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STATE OF VERMONT AGENCY OF TRANSPORTATION



PROPOSED IMPROVEMENT

PROJECT DESCRIPTION

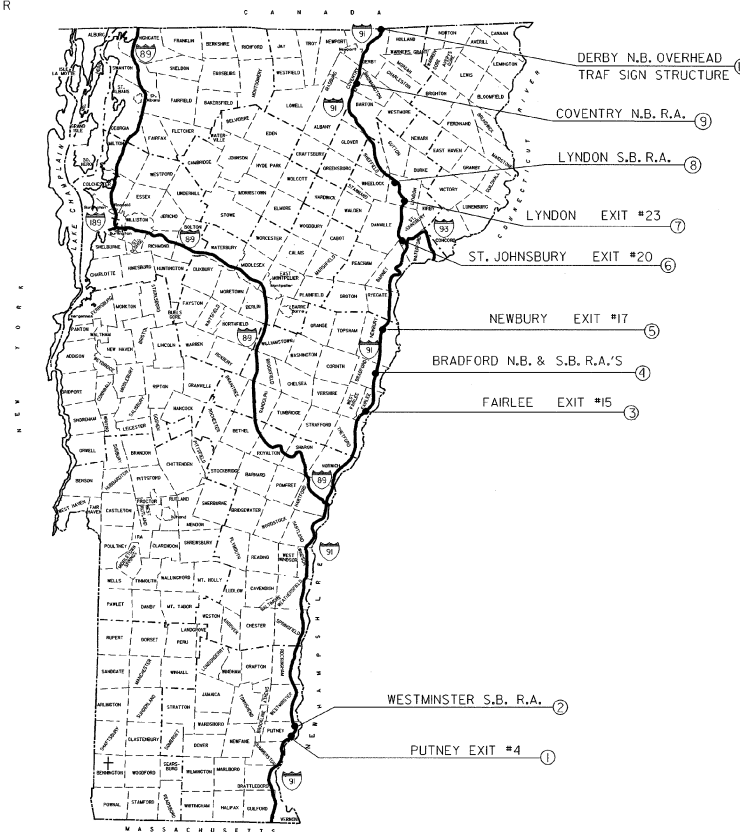
TOWN OF: PUTNEY, WESTMINSTER, FAIRLEE, BRADFORD,
NEWBURY, ST. JOHNSBURY, LYNDON
COVENTRY AND DERBY.

COUNTIES OF: WINDHAM, ORANGE, CALEDONIA, & ORLEANS

THE PROJECT CONSISTS OF THE INSTALLATION OF STREET LIGHTING
AT THE PUTNEY INTERCHANGE ON I-91 AND THE UPGRADING OF EXISTING
STREET LIGHTING AT OTHER AREAS ON I-91. REMOVE AND RESET
OVERHEAD TRAFFIC SIGN STRUCTURE IN DERBY ON I-91.

PROJECT LOCATIONS FOR CONTRACT

1. PUTNEY, INTERCHANGE #4, I-91
2. WESTMINSTER, S.B. REST AREA, I-91
3. FAIRLEE, INTERCHANGE #15, I-91
4. BRADFORD, N.B. & S.B. REST AREAS, I-91
5. NEWBURY, INTERCHANGE #17, I-91
6. ST. JOHNSBURY, INTERCHANGE #20, I-91
7. LYNDON, INTERCHANGE #23, I-91
8. LYNDON, S.B. REST AREA, I-91
9. COVENTRY, N.B. REST AREA, I-91
10. DERBY, N.B. OVERHEAD SIGN STRUCTURE, I-91



RECORD PLANS

CONTRACTOR: DOU WESTON EXCAVATING WILLISTON, VT
RESIDENT ENGINEER: REED, FRED
CONSTRUCTION BEGAN: MARCH 4, 1998
CONSTRUCTION COMPLETE: JUNE 12, 1998
RECORD PLANS BY: CADD

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

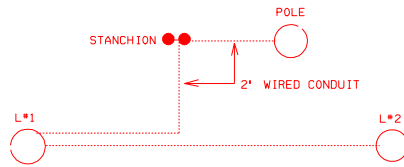
BY: Fred Reed RESIDENT ENGINEER
DATE: 12/12/98

NOTE: Any further information concerning final quantities, amounts or other
details relative to this project may be found on microfilm in Central Files.

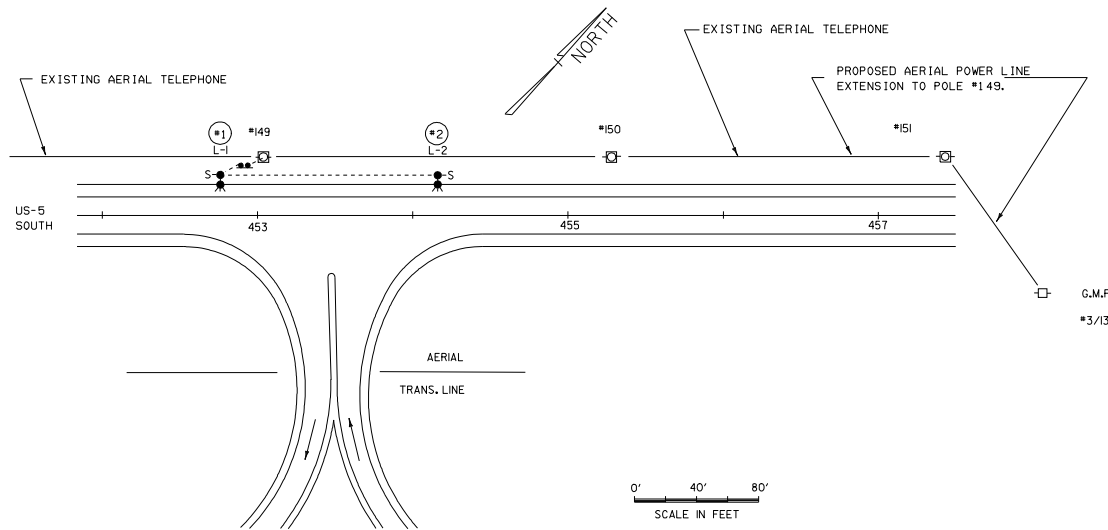
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On CADD
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THESE PLANS ARE SUBJECT TO SUCH ENGINEERING
CHANGES AS MAY BE REQUIRED BY THE FEDERAL HIGHWAY
ADMINISTRATION OR THE CHIEF ENGINEER.
CONSTRUCTION IS TO BE CARRIED ON IN ACCORDANCE
WITH THESE PLANS AND THE STANDARD SPECIFICATIONS
FOR CONSTRUCTION DATED 1990, AS APPROVED BY THE
FEDERAL HIGHWAY ADMINISTRATION ON MARCH 15, 1990
FOR USE ON THIS PROJECT, INCLUDING ALL SUBSEQUENT
REVISIONS AND SUCH REVISED SPECIFICATIONS AND
SPECIAL PROVISIONS AS ARE INCORPORATED IN THESE
PLANS.

APPROVED: <u>[Signature]</u>	DATE: <u>8/1/97</u>
DIRECTOR OF ENGINEERING	
DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	
APPROVED: <u>[Signature]</u>	DATE: <u>8/1/97</u>
DIVISION ADMINISTRATOR	
PROJECT NO. STATEWIDE IM LITE (6)	
SHEET 1 OF 37 SHEETS	



STREET LIGHTING LOCATIONS										
POLE NO.	LOCATION	OFF-SET	LENGTH OF POLE ARM	WALL THICK	BREAK-AWAY	LUMINAIRE WATTS	TYPE	MOUNT HEIGHT	CONC. BASE	REMARKS
✓ 1	452+75	+26'	26' 6'	.188	T-BASE	150 W	HPS	30'	30' X 6'	ALL NEW INSTALLATION
✓ 2	454+15	+26'	26' 6'	.188	T-BASE	150 W	HPS	30'	30' X 6'	ALL NEW INSTALLATION



- THE CONTRACTOR SHALL PERFORM THE FOLLOWING WORK AT THIS LOCATION
- PERFORM AN INSULATION TEST ON ALL CONDUCTORS EXCEPT THE GROUND CONDUCTOR (INCLUDING NEUTRAL, DISCONNECT FROM GROUND BEFORE TESTING), PERFORM A RESISTANCE TO GROUND TEST AT SPECIFIED GROUNDS, SEE VERMONT STANDARD SPECIFICATIONS 679.08. FURNISH THE RESIDENT ENGINEER THE READINGS OBTAINED FROM THE ABOVE TESTS. SEE SHEET #12 FOR ADDITIONAL INFORMATION ON INSULATION TEST.
 - INSTALL TWO NEW CONCRETE LIGHT POLE BASES WITH STAINLESS STEEL ANCHOR BOLTS, NUTS AND WASHERS (FLAT AND LOCK), TWO ALUMINUM POLES, LUMINAIRE ARMS, LUMINAIRES, BREAKAWAY FEATURES, (TRANSFORMER BASES), WIRING, WATERPROOF DISCONNECT KITS AND CONDUIT SWEEPS. (SEE SHEET #12).
 - CONCRETE BASE ELEVATION TO BE EQUAL TO EDGE OF SHOULDER ELEVATION. SEE TYPICAL BREAKAWAY INSTALLATION DETAIL ON SHEET 12
 - INSTALL METAL TAGS TO THE LIGHT POLES WITH THE INFORMATION AS NOTED AND DETAILED ON THE PLANS (SEE SHEET 12).
 - INSTALL (OR PROVIDE TO GMP) POLE RISER CONDUIT, WEATHERHEAD OR CONDULATOR AND ALL NECESSARY WIRING AND HARDWARE ON POLE #149.
 - INSTALL STANCHION WITH DISCONNECT ONLY (NO METER).

- FLASHING BEACON (MOD 2) ✓
- STANCHION NEAR GMP #149
- ELECTRICAL CONDUIT (2" PVC) ✓
- SWEEP AT POLE #1
- SWEEP AT POLE #2
- WIRED CONDUIT (2" PVC, WIRING AS REQUIRED BY POWER COMPANY) ✓
- GMP #149 TO STANCHION
- WIRED CONDUIT (2" PVC, WITH 3-#8 COPPER AND 1-#6 COPPER GROUND) ✓
- STANCHION TO POLE #1
- POLE #1 TO POLE #2

POWER SOURCE NOTE

GREEN MOUNTAIN POWER CORP. TO PROVIDE A 120 / 240 VOLT, SINGLE PHASE UNMETERED POWER SUPPLY AT POLE #149.

THE CONTACT PERSON FOR GREEN MOUNTAIN POWER CORP. IN BELLOWS FALLS IS DAVID COMSTOCK, FIELD SERVICES ASSOCIATE, PHONE (802) 463-3120.

MONTHLY CHARGES FOR THE STREET LIGHTS SHALL BE BILLED TO THE, DISTRICT TRANSPORTATION ADMINISTRATOR, ALLAN REMICK, PO BOX 8236, NORTH BRATTLEBORO, VT. 05304.

LEGEND	
	NEW LIGHT POLE W/ NEW LUMINAIRE
	EXIST. UTILITY POLE
	EXIST. UTILITY POLE, COMBINATION
	EXIST. TELEPHONE POLE
	NEW UNDERGROUND CIRCUITRY
	SWEEP WITH PLUG
	NEW STANCHION

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SITE 1
PUTNEY, EXIT #4, I-91

PREPARED BY EGF/EPJ DATE 9-94
 MODIFIED BY EGF/EPJ DATE 4/97
 DESIGN SUPERVISOR ABK DATE _____
 PROJ. _____

STATEWIDE IM LITE (6)
 TRAFFIC SHEET NO. _____ OF _____
 SHEET 3 OF 37 SHEETS

1/101/94/250/10250.dwg/102501
 10/10/94-01-000

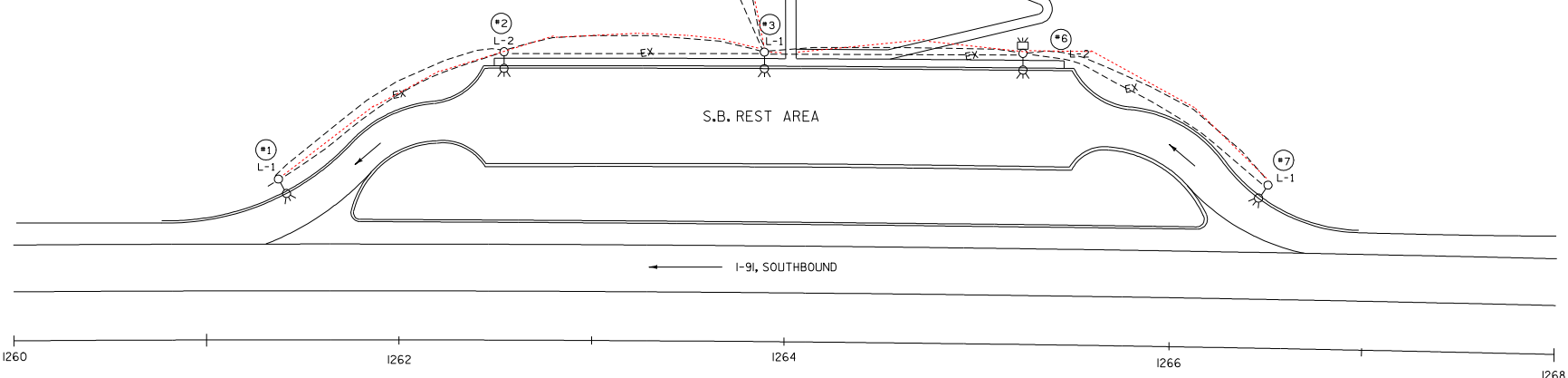
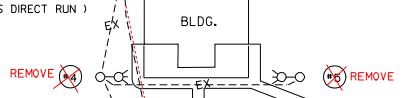
WIRED CONDUIT (MOD) (2" PVC, WITH
3- #8 COPPER AND 1- #6 COPPER GROUND)

STANCHION TO POLE #3
POLE #3 TO POLE #2
POLE #2 TO POLE #1
POLE #3 TO POLE #6
POLE #6 TO POLE #7

STREET LIGHTING LOCATIONS													
POLE NO.	INSTALL NEW T-BASE	LIGHT POLE TAG	HAND HOLE COVER	NEW LAMP REQ'D	REMOVE/RESET POLE	ELECT WIRING	NEW LUMINAIRE REQ'D	REMOVE POLE & BASE	EXIST. BREAK-AWAY	EXIST. LUMINAIRE WATTS TYPE	EXIST. MOUNT HEIGHT	NEW CONC. BASE	REMARKS
	679.23	679.21 MOD 3	679.21 MOD 2	679.50 MOD	679.25	678.24	679.50	679.25 MOD				679.21 MOD 1	
1				X		X	X		NONE	150 W. HPS	30		TRAFFIC COUNTER STAND & LOOP LOCATED NEARBY IF DAMAGED, CONTRACTOR TO REPAIR AT HIS EXPENSE
2				X		X	X		NONE	250 W. HPS	30		
3			X	X		X	X		NONE	250 W. HPS	30	X	
4								X	NONE	150 W. HPS	30		
5								X	NONE	150 W. HPS	30		
6				X		X	X		NONE	250 W. HPS	30		REMOVE POLE TOP LUMINAIRE, COST SUBSIDIARY TO OTHER ITEMS.
7				X		X	X		NONE	150 W. HPS	30		

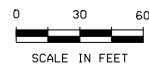
BUILDING HAS BEEN REMOVED

INSTALL SWEEP
(IF FOUNDATION OF BUILDING PREVENTS DIRECT RUN)



LEGEND

- EXIST. LIGHT POLE AND LUMINAIRE
- EXIST. PULL BOX
- EXIST. UNDERGROUND CIRCUITRY
- NEW CIRCUITRY
- EXISTING STANCHION
- POLE TOP LUMINAIRE



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ON CADD**

SITE 2
WESTMINSTER, SB REST AREA, I-91

PREPARED BY RPD DATE 3-94
 MODIFIED BY EGE/EPJ DATE 4/97
 DESIGN SUPERVISOR ABK DATE
 PROJ.

STATEWIDE IM LITE (6)

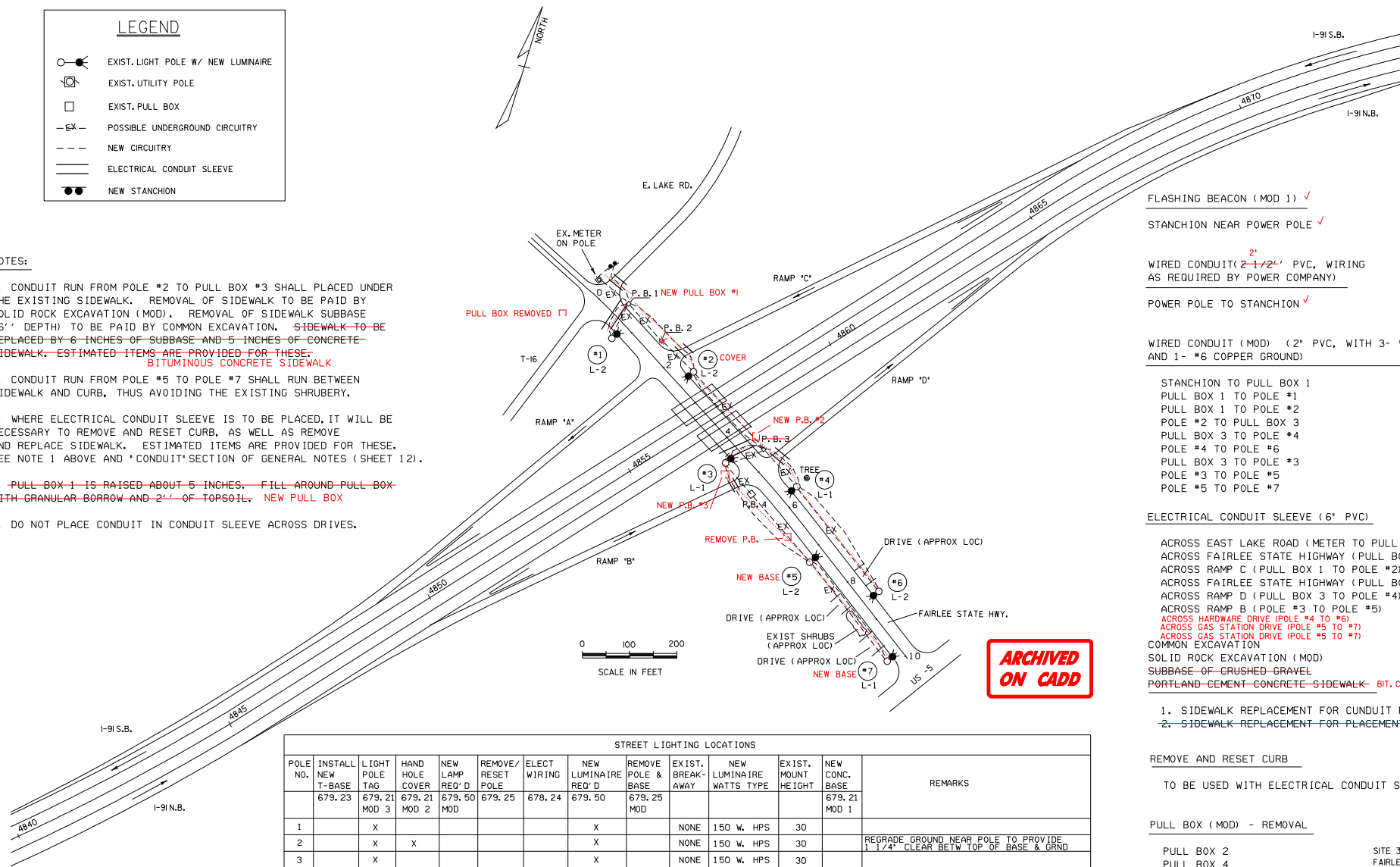
TRAFFIC SHEET NO. OF
 SHEET 4 OF 37 SHEETS

7/11/74/235/1/1330.00/1/1235/4
R.1715-10-41-000

LEGEND	
	EXIST. LIGHT POLE W/ NEW LUMINAIRE
	EXIST. UTILITY POLE
	EXIST. PULL BOX
	POSSIBLE UNDERGROUND CIRCUITRY
	NEW CIRCUITRY
	ELECTRICAL CONDUIT SLEEVE
	NEW STANCHION

NOTES:

- CONDUIT RUN FROM POLE #2 TO PULL BOX #3 SHALL BE PLACED UNDER THE EXISTING SIDEWALK. REMOVAL OF SIDEWALK TO BE PAID BY SOLID ROCK EXCAVATION (MOD). REMOVAL OF SIDEWALK SUBBASE (6' DEPTH) TO BE PAID BY COMMON EXCAVATION. SIDEWALK TO BE REPLACED BY 6-INCHES OF SUBBASE AND 5-INCHES OF CONCRETE SIDEWALK. ESTIMATED ITEMS ARE PROVIDED FOR THESE. BITUMINOUS CONCRETE SIDEWALK
- CONDUIT RUN FROM POLE #5 TO POLE #7 SHALL RUN BETWEEN SIDEWALK AND CURB, THUS AVOIDING THE EXISTING SHRUBERY.
- WHERE ELECTRICAL CONDUIT SLEEVE IS TO BE PLACED, IT WILL BE NECESSARY TO REMOVE AND RESET CURB, AS WELL AS REMOVE AND REPLACE SIDEWALK. ESTIMATED ITEMS ARE PROVIDED FOR THESE. SEE NOTE 1 ABOVE AND 'CONDUIT' SECTION OF GENERAL NOTES (SHEET 12).
- PULL BOX #1 IS RAISED ABOUT 5 INCHES. FILL AROUND PULL BOX WITH GRANULAR BORROW AND 2" OF TOPSOIL. NEW PULL BOX
- DO NOT PLACE CONDUIT IN CONDUIT SLEEVE ACROSS DRIVES.



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STREET LIGHTING LOCATIONS													
POLE NO.	INSTALL NEW T-BASE	LIGHT POLE TAG	HAND HOLE COVER	NEW LAMP REQ'D	REMOVE/RESET POLE	ELECT WIRING	NEW LUMINAIRE REQ'D	REMOVE POLE & BASE	EXIST. BREAK-AWAY	NEW LUMINAIRE WATTS TYPE	EXIST. MOUNT HEIGHT	NEW CONC. BASE	REMARKS
	679.23	679.21 MOD 3	679.21 MOD 2	679.50 MOD	679.25	678.24	679.50	679.25 MOD				679.21 MOD 1	
1		X					X		NONE	150 W. HPS	30		
2		X	X				X		NONE	150 W. HPS	30		REGRADE GROUND NEAR POLE TO PROVIDE 1 1/4" CLEAR BETW TOP OF BASE & GRND
3		X					X		NONE	150 W. HPS	30		
4		X					X		NONE	150 W. HPS	30		FENCE AND MAILBOX LOCATED NEARBY. CONTRACTOR TO REPAIR ANY DAMAGE AT OWN EXP.
5		X			X	X	X		NONE	150 W. HPS	30	X	NEW BASE ELEV. TO BE APPROX. 4" HIGHER THAN EXISTING
6		X					X		NONE	150 W. HPS	30		
7		X			X	X	X		NONE	150 W. HPS	30	X	NEW BASE ELEV. TO BE APPROX. 10" HIGHER THAN EXISTING

- FLASHING BEACON (MOD 1) ✓
- STANCHION NEAR POWER POLE ✓
- WIRED CONDUIT (2-1/2" PVC, WIRING AS REQUIRED BY POWER COMPANY)
- POWER POLE TO STANCHION ✓
- WIRED CONDUIT (MOD) (2" PVC, WITH 3- #8 COPPER AND 1- #6 COPPER GROUND)
- STANCHION TO PULL BOX 1
- PULL BOX 1 TO POLE #1
- PULL BOX 1 TO POLE #2
- POLE #2 TO PULL BOX 3
- PULL BOX 3 TO POLE #4
- POLE #4 TO POLE #6
- PULL BOX 3 TO POLE #3
- POLE #3 TO POLE #5
- POLE #5 TO POLE #7

- ELECTRICAL CONDUIT SLEEVE (6" PVC)
- ACROSS EAST LAKE ROAD (METER TO PULL BOX 1)
 - ACROSS FAIRLEE STATE HIGHWAY (PULL BOX 1 TO POLE #1)
 - ACROSS RAMP C (PULL BOX 1 TO POLE #2)
 - ACROSS FAIRLEE STATE HIGHWAY (PULL BOX 3 TO POLE #3)
 - ACROSS RAMP D (PULL BOX 3 TO POLE #4)
 - ACROSS RAMP B (POLE #3 TO POLE #5)
 - ACROSS HARDWARE DRIVE (POLE #4 TO #6)
 - ACROSS GAS STATION DRIVE (POLE #5 TO #7)
 - ACROSS GAS STATION DRIVE (POLE #5 TO #7)
 - COMMON EXCAVATION
 - SOLID ROCK EXCAVATION (MOD)
 - SUBBASE OF CRUSHED GRAVEL
 - PORTLAND CEMENT CONCRETE SIDEWALK - BIT. CONC. SIDEWALK

- SIDEWALK REPLACEMENT FOR CONDUIT RUN NEAR ABUTMENT
- SIDEWALK REPLACEMENT FOR PLACEMENT OF SLEEVES

REMOVE AND RESET CURB
TO BE USED WITH ELECTRICAL CONDUIT SLEEVE, AS REQD

- PULL BOX (MOD) - REMOVAL
- PULL BOX 2
 - PULL BOX 4
 - PULL BOX #1
 - PULL BOX #3
 - PULL BOX 0+000 RT
 - PULL BOX 6+75 RT

SITE 3
FAIRLEE, EXIT #15, I-91

PREPARED BY R.P.D. DATE 9-94
MODIFIED BY EGF/EGJ DATE 4/97
DESIGN SUPERVISOR ABK DATE
PROJ.

STATEWIDE IM LITE (6)

TRAFFIC SHEET NO. OF
SHEET 5 OF 37 SHEETS

FLASHING BEACON (MOD 1)

STANCHION NEAR POWER POLE

WIRED CONDUIT (2 1/2" PVC, WIRING AS REQUIRED BY POWER COMPANY)

POWER SOURCE (SOUTH) TO NEW STANCHION (SOUTH)

WIRED CONDUIT (MOD) (2" PVC, WITH 3- #8 COPPER AND 1- #6 COPPER GROUND)

NEW STANCHION (SOUTH) TO PULL BOX #1
 PULL BOX #1 TO POLE #9
 STANCHION PULL BOX #1 TO POLE #8
 POLE #8 TO POLE #7
 POLE #9 TO POLE #7 TO POLE #10
 POLE #7 TO POLE #6
 STANCHION (NORTH) TO POLE #2
 STANCHION POLE #2 TO POLE #1 PB #1
 PB #1 TO POLE #2 TO POLE #4
 POLE #2 TO POLE #3
 POLE #3 TO POLE #5 PB
 PB #1 TO POLE #1
 POLE #2 TO POLE #5
 S. B. I-91

ELECTRICAL CONDUIT SLEEVE (6" PVC)

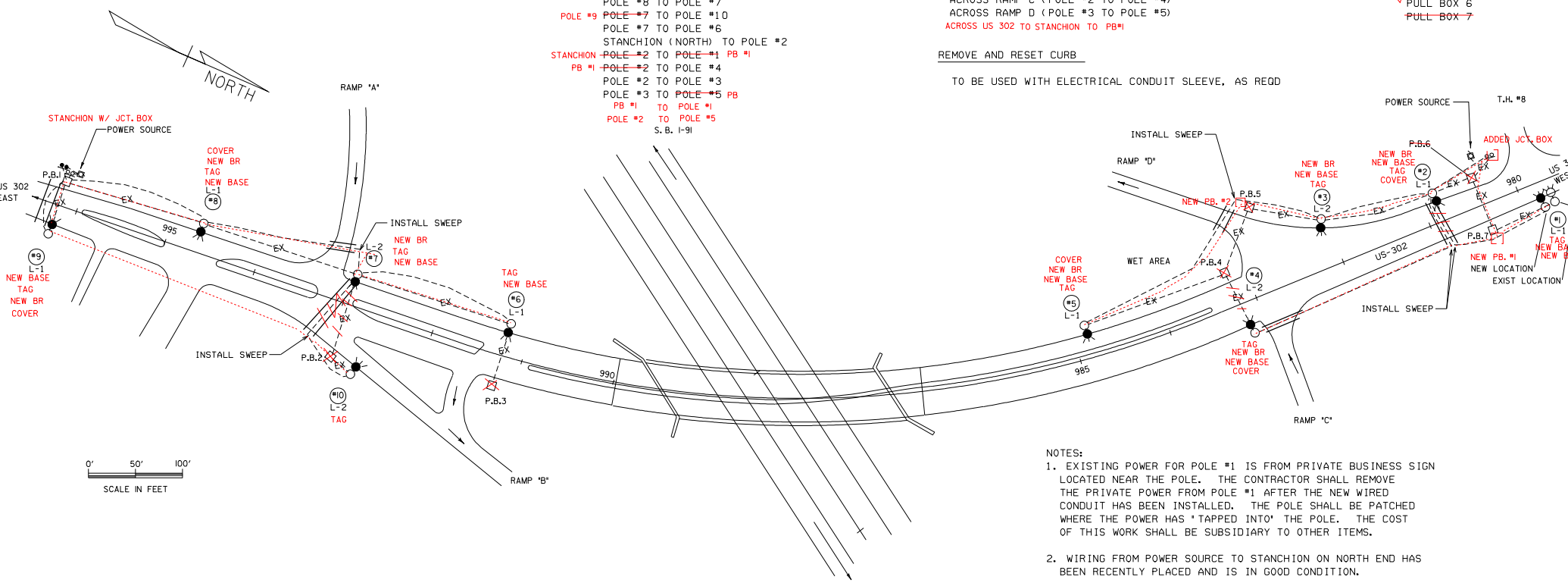
STANCHION
 ACROSS US 302 (PULL BOX #1 TO POLE #9)
 ACROSS RAMP A (POLE #8 TO POLE #7)
 ACROSS US 302 (POLE #7 TO POLE #10)
 ACROSS US 302 (POLE #2 TO POLE #1 AND POLE #2 TO POLE #4)
 ACROSS RAMP C (POLE #2 TO POLE #4)
 ACROSS RAMP D (POLE #3 TO POLE #5)
 ACROSS US 302 TO STANCHION TO PB #1

PULL BOX (MOD) - REMOVAL

- ~~PULL BOX 2~~
- ✓ PULL BOX 3
- ✓ PULL BOX 4
- ✓ PULL BOX 5
- ✓ PULL BOX 6
- ~~PULL BOX 7~~

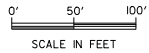
REMOVE AND RESET CURB

TO BE USED WITH ELECTRICAL CONDUIT SLEEVE, AS REQD



NOTES:

1. EXISTING POWER FOR POLE #1 IS FROM PRIVATE BUSINESS SIGN LOCATED NEAR THE POLE. THE CONTRACTOR SHALL REMOVE THE PRIVATE POWER FROM POLE #1 AFTER THE NEW WIRED CONDUIT HAS BEEN INSTALLED. THE POLE SHALL BE PATCHED WHERE THE POWER HAS 'TAPPED INTO' THE POLE. THE COST OF THIS WORK SHALL BE SUBSIDIARY TO OTHER ITEMS.
2. WIRING FROM POWER SOURCE TO STANCHION ON NORTH END HAS BEEN RECENTLY PLACED AND IS IN GOOD CONDITION.
3. ROUTING OF CONDUIT SHOULD AVOID THE WET AREA, NEAR POLE #5, IF POSSIBLE.



STREET LIGHTING LOCATIONS

POLE NO.	INSTALL NEW T-BASE	LIGHT POLE TAG	HAND HOLE COVER	NEW LAMP REG'D	REMOVE/RESET POLE	ELECT WIRING	NEW LUMINAIRE REG'D	REMOVE POLE & BASE	EXIST. BREAK-AWAY	NEW LUMINAIRE WATTS TYPE	EXIST. MOUNT HEIGHT	NEW CONC. BASE	REMARKS	
	679. 23	679. 21 MOD 3	679. 21 MOD 2	679. 50 MOD	679. 25	678. 24	679. 50	679. 25 MOD				679. 21 MOD 1		
1	X✓	X✓			X✓	X✓	X✓			COUP	150 W. HPS	30	X✓	NEW BASE TO BE POURED 15 FT SOUTH (EAST) OF EXISTING.
2	X✓	X✓	X✓		X✓	X✓	X✓			NONE	150 W. HPS	30	X✓	NEW BASE ELEV. TO BE APPROX. 10" HIGHER THAN EXISTING.
3	X✓	X✓			X✓	X✓	X✓			NONE	150 W. HPS	30	X✓	NEW BASE ELEV. TO BE APPROX. 8" HIGHER THAN EXISTING.
4	X✓	X✓	X✓		X✓	X✓	X✓			NONE	150 W. HPS	30	X✓	NEW BASE ELEV. TO BE APPROX. 9" HIGHER THAN EXISTING.
5	X✓	X✓	X✓		X✓	X✓	X✓			NONE	150 W. HPS	30	X✓	NEW BASE ELEV. TO BE APPROX. 6" HIGHER THAN EXISTING.
6		X✓			X✓	X✓	X✓			NONE	150 W. HPS	30	X✓	NEW BASE ELEV. TO BE APPROX. 5" HIGHER THAN EXISTING.
7	X✓	X✓			X✓	X✓	X✓			NONE	150 W. HPS	30	X✓	NEW BASE ELEV. TO BE APPROX. 5" HIGHER THAN EXISTING.
8	X✓	X✓	X✓		X✓	X✓	X✓			NONE	150 W. HPS	30	X✓	NEW BASE ELEV. TO BE APPROX. 6" HIGHER THAN EXISTING.
9	X✓	X✓	X✓		X✓	X✓	X✓			NONE	150 W. HPS	30	X✓	NEW BASE ELEV. TO BE APPROX. 6" HIGHER THAN EXISTING.
10		X✓			X	X	X✓			T-BASE	150 W. HPS	30	X	

LEGEND

- EXIST. LIGHT POLE AND LUMINAIRE
- EXIST. LIGHT POLE W/ NEW LUMINAIRE
- EXIST. PULL BOX
- EX- EXIST. UNDERGROUND CIRCUITRY
- - - NEW CIRCUITRY
- EXIST. STANCHION
- NEW STANCHION
- EXIST. UTILITY POLE
- ELECTRICAL CONDUIT SLEEVE

ARCHIVED ON CADD

SITE 5
 NEWBURY (WELLS RIVER), EXIT #17, I-91

PREPARED BY R.P.D. DATE 9-94
 MODIFIED BY EGF/FGJ DATE 4/97
 DESIGN SUPERVISOR ABK DATE
 PROJ.

STATEWIDE IM LITE (6)
 TRAFFIC SHEET NO. 7 OF 37 SHEETS

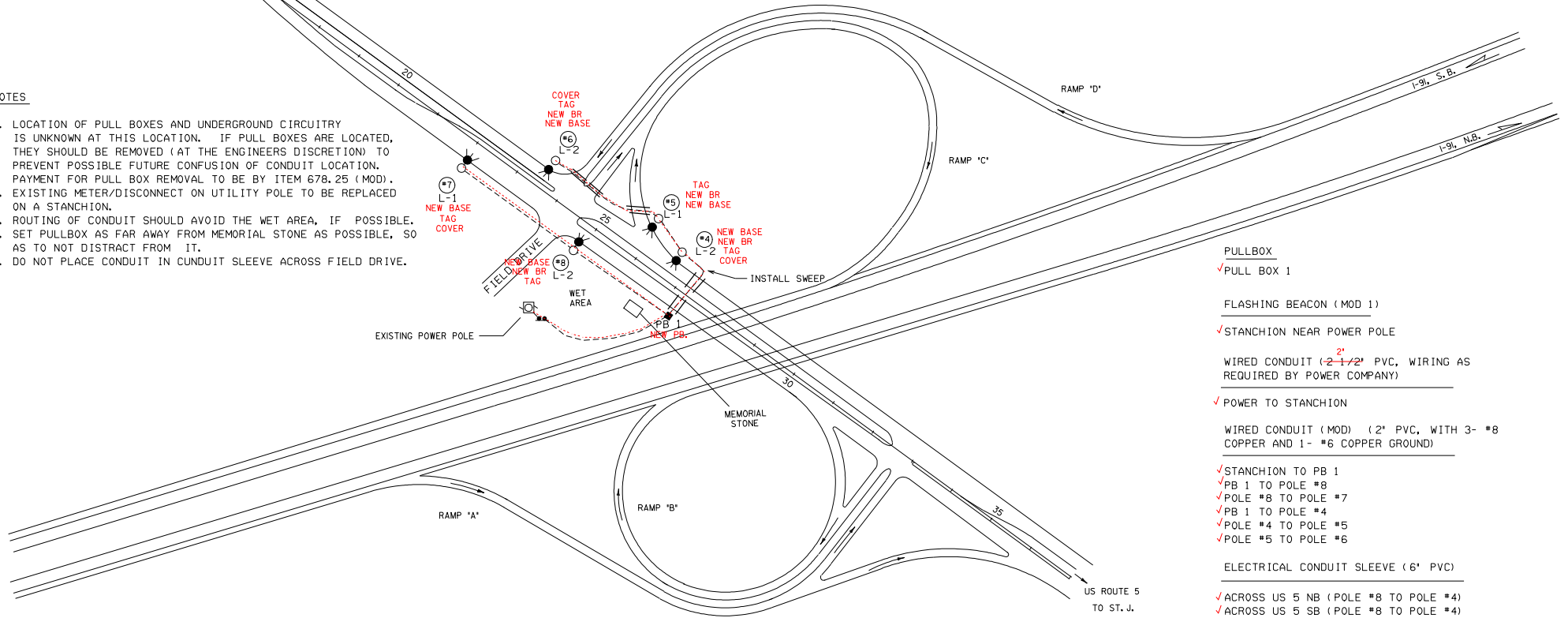
11/01/94280/14280-00/14280/1
 KUT10-91-00

US RTE..5 SOUTH

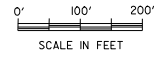


NOTES

1. LOCATION OF PULL BOXES AND UNDERGROUND CIRCUITRY IS UNKNOWN AT THIS LOCATION. IF PULL BOXES ARE LOCATED, THEY SHOULD BE REMOVED (AT THE ENGINEERS DISCRETION) TO PREVENT POSSIBLE FUTURE CONFUSION OF CONDUIT LOCATION. PAYMENT FOR PULL BOX REMOVAL TO BE BY ITEM 678.25 (MOD).
2. EXISTING METER/DISCONNECT ON UTILITY POLE TO BE REPLACED ON A STANCHION.
3. ROUTING OF CONDUIT SHOULD AVOID THE WET AREA, IF POSSIBLE.
4. SET PULLBOX AS FAR AWAY FROM MEMORIAL STONE AS POSSIBLE, SO AS TO NOT DISTRACT FROM IT.
5. DO NOT PLACE CONDUIT IN CONDUIT SLEEVE ACROSS FIELD DRIVE.



- PULLBOX**
- ✓ PULL BOX 1
- FLASHING BEACON (MOD 1)**
- ✓ STANCHION NEAR POWER POLE
- WIRED CONDUIT (2-1/2" PVC, WIRING AS REQUIRED BY POWER COMPANY)**
- ✓ POWER TO STANCHION
- WIRED CONDUIT (MOD) (2" PVC, WITH 3- #8 COPPER AND 1- #6 COPPER GROUND)**
- ✓ STANCHION TO PB 1
 - ✓ PB 1 TO POLE #8
 - ✓ POLE #8 TO POLE #7
 - ✓ PB 1 TO POLE #4
 - ✓ POLE #4 TO POLE #5
 - ✓ POLE #5 TO POLE #6
- ELECTRICAL CONDUIT SLEEVE (6" PVC)**
- ✓ ACROSS US 5 NB (POLE #8 TO POLE #4)
 - ✓ ACROSS US 5 SB (POLE #8 TO POLE #4)
 - ✓ ACROSS RAMP C (POLE #5 TO POLE #6) [2 LOCATIONS]
 - ✓ ACROSS RAMP D (POLE #5 TO POLE #6)
- REMOVE AND RESET CURB**
- TO BE USED WITH ELECTRICAL CONDUIT SLEEVE, AS REQD



STREET LIGHTING LOCATIONS											REMARKS		
POLE NO.	INSTALL NEW T-BASE	LIGHT POLE TAG	HAND HOLE COVER	NEW LAMP REQ'D	REMOVE/ RESET POLE	ELECT WIRING	NEW LUMINAIRE REQ'D	REMOVE POLE & BASE	EXIST. BREAK-AWAY	NEW LUMINAIRE WATTS TYPE		EXIST. MOUNT HEIGHT	NEW CONC. BASE
	679.23	679.21 MOD 3	679.21 MOD 2	679.50 MOD	679.25	678.24	679.50	679.25 MOD				679.21 MOD 1	
4	X ✓	X ✓	X ✓		X ✓	X ✓	X ✓		COUP	150 W. HPS	40	X ✓	NEW BASE ELEVATION TO BE APPROX. 1 1/2" HIGHER THAN EXISTING
5	X ✓	X ✓			X ✓	X ✓	X ✓		COUP	150 W. HPS	40		REGRADE GROUND NEAR POLE TO PROVIDE 1 1/4 INCH CLEARANCE BETWEEN TOP OF BASE AND GROUND LEVEL
6	X ✓	X ✓	X ✓		X ✓	X ✓	X ✓		COUP	150 W. HPS	40	X ✓	NEW BASE ELEVATION TO BE APPROX. 6" HIGHER THAN EXISTING
7		X ✓	X ✓		X ✓	X ✓	X ✓		COUP	150 W. HPS	40	X ✓	REMOVE COUPLING. SET POLE DIRECTLY ON NEW BASE WITH NO BREAKAWAY FEATURE
8	X ✓	X ✓			X ✓	X ✓	X ✓		COUP	150 W. HPS	40	X ✓	NEW BASE ELEVATION TO BE APPROX. 8" HIGHER THAN EXISTING

LEGEND

- EXIST. LIGHT POLE W/ NEW LUMINAIRE
- EXIST. UTILITY POLE
- NEW CIRCUITRY
- NEW STANCHION
- ELECTRICAL CONDUIT SLEEVE
- NEW PULLBOX

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ST. JOHNSBURY- SOUTH, EXIT #20, I- 91

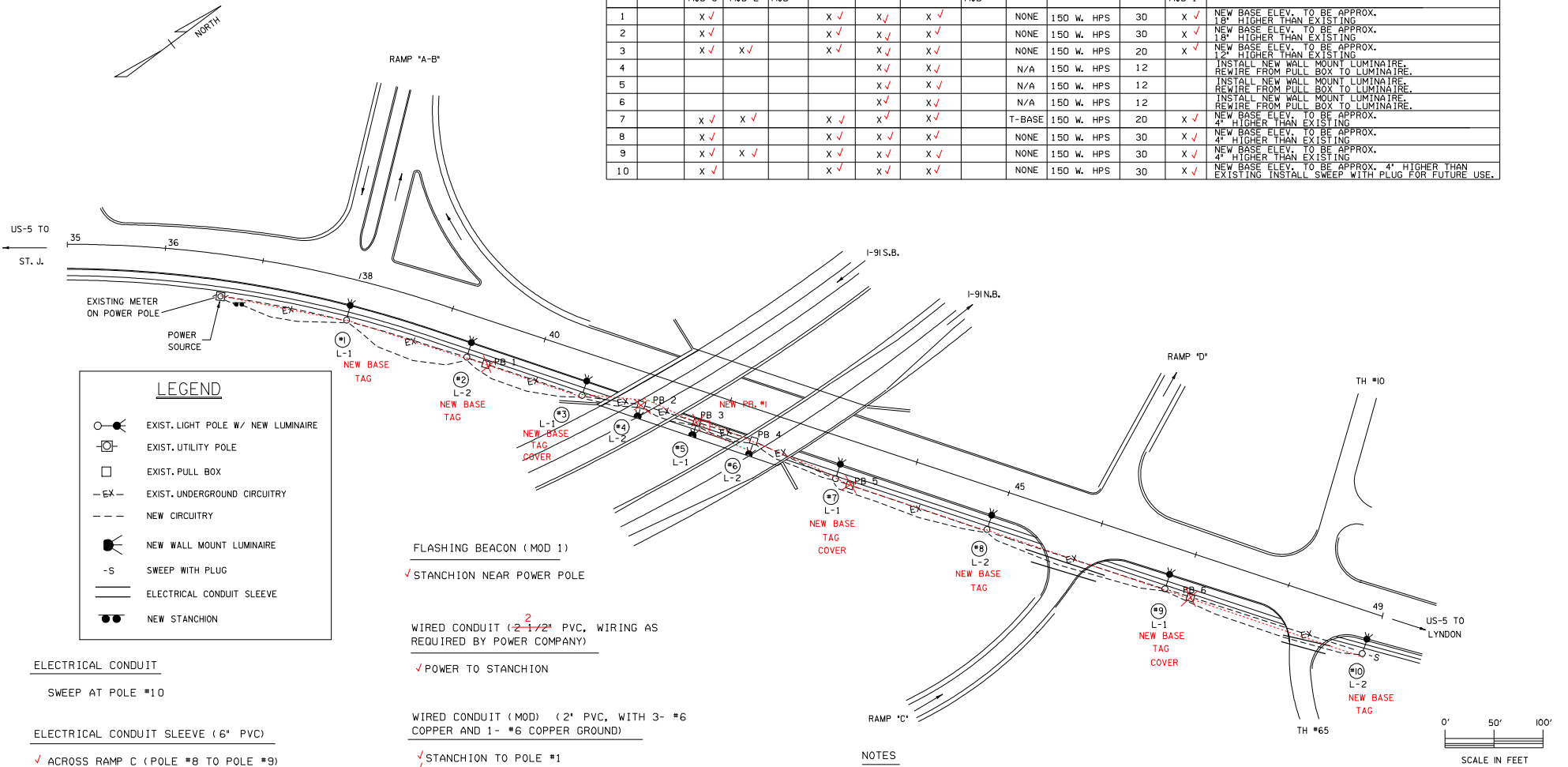
PREPARED BY RPD DATE 3-94
 MODIFIED BY EGE/ZEG DATE 4/97
 DESIGN SUPERVISOR ABK DATE
 PROJ.

STATEWIDE IM LITE (6)

TRAF/246255/142755.dgn/142755
 PLOT100-00-000

TRAFFIC SHEET NO. OF 37 SHEETS

STREET LIGHTING LOCATIONS													
POLE NO.	INSTALL NEW T-BASE	LIGHT POLE TAG	HAND HOLE COVER	NEW LAMP REQ'D	REMOVE/RESET POLE	ELECT WIRING	NEW LUMINAIRE REQ'D	REMOVE POLE & BASE	EXIST. BREAK-AWAY	NEW LUMINAIRE WATTS TYPE	EXIST. MOUNT HEIGHT	NEW CONC. BASE	REMARKS
	679. 23	679. 21 MOD 3	679. 21 MOD 2	679. 50 MOD	679. 25	678. 24	679. 50	679. 25 MOD				679. 21 MOD 1	
1		X ✓			X ✓	X ✓	X ✓		NONE	150 W. HPS	30	X ✓	NEW BASE ELEV. TO BE APPROX. 18" HIGHER THAN EXISTING.
2	X ✓				X ✓	X ✓	X ✓		NONE	150 W. HPS	30	X ✓	NEW BASE ELEV. TO BE APPROX. 18" HIGHER THAN EXISTING.
3	X ✓		X ✓		X ✓	X ✓	X ✓		NONE	150 W. HPS	20	X ✓	NEW BASE ELEV. TO BE APPROX. 12" HIGHER THAN EXISTING.
4						X ✓	X ✓		N/A	150 W. HPS	12		INSTALL NEW WALL MOUNT LUMINAIRE. REWIRE FROM PULL BOX TO LUMINAIRE.
5						X ✓	X ✓		N/A	150 W. HPS	12		INSTALL NEW WALL MOUNT LUMINAIRE. REWIRE FROM PULL BOX TO LUMINAIRE.
6						X ✓	X ✓		N/A	150 W. HPS	12		INSTALL NEW WALL MOUNT LUMINAIRE. REWIRE FROM PULL BOX TO LUMINAIRE.
7		X ✓	X ✓		X ✓	X ✓	X ✓		T-BASE	150 W. HPS	20	X ✓	NEW BASE ELEV. TO BE APPROX. 4" HIGHER THAN EXISTING.
8	X ✓				X ✓	X ✓	X ✓		NONE	150 W. HPS	30	X ✓	NEW BASE ELEV. TO BE APPROX. 4" HIGHER THAN EXISTING.
9	X ✓		X ✓		X ✓	X ✓	X ✓		NONE	150 W. HPS	30	X ✓	NEW BASE ELEV. TO BE APPROX. 4" HIGHER THAN EXISTING.
10	X ✓				X ✓	X ✓	X ✓		NONE	150 W. HPS	30	X ✓	NEW BASE ELEV. TO BE APPROX. 4" HIGHER THAN EXISTING. INSTALL SWEEP WITH PLUG FOR FUTURE USE.



LEGEND

- EXIST. LIGHT POLE W/ NEW LUMINAIRE
- EXIST. UTILITY POLE
- EXIST. PULL BOX
- EX- EXIST. UNDERGROUND CIRCUITRY
- - - NEW CIRCUITRY
- NEW WALL MOUNT LUMINAIRE
- S SWEEP WITH PLUG
- ELECTRICAL CONDUIT SLEEVE
- NEW STANCHION

ELECTRICAL CONDUIT
SWEEP AT POLE #10

ELECTRICAL CONDUIT SLEEVE (6" PVC)
✓ ACROSS RAMP C (POLE #8 TO POLE #9)
✓ ACROSS TH #65 (POLE #9 TO POLE #10)

PULL BOX (MOD)
-PULL BOX 1-
-PULL BOX 5-
✓ PULL BOX 6

REMOVE AND RESET CURB
TO BE USED WITH ELECTRICAL CONDUIT SLEEVE, AS REQD

FLASHING BEACON (MOD 1)
✓ STANCHION NEAR POWER POLE

WIRED CONDUIT (2-1/2" PVC, WIRING AS REQUIRED BY POWER COMPANY)
✓ POWER TO STANCHION

WIRED CONDUIT (MOD) (2" PVC, WITH 3- #6 COPPER AND 1- #6 COPPER GROUND)
✓ STANCHION TO POLE #1
✓ POLE #1 TO POLE #2
✓ POLE #2 TO POLE #3
POLE #3 TO PULL BOX 2-1
PULL BOX 2 TO PULL BOX 3
PULL BOX 3 TO PULL BOX 4
PULL BOX 4 TO POLE #7
✓ POLE #7 TO POLE #8
✓ POLE #8 TO POLE #9
✓ POLE #9 TO POLE #10
PB. #1 TO LIGHT #4
PB. #1 TO LIGHT #6
PB. #1 TO LIGHT #5

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NOTES

- CARE MUST BE TAKEN TO PRESERVE VEGETATION AROUND POWER SOURCE WHEN STANCHION AND CONDUIT ARE PLACED.
- EXISTING METER/DISCONNECT ON UTILITY POLE TO BE REPLACED ON A STANCHION.
- SOME PULLBOXES SHOWN ARE ROUND-TOPPED. THEY ACTUALLY MAY BE SOMETHING OTHER THAN PULLBOXES. CONTRACTOR TO DETERMINE WHAT THESE STRUCTURES ARE. IF THEY ARE NOT VAOT PULLBOXES, THEY SHOULD NOT BE REMOVED.

TELEPHONE VAULT

SITE 7
LYNDON, EXIT #23, 1- 9I

PREPARED BY R.P.D. DATE 3-94
MODIFIED BY EGF/EGJ DATE 4/97
DESIGN SUPERVISOR ARK DATE

STATEWIDE IM LITE (6)

TRAFFIC SHEET NO. OF
SHEET 9 OF 37 SHEETS

1/107/04280/1280/001/2806/ 10/17/09-02-000

INSULATION TEST

THE CONTRACTOR SHALL PERFORM AN INSULATION TEST ON ALL CONDUCTORS EXCEPT THE GROUND CONDUCTOR (INCLUDING NEUTRAL, DISCONNECT FROM GROUND BEFORE TESTING). PERFORM A RESISTANCE TO GROUND TEST AT SPECIFIED GROUNDS. SEE VERMONT STANDARD SPECIFICATION 679.08. FURNISH THE RESIDENT ENGINEER THE READINGS OBTAINED FROM THE ABOVE TESTS.

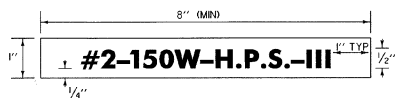
1. THE INITIAL INSULATION READING SHOULD BE TAKEN AT THE SERVICE CENTER. IF A LOW READING IS DETECTED, THE CIRCUITRY SHALL BE BROKEN DOWN AT EXISTING SPLICES TO LOCATE THE PROBLEM AREA, AND SHALL THEN BE REPAIRED OR REPLACED.
2. NEW WIRING SHALL HAVE A READING OF 100 MEGOHMS OR MORE, REGARDLESS OF TEST VOLTAGE OR CIRCUIT LENGTH OF LESS THAN 1500 FEET. SPLICES TO BE REPAIRED OR REPLACED AND/OR WIRING TO BE REPLACED AS NECESSARY.

THERE ARE TWO FACTORS TO BE CONSIDERED WHEN AN INSULATION TEST IS PERFORMED.

A. THE OUTPUT VOLTAGE OF THE TEST INSTRUMENT SHOULD BE SET TO 500 VOLTS. (1000 VOLTS IF AN ACCURATE READING CANNOT BE OBTAINED WITH 500 VOLT SETTING). WHEN THE INSTRUMENT IS SET AT 1000 VOLTS, IT WILL PRODUCE A LOWER MEGOHM READING THAN WHEN SET AT 500 VOLTS. THIS SHOULD NOT AFFECT EITHER OF THE REQUIRED MINIMUM MEGOHM VALUES REQUIRED ABOVE.

B. THE MEGOHM READING OF THE CIRCUIT BEING TESTED IS INVERSELY PROPORTIONAL TO THE VOLUME OF INSULATION BEING TESTED, OR LENGTH OF CIRCUIT. THIS COULD HAVE AN EFFECT ON EITHER OF THE REQUIRED MINIMUM MEGOHM VALUES REQUIRED ABOVE, ESPECIALLY, IF THE CIRCUIT LENGTH IS MORE THAN 1500 FEET.

DETAILS FOR TAGS ATTACHED TO STREET LIGHT POLES



LEGEND: BLACK OR WHITE (NON-REFL.) - STAMPED OR ENGRAVED, OR PHOTO-ETCHED. PUNCHING, STAMPING OR ENGRAVING SHALL PENETRATE ONE HALF THE BASE MATERIAL THICKNESS.

NOTES:

1. THE TAG SHALL BE MOUNTED ON ALL STREET LIGHT POLES IN SUCH A MANNER AS NOT TO BE EASILY REMOVED, SUCH AS WELDED, RIVETED, OR BOLTED WITH VANDAL PROOF BOLTS.
2. THE LETTERS SHALL BE PUNCHED, STAMPED, ENGRAVED, OR PHOTO-ETCHED. PUNCHING, STAMPING OR ENGRAVING SHALL PENETRATE ONE HALF THE BASE MATERIAL THICKNESS.
3. THE BASE MATERIAL FOR THE TAG SHALL BE ALUMINUM WITH A MINIMUM THICKNESS OF 0.100 INCHES.
4. THE TAG SHALL BE ATTACHED TO THE POLE ABOVE THE HANDHOLE, 6 INCHES MAXIMUM. IF THE POLE HAS A TRANSFORMER BASE, ATTACH TAG TO COVER.

GENERAL STREET LIGHT NOTES

CONCRETE BASES

NEW ELEVATIONS OF CONCRETE BASES HAVE BEEN ESTIMATED. ACTUAL ELEVATIONS TO BE DETERMINED BASED ON STD E-1808. IN MOST CASES, A NEW BASE WILL BE POURED IN THE SAME LOCATION WHERE AN EXISTING BASE IS REMOVED. DIAMETER REQ: NEW BASE DIAMETER TO BE AT LEAST AS GREAT AS EXISTING. DEPTH REQ: IF THE NEW ELEVATION IS HIGHER THAN EXISTING, THE DEPTH OF BASE MAY BE LARGER THAN REQUIRED. IF SO, THE ENTIRE DEPTH SHALL BECOME THE NEW BASE DEPTH. IF THE ELEVATION IS LOWER THAN EXISTING, THEN THE DEPTH OF THE NEW BASE SHALL BE CHECKED CAREFULLY, TO ENSURE THAT THE NEW BASE WILL HAVE THE REQUIRED DEPTH. ADDITIONAL EXCAVATION MAY BE NECESSARY TO GET THE REQUIRED DEPTH OF CONCRETE BASE. SINCE NEW BASES WILL BE PLACED IN EXISTING LOCATIONS, COMPACTION IS VERY IMPORTANT.

EXISTING LIGHT POLES WITH MULTIPLE SHIMS SHALL HAVE SHIMS REMOVED AND REPLACED WITH LEVELING NUTS. THE SPACE BETWEEN LIGHT POLE BASE PLATE AND TOP OF CONCRETE BASE SHOULD BE FILLED WITH GROUT AFTER POLE IS PLUMBED (THIS WORK TO BE PAID BY ITEM 679.25, REMOVE/RESET LIGHT POLE). IF EXISTING ANCHOR BOLTS ARE TOO SHORT, INSTALL A NEW CONCRETE BASE (ITEM 679.21 MOD).

WHEN CONCRETE BASES ARE INSTALLED IN SLOPING GROUND, THE GREATEST EXPOSED HEIGHT TO KEEP ALL OF THE TOP ABOVE GROUND MUST BE DOUBLED AND THEN ADDED TO THE MINIMUM DEPTH FOR THE TOTAL BASE HEIGHT.

FOR POLES WITH BREAKAWAY FEATURES (TRANSFORMER BASES): WHEN AN EXISTING LIGHT POLE BASE IS MORE THAN 1-1/4 INCH ABOVE SURROUNDING GROUND, TOP SOIL SHALL BE PLACED AROUND EXISTING CONCRETE BASE WITHIN 1/4 INCH OF THE TOP OF CONCRETE. SEE DETAILS ON THIS SHEET FOR SLOPING AND CLEARANCE REQUIREMENTS FOR BREAKAWAY INSTALLATIONS.

ALL EXISTING COUPLING-TYPE BREAKAWAY FEATURES ARE TO BE REMOVED OR REPLACED BY TRANSFORMER BASES, AS THE PLANS INDICATE.

CARE SHOULD BE TAKEN WHERE CONCRETE BASES ARE NEAR DRAINAGE STRUCTURES OR UTILITIES, AND / OR TRAFFIC STANDS OR LOOPS. CONTRACTOR TO REPLACE ANY DAMAGE, AT HIS EXPENSE.

POLES, ANCHOR BASES AND ARMS

ALL REMOVED LIGHT POLES, LUMINAIRE ARMS AND LUMINAIRES SHALL REMAIN PROPERTY OF THE STATE. SEE SPECIAL PROVISIONS.

ALUMINUM STREET LIGHT POLES SHAFT WALL THICKNESS SHALL BE AS NOTED IN THE SPEC. BOOK OR ON STANDARD SHEETS OR WILL BE GOVERNED BY MOUNTING HEIGHT, ARM LENGTH, NUMBER OF ARMS, LUMINAIRE WEIGHT AND EPA (EFFECTIVE PROJECTED AREA).

ALL NEW STREET LIGHT POLES AND LUMINAIRE ARMS SHALL BE ALUMINUM IN ACCORDANCE WITH SUBSECTION 753.01 (b).

IF AN EXISTING BREAKAWAY FEATURE NEEDS REPLACEMENT OR A NEW INSTALLATION REQUIRES ONE, IT SHALL BE AN APPROVED ALUMINUM TRANSFORMER BASE. PAID AS ITEM 679.23.

WHEN A TRANSFORMER BASE IS TO BE INSTALLED AS THE BREAKAWAY FEATURE, IT SHALL HAVE EITHER A 1/2" OR 1/4" PREFORMED FABRIC BEARING PAD OR A COATING OF ALUMINUM IMPREGNATED CAULKING COMPOUND PLACED BETWEEN THE TOP OF THE CONCRETE POLE BASE AND THE BOTTOM OF THE ALUMINUM TRANSFORMER BASE.

LUMINAIRES

LIGHT DISTRIBUTION IS BASED ON GENERAL ELECTRIC PHOTOMETRIC DATA DRAWINGS #35-177285, MEDIUM CUT-OFF, TYPE III DISTRIBUTION, DATED 03-26-85 AND DRAWING #35-177304, MEDIUM CUT-OFF, TYPE III DISTRIBUTION, DATED 4-24-85.

THE ABOVE PHOTOMETRIC DATA DRAWINGS WERE USED FOR DESIGN PURPOSES ON THIS PROJECT. OTHER MANUFACTURER'S PRODUCTS MAY BE SUBSTITUTED IF THE INSTALLED LUMINAIRE LIGHT UTILIZATION AND MINIMUM FOOTCANDLES ON THE ROADWAY AND SHOULDER ARE AT LEAST AS GREAT AS THAT INDICATED BY THE ABOVE PHOTOMETRICS.

DISCONNECT PLUG KITS

ALL LIGHT POLE BASES THAT HAVE WIRING SPLICES IN THE LINE(S) OR NEUTRAL CONDUCTOR (WHICH ARE NOT PRESENTLY DISCONNECT PLUG KITS) SHALL HAVE THE SPLICE RELAYED WITH THE PROPER DISCONNECT PLUG KIT. THIS WILL BE PAID AS ITEM 679.23 (MOD). SEE SPECIAL PROVISIONS. THIS ITEM IS PAID SEPARATELY ONLY WHERE NO OTHER WORK IS BEING DONE ON THE POLE. DISCONNECT PLUG KITS ARE PAID SUBSIDIARY TO ITEM 679.45 LIGHT POLE FOR NEW POLES; AND TO ITEM 679.24 ELECTRICAL WIRING FOR REHABILITATED POLES, AS PER SUPPLEMENTAL SPECIFICATIONS.

CONDUIT

EXISTING CONDUIT SHOWN IS FROM BEST AVAILABLE INFORMATION. CONTRACTOR TO VERIFY LOCATIONS WHERE NECESSARY. MANY CONDUIT RUNS ARE SHOWN AS "LOOPING AROUND" EXISTING CONDUIT. FOR CLARITY, THOSE CONDUITS SHALL BE INSTALLED AS 'STRAIGHT LINE' AS POSSIBLE FROM ONE SPLICE TO ANOTHER, EXCEPT WHERE SWEEPS WILL BE REQUIRED, AS INDICATED ON PLANS.

EXISTING CONDUIT, WHICH IS TO BE REPLACED, SHOULD BE ABANDONED-IN-PLACE, IF IT IS NECESSARY TO REMOVE ANY CONDUIT, IT SHALL BE PROPERLY DISPOSED OF BY THE CONTRACTOR.

CONDUIT SLEEVE

MINIMUM WALL THICKNESS FOR RIGID PLASTIC PIPE SLEEVES SHALL BE 1/35TH THE DIAMETER. ALL CONDUIT RUNS UNDER ROADWAY SHALL BE INSTALLED IN RIGID PLASTIC SLEEVES. THE SLEEVE SHALL EXTEND TO WITHIN 2 FEET OF THE SIDE OF A CONCRETE BASE OR PULLBOX. WHERE NO CONCRETE BASE OR PULLBOX IS PRESENT, THE SLEEVE SHALL EXTEND 4 FEET BEYOND THE OUTSIDE EDGE OF SHOULDER OR FACE OF CURB. BACKFILLING AROUND A SLEEVE SHALL BE IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

WHERE SLEEVES NEEDS TO EXTEND UNDER GRANITE CURB AND/OR SIDEWALK, ESTIMATED QUANTITIES HAVE BEEN INCLUDED FOR REMOVAL AND REPLACEMENT OF THESE ITEMS. ITEM 643.20 JACKING OR BORING IS TO BE USED ONLY WHERE TRENCHING CANNOT BE PRACTICALLY ACCOMPLISHED-SUCH AS WHERE CONCRETE PAVEMENT IS ENCOUNTERED AT THE RESIDENT'S DISCRETION. ITEM 204.20 TRENCH EARTH IS INCLUDED FOR EXCAVATION OF PITS, IF JACKING OR BORING IS REQUIRED. TRENCHING FOR CONDUIT SLEEVE PLACEMENT IS SUBSIDIARY.

WIRE

ALL WIRING BETWEEN THE METER AND/OR POWER SOURCE AND THE FIRST POLE AND/OR PULLBOX AND BETWEEN POLES AND /OR PULLBOXES SHALL BE COPPER (#8 AWG MINIMUM) AND SIZED AS SPECIFIED ON THE PLANS. ALL WIRE TO HAVE TYPE XHHW INSULATION OR EQUIVALENT.

ALL EXISTING WIRING TO BE REPLACED SHALL BE COPPER AND SHALL BE #8 AWG. MINIMUM, EXCEPT WHEN AN EXISTING CIRCUIT WHICH HAS A SMALLER WIRE SIZE AT THE SERVICE CENTER END OF THE CIRCUIT. IN THAT CASE, REPLACE WITH THE REQUIRED MINIMUM SIZE.

USE #10 AWG STRANDED COPPER WIRE IN EACH POLE BETWEEN POLE BASE AND LUMINAIRE.

ITEM 678.24, ELECTRICAL WIRING, SHALL BE PAID ON ALL REMOVED & RESET POLES. A QUANTITY OF (MOUNTING HEIGHT + 10) LF PER POLE HAS BEEN INCLUDED AS AN ESTIMATE.

GROUNDING

ALL CONDUIT AND CIRCUITS MUST INCLUDE A CONTINUOUS GROUNDING CONDUCTOR FROM END OF CIRCUIT TO SERVICE CENTER. THE GROUNDING ELECTRODE CONDUCTOR SHALL BE CONTINUOUS, NO SPLICES, BUT MAY HAVE TAPS CONNECTED TO IT AT THE SERVICE CENTER AND POLE BASES.

ALUMINUM WIRE SHALL NOT BE USED FOR GROUND WIRE.

RIGID STEEL CONDUIT SHALL BE PROPERLY CONNECTED AT THE JOINT SO AS TO BE WATER TIGHT AND MAINTAIN ELECTRICAL CONTINUITY AND HAVE GROUNDING BUSHINGS SO AS TO ACT AS A GROUND CONDUCTOR.

PULLBOXES AND JUNCTION BOXES

MANY OF THE EXISTING PULLBOXES WERE NOT FIELD CHECKED FOR CONDITION BECAUSE THEY WERE INACCESSIBLE. THE CONTRACTOR SHOULD LOCATE AND CHECK ALL EXISTING PULLBOXES. WHERE PLANS SHOW THAT EXISTING PULLBOXES TO BE REUSED, THE RESIDENT ENGINEER SHALL DETERMINE IF REPLACEMENT IS REQUIRED. PAYMENT FOR REMOVAL TO BE BY ITEM 678.25 (MOD). PAYMENT FOR REPLACEMENT TO BE BY ITEM 678.25.

JUNCTION BOXES ARE ONLY TO BE USED OUTSIDE THE CLEARZONE, DUE TO STRUCTURAL LIMITATIONS. IF ANY EXISTING PULLBOX IS TO BE REPLACED, REPLACEMENT WILL BE WITH A PULLBOX, NOT A JUNCTION BOX.

SOME PULL BOXES MAY BE BURIED BY FILL OR OTHERWISE NOT LOCATEABLE. IF THIS CONDITION EXISTS FOR PULL BOXES WHICH PLANS SHOW REMOVED, THEN THEY SHOULD BE ABANDONED. NO PAYMENT FOR REMOVAL SHALL BE MADE IN THIS CASE.

FOR DETAILS SEE STANDARD SHEET E-173.

GENERAL

EXISTING CIRCUITRY IS PLOTTED FROM THE BEST AVAILABLE INFORMATION. THE CONTRACTOR SHALL BE RESPONSIBLE TO VERIFY EXACT LOCATION.

THE LOAD ON EACH BRANCH OF A THREE WIRE CIRCUIT SHALL BE AS BALANCED AS POSSIBLE, LOAD TO NEUTRAL.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING AND SCHEDULING WORK WITH LOCAL UTILITIES WITH FACILITIES IN THE PROJECT AREA FOR LOCATION OF POWER SOURCES.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING NECESSARY ELECTRICAL PERMITS.

ALL EXISTING ANCHOR BOLT COVERS SHALL BE REMOVED.

SEEDING FORMULA URBAN AREAS

% WT.	LBS./A.	NAME	PUR %	GERM %
42.5	34.0	CREeping RED FESCUE	98	85
10.0	80.0	PERENNIAL RYE GRASS	95	90
42.5	34.0	KENTUCKY BLUE GRASS	85	85
5.0	40.0	ANNUAL RYE GRASS	95	85
100.00	80.0			

GENERAL NOTES

- SEED MIXTURE SHALL NOT HAVE A WEED CONTENT EXCEEDING 0.40% BY WEIGHT AND SHALL BE FREE OF ALL NOXIOUS SEED.
- SEEDS TO BE APPLIED PER SEEDING FORMULAS OR AS DIRECTED BY THE ENGINEER.
- FERTILIZER FORMULA 10-20-10, TO BE USED WITH SEED, APPLIED AT THE RATE OF 500 LBS./ACRE. HYDRO SEEDERS MAY USE 19-19-19 FORMULA.
- AGRICULTURAL LIMESTONE, TO BE APPLIED AT THE RATE OF 2 TONS/ACRE, OR AS DIRECTED BY THE ENGINEER.
- HAY MULCH, TO BE PLACED ON EARTH SLOPES AT THE RATE OF 2 TONS/ACRE, OR AS DIRECTED BY THE ENGINEER.
- TOPSOIL, TO BE USED WITH SEED AS INDICATED ON THE PLANS, OR AS DIRECTED BY THE ENGINEER.
- MARKER POSTS: TO BE PLACED AS INDICATED OR AS DIRECTED BY THE ENGINEER.
- SLOPE ROUNDING: ALL CUT SLOPES TO BE ROUNDED IN ACCORDANCE WITH STANDARD SHEET B-5.

NOTE AND DETAIL SHEET

PREPARED BY RPD DATE 1-96
 MODIFIED BY EGE/PGL DATE 4/97
 DESIGN SUPERVISOR ABK DATE
 PROJ.

STATEWIDE M LITE (6)

TRAFFIC SHEET NO. OF SHEETS 12 OF 37 SHEETS

PHOTOMETRIC DATA SHEETS - FOR DESIGN PURPOSES ONLY

GENERAL ELECTRIC PHOTOMETRIC DATA SHEETS FOR DESIGN PURPOSES ONLY. Includes utilization curves, isocandle curves, and photometric data tables for various luminaire types and mounting heights.

GENERAL ELECTRIC PHOTOMETRIC DATA SHEET #1

GENERAL ELECTRIC PHOTOMETRIC DATA SHEET #2

GENERAL ELECTRIC PHOTOMETRIC DATA SHEET #3

GENERAL ELECTRIC PHOTOMETRIC DATA SHEET #4

GENERAL ELECTRIC PHOTOMETRIC DATA SHEET #5

GENERAL ELECTRIC PHOTOMETRIC DATA SHEET #6

GENERAL ELECTRIC PHOTOMETRIC DATA SHEET #7

GENERAL ELECTRIC PHOTOMETRIC DATA SHEET #8

GENERAL ELECTRIC PHOTOMETRIC DATA SHEET #9

GENERAL ELECTRIC PHOTOMETRIC DATA SHEET #10

GENERAL ELECTRIC PHOTOMETRIC DATA SHEET #11

GENERAL ELECTRIC PHOTOMETRIC DATA SHEET #12

GENERAL ELECTRIC PHOTOMETRIC DATA SHEET #13

GENERAL ELECTRIC PHOTOMETRIC DATA SHEET #14

GENERAL ELECTRIC PHOTOMETRIC DATA SHEET #15

GENERAL ELECTRIC PHOTOMETRIC DATA SHEET #16

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GENERAL ELECTRIC PHOTOMETRIC DATA SHEET #18

GENERAL ELECTRIC PHOTOMETRIC DATA SHEET #19

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GENERAL ELECTRIC PHOTOMETRIC DATA SHEET #22

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GENERAL ELECTRIC PHOTOMETRIC DATA SHEET #31

GENERAL ELECTRIC PHOTOMETRIC DATA SHEET #32

GENERAL ELECTRIC PHOTOMETRIC DATA SHEET #33

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GENERAL ELECTRIC PHOTOMETRIC DATA SHEET #35

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GENERAL ELECTRIC PHOTOMETRIC DATA SHEET #40

GENERAL ELECTRIC PHOTOMETRIC DATA SHEET #41

GENERAL ELECTRIC PHOTOMETRIC DATA SHEET #42

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GENERAL ELECTRIC PHOTOMETRIC DATA SHEET #72

GENERAL ELECTRIC PHOTOMETRIC DATA SHEET #73

GENERAL ELECTRIC PHOTOMETRIC DATA SHEET #74

GENERAL ELECTRIC PHOTOMETRIC DATA SHEET #75

GENERAL ELECTRIC PHOTOMETRIC DATA SHEET #76

GENERAL ELECTRIC PHOTOMETRIC DATA SHEET #77

GENERAL ELECTRIC PHOTOMETRIC DATA SHEET #78

GENERAL ELECTRIC PHOTOMETRIC DATA SHEET #79

GENERAL ELECTRIC PHOTOMETRIC DATA SHEET #80

GENERAL ELECTRIC PHOTOMETRIC DATA SHEET #81

GENERAL ELECTRIC PHOTOMETRIC DATA SHEET #82

GENERAL ELECTRIC PHOTOMETRIC DATA SHEET #83

GENERAL ELECTRIC PHOTOMETRIC DATA SHEET #84

GENERAL ELECTRIC PHOTOMETRIC DATA SHEET #85

GENERAL ELECTRIC PHOTOMETRIC DATA SHEET #86

GENERAL ELECTRIC PHOTOMETRIC DATA SHEET #87

GENERAL ELECTRIC PHOTOMETRIC DATA SHEET #88

GENERAL ELECTRIC PHOTOMETRIC DATA SHEET #89

GENERAL ELECTRIC PHOTOMETRIC DATA SHEET #90

GENERAL ELECTRIC PHOTOMETRIC DATA SHEET #91

GENERAL ELECTRIC PHOTOMETRIC DATA SHEET #92

GENERAL ELECTRIC PHOTOMETRIC DATA SHEET #93

GENERAL ELECTRIC PHOTOMETRIC DATA SHEET #94

GENERAL ELECTRIC PHOTOMETRIC DATA SHEET #95

GENERAL ELECTRIC PHOTOMETRIC DATA SHEET #96

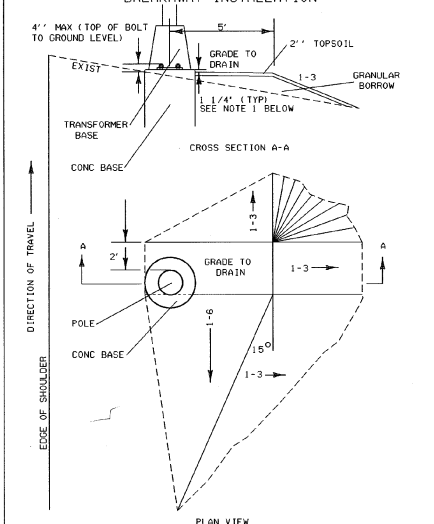
GENERAL ELECTRIC PHOTOMETRIC DATA SHEET #97

GENERAL ELECTRIC PHOTOMETRIC DATA SHEET #98

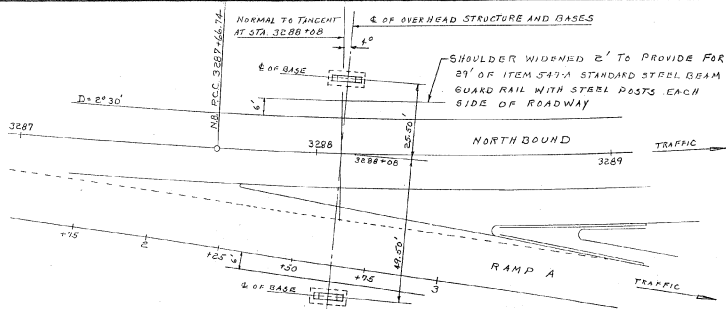
GENERAL ELECTRIC PHOTOMETRIC DATA SHEET #99

GENERAL ELECTRIC PHOTOMETRIC DATA SHEET #100

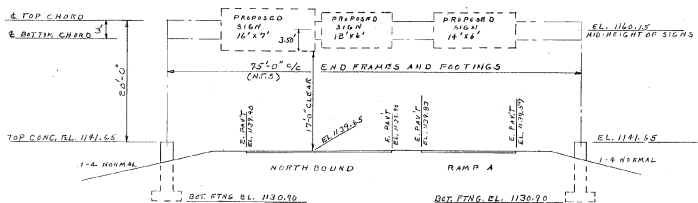
TYPICAL TOPSOIL AND FILL DETAIL FOR BREAKAWAY INSTALLATION



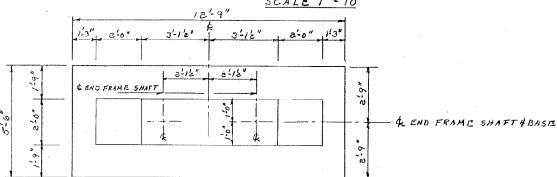
1. NEW BASES TO BE POURED WITH 1/4" CLEARANCE BETWEEN TOP OF BASE AND GROUND LEVEL. IF RETAINED, EXISTING BASE HAVING GREATER THAN 1/4" CLEARANCE SHALL BE FILLED WITH UP TO 2" TOPSOIL AND GRANULAR BORROW, AS REQUIRED.
2. WHERE A NEW BASE IS POURED, IT SHOULD HAVE AN ELEVATION EQUAL TO EDGE OF SHOULDER ELEVATION, EXCEPT WHERE STEEP AND/OR LONG SIDESLOPES EXIST WHICH WOULD CAUSE FILL LINE TO BE UNREASONABLY FAR DOWN THE SLOPE.
3. AT SITE 48, BRADFORD NB REST AREA, 5 FT FLAT SLOPE BEHIND THE POLE IS DIFFICULT TO BE OBTAINED FOR POLE #9 AND #10, DUE TO EXISTING STEEP SLOPE. SINCE THIS IS BEHIND GUARDRAIL, IT IS PERMISSIBLE TO LIMIT FILL/TOPSOIL TO THE FRONT AND UPSTREAM SIDES OF THE BASE.



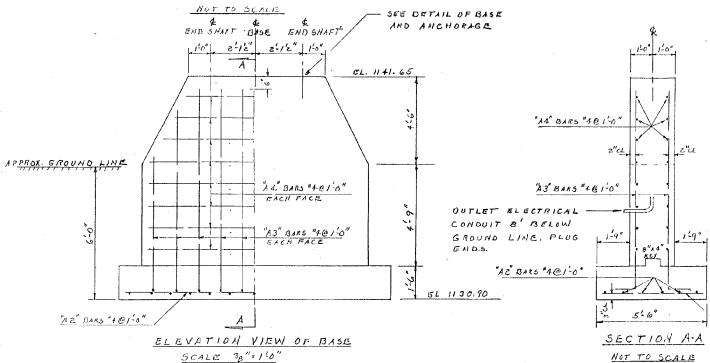
LOCATION PLAN
SCALE 1" = 20'



ELEVATION VIEW
SCALE 1" = 10'

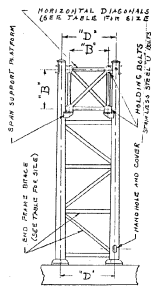


PLAN



ELEVATION VIEW OF BASE
SCALE 3/4" = 10'

SECTION AA
NOT TO SCALE



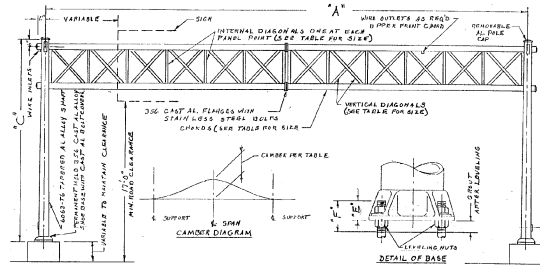
TYPICAL SIGN HANGERS
NO SCALE

NOTE CONTRACTOR TO SUBMIT DETAILED DRAWINGS OF SIGN HANGERS FOR APPROVAL OF THE ENGINEER.

REINFORCING STEEL SCHEDULE

TYPE	NO.	SIZE	BAR	TOT. LENGTH
STRAIGHT	28	"4	A1	5'-0"
	12	"4	A2	12'-3"
	40	"4	A3	10'-11"
STRAIGHT	32	"4	A4	9'-9"

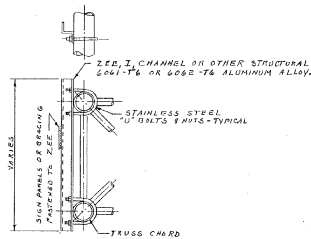
ESTIMATED QUANTITIES TWO BASES
REINFORCING STEEL 685 LBS.
CONCRETE CLASS "B" 21 C.Y.



TYPICAL ALUMINUM BOX TRUSS SIGN SPAN
NO SCALE

DATA FOR ABOVE ALUMINUM BOX TRUSS SIGN SPAN TO CARRY 300 SQUARE FEET OF SIGNS

A	B	C	D	E	F	BEAM SECTIONS REQ'D	CHORD SIZE	END FRAME SHAFT SIZE AND WALL	VERTICAL DIAGONAL SIZE	HORIZONTAL DIAGONAL SIZE	INTERNAL DIAGONAL SIZE	END FRAME SHAFT SIZE	CAMBER	BOLT CIRCLE DIA.	ANCHORAGE
15'-0"	3'-0"	20'-4"	4'-3"	3'-4"	5'-4"	3	4 1/2" O.D. .188 WALL	10'x8"x.558 WALL	1.660" O.D. .140 WALL	1.900" O.D. .145 WALL	1.900" O.D. .145 WALL	2'-5" O.D. .188 WALL	2 1/4"	16"	1 1/2" DIA. X 48" L.G.



TYPICAL SIGN HANGERS
NO SCALE

NOTE CONTRACTOR TO SUBMIT DETAILED DRAWINGS OF SIGN HANGERS FOR APPROVAL OF THE ENGINEER.

NOTES

ALL WORK AND MATERIALS TO CONFORM TO STATE OF VERMONT STANDARD SPECIFICATIONS FOR HIGHWAY AND BRIDGE CONSTRUCTION DATED JANUARY 1966. DESIGN PROCEDURES, FABRICATION AND CONSTRUCTION OF SIGN STRUCTURE SHALL BE IN ACCORDANCE WITH PAPER 970, OF THE A.S.C.E. JOURNAL OF THE STRUCTURAL DIVISION, MAY 1956. ALLOWABLE STRESSES IN ALUMINUM ALLOYS SHALL BE THE LATEST STRESSES APPROVED BY THE U.S. BUREAU OF PUBLIC ROADS. DESIGN DATA FROM THE FOLLOWING PAPERS IS ACCEPTABLE: PAPER 2528 "DESIGN OF WELDED ALUMINUM STRUCTURES", JUNE 1960; PAPER 2581 "STRENGTH OF WELDED ALUMINUM COLUMNS", AUGUST, 1960. NO FIELD WELDING OF ALUMINUM SHALL BE PERMITTED. STRUCTURE DESIGNED FOR WIND LOAD ON SIGNS OF 30 POUNDS PER SQUARE FOOT. THE ABOVE TYPICAL ALUMINUM BOX TRUSS SIGN SPAN IS DRAWN TO SHOW DETAILS DESIRED IN THE STRUCTURE. AN EQUIVALENT ALUMINUM TYPE STRUCTURE MAY BE SUBSTITUTED WITH SUBMITTAL OF DRAWINGS AND APPROVAL OF THE ENGINEER. END FRAME SHAFTS ARE TO BE TAPERED. ALL MATERIAL IN BOX TRUSS TO BE 6061-T6 OR 6062-T6 ALUMINUM ALLOY UNLESS OTHERWISE SPECIFIED. END FRAME SHAFTS TO BE 6063-T6 ALUMINUM ALLOY. CONCRETE TO BE AS SPECIFIED UNDER ITEM 4018 CLASS B CONCRETE, MOD. REINFORCING STEEL TO BE AS SPECIFIED UNDER ITEM 402 REINFORCING STEEL. PROVISIONS FOR FUTURE LIGHTING OF SIGN TO BE INCORPORATED IN BASES AND SIGN STRUCTURE. CONDUIT TO BE INSTALLED IN EACH BASE TO PROVIDE ELECTRICAL CONNECTION FROM EITHER SIDE OF ROADWAY.

REFERENCE ONLY

ITEM NO.	ITEM	UNIT	NET	OVERRUN	TOTAL	FINAL
578	OVER HEAD TRAFFIC SIGN SUPPORT	L.S.	1	-	1	

STATE OF VERMONT
DEPARTMENT OF HIGHWAYS

TOWN OF DERBY

ROUTE NO. I 91 LOG STA. 3288+08

OVERHEAD TRAFFIC SIGN
SUPPORT AT STA. 3288+08

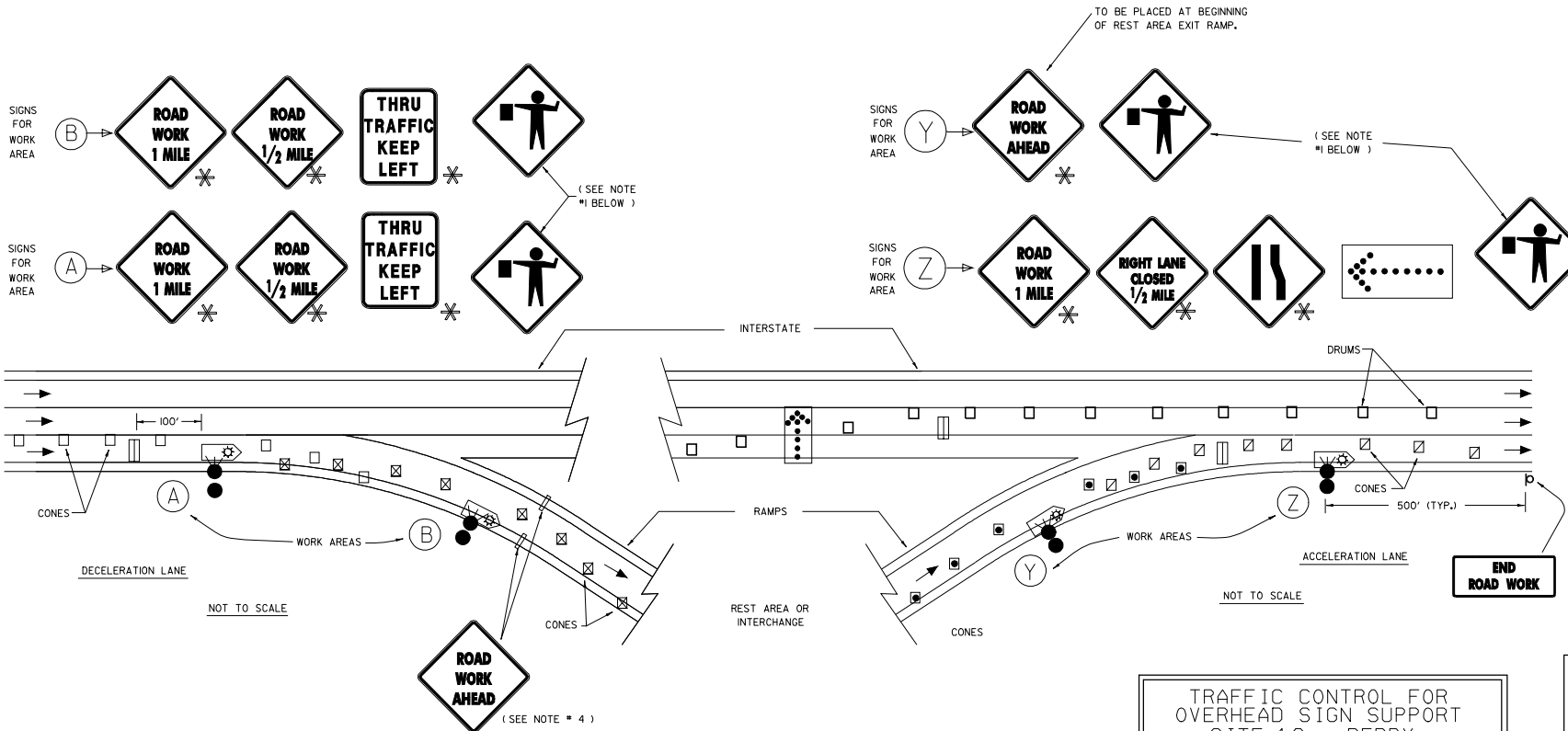
SCALE AS NOTED

SURVEYED BY DELANO

DRAWN BY W.M.B. CHECKED BY J.J.C.

PROJECT NO. I 91-3(3)

SHEET 32 OF 37



ARCHIVED
ON CADD

NOTES

1. FLAGPERSONS SHALL BE USED AT THE DISCRETION OF THE RESIDENT ENGINEER. IF NO FLAGPERSON IS PRESENT, THEN NO SIGN SHALL BE PLACED.
2. FOR SIGN AND CONE PLACEMENT AND SPACING REFER TO STANDARD E-110.
3. WORK IN WORK AREAS A/B AND Y/Z SHALL NOT OCCUR AT THE SAME TIME.
4. TWO PORTABLE ROAD WORK AHEAD SIGNS SHALL BE GATE POSTED NEAR THE BEGINNING OF THE ENTRANCE RAMP FOR ALL WORK DONE WITHIN THE REST AREA.
5. ALL SIGNS FOR THIS PROJECT MAY BE PORTABLE. IF SO REMOVE DAILY.
6. SIGN DETAILS, LOCATIONS, SPECIFICATIONS AND CHANNELIZING DEVICE SPECIFICATIONS NOT SHOWN ON THIS SHEET CAN BE FOUND ON STANDARD SHEETS E-100, E-101, E-102, E-106, E-107, E-107A, AND E-110.
7. TAPERS SHALL NOT BEGIN IN THE MIDDLE OF CURVES, BUT SHALL BE EXTENDED BACKWARD TO A POINT WHERE IT IS VISIBLE TO APPROACHING TRAFFIC.
8. WHEN WORK AREA IS ENTIRELY WITHIN THE REST AREA, CONES MAY BE USED AS THE CHANNELIZING DEVICE. CONES MAY ALSO BE USED AS THE CHANNELIZING DEVICE FOR WORK AREAS A, B, AND Y. HOWEVER, DRUMS SHALL BE USED AS THE CHANNELIZING DEVICE FOR WORK AREA Z, WITH LANE CLOSURE.
9. A MINIMUM TRAVEL WIDTH OF 14 FEET SHALL BE MAINTAINED IN ALL WORK AREAS EXCEPT AS FOLLOWS:
WHEN WORKING IN RAMP AREAS WHERE GUARD RAIL OF A CURBED MEDIAN ISLAND EXISTS, THE CONTRACTOR SHALL MAINTAIN A MINIMUM TRAVEL WIDTH OF 12 FEET.
10. THE MAXIMUM SPACING BETWEEN CHANNELIZING DEVICES IN A TAPER SHOULD BE APPROXIMATELY EQUAL IN FEET TO THE SPEED IN M.P.H. TANGENT SPACING BETWEEN DEVICES SHOULD NOT EXCEED TWO TIMES THE SPEED LIMIT IN FEET
11. WHEN THE PAVED AREA(S) WITHIN THE REST AREA HAVE TO BE EXCAVATED FOR THE PLACEMENT OF ELECTRICAL CONDUIT SLEEVE, TRAFFIC SHALL BE MAINTAINED AT ALL TIMES.

⊗ — SIGN SO NOTED SHALL BE GATE POSTED

**TRAFFIC CONTROL FOR
OVERHEAD SIGN SUPPORT
SITE 10 - DERBY**

A. CHANNELIZING OF TRAFFIC SHALL BE AS PER STANDARD E-106 (MULTI LANE CLOSURE AT AN EXIT RAMP). THIS WILL ALLOW FOR A CRANE TO SIT IN THE TRAVEL LANE NEAR THE GORE AREA IN ORDER TO MOVE THE STRUCTURE. BARRELS SHALL BE USED AS CHANNELIZING DEVICES.

B. TRAFFIC MAY CONTINUE TO PROCEED WHILE SET-UP FOR STRUCTURE REMOVAL/RESET IS IN PROGRESS (USING E-106 DETAIL).

C. WHEN THE STRUCTURE IS LIFTED OR SET (BY THE CRANE), TRAFFIC SHALL BE STOPPED BY UTO'S. AT THE ENGINEER'S DISCRETION, UTO'S MAY BE REQUIRED DURING SET-UP AS WELL.

D. TRAFFIC SHALL BE STOPPED FOR A MAXIMUM OF 10 MINUTES AT A TIME AND SHALL NOT BE STOPPED DURING PEAK TIMES OF 7-9 AM, AND 3-6 PM.

E. THE CONTRACTOR SHALL SUBMIT A PLAN FOR ACCOMPLISHING THIS WORK TO THE RESIDENT ENGINEER.

F. MINIMUM TRAVEL WIDTH OF 14 FEET SHALL BE MAINTAINED.

G. SEE NOTES 1, 5, 6, AND 10 ON THIS SHEET FOR FURTHER INFORMATION.

LEGEND

- EXISTING OR PROPOSED STREET LIGHT
- CONES, WORK AREA
- CONES, WORK AREA
- CONES, WORK AREA
- DRUMS, WORK AREA
- PORTABLE SIGN
- TYPE III BARRICADES, ALL ZONES
- WORK AREA, TRUCK W/ FLASHING BEACON
- FLASHING ARROW PANEL

INTERSTATE LOCATIONS

TRAFFIC CONTROL SHEET

PREPARED BY RPD DATE 1-95
 MODIFIED BY EGE/EGJ DATE 4/97
 DESIGN SUPERVISOR ABK DATE _____
 PROJ. _____

STATEWIDE IM LITE (6)

TRAFFIC SHEET NO. _____ OF _____
 SHEET 16 OF 37 SHEETS