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STATE OF VERMONT
AGENCY OF TRANSPORTATION

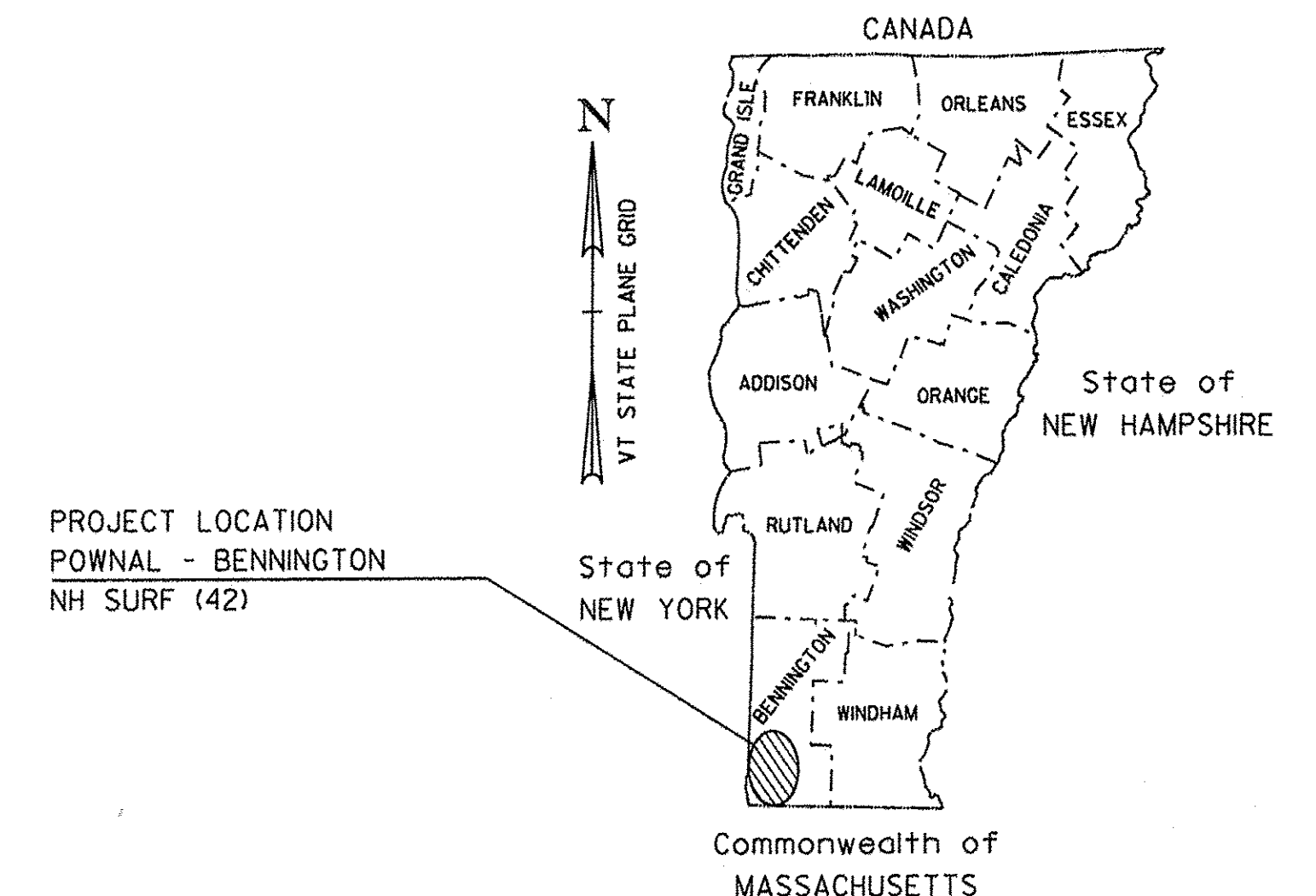


PROPOSED IMPROVEMENT
TOWNS OF POWNAL & BENNINGTON
COUNTY OF BENNINGTON
US ROUTE 7
PRINCIPAL ARTERIAL (NHS)

BEGINNING IN THE TOWN OF POWNAL AT MILE MARKER 0.000 (VT/MA STATE LINE) AND EXTENDING NORTHERLY ALONG US ROUTE 7 FOR A DISTANCE OF 53,560.32 FT (10.144 MILES) TO MILE MARKER 2.156 IN THE TOWN OF BENNINGTON.

LENGTH OF ROADWAY = 53,560.32 FT = (10.144 MILES)
LENGTH OF PROJECT = 53,560.32 FT = (10.144 MILES)

WORK TO BE PERFORMED UNDER THIS PROJECT INCLUDES SURFACE PREPARATION INVOLVING PATCHING, POT HOLE REPAIR, AND CRACK SEALING; OVERLAYING WITH A THIN BITUMINOUS CONCRETE PAVEMENT WEARING COURSE, TRAFFIC MARKINGS AND OTHER HIGHWAY RELATED ITEMS.



RECORD PLANS

CONTRACTOR: GORMAN GROUP, LLC - ALBANY, NY
RESIDENT ENGINEER: RON LEMAIRE
CONSTRUCTION BEGAN: JULY 7, 2014
CONSTRUCTION COMPLETE: OCTOBER 9, 2014
RECORD PLANS BY: RON LEMAIRE
I HEREBY CERTIFY THAT ALL THE CONSTRUCTION REQUIRED BY THIS SET OF DRAWINGS HAS BEEN ACCOMPLISHED AS INDICATED HEREIN.
BY: [Signature] RESIDENT ENGINEER
DATE: 2/20/15

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.

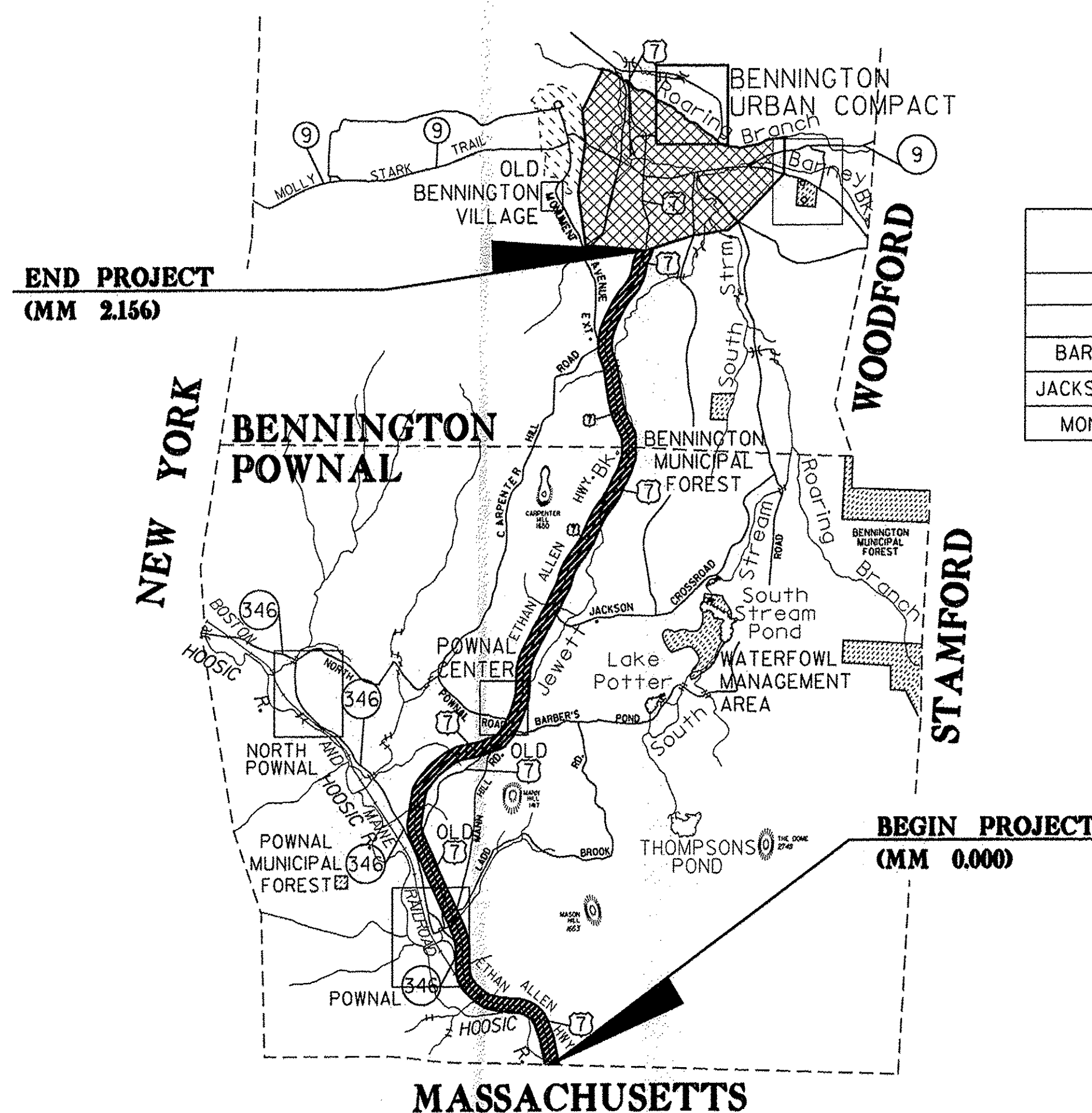
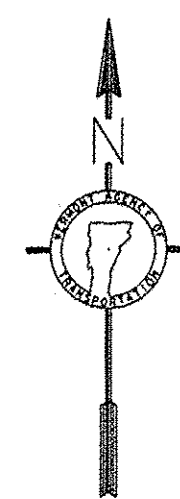
TRAFFIC DATA

SECTION	AADT		DHV		ESALS	
	2014	2024	2014	2024	2014~2024	2014~2034
BEGIN PROJECT TO VT 346	6800	7000	740	760	1,591,000	3,581,000
VT 346 TO BARBER POND RD	5300	5400	600	610	773,000	1,806,000
BARBER POND RD TO JACKSON CROSS RD	5800	5900	650	660	849,000	1,993,000
JACKSON CROSS RD TO MONUMENT AVE. EXT.	6500	6700	730	750	825,000	1,881,000
MONUMENT AVE. EXT. TO END PROJECT	5700	5800	600	610	902,000	2,059,000

QUALITY ASSURANCE PROGRAM: LEVEL 1

CONVENTIONAL SYMBOLS

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



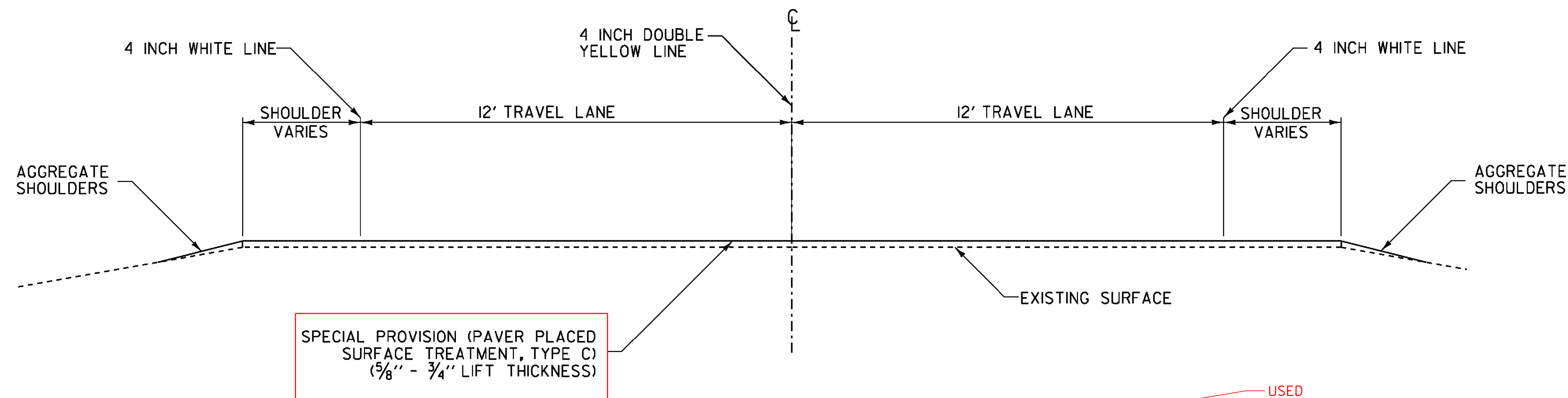
THESE PLANS ARE SUBJECT TO SUCH ENGINEERING CHANGES AS MAY BE REQUIRED BY THE FEDERAL HIGHWAY ADMINISTRATION OR THE DIRECTOR OF PROGRAM DEVELOPMENT.
CONSTRUCTION IS TO BE CARRIED ON IN ACCORDANCE WITH THESE PLANS AND THE STANDARD SPECIFICATIONS FOR CONSTRUCTION DATED 2011, AS APPROVED BY THE FEDERAL 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: [Signature] DATE: 4-2-14
PROJECT MANAGER: MICHAEL J. FOWLER, P.E.
PROJECT NAME: POWNAL - BENNINGTON
PROJECT NUMBER: NH SURF (42)
SHEET 1 OF 23 SHEETS

- NOTES:
1. ALL NECESSARY SURFACE PREPARATION INVOLVING PATCHING, POTHOLE REPAIR, AND CRACK SEALING SHALL BE PERFORMED PRIOR TO APPLICATION OF ANY SPOT LEVELING OR PLACEMENT OF THE WEARING COURSE. ALL CRACKS GREATER THAN 0.10 INCH AND UP TO 1.0 INCH IN WIDTH SHALL BE SEALED USING THE "BLOW AND GO" FLUSH FILL METHOD. ALL COSTS ASSOCIATED WITH THIS WORK SHALL BE PAID FOR UNDER ITEM 417.20, BITUMINOUS CRACK SEALING, "BLOW AND GO" METHOD. THE PATCHING OF ALL CRACKS GREATER THAN 1.0 INCH AND ALL OTHER PATCHING AND POTHOLE REPAIR SHALL BE COMPLETED USING BITUMINOUS CONCRETE PAVEMENT IN ACCORDANCE WITH ITEM 900.680 SPECIAL PROVISION (BITUMINOUS CONCRETE PAVEMENT SURFACE PREPARATION, TYPE 1). AN ESTIMATED QUANTITY FOR THIS ITEM HAS BEEN INCLUDED TO COVER ALL COSTS ASSOCIATED WITH THIS WORK.
2. ALL EXISTING PAVEMENT MARKINGS SHALL BE REMOVED PRIOR TO ANY CRACK SEALING BEING PERFORMED AND PRIOR TO APPLYING THE THIN BITUMINOUS SURFACE TREATMENT. ALL LANE DELINEATION IS TO BE MAINTAINED DURING CONSTRUCTION BY THE USE OF LINE STRIPING TARGETS OR TEMPORARY PAINT.
3. A 50' COLD PLANED TRANSITION SHALL BE CONSTRUCTED AT THE PROJECT BEGIN AND PROJECT END, AS DIRECTED BY THE ENGINEER. ANY SAWCUTTING AT BUTT JOINTS SHALL BE PAID INCIDENTAL TO ITEM 210.10, COLD PLANING, BITUMINOUS PAVEMENT. THE CONTRACTOR SHALL USE CAUTION WHEN COLD PLANING AND PAVING OPERATIONS OCCUR ADJACENT TO EXISTING DROP INLETS OR CATCH BASINS. ANY DAMAGE WHICH OCCURS TO THESE DRAINAGE STRUCTURES AS A RESULT OF THESE OPERATIONS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL BE REPAIRED BY THE CONTRACTOR AT NO COST TO THE STATE OF VERMONT.
4. IF IT IS DETERMINED BY THE ENGINEER IN AREAS ALONG THE BASE OF THE GUARDRAIL THAT WINTER SAND AND OTHER DEBRIS HAS ACCUMULATED SUFFICIENTLY TO AFFECT PROPER CRACK SEALING AND RELATED PATCHING AND POTHOLE REPAIR TREATMENTS, THIS MATERIAL SHALL BE REMOVED PRIOR TO CRACK SEALING, PATCHING, AND POTHOLE REPAIR AS DIRECTED BY THE ENGINEER. AN ESTIMATED QUANTITY FOR ITEM 203.40 SHOULDER BERM REMOVAL HAS BEEN INCLUDED TO COVER THE COSTS ASSOCIATED WITH THIS WORK.
5. BRIDGES WITHIN THIS PROJECT ARE:
- BRIDGE NUMBER 1, MM 0.014 (POWNAL) 72" CGMPAC (OVERLAY WITH FINAL ALTERNATE SURFACE TREATMENT)
 - BRIDGE NUMBER 2, MM 0.889 (POWNAL) (2) 60" RCP (OVERLAY WITH FINAL ALTERNATE SURFACE TREATMENT)
 - BRIDGE NUMBER 3, MM 1.705 (POWNAL) 72" CGMPP CATTLE PASS (OVERLAY WITH FINAL ALTERNATE SURFACE TREATMENT)
 - BRIDGE NUMBER 3A, MM 2.096 (POWNAL) 72" ACCGMP (OVERLAY WITH FINAL ALTERNATE SURFACE TREATMENT)
 - BRIDGE NUMBER 4, MM 2.498 (POWNAL) 48" ACCGMP (OVERLAY WITH FINAL ALTERNATE SURFACE TREATMENT)
 - BRIDGE NUMBER 4A, MM 3.381 (POWNAL) 48" ACCGMP (OVERLAY WITH FINAL ALTERNATE SURFACE TREATMENT)
 - BRIDGE NUMBER 4B, MM 3.395 (POWNAL) 72" CGMPP (OVERLAY WITH FINAL ALTERNATE SURFACE TREATMENT)
 - BRIDGE NUMBER 5, MM 4.071 (POWNAL) 48" ACCGMP (OVERLAY WITH FINAL ALTERNATE SURFACE TREATMENT)
 - BRIDGE NUMBER 6, MM 6.207 (POWNAL) 4' X 6' CONCRETE BOX (OVERLAY WITH FINAL ALTERNATE SURFACE TREATMENT)
 - BRIDGE NUMBER 7, MM 7.288 (POWNAL) 8' X 5' CONCRETE BOX (OVERLAY WITH FINAL ALTERNATE SURFACE TREATMENT)
 - BRIDGE NUMBER 8, MM 7.881 (POWNAL) 15' X 5' CONCRETE BOX (OVERLAY WITH FINAL ALTERNATE SURFACE TREATMENT)
 - BRIDGE NUMBER 9, MM 0.857 (BENNINGTON) CONCRETE SLAB 4' X 4' (OVERLAY WITH FINAL ALTERNATE SURFACE TREATMENT)
6. IT IS EXPECTED THAT SOME SPOT LEVELING WILL BE NECESSARY AS DIRECTED BY THE RESIDENT ENGINEER PRIOR TO THE PLACEMENT OF THE WEARING COURSE. ESTIMATED QUANTITIES OF ITEM 490.30 SUPERPAVE BITUMINOUS CONCRETE PAVEMENT AND ITEM 900.683 SPECIAL PROVISION (EMULSIFIED ASPHALT)(RS-IH OR CRS-IH) HAVE BEEN INCLUDED FOR THIS PURPOSE. AT A MINIMUM LEVELING WILL BE NEEDED IN THE FOLLOWING LOCATIONS IN BOTH LANES: POWNAL MM 5.330 - MM 6.540, POWNAL MM 7.200 - MM 7.988, AND BENNINGTON MM 0.000 - MM 2.156.
7. SEE SHEET 23 REGARDING APPLICATION OF ITEM 900.683 SPECIAL PROVISION (FOG SEAL SURFACE TREATMENT).

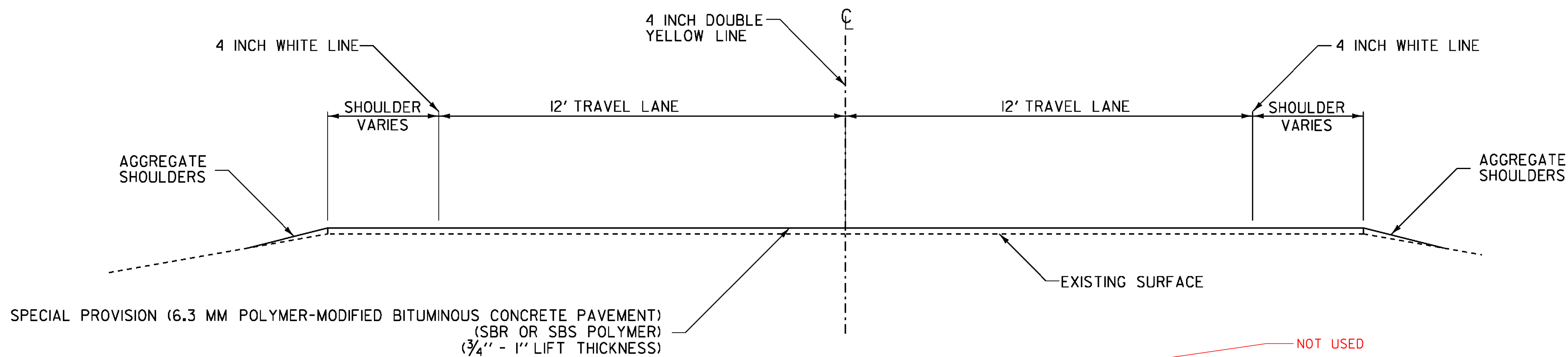
NOT TO SCALE

NOTES COMMON TO BOTH ALTERNATES	PROJECT NAME: POWNAL - BENNINGTON	
	PROJECT NUMBER: NH SURF (42)	
	FILE NAME: I3b592\p\3b592.dgn	PLOT DATE: 02-APR-2014
	PROJECT LEADER: FOWLER	DRAWN BY: LOCKE
	DESIGNED BY: LOCKE	CHECKED BY: PAVT MGMT
	IPARM FILE NAME: p\3b592_02.i	SHEET 2 OF 23



TYPICAL SECTION ALTERNATE A
MM 0.000 (POWNA) - MM 2.156 (BENNINGTON)

USED



TYPICAL SECTION ALTERNATE B
MM 0.000 (POWNA) - MM 2.156 (BENNINGTON)

NOT USED

NOTES:

1. PRIOR TO THE PLACEMENT OF THE POLYMER-MODIFIED BITUMINOUS CONCRETE PAVEMENT, EMULSIFIED ASPHALT SHALL BE APPLIED TO ALL EXISTING PAVEMENT SURFACES AND ON ALL COLD PLANED SURFACES AT A RATE OF 0.080 GAL/SY (+/- 0.01GAL/SY) OR AS DIRECTED BY THE RESIDENT ENGINEER. EMULSIFIED ASPHALT SHALL BE RS-IH OR CRS-IH PER THE MANUFACTURER'S RECOMMENDATION AND PAID UNDER ITEM 900.683 SPECIAL PROVISION (EMULSIFIED ASPHALT)(RS-IH OR CRS-IH).

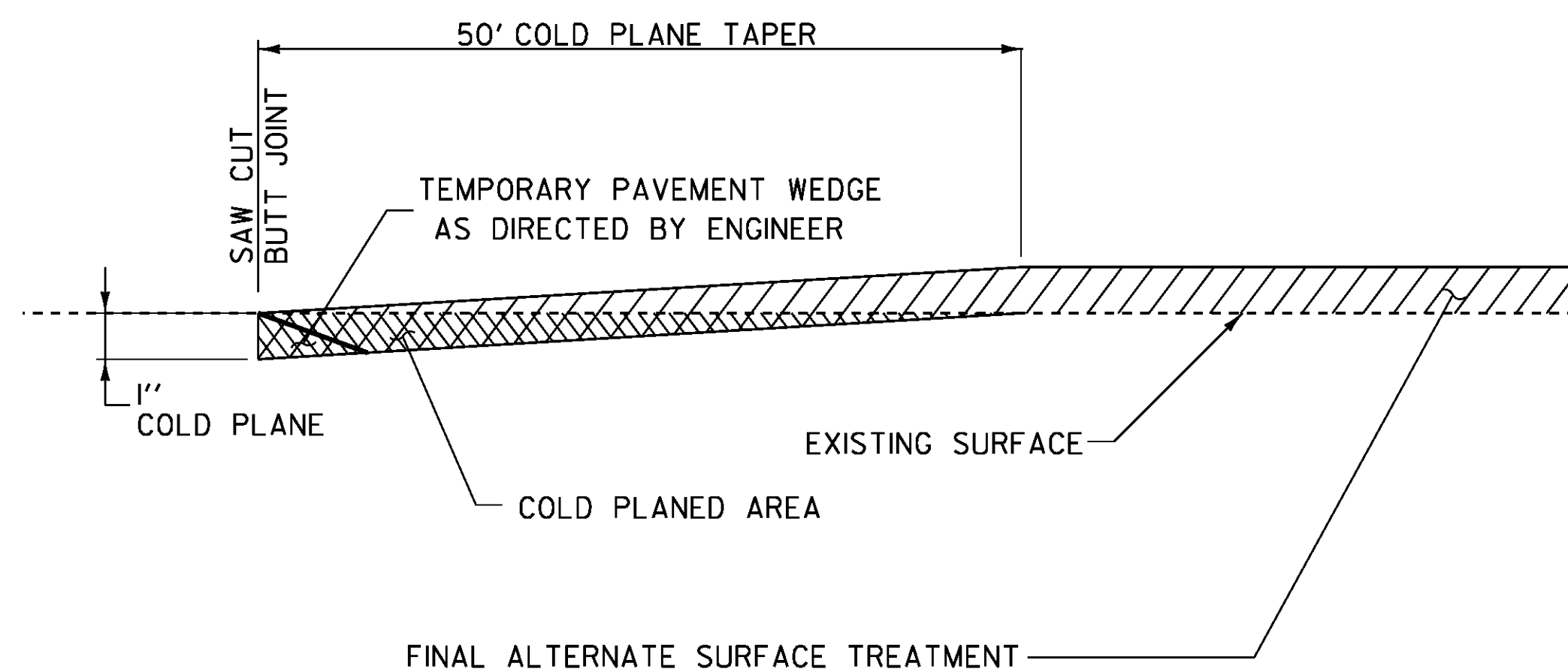
**TYPICAL
SECTIONS**

PROJECT NAME: POWNA - BENNINGTON
PROJECT NUMBER: NH SURF (42)

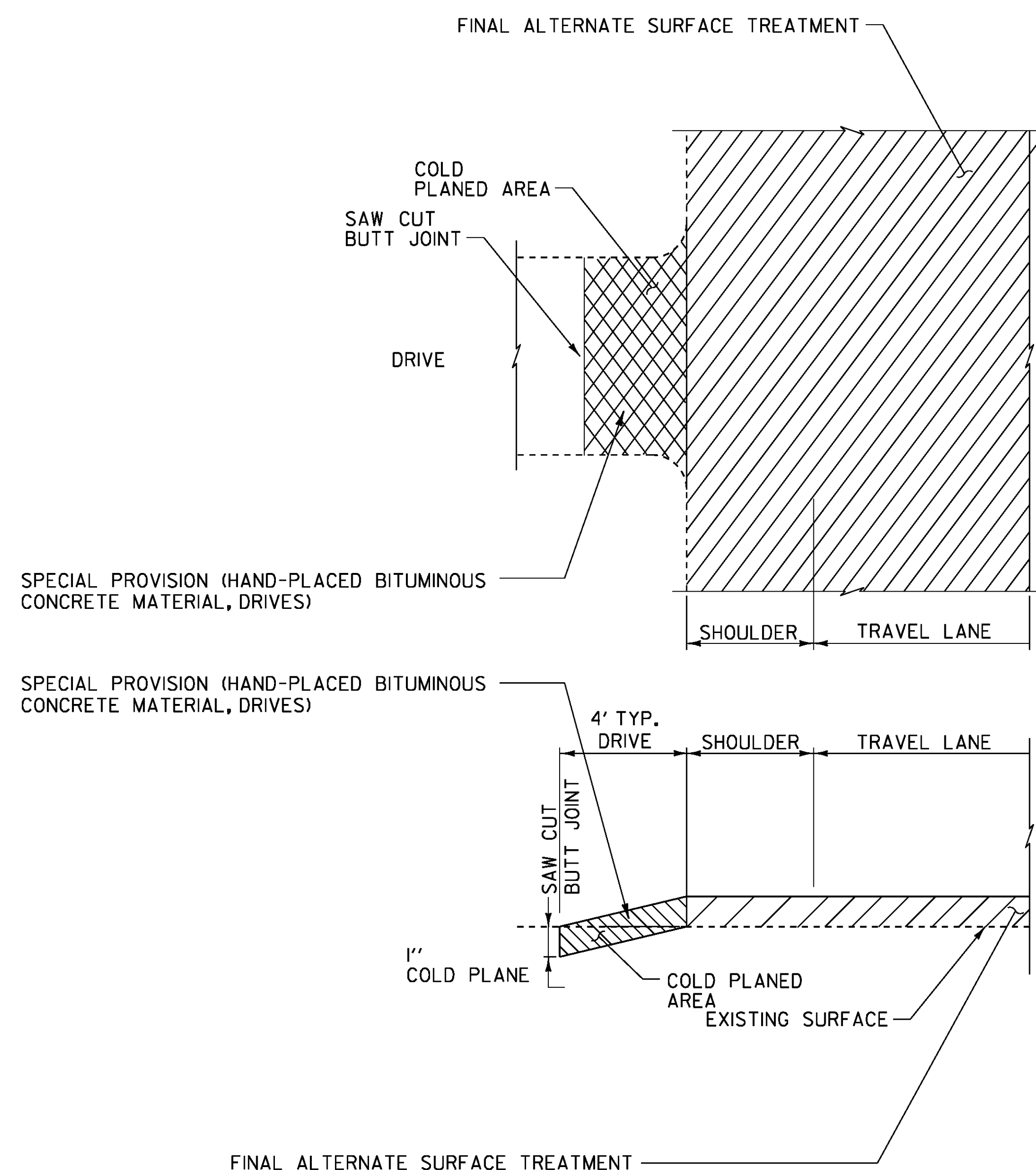
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PROJECT LEADER: FOWLER
DESIGNED BY: LOCKE
IPARM FILE NAME: p13b592_03.1

PLOT DATE: 02-APR-2014
DRAWN BY: LOCKE
CHECKED BY: PAVT MGMT
SHEET 3 OF 23

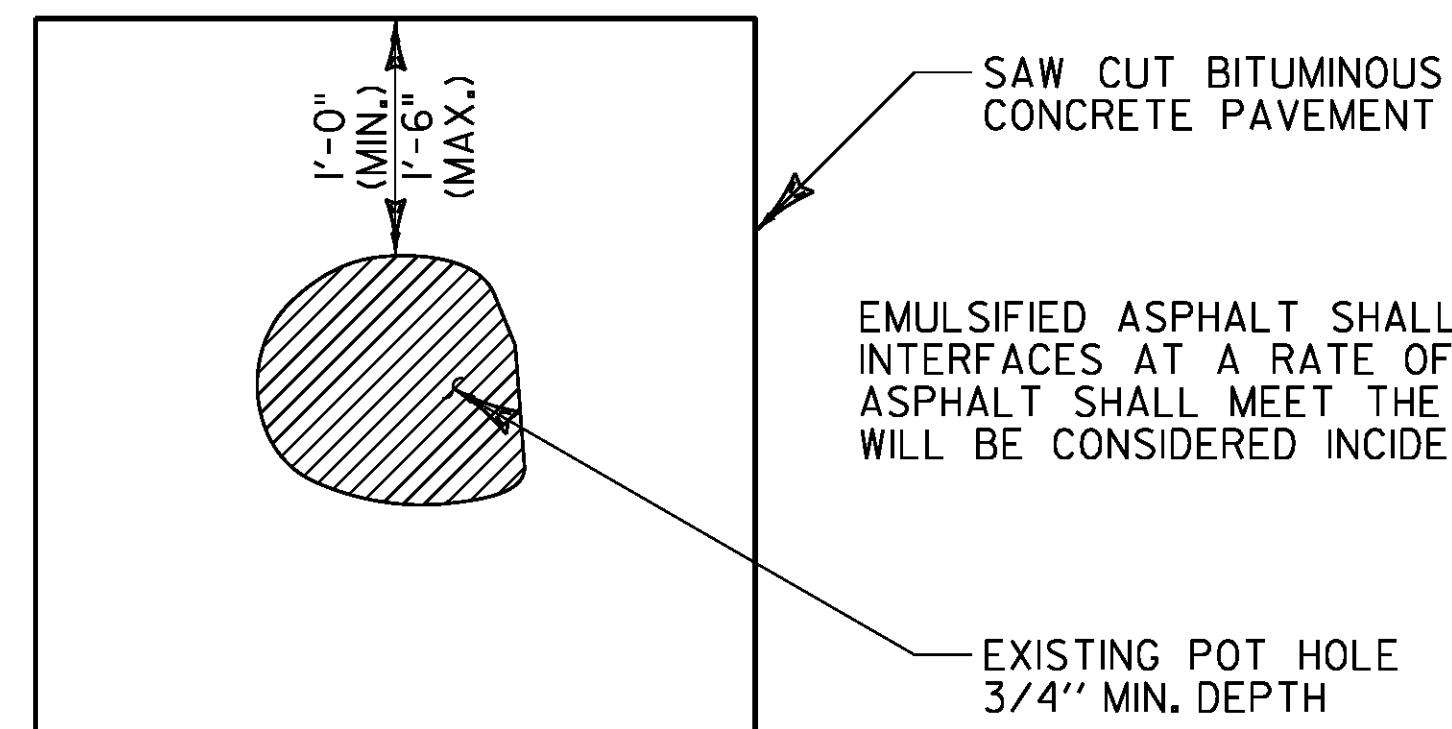
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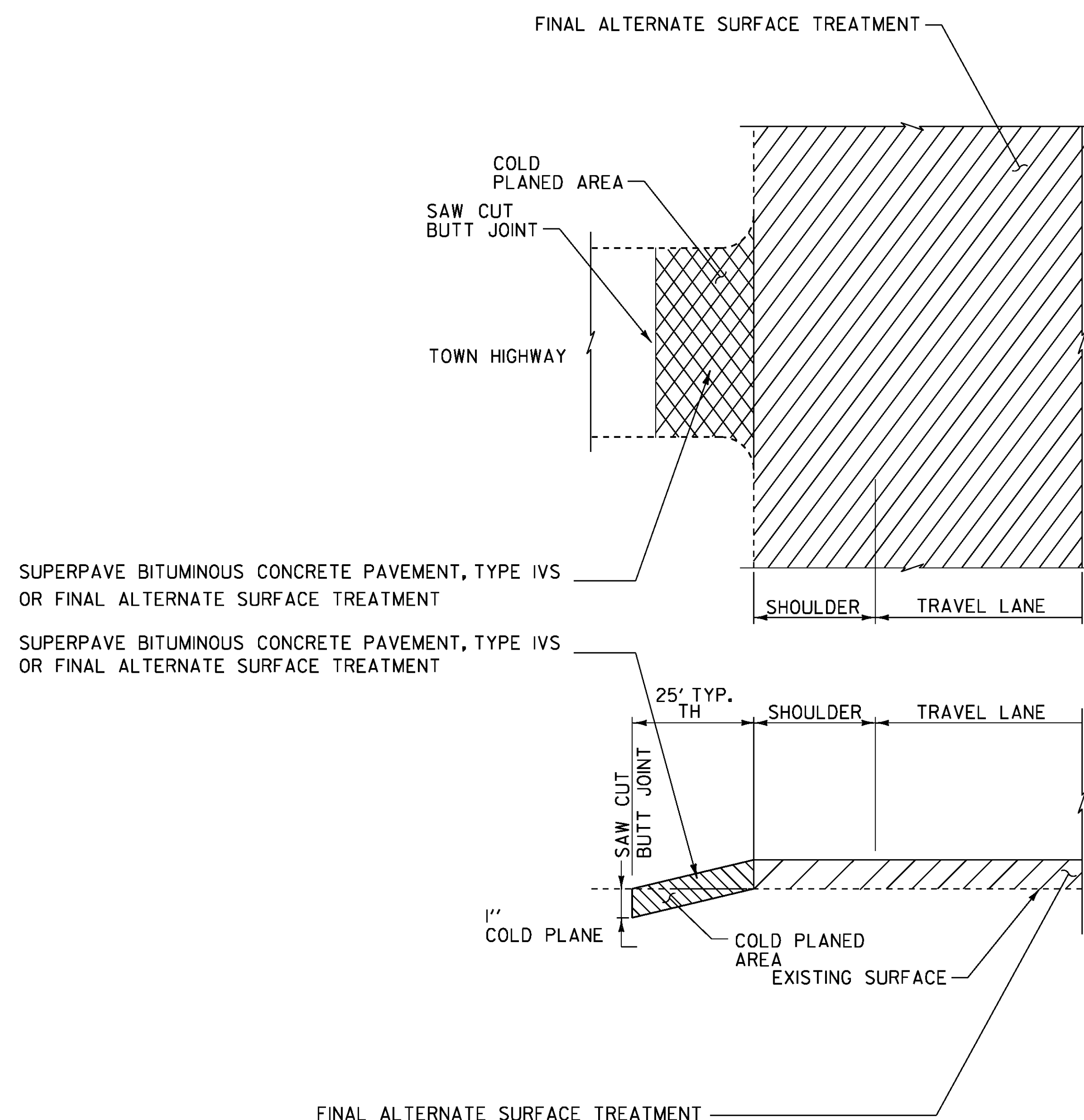
COLD PLANE DETAIL AT BEGIN/END PROJECT



COLD PLANE DETAILS AT DRIVES



TYPICAL - POT HOLE REPAIR
NOT TO SCALE



COLD PLANE DETAILS AT TOWN HIGHWAYS AND AT VT 346

NOT TO SCALE

**PROJECT
COLD PLANE
DETAILS**

PROJECT NAME:	POWNA - BENNINGTON
PROJECT NUMBER:	NH SURF (42)
FILE NAME: I3b592\pI3b592.dgn	PLOT DATE: 02-APR-2014
PROJECT LEADER: FOWLER	DRAWN BY: LOCKE
DESIGNED BY: LOCKE	CHECKED BY: PAVT MGMT
IPARM FILE NAME: pI3b592_04.t	SHEET 4 OF 23

QUANTITY SHEET 1

STATE OF VERMONT
AGENCY OF TRANSPORTATION

SUMMARY OF ESTIMATED QUANTITIES								
	BRIDGE	ROADWAY	FULL C.E.	QUANTITIES GRAND TOTAL	UNIT	ITEMS	ITEM NO.	ROUNDING
						BEGIN ITEMS COMMON TO ALL ALTERNATES		
		20,500		20,500	LF	SHOULDER BERM REMOVAL	203.40	EST
		I		I	CY	TRENCH EXCAVATION OF EARTH, EXPLORATORY (N.A.B.I.)	204.22	EST
		3,750		3,750	SY	COLD PLANING, BITUMINOUS PAVEMENT	210.10	107
		26,500		26,500	LF	MILLED RUMBLE STRIPS	213.10	EST
		1,000		1,000	TON	AGGREGATE SHOULDERS	402.12	100
		I		I	LU	PRICE ADJUSTMENT, ASPHALT CEMENT (N.A.B.I.)	406.50	-
		25,500		25,500	LB	BITUMINOUS CRACK SEALING, "BLOW AND GO" METHOD (AASHTO M 324 (ASTM D 6690) TYPE II)	417.20	EST
		3,000		3,000	TON	SUPERPAVE BITUMINOUS CONCRETE PAVEMENT	490.30	75
		I		I	LU	AIR VOIDS PAY ADJUSTMENT (N.A.B.I.)	490.31	-
		50		50	HR	POWER BROOM RENTAL, TYPE I	608.30	EST
		200		200	HR	POWER BROOM RENTAL, TYPE II	608.31	EST
		200		200	HR	TRUCK RENTAL	608.37	EST
		375		375	HR	UNIFORMED TRAFFIC OFFICERS	630.10	EST
		2,000		2,000	HR	FLAGGERS	630.15	EST
			I	I	LS	FIELD OFFICE, ENGINEERS	631.10	-
			I	I	LS	TESTING EQUIPMENT, BITUMINOUS	631.17	-
			3,000	3,000	DL	FIELD OFFICE, TELEPHONE (N.A.B.I.)	631.26	-
		I		I	LS	MOBILIZATION/DEMOBILIZATION	635.11	-
		I		I	LS	TRAFFIC CONTROL	641.10	-
		3		3	EA	PORTABLE CHANGEABLE MESSAGE SIGN	641.15	-
		110,000		110,000	LF	DURABLE 4 INCH WHITE LINE, POLYUREA	646.404	EST
		105,000		105,000	LF	DURABLE 4 INCH YELLOW LINE, POLYUREA	646.414	EST
		1,500		1,500	LF	DURABLE 8 INCH YELLOW LINE, POLYUREA	646.454	EST
						BEGIN OPTION AA		
		500		500	LF	DURABLE 24 INCH STOP BAR, THERMOPLASTIC	646.482	EST
		500		500	LF	DURABLE 24 INCH STOP BAR, POLYUREA	646.484	EST
						END OPTION AA		
						BEGIN OPTION BB		
		122		122	EA	DURABLE LETTER OR SYMBOL, THERMOPLASTIC	646.492	-
		122		122	EA	DURABLE LETTER OR SYMBOL, POLYUREA	646.494	-
						END OPTION BB		
		110,000		110,000	LF	TEMPORARY 4 INCH WHITE LINE, PAINT	646.602	EST
		105,000		105,000	LF	TEMPORARY 4 INCH YELLOW LINE, PAINT	646.612	EST
		1,500		1,500	LF	TEMPORARY 8 INCH YELLOW LINE, PAINT	646.652	EST
		500		500	LF	TEMPORARY 24 INCH STOP BAR, PAINT	646.682	EST
		122		122	EA	TEMPORARY LETTER OR SYMBOL, PAINT	646.692	-
		4,025		4,025	EA	LINE STRIPING TARGETS	646.76	EST

[illegible][illegible]

QUANTITY SHEET 2

**STATE OF VERMONT
AGENCY OF TRANSPORTATION**

SUMMARY OF ESTIMATED QUANTITIES

[illegible]

DETAILED SUMMARY OF QUANTITIES

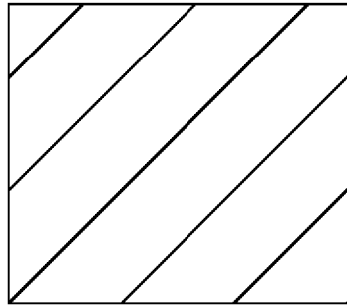
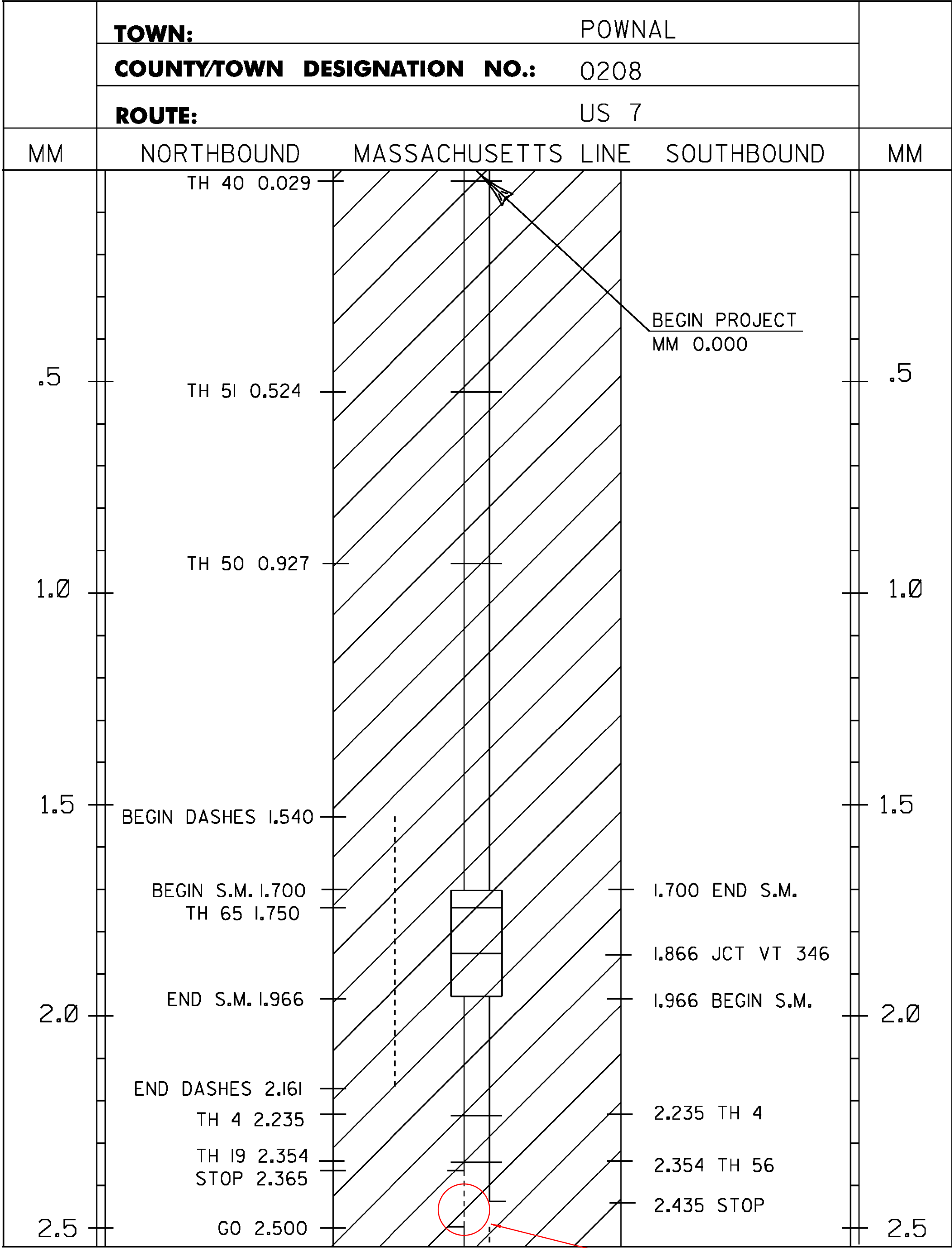
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DETAILED SUMMARY OF QUANTITIES

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PROJECT NAME: POWNAL - BENNINGTON
PROJECT NUMBER: NH SURF (42)

FILE NAME: I3b592\p13b592.dgn	PLOT DATE: 02-APR-2014
PROJECT LEADER: FOWLER	DRAWN BY: LOCKE
DESIGNED BY: LOCKE	CHECKED BY: PAVT MGMT
IPARM FILE NAME: p13b592.06.i	SHEET 6 OF 23



PROJECT AREA

LEGEND
TWBH-THROUGHWAY BEGINS HERE
TWEH-THROUGHWAY ENDS HERE
SHB-STATE HIGHWAY BEGINS
SHE-STATE HIGHWAY ENDS
SL-SPEED LIMIT
SA - STATE AID TOWN HIGHWAY
T/L-TOWN LINE
S.M. - SPECIAL MARKINGS

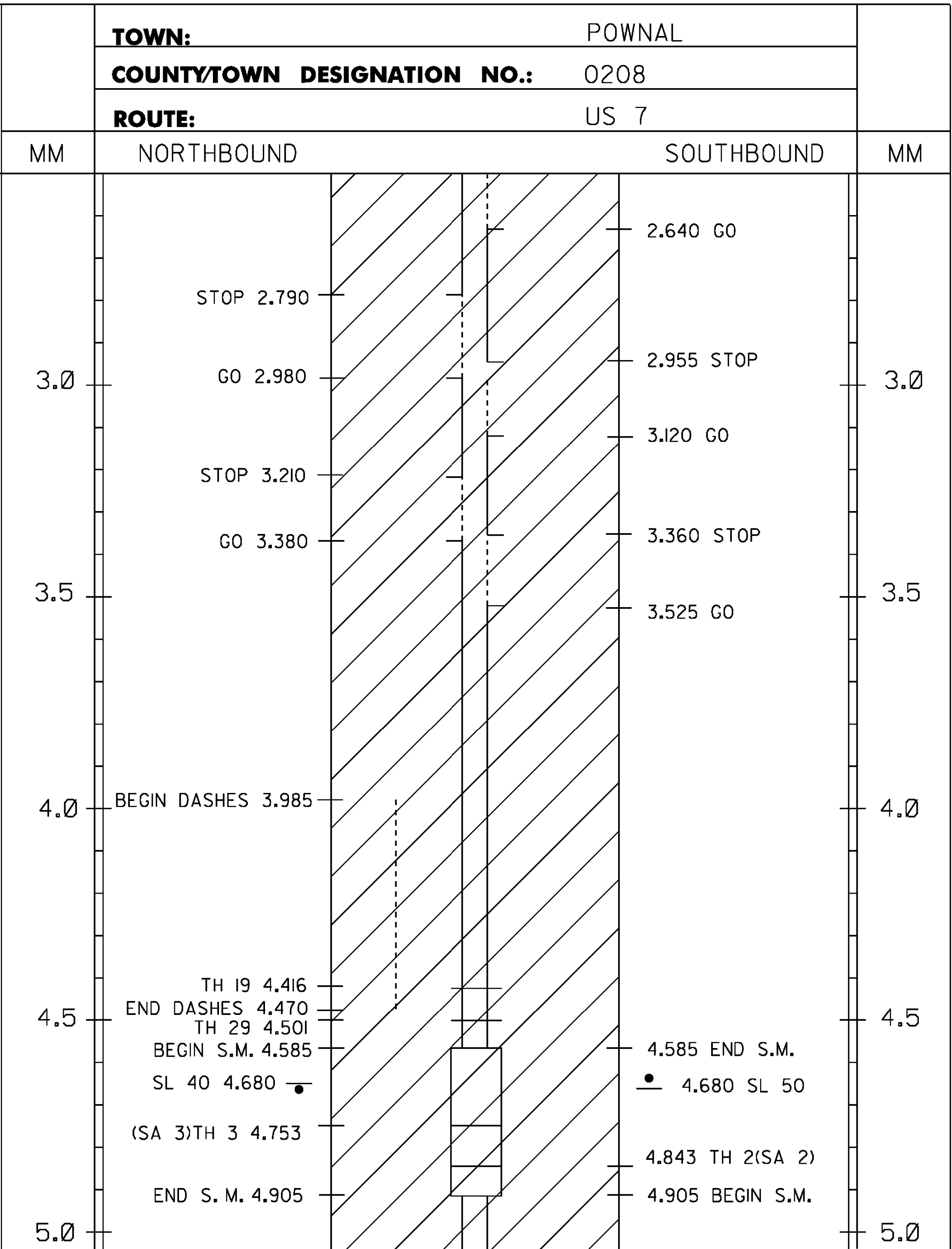
TEMPORARY 4 INCH WHITE LINE, PAINT
MM 0.000 - MM 5.000 LT & RT (EDGELINES)
(WITH BREAKS OR RADIAT TOWN HIGHWAYS)
MM 1.540 - MM 2.161 RT (DASHED LINE, TRUCK LANE -
SEE PROJECT SPECIAL MARKING LAYOUT SHEETS 1-4)
MM 3.985 - MM 4.470 RT (DASHED LINE, TRUCK LANE -
SEE PROJECT SPECIAL MARKING LAYOUT SHEETS 5-7)

DURABLE 4 INCH WHITE LINE, POLYUREA
MM 0.000 - MM 5.000 LT & RT (EDGELINES)
(WITH BREAKS OR RADIAT TOWN HIGHWAYS)
MM 1.540 - MM 2.161 RT (DASHED LINE, TRUCK LANE -
SEE PROJECT SPECIAL MARKING LAYOUT SHEETS 1-4)
MM 3.985 - MM 4.470 RT (DASHED LINE, TRUCK LANE -
SEE PROJECT SPECIAL MARKING LAYOUT SHEETS 5-7)

TEMPORARY 4 INCH YELLOW LINE, PAINT
MM 0.000 - MM 1.700 SOLID LT & RT
MM 1.700 - MM 1.966 SPECIAL MARKINGS -
(SEE PROJECT SPECIAL MARKING LAYOUT SHEETS 1-3)
MM 1.966 - MM 2.365 SOLID LT & RT
MM 2.365 - MM 2.435 SOLID LT, DASHED RT
MM 2.435 - MM 2.500 DASHED CL
MM 2.500 - MM 2.640 DASHED LT, SOLID RT
MM 2.640 - MM 2.790 SOLID LT & RT
MM 2.790 - MM 2.955 SOLID LT, DASHED RT
MM 2.955 - MM 2.980 DASHED CL
MM 2.980 - MM 3.120 DASHED LT, SOLID RT
MM 3.120 - MM 3.210 SOLID LT & RT
MM 3.210 - MM 3.360 SOLID LT, DASHED RT
MM 3.360 - MM 3.380 DASHED CL
MM 3.380 - MM 3.525 DASHED LT, SOLID RT
MM 3.525 - MM 4.585 SOLID LT & RT
MM 4.585 - MM 4.905 SPECIAL MARKINGS
(SEE PROJECT SPECIAL MARKING LAYOUT SHEETS 7-8)
MM 4.905 - MM 5.000 SOLID LT & RT
(WITH CENTERLINE BREAKS AT TOWN HIGHWAYS)

DURABLE 4 INCH YELLOW LINE, POLYUREA
MM 0.000 - MM 1.700 SOLID LT & RT
MM 1.700 - MM 1.966 SPECIAL MARKINGS -
(SEE PROJECT SPECIAL MARKING LAYOUT SHEETS 1-3)
MM 1.966 - MM 2.365 SOLID LT & RT
MM 2.365 - MM 2.435 SOLID LT, DASHED RT
MM 2.435 - MM 2.500 DASHED CL
MM 2.500 - MM 2.640 DASHED LT, SOLID RT
MM 2.640 - MM 2.790 SOLID LT & RT
MM 2.790 - MM 2.955 SOLID LT, DASHED RT
MM 2.955 - MM 2.980 DASHED CL
MM 2.980 - MM 3.120 DASHED LT, SOLID RT
MM 3.120 - MM 3.210 SOLID LT & RT
MM 3.210 - MM 3.360 SOLID LT, DASHED RT
MM 3.360 - MM 3.380 DASHED CL
MM 3.380 - MM 3.525 DASHED LT, SOLID RT
MM 3.525 - MM 4.585 SOLID LT & RT
MM 4.585 - MM 4.905 SPECIAL MARKINGS
(SEE PROJECT SPECIAL MARKING LAYOUT SHEETS 7-8)
MM 4.905 - MM 5.000 SOLID LT & RT
(WITH CENTERLINE BREAKS AT TOWN HIGHWAYS)

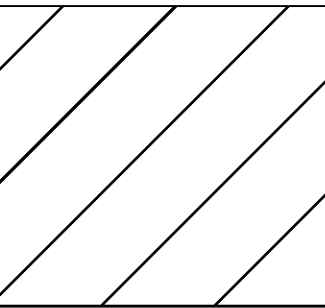
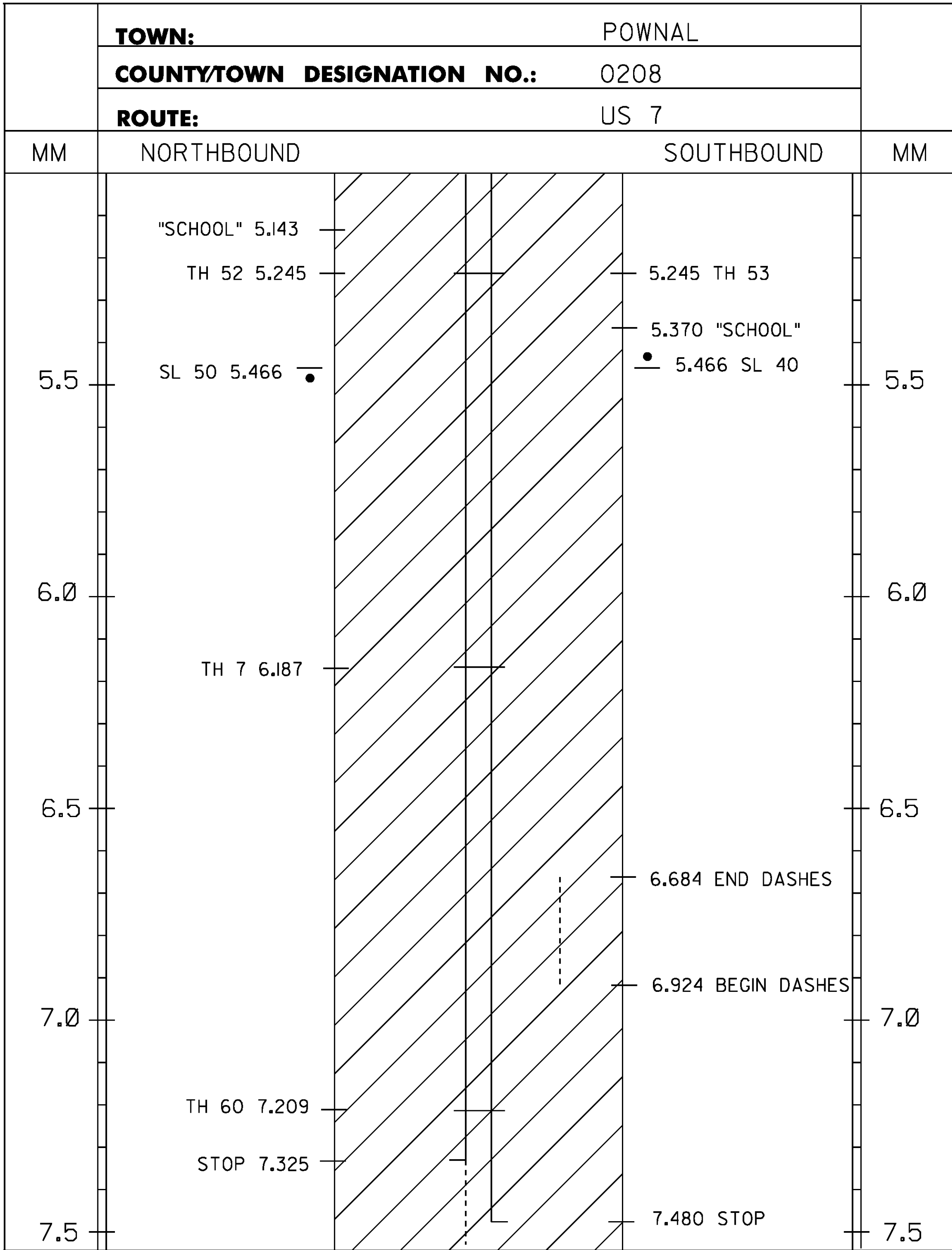
CHANGED TO SOLID LT & RT



NOTES:
1. THIS SHEET TO BE USED FOR THE LAYOUT OF ALL CENTERLINE PAVEMENT MARKINGS.
THE RESIDENT ENGINEER MAY CONTACT KEITH SWEET, PAVEMENT MARKING SUPERVISOR
AT (802) 828-5573 FOR ASSISTANCE LAYING OUT THE CENTERLINE DURING CONSTRUCTION.

NOT TO SCALE

PROJECT CENTERLINE MARKING LAYOUT SHEET #1	PROJECT NAME:	POWNAL - BENNINGTON	
	PROJECT NUMBER:	NH SURF (42)	
	FILE NAME:	i3b592\pi3b592.dgn	PLOT DATE: 02-APR-2014
	PROJECT LEADER:	FOWLER	DRAWN BY: LOCKE
	DESIGNED BY:	LOCKE	CHECKED BY: PAVT MGMT
	IPARM FILE NAME:	pi3b592_07.i	SHEET 7 OF 23



PROJECT AREA

- LEGEND
- TWBH-THROUGHWAY BEGINS HERE
 - TWEH-THROUGHWAY ENDS HERE
 - SHB-STATE HIGHWAY BEGINS
 - SHE-STATE HIGHWAY ENDS
 - SL-SPEED LIMIT
 - T/L-TOWN LINE
 - SA - STATE AID TOWN HIGHWAY
 - S.M. - SPECIAL MARKINGS

TEMPORARY 4 INCH WHITE LINE, PAINT

MM 5.000 - MM 8.000 LT & RT (EDGE LINES)
(WITH BREAKS OR RADII AT TOWN HIGHWAYS)
MM 6.684 - MM 6.924 LT (DASHED LINE, TRUCK LANE -
SEE PROJECT SPECIAL MARKING LAYOUT SHEETS 9-10)

DURABLE 4 INCH WHITE LINE, POLYUREA

MM 5.000 - MM 8.000 LT & RT (EDGE LINES)
(WITH BREAKS OR RADII AT TOWN HIGHWAYS)
MM 6.684 - MM 6.924 LT (DASHED LINE, TRUCK LANE -
SEE PROJECT SPECIAL MARKING LAYOUT SHEETS 9-10)

TEMPORARY 4 INCH YELLOW LINE, PAINT

MM 5.000 - MM 7.325 SOLID LT & RT
MM 7.325 - MM 7.480 SOLID LT, DASHED RT
MM 7.480 - MM 7.510 DASHED CL
MM 7.510 - MM 7.665 DASHED LT, SOLID RT
MM 7.665 - MM 8.000 SOLID LT & RT
(WITH CENTERLINE BREAKS AT TOWN HIGHWAYS)

DURABLE 4 INCH YELLOW LINE, POLYUREA

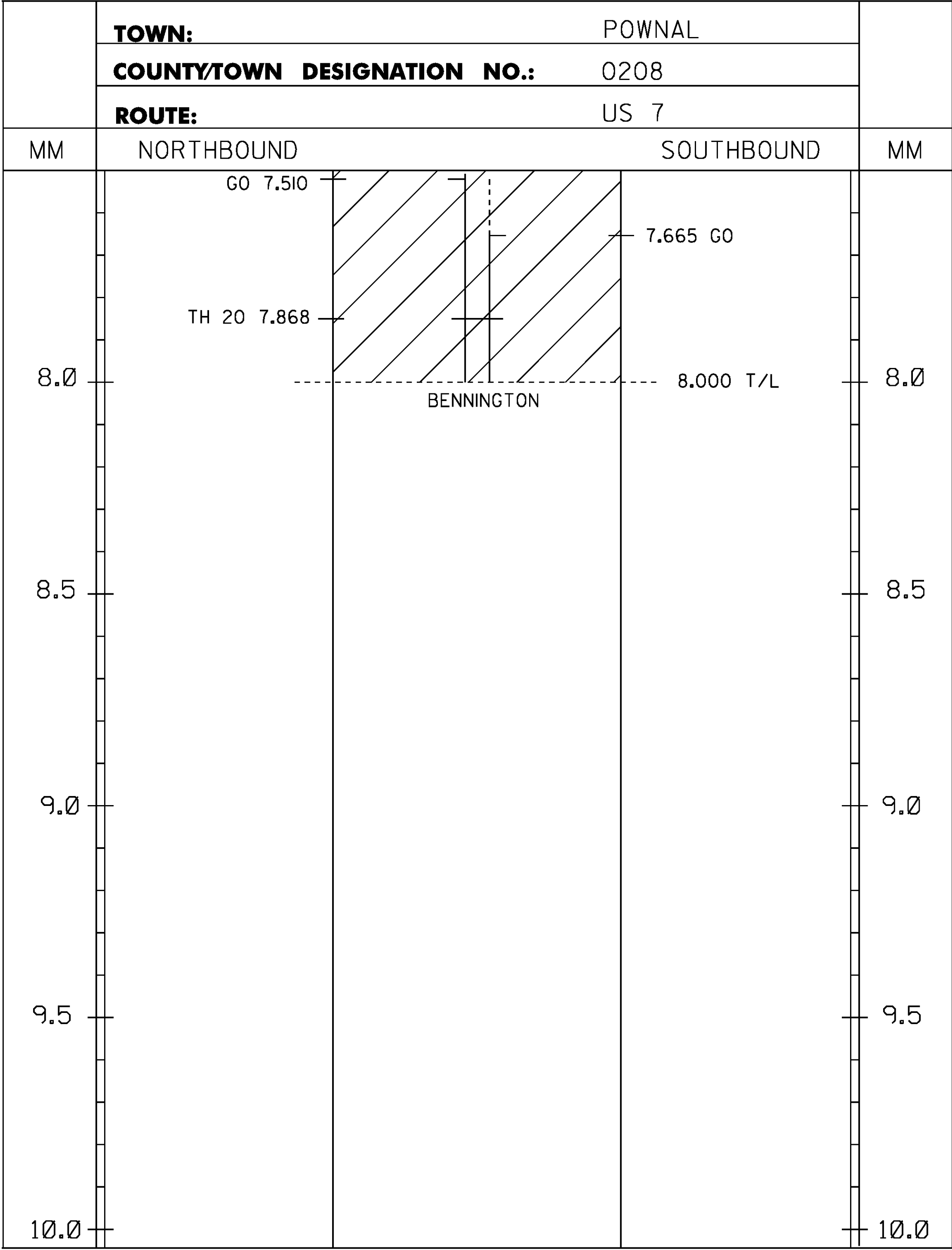
MM 5.000 - MM 7.325 SOLID LT & RT
MM 7.325 - MM 7.480 SOLID LT, DASHED RT
MM 7.480 - MM 7.510 DASHED CL
MM 7.510 - MM 7.665 DASHED LT, SOLID RT
MM 7.665 - MM 8.000 SOLID LT & RT
(WITH CENTERLINE BREAKS AT TOWN HIGHWAYS)

TEMPORARY LETTER OR SYMBOL, PAINT

MM 5.143 RT - "SCHOOL" (6 EACH)
MM 5.370 LT - "SCHOOL" (6 EACH)

DURABLE LETTER OR SYMBOL (OPTION ITEM)

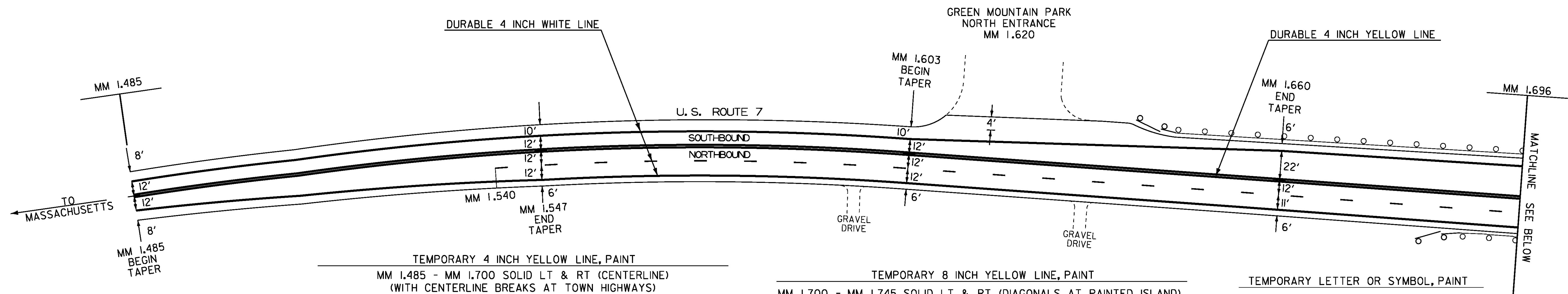
MM 5.143 RT - "SCHOOL" (6 EACH)
MM 5.370 LT - "SCHOOL" (6 EACH)



NOTES:
1. THIS SHEET TO BE USED FOR THE LAYOUT OF ALL CENTERLINE PAVEMENT MARKINGS.
THE RESIDENT ENGINEER MAY CONTACT KEITH SWEET, PAVEMENT MARKING SUPERVISOR
AT (802) 828-5573 FOR ASSISTANCE LAYING OUT THE CENTERLINE DURING CONSTRUCTION.

NOT TO SCALE

PROJECT CENTERLINE MARKING LAYOUT SHEET #2	PROJECT NAME: POWNAL - BENNINGTON	
	PROJECT NUMBER: NH SURF (42)	
	FILE NAME: I3b592\pi3b592.dgn PROJECT LEADER: FOWLER DESIGNED BY: LOCKE IPARM FILE NAME: pi3b592_08.1	PLOT DATE: 02-APR-2014 DRAWN BY: LOCKE CHECKED BY: PAVT MGMT SHEET 8 OF 23

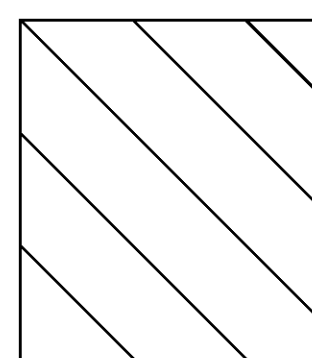
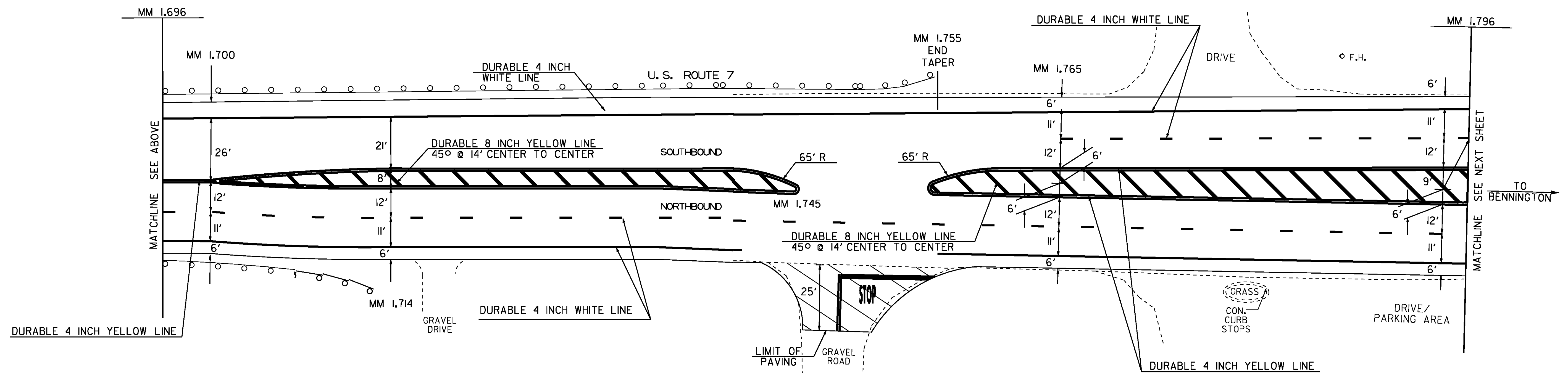


- TEMPORARY 4 INCH WHITE LINE, PAINT
 MM 1.485 - MM 1.796 LT & RT (EDGE LINES)
 (WITH BREAKS OR RADII AT TOWN HIGHWAYS)
 MM 1.540 - MM 1.796 RT (LANE LINE - DASHED)
 MM 1.765 - MM 1.796 LT (LANE LINE - DASHED)
- DURABLE 4 INCH WHITE LINE, POLYUREA
 MM 1.485 - MM 1.796 LT & RT (EDGE LINES)
 (WITH BREAKS OR RADII AT TOWN HIGHWAYS)
 MM 1.540 - MM 1.796 RT (LANE LINE - DASHED)
 MM 1.765 - MM 1.796 LT (LANE LINE - DASHED)

- TEMPORARY 4 INCH YELLOW LINE, PAINT
 MM 1.485 - MM 1.700 SOLID LT & RT (CENTERLINE)
 (WITH CENTERLINE BREAKS AT TOWN HIGHWAYS)
 MM 1.700 - MM 1.745 SOLID LT & RT (CENTERLINE AT PAINTED ISLAND)
 MM 1.755 - MM 1.796 SOLID LT & RT (CENTERLINE AT PAINTED ISLAND)
 MM 1.731RT (CENTERLINE AT TH 65)
- DURABLE 4 INCH YELLOW LINE, POLYUREA
 MM 1.485 - MM 1.700 SOLID LT & RT (CENTERLINE)
 (WITH CENTERLINE BREAKS AT TOWN HIGHWAYS)
 MM 1.700 - MM 1.745 SOLID LT & RT (CENTERLINE AT PAINTED ISLAND)
 MM 1.755 - MM 1.796 SOLID LT & RT (CENTERLINE AT PAINTED ISLAND)
 MM 1.731RT (CENTERLINE AT TH 65)

- TEMPORARY 8 INCH YELLOW LINE, PAINT
 MM 1.700 - MM 1.745 SOLID LT & RT (DIAGONALS AT PAINTED ISLAND)
 MM 1.755 - MM 1.796 SOLID LT & RT (DIAGONALS AT PAINTED ISLAND)
- DURABLE 8 INCH YELLOW LINE, POLYUREA
 MM 1.700 - MM 1.745 SOLID LT & RT (DIAGONALS AT PAINTED ISLAND)
 MM 1.755 - MM 1.796 SOLID LT & RT (DIAGONALS AT PAINTED ISLAND)

- TEMPORARY LETTER OR SYMBOL, PAINT
 MM 1.731RT "STOP" (TH 65)
- DURABLE LETTER OR SYMBOL (OPTION ITEM)
 MM 1.731RT "STOP" (TH 65)
- TEMPORARY 24 INCH STOP BAR, PAINT
 MM 1.731RT (TH 65)
- DURABLE 24 INCH STOP BAR (OPTION ITEM)
 MM 1.731RT (TH 65)



ALL TOWN HIGHWAY APPROACHES TO BE PAVED WITH FINAL ALTERNATE SURFACE TREATMENT OR ITEM 490.30 SUPERPAVE BITUMINOUS CONCRETE PAVEMENT AT THE DISCRETION OF THE CONTRACTOR. ESTIMATED QUANTITIES OF EACH ALTERNATE SURFACE TREATMENT AND ITEM 490.30 HAVE BEEN INCLUDED FOR THIS PURPOSE.

NOT TO SCALE

**PROJECT
SPECIAL
MARKING
LAYOUT
SHEET #1**

PROJECT NAME: POWNAL - BENNINGTON
 PROJECT NUMBER: NH SURF (42)

FILE NAME: I3b592\p13b592.dgn
 PROJECT LEADER: FOWLER
 DESIGNED BY: LOCKE
 IPARM FILE NAME: p13b592-10.1

PLOT DATE: 02-APR-2014
 DRAWN BY: LOCKE
 CHECKED BY: PAVT MGMT
 SHEET 10 OF 23

TEMPORARY 4 INCH WHITE LINE, PAINT
MM 1.796 - MM 1.901 LT & RT (EDGELINES)
(WITH BREAKS OR RADII AT TOWN HIGHWAYS)
MM 1.796 - MM 1.858 LT (LANE LINE - DASHED)
MM 1.796 - MM 1.858 RT (LANE LINE - DASHED)
MM 1.868 - MM 1.901 RT (LANE LINE - DASHED)
MM 1.796 - MM 1.825 RT (LANE LINE - DOTTED)
MM 1.825 - MM 1.863 RT (LANE LINE - SOLID)
MM 1.870 - MM 1.901 LT (LANE LINE - SOLID)
MM 1.863 LT (EDGELINES VT 346)

DURABLE 4 INCH WHITE LINE, POLYUREA
MM 1.796 - MM 1.901 LT & RT (EDGELINES)
(WITH BREAKS OR RADII AT TOWN HIGHWAYS)
MM 1.796 - MM 1.858 LT (LANE LINE - DASHED)
MM 1.796 - MM 1.858 RT (LANE LINE - DASHED)
MM 1.868 - MM 1.901 RT (LANE LINE - DASHED)
MM 1.796 - MM 1.825 RT (LANE LINE - DOTTED)
MM 1.825 - MM 1.863 RT (LANE LINE - SOLID)
MM 1.870 - MM 1.901 LT (LANE LINE - SOLID)
MM 1.863 LT (EDGELINES VT 346)

TEMPORARY 4 INCH YELLOW LINE, PAINT
MM 1.796 - MM 1.858 SOLID LT & RT (CENTERLINE AT PAINTED ISLAND)
MM 1.868 - MM 1.901 SOLID LT & RT (CENTERLINE AT PAINTED ISLAND)
MM 1.863 LT (CENTERLINE AT VT 346)

DURABLE 4 INCH YELLOW LINE, POLYUREA
MM 1.796 - MM 1.858 SOLID LT & RT (CENTERLINE AT PAINTED ISLAND)
MM 1.868 - MM 1.901 SOLID LT & RT (CENTERLINE AT PAINTED ISLAND)
MM 1.863 LT (CENTERLINE AT VT 346)

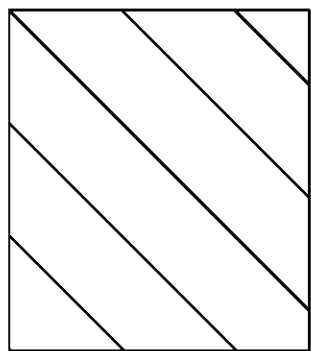
TEMPORARY 8 INCH YELLOW LINE, PAINT
MM 1.796 - MM 1.858 SOLID LT & RT (DIAGONALS AT PAINTED ISLAND)
MM 1.868 - MM 1.901 SOLID LT & RT (DIAGONALS AT PAINTED ISLAND)

DURABLE 8 INCH YELLOW LINE, POLYUREA
MM 1.796 - MM 1.858 SOLID LT & RT (DIAGONALS AT PAINTED ISLAND)
MM 1.868 - MM 1.901 SOLID LT & RT (DIAGONALS AT PAINTED ISLAND)

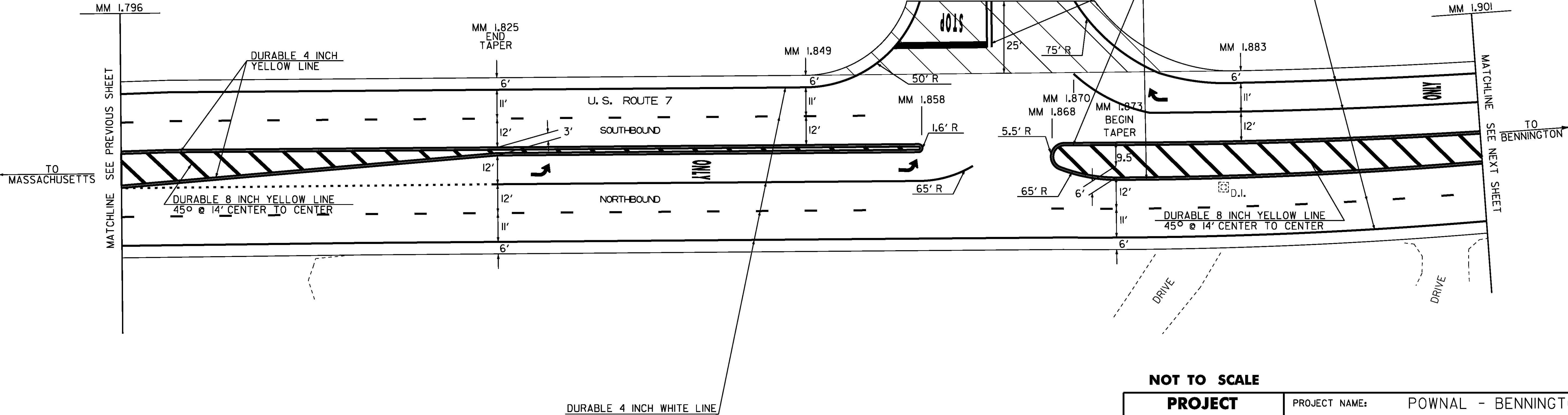
TEMPORARY 24 INCH STOP BAR, PAINT
MM 1.863 LT (VT 346)
DURABLE 24 INCH STOP BAR (OPTION ITEM)
MM 1.863 LT (VT 346)

TEMPORARY LETTER OR SYMBOL, PAINT
MM 1.863 LT "STOP" (VT 346)
MM 1.829 RT - "ONLY"
MM 1.841 RT - "ONLY"
MM 1.857 RT - "ONLY"
MM 1.875 LT - "ONLY"
MM 1.898 LT - "ONLY"

DURABLE LETTER OR SYMBOL (OPTION ITEM)
MM 1.863 LT "STOP" (VT 346)
MM 1.829 RT - "ONLY"
MM 1.841 RT - "ONLY"
MM 1.857 RT - "ONLY"
MM 1.875 LT - "ONLY"
MM 1.898 LT - "ONLY"



ALL TOWN/STATE HIGHWAY APPROACHES TO BE PAVED WITH FINAL ALTERNATE SURFACE TREATMENT OR ITEM 490.30 SUPERPAVE BITUMINOUS CONCRETE PAVEMENT AT THE DISCRETION OF THE CONTRACTOR. ESTIMATED QUANTITIES OF EACH ALTERNATE SURFACE TREATMENT AND ITEM 490.30 HAVE BEEN INCLUDED FOR THIS PURPOSE.



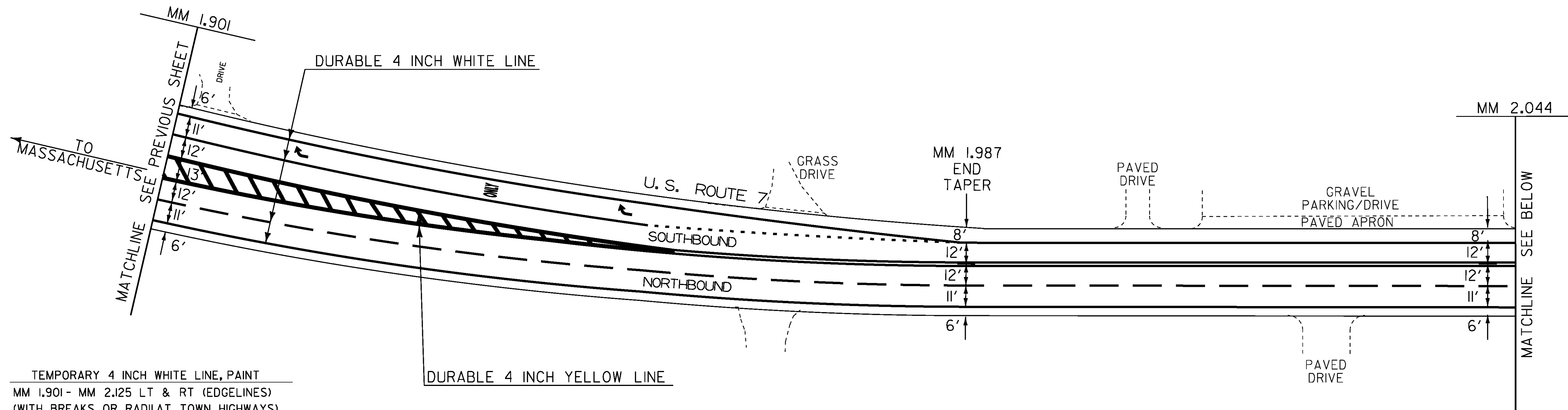
NOT TO SCALE

PROJECT
SPECIAL
MARKING
LAYOUT
SHEET #2

PROJECT NAME: POWNAL - BENNINGTON
PROJECT NUMBER: NH SURF (42)

FILE NAME: I3b592\pi3b592.dgn
PROJECT LEADER: FOWLER
DESIGNED BY: LOCKE
IPARM FILE NAME: pi3b592-11.1

PLOT DATE: 02-APR-2014
DRAWN BY: LOCKE
CHECKED BY: PAVT MGMT
SHEET II OF 23



TEMPORARY 4 INCH WHITE LINE, PAINT
 MM 1.901 - MM 2.125 LT & RT (EDGE LINES)
 (WITH BREAKS OR RADII AT TOWN HIGHWAYS)
 MM 1.901 - MM 2.125 RT (LANE LINE - DASHED)
 MM 1.901 - MM 1.934 LT (LANE LINE - SOLID)
 MM 1.934 - MM 1.987 LT (LANE LINE - DOTTED)

DURABLE 4 INCH WHITE LINE, POLYUREA
 MM 1.901 - MM 2.125 LT & RT (EDGE LINES)
 (WITH BREAKS OR RADII AT TOWN HIGHWAYS)
 MM 1.901 - MM 2.125 RT (LANE LINE - DASHED)
 MM 1.901 - MM 1.934 LT (LANE LINE - SOLID)
 MM 1.934 - MM 1.987 LT (LANE LINE - DOTTED)

TEMPORARY 4 INCH YELLOW LINE, PAINT
 MM 1.901 - MM 1.934 SOLID LT & RT (CENTERLINE AT PAINTED ISLAND)
 MM 1.934 - MM 2.125 SOLID LT & RT (CENTERLINE)
 (WITH CENTERLINE BREAKS AT TOWN HIGHWAYS)

DURABLE 4 INCH YELLOW LINE, POLYUREA
 MM 1.901 - MM 1.934 SOLID LT & RT (CENTERLINE AT PAINTED ISLAND)
 MM 1.934 - MM 2.125 SOLID LT & RT (CENTERLINE)
 (WITH CENTERLINE BREAKS AT TOWN HIGHWAYS)

TEMPORARY 8 INCH YELLOW LINE, PAINT
 MM 1.901 - MM 1.934 SOLID LT & RT (DIAGONALS AT PAINTED ISLAND)

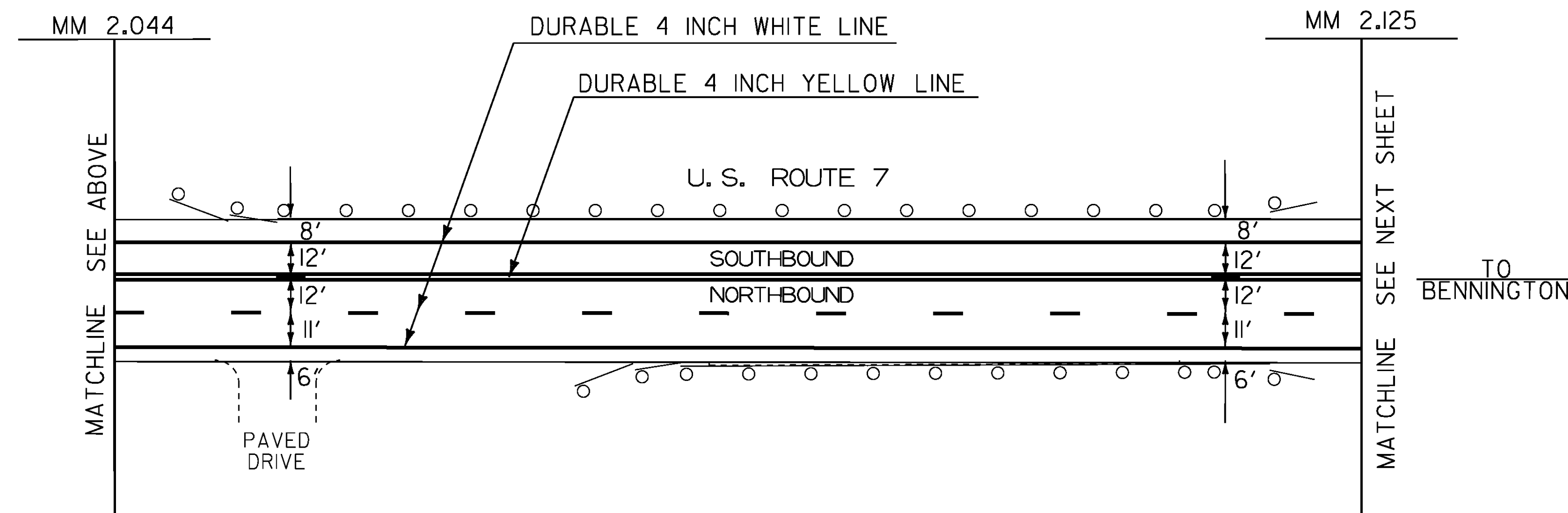
DURABLE 8 INCH YELLOW LINE, POLYUREA
 MM 1.901 - MM 1.934 SOLID LT & RT (DIAGONALS AT PAINTED ISLAND)

TEMPORARY LETTER OR SYMBOL, PAINT

MM 1.914 LT -
 MM 1.935 LT - "ONLY"
 MM 1.949 LT -

DURABLE LETTER OR SYMBOL (OPTION ITEM)

MM 1.914 LT -
 MM 1.935 LT - "ONLY"
 MM 1.949 LT -



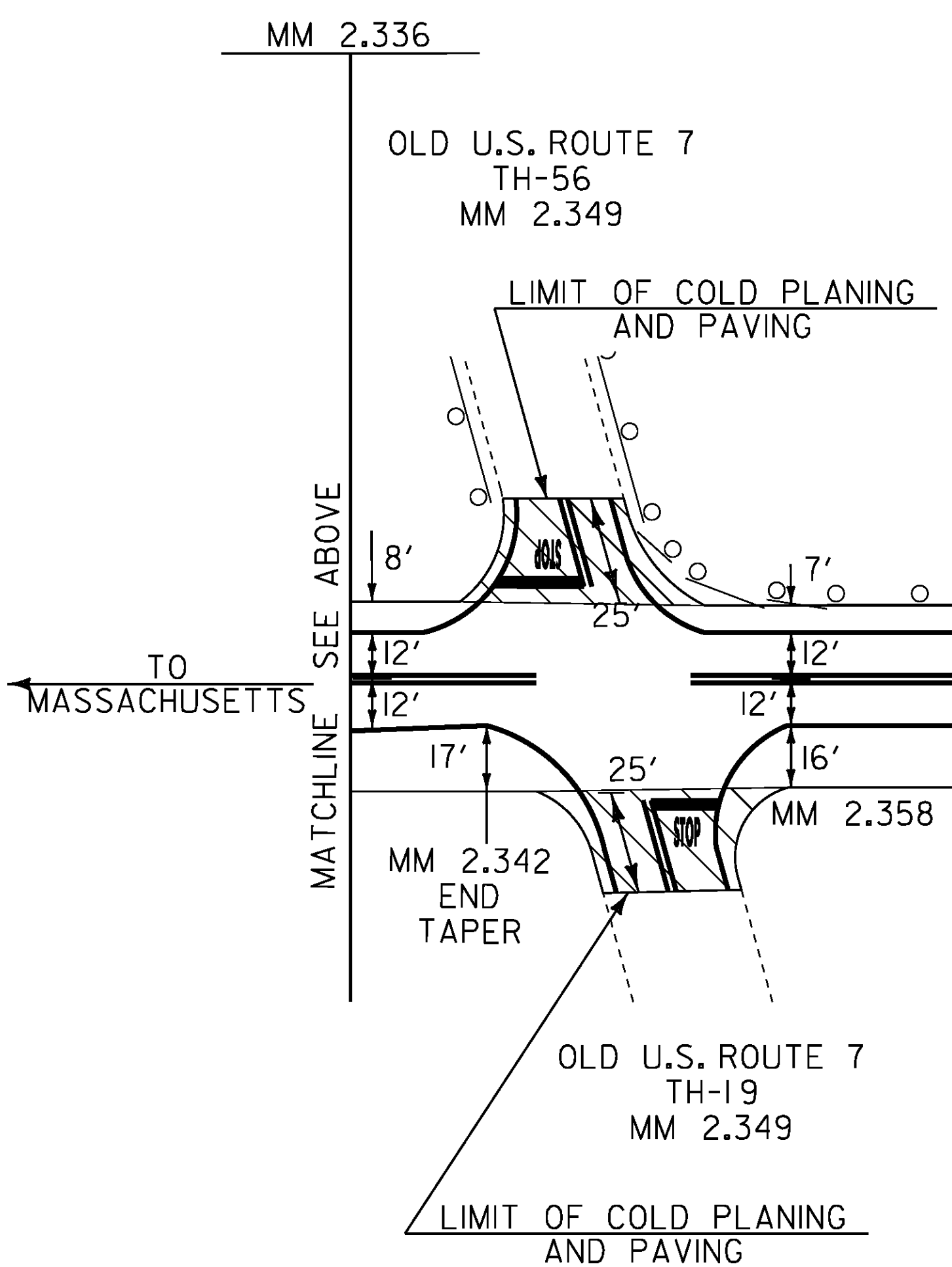
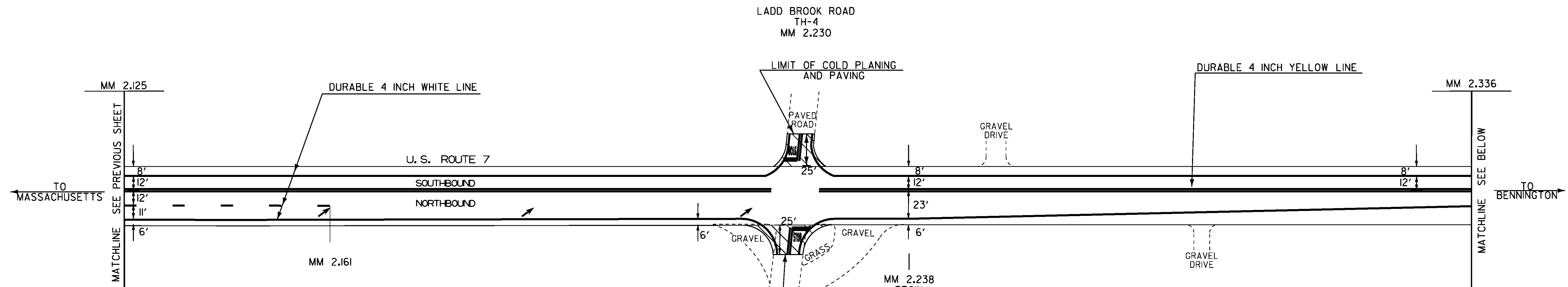
NOT TO SCALE

**PROJECT
 SPECIAL
 MARKING
 LAYOUT
 SHEET #3**

PROJECT NAME: POWNAL - BENNINGTON
 PROJECT NUMBER: NH SURF (42)

FILE NAME: I3b592\pl3b592.dgn
 PROJECT LEADER: FOWLER
 DESIGNED BY: LOCKE
 IPARM FILE NAME: pl3b592_I2.I

PLOT DATE: 02-APR-2014
 DRAWN BY: LOCKE
 CHECKED BY: PAVT MGMT
 SHEET 12 OF 23



TEMPORARY 4 INCH WHITE LINE, PAINT
 MM 2.125 - MM 2.358 LT & RT (EDGE LINES)
 (WITH BREAKS OR RADII AT TOWN HIGHWAYS)
 MM 2.125 - MM 2.161 RT (LANE LINE - DASHED)
 MM 2.230 LT (EDGE LINES TH 4)
 MM 2.230 RT (EDGE LINES TH 4)
 MM 2.349 LT (EDGE LINES TH 56)
 MM 2.349 RT (EDGE LINES TH 19)

DURABLE 4 INCH WHITE LINE, POLYUREA
 MM 2.125 - MM 2.358 LT & RT (EDGE LINES)
 (WITH BREAKS OR RADII AT TOWN HIGHWAYS)
 MM 2.125 - MM 2.161 RT (LANE LINE - DASHED)
 MM 2.230 LT (EDGE LINES TH 4)
 MM 2.230 RT (EDGE LINES TH 4)
 MM 2.349 LT (EDGE LINES TH 56)
 MM 2.349 RT (EDGE LINES TH 19)

TEMPORARY 4 INCH YELLOW LINE, PAINT
 MM 2.125 - MM 2.358 SOLID LT & RT (CENTERLINE)
 (WITH CENTERLINE BREAKS AT TOWN HIGHWAYS)
 MM 2.230 LT (CENTERLINE AT TH 4)
 MM 2.230 RT (CENTERLINE AT TH 4)
 MM 2.349 LT (CENTERLINE AT TH 56)
 MM 2.349 RT (CENTERLINE AT TH 19)

DURABLE 4 INCH YELLOW LINE, POLYUREA
 MM 2.125 - MM 2.358 SOLID LT & RT (CENTERLINE)
 (WITH CENTERLINE BREAKS AT TOWN HIGHWAYS)
 MM 2.230 LT (CENTERLINE AT TH 4)
 MM 2.230 RT (CENTERLINE AT TH 4)
 MM 2.349 LT (CENTERLINE AT TH 56)
 MM 2.349 RT (CENTERLINE AT TH 19)

TEMPORARY 24 INCH STOP BAR, PAINT
 MM 2.230 LT (TH 4)
 MM 2.230 RT (TH 4)
 MM 2.349 LT (TH 56)
 MM 2.349 RT (TH 19)

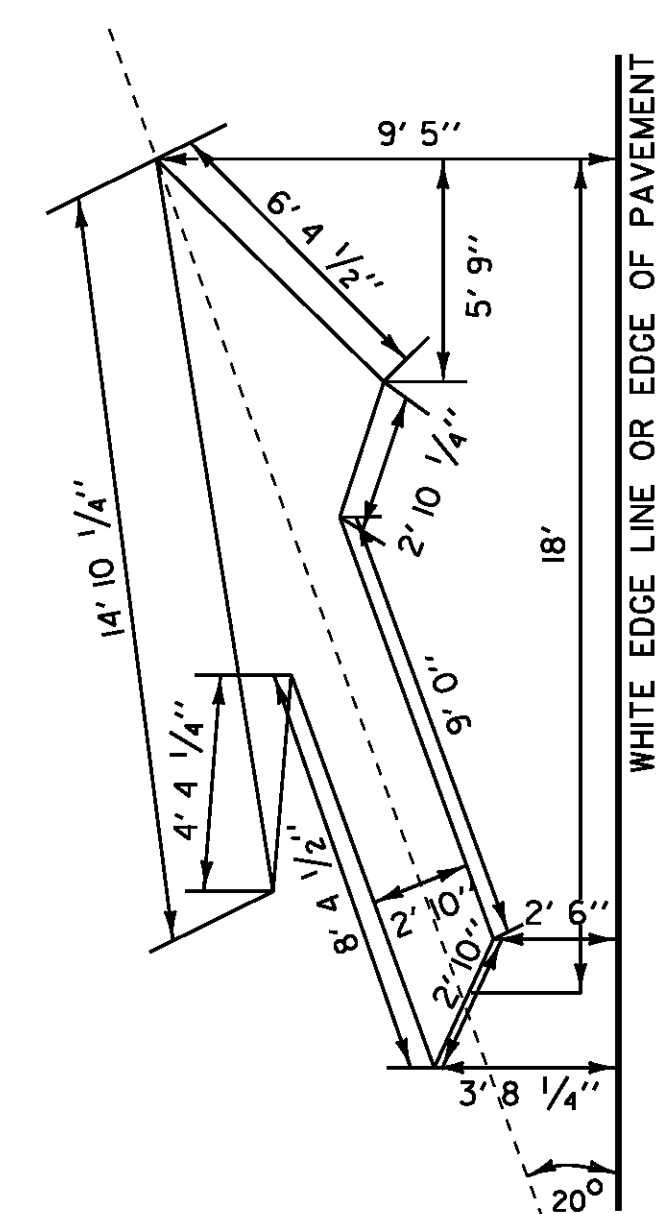
DURABLE 24 INCH STOP BAR (OPTION ITEM)
 MM 2.230 LT (TH 4)
 MM 2.230 RT (TH 4)
 MM 2.349 LT (TH 56)
 MM 2.349 RT (TH 19)

TEMPORARY LETTER OR SYMBOL, PAINT
 MM 2.230 LT "STOP" (TH 4)
 MM 2.230 RT "STOP" (TH 4)
 MM 2.349 LT "STOP" (TH 56)
 MM 2.349 RT "STOP" (TH 19)

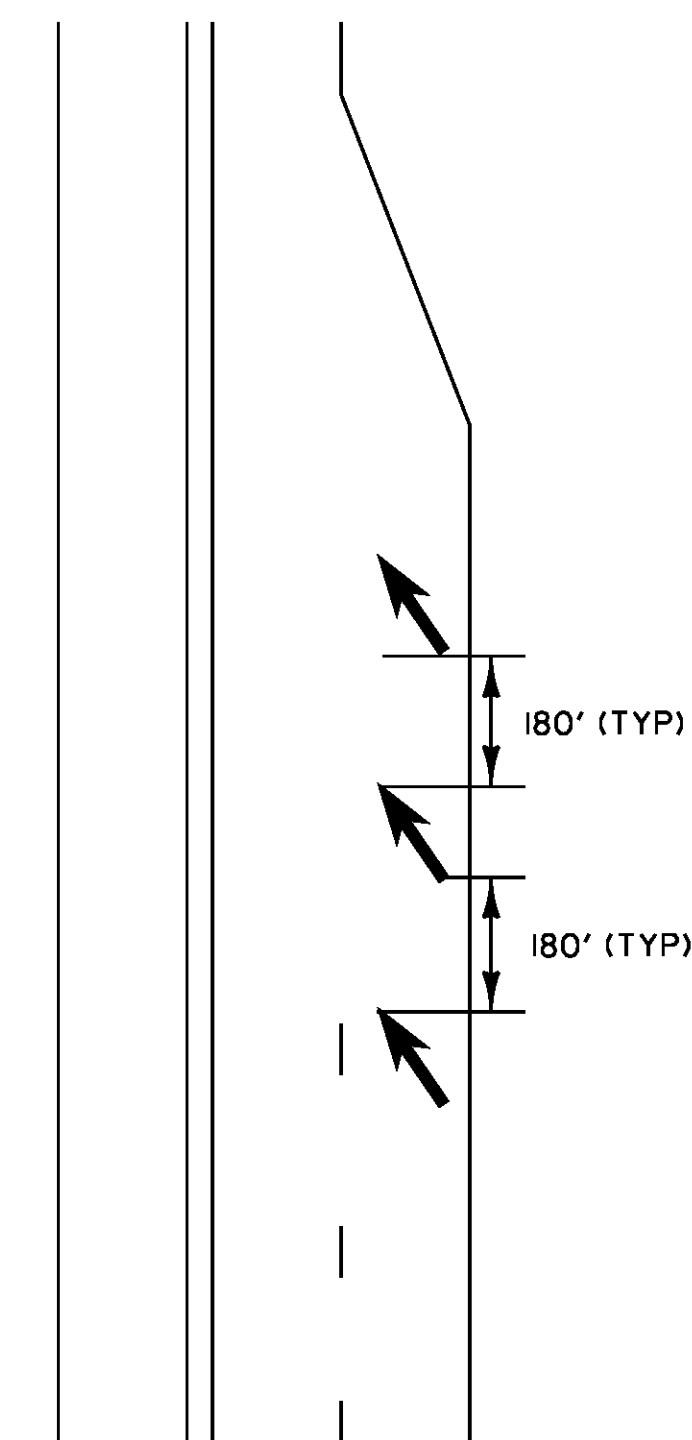
MM 2.161 RT -
 MM 2.195 RT -
 MM 2.229 RT -

DURABLE LETTER OR SYMBOL (OPTION ITEM)
 MM 2.230 LT "STOP" (TH 4)
 MM 2.230 RT "STOP" (TH 4)
 MM 2.349 LT "STOP" (TH 56)
 MM 2.349 RT "STOP" (TH 19)

MM 2.161 RT -
 MM 2.195 RT -
 MM 2.229 RT -

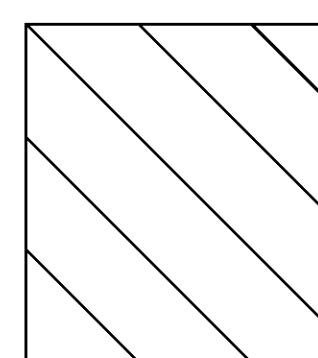


LANE DROP ARROW



FIRST LANE REDUCTION ARROW SHALL BE PLACED OPPOSITE TO THE LAST DASH. ARROWS TO BE PLACED EVERY 180' (MAX.) BETWEEN LAST DASH AND BEGINNING OF LANE TAPER. FOR LEFT LANE USE MIRROR IMAGE.

LANE REDUCTION TRANSITION MARKINGS



ALL TOWN HIGHWAY APPROACHES TO BE PAVED WITH FINAL ALTERNATE SURFACE TREATMENT OR ITEM 490.30 SUPERPAVE BITUMINOUS CONCRETE PAVEMENT AT THE DISCRETION OF THE CONTRACTOR. ESTIMATED QUANTITIES OF EACH ALTERNATE SURFACE TREATMENT AND ITEM 490.30 HAVE BEEN INCLUDED FOR THIS PURPOSE.

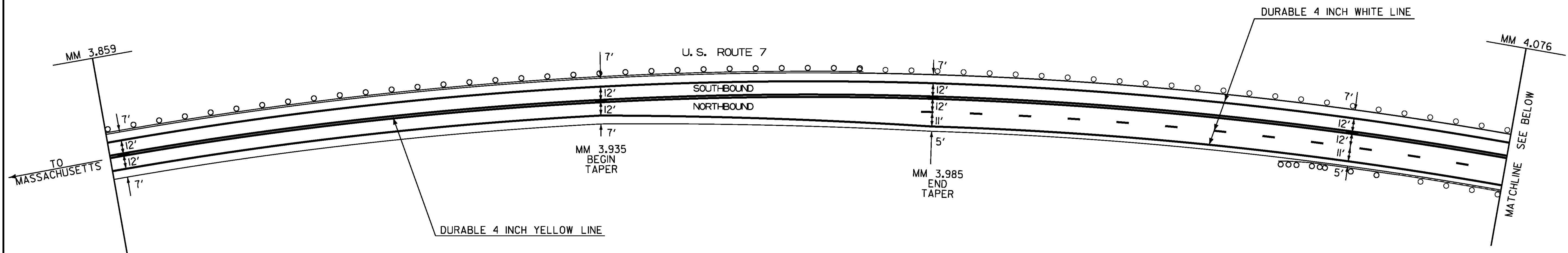
NOT TO SCALE

**PROJECT
SPECIAL
MARKING
LAYOUT
SHEET #4**

PROJECT NAME: POWNAL - BENNINGTON
 PROJECT NUMBER: NH SURF (42)

FILE NAME: I3b592\p\I3b592.dgn
 PROJECT LEADER: FOWLER
 DESIGNED BY: LOCKE
 IPARM FILE NAME: p\I3b592_I3.1

PLOT DATE: 02-APR-2014
 DRAWN BY: LOCKE
 CHECKED BY: PAVT MGMT
 SHEET 13 OF 23

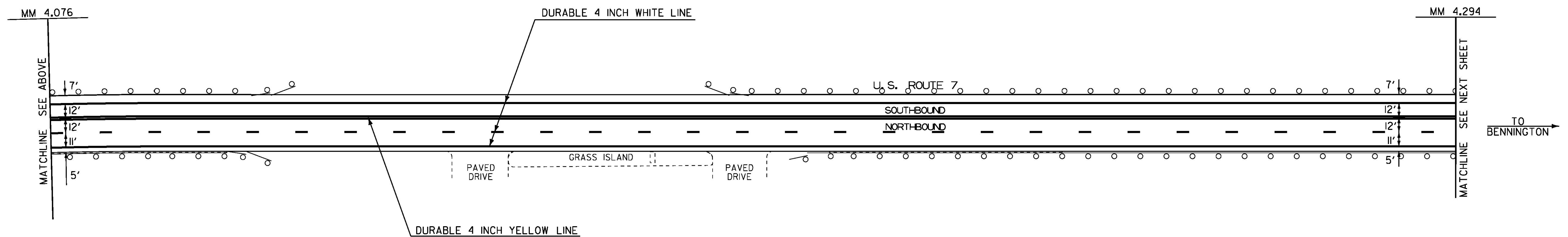


TEMPORARY 4 INCH WHITE LINE, PAINT
 MM 3.859 - MM 4.294 LT & RT (EDGE LINES)
 (WITH BREAKS OR RADII AT TOWN HIGHWAYS)
 MM 3.985 - MM 4.294 RT (LANE LINE - DASHED)

DURABLE 4 INCH WHITE LINE, POLYUREA
 MM 3.859 - MM 4.294 LT & RT (EDGE LINES)
 (WITH BREAKS OR RADII AT TOWN HIGHWAYS)
 MM 3.985 - MM 4.294 RT (LANE LINE - DASHED)

TEMPORARY 4 INCH YELLOW LINE, PAINT
 MM 3.859 - MM 4.294 SOLID LT & RT (CENTERLINE)
 (WITH CENTERLINE BREAKS AT TOWN HIGHWAYS)

DURABLE 4 INCH YELLOW LINE, POLYUREA
 MM 3.859 - MM 4.294 SOLID LT & RT (CENTERLINE)
 (WITH CENTERLINE BREAKS AT TOWN HIGHWAYS)



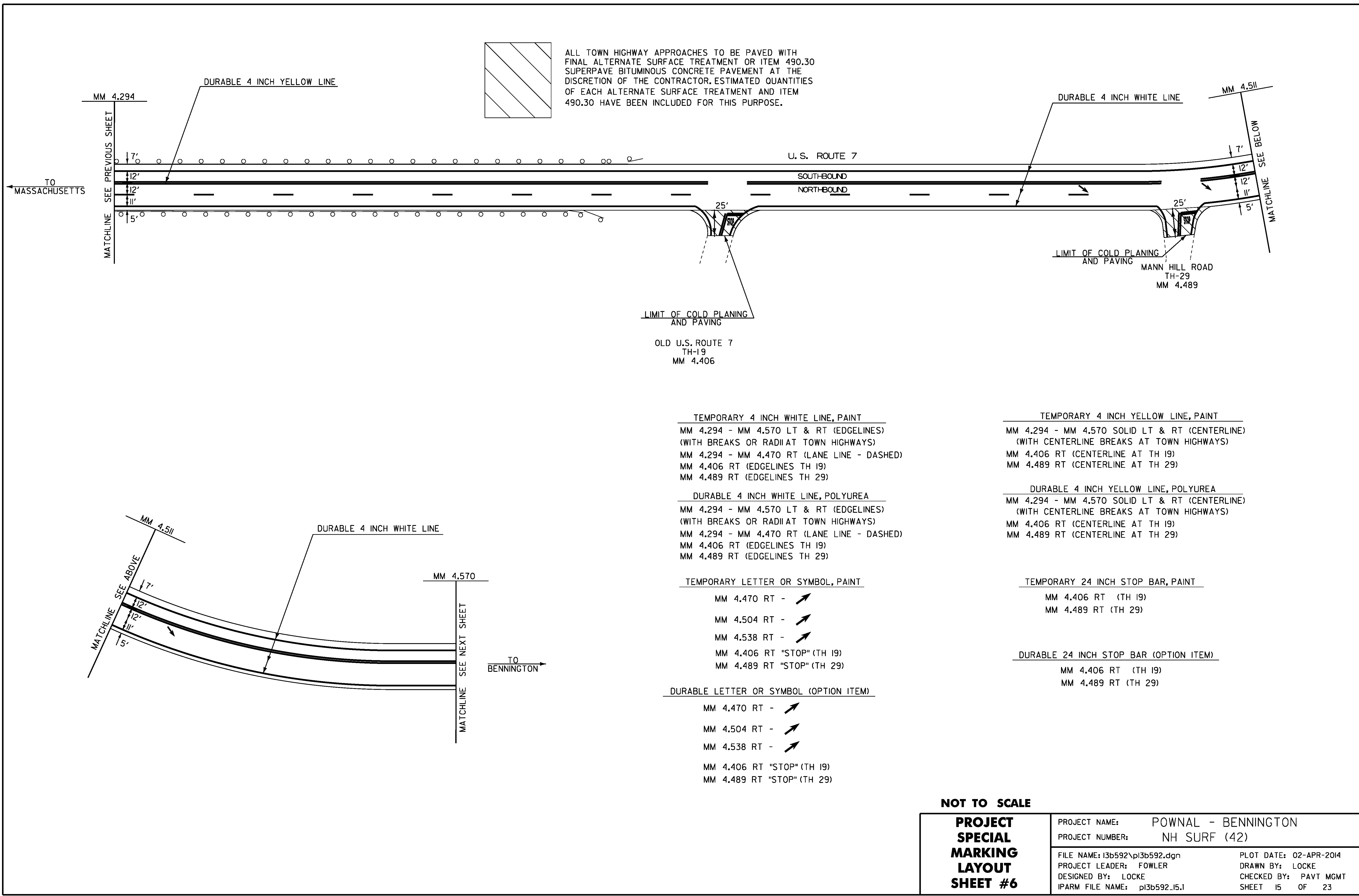
NOT TO SCALE

**PROJECT
SPECIAL
MARKING
LAYOUT
SHEET #5**

PROJECT NAME: POWNAL - BENNINGTON
 PROJECT NUMBER: NH SURF (42)

FILE NAME: I3b592\pI3b592.dgn
 PROJECT LEADER: FOWLER
 DESIGNED BY: LOCKE
 IPARM FILE NAME: pI3b592_I4.I

PLOT DATE: 02-APR-2014
 DRAWN BY: LOCKE
 CHECKED BY: PAVT MGMT
 SHEET 14 OF 23



TEMPORARY 4 INCH WHITE LINE, PAINT
MM 4.294 - MM 4.570 LT & RT (EDGE LINES)
(WITH BREAKS OR RADII AT TOWN HIGHWAYS)
MM 4.294 - MM 4.470 RT (LANE LINE - DASHED)
MM 4.406 RT (EDGE LINES TH 19)
MM 4.489 RT (EDGE LINES TH 29)

DURABLE 4 INCH WHITE LINE, POLYUREA
MM 4.294 - MM 4.570 LT & RT (EDGE LINES)
(WITH BREAKS OR RADII AT TOWN HIGHWAYS)
MM 4.294 - MM 4.470 RT (LANE LINE - DASHED)
MM 4.406 RT (EDGE LINES TH 19)
MM 4.489 RT (EDGE LINES TH 29)

TEMPORARY LETTER OR SYMBOL, PAINT
MM 4.470 RT - ↗
MM 4.504 RT - ↗
MM 4.538 RT - ↗
MM 4.406 RT "STOP" (TH 19)
MM 4.489 RT "STOP" (TH 29)

DURABLE LETTER OR SYMBOL (OPTION ITEM)
MM 4.470 RT - ↗
MM 4.504 RT - ↗
MM 4.538 RT - ↗
MM 4.406 RT "STOP" (TH 19)
MM 4.489 RT "STOP" (TH 29)

TEMPORARY 4 INCH YELLOW LINE, PAINT
MM 4.294 - MM 4.570 SOLID LT & RT (CENTERLINE)
(WITH CENTERLINE BREAKS AT TOWN HIGHWAYS)
MM 4.406 RT (CENTERLINE AT TH 19)
MM 4.489 RT (CENTERLINE AT TH 29)

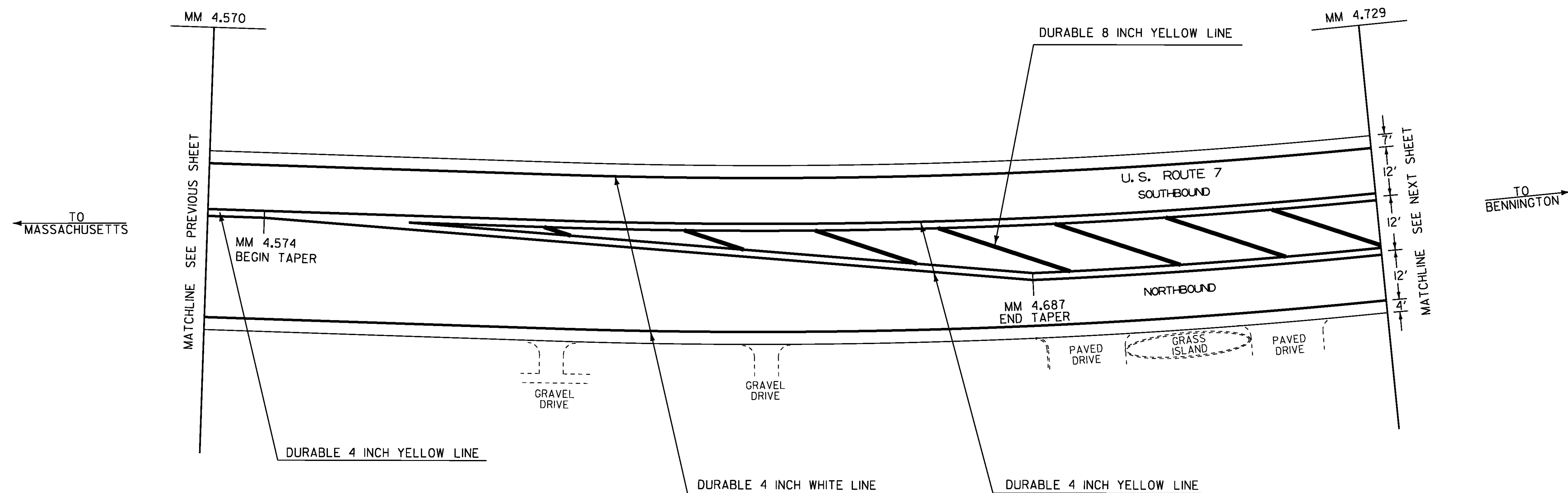
DURABLE 4 INCH YELLOW LINE, POLYUREA
MM 4.294 - MM 4.570 SOLID LT & RT (CENTERLINE)
(WITH CENTERLINE BREAKS AT TOWN HIGHWAYS)
MM 4.406 RT (CENTERLINE AT TH 19)
MM 4.489 RT (CENTERLINE AT TH 29)

TEMPORARY 24 INCH STOP BAR, PAINT
MM 4.406 RT (TH 19)
MM 4.489 RT (TH 29)

DURABLE 24 INCH STOP BAR (OPTION ITEM)
MM 4.406 RT (TH 19)
MM 4.489 RT (TH 29)

NOT TO SCALE

PROJECT SPECIAL MARKING LAYOUT SHEET #6	PROJECT NAME: POWNAL - BENNINGTON	
	PROJECT NUMBER: NH SURF (42)	
	FILE NAME: I3b592\pI3b592.dgn	PLOT DATE: 02-APR-2014
	PROJECT LEADER: FOWLER	DRAWN BY: LOCKE
	DESIGNED BY: LOCKE	CHECKED BY: PAVT MGMT
	IPARM FILE NAME: pI3b592_I5.I	SHEET 15 OF 23



TEMPORARY 4 INCH WHITE LINE, PAINT
MM 4.570 - MM 4.729 LT & RT (EDGELINES)
(WITH BREAKS OR RADIAT TOWN HIGHWAYS)

DURABLE 4 INCH WHITE LINE, POLYUREA
MM 4.570 - MM 4.729 LT & RT (EDGELINES)
(WITH BREAKS OR RADIAT TOWN HIGHWAYS)

TEMPORARY 4 INCH YELLOW LINE, PAINT
MM 4.570 - MM 4.574 SOLID LT & RT (CENTERLINE)
(WITH CENTERLINE BREAKS AT TOWN HIGHWAYS)
MM 4.574 - MM 4.729 SOLID LT & RT (CENTERLINE AT PAINTED ISLAND)

DURABLE 4 INCH YELLOW LINE, POLYUREA
MM 4.570 - MM 4.574 SOLID LT & RT (CENTERLINE)
(WITH CENTERLINE BREAKS AT TOWN HIGHWAYS)
MM 4.574 - MM 4.729 SOLID LT & RT (CENTERLINE AT PAINTED ISLAND)

TEMPORARY 8 INCH YELLOW LINE, PAINT
MM 4.574 - MM 4.729 SOLID LT & RT (DIAGONALS AT PAINTED ISLAND)

DURABLE 8 INCH YELLOW LINE, POLYUREA
MM 4.574 - MM 4.729 SOLID LT & RT (DIAGONALS AT PAINTED ISLAND)

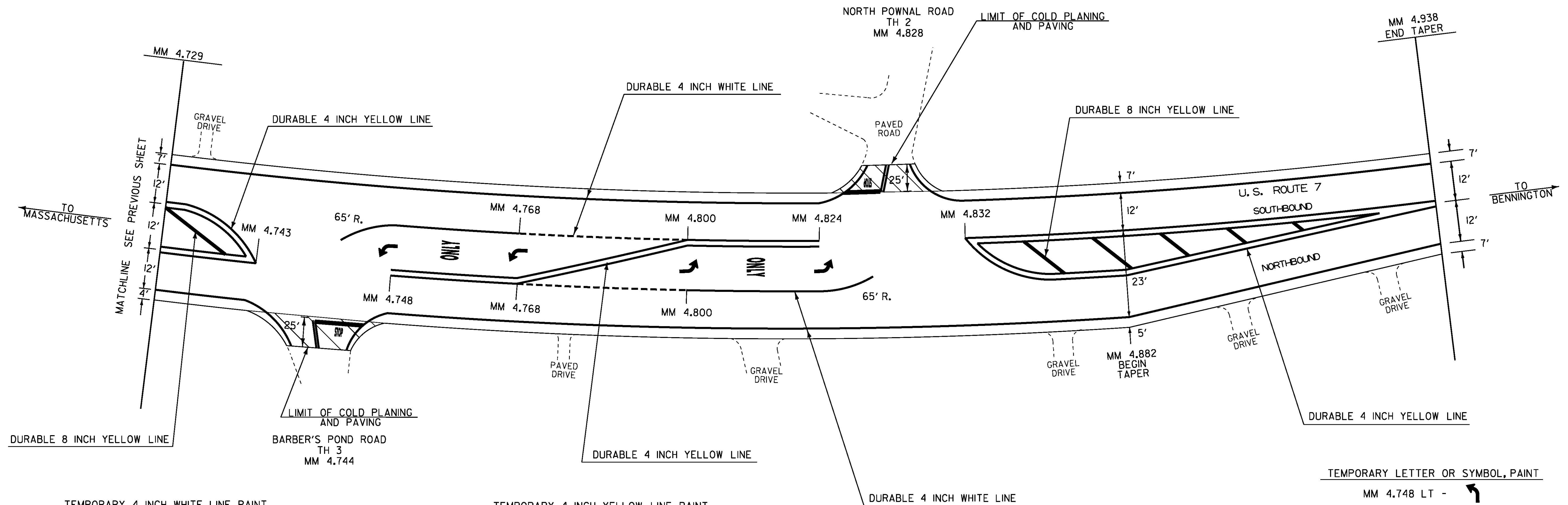
NOT TO SCALE

**PROJECT
SPECIAL
MARKING
LAYOUT
SHEET #7**

PROJECT NAME: POWNAL - BENNINGTON
PROJECT NUMBER: NH SURF (42)

FILE NAME: I3b592\pi3b592.dgn
PROJECT LEADER: FOWLER
DESIGNED BY: LOCKE
IPARM FILE NAME: pi3b592.i6.i

PLOT DATE: 02-APR-2014
DRAWN BY: LOCKE
CHECKED BY: PAVT MGMT
SHEET 16 OF 23



TEMPORARY 4 INCH WHITE LINE, PAINT

MM 4.729 - MM 4.938 LT & RT (EDGE LINES)
(WITH BREAKS OR RADII AT TOWN HIGHWAYS)

MM 4.744 RT (EDGE LINES TH 3)

MM 4.744 - MM 4.768 LT (LANE LINE - SOLID)

MM 4.768 - MM 4.800 LT (LANE LINE - DOTTED)

MM 4.768 - MM 4.800 RT (LANE LINE - DOTTED)

MM 4.800 - MM 4.828 RT (LANE LINE - SOLID)

MM 4.828 LT (EDGE LINES TH 2)

DURABLE 4 INCH WHITE LINE, POLYUREA

MM 4.729 - MM 4.938 LT & RT (EDGE LINES)
(WITH BREAKS OR RADII AT TOWN HIGHWAYS)

MM 4.744 RT (EDGE LINES TH 3)

MM 4.744 - MM 4.768 LT (LANE LINE - SOLID)

MM 4.768 - MM 4.800 LT (LANE LINE - DOTTED)

MM 4.768 - MM 4.800 RT (LANE LINE - DOTTED)

MM 4.800 - MM 4.828 RT (LANE LINE - SOLID)

MM 4.828 LT (EDGE LINES TH 2)

TEMPORARY 4 INCH YELLOW LINE, PAINT

MM 4.729 - MM 4.743 SOLID LT & RT (CENTERLINE AT PAINTED ISLAND)

MM 4.744 RT (CENTERLINE AT TH 3)

MM 4.748 - MM 4.824 SOLID LT & RT (CENTERLINE)

MM 4.828 LT (CENTERLINE AT TH 2)

MM 4.832 - MM 4.938 SOLID LT & RT (CENTERLINE AT PAINTED ISLAND)

DURABLE 4 INCH YELLOW LINE, POLYUREA

MM 4.729 - MM 4.743 SOLID LT & RT (CENTERLINE AT PAINTED ISLAND)

MM 4.744 RT (CENTERLINE AT TH 3)

MM 4.748 - MM 4.824 SOLID LT & RT (CENTERLINE)

MM 4.828 LT (CENTERLINE AT TH 2)

MM 4.832 - MM 4.938 SOLID LT & RT (CENTERLINE AT PAINTED ISLAND)

TEMPORARY 8 INCH YELLOW LINE, PAINT

MM 4.729 - MM 4.743 SOLID LT & RT (DIAGONALS AT PAINTED ISLAND)

MM 4.832 - MM 4.938 SOLID LT & RT (DIAGONALS AT PAINTED ISLAND)

DURABLE 8 INCH YELLOW LINE, POLYUREA

MM 4.729 - MM 4.743 SOLID LT & RT (DIAGONALS AT PAINTED ISLAND)

MM 4.832 - MM 4.938 SOLID LT & RT (DIAGONALS AT PAINTED ISLAND)

TEMPORARY LETTER OR SYMBOL, PAINT

MM 4.748 LT -

MM 4.758 LT - "ONLY"

MM 4.763 LT -

MM 4.744 RT "STOP" (TH 3)

MM 4.828 LT "STOP" (TH 2)

MM 4.807 LT -

MM 4.814 LT - "ONLY"

MM 4.824 LT -

DURABLE LETTER OR SYMBOL (OPTION ITEM)

MM 4.748 LT -

MM 4.758 LT - "ONLY"

MM 4.763 LT -

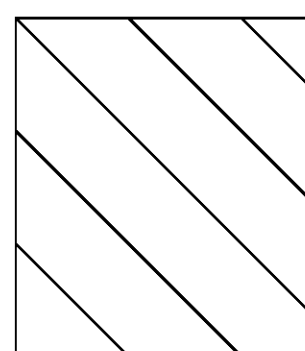
MM 4.744 RT "STOP" (TH 3)

MM 4.828 LT "STOP" (TH 2)

MM 4.807 LT -

MM 4.814 LT - "ONLY"

MM 4.824 LT -

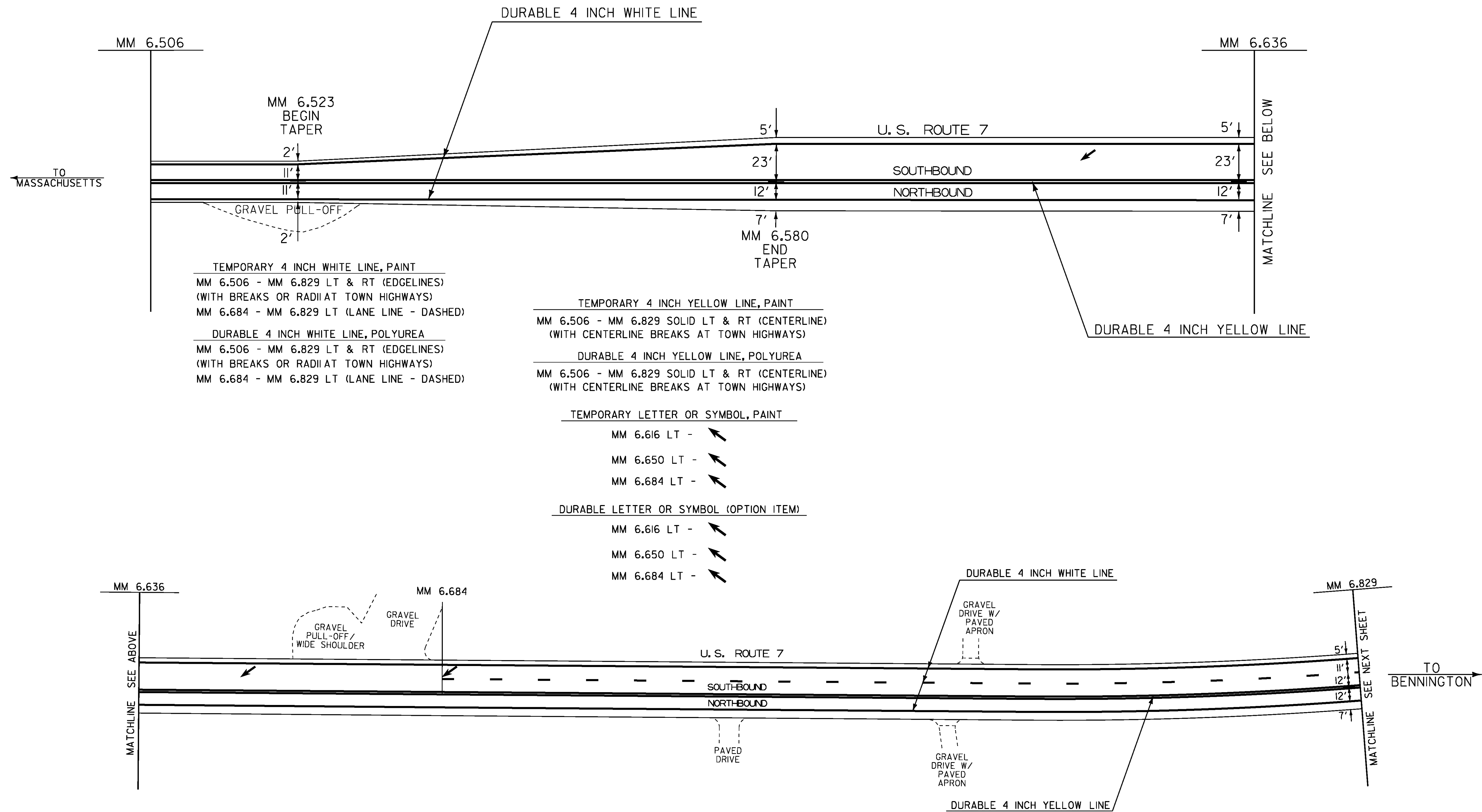


ALL TOWN HIGHWAY APPROACHES TO BE PAVED WITH FINAL ALTERNATE SURFACE TREATMENT OR ITEM 490.30 SUPERPAVE BITUMINOUS CONCRETE PAVEMENT AT THE DISCRETION OF THE CONTRACTOR. ESTIMATED QUANTITIES OF EACH ALTERNATE SURFACE TREATMENT AND ITEM 490.30 HAVE BEEN INCLUDED FOR THIS PURPOSE.

NOT TO SCALE

**PROJECT
SPECIAL
MARKING
LAYOUT
SHEET #8**

PROJECT NAME:	POWNA - BENNINGTON	
PROJECT NUMBER:	NH SURF (42)	
FILE NAME:	I3b592\pi3b592.dgn	PLOT DATE:
PROJECT LEADER:	FOWLER	DRAWN BY:
DESIGNED BY:	LOCKE	CHECKED BY:
IPARM FILE NAME:	pi3b592_17.1	SHEET
		17 OF 23



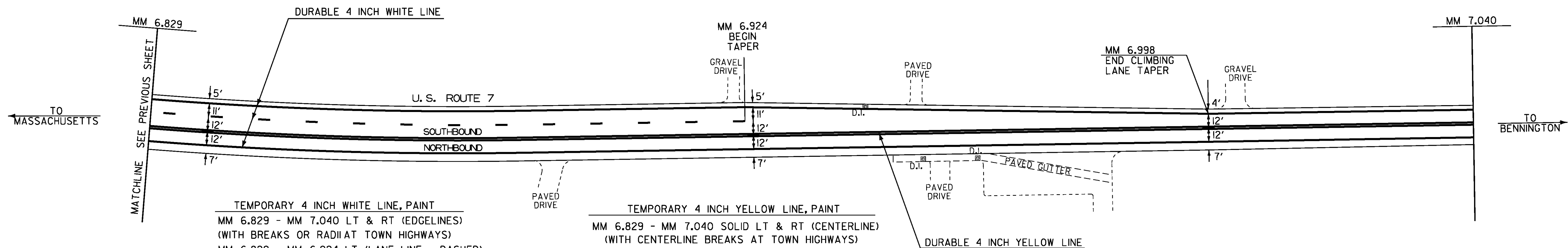
NOT TO SCALE

**PROJECT
SPECIAL
MARKING
LAYOUT
SHEET #9**

PROJECT NAME: POWNAL - BENNINGTON
PROJECT NUMBER: NH SURF (42)

FILE NAME: I3b592\p13b592.dgn
PROJECT LEADER: FOWLER
DESIGNED BY: LOCKE
IPARM FILE NAME: p13b592_18.1

PLOT DATE: 02-APR-2014
DRAWN BY: LOCKE
CHECKED BY: PAVT MGMT
SHEET 18 OF 23

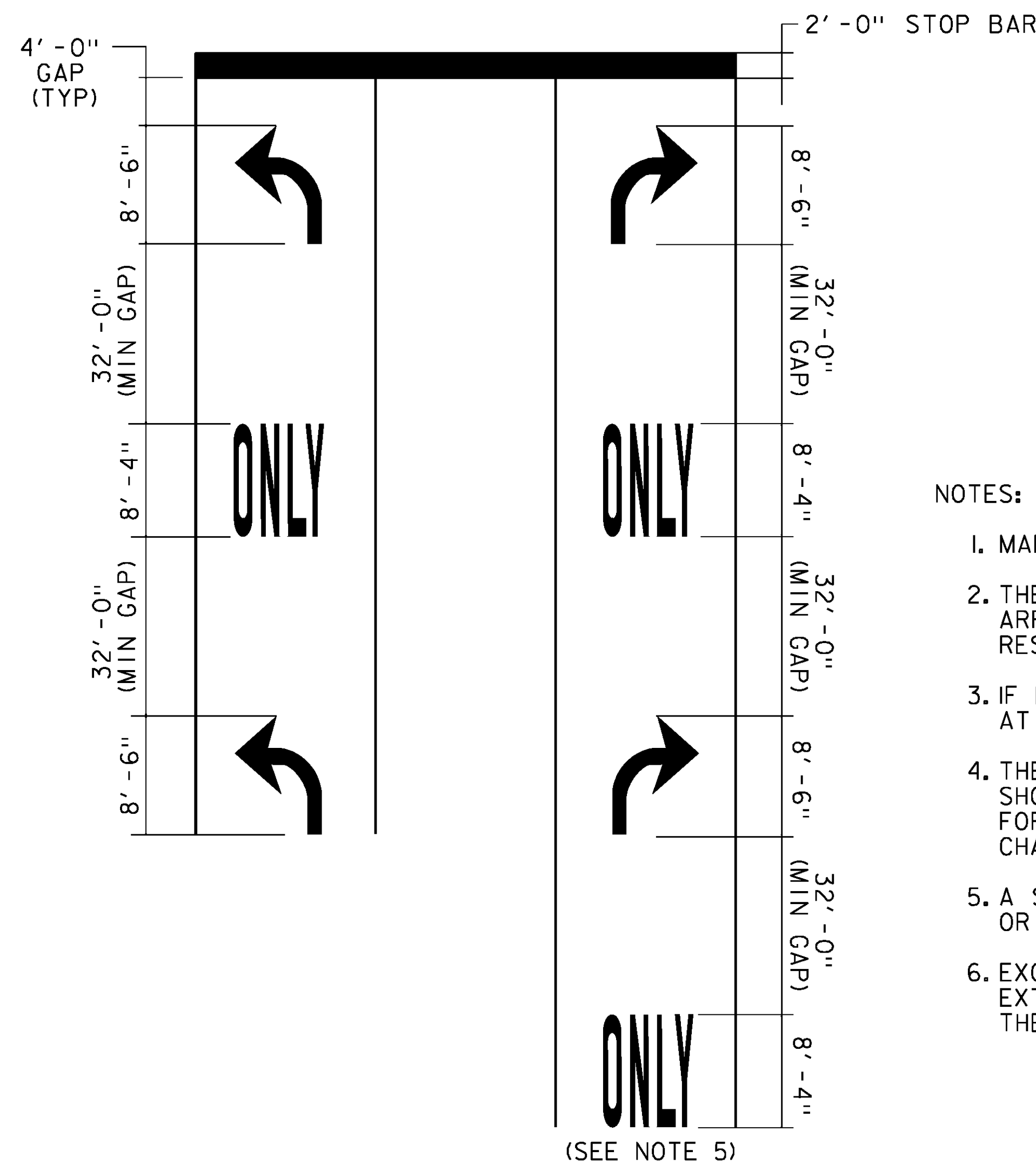


TEMPORARY 4 INCH WHITE LINE, PAINT
MM 6.829 - MM 7.040 LT & RT (EDGE LINES)
(WITH BREAKS OR RADII AT TOWN HIGHWAYS)
MM 6.829 - MM 6.924 LT (LANE LINE - DASHED)

DURABLE 4 INCH WHITE LINE, POLYUREA
MM 6.829 - MM 7.040 LT & RT (EDGE LINES)
(WITH BREAKS OR RADII AT TOWN HIGHWAYS)
MM 6.829 - MM 6.924 LT (LANE LINE - DASHED)

TEMPORARY 4 INCH YELLOW LINE, PAINT
MM 6.829 - MM 7.040 SOLID LT & RT (CENTERLINE)
(WITH CENTERLINE BREAKS AT TOWN HIGHWAYS)

DURABLE 4 INCH YELLOW LINE, POLYUREA
MM 6.829 - MM 7.040 SOLID LT & RT (CENTERLINE)
(WITH CENTERLINE BREAKS AT TOWN HIGHWAYS)



TYPICAL MARKINGS FOR TURN LANES

NOTES:

1. MARKINGS START AT THE BEGINNING OF SOLID LANE LINE.
2. THE "ONLY" WORD MARKINGS SHALL BE USED TO SUPPLEMENT LANE-USE ARROW MARKINGS AS SHOWN ON THE PLANS OR AS DIRECTED BY THE RESIDENT ENGINEER.
3. IF LANE LENGTH IS LESS THAN 50 FEET, ONLY ONE TURN ARROW PLACED AT THE BEGINNING OF THE SOLID LANE LINE IS REQUIRED.
4. THE LONGITUDINAL SPACE BETWEEN WORD OR SYMBOL MESSAGE MARKINGS SHOULD BE AT LEAST FOUR TIMES THE HEIGHT OF THE CHARACTERS USED FOR LOW SPEED ROADS, BUT NOT MORE THAN TEN TIMES THE HEIGHT OF THE CHARACTERS UNDER ANY CONDITIONS.
5. A SECOND "ONLY" IS OPTIONAL WHEN SPACE PERMITS AS SHOWN ON THE PLANS OR AS DIRECTED BY THE RESIDENT ENGINEER.
6. EXCLUSIVE TURN (LEFT OR RIGHT) LANE LINES SHALL BE SOLID AND EXTEND BACK FROM THE STOP LINE TO THE POINT OF FULL LANE WIDTH OF THE TURN LANE.

NOT TO SCALE

PROJECT
SPECIAL
MARKING
LAYOUT
SHEET #10

PROJECT NAME: POWNAL - BENNINGTON
PROJECT NUMBER: NH SURF (42)

FILE NAME: I3b592\pi3b592.dgn
PROJECT LEADER: FOWLER
DESIGNED BY: LOCKE
IPARM FILE NAME: pi3b592_19.1

PLOT DATE: 02-APR-2014
DRAWN BY: LOCKE
CHECKED BY: PAVT MGMT
SHEET 19 OF 23

CONSTRUCTION APPROACH SIGNING

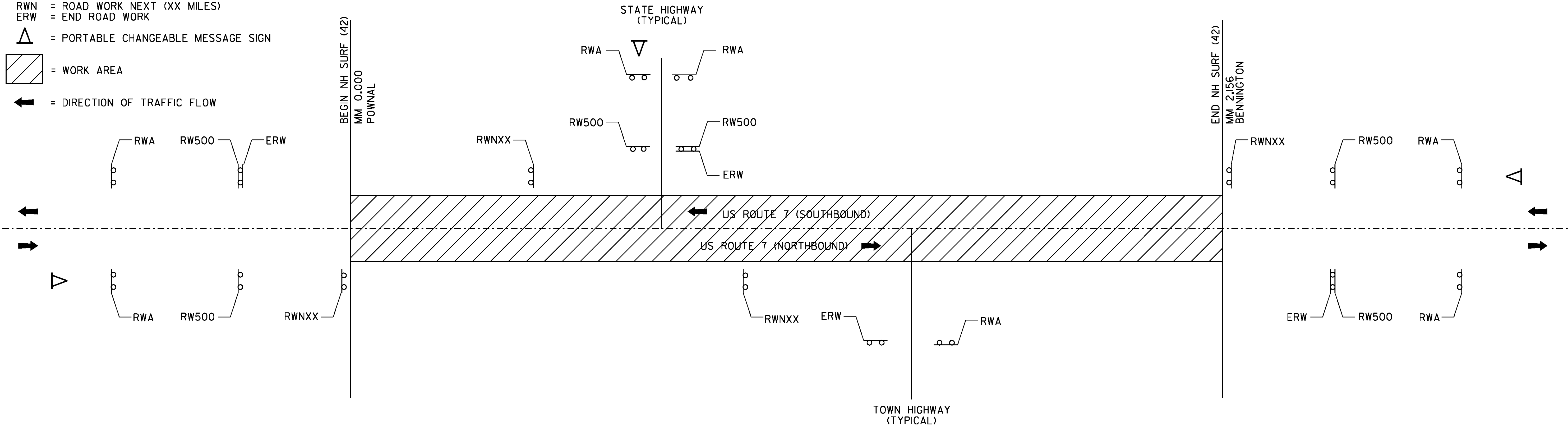
LEGEND

RWA = ROAD WORK AHEAD
RW500 = ROAD WORK IN 500 FEET
RWN = ROAD WORK NEXT (XX MILES)
ERW = END ROAD WORK

△ = PORTABLE CHANGEABLE MESSAGE SIGN

[Hatched Box] = WORK AREA

← = DIRECTION OF TRAFFIC FLOW



NOTES:

1. THE CONTRACTOR SHALL SUBMIT A SITE SPECIFIC 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 APPROACH SIGN PACKAGE FOR EXPECTED LANE CLOSURES AND WORK ZONE SPEED REDUCTIONS IN COMPLIANCE WITH VAOT STANDARD T-17 AND THE LATEST EDITION OF THE MUTCD. 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, PORTABLE ARROW BOARDS, BARRIERS, BARRELS, CONES, BARRICADES, TEMPORARY REGULATORY AND WARNING SIGNS, AND POSTS AS DETAILED IN VAOT STANDARDS. ALL ADJUSTING, RELOCATING, AND REMOVING OF THESE DEVICES AS DIRECTED BY THE ENGINEER SHALL ALSO BE INCLUDED. THE FOLLOWING ITEMS WILL BE PAID FOR SEPARATELY: 630.10 - UNIFORMED TRAFFIC OFFICERS, AND 630.15 - FLAGGERS, 646.602 - TEMPORARY 4 INCH WHITE LINE, PAINT, 646.612 - TEMPORARY 4 INCH YELLOW LINE, PAINT, 646.652 - TEMPORARY 8 INCH YELLOW LINE, PAINT, 646.682 - TEMPORARY 24 INCH STOP BAR, PAINT, 646.692 - TEMPORARY LETTER OR SYMBOL, PAINT, AND 646.76 - LINE STRIPING TARGETS.

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

FOR THE DURATION OF THE PROJECT, THE CONTRACTOR SHALL POSITION A PCMS PRIOR TO THE BEGIN AND END PROJECT LIMITS WARNING MOTORISTS OF EXPECTED ROADWAY CONDITIONS AND REDUCED ROADWAY WIDTHS.

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.

6. REFER TO VAOT STANDARDS AND THE LATEST EDITION OF THE MUTCD FOR TEMPORARY TRAFFIC CONTROL SIGN COLORS.

7. EXISTING SPEED LIMIT SIGNS SHALL BE COVERED WHEN REDUCED SPEED SIGNS ARE POSTED. KEEP RECORDS WHEN POSTING THE WORK ZONE SPEED LIMIT FOR LEGAL PURPOSES; DOCUMENTING DATES, TIMES, AND LOCATIONS OF SIGNS. WHEN WORK ZONE SPEED LIMIT IS NOT IN USE ALL ASSOCIATED SIGNS SHALL BE COVERED, TURNED AND/OR LAID FLAT SO AS THE MOTORING PUBLIC CANNOT READ THESE SIGNS.

8. PORTABLE OR STATIONARY WORK ZONE SPEED LIMIT SIGNS SHOULD BE SPACED EVERY 1.5 TO 2 MILES WHERE APPLICABLE AND AFTER INTERSECTIONS AS A REMINDER TO THE MOTORIST TRAVELING THROUGH THE WORK ZONE WHAT SPEED THEY SHOULD BE TRAVELING.

9. WHEN REDUCED REGULATORY SPEED LIMIT SIGNS ARE USED, THE RESUMPTION OF THE USUAL SPEED LIMIT SHALL BE INDICATED BY AN APPROPRIATE SPEED LIMIT SIGN AT THE END OF THE WORK ZONE.

10. THE CONTRACTOR SHALL MAINTAIN PEDESTRIAN THROUGH MOVEMENTS FROM ONE END OF THE CONSTRUCTION AREA TO THE OTHER, ON AT LEAST ONE SIDE OF THE STREET DURING CONSTRUCTION. ANY SIDEWALK CLOSURES SHALL MEET THE REQUIREMENTS OF THE MUTCD, PART 6.

11. PEDESTRIAN ACCESS SHALL BE PROVIDED TO ALL ADJACENT PROPERTIES, BUILDINGS, RESIDENCES AND COMMERCIAL PROPERTIES AT ALL TIMES. THIS MAY INCLUDE TEMPORARY WALKWAYS SPANNING THE CONSTRUCTION AREA.

12. IF SIDEWALKS ARE CLOSED, A TEMPORARY PEDESTRIAN ACCESS ROUTE (TPAR) SHALL BE PROVIDED ON THE SAME SIDE OF THE ROAD AS THE CLOSED SIDEWALK. IF POSSIBLE, SIGNS AND BARRICADES SHALL BE USED TO PROVIDE ADVANCE NOTICE OF THE CLOSURE AND THE ROUTE OF ANY PEDESTRIAN DETOURS. THE TPAR SHALL HAVE A MINIMUM UNOBSTRUCTED WIDTH OF 4 FEET. IF THE TPAR IS LESS THAN 5 FEET IN WIDTH, A 5 FOOT BY 5 FOOT PASSING SPACE SHOULD BE PROVIDED AT LEAST EVERY 200 FEET. THE SURFACE OF THE TPAR SHALL BE SMOOTH AND CONTINUOUS FOR THE LENGTH OF THE TPAR. THE TPAR SHALL MAINTAIN THE SAME LEVEL OF ACCESSIBILITY AND DETECTABILITY AS THE FACILITY THAT IS BEING CLOSED. THE TPAR SHALL NOT LEAD PEDESTRIANS INTO CONFLICT WITH VEHICLES, EQUIPMENT, OR CONSTRUCTION OPERATIONS.

13. IF THE TPAR IS ADJACENT TO MOVING TRAFFIC, CONSTRUCTION OPERATIONS/EQUIPMENT, OR DROP-OFFS, THEN CRASH WORTHY CHANNELIZING DEVICES THAT MEET THE REQUIREMENTS OF THE MUTCD SHALL BE USED.

14. THE CONTRACTOR SHALL NOT STORE OR PLACE ANY CONSTRUCTION MATERIALS, EQUIPMENT OR SIGNS IN THE PEDESTRIAN PATH OF TRAVEL.

15. THE CONTRACTOR'S OPERATIONS SHALL NOT OCCUPY SIDEWALKS EXCEPT WHERE PROPER PROTECTION AND A TPAR HAVE BEEN PROVIDED.

16. THE CONTRACTOR SHALL PROVIDE A TEMPORARY PEDESTRIAN TRAFFIC CONTROL PLAN FOR REVIEW AND WRITTEN APPROVAL A MINIMUM OF THREE WEEKS BEFORE SUCH PLAN IS IMPLEMENTED. THIS PLAN SHALL DETAIL THE CONSTRUCTION PHASING AND SCHEDULE AND THE SPECIFIC METHODS OF MAINTAINING SAFE PEDESTRIAN ACCESS THROUGHOUT THE CONSTRUCTION AREA. THIS PLAN SHALL PROVIDE THE LOCATION AND DETAILS OF TEMPORARY CONSTRUCTION SIGNING, MARKINGS, BARRICADES, CHANNELIZING DEVICES, TPARS AND METHODS TO MAINTAIN ACCESS TO ADJACENT PROPERTIES, BUSINESSES, RESIDENCES, ETC. PAYMENT FOR DEVELOPING, IMPLEMENTING, AND MAINTAINING THE TEMPORARY PEDESTRIAN TRAFFIC CONTROL PLAN WILL BE INCLUDED IN THE UNIT PRICE BID FOR CONTRACT ITEM 641.10.

17. THE CONTRACTOR IS REQUIRED TO OBTAIN A PERMIT FROM:
MR. PETER NILES, P.E., DISTRICT HIGHWAY DIRECTOR
MASSDOT, HIGHWAY DISTRICT 1
TEL. 413-637-5700

FOR THE PLACEMENT OF MUTCD COMPLIANT CONSTRUCTION WARNING SIGN PACKAGES AND FOR THE PLACEMENT OF PORTABLE CHANGEABLE MESSAGE SIGNS WITHIN THE COMMONWEALTH OF MASSACHUSETTS.

NOT TO SCALE

CONSTRUCTION
APPROACH
SIGNING
SHEET

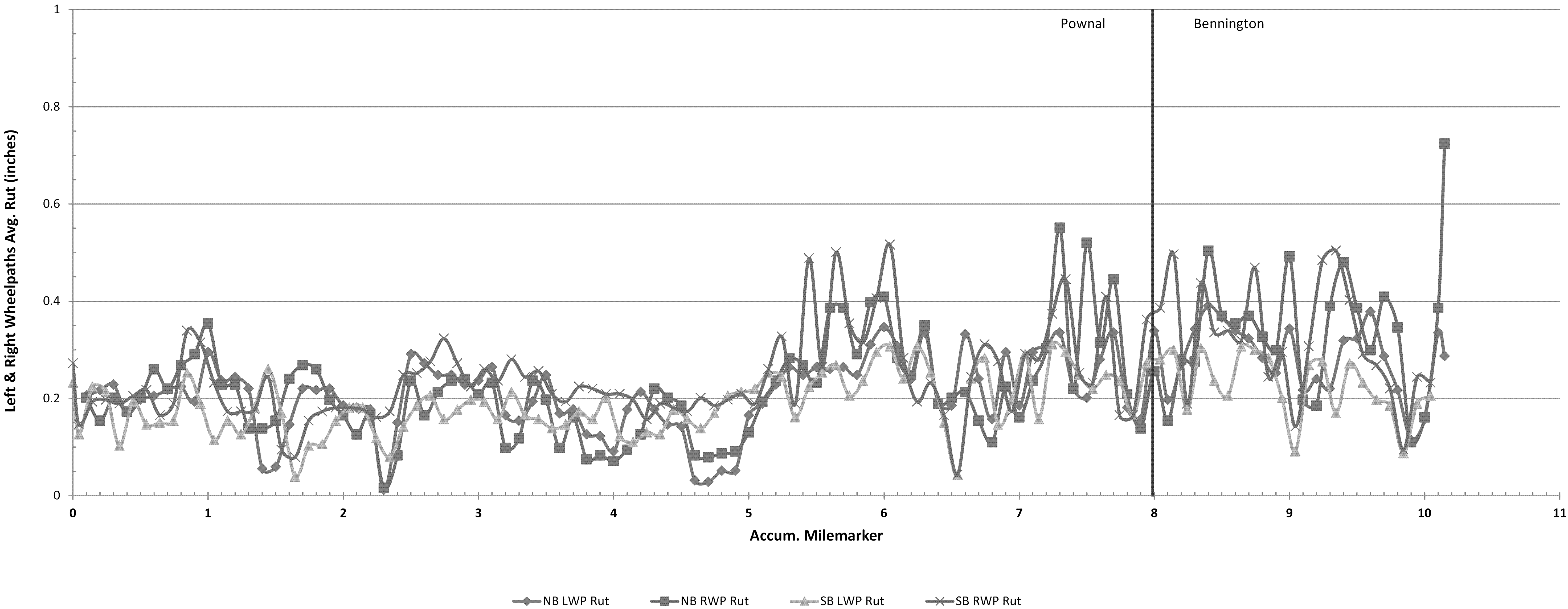
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PROJECT NUMBER: NH SURF (42)

FILE NAME: I3b592\p\I3b592.dgn
PROJECT LEADER: FOWLER
DESIGNED BY: LOCKE
IPARM FILE NAME: p\I3b592_20.1

PLOT DATE: 18-APR-2014
DRAWN BY: LOCKE
CHECKED BY: PAYT MGMT
SHEET 20 OF 23

RUTTING DATA INFORMATION

US 7 Pownal-Bennington NH SURF(42) Preconstruction Ruts
Profiled 12/5/2013



FOR INFORMATIONAL PURPOSES ONLY

**RUTTING
DATA
INFORMATION
SHEET**

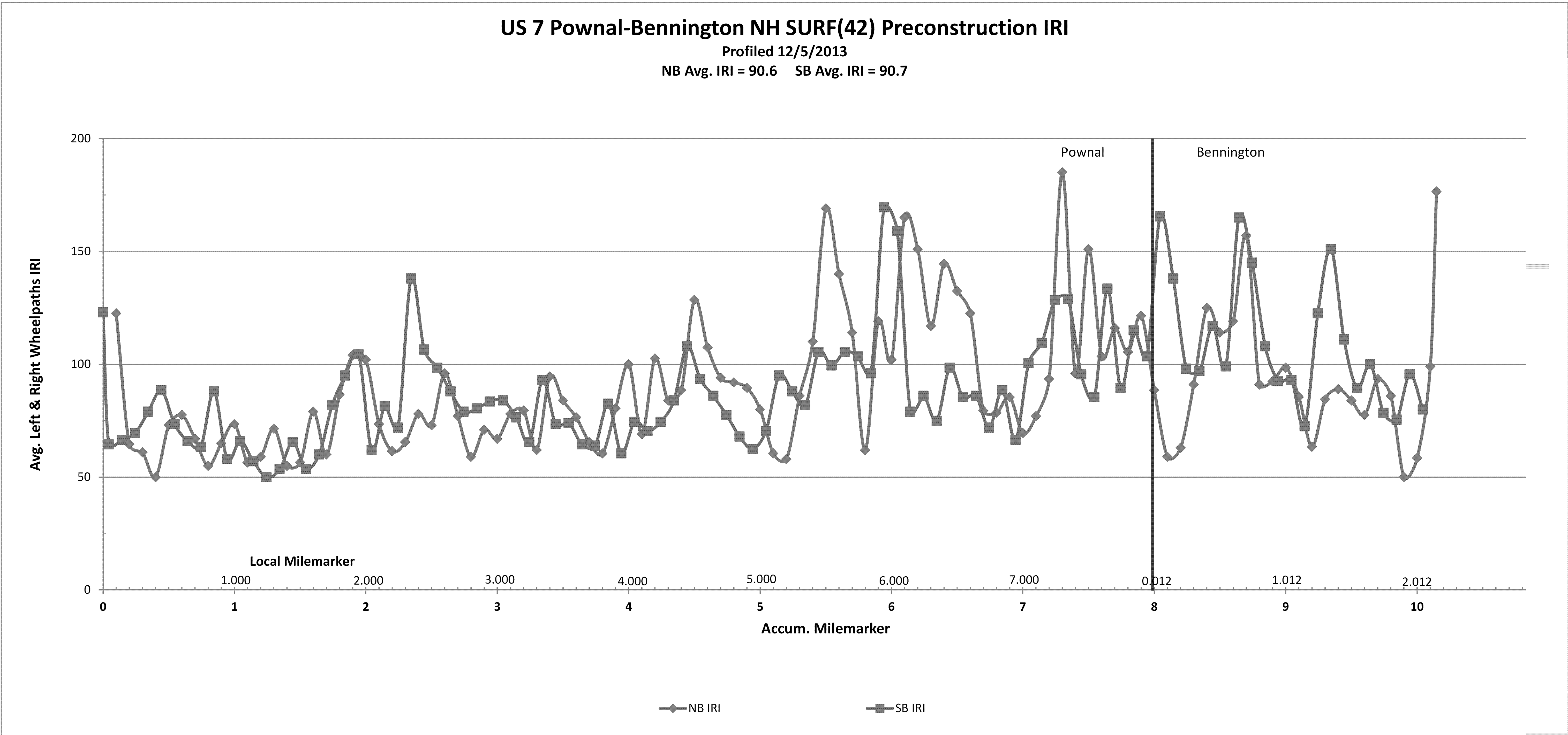
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PROJECT LEADER: FOWLER	DRAWN BY: LOCKE
DESIGNED BY: LOCKE	CHECKED BY: PAVT MGMT
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ROUGHNESS DATA INFORMATION

US 7 Pownal-Bennington NH SURF(42) Preconstruction IRI

Profiled 12/5/2013

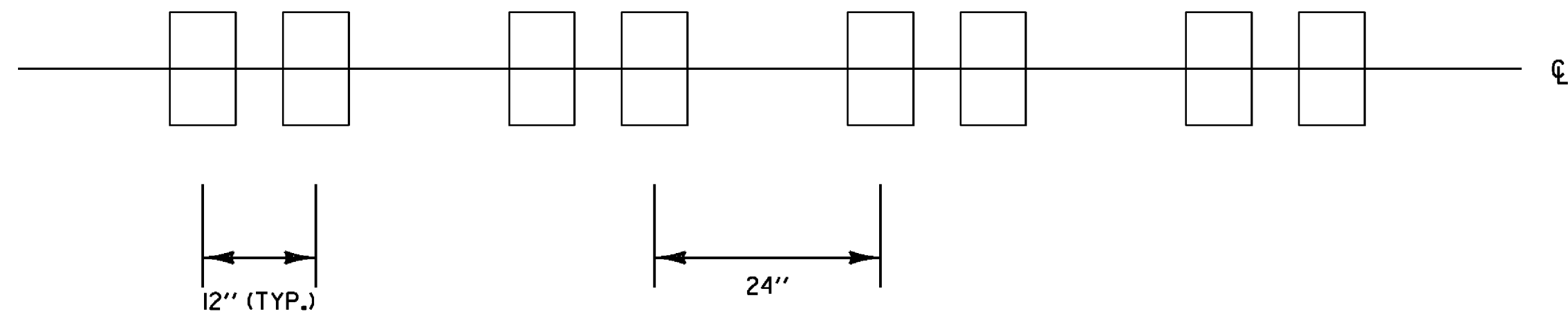
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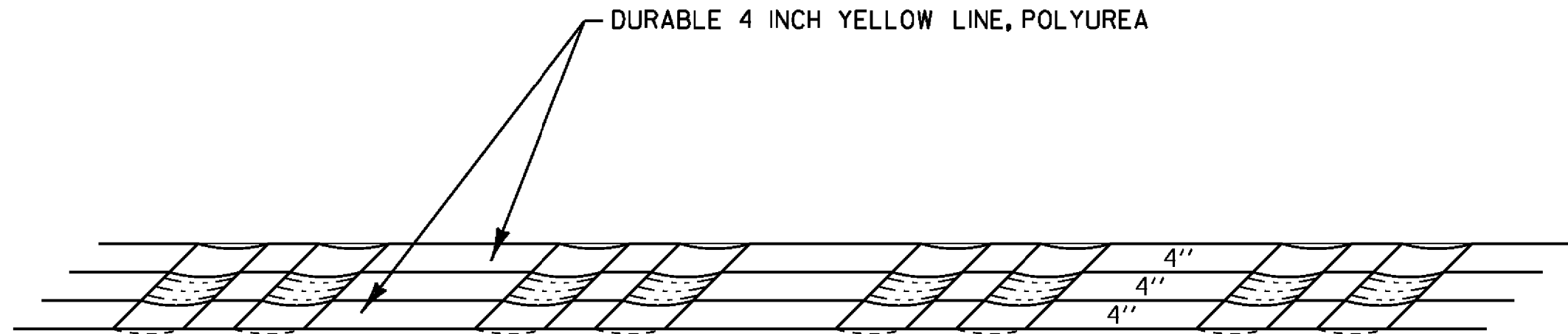
FOR INFORMATIONAL PURPOSES ONLY

ROUGHNESS
DATA
INFORMATION
SHEET

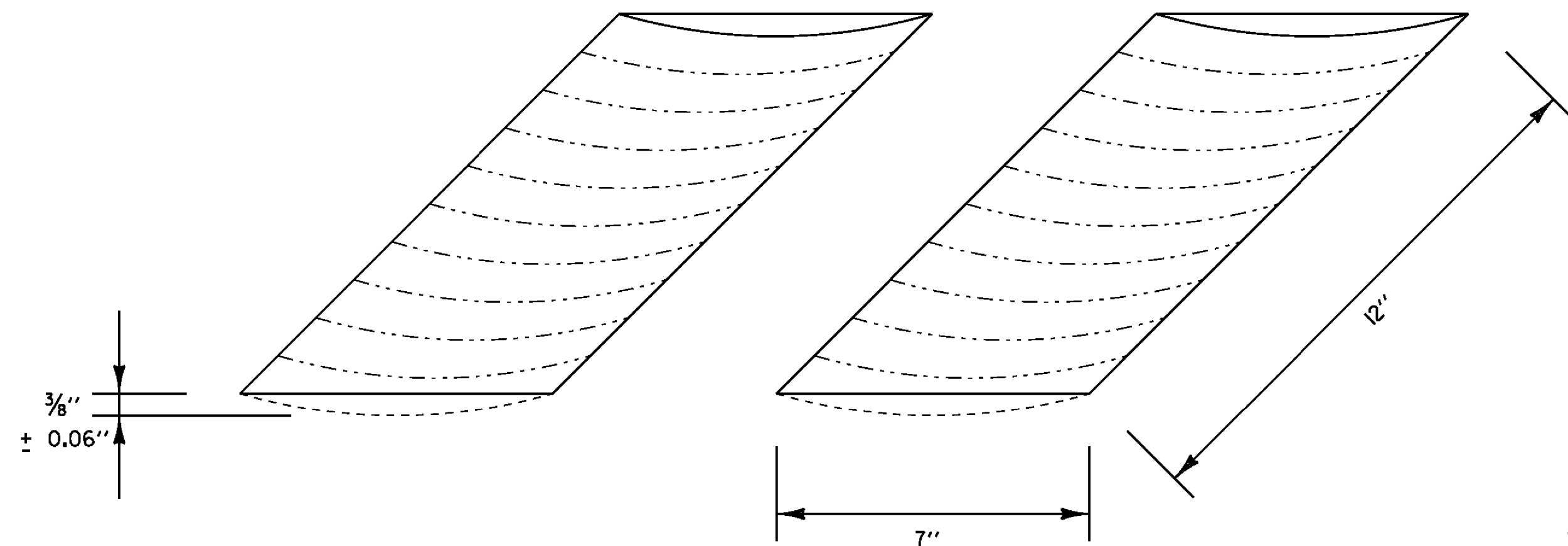
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PROJECT NUMBER:	NH SURF (42)
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PROJECT LEADER: FOWLER	DRAWN BY: LOCKE
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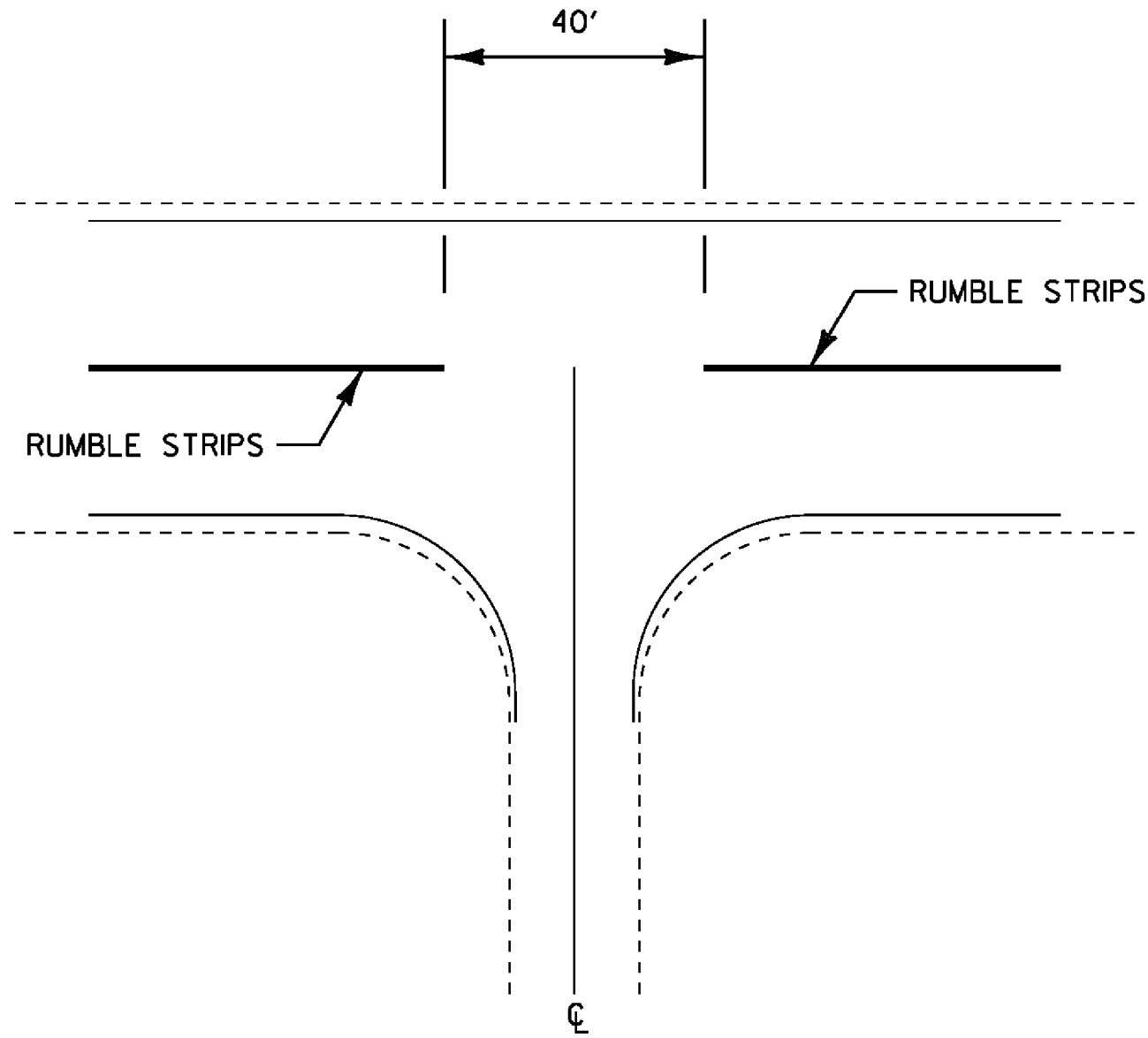
RUMBLE STRIP LAYOUT



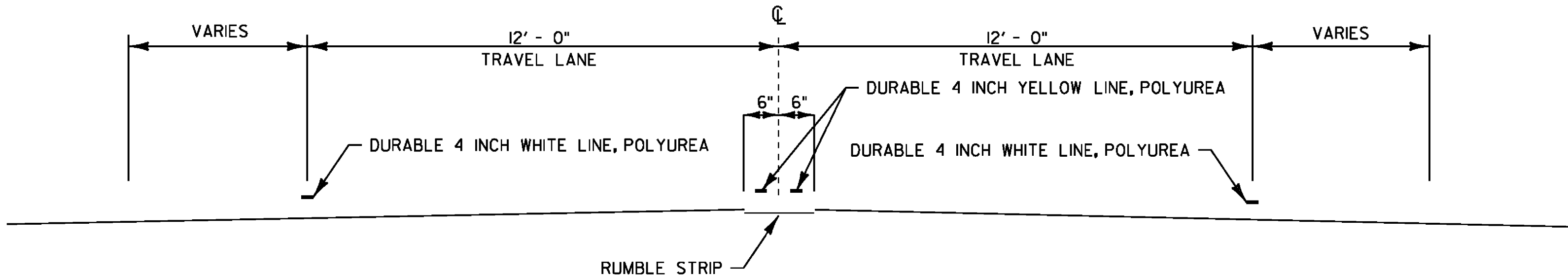
PAVEMENT MARKINGS DETAIL



RUMBLE STRIP DETAIL



INTERSECTION DETAIL



RUMBLE STRIP TYPICAL SECTION

POWNA
MM 0.000 - 4.580
MM 6.650 - 7.140

RUMBLE STRIPS ELIMINATED FROM CONTRACT

NOTES

1. CENTERLINE RUMBLE STRIPS NOT TO EXTEND BEYOND CENTERLINE WHEN CENTERLINE IS A DOUBLE YELLOW LINE, WITH OR WITHOUT A PASSING ZONE.
2. CENTERLINE RUMBLE STRIP TO BE PLACED ALONG CENTERLINE OF ROADWAY.
3. CENTERLINE RUMBLE STRIP TO STOP 20 FEET PRIOR TO THE CENTERLINE OF AN INTERSECTION.
4. TWO APPLICATIONS OF SPECIAL PROVISION (FOG SEAL SURFACE TREATMENT) SHALL BE APPLIED TO THE COMPLETED CENTERLINE RUMBLE STRIP AT THE RATE OF 0.15 GAL/SY (+/- 0.05 GAL/SY), OR AS DIRECTED BY THE ENGINEER.

CENTERLINE
RUMBLE STRIP
DETAIL
SHEET

PROJECT NAME: POWNAL - BENNINGTON
PROJECT NUMBER: NH SURF(42)

FILE NAME: I3b592\p13b592.dgn
PROJECT LEADER: MJF
DESIGNED BY: KML
p13b592_23.i

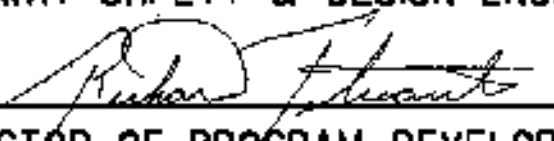
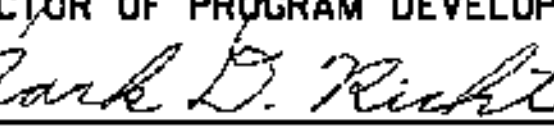
PLOT DATE: 02-APR-2014
DRAWN BY: KML
CHECKED BY: MJF
SHEET 23 OF 23

- I. TRAFFIC CONTROL DEVICES NOT DETAILED IN THE VERMONT AGENCY OF TRANSPORTATION (VAOT) "STANDARD DRAWINGS" OR THE PROJECT PLANS SHALL BE IN ACCORDANCE WITH THE "MANUAL ON TRAFFIC CONTROL DEVICES" (MUTCD) AND THE "STANDARD HIGHWAY SIGNS AND MARKINGS" BOOK (SHSM) PUBLISHED BY THE FEDERAL HIGHWAY ADMINISTRATION (FHWA).
2. CONSTRUCTION SIGNS SHALL BE ERECTED BEFORE THE START OF ANY WORK AND SHALL BE COVERED UNTIL WORK COMMENCES, DURING PERIODS OF INACTIVITY OR UPON COMPLETION OF THE WORK. EACH SIGN SHALL BE ERECTED IN A NEAT AND WORKMANLIKE MANNER.
3. CONSTRUCTION SIGN COVERS SHALL CONSIST OF A PANEL, PAINTED FLAT BLACK, THE SAME SIZE AS THE SIGN IT COVERS. THE PANEL SHALL BE OF WOOD, PLYWOOD, HARDBOARD OR ANY MATERIAL SATISFACTORY TO THE ENGINEER. NO MATERIAL WILL BE APPROVED THAT WILL DETERIORATE BY EXPOSURE TO THE WEATHER DURING THE PROJECT. MOUNTING OF THE PANEL SHALL BE DONE IN SUCH A WAY AS NOT TO DAMAGE THE SIGN FACE MATERIAL.
4. SIGNS SHALL BE MAINTAINED IN A CLEAN AND LEGIBLE CONDITION SATISFACTORY TO THE ENGINEER. THEY SHALL BE KEPT PLUMB AND LEVEL, AND ALWAYS PRESENT A NEAT APPEARANCE. DAMAGED, DEFACED OR DIRTY SIGNS SHALL BE REPAIRED, CLEANED OR REPLACED AS ORDERED BY THE ENGINEER.
5. NO CROSS-BRACING OR BACK-BRACING TO KEEP POSTS PLUMB WILL BE ALLOWED. CONCRETE FOUNDATIONS, COLLARS OR SOIL BEARING PLATES ARE NOT PERMITTED. CONSTRUCTION SIGNS SHALL BE PLACED ON TWO POSTS.
6. CONSTRUCTION SIGNS INSTALLED ON POSTS SHALL BE SET SECURELY IN THE GROUND. THE BOTTOM OF A SIGN SHALL BE AT LEAST FIVE FEET ABOVE THE EDGE OF PAVEMENT AND THE NEAREST EDGE OF A SIGN SHALL BE AT LEAST SIX FEET OUTSIDE THE SHOULDER POINT, FOUR FEET OUTSIDE GUARDRAIL, OR TWO FEET OUTSIDE CURBING OR SIDEWALK. THE INSTALLATION OF SIGNS SHALL BE SUBJECT TO APPROVAL OF THE ENGINEER. IN URBAN AREAS, THE BOTTOM OF THE SIGN SHALL BE AT LEAST SEVEN FEET ABOVE THE SIDEWALK OR EDGE OF PAVEMENT, WHICHEVER IS HIGHER.
7. PORTABLE SIGNS SHALL BE PLACED ON THE EDGE OF ROADWAY AND A MINIMUM OF ONE FOOT ABOVE THE TRAVELED WAY. ALL VEGETATION THAT INTERFERES WITH VISIBILITY OF THE SIGNS SHALL BE REMOVED. WHEN PLACED BEHIND GUARDRAIL, THE BOTTOM OF THE SIGN FACE SHALL BE ABOVE THE TOP OF THE GUARDRAIL.
8. SIGNS SHALL BE REMOVED UPON COMPLETION OF THE WORK AT THE DISCRETION OF THE ENGINEER.
9. ROLL UP CONSTRUCTION SIGNS SHALL HAVE RETROREFLECTIVE SHEETING EQUAL TO OR EXCEEDING THE "AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS" (AASHTO) M 268 ["AMERICAN SOCIETY FOR TESTING AND MATERIALS" (ASTM) D 4956] TYPE VI AND TYPE VII UNLESS OTHERWISE NOTED.
10. SOLID SUBSTRATE CONSTRUCTION SIGNS SHALL HAVE RETROREFLECTIVE SHEETING EQUAL TO OR EXCEEDING THE "AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS" (AASHTO) M 268 ["AMERICAN SOCIETY FOR TESTING AND MATERIALS" (ASTM) D 4956] TYPE VIII OR IX REQUIREMENTS UNLESS OTHERWISE NOTED.
11. WHERE CONSTRUCTION SIGN INSTALLATIONS ARE NOT PROTECTED BY GUARDRAIL OR OTHER APPROVED TRAFFIC BARRIERS, ALL SIGN STANDS AND POST INSTALLATIONS SHALL MEET "NATIONAL COOPERATIVE HIGHWAY RESEARCH PROGRAM" (NCHRP) REPORT 350 OR THE AASHTO "MANUAL FOR ASSESSING SAFETY HARDWARE" (MASH). THE APPROPRIATE RESOURCE SHALL BE DETERMINED AS DESCRIBED IN THE MASH PUBLICATION. NO SIGN POSTS SHALL EXTEND OVER THE TOP OF THE SIGN INSTALLED ON SAID POSTS. WHEN ANCHORS ARE INSTALLED, STUBS SHALL NOT BE GREATER THAN FOUR INCHES ABOVE EXISTING GROUND.
12. ROADWAY AND SHOULDER WIDTHS DEPICTED ON THE STANDARD DRAWINGS MAY VARY.
13. THESE STANDARD DRAWINGS ARE INTENDED TO SERVE AS VTRANS STANDARD OPERATING PROCEDURE. IT IS NOTED THAT COMPONENT PARTS OF A TEMPORARY TRAFFIC CONTROL WORK ZONE MAY BE MODIFIED DUE TO FIELD CONDITIONS, AT THE DISCRETION OF THE ENGINEER.

OTHER STDS.
REQUIRED: **NONE**

REVISIONS AND CORRECTIONS
AUG. 6, 2012 - ORIGINAL APPROVAL DATE

APPROVED

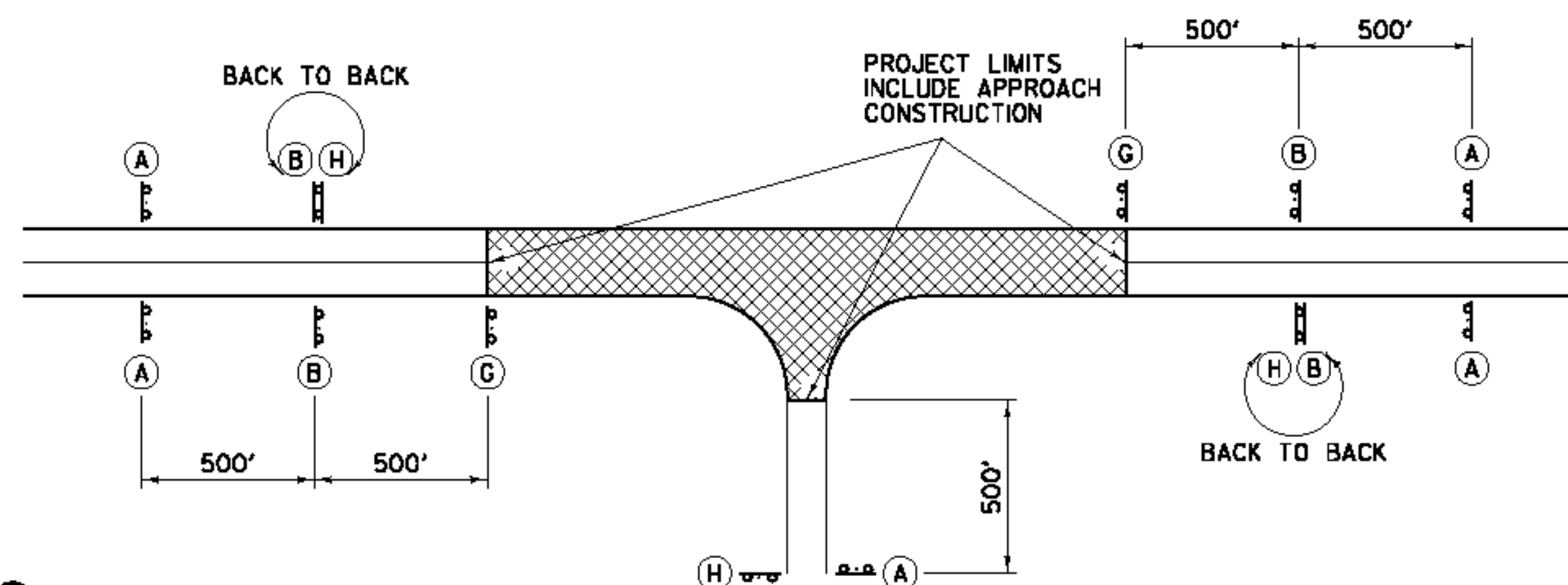
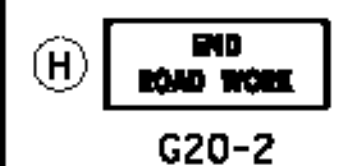
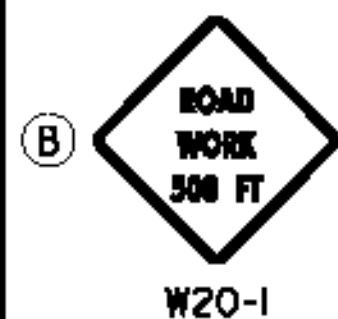
HIGHWAY SAFETY & DESIGN ENGINEER

DIRECTOR OF PROGRAM DEVELOPMENT

MARK D. RICHTER
FEDERAL HIGHWAY ADMINISTRATION

TRAFFIC CONTROL GENERAL NOTES



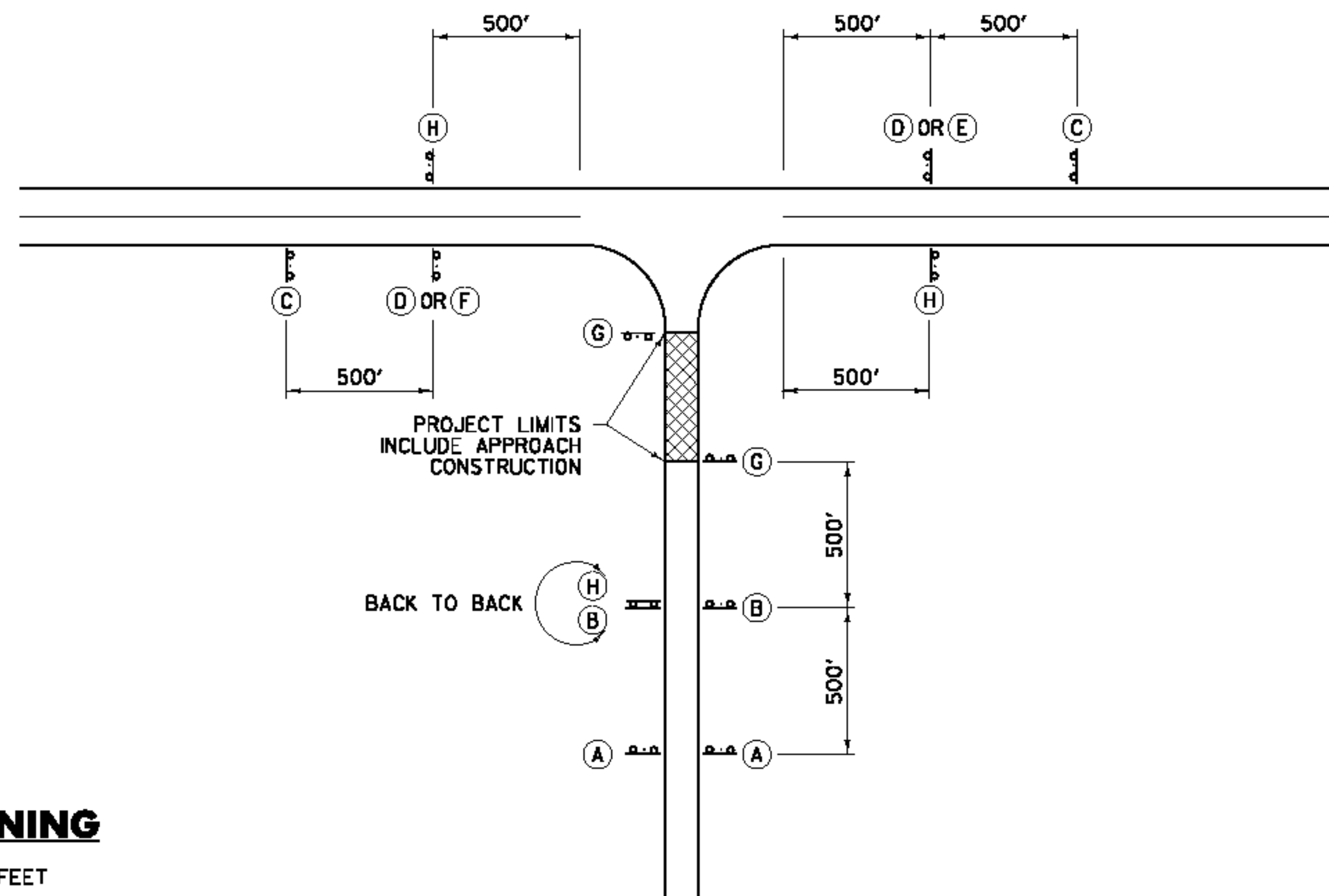
STANDARD
T-1

LEGEND



TYPICAL APPROACH SIGNING

FIELD CONDITIONS MAY DICTATE THE ACTUAL PLACEMENT.



SIDE ROAD APPROACH SIGNING

TO BE USED WHEN CONSTRUCTION IS UP TO 1000 FEET FROM THE INTERSECTION. FIELD CONDITIONS MAY DICTATE THE ACTUAL PLACEMENT.

GENERAL NOTES:

1. SIGNS SHOWN ON THIS SHEET ARE INTENDED FOR USE IN PROVIDING ADVANCE WARNING AND INFORMATION ON CONSTRUCTION PROJECTS OVER WHICH TRAFFIC WILL BE MAINTAINED. WHEN ADDITIONAL APPROACH SIGNS OR OTHER TYPES OF ADVANCE SIGNING OR CONTROL ARE NECESSARY, THE PLANS AND/OR THE SPECIFICATIONS FOR THAT PROJECT WILL GIVE THE DETAILS OF THE SIGNS AND DEVICES REQUIRED. FOR ON-PROJECT CONSTRUCTION SIGNS, REFER TO APPROPRIATE STANDARD SHEETS.
2. THE "ROAD WORK NEXT XX MILES" SIGN (G20-1) SHALL BE INSTALLED IN ADVANCE OF TEMPORARY TRAFFIC CONTROL ZONES THAT ARE MORE THAN TWO MILES IN LENGTH OR AS DIRECTED BY THE ENGINEER. DISTANCES SHALL BE STATED TO THE NEAREST WHOLE MILE.
3. SIGNS SHALL BE LOCATED AS DETAILED ON THIS SHEET OR AS OTHERWISE SHOWN ON THE PLANS. THEY SHALL APPEAR AT EACH END OF THE HIGHWAY UNDER CONSTRUCTION AND ON ALL INTERSECTING PUBLIC HIGHWAYS. THE ENGINEER SHALL DETERMINE THE EXACT LOCATIONS.

OTHER STDS. REQUIRED: T-1, T-28

REVISIONS AND CORRECTIONS
AUG. 6, 2012 - ORIGINAL APPROVAL DATE

APPROVED

HIGHWAY SAFETY & DESIGN ENGINEER

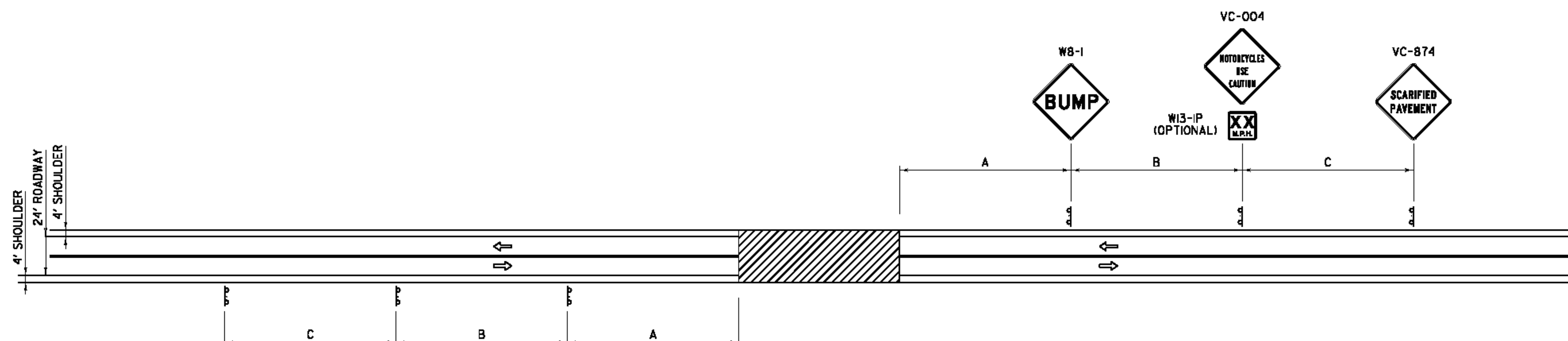
DIRECTOR OF PROGRAM DEVELOPMENT

Mark D. Richter
FEDERAL HIGHWAY ADMINISTRATION

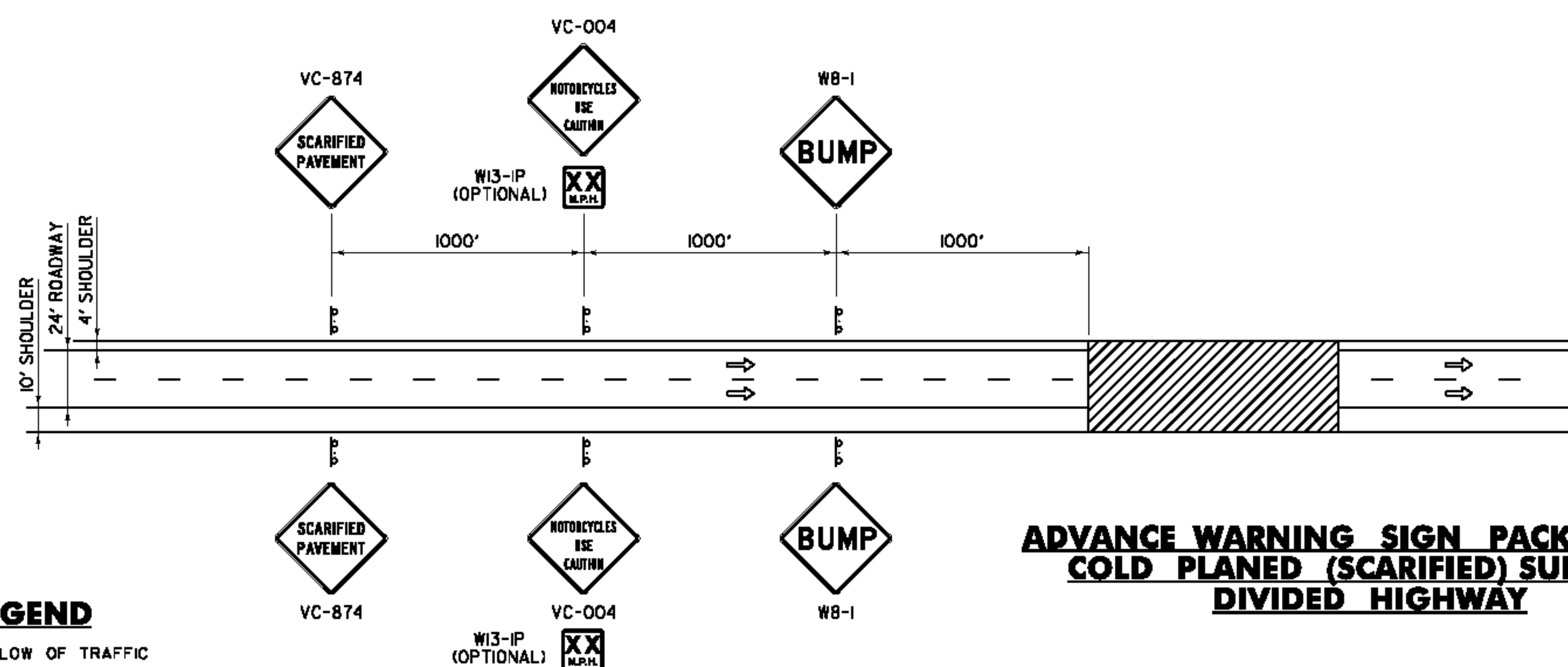
CONVENTIONAL ROADS CONSTRUCTION APPROACH SIGNING



STANDARD
T-10



**ADVANCE WARNING SIGN PACKAGE FOR
COLD PLANED (SCARIFIED) SURFACES
TWO LANE ROADWAY**



**ADVANCE WARNING SIGN PACKAGE FOR
COLD PLANED (SCARIFIED) SURFACES
DIVIDED HIGHWAY**

LEGEND

→ FLOW OF TRAFFIC
 WORK AREA

GENERAL NOTES:

1. THE BUMP SIGN MAY BE ELIMINATED WHEN THERE IS NO BUMP. WHEN THE CONTRACTOR IS WORKING IN THE CONSTRUCTION AREA, THE APPROPRIATE ADVANCED WARNING SIGN PACKAGE SHALL BE USED. SEE THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (MUTCD) FOR ADDITIONAL INFORMATION.
2. GATE POSTING OF SIGNS IS AN OPTION AS DETERMINED BY THE ENGINEER FOR TWO LANE ROADWAY WHEN PASSING, TURNING OR CLIMBING LANES LIMIT VISIBILITY.
3. FOR DIMENSIONS A, B AND C, REFER TO THE MUTCD, USE TABLE 6C-1 (RECOMMENDED ADVANCE WARNING SIGN MINIMUM SPACING), FOR SIGN SPACING.

**OTHER STDS.
REQUIRED: T-1, T-28**

REVISIONS AND CORRECTIONS
 AUG. 6, 2012 - ORIGINAL APPROVAL DATE

APPROVED

 HIGHWAY SAFETY & DESIGN ENGINEER

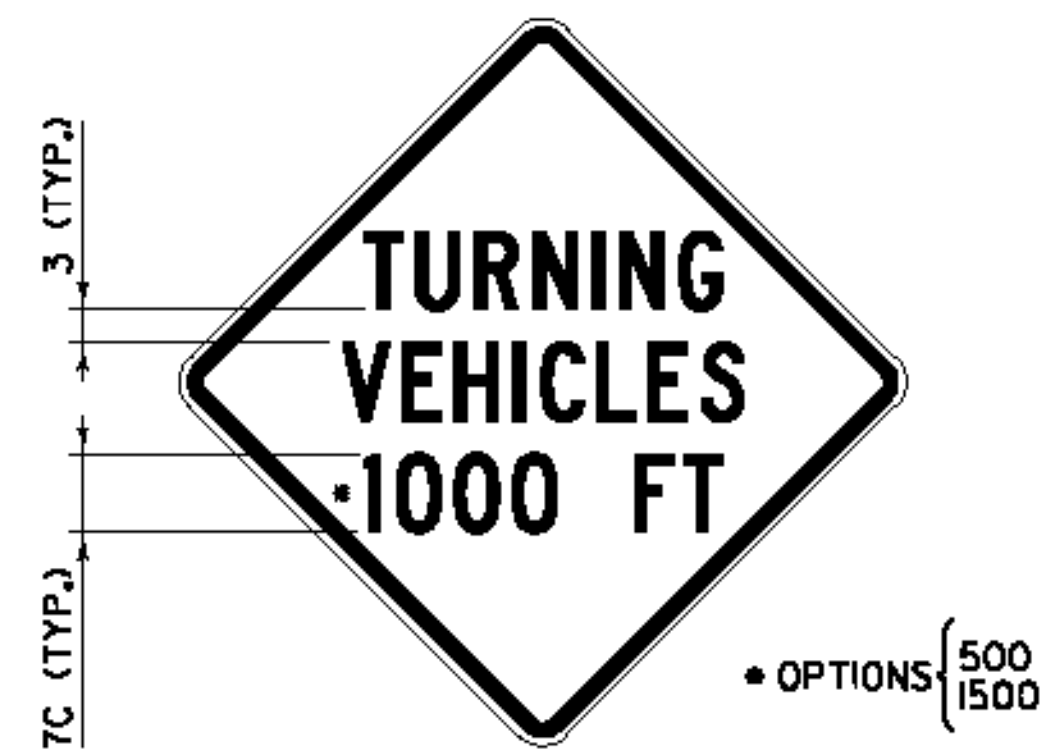
 DIRECTOR OF PROGRAM DEVELOPMENT

 Mark D. Richter
 FEDERAL HIGHWAY ADMINISTRATION

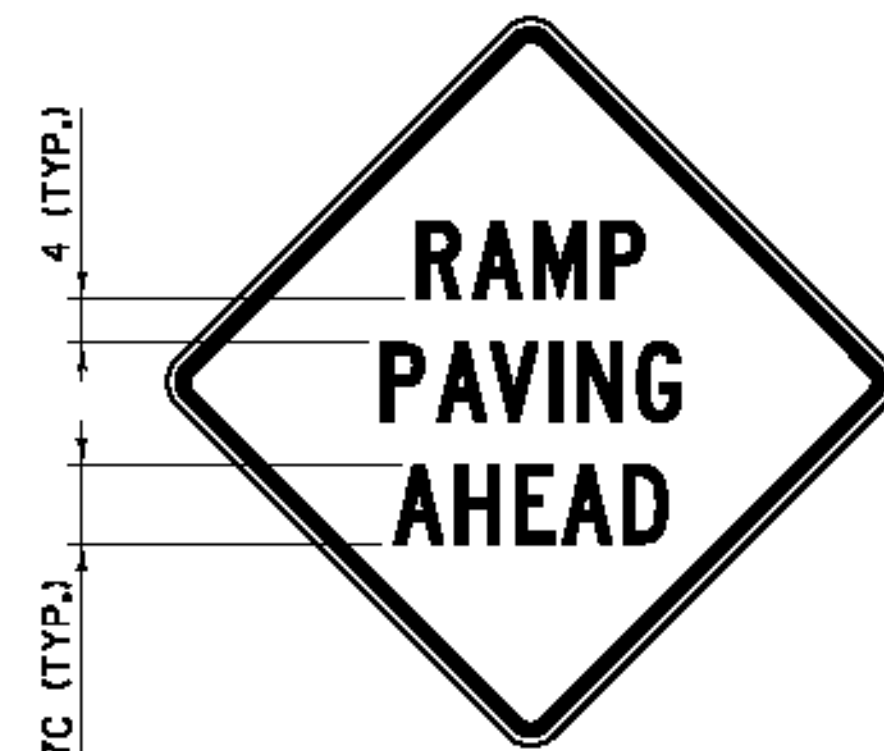
**TRAFFIC CONTROL
MISCELLANEOUS DETAILS**



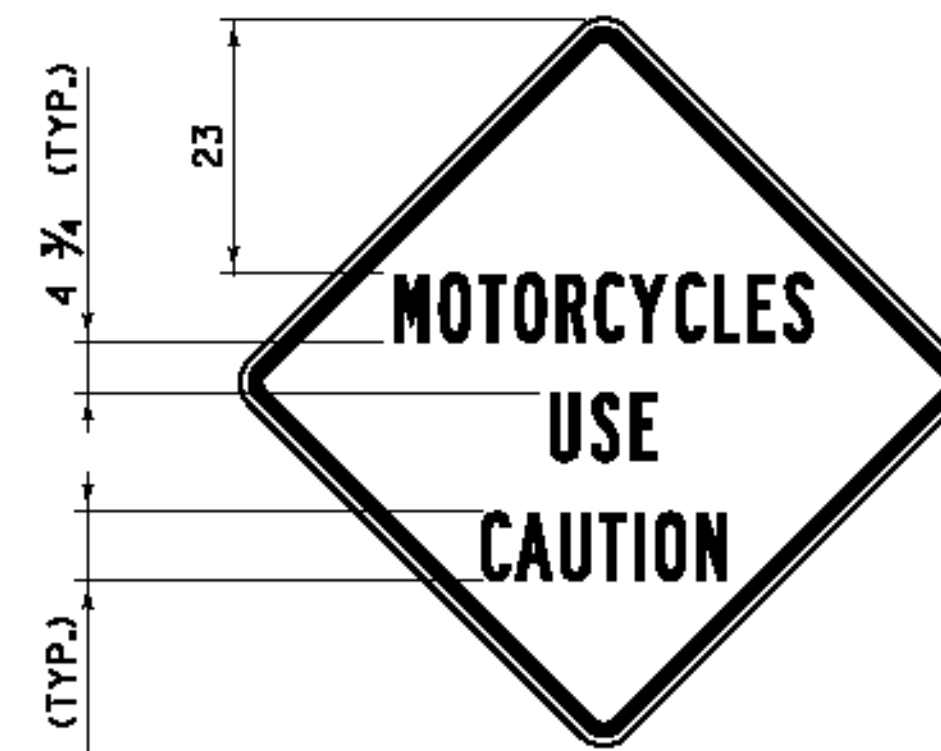
**STANDARD
T-17**



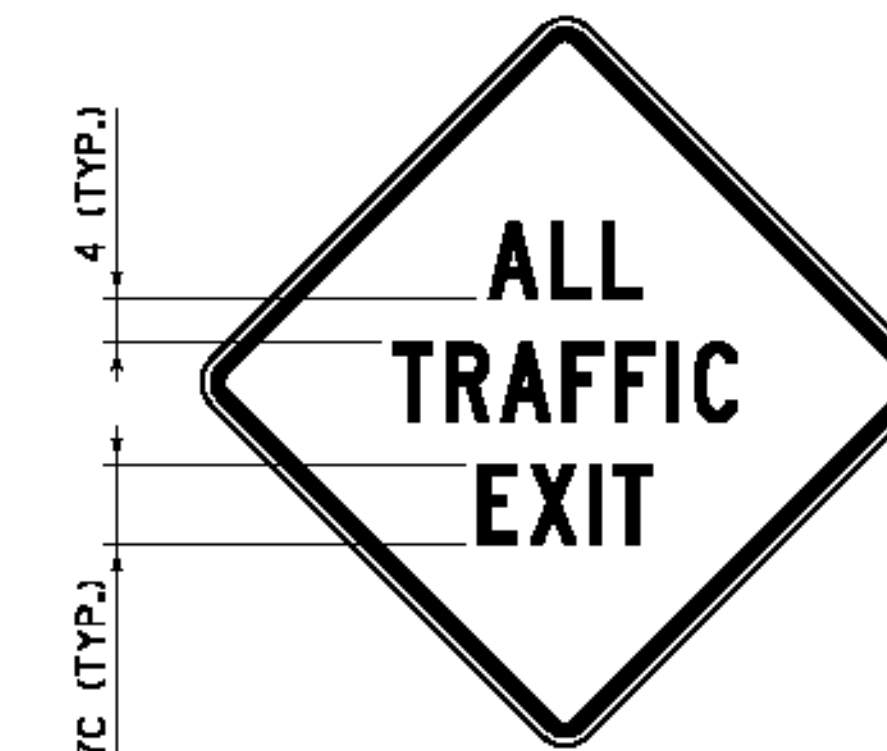
VC-001



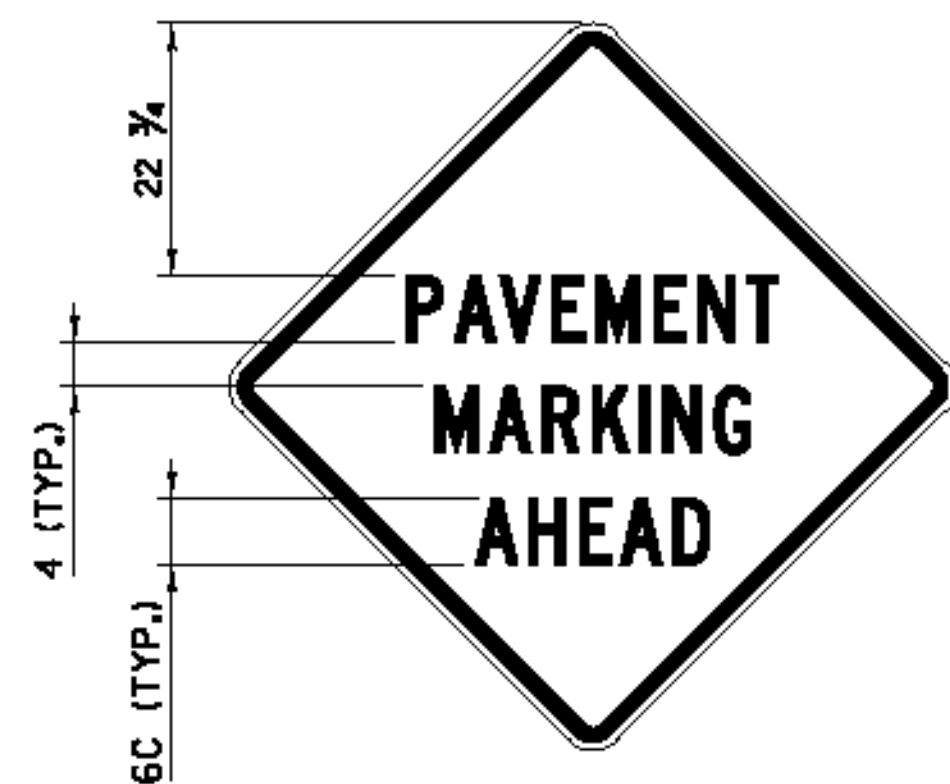
VC-003



VC-004



VC-008



VC-813



VC-869



VC-874

GENERAL NOTES:

1. COLORS FOR SIGNS SHALL BE BLACK LEGEND AND BORDER ON FLUORESCENT ORANGE BACKGROUND.
2. CONSTRUCTION SIGNS SHALL BE 48 INCH BY 48 INCH. IF SOLID SUBSTRATE SIGNS ARE USED, SIGNS SHALL HAVE CORNERS ROUNDED TO A THREE INCH RADIUS.
3. SIGNS SHALL HAVE 1 1/4 INCH WIDE BORDERS THAT ARE INDENTED 3/4 INCH FROM THE EDGE OF THE SIGN.
4. SIGNS SHALL HAVE THE LEGEND CENTERED HORIZONTALLY AND VERTICALLY ON THE SIGN UNLESS OTHERWISE INDICATED.
5. ALL DIMENSIONS SHOWN IN INCHES.

OTHER STDS. REQUIRED: T-1

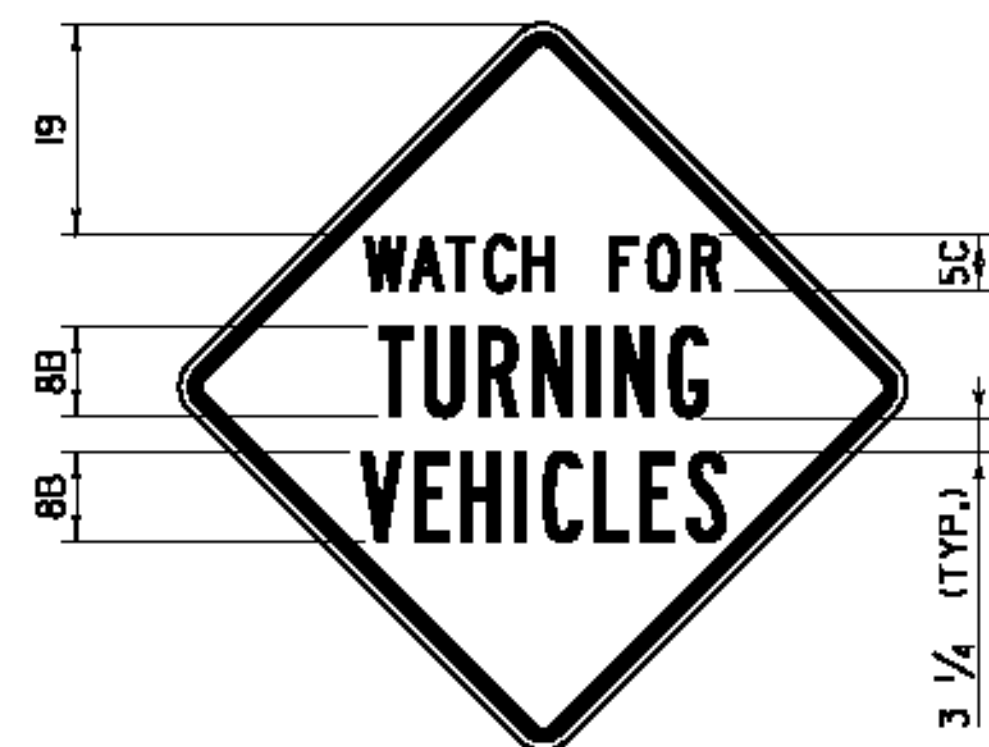
REVISIONS AND CORRECTIONS
AUG. 6, 2012 - ORIGINAL APPROVAL DATE

APPROVED
[Signature]
HIGHWAY SAFETY & DESIGN ENGINEER
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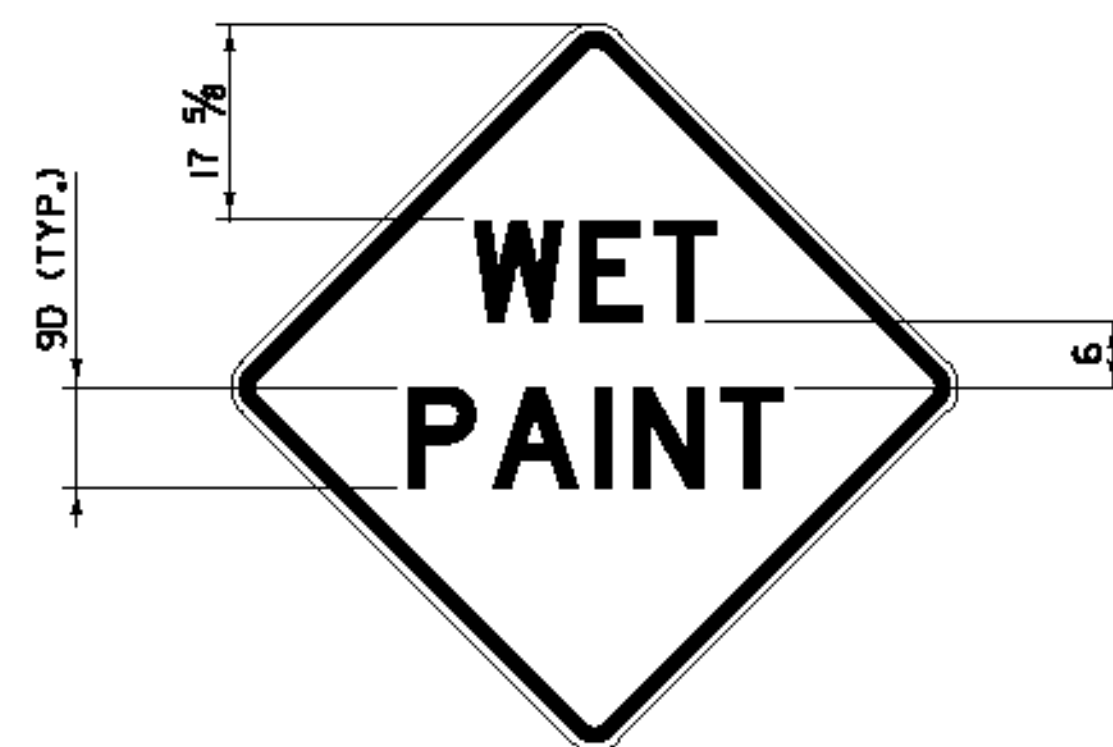
**CONSTRUCTION SIGN
DETAILS**



**STANDARD
T-28**



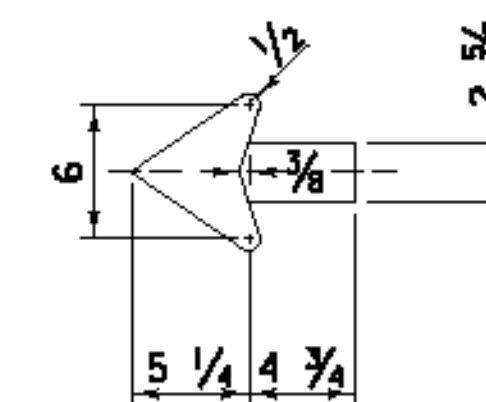
VC-883



VC-885



VC-886L



VC-886R

NOTES:

1. SIGNS SHALL BE 24 INCH BY 24 INCH. IF SOLID SUBSTRATE SIGNS ARE USED, SIGNS SHALL HAVE CORNERS ROUNDED TO A 1 1/2 INCH RADIUS.
2. SIGNS SHALL HAVE 5/8 INCH WIDE BORDERS THAT ARE INDENTED 3/8 INCH FROM THE EDGE OF THE SIGN.



VC-887

GENERAL NOTES:

1. COLORS FOR SIGNS SHALL BE BLACK LEGEND AND BORDER ON FLUORESCENT ORANGE BACKGROUND.
2. CONSTRUCTION SIGNS SHALL BE 48 INCH BY 48 INCH UNLESS OTHERWISE NOTED. IF SOLID SUBSTRATE SIGNS ARE USED, SIGNS SHALL HAVE CORNERS ROUNDED TO A THREE INCH RADIUS UNLESS OTHERWISE NOTED.
3. SIGNS SHALL HAVE 1 1/4 INCH WIDE BORDERS THAT ARE INDENTED 3/4 INCH FROM THE EDGE OF THE SIGN UNLESS OTHERWISE NOTED.
4. SIGNS SHALL HAVE THE LEGEND CENTERED HORIZONTALLY AND VERTICALLY ON THE SIGN UNLESS OTHERWISE INDICATED.
5. ALL DIMENSIONS SHOWN IN INCHES.

OTHER STDS. REQUIRED: T-1

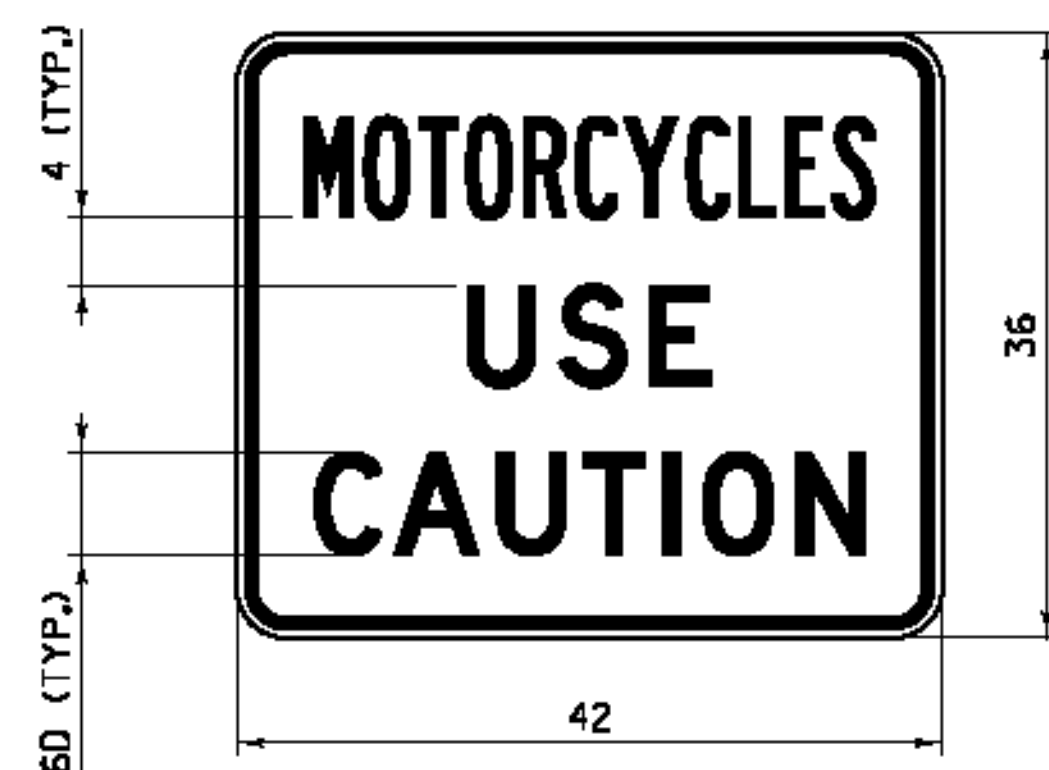
REVISIONS AND CORRECTIONS
AUG. 6, 2012 - ORIGINAL APPROVAL DATE

APPROVED
W.A.P.
HIGHWAY SAFETY & DESIGN ENGINEER
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FEDERAL HIGHWAY ADMINISTRATION

**CONSTRUCTION SIGN
DETAILS**



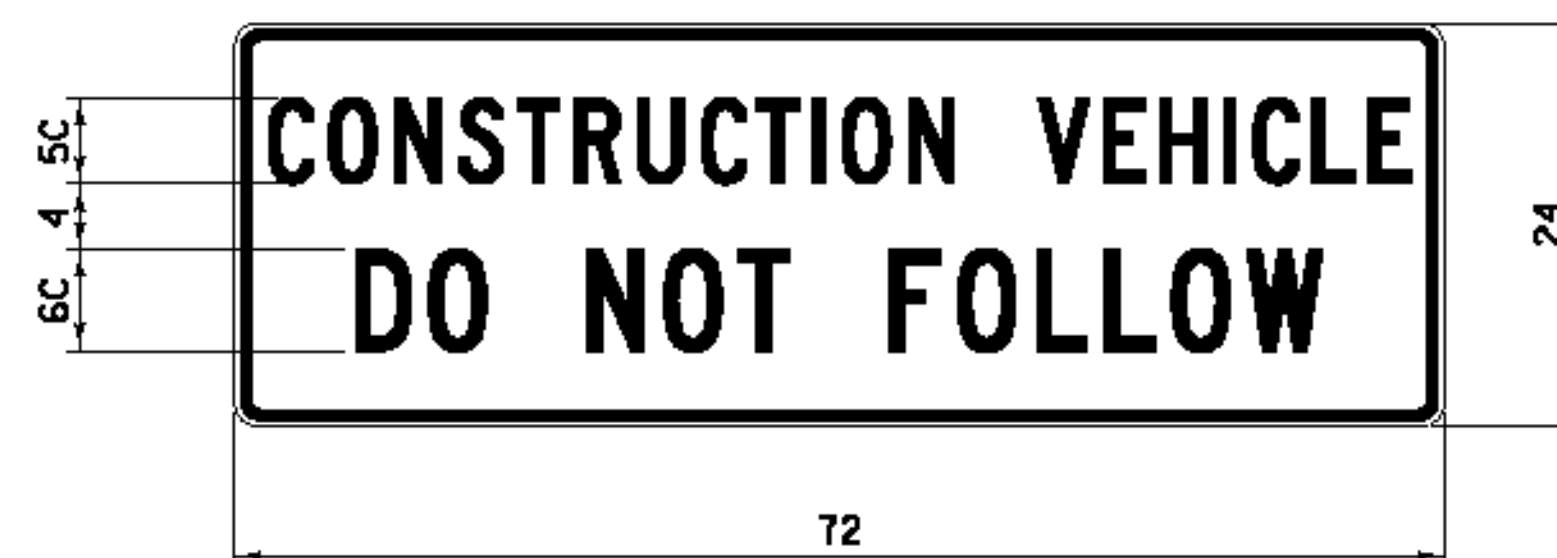
**STANDARD
T-29**



VC-004P

NOTES:

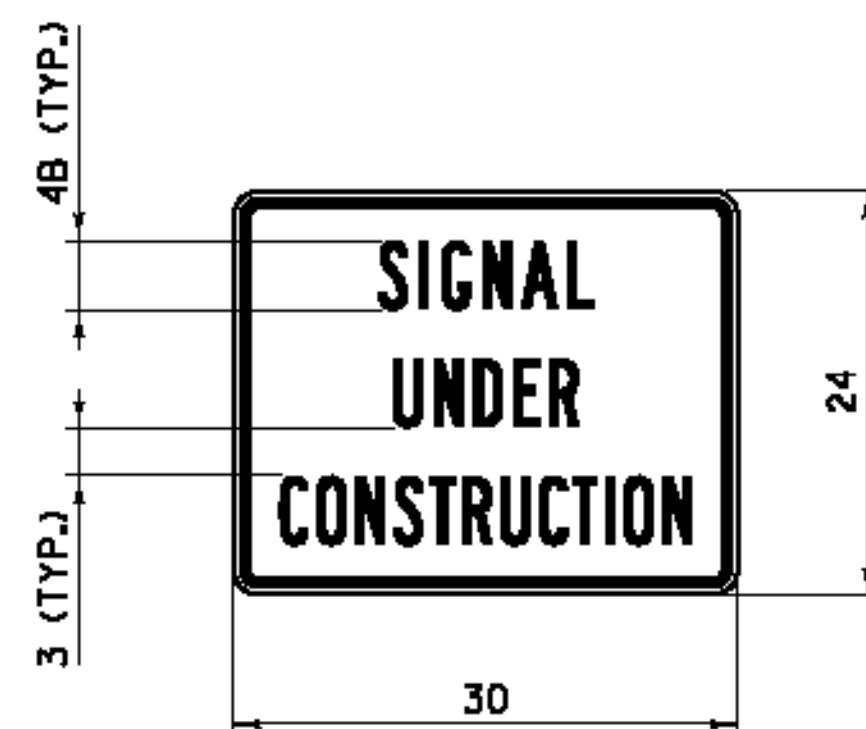
1. CORNERS SHALL BE ROUNDED TO A THREE INCH RADIUS.
2. THE BORDER SHALL BE $\frac{3}{4}$ INCH WIDE WITH A $\frac{1}{2}$ INCH INDENT FROM THE EDGE OF THE SIGN.
3. "MOTORCYCLES" SHALL HAVE A SPECIFIED WIDTH OF 34 INCHES.
4. "USE" SHALL HAVE A SPECIFIED WIDTH OF $14 \frac{1}{2}$ INCHES.
5. "CAUTION" SHALL HAVE A SPECIFIED WIDTH OF $32 \frac{3}{4}$ INCHES.
6. SIGN SHALL ONLY BE INSTALLED AS A SUPPLEMENTAL TO A PARENT WARNING SIGN AND SHALL NOT BE INSTALLED BY ITSELF.



VC-007

NOTES:

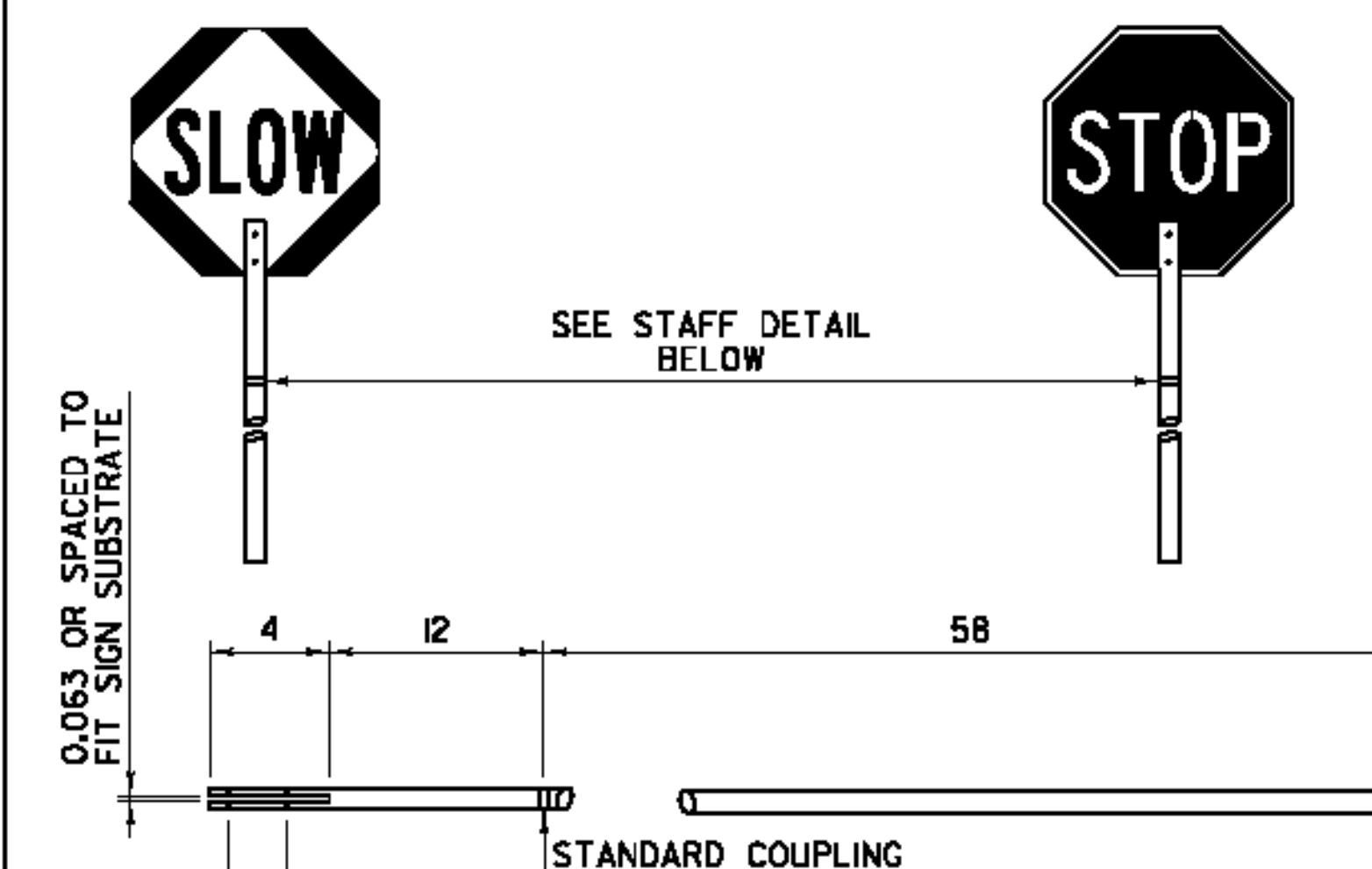
1. CORNERS SHALL BE ROUNDED TO A $1\frac{1}{2}$ INCH RADIUS.
2. THE BORDER SHALL BE $\frac{5}{8}$ INCH WIDE WITH A $\frac{3}{8}$ INCH INDENT FROM THE EDGE OF THE SIGN.
3. "CONSTRUCTION VEHICLE" SHALL HAVE A SPECIFIED WIDTH OF 68 INCHES.
4. "DO NOT FOLLOW" SHALL HAVE A SPECIFIED WIDTH OF $57 \frac{1}{2}$ INCHES.
5. SIGN SHALL BE MOUNTED IN A CONSPICUOUS LOCATION ON THE REAR OF THE CONSTRUCTION VEHICLE.
6. THE SIGN SHALL BE MOUNTED AS NOT TO INTERFERE WITH THE VISIBILITY OF DIRECTIONAL SIGNALS OR TAIL LIGHTS AS REQUIRED BY LAW.
7. SIGN SHALL BE COVERED OR REMOVED WHEN NOT IN USE.



VC-820

NOTES:

1. CORNERS SHALL BE ROUNDED TO A $1\frac{1}{2}$ INCH RADIUS.
2. THE BORDER SHALL BE $\frac{5}{8}$ INCH WIDE WITH A $\frac{3}{8}$ INCH INDENT FROM THE EDGE OF THE SIGN.
3. "SIGNAL" SHALL HAVE A SPECIFIED WIDTH OF $12 \frac{3}{4}$ INCHES.
4. "UNDER" SHALL HAVE A SPECIFIED WIDTH OF 11 INCHES.
5. "CONSTRUCTION" SHALL HAVE A SPECIFIED WIDTH OF $24 \frac{1}{2}$ INCHES.
6. SIGN SHALL ONLY BE INSTALLED AS A SUPPLEMENTAL TO A PARENT WARNING SIGN AND SHALL NOT BE INSTALLED BY ITSELF.



STOP-SLOW PADDLE & STAFF DETAIL

NOTES:

1. REFER TO THE "STANDARD HIGHWAY SIGNS AND MARKINGS" BOOK (SHSM) "TEMPORARY TRAFFIC CONTROL - WARNING SIGNS" FOR THE STOP-SLOW PADDLE DESIGN.
2. COLORS FOR THE SLOW SIDE OF THE PADDLE SHALL BE BLACK LEGEND AND BORDER ON A FLUORESCENT ORANGE DIAMOND WITH RETROREFLECTIVE SHEETING EQUAL TO OR EXCEEDING AASHTO M 268 [ASTM D 4956] TYPE VII, VIII OR IX REQUIREMENTS.
3. COLORS FOR THE STOP SIDE OF THE PADDLE SHALL BE WHITE RETROREFLECTIVE LEGEND AND BORDER ON A RED RETROREFLECTIVE OCTAGON. BOTH COLORS SHALL HAVE RETROREFLECTIVE SHEETING EQUAL TO OR EXCEEDING AASHTO M 268 [ASTM D 4956] TYPE III.
4. SIGN SUBSTRATE MATERIALS SHALL BE ALUMINUM, ACRYLONITRILE BUTADIENE STYRENE (ABS) PLASTIC OR EQUIVALENT.
5. THE STAFF MAY BE RIGID ABS PLASTIC OR WOOD WITH A ONE TO $1\frac{1}{2}$ INCH DIAMETER.
6. SIGNS SHALL BE MAINTAINED IN A CLEAN AND LEGIBLE CONDITION SATISFACTORY TO THE ENGINEER. THEY SHALL BE COMPLETELY VISIBLE TO APPROACHING TRAFFIC AT ALL TIMES. THEY SHALL BE KEPT PLUMB AND LEVEL, AND ALWAYS PRESENT A NEAT APPEARANCE. DAMAGED, DEFACED OR DIRTY SIGNS SHALL BE REPAIRED, CLEANED OR REPLACED AS ORDERED BY THE ENGINEER.

GENERAL NOTES:

1. ALL LEGEND SHALL BE CENTERED VERTICALLY AND HORIZONTALLY UNLESS OTHERWISE NOTED.
2. COLORS FOR SIGNS SHALL BE BLACK LEGEND AND BORDER ON FLUORESCENT ORANGE BACKGROUND UNLESS OTHERWISE NOTED.
3. ALL DIMENSIONS IN INCHES.

OTHER STDS. REQUIRED: T-1

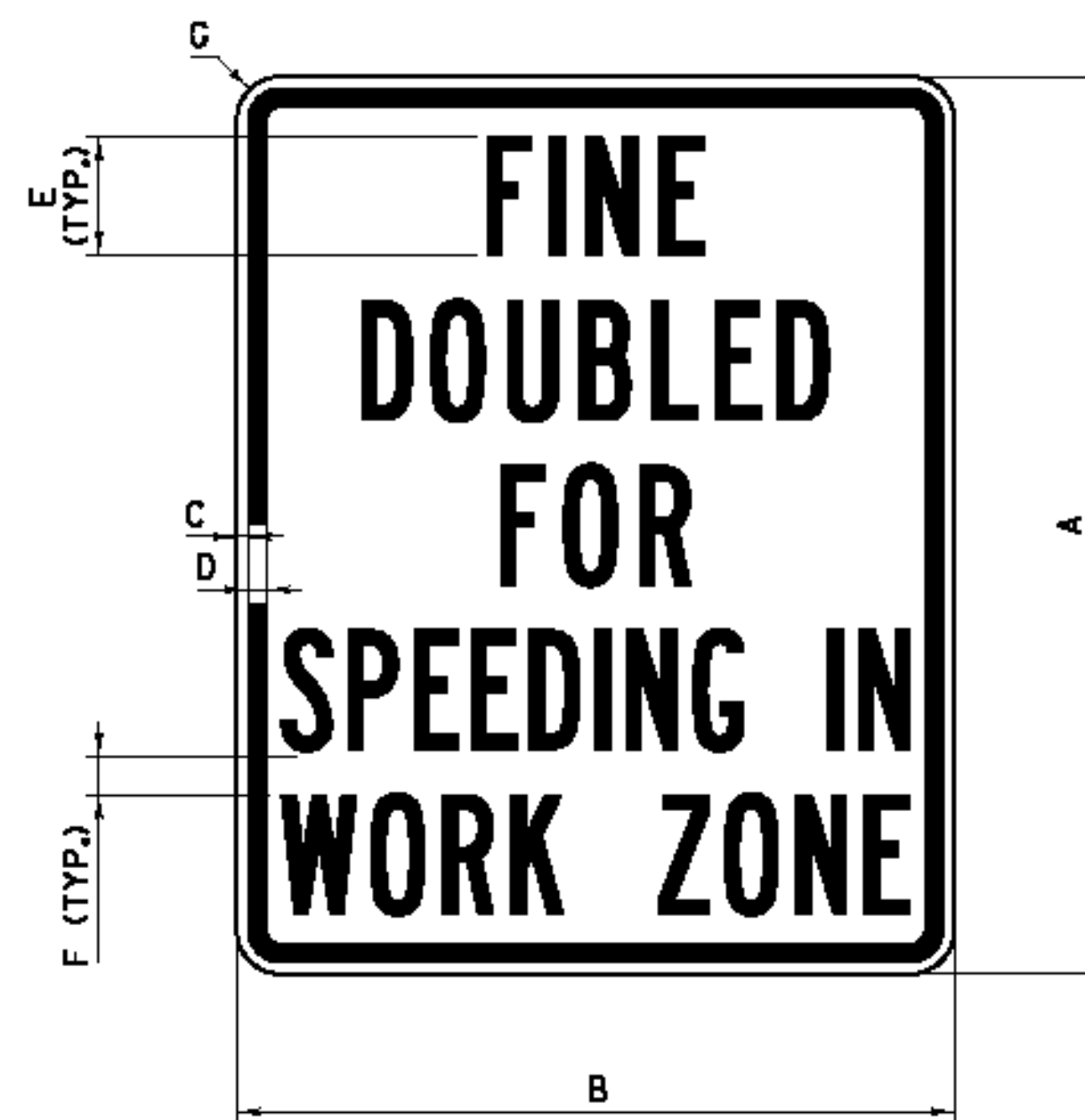
REVISIONS AND CORRECTIONS
AUG. 6, 2012 - ORIGINAL APPROVAL DATE

APPROVED
W. A. C. M.
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FEDERAL HIGHWAY ADMINISTRATION

**CONSTRUCTION SIGN
DETAILS**



**STANDARD
T-30**

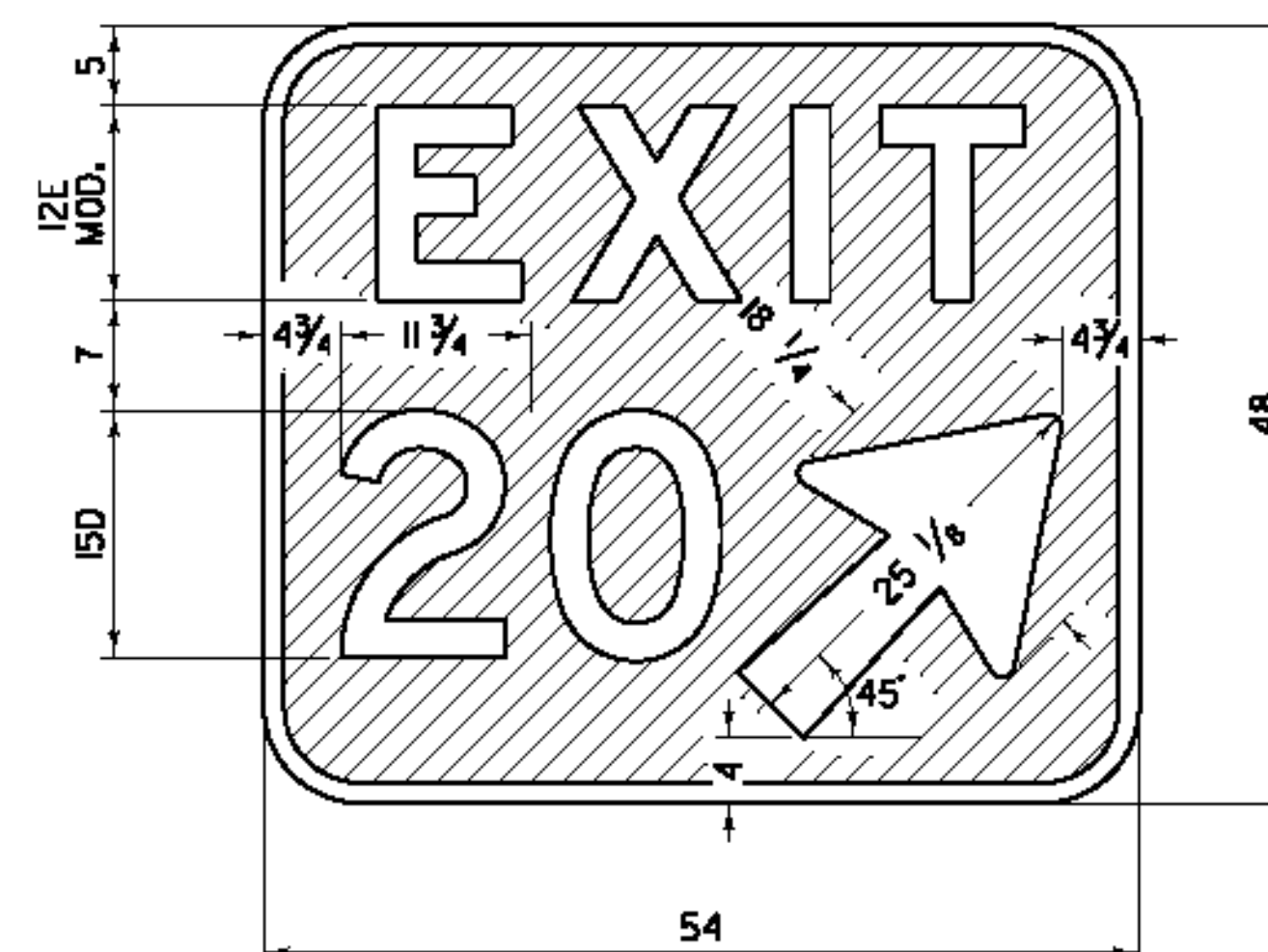


VR-355

SIGN	DIMENSIONS						
	A	B	C	D	E	F	G
STANDARD	36	30	1/2	3/4	4C	2 1/4	1 7/8
EXPRESSWAY/ FREEWAY	60	48	3/4	1 1/4	8B	3	3

NOTES:

1. "SPEEDING IN" AND "WORK ZONE" SHALL EACH HAVE A SPECIFIED WIDTH OF 26 INCHES FOR STANDARD AND 42 INCHES FOR EXPRESSWAY/FREEWAY.
2. THE SIGN SHALL HAVE BLACK LEGEND AND BORDER ON A WHITE BACKGROUND WITH RETROREFLECTIVE SHEETING EQUAL TO OR EXCEEDING "AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS" (AASHTO) M 268 ["AMERICAN SOCIETY FOR TESTING AND MATERIALS" (ASTM) D 4956] TYPE III.
3. LEGEND SHALL BE CENTERED HORIZONTALLY AND VERTICALLY.



VC5-1A

NOTES:

1. THE SIGN SHALL BE WHITE RETROREFLECTIVE LEGEND ON A GREEN RETROREFLECTIVE BACKGROUND, BOTH SHALL HAVE RETROREFLECTIVE SHEETING EQUAL TO OR EXCEEDING "AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS" (AASHTO) M 268 ["AMERICAN SOCIETY FOR TESTING AND MATERIALS" (ASTM) D 4956] TYPE III.
2. CORNERS SHALL BE ROUNDED TO A SIX INCH RADIUS.
3. THE SIGN SHALL HAVE A 1/4 INCH WIDE BORDER ALONG THE EDGE OF THE SIGN.
4. EXIT NUMBER SHALL BE AS PER PLANS, OPTICALLY SPACED.
5. "EXIT" SHALL BE CENTERED HORIZONTALLY.

GENERAL NOTES:

1. ALL DIMENSIONS IN INCHES.

OTHER STDS. REQUIRED: T-1

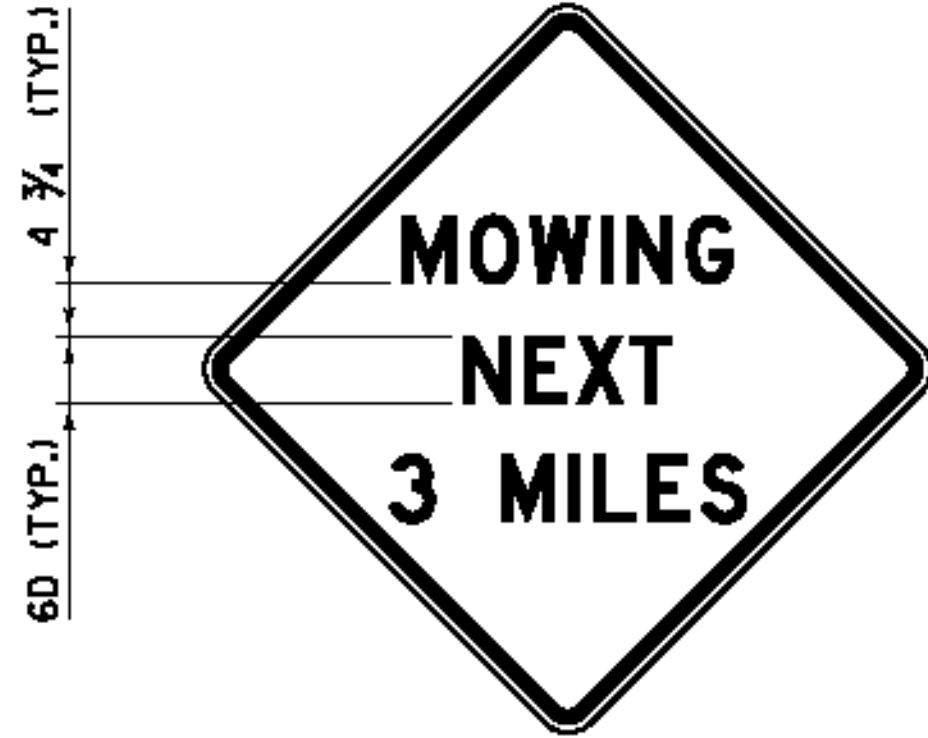
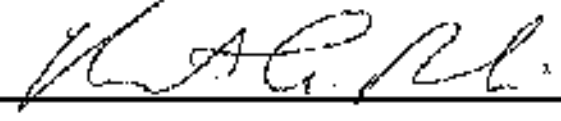
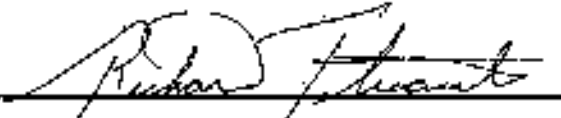
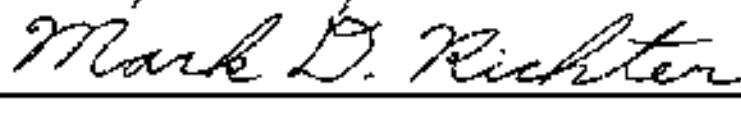
REVISIONS AND CORRECTIONS
AUG. 6, 2012 - ORIGINAL APPROVAL DATE

APPROVED
[Signature]
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DIRECTOR OF PROGRAM DEVELOPMENT
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Mark D. Richter
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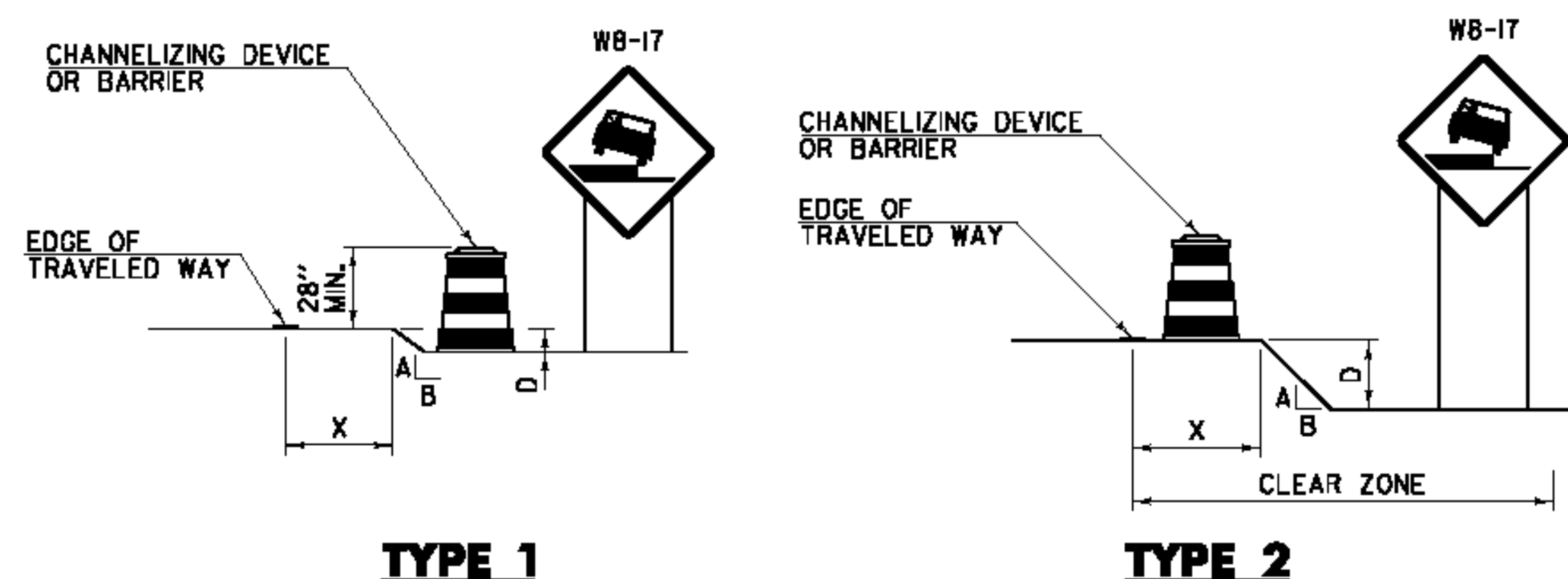
**CONSTRUCTION SIGN
DETAILS**



**STANDARD
T-31**

 VC-822	 VC-878	 VC-880 NOTE: 1. THE BORDER SHALL BE ONE INCH WIDE WITH A 3/4 INCH INDENT FROM THE EDGE OF THE SIGN.		
GENERAL NOTES: 1. COLORS FOR SIGNS SHALL BE BLACK LEGEND AND BORDER ON FLUORESCENT ORANGE BACKGROUND. 2. CONSTRUCTION SIGNS SHALL BE 48 INCH BY 48 INCH UNLESS OTHERWISE NOTED. IF SOLID SUBSTRATE SIGNS ARE USED, SIGNS SHALL HAVE CORNERS ROUNDED TO A THREE INCH RADIUS UNLESS OTHERWISE NOTED. 3. SIGNS SHALL HAVE 1 1/4 INCH WIDE BORDERS THAT ARE INDENTED 3/4 INCH FROM THE EDGE OF THE SIGN UNLESS OTHERWISE NOTED. 4. SIGNS SHALL HAVE THE LEGEND CENTERED HORIZONTALLY AND VERTICALLY ON THE SIGN UNLESS OTHERWISE NOTED. 5. ALL DIMENSIONS SHOWN IN INCHES.				
OTHER STDS. REQUIRED: T-1				
REVISIONS AND CORRECTIONS AUG. 6, 2012 - ORIGINAL APPROVAL DATE	APPROVED  HIGHWAY SAFETY & DESIGN ENGINEER  DIRECTOR OF PROGRAM DEVELOPMENT  FEDERAL HIGHWAY ADMINISTRATION	MISCELLANEOUS SIGN DETAILS		 STANDARD T-33

DROP-OFF ADJACENT TO TRAVELED WAY



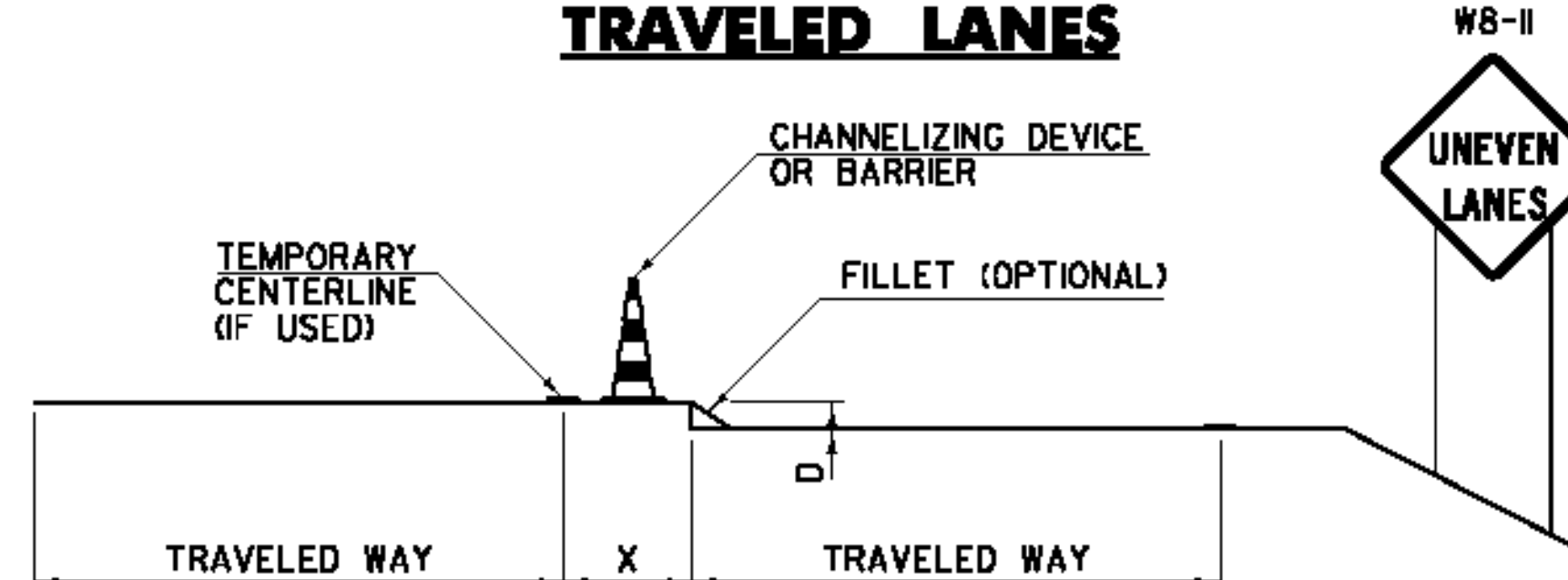
TYPE 1

TYPE 2

NOTES:

1. CHANNELIZING DEVICES OR BARRIER SHOULD BE PLACED TO MAXIMIZE THE WIDTH OF THE TRAVELED WAY.
2. SEE CHART "A" FOR SPECIFIC REQUIREMENTS.
3. IF THE DROP-OFF REQUIRES CHANNELIZING DEVICES TO REMAIN IN PLACE OVERNIGHT, THEN "SHOULDER DROP-OFF SYMBOL" (W8-17) SIGNS SHOULD BE INSTALLED.

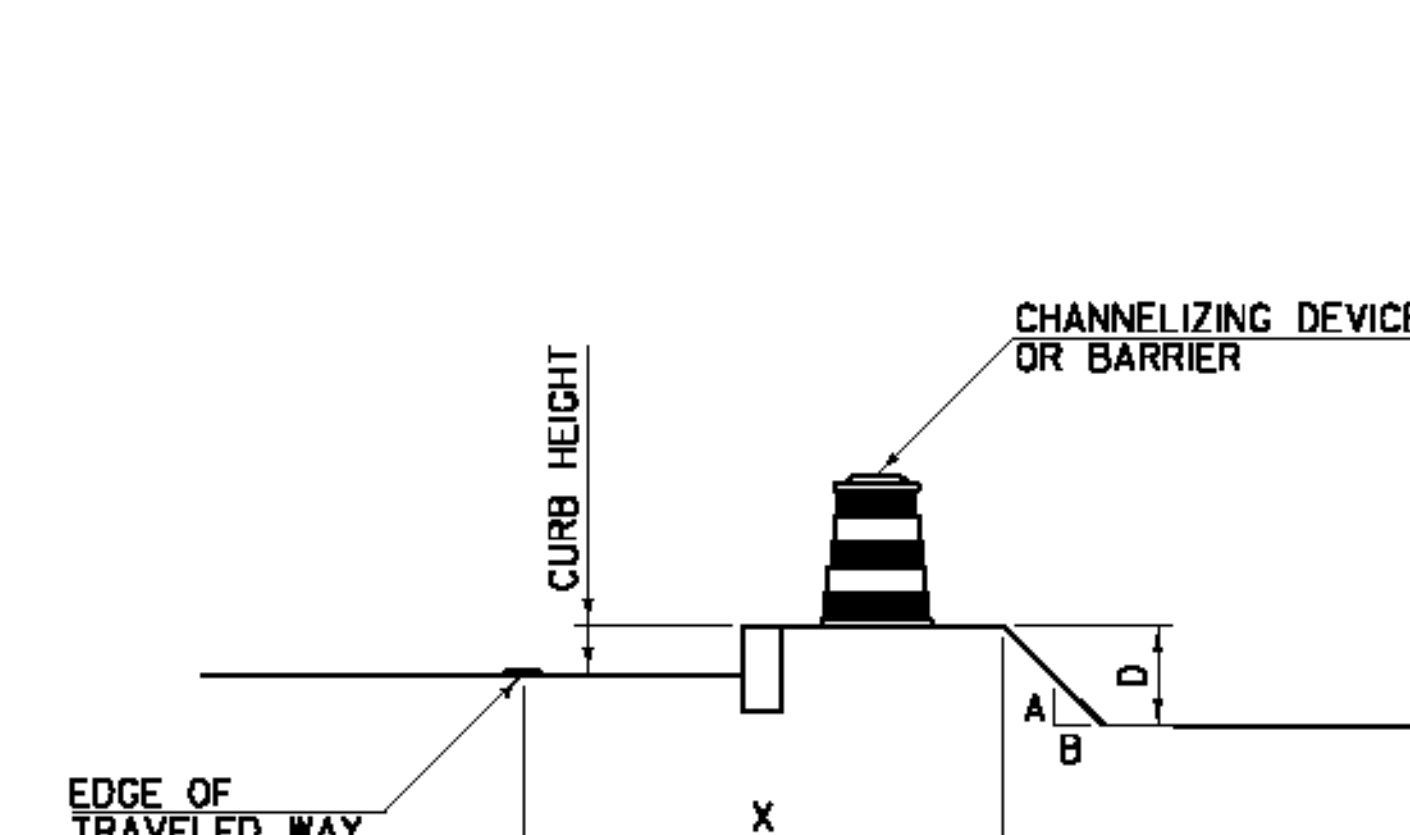
DROP-OFF BETWEEN ADJACENT TRAVELED LANES



NOTES:

1. WHENEVER A LONGITUDINAL DROP-OFF BETWEEN ADJACENT TRAVELED LANES IS TO BE LEFT OVERNIGHT, THEN "UNEVEN LANES" (W8-11) SIGNS AND CHANNELIZING DEVICES SHOULD BE INSTALLED.
2. IF REQUIRED, THE CHANNELIZING DEVICES USED SHOULD BE THOSE WHICH MAXIMIZE THE WIDTH OF THE TRAVELED LANE (I.E. CONES, VERTICAL PANELS OR TUBULAR MARKERS).
3. A BITUMINOUS CONCRETE FILLET WITH A 1.5:1 SLOPE MAY BE USED IN PLACE OF CHANNELIZING DEVICES, HOWEVER THE "UNEVEN LANES" (W8-11) SIGNS SHOULD STILL BE INSTALLED.
4. SEE CHART "A" FOR SPECIFIC REQUIREMENTS.

DROP-OFF BEYOND SHOULDER OR CURB



NOTES:

1. USE CHART "A" FOR VERTICAL CURBS UNDER SIX INCHES, MOUNTABLE CURBS OR ROADWAYS WITH A POSTED SPEED ABOVE 40 MPH.
2. USE CHART "B" FOR VERTICAL CURBS SIX INCHES OR GREATER.

CHART "A" ALL SPEEDS WITH NO CURB OR MOUNTABLE CURB

X (FEET)	DROP (D) (INCHES)	A:B SLOPE	RECOMMENDED DEVICE
0 TO 4'	LESS THAN 2"	ANY	NONE
	2" TO 6"	1:1.5 OR FLATTER	NONE
		STEEPER THAN 1:1.5	CHANNELIZING DEVICE
4' TO 10'	GREATER THAN 6"	1:3 OR FLATTER	NONE
		STEEPER THAN 1:3	BARRIER
4' TO 10'	LESS THAN 6"	ANY	NONE
	6" TO 12"	1:3 OR FLATTER	NONE
		STEEPER THAN 1:3	BARRIER
10' TO CZ	GREATER THAN 12"	1:3 OR FLATTER	NONE
		STEEPER THAN 1:3	BARRIER

NOTES:

1. THE MINIMUM CLEAR ZONE FOR FREEWAYS IS TO BE DETERMINED PER THE CURRENT AASHTO ROADSIDE DESIGN GUIDE. ALL OTHER HIGHWAYS WILL BE DETERMINED PER THE CURRENT "VERMONT STATE STANDARDS" BOOK.
2. CHANNELIZING DEVICES MAY BE USED INSTEAD OF BARRIER FOR SHORT TERM OPERATIONS.
3. ON BORDERLINE CONDITIONS, THE ENGINEER SHOULD DETERMINE WHICH TREATMENT IS ADEQUATE FOR THE EXISTING CONDITIONS.

CHART "B" 40 MPH OR LESS WITH VERTICAL CURB

X (FEET)	DROP (D) (INCHES)	DEVICE REQUIRED
0-10'	LESS THAN OR EQUAL TO 12"	NONE
0-10'	GREATER THAN 12"	CHANNELIZING DEVICE
GREATER THAN 10'	ANY	NONE

GENERAL NOTES:

1. THESE CONDITIONS AND TREATMENTS ARE ONLY PART OF THE TRAFFIC CONTROL SYSTEM AND SHOULD BE USED IN ADDITION TO THE PROPER WORK ZONE SIGNING.
2. THE FOLLOWING ARE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (MUTCD) COMPLIANT CHANNELIZING DEVICES:
 - A. VERTICAL PANEL
 - B. TYPE I OR TYPE II BARRICADE
 - C. PLASTIC DRUM
 - D. CONE - WHERE APPLICABLE
 - E. TUBULAR MARKERS
- IF CHANNELIZING DEVICES ARE REQUIRED TO STAY IN PLACE DURING NIGHTTIME HOURS, THEY SHALL BE STABILIZED WHILE UNATTENDED IN ACCORDANCE WITH THE MUTCD.
3. WHERE BARRIER IS NECESSARY, THE BARRIER SHALL BE TAPERED BEYOND THE CLEAR ZONE. WHEN THE BARRIER CANNOT BE TAPERED BEYOND THE CLEAR ZONE, A MUTCD COMPLIANT END TREATMENT SHALL BE USED. BARRIER AND END TREATMENT SHALL MEET "NATIONAL COOPERATIVE HIGHWAY RESEARCH PROGRAM" (NCHRP) REPORT 350 OR THE "AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS" (AASHTO) "MANUAL FOR ASSESSING SAFETY HARDWARE" (MASH). THE APPROPRIATE RESOURCE SHALL BE DETERMINED AS DESCRIBED IN THE MASH PUBLICATION.
4. CHANNELIZING DEVICE SPACING ALONG A LONGITUDINAL DROP-OFF (TANGENT) SHALL BE AS FOLLOWS:
 - TANGENT - CHANNELIZING DEVICES SHALL BE SPACED "2S" ("S" IS EQUAL TO THE POSTED SPEED LIMIT IN FEET) APART.
5. "LOW SHOULDER" (W8-9) AND "SHOULDER DROP-OFF SYMBOL" (W8-17) SIGNS, WHEN USED, SHOULD BEGIN PRIOR TO THE DROP-OFF CONDITION AND SHOULD BE REPEATED EVERY 1500 FEET.

OTHER STDS.
REQUIRED: T-1

REVISIONS AND CORRECTIONS
AUG. 6, 2012 - ORIGINAL APPROVAL DATE

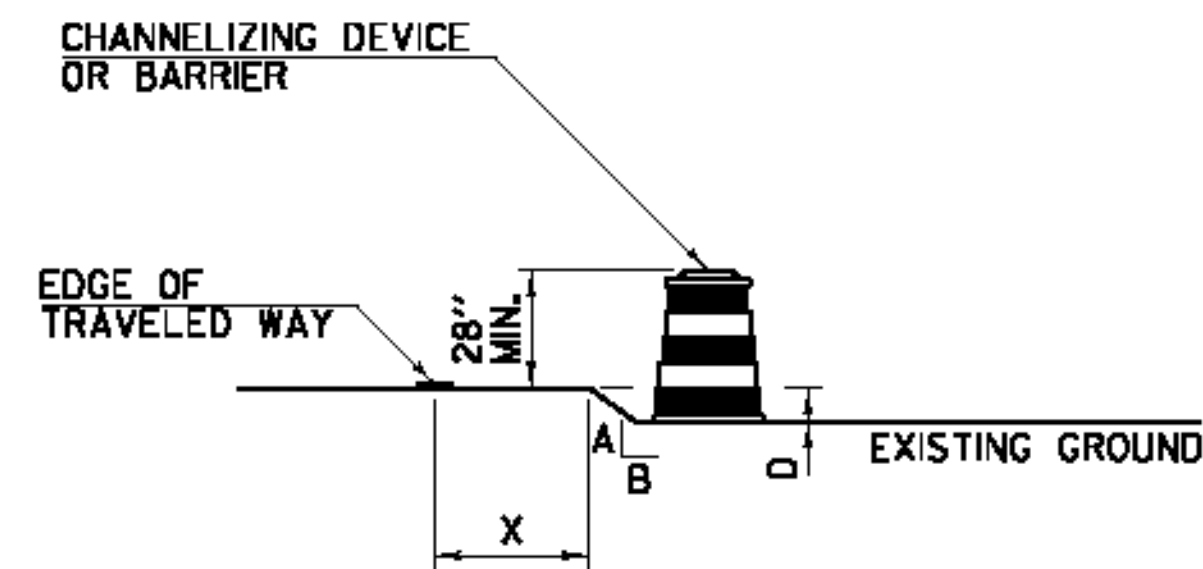
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[Signature]
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FEDERAL HIGHWAY ADMINISTRATION

CONSTRUCTION ZONE LONGITUDINAL DROP-OFFS



STANDARD
T-35

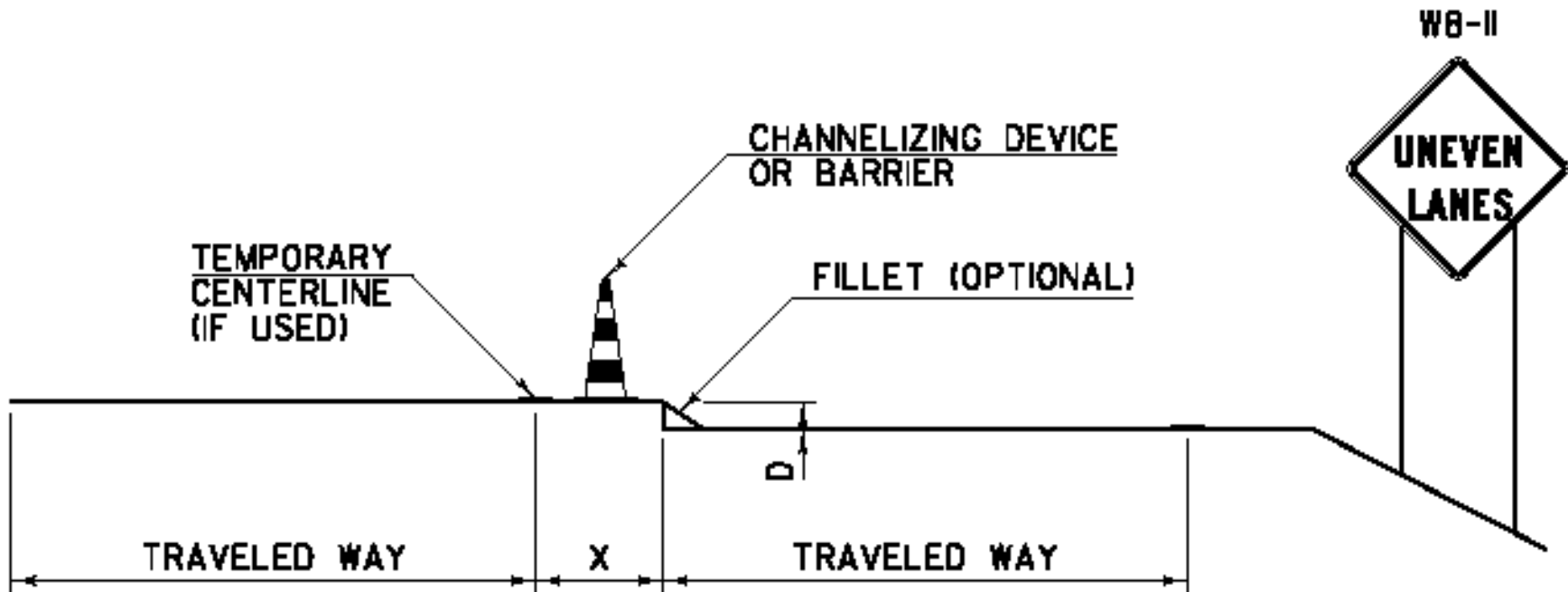
DROP-OFF ADJACENT TO TRAVELED WAY



NOTES:

- 1. CHANNELIZING DEVICES SHOULD BE PLACED TO MAXIMIZE THE WIDTH OF THE TRAVELED WAY.
- 2. SEE CHART "A" FOR SPECIFIC REQUIREMENTS.
- 3. IF THE DROP-OFF REQUIRES CHANNELIZING DEVICES TO REMAIN IN PLACE OVERNIGHT, THEN "LOW SHOULDER" (W8-9) OR "SHOULDER DROP-OFF SYMBOL" (W8-17) SIGNS SHOULD BE INSTALLED.

DROP-OFF BETWEEN ADJACENT TRAVELED LANES



NOTES:

- 1. WHENEVER A LONGITUDINAL DROP-OFF BETWEEN ADJACENT TRAVELED LANES IS TO BE LEFT OVERNIGHT, THEN "UNEVEN LANES" (W8-11) SIGNS AND CHANNELIZING DEVICES SHOULD BE INSTALLED.
- 2. IF REQUIRED, THE CHANNELIZING DEVICES USED SHALL BE THOSE WHICH MAXIMIZE THE WIDTH OF THE TRAVELED LANE (I.E. CONES, VERTICAL PANELS OR TUBULAR MARKERS).
- 3. A BITUMINOUS CONCRETE FILLET WITH A 1.5:1 SLOPE MAY BE USED IN PLACE OF CHANNELIZING DEVICES, HOWEVER THE "UNEVEN LANES" (W8-11) SIGNS SHOULD STILL BE INSTALLED.
- 4. SEE CHART "A" FOR SPECIFIC REQUIREMENTS.

**CHART "A"
ALL SPEEDS WITH NO CURB**

X (FEET)	DROP (D) (INCHES)	A:B SLOPE	DEVICE REQUIRED
0 TO 4'	LESS THAN 2"	ANY	NONE
	2" TO 6"	1:1.5 OR FLATTER	NONE
		STEEPER THAN 1:1.5	CHANNELIZING DEVICE
4' TO 10'	GREATER THAN 6"	1:3 OR FLATTER	NONE
		STEEPER THAN 1:3	BARRIER
4' TO 10'	LESS THAN 6"	ANY	NONE
	6" TO 12"	1:3 OR FLATTER	NONE
		STEEPER THAN 1:3	BARRIER

NOTE:

- 1. ON BORDERLINE CONDITIONS, THE ENGINEER SHOULD DETERMINE WHICH TREATMENT IS ADEQUATE FOR THE EXISTING CONDITIONS.

GENERAL NOTES:

- 1. THESE CONDITIONS AND TREATMENTS ARE ONLY PART OF THE TRAFFIC CONTROL SYSTEM AND SHOULD BE USED IN ADDITION TO THE PROPER WORK ZONE SIGNING.
- 2. THE FOLLOWING ARE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (MUTCD) COMPLIANT CHANNELIZING DEVICES:
 - A. VERTICAL PANEL
 - B. TYPE I OR TYPE II BARRICADE
 - C. PLASTIC DRUM
 - D. CONE - WHERE APPLICABLE
 - E. TUBULAR MARKERS
- IF CHANNELIZING DEVICES ARE REQUIRED TO STAY IN PLACE DURING NIGHTTIME HOURS, THEY SHALL BE STABILIZED WHILE UNATTENDED IN ACCORDANCE WITH THE MUTCD.
- 3. WHERE BARRIER IS NECESSARY, THE BARRIER SHALL BE TAPERED BEYOND THE CLEAR ZONE. WHEN THE BARRIER CANNOT BE TAPERED BEYOND THE CLEAR ZONE, A MUTCD COMPLIANT END TREATMENT SHALL BE USED. BARRIER AND END TREATMENT SHALL MEET "NATIONAL COOPERATIVE HIGHWAY RESEARCH PROGRAM" (NCHRP) REPORT 350 OR THE "AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS" (AASHTO) "MANUAL FOR ASSESSING SAFETY HARDWARE" (MASH). THE APPROPRIATE RESOURCE SHALL BE DETERMINED AS DESCRIBED IN THE MASH PUBLICATION.
- 4. CHANNELIZING DEVICE SPACING ALONG A LONGITUDINAL DROP-OFF (TANGENT) SHALL BE AS FOLLOWS:
 - TANGENT - CHANNELIZING DEVICES SHALL BE SPACED "2S" ("S" IS EQUAL TO THE POSTED SPEED LIMIT IN FEET) APART.
- 5. "LOW SHOULDER" (W8-9) AND "SHOULDER DROP-OFF SYMBOL" (W8-17) SIGNS, WHEN USED, SHOULD BEGIN PRIOR TO THE DROP-OFF CONDITION AND SHOULD BE REPEATED EVERY 1500 FEET.

**OTHER STDS.
REQUIRED: T-1**

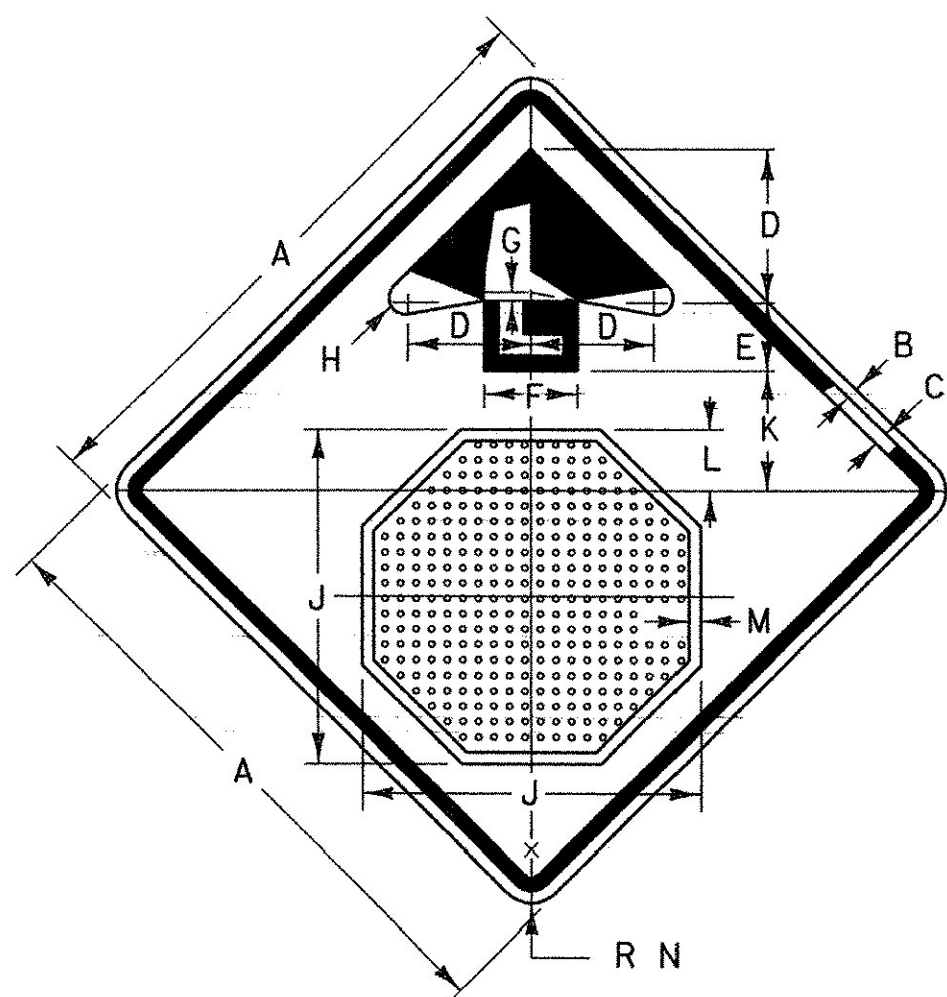
REVISIONS AND CORRECTIONS
AUG. 6, 2012 - ORIGINAL APPROVAL DATE

APPROVED
[Signature]
HIGHWAY SAFETY & DESIGN ENGINEER
[Signature]
DIRECTOR OF PROGRAM DEVELOPMENT
[Signature]
Mark D. Richter
FEDERAL HIGHWAY ADMINISTRATION

**CONSTRUCTION ZONE
LONGITUDINAL DROP-OFFS
FOR PAVING**



**STANDARD
T-36**

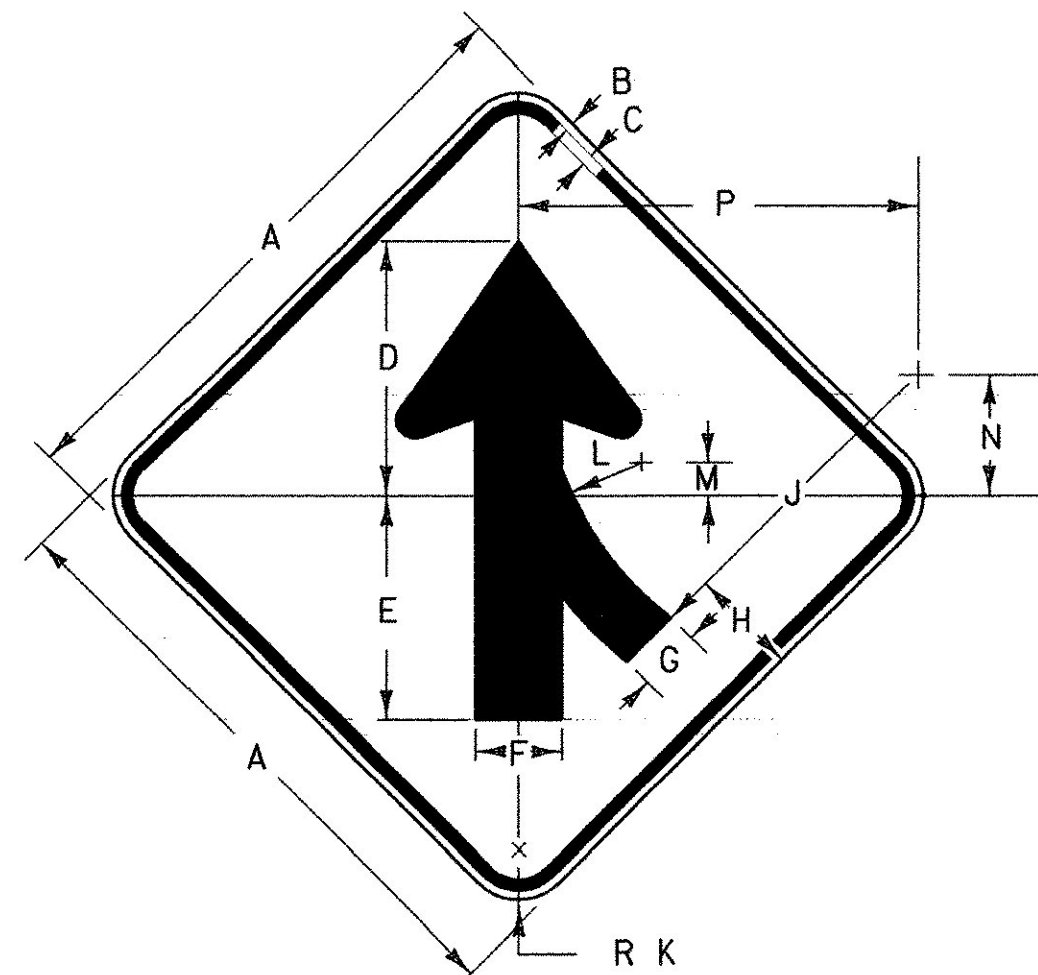


W3-1A

COLORS:

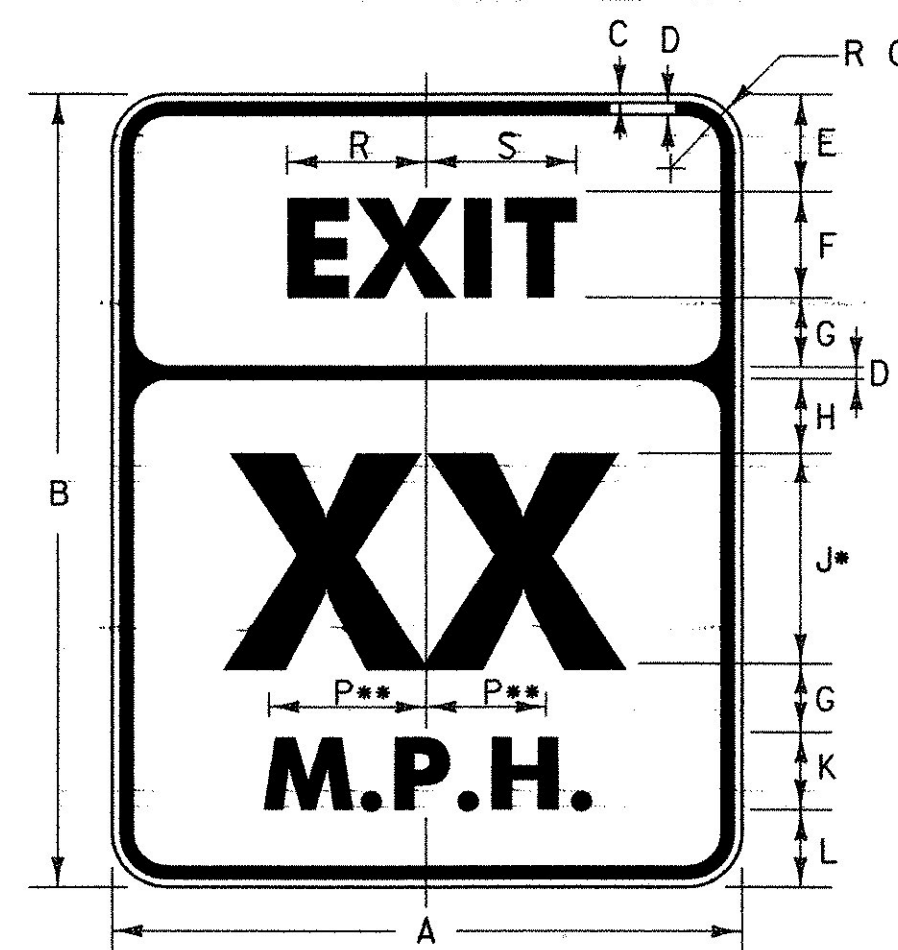
BORDER AND ARROW - BLACK (NON-REFL)
SYMBOL - WHITE BORDER ON RED BACKGROUND (RETROREFL)

SIGN	DIMENSIONS (INCHES)													
	A	B	C	D	E	F	G	H	J	K	L	M	N	
PATH	18	3/8	5/8	4 1/2	2 1/4	2 3/4	1/8	1/4	10	3 5/8	1 7/8	3/8	1 1/8	
MIN.	30	1/2	3/4	7 1/2	3 3/4	5	5/8	5/8	15 3/4	6 1/4	2 7/8	1/2	1 7/8	
STD.	36	5/8	7/8	9	4 1/2	6	3/4	3/8	19	7 1/2	3 1/2	5/8	2 1/4	
SPECIAL	48	3/4	1 1/4	12	6	8	1	1/2	25 1/8	10	4 1/2	3/4	3	



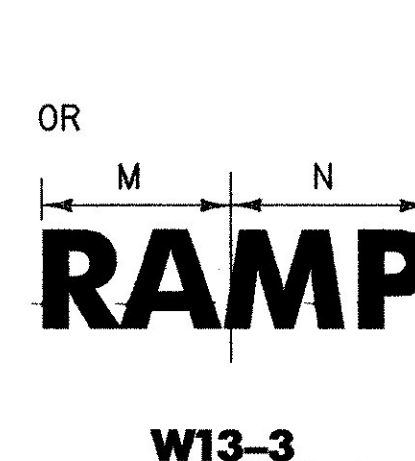
W4-1

SEE ARROW DETAIL STD. E-151

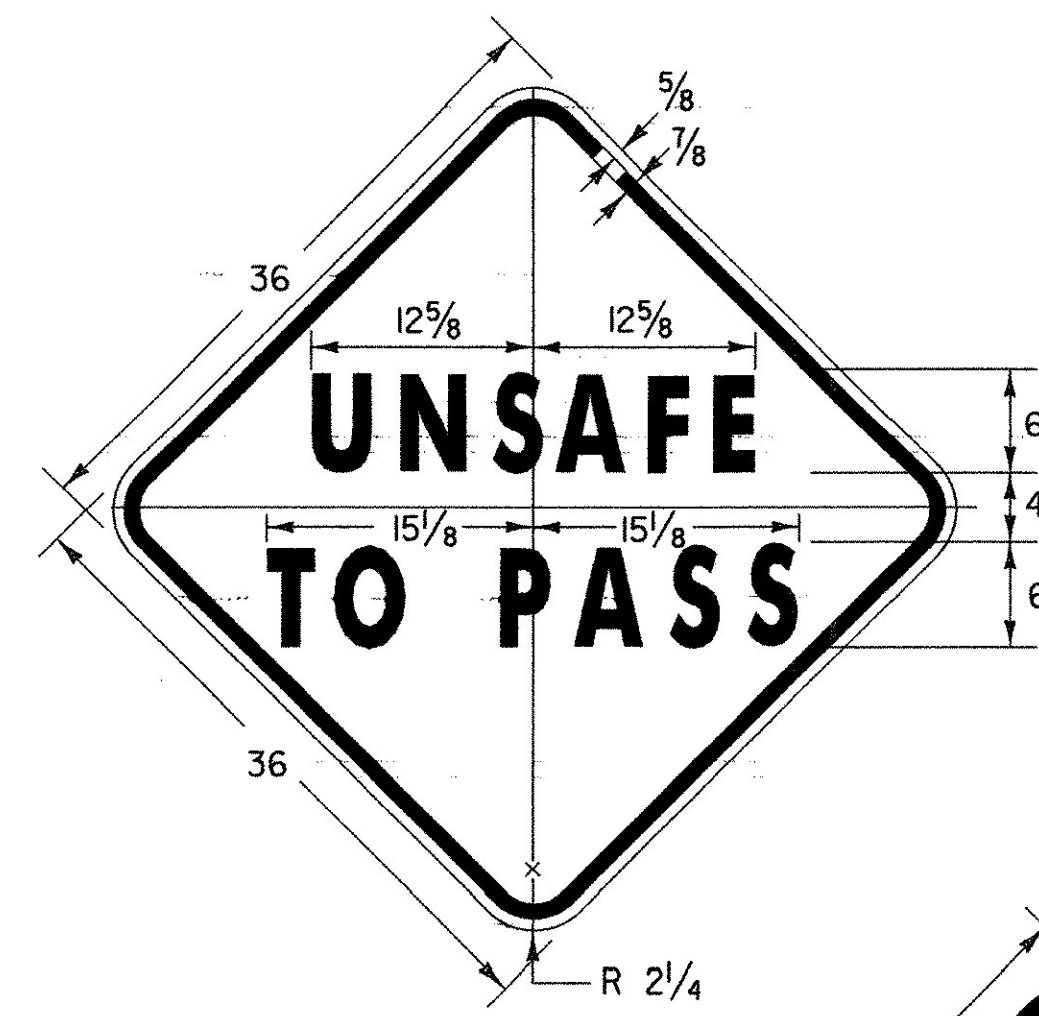


W13-2

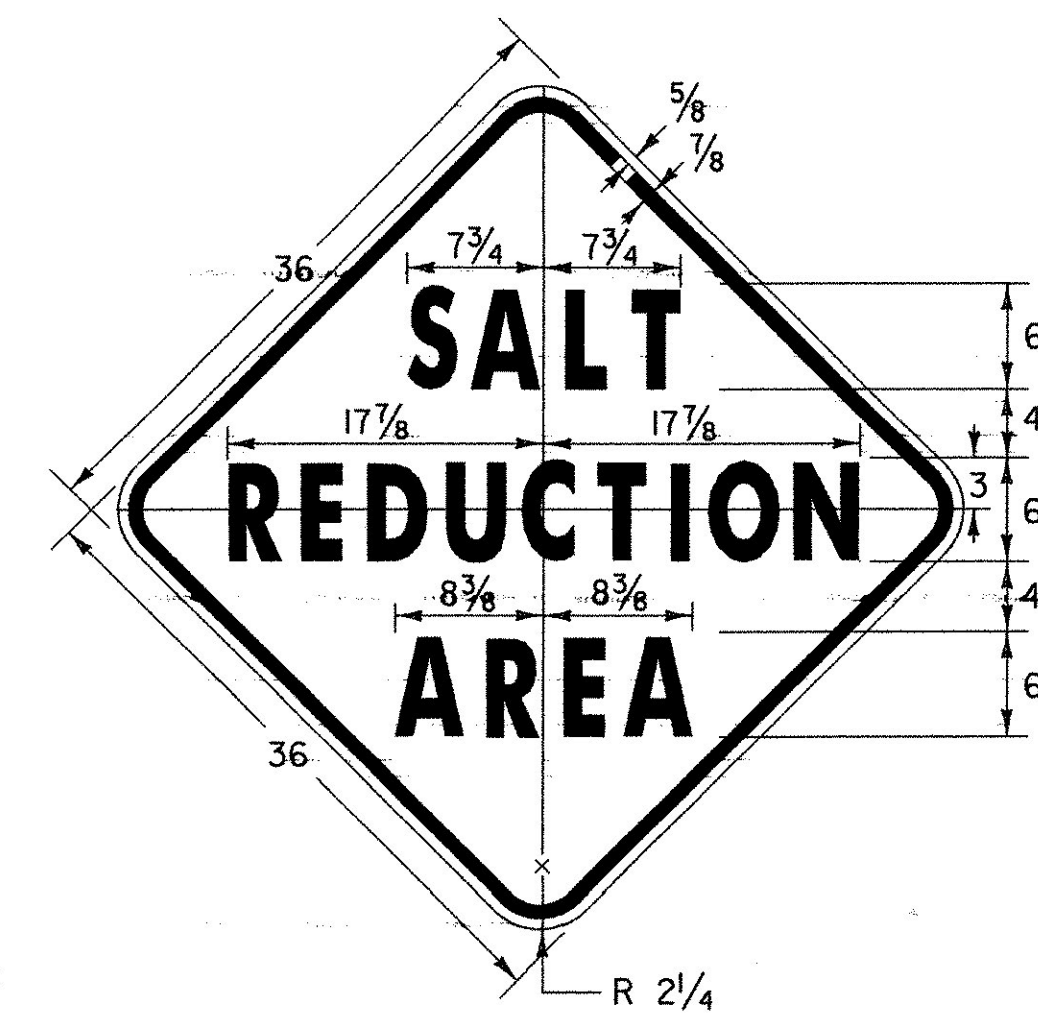
* OPTICALLY SPACE NUMBERS ABOUT VERTICAL CENTERLINE.
** INCREASE SPACING 100%
THE "RAMP" SPEED SIGN IS USED ON RAMPS LEADING FROM ONE FREEWAY TO ANOTHER AND THE "EXIT" SPEED SIGN IS USED ON NORMAL EXITS.



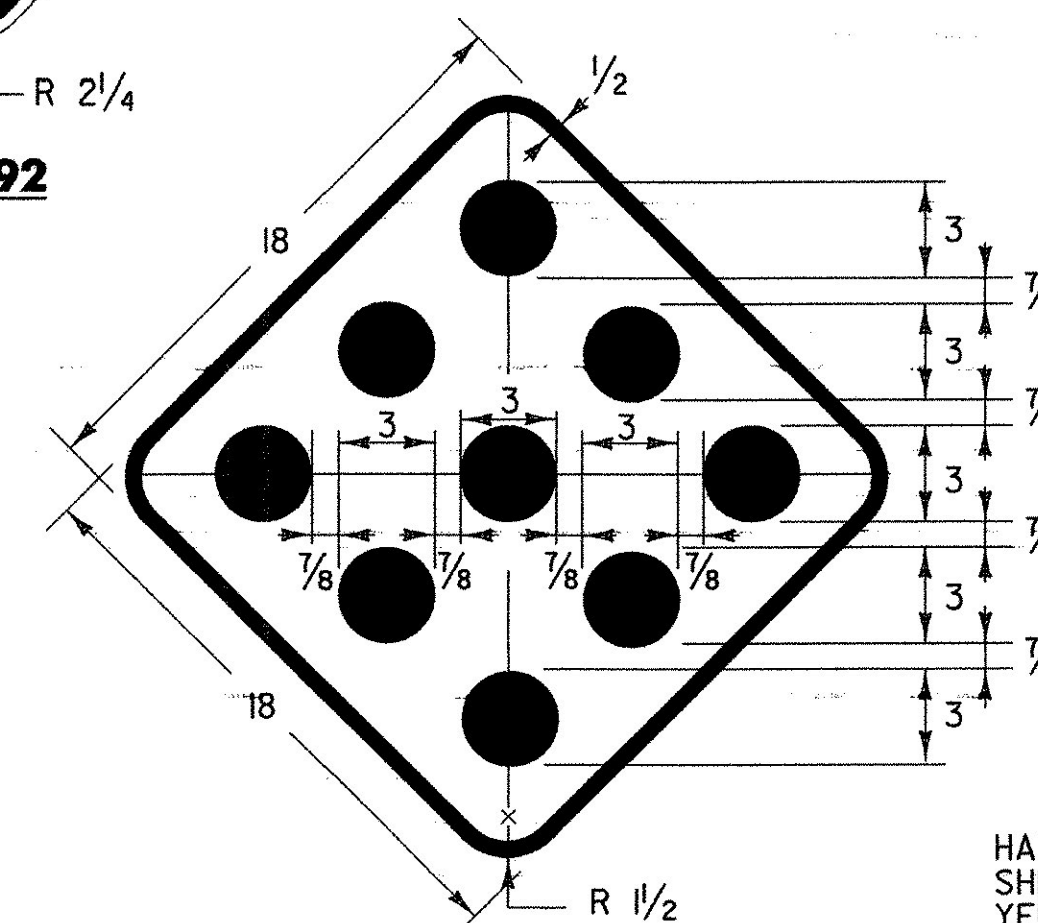
W13-3



VW-092



VW-290

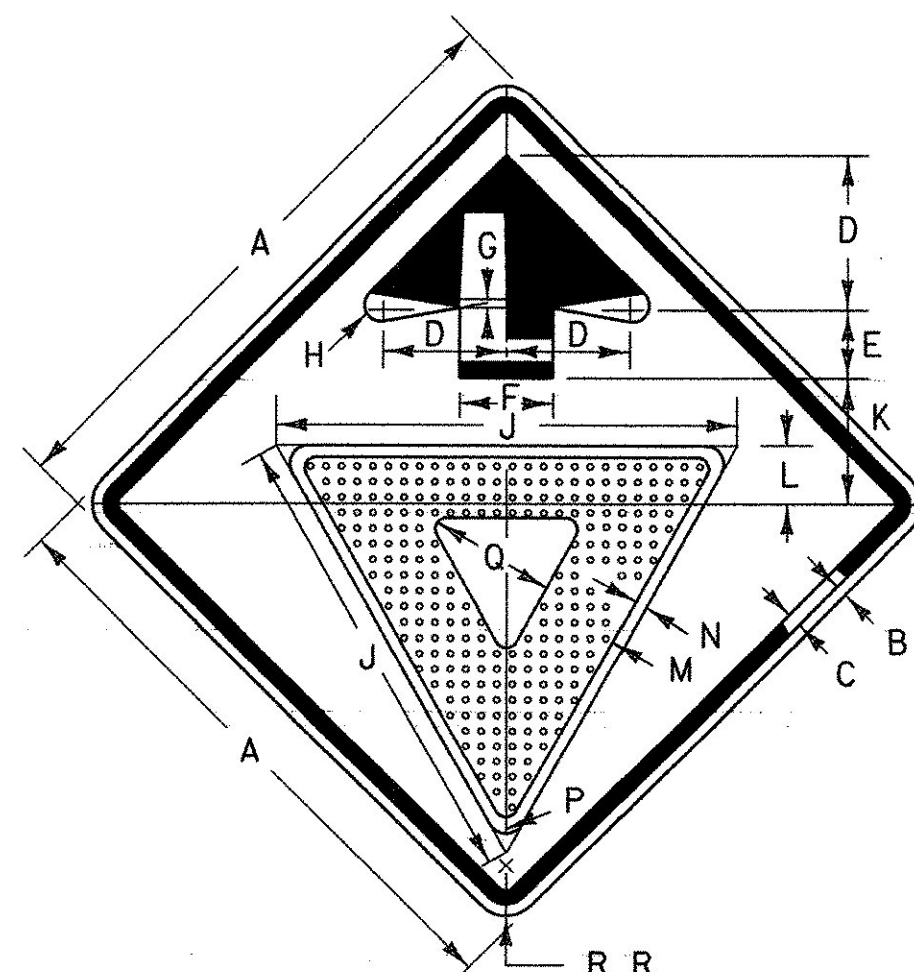


OM1-1

COLORS:

BORDER AND REFLECTORS-YELLOW (TYPE IX RETROREFL)
BACKGROUND-YELLOW (NON-REFL)

HAZARD MARKERS SHALL BE OF 0.060 FLAT SHEET ALUMINUM WITH A NON-REFLECTIVE YELLOW BACKGROUND AND NINE 3" DIA. CIRCLES EVENLY SPACED WITH MATERIALS AS NOTED.

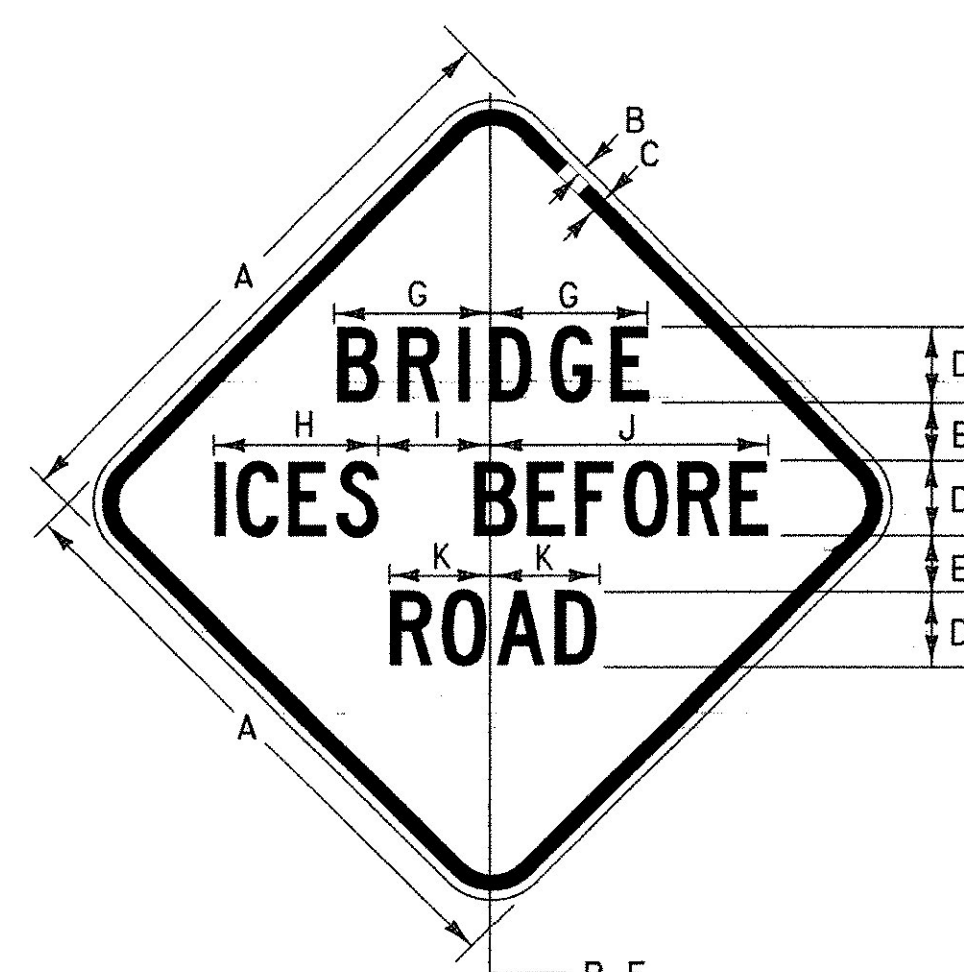


W3-2A

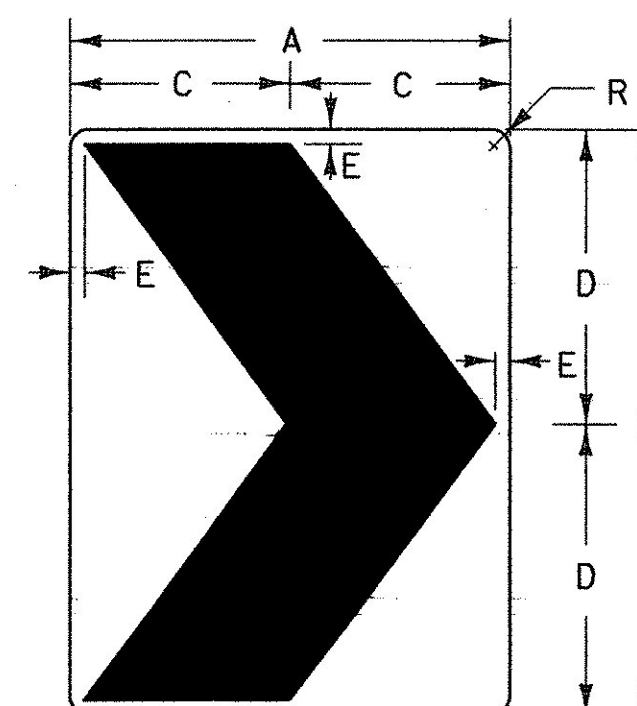
COLORS:

BORDER AND ARROW - BLACK (NON-REFL)
SYMBOL - RED BORDER ON WHITE BACKGROUND (RETROREFL)

SIGN	DIMENSIONS (INCHES)													
	A	B	C	D	E	F	G	H	J	K	L	M	N	P
PATH	18	3/8	5/8	4 1/2	2 1/4	3	1/8	1/4	14 7/8	3 3/4	1 5/8	1 7/8	3/8	3/4
MIN.	30	1/2	3/4	7 1/2	3 3/4	5	5/8	5/8	25	6 1/4	3	3 3/8	1/2	1 1/4
STD.	36	5/8	7/8	9	4 1/2	6	3/4	3/8	28	7 1/2	3 3/8	3 3/4	5/8	1 3/8
SPECIAL	48	3/4	1 1/4	12	6	8	1	1/2	38	10	4 1/2	5	3/4	1 7/8



W8-13



W1-8

SIGN	DIMENSIONS (INCHES)					
	A	B	C	D	E	F
MIN.	12	18	6	9	1 1/2	1 1/2
STD.	18	24	9	12	3/4	1 1/2
SPECIAL	24	30	12	15	7/8	1 1/2
EXPWY.	30	36	15	18	1	1 7/8
FWY.	36	48	18	24	1 1/8	2 1/4

SIGN	DIMENSIONS (INCHES)										
	A	B	C	D	E	F	G	H	I	J	K
STD.	36	3/8	5/8	5C	3 3/4	2	9 5/8	11 1/2	5	20 5/8	7
FWY./EXP.	48	3/4	1 1/4	6C	4 1/2	3	12 1/2	13 5/8	6	24 7/8	8 3/8

(ALL DIMENSIONS IN INCHES UNLESS OTHERWISE NOTED)

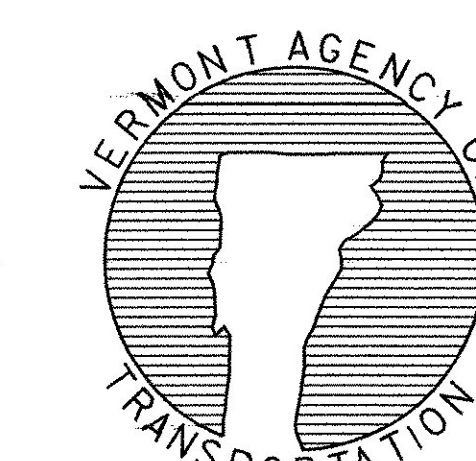
REVISIONS AND CORRECTIONS

OCT. 30, 1987 - DATE OF ORIGINAL ISSUE
AUG. 08, 1995 - ADDED SIGN DETAIL AND I.D. NUMBER FOR EACH DETAIL
JAN. 15, 1997 - REMOVED STORM SIGN DETAIL
MAY 01, 2004 - CHANGED REFLECTIVE SHEETING TO TYPE III
ADDED PATH DIMENSIONS

APPROVED

[Signature]
DIRECTOR OF PROGRAM DEVELOPMENT
[Signature]
TRAFFIC OPERATIONS ENGINEER
[Signature]
FEDERAL HIGHWAY ADMINISTRATION

WARNING SIGN DETAILS



STANDARD
E-150

DESIGN

LETTERS, DIGITS, ARROWS, SYMBOLS, SPACINGS, AND TEXT DIMENSIONS SHALL CONFORM WITH THE "STANDARD HIGHWAY SIGNS BOOK" AND "DESIGNS" PRESCRIBED IN THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) ADOPTED BY THE U.S. DEPARTMENT OF TRANSPORTATION, FEDERAL HIGHWAY ADMINISTRATION (FHWA).

MATERIALS

ANY OF THE FOLLOWING, OF THE MINIMUM THICKNESS NOTED.
THE SIGN BASE MATERIALS USED FOR THE WARNING SIGNS SHOWN ON THIS SHEET MAY BE

12" X 18"	24" X 24"
18" X 18"	24" X 30"
18" X 24"	30" X 36"
	36" X 36"
	36" X 48"
	48" X 48"
	48" X 60"

FLAT SHEET ALUMINUM

0.060"	0.080"	0.100"	0.125"
--------	--------	--------	--------

REFLECTORIZATION

THE BACKGROUND RETROREFLECTIVE MATERIAL SHALL BE ASTM TYPE III, TYPE VII OR TYPE IX RETROREFLECTIVE SHEETING APPLIED TO THE ENTIRE BACKGROUND OF THE SIGN.
THE TEXT, BORDER AND SYMBOLS SHALL BE LETTERING FILM OR SILK SCREENED.

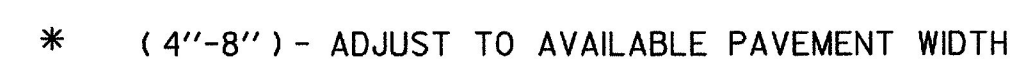
COLORS

ALL THE WARNING SIGNS SHOWN ON THIS SHEET SHALL HAVE BLACK TEXT AND SYMBOLS ON RETROREFLECTORIZED YELLOW BACKGROUND UNLESS OTHERWISE NOTED.
THE COLORS SHALL CONFORM WITH THE COLORS ADOPTED BY AASHTO AND APPROVED BY THE FHWA.

SPECIFICATIONS

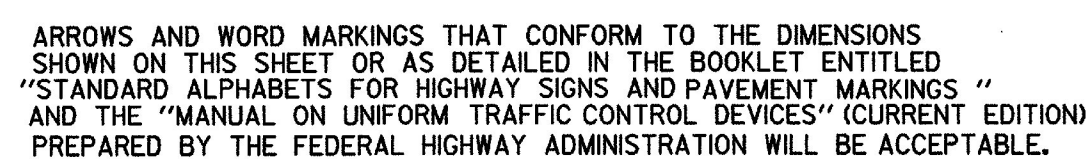
WARNING SIGNS SHALL MEET THE VERMONT STANDARD SPECIFICATIONS FOR CONSTRUCTION "TRAFFIC SIGNS".

OTHER STDS. E-151 REQUIRED:



DIMENSIONS ARE FOR 8' - 4" LETTER HEIGHTS. A LESSER HEIGHT OF 8' - 0" IS ACCEPTABLE AS LONG AS THE DIMENSIONS ARE PROPORTIONAL TO THE DETAILS SHOWN SEE NOTE BELOW.

THE LETTER "G"
PERTAINS TO THE
WORD "SIGNAL"
FOR OTHER
LETTERS, SEE
ABOVE.

[illegible]

The diagram illustrates the required dimensions for wheelchair accessible parking spaces, showing both Parallel Parking and Angle Parking configurations.

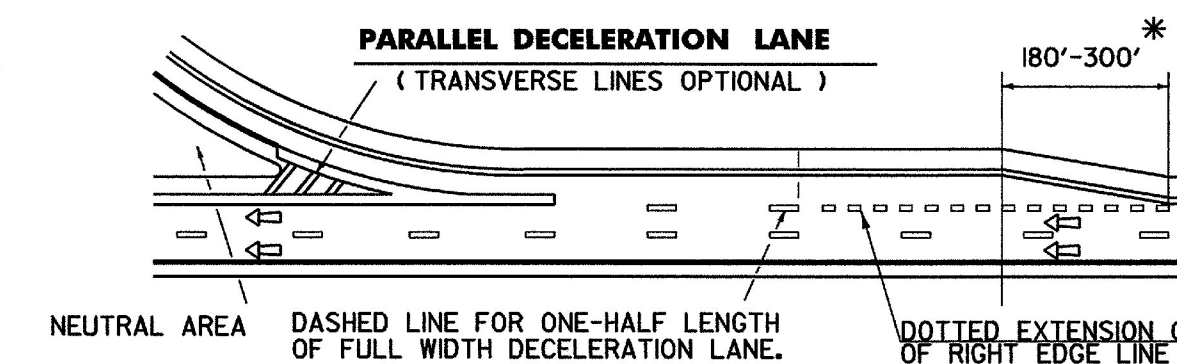
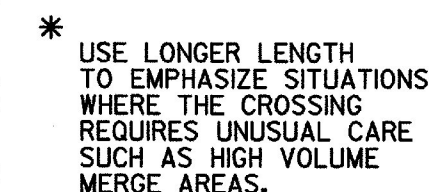
Parallel Parking:

- The parking space width is **3'**.
- The length of the space is **3'-6"**.
- The **CURB** is indicated at the top.
- The **CENTER POINT** for the wheelchair is marked.
- 18" CLEARANCES** are required on both sides of the wheelchair.
- The **CENTER POINT FOR PARKING** is indicated for the space.

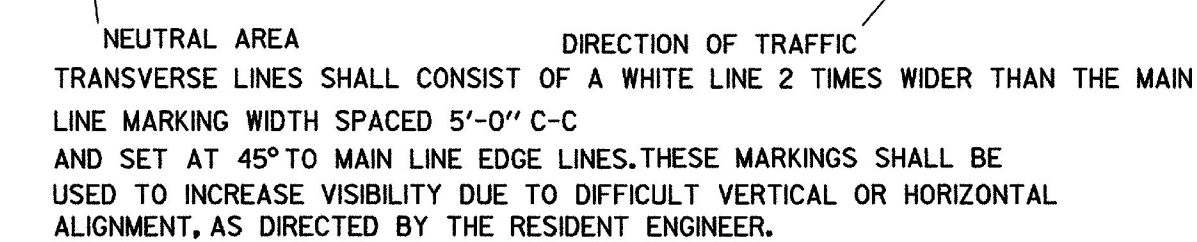
Angle Parking:

- The parking space width is **8'**.
- The length of the space is **9'**.
- The **CURB** is indicated at the top.
- The **CENTER POINT** for the wheelchair is marked.
- The **THEORETICAL LINE EXTENSION** is shown.
- The **WHEELCHAIR ACCESS AREA** is indicated.
- The **DUR. 4" WHITE** (Durable 4-inch White) material is specified for the curb and the area around the wheelchair.
- The **ANGLE PARKING** configuration is shown.

**THIS SHEET IS
NOT TO SCALE**



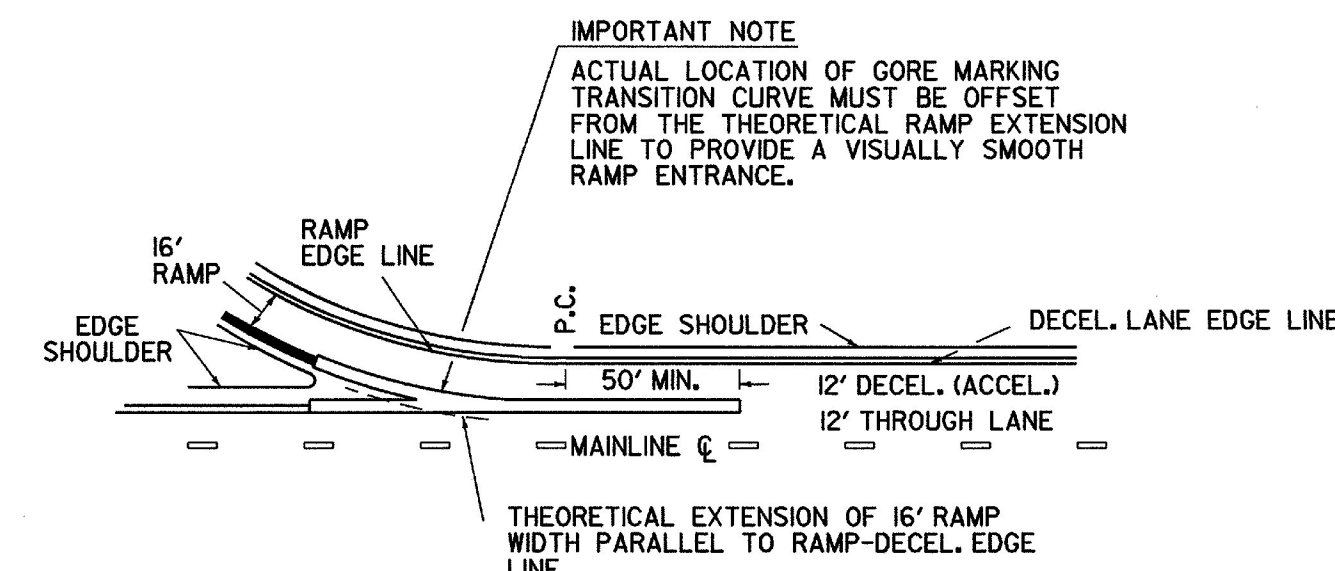
* SHORTER TAPERS GIVE
A BETTER TARGET
VALUE, HOWEVER ALIGN-
MENT MAY DICTATE A
LONGER TAPER. RESIDENT
ENGINEER SHALL ESTIMATE
LENGTH.



LEGEND

- | | |
|---|--|
|  | WHITE LINES |
|  | YELLOW LINES |
|  | CHANNELIZATION WHITE LINES |
|  | WHITE DOTTED LINES (2' SOLID - 4' GAP) |
|  | DIRECTION OF TRAFFIC FLOW |

IMPORTANT NOTE
ACTUAL LOCATION OF GORE MARKING
TRANSITION CURVE MUST BE OFFSET
FROM THE THEORETICAL RAMP EXTENSION
LINE TO PROVIDE A VISUALLY SMOOTH
RAMP ENTRANCE.



DETAIL – GORE MARKING TRANSITION CURVE

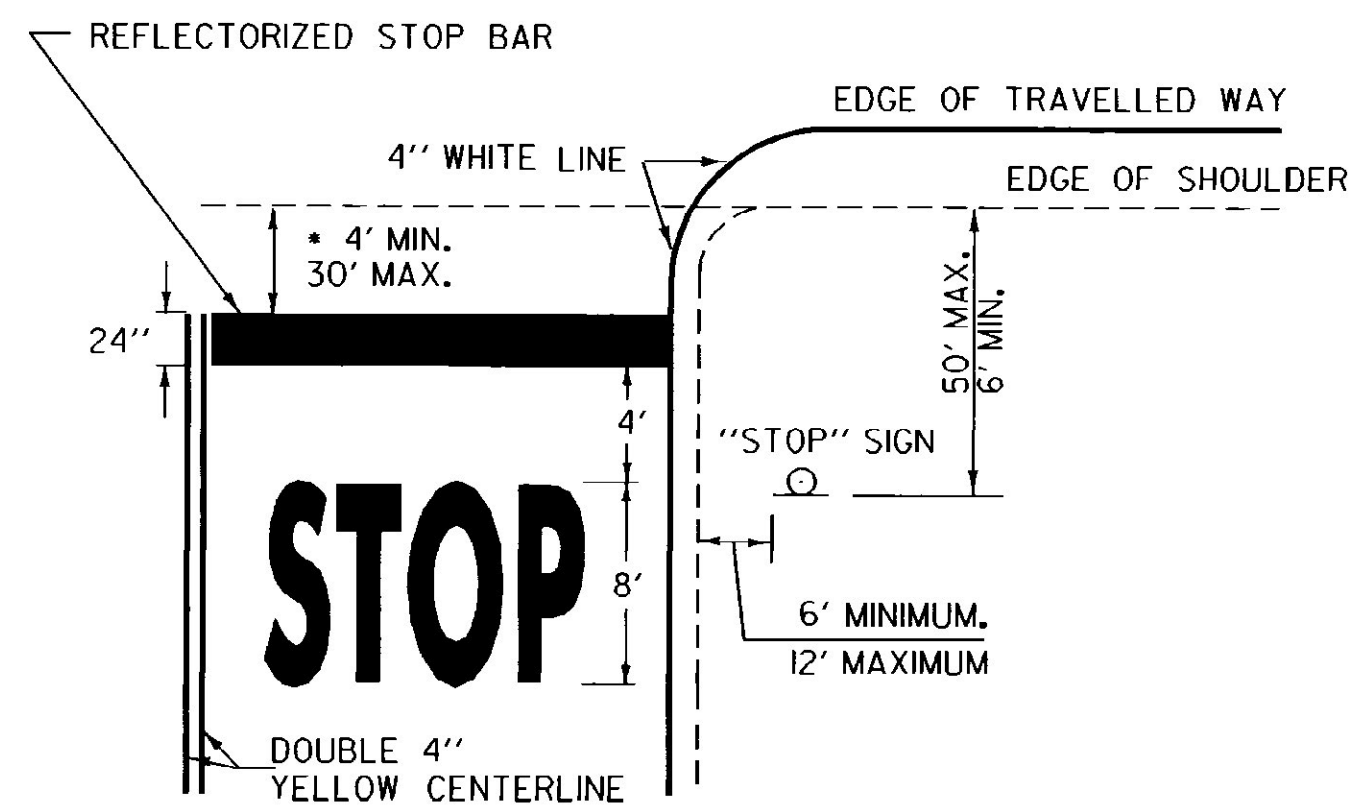
SEPT. 10, 1987 - DATE OF ORIGINAL ISSUE
JAN. 23, 1989 - ADDED DOTTED LINES, "SIGNAL"
DIMENSIONS, CLARIFIED LETTER HEIGHT.
AUG. 18, 1995 - MISC. NOTE CHANGES
FEB. 1, 1999 - CHANGED NOTES FOR ACCELERATION
& DECELERATION LANES

Robert F. Stallard, Acting
DIRECTOR OF PROJECT DEVELOPMENT

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/traf/std/stdel9l.dgn/stdel9l.i
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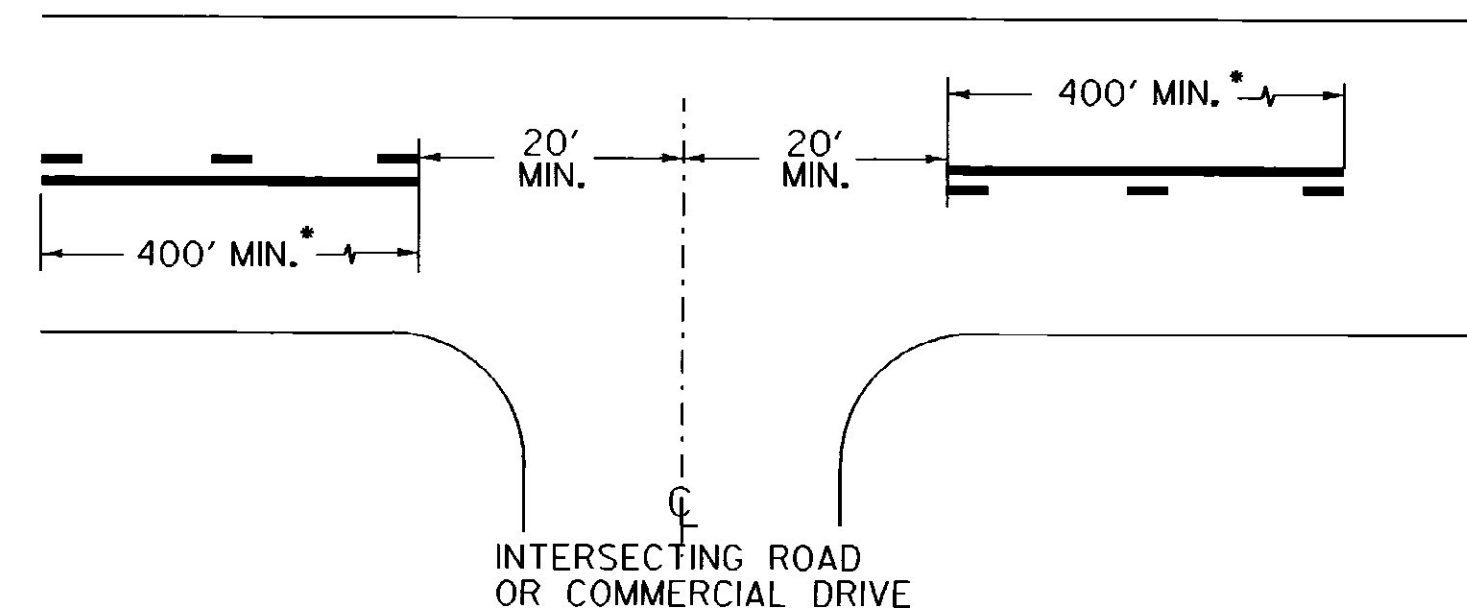


STANDARD E-191



* THE "DESIRED STOPPING POINT" IS THE LOCATION BASED ON SITE CONDITIONS THAT BEST ALLOWS THE STOPPED VEHICLE TO VIEW THE APPROACHING TRAFFIC.

STOP BAR LAYOUT



* THE SOLID LINE SHALL BE PAIRED WITH EITHER A SOLID OR DASHED LINE DEPENDING ON SIGHT DISTANCE AVAILABILITY IN THE OPPOSING DIRECTION. ADJUSTMENTS TO THE 40 FOOT CENTERLINE OPENING MAY BE MADE TO ACCOMMODATE SKEWED INTERSECTIONS.

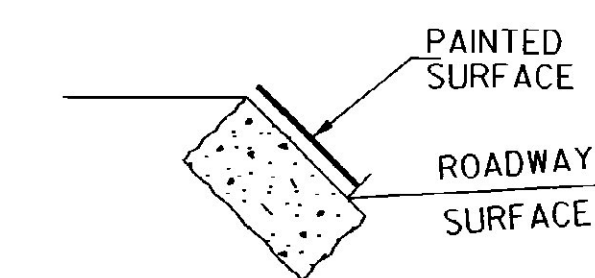
CENTERLINE BREAKS:

A. AT ALL STATE HIGHWAYS AND TOWN HIGHWAYS, INCLUDING CLASS 4 TH'S. THAT HAVE STOP AND LEGAL LOAD LIMIT SIGNS INSTALLED

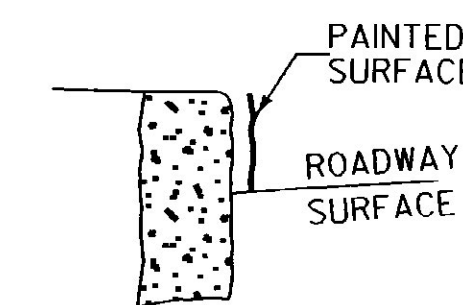
B. COMMERCIAL DRIVES:

1. WHERE A SEPERATE TURN LANE EXISTS ON THE MAIN LINE (LT. OR RT.)
2. SIGNIFICANT TRAFFIC VOLUMES EXISTS.
3. IF MOTORISTS NEED ASSISTANCE TO DEFINE ENTRANCE POINTS.

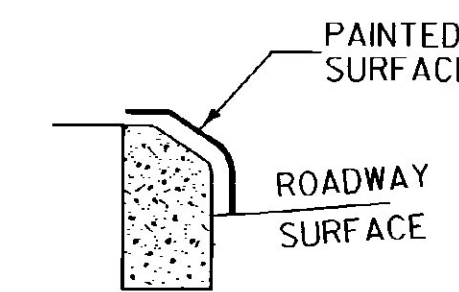
CENTERLINE LAYOUT



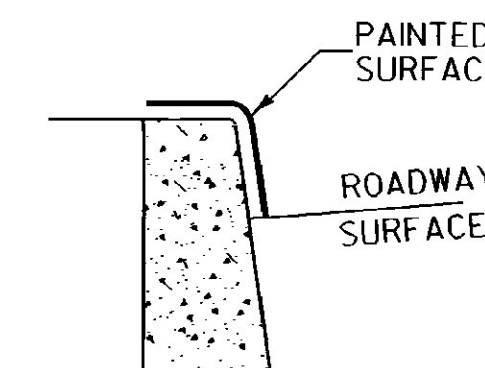
GRANITE SLOPE EDGING



VERTICAL GRANITE CURB

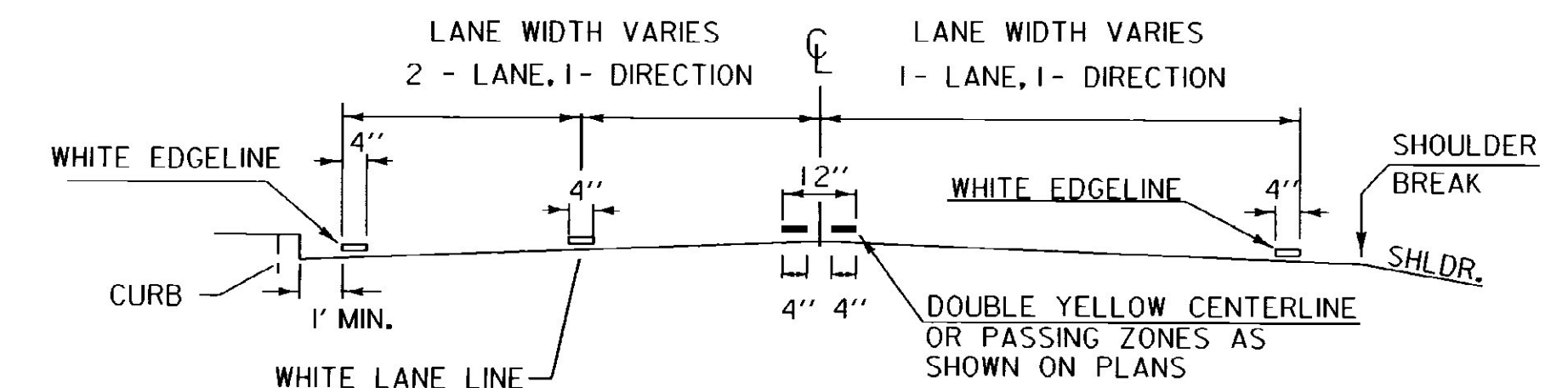


TYPE A (CONCRETE)

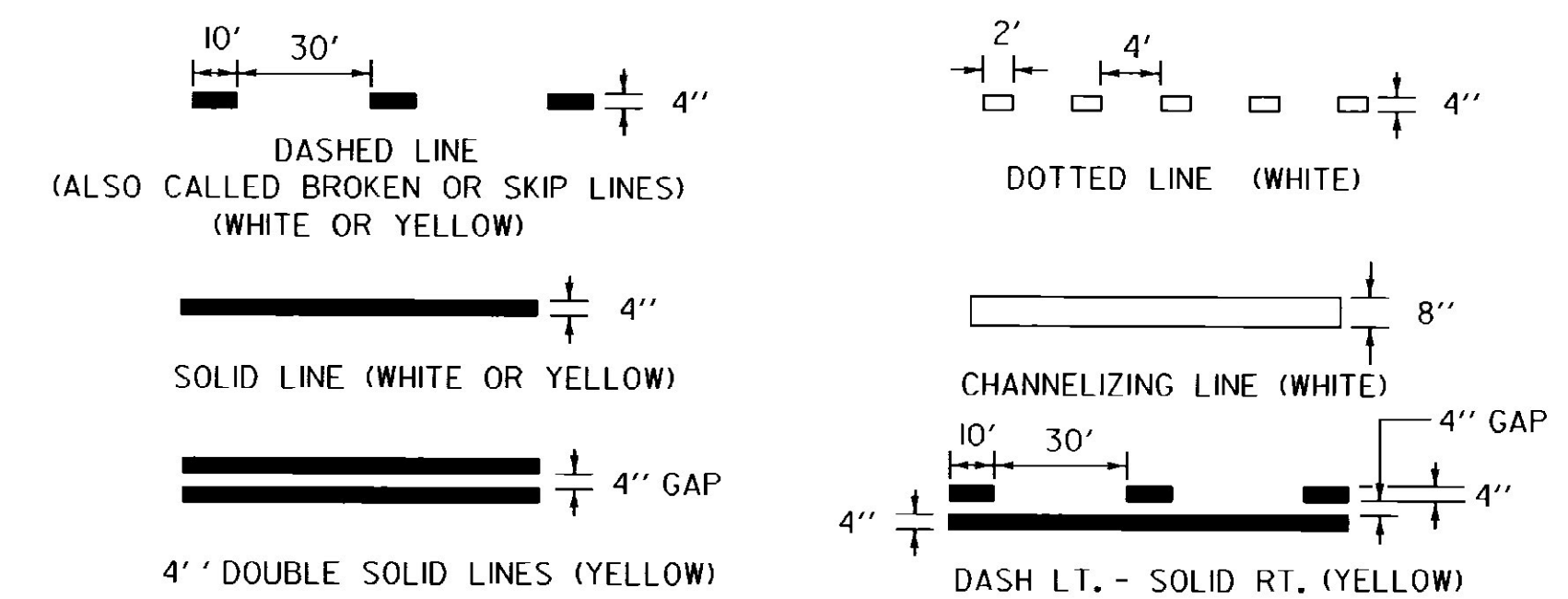


TYPE B (CONCRETE)

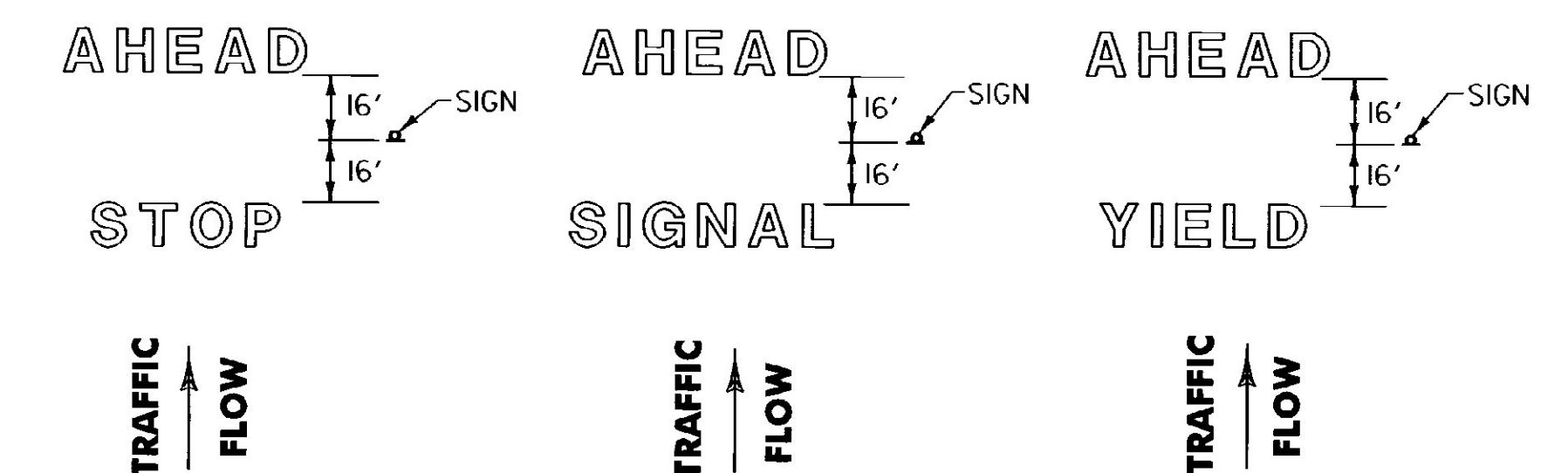
PAINTED CURB



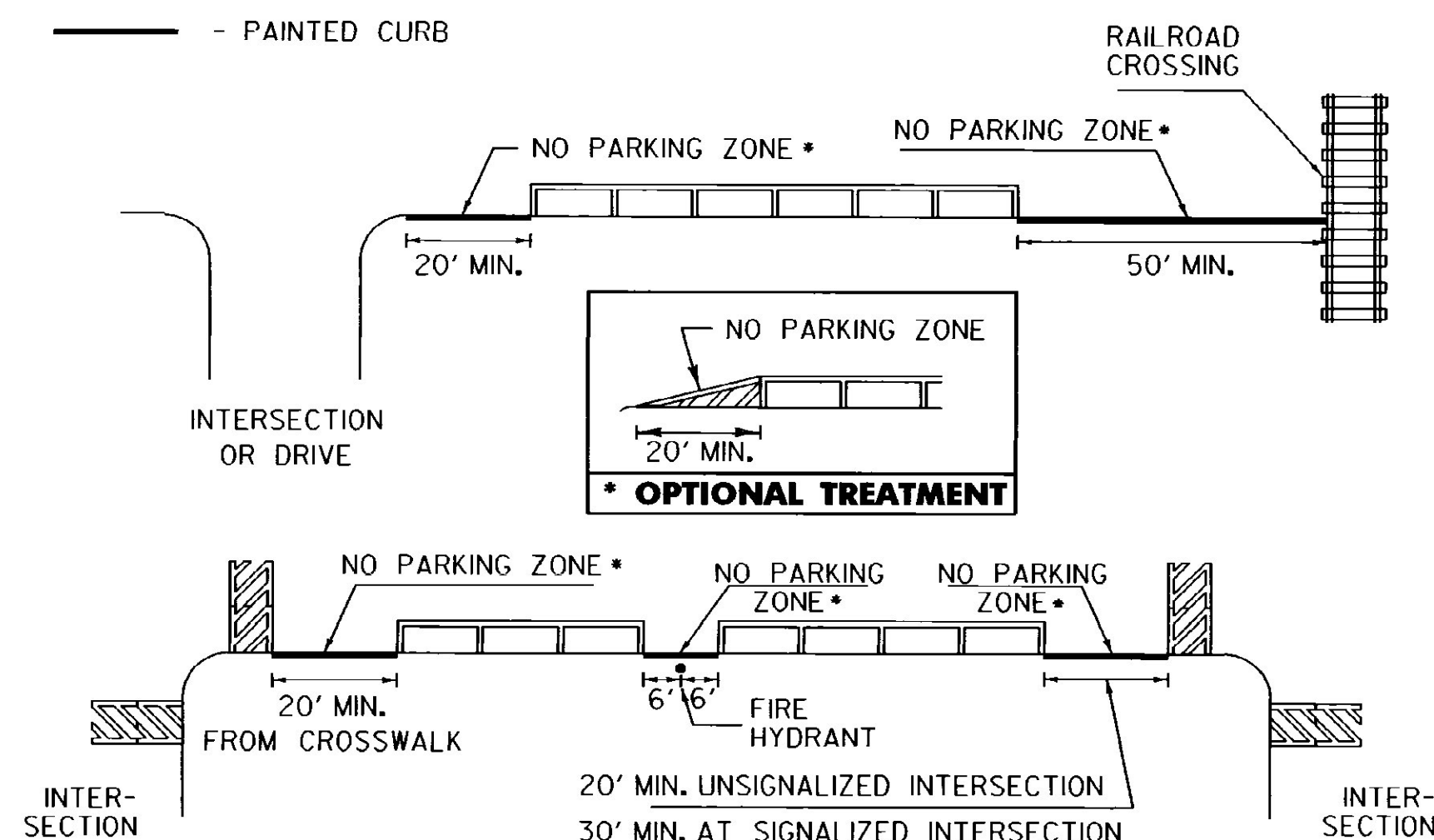
PAVEMENT MARKING PLACEMENT DETAIL



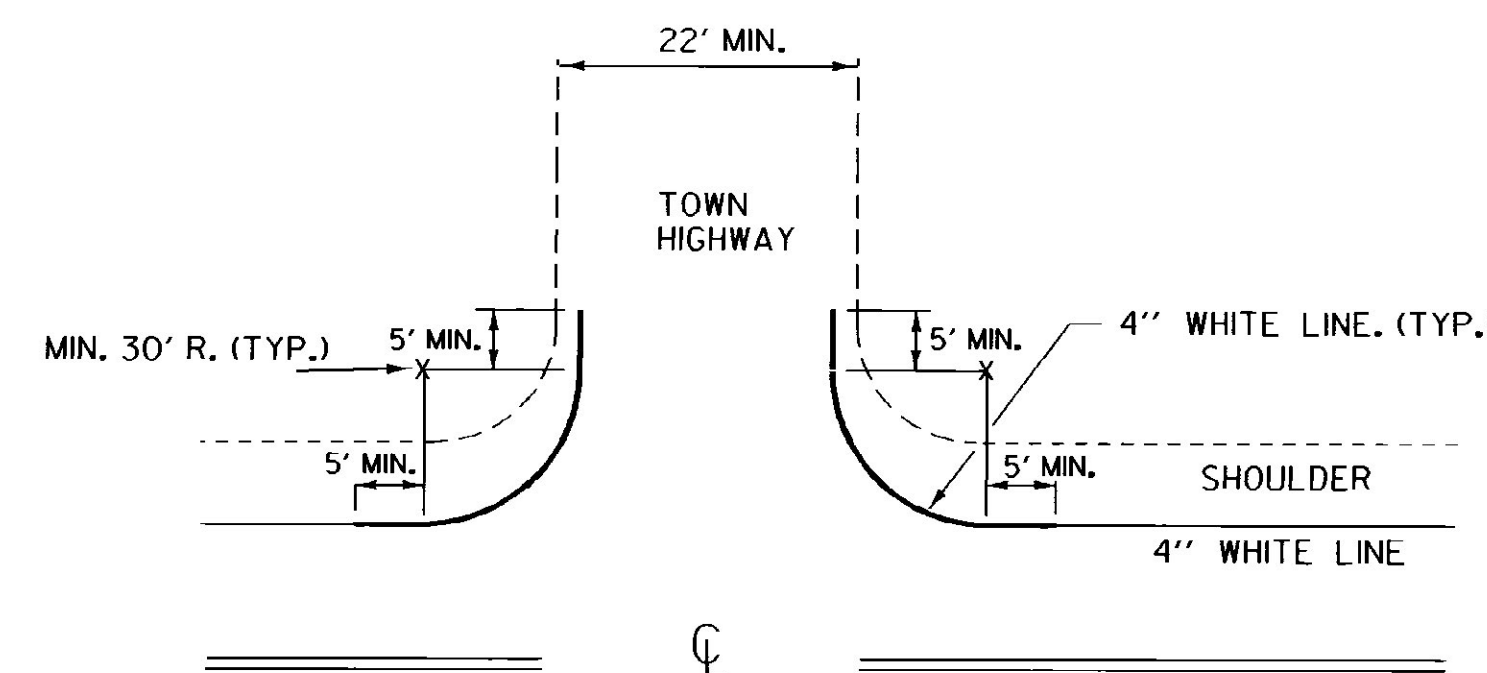
PAVEMENT MARKING LINE DETAILS



LETTER IN WORD MARKING SPACING DETAIL
NOTE: SINGLE WORDS CENTERED ON SIGN ie: SCHOOL OR YIELD



NO PARKING LAYOUT DETAILS

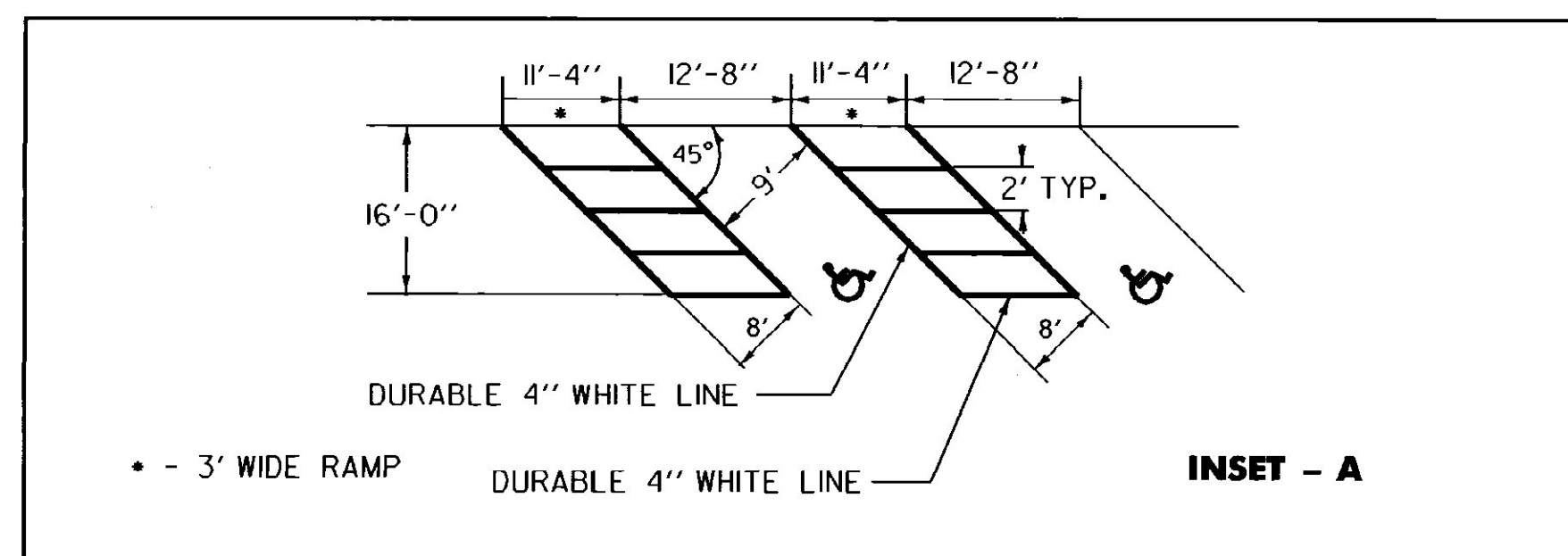


EDGELINES SHALL BE APPLIED TO ALL STATE HIGHWAYS AND SHOULD BE MAINTAINED AT A CONSTANT DISTANCE FROM THE CENTERLINE UNLESS PAVEMENT WIDTH INCREASES TO ALLOW WIDER LANES.

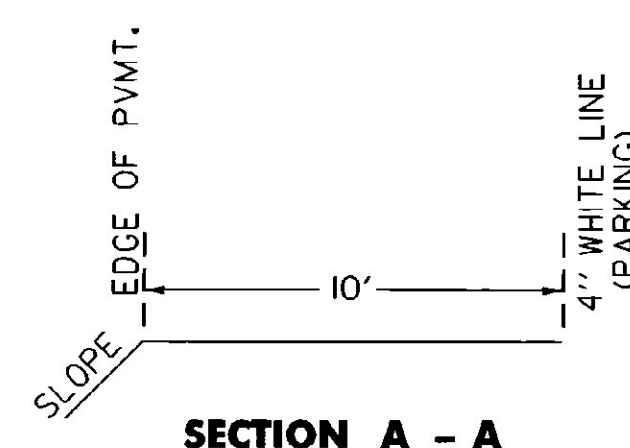
APPLY EDGELINE AS DETAILED ON ALL PAVED CLASS 1 & CLASS 2 TOWN HIGHWAYS AND ANY CLASS 3 TOWN HIGHWAY 22 FEET OR MORE IN WIDTH.

IF MIN. 30 FOOT RADIUS CANNOT BE OBTAINED, OR THE TOWN HIGHWAY IS NOT PAVED, BREAK THE EDGELINE USING AN 80 FOOT GAP AT INTERSECTION.

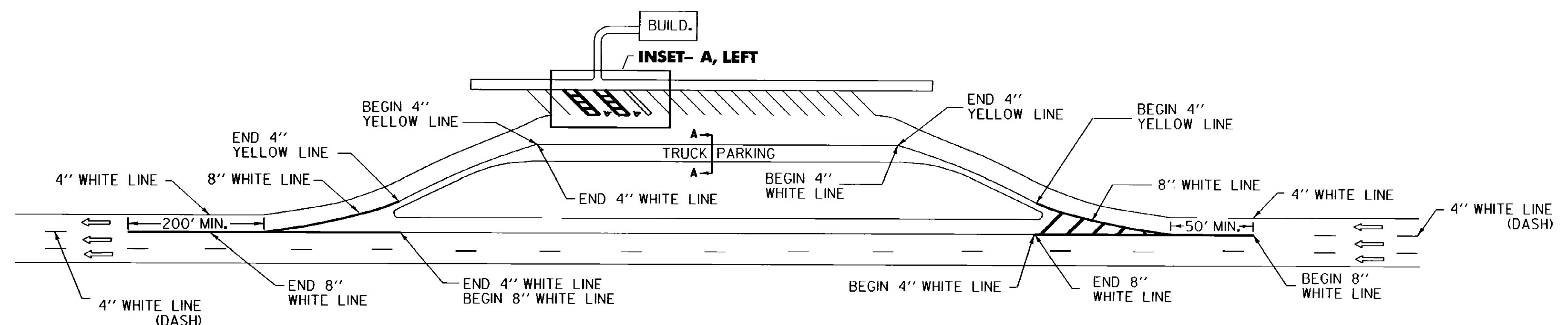
EDGE LINE LAYOUTS



NOTE:
SEE STANDARD SHEET E-191 FOR
HANDICAP SYMBOL POSITIONING AND DETAIL.



TRUCK PARKING DETAIL



REST AREA PARKING DETAILS

THIS SHEET IS
NOT TO SCALE

OTHER STDS. E - 191, E - 192
REQUIRED

REVISIONS AND CORRECTIONS

AUG. 18, 1995 - DATE OF ORIGINAL ISSUE

APPROVED

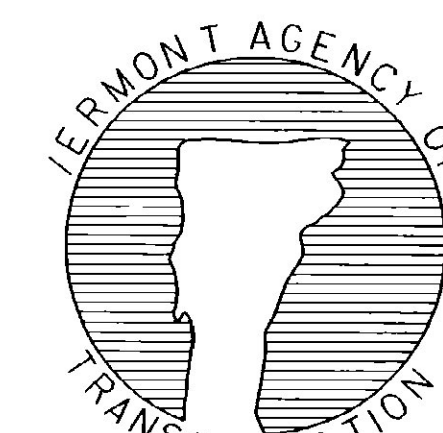
Sandra S. McCall
DIRECTOR OF ENGINEERING

David A. Ross
TRAFFIC AND SAFETY ENGINEER

APPROVED FOR THIS PROJECT
AND/OR DESIGN IMPLEMENTATION.
FHWA FINAL APPROVAL PENDING.

PAVEMENT MARKING DETAILS

/traf/std/stde193.dgn/stde193.i



STANDARD
E-193