

LENGTH OF STRUCTURE:  
 LENGTH OF ROADWAY:  
 LENGTH OF PROJECT:  
 LENGTH OF ROW PROJECT:

BEGIN R.O.W. PROJECT

BHF 0200(9) STA. 0+807.3 7.5m (25') LT.

BEGIN APPROACH  
 REV. STA. 0+905.000

CONVENTIONAL SIGNS	
	COUNTY LINE
	TOWN LINE
	LIMITS OF ACCESS
	POINT OF ACCESS
	FENCE LINE
	STONE WALL
	TRAVELED WAY
	GUARD RAIL
	RAILROAD
	SURVEY LINE
	CULVERT
	UTILITY POLE
	OVERHEAD WIRE
	TREES
	CONTROL OF ACCESS
	PROPERTY LINE
	R.O.W.
	SLOPE RIGHTS
	TOP OF CUT
	TOE OF CONST. SLOPE



DATUM	
VERTICAL	NAVD 1988
HORIZONTAL	NAD 83-92



LIMITS OF  
GRANULAR BACKFILL  
FOR STRUCTURES

300  
600  
(TYP.)

COFFERDAM LIMITS

2400

STONE FILL,  
TYPE IV

GEOTEXTILE UNDER  
STONE FILL

TYPICAL NEW ABUTMENT SECTION  
NOT TO SCALE

TYPICAL CHANNEL  
NOT TO SCALE

\* GRUBBING MATERIAL SHALL  
BE REMOVED TO THE  
BOTTOM OF THE SUBBASE,  
WHENEVER CHANNEL SLOPE  
CHANGES AT THE  
BOTTOM OF SUBBASE.

LIMITS OF  
GRANULAR BORROW

APPROACH SLAB

LIMITS OF  
GRANULAR BACKFILL  
FOR STRUCTURES

300  
600 (TYP.)

COFFERDAM L

TYPICAL NEW WING  
WW#1, WW#2  
NOT TO SCALE

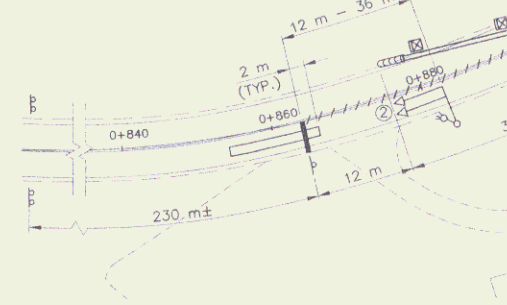
DATUM

VERTICAL      NAVD 88

HORIZONTAL    NAD 83-92



17. A 250 WATT MER/150 WATT HPS LUMINAIRE AND MAST ARM SHALL BE PROVIDED ON A POLE ON EACH APPROACH AT A MOUNTING HEIGHT OF 9m ABOVE ROADWAY CENTERLINE. THE INTENT IS TO LIGHT UP THE AREA AROUND THE SIGNAL HEADS AND STOP BAR FOR INCREASED VISIBILITY. THE RESIDENT ENGINEER SHALL DETERMINE THE ADEQUACY OF THE LIGHTING AND DIRECT CHANGES IF THE LIGHTING IS INSUFFICIENT.
18. STOP BARS SHALL BE LOCATED A MINIMUM OF 12m AND A MAXIMUM OF 36m FROM THE NEAREST SIGNAL HEAD.
19. PAYMENT FOR THE VEHICLE DETECTORS SHALL BE FOR EACH UNIT INSTALLED.
20. SIGNS AND POSTS AS SHOWN ON THIS SHEET AND NOTED BELOW ARE SUBSIDIARY TO THE TRAFFIC CONTROL SIGNAL ITEMS ("STOP HERE ON RED", "SIGNAL AHEAD", "NO PASSING ZONE", AND "TO GET GREEN LIGHT" ETC.) THE TEMPORARY STOP BARS SHOULD BE PAID UNDER THE TEMPORARY 24" STOP BAR ITEM.
21. SEE STD. E-140 FOR "STOP HERE ON RED" SIGN DETAIL AND E-101 FOR "SIGNAL AHEAD" SYMBOL SIGN. SEE STANDARD E-121 FOR SIGN PLACEMENT. SEE STANDARD E-171A AND E-172 FOR ADDITIONAL INFORMATION ON SIGNALS AND DETECTORS.
22. A "SIGNAL AHEAD" SIGN SHALL BE PLACED AT LEAST 225m FROM THE SIGNAL OR AT A POSITION TO BE DETERMINED BY THE ENGINEER.
23. THE "NO PASSING" SIGN SHALL BE USED TO PREVENT PASSING FOR 230m IN ADVANCE OF THE STOP BAR. THE SIGN SHALL BE PER STANDARD E-102.
24. ALL ELECTRICAL WORK SHALL MEET THE REQUIREMENTS OF THE NATIONAL ELECTRICAL CODE AND STATE INSPECTOR.
25. TWO-WAY TRAFFIC SHALL BE MAINTAINED ON THE DETOUR WHENEVER POSSIBLE. DURING TWO-WAY TRAFFIC, THE SIGNALS SHALL BE SET ON FLASHING YELLOW.
26. APPROACH WIDTHS SHALL BE AS DETAILED IN SECTION 528.04(b)2 TO MINIMIZE VEHICLE DELAY.
27. TRAFFIC CONTROL WARNING SIGNS SHALL BE PROVIDED ON EACH APPROACH PER STANDARD E-107. ADDITIONAL PROJECT CONSTRUCTION SIGNS SHALL BE INSTALLED AS REQUIRED BY THE RESIDENT ENGINEER PER STANDARD E-100, E-101, E-102 & E-102A. PAYMENT FOR THESE SIGNS, THE REFLECTORIZED PLASTIC DRUMS, ETC, SHALL BE PAID AS A PART OF THE "MAINTENANCE OF TRAFFIC FOR BRIDGE PROJECTS" ITEM OR THE "TRAFFIC CONTROL" ITEM.
28. THE "TO GET GREEN LIGHT" SIGN IS TO BE USED ONLY ON APPROACHES WITH VEHICLE DETECTORS.
29. IF BRIDGE WORK REQUIRES LANE CLOSURE ON A ROADWAY UNDERNEATH THE BRIDGE, REFER TO STD. E-110 FOR TRAFFIC CONTROL DETAILS. PAYMENT SUBSIDIARY TO "TRAFFIC CONTROL" OR "MAINTENANCE OF TRAFFIC FOR BRIDGE PROJECTS" AS IS APPROPRIATE.
30. IN SITUATIONS WHERE EXISTING PASSING ZONES EXTEND THROUGH THE AREA BETWEEN THE STOP BAR AND THE "NO PASSING ZONE" SIGN, THEN TEMPORARY DOUBLE YELLOW LINES SHALL BE INSTALLED FROM THE STOP BAR TO THE "NO PASSING ZONE" SIGN. THESE MARKINGS SHALL BE PAID UNDER THE "TEMPORARY 100 mm YELLOW LINE" ITEM.
31. TEMPORARY TRAFFIC BARRIER SHOULD BE SUBSTITUTED FOR THE CHANNELIZING DEVICES SHOWN WHEN ANY OF THE FOLLOWING ARE MET:
  - A.) THE BRIDGE DECK IS REMOVED
  - B.) THE BRIDGE RAIL IS REMOVED, OR
  - C.) IN THE JUDGEMENT OF THE RESIDENT ENGINEER TEMPORARY BARRIER IS NEEDED.
32. WHEN TEMPORARY BARRIER IS USED, BARRIER ENDS FACING ONCOMING TRAFFIC SHALL BE TAPERED BEYOND THE CLEAR ZONE, OR PROTECTED WITH AN APPROVED END TREATMENT DESIGNED FOR THE 85TH PERCENTILE SPEED OR THE POSTED SPEED LIMIT OF THE ROAD WAY.
33. PAYMENT FOR TEMPORARY BARRIER USED SHALL BE MADE UNDER THE APPROPRIATE ITEM.



### PHASING DIAGRAM AND SPECIAL REQUIREMENTS FOR EACH LOCATION

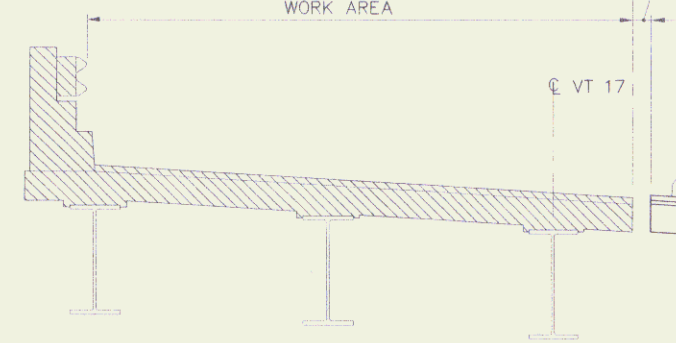
PHASE	2	6	4
MINIMUM			
EXTENSION			
MAXIMUM			
HEAD 2			
HEAD 6			
HEAD 4			

APPROACH 4 IS A SIDE STREET APPROACH - IF REQUIRED

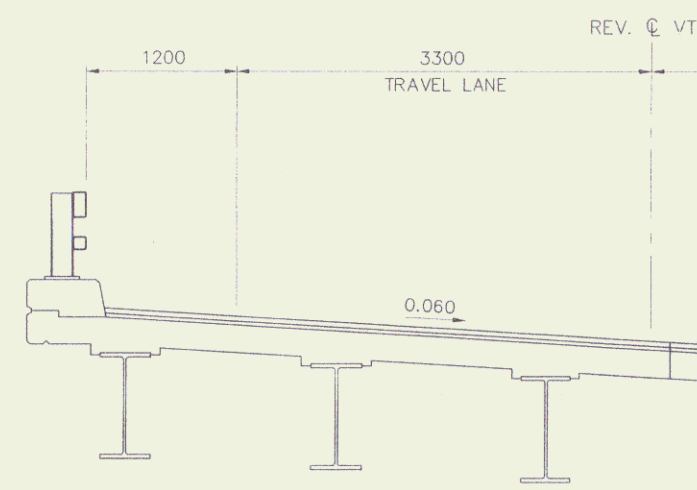
### SPECIAL REQUIREMENTS

APPROACH	TEMPORARY VEHICLE DETECTOR	FLASHING BEACON ON ADVANCED WARNING SIGN
2		
6		
4		

ENTER CHECK MARK IN APPROPRIATE BOX WHEN REQUIRED ON THIS PROJECT



PHASE II



PROPOSED TYPICAL S

TYPE II STONE FILL

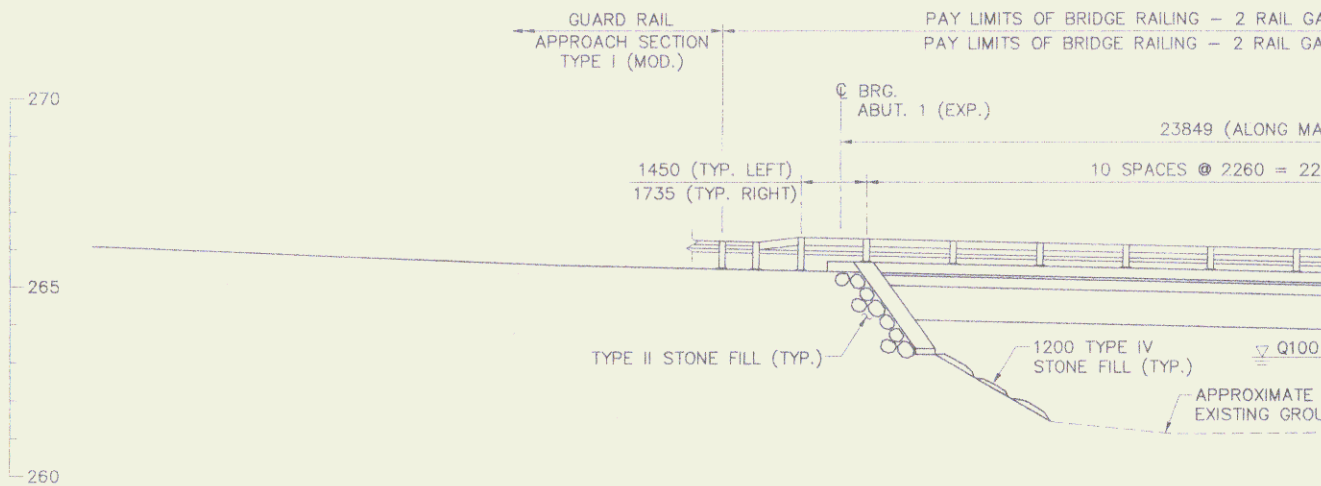
TYPE IV STONE FILL

**PLAN**

SCALE: 1:100

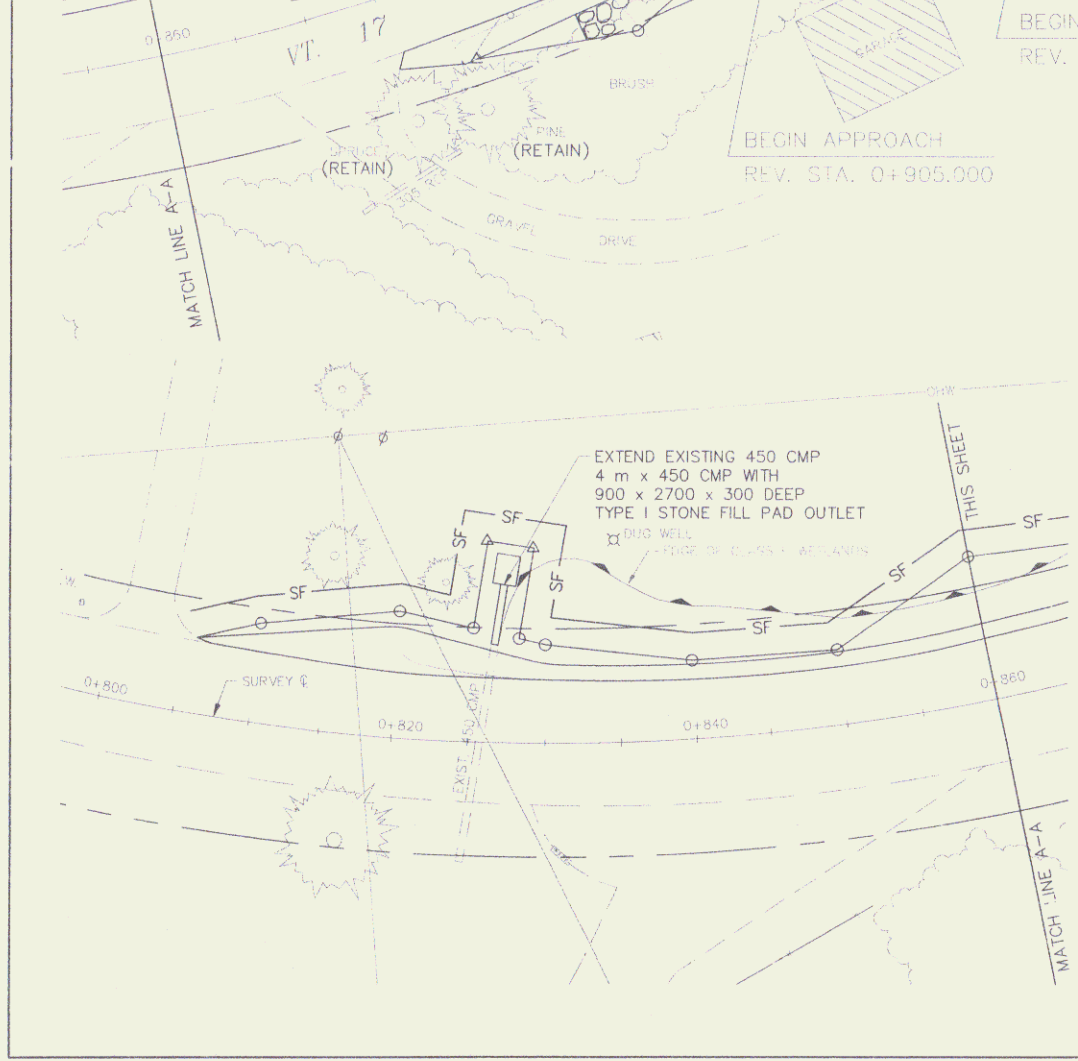


GRAPHIC SCALE



**ELEVATION**

SCALE: 1:100

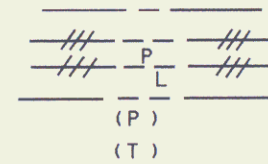


2B		10,11	0+858.8 RT.	1+080.0 RT.	0.17 HA±	ALL R. T. & I.
3	POSLUSZNY, ROBERT F. & PHYLLIS D.	10,11	REV. 0+950.7 LT.	1+080.0 LT.	0.10HA±	ALL R. T. & I.
			REV. 0+962.0 LT.	1+041.0 LT.		CONST. (T) 0.01HA±
			REV. 0+966.7 LT.	REV. 0+997.5 LT.		DITCH (P) 88.2SM±
			REV. 1+003.0 LT.	REV. 1+037.5 LT.		SLOPE (P) 96.3SM±
4	GREEN MOUNTAIN POWER CORP.					
5	CHAMPLAIN VALLEY TELECOM					

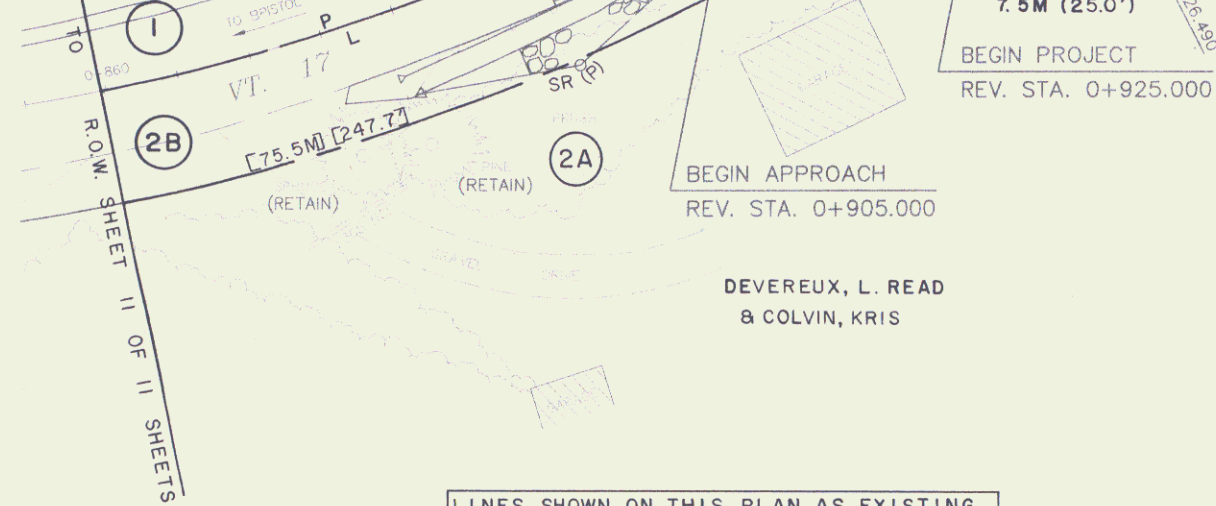
0200009 200 1805 HP

ACCT. TFrench  
 \\vaot\_cadd\fillingcabinet\$\93c065\RightOfWay\rc065d.dgn  
 DATE PLOTTED 29-MAR-2001  
 rc065dl.i

DR. (P)- DRAINAGE RIGHT  
 DIT. (P)- DITCHING RIGHT  
 CH. (P)- CHANNEL RT.  
 DRIVE (T)- DRIVE RIGHT  
 CUL. (P)- CULVERT RIGHT  
 [W]- WATER SOURCES



PRESENT R.O.W.  
 TAKING WITHOUT ACCESS  
 TAKING WITHOUT ACCESS ALON  
 TAKING WITH ACCESS  
 PERMANENT EASEMENT  
 TEMPORARY EASEMENT



LINES SHOWN ON THIS PLAN AS EXISTING PROPERTY LINES (P/L) ARE BELIEVED TO BE ACCURATE BUT SHOULD NOT BE RELIED UPON FOR PURPOSES UNRELATED TO THE STATE OF VERMONT'S ACQUISITION OF LAND AND RIGHTS FOR THIS PROJECT.

CONSTRUCTION NOTES

REMOVAL AND DISPOSAL OF GUARD RAIL  
 STA. 0+880.0 - REV. STA. 0+946.0 RT.  
 REV. STA. 0+970.7 - 1+006.0 RT.  
 REV. STA. 0+904.3 - 0+942.2 LT.  
 REV. STA. 0+965.5 - 0+981.8 LT.

HEAVY DUTY STEEL BEAM GUARD RAIL  
 STA. 0+860.0 - REV. STA. 0+929.2 LT.  
 STA. 0+894.3, 3.65 m RT. - REV. STA. 0+932.4, 4.50 m RT.  
 REV. STA. 0+986.6 - STA. 1+050.0 RT.

MODIFIED ECCENTRIC LOADER TERMINAL  
 REV. STA. 0+975.6 - 0+986.7 LT.

MANUFACTURED TERMINAL SECTION  
 STA. 0+879.5, 4.44 m RT. - 0+894.3, 3.71 m RT.

GUARD RAIL APPROACH SECTION, TYPE 1 (MODIFIED)  
 REV. STA. 0+932.4 - 0+940.3 RT.  
 REV. STA. 0+978.8 - 0+986.6 RT.  
 REV. STA. 0+929.2 - 0+936.7 LT.  
 REV. STA. 0+968.2 - 0+975.6 LT.

BRIDGE RAILING - 2 RAIL GALVANIZED BOX BEAM (MODIFIED)  
 REV. STA. 0+936.7 - 0+968.2 LT.  
 REV. STA. 0+940.3 - 0+978.8 RT.

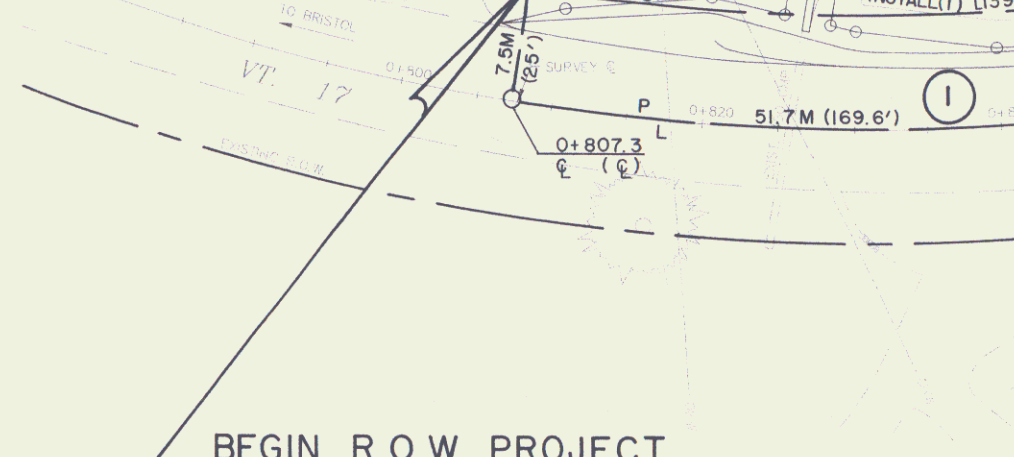
COLD PLANING BIT, CONCRETE PAVEMENT  
 STA. 0+890.0 - REV. STA. 0+905.0  
 REV. STA. 1+045.0 - STA. 1+050.0

DURABLE 100 mm WHITE LINE  
 STA. 0+890.0 - STA. 1+050.0 LT, RT

DURABLE 100 mm YELLOW LINE  
 STA. 0+890.0 - STA. 1+050.0 (DOUBLE CENTER LINE)

5

FOR  
SEE



**BEGIN R.O.W. PROJECT**  
**BHF 0200(9) STA. 0+807.3 7.5M (25') LT**

CONSTRUCTION NOTES

HEAVY DUTY STEEL BEAM GUARD RAIL  
 STA. 0+831.1 - STA. 0+860.0 LT.

MANUFACTURED TERMINAL SECTION  
 STA. 0+819.4 - 0+831.1 LT.

COLD PLANING BIT. CONCRETE PAVEMENT  
 REV. STA. 1+050.0 - STA. 1+070.0

DURABLE 100 mm WHITE LINE  
 STA. 1+050.0 - STA. 1+070.0 LT, RT

DURABLE 100 mm YELLOW LINE  
 STA. 1+050.0 - STA. 1+070.0 (DOUBLE CENTER LINE)

