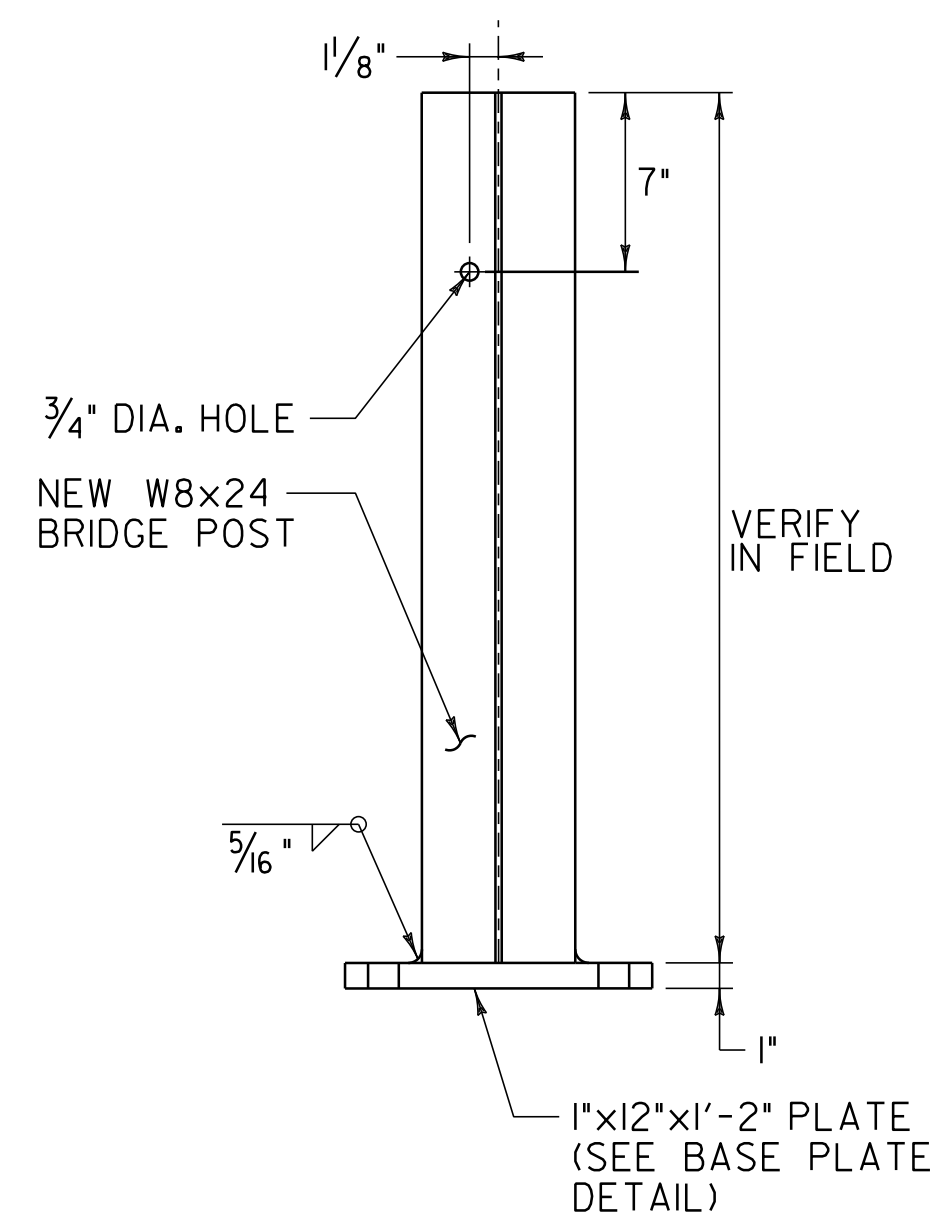
NOT TO SCALE	
BRIDGE DETAIL SHEET #2	PROJECT NAME: BRIGHTON - WARREN GORE
	PROJECT NUMBER: STP 272400S
	FILE NAME: p07c2l6.dgn
	PLOT DATE: 31-OCT-2011 11:53
PROJECT LEADER: D.E.G.	
DESIGNED BY: M.J.L.	
IPARM FILE: p07c2l6bd2.i	
DRAWN BY: C.A.K.	
CHECKED BY: D.W.E.	
SHEET 70 OF 107	



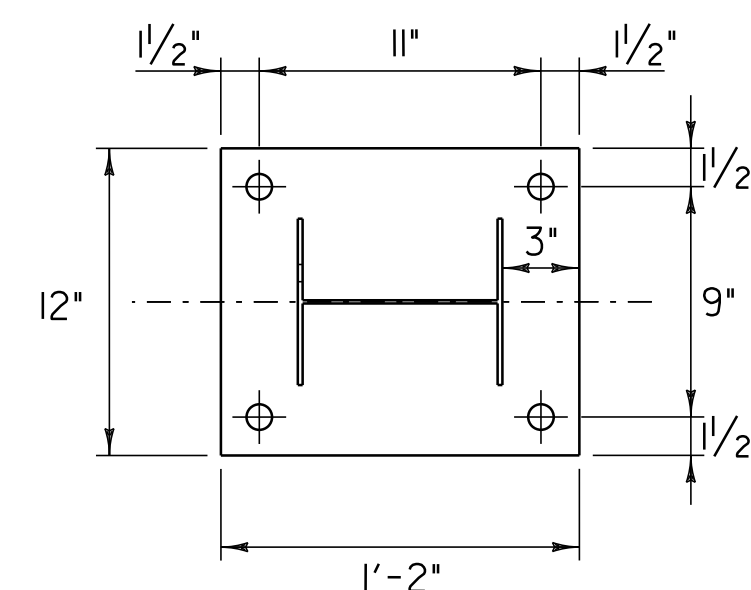
BR 28 BRIGHTON MM 6.808 = STA 359+46.24



BR 28 BRIDGE RAILING DETAIL



POST DETAIL



BASE PLATE DETAIL

NOTES:

1. LOCATION OF EXISTING ANCHOR BOLTS TO BE VERIFIED IN THE FIELD BY THE CONTRACTOR PRIOR TO ORDERING BRIDGE POSTS.
2. POSTS SHALL BE SHOP CUT AND DRILLED PRIOR TO GALVANIZING.
3. INSTALL FOUR NEW FASCIA MOUNTED STEEL BRIDGE POSTS ON EACH SIDE OF BRIDGE.
4. NON-SHRINKING GROUT SHALL CONFORM TO SUBSECTION 707.03 MORTAR TYPE IV OF THE STANDARD SPECIFICATIONS. PACK UNDER BASE PLATE. PAYMENT WILL BE INCIDENTAL TO ITEM 525.60 BRIDGE RAILING REPAIR, TYPE III.
5. SEE STANDARD SHEET SB-R6-82 FOR ADDITIONAL DETAILS.

NOT TO SCALE

**BRIDGE
DETAIL
SHEET #3**

PROJECT NAME: BRIGHTON - WARREN GORE

PROJECT NUMBER: STP 2724(II)S

FILE NAME: p07c216.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: M.J.L.

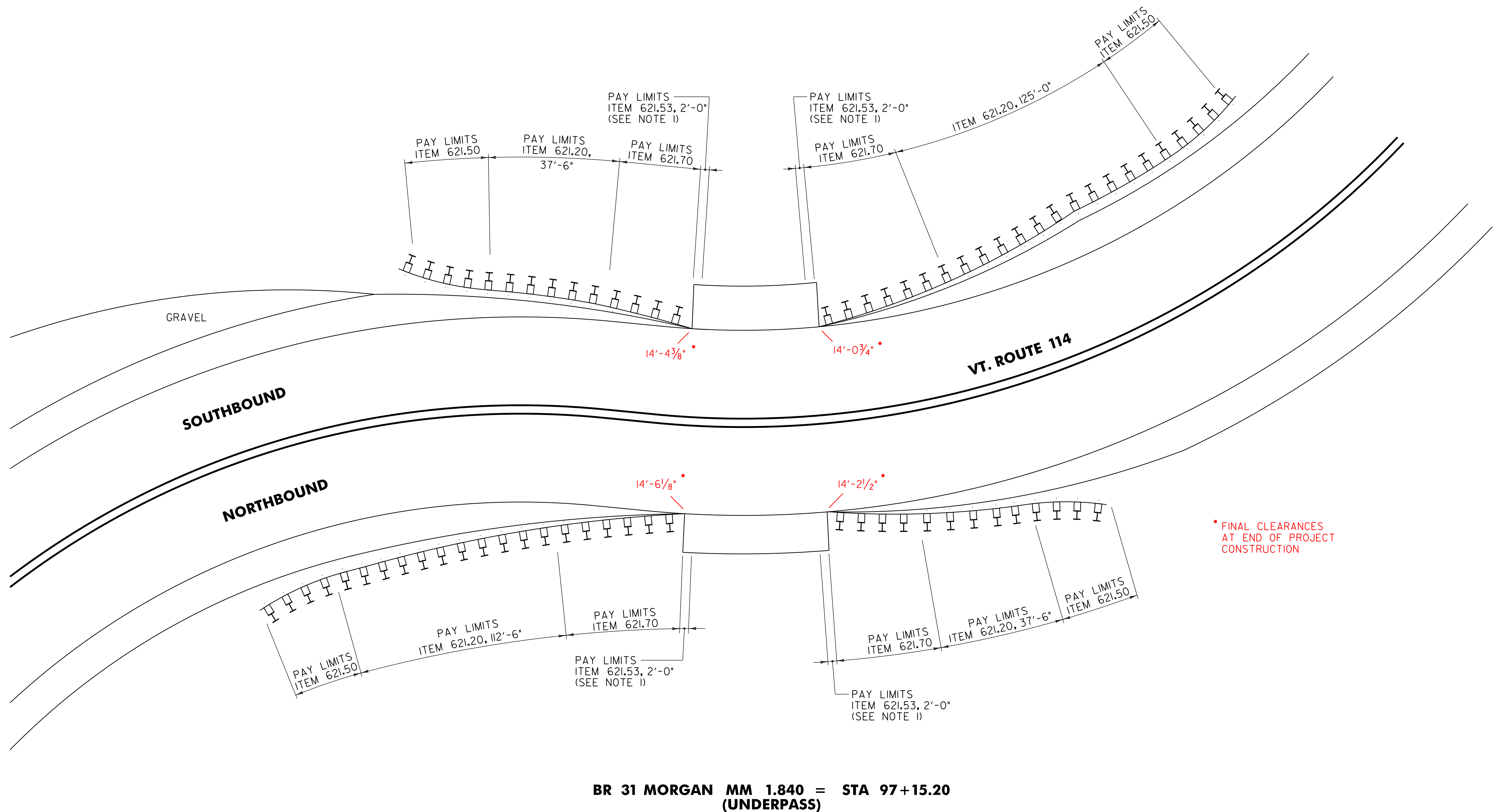
IPARM FILE: p07c216bd3.i

PLOT DATE: 31-OCT-2011 11:53

DRAWN BY: C.A.K.

CHECKED BY: D.W.E.

SHEET 71 OF 107



BR 31 MORGAN MM 1.840 = STA 97+15.20
(UNDERPASS)

NOTE:

- SEE VAOT STANDARD SHEET G-16 FOR TERMINAL CONNECTOR FOR STEEL BEAM GUARDRAIL INSTALLATION DETAILS.

NOT TO SCALE

**BRIDGE
DETAIL
SHEET #4**

PROJECT NAME: BRIGHTON - WARREN GORE
PROJECT NUMBER: STP 2724(0)S

FILE NAME: p07c216.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: M.J.L.
IPARM FILE: p07c216bd4.i

PLOT DATE: 31-OCT-2011 11:53
DRAWN BY: C.A.K.
CHECKED BY: D.W.E.
SHEET 72 OF 107

STATE OF VERMONT
AGENCY OF TRANSPORTATION

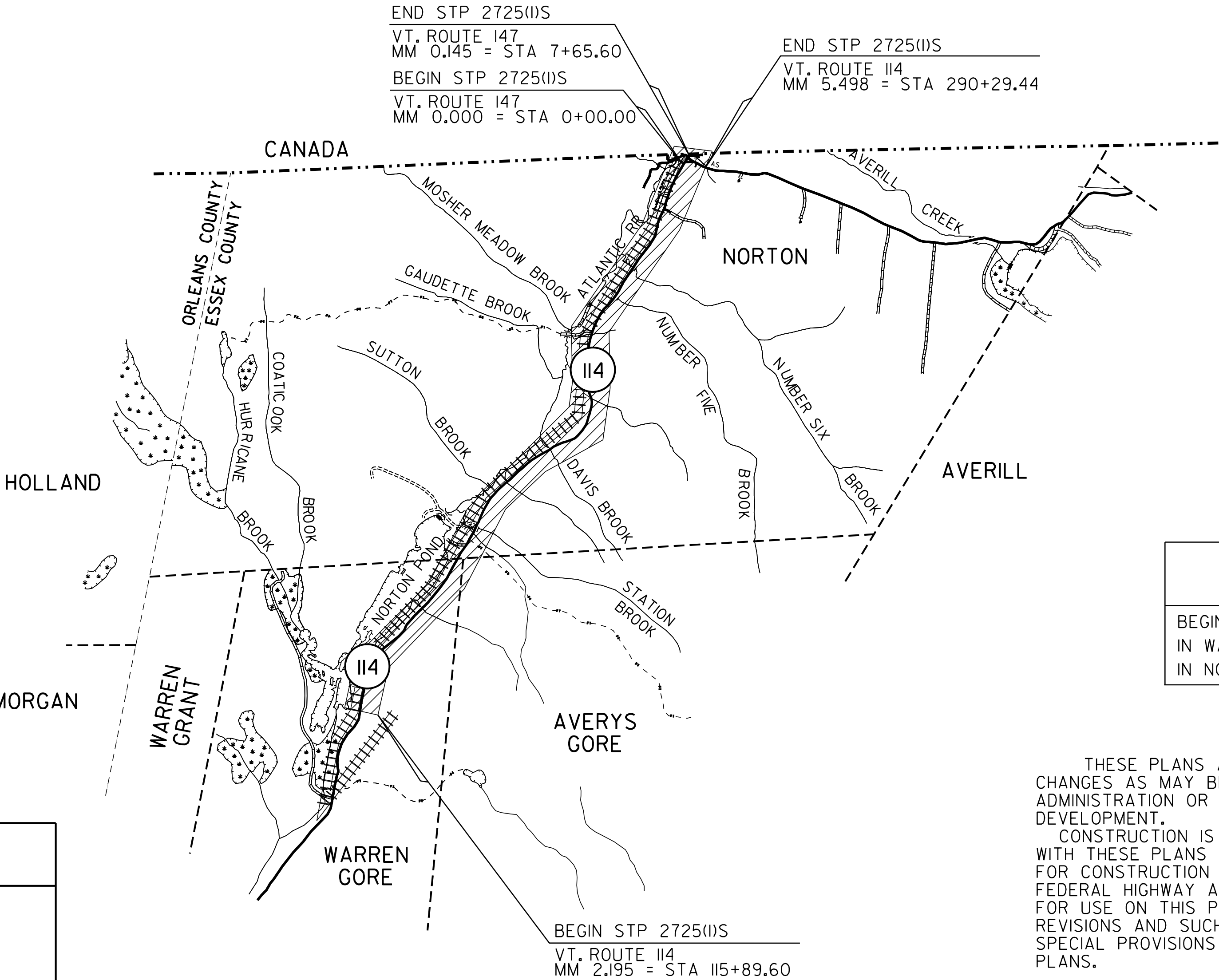
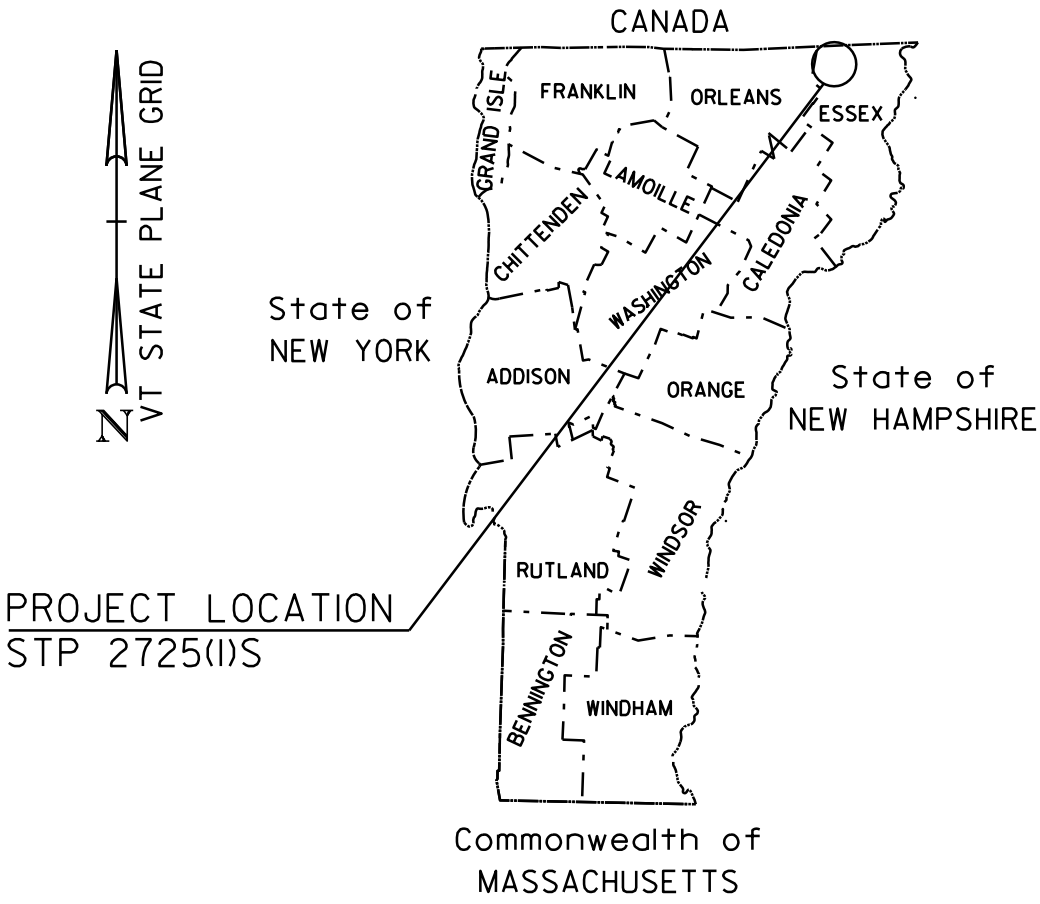


PROPOSED IMPROVEMENT
TOWNS OF WARREN GORE & NORTON
COUNTY OF ESSEX
VT.ROUTE 114 & VT.ROUTE 147

BEGINNING IN THE TOWN OF WARREN GORE ON VT.ROUTE 114 AT MILE MARKER 2.195 = STA 115+89.60 AND EXTENDING NORTHERLY FOR A DISTANCE OF 42,746.88 FEET (8.096 MILES) TO A POINT IN THE TOWN OF NORTON AT MILE MARKER 5.498 = STA 290+29.44. THE PROJECT RESUMES IN THE TOWN OF NORTON ON VT.ROUTE 147 AT MILE MARKER 0.000 = STA 0+00.00 AND EXTENDS NORTHERLY FOR A DISTANCE OF 765.60 FEET (0.145 MILE). THE PROJECT ALSO INCLUDES THE VT.ROUTE 147 APPROACH WHICH BEGINS IN THE TOWN OF NORTON AT VT.ROUTE 114 AND EXTENDS WESTERLY FOR A DISTANCE OF 158.40 FEET (0.030 MILE) AND ENDS IN THE TOWN OF NORTON AT VT.ROUTE 147.

LENGTH OF ROADWAY 43,670.88 FT (8.271MILES)
LENGTH OF PROJECT 43,670.88 FT (8.271MILES)

WORK TO BE PERFORMED UNDER THIS PROJECT INCLUDES RECLAIMING AND/OR COLD PLANING SEGMENTS OF THE EXISTING HIGHWAY AND OVERLAYING WITH A BINDER AND/OR LEVELING COURSE AND A WEARING COURSE, WITH PAVEMENT MARKINGS, GUARDRAIL IMPROVEMENTS, DRAINAGE IMPROVEMENTS AND INCIDENTAL ITEMS.



BITUMINOUS CONCRETE SUPERPAVE MIXTURE DESIGN CRITERIA	
DESIGN LANE/DESIGN LIFE ESAL	689,500
DESIGN NUMBER OF GYRATIONS	50
PERFORMANCE GRADE ASPHALT BINDER	SEE SECTION 490 GENERAL SPECIAL PROVISIONS

TRAFFIC DATA

LOCATION	ADT		DHV		ESALS	ESALS
	2009	2019	2009	2019	2009-2019	2009-2029
BEGIN PROJECT AT MM 2.195 IN WARREN GORE TO MM 5.498 IN NORTON, END PROJECT	800	900	100	130	545,000	1,379,000

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.

CONVENTIONAL SYMBOLS

COUNTY LINE	----
TOWN LINE	----
LIMITS OF ACCESS	—○—○—○—○—○—
POINT OF ACCESS	X
FENCE LINE	X—X—X—X—X—
STONE WALL	○○○○○○○○○○○○○○○○
TRAVELED WAY	----
GUARD RAIL	—○—○—○—○—○—
RAILROAD	
SURVEY LINE	—+—+—+—+—+—
CULVERT	—+—+—+—+—+—
POWER POLE	⊕
TELEPHONE POLE	⊕
TREES	⊕
CONTROL OF ACCESS	— — — — —
PROPERTY LINE	—+—+—+—+—+—
R.O.W. TAKING LINE	—+—+—+—+—+—
SLOPE RIGHTS	—○—○—○—○—○—
TOP OF CUT	—△—△—△—△—△—
TOE OF SLOPE	—○—○—○—○—○—

SURVEYED BY : NA
SURVEYED DATE :NA

DATUM
VERTICAL NA
HORIZONTAL NA

PROJECT MANAGER : TED DOMEY

PROJECT NAME : WARREN GORE - NORTON
PROJECT NUMBER : STP 2725 (1) S

SHEET 73 OF 107 SHEETS

NOTES

1. THE WEARING COURSE SHALL BE TYPE IVS SUPERPAVE BITUMINOUS CONCRETE PAVEMENT. THE BINDER COURSE SHALL BE TYPE IIIS SUPERPAVE BITUMINOUS CONCRETE PAVEMENT. THE LEVELING COURSE SHALL BE TYPE IVS SUPERPAVE BITUMINOUS CONCRETE PAVEMENT.
2. EMULSIFIED ASPHALT SHALL BE APPLIED ON ALL EXISTING PAVEMENT SURFACES, BETWEEN ALL COURSES OF PAVEMENT AND ON COLD PLANED SURFACES AT THE RATE OF 0.025 GAL/SY OR AS DIRECTED BY THE RESIDENT ENGINEER.
3. SUPERPAVE BITUMINOUS CONCRETE PAVEMENT TOLERANCE = +/- 1/4 " (TOTAL PAVEMENT THICKNESS EXCLUDING LEVELING).
4. COLD PLANING SHALL BE COMPLETED ACCORDING TO THE TYPICAL OR AS OTHERWISE NOTED ON THE PLANS. A FULL-DEPTH BUTT JOINT SHALL BE CONSTRUCTED AT THE PROJECT BEGIN AND END, AND AT ALL SIDE ROAD APPROACHES AS DENOTED ON THE PLANS OR AS OTHERWISE DIRECTED BY THE RESIDENT ENGINEER.
5. THE PORTLAND CEMENT STABILIZED COLD MIX SHALL BE PRODUCED FROM THE COLD PLANE GRINDINGS GENERATED FROM THE PROJECT AND PAID FOR UNDER ITEM 900.675 SPECIAL PROVISION (COLD MIXED RECYCLED BITUMINOUS PAVEMENT, PORTLAND CEMENT). IF THERE IS NOT A SUFFICIENT AMOUNT OF COLD PLANE GRINDINGS AVAILABLE TO PRODUCE THE 2" LIFT OF PORTLAND CEMENT STABILIZED COLD MIX, THE CONTRACTOR SHALL OBTAIN COLD PLANE GRINDINGS FROM ANOTHER SOURCE. THE COST ASSOCIATED WITH PROVIDING ADDITIONAL COLD PLANE GRINDINGS SHALL BE INCLUDED IN THE PRICE BID FOR ITEM 900.675 SPECIAL PROVISION (COLD MIXED RECYCLED BITUMINOUS PAVEMENT, PORTLAND CEMENT). ALL COLD PLANING PERFORMED WITHIN THE LIMITS OF THE COLD MIXED RECYCLED BITUMINOUS PAVEMENT LAYER SHALL BE CONSIDERED INCIDENTAL TO ITEM 900.675 SPECIAL PROVISION (COLD MIXED RECYCLED BITUMINOUS PAVEMENT, PORTLAND CEMENT). AN ESTIMATED QUANTITY OF ITEM 900.680 SPECIAL PROVISION (PORTLAND CEMENT FOR COLD MIXED RECYCLING) HAS BEEN INCLUDED AND ESTIMATED AT A RATE OF 1% BY WEIGHT OF ITEM 900.675 SPECIAL PROVISION (COLD MIXED RECYCLED BITUMINOUS PAVEMENT, PORTLAND CEMENT).
6. ITEM 415.25 EMULSIFIED ASPHALT, COLD MIX SHALL BE USED AS A LIQUID BINDER IN THE PORTLAND CEMENT STABILIZED COLD MIX AS DIRECTED BY THE RESIDENT ENGINEER. AN ESTIMATED QUANTITY OF ITEM 415.25 EMULSIFIED ASPHALT, COLD MIX HAS BEEN INCLUDED IN THE PLANS AT A RATE OF 1.0 GAL/SY.
7. ITEM 900.683 SPECIAL PROVISION (EMULSIFIED ASPHALT, RECLAIMED STABILIZED BASE) (CSSI-h) SHALL BE USED AS A LIQUID BINDER IN THE RECLAIMED CEMENT STABILIZED BASE AS DIRECTED BY THE RESIDENT ENGINEER. AN ESTIMATED QUANTITY OF ITEM 900.683 SPECIAL PROVISION (EMULSIFIED ASPHALT, RECLAIMED STABILIZED BASE) (CSSI-h) AT A RATE OF 0.15 GAL/SY
8. PRIOR TO RECLAIMING, ANY EXISTING SHOULDER MATERIAL DEEMED UNSUITABLE BY THE RESIDENT ENGINEER SHALL BE EXCAVATED TO THE DEPTH OF RECLAIMING OR AS DIRECTED BY THE RESIDENT ENGINEER. EXCAVATED MATERIAL WILL BE SPREAD ON THE ADJACENT SLOPES OR REMOVED FROM THE PROJECT AS DIRECTED BY THE RESIDENT ENGINEER. THIS WORK WILL BE PAID FOR USING THE APPROPRIATE RENTAL ITEM(S). THE METHOD OF REMOVAL AND THE USE OF RENTAL ITEM(S) SHALL BE APPROVED BY THE RESIDENT ENGINEER PRIOR TO ANY WORK BEING DONE. MATERIAL REMOVED SHALL BE REPLACED WITH ITEM 301.28 SUBBASE OF CRUSHED GRAVEL, FINE GRADED. AN ADDITIONAL QUANTITY OF ITEM 301.28 SUBBASE OF CRUSHED GRAVEL, FINE GRADED HAS BEEN INCLUDED TO CORRECT SUPERELEVATION AND GRADATION DEFICIENCIES WITHIN THE RECLAIMED SECTION. AN ESTIMATED THICKNESS OF 2" HAS BEEN INCLUDED FOR THE ENTIRE RECLAIMED SURFACE AREA.
9. ALL EDGES OF PAVEMENT SHALL BE BACKED UP TO FULL HEIGHT WITH COLD PLANE GRINDINGS AS DIRECTED BY THE RESIDENT ENGINEER AND WILL BE PAID FOR UNDER ITEM 402.13 AGGREGATE SHOULDERS, RAP. ADDITIONAL MATERIAL REQUIRED AFTER THE COLD PLANE GRINDINGS HAVE BEEN USED WILL BE PAID FOR UNDER ITEM 402.12 AGGREGATE SHOULDERS.
10. DITCHING MATERIAL OR EARTH BORROW SHALL BE USED FOR THE CONSTRUCTION OF MANUFACTURED TERMINAL FLARES WHICH SHALL BE CAPPED WITH AN ESTIMATED 3" DEPTH OF AGGREGATE SHOULDER MATERIAL AS DIRECTED BY THE RESIDENT ENGINEER. THE QUANTITIES INCLUDED REFLECT 5 TONS OF AGGREGATE SHOULDER MATERIAL AND 25 CUBIC YARDS OF DITCHING MATERIAL OR EARTH BORROW FOR EACH GUARDRAIL TERMINAL.
11. THE PROPOSED GUARDRAIL SHALL BE INSTALLED IN A LOCATION THAT MAXIMIZES THE DISTANCE FROM THE CENTER OF THE ROAD TO THE FACE OF GUARDRAIL. 3' OF BACKING IS REQUIRED BEHIND THE FACE OF GUARDRAIL WITH 6' POSTS. IF THIS CANNOT BE OBTAINED, THEN 8' POSTS SHALL BE USED.
12. ITEM 609.10 DUST CONTROL WITH WATER HAS AN ESTIMATED QUANTITY TO BE USED AS DUST CONTROL ALONG THE RECLAIMED SECTION. ITEM 609.15 DUST AND ICE CONTROL WITH CALCIUM CHLORIDE HAS AN ESTIMATED QUANTITY TO BE USED ON SIDE ROAD APPROACHES WHICH WILL BE PAVED.
13. WATER SHALL BE USED AS A STABILIZING AGENT AND FOR COMPACTION FOR THE RECLAIMED STABILIZED BASE AS DIRECTED BY THE RESIDENT ENGINEER. PAYMENT SHALL BE CONSIDERED INCIDENTAL TO ITEM 310.20 RECLAIMED STABILIZED BASE.
14. 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.
15. ESTIMATED QUANTITIES OF ITEM 613.10 STONE FILL, TYPE I; ITEM 649.31 GEOTEXTILE UNDER STONE FILL; AND ITEM 608.25 ALL PURPOSE EXCAVATOR RENTAL, TYPE I HAVE BEEN INCLUDED TO PROVIDE FOR REPAIR OF EXISTING STONE LINED DRAINAGE OUTLETS OR WASHOUTS LOCATED ALONG THE ROADWAY SIDE SLOPES AS DIRECTED BY THE RESIDENT ENGINEER.
16. PIPE INLET AND OUTLET AREAS OF DITCH CLEANING THROUGHOUT THE PROJECT SHALL BE PERFORMED AT LOCATIONS SPECIFIED ON THE PLANS OR AS DIRECTED BY THE RESIDENT ENGINEER. PAYMENT SHALL BE MADE UNDER THE APPROPRIATE RENTAL ITEM(S).

NOT TO SCALE

PROJECT
TYPICAL
SHEET #1

PROJECT NAME: WARREN GORE - NORTON

PROJECT NUMBER: STP 2725(0)S

FILE NAME: p07c218.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: M.J.L.

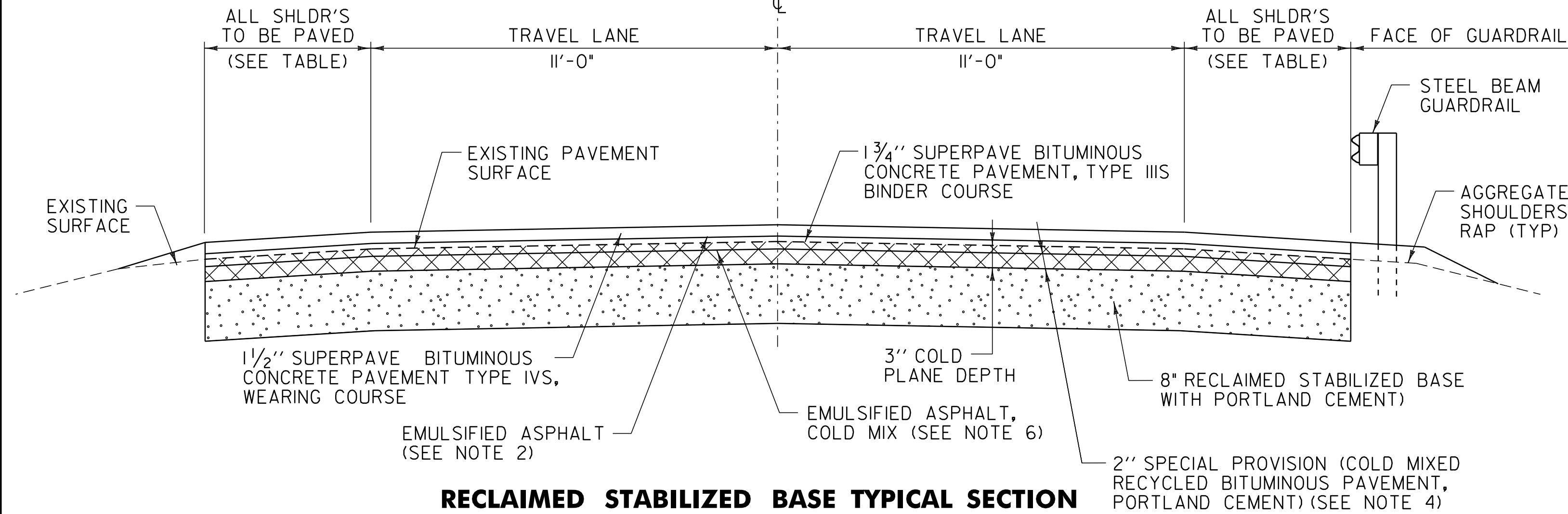
IPARM FILE: p07c218typ1.i

PLOT DATE: 31-OCT-2011 11:53

DRAWN BY: C.A.K.

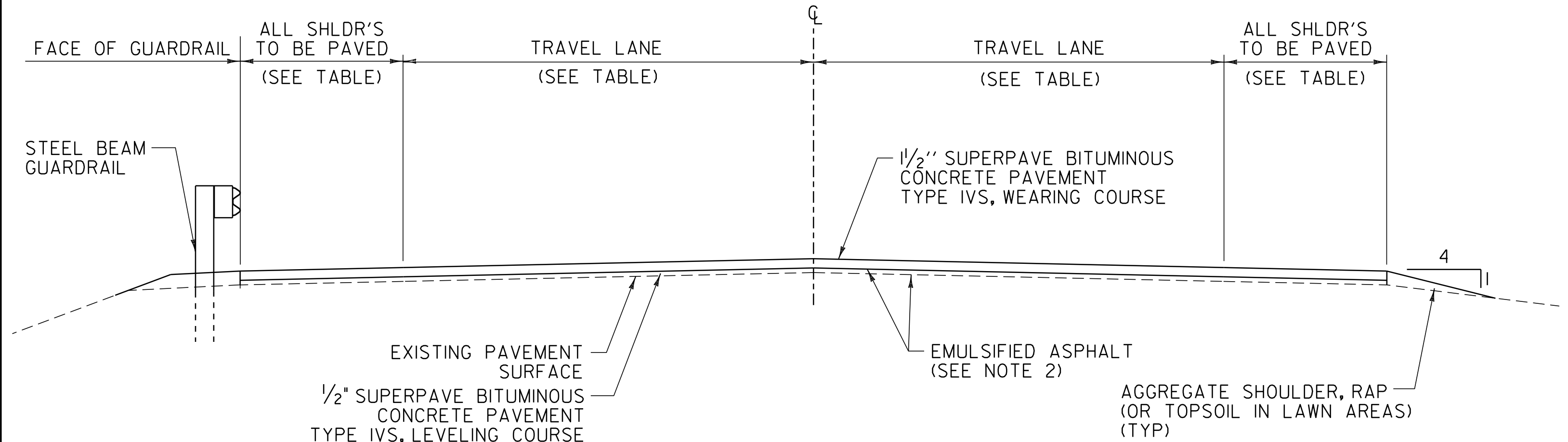
CHECKED BY: D.W.E.

SHEET 74 OF 107



RECLAIMED STABILIZED BASE TYPICAL SECTION

VT. ROUTE 114 WARREN GORE STA 115+89.60 TO WARREN GORE STA 253+07.04
VT. ROUTE 114 NORTON STA 0+00.00 TO NORTON STA 277+83.36



OVERLAY TYPICAL SECTION

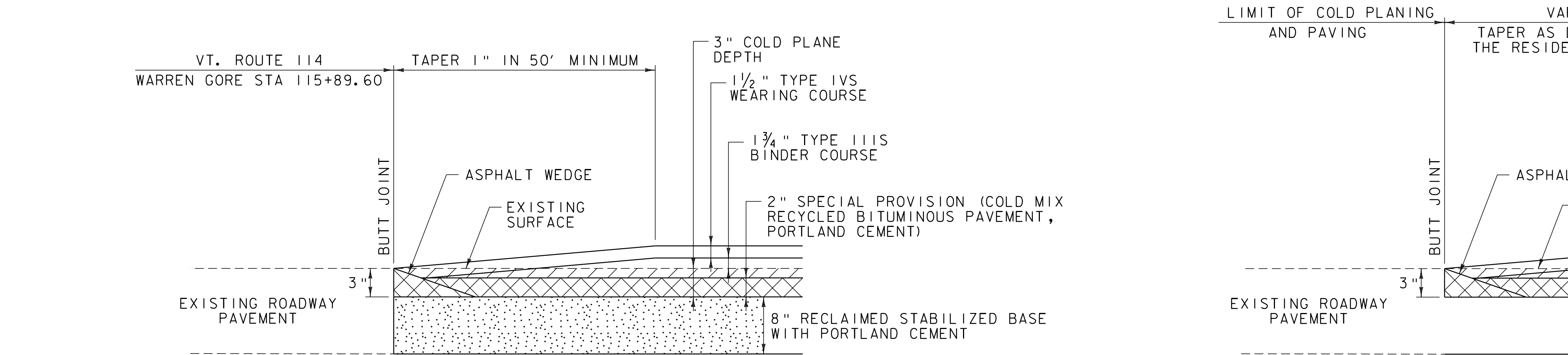
VT. ROUTE 114 NORTON STA 277+83.36 TO NORTON STA 290+29.44
VT. ROUTE 147 NORTON STA 0+00.00 TO NORTON STA 7+65.60
VT. ROUTE 147 APPROACH NORTON STA 0+00.00 TO NORTON STA 1+58.40

TYPICAL ORDER OF OPERATIONS FOR RECLAIMED STABILIZED BASE WITH PORTLAND CEMENT PAVEMENT REHABILITATION

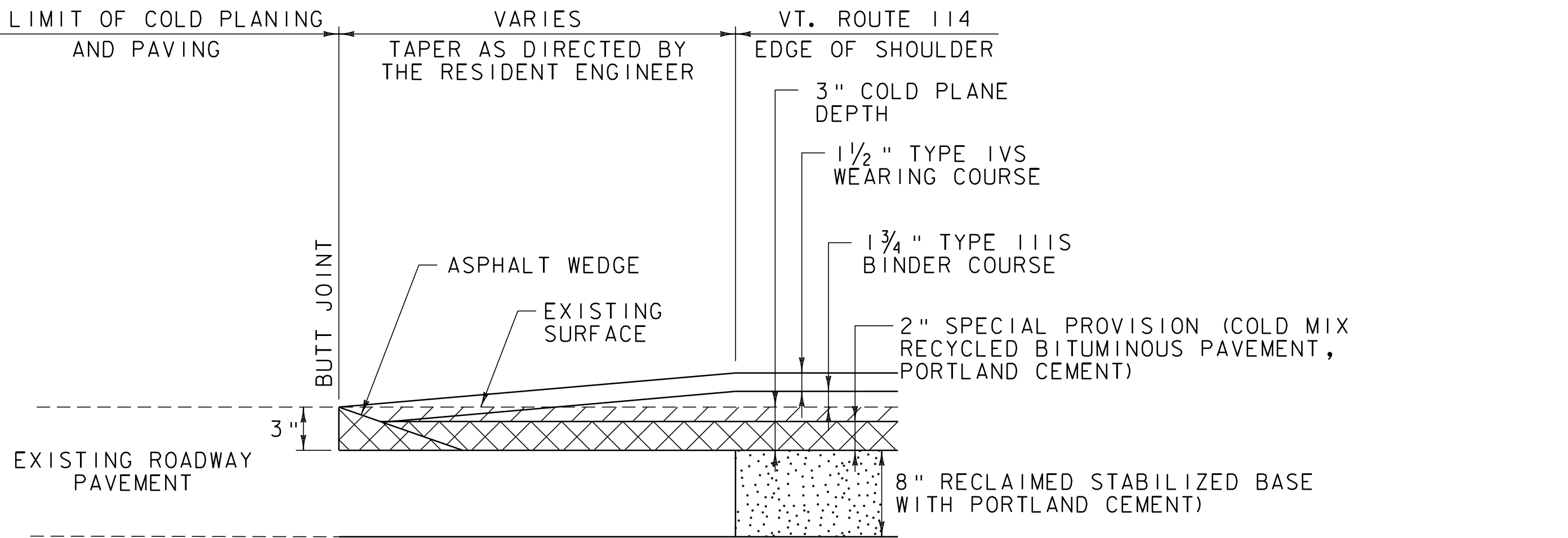
STEP	DESCRIPTION	PAYMENT ITEM(S)
1	COLD PLANE EXISTING SURFACE 3" AND STOCKPILE COLD PLANE GRINDINGS FOR FUTURE USE	ITEM 900.675 SPECIAL PROVISION (COLD MIXED RECYCLED BITUMINOUS PAVEMENT, PORTLAND CEMENT)
2	REPAIR EXISTING SHOULDERS AS DIRECTED BY THE RESIDENT ENGINEER	ITEM 301.28 SUBBASE OF CRUSHED GRAVEL, FINE GRADED
3	RECLAIM EXISTING ROADBED 8" USING WATER FOR STABILIZATION AND COMPACTION	ITEM 310.20 RECLAIMED STABILIZED BASE, WATER USED FOR STABILIZATION SHALL BE CONSIDERED INCIDENTAL TO ITEM 310.20 PER SPECIFICATION AS DIRECTED BY THE RESIDENT ENGINEER
4	CORRECT SUPERELEVATION DEFICIENCIES	ITEM 301.28 SUBBASE OF CRUSHED GRAVEL, FINE GRADED
5	PLACE PORTLAND CEMENT ON ROADBED SURFACE AND RECLAIM ROADBED 8" USING AN EMULSIFIED ASPHALT AS A LIQUID BINDER	ITEM 900.675 SPECIAL PROVISION (RECLAIMED STABILIZED BASE, PORTLAND CEMENT), ITEM 900.680 SPECIAL PROVISION (PORTLAND CEMENT FOR BASE STABILIZATION) AND ITEM 900.683 SPECIAL PROVISION (EMULSIFIED ASPHALT, RECLAIMED STABILIZED BASE)(CSSI-h)
6	PREPARE COLD PLANE GRINDINGS AND PLACE 2" COLD MIXED RECYCLED ASPHALT SURFACE WITH PORTLAND CEMENT AND USE EMULSIFIED ASPHALT AS A LIQUID BINDER	ITEM 900.675 SPECIAL PROVISION (COLD MIXED RECYCLED BITUMINOUS PAVEMENT, PORTLAND CEMENT), ITEM 900.680 SPECIAL PROVISION (PORTLAND CEMENT FOR COLD MIX RECYCLING) AND ITEM 415.25 EMULSIFIED ASPHALT, COLD MIX
7	PLACE 1-3/4" TYPE IIIS BINDER COURSE	ITEM 490.30 SUPERPAVE BITUMINOUS CONCRETE PAVEMENT
8	PLACE 1-1/2" TYPE IVS WEARING COURSE	ITEM 490.30 SUPERPAVE BITUMINOUS CONCRETE PAVEMENT

NOTE:

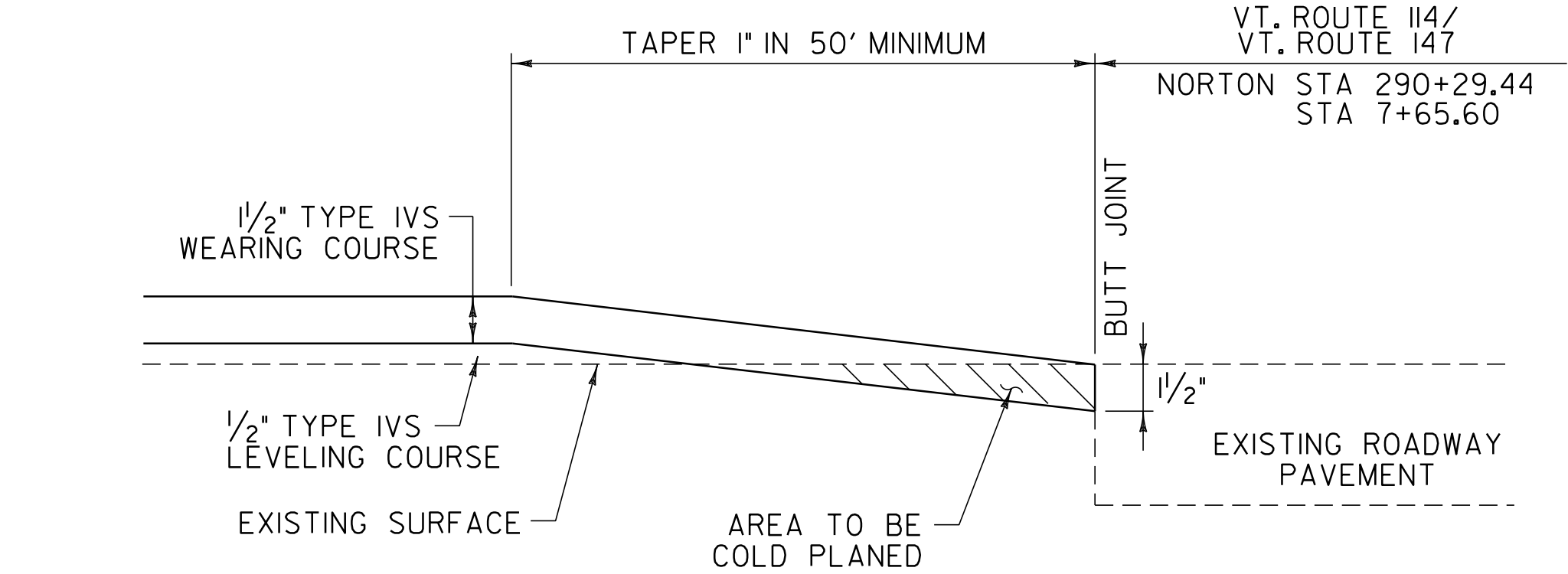
1. THIS LIST OF PROCEDURES FOR REHABILITATING THE EXISTING ROADBED IS PRESENTED FOR INFORMATIONAL PURPOSES ONLY AND SHALL NOT BE CONSIDERED ALL INCLUSIVE. THE CONTRACTOR SHALL PREPARE THEIR OWN SCHEDULE OF OPERATIONS TO COMPLETE THE PROPOSED WORK UTILIZING THE APPROPRIATE PAY ITEMS AS SHOWN IN THE PLANS AS DIRECTED BY THE RESIDENT ENGINEER.



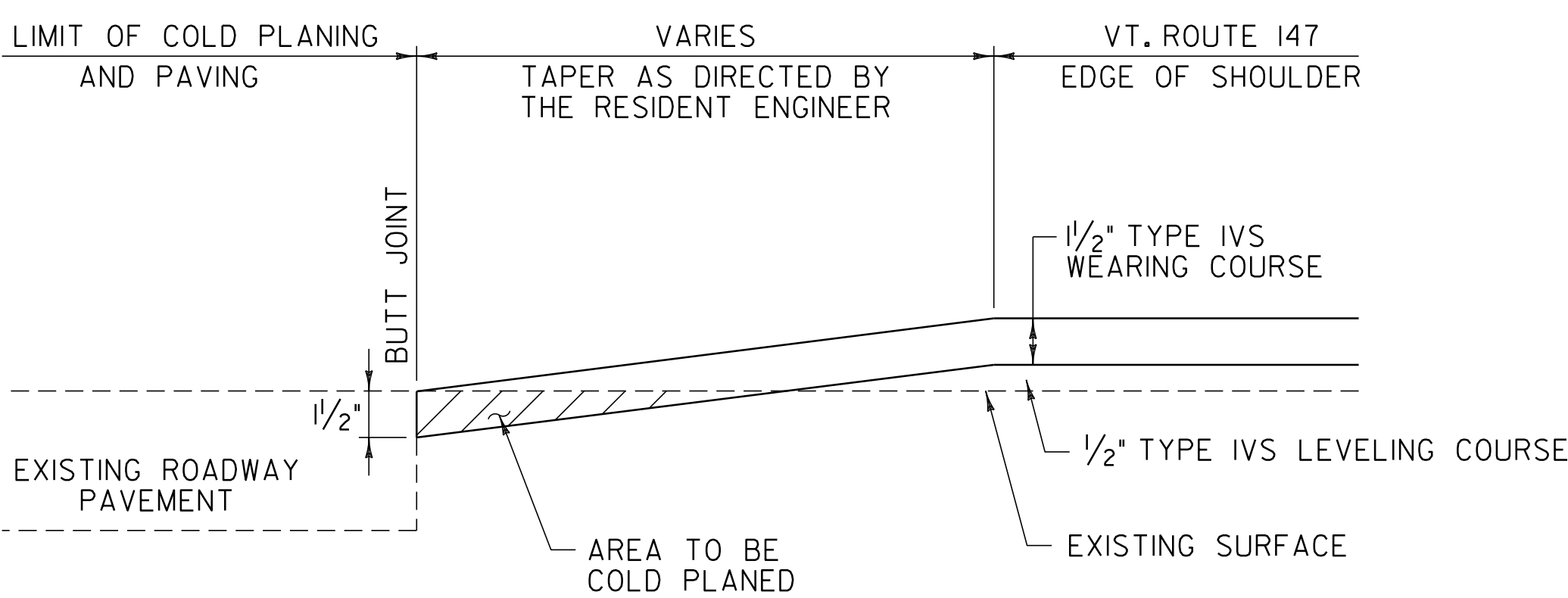
RECLAIMED APPROACH AREA DETAIL
VT. ROUTE 114 WARREN GORE STA 115+89.60 - BEGIN PROJECT



RECLAIMED APPROACH AREA DETAIL
NORTON: TH-12 STA 170+06.88
TH-3 STA 253+49.28



APPROACH AREA DETAIL
VT. ROUTE 114 NORTON STA 290+29.44 - END PROJECT
VT. ROUTE 147 NORTON STA 7+65.60 - END PROJECT



APPROACH AREA DETAIL
NORTON:
VT. ROUTE 147: TH-1 STA 3+96.00
TH-2 STA 5+80.80

**SEEDING FORMULA
RURAL AREAS**

% WT.	LBS./A.	NAME	PUR %	GERM %
37.5	22.5	CREEPING RED FESCUE	98	85
37.5	22.5	TALL FESCUE	95	90
5.0	3.0	RED TOP	95	90
15.0	9.0	BIRDSFOOT TREFOIL	98	85
5.0	3.0	ANNUAL RYEGRASS	95	85
100.0	60.0			

GENERAL NOTES

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

SEED:
TO BE APPLIED PER SEEDING FORMULA OR AS DIRECTED BY THE RESIDENT ENGINEER.

FERTILIZER:
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).

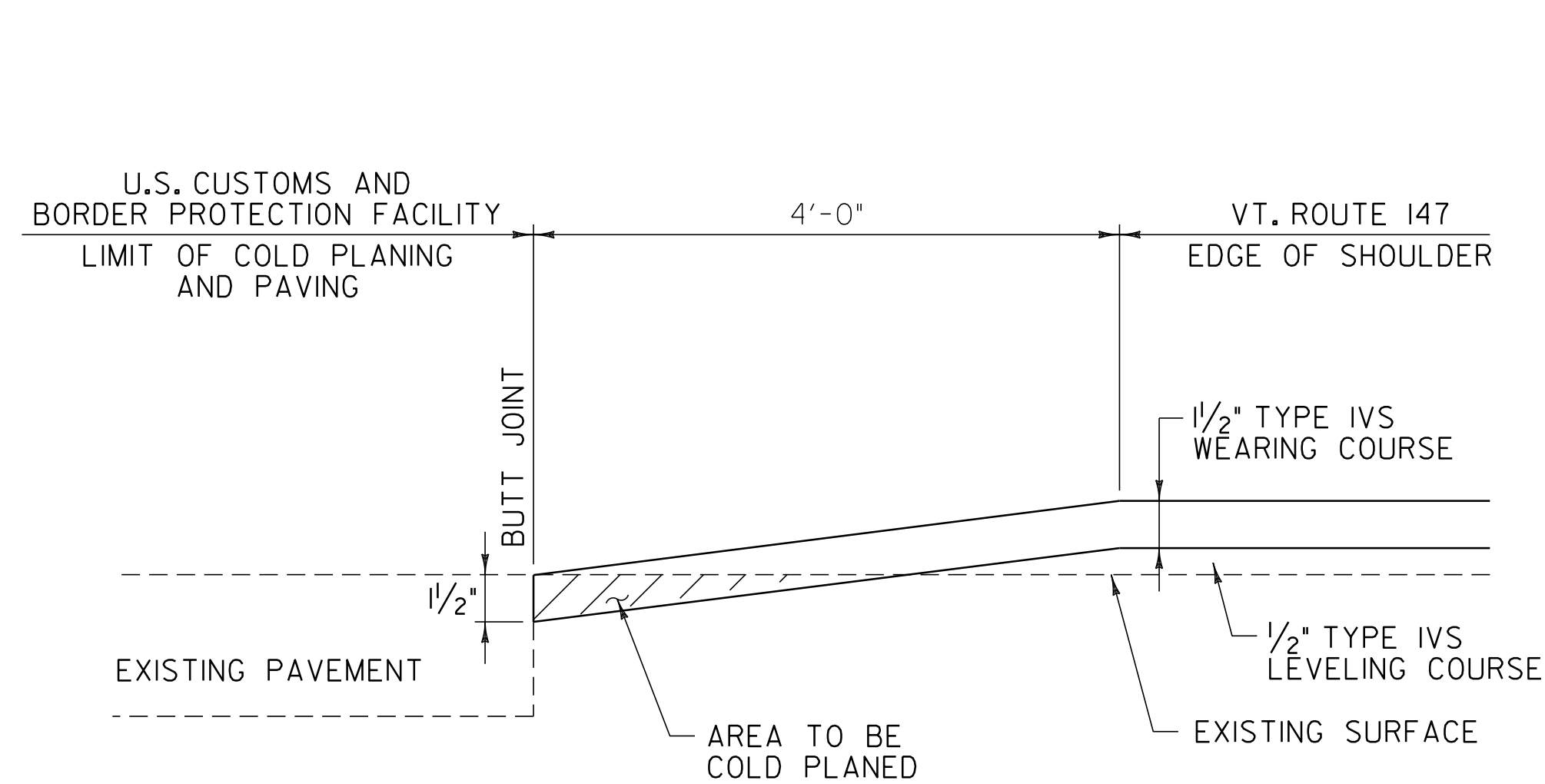
AGRICULTURAL LIMESTONE:
TO BE APPLIED AT THE RATE OF 2 TONS/ACRE OR AS DIRECTED BY THE RESIDENT ENGINEER.

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

NOT TO SCALE

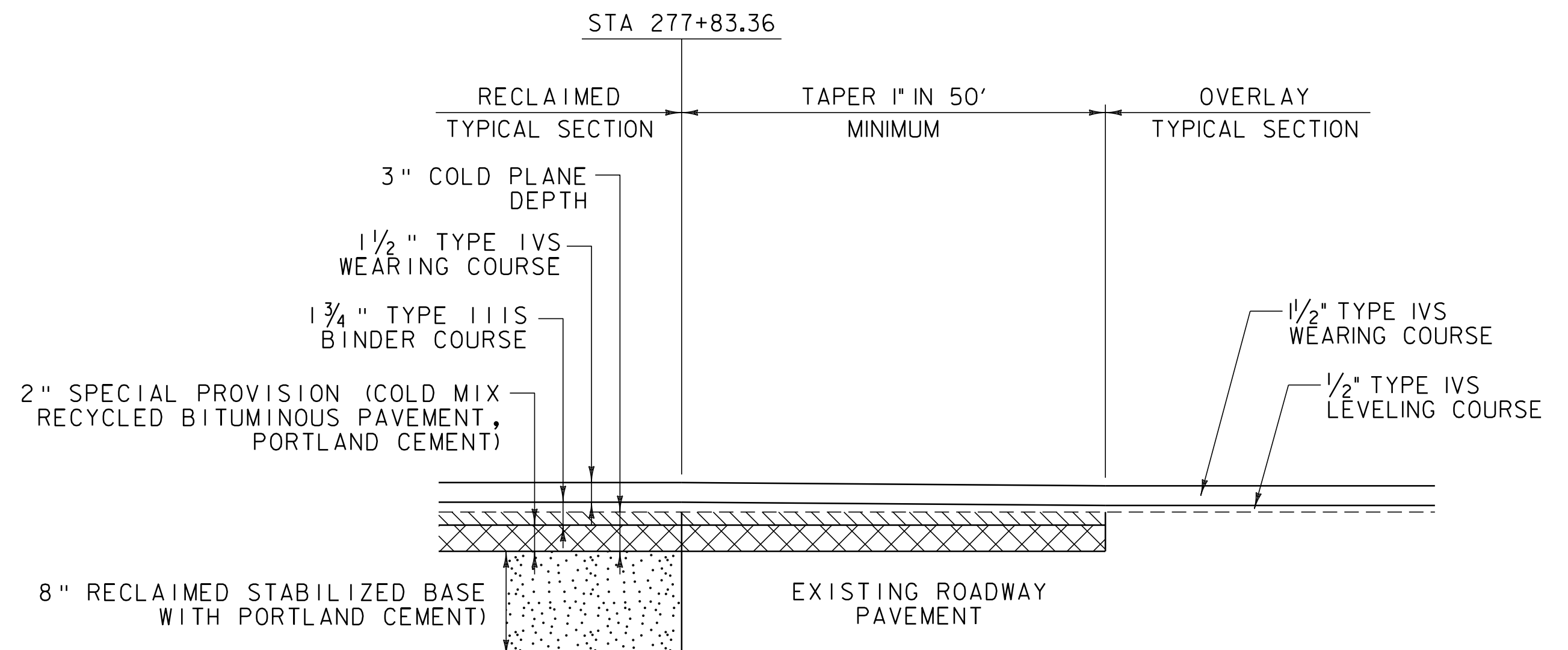
PROJECT TYPICAL SHEET #2	PROJECT NAME: WARREN GORE - NORTON	
	PROJECT NUMBER: STP 272500S	
	FILE NAME: p07c218.dgn	PLOT DATE: 31-OCT-2011 11:53
	PROJECT LEADER: D.E.G.	DRAWN BY: C.A.K.
	DESIGNED BY: M.J.L.	CHECKED BY: D.W.E.
	IPARM FILE: p07c218+yp2.i	SHEET 75 OF 107

TOWN & ROUTE	BEGIN STATION	END STATION	LANE TYPICAL	WEARING DEPTH	LEVELING TON	NOTES
WARREN GORE:						
VT. ROUTE 114	115+89.60	121+45.00	4'-0" - 11'-0" - 11'-0" - 4'-0"	1 1/2"	-	COLD PLANE 3", RECLAIM 8", PLACE 2" COLD MIX, PAVE WITH 1 3/4" TYPE IIIS & PAVE WITH 1 1/2" TYPE IVS
VT. ROUTE 114	121+45.00	217+25.00	2'-0" - 11'-0" - 11'-0" - 2'-0"	1 1/2"	-	COLD PLANE 3", RECLAIM 8", PLACE 2" COLD MIX, PAVE WITH 1 3/4" TYPE IIIS & PAVE WITH 1 1/2" TYPE IVS
VT. ROUTE 114	217+25.00	217+50.00	2'-0" - 11'-0" - 11'-0" - 2'-0"	1 1/4"	-	BR 37 COLD PLANE 1 1/4" & PAVE WITH 1 1/4" TYPE IVS
VT. ROUTE 114	217+50.00	253+07.04	2'-0" - 11'-0" - 11'-0" - 2'-0"	1 1/2"	-	COLD PLANE 3", RECLAIM 8", PLACE 2" COLD MIX, PAVE WITH 1 3/4" TYPE IIIS & PAVE WITH 1 1/2" TYPE IVS
NORTON:						
VT. ROUTE 114	0+00.00	21+50.10	2'-0" - 11'-0" - 11'-0" - 2'-0"	1 1/2"	-	COLD PLANE 3", RECLAIM 8", PLACE 2" COLD MIX, PAVE WITH 1 3/4" TYPE IIIS & PAVE WITH 1 1/2" TYPE IVS
VT. ROUTE 114	21+50.10	21+68.80	3'-0" - 11'-0" - 11'-0" - 3'-0"	1 1/4"	-	BR 38 COLD PLANE 1 1/4" & PAVE WITH 1 1/4" TYPE IVS
VT. ROUTE 114	21+68.80	31+68.00	2'-0" - 11'-0" - 11'-0" - 2'-0"	1 1/2"	-	COLD PLANE 3", RECLAIM 8", PLACE 2" COLD MIX, PAVE WITH 1 3/4" TYPE IIIS & PAVE WITH 1 1/2" TYPE IVS
VT. ROUTE 114	31+68.00	277+83.36	4'-0" - 11'-0" - 11'-0" - 4'-0"	1 1/2"	-	COLD PLANE 3", RECLAIM 8", PLACE 2" COLD MIX, PAVE WITH 1 3/4" TYPE IIIS & PAVE WITH 1 1/2" TYPE IVS
VT. ROUTE 114	277+83.36	290+29.44	4'-0" - 11'-0" - 11'-0" - 4'-0"	1 1/2"	117	LEVEL WITH 1/2" TYPE IVS & PAVE WITH 1 1/2" TYPE IVS
VT. ROUTE 147	0+00.00	7+65.60	VARIES - 11'-0" - 11'-0" - VARIES	1 1/2"	81	LEVEL WITH 1/2" TYPE IVS & PAVE WITH 1 1/2" TYPE IVS
VT. ROUTE 147 APPROACH	0+00.00	1+58.40	VARIES - 12'-0" - 12'-0" - VARIES	1 1/2"	38	LEVEL WITH 1/2" TYPE IVS & PAVE WITH 1 1/2" TYPE IVS



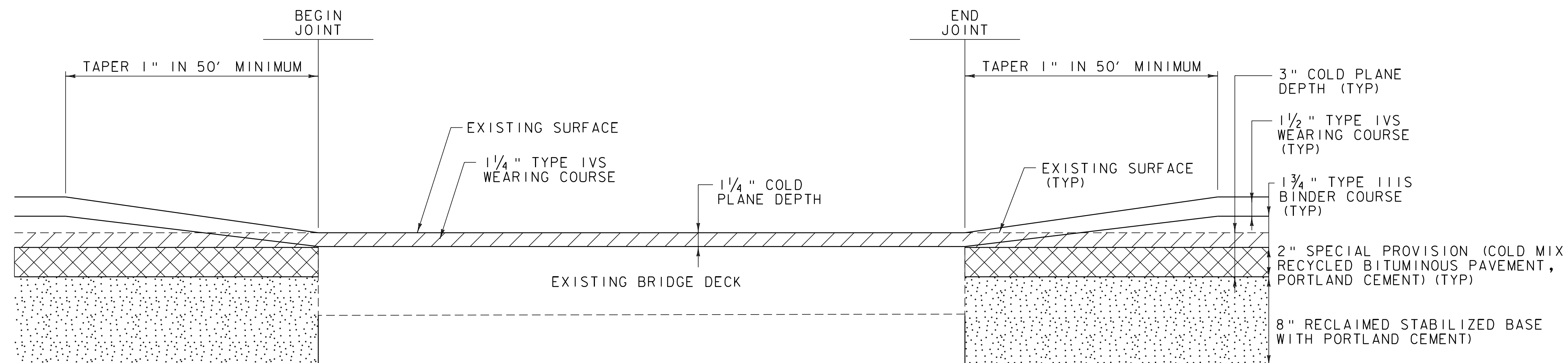
PAVEMENT TERMINATION DETAIL AT U.S. CUSTOMS AND BORDER PROTECTION FACILITY DETAIL

NORTON VT. ROUTE 147 STA 4+90.00 TO STA 5+90.00 LT



RECLAIMED TO OVERLAY TRANSITION DETAIL

VT. ROUTE 114 NORTON STA 277+83.36



BRIDGE TRANSITION AREA DETAIL

BR 38 VT. ROUTE 114 NORTON STA 21+50.10 TO STA 21+68.80

NOT TO SCALE

**PROJECT
TYPICAL
SHEET #3**

PROJECT NAME: WARREN GORE - NORTON

PROJECT NUMBER: STP 2725(0)S

FILE NAME: p07c218.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: M.J.L.

IPARM FILE: p07c218+yp3.i

PLOT DATE: 31-OCT-2011 11:53

DRAWN BY: C.A.K.

CHECKED BY: D.W.E.

SHEET 76 OF 107

STATE OF VERMONT
AGENCY OF TRANSPORTATION

DETAILED SUMMARY OF QUANTITIES						
QUANTITIES	UNIT	ITEMS				
		RECLAIMED STABILIZED BASE/ SPECIAL PROVISION (RECLAIMED STABILIZED BASE, PORTLAND CEMENT)				
131,289 61	SY SY	MAINLINE ROUNDING				
131,350	SY	TOTAL				
		SPECIAL PROVISION (COLD MIXED RECYCLED BITUMINOUS PAVEMENT, PORTLAND CEMENT)				
131,289 61	SY SY	MAINLINE ROUNDING				
131,350	SY	TOTAL				
		COLD PLANING, BITUMINOUS PAVEMENT				
129 364 911 21	SY SY SY SY	BRIDGES SIDEROADS APPROACHES ROUNDING				
1425	SY	TOTAL				
		SUPERPAVE BITUMINOUS CONCRETE PAVEMENT				
245 12,230 13,402 32 341	TON TON TON TON TON	LEVELING COURSE (TYPE IVS) WEARING COURSE (TYPE IVS) BINDER COURSE (TYPE IIIS) SIDE ROADS ROUNDING				
26,250	TON	TOTAL				
		AGGREGATE SHOULDERS				
180 5	TON TON	CAPPING FLARED GUARDRAIL END SECTIONS ROUNDING				
185	TON	TOTAL				
		AGGREGATE SHOULDERS, RAP				
3618 32	TON TON	BACK UP SHOULDERS TO FULL HEIGHT ROUNDING				
3650	TON	TOTAL				
		RAP MATERIAL GENERATED FROM PROJECT				
21,000 14,000	TON TON	TOTAL RAP MATERIAL GENERATED REQUIRED RAP MATERIAL FOR COLD MIXED RECYCLED BITUMINOUS PAVEMENT				
3650	TON	AGGREGATE SHOULDERS, RAP				
3350	TON	REMAINING RAP MATERIAL				
					QUANTITY SHEET #1	PROJECT NAME:
						PROJECT NUMBER:
						FILE NAME: p
						PROJECT LEA
						DESIGNED BY:
						IPARM FILE:

[illegible]

QUANTITY SHEET #1

PROJECT NAME: WARREN GORE - NORTON

PROJECT NUMBER: STP 2725(I)S

FILE NAME: p07c2l8.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: M.J.L.

PLOT DATE: 31-OCT-2011 11:53

DRAWN BY: C.A.K.

CHECKED BY: D.W.E.

SHEET 77 OF 107

STATE OF VERMONT
AGENCY OF TRANSPORTATION

[illegible][illegible]

QUANTITY SHEET #2

PROJECT NAME: WARREN GORE - NORTON

PROJECT NUMBER: STP 2725(I)S

FILE NAME: p07c218.dgn	PLOT DATE: 31-OCT-2011 11:53
PROJECT LEADER: D.E.G.	DRAWN BY: C.A.K.
DESIGNED BY: M.J.L.	CHECKED BY: D.W.E.
IPARM FILE: p07c218quan2.1	SHEET 78 OF 107

STATE OF VERMONT
AGENCY OF TRANSPORTATION

[illegible][illegible]

QUANTITY SHEET #3

PROJECT NAME: WARREN GORE - NORTON

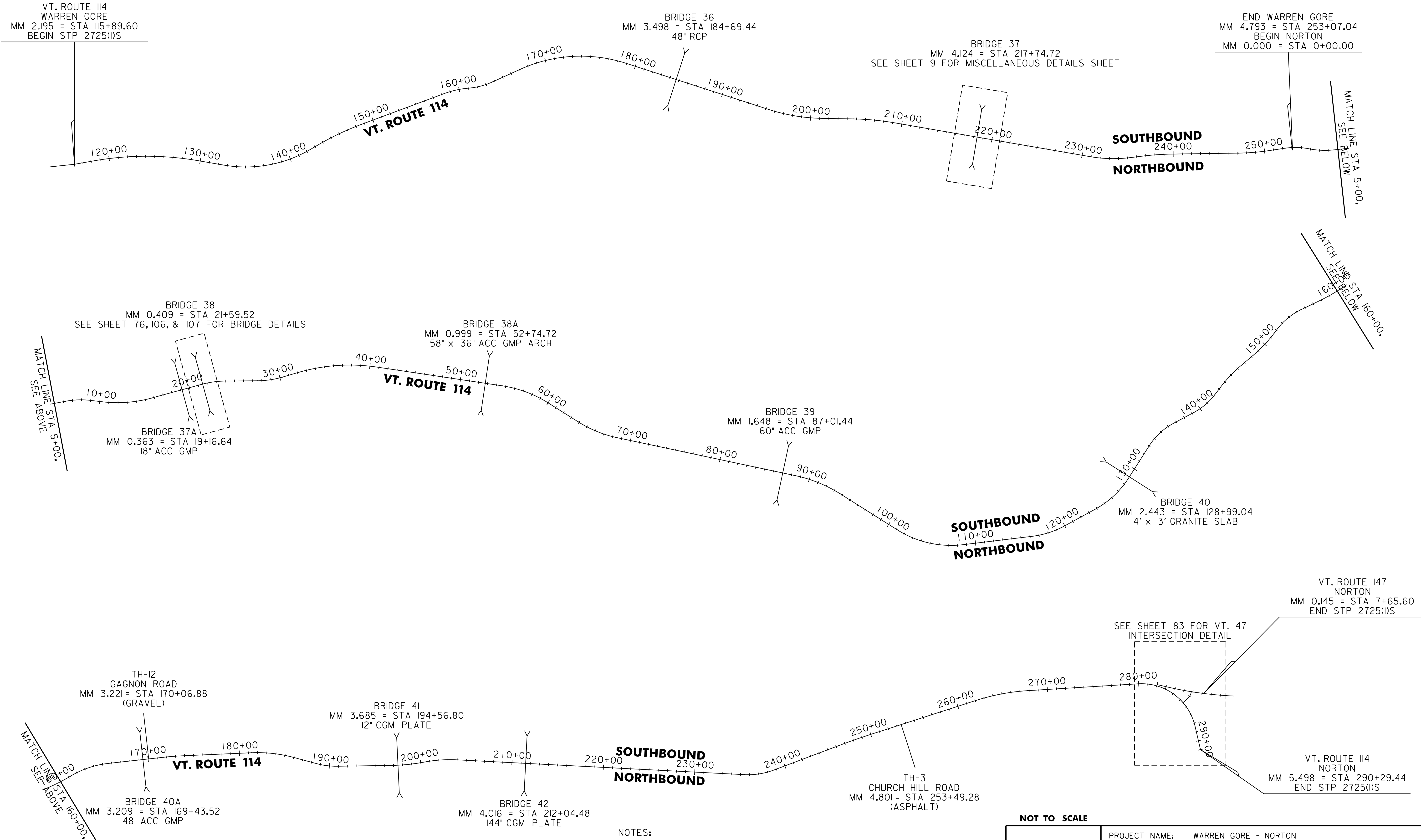
PROJECT NUMBER: STP 2725(I)S

FILE NAME: p07c2l8.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: M.J.L.
IPARM FILE: p07c2l8quan3.i

PLOT DATE: 31-OCT-2011 11:53
DRAWN BY: C.A.K.
CHECKED BY: D.W.E.
SHEET 79 OF 107

ITEM DETAIL SUMMARY SHEET #1

LOCATION			GUARDRAIL (GALVANIZED)							MISCELLANEOUS					REMARKS
BEGIN STATION	END STATION	POS.	621.20	621.205	621.21	621.216	621.50	621.60	621.80	EARTH BORROW /DITCH. MAT.	402.12	402.13	653.20	676.10	
			S.B G.R., GALV. LF	S.B. G.R., GALV. W/8' POST LF	HD S.B. G.R., GALV. LF	HD S.B. G.R. GALV. NESTED LF	MANUF. TERM. SECT. FLARED EA	ANCHOR FOR S.B. G.R. EA	REMOVAL & DISPOSAL GUARDRAIL LF		AGGREGATE SHOULDERS TON	AGGREGATE SHOULDERS, RAP TON	TEMP. EROSION MATTING SY	DELINEATOR WITH STEEL POST EA	
WARREN GORE:										CY	TON	TON	SY	EA	
I15+89.6	253+07.04	LT/RT	-	-	-	-	-	-	-	-	-	597	-	-	SPOT REPAIR & BACK UP SHOULDERS TO FULL HEIGHT AS DIRECTED BY THE RESIDENT ENGINEER.
155+28	165+90.5								1058.75						
155+55.0	166+17.5	LT	-	987.5	-	-	2	-	1051.0	50	10	-	50	2	INSTALL NEW MANUFACTURED TERMINAL SECTIONS, FLARED FROM STA 155+55.0 TO STA 155+92.5 & STA 165+80.0 TO STA 166+17.5
168+02.5			0						187.5						
168+30.0	170+30.0	LT	125.0	137.5	-	-	2	-	195.0	50	10	-	50	2	INSTALL NEW MANUFACTURED TERMINAL SECTIONS, FLARED FROM STA 168+30.0 TO STA 168+67.5 & STA 169+92.5 TO STA 170+30.0
217+12									125						
217+00.0	218+25.0	LT	25.0	-	-	25.0	2	-	121.0	50	10	-	50	2	INSTALL NEW MANUFACTURED TERMINAL SECTIONS, FLARED FROM STA 217+00.0 TO STA 217+37.5 & STA 217+87.5 TO STA 218+25.0. SEE SHEET 9 FOR STEEL BEAM GUARDRAIL AT SMALL CULVERT DETAIL.
+22	+25								100						
217+25.0	218+25.0	RT	-	-	-	25.0	2	-	95.0	50	10	-	50	2	INSTALL NEW MANUFACTURED TERMINAL SECTIONS, FLARED FROM STA 217+25.0 TO STA 217+62.5 & STA 217+87.5 TO STA 218+25.0. SEE SHEET 9 FOR STEEL BEAM GUARDRAIL AT SMALL CULVERT DETAIL.
NORTON:															
0+00.0	290+29.44	LT/RT	-	-	-	-	-	-	-	-	-	1213	-	-	SPOT REPAIR & BACK UP SHOULDERS TO FULL HEIGHT AS DIRECTED BY THE RESIDENT ENGINEER.
20+62.69	21+50.19		35		35				62.5						
20+43.8	21+50.1	LT	50.0	-	41.3	-	1	-	120.5	25	5	-	25	1	INSTALL NEW MANUFACTURED TERMINAL SECTION, FLARED FROM STA 20+43.8 TO STA 20+81.3. CONNECT TO NEW HD STEEL BEAM GUARDRAIL TO NEW BRIDGE RAIL AT STA 21+50.1. SEE SHEET 107 FOR BR 38 DETAIL.
20+56.35			25						50						
20+68.8	21+50.1	RT	12.5	-	41.3	-	1	-	65.5	25	5	-	25	1	INSTALL NEW MANUFACTURED TERMINAL SECTION, FLARED FROM STA 20+68.8 TO STA 21+06.3. CONNECT TO NEW HD STEEL BEAM GUARDRAIL TO NEW BRIDGE RAIL AT STA 21+50.1. SEE SHEET 107 FOR BR 38 DETAIL.
			0		41.25			0	56.25						
21+68.8	22+33.3	LT	39.5	-	32.5	-	1	+	64.5	-	-	-	-	-	CONNECT NEW HD STEEL BEAM GUARDRAIL TO NEW BRIDGE RAIL AT STA 21+68.8. SEE SHEET 107 FOR BR 38 DETAIL. SEE VAOT STANDARD G-ID, PROVIDE ANCHOR AT STA 22+06.3.
			27						43.75						
21+68.8	22+08.3	RT	14.5	-	32.5	-	-	1	39.5	-	-	-	-	-	CONNECT NEW HD STEEL BEAM GUARDRAIL TO NEW BRIDGE RAIL AT STA 21+68.8. SEE SHEET 107 FOR BR 38 DETAIL. SEE VAOT STANDARD G-ID, PROVIDE ANCHOR AT STA 22+06.3.
52+43.5	63+43.5			381.25					1100						
53+03.5	63+91.0	LT	643.75	1012.5	-	-	2	-	1083.0	50	10	-	50	2	INSTALL NEW MANUFACTURED TERMINAL SECTIONS, FLARED FROM STA 53+03.5 TO STA 53+41.0 & STA 63+53.5 TO STA 63+91.0
69+68	71+68								200						
70+36.0	72+36.0	LT	125.0	-	-	-	2	-	196.0	50	10	-	50	2	INSTALL NEW MANUFACTURED TERMINAL SECTIONS, FLARED FROM STA 70+36.0 TO STA 70+73.5 & STA 71+98.5 TO STA 72+36.0
86+39.5	88+39.5		125						200						
86+92.0	89+17.0	LT	150.0	-	-	-	2	-	217.0	50	10	-	50	2	INSTALL NEW MANUFACTURED TERMINAL SECTIONS, FLARED FROM STA 86+92.0 TO STA 87+29.5 & STA 88+79.5 TO STA 89+17.0
86+16	87+91								175						
87+12.0	88+87.0	RT	100.0	-	-	-	2	-	174.0	50	10	-	50	2	INSTALL NEW MANUFACTURED TERMINAL SECTIONS, FLARED FROM STA 87+12.0 TO STA 87+49.5 & STA 88+49.5 TO STA 88



NOTES:

- 1. SEE SHEET 84 FOR VT. ROUTE 114 PAVEMENT MARKING PLAN SHEET.
- 2. SEE SHEET 80 ITEM DETAIL SUMMARY SHEET FOR GUARDRAIL INSTALLATIONS AND REMOVALS.
- 3. SEE SHEETS 103-105 FOR TRAFFIC SIGNS TO BE REMOVED AND INSTALLED.

NOT TO SCALE

ALIGNMENT PLAN SHEET	PROJECT NAME: WARREN GORE - NORTON	
	PROJECT NUMBER: STP 2725(1)S	
	FILE NAME: p07c218.dgn PROJECT LEADER: D.E.G. DESIGNED BY: M.J.L. IPARM FILE: p07c218ap.i	PLOT DATE: 31-OCT-2011 11:53 DRAWN BY: C.A.K. CHECKED BY: D.W.E. SHEET 82 OF 107

646.402 DURABLE 4 INCH YELLOW LINE, THERMOPLASTIC
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
VT. ROUTE 147:
STA 0+00.00 - STA 6+08.00 EDGE LINE LT
STA 3+35.00 - STA 7+65.60 EDGE LINE RT

VT. ROUTE 147 APPROACH:
STA 0+12.00 - STA 1+58.40 EDGE LINE RT
STA 0+17.00 - STA 0+90.00 EDGE LINE LT

646.412 DURABLE 4 INCH YELLOW LINE, THERMOPLASTIC
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN
HIGHWAYS)
VT. ROUTE 147:
STA 0+00.00 - STA 3+35.00 EDGE LINE RT
STA 4+16.00 - STA 7+65.60 DOUBLE SOLID CENTERLINE
STA 6+50.00 - STA 7+25.00 DOUBLE SOLID LT
STA 3+96.00 DOUBLE SOLID LT, TH-1
STA 5+80.80 DOUBLE SOLID RT, TH-2

VT. ROUTE 147 APPROACH:
STA 0+30.00 - STA 0+60.00 ISLAND EDGE LINE LT & RT
STA 0+60.00 - STA 1+30.00 DOUBLE SOLID LT & RT

646.482 DURABLE 24 INCH STOP BAR, THERMOPLASTIC

VT. ROUTE 147:
STA 0+58.00 LT
STA 3+96.00 LT, TH-1
STA 5+80.80 RT, TH-2

VT. ROUTE 147 APPROACH:
STA 0+29.00 LT
STA 1+30.00 RT

646.682 TEMPORARY 24 INCH STOP BAR, PAINT

VT. ROUTE 147:
STA 0+58.00 LT
STA 3+96.00 LT, TH-1
STA 5+80.80 RT, TH-2

VT. ROUTE 147 APPROACH:
STA 0+29.00 LT
STA 1+30.00 RT

646.492 DURABLE LETTER OR SYMBOL, THERMOPLASTIC

VT. ROUTE 147:
STA 0+67.00 LT "S,T,O,P" (4 EA)
STA 2+22.00 LT "A,H,E,A,D" (5 EA)
STA 2+62.00 LT "S,T,O,P" (4 EA)
STA 3+96.00 LT, TH-1 "S,T,O,P" (4 EA)
STA 5+80.80 RT, TH-2 "S,T,O,P" (4 EA)

VT. ROUTE 147 APPROACH:
STA 0+39.00 LT "S,T,O,P" (4 EA)
STA 1+21.00 RT "S,T,O,P" (4 EA)

646.692 TEMPORARY LETTER OR SYMBOL, PAINT

VT. ROUTE 147:
STA 0+67.00 LT "S,T,O,P" (8 EA)
STA 2+22.00 LT "A,H,E,A,D" (10 EA)
STA 2+62.00 LT "S,T,O,P" (8 EA)
STA 3+96.00 LT, TH-1 "S,T,O,P" (8 EA)
STA 5+80.80 RT, TH-2 "S,T,O,P" (8 EA)

VT. ROUTE 147 APPROACH:
STA 0+39.00 LT "S,T,O,P" (8 EA)
STA 1+21.00 RT "S,T,O,P" (8 EA)

646.442 DURABLE 8 INCH WHITE LINE, THERMOPLASTIC

VT. ROUTE 114:
STA 281+85.00 - STA 282+58.00 LT, GORE LINES

VT. ROUTE 147:
STA 3+25.00 - STA 3+80.00 RT, GORE LINE
STA 3+35.00 - STA 3+80.00 RT, HATCHED GORE

VT. ROUTE 147 APPROACH:
STA 0+90.00 - STA 1+58.40 LT GORE LINE

646.642 TEMPORARY 8 INCH WHITE LINE, PAINT

VT. ROUTE 114:
STA 281+85.00 - STA 282+58.00 LT, GORE LINES

VT. ROUTE 147:
STA 3+25.00 - STA 3+80.00 RT, GORE LINE

VT. ROUTE 147 APPROACH:
STA 0+90.00 - STA 1+58.40 LT, GORE LINE

646.452 DURABLE 8 INCH YELLOW LINE, THERMOPLASTIC

VT. ROUTE 147:
STA 6+08.00 - STA 7+25.00 LT, HATCHED GORE

VT. ROUTE 147 APPROACH:
STA 0+60.00 - STA 1+00.00 HATCHED MEDIAN

646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
VT. ROUTE 147:
STA 0+00.00 - STA 6+08.00 EDGE LINE LT
STA 3+35.00 - STA 7+65.60 EDGE LINE RT

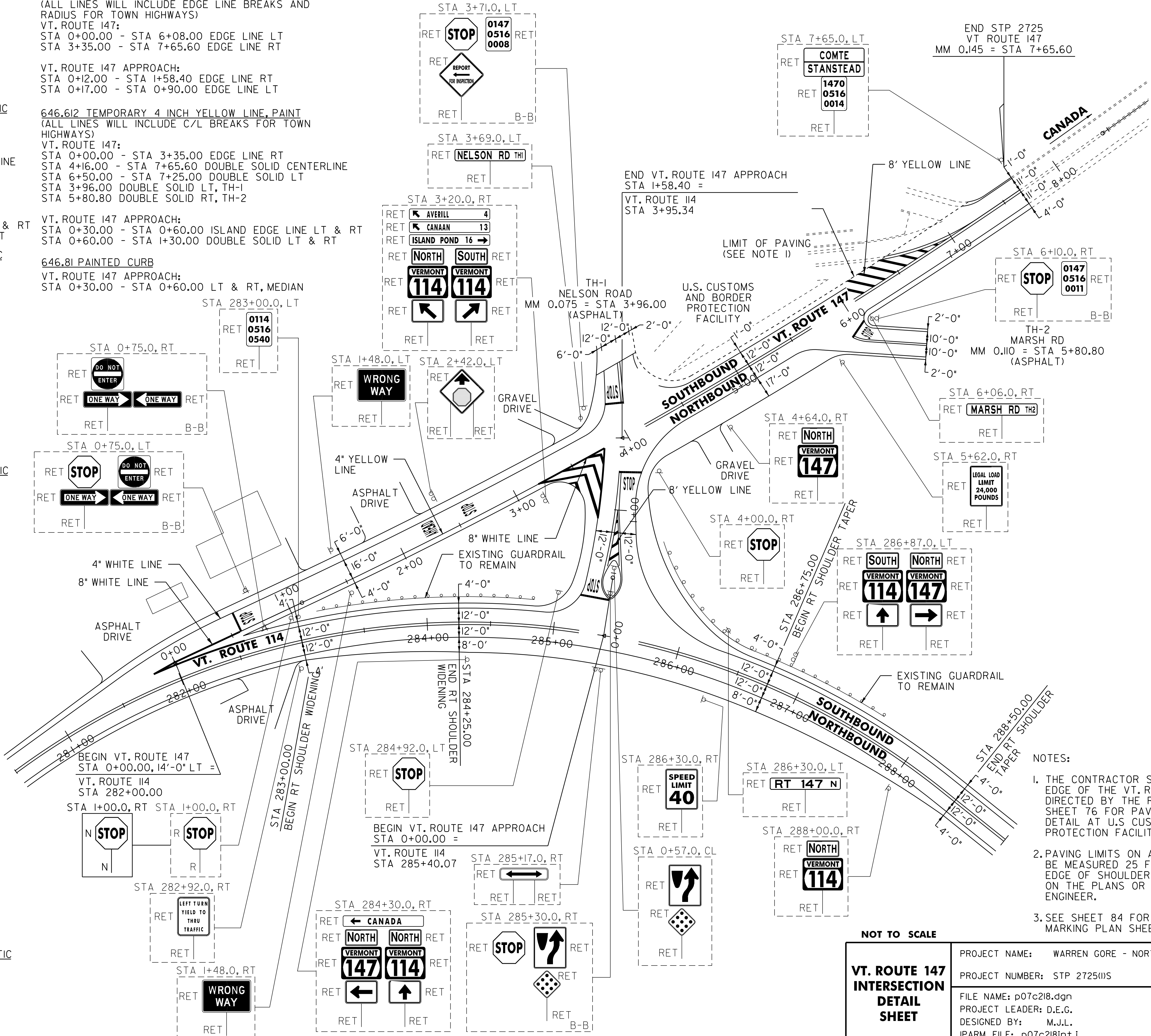
VT. ROUTE 147 APPROACH:
STA 0+12.00 - STA 1+58.40 EDGE LINE RT
STA 0+17.00 - STA 0+90.00 EDGE LINE LT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN
HIGHWAYS)
VT. ROUTE 147:
STA 0+00.00 - STA 3+35.00 EDGE LINE RT
STA 4+16.00 - STA 7+65.60 DOUBLE SOLID CENTERLINE
STA 6+50.00 - STA 7+25.00 DOUBLE SOLID LT
STA 3+96.00 DOUBLE SOLID LT, TH-1
STA 5+80.80 DOUBLE SOLID RT, TH-2

VT. ROUTE 147 APPROACH:
STA 0+30.00 - STA 0+60.00 ISLAND EDGE LINE LT & RT
STA 0+60.00 - STA 1+30.00 DOUBLE SOLID LT & RT

646.81 PAINTED CURB

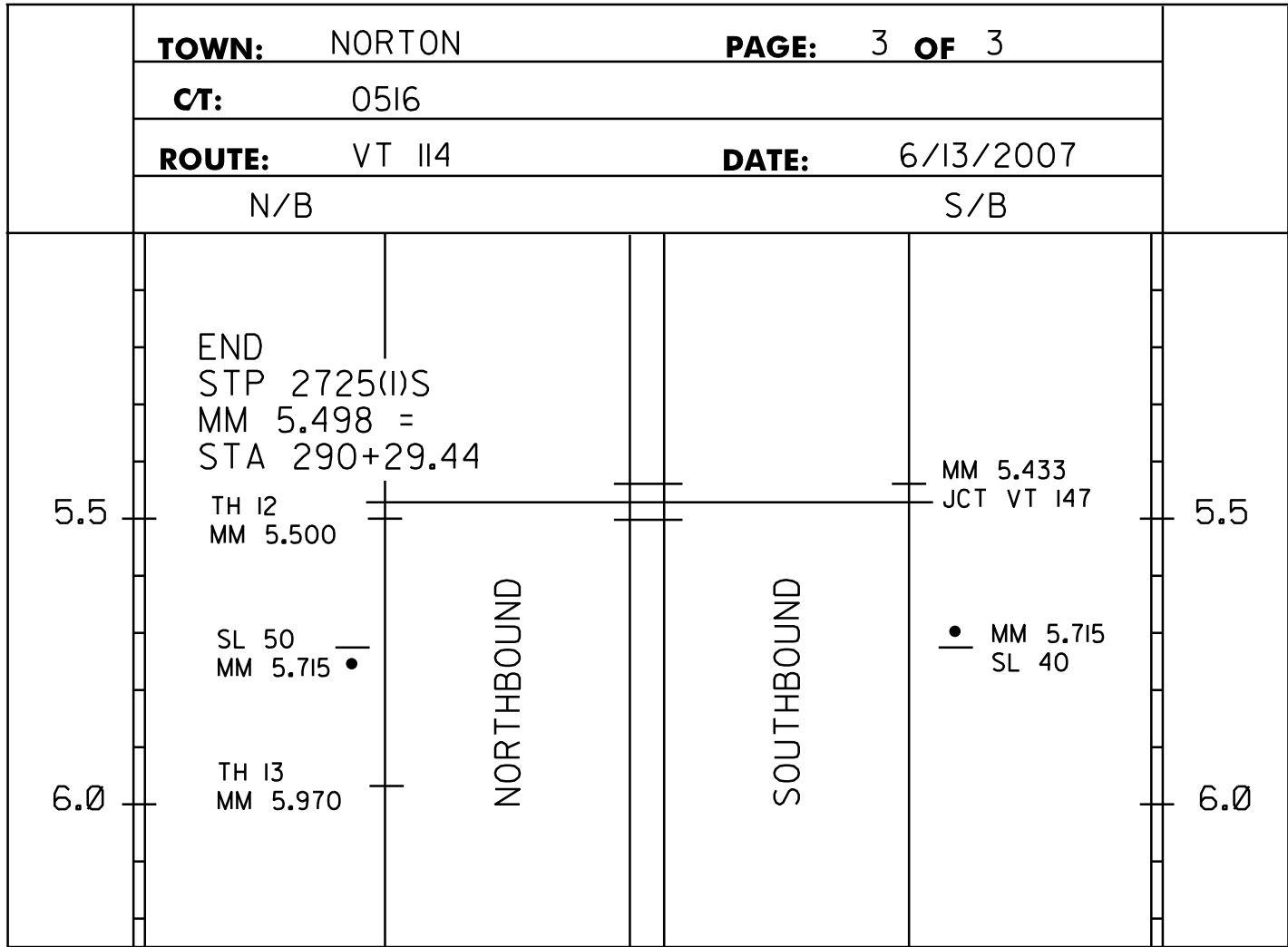
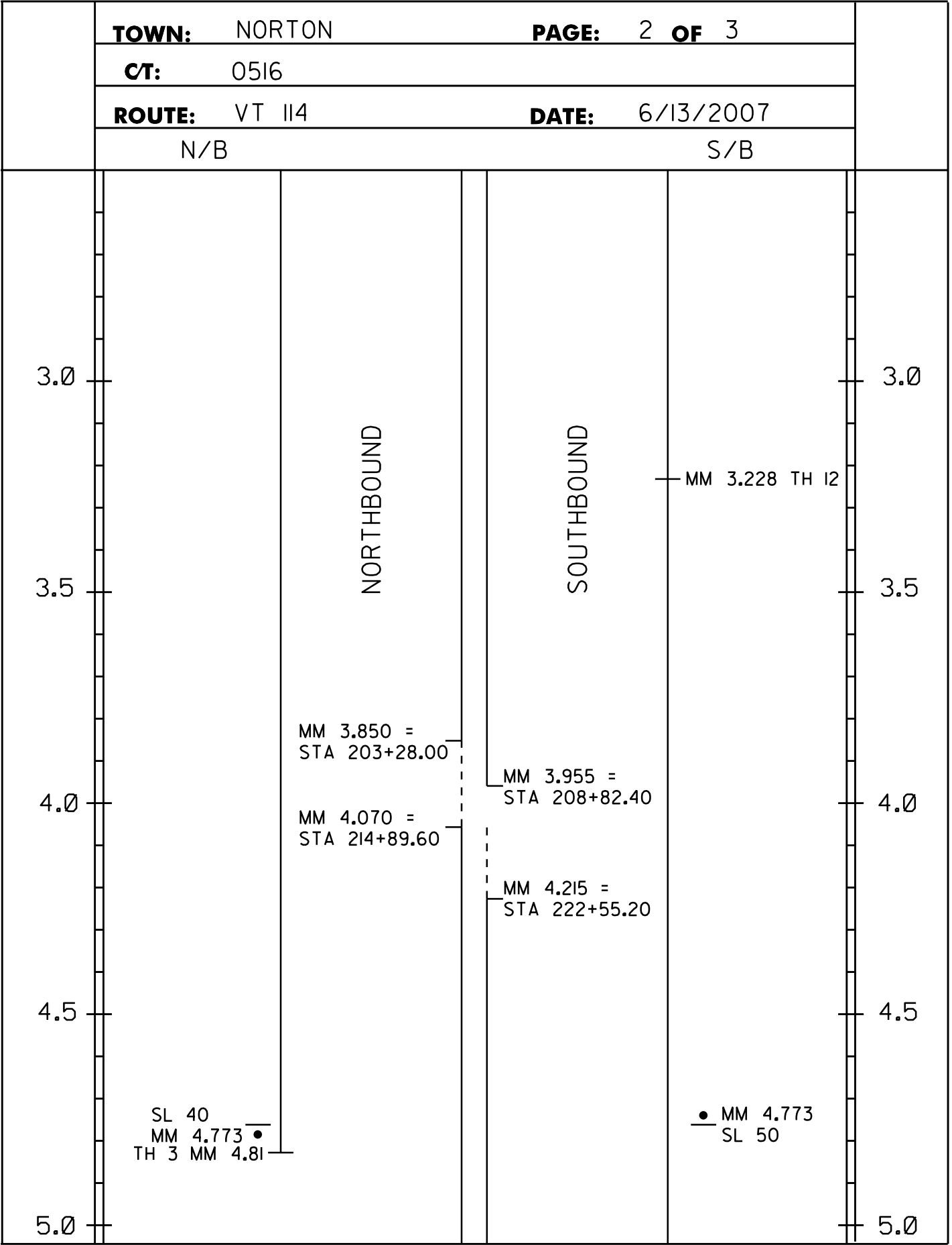
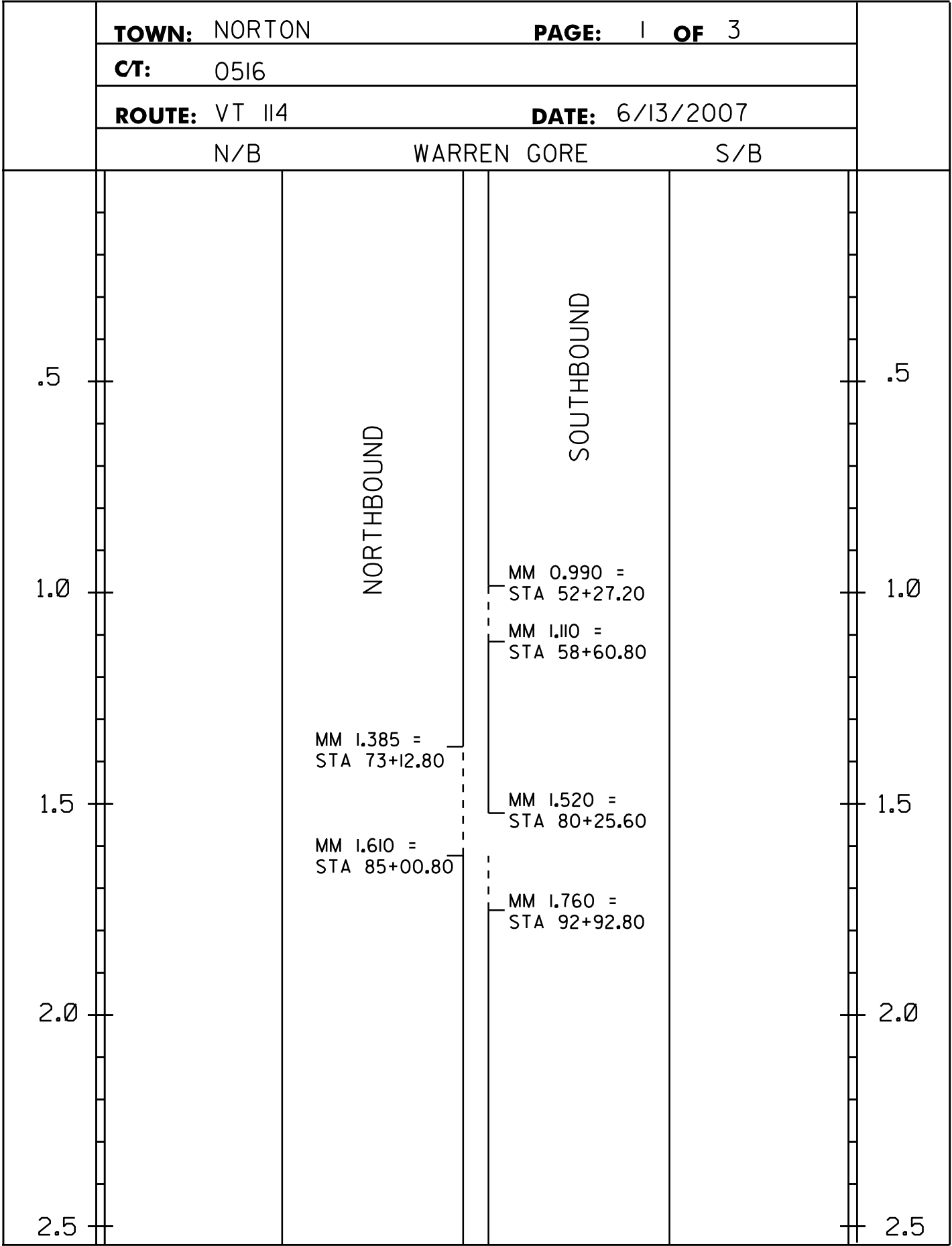
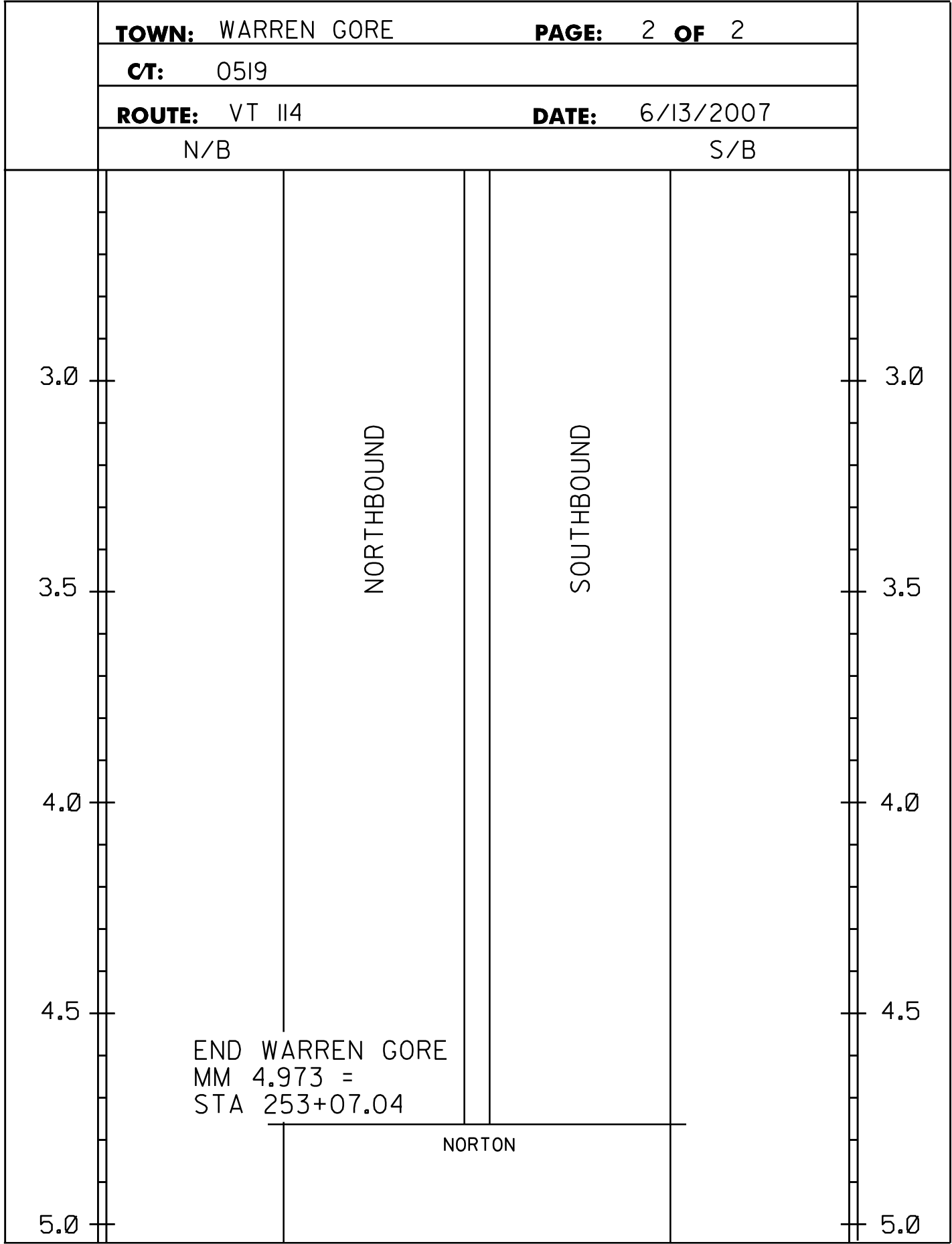
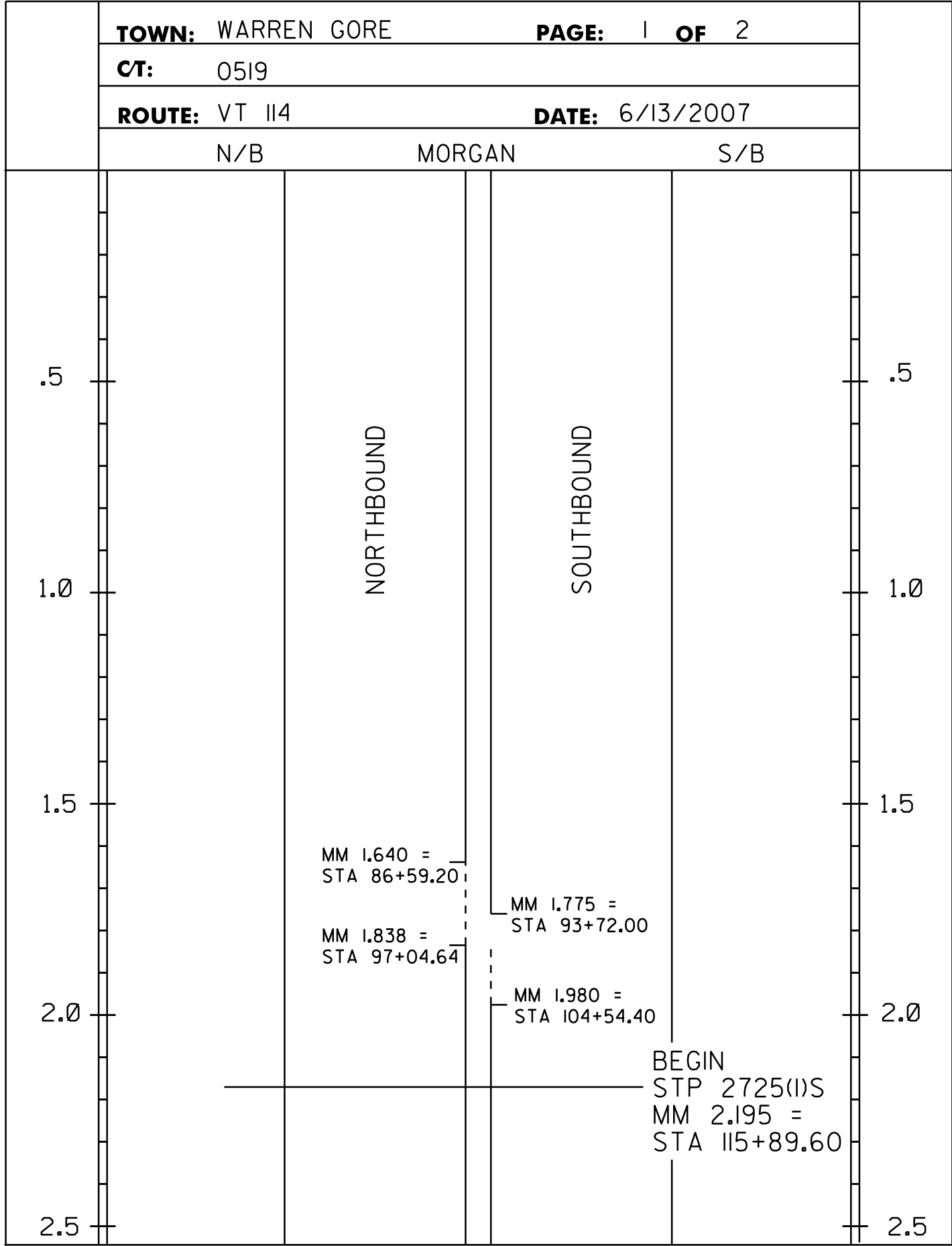
VT. ROUTE 147 APPROACH:
STA 0+30.00 - STA 0+60.00 LT & RT, MEDIAN



675.50 REMOVING SIGNS
AS SHOWN - I

NOTES:

1. THE CONTRACTOR SHALL ONLY PAVE TO THE
EDGE OF THE VT. ROUTE 147 SHOULDER AS
DIRECTED BY THE RESIDENT ENGINEER. SEE
SHEET 76 FOR PAVEMENT TERMINATION
DETAIL AT U.S CUSTOMS AND BORDER
PROTECTION FACILITY.
2. PAVING LIMITS ON ALL TOWN HIGHWAYS SHALL
BE MEASURED 25 FT BACK FROM VT. ROUTE 147
EDGE OF SHOULDER UNLESS DENOTED OTHERWISE
ON THE PLANS OR DIRECTED BY THE RESIDENT
ENGINEER.
3. SEE SHEET 84 FOR VT. ROUTE 114 PAVEMENT
MARKING PLAN SHEET.



646.412 DURABLE 4 INCH YELLOW LINE, THERMOPLASTIC
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS)
S=SOLID, D=DASHED
WARREN GORE VT. ROUTE 114: LT C/L RT
STA 115+89.60 - STA 253+07.04 S - S

NORTON VT. ROUTE 114:
STA 0+00.00 - STA 52+27.20 S - S
STA 52+27.20 - STA 58+60.80 D - S
STA 58+60.80 - STA 73+12.80 S - S
STA 73+12.80 - STA 80+25.60 S - D
STA 80+25.60 - STA 85+00.80 - D -
STA 85+00.80 - STA 92+92.80 D - S
STA 92+92.80 - STA 203+28.00 S - S
STA 203+28.00 - STA 208+82.40 S - D
STA 208+82.40 - STA 214+89.60 - D -
STA 214+89.60 - STA 222+55.20 D - S
STA 222+55.20 - STA 290+29.44 S - S
STA 170+06.88 DOUBLE SOLID LT, GAGNON RD, TH-12

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS)
S=SOLID, D=DASHED
WARREN GORE VT. ROUTE 114: LT C/L RT
STA 115+89.60 - STA 253+07.04 S - S

NORTON VT. ROUTE 114:
STA 0+00.00 - STA 52+27.20 S - S
STA 52+27.20 - STA 58+60.80 D - S
STA 58+60.80 - STA 73+12.80 S - S
STA 73+12.80 - STA 80+25.60 S - D
STA 80+25.60 - STA 85+00.80 - D -
STA 85+00.80 - STA 92+92.80 D - S
STA 92+92.80 - STA 203+28.00 S - S
STA 203+28.00 - STA 208+82.40 S - D
STA 208+82.40 - STA 214+89.60 - D -
STA 214+89.60 - STA 222+55.20 D - S
STA 222+55.20 - STA 290+29.44 S - S
STA 170+06.88 DOUBLE SOLID LT, GAGNON RD, TH-12

646.402 DURABLE 4 INCH WHITE LINE, THERMOPLASTIC
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS)
WARREN GORE VT. ROUTE 114:
STA 115+89.60 - STA 253+07.04 EDGE LINE LT & RT

NORTON VT. ROUTE 114:
STA 0+00.00 - STA 290+29.44 EDGE LINE LT & RT

646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS)
WARREN GORE VT. ROUTE 114:
STA 115+89.60 - STA 253+07.04 EDGE LINE LT & RT

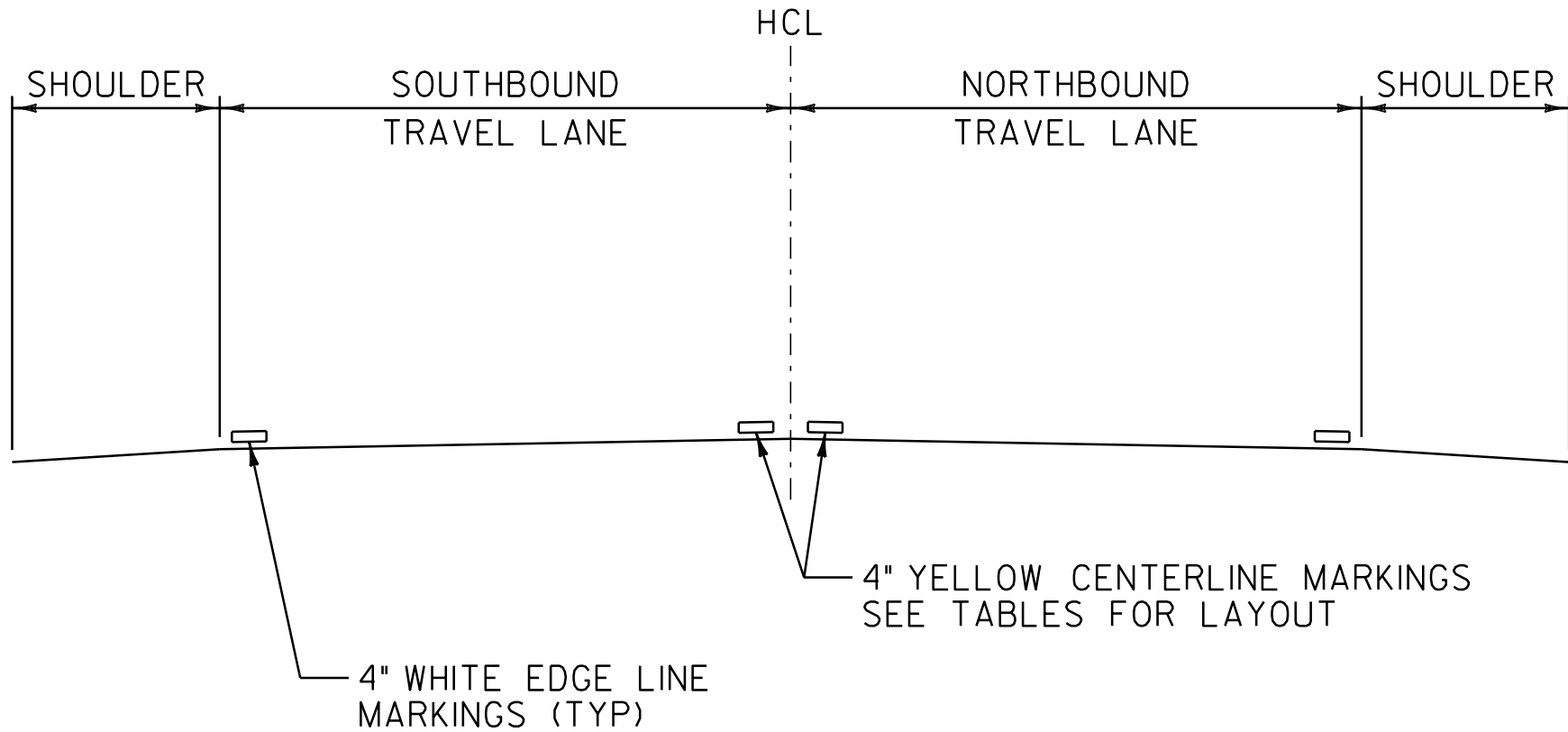
NORTON VT. ROUTE 114:
STA 0+00.00 - STA 290+29.44 EDGE LINE LT & RT

646.482 DURABLE 24 INCH STOP BAR, THERMOPLASTIC
NORTON VT. ROUTE 114:
STA 170+06.88 LT, TH-12

646.492 DURABLE LETTER OR SYMBOL, THERMOPLASTIC
NORTON VT. ROUTE 114:
STA 170+06.88 LT, TH-12 "S,T,O,P" (4 EA)

646.682 TEMPORARY 24 INCH STOP BAR, PAINT
NORTON VT. ROUTE 114:
STA 170+06.88 LT, TH-12

646.692 TEMPORARY LETTER OR SYMBOL, PAINT
NORTON VT. ROUTE 114:
STA 170+06.88 LT, TH-12 "S,T,O,P" (12 EA)



TYPICAL PAVEMENT MARKING SECTION

NOT TO SCALE

VT. ROUTE 114
PAVEMENT
MARKING
PLAN
SHEET

PROJECT NAME: WARREN GORE - NORTON

PROJECT NUMBER: STP 2725(I)S

FILE NAME: p07c218.dgn

PROJECT LEADER: D.E.G.

DESIGNED BY: M.J.L.

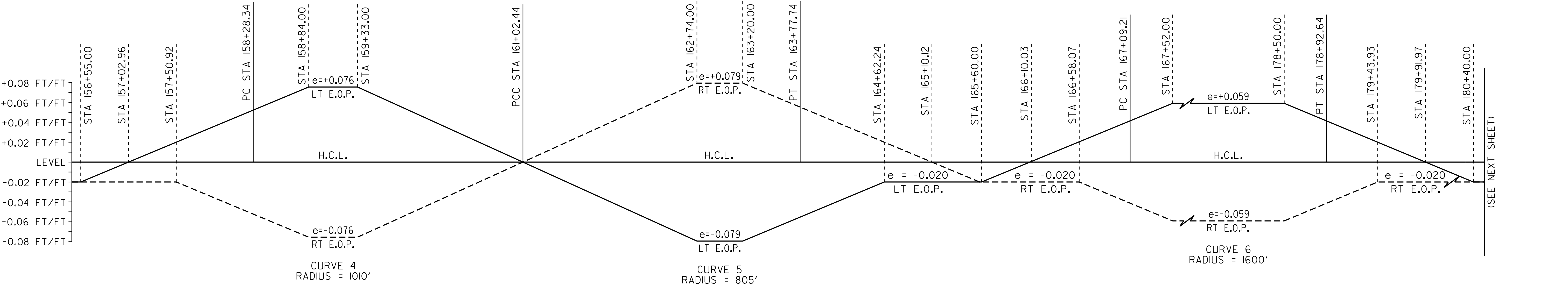
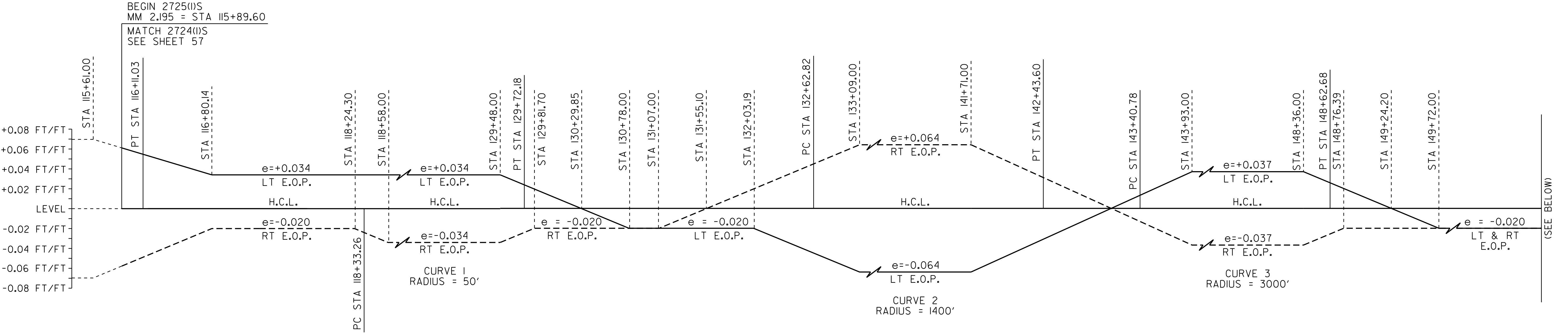
IPARM FILE: p07c218pmp.i

PLOT DATE: 31-OCT-2011 11:54

DRAWN BY: C.A.K.

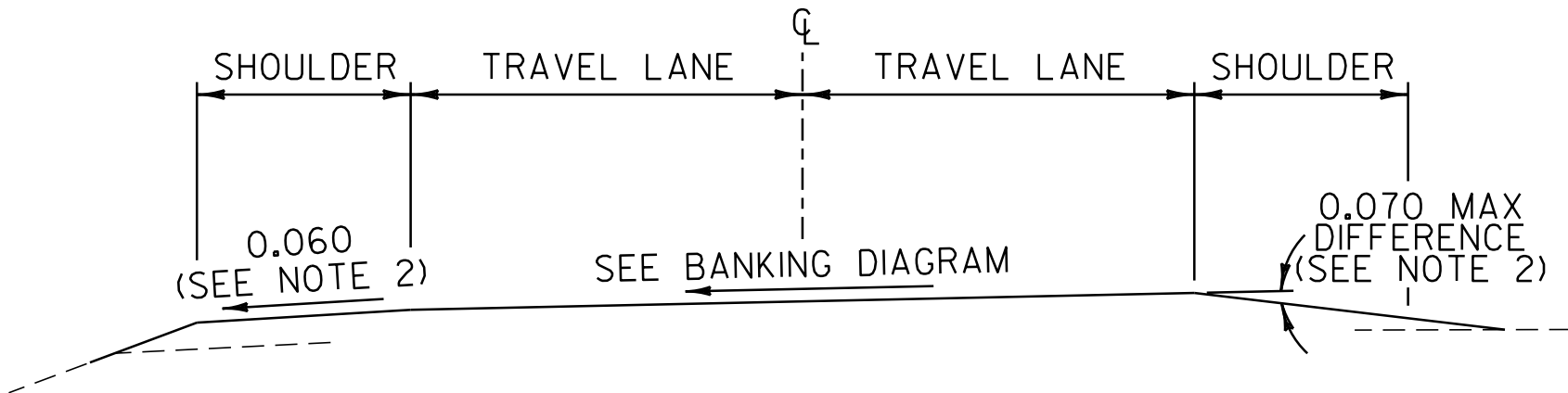
CHECKED BY: D.W.E.

SHEET 84 OF 107



SUPERELEVATION BANKING NOTES:

1. THE CONTRACTOR IS RESPONSIBLE FOR ESTABLISHING AND MAINTAINING THE HORIZONTAL AND VERTICAL GEOMETRY OF THE EXISTING ROADWAY.
2. THE MAXIMUM ROLL-OVER BETWEEN LANE AND SHOULDER CROSS SLOPES ON THE OUTSIDE (HIGH SIDE) OF A SUPERELEVATED CURVE SHALL BE SEVEN PERCENT. THE SHOULDER CROSS SLOPE ON THE INSIDE (LOW SIDE) OF A SUPERELEVATED CURVE SHALL BE A MINIMUM OF SIX PERCENT OR MATCH THE ADJACENT TRAVEL LANE CROSS SLOPE WHEN THE CROSS SLOPE EXCEEDS SIX PERCENT.
3. SUPERELEVATION RATES AND RUNOFF LENGTHS WERE DETERMINED USING A DESIGN SPEED EQUAL TO THE POSTED SPEED AND A MAXIMUM SUPERELEVATION RATE OF 0.08.



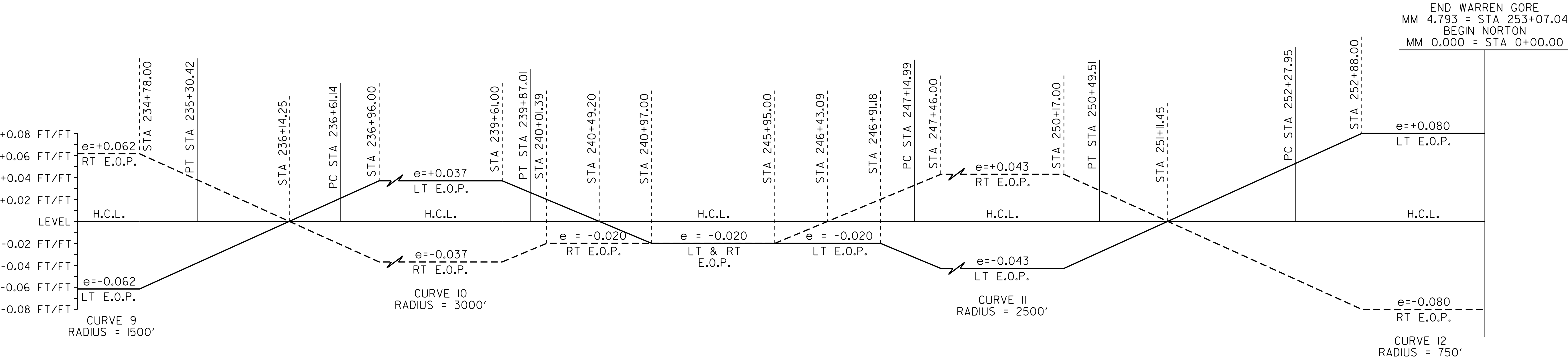
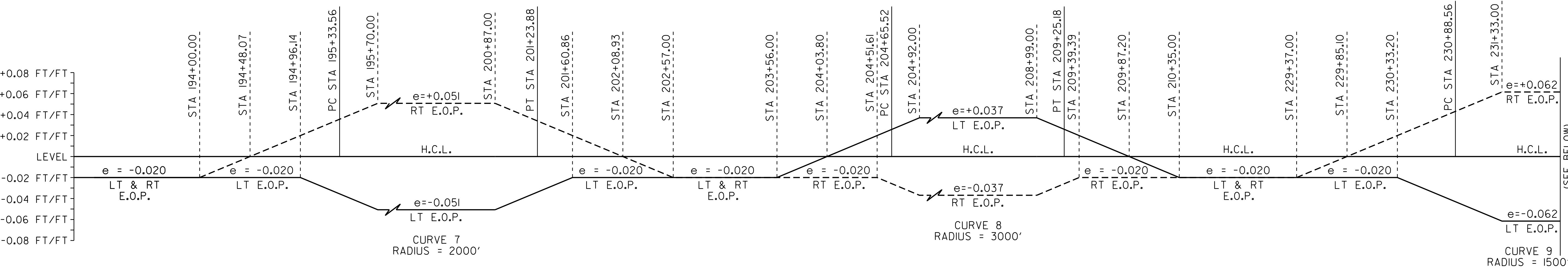
NOT TO SCALE

**SUPERELEVATION
BANKING
DIAGRAMS
SHEET #1**

PROJECT NAME: WARREN GORE - NORTON
PROJECT NUMBER: STP 2725(1)S

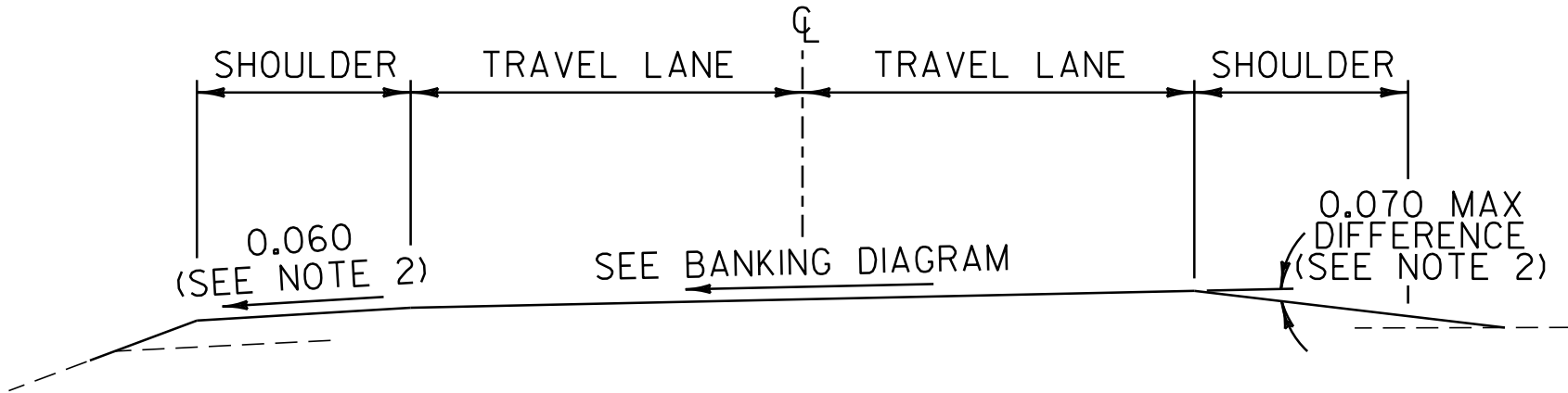
FILE NAME: p07c218.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: M.J.L.
IPARM FILE: p07c218sbd1.i

PLOT DATE: 31-OCT-2011 11:54
DRAWN BY: C.A.K.
CHECKED BY: D.W.E.
SHEET 85 OF 107



SUPERELEVATION BANKING NOTES:

1. THE CONTRACTOR IS RESPONSIBLE FOR ESTABLISHING AND MAINTAINING THE HORIZONTAL AND VERTICAL GEOMETRY OF THE EXISTING ROADWAY.
2. THE MAXIMUM ROLL-OVER BETWEEN LANE AND SHOULDER CROSS SLOPES ON THE OUTSIDE (HIGH SIDE) OF A SUPERELEVATED CURVE SHALL BE SEVEN PERCENT. THE SHOULDER CROSS SLOPE ON THE INSIDE (LOW SIDE) OF A SUPERELEVATED CURVE SHALL BE A MINIMUM OF SIX PERCENT OR MATCH THE ADJACENT TRAVEL LANE CROSS SLOPE WHEN THE CROSS SLOPE EXCEEDS SIX PERCENT.
3. SUPERELEVATION RATES AND RUNOFF LENGTHS WERE DETERMINED USING A DESIGN SPEED EQUAL TO THE POSTED SPEED AND A MAXIMUM SUPERELEVATION RATE OF 0.08.



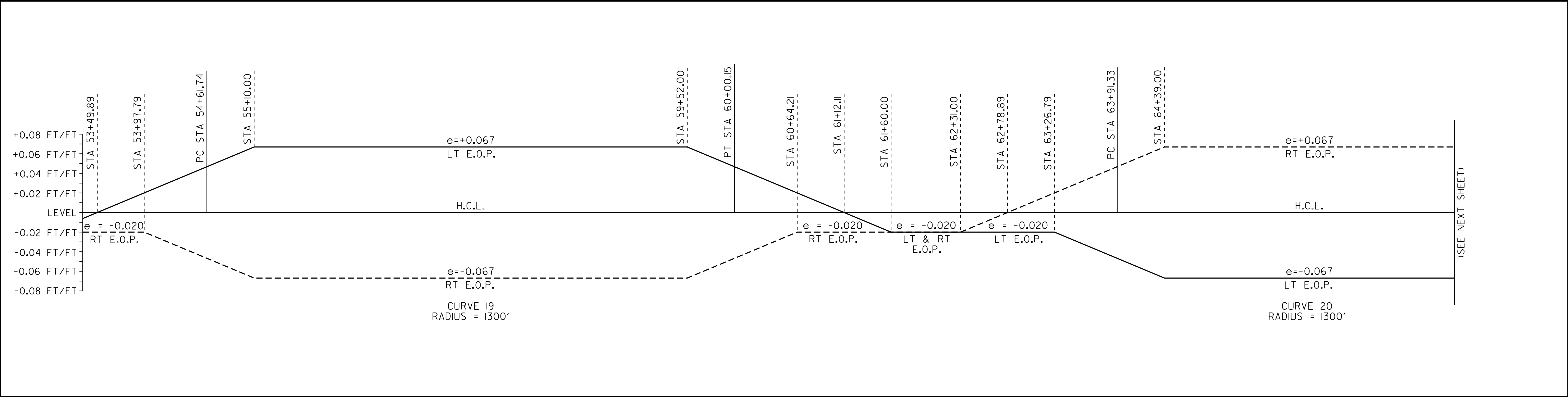
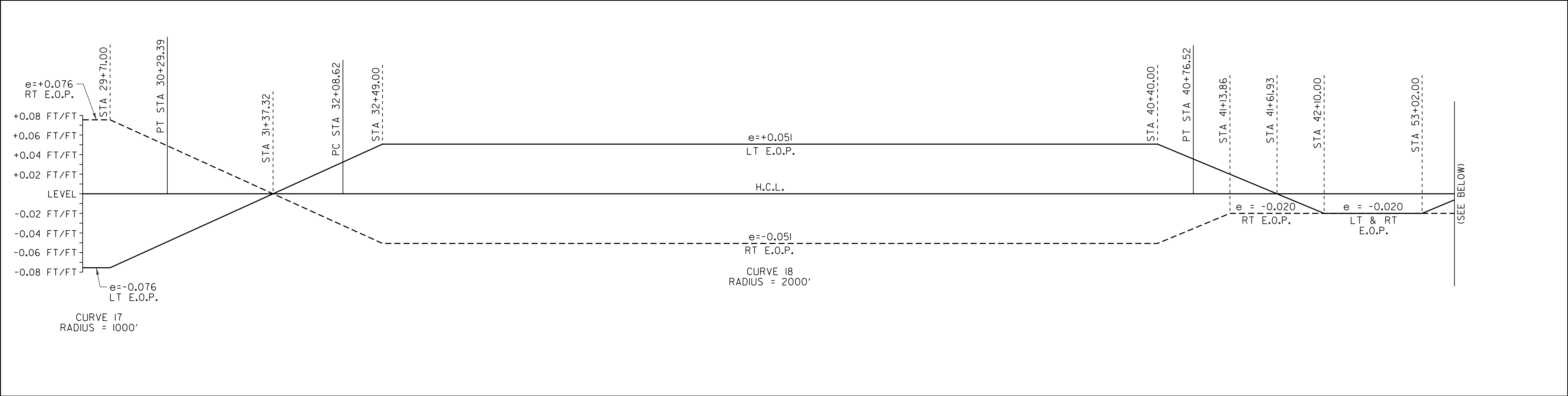
NOT TO SCALE

**SUPERELEVATION
BANKING
DIAGRAMS
SHEET #2**

PROJECT NAME: WARREN GORE - NORTON
PROJECT NUMBER: STP 272500S

FILE NAME: p07c218.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: M.J.L.
IPARM FILE: p07c218sbd2.i

PLOT DATE: 31-OCT-2011 11:54
DRAWN BY: C.A.K.
CHECKED BY: D.W.E.
SHEET 86 OF 107



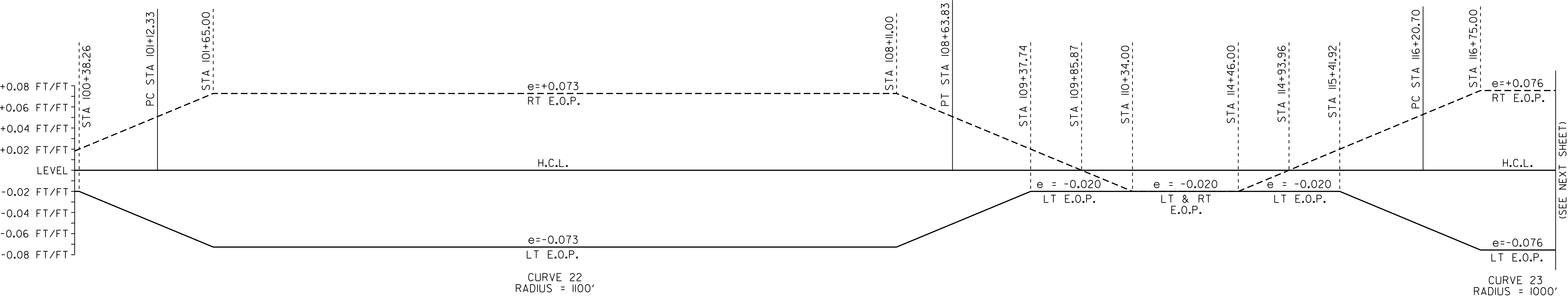
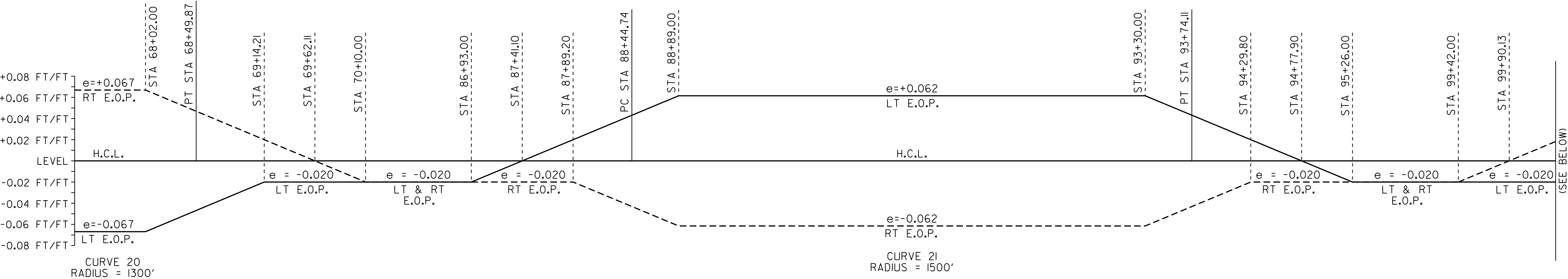
SUPERELEVATION BANKING NOTES:

1. THE CONTRACTOR IS RESPONSIBLE FOR ESTABLISHING AND MAINTAINING THE HORIZONTAL AND VERTICAL GEOMETRY OF THE EXISTING ROADWAY.
2. THE MAXIMUM ROLL-OVER BETWEEN LANE AND SHOULDER CROSS SLOPES ON THE OUTSIDE (HIGH SIDE) OF A SUPERELEVATED CURVE SHALL BE SEVEN PERCENT. THE SHOULDER CROSS SLOPE ON THE INSIDE (LOW SIDE) OF A SUPERELEVATED CURVE SHALL BE A MINIMUM OF SIX PERCENT OR MATCH THE ADJACENT TRAVEL LANE CROSS SLOPE WHEN THE CROSS SLOPE EXCEEDS SIX PERCENT.
3. SUPERELEVATION RATES AND RUNOFF LENGTHS WERE DETERMINED USING A DESIGN SPEED EQUAL TO THE POSTED SPEED AND A MAXIMUM SUPERELEVATION RATE OF 0.08.

NOT TO SCALE

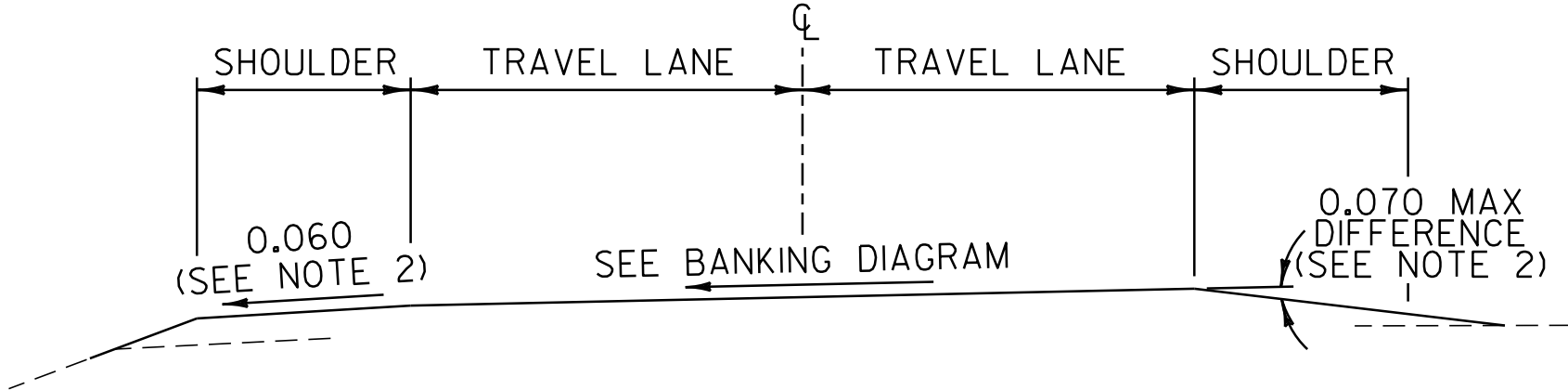
SUPERELEVATION BANKING DIAGRAMS SHEET #4

PROJECT NAME: WARREN GORE - NORTON	FILE NAME: p07c218.dgn	PLOT DATE: 31-OCT-2011 11:54
PROJECT NUMBER: STP 2725(1)S	PROJECT LEADER: D.E.G.	DRAWN BY: C.A.K.
	DESIGNED BY: M.J.L.	CHECKED BY: D.W.E.
	IPARM FILE: p07c218sbd4.i	SHEET 88 OF 107



SUPERELEVATION BANKING NOTES:

1. THE CONTRACTOR IS RESPONSIBLE FOR ESTABLISHING AND MAINTAINING THE HORIZONTAL AND VERTICAL GEOMETRY OF THE EXISTING ROADWAY.
2. THE MAXIMUM ROLL-OVER BETWEEN LANE AND SHOULDER CROSS SLOPES ON THE OUTSIDE (HIGH SIDE) OF A SUPERELEVATED CURVE SHALL BE SEVEN PERCENT. THE SHOULDER CROSS SLOPE ON THE INSIDE (LOW SIDE) OF A SUPERELEVATED CURVE SHALL BE A MINIMUM OF SIX PERCENT OR MATCH THE ADJACENT TRAVEL LANE CROSS SLOPE WHEN THE CROSS SLOPE EXCEEDS SIX PERCENT.
3. SUPERELEVATION RATES AND RUNOFF LENGTHS WERE DETERMINED USING A DESIGN SPEED EQUAL TO THE POSTED SPEED AND A MAXIMUM SUPERELEVATION RATE OF 0.08.



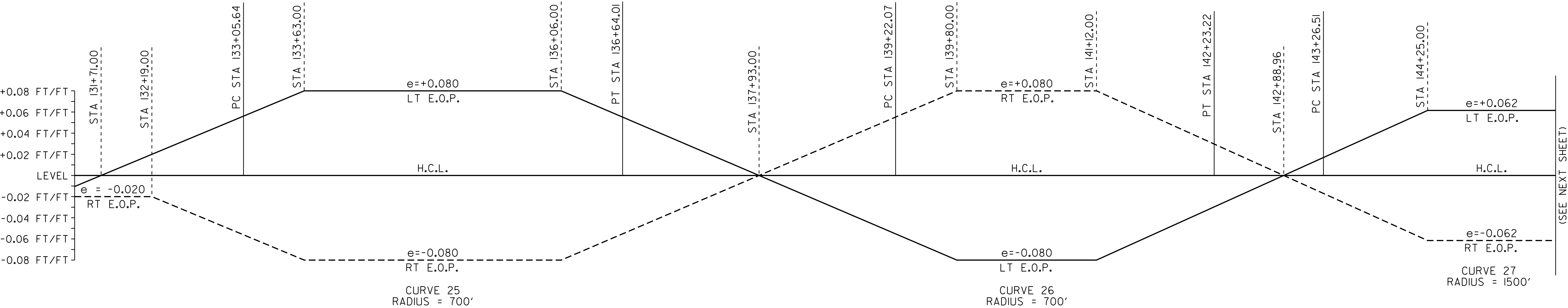
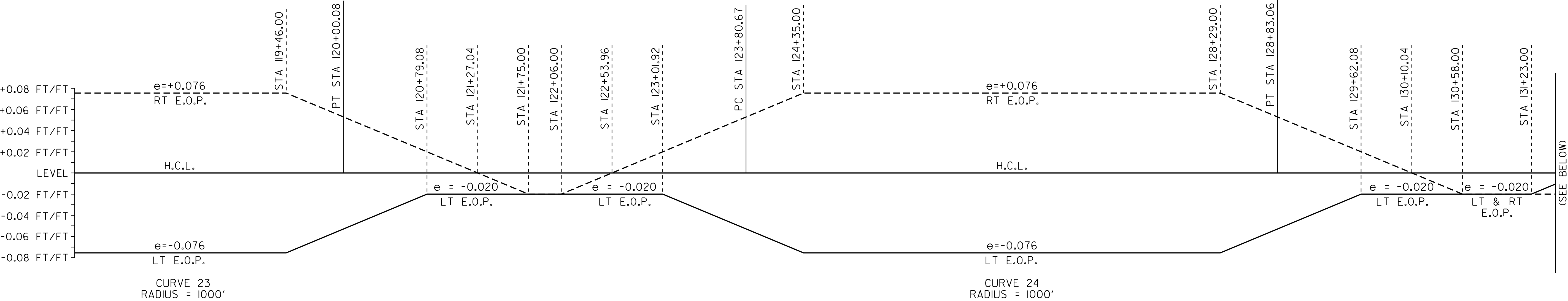
NOT TO SCALE

**SUPERELEVATION
BANKING
DIAGRAMS
SHEET #5**

PROJECT NAME: WARREN GORE - NORTON
PROJECT NUMBER: STP 272500S

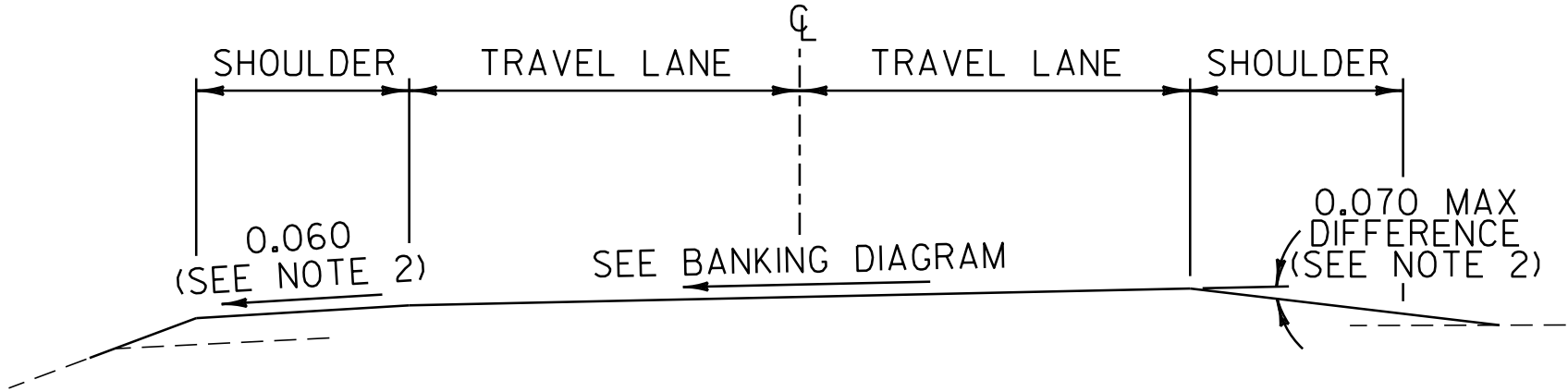
FILE NAME: p07c218.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: M.J.L.
IPARM FILE: p07c218sbd5.i

PLOT DATE: 31-OCT-2011 11:54
DRAWN BY: C.A.K.
CHECKED BY: D.W.E.
SHEET 89 OF 107



SUPERELEVATION BANKING NOTES:

1. THE CONTRACTOR IS RESPONSIBLE FOR ESTABLISHING AND MAINTAINING THE HORIZONTAL AND VERTICAL GEOMETRY OF THE EXISTING ROADWAY.
2. THE MAXIMUM ROLL-OVER BETWEEN LANE AND SHOULDER CROSS SLOPES ON THE OUTSIDE (HIGH SIDE) OF A SUPERELEVATED CURVE SHALL BE SEVEN PERCENT. THE SHOULDER CROSS SLOPE ON THE INSIDE (LOW SIDE) OF A SUPERELEVATED CURVE SHALL BE A MINIMUM OF SIX PERCENT OR MATCH THE ADJACENT TRAVEL LANE CROSS SLOPE WHEN THE CROSS SLOPE EXCEEDS SIX PERCENT.
3. SUPERELEVATION RATES AND RUNOFF LENGTHS WERE DETERMINED USING A DESIGN SPEED EQUAL TO THE POSTED SPEED AND A MAXIMUM SUPERELEVATION RATE OF 0.08.



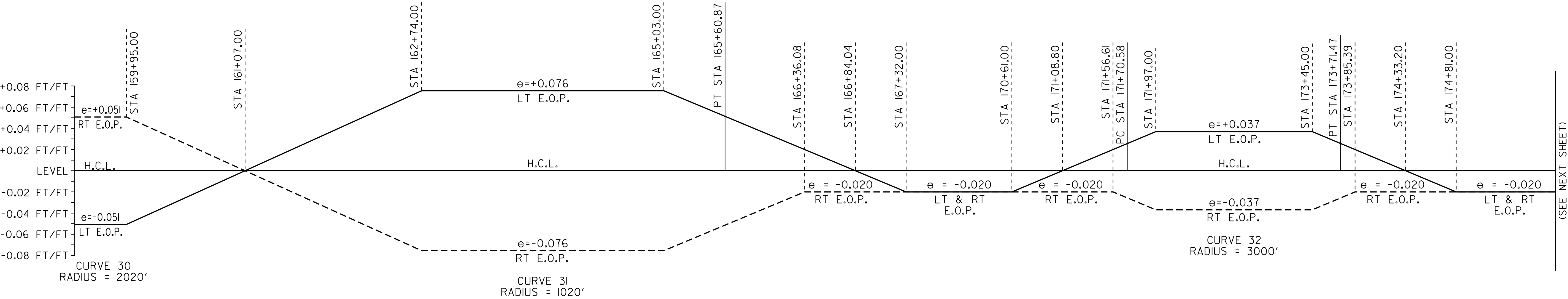
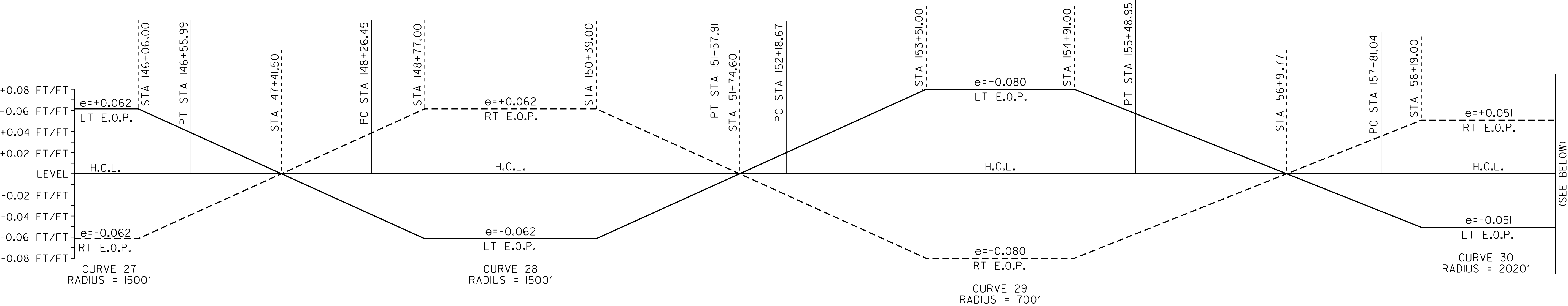
NOT TO SCALE

**SUPERELEVATION
BANKING
DIAGRAMS
SHEET #6**

PROJECT NAME: WARREN GORE - NORTON
PROJECT NUMBER: STP 272500S

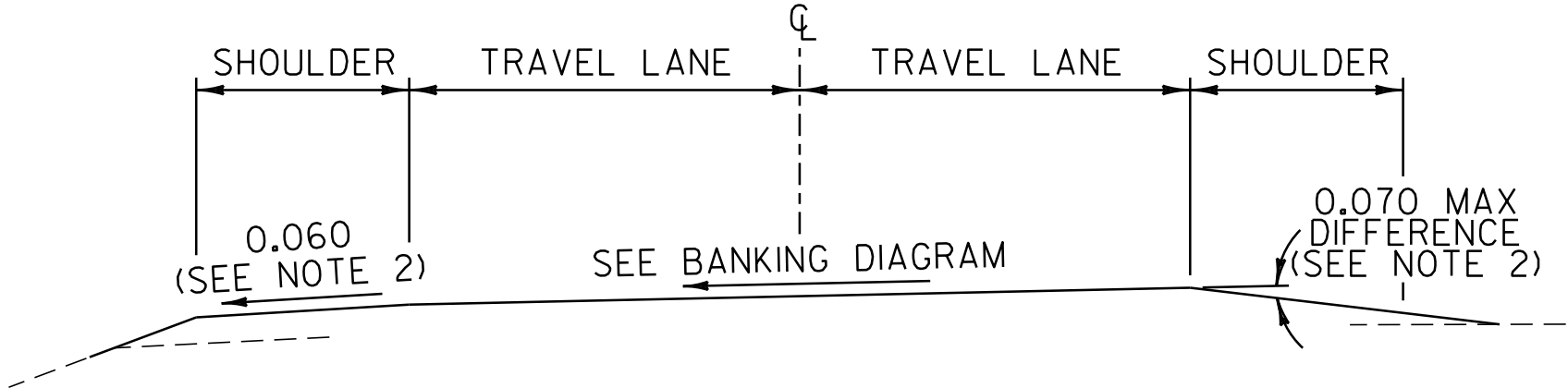
FILE NAME: p07c218.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: M.J.L.
IPARM FILE: p07c218sbd6.i

PLOT DATE: 31-OCT-2011 11:54
DRAWN BY: C.A.K.
CHECKED BY: D.W.E.
SHEET 90 OF 107



SUPERELEVATION BANKING NOTES:

1. THE CONTRACTOR IS RESPONSIBLE FOR ESTABLISHING AND MAINTAINING THE HORIZONTAL AND VERTICAL GEOMETRY OF THE EXISTING ROADWAY.
2. THE MAXIMUM ROLL-OVER BETWEEN LANE AND SHOULDER CROSS SLOPES ON THE OUTSIDE (HIGH SIDE) OF A SUPERELEVATED CURVE SHALL BE SEVEN PERCENT. THE SHOULDER CROSS SLOPE ON THE INSIDE (LOW SIDE) OF A SUPERELEVATED CURVE SHALL BE A MINIMUM OF SIX PERCENT OR MATCH THE ADJACENT TRAVEL LANE CROSS SLOPE WHEN THE CROSS SLOPE EXCEEDS SIX PERCENT.
3. SUPERELEVATION RATES AND RUNOFF LENGTHS WERE DETERMINED USING A DESIGN SPEED EQUAL TO THE POSTED SPEED AND A MAXIMUM SUPERELEVATION RATE OF 0.08.



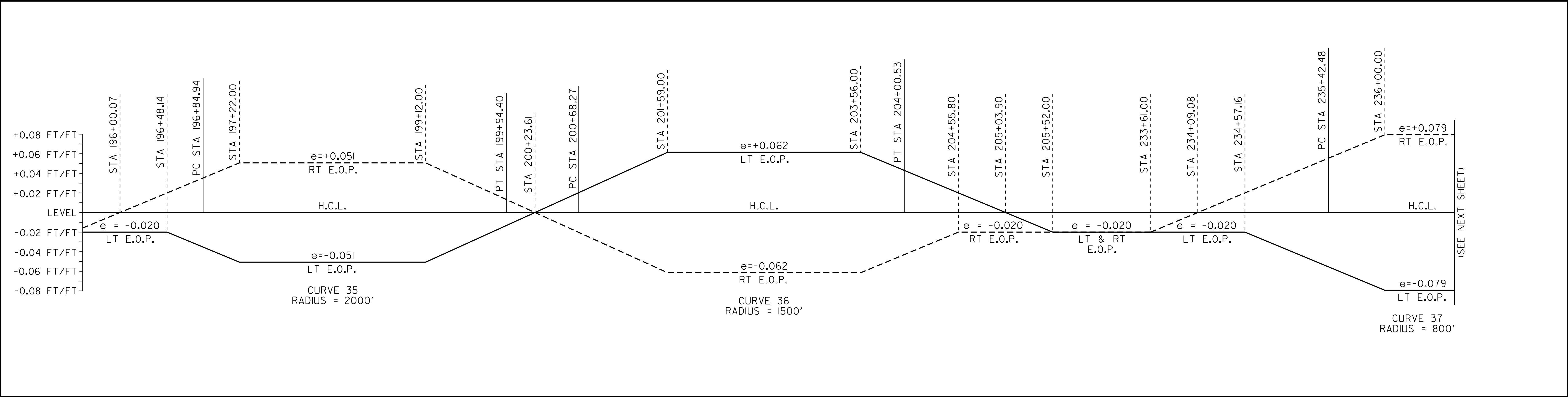
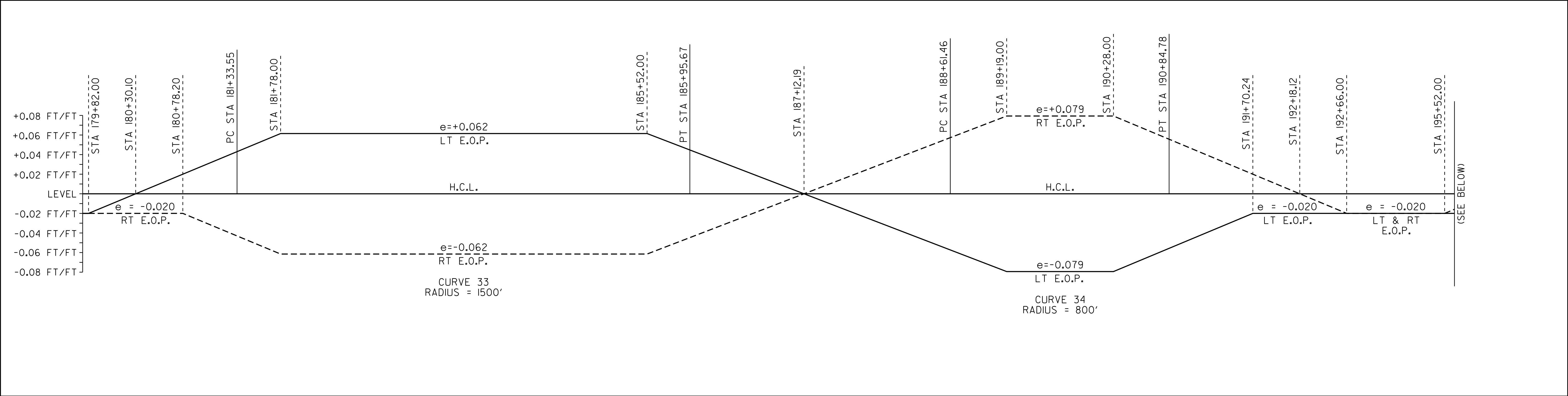
NOT TO SCALE

**SUPERELEVATION
BANKING
DIAGRAMS
SHEET #7**

PROJECT NAME: WARREN GORE - NORTON
PROJECT NUMBER: STP 272500S

FILE NAME: p07c218.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: M.J.L.
IPARM FILE: p07c218sbd7.i

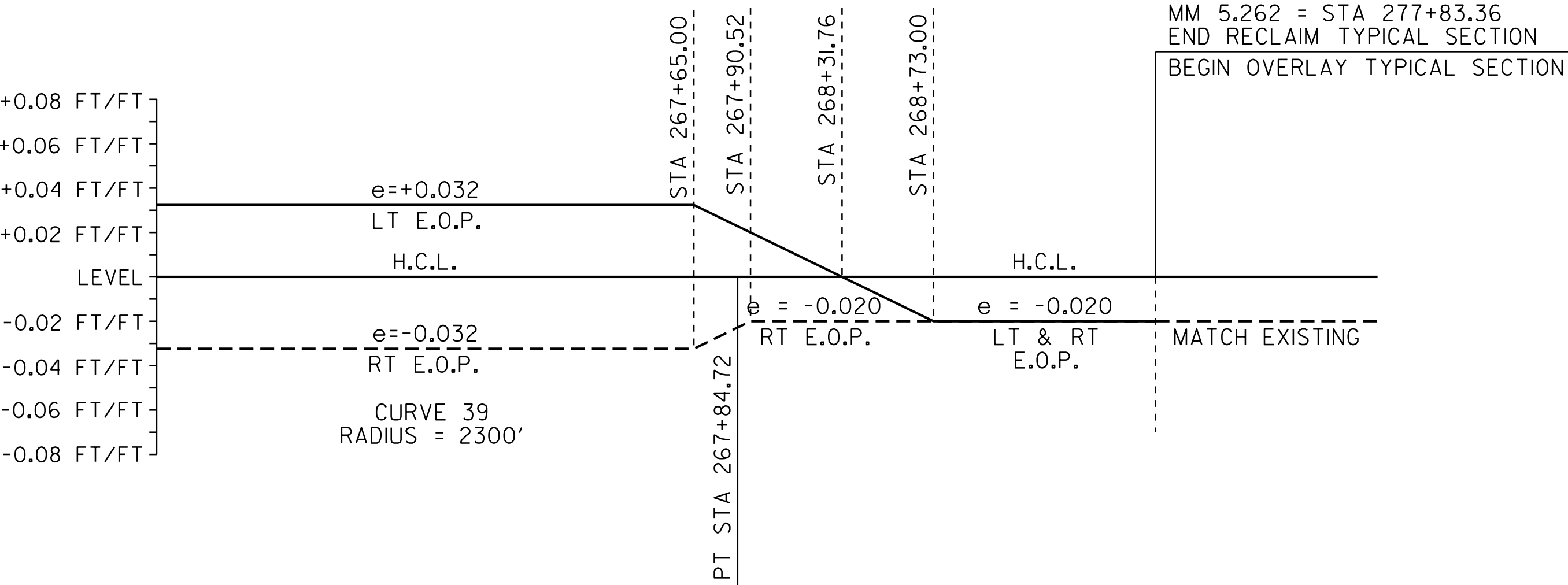
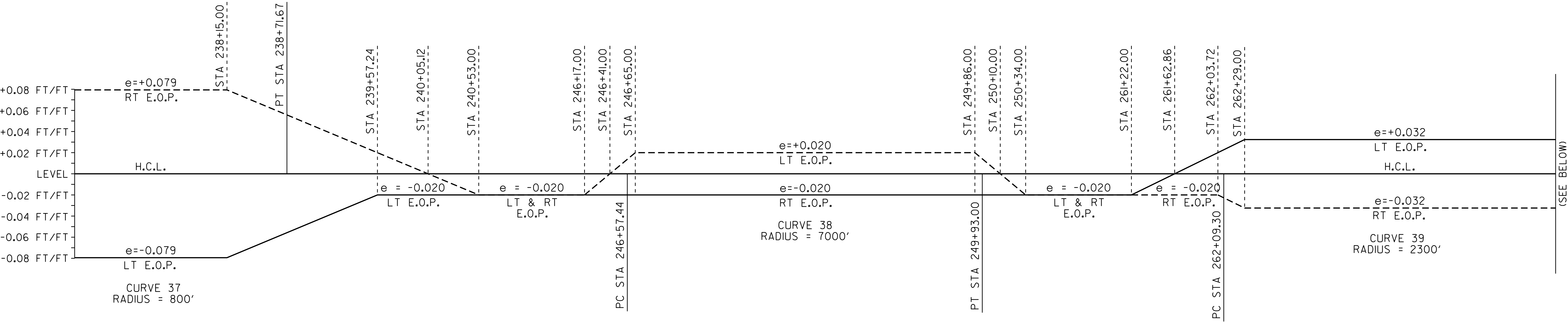
PLOT DATE: 31-OCT-2011 11:54
DRAWN BY: C.A.K.
CHECKED BY: D.W.E.
SHEET 91 OF 107



SUPERELEVATION BANKING NOTES:

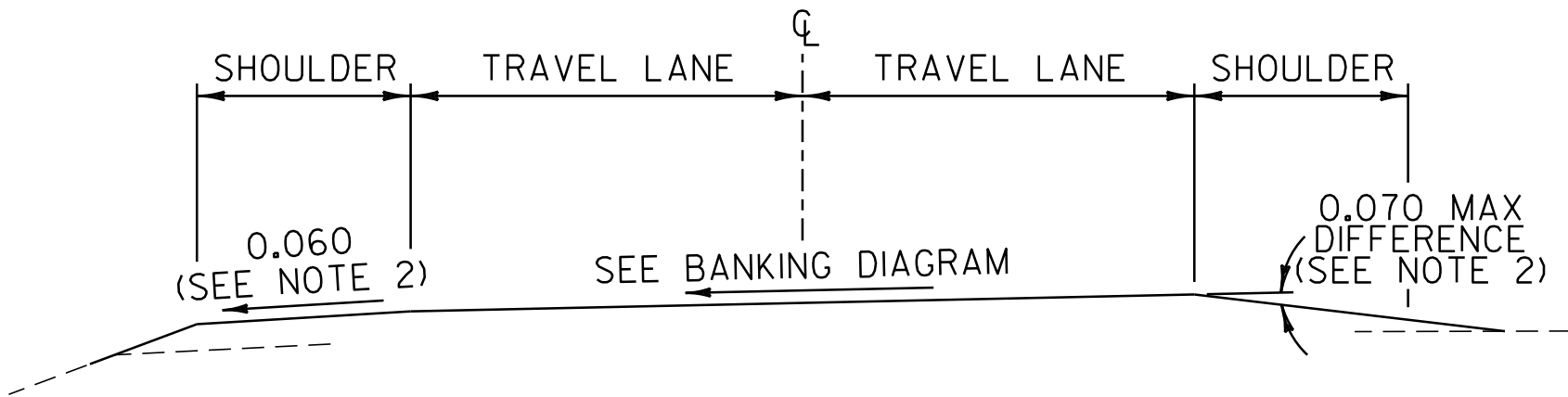
1. THE CONTRACTOR IS RESPONSIBLE FOR ESTABLISHING AND MAINTAINING THE HORIZONTAL AND VERTICAL GEOMETRY OF THE EXISTING ROADWAY.
2. THE MAXIMUM ROLL-OVER BETWEEN LANE AND SHOULDER CROSS SLOPES ON THE OUTSIDE (HIGH SIDE) OF A SUPERELEVATED CURVE SHALL BE SEVEN PERCENT. THE SHOULDER CROSS SLOPE ON THE INSIDE (LOW SIDE) OF A SUPERELEVATED CURVE SHALL BE A MINIMUM OF SIX PERCENT OR MATCH THE ADJACENT TRAVEL LANE CROSS SLOPE WHEN THE CROSS SLOPE EXCEEDS SIX PERCENT.
3. SUPERELEVATION RATES AND RUNOFF LENGTHS WERE DETERMINED USING A DESIGN SPEED EQUAL TO THE POSTED SPEED AND A MAXIMUM SUPERELEVATION RATE OF 0.08.

NOT TO SCALE	
SUPERELEVATION BANKING DIAGRAMS SHEET #8	PROJECT NAME: WARREN GORE - NORTON
	PROJECT NUMBER: STP 272500S
	FILE NAME: p07c218.dgn
	DESIGNED BY: M.J.L.
	PLOT DATE: 31-OCT-2011 11:54
	DRAWN BY: C.A.K.
	CHECKED BY: D.W.E.
	SHEET 92 OF 107



SUPERELEVATION BANKING NOTES:

1. THE CONTRACTOR IS RESPONSIBLE FOR ESTABLISHING AND MAINTAINING THE HORIZONTAL AND VERTICAL GEOMETRY OF THE EXISTING ROADWAY.
2. THE MAXIMUM ROLL-OVER BETWEEN LANE AND SHOULDER CROSS SLOPES ON THE OUTSIDE (HIGH SIDE) OF A SUPERELEVATED CURVE SHALL BE SEVEN PERCENT. THE SHOULDER CROSS SLOPE ON THE INSIDE (LOW SIDE) OF A SUPERELEVATED CURVE SHALL BE A MINIMUM OF SIX PERCENT OR MATCH THE ADJACENT TRAVEL LANE CROSS SLOPE WHEN THE CROSS SLOPE EXCEEDS SIX PERCENT.
3. SUPERELEVATION RATES AND RUNOFF LENGTHS WERE DETERMINED USING A DESIGN SPEED EQUAL TO THE POSTED SPEED AND A MAXIMUM SUPERELEVATION RATE OF 0.08.



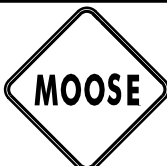
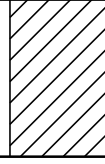
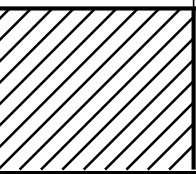
NOT TO SCALE

**SUPERELEVATION
BANKING
DIAGRAMS
SHEET #9**

PROJECT NAME: WARREN GORE - NORTON
PROJECT NUMBER: STP 2725(1)S

FILE NAME: p07c218.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: M.J.L.
IPARM FILE: p07c218sbd9.i

PLOT DATE: 31-OCT-2011 11:54
DRAWN BY: C.A.K.
CHECKED BY: D.W.E.
SHEET 93 OF 107

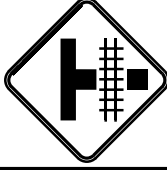
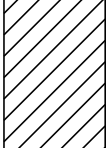
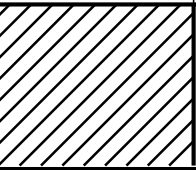
MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS			NEW & SALVAGED SIGNS						EXIST POST RETAIN	SALVAGE	NO. OF POSTS	FLANGED CHANNEL			SQUARE STEEL (in)					TUBULAR ALUMINUM Ø (in)			TUBULAR STEEL Ø (in)				W-SHAPE STEEL				REMARKS	SIGN DETAIL	
					“A”	“B”	SALV SIGN	SALV TIS	lb/ft	1.75				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 DWG. NUMBER	STD. SHEET NUMBER				
		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										
WARREN GORE: 154+17.6, RT		I	30	30	6.25						I					X		X											SIGN ID CODE WI-4R	102					
		I	18	18	2.25																								SIGN ID CODE WI3-I		E-I55				
184+69.4, LT		I	6	8	0.33						I				X		X												SIGN ID CODE VD-70I		E-I34				
211+20.0, RT		I	30	30	6.25						I				X		X												SIGN ID CODE VW-00I		E-I53				
		I	24	18	3.00																								SIGN ID CODE W7-3a		E-I52				
217+74.7, LT		I	6	8	0.33						I			X		X													SIGN ID CODE VD-70I		E-I34				
217+74.7 RT		I	6	8	0.33						I			X		X													SIGN ID CODE VD-70I		E-I34				
243+40.8, RT		I	30	30	6.25						I				X		X												SIGN ID CODE WI-5L		E-I55				
		I	18	18	2.25																								SIGN ID CODE WI3-I		E-I55				
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."												LF	LF	LF	LF 42	LF 42	LF		EA.	LB	LB	LB		LB	LB	LB	LB								
												LF			LF 84				LB		EA.	LB			EA.	EA.	LB								
																			LB		EA.				EA.	EA.	LB								
																			LB		EA.				EA.	EA.	LB								
																			LB		EA.				EA.	EA.	LB								
																			LB		EA.				EA.	EA.	LB								
																			LB		EA.				EA.	EA.	LB								
																			LB		EA.				EA.	EA.	LB								
																			LB		EA.				EA.	EA.	LB								
																			LB		EA.				EA.	EA.	LB								
																			LB		EA.				EA.	EA.	LB								
																			LB		EA.				EA.	EA.	LB								
																			LB		EA.				EA.	EA.	LB								
																			LB		EA.				EA.	EA.	LB								
																			LB		EA.				EA.	EA.	LB								
																			LB		EA.				EA.	EA.	LB								
																			LB		EA.				EA.	EA.	LB								
																			LB		EA.				EA.	EA.	LB								
																			LB		EA.				EA.	EA.	LB								
																			LB		EA.				EA.	EA.	LB								
																			LB		EA.				EA.	EA.	LB								
																			LB		EA.				EA.	EA.	LB								
																			LB		EA.				EA.	EA.	LB								
																			LB		EA.				EA.	EA.	LB								
																			LB		EA.				EA.	EA.	LB								
																			LB		EA.				EA.	EA.	LB								
																			LB		EA.				EA.	EA.	LB								
																			LB		EA.				EA.	EA.	LB								
																			LB		EA.				EA.	EA.	LB								
																			LB		EA.				EA.	EA.	LB								
																			LB		EA.				EA.	EA.	LB								
																			LB		EA.				EA.	EA.	LB								
																			LB		EA.				EA.	EA.	LB								
																			LB		EA.				EA.	EA.	LB								
																			LB		EA.				EA.	EA.	LB								
																			LB		EA.				EA.	EA.	LB								
																			LB		EA.				EA.	EA.	LB								
																			LB		EA.				EA.	EA.	LB								
																			LB		EA.				EA.	EA.	LB								
																			LB		EA.				EA.	EA.	LB								
																			LB		EA.				EA.	EA.	LB								
																			LB		EA.				EA.	EA.	LB								
																			LB		EA.				EA.	EA.	LB								
																			LB		EA.				EA.	EA.	LB								
																			LB		EA.				EA.	EA.	LB								
																			LB		EA.				EA.	EA.	LB								
																			LB		EA.				EA.	EA.	LB								
																			LB		EA.				EA.	EA.	LB								
																			LB		EA.				EA.	EA.	LB								
																			LB		EA.				EA.	EA.	LB								
																			LB		EA.				EA.	EA.	LB								
																			LB		EA.				EA.	EA.	LB								
																			LB		EA.				EA.	EA.	LB								
																			LB		EA.				EA.	EA.	LB								
																			LB		EA.				EA.	EA.	LB								
																			LB		EA.				EA.	EA.	LB								
																			LB		EA.				EA.	EA.	LB								
																			LB		EA.				EA.	EA.	LB								
																			LB		EA.				EA.	EA.	LB								
																			LB		EA.				EA.	EA.	LB								
																			LB		EA.				EA.	EA.	LB								
																			LB		EA.				EA.	EA.	LB								
																			LB		EA.				EA.	EA.	LB								
																			LB		EA.				EA.	EA.	LB								
																			LB		EA.				EA.	EA.	LB								
																			LB		EA.				EA.	EA.	LB								
																			LB		EA.				EA.	EA.	LB								
																			LB		EA.				EA.	EA.	LB								
																			LB		EA.				EA.	EA.	LB								
																			LB		EA.				EA.	EA.	LB								
																			LB		EA.				EA.	EA.	LB								
																			LB		EA.				EA.	EA.	LB								
																			LB		EA.				EA.	EA.	LB								
																			LB		EA.				EA.	EA.	LB								
																			LB		EA.				EA.	EA.	LB								
																			LB		EA.				EA.	EA.	LB								
																			LB		EA.				EA.	EA.	LB								
																			LB		EA.				EA.	EA.	LB								

TRAFFIC SIGN SUMMARY SHEET 2

[illegible]

TRAFFIC SIGN SUMMARY SHEET 3

[illegible]

STATE OF VERMONT AGENCY OF TRANSPORTATION				TRAFFIC SIGN SUMMARY SHEET 5																																	
MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS			NEW & SALVAGED SIGNS				EXIST POST RE TAIN S ALV AGE	NO. OF POSTS	FLANGED CHANNEL			SQUARE STEEL (in)				TUBULAR ALUMINUM Ø (in)			TUBULAR STEEL Ø (in)				W-SHAPE STEEL				RE QUI RE D S I G N A G E	REMARKS	SIGN DETAIL						
		E A	WIDTH (in)	HEIGHT (in)	“A”	“B”	SALV SIGN	SALV TIS			lb/ft	lb/ft			3.0	4.0	4.0 MOD	FOUND- ATION	lb/ft				FTG. SIZE		WEIGHT	POST SIZE	DETAIL ON DWG. NUMBER	STD. SHEET NUMBER									
												1.12	2.0	3.0					1.88	2.42	3.35	lb/ft									24"	30"					
																						1.3	1.7	1.7									7.6	9.0	10.8	14.6	
NORTON: 174+24.0, LT		I	30	30	6.25					I					X		X												SIGN ID CODE VW-00I		E-I53						
		I	24	18	3.00																								SIGN ID CODE W7-3a		E-I52						
175+29.6, LT		I	36	36	9.00					2					X		X												SIGN ID CODE W10-3R	102							
194+56.8, LT		I	6	8	0.33					I				X			X												SIGN ID CODE VD-70I		E-I34						
194+56.8, RT		I	6	8	0.33					I				X			X												SIGN ID CODE VD-70I		E-I34						
212+04.5, LT		I	6	8	0.33					I				X			X												SIGN ID CODE VD-70I		E-I34						
212+04.5, RT		I	6	8	0.33					I				X			X												SIGN ID CODE VD-70I		E-I34						
220+17.6, RT		I	30	30	6.25					I					X		X												SIGN ID CODE VW-060		E-I54						
224+08.3, LT		I	30	30	6.25					I					X		X												SIGN ID CODE VW-060		E-I54						
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."											LF	LF	LF	LF	56	70		EA.	LB	LB	LB		LB	LB	LB	LB							TRAFFIC SIGN SUMMARY SHEET #5	PROJECT NAME: WARREN GORE - NORTON			
																																				PROJECT NUMBER: STP 272500S	
					TOTALS	SF 32.07	SF	EA.	SF		LF	LF 126				LB		EA.	LB		EA.	EA.	LB	FILE NAME: p07c218.dgn		PLOT DATE: 31-OCT-2011 11:54											
																								IPARM FILE: p07c218+ss5.i		DRAWN BY: C.A.K.		CHECKED BY: D.W.E.		SHEET 98 OF 107							

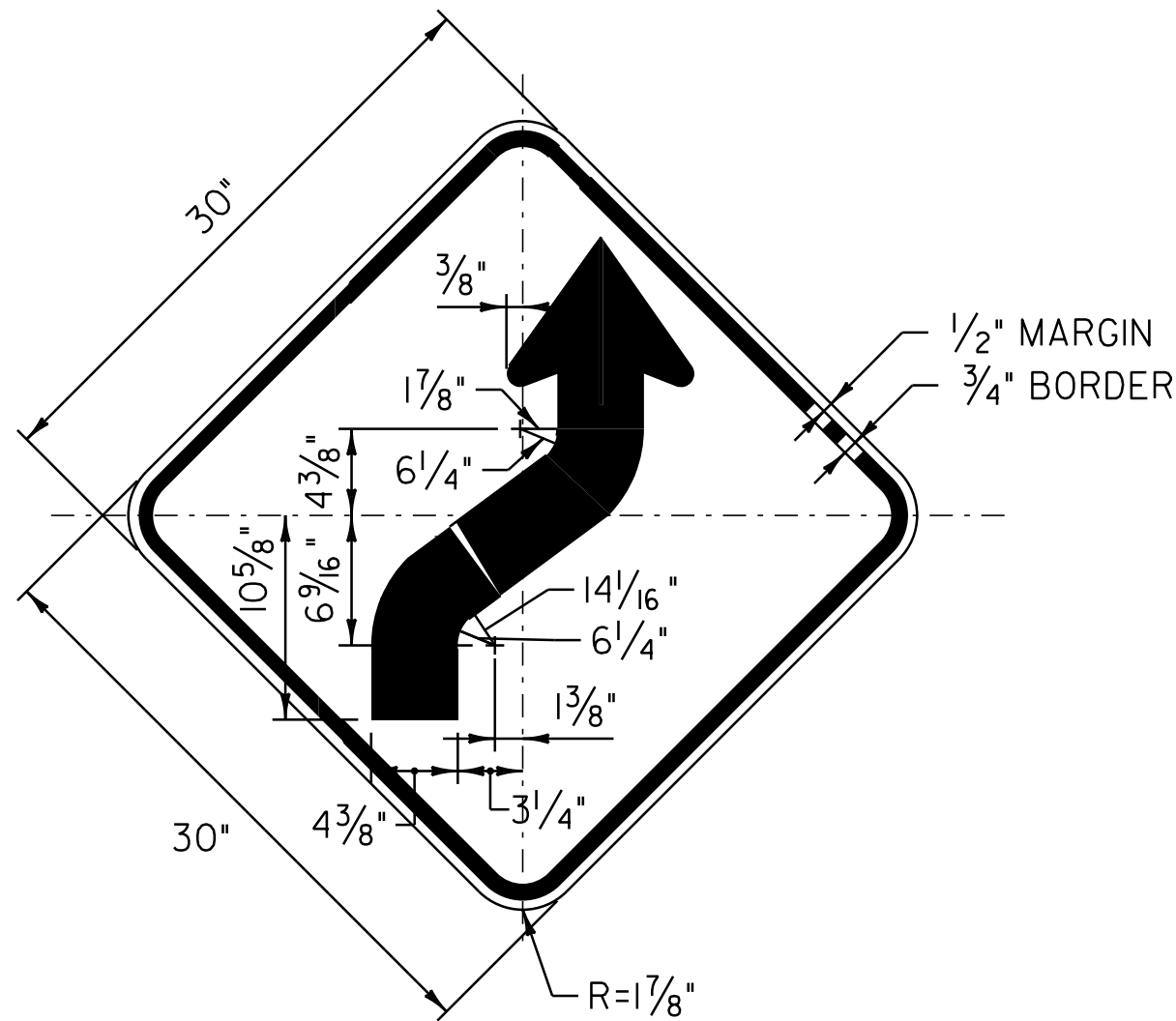
TRAFFIC SIGN SUMMARY SHEET 6

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS			NEW & SALVAGED SIGNS						EXIST POST RETAIN SALVAGE	NO. OF POSTS	FLANGED CHANNEL			SQUARE STEEL (in)					TUBULAR ALUMINUM Ø (in)			TUBULAR STEEL Ø (in)				W-SHAPE STEEL				REMARKS	SIGN DETAIL	
					“A”	“B”	SALV SIGN	SALV TIS	lb/ft	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 DWG. NUMBER	STD. SHEET NUMBER				
		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"								
NORTON: 238+65.6, RT		I	48	24	8.00						2				X		X										SIGN ID CODE WI-6		E-I52					
247+63.2, RT		I	36	36	9.00						2				X		X										SIGN ID CODE W3-5	102						
249+74.4, RT		I	30	18	3.75						1				X		X										SIGN ID CODE VD-18		E-I28B					
251+44.0, RT		I	24	30	5.00						1				X		X										SIGN ID CODE R2-1		E-I42					
251+44.0, LT		I	48	60	20.00						2				X		X										SIGN ID CODE VR-II4		E-I44					
264+00.0, LT		I	30	30	6.25						1				X		X										SIGN ID CODE WI2-2		E-I55					
		I	30	24	5.00																						SIGN ID CODE WI6-3	102						
268+54.1, LT		I	24	30	5.00						1				X		X										SIGN ID CODE VR-023b		E-I44					
270+56.0, LT								I			2				X		X										SALVAGED SIGN TO BE MOUNTED ON NEW POST.	-	-					
								I																			SALVAGED SIGN TO BE MOUNTED ON NEW POST.	-	-					
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."												LF	LF	LF	LF	LF	EA.	LB	LB	LB		LB	LB	LB	LB									
					TOTALS	SF 62.00	SF	EA. 2	SF					LF		LF 168		LB		EA.		LB		EA.	EA.	LB		TRAFFIC SIGN SUMMARY SHEET #6		PROJECT NAME: WARREN GORE - NORTON PROJECT NUMBER: STP 2725(1)S FILE NAME: p07c218.dgn PROJECT LEADER: D.E.G. DESIGNED BY: M.J.L. IPARM FILE: p07c218+ss6.i		PLOT DATE: 31-OCT-2011 11:54 DRAWN BY: C.A.K. CHECKED BY: D.W.E. SHEET 99 OF 107		

STATE OF VERMONT AGENCY OF TRANSPORTATION				TRAFFIC SIGN SUMMARY SHEET 7																																
MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS			NEW & SALVAGED SIGNS				EXIST POST	NO. OF POSTS	FLANGED CHANNEL			SQUARE STEEL (in)				TUBULAR ALUMINUM Ø (in)			TUBULAR STEEL Ø (in)				W-SHAPE STEEL				REQUIRE D SIGN FRAME	REMARKS	SIGN DETAIL					
		E A	WIDTH (in)	HEIGHT (in)	"A"	"B"	SALV SIGN	SALV TIS	RE TAIN		SALV AGE	lb/ft	lb/ft			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 DWG. NUMBER	STD. SHEET NUMBER			
													1.12	2.0	3.0											1.88	2.42							3.35	24"	30"
NORTON: 272+55.4, LT							I				I					X		X													-	-				
274+56.0, LT							I				I					X		X													-	-				
							I																								-	-				
274+56.0, RT							I				I					X		X													-	-				
							I																								-	-				
274+82.4, LT	ISLAND POND 16 LYNDONVILLE 39						I I				2					X		X													- -	- -				
276+14.4, RT	CANADA AVERILL 4						I I				2					X		X													- -	- -				
	CANAAN 13						I																								-	-				
NORTON: VT. ROUTE 147 1+00.0, RT		I	30	30	6.25						I					X		X											SIGN ID CODE RI-1		E-143					
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."												LF	LF	LF	LF	LF	EA.	LB	LB	LB	LB	LB	LB	EA.	EA.	LB	TRAFFIC SIGN SUMMARY SHEET #7		PROJECT NAME: WARREN GORE - NORTON				PROJECT NUMBER: STP 272500S			
					TOTALS	SF 6.25	SF	EA. 10	SF			LF	LF 112			LB			EA.	LB			EA.	EA.	LB	FILE NAME: p07c218.dgn PROJECT LEADER: D.E.G. DESIGNED BY: M.J.L. IPARM FILE: p07c218+ss7.i				PLOT DATE: 31-OCT-2011 11:54 DRAWN BY: C.A.K. CHECKED BY: D.W.E. SHEET 100 OF 107						

TRAFFIC SIGN SUMMARY SHEET 8

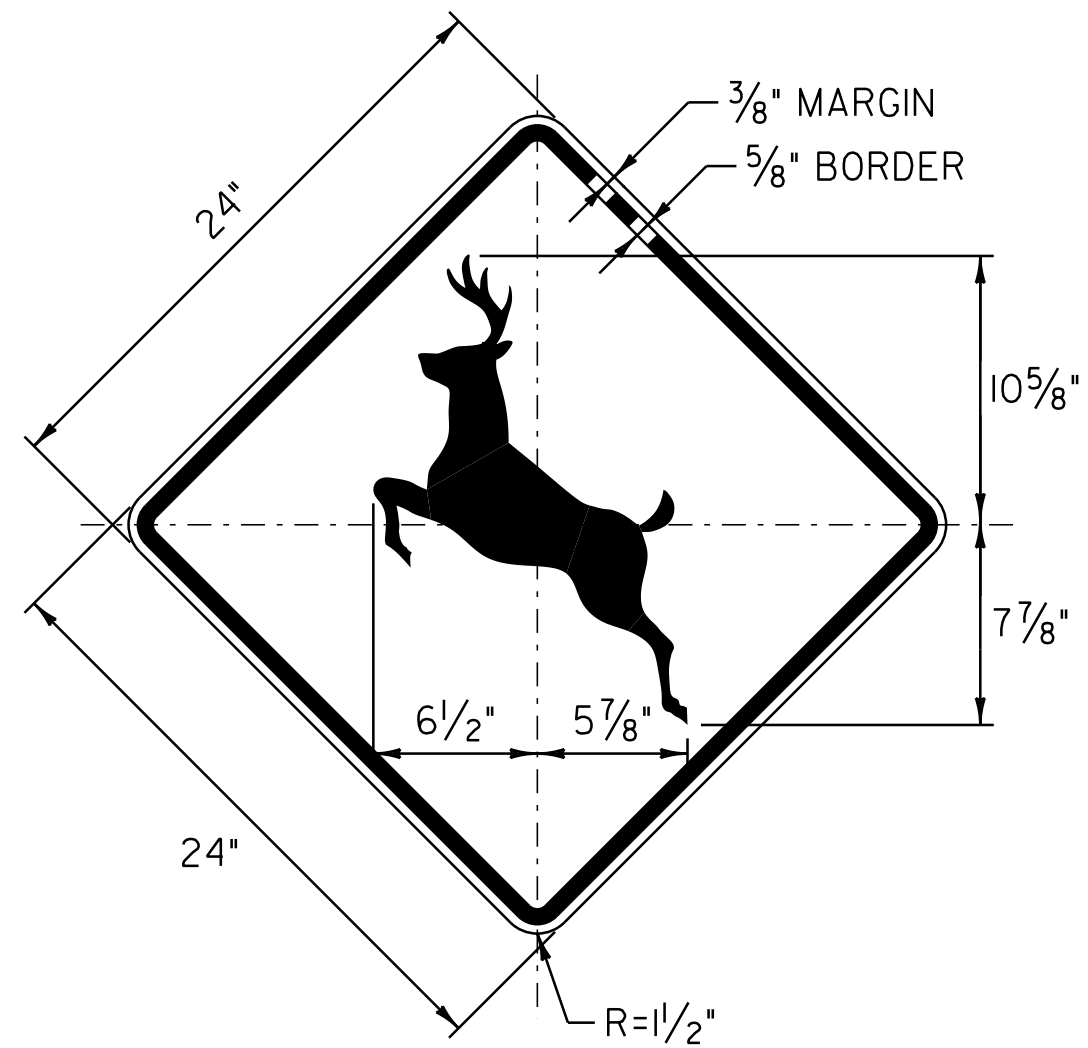
[illegible]



COLOR: BLACK BORDER & LEGEND
YELLOW BACKGROUND (RETROREFLECTIVE)

MATERIAL: PER VAOT STANDARD E-151

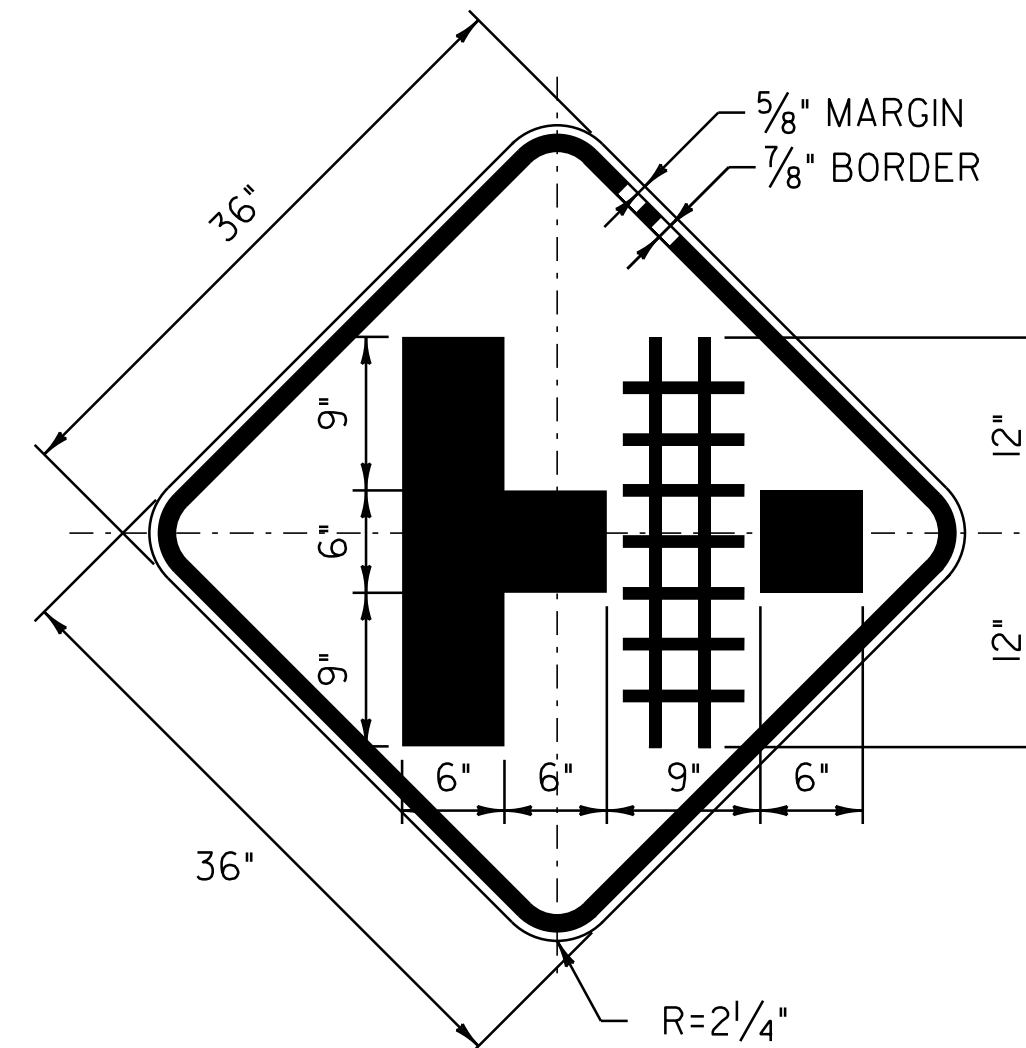
LOCATION: VT. ROUTE 114
WARREN GORE:
STA 154+17.6, RT



COLOR: BLACK BORDER & LEGEND
YELLOW BACKGROUND (RETROREFLECTIVE)

MATERIAL: PER VAOT STANDARD E-153

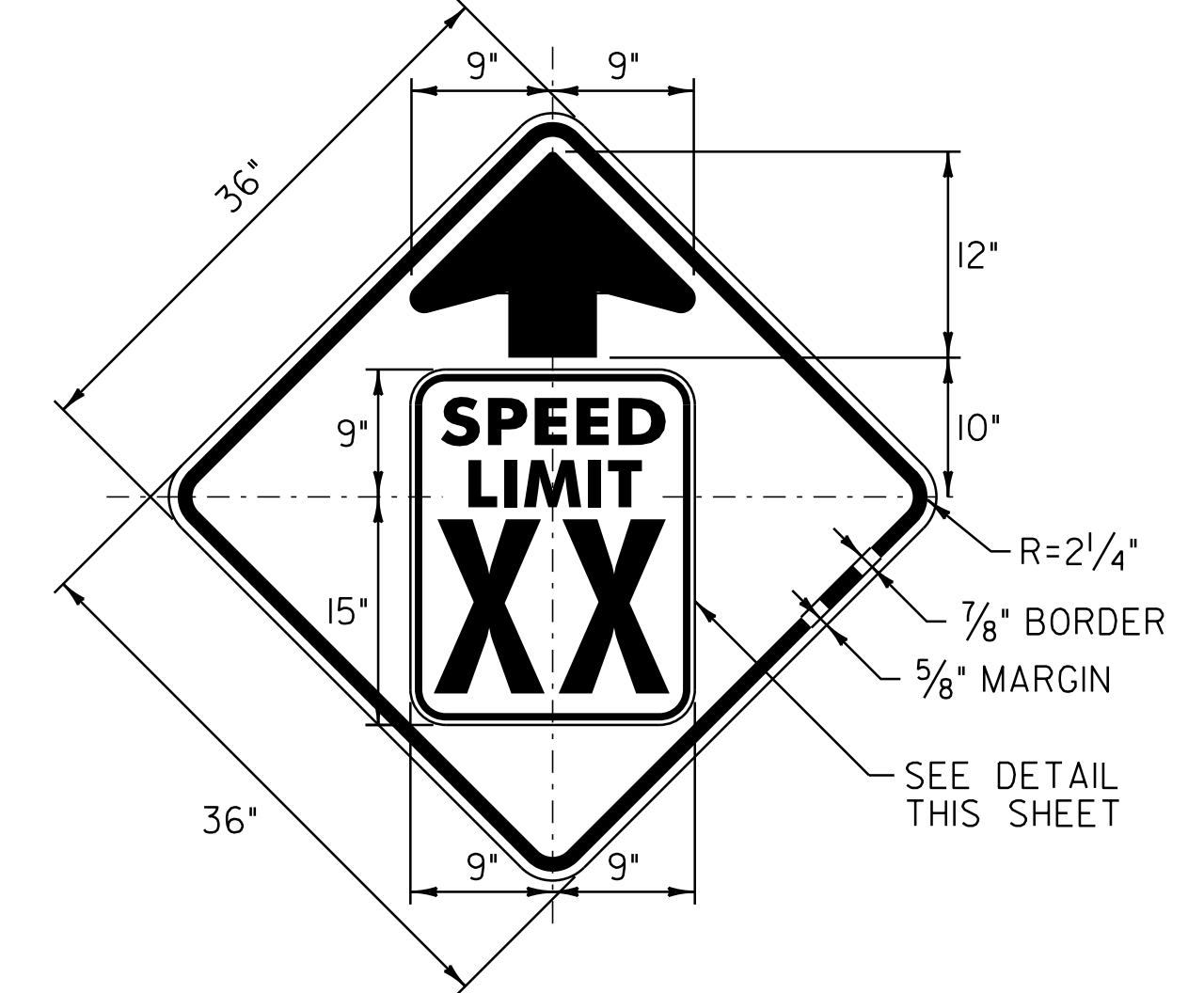
LOCATION: VT. ROUTE 114
NORTON:
STA 125+66.4, LT



COLOR: BLACK BORDER & LEGEND
YELLOW BACKGROUND (RETROREFLECTIVE)

MATERIAL: PER VAOT STANDARD E-151

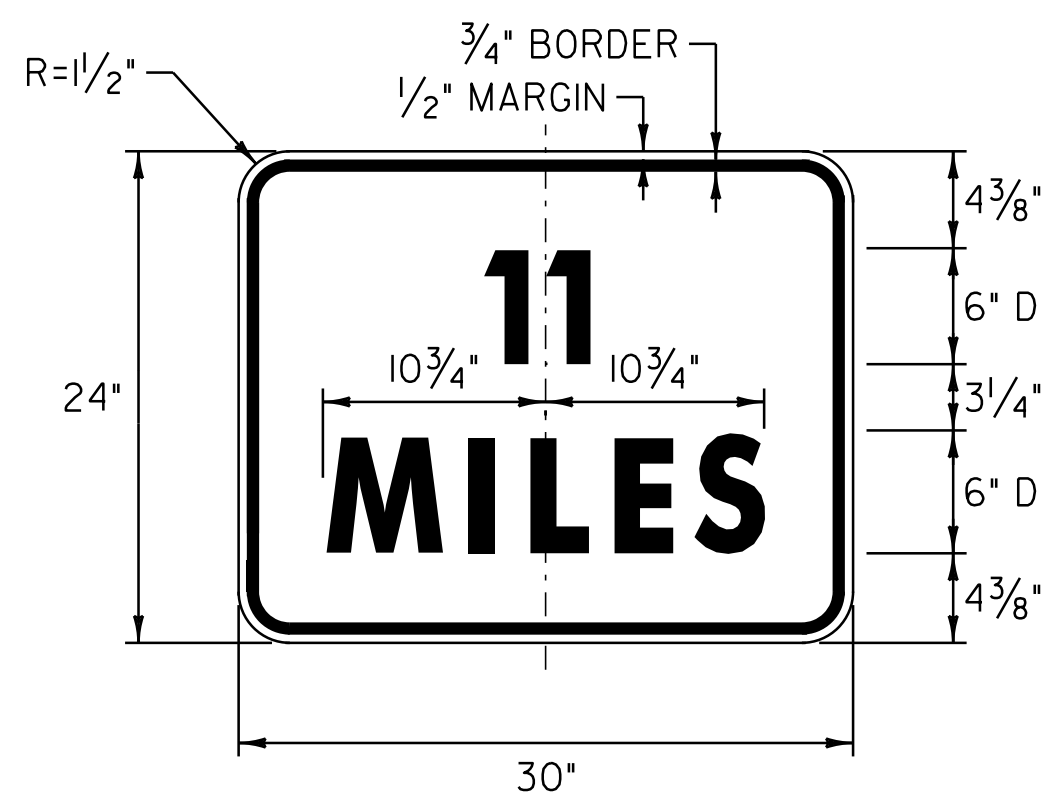
LOCATION: VT. ROUTE 114
NORTON:
STA 175+29.6 LT



COLOR: BLACK BORDER & LEGEND
YELLOW BACKGROUND (RETROREFLECTIVE)

MATERIAL: PER VAOT STANDARD E-150

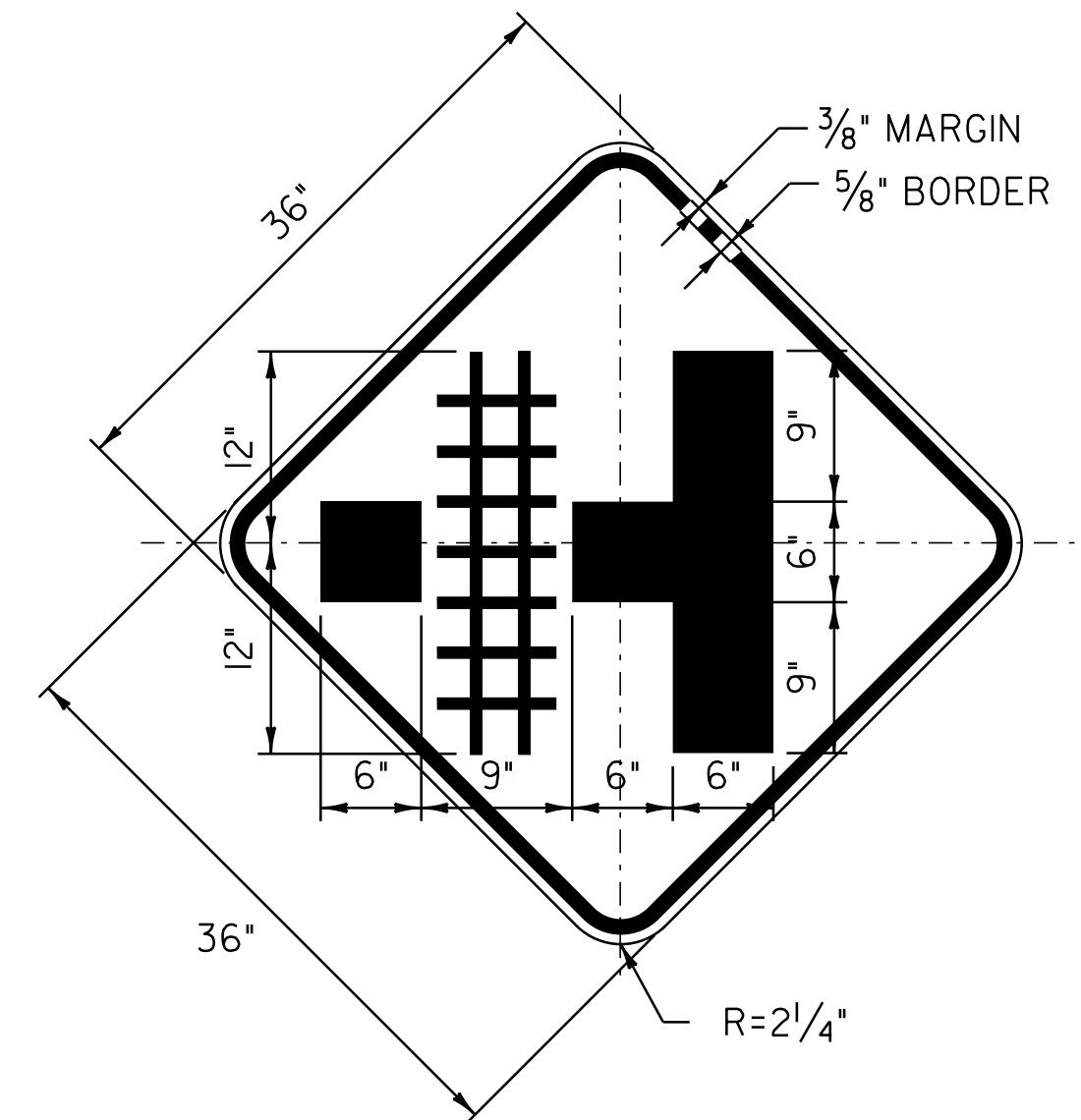
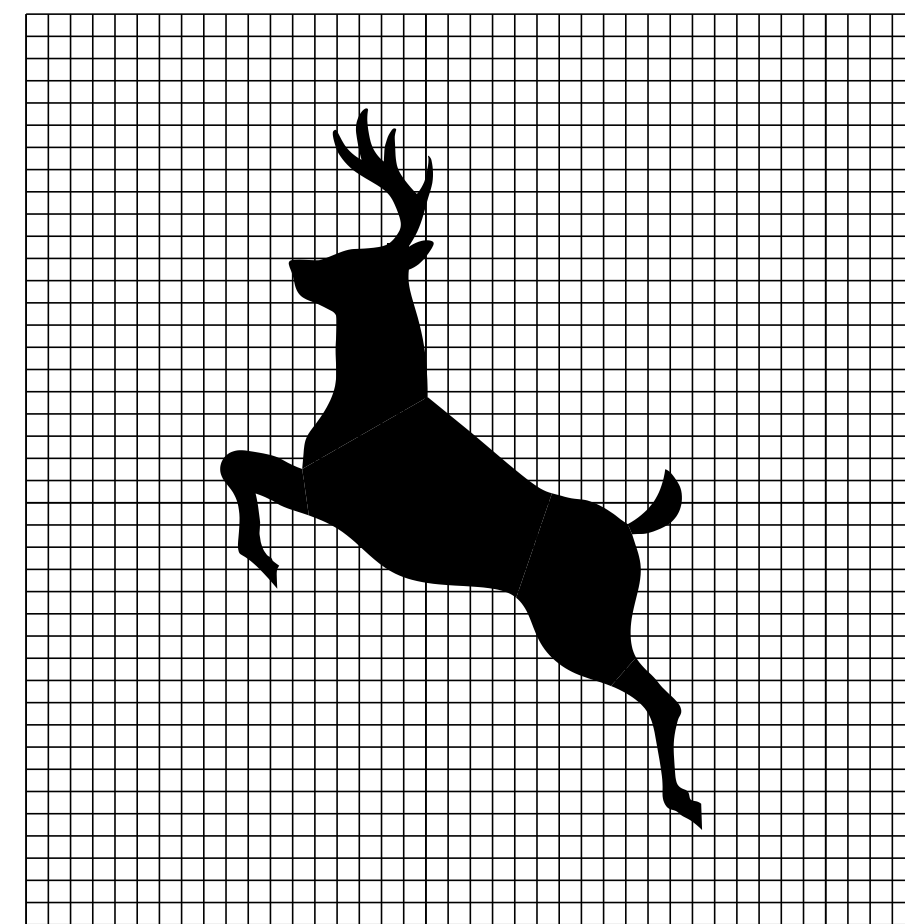
LOCATION: VT. ROUTE 114
NORTON:
STA 247+63.2, RT



COLOR: BLACK BORDER & TEXT
YELLOW BACKGROUND (RETROREFLECTIVE)

MATERIAL: PER VAOT STANDARD E-153

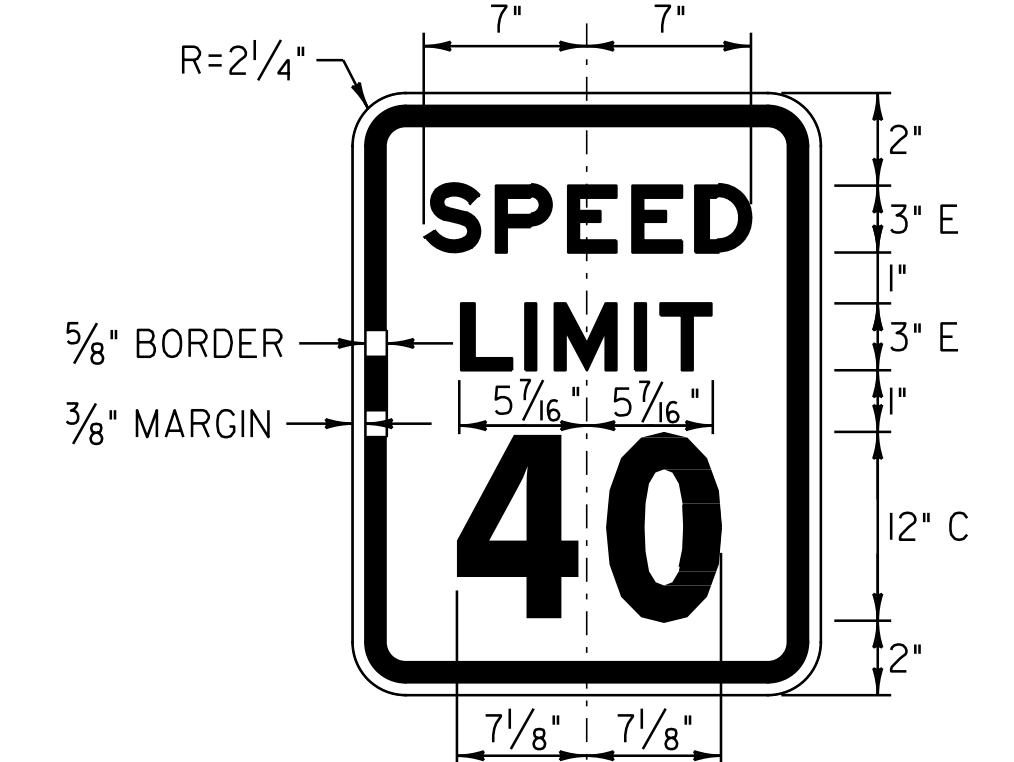
LOCATION: VT. ROUTE 114
NORTON:
STA 264+00.0, LT



COLOR: BLACK BORDER & LEGEND
YELLOW BACKGROUND (RETROREFLECTIVE)

MATERIAL: PER VAOT STANDARD E-151

LOCATION: VT. ROUTE 114
NORTON:
STA 162+09.6 RT



COLOR: BLACK BORDER & TEXT
WHITE BACKGROUND (RETROREFLECTIVE)

MATERIAL: PER VAOT STANDARD E-142

LOCATION: VT. ROUTE 114
NORTON:
STA 251+44, RT

NOT TO SCALE

TRAFFIC
SIGN
DETAIL
SHEET

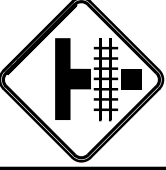
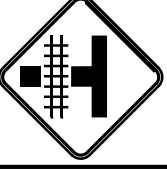
PROJECT NAME: WARREN GORE - NORTON

PROJECT NUMBER: STP 2725(0)S

FILE NAME: p07c218.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: M.J.L.
IPARM FILE: p06c058+sd.i

PLOT DATE: 31-OCT-2011 11:54
DRAWN BY: C.A.K.
CHECKED BY: D.W.E.
SHEET 102 OF 107

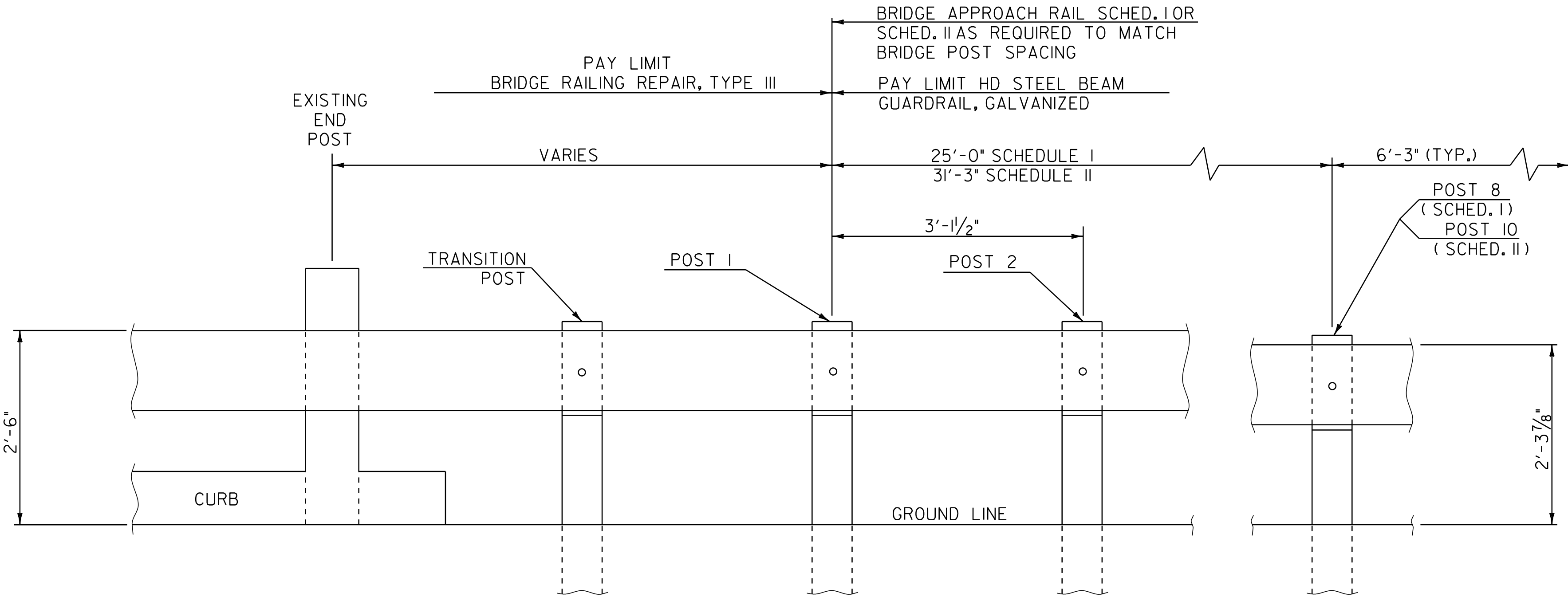
STATE OF VERMONT AGENCY OF TRANSPORTATION				TRAFFIC SIGN REMOVAL SHEET 1							
MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	ITEM 675.50	REMARKS	MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	ITEM 675.50	REMARKS	MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	ITEM 675.50	REMARKS
WARREN GORE: 154+17.6, RT		I	SIGN ID CODE WI-4R	NORTON: 16+63.2, LT		I	SIGN ID CODE VW-054	NORTON: 42+24.0, LT		I	SIGN ID CODE VW-001
		I	SIGN ID CODE WI3-I							I	SIGN ID CODE WI6-4
				19+27.2, LT		I	SIGN ID CODE WI-5L			I	SIGN ID CODE WI3-I
184+69.4, LT		I	SIGN ID CODE VD-70I			I	SIGN ID CODE WI3-I				
								45+40.8, LT		I	SIGN ID CODE VW-001
217+74.7, LT		I	SIGN ID CODE VD-70I	21+12.0, RT		I	SIGN ID CODE VW-001			I	SIGN ID CODE WI6-4
						I	SIGN ID CODE WI6-4			I	SIGN ID CODE WI3-I
217+74.7, RT		I	SIGN ID CODE VD-70I			I	SIGN ID CODE WI3-I				
								52+74.7, LT		I	SIGN ID CODE VD-70I
243+40.8, RT		I	SIGN ID CODE WI-5L	21+59.5, LT		I	SIGN ID CODE VD-70I				
		I	SIGN ID CODE WI3-I					87+01.4, LT		I	SIGN ID CODE VD-70I
				21+91.2, RT		I	SIGN ID CODE VW-001				
253+07.0, LT	WARREN GORE NORTON	I	SIGN ID CODE VD-024			I	SIGN ID CODE WI6-4	87+01.4, RT		I	SIGN ID CODE VD-70I
	1140 0159 0479	I	SIGN ID CODE VD-700			I	SIGN ID CODE WI3-I		COLUMN TOTAL	9	
	1140 0516 0000	I	SIGN ID CODE VD-700						COLUMN 1 TOTAL	10	
									COLUMN 2 TOTAL	10	
COLUMN 1 TOTAL		EA. 10		COLUMN 2 TOTAL		EA. 10		SHEET 1 TOTAL		EA. 29	
								TRAFFIC SIGN REMOVAL SHEET #1		PROJECT NAME: WARREN GORE - NORTON	
										PROJECT NUMBER: STP 272500S	
								TRAFFIC SIGN REMOVAL SHEET #1		FILE NAME: p07c218.dgn	
										PROJECT LEADER: D.E.G.	
								TRAFFIC SIGN REMOVAL SHEET #1		DESIGNED BY: M.J.L.	
										IPARM FILE: p07c218+sr1.i	
								TRAFFIC SIGN REMOVAL SHEET #1		PLOT DATE: 31-OCT-2011 11:55	
										DRAWN BY: C.A.K.	
								TRAFFIC SIGN REMOVAL SHEET #1		CHECKED BY: D.W.E.	
										SHEET 103 OF 107	

STATE OF VERMONT AGENCY OF TRANSPORTATION				TRAFFIC SIGN REMOVAL SHEET 2							
MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	ITEM 675.50	REMARKS	MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	ITEM 675.50	REMARKS	MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	ITEM 675.50	REMARKS
NORTON: 112+99.2, RT		I	SIGN ID CODE W1-5L	NORTON: 173+18.4, LT		I	SIGN ID CODE W1-5L	NORTON: 238+65.6, RT		I	SIGN ID CODE W1-6
		I	SIGN ID CODE W13-1			I	SIGN ID CODE W13-1				
								247+63.2, RT		I	SIGN ID CODE W3-5
125+66.4, LT		I	SIGN ID CODE W11-3	175+29.6, LT		I	SIGN ID CODE W10-3R				
								249+74.4, RT		I	SIGN ID CODE VD-18
128+99.0, LT		I	SIGN ID CODE VD-70I	194+56.8, LT		I	SIGN ID CODE VD-70I				
								251+44.0, RT		I	SIGN ID CODE R2-1
128+99.0, RT		I	SIGN ID CODE VD-70I	194+56.8, RT		I	SIGN ID CODE VD-70I				
								251+44.0, LT		I	SIGN ID CODE VR-114
162+09.6, RT		I	SIGN ID CODE W10-3L	212+04.5, LT		I	SIGN ID CODE VD-70I				
								264+00.0, LT		I	SIGN ID CODE W12-2
169+43.5, LT		I	SIGN ID CODE VD-70I	212+04.5, RT		I	SIGN ID CODE VD-70I			I	SIGN ID CODE W16-3
169+43.5, RT		I	SIGN ID CODE VD-70I	220+17.6, RT		I	SIGN ID CODE VW-060		COLUMN TOTAL	7	
									COLUMN 1 TOTAL	8	
				224+08.3, LT		I	SIGN ID CODE VW-060		COLUMN 2 TOTAL	9	
COLUMN 1 TOTAL		EA. 8		COLUMN 2 TOTAL		EA. 9		SHEET 2 TOTAL		EA. 24	
									TRAFFIC SIGN REMOVAL SHEET #2 PROJECT NAME: WARREN GORE - NORTON PROJECT NUMBER: STP 272500S FILE NAME: p07c218.dgn PROJECT LEADER: D.E.G. DESIGNED BY: M.J.L. IPARM FILE: p07c218+sr2.i PLOT DATE: 31-OCT-2011 11:55 DRAWN BY: C.A.K. CHECKED BY: D.W.E. SHEET 104 OF 107		

	TRAFFIC SIGN REMOVAL SHEET #3	PROJECT NAME: WARREN GORE - NORTON	
		PROJECT NUMBER: STP 2725(I)S	
		FILE NAME: p07c218.dgn PROJECT LEADER: D.E.G. DESIGNED BY: M.J.L. IPARM FILE: p07c218+sr3.i	PLOT DATE: 31-OCT-2011 11:55 DRAWN BY: C.A.K. CHECKED BY: D.W.E. SHEET 105 OF 107

BRIDGE QUANTITY SHEET

STATION	POS.	BRIDGE NUMBER	OFFSET BLOCK	525.10 REMOVAL OF EXISTING RAIL	525.60 BRIDGE RAILING REPAIR, TYPE III	REMARKS
				LF	LF	
NORTON:						
21+50.10 - 21+68.80	LT	38	8 "	18.7	18.7	
21+50.10 - 21+68.80	RT	38	8 "	18.7	18.7	
ROUNDING				0.6	0.6	
TOTAL				38.0	38.0	



SCHEDULE I		
POST NO.	SPACING	PAYMENT FACTOR
1	3'-11/2"	1.4 x 12'-6"
2	3'-11/2"	
3	3'-11/2"	
4	3'-11/2"	
5	4'-2"	1.2 x 12'-6"
6	4'-2"	
7	4'-2"	
8	6'-3"	1.0 (TYP.)
9	(TYP.)	
PAYMENT LENGTH = 32'-6"		

SCHEDULE II		
POST NO.	SPACING	PAYMENT FACTOR
1	3'-1 1/2"	1.4 × 18'-9"
2	3'-1 1/2"	
3	3'-1 1/2"	
4	3'-1 1/2"	
5	3'-1 1/2"	
6	3'-1 1/2"	
7	4'-2"	
8	4'-2"	1.2 × 12'-6"
9	4'-2"	
10	6'-3"	
11	(TYP.)	1.0 (TYP.)
PAYMENT LENGTH = 41'-3"		

SCHEDULE I APPROACH RAILING SHALL BE USED WHEN A RAIL PANEL SPLICE OCCURS AT POST NO. 1.
SCHEDULE II APPROACH RAILING SHALL BE USED WHEN A RAIL PANEL SPLICE OCCURS AT THE BRIDGE END POST.

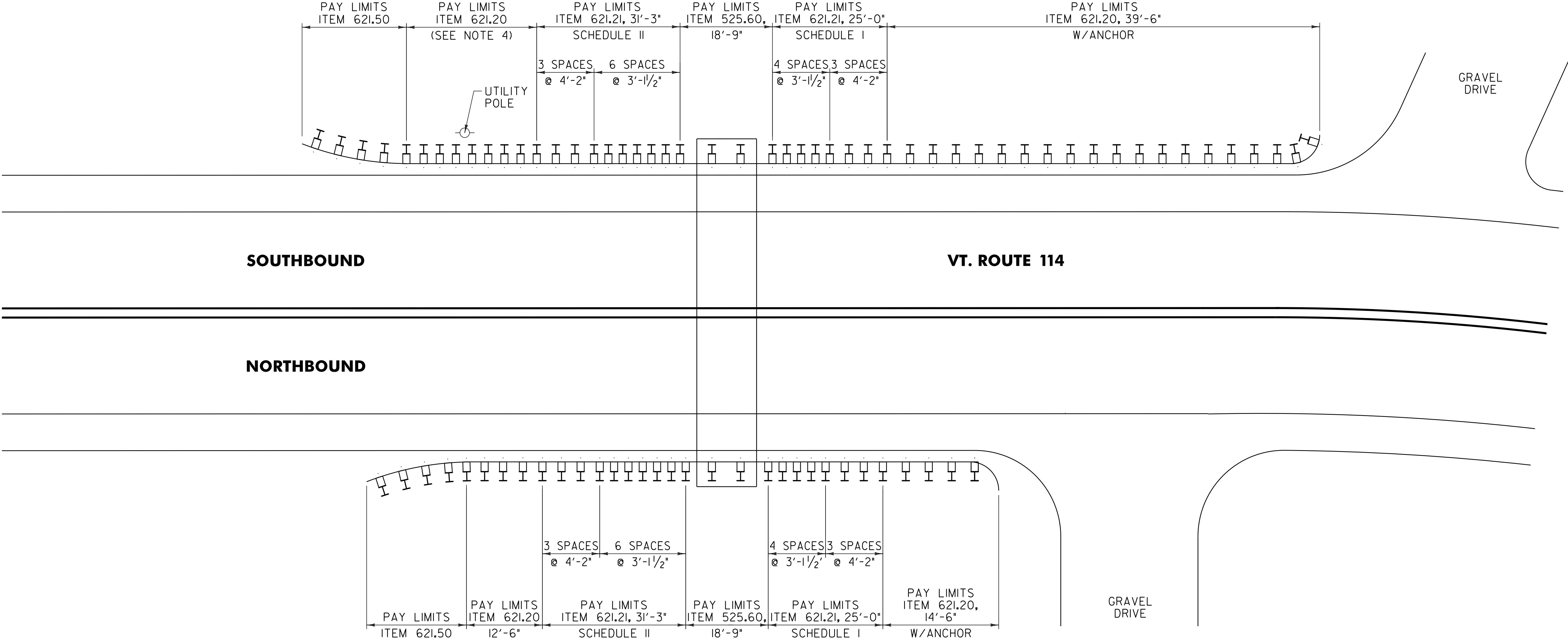
GENERAL NOTES

- BRIDGE RAIL SHALL BE HD STEEL BEAM RAIL.
- BRIDGE APPROACH RAIL HEIGHT SHALL BE TRANSITIONED TO NORMAL ROADWAY RAIL HEIGHT IN 25'.
- APPROACH RAILING SHALL BE HD STEEL BEAM FOR 25' FROM THE ENDS OF THE BRIDGE UNLESS OTHERWISE NOTED IN THE PLANS OR DIRECTED BY THE RESIDENT ENGINEER.
- FOR BRIDGE RAILING, THE TRANSITION POST SHALL HAVE AN OFFSET BLOCK AND BE LOCATED AS CLOSE AS PRACTICABLE TO THE MIDPOINT BETWEEN THE BRIDGE END POST AND APPROACH RAIL POST 1.
- SPLICES SHALL LAP IN DIRECTION OF TRAFFIC FLOW.
- SEE STANDARD SHEET G-1 FOR DELINEATION DETAILS AND PLACEMENT.
- ERECT DELINEATORS ON EVERY FIFTH POST OR APPROXIMATELY 31'-3" APART. PAYMENT SHALL BE INCIDENTAL TO OTHER ITEMS.
- ALL BRIDGE POSTS, HD STEEL BEAM BRIDGE RAIL, AND RELATED HARDWARE SHALL BE PAID FOR UNDER THE APPROPRIATE BRIDGE RAILING ITEMS AS DENOTED IN THE PLANS.
- SEE STANDARD SHEET G-1 FOR CONNECTION OF STEEL BEAM TO OFFSET BLOCK AND OFFSET BLOCK TO BRIDGE POST.
- NEW BRIDGE RAILING POSTS SHALL BE SET NORMAL TO GRADE.
- ALL WELDING SHALL CONFORM TO THE PROVISIONS OF SUBSECTION 506.10 OF THE STANDARD SPECIFICATIONS.
- THESE CONTRACT DOCUMENTS HAVE BEEN PREPARED BASED ON LIMITED FIELD INVESTIGATION AND AVAILABLE RECORD DRAWING INFORMATION. ACTUAL FIELD CONDITIONS MAY REQUIRE MODIFICATIONS TO THE CONSTRUCTION DETAILS AND WORK QUANTITIES. THE CONTRACTOR SHALL PERFORM THE WORK IN ACCORDANCE WITH FIELD CONDITIONS AS DIRECTED BY THE RESIDENT ENGINEER. ALL DIMENSIONS SHALL BE FIELD VERIFIED BY THE CONTRACTOR PRIOR TO SUBMISSION OF FABRICATION DRAWINGS FOR APPROVAL.
- ALL LANES SHALL BE OPENED TO TRAFFIC DURING NON-WORKING HOURS. NO GAPS BETWEEN EXISTING RAILING AND NEW RAILING WILL BE PERMITTED. DETAILS FOR TEMPORARY RAIL SHALL BE SUBMITTED FOR APPROVAL IF REQUIRED TO BRIDGE GAPS IN RAILING. PAYMENT FOR TEMPORARY RAIL SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 525.10 REMOVAL OF EXISTING RAILING.

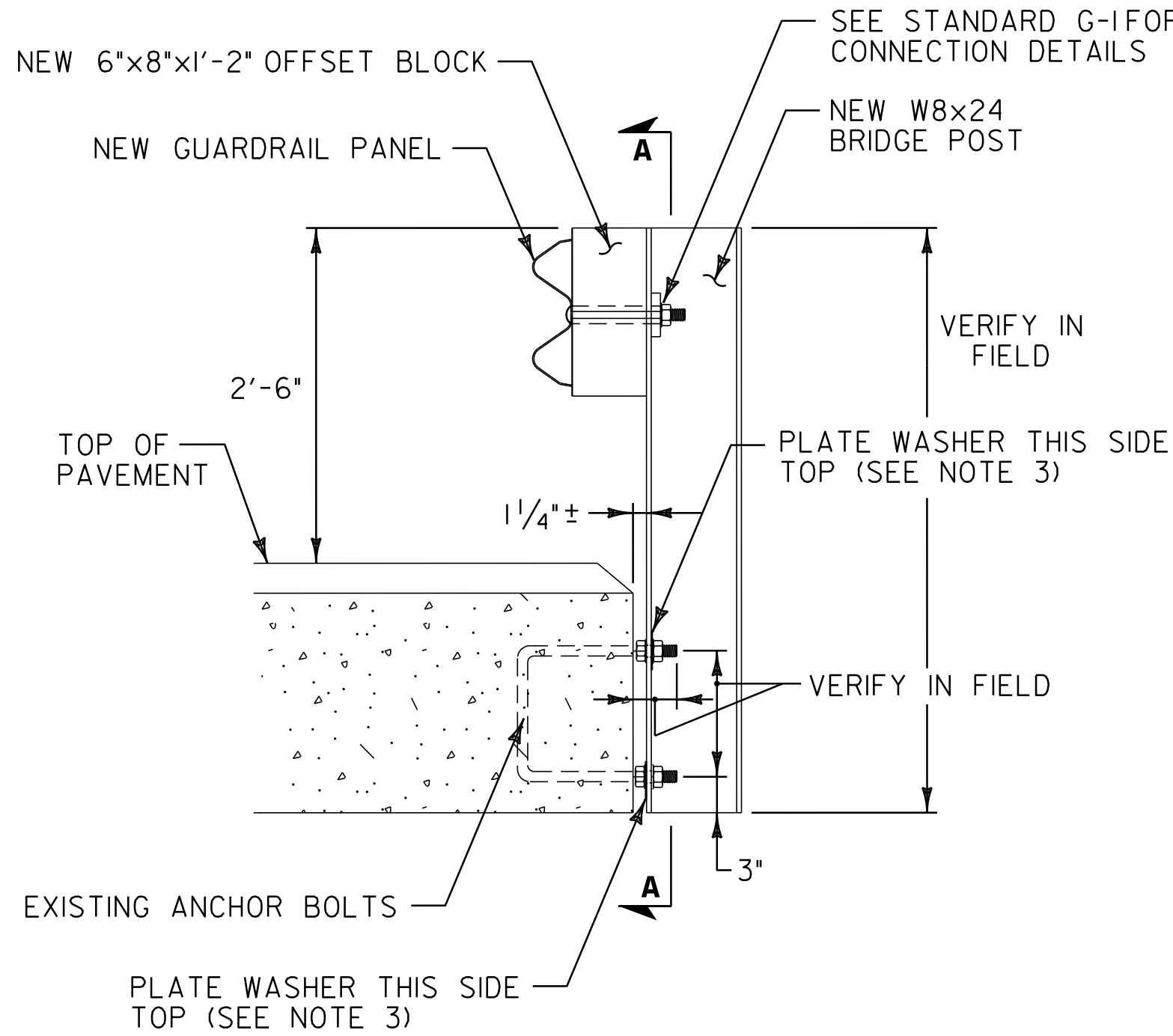
NOT TO SCALE

BRIDGE DETAIL SHEET #1	PROJECT NAME: WARREN GORE - NORTON	
	PROJECT NUMBER: STP 272511S	
	FILE NAME: p07c218.dgn PROJECT LEADER: D.E.G. DESIGNED BY: M.J.L. IPARM FILE: p07c218bdl.i	PLOT DATE: 31-OCT-2011 11:55 DRAWN BY: C.A.K. CHECKED BY: D.W.E. SHEET 106 OF 107

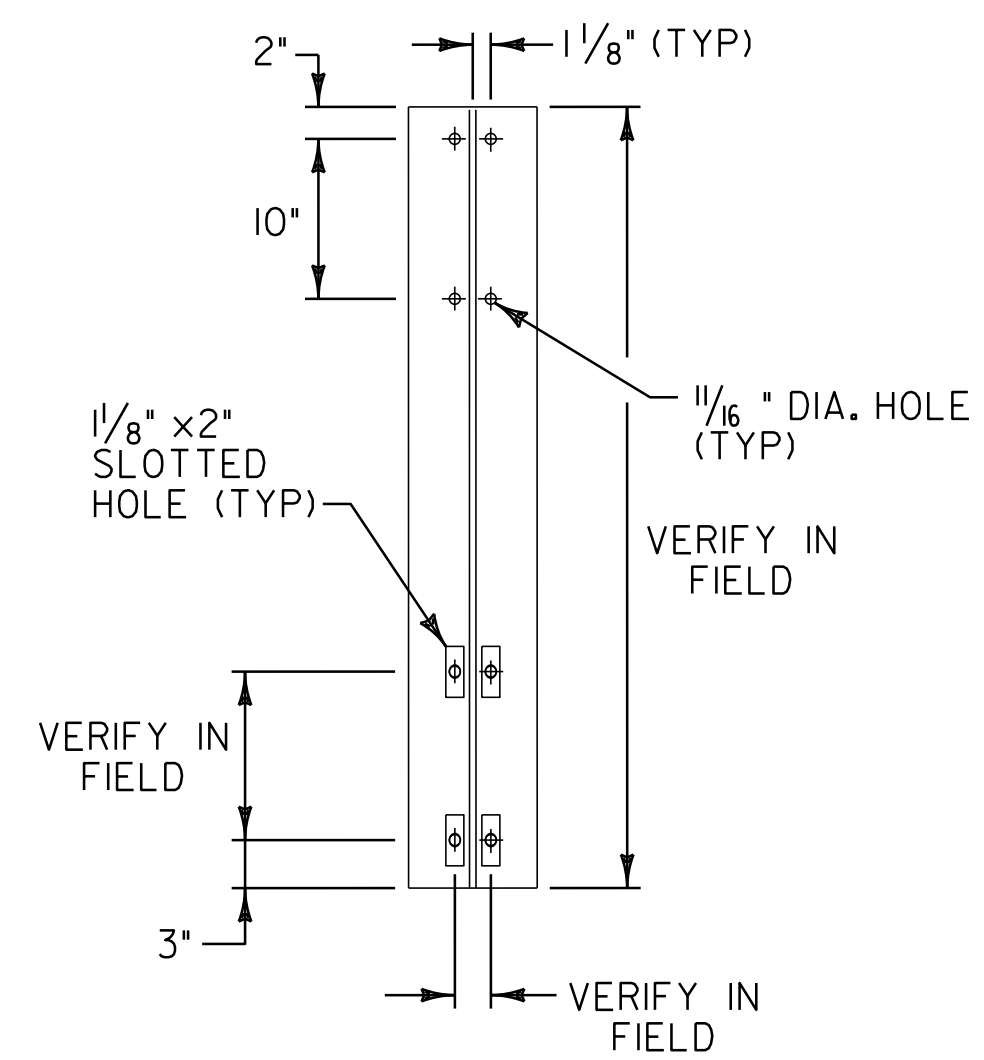
BRIDGE APPROACH RAILING



BR 38 NORTON MM 0.409 = STA 21+59.52



BR 38 BRIDGE RAILING DETAIL



POST DETAIL

- NOTES:
- 1. LOCATION OF EXISTING ANCHOR BOLTS TO BE VERIFIED IN THE FIELD BY THE CONTRACTOR PRIOR TO ORDERING BRIDGE POSTS.
 - 2. POSTS SHALL BE SHOP CUT AND DRILLED PRIOR TO GALVANIZING.
 - 3. SEE STANDARD SHEET SB-R6-82 FOR ADDITIONAL DETAILS.
 - 4. SEE SHEET 9 FOR STEEL BEAM GUARDRAIL POST SPACING FOR UTILITY POLE WITHIN 4'-0" OF GUARDRAIL DETAIL.

NOT TO SCALE	
BRIDGE DETAIL SHEET #2	PROJECT NAME: WARREN GORE - NORTON
	PROJECT NUMBER: STP 2725(0)S
	FILE NAME: p07c218.dgn
	PLOT DATE: 31-OCT-2011 11:55
PROJECT LEADER: D.E.G.	
DESIGNED BY: M.J.L.	
IPARM FILE: p07c218bd2.i	
DRAWN BY: C.A.K.	
CHECKED BY: D.W.E.	
SHEET 107 OF 107	