

INDEX OF SHEETS
SEE SHEET 2

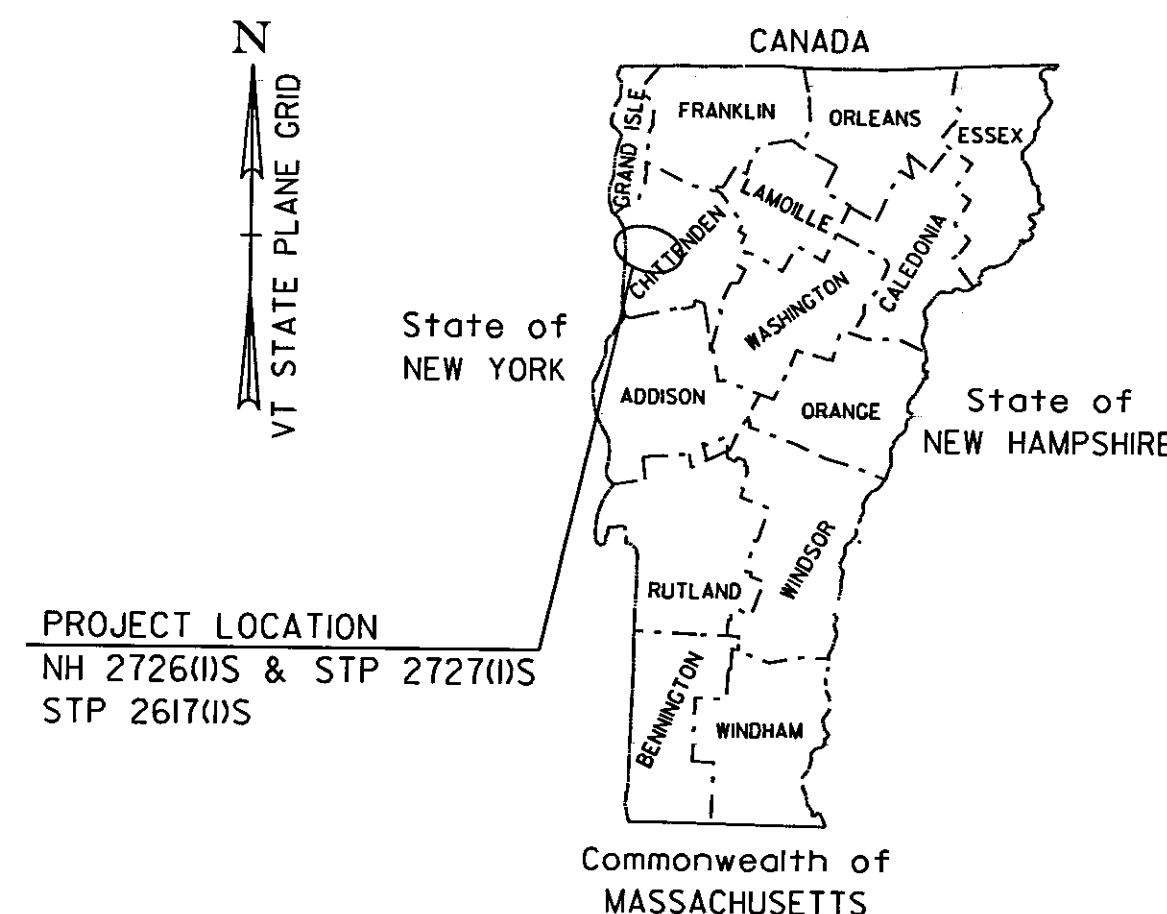
RECORD PLANS

CONTRACTOR: PIKE INDUSTRIES, INC. - BERLIN, VT
RESIDENT ENGINEER: DALE NORTON
CONSTRUCTION BEGAN: JUNE 16, 2009
CONSTRUCTION COMPLETE: JUNE 24, 2010
RECORD PLANS BY: DALE NORTON & AMOS KEMPTON
I HEREBY CERTIFY THAT ALL THE CONSTRUCTION REQUIRED BY THIS SET OF DRAWINGS HAS BEEN ACCOMPLISHED AS INDICATED HEREIN.
BY Dale R. Norton RESIDENT ENGINEER
DATE 06/27/2011
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.

STATE OF VERMONT AGENCY OF TRANSPORTATION



PROPOSED IMPROVEMENT CITIES OF BURLINGTON & WINOOSKI COUNTY OF CHITTENDEN U.S. ROUTE 7 & VT ROUTE 15



BURLINGTON CITY NH 2726(1)S (SEE SHEET 11 FOR ADDITIONAL PROJECT INFORMATION)
THE PROJECT BEGINS AT BURLINGTON CITY MILE MARKER 0.000 = STA 0+00.00 AND EXTENDS NORTHERLY ALONG U.S. ROUTE 7 FOR A DISTANCE OF 1,040.16 FEET (0.197 MILE).

THE PROJECT ALSO INCLUDES I-189 RAMP "C" BEGINNING AT RAMP "C" MILE MARKER 0.161 = STA C40+15.00 AND EXTENDING WESTERLY FOR A DISTANCE OF 269.25 FEET (0.051 MILE) TO A POINT AT RAMP "C" MILE MARKER 0.212 = STA C42+84.25.

LENGTH OF ROADWAY 1309.41 FT (0.248 MILE)

LENGTH OF PROJECT 1309.41 FT (0.248 MILE)

WORK TO BE PERFORMED UNDER THIS PROJECT INCLUDES COLD PLANING AND RESURFACING OF THE EXISTING HIGHWAY WITH A SHIM/LEVELING COURSE AND WEARING COURSE, RESEALING/REPAIR OF THE CONCRETE PAVEMENT, NEW PAVEMENT MARKINGS, VEHICLE DETECTOR LOOPS, SIDEWALK RAMPS, NEW SIGNS AND INCIDENTAL ITEMS.

BURLINGTON CITY STP 2727(1)S (SEE SHEET 35 FOR ADDITIONAL PROJECT INFORMATION)

THE PROJECT BEGINS AT BURLINGTON CITY MILE MARKER 0.197 = STA 10+40.16 AND EXTENDS NORTHERLY ALONG U.S. ROUTE 7 FOR A DISTANCE OF 1334.84 FEET (0.253 MILE) TO A POINT IN BURLINGTON CITY JUST NORTH OF THE INTERSECTION OF U.S. ROUTE 7 AND HADLEY ROAD AT BURLINGTON CITY MILE MARKER 0.450 = STA 23+75.00.

LENGTH OF ROADWAY 1334.84 FT (0.253 MILE)

LENGTH OF PROJECT 1334.84 FT (0.253 MILE)

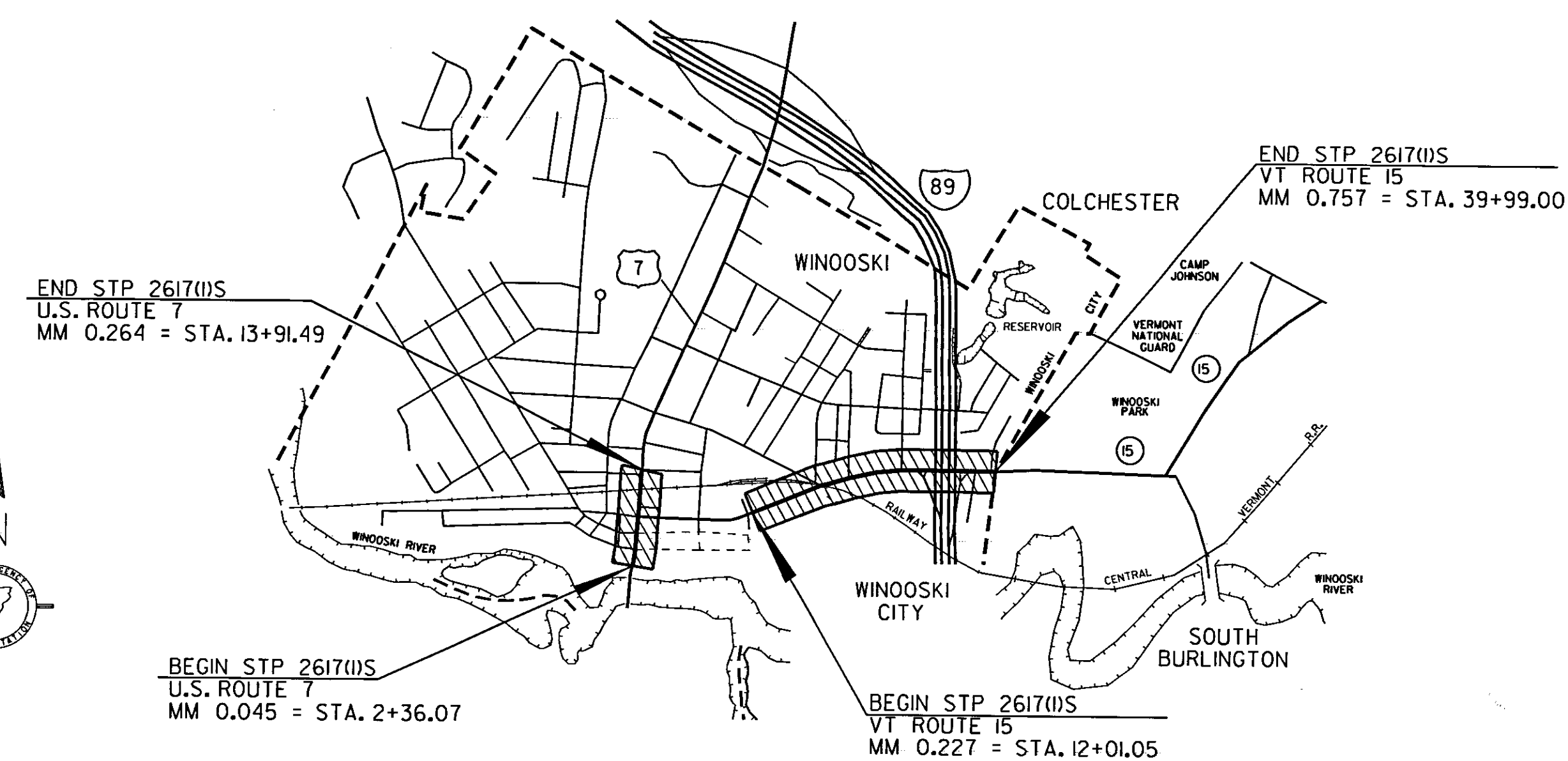
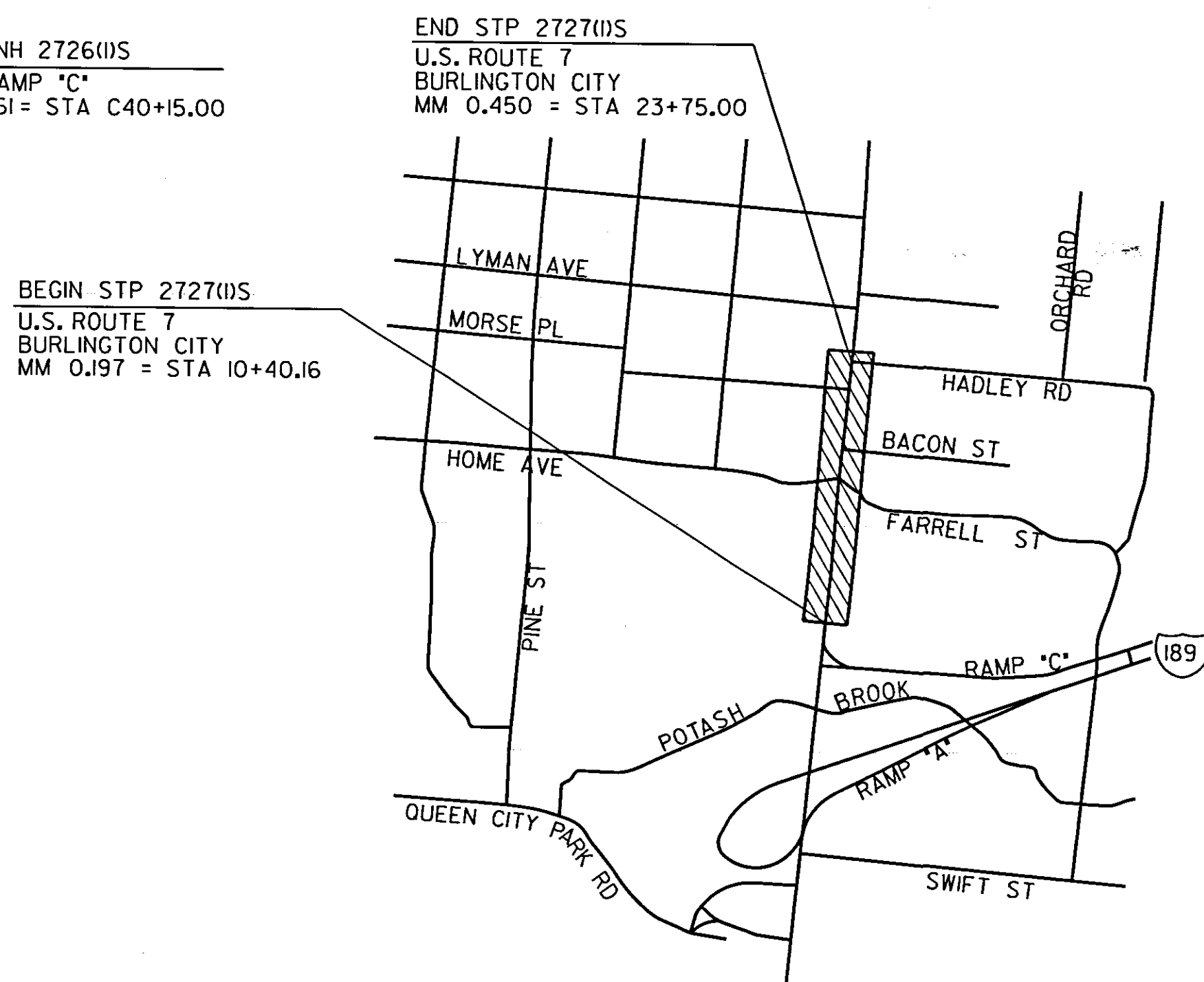
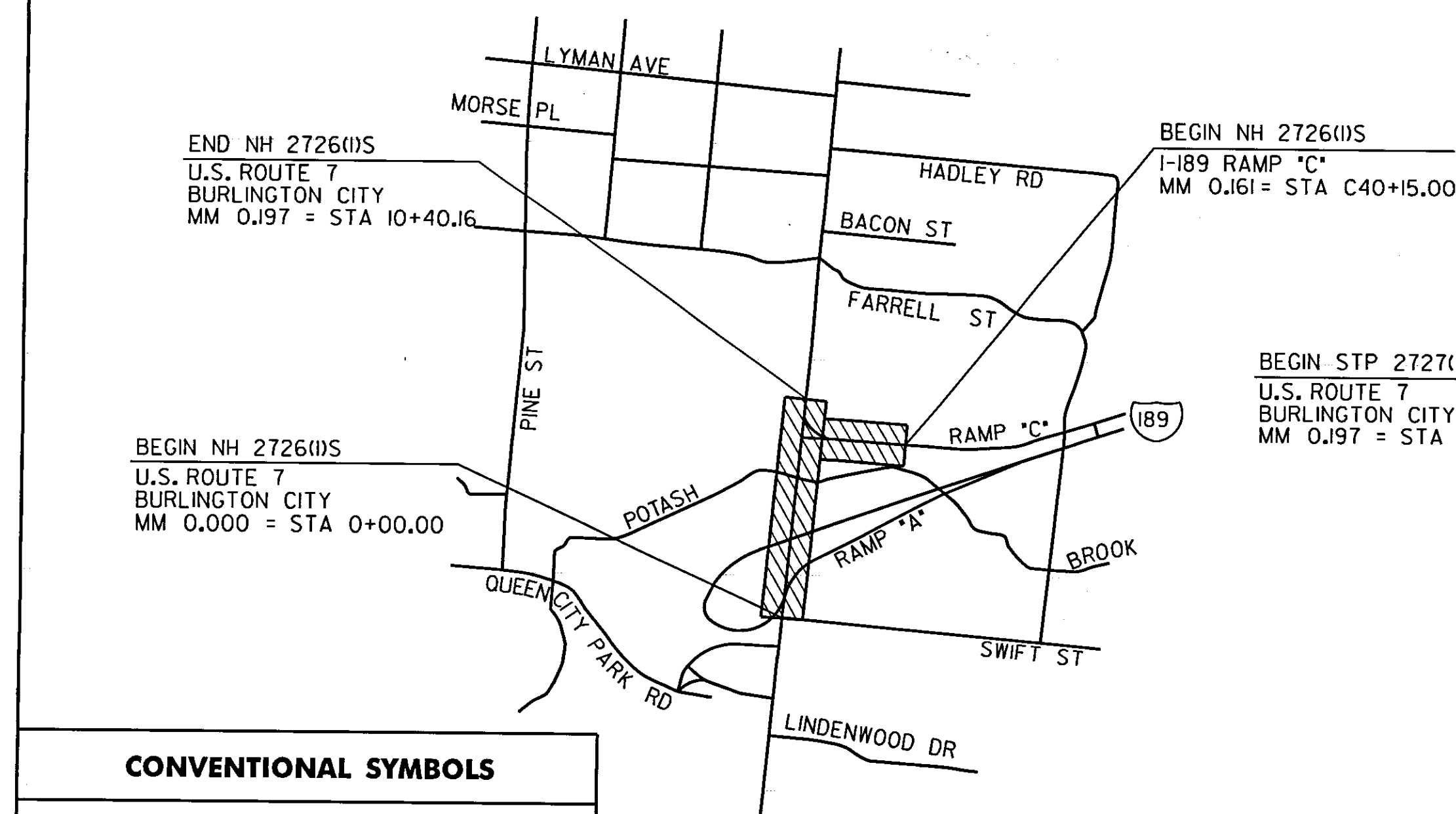
WORK TO BE PERFORMED UNDER THIS PROJECT INCLUDES COLD PLANING AND RESURFACING OF THE EXISTING HIGHWAY WITH A SHIM/LEVELING COURSE AND WEARING COURSE, RESEALING/REPAIR OF THE CONCRETE PAVEMENT, NEW PAVEMENT MARKINGS, VEHICLE DETECTOR LOOPS, SIDEWALK RAMPS, NEW SIGNS AND INCIDENTAL ITEMS.

WINOOSKI STP 2617(1)S (SEE SHEET 55 FOR ADDITIONAL PROJECT INFORMATION)

BEGINNING IN THE TOWN OF WINOOSKI AT MILE MARKER 0.227 = STA. 12+01.05 AND EXTENDING EASTERLY ALONG VT ROUTE 15 FOR A DISTANCE OF 2,797.95 FT (0.530 MILES) TO AN ENDING POINT AT THE WINOOSKI-COLCHESTER TOWN LINE (MILE MARKER 0.757 = STA. 39+99.00). THE ROUTE 7 PORTION BEGINS AT MM. 0.045 = STA. 2+36.07 AND EXTENDS NORTHERLY ALONG U.S. ROUTE 7 FOR A DISTANCE OF 1,155.42 FT, ENDING AT MM. 0.264 = STA. 13+91.49

STATION TO STATION DATA	LENGTH (FT)	LENGTH (MILES)
CITY OF WINOOSKI, VT ROUTE 15 STA. 12+01.05 TO STA. 39+99.00 (MM 0.227 TO MM 0.757)	= 2,797.95	0.5299
CITY OF WINOOSKI, U.S. ROUTE 7 STA. 2+36.07 - STA. 13+91.49 (MM 0.045 TO MM 0.264)	= 1,155.42	0.219
TOTAL LENGTH OF PROJECT =	3,953.37	0.749
TOTAL LENGTH OF ROADWAY =	3,953.37	0.749

WORK TO BE PERFORMED UNDER THE ROUTE 15 PORTION OF THIS PROJECT INCLUDES COLD PLANING, RESURFACING WITH A LEVELING COURSE AND WEARING COURSE, PAVEMENT MARKINGS, GUARDRAIL, IMPROVEMENTS, AND INCIDENTAL ITEMS. THE ROUTE 7 PORTION OF THE PROJECT INVOLVES THE REPAIR OF DETERIORATED CONCRETE JOINTS USING A SELF-ADHESIVE POLYMER PRODUCT.



CONVENTIONAL SYMBOLS

COUNTY LINE	---
TOWN LINE	---
LIMITS OF ACCESS	---
POINT OF ACCESS	X
FENCE LINE	X-X-X-X-X
STONE WALL	o-o-o-o-o-o-o-o-o
TRAVELED WAY	---
GUARD RAIL	o-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	SR
SLOPE RIGHTS	---
TOP OF CUT	---
TOE OF SLOPE	---

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.

DIRECTOR OF PROGRAM DEVELOPMENT
APPROVED Richard J. Felt DATE 3-10-09
PROJECT MANAGER : TED DOMEY
PROJECT NAME : BURLINGTON CITY/BURLINGTON CITY WINOOSKI
PROJECT NUMBER : NH 2726(1)S & STP 2727(1)S STP 2617(1)S

INDEX OF SHEETS

1	COMPOSITE TITLE SHEET
2	COMPOSITE INDEX OF SHEETS
3	COMPOSITE PORTLAND CEMENT CONCRETE REPAIR DETAILS SHEET
4	COMPOSITE ASPHALTIC PLUG JOINT DETAIL SHEET
5	COMPOSITE MISCELLANEOUS DETAILS SHEET
6	COMPOSITE HANDWORK DETAILS FOR DRIVES SHEET
7-10	COMPOSITE QUANTITY SHEETS

INDEX OF NH 2726(I)S SHEETS

II	TITLE SHEET
12-13	PROJECT TYPICAL SHEETS
14	PROEJCT TIE SHEET
15-17	QUANTITY SHEETS
18	ITEM DETAIL SUMMARY SHEET
19	CONCRETE PAVEMENT JOINT REPAIR PLAN SHEET
20-21	PROJECT LAYOUT SHEETS
22-23	SIGNING & STRIPING PLAN SHEETS
24-25	VEHICLE LOOP LAYOUT SHEETS
26-30	TRAFFIC SIGN SUMMARY SHEETS
31	TRAFFIC SIGN DETAIL SHEET
32	CONSTRUCTION APPROACH SIGNING DETAIL SHEET
33-34	TRAFFIC CONTROL AND LANE CLOSURE DETAIL SHEETS

INDEX OF STP 2727(I)S SHEETS

35	TITLE SHEET
36-37	PROJECT TYPICAL SHEETS
38	PROJECT TIE SHEET
39-41	QUANTITY SHEETS
42	ITEM DETAIL SUMMARY SHEET
43	CONCRETE PAVEMENT JOINT REPAIR PLAN SHEET
44-46	PROJECT LAYOUT SHEETS
47-49	SIGNING & STRIPING PLAN SHEETS
50-51	VEHICLE LOOP LAYOUT SHEETS
52	TRAFFIC SIGN SUMMARY SHEET
53	CONSTRUCTION APPROACH SIGNING DETAIL SHEET
54	TRAFFIC CONTROL AND LANE CLOSURE DETAIL SHEETS

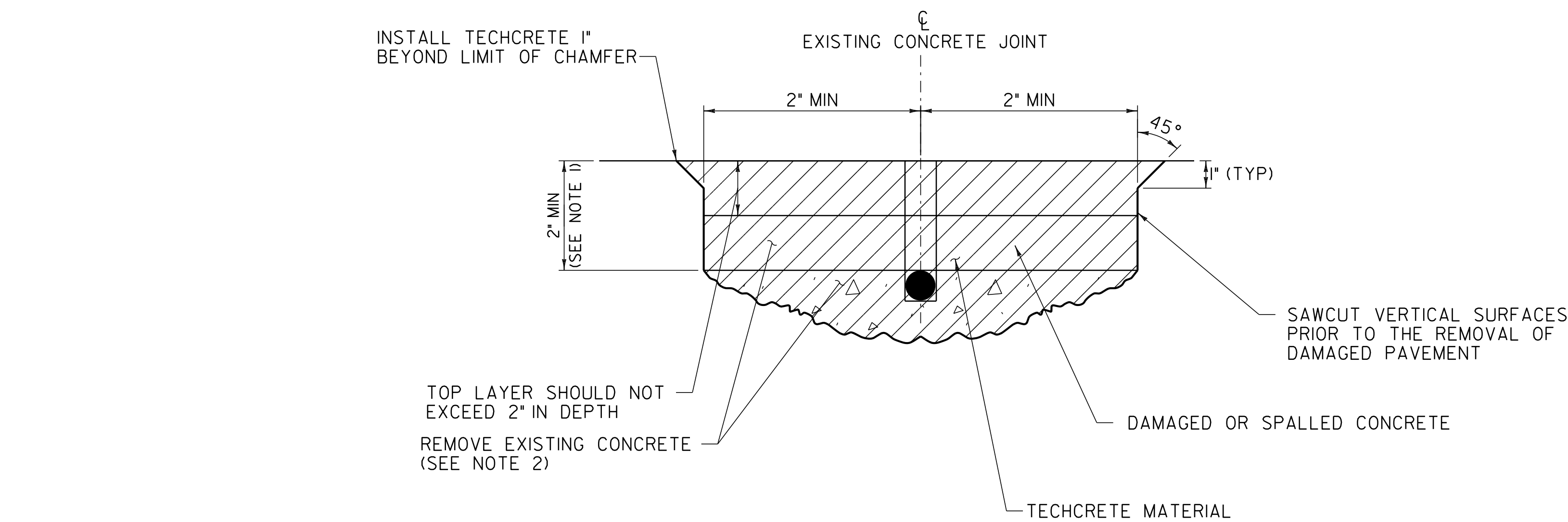
INDEX OF STP 2617(I)S SHEETS

55	TITLE SHEET
56-57	PROJECT TYPICAL SHEETS
58-60	QUANTITY SHEETS
61-62	ITEM DETAIL SUMMARY SHEET
63-67	PROJECT LAYOUT SHEETS
68-69	PORTLAND CEMENT CONCRETE PAVEMENT GRID LAYOUTS
70-79	CONCRETE PAVEMENT JOINT REPAIR LOCATIONS
80-81	PAVEMENT MARKING LAYOUT SHEETS
82-85	TRAFFIC SIGN SUMMARY SHEETS
86-87	TRAFFIC CONTROL DETAIL SHEETS
88	CONSTRUCTION APPROACH SIGNING SHEET

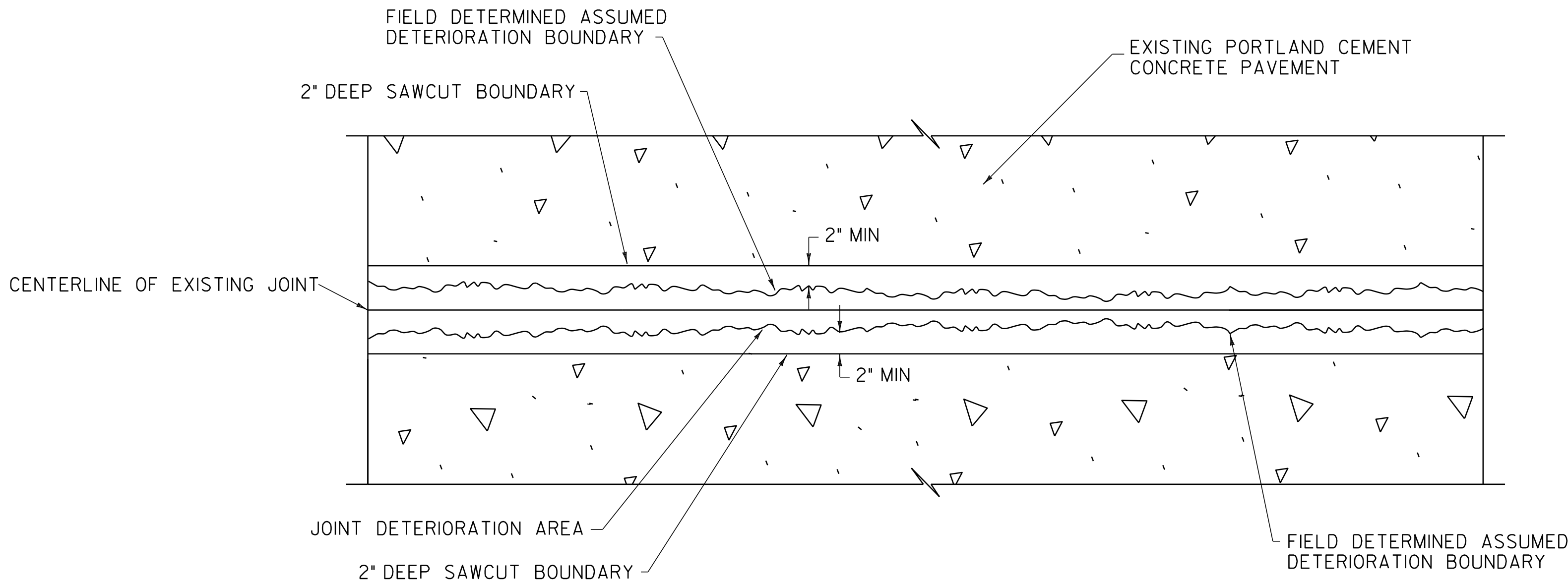
C-10	CURBING	2/11/2008
C-2B	PORTLAND CEMENT CONCRETE SIDEWALK DRIVE ENTRANCES WITH SIDEWALK AND GREEN STRIP	10/14/2005
C-3A	SIDEWALK RAMPS	3/10/2008
C-3B	SIDEWALK RAMPS AND MEDIAN ISLANDS	3/10/2008
D-3	TREATED GUTTERS	6/1/1994
D-6	REINFORCED CONCRETE DROP INLET W/ GRATE FOR USE IN DITCHES	6/1/1994
D-8	REINFORCED CONCRETE DROP INLET WITH PRECAST COVER REINFORCED CONCRETE DROP INLET WITH GRATE (BOTTOM SECTION)	1/3/2000
D-9	REINFORCED CONCRETE DROP INLET WITH VERTICAL CURB REINFORCED CONCRETE DROP INLET THROAT ADAPTER	6/1/1994
D-10	TOP FOR A DROP INLET WITH BITUMINOUS CONCRETE CURB TOP FOR A DROP INLET GRANITE SLOPE EDGING	6/1/1994
D-11	GRATES& COVERS (TYPE A)	6/1/1994
D-13	CONCRETECATCH BASIN WITH CAST IRON GRATE CONCRETE MANHOLE WITH CAST IRON GRATE	1/3/2000
D-15	PRECAST REINFORCED CONC. MH-GRATES (BICYCLE SAFE) CAST IRON GRATE WITH FRAME, TYPE D CAST IRON GRATE WITH FRAME, TYPE E	6/1/1994
D-22	SANITARYSEWER SYSTEMS	3/10/1995
E-100	CONSTRUCTION APPROACH SIGNS	1/2/2004
E-100A	SIDE ROAD CONSTRUCTION APPROACH SIGNS	1/2/2004
E-101	CONSTRUCTION SIGN DETAILS	5/30/2003
E-102	CONSTRUCTION SIGN DETAILS	6/30/2003
E-102A	CONSTRUCTION SIGN DETAILS	5/1/2004
E-103	MAINLINE TRAFFIC CONTROL DIVIDED HIGHWAY ONE LANE CLOSED	3/1/2004
E-105	TRAFFIC CONTROL FOR CONSTRUCTION VEHICLE U-TURNS AND DIVIDED HIGHWAY	5/1/2004
E-106	TRAFFIC CONTROL- MISCELLANEOUS DETAILS	3/1/2004
E-107	DELINEATION, BARRICADES AND DETOURS FOR CONSTRUCTION AREAS	6/30/2003
E-107A	BREAKAWAY BARRICADE DETAILS	8/8/1995
E-108A	CONSTRUCTION ZONE LONGITUDINAL DROP OFFS FOR PAVING	8/18/1995
E-110	MAJOR MAINTENANCE OPERATION LANE CLOSURE	8/8/1995
E-111	MINOR MAINTENANCE OPERATION	3/11/1997
E-120	STANDARD SIGN PLACEMENT - EXPRESSWAY & FREEWAY	8/8/1995
E-121	STANDARD SIGN PLACEMENT - CONVENTIONAL ROAD	8/8/1995
E-123	GUIDE SIGN PLACEMENT - MISCELLANEOUS DETAILS	3/16/2004
E-131	GUIDE SIGN DETAILS	8/8/1995
E-134	BRIDGE NUMBER PLAQUE	8/8/1995
E-136A	U.S. ROUTE MARKER SIGN DETAILS	8/8/1995
E-138	MILEMARKER DETAILS - STATE & TOWN HIGHWAYS	5/30/2003
E-141	REGULATORY SIGN DETAILS	9/20/1995
E-142	REGULATORY SIGN DETAILS	9/20/1995
E-143	REGULATORY SIGN DETAILS	6/15/2004
E-143B	REGULATORY SIGN DETAILS	3/15/2005
E-145A	REGULATORY SIGN DETAILS LANE USE CONTROL SIGNS TWO AND FOUR LANE APPROACHES	12/23/1994
E-145B	REGULATORY SIGN DETAILS - LANE USE CONTROL SIGNS	12/23/1994
E-146	REGULATORY SIGN DETAILS	9/20/1995
E-150	WARNING SIGN DETAILS	5/1/2004
E-151	WARNING SIGN DETAILS	5/1/2004
E-152	WARNING SIGN DETAILS	5/1/2004
E-153	WARNING SIGN DETAILS	5/1/2004
E-160	FLANGED CHANNEL STEEL SIGN POST	5/20/1999
E-162	TUBULAR ALUMINUM SIGN POST	5/20/1999
E-164	SQUARE STEEL SIGN POST	5/20/1999
E-172	VEHICLE DETECTOR LOOP DETAILS	8/9/1995
E-173	PULL BOXESAND JUNCTION BOXES	8/9/1995
E-190	RAILROAD CROSSING SIGNS AND PAVEMENT MARKINGS	6/30/2003
E-191	PAVEMENT MARKING DETAILS	2/1/1999
E-192	PAVEMENT MARKING DETAILS	10/12/2000
E-193	PAVEMENT MARKING DETAILS	8/18/1995

COMPOSITE INDEX OF SHEETS

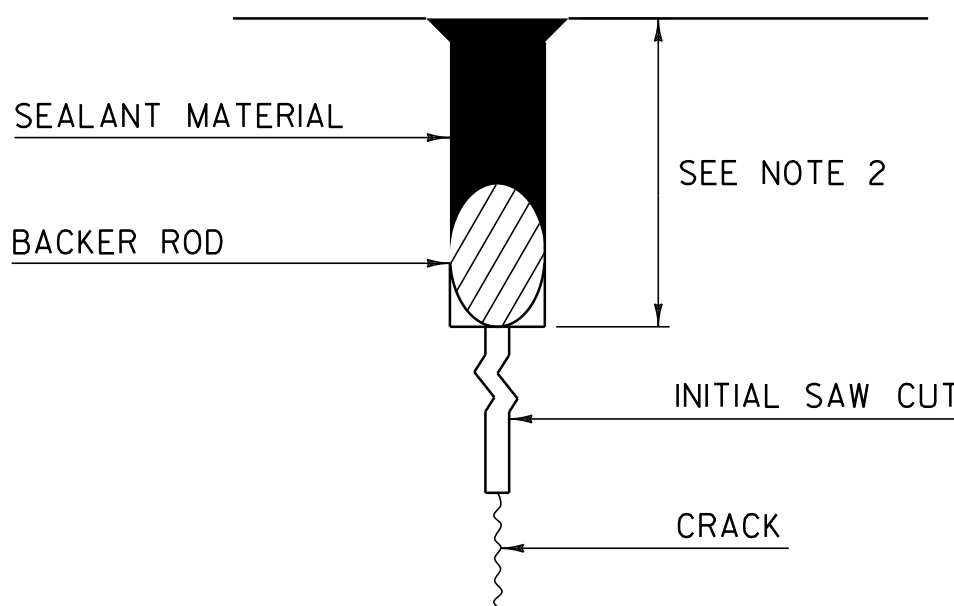
PROJECT NAME: BURLINGTON CITY/BURLINGTON CITY WINOOSKI	
PROJECT NUMBER: NH 2726(I)S & STP 2727(I)S STP 2617(I)S	
FILE NAME: 07D220.dgn	PLOT DATE: 31-OCT-2011 16:43
PROJECT LEADER: DOMEY	DRAWN BY: PVMT MGMT
DESIGNED BY: PVMT MGMT	CHECKED BY: PVMT MGMT
IPARM FILE: 07D220_02.i	SHEET 2 OF 88



SECTION



PLAN



JOINT SEALER, HOT POURED

NOTES:

- 1: SEE SHEETS 19, 43, AND 70-79 FOR LOCATIONS OF JOINT SEALER HOT POURED.
- 2: SEALANT MATERIAL PLACED TO DEPTH OF BACKER ROD.

SPECIAL PROVISION (CONCRETE PAVEMENT JOINT REPAIR, TECHCRETE)

NOTES:

1. DEPTH AS DIRECTED BY THE RESIDENT ENGINEER.
2. PAYMENT FOR REMOVAL OF ANY EXISTING CONCRETE SHALL BE INCLUDED IN ITEM 900.635 SPECIAL PROVISION (CONCRETE PAVEMENT JOINT REPAIR, TECHCRETE).
3. SEE SHEETS 19, 43, AND 70-79 FOR LOCATIONS OF SPECIAL PROVISION (CONCRETE PAVEMENT JOINT REPAIR, TECHCRETE).
4. SURFACE SHALL BE PRIMED WITH A CONCRETE PRIMER AS RECOMMENDED BY THE TECHCRETE MANUFACTURER. PAYMENT SHALL BE INCIDENTAL TO ITEM 900.635 SPECIAL PROVISION (CONCRETE PAVEMENT JOINT REPAIR, TECHCRETE).

NOT TO SCALE

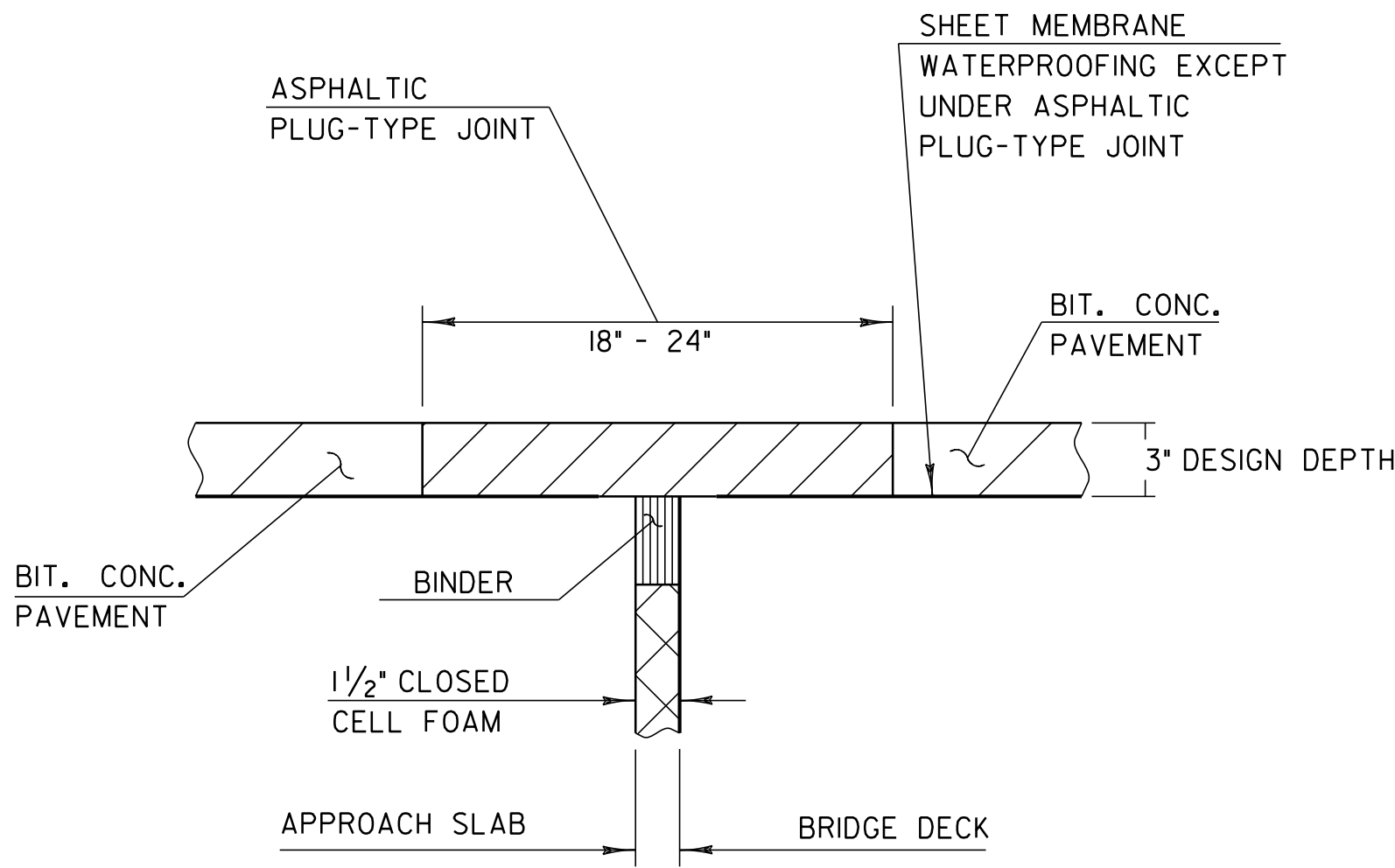
**PORTLAND CEMENT
CONCRETE
REPAIR
DETAILS**

PROJECT NAME: BURLINGTON CITY/BURLINGTON CITY WINOOSKI

PROJECT NUMBER: NH 2726(I)S & STP 2727(I)S STP 2617(I)S

FILE NAME: 07D220.dgn
PROJECT LEADER: DOMEY
DESIGNED BY: PVMT MGMT
IPARM FILE: 07D220_03.i

PLOT DATE: 31-OCT-2011 16:43
DRAWN BY: PVMT MGMT
CHECKED BY: PVMT MGMT
SHEET 3 OF 88



ASPHALTIC PLUG TYPE JOINT DETAIL

BURLINGTON CITY NH 2726(I)S & BURLINGTON CITY STP 2727(I)S
BR 147A U.S.ROUTE 7, STA 3+03.00 (94'-3")
BR 147A U.S.ROUTE 7, STA 4+91.00 (90'-0")
U.S. ROUTE 7, STA 11+51.00 (64'-0")
I-189 RAMP "C", STA C40+15.00 (45'-0")

ASPHALTIC PLUG BRIDGE JOINT
GENERAL NOTES

INSTALLATION:

THE JOINT SHALL BE LOCATED CENTRALLY OVER THE DECK EXPANSION GAP OR FIXED JOINT MARKED OUT TO THE MANUFACTURER'S RECOMMENDED WIDTH.

THE JOINT SHALL BE EXCAVATED AS SHOWN ON THE PLANS BY USE OF SAWS AND PNEUMATIC HAMMER OR A HAMMER AND CHISEL.

THE JOINT AREA SHALL BE BLAST CLEANED OF DEBRIS AND ASPHALT. THE JOINT AREA SHALL BE THOROUGHLY DRIED USING HOT COMPRESSED AIR PRIOR TO APPLYING BINDER MATERIAL.

SPALLED AND DEFECTIVE CONCRETE SHALL BE REPAIRED WITH AN APPROVED MATERIAL AS AGREED UPON BY THE ENGINEER.

THE BINDER MATERIAL SHALL BE HEATED AND PLACED AS RECOMMENDED BY THE MANUFACTURER.

THE BINDER MATERIAL AND AGGREGATE SHALL BE HEATED AND MIXED AS RECOMMENDED BY THE MANUFACTURER.

THE INSTALLATION OF MATERIAL, COMPACTION, AND TOPCOATING SHALL BE AS RECOMMENDED BY THE MANUFACTURER.

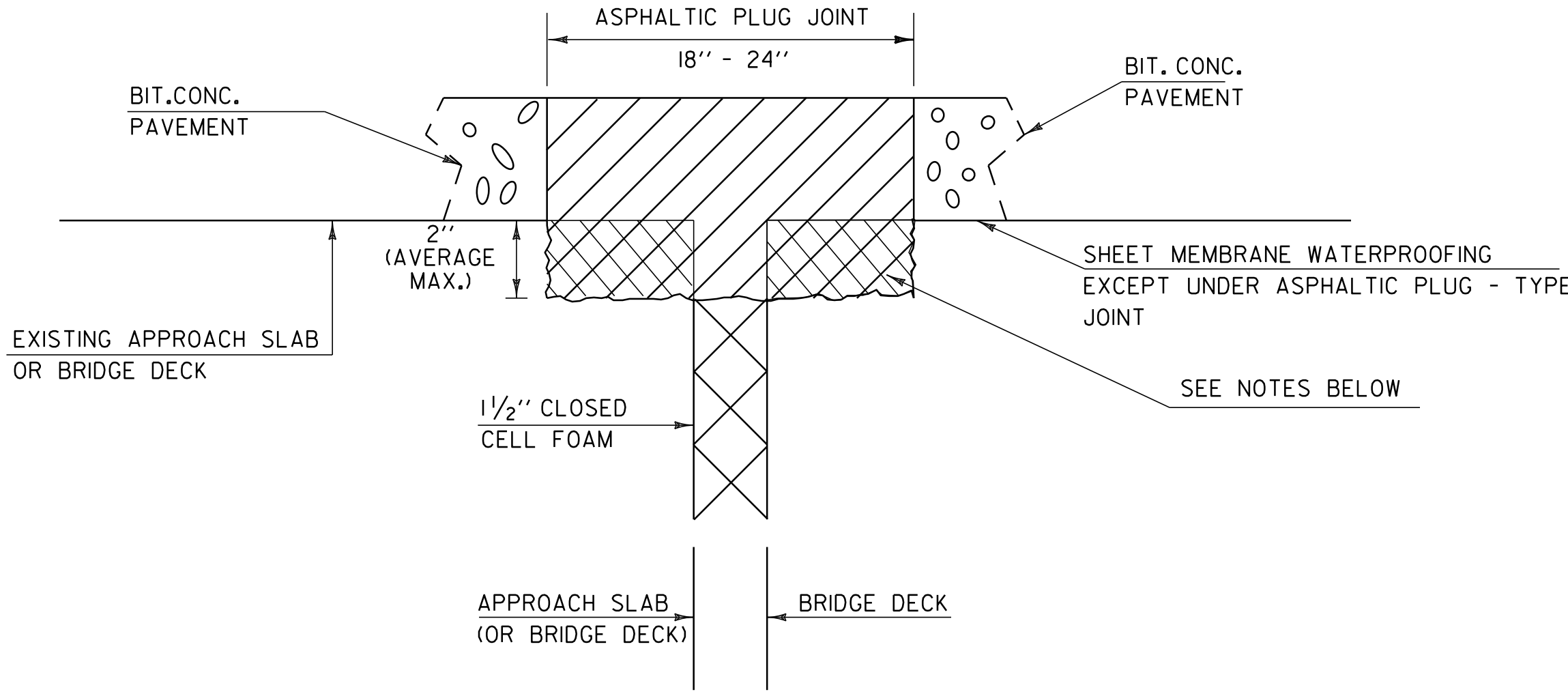
IMMEDIATELY AFTER TOPCOATING, AN ANTI-SKID MATERIAL SHALL BE CAST OVER THE JOINT TO REDUCE THE RISK OF TRACKING.

JOINT SHALL BE PROTECTED FROM TRAFFIC UNTIL THE MATERIAL HAS COOLED TO 52 C +/- (125 F).

WEATHER LIMITATIONS:

BINDER MATERIAL SHALL BE APPLIED ONLY WHEN THE FOLLOWING CONDITIONS PREVAIL:

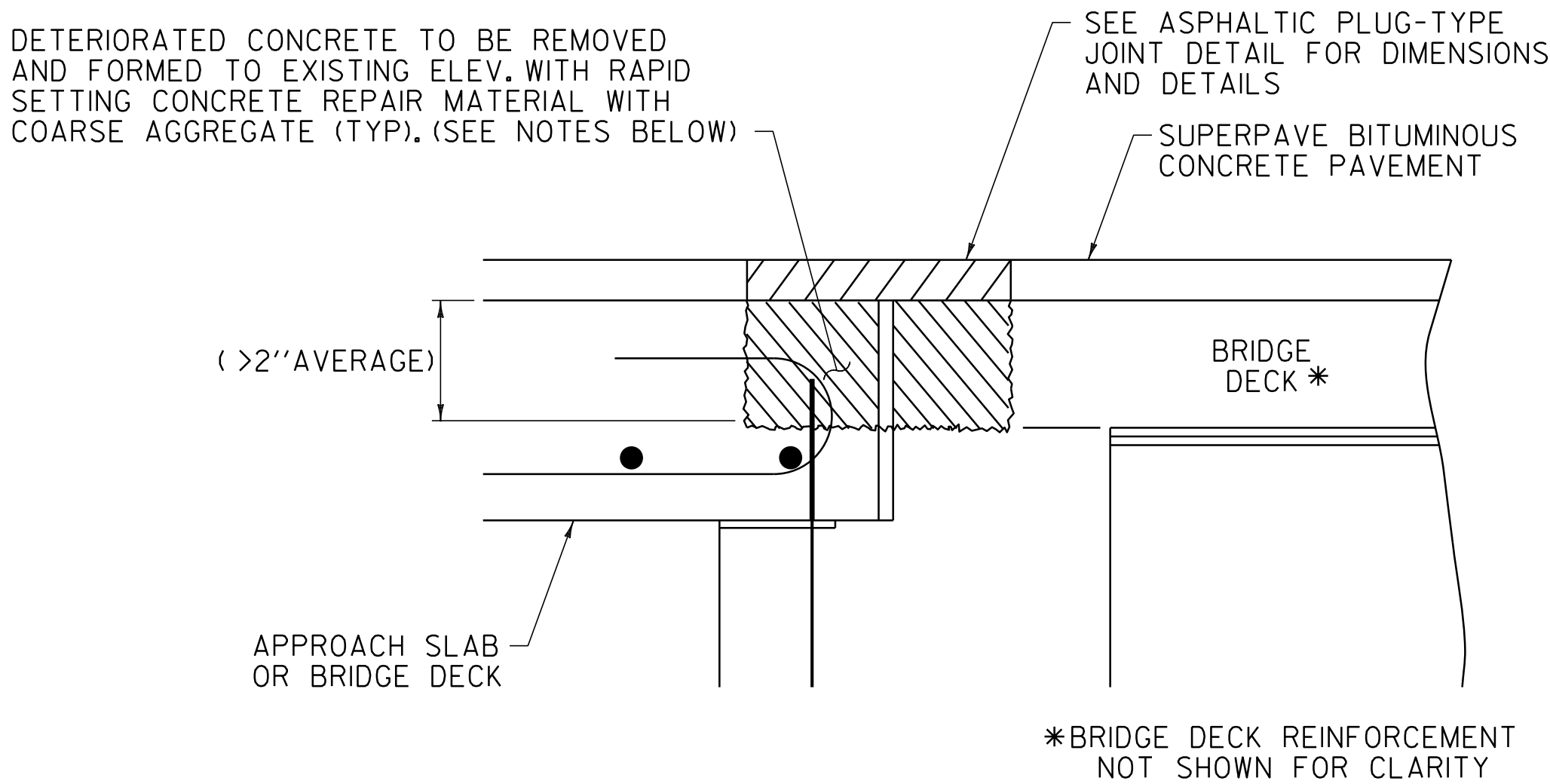
- (A) THE AMBIENT AIR TEMPERATURE IS AT LEAST 10 C (50 F) AND RISING.
- (B) THE ROAD SURFACE IS SUFFICIENTLY DRY.
- (C) WEATHER CONDITIONS OR OTHER CONDITIONS ARE FAVORABLE AND ARE EXPECTED TO REMAIN SO FOR THE PERFORMANCE OF THE SATISFACTORY WORK.



ASPHALTIC PLUG-TYPE JOINT DETAIL

NOTES: REMOVAL OF UP TO 2" DETERIORATED CONCRETE

- 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.
- REMOVAL OF DETERIORATED CONCRETE WILL NOT BE PAID SEPARATELY BUT WILL BE CONSIDERED INCIDENTAL TO THE UNIT BID PRICE FOR 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.

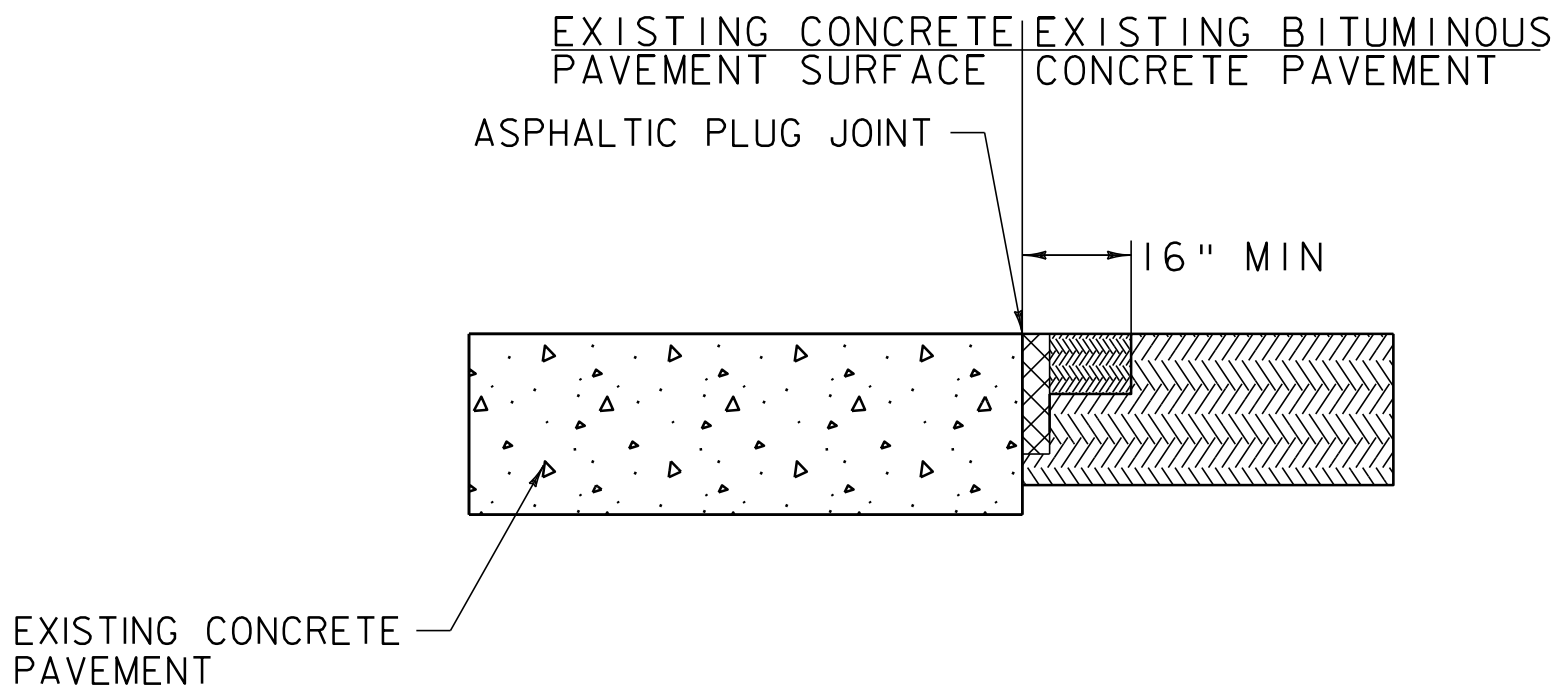


ASPHALTIC PLUG-TYPE JOINT DETAIL

REMOVAL OF >2"
DETERIORATED CONCRETE

NOTES:

- 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.
- 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 (THE CONTRACTOR SHALL BE AWARE THERE IS A 60 DAY EVALUATION PERIOD TO ACQUIRE APPROVAL FOR THEIR PRODUCT PER THE 780 SPECIFICATION).
- THE STEEL PLATE IN THE ASPHALTIC PLUG JOINT MAY BE OMITTED ONLY IF THE REPAIRED SURFACE IS SO IRREGULAR IT WILL CAUSE VERTICAL MOVEMENT AND IT IS DIRECTED BY THE RESIDENT ENGINEER.



JOINT DETAIL - CEMENT CONCRETE PAVEMENT
AT EXISTING BITUMINOUS CONCRETE PAVEMENT

BURLINGTON CITY NH 2726(I)S & BURLINGTON CITY STP 2727(I)S
I-189 RAMP "C" STA C40+15.00

WINOOSKI STP 2617(I)S
BEGIN PROJECT STA. 2+36.07 LT & RT
STA. 3+92 TO STA. 4+13 LT
STA. 3+91 TO STA. 4+16 RT
STA. 4+33 TO 4+58 RT
WEST CENTER STREET STA. 6+01 TO STA. 6+17 LT
STA. 7+45 TO STA. 7+66 RT
WEST ALLEN STREET JOINT
STA. 8+49 TO STA. 8+65 RT
BRIDGE #151 SOUTH STA. 10+94 LT & RT
BRIDGE #151 NORTH STA. 11+52 LT & RT
MAPLE STREET STA. 13+38 TO STA. 13+81 LT
END PROEJCT STA. 13+91.49 LT & RT

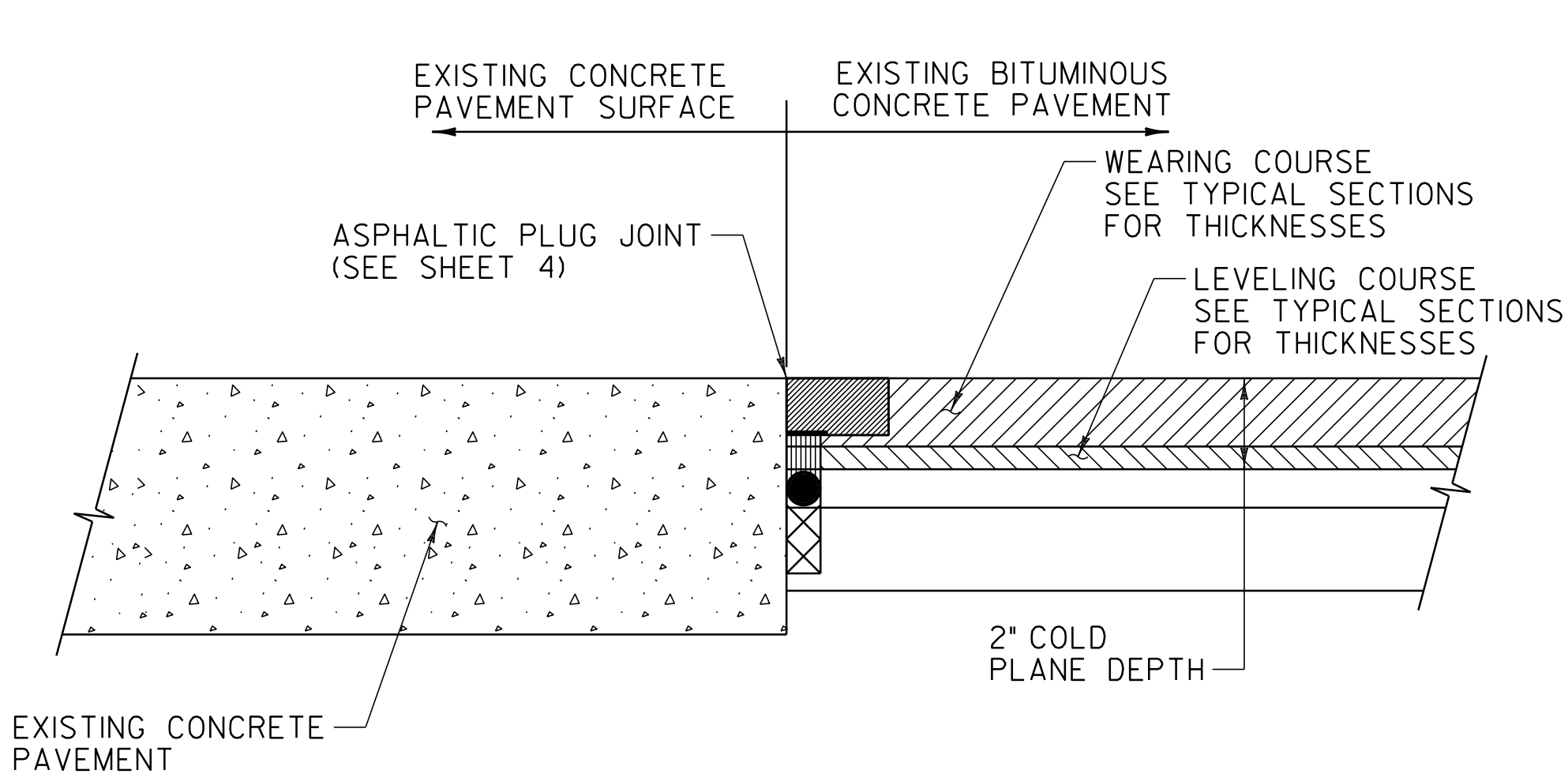
NOT TO SCALE

COMPOSITE
ASPHALTIC
PLUG JOINT
DETAIL SHEET

PROJECT NAME: BURLINGTON CITY/BURLINGTON CITY
WINOOSKI

PROJECT NUMBER: NH 2726(I)S & STP 2727(I)S
STP 2617(I)S

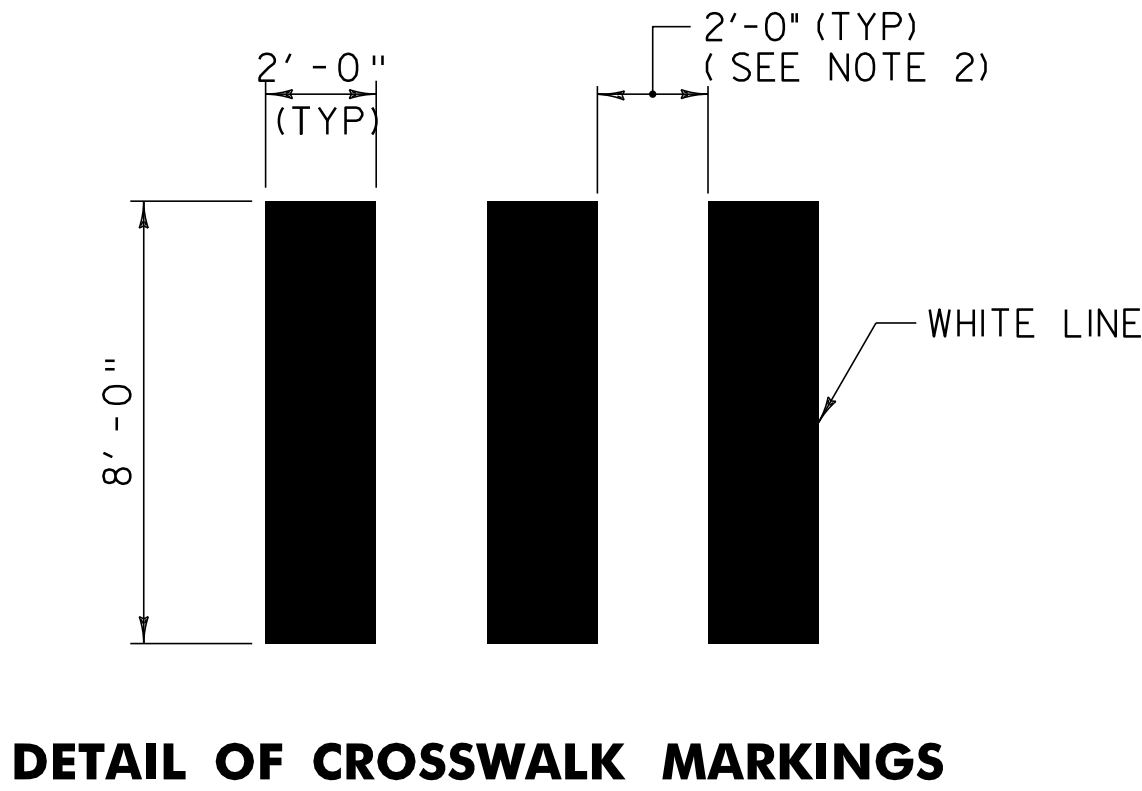
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PROJECT LEADER: DOMEY
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IPARM FILE: 07D220_04.i
PLOT DATE: 31-OCT-2011 16:43
DRAWN BY: PVMT MGMT
CHECKED BY: PVMT MGMT
SHEET 4 OF 88



COLD PLANE DETAIL AT CEMENT CONCRETE PAVEMENT

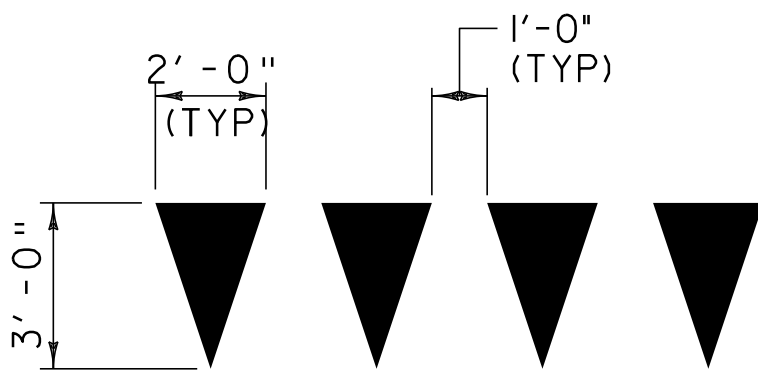
BURLINGTON CITY NH 2726(I)S & BURLINGTON CITY STP 2727(I)S
U.S. ROUTE 7, STA. 11+51.00

WINOOSKI STP 2617(I)S
U.S. ROUTE 7, STA. 2+36.07



NOTES:

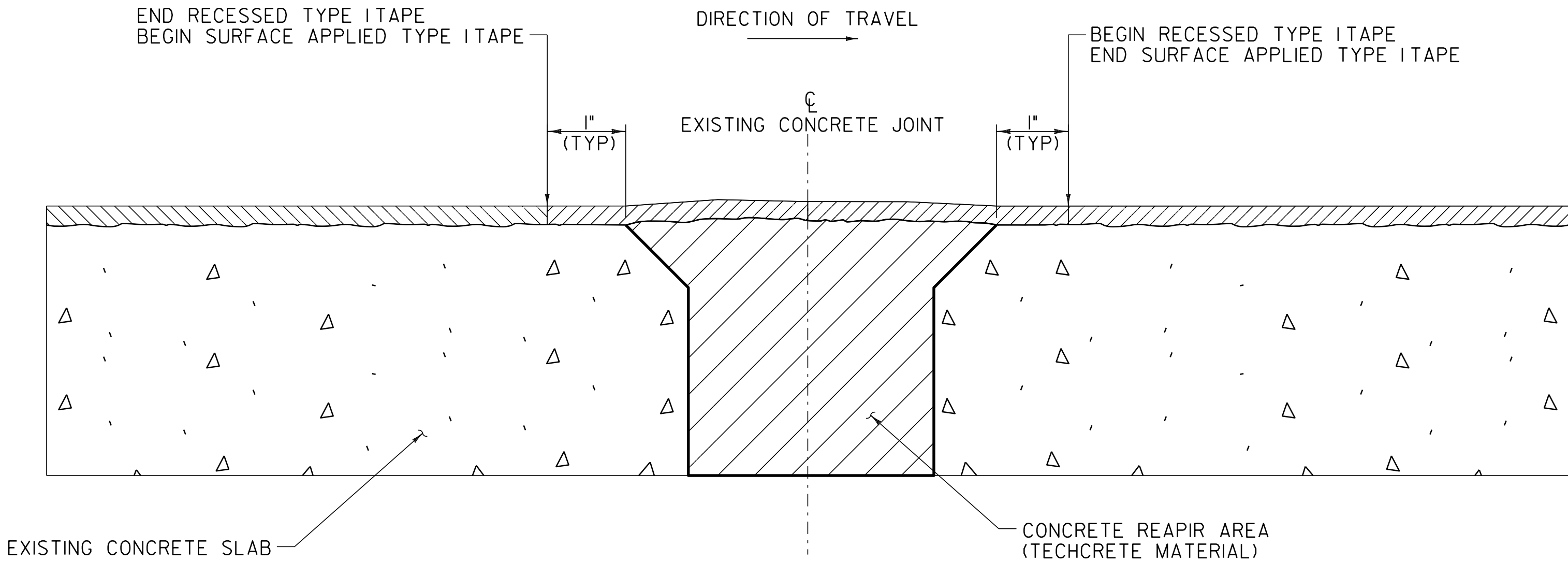
1. THE PER FOOT COST OF INSTALLED CROSSWALK, SHALL BE PAID AS ITEM 646.507 DURABLE CROSSWALK MARKING, RECESSED TYPE ITAPE AND ITEM 646.702 TEMPORARY CROSSWALK MARKING, PAINT.
2. ADJUST SPACING (12" - 24") TO AVOID WHEEL PATHS.



YIELD LINE DETAILS

NOTE:

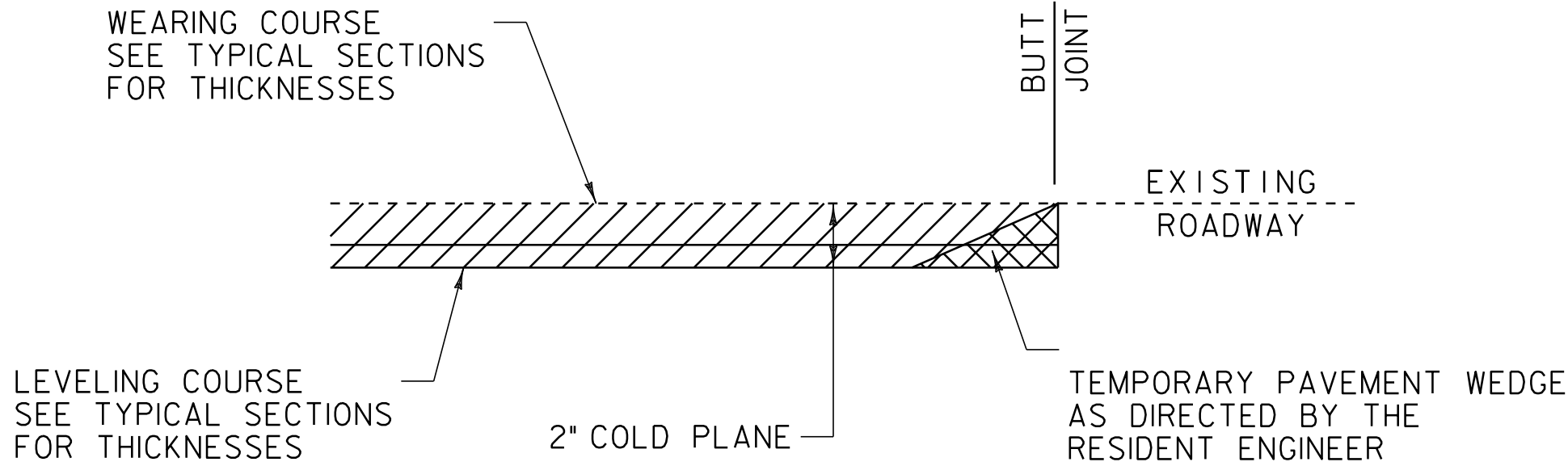
1. EACH TRIANGLE SHALL BE PAID AS ONE EACH ITEM 646.491 DURABLE LETTER OR SYMBOL, TYPE ITAPE 646.692 TEMPORARY LETTER OR SYMBOL, PAINT.



PAVEMENT MARKING DETAIL
OVER CONCRETE REPAIRED JOINTS

NOTE:

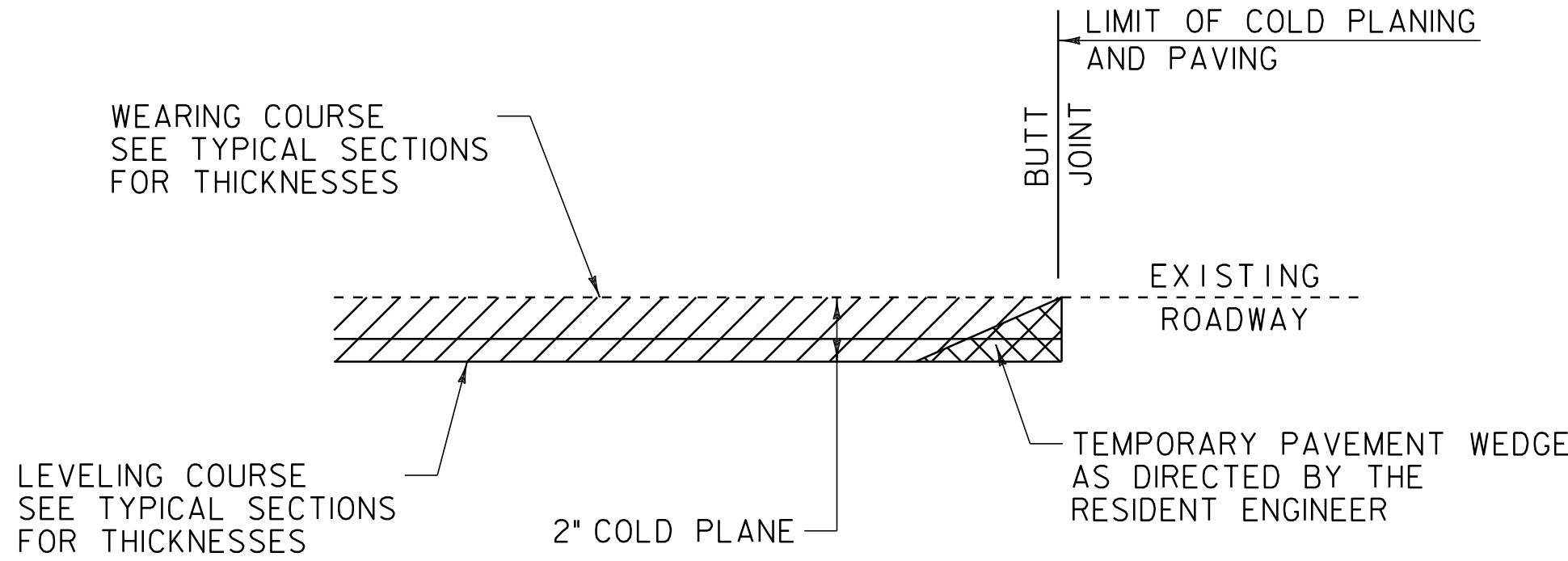
1. ALL GRINDING ASSOCIATED WITH THE RECESSING OF PAVEMENT MARKINGS SHALL BE COMPLETED BEFORE REPAIR OF CONCRETE JOINTS. ONCE ALL JOINT REPAIR HAS BEEN COMPLETED, THE PAVEMENT MARKINGS SHALL BE LAID IN THE RECESSED PORTION, AND OVER THE JOINT REPAIR MATERIAL. ALL WORK ASSOCIATED WITH THESE PAVEMENT MARKINGS SHALL BE PAID UNDER APPROPRIATE PAVMENT MARKING ITEM.



APPROACH AREA DETAIL

BURLINGTON CITY NH 2726(I)S & BURLINGTON CITY STP 2727(I)S
U.S. ROUTE 7, BEGIN APPROACH
U.S. ROUTE 7, STA 23+75.00 - END PROJECT

WINOOSKI STP 2617(I)S
VT ROUTE 15, STA 12+01.05
VT ROUTE 15, STA 39+99.00



SIDE ROAD APPROACH AREA DETAIL

BURLINGTON CITY NH 2726(I)S & BURLINGTON CITY STP 2727(I)S
SWIFT STREET

WINOOSKI STP 2617(I)S
SEE LAYOUT SHEETS FOR LOCATIONS
OF ALL SIDE ROADS

NOT TO SCALE

COMPOSITE
MISCELLANEOUS
DETAILS
SHEET

PROJECT NAME: BURLINGTON CITY/BURLINGTON CITY
WINOOSKI

PROJECT NUMBER: NH 2726(I)S & STP 2727(I)S
STP 2617(I)S

FILE NAME: 07D220.dgn
PROJECT LEADER: DOMEY
DESIGNED BY: PVMT MGMT
IPARM FILE: 07D220_05.i

PLOT DATE: 31-OCT-2011 16:43
DRAWN BY: PVMT MGMT
CHECKED BY: PVMT MGMT
SHEET 5 OF 88

**STATE OF VERMONT
AGENCY OF TRANSPORTATION**

[illegible]

**STATE OF VERMONT
AGENCY OF TRANSPORTATION**

COMPOSITE QUANTITY SHEET #2	PROJECT NAME: BURLINGTON CITY/BURLINGTON CITY WINOOSKI
	PROJECT NUMBER: NH 2726(I)S & STP 2727(I)S STP 2617(I)S
	FILE NAME: 07D220.dgn PROJECT LEADER: DOMEY DESIGNED BY: PVMT MGMT IPARM FILE: 07D220_08.i PLOT DATE: 31-OCT-2011 16:43 DRAWN BY: PVMT MGMT CHECKED BY: PVMT MGMT SHEET 8 OF 88

**STATE OF VERMONT
AGENCY OF TRANSPORTATION**

[illegible]

**STATE OF VERMONT
AGENCY OF TRANSPORTATION**

COMPOSITE QUANTITY SHEET #4	PROJECT NAME: BURLINGTON CITY/BURLINGTON CITY WINOOSKI	
	PROJECT NUMBER: NH 2726(I)S & STP 2727(I)S STP 2617(I)S	
	FILE NAME: 07D220.dgn PROJECT LEADER: DOMEY DESIGNED BY: PVMT MGMT IPARM FILE: 07D220_I0.i	PLOT DATE: 3I-OCT-20II16:43 DRAWN BY: PVMT MGMT CHECKED BY: PVMT MGMT SHEET 10 OF 88

The Seal of the State of Vermont is located at the top center of the page. It features a central shield depicting a landscape with a large evergreen tree, a cow, and a plow. Above the shield is a crest showing a bent arm holding a broadsword. A ribbon at the bottom of the shield contains the motto "FREEDOM VERMONT AND UNITY".

THE PROJECT BEGINS AT BURLINGTON CITY MILE MARKER 0.000 = STA 0+00.00
AND EXTENDS NORTHERLY ALONG U.S. ROUTE 7 FOR A DISTANCE OF 1,040.16 FEET (0.197 MILE).

THE PROJECT ALSO INCLUDES I-189 RAMP "C" BEGINNING AT RAMP "C" MILE MARKER 0.161= STA C40+15.00 AND EXTENDING WESTERLY FOR A DISTANCE OF 269.25 FEET (0.051 MILE) TO A POINT AT RAMP "C" MILE MARKER 0.212 = STA C42+84.25.

LENGTH OF ROADWAY 1309.41 FT (0.248 MILE)

LENGTH OF PROJECT 1309.41 FT (0.248 MILE)

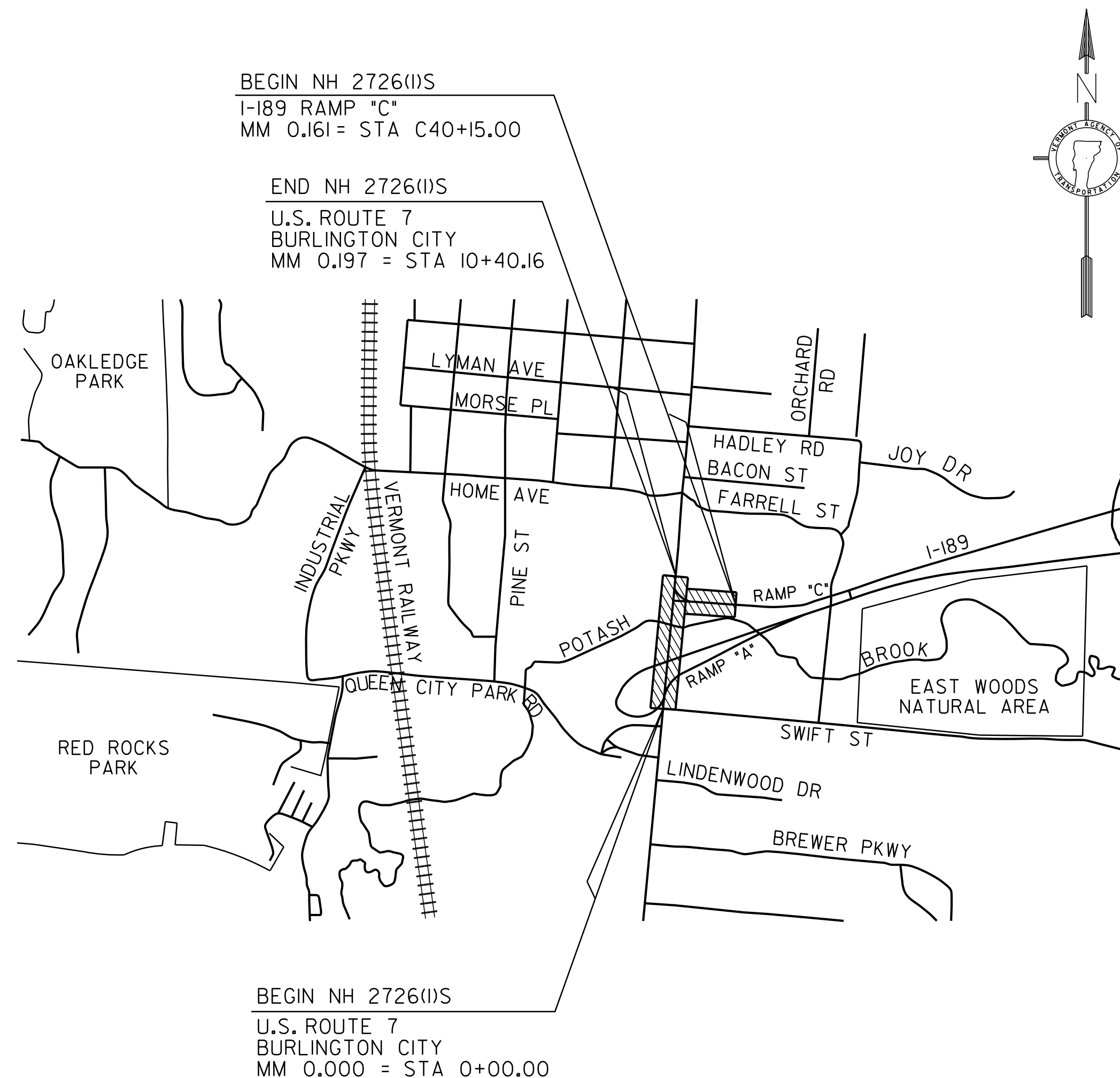
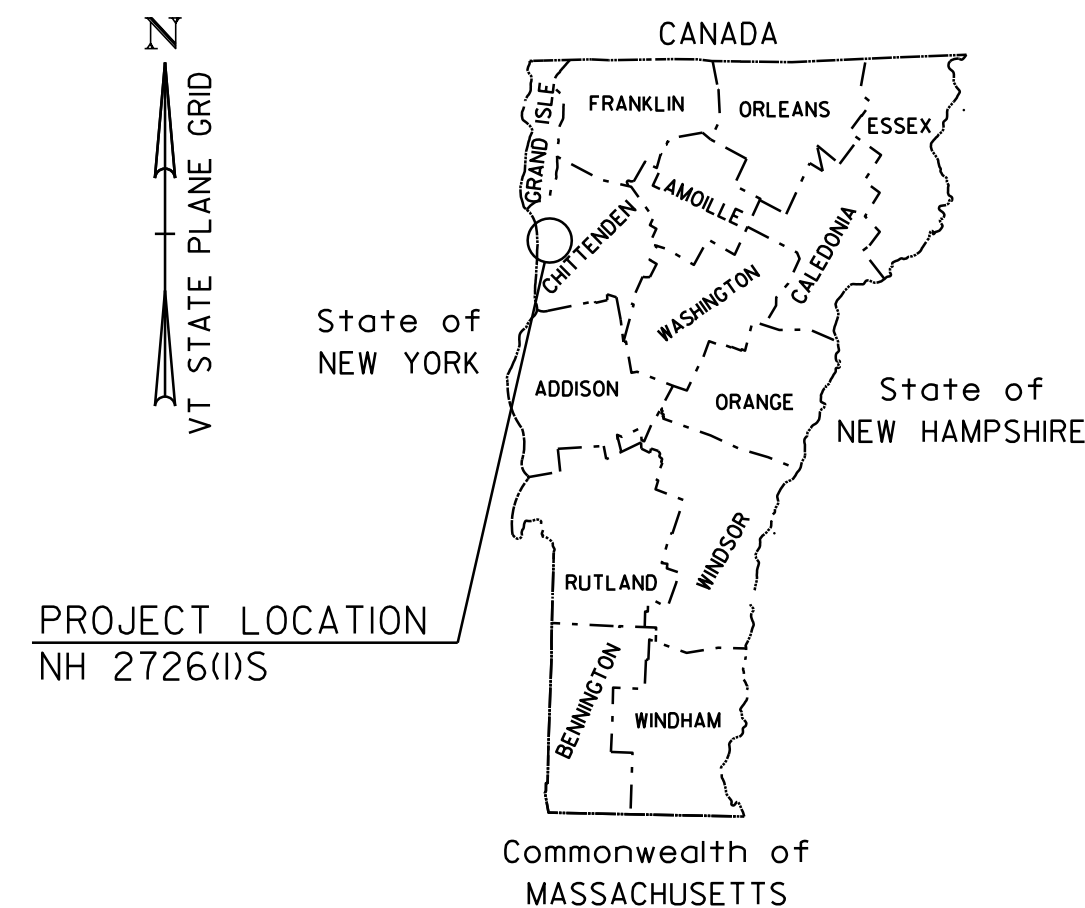
WORK TO BE PERFORMED UNDER THIS PROJECT INCLUDES COLD PLANING AND RESURFACING OF THE EXISTING HIGHWAY WITH A SHIM/LEVELING COURSE AND WEARING COURSE, RESEALING/REPAIR OF THE CONCRETE PAVEMENT, NEW PAVEMENT MARKINGS, VEHICLE DETECTOR LOOPS, SIDEWALK RAMPS, NEW SIGNS AND INCIDENTAL ITEMS.

BITUMINOUS CONCRETE PAVEMENT SUPERPAVE MIXTURE DESIGN CRITERIA	
DESIGN LANE / DESIGN LIFE ESAL	9,313,000
DESIGN NUMBER OF GYRATIONS	75
PERFORMANCE GRADE ASPHALT BINDER	(SEE GENERAL SPECIAL PROVISIONS SECTION 490)

TRAFFIC DATA						
LOCATION	AADT		DHV		ESALs	
	2008	2018	2008	2018	2008~2018	2008~2028
BEGIN PROJECT TO I-189 RAMPS A/E	40,200	42,200	4,200	4,400	7,480,000	18,626,000
I-189 RAMPS A/E TO I-189 RAMPS C/H	37,800	39,600	4,000	4,200	5,473,000	13,648,000
I-189 RAMPS C/H TO END PROJECT	42,700	44,800	4,500	4,700	4,052,000	10,234,000

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.



COUNTY LINE	----
TOWN LINE	----
LIMITS OF ACCESS	—○—○—○—○—○—
POINT OF ACCESS	X
FENCE LINE	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	—○— SR —△— SR —○— SR
TOP OF CUT	—△—△—△—△—△—
TOE OF SLOPE	—○—○—○—○—○—

SURVEYED BY : NA

SURVEYED DATE :NA

DATUM

VERTICAL NA

HORIZONTAL NA

07D220. dqn

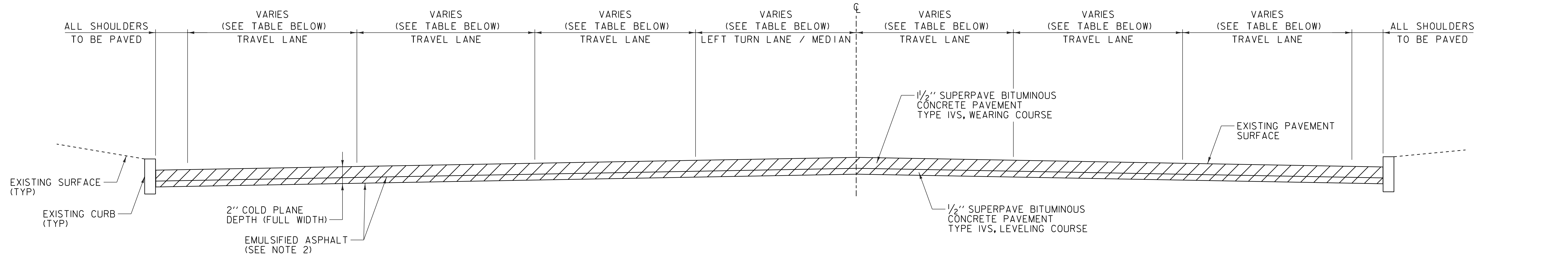
07D220_11.i

PROJECT MANAGER : TED DOMEY

PROJECT NAME : BURLINGTON CITY

PROJECT NUMBER : NH 2726 (I) S

SHEET 11 OF 88 SHEETS



COLD PLANE TYPICAL SECTION

U. S. ROUTE 7 BURLINGTON CITY STA 0+00.00 TO BURLINGTON CITY STA 3+03.00

NOTES

1. THE WEARING COURSE SHALL BE TYPE IVS 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 AS NOTED ON THE PLANS OR AS DIRECTED BY THE RESIDENT ENGINEER.
5. ITEMS 604.4I2, 604.4I5 AND 604.4I8 ARE ESTIMATED QUANTITIES AND SHALL BE PERFORMED AS DIRECTED BY THE RESIDENT ENGINEER.

PROJECT PAVING LIMITS						
TOWN & ROUTE	BEGIN STATION	END STATION	LANE TYPICAL	WEARING DEPTH	LEVELING TON	NOTES
U.S. ROUTE 7	0+00.00	3+03.00	VARIES - SEE LAYOUT	1 1/2 "	125	COLD PLANE 2", LEVEL WITH 1/2" TYPE IVS & PAVE WITH 1 1/2" TYPE IVS
U.S. ROUTE 7	3+03.00	4+9I.00	VARIES - SEE LAYOUT	1 1/4 "	-	BR I47A COLD PLANE 1 1/4" & PAVE WITH 1 1/4" TYPE IVS (SEE SHEET I2)
U.S. ROUTE 7	4+9I.00	9+4I.00	VARIES - SEE LAYOUT	-	-	CONCRETE PAVEMENT - JOINT REPAIR
U.S. ROUTE 7	9+4I.00	IO+40.I6	2'-0" - I2'-0" - I2'-0" - I2'-0" - I2'-0" - I2'-0" - 2'-0"	-	-	CONCRETE PAVEMENT - JOINT REPAIR
RAMP "C"	C40+I5.00	C4I+70.00	4'-0" - I2'-0" - I2'-0" - I2'-0" - 5'-0"	-	-	CONCRETE PAVEMENT - JOINT REPAIR
RAMP "C"	C4I+70.00	C43+I4.09	2'-0" - I3'-0" - I2'-0" - 2'-0"	-	-	CONCRETE PAVEMENT - JOINT REPAIR

SEEDING FORMULA
URBAN AREAS

% WT.	LBS./A.	NAME	PUR %	GERM %
42.5	34.0	CREEPING RED FESCUE	98	85
10.0	8.0	PERENNIAL RYE GRASS	95	90
42.5	34.0	KENTUCKY BLUE GRASS	85	85
5.0	4.0	ANNUAL RYE GRASS	95	85
100.0	80.0			

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

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

FERTILIZER: FORMULA IO-20-IO, TO BE USED WITH SEED APPLIED AT THE RATE OF 500 LBS/ACRE (HYDRO SEEDERS MAY USE I9-I9-I9 FORMULA).

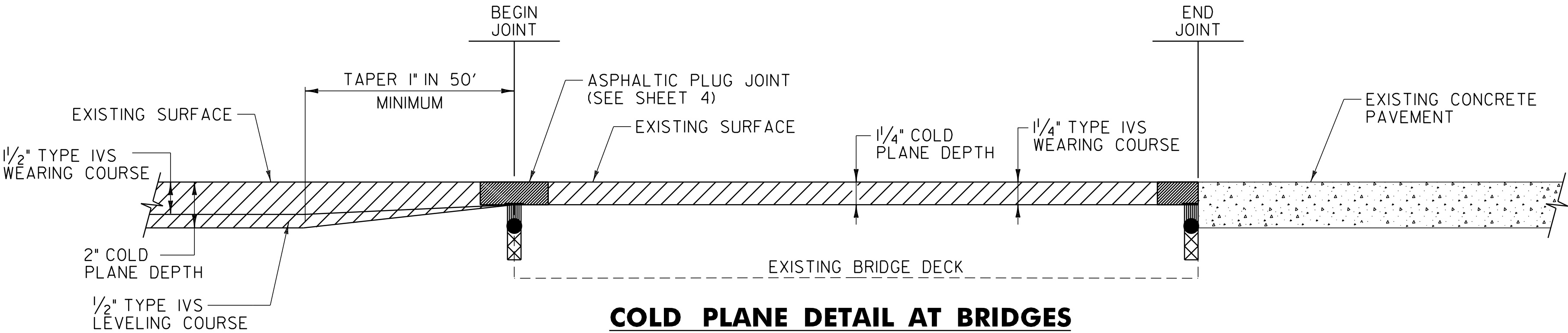
AGRICULTURAL LIMESTONE: TO BE APPLIED AT THE RATE OF 2 TONS/ACRE OR AS DIRECTED BY THE RESIDENT ENGINEER.

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

NOT TO SCALE

PROJECT
TYPICAL
SHEET #1

PROJECT NAME: BURLINGTON CITY	
PROJECT NUMBER: NH 2726(I)S	
FILE NAME: 07D220.dgn	PLOT DATE: 3I-OCT-20II I6:43
PROJECT LEADER: DEG	DRAWN BY: KAR
DESIGNED BY: JPS	CHECKED BY: DWE
IPARM FILE: 07D220_I2.I	SHEET I2 OF 88

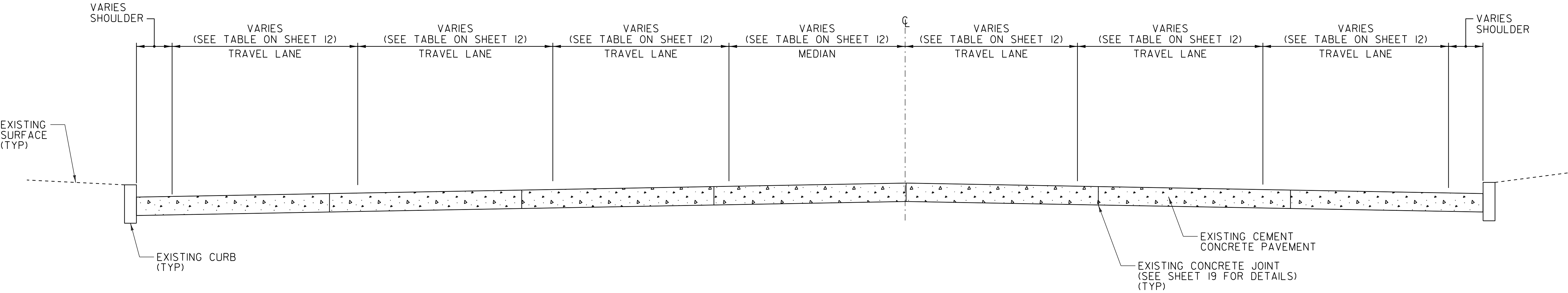


COLD PLANE DETAIL AT BRIDGES

BR I47A U.S. ROUTE 7 BURLINGTON CITY STA. 3+03.00 TO STA. 4+9I.00

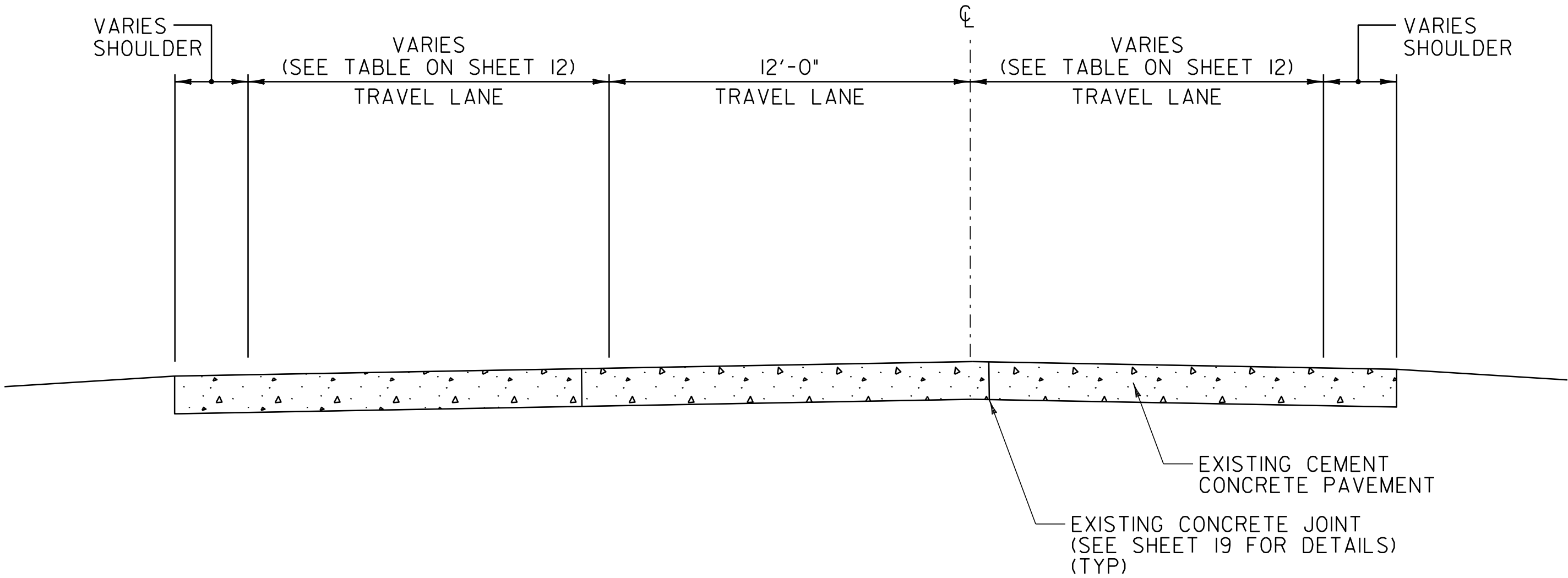
NOTE:

THE CONTRACTOR MUST USE CARE WHEN COLD PLANING BR I47A AS NOT TO DAMAGE THE BRIDGE MEMBRANE. IF DAMAGE TO THIS MEMBRANE SHOULD OCCUR DURING COLD PLANING, THE CONTRACTOR SHALL REPAIR THE BRIDGE MEMBRANE AT NO COST TO THE STATE.



CEMENT CONCRETE PAVEMENT TYPICAL SECTION

U.S. ROUTE 7 BURLINGTON CITY STA 4+91.00 TO BURLINGTON CITY STA 10+40.16



RAMP "C" CEMENT CONCRETE PAVEMENT TYPICAL SECTION

U.S. ROUTE 7 BURLINGTON CITY STA C40+15.00 TO BURLINGTON CITY STA C43+14.09

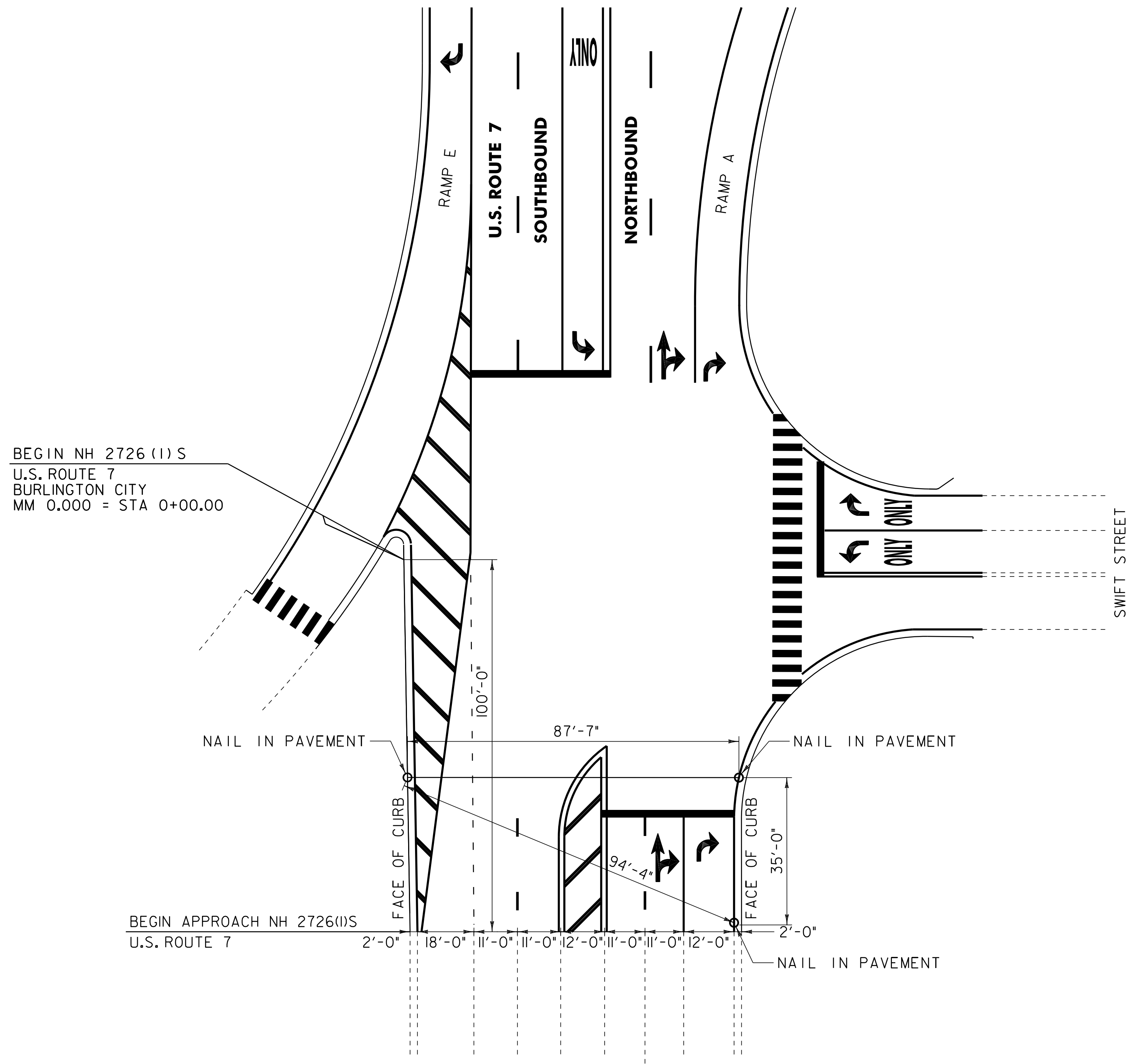
NOT TO SCALE

**PROJECT
TYPICAL
SHEET #2**

PROJECT NAME: BURLINGTON CITY
PROJECT NUMBER: NH 2726(1)S

FILE NAME: 07D220.dgn
PROJECT LEADER: DEG
DESIGNED BY: JPS
IPARM FILE: 07D220_13.1

PLOT DATE: 31-OCT-2011 16:43
DRAWN BY: KAR
CHECKED BY: DWE
SHEET 13 OF 88



**BEGIN PROJECT
LOCATION TIES
U.S. ROUTE 7**

NOT TO SCALE

**PROJECT
TIE
SHEET**

PROJECT NAME: BURLINGTON CITY
PROJECT NUMBER: NH 2726(I)S

FILE NAME: 07D220.dgn
PROJECT LEADER: DEG
DESIGNED BY: JPS
IPARM FILE: 07D220_I4.I

PLOT DATE: 31-OCT-2011 16:43
DRAWN BY: KAR
CHECKED BY: DWE
SHEET 14 OF 88

STATE OF VERMONT
AGENCY OF TRANSPORTATION

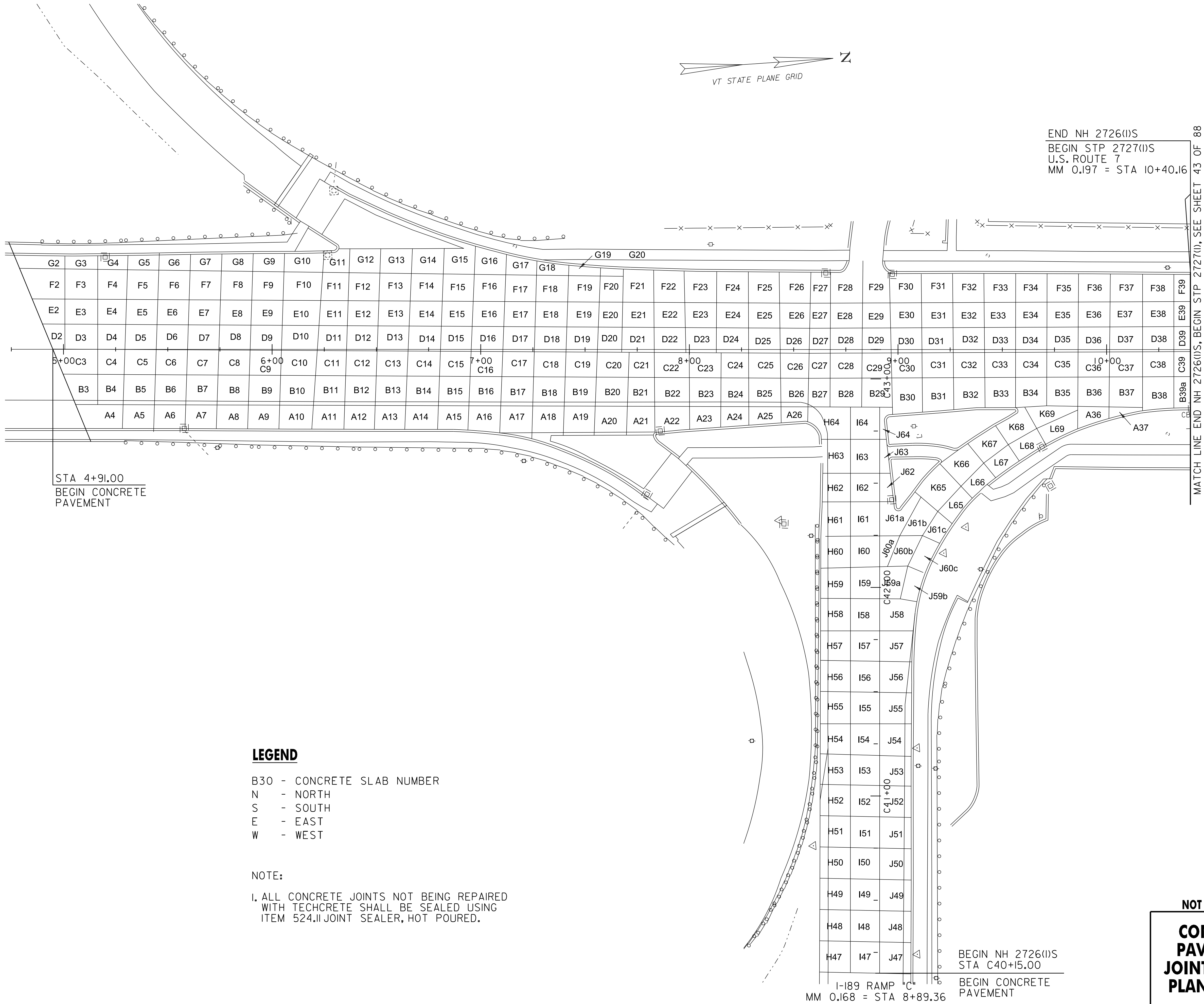
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STATE OF VERMONT
AGENCY OF TRANSPORTATION

[illegible][illegible]

**STATE OF VERMONT
AGENCY OF TRANSPORTATION**

[illegible][illegible]



900.635 SPECIAL PROVISION (CONCRETE PAVEMENT JOINT REPAIR, TECHCRETE)

U.S. ROUTE 7:

SLAB E2, N	STA 5+00.7,	15.8 FT LT	(90 LBS)
SLAB E2, N	STA 5+00.7,	21.2 FT LT	(90 LBS)
SLAB F2, N	STA 5+00.7,	27.0 FT LT	(90 LBS)
SLAB B3, N	STA 5+16.5,	20.6 FT RT	(112 LBS)
SLAB D3, NW	STA 5+16.4,	12.0 FT LT	(45 LBS)
SLAB E3, NW	STA 5+16.4,	24.0 FT LT	(157 LBS)
SLAB F4, W	STA 5+20.6,	38.3 FT LT	(90 LBS)
SLAB D4, N	STA 5+29.7,	6.2 FT LT	(112 LBS)
SLAB E4, NW	STA 5+30.2,	23.9 FT LT	(202 LBS)
SLAB D6, NW	STA 5+59.9,	11.8 FT LT	(45 LBS)
SLAB E6, NW	STA 5+60.2,	23.7 FT LT	(45 LBS)
SLAB D7, NW	STA 5+74.9,	11.7 FT LT	(45 LBS)
SLAB E7, NW	STA 5+75.2,	23.7 FT LT	(45 LBS)
SLAB F8, W	STA 5+90.7,	37.4 FT LT	(148 LBS)
SLAB E18, NW	STA 7+41.7,	22.8 FT LT	(45 LBS)
SLAB F19, N & G20, N & F18, W & F19, W & F20, W	STA 7+57.3,	35.2 FT LT	(925 LBS)
SLAB F23, N	STA 8+13.1,	33.7 FT LT	(90 LBS)
SLAB E25, NW	STA 8+43.3,	22.3 FT LT	(45 LBS)
SLAB E26, W & E27, W & E28, W	STA 8+57.9,	22.2 FT LT	(628 LBS)
SLAB D27, NW	STA 8+67.6,	10.2 FT LT	(45 LBS)
SLAB E28, NW	STA 8+83.0,	22.3 FT LT	(45 LBS)
SLAB F29, W	STA 8+87.2,	42.5 FT LT	(157 LBS)
SLAB D31, NW	STA 9+26.4,	10.5 FT LT	(45 LBS)
SLAB D32, NW	STA 9+41.4,	10.6 FT LT	(45 LBS)
SLAB B32, NW	STA 9+41.6,	13.4 FT RT	(45 LBS)
SLAB B33, NW	STA 9+56.4,	13.3 FT RT	(45 LBS)
SLAB B35, NE	STA 9+86.2,	27.3 FT RT	(45 LBS)
SLAB L69, N	STA 9+86.2,	35.7 FT RT	(85 LBS)
SLAB D35, NW	STA 9+86.4,	10.8 FT LT	(45 LBS)
SLAB A36, NW	STA 10+01.2,	27.5 FT RT	(45 LBS)

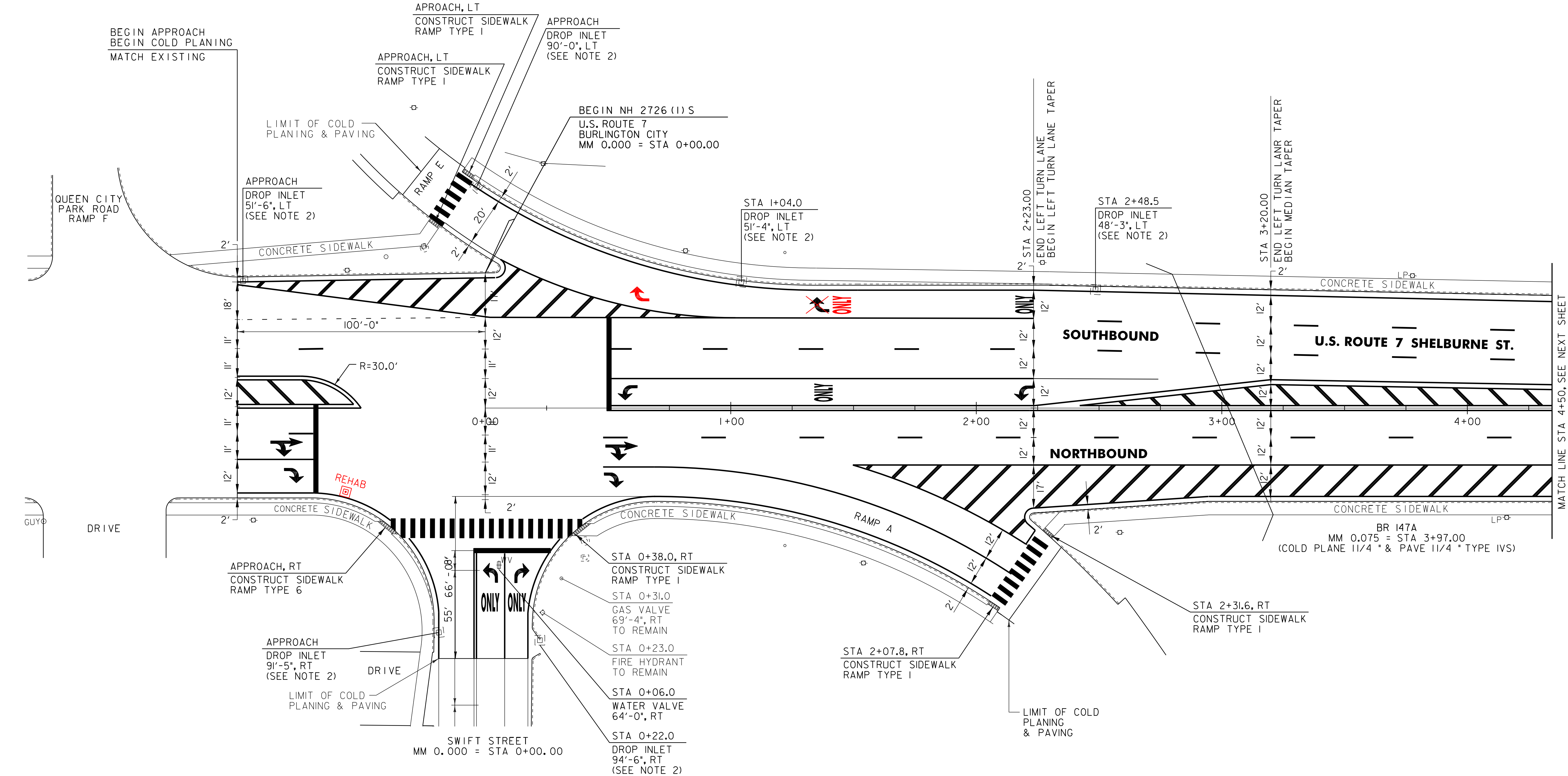
I-189:

STA C40+25.0,	LT & RT	(1234 LBS)
STA C40+38.7,	12.1 FT LT	(189 LBS)
STA C40+45.0,	LT & RT	(498 LBS)
STA C40+45.4,	19.6 FT LT	(76 LBS)
STA C40+53.6,	12.1 FT LT	(162 LBS)
STA C40+60.1,	5.1 FT LT	(180 LBS)
STA C40+60.3,	12.1 FT LT	(45 LBS)
STA C40+75.1,	5.0 FT LT	(189 LBS)
STA C40+75.4,	19.7 FT LT	(139 LBS)
STA C40+86.6,	12.1 FT LT	(90 LBS)
STA C40+90.3,	12.1 FT LT	(45 LBS)
STA C41+05.0,	1.9 FT RT	(45 LBS)
STA C41+05.3,	12.1 FT LT	(45 LBS)
STA C41+19.5,	1.8 FT LT	(63 LBS)
STA C41+19.7,	8.9 FT LT	(90 LBS)
STA C41+19.8,	12.1 FT LT	(45 LBS)
STA C41+34.6,	12.1 FT LT	(45 LBS)
STA C41+49.7,	LT & RT	(67 LBS)
STA C41+49.8,	8.1 FT LT	(63 LBS)
STA C41+49.9,	12.1 FT LT	(45 LBS)
STA C41+64.8,	12.1 FT LT	(45 LBS)
STA C41+94.5,	11.8 FT RT	(45 LBS)
STA C41+94.7,	12.1 FT LT	(45 LBS)
STA C42+09.6,	12.1 FT LT	(45 LBS)
STA C42+10.3,	15.4 FT RT	(229 LBS)
STA C42+24.6,	12.1 FT LT	(45 LBS)
STA C42+39.2,	26.5 FT RT	(139 LBS)
STA C42+41.0,	12.1 FT LT	(45 LBS)
STA C42+50.7,	38.8 FT RT	(193 LBS)
STA C42+54.8,	12.1 FT LT	(45 LBS)
STA C42+71.0,	12.1 FT LT	(45 LBS)
STA C42+78.7,	12.1 FT LT	(206 LBS)
STA C42+86.4,	LT & RT	(489 LBS)
STA C42+86.6,	21.9 FT LT	(328 LBS)
STA C42+89.8,	7.9 FT RT	(117 LBS)

NOT TO SCALE

CONCRETE PAVEMENT JOINT REPAIR PLAN SHEET

PROJECT NAME:	BURLINGTON CITY
PROJECT NUMBER:	NH 2726(I)S
FILE NAME:	07D220.dgn
PROJECT LEADER:	DEG
DESIGNED BY:	JPS
IPARM FILE:	07D220.19.1
PLOT DATE:	31-OCT-2011 16:44
DRAWN BY:	KAR
CHECKED BY:	DWE
SHEET	19 OF 88



604.412, 604.415 AND 604.418
REHAB, DROP INLETS, CATCH BASINS OR MANHOLES, (SEE NOTE 2)

U.S. ROUTE 7:
APPROACH LT
APPROACH RT
APPROACH LT
STA 0+22.0 RT
STA 1+04.0 LT
STA 2+48.5 LT

629.20 ADJUST ELEVATION OF VALVE BOX

U.S. ROUTE 7:
STA 0+06.0 RT

NOTES:

1. PAVING LIMIT ON ALL TOWN HIGHWAYS SHALL BE MEASURED 25 FT BACK FROM U.S. ROUTE 7 EDGE OF SHOULDER UNLESS DENOTED OTHERWISE ON THE PLANS OR AS DIRECTED BY THE RESIDENT ENGINEER.
2. THE CONTRACTOR SHALL REHAB. THE EXISTING DROP INLETS, CATCH BASINS OR MANHOLES TO A DEPTH AS DIRECTED BY THE RESIDENT ENGINEER. ALL REHAB. WORK WILL BE PAID FOR UNDER THE APPLICABLE REHAB. ITEM AS DIRECTED BY THE RESIDENT ENGINEER. ALL EXISTING UTILITIES MARKED "TO REMAIN" SHALL NOT BE ALTERED OR REHABILITATED UNLESS DIRECTED OTHERWISE BY THE RESIDENT ENGINEER.
3. SEE SHEET 24 FOR VEHICLE LOOP DETAIL.

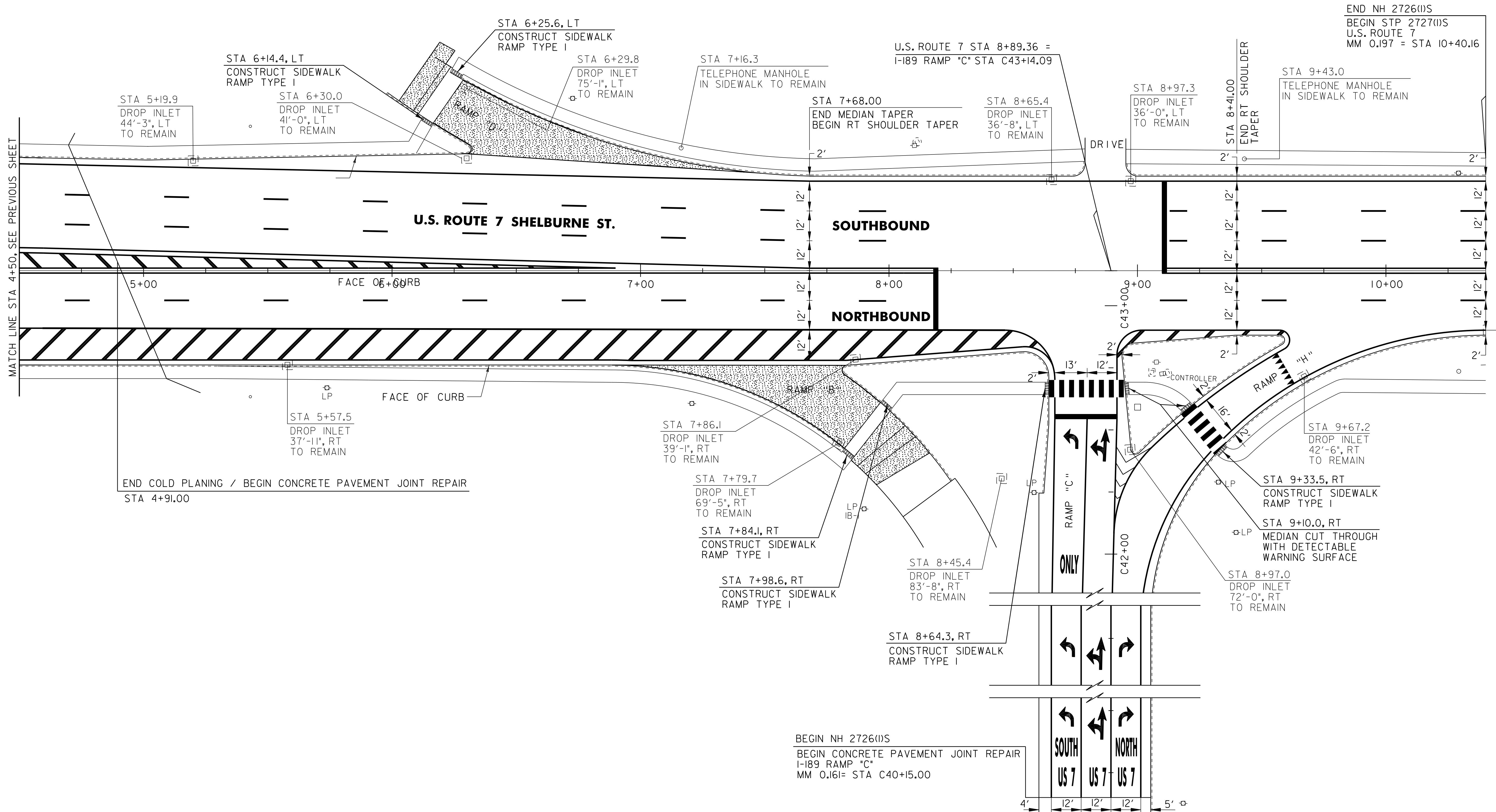
NOT TO SCALE

PROJECT
LAYOUT
SHEET #1

PROJECT NAME: BURLINGTON CITY
PROJECT NUMBER: NH 2726(1)S

FILE NAME: 07D220.dgn
PROJECT LEADER: DEG
DESIGNED BY: JPS
IPARM FILE: 07D220.20.i

PLOT DATE: 31-OCT-2011 16:44
DRAWN BY: KAR
CHECKED BY: DWE
SHEET 20 OF 88



- NOTES:
- 1. PAVING LIMIT ON ALL TOWN HIGHWAYS SHALL BE MEASURED 25 FT BACK FROM U.S. ROUTE 7 EDGE OF SHOULDER UNLESS DENOTED OTHERWISE ON THE PLANS OR AS DIRECTED BY THE RESIDENT ENGINEER.
 - 2. ALL EXISTING UTILITIES MARKED "TO REMAIN" SHALL NOT BE ALTERED OR REHABILITATED UNLESS DIRECTED OTHERWISE BY THE RESIDENT ENGINEER.
 - 3. SEE SHEET 25 FOR VEHICLE LOOP DETAIL.

LEGEND:

RAMP CLOSED - COVERED WITH EARTH MATERIAL

NOT TO SCALE

PROJECT LAYOUT SHEET #2

PROJECT NAME: BURLINGTON CITY
PROJECT NUMBER: NH 2726(I)S

FILE NAME: 07D220.dgn
PROJECT LEADER: DEG
DESIGNED BY: JPS
IPARM FILE: 07D220-21.I

PLOT DATE: 31-OCT-2011 16:44
DRAWN BY: KAR
CHECKED BY: DWE
SHEET 21 OF 88

646.407 DURABLE 4 INCH WHITE LINE, RECESSED TYPE ITAPE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
U.S. ROUTE 7:
APPROACH, DASHED LANE LINE LT (30 LF)
APPROACH, DASHED LANE LINE RT (30 LF)
APPROACH, SOLID LANE LINE RT (30 LF)
APPROACH - STA 4+50.00 EDGE LINE LT / RT
STA 0+00.00 SOLID LANE LINE RT, SWIFT STREET
STA 0+50.00 - STA 2+23.00 SOLID LANE LINE LT
STA 0+50.00 - STA 2+23.00 SOLID LANE LINE RT
STA 0+50.00 - STA 4+50.00 DASHED LANE LINE LT
STA 0+50.00 - STA 4+50.00 DASHED LANE LINE RT
STA 1+02.00 - STA 2+23.00 SOLID LANE LINE LT
STA 2+23.00 - STA 3+20.00 DOTTED LANE LINE LT
STA 2+23.00 - STA 4+50.00 DASHED LANE LINE LT

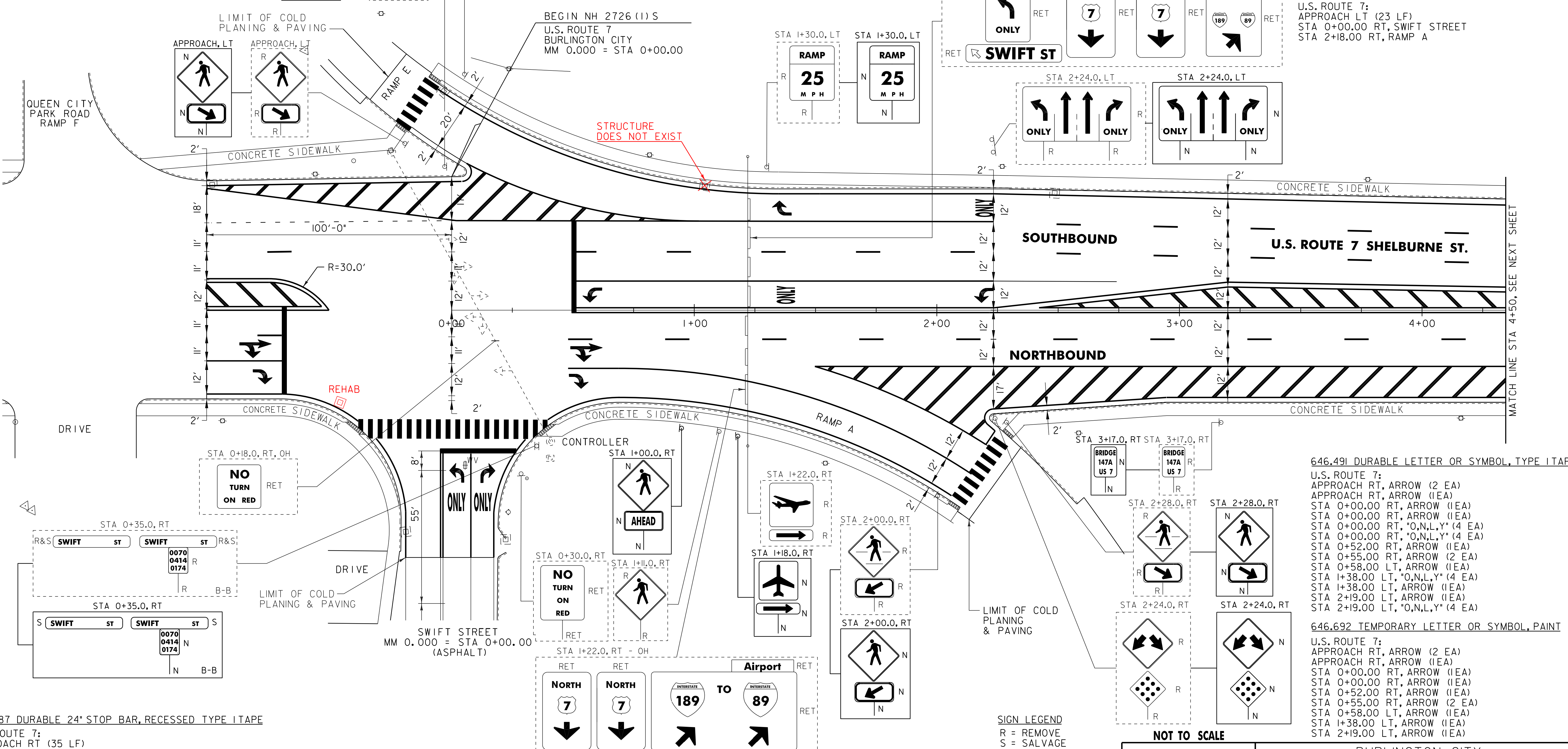
646.507 DURABLE TEMPORARY CROSSWALK MARKING, RECESSED TYPE ITAPE
U.S. ROUTE 7:
APPROACH LT (23 LF)
STA 0+00.00 RT, SWIFT STREET
STA 2+18.00 RT, RAMP A

646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
U.S. ROUTE 7:
APPROACH, DASHED LANE LINE LT (30 LF)
APPROACH, DASHED LANE LINE RT (30 LF)
APPROACH, SOLID LANE LINE RT (30 LF)
APPROACH - STA 4+50.00 EDGE LINE LT / RT
STA 0+00.00 SOLID LANE LINE RT, SWIFT STREET
STA 0+50.00 - STA 2+23.00 SOLID LANE LINE LT
STA 0+50.00 - STA 2+23.00 SOLID LANE LINE RT
STA 0+50.00 - STA 4+50.00 DASHED LANE LINE LT
STA 0+50.00 - STA 4+50.00 DASHED LANE LINE RT
STA 1+02.00 - STA 2+23.00 SOLID LANE LINE LT
STA 2+23.00 - STA 3+20.00 DOTTED LANE LINE LT
STA 2+23.00 - STA 4+50.00 DASHED LANE LINE LT

646.417 DURABLE 6 INCH YELLOW LINE, RECESSED TYPE ITAPE
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS)
U.S. ROUTE 7:
APPROACH, DOUBLE SOLID MEDIAN C/L & LT (48 LF)
STA 0+00.00 DOUBLE SOLID RT, SWIFT STREET
STA 0+50.00 - STA 2+23.00 DOUBLE SOLID C/L
STA 2+23.00 - STA 4+50.00 DOUBLE SOLID MEDIAN C/L & LT

646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS)
U.S. ROUTE 7:
APPROACH, DOUBLE SOLID MEDIAN C/L & LT (48 LF)
STA 0+00.00 DOUBLE SOLID RT, SWIFT STREET
STA 0+50.00 - STA 2+23.00 DOUBLE SOLID C/L
STA 2+23.00 - STA 4+50.00 DOUBLE SOLID MEDIAN C/L & LT

646.447 DURABLE 8 INCH WHITE LINE, RECESSED TYPE ITAPE
U.S. ROUTE 7:
APPROACH, HATCHED GORE LT (85 LF)
STA 0+00.00 - STA 1+02.00 HATCHED GORE LT
STA 1+50.00 - STA 4+50.00 HATCHED GORE / SHOULDER RT



646.487 DURABLE 24" STOP BAR, RECESSED TYPE ITAPE
U.S. ROUTE 7:
APPROACH RT (35 LF)
STA 0+00.00 RT, SWIFT STREET
STA 0+50.00 LT

646.682 TEMPORARY 24 INCH STOP BAR, PAINT
U.S. ROUTE 7:
APPROACH RT (35 LF)
STA 0+00.00 RT, SWIFT STREET
STA 0+50.00 LT

675.50 REMOVING SIGNS
AS SHOWN - 21

675.60 ERECTING SALVAGED SIGNS
AS SHOWN - 2

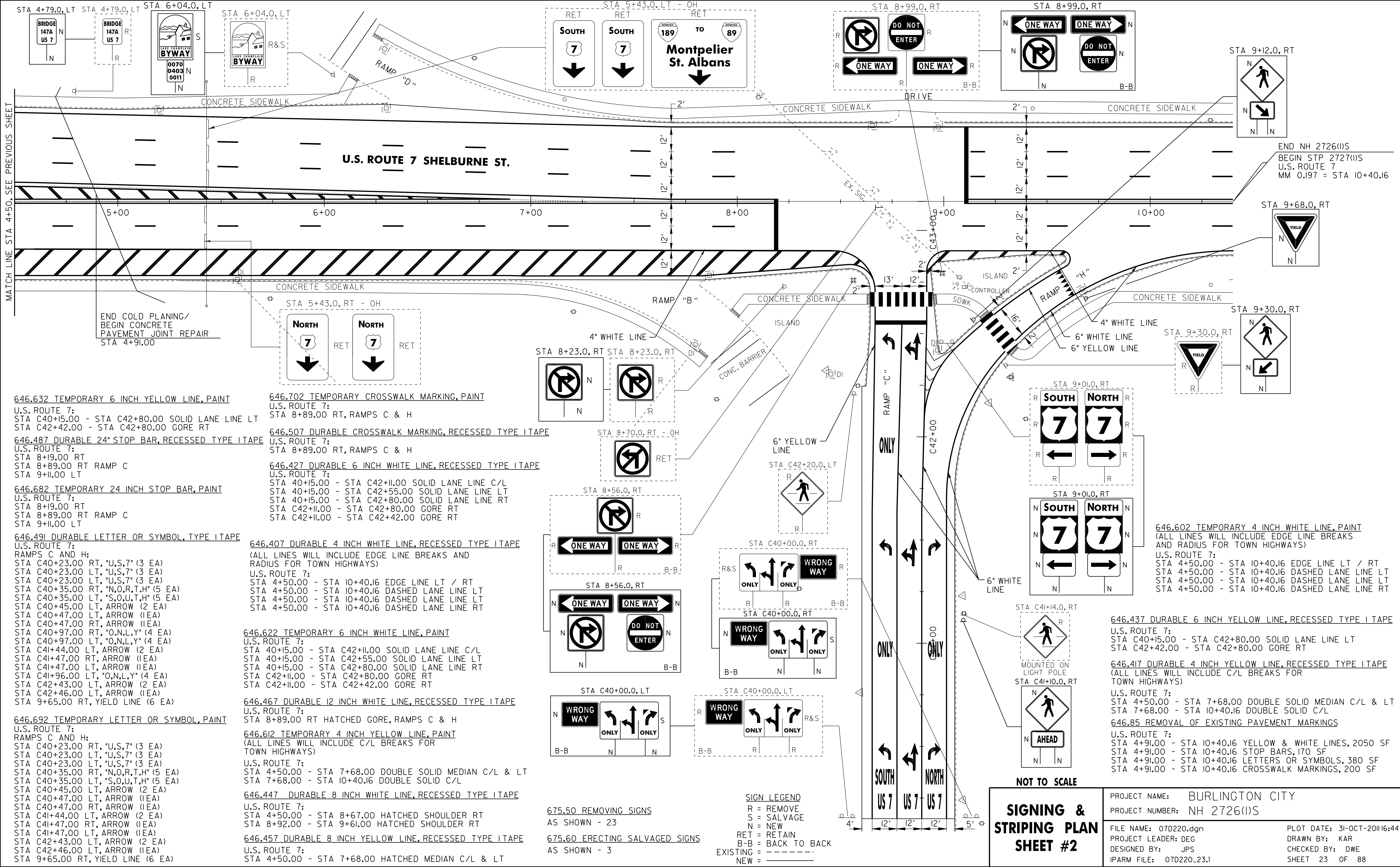
SIGN LEGEND
R = REMOVE
S = SALVAGE
N = NEW
RET = RETAIN
B-B = BACK TO BACK
EXISTING = - - - - -
NEW = _____
⊙ = RETURN TO BURLINGTON CITY

SIGNING & STRIPING PLAN SHEET #1

PROJECT NAME: BURLINGTON CITY
PROJECT NUMBER: NH 2726(I)S

FILE NAME: 07D220.dgn
PROJECT LEADER: DEG
DESIGNED BY: JPS
IPARM FILE: 07D220.22.i

PLOT DATE: 31-OCT-2011 16:44
DRAWN BY: KAR
CHECKED BY: DWE
SHEET 22 OF 88



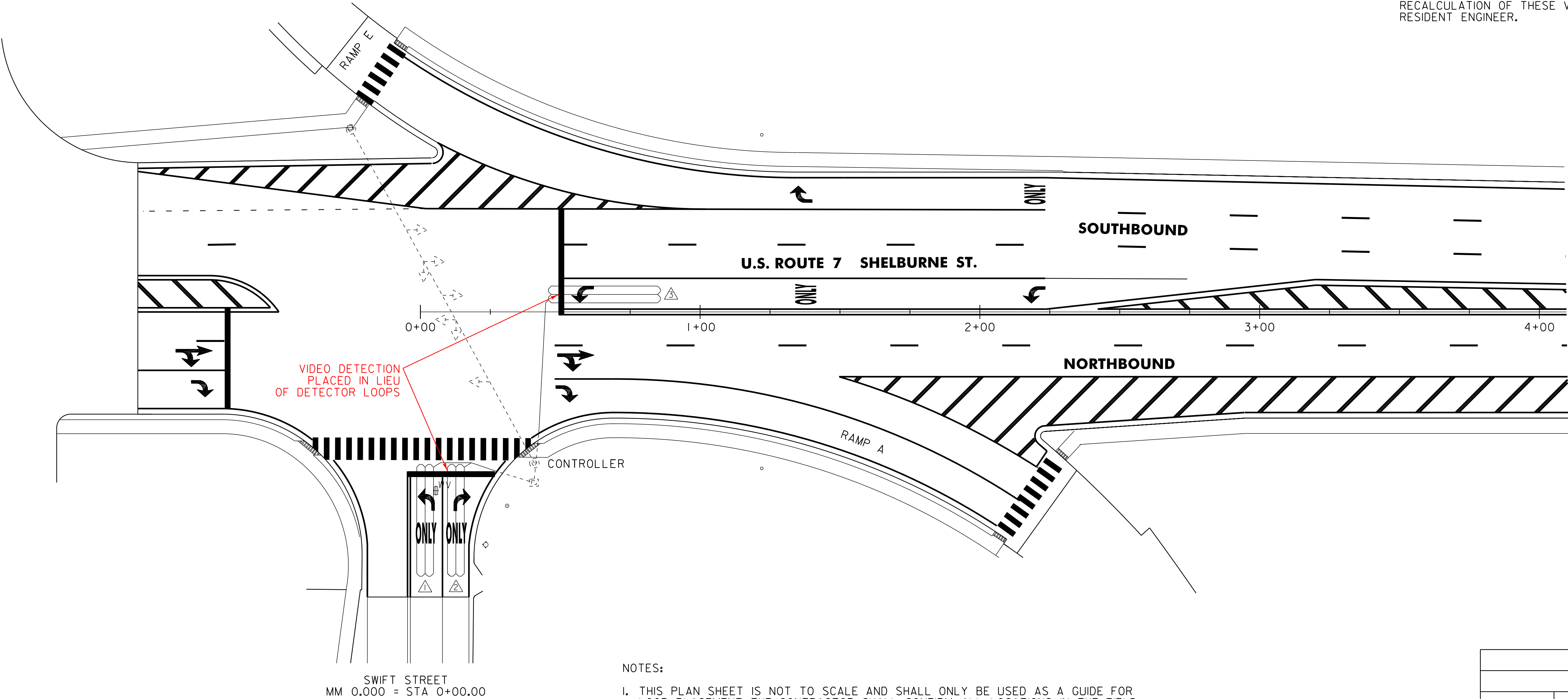
678.22 VEHICLE LOOP DETECTOR

LOOP 1 - 158 LF
LOOP 2 - 146 LF
LOOP 3 - 179 LF

							TEST RESULTS AT JUNCTION BOX / POLE					TEST RESULTS AT CONTROLLER **				
VEHICLE LOOP DETECTORS							INDUCTANCE (uH)		RESISTANCE Ω @ 25°C		(MΩ)	INDUCTANCE (uH)		RESISTANCE Ω @ 25°C		(MΩ)
LANE	LOOP NO.	SIZE	TYPE	NO TURNS	MODE	AMP	CALCULATED	MEASURED	CALCULATED	MEASURED	LEAKAGE TO GROUND	CALCULATED	MEASURED	CALCULATED	MEASURED	LEAKAGE TO GROUND
WB LT	1	6' x 40'	QUAD	2	PRESENCE	NON-DELAY						348		0.69		
WB RT	2	6' x 40'	QUAD	2	PRESENCE	NON-DELAY						346		0.65		
SB LT	3	6' x 40'	QUAD	2	PRESENCE	NON-DELAY						355		0.77		

* MEASURED VALUES MUST BE FILLED IN PRIOR TO TEST PERIOD.

** CALCULATED VALUES AT CONTROLLER ARE BASED ON DIRECT CONDUIT ROUTING TO THE NEAREST SIGNAL POLE AND CROSSING THE SPAN WIRE AS NECESSARY TO THE EXISTING CONTROLLER LOCATION. ANY SIGNAL MODIFICATION AND/OR CONTROLLER RELOCATION PRIOR TO LOOP CONNECTION WILL REQUIRE RECALCULATION OF THESE VALUES AS DIRECTED BY THE RESIDENT ENGINEER.



NOTES:

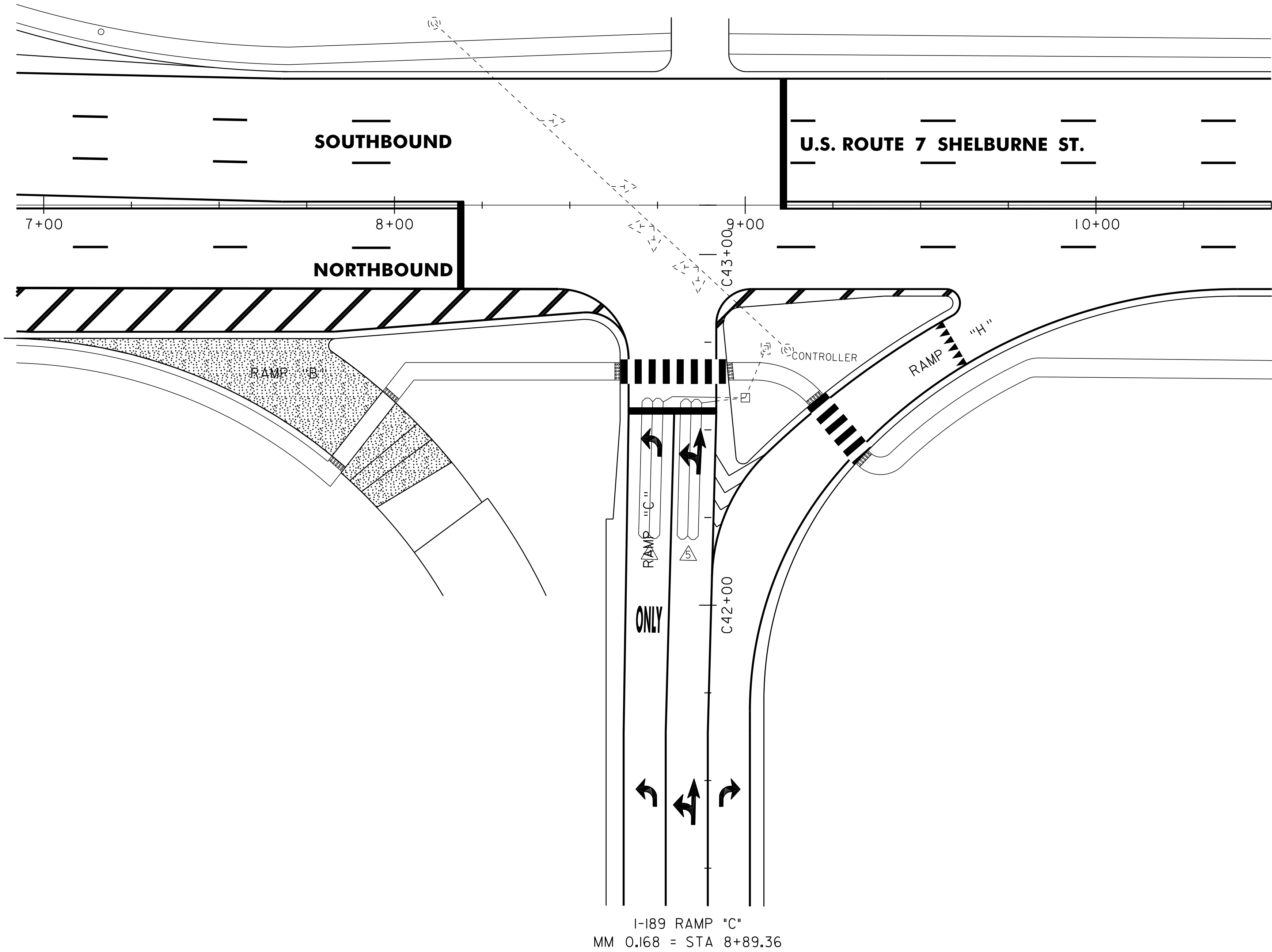
- THIS PLAN SHEET IS NOT TO SCALE AND SHALL ONLY BE USED AS A GUIDE FOR LOOP PLACEMENT. THE CONTRACTOR SHALL CONFIRM ALL LOCATIONS IN THE FIELD WITH THE RESIDENT ENGINEER PRIOR TO INSTALLATION.
- ALL EXISTING LOOPS SHALL BE DISCONNECTED PRIOR TO COLD PLANING THE EXISTING HIGHWAY SURFACE. SIGNAL CONTROLLER SHALL BE SET TO FIXED-TIME OPERATION.
- ALL LOOPS WILL EXTEND 5.0 FT PAST THE CENTER OF THE STOP BAR ON EACH APPROACH.
- LOOPS SHALL BE INSTALLED IN THE PAVEMENT PRIOR TO THE PLACEMENT OF THE WEARING COURSE.
- LOOP WIRE SHALL BE SPLICED TO THE EXISTING LEAD-IN CABLE AT THE NEAREST JUNCTION BOX/POLE.
- IF WATER VALVES, DROP INLETS OR OTHER OBSTRUCTIONS ARE ENCOUNTERED WITHIN THE AREA OF A PROPOSED LOOP, THE CONTRACTOR SHALL TAKE SPECIAL CARE TO AVOID THE OBSTRUCTION DURING LOOP INSTALLATION. IF LOOP SIZES OR SHAPES ARE TO BE MODIFIED DUE TO OBSTRUCTIONS, THE RESIDENT ENGINEER MUST APPROVE THE NEW LAYOUT PRIOR TO INSTALLATION.
- SEE VAOT STANDARD E-I72 FOR VEHICLE DETECTOR LOOP DETAILS.

LEGEND	
DESCRIPTION	
	NEW VEHICLE LOOPS
	EXISTING VEHICLE LOOPS
	EXISTING CONDUIT
	EXISTING JUNCTION BOX
	EXISTING CONTROLLER CABINET
	EXISTING SIGNAL POLE

NOT TO SCALE

VEHICLE LOOP LAYOUT SHEET #1	PROJECT NAME: BURLINGTON CITY		
	PROJECT NUMBER: NH 2726(I)S		
	FILE NAME: 07D220.dgn PROJECT LEADER: DEG DESIGNED BY: JPS IPARM FILE: 07D220_24.i	PLOT DATE: 31-OCT-2011 6:44 DRAWN BY: KAR CHECKED BY: DWE SHEET 24 OF 88	

678.22 VEHICLE LOOP DETECTOR
LOOP 4 - 147 LF
LOOP 5 - 136 LF



NOTES:

1. THIS PLAN SHEET IS NOT TO SCALE AND SHALL ONLY BE USED AS A GUIDE FOR LOOP PLACEMENT. THE CONTRACTOR SHALL CONFIRM ALL LOCATIONS IN THE FIELD WITH THE RESIDENT ENGINEER PRIOR TO INSTALLATION.
2. ALL EXISTING LOOPS SHALL BE DISCONNECTED PRIOR TO BEGINNING CONCRETE JOINT REPAIRS. SIGNAL CONTROLLER SHALL BE SET TO FIXED-TIME OPERATION.
3. ALL LOOPS WILL EXTEND 5.0 FT PAST THE CENTER OF THE STOP BAR.
4. LOOP WIRE SHALL BE SPLICED TO THE EXISTING LEAD-IN CABLE AT THE NEAREST JUNCTION BOX/POLE.
5. IF WATER VALVES, DROP INLETS OR OTHER OBSTRUCTIONS ARE ENCOUNTERED WITHIN THE AREA OF A PROPOSED LOOP, THE CONTRACTOR SHALL TAKE SPECIAL CARE TO AVOID THE OBSTRUCTION DURING LOOP INSTALLATION. IF LOOP SIZES OR SHAPES ARE TO BE MODIFIED DUE TO OBSTRUCTIONS, THE RESIDENT ENGINEER MUST APPROVE THE NEW LAYOUT PRIOR TO INSTALLATION.
6. SEE VAOT STANDARD E-172 FOR VEHICLE DETECTOR LOOP DETAILS.

VEHICLE LOOP DETECTORS							TEST RESULTS AT JUNCTION BOX / POLE					TEST RESULTS AT CONTROLLER**				
							INDUCTANCE (uH)		RESISTANCE Ω@ 25°C		(MΩ)	INDUCTANCE (uH)		RESISTANCE Ω@ 25°C		(MΩ)
LANE	LOOP NO.	SIZE	TYPE	NO TURNS	MODE	AMP	CALCULATED	MEASURED	CALCULATED	MEASURED	LEAKAGE TO GROUND	CALCULATED	MEASURED	CALCULATED	MEASURED	LEAKAGE TO GROUND
WB LT	4	6' x 40'	QUAD	2	PRESENCE	NON-DELAY	344		0.63			348		0.69		
WB TH/LT	5	6' x 40'	QUAD	2	PRESENCE	NON-DELAY	341		0.60			345		0.65		

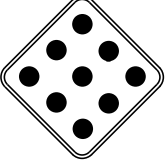
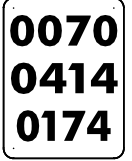
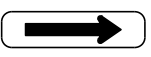
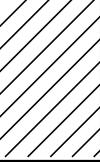
* MEASURED VALUES MUST BE FILLED IN PRIOR TO TEST PERIOD.

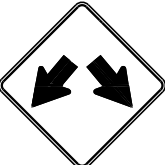
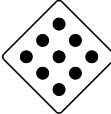
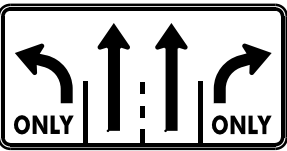
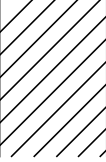
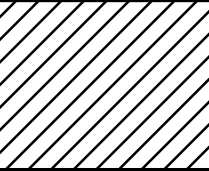
** CALCULATED VALUES AT CONTROLLER ARE BASED ON DIRECT CONDUIT ROUTING TO THE NEAREST SIGNAL POLE AND CROSSING THE SPAN WIRE AS NECESSARY TO THE EXISTING CONTROLLER LOCATION. ANY SIGNAL MODIFICATION AND/OR CONTROLLER RELOCATION PRIOR TO LOOP CONNECTION WILL REQUIRE RECALCULATION OF THESE VALUES AS DIRECTED BY THE RESIDENT ENGINEER.

LEGEND	
DESCRIPTION	
	NEW VEHICLE LOOPS
	EXISTING VEHICLE LOOPS
	EXISTING CONDUIT
	EXISTING JUNCTION BOX
	EXISTING CONTROLLER CABINET
	EXISTING SIGNAL POLE

NOT TO SCALE

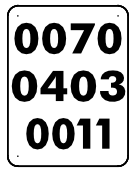
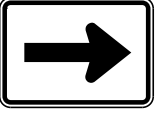
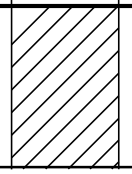
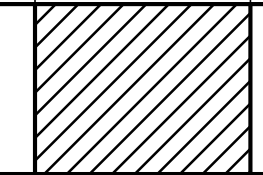
VEHICLE LOOP LAYOUT SHEET #2	PROJECT NAME: BURLINGTON CITY
	PROJECT NUMBER: NH 2726(1)S
	FILE NAME: 07D220.dgn PROJECT LEADER: DEG DESIGNED BY: JPS IPARM FILE: 07D220_25.1
PLOT DATE: 31-OCT-2011 16:44 DRAWN BY: KAR CHECKED BY: DWE SHEET 25 OF 88	

STATE OF VERMONT AGENCY OF TRANSPORTATION										TRAFFIC SIGN SUMMARY SHEET 1																								
MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS			NEW & SALVAGED SIGNS				EXIST POST		NEW SIGN POSTS																	REMARKS	SIGN DETAIL					
					"A"	"B"	SALV SIGN	SALV TIS	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 FRIG MRE D	DETAIL ON DWG. NUMBER	STD. SHEET NUMBER		
		lb/ft	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									
																						1.2	2.0			3.0	1.75		2.0				2.5	1.3
										OPTION ITEMS																								
BURLINGTON: APPROACH, LT		I	30	30	6.25						I			X																SIGN ID CODE W11-2 SIGN SHALL BE FLUORESCENT-YELLOW GREEN		E-152		
		I	24	12	2.00																									SIGN ID CODE W16-7P SIGN SHALL BE FLUORESCENT-YELLOW GREEN		E-152		
APPROACH, LT		I	24	24	4.00						I			X																SIGN ID CODE W12-1		E-151		
		I	18	18	2.25																									SIGN ID CODE OMI-1		E-150		
0+05.0, LT		I	30	30	6.25						I			X																SIGN ID CODE W11-2 SIGN SHALL BE FLUORESCENT-YELLOW GREEN		E-152		
		I	24	12	2.00																									SIGN ID CODE W16-7P SIGN SHALL BE FLUORESCENT-YELLOW GREEN		E-152		
0+35.0, RT	 							2			I			X																BACK-TO-BACK SALVAGED SIGNS TO BE INSTALLED ON NEW POST	-	-		
		I	6	10	0.42																									SIGN ID CODE VD-700		E-138		
1+00.0, RT		I	30	30	6.25						I			X																SIGN ID CODE W11-2 SIGN SHALL BE FLUORESCENT-YELLOW GREEN		E-152		
		I	24	12	2.00																									SIGN ID CODE W16-9P SIGN SHALL BE FLUORESCENT-YELLOW GREEN	32			
1+18.0, RT		I	24	24	4.00						I			X																SIGN ID CODE I-5	32			
		I	6	24	1.00																									SIGN ID CODE D9-2A	32			
FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND THE ROADWAY, TRAFFIC AND SAFETY, AND PAVEMENT MANAGEMENT SECTION'S "SIGN POST DESIGN GUIDELINE."												LF	LF	LF 84 -	LF	LF	LF		EA.	LB	LB	LB		LB	LB	LB	LB					TRAFFIC SIGN SUMMARY SHEET #1	PROJECT NAME: BURLINGTON CITY PROJECT NUMBER: NH 2726(1)S	
												LF 84 -	LF				LB			EA.	LB				EA.	EA.	LB	FILE NAME: 07D220.dgn PROJECT LEADER: D.E.G. DESIGNED BY: J.P.S. IPARM FILE: 07D220_26.i	PLOT DATE: 31-OCT-201116:44 DRAWN BY: K.A.R. CHECKED BY: D.W.E. SHEET 26 OF 88					

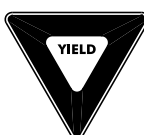
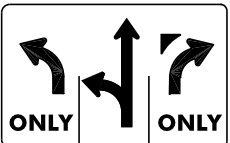
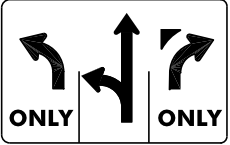
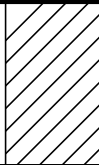
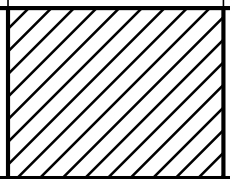
STATE OF VERMONT AGENCY OF TRANSPORTATION				TRAFFIC SIGN SUMMARY SHEET 2																																	
MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS			NEW & SALVAGED SIGNS				EXIST POST		NEW SIGN POSTS																				REMARKS	SIGN DETAIL					
					"A"	"B"	SALV SIGN	SALV TIS	RE TAIN	S ALV AGE	NO. OF POSTS	FLANGED CHANNEL			SQUARE STEEL (in)				TUBULAR ALUMINUM Ø (in)			TUBULAR STEEL Ø (in)				W-SHAPE STEEL				RE FR AINE D		DETAIL ON DWG. NUMBER	STD. SHEET NUMBER				
		lb/ft	2.0	3.0								1.75	2.0	2.5	ANCHOR	SLEEVE	3.0	4.0	4.0 MOD	FOUND- ATION	3.0	3.5	4.0	5.0	FTG. SIZE		WEIGHT	POST SIZE									
																									1.2	2.0			1.3					1.7	1.7	7.6	9.0
											OPTION ITEMS																										
BURLINGTON: 1+30.0, LT		I	24	30	5.00						I			X																			SIGN ID CODE W13-3		E-150		
																																					
2+00.0, RT		I	30	30	6.25						I			X																		SIGN ID CODE W11-2 SIGN SHALL BE FLUORESCENT-YELLOW GREEN.		E-152			
		I	24	12	2.00																											SIGN ID CODE W16-7P SIGN SHALL BE FLUORESCENT-YELLOW GREEN.		E-152			
2+24.0, RT		I	24	24	4.00						I			X																		SIGN ID CODE W12-1		E-151			
		I	18	18	2.25																											SIGN ID CODE OMI-1		E-150			
2+24.0, LT		I	60	30	12.50						2			X																		SIGN ID CODE VR 941 SIGN SHALL BE MOUNTED ON TWO FLANGED CHANNEL POSTS		E-145A			
2+28.0, RT		I	30	30	6.25						I			X																		SIGN ID CODE W11-2 SIGN SHALL BE FLUORESCENT-YELLOW GREEN.		E-152			
		I	24	12	2.00																											SIGN ID CODE W16-7P SIGN SHALL BE FLUORESCENT-YELLOW GREEN.		E-152			
3+17.0, RT		I	6	8	0.33						I	X																				SIGN ID CODE VD-701		E-134			
4+79.0, LT		I	6	8	0.33						I	X																				SIGN ID CODE VD-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 ROADWAY, TRAFFIC AND SAFETY, AND PAVEMENT MANAGEMENT SECTION'S "SIGN POST DESIGN GUIDELINE."											LF 28	LF	LF 56 (28)	LF	LF	LF		EA.	LB	LB	LB		LB	LB	LB	LB								TRAFFIC SIGN SUMMARY SHEET #2	PROJECT NAME: BURLINGTON CITY PROJECT NUMBER: NH 2726(1)S FILE NAME: 07D220.dgn PROJECT LEADER: D.E.G. DESIGNED BY: J.P.S. IPARM FILE: 07D220-27.i PLOT DATE: 31-OCT-2011 16:44 DRAWN BY: K.A.R. CHECKED BY: D.W.E. SHEET 27 OF 88		
					TOTALS	SF 40.91	SF -	EA. -	SF -		LF 84 (28)	LF			LB			EA.	LB				EA.	EA.	LB												

**STATE OF VERMONT
AGENCY OF TRANSPORTATION**

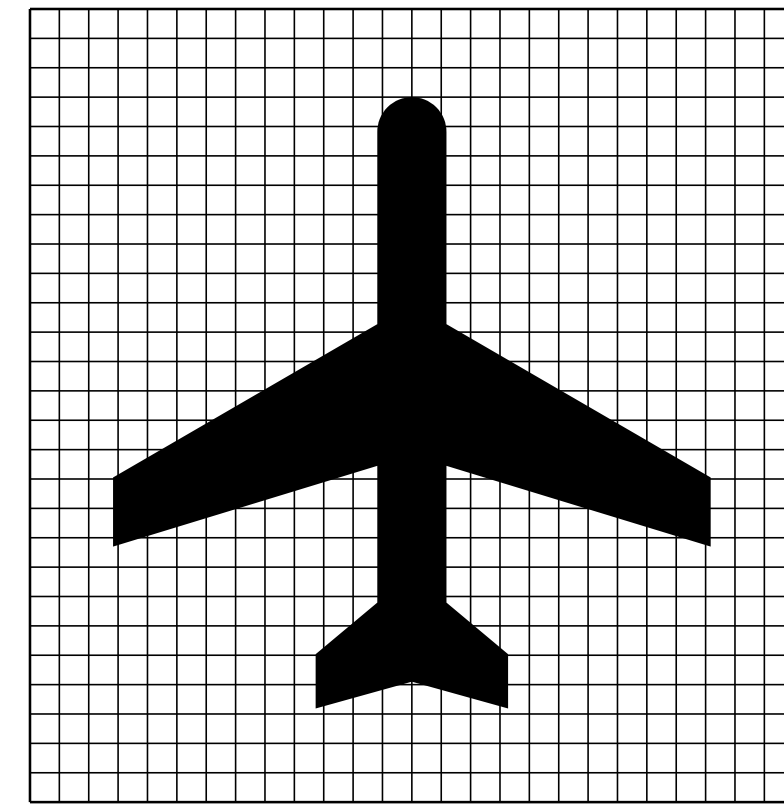
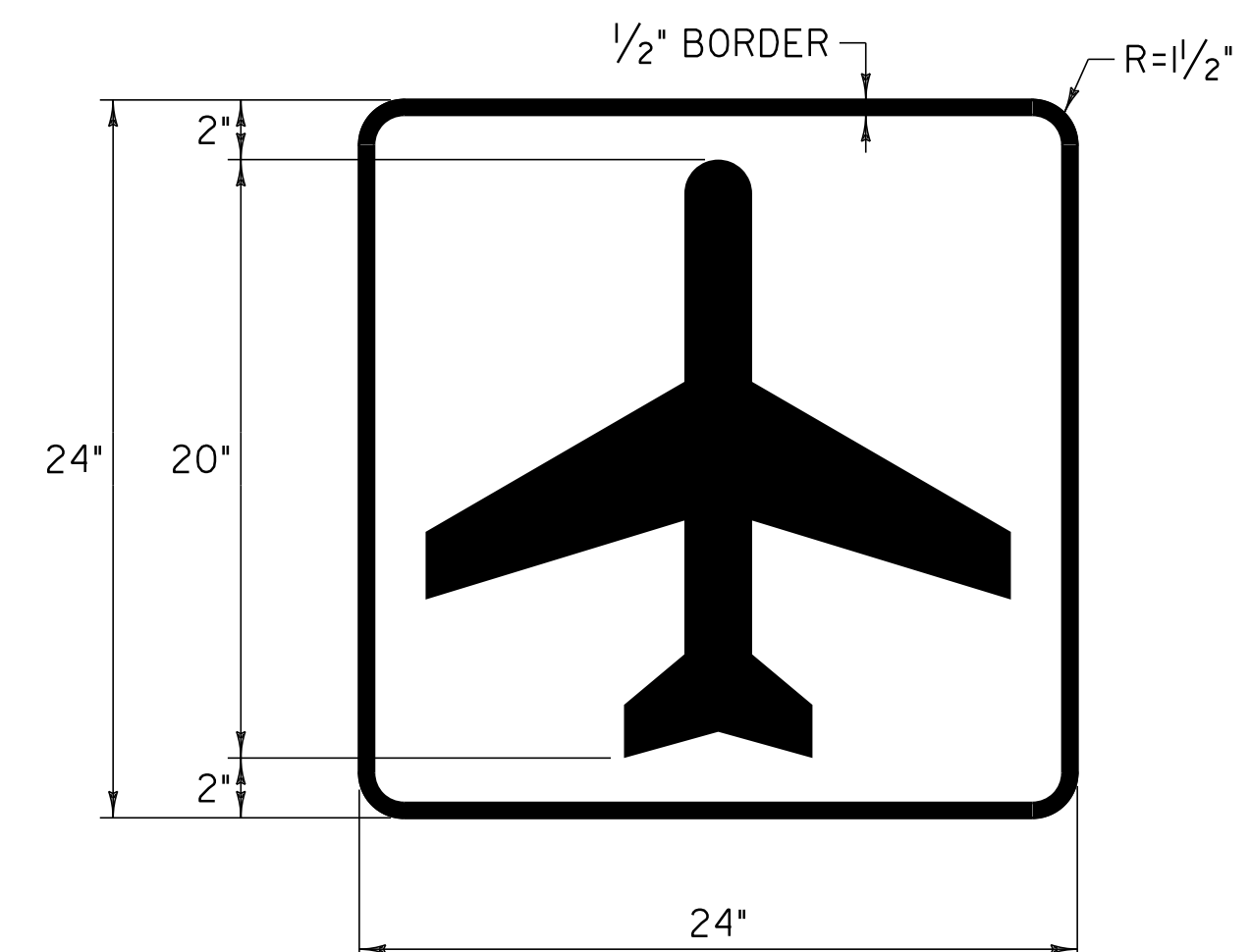
TRAFFIC SIGN SUMMARY SHEET 3

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS			NEW & SALVAGED SIGNS				EXIST POST RETAI N SALVAGE	NO. OF POSTS	NEW SIGN POSTS																REQUIR ED FRAMING	REMARKS	SIGN DETAIL					
											FLANGED CHANNEL			SQUARE STEEL (in)				TUBULAR ALUMINUM Ø (in)			TUBULAR STEEL Ø (in)				W-SHAPE STEEL				DETAIL ON DWG. NUMBER	STD. SHEET NUMBER				
		E A	WIDTH (in)	HEIGHT (in)	“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		
																									1.12	2.0							3.0	1.88
BURLINGTON: 6+04.0, LT							I				I			X																	SALVAGED SIGN TO BE INSTALLED ON NEW POST	-	-	
		I	6	10	0.42																										SIGN ID CODE VD-700		E-I38	
8+23.0, RT		I	24	24	4.00						I			X																	SIGN ID CODE R3-I		E-I43	
8+56.0, RT	 	I I	36 36	12 12	3.00 3.00						I			X																	BACK-TO-BACK SIGN ID CODE R6-IL SIGN ID CODE R6-IR		E-I42 E-I42	
	 	I I	24 30	24 30	4.00 6.25																										BACK-TO-BACK SIGN ID CODE R3-I SIGN ID CODE R5-I		E-I43 E-I43	
8+99.0, RT	 	I I	36 36	12 12	3.00 3.00						I			X																	BACK-TO-BACK SIGN ID CODE R6-IL SIGN ID CODE R6-IR		E-I42 E-I42	
	 	I I	24 30	24 30	4.00 6.25																										BACK-TO-BACK SIGN ID CODE R3-I SIGN ID CODE R5-I		E-I43 E-I43	
9+01.0, RT	 	I I	24 24	12 12	2.00 2.00						2			X																	SIGN ID CODE M3-3 SIGN ID CODE M3-I SIGN SHALL BE MOUNTED ON TWO FLANGED CHANNEL SIGN POSTS		E-I36A E-I36A	
	 	I I	24 24	24 24	4.00 4.00																										SIGN ID CODE MI-4 SIGN ID CODE MI-4		E-I36A E-I36A	
	 	I I	21 21	15 15	2.19 2.19																										SIGN ID CODE M6-I SIGN ID CODE M6-I		E-I36A E-I36A	
FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND THE ROADWAY, TRAFFIC AND SAFETY, AND PAVEMENT MANAGEMENT SECTION'S "SIGN POST DESIGN GUIDELINE."												LF	LF	LF 56 (28)	LF	LF	LF		EA.	LB	LB	LB		LB	LB	LB	LB					TRAFFIC SIGN SUMMARY SHEET #3	PROJECT NAME: BURLINGTON CITY PROJECT NUMBER: NH 2726(I)S	
TOTALS			SF 53.30	SF -	EA. I	SF -		LF 56 (28)	LF				LB			EA.	LB				EA.	EA.	LB	FILE NAME: 07D220.dgn PROJECT LEADER: D.E.G. DESIGNED BY: J.P.S. IPARM FILE: 07D220-28.i		PLOT DATE: 31-OCT-201116:44 DRAWN BY: K.A.R. CHECKED BY: D.W.E. SHEET 28 OF 88								

TRAFFIC SIGN SUMMARY SHEET 4

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS			NEW & SALVAGED SIGNS				EXIST POST RETAI N SALVAGE	NO. OF POSTS	NEW SIGN POSTS																RE FRAM ED SIG NAME	REMARKS	SIGN DETAIL					
											FLANGED CHANNEL			SQUARE STEEL (in)				TUBULAR ALUMINUM Ø (in)			TUBULAR STEEL Ø (in)				W-SHAPE STEEL				DETAIL ON DWG. NUMBER	STD. SHEET NUMBER				
		E A	WIDTH (in)	HEIGHT (in)	“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		
																									1.12	2.0							3.0	1.88
BURLINGTON: 9+12.0, RT		I	36	36	9.00						2			X															SIGN ID CODE WII-2 SIGN SHALL BE MOUNTED ON TWO FLANGED CHANNEL POSTS. SIGN SHALL BE FLUORESCENT-YELLOW GREEN		E-152			
		I	30	18	3.75																								SIGN ID CODE WI6-7P SIGN SHALL BE MOUNTED ON TWO FLANGED CHANNEL POSTS. SIGN SHALL BE FLUORESCENT-YELLOW GREEN		E-152			
9+30.0, RT		I	36	36	9.00						2			X															SIGN ID CODE WII-2 SIGN SHALL BE MOUNTED ON TWO FLANGED CHANNEL POSTS. SIGN SHALL BE FLUORESCENT-YELLOW GREEN		E-152			
		I	30	18	3.75																								SIGN ID CODE WI6-7P SIGN SHALL BE MOUNTED ON TWO FLANGED CHANNEL POSTS. SIGN SHALL BE FLUORESCENT-YELLOW GREEN		E-152			
9+68.0, RT	 (36" x 36" x 36")	I	-	-	3.90						1			X															SIGN ID CODE RI-2		E-146			
C40+00.0, RT	 	I	36	24	6.00		I				2			X															BACK-TO-BACK SALVAGED SIGN SHALL BE MOUNTED ON TWO FLANGED CHANNEL POSTS SIGN ID CODE R5-1A		E-143			
C40+00.0, LT	 	I	36	24	6.00		I				2			X															BACK-TO-BACK SALVAGED SIGN SHALL BE MOUNTED ON TWO FLANGED CHANNEL POSTS SIGN ID CODE R5-1A		E-143			
C41+10.0, RT		I	36	36	9.00						2			X															SIGN ID CODE WII-2 SIGN SHALL BE MOUNTED ON TWO FLANGED CHANNEL POSTS. SIGN SHALL BE FLUORESCENT-YELLOW GREEN		E-152			
		I	30	18	3.75																								SIGN ID CODE WI6-9P SIGN SHALL BE MOUNTED ON TWO FLANGED CHANNEL POSTS. SIGN SHALL BE FLUORESCENT-YELLOW GREEN	32				
FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND THE ROADWAY, TRAFFIC AND SAFETY, AND PAVEMENT MANAGEMENT SECTION'S "SIGN POST DESIGN GUIDELINE."											LF	LF	LF I4 (140)	LF	LF	LF		EA.	LB	LB	LB		LB	LB	LB	LB								
					TOTALS	SF 54.15	SF -	EA. 2	SF -			LF I4 (140)			LF					LB			EA.	LB				EA.	EA.	LB	TRAFFIC SIGN SUMMARY SHEET #4		PROJECT NAME: BURLINGTON CITY PROJECT NUMBER: NH 2726(1)S	
																															FILE NAME: 07D220.dgn PROJECT LEADER: D.E.G. DESIGNED BY: J.P.S. IPARM FILE: 07D220-29.i	PLOT DATE: 31-OCT-2011 16:44 DRAWN BY: K.A.R. CHECKED BY: D.W.E. SHEET 29 OF 88		

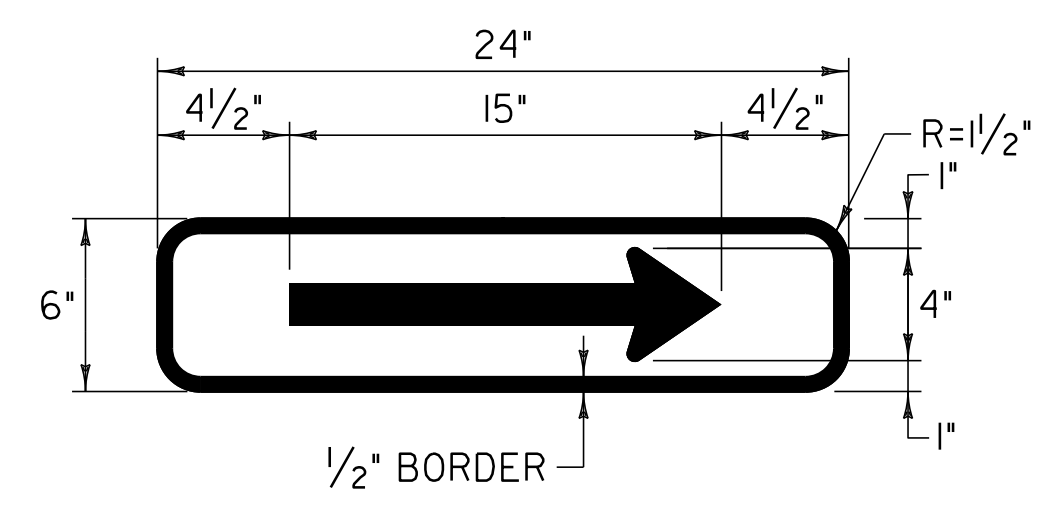
STATE OF VERMONT AGENCY OF TRANSPORTATION										TRAFFIC SIGN SUMMARY SHEET 5																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS			NEW & SALVAGED SIGNS				EXIST POST	NO. OF POSTS	NEW SIGN POSTS																				REMARKS	SIGN DETAIL																																																																																																																																																																																																																																																																																																																																																																																																																																																			
											FLANGED CHANNEL			SQUARE STEEL (in)				TUBULAR ALUMINUM Ø (in)			TUBULAR STEEL Ø (in)				W-SHAPE STEEL			REQUIRED SIGN HEIGHT																																																																																																																																																																																																																																																																																																																																																																																																																																																							
		E A	WIDTH (in)	HEIGHT (in)	“A”	“B”	SALV SIGN	SALV TIS			RETAIN	SALVAGE	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft		lb/ft	lb/ft		lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft	lb/ft</



COLOR: WHITE BORDER & TEXT (REFLECTORIZED)
GREEN BACKGROUND (REFLECTORIZED)

MATERIAL: PER VAOT STANDARD E-I3I

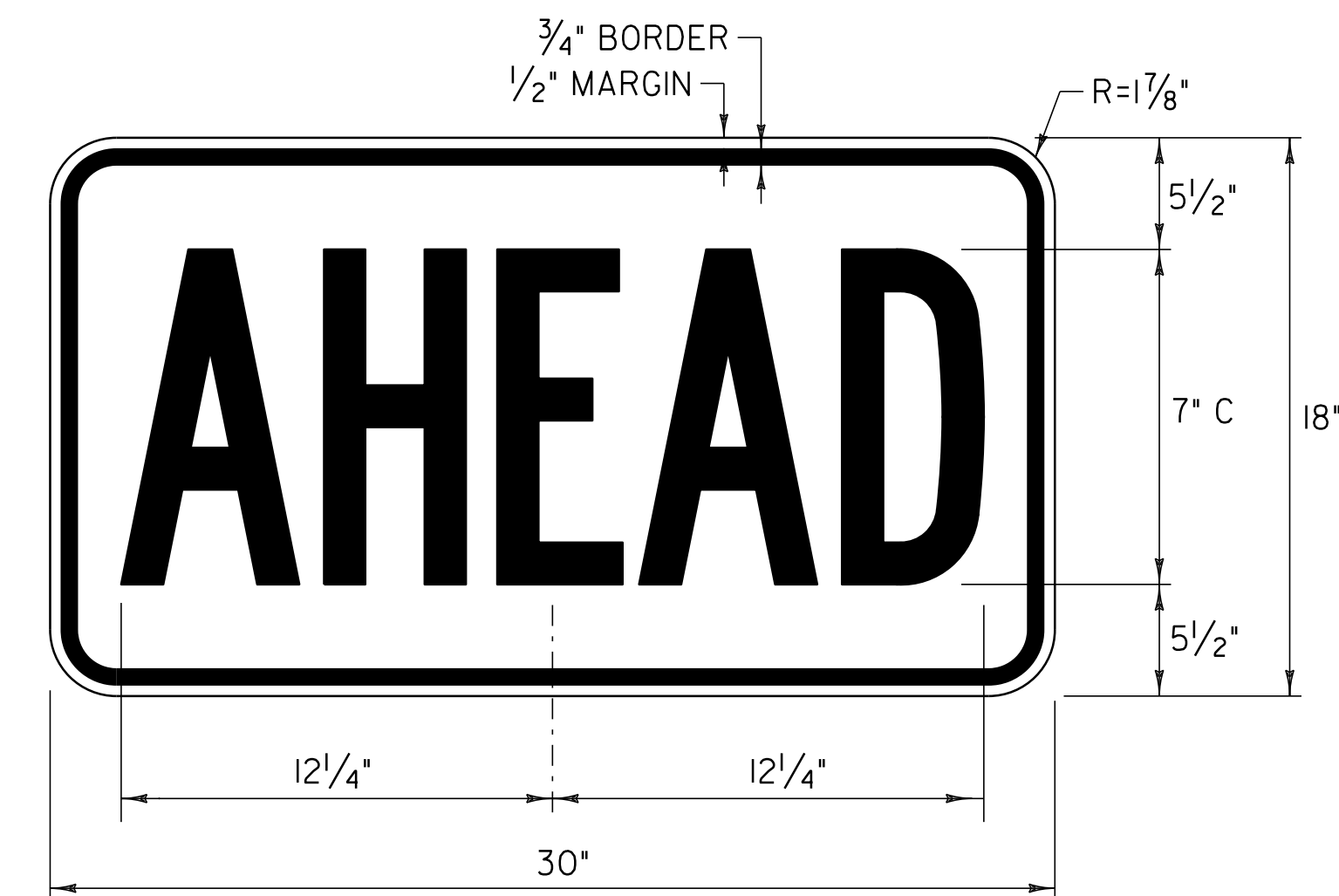
LOCATION: U.S. ROUTE 7
BURLINGTON:
STA 1+18.0, RT



COLOR: WHITE BORDER & LEGEND (REFLECTORIZED)
GREEN BACKGROUND (REFLECTORIZED)

MATERIAL: PER VAOT STANDARD E-I3I

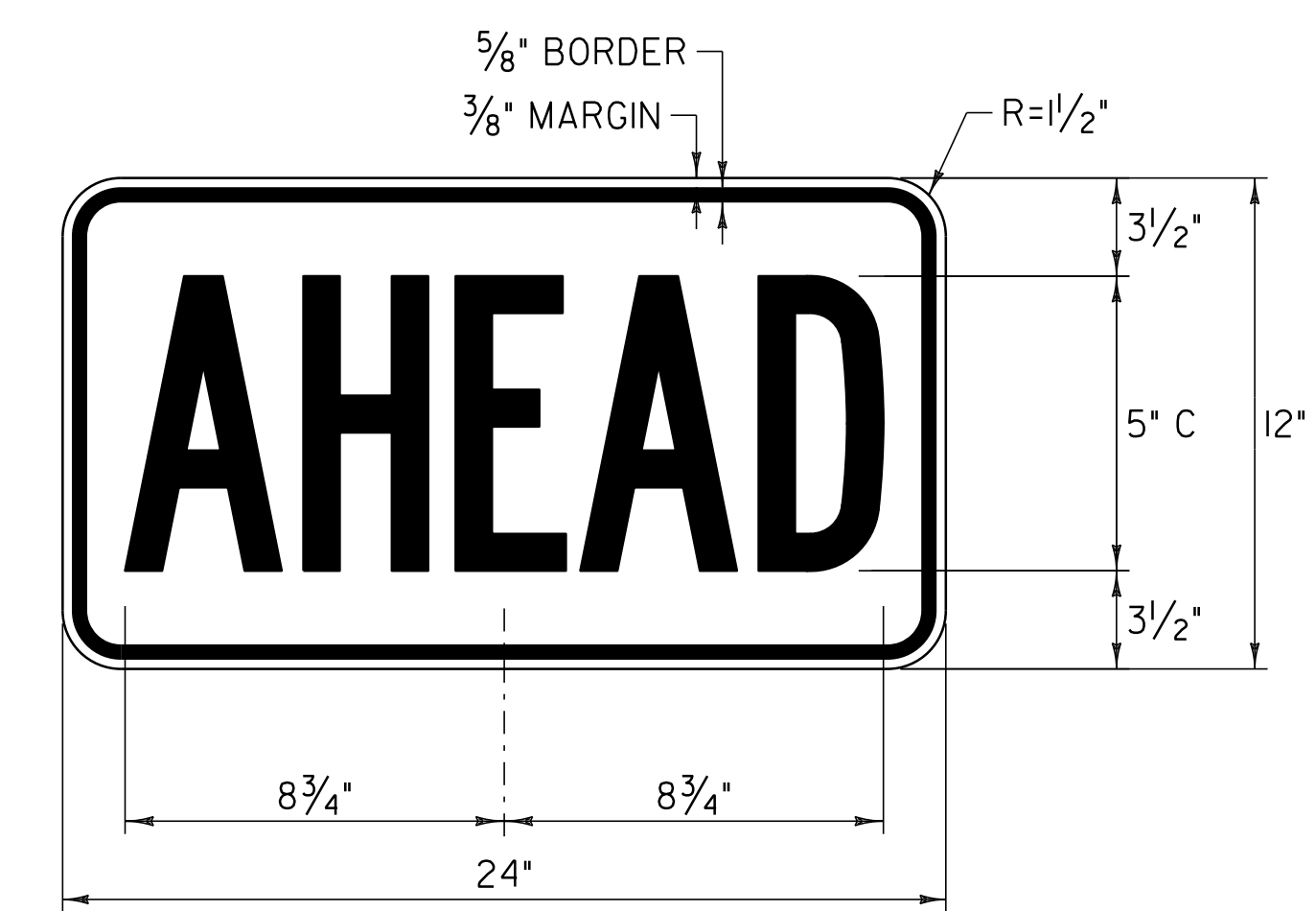
LOCATION: U.S. ROUTE 7
BURLINGTON:
STA 1+18.0, RT



COLOR: BLACK BORDER & TEXT
FLUORESCENT YELLOW-GREEN BACKGROUND (RETROREFLECTIVE)

MATERIAL: PER VAOT STANDARD E-I53

LOCATION: I-189 RAMP "C"
BURLINGTON:
STA. C41+10.0, RT

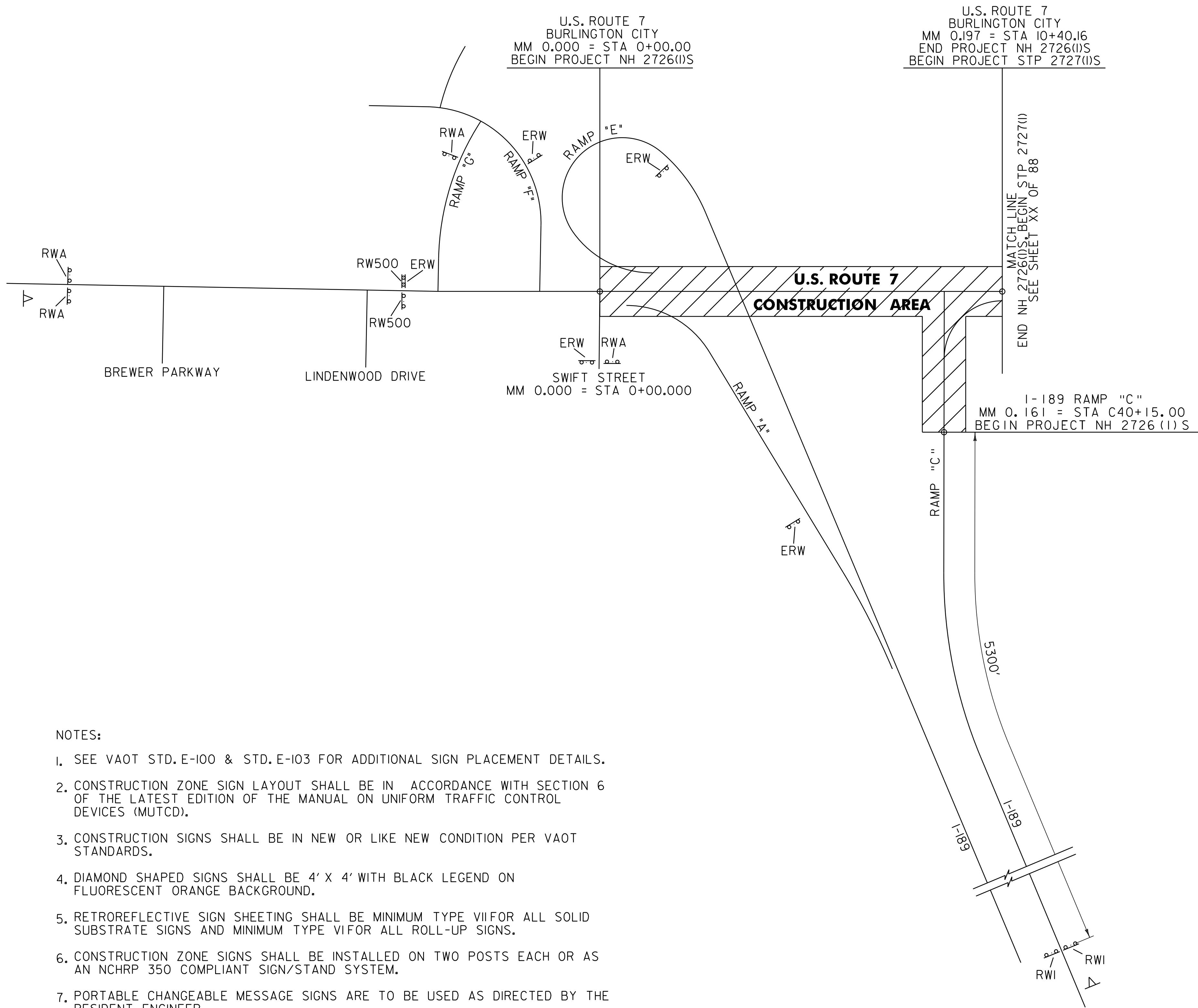


COLOR: BLACK BORDER & TEXT
FLUORESCENT YELLOW-GREEN BACKGROUND (RETROREFLECTIVE)

MATERIAL: PER VAOT STANDARD E-I53

LOCATION: U.S. ROUTE 7
BURLINGTON:
STA. 1+00.0, RT

NOT TO SCALE	
TRAFFIC SIGN DETAIL SHEET	PROJECT NAME: BURLINGTON CITY
	PROJECT NUMBER: NH 2726(1)S
	FILE NAME: 07D220.dgn
	PLOT DATE: 31-OCT-2011 16:44
	PROJECT LEADER: DEG
	DESIGNED BY: JPS
	CHECKED BY: DWE
	SHEET 31 OF 88



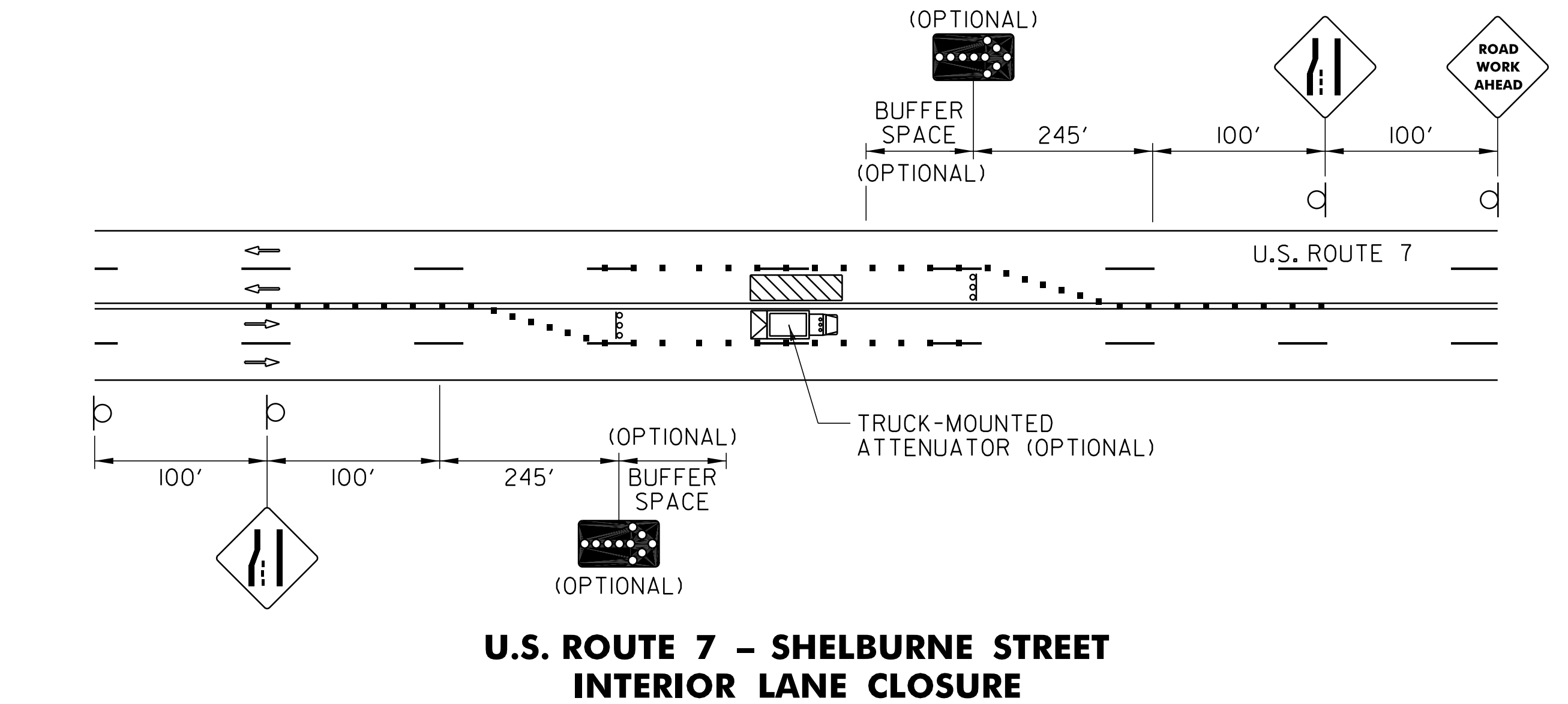
NOTES:

1. SEE VAOT STD.E-100 & STD.E-103 FOR ADDITIONAL SIGN PLACEMENT DETAILS.
2. CONSTRUCTION ZONE SIGN LAYOUT SHALL BE IN ACCORDANCE WITH SECTION 6 OF THE LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
3. CONSTRUCTION SIGNS SHALL BE IN NEW OR LIKE NEW CONDITION PER VAOT STANDARDS.
4. DIAMOND SHAPED SIGNS SHALL BE 4' X 4' WITH BLACK LEGEND ON FLUORESCENT ORANGE BACKGROUND.
5. RETROREFLECTIVE SIGN SHEETING SHALL BE MINIMUM TYPE VII FOR ALL SOLID SUBSTRATE SIGNS AND MINIMUM TYPE VI FOR ALL ROLL-UP SIGNS.
6. CONSTRUCTION ZONE SIGNS SHALL BE INSTALLED ON TWO POSTS EACH OR AS AN NCHRP 350 COMPLIANT SIGN/STAND SYSTEM.
7. PORTABLE CHANGEABLE MESSAGE SIGNS ARE TO BE USED AS DIRECTED BY THE RESIDENT ENGINEER.
8. PAYMENT FOR CONSTRUCTION SIGNING WILL BE MADE UNDER ITEM 641.10 TRAFFIC CONTROL.

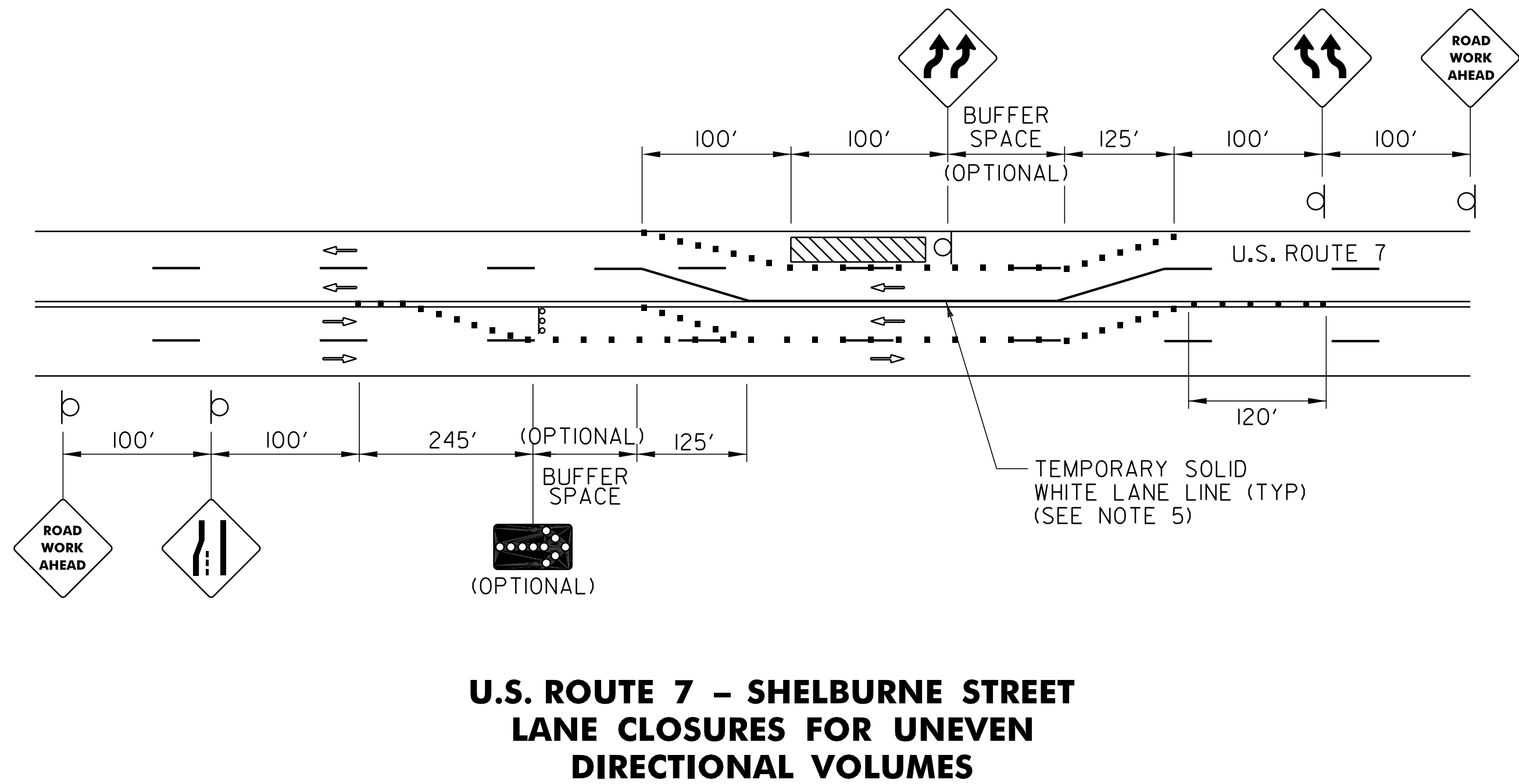
SIGN LEGEND	
RWI	= ROAD WORK 1 MILE
RWA	= ROAD WORK AHEAD
RW500	= ROAD WORK 500 FEET
ERW	= END ROAD WORK
◁	= PORTABLE CHANGEABLE MESSAGE SIGN

CONSTRUCTION APPROACH SIGNING					
HIGHWAY NAME	RWI	RWA	ERW	RW500	OTHER
RAMP "G"	-	1	-	-	
RAMP "F"	-	-	1	-	
U.S. ROUTE 7 - BEGIN PROJECT	-	2	1	2	1-PORT. CHG. MSG. SIGN
SWIFT STREET	-	1	1	-	
RAMP "A"	-	-	1	-	
RAMP "E"	-	-	1	-	
RAMP "C"	2	-	-	-	1-PORT. CHG. MSG. SIGN
TOTAL	2	4	5	2	2-PORT. CHG. MSG. SIGN

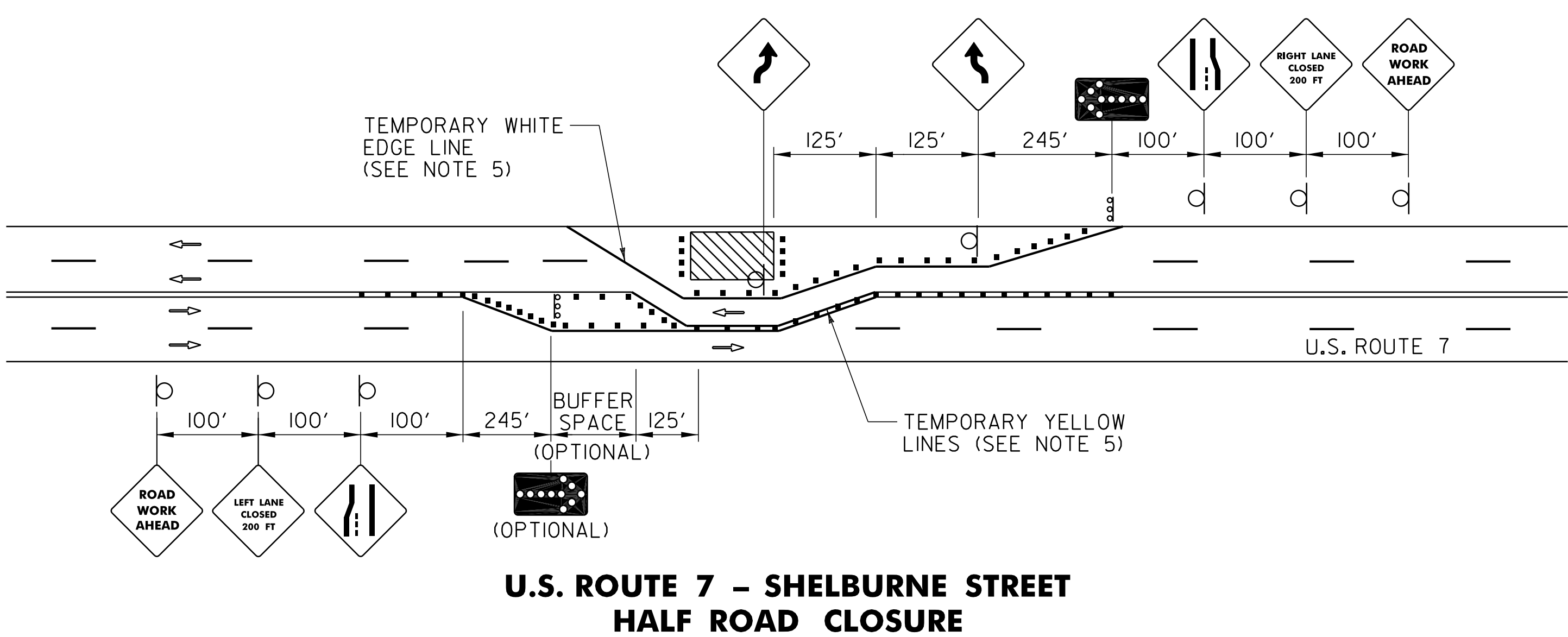
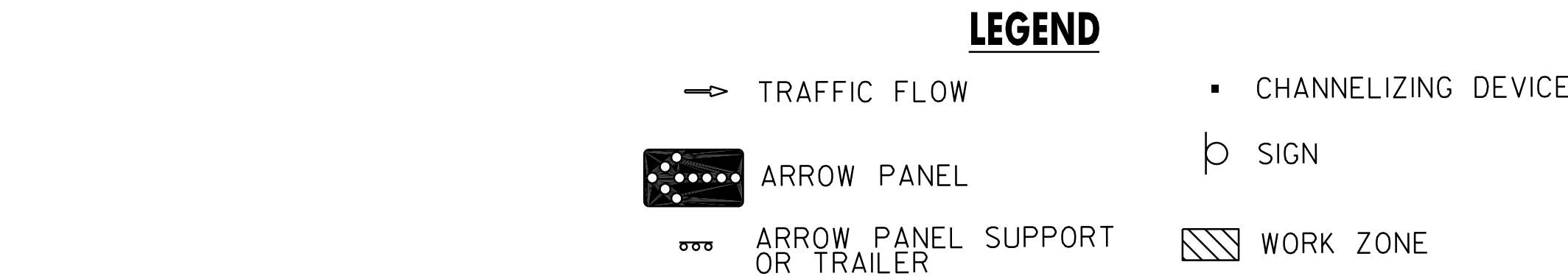
NOT TO SCALE	
CONSTRUCTION APPROACH SIGNING DETAIL SHEET	PROJECT NAME: BURLINGTON CITY
	PROJECT NUMBER: NH 2726(1)S
	FILE NAME: 07D220.dgn
PROJECT LEADER: DEG	PLOT DATE: 31-OCT-2011 16:44
DESIGNED BY: JPS	DRAWN BY: KAR
IPARM FILE: 07D220_32.1	CHECKED BY: DWE
	SHEET 32 OF 88



U.S. ROUTE 7 – SHELBURNE STREET
INTERIOR LANE CLOSURE



U.S. ROUTE 7 – SHELBURNE STREET
LANE CLOSURES FOR UNEVEN
DIRECTIONAL VOLUMES



U.S. ROUTE 7 – SHELBURNE STREET
HALF ROAD CLOSURE

INTRODUCTION:

THE OBJECTIVE OF THE TRAFFIC CONTROL DETAILS SHOWN ON SHEETS 12 AND 13 IS TO ILLUSTRATE THE CONSTRUCTABILITY OF THIS PROJECT WHILE SAFELY MAINTAINING TRAFFIC FLOW AT ALL TIMES DURING CONSTRUCTION.

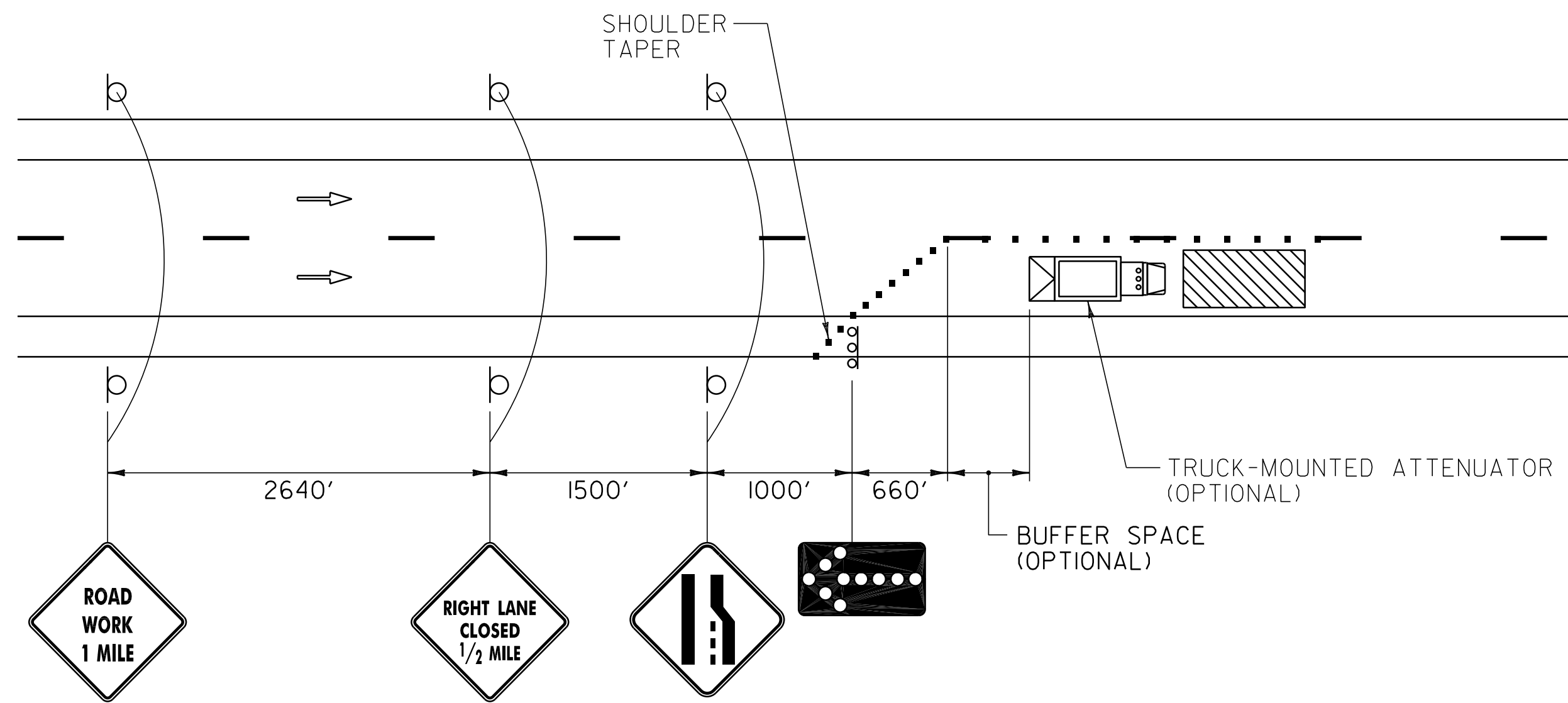
THESE TRAFFIC CONTROL DETAILS ARE INTENDED TO BE A GENERAL OUTLINE REGARDING HOW THE WORK COULD PROCEED ALONG MAINLINE PORTIONS OF THE ROADWAY. IT IS THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE SPECIFIC DETAILS TO ADDRESS PHASING OF WORK. THE CONTRACTOR'S RESPONSIBILITY INCLUDES, BUT IS NOT LIMITED TO, PROVIDING A PLAN DETAILING THE USE AND PLACEMENT OF SIGNS, CHANNELIZING DEVICES, ARROW BOARDS, FLAGGERS AND UNIFORMED TRAFFIC OFFICERS DURING LANE CLOSURES IN ALL PHASES OF CONSTRUCTION.

IF THE CONTRACTOR DOES NOT WISH TO UTILIZE THE TEMPORARY TRAFFIC CONTROL AND LANE CLOSURES ILLUSTRATED, AN ALTERNATE PROPOSAL SHALL BE SUBMITTED TO THE RESIDENT ENGINEER AND CITY OF BURLINGTON FOR REVIEW AND APPROVAL AT LEAST TWENTY DAYS IN ADVANCE OF THE USE OF THE PROPOSED TEMPORARY TRAFFIC CONTROL PLAN. THIS ALTERNATE PLAN MUST BE DESIGNED AND IMPLEMENTED IN ACCORDANCE WITH THE MUTCD AND VAOT STANDARDS E-100, E-101, E-102, E-102A, E-103, E-105, E-106, E-107, E-107A, E-108, AND E-110.

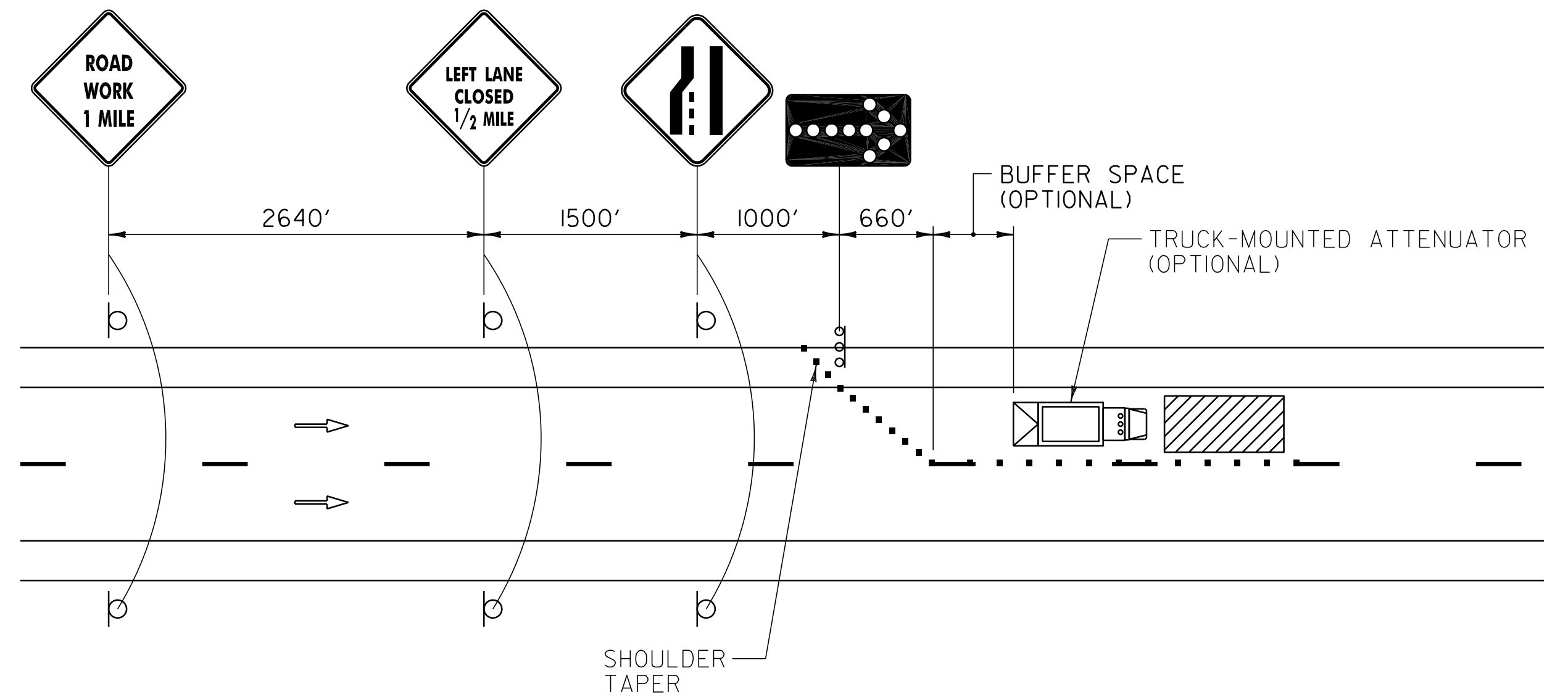
GENERAL TRAFFIC CONTROL NOTES:

1. THE BID PRICE FOR ITEM 641.10 TRAFFIC CONTROL SHALL INCLUDE ALL APPROACH AND ON-SITE CONSTRUCTION SIGNS, BARRELS, CONES, BARRICADES, AND TEMPORARY REGULATORY AND WARNING SIGNS AND POSTS. ALL ADJUSTING, MAINTAINING, RELOCATING AND REMOVING THESE DEVICES SHALL ALSO BE INCLUDED. THE FOLLOWING ITEMS SHALL BE PAID UNDER THEIR SPECIFIC BID PRICES:
 1. ITEM 203.15 COMMON EXCAVATION
 2. ITEM 210.10 COLD PLANING, BITUMINOUS PAVEMENT
 3. ITEM 490.30 SUPERPAVE BITUMINOUS CONCRETE PAVEMENT
 4. ITEM 608.45 TRUCK-MOUNTED ATTENUATOR
 5. ITEM 630.10 UNIFORMED TRAFFIC OFFICERS
 6. ITEM 630.15 FLAGGERS
 7. ITEM 641.15 PORTABLE CHANGEABLE MESSAGE SIGN
 8. ITEM 641.16 PORTABLE ARROW BOARD
 9. ITEM 646.601 TEMPORARY 4 INCH WHITE LINE, TYPE II TAPE
 10. ITEM 646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
 11. ITEM 646.611 TEMPORARY 4 INCH YELLOW LINE, TYPE II TAPE
 12. ITEM 646.612 TEMPORARY 4 INCH YELLOW LINE, PAINT
 13. ITEM 646.76 LINE STRIPING TARGETS
 14. ITEM 646.85 REMOVAL OF EXISTING PAVEMENT MARKINGS
 15. ITEM 646.86 PAVEMENT MARKING MASK
2. THE CONTRACTOR SHALL COVER OR REMOVE ALL EXISTING SIGNS THAT CONTRADICT TEMPORARY TRAFFIC CONTROL SIGNS. ANY SIGN REMOVED OR COVERED BY THE CONTRACTOR SHALL BE REPLACED OR UNCOVERED BY THE CONTRACTOR AFTER CONSTRUCTION IS COMPLETE. PAYMENT FOR THIS WORK SHALL BE CONSIDERED INCIDENTAL TO ITEM 641.10 TRAFFIC CONTROL.
3. SIGNS TO BE INSTALLED WITHIN LANES THAT ARE TO BE CLOSED SHOULD BE INSTALLED ON NCHRP REPORT 350 COMPLIANT SIGN STANDARDS.
4. ALL LANE SHIFTS AND TAPERS SHALL BE DESIGNED IN ACCORDANCE WITH PART 6 OF THE MUTCD AND VTRANS STANDARDS.
5. EXISTING PAVEMENT MARKINGS THAT INTERFERE OR CONTRADICT TEMPORARY PAVEMENT MARKINGS SHOULD BE REMOVED WITH ITEM 646.85 REMOVAL OF EXISTING PAVEMENT MARKINGS OR ITEM 646.86 PAVEMENT MARKING MASK AS DIRECTED BY THE RESIDENT ENGINEER. THE REMOVAL OF ANY TEMPORARY PAVEMENT MARKINGS SHALL BE CONSIDERED INCIDENTAL TO THE APPLICABLE TEMPORARY PAVEMENT MARKING ITEM. FOR SHORT-TERM APPLICATIONS, WHERE THIS IS NOT PRACTICAL, CHANNELIZING DEVICES SHOULD BE PLACED AT A MAXIMUM SPACING OF 15 FEET ON U.S. ROUTE 7 AND 25 FEET ON I-189. TEMPORARY MARKINGS SHOULD BE INSTALLED WHERE NEEDED OR AS DIRECTED BY THE RESIDENT ENGINEER.
6. THE CONTRACTOR SHALL PROVIDE A FULL-TIME, PERSON RESPONSIBLE FOR SET UP, MAINTENANCE AND REMOVAL OF ALL TRAFFIC CONTROL DEVICES THROUGHOUT THE DURATION OF THE PROJECT. A TRAFFIC CONTROL PLAN AND NIGHTLY LIGHTING PLAN (WHEN REQUIRED) SHALL BE SUBMITTED BY THE CONTRACTOR TO ALLOW REVIEW, MODIFICATION TO ADDRESS THE RESIDENT ENGINEER'S COMMENTS (IF NECESSARY) AND APPROVAL BY THE RESIDENT ENGINEER AT LEAST 24 HOURS PRIOR TO IMPLEMENTATION.

NOT TO SCALE	
TRAFFIC CONTROL AND LANE CLOSURE DETAIL SHEET #1	PROJECT NAME: BURLINGTON CITY
	PROJECT NUMBER: NH 2726(1)S
	FILE NAME: 07D220.dgn
	PLOT DATE: 31-OCT-2011 16:44
	PROJECT LEADER: DEG
	DRAWN BY: KAR
	DESIGNED BY: JPS
	CHECKED BY: DWE
	IPARM FILE: 07D220_33.1
	SHEET 33 OF 88



**I-189 RAMP "C"
RIGHT LANE CLOSURE**



**I-189 RAMP "C"
LEFT LANE CLOSURE**

LEGEND

- | | | | |
|--|--------------------------------|--|---------------------|
| | TRAFFIC FLOW | | CHANNELIZING DEVICE |
| | ARROW PANEL | | SIGN |
| | ARROW PANEL SUPPORT OR TRAILER | | WORK ZONE |

NOT TO SCALE

**TRAFFIC CONTROL
AND LANE
CLOSURE
DETAIL SHEET #2**

PROJECT NAME: BURLINGTON CITY	PLOT DATE: 31-OCT-2011 16:44
PROJECT NUMBER: NH 2726(I)S	DRAWN BY: KAR
FILE NAME: 07D220.dgn	CHECKED BY: DWE
PROJECT LEADER: DEG	SHEET 34 OF 88
DESIGNED BY: JPS	
IPARM FILE: 07D220_34.i	

STATE OF VERMONT
AGENCY OF TRANSPORTATION

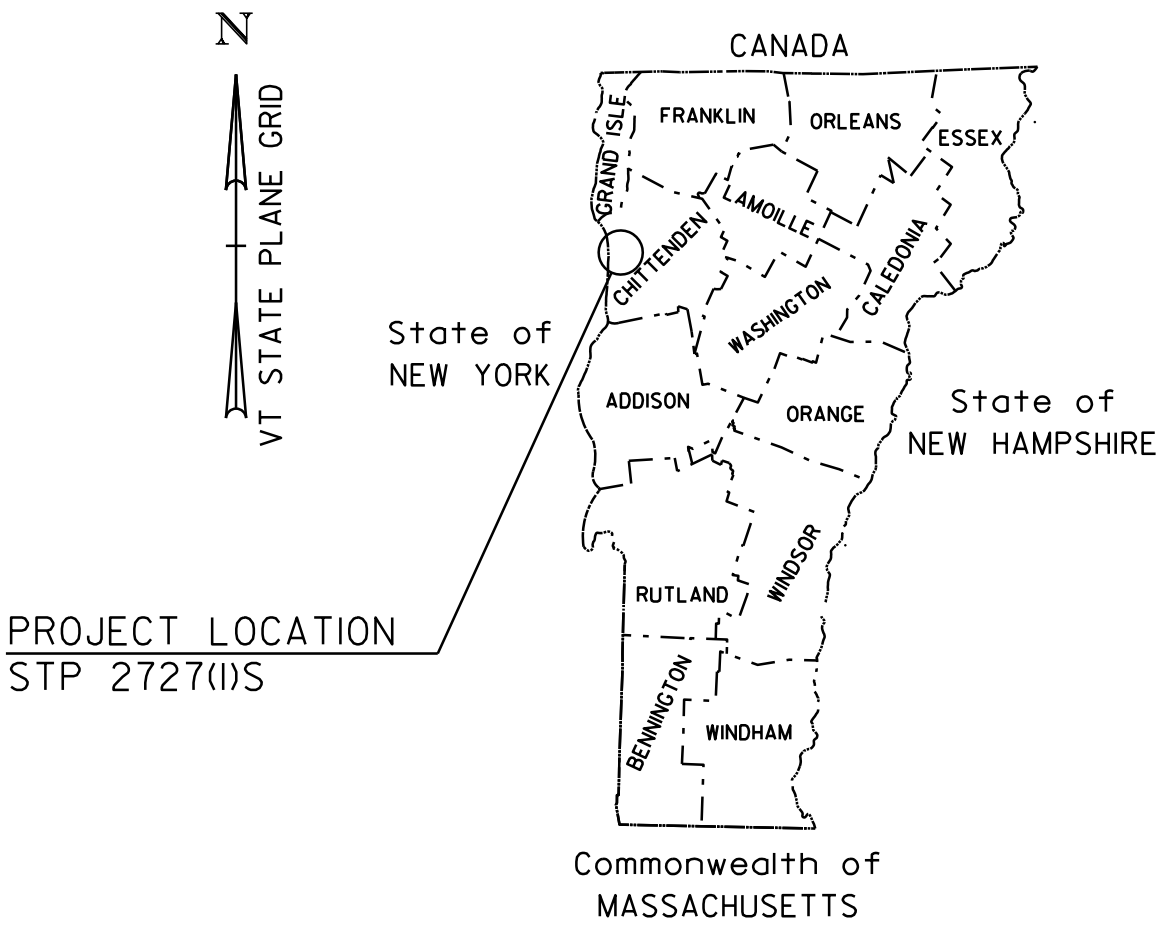


PROPOSED IMPROVEMENT
CITY OF BURLINGTON
COUNTY OF CHITTENDEN
U.S.ROUTE 7

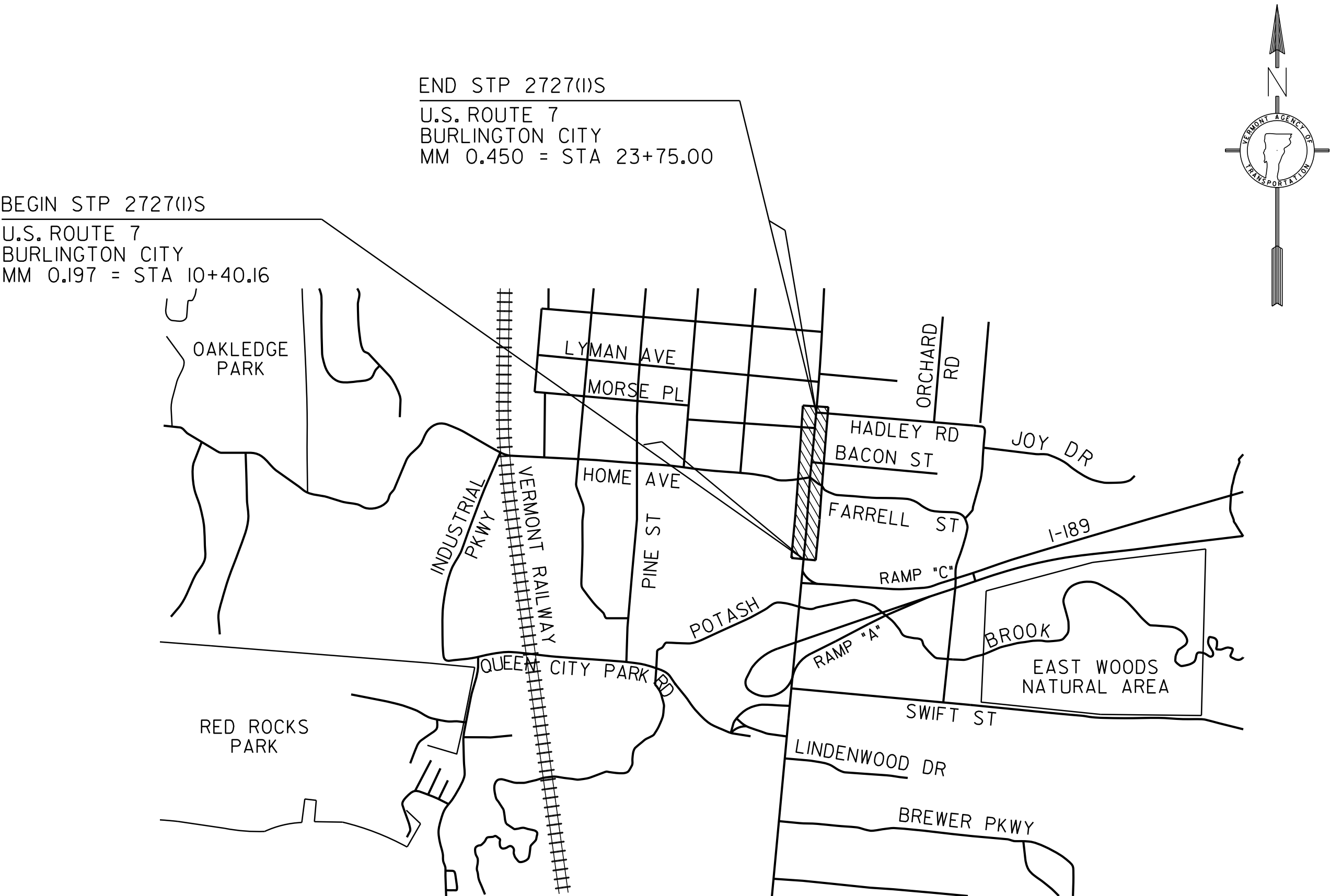
THE PROJECT BEGINS AT BURLINGTON CITY MILE MARKER 0.197 = STA 10+40.16 AND EXTENDS NORTHERLY ALONG U.S.ROUTE 7 FOR A DISTANCE OF 1334.84 FEET (0.253 MILE) TO A POINT IN BURLINGTON CITY JUST NORTH OF THE INTERSECTION OF U.S.ROUTE 7 AND HADLEY ROAD AT BURLINGTON CITY MILE MARKER 0.450 = STA 23+75.00.

LENGTH OF ROADWAY 1334.84 FT (0.253 MILE)
LENGTH OF PROJECT 1334.84 FT (0.253 MILE)

WORK TO BE PERFORMED UNDER THIS PROJECT INCLUDES COLD PLANING AND RESURFACING OF THE EXISTING HIGHWAY WITH A SHIM/LEVELING COURSE AND WEARING COURSE, RESEALING/REPAIR OF THE CONCRETE PAVEMENT, NEW PAVEMENT MARKINGS, VEHICLE DETECTOR LOOPS, SIDEWALK RAMPS, NEW SIGNS AND INCIDENTAL ITEMS.



BITUMINOUS CONCRETE PAVEMENT SUPERPAVE MIXTURE DESIGN CRITERIA	
DESIGN LANE / DESIGN LIFE ESAL	9,313,000
DESIGN NUMBER OF GYRATIONS	75
PERFORMANCE GRADE ASPHALT BINDER	SEE GENERAL SPECIAL PROVISIONS SECTION 490



TRAFFIC DATA

LOCATION	AADT		DHV		ESALs	
	2008	2018	2008	2018	2008~2018	2008~2028
BEGIN PROJECT TO PRICE CHOPPER/SHAWS	42,700	44,800	4,500	4,700	4,052,000	10,234,000
PRICE CHOPPER/SHAWS TO HOME AVENUE	39,900	41,900	4,200	4,400	4,306,000	10,875,000
HOME AVENUE TO END PROJECT	35,800	37,600	3,800	4,000	4,175,000	10,520,000

CONVENTIONAL SYMBOLS

COUNTY LINE	----
TOWN LINE	- - - -
LIMITS OF ACCESS	—○—○—○—○—
POINT OF ACCESS	X
FENCE LINE	—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	—SR—SR—SR—
SLOPE RIGHTS	—○—○—○—
TOP OF CUT	—△—△—△—
TOE OF SLOPE	—○—○—○—

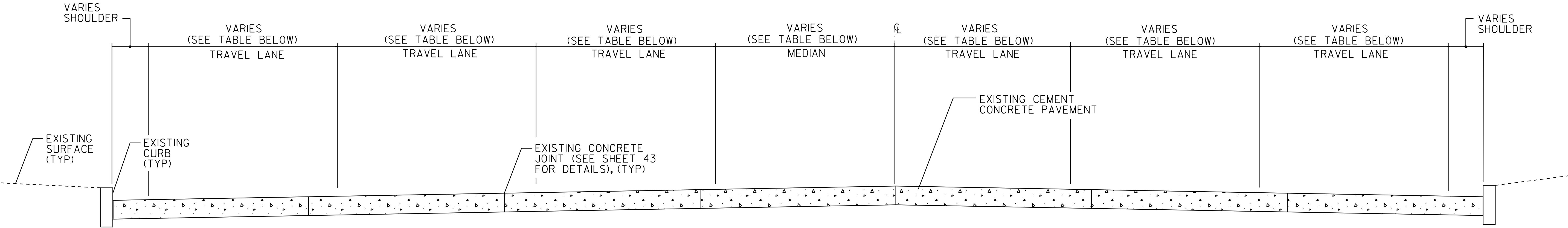
SURVEYED BY :	NA
SURVEYED DATE :	NA
DATUM	
VERTICAL	NA
HORIZONTAL	NA

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.

07D222.dgn 07D222.35.i

PROJECT MANAGER : TED DOMEY

PROJECT NAME : BURLINGTON CITY
PROJECT NUMBER : STP 2727 (1) S



CEMENT CONCRETE PAVEMENT TYPICAL SECTION

U.S. ROUTE 7 BURLINGTON CITY STA 10+40.16 TO BURLINGTON CITY STA 11+51.00

PROJECT PAVING LIMITS

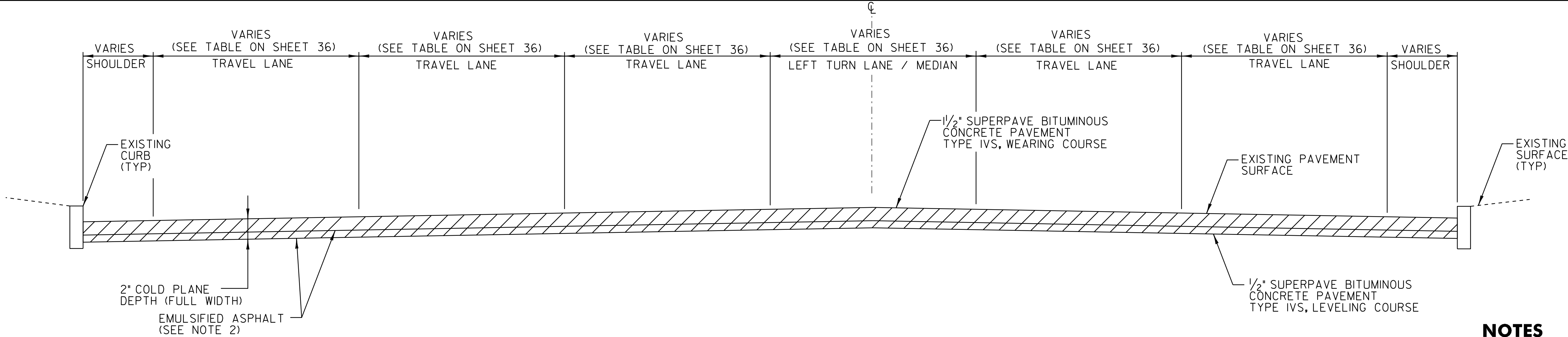
TOWN & ROUTE	BEGIN STATION	END STATION	LANE TYPICAL	WEARING DEPTH	LEVELING TON	NOTES
BURLINGTON:						
U.S. ROUTE 7	10+40.16	11+51.00	VARIES - SEE LAYOUT	-	-	CONCRETE PAVEMENT - JOINT REPAIR
U.S. ROUTE 7	11+51.00	11+61.00	VARIES - SEE LAYOUT	1½"	2	COLD PLANE 2", LEVEL WITH ½" TYPE IVS & PAVE WITH 1½" TYPE IVS
U.S. ROUTE 7	11+61.00	12+65.00	VARIES - SEE LAYOUT	1½"	24	COLD PLANE 2", LEVEL WITH ½" TYPE IVS & PAVE WITH 1½" TYPE IVS
U.S. ROUTE 7	12+65.00	15+30.00	1'-6" - 10'-0" - 10'-0" - 10'-0" - 10'-0" - 10'-0" - 1'-6"	1½"	42	COLD PLANE 2", LEVEL WITH ½" TYPE IVS & PAVE WITH 1½" TYPE IVS
U.S. ROUTE 7	15+30.00	16+20.00	VARIES - SEE LAYOUT	1½"	18	COLD PLANE 2", LEVEL WITH ½" TYPE IVS & PAVE WITH 1½" TYPE IVS
U.S. ROUTE 7	16+20.00	21+50.00	10'-0" - 10'-0" - 10'-0" - 10'-0" - 10'-0"	1½"	86	COLD PLANE 2", LEVEL WITH ½" TYPE IVS & PAVE WITH 1½" TYPE IVS
U.S. ROUTE 7	21+50.00	23+75.00	13'-0" - 12'-0" - 12'-0" - 13'-0"	1½"	43	COLD PLANE 2", LEVEL WITH ½" TYPE IVS & PAVE WITH 1½" TYPE IVS

NOT TO SCALE

PROJECT
TYPICAL
SHEET #1

PROJECT NAME: BURLINGTON CITY
PROJECT NUMBER: STP 2727(I)S

FILE NAME: 07D222.dgn	PLOT DATE: 31-OCT-201116:44
PROJECT LEADER: DEG	DRAWN BY: KAR
DESIGNED BY: JPS	CHECKED BY: DWE
IPARM FILE: 07D222_36.1	SHEET 36 OF 88



COLD PLANE TYPICAL SECTION

U.S. ROUTE 7 BURLINGTON CITY STA 11+51.00 TO BURLINGTON CITY STA 23+75.00

NOTES

1. THE WEARING COURSE SHALL BE TYPE IVS 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. ALL DRIVES SHALL RECEIVE A PAVED APRON TO THE FRONT EDGE OF THE SIDEWALK AS DIRECTED BY THE RESIDENT ENGINEER. ANY AND ALL REQUIRED EXCAVATION IN DRIVE AREAS SHALL BE AS SHOWN ON THE PLANS OR AS DIRECTED BY THE RESIDENT ENGINEER. THE NEW BITUMINOUS SURFACE SHALL BE CONSTRUCTED AS DIRECTED AND WILL BE PAID FOR UNDER ITEM 900.675, "SPECIAL PROVISION (HAND-PLACED BITUMINOUS CONCRETE MATERIAL, DRIVES)".
5. ALL OTHER BITUMINOUS CONCRETE PAVEMENT WORK WHICH COULD INVOLVE SOME HAND-WORK (SUCH AS AROUND DROP INLETS ETC.) SHALL BE PAID FOR AT THE CONTRACT PRICE FOR ITEM 490.30 SUPERPAVE BITUMINOUS CONCRETE PAVEMENT.
6. COLD PLANING SHALL BE COMPLETED AS NOTED ON THE PLANS OR AS DIRECTED BY THE RESIDENT ENGINEER.
7. ITEMS 604.412, 604.415 AND 604.418 ARE ESTIMATED QUANTITIES AND SHALL BE PERFORMED AS DIRECTED BY THE RESIDENT ENGINEER.

SEEDING FORMULA
URBAN AREAS

% WT.	LBS./A.	NAME	PUR %	GERM %
42.5	34.0	CREEPING RED FESCUE	98	85
10.0	8.0	PERENNIAL RYE GRASS	95	90
42.5	34.0	KENTUCKY BLUE GRASS	85	85
5.0	4.0	ANNUAL RYE GRASS	95	85
100.0	80.0			

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

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

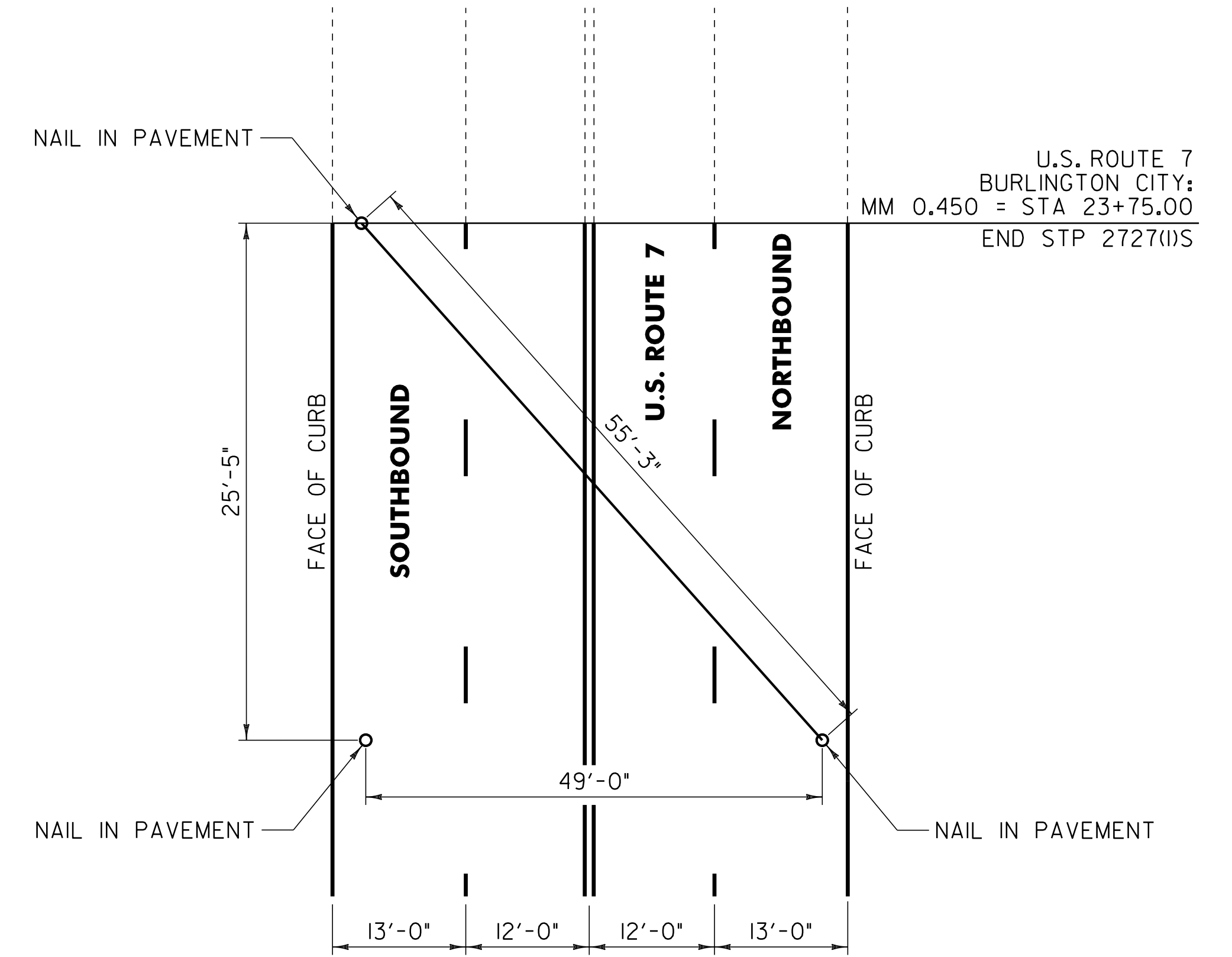
FERTILIZER: FORMULA 10-20-10, TO BE USED WITH SEED APPLIED AT THE RATE OF 500 LBS/ACRE (HYDRO SEEDERS MAY USE 19-19-19 FORMULA).

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: BURLINGTON CITY	
	PROJECT NUMBER: STP 2727(1)S	
	FILE NAME: 07D222.dgn	PLOT DATE: 31-OCT-2011 16:45
	PROJECT LEADER: DEG	DRAWN BY: KAR
	DESIGNED BY: JPS	CHECKED BY: DWE
	IPARM FILE: 07D222_37.1	SHEET 37 OF 88



END PROJECT
LOCATION TIES
U.S. ROUTE 7

NOT TO SCALE

PROJECT
TIE
SHEET

PROJECT NAME: BURLINGTON CITY	
PROJECT NUMBER: STP 2727(I)S	
FILE NAME: 07D222.dgn	PLOT DATE: 31-OCT-2011 16:45
PROJECT LEADER: DEG	DRAWN BY: KAR
DESIGNED BY: JPS	CHECKED BY: DWE
IPARM FILE: 07D222_38.i	SHEET 38 OF 88

**STATE OF VERMONT
AGENCY OF TRANSPORTATION**

[illegible]

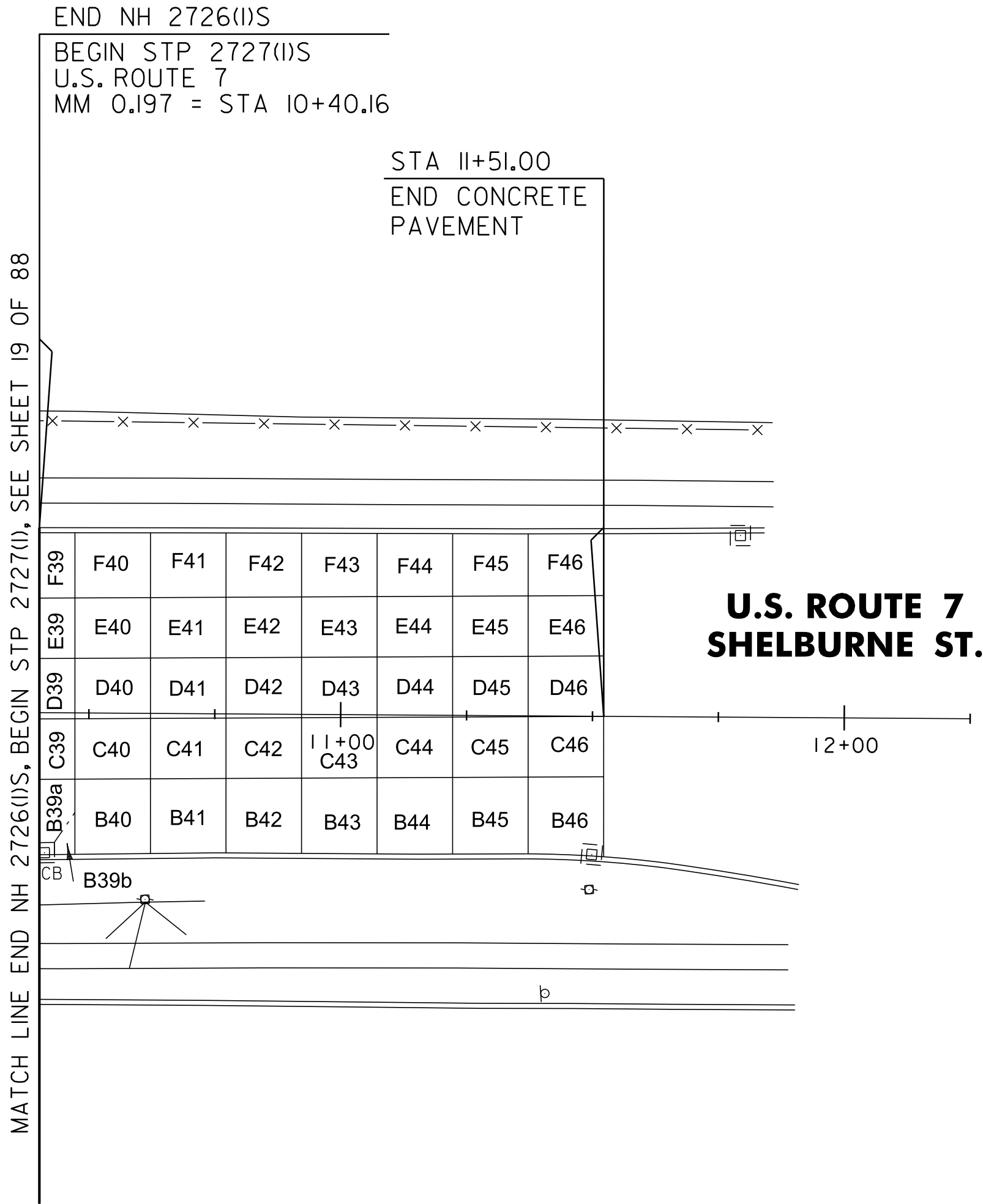
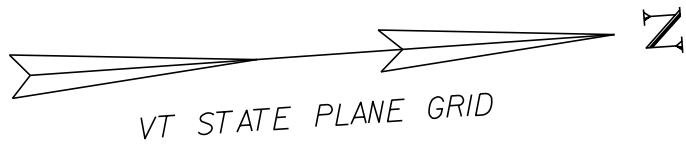
STATE OF VERMONT
AGENCY OF TRANSPORTATION

[illegible][illegible]

QUANTITY SHEET 3

STATE OF VERMONT
AGENCY OF TRANSPORTATION

[illegible][illegible]



LEGEND

- B30 - CONCRETE SLAB NUMBER
N - NORTH
S - SOUTH
E - EAST
W - WEST

NOTE:

1. ALL CONCRETE JOINTS NOT BEING REPAIRED
WITH TECHCRETE SHALL BE SEALED USING
ITEM 524.11 JOINT SEALER, HOT POURED.

900.635 SPECIAL PROVISION (CONCRETE PAVEMENT JOINT REPAIR, TECHCRETE)

U.S. ROUTE 7:

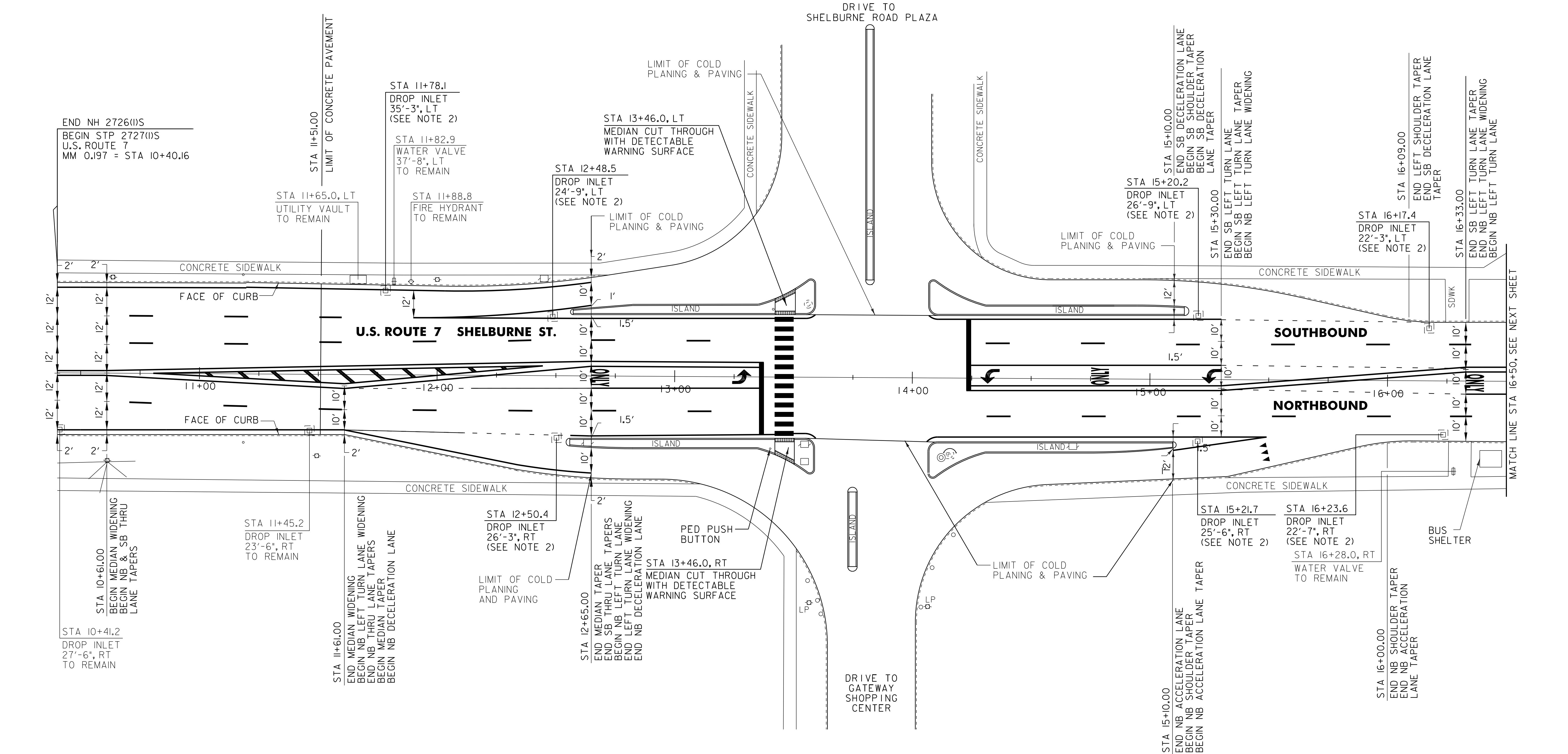
SLAB B40, NW	STA 10+62.2,	12.9 FT RT	(45 LBS)
SLAB B40, N	STA 10+62.2,	22.1 FT RT	(103 LBS)
SLAB B41, NW	STA 10+77.2,	12.8 FT RT	(45 LBS)
SLAB E41, NW	STA 10+77.3,	23.2 FT LT	(45 LBS)
SLAB B42, NW	STA 10+92.3,	12.6 FT RT	(45 LBS)
SLAB B44, N	STA 11+22.3,	12.4 FT RT	(377 LBS)
SLAB B45, N	STA 11+37.3,	12.2 FT RT	(377 LBS)
SLAB E46, W	STA 11+50.1,	23.9 FT LT	(153 LBS)

NOT TO SCALE

**CONCRETE
PAVEMENT
JOINT REPAIR
PLAN SHEET**

PROJECT NAME: BURLINGTON CITY
PROJECT NUMBER: STP 2727(I)S

FILE NAME: 07D222.dgn	PLOT DATE: 31-OCT-2011 16:45
PROJECT LEADER: DEG	DRAWN BY: KAR
DESIGNED BY: JPS	CHECKED BY: DWE
IPARM FILE: 07D222-43.1	SHEET 43 OF 88



NOTES:

- PAVING LIMIT ON ALL TOWN HIGHWAYS SHALL BE MEASURED 25 FT BACK FROM U.S. ROUTE 7 EDGE OF SHOULDER UNLESS DENOTED OTHERWISE ON THE PLANS OR AS DIRECTED BY THE RESIDENT ENGINEER.
- THE CONTRACTOR SHALL REHAB. THE EXISTING DROP INLETS, CATCH BASINS OR MANHOLES TO A DEPTH AS DIRECTED BY THE RESIDENT ENGINEER. ALL REHAB. WORK WILL BE PAID FOR UNDER THE APPLICABLE REHAB. ITEM AS DIRECTED BY THE RESIDENT ENGINEER. ALL EXISTING UTILITIES MARKED "TO REMAIN" SHALL NOT BE ALTERED OR REHABILITATED UNLESS DIRECTED OTHERWISE BY THE RESIDENT ENGINEER.
- SEE SHEET 50 FOR VEHICLE LOOP DETAIL.

604.412, 604.415 AND 604.418
REHAB. DROP INLETS, CATCH BASINS OR MANHOLES, (SEE NOTE 2)

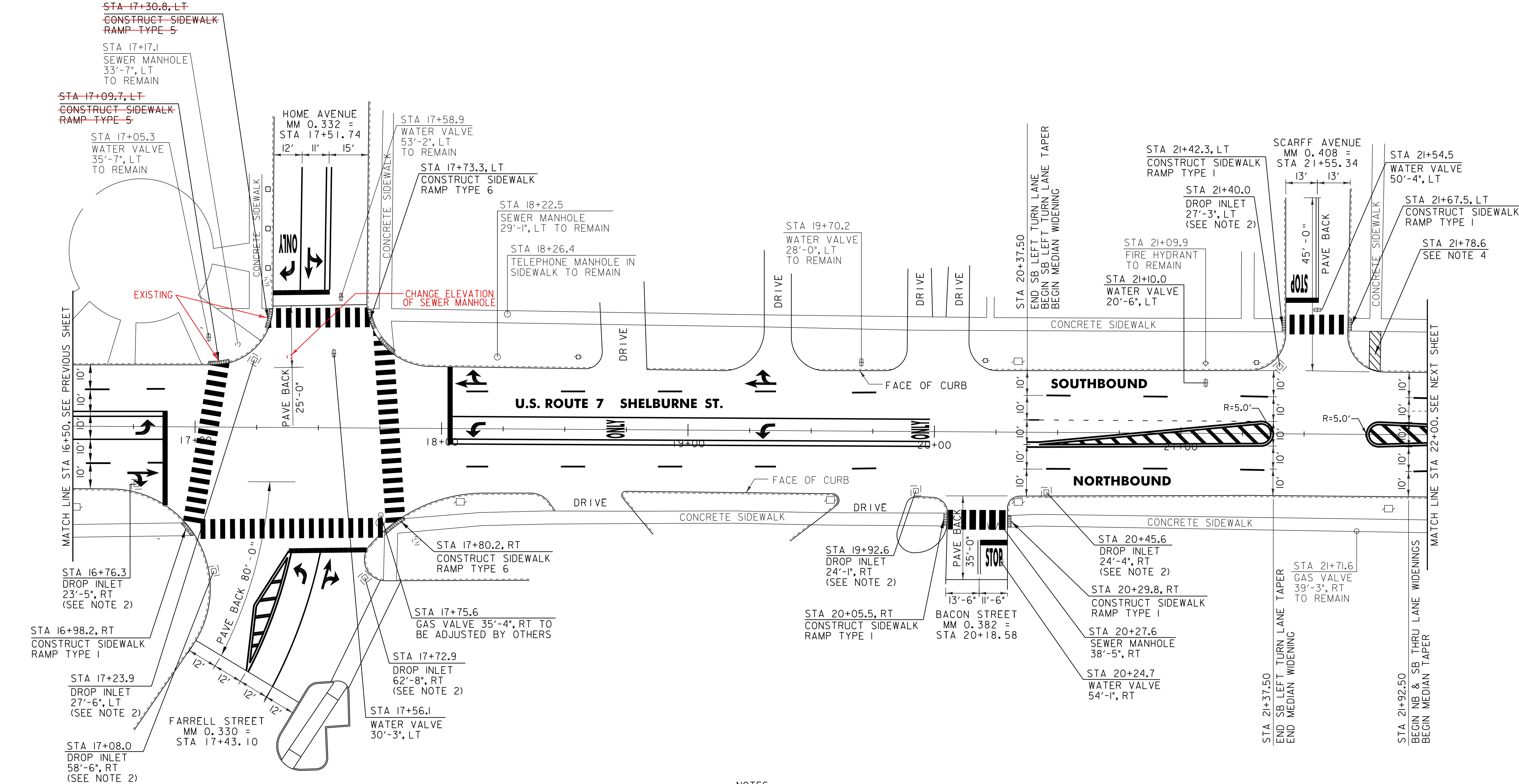
U.S. ROUTE 7:
STA 11+78.1 LT
STA 12+48.5 LT
STA 12+50.4 RT
STA 15+20.2 LT
STA 15+21.7 RT
STA 16+17.4 LT
STA 16+23.6 RT

PROJECT
LAYOUT
SHEET #1

PROJECT NAME: BURLINGTON CITY
PROJECT NUMBER: STP 2727(I)S

FILE NAME: 07D222.dgn
PROJECT LEADER: DEG
DESIGNED BY: JPS
IPARM FILE: 07D222_44.i

PLOT DATE: 31-OCT-2011 16:45
DRAWN BY: KAR
CHECKED BY: DWE
SHEET 44 OF 88



203.16 SOLID ROCK EXCAVATION

U.S. ROUTE 7:
STA 21+78.6 LT (29.6 CY)

604.412, 604.415 AND 604.418
REHAB. DROP INLETS, CATCH BASINS OR MANHOLES, (SEE NOTE 2)

U.S. ROUTE 7:
STA 16+76.3 RT
STA 17+08.0 RT
STA 17+23.9 LT
STA 17+72.9 RT
STA 19+92.6 RT
STA 20+45.6 RT
STA 21+40.0 LT

604.42 CHANGING ELEVATION OF SEWER MANHOLES

U.S. ROUTE 7:
STA 20+27.6 RT 17+40 LT

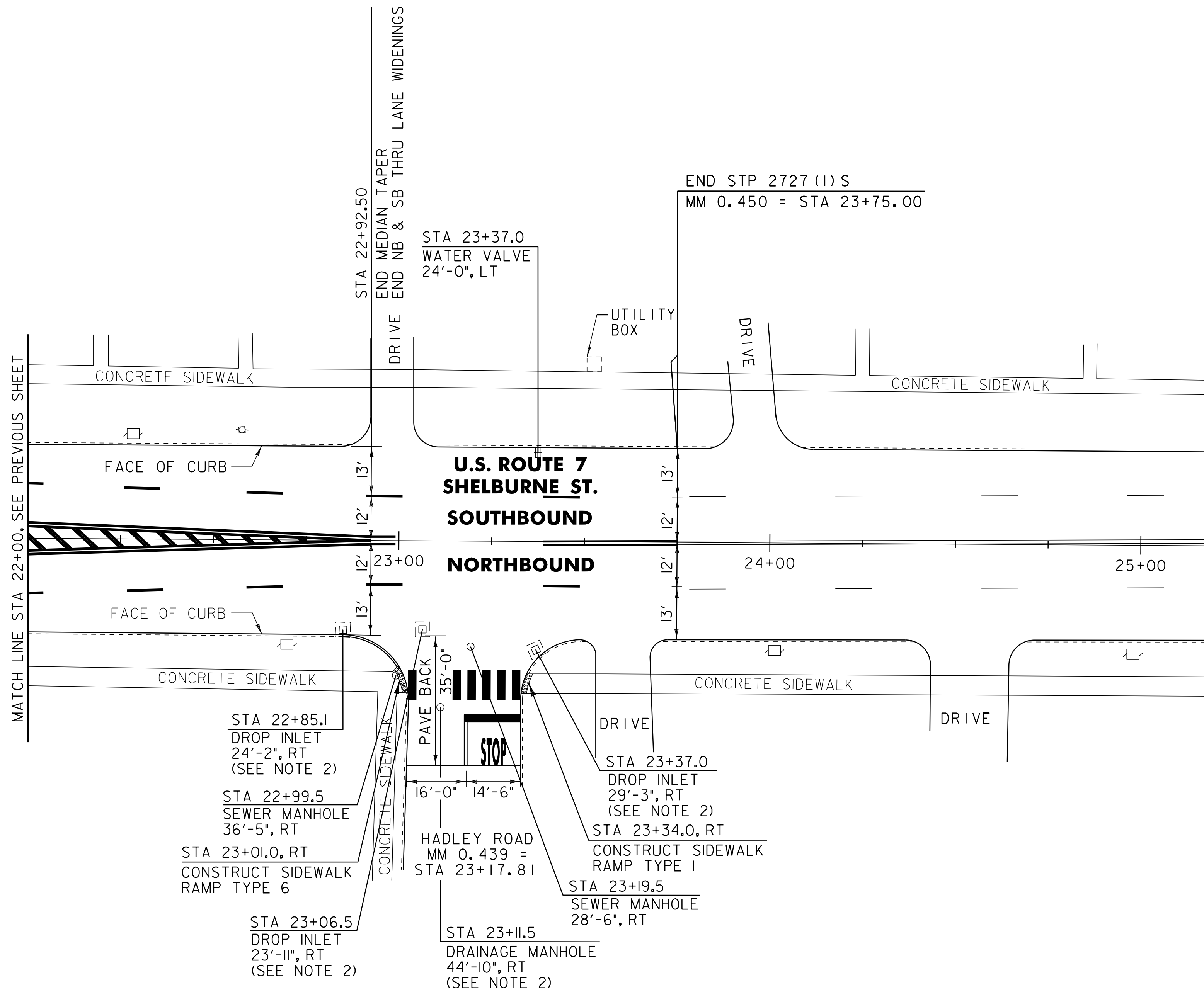
629.20 ADJUST ELEVATION OF VALVE BOX

U.S. ROUTE 7:
STA 17+56.1 LT
STA 20+24.7 RT
STA 21+10.0 LT
STA 21+54.5 LT

NOTES:

- PAVING LIMIT ON ALL TOWN HIGHWAYS SHALL BE MEASURED 25 FT BACK FROM U.S. ROUTE 7 EDGE OF SHOULDER UNLESS DENOTED OTHERWISE ON THE PLANS OR AS DIRECTED BY THE RESIDENT ENGINEER.
- THE CONTRACTOR SHALL REHAB. THE EXISTING DROP INLETS, CATCH BASINS OR MANHOLES TO A DEPTH AS DIRECTED BY THE RESIDENT ENGINEER. ALL REHAB. WORK WILL BE PAID FOR UNDER THE APPLICABLE REHAB. ITEM AS DIRECTED BY THE RESIDENT ENGINEER. ALL EXISTING UTILITIES MARKED "TO REMAIN" SHALL NOT BE ALTERED OR REHABILITATED UNLESS DIRECTED OTHERWISE BY THE RESIDENT ENGINEER.
- SEE SHEET 51 FOR VEHICLE LOOP DETAIL.
- THE CONTRACTOR SHALL REMOVE THE EXISTING CONCRETE SIDEWALK. PAYMENT FOR THIS WORK SHALL BE INCIDENTAL TO ITEM 203.16 SOLID ROCK EXCAVATION. THE CONTRACTOR SHALL PLACE TOPSOIL AND SEED IN ACCORDANCE WITH ITEM 651.35 TOPSOIL AND ITEM 651.15 SEED.

PROJECT LAYOUT SHEET #2	PROJECT NAME: BURLINGTON CITY	
	PROJECT NUMBER: STP 2727(1)S	
	FILE NAME: 07D222.dgn	PLOT DATE: 31-OCT-2011 16:45
	PROJECT LEADER: DEG	DRAWN BY: KAR
	DESIGNED BY: JPS	CHECKED BY: DWE
	IPARM FILE: 07D222.45.i	SHEET 45 OF 88



629.20 ADJUST ELEVATION OF VALVE BOX

U.S. ROUTE 7:
STA 23+37.0 LT
604.412, 604.415 AND 604.18 REHAB. DROP INLETS, CATCH BASINS OR MANHOLES, (SEE NOTE 2)

U.S. ROUTE 7:
STA 22+85.1 RT
STA 23+06.5 RT
STA 23+11.5 RT
STA 23+37.0 RT
604.42 CHANGING ELEVATION OF SEWER MANHOLES

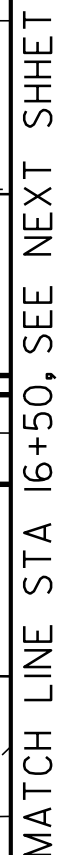
U.S. ROUTE 7:
STA 22+99.5 RT
STA 23+19.5 RT

- NOTES:
1. PAVING LIMIT ON ALL TOWN HIGHWAYS SHALL BE MEASURED 25 FT BACK FROM U.S. ROUTE 7 EDGE OF SHOULDER UNLESS DENOTED OTHERWISE ON THE PLANS OR AS DIRECTED BY THE RESIDENT ENGINEER.
 2. THE CONTRACTOR SHALL REHAB. THE EXISTING DROP INLETS, CATCH BASINS OR MANHOLES TO A DEPTH AS DIRECTED BY THE RESIDENT ENGINEER. ALL REHAB. WORK WILL BE PAID FOR UNDER THE APPLICABLE REHAB. ITEM AS DIRECTED BY THE RESIDENT ENGINEER. ALL EXISTING UTILITIES MARKED "TO REMAIN" SHALL NOT BE ALTERED OR REHABILITATED UNLESS DIRECTED OTHERWISE BY THE RESIDENT ENGINEER.

PROJECT LAYOUT SHEET #3	PROJECT NAME: BURLINGTON CITY	
	PROJECT NUMBER: STP 2727(I)S	
	FILE NAME: 07D222.dgn	PLOT DATE: 31-OCT-2011 6:45
	PROJECT LEADER: DEG	DRAWN BY: KAR
	DESIGNED BY: JPS	CHECKED BY: DWE
	IPARM FILE: 07D222_46.1	SHEET 46 OF 88

646.457 DURABLE 8 INCH YELLOW LINE, RECESSED TYPE I TAPE
U.S. ROUTE 7:
STA 10+61.00 - STA 11+51.00 HATCHED MEDIAN C/L & RT

675.50 REMOVING SIGNS
AS SHOWN - 4



FILE NAME: 07D222.dgn	PLOT DATE: 31-OCT-2011 6:
PROJECT LEADER: DEG	DRAWN BY: KAR
DESIGNED BY: JPS	CHECKED BY: DWE
IPARM FILE: 07D222_47.i	SHEET 47 OF 88

U.S. ROUTE 7:
STA 16+50.00 - STA 16+86.00 SOLID LANE LINE RT
STA 16+50.00 - STA 22+00.00 DASHED LANE LINE LT
STA 16+50.00 - STA 22+00.00 DASHED LANE LINE RT
STA 17+43.10 SOLID LINE RT, FARRELL STREET
STA 17+51.74 SOLID LINE LT, HOME AVENUE
STA 18+04.00 - STA 19+98.00 SOLID LANE LINE LT
STA 20+37.50 - STA 21+37.50 DOTTED LANE LINE LT

646.602 TEMPORARY 4 INCH WHITE LINE, PAINT

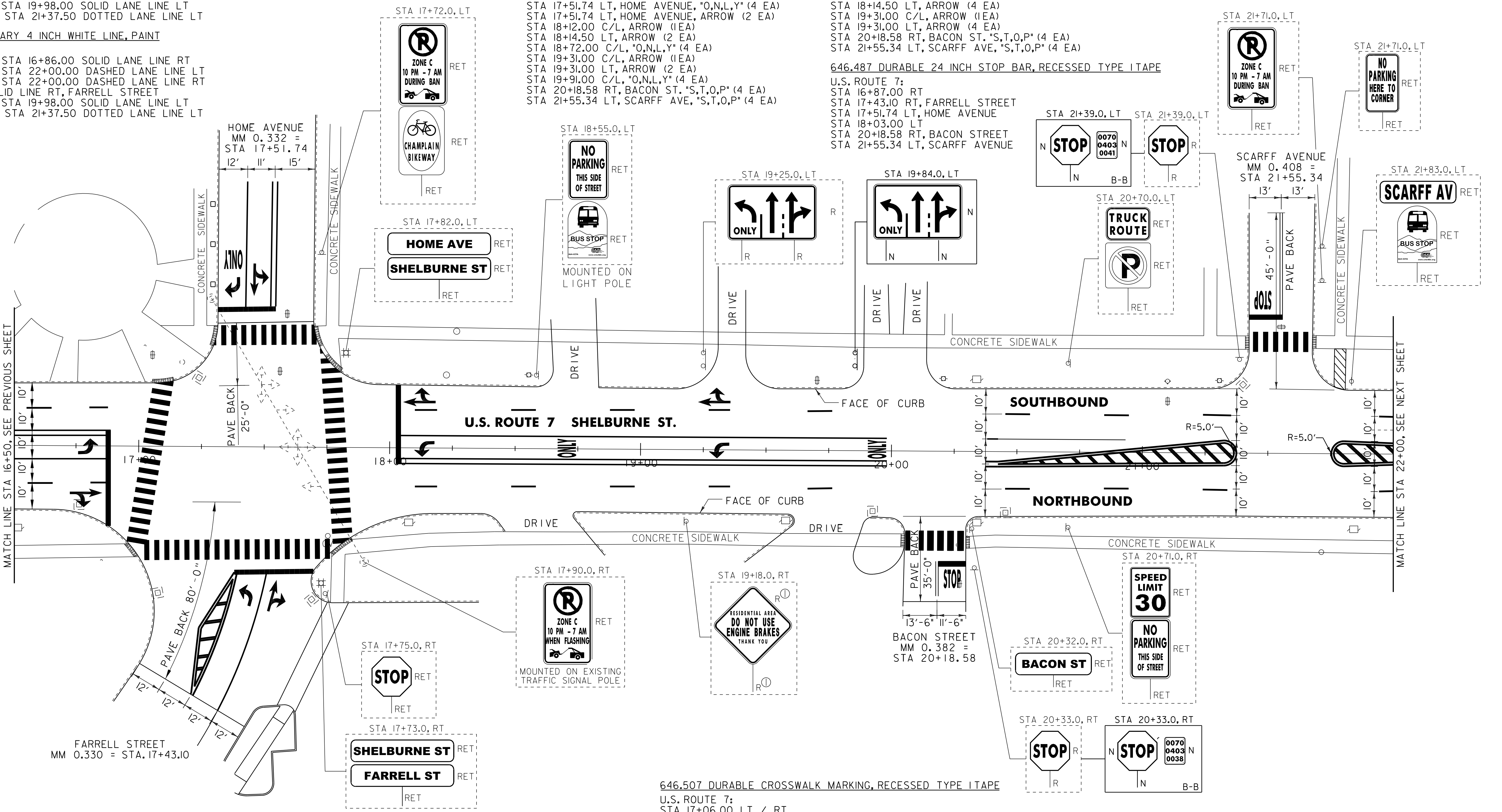
U.S. ROUTE 7:
STA 16+50.00 - STA 16+86.00 SOLID LANE LINE RT
STA 16+50.00 - STA 22+00.00 DASHED LANE LINE LT
STA 16+50.00 - STA 22+00.00 DASHED LANE LINE RT
STA 17+43.10 SOLID LINE RT, FARRELL STREET
STA 18+04.00 - STA 19+98.00 SOLID LANE LINE LT
STA 20+37.50 - STA 21+37.50 DOTTED LANE LINE LT

U.S. ROUTE 7:
STA 16+87.00 RT
STA 17+43.10 RT, FARRELL STREET
STA 18+03.00 LT
STA 20+18.58 RT, BACON STREET
STA 21+55.34 LT, SCARFF AVENUE

U.S. ROUTE 7:
STA 16+75.50 RT, ARROW (2 EA)
STA 16+80.00 C/L, ARROW (1EA)
STA 17+43.10 RT, ARROW (2 EA)
STA 17+43.10 RT, FARRELL ST, ARROW (1EA)
STA 17+51.74 LT, HOME AVENUE, ARROW (1EA)
STA 17+51.74 LT, HOME AVENUE, "O,N,L,Y" (4 EA)
STA 17+51.74 LT, HOME AVENUE, ARROW (2 EA)
STA 18+12.00 C/L, ARROW (1EA)
STA 18+14.50 LT, ARROW (2 EA)
STA 18+72.00 C/L, "O,N,L,Y" (4 EA)
STA 19+31.00 C/L, ARROW (1EA)
STA 19+31.00 LT, ARROW (2 EA)
STA 19+91.00 C/L, "O,N,L,Y" (4 EA)
STA 20+18.58 RT, BACON ST. "S,T,O,P" (4 EA)
STA 21+55.34 LT, SCARFF AVE, "S,T,O,P" (4 EA)

U.S. ROUTE 7:
STA 16+75.50 RT, ARROW (4 EA)
STA 16+80.00 C/L, ARROW (1EA)
STA 17+43.10 RT, ARROW (4 EA)
STA 17+43.10 RT, FARRELL ST, ARROW (1EA)
STA 18+12.00 C/L, ARROW (1EA)
STA 18+14.50 LT, ARROW (4 EA)
STA 19+31.00 C/L, ARROW (1EA)
STA 19+31.00 LT, ARROW (4 EA)
STA 20+18.58 RT, BACON ST. "S,T,O,P" (4 EA)
STA 21+55.34 LT, SCARFF AVE, "S,T,O,P" (4 EA)

U.S. ROUTE 7:
STA 17+43.10 HATCHED MEDIAN RT, FARRELL ST
STA 20+37.50 - STA 21+37.50 HATCHED MEDIAN LT & RT
STA 21+75.00 - STA 22+00.00 HATCHED MEDIAN LT & RT



646.417 DURABLE 4 INCH YELLOW LINE, RECESSED TYPE I TAPE
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS)

U.S. ROUTE 7:
STA 16+50.00 - STA 16+86.00 DOUBLE SOLID LT
STA 17+43.10 DOUBLE SOLID MEDIAN, FARRELL STREET
STA 17+51.74 DOUBLE SOLID LT, HOME AVENUE
STA 18+04.00 - STA 20+37.50 DOUBLE SOLID RT
STA 20+18.58 DOUBLE SOLID RT, BACON STREET
STA 20+37.50 - STA 21+37.50 DOUBLE SOLID MEDIAN LT & RT
STA 21+55.34 DOUBLE SOLID LT, SCARFF AVENUE
STA 21+75.00 - STA 22+00.00 DOUBLE SOLID MEDIAN LT & RT

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

U.S. ROUTE 7:
STA 16+50.00 - STA 16+86.00 DOUBLE SOLID LT
STA 17+43.10 DOUBLE SOLID MEDIAN, FARRELL STREET
STA 18+04.00 - STA 20+37.50 DOUBLE SOLID RT
STA 20+18.58 DOUBLE SOLID RT, BACON STREET
STA 20+37.50 - STA 21+37.50 DOUBLE SOLID MEDIAN LT & RT
STA 21+55.34 DOUBLE SOLID LT, SCARFF AVENUE
STA 21+75.00 - STA 22+00.00 DOUBLE SOLID MEDIAN LT & RT

646.507 DURABLE CROSSWALK MARKING, RECESSED TYPE I TAPE

U.S. ROUTE 7:
STA 17+06.00 LT / RT
STA 17+43.10 RT, FARRELL STREET
STA 17+51.74 LT, HOME AVENUE
STA 17+79.00 LT / RT
STA 20+18.58 RT, BACON STREET
STA 21+55.34 LT, SCARFF AVENUE

646.702 TEMPORARY CROSSWALK MARKING, PAINT

U.S. ROUTE 7:
STA 17+06.00 LT / RT
STA 17+43.10 RT, FARRELL STREET
STA 17+51.74 LT, HOME AVENUE
STA 17+79.00 LT / RT
STA 20+18.58 RT, BACON STREET
STA 21+55.34 LT, SCARFF AVENUE

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

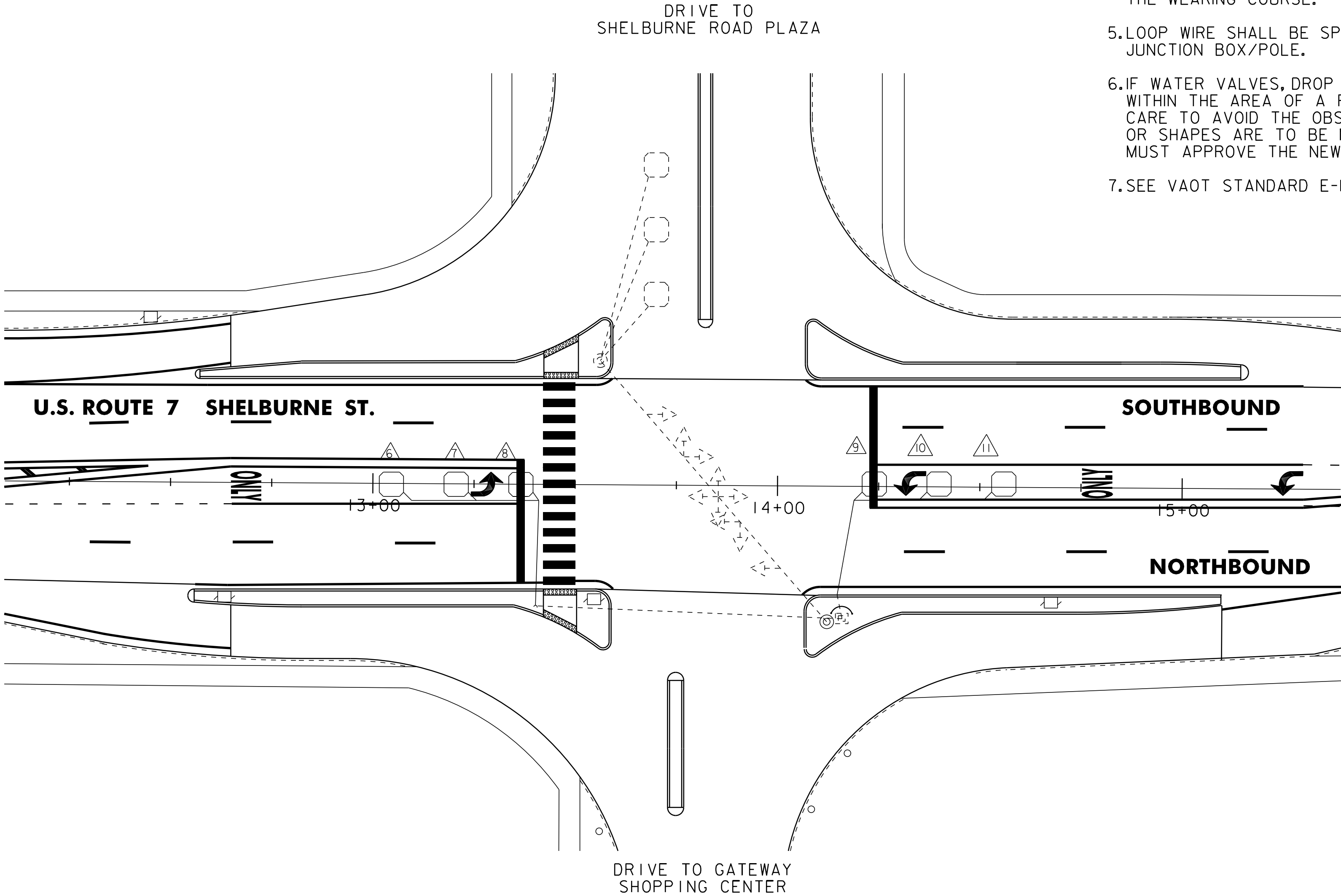
SIGNING & STRIPING PLAN SHEET #2

NOTE:
1. SEE SHEET 5 FOR DETAIL OF CROSSWALK MARKINGS.

PROJECT NAME:	BURLINGTON CITY
PROJECT NUMBER:	STP 2727(I)S
FILE NAME:	07D222.dgn
PROJECT LEADER:	DEG
DESIGNED BY:	JPS
IPARM FILE:	07D222.48.1
PLOT DATE:	31-OCT-2011 6:45
DRAWN BY:	KAR
CHECKED BY:	DWE
SHEET	48 OF 88

678.22 VEHICLE LOOP DETECTOR

LOOP 6 - 77 LF
LOOP 7 - 61 LF
LOOP 8 - 45 LF
LOOP 9 - 48 LF
LOOP 10 - 64 LF
LOOP 11 - 80 LF



NOTES:

1. THIS PLAN SHEET IS NOT TO SCALE AND SHALL ONLY BE USED AS A GUIDE FOR LOOP PLACEMENT. THE CONTRACTOR SHALL CONFIRM ALL LOCATIONS IN THE FIELD WITH THE RESIDENT ENGINEER PRIOR TO INSTALLATION.
2. ALL EXISTING LOOPS SHALL BE DISCONNECTED PRIOR TO COLD PLANING THE EXISTING HIGHWAY SURFACE. SIGNAL CONTROLLER SHALL BE SET TO FIXED-TIME OPERATION.
3. ALL LOOPS WILL EXTEND 5.0 FT PAST THE CENTER OF THE STOP BAR ON EACH APPROACH.
4. LOOPS SHALL BE INSTALLED IN THE PAVEMENT PRIOR TO THE PLACEMENT OF THE WEARING COURSE.
5. LOOP WIRE SHALL BE SPLICED TO THE EXISTING LEAD-IN CABLE AT THE NEAREST JUNCTION BOX/POLE.
6. IF WATER VALVES, DROP INLETS OR OTHER OBSTRUCTIONS ARE ENCOUNTERED WITHIN THE AREA OF A PROPOSED LOOP, THE CONTRACTOR SHALL TAKE SPECIAL CARE TO AVOID THE OBSTRUCTION DURING LOOP INSTALLATION. IF LOOP SIZES OR SHAPES ARE TO BE MODIFIED DUE TO OBSTRUCTIONS, THE RESIDENT ENGINEER MUST APPROVE THE NEW LAYOUT PRIOR TO INSTALLATION.
7. SEE VAOT STANDARD E-172 FOR VEHICLE DETECTOR LOOP DETAILS.

VEHICLE LOOP DETECTORS							TEST RESULTS AT JUNCTION BOX / POLE				TEST RESULTS AT CONTROLLER**					
							INDUCTANCE (uH)		RESISTANCE Ω @ 25 ° C		(MΩ)	INDUCTANCE (uH)		RESISTANCE Ω @ 25 ° C		(MΩ)
LANE	LOOP NO.	SIZE	TYPE	NO TURNS	MODE	AMP	CALCULATED	MEASURED	CALCULATED	MEASURED	LEAKAGE TO GROUND	CALCULATED	MEASURED	CALCULATED	MEASURED	LEAKAGE TO GROUND
NB LT	6	6' x 6'	RECT	4	PRESENCE	NON-DELAY	153		0.35			171		0.58		
NB LT	7	6' x 6'	RECT	4	PRESENCE	NON-DELAY	149		0.30			167		0.52		
NB LT	8	6' x 6'	RECT	4	PRESENCE	NON-DELAY	145		0.25			163		0.47		
SB LT	9	6' x 6'	RECT	4	PRESENCE	NON-DELAY	-		-			147		0.26		
SB LT	10	6' x 6'	RECT	4	PRESENCE	NON-DELAY	-		-			151		0.31		
SB LT	11	6' x 6'	RECT	4	PRESENCE	NON-DELAY	-		-			155		0.37		

* MEASURED VALUES MUST BE FILLED IN PRIOR TO TEST PERIOD.

** CALCULATED VALUES AT CONTROLLER ARE BASED ON DIRECT CONDUIT ROUTING TO THE NEAREST SIGNAL POLE AND CROSSING THE SPAN WIRE AS NECESSARY TO THE EXISTING CONTROLLER LOCATION. ANY SIGNAL MODIFICATION AND/OR CONTROLLER RELOCATION PRIOR TO LOOP CONNECTION WILL REQUIRE RECALCULATION OF THESE VALUES AS DIRECTED BY THE RESIDENT ENGINEER.

LEGEND	
DESCRIPTION	
	NEW VEHICLE LOOPS
	EXISTING VEHICLE LOOPS
	EXISTING CONDUIT
	EXISTING JUNCTION BOX
	EXISTING CONTROLLER CABINET
	EXISTING SIGNAL POLE

NOT TO SCALE

VEHICLE
LOOP
LAYOUT
SHEET #1

PROJECT NAME: BURLINGTON CITY
PROJECT NUMBER: STP 2727(1)S

FILE NAME: 07D222.dgn	PLOT DATE: 31-OCT-2011 16:45
PROJECT LEADER: DEG	DRAWN BY: KAR
DESIGNED BY: JPS	CHECKED BY: DWE
IPARM FILE: 07D222_50.i	SHEET 50 OF 88

678.22 VEHICLE LOOP DETECTOR

U.S. ROUTE 7:
LOOP 12 - 174 LF
LOOP 13 - 139 LF
LOOP 14 - 156 LF
LOOP 15 - 161 LF

678.24 ELECTRICAL WIRING

U.S. ROUTE 7:
STA 16+88.0, RT (105 LF)

678.25 PULL BOX, STANDARD

U.S. ROUTE 7:
STA 16+88.0, RT

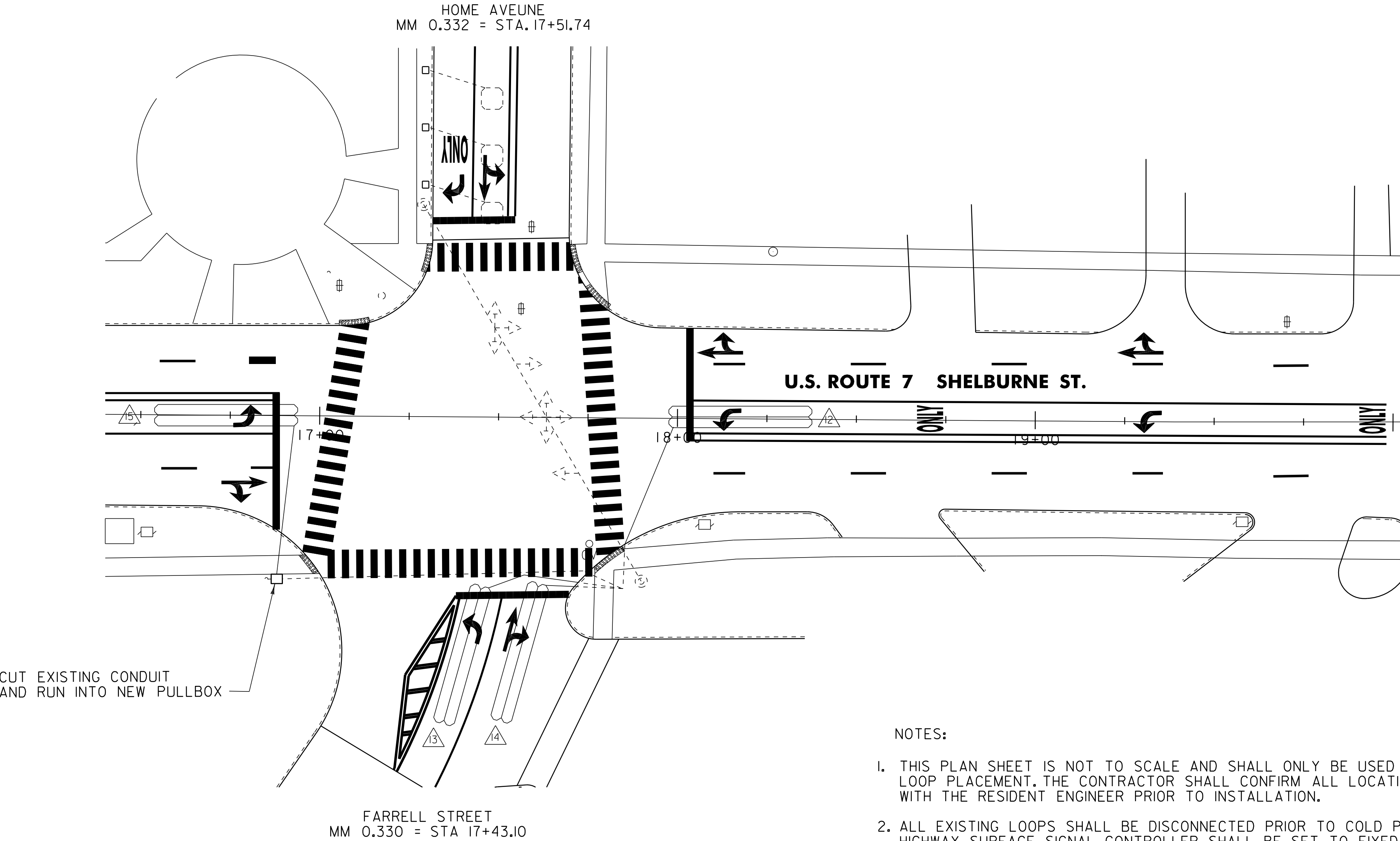
678.30 ELECTRICAL CONDUIT SLEEVE (1½") (PVC)

U.S. ROUTE 7:
STA 16+88.0, RT (15 LF)

VEHICLE LOOP DETECTORS							TEST RESULTS AT JUNCTION BOX / POLE					TEST RESULTS AT CONTROLLER **				
							INDUCTANCE (uH)		RESISTANCE Ω @ 25°C		(MΩ)	INDUCTANCE (uH)		RESISTANCE Ω @ 25°C		(MΩ)
LANE	LOOP NO.	SIZE	TYPE	NO TURNS	MODE	AMP	CALCULATED	MEASURED	CALCULATED	MEASURED	LEAKAGE TO GROUND	CALCULATED	MEASURED	CALCULATED	MEASURED	LEAKAGE TO GROUND
SB LT	12	6' x 40'	QUAD	2	PRESENCE	NON-DELAY						351		0.73		
WB LT	13	6' x 40'	QUAD	2	PRESENCE	NON-DELAY						347		0.67		
WB TH/RT	14	6' x 40'	QUAD	2	PRESENCE	NON-DELAY						343		0.62		
NB LT	15	6' x 40'	QUAD	2	PRESENCE	NON-DELAY	350		0.70			375		1.03		

* MEASURED VALUES MUST BE FILLED IN PRIOR TO TEST PERIOD.

** CALCULATED VALUES AT CONTROLLER ARE BASED ON DIRECT CONDUIT ROUTING TO THE NEAREST SIGNAL POLE AND CROSSING THE SPAN WIRE AS NECESSARY TO THE EXISTING CONTROLLER LOCATION. ANY SIGNAL MODIFICATION AND/OR CONTROLLER RELOCATION PRIOR TO LOOP CONNECTION WILL REQUIRE RECALCULATION OF THESE VALUES AS DIRECTED BY THE RESIDENT ENGINEER.



NOTES:

1. THIS PLAN SHEET IS NOT TO SCALE AND SHALL ONLY BE USED AS A GUIDE FOR LOOP PLACEMENT. THE CONTRACTOR SHALL CONFIRM ALL LOCATIONS IN THE FIELD WITH THE RESIDENT ENGINEER PRIOR TO INSTALLATION.
2. ALL EXISTING LOOPS SHALL BE DISCONNECTED PRIOR TO COLD PLANING THE EXISTING HIGHWAY SURFACE. SIGNAL CONTROLLER SHALL BE SET TO FIXED-TIME OPERATION.
3. ALL LOOPS WILL EXTEND 5.0 FT PAST THE CENTER OF THE STOP BAR ON EACH APPROACH.
4. LOOPS SHALL BE INSTALLED IN THE PAVEMENT PRIOR TO THE PLACEMENT OF THE WEARING COURSE.
5. LOOP WIRE SHALL BE SPLICED TO THE EXISTING LEAD-IN CABLE AT THE NEAREST JUNCTION BOX/POLE.
6. IF WATER VALVES, DROP INLETS OR OTHER OBSTRUCTIONS ARE ENCOUNTERED WITHIN THE AREA OF A PROPOSED LOOP, THE CONTRACTOR SHALL TAKE SPECIAL CARE TO AVOID THE OBSTRUCTION DURING LOOP INSTALLATION. IF LOOP SIZES OR SHAPES ARE TO BE MODIFIED DUE TO OBSTRUCTIONS, THE RESIDENT ENGINEER MUST APPROVE THE NEW LAYOUT PRIOR TO INSTALLATION.
7. SEE VAOT STANDARD E-172 FOR VEHICLE DETECTOR LOOP DETAILS.

LEGEND	
DESCRIPTION	
	NEW VEHICLE LOOPS
	EXISTING VEHICLE LOOPS
	EXISTING CONDUIT
	EXISTING JUNCTION BOX
	EXISTING CONTROLLER CABINET
	EXISTING SIGNAL POLE
	NEW PULLBOX

NOT TO SCALE

VEHICLE
LOOP
LAYOUT
SHEET #2

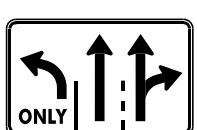
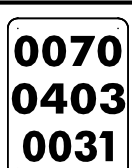
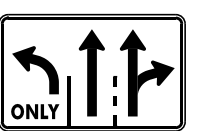
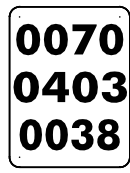
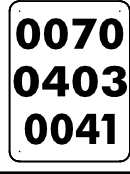
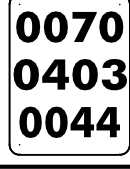
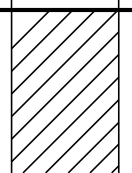
PROJECT NAME: BURLINGTON CITY
PROJECT NUMBER: STP 2727(1)S

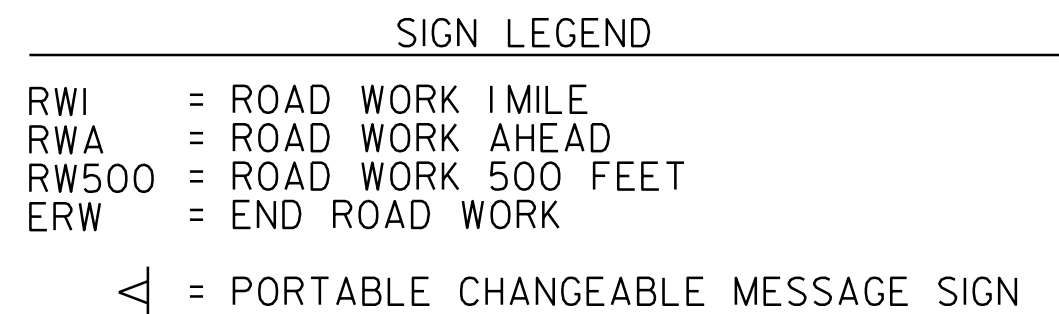
FILE NAME: 07D222.dgn
PROJECT LEADER: DEG
DESIGNED BY: JPS
IPARM FILE: 07D222_51.i

PLOT DATE: 31-OCT-2011 16:45
DRAWN BY: KAR
CHECKED BY: DWE
SHEET 51 OF 88

**STATE OF VERMONT
AGENCY OF TRANSPORTATION**

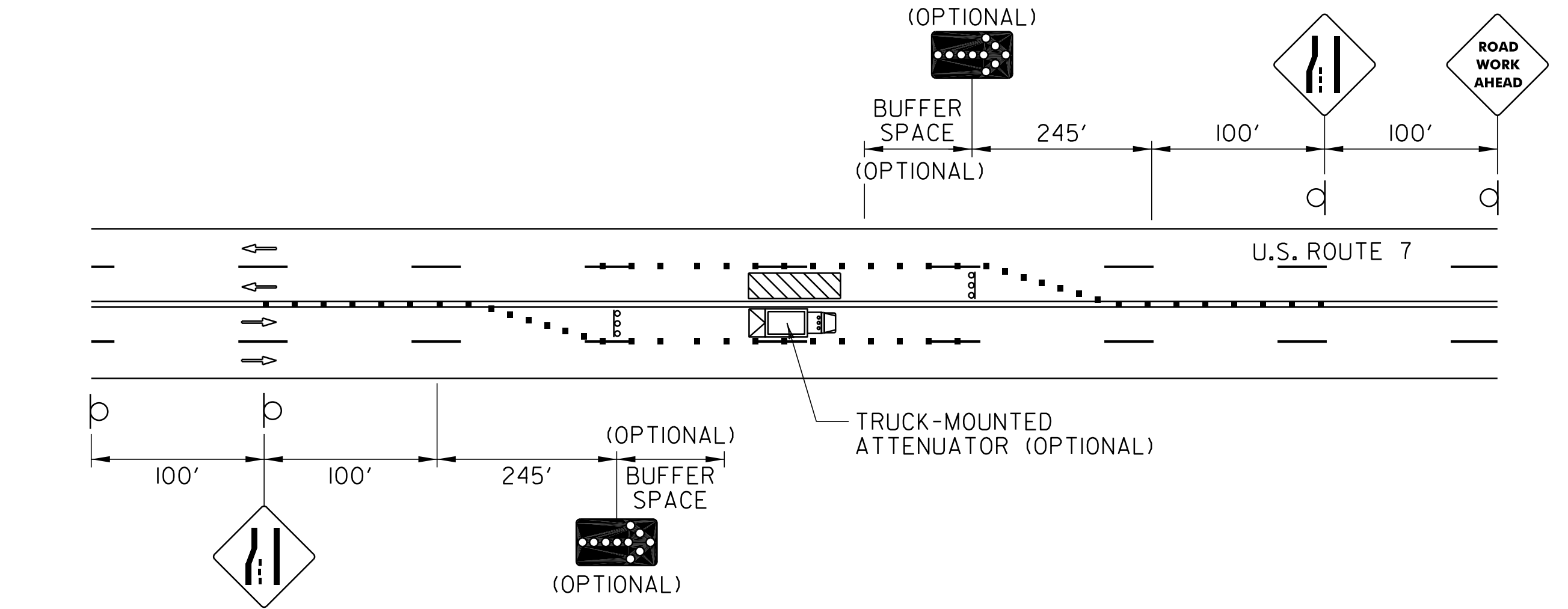
TRAFFIC SIGN SUMMARY SHEET

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS			NEW & SALVAGED SIGNS				EXIST POST RETAIN	SALVAGE	NO. OF POSTS	NEW SIGN POSTS																	REQUIRE FRAMING	REMARKS		SIGN DETAIL			
												FLANGED CHANNEL			SQUARE STEEL (in)				TUBULAR ALUMINUM Ø (in)			TUBULAR STEEL Ø (in)				W-SHAPE STEEL						DETAIL ON DWG. NUMBER	STD. SHEET NUMBER		
		EA	WIDTH (in)	HEIGHT (in)	"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	SIGN ID CODE	E	I	
												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"
OPTION ITEMS																																			
BURLINGTON: I4+45.0, LT	 (36" x 36" x 36")	I	-	-	3.90						I			X																	SIGN ID CODE RI-2		E-I46		
I5+54.0, RT	 (36" x 36" x 36")	I	-	-	3.90						I			X																	SIGN ID CODE RI-2		E-I46		
I6+I8.0, RT		I	48	30	10.00						2			X																SIGN ID CODE VR-934 SIGN SHALL BE MOUNTED ON TWO FLANGED CHANNEL SIGN POSTS		E-I45B			
		I	6	10	0.42																										SIGN ID CODE VD-700		E-I38		
I9+84.0, LT		I	48	30	10.00						2			X																SIGN ID CODE VR-934 SIGN SHALL BE MOUNTED ON TWO FLANGED CHANNEL SIGN POSTS		E-I45B			
20+33.0, RT	 	I	30	30	6.25						I			X																BACK-TO-BACK SIGN ID CODE RI-I SIGN ID CODE VD-700		E-I43 E-I38			
2I+39.0, LT	 	I	30	30	6.25						I			X																BACK-TO-BACK SIGN ID CODE RI-I SIGN ID CODE VD-700		E-I43 E-I38			
23+37.0, RT								I																						SALVAGED SIGN TO BE MOUNTED ON NEW POST. TOP MOUNTING BRACKET REQUIRED TO INSTALL SALVAGED SIGN ON NEW POST. COSTS ASSOCIATED WITH THIS BRACKET ARE INCIDENTAL TO THE SIGN POST.					
	 	I	30	30	6.25						I			X																BACK-TO-BACK SIGN ID CODE RI-I SIGN ID CODE VD-700		E-I43 E-I38			
	SHEET SUBTOTAL				48.23			I					70 (56)																						
	ROUNDING				0.77								- (4)																						
FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND THE ROADWAY, TRAFFIC AND SAFETY, AND PAVEMENT MANAGEMENT SECTION'S "SIGN POST DESIGN GUIDELINE."												LF	LF	LF 70 (60)	LF	LF	LF		EA.	LB	LB	LB		LB	LB	LB	LB					TRAFFIC SIGN SUMMARY SHEET	PROJECT NAME: BURLINGTON CITY PROJECT NUMBER: STP 2727(I)S		
												LF 70 (60)	LF				LB		EA.	LB		EA.	EA.	LB	FILE NAME: 07D222.dgn PROJECT LEADER: D.E.G. DESIGNED BY: J.P.S. IPARM FILE: 07D222_52.i		PLOT DATE: 3I-OCT-20II16:45 DRAWN BY: K.A.R. CHECKED BY: D.W.E. SHEET 52 OF 88								

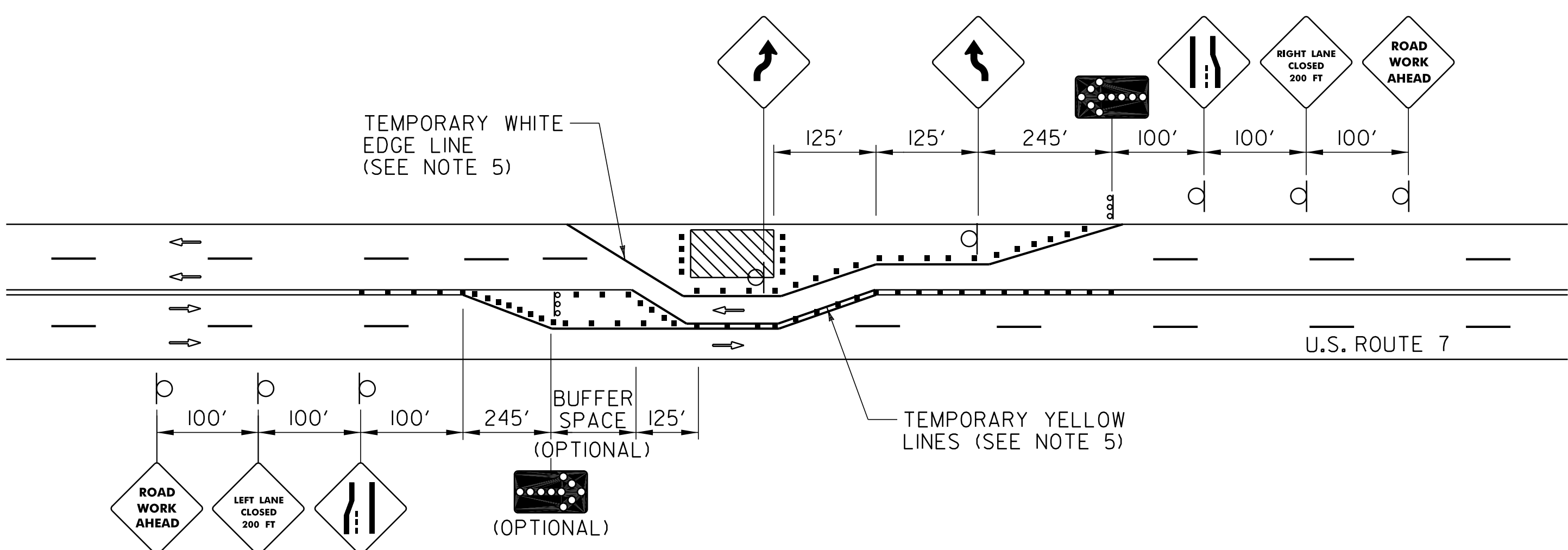


HIGHWAY NAME	RWI	RWA	ERW	RW500	OTHER
FARRELL STREET	-	1	1	-	
HOME AVENUE	-	1	1	-	
BACON STREET	-	1	1	-	
SCARFF AVENUE	-	1	1	-	
HADLEY ROAD	-	1	1	-	
U.S. ROUTE 7 - END PROJECT	-	2	1	2	I-PORT. CHG. MSG. SIGN
LYMAN AVENUE	-	1	1	-	
WHITE PLACE	-	1	1	-	
TOTAL	0	9	8	2	I-PORT. CHG. MSG. SIGN

FILE NAME: 07D222.dgn	PLOT DATE: 31-OCT-2011 16:46
PROJECT LEADER: DEG	DRAWN BY: KAR
DESIGNED BY: JPS	CHECKED BY: DWE
IPARM FILE: 07D222_53.i	SHEET 53 OF 88



U.S. ROUTE 7 – SHELBURNE STREET
INTERIOR LANE CLOSURE



U.S. ROUTE 7 – SHELBURNE STREET
HALF ROAD CLOSURE

INTRODUCTION:

THE OBJECTIVE OF THE TRAFFIC CONTROL DETAILS SHOWN ON SHEETS I2 AND I3 IS TO ILLUSTRATE THE CONSTRUCTABILITY OF THIS PROJECT WHILE SAFELY MAINTAINING TRAFFIC FLOW AT ALL TIMES DURING CONSTRUCTION.

THESE TRAFFIC CONTROL DETAILS ARE INTENDED TO BE A GENERAL OUTLINE REGARDING HOW THE WORK COULD PROCEED ALONG MAINLINE PORTIONS OF THE ROADWAY. IT IS THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE SPECIFIC DETAILS TO ADDRESS PHASING OF WORK. THE CONTRACTOR'S RESPONSIBILITY INCLUDES, BUT IS NOT LIMITED TO, PROVIDING A PLAN DETAILING THE USE AND PLACEMENT OF SIGNS, CHANNELIZING DEVICES, ARROW BOARDS, FLAGGERS AND UNIFORMED TRAFFIC OFFICERS DURING LANE CLOSURES IN ALL PHASES OF CONSTRUCTION.

IF THE CONTRACTOR DOES NOT WISH TO UTILIZE THE TEMPORARY TRAFFIC CONTROL AND LANE CLOSURES ILLUSTRATED, AN ALTERNATE PROPOSAL SHALL BE SUBMITTED TO THE RESIDENT ENGINEER AND CITY OF BURLINGTON FOR REVIEW AND APPROVAL AT LEAST TWENTY DAYS IN ADVANCE OF THE USE OF THE PROPOSED TEMPORARY TRAFFIC CONTROL PLAN. THIS ALTERNATE PLAN MUST BE DESIGNED AND IMPLEMENTED IN ACCORDANCE WITH THE MUTCD AND VAOT STANDARDS E-I00, E-I0I, E-I02, E-I02A, E-I03, E-I05, E-I06, E-I07, E-I07A, E-I08, AND E-II0.

GENERAL TRAFFIC CONTROL NOTES:

1. THE BID PRICE FOR ITEM 64I.I0 TRAFFIC CONTROL SHALL INCLUDE ALL APPROACH AND ON-SITE CONSTRUCTION SIGNS, BARRELS, CONES, BARRICADES, AND TEMPORARY REGULATORY AND WARNING SIGNS AND POSTS. ALL ADJUSTING, MAINTAINING, RELOCATING AND REMOVING THESE DEVICES SHALL ALSO BE INCLUDED. THE FOLLOWING ITEMS SHALL BE PAID UNDER THEIR SPECIFIC BID PRICES:

- ITEM 203.I5 COMMON EXCAVATION
- ITEM 2I0.I0 COLD PLANING, BITUMINOUS PAVEMENT
- ITEM 490.30 SUPERPAVE BITUMINOUS CONCRETE PAVEMENT
- ITEM 608.45 TRUCK-MOUNTED ATTENUATOR
- ITEM 630.I0 UNIFORMED TRAFFIC OFFICERS
- ITEM 630.I5 FLAGGERS
- ITEM 64I.I5 PORTABLE CHANGEABLE MESSAGE SIGN
- ITEM 64I.I6 PORTABLE ARROW BOARD
- ITEM 646.60I TEMPORARY 4 INCH WHITE LINE, TYPE II TAPE
- ITEM 646.602 TEMPORARY 4 INCH WHITE LINE, PAINT
- ITEM 646.6II TEMPORARY 4 INCH YELLOW LINE, TYPE II TAPE
- ITEM 646.6I2 TEMPORARY 4 INCH YELLOW LINE, PAINT
- ITEM 646.76 LINE STRIPING TARGETS
- ITEM 646.85 REMOVAL OF EXISTING PAVEMENT MARKINGS
- ITEM 646.86 PAVEMENT MARKING MASK

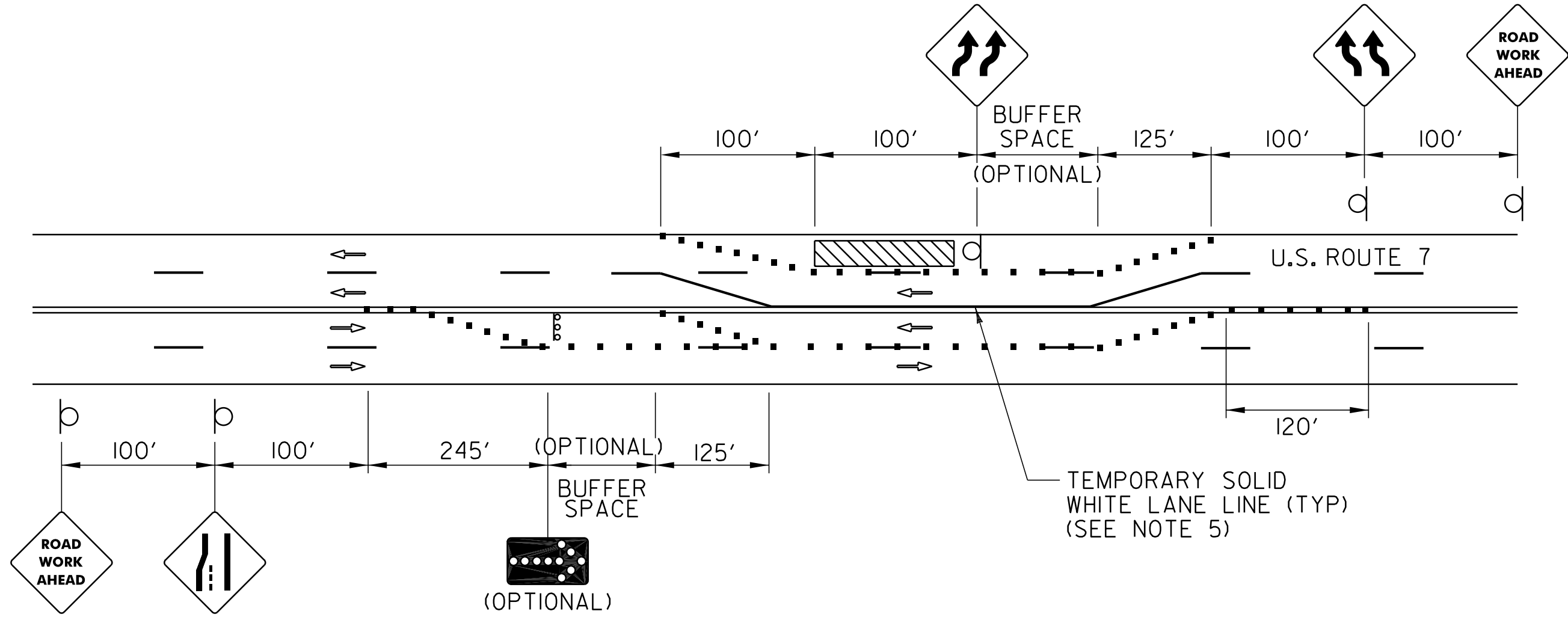
2. THE CONTRACTOR SHALL COVER OR REMOVE ALL EXISTING SIGNS THAT CONTRADICT TEMPORARY TRAFFIC CONTROL SIGNS. ANY SIGN REMOVED OR COVERED BY THE CONTRACTOR SHALL BE REPLACED OR UNCOVERED BY THE CONTRACTOR AFTER CONSTRUCTION IS COMPLETE. PAYMENT FOR THIS WORK SHALL BE CONSIDERED INCIDENTAL TO ITEM 64I.I0 TRAFFIC CONTROL.

3. SIGNS TO BE INSTALLED WITHIN LANES THAT ARE TO BE CLOSED SHOULD BE INSTALLED ON NCHRP REPORT 350 COMPLIANT SIGN STANDARDS.

4. ALL LANE SHIFTS AND TAPERS SHALL BE DESIGNED IN ACCORDANCE WITH PART 6 OF THE MUTCD AND VTRANS STANDARDS.

5. EXISTING PAVEMENT MARKINGS THAT INTERFERE OR CONTRADICT TEMPORARY PAVEMENT MARKINGS SHOULD BE REMOVED WITH ITEM 646.85 REMOVAL OF EXISTING PAVEMENT MARKINGS OR ITEM 646.86 PAVEMENT MARKING MASK AS DIRECTED BY THE RESIDENT ENGINEER. THE REMOVAL OF ANY TEMPORARY PAVEMENT MARKINGS SHALL BE CONSIDERED INCIDENTAL TO THE APPLICABLE TEMPORARY PAVEMENT MARKING ITEM. FOR SHORT-TERM APPLICATIONS, WHERE THIS IS NOT PRACTICAL, CHANNELIZING DEVICES SHOULD BE PLACED AT A MAXIMUM SPACING OF I5 FEET ON U.S. ROUTE 7 AND 25 FEET ON I-189. TEMPORARY MARKINGS SHOULD BE INSTALLED WHERE NEEDED OR AS DIRECTED BY THE RESIDENT ENGINEER.

6. THE CONTRACTOR SHALL PROVIDE A FULL-TIME, PERSON RESPONSIBLE FOR SET UP, MAINTENANCE AND REMOVAL OF ALL TRAFFIC CONTROL DEVICES THROUGHOUT THE DURATION OF THE PROJECT. A TRAFFIC CONTROL PLAN AND NIGHTLY LIGHTING PLAN (WHEN REQUIRED) SHALL BE SUBMITTED BY THE CONTRACTOR TO ALLOW REVIEW, MODIFICATION TO ADDRESS THE RESIDENT ENGINEER'S COMMENTS (IF NECESSARY) AND APPROVAL BY THE RESIDENT ENGINEER AT LEAST 24 HOURS PRIOR TO IMPLEMENTATION.



U.S. ROUTE 7 – SHELBURNE STREET
LANE CLOSURES FOR UNEVEN
DIRECTIONAL VOLUMES

LEGEND

- TRAFFIC FLOW
- CHANNELIZING DEVICE
- ARROW PANEL
- ARROW PANEL SUPPORT OR TRAILER
- SIGN
- WORK ZONE

NOT TO SCALE

TRAFFIC CONTROL
AND LANE
CLOSURE
DETAIL SHEET

PROJECT NAME: BURLINGTON CITY
PROJECT NUMBER: STP 2727(I)S

FILE NAME: 07D222.dgn
PROJECT LEADER: DEG
DESIGNED BY: JPS
IPARM FILE: 07D222_54.i

PLOT DATE: 3I-OCT-20II16:46
DRAWN BY: KAR
CHECKED BY: DWE
SHEET 54 OF 88

STATE OF VERMONT
AGENCY OF TRANSPORTATION

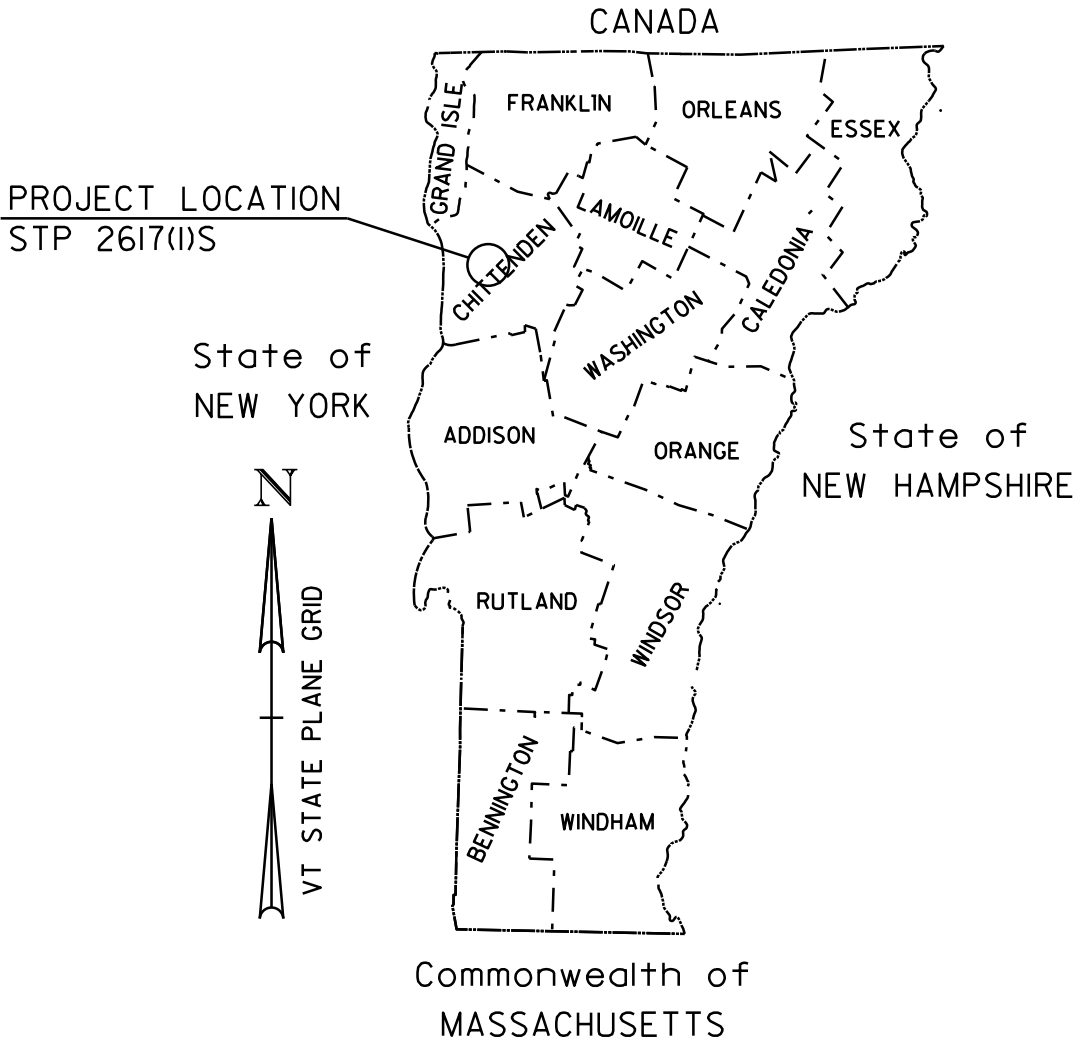


PROPOSED IMPROVEMENT
CITY OF WINOOSKI
COUNTY OF CHITTENDEN
U.S. ROUTE 7 & VT ROUTE 15

BEGINNING IN THE TOWN OF WINOOSKI AT MILE MARKER 0.227 = STA. 12+01.05 AND EXTENDING EASTERLY ALONG VT ROUTE 15 FOR A DISTANCE OF 2,797.95 FT (0.530 MILES) TO AN ENDING POINT AT THE WINOOSKI-COLCHESTER TOWN LINE (MILE MARKER 0.757 = STA. 39+99.00). THE ROUTE 7 PORTION BEGINS AT MM. 0.045 = STA. 2+36.07 AND EXTENDS NORTHERLY ALONG U.S. ROUTE 7 FOR A DISTANCE OF 1,155.42 FT, ENDING AT MM. 0.264 = STA. 13+91.49

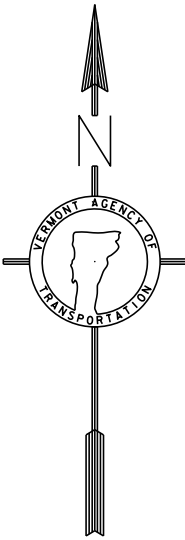
STATION TO STATION DATA	LENGTH (FT)	LENGTH (MILES)
CITY OF WINOOSKI, VT ROUTE 15 STA. 12+01.05 TO STA. 39+99.00 (MM 0.227 TO MM 0.757)	= 2,797.95	0.5299
CITY OF WINOOSKI, U.S. ROUTE 7 STA. 2+36.07 - STA. 13+91.49 (MM 0.045 TO MM 0.264)	= 1,155.42	0.219
TOTAL LENGTH OF PROJECT =	3,953.37	0.749
TOTAL LENGTH OF ROADWAY =	3,953.37	0.749

WORK TO BE PERFORMED UNDER THE ROUTE 15 PORTION OF THIS PROJECT INCLUDES COLD PLANING, RESURFACING WITH A LEVELING COURSE AND WEARING COURSE, PAVEMENT MARKINGS, GUARDRAIL, IMPROVEMENTS, AND INCIDENTAL ITEMS. THE ROUTE 7 PORTION OF THE PROJECT INVOLVES THE REPAIR OF DETERIORATED CONCRETE JOINTS USING A SELF-ADHESIVE POLYMER PRODUCT.



TRAFFIC DATA
VT ROUTE 15 & U.S. ROUTE 7

	AADT		DHV		CUM. ESALS (2009-2019)	CUM. ESALS (2009-2029)
	2009	2019	2009	2019		
VT ROUTE 15 BEGIN PROJECT TO EAST SPRING ST. (MM 0.227 - MM 0.369 WINOOSKI)	13,000	13,500	1400	1400	1,362,000	3,450,000
VT ROUTE 15 EAST SPRING ST. TO I-89 RAMP A (MM 0.369 - MM 0.602 WINOOSKI)	17,500	18,400	1800	1900	1,817,000	4,612,000
VT ROUTE 15 I-89 RAMP A TO I-89 RAMP B (MM 0.602 - MM 0.685 WINOOSKI)	21,500	22,600	2200	2400	2,080,000	5,284,000
VT ROUTE 15 I-89 RAMP B TO END PROJECT (MM 0.685 - MM 0.757 WINOOSKI)	24,300	25,500	2500	2700	2,448,000	6,284,000
U.S. ROUTE 7 BEGIN PROJECT TO WEST CANAL ST. (MM 0.045 - MM 0.079 WINOOSKI)	12,800	13,400	1500	1500	1,495,000	3,866,000
U.S. ROUTE 7 WEST CANAL ST. TO WEST ALLEN ST. (MM 0.079 - MM 0.159 WINOOSKI)	15,000	15,800	1700	1800	1,842,000	4,771,000
U.S. ROUTE 7 WEST ALLEN ST. TO END PROJECT (MM 0.159 - MM 0.264 WINOOSKI)	11,500	12,100	1300	1400	3,184,000	6,850,000



BITUMINOUS CONCRETE PAVEMENT SUPERPAVE MIXTURE DESIGN CRITERIA	
DESIGN LANE / DESIGN LIFE ESAL	3,425,000
DESIGN NUMBER OF GYRATIONS	75
PERFORMANCE GRADE ASPHALT BINDER	SEE GENERAL SPECIAL PROVISIONS SECTION 490

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.

06d064.dgn 06D064.55.i

DIRECTOR OF PROGRAM DEVELOPMENT

APPROVED _____ DATE _____

PROJECT MANAGER : TED DOMEY

PROJECT NAME : WINOOSKI
PROJECT NUMBER : STP 2617(1)S

SHEET 55 OF 88 SHEETS

CONVENTIONAL SYMBOLS

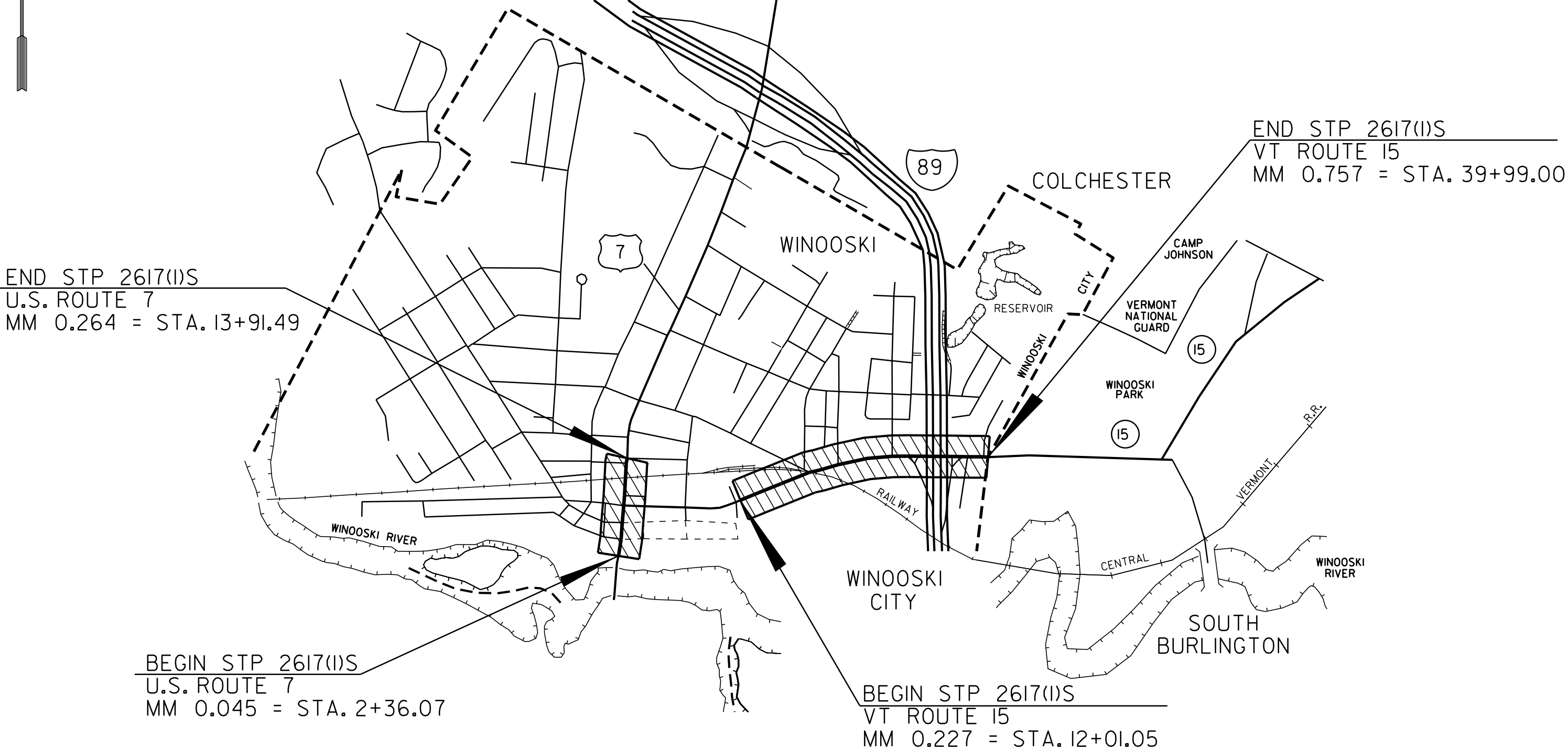
COUNTY LINE		COUNTY LINE
TOWN LINE		TOWN LINE
LIMITS OF ACCESS		
POINT OF ACCESS		
FENCE LINE		
STONE WALL		
TRAVELED WAY		
GUARD RAIL		
RAILROAD		
SURVEY LINE		
CULVERT		
POWER POLE		
TELEPHONE POLE		
TREES		
CONTROL OF ACCESS		
PROPERTY LINE		
R.O.W. TAKING LINE		
SLOPE RIGHTS		
TOP OF CUT		
TOE OF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

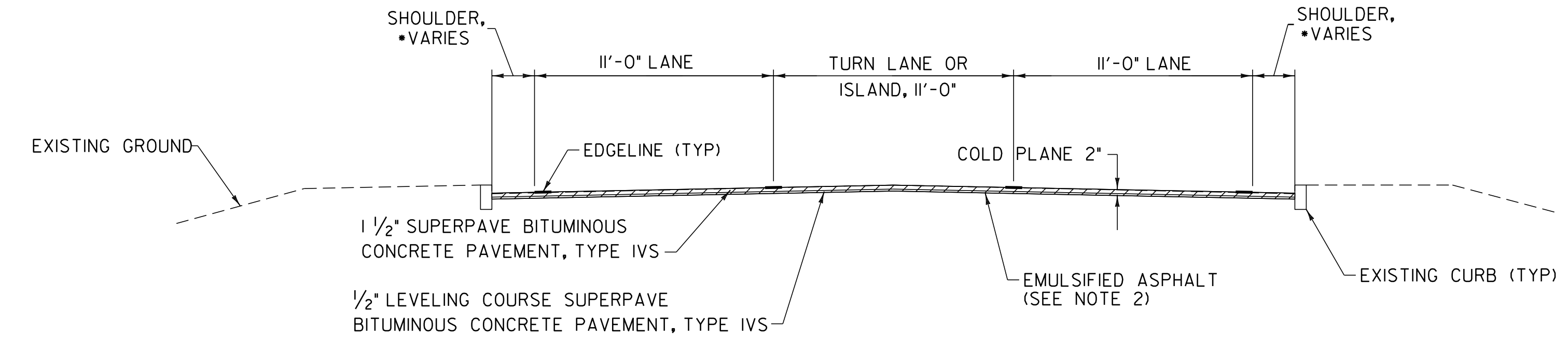
engineeringplanningmanagementdevelopment

DATUM

VERTICALN/A

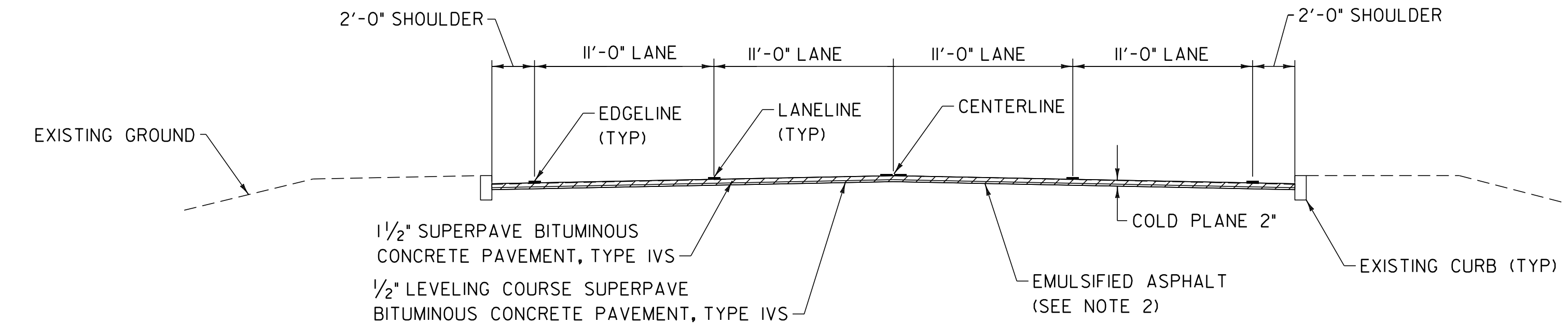
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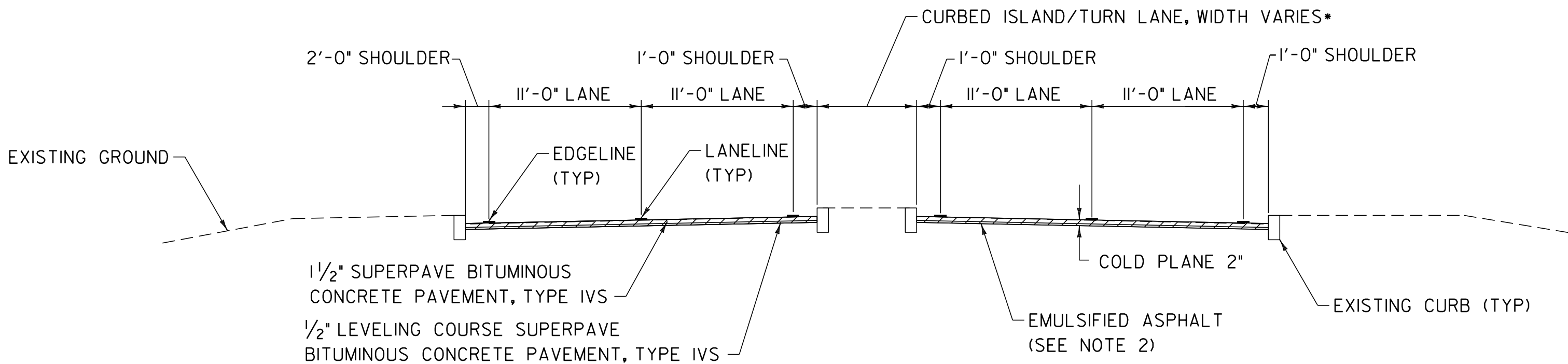
COLD PLANE AND OVERLAY TYPICAL SECTION

VT ROUTE 15
STA. 12+01.05 TO STA. 19+51.20



COLD PLANE AND OVERLAY TYPICAL SECTION

VT ROUTE 15
STA. 19+68.98 TO STA. 29+78.81
US ROUTE 7
STA. 1+68.96 TO STA. 2+36.07



COLD PLANE AND OVERLAY TYPICAL SECTION - CURBED ISLAND

VT ROUTE 15
STA. 29+78.81 TO STA. 39+99.00

• SEE PROJECT PAVING LIMITS
TABLE ON PROJECT TYPICAL
SHEET 2 OR PROJECT LAYOUT
SHEETS FOR DIMENSIONS

SEEDING FORMULA
URBAN AREAS

% WT.	LBS./A.	NAME	PUR %	GERM %
42.5	34.0	CREEPING RED FESCUE	98	85
10.0	8.0	PERENNIAL RYE GRASS	95	90
42.5	34.0	KENTUCKY BLUE GRASS	85	85
5.0	4.0	ANNUAL RYE GRASS	95	85
100.00	80.0			

GENERAL NOTES

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

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

GENERAL NOTES (CONTINUED)

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 ENGINEER.

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

YIELDING MARKER POSTS: TO BE PLACED AS INDICATED OR AS DIRECTED BY THE ENGINEER.

NOTES:

- THE WEARING COURSE SHALL BE TYPE IVS SUPERPAVE BITUMINOUS CONCRETE PAVEMENT. THE LEVELING COURSE SHALL BE TYPE IVS SUPERPAVE BITUMINOUS CONCRETE PAVEMENT. LEVELING HAS BEEN INCLUDED TO RESHAPE THE ROADWAY PRIOR TO PAVING THE TOP COURSE OF PAVEMENT. ALL ASPHALT CEMENT USED IN THE SUPERPAVE BITUMINOUS CONCRETE PAVEMENT SHALL BE AS SPECIFIED IN THE SECTION 490 GENERAL SPECIAL PROVISIONS.
- EMULSIFIED ASPHALT SHALL BE APPLIED ON ALL EXISTING PAVEMENT SURFACES, ON ALL COLD PLANED SURFACES AND BETWEEN ALL COURSES OF PAVEMENT AT A RATE OF 0.025 GAL / SY OR AS DIRECTED BY THE RESIDENT ENGINEER.
- SUPERPAVE BITUMINOUS CONCRETE PAVEMENT TOLERANCE = +/- 1/4 INCH (TOTAL PAVEMENT THICKNESS EXCLUDING LEVELING).
- 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 BEGINNING AND END OF THE PROJECT, ALL SIDE ROAD APPROACHES AS DENOTED ON THE PROJECT PLANS OR AS OTHERWISE DIRECTED BY THE RESIDENT ENGINEER. COLD PLANING IS TO BE PAID FOR UNDER ITEM 210.10, "COLD PLANING BITUMINOUS PAVEMENT". PAVING ASSOCIATED WITH THIS WORK IS TO BE PAID FOR UNDER ITEM 490.30 "SUPERPAVE BITUMINOUS CONCRETE PAVEMENT".
- ALL DRIVES SHALL RECEIVE A PAVED APRON TO THE FRONT EDGE OF THE SIDEWALK AS DIRECTED BY THE RESIDENT ENGINEER. ANY AND ALL REQUIRED EXCAVATION IN DRIVE AREAS SHALL BE AS SHOWN ON THE PLANS OR AS DIRECTED BY THE RESIDENT ENGINEER. THE NEW BITUMINOUS SURFACE SHALL BE CONSTRUCTED AS DIRECTED AND WILL BE PAID FOR UNDER ITEM 900.675, "SPECIAL PROVISION (HAND-PLACED BITUMINOUS CONCRETE MATERIAL, DRIVES)".
- A QUANTITY FOR ITEM 604.412, "REHABING DI, CB OR MH CLASS I", ITEM 604.415, "REHABING DI, CB OR MH CLASS II", ITEM 604.418, "REHABING DI, CB OR MH CLASS III" AND ITEM 604.40, "CHANGING ELEVATION OF DROP INLETS, CATCH BASINS, OR MANHOLES HAS BEEN INCLUDED IN THE QUANTITIES TO BE USED AS DIRECTED BY THE RESIDENT ENGINEER. ALL D.I.'S SHALL BE RAISED OR REHABILITATED SUCH THAT THE NEW GRATE ELEVATION IS LEVEL WITH THE SURROUNDING TERRAIN. DRAINAGE STRUCTURES CALLING FOR REHABING HAVE BEEN EVENLY DISTRIBUTED BETWEEN ITEMS 604.412, 604.415 AND 604.418 FOR ESTIMATING PURPOSES.
- YIELDING MARKER POSTS ARE TO BE USED TO REPLACE NON-YIELDING MARKER POSTS AT PIPE INLETS AND OUTLETS ONLY.
- SEE PROJECT TYPICAL SHEET 2 FOR THINNING AND TRIMMING FOR SIGNS DETAIL AND LOCATIONS WHERE IT IS NEEDED.
- GRASS GROWING ADJACENT TO PAVEMENT OR THROUGH CRACKS IN THE PAVEMENT WHICH MAY HAMPER THE PLACEMENT OF NEW BITUMINOUS CONCRETE SHALL BE REMOVED BY THE CONTRACTOR AS DIRECTED BY THE ENGINEER. PAYMENT FOR THIS WORK WILL NOT BE MADE DIRECTLY, BUT WILL BE CONSIDERED SUBSIDIARY TO ITEM 490.30, "SUPERPAVE BITUMINOUS CONCRETE PAVEMENT".
- ESTIMATED QUANTITIES OF SEED, FERTILIZER, AGRICULTURAL LIMESTONE, TOPSOIL, AND TEMPORARY EROSION MATTING HAS BEEN ESTIMATED FOR AREAS DISTURBED BY THE REMOVAL AND RECONSTRUCTION OF PEDESTRIAN RAMPS.
- AN ESTIMATED QUANTITY OF ITEM 402.13, "AGGREGATE SHOULDERS, RAP" HAS BEEN INCLUDED FOR REPLACEMENT OF POOR BACKING MATERIAL BEHIND GUARDRAIL AS REQUIRED OR AS DIRECTED BY THE RESIDENT ENGINEER.
- TUBULAR MARKERS TO BE REMOVED IN THE VICINITY OF THE RAILROAD CROSSING SHALL BE RETURNED TO THE CITY. COORDINATE WITH THE CITY OF WINOOSKI ENGINEER; STEVE PALMER (802) 655-6423.

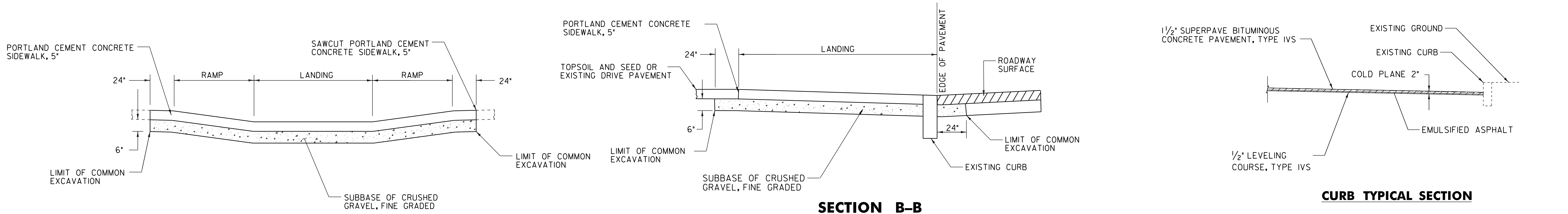
LOOP DETECTOR NOTES

- THE LOOP DETECTORS SHOWN ON THE PROJECT LAYOUT SHEETS SHALL BE USED AS A GUIDE. THE CONTRACTOR SHALL CONFIRM ALL LOCATIONS, INCLUDING, BUT NOT LIMITED TO, UTILITIES, POLES, PULL BOXES, AND LOOP DETECTORS. THE CONTRACTOR SHALL CONFIRM ALL LOCATIONS IN THE FIELD WITH THE RESIDENT ENGINEER PRIOR TO INSTALLATION.
- SEE PROJECT LAYOUT SHEETS FOR LOOP DETECTOR REPLACEMENT LOCATIONS.
- PRIOR TO COLD PLANING, THE CONTRACTOR SHALL DISCONNECT THE VEHICLE DETECTOR LOOP IN THE CONTROLLER CABINET AND CUT IT AT THE CURB OR SHOULDER. ONCE THE VEHICLE DETECTOR LOOP IS DISCONNECTED, THE SIGNAL PHASE THAT IT WAS CALLING SHALL BE SET ON MAXIMUM RECALL OR THE SIGNAL SHALL BE SET TO FLASH WHILE TRAFFIC IS BEING CONTROLLED BY A UNIFORMED TRAFFIC OFFICER. DETECTOR AND SIGNAL WORK SHALL BE INCIDENTAL TO PAY ITEM 678.22, "VEHICLE LOOP DETECTOR". UNIFORMED TRAFFIC OFFICERS WILL BE PAID FOR UNDER CONTRACT ITEM 630.10.
- ALL PROPOSED VEHICLE DETECTOR LOOPS SHALL BE INSTALLED IN THE LEVELING COURSE, WHICH IS IMMEDIATELY BELOW THE WEARING SURFACE. ONCE THE PROPOSED VEHICLE DETECTOR LOOP IS INSTALLED, THE INDUCTANCE, RESISTANCE AND LEAKAGE TO GROUND MUST BE TESTED USING PROPERLY CALIBRATED EQUIPMENT. THESE TEST RESULTS SHALL BE COMPARED WITH THE CALCULATED VALUES SHOWN ON THE LAYOUT PLANS AND THE FIELD MEASURED VALUES SHALL BE RECORDED ON THE LAYOUT PLANS. UPON COMPLETION OF THE INSTALLATION OF A PROPOSED VEHICLE LOOP DETECTOR, THE SIGNAL SHALL BE RETURNED TO NORMAL OPERATION.
- THE CONTRACTOR SHALL USE THE EXISTING CONDUIT WHICH RUNS FROM THE CURB TO THE CONTROLLER PANEL FOR THE NEW LOOP DETECTORS.
- EXISTING TIMINGS WILL BE USED.
- WORK IMPROVEMENTS CONSISTING OF THOSE SHOWN ON THE PLANS SHALL BE PERFORMED ACCORDING TO SPECIFICATIONS AND STANDARD DRAWINGS OF THE VERMONT AGENCY OF TRANSPORTATION. VEHICLE DETECTOR LOOPS SHALL COMPLY WITH VTRANS STANDARD E-172.

PROJECT
TYPICAL
SHEET 1

PROJECT NAME:	WINOOSKI
PROJECT NUMBER:	STP 2617(1)S
FILE NAME:	06d064.dgn
PROJECT LEADER:	CDL
DESIGNED BY:	SJL
PLOT FILE:	06D064.56.i
PLOT DATE:	31-OCT-2011 16:46
DRAWN BY:	SJL
CHECKED BY:	EPD
SHEET	56 OF 88

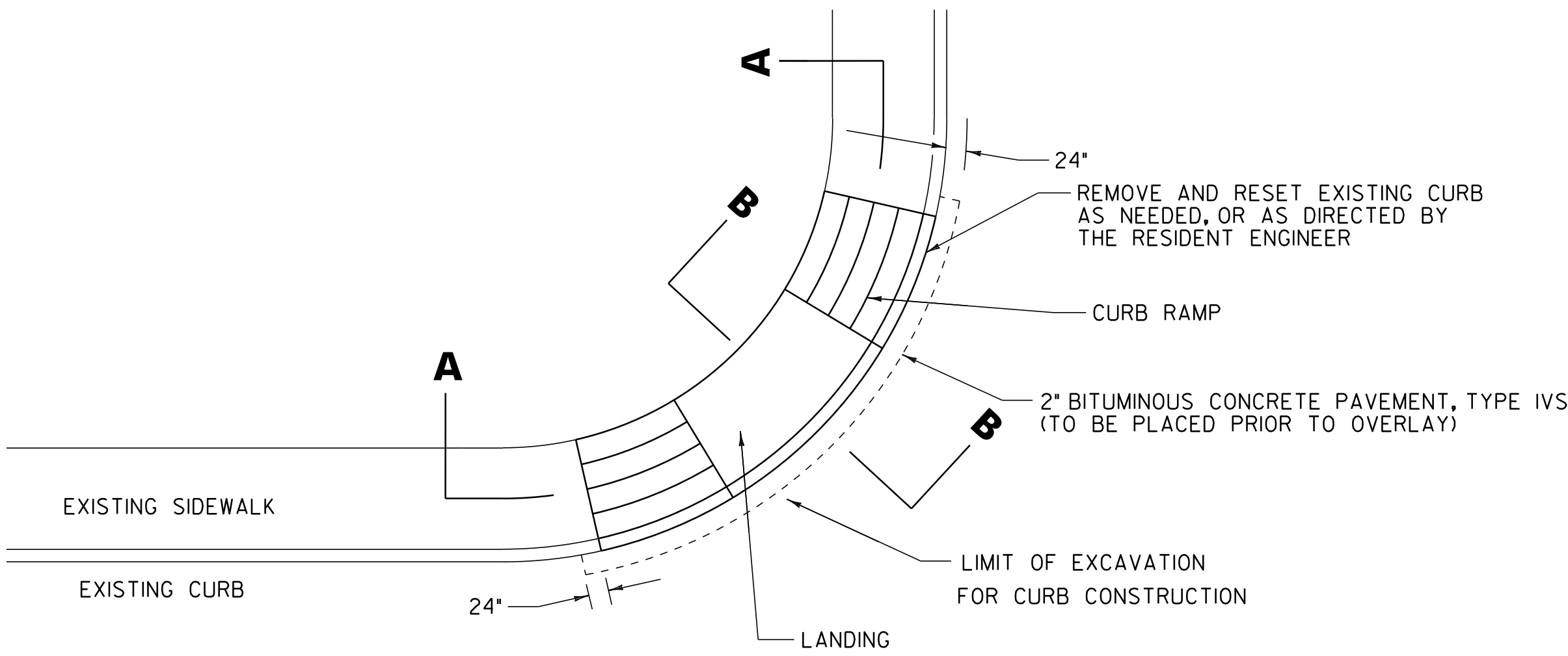
DETAILS ARE NOT TO SCALE



SECTION A-A

SECTION B-B

CURB TYPICAL SECTION



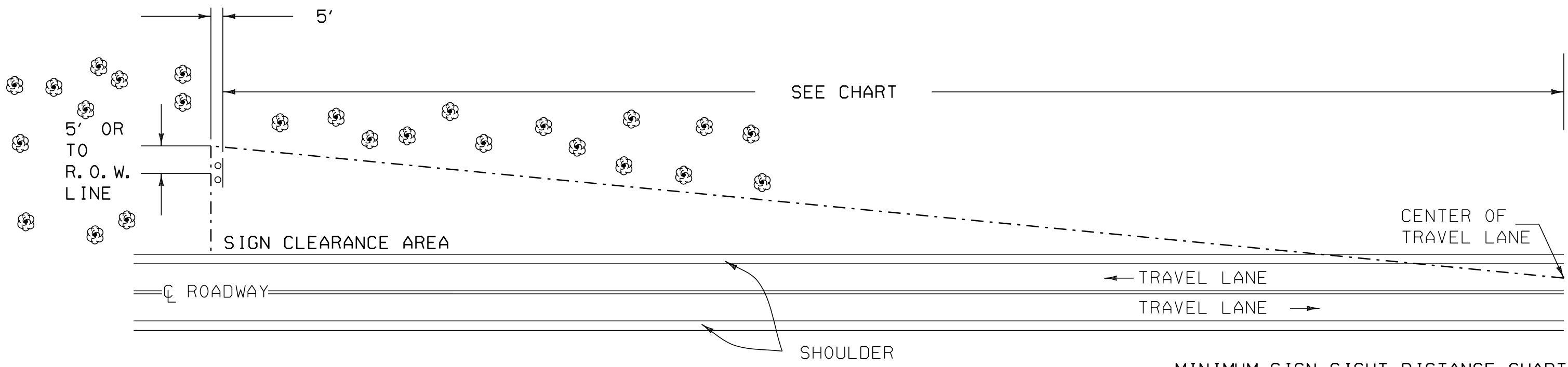
PLAN

SIDEWALK RAMP PAY LIMIT DETAILS

NOTE:
1. THIS DETAIL IS FOR PAY LIMITS ONLY. FOR INDIVIDUAL RAMP CONFIGURATIONS, SLOPES, DIMENSIONS, ETC., SEE VTRANS STANDARDS C-3A/C-3B.
2. SEE PROJECT LAYOUT SHEETS FOR LOCATIONS OF RAMPS TO BE RECONSTRUCTED.

PROJECT PAVING LIMITS

TOWN AND ROUTE	BEGIN STATION	END STATION	LANE TYPICAL	WEARING DEPTH	LEVELING TON	NOTES
WINOOSKI						
VT 15	12+01.05	13+45.28	5'-12'-13'-13'-5'	1 1/2 "	21.63	COLD PLANE 2", LEVEL, 1 1/2" TYPE IVS
	13+45.28	19+51.20	VARIES-11'-11'-11'- VARIES	1 1/2 "	90.69	COLD PLANE 2", LEVEL, 1 1/2" TYPE IVS
RAILROAD CROSSING						
	19+68.98	29+78.81	2'-11'-11'-11'-11'-2'	1 1/2 "	167.07	COLD PLANE 2", LEVEL, 1 1/2" TYPE IVS
	29+78.81	32+59.15	2'-11'-11'-1'-MEDIAN-1'-11'-11'-1'	1 1/2 "	49.26	COLD PLANE 2", LEVEL, 1 1/2" TYPE IVS
	32+59.15	35+99.27	2'-11'-11'-10'-1'-MEDIAN-1'-11'-11'-1'	1 1/2 "	67.48	COLD PLANE 2", LEVEL, 1 1/2" TYPE IVS
	35+99.27	39+99.00	2'-11'-11'-1'-MEDIAN-1'-11'-11'-1'	1 1/2 "	82.88	COLD PLANE 2", LEVEL, 1 1/2" TYPE IVS
US 7	1+68.96	2+36.07	1'-12'-12'-12'-12'-1'	1 1/2 "	9.26	COLD PLANE 2", LEVEL, 1 1/2" TYPE IVS

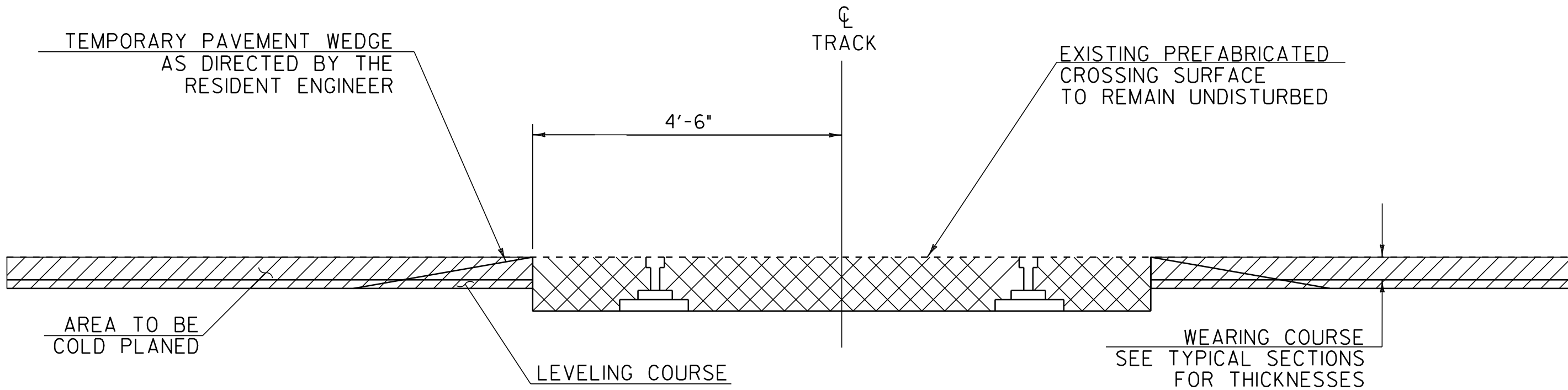


MINIMUM SIGN SIGHT DISTANCE CHART

APPROACH SPEED (mph)	SIGHT DISTANCE (feet)
30 OR LESS	300
35	350
40	400
45	450
50	500
55	550

THINNING AND TRIMMING FOR SIGNS DETAIL

STA. 18+34 RT
STA. 19+31 RT
STA. 35+32 RT



TRANSITION AREA FOR RAIL CROSSING

VT ROUTE 15 STA. 19+60.00

PROJECT TYPICAL SHEET 2

DETAILS ARE NOT TO SCALE

PROJECT NAME: WINOOSKI	
PROJECT NUMBER: STP 2617(I)S	
FILE NAME: 06d064.dgn	PLOT DATE: 31-OCT-2011 16:46
PROJECT LEADER: CDL	DRAWN BY: SJL
DESIGNED BY: SJL	CHECKED BY: EPD
PLOT FILE: 06D064_57.i	SHEET 57 OF 88

QUANTITY SHEET 1

STATE OF VERMONT
AGENCY OF TRANSPORTATION

[illegible][illegible][illegible]

QUANTITY SHEET 2

STATE OF VERMONT
AGENCY OF TRANSPORTATION

[illegible][illegible][illegible]

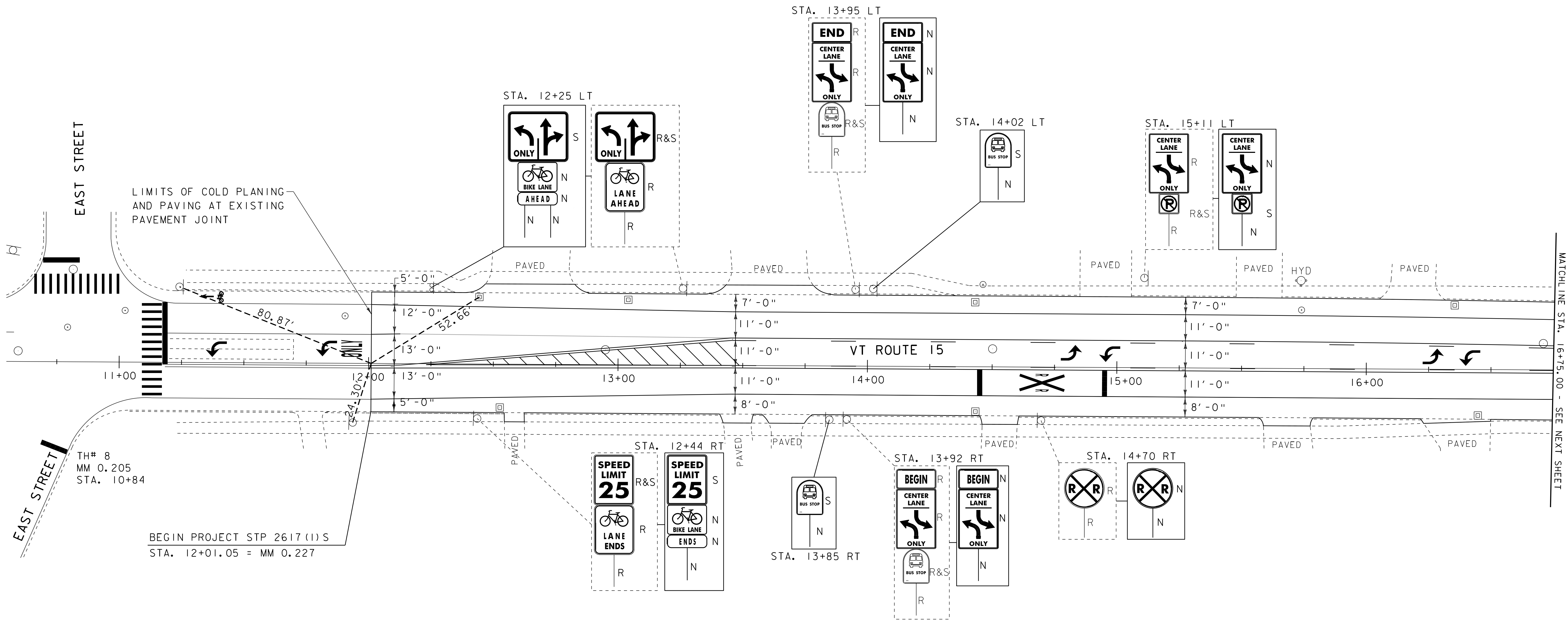
QUANTITY SHEET 3

STATE OF VERMONT
AGENCY OF TRANSPORTATION

[illegible][illegible][illegible]

ITEM DETAIL SUMMARY SHEET 1

[illegible]



604.412, 604.415, 604.418 REHAB, DROP
INLETS, CATCH BASINS, OR MANHOLES, CLASS I,
CLASS II OR CLASS III

STA. 12+44 LT (TYPE D GRATE)	STA. 14+43 LT (TYPE D GRATE)
STA. 12+53 RT (TYPE D GRATE)	STA. 16+35 LT (TYPE D GRATE)
STA. 13+04 LT (TYPE D GRATE)	STA. 16+45 RT (TYPE D GRATE)
STA. 14+43 RT (TYPE D GRATE)	

604.42 CHANGING ELEVATION
OF SEWER MANHOLES

STA. 12+95 LT
STA. 14+50 LT
STA. 16+71 LT

629.20 ADJUST ELEVATION
OF VALVE BOX

STA. 15+74 LT

646.407 DURABLE 4 INCH WHITE LINE, RECESSED TYPE I TAPE

STA. 12+01 - STA. 12+13 (SOLID LT)
STA. 12+01 - STA. 16+75 (SOLID LT & RT)
STA. 12+13 - STA. 13+40 (DOTTED LT)

646.417 DURABLE 4 INCH YELLOW LINE, RECESSED TYPE I TAPE

STA. 12+01 - STA. 13+45 (CENTERLINE LT)
STA. 12+18 - STA. 13+45 (CENTERLINE LT)
STA. 13+45 - STA. 16+75 (SOLID LT)
STA. 13+45 - STA. 16+75 (DASHED LT)
STA. 13+45 - STA. 16+75 (SOLID LT)
STA. 13+45 - STA. 16+75 (DASHED LT)

646.457 DURABLE 8 INCH YELLOW LINE, RECESSED TYPE I TAPE

STA. 12+23 - STA. 13+47 (HATCHED LT)

646.491 DURABLE LETTER OR SYMBOL, TYPE I TAPE

STA. 14+72 LT ARROW	STA. 16+26 LT ARROW
STA. 15+07 LT ARROW	STA. 16+42 LT ARROW

646.511 DURABLE RAILROAD CROSSING
SYMBOL, TYPE I TAPE

STA. 14+70 RT

646.602 TEMPORARY 4" WHITE LINE, PAINT

STA. 12+01 - STA. 12+13 (SOLID LT)
STA. 12+01 - STA. 16+75 (SOLID LT & RT)
STA. 12+13 - STA. 13+40 (DOTTED LT)

646.612 TEMPORARY 4" YELLOW LINE, PAINT

STA. 12+01 - STA. 13+45 (CENTERLINE LT)
STA. 12+18 - STA. 13+45 (CENTERLINE LT)
STA. 13+45 - STA. 16+75 (SOLID LT)
STA. 13+45 - STA. 16+75 (DASHED LT)
STA. 13+45 - STA. 16+75 (SOLID LT)
STA. 13+45 - STA. 16+75 (DASHED LT)

646.652 TEMPORARY 8 INCH YELLOW LINE, PAINT

STA. 12+23 - STA. 13+47 (HATCHED LT)

646.692 TEMPORARY LETTER OR SYMBOL, PAINT

STA. 14+72 LT ARROW	STA. 16+26 LT ARROW
STA. 15+07 LT ARROW	STA. 16+42 LT ARROW

646.712 TEMPORARY RAILROAD CROSSING
SYMBOL, PAINT

STA. 14+70 RT

675.50 REMOVING SIGNS
AS SHOWN - 13

675.60 ERECTING SALVAGED SIGNS
AS SHOWN - 5

SIGN LEGEND

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

DATUM	
VERTICAL	N/A
HORIZONTAL	N/A

PROJECT
LAYOUT
SHEET 1

PROJECT NAME:	WINOOSKI
PROJECT NUMBER:	STP 2617(1)S
FILE NAME:	06d064.dgn
PROJECT LEADER:	CDL
DESIGNED BY:	SJL
PLOT FILE:	06D064_63.i
PLOT DATE:	31-OCT-2011 16:46
DRAWN BY:	SJL
CHECKED BY:	EPD
SHEET	63 OF 88

~~676.10 DELINEATOR WITH STEEL POST~~

~~STA. 17+42 RT~~

~~STA. 20+05 RT~~

NOT INSTALLED

203.16 SOLID ROCK EXCAVATION

STA. 18+74 - STA. 18+97 LT

STA. 19+03 - STA. 19.22 LT

STA. 19+74 - STA. 19+99 RT

STA. 19+86 - STA. 20+10 LT

STA. 20+05 - STA. 20+31 RT

604.412, 604.415, 604.418 REHAB, DROP
INLETS, CATCH BASINS, OR MANHOLES, CLASS I,
CLASS II OR CLASS III

STA. 17+54 LT (TYPE D GRATE) STA. 20+11 LT (TYPE D GRATE)

STA. 17+93 RT (TYPE D GRATE) STA. 20+24 RT (TYPE E GRATE)

STA. 19+22 LT (TYPE D GRATE) STA. 21+96 RT (TYPE E GRATE)

STA. 19+61 LT (TYPE D GRATE)

604.42 CHANGING ELEVATION

OF SEWER MANHOLES

STA. 17+27 RT STA. 19+73 LT

STA. 18+11 LT STA. 19+73 LT

STA. 18+46 LT STA. 19+91 LT

STA. 19+53 LT

616.21 VERTICAL GRANITE CURB

STA. 19+12 - STA. 19+23 LT

STA. 19+86 - STA. 20+08 LT

616.41 REMOVAL OF EXISTING CURB

STA. 19+12 - STA. 19+23 LT

STA. 19+86 - STA. 20+08 LT

618.10 PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH

STA. 18+74 - STA. 18+97 LT

STA. 19+03 - STA. 19+22 LT

STA. 19+74 - STA. 19+99 RT

STA. 19+86 - STA. 20+10 LT

STA. 20+05 - STA. 20+31 RT

618.30 DETECTABLE WARNING SURFACE

STA. 18+78 LT

STA. 19+17 LT

STA. 19+78 RT

STA. 19+97 LT

STA. 20+27 RT

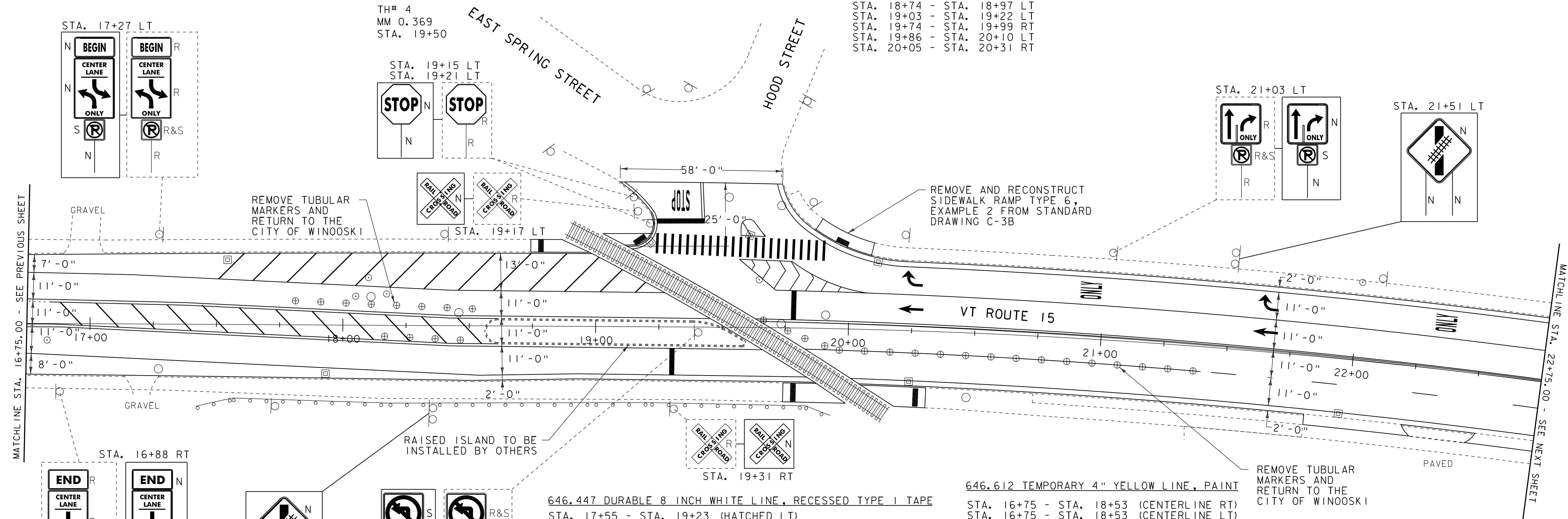
629.20 ADJUST ELEVATION

OF VALVE BOX

STA. 16+83 RT STA. 18+17 LT

STA. 18+05 LT STA. 19+65 LT

STA. 18+10 LT



646.407 DURABLE 4 INCH WHITE LINE, RECESSED TYPE I TAPE

STA. 16+75 - STA. 19+23 (SOLID LT)

STA. 16+75 - STA. 19+84 (SOLID RT)

STA. 19+14 - STA. 19+20 (SOLID LT)

STA. 19+74 - STA. 22+75 (SOLID LT)

STA. 19+83 - STA. 21+40 (SOLID RT)

STA. 20+01 - STA. 22+75 (SOLID RT)

STA. 21+03 - STA. 22+75 (SOLID LT)

STA. 21+40 - STA. 22+75 (DASHED RT)

646.417 DURABLE 4 INCH YELLOW LINE, RECESSED TYPE I TAPE

STA. 16+75 - STA. 18+53 (CENTERLINE RT)

STA. 16+75 - STA. 18+53 (CENTERLINE LT)

STA. 18+53 - STA. 19+47 (SOLID LT)

STA. 18+53 - STA. 19+66 (SOLID RT)

STA. 20+05 - STA. 22+75 (CENTERLINE LT)

646.447 DURABLE 8 INCH WHITE LINE, RECESSED TYPE I TAPE

STA. 17+55 - STA. 19+23 (HATCHED LT)

STA. 19+57 - STA. 21+03 (SOLID LT)

STA. 19+57 - STA. 20+21 (HATCHED LT)

646.457 DURABLE 8 INCH YELLOW LINE, RECESSED TYPE I TAPE

STA. 16+75 - STA. 18+53 (HATCHED LT)

646.487 DURABLE 24 INCH STOP BAR, RECESSED TYPE I TAPE

STA. 19+23 - STA. 19+43 LT

646.491 DURABLE LETTER OR SYMBOL, TYPE I TAPE

STA. 19+35 LT "STOP" STA. 21+65 LT ARROW

STA. 20+25 LT ARROW STA. 21+65 LT ARROW

STA. 20+25 LT ARROW STA. 22+35 LT "ONLY"

STA. 20+95 LT "ONLY"

646.507 DURABLE CROSSWALK MARKING, RECESSED TYPE I TAPE

STA. 19+14 - STA. 20+09 LT

646.602 TEMPORARY 4" WHITE LINE, PAINT

STA. 16+75 - STA. 19+23 (SOLID LT)

STA. 16+75 - STA. 19+84 (SOLID RT)

STA. 19+14 - STA. 19+20 (SOLID LT)

STA. 19+74 - STA. 22+75 (SOLID LT)

STA. 19+83 - STA. 21+40 (SOLID RT)

STA. 20+01 - STA. 22+75 (SOLID RT)

STA. 21+03 - STA. 22+75 (SOLID LT)

STA. 21+40 - STA. 22+75 (DASHED RT)

646.612 TEMPORARY 4" YELLOW LINE, PAINT

STA. 16+75 - STA. 18+53 (CENTERLINE RT)

STA. 16+75 - STA. 18+53 (CENTERLINE LT)

STA. 18+53 - STA. 19+47 (SOLID LT)

STA. 18+53 - STA. 19+66 (SOLID RT)

STA. 20+05 - STA. 22+75 (CENTERLINE LT)

646.642 TEMPORARY 8 INCH WHITE LINE, PAINT

STA. 17+55 - STA. 19+23 (HATCHED LT)

STA. 19+57 - STA. 21+03 (SOLID LT)

STA. 19+57 - STA. 20+21 (HATCHED LT)

646.652 TEMPORARY 8 INCH YELLOW LINE, PAINT

STA. 16+75 - STA. 18+53 (HATCHED LT)

646.682 TEMPORARY 24" STOP BAR, PAINT

STA. 19+23 - STA. 19+43 LT

646.692 TEMPORARY LETTER OR SYMBOL, PAINT

STA. 19+35 LT "STOP" STA. 21+65 LT ARROW

STA. 20+25 LT ARROW STA. 21+65 LT ARROW

STA. 20+25 LT ARROW STA. 22+35 LT "ONLY"

STA. 20+95 LT "ONLY"

646.702 TEMPORARY CROSSWALK MARKING, PAINT

STA. 19+14 - STA. 20+09 LT

675.50 REMOVING SIGNS

AS SHOWN - 13

675.60 ERECTING SALVAGED SIGNS

AS SHOWN - 4

SIGN LEGEND

R = REMOVE

S = SALVAGE

N = NEW

RET = RETAIN

B-B = BACK TO BACK

PROJECT
LAYOUT
SHEET 2

PROJECT NAME: WINOOSKI

PROJECT NUMBER: STP 2617(I)S

FILE NAME: 06d064.dgn

PROJECT LEADER: CDL

DESIGNED BY: SJL

PLOT FILE: 06D064.64.i

PLOT DATE: 31-OCT-2011 16:46

DRAWN BY: SJL

CHECKED BY: EPD

SHEET 64 OF 88

203.16 SOLID ROCK EXCAVATION

STA. 23+06 - STA. 23+18 LT
STA. 23+51 - STA. 23+61 LT

604.412, 604.415, 604.418 REHAB, DROP
INLETS, CATCH BASINS, OR MANHOLES, CLASS I,
CLASS II OR CLASS III

STA. 23+45 RT (TYPE D GRATE) STA. 26+95 RT (TYPE D GRATE)
STA. 24+93 RT (TYPE D GRATE) STA. 27+70 RT (TYPE D GRATE)

604.42 CHANGING ELEVATION
OF SEWER MANHOLES

STA. 23+18 RT
STA. 24+55 LT
STA. 26+14 LT
STA. 26+83 LT

618.10 PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH

STA. 23+06 - STA. 23+18 LT
STA. 23+51 - STA. 23+61 LT

618.30 DETECTABLE WARNING SURFACE

STA. 23+14 LT
STA. 23+54 LT

629.20 ADJUST ELEVATION
OF VALVE BOX

STA. 23+07 RT STA. 26+99 LT
STA. 23+42 RT STA. 27+11 LT
STA. 23+53 RT STA. 27+74 RT
STA. 23+64 LT STA. 28+19 RT
STA. 26+18 LT

646.407 DURABLE 4 INCH WHITE LINE, RECESSED TYPE I TAPE

STA. 22+75 - STA. 28+50 (SOLID LT & RT)
(WITH EDGELINE BREAK AT MANSEAU STREET)
STA. 22+75 - STA. 28+50 (DASHED RT)
STA. 22+75 - STA. 24+49 (SOLID LT)
STA. 24+49 - STA. 28+50 (DASHED LT)

646.417 DURABLE 4 INCH YELLOW LINE, RECESSED TYPE I TAPE

STA. 22+75 - STA. 28+50 (CENTERLINE)
STA. 23+35 LT (CENTERLINE OF MANSEAU STREET)

646.487 DURABLE 24 INCH STOP BAR, RECESSED TYPE I TAPE

STA. 23+24 - STA. 23+35 LT

646.491 DURABLE LETTER OR SYMBOL, TYPE I TAPE

STA. 23+30 LT "STOP" STA. 24+45 LT ARROW
STA. 23+05 LT ARROW STA. 24+45 LT ARROW
STA. 23+05 LT ARROW
STA. 23+75 LT "ONLY"

646.507 DURABLE CROSSWALK MARKING, RECESSED TYPE I TAPE

STA. 23+17 - STA. 23+50 LT

646.511 DURABLE RAILROAD CROSSING
SYMBOL, TYPE I TAPE

STA. 25+06 LT
STA. 25+06 LT

646.602 TEMPORARY 4" WHITE LINE, PAINT

STA. 22+75 - STA. 28+50 (SOLID LT & RT)
(WITH EDGELINE BREAK AT MANSEAU STREET)
STA. 22+75 - STA. 28+50 (DASHED RT)
STA. 22+75 - STA. 24+49 (SOLID LT)
STA. 24+49 - STA. 28+50 (DASHED LT)

646.612 TEMPORARY 4" YELLOW LINE, PAINT

STA. 22+75 - STA. 28+50 (CENTERLINE)
STA. 23+35 LT (CENTERLINE OF MANSEAU STREET)

646.682 TEMPORARY 24" STOP BAR, PAINT

STA. 23+24 - STA. 23+35 LT

646.692 TEMPORARY LETTER OR SYMBOL, PAINT

STA. 23+30 LT "STOP" STA. 24+45 LT ARROW
STA. 23+05 LT ARROW STA. 24+45 LT ARROW
STA. 23+05 LT ARROW
STA. 23+75 LT "ONLY"

646.702 TEMPORARY CROSSWALK MARKING, PAINT

STA. 23+17 - STA. 23+50 LT

646.712 TEMPORARY RAILROAD CROSSING
SYMBOL, PAINT

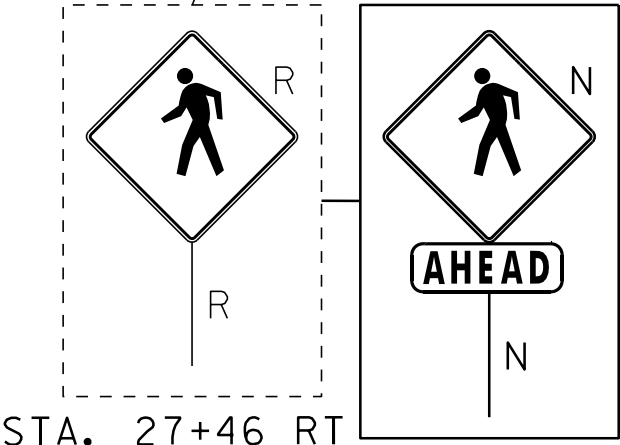
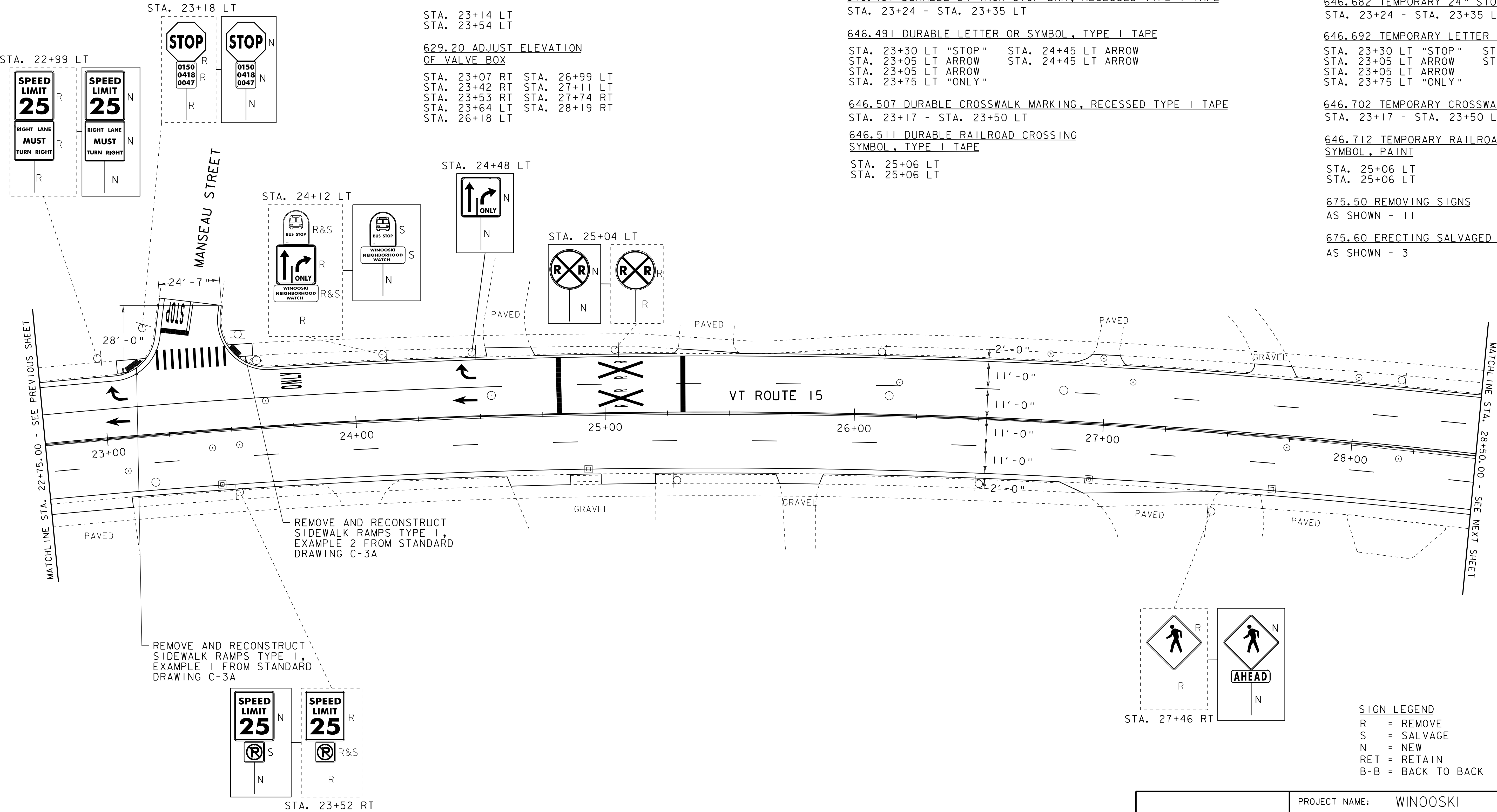
STA. 25+06 LT
STA. 25+06 LT

675.50 REMOVING SIGNS

AS SHOWN - II

675.60 ERECTING SALVAGED SIGNS

AS SHOWN - 3



SIGN LEGEND

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

PROJECT
LAYOUT
SHEET 3

PROJECT NAME: WINOOSKI
PROJECT NUMBER: STP 2617(I)S

FILE NAME: 06d064.dgn PLOT DATE: 31-OCT-201116:46
PROJECT LEADER: CDL DRAWN BY: SJL
DESIGNED BY: SJL CHECKED BY: EPD
PLOT FILE: 06D064_65.i SHEET 65 OF 88

DATUM
VERTICAL N/A
HORIZONTAL N/A

203.16 SOLID ROCK EXCAVATION

STA. 29+15 - STA. 29+25 LT
STA. 29+67 - STA. 29+72 RT
STA. 29+70 - STA. 29+80 LT

604.412, 604.415, 604.418 REHAB, DROP
INLETS, CATCH BASINS, OR MANHOLES, CLASS I,
CLASS II OR CLASS III

STA. 29+32 LT (TYPE D GRATE)
STA. 29+92 LT (TYPE D GRATE)
STA. 30+23 LT (TYPE D GRATE)
STA. 30+47 RT (TYPE D GRATE)
STA. 31+67 LT (TYPE D GRATE)
STA. 32+28 RT (TYPE D GRATE)
STA. 32+88 LT & RT (TYPE D GRATE)
STA. 32+88 LT (TYPE D GRATE)
STA. 33+64 LT (TYPE D GRATE)
STA. 33+66 RT (TYPE D GRATE)

604.42 CHANGING ELEVATION
OF SEWER MANHOLES

STA. 28+81 LT
STA. 29+22 LT
STA. 29+46 LT
STA. 30+82 LT
STA. 32+80 LT

618.10 PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH

STA. 29+15 - STA. 29+25 LT
STA. 29+67 - STA. 29+72 RT
STA. 29+70 - STA. 29+80 LT

618.30 DETECTABLE WARNING SURFACE

STA. 29+22 LT
STA. 29+70 RT
STA. 29+75 LT

629.20 ADJUST ELEVATION
OF VALVE BOX

STA. 29+53 LT STA. 31+00 LT
STA. 29+54 LT STA. 31+44 LT
STA. 30+31 RT STA. 31+53 LT

646.407 DURABLE 4 INCH WHITE LINE, RECESSED TYPE I TAPE

STA. 28+50 - STA. 31+01 (SOLID RT)
STA. 28+50 - STA. 31+69 (DASHED RT)
STA. 28+50 - STA. 34+25 (SOLID LT
WITH EDGELINE BREAK AT DION STREET)
STA. 28+50 - STA. 34+25 (DASHED LT)
STA. 31+51 - STA. 31+83 (SOLID RT)
STA. 32+15 - STA. 34+25 (SOLID RT)
STA. 32+34 - STA. 34+25 (DASHED RT)
STA. 32+58 - STA. 34+25 (SOLID LT)

646.417 DURABLE 4 INCH YELLOW LINE, RECESSED TYPE I TAPE

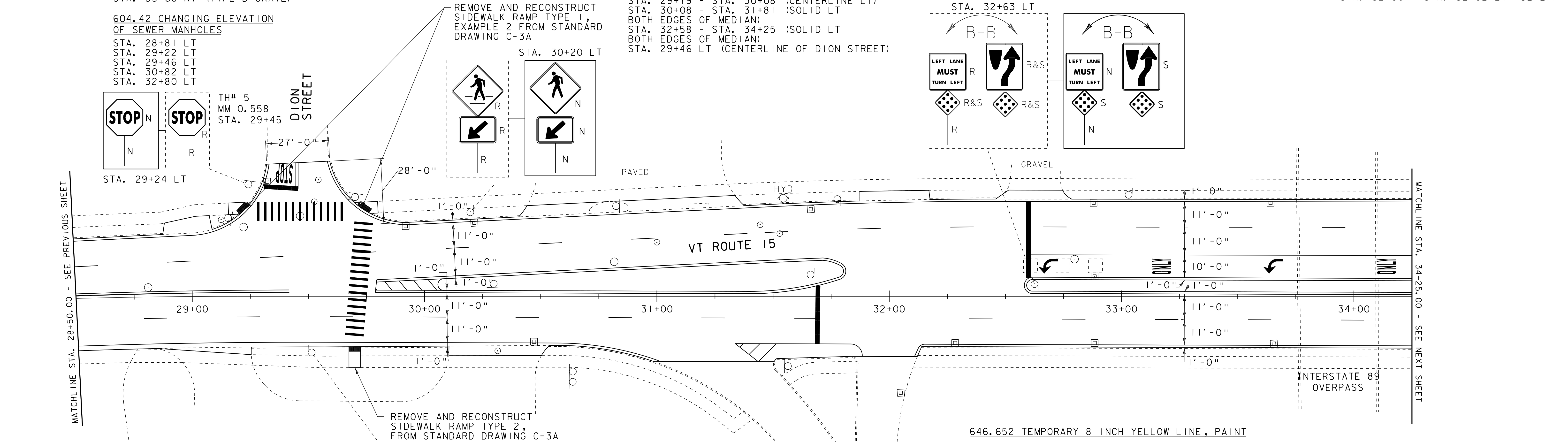
STA. 28+50 - STA. 29+25 (CENTERLINE LT)
STA. 28+68 - STA. 29+67 (CENTERLINE LT)
STA. 29+79 - STA. 30+08 (CENTERLINE LT)
STA. 29+79 - STA. 30+08 (CENTERLINE LT)
STA. 30+08 - STA. 31+81 (SOLID LT
BOTH EDGES OF MEDIAN)
STA. 32+58 - STA. 34+25 (SOLID LT
BOTH EDGES OF MEDIAN)
STA. 29+46 LT (CENTERLINE OF DION STREET)

VEHICLE LOOP DETECTOR SCHEDULE

STREET	LANE	STATION	SIZE	TYPE	■ OF TURNS	MODE
VT I5	WB LT	32+58 - 32+64 LT	6' X 6'	SQR.	2	PRES.
VT I5	WB LT	32+72 - 32+78 LT	6' X 6'	SQR.	2	PRES.
VT I5	WB LT	32+86 - 32+92 LT	6' X 6'	SQR.	2	PRES.
I-89 EXIT I5 RAMP B	LT	35+77 - 35+88 RT	6' X 40'	QUAD	2	PRES.
I-89 EXIT I5 RAMP B	LT	35+89 - 36+00 RT	6' X 40'	QUAD	2	PRES.

678.22 VEHICLE LOOP DETECTOR

STA. 32+58 - STA. 32+64 LT (75 LF)
STA. 32+72 - STA. 32+78 LT (32 LF)
STA. 32+86 - STA. 32+92 LT (32 LF)



646.427 DURABLE 6 INCH WHITE LINE, RECESSED TYPE I TAPE

STA. 32+11 - STA. 32+15 (SOLID RT)

646.437 DURABLE 6 INCH YELLOW LINE, RECESSED TYPE I TAPE

STA. 31+83 - STA. 31+88 (SOLID RT)

646.447 DURABLE 8 INCH WHITE LINE, RECESSED TYPE I TAPE

STA. 31+34 - STA. 31+44 (SOLID RT)
STA. 31+34 - STA. 31+51 (SOLID RT)
STA. 31+34 - STA. 31+51 (HATCHED RT)

646.457 DURABLE 8 INCH YELLOW LINE, RECESSED TYPE I TAPE

STA. 29+79 - STA. 30+08 (HATCHED LT)

646.487 DURABLE 24 INCH STOP BAR, RECESSED TYPE I TAPE

STA. 29+31 - STA. 29+46 LT
STA. 31+70 LT & RT
STA. 32+59 LT

646.491 DURABLE LETTER OR SYMBOL, TYPE I TAPE

STA. 29+39 LT "STOP" STA. 33+66 LT ARROW
STA. 32+69 LT ARROW STA. 34+14 LT "ONLY"
STA. 33+19 LT "ONLY"

646.602 TEMPORARY 4" WHITE LINE, PAINT

STA. 28+50 - STA. 31+01 (SOLID RT)
STA. 28+50 - STA. 31+69 (DASHED RT)
STA. 28+50 - STA. 34+25 (SOLID LT
WITH EDGELINE BREAK AT DION STREET)
STA. 28+50 - STA. 34+25 (DASHED LT)
STA. 31+51 - STA. 31+83 (SOLID RT)
STA. 32+15 - STA. 34+25 (SOLID RT)
STA. 32+34 - STA. 34+25 (DASHED RT)
STA. 32+58 - STA. 34+25 (SOLID LT)

646.507 DURABLE CROSSWALK MARKING, RECESSED TYPE I TAPE

STA. 29+26 - STA. 29+69 LT
STA. 29+70 - STA. 29+77 LT & RT

646.612 TEMPORARY 4" YELLOW LINE, PAINT

STA. 28+50 - STA. 29+25 (CENTERLINE LT)
STA. 28+68 - STA. 29+67 (CENTERLINE LT)
STA. 29+79 - STA. 30+08 (CENTERLINE LT)
STA. 29+79 - STA. 30+08 (CENTERLINE LT)
STA. 30+08 - STA. 31+81 (SOLID LT
BOTH EDGES OF MEDIAN)
STA. 32+58 - STA. 34+25 (SOLID LT
BOTH EDGES OF MEDIAN)
STA. 29+46 LT (CENTERLINE OF DION STREET)

646.622 TEMPORARY 6" WHITE LINE, PAINT

STA. 32+11 - STA. 32+15 (SOLID RT)

646.632 TEMPORARY 6" YELLOW LINE, PAINT

STA. 31+83 - STA. 31+88 (SOLID RT)

646.642 TEMPORARY 8 INCH WHITE LINE, PAINT

STA. 31+34 - STA. 31+44 (SOLID RT)
STA. 31+34 - STA. 31+51 (SOLID RT)
STA. 31+34 - STA. 31+51 (HATCHED RT)

646.652 TEMPORARY 8 INCH YELLOW LINE, PAINT

STA. 29+79 - STA. 30+08 (HATCHED LT)

646.692 TEMPORARY LETTER OR SYMBOL, PAINT

STA. 29+39 LT "STOP" STA. 33+66 LT ARROW
STA. 32+69 LT ARROW STA. 34+14 LT "ONLY"
STA. 33+19 LT "ONLY"

646.682 TEMPORARY 24" STOP BAR, PAINT

STA. 29+31 - STA. 29+46 LT
STA. 31+70 LT & RT
STA. 32+59 LT

646.702 TEMPORARY CROSSWALK MARKING, PAINT

STA. 29+26 - STA. 29+69 LT
STA. 29+70 - STA. 29+77 LT & RT

SIGN LEGEND

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

646.81 PAINTED CURB

STA. 30+06 - STA. 30+36 LT
(BOTH EDGES OF MEDIAN)
STA. 31+40 - STA. 31+80 LT
(BOTH EDGES OF MEDIAN)
STA. 31+54 - STA. 31+84 RT
(BOTH EDGES OF MEDIAN)
STA. 32+58 - STA. 32+88 LT
(BOTH EDGES OF MEDIAN)

675.50 REMOVING SIGNS

AS SHOWN - 9

675.60 ERECTING SALVAGED SIGNS

AS SHOWN - 3

PROJECT
LAYOUT
SHEET 4

PROJECT NAME: WINOOSKI
PROJECT NUMBER: STP 2617(I)S

FILE NAME: 06d064.dgn PLOT DATE: 31-OCT-2011 16:46
PROJECT LEADER: CDL DRAWN BY: SJL
DESIGNED BY: SJL CHECKED BY: EPD
PLOT FILE: 06D064.66.i SHEET 66 OF 88

DATUM	
VERTICAL	N/A
HORIZONTAL	N/A

604.412, 604.415, 604.418 REHAB, DROP
INLETS, CATCH BASINS, OR MANHOLES, CLASS I,
CLASS II OR CLASS III

STA. 35+05 LT (TYPE E GRATE)
STA. 35+07 RT (TYPE E GRATE)
~~STA. 36+12 LT & RT (TYPE D GRATE)~~
~~STA. 36+48 RT (TYPE D GRATE)~~
~~STA. 36+82 RT (TYPE D GRATE)~~
~~STA. 38+41 RT (TYPE E GRATE)~~
~~STA. 38+42 LT (TYPE E GRATE)~~
~~STA. 39+62 RT (TYPE E GRATE)~~

203.16 SOLID ROCK EXCAVATION

STA. 35+66 - STA. 35+76 RT
STA. 36+03 - STA. 36+13 RT
STA. 36+51 - STA. 36+61 RT
STA. 36+68 - STA. 36+78 RT
STA. 37+59 - STA. 37+67 RT
STA. 37+94 - STA. 38+05 RT
STA. 39+41 - STA. 39+58 LT

604.42 CHANGING ELEVATION
OF SEWER MANHOLES

STA. 34+80 LT STA. 39+32 LT
STA. 37+50 RT STA. 39+52 LT
STA. 37+76 RT STA. 39+77 LT

616.21 VERTICAL GRANITE CURB

STA. 39+46 - STA. 39+58 LT

616.41 REMOVAL OF EXISTING CURB

STA. 39+46 - STA. 39+58 LT

675.51 REMOVING SIGNS

AS SHOWN - 23

675.60 ERECTING SALVAGED SIGNS

AS SHOWN - 6

~~618.30 DETECTABLE WARNING SURFACE~~

~~STA. 35+72 RT STA. 37+66 RT~~
~~STA. 36+05 RT STA. 37+97 RT~~
~~STA. 36+57 RT STA. 39+50 LT~~
~~STA. 36+72 RT~~

646.407 DURABLE 4 INCH WHITE LINE, RECESSED TYPE I TAPE

STA. 34+25 - STA. 39+99 (SOLID LT)
(WITH BREAK AT FLORIDA AVE.)
STA. 34+25 - STA. 39+99 (DASHED LT)
STA. 34+25 - STA. 35+14 (SOLID LT)
STA. 34+25 - STA. 35+52 (DASHED RT)
STA. 36+02 - STA. 39+97 (DASHED RT)
STA. 34+25 - STA. 35+71 (SOLID RT)
STA. 36+03 - STA. 36+79 (SOLID RT)
STA. 37+46 - STA. 37+65 (SOLID RT)
STA. 37+61 - STA. 38+12 (HATCHED LT)
STA. 37+89 - STA. 39+99 (SOLID RT)

618.10 PORTLAND CEMENT
CONCRETE SIDEWALK, 5 INCH

STA. 35+66 - STA. 35+76 RT
STA. 36+03 - STA. 36+13 RT
STA. 36+51 - STA. 36+61 RT
STA. 36+68 - STA. 36+78 RT
STA. 37+59 - STA. 37+67 RT
STA. 37+94 - STA. 38+05 RT
STA. 39+41 - STA. 39+58 LT

646.417 DURABLE 4 INCH YELLOW LINE, RECESSED TYPE I TAPE

STA. 34+25 - STA. 35+62 (SOLID LT
BOTH EDGES OF MEDIAN)
STA. 35+98 - STA. 37+60 (SOLID LT
BOTH EDGES OF MEDIAN)
STA. 38+11 - STA. 39+34 (SOLID LT
BOTH EDGES OF MEDIAN)
STA. 39+34 - STA. 39+55 (SOLID LT
BOTH EDGES OF HATCHING)
STA. 39+75 LT (CENTERLINE OF FLORIDA AVE.)

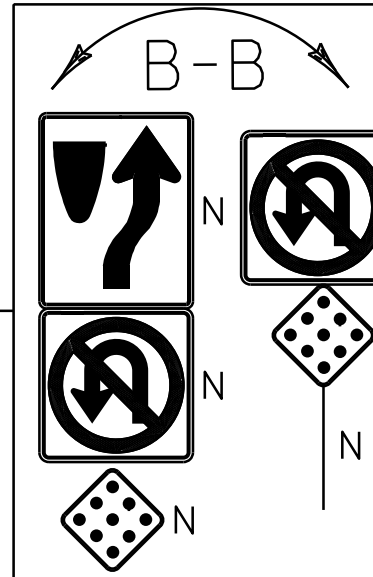
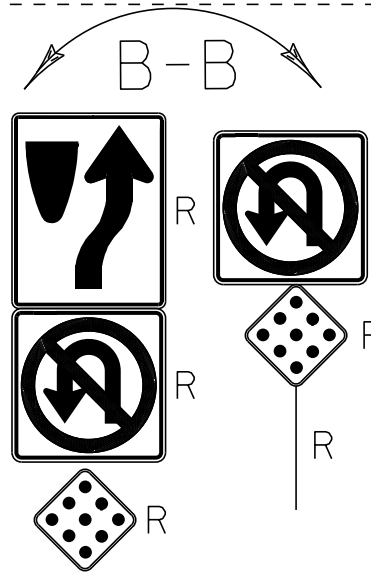
~~629.20 ADJUST ELEVATION
OF VALVE BOX~~

~~STA. 37+29 LT STA. 39+67 LT~~
~~STA. 37+86 RT STA. 39+72 LT~~
~~STA. 38+01 LT STA. 39+85 RT~~
~~STA. 39+40 LT STA. 39+92 LT~~
~~STA. 39+47 LT~~

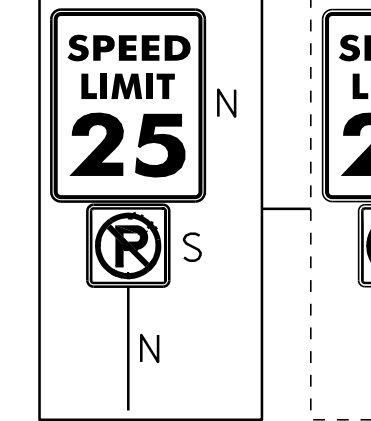
646.427 DURABLE 6 INCH WHITE LINE, RECESSED TYPE I TAPE

STA. 35+90 (SOLID RT, EDGE LINE
AND CENTERLINE OF OFF RAMP)
STA. 37+05 (SOLID RT, EDGE LINE OF OFF RAMP)

STA. 38+21 LT



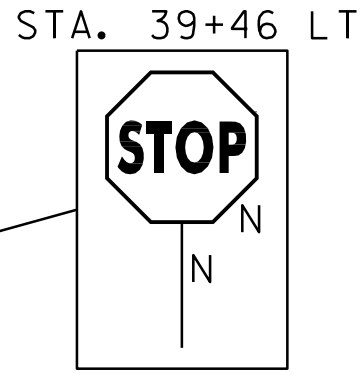
STA. 39+04 LT



646.507 DURABLE CROSSWALK MARKING, RECESSED TYPE I TAPE

STA. 35+78 - STA. 36+02 RT
STA. 36+59 - STA. 36+68 RT
STA. 37+68 - STA. 37+92 RT
STA. 39+52 - STA. 39+96 LT

REMOVE AND RECONSTRUCT
SIDEWALK RAMP TYPE 6,
EXAMPLE 2 FROM STANDARD
DRAWING C-3B



646.602 TEMPORARY 4" WHITE LINE, PAINT

STA. 34+25 - STA. 39+99 (SOLID LT)
(WITH BREAK AT FLORIDA AVE.)
STA. 34+25 - STA. 39+99 (DASHED LT)
STA. 34+25 - STA. 35+14 (SOLID LT)
STA. 34+25 - STA. 35+52 (DASHED RT)
STA. 36+02 - STA. 39+97 (DASHED RT)
STA. 34+25 - STA. 35+71 (SOLID RT)
STA. 36+03 - STA. 36+79 (SOLID RT)
STA. 37+46 - STA. 37+65 (SOLID RT)
STA. 37+61 - STA. 38+12 (HATCHED LT)
STA. 37+89 - STA. 39+99 (SOLID RT)

646.612 TEMPORARY 4" YELLOW LINE, PAINT

STA. 34+25 - STA. 35+62 (SOLID LT
BOTH EDGES OF MEDIAN)
STA. 35+98 - STA. 37+60 (SOLID LT
BOTH EDGES OF MEDIAN)
STA. 37+79 RT (CENTERLINE OF ROLAND COURT)
STA. 38+11 - STA. 39+34 (SOLID LT
BOTH EDGES OF MEDIAN)
STA. 39+34 - STA. 39+55 (SOLID LT
BOTH EDGES OF HATCHING)
STA. 39+75 LT (CENTERLINE OF FLORIDA AVE.)

646.622 TEMPORARY 6" WHITE LINE, PAINT

STA. 35+90 (SOLID RT, EDGE LINE
AND CENTERLINE OF OFF RAMP)
STA. 37+05 (SOLID RT, EDGE LINE OF OFF RAMP)

646.632 TEMPORARY 6" YELLOW LINE, PAINT

STA. 35+90 (SOLID RT, EDGE LINE OF OFF RAMP)
STA. 37+05 (SOLID RT, EDGE LINE OF OFF RAMP)

646.652 TEMPORARY 8 INCH YELLOW LINE, PAINT

STA. 39+42 - STA. 39+99 LT
(WITH BREAK AT TOWN ROAD)

646.682 TEMPORARY 24" STOP BAR, PAINT

STA. 35+53 RT
STA. 35+79 - STA. 36+00 RT
STA. 36+25 LT
STA. 36+51 - STA. 36+60 RT
STA. 37+80 - STA. 37+91 RT
STA. 39+58 - STA. 39+75 LT

646.692 TEMPORARY LETTER OR SYMBOL, PAINT

STA. 34+62 LT ARROW STA. 36+49 RT "STOP"
STA. 35+11 LT "ONLY" STA. 37+84 RT "STOP"
STA. 35+85 RT ARROW STA. 39+68 LT "STOP"
STA. 35+97 RT ARROW

DATUM

VERTICAL N/A
HORIZONTAL N/A

SIGN LEGEND

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

PROJECT
LAYOUT
SHEET 5

PROJECT NAME: WINOOSKI

PROJECT NUMBER: STP 2617(I)S

FILE NAME: 06d064.dgn

PROJECT LEADER: CDL

DESIGNED BY: SJL

PLOT FILE: 06D064.67.i

PLOT DATE: 31-OCT-2011 16:46

DRAWN BY: SJL

CHECKED BY: EPD

SHEET 67 OF 88

BEGIN PROJECT STP 2617(I)S
STA. 1+68.96 = MM 0.032
BEGIN COLD PLANING AND PAVING
SAWCUT/BUTT JOINT AT EXISTING
PLUG JOINT (TO REMAIN UNDISTURBED)



END COLD PLANING AND
PAVING STA. 2+36.07

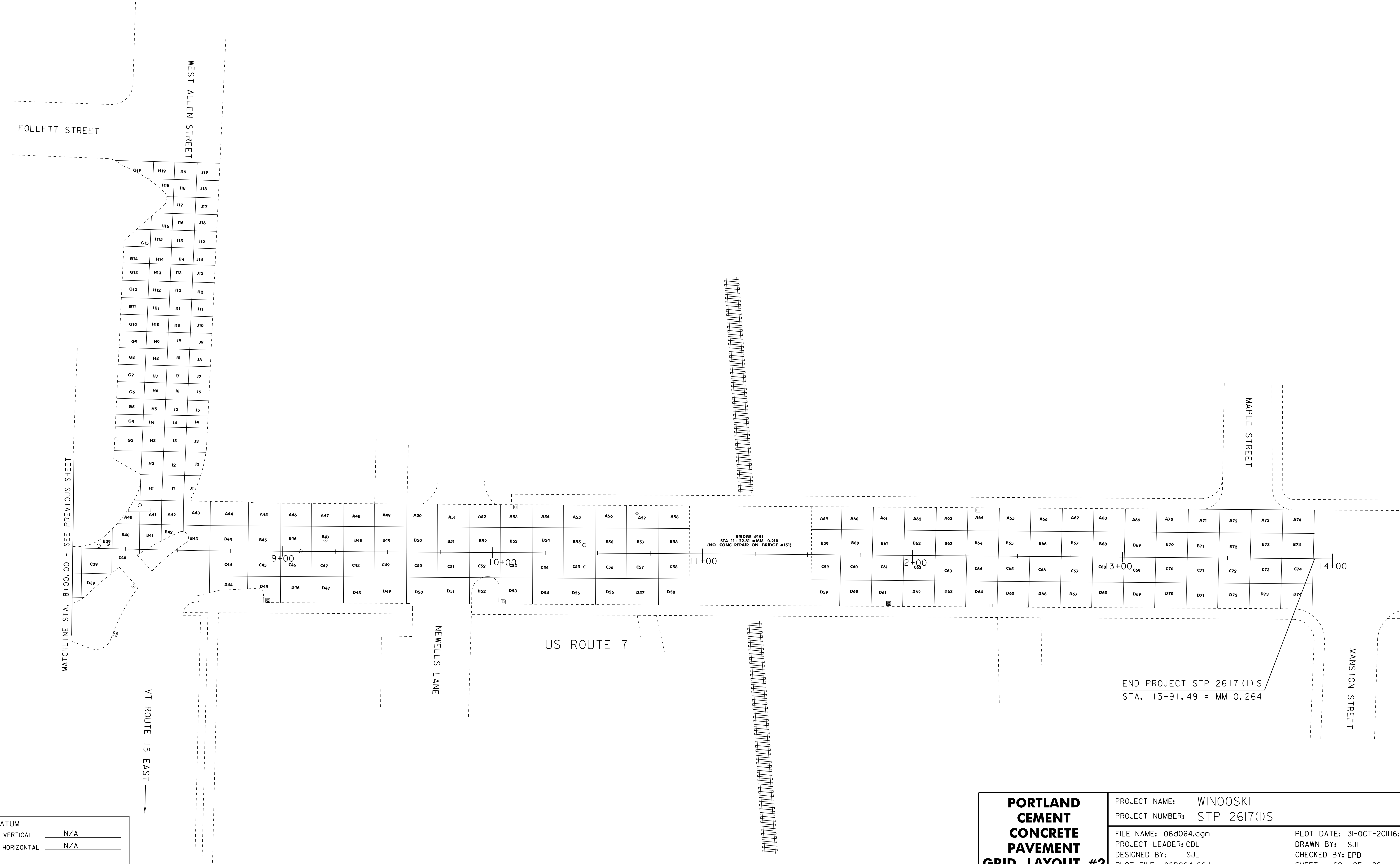
US ROUTE 7

MATCHLINE STA. 8+00.00 - SEE NEXT SHEET

DATUM	
VERTICAL	N/A
HORIZONTAL	N/A

**PORTLAND
CEMENT
CONCRETE
PAVEMENT
GRID LAYOUT #1**

PROJECT NAME:	WINOOSKI	PLOT DATE:	31-OCT-2011 16:46
PROJECT NUMBER:	STP 2617(I)S	DRAWN BY:	SJL
FILE NAME:	06d064.dgn	CHECKED BY:	EPD
PROJECT LEADER:	CDL	SHEET	68 OF 88
DESIGNED BY:	SJL		
PLOT FILE:	06D064_68.i		



DATUM
VERTICAL N/A
HORIZONTAL N/A

PORTLAND CEMENT CONCRETE PAVEMENT GRID LAYOUT #2

PROJECT NAME: WINOOSKI

PROJECT NUMBER: STP 2617(I)S

FILE NAME: 06d064.dgn

PROJECT LEADER: CDL

DESIGNED BY: SJL

PLOT FILE: 06D064_69.i

PLOT DATE: 31-OCT-2011 6:46

DRAWN BY: SJL

CHECKED BY: EPD

SHEET 69 OF 88

VT STATE PLANE GRID



JOINT REPAIR LOCATION PLAN #1

FILE NAME: 06d064.dgn	PLOT DATE: 31-OCT-2011 16:46
PROJECT LEADER: CDL	DRAWN BY: SJL
DESIGNED BY: SJL	CHECKED BY: EPD
PLOT FILE: 06D064_70.i	SHEET 70 OF 88

STA. 3+92 TO STA. 4+13 LT = 21FT
STA. 4+33 TO STA. 4+58 RT = 31FT
STA. 3+91 TO STA. 4+16 RT = 28FT



U. S. ROUTE 7

BRIDGE EXPANSION
JOINT, ASPHALT PLUG

WEST
CANAL
STREET

MATCHLINE STA 3+50 - SEE PREVIOUS SHEET

MATCH LINE STA 5+00 - SEE NEXT SHEET

HORIZONTAL N/A

JOINT REPAIR LOCATION PLAN #2

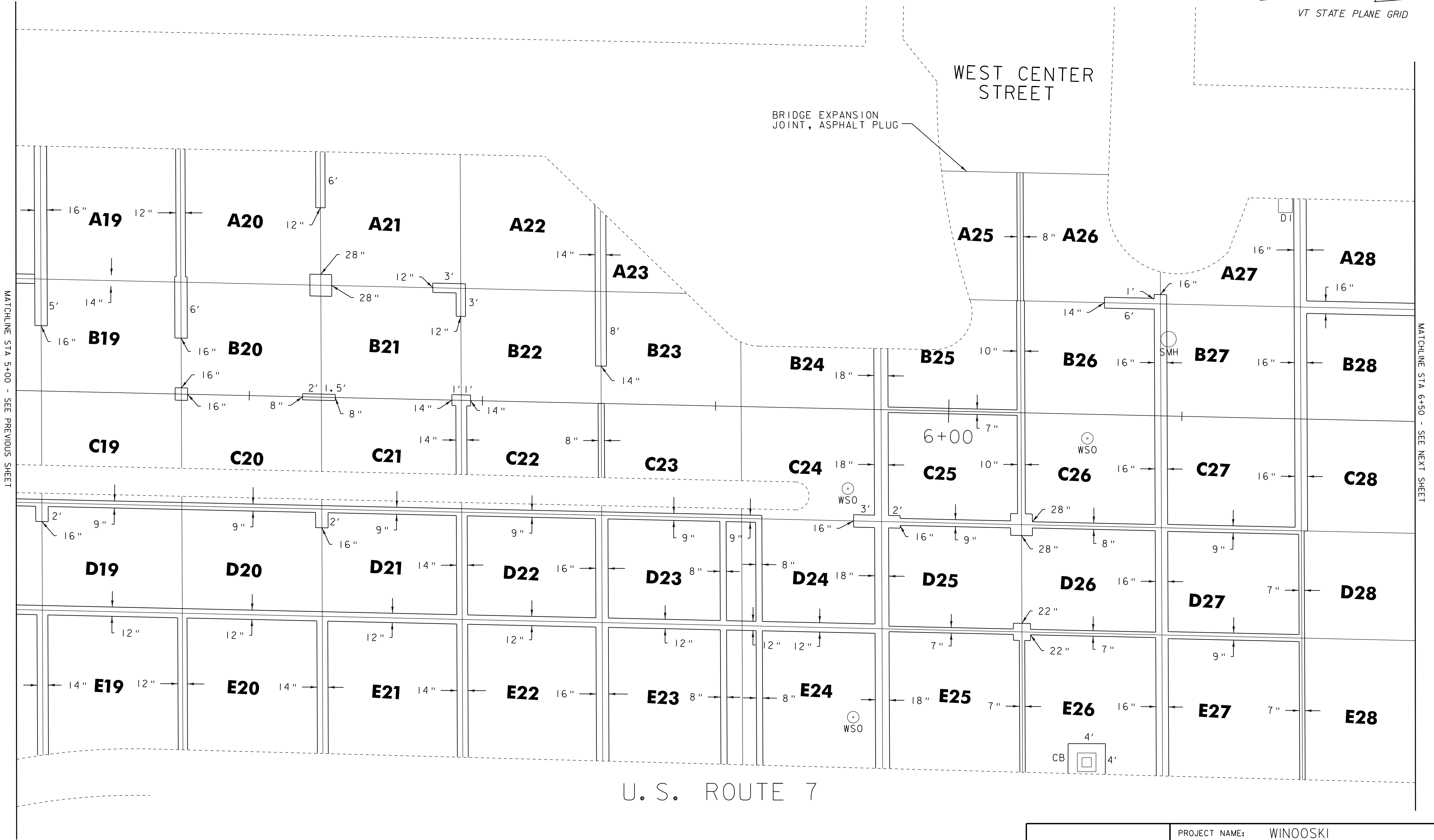
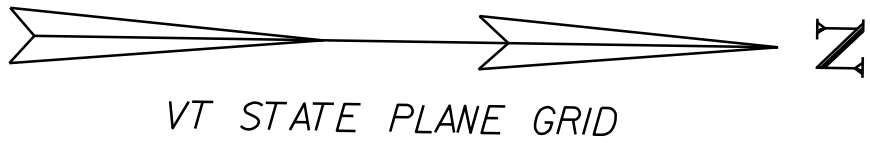
PROJECT NAME:	WINOOSKI
PROJECT NUMBER:	STP 2617(I)S

FILE NAME: 06d064.dgn
PROJECT LEADER: CDL
DESIGNED BY: SJL
PLOT FILE: 06D064_71.i

PLOT DATE: 31-OCT-2011 16:47
DRAWN BY: SJL
CHECKED BY: EPD
SHEET 71 OF 88

BRIDGE EXPANSION
JOINT, ASPHALT PLUG

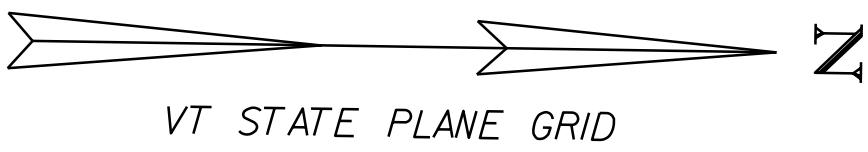
BRIDGE EXPANSION
JOINT, ASPHALT PLUG



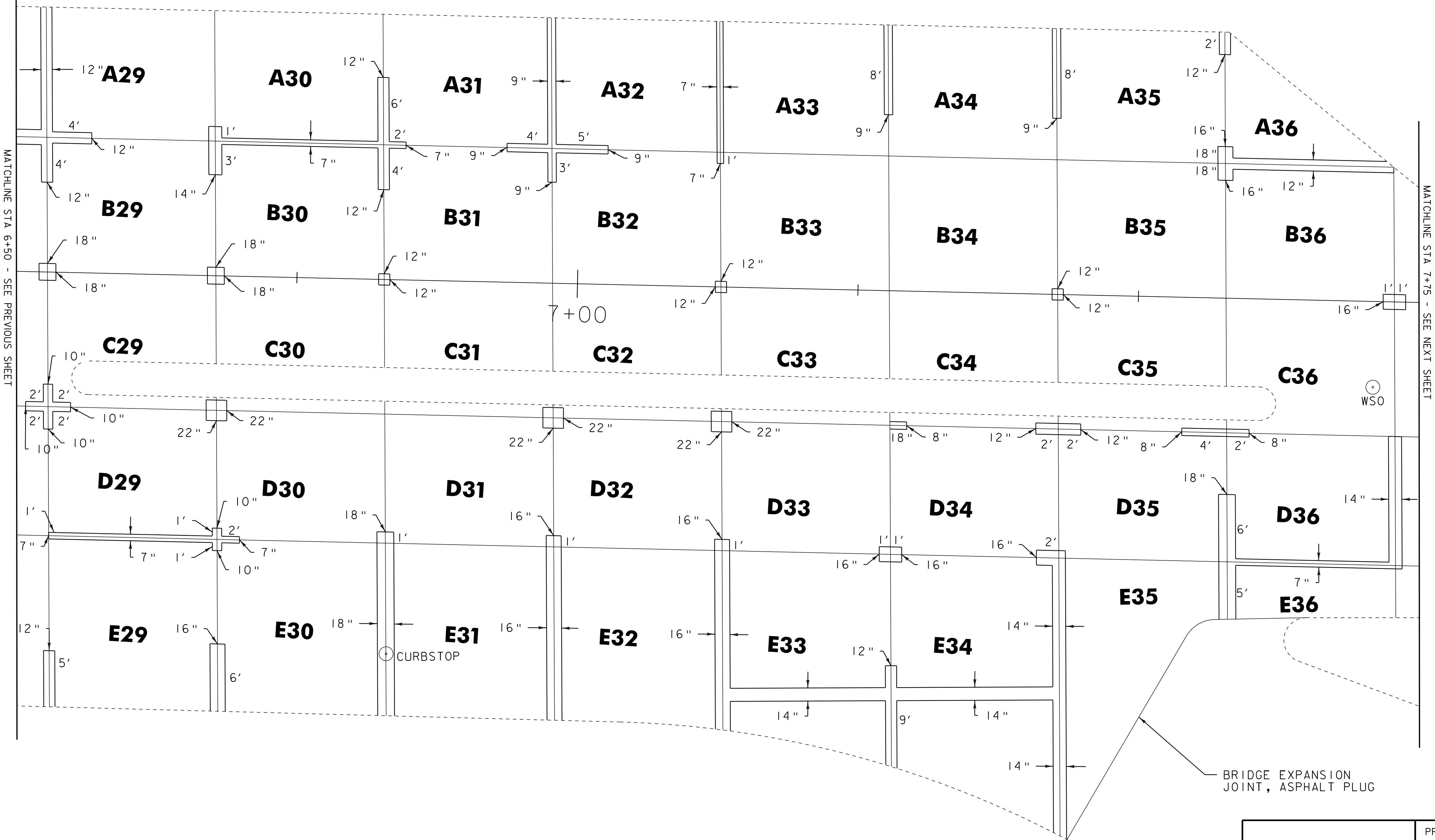
DATUM	
VERTICAL	N/A
HORIZONTAL	N/A

JOINT REPAIR
LOCATION
PLAN #3

PROJECT NAME: WINOOSKI	
PROJECT NUMBER: STP 2617(1)S	
FILE NAME: 06d064.dgn	PLOT DATE: 31-OCT-2011 16:47
PROJECT LEADER: CDL	DRAWN BY: SJL
DESIGNED BY: SJL	CHECKED BY: EPD
PLOT FILE: 06D064_72.i	SHEET 72 OF 88



U. S. ROUTE 7



WS0

MATCHLINE STA 7+75 - SEE NEXT SHEET

BRIDGE EXPANSION
JOINT, ASPHALT PLUG

JOINT REPAIR
LOCATION
PLAN #4

PROJECT NAME: WINOOSKI
PROJECT NUMBER: STP 2617(I)S

FILE NAME: 06d064.dgn
PROJECT LEADER: CDL
DESIGNED BY: SJL
PLOT FILE: 06D064_73.i

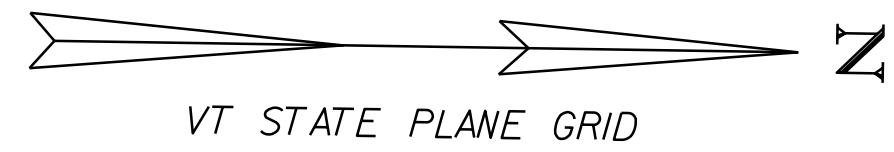
PLOT DATE: 31-OCT-2011 16:47
DRAWN BY: SJL
CHECKED BY: EPD
SHEET 73 OF 88

DATUM	
VERTICAL	N/A
HORIZONTAL	N/A

MATCHLINE - SEE SHEET 28

516.10 BRIDGE EXPANSION JOINT, ASPHALT PLUG
STA. 8+49 TO STA. 8+65 RT = 36FT

WEST ALLEN
STREET



U. S. ROUTE 7

LOOP DETECTOR
TO BE ABANDONED

MATCHLINE STA 7+75 - SEE PREVIOUS SHEET

MATCHLINE STA 9+25 - SEE NEXT SHEET

BRIDGE EXPANSION
JOINT, ASPHALT PLUG

VT ROUTE 15 EAST
EAST ALLEN STREET

**JOINT REPAIR
LOCATION
PLAN #5**

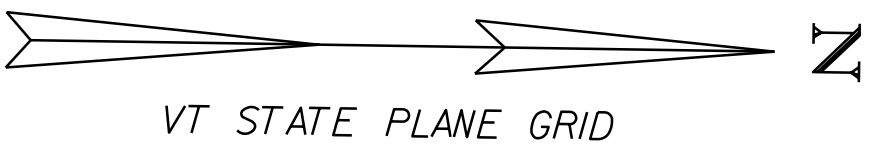
PROJECT NAME: WINOOSKI
PROJECT NUMBER: STP 2617(I)S

FILE NAME: 06d064.dgn
PROJECT LEADER: CDL
DESIGNED BY: SJL
PLOT FILE: 06D064_74.i

PLOT DATE: 31-OCT-2011 16:47
DRAWN BY: SJL
CHECKED BY: EPD
SHEET 74 OF 88

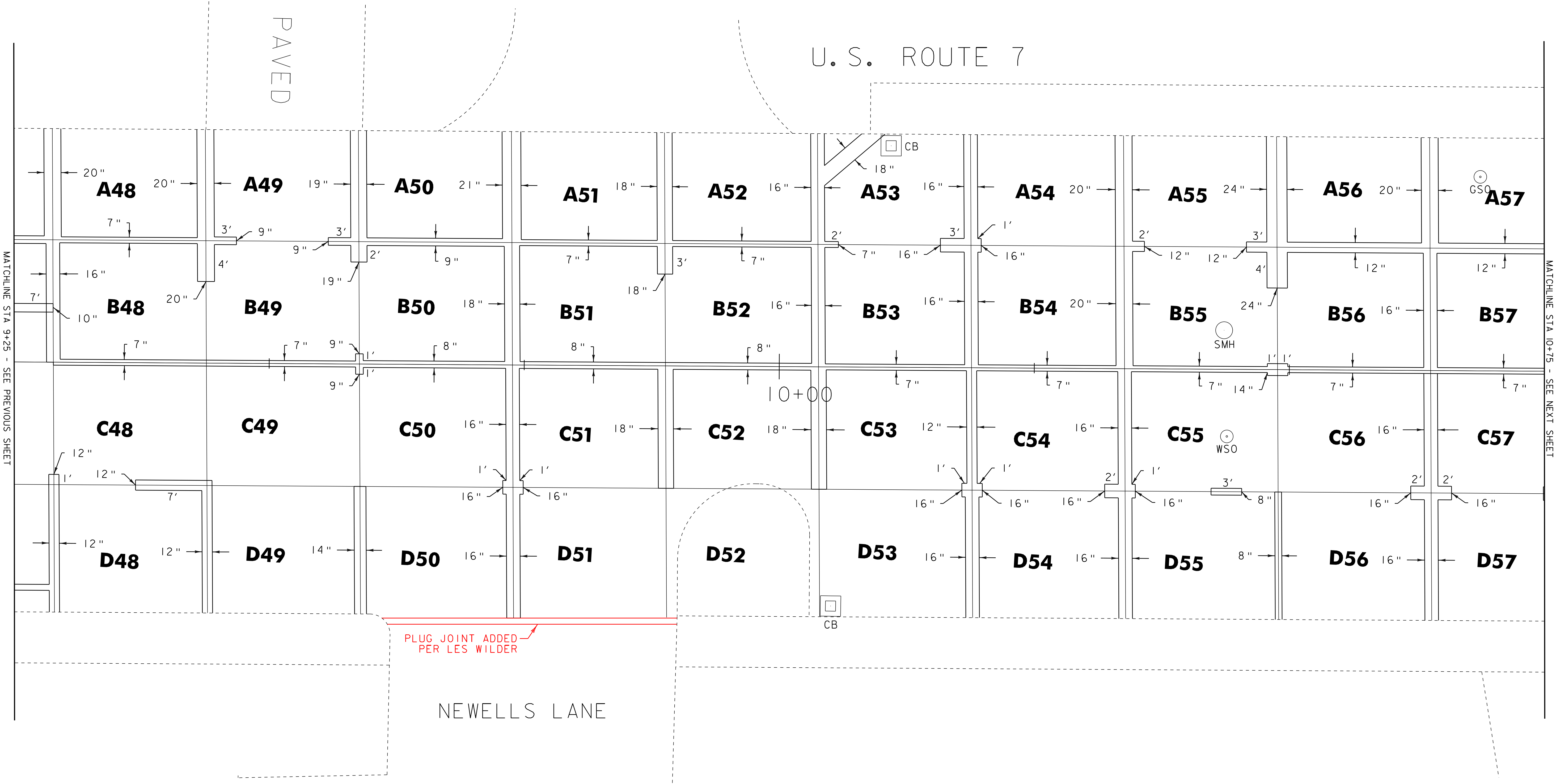
DATUM
VERTICAL N/A
HORIZONTAL N/A

KEY BANK



U.S. ROUTE 7

PAVED



DATUM	
VERTICAL	N/A
HORIZONTAL	N/A

JOINT REPAIR
LOCATION
PLAN #6

PROJECT NAME: WINOOSKI
PROJECT NUMBER: STP 2617(I)S

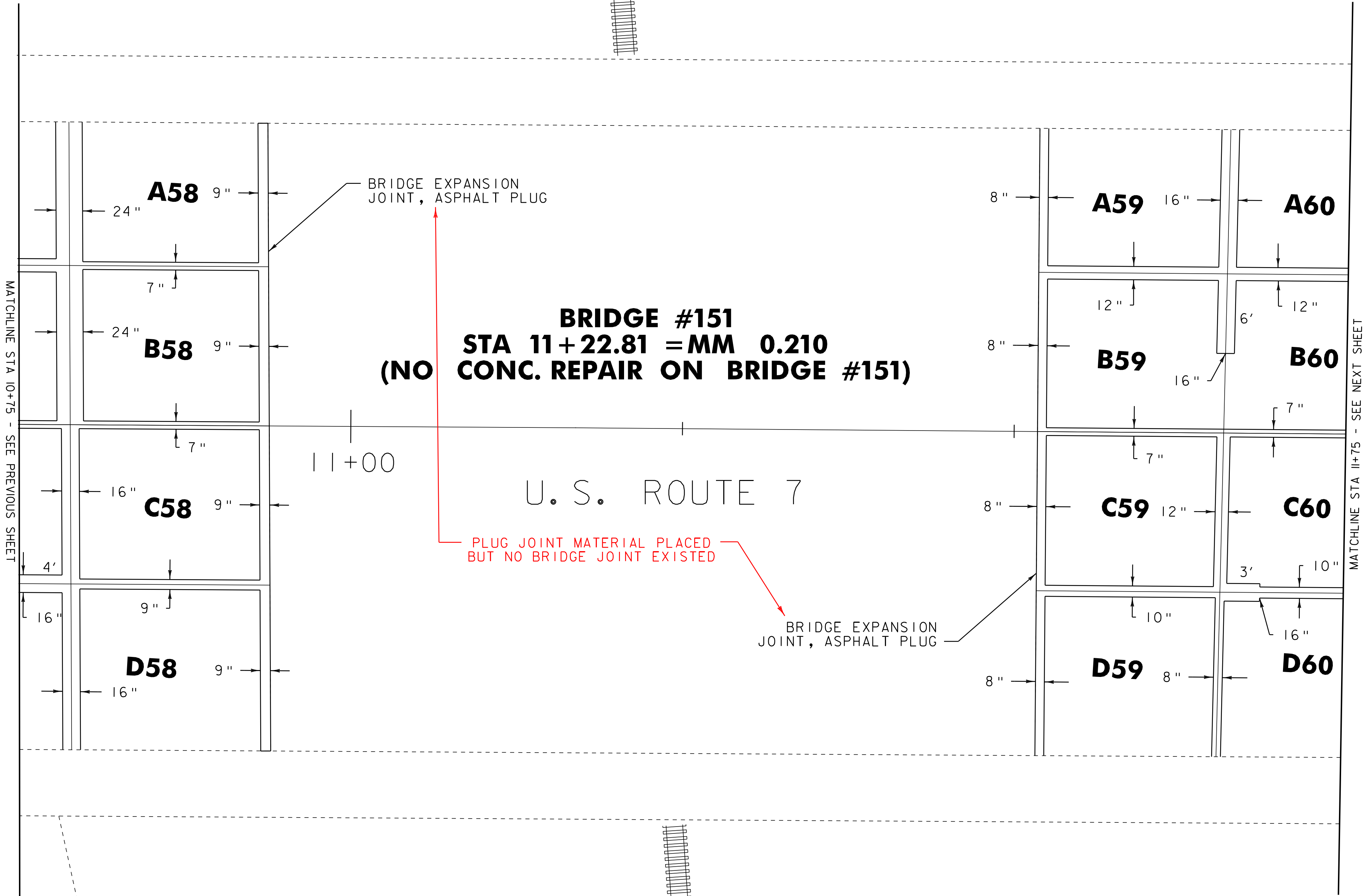
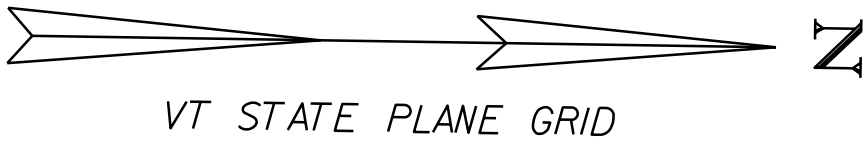
FILE NAME: 06d064.dgn
PROJECT LEADER: CDL
DESIGNED BY: SJL
PLOT FILE: 06D064_75.i

PLOT DATE: 31-OCT-2011 16:47
DRAWN BY: SJL
CHECKED BY: EPD
SHEET 75 OF 88

516.10 BRIDGE EXPANSION JOINT, ASPHALT PLUG

STA. 10+94 LT & RT = 47FT

STA. 11+52 LT & RT = 47FT

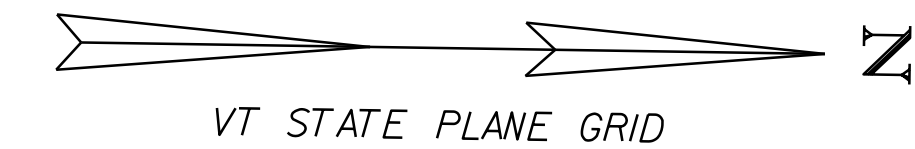


DATUM	
VERTICAL	N/A
HORIZONTAL	N/A

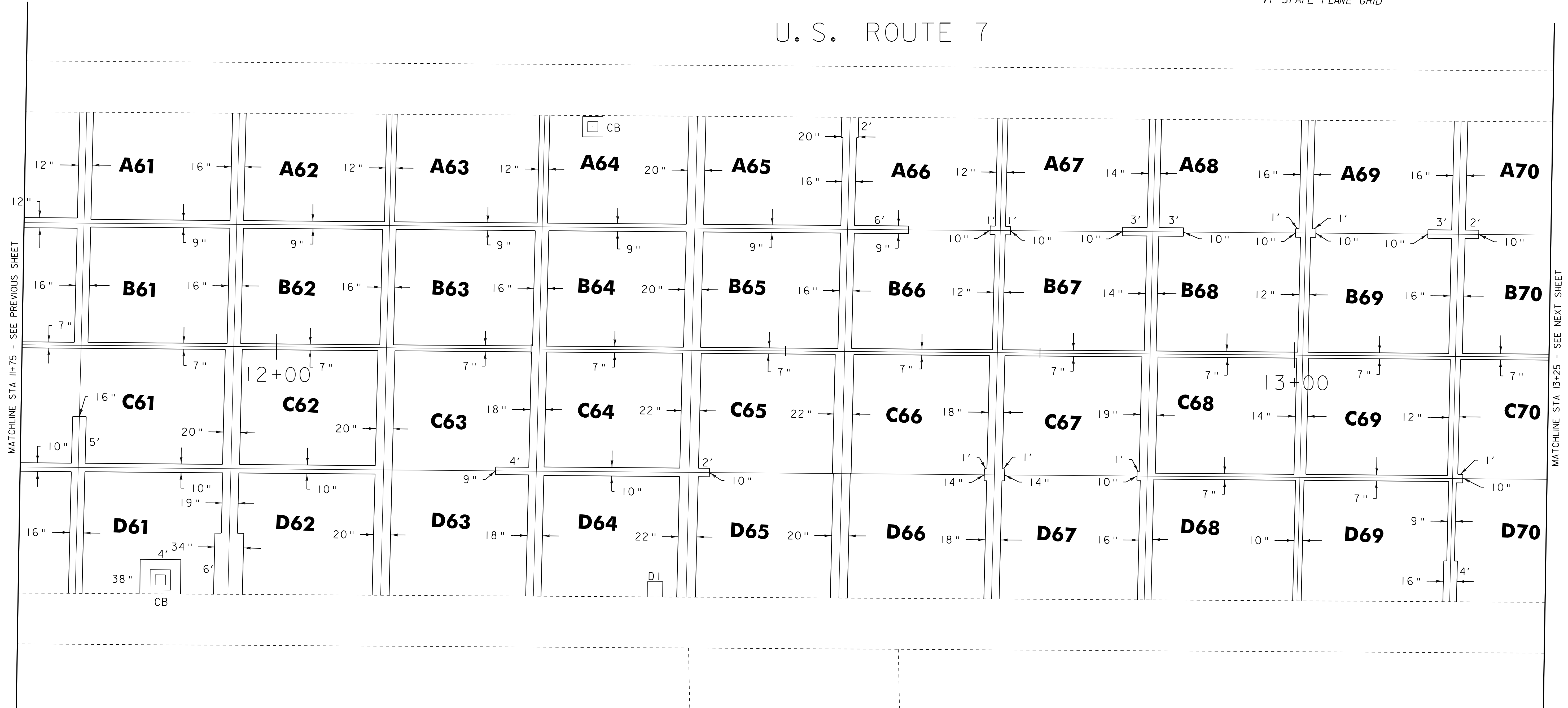
**JOINT REPAIR
LOCATION
PLAN #7**

PROJECT NAME: WINOOSKI
PROJECT NUMBER: STP 2617(I)S

FILE NAME: 06d064.dgn	PLOT DATE: 31-OCT-2011 16:47
PROJECT LEADER: CDL	DRAWN BY: SJL
DESIGNED BY: SJL	CHECKED BY: EPD
PLOT FILE: 06D064_76.i	SHEET 76 OF 88



U. S. ROUTE 7



PAVED

516.10 BRIDGE EXPANSION JOINT, ASPHALT PLUG
STA. 13+38 TO STA. 13+81 LT= 44FT
STA. 13+91.49 LT & RT = 56FT



MAPLE STREET

BRIDGE EXPANSION
JOINT, ASPHALT PLUG

NOT DONE

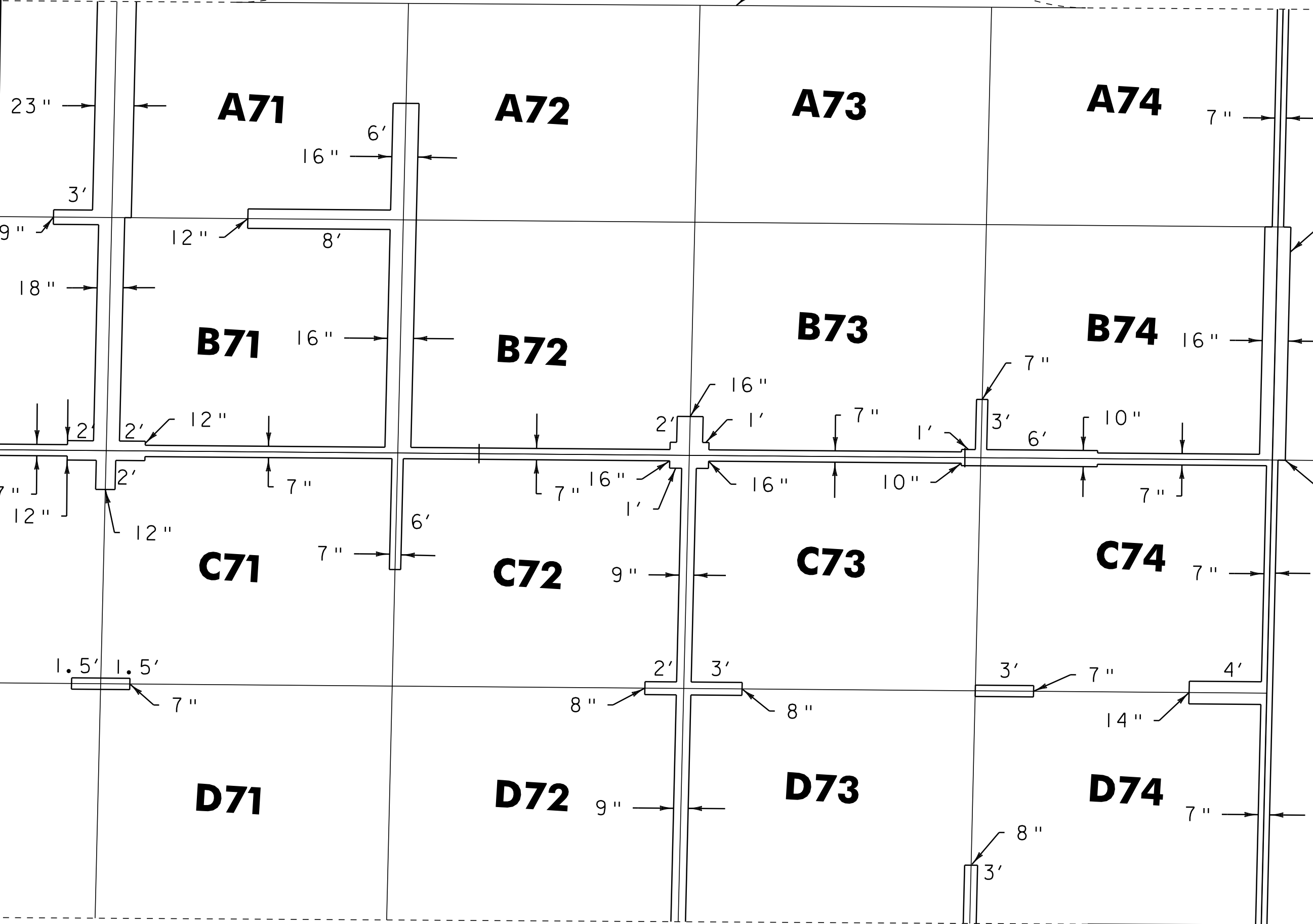
BRIDGE EXPANSION
JOINT, ASPHALT PLUG

NOT DONE

END PROJECT STP 2617 (1)
STA. 13+91.49 = MM 0.264

14+00

MATCHLINE STA 13+25 - SEE PREVIOUS SHEET



U. S. ROUTE 7

MANSION STREET

**JOINT REPAIR
LOCATION
PLAN #9**

PROJECT NAME: WINOOSKI
PROJECT NUMBER: STP 2617(1)S

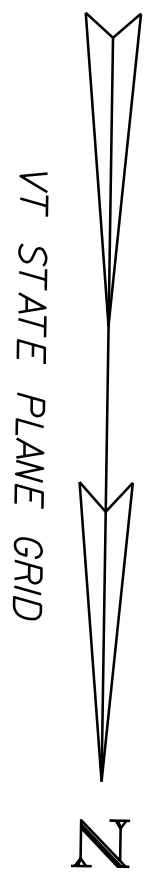
FILE NAME: 06d064.dgn
PROJECT LEADER: CDL
DESIGNED BY: SJL
PLOT FILE: 06D064_78.i

PLOT DATE: 31-OCT-2011 16:47
DRAWN BY: SJL
CHECKED BY: EPD
SHEET 78 OF 88

DATUM
VERTICAL N/A
HORIZONTAL N/A

FOLLETT STREET

WEST ALLEN STREET



516.10 BRIDGE EXPANSION JOINT, ASPHALT PLUG
WEST ALLEN STREET JOINT = 50FT

BRIDGE EXPANSION JOINT, ASPHALT PLUG



MATCHLINE - SEE SHEET 28

JOINT REPAIR
LOCATION
PLAN #10

PROJECT NAME: WINOOSKI
PROJECT NUMBER: STP 2617(1)S

FILE NAME: 06d064.dgn
PROJECT LEADER: CDL
DESIGNED BY: SJL
PLOT FILE: 06D064_79.i

PLOT DATE: 31-OCT-2011 16:47
DRAWN BY: SJL
CHECKED BY: EPD
SHEET 79 OF 88

DATUM	
VERTICAL	N/A
HORIZONTAL	N/A

646.487 DURABLE 24 INCH STOP BAR, RECESSED TYPE I TAPE

STA. 4+95 LT & RT
STA. 6+41 RT
STA. 6+55 LT & RT

646.491 DURABLE LETTER OR SYMBOL, TYPE I TAPE

STA 2+77 RT "YIELD" (5 EA)
STA 2+79 RT "YIELD" (5 EA)
STA 2+85 LT ARROW (1 EA)
STA 2+87 LT ARROW (1 EA)
STA 3+22 RT "AHEAD" (10 EA)
STA 3+97 TO STA 4+18 RT YIELD ARROWS (9 EA)
STA 4+40 RT ARROW (1 EA)
STA 4+42 RT ARROW (1 EA)
STA 5+03 LT & RT "STOP" (4 EA)
STA 5+09 RT ARROW (1 EA)
STA. 5+09 RT ARROWS (2 EA)
STA. 5+22 RT "ONLY" (4 EA)
STA. 6+52 RT ARROW (1 EA)
STA. 6+52 RT ARROWS (2 EA)
STA. 6+63 LT "STOP" (4 EA)
STA. 7+40 RT ARROW (1 EA)
STA. 7+40 RT ARROWS (2 EA)
STA. 7+65 TO STA 7+71 RT YIELD ARROWS (4 EA)

646.507 DURABLE CROSSWALK MARKING, RECESSED TYPE I TAPE

STA. 3+88 - STA. 4+06 RT
STA. 4+14 RT - STA. 4+20 LT
STA. 5+92 LT & RT

646.407 DURABLE 4 INCH WHITE LINE, RECESSED TYPE I TAPE

STA 1+72 TO 3+91 RT
STA 1+72 TO 3+98 LT
STA 1+72 TO 4+00 RT (DASHED)
STA 1+72 LT TO 4+60 RT (DASHED)
STA 4+12 TO 6+00 LT
STA 4+95 TO 7+19 RT (DASHED)
STA 4+96 TO 5+83 RT
STA 6+16 TO 8+00 LT
STA 6+56 TO 7+61 RT

646.417 DURABLE 4 INCH YELLOW LINE, RECESSED TYPE I TAPE

STA 1+72 LT TO 4+41 RT
STA 1+72 LT TO 4+69 RT
STA 4+48 TO 80++ RT
STA 4+55 TO 7+45 RT
STA 4+96 TO 5+83 RT
STA 5+83 TO 6+56 RT (DOTTED)
STA 6+56 TO 7+61 RT

646.447 DURABLE 8 INCH WHITE LINE, RECESSED TYPE I TAPE

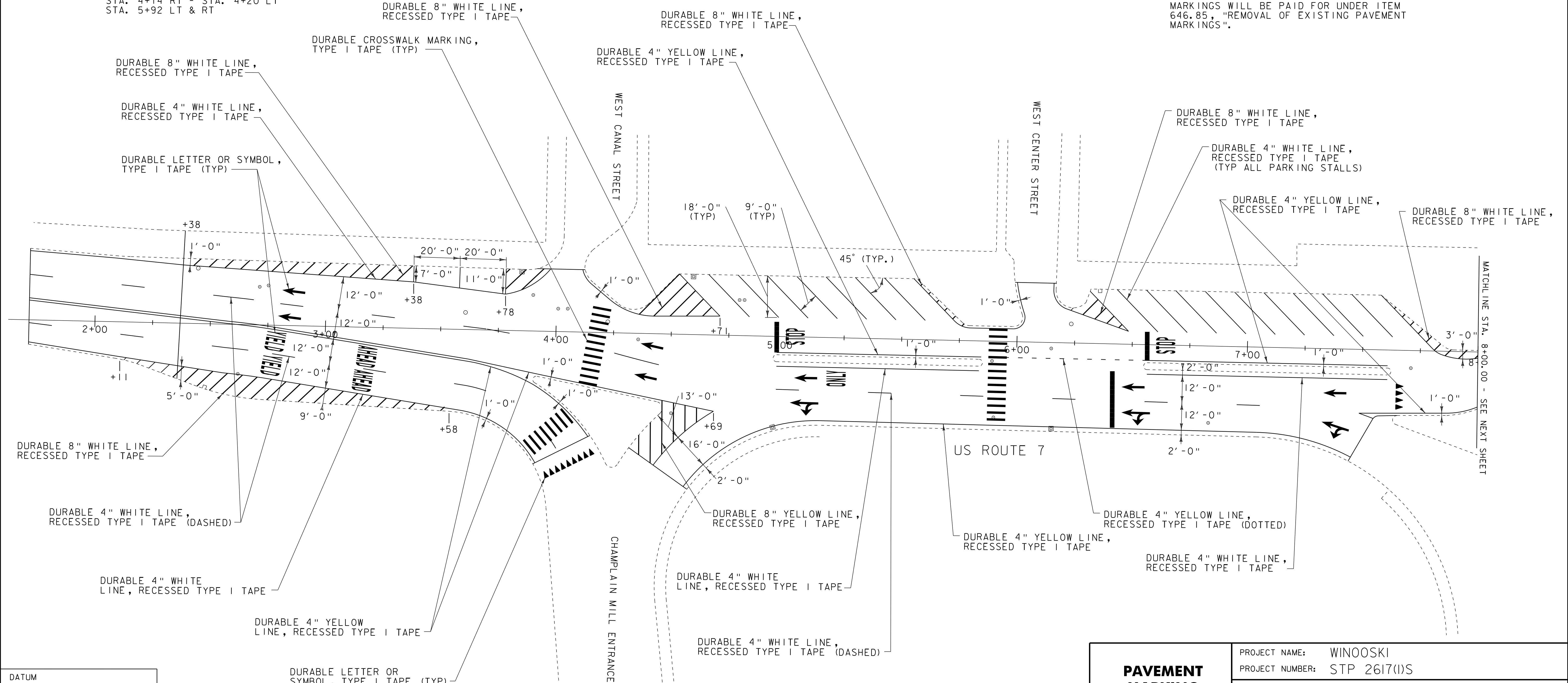
STA 2+11 TO 3+58 RT
STA 2+38 TO 3+38 LT
STA 3+78 TO 3+95 LT
STA 4+36 TO 4+71 LT
STA 5+64 TO 5+77 LT
STA 6+23 TO 6+46 LT
STA 7+64 TO 8+00 LT

646.457 DURABLE 8 INCH YELLOW LINE, RECESSED TYPE I TAPE

STA 4+36 TO 4+69 RT

PAVEMENT MARKING NOTES:

1. EXISTING PAVEMENT MARKINGS SHALL BE REMOVED PRIOR TO INSTALLATION OF NEW PAVEMENT MARKINGS. REMOVAL OF PAVEMENT MARKINGS WILL BE PAID FOR UNDER ITEM 646.85, "REMOVAL OF EXISTING PAVEMENT MARKINGS".



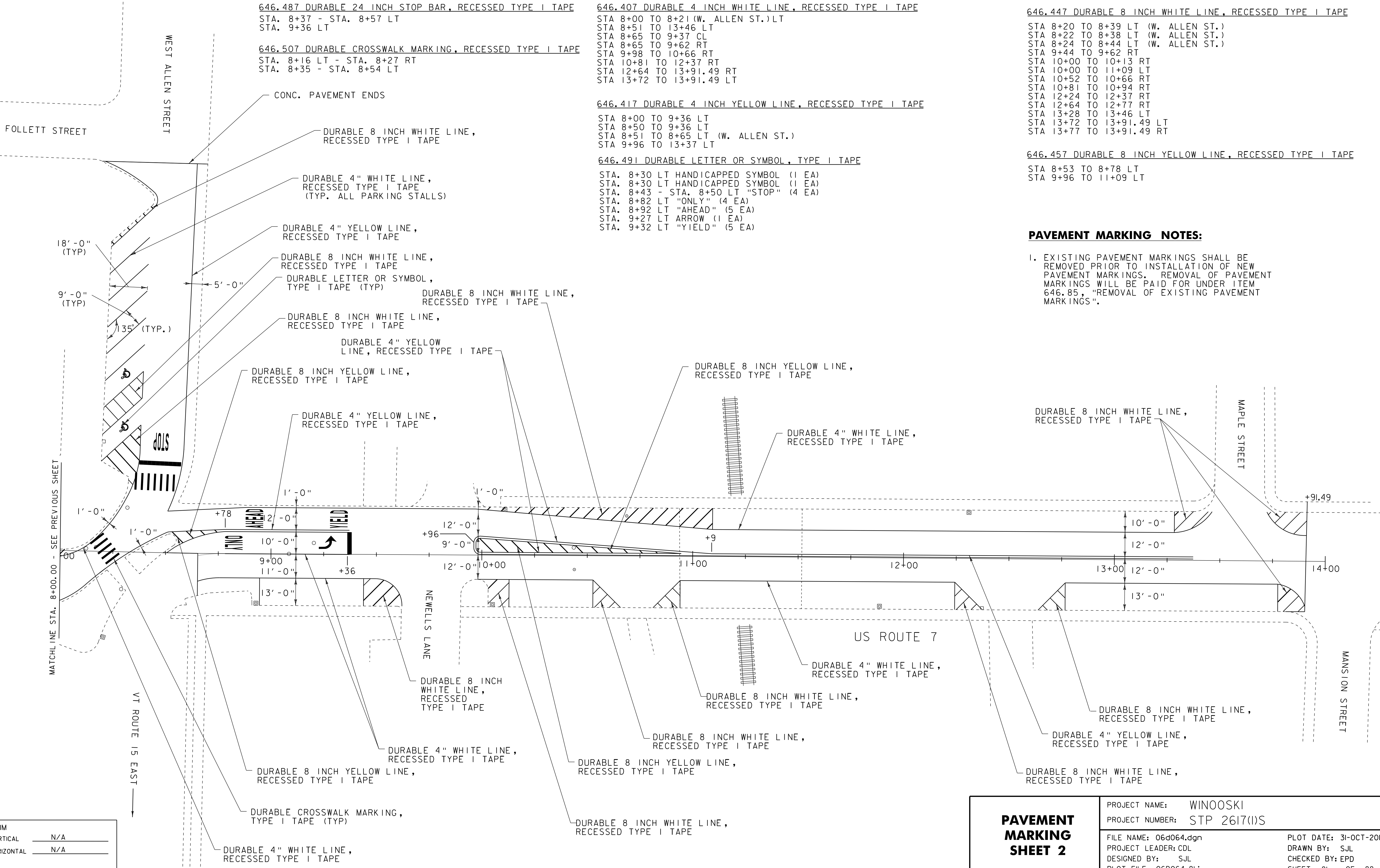
DATUM	
VERTICAL	N/A
HORIZONTAL	N/A

PAVEMENT MARKING SHEET 1

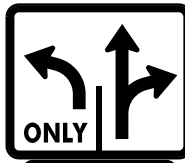
PROJECT NAME: WINOOSKI
PROJECT NUMBER: STP 2617(I)S

FILE NAME: 06d064.dgn
PROJECT LEADER: CDL
DESIGNED BY: SJL
PLOT FILE: 06D064_80.i

PLOT DATE: 31-OCT-2011 16:47
DRAWN BY: SJL
CHECKED BY: EPD
SHEET 80 OF 88

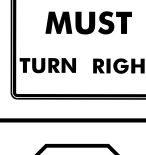
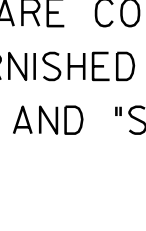


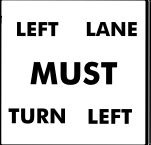
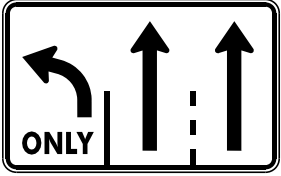
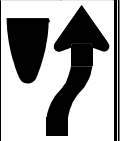
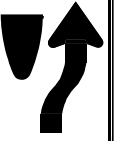
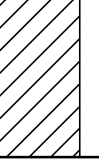
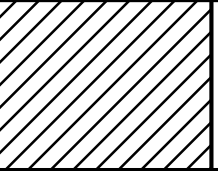
DATUM	
VERTICAL	N/A
HORIZONTAL	N/A

STATE OF VERMONT AGENCY OF TRANSPORTATION										TRAFFIC SIGN SUMMARY SHEET 1																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS			NEW & SALVAGED SIGNS				EXIST POST	NO. OF POSTS	NEW SIGN POSTS																	REMARKS	SIGN DETAIL																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				
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		E A	WIDTH (in)	HEIGHT (in)	“A”	“B”	SALV SIGN	SALV TIS			RE TAIN	S ALV AGE	lb/ft			1.75 2.0 2.5		ANCHOR	S LEEVE	3.0	4.0	4.0 MOD	FOUND- ATION SIGN REMOVAL	3.0 3.5 4.0 5.0					FTG. SIZE		WEIGHT	POST SIZE	RE QUI RE D																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
													1.2	2.0	3.0	1.88	2.42			3.35	1.3	1.7		1.7	7.6	9.0	10.8		14.6	24"				30"																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
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STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET 2

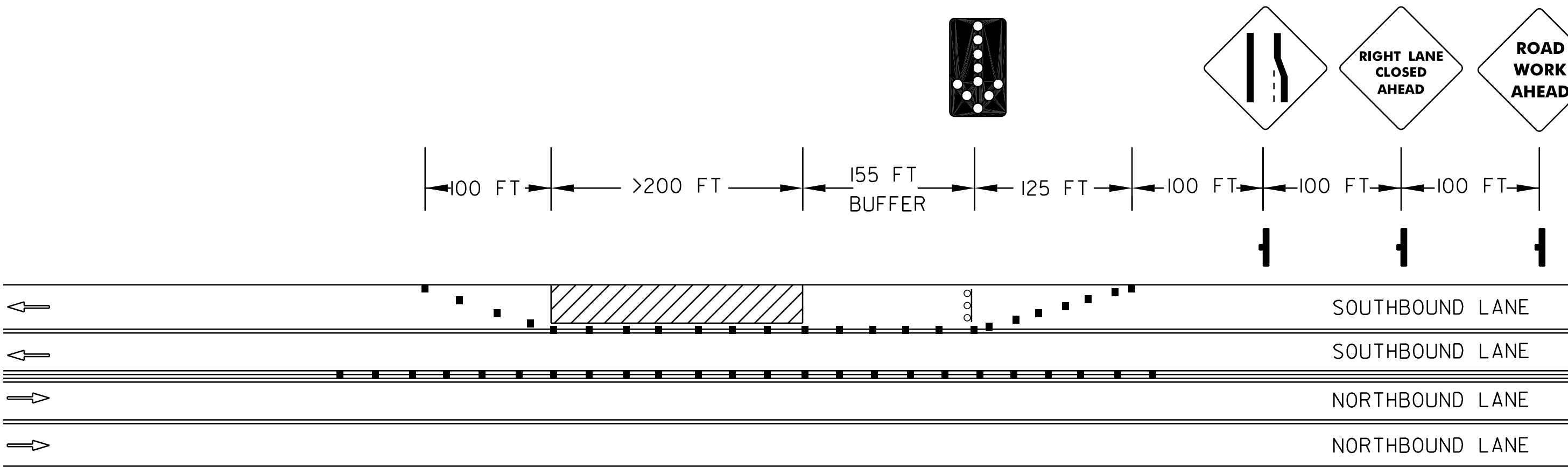
MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS			NEW & SALVAGED SIGNS				EXIST POST RETAIN SALVAGE	NO. OF POSTS	FLANGED CHANNEL			SQUARE STEEL				TUBULAR ALUMINUM			TUBULAR STEEL					W-SHAPE STEEL			REQUIRE SIGNED FRAME	SIGN DETAIL	
											lb/ft			(in)		ANCHOR	SLEEVE	Ø (in)		Ø (in)			FTG. SIZE		WEIGHT	POST SIZE					
		EA	WIDTH (in)	HEIGHT (in)	"A"	"B"	SALV SIGN	SALV TIS			1.12	2.0	3.0	1.75	2.0			2.5	3.0	4.0	4.0 MOD	FOUND- ATION SIGN REMOVAL	3.0	3.5			4.0	5.0		24"	30"
		EA	WIDTH (in)	HEIGHT (in)	"A"	"B"	SALV SIGN	SALV TIS			1.12	2.0	3.0	1.88	2.42	3.35	ANCHOR	SLEEVE	3.0	4.0	4.0 MOD	FOUND- ATION SIGN REMOVAL	3.0	3.5	4.0	5.0	24"	30"		WEIGHT	POST SIZE
OPTION ITEMS																															
STA. 19+15 LT		1	30	30	6.25									X		X												RI-1		E-143	
STA. 19+17 LT		2	48	9	6.00																							RI5-1 MOUNT ON EXISTING SIGNAL POLES		E-190	
STA. 19+31 RT		2	48	9	6.00																							2" WHITE RETROREFLECTIVE STRIP ON BACK OF EACH BLADE			
STA. 19+21 LT		1	30	30	6.25									X		X												RI-1		E-143	
STA. 19+41 RT								1						X		X	X											R3-2		E-143	
STA. 21+03 LT		1	30	30	6.25									X		X												VR-921		E-145A	
STA. 21+51 LT		1	36	36	9.00									X		X												W10-12			
STA. 22+99 LT		1	24	30	5.00									X		X												R2-1		E-142	
		1	30	30	6.25																							R3-7R		E-140	
STA. 23+18 LT		1	30	30	6.25									X		X												RI-1		E-143	
		1	6	10	.42																								E-138		
STA. 23+52 RT		1	24	30	5.00									X		X												R2-1		E-142	
								1																							
STA. 24+12 LT								2						X		X															
																															
STA. 24+48 LT		1	30	30	6.25									X		X												VR-921		E-145A	
STA. 25+04 LT		1	24	24	4.00									X		X												W10-1		E-153B	
STA. 27+46 RT		1	30	30	6.25									X		X												W11-2 FLUORESCENT YELLOW-GREEN, TYPE IX SHEETING		E-152	
		1	24	12	2.00																							W16-9P FLUORESCENT YELLOW-GREEN, TYPE IX SHEETING			
FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE VTRANS STANDARD SHEETS AND "SIGN POST DESIGN GUIDELINE".										FT	FT	FT	FT	FT	FT		EA	LB	LB	LB		LB	LB	LB	LB						

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		NO. OF POSTS	NEW SIGN POSTS																		REMARKS								SIGN DETAIL						
												FLANGED CHANNEL			SQUARE STEEL (in)				TUBULAR ALUMINUM Ø (in)			TUBULAR STEEL Ø (in)				W-SHAPE STEEL																		
		EA	WIDTH (in)	HEIGHT (in)	"A"	"B"	SALV SIGN	SALV TIS	RETAIN	SALVAGE		lb/ft			ANCHOR	SLEEVE	3.0 4.0 4.0 MOD			FOUND- ATION- SIGN REMOVAL	3.0 3.5 4.0 5.0				FTG. SIZE		WEIGHT	POST SIZE	REQUIRE D SIGN															
												1.12	2.0	3.0			1.75	2.0	2.5		1.3	1.7	1.7	7.6	9.0	10.8				14.6	24"	30"												
												OPTION ITEMS																																
STA. 29+24 LT		I	30	30	6.25						I					X		X					I															RI-I		E-I43				
STA. 29+52 RT	 	I	30	30	6.25						I					X		X				2																	WII-2 FLUORESCENT YELLOW-GREEN, TYPE IX SHEETING		E-I52			
		I	24	12	2.00																																	W16-7p FLUORESCENT YELLOW-GREEN, TYPE IX SHEETING						
STA. 30+20 LT	 	I	30	30	6.25						I					X		X				2																	WII-2 FLUORESCENT YELLOW-GREEN, TYPE IX SHEETING		E-I52			
		I	24	12	2.00																																	W16-7p FLUORESCENT YELLOW-GREEN, TYPE IX SHEETING						
STA. 32+63 LT	   	I	30	30	6.25 RETAINED			1			I					X		X				I																R3-7L		E-I40				
STA. 35+32 LT		I	48	30	10.00						2					X		X																				VR-935		E-I45B				
STA. 35+32 LT	  	I	24	30	5.00	SIGNS LEFT IN PLACE AS IS					I					X		X																				R2-I		E-I42				
STA. 35+49 LT	 	I	24	30	5.00						I					X		X																					R4-7		E-I44			
		I	18	18	2.25																																	OMI-I		E-I50				
STA. 36+06 LT	 	I	24	30	5.00						I					X		X																					R4-7		E-I44			
		I	18	18	2.25																																	OMI-I		E-I50				
STA. 36+46 RT	 	I	30	30	6.25			1			I					X		X																					RI-I		E-I43			
FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE VTRANS STANDARD SHEETS AND "SIGN POST DESIGN GUIDELINE".					SUBTOTAL								FT	FT	FT	FT	FT	FT		EA	LB	LB	LB		LB	LB	LB	LB																
					ROUNDING												150																											
							SF	SF	EA.	SF		FT			FT			150		LB			EA.	LB			EA.	EA.	LB															
							64.75		6																																			

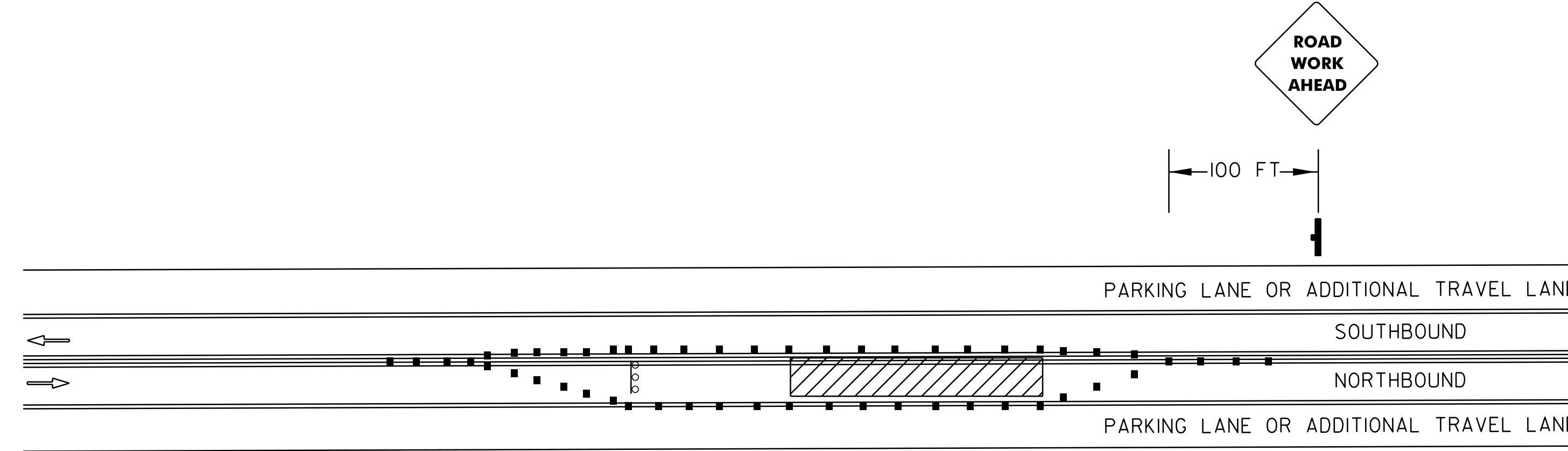
TRAFFIC SIGN SUMMARY SHEET 4

[illegible]

TRAFFIC CONTROL DETAILS FOR USE WITH
CONCRETE JOINT REPAIR AND COLD PLANE/BITUMINOUS OVERLAY AREAS



P.M. LANE CLOSURE DETAIL



A.M. LANE CLOSURE DETAIL

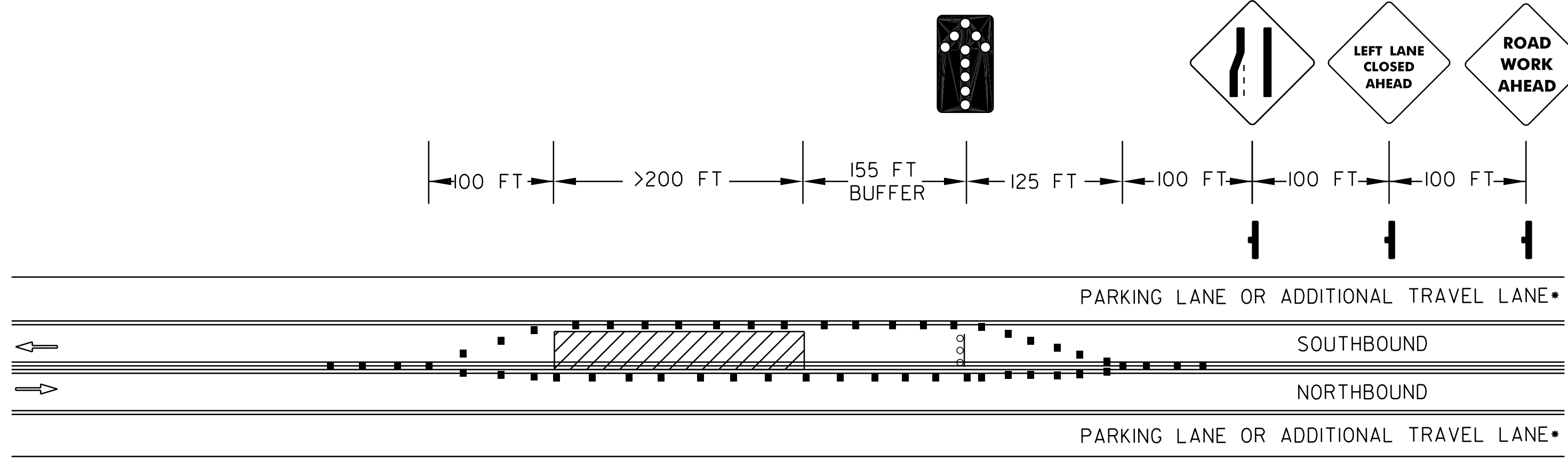
• SEE TRAFFIC CONTROL DETAILS SHEET 2 FOR PARKING LANE CLOSURE DETAIL

NOTES:

- THE DETAILS SHOWN ON THIS SHEET REFLECT THE TRAVEL DIRECTIONS ON U.S. ROUTE 7. THESE TYPICAL LANE CLOSURE DETAILS APPLY FOR THE ROUTE 15 SEGMENT ALSO, WHERE MULTIPLE LANES EXIST. FOR VT ROUTE 15, SUBSTITUTE "EASTBOUND" FOR "NORTHBOUND" AND "WESTBOUND" FOR "SOUTHBOUND".
- IN THE AREAS WHERE THERE IS MORE WIDTH THAN THE 4 LANES SHOWN HERE, DUE TO AN ADDITIONAL LANE OR EXISTING PARKING SPACES, THE ADDITIONAL WIDTH MAY BE USED TO FURTHER ENHANCE TRAFFIC FLOW AS DIRECTED BY THE RESIDENT ENGINEER.
- FOR DETAILS OF THE SIGNS SHOWN, SEE THE VTRANS STANDARDS FOR CONSTRUCTION SIGN DETAILS.
- IF NIGHT OPERATIONS ARE UTILIZED, LANE CLOSURE LOCATIONS TO BE DETERMINED BY THE RESIDENT ENGINEER AND NOT BY AM OR PM CONSTRUCTION TIME.

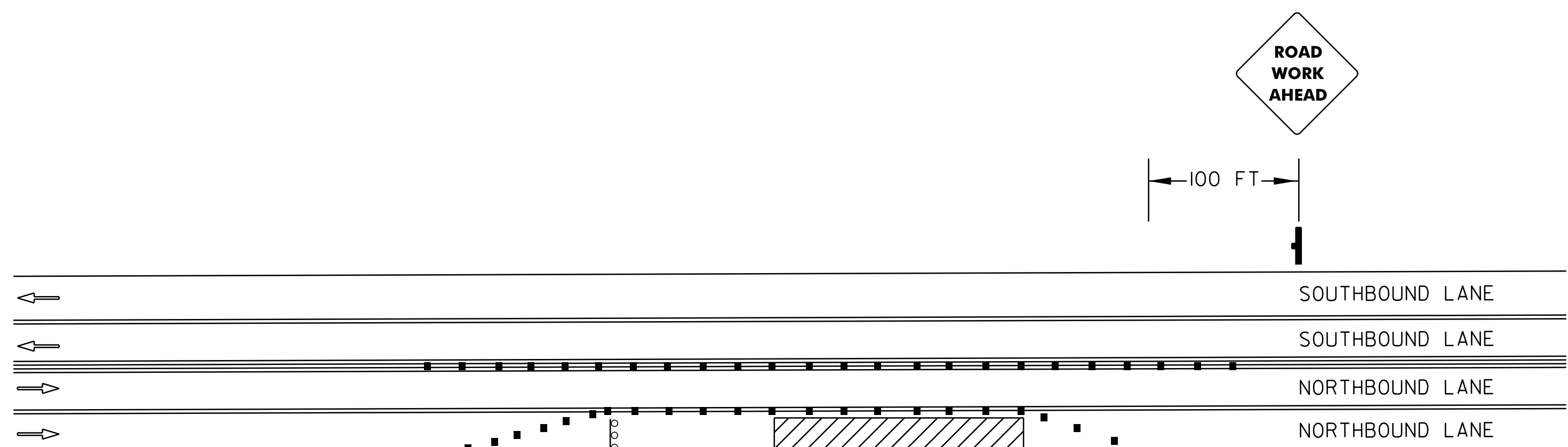
- TRAFFIC FLOW
- ARROW PANEL
- ARROW PANEL SUPPORT OR TRAILER

- CHANNELIZING DEVICE
- SIGN (SHOWN FACING LEFT)
- WORK SPACE



P.M. LANE CLOSURE DETAIL

• SEE TRAFFIC CONTROL DETAILS SHEET 2 FOR PARKING LANE CLOSURE DETAIL



A.M. LANE CLOSURE DETAIL

LEGEND

- CHANNELIZING DEVICE
- SIGN (SHOWN FACING LEFT)
- WORK SPACE

DETAILS ARE NOT TO SCALE

TRAFFIC
CONTROL
DETAILS
SHEET 1

PROJECT NAME: WINOOSKI
PROJECT NUMBER: STP 2617(1)S

FILE NAME: 06d064.dgn
PROJECT LEADER: CDL
DESIGNED BY: SJL
PLOT FILE: 06D064.86.i

PLOT DATE: 31-OCT-2011 16:47
DRAWN BY: SJL
CHECKED BY: EPD
SHEET 86 OF 88

TRAFFIC CONTROL NOTES:

1. UNLESS OTHERWISE NOTED, THE OBJECTIVE OF THESE DETAILS AND NOTES ARE TO MINIMIZE IMPACT ON THE TRAFFIC FLOW WHILE PROVIDING A SAFE PASSAGE FOR VEHICLES DURING AND AFTER CONSTRUCTION WORK HOURS. THE FOLLOWING TRAFFIC CONTROL INFORMATION IS INTENDED TO BE A GENERAL OUTLINE FOR HOW THE WORK SHOULD PROCEED. IT IS THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE SPECIFIC DETAILS TO ADDRESS SPECIFIC SITUATIONS. THIS RESPONSIBILITY INCLUDES PROVIDING A PLAN DETAILING THE USE AND PLACEMENT OF SIGNS, CHANNELIZATION DEVICES, ARROW PANELS, FLAGGERS AND UNIFORMED TRAFFIC OFFICERS DURING LANE CLOSURES. IF THE CONTRACTOR DOES NOT WISH TO UTILIZE THE TEMPORARY TRAFFIC CONTROL AND LANE CLOSURES ILLUSTRATED, AN ALTERNATE PROPOSAL SHALL BE SUBMITTED TO THE RESIDENT ENGINEER AND CITY OF WINOOSKI FOR REVIEW AND APPROVAL AT LEAST 20 DAYS IN ADVANCE OF THE USE OF THE PROPOSED TEMPORARY TRAFFIC CONTROL PLAN.
2. THE CONTRACTOR SHALL SUBMIT A TRAFFIC CONTROL PLAN FOR APPROVAL PRIOR TO THE START OF CONSTRUCTION. THE COST OF PREPARING THIS PLAN (AND MAKING CHANGES IF NECESSARY) SHALL NOT BE PAID SEPARATELY BUT SHALL BE INCIDENTAL TO ITEM 641.10, "TRAFFIC CONTROL".
3. THE CONTRACTOR SHALL INCLUDE A CONSTRUCTION SIGN APPROACH PACKAGE FOR EXPECTED LANE CLOSURES AND WORK ZONE SPEED REDUCTIONS IN COMPLIANCE WITH THESE TRAFFIC CONTROL PLANS, VTRANS E-SERIES STANDARDS, AND PART*6 OF THE MUTCD. PAYMENT FOR PROVIDING THIS PACKAGE SHALL BE INCIDENTAL TO ITEM 641.10, "TRAFFIC CONTROL".

4. THE BID PRICE FOR ITEM 641.10, "TRAFFIC CONTROL", SHALL INCLUDE ALL OF THE FOLLOWING, AS NEEDED: APPROACH AND ON-PROJECT CONSTRUCTION SIGNING, PORTABLE ARROW BOARDS, BARRIERS, BARRELS, CONES, BARRICADES, TEMPORARY REGULATORY AND WARNING SIGNS, AND POSTS AS DETAILED IN VTRANS STANDARDS. ALL ADJUSTING, RELOCATING, AND REMOVING OF THESE DEVICES AS DIRECTED BY THE RESIDENT ENGINEER SHALL ALSO BE INCLUDED. THE FOLLOWING ITEMS WILL BE PAID FOR SEPARATELY:
646.602, 646.612, 646.652, 646.682, 646.692, AND 646.702 - TEMPORARY PAVEMENT MARKINGS
630.10 AND 630.15 - UNIFORMED TRAFFIC OFFICERS AND FLAGGERS

5. PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) WILL BE PROVIDED FOR USE ALONG THIS PROJECT. THE PLACEMENT OF THESE UNITS AS WELL AS THE MESSAGE WILL BE APPROVED BY THE RESIDENT ENGINEER. THESE SIGNS WILL BE PAID FOR UNDER ITEM 641.15, "PORTABLE CHANGEABLE MESSAGE SIGN".

PCMS SHOULD NOT REPLACE ANY OF THE SIGNING DETAILED IN THE MUTCD AND SHOULD NOT BE USED IF STANDARD TRAFFIC CONTROL DEVICES ADEQUATELY PROVIDE THE INFORMATION THE MOTORISTS NEED TO TRAVEL SAFELY. THE PCMS SHALL CONSIST OF EITHER ONE OR TWO PHASES. TYPICALLY, A PHASE SHALL CONSIST OF UP TO THREE LINES OF EIGHT CHARACTERS PER LINE. THE PCMS SHOULD BE USED AS A SUPPLEMENT AND NOT AS A SUBSTITUTE FOR CONVENTIONAL SIGNS AND PAVEMENT MARKINGS.

THE PCMS SHOULD COMMUNICATE WHAT INFORMATION MOTORISTS NEED TO KNOW. UNNECESSARY INFORMATION SHOULD BE AVOIDED. MESSAGES SHOULD BE UPDATED PERIODICALLY TO DESCRIBE THE WORK ACTIVITY OCCURRING SO THAT THE PCMS CONTINUES TO COMMAND THE ATTENTION OF MOTORISTS.

6. PORTABLE ARROW BOARDS WILL BE PROVIDED FOR USE AS SHOWN IN THE DETAILS. ARROW BOARDS SHOULD ONLY BE USED IN THE "CAUTION" MODE FOR SHOULDER WORK, BLOCKING THE SHOULDER, FOR ROADSIDE WORK NEAR THE SHOULDER, OR FOR TEMPORARILY CLOSING ONE LANE ON A TWO-LANE, TWO-WAY ROADWAY. ARROW BOARDS IN THE "ARROW" OR "CHEVRON" MODE SHOULD BE USED ONLY FOR STATIONARY OR MOVING LANE CLOSURES ON MULTI-LANE ROADWAYS.
7. THE MUTCD 2003 SHALL BE THE STANDARD FOR ALL TRAFFIC CONTROL DEVICES. EXISTING SIGNS, SIGNALS AND MARKINGS SHALL BE VALID UNTIL SUCH TIME AS THEY ARE REPLACED OR RECONSTRUCTED. WHEN NEW TRAFFIC CONTROL DEVICES ARE ERECTED OR PLACED OR EXISTING TRAFFIC CONTROL DEVICES ARE REPLACED OR REPAIRED THE EQUIPMENT, DESIGN, METHOD OF INSTALLATION, PLACEMENT OR REPAIR SHALL CONFORM WITH SUCH STANDARDS.
8. NO CONSTRUCTION SIGNS SHALL BE INSTALLED WHICH INTERFERE OR OBSTRUCT THE VIEW OF EXISTING TRAFFIC CONTROL DEVICES, STOPPING SIGHT DISTANCE, AND CORNER SIGHT DISTANCE FROM DRIVES AND TOWN HIGHWAYS.
9. A MINIMUM LANE WIDTH OF 10'-0" SHALL BE MAINTAINED.
10. SIGNALIZED INTERSECTIONS MUST BE CONTROLLED BY UNIFORMED TRAFFIC OFFICERS.
11. WHEN COLD PLANED BITUMINOUS PAVEMENT IS OPEN TO TRAFFIC, A "MOTORCYCLES USE CAUTION" SIGN, AS PER VTRANS STANDARD E-102A, SHALL BE PROVIDED.

12. TRAFFIC SHALL NOT BE CHANGED FROM ONE PHASE TO THE NEXT PHASE UNTIL ALL TEMPORARY MARKINGS, SIGNING AND SIGNAL WORK ARE COMPLETED. ANY CONFLICTING MARKINGS SHALL BE REMOVED.

13. IT IS INTENDED TO HAVE NO LONGITUDINAL DROP-OFFS DURING THE OVERNIGHT HOURS. THEREFORE THE FULL ROADWAY WIDTH SHOULD BE COLD PLANED OR PAVED DURING THE DAILY WORK PERIOD. WHEN NECESSARY, DROP-OFF PROTECTION IN THESE AREAS SHALL CONFORM TO VTRANS STANDARD E-108.

14. THE CONTRACTOR SHALL MAINTAIN SAFE ACCESS FOR CCTA BUS PASSENGERS AT MARKED BUS STOPS.

15. PARKING ON MAIN STREET WITHIN THE TRAFFIC CIRCLE MAY REMAIN WHEN OPERATIONS ALLOW.

16. TRAFFIC CONTROL FOR WORK IN AND AROUND THE ROUTE 7 TRAFFIC CIRCLE SHALL BE FACILITATED BY UNIFORMED TRAFFIC OFFICERS

17. ALL REASONABLE EFFORTS SHALL BE MADE TO ACCOMMODATE PEDESTRIAN AND BICYCLE TRAVEL AT ALL TIMES. THIS CAN INCLUDE, BUT IS NOT LIMITED TO A DEDICATED PEDESTRIAN ESCORT, SIGNAGE AND CONED OFF WALKING AREAS WITHIN CLOSED LANES. FLAGGERS SHALL NOT BE USED AS PEDESTRIAN ESCORTS.

18. DRUMS SHOULD BE USED TO CHANNELIZE OR DELINEATE TRAFFIC FLOW WHILE REFLECTORIZED CONES ARE BETTER SUITED TO DELINEATE DRIVES WITHIN THE WORKZONE.

19. CONSTRUCTION OPERATIONS SHALL BE ADJUSTED OR SUSPENDED DURING PEAK HOUR TRAFFIC AND SPECIAL EVENTS AS DETERMINED BY THE RESIDENT ENGINEER. THE CONTRACTOR SHALL COORDINATE WITH THE CHAMPLAIN VALLEY EXPOSITION AND ST. MICHAELS COLLEGE FOR DATE AND TIMES OF SPECIAL EVENTS. ALSO, ANY ADJACENT CONSTRUCTION ALONG THE CLASS 1 PORTION OF VT ROUTE 15 OR OTHER CITY PROJECTS IN WINOOSKI SHALL BE CONSIDERED WHEN DETERMINING LANE CLOSURES.

20. REFER TO CHAPTER 6 OF THE MUTCD, TYPICAL APPLICATION 46 FOR PROPER TRAFFIC CNTROL REQUIREMENTS FOR WORK PERFORMED IN THE VICINITY OF THE HIGHWAY-RAIL GRADE CROSSING.

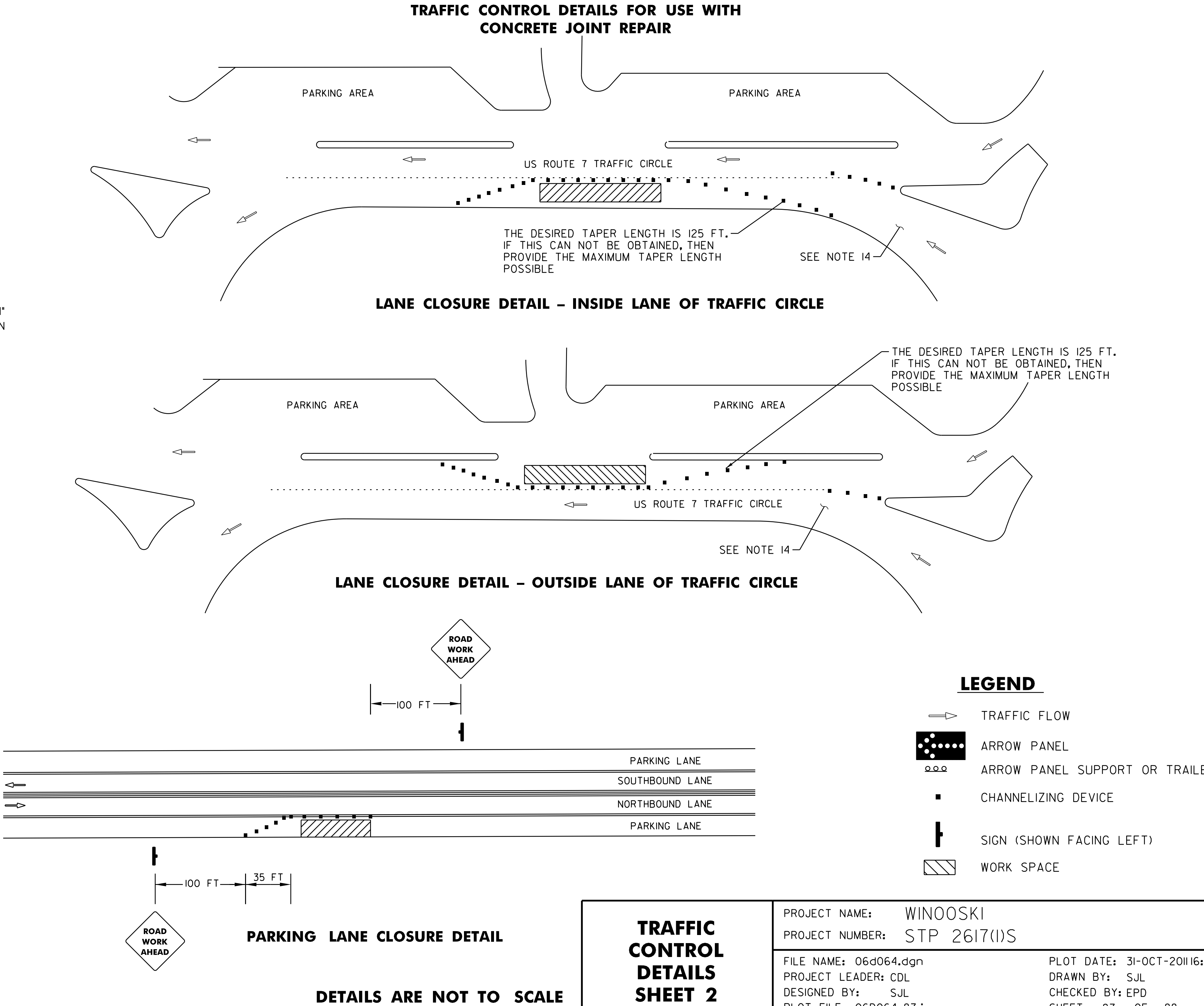
21. IT IS ANTICIPATED THAT NIGHT OPERATIONS WILL BE REQUIRED TO PERFORM THE JOINT REPAIR WORK THROUGH SOME AREAS. ADDITIONAL TEMPORARY TRAFFIC CONTROL AND ILLUMINATION SHALL BE REQUIRED FOR NIGHT OPERATIONS.

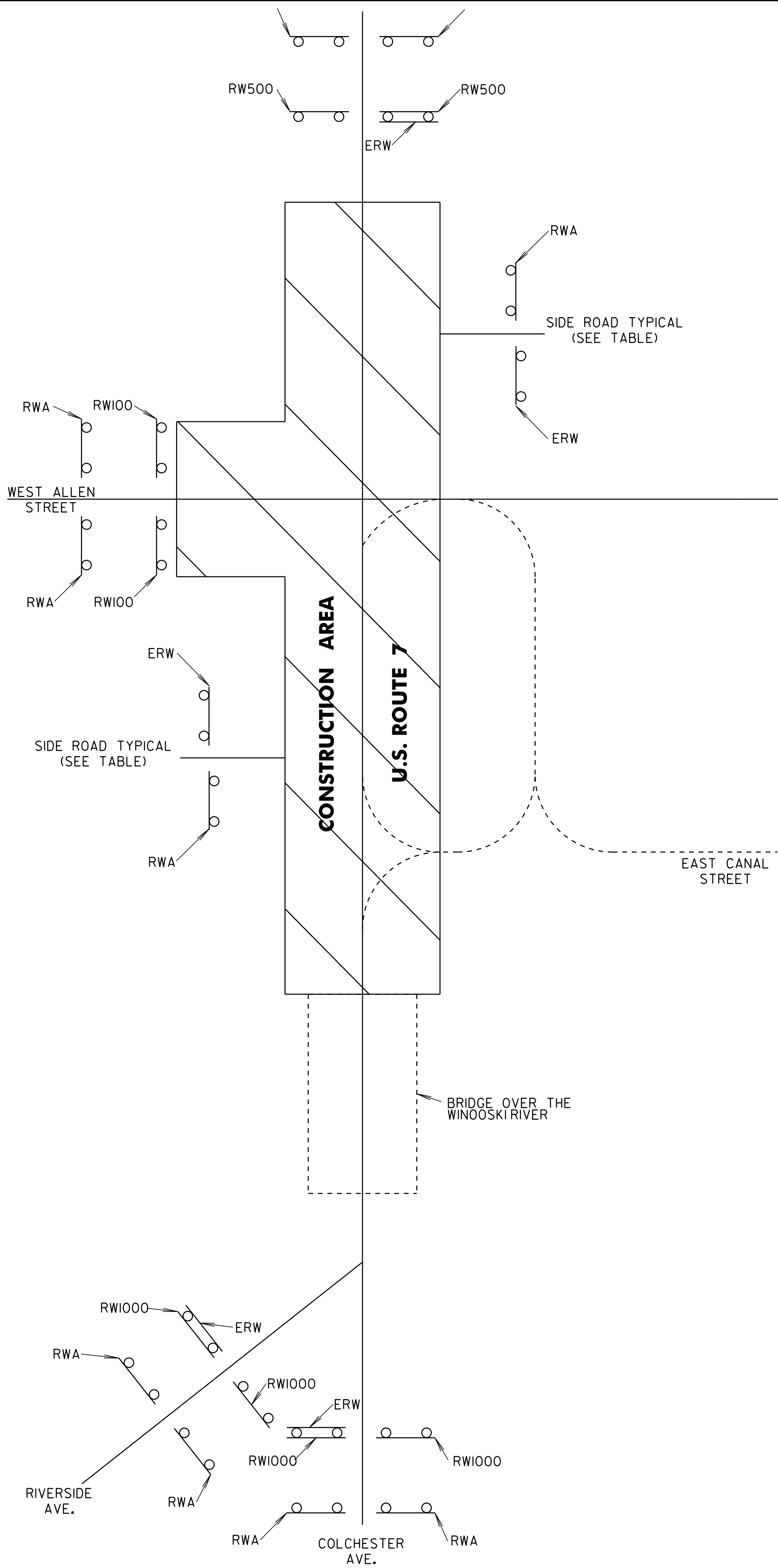
22. THE CONTRACTOR SHALL COVER OR REMOVE ALL EXISTING SIGNS THAT CONTRADICT TEMPORARY TRAFFIC CONTROL SIGNS.

23. ALL LANE SHIFTS AND TAPERS SHALL BE DESIGNED IN ACCORDANCE WITH PART 6 OF THE MUTCD AND VTRANS STANDARDS.

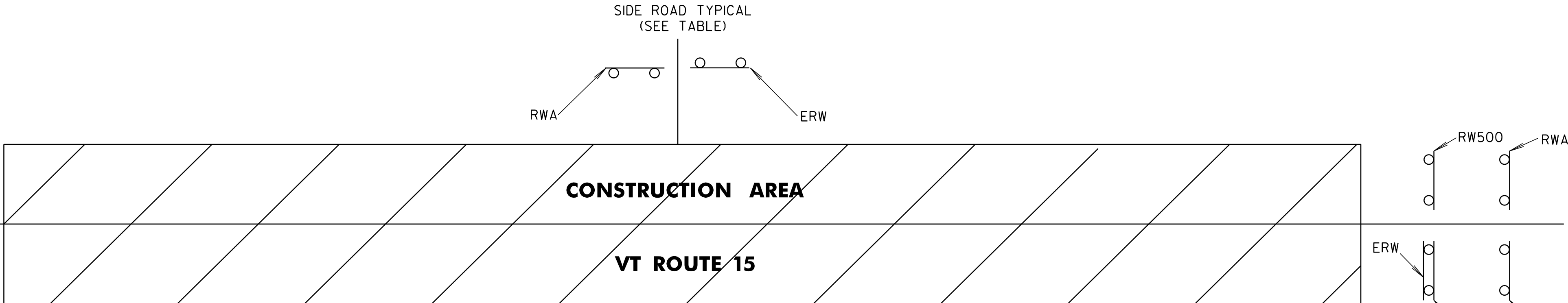
24. EXISTING PAVEMENT MARKINGS THAT INTERFERE OR CONTRADICT TEMPORARY PAVEMENT MARKINGS SHOULD BE REMOVED WITH ITEM 646.85 "REMOVAL OF EXISTING PAVEMENT MARKINGS" OR ITEM 646.86 "PAVEMENT MARKING MASK" AS DIRECTED BY THE RESIDENT ENGINEER. THE REMOVAL OF ANY TEMPORARY PAVEMENT MARKINGS SHALL BE CONSIDERED INCIDENTAL TO THE APPLICABLE TEMPORARY PAVEMENT MARKING ITEM.

25. THE CONTRACTOR SHALL PROVIDE A FULL-TIME PERSON RESPONSIBLE FOR SET UP, MAINTENANCE, AND REMOVAL OF ALL TRAFFIC CONTROL DEVICES THROUGHOUT THE DURATION OF THE PROJECT. A TRAFFIC CONTROL PLAN AND SHALL BE SUBMITTED BY THE CONTRACTOR TO ALLOW REVIEW, MODIFICATION TO ADDRESS THE RESIDENT ENGINEER'S COMMENTS, AND APPROVAL BY THE RESIDENT ENGINEER AT LEAST 24 HOURS PRIOR TO IMPLEMENTATION FOR EACH INDIVIDUAL WORKZONE WITHIN THE OVERALL TEMPORARY TRAFFIC CONTROL PLAN.

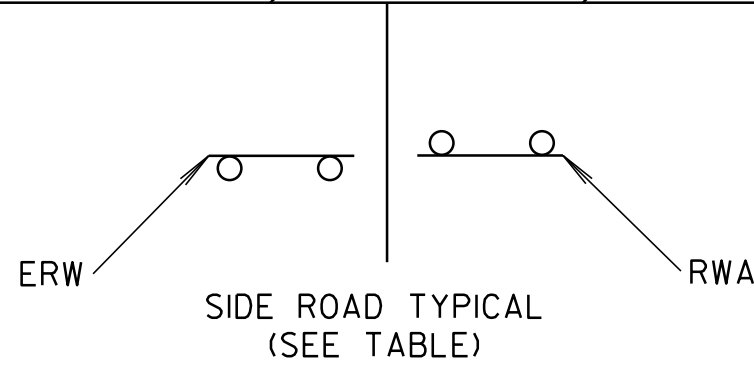




CONSTRUCTION APPROACH SIGNING
NOT TO SCALE
SEE STD E-100, E-100A AND E-103 FOR SIGN PLACEMENT



SIDE ROAD NAME	ROAD WORK AHEAD	END ROAD WORK	ROAD WORK 1000 FT	ROAD WORK 500 FT	ROAD WORK 100 FT
US ROUTE 7					
BEGIN PROJECT (US 7 NORTHBOUND AND RIVERSIDE AVE.)	4	2	4		
WEST CANAL STREET (ONE-WAY)		1			
EAST CANAL STREET	1	1			
WEST CENTER STREET (ONE-WAY)		1			
WEST ALLEN STREET (ONE-WAY)	2				2
NEWELLS LANE	1	1			
MAPLE STREET (ONE-WAY)		1			
MANSION STREET	1	1			
END PROJECT (US 7 SOUTHBOUND)	2	1		2	
VT ROUTE 15					
WEAVER LANE	1	1			
BARLOW STREET (NORTH)	1	1			
BARLOW STREET (SOUTH)	1	1			
EAST STREET (NORTH)	1	1			
EAST STREET (SOUTH)	1	1			
EAST SPRING STREET	1	1			
MANSEAU STREET	1	1			
DION STREET	1	1			
INTERSTATE ON-RAMP		1			
INTERSTATE OFF-RAMP	1				
ROLAND COURT	1	1			
FLORIDA AVENUE	1	1			
END PROJECT (VT 15)	2	1		2	
TOTALS	24	21	4	4	2



- NOTE:**
- THE FOLLOWING LOCATIONS ARE SUGGESTED FOR THE PLACEMENT OF ITEM 641.15, "PORTABLE CHANGEABLE MESSAGE SIGN":
- 1) I-89 NORTHBOUND - APPROXIMATELY 1/2 MILE SOUTH OF EXIT #15
 - 2) VT ROUTE 15 WESTBOUND - EAST OF FLORIDA AVE.
 - 3) US ROUTE 7 SOUTHBOUND - NORTH OF THE PROJECT, JUST SOUTH OF I-89 EXIT #16
 - 4) IN BURLINGTON CITY ON RIVERSIDE AVE. - WEST OF THE NORTH PROSPECT STREET INTERSECTION
 - 5) IN BURLINGTON CITY ON COLCHESTER AVE. - WEST OF THE EAST AVE. INTERSECTION

**CONSTRUCTION
APPROACH
SIGNING
SHEET**

PROJECT NAME: WINOOSKI	
PROJECT NUMBER: STP 2617(1)S	
FILE NAME: 06d064.dgn	PLOT DATE: 31-OCT-2011 16:47
PROJECT LEADER: CDL	DRAWN BY: SJL
DESIGNED BY: SJL	CHECKED BY: EPD
PLOT FILE: 06D064.88.i	SHEET 88 OF 88

LEGEND	
RWA	= ROAD WORK AHEAD
RW100	= ROAD WORK 100 FT
RW500	= ROAD WORK 500 FT
RW1000	= ROAD WORK 1000 FT
SRW500	= SIDE ROAD WORK 500 FT
ERW	= END ROAD WORK