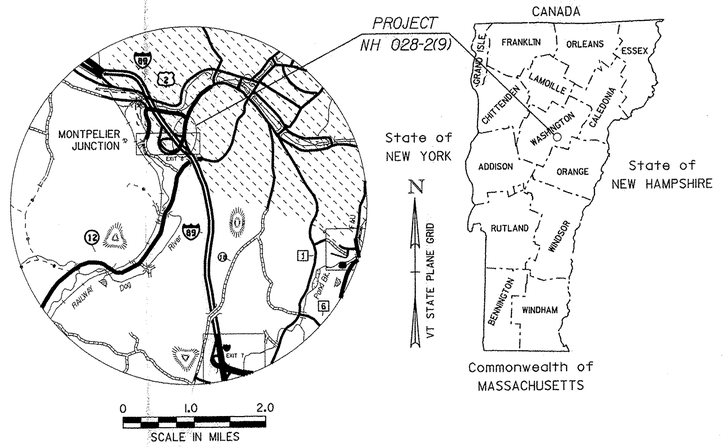
STATE OF VERMONT
AGENCY OF TRANSPORTATION





RECORD PLANS	
CONTRACTOR:	J. A. MCDONALD INC. – LYNDON CENTER, VT
RESIDENT ENGINEER:	TOM MANCINI
CONSTRUCTION BEGAN:	SEPTEMBER 4, 2013
CONSTRUCTION COMPLETE:	SEPTEMBER 30, 2014
RECORD PLANS BY:	TOM MANCINI & CRAIG PIERCE

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

BY _____ RESIDENT ENGINEER

DATE 6/17/15

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.

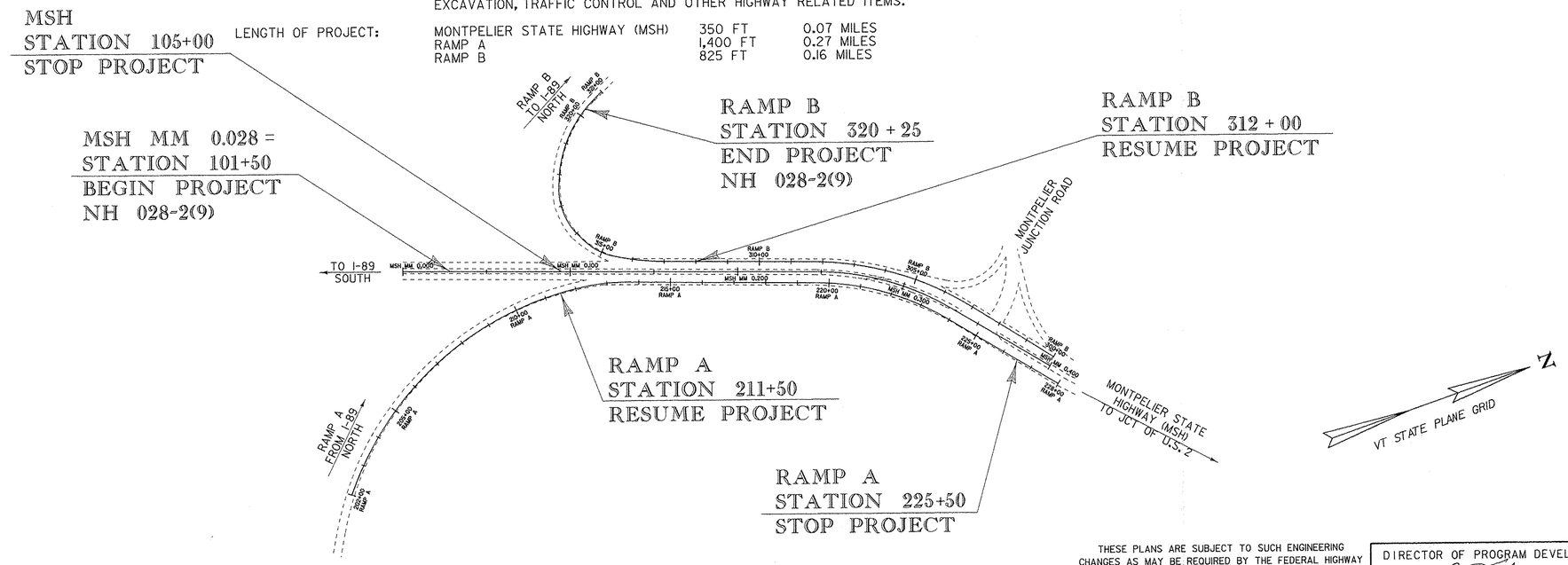
PROPOSED IMPROVEMENT
CITY OF MONTPELIER
COUNTY OF WASHINGTON
INTERSTATE 89, INTERCHANGE 8 AND MONTPELIER STATE HIGHWAY (PRINCIPAL ARTERIAL - NHS)

PROJECT LOCATION: BEGINNING AT APPROXIMATELY MM 0.028 AND EXTENDING NORTHERLY 0.353 MILES TO APPROXIMATELY MM 0.381 ON THE MONTPELIER STATE HIGHWAY INCLUDING INTERCHANGE 8, RAMPS A AND B.

PROJECT DESCRIPTION: WORK TO BE PERFORMED UNDER THIS PROJECT INCLUDES HAND SCALING, MACHINE SCALING, SOLID ROCK EXCAVATION, TRAFFIC CONTROL AND OTHER HIGHWAY RELATED ITEMS.

LENGTH OF PROJECT:

MONTPELIER STATE HIGHWAY (MSH)	350 FT	0.07 MILES
RAMP A	1,400 FT	0.27 MILES
RAMP B	825 FT	0.16 MILES



QUALITY ASSURANCE PROGRAM: LEVEL I

CONVENTIONAL SYMBOLS

COUNTY 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

SURVEYED BY : N/A
SURVEYED DATE : N/A

DATUM
VERTICAL N/A
HORIZONTAL N/A

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 2011, AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION ON JULY 20, 2011 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 _____ DATE 5-20-13

PROJECT MANAGER : PHILIP PELOQUIN

PROJECT NAME : MONTPELIER
PROJECT NUMBER : NH 028-2(9)

SHEET 1 OF 62 SHEETS

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13.-18.	PHOTO SHEETS
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41.-43.	EXISTING CONDITIONS LAYOUT SHEETS
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PROJECT NAME: MONTPELIER
PROJECT NUMBER: NH 028-2(9)

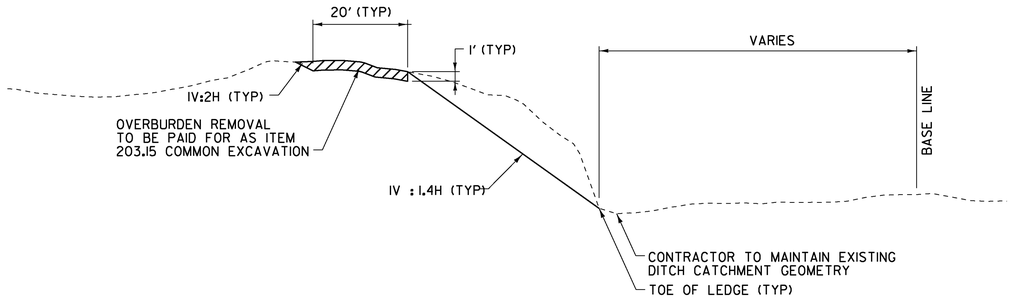
FILE NAME: IIb066\Design\dIIb066frm.dgn
PROJECT LEADER: P. PELOQUIN
DESIGNED BY: P. PELOQUIN
INDEX OF SHEETS

PLOT DATE: 24-MAY-2013
DRAWN BY: P. PELOQUIN
CHECKED BY: A. BOMBARDIER
SHEET 2 OF 62

TYPICAL SECTIONS

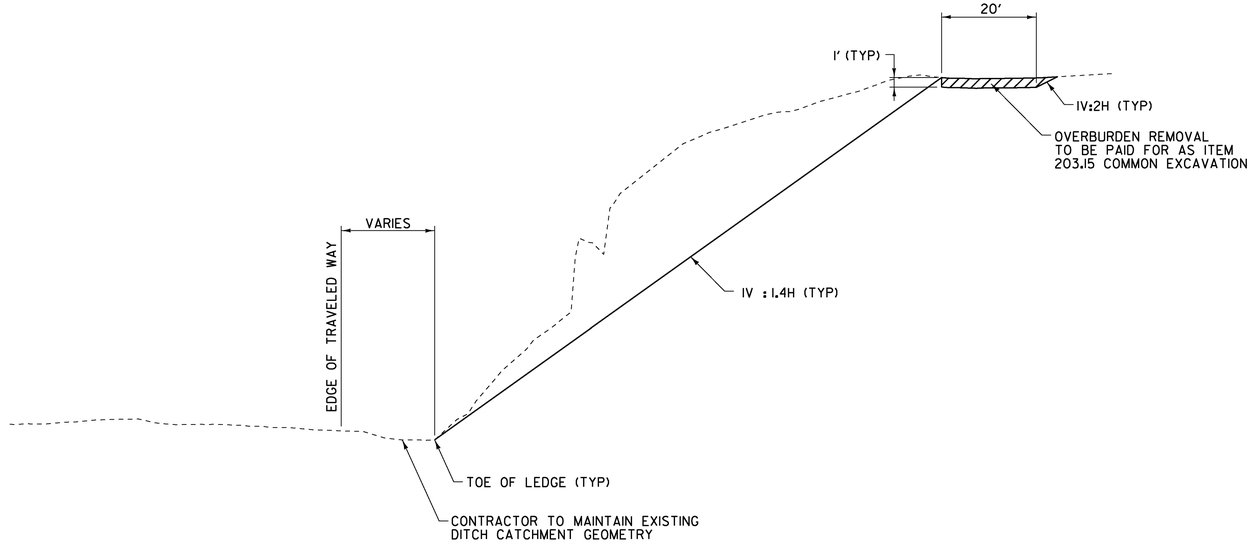
MONTPELIER STATE HIGHWAY TYPICAL SECTION

STA. 102+00 LT TO STA. 104+73 LT



I-89 EXIT 8 RAMP A & B TYPICAL SECTION

RAMP B STA. 312+00 RT TO STA. 320+25 RT



NOT TO SCALE

PROJECT NAME:	MONTPELIER
PROJECT NUMBER:	NH 028-2(9)

FILE NAME: IIb066\Design\dIIb066frm.dgn	PLOT DATE: 24-MAY-2013
PROJECT LEADER: P. PELOQUIN	DRAWN BY: P. PELOQUIN
DESIGNED BY: P. PELOQUIN	CHECKED BY: A. BOMBARDIER
TYPICAL SECTION SHEET	SHEET 3 OF 62

STATE OF VERMONT
AGENCY OF TRANSPORTATION

QUANTITY SHEET 1

SUMMARY OF ESTIMATED QUANTITIES		TOTALS		DESCRIPTIONS				DETAILED SUMMARY OF QUANTITIES		
ROADWAY	EROSION CONTROL	GRAND TOTAL	FINAL	UNIT	ITEMS	ITEM NUMBER	ROUND	QUANTITIES	UNIT	ITEMS
1		1		LS	CLEARING AND GRUBBING, INCLUDING INDIVIDUAL TREES AND STUMPS	201.10	-			
2		2		ACRE	CLEARING AND GRUBBING, INCLUDING INDIVIDUAL TREES AND STUMPS	201.11	0.007			
550		550		CY	COMMON EXCAVATION	203.15	57			
17500		17500		CY	SOLID ROCK EXCAVATION	203.16	338			
1		1		CY	TRENCH EXCAVATION OF EARTH, EXPLORATORY (N.A.B.I.)	204.22	-			
40		40		HR	POWER BROOM RENTAL, TYPE II	608.31	EST			
2		2		EACH	ENERGY ABSORPTION ATTENUATOR	621.56	-			
1950		1950		LF	REMOVE AND RESET GUARDRAIL	621.75	20			
5		5		EACH	REPLACE GUARDRAIL POST ASSEMBLY	621.76	EST			
5		5		EACH	REPLACE GUARDRAIL BEAM UNIT	621.77	EST			
1800		1800		LF	TEMPORARY TRAFFIC BARRIER	621.90	EST			
1300		1300		LF	REMOVE AND RESET TEMPORARY TRAFFIC BARRIER	621.95	EST			
1000		1000		HR	UNIFORMED TRAFFIC OFFICERS	630.10	EST			
1000		1000		HR	FLAGGERS	630.15	EST			
1		1		LS	MOBILIZATION/DEMOBILIZATION	635.11	-			
1		1		LS	TRAFFIC CONTROL	641.10	-			
3		3		EACH	PORTABLE CHANGEABLE MESSAGE SIGN	641.15	-			
1		1		EACH	PORTABLE ARROW BOARD	641.16	-			
3350		3350		LF	4 INCH WHITE LINE	646.20	156			
850		850		LF	12 INCH WHITE LINE	646.24	125			
6		6		EACH	LETTER OR SYMBOL	646.30	-			
3000		3000		LF	TEMPORARY 4 INCH WHITE LINE	646.600	300			
6		6		EACH	TEMPORARY LETTER OR SYMBOL	646.690	-			
1300		1300		SF	PAVEMENT MARKING MASK	646.86	127			
	175	175		SY	GEOTEXTILE FOR SILT FENCE	649.51	8.33			
	250	250		LB	SEED	651.15	19			
	1000	1000		LB	FERTILIZER	651.18	35			
	4	4		TON	AGRICULTURAL LIMESTONE	651.20	0.142			
	3	3		TON	HAY MULCH	651.25	EST			
500		500		CY	TOPSOIL	651.35	178			
	1	1		LS	EPSC PLAN	652.10	-			
	40	40		HR	MONITORING EPSC PLAN	652.20	EST			
	1	1		LU	MAINTENANCE OF EPSC PLAN (N.A.B.I.)	652.30	-			
	9500	9500		SY	TEMPORARY EROSION MATTING	653.20	163			
	50	50		CY	VEHICLE TRACKING PAD	653.35	5.56			
	3	3		EACH	INLET PROTECTION DEVICE, TYPE I	653.40	-			
	3000	3000		LF	PROJECT DEMARCATION FENCE	653.55	149			
1		1		LU	PRICE ADJUSTMENT, FUEL (N.A.B.I.)	690.50	-			
18000		18000		CY	SPECIAL PROVISION (REMOVAL OF LEDGE SALVAGE MATERIAL)	900.608	538			
240		240		HR	SPECIAL PROVISION (HAND SCALING)	900.630	160			

PROJECT NAME: MONTPELIER
PROJECT NUMBER: NH 028-2(9)

FILE NAME: IIb066\Design\dIIb066frm.dgn
PROJECT LEADER: P. PELOQUIN
DESIGNED BY: P. PELOQUIN
QUANTITY SHEET I

PLOT DATE: 24-MAY-2013
DRAWN BY: P. PELOQUIN
CHECKED BY: A. BOMBARDIER

STATE OF VERMONT
AGENCY OF TRANSPORTATION

QUANTITY SHEET 2

SUMMARY OF ESTIMATED QUANTITIES		TOTALS		DESCRIPTIONS				DETAILED SUMMARY OF QUANTITIES		
ROADWAY	EROSION CONTROL	GRAND TOTAL	FINAL	UNIT	ITEMS	ITEM NUMBER	ROUND	QUANTITIES	UNIT	ITEMS
240		240		HR	SPECIAL PROVISION (MACHINE SCALING)	900.630	EST			
450		450		LF	SPECIAL PROVISION (ROCK DOWELING)	900.640	EST			
1		1		LS	SPECIAL PROVISION (ROCK DOWEL TESTING)	900.645	-			

PROJECT NAME: MONTPELIER
PROJECT NUMBER: NH 028-2(9)

FILE NAME: IIb066\Design\dIIb066frm.dgn
PROJECT LEADER: P. PELOQUIN
DESIGNED BY: P. PELOQUIN
QUANTITY SHEET 2

PLOT DATE: 20-JUN-2013
DRAWN BY: P. PELOQUIN
CHECKED BY: A. BOMBARDIER
SHEET 5 OF 62

GENERAL NOTES

1. ALL MATERIALS AND CONSTRUCTION SHALL CONFORM TO THE STATE OF VERMONT AGENCY OF TRANSPORTATION STANDARD SPECIFICATIONS FOR CONSTRUCTION, DATED 2011 AND ITS LATEST REVISIONS.

2. PRIOR TO SUBMITTING A BID IT WILL BE REQUIRED THAT ALL BIDDING CONTRACTORS ATTEND A PRE BID MEETING ON SITE, WITH VTRANS STAFF, TO FAMILIARIZE THEMSELVES WITH THE CURRENT SITE CONDITIONS AND ACCESSIBILITY. IT IS ALSO RECOMMENDED THAT ALL SUB CONTRACTORS ATTEND THE PRE BID MEETING ON SITE AS WELL. SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION AND REQUIREMENTS.

3. EXISTING DIMENSIONS AND STATIONING SHOWN IN THE PLANS WERE DEVELOPED FROM LIMITED FIELD SURVEY AND ORIGINAL DESIGN PLANS AND ARE SHOWN FOR INFORMATION ONLY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR FIELD CHECKING ALL DIMENSIONS APPLICABLE TO THIS WORK.

4. IN ACCORDANCE WITH SUBSECTION 107.12 THE CONTRACTOR SHALL TAKE CARE NOT TO DAMAGE THE EXISTING PAVEMENT, SUBBASE, SHOULDER MATERIAL, GUARDRAIL, FENCING, PIPES, DROP INLETS, SIGNS, SIGN POSTS, CONCRETE SIGN FOUNDATIONS AND HEADWALLS. IF DAMAGED, THE CONTRACTOR, AT NO ADDITIONAL COMPENSATION, SHALL REPAIR THE DAMAGED ITEMS TO THE SATISFACTION OF THE ENGINEER.

5. THE CONTRACTOR SHALL PROTECT OVERHEAD SIGNS, OVERHEAD SIGN POSTS AND OVERHEAD SIGN POST FOUNDATIONS, TO PREVENT DAMAGE TO THE PROTECTIVE COATING, DURING ALL ACTIVITES. THIS WORK WILL BE CONSIDERED INCIDENTAL TO THE CONTRACT ITEMS.

6. THE CONTRACTOR SHALL REMOVE, STOCKPILE, AND REINSTALL SIGNS, MILE MARKER POSTS, AND DELINEATORS LOCATED WHERE REQUIRED WORK MAY CAUSE DAMAGE TO THEM. IF WARNING SIGNS, THAT ARE NOT GATE POSTED, ARE REMOVED THE CONTRACTOR SHALL TEMPORARILY INSTALL THEM IN THE MEDIAN, OR AT A LOCATION AS DIRECTED BY THE ENGINEER AND REINSTALL AFTER COMPLETION OF WORK. THIS WORK SHALL BE INCIDENTAL TO ITEM 641.10 TRAFFIC CONTROL.

7. IT SHALL BE THE CONTRACTOR'S RESPONSIBLITY TO VERIFY LOCATIONS OF BURIED CABLE THROUGH DIG SAFE AND ITEM 204.22 TRENCH EXCAVATION OF EARTH, EXPLORATORY (N.A.B.I.)PRIOR TO THE START OF CONSTRUCTION.

8. ALL WORK SHALL BE COMPLETED WITHIN THE EXISTING STATE OF VERMONT RIGHT OF WAY.

9. GUARDRAIL MAY BE REMOVED AND RESET AS NEEDED AND AS APPROVED BY THE ENGINEER. PAYMENT WILL BE MADE UNDER CONTRACT ITEM 621.75 REMOVE AND RESET GUARDRAIL.

10. ALL EQUIPMENT SHALL BE MOVED OUTSIDE OF THE CLEAR ZONE OR PROTECTED BY APPROVED BARRIERS DURING NON-WORKING HOURS.

11. THE CONTRACTOR SHALL ADEQUATELY MAINTAIN THE EXISTING DITCH LINE TO ENSURE PROPER DRAINAGE DURING CONSTRUCTION ACTIVITIES AND UPON COMPLETION OF THE WORK, AS DIRECTED BY AND TO THE SATISFACTION OF THE ENGINEER.

LEDGE REMOVAL NOTES

1. LEDGE REMOVAL SHALL CONSIST OF THE REMOVAL OF LEDGE FROM THE LEDGE CUT USING THE FOLLOWING CONTRACT ITEMS:
   203.16 SOLID ROCK EXCAVATION CY
   900.608 SPECIAL PROVISION (REMOVAL OF LEDGE SALVAGE MATERIAL) CY
   900.630 SPECIAL PROVISION (HAND SCALING) HR
   900.630 SPECIAL PROVISION (MACHINE SCALING) HR

2. LIMITS OF LEDGE REMOVAL INVOLVING HAND SCALING, MACHINE SCALING AND SOLID ROCK EXCAVATION, INCLUDES THE ENTIRE FACE OF LEDGE AS NEEDED OR AS DETERMINED BY THE ENGINEER OR GEOLOGIST. THE CONTRACTOR SHALL PERFORM ANY ADDITIONAL WORK WITHIN THE PROJECT LIMITS AT THE UNIT PRICES PROVIDED IN THE CONTRACT UNDER THE FOLLOWING ITEMS: 203.16 SOLID ROCK EXCAVATION, 900.630 SPECIAL PROVISION (HAND SCALING)AND 900.630 SPECIAL PROVISION (MACHINE SCALING.

3. APPROXIMATE LIMITS OF LEDGE REMOVAL METHODS ARE:

   MONTPELIER STATE HIGHWAY (MSH): STA 102+00 LT TO STA 104+73 LT; SOLID ROCK EXCAVATION

   RAMP A: STA 212+49 RT TO STA 220+99 RT; HAND SCALING/MACHINE SCALING
   RAMP A: STA 223+50 RT TO STA 224+96 RT; HAND SCALING/MACHINE SCALING

   RAMP B: STA 312+51 RT TO STA 314+00 RT; ~~HAND SCALING/MACHINE SCALING~~ SOLID ROCK EXCAVATION
   RAMP B: STA 314+00 RT TO STA 317+00 RT; SOLID ROCK EXCAVATION
   RAMP B: STA 317+00 RT TO STA 320+00 RT; HAND SCALING/MACHINE SCALING

4. ROCK DOWELING LOCATIONS SHALL BE DETERMINE BY THE VTRANS GEOLOGIST ON AN AS NEEDED BASIS. WORK SHALLBE PAID FOR UNDER ITEM 900.640 SPECIAL PROVISION (ROCK DOWELING) AND ITEM 900.645 SPECIAL PROVISION (ROCK DOWEL TESTING).

5. LIMITS OF THE TOE OF LEDGE SHALL BE DETERMINED BY THE ENGINEER, VTRANS GEOLOGIST AND THE CONTRACTOR BEFORE ANY WORK BEGINS. WORK SHALL BE PAID FOR UNDER ITEM 900.608 SPECIAL PROVISION (REMOVAL OF LEDGE SALVAGE MATERIAL).

6. ALL LEDGE REMOVAL SHALL BE CONDUCTED IN ACCORDANCE WITH THE CONTRACT DOCUMENTS AND BY PERSONNEL EXPERIENCED WITH THE REMOVAL METHODS BEING USED.

7. ALL REMOVED LEDGE AND EXCAVATION MATERIAL SHALL BE SALVAGED TO THE STATE OF VERMONT. ALL MATERIAL SHALL BE DELIVERED TO THE VERMONT AGENCY OF TRANSPORTATION DISTRICT 5 MIDDLESEX FACILITY. COORDINATION SHALL BE MADE TWO WEEKS IN ADVANCE OF THE INITIAL DELIVERY, AND AS NEEDED, TO IDENTIFY THE LOCATION. COORDINATION SHALL BE MADE THROUGH MIKE WILDER, DISTRICT 5 AREA MAINTENANCE SUPERVISOR [TEL.: (802) 828-2697] [CELL: (802) 461-7824]. TRANSPORTATION OF MATERIAL WILL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 900.608 SPECIAL PROVISION (REMOVAL OF LEDGE SALVAGE MATERIAL).

8. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO STOCKPILE ALL LEDGE SALVAGE MATERIAL AT THE DISTRICT 5 MIDDLESEX FACILITY. ALL EQUIPMENT REQUIRED FOR STOCKPILING OF LEDGE SALVAGE MATERIAL AT THE DISTRICT 5 MIDDLESEX FACILITY SHALL BE INCIDENTAL TO ITEM 900.608 SPECIAL PROVISION (REMOVAL OF LEDGE SALVAGE MATERIAL).

9. THE CONTRACTOR SHALL TAKE CARE DURING THE LEDGE REMOVAL NOT TO DAMAGE OR DISTURB EXISTING UTILITIES WITHIN THE PROJECT AREA AND IN ACCORDANCE WITH THE CONTRACT DOCUMENTS.

10. MILE MARKER 52.6 RT TO MILE MARKER 52.76 RT
    HAND SCALING - 83 CY ADDED. SEE CHANGE ORDER #5.

CLEARING NOTES:

1. CLEARING SHALL CONSIST OF REMOVAL OF ALL TREES AND SHRUBS BEGININNG AT THE EDGE OF PAVEMENT INCLUDING THE DITCHLINE, FACE OF LEDGE CUT AND 20 FEET PAST THE FINAL CREST OF LEDGE. THE FINAL CREST OF LEDGE IS THE CREST LINE AFTER ALL LEDGE REMOVAL IS COMPLETE, WHERE THE LEDGE CHANGES FROM PRIMARILY VERTICAL TO PRIMARILY HORIZONTAL. THE FINAL CREST OF LEDGE AND CLEARING LIMITS SHALL BE DETERMINED BY THE ENGINEER AND THE VTRANS GEOLOGIST.

2. ALL VEGETATION AND SOILS SHALL BE REMOVED FROM THE FACE OF THE LEDGE. THIS WORK SHALL BE PAID UNDER ITEM 201.10 'CLEARING AND GRUBBING, INCLUDING INDIVIDUAL TREES AND STUMPS. ALL TOOLS, MACHINES AND LABOR REQUIRED TO REMOVE VEGETATION AND SOILS SHALL BE INCIDENTAL TO ITEM 201.10.

3. ALL VEGETATION TO BE REMOVED BETWEEN THE EDGE OF PAVEMENT AND THE TOE OF LEDGE, AND BETWEEN THE FINAL CREST OF LEDGE AND 20 FEET PAST THE FINAL CREST OF LEDGE, SHALL BE PAID UNDER ITEM 201.11 CLEARING AND GRUBBING, INCLUDING INDIVIDUAL TREES AND STUMPS.

4. ALL TREES SIX INCHES OR GREATER SHALL BE REMOVED OF LIMBS AND DELIVERED, IN LOG LENGTHS, TO THE VERMONT AGENCY OF TRANSPORTATION DISTRICT 5 MIDDLESEX FACILITY.COORDINATION SHALL BE MADE TWO WEEKS IN ADVANCE OF THE INITIAL DELIVERY, AND AS NEEDED, TO IDENTIFY THE LOCATION OF PLACEMENT. COORDINATION SHALL BE MADE THROUGH MIKE WILDER, DISTRICT 5 AREA MAINTENANCE SUPERVISOR [TEL.: (802) 828-2697] [CELL: (802) 461-7824]. ALL WORK AND TRANSPORATION OF MATERIALS SHALL BE INCIDENTAL TO ITEM 201.11 CLEARING AND GRUBBING, INCLUDING INDIVIDUAL TREES AND STUMPS.

5. ALL VEGETATION, INCLUDING REMOVED LIMBS,FOR BOTH ITEM 201.10 AND ITEM 201.11, SHALL BE CLEARED AND DISPOSED OF IN ACCORDANCE WITH SECTION 201 AND THE CONTRACT DOCUMENTS.

6. INDIVIDUAL TREES THAT ARE DEEMED, BY THE ENGINEER, TO BE AT RISK OF FALLING OUTSIDE OF THE CLEARING AND GRUBBING AREA IDENTIFIED ON THE PLANS SHALL BE REMOVED. THIS WORK SHALL BE INCIDENTAL TO ITEM 201.11 CLEARING AND GRUBBING, INCLUDING INDIVIDUAL TREEES AND STUMPS.

7. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO MAINTAIN, TO THE SATISFACTION OF THE ENGINEER, A NEAT TREE LINE ALONG THE AREA TO BE CLEARED. THIS WORK SHALL BE INCIDENTAL TO ITEM 201.11 CLEARING AND GRUBBING, INCLUDING INDIVIDUAL TREEES AND STUMPS.

8. AN ESTIMATED QUANTITY OF 651.35 TOPSOIL HAS BEEN ADDED IF THE ENGINEER DEEMS NECESSARY THAT RESHAPING OF THE DITCH REQUIRES MORE MATERIAL ONCE THE LEDGE HAS BEEN REMOVED.

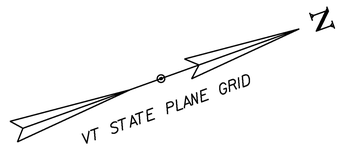
9. AN ESTIMATED QUANTITY OF 651.25 HAY MULCH HAS BEEN ADDED IF THE ENGINEER DEEMS ITS USE IS NECESSARY.

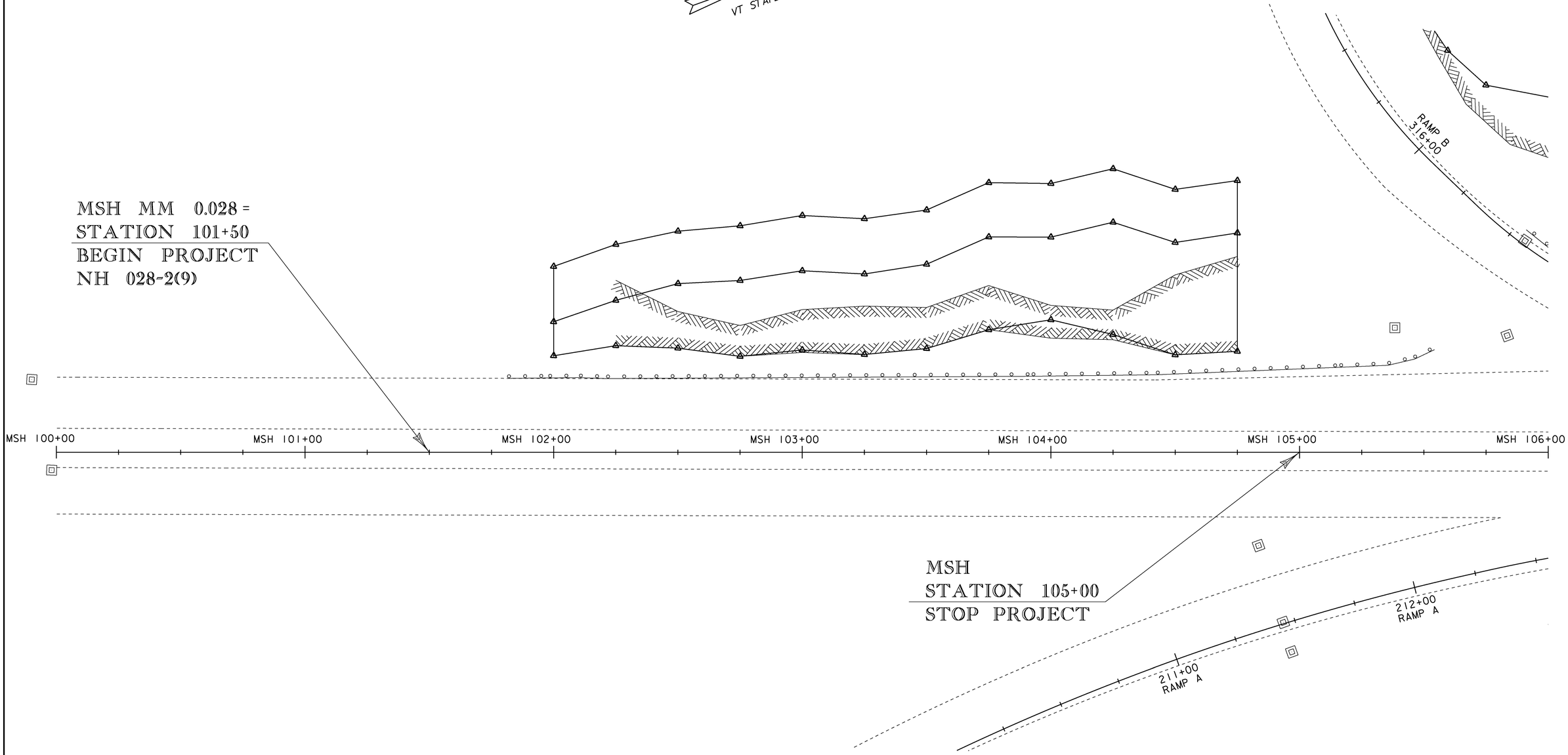
10. THE CONTRACTOR MAY GRIND OR TREAT THE EXISTING STUMPS DESIGNATED FOR REMOVAL WITHIN CLEARING AND GRUBBING AREAS. THE CONTRACTOR SHALL ENSURE THAT THE STUMPS WILL NOT GROW BACK. PAYMENT WILL BE INCLUDED IN THE UNIT PRICE BID FOR CONTRACT ITEM 201.11.

PROJECT NAME:	MONTPELIER
PROJECT NUMBER:	NH 028-2(9)

FILE NAME: IIB066\Design\dIIb066frm.dgn	PLOT DATE: 24-MAY-2013
PROJECT LEADER: P. PELOQUIN	DRAWN BY: P. PELOQUIN
DESIGNED BY: P. PELOQUIN	CHECKED BY: A. BOMBARDIER
PROJECT NOTES	SHEET 6 OF 62

621.75 - REMOVE AND RESET GUARDRAIL
MSH STA 101+79.40 LT TO MSH STA 105+00.00 LT





0 20 40
SCALE IN FEET

PROJECT NAME:	MONTPELIER
PROJECT NUMBER:	NH 028-2(9)

FILE NAME: IIb066\Design\dIIb066bdrmsh.dgn		PLOT DATE:	24-MAY-2013
PROJECT LEADER:	P. PELOQUIN	DRAWN BY:	P. PELOQUIN
DESIGNED BY:	P. PELOQUIN	CHECKED BY:	A. BOMBARDIER
LAYOUT SHEET 1		SHEET	7 OF 62

N

VT STATE PLANE GRID

MSH 101+00

MSH 102+00

MSH 103+00

MSH 104+00

MSH 105+00

MSH 106+00

RAMP B
316+00

RAMP B
315+00

MATCHLINE RAMP A 213+00

621.75 - REMOVE AND RESET GUARDRAIL
MSH STA 101+81 LT TO MSH STA 105+54 LT

208+00
RAMP A

209+00
RAMP A

210+00
RAMP A

211+00
RAMP A

212+00
RAMP A

PT
STA 212+21.03

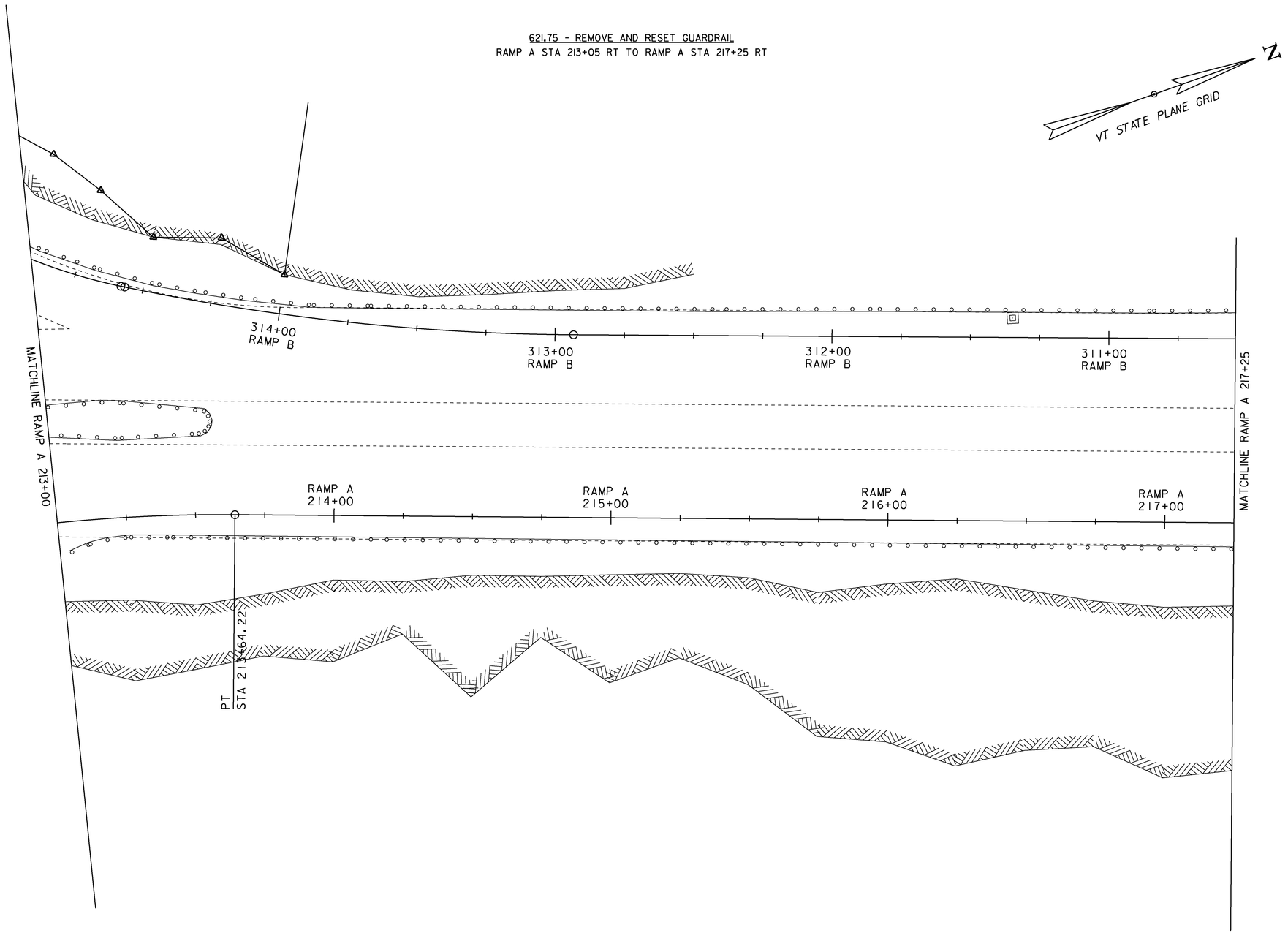
PC
STA 212+29.12

RAMP A
STATION 211+50
RESUME PROJECT

0 20 40
SCALE IN FEET

PROJECT NAME:	MONTPELIER
PROJECT NUMBER:	NH 028-2(9)
FILE NAME: dllb066\Design\dllb066bdra.dgn	PLOT DATE: 24-MAY-2013
PROJECT LEADER: P. PELOQUIN	DRAWN BY: P. PELOQUIN
DESIGNED BY: P. PELOQUIN	CHECKED BY: A. BOMBARDIER
LAYOUT SHEET 2	SHEET 8 OF 62

621.75 - REMOVE AND RESET GUARDRAIL
RAMP A STA 213+05 RT TO RAMP A STA 217+25 RT

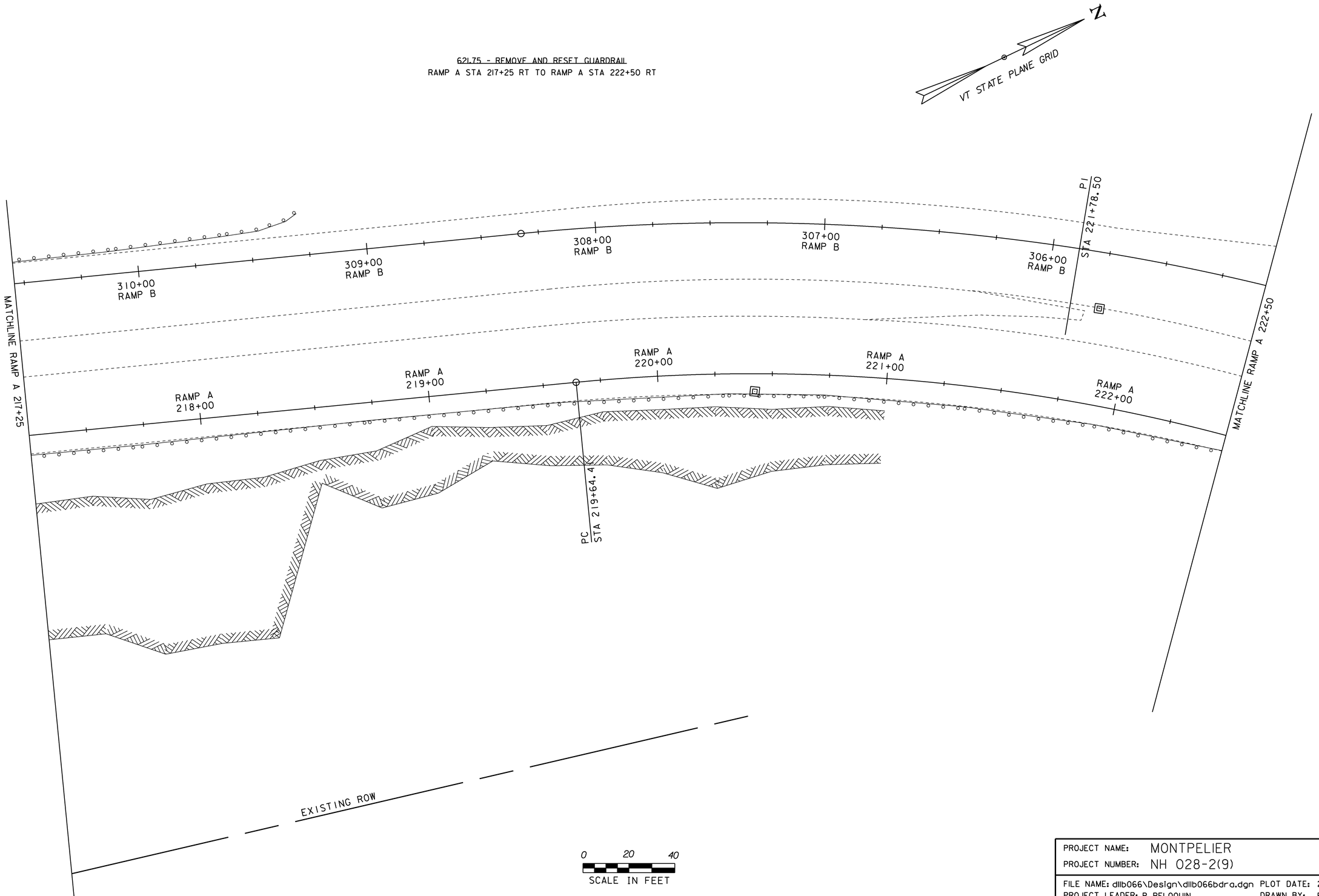


0 20 40
SCALE IN FEET

PLEASE SEE LAYOUT SHEET 6 FOR DETAILS ON RAMP B.

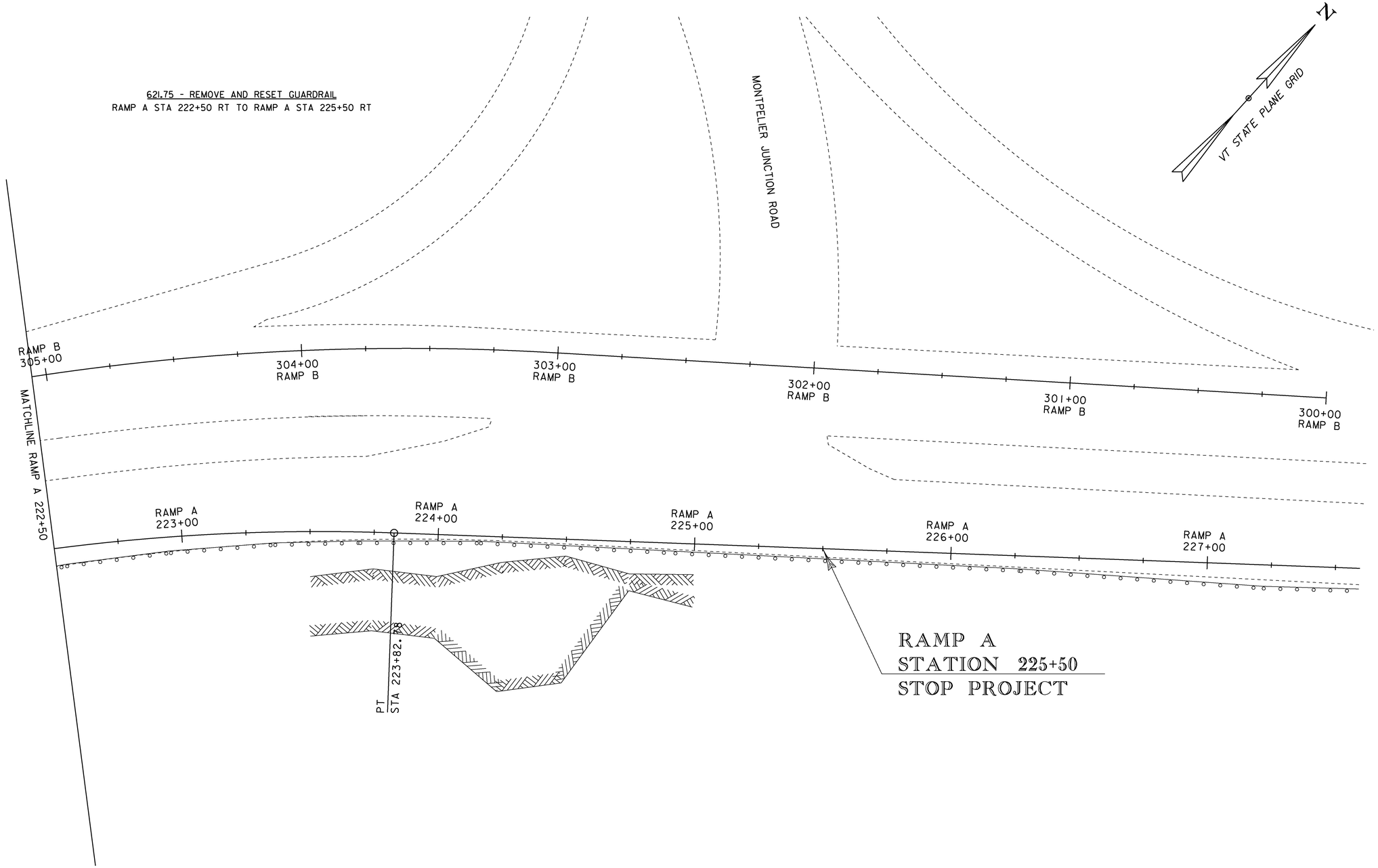
PROJECT NAME:	MONTPELIER
PROJECT NUMBER:	NH 028-2(9)
FILE NAME: dllb066\Design\dllb066bdra.dgn	PLOT DATE: 24-MAY-2013
PROJECT LEADER: P. PELOQUIN	DRAWN BY: P. PELOQUIN
DESIGNED BY: P. PELOQUIN	CHECKED BY: A. BOMBARDIER
LAYOUT SHEET 3	SHEET 9 OF 62

621.75 - REMOVE AND RESET GUARDRAIL
RAMP A STA 217+25 RT TO RAMP A STA 222+50 RT



PROJECT NAME:	MONTPELIER
PROJECT NUMBER:	NH 028-2(9)
FILE NAME: dllb066\Design\dllb066bdra.dgn	PLOT DATE: 24-MAY-2013
PROJECT LEADER: P. PELOQUIN	DRAWN BY: P. PELOQUIN
DESIGNED BY: P. PELOQUIN	CHECKED BY: A. BOMBARDIER
LAYOUT SHEET 4	SHEET 10 OF 62

621.75 - REMOVE AND RESET GUARDRAIL
RAMP A STA 222+50 RT TO RAMP A STA 225+50 RT



0 20 40
SCALE IN FEET

PROJECT NAME:	MONTPELIER
PROJECT NUMBER:	NH 028-2(9)

FILE NAME: IIb066\Design\dIIb066bdra.dgn	PLOT DATE: 24-MAY-2013
PROJECT LEADER: P. PELOQUIN	DRAWN BY: P. PELOQUIN
DESIGNED BY: P. PELOQUIN	CHECKED BY: A. BOMBARDIER
LAYOUT SHEET 5	SHEET II OF 62

621.75 - REMOVE AND RESET GUARDRAIL
RAMP B STA 312+00 RT TO RAMP B STA 315+46 RT

N

VT STATE PLANE GRID

RAMP B
STATION 320+25
END PROJECT
NH 028-2(9)

RAMP B
STATION 312+00
RESUME PROJECT

RAMP B 321+00

PT STA 320+67.57

320+00 RAMP B

319+00 RAMP B

PI STA 319+32.35

318+00 RAMP B

317+00 RAMP B

316+00 RAMP B

315+00 RAMP B

314+00 RAMP B

313+00 RAMP B

312+00 RAMP B

PC STA 317+83.05

PI STA 317+82.51

PC STA 315+91.95

PT STA 315+68.16

PT STA 314+56.61
PC STA 314+58.02

PC STA 312+93.35

STA 315+75.25 PI

STA 315+74.60 PI

PI STA 316+82.57

OVERHEAD SIGN

RAMP A 215+00

RAMP A 214+00

MSH 106+00

0 20 40
SCALE IN FEET

PROJECT NAME: MONTPELIER	
PROJECT NUMBER: NH 028-2(9)	
FILE NAME: dllb066\Design\dllb066bdrb.dgn	PLOT DATE: 24-MAY-2013
PROJECT LEADER: K. ROBIE	DRAWN BY: P. PELOQUIN
DESIGNED BY: P. PELOQUIN	CHECKED BY: S. MENARD
LAYOUT SHEET 6	SHEET 12 OF 62



102+00 LT



102+50 LT



103+00 LT



103+50 LT



104+00 LT



104+50 LT



105+00 LT

MONTPELIER STATE HIGHWAY

PROJECT NAME:	MONTPELIER
PROJECT NUMBER:	NH 028-2(9)

FILE NAME:	llb066\Design\dllb066photosmsh.dgn	PLOT DATE:	24-MAY-2013
PROJECT LEADER:	P. PELOQUIN	DRAWN BY:	P. PELOQUIN
DESIGNED BY:	P. PELOQUIN	CHECKED BY:	A. BOMBARDIER
PHOTO SHEET	1	SHEET	13 OF 62



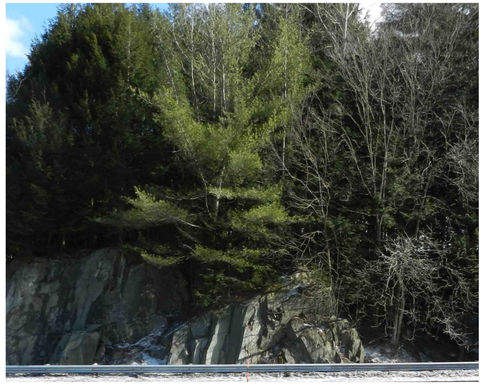
225+00 RT



224+50 RT



224+00 RT



223+50 RT

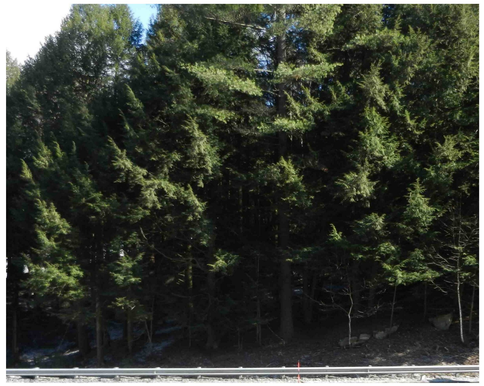


223+00 RT

RAMP A

PROJECT NAME:	MONTPELIER
PROJECT NUMBER:	NH 028-2(9)

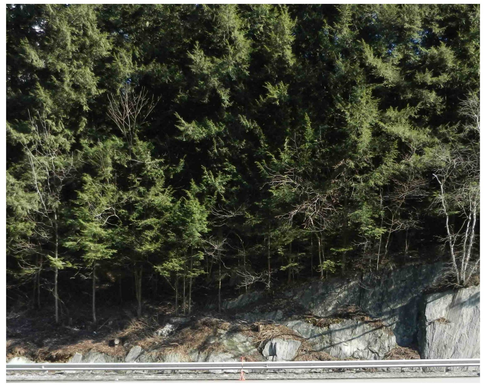
FILE NAME:	llb066\Design\dllb066photosa.dgn	PLOT DATE:	24-MAY-2013
PROJECT LEADER:	P. PELOQUIN	DRAWN BY:	P. PELOQUIN
DESIGNED BY:	P. PELOQUIN	CHECKED BY:	A. BOMBARDIER
PHOTO SHEET 2		SHEET	14 OF 62



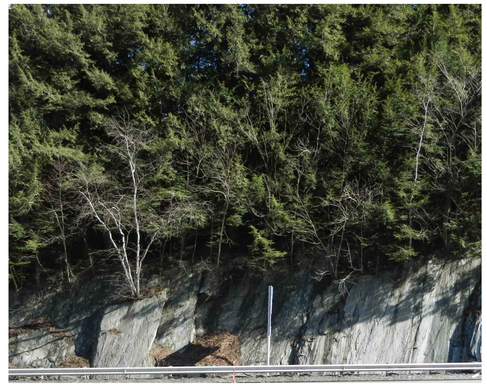
220+50 RT



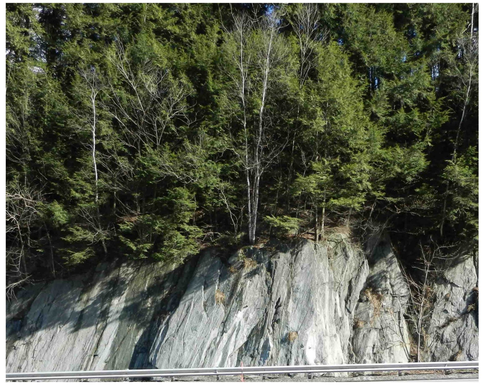
220+00 RT



219+50 RT



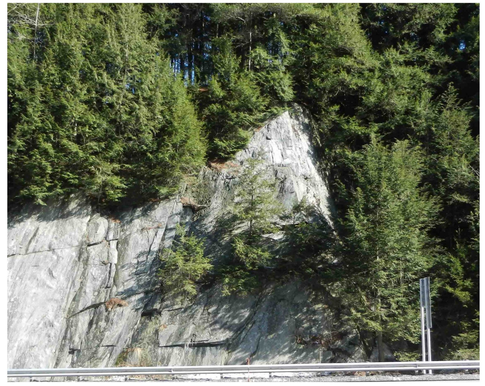
219+00 RT



218+50 RT



218+00 RT

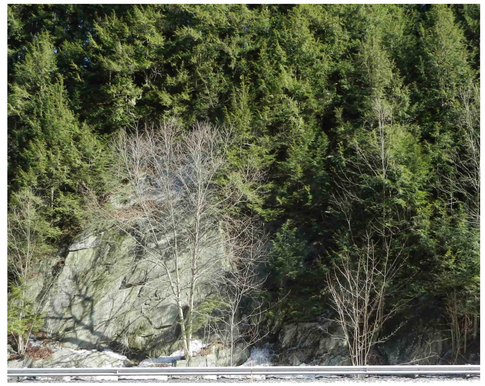


217+50 RT

RAMP A

PROJECT NAME:	MONTPELIER
PROJECT NUMBER:	NH 028-2(9)

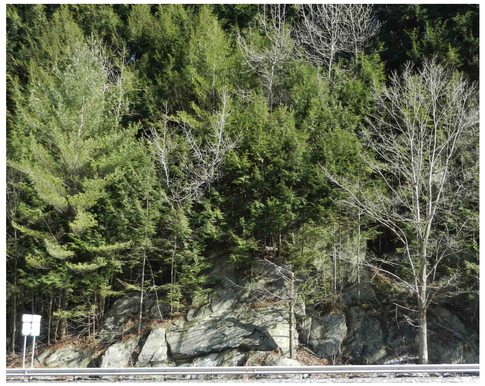
FILE NAME: llb066\Design\dllb066photosa.dgn	PLOT DATE: 24-MAY-2013
PROJECT LEADER: P. PELOQUIN	DRAWN BY: P. PELOQUIN
DESIGNED BY: P. PELOQUIN	CHECKED BY: A. BOMBARDIER
PHOTO SHEET 3	SHEET 15 OF 62



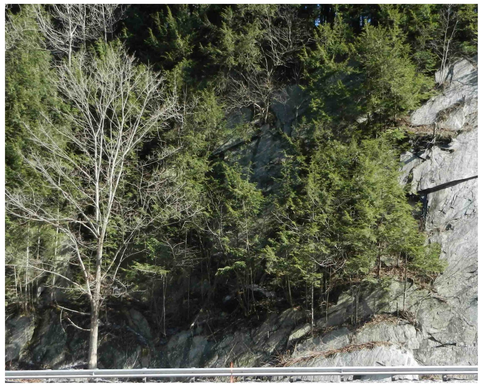
217+00 RT



216+50 RT



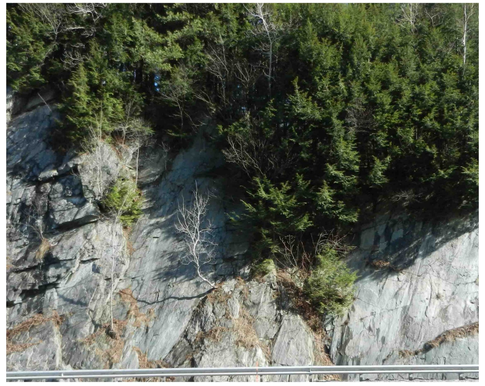
216+00 RT



215+50 RT



215+00 RT



214+50 RT



214+00 RT



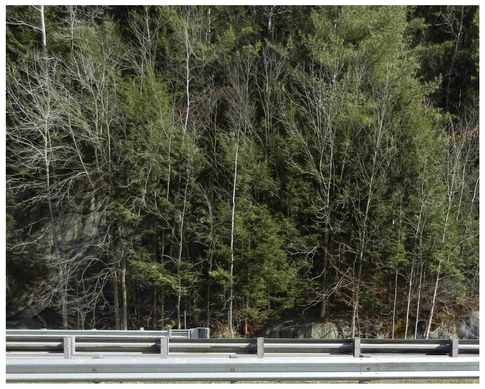
213+50 RT

RAMP A

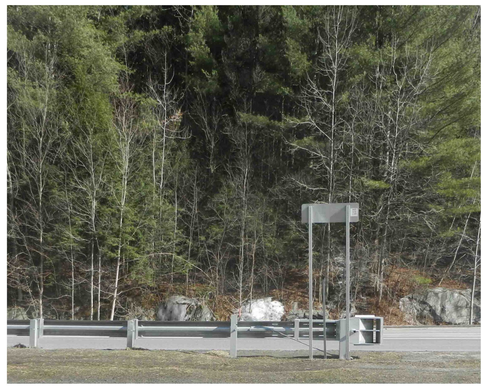
PROJECT NAME: MONTPELIER
PROJECT NUMBER: NH 028-2(9)

FILE NAME: llb066\Design\dllb066photosa.dgn
PROJECT LEADER: P. PELOQUIN
DESIGNED BY: P. PELOQUIN
PHOTO SHEET 4

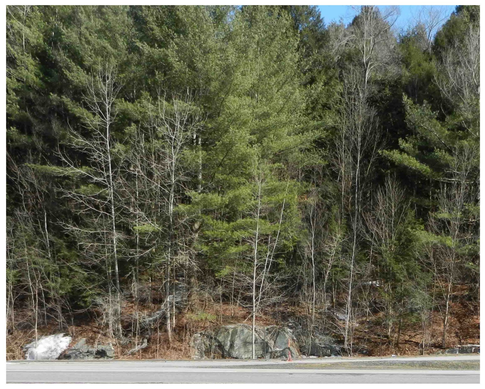
PLOT DATE: 24-MAY-2013
DRAWN BY: P. PELOQUIN
CHECKED BY: A. BOMBARDIER
SHEET 16 OF 62



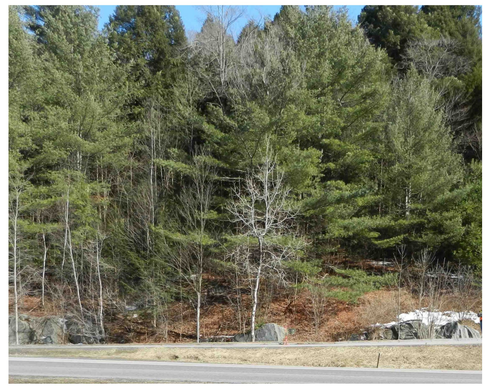
213+00 RT



212+50 RT



212+00 RT

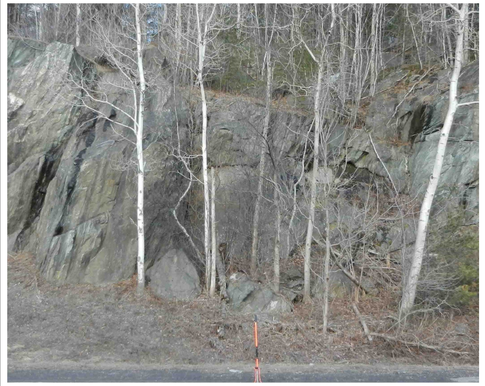


211+50 RT

RAMP A

PROJECT NAME:	MONTPELIER
PROJECT NUMBER:	NH 028-2(9)

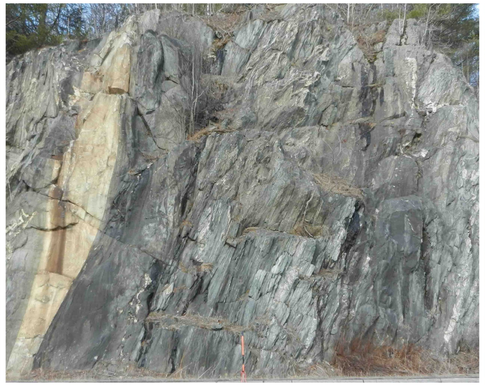
FILE NAME: IIb066\Design\dIIb066photosa.dgn	PLOT DATE: 24-MAY-2013
PROJECT LEADER: P. PELOQUIN	DRAWN BY: P. PELOQUIN
DESIGNED BY: P. PELOQUIN	CHECKED BY: A. BOMBARDIER
PHOTO SHEET 5	SHEET 17 OF 62



319+00 RT



318+50 RT



318+00 RT



317+50 RT



317+00 RT



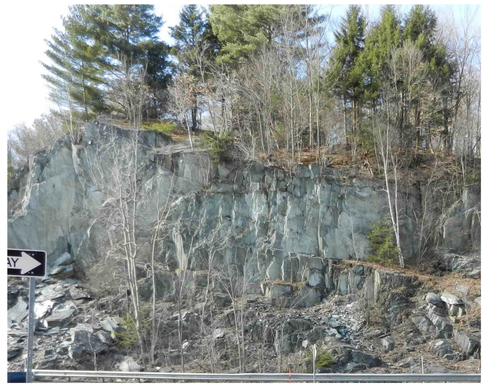
316+50 RT



316+00 RT



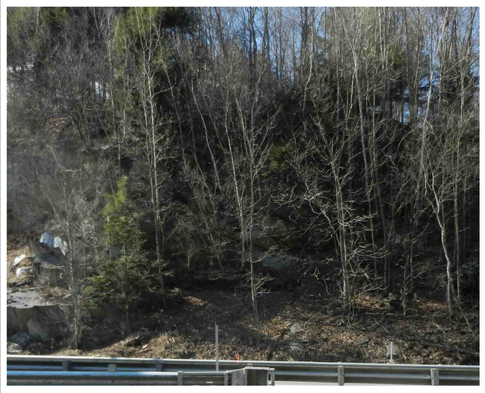
315+50 RT



315+00 RT



314+50 RT



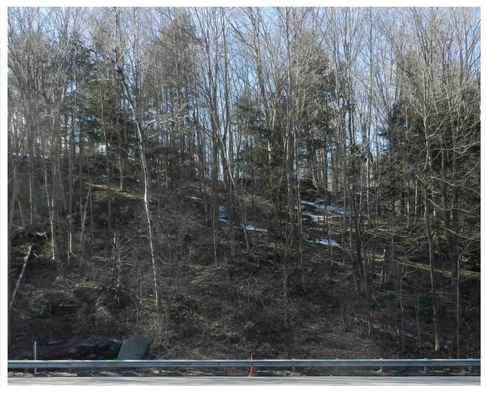
314+00 RT



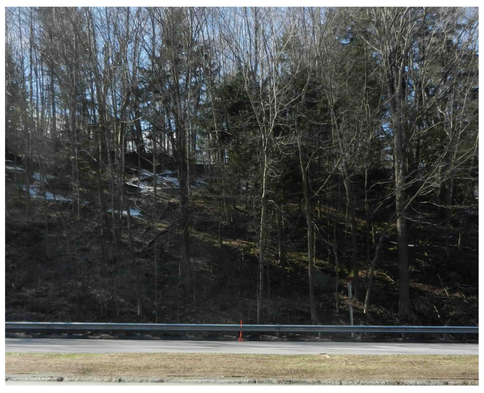
313+50 RT



313+00 RT



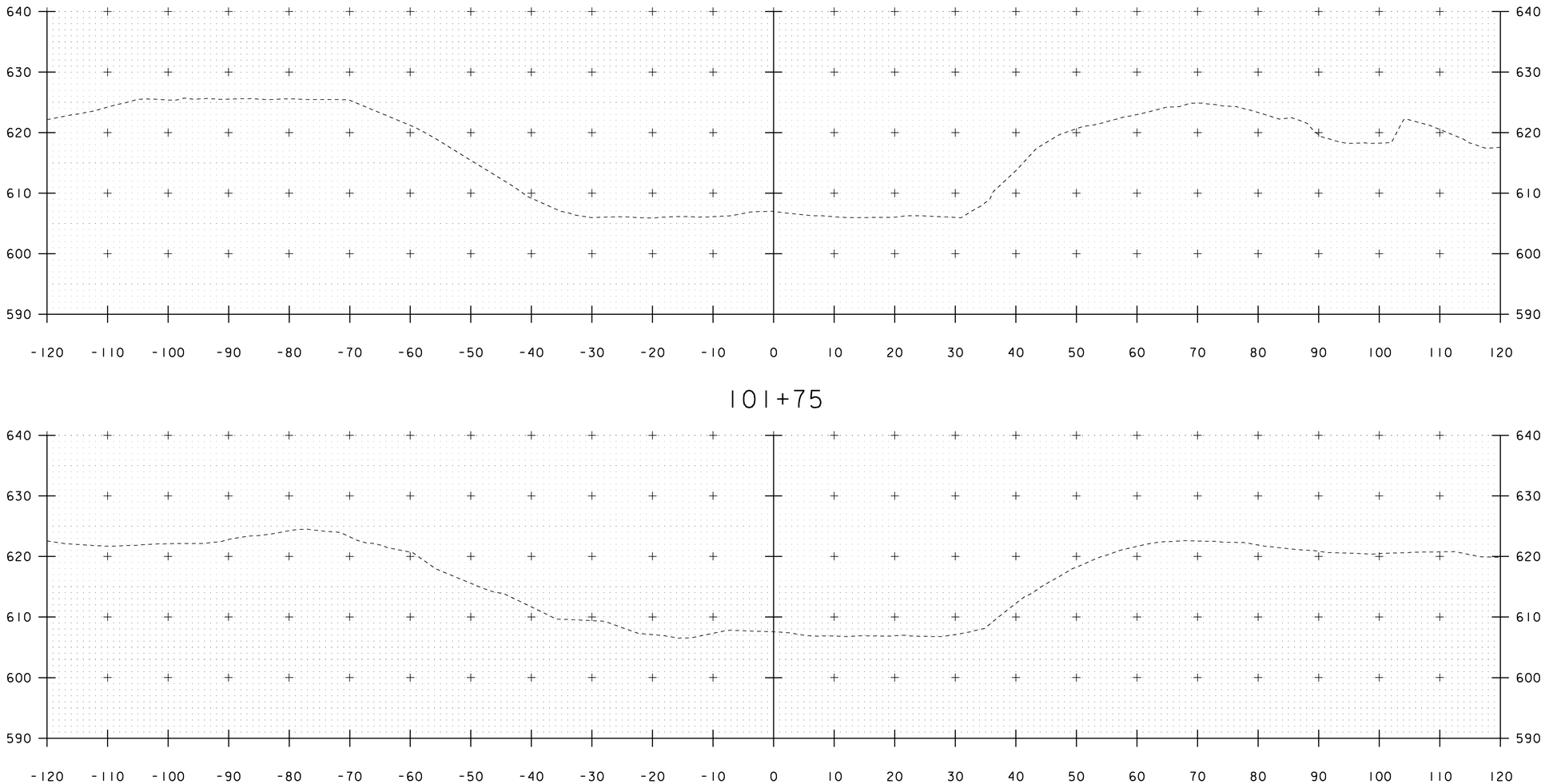
312+50 RT



312+00 RT

RAMP B

PROJECT NAME:	MONTPELIER
PROJECT NUMBER:	NH 028-2(9)
FILE NAME: llb066\Design\dllb066photosb.dgn	PLOT DATE: 24-MAY-2013
PROJECT LEADER: P. PELOQUIN	DRAWN BY: P. PELOQUIN
DESIGNED BY: P. PELOQUIN	CHECKED BY: A. BOMBARDIER
PHOTO SHEET 6	SHEET 18 OF 62



101+75

101+50
BEGIN PROJECT

SCALE 0 10 20

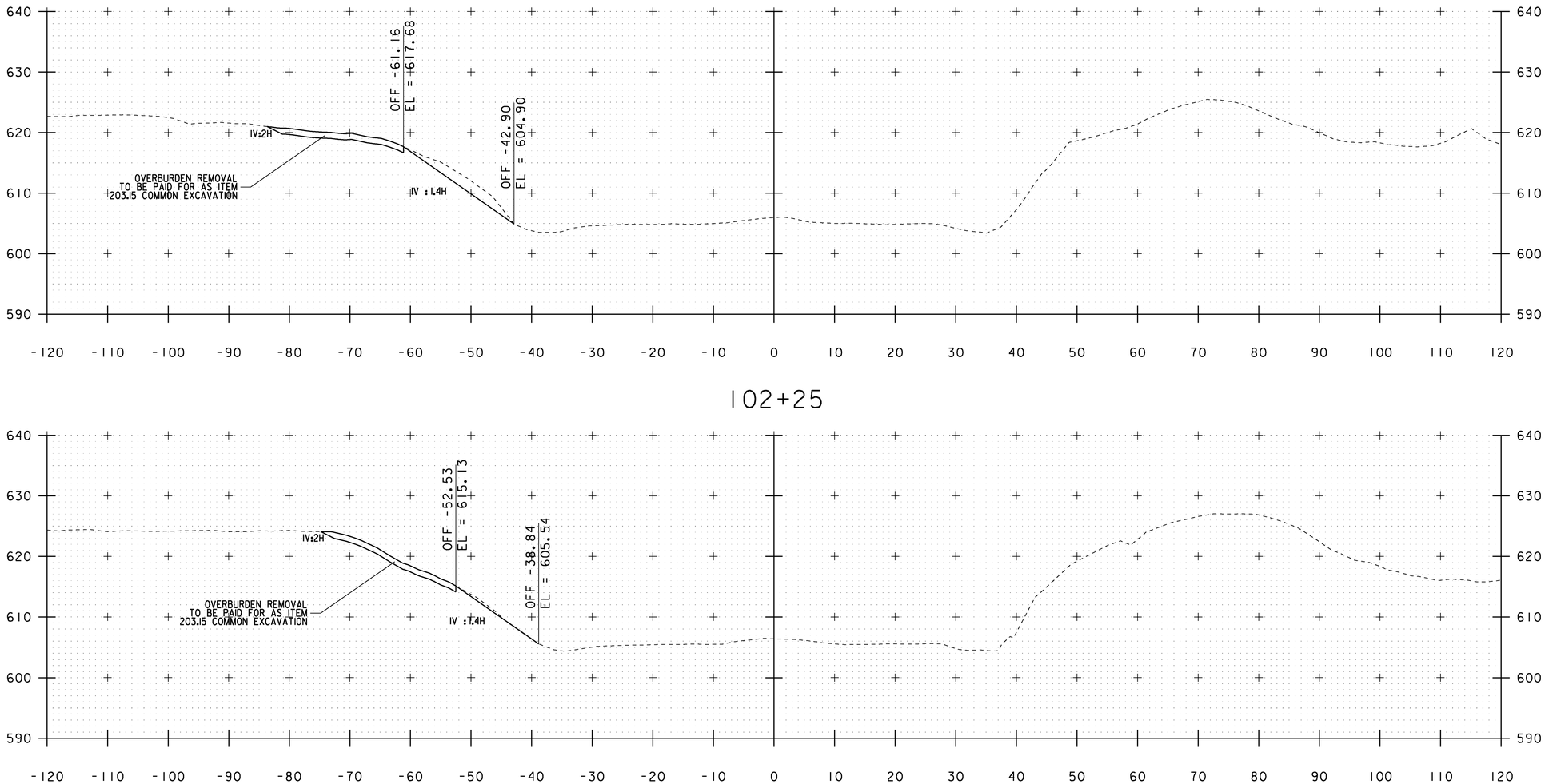
STA. 101+50 TO STA. 101+75

MONTPELIER STATE HIGHWAY

PROJECT NAME: MONTPELIER
PROJECT NUMBER: NH 028-2(9)

FILE NAME: IIb066\Design\dIIb066xs.dgn
PROJECT LEADER: P. PELOQUIN
DESIGNED BY: P. PELOQUIN
CROSS SECTION SHEET 1

PLOT DATE: 24-MAY-2013
DRAWN BY: P. PELOQUIN
CHECKED BY: A. BOMBARDIER
SHEET 19 OF 62



102+25

102+00
BEGIN SOLID ROCK EXCAVATION

0 10 20
SCALE

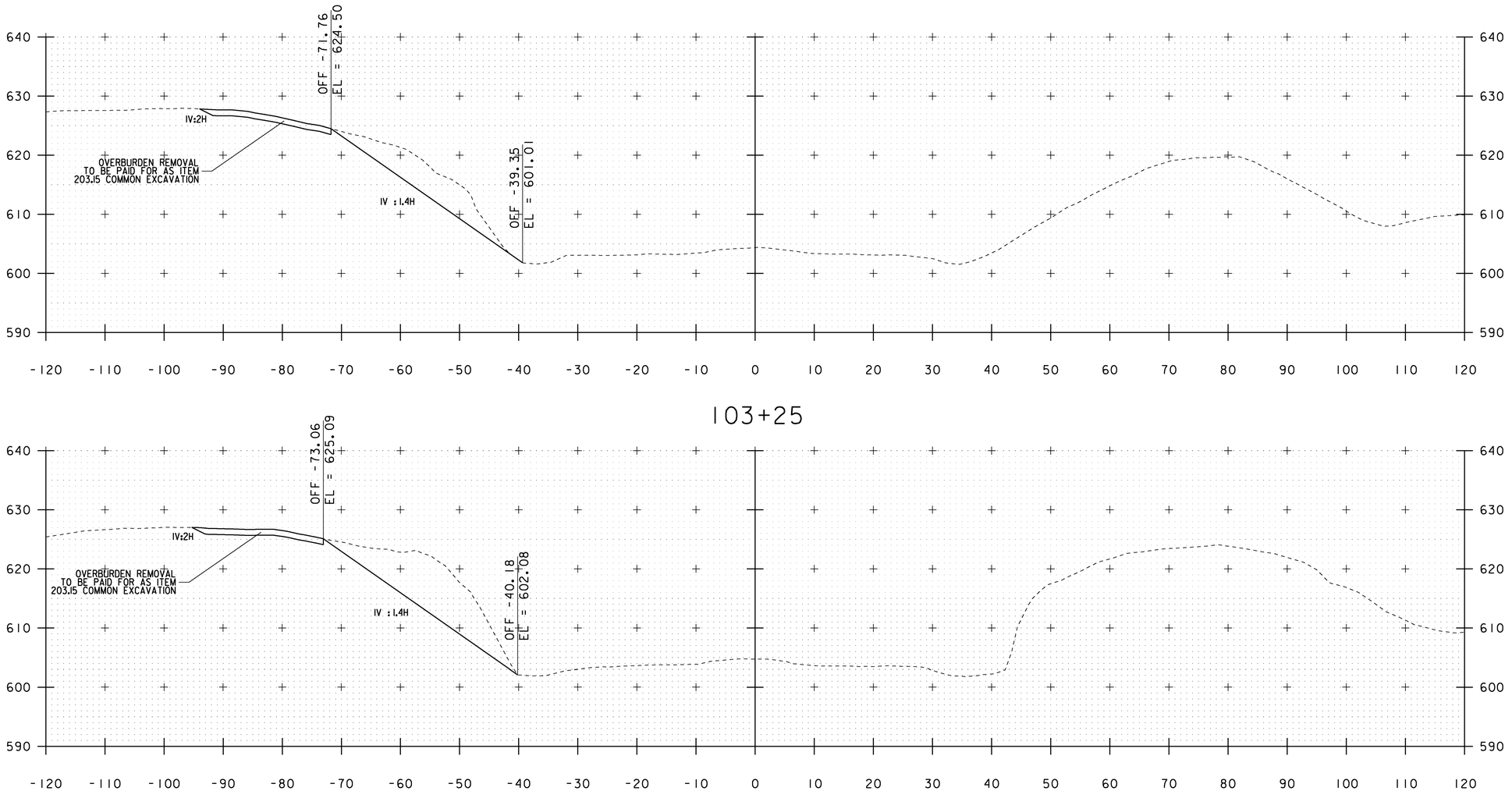
STA. 102+00 TO STA. 102+25

MONTPELIER STATE HIGHWAY

PROJECT NAME: MONTPELIER
PROJECT NUMBER: NH 028-2(9)

FILE NAME: IIb066\Design\dIIb066xs.dgn
PROJECT LEADER: P. PELOQUIN
DESIGNED BY: P. PELOQUIN
CROSS SECTION SHEET 2

PLOT DATE: 24-MAY-2013
DRAWN BY: P. PELOQUIN
CHECKED BY: A. BOMBARDIER
SHEET 20 OF 62



103+25

103+00

MONTPELIER STATE HIGHWAY

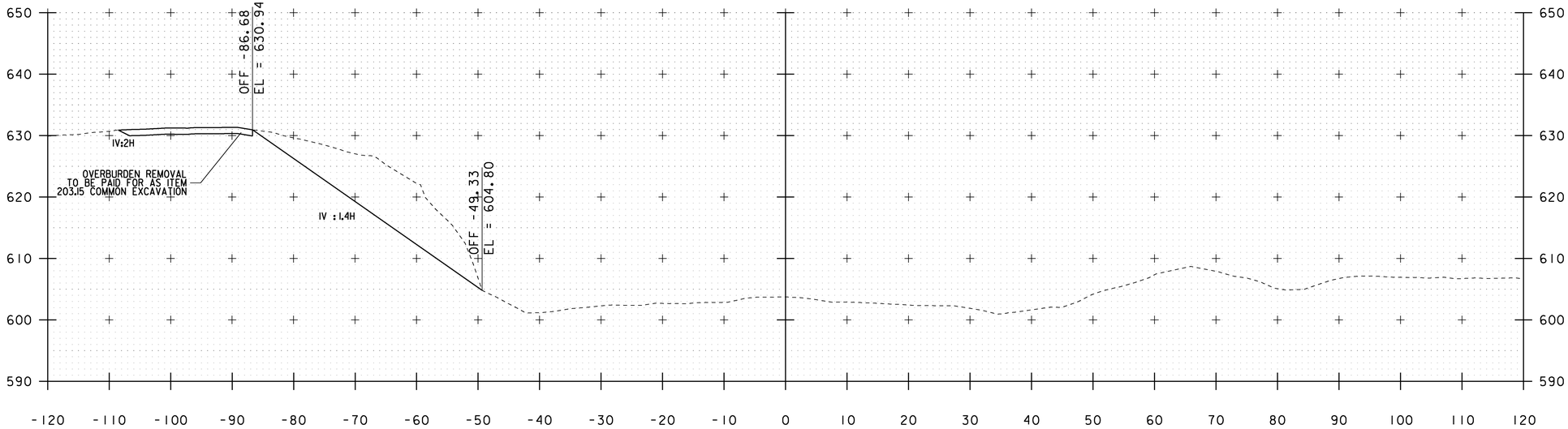
0 10 20
SCALE

STA. 103+00 TO STA. 103+25

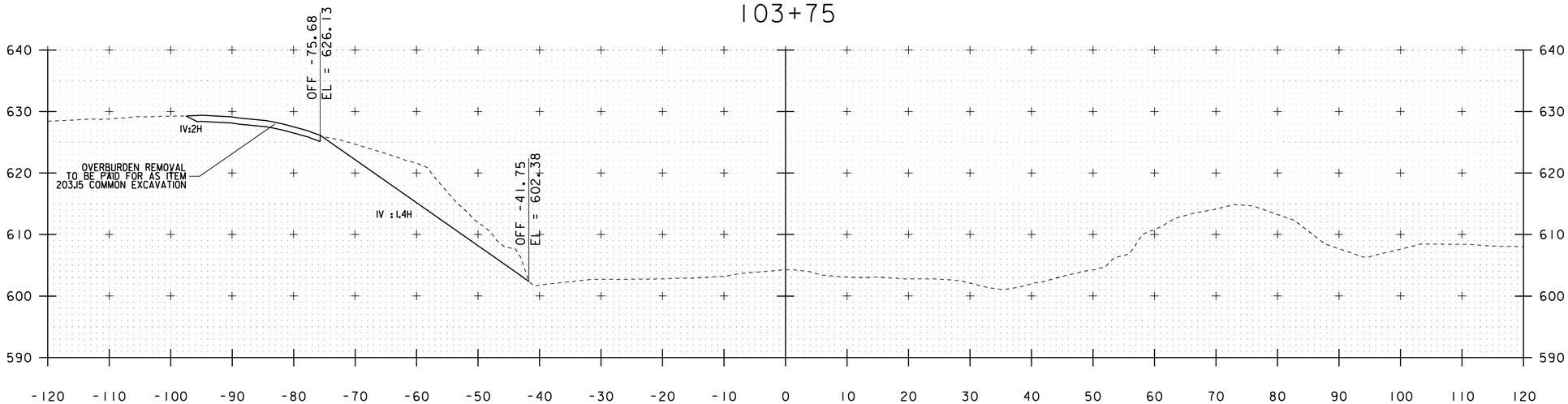
PROJECT NAME: MONTPELIER
PROJECT NUMBER: NH 028-2(9)

FILE NAME: IIb066\Design\dIIb066xs.dgn
PROJECT LEADER: P. PELOQUIN
DESIGNED BY: P. PELOQUIN
CROSS SECTION SHEET 4

PLOT DATE: 24-MAY-2013
DRAWN BY: P. PELOQUIN
CHECKED BY: A. BOMBARDIER
SHEET 22 OF 62



103+75



103+50

MONTPELIER STATE HIGHWAY

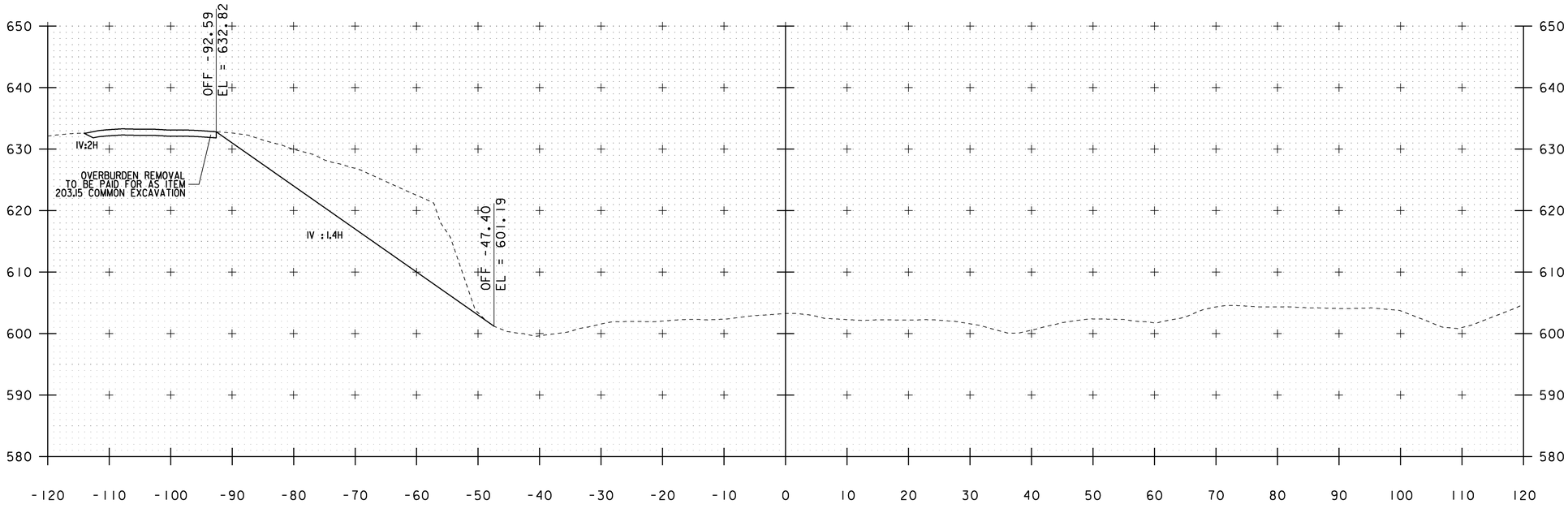
0 10 20
SCALE

STA. 103+50 TO STA. 103+75

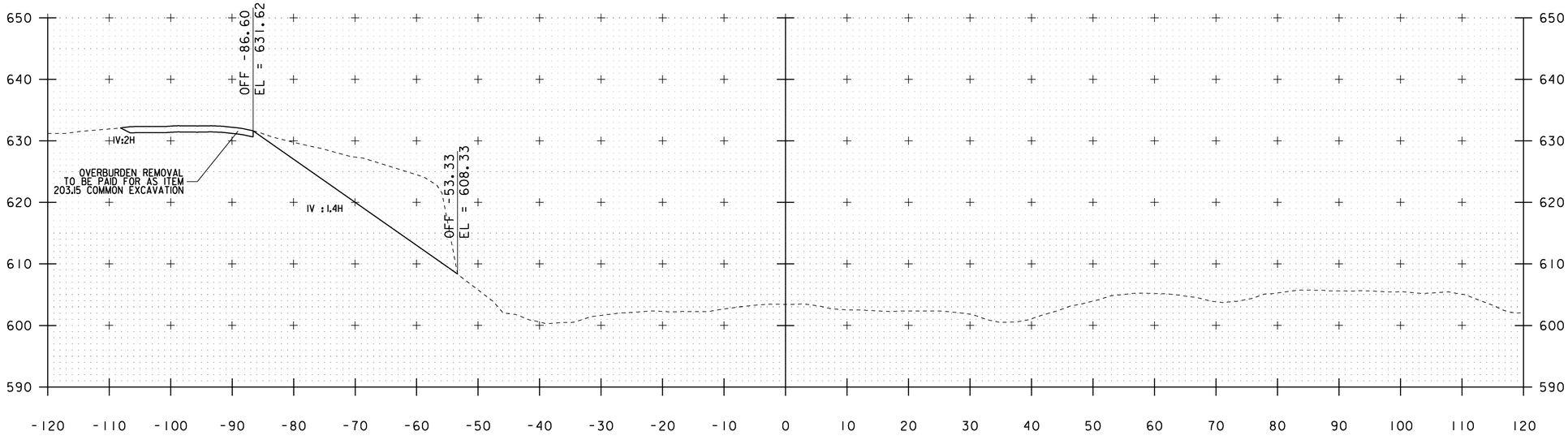
PROJECT NAME: MONTPELIER
PROJECT NUMBER: NH 028-2(9)

FILE NAME: IIb066\Design\dIIb066xs.dgn
PROJECT LEADER: P. PELOQUIN
DESIGNED BY: P. PELOQUIN
CROSS SECTION SHEET 5

PLOT DATE: 24-MAY-2013
DRAWN BY: P. PELOQUIN
CHECKED BY: A. BOMBARDIER
SHEET 23 OF 62



104+25



104+00

MONTPELIER STATE HIGHWAY

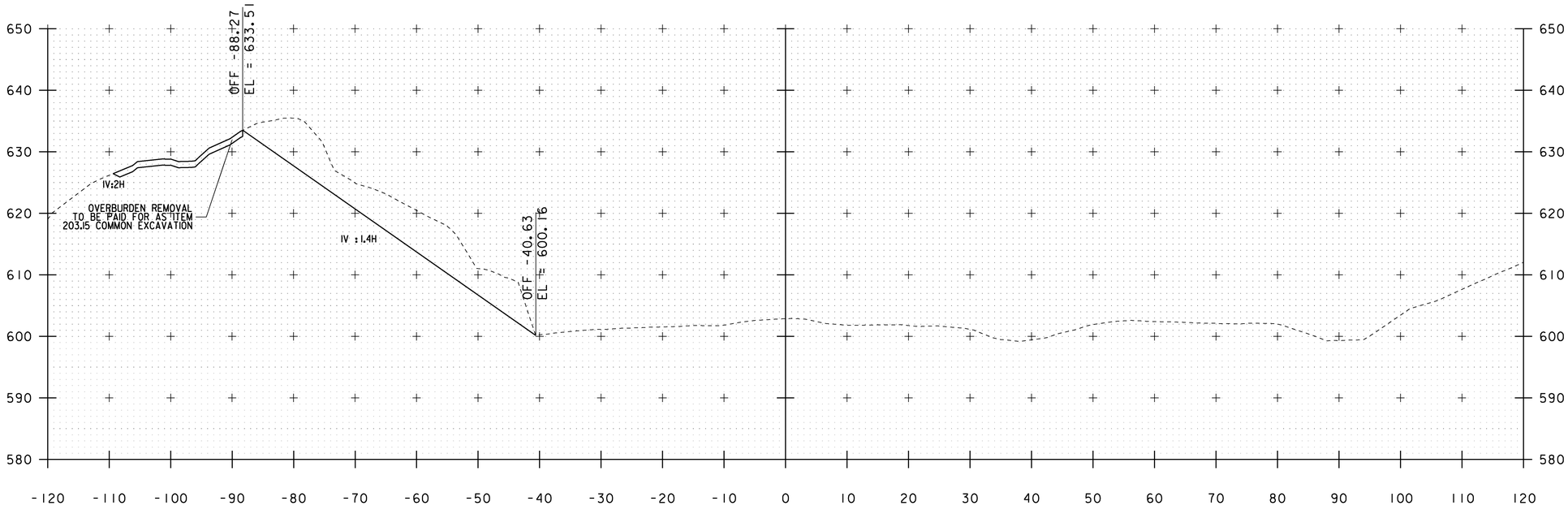
0 10 20
SCALE

STA. 104+00 TO STA. 104+25

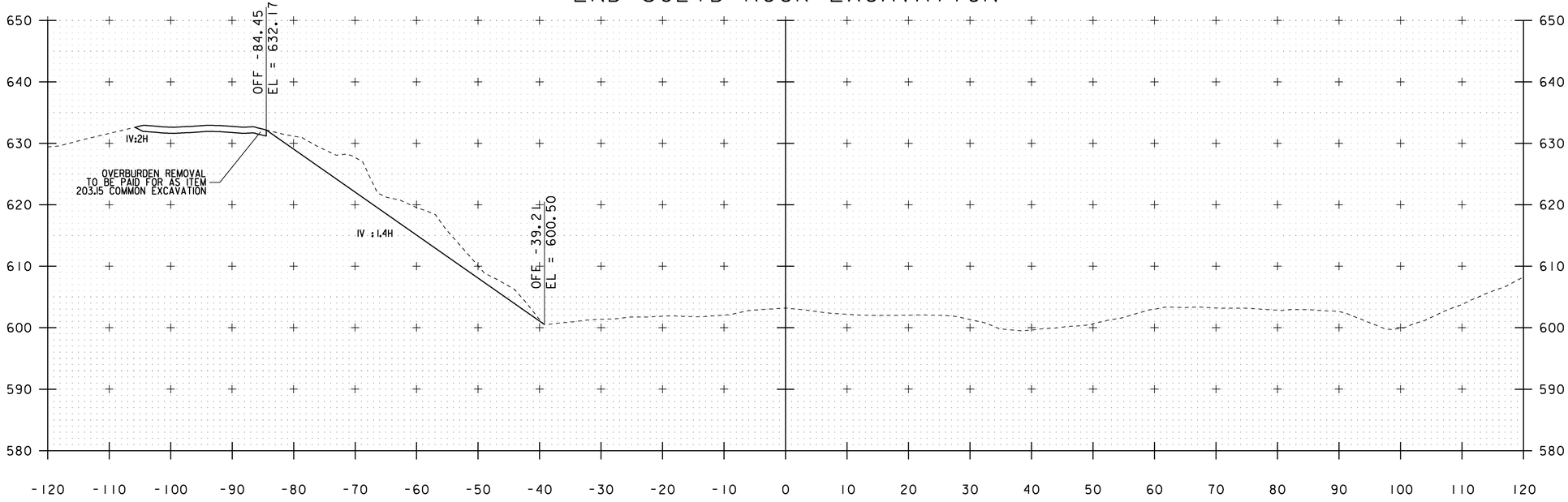
PROJECT NAME: MONTPELIER
PROJECT NUMBER: NH 028-2(9)

FILE NAME: IIb066\Design\dIIb066xs.dgn
PROJECT LEADER: P. PELOQUIN
DESIGNED BY: P. PELOQUIN
CROSS SECTION SHEET 6

PLOT DATE: 24-MAY-2013
DRAWN BY: P. PELOQUIN
CHECKED BY: A. BOMBARDIER
SHEET 24 OF 62



104+73
END SOLID ROCK EXCAVATION



104+50

MONTPELIER STATE HIGHWAY

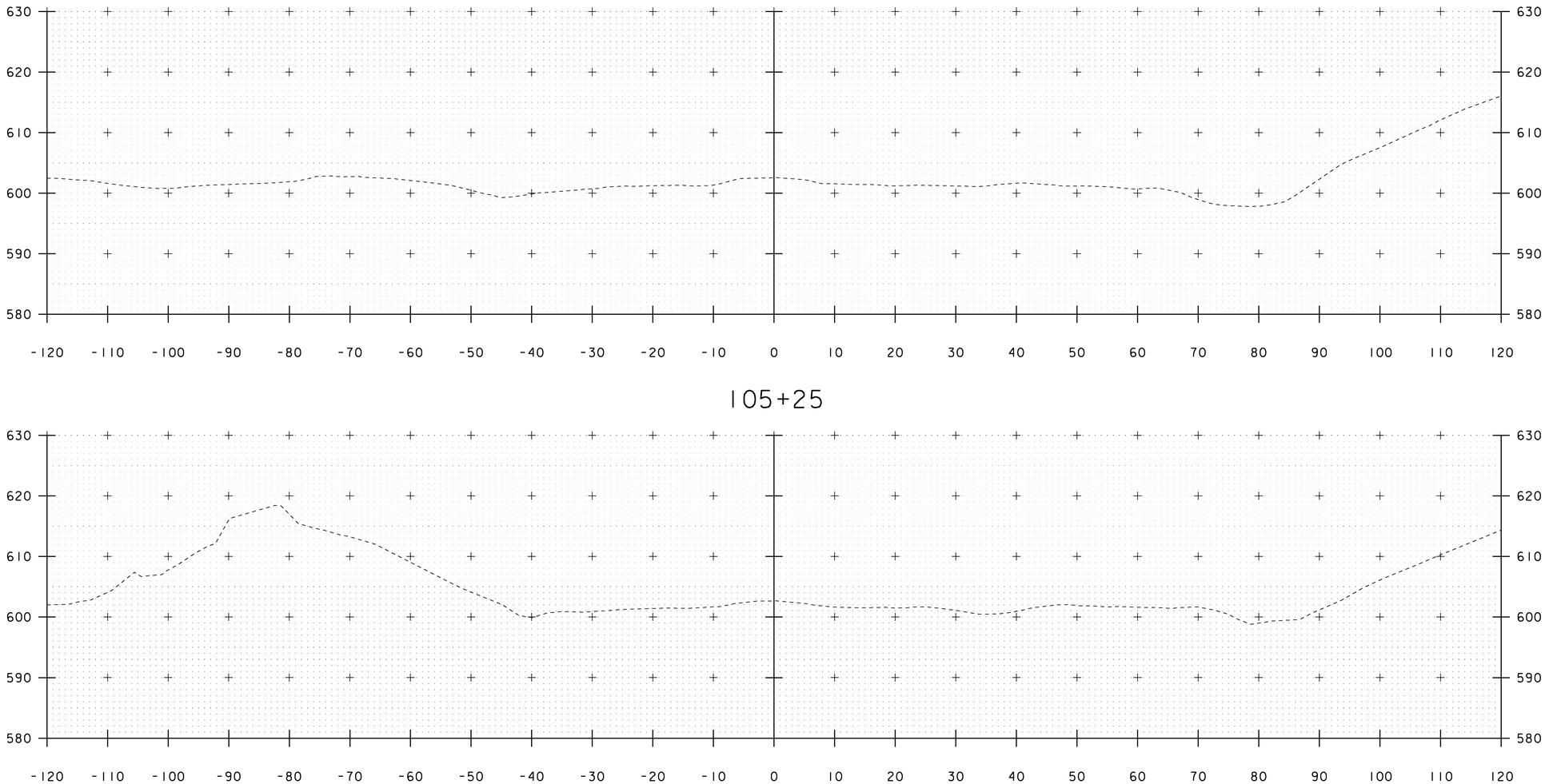
0 10 20
SCALE

STA. 104+50 TO STA. 104+75

PROJECT NAME: MONTPELIER
PROJECT NUMBER: NH 028-2(9)

FILE NAME: IIb066\Design\dIIb066xs.dgn
PROJECT LEADER: P. PELOQUIN
DESIGNED BY: P. PELOQUIN
CROSS SECTION SHEET 7

PLOT DATE: 24-MAY-2013
DRAWN BY: P. PELOQUIN
CHECKED BY: A. BOMBARDIER
SHEET 25 OF 62



105+25

105+00
STOP PROJECT

SCALE 0 10 20

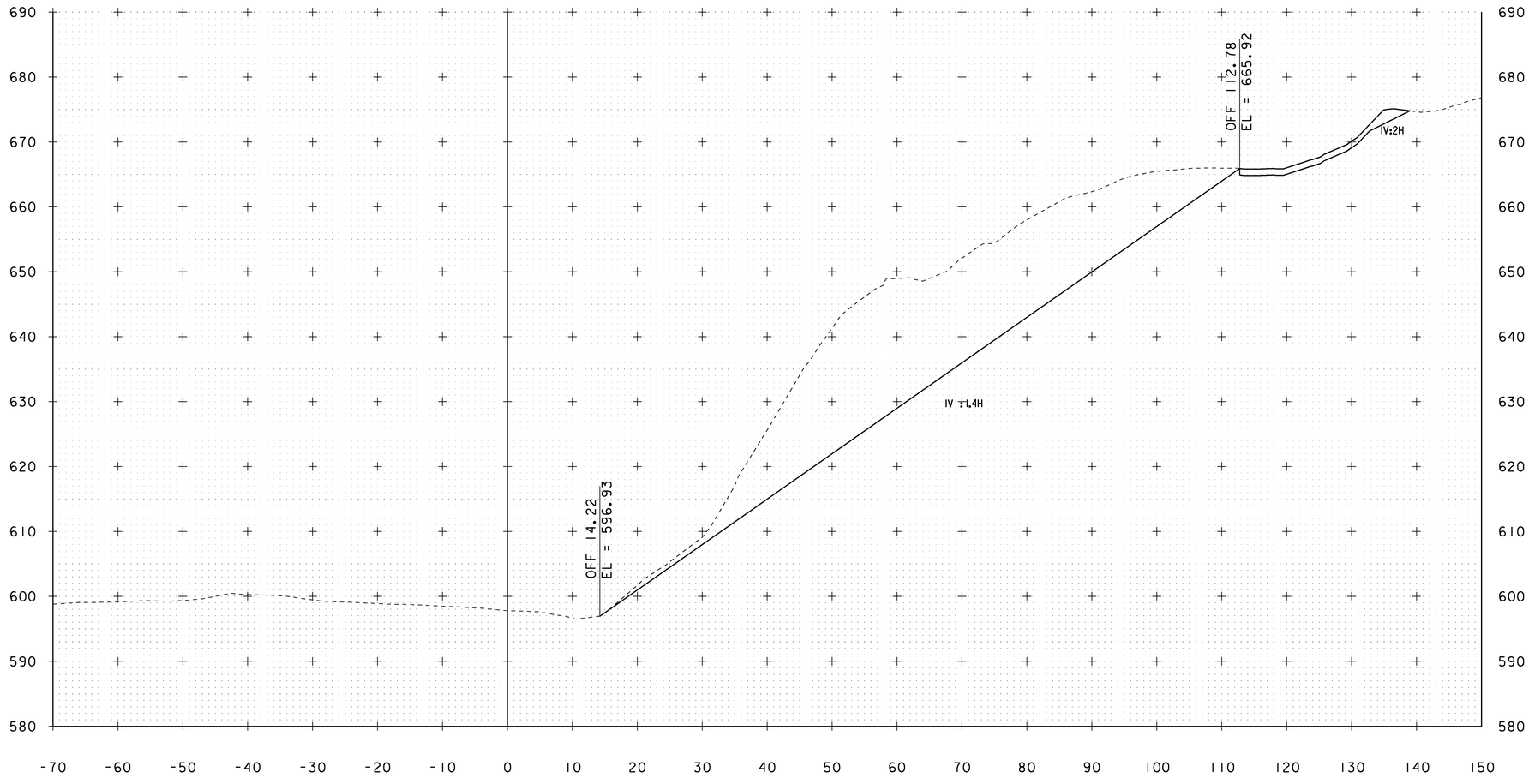
STA. 105+00 TO STA. 105+25

MONTPELIER STATE HIGHWAY

PROJECT NAME: MONTPELIER
PROJECT NUMBER: NH 028-2(9)

FILE NAME: IIb066\Design\dIIb066xs.dgn
PROJECT LEADER: P. PELOQUIN
DESIGNED BY: P. PELOQUIN
CROSS SECTION SHEET 8

PLOT DATE: 24-MAY-2013
DRAWN BY: P. PELOQUIN
CHECKED BY: A. BOMBARDIER
SHEET 26 OF 62



314+00
BEGIN SOLID ROCK EXCAVATION

312+00
RESUME PROJECT

0 10 20
SCALE

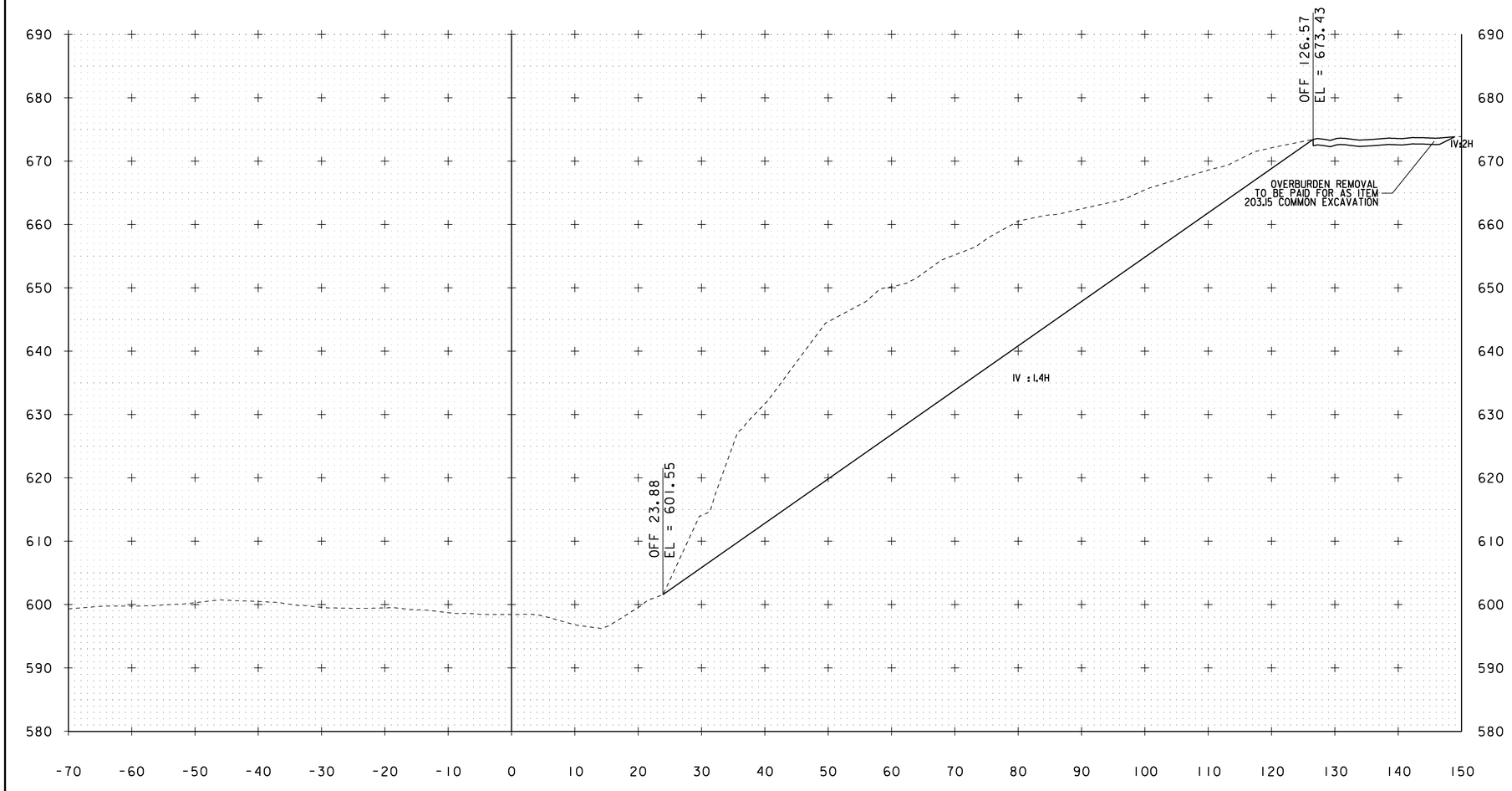
STA. 314+00

RAMP B

PROJECT NAME: MONTPELIER
PROJECT NUMBER: NH 028-2(9)

FILE NAME: IIb066\Design\dIIb066xs.dgn
PROJECT LEADER: P. PELOQUIN
DESIGNED BY: P. PELOQUIN
CROSS SECTION SHEET 9

PLOT DATE: 24-MAY-2013
DRAWN BY: P. PELOQUIN
CHECKED BY: A. BOMBARDIER
SHEET 27 OF 62



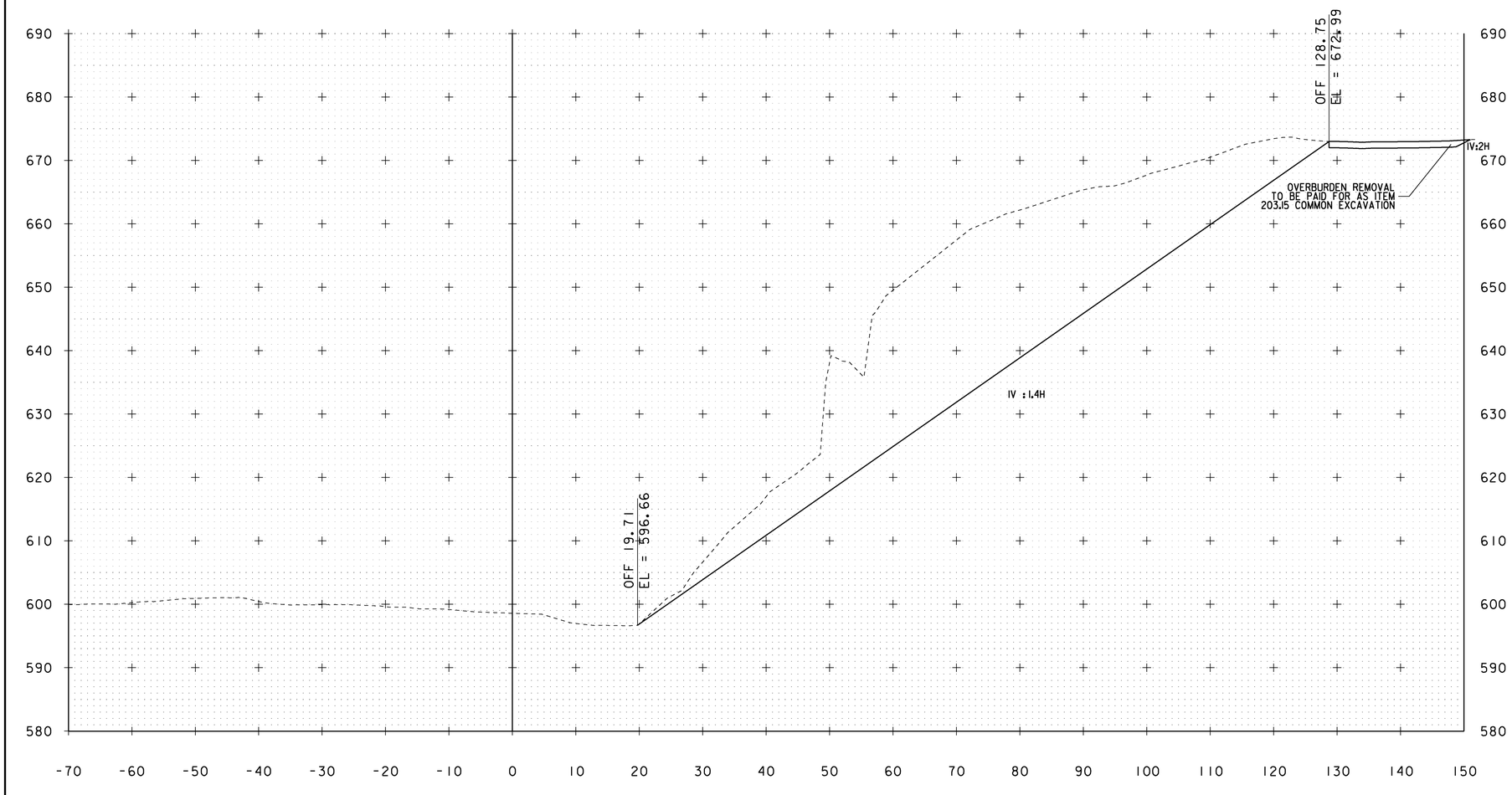
314+25

RAMP B

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SCALE

STA. 314+25

PROJECT NAME: MONTPELIER	
PROJECT NUMBER: NH 028-2(9)	
FILE NAME: IIb066\Design\dIIb066xs.dgn	PLOT DATE: 24-MAY-2013
PROJECT LEADER: P. PELOQUIN	DRAWN BY: P. PELOQUIN
DESIGNED BY: P. PELOQUIN	CHECKED BY: A. BOMBARDIER
CROSS SECTION SHEET 10	SHEET 28 OF 62



314+50

RAMP B

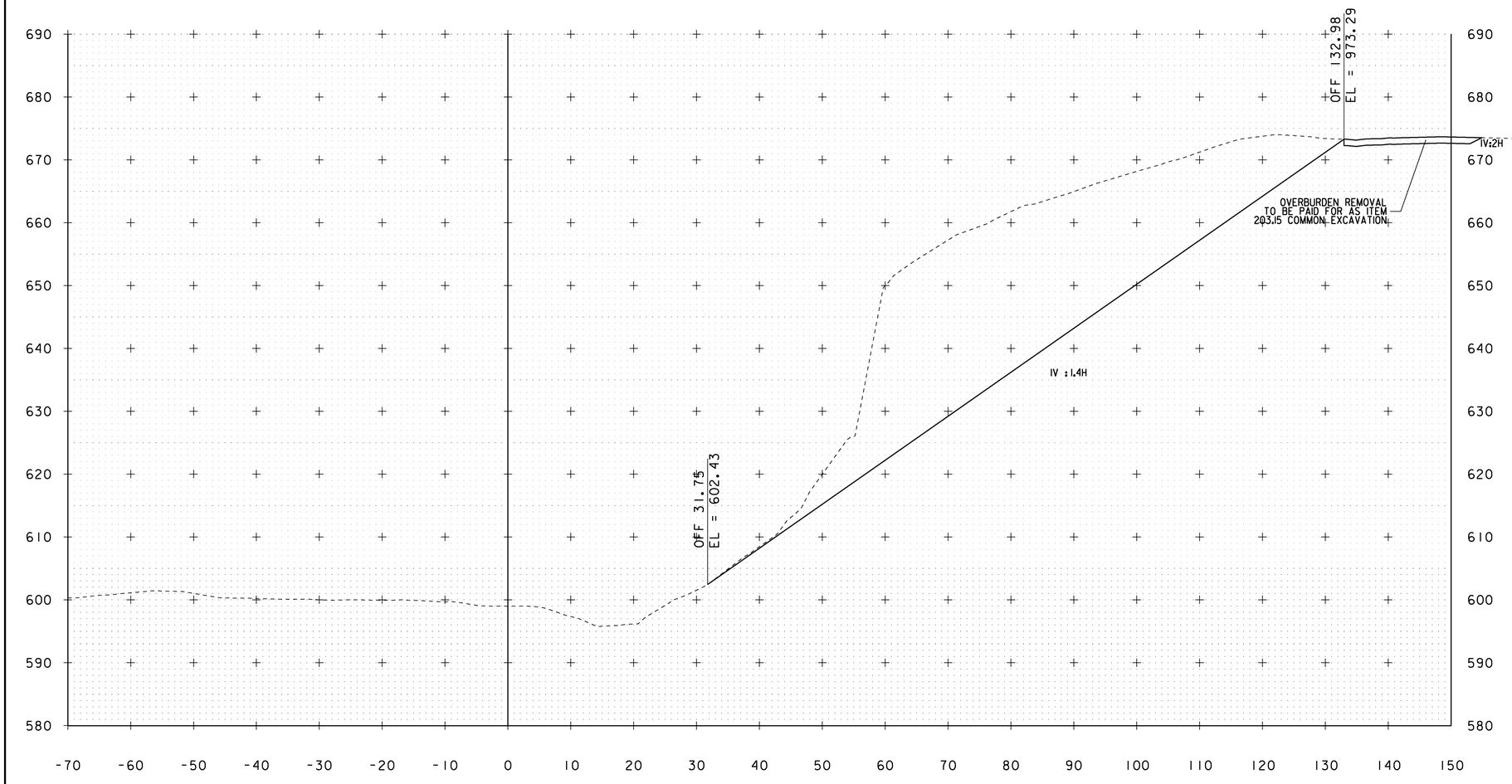
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PROJECT NAME:	MONTPELIER
PROJECT NUMBER:	NH 028-2(9)

FILE NAME: IIb066\Design\dIIb066xs.dgn	PLOT DATE: 24-MAY-2013
PROJECT LEADER: P. PELOQUIN	DRAWN BY: P. PELOQUIN
DESIGNED BY: P. PELOQUIN	CHECKED BY: A. BOMBARDIER
CROSS SECTION SHEET II	SHEET 29 OF 62



314+75

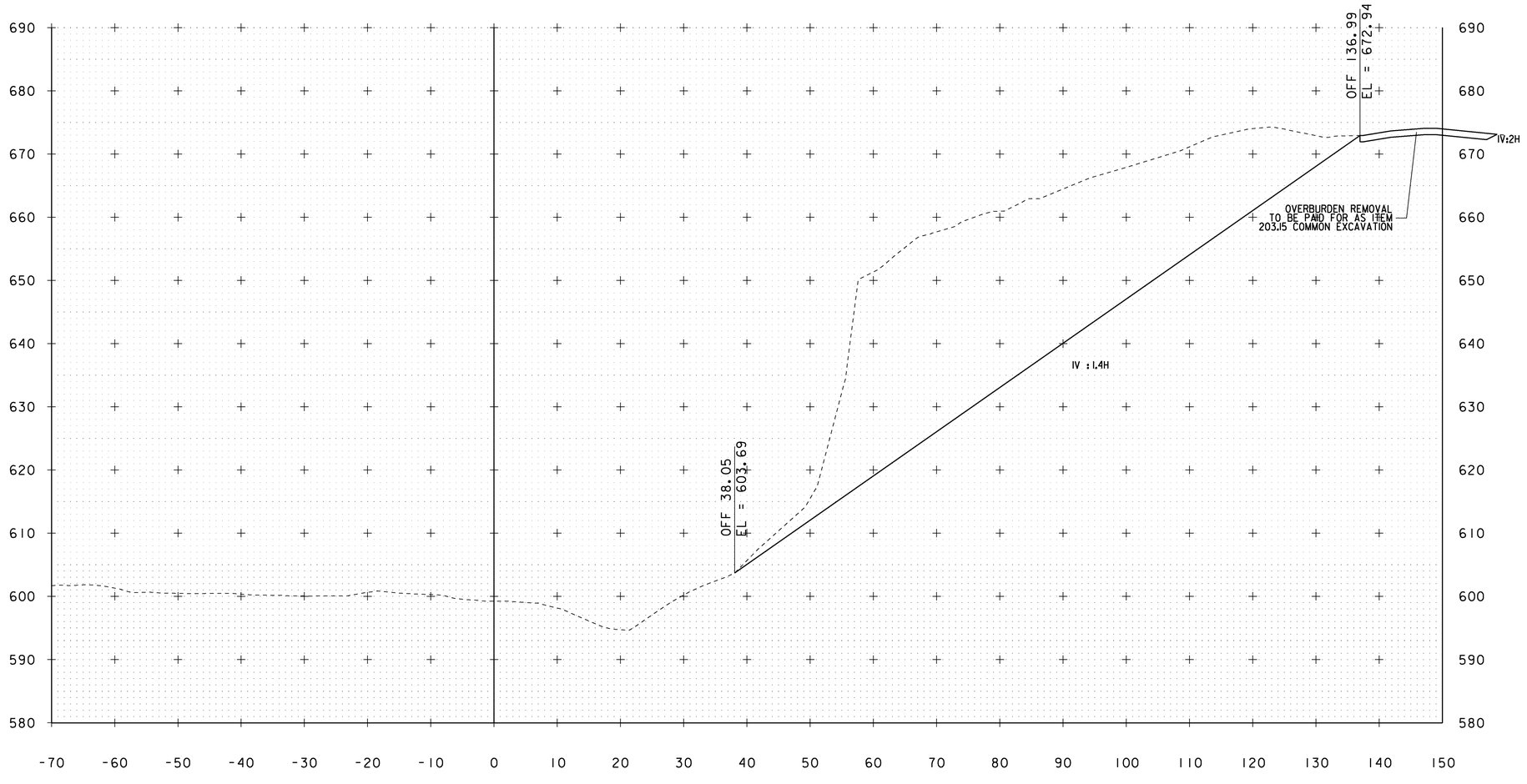
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SCALE

STA. 314+75

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PROJECT NUMBER: NH 028-2(9)	
FILE NAME: IIb066\Design\dIIb066xs.dgn	PLOT DATE: 24-MAY-2013
PROJECT LEADER: P. PELOQUIN	DRAWN BY: P. PELOQUIN
DESIGNED BY: P. PELOQUIN	CHECKED BY: A. BOMBARDIER
CROSS SECTION SHEET 12	SHEET 30 OF 62



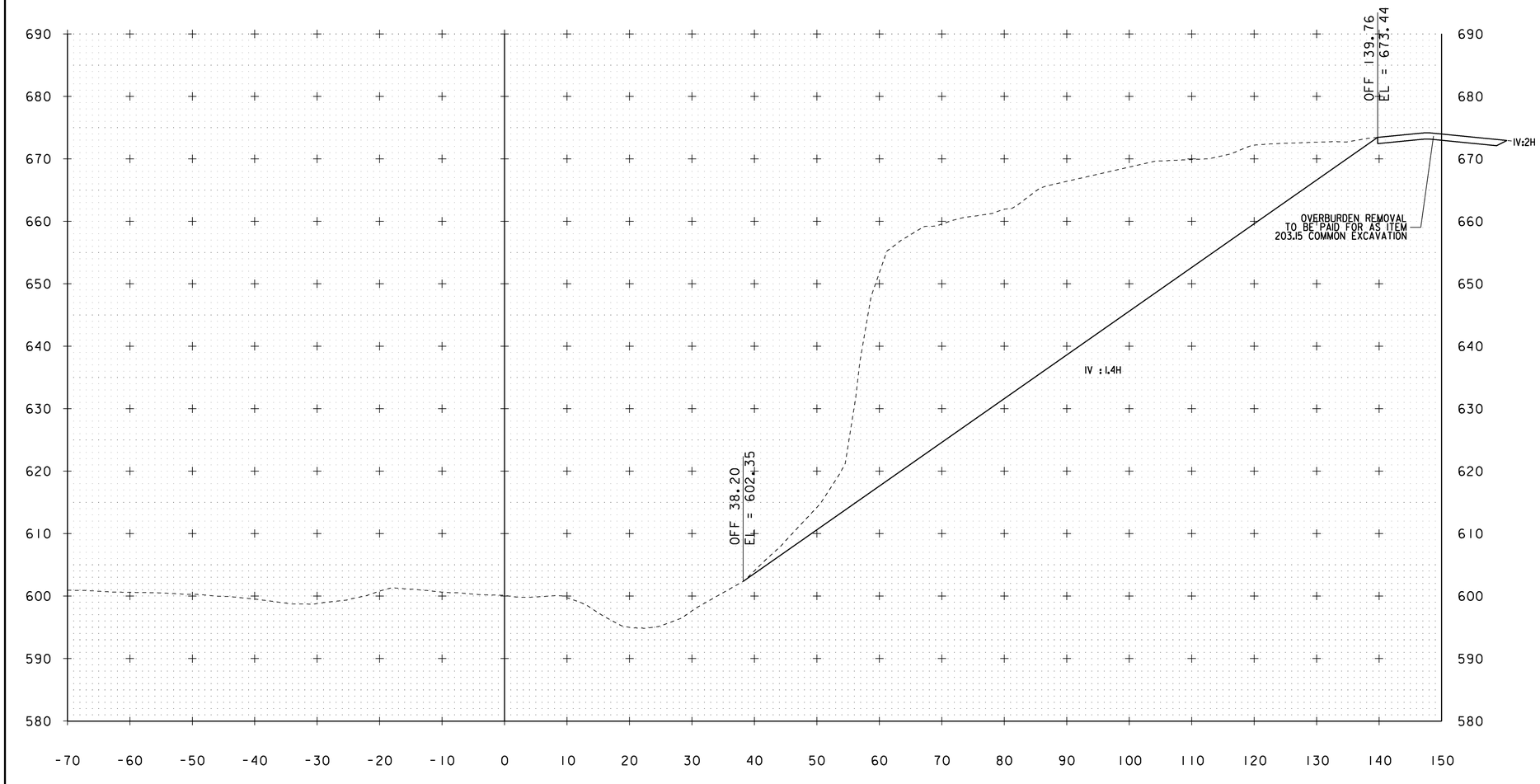
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STA. 315+00

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PROJECT NUMBER: NH 028-2(9)	
FILE NAME: 11b066\Design\d11b066xs.dgn	PLOT DATE: 24-MAY-2013
PROJECT LEADER: P. PELOQUIN	DRAWN BY: P. PELOQUIN
DESIGNED BY: P. PELOQUIN	CHECKED BY: A. BOMBARDIER
CROSS SECTION SHEET 13	SHEET 31 OF 62



315+25

RAMP B

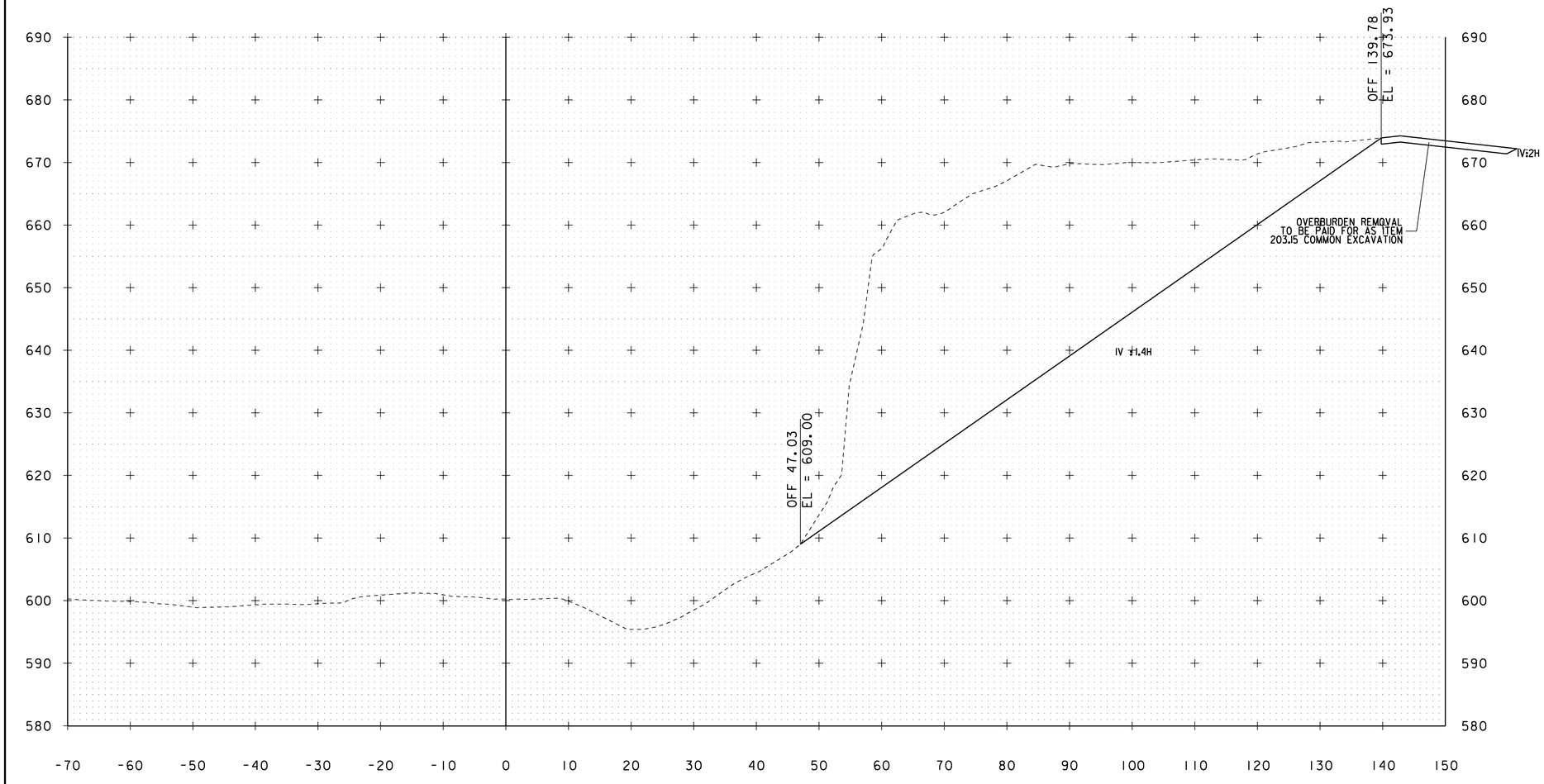
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PROJECT NAME: MONTPELIER
PROJECT NUMBER: NH 028-2(9)

FILE NAME: IIb066\Design\dIIb066xs.dgn
PROJECT LEADER: P. PELOQUIN
DESIGNED BY: P. PELOQUIN
CROSS SECTION SHEET 14

PLOT DATE: 24-MAY-2013
DRAWN BY: P. PELOQUIN
CHECKED BY: A. BOMBARDIER
SHEET 32 OF 62



315+50

RAMP B

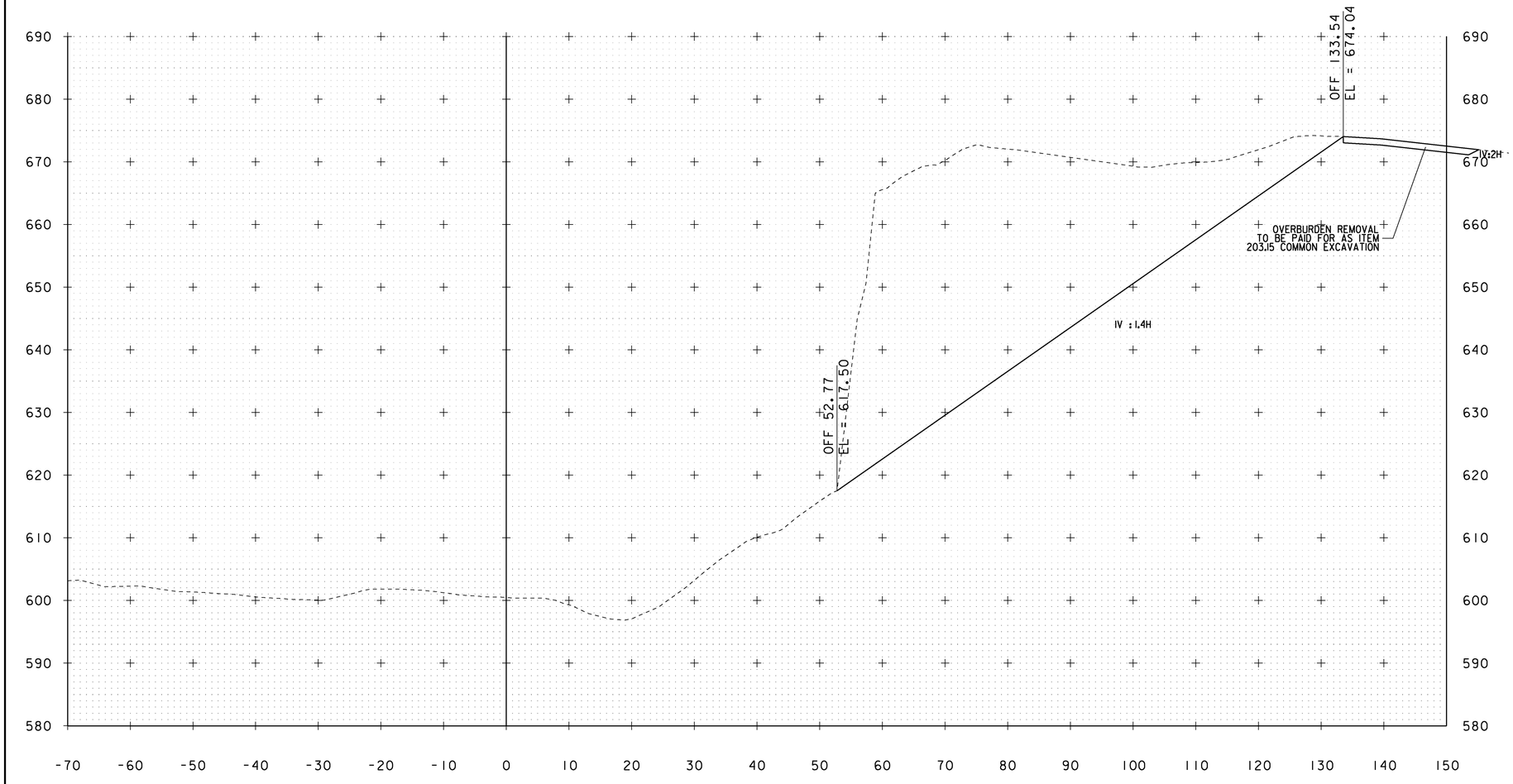
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PROJECT NUMBER: NH 028-2(9)

FILE NAME: llb066\Design\dllb066xs.dgn
PROJECT LEADER: P. PELOQUIN
DESIGNED BY: P. PELOQUIN
CROSS SECTION SHEET 15

PLOT DATE: 24-MAY-2013
DRAWN BY: P. PELOQUIN
CHECKED BY: A. BOMBARDIER
SHEET 33 OF 62



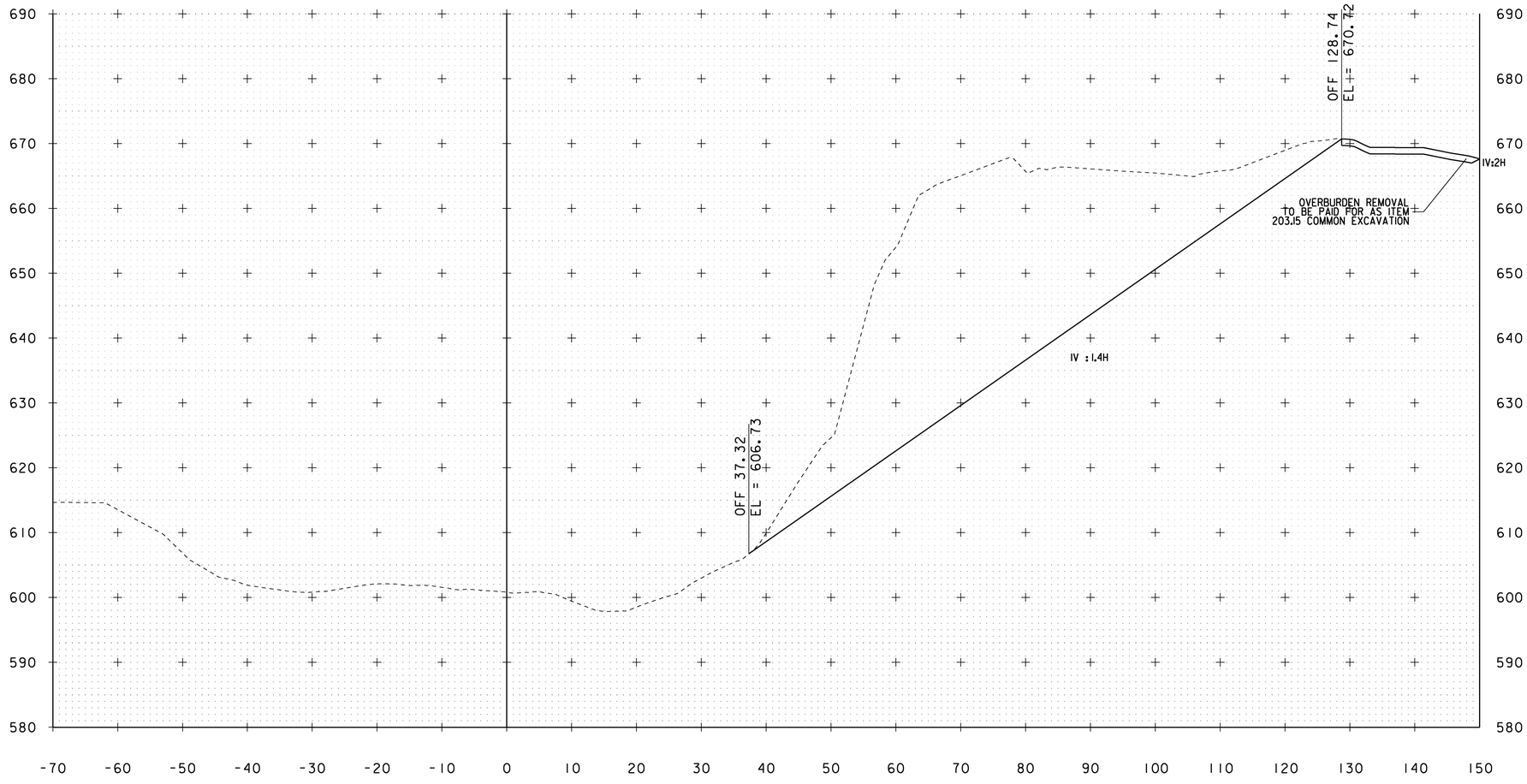
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PROJECT NUMBER: NH 028-2(9)	
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PROJECT LEADER: P. PELOQUIN	DRAWN BY: P. PELOQUIN
DESIGNED BY: P. PELOQUIN	CHECKED BY: A. BOMBARDIER
CROSS SECTION SHEET 16	SHEET 34 OF 62



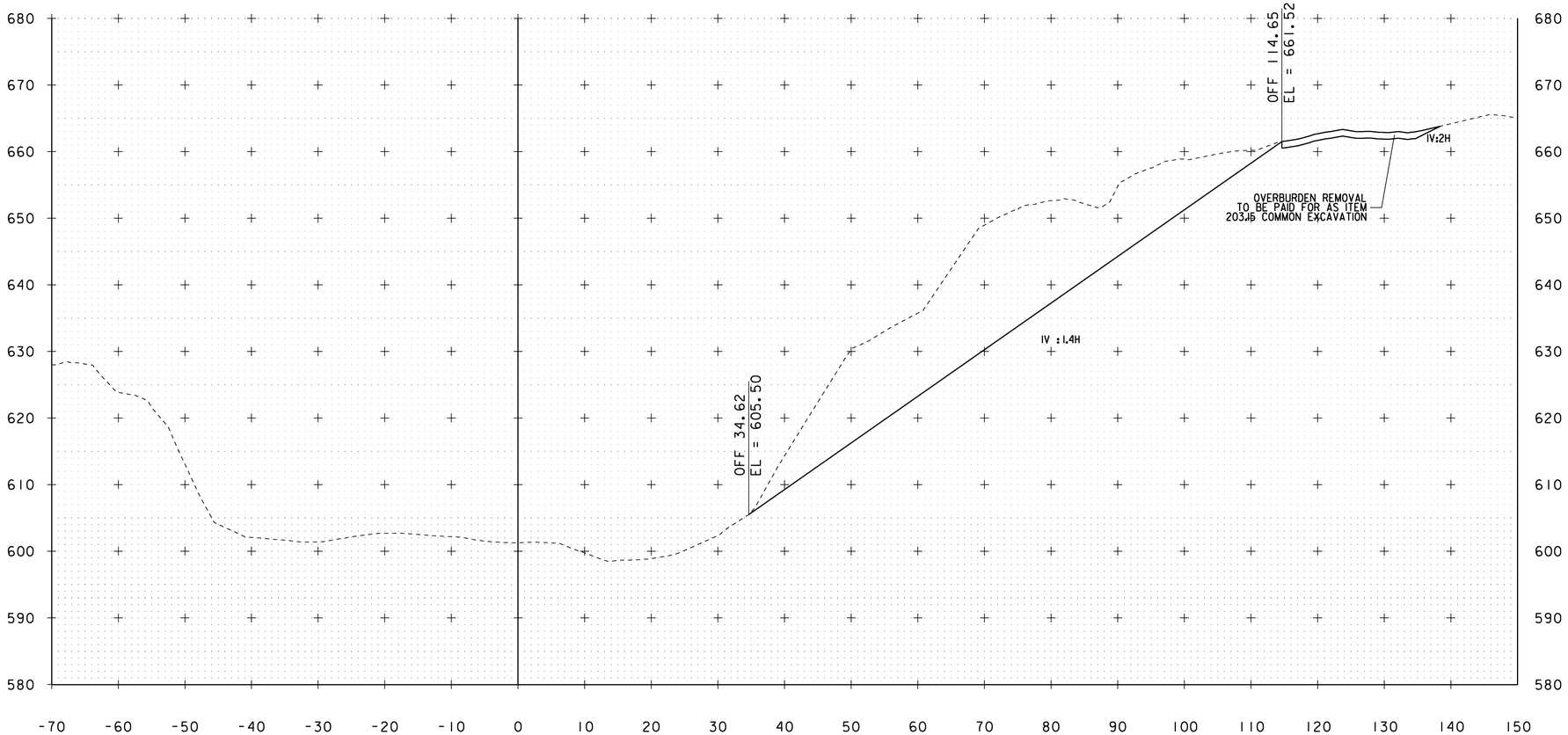
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PROJECT NUMBER: NH 028-2(9)	
FILE NAME: IIb066\Design\dIIb066xs.dgn	PLOT DATE: 24-MAY-2013
PROJECT LEADER: P. PELOQUIN	DRAWN BY: P. PELOQUIN
DESIGNED BY: P. PELOQUIN	CHECKED BY: A. BOMBARDIER
CROSS SECTION SHEET 17	SHEET 35 OF 62



316+25

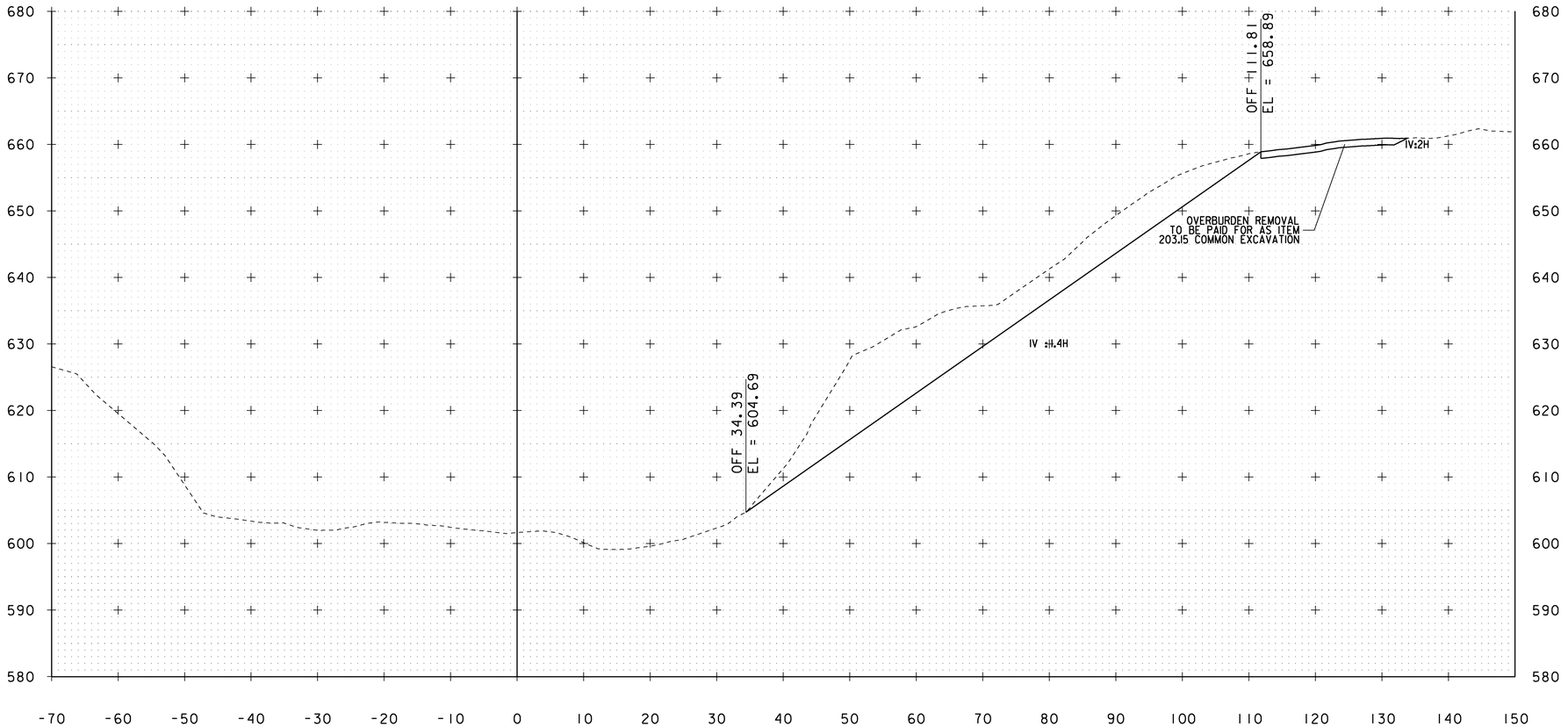
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PROJECT NAME: MONTPELIER	
PROJECT NUMBER: NH 028-2(9)	
FILE NAME: IIb066\Design\dIIb066xs.dgn	PLOT DATE: 24-MAY-2013
PROJECT LEADER: P. PELOQUIN	DRAWN BY: P. PELOQUIN
DESIGNED BY: P. PELOQUIN	CHECKED BY: A. BOMBARDIER
CROSS SECTION SHEET 18	SHEET 36 OF 62



316+50

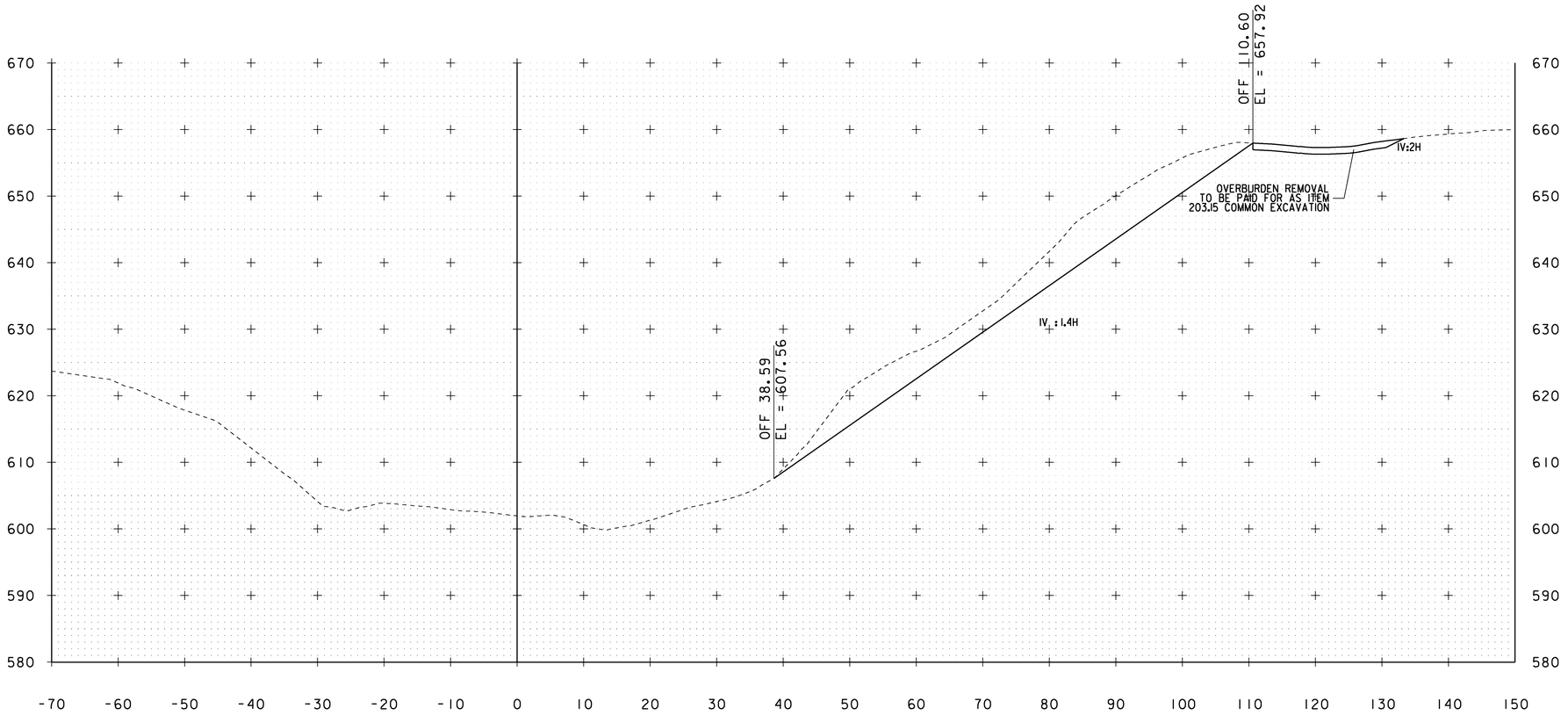
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PROJECT NAME: MONTPELIER	
PROJECT NUMBER: NH 028-2(9)	
FILE NAME: IIb066\Design\dIIb066xs.dgn	PLOT DATE: 24-MAY-2013
PROJECT LEADER: P. PELOQUIN	DRAWN BY: P. PELOQUIN
DESIGNED BY: P. PELOQUIN	CHECKED BY: A. BOMBARDIER
CROSS SECTION SHEET 19	SHEET 37 OF 62



316+75

RAMP B

0 10 20
SCALE

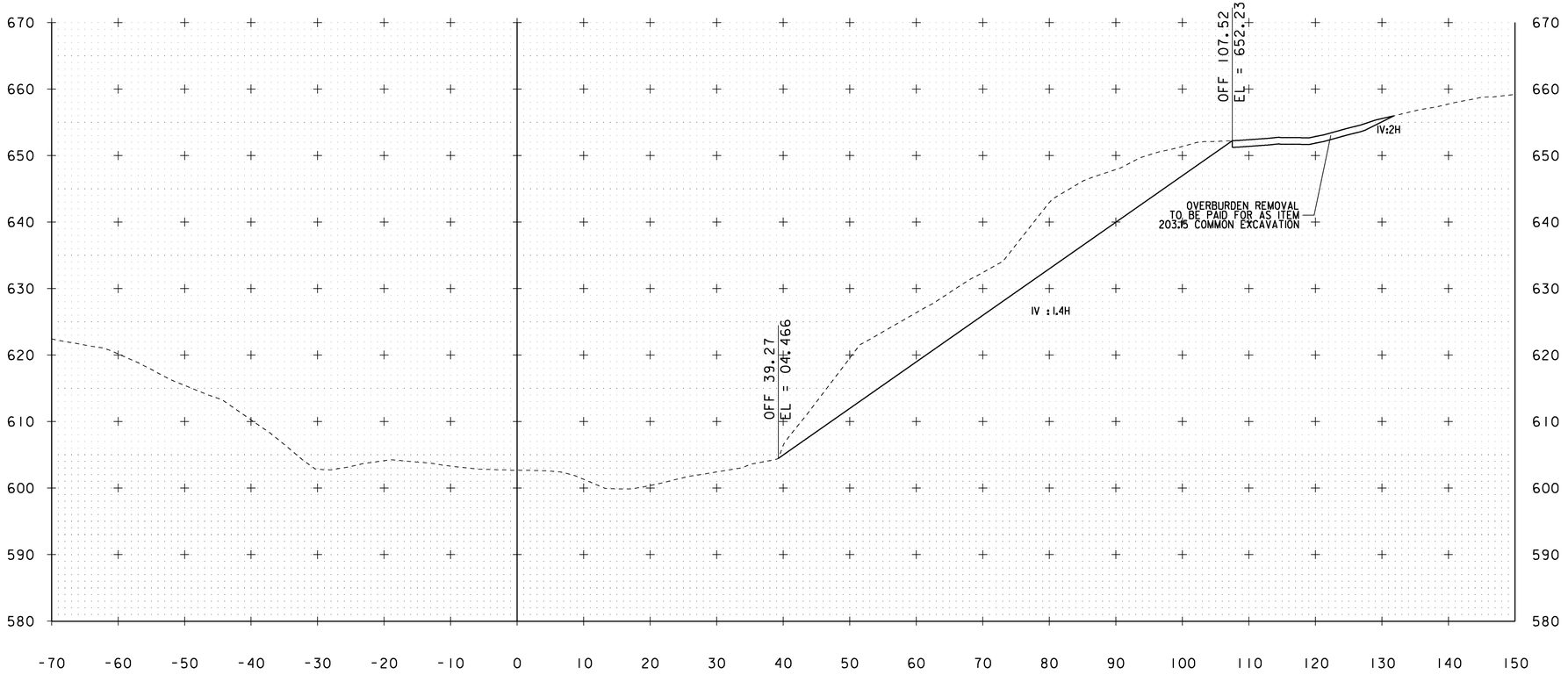
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PROJECT NAME: MONTPELIER
PROJECT NUMBER: NH 028-2(9)

FILE NAME: IIb066\Design\dIIb066xs.dgn
PROJECT LEADER: P. PELOQUIN
DESIGNED BY: P. PELOQUIN
CROSS SECTION SHEET 20

PLOT DATE: 24-MAY-2013
DRAWN BY: P. PELOQUIN
CHECKED BY: A. BOMBARDIER
SHEET 38 OF 62

320+25
END PROJECT



317+00
END SOLID ROCK EXCAVATION

RAMP B

0 10 20
SCALE

STA. 317+00

PROJECT NAME: MONTPELIER	
PROJECT NUMBER: NH 028-2(9)	
FILE NAME: IIb066\Design\dIIb066xs.dgn	PLOT DATE: 24-MAY-2013
PROJECT LEADER: P. PELOQUIN	DRAWN BY: P. PELOQUIN
DESIGNED BY: P. PELOQUIN	CHECKED BY: A. BOMBARDIER
CROSS SECTION SHEET 21	SHEET 39 OF 62

EPSC PLAN NARRATIVE

1.1 PROJECT DESCRIPTION

THIS PROJECT INVOLVES LEDGE REMOVAL WITHIN INTERCHANGE 8 OF I-89. RAMP A WILL INCLUDE HAND AND MACHINE SCALING, RAMP B AND THE MONTPELIER STATE HIGHWAY WILL INCLUDE HAND SCALING, MACHINE SCALING AND SOLID ROCK EXCAVATION. ALL THREE AREAS WILL INCLUDE CLEARING AND GRUBBING FROM THE EDGE OF PAVEMENT EXTENDING UP THE FACE OF LEDGE EXTENDING 20 FEET PAST THE FINAL CREST OF LEDGE.

NOTE: AREA OF DISTURBANCE INCLUDES LIMITS OF EARTH DISTURBANCE WITHIN THE PROJECT, AS WELL AS STAGING AREAS, (WASTE WILL BE TRANSPORTED TO THE VERMONT AGENCY OF TRANSPORTATION MIDDLESEX FACILITIES) OTHER EARTH DISTURBING ACTIVITIES WITHIN OR DIRECTLY ADJACENT TO THE PROJECT LIMITS AS SHOWN ON THE ATTACHED EPSC PLAN.

TOTAL AREA OF DISTURBANCE AS SHOWN ON THE ATTACHED EPSC PLAN IS APPROXIMATELY 1.993 ACRES.

IT IS ANTICIPATED THAT THIS PROJECT WILL LAST ONE CONSTRUCTION SEASON.

1.2 SITE INVENTORY

1.2.1 TOPOGRAPHY

THE TOPOGRAPHY OF THE AREA IS MODERATELY MOUNTAINOUS, MOSTELY WOODED WITH OCCASIONAL OPEN AREAS. THERE ARE POWER LINES LOCATED OVERHEAD OUTSIDE THE PROJECT LIMITS, WITH NO SUROUNDING COMMERCIAL OR RESIDENTIAL BUILDINGS.

1.2.2 DRAINAGE, WATERWAYS, BODIES OF WATER, AND PROXIMITY TO NATURAL OR MAN-MADE WATER FEATURES

THERE ARE NO IDENTIFIABLE WATER SOURCES ON THE PROJECT SITE, ONLY STORM WATER CONVEYANCE FEATRUES. THE CLOSEST RECEIVING WATER IS THE WINOOSKI RIVER. THE PROPERTY SURROUNDING THE PROJECT SITE CONSISTS OF MINIMAL STEEP SLOPES. DUE TO THE NATURE OF THE SURROUNDING TERRAIN THE PROJECT SITE COULD RECEIVE RUNOFF FROM NEARBY SLOPES.

1.2.3 VEGETATION

THE VEGETATION IN THE PROJECT AREA CONSISTS OF HARDWOOD AND SOFTWOOD TREES ALONG WITH UNDERGROWTH. THE IMPACT TO VEGETATION WILL BE LIMITED TO THAT WHICH IS DIRECTLY AFFECTED BY THE PLANNED REMOVAL OF LEDGE. DISTRUBED VEGETATION WILL BE REESTABLISHED WITH STANDARD SEEDING PRACTICES.

1.2.4 SOILS

ALL SOIL DATA CAME FROM THE U.S. DEPARTMENT OF AGRICULTURE SOIL CONSERVATION SERVICE FOR THE COUNTY OF WASHINGTON, VERMONT. SOILS ON THE PROJECT SITE ARE TUNBRIDGE-LYMAN COMPLEX, 15% TO 35% SLOPES, “K FACTOR” = .24/.28 AND ADAMS LOAMY FINE SAND, 8% TO 15% SLOPES, “K FACTOR” = 0.24/0.28. THE SOIL IS CONSIDERED MODERATELY ERODIBLE DUE TO SIGNIFICANT SLOPES.

NOTE: K-VALUES GENERALLY INDICATE THE FOLLOWING:
0.0-0.23 = LOW EROSION POTENTIAL
0.24-0.36 = MODERATE EROSION POTENTIAL
0.37 AND HIGHER = HIGH EROSION POTENTIAL

1.2.5 SENSITIVE RESOURCE AREAS

CRITICAL HABITATS: NO
HISTORICAL OR ARCHEOLOGICAL AREAS: NO
PRIME AGRICULTURAL LAND: NO
THREATENED AND ENDANGERED SPECIES: NO
WATER RESOURCE: NO
WETLANDS: NO

1.3 RISK EVALUATION

THIS PROJECT FALLS UNDER THE JURISDICTION OF GENERAL PERMIT 3-9020 FOR STORMWATER RUNOFF FROM CONSTRUCTION SITES FOR LOW RISK PROJECTS. ANY MODIFICATIONS TO THE PROJECT THAT INCREASE THE RISK TO ENVIRONMENTAL RESOURCES SHALL BE EVALUATED IN ACCORDANCE WITH THE PERMIT REQUIREMENTS. THE CONTRACTOR WILL BE RESPONSIBLE FOR ANY ADDITIONAL PERMITTING.

1.4 EROSION PREVENTION AND SEDIMENT CONTROL

THE EROSION CONTROL PLANS ARE MEANT AS A GUIDELINE FOR PREVENTING EROSION AND CONTROLLING SEDIMENT TRANSPORT. THE PRINCIPLES OUTLINED IN THIS NARRATIVE CONSIST OF APPLYING MEASURES THROUGHOUT CONSTRUCTION OF THE PROJECT IN ORDER TO MINIMIZE SEDIMENT TRANSPORT TO THE RECEIVING WATERS. THE MEASURES INCLUDE STABILIZATION AND STRUCTURAL PRACTICES, STORM WATER CONTROLS AND OTHER POLLUTION PREVENTION PRACTICES. THEY HAVE BEEN PROPOSED BY THE DESIGNER AS A BASIS FOR PROTECTING RESOURCES AND WILL NEED TO BE BUILT UPON BASED ON THE SPECIFIC MEANS AND METHODS OF THE CONTRACTOR. REFER TO THE LOW RISK SITE HANDBOOK AND APPROPRIATE DETAIL SHEETS FOR SPECIFIC GUIDANCE AND CONSTRUCTION DETAILING.

ALL MEASURES SHALL BE REGULARLY MAINTAINED AND SHALL BE CHECKED FOR SEDIMENT BUILD-UP. SEDIMENT SHALL BE DISPOSED OF AT AN APPROVED SITE WHERE IT WILL NOT BE SUBJECT TO EROSION.

1.4.1 MARK SITE BOUNDARIES

SITE BOUNDARIES AND AREAS CONSTRUCTION EQUIPMENT CAN ACCESS SHALL BE DELINEATED.

PROJECT DEMARCATION FENCING (PDF) SHALL BE USED TO PHYSICALLY MARK SITE BOUNDARIES. BECAUSE THIS PROJECT FALLS UNDER THE CGP 3-9020, BARRIER FENCE SHALL BE USED INSTEAD OF PROJECT DEMARCATION FENCE WITHIN 100 FEET OF A WATER RESOURCE (STREAM, BROOK, LAKE, POND, WETLAND, ETC).

1.4.2 LIMIT DISTURBANCE AREA

PREVENTING INITIAL SOIL EROSION BY MINIMIZING THE EXPOSED AREA IS MUCH MORE EFFECTIVE THAN TREATING ERODED SEDIMENT. EARTH DISTURBANCE CAN BE MINIMIZED THROUGH CONSTRUCTION PHASING BY ONLY OPENING UP EARTH AS NECESSARY. THIS CAN LIMIT THE AREA THAT WILL BE DISTURBED AND EXPOSED TO EROSION. EMPLOY TEMPORARY CONSTRUCTION STABILIZATION PRACTICES IN INCREMENTAL STAGES AS PHASES CHANGE. FOR PROJECTS WHICH FALL UNDER THE CONSTRUCTION GENERAL PERMIT, ONLY THE ACREAGE LISTED ON THE PERMIT AUTHORIZATION MAY BE EXPOSED AT ANY GIVEN TIME.

MAINTAINING VEGETATED BUFFERS ALONG STREAM BANKS, WETLANDS OR OTHER SENSITIVE AREAS IS A CRUCIAL EROSION AND SEDIMENT CONTROL MEASURE THAT SHOULD BE ESTABLISHED WHEREVER POSSIBLE.

1.4.3 SITE ENTRANCE/EXIT STABILIZATION

TRACKING OF SEDIMENT ONTO PUBLIC HIGHWAYS SHALL BE MNIMIZED TO REDUCE THE POTENTIAL FOR RUNOFF ENTERING RECEIVING WATERS. INSTALLATION SHALL COINCIDE WITH THE CONTRACTOR’S PROGRESS SCHEDULE.

STABILIZED CONSTRUCTION ENTRANCES SHALL BE INSTALLED AS PROPOSED ON THE EPSC PLAN AND ANYWHERE EQUIPMENT WILL BE GOING FROM AREAS OF EXPOSED SOILS TO PAVED SURFACES.

1.4.4 INSTALL SEDIMENT BARRIERS

SEDIMENT BARRIERS SHALL BE UTILIZED TO INTERCEPT RUNOFF AND ALLOW SUSPENDED SEDIMENT TO SETTLE OUT. THEY SHALL BE INSTALLED PRIOR TO ANY UP SLOPE WORK.

SILT FENCE AND FILTER FABRIC DROP INLET PROTECTION WILL BE INSTALLED AS PROPOSED ON THE EPSC PLAN. BECAUSE THIS PROJECT FALLS UNDER THE CGP 3-9020, WOVEN WIRE REINFORCED SILT FENCE SHALL BE USED INSTEAD OF SILT FENCE WITHIN 100 FEET UPSLOPE OF RECEIVING WATERS.

1.4.5 DIVERT UPLAND RUNOFF

DIVERSIONARY MEASURES SHALL BE USED TO INTERCEPT RUNOFF FROM ABOVE THE CONSTRUCTION AND DIRECT IT AROUND THE DISTURBED AREA SO THAT CLEAN WATER DOES NOT BECOME MUDDIED WHILE TRAVELING OVER EXPOSED SOILS ON THE CONSTRUCITON SITE.

THE PROJECT AREA IS REALTIVELY FLAT. THERFORE IT IS NOT ANTICPIATED THAT DIVERSION MEASURES WILL BE NECESSARY.

1.4.6 SLOW DOWN CHANNELIZED RUNOFF

CHECK STRUCTURES SHALL BE UTILIZED TO REDUCE THE VELOCITY, AND THUS THE EROSIVE POTENTIAL, OF CONCENTRATED FLOW IN CHANNELS.

THE PROJECT AREA IS REALTIVELY FLAT. THERFORE IT IS NOT ANTICPIATED THAT SLOWING DOWN CHANNELIZED RUNOFF WILL BE NEEDED.

1.4.7 CONSTRUCT PERMANENT CONTROLS

PERMANENT STORMWATER TREATMENT DEVICES SHALL BE INSTALLED AS SHOWN ON THE PLANS AND IN ACCORDANCE WITH PERMIT CONDITIONS.

1.4.8 STABILIZE EXPOSED SOILS DURING CONSTRUCTION

ALL AREAS OF DISTURBANCE MUST HAVE TEMPORARY STABILIZATION IN PLACE WITHIN 48 HOURS OF DISTURBANCE OR IN ACCORDANCE WITH THE CONSTRUCTION GENERAL PERMIT 3-9020 AUTHORIZATION.

SURFACE ROUGHENING OF ALL EXPOSED SLOPES, COMBINED WITH TEMPORARY MULCHING, SHALL BE UTILIZED ON A REGULAR BASIS. BIODEGRADABLE EROSION CONTROL MATTING OR AN EQUIVALENT SHALL BE USED TO STABILIZE ALL SLOPES STEEPER THAN 1:3.

THE FORECAST OF RAINFALL EVENTS SHALL TRIGGER IMMEDIATE PROTECTION OF EXPOSED SOILS.

1.4.9 WINTER STABILIZATION

VARIOUS MEASURES SPECIFIC TO WINTER MAY BE NECESSARY SHOULD THE PROJECT EXTEND INTO WINTER (OCTOBER 15 THROUGH APRIL 15). REFER TO THE LOW RISK SITE HANDBOOK FOR GUIDANCE.

1.4.10 STABILIZE SOIL AT FINAL GRADE

EXPOSED SOIL MUST BE STABILIZED WITHIN 48 HOURS OF REACHING FINAL GRADE.

SEED, MULCH, FERTILIZER AND LIME SHALL BE USED TO ESTABLISH PERMANENT VEGETATION. FOR SLOPES STEEPER THAN 1:3, BIODEGRADABLE EROSION CONTROL MATTING OR AN EQUIVALENT SHALL BE USED INSTEAD OF MULCH.

1.4.11 DE-WATERING ACTIVITIES

DISCHARGE FROM DEWATERING ACTIVITIES THAT FLOWS OFF OF THE CONSTRUCTION SITE MUST NOT CAUSE OR CONTRIBUTE TO A VIOLATION OF THE VERMONT WATER QUALITY STANDARDS.

DE-WATERING ACTIVITIES ARE NOT ANTICIPATED.

1.4.12 INSPECT YOUR SITE

INSPECT THE PROJECT SITE BASED ON SPECIAL PROVISION REQUIREMENTS OR CONSTRUCTION GENERAL PERMIT AUTHORIZATION STIPULATIONS.

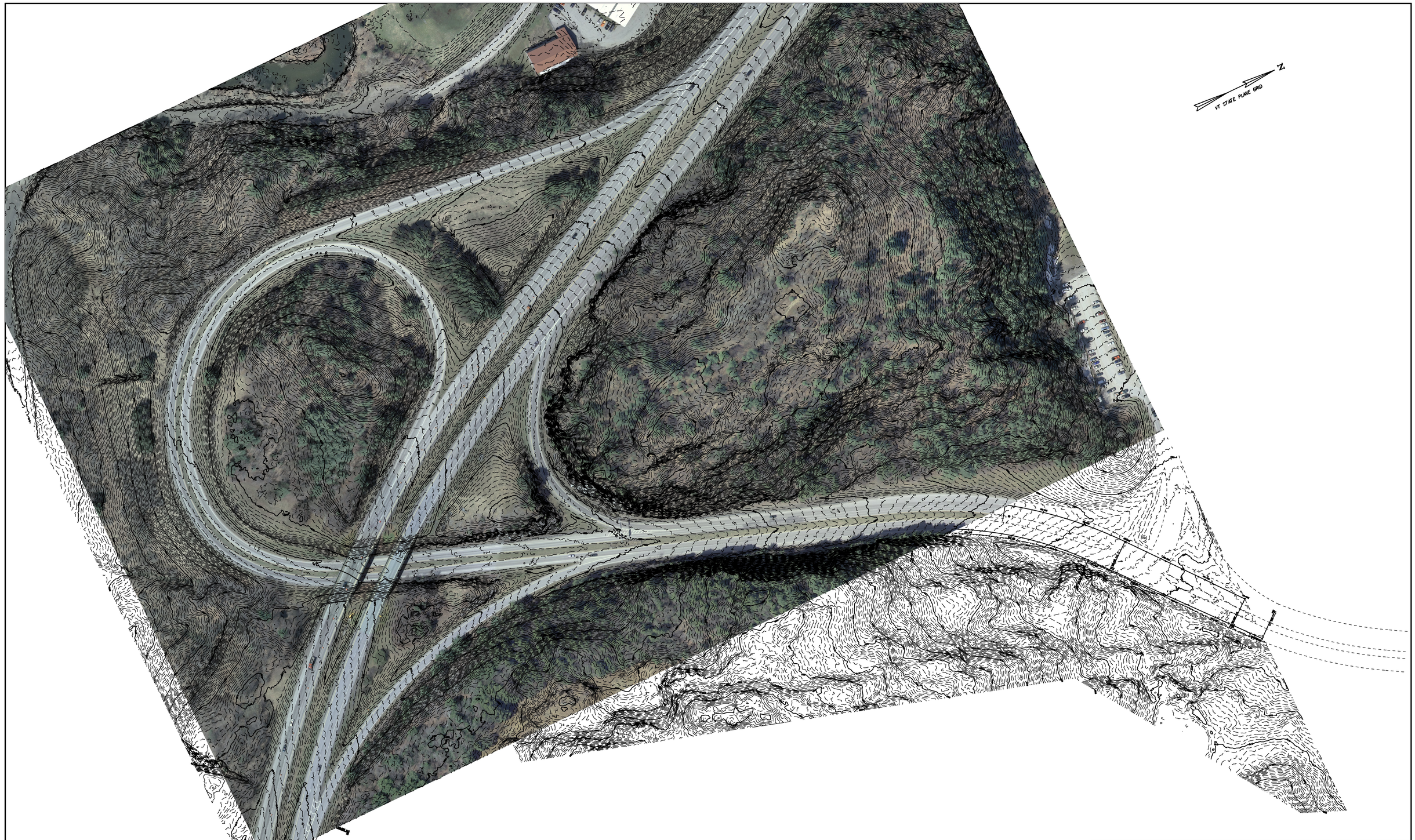
1.5 SEQUENCE AND STAGING

THIS SECTION WILL BE DEVELOPED BY THE CONTRACTOR USING THE GUIDANCE OUTLINED IN THE VTRANS EPSC PLAN CONTRACTOR CHECKLIST.

1.5.1 CONSTRUCTION SEQUENCE

1.5.2 OFF-SITE ACTIVITIES

IN ADDITION TO THE CONTRACTOR CHECKLIST ANY ACTIVITIES OUTSIDE THE CONSTRUCTION LIMITS SHALL FOLLOW SUBSECTIONS 105.25- 105.29 OF THE STANDARD SPECIFICATIONS FOR CONSTRUCTION.



FOR INFORMATION ONLY

EXISTING CONDITIONS LAYOUT SHEET 1

0 100 200

SCALE IN FEET

PROJECT NAME:	MONTPELIER
PROJECT NUMBER:	NH 028-2(9)

FILE NAME: IIb066\Design\dIIb066env.dgn	PLOT DATE: 24-MAY-2013
PROJECT LEADER: P. PELOQUIN	DRAWN BY: P. PELOQUIN
DESIGNED BY: P. PELOQUIN	CHECKED BY: A. BOMBARDIER
EXISTING CONDITIONS LAYOUT SHEET 1	SHEET 41 OF 62



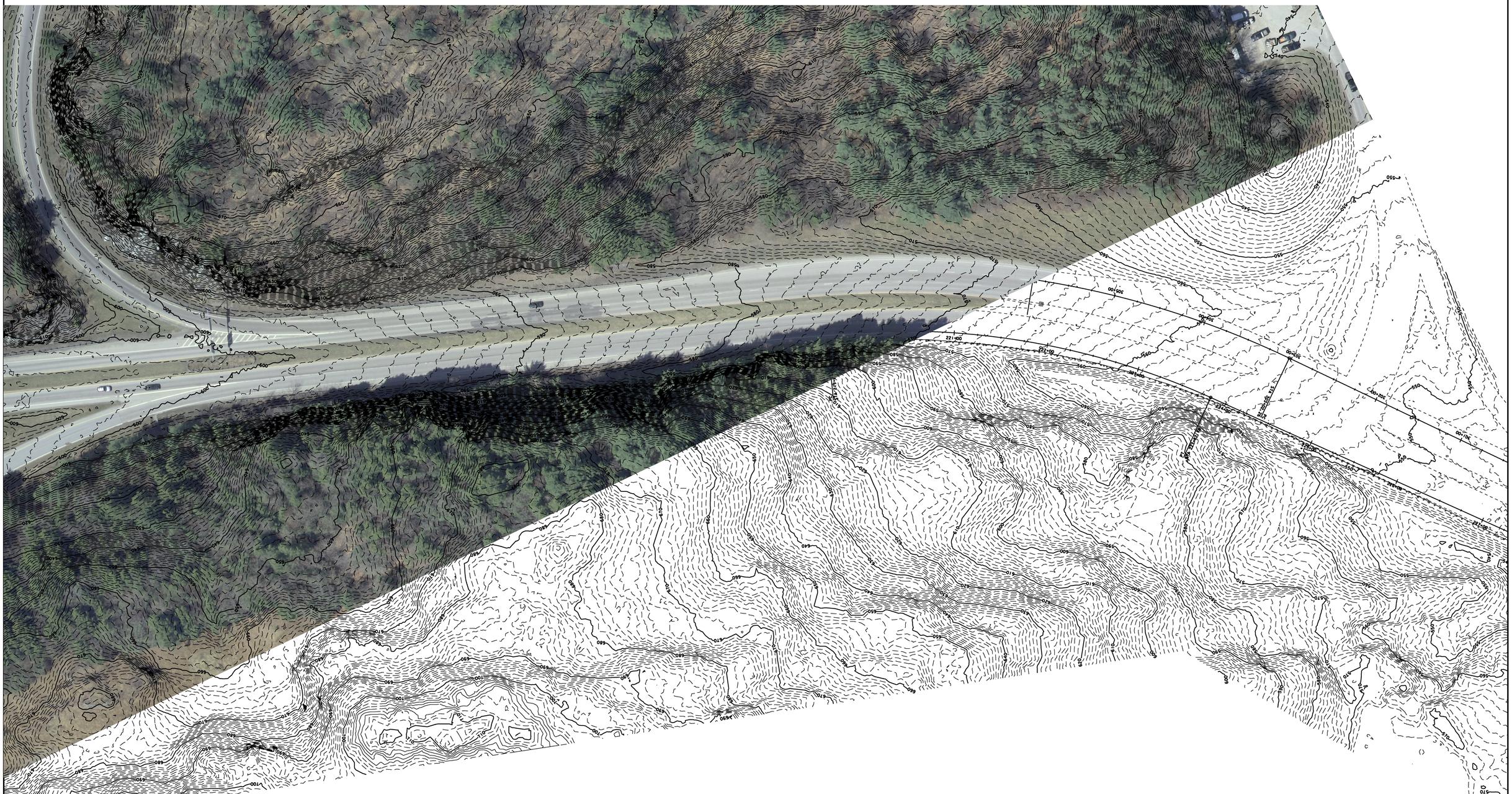
FOR INFORMATION ONLY

EXISTING CONDITIONS LAYOUT SHEET 2

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SCALE IN FEET

PROJECT NAME: MONTPELIER	
PROJECT NUMBER: NH 028-2(9)	
FILE NAME: IIb066\Design\dIIb066env.dgn	PLOT DATE: 24-MAY-2013
PROJECT LEADER: P. PELOQUIN	DRAWN BY: P. PELOQUIN
DESIGNED BY: P. PELOQUIN	CHECKED BY: A. BOMBARDIER
EXISTING CONDITIONS LAYOUT SHEET 2	SHEET 42 OF 62



FOR INFORMATION ONLY

EXISTING CONDITIONS LAYOUT SHEET 3

0 50 100

SCALE IN FEET

PROJECT NAME:	MONTPELIER
PROJECT NUMBER:	NH 028-2(9)

FILE NAME: llb066\Design\dllb066env.dgn	PLOT DATE: 24-MAY-2013
PROJECT LEADER: P. PELOQUIN	DRAWN BY: P. PELOQUIN
DESIGNED BY: P. PELOQUIN	CHECKED BY: A. BOMBARDIER
EXISTING CONDITIONS LAYOUT SHEET 3	SHEET 43 OF 62

653.20 - TEMPORARY EROSION MATTING
MSH STA 101+75 LT TO MSH STA 104+75 LT

653.40 - INLET PROTECTION DEVICE, TYPE I
MSH STA 105+38 LT
MSH STA 105+84 LT

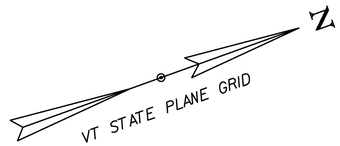
653.55 - PROJECT DEMARCATION FENCE
MSH STA 101+70 LT TO MSH STA 104+80 LT

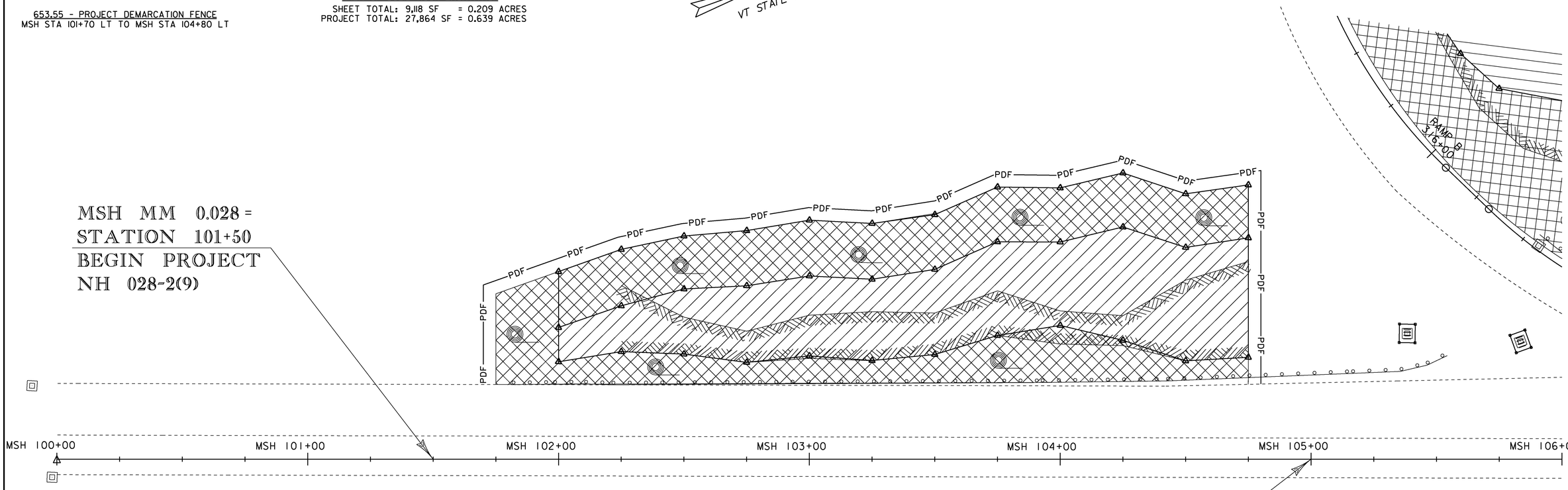
AREA OF DISTURBANCE

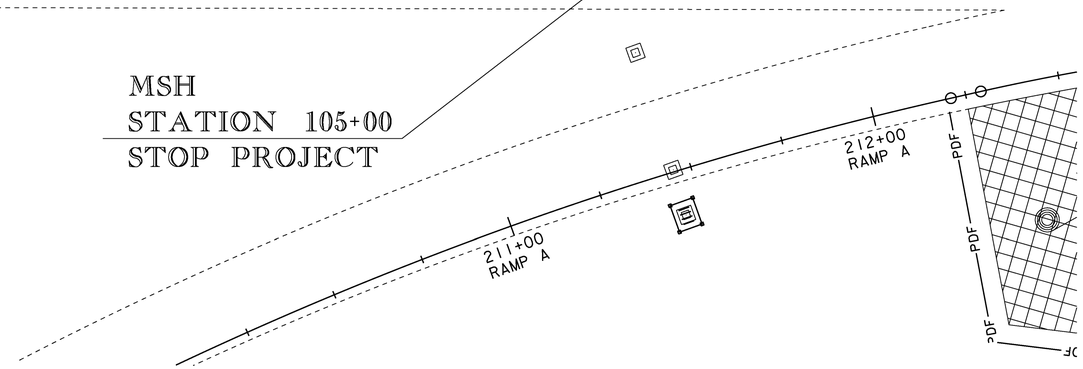
CREST OF LEDGE:	5,998 SF	= 0.138 ACRES
DITCH:	3,445 SF	= 0.079 ACRES
ACCESS:	1,016 SF	= 0.023 ACRES
SHEET TOTAL:	10,459 SF	= 0.240 ACRES
PROJECT TOTAL:	86,811 SF	= 1.993 ACRES

AREA OF SOLID ROCK EXCAVATION

SHEET TOTAL:	9,118 SF	= 0.209 ACRES
PROJECT TOTAL:	27,864 SF	= 0.639 ACRES







LEGEND

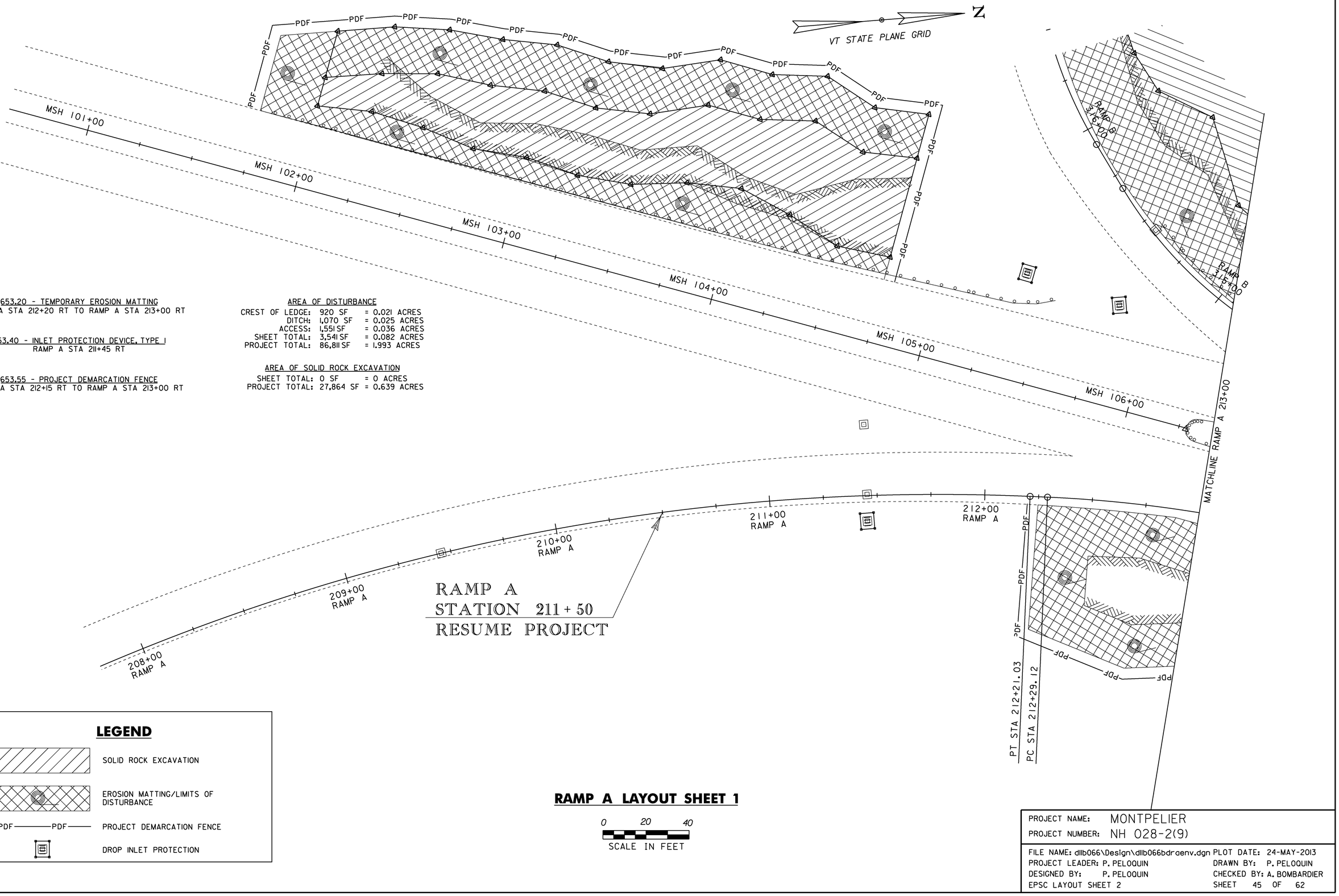
- SOLID ROCK EXCAVATION
- EROSION MATTING/LIMITS OF DISTURBANCE
- PDF——PDF—— PROJECT DEMARCATION FENCE
- DROP INLET PROTECTION

MSH EPSC LAYOUT SHEET

0 20 40
SCALE IN FEET

PROJECT NAME:	MONTPELIER
PROJECT NUMBER:	NH 028-2(9)

FILE NAME: I1b066\Design\d1lb066bdrmshenv.dgn	PLOT DATE: 24-MAY-2013
PROJECT LEADER: P. PELOQUIN	DRAWN BY: P. PELOQUIN
DESIGNED BY: P. PELOQUIN	CHECKED BY: A. BOMBARDIER
EPSC LAYOUT SHEET 1	SHEET 44 OF 62



653.20 - TEMPORARY EROSION MATTING
RAMP A STA 212+20 RT TO RAMP A STA 213+00 RT

653.40 - INLET PROTECTION DEVICE, TYPE I
RAMP A STA 211+45 RT

653.55 - PROJECT DEMARCATION FENCE
RAMP A STA 212+15 RT TO RAMP A STA 213+00 RT

AREA OF DISTURBANCE

CREST OF LEDGE:	920 SF	= 0.021 ACRES
DITCH:	1,070 SF	= 0.025 ACRES
ACCESS:	1,551 SF	= 0.036 ACRES
SHEET TOTAL:	3,541 SF	= 0.082 ACRES
PROJECT TOTAL:	86,811 SF	= 1.993 ACRES

AREA OF SOLID ROCK EXCAVATION

SHEET TOTAL:	0 SF	= 0 ACRES
PROJECT TOTAL:	27,864 SF	= 0.639 ACRES

LEGEND

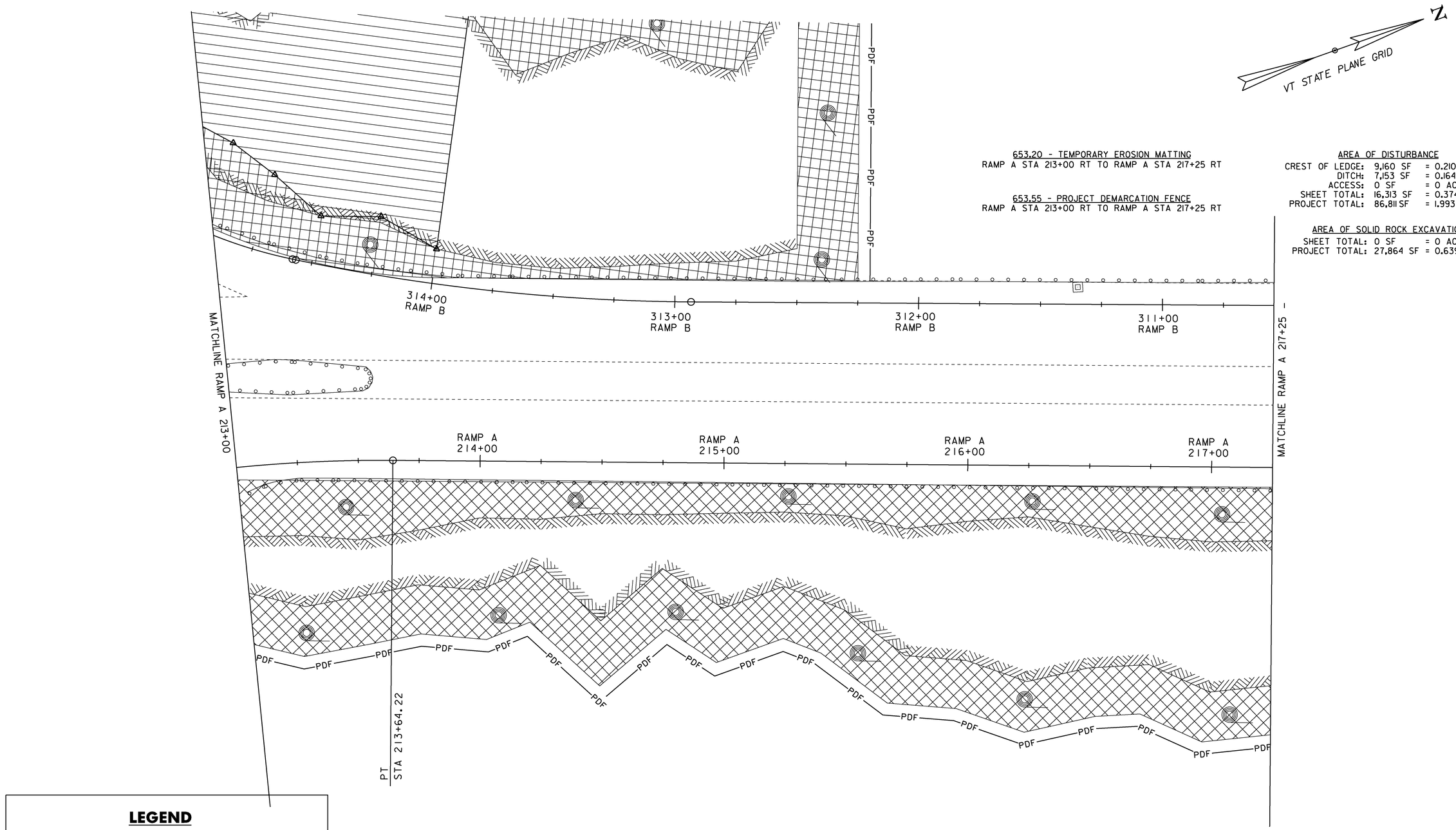
- SOLID ROCK EXCAVATION
- EROSION MATTING/LIMITS OF DISTURBANCE
- PDF——PDF—— PROJECT DEMARCATION FENCE
- DROP INLET PROTECTION

RAMP A LAYOUT SHEET 1

0 20 40
SCALE IN FEET

PROJECT NAME: MONTPELIER
PROJECT NUMBER: NH 028-2(9)

FILE NAME: dllb066\Design\dllb066bdraenv.dgn PLOT DATE: 24-MAY-2013
PROJECT LEADER: P. PELOQUIN DRAWN BY: P. PELOQUIN
DESIGNED BY: P. PELOQUIN CHECKED BY: A. BOMBARDIER
EPSC LAYOUT SHEET 2 SHEET 45 OF 62



653.20 - TEMPORARY EROSION MATTING
RAMP A STA 213+00 RT TO RAMP A STA 217+25 RT

653.55 - PROJECT DEMARCATION FENCE
RAMP A STA 213+00 RT TO RAMP A STA 217+25 RT

AREA OF DISTURBANCE

CREST OF LEDGE:	9,160 SF	= 0.210 ACRES
DITCH:	7,153 SF	= 0.164 ACRES
ACCESS:	0 SF	= 0 ACRES
SHEET TOTAL:	16,313 SF	= 0.374 ACRES
PROJECT TOTAL:	86,811 SF	= 1.993 ACRES

AREA OF SOLID ROCK EXCAVATION

SHEET TOTAL:	0 SF	= 0 ACRES
PROJECT TOTAL:	27,864 SF	= 0.639 ACRES

LEGEND

- SOLID ROCK EXCAVATION
- EROSION MATTING/LIMITS OF DISTURBANCE
- PDF——PDF—— PROJECT DEMARCATION FENCE
- DROP INLET PROTECTION

RAMP A LAYOUT SHEET 2

0 20 40
SCALE IN FEET

PROJECT NAME: MONTPELIER
PROJECT NUMBER: NH 028-2(9)

FILE NAME: dllb066\Design\dllb066bdraenv.dgn PLOT DATE: 24-MAY-2013
PROJECT LEADER: P. PELOQUIN DRAWN BY: P. PELOQUIN
DESIGNED BY: P. PELOQUIN CHECKED BY: A. BOMBARDIER
EPSC LAYOUT SHEET 3 SHEET 46 OF 62

653.20 - TEMPORARY EROSION MATTING
RAMP A STA 217+25 RT TO RAMP A STA 220+00 RT

653.55 - PROJECT DEMARCATION FENCE
RAMP A STA 217+25 RT TO RAMP A STA 220+05 RT

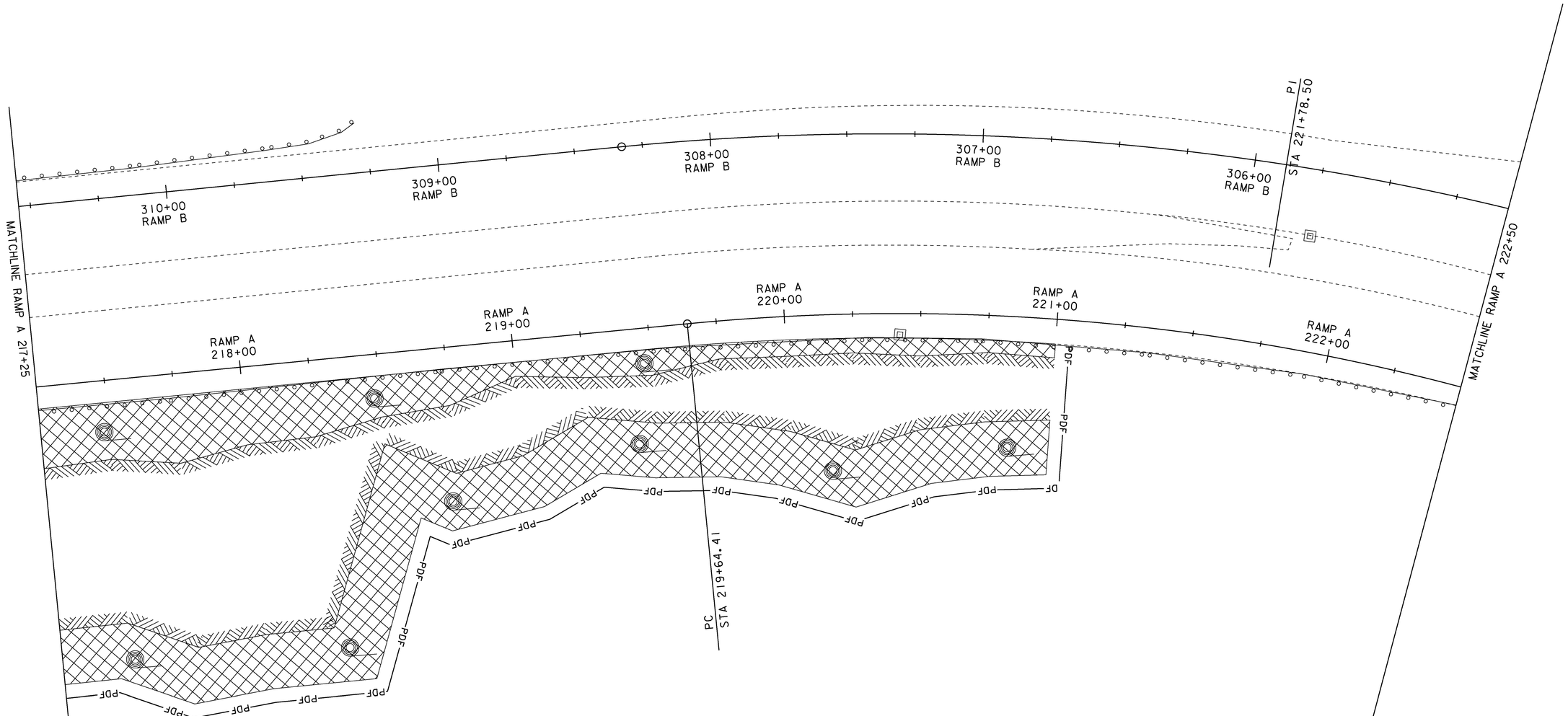
AREA OF DISTURBANCE

CREST OF LEDGE:	8,398 SF	= 0.193 ACRES
DITCH:	4,475 SF	= 0.103 ACRES
ACCESS:	0 SF	= 0 ACRES
SHEET TOTAL:	12,873 SF	= 0.296 ACRES
PROJECT TOTAL:	86,811 SF	= 1.993 ACRES

AREA OF SOLID ROCK EXCAVATION

SHEET TOTAL:	0 SF	= 0 ACRES
PROJECT TOTAL:	27,864 SF	= 0.639 ACRES

N
VT STATE PLANE GRID



LEGEND

- SOLID ROCK EXCAVATION
- EROSION MATTING/LIMITS OF DISTURBANCE
- PDF——PDF—— PROJECT DEMARCATION FENCE
- DROP INLET PROTECTION

RAMP A LAYOUT SHEET 3

0 20 40
SCALE IN FEET

PROJECT NAME: MONTPELIER
PROJECT NUMBER: NH 028-2(9)

FILE NAME: dllb066\Design\dllb066bdraenv.dgn PLOT DATE: 24-MAY-2013
PROJECT LEADER: P. PELOQUIN DRAWN BY: P. PELOQUIN
DESIGNED BY: P. PELOQUIN CHECKED BY: A. BOMBARDIER
EPSC LAYOUT SHEET 4 SHEET 47 OF 62

653.20 - TEMPORARY EROSION MATTING
RAMP A STA 223+50 RT TO RAMP A STA 225+25 RT

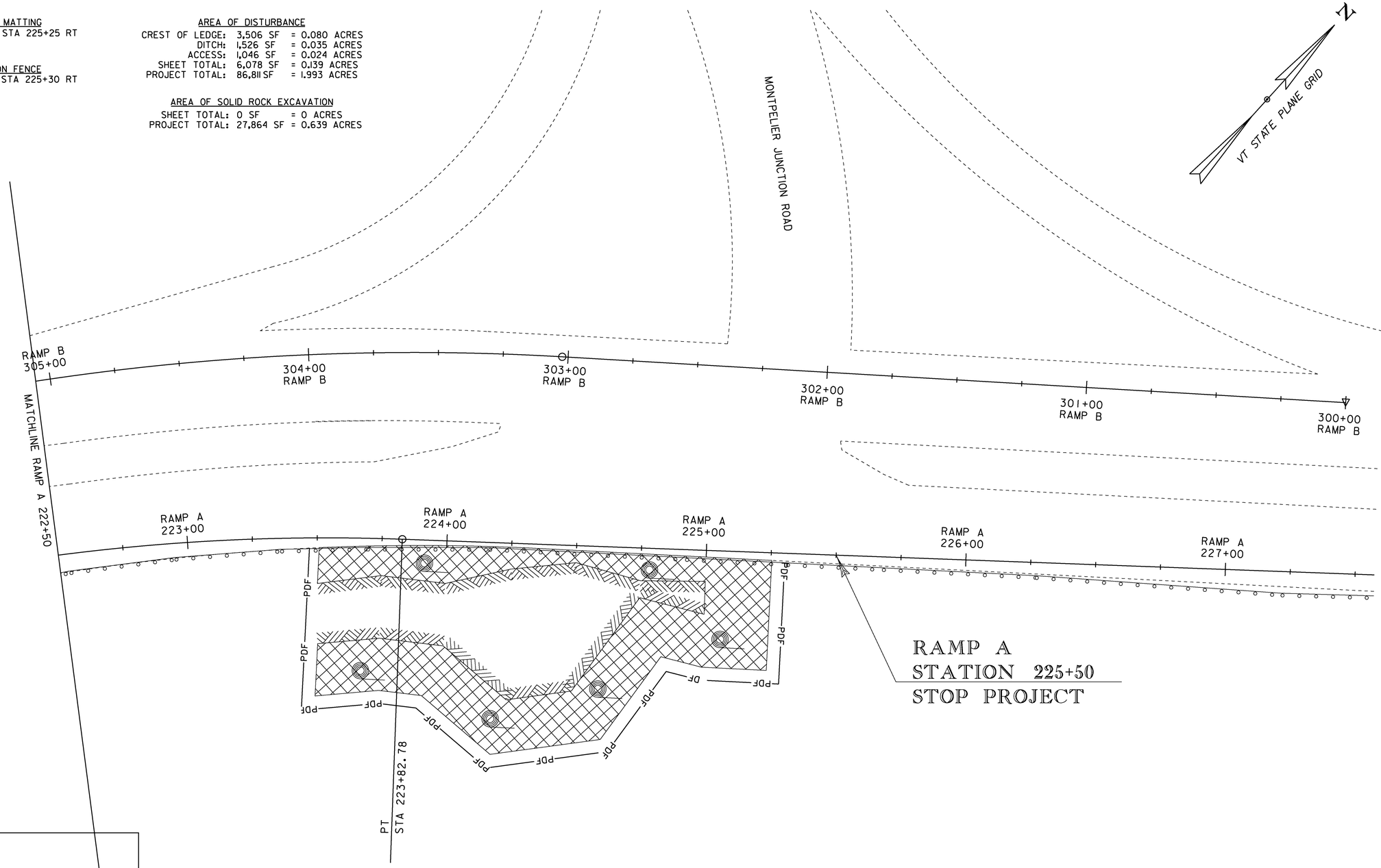
653.55 - PROJECT DEMARCATION FENCE
RAMP A STA 223+45 RT TO RAMP A STA 225+30 RT

AREA OF DISTURBANCE

CREST OF LEDGE:	3,506 SF	= 0.080 ACRES
DITCH:	1,526 SF	= 0.035 ACRES
ACCESS:	1,046 SF	= 0.024 ACRES
SHEET TOTAL:	6,078 SF	= 0.139 ACRES
PROJECT TOTAL:	86,811 SF	= 1.993 ACRES

AREA OF SOLID ROCK EXCAVATION

SHEET TOTAL:	0 SF	= 0 ACRES
PROJECT TOTAL:	27,864 SF	= 0.639 ACRES



LEGEND

- SOLID ROCK EXCAVATION
- EROSION MATTING/LIMITS OF DISTURBANCE
- PDF——PDF—— PROJECT DEMARCATION FENCE
- DROP INLET PROTECTION

RAMP A LAYOUT SHEET 4

0 20 40
SCALE IN FEET

PROJECT NAME: MONTPELIER
PROJECT NUMBER: NH 028-2(9)

FILE NAME: llb066\Design\dllb066bdraenv.dgn
PROJECT LEADER: P. PELOQUIN
DESIGNED BY: P. PELOQUIN
EPSC LAYOUT SHEET 5

PLOT DATE: 24-MAY-2013
DRAWN BY: P. PELOQUIN
CHECKED BY: A. BOMBARDIER
SHEET 48 OF 62

653.20 - TEMPORARY EROSION MATTING
RAMP B STA 312+25 RT TO RAMP B STA 320+00 RT

653.55 - PROJECT DEMARCATION FENCE
RAMP B STA 312+20 RT TO RAMP B STA 320+05 RT

AREA OF DISTURBANCE

CREST OF LEDGE:	13,159 SF	= 0.302 ACRES
DITCH:	19,891 SF	= 0.457 ACRES
ACCESS:	4,497 SF	= 0.103 ACRES
SHEET TOTAL:	37,547 SF	= 0.862 ACRES
PROJECT TOTAL:	86,811 SF	= 1.993 ACRES

AREA OF SOLID ROCK EXCAVATION

SHEET TOTAL:	37,547 SF	= 0.862 ACRES
PROJECT TOTAL:	27,864 SF	= 0.639 ACRES

RAMP B
STATION 320+25
END PROJECT
NH 028-2(9)

RAMP B
STATION 312+00
RESUME PROJECT

N
VT STATE PLANE GRID

RAMP B 321+00
PT STA 320+67.57
320+00 RAMP B
319+00 RAMP B
318+00 RAMP B
317+00 RAMP B
316+00 RAMP B
315+00 RAMP B
314+00 RAMP B
313+00 RAMP B
312+00 RAMP B
PI STA 319+32.35
PC STA 317+83.05
PT STA 317+82.51
PI STA 316+82.57
PC STA 315+91.94
PT STA 315+68.16
PC STA 314+56.62
PT STA 314+55.02
PI STA 313+93.35
STA 313+75.25
PI STA 315+74.60
MSH 106+00
RAMP A 215+00
RAMP A 214+00

PDF

LEGEND

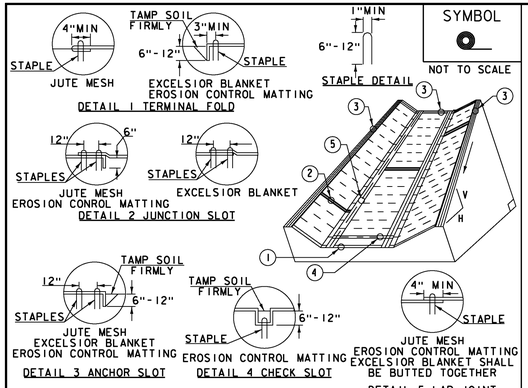
- SOLID ROCK EXCAVATION
- EROSION MATTING/LIMITS OF DISTURBANCE
- PDF——PDF PROJECT DEMARCATION FENCE
- DROP INLET PROTECTION

RAMP B EPSC LAYOUT SHEET

0 20 40
SCALE IN FEET

PROJECT NAME: MONTPELIER
PROJECT NUMBER: NH 028-2(9)

FILE NAME: dllb066\Design\dllb066bdrbenv.dgn PLOT DATE: 24-MAY-2013
PROJECT LEADER: P. PELOQUIN DRAWN BY: P. PELOQUIN
DESIGNED BY: P. PELOQUIN CHECKED BY: A. BOMBARDIER
EPSC LAYOUT SHEET 6 SHEET 49 OF 62



SYMBOL

NOT TO SCALE

CONSTRUCTION SPECIFICATIONS

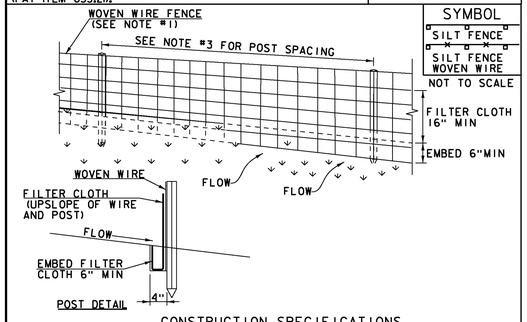
1. EROSION MATTING, CHECK SLOTS, SHALL BE SPACED IN DITCH CHANNEL SO THAT ONE OCCURS WITHIN EACH 50' ON SLOPES OF MORE THAN 4% AND LESS THAN 6%. ON SLOPES OF 6% OR MORE, THEY SHALL BE SPACED SO THAT ONE OCCURS WITHIN EACH 25'.
2. APPLY FERTILIZER, LIME SEED PRIOR TO PLACING MATTING.
3. STAPLES ARE TO BE PLACED ALTERNATELY, IN COLUMNS APPROXIMATELY 2' APART AND IN ROWS APPROXIMATELY 3' APART. APPROXIMATELY 175 STAPLES ARE REQUIRED PER 4'X225' ROLL OF MATERIAL AND 125 STAPLES ARE REQUIRED PER 4'X150' ROLL OF MATERIAL.
4. DISTURBED AREAS SHALL BE SMOOTHLY GRADED. EROSION CONTROL MATERIAL SHALL BE PLACED LOOSELY OVER GROUND SURFACE. DO NOT STRETCH.
5. ALL TERMINAL ENDS AND TRANSVERSE LAPS SHALL BE STAPLED AT APPROXIMATELY 12" INTERVALS.

ADAPTED FROM DETAILS PROVIDED BY: NEW YORK STATE DEC ORIGINALLY DEVELOPED BY USDA-NRCS VERMONT DEPARTMENT OF ENVIRONMENTAL CONSERVATION

ROLLED EROSION CONTROL PRODUCT (RECP) DITCH

NOTES:
REFER TO "THE VERMONT STANDARDS & SPECIFICATIONS FOR EROSION PREVENTION & SEDIMENT CONTROL -2006- " FROM THE VT AGENCY OF NATURAL RESOURCES FOR ADDITIONAL GUIDANCE.
THIS WORK SHALL BE PERFORMED IN ACCORDANCE WITH SECTION 653 AND AS SHOWN IN THE PLANS FOR TEMPORARY EROSION MATTING (PAY ITEM 653.20) ~~OR PERMANENT EROSION MATTING (PAY ITEM 653.21)~~.

REVISIONS		
MARCH 8, 2007	JMF
APRIL 16, 2007	WHF
JANUARY 13, 2009	WHF



SYMBOL

SILT FENCE

SILT FENCE WOVEN WIRE

NOT TO SCALE

CONSTRUCTION SPECIFICATIONS

1. WOVEN WIRE REINFORCED FENCE IS REQUIRED WITHIN 100' UPSLOPE OF RECEIVING WATERS WHEN THE PROJECT FALLS UNDER A CONSTRUCTION STORMWATER PERMIT. WOVEN WIRE SHALL BE A MIN. 14 GAUGE WITH A 6" MAX. MESH OPENING.
2. FILTER CLOTH SHALL BE EITHER FILTER X, MIRAFI100X, STABILINKA T140N OR APPROVED EQUIVALENT.
3. POST SPACING FOR WIRE-BACKED FENCE SHALL BE 10' MAXIMUM. FOR FILTER-CLOTH FENCE, WHEN ELONGATION IS >50%, POST SPACING SHALL NOT EXCEED 4' AND WHEN ELONGATION IS <50%, POST SPACING SHALL NOT EXCEED 6'.
4. WOVEN WIRE FENCE IS TO BE FASTENED SECURELY TO FENCE POSTS WITH WIRE TIES. FILTER CLOTH IS TO BE FASTENED SECURELY TO WOVEN WIRE FENCE WITH TIES SPACED EVERY 24" AT TOP AND MID SECTION.
5. WHEN TWO SECTIONS OF FILTER CLOTH ADJOIN EACH OTHER THEY SHALL BE OVER-LAPPED BY 6" AND FOLDED.
6. MAINTENANCE SHALL BE PERFORMED AS NEEDED AND MATERIAL REMOVED WHEN SEDIMENT REACHES HALF OF FABRIC HEIGHT.

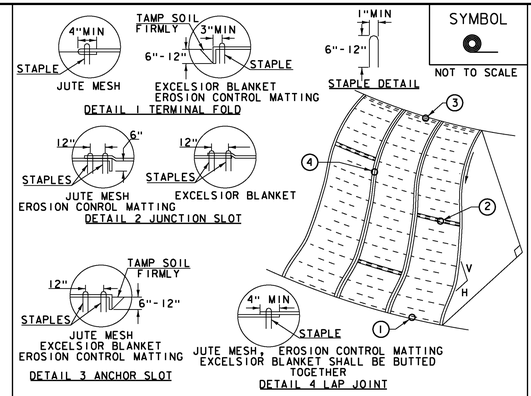
ADAPTED FROM DETAILS PROVIDED BY: NEW YORK STATE DEC ORIGINALLY DEVELOPED BY USDA-NRCS VERMONT DEPARTMENT OF ENVIRONMENTAL CONSERVATION

SILT FENCE

NOTES:
REFER TO "THE VERMONT STANDARDS & SPECIFICATIONS FOR EROSION PREVENTION & SEDIMENT CONTROL -2006- " FROM THE VT AGENCY OF NATURAL RESOURCES FOR ADDITIONAL GUIDANCE.

THIS WORK SHALL BE PERFORMED IN ACCORDANCE WITH SECTION 649 AND AS SHOWN IN THE PLANS FOR GEOTEXTILE FOR SILT FENCE (PAY ITEM 649.51) OR GEOTEXTILE FOR SILT FENCE, WOVEN WIRE REINFORCED (PAY ITEM 649.515).

REVISIONS		
MARCH 21, 2008	WHF
DECEMBER 11, 2008	WHF
JANUARY 13, 2009	WHF



SYMBOL

NOT TO SCALE

CONSTRUCTION SPECIFICATIONS

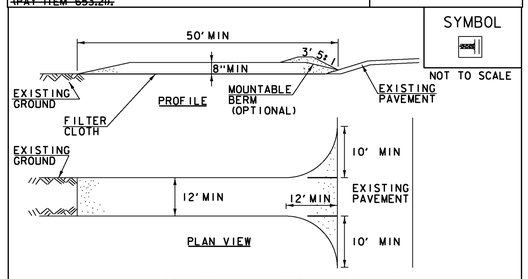
1. APPLY TO SLOPES GREATER THAN 3H: 1V OR WHERE NECESSARY TO AID IN ESTABLISHING VEGETATION.
2. APPLY FERTILIZER, LIME SEED PRIOR TO PLACING MATTING.
3. STAPLES ARE TO BE PLACED ALTERNATELY, IN COLUMNS APPROXIMATELY 2' APART AND IN ROWS APPROXIMATELY 3' APART. APPROXIMATELY 175 STAPLES ARE REQUIRED PER 4'X225' ROLL OF MATERIAL AND 125 STAPLES ARE REQUIRED PER 4'X150' ROLL OF MATERIAL.
4. DISTURBED AREAS SHALL BE SMOOTHLY GRADED. EROSION CONTROL MATERIAL SHALL BE PLACED LOOSELY OVER GROUND SURFACE. DO NOT STRETCH.
5. ALL TERMINAL ENDS AND TRANSVERSE LAPS SHALL BE STAPLED AT APPROXIMATELY 12" INTERVALS.

ADAPTED FROM DETAILS PROVIDED BY: NEW YORK STATE DEC ORIGINALLY DEVELOPED BY USDA-NRCS VERMONT DEPARTMENT OF ENVIRONMENTAL CONSERVATION

ROLLED EROSION CONTROL PRODUCT (RECP) SIDE SLOPE

NOTES:
REFER TO "THE VERMONT STANDARDS & SPECIFICATIONS FOR EROSION PREVENTION & SEDIMENT CONTROL -2006- " FROM THE VT AGENCY OF NATURAL RESOURCES FOR ADDITIONAL GUIDANCE.
THIS WORK SHALL BE PERFORMED IN ACCORDANCE WITH SECTION 653 AND AS SHOWN IN THE PLANS FOR TEMPORARY EROSION MATTING (PAY ITEM 653.20) ~~OR PERMANENT EROSION MATTING (PAY ITEM 653.21)~~.

REVISIONS		
APRIL 16, 2007	JMF
JANUARY 13, 2009	WHF



SYMBOL

NOT TO SCALE

CONSTRUCTION SPECIFICATIONS

1. STONE SIZE- USE 1-4" STONE, RECLAIMED OR RECYCLED CONCRETE EQUIVALENT.
2. LENGTH- NOT LESS THAN 50' (EXCEPT ON A SINGLE RESIDENCE LOT WHERE A 30' MINIMUM LENGTH APPLIES).
3. THICKNESS- NOT LESS THAN 8".
4. WIDTH- 12' MINIMUM, BUT NOT LESS THAN THE FULL WIDTH AT POINTS WHERE INGRESS OR EGRESS OCCURS. 24' IF SINGLE ENTRANCE TO SITE.
5. GEOTEXTILE MUST BE PLACED OVER THE ENTIRE AREA PRIOR TO PLACING STONE.
6. SURFACE WATER- ALL SURFACE WATER FLOWING OR DIVERTED TOWARD CONSTRUCTION ENTRANCES SHALL BE PIPED BENEATH THE ENTRANCE. IF PIPING IS IMPRACTICAL, A MOUNTABLE BERM WITH 5:1 SLOPES WILL BE PERMITTED.
7. MAINTENANCE- THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHTS-OF-WAY. ALL SEDIMENT SPILLED, DROPPED, WASHED OR TRACKED ONTO PUBLIC RIGHTS-OF-WAY MUST BE REMOVED IMMEDIATELY.
8. WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON AN AREA STABILIZED WITH STONE AND WHICH DRAINS INTO AN APPROVED SEDIMENT TRAPPING DEVICE.
9. PERIODIC INSPECTION AND NEEDED MAINTENANCE SHALL BE PROVIDED ACCORDING TO PERMIT REQUIREMENTS.

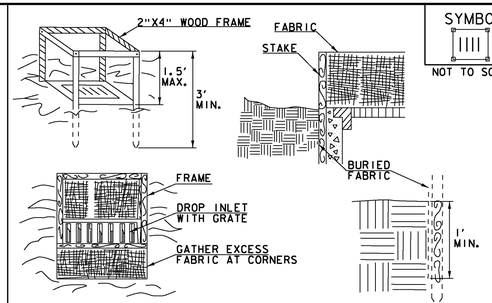
ADAPTED FROM DETAILS PROVIDED BY: NEW YORK STATE DEC ORIGINALLY DEVELOPED BY USDA-NRCS VERMONT DEPARTMENT OF ENVIRONMENTAL CONSERVATION

STABILIZED CONSTRUCTION ENTRANCE

NOTES:
REFER TO "THE VERMONT STANDARDS & SPECIFICATIONS FOR EROSION PREVENTION & SEDIMENT CONTROL -2006- " FROM THE VT AGENCY OF NATURAL RESOURCES FOR ADDITIONAL GUIDANCE.

THIS WORK SHALL BE PERFORMED IN ACCORDANCE WITH SECTION 653 FOR VEHICLE TRACKING PAD (PAY ITEM 653.35) OR AS SPECIFIED IN THE CONTRACT.

REVISIONS		
MARCH 24, 2008	WHF
JANUARY 13, 2009	WHF



SYMBOL

NOT TO SCALE

CONSTRUCTION SPECIFICATIONS

1. FILTER FABRIC SHALL HAVE AN APPARENT OPENING SIZE OF 40-85. BURLAP MAY BE USED FOR SHORT TERM APPLICATIONS.
2. CUT FABRIC FROM A CONTINUOUS ROLL TO ELIMINATE JOINTS. IF JOINTS ARE NEEDED THEY WILL BE OVERLAPPED TO THE NEXT STAKE.
3. STAKE MATERIALS WILL BE STANDARD 2"x 4" WOOD OR EQUIVALENT METAL WITH A MINIMUM LENGTH OF 3'.
4. SPACE STAKES EVENLY AROUND INLET 3' APART AND DRIVE A MINIMUM 18" DEEP. SPANS GREATER THAN 3' MAY BE BRIDGED WITH THE USE OF WIRE MESH BEHIND THE FILTER FABRIC FOR SUPPORT.
5. FABRIC SHALL BE EMBEDDED 1' MINIMUM BELOW GROUND AND BACKFILLED. IT SHALL BE SECURELY FASTENED TO THE STAKES AND FRAME.
6. A 2" x 4" WOOD FRAME SHALL BE COMPLETED AROUND THE CREST OF THE FABRIC FOR OVER FLOW STABILITY.
7. MAXIMUM DRAINAGE AREA 1 ACRE

ADAPTED FROM DETAILS PROVIDED BY: NEW YORK STATE DEC ORIGINALLY DEVELOPED BY USDA-NRCS VERMONT DEPARTMENT OF ENVIRONMENTAL CONSERVATION

FILTER FABRIC DROP INLET PROTECTION

NOTES:
REFER TO "THE VERMONT STANDARDS & SPECIFICATIONS FOR EROSION PREVENTION & SEDIMENT CONTROL -2006- " FROM THE VT AGENCY OF NATURAL RESOURCES FOR ADDITIONAL GUIDANCE.

THIS WORK SHALL BE PERFORMED IN ACCORDANCE WITH SECTION 653 FOR INLET PROTECTION DEVICE, TYPE I (PAY ITEM 653.40).

REVISIONS		
MARCH 7, 2008	WHF
JANUARY 13, 2009	WHF

VAOT RURAL AREA MIX

LBS/AC					
% WEIGHT	BROADCAST	HYDROSEED	NAME	GERM %	PURITY %
37.5%	22.5	45	CREEPING RED FESCUE	85%	98%
37.5%	22.5	45	TALL FESCUE	90%	95%
5.0%	3	6	RED TOP	90%	95%
15.0%	9	18	BIRDSFOOT TREFOIL	85%	98%
5.0%	3	6	ANNUAL RYE GRASS	85%	95%
100%	60	120			

VAOT URBAN AREA MIX

LBS/AC					
% WEIGHT	BROADCAST	HYDROSEED	NAME	GERM %	PURITY %
42.5%	34	68	CREEPING RED FESCUE	85%	98%
10.0%	8	16	PERENNIAL RYE GRASS	90%	95%
42.5%	34	68	KENTUCKY BLUE GRASS	85%	85%
5.0%	4	8	ANNUAL RYE GRASS	85%	95%
100%	80	160			

SOIL AMENDMENT GUIDANCE

FERTILIZER		LIME	
BROADCAST	HYDROSEED	BROADCAST	HYDROSEED
10-20-10	*FOLLOW*	PELLETIZED	*FOLLOW*
500 LBS/AC	*MANUFACTURER*	2 TONS/AC	*MANUFACTURER*

CONSTRUCTION GUIDANCE

1. RURAL SEED MIX: USE AS INDICATED IN THE PLANS AND/OR FOR ALL ESTABLISHED UPLAND (NON WETLAND) AREAS DISTURBED BY THE CONTRACTOR.
2. URBAN SEED MIX: USE AS INDICATED IN THE PLANS AND/OR FOR ALL ESTABLISHED LAWN AREAS DISTURBED BY THE CONTRACTOR.
3. ALL SEED MIXTURES: SHALL NOT HAVE A WEED CONTENT EXCEEDING 0.40% BY WEIGHT AND SHALL BE FREE OF ALL NOXIOUS SEED.
4. FERTILIZER AND LIMESTONE: SHALL FOLLOW RATES SHOWN ON PLAN OR AS DIRECTED BY THE ENGINEER
5. HAY MULCH: TO BE PLACED ON EARTH SLOPES AT THE RATE OF 2 TONS/ACRE, ACHIEVE 90% GROUND COVER OR AS DIRECTED BY THE ENGINEER.
6. TOPSOIL: TO BE USED WITH SEED AS INDICATED ON THE PLANS, OR AS DIRECTED BY THE ENGINEER.
7. HYDROSEEDING: ALTHOUGH GUIDANCE IS GIVEN ABOVE THE SITE CONDITIONS AND THE TYPE OF HYDROSEED WILL ULTIMATELY DICTATE THE AMOUNTS AND TYPES OF SOIL AMENDMENTS TO BE APPLIED
8. TURF ESTABLISHMENT: PLACING SEED, FERTILIZER, LIME AND MULCH PRIOR TO SEPTEMBER 15 AND AFTER APRIL 15 CAN BETTER ENSURE A VIGOROUS GROWTH OF GRASS.

ADAPTED FROM VTRANS TECHNICAL LANDSCAPE MANUAL FOR ROADWAYS AND TRANSPORTATION FACILITIES

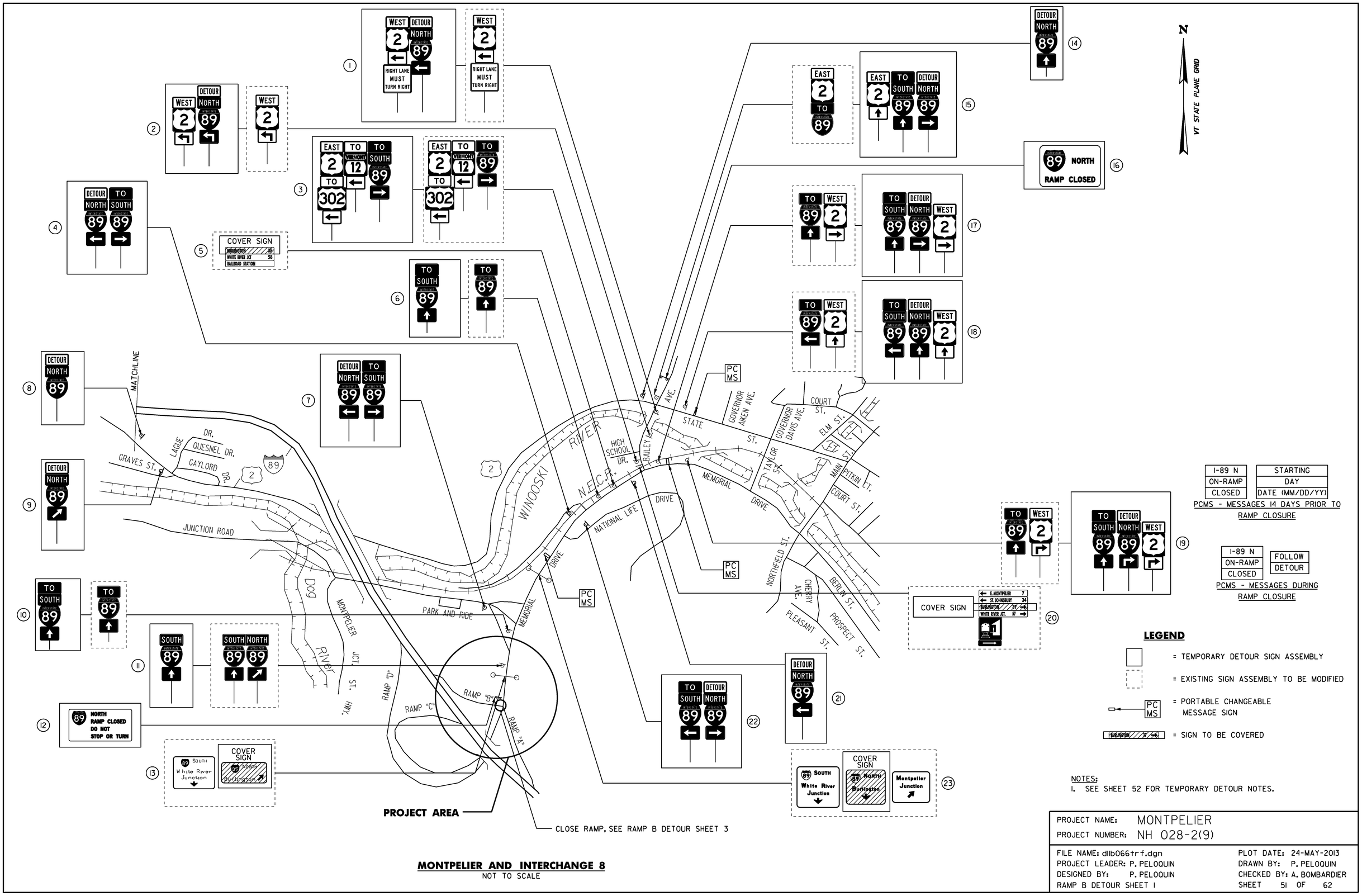
TURF ESTABLISHMENT

REVISIONS		
JUNE 23, 2009	WHF
JANUARY 15, 2010	WHF
FEBRUARY 16, 2011	WHF

PROJECT NAME: MONTPELIER
PROJECT NUMBER: NH 028-2(9)

FILE NAME: llb066\Design\dllb066env.dgn
PROJECT LEADER: P. PELOQUIN
DESIGNED BY: P. PELOQUIN
EPSC DETAIL SHEET

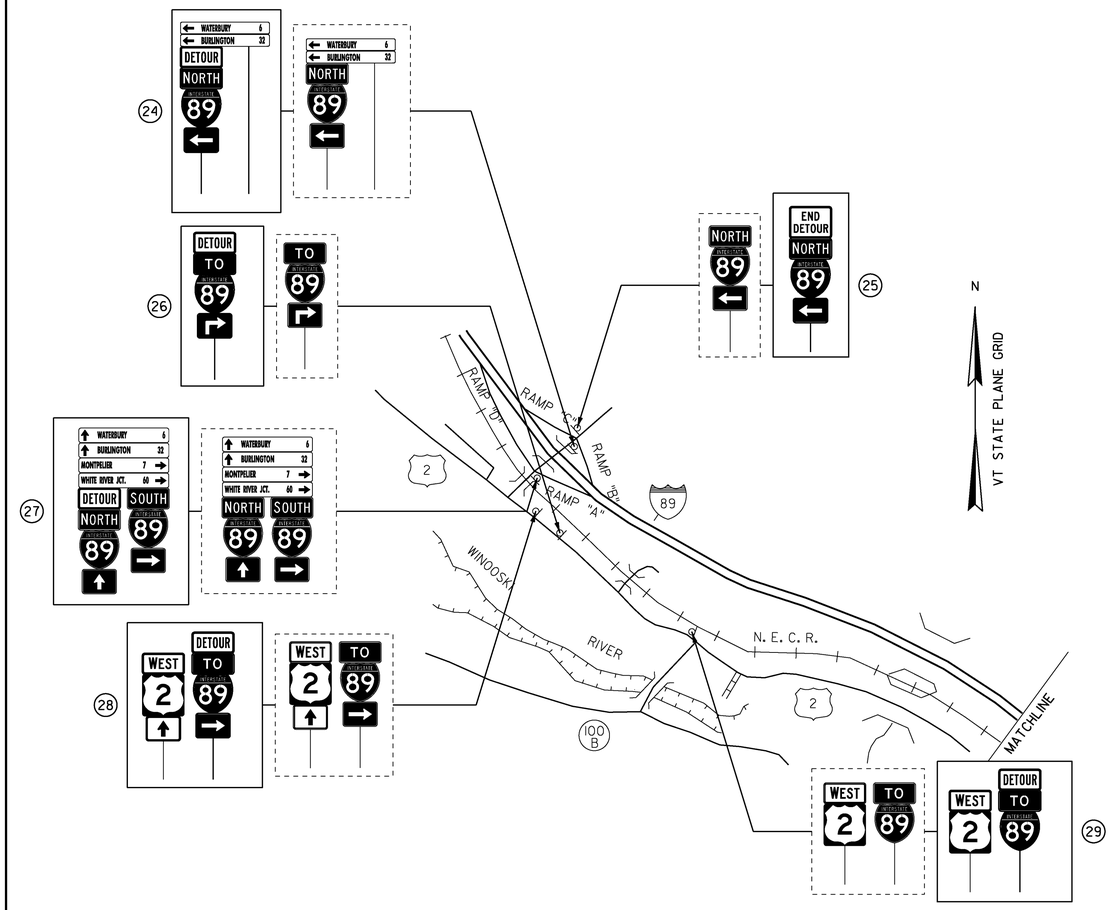
PLOT DATE: 24-MAY-2013
DRAWN BY: P. PELOQUIN
CHECKED BY: A. BOMBARDIER
SHEET 50 OF 62



MONTPELIER AND INTERCHANGE 8
NOT TO SCALE

PROJECT NAME: MONTPELIER
PROJECT NUMBER: NH 028-2(9)

FILE NAME: dllb066trf.dgn
PROJECT LEADER: P. PELOQUIN
DESIGNED BY: P. PELOQUIN
RAMP B DETOUR SHEET 1
PLOT DATE: 24-MAY-2013
DRAWN BY: P. PELOQUIN
CHECKED BY: A. BOMBARDIER
SHEET 51 OF 62



MIDDLESEX AND INTERCHANGE 9
NOT TO SCALE

LEGEND

= TEMPORARY DETOUR SIGN ASSEMBLY

= EXISTING SIGN ASSEMBLY TO BE MODIFIED

PC MS = PORTABLE CHANGEABLE MESSAGE SIGN

= SIGN TO BE COVERED

TEMPORARY DETOUR NOTES:

1. THE CONTRACTOR SHALL SUBMIT A TRAFFIC CONTROL PLAN TO THE ENGINEER 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 INCLUDED IN THE UNIT PRICE BID FOR ITEM 641.10, TRAFFIC CONTROL.

2. THE CONTRACTOR SHALL INCLUDE A CONSTRUCTION SIGN APPROACH PACKAGE FOR EXPECTED LANE CLOSURES IN COMPLIANCE WITH VTRANS STANDARDS E-103 AND E-106 AND THE LATEST EDITION OF THE MUTCD. WHERE CONFLICTS EXIST THE MUTCD SHALL GOVERN. PAYMENT FOR PROVIDING THIS PACKAGE SHALL BE INCIDENTAL TO ITEM 641.10, TRAFFIC CONTROL.

3. THE BID PRICE FOR TRAFFIC CONTROL, ITEM 641.10, SHALL INCLUDE ALL APPROACH AND ON-PROJECT CONSTRUCTION SIGNING, 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 ENGINEER SHALL ALSO BE INCLUDED.

4. PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) SHALL BE PROVIDED FOR USE ALONG THIS PROJECT. THE PLACEMENT OF THESE UNITS AS WELL AS THE MESSAGE SHALL BE APPROVED BY THE 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.

5. NO CONSTRUCTION SIGNS SHALL BE INSTALLED AS TO INTERFERE OR OBSTRUCT THE VIEW OF EXISTING TRAFFIC CONTROL DEVICES, STOPPING SIGHT DISTANCE, AND CORNER SIGHT DISTANCE FROM DRIVES AND TOWN HIGHWAYS.

   REFER TO STANDARD DRAWINGS AND THE LATEST EDITION OF THE MUTCD FOR TEMPORARY TRAFFIC CONTROL SIGN COLORS.

6. IT IS ANTICIPATED THE TEMPORARY DETOUR WILL LAST APPROXIMATELY 24 DAYS. ONCE THE DETOUR IS NO LONGER REQUIRED, ALL DETOUR SIGNING WILL BE REMOVED, ALL COVERED SIGNS WILL BE UNCOVERED, ALL SIGN ASSEMBLIES WILL BE RETURNED TO EXISTING CONDITIONS, AND THE CLOSED RAMP WILL BE RE-OPENED.

7. ALL SIGNS SHOWN ON THE TRAFFIC SIGN SUMMARY SHEETS ARE FOR TEMPORARY SIGNS NEEDED IN ADDITION TO EXISTING SIGNS, THE CONTRACTOR SHALL VERIFY NUMBER AND LOCATION OF SIGNS. NO ADJUSTMENTS TO THE BID PRICE WILL BE MADE IF ADDITIONAL SIGNS ARE REQUIRED.

8. THE COMPLETE DETOUR SIGNING PACKAGE MUST BE IN PLACE PRIOR TO CLOSING THE RAMP. PCMS BOARDS FOR THE TEMPORARY DETOUR SHALL BE INSTALLED AND OPERATIONAL FOR A MINIMUM OF 14 DAYS PRIOR TO CLOSING THE RAMP.

9. COVERS FOR SIGNS SHALL BE WIND AND WEATHER PROOF AND COMPLETELY COVER THE SIGN. NO TAPE OR FASTENINGS OF ANY KIND ARE TO BE APPLIED TO OR DRIVEN THROUGH ANY SIGN FACES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING THE COVERS THROUGHOUT THE DURATION OF THE PROJECT.

   THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING THE ENTIRE DETOUR SIGNING PACKAGE AND MUST PROMPTLY REPAIR OR REPLACE ANY SIGNS OR POSTS WHICH BECOME DAMAGED OR OTHERWISE INEFFECTIVE.

   THE DETOUR SIGNING MUST PRESENT THE APPEARANCE OF PERMANENT SIGNING; ALL POSTS VERTICAL AND SECURE AND SIGNS HORIZONTAL. SEE STANDARDS E-121 AND E-123 FOR PLACEMENT AND MOUNTING DETAILS.

   ALL SIGN WORK INCLUDING INSTALLING, REMOVING, AND COVERING SIGNS SHALL BE INCLUDED IN THE CONTRACT BID PRICE FOR ITEM 641.10, TRAFFIC CONTROL.

   SIGN LOCATIONS SHOWN ARE APPROXIMATE AND SHOULD BE USED FOR SCHEMATIC PURPOSES ONLY. REFER TO STANDARD E-121 FOR SIGN PLACEMENT DETAILS.

10. CONTRACTOR SHALL NOTIFY VTRANS AND THE CITY OF MONTPELIER OF RAMP CLOSURE AT LEAST 45 DAYS IN ADVANCE TO ENSURE PROPER RETIMING OF SIGNALS AT THE INTERSECTIONS OF BAILEY AVENUE AND MEMORIAL DRIVE, BAILEY AVENUE AND STATE STREET, AND NATIONAL LIFE DRIVE AND THE MONTPELIER STATE HIGHWAY.

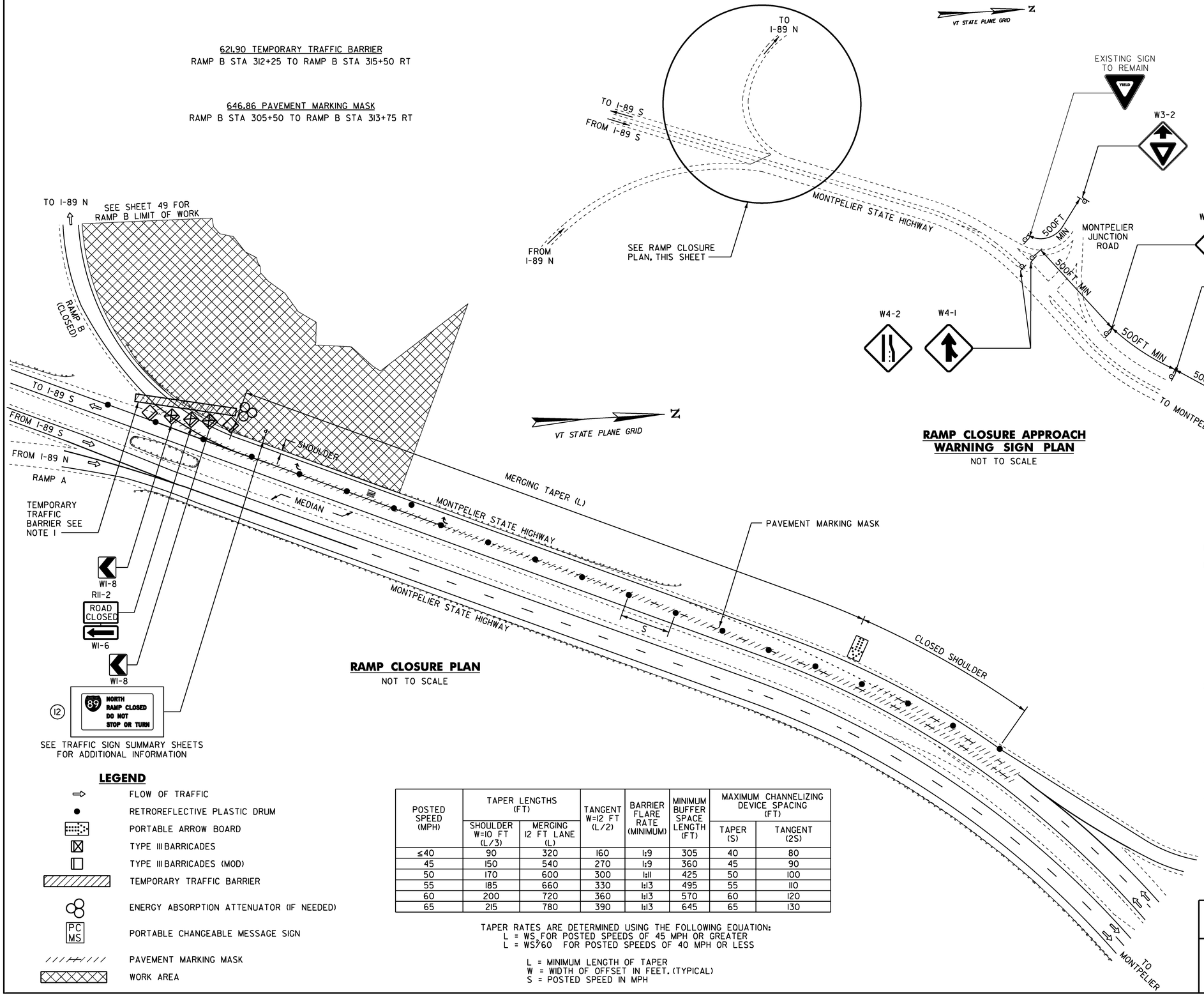
PROJECT NAME: MONTPELIER
PROJECT NUMBER: NH 028-2(9)

FILE NAME: dllb066trf.dgn
PROJECT LEADER: P. PELOQUIN
DESIGNED BY: P. PELOQUIN
RAMP B DETOUR SHEET 2

PLOT DATE: 24-MAY-2013
DRAWN BY: P. PELOQUIN
CHECKED BY: A. BOMBARDIER
SHEET 52 OF 62

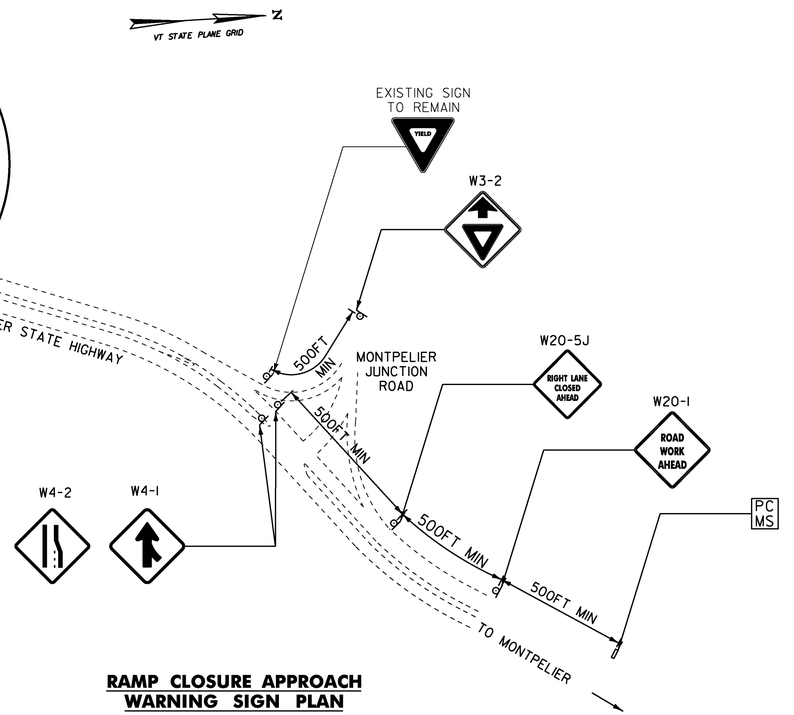
621.90 TEMPORARY TRAFFIC BARRIER
RAMP B STA 312+25 TO RAMP B STA 315+50 RT

646.86 PAVEMENT MARKING MASK
RAMP B STA 305+50 TO RAMP B STA 313+75 RT



SEE TRAFFIC SIGN SUMMARY SHEETS FOR ADDITIONAL INFORMATION

RAMP CLOSURE PLAN
NOT TO SCALE



RAMP CLOSURE APPROACH WARNING SIGN PLAN
NOT TO SCALE

LEGEND

- FLOW OF TRAFFIC
- RETROREFLECTIVE PLASTIC DRUM
- PORTABLE ARROW BOARD
- TYPE III BARRICADES
- TYPE III BARRICADES (MOD)
- TEMPORARY TRAFFIC BARRIER
- ENERGY ABSORPTION ATTENUATOR (IF NEEDED)
- PORTABLE CHANGEABLE MESSAGE SIGN (PC MS)
- PAVEMENT MARKING MASK
- WORK AREA

POSTED SPEED (MPH)	TAPER LENGTHS (FT)		TANGENT W=12 FT (L/2)	BARRIER FLARE RATE (MINIMUM)	MINIMUM BUFFER SPACE LENGTH (FT)	MAXIMUM CHANNELIZING DEVICE SPACING (FT)	
	SHOULDER W=10 FT (L/3)	MERGING 12 FT LANE (L)				TAPER (S)	TANGENT (2S)
≤40	90	320	160	1:9	305	40	80
45	150	540	270	1:9	360	45	90
50	170	600	300	1:11	425	50	100
55	185	660	330	1:13	495	55	110
60	200	720	360	1:13	570	60	120
65	215	780	390	1:13	645	65	130

TAPER RATES ARE DETERMINED USING THE FOLLOWING EQUATION:
L = WS FOR POSTED SPEEDS OF 45 MPH OR GREATER
L = WS²/60 FOR POSTED SPEEDS OF 40 MPH OR LESS

L = MINIMUM LENGTH OF TAPER
W = WIDTH OF OFFSET IN FEET. (TYPICAL)
S = POSTED SPEED IN MPH

NOTES:

1. LOCATE THE END OF THE TEMPORARY TRAFFIC BARRIER SO THAT THE EXISTING STEEL BEAM GUARDRAIL CAN BE BOLTED TO THE END OF THE BARRIER. IF IT IS NOT POSSIBLE TO FASTEN THE BARRIER TO THE EXISTING ROADWAY GUARDRAIL, AN ENERGY ABSORPTION ATTENUATOR SHALL BE LOCATED AT THE END OF THE BARRIER. COST OF ATTACHING TEMPORARY TRAFFIC BARRIER TO THE STEEL BEAM GUARDRAIL AND COSTS FOR DISMANTLING BARRIER CONNECTION AND RESTORING EXISTING BARRIER TO ORIGINAL CONFIGURATION WILL BE INCIDENTAL TO ITEM 621.90 TEMPORARY TRAFFIC BARRIER. ANY DAMAGED EXISTING STEEL BEAM GUARDRAIL CAUSED BY CONNECTING IT TO THE BARRIER SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.
2. IN AREAS WHERE THE END OF THE TEMPORARY TRAFFIC BARRIER CANNOT BE PLACED OUTSIDE OF THE CLEARZONE, THERE SHALL BE AN ENERGY ABSORPTION ATTENUATOR ADDED TO THE END. A QUANTITY OF 2 EA, 621.56 ENERGY ABSORPTION ATTENUATOR HAS BEEN ADDED TO THE PLANS FOR THOSE CIRCUMSTANCES. 1EA FOR THE LCOATION, AND 1EA FOR THE REPLACEMENT IN CASE OF A CRASH.
3. ALL SIGN ITEMS FOR RAMP CLOSURE INCLUDING INSTALLING, REMOVING AND COVERING SIGNS SHALL BE INCLUDED IN THE CONTRACT BID PRICE FOR ITEM 641.10, TRAFFIC CONTROL.
4. SHEE SHEET 52 FOR ADDITIONAL TRAFFIC CONTROL NOTES.

PROJECT NAME: MONTPELIER
PROJECT NUMBER: NH 028-2(9)

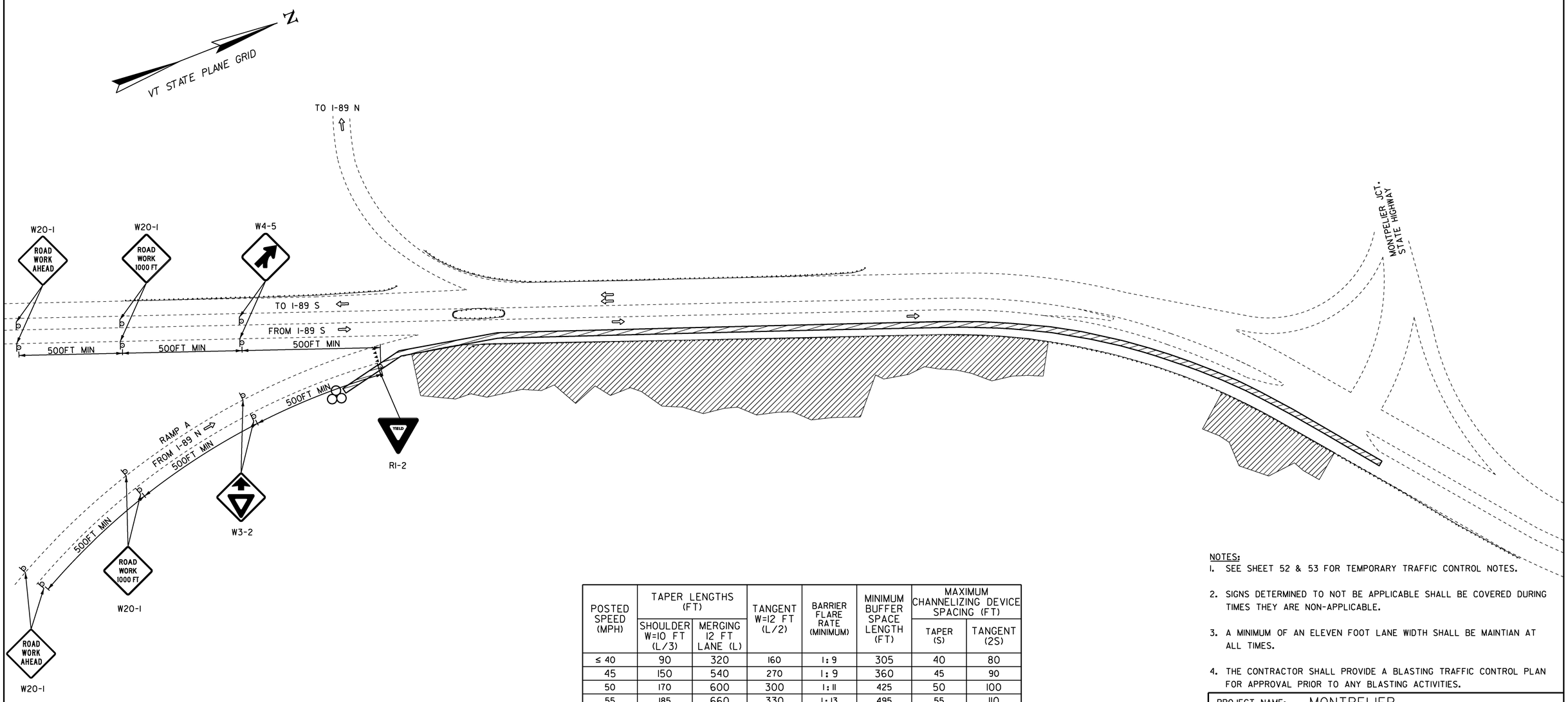
FILE NAME: dllb066trf.dgn
PROJECT LEADER: P. PELOQUIN
DESIGNED BY: P. PELOQUIN
RAMP B DETOUR SHEET 3

PLOT DATE: 24-MAY-2013
DRAWN BY: P. PELOQUIN
CHECKED BY: A. BOMBARDIER

LEGEND

- ⇨ FLOW OF TRAFFIC
- ● RETROREFLECTIVE PLASTIC DRUM
- TEMPORARY TRAFFIC BARRIER
- WORK AREA
- ENERGY ABSORPTION ATTENUATOR (IF NEEDED)

621.90 TEMPORARY TRAFFIC BARRIER
RAMP A STA 211+25 TO RAMP A STA 225+90 RT



POSTED SPEED (MPH)	TAPER LENGTHS (FT)		TANGENT W=12 FT (L/2)	BARRIER FLARE RATE (MINIMUM)	MINIMUM BUFFER SPACE LENGTH (FT)	MAXIMUM CHANNELIZING DEVICE SPACING (FT)	
	SHOULDER W=10 FT (L/3)	MERGING 12 FT LANE (L)				TAPER (S)	TANGENT (2S)
≤ 40	90	320	160	1:9	305	40	80
45	150	540	270	1:9	360	45	90
50	170	600	300	1:11	425	50	100
55	185	660	330	1:13	495	55	110
60	200	720	360	1:13	570	60	120
65	215	780	390	1:13	645	65	130

NOTES:

1. SEE SHEET 52 & 53 FOR TEMPORARY TRAFFIC CONTROL NOTES.
2. SIGNS DETERMINED TO NOT BE APPLICABLE SHALL BE COVERED DURING TIMES THEY ARE NON-APPLICABLE.
3. A MINIMUM OF AN ELEVEN FOOT LANE WIDTH SHALL BE MAINTIAN AT ALL TIMES.
4. THE CONTRACTOR SHALL PROVIDE A BLASTING TRAFFIC CONTROL PLAN FOR APPROVAL PRIOR TO ANY BLASTING ACTIVITIES.

PROJECT NAME: MONTPELIER
PROJECT NUMBER: NH 028-2(9)

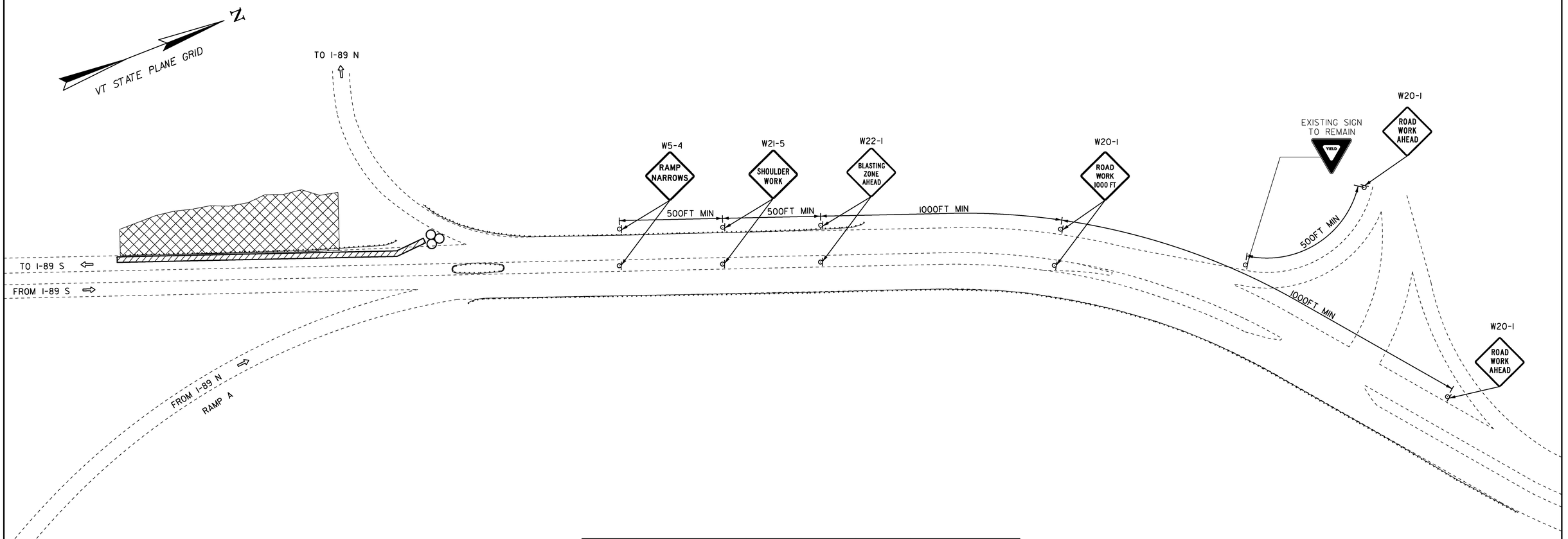
FILE NAME: IIB066/DESIGN/DIIB066TRF.DGN
PROJECT LEADER: P. PELOQUIN
DESIGNED BY: P. PELOQUIN
TRAFFIC CONTROL SHEET 1

PLOT DATE: 24-MAY-2013
DRAWN BY: I. SHEA
CHECKED BY: A. BOMBARDIER

LEGEND

- ⇨ FLOW OF TRAFFIC
- ● RETROREFLECTIVE PLASTIC DRUM
- TEMPORARY TRAFFIC BARRIER
- WORK AREA
- ENERGY ABSORPTION ATTENUATOR (IF NEEDED)

621.90 TEMPORARY TRAFFIC BARRIER
MSH STA 101+75 TO MSH STA 106+00 LT



POSTED SPEED (MPH)	TAPER LENGTHS (FT)		TANGENT W=12 FT (L/2)	BARRIER FLARE RATE (MINIMUM)	MINIMUM BUFFER SPACE LENGTH (FT)	MAXIMUM CHANNELIZING DEVICE SPACING (FT)	
	SHOULDER W=10 FT (L/3)	MERGING 12 FT LANE (L)				TAPER (S)	TANGENT (2S)
≤ 40	90	320	160	1:9	305	40	80
45	150	540	270	1:9	360	45	90
50	170	600	300	1:11	425	50	100
55	185	660	330	1:13	495	55	110
60	200	720	360	1:13	570	60	120
65	215	780	390	1:13	645	65	130

NOTES:
1. SEE SHEET 52 & 53 FOR TEMPORARY TRAFFIC CONTROL NOTES.

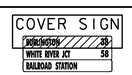
PROJECT NAME: MONTPELIER
PROJECT NUMBER: NH 028-2(9)

FILE NAME: IIb066/DESIGN/DIIB056TRF.DGN
PROJECT LEADER: P. PELOQUIN
DESIGNED BY: P. PELOQUIN
TRAFFIC CONTROL SHEET 2

PLOT DATE: 24-MAY-2013
DRAWN BY: P. PELOQUIN
CHECKED BY: A. BOMBARDIER
SHEET 55 OF 62

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET 1

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS EA	WIDTH (in)	HEIGHT (in)	NEW & SALVAGED SIGNS "A"	"B"	SALV SIGN	SALV TIS	EXIST POST RETAIN	EXIST POST SALVAGE	NEW SIGN POSTS NO. OF POSTS	FLANGED CHANNEL lb/ft 1.12	2.0	3.0	SQUARE STEEL (in) lb/ft 2.0 2.16	2.0 2.42	2.5 3.35	ANCHOR	SLEEVE	TUBULAR ALUMINUM Ø (in) lb/ft 3.0 1.3	4.0 1.7	4.0 MOD 1.7	FOUND-ATION	TUBULAR STEEL Ø (in) lb/ft 3.0 7.6	3.5 9.0	4.0 10.8	5.0 14.6	W-SHAPE STEEL FTG. SIZE 24"	30"	WEIGHT	POST SIZE	SIGN FRAME REQUIRED	REMARKS	SIGN DETAIL DETAIL ON SHEET NUMBER	STD. SHEET NUMBER
											OPTION ITEMS																									
①		1	24.0	12.0	2.00																												M4-8	SHSM	
		1	24.0	12.0	2.00																												M3-1 (INTERSTATE)	SHSM	
		1	24.0	24.0	4.00																												M1-1	SHSM	
		1	21.0	15.0	2.19																												M6-1 (INTERSTATE)	SHSM	
②		1	24.0	12.0	2.00																												M4-8	SHSM	
		1	24.0	12.0	2.00																												M3-1 (INTERSTATE)	SHSM	
		1	24.0	24.0	4.00																												M1-1	SHSM	
		1	21.0	15.0	2.19																												M5-1 (INTERSTATE)	SHSM	
③		1	24.0	12.0	2.00																												M3-3 (INTERSTATE)	SHSM	
④		1	24.0	12.0	2.00																												M4-8	SHSM	
		1	24.0	12.0	2.00																												M3-1 (INTERSTATE)	SHSM	
		1	24.0	24.0	4.00																												M1-1	SHSM	
		1	21.0	15.0	2.19																												M6-1 (INTERSTATE)	SHSM	
		1	24.0	12.0	2.00																												M4-5	SHSM	
		1	24.0	12.0	2.00																												M3-3 (INTERSTATE)	SHSM	
		1	24.0	24.0	4.00																												M1-1	SHSM	
		1	21.0	15.0	2.19																												M6-1 (INTERSTATE)	SHSM	
⑤																																	COVER OR REMOVE SIGN: VD2-1 BURLINGTON 28		
⑥		1	24.0	12.0	2.00																												M3-3 (INTERSTATE)	SHSM	
SHEET TOTALS					SF 44.76	SF	EA	SF				FT	FT	FT	FT	FT	FT		EA	LB	LB	LB	EA	LB	LB	LB	LB	EA	EA	LB					

SHSM = 2004 FHWA STANDARD HIGHWAY SIGNS & MARKINGS & 2012 SUPP.
FYG = FLUORESCENT YELLOW GREEN

FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND THE TRAFFIC & SAFETY DIVISION'S "SIGN POST DESIGN GUIDELINE."

PROJECT NAME: MONTPELIER
PROJECT NUMBER: NH 028-2(9)

FILE NAME: dllb066trf.dgn
PROJECT LEADER: P. PELOQUIN
DESIGNED BY: P. PELOQUIN
TRAFFIC SIGN SUMMARY SHEET 1

PLOT DATE: 24-MAY-2013
DRAWN BY: P. PELOQUIN
CHECKED BY: A. BOMBARDIER
SHEET 56 OF 62

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET 2

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS EA	WIDTH (in)	HEIGHT (in)	NEW & SALVAGED SIGNS "A"	"B"	SALV SIGN	SALV TIS	EXIST POST RETAIN	EXIST POST SALVAGE	NEW SIGN POSTS NO. OF POSTS	FLANGED CHANNEL lb/ft 1.12	2.0	3.0	SQUARE STEEL (in) 2.0 lb/ft 2.16	2.0 lb/ft 2.42	2.5 lb/ft 3.35	ANCHOR	SLEEVE	TUBULAR ALUMINUM Ø (in) 3.0 lb/ft 1.3	4.0 lb/ft 1.7	4.0 MOD lb/ft 1.7	FOUNDATION	TUBULAR STEEL Ø (in) 3.0 lb/ft 7.6	3.5 lb/ft 9.0	4.0 lb/ft 10.8	5.0 lb/ft 14.6	W-SHAPE STEEL FTG. SIZE 24"	30"	WEIGHT	POST SIZE	SIGN FRAME REQUIRED	REMARKS	SIGN DETAIL DETAIL ON SHEET NUMBER	STD. SHEET NUMBER
											OPTION ITEMS																										
⑦		1	24.0	12.0	2.00																													M4-8	SHSM	
		1	24.0	12.0	2.00																													M3-1 (INTERSTATE)	SHSM	
		1	24.0	24.0	4.00																													M1-1	SHSM	
		1	21.0	15.0	2.19																													M6-1 (INTERSTATE)	SHSM	
		1	24.0	12.0	2.00																													M4-5	SHSM	
		1	24.0	12.0	2.00																													M3-3 (INTERSTATE)	SHSM	
		1	24.0	24.0	4.00																													M1-1	SHSM	
		1	21.0	15.0	2.19																													M6-1 (INTERSTATE)	SHSM	
⑧		1	24.0	12.0	2.00																													M4-8 (INTERSTATE)	SHSM	
		1	24.0	12.0	2.00																													M3-1 (INTERSTATE)	SHSM	
		1	24.0	24.0	4.00																													M1-1 (INTERSTATE)	SHSM	
⑨		1	24.0	12.0	2.00																													M4-8	SHSM	
		1	24.0	12.0	2.00																													M3-1 (INTERSTATE)	SHSM	
		1	24.0	24.0	4.00																													M1-1	SHSM	
		1	21.0	15.0	2.19																													M6-2 (INTERSTATE)	SHSM	
⑩		1	24.0	12.0	2.00																													M3-3 (INTERSTATE)	SHSM	
⑪		1	24.0	12.0			2.00																											COVER OR REMOVE SIGNS: M3-1 (INTERSTATE) M1-1 M6-2 (INTERSTATE)		
		1	24.0	24.0			4.00																														
		1	21.0	15.0			2.19																														
												FT	FT	FT	FT	FT	FT		EA	LB	LB	LB		LB	LB	LB	LB								
SHEET TOTALS					SF 40.57	SF	EA 8.19	SF				FT			FT					LB			EA	LB				EA	EA	LB					

SHSM = 2004 FHWA STANDARD HIGHWAY SIGNS & MARKINGS & 2012 SUPP.
FYG = FLUORESCENT YELLOW GREEN

FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND THE TRAFFIC & SAFETY DIVISION'S "SIGN POST DESIGN GUIDELINE."

PROJECT NAME: MONTPELIER
PROJECT NUMBER: NH 028-2(9)

FILE NAME: dllb066trf.dgn
PROJECT LEADER: P. PELOQUIN
DESIGNED BY: P. PELOQUIN
TRAFFIC SIGN SUMMARY SHEET 2

PLOT DATE: 24-MAY-2013
DRAWN BY: P. PELOQUIN
CHECKED BY: A. BOMBARDIER
SHEET 57 OF 62

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET 3

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS EA	WIDTH (in)	HEIGHT (in)	NEW & SALVAGED SIGNS "A"	"B"	SALV SIGN	SALV TIS	EXIST POST RETAIN	EXIST POST SALVAGE	NEW SIGN POSTS NO. OF POSTS	FLANGED CHANNEL lb/ft 1.12	2.0	3.0	SQUARE STEEL (in) 2.0 lb/ft 2.16	2.0 lb/ft 2.42	2.5 lb/ft 3.35	ANCHOR	SLEEVE	TUBULAR ALUMINUM Ø (in) 3.0 lb/ft 1.3	4.0 lb/ft 1.7	4.0 MOD lb/ft 1.7	FOUNDATION	TUBULAR STEEL Ø (in) 3.0 lb/ft 7.6	3.5 lb/ft 9.0	4.0 lb/ft 10.8	5.0 lb/ft 14.6	W-SHAPE STEEL FTG. SIZE 24"	30"	WEIGHT	POST SIZE	SIGN FRAME REQUIRED	REMARKS	SIGN DETAIL DETAIL ON SHEET NUMBER	STD. SHEET NUMBER
												OPTION ITEMS																									
(12)	89 NORTH RAMP CLOSED DO NOT STOP OR TURN	1	89.7	48.0	29.90																														62	
(13)	89 SOUTH White River Junction; COVER SIGN: 89 NORTH Burlington		210.0	96.0																														COVER OVERHEAD SIGN: I-89 NORTH BURLINGTON		
(14)	DETOUR NORTH Interstate 89	1	24.0	12.0	2.00																														M4-8	SHSM	
		1	24.0	12.0	2.00																														M3-1 (INTERSTATE)	SHSM	
		1	24.0	24.0	4.00																														M1-1	SHSM	
		1	21.0	15.0	2.19																														M6-3 (INTERSTATE)	SHSM	
(15)		1	21.0	15.0	2.19																														M6-3	SHSM	
	SOUTH	1	24.0	12.0	2.00																														M3-3 (INTERSTATE)	SHSM	
		1	21.0	15.0	2.19																														M6-3 (INTERSTATE)	SHSM	
	DETOUR NORTH Interstate 89	1	24.0	12.0	2.00																														M4-8	SHSM	
		1	24.0	12.0	2.00																														M3-1 (INTERSTATE)	SHSM	
		1	24.0	24.0	4.00																														M1-1	SHSM	
		1	21.0	15.0	2.19																														M6-1 (INTERSTATE)	SHSM	
(16)	Interstate 89 NORTH RAMP CLOSED	1	56.6	48.0	18.87																														62	
SHEET TOTALS					SF 45.63	SF 29.90	EA	SF				FT	FT	FT	FT	FT	FT		EA	LB	LB	LB	EA	LB	LB	LB	LB	EA	EA	LB					

SHSM = 2004 FHWA STANDARD HIGHWAY SIGNS & MARKINGS & 2012 SUPP.
FYG = FLUORESCENT YELLOW GREEN

FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND THE TRAFFIC & SAFETY DIVISION'S "SIGN POST DESIGN GUIDELINE."

PROJECT NAME: MONTPELIER
PROJECT NUMBER: NH 028-2(9)

FILE NAME: dllb066trf.dgn
PROJECT LEADER: P. PELOQUIN
DESIGNED BY: P. PELOQUIN
TRAFFIC SIGN SUMMARY SHEET 3

PLOT DATE: 24-MAY-2013
DRAWN BY: P. PELOQUIN
CHECKED BY: A. BOMBARDIER
SHEET 58 OF 62

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET 4

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS EA	WIDTH (in)	HEIGHT (in)	NEW & SALVAGED SIGNS "A"	"B"	SALV SIGN	SALV TIS	EXIST POST RETAIN	EXIST POST SALVAGE	NEW SIGN POSTS NO. OF POSTS	FLANGED CHANNEL lb/ft 1.12	2.0	3.0	SQUARE STEEL (in) lb/ft 2.0 2.16	2.0 2.42	2.5 3.35	ANCHOR	SLEEVE	TUBULAR ALUMINUM Ø (in) lb/ft 3.0 1.3	4.0 1.7	4.0 MOD 1.7	FOUND-ATION	TUBULAR STEEL Ø (in) lb/ft 3.0 7.6	3.5 9.0	4.0 10.8	5.0 14.6	W-SHAPE STEEL FTG. SIZE 24"	30"	WEIGHT	POST SIZE	SIGN FRAME REQUIRED	REMARKS	SIGN DETAIL DETAIL ON SHEET NUMBER	STD. SHEET NUMBER
											OPTION ITEMS																									
(17)	SOUTH	1	24.0	12.0	2.00																												M3-3 (INTERSTATE)	SHSM	
	DETOUR NORTH 89	1	24.0	12.0	2.00																												M4-8	SHSM	
		1	24.0	12.0	2.00																												M3-1 (INTERSTATE)	SHSM	
		1	24.0	24.0	4.00																												M1-1	SHSM	
		1	21.0	15.0	2.19																												M6-1 (INTERSTATE)	SHSM	
(18)	SOUTH	1	24.0	12.0	2.00																												M3-3 (INTERSTATE)	SHSM	
	DETOUR NORTH 89	1	24.0	12.0	2.00																												M4-8	SHSM	
		1	24.0	12.0	2.00																												M3-1 (INTERSTATE)	SHSM	
		1	24.0	24.0	4.00																												M1-1	SHSM	
		1	21.0	15.0	2.19																												M6-3 (INTERSTATE)	SHSM	
(19)	SOUTH	1	24.0	12.0	2.00																												M3-3 (INTERSTATE)	SHSM	
	DETOUR NORTH 89	1	24.0	12.0	2.00																												M4-8	SHSM	
		1	24.0	12.0	2.00																												M3-1 (INTERSTATE)	SHSM	
		1	24.0	24.0	4.00																												M1-1	SHSM	
		1	21.0	15.0	2.19																												M5-1 (INTERSTATE)	SHSM	
(20)	COVER SIGN																																COVER OR REMOVE SIGN: VD1-1A BURLINGTON 37		
SHEET TOTALS					SF 36.57	SF	EA	SF				FT	FT	FT	FT	FT	FT		EA	LB	LB	LB	EA	LB	LB	LB	LB	EA	EA	LB					

SHSM = 2004 FHWA STANDARD HIGHWAY SIGNS & MARKINGS & 2012 SUPP.
FYG = FLUORESCENT YELLOW GREEN

FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND THE TRAFFIC & SAFETY DIVISION'S "SIGN POST DESIGN GUIDELINE."

PROJECT NAME: MONTPELIER
PROJECT NUMBER: NH 028-2(9)

FILE NAME: dllb066trf.dgn
PROJECT LEADER: P. PELOQUIN
DESIGNED BY: P. PELOQUIN
TRAFFIC SIGN SUMMARY SHEET 4

PLOT DATE: 24-MAY-2013
DRAWN BY: P. PELOQUIN
CHECKED BY: A. BOMBARDIER
SHEET 59 OF 62

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET 5

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS EA	WIDTH (in)	HEIGHT (in)	NEW & SALVAGED SIGNS "A"	"B"	SALV SIGN	SALV TIS	EXIST POST RETAIN	EXIST POST SALVAGE	NEW SIGN POSTS NO. OF POSTS	FLANGED CHANNEL lb/ft 1.12	2.0	3.0	SQUARE STEEL (in) 2.0 lb/ft 2.16	2.0 lb/ft 2.42	2.5 lb/ft 3.35	ANCHOR	SLEEVE	TUBULAR ALUMINUM Ø (in) 3.0 lb/ft 1.3	4.0 lb/ft 1.7	4.0 MOD lb/ft 1.7	FOUNDATION	TUBULAR STEEL Ø (in) 3.0 lb/ft 7.6	3.5 lb/ft 9.0	4.0 lb/ft 10.8	5.0 lb/ft 14.6	W-SHAPE STEEL FTG. SIZE 24"	30"	WEIGHT	POST SIZE	SIGN FRAME REQUIRED	REMARKS	SIGN DETAIL DETAIL ON SHEET NUMBER	STD. SHEET NUMBER
												OPTION ITEMS																									
(21)		1	24.0	12.0	2.00																													M4-8	SHSM	
		1	24.0	12.0	2.00																													M3-1 (INTERSTATE)	SHSM	
		1	24.0	24.0	4.00																													M1-1	SHSM	
		1	21.0	15.0	2.19																													M6-1 (INTERSTATE)	SHSM	
(22)		1	24.0	12.0	2.00																													M4-8	SHSM	
		1	24.0	12.0	2.00																													M3-1 (INTERSTATE)	SHSM	
		1	24.0	24.0	4.00																													M1-1	SHSM	
		1	21.0	15.0	2.19																													M6-1 (INTERSTATE)	SHSM	
		1	24.0	12.0	2.00																													M4-5	SHSM	
		1	24.0	12.0	2.00																													M3-3 (INTERSTATE)	SHSM	
		1	24.0	24.0	4.00																													M1-1	SHSM	
		1	21.0	15.0	2.19																													M6-1 (INTERSTATE)	SHSM	
(23)		1	150.0	132.0																													COVER OVERHEAD SIGN: I-89 NORTH BURLINGTON		
(24)	DETOUR	1	24.0	12.0	2.00																													M4-8	SHSM	
(25)	END DETOUR	1	24.0	18.0	3.00																													M4-8A	SHSM	
(26)	DETOUR	1	24.0	12.0	2.00																													M4-8	SHSM	
												FT	FT	FT	FT	FT	FT		EA	LB	LB	LB		LB	LB	LB	LB								
SHEET TOTALS					SF 37.57	SF	EA	SF				FT			FT					LB			EA	LB				EA	EA	LB					

SHSM = 2004 FHWA STANDARD HIGHWAY SIGNS & MARKINGS & 2012 SUPP.
FYG = FLUORESCENT YELLOW GREEN

FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND THE TRAFFIC & SAFETY DIVISION'S "SIGN POST DESIGN GUIDELINE."

PROJECT NAME: MONTPELIER
PROJECT NUMBER: NH 028-2(9)

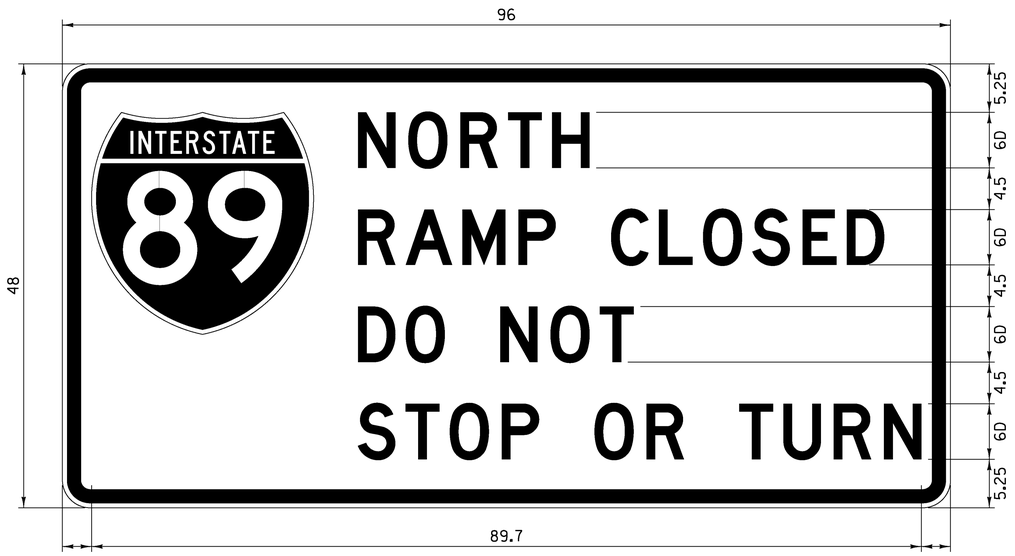
FILE NAME: dllb066trf.dgn
PROJECT LEADER: P. PELOQUIN
DESIGNED BY: P. PELOQUIN
TRAFFIC SIGN SUMMARY SHEET 5

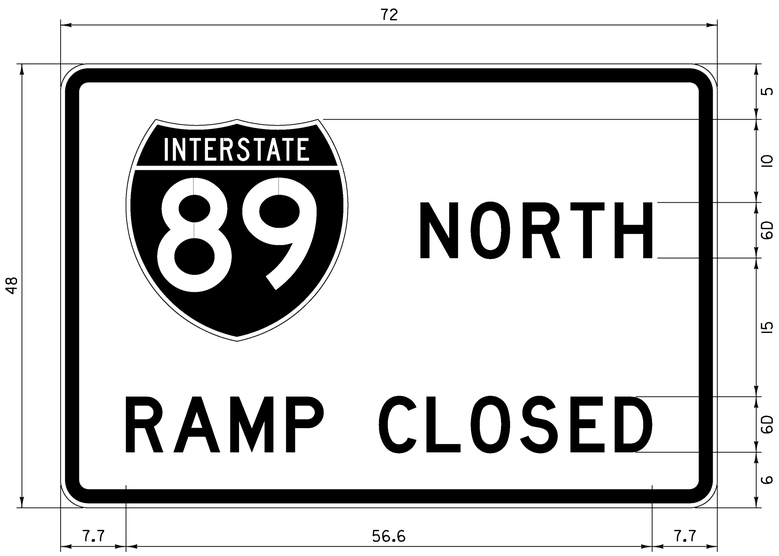
PLOT DATE: 24-MAY-2013
DRAWN BY: P. PELOQUIN
CHECKED BY: A. BOMBARDIER
SHEET 60 OF 62

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET 6

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS			NEW & SALVAGED SIGNS				EXIST POST		NEW SIGN POSTS																				REMARKS	SIGN DETAIL	
		EA	WIDTH (in)	HEIGHT (in)	"A"	"B"	SALV SIGN	SALV TIS	RETAIN	SALVAGE	NO. OF POSTS	FLANGED CHANNEL lb/ft			SQUARE STEEL (in) lb/ft			ANCHOR	SLEEVE	TUBULAR ALUMINUM Ø (in) lb/ft			FOUNDATION	TUBULAR STEEL Ø (in) lb/ft				W-SHAPE STEEL FTG. SIZE		WEIGHT	POST SIZE	SIGN FRAME REQUIRED		DETAIL ON SHEET NUMBER	STD. SHEET NUMBER
															2.0	2.0	2.5			3.0	4.0	4.0 MOD		3.0	3.5	4.0	5.0	24"	30"						
												1.12	2.0	3.0	2.16	2.42	3.35			1.3	1.7	1.7		7.6	9.0	10.8	14.6								
											OPTION ITEMS																								
(27)	DETOUR	1	24.0	12.0	2.00																											M4-8	SHSM	
(28)	DETOUR	1	24.0	12.0	2.00																											M4-8	SHSM	
(29)	DETOUR	1	24.0	12.0	2.00																											M4-8	SHSM	





COLORS - ALL SIGNS ON THIS SHEET SHALL CONFORM WITH THE STANDARD COLORS ADOPTED BY AASHTO AND APPROVED BY FHWA. COLOR SHALL CONSIST OF BLACK TEXT AND BORDER ON A RETROREFLECTIVE ASTM D 4956 TYPE VIII ORANGE BACKGROUND.

SHIELD SHALL BE STANDARD INTERSTATE SHIELD. SEE STANDARD HIGHWAY SIGNS AND MARKINGS BOOK.

PROJECT NAME: MONTPELIER
PROJECT NUMBER: NH 028-2(9)

FILE NAME: dllb066trf.dgn
PROJECT LEADER: P. PELOQUIN
DESIGNED BY: P. PELOQUIN
SIGN DETAIL SHEET

PLOT DATE: 24-MAY-2013
DRAWN BY: P. PELOQUIN
CHECKED BY: A. BOMBARDIER
SHEET 62 OF 62