

INDEX OF SHEETS

1	TITLE SHEET
2	TYPICAL SHEET
3-4	QUANTITY SHEET
5	ITEM DETAIL SHEET
6-16	PAVING PROJECT LAYOUT SHEETS
17-21	TRAFFIC SIGN SUMMARY SHEETS
22	CONSTRUCTION APPROACH SIGNING SHEET
23-27	BRIDGE DETAIL SHEETS
28	TERMINAL CONNECTOR FOR STEEL BEAM G.R. W/STEEL POST

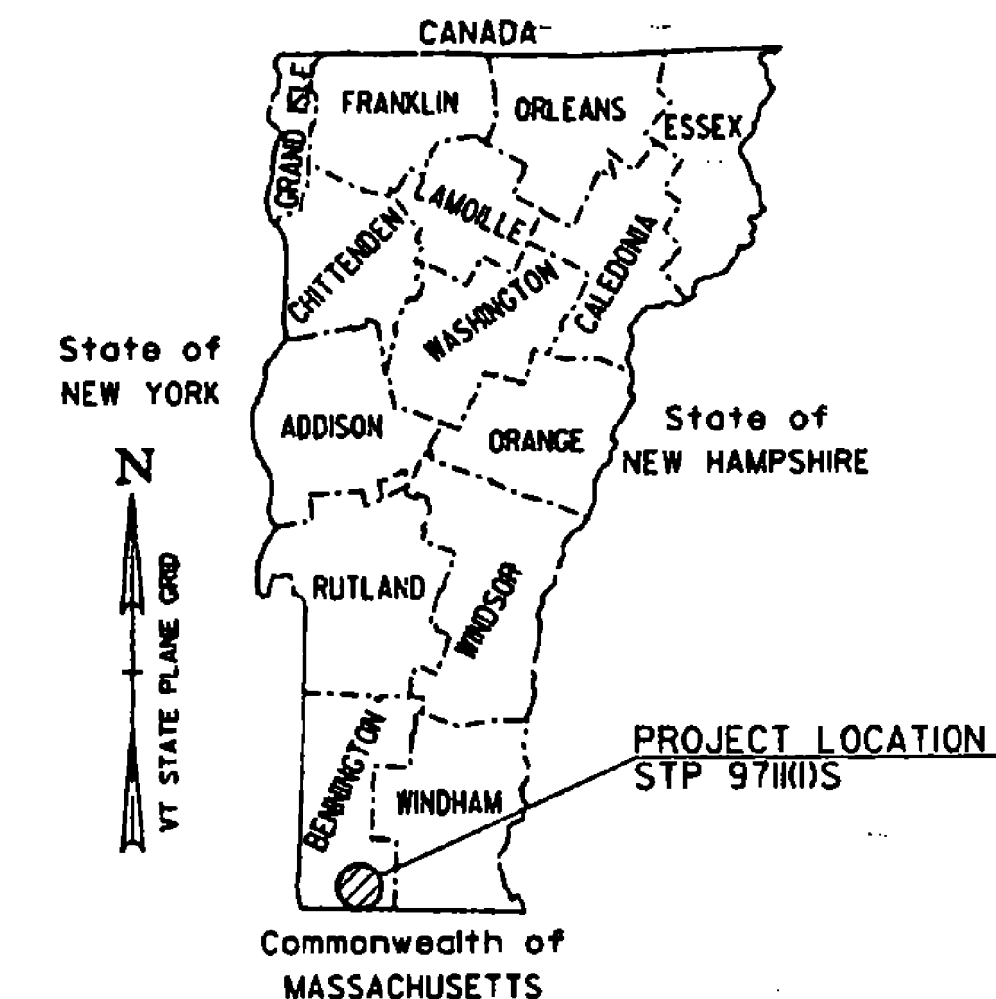
STATE OF VERMONT AGENCY OF TRANSPORTATION



CONTRACT PLANS

THESE PLANS DO NOT REFLECT
CHANGES MADE ON THE PROJECT.

PROPOSED IMPROVEMENT TOWNS OF STAMFORD & READSBORO COUNTY OF BENNINGTON VT ROUTE 100



STANDARDS

C-2A	PORTLAND CEMENT CONCRETE SIDEWALK	06/01/94
D-8	REINFORCED CONCRETE DROP INLET W/ PRECAST COVER & GRATE (BOTTOM SECTION)	06/01/94
D-11	GRATES & COVERS (TYPE A)	06/01/94
D-15	C1 GRATE W/ FRAME, TYPE D	06/01/94
E-100	CONSTRUCTION APPROACH SIGNS	08/08/95
E-101	CONSTRUCTION SIGN DETAILS	08/08/95
E-102	CONSTRUCTION SIGN DETAILS	08/08/95
E-103	MAINLINE TRAFFIC CONTROL DIVIDED HIGHWAY, ONE LANE CLOSED	08/08/95
E-106	TRAFFIC CONTROL - MISCELLANEOUS DETAILS	08/08/95
E-107	DELINEATION, BARRICADES AND DETOURS FOR CONSTRUCTION AREAS	08/08/95
E-107A	BREAKAWAY BARRICADE DETAILS	08/08/95
E-110	MAJOR MAINTENANCE OPERATION LANE CLOSURE	08/08/95
E-121	STANDARD SIGN PLACEMENT - CONVENTIONAL ROAD	08/08/95
* E-141	REGULATORY SIGN DETAILS	09/20/95
E-142	REGULATORY SIGN DETAILS	09/20/95
E-143	REGULATORY SIGN DETAILS	09/20/95
E-146	REGULATORY SIGN DETAILS	09/20/95
E-152	WARNING SIGN DETAILS	08/08/95
E-153	WARNING SIGN DETAILS	08/08/95
E-160	FLANGED CHANNEL STEEL SIGN POST DETAIL	08/18/95
E-164	SQUARE TUBE STEEL SIGN POST DETAIL	08/18/95
E-191	PAVEMENT MARKING DETAILS	08/18/95
E-193	PAVEMENT MARKING DETAILS	08/18/95
G-1	STEEL BEAM GUARDRAIL (50MPH & OVER)	06/01/94
G-1D	STEEL BEAM GUARDRAIL (40MPH & LESS)	06/01/94
G-17A	MODIFIED ECCENTRIC LOADER TERMINAL	01/18/96
G-17B	MODIFIED ECCENTRIC LOADER TERMINAL	06/30/95
* E-140	REGULATORY SIGN DETAILS	08/30/96
* E-138	MILEMARKER DETAILS	08/08/95

BEGINNING IN STAMFORD AT THE MASSACHUSETTS/VERMONT STATE LINE AND EXTENDING NORTHERLY ALONG VT ROUTE 100 FOR A DISTANCE OF 12 786.23 METERS (7.945 MILES) TO STATION 3+529.29 (MM 2.193) IN READSBORO.

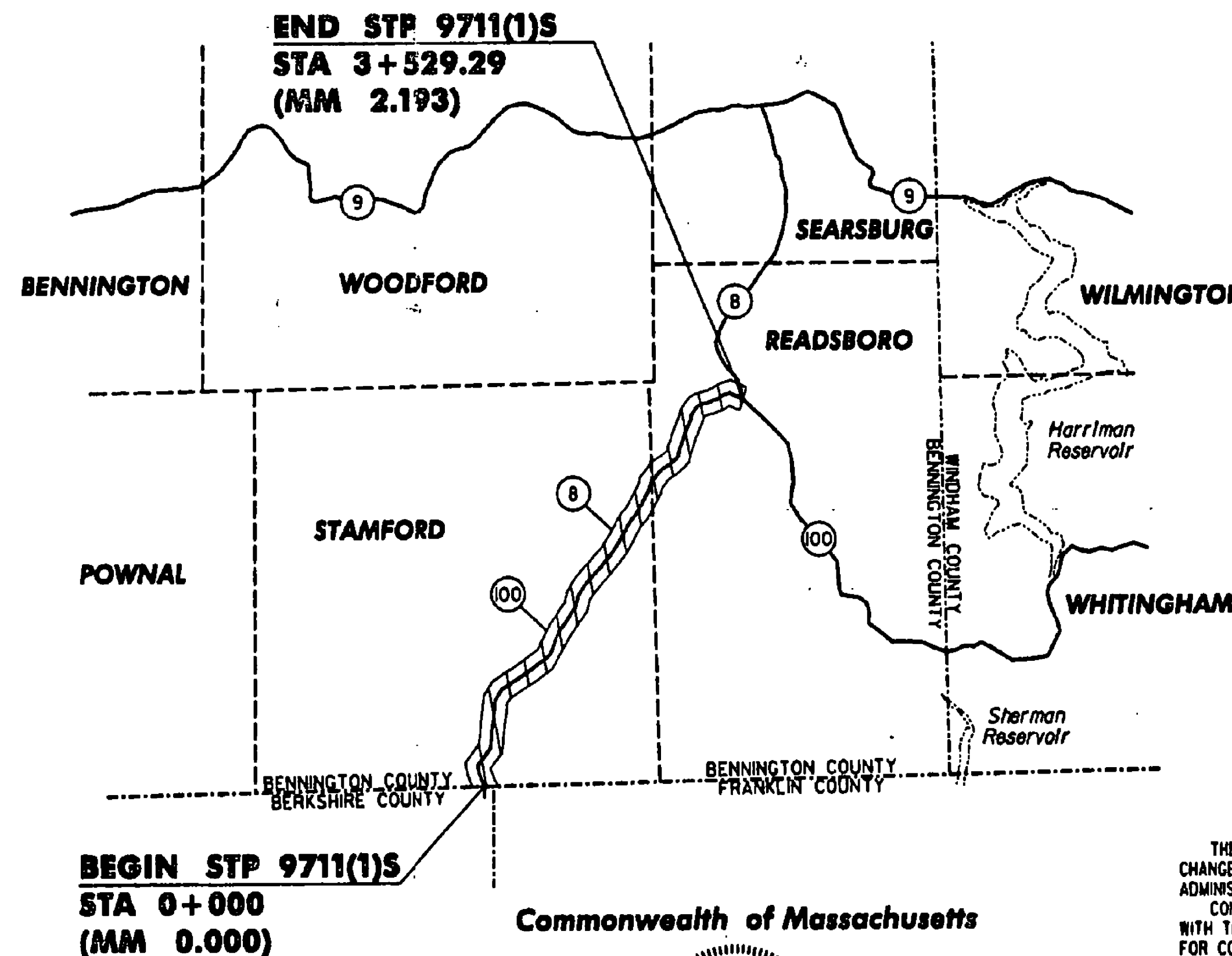
PROJECT DATA

FROM	TO
STA 0+000 (MM 0.000)	STA 3+529.29 (MM 2.193)
LENGTH OF ROADWAY	12 786.23 METERS (7.945 MILES)
LENGTH OF PROJECT	12 786.23 METERS (7.945 MILES)

WORK TO BE PERFORMED UNDER THIS PROJECT INCLUDES RESURFACING OF THE EXISTING HIGHWAY WITH A LEVELING COURSE, WEARING COURSE, NEW PAVEMENT MARKINGS, GUARDRAIL, SIGNS AND INCIDENTAL ITEMS.

TRAFFIC DATA

VT ROUTE 100	
1998 ADT	= 3000
1998 DHV	= 420
2008 ADT	= 3540
2008 DHV	= 495
1998 - 2008 CUM. ESALS	= 656,000



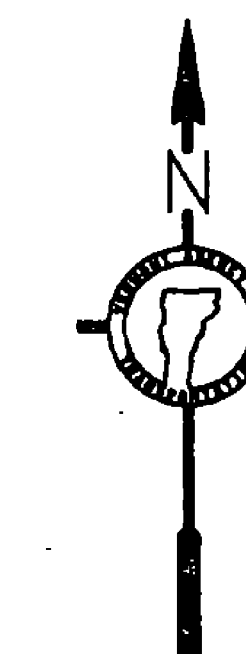
Date **MAY 27 1997**

THE LANE CONSTRUCTION CORPORATION

Contractor
B. G. L. L.
Signature

President

Secretary of Transportation's Signature



Metric

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

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

THESE PLANS ARE SUBJECT TO SUCH ENGINEERING CHANGES AS MAY BE REQUIRED BY THE FEDERAL HIGHWAY ADMINISTRATION OR THE CHIEF ENGINEER. CONSTRUCTION IS TO BE CARRIED ON IN ACCORDANCE WITH THESE PLANS AND THE STANDARD SPECIFICATIONS FOR CONSTRUCTION DATED 1995, AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION ON AUGUST 21, 1995. FOR USE ON THIS PROJECT, INCLUDING ALL SUBSEQUENT REVISIONS AND SUCH REVISED SPECIFICATIONS AND SPECIAL PROVISIONS AS ARE INCORPORATED IN THESE PLANS.

APPROVED <i>Franklin D. White</i> DIRECTOR OF CONSTRUCTION AND MAINTENANCE
DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION
APPROVED _____ DATE _____ DIVISION ADMINISTRATOR
PROJECT STAMFORD-READSBORO STP 9711(1)
SHEET 1 OF 28 SHEETS

CONVENTIONAL SIGNS

COUNTY LINE	---
TOWN LINE	---
LIMITS OF ACCESS	---
POINT OF ACCESS	X
FENCE LINE	---
STONE WALL	---
TRAVELED WAY	---
GUARDRAIL	---
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	---

UNLESS OTHERWISE INDICATED, THE DRAWINGS AND DETAILS OF THESE PLANS ARE NOT TO SCALE.

DATUM
VERTICAL
HORIZONTAL
HORIZONTAL CONTROL (STATIONS)
WAS SET BY HOLDING THE ROUTE LOG STATIONING AT PROJECT CONTROL POINTS.

METRIC PLANS
PREPARED BY:

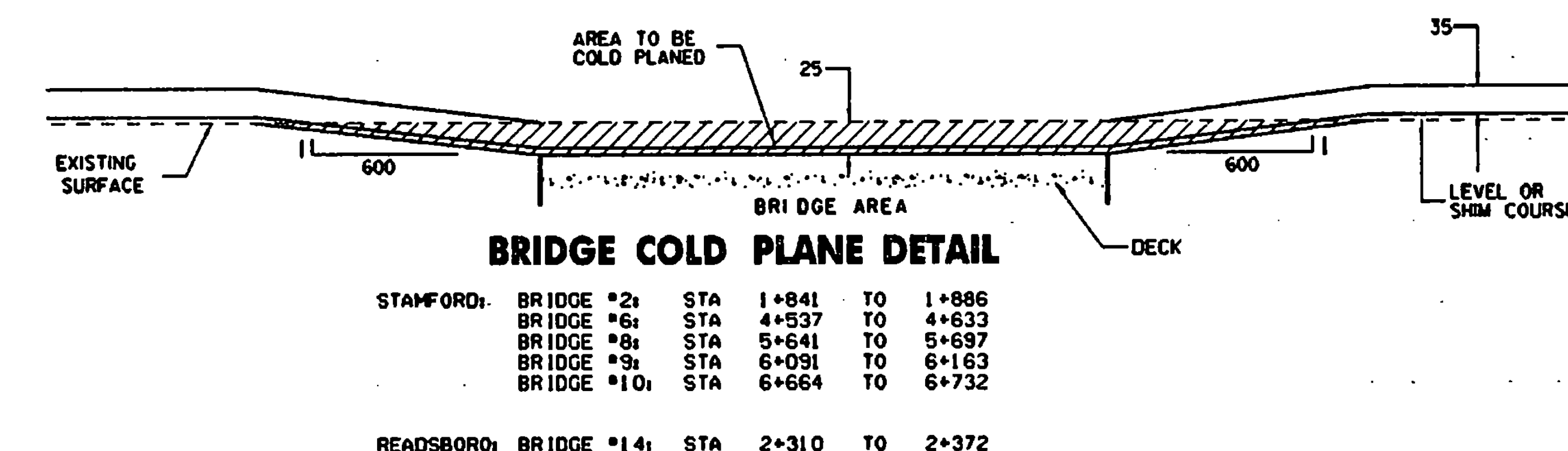
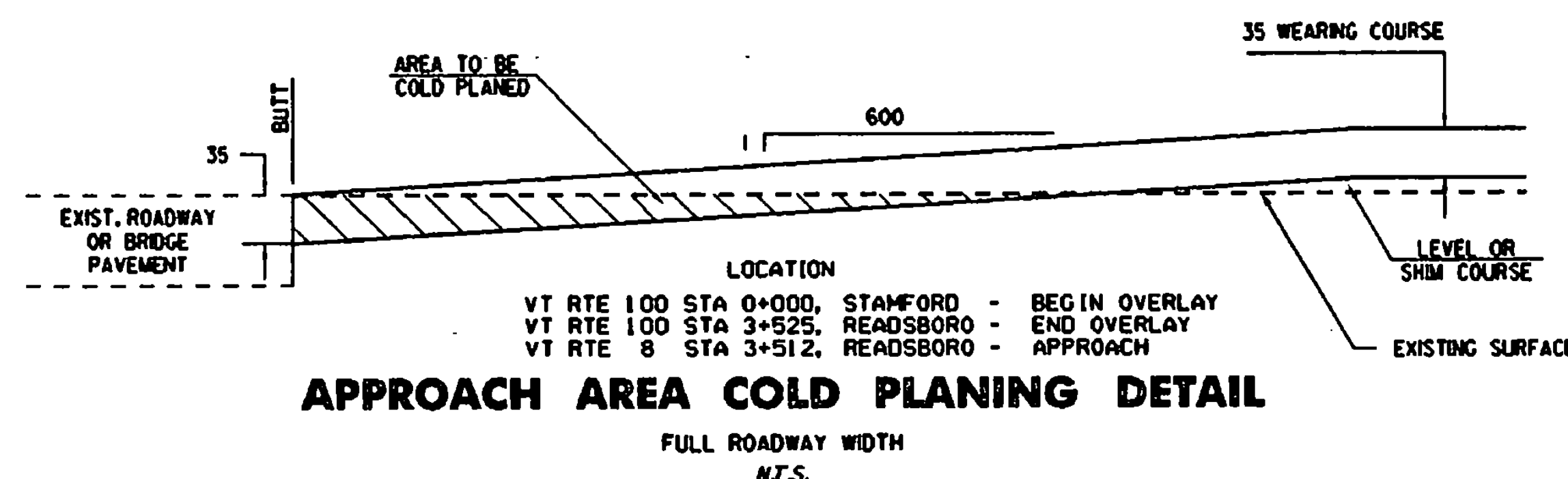
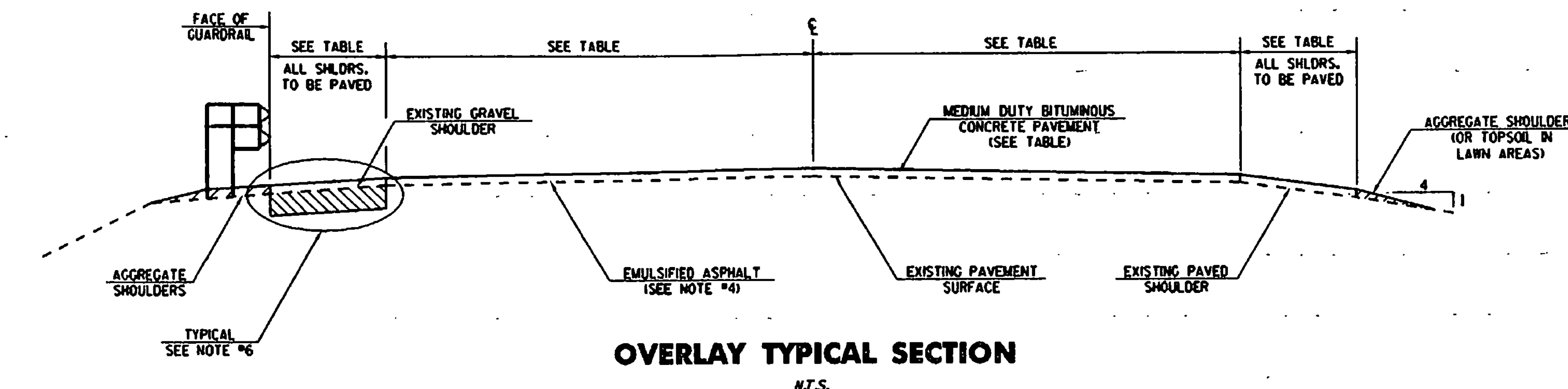
CLD
COSTELLO, LORSHIE & DE NAPOLI, INC.
Consulting Engineers
640 Commercial Street
Manchester, NH 03103
(603) 644-8222 FAX (603) 644-8002

0 2 4
SCALE IN km

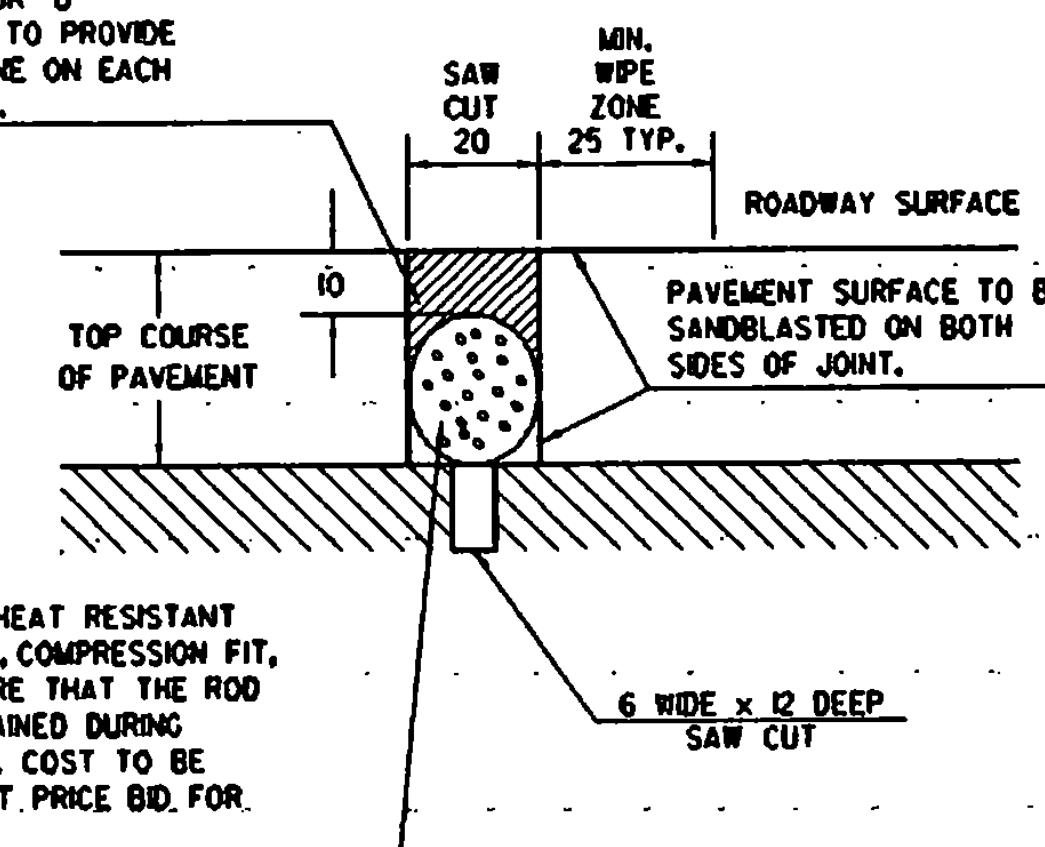


NOTES

1. THE PAVEMENT WEARING COURSE SHALL BE TYPE III, THE LEVELING COURSE SHALL BE TYPE IV, ITEM 406.27, UNLESS OTHERWISE DIRECTED BY THE ENGINEER. ALL LIQUID ASPHALT USED IN MEDIUM DUTY BITUMINOUS CONCRETE PAVEMENT SHALL BE PG 58-34.
2. EMULSIFIED ASPHALT SHALL BE APPLIED ON ALL EXISTING PAVEMENT SURFACES, ON COLD PLANED SURFACES AND BETWEEN ALL COURSES OF PAVEMENT AT THE RATE OF 0.07 L/m² OR AS DIRECTED BY THE RESIDENT ENGINEER.
3. MEDIUM DUTY BITUMINOUS CONCRETE PAVEMENT TOLERANCE = 5 mm +/- (TOTAL THICKNESS EXCLUDING LEVELING COURSE).
4. EXISTING SHOULDER MATERIAL DEEMED UNSUITABLE BY THE RESIDENT ENGINEER SHALL BE EXCAVATED TO A DEPTH OF 75 mm +/- OR AS DIRECTED BY THE ENGINEER. EXCAVATED MATERIAL SHALL BE SPREAD ON THE ADJACENT SLOPES OR REMOVED FROM THE PROJECT, AS DIRECTED BY THE ENGINEER. EXCAVATION WILL BE PAID FOR AS ALL PURPOSE EXCAVATOR OR GRADER RENTAL. MATERIAL REMOVED SHALL BE REPLACED WITH SUBBASE OF CRUSHED GRAVEL (FINE GRADED).
5. COLD PLANING SHALL BE COMPLETED ACCORDING TO TYPICAL OR AS DENOTED OTHERWISE ON THE PLANS.
6. ALL DRIVES, TOWN HIGHWAYS AND MAILBOX TURNOUTS SHALL RECEIVE A PAVED APRON UNLESS OTHERWISE DIRECTED BY THE ENGINEER. PAVER SHALL FEATHER APRON OVER EXISTING SURFACE.
7. ONE METER OF BACKING IS REQUIRED BEHIND THE FACE OF GUARDRAIL WITH 18 m POSTS. IF THIS CANNOT BE OBTAINED THEN 2.5 m POSTS SHALL BE USED.
8. MARKER POSTS SHALL BE PLACED AS INDICATED OR AS DIRECTED BY THE ENGINEER.
9. ITEMS 604.40, 604.42, 604.45, AND 604.48 ARE ESTIMATED QUANTITIES AND SHALL BE PERFORMED AS DIRECTED BY THE RESIDENT ENGINEER.
10. ALL TIMBER CURBS SHALL BE BACKED UP FULL HEIGHT WITH ITEM 402.12, AGGREGATE SHOULDERS.



JOINT SEALER, HOT OR COLD POURED, SHALL BE SLIGHTLY OVER FILLED, THEN WIPED FLUSH WITH A "V" OR "U" SHAPED SQUEEGEE TO PROVIDE A 25 mm WIPE ZONE ON EACH SIDE OF THE JOINT.



22 mm DIAMETER, HEAT RESISTANT FOAM BACKER ROD, COMPRESSION FIT, REQUIRED TO INSURE THAT THE ROD POSITION IS MAINTAINED DURING FILLING OPERATION. COST TO BE INCLUDED WITH UNIT PRICE BID FOR JOINT SEALER.

SAW CUT JOINT DETAIL

LOCATION: STAMFORD
 BRIDGE #2 (9m), @ STA 1+863.55 (MM L458) (EXPANSION JOINT)
 BRIDGE #6 (9m), @ STA 4+584.50 (MM 2.849) (EXPANSION JOINT)
 BRIDGE #8 (9m), @ STA 5+669.58 (MM 3.523) (EXPANSION JOINT)
 BRIDGE #9 (9m), @ STA 6+125.87 (MM 3.806) (EXPANSION JOINT)
 BRIDGE #10 (9m), @ STA 6+699.20 (MM 4.163) (EXPANSION JOINT)
 READSBORO BRIDGE #14 (9m), @ STA 2+339.95 (MM L454) (EXPANSION JOINT)

RURAL AREA - SEED MIXTURE

% MASS	kg/ha	NAME	PUR %	GERM %
37.14	26	CREeping RED FESCUE	98	85
37.14	26	TALL FESCUE	95	90
5.71	4	RED TOP	95	90
14.30	10	BRODSFOOT TREFOL	98	85
5.71	4	ANNUAL RYE GRASS	95	85
100.00	70			

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

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

FERTILIZER: FORMULA 10-20-10 TO BE USED WITH SEED, APPLIED AT THE RATE OF 560 kg/ha. (HYDRO SEEDERS MAY USE 19-19-19 FORMULA)

AGRICULTURAL LIMESTONE: TO BE APPLIED AT THE RATE OF 4500 kg/ha OR AS DIRECTED BY THE ENGINEER.

HAY MULCH: TO BE PLACED ON EARTH SLOPES AT THE RATE OF 4500 kg/ha OR AS DIRECTED BY THE ENGINEER.

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

NOTE: ALL DIMENSIONS IN MILLIMETERS EXCEPT AS INDICATED

PROJECT PAVING LIMITS

TOWN	BEGIN STATION	END STATION	LANE TYPICAL (m)	WEARING DEPTH (mm)	BINDER DEPTH	LEVELING +/-mm	NOTES
STAMFORD	0+000	1+037	0.8-3.3-3.3-0.8	35		344	
	1+037	1+856	1.2-3.3-3.3-1.2	35		378	
	1+856	1+871	1.2-3.3-3.3-1.2	25		378	BRIDGE #2 ***
	1+871	1+997	1.2-3.3-3.3-1.2	35		378	
	1+997	2+926	0.9-3.3-3.3-0.9	35		353	
	2+926	4+552	0.8-3.3-3.3-0.8	35		344	
	4+552	4+618	1.2-3.3-3.3-1.2	25		378	BRIDGE #6 ***
	4+618	5+656	0.8-3.3-3.3-0.8	35		344	
	5+656	5+682	1.2-3.3-3.3-1.2	25		378	BRIDGE #8 ***
	5+682	6+106	0.8-3.3-3.3-0.8	35		344	
	6+106	6+148	1.2-3.3-3.3-1.2	25		378	BRIDGE #9 ***
	6+148	6+679	0.9-3.3-3.3-0.9	35		353	
	6+679	6+717	1.2-3.3-3.3-1.2	25		378	BRIDGE #10 ***
	6+717	6+865	0.9-3.3-3.3-0.9	35		353	
READSBORO	6+865	6+878	1.5-3.3-3.3-1.5	35		403	BRIDGE #11
	6+878	9+257	0.9-3.3-3.3-0.9	35		353	
	0+000	2+325	0.9-3.3-3.3-0.9	35		353	
	2+325	2+357	1.2-3.3-3.3-1.2	25		378	BRIDGE #14 ***
	2+357	3+525	0.8-3.3-3.3-0.8	35		344	*** COLD PLANE 25 mm

NOTE: JOINT IS TO BE LOCATED ACCURATELY BY STRING LINDING OR BY OTHER MEANS PRIOR TO PAVING, SO THAT THE SAW CUT WILL BE MADE DIRECTLY OVER THE END OF THE CONCRETE DECK. THE JOINT SHALL BE CUT DRY IN A SINGLE PASS AND BE SEALED PRIOR TO EXPOSURE TO TRAFFIC. THE JOINT SHALL BE CLEANED PRIOR TO APPLYING THE JOINT SEALER - SEE VERMONT SPECIFICATION 524 AND SPECIAL PROVISIONS.

PROJECT TYPICAL SHEET

PROJECT: STAMFORD-READSBORO	PROJECT NO.: STP 9711(1)S
DESIGN FILE NAME: J:\pays\96-020\p020.dgn	PLOT DATE: 7-APR-1997
IPARM FILE NAME: p020t.dwg	SURVEY DATE: N/A
SURVEYED BY: E.B. Inc.	DRAWN BY: SMC
SQUAD LEADER: JAW	SHEET: 2 OF 28

DATE: _____
 VERTICAL _____
 HORIZONTAL _____

QUANTITY SHEET



SUMMARY OF ESTIMATED QUANTITIES									
					BRIDGE	ROADWAY	QUANTITIES GRAND TOTAL	UNIT	ITEMS
					80		80	m	HEAVY DUTY STEEL BEAM GUARDRAIL
					24		24	EA	TERMINAL CONNECTOR FOR STEEL BEAM GUARDRAIL
					23	30	53	EA	MODIFIED ECCENTRIC LOADER TERMINAL
					7	4	11	EA	ANCHOR FOR STEEL BEAM RAIL
					850	1295	2145	m	REMOVAL AND DISP. OF GUARDRAIL
					5	28	33	EA	REMOVAL AND DISP. OF GUIDE POSTS
						840	840	HR	UNIFORMED TRAFFIC OFFICERS (N.A.B.I.)
						1230	1230	HR	FLAGGERS (N.A.B.I.)
						1	1	LS	FIELD OFFICE ENGINEER
						1	1	LS	TESTING EQUIPMENT - CONCRETE
						1	1	LS	TESTING EQUIPMENT - BITUMINOUS
						1	1	LS	FIELD OFFICE - TELEPHONE (N.A.B.I.)
						1	1	LS	MOBILIZATION
					25550	25550	m	DURABLE 100 mm WHITE LINE	
					22500	22500	m	DURABLE 100 mm YELLOW LINE	
					7	7	m	DURABLE 600 mm STOP BAR	
					16	16	EA	DURABLE LETTER OR SYMBOL	
					19	19	m	DURABLE CROSSWALK MARKING W/ DIAGONAL LINES	
					25550	25550	m	TEMPORARY 100 mm WHITE LINE	
					22500	22500	m	TEMPORARY 100 mm YELLOW LINE	
					7	7	m	TEMPORARY 600 mm STOP BAR	
					16	16	EA	TEMPORARY LETTER OR SYMBOL	
					19	19	m	TEMPORARY CROSSWALK MARKING W/ DIAGONAL LINES	
					1000	1000	EA	LINE STRIPING TARGETS	
					15	15	kg	SEED	
					115	115			

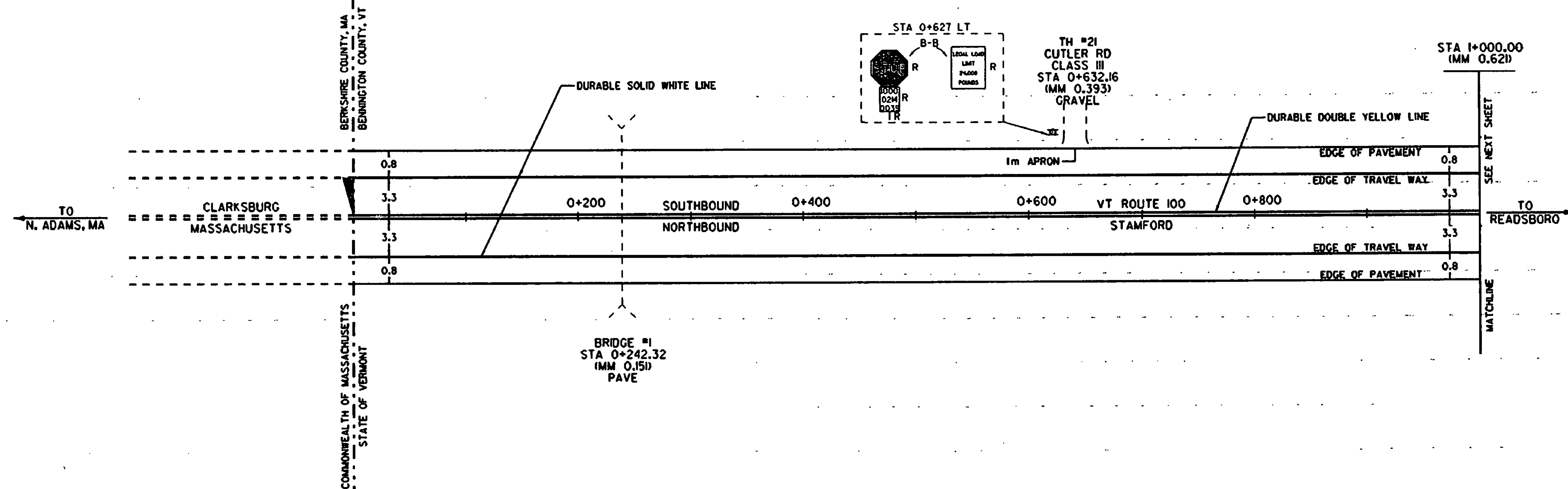


TEMPORARY AND DURABLE 100 mm YELLOW LINE
STA 0+000 TO 1+000 SOLID LT & RT

TEMPORARY AND DURABLE 100 mm WHITE LINE
STA 0+000 TO 1+000 SOLID LT. & RT.

REMOVING SIGNS
AS SHOWN - 3

VT ROUTE 100
STA 0+000.00 (MM 0.000)
BEGIN PROJECT STP 9711(1)S



DATUM
VERTICAL _____
HORIZONTAL _____

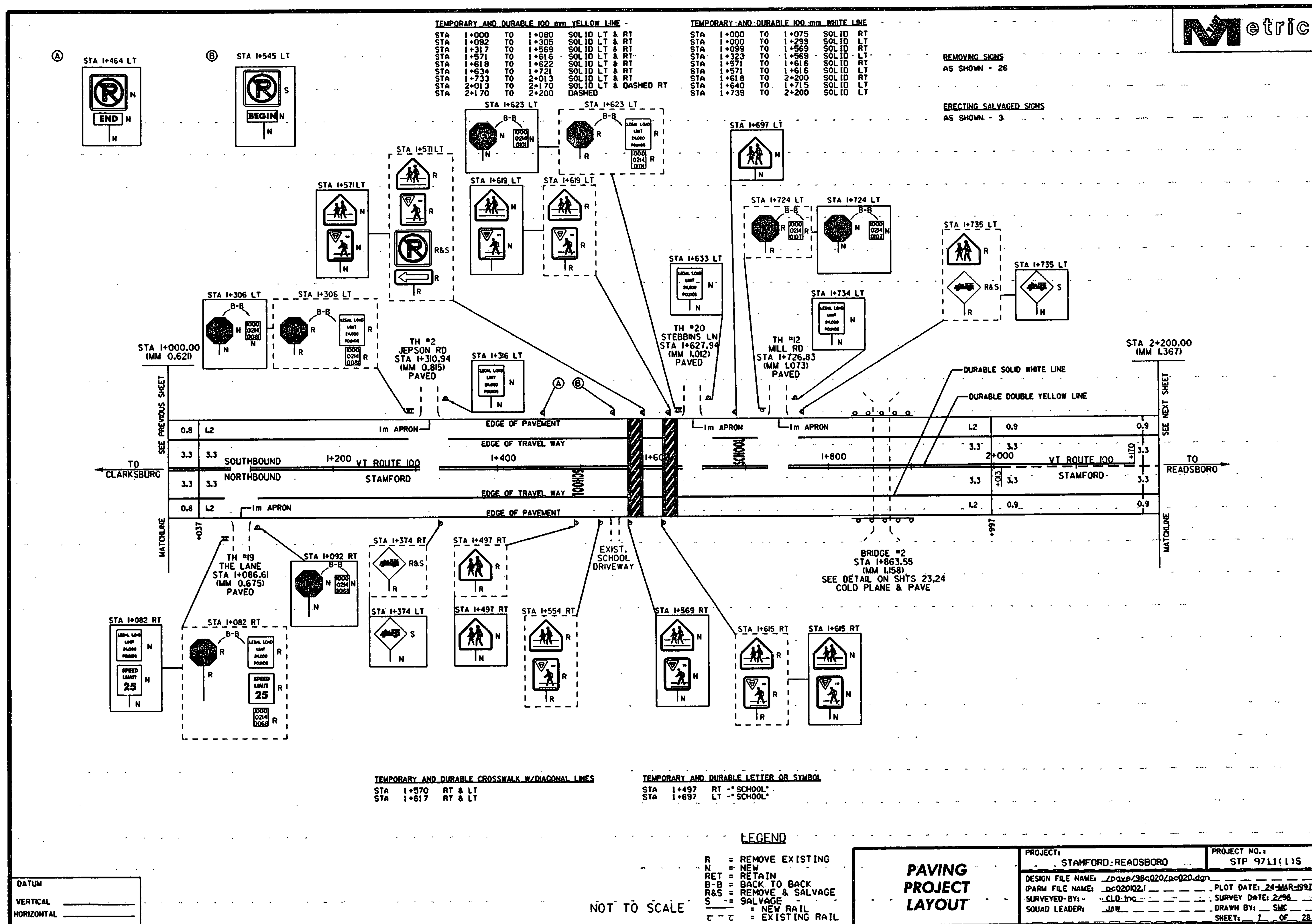
NOT TO SCALE

LEGEND

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

PAVING
PROJECT
LAYOUT

PROJECT:	STAMFORD-READSBORO	PROJECT NO.:	STP 9711(1)S
DESIGN FILE NAME:	D:\pave\36-020\26-020.dgn		
IPARM FILE NAME:	D:\pave\36-020\26-020.dgn		
SURVEYED BY:	CLO	SURVEY DATE:	18-MAR-1997
SQUAD LEADER:	JAW	DRAWN BY:	SMC
		SHEET:	6 OF 28



TEMPORARY AND DURABLE 100 mm YELLOW LINE

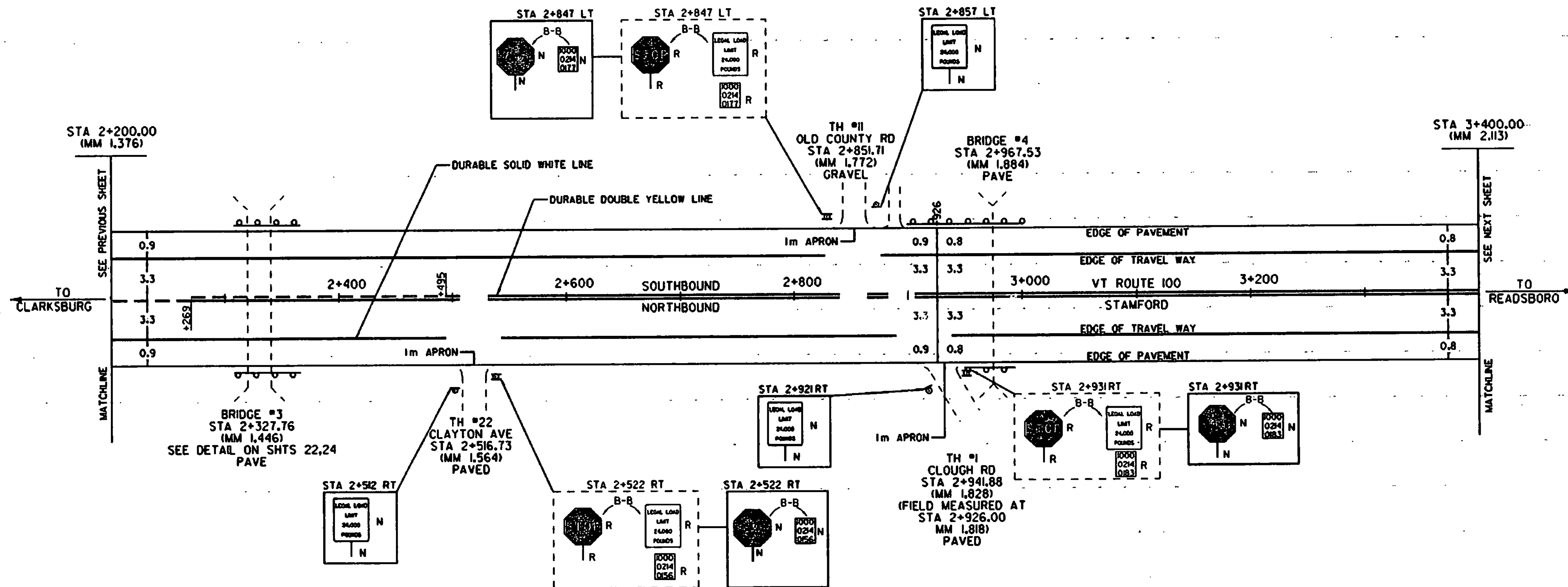
STA 2+200	TO	2+269	DASHED	
STA 2+269	TO	2+495	DASHED	LT, SOLID RT
STA 2+495	TO	2+511	SOLID	LT & RT
STA 2+523	TO	2+846	SOLID	LT & RT
STA 2+858	TO	2+936	SOLID	LT & RT
STA 2+948	TO	3+400	SOLID	LT & RT

TEMPORARY AND DURABLE 100 mm WHITE LINE

STA 2+200	TO	2+905	SOLID	RT
STA 2+200	TO	2+840	SOLID	LT
STA 2+529	TO	2+830	SOLID	RT
STA 2+854	TO	3+400	SOLID	RT
STA 2+864	TO	3+400	SOLID	LT

REMOVING SIGNS

AS SHOWN - 9



STEEL BEAM GUARDRAIL

STA 2+915	TO	3+002	LT
STA 2+965	TO	2+977	RT

REMOVAL & DISP. OF GUARDRAIL

STA 2+963	TO	2+973	LT
STA 2+965	TO	2+975	RT

REMOVAL & DISP. OF GUIDE POSTS

STA 2+961	TO	3+007	LT
STA 2+978	TO		RT

MODIFIED ECCENTRIC LOADER TERMINAL

STA 2+915	LT
STA 3+002	LT
STA 2+965	RT
STA 2+977	RT

LEGEND

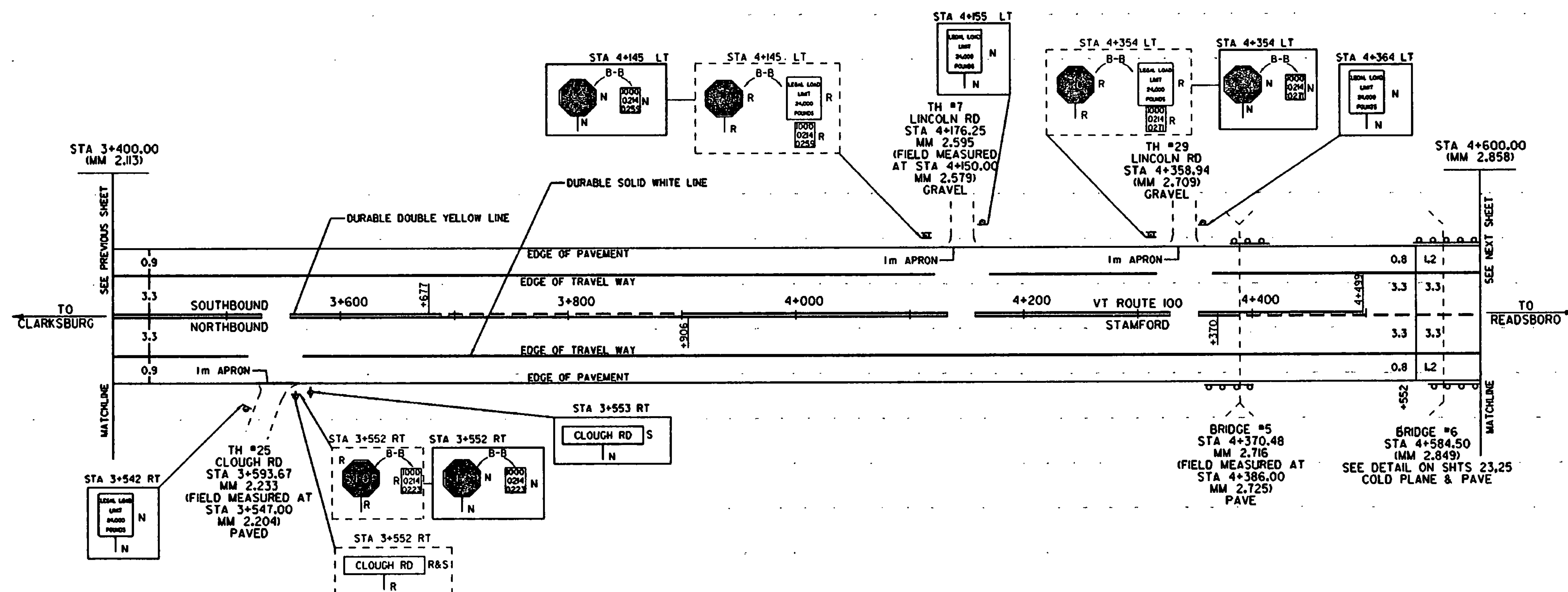
R	= REMOVE EXISTING
N	= NEW

TEMPORARY AND DURABLE 100 mm YELLOW LINE			
STA 3+400	TO	3+588	SOLID LT & RT
STA 3+600	TO	3+677	SOLID LT & RT
STA 3+677	TO	3+906	DASHED LT, SOLID RT
STA 3+906	TO	4+170	SOLID LT & RT
STA 4+182	TO	4+353	SOLID LT & RT
STA 4+365	TO	4+370	SOLID LT & RT
STA 4+370	TO	4+499	SOLID LT, DASHED RT
STA 4+499	TO	4+600	DASHED

TEMPORARY AND DURABLE 100 mm WHITE LINE			
STA 3+400	TO	4+164	SOLID LT
STA 3+400	TO	3+582	SOLID RT
STA 3+606	TO	4+600	SOLID RT
STA 4+188	TO	4+347	SOLID LT
STA 4+371	TO	4+600	SOLID LT

REMOVING SIGNS
AS SHOWN - 9

ERECTING SALVAGED SIGNS
AS SHOWN - 1



STEEL BEAM GU			

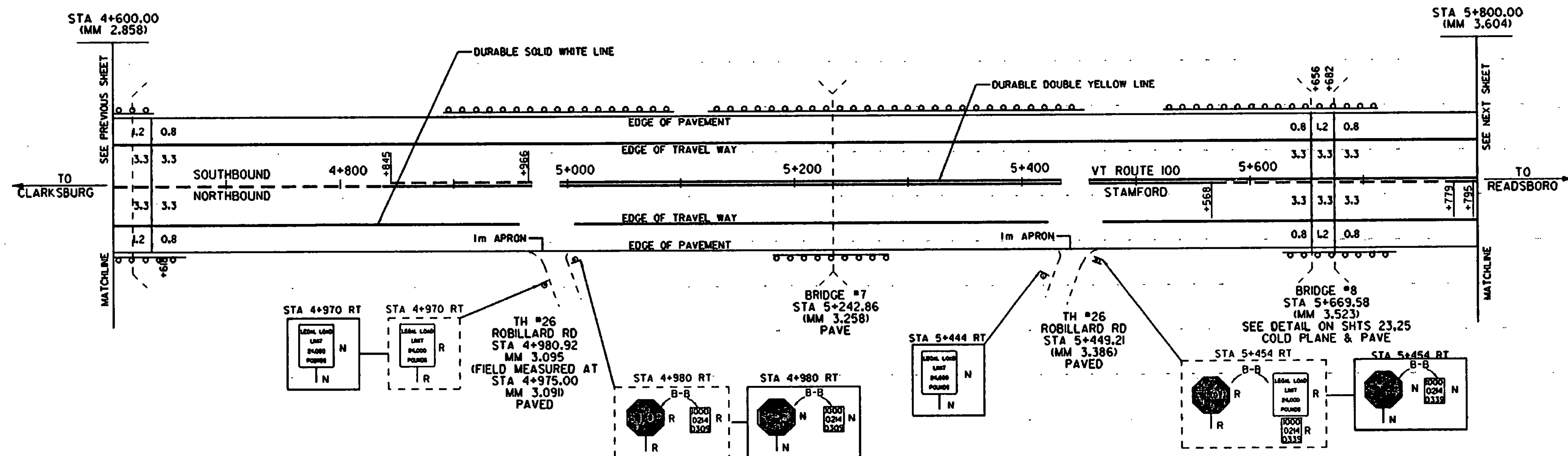
TEMPORARY AND DURABLE 100 mm YELLOW LINE			
STA 4+600	TO	4+845	DASHED
STA 4+845	TO	4+956	DASHED LT, SOLID RT
STA 4+956	TO	4+975	SOLID LT & RT
STA 4+987	TO	5+443	SOLID LT & RT
STA 5+495	TO	5+568	SOLID LT & RT
STA 5+568	TO	5+779	SOLID LT, DASHED RT
STA 5+779	TO	5+800	SOLID LT & RT
STA 5+795	TO	5+800	DASHED LT, SOLID RT

TEMPORARY AND DURABLE 100 mm WHITE LINE			
STA 4+600	TO	5+800	SOLID LT
STA 4+600	TO	4+969	SOLID RT
STA 4+993	TO	5+437	SOLID RT
STA 5+461	TO	5+800	SOLID RT

REMOVING SIGNS
AS SHOWN - 6

600 mm CSP	
STA 5+595	LT - 18M
STA 5+716	RT - 18M

600 mm CSPES	
STA 5+677	LT
STA 5+698	RT



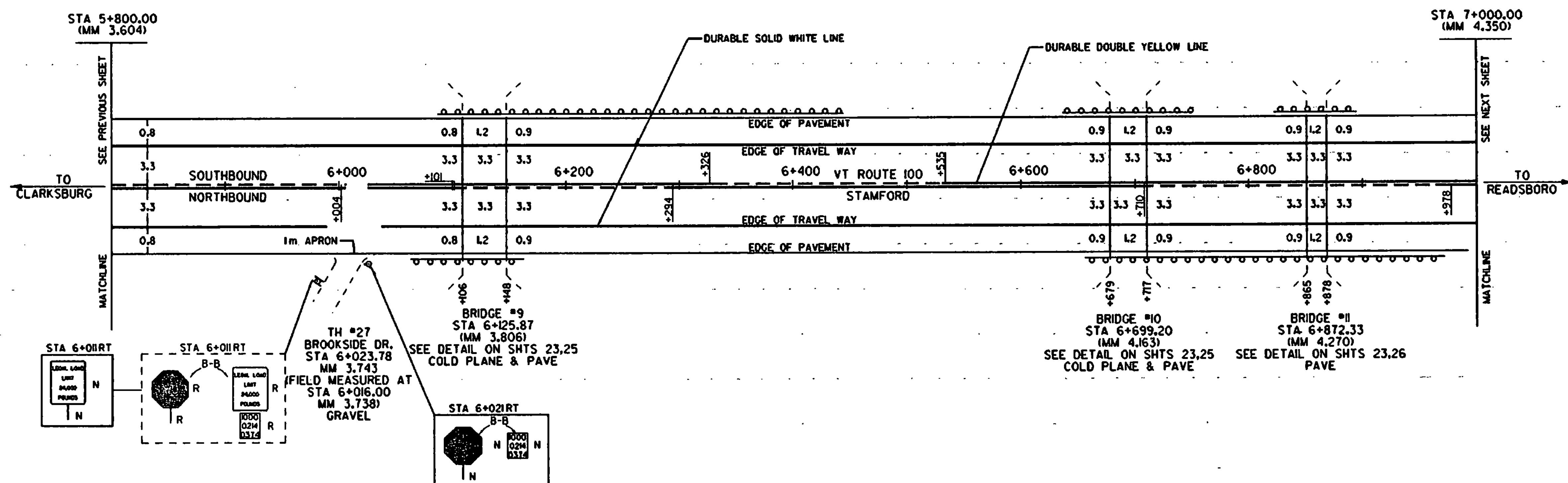


TEMPORARY AND DURABLE 100 mm YELLOW LINE					
STA 5+800	TO	6+004	DASHED	LT,	SOLID RT
STA 6+004	TO	6+018	SOLID	LT &	RT
STA 6+030	TO	6+101	SOLID	LT &	RT
STA 6+101	TO	6+294	SOLID	LT,	DASHED RT
STA 6+294	TO	6+326	SOLID	LT &	RT
STA 6+326	TO	6+535	DASHED	LT,	SOLID RT
STA 6+535	TO	6+710	SOLID	LT &	RT
STA 6+710	TO	7+978	SOLID	LT,	DASHED RT
STA 6+978	TO	7+000	SOLID	LT &	RT

TEMPORARY AND DURABLE 100 mm WHITE LINE					
STA 5+800	TO	7+000	SOLID	LT	
STA 5+800	TO	6+012	SOLID	RT	
STA 6+036	TO	7+000	SOLID	RT	

REMOVAL & DISP. OF GUIDE POSTS		
STA 6+175	TO	6+182 RT

REMOVING SIGNS
AS SHOWN - 3



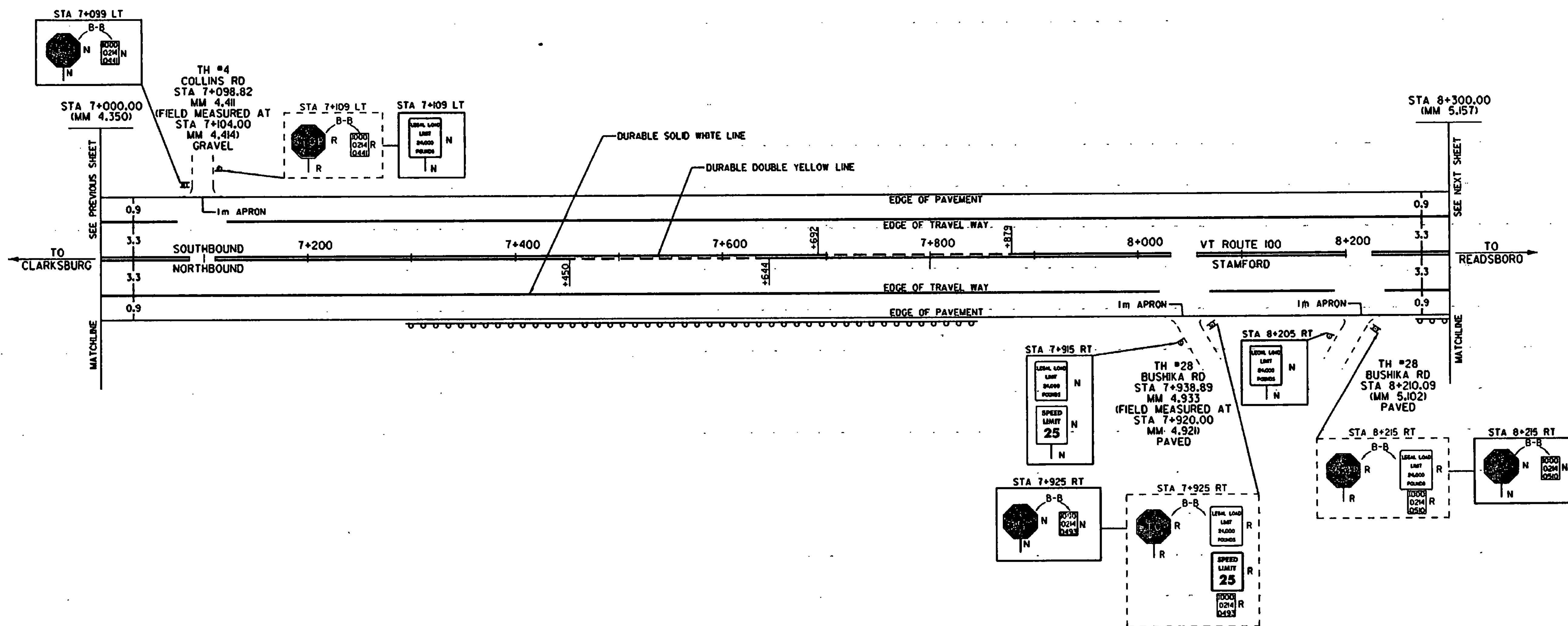
TEMPORARY AND DURABLE 100 mm YELLOW LINE

STA 7+000	TO	7+093	SOLID LT & RT
STA 7+109	TO	7+450	SOLID LT & RT
STA 7+450	TO	7+644	SOLID LT, DASHED RT
STA 7+644	TO	7+879	SOLID LT & RT
STA 7+879	TO	7+933	DASHED LT, SOLID RT
STA 7+933	TO	7+945	SOLID LT & RT
STA 7+945	TO	8+204	SOLID LT & RT
SAT 8+216	TO	8+300	SOLID LT & RT

TEMPORARY AND DURABLE 100 mm WHITE LINE

STA 7+000	TO	7+087	SOLID LT
STA 7+087	TO	7+927	SOLID RT
STA 7+111	TO	8+300	SOLID LT
STA 7+951	TO	8+198	SOLID RT
STA 8+222	TO	8+300	SOLID RT

REMOVING SIGNS
AS SHOWN - 9



STEEL BEAM GUARDRAIL

STA 7+302	TO	7+489	RT
STA 7+645	TO	7+808	RT
STA 8+282	TO	8+300	RT

REMOVAL & DISP. OF GUARDRAIL

STA 7+316	TO	7+643	RT
STA 7+322	TO	7+808	RT



TEMPORARY AND DURABLE 100 mm YELLOW LINE

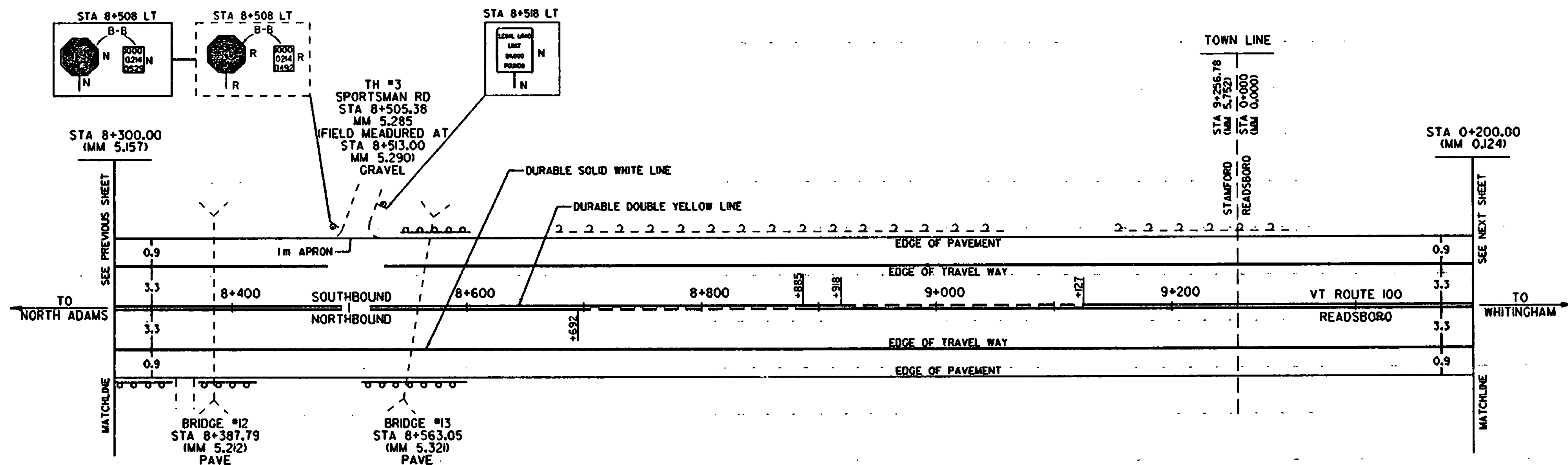
STA 8+300	TO	8+499	SOLID LT & RT
STA 8+511	TO	8+692	SOLID LT & RT
STA 8+692	TO	8+885	SOLID LT, DASHED RT
STA 8+885	TO	8+918	SOLID LT & RT
STA 8+918	TO	9+127	DASHED LT, SOLID RT
STA 9+127	TO	9+257	SOLID LT & RT
STA 0+000	TO	0+200	SOLID LT & RT

TEMPORARY AND DURABLE 100 mm WHITE LINE

STA 8+300	TO	8+493	SOLID LT
STA 8+300	TO	9+257	SOLID RT
STA 8+517	TO	9+257	SOLID RT
STA 0+000	TO	0+200	SOLID LT & RT

REMOVING SIGNS

AS SHOWN - 2



STEEL BEAM GUARDRAIL

STA 8+300	TO	8+328	RT
STA 8+332	TO	8+412	RT
STA 8+521	TO	8+586	RT
STA 8+583	TO	8+586	LT

REMOVAL & DISP. OF GUARDRAIL

STA 8+337	TO	8+413	RT
STA 8+538	TO	8+594	RT
STA 8+562	TO	8+583	LT

MODIFIED ECCENTRIC LOADER TERMINAL

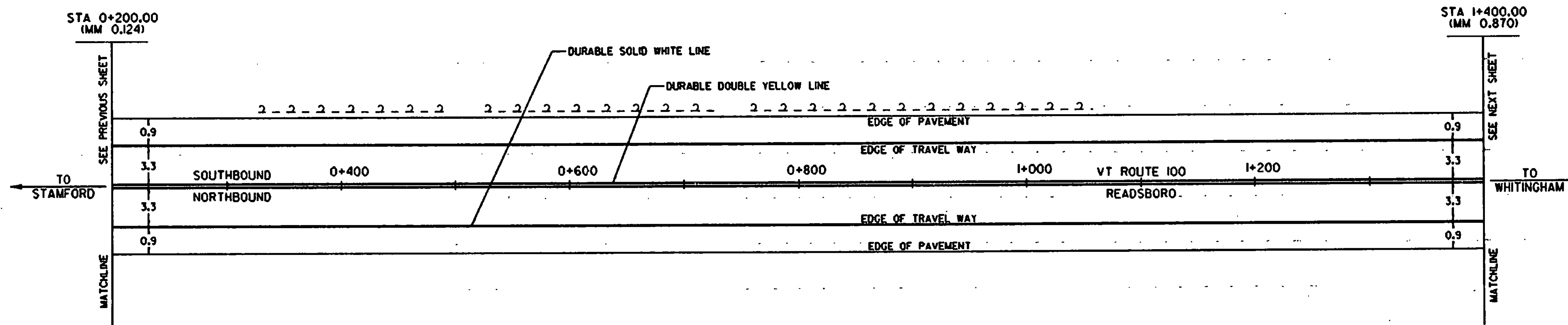
STA 8+412	RT
STA 8+521	



TEMPORARY AND DURABLE 100 mm YELLOW LINE
STA 0+200 TO 1+400 SOLID LT & RT

TEMPORARY AND DURABLE 100 mm WHITE LINE
STA 0+200 TO 1+400 SOLID LT & RT

CHANGING ELEV. OF D.C.B. OR M.H.
REHABILITATION OF D.C.B. OR M.H. CLASS I
REHABILITATION OF D.C.B. OR M.H. CLASS II
REHABILITATION OF D.C.B. OR M.H. CLASS III
STA 0+853 LT - GRATE TYPE D
STA 0+866 LT - GRATE TYPE D
STA 1+034 LT - GRATE TYPE D



DATUM
VERTICAL _____
HORIZONTAL _____

NOT TO SCALE

LEGEND

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

**PAVING
PROJECT
LAYOUT**

PROJECT:	STAMFORD-READSBORO	PROJECT NO.:	STP 9711(1)S
DESIGN FILE NAME:	D:\pave\96c020\nc020.dgn		
PARM FILE NAME:	nc020031	PLOT DATE:	24-MAR-1997
SURVEYED BY:	CEQ Inc.	SURVEY DATE:	2/96
SQUAD LEADER:	JAN	DRAWN BY:	SNC
		SHEET:	14 OF 28

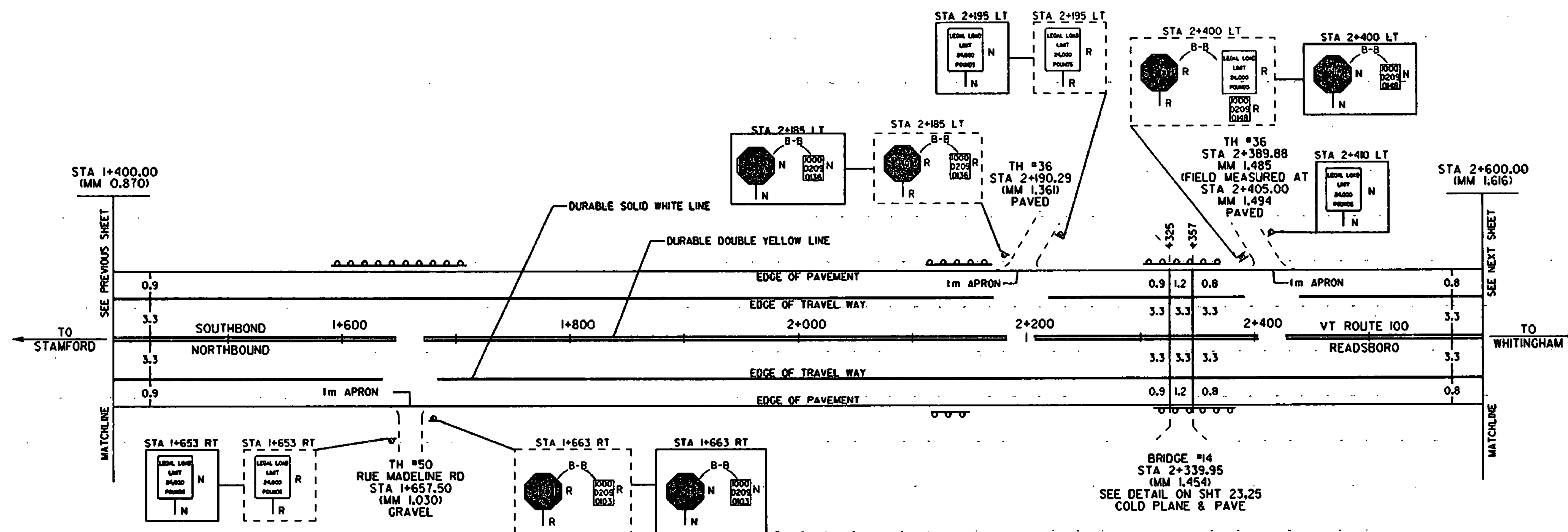
: Sheet Number:



TEMPORARY AND DURABLE 100 mm YELLOW LINE
STA 1+400 TO 1+652 SOL ID LT & RT
STA 1+664 TO 2+184 SOL ID LT & RT
STA 2+196 TO 2+384 SOL ID LT & RT
STA 2+396 TO 2+600 SOL ID LT & RT

TEMPORARY AND DURABLE 100 mm WHITE LINE
STA 1+400 TO 1+646 SOL ID RT
STA 1+400 TO 2+178 SOL ID LT
STA 1+670 TO 2+600 SOL ID RT
STA 2+202 TO 2+378 SOL ID LT
STA 2+402 TO 2+600 SOL ID LT

REMOVING SIGNS
AS SHOWN - 9



STEEL BEAM GUARDRAIL
STA 1+606 TO 1+705 LT
STA 2+133 TO 2+163 LT
STA 2+136 TO 2+147 RT

REMOVAL & DISP OF GUARDRAIL
STA 1+605 TO 1+697 LT
STA 2+134 TO 2+174 LT

MODIFIED ECCENTRIC LOADER TERMINAL
STA 1+606 LT
STA 1+705 LT
STA 2+133 LT
STA 2+163 LT
STA 2+136 RT
STA 2+147 RT

LEGEND

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

**PAVING
PROJECT
LAYOUT**

PROJECT:	STAMFORD-READSBORO	PROJECT NO.:	STP 97L1(1)S
DESIGN FILE NAME:	Z:\pave\96c020\pc020.dwg		
PARM FILE NAME:	pc020.prm	PLT DATE:	24-MAR-1997
SURVEYED BY:	CLB-jng	SURVEY DATE:	11-95
SQUAD LEADER:	JAW	DRAWN BY:	SMC
		SHEET:	15 OF 28

DATUM
VERTICAL _____
HORIZONTAL _____

NOT TO SCALE

: Sheet Number:



TEMPORARY AND DURABLE LETTER OR SYMBOL
STA 3+512 LT - "STOP"

TEMPORARY AND DURABLE 100 mm YELLOW LINE
STA 2+500 TO 3+279 SOLID LT & RT
STA 3+291 TO 3+523 SOLID LT & RT
STA 3+512 VT ROUTE 8 (DOUBLE SOLID LT)

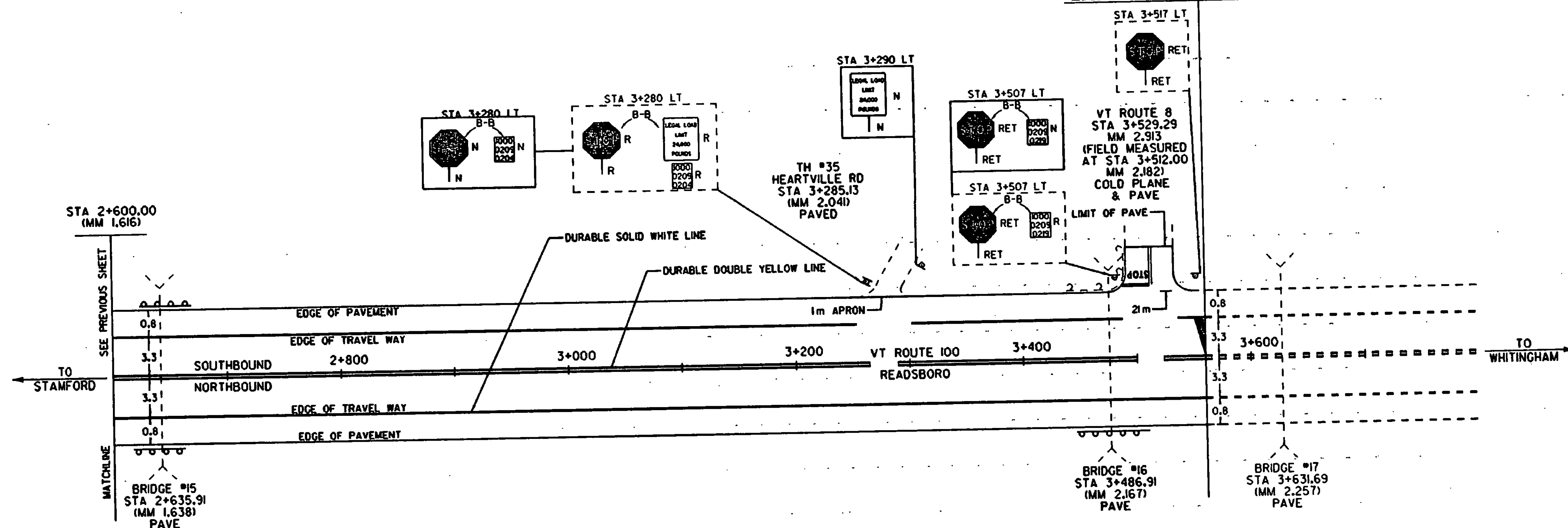
TEMPORARY AND DURABLE 100 mm WHITE LINE
STA 2+500 TO 3+529 SOLID RT
STA 2+500 TO 3+279 SOLID LT
STA 3+297 TO 3+517 SOLID LT

REMOVING SIGNS
AS SHOWN - 4

TEMPORARY AND DURABLE 600 mm STOP BAR
STA 3+512 LT

CHANGING ELEV. OF DL CB OR MH
REHABILITATION OF DL CB OR MH CLASS I
REHABILITATION OF DL CB OR MH CLASS II
REHABILITATION OF DL CB OR MH CLASS III
STA 3+094 LT - GRATE TYPE A

VT ROUTE 100
STA 3+529.29
(MM 2.193)
END PROJECT STP 9711(1)S



STEEL BEAM GUARDRAIL
STA 2+624 TO 2+647 LT
STA 2+625 TO 2+636 RT
STA 3+482 TO 3+512 RT

REMOVAL & DISP. OF GUARDRAIL
STA 2+628 TO 2+641 RT
STA 2+629 TO 2+644 LT
STA 3+482 TO 3+517 RT

MODIFIED ECCENTRIC LOADER TERMINAL
STA 2+625 RT
STA 2+636 RT
STA 3+482 RT
STA 3+512 RT

ANCHOR FOR STEEL BEAM RAIL
STA 2+624 LT
STA 2+647 LT

LEGEND

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

PAVING
PROJECT
LAYOUT

PROJECT:	STAMFORD-READSBORO	PROJECT NO.:	STP 9711(1)S
DESIGN FILE NAME:	2pave/38a020/		

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET

KILOMETER MARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS		NEW & SALVAGED SIGNS				EXISTING POST REMARKS	NO. OF POSTS	NEW SIGN POSTS												REMARKS	SIGN DETAIL						
		E A	WIDTH (mm)	HEIGHT (mm)	"A"	"B"	SALV SIGN			SALV TIS	FLANGED CHANNEL			SQUARE STEEL (mm)			TUBULAR ALUMINUM Ø (mm)			TUBULAR STEEL Ø (mm)			W-SHAPE STEEL			DETAIL ON SHEET NUMBER	STD. SHEET NUMBER		
											L7	3.0	4.5	44	50	63	75	100	100 MOD	75	89		100	125	FTG. SIZE			WEIGHT	POST SIZE
STA 1+571 LT		1	750	750	0.56				1			X																	E-153
		1	600	750	0.45																								E-146
STA 1+615 RT		1	750	750	0.56				1			X																	E-153
		1	600	750	0.45																								E-146
STA 1+619 LT		1	750	750	0.56				1			X																	E-153
		1	600	750	0.45																								E-146
STA 1+623 LT																													

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET

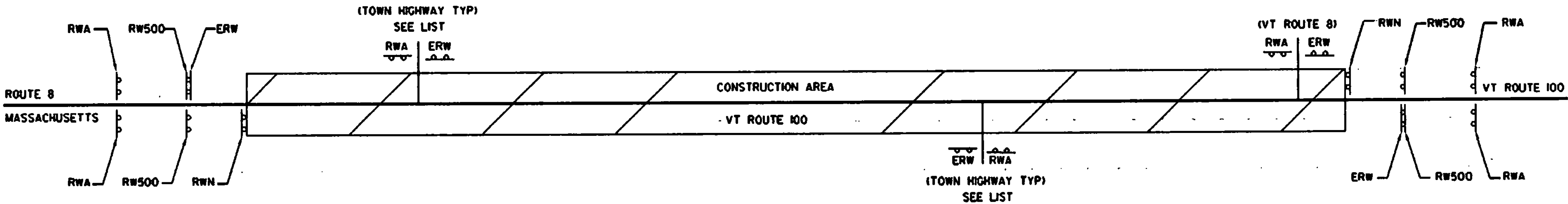
KILOMETER MARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS		NEW & SALVAGED SIGNS				EXIST POST RE TAIN ING	NO. OF POSTS	NEW SIGN POSTS												REMARKS	SIGN DETAIL							
				"A"	"B"	SALV SIGN	SALV TIS			FLANGED CHANNEL			SQUARE STEEL (mm)			TUBULAR ALUMINUM Ø (mm)			TUBULAR STEEL Ø (mm)				W-SHAPE STEEL		DETAIL ON SHEET NUMBER	STD. SHEET NUMBER				
		kg/m								44	50	63	75	100	100 MOD	75	89	100	125	FTG. SIZE	WEIGHT		POST SIZE							
		L7	3.0							4.5	3.4	3.9	5.0	ANCHOR BOLTS	ANCHOR BOLTS	ANCHOR BOLTS	FOUND- ATION	11.3	13.4	16.1	21.7		600 mm	750 mm						
STA 2+847 LT		1	750	750	0.56					1			X															BACK TO BACK		E-143 E-138
STA 2+857 LT		1	600	750	0.45					1			X																	E-141
STA 2+921 RT		1	600	750	0.45					1			X																	E-141
STA 2+931 RT		1	750	750	0.56					1			X														BACK TO BACK		E-143 E-138	
STA 3+542 RT		1	600	750	0.45					1			X																	

STATE OF VERMONT AGENCY OF TRANSPORTATION		TRAFFIC SIGN SUMMARY SHEET															Metric											
KILOMETER MARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS		NEW & SALVAGED SIGNS				EXIST POST REL TO SIGN	NO. OF POSTS	NEW SIGN POSTS										REMARKS	SIGN DETAIL							
		E A	WIDTH (mm)	HEIGHT (mm)	"A"	"B"	SALV SIGN			SALV TIS	FLANGED CHANNEL			SQUARE STEEL (mm)			TUBULAR ALUMINUM Ø (mm)				TUBULAR STEEL Ø (mm)			W-SHAPE STEEL		DETAIL ON SHEET NUMBER	STD. SHEET NUMBER	
											L7	3.0	4.5	44	50	63	75	100	100 MOD		75	89	100	125	FTG. SIZE			WEIGHT
STA 2+185 LT		1	750	750	0.56				1																	BACK TO BACK		E-143
		1	150	200	0.03																							E-138
STA 2+195 LT		1	600	750	0.45				1																			E-141
STA 2+400 LT		1	750	750	0.56				1																	BACK TO BACK		E-143
		1	150	200	0.03																							E-138
STA 2+410 LT		1	600	750	0.45				1																			E-141
STA 3+280 LT																												



LEGEND

- RWA = ROAD WORK AHEAD
- RW500 = ROAD WORK 500'
- RWN = ROAD WORK NEXT 8 mi
- ERW = END ROAD WORK



CONSTRUCTION APPROACH SIGNING

NOT TO SCALE

SEE STD. E-100 FOR SIGN PLACEMENT

NOTE: WHEN DIRECTED BY THE RESIDENT ENGINEER, "NO OUTLET" SIDE ROADS WILL NOT REQUIRE CONSTRUCTION SIGNING

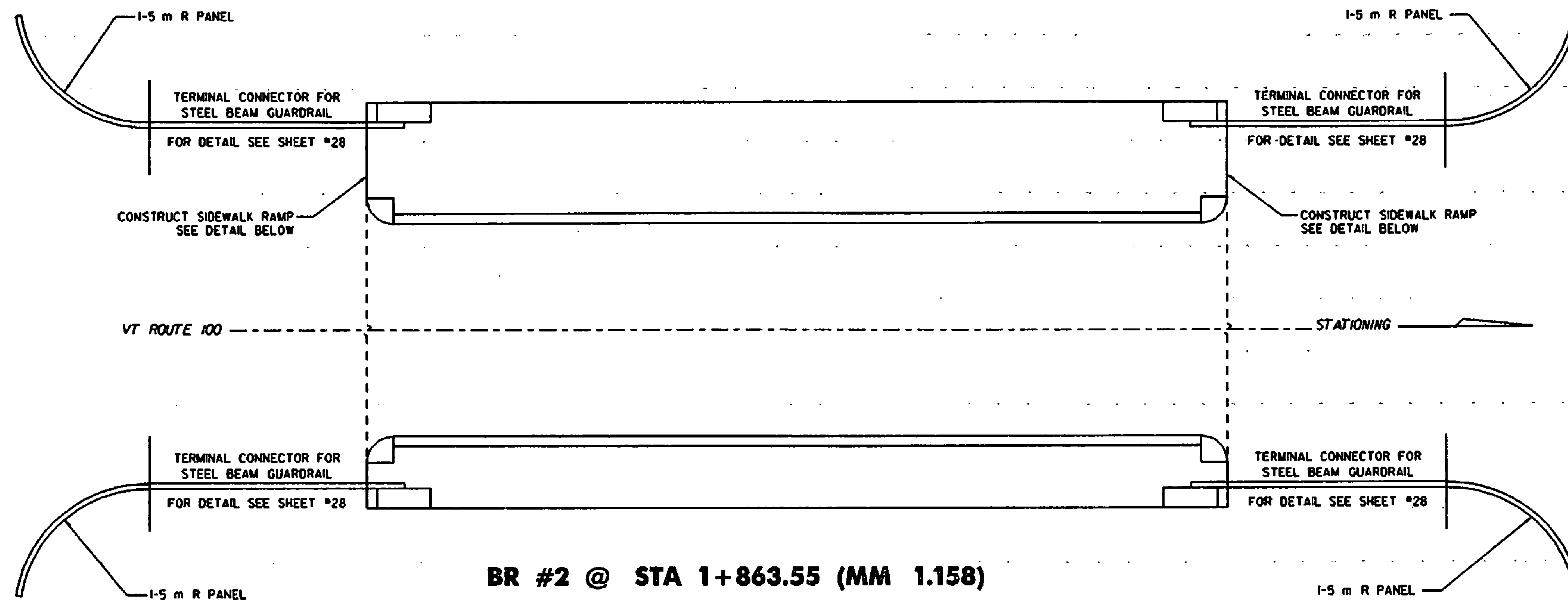
LIST OF TOWN HIGHWAYS FOR CONSTRUCTION SIGNS

TOWN/STATE HIGHWAY NAME	ROAD WORK AHEAD	END ROAD WORK	ROAD WORK 500'	ROAD WORK NEXT 8 mi	OTHER
STAMFORD					
TH #21	1	1			
TH #19	1	1			
TH #2	1	1			
TH #20	1	1			
TH #12	1	1			
TH #22	1	1			
TH #11	1	1			
TH #1	1	1			
TH #25	1	1			
TH #7	1	1			
TH #29	1	1			
TH #26	1	1			
TH #26	1	1			
TH #27	1	1			
TH #4	1	1			
TH #28	1	1			
TH #28	1	1			
TH #3	1	1			
READSBORO					
TH #50	1	1			
TH #36	1	1			
TH #36	1	1			
TH #35	1	1			
VT ROUTE 8	1	1			
BEGINNING OF PROJECT	2	1	2	1	
END OF PROJECT	2	1	2	1	
TOTAL	27	25	4	2	

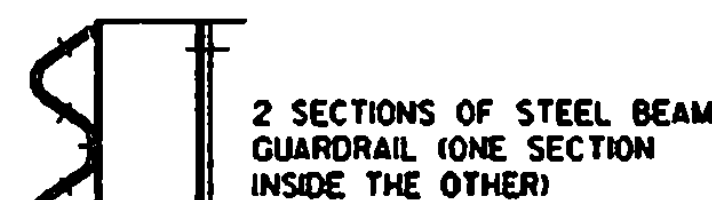
DATUM _____

VERTICAL _____

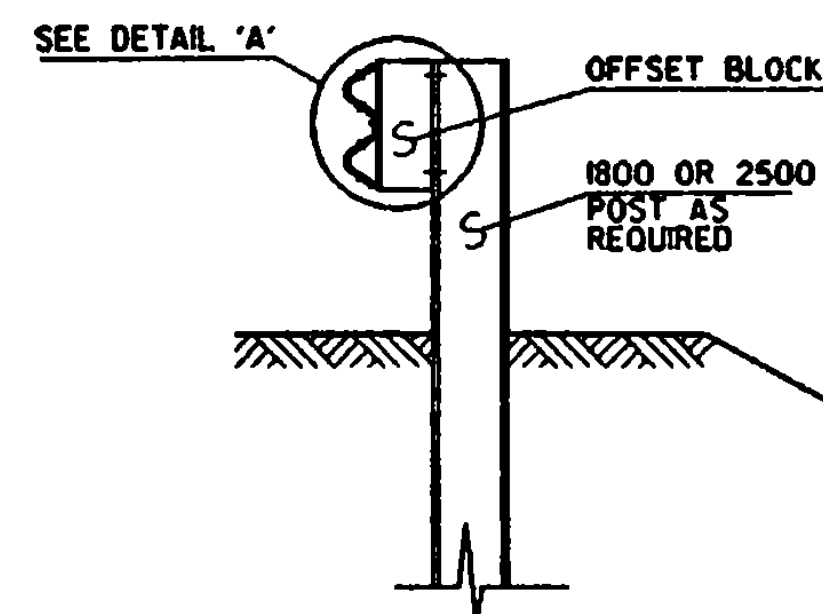
HORIZONTAL _____



BR #2 @ STA 1+863.55 (MM 1.158)



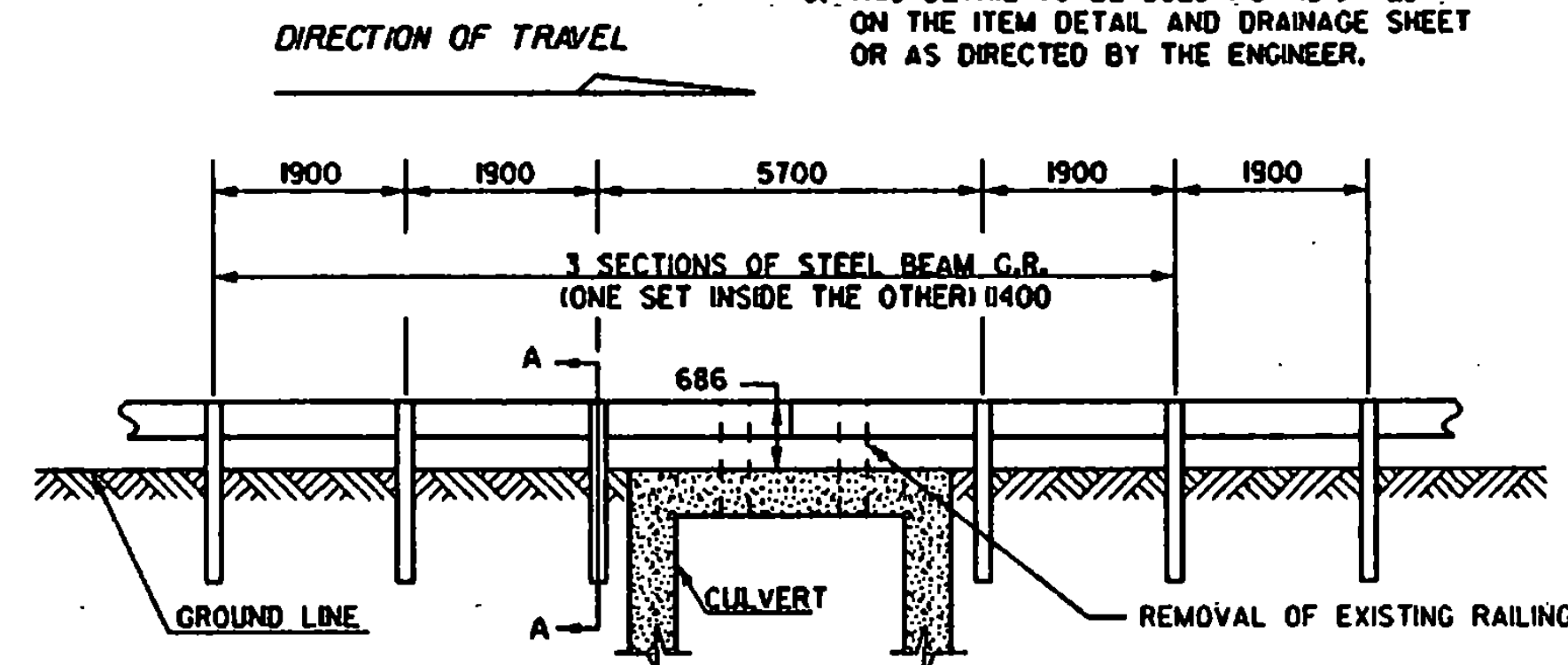
DETAIL A



SECTION A-A

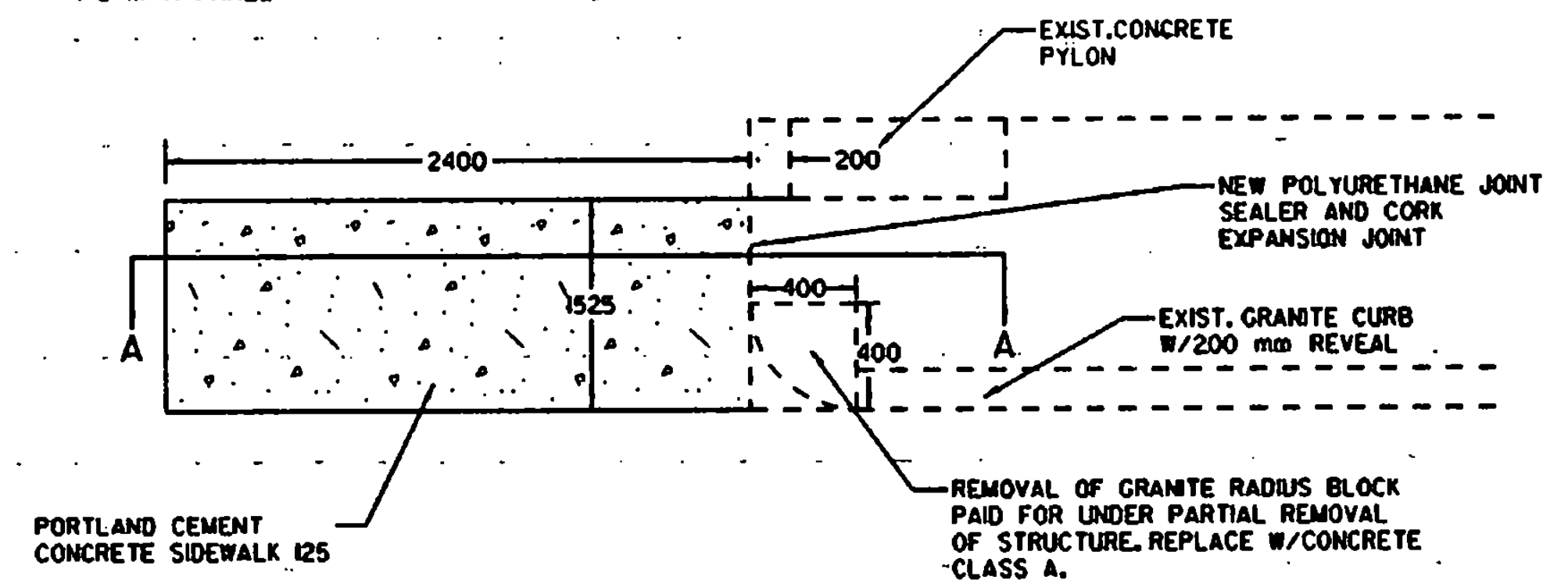
NOTES

1. SEE STANDARD G-1 & G-10 FOR STEEL BEAM GUARD RAIL DETAILS.
2. THIS WORK SHALL BE PAID UNDER ITEM 621.20, STEEL BEAM GUARD RAIL, OR 621.21 HEAVY DUTY STEEL BEAM GUARD RAIL AT A PAY FACTOR OF 1.0.
3. THIS DETAIL TO BE USED AS INDICATED ON THE ITEM DETAIL AND DRAINAGE SHEET OR AS DIRECTED BY THE ENGINEER.

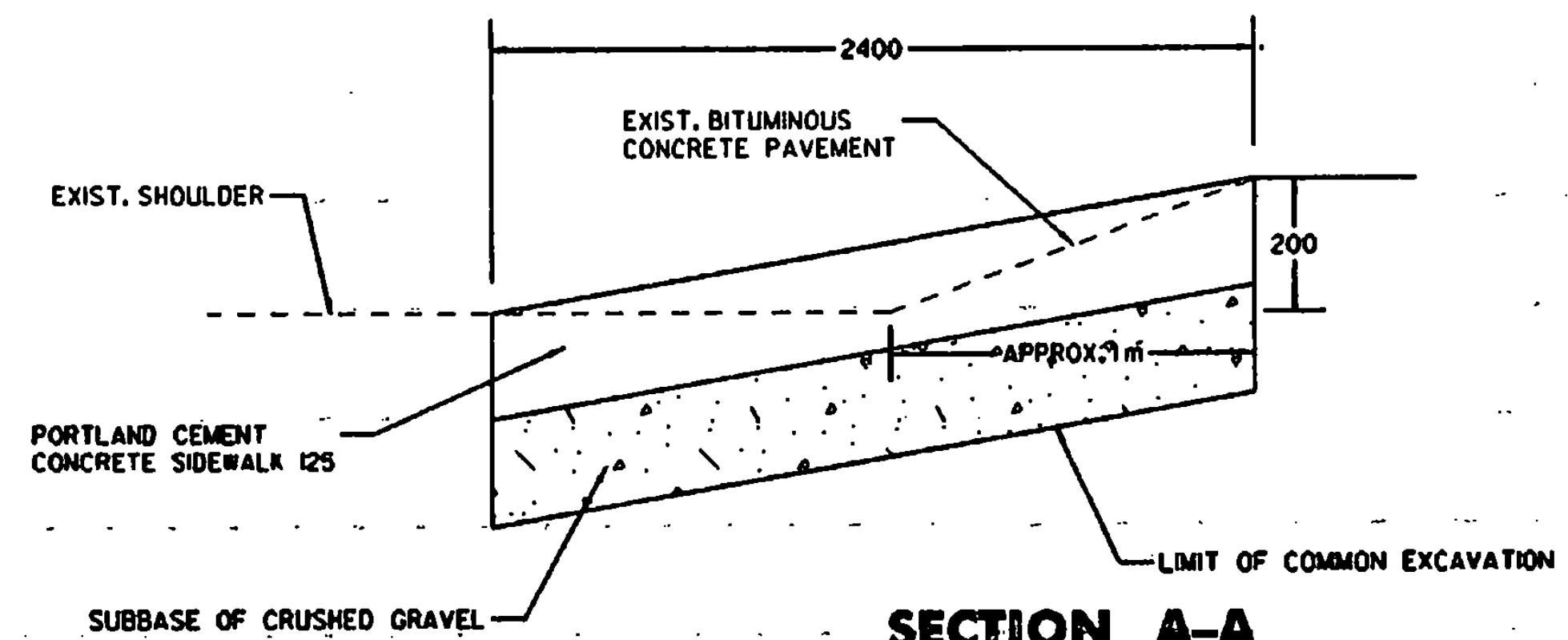


**DETAIL OF STEEL BEAM GUARD RAIL
AT CONCRETE BOX CULVERT
BRIDGE #3 @ STA 2+327.76 (MM 1.446), STAMFORD**

NOT TO SCALE



SIDEWALK RAMP PLAN VIEW



SECTION A-A

NOTE: ALL DIMENSIONS IN MILLIMETERS EXCEPT AS INDICATED

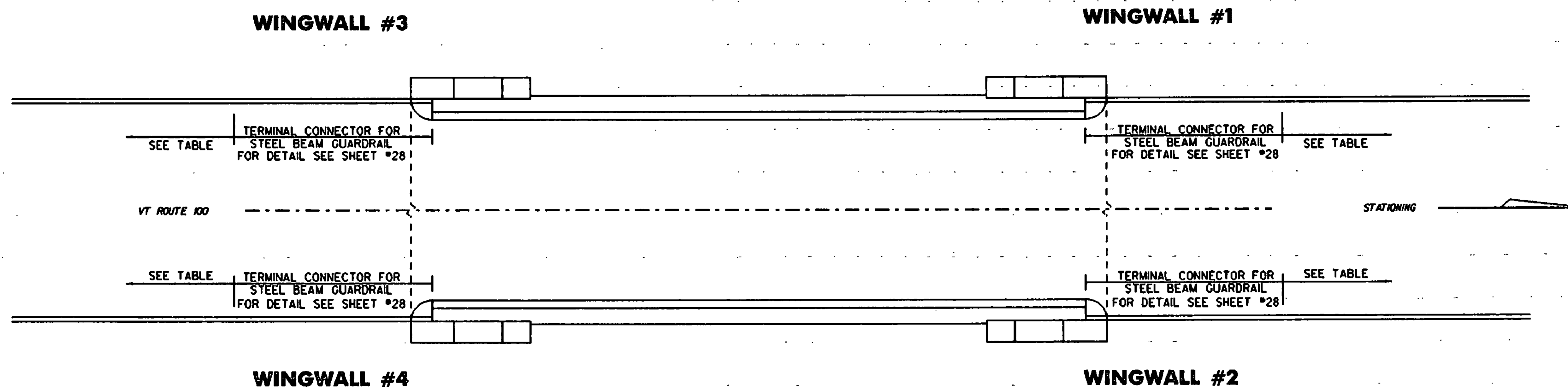
DATUM



BRIDGE	WINGWALL	GUARDRAIL (m) (AFTER TERM. CONN.)	TERMINAL END
STAMFORD 6	1	7.6	MELT
	2	-	MELT
	3	7.6	MELT
	4	7.6	MELT
8	1	15.2	MELT
	2	26.6	MELT
	3	11.4	MELT
	4	-	1-5 m R PANEL W/ANCHOR
9	1	28.1	MELT
	2	7.6	MELT
	3	7.6	MELT
	4	7.6	MELT

STAMFORD BRIDGE	WINGWALL	GUARDRAIL (m) (AFTER TERM. CONN.)	TERMINAL END
STAMFORD 10	1	7.6	MELT
	2	13.3	CONNECT TO TERM. CONN. @ BR #11
	3	7.6	MELT
	4	-	MELT
READSBORO 14	1	7.6	MELT
	2	7.6	MELT
	3	7.6	MELT
	4	7.6	MELT

GUARDRAIL TREATMENT FROM TERMINAL CONNECTOR



STAMFORD: BR #6 @ STA 4+584.50 (MM 2.849)
BR #8 @ STA 5+669.58 (MM 3.523)
BR #9 @ STA 6+125.87 (MM 3.806)
BR #10 @ STA 6+699.20 (MM 4.163)

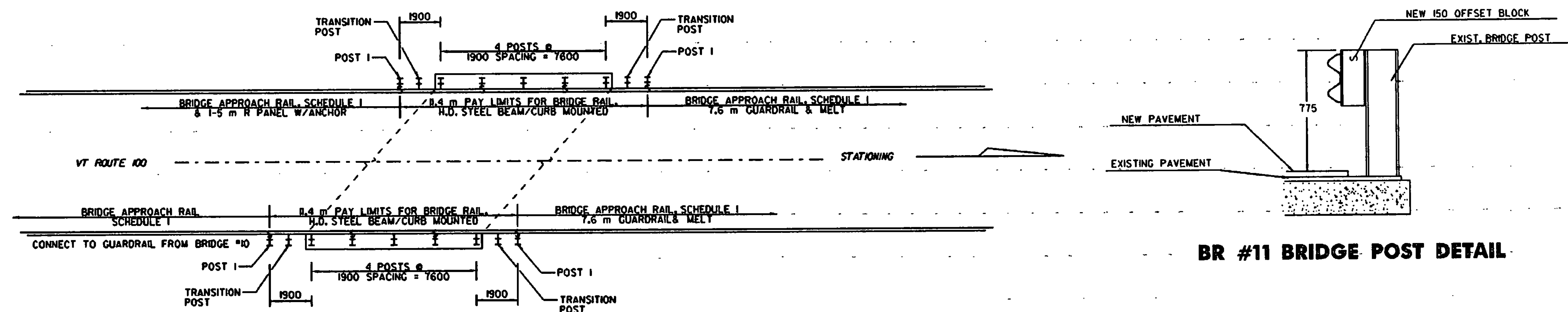
READSBORO: BR #14 @ STA 2+339.95 (MM 1.454)

NOTE: ALL DIMENSIONS IN MILLIMETERS EXCEPT AS INDICATED

DATUM
VERTICAL _____
HORIZONTAL _____

BRIDGE
DETAIL
SHEET #3

PROJECT:	STAMFORD-READSBORO	PROJECT NO.:	STP 9711(1)S
DESIGN FILE NAME:	\\dave\36c020\pc020.dgn	PLOT DATE:	18-MAR-1997
IPARM FILE NAME:	pc020dt3.l	SURVEY DATE:	2/98
SURVEYED BY:	W/A		



BR #11 @ STA 6+872.33 (MM 4.270)

SCALE 1/400

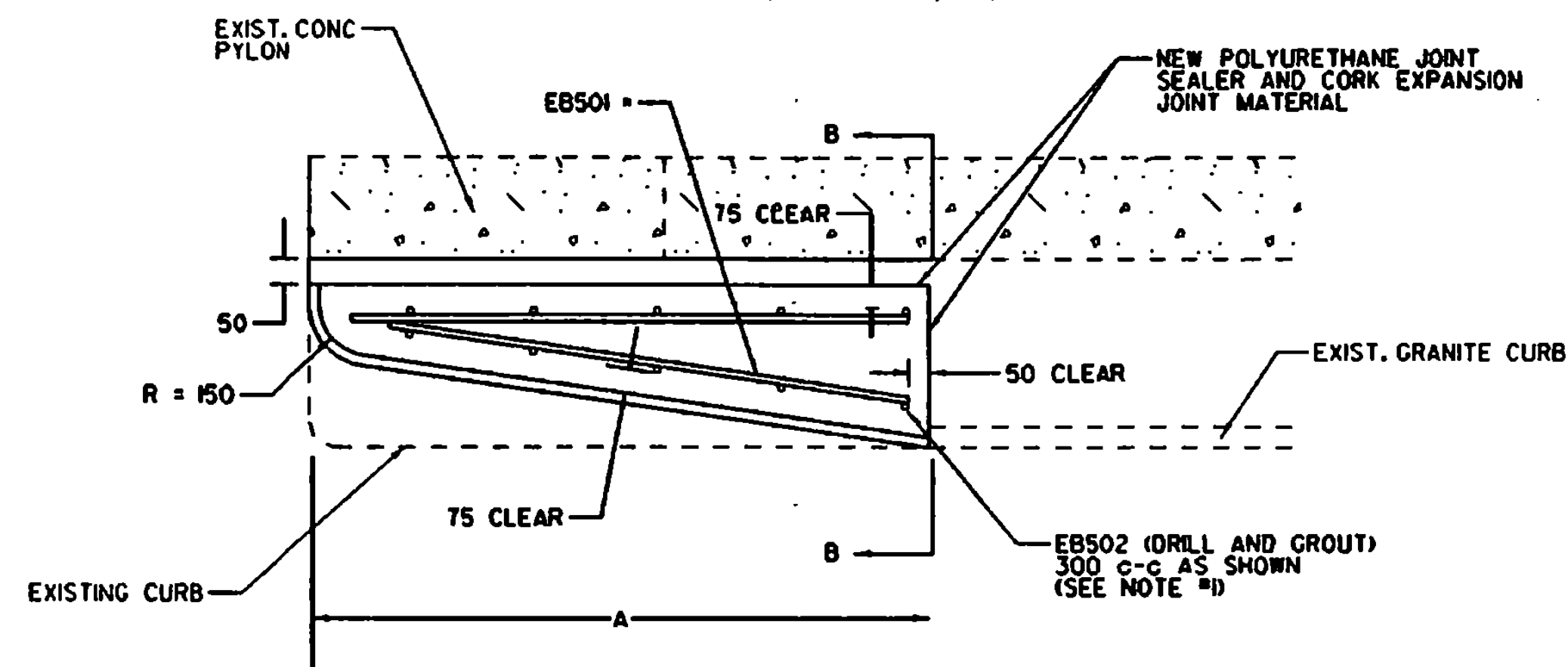
BR #11 BRIDGE POST DETAIL

NOTE: ALL DIMENSIONS IN MILLIMETERS EXCEPT AS INDICATED

DATUM
VERTICAL _____
HORIZONTAL _____

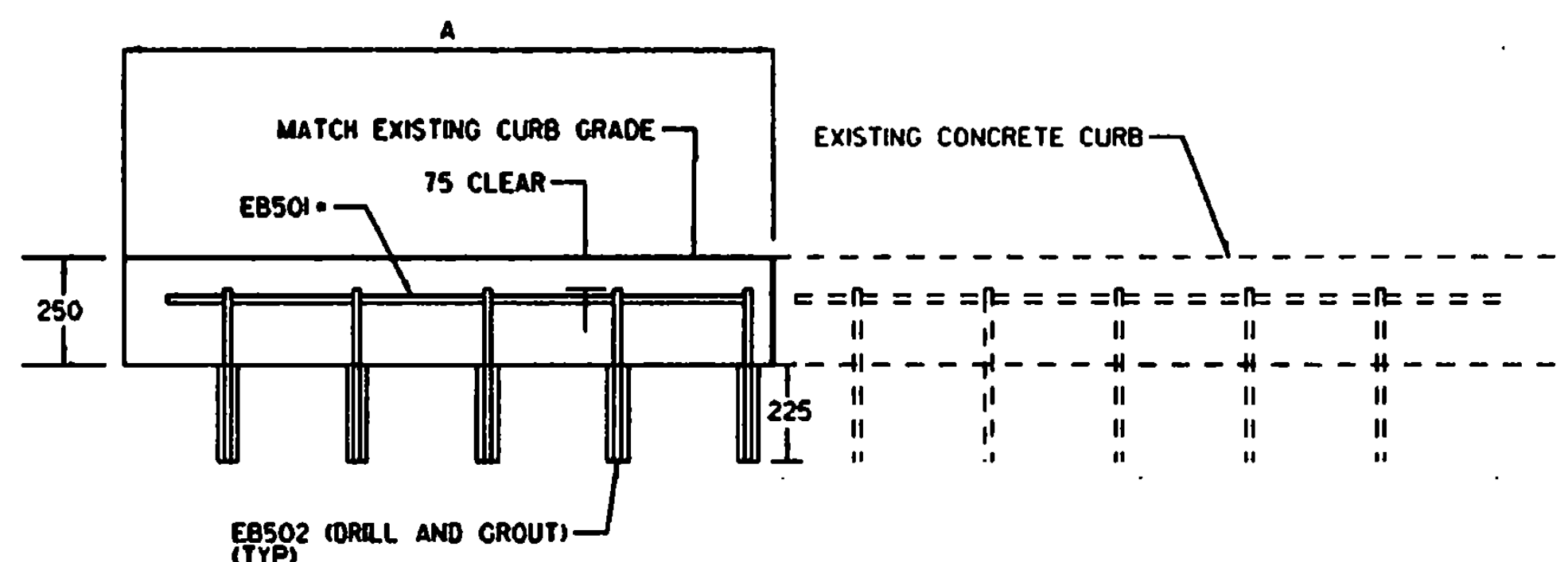
BRIDGE
DETAIL
SHEET #4

PROJECT:	STAMFORD-READSBORO	PROJECT NO.:	STP 9711(1)S
DESIGN FILE NAME:	z:\pave\96c020\pc020.dgn	PLOT DATE:	18-MAR-1997
PARM FILE NAME:	pc020(1)1.l	SURVEY DATE:	2/96
SURVEYED BY:	N/A	DRAWN BY:	SMC
SQUAD LEADER:	JAW	SHEET:	26 OF 28



**NEW CURB END TREATMENT
PLAN VIEW**

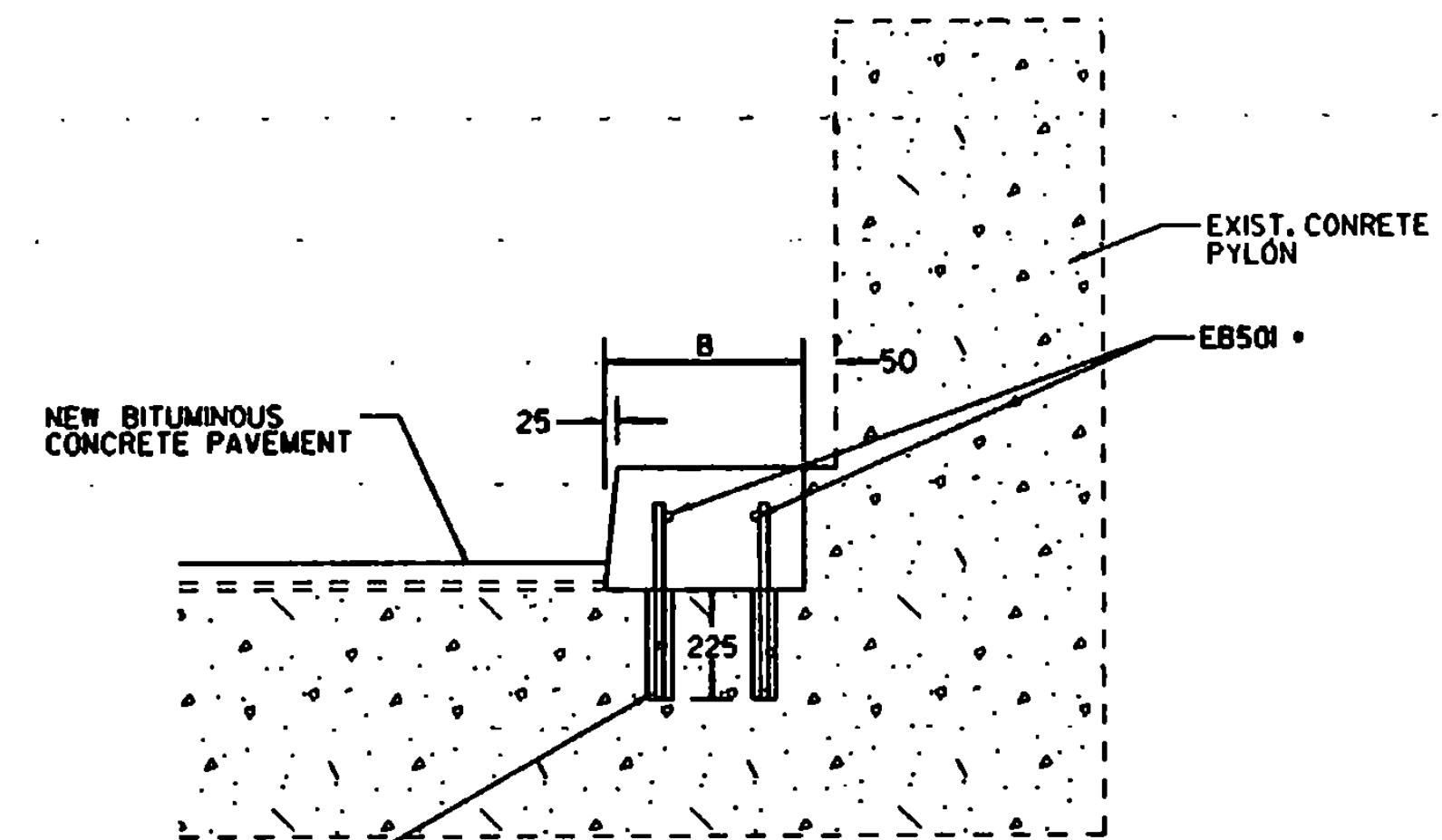
• DENOTES BAR TO BE CUT IN FIELD



**NEW CURB END TREATMENT
ELEVATION VIEW**

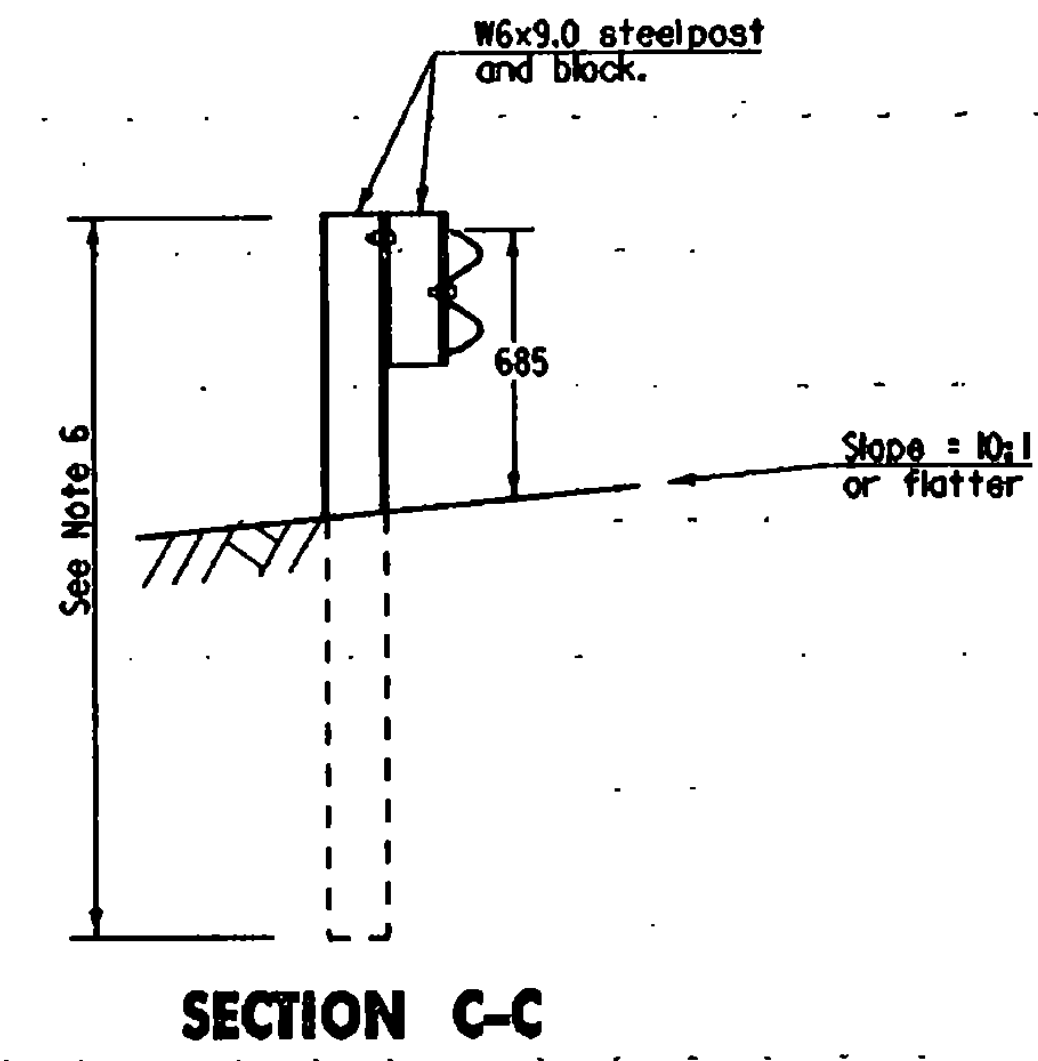
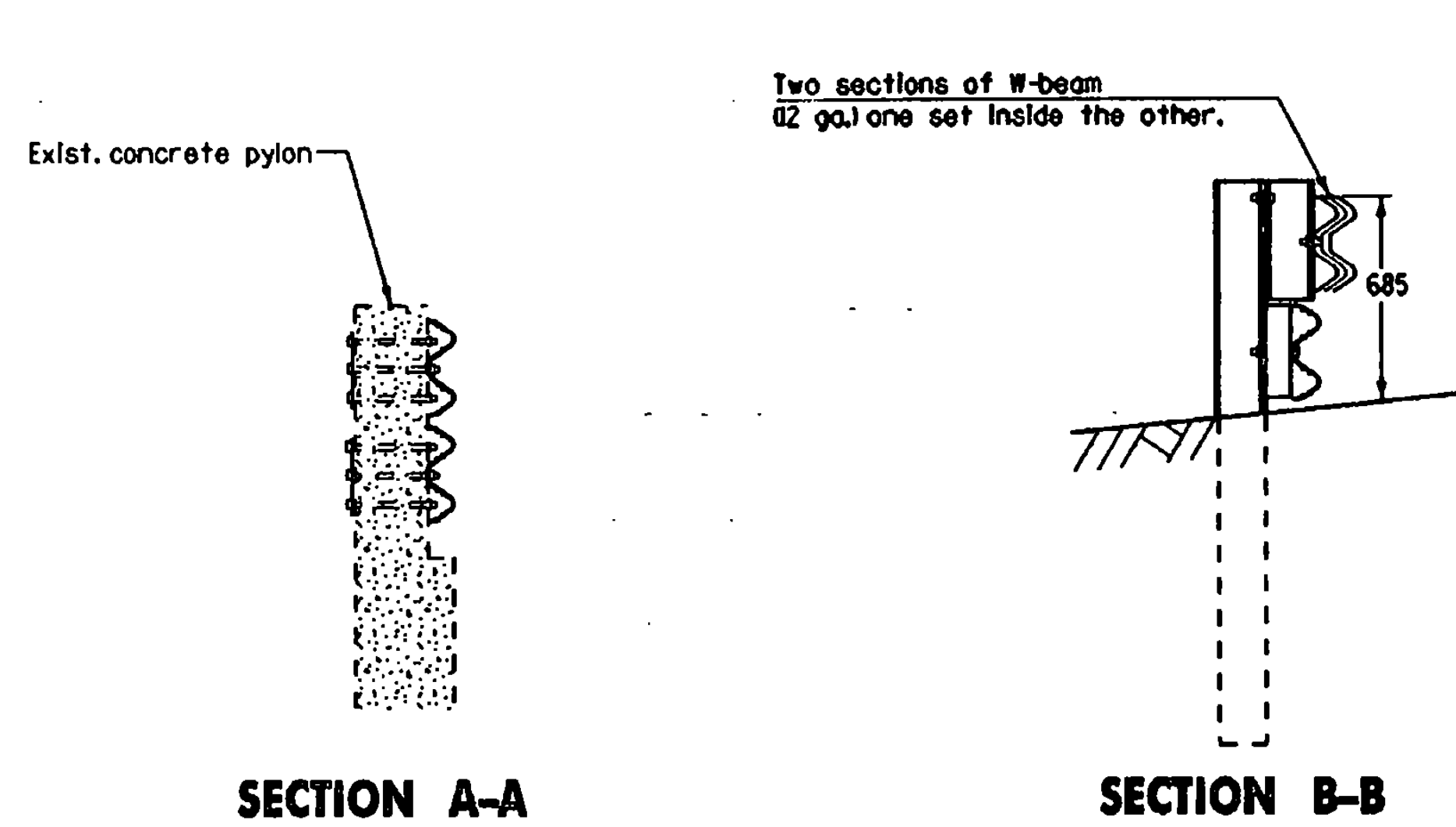
NOTES :

1. LOCATION OF EXISTING REINFORCING BARS IS NOT KNOWN. DRILL AND GROUT EB502 AS SHOWN IN END TREATMENT DETAILS. AS DIRECTED BY THE ENGINEER, ANY EXISTING REINFORCING BARS RUSTED OR BROKEN OFF DURING THE REMOVAL OF CONCRETE SHALL BE REMOVED AND REPLACED BY EB502 DOWELS AS REQUIRED TO PROVIDE THE NECESSARY VERTICAL REINFORCEMENT.
2. WHEN POURING THE CONCRETE CURBS, THE CONCRETE WILL BE POURED BACK TO THE ORIGINAL CURB LINE AND GRADE.
3. REMOVAL OF THE CONCRETE CURBING TO THE LIMITS SHOWN SHALL BE PAID FOR AS ONE EACH UNDER ITEM 529.20 "PARTIAL REMOVAL OF STRUCTURE". THE RUBBLE CREATED BY THIS REMOVAL SHALL NOT BE LEFT AT THE BRIDGE SITE, BUT SHALL BE DISPOSED OF PROPERLY, AS DIRECTED BY THE ENGINEER.
4. POLYURETHANE JOINT SEALER AND CORK EXPANSION MATERIAL SHALL BE USED BETWEEN THE NEW CONCRETE CURB AND THE EXISTING BRIDGE CURB. IF NO ITEM APPEARS FOR THE JOINT SEALER OR THE EXPANSION MATERIAL, PAYMENT FOR BOTH SHALL BE CONSIDERED SUBSIDIARY TO ITEM 504.22, "CONCRETE - CLASS A".



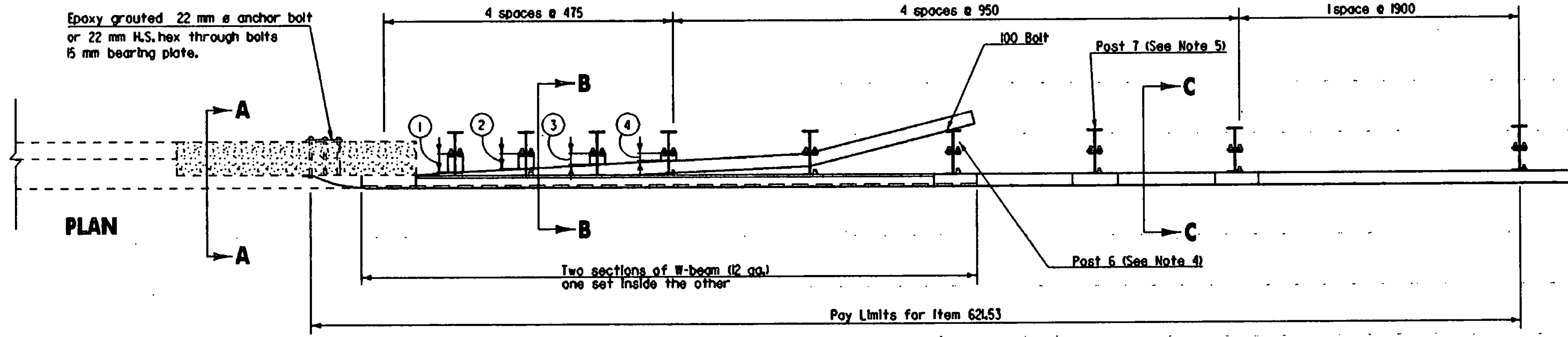
SECTION B - B

WING-WALL	STAMFORD, BRIDGE #2				STAMFORD, BRIDGE #6				STAMFORD, BRIDGE #8			
	DIMENSION		EB501	EB502	DIMENSION		EB501	EB502	DIMENSION		EB501	EB502
	NO.	A	B	EACH LENGTH	NO.	A	B	EACH LENGTH	NO.	A	B	EACH LENGTH
	1	2800	750	2 2700		3500	450	2 3400		3000	450	2 2900
	2	CONSTRUCT SIDEWALK RAMP		2 2700		2350	450	2 2250		3000	450	2 2900



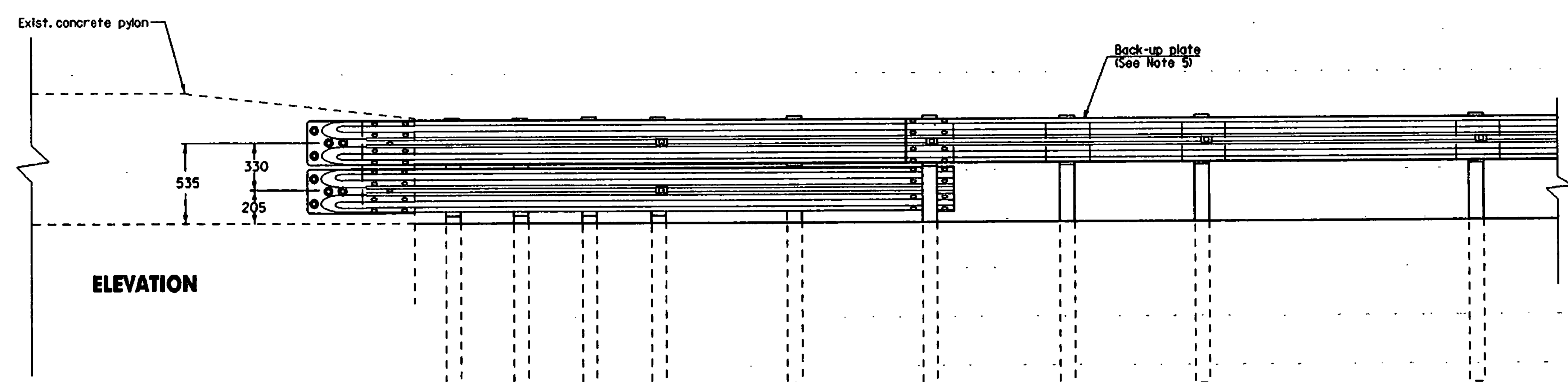
NOTES **Metric**

1. This guardrail transition is for connection to a vertical concrete bridge rail and should not be connected directly to a concrete safety shape.
2. Bottom beam blocks are offset drilled to sit squarely on the post flange. Blocks are attached with 15 mm carriage bolts.
3. The rubrail may be shop bent in the last 1 meter to facilitate installation.
4. Posts 1,2,3,4 and 6 require an additional hole to attach lower blocks and or lower beam.
5. At post 7, back-up plate bolted to block only.
6. Posts will be either 1.8 meters or 2.5 meters steel posts, as directed by the Engineer.



**BOTTOM BEAM
WOOD BLOCKS
1'-2" X 4 1/2"**

POST #	THICKNESS (mm)
①	125
②	100
③	75
④	50

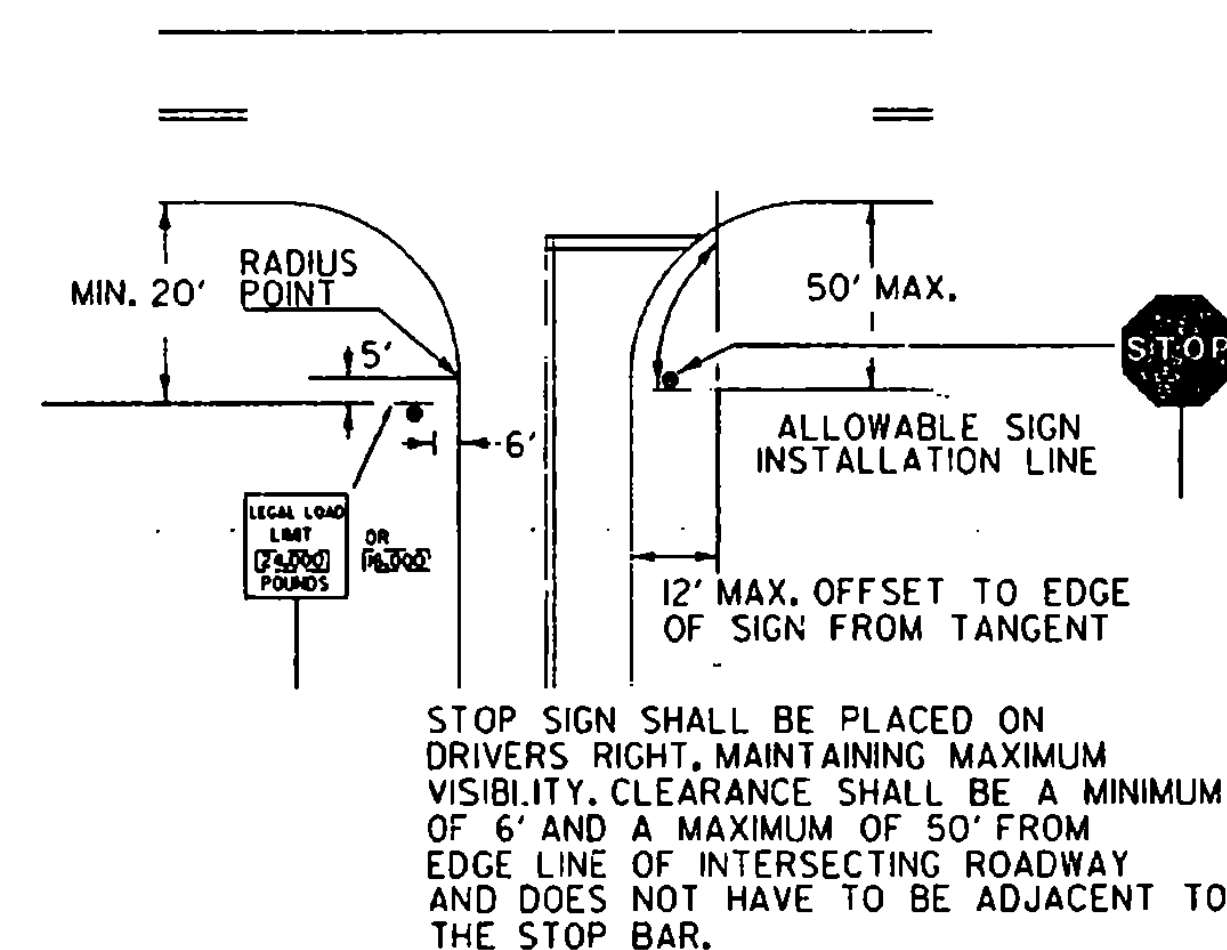


Not To Scale

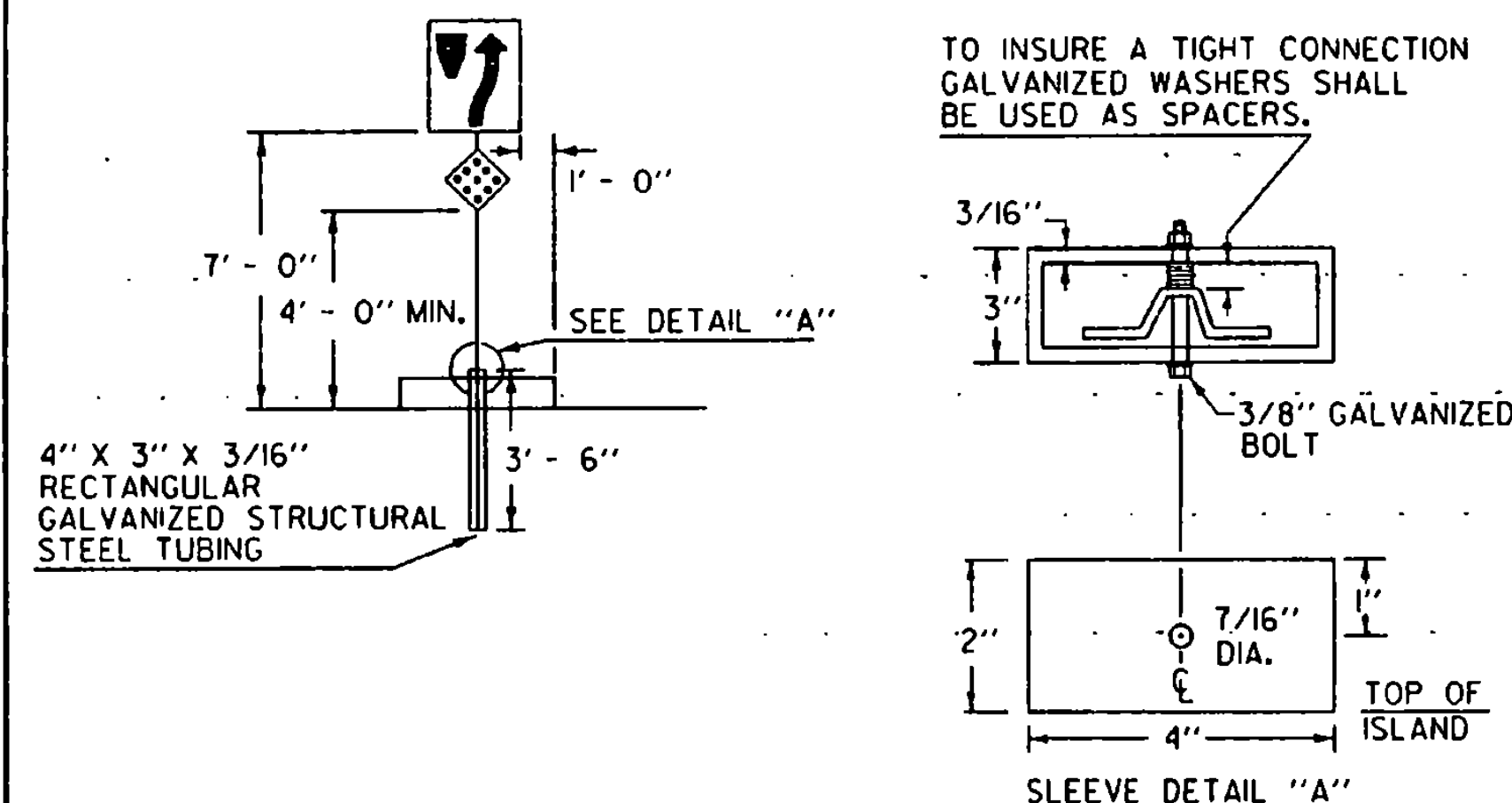
NOTE: ALL DIMENSIONS IN MILLIMETERS EXCEPT AS INDICATED

DATUM
VERTICAL _____
HORIZONTAL _____

PROJECT : STAMFORD-READSBORO		PROJECT NO. : STP 97HHS	
DESIGN FILE NAME: /PAVE/36co20/po20.dgn		PLOT DATE: 18-MAR-1997	
IPARM FILE NAME: po20d			

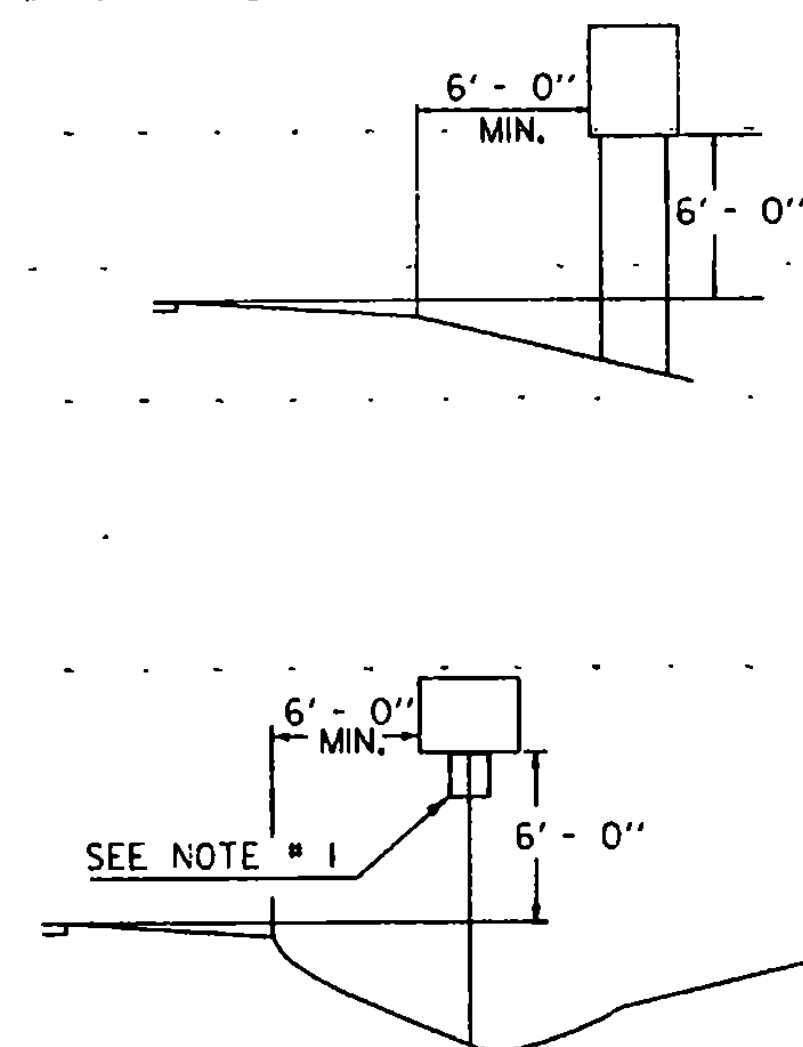


**LEGAL LOAD LIMIT AND STOP
SIGNS AT INTERSECTIONS WITH
TOWN HIGHWAYS**

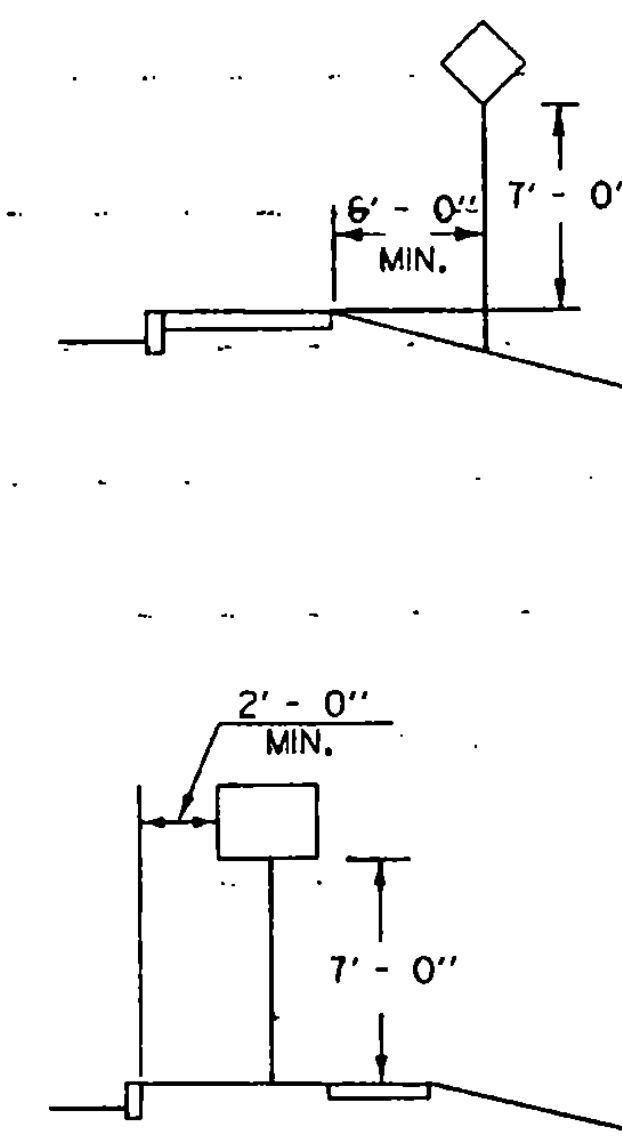
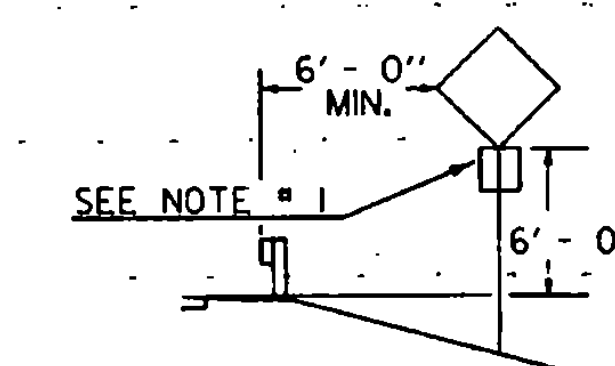


**SIGNS ON MEDIAN ISLANDS
IN THE LINE OF TRAFFIC**

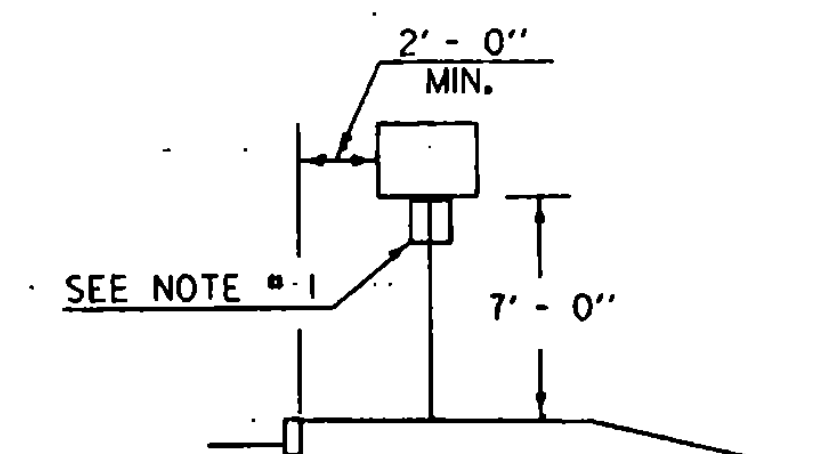
INCREASE VERTICAL CLEARANCE TO 7'
IN AREAS OF FREQUENT ROADSIDE PARKING
OR PEDESTRIAN ACTIVITY



RURAL



IF SUFFICIENT CLEARANCE IS NOT
AVAILABLE BETWEEN CURB AND SIDEWALK
MOUNT SIGN BEHIND SIDEWALK AS SHOWN
AT TOP. CHECK FOR ADEQUATE R.O.W..



URBAN

NOTES:

1. IN BOTH RURAL AND URBAN LOCATIONS, IF A SECONDARY SIGN IS MOUNTED BELOW ANOTHER SIGN, THE MINIMUM CLEARANCE MAY BE REDUCED BY ONE FOOT.
2. IN RURAL AREAS WITH NO OR MINIMAL SHOULDER, THE LATERAL CLEARANCE TO THE EDGE OF A SIGN SHOULD BE A MINIMUM OF 12' FROM THE EDGE OF THE TRAVELED WAY.
3. ALSO SEE OTHER STANDARD SHEETS FOR MOUNTING CLEARANCE AND SPACING OF DESTINATION AND ROUTE MARKER ASSEMBLIES AND TOWN LINE SIGNS.

POST REFERENCE:

REFER TO THE DETAILS ON THE APPROPRIATE STANDARD DRAWING FOR INFORMATION CONCERNING THE PROPER MOUNTING OF SIGNS ON APPROPRIATE POSTS.

**OTHER STDS. E-160 E-161 E-162 E-163 E-164
REQUIRED:**

REVISIONS AND CORRECTIONS
JAN. 23, 1995 - DATE OF ORIGINAL ISSUE
AUG. 08, 1995 - VARIOUS MINOR NOTE REVISIONS

