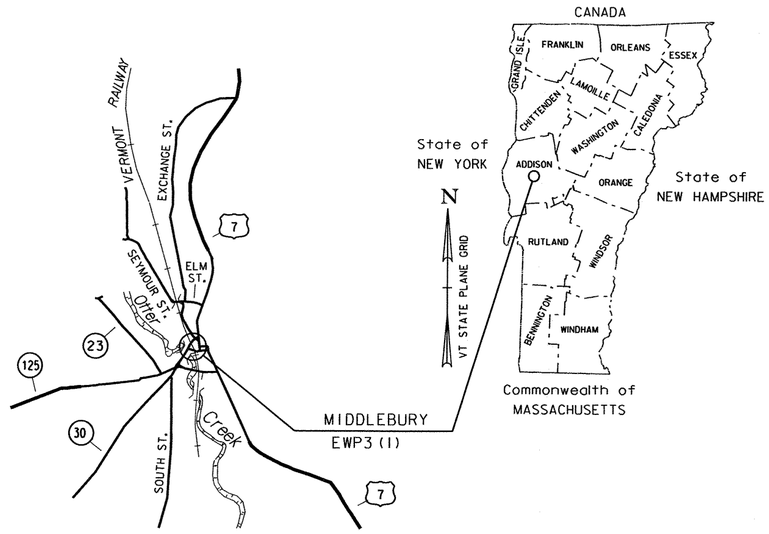
STATE OF VERMONT
AGENCY OF TRANSPORTATION



PROPOSED IMPROVEMENT
BRIDGE PROJECT

TOWN OF MIDDLEBURY
COUNTY OF ADDISON

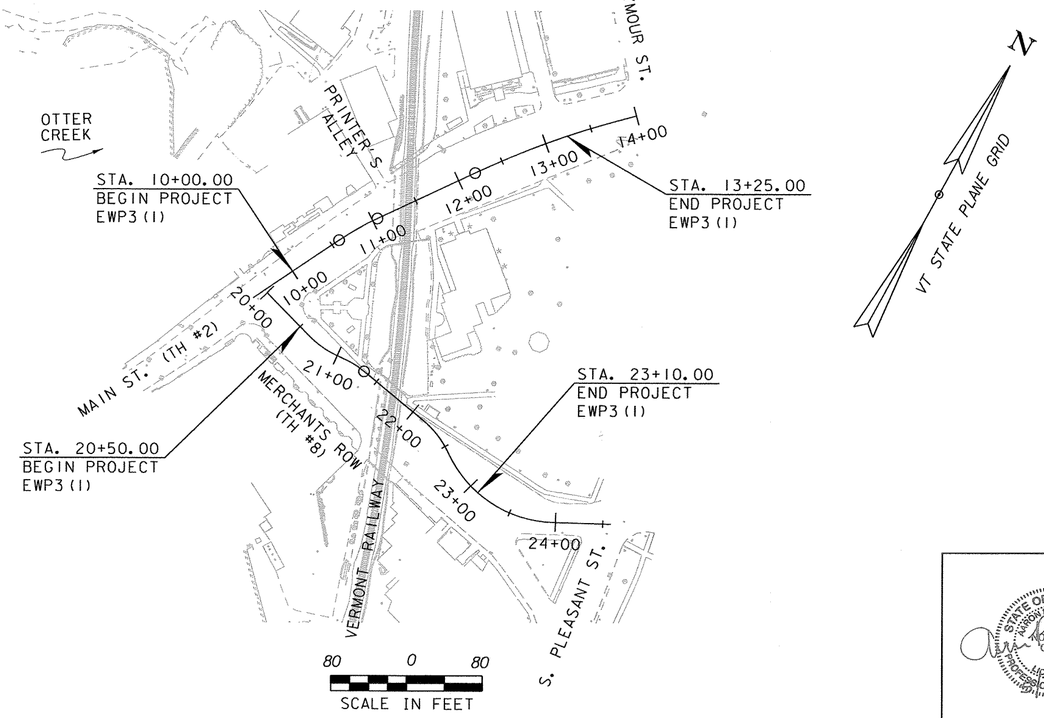
MAIN ST (MINOR ARTERIAL), BRIDGE NO. 102 - MERCHANTS ROW (MAJOR COLLECTOR), BRIDGE NO. 2

PROJECT LOCATION: LOCATED IN THE COUNTY OF ADDISON, TOWN OF MIDDLEBURY, ON MAIN STREET (TH 2); BRIDGE NO. 102 OVER VERMONT RAILWAY, APPROXIMATELY 400 FT SOUTHWEST OF THE INTERSECTION OF MAIN STREET AND US ROUTE 7, AND ON MERCHANTS ROW (TH 8); BRIDGE NO. 2 OVER VERMONT RAILWAY, APPROXIMATELY 230 FT WEST OF THE INTERSECTION OF MERCHANTS ROW AND SOUTH PLEASANT STREET (TH 47).

PROJECT DESCRIPTION: WORK TO BE PERFORMED UNDER THIS PROJECT INCLUDES THE REMOVAL AND REPLACEMENT OF BRIDGE NO. 102 AND BRIDGE NO. 2 WITH TEMPORARY BRIDGES, CONSTRUCTION OF A PEDESTRIAN BRIDGE ALONG MAIN STREET, CONSTRUCTION OF APPROACH RETAINING WALLS, ROADWAY APPROACHES TO NEW BRIDGES, NEW SIDEWALK, NEW DRAINAGE, SIGNAGE, STRIPING, AND OTHER ROADWAY RELATED ITEMS.

LENGTH OF PROJECT:

MAIN STREET (TH #2):	325.00 FT
MERCHANTS ROW (TH#8):	260.00 FT



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.

QUALITY ASSURANCE PROGRAM : LEVEL I
SURVEYED BY : VHB SURVEYED DATE : MAY 2013
DATUM VERTICAL NAVD 88 HORIZONTAL NAD 83

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATOR
APPROVED e-Signed by Matthew DiGiovanni on 2017.05.25 17:02:40 GMT DATE May 25, 2017

DIRECTOR OF PROJECT DELIVERY
APPROVED FOR KB DATE 5/22/17

PROJECT MANAGER : JOEL PERRIGO

PROJECT NAME : MIDDLEBURY
PROJECT NUMBER : EWP3 (1)

SHEET 1 OF 54 SHEETS

STATE OF VERMONT — JOEL S. PERRIGO — NO. 9029 — CIVIL — LICENSED PROFESSIONAL ENGINEER

vhb

INDEX OF SHEETS

VAOT STANDARDS

A-76	03-03-2003
B-12	06-01-1994
B-71	07-08-2005
C-2A	10-14-2005
C-2B	10-14-2005
C-3A	3-10-2008
C-3B	3-10-2008
C-10	2-11-2008
D-8	1-3-2000
D-9	6-1-1994
D-11	6-1-1994
D-15	6-1-1994
D-16	6-1-1994
E-121	8-8-1995
E-136B	8-8-1995
E-191	2-1-1999
E-193	8-18-1995
T-1	4-25-2016
T-2	4-25-2016
T-10	8-6-2012
T-17	8-6-2012
T-28	8-6-2012
T-30	8-6-2012
T-35	8-6-2012
T-36	8-6-2012
T-42	4-9-2014
T-44	4-9-2014
T-45	1-2-2013
T-56	10-26-2015
T-70	04-25-2016
T-92	10-26-2015
T-93	10-26-2015

HISTORICAL LIGHTING RECORD DRAWINGS (FOR REFERENCE)

1R	PROPOSED GENERAL PLAN	12-6-2004
2R	DETAILS AND NOTES	12-6-2004
3R	DETAILS AND NOTES W/ESC	12-6-2004

PROJECT NAME: MIDDLEBURY
PROJECT NUMBER: EWP3(1)

FILE NAME: z17b016_IND.dgn
PROJECT LEADER: A.P. GUYETTE
DESIGNED BY: D.M. PECK
INDEX OF SHEETS

PLOT DATE: 5/19/2017
DRAWN BY: B.M. ROBERTS
CHECKED BY: E.P. DETRICK
SHEET 2 OF 54

PROJECT NOTES

GENERAL

1. ALL MATERIALS AND CONSTRUCTION SHALL CONFORM TO THE STATE OF VERMONT AGENCY OF TRANSPORTATION STANDARD SPECIFICATIONS FOR CONSTRUCTION, DATED 2011, AND ITS LATEST REVISIONS, AND THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 7TH EDITION, AND ITS LATEST REVISIONS.

2. ALL DIMENSIONS ARE HORIZONTAL OR VERTICAL, AND ARE GIVEN AT 68 DEGREES FAHRENHEIT, UNLESS NOTED OTHERWISE.

3. FOR INFORMATION REGARDING UTILITIES, SEE THE PROJECT SPECIAL PROVISIONS.

4. THE CONTRACTOR SHALL VERIFY THE LOCATION OF ALL BURIED AND AERIAL UTILITIES AND POLES PRIOR TO STARTING THE WORK. SOME UTILTIES HAVE BEEN RELOCATED DURING THE PREPARATION OF THESE PLANS AND THE CONTRACTOR WILL NEED TO COORDINATE WITH ALL UTILITY OWNERS TO CONFIRM ACUTAL LOCATIONS PRIOR TO CONSTRUCTION.

5. THE CONTRACTOR SHALL VERIFY ALL EXISTING ELEVATIONS AND NOTIFY THE RESIDENT ENGINEER OF ANY DISCREPANCIES.

6. ALL WORK SHALL BE COMPLETED WITH THE TOWN AND RAILROAD ROWS.

TRAFFIC CONTROL

7. THE TRAFFIC CONTROL PLANS (TCP) PROVIDED IN THIS PLANSET ALONG WITH THE TRANSPORTATION MANAGEMENT PLAN (TMP) ARE THE VTRANS APPROVED TRAFFIC CONTROL PLANS AND SHALL BE USED BY THE CONTRACTOR FOR THEIR TRAFFIC CONTROL FOR ALL STAGES OF CONSTRUCTION.

8. ALL SIGNS SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE “MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES” (MUTCD) AND THE “STANDARD HIGHWAY SIGNS AND MARKINGS” BOOK (SHSM) PUBLISHED BY THE FEDERAL HIGHWAY ADMINISTRATION (FHWA).

9. THE CONTRACTOR SHALL ERECT AND MAINTAIN ALL TEMPORARY ON AND OFF PROJECT SIGNS AND TRAFFIC CONTROL DEVICES AS SHOWN IN THE PLANS AND AS DIRECTED BY THE ENGINEER. PAYMENT FOR THIS WORK WILL BE INCLUDED IN ITEM 641.10, “TRAFFIC CONTROL”.

10. FULL ACCESS TO ALL DRIVES WITHIN THE PROJECT LIMITS SHALL BE MAINTAINED AT ALL TIMES, EXCPET AS IDENTIFED IN THE CONTRACT DOCUMENTS.

11. AS PART OF THIS PROJECT, PRINTERS ALLEY SHALL BE CLOSED TO VEHICULAR TRAFFIC. PRINTERS ALLEY SHALL REMAIN OPEN TO PEDESTRIAN TRAFFIC FOR THE DURATION OF THE PROJECT. DURING PERIODS OF TIME WHEN CONSTRUCTION ACTIVITES WILL REQUIRE THE CLOSURE OF PRINTERS ALLEY TO PEDESTRIANS, SHORT TERM CLOSURES WILL BE PERMITTED WITH PRIOR COORDINATION. THE CONTRACTOR SHALL COORDINATE WITH THE ENGINEER, THE TOWN OF MIDDLEBURY PROJECT LIAISON, AND THE NATIONAL BANK OF MIDDLEBURY A MINIMUM OF 24-HOURS IN ADVANCE OF CLOSING PRINTERS ALLEY TO PEDESTRIANS.

12. THE BATTELL BLOCK ACCESS DRIVE SHALL REMAIN OPEN FOR THE DURATION OF CONSTRUCTION. SHORT TERM CLOSURES UP TO 4 HOURS WILL BE PERMITTED WITH PRIOR COORDINATION. DURING PERIODS WHEN EQUIPMENT OR CONSTRUCTION ACTIVITIES REQUIRE THE CLOSURE OF THE BATTELL BLOCK DRIVE, THE CONTRACTOR SHALL COORDINATE WITH THE ENGINEER, THE TOWN OF MIDDLEBURY PROJECT LIAISON, AND THE MANAGER OF THE BATTELL BLOCK A MINIMUM OF 24-HOURS IN ADVANCE OF THE CLOSURE.

13. UNLESS OTHERWISE COVERED UNDER INDIVIDUAL PAY ITEMS OR NOTED OTHERWISE, ALL COSTS FOR TEMPORARY TRAFFIC CONTROL WILL BE INCLUDED IN ITEM 641.10, “TRAFFIC CONTROL”.

REMOVAL OF STRUCTURES

14. THE ENTIRE SUPERSTRUCTURE AND PIERS OF THE EXISTING MAIN STREET AND MERCHANTS ROW BRIDGES SHALL BE DEMOLISHED AND REMOVED FROM THE PROJECT SITE. MATERIALS REMOVED OR DEMOLISHED SHALL BE DISPOSED OF AT AN APPROVED LOCATION. COSTS FOR DEMOLITION AND REMOVAL OF MATERIALS SHALL BE PAID FOR UNDER ITEM 529.20, “PARTIAL REMOVAL OF STRUCTURE”.

15. EXISTING PIERS SHALL BE REMOVED TO THE ELEVATION OF THE EXISTING GROUND AT EACH PIER LOCATION.

16. THE EXISTING ABUTMENTS SHALL NOT BE REMOVED OR MODIFIED EXCEPT THE ASHLAR BLOCKS FROM THE EXISTIG BRIDGE ABUTMENTS SHALL ONLY BE REMOVED TO THE EXENT WHICH FACILITATES CONSTRUCTION OF THE TEMPORARY BRDIGE ABUTMENTS. ASHLAR BLOCKS THAT ARE REMOVED SHALL BE PROTECTED FROM DAMAGE AND SHALL BE STOCKPILED AT THE TOWN OF MIDDLEBURY STUMP DUMP FOR FUTURE USE. COSTS FOR REMOVAL, PROTECTION, TRASNPORTING, AND STOCKPILING OF ASHLAR BLOCKS WILL BE INCLUDED IN ITEM 529.20, “PARTIAL REMOVAL OF STRUCTURE”.

TEMPORARY BRIDGES

17. TEMPORARY BRIDGES SHALL BE INSTALLED ON MAIN STREET AND MERCHANTS ROW AS IDENTIFIED IN THE CONTRACT DOCUMENTS. VTRANS WILL SUPPLY THE TEMPORARY BRIDGES FOR CONTRACTOR USE PER THE SPECIAL PROVISIONS.

18. PAYMENT FOR TEMPORARY BRIDGES WILL BE MADE UNDER THE LUMP SUM ITEMS IDENTIFED IN THE CONTRACT DOCUMENTS. THE LUMP SUM ITEMS WILL INCLUDE ALL ITEMS IDENTIFIED IN SECTION 528, WITH THE EXCEPTION OF PAVEMENT MARKINGS, WHICH WILL BE PAID FOR SEPERATELY UNDER THEIR RESPECTIVE ITEMS IN THE CONTRACT.

19. TIMBER USED IN THE CONSTRUCTION OF THE TEMPORARY PEDSESTRIAN BRIDGE SHALL MEET THE REQUIREMENTS OF SECTION 709.01 OF THE SPECIFICATIONS. ALL TIMBER SHALL BE NO. GRADE OR BETTER AND SHALL BE TREATED.

DRAINAGE

20. EXISTING DRAINAGE INLET STRUCTURES SHALL BE ADJUSTED SO THEIR RIM ELEVATIONS ARE AT FINISHED GRADE AS SHOWN ON THE PLANS. IF THE DRAINAGE STRUCTURE IS TO BE MODIFIED UNDER ANOTHER ITEM, THE ADJUSTMENT OF THE RIM ELEVATION WILL BE INCLUDED IN THE COST FOR THAT OTHER ITEM. WHEN NO OTHER MODIFICATIONS TO DRAINAGE INLET STRUCTURES ARE PROPOSED, PAYMENT FOR THIS WORK WILL BE INCLUDED UNDER ITEM 640.40, “CHANGING ELEVATION OF DROP INLETS, CATCHBASINS, OR MAHHOLES”.

21. PROPOSED DRAINAGE INFRASTRUCTURE INCLUDES NEW PENETRATIONS INTO EXISTING DRAINAGE INLET STRUCTURES. AT STRUCTURES WHERE NEW PENETRATIONS ARE TO BE CONSTRUCTED, THE WORK FOR CREATING THE NEW PENETRATION AS WELL AS ANY WORK REQUIRED FOR CHANGING THE ELEVATION OF THE STRUCTURE RIM WILL BE PAID FOR UNDER ITEM 604.415, “REHAB. DROP INLETS, CATCH BASINS, OR MANHOLES, CLASS II”.

vhb

PROJECT NAME: MIDDLEBURY
PROJECT NUMBER: EWP3(1)

FILE NAME: z17b016_IND.dgn
PROJECT LEADER: A.P. GUYETTE
DESIGNED BY: A.P. GUYETTE
NOTES SHEET

PLOT DATE: 5/19/2017
DRAWN BY: J.D. KEENER
CHECKED BY: S.E. BURBANK

GENERAL INFORMATION

SYMBOLOGY LEGEND NOTE

THE SYMBOLOGY ON THIS SHEET IS INTENDED TO COVER STANDARD CONVENTIONAL SYMBOLOGY. THE SYMBOLOGY IS USED FOR EXISTING & PROPOSED FEATURES WITH HEAVIER LINEWEIGHT, IN COMBINATION WITH PROJECT ANNOTATION, AS NOTED ON PROJECT PLAN SHEETS. THIS LEGEND SHEET COVERS THE BASICS. SYMBOLOGY ON PLANS MAY VARY, PLAN ANNOTATIONS AND NOTES SHOULD BE USED TO CLARIFY AS NEEDED.

R.O.W. ABBREVIATIONS (CODES) & SYMBOLS

POINT	CODE	DESCRIPTION
	CH	CHANNEL EASEMENT
	CONST	CONSTRUCTION EASEMENT
	CUL	CULVERT EASEMENT
	D&C	DISCONNECT & CONNECT
	DIT	DITCH EASEMENT
	DR	DRAINAGE EASEMENT
	DRIVE	DRIVEWAY EASEMENT
	EC	EROSION CONTROL
	HWY	HIGHWAY EASEMENT
	I&M	INSTALL & MAINTAIN EASEMENT
	LAND	LANDSCAPE EASEMENT
	R&RES	REMOVE & RESET
	R&REP	REMOVE & REPLACE
	SR	SLOPE RIGHT
	UE	UTILITY EASEMENT
	(P)	PERMANENT EASEMENT
	(T)	TEMPORARY EASEMENT
■	BNDNS	BOUND SET
⊡	BNDNS	BOUND TO BE SET
●	IPNS	IRON PIN SET
◎	IPNS	IRON PIN TO BE SET
⊠	CALC	EXISTING ROW POINT
○	PROW	PROPOSED ROW POINT
[LENGTH]		LENGTH CARRIED ON NEXT SHEET

COMMON TOPOGRAPHIC POINT SYMBOLS

POINT	CODE	DESCRIPTION
	APL	BOUND APPARENT LOCATION
	BM	BENCHMARK
	BND	BOUND
	CB	CATCH BASIN
	COMB	COMBINATION POLE
	DITHR	DROP INLET THROATED DNC
	EL	ELECTRIC POWER POLE
	FPOLE	FLAGPOLE
	GASFIL	GAS FILLER
	GP	GUIDE POST
	GSO	GAS SHUT OFF
	GUY	GUY POLE
	GUYW	GUY WIRE
	GV	GATE VALUE
	H	TREE HARDWOOD
	HCTRL	CONTROL HORIZONTAL
	HVCTRL	CONTROL HORIZ. & VERTICAL
	HYD	HYDRANT
	IP	IRON PIN
	IPIPE	IRON PIPE
	LI	LIGHT - STREET OR YARD
	MB	MAILBOX
	MH	MANHOLE (MH)
	MM	MILE MARKER
	PM	PARKING METER
	PMK	PROJECT MARKER
	POST	POST STONE/WOOD
	RRSIG	RAILROAD SIGNAL
	RRSL	RAILROAD SWITCH LEVER
	S	TREE SOFTWOOD
	SAT	SATELLITE DISH
	SHRUB	SHRUB
	SIGN	SIGN
	STUMP	STUMP
	TEL	TELEPHONE POLE
	TIE	TIE
	TSIGN	SIGN W/DOUBLE POST
	VCTRL	CONTROL VERTICAL
	WELL	WELL
	WSO	WATER SHUT OFF
◉	DMH (P)	PROPOSED DRAINAGE MANHOLE

THESE ARE COMMON VAOT SURVEY POINT SYMBOLS FOR EXISTING FEATURES, ALSO USED FOR PROPOSED FEATURES WITH HEAVIER LINEWEIGHT, IN COMBINATION WITH PROPOSED ANNOTATION.

PROPOSED GEOMETRY CODES

CODE	DESCRIPTION
PC	POINT OF CURVATURE
PI	POINT OF INTERSECTION
CC	CENTER OF CURVE
PT	POINT OF TANGENCY
PCC	POINT OF COMPOUND CURVE
PRC	POINT OF REVERSE CURVE
POB	POINT OF BEGINNING
POE	POINT OF ENDING
STA	STATION PREFIX
AH	AHEAD STATION SUFFIX
BK	BACK STATION SUFFIX
D	CURVE DEGREE OF (100FT)
R	CURVE RADUIS OF
T	CURVE TANGENT LENGTH
L	CURVE LENGTH OF
E	CURVE EXTERNAL DISTANCE

UTILITY SYMBOLOGY

UNDERGROUND UTILITIES

- UTILITY (GENERIC-UNKNOWN)
- UT — TELEPHONE
- UE — ELECTRIC
- UC — CABLE (TV)
- UEC — ELECTRIC+CABLE
- UET — ELECTRIC+TELEPHONE
- UCT — CABLE+TELEPHONE
- UECT — ELECTRIC+CABLE+TELEP.
- G — GAS LINE
- W — WATER LINE
- S — SANITARY SEWER (SEPTIC)

ABOVE GROUND UTILITIES (AERIAL)

- UTILITY (GENERIC-UNKNOWN)
- T — TELEPHONE
- E — ELECTRIC
- C — CABLE (TV)
- EC — ELECTRIC+CABLE
- ET — ELECTRIC+TELEPHONE
- AER E&T — ELECTRIC+TELEPHONE
- CT — CABLE+TELEPHONE
- ECT — ELECTRIC+CABLE+TELEP.
- UTILITY POLE GUY WIRE

PROJECT CONSTRUCTION SYMBOLOGY

PROJECT DESIGN & LAYOUT SYMBOLOGY

- CZ — CLEAR ZONE
- PLAN LAYOUT MATCHLINE

PROJECT CONSTRUCTION FEATURES

- TOP OF CUT SLOPE
- TOE OF FILL SLOPE
- STONE FILL
- BOTTOM OF DITCH ℄
- CULVERT PROPOSED
- STRUCTURE SUBSURFACE
- PDF — PDF — PROJECT DEMARCATION FENCE
- BF — BF — BARRIER FENCE
- TREE PROTECTION ZONE (TPZ)
- STRIPING LINE REMOVAL
- SHEET PILES

CONVENTIONAL BOUNDARY SYMBOLOGY

BOUNDARY LINES

- TOWN LINE — TOWN BOUNDARY LINE
- COUNTY LINE — COUNTY BOUNDARY LINE
- STATE LINE — STATE BOUNDARY LINE
- PROPOSED STATE R.O.W. (LIMITED ACCESS)
- PROPOSED STATE R.O.W.
- STATE ROW (LIMITED ACCESS)
- STATE ROW
- TOWN ROW
- PERMANENT EASEMENT LINE (P)
- TEMPORARY EASEMENT LINE (T)
- SURVEY LINE
- P/L — PROPERTY LINE (P/L)
- SR SR SR — SLOPE RIGHTS
- 6f — 6F PROPERTY BOUNDARY
- 4f — 4F PROPERTY BOUNDARY
- HAZ — HAZARDOUS WASTE

EPSC LAYOUT PLAN SYMBOLOGY

EPSC MEASURES

- FILTER CURTAIN
- SILT FENCE
- SILT FENCE WOVEN WIRE
- CHECK DAM
- DISTURBED AREAS REQUIRING RE-VEGETATION
- EROSION MATTING

SEE EPSC DETAIL SHEETS FOR ADDITIONAL SYMBOLOGY

ENVIRONMENTAL RESOURCES

- WETLAND BOUNDARY
- RIPARIAN BUFFER ZONE
- WETLAND BUFFER ZONE
- SOIL TYPE BOUNDARY
- T&E — THREATENED & ENDANGERED SPECIES
- HAZ — HAZ — HAZARDOUS WASTE AREA
- AG — AGRICULTURAL LAND
- HABITAT — FISH & WILDLIFE HABITAT
- FLOOD PLAIN — FLOOD PLAIN
- OHW — ORDINARY HIGH WATER (OHW)
- STORM WATER
- USDA FOREST SERVICE LANDS
- WILDLIFE HABITAT SUIT/CONN

ARCHEOLOGICAL & HISTORIC

- ARCH — ARCHEOLOGICAL BOUNDARY
- HISTORIC DIST — HISTORIC DISTRICT BOUNDARY
- HISTORIC — HISTORIC AREA
- (H) — HISTORIC STRUCTURE

CONVENTIONAL TOPOGRAPHIC SYMBOLOGY

EXISTING FEATURES

- ROAD EDGE PAVEMENT
- ROAD EDGE GRAVEL
- DRIVEWAY EDGE
- DITCH
- FOUNDATION
- FENCE (EXISTING)
- FENCE WOOD POST
- FENCE STEEL POST
- GARDEN
- ROAD GUARDRAIL
- RAILROAD TRACKS
- CULVERT (EXISTING)
- STONE WALL
- WALL
- WOOD LINE
- BRUSH LINE
- HEDGE
- BODY OF WATER EDGE
- LEDGE EXPOSED

vhb

PROJECT NAME: MIDDLEBURY
PROJECT NUMBER: EWP3(1)

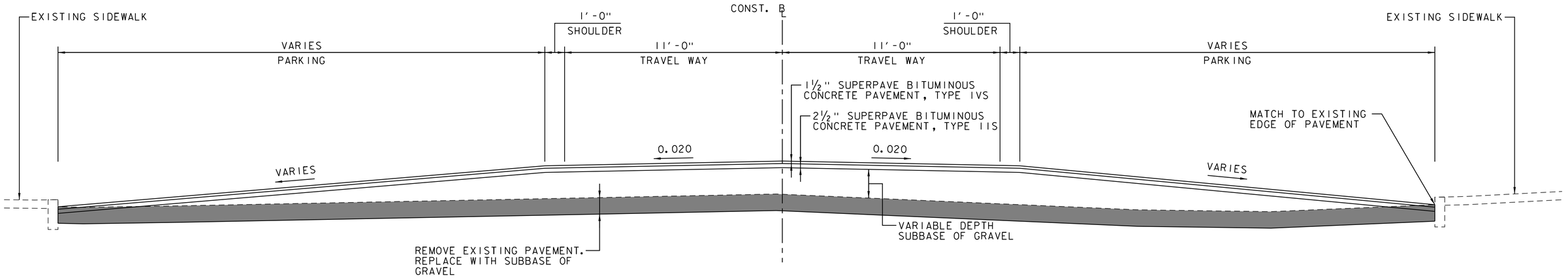
FILE NAME: z17b016_legend.dgn
PROJECT LEADER: A.P. GUYETTE
DESIGNED BY: VTRANS
CONVENTIONAL SYMBOLOGY LEGEND SHEET

PLOT DATE: 5/19/2017
DRAWN BY: VTRANS
CHECKED BY: E.P. DETRICK
SHEET 4 OF 54

MATERIAL TOLERANCES	
MATERIAL ITEM	THICKNESS TOLERANCE
PAVEMENT (FULL DEPTH)	± 1/4" (TOTAL THICKNESS)
SUBBASE	± 1"
SAND BORROW	± 1"

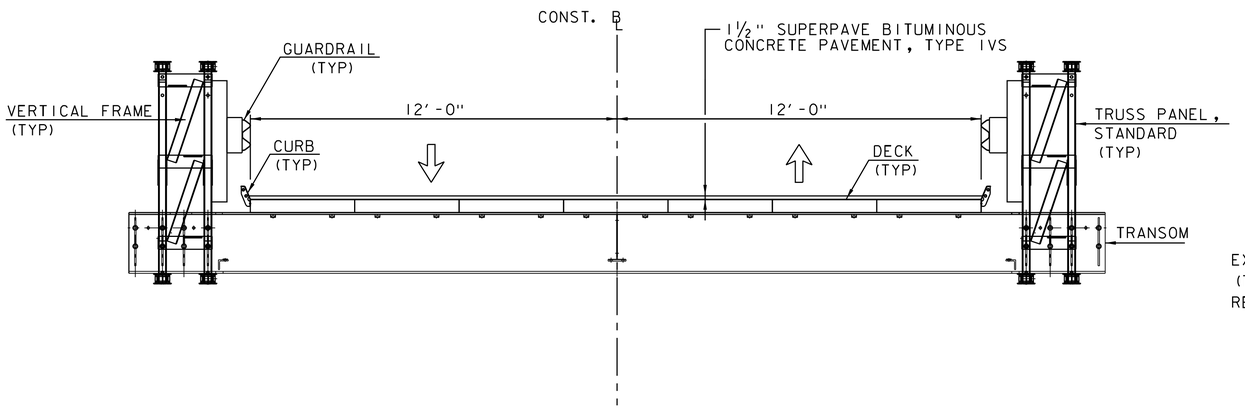
TYPICAL SECTIONS

1½" SUPERPAVE BITUMINOUS CONCRETE PAVEMENT - TYPE IVS (PG 70-28)
2½" SUPERPAVE BITUMINOUS CONCRETE PAVEMENT - TYPE IIS (PG 70-28)
SUBBASE OF GRAVEL

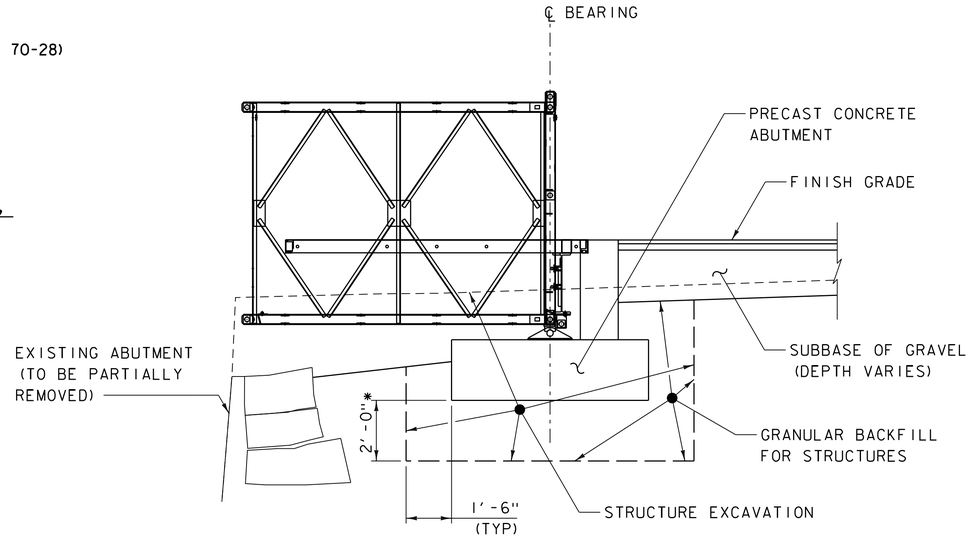


MAIN STREET (TH #2)
STA. 10+00.00 - 11+07.00
STA. 11+67.00 - 13+25.00
N.T.S.

1½" SUPERPAVE BITUMINOUS CONCRETE PAVEMENT - TYPE IVS (PG 70-28)



MAIN STREET TEMPORARY BRIDGE
STA. 11+07.00 - 11+67.00
N.T.S.



TEMPORARY BRIDGE EARTHWORKS SECTION
N.T.S.

* IF MATERIAL ENCOUNTERED IS DETERMINED TO BE UNSUITABLE BY THE ENGINEER.

NOTES

1. SIDEWALK RAMP DETECTABLE WARNING SURFACES SHALL BE TRUNCATED DOME DETECTABLE WARNING CAST IRON PLATES FROM THE VTRANS APPROVED PRODUCTS LIST.
2. SAWCUT OF EXISTING PAVEMENT, CONCRETE BASE, OR SIDEWALK SHALL BE INCIDENTAL TO TEMPORARY BRIDGE ITEMS (TYP).
3. TACK COAT: EMULSIFIED ASPHALT IS TO BE APPLIED AT AN APPLICATION RATE OF 0.040 GAL/SY BETWEEN SUCCESSIVE COURSES OF PAVEMENT AND ON COLD-PLANED BITMINOUS SURFACES AS DIRECTED BY THE ENGINEER.

vhb

PROJECT NAME: MIDDLEBURY
PROJECT NUMBER: EWP3(1)

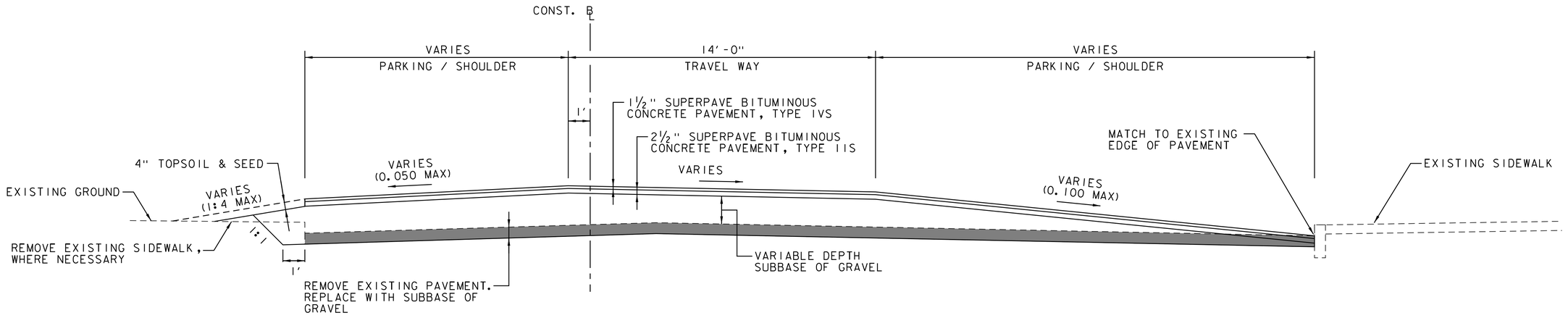
FILE NAME: z17b016_TYP.dgn
PROJECT LEADER: A.P. GUYETTE
DESIGNED BY: D.M. PECK
TYPICAL SECTIONS SHEET 1

PLOT DATE: 5/19/2017
DRAWN BY: D.M. PECK
CHECKED BY: E.P. DETRICK
SHEET 5 OF 54

VHB 57603.00

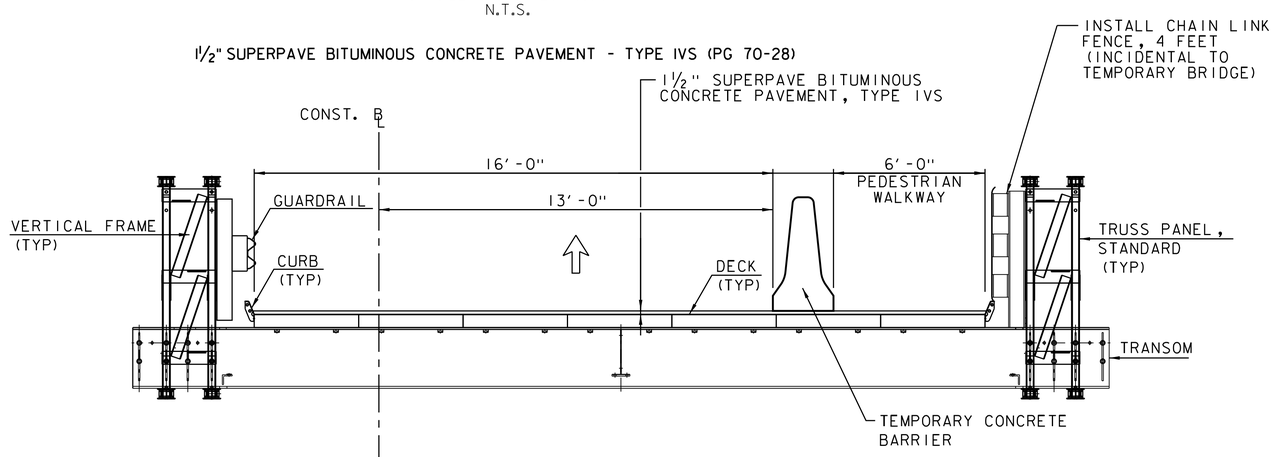
TYPICAL SECTIONS

1½" SUPERPAVE BITUMINOUS CONCRETE PAVEMENT - TYPE IVS (PG 70-28)
2½" SUPERPAVE BITUMINOUS CONCRETE PAVEMENT - TYPE IIS (PG 70-28)
SUBBASE OF GRAVEL



MERCHANTS ROW (TH #8)
STA. 20+50.00 - 21+44.00
STA. 22+04.00- 23+10.00
N.T.S.

1½" SUPERPAVE BITUMINOUS CONCRETE PAVEMENT - TYPE IVS (PG 70-28)

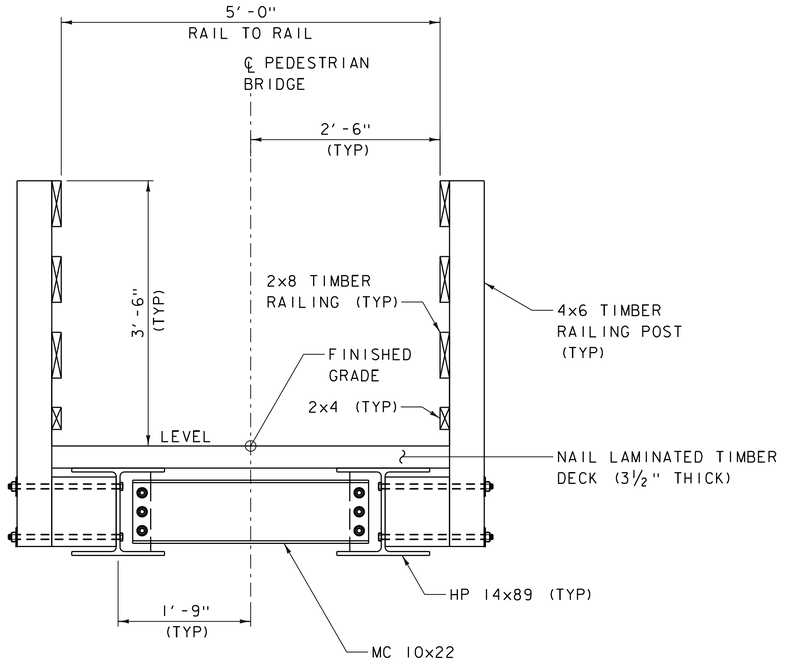


MERCHANTS ROW TEMPORARY BRIDGE
STA. 21+44.00- 22+04.00
N.T.S.

PROJECT NAME:	MIDDLEBURY
PROJECT NUMBER:	EWP3(1)

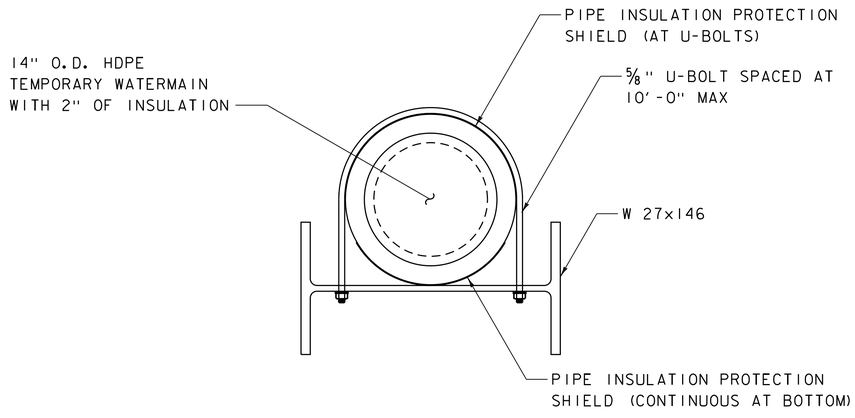
FILE NAME: z17b016_TYP.dgn	PLOT DATE: 5/19/2017
PROJECT LEADER: A.P. GUYETTE	DRAWN BY: D.M. PECK
DESIGNED BY: D.M. PECK	CHECKED BY: E.P. DETRICK
TYPICAL SECTIONS SHEET 2	SHEET 6 OF 54

VHB 57603.00



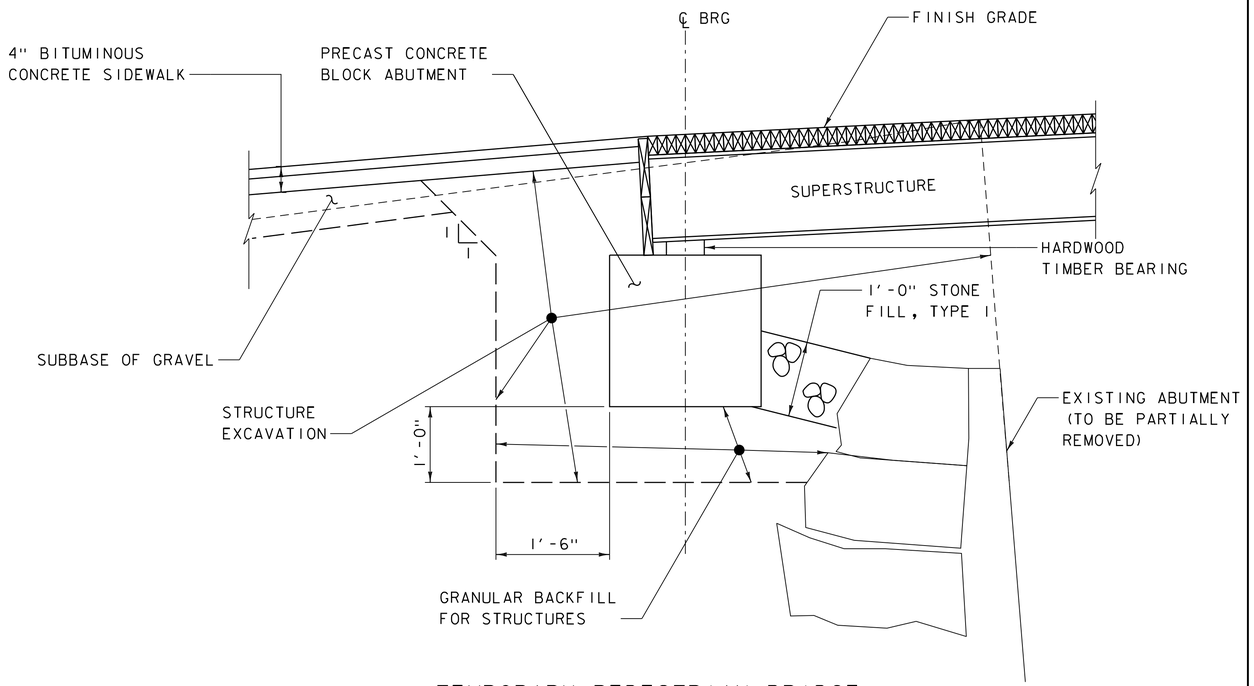
TYPICAL TEMPORARY PEDESTRIAN BRIDGE SECTION

SCALE 1"=1'-0"



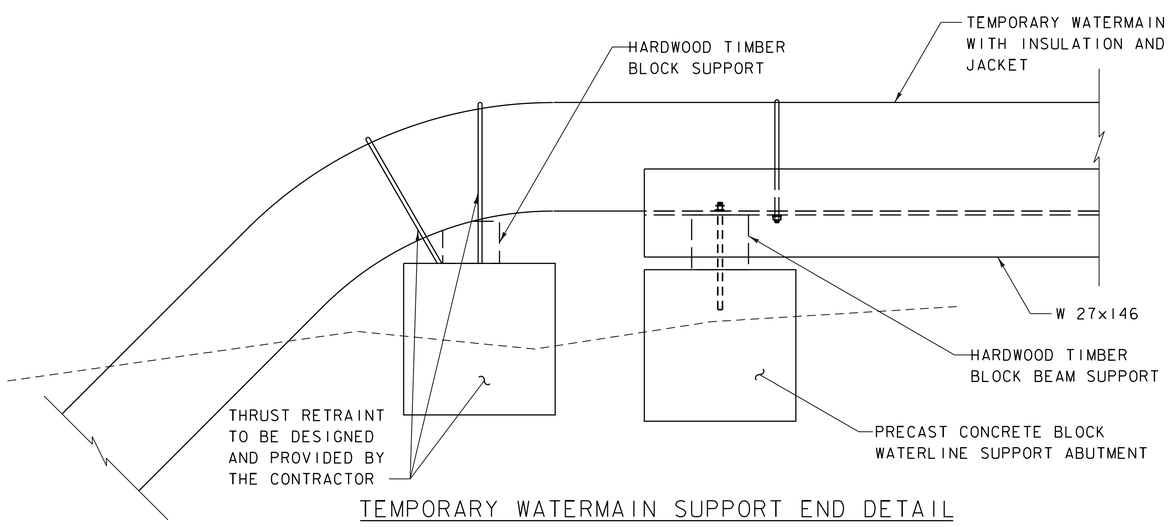
TYPICAL TEMPORARY WATERMAIN SUPPORT SECTION

SCALE 1½"=1'-0"



TEMPORARY PEDESTRIAN BRIDGE ABUTMENT EARTHWORKS TYPICAL SECTION

SCALE 1"=1'-0"



TEMPORARY WATERMAIN SUPPORT END DETAIL

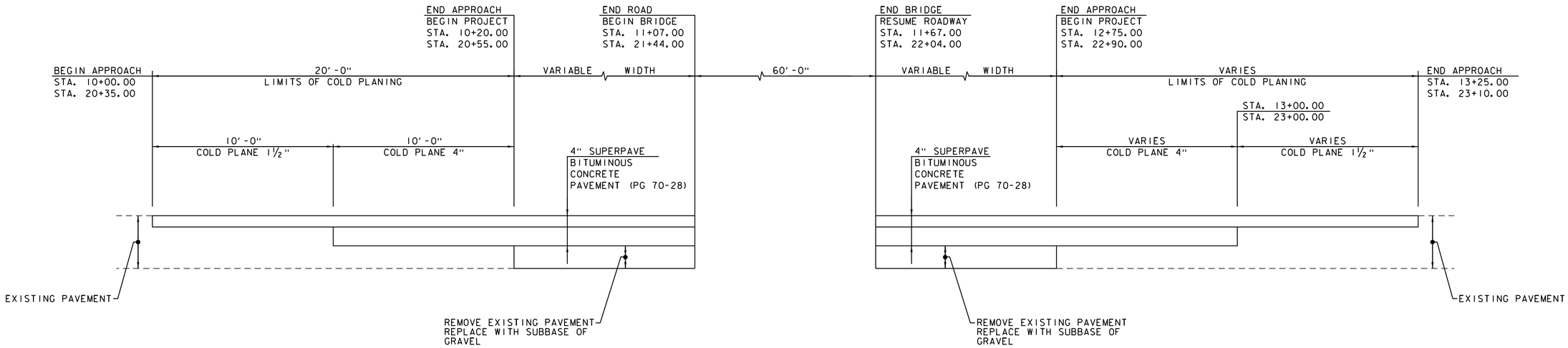
SCALE 1"=1'-0"

PROJECT NAME: MIDDLEBURY
PROJECT NUMBER: EWP3(1)

FILE NAME: z17b016_TYP_PedBridge.dgn
PROJECT LEADER: A.P. GUYETTE
DESIGNED BY: R.H. BARNES
TYPICAL SECTIONS SHEET 3

PLOT DATE: 5/19/2017
DRAWN BY: R.H. BARNES
CHECKED BY: S.E. BURBANK
SHEET 7 OF 54

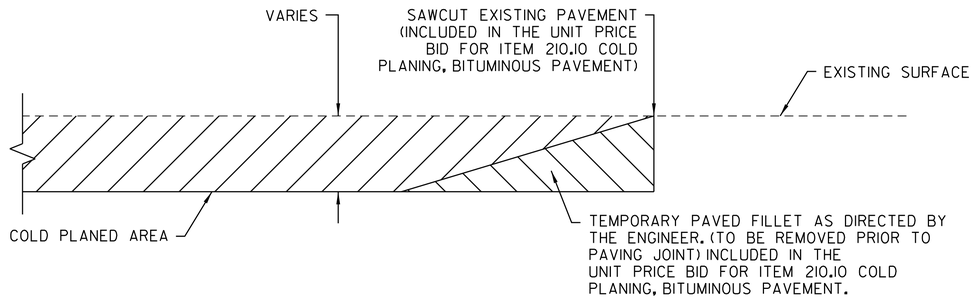
VHB 57603.00



NOTE:
EMULSIFIED ASPHALT TO BE APPLIED AT A RATE OF 0.040 GAL/SY BETWEEN LIFTS OF BITUMINOUS CONCRETE PAVEMENT.

PAVEMENT TRANSITION DETAIL

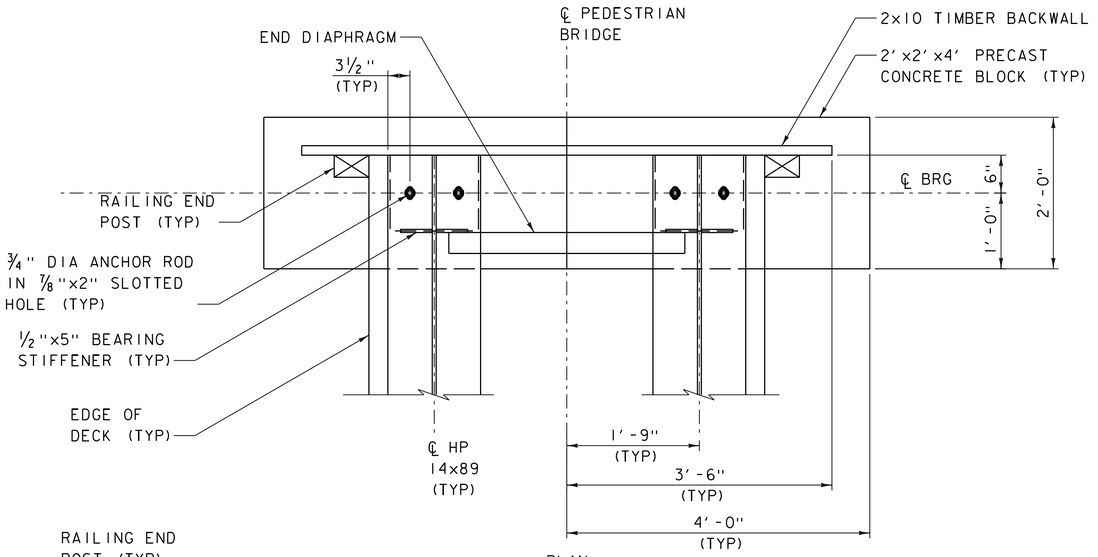
MAIN STREET
MERCHANTS ROW
N.T.S.



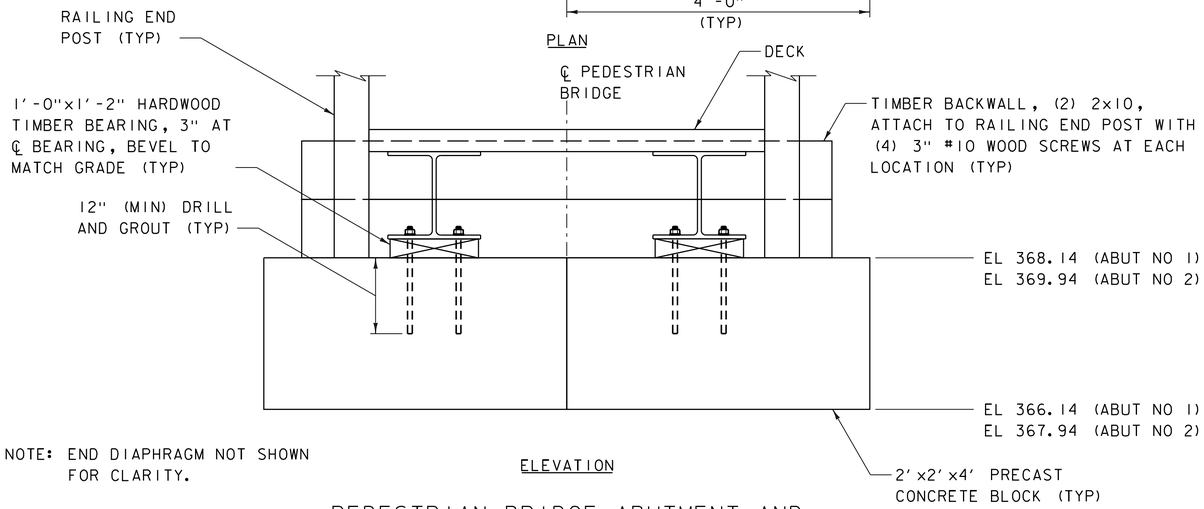
VERTICAL COLD PLANE JOINTS DETAIL

N.T.S.

PROJECT NAME:	MIDDLEBURY
PROJECT NUMBER:	EWP3(1)
FILE NAME: z17b016_DET.dgn	PLOT DATE: 5/19/2017
PROJECT LEADER: A.P. GUYETTE	DRAWN BY: B.M. ROBERTS
DESIGNED BY: D.M. PECK	CHECKED BY: E.P. DETRICK
DETAILS SHEET	SHEET 8 OF 54



PLAN

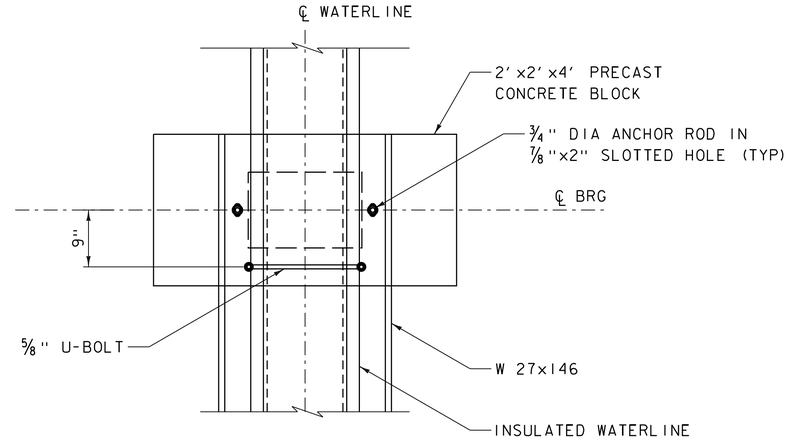


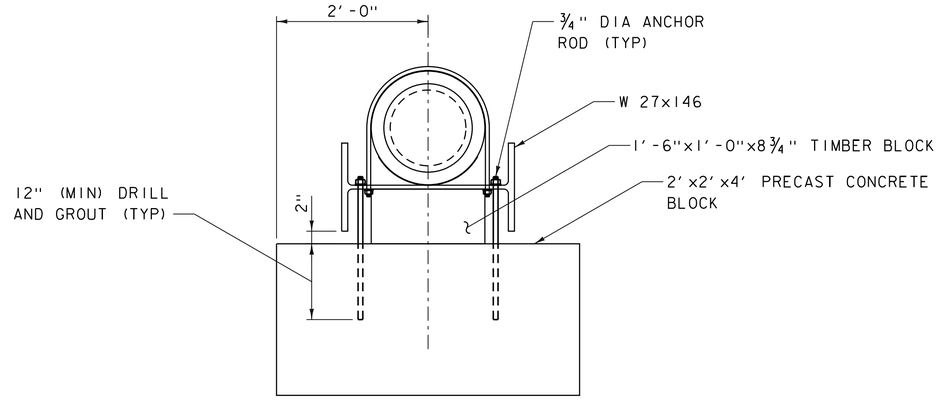
ELEVATION

NOTE: END DIAPHRAGM NOT SHOWN FOR CLARITY.

PEDESTRIAN BRIDGE ABUTMENT AND BRIDGE END DETAILS

SCALE 1"=1'-0"





WATERLINE SUPPORT ABUTMENT DETAILS

SCALE 1"=1'-0"

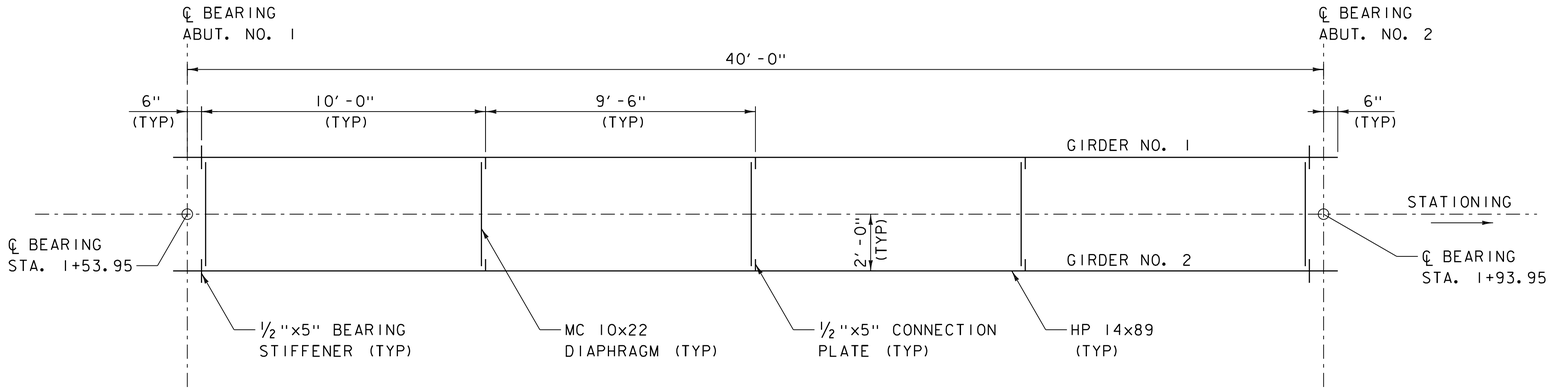
NOTES:

1. PRECAST CONCRETE BLOCKS SHALL BE OF THE DIMENSIONS SHOWN WITH A MINIMUM COMPRESSIVE STRENGTH OF 3,000 PSI.
2. ANCHOR RODS SHALL CONFORM TO ASTM F1554, GRADE 36.
3. HOLES FOR ANCHOR RODS SHALL BE DRILLED TO A MINIMUM OF 1" LARGER DIAMETER THAN THE ROD AND SET WITH MORTAR, TYPE IV.

PROJECT NAME: MIDDLEBURY
PROJECT NUMBER: EWP3(1)

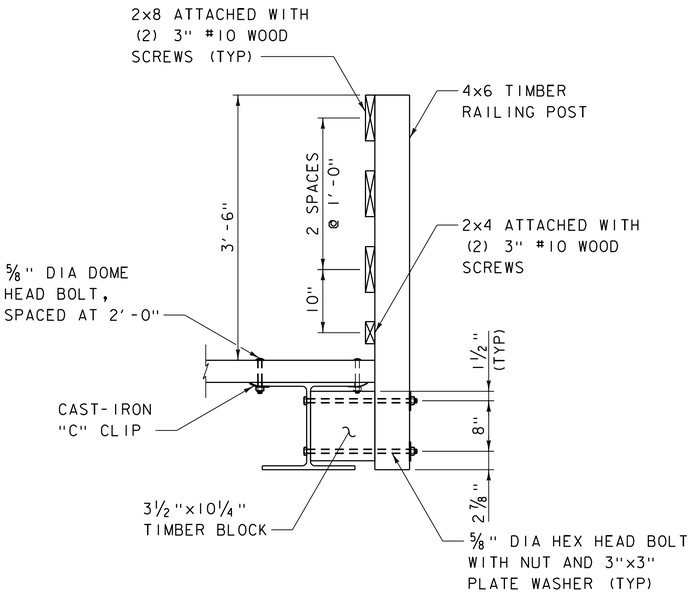
FILE NAME: z17b016_TYP_PedBridge.dgn
PROJECT LEADER: A.P. GUYETTE
DESIGNED BY: R.H. BARNES
PED. BRIDGE & WATERLINE ABUTMENT DETAILS

PLOT DATE: 5/19/2017
DRAWN BY: R.H. BARNES
CHECKED BY: E.P. DETRICK
SHEET 9 OF 54



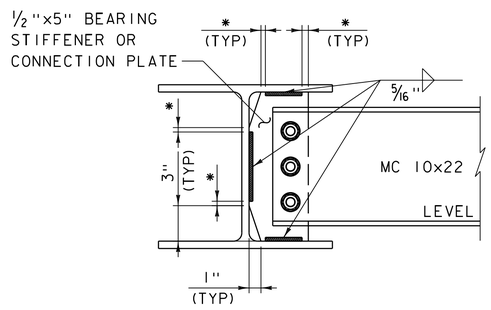
FRAMING PLAN

SCALE: 3/8" = 1'-0"



PEDESTRIAN BRIDGE RAILING DETAIL

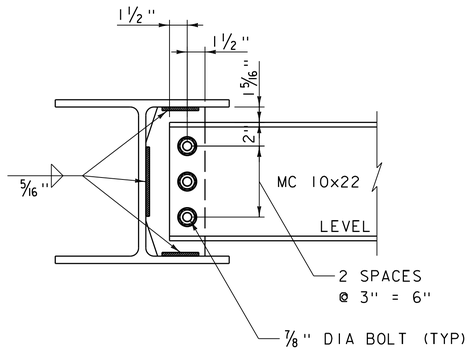
SCALE: 1" = 1'-0"



* NO WELD FOR 3/8" MIN, 7/8" MAX

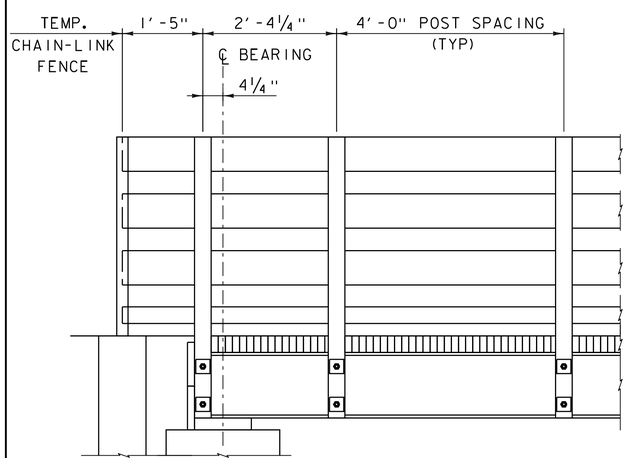
WELD TERMINATION AND COPING DETAIL

NOT TO SCALE



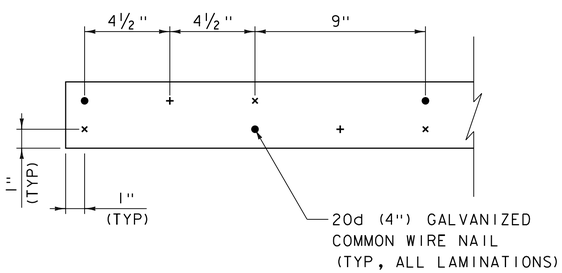
DIAGPHRAGM CONNECTION DETAIL

NOT TO SCALE



POST SPACING END DETAIL

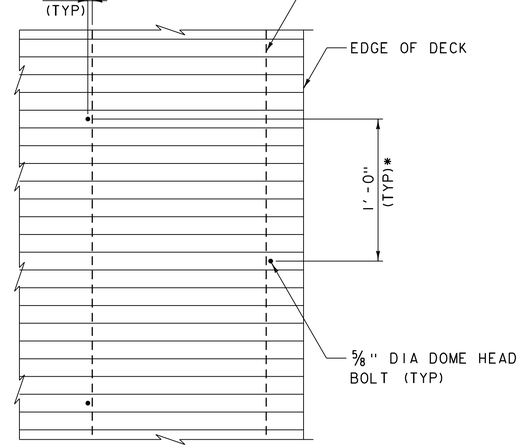
SCALE: 3/4" = 1'-0"



● INDICATES NAILS IN FIRST LAMINATION
\+ INDICATES NAILS IN SECOND LAMINATION
× INDICATES NAILS IN THIRD LAMINATION

NAIL PLACEMENT PATTERN

NOT TO SCALE



* VARY SPACING AS NEEDED TO AVOID RAILING OFFSET BLOCK

DECK CLIP BOLT PLACEMENT DETAIL

NOT TO SCALE

NOTES:

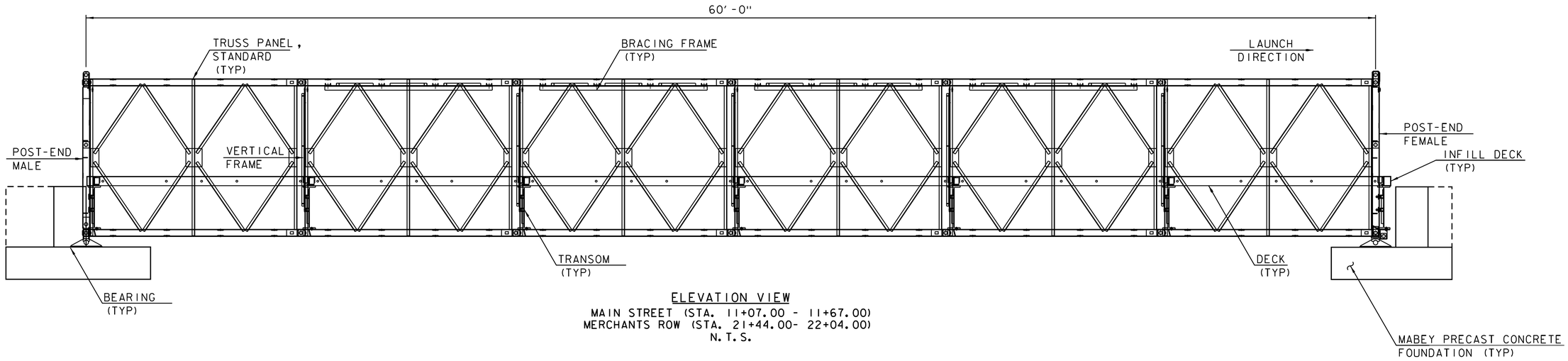
1. ALL STRUCTURAL STEEL FOR THE TEMPORARY PEDESTRIAN BRIDGE SHALL MEET THE REQUIREMENTS OF AASHTO M270M/M270 GRADE 50.
2. ALL BOLTS FOR STRUCTURAL STEEL SHALL CONFORM TO ASTM A325.
3. ALL TIMBER SHALL MEET THE REQUIREMENTS OF SECTION 709.01 OF THE SPECIFICATION. TIMBER SHALL BE SOUTHERN PINE, NO. 1 GRADE OR BETTER AND SHALL BE TREATED. FINISH SHALL BE DRESSED.
4. ALL TIMBER SIZES ARE NOMINAL AND SURFACED FOUR SIDES (S4S) UNLESS NOTED WITH THE ACTUAL DIMENSIONS.
5. ALL CONNECTION HARDWARE USED FOR TIMBER MATERIALS SHALL MEET THE REQUIREMENTS OF SECTION 709.01(H) OF THE SPECIFICATIONS.

NOTE: NAIL LAMINATED DECK PANELS SHALL BE A MINIMUM OF 18" IN LENGTH WITH A 1/2" GAP BETWEEN PANELS

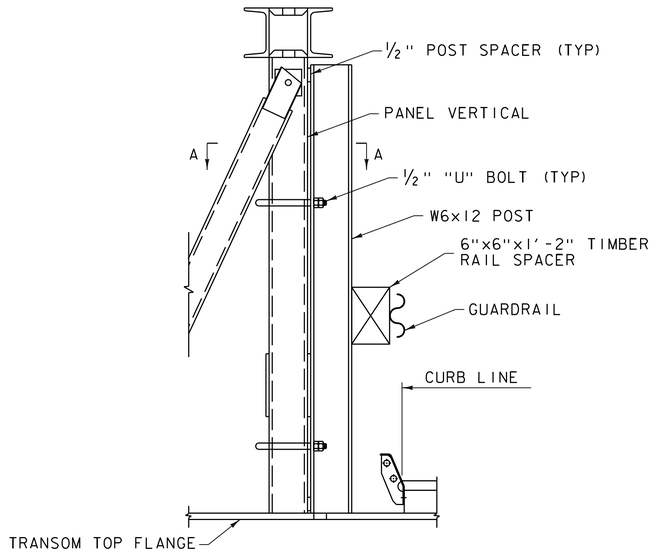
vhb

PROJECT NAME:	MIDDLEBURY
PROJECT NUMBER:	EWP3(1)
FILE NAME: z17b016_PedSup.dgn	PLOT DATE: 5/19/2017
PROJECT LEADER: A.P. GUYETTE	DRAWN BY: R.H. BARNES
DESIGNED BY: R.H. BARNES	CHECKED BY: S.E. BURBANK
PEDESTRIAN BRIDGE DETAILS	SHEET 10 OF 54

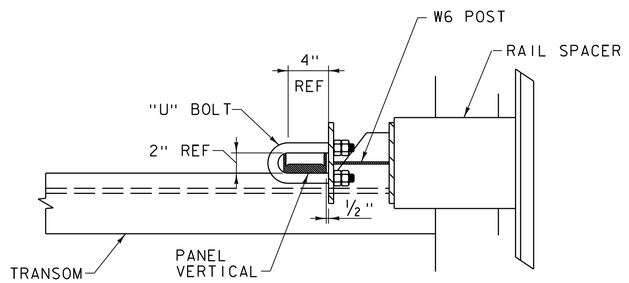
VHB 57603.00



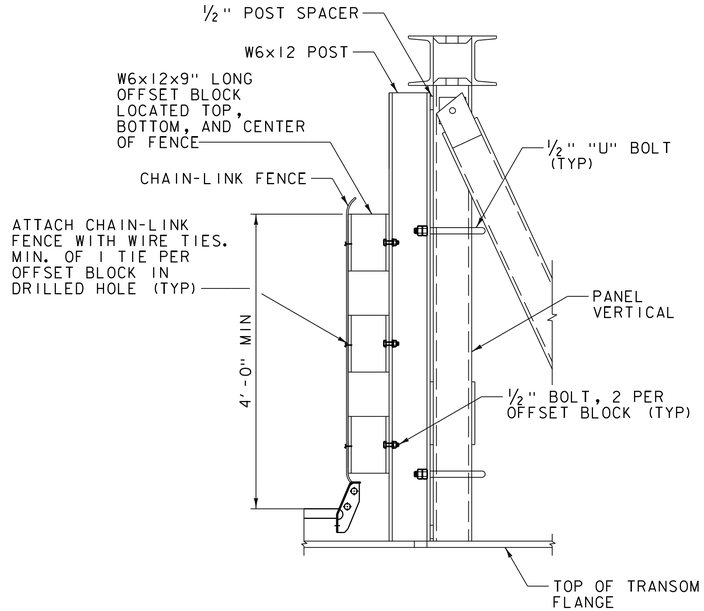
ELEVATION VIEW
MAIN STREET (STA. 11+07.00 - 11+67.00)
MERCHANTS ROW (STA. 21+44.00- 22+04.00)
N.T.S.



GUARDRAIL ATTACHMENT TYPICAL SECTION
N.T.S

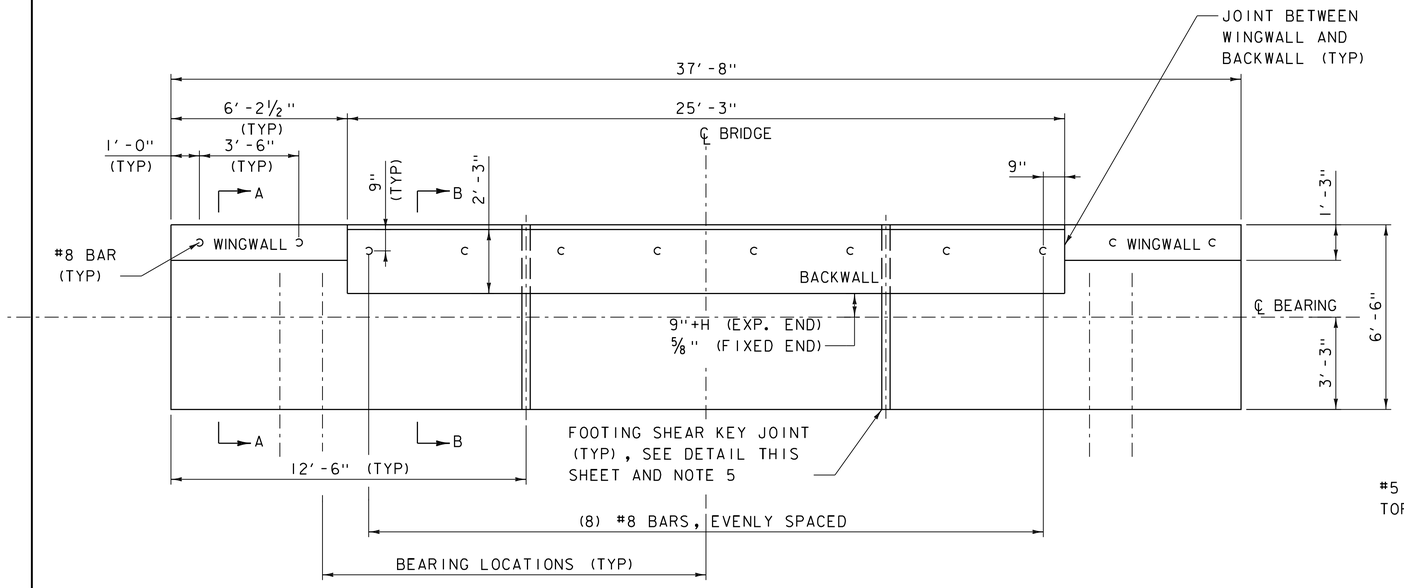


SECTION A-A
N.T.S



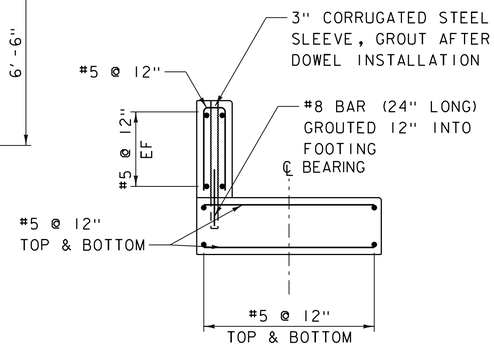
CHAIN-LINK FENCE ATTACHMENT TYPICAL SECTION
N.T.S.

PROJECT NAME:	MIDDLEBURY
PROJECT NUMBER:	EWP3(1)
FILE NAME: z17b016_DET.dgn	PLOT DATE: 5/19/2017
PROJECT LEADER: A.P. GUYETTE	DRAWN BY: VTRANS
DESIGNED BY: MABEY	CHECKED BY: VHB
MABEY BRIDGE DETAIL SHEET	SHEET 11 OF 54



PRECAST CONCRETE FOUNDATION PLAN

SCALE: ⅜" = 1'-0"



SECTION A-A

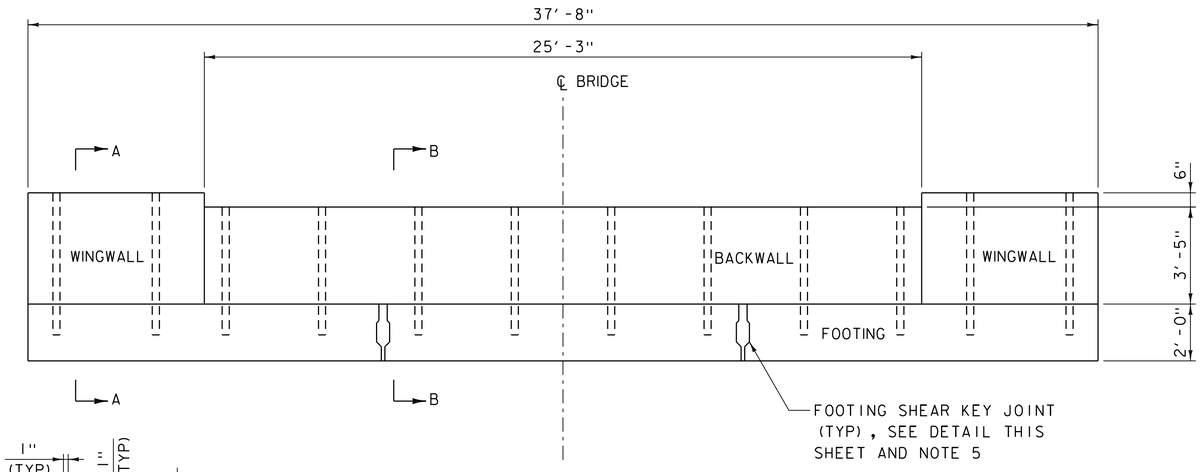
SCALE: ⅜" = 1'-0"

NOTES:

1. THE BRIDGE FOUNDATION MUST BE PLACED ON SUITABLE MATERIAL AS DETERMINED BY THE ENGINEER. IF THE FOUNDATION MATERIAL ENCOUNTERED IS DETERMINED TO BE UNSUITABLE BY THE ENGINEER, THE MATERIAL SHALL BE UNDERCUT 2'-0" AND REPLACED WITH GRANULAR BACKFILL FOR STRUCTURES.
2. THE WINGWALLS SHALL NOT BE INSTALLED UNTIL THE BRIDGE HAS BEEN LAUNCHED AND JACKED DOWN INTO POSITION ON THE BEARINGS.
3. PRECAST CONCRETE LIFTING POINTS AND LIFTING DEVICES SHALL BE DETERMINED BY THE FABRICATOR.
4. THE CONCRETE EDGES OF THE SHEAR KEY SHALL BE TREATED TO PROVIDE A ROUGHENED/EXPOSED AGGREGATE FINISH OF A MINIMUM ⅛" AMPLITUDE. FINISH SHALL BE COMPLETE PRIOR TO ERECTION OF FOOTING PIECES.
5. THE FOOTING SHEAR KEY JOINT MAY ALTERNATELY BE LOCATED AT THE CENTERLINE OF BRIDGE FOR THE FOOTING TO BE IN 2 PIECES. THE NUMBER AND/OR LOCATION OF JOINTS MAY BE ALTERED IN ANOTHER WAY WITH A MAXIMUM OF 2 JOINTS, WHILE MAINTAINING CLEARANCE FROM BEARING LOCATIONS.

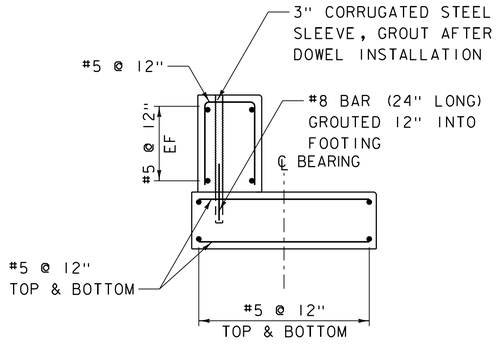
EXPANSION GAP TEMPERATURE ADJUSTMENT

TEMP (°F)	"H" DISTANCE (IN)
0	1 ⅝
15	1 ½
30	1 5/16
45	1 3/16
60	1 1/16
75	15/16
90	¾
105	⅝



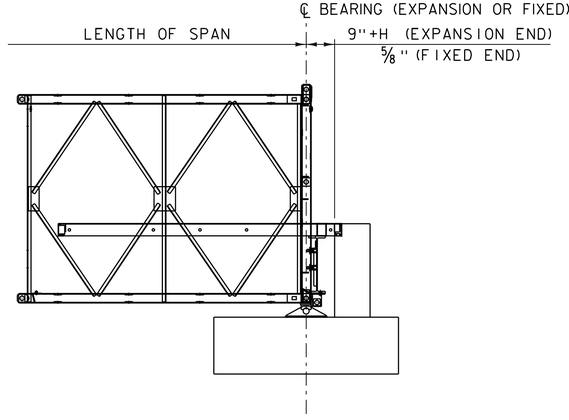
PRECAST CONCRETE FOUNDATION ELEVATION

SCALE: ⅜" = 1'-0"



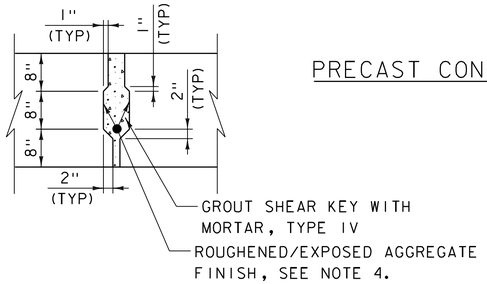
SECTION B-B

SCALE: ⅜" = 1'-0"



BACKWALL PLACEMENT DETAIL

NOT TO SCALE



SHEAR KEY DETAIL

NOT TO SCALE

NOTE:

NF = NEAR FACE
FF = FAR FACE
EF = EACH FACE
▲ = CUT TO FIT
3" CLEAR, UNLESS OTHERWISE SPECIFIED ON THE PLANS.
2'-2" BAR LAP UNLESS OTHERWISE SPECIFIED ON THE PLANS.

vhb

PROJECT NAME: MIDDLEBURY
PROJECT NUMBER: EWP3(1)

FILE NAME: z17b016_AbutDtls.dgn
PROJECT LEADER: A.P. GUYETTE
DESIGNED BY: R.H. BARNES
MABEY BRIDGE FOUNDATION DETAILS

PLOT DATE: 5/19/2017
DRAWN BY: R.H. BARNES
CHECKED BY: S.E. BURBANK
SHEET 12 OF 54

VHB 57603.00

STATE OF VERMONT
AGENCY OF TRANSPORTATION

QUANTITY SHEET 1

SUMMARY OF ESTIMATED QUANTITIES								TOTALS		DESCRIPTIONS				DETAILED SUMMARY OF QUANTITIES		
ROADWAY	EROSION CONTROL	BRIDGE	FULL C.E. ITEMS	GRAND TOTAL	FINAL	UNIT	ITEMS	ITEM NUMBER	ROUND	QUANTITIES	UNIT	ITEMS
1				1		LS	CLEARING AND GRUBBING, INCLUDING INDIVIDUAL TREES AND STUMPS	201.10				
25				25		CY	SOLID ROCK EXCAVATION	203.16				
100				100		CY	TRENCH EXCAVATION OF EARTH	204.20				
10				10		CY	TRENCH EXCAVATION OF EARTH, EXPLORATORY (N.A.B.I.)	204.22				
100				100		CY	GRANULAR BACKFILL FOR STRUCTURES	204.30				
		1		1		LS	ONE-WAY TEMPORARY BRIDGE (MERCHANTS ROW)	528.10				
		1		1		LS	TWO-WAY TEMPORARY BRIDGE (MAIN STREET)	528.11				
		1		1		LS	TEMPORARY PEDESTRIAN BRIDGE (MAIN STREET)	528.12				
		1		1		EACH	PARTIAL REMOVAL OF STRUCTURE (MAIN STREET)	529.20				
		1		1		EACH	PARTIAL REMOVAL OF STRUCTURE (MERCHANTS ROW)	529.20				
70				70		LF	18" CPEP(SL)	601.2615				
3				3		EACH	PRECAST REINFORCED CONCRETE DROP INLET WITH CAST IRON GRATE	604.18				
7				7		EACH	CHANGING ELEVATION OF DROP INLETS, CATCH BASINS, OR MANHOLES	604.40				
2				2		EACH	REHAB. DROP INLETS, CATCH BASINS, OR MANHOLES, CLASS II	604.415				
2				2		EACH	CHANGING ELEVATION OF SEWER MANHOLES	604.42				
80				80		LF	CAST-IN-PLACE CONCRETE CURB, TYPE B	616.28				
30				30		LF	REMOVAL OF EXISTING CURB	616.41				
25				25		SY	PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH	618.10				
10				10		TON	BITUMINOUS CONCRETE SIDEWALK	618.15				
40				40		SF	DETECTABLE WARNING SURFACE	618.30				
160				160		LF	CHAIN-LINK FENCE, 4 FEET	620.11				
15				15		EACH	BRACING ASSEMBLY FOR CHAIN-LINK FENCE, 4 FEET	620.20				
60				60		LF	REMOVING AND RESETTING FENCE	620.50				
360				360		LF	TEMPORARY TRAFFIC BARRIER	621.90				
2				2		EACH	GATE VALVE WITH VALVE BOX (12-INCH)	629.27				
1000				1000		HR	FLAGGERS	630.15				
1				1		LS	MOBILIZATION/DEMOBILIZATION	635.11				
1				1		LS	TRAFFIC CONTROL	641.10				
6				6		EACH	PORTABLE CHANGEABLE MESSAGE SIGN	641.15				
3700				3700		LF	4 INCH WHITE LINE	646.20				
1000				1000		LF	4 INCH YELLOW LINE	646.21				
60				60		LF	8 INCH WHITE LINE	646.22				
70				70		LF	8 INCH YELLOW LINE	646.23				
320				320		LF	12 INCH WHITE LINE	646.24				
40				40		LF	24 INCH STOP BAR	646.26				
8				8		EACH	LETTER OR SYMBOL	646.30				
325				325		LF	TEMPORARY 4 INCH WHITE LINE, TEMPORARY PAVEMENT MARKING TAPE	646.6011				
1250				1250		LF	TEMPORARY 4 IN YELLOW LINE, TEMPORARY PAVEMENT MARKING TAPE	646.6111				
111				111		SF	REMOVAL OF EXISTING PAVEMENT MARKINGS	646.85				
1875				1875		SF	PAVEMENT MARKING MASK	646.86				

vhb

PROJECT NAME: MIDDLEBURY
PROJECT NUMBER: EWP3(1)

FILE NAME: z17b016_QSS.dgn
PROJECT LEADER: A.P. GUYETTE
DESIGNED BY: D.M. PECK
QUANTITY SUMMARY SHEET 1

PLOT DATE: 5/19/2017
DRAWN BY: D.M. PECK
CHECKED BY: J.D. KEENER
SHEET 13 OF 54

STATE OF VERMONT
AGENCY OF TRANSPORTATION

QUANTITY SHEET 2

SUMMARY OF ESTIMATED QUANTITIES										TOTALS		DESCRIPTIONS				DETAILED SUMMARY OF QUANTITIES		
						ROADWAY	EROSION CONTROL	BRIDGE	FULL C.E. ITEMS	GRAND TOTAL	FINAL	UNIT	ITEMS	ITEM NUMBER	ROUND	QUANTITIES	UNIT	ITEMS
							10			10		LB	SEED	651.15				
							30			30		LB	FERTILIZER	651.18				
							0.1			0.1		TON	HAY MULCH	651.25				
							15			15		CY	TOPSOIL	651.35				
							1			1		LS	EPSC PLAN	652.10				
							24			24		HR	MONITORING EPSC PLAN	652.20				
							1			1		LU	MAINTENANCE OF EPSC PLAN (N.A.B.I.)	652.30				
							10			10		EACH	INLET PROTECTION DEVICE, TYPE I	653.40				
						100				100		SF	TRAFFIC SIGNS, TYPE A	675.20				
						240				240		LF	SQUARE TUBE SIGN POST AND ANCHOR	675.341				
						29				29		EACH	REMOVING SIGNS	675.50				
						7				7		EACH	ERECTING SALVAGED SIGNS	675.60				
						150				150		LF	WIRED CONDUIT (4 INCH PVC)	678.23				
						2				2		EACH	REMOVE STREET LIGHT ASSEMBLY	679.24				
									30000	30000		DL	SPECIAL PROVISION (MAINTENANCE OF RAILROAD TRAFFIC N.A.B.I)	900.615				
						8000				8000		DL	SPECIAL PROVISION (UNIFORMED TRAFFIC OFFICERS)(N.A.B.I.)	900.615				
									4	4		EACH	SPECIAL PROVISION (CPM SCHEDULE)	900.620				
								10		10		HR	SPECIAL PROVISION (MINIPILE OBSTRUCTION DRILLING AND REMOVAL)	900.630				
								900		900		LF	SPECIAL PROVISION (MINIPILE IN EARTH)	900.640				
								200		200		LF	SPECIAL PROVISION (MINIPILE IN ROCK)	900.640				
								1		1		LS	SPECIAL PROVISION (FURNISHING EQUIPMENT FOR INSTALLING MINIPILES)	900.645				
									1	1		LS	SPECIAL PROVISION (INDIRECT COSTS)	900.645				
									1	1		LS	SPECIAL PROVISION (SURVEY INSTRUMENTATION AND MONITORING)	900.645				
						1				1		LS	SPECIAL PROVISION (TEMPORARY WATER MAIN)	900.645				

vhb

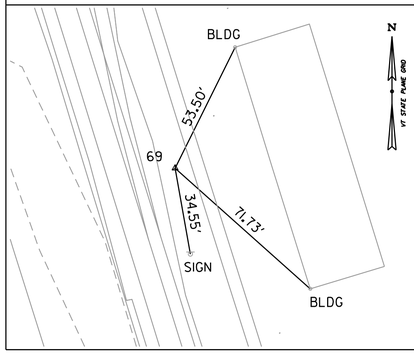
PROJECT NAME: MIDDLEBURY
PROJECT NUMBER: EWP3(1)

FILE NAME: z17b016_QSS.dgn
PROJECT LEADER: A.P. GUYETTE
DESIGNED BY: D.M. PECK
QUANTITY SUMMARY SHEET 2

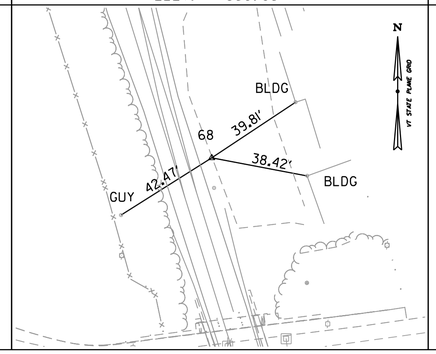
PLOT DATE: 5/19/2017
DRAWN BY: D.M. PECK
CHECKED BY: J.D. KEENER
SHEET 14 OF 54

TRAVERSE TIES

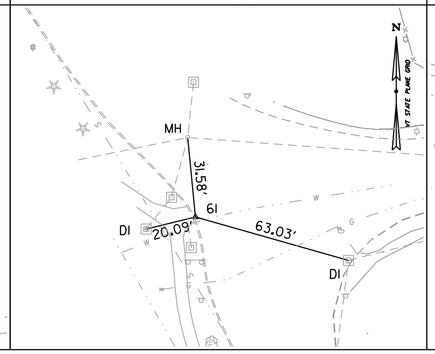
HVCTRL #69
NORTH = 554765.75
EAST = 1463965.27



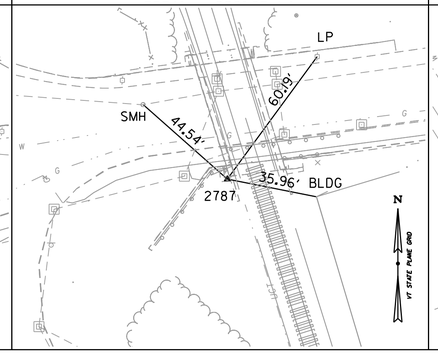
HVCTRL #68
NORTH = 554210.39 FT
EAST = 1464134.88 FT
ELEV. = 358.85 FT



HVCTRL #61
NORTH = 554101.39 FT
EAST = 1464015.98 FT
ELEV. = 346.62 FT

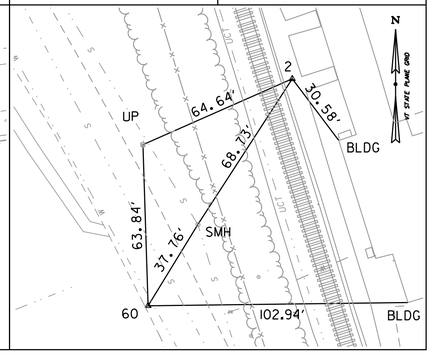


HVCTRL #2787
NORTH = 554096.10 FT
EAST = 1464145.22 FT
ELEV. = 358.62 FT



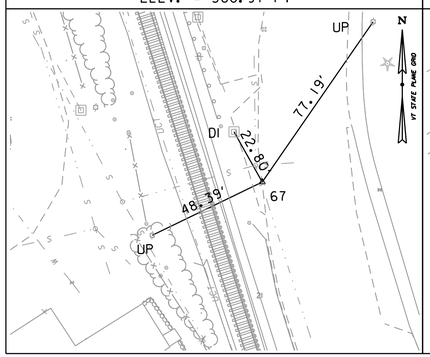
HVCTRL #60
NORTH = 553810.91 FT
EAST = 1464172.31 FT
ELEV. = 358.87 FT

HVCTRL #2
NORTH = 553900.79 FT
EAST = 1464229.41 FT
ELEV. = 360.19 FT



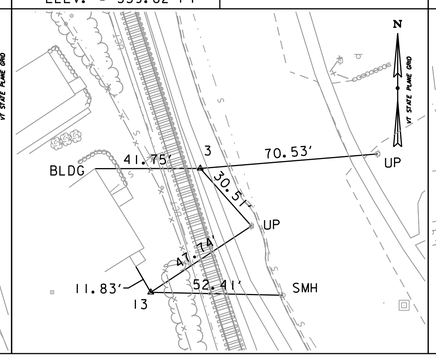
TRAVERSE TIES

HVCTRL #67
NORTH = 553695.19 FT
EAST = 1464308.04 FT
ELEV. = 360.97 FT

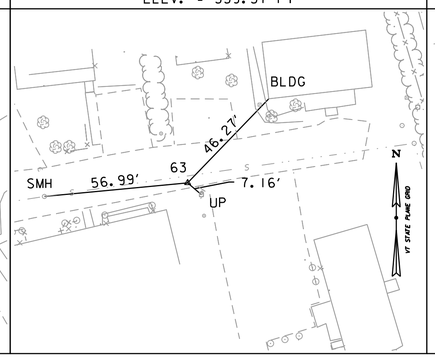


HVCTRL #3
NORTH = 553600.82 FT
EAST = 1464321.01 FT
ELEV. = 359.82 FT

HVCTRL #13
NORTH = 553551.77 FT
EAST = 1464301.39 FT

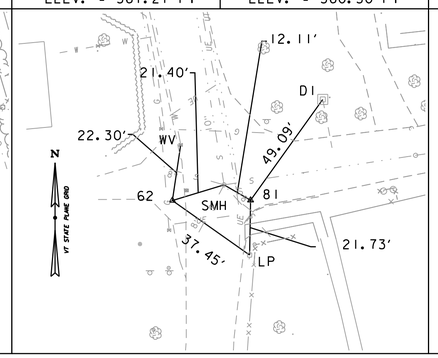


HVCTRL #63
NORTH = 553423.99 FT
EAST = 1464246.61 FT
ELEV. = 359.57 FT

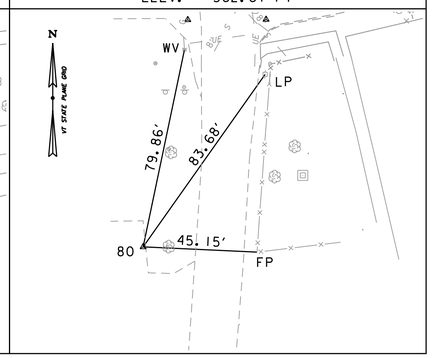


HVCTRL #62
NORTH = 553400.71 FT
EAST = 1464093.54 FT
ELEV. = 361.27 FT

HVCTRL #81
NORTH = 553400.85 FT
EAST = 1464124.52 FT
ELEV. = 360.30 FT

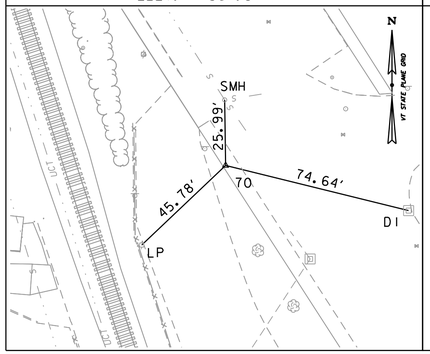


HVCTRL #80
NORTH = 553310.79 FT
EAST = 1464075.86 FT
ELEV. = 362.61 FT

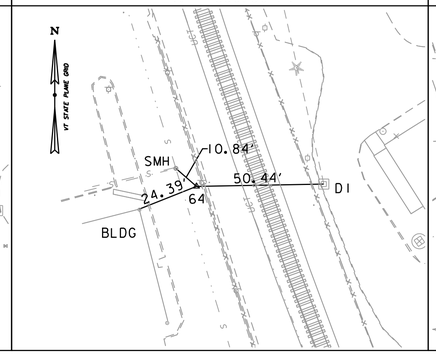


TRANSVERSE TIES

HVCTRL #70
NORTH = 553385.44 FT
EAST = 1464442.08 FT
ELEV. = 364.37 FT

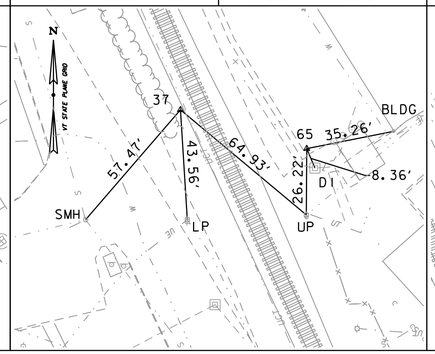


HVCTRL #64
NORTH = 553191.93 FT
EAST = 1464418.09 FT
ELEV. = 359.50 FT

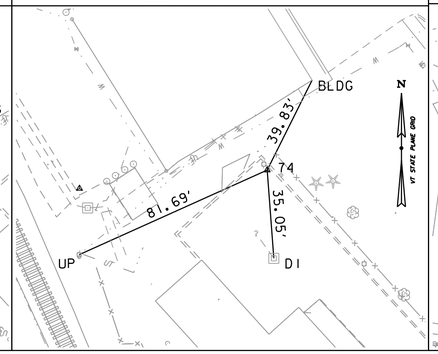


HVCTRL #37
NORTH = 552944.38 FT
EAST = 1464535.42 FT
ELEV. = 353.48 FT

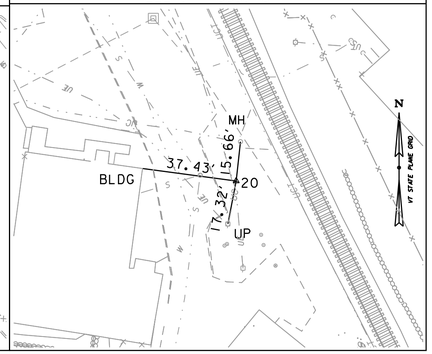
HVCTRL #65
NORTH = 552929.00 FT
EAST = 1464585.43 FT
ELEV. = 360.32 FT



HVCTRL #74
NORTH = 552936.30 FT
EAST = 1464659.78 FT
ELEV. = 371.24 FT



HVCTRL #20
NORTH = 552802.82 FT
EAST = 1464581.94 FT
ELEV. = 355.78 FT



DATUM

VERTICAL NAVD 88

HORIZONTAL NAD83

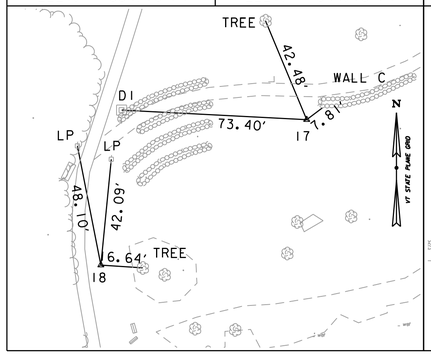
PROJECT NAME: MIDDLEBURY
PROJECT NUMBER: EWP3(1)

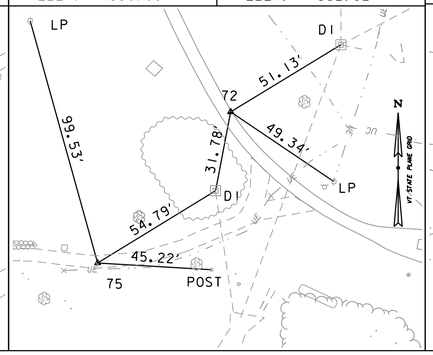
FILE NAME: z17b016_TieSheet.dgn
PROJECT LEADER: A.P. GUYETTE
DESIGNED BY: J.F. VEAR
TIE SHEET (1 OF 3)

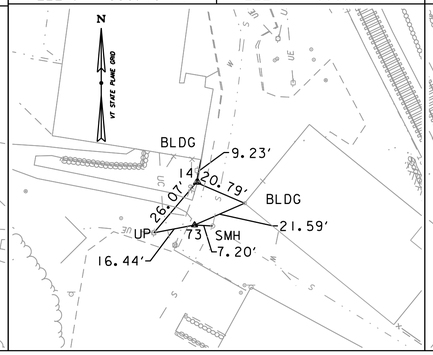
PLOT DATE: 5/19/2017
DRAWN BY: K.C. BARRY
CHECKED BY: D.M. PECK
SHEET 15 OF 54

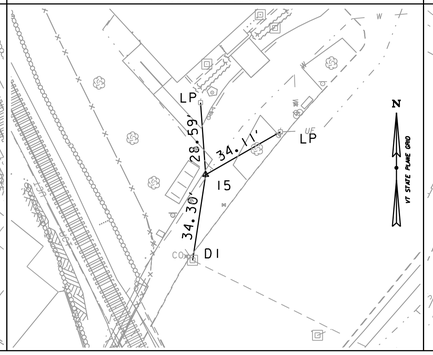
TRAVERSE TIES

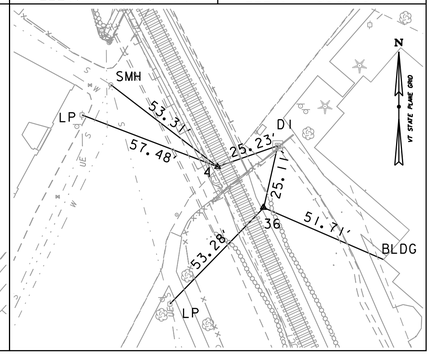
HVCTRL #18	HVCTRL #17	HVCTRL #75	HVCTRL #72	HVCTRL #14	HVCTRL #73	HVCTRL #15	HVCTRL #4	HVCTRL #36
NORTH = 552627.57 FT	NORTH = 552685.14 FT	NORTH = 552730.09 FT	NORTH = 552789.92 FT	NORTH = 552728.84 FT	NORTH = 552711.99 FT	NORTH = 552742.35 FT	NORTH = 552612.37 FT	NORTH = 552596.18 FT
EAST = 1464143.62 FT	EAST = 1464225.15 FT	EAST = 1464355.52 FT	EAST = 1464408.20 FT	EAST = 1464546.26 FT	EAST = 1464545.58 FT	EAST = 1464701.90 FT	EAST = 1464703.13 FT	EAST = 1464721.40 FT
ELEV. = 334.70 FT	ELEV. = 344.73 FT	ELEV. = 350.69 FT	ELEV. = 352.92 FT	ELEV. = 359.18 FT	ELEV. = 359.51 FT	ELEV. = 371.29 FT	ELEV. = 350.37 FT	ELEV. = 350.40 FT





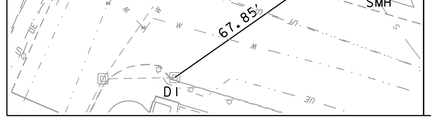


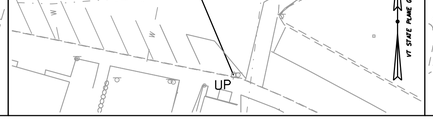




TRANSVERSE TIES

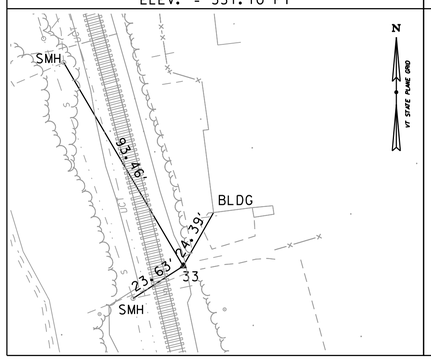
HVCTRL #6	HVCTRL #16	HVCTRL #35	HVCTRL #5	HVCTRL #7	HVCTRL #19	HVCTRL #34
NORTH = 552521.54 FT	NORTH = 552487.26 FT	NORTH = 552408.00 FT	NORTH = 552384.46 FT	NORTH = 552448.28 FT	NORTH = 552142.90 FT	NORTH = 552269.42 FT
EAST = 1464598.22 FT	EAST = 1464682.97 FT	EAST = 1464801.30 FT	EAST = 1464798.00 FT	EAST = 1464908.48 FT	EAST = 1464910.03 FT	EAST = 1464815.75 FT
ELEV. = 364.36 FT	ELEV. = 365.32 FT	ELEV. = 349.98 FT	ELEV. = 349.97 FT	ELEV. = 374.55 FT	ELEV. = 358.59 FT	ELEV. = 352.62 FT

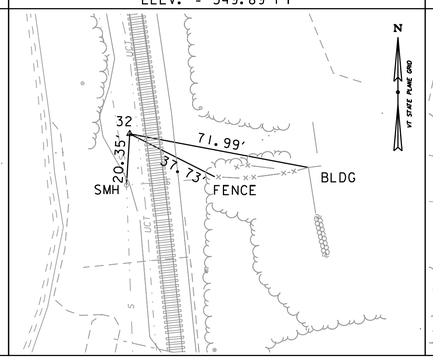


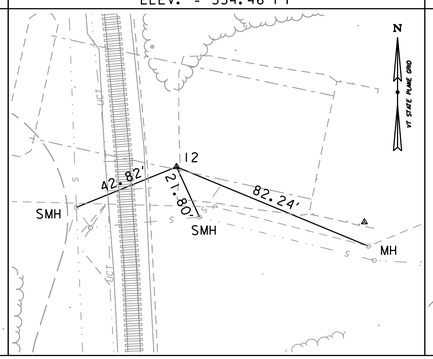


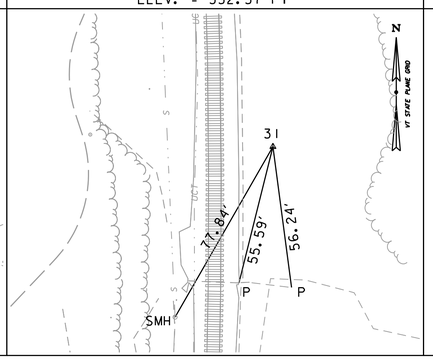
TRANSVERSE TIES

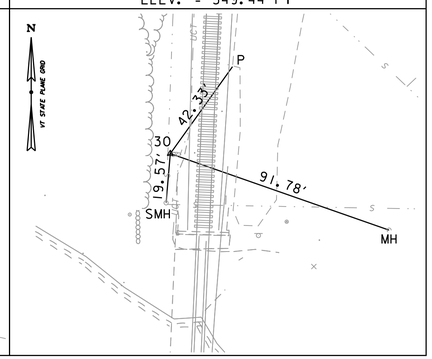
HVCTRL #33	HVCTRL #32	HVCTRL #12	HVCTRL #31	HVCTRL #30
NORTH = 552030.41 FT	NORTH = 551746.97 FT	NORTH = 551613.80 FT	NORTH = 551449.90 FT	NORTH = 551103.82 FT
EAST = 1464917.32 FT	EAST = 1464950.79 FT	EAST = 1464994.01 FT	EAST = 1465002.40 FT	EAST = 1464954.18 FT
ELEV. = 351.10 FT	ELEV. = 349.89 FT	ELEV. = 354.46 FT	ELEV. = 352.57 FT	ELEV. = 349.44 FT











DATUM

VERTICAL NAVD 88

HORIZONTAL NAD83

vhb

PROJECT NAME: MIDDLEBURY

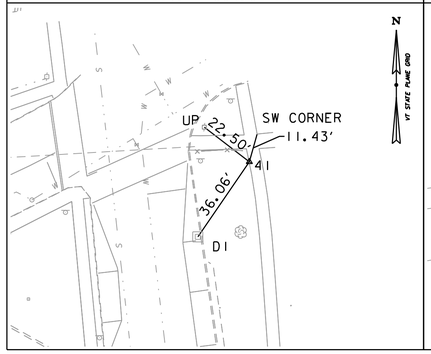
PROJECT NUMBER: EWP3(1)

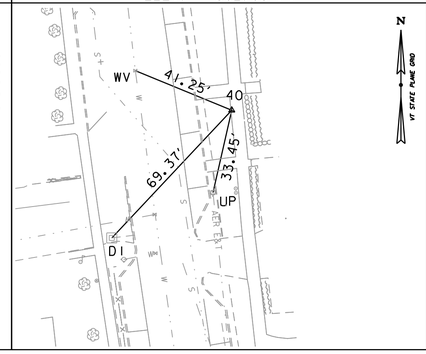
FILE NAME: z17b016_TieSheet.dgn
PROJECT LEADER: A.P. GUYETTE
DESIGNED BY: J.F. VEAR
TIE SHEET (2 OF 3)

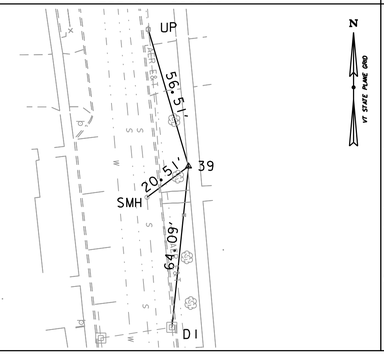
PLOT DATE: 5/19/2017
DRAWN BY: K.C. BARRY
CHECKED BY: D.M. PECK
SHEET 16 OF 54

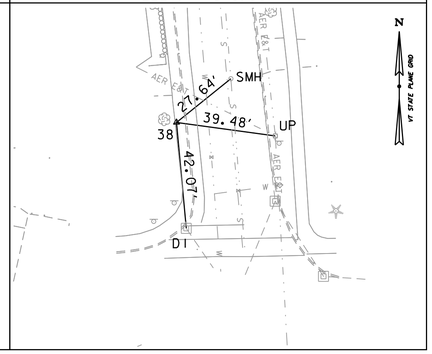
TRAVERSE TIES

HVCTRL #41	HVCTRL #40	HVCTRL #39	HVCTRL #38
NORTH = 552432.77 FT	NORTH = 552238.49 FT	NORTH = 551909.72 FT	NORTH = 551683.80 FT
EAST = 1465087.46 FT	EAST = 1465104.76 FT	EAST = 1465138.98 FT	EAST = 1465116.20 FT
ELEV. = 394.02 FT	ELEV. = 392.93 FT	ELEV. = 386.29 FT	ELEV. = 379.56 FT









DATUM	
VERTICAL	NAVD 88
HORIZONTAL	NAD83

vhb

PROJECT NAME:	MIDDLEBURY
PROJECT NUMBER:	EWP3(1)

FILE NAME: z17b016_TieSheet.dgn	PLOT DATE: 5/19/2017
PROJECT LEADER: A.P. GUYETTE	DRAWN BY: K.C. BARRY
DESIGNED BY: J.F. VEAR	CHECKED BY: D.M. PECK
TIE SHEET (3 OF 3)	SHEET 17 OF 54

MAIN STREET

POINT TYPE	STATION	NORTHING	EASTING
POB	9+50.00	552476.4414	1464595.5649
PC	10+58.97	552573.2350	1464645.6148
PI	10+82.28	552593.9418	1464656.3218
PT	11+05.50	552612.7461	1464670.0990
PC	12+19.12	552704.3993	1464737.2500
PI	12+99.55	552769.2829	1464784.7878
PT	13+79.58	552824.9327	1464842.8638
POE	14+00.00	552839.0606	1464857.6076

PEDESTRIAN BRIDGE

POINT TYPE	STATION	NORTHING	EASTING
POB	1+00.00	552610.0718	1464634.9249
POE	2+46.61	552737.6817	1464707.0969

MERCHANTS ROW

POINT TYPE	STATION	NORTHING	EASTING
POB	20+00.00	552488.0989	1464605.9941
PC	20+63.46	552469.9516	1464666.8037
PI	20+84.58	552463.9105	1464687.0467
PRC	21+05.10	552466.5729	1464708.0035
PI	21+20.79	552468.5512	1464723.5747
PT	21+36.24	552465.6636	1464739.0032
PC	22+12.10	552451.7072	1464813.5722
PI	22+35.33	552447.4335	1464836.4066
PRC	22+57.75	552433.5314	1464855.0187
PI	23+35.40	552387.0663	1464917.2258
PT	23+96.71	552422.2392	1464986.4472
POE	24+58.93	552450.4254	1465041.9184

CURVE #6
STA 12+99.55
N = 552769.28
E = 1464784.79
R = 920.00'
Δ = 9°59'36"
D = 6°13'40"
L = 160.46'
T = 80.43'
E = 3.51'

CURVE #5
STA 10+82.28
N = 552593.94
E = 1464656.32
R = 300.00'
Δ = 8°53'11"
D = 19°05'55"
L = 46.53'
T = 23.31'
E = 0.90'

CURVE #2
STA 21+20.79
N = 552468.55
E = 1464723.57
R = 100.00'
Δ = 17°50'28"
D = 57°17'45"
L = 31.14'
T = 15.70'
E = 1.22'

CURVE #3
STA 22+35.33
N = 552447.43
E = 1464836.41
R = 100.00'
Δ = 26°09'24"
D = 57°17'45"
L = 45.65'
T = 23.23'
E = 2.66'

CURVE #1
STA 20+84.58
N = 552463.91
E = 1464687.05
R = 100.00'
Δ = 23°51'25"
D = 57°17'45"
L = 41.64'
T = 21.13'
E = 2.21'

CURVE #4
STA 23+35.40
N = 552387.07
E = 1464917.23
R = 125.00'
Δ = 63°41'37"
D = 45°50'12"
L = 138.96'
T = 77.64'
E = 22.15'

N

VT STATE PLANE GRID

0 30 60
SCALE IN FEET

PROJECT NAME:	MIDDLEBURY
PROJECT NUMBER:	EWP3(1)
FILE NAME: z17b016_BDR_ali.dgn	PLOT DATE: 5/19/2017
PROJECT LEADER: A.P. GUYETTE	DRAWN BY: D.M. PECK
DESIGNED BY: D.M. PECK	CHECKED BY: E.P. DETRICK
ALIGNMENT LAYOUT PLAN SHEET	SHEET 18 OF 54

VHB 57603.00

4 INCH DOUBLE YELLOW LINE
STA. 10+00 - 12+75, BL
STA. 12+83 - 13+50, BL

4 INCH WHITE LINE
STA. 10+00 - 11+11, RT (PARKING)
STA. 10+61 - 11+67, RT
STA. 11+77 - 12+80, RT (PARKING)
STA. 12+86 - 13+67, RT (PARKING)
STA. 10+00 - 10+28, LT (PARKING)
STA. 10+28 - 11+67, LT
STA. 11+74 - 12+72, LT (PARKING)
STA. 12+77 - 13+08, LT (PARKING)

12 INCH WHITE LINE
STA. 12+75 - 12+83 (CROSSWALK)

TEMPORARY BRIDGE
STA. 11+07 - 11+67

CHANGING ELEVATIONS OF SEWER MANHOLES
STA. 11+26, LT

BITUMINOUS CONCRETE SIDEWALK
STA. 11+11 - 11+35, LT
STA. 11+77 - 11+90, LT

TEMPORARY PEDESTRIAN BRIDGE
STA. 11+36 - 11+76, LT

CHANGING ELEVATION OF DROP INLETS, CATCH BASINS OR MANHOLES
STA. 10+08, RT
STA. 11+98, LT
STA. 12+04, RT

TEMPORARY TRAFFIC BARRIER
STA. 10+83 - 11+06, RT
STA. 11+29 - 11+36, LT
STA. 11+33 - 11+48, RT
STA. 11+63 - 11+73, LT

TEMPORARY WATERMAIN
STA. 11+05 - 12+13, LT

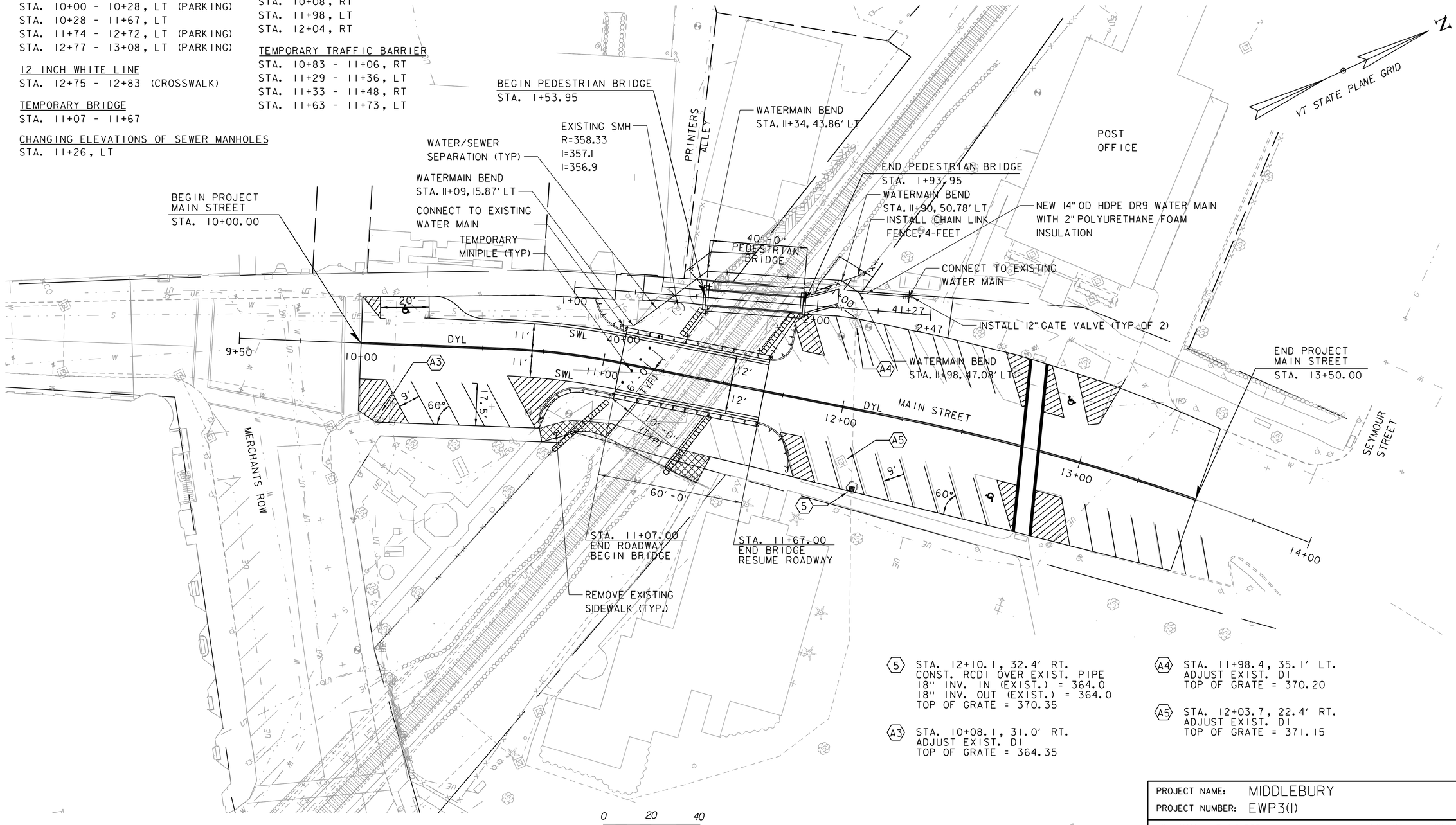
GATE VALVE WITH BOX
STA. 11+05, LT
STA. 12+13, LT

CHAIN LINK FENCE, 4 FEET
STA. 11+28 - 11+35, LT
STA. 11+77 - 12+03, LT
STA. 11+77 - 11+99, LT

SOLID ROCK EXCAVATION
STA. 10+76 - 11+11, RT
STA. 11+33 - 11+51, RT

LETTER OR SYMBOL
STA. 10+18, LT (HANDICAP)
STA. 12+68, RT (HANDICAP)
STA. 12+90, LT (HANDICAP)

TEMPORARY MINIPILE
STA. 10+94 - 11+37
16 PILES, LOCATIONS SHOWN APPROXIMATELY IN PLAN VIEW



5 STA. 12+10.1, 32.4' RT.
CONST. RCDI OVER EXIST. PIPE
18" INV. IN (EXIST.) = 364.0
18" INV. OUT (EXIST.) = 364.0
TOP OF GRATE = 370.35

A3 STA. 10+08.1, 31.0' RT.
ADJUST EXIST. DI
TOP OF GRATE = 364.35

A4 STA. 11+98.4, 35.1' LT.
ADJUST EXIST. DI
TOP OF GRATE = 370.20

A5 STA. 12+03.7, 22.4' RT.
ADJUST EXIST. DI
TOP OF GRATE = 371.15

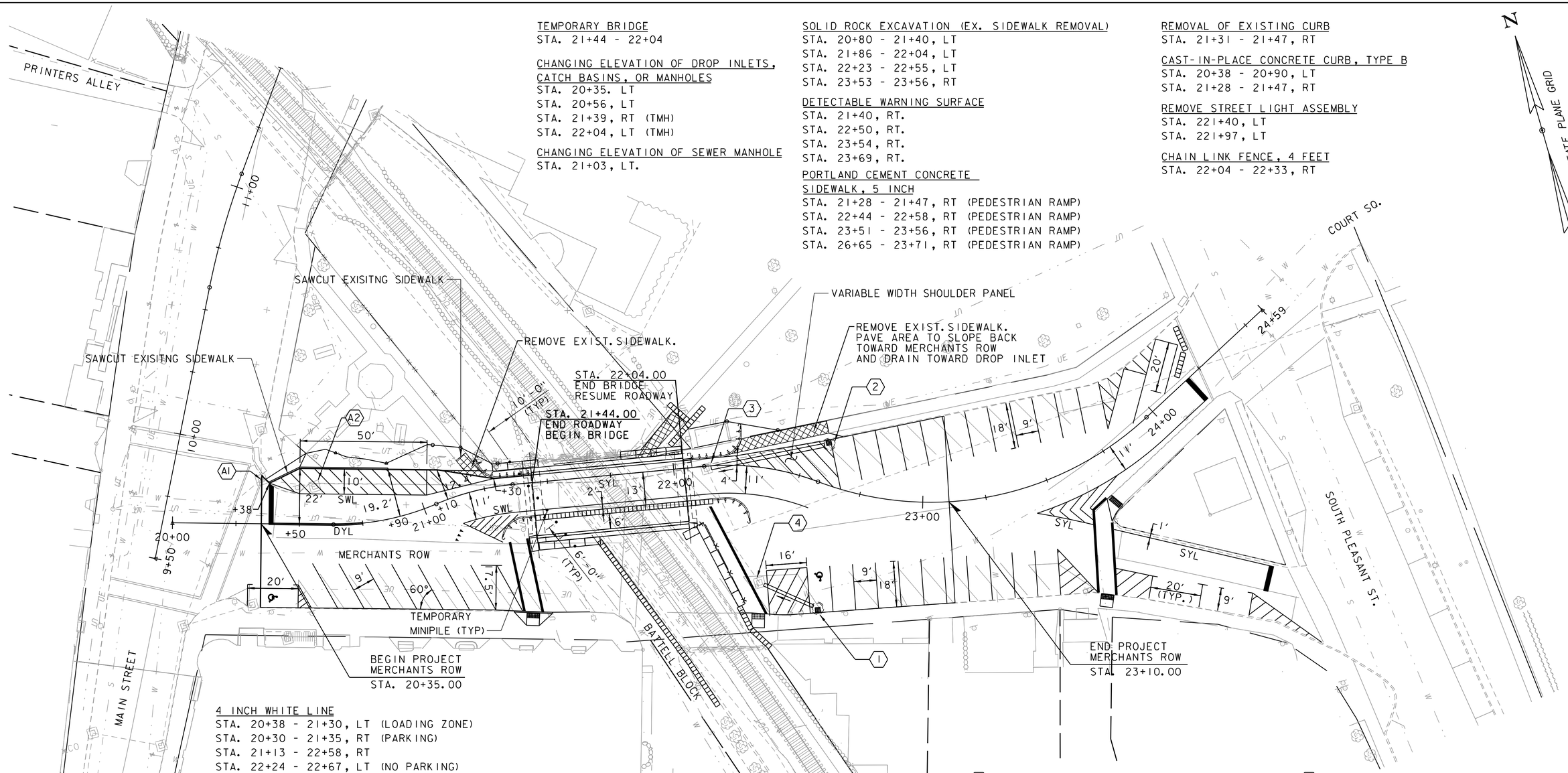
0 20 40
SCALE IN FEET

PROJECT NAME: MIDDLEBURY
PROJECT NUMBER: EWP3(1)

FILE NAME: z17b016_BDR_nul_MAIN.dgn
PROJECT LEADER: A.P. GUYETTE
DESIGNED BY: B.M. ROBERTS
MAIN STREET LAYOUT PLAN SHEET

PLOT DATE: 5/19/2017
DRAWN BY: B.M. ROBERTS
CHECKED BY: E.P. DETRICK
SHEET 19 OF 54

VHB 57603.00



TEMPORARY BRIDGE
STA. 21+44 - 22+04

CHANGING ELEVATION OF DROP INLETS, CATCH BASINS, OR MANHOLES
STA. 20+35. LT
STA. 20+56, LT
STA. 21+39, RT (TMH)
STA. 22+04, LT (TMH)

CHANGING ELEVATION OF SEWER MANHOLE
STA. 21+03, LT.

SOLID ROCK EXCAVATION (EX. SIDEWALK REMOVAL)
STA. 20+80 - 21+40, LT
STA. 21+86 - 22+04, LT
STA. 22+23 - 22+55, LT
STA. 23+53 - 23+56, RT

DETECTABLE WARNING SURFACE
STA. 21+40, RT.
STA. 22+50, RT.
STA. 23+54, RT.
STA. 23+69, RT.

PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH
STA. 21+28 - 21+47, RT (PEDESTRIAN RAMP)
STA. 22+44 - 22+58, RT (PEDESTRIAN RAMP)
STA. 23+51 - 23+56, RT (PEDESTRIAN RAMP)
STA. 26+65 - 23+71, RT (PEDESTRIAN RAMP)

REMOVAL OF EXISTING CURB
STA. 21+31 - 21+47, RT

CAST-IN-PLACE CONCRETE CURB, TYPE B
STA. 20+38 - 20+90, LT
STA. 21+28 - 21+47, RT

REMOVE STREET LIGHT ASSEMBLY
STA. 221+40, LT
STA. 221+97, LT

CHAIN LINK FENCE, 4 FEET
STA. 22+04 - 22+33, RT

4 INCH WHITE LINE
STA. 20+38 - 21+30, LT (LOADING ZONE)
STA. 20+30 - 21+35, RT (PARKING)
STA. 21+13 - 22+58, RT
STA. 22+24 - 22+67, LT (NO PARKING)
STA. 22+47 - 22+69, RT (NO PARKING)
STA. 22+67 - 24+25, LT (PARKING)
STA. 22+64 - 23+52, RT (PARKING)
STA. 23+42 - 24+20, RT
STA. 23+59 - 23+92, RT (PARKING)

4 INCH DOUBLE YELLOW LINE
STA. 20+38 - 20+75, CL
STA. 21+13 - 22+67, LT
STA. 23+42 - 23+59, RT
STA. 23+64 - 23+94, RT

24 INCH STOP BAR
STA. 20+38
STA. 24+17
STA. 23+89

12 INCH WHITE LINE
STA. 22+12 - 22+58 (CROSSWALK)
STA. 21+31 - 22+74 (CROSSWALK)
STA. 23+51 - 23+67 (CROSSWALK)

8 INCH WHITE LINE
STA. 21+13 - 21+37, RT (GORE AREA)

8 INCH YELLOW LINE
STA. 23+42 - 23+75, RT (GORE AREA)

LETTER OR SYMBOL
STA. 21+06 - 21+11, RT (YIELD MARKINGS)
STA. 20+39, RT (HANDICAP)
STA. 22+68, RT (HANDICAP)

TEMPORARY MINIPILE
STA. 21+31 - 21+71, LT & RT
14 PILES, LOCATIONS
SHOWN APPROXIMATELY
IN PLAN VIEW

0 20 40
SCALE IN FEET

(1) STA. 22+70.5, 47.5' RT. - 22+44.3, 44.8' RT.
CONST. 22 LF X 18" HDPE
CONST. RCDI (TYPE D-GRATE), +70.5, 47.5' RT.
18" INV. OUT = 365.50
TOP OF GRATE = 370.65

(2) STA. 22+56.8, 15.3' LT. - 22+12.9, 1.0' RT.
CONST. 46 LF X 18" HDPE
CONST. RCDI (TYPE D GRATE), +56.8, 15.3' LT.
18" INV. OUT = 366.20
TOP OF GRATE = 371.70

(3) STA. 22+12.9, 1.0' RT.
REHAB. EXIST. DROP INLET
18" INV. IN (2) = 365.50
12" INV. OUT (EXIST.) = 365.4
TOP OF GRATE = 372.75

(4) STA. 22+44.3, 44.8' RT.
REHAB. EXIST. DROP INLET
18" INV. IN (1) = 365.00
12" INV. OUT (EXIST.) = 365.0
TOP OF GRATE = 370.00

(A1) STA. 20+34.8, 17.3' LT.
ADJUST DI GRATE AND FRAME
TOP OF GRATE = 363.80

(A2) STA. 20+55.9, 14.9' LT.
ADJUST DI GRATE AND FRAME
TOP OF GRATE = 364.10

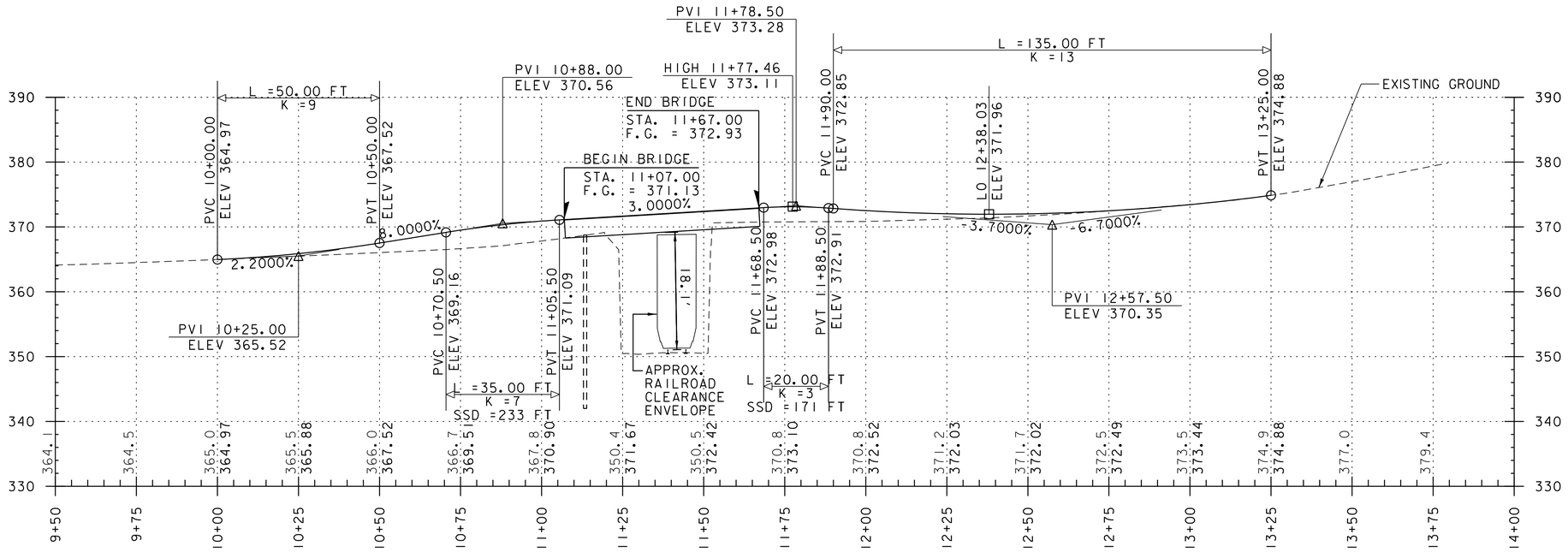
vhb

PROJECT NAME: MIDDLEBURY
PROJECT NUMBER: EWP3(1)

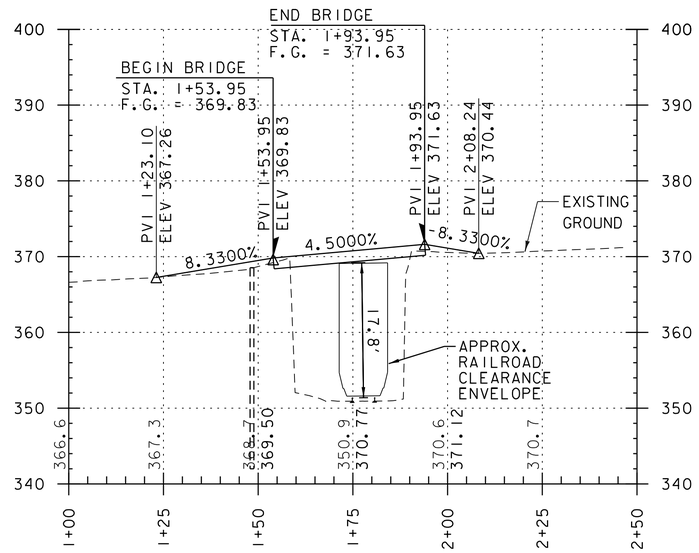
FILE NAME: z17b016_BDR_nul.dgn
PROJECT LEADER: A.P. GUYETTE
DESIGNED BY: D.M. PECK
MERCHANTS ROW LAYOUT PLAN SHEET

PLOT DATE: 5/19/2017
DRAWN BY: D.M. PECK
CHECKED BY: E.P. DETRICK
SHEET 20 OF 54

VHB 57603.00



MAIN STREET TEMPORARY BRIDGE PROFILE



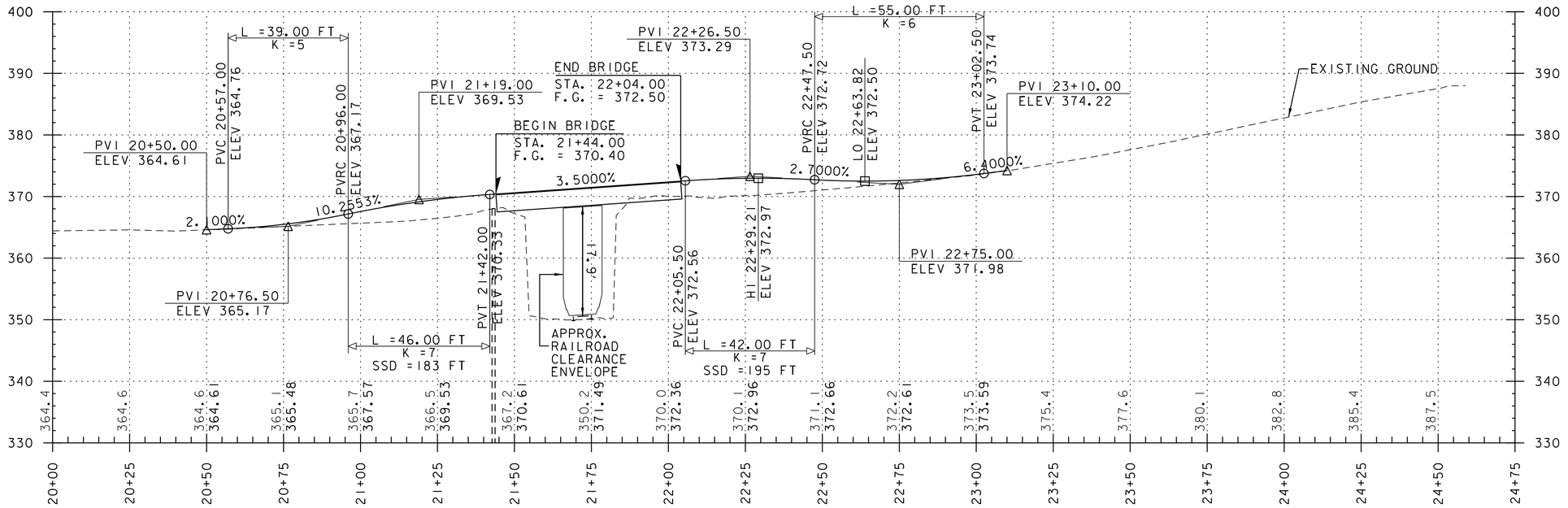
TEMPORARY PEDESTRIAN BRIDGE PROFILE

NOTE:

GRADES SHOWN TO THE NEAREST TENTH ARE EXISTING GROUND
GRADES SHOWN TO THE NEAREST HUNDRETH ARE THE PROPOSED FINISHED GRADE

MAIN STREET

PROJECT NAME:	MIDDLEBURY
PROJECT NUMBER:	EWP3(1)
FILE NAME: z17b016_MAIN PRO.dgn	PLOT DATE: 5/19/2017
PROJECT LEADER: A.P. GUYETTE	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
PROFILE SHEET (1 OF 2)	SHEET 21 OF 54



MERCHANTS ROW TEMPORARY BRIDGE PROFILE

NOTE:

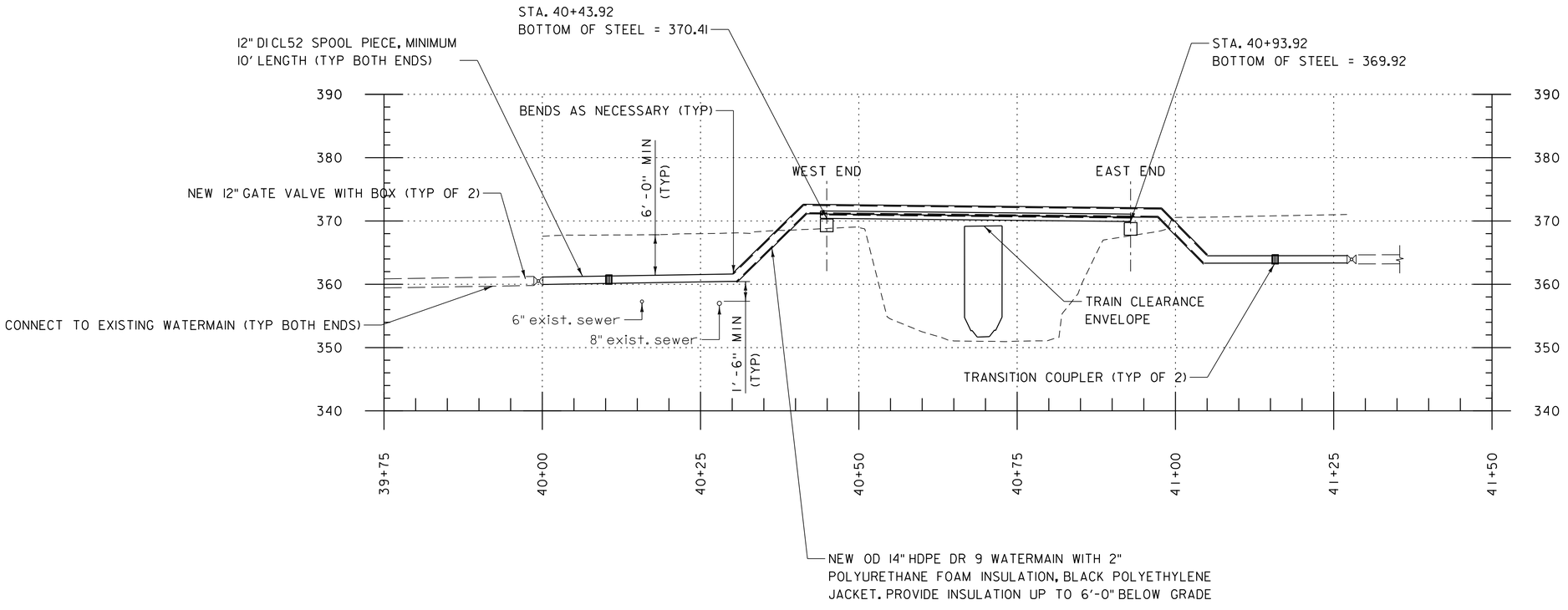
GRADES SHOWN TO THE NEAREST TENTH ARE EXISTING GROUND
GRADES SHOWN TO THE NEAREST HUNDRETH ARE THE PROPOSED FINISHED GRADE

MERCHANTS ROW

PROJECT NAME:	MIDDLEBURY
PROJECT NUMBER:	EWP3(1)

FILE NAME: z17b016_pro.dgn	PLOT DATE: 5/19/2017
PROJECT LEADER: A.P. GUYETTE	DRAWN BY: D.M. PECK
DESIGNED BY: D.M. PECK	CHECKED BY: E.P. DETRICK
PROFILE SHEET (2 OF 2)	SHEET 22 OF 54

VHB 57603.00



TEMPORARY WATERMAIN PROFILE

SCALE 1" = 10'-0"
10 0 10

NOTES:

1. PROVIDE THRUST RESTRAINT/THRUST BLOCKS AT ALL PIPE BENDS, 22.5 DEGREE AND GREATER.

PROJECT NAME:	MIDDLEBURY
PROJECT NUMBER:	EWP3(1)
FILE NAME: z17b016_WATERLINE PRO.dgn	PLOT DATE: 5/19/2017
PROJECT LEADER: A.P. GUYETTE	DRAWN BY: K.C. BARRY
DESIGNED BY: R. MARVIN	CHECKED BY: A.P. GUYETTE
WATERLINE PROFILE	SHEET 23 OF 54

VHB 57603.00

REMOVING SIGNS
STA. 10+09, LT
STA. 11+05, LT
STA. 11+09, LT
STA. 11+36, LT
STA. 11+39, LT
STA. 11+42, LT (3 SIGNS)
STA. 11+63, RT
STA. 12+57, LT

ERECTING SALVAGED SIGNS
STA. 10+04, LT
STA. 12+75, RT

BEGIN PROJECT
MAIN STREET
STA. 10+00.00

END PROJECT
MAIN STREET
STA. 13+50.00

STA. 10+04, LT — RESERVED PARKING — S / N

STA. 10+09, LT — 2 HR PARKING 7:00 AM TO 6:00 PM — R / R

STA. 11+05, LT — RESERVED PARKING — R&S / R

STA. 11+09, LT — 2 HR PARKING 7:00 AM TO 6:00 PM — R / R

STA. 11+36, LT — Stairway to Riverfront Park and Marble Works Business District — R&SM

STA. 11+39, LT — MARBLE WORKS DINING • SHOPPING • SERVICES — R&SM

STA. 11+42, LT — R&SM Printer's Alley; 2 HR PARKING 7:00 AM TIL 6:00 PM — R / R; ONE WAY — R / B-B

STA. 12+57, LT — R / RET / RET

STA. 11+80, LT — BRIDGE 102 VT30 — RET / RET

STA. 12+06, LT — 2 HR PARKING 8:00 AM TO 5:00 PM — RET / RET

STA. 12+84, LT — RESERVED PARKING; VAN ACCESSIBLE; DESTINATION CROSSING SIGN — RET / RET / B-B / RET / RET

STA. 13+05, LT — DO NOT ENTER; AUTHORIZED VEHICLES ONLY — RET / RET

STA. 13+38, LT — 2 HR PARKING 7:00 AM TO 6:00 PM — RET / RET

STA. 10+63, RT — 2 HR PARKING 7:00 AM TO 6:00 PM — RET / RET

STA. 11+63, RT — RESERVED PARKING — R&S / R

STA. 12+07, RT — 2 HR PARKING 8:00 AM TO 5:00 PM — RET / RET

STA. 12+67, RT — 2 HR PARKING 8:00 AM TO 5:00 PM — RET / RET

STA. 12+75, RT — RESERVED PARKING — S / N

STA. 12+95, RT — DESTINATION CROSSING SIGN — RET / RET

STA. 13+13, RT — 2 HR PARKING 8:00 AM TO 5:00 PM — RET / RET

STA. 13+72, RT — 2 HR PARKING 8:00 AM TO 5:00 PM — RET / RET

STA. 13+91, LT — RET; NEXT ½ MILE — RET / RET

VT STATE PLANE GRID

MAIN STREET
SEYMOUR STREET
MERCHANTS ROW
PRIN ALL

9+50 10+00 11+00 12+00 13+00 14+00
1+00 2+00 2+47

SIGNING LEGEND

N = NEW
R = REMOVE
R&S = REMOVE AND SALVAGE
R&SA = REMOVE AND SALVAGE TO ACTR
R&SM = REMOVE AND SALVAGE TO TOWN OF MIDDLEBURY
RET = RETAIN
S = SALVAGED SIGN
B-B = BACK TO BACK

NOTE

1. SEE MAIN STREET LAYOUT PLAN SHEET FOR ADDITIONAL INFORMATION RELATED TO PAVEMENT MARKINGS.
2. IF A SIGN NOTED AS RETAIN MUST BE REMOVED BY THE CONTRACTOR, THE SIGN SHALL BE REMOVED AND RELOCATED ONCE THE CONSTRUCTION IS CLEAR OF THE SIGN LOCATION. (SUBSIDIARY)

0 20 40
SCALE IN FEET

vhb

PROJECT NAME: MIDDLEBURY
PROJECT NUMBER: EWP3(1)

FILE NAME: z17b016_BDR_Sign_MAIN.dgn
PROJECT LEADER: A.P. GUYETTE
DESIGNED BY: B.M. ROBERTS
MAIN STREET SIGNS PLAN SHEET

PLOT DATE: 5/19/2017
DRAWN BY: B.M. ROBERTS
CHECKED BY: E.P. DETRICK
SHEET 24 OF 54

VHB 57603.00

ERECTING SALVAGED SIGNS
STA. 20+40, LT (4 SIGNS)
STA. 22+72, RT

REMOVING SIGNS
STA. 20+49, LT (5 SIGNS)
STA. 20+63, RT (2 SIGNS)
STA. 21+31, LT
STA. 21+84, LT
STA. 21+97, RT (2 SIGNS)
STA. 22+24, LT (3 SIGNS)
STA. 22+78, RT
STA. 23+66, RT (2 SIGNS)
STA. 23+84, RT
STA. 24+17, RT

PRINTERS ALLEY

STA. 20+40, LT
S MERCHANTS ROW
S MAIN ST
S STOP
N
S 0300 0111 0168
N

STA. 21+31, RT
N ONE WAY B-B ONE WAY N
N
N

STA. 20+55, LT
NO PARKING LOADING ZONE N

STA. 21+08, LT
NO PARKING LOADING ZONE N

STA. 21+31, LT
2 HR PARKING 7:00 AM TO 6:00 PM R&SM
R

STA. 21+36, LT
ONE WAY N

STA. 21+84, LT
NO PARKING BUS STOP R&SM
R

STA. 22+24, LT
BUS STOP R&SA
2 HR PARKING 7:00 AM TO 6:00 PM R&SM
ACTR Bus Stop R&SA
R

STA. 22+25, RT
N ONE WAY B-B ONE WAY N
N DO NOT ENTER
N

STA. 22+37, LT
ONE WAY N
DO NOT ENTER N
N

STA. 23+38, LT
2 HR PARKING 7:00 AM TO 6:00 PM RET
RET

STA. 24+16, RT
STOP N
N

STA. 24+17, RT
YIELD R
R

STA. 24+47, LT
N
N

STA. 24+48, LT
RET DO NOT ENTER
RET ONE WAY RET
B-B RET RET

STA. 24+95, RT
RET
RET
RET

STA. 24+74, RT
STOP RET
RET
RET

STA. 24+19, RT
ONE WAY N
ONE WAY N
ONE WAY N
DO NOT ENTER N
N

STA. 9+44, LT
N
N

BEGIN PROJECT
MERCHANTS ROW
STA. 20+35.00

MAIN STREET

MERCHANTS ROW

STA. 20+49, LT
R&S MERCHANTS ROW
R&S MAIN ST
R&S STOP
R&SM
R&S 0300 0111 0168
R

STA. 20+98, RT
2 HR PARKING 8:00 AM TO 5:00 PM RET
RET

STA. 20+63, RT
2 HR PARKING 7:00 AM TO 6:00 PM R&SM
COMPACT CARS ONLY R
R

STA. 20+39, RT
RESERVED PARKING RET
RET

STA. 20+55, RT
2 HR PARKING 8:00 AM TO 5:00 PM RET
RET

STA. 21+97, RT
RET PERMIT PARKING ONLY B-B NO LEFT TURN R
R&SA ACTR Bus Stop N
RET

STA. 22+02, RT
WARNING PERMIT PARKING ONLY RET
RET

STA. 22+72, RT
RESERVED PARKING S
N

STA. 22+78, RT
RESERVED PARKING R&S
2 HR PARKING 8:00 AM TO 5:00 PM RET
RET

STA. 23+15, RT
2 HR PARKING 8:00 AM TO 5:00 PM RET
RET

STA. 23+30, RT
2 HR PARKING 8:00 AM TO 5:00 PM RET
RET

STA. 23+31, RT
TWO HOUR PARKING RET
RET

STA. 23+66, RT
R YIELD R B-B R
R

STA. 23+84, RT
R YIELD R
R

STA. 23+84, RT
STOP N
N

STA. 23+96, RT
ONE WAY N
ONE WAY N
ONE WAY N
DO NOT ENTER N
N

STA. 24+07, RT
2 HR PARKING 7 AM TO 6 PM RET
RET

END PROJECT
MERCHANTS ROW
STA. 23+10.00

COURT SQ.

SOUTH PLEASANT ST.

VT STATE PLANE GRID

N

20+00
9+50
50'
10'
SWL
DYL
21+00
11'
SWL
2 SYL
22+00
23+00
24+59
18'
9'
20'
24+00
11'
SYL
1'
SYL
20' (TYP.)
9'
16'
9'
18'
20'
9'
60°
7.5'

SIGNING LEGEND

N = NEW
R = REMOVE
R&S = REMOVE AND SALVAGE
R&SA = REMOVE AND SALVAGE TO ACTR
R&SM = REMOVE AND SALVAGE TO TOWN OF MIDDLEBURY
RET = RETAIN
S = SALVAGED SIGN
B-B = BACK TO BACK

NOTE

1. SEE MERCHANTS ROW LAYOUT PLAN SHEET FOR ADDITIONAL INFORMATION RELATED TO PAVEMENT MARKINGS.

2. IF A SIGN NOTED AS RETAIN MUST BE REMOVED BY THE CONTRACTOR, THE SIGN SHALL BE REMOVED AND RELOCATED ONCE THE CONSTRUCTION IS CLEAR OF THE SIGN LOCATION. (SUBSIDIARY)

0 20 40
SCALE IN FEET

vhb

PROJECT NAME: MIDDLEBURY
PROJECT NUMBER: EWP3(1)

FILE NAME: z17b016_BDR_Sign.dgn
PROJECT LEADER: A.P. GUYETTE
DESIGNED BY: D.M. PECK
MERCHANTS ROW SIGNS PLAN SHEET

PLOT DATE: 5/19/2017
DRAWN BY: D.M. PECK
CHECKED BY: E.P. DETRICK
SHEET 25 OF 54

VHB 57603.00

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET

MILE MARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS EA	WIDTH (IN)	HEIGHT (IN)	NEW & SALVAGED SIGNS "A"	"B"	SALV SIGN	SALV TIS	EXIST POST RETAIN	SALVAGE	NEW SIGN POSTS NO. OF POSTS	FLANGED CHANNEL LB/FT 1.12	2.0	3.0	SQUARE STEEL (IN) LB/FT 1.75 1.88	2.0 2.42	2.5 3.35	ANCHOR	SLEEVE	TUBULAR ALUMINUM Ø (IN) LB/FT 3.0 1.3	4.0 1.7	4.0 MOD 1.7	WOOD POST (LF) COLLAR	TYPE 1	TYPE 2	W-SHAPE STEEL FTG. SIZE 24"	30"	WEIGHT	POST SIZE	SIGN FRAME REQUIRED	REMARKS	SIGN DETAIL DETAIL ON SHEET NUMBER	STD. SHEET NUMBER
OPTION ITEMS																																		
MAIN STREET																																		
9+44, LT		1	24	24	4.00						1					X		X													SHSM R3-2		
10+04, LT	RESERVED PARKING						1				1					X		X													EXISTING SIGN REMOVE AND SALVAGE ON NEW POST FROM STA 11+05, LT		
12+75, RT	RESERVED PARKING						1				1					X		X													EXISTING SIGN REMOVE AND SALVAGE ON NEW POST FROM STA 11+63, RT		
MERCHANTS ROW																																		
20+40, LT	MERCHANTS ROW						1																									EXISTING SIGN REMOVE AND SALVAGE ON NEW POST FROM STA 20+49, LT		
20+40, LT	MAIN ST						1																									EXISTING SIGN REMOVE AND SALVAGE ON NEW POST FROM STA 20+49, LT		
20+40, LT	STOP						1				1					X		X													EXISTING SIGN REMOVE AND SALVAGE ON NEW POST FROM STA 20+49, LT		
20+40, LT		1	24	24	4.00																										SHSM R3-2 MOUNT BELOW SALVAGED R1-1		
20+40, LT	0300 0111 0168						1																									EXISTING SIGN REMOVE AND SALVAGE ON NEW POST FROM STA 20+49, LT		
20+55, LT	NO PARKING LOADING ZONE	1	12	18	1.50						1					X		X													SHSM R7-6R		
21+08, LT	NO PARKING LOADING ZONE	1	12	18	1.50						1					X		X													SHSM R7-6L		
21+31, RT	ONE WAY	1	36	12	3.00																										SHSM R6-1L MOUNT ABOVE R4-8		
21+31, RT	ONE WAY	1	36	12	3.00																										SHSM R6-1R MOUNT BACK TO BACK WITH R6-1L		
21+31, RT		1	24	30	5.00						1					X		X													SHSM R4-8		
21+36, LT	ONE WAY	1	36	12	3.00						1					X		X													SHSM R6-1R		
												FT	FT	FT	FT	FT 120	FT	EA	LB	LB	LB		TYPE 1	TYPE 2								
	TOTALS				SF 25.00	SF	EA. 6	SF				FT			FT 120					LB			EA.	WOOD POSTS (FT)		EA.	EA.	LB					

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

WOG = WHITE LEGEND ON GREEN BACKGROUND - PLAQUE
FYG = BLACK LEGEND ON FLUORESCENT YELLOW-GREEN BACKGROUND
SHSM = FHWA STANDARD HIGHWAY SIGNS AND MARKINGS BOOK (WITH 2012 SUPPLEMENT)

POST LENGTH AVERAGES 15 FEET

POST LENGTH WITH '+' AVERAGES 20 FEET

PROJECT NAME: MIDDLEBURY
PROJECT NUMBER: EWP3(1)

FILE NAME: z17b016_TSSS.dgn
PROJECT LEADER: A.P. GUYETTE
DESIGNED BY: D.M. PECK
TRAFFIC SIGN SUMMARY SHEET 1

PLOT DATE: 5/19/2017
DRAWN BY: D.M. PECK
CHECKED BY: E.P. DETRICK
SHEET 26 OF 54

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET

MILE MARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS EA	WIDTH (IN)	HEIGHT (IN)	NEW & SALVAGED SIGNS "A"	"B"	SALV SIGN	SALV TIS	EXIST POST RETAIN	SALVAGE	NEW SIGN POSTS NO. OF POSTS	FLANGED CHANNEL LB/FT 1.12	2.0	3.0	SQUARE STEEL (IN) LB/FT 1.75 1.88	2.0 2.42	2.5 3.35	ANCHOR	SLEEVE	TUBULAR ALUMINUM Ø (IN) LB/FT 3.0 1.3	4.0 1.7	4.0 MOD 1.7	WOOD POST (LF) COLLAR	TYPE 1	TYPE 2	W-SHAPE STEEL FTG. SIZE 24"	30"	WEIGHT	POST SIZE	SIGN FRAME REQUIRED	REMARKS	SIGN DETAIL DETAIL ON SHEET NUMBER	STD. SHEET NUMBER
OPTION ITEMS																																	
MERCHANTS ROW																																	
21+97, RT	R	1	24	24	4.00																										SHSM R3-1 MOUNT TO EXISTING POST		
22+25, RT	ONE WAY	1	36	12	3.00																										SHSM R6-1R MOUNT ABOVE R5-1		
22+25, RT	ONE WAY	1	36	12	3.00																										SHSM R6-1L MOUNT BACK TO BACK WITH R6-1R		
22+25, RT	DO NOT ENTER	1	30	30	6.25						1					X		X													SHSM R5-1		
22+37, LT	ONE WAY	1	36	12	3.00																										SHSM R6-1R MOUNT ABOVE R5-1		
22+37, LT	DO NOT ENTER	1	30	30	6.25						1					X		X													SHSM R5-1		
22+72, RT	RESERVED PARKING						1				1					X		X													EXISTING SIGN REMOVED AND RESET ON NEW POST FROM STA 22+78, RT		
23+84, RT	STOP	1	30	30	6.25						1					X		X													SHSM R1-1		
23+96, RT	ONE WAY	2	36	12	6.00																										SHSM R6-1L SEE DETAIL FOR MOUNTING		
23+96, RT	ONE WAY	1	36	12	3.00																										SHSM R6-1R SEE DETAIL FOR MOUNTING		
23+96, RT	DO NOT ENTER	1	30	30	6.25						1					X		X													SHSM R5-1 SEE DETAIL FOR MOUNTING		
24+16, RT	STOP	1	30	30	6.25						1					X		X													SHSM R5-1		
24+19, RT	ONE WAY	2	36	12	6.00																										SHSM R6-1L SEE DETAIL FOR MOUNTING		
24+19, RT	ONE WAY	1	36	12	3.00																										SHSM R6-1R SEE DETAIL FOR MOUNTING		
24+19, RT	DO NOT ENTER	1	30	30	6.25						1					X		X													SHSM R5-1 SEE DETAIL FOR MOUNTING		
												FT	FT	FT	FT	FT 105	FT	EA	LB	LB	LB		TYPE 1	TYPE 2								
TOTALS					SF 68.50	SF	EA. 1	SF				FT			FT 105					LB			EA.	WOOD POSTS (FT)		EA.	EA.	LB					

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

POST LENGTH AVERAGES 15 FEET

POST LENGTH WITH '+' AVERAGES 20 FEET

WOG = WHITE LEGEND ON GREEN BACKGROUND - PLAQUE
FYG = BLACK LEGEND ON FLUORESCENT YELLOW-GREEN BACKGROUND
SHSM = FHWA STANDARD HIGHWAY SIGNS AND MARKINGS BOOK (WITH 2012 SUPPLEMENT)

vhb

PROJECT NAME: MIDDLEBURY
PROJECT NUMBER: EWP3(1)

FILE NAME: z17b016_TSSS.dgn
PROJECT LEADER: A.P. GUYETTE
DESIGNED BY: D.M. PECK
TRAFFIC SIGN SUMMARY SHEET 2

PLOT DATE: 5/19/2017
DRAWN BY: D.M. PECK
CHECKED BY: E.P. DETRICK
SHEET 27 OF 54

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET

MILE MARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS EA	WIDTH (IN)	HEIGHT (IN)	NEW & SALVAGED SIGNS "A"	"B"	SALV SIGN	SALV TIS	EXIST POST RETAIN	EXIST POST SALVAGE	NEW SIGN POSTS NO. OF POSTS	FLANGED CHANNEL LB/FT 1.12	2.0	3.0	SQUARE STEEL (IN) LB/FT 1.75 1.88	2.0 2.42	2.5 3.35	ANCHOR	SLEEVE	TUBULAR ALUMINUM Ø (IN) LB/FT 3.0 1.3	4.0 1.7	4.0 MOD 1.7	WOOD POST (LF) COLLAR	TYPE 1	TYPE 2	W-SHAPE STEEL FTG. SIZE 24"	30"	WEIGHT	POST SIZE	SIGN FRAME REQUIRED	REMARKS	SIGN DETAIL DETAIL ON SHEET NUMBER	STD. SHEET NUMBER
OPTION ITEMS																																	
MERCHANTS ROW																																	
24+47, LT		1	24	24	4.00						1					X		X													SHSM R3-1		
												FT	FT	FT	FT	FT 15	FT		EA	LB	LB	LB		TYPE 1	TYPE 2								
TOTALS TSSS 3		SF 4.00	SF	EA. 0	SF							FT			FT 15					LB			EA.	WOOD POSTS (FT)		EA.	EA.	LB				
TOTALS TSSS 2		SF 68.50	SF	EA. 1	SF							FT			FT 105					LB			EA.	WOOD POSTS (FT)		EA.	EA.	LB				
TOTALS TSSS 1		SF 25.00	SF	EA. 6	SF							FT			FT 120					LB			EA.	WOOD POSTS (FT)		EA.	EA.	LB				
TOTALS		SF 97.50	SF	EA. 7	SF							FT			FT 240					LB			EA.	WOOD POSTS (FT)		EA.	EA.	LB				

WOG = WHITE LEGEND ON GREEN BACKGROUND - PLAQUE
FYG = BLACK LEGEND ON FLUORESCENT YELLOW-GREEN BACKGROUND
SHSM = FHWA STANDARD HIGHWAY SIGNS AND MARKINGS BOOK (WITH 2012 SUPPLEMENT)

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

POST LENGTH AVERAGES 15 FEET

POST LENGTH WITH '+' AVERAGES 20 FEET

vhb

PROJECT NAME: MIDDLEBURY
PROJECT NUMBER: EWP3(1)

FILE NAME: z17b016_TSSS.dgn
PROJECT LEADER: A.P. GUYETTE
DESIGNED BY: D.M. PECK
TRAFFIC SIGN SUMMARY SHEET 3

PLOT DATE: 5/19/2017
DRAWN BY: D.M. PECK
CHECKED BY: E.P. DETRICK
SHEET 28 OF 54

GENERAL TRAFFIC CONTROL, DETOUR, AND PHASING NOTES:

1. THE FOLLOWING TRAFFIC CONTROL INFORMATION AND PHASING PLAN IS INTENDED TO BE AN OUTLINE FOR HOW THE WORK WILL PROCEED.

2. THE RECONSTRUCTION OF THE MAIN STREET AND MERCHANTS ROW BRIDGES WILL INCLUDE THE USE OF DETOUR ROUTES. TRAFFIC WILL BE MAINTAINED BY USING A COMBINATION OF VEHICLE AND PEDESTRIAN DETOURS AS OUTLINED IN THE PROJECT PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR FURNISHING, ERECTING, MAINTAINING, AND REMOVING ALL TEMPORARY AND DETOUR SIGNING ALONG THE DETOUR ROUTES AS SHOWN IN THE PLANS, AS REQUIRED BY SITE SPECIFIC WORK, AND AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR FURNISHING, MAINTAINING, AND REMOVING TEMPORARY PAVEMENT MARKINGS AS REQUIRED FOR THE PROJECT. SITE SPECIFIC TRAFFIC CONTROLS SHALL BE IN SUBSTANTIAL CONFORMANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), 2009 EDITION AND LATEST REVISIONS.

3. SOLID SUBSTRATE CONSTRUCTION SIGNS SHALL HAVE RETROREFLECTIVE SHEETING EQUAL TO OR EXCEEDING "AMERICAN SOCIETY FOR TESTING AND MATERIALS" (ASTM) TYPE VII, VIII OR IX REQUIREMENTS, UNLESS OTHERWISE NOTED.

4. ALL SIGNS SHALL BE LOCATED SO THEY ARE VISIBLE AND ABLE TO BE READ BY THE TRAVELING PUBLIC. SIGNS SHALL BE INSTALLED SO AS NOT TO OBSTRUCT EXISTING SIGNS. ALL SIGN STANDS AND POST INSTALLATIONS SHALL BE "NATIONAL COOPERATIVE HIGHWAY RESEARCH PROGRAM" (NCHRP) REPORT 350 COMPLIANT. NO SIGN POSTS SHALL EXTEND OVER THE TOP OF THE SIGN INSTALLED ON SAID POST(S). WHEN ANCHORS ARE INSTALLED, STUBS SHALL NOT BE GREATER THAN FOUR INCHES ABOVE EXISTING GROUND. FIXED SIGNS SHALL BE SET SECURELY IN THE GROUND. THE BOTTOM OF A SIGN SHALL BE AT LEAST SEVEN FEET ABOVE THE EDGE OF PAVEMENT.

5. BEFORE THE DEMOLITION OF THE MAIN STREET AND MERCHANTS ROW BRIDGES, DETOUR PLANS SHALL BE ESTABLISHED TO MAINTAIN THE CONTINUITY OF VEHICLE AND PEDESTRIAN TRAFFIC THROUGH THE IMPACTED AREA. DETOUR SIGNS FOR EACH CONSTRUCTION PHASE SHALL BE IN PLACE PRIOR TO THE BEGINNING OF WORK FOR THE RESPECTIVE CONSTRUCTION PHASE AS SHOWN ON THE DETOUR PLANS AND AS DIRECTED BY THE ENGINEER. SIGNS SHALL BE COVERED UNTIL WORK COMMENCES AND UPON COMPLETION OF THE WORK. THE CONTRACTOR SHALL MAINTAIN ALL DETOURS, TEMPORARY SIGNING, AND OTHER SUPPORTING TRAFFIC CONTROLS THROUGHOUT CONSTRUCTION. INSTALLING, MAINTAINING, ADJUSTING, MODIFYING, AND REMOVING THE DETOUR AND TRAFFIC CONTROLS SHALL BE INCIDENTAL TO ITEM 641.10 TRAFFIC CONTROL. DETOUR ROUTE MARKER ASSEMBLIES SHALL BE INSTALLED ADJACENT TO THE EXISTING ROUTE MARKER ASSEMBLIES AT THE INTERSECTIONS.

6. ANY CONFLICTING PAVEMENT MARKINGS SHALL BE BLACKED OUT OR REMOVED BY BURNING OR GRINDING. EXISTING PAVEMENT MARKINGS THAT ARE TO REMAIN FOR LATER USE SHALL BE BLACKED OUT WITH TEMPORARY TAPE.

7. THE CONSTRUCTION PHASES SHOW VEHICULAR TRAFFIC ADJACENT TO CONSTRUCTION WORK AREAS. REFLECTORIZED DRUMS OR CONES SHALL BE USED TO DELINEATE THE WORK ZONE FROM THE TRAVELED WAY.

8. EXISTING SIGNS SHALL REMAIN, WITH COVERING AS NECESSARY, UNTIL THEY ARE NO LONGER REQUIRED. TEMPORARY SIGNS SHALL BE INSTALLED, AS SHOWN IN THE PLANS AND AS REQUIRED BY THE MUTCD. ALL PROPOSED SIGNING SHALL BE INSTALLED AND ALL SIGNS TO BE REMOVED SHALL BE REMOVED PRIOR TO THE APPLICATION OF THE FINAL PAVEMENT MARKINGS.

9. CONTRACTOR SHALL MAINTAIN PEDESTRIAN ACCESS AS NOTED IN THE TRAFFIC CONTROL PLANS. PEDESTRIAN ACCESS SHALL MEET APPLICABLE AMERICANS WITH DISABILITIES ACT (ADA) REQUIREMENTS TO THE MAXIMUM EXTENT FEASIBLE. CONTRACTOR SHALL COORDINATE WORK ADJACENT TO COMMERCIAL ACCESS AREAS WITH THE LAND/BUSINESS OWNER PRIOR TO STARTING WORK IN THE AREA.

10. SPECIAL CARE MUST BE TAKEN TO PROVIDE ACCESS THROUGH THE WORK ZONES FOR EMERGENCY VEHICLES. THE CONTRACTOR SHALL COORDINATE WITH BOTH POLICE AND FIRE DEPARTMENTS TO DETERMINE THEIR MINIMUM ACCESS REQUIREMENTS. CONTRACTOR SHALL ENSURE THAT ACCESS IS AVAILABLE TO ALL PROPERTIES AT ALL TIMES FOR EMERGENCY VEHICLES.

11. ACTR HAS BEEN NOTIFIED THAT THEY WILL NEED TO REMOVE AND RELOCATE THE EXISTING BUS STOP ON MERCHANTS ROW PRIOR TO PHASE 2A.

TRAFFIC MANAGEMENT SEQUENCING:

1. THE DEMOLITION OF THE EXISTING BRIDGES AND CONSTRUCTION OF TEMPORARY REPLACEMENTS FOR THE MAIN STREET AND MERCHANTS ROW BRIDGES IS EXPECTED TO TAKE SIX WEEKS. THE FOLLOWING PARAGRAPHS DESCRIBE THE PROPOSED PHASES OF CONSTRUCTION FOR THIS WORK. PHASES HAVE BEEN DEVELOPED BASED ON MAINTAINING TRAFFIC THROUGHOUT THE PROJECT WHILE MINIMIZING THE IMPACTS TO ADJACENT COMMERCIAL, RESIDENTIAL, AND MUNICIPAL PROPERTIES. EACH PHASE HAS A SPECIFIC CONSTRUCTION AND DETOUR SIGNING PLAN. (ALL STATION REFERENCES ARE APPROXIMATE; ACTUAL BEGIN AND END STATIONS WILL BE DETERMINED BY THE CONTRACTOR AND THE ENGINEER IN THE FIELD.)

2. CONSTRUCTION PHASE 1

   CONTRACTOR SHALL PREPARE FOR DEMOLITION OF THE EXISTING MAIN STREET BRIDGE DURING THIS INITIAL PHASE OF CONSTRUCTION. THE CONTRACTOR SHALL INSTALL SUPPORT OF EXCAVATION (SOE) TO PREPARE FOR THE TEMPORARY BRIDGE BACKWALLS AND ABUTMENTS FOR THE MAIN STREET BRIDGE AND CONSTRUCT THE TEMPORARY WATER MAIN ON MAIN STREET DURING THE TWO SUBPHASES, PHASE 1A AND PHASE 1B. THE TRAFFIC CONTROL REQUIRED FOR BOTH SUBPHASES IS DETAILED IN THE FOLLOWING SUBPHASE DESCRIPTIONS. ALL PHASE 1 SIGNING, PAVEMENT MARKINGS, AND TRAFFIC CONTROL DEVICES SHALL BE INSTALLED, OR ON-SITE, PRIOR TO COMMENCEMENT OF PHASE 1A.

3. PHASE 1A STA 10+75 TO STA 12+75, PRELIMINARY WORK PRIOR TO MAIN STREET BRIDGE DEMOLITION

   A. ON MAIN STREET, BETWEEN TRIANGLE PARK AND THE EXISTING MIDBLOCK CROSSWALK IN FRONT OF THE MIDDLEBURY POST OFFICE, TWO-WAY VEHICULAR TRAFFIC SHALL BE MAINTAINED AND PUSHED TOWARD THE WEST-SIDE CURB OF THE MAIN STREET BRIDGE. THE WEST SIDE SIDEWALK SHALL REMAIN OPEN TO PEDESTRIANS ACROSS THE BRIDGE WHILE THE EAST SIDE SIDEWALK WILL BE CLOSED FROM MERCHANTS ROW TO APPROXIMATE STA 11+75. PRINTERS ALLEY SHALL REMAIN OPEN TO ALL VEHICLE AND PEDESTRIAN TRAFFIC.

   B. THE EXISTING NORTHBOUND TRAVEL LANE AND PARKING SPACES ALONG THE EAST-SIDE CURB OF THE MAIN STREET BRIDGE SHALL BE CLOSED USING TYPE III BARRICADES FROM BOTH DIRECTIONS. THE EXISTING PARKING SPACES ALONG THE WEST-SIDE CURB OF THE MAIN STREET BRIDGE SHALL BE USED AS THE PHASE 1A SOUTHBOUND TRAVEL LANE. THE EXISTING SOUTHBOUND TRAVEL LANE SHALL BE USED AS THE PHASE 1A NORTHBOUND TRAVEL LANE. A TEMPORARY CENTERLINE OF CHANNELIZING DEVICES SHALL BE PLACED BETWEEN BOTH TRAVEL LANES AND A MINIMUM OF 11 FOOT TRAVEL LANES SHALL BE MAINTAINED BY THE CONTRACTOR UNTIL THE TRANSITION TO PHASE 1B.

4. PHASE 1B STA 10+75 TO STA 12+75, PRELIMINARY WORK PRIOR TO MAIN STREET BRIDGE DEMOLITION

   A. ON MAIN STREET, BETWEEN TRIANGLE PARK AND THE EXISTING MIDBLOCK CROSSWALK IN FRONT OF THE MIDDLEBURY POST OFFICE, TWO-WAY VEHICULAR TRAFFIC SHALL BE MAINTAINED AND PUSHED TOWARD THE EAST-SIDE CURB OF THE MAIN STREET BRIDGE. THE EAST SIDE SIDEWALK SHALL REMAIN OPEN AND ACCESSIBLE TO PEDESTRIANS. THE WEST SIDE SIDEWALK WILL BE CLOSED FROM PRINTERS ALLEY TO APPROXIMATE STA 12+00. PRINTERS ALLEY SHALL REMAIN OPEN TO PEDESTRIAN TRAFFIC ONLY.

   B. THE EXISTING SOUTHBOUND TRAVEL LANE AND PARKING SPACES ALONG THE WEST-SIDE CURB OF THE MAIN STREET BRIDGE SHALL BE CLOSED USING TYPE III BARRICADES FROM BOTH DIRECTIONS. THE EXISTING PARKING SPACES ALONG THE EAST-SIDE CURB OF THE MAIN STREET BRIDGE SHALL REMAIN CLOSED FROM PHASE 1A AND USED AS THE PHASE 1B NORTHBOUND TRAVEL LANE. THE EXISTING NORTHBOUND TRAVEL LANE SHALL BE USED AS THE PHASE 1B SOUTHBOUND TRAVEL LANE. A TEMPORARY CENTERLINE OF CHANNELIZING DEVICES SHALL BE PLACED BETWEEN BOTH TRAVEL LANES AND A MINIMUM OF 11 FOOT TRAVEL LANES SHALL BE MAINTAINED BY THE CONTRACTOR UNTIL THE TRANSITION TO PHASE 2.

   C. AT THE END OF PHASE 1B, MAIN STREET TRAFFIC AND PARKING PATTERNS SHALL BE RETURNED TO PRE-EXISTING CONDITIONS UNTIL PHASE 3.

TRAFFIC MANAGEMENT SEQUENCING (CONT.):

5. CONSTRUCTION PHASE 2

   THE CONTRACTOR SHALL INSTALL SOE TO PREPARE MERCHANTS ROW FOR THE TEMPORARY BRIDGE WORK DURING THE TWO SUBPHASES, PHASE 2A AND PHASE 2B. THE TRAFFIC CONTROL REQUIRED FOR BOTH SUBPHASES IS DETAILED IN THE FOLLOWING SUBPHASE DESCRIPTIONS.

6. PHASE 2A STA 20+25 TO STA 24+25, PRELIMINARY WORK PRIOR TO MERCHANTS ROW BRIDGE DEMOLITION.

   A. MERCHANTS ROW WILL BE GENERALLY LIMITED TO ONE WAY TRAFFIC EASTBOUND FROM MAIN STREET TO S. PLEASANT STREET. THE EASTBOUND TRAVEL LANE WILL BE PUSHED TO THE NORTH SIDE OF THE MERCHANTS ROW BRIDGE. THE NORTH SIDE SIDEWALK SHALL REMAIN OPEN TO PEDESTRIANS ACROSS THE BRIDGE WHILE THE SOUTH SIDE SIDEWALK WILL BE CLOSED FROM THE EAST END OF THE BATTELL BUILDING TO APPROXIMATELY STA 22+75. THE DRIVE AISLE TO THE PARKING LOT BEHIND THE BATTELL BUILDING SHALL REMAIN OPEN AND ACCESSIBLE THROUGHOUT CONSTRUCTION. SHORT DURATION CLOSURES OF THE BATTELL BLOCK DRIVE WILL BE PERMITTED WITH PRIOR COORDINATION BETWEEN THE CONTRACTOR, THE ENGINEER, THE TOWN OF MIDDLEBURY PROJECT LIASON, AND THE BATTELL BLOCK MANAGER.

   B. APPROXIMATELY ONE-HALF OF THE PARKING SPACES IN FRONT OF THE BATTELL BUILDING WILL BE CLOSED. THE PARALLEL PARKING SPACES ADJACENT TO TRIANGLE PARK WILL BE CLOSED. MOST OF THE PARKING SPACES EAST OF THE MERCHANTS ROW BRIDGE WILL BE CLOSED AT LEAST PART OF THE TIME DURING PHASE 2A.

7. PHASE 2B STA 20+25 TO STA 24+25, PRELIMINARY WORK PRIOR TO MERCHANTS ROW BRIDGE DEMOLITION.

   A. MERCHANTS ROW WILL CONTINUE TO BE LIMITED TO ONE WAY TRAFFIC EASTBOUND FROM MAIN STREET TO S. PLEASANT STREET. THE EASTBOUND TRAVEL LANE WILL BE RETURNED TO ITS PRE-EXISTING POSITION SOUTH OF THE DOUBLE YELLOW LINE ALONG MERCHANTS ROW. THE NORTH SIDE SIDEWALK SHALL BE CLOSED TO PEDESTRIANS FROM TRIANGLE PARK TO APPROXIMATELY STA 23+50. THE SOUTH SIDE SIDEWALK SHALL REMAIN OPEN TO PEDESTRIANS IN FRONT OF THE BATTELL BUILDING, ACROSS THE MERCHANTS ROW BRIDGE, AND EAST TO S. PLEASANT STREET. THE DRIVE AISLE TO THE PARKING LOT BEHIND THE BATTELL BUILDING WILL BE OPEN, RESTRICTING TRAFFIC TO A RIGHT-IN, RIGHT-OUT CONDITION.

   B. THE PARALLEL PARKING SPACES ADJACENT TO TRIANGLE PARK WILL CONTINUE TO BE CLOSED, AS WILL PARKING FROM THE MERCHANTS ROW BRIDGE TO STA 23+50 ALONG THE NORTH SIDE CURB. PARKING ALONG THE SOUTH SIDE CURB SHALL REMAIN OPEN THROUGHOUT PHASE 2B.

   C. AT THE END OF PHASE 2B, MERCHANTS ROW TRAFFIC AND PARKING PATTERNS SHALL RETURN TO PRE-EXISTING CONDITIONS UNTIL PHASE 4.

8. CONSTRUCTION PHASE 3

   THE CONTRACTOR SHALL CLOSE MAIN STREET AND ESTABLISH DELINEATION, PAVEMENT MARKINGS, WORKER AND PUBLIC PROTECTIONS, AND DETOURS NECESSARY TO DEMOLISH THE EXISTING MAIN STREET BRIDGE. FOLLOWING DEMOLITION, THE CONTRACTOR SHALL CONSTRUCT THE TEMPORARY MAIN STREET VEHICULAR AND PEDESTRIAN BRIDGES AS INDICATED IN THE PLANS. THE TRAFFIC CONTROL REQUIRED IS DETAILED IN THE FOLLOWING TWO SUBPHASE DESCRIPTIONS.

vhb

PROJECT NAME: MIDDLEBURY
PROJECT NUMBER: EWP3(1)

FILE NAME: z17b016_TCP_notes.dgn
PROJECT LEADER: A.P. GUYETTE
DESIGNED BY: D.M. PECK
TCP - NOTES SHEET (1 OF 2)

PLOT DATE: 5/19/2017
DRAWN BY: D.M. PECK
CHECKED BY: E.P. DETRICK
SHEET 29 OF 54

VHB 57603.00

TRAFFIC MANAGEMENT SEQUENCING (CONT.):

9. PHASE 3A STA 10+00 TO STA 12+75, FIRST WEEKEND / MAIN STREET BRIDGE DEMOLITION

   A. THIS PHASE SHALL CONSIST OF THE MAIN STREET BRIDGE CLOSURE AND DEMOLITION. TYPE III BARRICADES SHALL BE INSTALLED ALONG THE NORTH CROSSWALK AT THE INTERSECTION OF MAIN STREET AT MERCHANT'S ROW AND ALONG THE MIDBLOCK CROSSWALK IN FRONT OF THE MIDDLEBURY POST OFFICE. PEDESTRIAN ACCESS TO BOTH CROSSWALKS SHALL BE MAINTAINED.

   B. MAIN STREET NORTHBOUND THROUGH TRAFFIC SHALL BE DETOURED ALONG CROSS STREET, COURT STREET, COURT SQUARE, AND NORTH PLEASANT STREET. MAIN STREET SOUTHBOUND THROUGH TRAFFIC SHALL BE DETOURED ALONG SEYMOUR STREET, NORTH PLEASANT STREET, COURT SQUARE, COURT STREET, AND CROSS STREET. VEHICLE ACCESS FOR PRINTERS ALLEY FROM MAIN STREET WILL BE PROHIBITED DURING THE MAIN STREET BRIDGE DEMOLITION WORK. PRINTERS ALLEY VEHICULAR TRAFFIC SHALL BE DETOURED ALONG CROSS STREET, COURT STREET, COURT SQUARE, NORTH PLEASANT STREET, SEYMOUR STREET, ELM STREET, MIDDLE SEYMOUR STREET, AND MAPLE STREET.

   C. THE EAST-SIDE SIDEWALK OF MAIN STREET SHALL BE CLOSED BETWEEN THE INTERSECTION OF MAIN STREET AND MERCHANT'S ROW AND THE NORTHSIDE OF THE MAIN STREET BRIDGE. THE EAST-SIDE SIDEWALK FROM THE SIDE ENTRANCE OF THE SAINT STEPHEN'S CHURCH NORTH SHALL REMAIN OPEN. THE WEST-SIDE SIDEWALK SHALL BE OPEN ONLY FROM MERCHANTS ROW TO SOUTH OF PRINTERS ALLEY AND CLOSED FROM THE SOUTH SIDE OF PRINTERS ALLEY TO THE MIDDLEBURY POST OFFICE.

10. PHASE 3B STA 10+00 TO STA 12+75, BETWEEN FIRST AND SECOND WEEKEND

   A. THIS PHASE SHALL CONSIST OF STAGING AND CONSTRUCTION OF THE MAIN STREET TEMPORARY VEHICULAR BRIDGE AND TEMPORARY PEDESTRIAN BRIDGE. THIS PHASE SHALL MAINTAIN THE TRAFFIC CONTROL MEASURES FROM PHASE 3A; HOWEVER, PRINTERS ALLEY SHALL BE OPEN TO PEDESTRIAN TRAFFIC ONLY. THE WEST-SIDE SIDEWALK SHALL REMAIN CLOSED FROM THE NORTH SIDE OF PRINTERS ALLEY TO THE MIDDLEBURY POST OFFICE.

11. CONSTRUCTION PHASE 4

   THE CONTRACTOR SHALL INSTALL THE TEMPORARY MAIN STREET VEHICULAR AND PEDESTRIAN BRIDGES, COMPLETE MAIN STREET CONSTRUCTION, AND RE-OPEN MAIN STREET TO TWO-WAY TRAFFIC, AS INDICATED IN THE PLANS. THE CONTRACTOR SHALL CLOSE MERCHANTS ROW AND ESTABLISH DELINEATION, PAVEMENT MARKINGS, WORKER AND PUBLIC PROTECTIONS, AND DETOURS NECESSARY TO DEMOLISH THE EXISTING MERCHANTS ROW BRIDGE. FOLLOWING DEMOLITION, THE CONTRACTOR SHALL CONSTRUCT AND INSTALL THE TEMPORARY MERCHANTS ROW BRIDGE AS INDICATED IN THE PLANS. THE TRAFFIC CONTROL REQUIRED IS DETAILED IN THE FOLLOWING THREE SUBPHASE DESCRIPTIONS.

12. PHASE 4A STA 10+00 TO STA 12+75 AND STA 20+25 TO STA 24+25, SECOND WEEKEND AND WEEK / MAIN STREET TEMPORARY BRIDGE INSTALLATION / MERCHANTS ROW BRIDGE DEMOLITION

   A. THIS PHASE SHALL CONSIST OF MOVING THE COMPLETED MAIN STREET TEMPORARY VEHICULAR BRIDGE AND TEMPORARY PEDESTRIAN BRIDGE INTO THEIR FINAL POSITIONS ACROSS THE EXISTING RAILROAD TRACKS. THE CONTRACTOR SHALL FINALIZE GRADING BETWEEN THE EXISTING ROADWAY AND SIDEWALK AND THEIR RESPECTIVE TEMPORARY BRIDGE.

   B. THIS PHASE SHALL CONSIST OF THE MERCHANTS ROW BRIDGE CLOSURE AND DEMOLITION. TYPE III BARRICADES SHALL BE INSTALLED ALONG THE EAST CROSSWALK AT THE INTERSECTION OF MAIN STREET AT MERCHANTS ROW AND ALONG THE CROSSWALKS AT THE INTERSECTIONS OF MERCHANTS ROW AT SOUTH PLEASANT STREET. ALL VEHICULAR TRAFFIC SHALL BE PROHIBITED ON MERCHANTS ROW DURING PHASE 4A.

   C. PEDESTRIAN ACCESS SHALL BE LIMITED TO ONLY PARTS OF THE SOUTH SIDE OF MERCHANTS ROW. THE NORTH-SIDE SIDEWALK ON MERCHANTS ROW SHALL BE CLOSED. THE SOUTH-SIDE SIDEWALK SHALL BE OPEN ONLY FROM MAIN STREET TO THE FARTHEST BUSINESS DOOR EAST ON THE BATTELL BLOCK AND FROM SOUTH PLEASANT STREET WEST TO THE CLOSEST BUSINESS TO THE MERCHANTS ROW BRIDGE.

   D. STARTING IN PHASE 4A SOUTH PLEASANT STREET SHALL BE RESTRICTED TO SOUTHBOUND TRAFFIC ONLY. NORTHBOUND TRAFFIC ON SOUTH PLEASANT STREET SHALL BE DETOURED FROM CROSS STREET TO COURT STREET. SEE SOUTH PLEASANT STREET DETOUR PLAN. "DO NOT ENTER" R5-1 AND "ONE WAY" R6-1 SIGNS SHALL BE PLACED WITH TYPE III BARRICADES AS SHOWN IN PLANS ALONG SOUTH PLEASANT STREET TO PREVENT NORTHBOUND VEHICULAR TRAFFIC.

   E. THE END OF THIS PHASE REESTABLISHES TWO-WAY TRAFFIC FLOW OVER THE MAIN STREET TEMPORARY VEHICULAR BRIDGE AND PEDESTRIAN TRAFFIC OVER THE TEMPORARY PEDESTRIAN BRIDGE. ALL MAIN STREET ROADWAY SURFACES SHALL BE PAVED TO FINISHED GRADE TO THE LIMITS SHOWN IN THE PLANS. FINAL PAVEMENT MARKINGS, FINAL SIGNING AND GUARDRAIL SHALL BE INSTALLED. THE MAIN STREET DETOUR SHALL BE REMOVED. PRINTERS ALLEY SHALL REMAIN CLOSED TO VEHICLE TRAFFIC WHILE PEDESTRIAN TRAFFIC ON PRINTERS ALLEY SHALL BE MAINTAINED.

13. PHASE 4B STA 20+25 TO STA 24+25, BETWEEN SECOND AND THIRD WEEKEND

   A. PHASE 4B SHALL MAINTAIN THE OVERALL TRAFFIC CONTROL MEASURES FROM PHASE 4A ALONG MERCHANTS ROW, WITH SOME MODIFICATIONS OF THE WORK ZONE. MERCHANTS ROW SHALL REMAIN CLOSED AT THE MERCHANTS ROW BRIDGE FOR BOTH VEHICULAR AND PEDESTRIAN TRAFFIC. THE TYPE III BARRICADES AT THE INTERSECTION OF MERCHANTS ROW AND SOUTH PLEASANT STREET SHALL BE MOVED WEST TO APPROXIMATELY STA 23+25. THIS SHALL ALLOW FOR LOCAL TRAFFIC TO ACCESS SIX (6) PARKING SPACES ON THE EAST END OF MERCHANTS ROW.

   B. BARRIERS AT THE INTERSECTION OF MERCHANTS ROW AND MAIN STREET SHALL BE MOVED NORTH AND EAST TO ALLOW VEHICULAR ACCESS TO THE PARKING BEHIND BATTELL BLOCK AND FOUR (4) TEMPORARY PARKING SPACES. ALTERNATING ONE-WAY TRAFFIC SHALL BE MAINTAINED FROM MAIN STREET TO THE BATTELL BLOCK REAR PARKING LOT.

14. PHASE 4C STA 200+25 TO STA 204+10, THIRD WEEKEND / MERCHANTS ROW TEMPORARY BRIDGE INSTALLATION

   A. THIS PHASE SHALL CONSIST OF MOVING THE COMPLETED MERCHANTS ROW TEMPORARY VEHICULAR AND PEDESTRIAN BRIDGE INTO ITS FINAL POSITION. THE CONTRACTOR SHALL FINALIZE GRADING BETWEEN THE EXISTING ROADWAY AND SIDEWALK TO THE TEMPORARY BRIDGE. THIS PHASE SHALL REESTABLISH THE TRAFFIC CONTROL MEASURES FROM PHASE 4A. THIS REMOVES ACCESS TO THE TEMPORARY PARKING SPACES ON THE EAST AND WEST ENDS OF MERCHANTS ROW AND REMOVES THE ACCESS TO THE BATTELL BLOCK REAR PARKING LOT.

   B. BEGINING IN PHASE 4B AND COMPLETED IN PHASE 4C, THE CONTRACTOR SHALL FINALIZE THE CONSTRUCTION OF THE LOADING ZONE ADJACENT TO TRIANGLE PARK ON THE WEST SIDE OF THE MERCHANTS ROW TEMPORARY BRIDGE.

15. PHASE 5 AFTER THIRD WEEKEND / INCORPORATING TRAFFIC ONTO MERCHANTS ROW TEMPORARY BRIDGE FINAL CONDITIONS

   A. THIS PHASE SHALL CONSIST OF THE OPENING OF MERCHANTS ROW FOR ONE-WAY VEHICULAR TRAFFIC FLOW EASTBOUND AND TWO-WAY VEHICULAR TRAFFIC FLOW ONLY ON THE WEST SIDE OF THE CROSSING PROVIDING ACCESS TO AND FROM BATTELL BLOCK REAR PARKING. LEFT TURNS FROM MERCHANTS ROW AT MAIN STREET SHALL BE PROHIBITED. PEDESTRIAN ACCESS SHALL BE OPENED USING THE PROTECTED PEDESTRIAN WALKWAY ON THE SOUTH SIDE OF THE TEMPORARY BRIDGE. THE EXISTING NORTH SIDEWALK SHALL BE CLOSED FROM STA 20+30 TO STA 22+75.

   B. THIS PHASE SHALL INCLUDE THE REMOVAL OF ALL DETOUR SIGNING AND OTHER TRAFFIC CONTROL DEVICES. FINAL TRAFFIC PATTERNS WILL BE ESTABLISHED INCLUDING SOUTH PLEASANT STREET ONE-WAY SOUTHBOUND TRAFFIC FLOW AND PRINTERS ALLEY DETOUR SIGNS. ALL LANDSCAPING WILL BE COMPLETED. ALL ROADWAY SURFACES SHALL BE PAVED TO FINISHED GRADE TO THE LIMITS SHOWN IN THE PLANS. FINAL PAVEMENT MARKINGS SHALL BE APPLIED AND FINAL SIGNING SHALL BE INSTALLED.

PROJECT NAME:	MIDDLEBURY
PROJECT NUMBER:	EWP3(1)
FILE NAME: z17b016_TCP_notes.dgn	PLOT DATE: 5/19/2017
PROJECT LEADER: A.P. GUYETTE	DRAWN BY: D.M. PECK
DESIGNED BY: D.M. PECK	CHECKED BY: E.P. DETRICK
TCP - NOTES SHEET (2 OF 2)	SHEET 30 OF 54

IDENTIFICATION NUMBER	SIZE OF SIGN WIDTH (IN)	SIZE OF SIGN HEIGHT (IN)	TEXT	NUMBER OF SIGNS REQ'D	REMARKS
D3-1	42	9	Printers Alley	12	MOUNT ABOVE M4-9 OR MI-5
D3-2	42	9	S Pleasant St	9	MOUNT ABOVE M4-9
G20-2	36	18	END ROAD WORK	5	MOUNT ON ONE POST
MI-5	24	24	VERMONT 30	17	MOUNT ON ONE POST
M3-3	24	12	SOUTH	1	MOUNT ABOVE MI-5
M4-8	24	12	DETOUR	19	MOUNT ABOVE MI-5
M4-8A	24	18	END DETOUR	1	MOUNT ON ONE POST
M4-9L	30	24	DETOUR ←	3	MOUNT ON ONE POST
M4-9R	30	24	DETOUR →	3	MOUNT ON ONE POST
M4-9S	30	24	DETOUR ↑	3	MOUNT ON ONE POST
M4-9bL	30	24	DETOUR ←	3	MOUNT ON ONE POST
M4-9bR	30	24	DETOUR →	4	MOUNT ON ONE POST
M4-9-bT	30	24	DETOUR ↑	3	MOUNT ON ONE POST
M4-10L	48	18	← DETOUR	1	MOUNT ON TYPE III BARRICADE
M5-1L	21	15		2	MOUNT BELOW MI-5
M5-1R	21	15		1	MOUNT BELOW MI-5
M6-1L	21	15		6	MOUNT BELOW MI-5

IDENTIFICATION NUMBER	SIZE OF SIGN WIDTH (IN)	SIZE OF SIGN HEIGHT (IN)	TEXT	NUMBER OF SIGNS REQ'D	REMARKS
M6-1R	21	15		3	MOUNT BELOW MI-5
M6-2R	21	15		2	MOUNT BELOW MI-5
M6-3	21	15		5	MOUNT BELOW MI-5
R3-1R	24	24		1	MOUNT ON ONE POST
R3-1L	24	24		2	MOUNT ON ONE POST
R4-8	24	12		1	MOUNT ON ONE POST
R5-1	30	30	DO NOT ENTER	4	MOUNT ON ONE POST
R6-1L	48	18	ONE WAY ←	4	MOUNT ON ONE POST
R6-1R	48	18	ONE WAY →	5	MOUNT ON ONE POST
R7-1L	12	18	NO PARKING ANY TIME ←	1	MOUNT BELOW R5-1
R7-1R	12	18	NO PARKING ANY TIME →	2	MOUNT BELOW R5-1 MOUNT ON ONE POST
R8-3	30	30		2	MOUNT ON ONE POST
R9-9	24	12	SIDEWALK CLOSED	4	MOUNT ON ONE POST OR TYPE III BARRICADE
R9-9A	24	12	SIDEWALK OPEN	2	MOUNT ON ONE POST
R9-9B	24	18	SIDEWALK CLOSED AHEAD	1	MOUNT ON ONE POST
R9-10	24	12	SIDEWALK CLOSED ← USE OTHER SIDE	1	MOUNT ON ONE POST
R9-11L	24	18	SIDEWALK CLOSED AHEAD ← CROSS HERE	1	MOUNT ON ONE POST

IDENTIFICATION NUMBER	SIZE OF SIGN WIDTH (IN)	SIZE OF SIGN HEIGHT (IN)	TEXT	NUMBER OF SIGNS REQ'D	REMARKS
R9-11R	24	18	SIDEWALK CLOSED AHEAD → CROSS HERE	1	MOUNT ON ONE POST
R9-11aL	24	12	SIDEWALK CLOSED ← CROSS HERE	1	MOUNT ON ONE POST
R9-11aR	24	12	SIDEWALK CLOSED → CROSS HERE	1	MOUNT ON ONE POST
R11-2	48	30	ROAD CLOSED	5	MOUNT ON TYPE III BARRICADE
R11-2A	60	30	BUSINESSES OPEN	2	MOUNT ON TYPE III BARRICADE
R11-3AM	60	30	ROAD CLOSED LOCAL TRAFFIC ONLY	2	MOUNT ON TWO POSTS
R11-3C	48	54	30 MAIN ST CLOSED AT SEYMOUR ST FOLLOW DETOUR	1	MOUNT ON TWO POSTS
R11-3D	48	36	30 MAIN ST CLOSED FOLLOW DETOUR	3	MOUNT ON TWO POSTS
R11-3E	60	30	TO S Pleasant St ↑ FOLLOW DETOUR	1	MOUNT ON TWO POSTS
R11-3F	60	42	30 MAIN ST CLOSED AT MERCHANTS ROW FOLLOW DETOUR	1	MOUNT ON TWO POSTS
R11-4	60	30	ROAD CLOSED TO THRU TRAFFIC	3	MOUNT ON TYPE III BARRICADE

NOTES:

1. COLORS FOR THE MI-5 SIGNS SHALL MATCH THE COLORS SHOWN ON VTRANS STD. E-136B.
2. COLORS FOR THE M5-1, M6-1, M6-2, AND THE M6-3 SIGNS SHALL BE A BLACK ARROW AND BORDER ON RETROREFLECTIVE ORANGE BACKGROUND.
3. THE MI-5 SIGNS SHALL BECOME THE PROPERTY OF THE STATE AFTER THEY ARE REMOVED FROM THE DETOUR. THE CONTRACTOR SHALL DELIVER THE SIGNS TO THE TOWN AT THE TOWN GARAGE. ALL COSTS ASSOCIATED WITH PROVIDING THE SIGNS TO THE TOWN SHALL BE INCIDENTAL TO ITEM 641.10 "TRAFFIC CONTROL".
4. COLORS FOR THE M4-9, D3-1, AND D3-2 SIGNS SHALL BE A BLACK ARROW, TEXT, AND BORDER ON RETROREFLECTIVE ORANGE BACKGROUND.

vhb

PROJECT NAME: MIDDLEBURY
PROJECT NUMBER: EWP3(1)

FILE NAME: z17b016_TCP_TSSS.dgn
PROJECT LEADER: A.P. GUYETTE
DESIGNED BY: D.M. PECK
TCP - SIGN SUMMARY SHEET 1

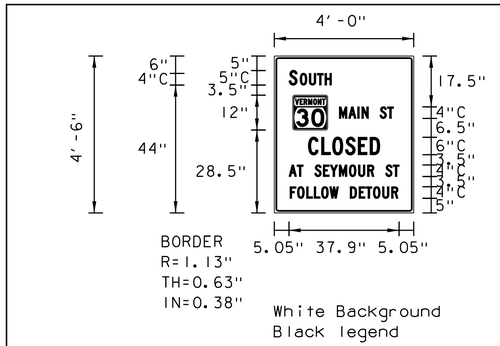
PLOT DATE: 5/19/2017
DRAWN BY: D.M. PECK
CHECKED BY: E.P. DETRICK
SHEET 31 OF 54

VHB 57603.00

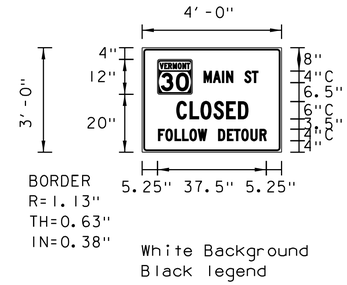
IDENTIFICATION NUMBER	SIZE OF SIGN		TEXT	NUMBER OF SIGNS REQ'D	REMARKS
	WIDTH (IN)	HEIGHT (IN)			
WI-4 (R)	36	36		I	MOUNT ON ONE POST
WI-4 (L)	36	36		I	MOUNT ON ONE POST
WI-6	48	24		I	MOUNT ON TYPE III BARRICADE
W20-I	36	36		5	MOUNT ON ONE POST

NOTES:

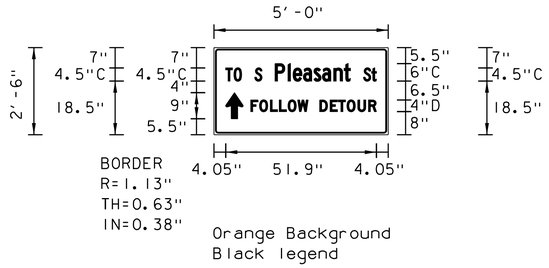
1. COLORS FOR THE MI-5 SIGNS SHALL MATCH THE COLORS SHOWN ON VTRANS STD. E-136B.
2. COLORS FOR THE M5-1, M6-1, M6-2, AND THE M6-3 SIGNS SHALL BE A BLACK ARROW AND BORDER ON RETROREFLECTIVE ORANGE BACKGROUND.
3. THE MI-5 SIGNS SHALL BECOME THE PROPERTY OF THE STATE AFTER THEY ARE REMOVED FROM THE DETOUR. THE CONTRACTOR SHALL DELIVER THE SIGNS TO THE TOWN AT THE TOWN GARAGE. ALL COSTS ASSOCIATED WITH PROVIDING THE SIGNS TO THE TOWN SHALL BE INCIDENTAL TO ITEM 641.10 "TRAFFIC CONTROL".
4. COLORS FOR THE M4-9, D3-1, AND D3-2 SIGNS SHALL BE A BLACK ARROW, TEXT, AND BORDER ON RETROREFLECTIVE ORANGE BACKGROUND.



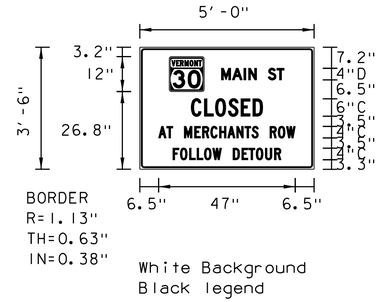
TCP - PHASE 3



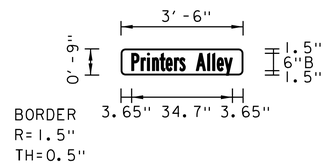
TCP - PHASE 3



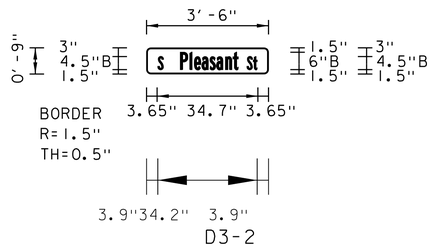
TCP - S. PLEASANT ST DETOUR



TCP - PHASE 3



D3-1

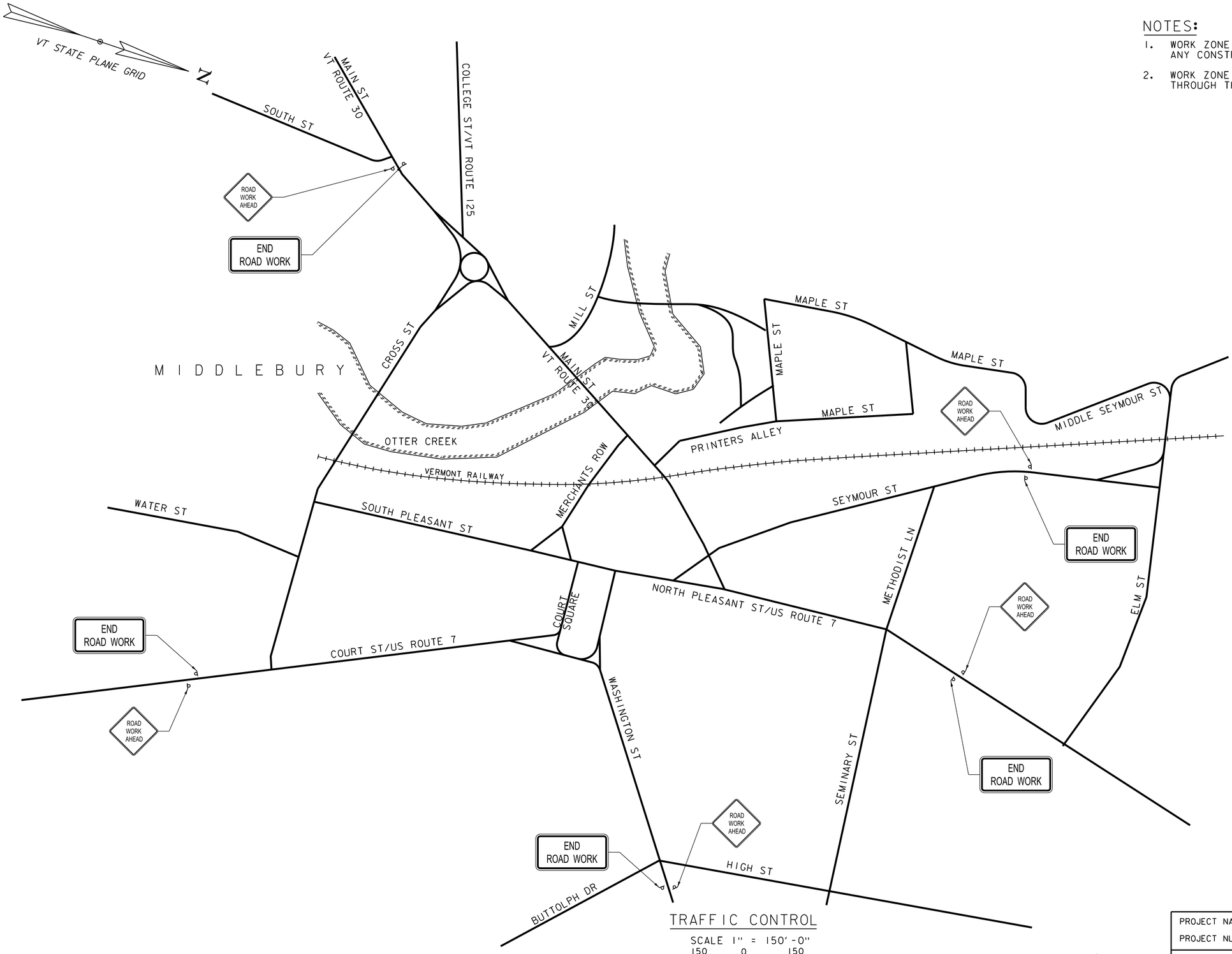


D3-2

PROJECT NAME:	MIDDLEBURY
PROJECT NUMBER:	EWP3(1)
FILE NAME: z17b016_TCP_TSSS.dgn	PLOT DATE: 5/19/2017
PROJECT LEADER: A.P. GUYETTE	DRAWN BY: D.M. PECK
DESIGNED BY: D.M. PECK	CHECKED BY: E.P. DETRICK
TCP - SIGN SUMMARY SHEET 2	SHEET 32 OF 54

NOTES:

1. WORK ZONE LIMIT SIGNS SHALL BE IN PLACE PRIOR TO ANY CONSTRUCTION ACTIVITIES
2. WORK ZONE LIMIT SIGNS SHALL REMAIN IN PLACE THROUGH THE DURATION OF THIS CONTRACT.



TRAFFIC CONTROL

SCALE 1" = 150'-0"

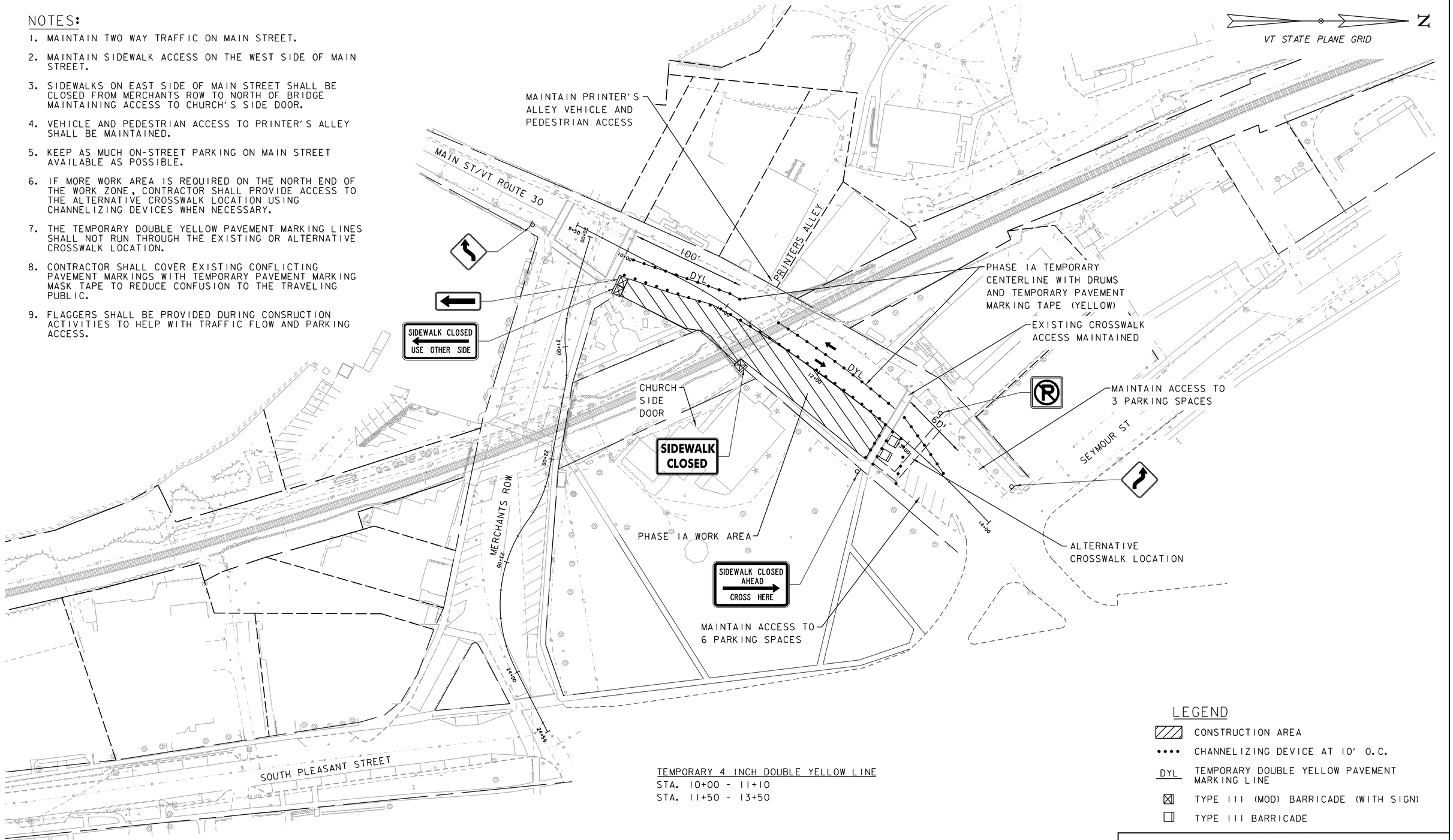
150 0 150

PROJECT NAME:	MIDDLEBURY
PROJECT NUMBER:	EWP3(1)
FILE NAME: z17b016_TCP_Workzone.dgn	PLOT DATE: 5/19/2017
PROJECT LEADER: A.P. GUYETTE	DRAWN BY: D.M. PECK
DESIGNED BY: D.M. PECK	CHECKED BY: E.P. DETRICK
TCP - WORKZONE LIMITS	SHEET 33 OF 54

VHB 57603.00

NOTES:

1. MAINTAIN TWO WAY TRAFFIC ON MAIN STREET.
2. MAINTAIN SIDEWALK ACCESS ON THE WEST SIDE OF MAIN STREET.
3. SIDEWALKS ON EAST SIDE OF MAIN STREET SHALL BE CLOSED FROM MERCHANTS ROW TO NORTH OF BRIDGE MAINTAINING ACCESS TO CHURCH'S SIDE DOOR.
4. VEHICLE AND PEDESTRIAN ACCESS TO PRINTER'S ALLEY SHALL BE MAINTAINED.
5. KEEP AS MUCH ON-STREET PARKING ON MAIN STREET AVAILABLE AS POSSIBLE.
6. IF MORE WORK AREA IS REQUIRED ON THE NORTH END OF THE WORK ZONE, CONTRACTOR SHALL PROVIDE ACCESS TO THE ALTERNATIVE CROSSWALK LOCATION USING CHANNELIZING DEVICES WHEN NECESSARY.
7. THE TEMPORARY DOUBLE YELLOW PAVEMENT MARKING LINES SHALL NOT RUN THROUGH THE EXISTING OR ALTERNATIVE CROSSWALK LOCATION.
8. CONTRACTOR SHALL COVER EXISTING CONFLICTING PAVEMENT MARKINGS WITH TEMPORARY PAVEMENT MARKING MASK TAPE TO REDUCE CONFUSION TO THE TRAVELING PUBLIC.
9. FLAGGERS SHALL BE PROVIDED DURING CONSRUCTION ACTIVITIES TO HELP WITH TRAFFIC FLOW AND PARKING ACCESS.



TEMPORARY 4 INCH DOUBLE YELLOW LINE
STA. 10+00 - 11+10
STA. 11+50 - 13+50

LEGEND

- CONSTRUCTION AREA
- •••• CHANNELIZING DEVICE AT 10' O.C.
- DYL — TEMPORARY DOUBLE YELLOW PAVEMENT MARKING LINE
- TYPE III (MOD) BARRICADE (WITH SIGN)
- TYPE III BARRICADE

0 40 80
SCALE IN FEET

vhb

PHASE IA

PROJECT NAME: MIDDLEBURY
PROJECT NUMBER: EWP3(1)

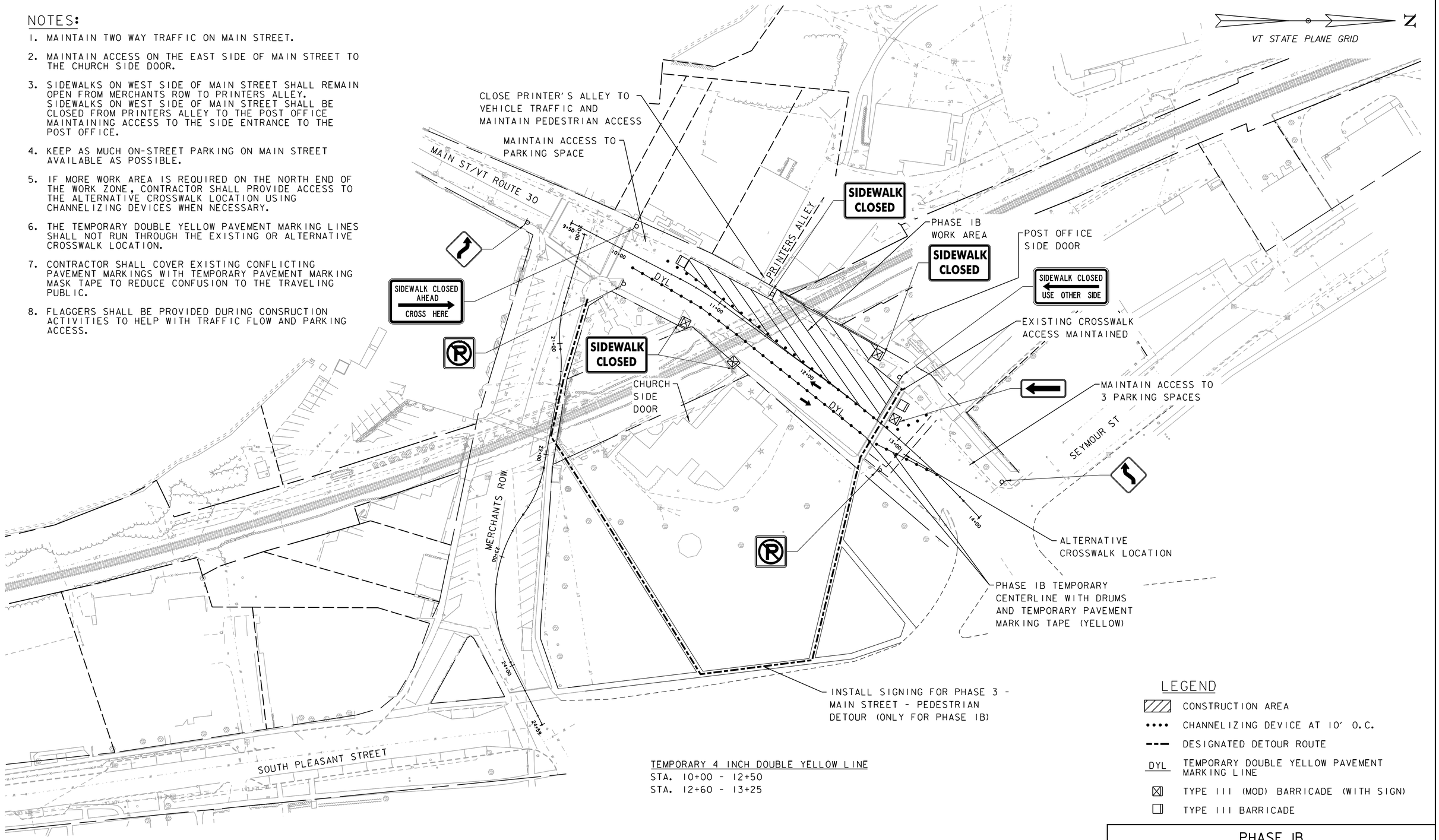
FILE NAME: z17b016_TCP_1A.dgn
PROJECT LEADER: A.P. GUYETTE
DESIGNED BY: D.M. PECK
TCP - PHASE IA

PLOT DATE: 5/19/2017
DRAWN BY: D.M. PECK
CHECKED BY: E.P. DETRICK
SHEET 34 OF 54

VHB 57603.00

NOTES:

1. MAINTAIN TWO WAY TRAFFIC ON MAIN STREET.
2. MAINTAIN ACCESS ON THE EAST SIDE OF MAIN STREET TO THE CHURCH SIDE DOOR.
3. SIDEWALKS ON WEST SIDE OF MAIN STREET SHALL REMAIN OPEN FROM MERCHANTS ROW TO PRINTERS ALLEY. SIDEWALKS ON WEST SIDE OF MAIN STREET SHALL BE CLOSED FROM PRINTERS ALLEY TO THE POST OFFICE MAINTAINING ACCESS TO THE SIDE ENTRANCE TO THE POST OFFICE.
4. KEEP AS MUCH ON-STREET PARKING ON MAIN STREET AVAILABLE AS POSSIBLE.
5. IF MORE WORK AREA IS REQUIRED ON THE NORTH END OF THE WORK ZONE, CONTRACTOR SHALL PROVIDE ACCESS TO THE ALTERNATIVE CROSSWALK LOCATION USING CHANNELIZING DEVICES WHEN NECESSARY.
6. THE TEMPORARY DOUBLE YELLOW PAVEMENT MARKING LINES SHALL NOT RUN THROUGH THE EXISTING OR ALTERNATIVE CROSSWALK LOCATION.
7. CONTRACTOR SHALL COVER EXISTING CONFLICTING PAVEMENT MARKINGS WITH TEMPORARY PAVEMENT MARKING MASK TAPE TO REDUCE CONFUSION TO THE TRAVELING PUBLIC.
8. FLAGGERS SHALL BE PROVIDED DURING CONSRUCTION ACTIVITIES TO HELP WITH TRAFFIC FLOW AND PARKING ACCESS.



TEMPORARY 4 INCH DOUBLE YELLOW LINE
STA. 10+00 - 12+50
STA. 12+60 - 13+25

LEGEND

- CONSTRUCTION AREA
- CHANNELIZING DEVICE AT 10' O.C.
- DESIGNATED DETOUR ROUTE
- DYL — TEMPORARY DOUBLE YELLOW PAVEMENT MARKING LINE
- TYPE III (MOD) BARRICADE (WITH SIGN)
- TYPE III BARRICADE

0 40 80
SCALE IN FEET

vhb

PHASE IB

PROJECT NAME: MIDDLEBURY
PROJECT NUMBER: EWP3(1)

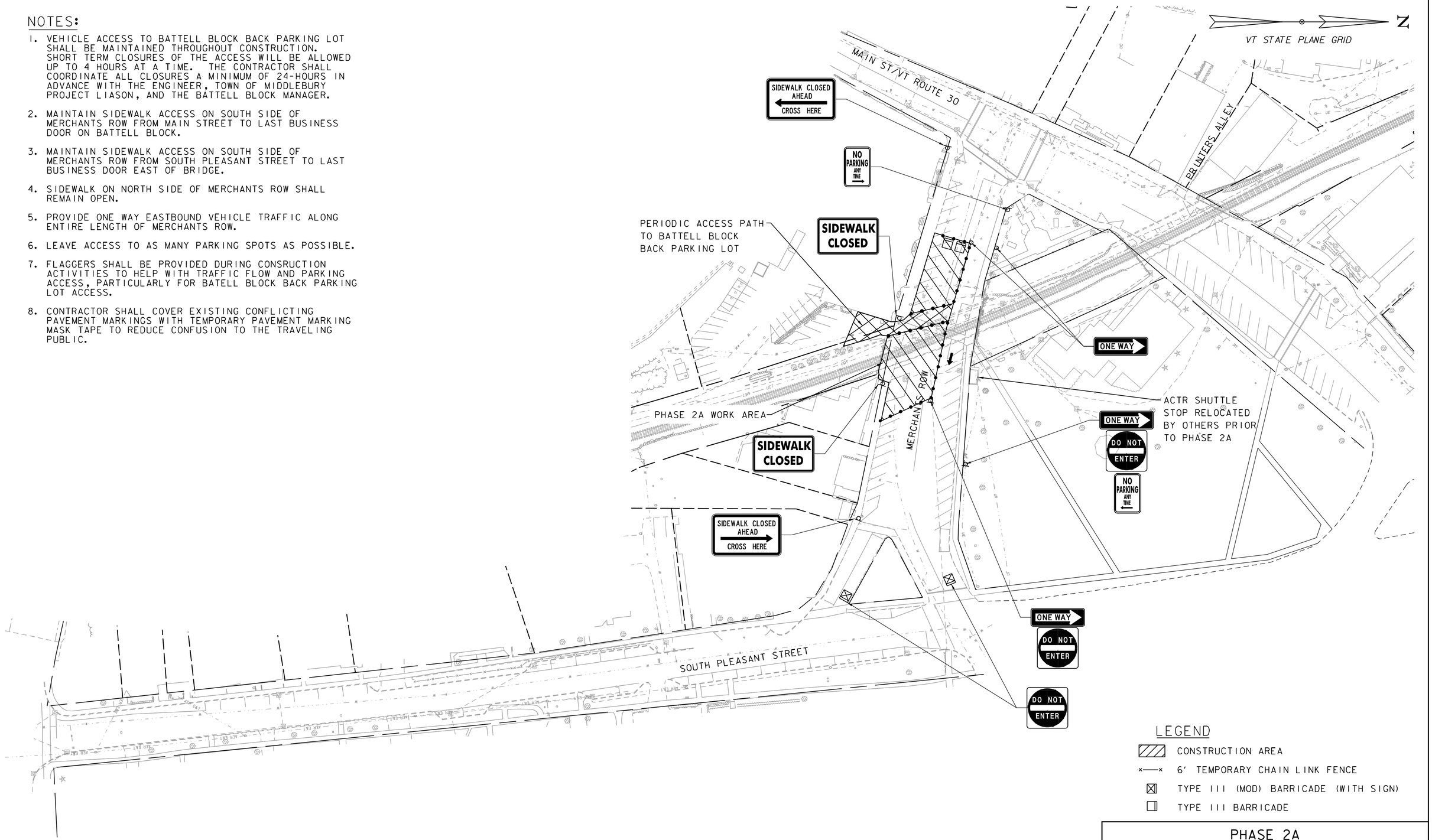
FILE NAME: z17b016_TCP_1B.dgn
PROJECT LEADER: A.P. GUYETTE
DESIGNED BY: D.M. PECK
TCP - PHASE IB

PLOT DATE: 5/19/2017
DRAWN BY: D.M. PECK
CHECKED BY: E.P. DETRICK
SHEET 35 OF 54

VHB 57603.00

NOTES:

1. VEHICLE ACCESS TO BATTELL BLOCK BACK PARKING LOT SHALL BE MAINTAINED THROUGHOUT CONSTRUCTION. SHORT TERM CLOSURES OF THE ACCESS WILL BE ALLOWED UP TO 4 HOURS AT A TIME. THE CONTRACTOR SHALL COORDINATE ALL CLOSURES A MINIMUM OF 24-HOURS IN ADVANCE WITH THE ENGINEER, TOWN OF MIDDLEBURY PROJECT LIASON, AND THE BATTELL BLOCK MANAGER.
2. MAINTAIN SIDEWALK ACCESS ON SOUTH SIDE OF MERCHANTS ROW FROM MAIN STREET TO LAST BUSINESS DOOR ON BATTELL BLOCK.
3. MAINTAIN SIDEWALK ACCESS ON SOUTH SIDE OF MERCHANTS ROW FROM SOUTH PLEASANT STREET TO LAST BUSINESS DOOR EAST OF BRIDGE.
4. SIDEWALK ON NORTH SIDE OF MERCHANTS ROW SHALL REMAIN OPEN.
5. PROVIDE ONE WAY EASTBOUND VEHICLE TRAFFIC ALONG ENTIRE LENGTH OF MERCHANTS ROW.
6. LEAVE ACCESS TO AS MANY PARKING SPOTS AS POSSIBLE.
7. FLAGGERS SHALL BE PROVIDED DURING CONSRUCTION ACTIVITIES TO HELP WITH TRAFFIC FLOW AND PARKING ACCESS, PARTICULARLY FOR BATELL BLOCK BACK PARKING LOT ACCESS.
8. CONTRACTOR SHALL COVER EXISTING CONFLICTING PAVEMENT MARKINGS WITH TEMPORARY PAVEMENT MARKING MASK TAPE TO REDUCE CONFUSION TO THE TRAVELING PUBLIC.



LEGEND

- CONSTRUCTION AREA
- 6' TEMPORARY CHAIN LINK FENCE
- TYPE III (MOD) BARRICADE (WITH SIGN)
- TYPE III BARRICADE

0 40 80
SCALE IN FEET

vhb

PHASE 2A

PROJECT NAME: MIDDLEBURY
PROJECT NUMBER: EWP3(1)

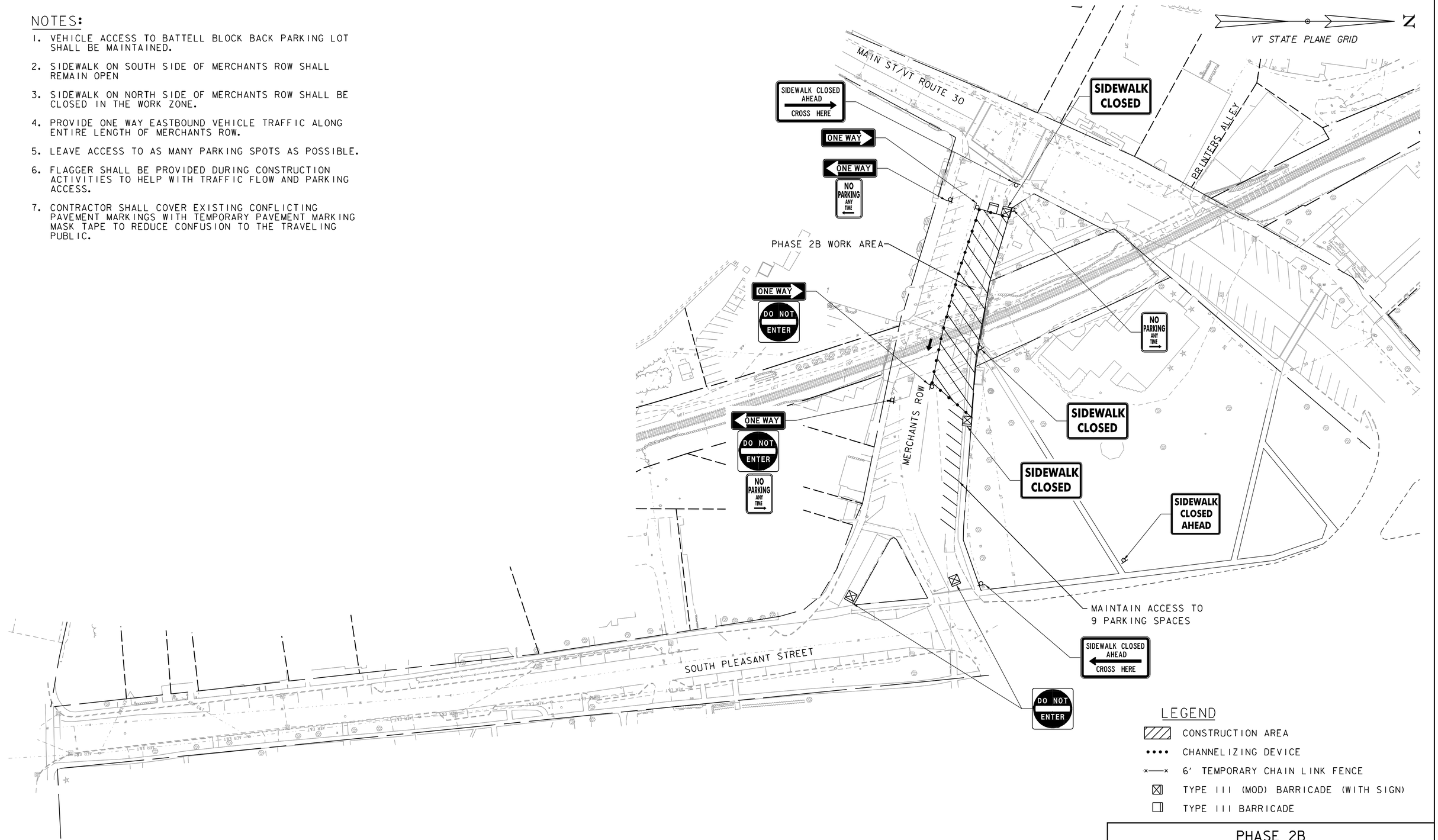
FILE NAME: z17b016_TCP_2A.dgn
PROJECT LEADER: A.P. GUYETTE
DESIGNED BY: D.M. PECK
TCP - PHASE 2A

PLOT DATE: 5/19/2017
DRAWN BY: D.M. PECK
CHECKED BY: E.P. DETRICK
SHEET 36 OF 54

VHB 57603.00

NOTES:

1. VEHICLE ACCESS TO BATTELL BLOCK BACK PARKING LOT SHALL BE MAINTAINED.
2. SIDEWALK ON SOUTH SIDE OF MERCHANTS ROW SHALL REMAIN OPEN
3. SIDEWALK ON NORTH SIDE OF MERCHANTS ROW SHALL BE CLOSED IN THE WORK ZONE.
4. PROVIDE ONE WAY EASTBOUND VEHICLE TRAFFIC ALONG ENTIRE LENGTH OF MERCHANTS ROW.
5. LEAVE ACCESS TO AS MANY PARKING SPOTS AS POSSIBLE.
6. FLAGGER SHALL BE PROVIDED DURING CONSTRUCTION ACTIVITIES TO HELP WITH TRAFFIC FLOW AND PARKING ACCESS.
7. CONTRACTOR SHALL COVER EXISTING CONFLICTING PAVEMENT MARKINGS WITH TEMPORARY PAVEMENT MARKING MASK TAPE TO REDUCE CONFUSION TO THE TRAVELING PUBLIC.



LEGEND

- CONSTRUCTION AREA
- CHANNELIZING DEVICE
- 6' TEMPORARY CHAIN LINK FENCE
- TYPE III (MOD) BARRICADE (WITH SIGN)
- TYPE III BARRICADE

0 40 80
SCALE IN FEET

vhb

PHASE 2B

PROJECT NAME: MIDDLEBURY
PROJECT NUMBER: EWP3(1)

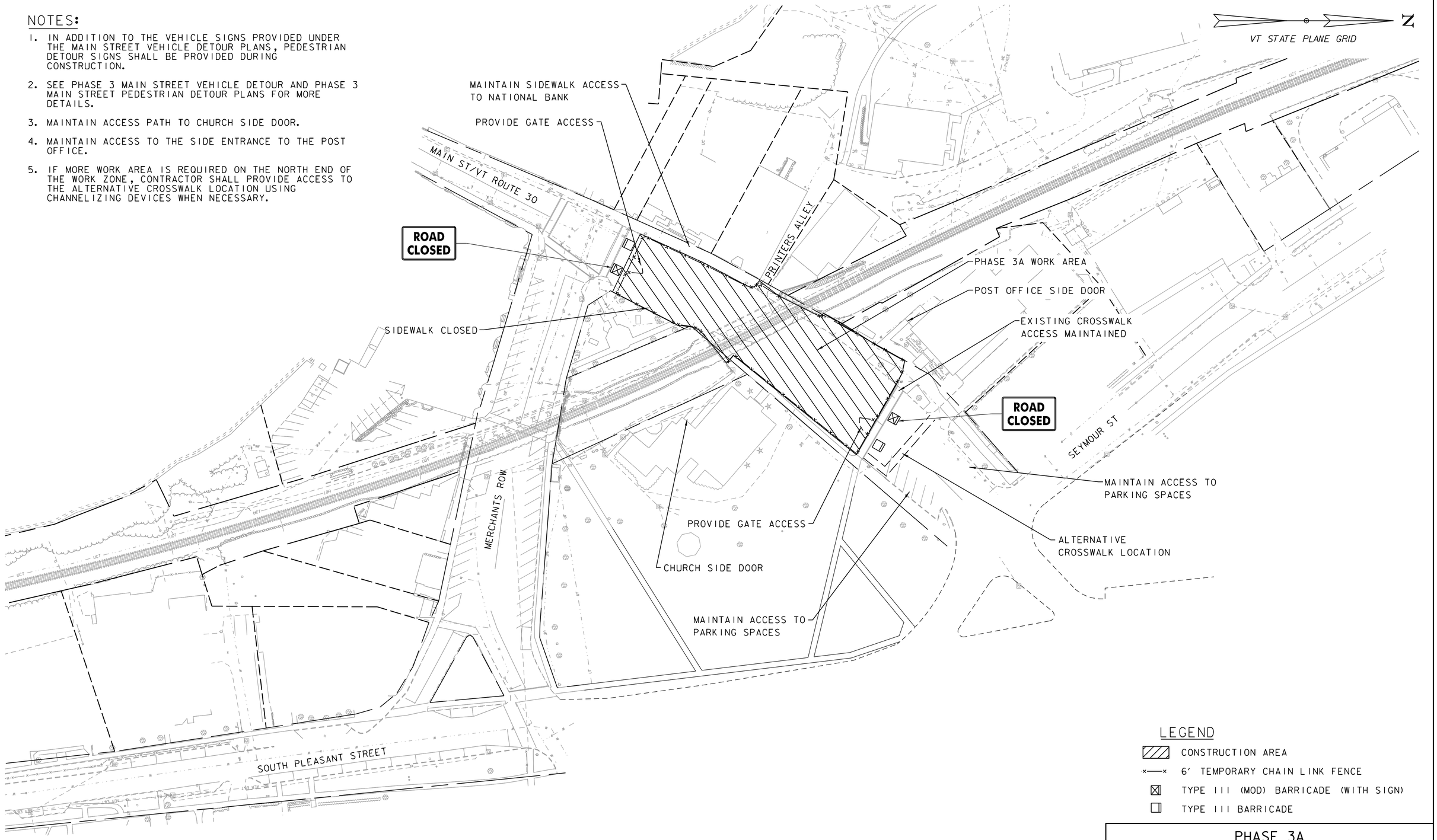
FILE NAME: z17b016_TCP_2B.dgn
PROJECT LEADER: A.P. GUYETTE
DESIGNED BY: D.M. PECK
TCP - PHASE 2B

PLOT DATE: 5/19/2017
DRAWN BY: D.M. PECK
CHECKED BY: E.P. DETRICK
SHEET 37 OF 54

VHB 57603.00

NOTES:

1. IN ADDITION TO THE VEHICLE SIGNS PROVIDED UNDER THE MAIN STREET VEHICLE DETOUR PLANS, PEDESTRIAN DETOUR SIGNS SHALL BE PROVIDED DURING CONSTRUCTION.
2. SEE PHASE 3 MAIN STREET VEHICLE DETOUR AND PHASE 3 MAIN STREET PEDESTRIAN DETOUR PLANS FOR MORE DETAILS.
3. MAINTAIN ACCESS PATH TO CHURCH SIDE DOOR.
4. MAINTAIN ACCESS TO THE SIDE ENTRANCE TO THE POST OFFICE.
5. IF MORE WORK AREA IS REQUIRED ON THE NORTH END OF THE WORK ZONE, CONTRACTOR SHALL PROVIDE ACCESS TO THE ALTERNATIVE CROSSWALK LOCATION USING CHANNELIZING DEVICES WHEN NECESSARY.



LEGEND

- CONSTRUCTION AREA
- 6' TEMPORARY CHAIN LINK FENCE
- TYPE III (MOD) BARRICADE (WITH SIGN)
- TYPE III BARRICADE

0 40 80
SCALE IN FEET

vhb

PHASE 3A

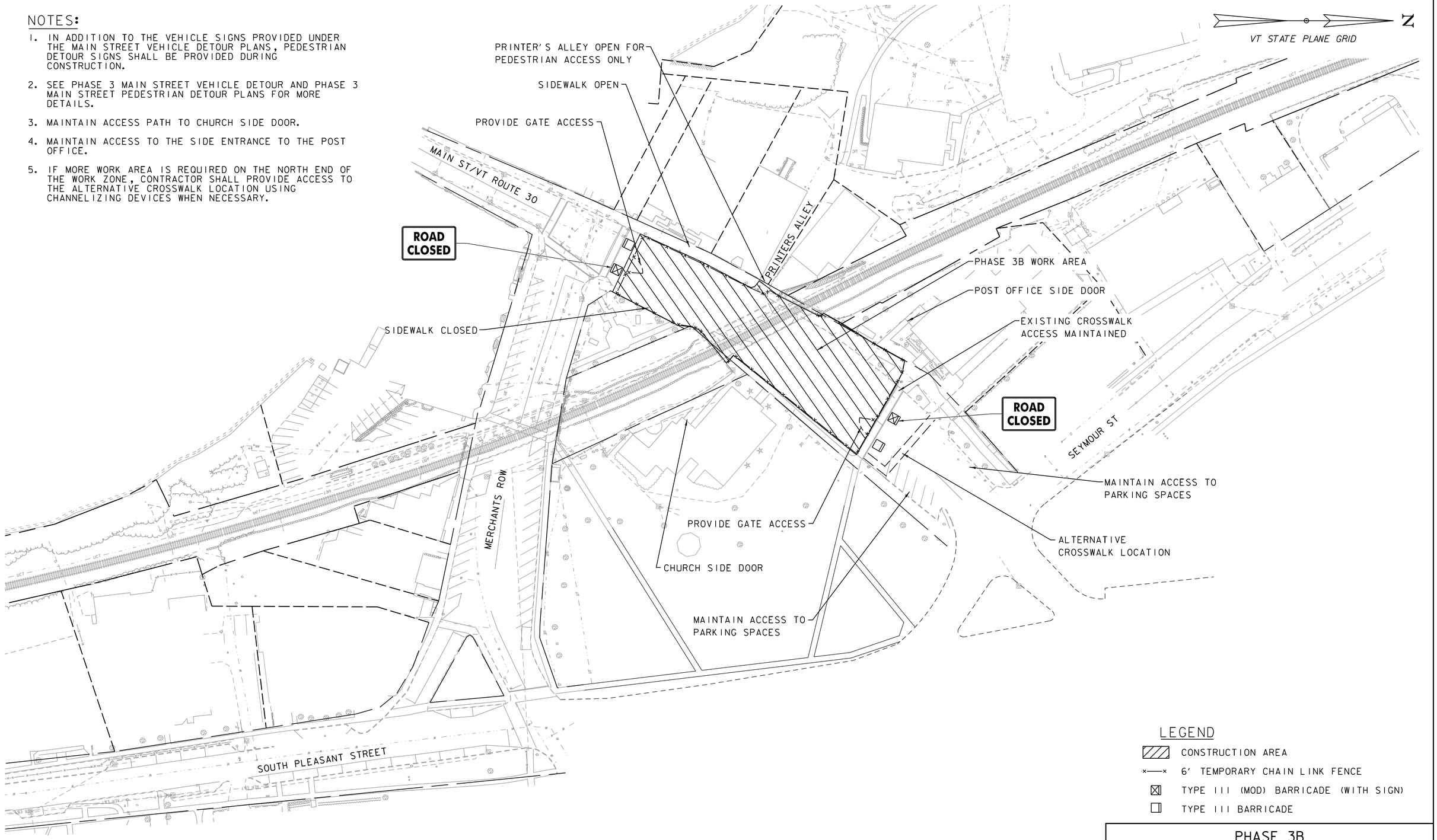
PROJECT NAME: MIDDLEBURY
PROJECT NUMBER: EWP3(1)

FILE NAME: z17b016_TCP_3A.dgn
PROJECT LEADER: A.P. GUYETTE
DESIGNED BY: D.M. PECK
TCP - PHASE 3A

PLOT DATE: 5/19/2017
DRAWN BY: D.M. PECK
CHECKED BY: E.P. DETRICK
SHEET 38 OF 54

NOTES:

1. IN ADDITION TO THE VEHICLE SIGNS PROVIDED UNDER THE MAIN STREET VEHICLE DETOUR PLANS, PEDESTRIAN DETOUR SIGNS SHALL BE PROVIDED DURING CONSTRUCTION.
2. SEE PHASE 3 MAIN STREET VEHICLE DETOUR AND PHASE 3 MAIN STREET PEDESTRIAN DETOUR PLANS FOR MORE DETAILS.
3. MAINTAIN ACCESS PATH TO CHURCH SIDE DOOR.
4. MAINTAIN ACCESS TO THE SIDE ENTRANCE TO THE POST OFFICE.
5. IF MORE WORK AREA IS REQUIRED ON THE NORTH END OF THE WORK ZONE, CONTRACTOR SHALL PROVIDE ACCESS TO THE ALTERNATIVE CROSSWALK LOCATION USING CHANNELIZING DEVICES WHEN NECESSARY.



LEGEND

- CONSTRUCTION AREA
- 6' TEMPORARY CHAIN LINK FENCE
- TYPE III (MOD) BARRICADE (WITH SIGN)
- TYPE III BARRICADE

0 40 80
SCALE IN FEET

vhb

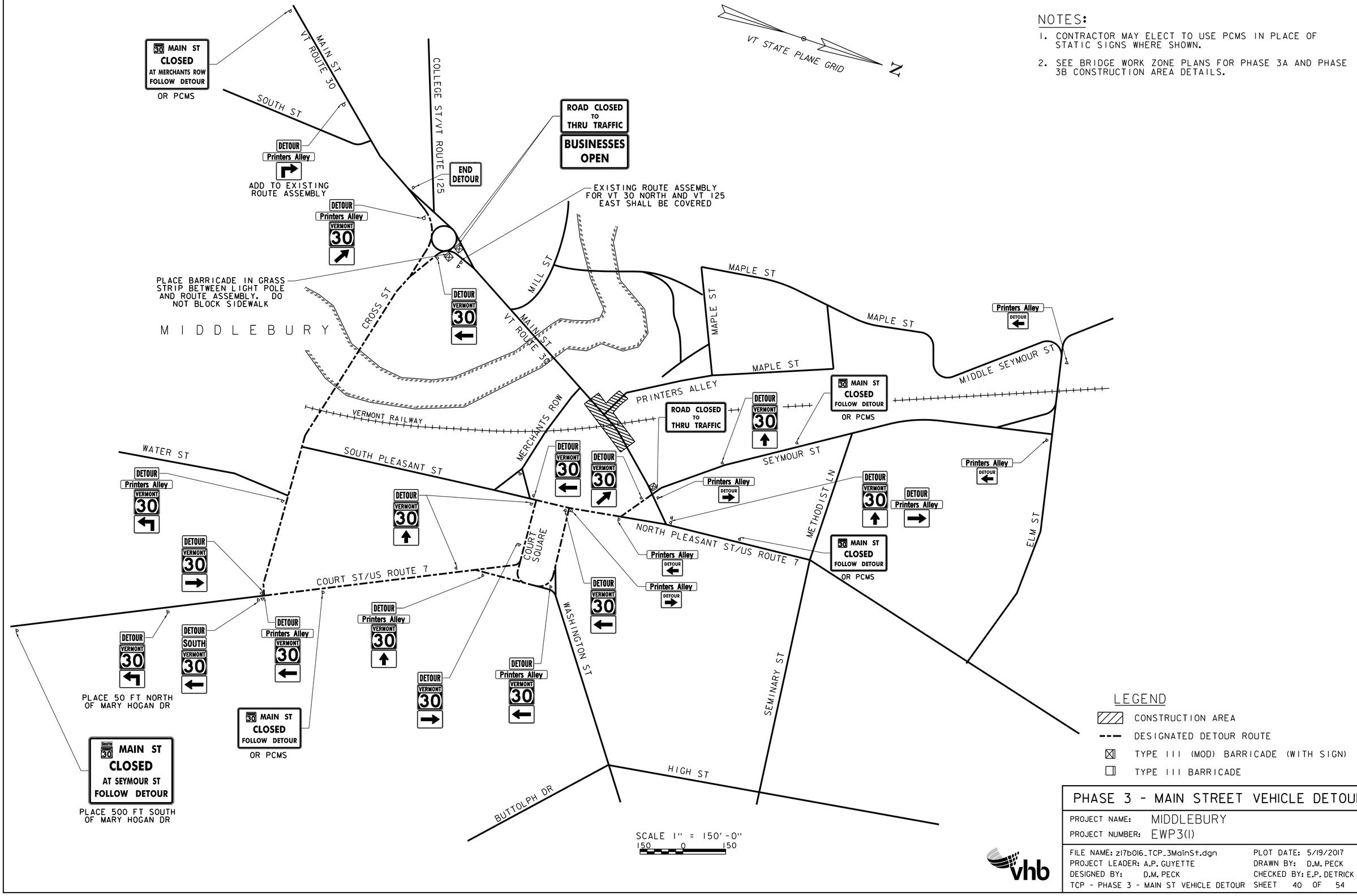
PHASE 3B

PROJECT NAME: MIDDLEBURY
PROJECT NUMBER: EWP3(1)

FILE NAME: z17b016_TCP_3B.dgn
PROJECT LEADER: A.P. GUYETTE
DESIGNED BY: D.M. PECK
TCP - PHASE 3B

PLOT DATE: 5/19/2017
DRAWN BY: D.M. PECK
CHECKED BY: E.P. DETRICK
SHEET 39 OF 54

VHB 57603.00



NOTES:

1. CONTRACTOR MAY ELECT TO USE PCMS IN PLACE OF STATIC SIGNS WHERE SHOWN.
2. SEE BRIDGE WORK ZONE PLANS FOR PHASE 3A AND PHASE 3B CONSTRUCTION AREA DETAILS.

LEGEND

- CONSTRUCTION AREA
- DESIGNATED DETOUR ROUTE
- TYPE III (MOD) BARRICADE (WITH SIGN)
- TYPE III BARRICADE

PHASE 3 - MAIN STREET VEHICLE DETOUR

PROJECT NAME: MIDDLEBURY
PROJECT NUMBER: EWP3(1)

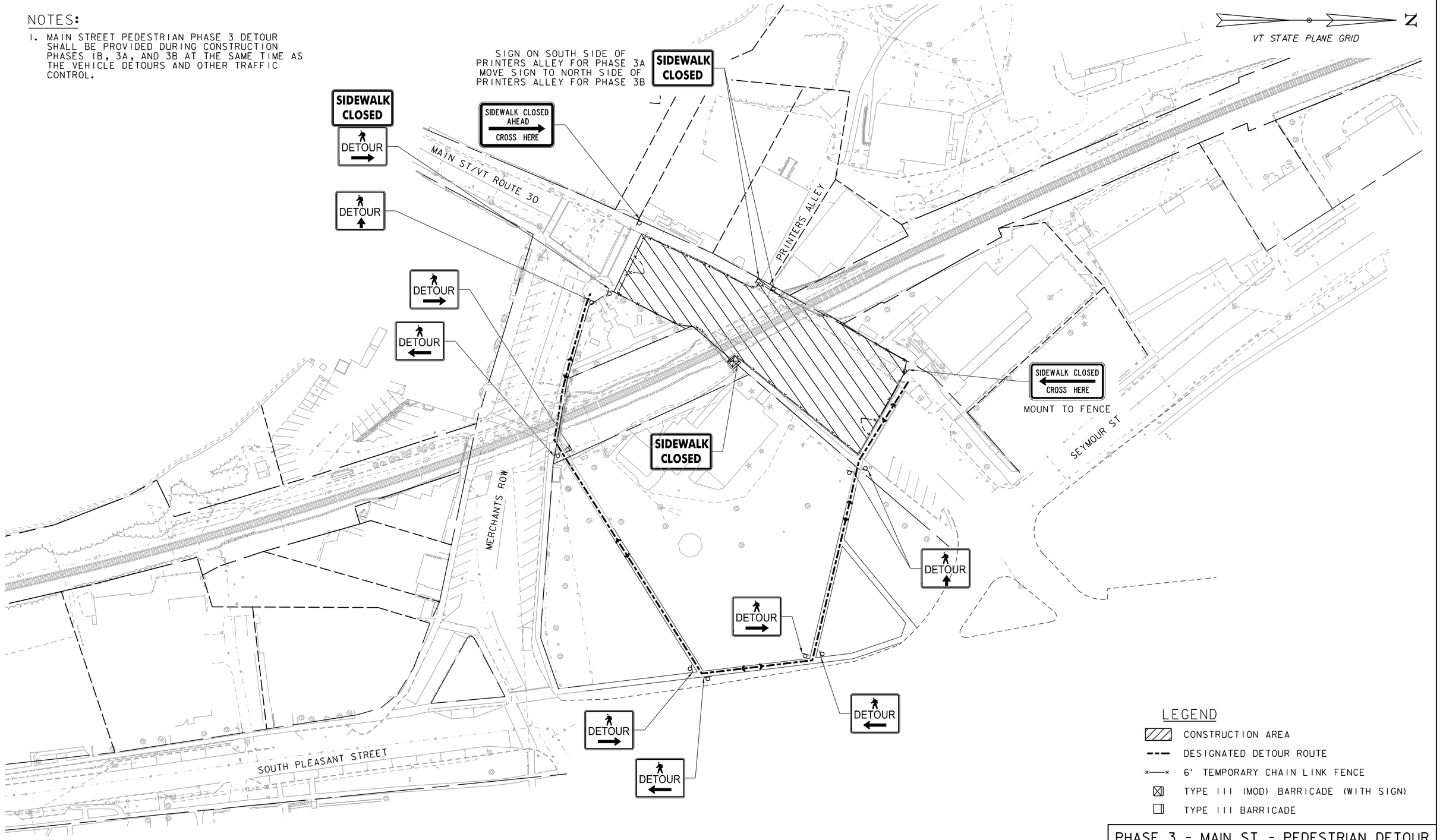
FILE NAME: z17b016_TCP_3MainSt.dgn
PROJECT LEADER: A.P. GUYETTE
DESIGNED BY: D.M. PECK
TCP - PHASE 3 - MAIN ST VEHICLE DETOUR

PLOT DATE: 5/19/2017
DRAWN BY: D.M. PECK
CHECKED BY: E.P. DETRICK
SHEET 40 OF 54

VHB 57603.00

NOTES:

1. MAIN STREET PEDESTRIAN PHASE 3 DETOUR SHALL BE PROVIDED DURING CONSTRUCTION PHASES IB, 3A, AND 3B AT THE SAME TIME AS THE VEHICLE DETOURS AND OTHER TRAFFIC CONTROL.



LEGEND

- CONSTRUCTION AREA
- DESIGNATED DETOUR ROUTE
- 6' TEMPORARY CHAIN LINK FENCE
- TYPE III (MOD) BARRICADE (WITH SIGN)
- TYPE III BARRICADE

0 40 80
SCALE IN FEET

PHASE 3 - MAIN ST - PEDESTRIAN DETOUR

PROJECT NAME: MIDDLEBURY
PROJECT NUMBER: EWP3(1)

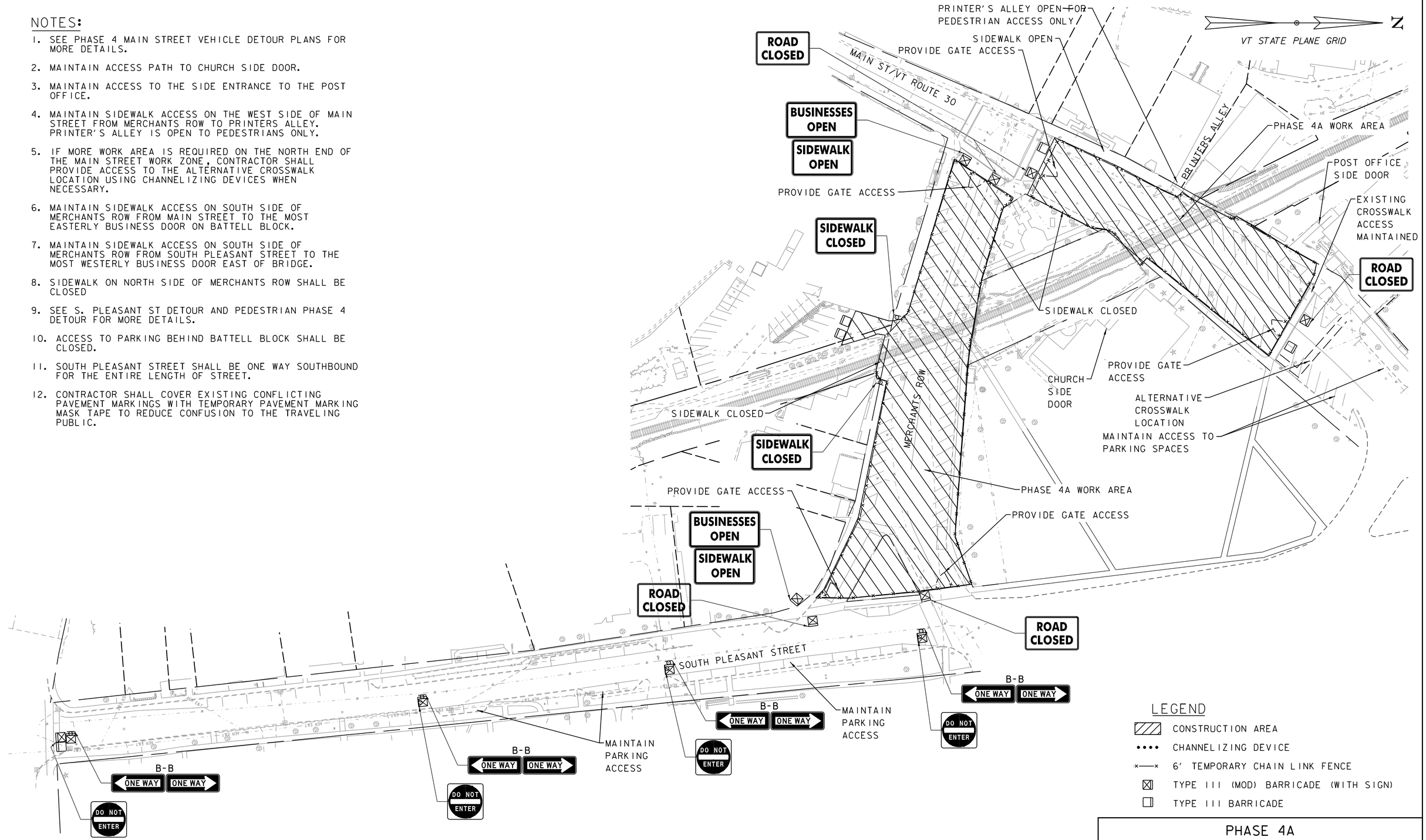
FILE NAME: z17b016_TCP_3Ped.dgn
PROJECT LEADER: A.P. GUYETTE
DESIGNED BY: D.M. PECK
TCP - PHASE 3 - MAIN ST - PED DETOUR

PLOT DATE: 5/19/2017
DRAWN BY: D.M. PECK
CHECKED BY: E.P. DETRICK
SHEET 41 OF 54

VHB 57603.00

NOTES:

1. SEE PHASE 4 MAIN STREET VEHICLE DETOUR PLANS FOR MORE DETAILS.
2. MAINTAIN ACCESS PATH TO CHURCH SIDE DOOR.
3. MAINTAIN ACCESS TO THE SIDE ENTRANCE TO THE POST OFFICE.
4. MAINTAIN SIDEWALK ACCESS ON THE WEST SIDE OF MAIN STREET FROM MERCHANTS ROW TO PRINTERS ALLEY. PRINTER'S ALLEY IS OPEN TO PEDESTRIANS ONLY.
5. IF MORE WORK AREA IS REQUIRED ON THE NORTH END OF THE MAIN STREET WORK ZONE, CONTRACTOR SHALL PROVIDE ACCESS TO THE ALTERNATIVE CROSSWALK LOCATION USING CHANNELIZING DEVICES WHEN NECESSARY.
6. MAINTAIN SIDEWALK ACCESS ON SOUTH SIDE OF MERCHANTS ROW FROM MAIN STREET TO THE MOST EASTERLY BUSINESS DOOR ON BATTELL BLOCK.
7. MAINTAIN SIDEWALK ACCESS ON SOUTH SIDE OF MERCHANTS ROW FROM SOUTH PLEASANT STREET TO THE MOST WESTERLY BUSINESS DOOR EAST OF BRIDGE.
8. SIDEWALK ON NORTH SIDE OF MERCHANTS ROW SHALL BE CLOSED
9. SEE S. PLEASANT ST DETOUR AND PEDESTRIAN PHASE 4 DETOUR FOR MORE DETAILS.
10. ACCESS TO PARKING BEHIND BATTELL BLOCK SHALL BE CLOSED.
11. SOUTH PLEASANT STREET SHALL BE ONE WAY SOUTHBOUND FOR THE ENTIRE LENGTH OF STREET.
12. CONTRACTOR SHALL COVER EXISTING CONFLICTING PAVEMENT MARKINGS WITH TEMPORARY PAVEMENT MARKING MASK TAPE TO REDUCE CONFUSION TO THE TRAVELING PUBLIC.



LEGEND

- CONSTRUCTION AREA
- CHANNELIZING DEVICE
- 6' TEMPORARY CHAIN LINK FENCE
- TYPE III (MOD) BARRICADE (WITH SIGN)
- TYPE III BARRICADE

SCALE IN FEET: 0 40 80

vhb

PHASE 4A

PROJECT NAME: MIDDLEBURY
PROJECT NUMBER: EWP3(1)

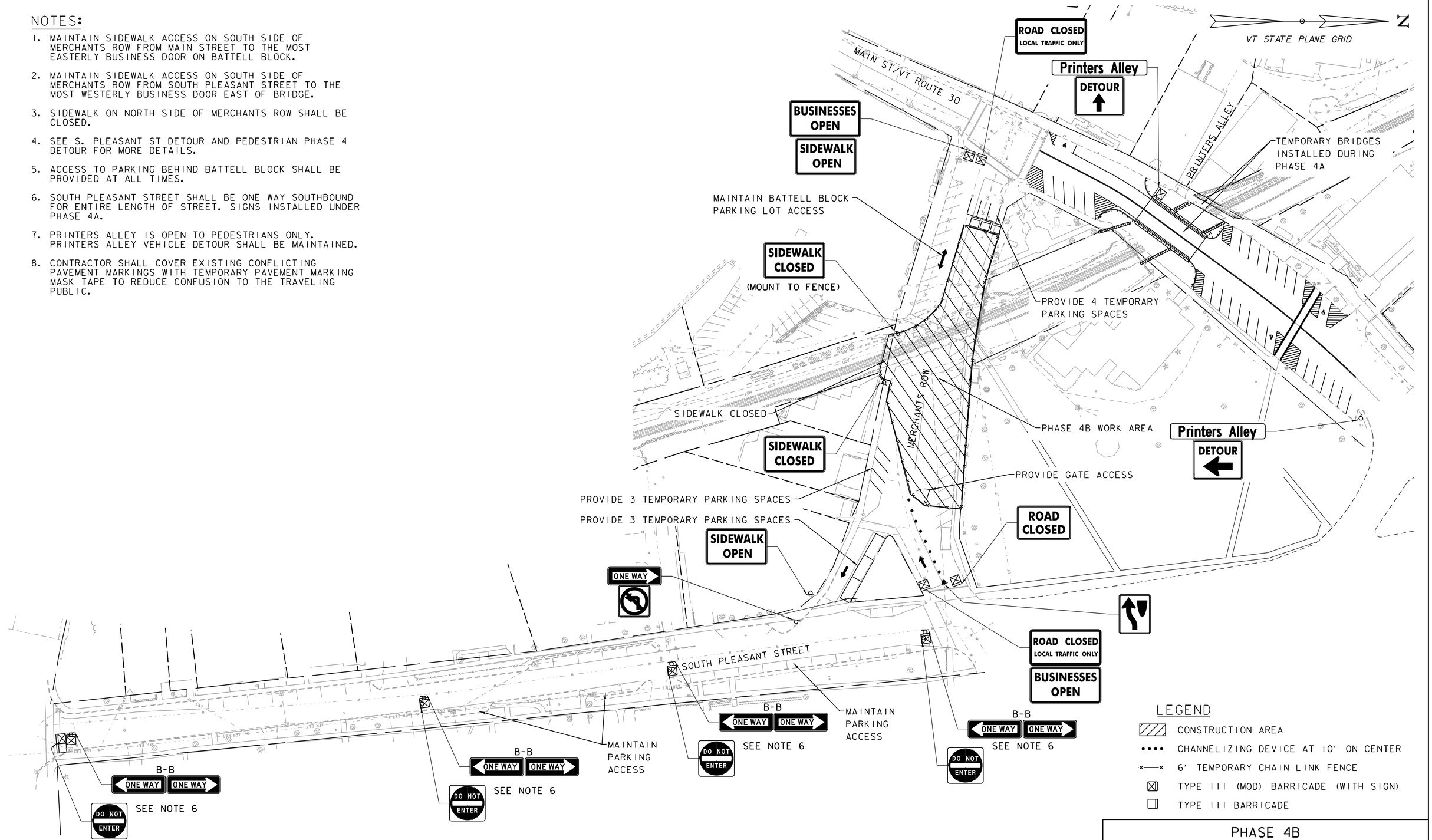
FILE NAME: z17b016_TCP_4A.dgn
PROJECT LEADER: A.P. GUYETTE
DESIGNED BY: D.M. PECK
TCP - PHASE 4A

PLOT DATE: 5/19/2017
DRAWN BY: D.M. PECK
CHECKED BY: E.P. DETRICK
SHEET 42 OF 54

VHB 57603.00

NOTES:

1. MAINTAIN SIDEWALK ACCESS ON SOUTH SIDE OF MERCHANTS ROW FROM MAIN STREET TO THE MOST EASTERLY BUSINESS DOOR ON BATTELL BLOCK.
2. MAINTAIN SIDEWALK ACCESS ON SOUTH SIDE OF MERCHANTS ROW FROM SOUTH PLEASANT STREET TO THE MOST WESTERLY BUSINESS DOOR EAST OF BRIDGE.
3. SIDEWALK ON NORTH SIDE OF MERCHANTS ROW SHALL BE CLOSED.
4. SEE S. PLEASANT ST DETOUR AND PEDESTRIAN PHASE 4 DETOUR FOR MORE DETAILS.
5. ACCESS TO PARKING BEHIND BATTELL BLOCK SHALL BE PROVIDED AT ALL TIMES.
6. SOUTH PLEASANT STREET SHALL BE ONE WAY SOUTHBOUND FOR ENTIRE LENGTH OF STREET. SIGNS INSTALLED UNDER PHASE 4A.
7. PRINTERS ALLEY IS OPEN TO PEDESTRIANS ONLY. PRINTERS ALLEY VEHICLE DETOUR SHALL BE MAINTAINED.
8. CONTRACTOR SHALL COVER EXISTING CONFLICTING PAVEMENT MARKINGS WITH TEMPORARY PAVEMENT MARKING MASK TAPE TO REDUCE CONFUSION TO THE TRAVELING PUBLIC.



LEGEND

- CONSTRUCTION AREA
- CHANNELIZING DEVICE AT 10' ON CENTER
- 6' TEMPORARY CHAIN LINK FENCE
- TYPE III (MOD) BARRICADE (WITH SIGN)
- TYPE III BARRICADE

0 40 80
SCALE IN FEET

vhb

PHASE 4B

PROJECT NAME: MIDDLEBURY
PROJECT NUMBER: EWP3(1)

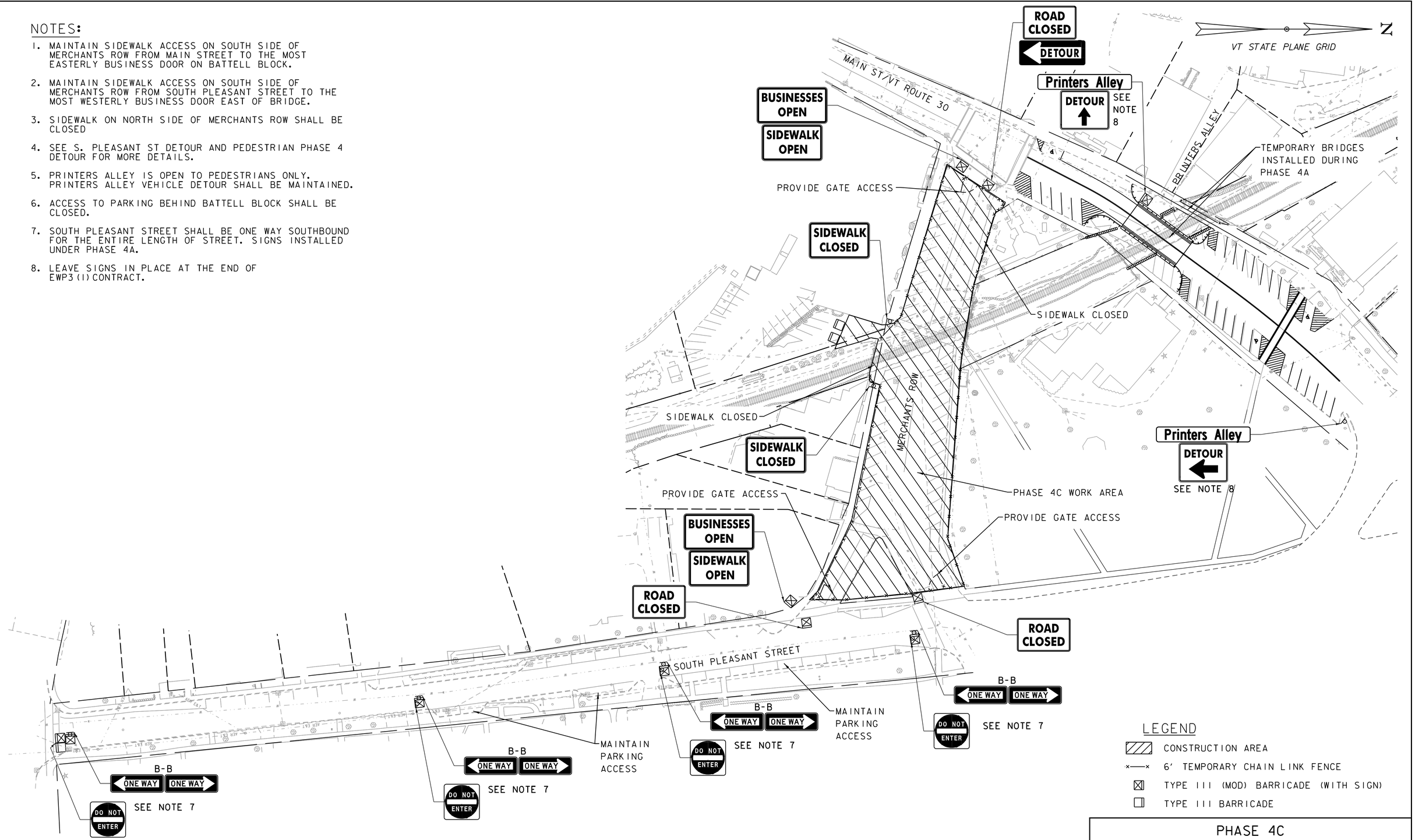
FILE NAME: z17b016_TCP_4B.dgn
PROJECT LEADER: A.P. GUYETTE
DESIGNED BY: D.M. PECK
TCP - PHASE 4B

PLOT DATE: 5/19/2017
DRAWN BY: D.M. PECK
CHECKED BY: E.P. DETRICK
SHEET 43 OF 54

VHB 57603.00

NOTES:

1. MAINTAIN SIDEWALK ACCESS ON SOUTH SIDE OF MERCHANTS ROW FROM MAIN STREET TO THE MOST EASTERLY BUSINESS DOOR ON BATTELL BLOCK.
2. MAINTAIN SIDEWALK ACCESS ON SOUTH SIDE OF MERCHANTS ROW FROM SOUTH PLEASANT STREET TO THE MOST WESTERLY BUSINESS DOOR EAST OF BRIDGE.
3. SIDEWALK ON NORTH SIDE OF MERCHANTS ROW SHALL BE CLOSED
4. SEE S. PLEASANT ST DETOUR AND PEDESTRIAN PHASE 4 DETOUR FOR MORE DETAILS.
5. PRINTERS ALLEY IS OPEN TO PEDESTRIANS ONLY. PRINTERS ALLEY VEHICLE DETOUR SHALL BE MAINTAINED.
6. ACCESS TO PARKING BEHIND BATTELL BLOCK SHALL BE CLOSED.
7. SOUTH PLEASANT STREET SHALL BE ONE WAY SOUTHBOUND FOR THE ENTIRE LENGTH OF STREET. SIGNS INSTALLED UNDER PHASE 4A.
8. LEAVE SIGNS IN PLACE AT THE END OF EWP3(1)CONTRACT.



LEGEND

- CONSTRUCTION AREA
- 6' TEMPORARY CHAIN LINK FENCE
- TYPE III (MOD) BARRICADE (WITH SIGN)
- TYPE III BARRICADE

0 40 80
SCALE IN FEET

vhb

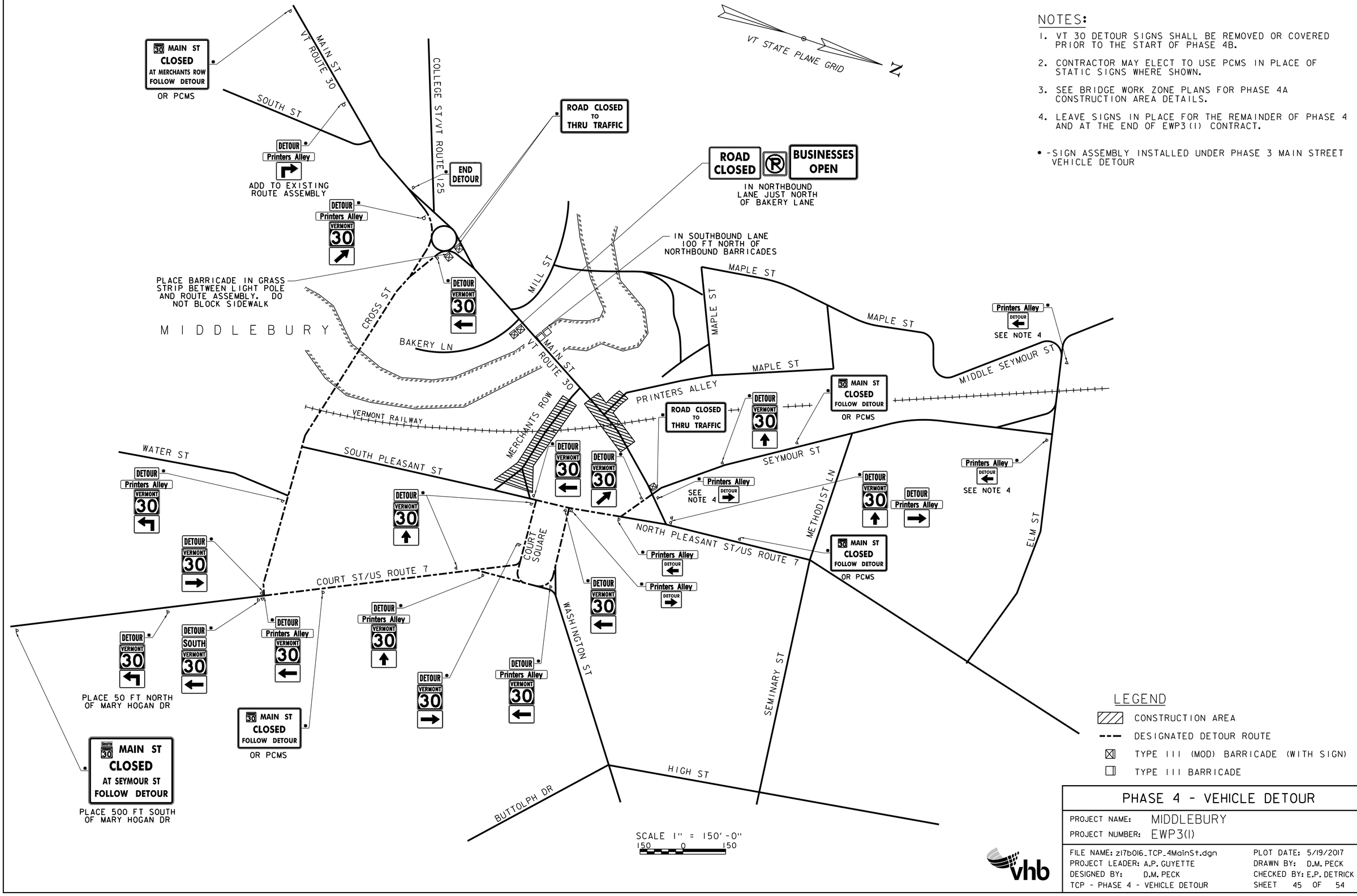
PHASE 4C

PROJECT NAME: MIDDLEBURY
PROJECT NUMBER: EWP3(1)

FILE NAME: z17b016_TCP_4C.dgn
PROJECT LEADER: A.P. GUYETTE
DESIGNED BY: D.M. PECK
TCP - PHASE 4C

PLOT DATE: 5/19/2017
DRAWN BY: D.M. PECK
CHECKED BY: E.P. DETRICK
SHEET 44 OF 54

VHB 57603.00



NOTES:

1. VT 30 DETOUR SIGNS SHALL BE REMOVED OR COVERED PRIOR TO THE START OF PHASE 4B.
2. CONTRACTOR MAY ELECT TO USE PCMS IN PLACE OF STATIC SIGNS WHERE SHOWN.
3. SEE BRIDGE WORK ZONE PLANS FOR PHASE 4A CONSTRUCTION AREA DETAILS.
4. LEAVE SIGNS IN PLACE FOR THE REMAINDER OF PHASE 4 AND AT THE END OF EWP3(1) CONTRACT.

• -SIGN ASSEMBLY INSTALLED UNDER PHASE 3 MAIN STREET VEHICLE DETOUR

LEGEND

- CONSTRUCTION AREA
- DESIGNATED DETOUR ROUTE
- TYPE III (MOD) BARRICADE (WITH SIGN)
- TYPE III BARRICADE

PHASE 4 - VEHICLE DETOUR

PROJECT NAME: MIDDLEBURY
PROJECT NUMBER: EWP3(1)

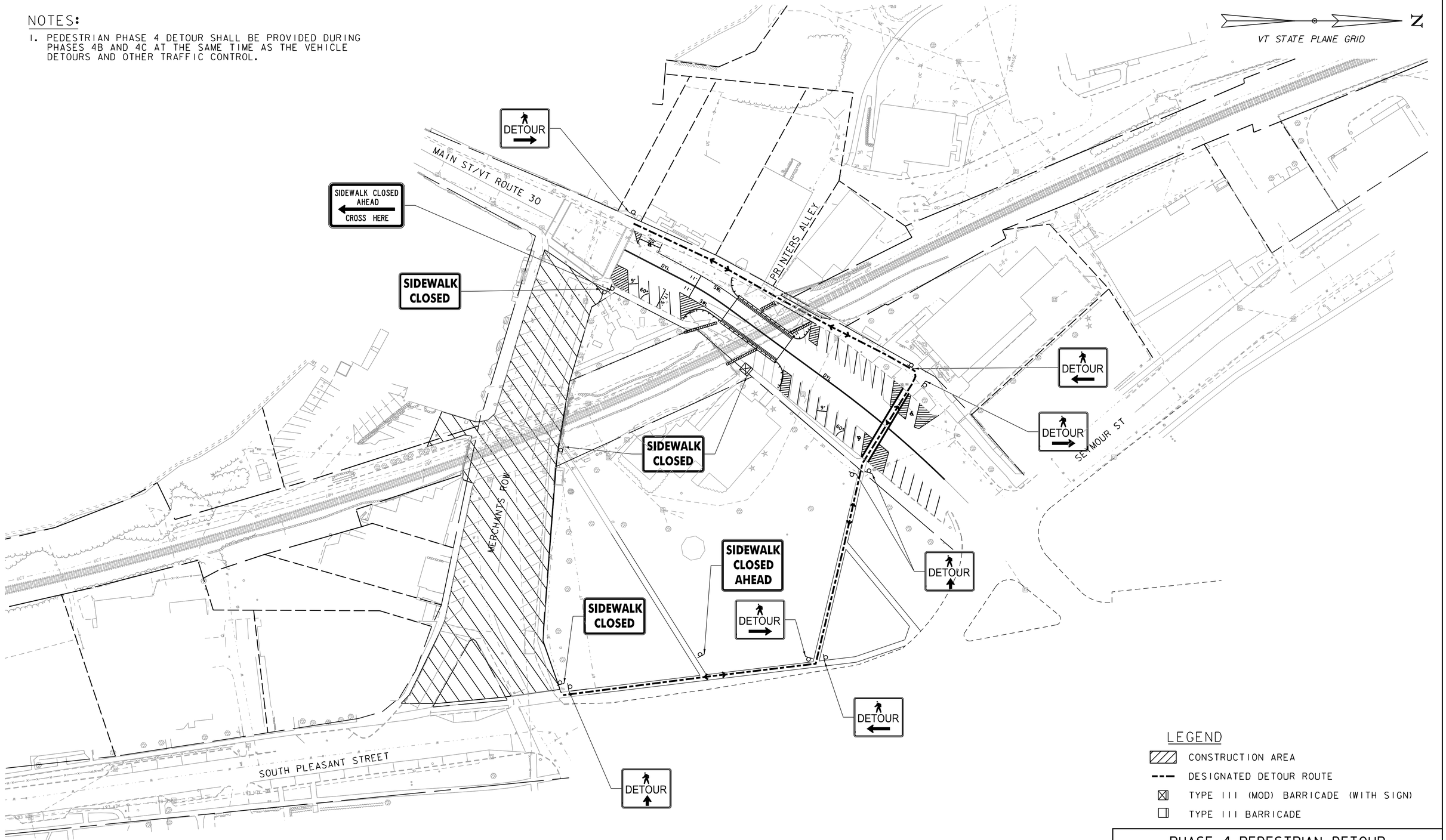
FILE NAME: z17b016_TCP_4MainSt.dgn
PROJECT LEADER: A.P. GUYETTE
DESIGNED BY: D.M. PECK
TCP - PHASE 4 - VEHICLE DETOUR

PLOT DATE: 5/19/2017
DRAWN BY: D.M. PECK
CHECKED BY: E.P. DETRICK
SHEET 45 OF 54

VHB 57603.00

NOTES:

1. PEDESTRIAN PHASE 4 DETOUR SHALL BE PROVIDED DURING PHASES 4B AND 4C AT THE SAME TIME AS THE VEHICLE DETOURS AND OTHER TRAFFIC CONTROL.



LEGEND

- CONSTRUCTION AREA
- DESIGNATED DETOUR ROUTE
- TYPE III (MOD) BARRICADE (WITH SIGN)
- TYPE III BARRICADE

0 40 80
SCALE IN FEET

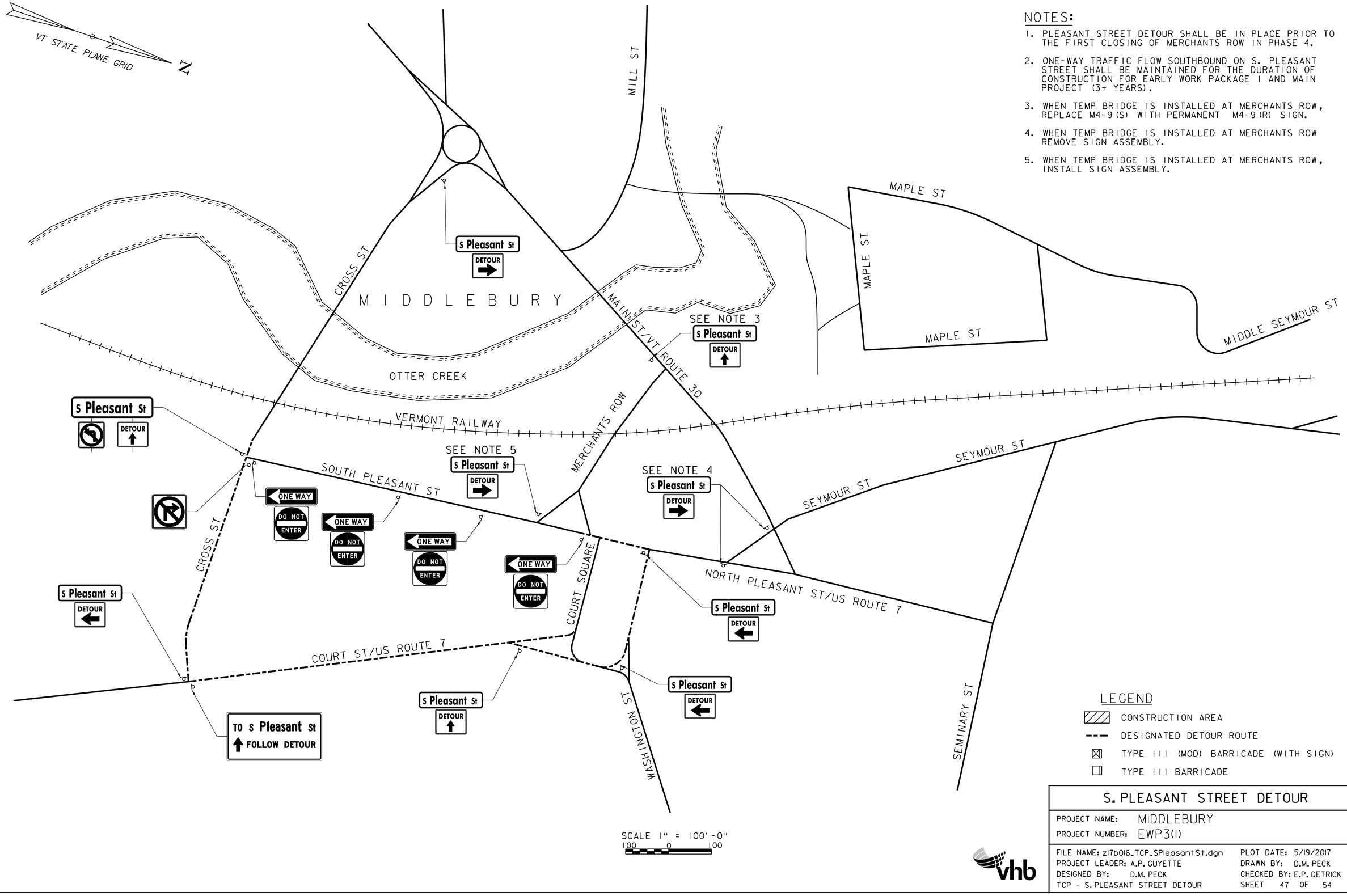
vhb

PHASE 4 PEDESTRIAN DETOUR

PROJECT NAME: MIDDLEBURY
PROJECT NUMBER: EWP3(1)

FILE NAME: z17b016_TCP_4Ped.dgn
PROJECT LEADER: A.P. GUYETTE
DESIGNED BY: D.M. PECK
TCP - PHASE 4 - PEDESTRIAN DETOUR

PLOT DATE: 5/19/2017
DRAWN BY: D.M. PECK
CHECKED BY: E.P. DETRICK
SHEET 46 OF 54



NOTES:

1. PLEASANT STREET DETOUR SHALL BE IN PLACE PRIOR TO THE FIRST CLOSING OF MERCHANTS ROW IN PHASE 4.
2. ONE-WAY TRAFFIC FLOW SOUTHBOUND ON S. PLEASANT STREET SHALL BE MAINTAINED FOR THE DURATION OF CONSTRUCTION FOR EARLY WORK PACKAGE I AND MAIN PROJECT (3+ YEARS).
3. WHEN TEMP BRIDGE IS INSTALLED AT MERCHANTS ROW, REPLACE M4-9(S) WITH PERMANENT M4-9(R) SIGN.
4. WHEN TEMP BRIDGE IS INSTALLED AT MERCHANTS ROW REMOVE SIGN ASSEMBLY.
5. WHEN TEMP BRIDGE IS INSTALLED AT MERCHANTS ROW, INSTALL SIGN ASSEMBLY.

LEGEND

- CONSTRUCTION AREA
- DESIGNATED DETOUR ROUTE
- TYPE III (MOD) BARRICADE (WITH SIGN)
- TYPE III BARRICADE

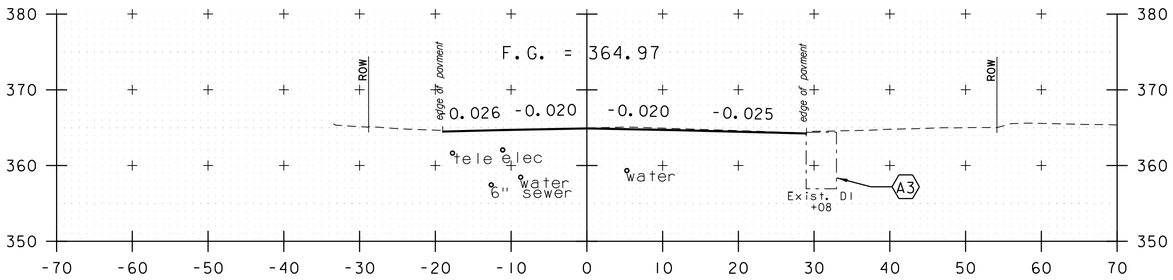
S. PLEASANT STREET DETOUR

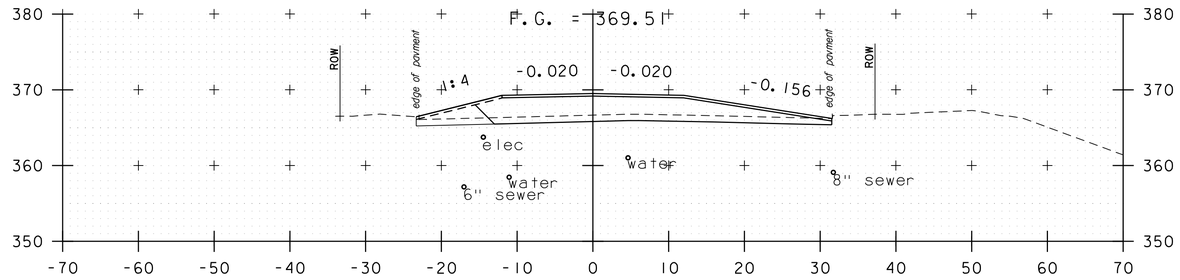
PROJECT NAME: MIDDLEBURY
PROJECT NUMBER: EWP3(1)

FILE NAME: z17b016_TCP_SPleasantSt.dgn
PROJECT LEADER: A.P. GUYETTE
DESIGNED BY: D.M. PECK
TCP - S. PLEASANT STREET DETOUR

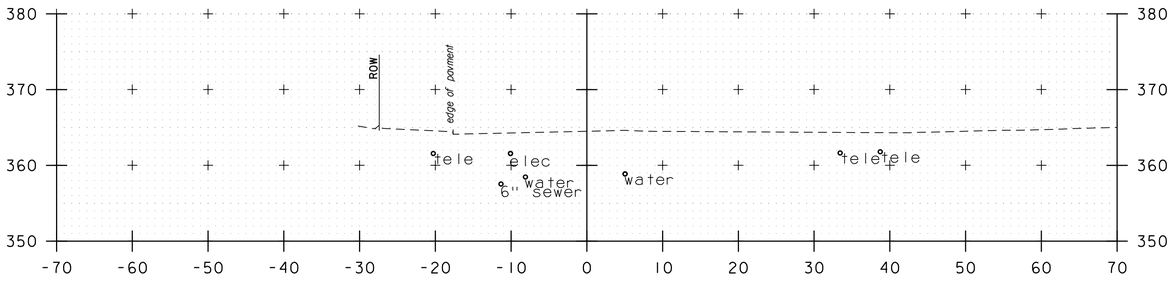
PLOT DATE: 5/19/2017
DRAWN BY: D.M. PECK
CHECKED BY: E.P. DETRICK
SHEET 47 OF 54

VHB 57603.00

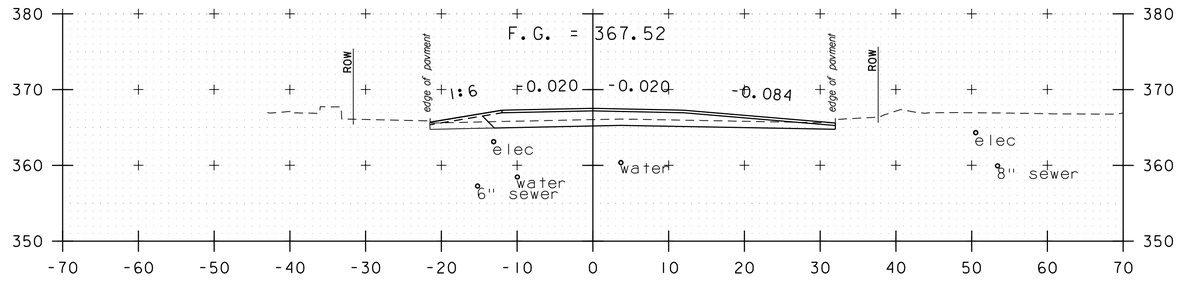




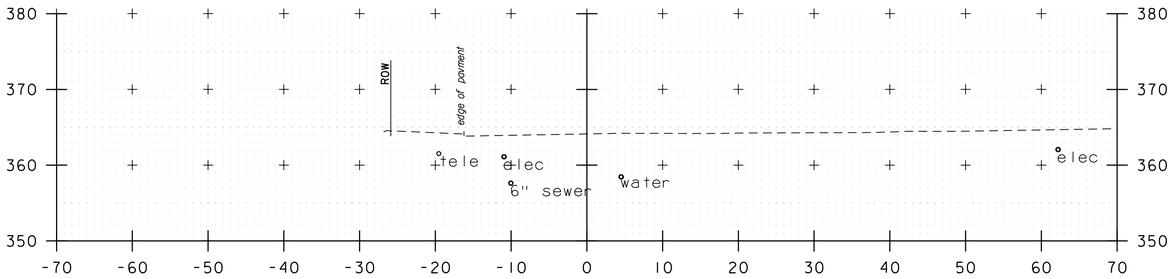
10+00



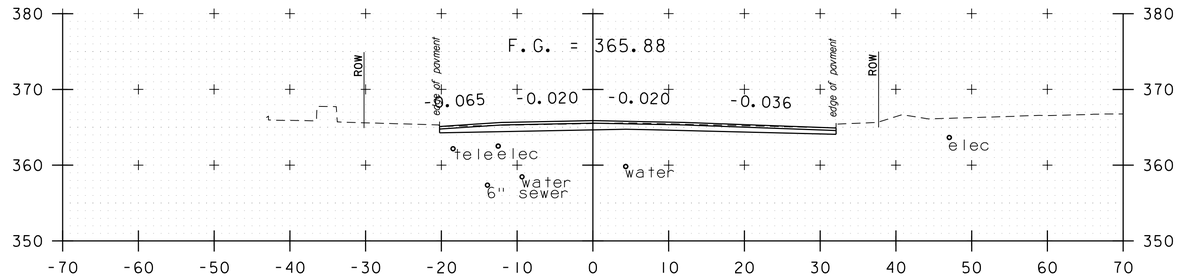
10+75



9+75



10+50



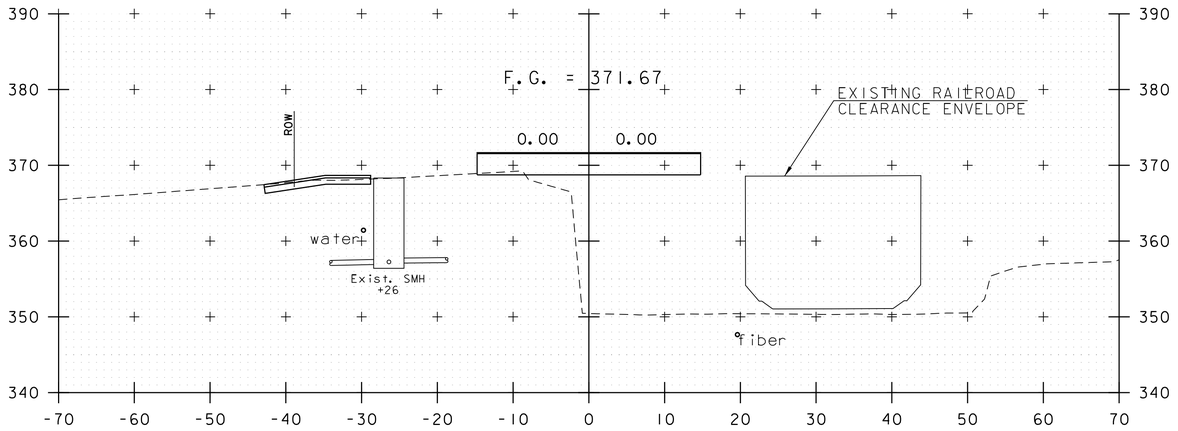
9+50

10+25

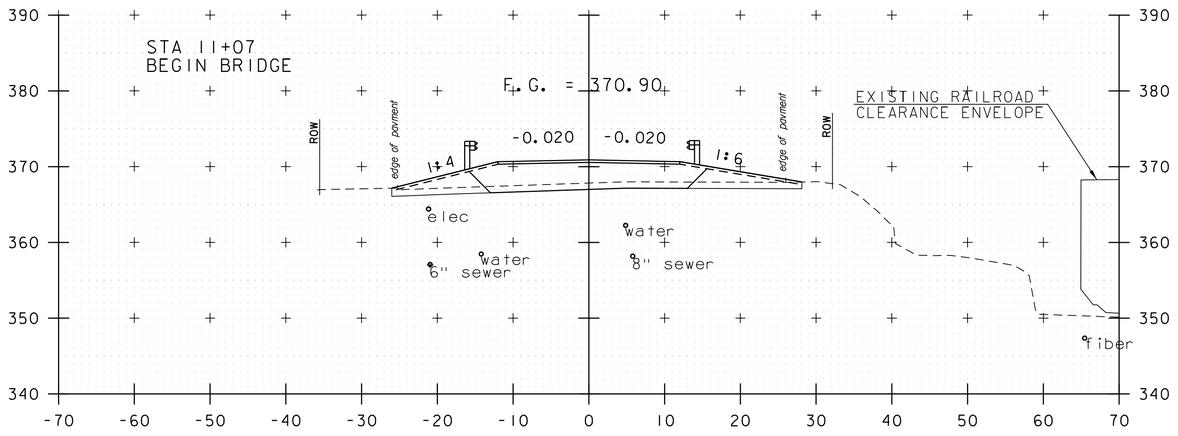
MAIN STREET

PROJECT NAME:	MIDDLEBURY
PROJECT NUMBER:	EWP3(1)

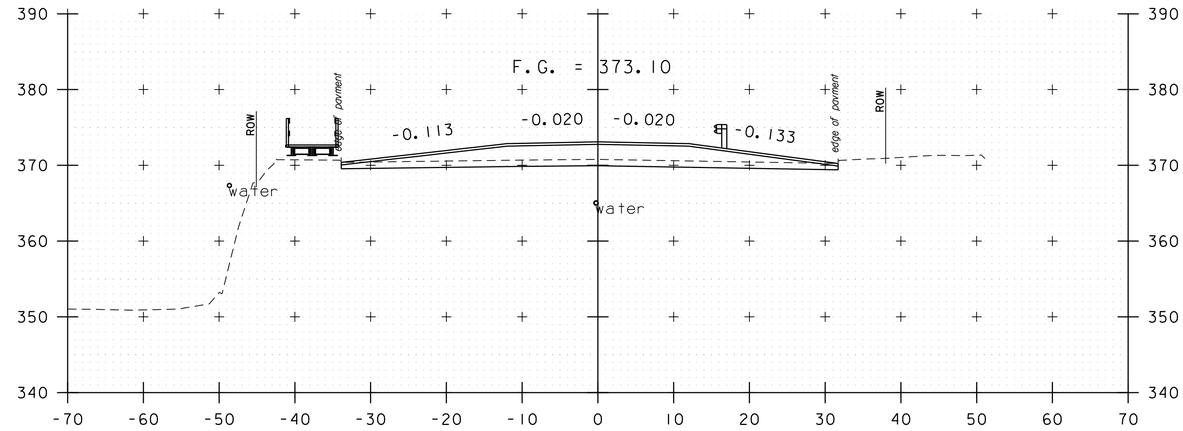
FILE NAME: z17b016_MAIN XS.dgn	PLOT DATE: 5/19/2017
PROJECT LEADER: A.P. GUYETTE	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
CROSS SECTION (SHEET 1 OF 7)	SHEET 48 OF 54



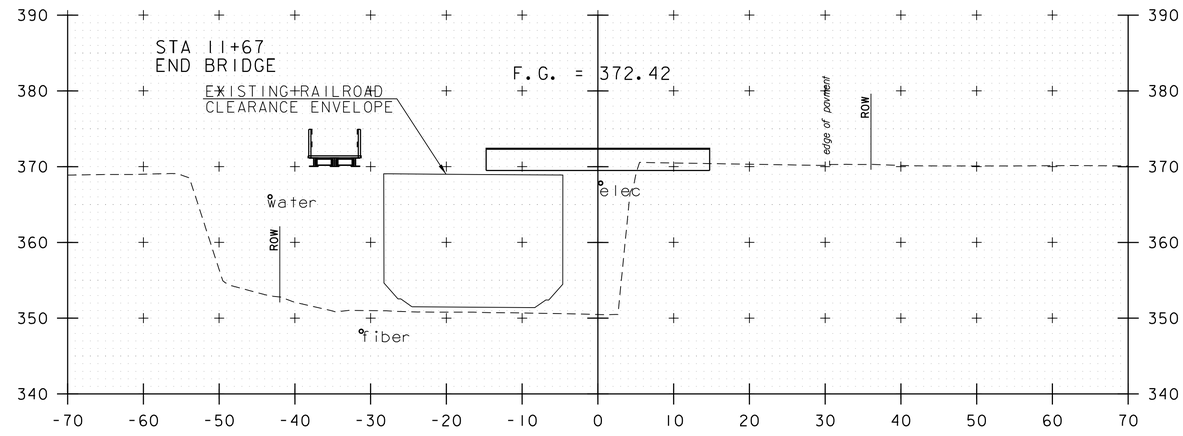
11+25



11+00



11+75

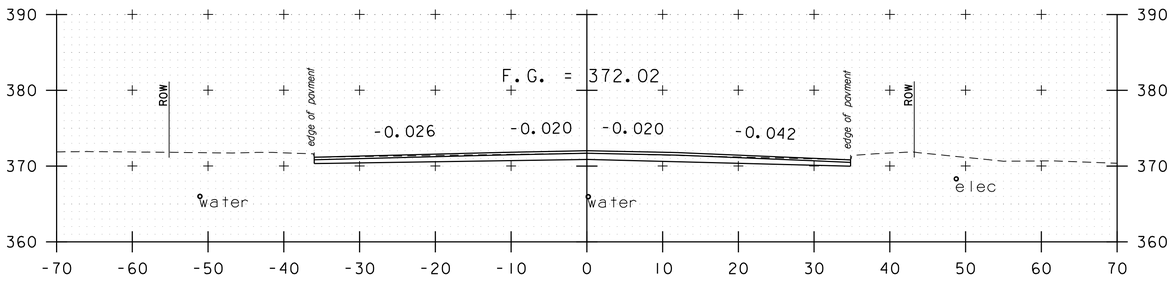


11+50

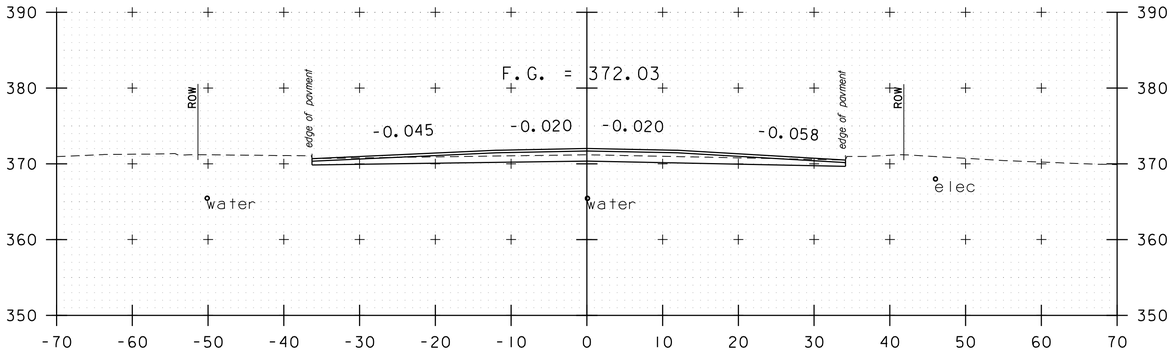
MAIN STREET

PROJECT NAME:	MIDDLEBURY
PROJECT NUMBER:	EWP3(1)

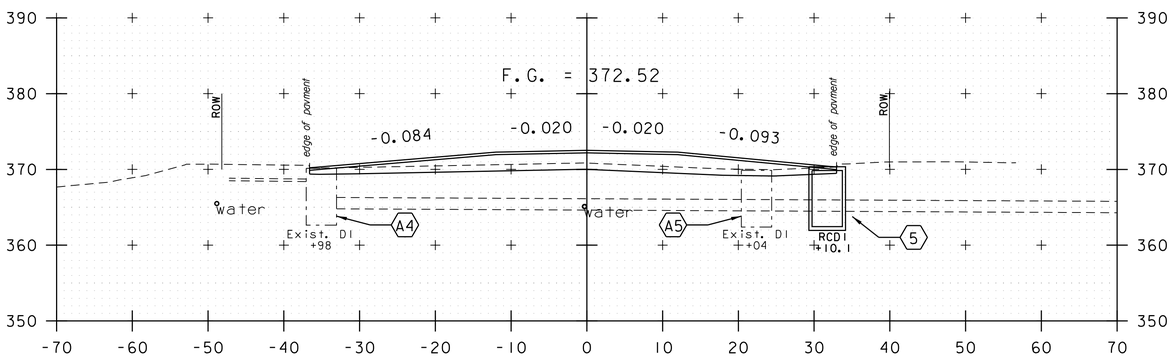
FILE NAME: z17b016_MAIN XS.dgn	PLOT DATE: 5/19/2017
PROJECT LEADER: A.P. GUYETTE	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
CROSS SECTION (SHEET 2 OF 7)	SHEET 49 OF 54



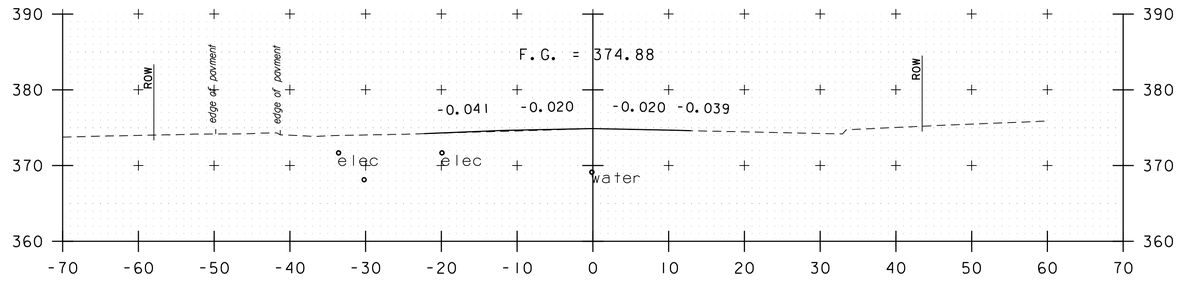
12+50



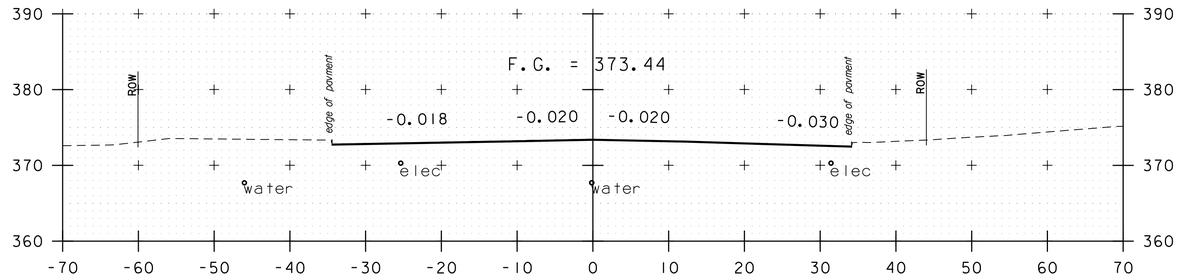
12+25



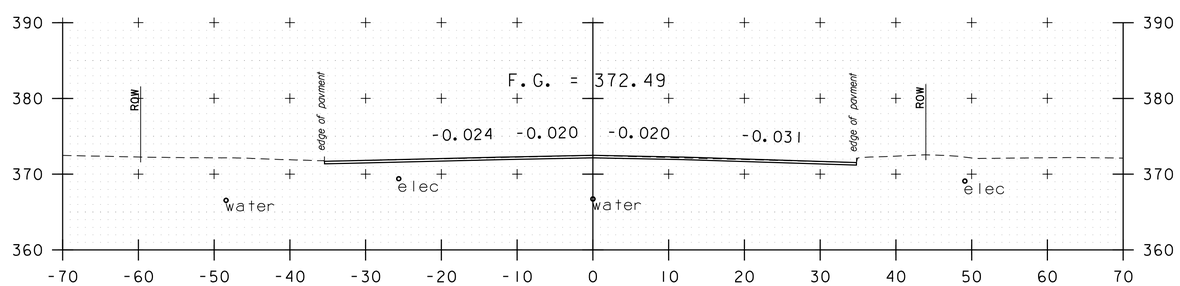
12+00



13+25



13+00



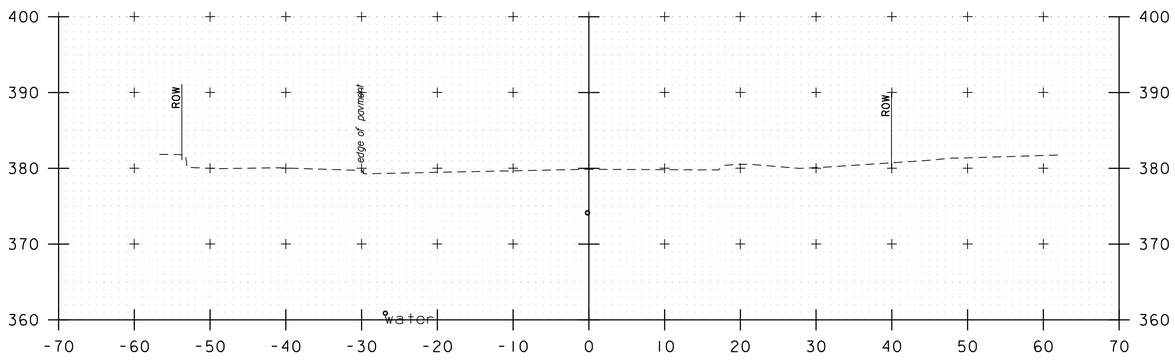
12+75

MAIN STREET

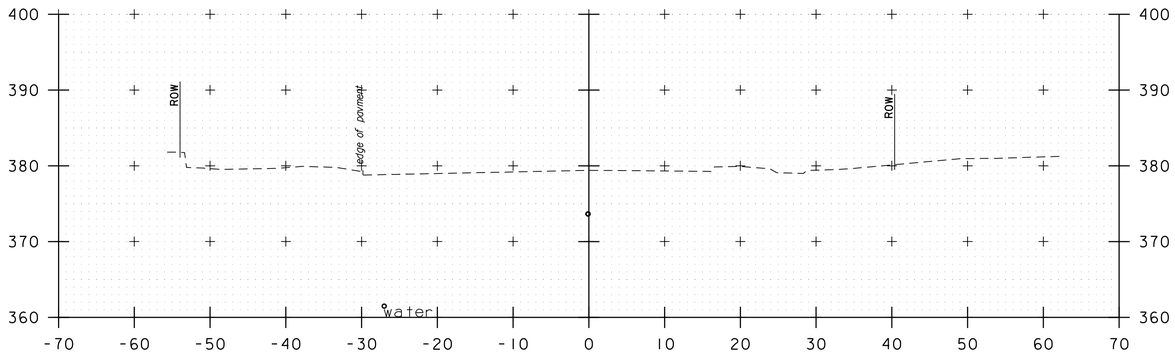
PROJECT NAME: MIDDLEBURY
PROJECT NUMBER: EWP3(1)

FILE NAME: z17b016_MAIN XS.dgn
PROJECT LEADER: A.P. GUYETTE
DESIGNED BY: B.M. ROBERTS
CROSS SECTION (SHEET 3 OF 7)

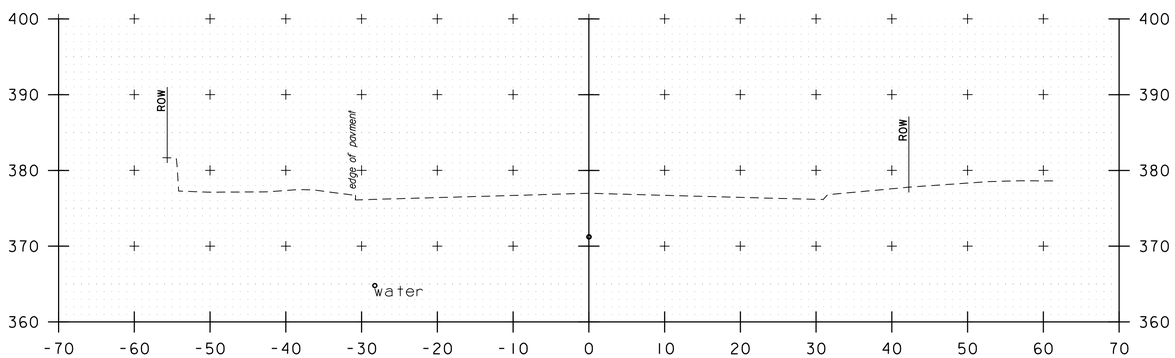
PLOT DATE: 5/19/2017
DRAWN BY: B.M. ROBERTS
CHECKED BY: E.P. DETRICK
SHEET 50 OF 54



13+80



13+75

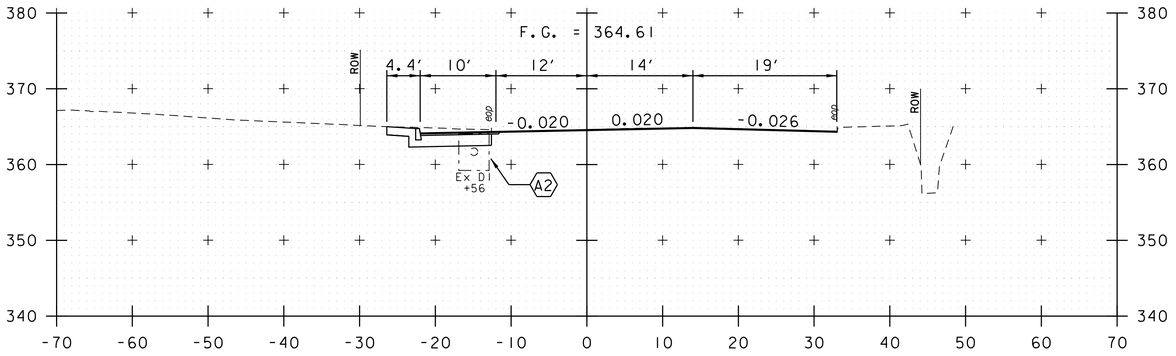


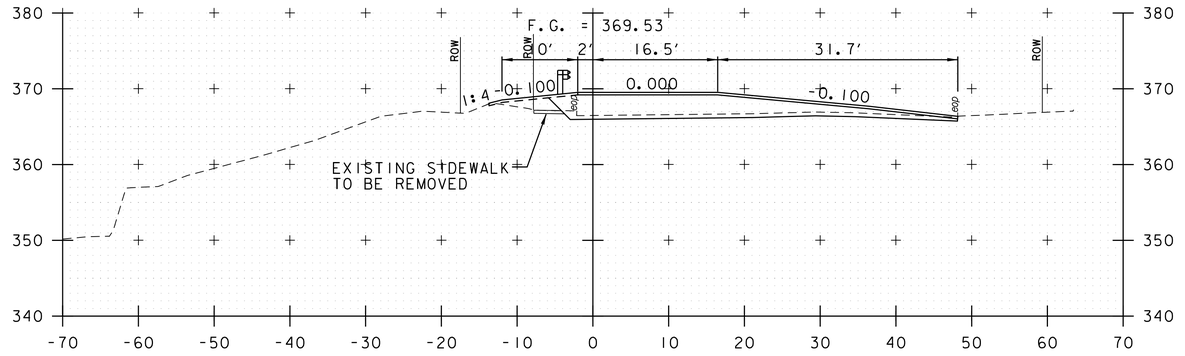
13+50

MAIN STREET

PROJECT NAME:	MIDDLEBURY
PROJECT NUMBER:	EWP3(1)

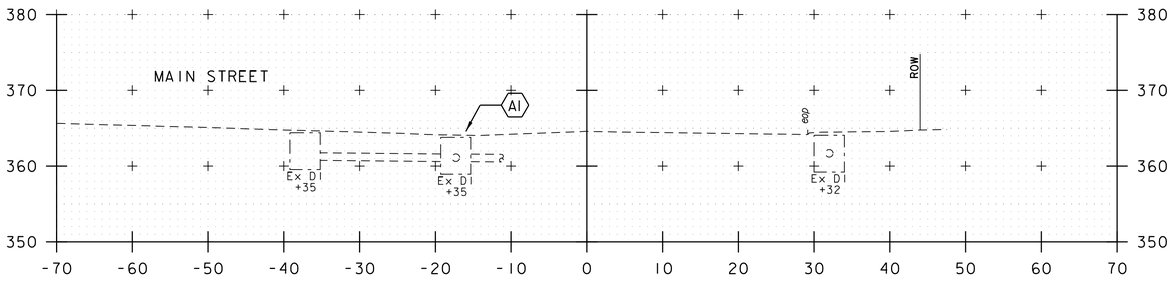
FILE NAME: z17b016_MAIN XS.dgn	PLOT DATE: 5/19/2017
PROJECT LEADER: A.P. GUYETTE	DRAWN BY: B.M. ROBERTS
DESIGNED BY: B.M. ROBERTS	CHECKED BY: E.P. DETRICK
CROSS SECTION (SHEET 4 OF 7)	SHEET 51 OF 54



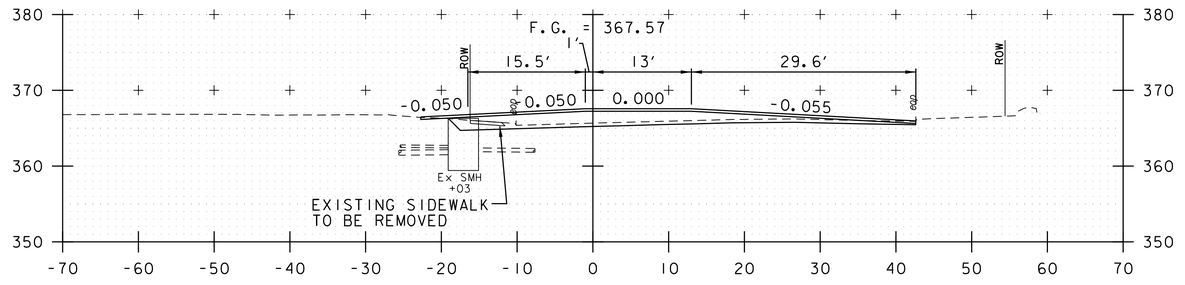


STA. 20+35.00
BEGIN PROJECT

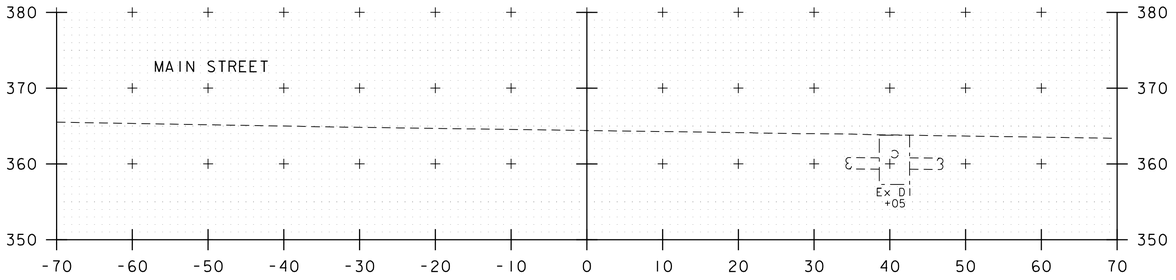
20+50



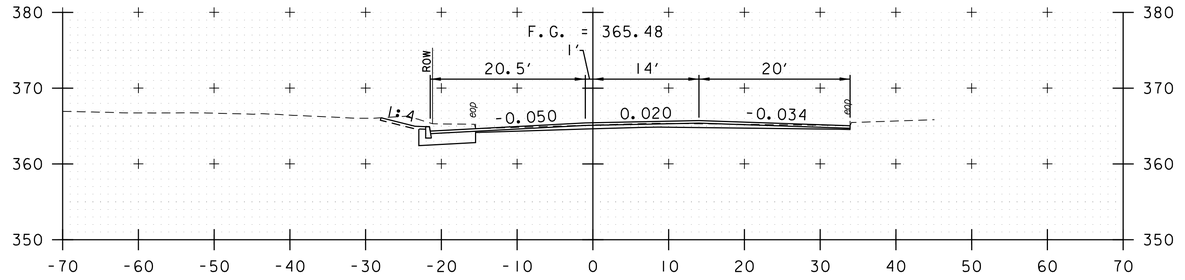
21+25



20+25



21+00



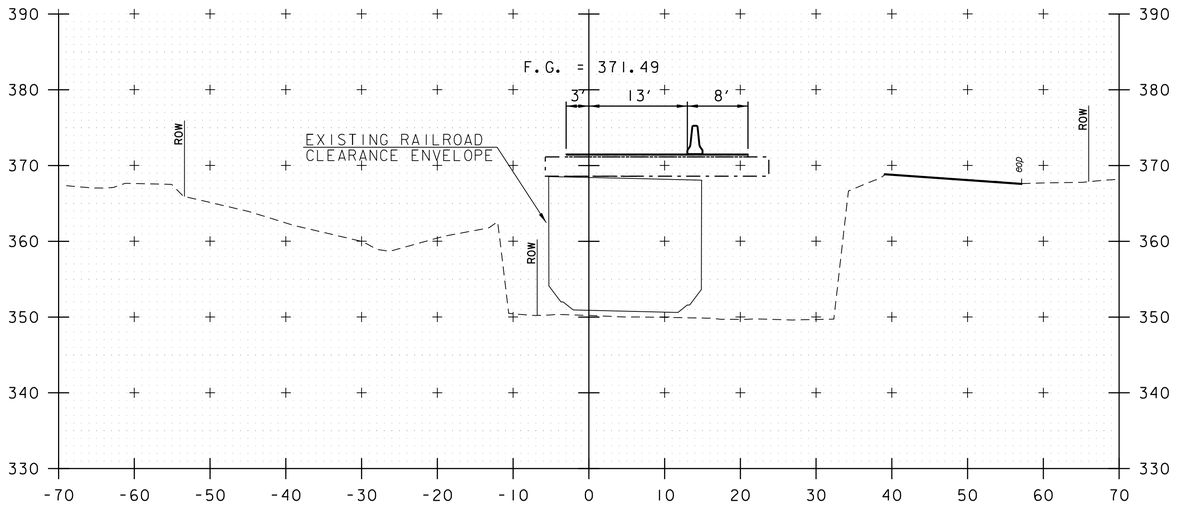
20+00

20+75

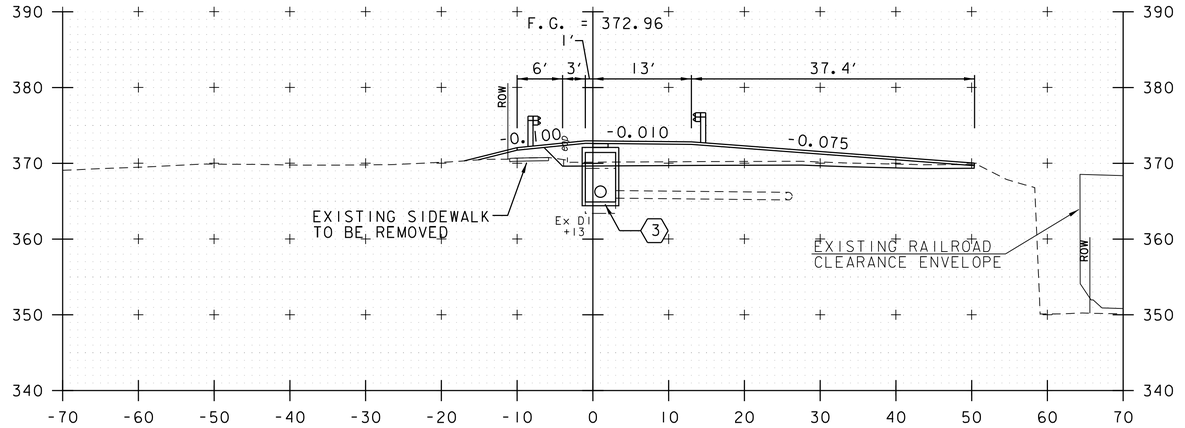
MERCHANTS ROW

PROJECT NAME:	MIDDLEBURY
PROJECT NUMBER:	EWP3(1)

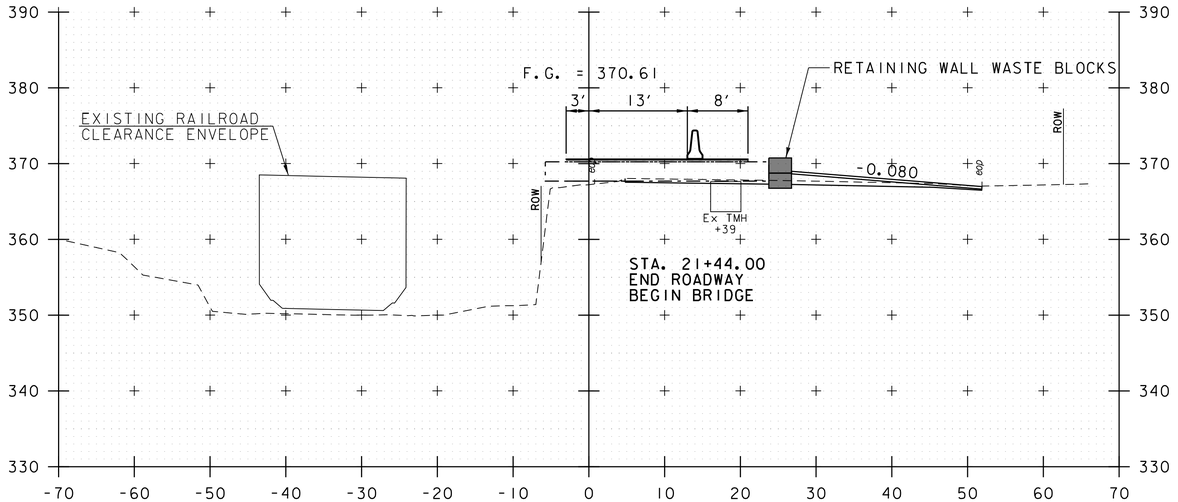
FILE NAME: z17b016_MERCHANTS_XS.dgn	PLOT DATE: 5/19/2017
PROJECT LEADER: A.P. GUYETTE	DRAWN BY: D.M. PECK
DESIGNED BY: D.M. PECK	CHECKED BY: E.P. DETRICK
CROSS SECTIONS (SHEET 5 OF 7)	SHEET 52 OF 54



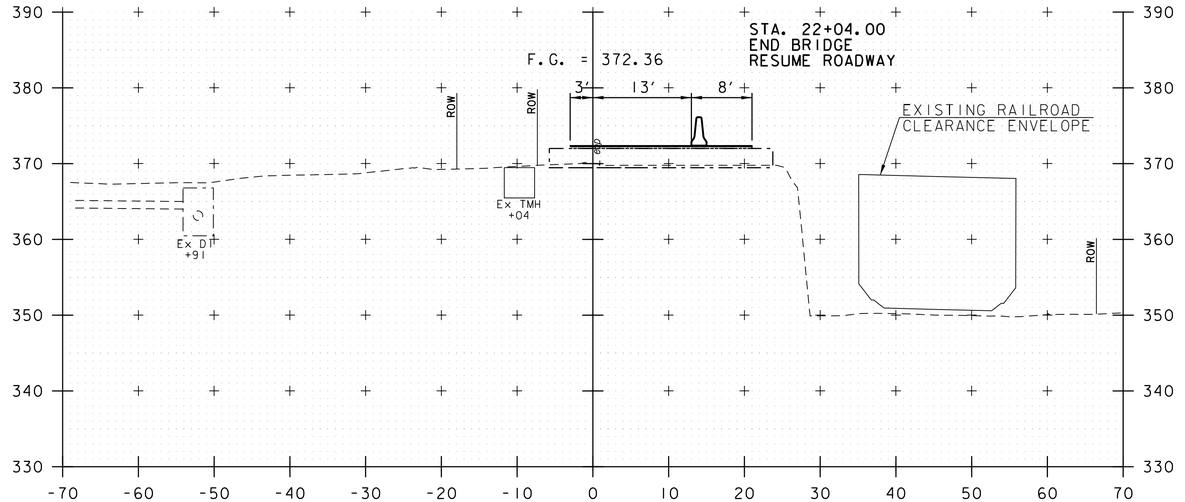
21+75



22+25



21+50



22+00

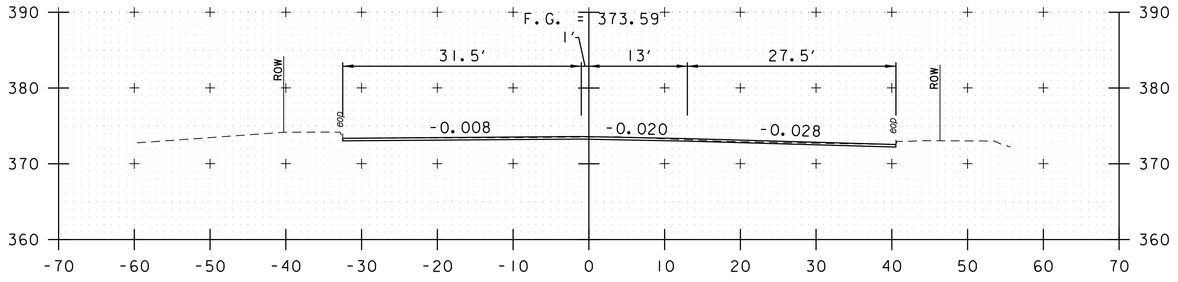
MERCHANTS ROW

PROJECT NAME:	MIDDLEBURY
PROJECT NUMBER:	EWP3(1)

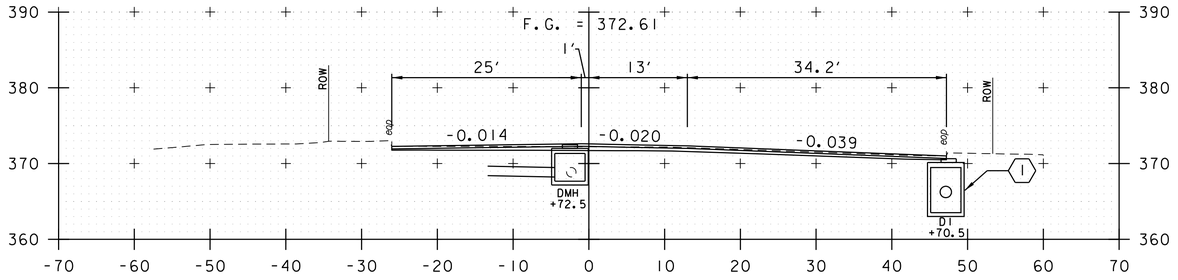
FILE NAME: z17b016_MERCHANTS_XS.dgn	PLOT DATE: 5/19/2017
PROJECT LEADER: A.P. GUYETTE	DRAWN BY: D.M. PECK
DESIGNED BY: D.M. PECK	CHECKED BY: E.P. DETRICK
CROSS SECTIONS (SHEET 6 OF 7)	SHEET 53 OF 54

VHB 57603.00

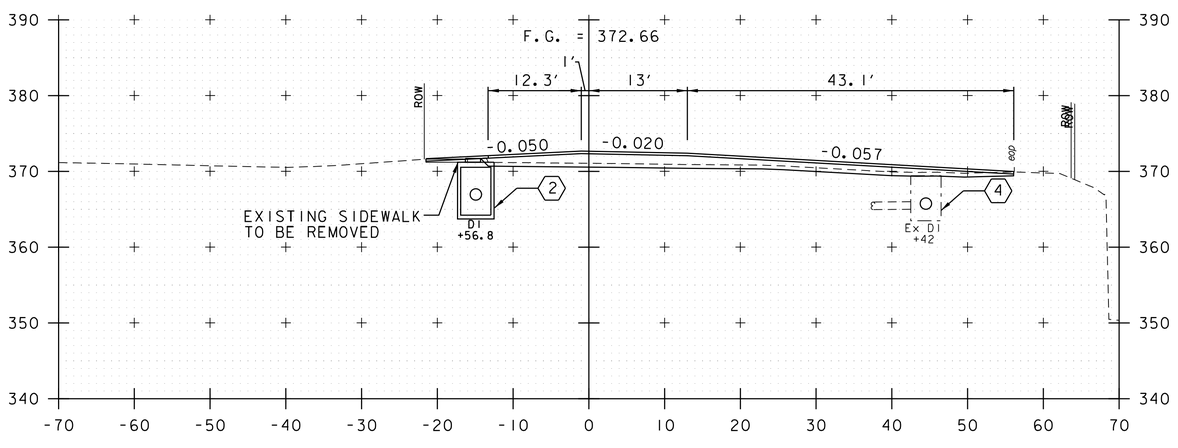
STA. 23+10.00
END PROJECT



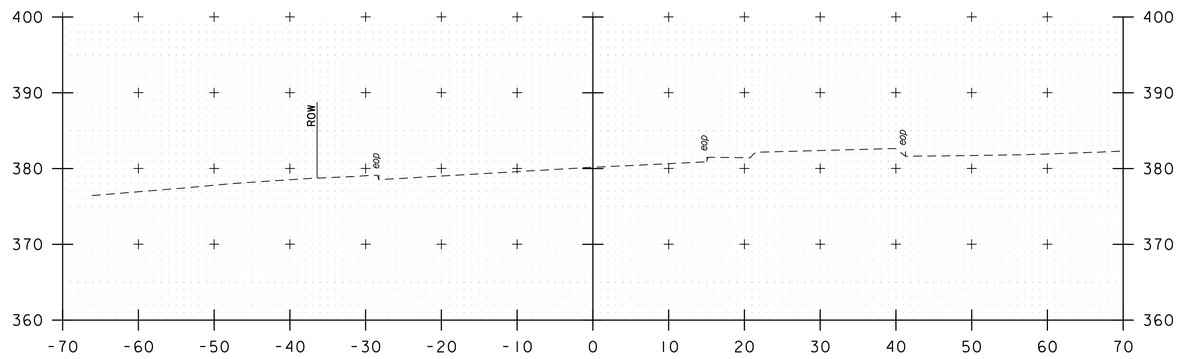
23+00



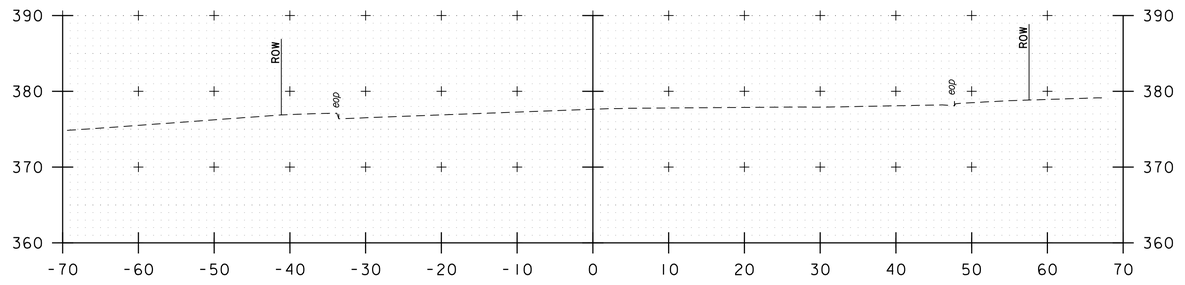
22+75



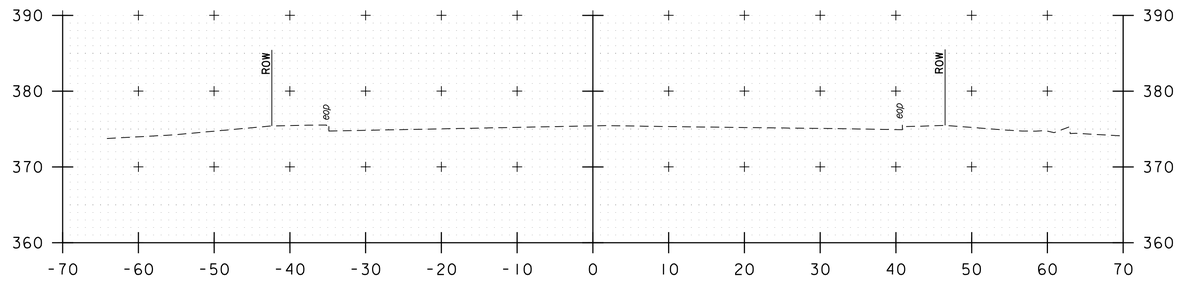
22+50



23+75



23+50



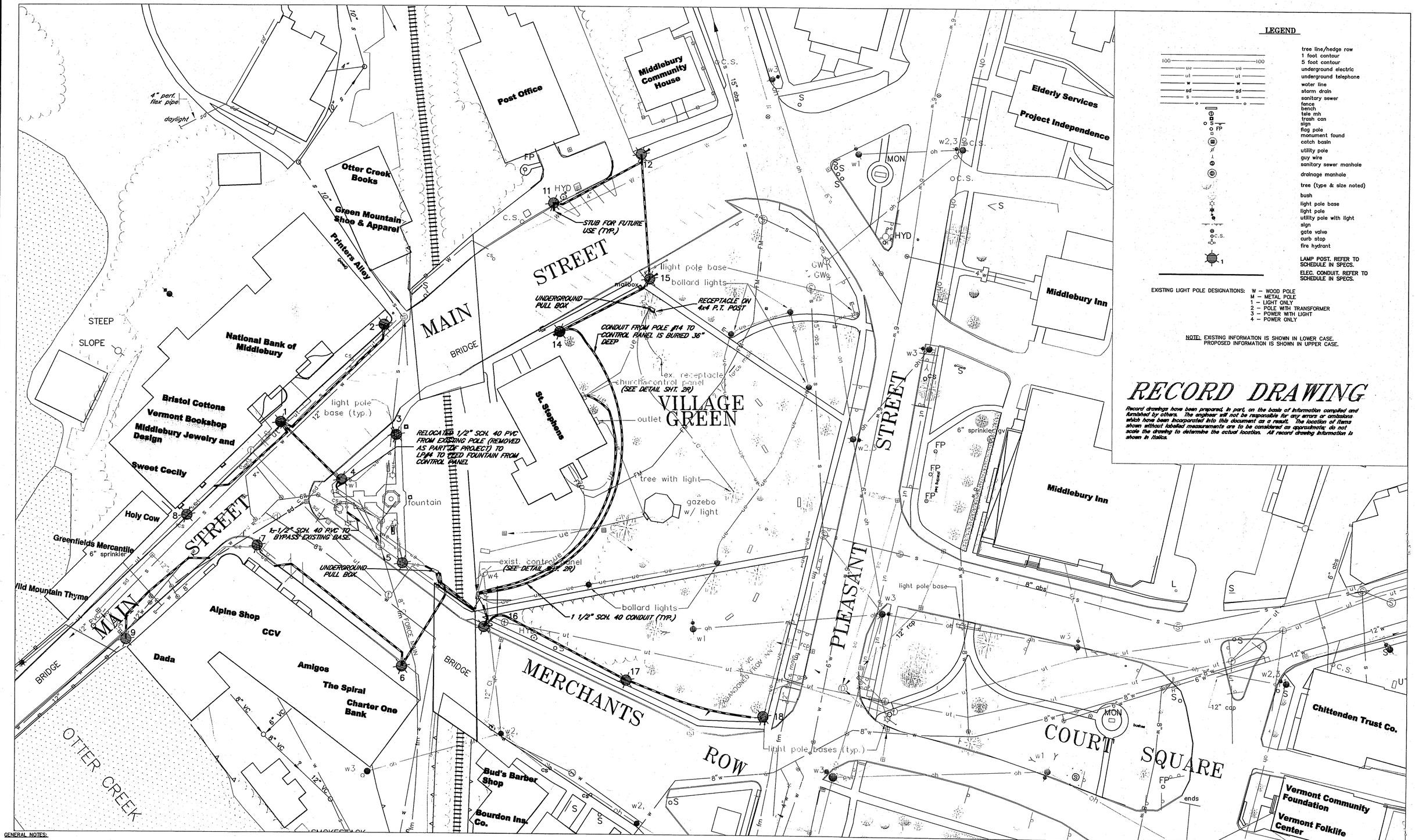
23+25

MERCHANTS ROW

PROJECT NAME:	MIDDLEBURY
PROJECT NUMBER:	EWP3(1)

FILE NAME: z17b016_MERCHANTS_XS.dgn		PLOT DATE:	5/19/2017
PROJECT LEADER:	A.P. GUYETTE	DRAWN BY:	D.M. PECK
DESIGNED BY:	D.M. PECK	CHECKED BY:	E.P. DETRICK
CROSS SECTIONS (SHEET 7 OF 7)		SHEET	54 OF 54

VHB 57603.00



LEGEND

- tree line/hedge row
- 1 foot contour
- 5 foot contour
- underground electric
- underground telephone
- water line
- storm drain
- sanitary sewer
- fence
- bench
- tele mh
- trash can
- sign
- flag pole
- monument found
- catch basin
- utility pole
- guy wire
- sanitary sewer manhole
- drainage manhole
- tree (type & size noted)
- bush
- light pole base
- light pole
- utility pole with light
- sign
- gate valve
- curb stop
- fire hydrant
- LAMP POST. REFER TO SCHEDULE IN SPECS.
- ELEC. CONDUIT. REFER TO SCHEDULE IN SPECS.

EXISTING LIGHT POLE DESIGNATIONS: W – WOOD POLE
M – METAL POLE
1 – LIGHT ONLY
2 – POLE WITH TRANSFORMER
3 – POWER WITH LIGHT
4 – POWER ONLY

NOTE: EXISTING INFORMATION IS SHOWN IN LOWER CASE.
PROPOSED INFORMATION IS SHOWN IN UPPER CASE.

RECORD DRAWING

Record drawings have been prepared, in part, on the basis of information compiled and furnished by others. The engineer will not be responsible for any errors or omissions which have been incorporated into this document as a result. The location of items shown without labelled measurements are to be considered as approximate; do not scale the drawing to determine the actual location. All record drawing information is shown in Italics.

GENERAL NOTES:

1. BASE MAP IS TOWN OF MIDDLEBURY UTILITY MAPS.
2. TOWN GREEN AND TRIANGLE PARK AREA TOPOGRAPHIC INFORMATION FROM AN UNDATED PLAN FROM OTTER CREEK ENG.
3. THIS IS NOT A BOUNDARY SURVEY.
4. ELEVATIONS ARE BASED ON N.G.V.D 29 DATUM. HORIZONTAL POSITIONS ARE BASED ON AN ARBITRARY COORDINATE SYSTEM.
5. THE LOCATION OF EXISTING UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY AND HAVE NOT BEEN INDEPENDENTLY VERIFIED BY THE OWNER OR ITS REPRESENTATIVE.
6. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK, AND AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY THE CONTRACTORS FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES.
7. CONTRACTORS SHALL COORDINATE WITH DIG-SAFE (1-888-344-7233) A MINIMUM OF 48 HOURS PRIOR TO ANY EXCAVATION. DIG-SAFE SHALL BE NOTIFIED "FOR EXCAVATION ACTIVITIES CONDUCTED WITHIN 100 FEET OF AN UNDERGROUND UTILITY FACILITY." CONTRACTOR SHALL "REMARK PROPOSED EXCAVATION AREAS BEFORE CALLING DIG-SAFE."

30 0 15 30 60 120
(IN FEET)
1 inch = 30 ft.

O:\acad-2002\2002-Land-Drawings\2004\200403\200403REC.dwg, 12/17/2004 10:47:06 AM

REVISIONS

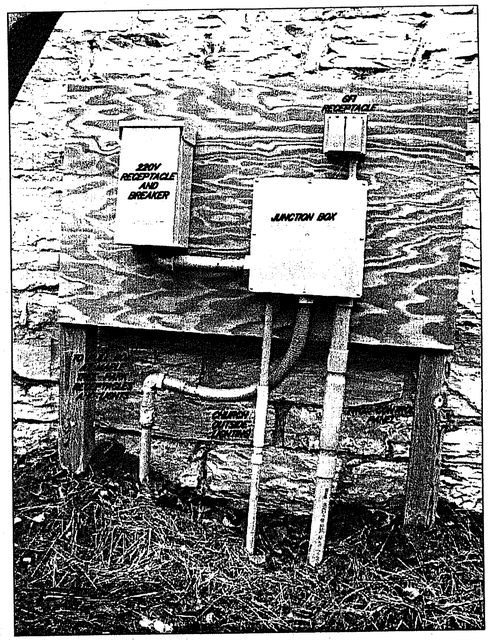
STATE OF VERMONT JOHN KIERNAN 7704 LICENSED PROFESSIONAL ENGINEER

PHELPS ENGINEERING, INC.
FROG HOLLOW MILL
3 Mill St., P.O. Box 367
Middlebury, Vt. 05753
Telephone (802) 388-7829

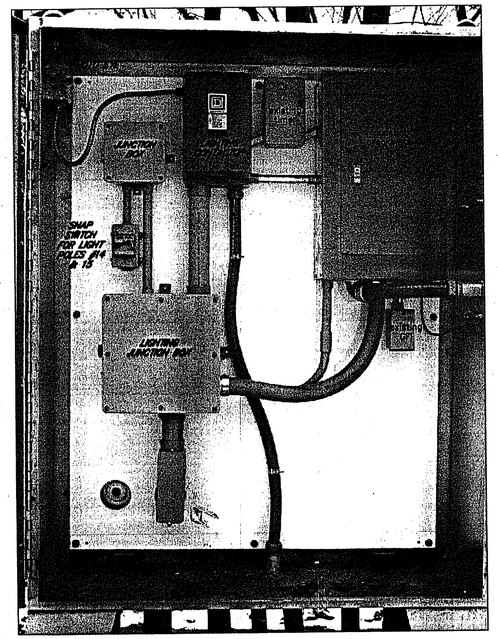
SCALE: 1"= 30' | DR. BY: JS/DP | SHEET NO. 1R OF 3R | DWG. NO. 200403-1R
DATE: 12/6/04 | CK'D BY: JK

TOWN OF MIDDLEBURY
VILLAGE AREA
HISTORICAL LIGHTING PLAN
MIDDLEBURY, VERMONT

PROPOSED GENERAL PLAN



CHURCH PANEL DETAIL



CONTROL PANEL DETAIL

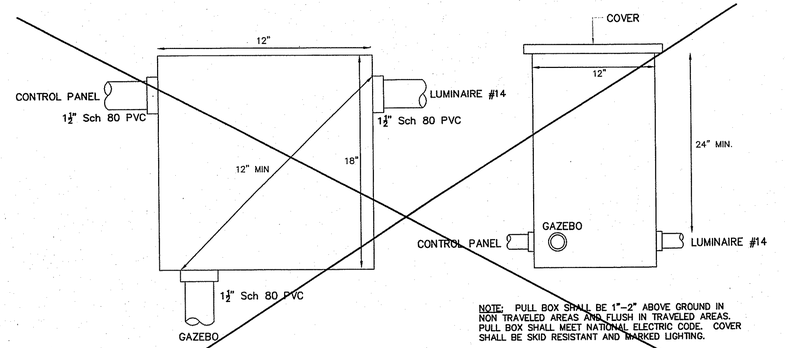
PROVIDE AND INSTALL (3) NEW 240V 20 AMP BREAKERS TO FIT EXISTING NQOD 120V PANEL. REFER TO LUMINAIRE SCHEDULE FOR CIRCUITING OF FIXTURES. ALL NEW CIRCUITS WILL BE CONTROLLED BY PHOTO EYE. (3) CIRCUIT BREAKERS SHALL BE PROVIDED FOR LUMINAIRE CIRCUITS.

PROVIDE NEW SNAP SWITCH TO DISCONNECT LUMINAIRES #14, #15, ALLOWING LUMINAIRES #11, #12 TO REMAIN ON.

CALL 1-888-DIG SAFE PRIOR TO ALL EXCAVATION, AS WELL AS APPROPRIATE TOWN PERSONNEL FOR CONFIRMATION OF EXISTING UTILITIES.

A COMPLETE AS-BUILT DOCUMENT SHALL BE PROVIDED TO THE ENGINEER-OF-RECORD OF ALL LOCATIONS OF CONDUIT, CONDUIT SIZING AND WIRE SIZING.

RECEPTACLES ON LIGHT POLES ONLY ENERGIZED WHEN POLES ARE LIT..



HAND HOLE/PULL BOX DETAIL – TOP VIEW

HAND HOLE/PULL BOX DETAIL – SIDE VIEW

NOTE: PULL BOX SHALL BE 1"-2" ABOVE GROUND IN NON TRAVELED AREAS AND FLUSH IN TRAVELED AREAS. PULL BOX SHALL MEET NATIONAL ELECTRIC CODE. COVER SHALL BE SKID RESISTANT AND MARKED LIGHTING.

ELECTRICAL PANEL SCHEDULE: EXISTING

VOLTAGE: 240/120 Vac
AMPERAGE: 100 A

LOCATION: TOWN GREEN
MAKE: SQUARE D
CATALOG NO: NQOD12M100CU

FED FROM: POWER PANEL
FEED DATA: XXXXX

LOAD DESCRIPTION	CKT. BKR.	CKT. NO.		CKT. BKR.	LOAD DESCRIPTION
TIME CLOCK	1P-15A	1	2	1P-15A	SPARE
SITE LIGHTS	1P-15A	3	4	1P-15A	SPARE
SPARE	1P-15A	5	6	1P-15A	GFI
SPARE	1P-20A	7	8	1P-20A	SPARE
		9	10	1P-20A	SPARE
MAIN DISCONNECT	2P-100A	11	12	1P-20A	SPARE

NOTES:

ELECTRICAL PANEL SCHEDULE: REWORKED PANEL

VOLTAGE: 240/120 Vac
AMPERAGE: 100 A

LOCATION: TOWN GREEN
MAKE: SQUARE D
CATALOG NO: NQOD12M100CU

FED FROM: POWER PANEL
FEED DATA: XXXXX

LOAD DESCRIPTION	CKT. BKR.	CKT. NO.		CKT. BKR.	LOAD DESCRIPTION
1A-TIME CLOCK/GFI 1B-PARK SITE LIGHTS	2020	1	2	220	SPLIT CIRCUIT/ CHURCH LIGHTS
3A-POST AND MAPLE TREE RECEPTACLE 3B-FOUNTAIN	2020	3	4		
SUB PANEL / CHURCH PANEL	250	5	6	220	MERCHANT ROW STREET LIGHTS
		7	8		
MAIN STREET, POST OFFICE STREET LIGHTS	220	9	10	220	FOUNTAIN PARK LIGHTS/ MAIN STREET
		11	12		
MAIN BREAKER	2100	13			
		15			

NOTES:

LUMINAIRE SCHEDULE

Luminaire No.	Circuit No.	Pole Base	Notes
8	1	Existing. Recessed pole next to existing metal pole to be removed.	
1	1	New	
2	1	New	
3	1	Existing	
4	1	Existing	
5	1	Existing	
6	1	New	
7	1	Existing. Recessed.	
9	1	New	
11	2	New	
12	2	Existing wooden pole to be removed.	
14	2	New	Switched
15	2	New	Switched
16	3	New	
17	3	New	
18	3	Existing	

CONDUIT SCHEDULE

From Luminaire No.	To Luminaire No.	Conduit Size/Type	Conductors	Spare Conductors	Notes
8	1	1-1/2" Sch 80 PVC	(3) #4, #4 GG	None	
1	2	1-1/2" Sch 80 PVC	(3) #4, #4 GG	None	
1	4	1-1/2" Sch 80 PVC	(3) #4, #4 GG	None	
4	3	Existing	(3) #4, #4 GG	None	
4	5	Existing	(3) #4, #4 GG (3) #10, #12 GG	None	Power for Fountain Included
5	Pull Box	Existing	(3) #4, #4 GG (3) #10, #12 GG	None	Power for Fountain Included
Pull Box	6	1-1/2" Sch 80 PVC	(3) #4, #4 GG	None	
6	7	1-1/2" Sch 80 PVC	(3) #4, #4 GG	None	
7	9	1-1/2" Sch 80 PVC	(3) #4, #4 GG	None	
Pull Box	Existing Control Panel	1-1/2" Sch 80 PVC	(3) #4, #4 GG (3) #10, #12 GG	None	
	12	1-1/2" Sch 80 PVC	(3) #4, #4 GG	None	
11	15	1-1/2" Sch 80 PVC	(3) #4, #4 GG	None	Stub for future
14	15	1-1/2" Sch 80 PVC	(6) #4, #4 GG	None	
14	Exist Control Panel	1-1/2" Sch 80 PVC	(6) #4, #4 GG	None	
Control Panel	Church Panel	1-1/2" Sch 80 PVC	(6) #6, #4 GG	None	
Church Panel	Pull Box	Existing	(2) #4, #4 GG	None	
Control Panel	16	1-1/2" Sch 80 PVC	(3) #4, #4 GG	None	
16	17	1-1/2" Sch 80 PVC	(3) #4, #4 GG	None	
17	18	1-1/2" Sch 80 PVC	(3) #4, #4 GG	None	

RECORD DRAWING

Record drawings have been prepared, in part, on the basis of information compiled and furnished by others. The engineer will not be responsible for any errors or omissions which have been incorporated into this document as a result. The location of items shown without labeled measurements are to be considered as approximate; do not scale the drawing to determine the actual location. All record drawing information is shown in italics.

REVISIONS

STATE OF VERMONT · JOHN KIERNAN · 044-7104 · Environmental · LICENSED PROFESSIONAL ENGINEER

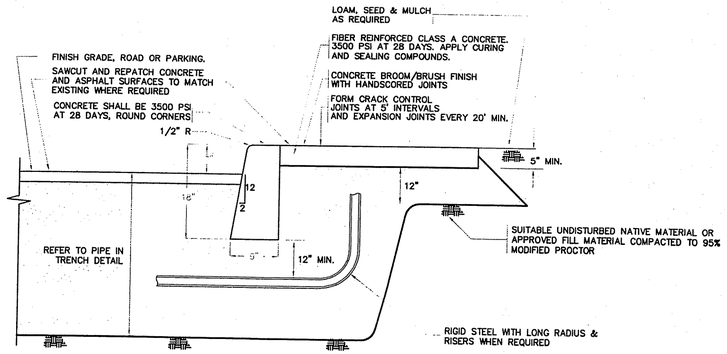
PHELPS ENGINEERING, INC.
FROG HOLLOW MILL
3 Mill St., P.O. Box 367
Middlebury, Vt. 05753
Telephone (802) 388-7829

TOWN OF MIDDLEBURY
VILLAGE AREA
HISTORICAL LIGHTING PLAN
MIDDLEBURY, VERMONT

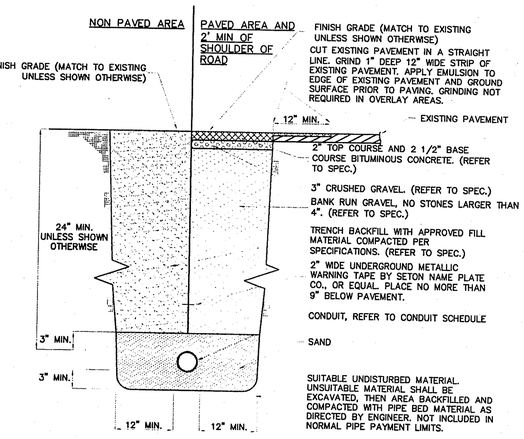
DETAILS AND NOTES

SCALE: SHOWN	DR. BY: JS	SHEET NO. 2R OF 3R	DWG. NO. 200403-2R
DATE: 12/6/04	CK'D BY: JK		

O:\acad-2002\2002-Land-Drawings\2004\200403\200403detrec.dwg, 12/10/2004 10:30:57 AM

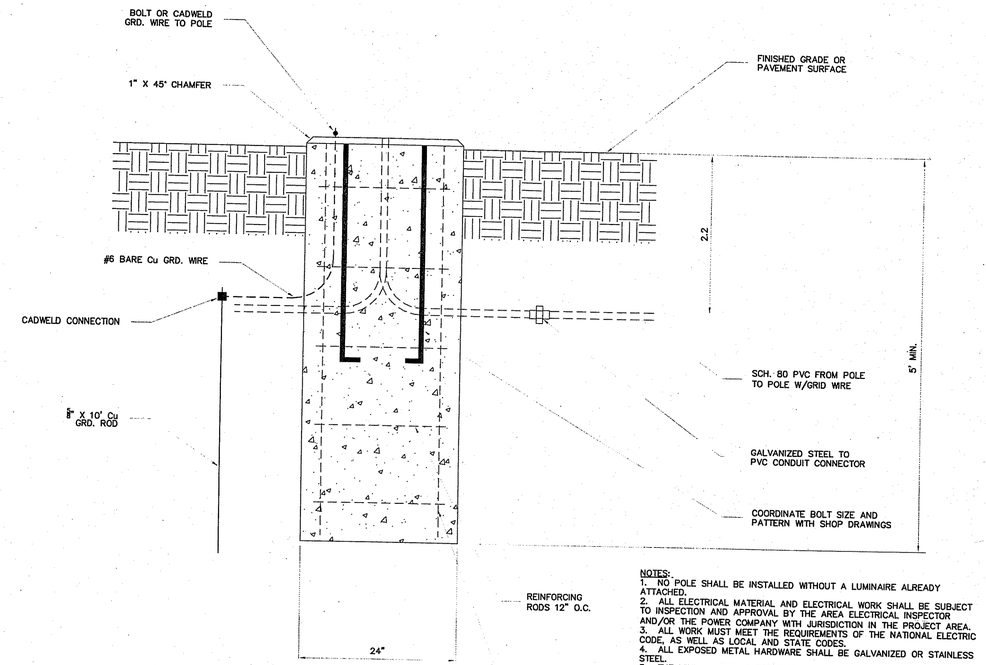


TYPICAL CONCRETE SIDEWALK AND CURB
NOT TO SCALE



NOTE:
WHERE ROCK IS ENCOUNTERED PAYMENT LIMIT IS PIPE DIAMETER +2', MIN. LIMIT 3'

TYPICAL PIPE IN TRENCH DETAIL
NOT TO SCALE



CONCRETE BASE DETAIL

NOTES:
1. NO POLE SHALL BE INSTALLED WITHOUT A LUMINAIRE ALREADY ATTACHED.
2. ALL ELECTRICAL MATERIAL AND ELECTRICAL WORK SHALL BE SUBJECT TO INSPECTION AND APPROVAL BY THE AREA ELECTRICAL INSPECTOR AND/OR THE POWER COMPANY WITH JURISDICTION IN THE PROJECT AREA.
3. ALL WORK MUST MEET THE REQUIREMENTS OF THE NATIONAL ELECTRIC CODE, AS WELL AS LOCAL AND STATE CODES.
4. ALL EXPOSED METAL HARDWARE SHALL BE GALVANIZED OR STAINLESS STEEL.
5. THE MINIMUM RADIUS FOR RIGID METALLIC OR NON-METALLIC ELECTRICAL CONDUIT SHALL BE SIX TIMES THE INSIDE DIAMETER OF THE CONDUIT.

EROSION AND SEDIMENT CONTROL PLAN NARRATIVE

DESIGNER NARRATIVE

Project Description and Background

This project is a continuation of two prior projects involving the downtown street lighting program in the Town of Middlebury, VT. One portion included the Cannon Park, Main Street and Park Street areas. This project includes the completion of bases for light fixtures, installation of underground power and placement of historic light fixtures, plus related sidewalk and other surface restoration and reconstruction. We understand there are existing light fixture bases within this project area that do not include fixtures and may have some portions of conduit already installed. This project will extend the street lighting program to the Town Green and Court Square. We understand this project is funded through the Agency of Transportation Enhancement Program, the Vermont Downtown Program Transportation Fund and local funding.

Soil Description

The native soil type on site is Vergennes Clay (VgB), soil class "D". Previously disturbed areas, such as roadways and sidewalks, will likely have some non-native soil materials such as bank-run and crushed gravels.

Drainage Characteristics

The project drainage area characteristics are from northeast to southwest. Existing catch basins and storm drains collect and transport stormwater from the drainage area to Otter Creek where it discharges.

Existing Conditions

The majority of the project area is bituminous concrete pavement in the roadways or concrete sidewalk and curbing within the walkways. The Village Green and Court Square are comprised mainly of vegetative grasses, shrubs and trees. The site has existing roads, buildings or utilities associated with downtown Middlebury. This area is not considered a sensitive resource area. This project is in close proximity to Otter Creek.

Erosion and Sediment Control Devices

The erosion and sediment control devices shall include, but not be limited to:

1. Silt Fencing
2. Seed and Mulch
3. Grate Inlet Protection

A. Silt fencing shall be used around designated stockpiles to prevent sediment runoff. Silt fencing is a temporary sediment control device that will be utilized during construction. Proposed silt fence locations are indicated on the plans. Details and installation instructions are provided on the detail sheet. A properly installed silt fence will help provide sediment control. Construction review and on-site inspections will ensure proper installation.

B. Disturbed areas with a slope less than 3:1 (3 horizontal to 1 vertical) shall be seeded and mulched. Seeding and mulching encourages vegetative cover on disturbed soils, and shall be done within 48 hours of work completion in that area. Areas that have been disturbed, and where construction is not complete, will be seeded and mulched every seven days. In areas where the seed and mulch do not take root, erosion control blankets shall be utilized.

C. Catch basins which collect stormwater from the project's disturbed areas will receive grate inlet protection. Sandbags filled with clean washed crushed stone shall be used along ⚠ the perimeter of catch basin grates. The sandbags will reduce water velocities and the amount of sediment entering the catch basin. The Dandy Bag II a Mirafi product or a Silt Sack from SI Geosolutions shall be used to catch silt and sediment that enters the catch basin. These catch basin sediment capture devices shall be inspected and maintained, by the contractor, as per the manufacturer's recommendations.

Final Erosion Control Measures

All disturbed areas will be restored to preconstruction conditions. The vegetative areas shall have a strong vegetative growth that will provide a permanent erosion control. The remaining areas of disturbed pavement and concrete sidewalk will be restored to their original condition, which will provide permanent erosion control of these areas.

BS:kw
March 10, 2004

⚠ CONTRACTOR NARRATIVE

Earth Disturbing Activities

This project will include disturbed area resulting from:

1. Soil auger of proposed light pole bases (24" diameter auger)
2. Trench machine to cut a 6" wide trench for electrical conduit
3. Exploratory excavation to locate existing services, which will include an excavator and hand shoveling

In an effort to reduce disturbed areas, Kingsbury Construction Co., Inc. will use a soil auger and trencher. This method will greatly reduce the disturbed area compared to traditional methods of earth excavation. The disturbed areas outlined on plan sheet 4 of 6 are conservative.

Waste, Borrow and Staging Areas

The waste is to be hauled off site at the end of each workday. Kingsbury Construction owns a pit to dispose of clean construction debris such as removed concrete, asphalt and excess soils. Material will not be stockpiled on site. The Middlebury Police Department, located on Lucius Shaw Lane, will be the staging area for this project. Kingsbury Construction will store construction equipment and project building materials at this facility.

Strategy of ESC Plan

The reduction of disturbed areas by methods of construction discussed in the above section shall prevent sediment from leaving the construction site. Disturbed areas within the Village Green will be temporarily mulched within 48 hours of activity. Conduit trenches within paved or concrete surfaces shall be covered until which time the surface can be restored. Identified catch basin inlets shall receive sediment control devices, detail on sheet 6, prior to earthwork activities in that region. With erosion and sediment control devices, minimal disturbed areas, an on-site coordinator and a well-developed plan, this project shall be effective in protecting water resources.

Construction Phasing

The earthwork for this project will take place in two phases. Phase 1 will include work within Town streets, see plan sheet 4 of 6. Phase 2 includes work inside of the Village Green. The construction schedule identifies the work performed in the streets with an "St" and in the park with a "Pk" after the activity description. Earthwork activities include auger and install light pole bases, trench and install conduit and locate existing utilities. (See construction schedule for date and phase.)

Seeding and Mulching

Previously grassed disturbed areas within the Village Green shall be seeded and mulched. Location of seeded areas is shown on plan sheet 4 of 6. Seed and mulch mixtures and application rates can be found in the technical specification section 02318 of the contract documents.

On-Site Coordinator

The on-site coordinator for this project is Bob Burbank of Kingsbury Construction. Bob Burbank (802-279-3412) is qualified for this position based on 10 years of construction experience and has had 20 hours training in erosion control as part of the Air National Guard. Bob has the authority to halt construction if deemed necessary. The on-site coordinator shall fill out the erosion prevention and sediment control weekly plan review every Friday once earthwork activity begin until the site is stabilized. The on-site coordinator will also fill out the storm event monitoring report after each storm event with run-off. (Both inspection sheets are provided by AOT.) Erosion and sediment control measures shall be maintained throughout construction and deficiencies shall be rectified.

Erosion and Sediment Control Plan Preparer

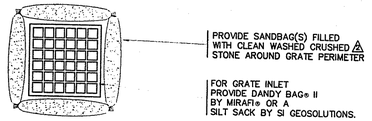
Phelps Engineering, Inc. of Middlebury, Vermont has developed the contractor's portion of the erosion and sediment control plan in conjunction with Kingsbury Construction Co., Inc.

Phelps Engineering, Inc. phone (802) 388-7829
P.O. Box 367 fax (802) 388-9642
Middlebury, VT 05753

Contacts

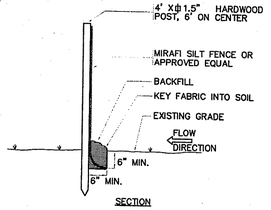
John Kiernan, P.E., Project Manager
Brandon Streicher, Project Engineer

BS:kw
May 06, 2004

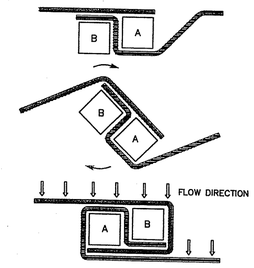


CATCH BASIN SEDIMENT CONTROL DETAIL
NOT TO SCALE

NOTES:
1. CONTRACTOR SHALL MONITOR SITE CLOSELY DURING WET WEATHER TO ENSURE THIS SEDIMENT CONTROL IS FUNCTIONING AND PROPERTY DAMAGE DOES NOT OCCUR.
2. THE CATCH BASIN SEDIMENT CONTROL DEVICES SHALL BE INSTALLED AND MAINTAINED AT CATCH BASINS DOWNSTREAM OF EARTH DISTURBANCE UNTIL STABALIZATION OCCURS.

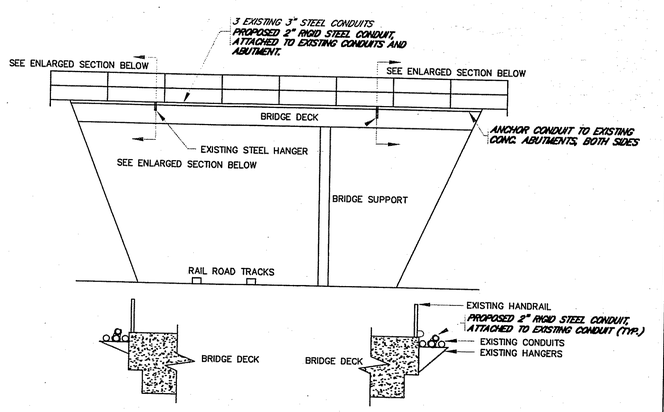


SECTION



PLAN SPLICING SECTIONS

SILT FENCE DETAIL
NOT TO SCALE



BRIDGE CROSSING
NOT TO SCALE

RECORD DRAWING

Record drawings have been prepared, in part, on the basis of information compiled and furnished by others. The engineer will not be responsible for any errors or omissions which have been incorporated into this document as a result. The location of items shown without labelled measurements are to be considered as approximate; do not scale the drawing to determine the actual location. All record drawing information is shown in Italics.

REVISIONS
⚠ REPLACE SAND WITH CRUSHED STONE 05/06/04
⚠ ADD CONTRACTOR NARRATIVE 05/06/04

STATE OF VERMONT JOHN KIERNAN No. 7704 Environmental LICENSED PROFESSIONAL ENGINEER

PHELPS ENGINEERING, INC
FROG HOLLOW MILL
3 Mill St., P.O. Box 367
Middlebury, Vt. 05753
Telephone (802) 388-7829

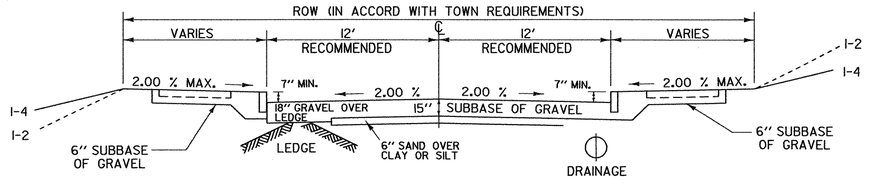
TOWN OF MIDDLEBURY - VILLAGE AREA
HISTORICAL LIGHTING PLAN
MIDDLEBURY, VERMONT

SCALE: SHOWN	DR. BY: BS	SHEET NO. 3R OF 3R	DWG. NO. 200403-3R
DATE: 12/6/04	CK'D BY: JK		

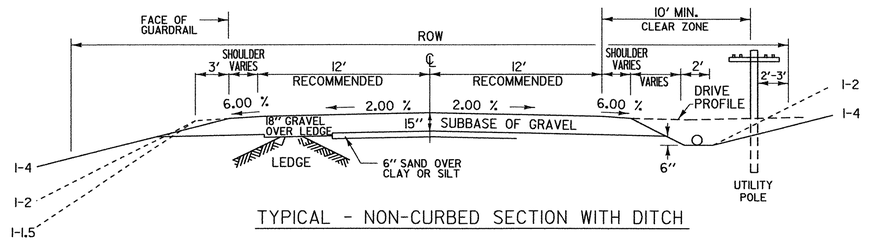
DETAILS AND NOTES W/ ESC

O:\acad-2002\2002-Land-Drawings\2004\200403\200403detrec.dwg, 12/09/2004 10:43:37 AM

ROADWAY TYPICALS

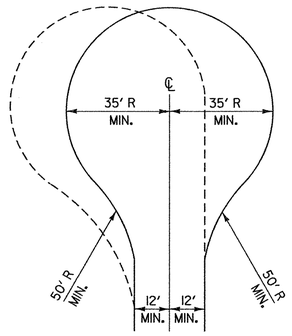


TYPICAL - CURBED SECTION WITH 5' SIDEWALKS

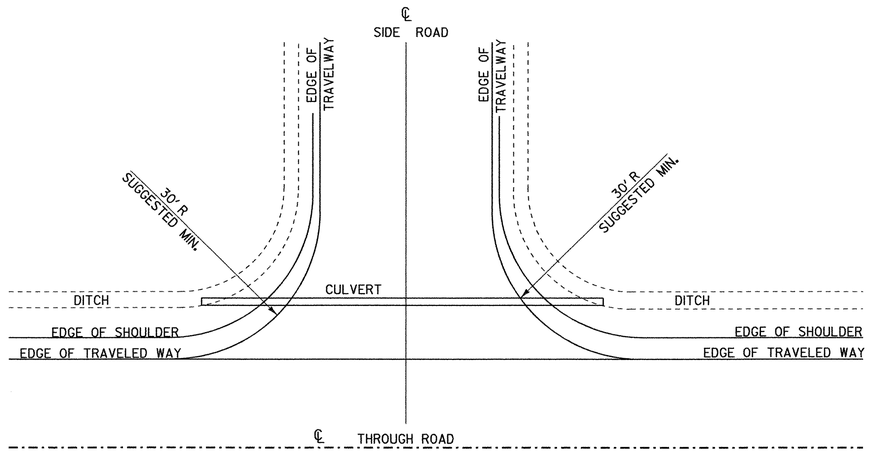


TYPICAL - NON-CURBED SECTION WITH DITCH

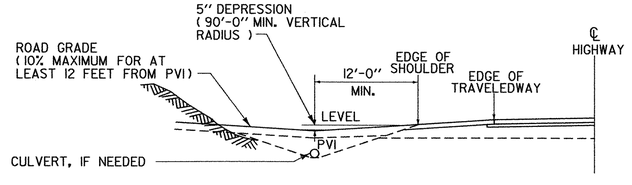
CUL-DE-SAC FOR DEAD END ROADS



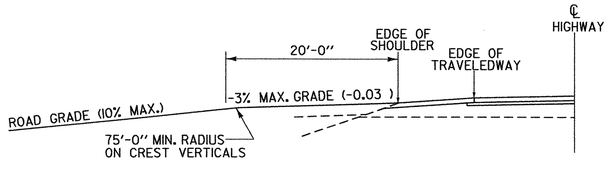
INTERSECTION OF THROUGH ROAD AND SIDE ROAD



FOR THROUGH ROADS WITH SIDEWALKS & CURBING, SEE STANDARDS C2 & C3.
PROVIDE DROP INLETS ON EACH SIDE OF SIDE ROAD AT INTERSECTION AS NECESSARY.



PROFILE OF INTERSECTION (CUT SECTION)
SHOWING 5" DEPRESSION



PROFILE OF INTERSECTION (FILL SECTION)

GENERAL NOTES FOR LOCAL ROADS

1. SUBBASE, SAND CUSHION AND SUBGRADE SHOULD BE CONSTRUCTED AND COMPACTED TO THE DIMENSIONS SHOWN IN ACCORDANCE WITH VAOT STANDARD SPECIFICATIONS FOR CONSTRUCTION. WHERE LOCAL ORDINANCES HAVE BEEN ADOPTED RELATIVE TO ROAD DIMENSIONS AND CONSTRUCTION, THEY SHOULD GOVERN. THE DIMENSIONS SUGGESTED ARE INTENDED TO BE APPLIED ONLY IN LOW TRAFFIC VOLUME CONDITIONS (AVERAGE DAILY TRAFFIC LESS THAN 250 VEHICLES PER DAY), AND WHERE HEAVY TRUCK TRAFFIC IS INFREQUENT.

2. EXPOSED EARTH SLOPES SHOULD BE SEEDED, FERTILIZED AND MULCHED IN ACCORDANCE WITH VAOT STANDARD SPECIFICATIONS FOR CONSTRUCTION.

3. DRAINAGE:

   ROADWAY - 18" MINIMUM DIAMETER, OF METAL, REINFORCED CONCRETE OR POLYETHYLENE PIPE, WITH DROP INLETS OR CATCH BASINS, AS REQUIRED. HYDRAULIC ANALYSIS TO DETERMINE APPROPRIATE PIPE DIAMETER IS RECOMMENDED FOR ALL LIVE STREAM CROSSINGS AND ELSEWHERE WHERE LARGE STORM FLOWS MAY BE EXPECTED.

   DRIVES - 15" MINIMUM DIAMETER, OF METAL, REINFORCED CONCRETE OR POLYETHYLENE PIPE.

   UNDERDRAIN - 6" MINIMUM DIAMETER, OF METAL, PVC PLASTIC OR POLYETHYLENE PIPE.

   LOCATION, DEPTH AND CONSTRUCTION DETAILS SHOULD FOLLOW PRACTICE SPECIFIED BY LOCAL ORDINANCE OR THE VAOT STANDARD SPECIFICATIONS FOR CONSTRUCTION.

4. HORIZONTAL CURVATURE - THE FOLLOWING WILL APPLY:

DESIGN SPEED	MINIMUM RADII RURAL (1)	MINIMUM RADII URBAN (2)
25 MPH	185 FT.	180 FT.
30 MPH	275 FT.	300 FT.
35 MPH	380 FT.	460 FT.
40 MPH	510 FT.	675 FT.
45 MPH	660 FT.	945 FT.
50 MPH	835 FT.	1280 FT.

(1) BASED ON CROSS SLOPE = 6.0 %
(2) BASED ON MAINTAINING NORMAL CROWN SECTION THROUGHOUT CURVE : EFFECTIVE CROSS SLOPE = 2.0 %

FOR OTHER SUPERELEVATION RATES, SEE CHAPTER III OF THE AASHTO "A POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS" FOR APPROPRIATE CURVE RADII.

5. GRADIENT OF ROADS - 10% MAXIMUM GRADE SUGGESTED, ALTHOUGH GRADES UP TO 16 % MAY BE ALLOWED IN MOUNTAINOUS TERRAIN.

6. GUARD RAIL - PROVIDE GUARD RAIL WITH TREATED WOOD OR STEEL POSTS, OF A DESIGN IN ACCORDANCE WITH VAOT STANDARD SPECIFICATIONS FOR CONSTRUCTION, THE AASHTO ROADSIDE DESIGN GUIDE, AND VAOT STANDARD DRAWINGS. GENERALLY, WHERE SLOPES ARE 1:3 OR STEEPER, AND THE HEIGHT OF DROPOFF AT EDGE OF SHOULDER EXCEEDS 5', GUARD RAIL SHOULD BE INSTALLED. ALSO, WHERE SLOPES ARE 1:3 OR FLATTER, GUARD RAIL MAY NOT BE NEEDED IF THE AREA AT THE BOTTOM OF THE SLOPE IS FREE OF HAZARDS. THE LOCAL VAOT DISTRICT TRANSPORTATION ADMINISTRATOR MAY BE CONTACTED FOR ASSISTANCE.

7. PAVING - ROADS WITH GRADES EXCEEDING 7% SHOULD BE PAVED UNLESS WAIVED BY THE LOCAL GOVERNING BODY. FOR TRAFFIC VOLUMES GREATER THAN, OR EQUAL TO, 250 VEHICLES PER DAY, OR WHERE HEAVY TRUCKS ARE COMMON, A PAVEMENT DESIGN SHOULD BE PERFORMED TO DETERMINE APPROPRIATE THICKNESSES OF SUBBASE AND PAVEMENT.

8. TRAVELED WAY AND SHOULDER WIDTHS - WIDTHS SHOWN ON THIS STANDARD ARE FOR LOW SPEED/LOW TRAFFIC VOLUME CONDITIONS. FOR ADDITIONAL GUIDANCE IN THE DESIGN OF LOCAL ROADS AND STREETS, SEE THE LATEST EDITION OF AASHTO'S PUBLICATION "A POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS", OR THE VAOT "VERMONT STATE STANDARDS".

9. UTILITY LINE LOCATION TO CONFORM TO LOCAL REQUIREMENTS.

REVISIONS AND CORRECTIONS
JAN. 21, 1971 - ORIGINAL DATE OF ISSUE
MAR. 12, 1971 - DIMENSIONS CHANGED ON TURN-A-ROUND
JULY 13, 1973 - INTERSECTION PROFILES ADDED
DEC. 7, 1993 - REVISED TO REFLECT CURRENT DESIGN CRITERIA
JUNE 1, 1994 - REISSUED, WITHOUT CHANGE, UNDER NEW SIGNATURES.
MAR. 10, 1995 - REISSUED, WITHOUT CHANGE, UNDER NEW SIGNATURES.
MARCH 3, 2003 - REVISED TO REFLECT CURRENT DESIGN CRITERIA

APPROVED

DIRECTOR OF PROGRAM DEVELOPMENT

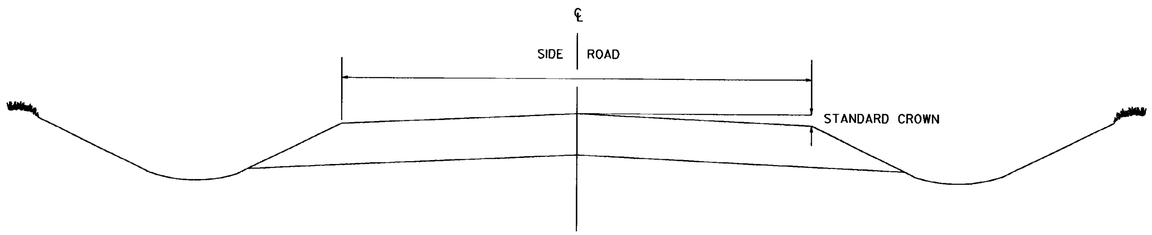
C. Allan Wright
CHIEF OF UTILITIES

FEDERAL HIGHWAY ADMINISTRATION

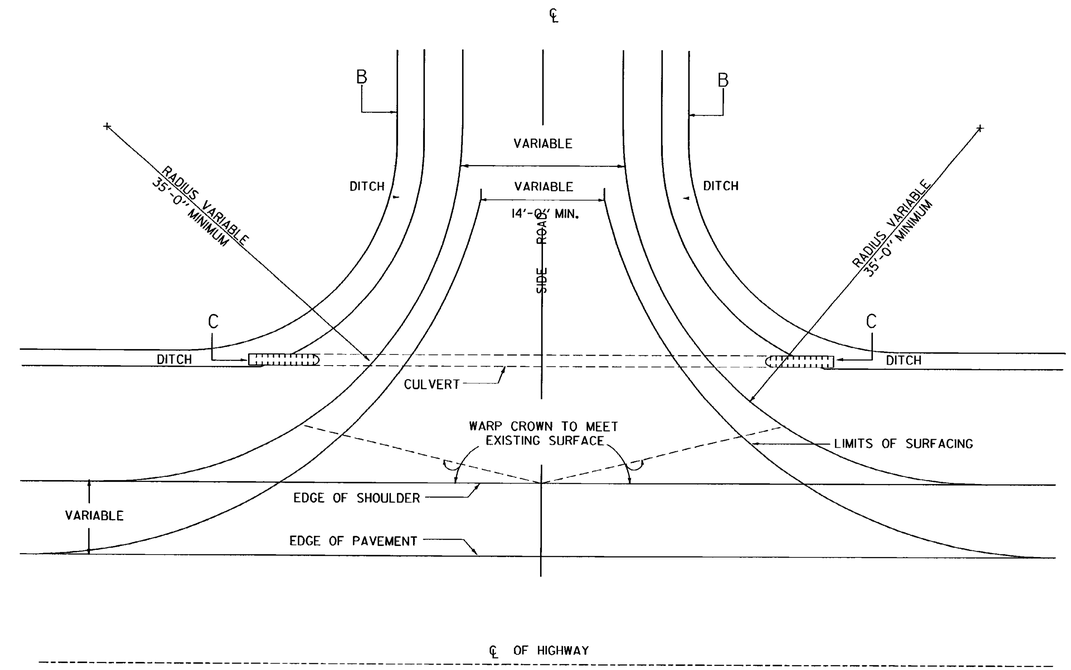
STANDARDS FOR TOWN & DEVELOPMENT ROADS

VERMONT AGENCY OF TRANSPORTATION

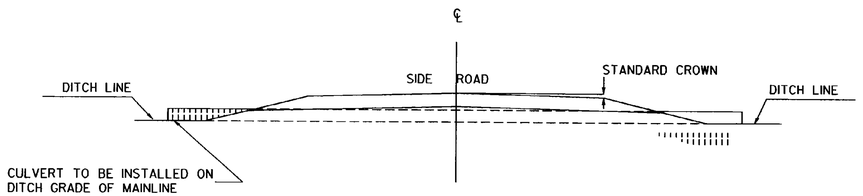
STANDARD A-76



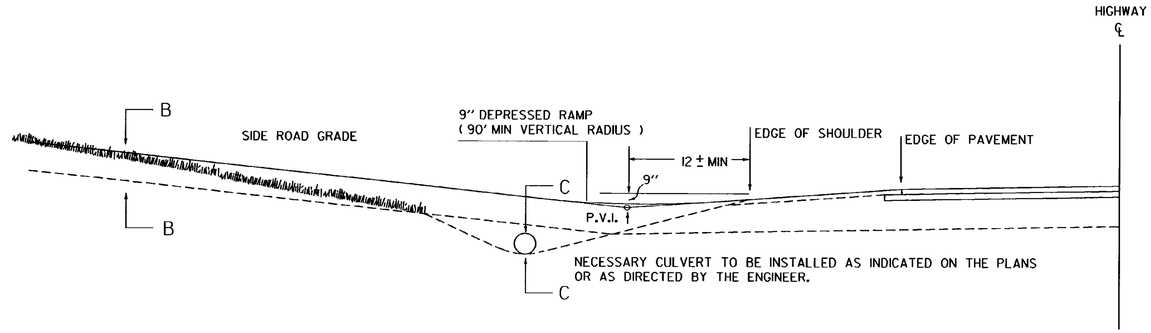
SECTION B - B



PLAN OF SIDE ROAD INTERSECTION



SECTION C - C



PROFILE OF SIDE ROAD INTERSECTION
SHOWING 9" DEPRESSED RAMP

REVISIONS AND CORRECTIONS

DEC. 14, 1971 - ORIGINAL APPROVAL DATE

JUNE 1, 1994 - REISSUED, WITHOUT CHANGE, UNDER NEW SIGNATURES.

APPROVED

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

Scanlon D. MacArthur P.E.
DIRECTOR OF ENGINEERING

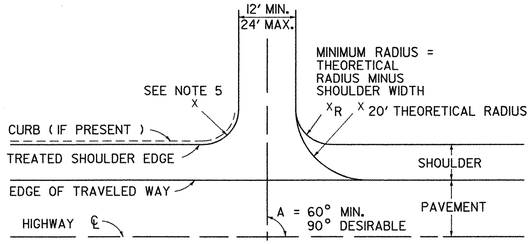
PE
DESIGN ENGINEER

SIDE ROAD INTERSECTION SHOWING DEPRESSED RAMP

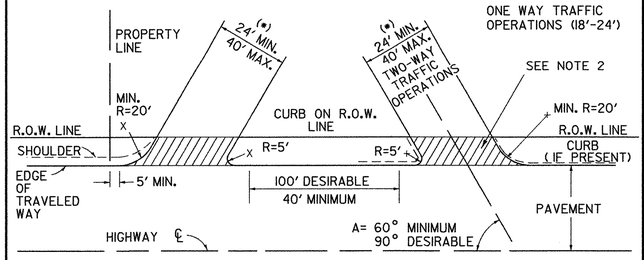
VERMONT AGENCY OF TRANSPORTATION

STANDARD
B-12

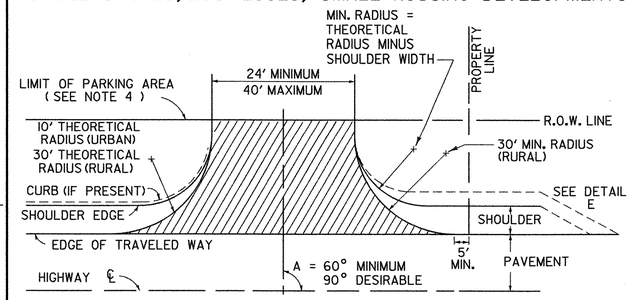
DETAIL A — RESIDENTIAL DRIVE



DETAIL B — DUAL COMMERCIAL DRIVE TO BE USED ONLY UNDER SPECIAL CONDITIONS

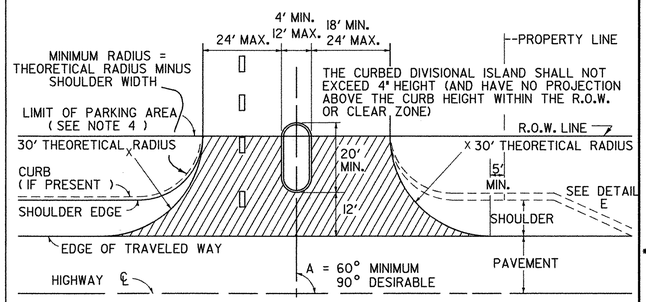


DETAIL C — TWO-WAY UNDIVIDED COMMERCIAL DRIVE FOR SINGLE STORES, BUSINESSES, SMALL HOUSING DEVELOPMENTS

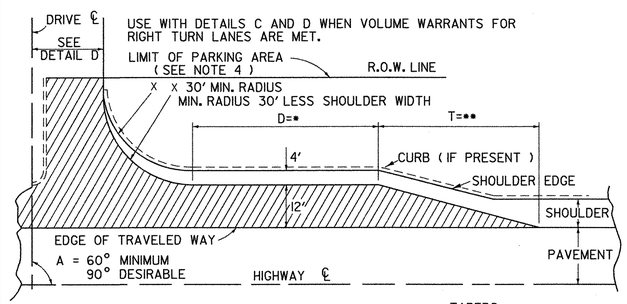


THIS DETAIL WILL ALSO APPLY TO COMMERCIAL SERVICE DRIVES, WHEN AUTHORIZED, HAVING A MAXIMUM WIDTH OF 20'. THE SERVICE DRIVE WILL HAVE A "SERVICE VEHICLES ONLY" SIGN PLACED AT THE HIGHWAY ROW LINE. SIGN SHALL BE 18"X 24" AS PRESCRIBED IN THE "STANDARD HIGHWAY SIGNS BOOK", A SUPPLEMENTAL PUBLICATION TO MUTCD.

DETAIL D — TWO-WAY COMMERCIAL DRIVE WITH DIVISIONAL ISLAND FOR SHOPPING CENTERS, LARGE HOUSING DEVELOPMENTS, INDUSTRIAL PLANTS AND SERVICE STATIONS



DETAIL E — RIGHT TURN LANE FOR COMMERCIAL DRIVE (UNSIGNALIZED INTERSECTIONS ONLY)

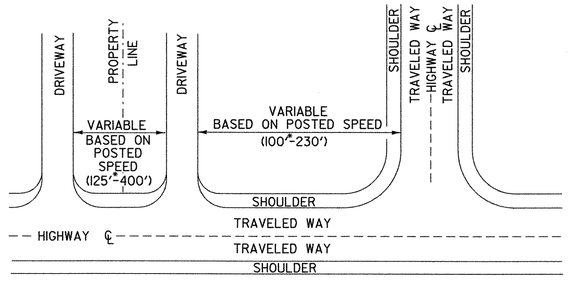


• STORAGE LENGTH IS VARIABLE DEPENDING ON TRAFFIC VOLUME AND MUST BE ADJUSTED TO PROVIDE PROPER DECELERATION LENGTH. REFER TO VAOT STANDARD E-192

TAPERS

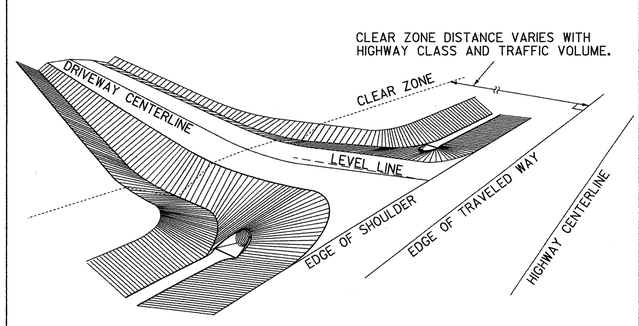
SPEED (MPH)	30	35	40	50
••LENGTH (MIN)(FT)(T)	100	120	140	180
RATE	8:1	10:1	12:1	15:1

DETAIL F — MINIMUM HORIZONTAL SEPARATION BETWEEN DRIVEWAYS AND INTERSECTING SIDEROADS

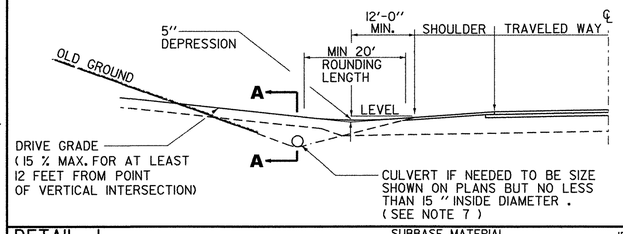


• MINIMUM UNLESS NO OTHER REASONABLE ACCESS IS AVAILABLE AND PRIOR APPROVAL IS GRANTED BY THE VAOT ITEMS SUCH AS TRAFFIC SIGNALS, HIGH TRAFFIC VOLUMES, OR FUNCTIONAL CLASS OF HIGHWAY SHOULD BE CONSIDERED WHEN DETERMINING APPROPRIATE SEPARATION DISTANCE. WHEN CURRENT RECOMMENDED SEPARATION DISTANCE CANNOT BE OBTAINED RESTRICTION OF TURNING MOVEMENTS MAY BE REQUIRED.

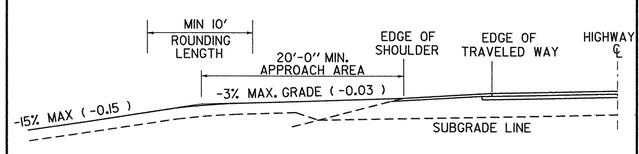
DETAIL G — PERSPECTIVE SKETCH OF DRIVE INTERSECTION SHOWING DEPRESSION



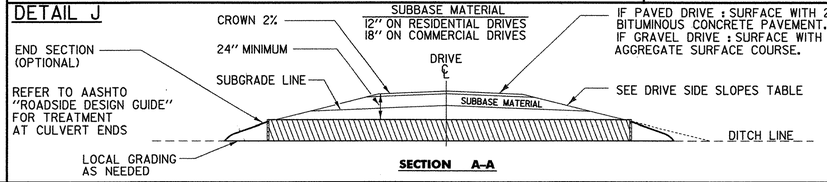
DETAIL H — PROFILE OF DRIVE INTERSECTION SHOWING 5" DEPRESSION (CUT SECTION)



DETAIL I — PROFILE OF DRIVE INTERSECTION (FILL SECTION)



DETAIL J



DRIVE SIDE SLOPES

LOCATION OF SLOPE	SLOPE RATE
V > 40 MPH	1:6 OR FLATTER
URBAN AREAS, OR V ≤ 40 MPH	1:4 DESIRABLE 1:2 ALLOWABLE
OUTSIDE CLEAR ZONE	1:2 OR FLATTER

NOTES:

1. THIS SHEET IS INTENDED FOR USE BY DESIGNERS ON HIGHWAY PROJECTS AND IN CONJUNCTION WITH A PERMIT FOR WORK WITHIN HIGHWAY RIGHTS OF WAY (FORM TA 210). ALL CONSTRUCTION REQUIRED BY THE PERMIT AND INDICATED ON THIS SHEET SHALL BE THE RESPONSIBILITY OF THE APPLICANT AND IS SUBJECT TO THE APPROVAL OF THE VT. AGENCY OF TRANSPORTATION. WHEN USED WITH THE PLANS FOR A HIGHWAY CONSTRUCTION PROJECT. THIS SHEET IS INTENDED TO BE A GUIDE FOR THE DESIGNER CONCERNING DRIVE WIDTHS, HORIZONTAL, VERTICAL AND GEOMETRIC CHARACTERISTICS.
2. ALL COMMERCIAL DRIVES SHALL BE PAVED FROM THE EDGE OF THE TRAVELED WAY TO THE HIGHWAY RIGHT-OF-WAY, TO THE FARTHEST POINT OF CURVATURE ON THE DRIVEWAY EDGE OR AS DIRECTED BY THE DISTRICT TRANSPORTATION ADMINISTRATOR. THIS PAVING IS INDICATED IN DETAILS (B THRU E) BY HATCHING.
3. DEPTH OF SUBBASE AND PAVEMENT TO BE THE SAME AS HIGHWAY OR AS SHOWN IN DETAIL J WITHIN THE LIMITS OF THE HIGHWAY RIGHT-OF-WAY.
4. VEHICULAR ACCESS FROM PARKING AREAS TO THE RIGHT-OF-WAY AT OTHER THAN APPROVED ACCESS POINTS WILL BE PREVENTED BY THE CONSTRUCTION OF CURBING OR OTHER SUITABLE PHYSICAL BARRIER.
5. IF CURB IS PRESENT, SEE APPROPRIATE CURB DETAIL STANDARD OR MATCH TOWN/CITY STANDARD CURB TREATMENT.
6. WHERE TRAFFIC VOLUME FOR A PROJECT IS SUBSTANTIAL THE AGENCY MAY REQUIRE SPECIAL LANES FOR TURNING, SIGNALS OR OTHER MODIFICATIONS. BASED ON TRAFFIC STUDIES THE AGENCY WILL DETERMINE SPECIFIC TREATMENT TO BE USED. ON DEVELOPER PROJECTS THE AGENCY WILL WORK WITH THE APPLICANT TO IMPLEMENT CHANGES TO THE STATE HIGHWAY.
7. CIRCULAR DRAINAGE CULVERTS UNDER DRIVES SHALL HAVE A MINIMUM INSIDE DIAMETER (I.D.) OF 15". PIPE ARCHES USED UNDER DRIVES SHALL HAVE A MINIMUM INSIDE CROSS-SECTIONAL AREA EQUIVALENT TO THAT PROVIDED BY A 15" CIRCULAR PIPE.
8. THE OFFSET BETWEEN THE PROPERTY LINE AND THE EDGE OF THE DRIVEWAY MAY BE GOVERNED BY LOCAL ZONING LAWS. DRIVEWAY WIDTH RESTRICTIONS SHOWN PERTAIN ONLY TO THE AREA WITHIN THE HIGHWAY R.O.W. OR THE END OF THE TURNING RADIUS WHICHEVER IS GREATEST.
9. DRIVEWAY GRADES STEEPER THAN THOSE SHOWN MAY BE ALLOWED AS LONG AS A 20' APPROACH AREA IS ACHIEVED FOR THE VEHICLE TO PAUSE BEFORE ENTERING THE HIGHWAY. (WHERE CURB & SIDEWALKS EXIST, SEE STANDARDS C-2A & C-2B)
10. INTERSECTION SIGHT DISTANCES, EQUAL TO OR GREATER THAN THOSE SHOWN BELOW, SHOULD BE PROVIDED IN BOTH DIRECTIONS FOR ALL DRIVES ENTERING ON PUBLIC HIGHWAYS, UNLESS OTHERWISE APPROVED BY THE AGENCY OF TRANSPORTATION. INTERSECTION SIGHT DISTANCE IS MEASURED FROM A POINT ON THE DRIVE AT LEAST 15 FEET FROM THE EDGE OF TRAVELED WAY OF THE ADJACENT ROADWAY AND MEASURED FROM A HEIGHT OF EYE OF 3.5 FEET ON THE DRIVE TO A HEIGHT OF 3.50 FEET ON THE ROADWAY.

SIGHT DISTANCE CHART

POSTED SPEED OR DESIGN SPEED (M.P.H.)	MINIMUM STOPPING SIGHT DISTANCE (FT)	MINIMUM INTERSECTION SIGHT DISTANCE • (FT)
25	155	280
30	200	335
35	250	390
40	305	445
45	360	500
50	425	555
55	495	610
60	570	665
65	645	720

THE ABOVE VALUES ARE TAKEN FROM THE 2004 AASHTO " A POLICY ON GEOMETRIC DESIGN OF HIGHWAYS & STREETS."

NOTE : ADVANCE WARNING SIGNS WILL BE REQUIRED IF OBTAINABLE INTERSECTION SIGHT DISTANCES ARE BELOW MINIMUM STOPPING SIGHT DISTANCES.

THE CHART IS ENTERED TO SELECT DESIGN VALUES BASED ON THE POSTED SPEED LIMIT IN MPH. VALUES FOR DESIGN ARE CALCULATED BASED ON THE DESIGN SPEED IN MPH.

• ASSUMES A GAP OF 7.5 SECONDS IN THE TRAFFIC STREAM ON THE HIGHWAY MAINLINE BASED ON THE HIGHWAY DESIGN SPEED IN MPH. THIS ALLOWS A STOPPED PASSENGER VEHICLE TO ENTER THE MAINLINE FROM THE DRIVE WITHOUT UNDULY INTERFERING WITH THE HIGHWAY OPERATIONS.

REVISIONS AND CORRECTIONS

DEC. 11, 1992 - THIS STANDARD SUPERCEDES B-71 (7/23/80R), B-71A (3/12/90), AND B-13 (12/14/71).
JUNE 1, 1994 - REISSUED, WITHOUT CHANGE, UNDER NEW SIGNATURES.
MAR. 10, 1995 - REISSUED, WITHOUT CHANGE, UNDER NEW SIGNATURES.
NOV. 16, 2000 - CHANGES MADE TO CONFORM WITH LANGUAGE AND DIMENSIONS IN ACCESS MANAGEMENT PROGRAM GUIDELINES.
FEB 1, 2004 - CHANGES MADE TO SIGHT DISTANCE CHART TO CONFORM WITH NEWEST AASHTO CRITERIA.
JULY 8, 2005 - CHANGE MADE TO OBJECT HEIGHT TO CONFORM WITH NEWEST AASHTO CRITERIA

APPROVED

Richard D. Peterson
DIRECTOR OF PROGRAM DEVELOPMENT

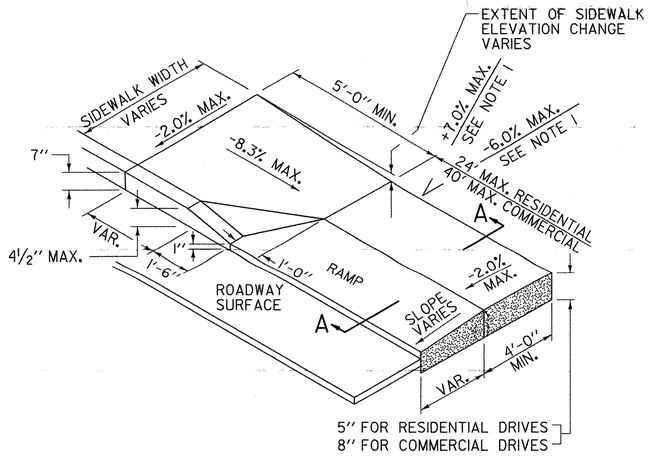
Craig S. Keller
CHIEF OF UTILITIES AND PERMITS

Michael Conway
FEDERAL HIGHWAY ADMINISTRATION

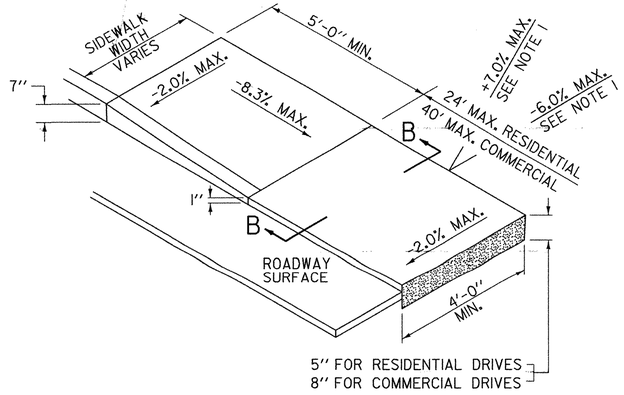
STANDARDS FOR RESIDENTIAL AND COMMERCIAL DRIVES

VERMONT AGENCY OF TRANSPORTATION

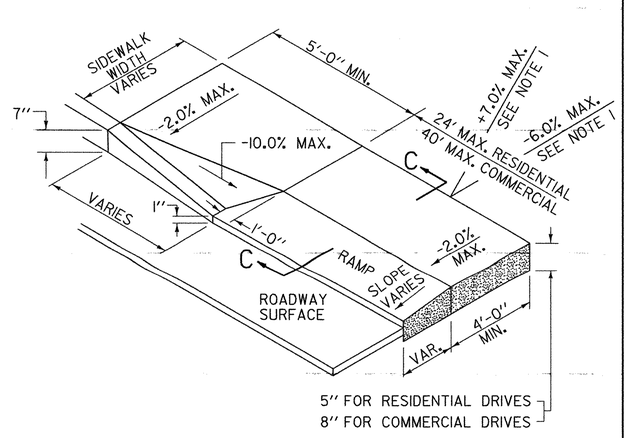
STANDARD B-71



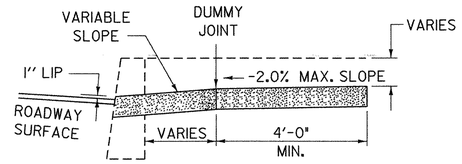
TYPE 1 – COMBINATION CROSSING WITH FLARE



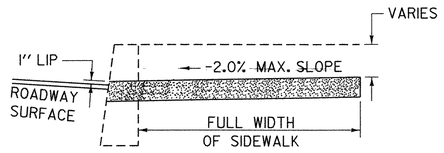
TYPE 2 – PARALLEL CROSSING WITH LANDING



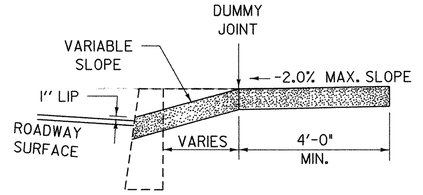
TYPE 3 – LEVEL LANDING WITH FLARE



SECTION A – A



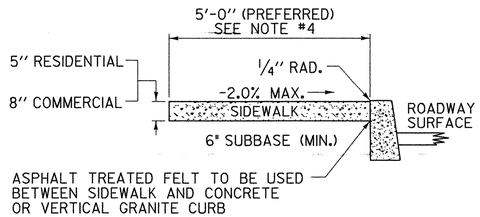
SECTION B – B



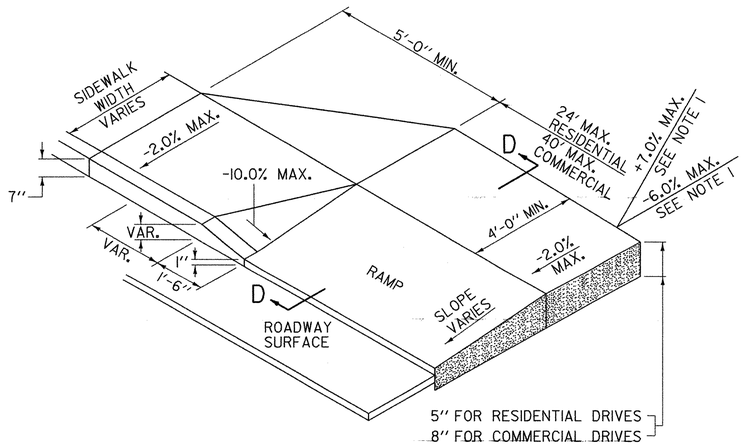
SECTION C – C

GENERAL NOTES :

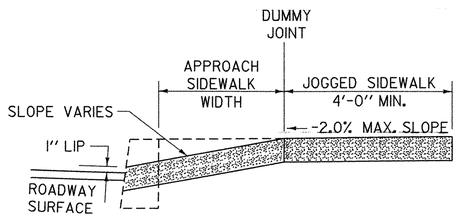
1. THESE TYPICALS APPLY WHERE GRADE OF DRIVE IS BETWEEN -6.0% AND +7.0%. FOR GRADES IN EXCESS OF THESE, ALTERNATIVE CROSS SECTION OF RAMP AND SIDEWALK MAY BE APPROVED BY THE ENGINEER.
2. DUMMY JOINTS SHALL BE PROVIDED AT TRANSITIONS (GRADE CHANGES) OF RAMPS AND FLARES.
3. DRIVEWAY RAMPS TO BE PAID FOR AS PORTLAND CEMENT CONCRETE SIDEWALK.
4. SIDEWALKS THAT ARE LESS THAN 5' WIDE REQUIRE 5' WIDE BY 5' LONG PASSING AREAS (NO GREATER THAN 2.0% CROSS SLOPE) AT INTERVALS NOT TO EXCEED 200'. DRIVEWAYS MEETING THESE REQUIREMENTS MAY BE USED AS A WHEELCHAIR PASSING AREA.
5. IN NO CASE SHALL THE CROSS SLOPE OF AN ACCESSIBLE ROUTE EXCEED 2.0%.



PORTLAND CEMENT CONCRETE SIDEWALK



TYPE 4 – JOGGED CROSSING



SECTION D–D

OTHER STANDARDS REQUIRED: B-71

REVISIONS AND CORRECTIONS

DEC. 14, 1971 - ORIGINAL APPROVAL DATE

OCT. 25, 1985 - REVISED TO CONFORM TO 1986 SPECIFICATIONS

JUNE 1, 1994 - REISSUED WITHOUT CHANGE, UNDER NEW SIGNATURES.

JAN. 3, 2000 - UPDATED TO REFLECT METRIC STD. CHANGES.

OCT. 14, 2005 - UPDATED TO REFLECT REVISED ADAAG STANDARDS

APPROVED

James V. Duff
AGT DIRECTOR OF PROGRAM DEVELOPMENT

Kevin A. Marchia
ROADWAY PROGRAM MANAGER

FEDERAL HIGHWAY ADMINISTRATION

PORTLAND CEMENT CONCRETE SIDEWALK DRIVE ENTRANCES WITH SIDEWALK ADJACENT TO CURB

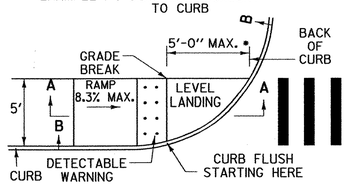
VERMONT AGENCY OF TRANSPORTATION

STANDARD
C-2A

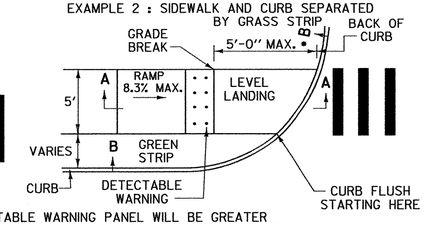
SIDEWALK RAMP TYPE 1

SINGLE WALK-STRAIGHT APPROACH TO PARALLEL RAMP.

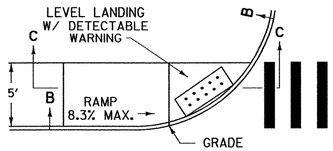
EXAMPLE 1 : SIDEWALK ADJACENT TO CURB



EXAMPLE 2 : SIDEWALK AND CURB SEPARATED BY GRASS STRIP

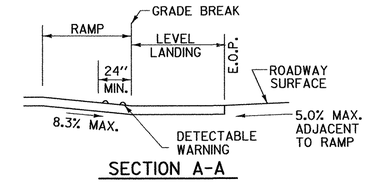


• IF EITHER CORNER OF THE DETECTABLE WARNING PANEL WILL BE GREATER THAN 5'-0" FROM BACK OF CURB, USE DETECTABLE WARNING ALTERNATE PLACEMENT

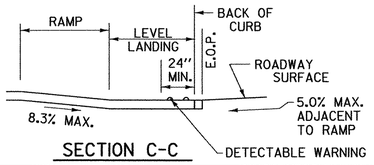


ALTERNATE PLACEMENT IS THE SAME WITH OR WITHOUT THE GRASS STRIP

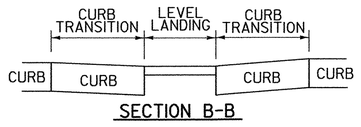
EXAMPLE 1 & 2 DETECTABLE WARNING ALTERNATE PLACEMENT



SECTION A-A



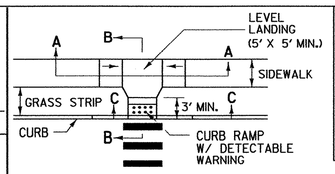
SECTION C-C

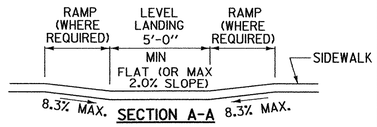


SECTION B-B

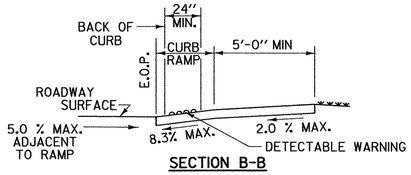
SIDEWALK RAMP TYPE 2

SINGLE PERPENDICULAR RAMP FROM LEVEL LANDING TANGENT SECTION

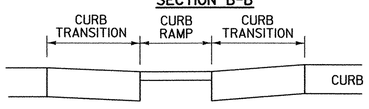




SECTION A-A



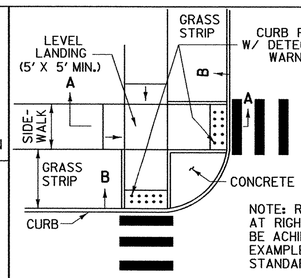
SECTION B-B



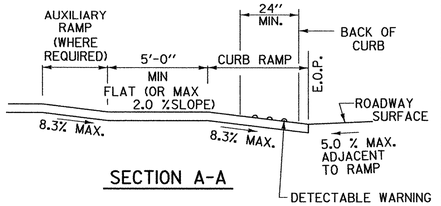
SECTION C-C

SIDEWALK RAMP TYPE 3

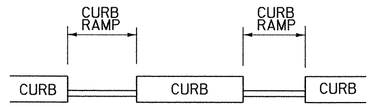
TWO PERPENDICULAR RAMPS FROM LEVEL LANDING



NOTE: RAMPS MUST INTERSECT CURB AT RIGHT ANGLE. IF THIS CANNOT BE ACHIEVED, USE RAMP TYPE 6, EXAMPLE 3 SHOWN ON VAOT STANDARD DRAWING C-3B.



SECTION A-A



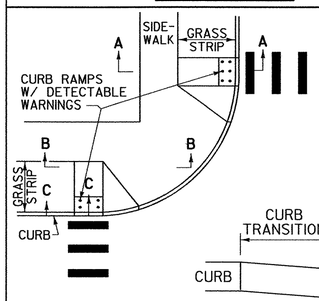
SECTION B-B (ALONG FACE OF CURB)

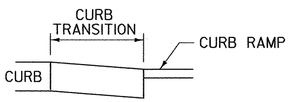
GENERAL NOTES:

1. THE DIMENSIONS AND GRADES SHOWN ON THIS STANDARD WILL BE ADHERED TO IN THE DESIGN AND THE CONSTRUCTION OF SIDEWALK RAMPS. WHERE SIDEWALKS RUN ADJACENT TO ROADWAYS ON STEEP (5% OR GREATER) GRADES, RAMP GRADES WILL BE AS FLAT AS POSSIBLE. (ON LOW SIDE OF DRIVES AND INTERSECTING SIDE STREETS, RAMPS SHALL SLOPE TOWARDS DRIVE OR SIDE STREET @ 2%)
2. NOMINAL RAMP DIMENSIONS AND GRADES:
   RAMP WIDTH - 4'-0" MINIMUM
   RAMP SLOPE - 8.3% MAXIMUM
   FLARE SLOPE - 10% MAXIMUM
   RAMP CROSS SLOPE - 2.0% MAXIMUM
3. A LEVEL LANDING (NO GREATER THAN 2.0% SLOPE IN ANY DIRECTION) SHALL BE PROVIDED AT THE TOP OF SIDEWALK RAMPS TO ALLOW FOR STOPPING AND MANEUVERING OF WHEELCHAIRS.
4. LEVEL LANDINGS (NO GREATER THAN 2.0% SLOPE IN ANY DIRECTION) AT THE BOTTOM OF PERPENDICULAR RAMPS SHALL BE WHOLLY CONTAINED WITHIN MARKED CROSSWALKS.
5. DUMMY JOINTS SHALL BE PROVIDED AT TRANSITIONS (GRADE CHANGES) AT TOPS AND BOTTOMS OF RAMPS AND FLARES.
6. VERTICAL DROP-OFF EDGES TO RAMPS WILL NOT BE BUILT UNLESS THE RAMP ABUTS AN AREA WHICH WILL NOT BE USED BY PEDESTRIANS.
7. NO VERTICAL "LIP" OR "CURB REVEAL" WILL BE PROVIDED WHERE THE RAMP ADJOINS THE ROADWAY.
8. AT MARKED CROSSWALKS, THE FULL WIDTH OF THE RAMP OR LANDING SHALL BE CONTAINED WITHIN THE PAVEMENT MARKINGS.
9. WHERE POSSIBLE, RAMP FLARES SHOULD BE LOCATED OUTSIDE THE DIRECT LINE OF TRAVEL MOST LIKELY TO BE FOLLOWED BY THE VISUALLY IMPAIRED.
10. SIGNS, POLES, PLANTERS, MAILBOXES, ETC. SHALL NOT BE LOCATED WHERE THEY WILL INTERFERE WITH THE USE OF SIDEWALK RAMPS.
11. WHERE POSSIBLE, SIDEWALK RAMPS SHOULD NOT BE LOCATED WHERE USERS MUST CROSS DROP INLET GRATES, MANHOLE COVERS OR OTHER ACCESS LIDS. IF THIS CANNOT BE AVOIDED THEN GRATE DESIGN AND PLACEMENT SHALL CONFORM TO ADA REQUIREMENTS.
12. CURB DRAINAGE SHOULD BE CONSTRUCTED SO AS TO PRECLUDE THE FLOW OF WATER PAST THE SIDEWALK RAMP.
13. WHEREVER FEASIBLE, TWO SIDEWALK RAMPS ARE RECOMMENDED IN PREFERENCE TO A SINGLE RAMP.
14. JOINTS WILL BE CONSTRUCTED IN ACCORDANCE WITH CURRENT SIDEWALK SPECIFICATIONS, HOWEVER EXPANSION JOINTS WITHIN THE SIDEWALK RAMP AREA WILL BE AVOIDED WHEREVER POSSIBLE.
15. SIDEWALKS THAT ARE LESS THAN 5' WIDE REQUIRE 5' WIDE BY 5' LONG PASSING AREAS (NO GREATER THAN 2.0% CROSS SLOPE) AT INTERVALS NOT TO EXCEED 200 FEET.
16. E.O.P. = EDGE OF PAVEMENT
17. THE PUBLIC SIDEWALK CURB RAMP STANDARDS DEPICTED HERE MAY NOT BE APPROPRIATE FOR ALL LOCATIONS. FIELD CONDITIONS AT INDIVIDUAL LOCATIONS MAY REQUIRE SPECIFIC DESIGNS. DESIGNS MUST BE CONSISTENT WITH THE PROVISIONS OF THIS SHEET TO THE MAXIMUM EXTENT FEASIBLE ON ALTERATION PROJECTS AND WHEN STRUCTURALLY PRACTICABLE ON NEW CONSTRUCTION PROJECTS AS REQUIRED BY THE AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES.

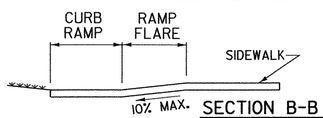
SIDEWALK RAMP TYPE 4

RAMP OFFSET FROM DIRECT LINE OF PEDESTRIAN TRAVEL

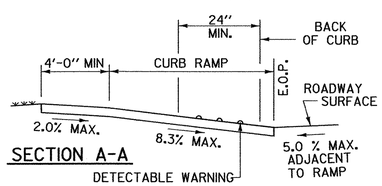




SECTION C-C

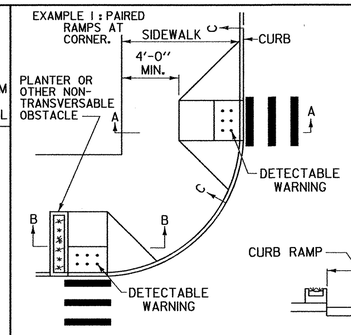


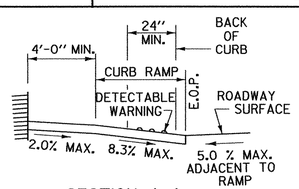
SECTION B-B



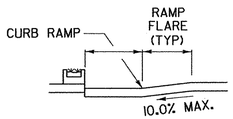
SECTION A-A

EXAMPLE 1 : PAIRED RAMPS AT CORNER.

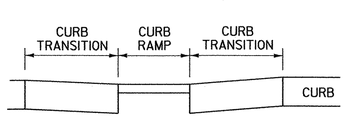




SECTION A-A

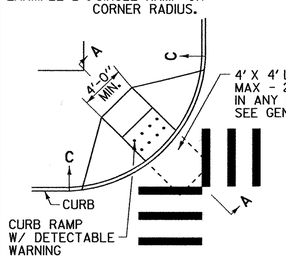


SECTION B-B

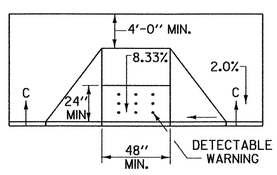


SECTION C-C

EXAMPLE 2 : SINGLE RAMP ON CORNER RADIUS.



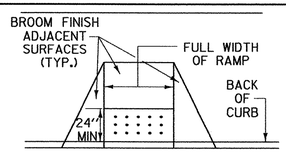
EXAMPLE 3 : RAMP ON TANGENT SECTION



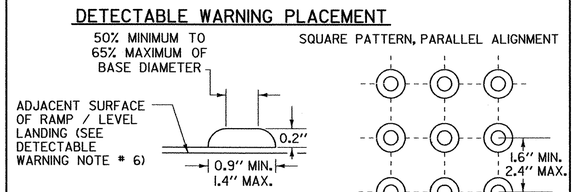
SIDEWALK RAMP TYPE 5

PERPENDICULAR RAMP IN URBAN SETTING - WIDE SIDEWALK

DETECTABLE WARNING DETAILS



DETECTABLE WARNING PLACEMENT



DETECTABLE WARNING DETAILS

DETECTABLE WARNING NOTES:

1. DETECTABLE WARNING SURFACES SHALL BE PAID FOR AS SPECIFIED IN THE CONTRACT.
2. CONCRETE ADJACENT TO ALL DETECTABLE WARNINGS SHALL HAVE A BROOM FINISH.
3. THE COLOR OF THE DETECTABLE WARNING SHALL PROVIDE A VISUAL CONTRAST TO THE SURROUNDING SURFACE AND SHALL BE AS SPECIFIED IN THE CONTRACT.
4. WHERE FEASIBLE, TRUNCATED DOMES SHALL BE ALIGNED ON A SQUARE GRID IN THE PREDOMINANT DIRECTION OF PEDESTRIAN TRAVEL.
5. WHERE A RAMP OR LEVEL LANDING MEETS A CURB RADIUS, ALIGN THE EDGE OF THE DETECTABLE WARNING AREA PARALLEL TO THE CURB TO THE MAXIMUM EXTENT FEASIBLE.
6. FOR SURFACE APPLIED TRUNCATED DOME PRODUCTS, A MAXIMUM 0.25" VERTICAL CHANGE IN ELEVATION IS ALLOWED. FOR CHANGES IN ELEVATION BETWEEN 0.25" AND 0.50", A BEVEL WITH A MAXIMUM I:2 SLOPE IS REQUIRED. CHANGES IN ELEVATION GREATER THAN 0.50" MUST BE TREATED AS A RAMP- 8.3% MAXIMUM SLOPE.
7. IF ANY PORTION OF THE EDGE OF THE DETECTABLE WARNING CLOSEST TO THE CURB WILL BE GREATER THAN 5'-0" FROM THE BACK OF CURB, THEN THE PANEL(S) SHALL BE LOCATED ON THE LEVEL LANDING AS CLOSE TO PARALLEL TO THE CURB LINE AS POSSIBLE.

DETECTABLE WARNING DETAILS

OTHER STANDARDS REQUIRED: C-2A, C-2B, C-3B AND C-10

REVISIONS AND CORRECTIONS

FEB. 2, 2004 - DATE OF ORIGINAL ISSUE
SEPT. 1, 2004 - MINOR REVISIONS TO COMPLY WITH ADAAG
MAR. 10, 2008 - MINOR REVISIONS TO COMPLY WITH ADA STANDARDS

APPROVED

LOCAL TRANSPORTATION FACILITIES PROGRAM MANAGER

DIRECTOR OF PROGRAM DEVELOPMENT

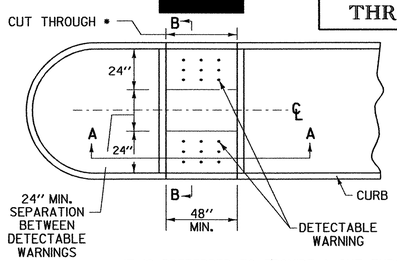
FEDERAL HIGHWAY ADMINISTRATION

SIDEWALK RAMPS

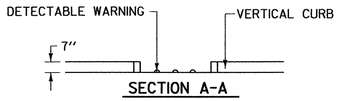
VERMONT AGENCY OF TRANSPORTATION

STANDARD C-3A

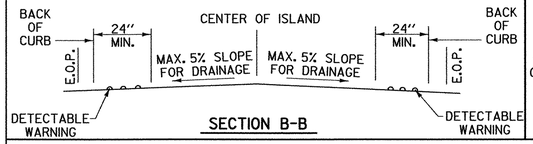
MEDIAN ISLAND CUT THROUGH



• IT IS PREFERRED TO PROVIDE A CUT THROUGH THAT IS THE SAME WIDTH AS THE APPROACHING CROSSWALK

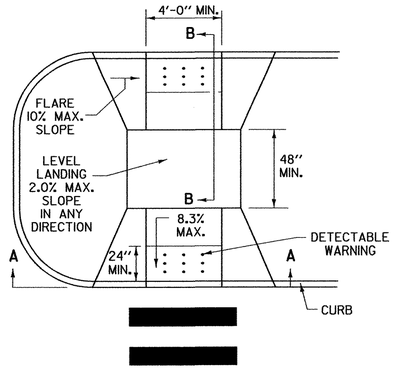


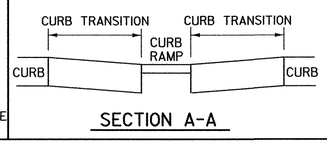
SECTION A-A



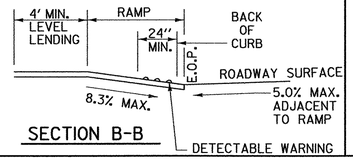
SECTION B-B

RAMPS AT WIDE MEDIAN ISLANDS



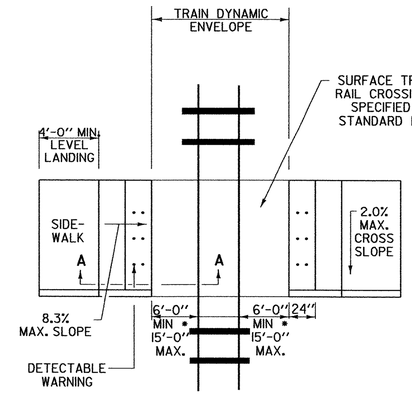


SECTION A-A



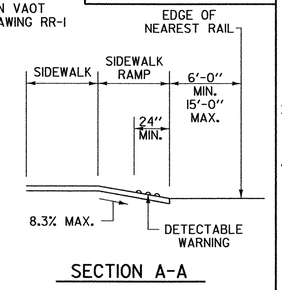
SECTION B-B

DETECTABLE WARNING AT RAILROAD CROSSING



• WHERE THIS DISTANCE CANNOT BE MET, A CLEARANCE DISTANCE BETWEEN THE TOE OF THE SIDEWALK RAMP AND THE FACE OF RAIL WILL BE UPON AGREEMENT BETWEEN THE REQUESTING PARTY AND THE RAILROAD. HOWEVER, THE DETECTABLE WARNING SHALL BE OUTSIDE THE EDGE OF THE DYNAMIC ENVELOPE.

NOTE: WHERE A PEDESTRIAN GATE IS PROVIDED ACROSS THE SIDEWALK, THE NEAREST EDGE OF THE DETECTABLE WARNING SHALL BE A MINIMUM OF 2'-0" FROM THE FACE OF THE GATE ARM.

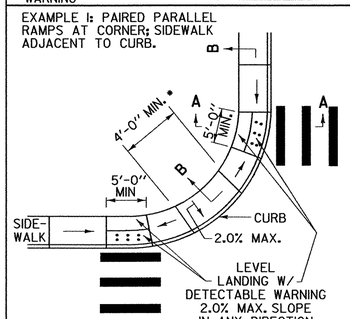


SECTION A-A

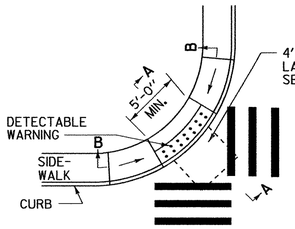
GENERAL NOTES:

1. THE DIMENSIONS AND GRADES SHOWN ON THIS STANDARD WILL BE ADHERED TO IN THE DESIGN AND THE CONSTRUCTION OF SIDEWALK RAMPS. WHERE SIDEWALKS RUN ADJACENT TO ROADWAYS ON STEEP (5% OR GREATER) GRADES, RAMP GRADES WILL BE AS FLAT AS POSSIBLE. (ON LOW SIDE OF DRIVES AND INTERSECTING SIDE STREETS, RAMPS SHALL SLOPE TOWARDS DRIVE OR SIDE STREET @ 2%)
2. NOMINAL RAMP DIMENSIONS AND GRADES:
   RAMP WIDTH - 4'-0" MINIMUM
   RAMP SLOPE - 8.3% MAXIMUM
   FLARE SLOPE - 10% MAXIMUM
   RAMP CROSS SLOPE - 2.0% MAXIMUM
3. A LEVEL LANDING (NO GREATER THAN 2.0% SLOPE IN ANY DIRECTION) SHALL BE PROVIDED AT THE TOP OF SIDEWALK RAMPS TO ALLOW FOR STOPPING AND MANEUVERING OF WHEELCHAIRS.
4. LEVEL LANDINGS (NO GREATER THAN 2.0% SLOPE IN ANY DIRECTION) AT THE BOTTOM OF PERPENDICULAR RAMPS SHALL BE WHOLLY CONTAINED WITHIN MARKED CROSSWALKS.
5. DUMMY JOINTS SHALL BE PROVIDED AT TRANSITIONS (GRADE CHANGES) AT TOPS AND BOTTOMS OF RAMPS AND FLARES.
6. VERTICAL DROP-OFF EDGES TO RAMPS WILL NOT BE BUILT UNLESS THE RAMP ABUTS AN AREA WHICH WILL NOT BE USED BY PEDESTRIANS.
7. NO VERTICAL "LIP" OR "CURB REVEAL" WILL BE PROVIDED WHERE THE RAMP ADJOINS THE ROADWAY.
8. AT MARKED CROSSWALKS, THE FULL WIDTH OF THE RAMP OR LANDING SHALL BE CONTAINED WITHIN THE PAVEMENT MARKINGS.
9. WHERE POSSIBLE, RAMP FLARES SHOULD BE LOCATED OUTSIDE THE DIRECT LINE OF TRAVEL MOST LIKELY TO BE FOLLOWED BY THE VISUALLY IMPAIRED.
10. SIGNS, POLES, PLANTERS, MAILBOXES, ETC. SHALL NOT BE LOCATED WHERE THEY WILL INTERFERE WITH THE USE OF SIDEWALK RAMPS.
11. WHERE POSSIBLE, SIDEWALK RAMPS SHOULD NOT BE LOCATED WHERE USERS MUST CROSS DROP INLET GRATES, MANHOLE COVERS OR OTHER ACCESS LIDS. IF THIS CANNOT BE AVOIDED THEN GRATE DESIGN AND PLACEMENT SHALL CONFORM TO ADA REQUIREMENTS.
12. CURB DRAINAGE SHOULD BE CONSTRUCTED SO AS TO PRECLUDE THE FLOW OF WATER PAST THE SIDEWALK RAMP.
13. WHEREVER FEASIBLE, TWO SIDEWALK RAMPS ARE RECOMMENDED IN PREFERENCE TO A SINGLE RAMP.
14. JOINTS WILL BE CONSTRUCTED IN ACCORDANCE WITH CURRENT SIDEWALK SPECIFICATIONS, HOWEVER EXPANSION JOINTS WITHIN THE SIDEWALK RAMP AREA WILL BE AVOIDED WHEREVER POSSIBLE.
15. SIDEWALKS THAT ARE LESS THAN 5' WIDE REQUIRE 5' WIDE BY 5' LONG PASSING AREAS (NO GREATER THAN 2.0% CROSS SLOPE) AT INTERVALS NOT TO EXCEED 200 FEET.
16. E.O.P. = EDGE OF PAVEMENT
17. THE PUBLIC SIDEWALK CURB RAMP STANDARDS DEPICTED HERE MAY NOT BE APPROPRIATE FOR ALL LOCATIONS. FIELD CONDITIONS AT INDIVIDUAL LOCATIONS MAY REQUIRE SPECIFIC DESIGNS. DESIGNS MUST BE CONSISTENT WITH THE PROVISIONS OF THIS SHEET TO THE MAXIMUM EXTENT FEASIBLE ON ALTERATION PROJECTS AND WHEN STRUCTURALLY PRACTICABLE ON NEW CONSTRUCTION PROJECTS AS REQUIRED BY THE AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES.

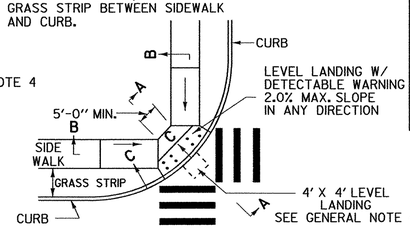
EXAMPLE 1: PAIRED PARALLEL RAMPS AT CORNER; SIDEWALK ADJACENT TO CURB.



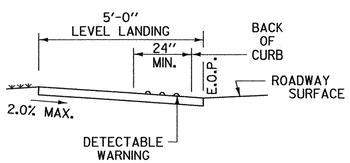
EXAMPLE 2: SINGLE RAMP ON CORNER RADIUS: SIDEWALK ADJACENT TO CURB.



EXAMPLE 3: SINGLE PARALLEL RAMP ON CORNER RADIUS; NARROW GRASS STRIP BETWEEN SIDEWALK AND CURB.

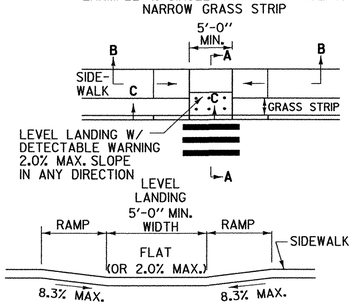


• WHERE A 4' MINIMUM SEPARATION BETWEEN RAMPS CANNOT BE ATTAINED, THE SIDEWALK SHOULD REMAIN AT THE SAME ELEVATION AS ADJOINING LEVEL LANDINGS.



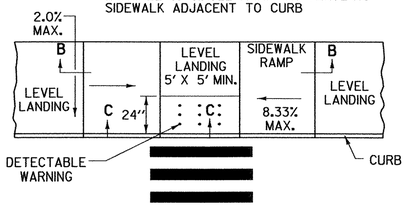
SECTION A-A

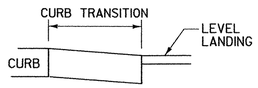
EXAMPLE 4: SINGLE RAMP ON TANGENT: NARROW GRASS STRIP



SECTION B-B

EXAMPLE 5: SINGLE RAMP ON TANGENT: SIDEWALK ADJACENT TO CURB



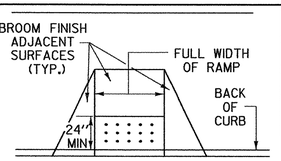


SECTION C-C

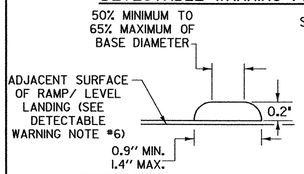
SIDEWALK RAMP TYPE 6

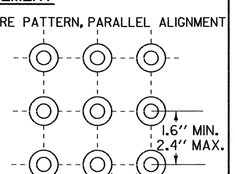
NARROW SIDEWALK PARALLEL RAMPS AND LEVEL LANDINGS WITHIN WALKWAY.

DETECTABLE WARNING DETAILS



DETECTABLE WARNING PLACEMENT





DETECTABLE WARNING DETAILS

DETECTABLE WARNING NOTES:

1. DETECTABLE WARNING SURFACES SHALL BE PAID FOR AS SPECIFIED IN THE CONTRACT.
2. CONCRETE ADJACENT TO ALL DETECTABLE WARNINGS SHALL HAVE A BROOM FINISH.
3. THE COLOR OF THE DETECTABLE WARNING SHALL PROVIDE A VISUAL CONTRAST TO THE SURROUNDING SURFACE AND SHALL BE AS SPECIFIED IN THE CONTRACT.
4. WHERE FEASIBLE, TRUNCATED DOMES SHALL BE ALIGNED ON A SQUARE GRID IN THE PREDOMINANT DIRECTION OF PEDESTRIAN TRAVEL.
5. WHERE A RAMP OR LEVEL LANDING MEETS A CURB RADIUS, ALIGN THE EDGE OF THE DETECTABLE WARNING AREA PARALLEL TO THE CURB TO THE MAXIMUM EXTENT FEASIBLE.
6. FOR SURFACE APPLIED TRUNCATED DOME PRODUCTS, A MAXIMUM 0.25" VERTICAL CHANGE IN ELEVATION IS ALLOWED. FOR CHANGES IN ELEVATION BETWEEN 0.25" AND 0.50", A BEVEL WITH A MAXIMUM 1:2 SLOPE IS REQUIRED. CHANGES IN ELEVATION GREATER THAN 0.50" MUST BE TREATED AS A RAMP- 8.3% MAXIMUM SLOPE.
7. IF ANY PORTION OF THE EDGE OF THE DETECTABLE WARNING CLOSEST TO THE CURB WILL BE GREATER THAN 5'-0" FROM THE BACK OF CURB, THEN THE PANEL(S) SHALL BE LOCATED ON THE LEVEL LANDING AS CLOSE TO PARALLEL TO THE CURB LINE AS POSSIBLE.

OTHER STANDARDS REQUIRED: C-2A, C-2B, C-3A, C-10 AND RR-1

REVISIONS AND CORRECTIONS

FEB. 2, 2004 - DATE OF ORIGINAL ISSUE
SEPT. 1, 2004 - MINOR REVISIONS TO COMPLY WITH ADAAG
MAR. 10, 2008 - MINOR REVISIONS TO COMPLY WITH ADA STANDARDS

APPROVED

Alan E. Dewease
LOCAL TRANSPORTATION FACILITIES PROGRAM MANAGER

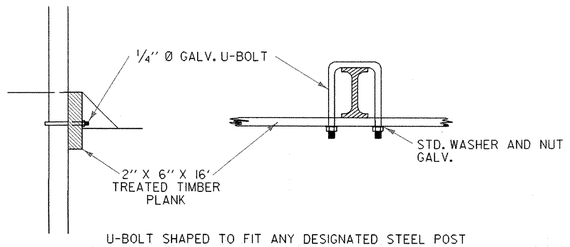
Richard Fitzgerald
DIRECTOR OF PROGRAM DEVELOPMENT

Mark D. Kiktavy
FEDERAL HIGHWAY ADMINISTRATION

SIDEWALK RAMPS AND MEDIAN ISLANDS

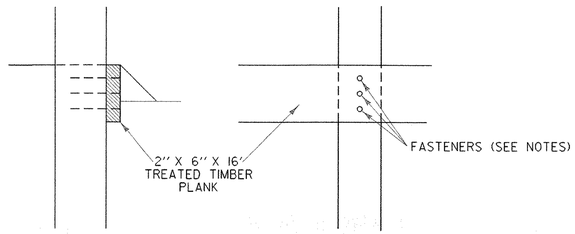
VERMONT AGENCY OF TRANSPORTATION

STANDARD C-3B



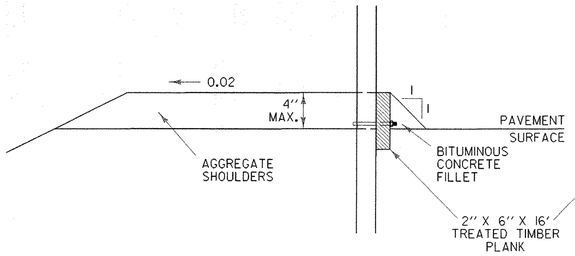
U-BOLT SHAPED TO FIT ANY DESIGNATED STEEL POST

WITH STEEL POSTS

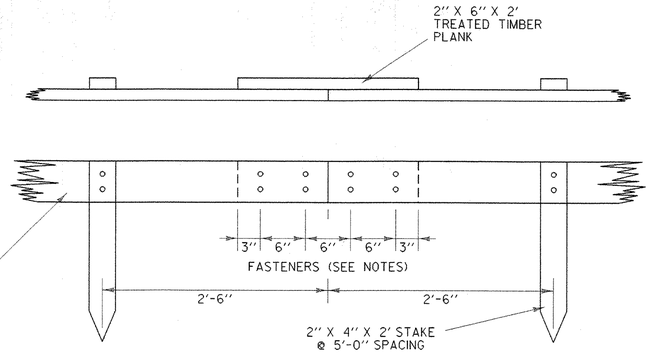


WITH WOOD POSTS (EXISTING CONDITION)

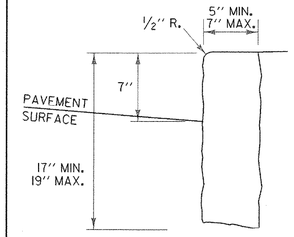
TREATED TIMBER CURB



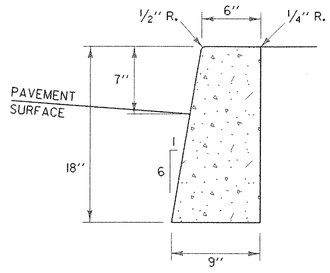
BITUMINOUS CONCRETE FILLET DETAIL



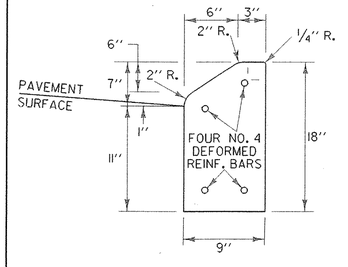
SPLICE DETAIL



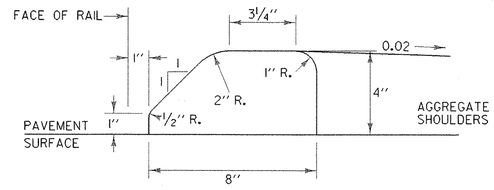
VERTICAL GRANITE CURB



CAST IN PLACE CONCRETE CURB, TYPE B

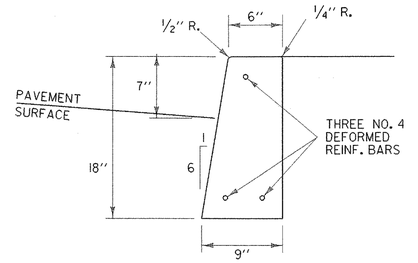


PRECAST REINFORCED CONCRETE CURB, TYPE A

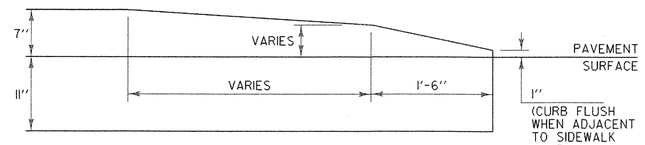


USE ONLY WITH STEEL BEAM GUARDRAIL

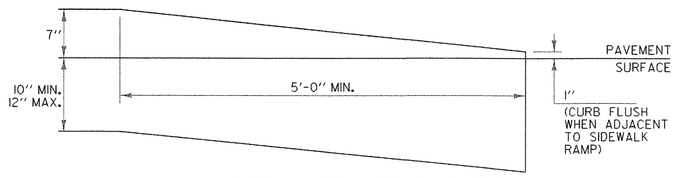
BITUMINOUS CONCRETE CURB, TYPE A



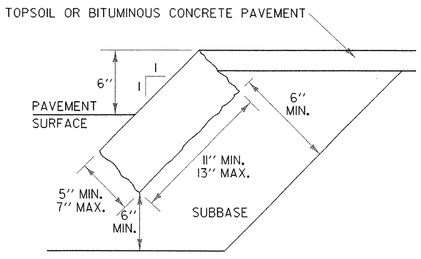
PRECAST REINFORCED CONCRETE CURB, TYPE B



CONCRETE CURB END



VERTICAL GRANITE CURB END



EDGING TO BE PLACED PRIOR TO PLACING TOP SURFACE COURSE.

GRANITE SLOPE EDGING

GENERAL NOTES:

1. HEIGHT OF REVEAL OF CURB SHALL NOT EXCEED FOUR INCHES WHERE DESIGN OR POSTED SPEED IS EQUAL TO OR GREATER THAN 40 MPH AND WHEN INSTALLED WITH GUARDRAIL (STANDARD SHAPE TO BE BURIED TO THIS DEPTH).
2. WHEN CONCRETE SIDEWALK IS CONSTRUCTED ADJACENT TO CONCRETE OR VERTICAL GRANITE CURB, ASPHALT TREATED FELT SHALL BE PLACED BETWEEN THE SIDEWALK AND CURB FOR THE TOTAL DEPTH OF THE SIDEWALK.
3. FASTENERS (20d NAILS OR SCREWS) SHALL BE CORROSION RESISTANT TO THE TREATED LUMBER.
4. FOR SPECIFICATIONS FOR EXPANSION/CONTRACTION JOINTS AND LENGTHS OF SECTIONS, SEE SECTION 616.
5. JOINTS BETWEEN CURB SECTIONS SHALL BE MORTARED IN CONFORMANCE WITH SECTION 616.
6. BITUMINOUS CONCRETE AND TREATED TIMBER CURB SHALL BE IN CONFORMANCE WITH SECTION 616.
7. TWO INCH MINIMUM CLEARANCE FROM FACE OF CONCRETE TO EDGE OF REINFORCING STEEL.

OTHER STDS. REQUIRED: **NONE**

REVISIONS AND CORRECTIONS

FEB. 11, 2008 - ORIGINAL APPROVAL DATE

APPROVED

Kevin S. Marshia
ROADWAY, TRAFFIC & SAFETY ENGINEER

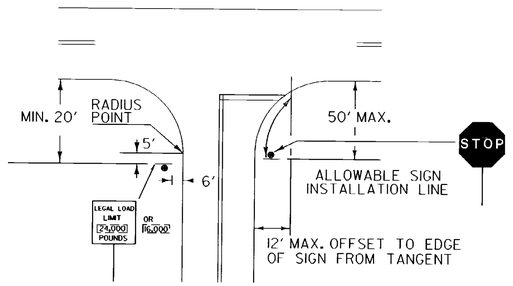
DIRECTOR OF PROGRAM DEVELOPMENT

Mark D. Richter
FEDERAL HIGHWAY ADMINISTRATION

CURBING

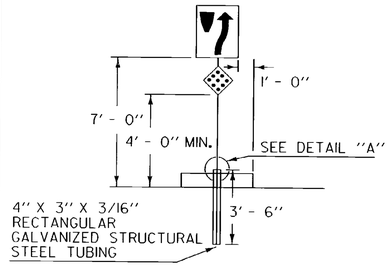
VERMONT AGENCY OF TRANSPORTATION

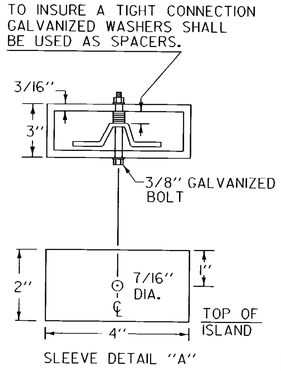
STANDARD C-10



STOP SIGN SHALL BE PLACED ON DRIVERS RIGHT, MAINTAINING MAXIMUM VISIBLITY. CLEARANCE SHALL BE A MINIMUM OF 6' AND A MAXIMUM OF 50' FROM EDGE LINE OF INTERSECTING ROADWAY AND DOES NOT HAVE TO BE ADJACENT TO THE STOP BAR.

LEGAL LOAD LIMIT AND STOP SIGNS AT INTERSECTIONS WITH TOWN HIGHWAYS

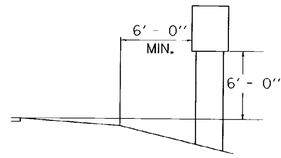


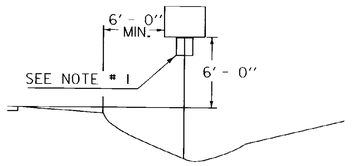


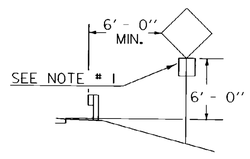
SLEEVE DETAIL "A"

SIGNS ON MEDIAN ISLANDS IN THE LINE OF TRAFFIC

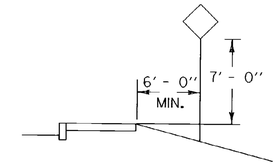
INCREASE VERTICAL CLEARANCE TO 7' IN AREAS OF FREQUENT ROADSIDE PARKING OR PEDESTRIAN ACTIVITY

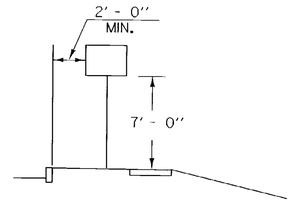




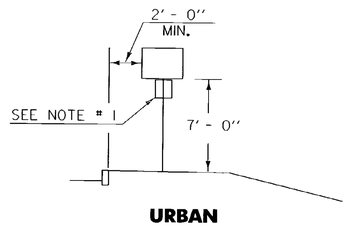


RURAL





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

REVISIONS AND CORRECTIONS

JAN. 23, 1995 - DATE OF ORIGINAL ISSUE

AUG. 08, 1995 - VARIOUS MINOR NOTE REVISIONS

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

APPROVED

Gordon S. MacArthur
DIRECTOR OF ENGINFERING

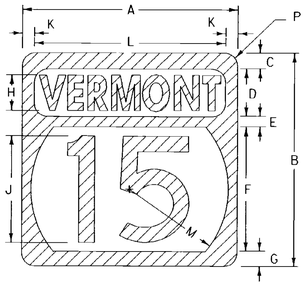
David A. Ross
TRAFFIC AND SAFETY ENGINEER

STANDARD SIGN PLACEMENT CONVENTIONAL ROAD

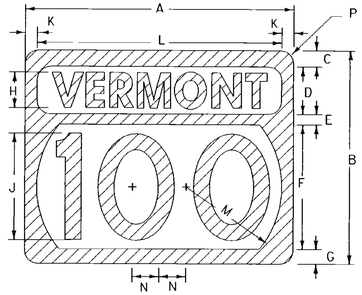
/traf/std/stdel21.dgn : stdel21.i

VERMONT AGENCY OF TRANSPORTATION

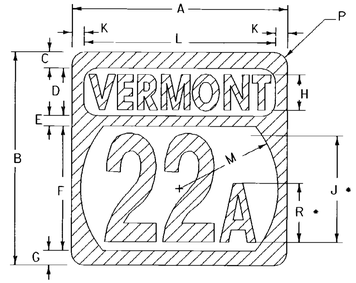
STANDARD E-121



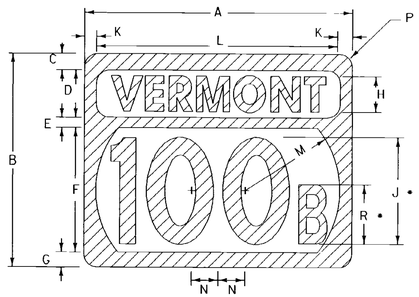
1 OR 2 DIGIT STATE ROUTE MARKER



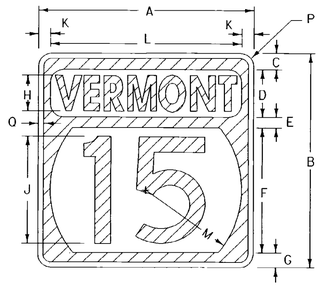
3 DIGIT STATE ROUTE MARKER

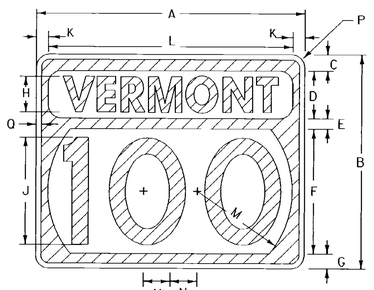


1 OR 2 DIGIT ALTERNATE STATE ROUTE MARKER



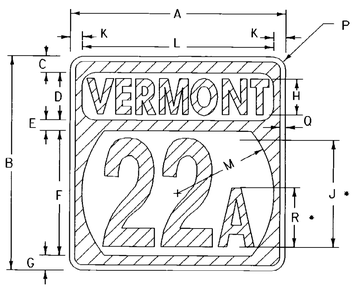
3 DIGIT ALTERNATE STATE ROUTE MARKER

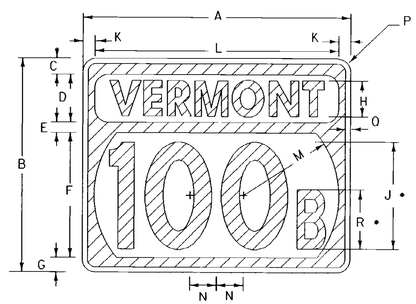




STATE ROUTE MARKER FOR GUIDE SIGN USE. (INTERSTATE TYPICAL)

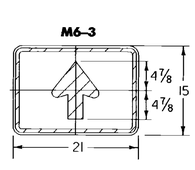
- ALTERNATE ROUTE SIGNS: OPTICALLY SPACE NUMERALS ABOUT VERTICAL CENTER-LINE AND REDUCE SPACING AS NECESSARY FOR EACH ROUTE

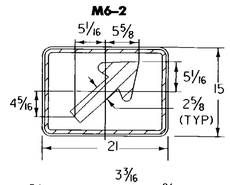


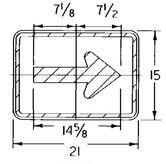


ALTERNATE STATE ROUTE MARKER FOR GUIDE SIGN USE. (INTERSTATE TYPICAL)

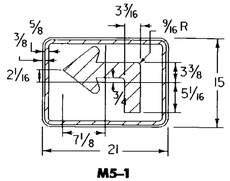
SIGN	DIMENSIONS (INCHES)															
	A	B	C	D	E	F	G	H	J	K	L	M	N	P	Q	R
1,2-digits	24	24	1½	6	1	14	1½	4C	12D	1	22	11	-	1½	½	7B
1,2-digits	36	36	2⅝	8	1¾	21	2⅝	6C	18D	2	32	16½	-	2¼	⅞	10B
3,-digits	30	24	1½	6	1	14	1½	4D	12D	1	28	11	3	1½	½	7B
3,-digits	45	36	2⅝	8	1¾	21	2⅝	6D	18D	2	41	16½	4½	2¼	⅞	10B





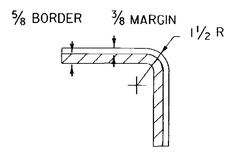


M6-1

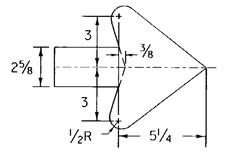


M5-1

DIRECTION ARROW OR ADVANCE TURN ARROWS

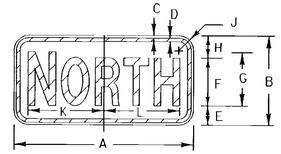


TYPICAL RADIUS DETAIL



TYPICAL ARROW DETAIL

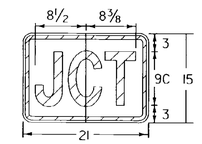
(ALL DIMENSIONS IN INCHES)



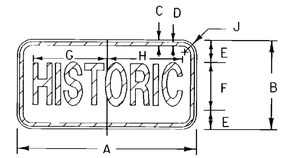
M3-1 M3-3 M3-2 M3-4

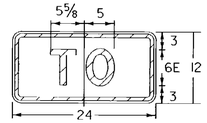
SIGN	DIMENSIONS (INCHES)									NORTH		SOUTH		EAST		WEST	
	A	B	C	D	E	F	G	H	J	K	L	K	L	K	L	K	L
MIN. & STD.	24	12	⅜	⅝	2¾	6C	7C	3¼	1½	10¼	10¼	10¼	9⅛	7⅛	8⅜	8¾	8⅛
SPECIAL	30	15	⅜	⅝	3¼	8C	9C	3¾	1½	12⅛	12⅛	12⅛	12½	10⅜	11⅛	11⅝	11⅝

M2-1



CARDINAL DIRECTION MARKER





M4-5 TRAILBLAZER

SIGN	DIMENSIONS (INCHES)								
	A	B	C	D	E	F	G	H	J
MIN. & STD.	24	12	⅜	⅝	3½	5B	10⅛	9⅞	1½
SPECIAL	30	15	⅜	⅝	4	7B*	12⅜	12⅝	1½

* REDUCE SPACING 35%

MATERIALS

THE SIGN BASE MATERIAL MAY BE ANY OF THE FOLLOWING, WITH THE MINIMUM THICKNESSES AS NOTED:

FLAT SHEET ALUMINUM

LESS THAN 24'' X 24''	0.060''
WHEN USED ON GUIDE SIGNS	0.060''
24'' X 24'', 30'' X 24''	0.080''
36'' X 36'', 45'' X 36''	0.100''

GALVANIZED FLAT SHEET STEEL

LESS THAN 24'' X 24''	18 GAGE
WHEN USED ON GUIDE SIGNS	18 GAGE
24'' X 24'', 30'' X 24''	16 GAGE
36'' X 36'', 45'' X 36''	14 GAGE

THE REFLECTIVE MATERIAL SHALL BE WHITE REFLECTIVE SHEETING APPLIED TO THE ENTIRE BACKGROUND. THE TEXTS MAY BE LETTERING FILM, SILK SCREENED, OR HAND PAINTED.

COLORS

COLORS FOR GUIDE USE: TEXT AND SHIELD - GREEN (REFL.) BACKGROUND AND BORDER - WHITE (REFL.)
STATE ROUTE MARKERS SHALL HAVE REFLECTIVE GREEN TEXT AND BORDERS ON REFLETORIZED WHITE BACKGROUNDS.

GREEN AREAS ARE INDICATED BY SINGLE LINE CROSSHATCHING

LETTERING

LETTERS AND DIGITS SHALL CONFORM WITH THE ''STANDARD ALPHABET FOR HIGHWAY SIGNS AND PAVEMENT MARKINGS'' ADOPTED BY THE U.S. DEPARTMENT OF TRANSPORTATION AND FHWA.

SPECIFICATIONS

STATE ROUTE MARKERS AND AUXILIARY ROUTE MARKERS SHALL MEET THE STANDARD STATE SPECIFICATIONS FOR TRAFFIC SIGNS.

DESIGNS

THE DESIGNS OF STATE ROUTE MARKERS AND AUXILIARY MARKERS SHALL CONFORM WITH THE REQUIREMENTS SET FORTH IN THE ''MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES'' ADOPTED BY THE U.S. DEPARTMENT OF TRANSPORTATION AND FHWA.

OTHER STDS. REQUIRED:

REVISIONS AND CORRECTIONS

AUG. 08, 1995 - DATE OF ORIGINAL ISSUE

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

APPROVED

Gordon B. MacArthur
DIRECTOR OF ENGINEERING

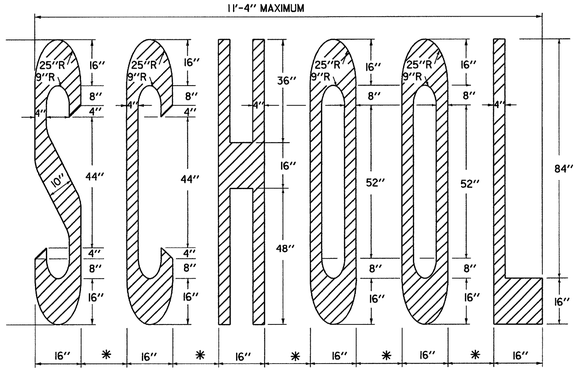
David A Ross
TRAFFIC AND SAFETY ENGINEER

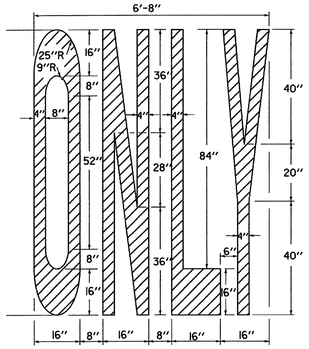
STATE ROUTE MARKER SIGN DETAILS

/traf/std/stdel36b.dgn : stdel36b.i

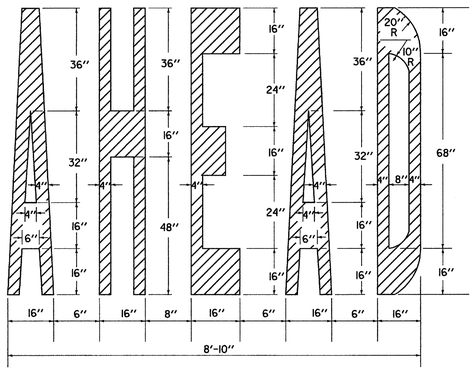
VERMONT AGENCY OF TRANSPORTATION

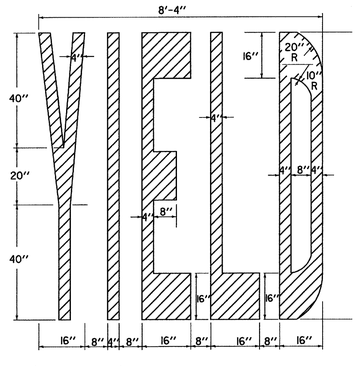
STANDARD
E-136 B

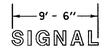




* (4''-8'') - ADJUST TO AVAILABLE PAVEMENT WIDTH



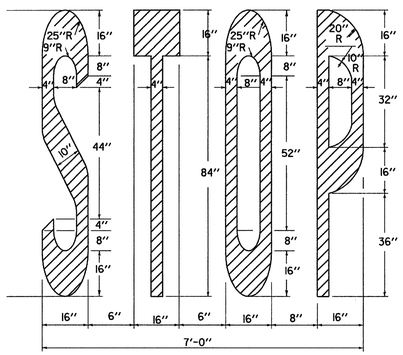




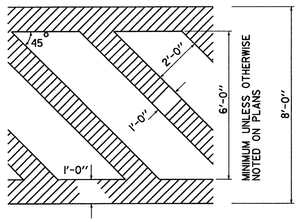
6" LETTER SPACING

LETTER HEIGHT

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.

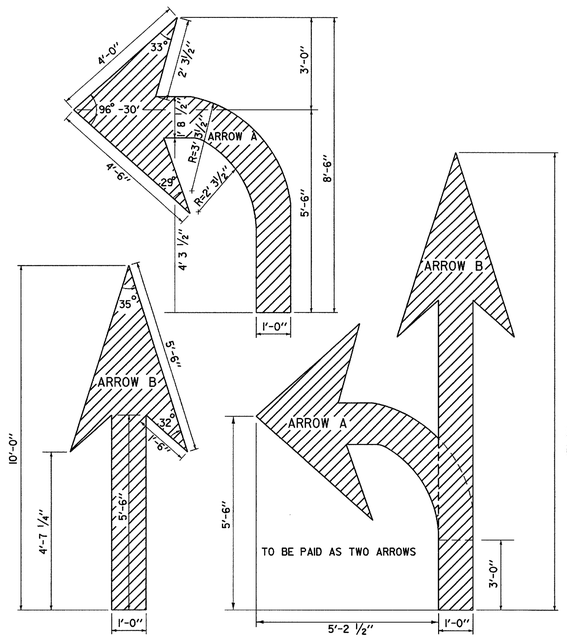


THE LETTER "G" PERTAINS TO THE WORD "SIGNAL" FOR OTHER LETTERS, SEE ABOVE.

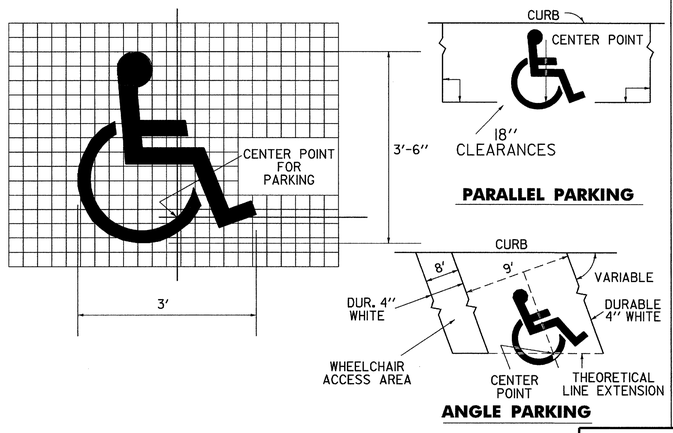


ARROWS AND WORD MARKINGS THAT CONFORM TO THE DIMENSIONS SHOWN ON THIS SHEET OR AS DETAILED IN THE BOOKLET ENTITLED "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKINGS" AND THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (CURRENT EDITION) PREPARED BY THE FEDERAL HIGHWAY ADMINISTRATION WILL BE ACCEPTABLE.

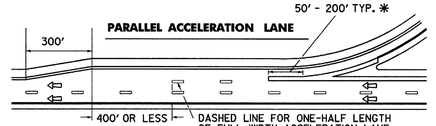
LETTER IN WORD MARKING AND CROSSWALK DETAILS



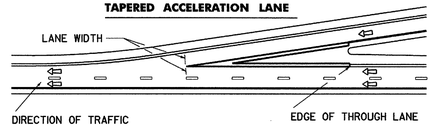
ARROW DETAILS

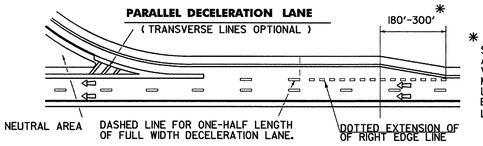


HANDICAPPED PAVEMENT MARKING DETAILS

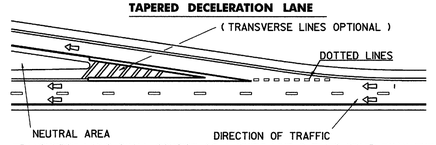


* USE LONGER LENGTH TO EMPHASIZE SITUATIONS WHERE THE CROSSING REQUIRES UNUSUAL CARE SUCH AS HIGH VOLUME MERGE AREAS.





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

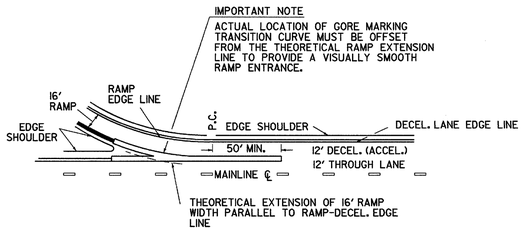


TRANSVERSE LINES SHALL CONSIST OF A WHITE LINE 2 TIMES WIDER THAN THE MAIN LINE MARKING WIDTH SPACED 5'-0" C-C AND SET AT 45° TO MAIN LINE EDGE LINES. THESE MARKINGS SHALL BE USED TO INCREASE VISIBILITY DUE TO DIFFICULT VERTICAL OR HORIZONTAL ALIGNMENT, AS DIRECTED BY THE RESIDENT ENGINEER.

LEGEND

RAMP MARKINGS

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



DETAIL - GORE MARKING TRANSITION CURVE

THIS SHEET IS NOT TO SCALE

OTHER STDS. REQUIRED

REVISIONS AND CORRECTIONS

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

APPROVED

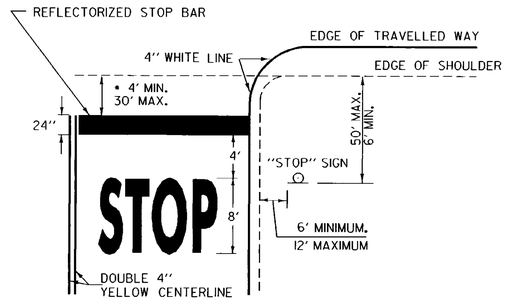
Robert F. Stallter Actg.
DIRECTOR OF PROJECT DEVELOPMENT

PAVEMENT MARKING DETAILS

/traf/std/stdel91.dgn/stdel91.1

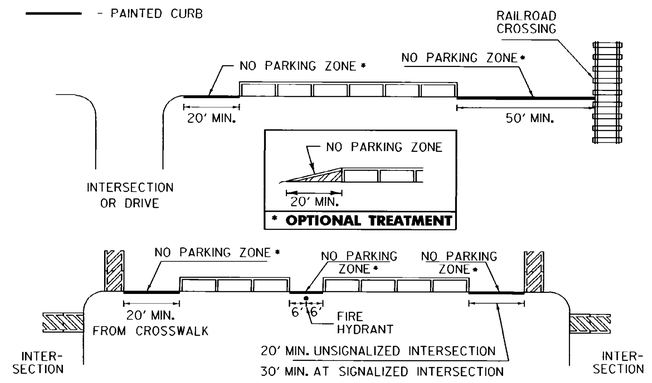
VERMONT AGENCY OF TRANSPORTATION

STANDARD E-191

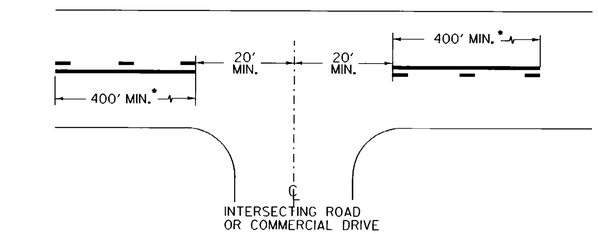


• THE "DESIRED STOPPING POINT" IS THE LOCATION BASED ON SITE CONDITIONS THAT BEST ALLOWS THE STOPPED VEHICLE TO VIEW THE APPROACHING TRAFFIC.

STOP BAR LAYOUT



NO PARKING LAYOUT DETAILS



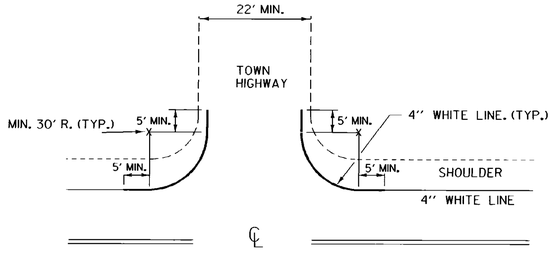
• THE SOLID LINE SHALL BE PAIRED WITH EITHER A SOLID OR DASHED LINE DEPENDING ON SIGHT DISTANCE AVAILABILITY IN THE OPPOSING DIRECTION. ADJUSTMENTS TO THE 40 FOOT CENTERLINE OPENING MAY BE MADE TO ACCOMMODATE SKEWED INTERSECTIONS.

CENTERLINE BREAKES:

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

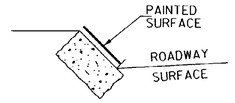


EDGELINES SHALL BE APPLIED TO ALL STATE HIGHWAYS AND SHOULD BE MAINTAINED AT A CONSTANT DISTANCE FROM THE CENTERLINE UNLESS PAVEMENT WIDTH INCREASES TO ALLOW WIDER LANES.

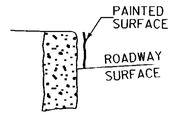
APPLY EDGELINE AS DETAILED ON ALL PAVED CLASS 1 & CLASS 2 TOWN HIGHWAYS AND ANY CLASS 3 TOWN HIGHWAY 22 FEET OR MORE IN WIDTH.

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.

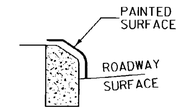
EDGELINE LAYOUTS



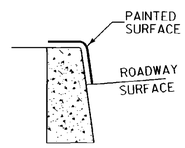
GRANITE SLOPE EDGING



VERTICAL GRANITE CURB

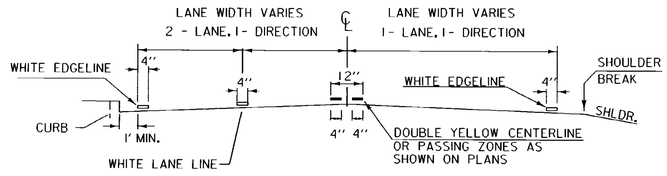


TYPE A (CONCRETE)

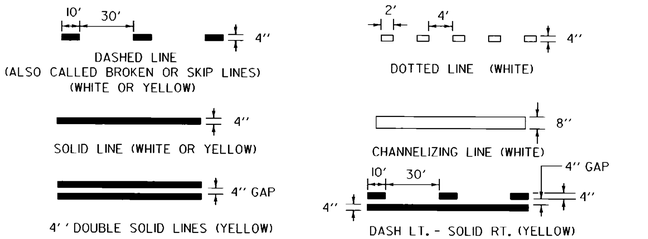


TYPE B (CONCRETE)

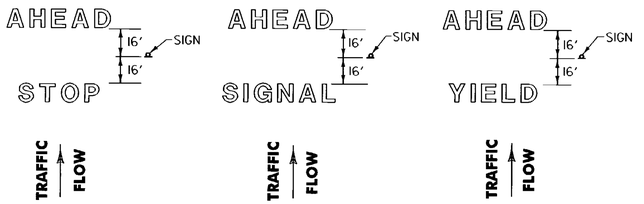
PAINTED CURB



PAVEMENT MARKING PLACEMENT DETAIL

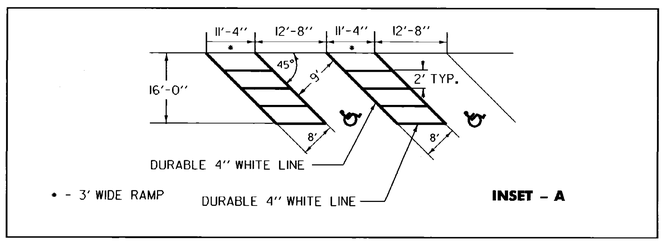


PAVEMENT MARKING LINE DETAILS



LETTER IN WORD MARKING SPACING DETAIL

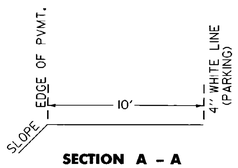
NOTE: SINGLE WORDS CENTERED ON SIGN ie: SCHOOL OR YIELD



INSET - A

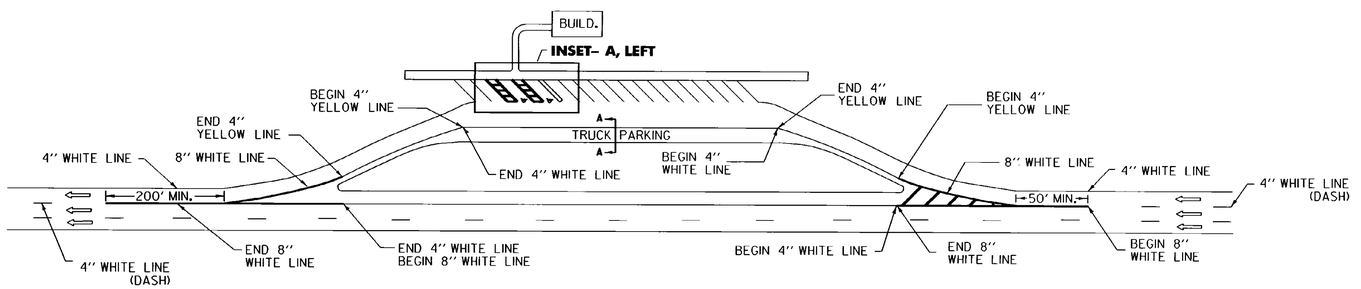
NOTE:

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



SECTION A - A

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

APPROVED

DIRECTOR OF ENGINEERING

TRAFFIC AND SAFETY ENGINEER

PAVEMENT MARKING DETAILS

/traf/std/stdel93.dgn/stdel93.i

VERMONT AGENCY OF TRANSPORTATION

STANDARD

E-193

1. TRAFFIC CONTROL DEVICES NOT DETAILED IN THE VERMONT AGENCY OF TRANSPORTATION (VAOT) "STANDARD DRAWINGS" OR THE PROJECT PLANS SHALL BE IN ACCORDANCE WITH THE CURRENT "MANUAL ON TRAFFIC CONTROL DEVICES" (MUTCD) AND THE "STANDARD HIGHWAY SIGNS AND MARKINGS" BOOK, AND THEIR LATEST REVISIONS, (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. DIAMOND SHAPED CONSTRUCTION SIGNS SHALL BE 48 INCH BY 48 INCH.

4. 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.

5. 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.

6. NO CROSS-BRACING OR BACK-BRACING TO KEEP POSTS PLUMB WILL BE ALLOWED. CONCRETE FOUNDATIONS, COLLARS OR SOIL BEARING PLATES ARE NOT PERMITTED.

7. CONSTRUCTION SIGNS INSTALLED ON POSTS SHALL BE SET SECURELY IN THE GROUND ON TWO POSTS. 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.

8. 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.

9. SIGNS SHALL BE REMOVED UPON COMPLETION OF THE WORK AT THE DISCRETION OF THE ENGINEER.

10. 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.

11. 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.

12. 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.

13. ROADWAY AND SHOULDER WIDTHS DEPICTED ON THE STANDARD DRAWINGS MAY VARY.

14. 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.

REV.	DATE	DESCRIPTION
0	AUG. 6, 2012	ORIGINAL APPROVAL
1	APR. 25, 2016	INSERTED NOTE 3, UPDATED STANDARD NAME
OTHER STANDARDS REQUIRED: NONE		
VTRANS AND FHWA APPROVAL ON FILE WITH CONTRACT ADMINISTRATION		

TEMPORARY TRAFFIC CONTROL GENERAL NOTES

VTrans Working to Get You There
VERMONT AGENCY OF TRANSPORTATION

STANDARD
T-1

VERMONT WARNING SIGN NOTES:

1. UNLESS OTHERWISE SPECIFIED, VERMONT WARNING SIGNS SHALL BE BLACK LEGEND AND BORDER ON YELLOW 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 IV.

VERMONT REGULATORY SIGN NOTES:

1. UNLESS OTHERWISE SPECIFIED, VERMONT REGULATORY SIGNS SHALL BE BLACK LEGEND AND BORDER ON WHITE 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 IV.
2. WHEN SPECIFIED, RED RETROREFLECTIVE SHEETING SHALL BE EQUAL TO OR EXCEEDING THE AASHTO M 268 [ASTM D 4956] TYPE III.

GENERAL NOTES:

1. SIGN BASE MATERIAL FOR TRAFFIC SIGN, TYPE A SHALL BE FLAT SHEET ALUMINUM MEETING THE FLAT SHEET ALUMINUM THICKNESS CHART ON THIS SHEET.
2. SIGN BASE MATERIAL FOR TRAFFIC SIGN, TYPE B SHALL BE EXTRUDED ALUMINUM PANELS.
3. ALL SIGN TEXT SHALL BE IN ACCORDANCE WITH THE RESPECTIVE ALPHABET AS IDENTIFIED IN THE CURRENT "STANDARD HIGHWAY SIGNS AND MARKINGS" (SHSM) BOOK, AND ITS LATEST REVISIONS.
4. COLORS SHALL MEET THE REQUIREMENTS AS IDENTIFIED IN THE CURRENT MUTCD, AND ITS LATEST REVISIONS.
5. ALL DIMENSIONS SHOWN IN INCHES.

FLAT SHEET ALUMINUM THICKNESS CHART

THICKNESS	0.080	0.100	0.125
SIGN SIZE	12 X 12	36 X 12	48 X 18
	18 X 12	36 X 15	48 X 24
	18 X 18	36 X 18	48 X 30
	21 X 15	36 X 24	48 X 42
	24 X 8	36 X 36	48 X 48
	24 X 10	36 X 42	48 X 60
	24 X 12	36 X 45	72 X 10
	24 X 18	36 X 48	72 X 12
	24 X 24	36 X 54	72 X 20
	24 X 30		
	30 X 15		
	30 X 18		
	30 X 24		
	30 X 30		
	30 X 42		

REV.	DATE	DESCRIPTION
0	FEB. 12, 2016	ORIGINAL APPROVAL
1	APR. 25, 2016	ADDED VERMONT REGULATORY SIGN NOTE 2

OTHER STANDARDS REQUIRED: NONE

VTRANS AND FHWA APPROVAL ON FILE WITH CONTRACT ADMINISTRATION

TRAFFIC SIGN GENERAL NOTES

VTrans Working to Get You There
VERMONT AGENCY OF TRANSPORTATION

STANDARD
T-2

LEGEND

(A) ROAD WORK AHEAD — W20-1

(B) ROAD WORK 500 FT — W20-1

(C) SIDE ROAD WORK AHEAD — VC-869

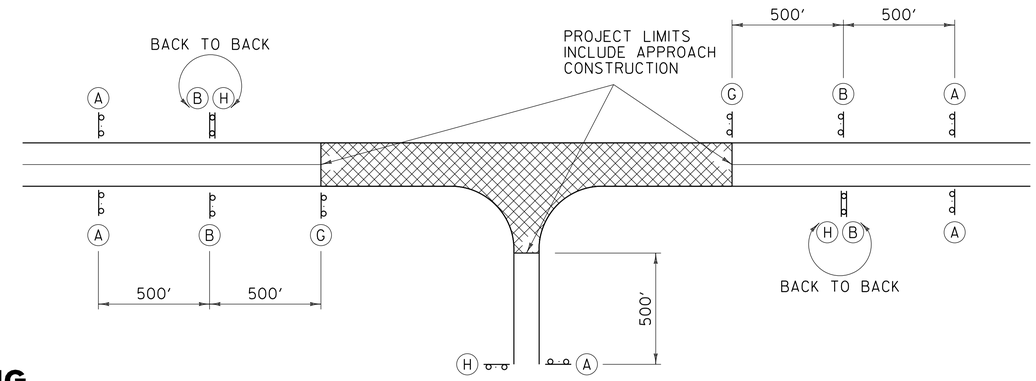
(D) SIDE ROAD WORK 500 FT — VC-869

(E) SIDE ROAD WORK LEFT — VC-869

(F) SIDE ROAD WORK RIGHT — VC-869

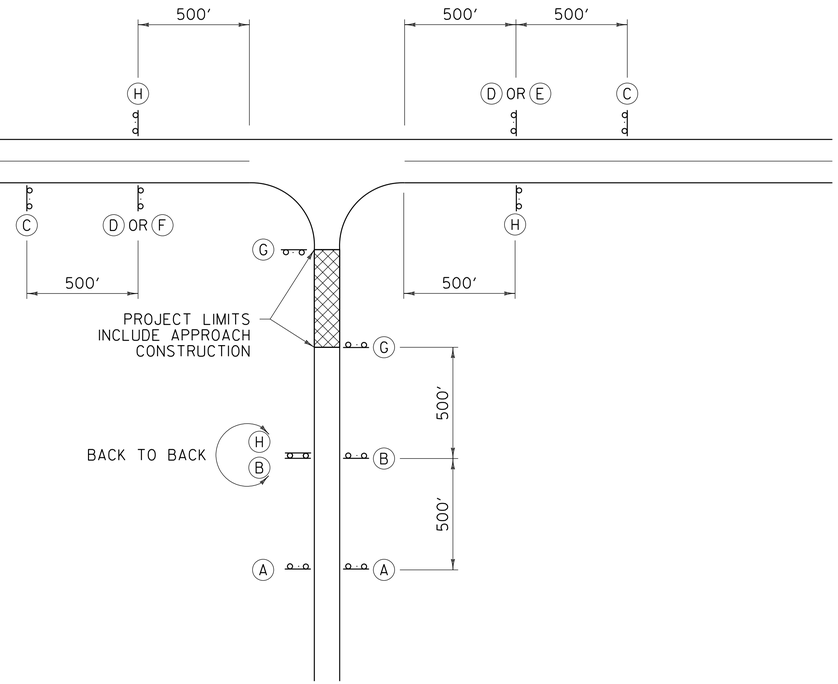
(G) ROAD WORK NEXT XX MILES — G20-1

(H) END ROAD WORK — G20-2



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

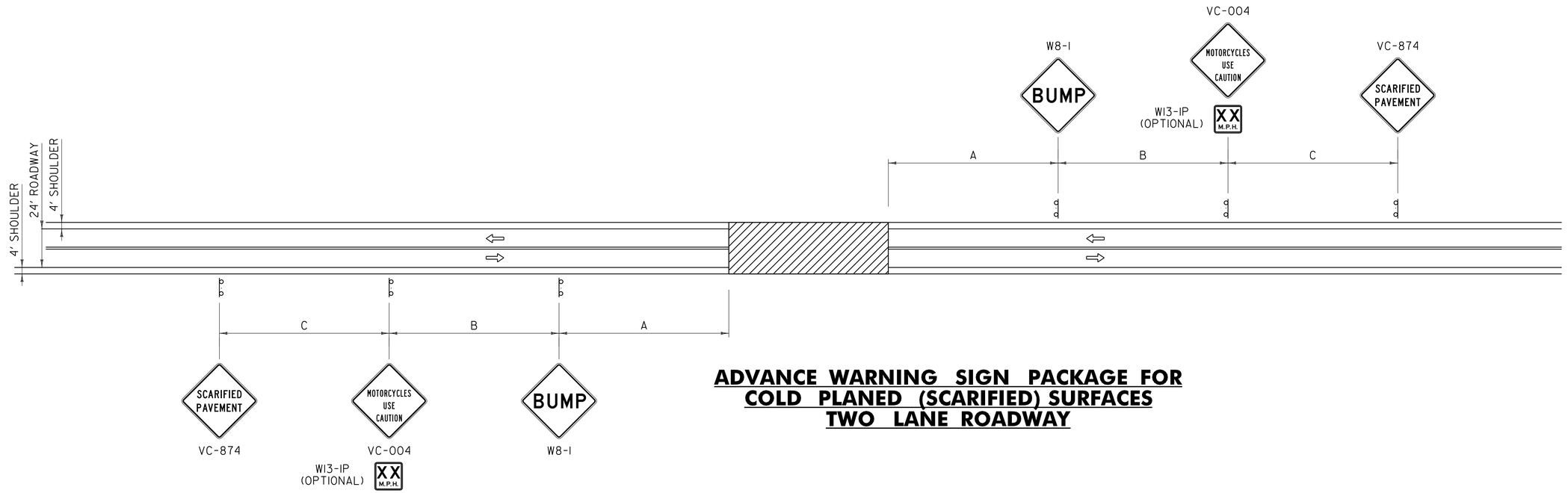
Mark D. Richter

FEDERAL HIGHWAY ADMINISTRATION

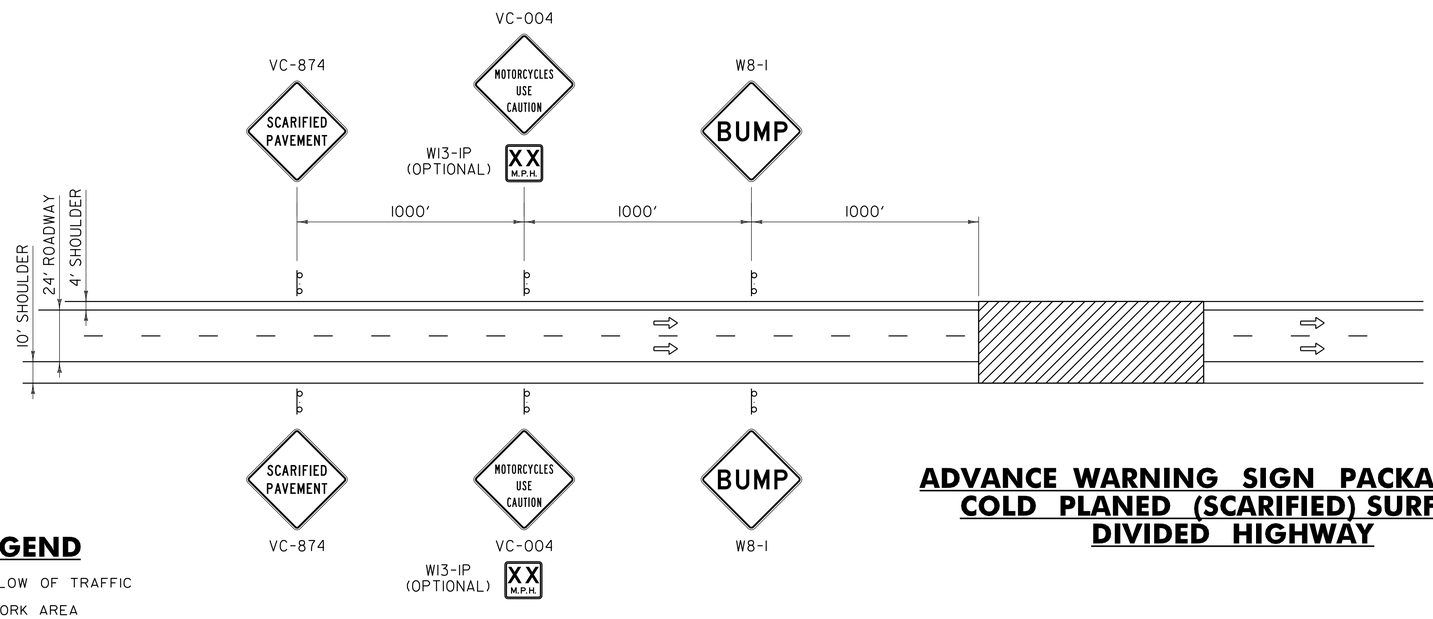
CONVENTIONAL ROADS CONSTRUCTION APPROACH SIGNING

VERMONT AGENCY OF TRANSPORTATION

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

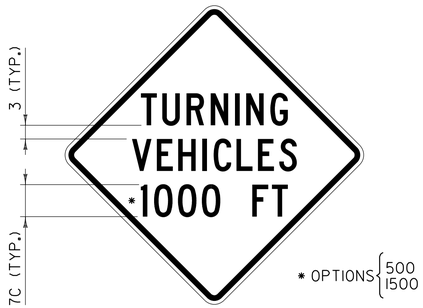
FEDERAL HIGHWAY ADMINISTRATION

TRAFFIC CONTROL MISCELLANEOUS DETAILS

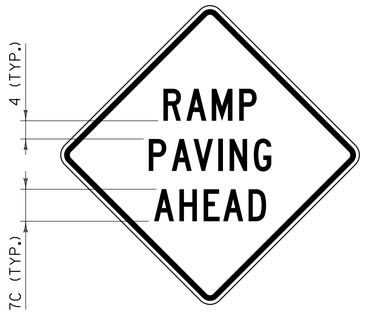
VERMONT AGENCY OF TRANSPORTATION

STANDARD

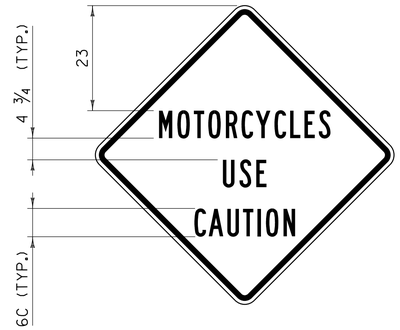
T-17



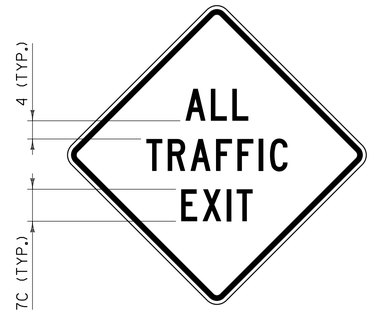
VC–001



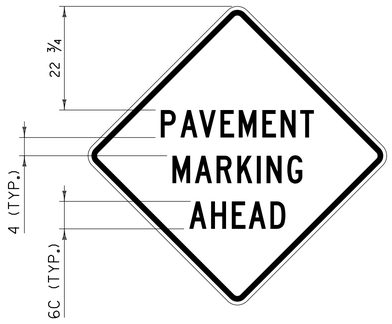
VC–003



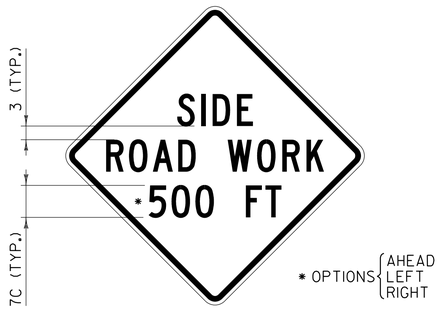
VC–004



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

HIGHWAY SAFETY & DESIGN ENGINEER

DIRECTOR OF PROGRAM DEVELOPMENT

Mark D. Richter

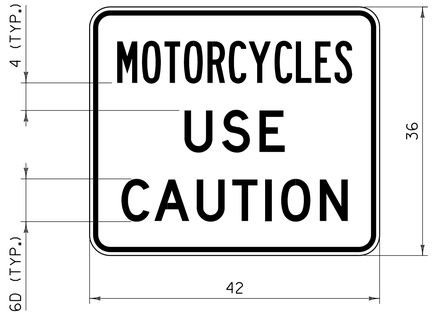
FEDERAL HIGHWAY ADMINISTRATION

CONSTRUCTION SIGN DETAILS

VERMONT AGENCY OF TRANSPORTATION

STANDARD

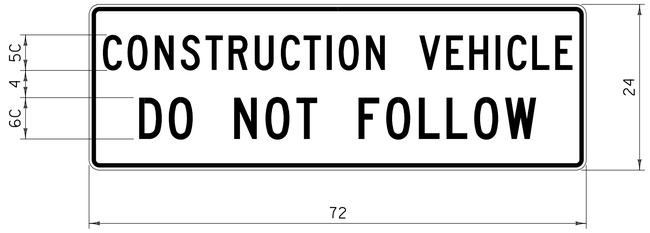
T-28



VC–004P

NOTES:

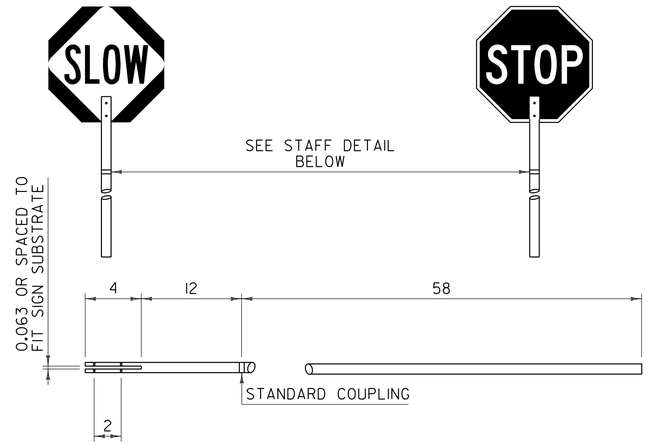
1. CORNERS SHALL BE ROUNDED TO A THREE INCH RADIUS.
2. THE BORDER SHALL BE ¾ INCH WIDE WITH A ½ INCH INDENT FROM THE EDGE OF THE SIGN.
3. "MOTORCYCLES" SHALL HAVE A SPECIFIED WIDTH OF 34 INCHES.
4. "USE" SHALL HAVE A SPECIFIED WIDTH OF 14 ½ INCHES.
5. "CAUTION" SHALL HAVE A SPECIFIED WIDTH OF 32 ¾ INCHES.
6. SIGN SHALL ONLY BE INSTALLED AS A SUPPLEMENTAL TO A PARENT WARNING SIGN AND SHALL NOT BE INSTALLED BY ITSELF.



VC–007

NOTES:

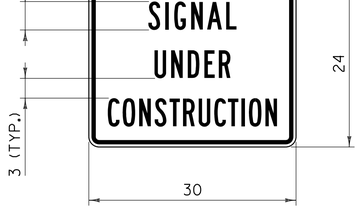
1. CORNERS SHALL BE ROUNDED TO A 1½ INCH RADIUS.
2. THE BORDER SHALL BE ⅝ INCH WIDE WITH A ⅜ INCH INDENT FROM THE EDGE OF THE SIGN.
3. "CONSTRUCTION VEHICLE" SHALL HAVE A SPECIFIED WIDTH OF 68 INCHES.
4. "DO NOT FOLLOW" SHALL HAVE A SPECIFIED WIDTH OF 57 ½ INCHES.
5. SIGN SHALL BE MOUNTED IN A CONSPICUOUS 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.



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 1½ 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.



VC–820

NOTES:

1. CORNERS SHALL BE ROUNDED TO A 1½ INCH RADIUS.
2. THE BORDER SHALL BE ⅝ INCH WIDE WITH A ⅜ INCH INDENT FROM THE EDGE OF THE SIGN.
3. "SIGNAL" SHALL HAVE A SPECIFIED WIDTH OF 12 ¾ INCHES.
4. "UNDER" SHALL HAVE A SPECIFIED WIDTH OF 11 INCHES.
5. "CONSTRUCTION" SHALL HAVE A SPECIFIED WIDTH OF 24 ½ INCHES.
6. SIGN SHALL ONLY BE INSTALLED AS A SUPPLEMENTAL TO A PARENT WARNING SIGN AND SHALL NOT BE INSTALLED BY ITSELF.

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

HIGHWAY SAFETY & DESIGN ENGINEER

DIRECTOR OF PROGRAM DEVELOPMENT

Mark D. Richter

FEDERAL HIGHWAY ADMINISTRATION

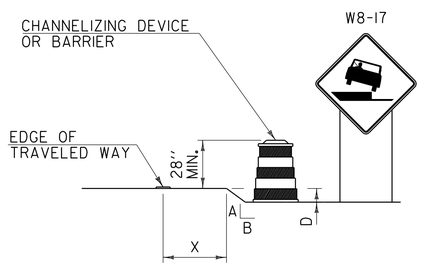
CONSTRUCTION SIGN DETAILS

VERMONT AGENCY OF TRANSPORTATION

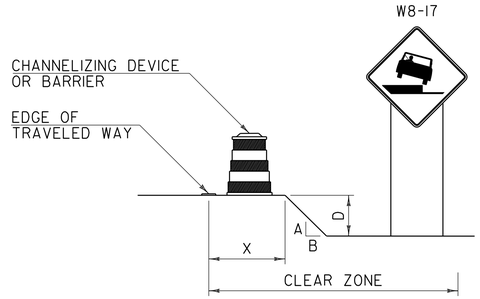
STANDARD

T-30

DROP-OFF ADJACENT TO TRAVELED WAY



TYPE 1

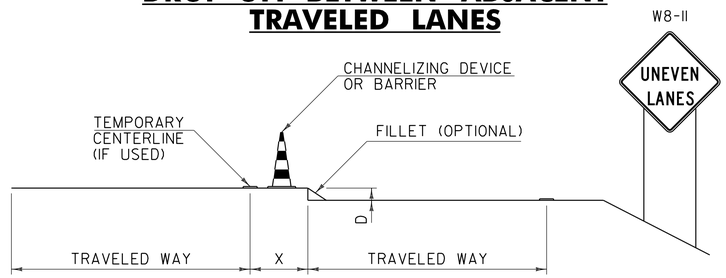


TYPE 2

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.

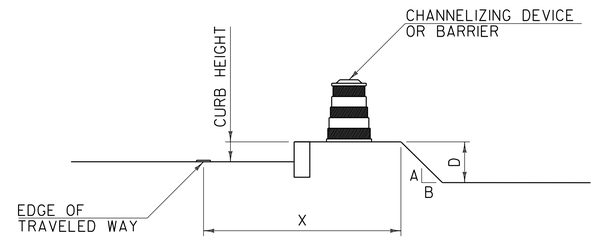
DROP-OFF BETWEEN ADJACENT TRAVELED LANES



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
	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
	GREATER THAN 12"	1:3 OR FLATTER	NONE
		STEEPER THAN 1:3	BARRIER
10' TO CZ	LESS THAN OR EQUAL TO 12"	ANY	NONE
	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

APPROVED

HIGHWAY SAFETY & DESIGN ENGINEER

DIRECTOR OF PROGRAM DEVELOPMENT

Mark D. Richter

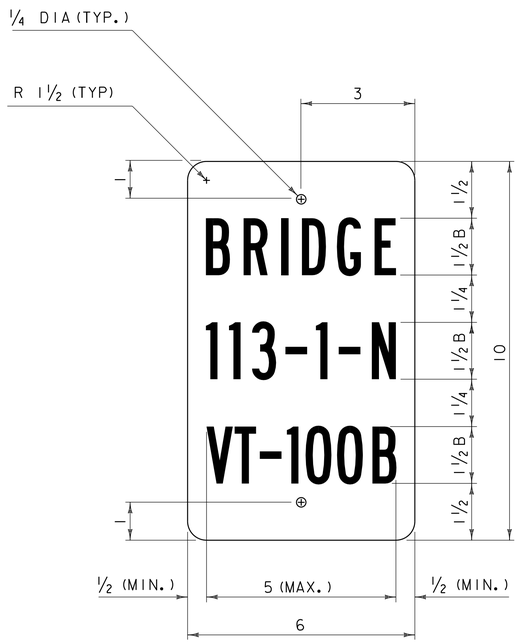
FEDERAL HIGHWAY ADMINISTRATION

CONSTRUCTION ZONE LONGITUDINAL DROP-OFFS

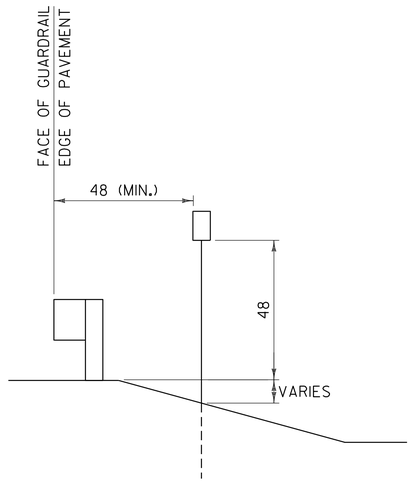
VERMONT AGENCY OF TRANSPORTATION

STANDARD

T-35



VD-701



VD-701 INSTALLATION DETAIL

GENERAL NOTES:

1. BRIDGE NUMBER PLAQUES ARE TO BE INSTALLED ALONG THE FEDERAL AID HIGHWAY SYSTEM INCLUDING ALL STATE HIGHWAYS AND TOWN HIGHWAYS ON THE FEDERAL AID HIGHWAY SYSTEM.
2. BRIDGE NUMBER PLAQUES SHALL BE LOCATED ON BOTH BRIDGE APPROACHES AT THE NEAREST VISIBLE LOCATION.
3. THE SIGN BASE MATERIAL SHALL BE 0.063 INCH FLAT SHEET ALUMINUM.
4. 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.
5. THE SECOND LINE OF TEXT INDICATES THE BRIDGE NUMBER. THE BRIDGE NUMBER CAN BE OBTAINED USING THE VERMONT AGENCY OF TRANSPORTATION (VAOT) ROUTE LOGS OR BY CONSULTING WITH THE VAOT STRUCTURES SECTION.
6. THE THIRD LINE OF TEXT INDICATES THE STATE ROUTE NUMBER. IN ALL CASES THIS WILL BE DEPICTED USING THE LETTER ABBREVIATION, FOLLOWED BY A HYPHEN, FOLLOWED BY THE ROUTE NUMBER. FOR EXAMPLE US ROUTE 2 WOULD BE IDENTIFIED USING US-2.
7. THE SECOND AND THIRD LINES OF TEXT SHALL BE CENTERED HORIZONTALLY AND SHALL BE AS DEFINED IN THE PLANS.
8. A SINGLE 14 GAGE, 1.75 INCH SQUARE STEEL POST AND 12 GAGE, TWO INCH SQUARE ANCHOR SHALL BE USED FOR INSTALLATION. THE ANCHOR SHALL BE A MINIMUM OF 30 INCHES IN LENGTH.
9. ALL DIMENSIONS SHOWN IN INCHES.

OTHER STDS. REQUIRED: **T-45**

REVISIONS AND CORRECTIONS

APRIL 9, 2014 - ORIGINAL APPROVAL DATE

APPROVED

HIGHWAY SAFETY & DESIGN ENGINEER

DIRECTOR OF PROGRAM DEVELOPMENT

Mark D. Richter

FEDERAL HIGHWAY ADMINISTRATION

BRIDGE NUMBER PLAQUE

VERMONT AGENCY OF TRANSPORTATION

STANDARD

T-42

1 - ADDISON	2 - BENNINGTON	3 - CALEDONIA	4 - CHITTENDEN	5 - ESSEX	6 - FRANKLIN	7 - GRAND ISLE	8 - LAMOILLE
0101 ADDISON	0201 ARLINGTON	0301 BARNET	0401 BOLTON	0501 AVERILL	0601 BAKERSFIELD	0701 ALBURGH	0801 BELVIDERE
0102 BRIDPORT	0202 BENNINGTON	0302 BURKE	0402 BUELS GORE	0502 AVERYS GORE	0602 BERKSHIRE	0702 GRAND ISLE	0802 CAMBRIDGE
0103 BRISTOL	0203 DORSET	0303 DANVILLE	0403 BURLINGTON	0503 BLOOMFIELD	0603 ENOSBURG	0703 ISLE LA MOTTE	0803 EDEN
0104 CORNWALL	0204 GLASTENBURY	0304 GROTON	0404 CHARLOTTE	0504 BRIGHTON	0604 FAIRFAX	0704 NORTH HERO	0804 ELMORE
0105 FERRISBURGH	0205 LANDGROVE	0305 HARDWICK	0405 COLCHESTER	0505 BRUNSWICK	0605 FAIRFIELD	0705 SOUTH HERO	0805 HYDE PARK
0106 GOSHEN	0206 MANCHESTER	0306 KIRBY	0406 ESSEX	0506 CANAAN	0606 FLETCHER		0806 JOHNSON
0107 GRANVILLE	0207 PERU	0307 LYNDON	0407 HINESBURG	0507 CONCORD	0607 FRANKLIN		0807 MORRISTOWN
0108 HANCOCK	0208 POWNAL	0308 NEWARK	0408 HUNTINGTON	0508 EAST HAVEN	0608 GEORGIA		0808 STOWE
0109 LEICESTER	0209 READSBORO	0309 PEACHAM	0409 JERICHO	0509 FERDINAND	0609 HIGHGATE		0809 WATERVILLE
0110 LINCOLN	0210 RUPERT	0310 RYEGATE	0410 MILTON	0510 GRANBY	0610 MONTGOMERY		0810 WOLCOTT
0111 MIDDLEBURY	0211 SANDGATE	0311 ST JOHNSBURY	0411 RICHMOND	0511 GUILDHALL	0611 RICHFORD		
0112 MONKTON	0212 SEARSBURG	0312 SHEFFIELD	0412 ST GEORGE	0512 LEMINGTON	0612 ST ALBANS CITY		
0113 NEW HAVEN	0213 SHAFTSBURY	0313 STANNARD	0413 SHELBURNE	0513 LEWIS	0613 ST ALBANS TOWN		
0114 ORWELL	0214 STAMFORD	0314 SUTTON	0414 SO BURLINGTON	0514 LUNENBURG	0614 SHELDON		
0115 PANTON	0215 SUNDERLAND	0315 WALDEN	0415 UNDERHILL	0515 MAIDSTONE	0615 SWANTON		
0116 RIPTON	0216 WINHALL	0316 WATERFORD	0416 WESTFORD	0516 NORTON			
0117 SALISBURY	0217 WOODFORD	0317 WHEELOCK	0417 WILLISTON	0517 VICTORY			
0118 SHOREHAM			0418 WINOOSKI	0518 WARNERS GRANT			
0119 STARKSBORO				0519 WARREN GORE			
0120 VERGENNES							
0121 WALTHAM							
0122 WEYBRIDGE							
0123 WHITING							

9 - ORANGE	10 - ORLEANS	11 - RUTLAND	12 - WASHINGTON	13 - WINDHAM	14 - WINDSOR
0901 BRADFORD	1001 ALBANY	1101 BENSON	1201 BARRE CITY	1301 ATHENS	1401 ANDOVER
0902 BRAINTREE	1002 BARTON	1102 BRANDON	1202 BARRE TOWN	1302 BRATTLEBORO	1402 BALTIMORE
0903 BROOKFIELD	1003 BROWNINGTON	1103 CASTLETON	1203 BERLIN	1303 BROOKLINE	1403 BARNARD
0904 CHELSEA	1004 CHARLESTON	1104 CHITTENDEN	1204 CABOT	1304 DOVER	1404 BETHEL
0905 CORINTH	1005 COVENTRY	1105 CLARENDON	1205 CALAIS	1305 DUMMERSTON	1405 BRIDGEWATER
0906 FAIRLEE	1006 CRAFTSBURY	1106 DANBY	1206 DUXBURY	1306 GRAFTON	1406 CAVENDISH
0907 NEWBURY	1007 DERBY	1107 FAIR HAVEN	1207 E MONTPELIER	1307 GUILFORD	1407 CHESTER
0908 ORANGE	1008 GLOVER	1108 HUBBARDTON	1208 FAYSTON	1308 HALIFAX	1408 HARTFORD
0909 RANDOLPH	1009 GREENSBORO	1109 IRA	1209 MARSHFIELD	1309 JAMAICA	1409 HARTLAND
0910 STRAFFORD	1010 HOLLAND	1110 MENDON	1210 MIDDLESEX	1310 LONDONDERRY	1410 LUDLOW
0911 THETFORD	1011 IRASBURG	1111 MIDDLETOWN SPRINGS	1211 MONTPELIER	1311 MARLBORO	1411 NORWICH
0912 TOPSHAM	1012 JAY	1112 MT HOLLY	1212 MORETOWN	1312 NEWFANE	1412 PLYMOUTH
0913 TUNBRIDGE	1013 LOWELL	1113 MT TABOR	1213 NORTHFIELD	1313 PUTNEY	1413 POMFRET
0914 VERSHIRE	1014 MORGAN	1114 PAWLET	1214 PLAINFIELD	1314 ROCKINGHAM	1414 READING
0915 WASHINGTON	1015 NEWPORT CITY	1115 PITTSFIELD	1215 ROXBURY	1315 SOMERSET	1415 ROCHESTER
0916 WEST FAIRLEE	1016 NEWPORT TOWN	1116 PITTSFORD	1216 WAITSFIELD	1316 STRATTON	1416 ROYALTON
0917 WILLIAMSTOWN	1017 TROY	1117 POULTNEY	1217 WARREN	1317 TOWNSHEND	1417 SHARON
	1018 WESTFIELD	1118 PROCTOR	1218 WATERBURY	1318 VERNON	1418 SPRINGFIELD
	1019 WESTMORE	1119 RUTLAND CITY	1219 WOODBURY	1319 WARDSBORO	1419 STOCKBRIDGE
		1120 RUTLAND TOWN	1220 WORCESTER	1320 WESTMINSTER	1420 WEATHERSFIELD
		1121 KILLINGTON		1321 WHITINGHAM	1421 WESTON
		1122 SHREWSBURY		1322 WILMINGTON	1422 WEST WINDSOR
		1123 SUDBURY		1323 WINDHAM	1423 WINDSOR
		1124 TINMOUTH			1424 WOODSTOCK
		1125 WALLINGFORD			
		1126 WELLS			
		1127 WEST HAVEN			
		1128 WEST RUTLAND			

COUNTY AND TOWN DESIGNATIONS

9020 BARNET STATE HIGHWAY
9025 BENNINGTON NORTH STATE HIGHWAY
9030 BERLIN STATE HIGHWAY
9090 BRATTLEBORO STATE HIGHWAY
9150 CASTLETON STATE HIGHWAY
9180 COVENTRY STATE HIGHWAY
9210 FAIR HAVEN STATE HIGHWAY
9240 FAIRLEE STATE HIGHWAY
9270 FERRISBURGH STATE HIGHWAY
9330 MAIDSTONE STATE HIGHWAY
9360 MIDDLESEX STATE HIGHWAY
9390 MONTPELIER STATE HIGHWAY
9420 MONTPELIER JUNCTION STATE HIGHWAY
9430 NEWBURY STATE HIGHWAY
9480 NORTON STATE HIGHWAY
9540 NORWICH STATE HIGHWAY
9600 PUTNEY STATE HIGHWAY
9630 QUECHEE STATE HIGHWAY
9720 ST ALBANS STATE HIGHWAY SOUTH
9730 ST JOHNSBURY STATE HIGHWAY
9750 SOUTH ALBURGH STATE HIGHWAY
9840 WESTMINSTER STATE HIGHWAY
9870 WILDER STATE HIGHWAY
9900 WINHALL STATE HIGHWAY
9990 WEST RUTLAND - RUTLAND (BUSINESS US-4)
9991 BELLOWS FALLS SOI17 (ROCK - WEST ST)
9992 BELLOWS FALLS SOI17 (BRIDGE ST)
9993 BURLINGTON (ALTERNATE US-7)
9994 DERBY (ALTERNATE US-5)
9995 MONTPELIER (BUSINESS US-2)
9996 NEWPORT (ALTERNATE US-5)
9997 ST JOHNSBURY (ALTERNATE US-5)
9998 SO BURLINGTON - KENNEDY DRIVE

NAMED STATE AND TOWN HIGHWAYS ROUTE NUMBERS

GENERAL NOTES:

1. MILEMARKERS ARE TO BE INSTALLED ALONG THE FEDERAL AID HIGHWAY SYSTEM INCLUDING ALL STATE HIGHWAYS AND TOWN HIGHWAYS ON THE FEDERAL AID HIGHWAY SYSTEM.

2. MILEMARKERS WILL NORMALLY BE INSTALLED AT EACH 0.20 MILE INTERVAL, ALTERNATING SIDES OF THE ROAD, RESULTING IN A SIGN FACING TRAFFIC EACH 0.40 MILES. A MILEMARKER WILL ALSO BE INSTALLED AT EACH INTERSECTION, ON THE SAME POST AS THE STOP SIGN (MILEMARKER TO BE PLACED PARALLEL TO MAINLINE TRAVELED WAY, VISIBLE TO TRAFFIC). ANY MILEMARKER LOCATION FALLING WITHIN 0.05 MILE OF AN INTERSECTION WILL BE OMITTED. WHEN THE NORMAL LOCATION OF A MILEMARKER IS UNDESIRABLE, SUCH AS ON A LAWN, DRIVEWAY, OR LEDGE, AN ATTEMPT WILL BE MADE TO LOCATE IT ON THE OPPOSITE SIDE OF THE ROAD. IF NO SUITABLE LOCATION CAN BE FOUND WITHIN 20 FEET OF THE NORMAL LOCATION, IT MAY BE OMITTED.

3. ON CLASS 1 TOWN HIGHWAYS OR OTHER CONGESTED LOCATIONS MILEMARKERS WILL ONLY BE INSTALLED ON EXISTING SIGN POSTS AND WILL CARRY THE ACTUAL MILEAGE TO THAT LOCATION. A MILEMARKER LOCATED EVERY 0.10 MILES IS DESIRABLE THROUGH THESE LOCATIONS.

4. THE FIRST LINE OF TEXT ON MILEMARKERS INDICATE THE STATE ROUTE NUMBER. THE FOURTH NUMERAL BEING THE CORRESPONDING ROUTE NUMBER LETTER DESIGNATION. FOR EXAMPLE US-2 (WHICH HAS NO LETTER DESIGNATION) WOULD BE IDENTIFIED USING 0020 AND VT-100B WOULD BE IDENTIFIED USING 1002. FOR ANY NAMED FEDERAL AID HIGHWAY SYSTEM HIGHWAYS, THE FOUR DIGIT ROUTE NUMBER (9000 SERIES) LISTED UNDER "NAMED STATE AND TOWN HIGHWAYS ROUTE NUMBERS" SHALL BE UTILIZED.

5. THE SECOND LINE OF TEXT ON MILEMARKERS INDICATE THE COUNTY AND TOWN. THE COUNTY IS INDICATED IN THE FIRST AND SECOND NUMERALS AND THE TOWN IN THE THIRD AND FOURTH NUMERALS. THE APPROPRIATE FOUR DIGIT DESIGNATIONS ARE LISTED PER TOWN, UNDER "COUNTY AND TOWN DESIGNATIONS."

6. THE THIRD LINE OF TEXT ON MILEMARKERS INDICATE THE MILEAGE, IN HUNDREDTHS, FROM THE TOWN LINE OR BEGINNING OF A ROUTE. MILEAGE IS ALWAYS MEASURED TRAVELING FROM THE SOUTH TO NORTH OR FROM THE WEST TO EAST. THE ROUTE DIRECTION IS ESTABLISHED USING THE VERMONT AGENCY OF TRANSPORTATION (VAOT) ROUTE LOGS.

7. THE SIGN BASE MATERIAL SHALL BE 0.063 INCH FLAT SHEET ALUMINUM.

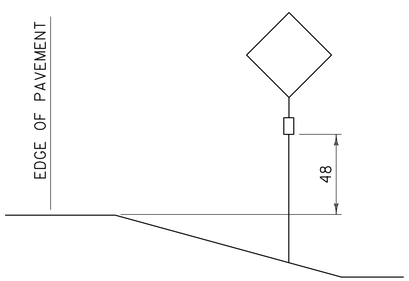
8. THE SIGN SHALL BE WHITE RETROREFLECTIVE LEGEND ON A GREEN RETROREFLECTIVE BACKGROUND, BOTH SHALL HAVE RETROREFLECTIVE SHEETING EQUAL TO OR EXCEEDING "AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS" (AASHTO) M 268 ["AMERICAN SOCIETY FOR TESTING AND MATERIALS" (ASTM) D 4956] TYPE III.

9. CORNERS SHALL BE ROUNDED TO A ½ INCH RADIUS.

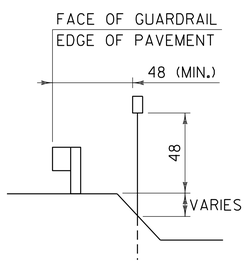
10. ALL LINES OF TEXT SHALL BE CENTERED HORIZONTALLY AND SHALL BE AS IDENTIFIED IN THE PLANS. THE THREE LINES OF TEXT WILL EACH CONTAIN FOUR NUMERALS.

11. WHEN INSTALLED ON ITS OWN POST, A SINGLE 14 GAGE, 1.75 INCH SQUARE STEEL POST AND 12 GAGE, 2 INCH SQUARE ANCHOR SHALL BE USED FOR INSTALLATION. THE ANCHOR SHALL BE A MINIMUM OF 30 INCHES IN LENGTH.

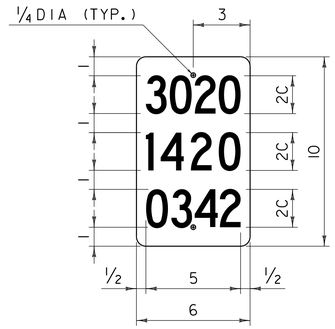
12. ALL DIMENSIONS SHOWN IN INCHES.



VD-700 INSTALLATION DETAIL SUPPLEMENTARY SIGN



VD-700 INSTALLATION DETAIL



VD-700

OTHER STDS. REQUIRED: T-45

REVISIONS AND CORRECTIONS

APRIL 9, 2014 - ORIGINAL APPROVAL DATE

APPROVED

HIGHWAY SAFETY & DESIGN ENGINEER

DIRECTOR OF PROGRAM DEVELOPMENT

Mark D. Richter

FEDERAL HIGHWAY ADMINISTRATION

MILEMARKER DETAILS STATE AND TOWN HIGHWAYS

VERMONT AGENCY OF TRANSPORTATION

STANDARD T-44

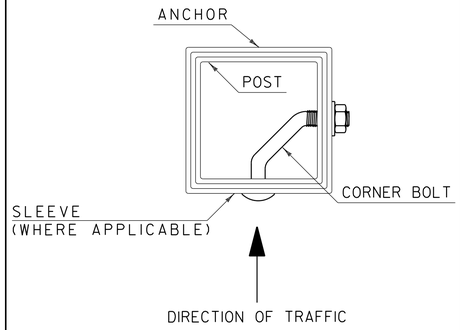
POST AND ANCHOR SELECTION CHART

POST SIZE (IN.)	POST THICKNESS (IN.)	POST WEIGHT (LBS/FT.)	POST GAGE	SECTION MODULUS (IN.³)	ONE POST SV	TWO POST SV	THREE POST SV	POSTS PERMITTED IN 8' PATH	ANCHOR SIZE (IN.)	ANCHOR GAGE	MINIMUM ANCHOR LENGTH
1.75	.083	1.88	14	0.222	45	90	135	TWO	2.00	12	30
2.00	.109	2.42	12	0.393	80	160	240	TWO	2.25	12	48
2.50	.109	3.35	12	0.673	137	274	411	ONE	3.00	7	48

NOTES:

1. ALL SIGN POSTS SHALL HAVE 7/16 INCH HOLES EVERY ONE INCH ON CENTER (ALL FOUR SIDES).
2. THE NUMBER OF SIGN POSTS PERMITTED WITHIN AN EIGHT FOOT PATH ASSUMES THAT THE SIGN ASSEMBLY IS NOT PROTECTED BY GUARDRAIL OR IS LOCATED WITHIN A GUARDRAIL'S DEFLECTION DISTANCE DETERMINED PER THE CURRENT "AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS" (AASHTO) ROADSIDE DESIGN GUIDE. ADDITIONAL POSTS MAY BE INSTALLED USING SLIP BASES THAT 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.
3. TO USE THE SELECTION VALUE (SV) COLUMNS IN THE TABLE ABOVE, MULTIPLY A SIGN'S SURFACE AREA IN SQUARE FEET (H x L) BY THE SIGN'S HEIGHT IN FEET MEASURED FROM THE GROUND TO THE CENTROID OF THE SIGN ASSEMBLY (h). THIS RESULT MUST BE LESS THAN OR EQUAL TO THE CORRESPONDING SELECTION VALUE. NOTE THAT FOR SIGNS WITH MULTIPLE POSTS, THE LARGEST HEIGHT DIMENSION SHALL BE USED TO CALCULATE THE POST SELECTION VALUE.
4. THE DESIGN CRITERIA UTILIZED IN SIGN POST AND ANCHOR SELECTION IS AS FOLLOWS: WIND SPEED OF 70 MPH (10 YEAR MEAN RECURRENCE INTERVAL), WIND PRESSURE OF 19 PSF, STEEL MINIMUM YIELD OF 55,000 PSI, AND AN ALLOWABLE STRESS OF 1.4 (0.60 FY).

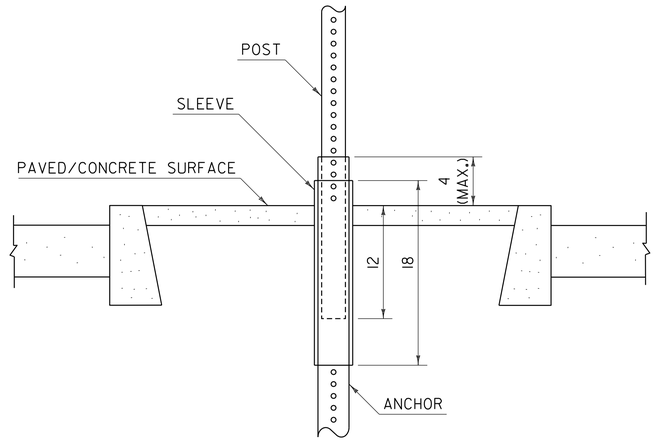
CORNER BOLT INSTALLATION DETAIL



NOTES:

1. CORNER BOLTS SHALL BE 5/16 INCH DIAMETER WITH 18 THREADS PER INCH AND DIMENSIONS SHALL BE DETERMINED BASED ON THE OUTERMOST DIMENSION OF THE SLEEVE, ANCHOR OR POST. THREAD EXPOSURE MUST EXCEED THE CORRESPONDING NUT WIDTH. THE CORNER BOLT AND CORRESPONDING HARDWARE SHALL BE ZINC PLATED, MEETING OR EXCEEDING THE REQUIREMENTS OF THE "AMERICAN SOCIETY FOR TESTING AND MATERIALS" (ASTM) A307.

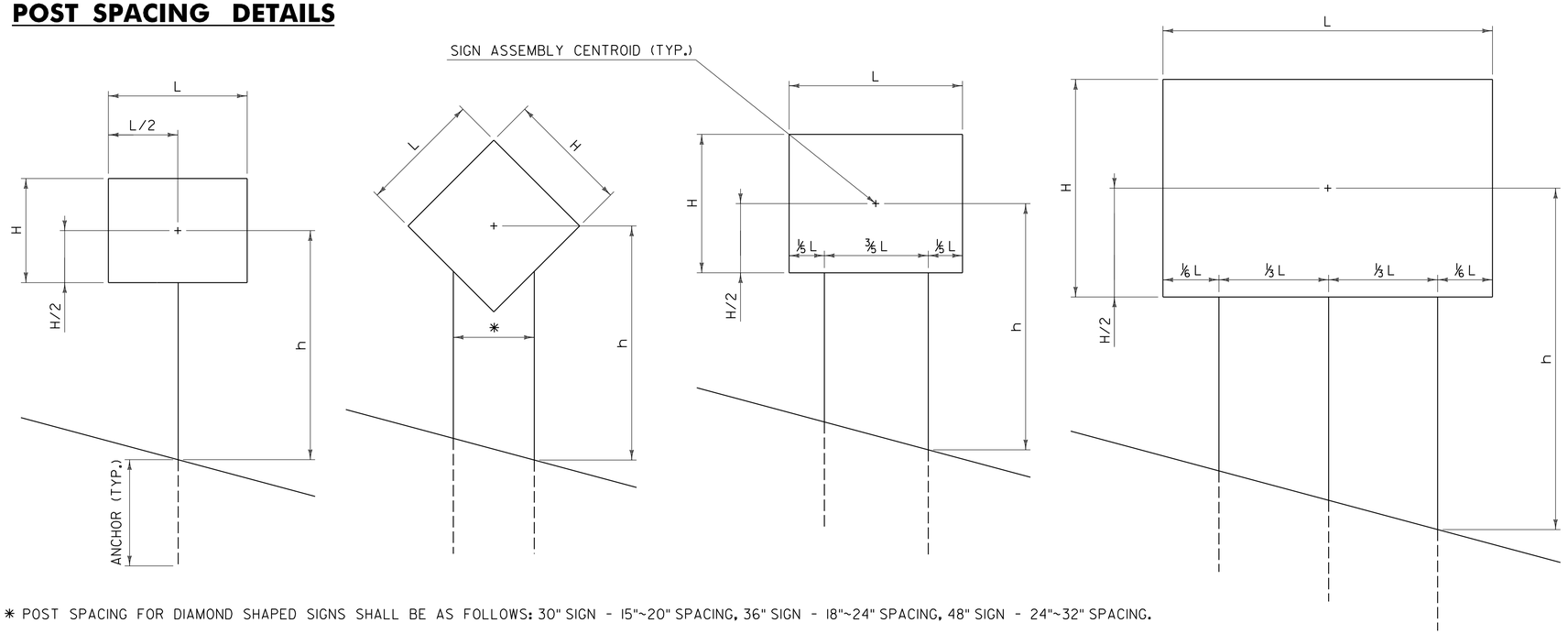
SLEEVE /ANCHOR INSTALLATION DETAIL



NOTES:

1. A SLEEVE SHALL BE INSTALLED FOR SIGN INSTALLATIONS IN CONCRETE OR PAVEMENT.
2. THE SLEEVE SHALL BE 18 INCHES MINIMUM IN LENGTH.
3. THREE INCH SLEEVES THAT DO NOT HAVE HOLES WILL REQUIRE THAT 7/16 INCH HOLES ARE DRILLED TO FACILITATE CONNECTIONS.
4. REFER TO CURRENT EDITION OF THE "VERMONT AGENCY OF TRANSPORTATION STANDARD SPECIFICATIONS FOR CONSTRUCTION" FOR MATERIAL REQUIREMENTS.

POST SPACING DETAILS



* POST SPACING FOR DIAMOND SHAPED SIGNS SHALL BE AS FOLLOWS: 30" SIGN - 15"~20" SPACING, 36" SIGN - 18"~24" SPACING, 48" SIGN - 24"~32" SPACING.

GENERAL NOTES:

1. ALL SQUARE TUBE STEEL POSTS AND ANCHORS SHALL BE FORMED INTO A SIZE AND SHAPE IN SUCH A MANNER THAT NEITHER FLASH NOR WELD SHALL INTERFERE WITH THE TELESCOPING PROPERTIES, NOR DAMAGE THE GALVANIZING.
2. ANCHORS MAY BE DRIVEN OR SET INTO A DUG HOLE AND BACKFILLED. IF DRIVEN, A DRIVING CAP SHALL BE USED. THE DUG HOLE INSTALLATION METHOD SHALL BE UTILIZED IN AREAS WITH POOR SOIL CONDITIONS OR AS DIRECTED BY THE ENGINEER. BACKFILL SHALL BE COMPACTED AS DIRECTED BY THE ENGINEER.
3. THE TOPS OF SIGN POSTS SHALL BE AT OR NEAR THE TOP OF SIGN. THE POST SHALL NOT EXTEND ABOVE THE TOP OF SIGN.
4. SIGN POSTS SHALL BE INSTALLED A MINIMUM OF ONE FOOT BELOW GROUND, INSIDE THE ANCHOR. THE LENGTH OF ANCHOR EXPOSED ABOVE GROUND SHALL NOT EXCEED FOUR INCHES.
5. ALL DIMENSIONS SHOWN IN INCHES.

OTHER STDS. REQUIRED: **NONE**

REVISIONS AND CORRECTIONS

JAN. 2, 2013 - ORIGINAL APPROVAL DATE

APPROVED

HIGHWAY SAFETY & DESIGN ENGINEER

DIRECTOR OF PROGRAM DEVELOPMENT

Mark D. Richter

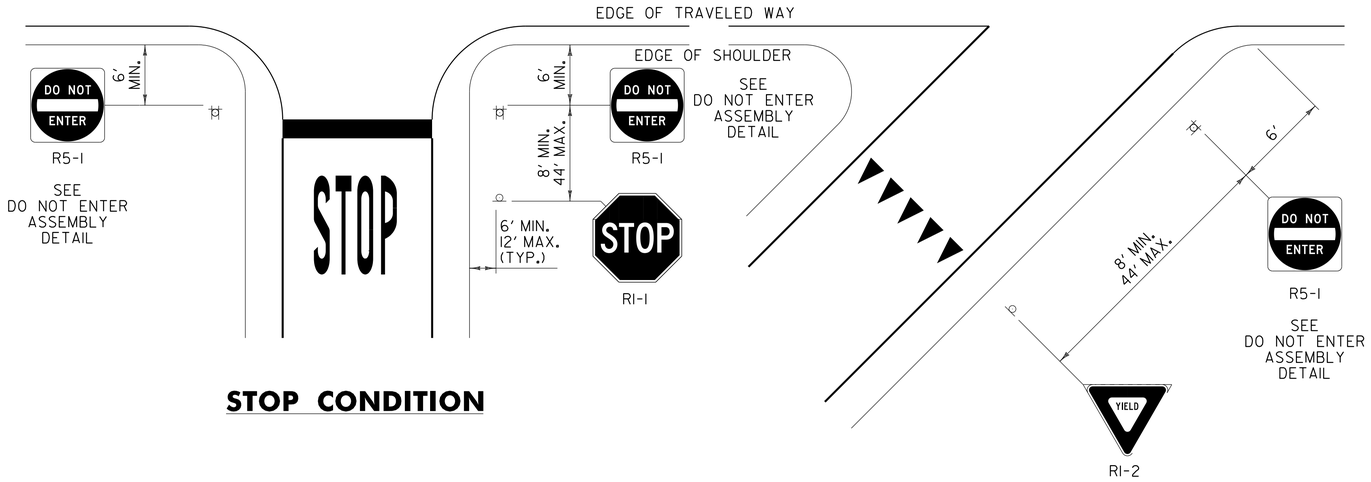
FEDERAL HIGHWAY ADMINISTRATION

SQUARE TUBE SIGN POST AND ANCHOR

VERMONT AGENCY OF TRANSPORTATION

STANDARD

T-45



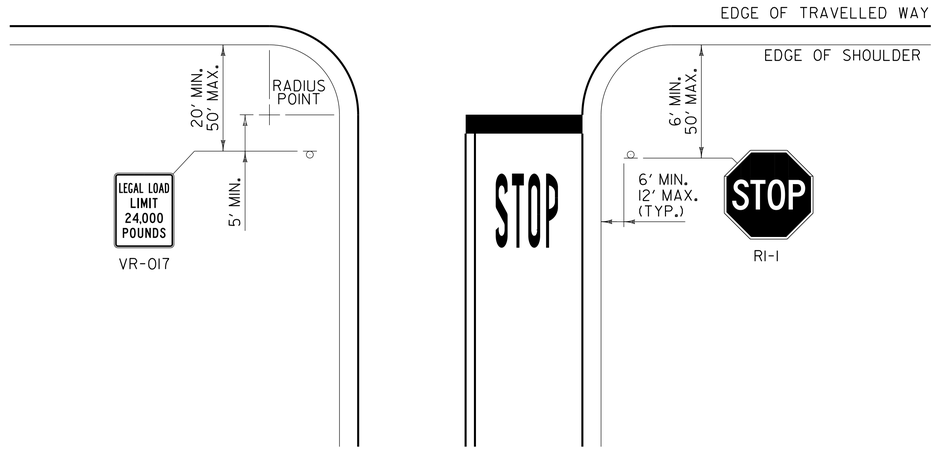
STOP CONDITION

YIELD CONDITION

EXIT RAMP SIGN LOCATION DETAILS

NOTES:

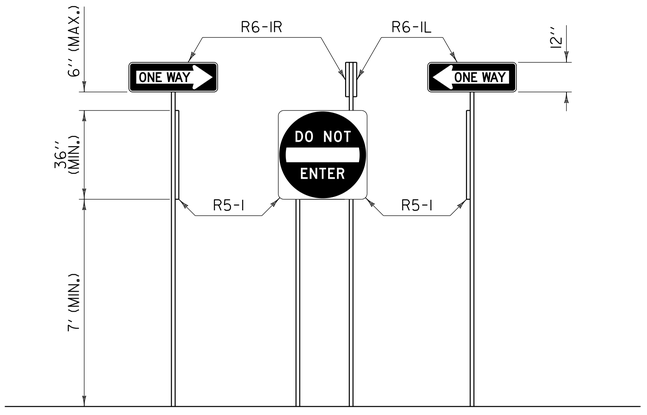
1. THE "STOP" (RI-1) SIGN SHOULD BE PLACED AS NEAR TO THE STOP BAR AS PRACTICAL. THE SIGN SHOULD BE PLACED TO MAXIMIZE VISIBILITY WITHIN THE RANGE OF OFFSETS SHOWN.
2. THE "YIELD" (RI-2) SIGN SHOULD BE PLACED AS NEAR TO THE YIELD MARKINGS AS PRACTICAL. THE SIGN SHOULD BE PLACED TO MAXIMIZE VISIBILITY WITHIN THE RANGE OF OFFSETS SHOWN.



LEGAL LOAD LIMIT AND STOP SIGNS AT INTERSECTIONS WITH TOWN HIGHWAYS

NOTES:

1. THE "STOP" (RI-1) SIGN SHOULD BE PLACED AS NEAR TO THE STOP BAR AS PRACTICAL. THE SIGN SHOULD BE PLACED TO MAXIMIZE VISIBILITY WITHIN THE RANGE OF OFFSETS SHOWN.



DO NOT ENTER ASSEMBLY

GENERAL NOTES:

1. WHEN INSTALLED, STREET NAME SIGNS SHOULD BE INSTALLED PERPENDICULAR TO APPROACHING MAINLINE TRAFFIC AND SHALL BE POSITIONED IN SUCH A WAY AS TO ENSURE THE BEST POSSIBLE VISIBILITY TO APPROACHING MAINLINE TRAFFIC FROM EACH DIRECTION. STREET NAME SIGNS MAY BE INSTALLED ABOVE SIDE ROAD STOP SIGN. IN CASES WHERE THE SIDE ROAD STOP SIGN POSITION WOULD NOT BE SUITABLE FOR A TOP-MOUNTED STREET NAME SIGN, OR OTHER SITE-SPECIFIC CONSTRAINTS, THE STREET NAME SIGN MAY BE INSTALLED INDEPENDENTLY ON EITHER CORNER OF THE INTERSECTION. THE STREET NAME SIGNS SHALL BE INSTALLED A MINIMUM OF SIX FEET FROM EDGE OF PAVEMENT ON THE MAINLINE ROUTE TO THE NEAREST EDGE OF SIGN.
2. STREET NAME SIGNS WITH A LENGTH EXCEEDING 42 INCHES SHALL BE INSTALLED ON TWO POSTS. NO MORE THAN TWO POSTS SHALL OCCUPY AN EIGHT FOOT TRAVEL PATH, UNLESS PROTECTED BY BARRIER.
3. THE "STOP" (RI-1) SIGN SHALL NOT BE MOUNTED LESS THAN FIVE FEET IN HEIGHT TO THE BOTTOM OF THE SIGN.

REV.	DATE	DESCRIPTION
0	OCT. 26, 2015	ORIGINAL APPROVAL

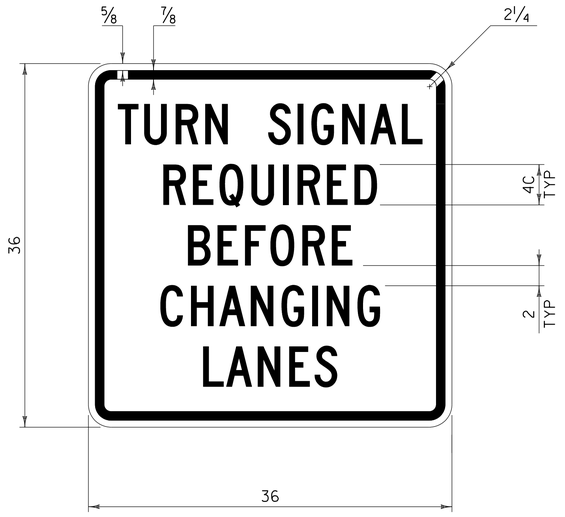
OTHER STANDARDS REQUIRED: NONE

VTRANS AND FHWA APPROVAL ON FILE WITH CONTRACT ADMINISTRATION

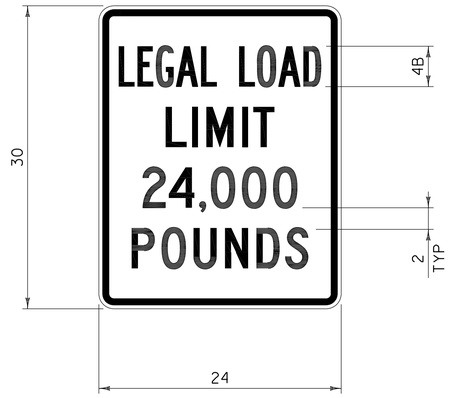
STANDARD SIGN PLACEMENT

VTrans Working To Get You There — VERMONT AGENCY OF TRANSPORTATION

STANDARD T-56



VR–002



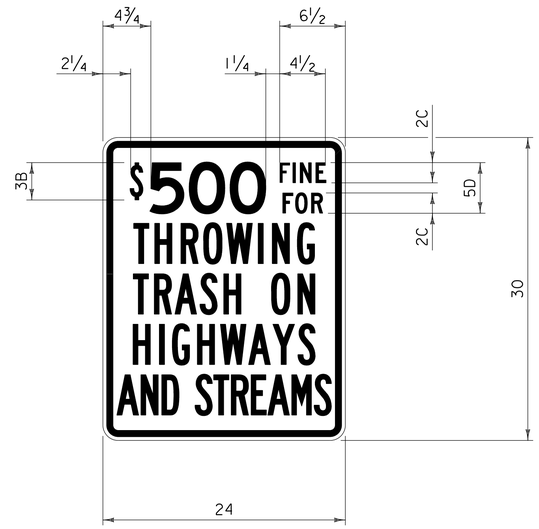
VR–017

NOTES:

1. TEXT SHALL BE 4C, UNLESS OTHERWISE NOTED.
2. "LEGAL LOAD" SHALL HAVE A SPECIFIED LENGTH OF 20 INCHES.
3. "24,000" ALTERNATE: "16,000".

VR–020

1. LEGEND AND BORDER SHALL BE RED RETROREFLECTIVE SHEETING.



VR–023b

NOTES:

1. TEXT SHALL BE 4B, UNLESS OTHERWISE NOTED.
2. SPACING SHALL BE 1 INCH, UNLESS OTHERWISE NOTED.
3. "500" SHALL HAVE A SPECIFIED LENGTH OF 11½ INCHES.
4. "AND STREAMS" SHALL HAVE A SPECIFIED LENGTH OF 21¼ INCHES.

VR–032

NOTES:

1. TEXT SHALL BE 2B, UNLESS OTHERWISE NOTED.

GENERAL NOTES:

1. ALL LEGEND SHALL BE CENTERED VERTICALLY AND HORIZONTALLY UNLESS OTHERWISE NOTED.
2. CORNERS SHALL BE ROUNDED TO 1½ INCHES, UNLESS OTHERWISE NOTED.
3. BORDERS SHALL BE ⅝ INCH, UNLESS OTHERWISE NOTED.
4. MARGINS SHALL BE ⅜ INCH, UNLESS OTHERWISE NOTED.
5. ALL DIMENSIONS IN INCHES.

REV.	DATE	DESCRIPTION
0	APR. 25, 2016	ORIGINAL APPROVAL

OTHER STANDARDS REQUIRED: T-2

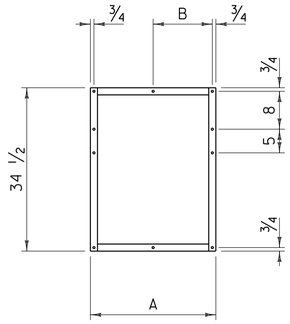
VTRANS AND FHWA APPROVAL ON FILE WITH CONTRACT ADMINISTRATION

VERMONT REGULATORY SIGN DETAILS

VTrans Working to Get You There — VERMONT AGENCY OF TRANSPORTATION

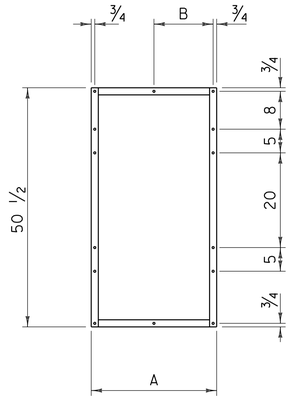
STANDARD T-70

TYPE 1



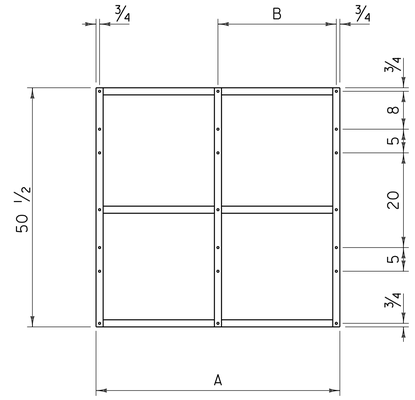
FRAME TYPE	A	B
IA	26 1/2	12 1/2
IB	29 1/2	15 1/2
IC	32 1/2	15 1/2

TYPE 2

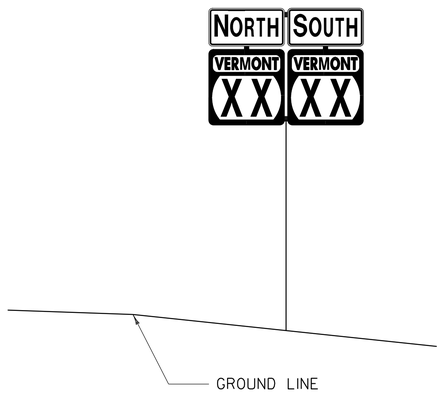


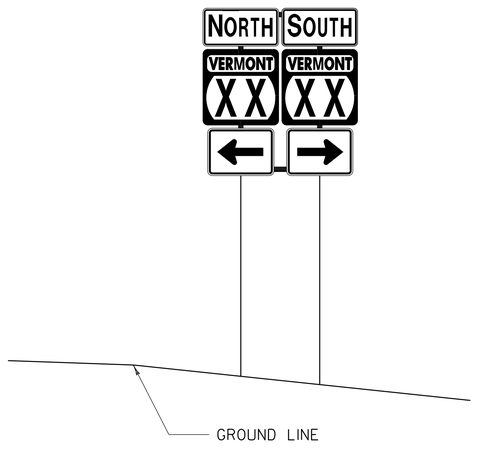
FRAME TYPE	A	B
2A	26 1/2	12 1/2
2B	29 1/2	15 1/2
2C	32 1/2	15 1/2

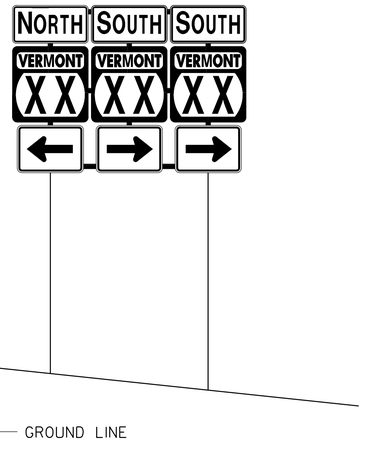
TYPE 3



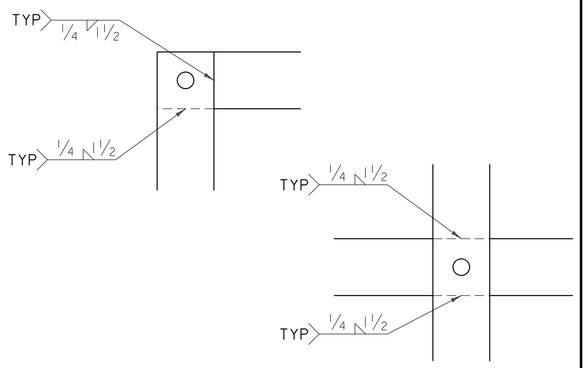
FRAME TYPE	A	B
3A	51 1/2	25
3B	54 1/2	28
3C	57 1/2	28
3D	63 1/2	31







ROUTE MARKER ASSEMBLY FRAMES



WELDING DETAILS

NOTE:

1. TWO WELDS PER CONNECTION.

GENERAL NOTES:

1. TYPE IA FRAME ASSEMBLY TO BE USED WITH TWO 24 INCH WIDE SIGN COLUMNS.
2. TYPE IB FRAME ASSEMBLY TO BE USED WITH ONE 24 INCH WIDE SIGN COLUMN AND ONE 30 INCH WIDE SIGN COLUMN.
3. TYPE IC FRAME ASSEMBLY TO BE USED WITH TWO 30 INCH WIDE SIGN COLUMNS.
4. TYPE 2A FRAME ASSEMBLY TO BE USED WITH TWO 24 INCH WIDE SIGN COLUMNS.
5. TYPE 2B FRAME ASSEMBLY TO BE USED WITH ONE 24 INCH WIDE SIGN COLUMN AND ONE 30 INCH WIDE SIGN COLUMN.
6. TYPE 2C FRAME ASSEMBLY TO BE USED WITH TWO 30 INCH WIDE SIGN COLUMNS.
7. TYPE 3A FRAME ASSEMBLY TO BE USED WITH THREE 24 INCH WIDE SIGN COLUMNS.
8. TYPE 3B FRAME ASSEMBLY TO BE USED WITH TWO 24 INCH WIDE SIGN COLUMNS AND ONE 30 INCH WIDE SIGN COLUMN, WITH THE 30 INCH SIGN COLUMN IN AN OUTSIDE POSITION.
9. TYPE 3C FRAME ASSEMBLY TO BE USED WITH ONE 24 INCH WIDE SIGN COLUMN IN THE CENTER AND TWO 30 INCH SIGN COLUMNS ON THE OUTSIDE OR ONE 30 INCH SIGN COLUMN IN THE CENTER AND TWO 24 INCH SIGN COLUMNS ON THE OUTSIDE.
10. TYPE 3D FRAME ASSEMBLY TO BE USED WITH THREE 30 INCH WIDE SIGN COLUMNS.
11. STANDARD FRAMES SHALL BE CONSTRUCTED OF 5/16 INCH X 1 1/2 INCH A-36 STEEL. THE FRAME SHALL BE PAINTED WITH ONE COAT OF PRIMER AND A SECOND COAT OF BLACK PAINT. THE PAINT SHALL BE OF THE TYPE USED ON EXTERIOR METAL SURFACES TO PREVENT METAL CORROSION.
12. ALL HOLES SHALL BE 7/16 INCH DIAMETER. POSITION OF DRILLED HOLES ON FRAMES BASED UPON MOUNTING HOLES ON SIGNS AT TWO INCHES FROM TOP AND BOTTOM EDGES, CENTERED WITHIN THE WIDTH OF THE SIGN.
13. SIGN/FRAME ASSEMBLIES SHOULD EXHIBIT A ONE INCH SPACE BETWEEN SIGN PANELS. SIGN POSTS TO ALIGN WITH SIGN FRAME VERTICALS.
14. FOR SIGN COMBINATIONS OTHER THAN ABOVE, THE FRAME DIMENSIONS AND HOLE SPACING SHALL BE MODIFIED AS NECESSARY.
15. SEE THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) SECTION 2D.29 FOR INSTALLATION SEQUENCE.
16. ALL DIMENSIONS SHOWN IN INCHES, UNLESS OTHERWISE NOTED.

REV.	DATE	DESCRIPTION
0	OCT. 26, 2015	ORIGINAL APPROVAL

OTHER STANDARDS REQUIRED: NONE

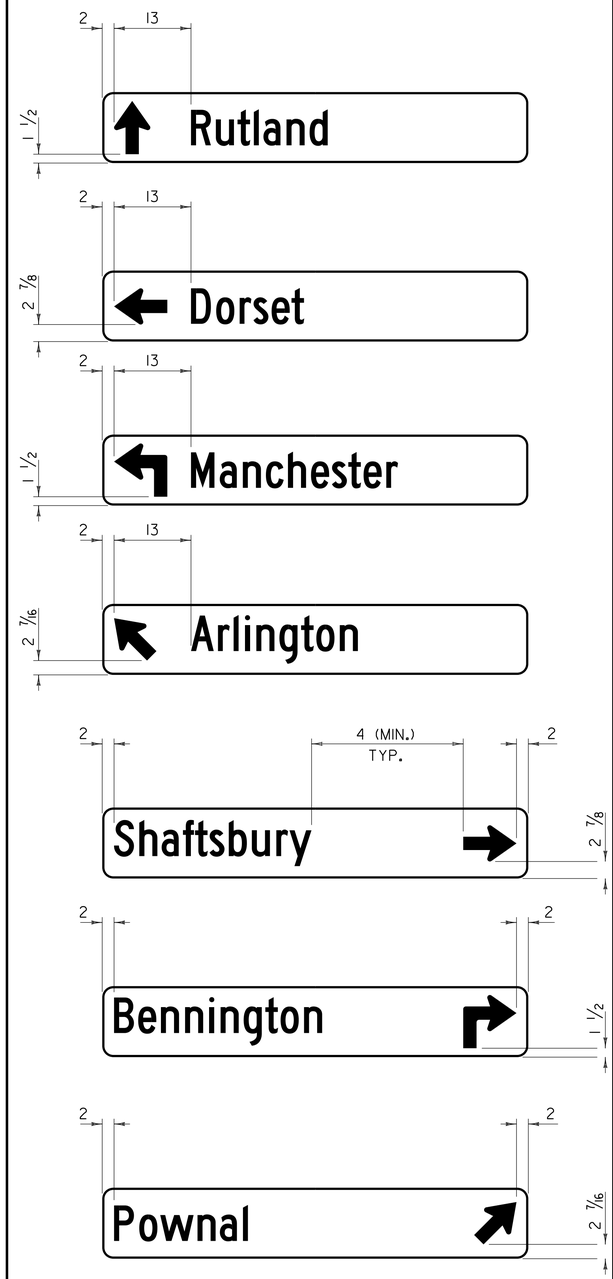
VTRANS AND FHWA APPROVAL ON FILE WITH CONTRACT ADMINISTRATION

ROUTE MARKER FRAME DETAILS

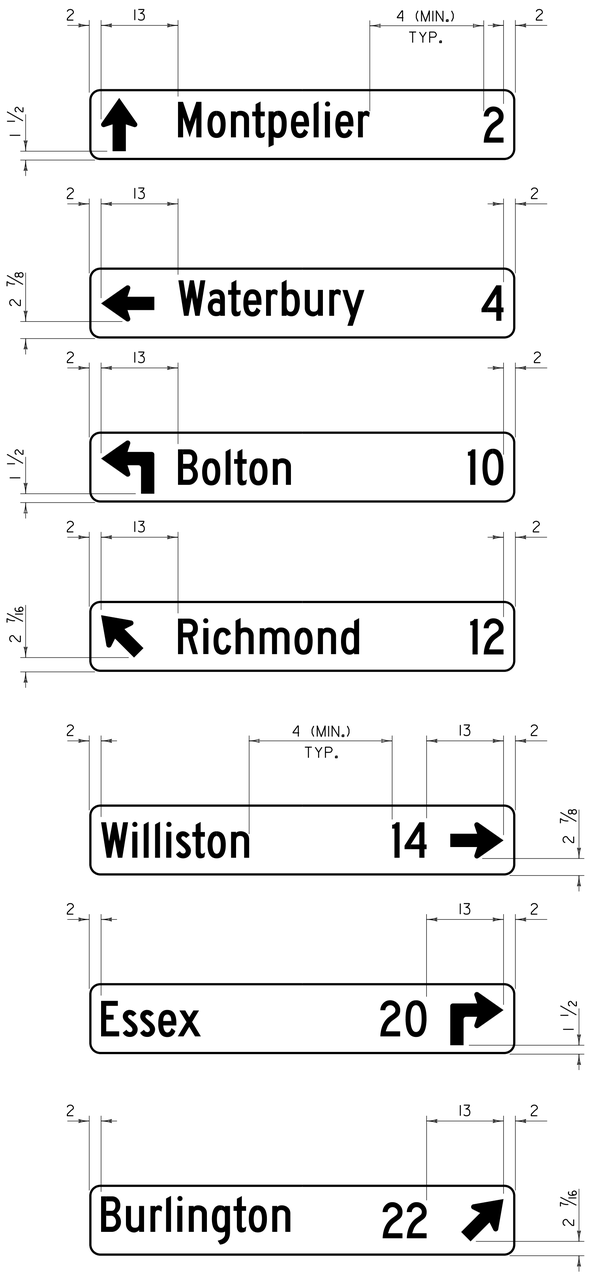
VTrans Working to Get You There
VERMONT AGENCY OF TRANSPORTATION

STANDARD
T-92

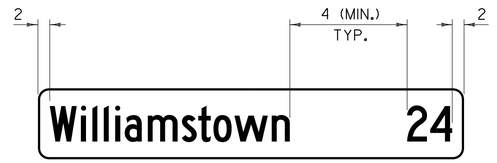
VD1-1



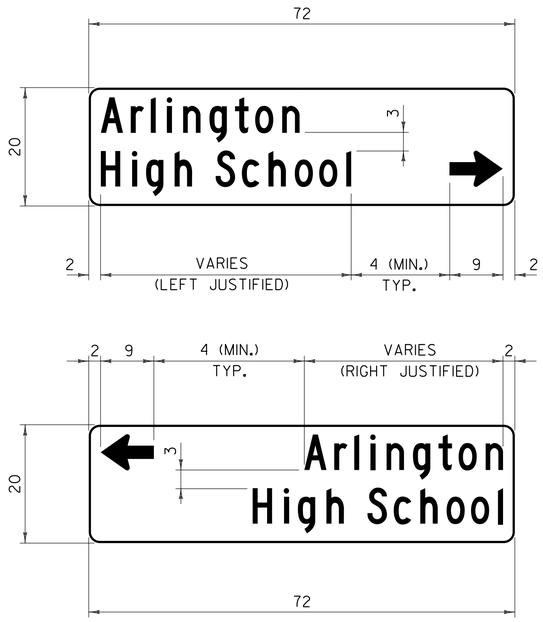
VD1-1A

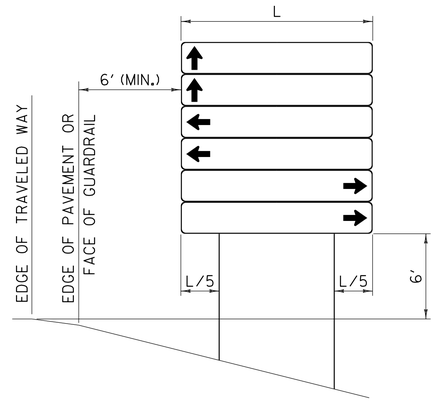


VD2-1

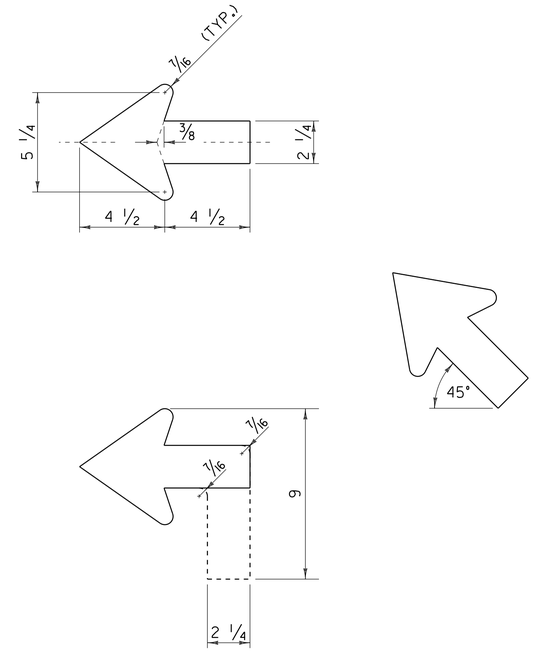


VD2-1S





INSTALLATION DETAIL



ARROW DETAILS

GENERAL NOTES:

1. SIGN SUBSTRATE MATERIAL SHALL BE ALUMINUM SHEETING 1/8 (0.125) INCH MINUMUM THICKNESS.
2. ALL SIGNS SHALL BE 72 INCHES BY 12 INCHES WITH CORNERS ROUNDED TO A 1 1/2 INCH RADIUS, UNLESS OTHERWISE NOTED.
3. SIGNS SHALL HAVE A 3/8 INCH WIDE BORDER AT THE EDGE OF THE PANEL.
4. SIGNS SHALL BE WHITE RETROREFLECTIVE LEGEND AND BORDER 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.
5. LEGEND SHALL BE CENTERED VERTICALLY.
6. LEGEND SHALL BE LOWER CASE WITH THE FIRST LETTERS CAPITALIZED.
7. DESTINATION LEGEND SIZE AND SERIES SHALL BE DESIGNED IN THIS ORDER UNTIL THE LEGEND FITS (EACH CAN BE REDUCED TO 80% SPACING): 6C; 6B; 5C; 4B. MILEAGE LEGEND SHALL BE 6C FONT.
8. SEQUENCE OF ARROWS TO BE AS SHOWN. TOP TO BOTTOM. WHEN TWO SIGNS WITH THE SAME DIRECTION ARE USED THE CLOSEST DESTINATION IN THAT DIRECTION SHALL BE ABOVE THE FURTHEST DESTINATION.
9. SIGNS SHALL BE LIMITED TO TWO PER DIRECTION PER ASSEMBLY WITH A MAXIMUM OF SIX SIGNS.
10. ALL DIMENSIONS SHOWN IN INCHES, UNLESS OTHERWISE NOTED.

REV.	DATE	DESCRIPTION
0	OCT. 26, 2015	ORIGINAL APPROVAL

OTHER STANDARDS REQUIRED: NONE

VTRANS AND FHWA APPROVAL ON FILE WITH CONTRACT ADMINISTRATION

DESTINATION SIGN DETAILS

VTrans Working to Get You There — VERMONT AGENCY OF TRANSPORTATION

STANDARD T-93