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STATE OF VERMONT AGENCY OF TRANSPORTATION

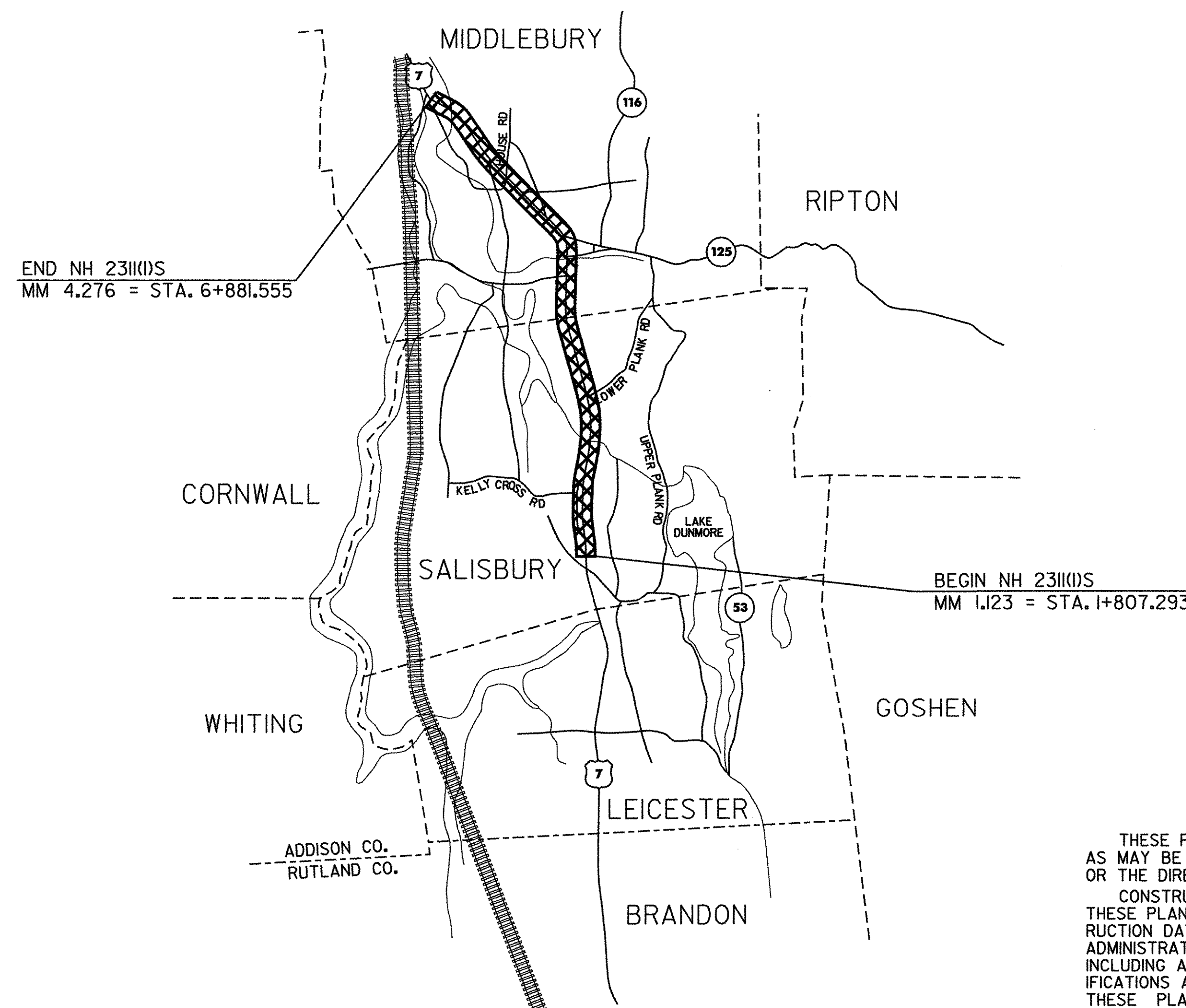


PROPOSED IMPROVEMENT TOWNS OF SALISBURY AND MIDDLEBURY COUNTY OF ADDISON U.S. ROUTE 7

BEGINNING IN THE TOWN OF SALISBURY AT MILE MARKER 1.123 = STA. 1+807.293 AND EXTENDING
NORTHERLY ALONG U.S. ROUTE 7 FOR A DISTANCE OF 12 359.762 m (7.680 MILES)
TO A POINT IN MIDDLEBURY AT MILE MARKER 4.276 = STA. 6+881.555.

LENGTH OF ROADWAY 12 359.762 m (7.680 MILES)
LENGTH OF PROJECT 12 359.762 m (7.680 MILES)

WORK TO BE PERFORMED UNDER THIS PROJECT INCLUDES RESURFACING WITH
A SHIM / LEVELING COURSE AND WEARING COURSE, COLD PLANING, NEW PAVEMENT
MARKINGS, DRAINAGE IMPROVEMENTS, GUARDRAIL IMPROVEMENTS AND INCIDENTAL ITEMS.



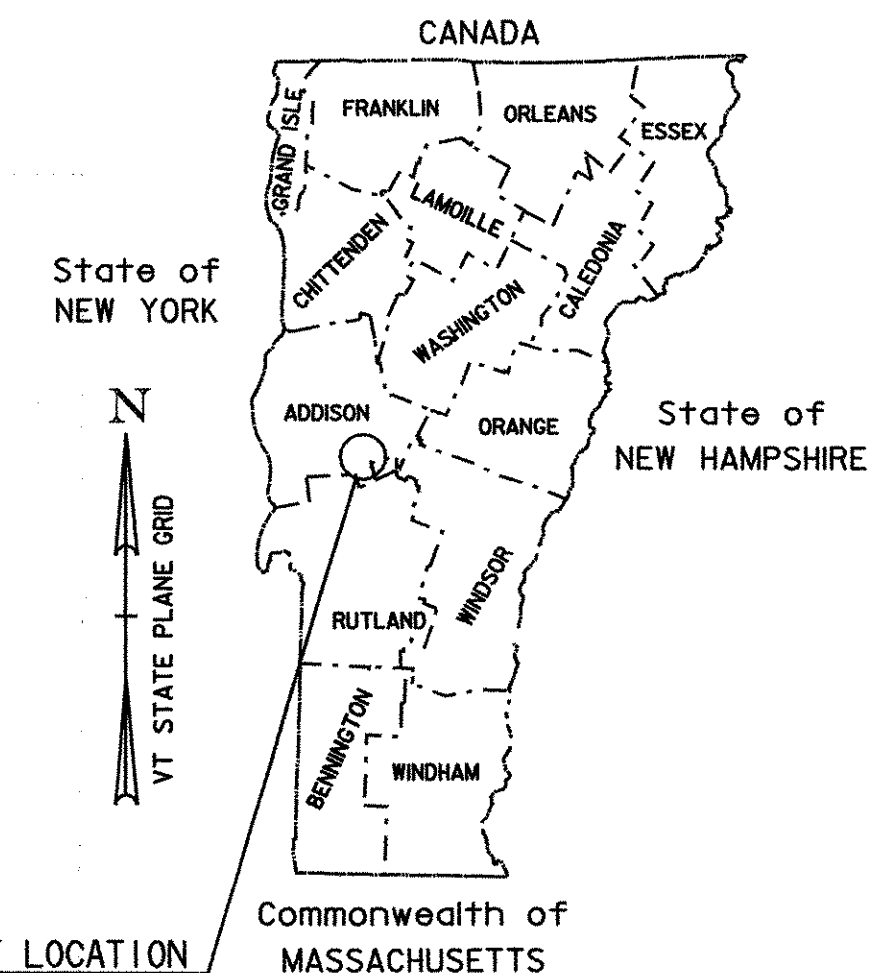
RECORD PLANS

CONTRACTOR: PIKE INDUSTRIES, INC. - BERLIN VT
RESIDENT ENGINEER: T. COURSE
CONSTRUCTION BEGAN: MAY 2, 2005
CONSTRUCTION COMPLETE: OCTOBER 26, 2005
RECORD PLANS BY: T. COURSE & E. FOSTER

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

BY *Anthony J. Course* RESIDENT ENGINEER
DATE *6/28/06*

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

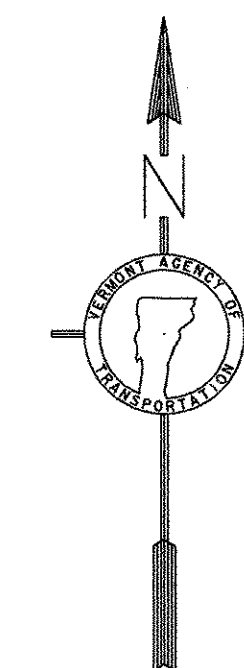


PROJECT LOCATION
NH 231(1)S
Commonwealth of MASSACHUSETTS

TRAFFIC DATA

	ADT		DHV		ESAL'S (2003-2013)
	2003	2013	2003	2013	
START OF PROJECT TO VT 125 (MIDDLEBURY)	8,500	9,900	900	1,000	4,749,000
VT 125 TO HALLADAY HILL RD.	10,600	11,400	1,100	1,200	3,306,000
HALLADAY HILL RD. TO END OF PROJECT	13,400	14,400	1,400	1,500	3,392,000

SALISBURY - MIDDLEBURY, US ROUTE 7, MM 1.123 TO MM 4.276	
BITUMINOUS CONCRETE PAVEMENT SUPERPAVE MIXTURE DESIGN CRITERIA	
DESIGN LANE/DESIGN LIFE ESAL	6,175,500
DESIGN NUMBER OF GYRATIONS	75
PERFORMANCE GRADED ASPHALT BINDER	PG 64-28



UNLESS OTHERWISE NOTED, ALL DRAWINGS AND
DETAILS OF THE PROJECT PLANS ARE NOT TO
SCALE

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



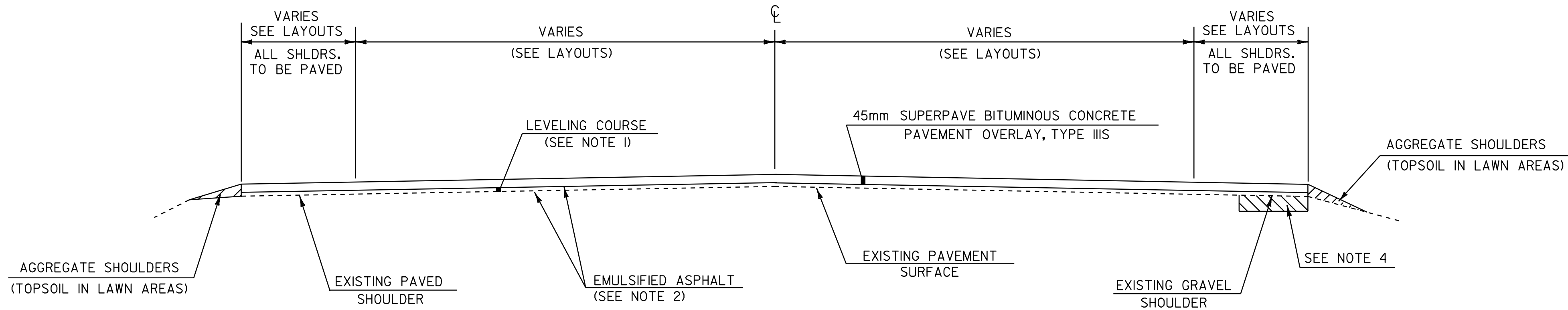
THESE PLANS ARE SUBJECT TO SUCH ENGINEERING CHANGES
AS MAY BE REQUIRED BY THE FEDERAL HIGHWAY ADMINISTRATION
OR THE DIRECTOR OF PROGRAM DEVELOPMENT.
CONSTRUCTION IS TO BE CARRIED ON IN ACCORDANCE WITH
THESE PLANS AND THE STANDARD SPECIFICATIONS FOR CONST-
RUCTION DATED 2001, AS APPROVED BY THE FEDERAL HIGHWAY
ADMINISTRATION ON JANUARY 4, 2001 FOR USE ON THIS PROJECT,
INCLUDING ALL SUBSEQUENT REVISIONS AND SUCH REVISED SPEC-
IFICATIONS AND SPECIAL PROVISIONS AS ARE INCORPORATED IN
THESE PLANS.

APPROVED <i>[Signature]</i> DATE <i>1/3/05</i> DIRECTOR OF PROJECT DEVELOPMENT	
DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	
APPROVED _____ DATE _____ DIVISION ADMINISTRATOR	
PROJECT SALISBURY - MIDDLEBURY NH 231(1)S	
SHEET 1 OF 67 SHEETS	

NOTES

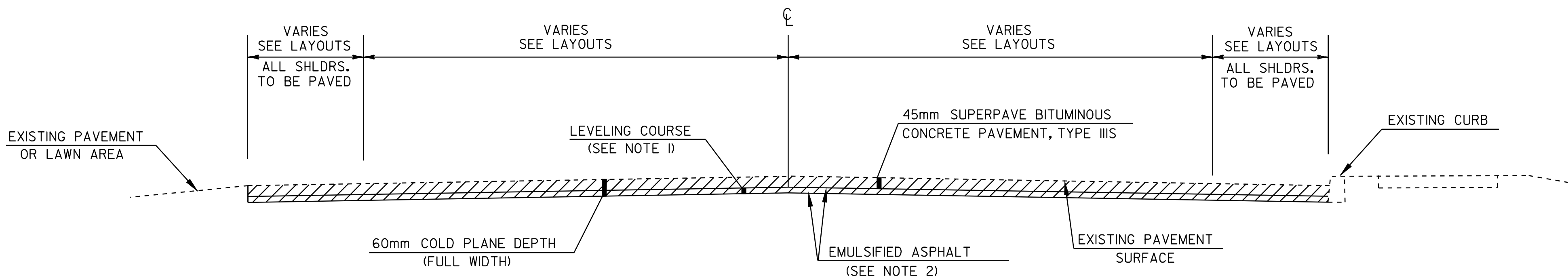
- THE PAVEMENT WEARING COURSE SHALL BE TYPE IIIS.
THE LEVELING COURSE SHALL BE TYPE IVS UNLESS OTHERWISE DIRECTED BY THE RESIDENT ENGINEER. LEVELING HAS BEEN INCLUDED TO RESHAPE THE ROADWAY PRIOR TO PAVING THE TOP COURSE ALONG THE OVERLAY AND COLD PLANE TYPICAL SECTIONS. AN ESTIMATED THICKNESS OF 15mm OF ITEM 490.30 HAS BEEN INCLUDED TO COVER THIS PROVISION.

ALL ASPHALT CEMENT USED IN THE BITUMINOUS CONCRETE PAVEMENT SHALL BE PG 64-28.
- EMULSIFIED ASPHALT SHALL BE APPLIED ON EXISTING PAVEMENT SURFACES, BETWEEN ALL COURSES OF PAVEMENT AND ON COLD PLANED SURFACES AT THE RATE OF 0.12 L/SM OR AS DIRECTED BY THE RESIDENT ENGINEER.
- BITUMINOUS CONCRETE PAVEMENT TOLERANCE = +/- 5 mm (TOTAL THICKNESS EXCLUDING LEVELING).
- EXISTING SHOULDER MATERIAL DEEMED UNSUITABLE BY THE RESIDENT ENGINEER WILL BE EXCAVATED TO A DEPTH OF 75 mm +/- OR AS DIRECTED BY THE ENGINEER. EXCAVATED MATERIAL WILL BE SPREAD ON THE ADJACENT SLOPES OR REMOVED FROM THE PROJECT, AS DIRECTED BY THE ENGINEER. THIS WORK WILL BE PAID FOR USING THE APPROPRIATE RENTAL ITEMS SUCH AS ALL PURPOSE EXCAVATOR RENTAL, GRADER RENTAL, LOADER RENTAL, TRUCK RENTAL, AND POWER BROOM RENTAL. THE METHOD OF REMOVAL AND THE USE OF RENTAL ITEMS SHALL BE APPROVED BY THE ENGINEER PRIOR TO ANY WORK BEING DONE. MATERIAL REMOVED SHALL BE REPLACED WITH SUBBASE OF CRUSHED GRAVEL (FINE GRADED) OR AGGREGATE SHOULDERS.
- ONE METER OF BACKING IS REQUIRED BEHIND THE FACE OF GUARD RAIL WITH 1.8m POSTS. IF THIS CANNOT BE OBTAINED THEN 2.4m POSTS SHALL BE USED.
- COLD PLANING TO BE COMPLETED ACCORDING TO THE TYPICAL OR AS NOTED OTHERWISE ON THE PLANS. A FULL DEPTH BUTT JOINT SHALL BE CONSTRUCTED AT THE PROJECT BEGINNING/END AND AT ALL SIDE ROAD APPROACHES AS DENOTED ON THE PROJECT PLANS OR AS OTHERWISE DIRECTED BY THE RESIDENT ENGINEER.
- PIPE INLET AND OUTLET AREAS, AND DITCH CLEANING THROUGH THE PROJECT, SHALL BE PERFORMED AT LOCATIONS AS DIRECTED ON THE DITCH CLEANING DETAIL SHEET AND AS DIRECTED BY THE RESIDENT ENGINEER. PAYMENT WILL BE UNDER THE APPLICABLE EQUIPMENT RENTAL ITEM(S).
- ALL DRIVES SHALL RECEIVE A PAVED APRON AS DIRECTED BY THE RESIDENT ENGINEER. ANY AND ALL REQUIRED EXCAVATION IN DRIVE AREAS SHALL BE AS DIRECTED AND WILL BE PAID FOR UNDER THE APPLICABLE RENTAL ITEM(S). IF REQUIRED, A NEW DRIVEWAY SUBBASE SHALL BE CONSTRUCTED AND WILL BE PAID FOR UNDER ITEM 301.28, SUBBASE OF CRUSHED GRAVEL (FINE GRADED). A NEW BITUMINOUS SURFACE SHALL BE CONSTRUCTED AS DIRECTED AND WILL BE PAID FOR UNDER ITEM 490.30. ESTIMATED QUANTITIES OF THE ABOVE ITEMS HAVE BEEN INCLUDED TO PAY FOR THIS WORK.
- ESTIMATED QUANTITIES OF ITEM 608.25, EXCAVATOR RENTAL AND 608.37, TRUCK RENTAL HAVE BEEN INCLUDED FOR THE PROVISION OF CONSTRUCTING GUARD RAIL END SECTIONS WITH EXCAVATED DITCHING MATERIAL. THE GUARD RAIL END SECTIONS SHALL BE CAPPED WITH AN ESTIMATED 75mm DEPTH OF AGGREGATE SHOULDER MATERIAL UNLESS OTHERWISE DIRECTED BY THE RESIDENT ENGINEER. THE QUANTITIES INCLUDED REFLECT 5 TONS OF AGGREGATE SHOULDER MATERIAL FOR EACH GUARD RAIL TERMINAL.
- ITEM 616.47, BITUMINOUS CONCRETE GUTTERS AND TRAFFIC ISLANDS WILL BE PAID ONLY WHERE SPECIFIED IN THE PLANS. ALL OTHER BITUMINOUS CONCRETE PAVEMENT WORK, WHICH COULD INVOLVE SOME HAND-WORK (SUCH AS DRIVE AND SIDEROAD APPROACHES AND AROUND DRAINAGE/UTILITY STRUCTURES), SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR ITEM 490.30, SUPERPAVE BITUMINOUS CONCRETE PAVEMENT.
- ALL EDGES OF PAVEMENT SHALL BE BACKED UP FULL HEIGHT WITH AGGREGATE SHOULDER MATERIAL, OR AS DIRECTED BY THE RESIDENT ENGINEER AND WILL BE PAID FOR UNDER ITEM 402.12, AGGREGATE SHOULDERS.
- GRASS GROWING ADJACENT TO PAVEMENT, OR THROUGH CRACKS IN THE PAVEMENT, WHICH MAY HAMPER THE PLACEMENT OF NEW BITUMINOUS CONCRETE, SHALL BE REMOVED BY THE CONTRACTOR, AS DIRECTED BY THE ENGINEER. PAYMENT FOR THIS WORK WILL NOT BE MADE DIRECTLY, BUT WILL BE CONSIDERED INCIDENTAL TO ITEM 490.30, SUPERPAVE BITUMINOUS CONCRETE PAVEMENT.
- COMPACTION, GRADING, AND CLEAN UP OF ITEM 301.28, SUBBASE OF CRUSHED GRAVEL, ITEM 402.12, AGGREGATE SHOULDER MATERIAL, AND ITEM 651.35, TOPSOIL, IS TO BE INCLUDED IN THE CONTRACT PRICE OF EACH ITEM.



OVERLAY TYPICAL SECTION

SALISBURY
STA 1+807.293 TO 7+285.500
MIDDLEBURY
STA 0+000.000 TO 1+863.620
STA 2+276.736 TO 5+793.638



COLD PLANED TYPICAL SECTION

MIDDLEBURY
STA 1+863.620 TO 2+276.736
STA 5+793.638 TO 6+881.555

PROJECT PAVING LIMITS

TOWN & ROUTE	BEGIN STATION	END STATION	LANE TYPICAL	WEARING DEPTH	LEVELING Tons	NOTES
SALISBURY - US ROUTE 7	1+807.293	1+840.000	VARIES-3.6-3.6-VARIES	45 mm	15	LEVEL & PAVE W/45mm TYPE IIIS
	1+840.000	7+285.500	3.0-3.6-3.6-3.0	45 mm	2588	LEVEL & PAVE W/45mm TYPE IIIS
MIDDLEBURY - US ROUTE 7	0+000.000	0+970.000	3.0-3.6-3.6-3.0	45 mm	461	LEVEL & PAVE W/45mm TYPE IIIS
	0+970.000	1+010.000	VARIES-3.6-3.6-VARIES	45 mm	16	LEVEL & PAVE W/45mm TYPE IIIS
	1+010.000	1+090.000	0.9-3.6-3.6-0.9	- -	43	BR. # 125 - COLD PLANE 25mm, OVERLAY W/25mm TYPE IVS
	1+090.000	1+130.000	VARIES-3.6-3.6-VARIES	45 mm	16	LEVEL & PAVE W/45mm TYPE IIIS
	1+130.000	1+800.000	3.0-3.6-3.6-3.0	45 mm	318	LEVEL & PAVE W/45mm TYPE IIIS
	1+800.000	1+863.620	VARIES-3.6-3.6-VARIES	45 mm	32	LEVEL & PAVE W/45mm TYPE IIIS
	1+863.620	2+276.736	VARIES-SEE LAYOUT SHEETS	45 mm	255	COLD PLANE 60mm - LEVEL & PAVE W/45mm TYPE IIIS
	2+276.736	2+340.000	VARIES-3.6-3.6-VARIES	45 mm	32	LEVEL & PAVE W/45mm TYPE IIIS
	2+340.000	3+300.000	3.3-3.6-3.6-3.3	45 mm	477	LEVEL & PAVE W/45mm TYPE IIIS
	3+300.000	3+320.000	VARIES-3.6-3.6-VARIES	45 mm	10	LEVEL & PAVE W/45mm TYPE IIIS
	3+320.000	5+300.000	3.6-3.6-3.6-3.6	45 mm	1027	LEVEL & PAVE W/45mm TYPE IIIS
	5+300.000	5+320.000	VARIES-3.6-3.6-VARIES	45 mm	10	LEVEL & PAVE W/45mm TYPE IIIS
	5+320.000	5+793.638	3.3-3.6-3.6-3.3	45 mm	235	LEVEL & PAVE W/45mm TYPE IIIS
	5+793.638	6+881.555	VARIES-SEE LAYOUT SHEETS	45 mm	571	COLD PLANE 60mm - LEVEL & PAVE W/45mm TYPE IIIS



PROJECT
TYPICAL
SHEET #1

DESIGNED BY WHEELER DATE 12-02

DRAWN BY WHEELER DATE 12-02

DESIGN FILE NO. pave/01b018/pb018.dgn

PRF FILE pb018+tyl.l DATE 10-JUL-2006 PLOTTED 13

PROJ. NAME **SALISBURY - MIDDLEBURY**

PROJ. NO. **NH 2311(1)S**

SHEET **2** OF **67** SHEETS

Diagram illustrating the cross-section of a road surface repair. The structure consists of a 45mm NEW OVERLAY on top of a 60mm COLD PLANE. A LEVELING COURSE is shown below the cold plane. The overlay tapers at a rate of 1mm in 0.6m or flatter. The area to be cold planed is indicated, and the existing surface is shown below the cold plane. The cold plane has a thickness of 60mm.

The diagram illustrates the cross-section of a bridge deck. The central section is labeled "BRIDGE 125". On either side of the bridge, the pavement structure includes a "LEVELING COURSE" at the base, followed by a "45mm SUPERPAVE BITUMINOUS CONCRETE PAVEMENT, TYPE IIS". Above this is a "25mm BITUMINOUS CONCRETE PAVEMENT TYPE IVS". A "25mm COLD PLANE DEPTH" is indicated between the concrete layers. The top surface is labeled "EXISTING SURFACE". The area immediately adjacent to the bridge is marked "AREA TO BE COLD PLANED". The slopes on both sides are defined as "TAPER 1mm IN 0.6m (1:600) OR FLATTER".

STA. 6+606.0 LT
 BEGIN REMOVAL OF EXISTING SIDEWALK
 BEGIN CONSTRUCTION OF NEW SIDEWALK (MATCH EXISTING)
 BEGIN NEW CONCRETE CURB
 BEGIN FULL WIDTH WIDENING OF SHOULDER/ROADWAY

STA. 6+613.0 LT
 SEWER MANHOLE
 CHANGE ELEV.

STA. 6+660.3 LT
 END FULL WIDTH WIDENING OF SHOULDER/ROADWAY
 BEGIN CONSTRUCTION OF SHOULDER/ROADWAY TRANSITION

STA. 6+706.0 LT
 END REMOVAL OF EXISTING SIDEWALK
 END CONSTRUCTION OF NEW SIDEWALK (MATCH EXISTING)
 END NEW CONCRETE CURB (TRANSITION CURB END DOWN PER STD. C-1M)
 END CONSTRUCTION OF SHOULDER/ROADWAY TRANSITION

SECTION A-A

1.5 m

R=9.0 m

1.2 m

1.5 m

GRASS

3.0 m

GRASS

1.2 m

3.6 m

3.6 m

3.6 m

3.6 m

3.6 m

3.6 m

ONLY

ONLY

DRIVE

EXISTING CONCRETE SIDEWALK

EDGE OF PAVED SHOULDER

MIDDLEBURY

EDGE OF TRAVELED WAY

US ROUTE 7 SOUTHBOUND

6+600

6+700

6+800

SEE SECTION A-A BELOW

SECTION A-A

**US ROUTE 7 RIGHT TURN LANE AND SIDEWALK RELOCATION DETAIL
TH 20 (MIDDLE RD.) MIDDLEBURY STA. 6+591.873 (MM 4.096)**

The diagram illustrates the cross-section of the road and sidewalk relocation. Key components include:

- Travel Lane:** 3.6 m TRAVEL LANE.
- Right Turn Lane:** 3.6 m RIGHT TURN LANE.
- Shoulder:** 1.2 m SHOULDER.
- Pavement Structure:**
 - EXISTING PAVEMENT SURFACE
 - 45mm SUPERPAVE BITUMINOUS CONCRETE PAVEMENT, TYPE IIIS
 - LEVELING COURSE
 - 15mm SUPERPAVE BITUMINOUS CONCRETE PAVEMENT, TYPE IVS
 - 60mm COLD PLANE DEPTH
 - EDGE OF EXISTING PAVED SHOULDER
 - 150mm SUBBASE OF CRUSHED GRAVEL (FINE GRADED)
 - BASE COURSE - TWO 45mm LIFTS OF SUPERPAVE BITUMINOUS CONC. PAVEMENT
- Sidewalk and Grass Strip:**
 - GRASS STRIP WIDTH VARIES
 - 150mm TOPSOIL
 - 175mm
 - 1.5 m PORTLAND CEMENT CONC. SIDEWALK, 125mm
 - CAST-IN-PLACE CONC. CURB, TYPE B
 - 50mm TOPSOIL
 - 150mm SUBBASE OF CRUSHED GRAVEL (FINE GRADED)
 - 150mm SUBBASE OF CRUSHED GRAVEL (FINE GRADED)
 - REMOVE EXISTING CONCRETE SIDEWALK
- Other Dimensions:**
 - WIDTH VARIES

NOTE: THE EXCAVATION REQUIRED TO CONSTRUCT THE NEW SIDEWALK, REMOVE THE EXISTING CONCRETE SIDEWALK AND FOR THE WIDENING OF US ROUTE 7

FACE OF GUARD RAIL

SEE PROJECT LAYOUT SHEETS FOR DISTANCE FROM CENTERLINE

ALL SHOULDERS TO BE PAVED TO FACE OF GUARD RAIL

AGGREGATE SHOULDERS (TOPSOIL IN LAWN AREAS)

EXISTING PAVED SHOULDER

Diagram illustrating the shoulder cross-section and guard rail location. The diagram shows the face of the guard rail, the aggregate shoulders (topsoil in lawn areas), and the existing gravel shoulder. The text indicates that all shoulders are to be paved to the face of the guard rail.

FACE OF GUARD RAIL

SEE PROJECT LAYOUT SHEETS FOR DISTANCE FROM CENTERLINE

ALL SHOULDERS TO BE PAVED TO FACE OF GUARD RAIL

AGGREGATE SHOULDERS (TOPSOIL IN LAWN AREAS)

EXISTING GRAVEL SHOULDER

MARKER POSTS:
TO BE PLACED AS INDICATED OR AS DIRECTED BY THE ENGINEER.

SHEET **3** OF **67** SHEETS

[illegible][illegible][illegible]

STATIONS		PAVEMENT WIDTHS			EQUATIONS		meters	kilometers	REMARKS
FROM	TO				+	-			
							pave\0lb0l8/pb0l8.dgn		pb0l8qsl.i



ITEM DETAIL SUMMARY SHEET 1

LOCATION			ITEM DETAIL SUMMARY SHEET 1										REMARKS	
			GUARDRAIL											
STATION	STATION	POS.	616.35 TREATED TIMBER CURB m	621.20 STEEL BEAM GUARDRAIL m	621.20 STEEL BEAM G. R. W/2.4 m POSTS (MOD.) m	621.21 HEAVY DUTY STEEL BEAM GUARDRAIL m	621.505 MANUFACTURED TERMINAL SECTION EA	621.505 MANUFACTURED TERMINAL SECT (FLARED) EA	621.60 ANCHOR FOR RAIL EA	621.70 GUARDRAIL APPROACH SECT, TYPE I EA	621.71 GUARDRAIL APPROACH SECT, TYPE II EA	621.80 REMOVAL & DISPOSAL OF GUARDRAIL m		
SALISBURY:														
I+808.0	2+119.0	LT		311.6				2				311.6	2	INSTALL NEW MANUFACTURED TERMINAL SECTION (FLARED) AT STA. I+808.0 - I+819.4 & STA. 2+119.0 (ON T-23).
2+144.0	2+178.2	LT		34.2				2				53.8	2	INSTALL NEW MANUFACTURED TERMINAL SECTION (FLARED) AT STA. 2+144.0 (ON T-23) & STA. 2+166.8 - 2+178.2.
3+594.1	3+825.9	LT		209.0				2				230.0	2	INSTALL NEW MANUFACTURED TERMINAL SECTION (FLARED) AT STA. 3+594.1- 3+605.5 & STA. 3+814.5 - 3+825.9.
3+643.4	3+809.2	RT		152.0				2				171.6	2	INSTALL NEW MANUFACTURED TERMINAL SECTION (FLARED) AT STA. 3+643.4 - 3+654.8 & STA. 3+797.8 - 3+809.2.
4+172.8	4+226.0	RT		57.0			I	I				81.4	2	INSTALL NEW MANUF. TERMINAL SECTION (FLARED) AT STA. 4+172.8 - 4+184.2. INSTALL NEW MANUF. TERM. SECTION AT STA. 4+226.0 (ON T-3).
4+183.0	4+384.4	LT		178.6				2				200.0	2	INSTALL NEW MANUFACTURED TERMINAL SECTION (FLARED) AT STA. 4+183.0 - 4+194.4 & STA. 4+373.0 - 4+384.4.
4+743.0	5+081.2	LT		315.4				2				335.0	2	INSTALL NEW MANUFACTURED TERMINAL SECTION (FLARED) AT STA. 4+743.0 - 4+754.4 & STA. 5+069.8 - 5+081.2.
5+302.0	5+351.4	LT		26.6				2				47.0	2	INSTALL NEW MANUFACTURED TERMINAL SECTION (FLARED) AT STA. 5+302.0 - 5+313.4 & STA. 5+340.0 - 5+351.4.
5+323.0	5+349.4	RT		26.6			I	I				49.6	2	INSTALL NEW MANUF. TERM. SECTION AT STA. 5+323.0 (ON T-9). INSTALL NEW MANUF. TERMINAL SECTION (FLARED) AT STA. 5+338.0 - 5+349.4.
6+545.0	6+605.8	RT		38.0				2				60.0	2	INSTALL NEW MANUFACTURED TERMINAL SECTION (FLARED) AT STA. 6+545.0 - 6+556.4 & STA. 6+594.4 - 6+605.8. SEE SHEET 66 OF 67 FOR STEEL BEAM GUARDRAIL AT SMALL CULVERTS DETAIL.
6+558.0	6+603.6	LT		22.8				2				46.0	2	INSTALL NEW MANUFACTURED TERMINAL SECTION (FLARED) AT STA. 6+558.0 - 6+569.4 & STA. 6+592.2 - 6+603.6. SEE SHEET 66 OF 67 FOR STEEL BEAM GUARDRAIL AT SMALL CULVERTS DETAIL.
7+186.0	7+273.4	LT		64.6				2				87.0	2	INSTALL NEW MANUFACTURED TERMINAL SECTION (FLARED) AT STA. 7+186.0 - 7+197.4 & STA. 7+262.0 - 7+273.4.
7+277.2	0+003.1	LT						I					I	INSTALL NEW MANUFACTURED TERMINAL SECTION (FLARED) AT STA. 7+277.2 (SALISBURY) - 0+003.1 (MIDDLEBURY)
MIDDLEBURY:														
0+000.0	0+041.8	RT		19.0				2				34.2	2	INSTALL NEW MANUFACTURED TERMINAL SECTION (FLARED) AT STA. 0+000.0 & STA. 0+011.4 & STA. 0+030.4- 0+041.8. SEE SHEET 66 OF 67 FOR STEEL BEAM GUARDRAIL AT SMALL CULVERTS DETAIL.
0+003.1	0+044.9	LT		30.4				I				52.3	I	INSTALL NEW MANUFACTURED TERMINAL SECTION (FLARED) AT STA. 0+033.5 - 0+044.9. GUARDRAIL REMOVAL BEGINS AT 7+281 (SALISBURY)
0+052.0	0+097.6	LT		22.8				2				47.6	2	INSTALL NEW MANUFACTURED TERMINAL SECTION (FLARED) AT STA. 0+052.0 - 0+063.4 & STA. 0+086.2 - 0+097.6.
0+181.2	0+321.8	LT		117.8				2				138.6	2	INSTALL NEW MANUFACTURED TERMINAL SECTION (FLARED) AT STA. 0+181.2 - 0+192.6 & STA. 0+310.4 - 0+321.8.
0+325.2	0+595.0	LT		247.2				2				271.6	2	INSTALL NEW MANUFACTURED TERMINAL SECTION (FLARED) AT STA. 0+325.2 - 0+336.6 & STA. 0+583.6 - 0+595.0.
0+602.0	0+780.6	LT			155.8			2				175.0	2	INSTALL NEW MANUFACTURED TERMINAL SECTION (FLARED) AT STA. 0+602.0 - 0+613.4 & STA. 0+769.2 - 0+780.6.
0+945.9	1+010.5	LT		49.4				I		I		61.5	I	INSTALL NEW MANUF. TERMINAL SECTION (FLARED) AT STA. 0+945.9 - 0+957.3. BEGIN APPROACH SECTION TYPE II AT STA. 1+006.7 AND CONNECT TO EXISTING BRIDGE RAIL AT STA. 1+010.5. SEE SHEETS 64 AND 65 OF 67 FOR BRIDGE APPROACH SECTION DETAILS. SEE SHEET 63 OF 67 FOR BRIDGE DETAILS.
0+983.5	1+021.5	RT		11.4				I		I		36.5	I	INSTALL NEW MANUF. TERMINAL SECTION (FLARED) AT STA. 0+983.5 - 0+994.9. BEGIN APPROACH SECTION TYPE I AT STA. 1+006.3 AND CONNECT TO EXISTING BRIDGE RAIL AT STA. 1+021.5. SEE SHEETS 64 AND 65 OF 67 FOR BRIDGE APPROACH SECTION DETAILS. SEE SHEET 63 OF 67 FOR BRIDGE DETAILS.
1+079.5	1+109.9	LT		3.8				I		I		30.5	I	CONNECT APPROACH SECTION TYPE I TO EXISTING BRIDGE RAIL AT STA. 1+079.5 AND END AT STA. 1+094.7. SEE SHEETS 64 & 65 OF 67 FOR APPROACH SECTION DETAILS. SEE SHEET 63 OF 67 FOR BRIDGE DETAILS. INSTALL NEW MANUF. TERMINAL SECTION (FLARED) AT STA. 1+098.5 - 1+109.9.
1+089.5	1+127.7	RT		22.8				I		I		38.5	I	CONNECT APPR. SECTION TYPE II TO EXISTING BRIDGE RAIL AT STA. 1+089.5 AND END AT STA. 1+093.5. SEE SHEETS 64 & 65 OF 67 FOR BRIDGE APPR. SECTION DETAILS. SEE SHEET 63 OF 67 FOR BRIDGE DETAILS. INSTALL NEW MANUF. TERMINAL SECTION (FLARED) AT STA. 1+116.3 - 1+127.7.
1+877.0	1+947.0	RT		72.2				2				95.0	2	INSTALL NEW MANUFACTURED TERMINAL SECTION (FLARED) AT STA. 1+877.0 - 1+888.4 & STA. 1+947.0 (ON VT 125).
1+923.0	2+037.0	LT		91.2				2				113.0	2	INSTALL NEW MANUFACTURED TERMINAL SECTION (FLARED) AT STA. 1+923.0 - 1+934.4 & STA. 2+025.6 - 2+037.0.
1+993.0	2+050.0	RT		102.6				2				128.0	2	INSTALL NEW MANUFACTURED TERMINAL SECTION (FLARED) AT STA. 1+993.0 (ON VT. 125) & 2+038.6 - 2+050.0.
2+601.4	2+647.0	LT		22.8				2				46.0	2	INSTALL NEW MANUFACTURED TERMINAL SECTION (FLARED) AT STA. 2+601.4 - 2+612.8 & STA. 2+635.6 - 2+647.0.
2+607.9	2+642.1	RT		11.4				2				34.0	2	INSTALL NEW MANUFACTURED TERMINAL SECTION (FLARED) AT STA. 2+607.9 - 2+619.3 & STA. 2+630.7 - 2+642.1.
SHEET SUBTOTAL				2261.2	155.8		2	48		2	2	2975.3	50	
DATUM														
VERTICAL			N/A											
HORIZONTAL			N/A											

ITEM
DETAIL
SUMMARY
SHEET 1

DRAWN BY C.A.K. DATE 2/02
SQUAD LEADER D.E.G.
DESIGN FILE NO. pb018dgn
IPARM pb018dgn DATE
FILE PLOTTED 10-JUL-2006 13:3
PROJ. NAME SALISBURY - MIDDLEBURY
PROJ. NO. NH_231115
SHEET 7 OF 67 SHEETS

[illegible]

646.40 DURABLE 100 mm WHITE LINE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
SALISBURY:
STA. 1+807.293 - STA. 2+360.0 LT & RT

646.60 TEMPORARY 100 mm WHITE LINE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
SALISBURY:
STA. 1+807.293 - STA. 2+360.0 LT & RT

646.41 DURABLE 100 mm YELLOW LINE
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
SALISBURY:
STA. 1+807.293 - STA. 2+148.5 LT S
STA. 2+148.5 - STA. 2+323.0 S
STA. 2+323.0 - STA. 2+360.0 D
STA. 2+132.381 DOUBLE SOLID LT, T-23

646.61 TEMPORARY 100 mm YELLOW LINE
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
SALISBURY:
STA. 1+807.293 - STA. 2+148.5 LT S
STA. 2+148.5 - STA. 2+323.0 S
STA. 2+323.0 - STA. 2+360.0 D
STA. 2+132.381 DOUBLE SOLID LT, T-23

646.46 DURABLE 600 mm STOP BAR
SALISBURY:
STA. 2+132.381 LT, T-23

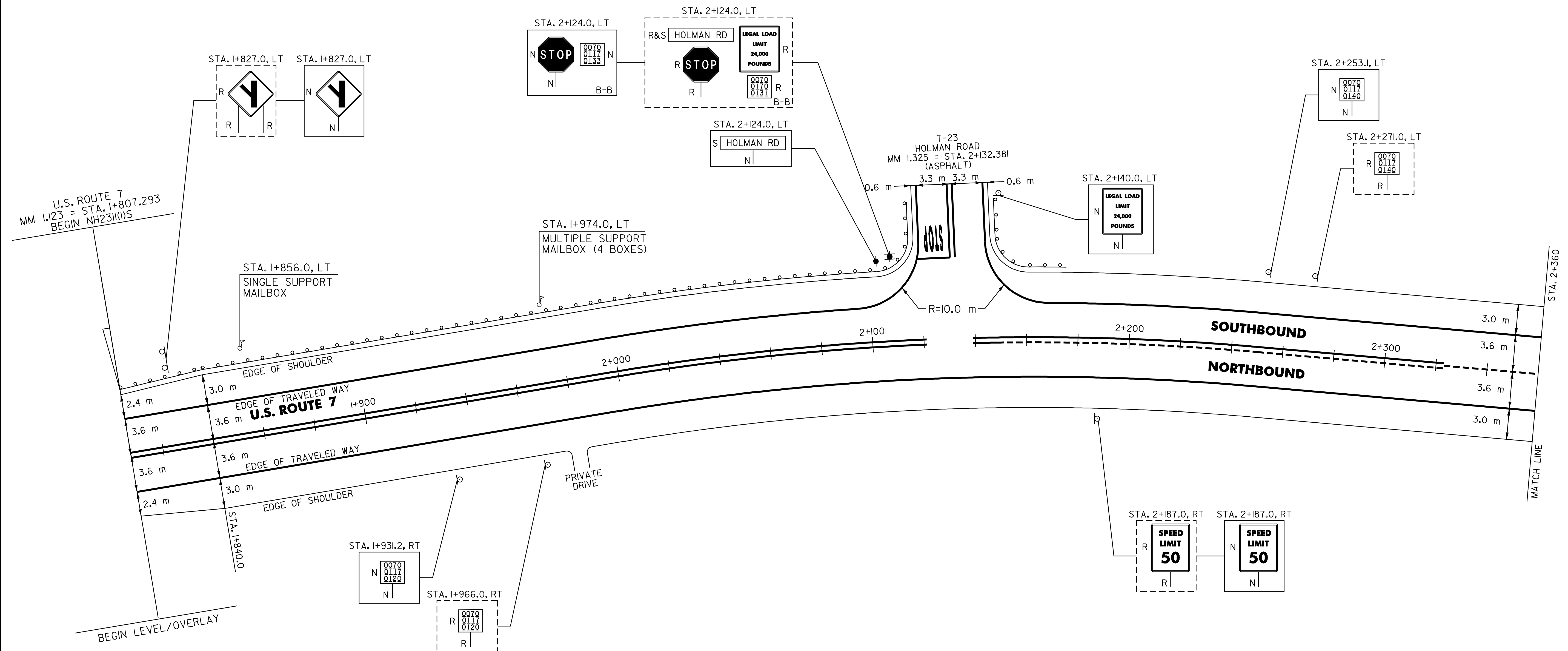
646.66 TEMPORARY 600 mm STOP BAR
SALISBURY:
STA. 2+132.381 LT, T-23

646.50 DURABLE LETTER OR SYMBOL
SALISBURY:
STA. 2+132.381 LT, T-23, "S,T,O,P" (4 EA)

646.70 TEMPORARY LETTER OR SYMBOL
SALISBURY:
STA. 2+132.381 LT, T-23, "S,T,O,P" (4 EA)

675.50 REMOVING SIGNS
AS SHOWN - 8

675.60 ERECTING SALVAGED SIGNS
AS SHOWN - 1



621.20 STEEL BEAM GUARDRAIL

SALISBURY:
STA. 1+819.4 - STA. 2+119.0 LT (~~311.6 m~~) (331.47 m)
STA. 2+144.0 - STA. 2+166.8 LT (~~34.2 m~~) (38.1 m)

621.505 MANUFACTURED TERMINAL SECTION (FLARED)

SALISBURY:
STA. 1+808.0 - STA. 1+819.4 LT
STA. 2+119.0 LT (ON T-23)
STA. 2+144.0 LT (ON T-23)
STA. 2+166.8 - STA. 2+178.2 LT

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL

SALISBURY:
STA. 1+809.0 - STA. 2+119.0 LT (311.6 m)
STA. 2+144.0 - STA. 2+175.0 LT (53.8 m)

617.10 RELOCATE MAILBOX, SINGLE SUPPORT

SALISBURY:
STA. 1+856.0 LT

617.12 RELOCATE MAILBOX, MULTIPLE SUPPORT

SALISBURY:
STA. 1+974.0 LT

SIGN LEGEND

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

NOTE:

1. PAVING LIMIT ON ALL TOWN HIGHWAYS SHALL BE MEASURED 8 m BACK FROM U.S. ROUTE 7 EDGE OF SHOULDER UNLESS DENOTED OTHERWISE ON THE PLANS OR AS DIRECTED BY THE RESIDENT ENGINEER.

DATUM	
VERTICAL	N/A
HORIZONTAL	N/A

PAVING
PROJECT
LAYOUT
1

SURVEYED BY	N/A	DATE	N/A
DRAWN BY	C.A.K.	DATE	2/02
SQUAD LEADER	D.E.G.		
DESIGN FILE NO.	pb018/pb018.dgn		
IPARM	pb018p01.i	DATE	10-JUL-2006 13:
FILE		PLOTTED	
PROJ. NAME	SALISBURY - MIDDLEBURY		
PROJ. NO.	NH_231(K)S		
SHEET	10	OF	67
SHEETS			

646.40 DURABLE 100 mm WHITE LINE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
SALISBURY:
STA. 2+360.0 - STA. 2+900.0 LT & RT

646.60 TEMPORARY 100 mm WHITE LINE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
SALISBURY:
STA. 2+360.0 - STA. 2+900.0 LT & RT

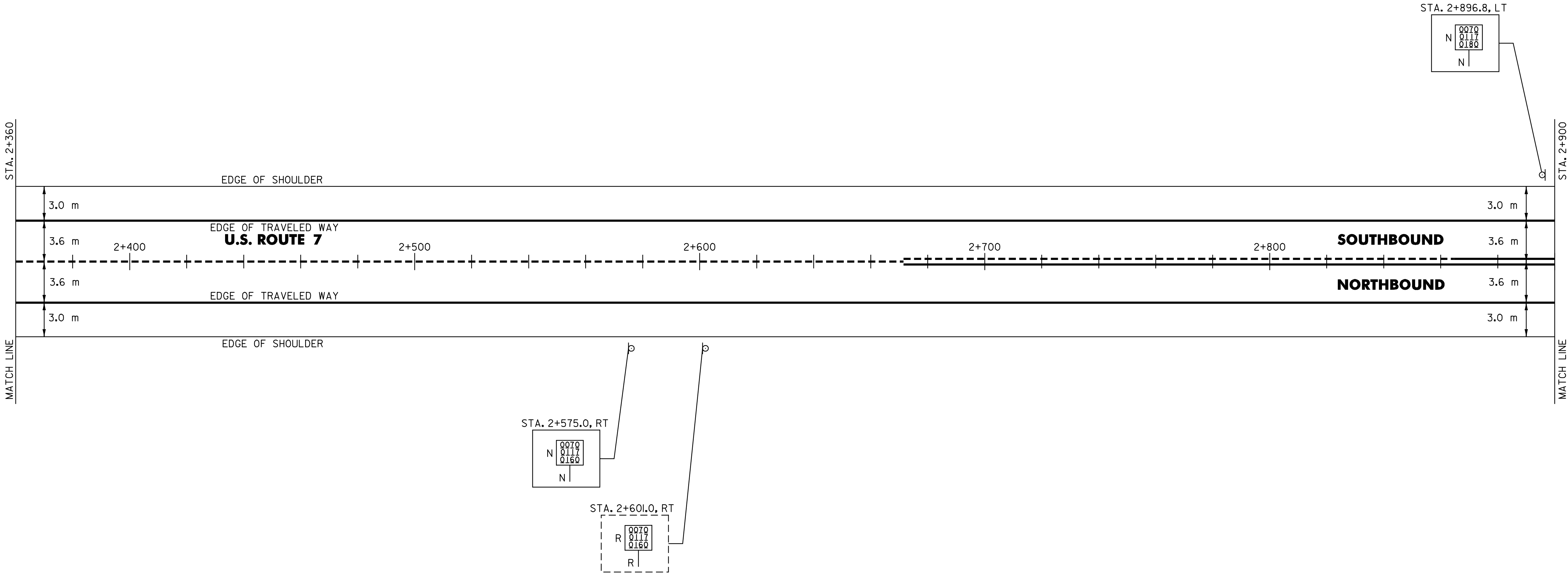
646.41 DURABLE 100 mm YELLOW LINE
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED

SALISBURY:		LT	C	RT
STA. 2+360.0	- STA. 2+671.5	-	D	-
STA. 2+671.5	- STA. 2+864.6	D	-	S
STA. 2+864.6	- STA. 2+900.0	S	-	S

646.61 TEMPORARY 100 mm YELLOW LINE
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED

SALISBURY:		LT	C	RT
STA. 2+360.0	- STA. 2+671.5	-	D	-
STA. 2+671.5	- STA. 2+864.6	D	-	S
STA. 2+864.6	- STA. 2+900.0	S	-	S

675.50 REMOVING SIGNS
AS SHOWN - I



SIGN LEGEND

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

PAVING
PROJECT
LAYOUT
2

SURVEYED BY N/A DATE N/A
DRAWN BY C.A.K. DATE 2/02
SQUAD LEADER D.E.G.
DESIGN FILE NO. pb018p02.1 FILE pb018p02.1 PLOT FILE pb018p02.1
IPARM 10 DATE 10-JUL-2006
PROJ. NAME SALISBURY - MIDDLEBURY
PROJ. NO. NH_231113
SHEET 11 OF 67 SHEETS -----

DATUM
VERTICAL N/A
HORIZONTAL N/A

646.40 DURABLE 100 mm WHITE LINE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
SALISBURY:
STA. 2+900.0 - STA. 3+440.0 LT & RT

646.60 TEMPORARY 100 mm WHITE LINE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
SALISBURY:
STA. 2+900.0 - STA. 3+440.0 LT & RT

646.41 DURABLE 100 mm YELLOW LINE
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
SALISBURY:
STA. 2+900.0 - STA. 2+912.9 LT S
STA. 2+912.9 - STA. 3+098.0 S - D
STA. 3+098.0 - STA. 3+186.5 - D S
STA. 3+186.5 - STA. 3+323.3 D - S
STA. 3+323.3 - STA. 3+440.0 S - S
STA. 3+337.780 DOUBLE SOLID LT, T-23

646.61 TEMPORARY 100 mm YELLOW LINE
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
SALISBURY:
STA. 2+900.0 - STA. 2+912.9 LT S
STA. 2+912.9 - STA. 3+098.0 S - D
STA. 3+098.0 - STA. 3+186.5 - D S
STA. 3+186.5 - STA. 3+323.3 D - S
STA. 3+323.3 - STA. 3+440.0 S - S
STA. 3+337.780 DOUBLE SOLID LT, T-23

646.46 DURABLE 600 mm STOP BAR
SALISBURY:
STA. 3+337.780 LT, T-23

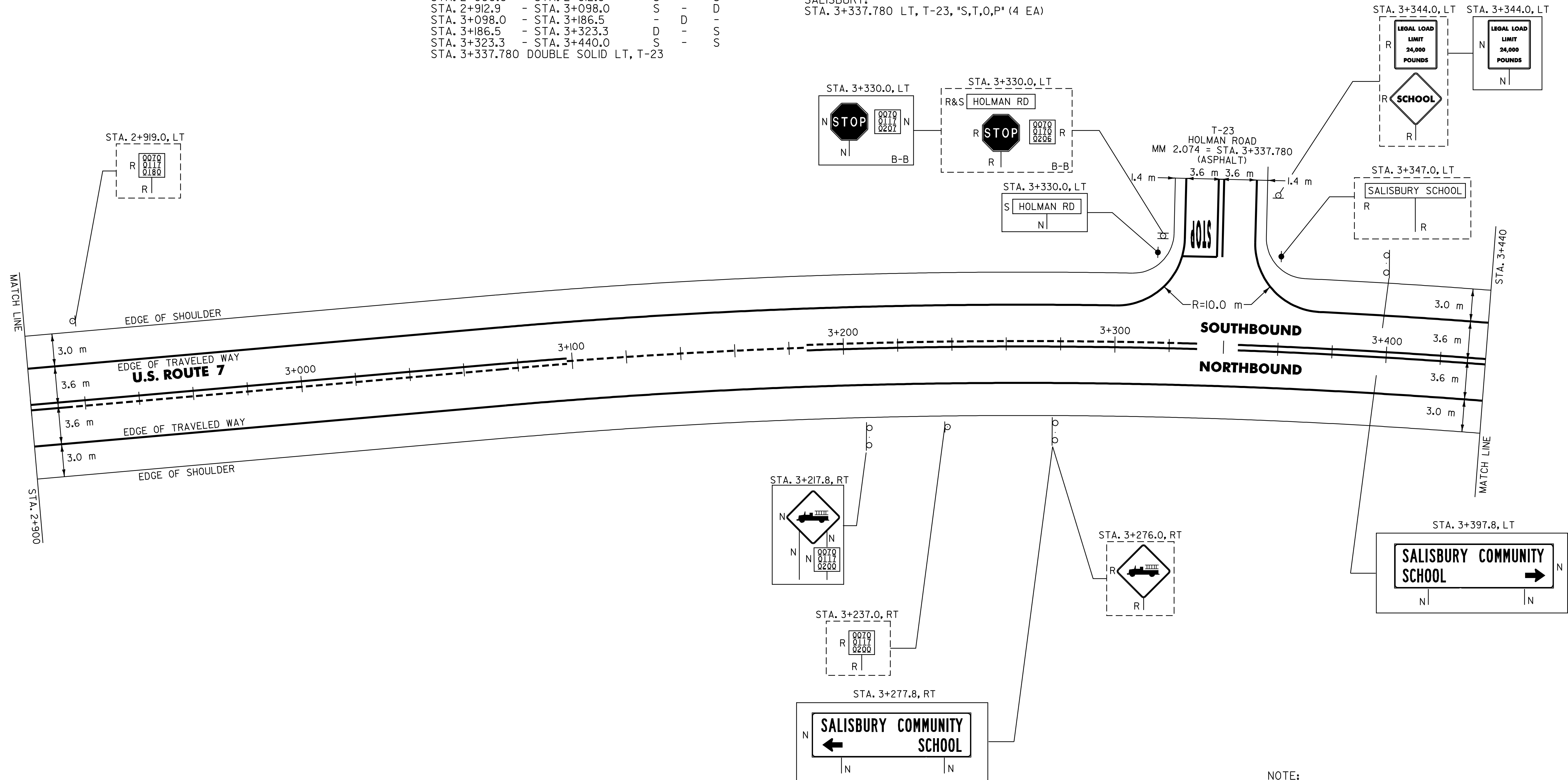
646.66 TEMPORARY 600 mm STOP BAR
SALISBURY:
STA. 3+337.780 LT, T-23

646.50 DURABLE LETTER OR SYMBOL
SALISBURY:
STA. 3+337.780 LT, T-23, "S,T,O,P" (4 EA)

646.70 TEMPORARY LETTER OR SYMBOL
SALISBURY:
STA. 3+337.780 LT, T-23, "S,T,O,P" (4 EA)

675.50 REMOVING SIGNS
AS SHOWN - 9

675.60 ERECTING SALVAGED SIGNS
AS SHOWN - 1



NOTE:
1. PAVING LIMIT ON ALL TOWN HIGHWAYS SHALL BE MEASURED 8 m BACK FROM U.S. ROUTE 7 EDGE OF SHOULDER UNLESS DENOTED OTHERWISE ON THE PLANS OR AS DIRECTED BY THE RESIDENT ENGINEER.

SIGN LEGEND
R= REMOVE
S= SALVAGE
N= NEW
RET= RETAIN
B-B= BACK TO BACK
EXISTING= _____
NEW= _____

PAVING
PROJECT
LAYOUT
3

SURVEYED BY N/A DATE N/A
DRAWN BY C.A.K. DATE 2/02
SQUAD LEADER D.E.G.
DESIGN FILE NO. 0070/0117/0200
IPARM 0070/0117/0200 DATE 10-JUL-2006 13:00
FILE 0070/0117/0200 PLOTTER
PROJ. NAME SALISBURY - MIDDLEBURY
PROJ. NO. NH_231111
SHEET 12 OF 67 SHEETS

DATUM
VERTICAL N/A
HORIZONTAL N/A

646.40 DURABLE 100 mm WHITE LINE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
SALISBURY:
STA. 3+440.0 - STA. 3+980.0 LT & RT

646.60 TEMPORARY 100 mm WHITE LINE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
SALISBURY:
STA. 3+440.0 - STA. 3+980.0 LT & RT

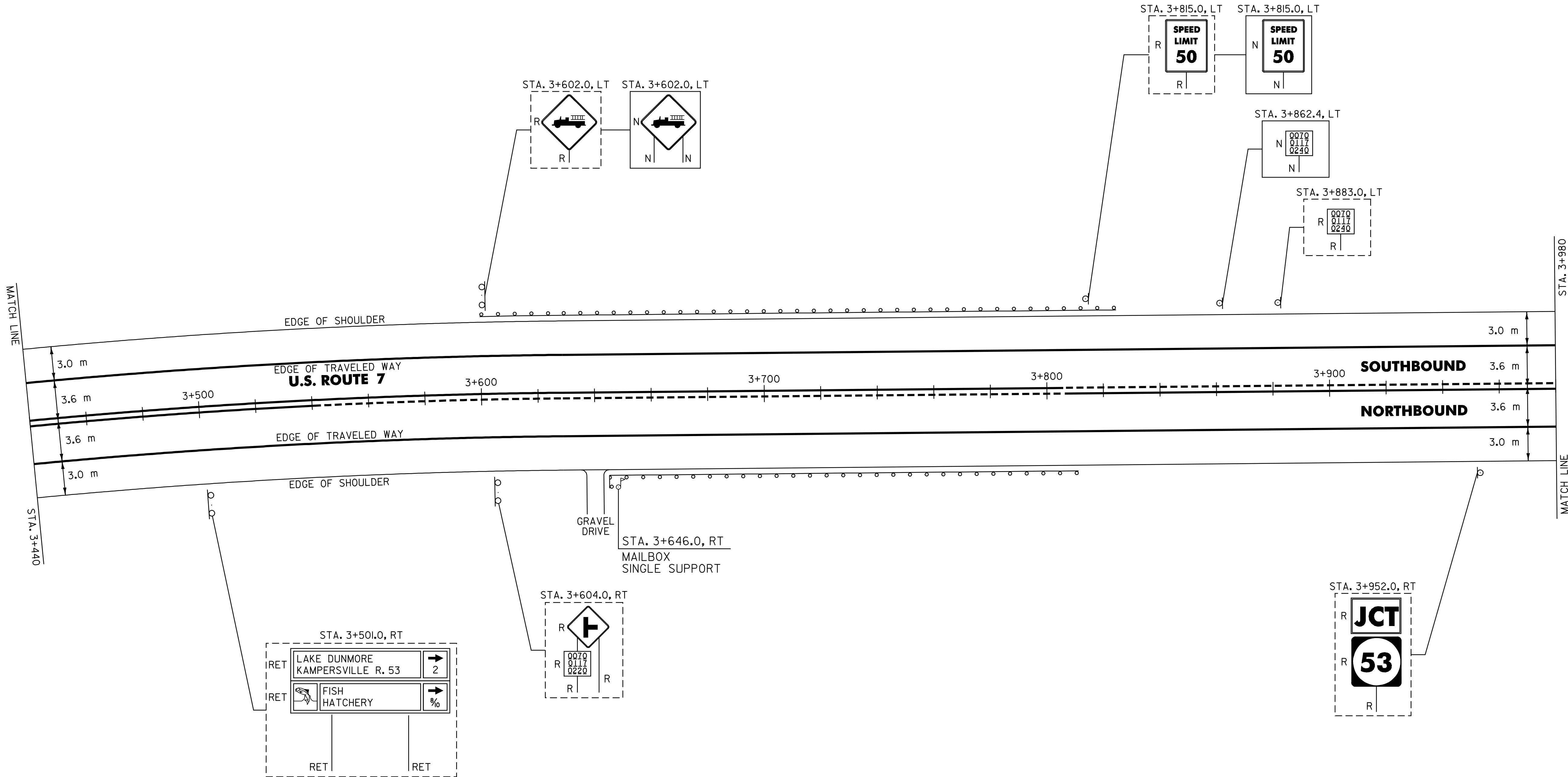
646.41 DURABLE 100 mm YELLOW LINE
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED

SALISBURY: LT CL RT
STA. 3+440.0 - STA. 3+540.6 S - S
STA. 3+540.6 - STA. 3+806.0 S - D
STA. 3+806.0 - STA. 3+980.0 D - S

646.61 TEMPORARY 100 mm YELLOW LINE
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED

SALISBURY: LT CL RT
STA. 3+440.0 - STA. 3+540.6 S - S
STA. 3+540.6 - STA. 3+806.0 S - D
STA. 3+806.0 - STA. 3+980.0 D - S

675.50 REMOVING SIGNS
AS SHOWN - 7



621.20 STEEL BEAM GUARDRAIL

SALISBURY:
STA. 3+605.5 - STA. 3+814.5 LT (209.0 m) (205.74 m)
STA. 3+654.8 - STA. 3+797.8 RT (152.0 m) (144.78 m)

621.505 MANUFACTURED TERMINAL SECTION (FLARED)

SALISBURY:
STA. 3+594.1 - STA. 3+605.5 LT
STA. 3+643.4 - STA. 3+654.8 RT
STA. 3+814.5 - STA. 3+825.9 LT
STA. 3+797.8 - STA. 3+809.2 RT

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL

SALISBURY:
STA. 3+595.0 - STA. 3+825.0 LT (230.0 m)
STA. 3+642.0 - STA. 3+806.0 RT (171.6 m)

617.10 RELOCATE MAILBOX, SINGLE SUPPORT

SALISBURY:
STA. 3+646.0 RT

SIGN LEGEND
R= REMOVE
S= SALVAGE
N= NEW
RET= RETAIN
B-B= BACK TO BACK
EXISTING= -----
NEW= _____

PAVING
PROJECT
LAYOUT
4

SURVEYED BY N/A DATE N/A
DRAWN BY C.A.K. DATE 2/02
SQUAD LEADER D.E.G.
DESIGN FILE NO. pave/01b018/pb018.dgn
IPARM pb018p04.1 DATE 10-JUL-2006 13:
FILE 10-JUL-2006 13:
PROJ. NAME SALISBURY - MIDDLEBURY
PROJ. NO. NH_231111
SHEET 13 OF 67 SHEETS -----

DATUM
VERTICAL N/A
HORIZONTAL N/A

646.40 DURABLE 100 mm WHITE LINE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
SALISBURY:
STA. 3+980.0 - STA. 4+520.0 LT & RT

646.60 TEMPORARY 100 mm WHITE LINE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
SALISBURY:
STA. 3+980.0 - STA. 4+520.0 LT & RT

646.41 DURABLE 100 mm YELLOW LINE
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
SALISBURY:
STA. 3+980.0 - STA. 4+168.2 LT D S
STA. 4+168.2 - STA. 4+520.0 S - S
STA. 4+240.621 DOUBLE SOLID RT, T-3

646.61 TEMPORARY 100 mm YELLOW LINE
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
SALISBURY:
STA. 3+980.0 - STA. 4+168.2 LT D S
STA. 4+168.2 - STA. 4+520.0 S - S
STA. 4+240.621 DOUBLE SOLID RT, T-3

646.46 DURABLE 600 mm STOP BAR
SALISBURY:
STA. 4+240.621 RT, T-3

646.66 TEMPORARY 600 mm STOP BAR
SALISBURY:
STA. 4+240.621 RT, T-3

646.50 DURABLE LETTER OR SYMBOL
SALISBURY:
STA. 4+240.621 RT, T-3, "S,T,O,P" (4 EA)

646.70 TEMPORARY LETTER OR SYMBOL
SALISBURY:
STA. 4+240.621 RT, T-3, "S,T,O,P" (4 EA)

675.50 REMOVING SIGNS
AS SHOWN - 39

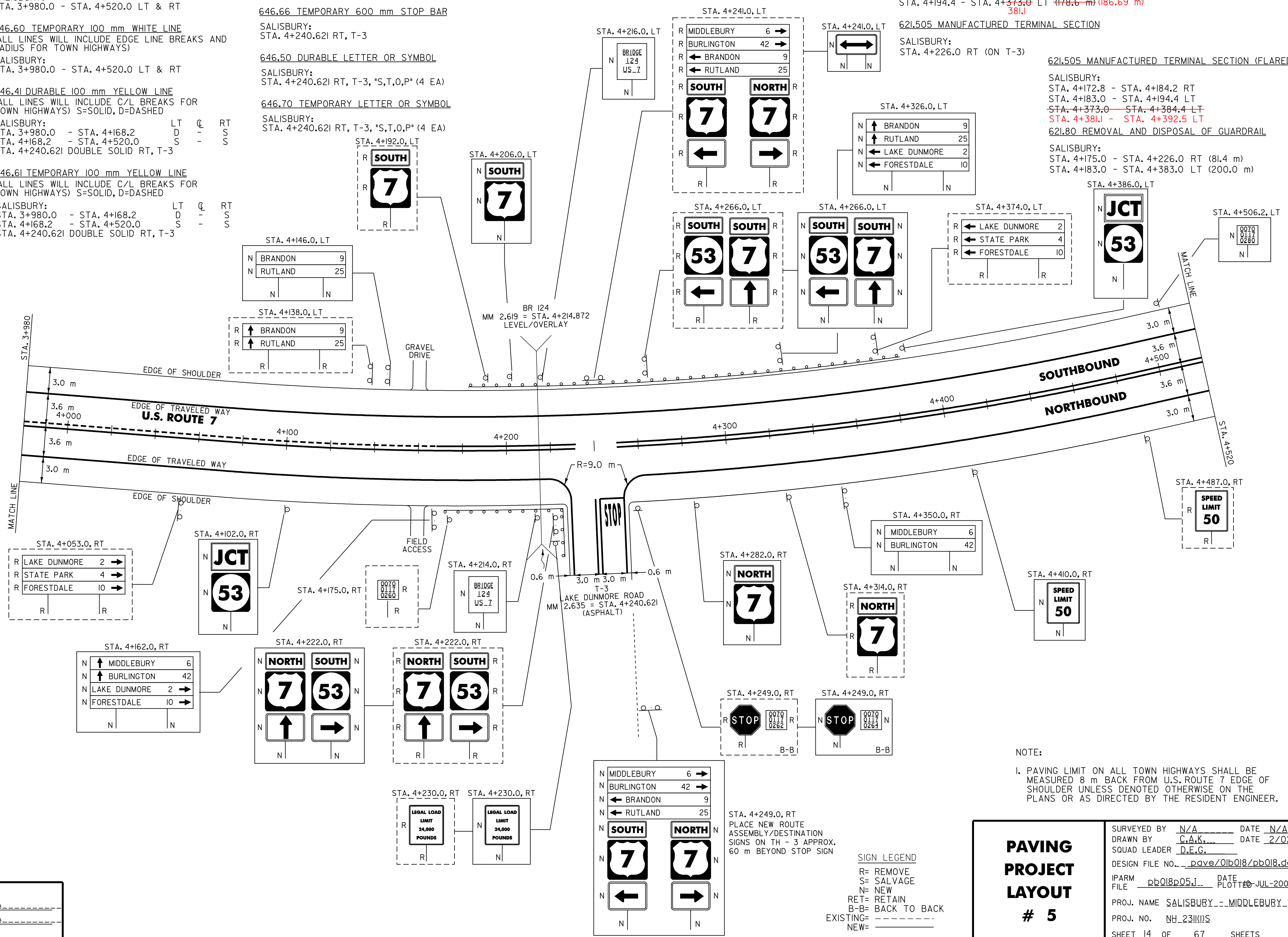
621.20 STEEL BEAM GUARDRAIL
SALISBURY:
STA. 4+184.2 - STA. 4+226.0 RT (57.0 m) (60.96 m)
STA. 4+194.4 - STA. 4+373.0 LT (178.6 m) (186.69 m)
381.1

621.505 MANUFACTURED TERMINAL SECTION
SALISBURY:
STA. 4+226.0 RT (ON T-3)



621.505 MANUFACTURED TERMINAL SECTION (FLARED)
SALISBURY:
STA. 4+172.8 - STA. 4+184.2 RT
STA. 4+183.0 - STA. 4+194.4 LT
~~STA. 4+373.0 - STA. 4+384.4 LT~~
~~STA. 4+381.1 - STA. 4+392.5 LT~~

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL
SALISBURY:
STA. 4+175.0 - STA. 4+226.0 RT (81.4 m)
STA. 4+183.0 - STA. 4+383.0 LT (200.0 m)



DATUM	
VERTICAL	N/A
HORIZONTAL	N/A

STA. 4+249.0, RT
PLACE NEW ROUTE ASSEMBLY/DESTINATION SIGNS ON TH - 3 APPROX. 60 m BEYOND STOP SIGN

SIGN LEGEND
R= REMOVE
S= SALVAGE
N= NEW
RET= RETAIN
B-B= BACK TO BACK
EXISTING= _____
NEW= _____

NOTE:
1. PAVING LIMIT ON ALL TOWN HIGHWAYS SHALL BE MEASURED 8 m BACK FROM U.S. ROUTE 7 EDGE OF SHOULDER UNLESS DENOTED OTHERWISE ON THE PLANS OR AS DIRECTED BY THE RESIDENT ENGINEER.

PAVING
PROJECT
LAYOUT
5

SURVEYED BY	N/A	DATE	N/A
DRAWN BY	C.A.K.	DATE	2/02
SQUAD LEADER	D.E.G.		
DESIGN FILE NO.	pave/01b018/pb018.dgn		
IPARM FILE	pb018p05.1	DATE PLOTTED	10-JUL-2006 13:00
PROJ. NAME	SALISBURY - MIDDLEBURY		
PROJ. NO.	NH_231111		
SHEET	14	OF	67
		SHEETS	

646.40 DURABLE 100 mm WHITE LINE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
SALISBURY:
STA. 4+520.0 - STA. 5+060.0 LT & RT

646.60 TEMPORARY 100 mm WHITE LINE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
SALISBURY:
STA. 4+520.0 - STA. 5+060.0 LT & RT

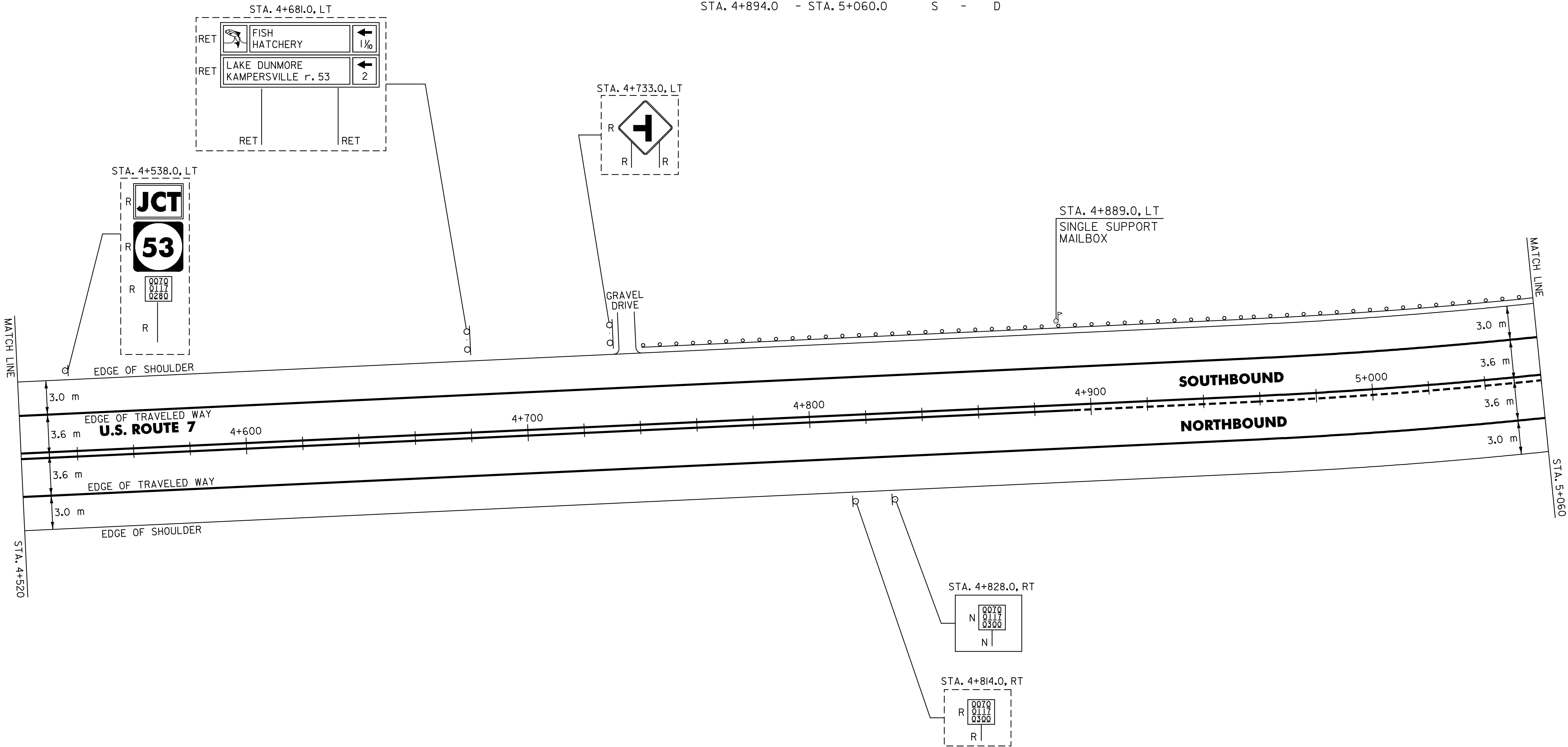
646.41 DURABLE 100 mm YELLOW LINE
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED

SALISBURY:		LT	CL	RT
STA. 4+520.0	- STA. 4+894.0	S	-	S
STA. 4+894.0	- STA. 5+060.0	S	-	D

646.61 TEMPORARY 100 mm YELLOW LINE
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED

SALISBURY:		LT	CL	RT
STA. 4+520.0	- STA. 4+894.0	S	-	S
STA. 4+894.0	- STA. 5+060.0	S	-	D

675.50 REMOVING SIGNS
AS SHOWN - 5



621.20 STEEL BEAM GUARDRAIL

SALISBURY:
STA. 4+754.4 - STA. 5+060.0 LT (305.6 m)
STA. 5+069.8 LT (315.4 m)

621.505 MANUFACTURED TERMINAL SECTION (FLARED)

SALISBURY:
STA. 4+743.0 - STA. 4+754.4 LT

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL

SALISBURY:
STA. 4+743.0 - STA. 5+060.0 LT (317.0 m)

617.10 RELOCATE MAILBOX, SINGLE SUPPORT

SALISBURY:
STA. 4+889.0 LT

SIGN LEGEND

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

PAVING
PROJECT
LAYOUT
6

SURVEYED BY N/A DATE N/A
DRAWN BY C.A.K. DATE 2/02
SQUAD LEADER D.E.G.
DESIGN FILE NO. pgve/01b018/pb018.dgn
IPARM pb018p06.i DATE 10-JUL-2006 13:
FILE PLOTTED
PROJ. NAME SALISBURY - MIDDLEBURY
PROJ. NO. NH_231111S
SHEET 15 OF 67 SHEETS -----

DATUM
VERTICAL N/A
HORIZONTAL N/A

646.40 DURABLE 100 mm WHITE LINE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
SALISBURY:
STA. 5+060.0 - STA. 5+600.0 LT & RT

646.60 TEMPORARY 100 mm WHITE LINE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
SALISBURY:
STA. 5+060.0 - STA. 5+600.0 LT & RT

646.41 DURABLE 100 mm YELLOW LINE
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
SALISBURY:
STA. 5+060.0 - STA. 5+100.0 LT S D RT
STA. 5+100.0 - STA. 5+116.0 S D -
STA. 5+116.0 - STA. 5+296.0 D - S
STA. 5+296.0 - STA. 5+600.0 S - S
STA. 5+309.226 DOUBLE SOLID RT, T-9

646.61 TEMPORARY 100 mm YELLOW LINE
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
SALISBURY:
STA. 5+060.0 - STA. 5+100.0 LT S D RT
STA. 5+100.0 - STA. 5+116.0 S D -
STA. 5+116.0 - STA. 5+296.0 D - S
STA. 5+296.0 - STA. 5+600.0 S - S
STA. 5+309.226 DOUBLE SOLID RT, T-9

646.46 DURABLE 600 mm STOP BAR
SALISBURY:
STA. 5+309.226 RT, T-9

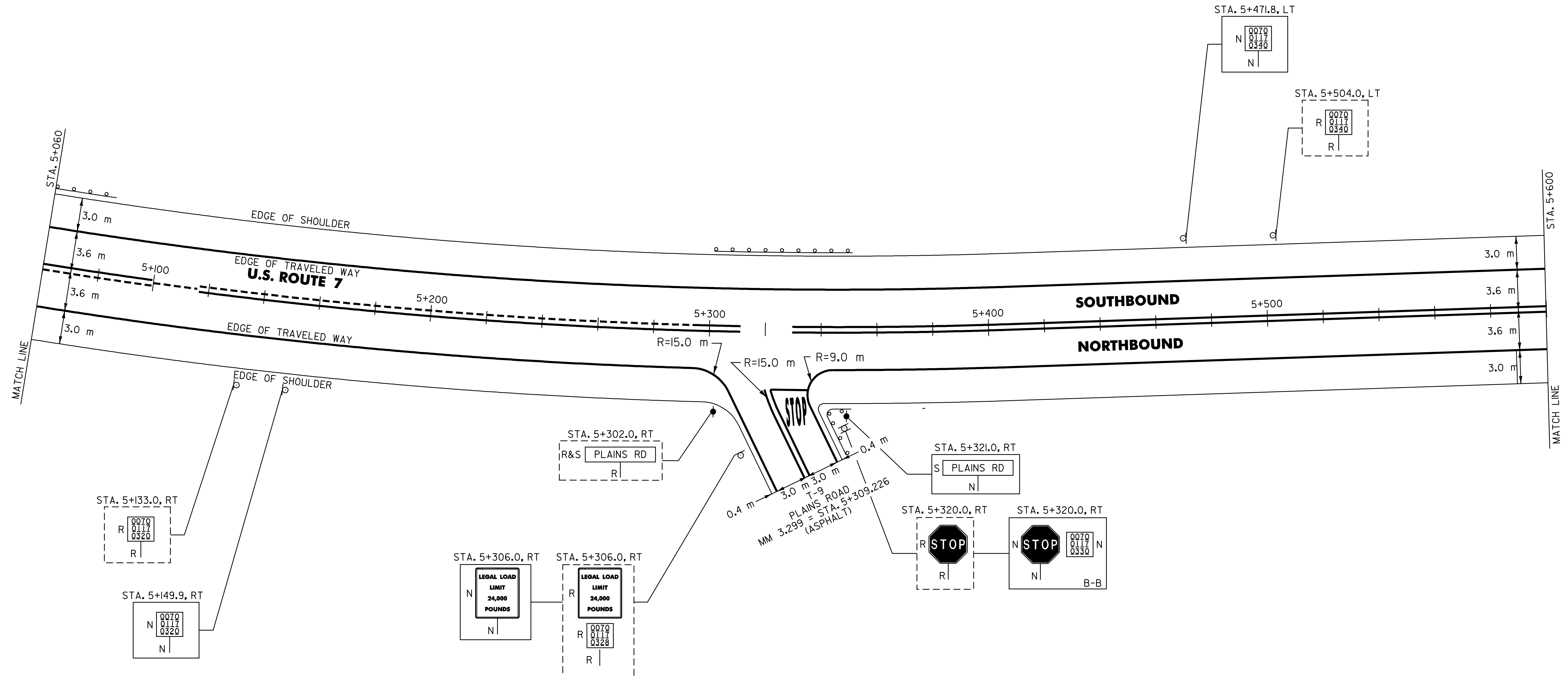
646.66 TEMPORARY 600 mm STOP BAR
SALISBURY:
STA. 5+309.226 RT, T-9

646.50 DURABLE LETTER OR SYMBOL
SALISBURY:
STA. 5+309.226 RT, T-9, "S,T,O,P" (4 EA)

646.70 TEMPORARY LETTER OR SYMBOL
SALISBURY:
STA. 5+309.226 RT, T-9, "S,T,O,P" (4 EA)

675.50 REMOVING SIGNS
AS SHOWN - 6

675.60 ERECTING SALVAGED SIGNS
AS SHOWN - 1



621.20 STEEL BEAM GUARDRAIL
SALISBURY:
~~STA. 5+060.0 - STA. 5+069.8 LT (9.8 m)~~
STA. 5+313.4 - STA. 5+340.0 LT (26.6 m)
STA. 5+323.0 - STA. 5+338.0 RT (26.6 m)
(30.48 m)

621.505 MANUFACTURED TERMINAL SECTION
SALISBURY:
STA. 5+323.0 RT (ON T-9)

621.505 MANUFACTURED TERMINAL SECTION (FLARED)
SALISBURY:
STA. 5+069.8 - STA. 5+081.2 LT
STA. 5+302.0 - STA. 5+313.4 LT
STA. 5+338.0 - STA. 5+349.4 RT
STA. 5+340.0 - STA. 5+351.4 LT

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL
SALISBURY:
STA. 5+060.0 - STA. 5+078.0 LT (18.0 m)
STA. 5+302.0 - STA. 5+349.0 LT (47.0 m)
STA. 5+323.0 - STA. 5+346.0 RT (49.6 m)

NOTE:
1. PAVING LIMIT ON ALL TOWN HIGHWAYS SHALL BE MEASURED 8 m BACK FROM U.S. ROUTE 7 EDGE OF SHOULDER UNLESS DENOTED OTHERWISE ON THE PLANS OR AS DIRECTED BY THE RESIDENT ENGINEER.

SIGN LEGEND
R= REMOVE
S= SALVAGE
N= NEW
RET= RETAIN
B-B= BACK TO BACK
EXISTING= -----
NEW= -----

**PAVING
PROJECT
LAYOUT
7**

SURVEYED BY N/A DATE N/A
DRAWN BY C.A.K. DATE 2/02
SQUAD LEADER D.E.G.
DESIGN FILE NO. pave/01b018/pb018.dgn
IPARM pb018p07.i DATE 10-JUL-2006 13:
FILE PLOTTED
PROJ. NAME SALISBURY - MIDDLEBURY
PROJ. NO. NH_231111S
SHEET J6 OF 67 SHEETS -----

DATUM
VERTICAL N/A
HORIZONTAL N/A

646.40 DURABLE 100 mm WHITE LINE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
SALISBURY:
STA. 5+600.0 - STA. 6+140.0 LT & RT

646.60 TEMPORARY 100 mm WHITE LINE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
SALISBURY:
STA. 5+600.0 - STA. 6+140.0 LT & RT

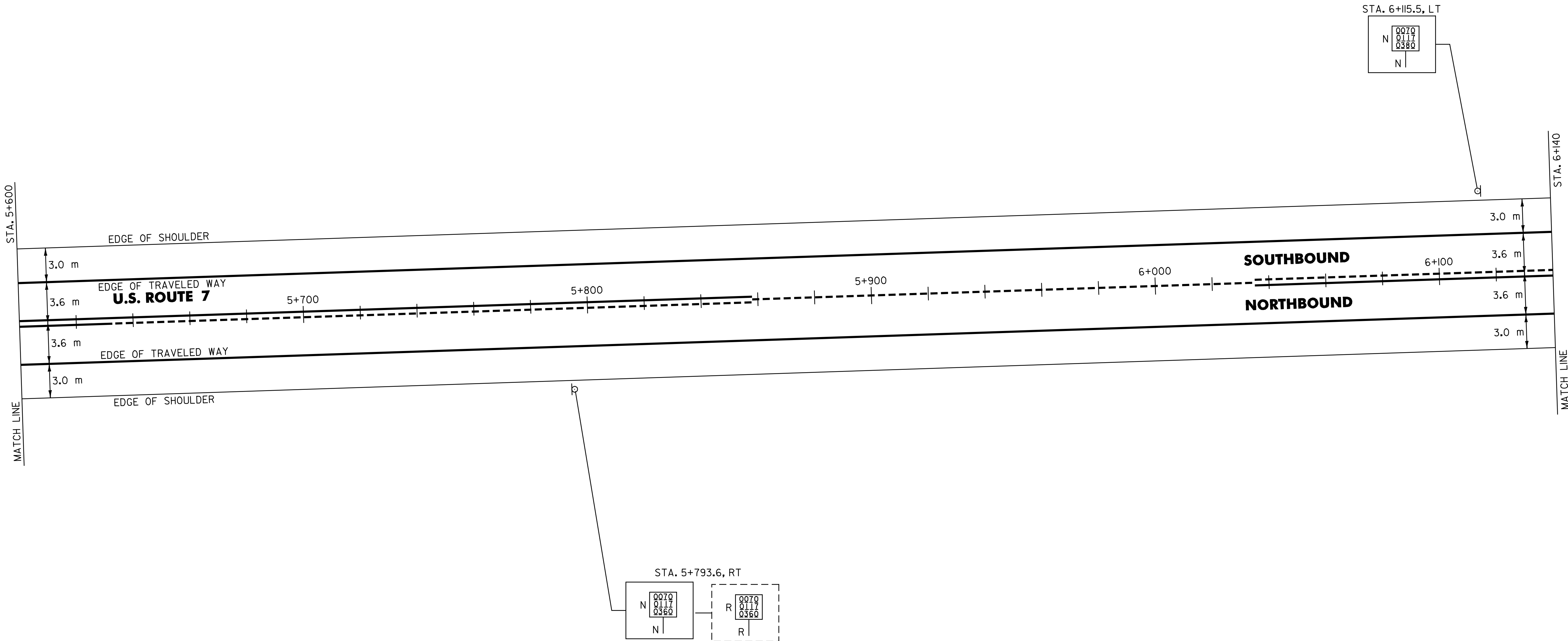
646.41 DURABLE 100 mm YELLOW LINE
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED

SALISBURY:	LT	CL	RT
STA. 5+600.0 - STA. 5+632.7	S	-	S
STA. 5+632.7 - STA. 5+858.0	S	-	D
STA. 5+858.0 - STA. 6+035.0	-	D	-
STA. 6+035.0 - STA. 6+140.0	D	-	S

646.61 TEMPORARY 100 mm YELLOW LINE
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED

SALISBURY:	LT	CL	RT
STA. 5+600.0 - STA. 5+632.7	S	-	S
STA. 5+632.7 - STA. 5+858.0	S	-	D
STA. 5+858.0 - STA. 6+035.0	-	D	-
STA. 6+035.0 - STA. 6+140.0	D	-	S

675.50 REMOVING SIGNS
AS SHOWN - I



SIGN LEGEND
R= REMOVE
S= SALVAGE
N= NEW
RET= RETAIN
B-B= BACK TO BACK
EXISTING= -----
NEW= _____

PAVING
PROJECT
LAYOUT
8

SURVEYED BY N/A DATE N/A
DRAWN BY C.A.K. DATE 2/02
SQUAD LEADER D.E.G.
DESIGN FILE NO. pb018d08 FILE pb018d08.dgn
IPARM pb018d08 DATE 10-JUL-2006 PLOTTER 13
PROJ. NAME SALISBURY - MIDDLEBURY
PROJ. NO. NH_231111
SHEET 17 OF 67 SHEETS -----

DATUM
VERTICAL N/A
HORIZONTAL N/A

646.40 DURABLE 100 mm WHITE LINE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
SALISBURY:
STA. 6+140.0 - STA. 6+680.0 LT & RT

646.60 TEMPORARY 100 mm WHITE LINE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
SALISBURY:
STA. 6+140.0 - STA. 6+680.0 LT & RT

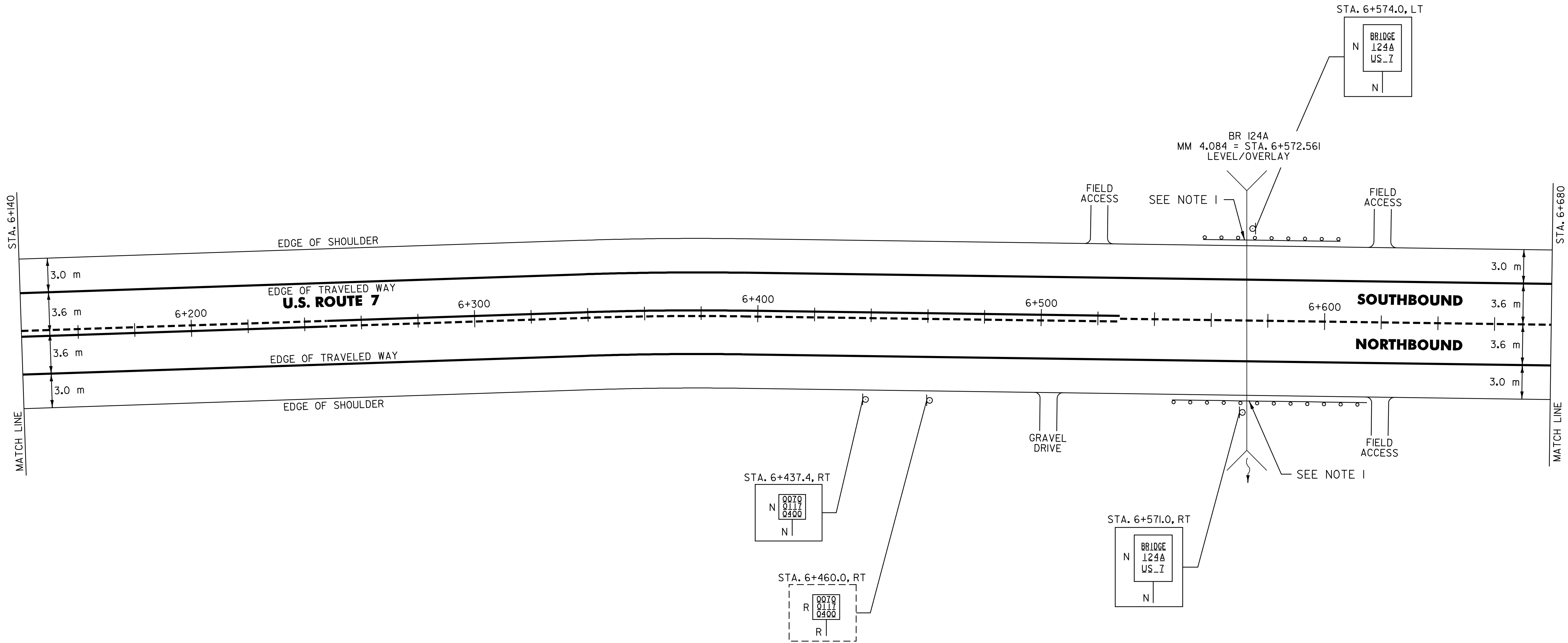
646.41 DURABLE 100 mm YELLOW LINE
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED

SALISBURY:		LT	CL	RT
STA. 6+140.0 - STA. 6+248.0	D	-	-	S
STA. 6+248.0 - STA. 6+528.0	S	-	-	D
STA. 6+528.0 - STA. 6+680.0	-	D	-	-

646.61 TEMPORARY 100 mm YELLOW LINE
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED

SALISBURY:		LT	CL	RT
STA. 6+140.0 - STA. 6+248.0	D	-	-	S
STA. 6+248.0 - STA. 6+528.0	S	-	-	D
STA. 6+528.0 - STA. 6+680.0	-	D	-	-

675.50 REMOVING SIGNS
AS SHOWN - I



621.20 STEEL BEAM GUARDRAIL

SALISBURY:
STA. 6+556.4 - STA. 6+594.4 RT (38.0 m)
STA. 6+569.4 - STA. 6+592.2 LT (22.8 m)

621.505 MANUFACTURED TERMINAL SECTION (FLARED)

SALISBURY:
STA. 6+545.0 - STA. 6+556.4 RT
STA. 6+558.0 - STA. 6+569.4 LT
STA. 6+592.2 - STA. 6+603.6 LT
STA. 6+594.4 - STA. 6+605.8 RT

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL

SALISBURY:
STA. 6+545.0 - STA. 6+605.0 RT (60.0 m)
STA. 6+558.0 - STA. 6+604.0 LT (46.0 m)

NOTE:

I. SEE SHEET 66 OF 67 FOR STEEL BEAM GUARDRAIL AT SMALL CULVERTS DETAIL.

SIGN LEGEND

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

PAVING
PROJECT
LAYOUT
9

SURVEYED BY N/A DATE N/A
DRAWN BY C.A.K. DATE 2/02
SQUAD LEADER D.E.G.
DESIGN FILE NO. pave/01b018/pb018.dgn
IPARM pb018p09.1 DATE 10-JUL-2006 PLOTTER 13:
PROJ. NAME SALISBURY - MIDDLEBURY
PROJ. NO. NH_231111S
SHEET 18 OF 67 SHEETS _____

DATUM
VERTICAL N/A
HORIZONTAL N/A

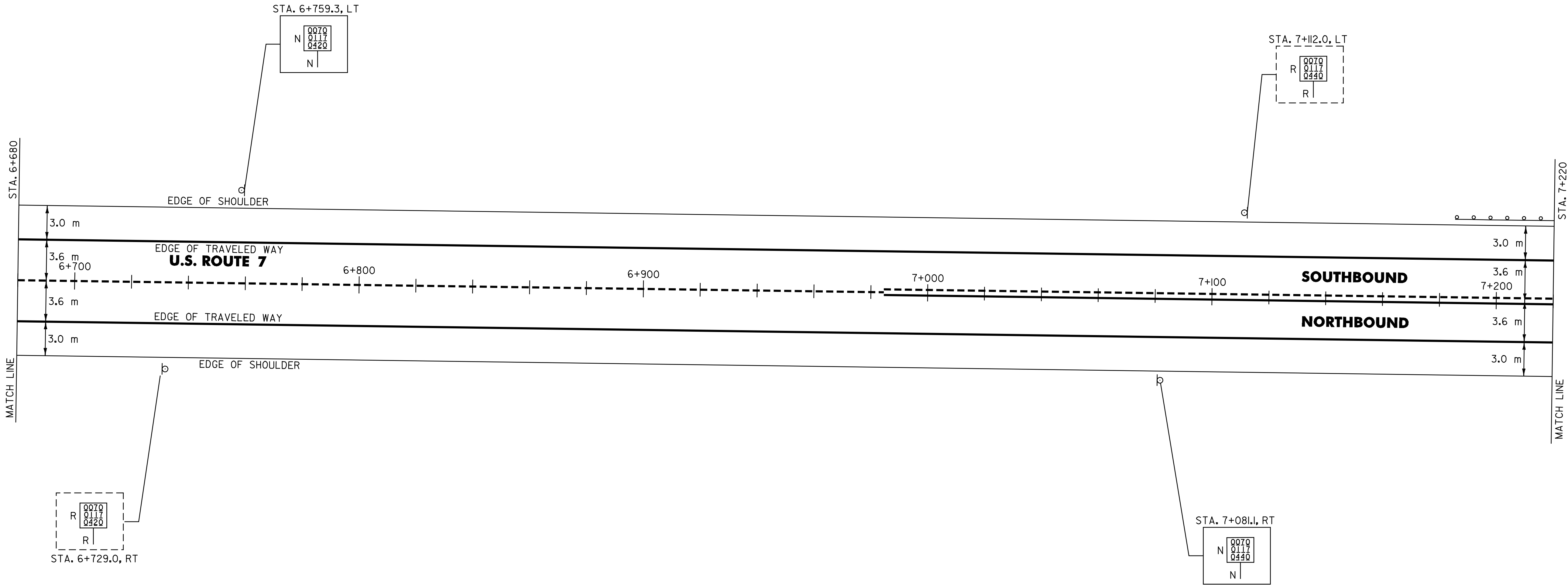
646.40 DURABLE 100 mm WHITE LINE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
SALISBURY:
STA. 6+680.0 - STA. 7+220.0 LT & RT

646.60 TEMPORARY 100 mm WHITE LINE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
SALISBURY:
STA. 6+680.0 - STA. 7+220.0 LT & RT

646.41 DURABLE 100 mm YELLOW LINE
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
SALISBURY:
STA. 6+680.0 - STA. 6+984.6 LT C RT
- D D -
STA. 6+984.6 - STA. 7+220.0 D - S

646.61 TEMPORARY 100 mm YELLOW LINE
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
SALISBURY:
STA. 6+680.0 - STA. 6+984.6 LT C RT
- D D -
STA. 6+984.6 - STA. 7+220.0 D - S

675.50 REMOVING SIGNS
AS SHOWN - 2



621.20 STEEL BEAM GUARDRAIL

SALISBURY:
STA. 7+197.4 - ~~STA. 7+220.0 LT (22.6 m)~~
STA. 7+258.36 LT (60.96 m)

621.505 MANUFACTURED TERMINAL SECTION (FLARED)

SALISBURY:
STA. 7+186.0 - STA. 7+197.4 LT

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL

SALISBURY:
STA. 7+186.0 - STA. 7+220.0 LT (34.0 m)

SIGN LEGEND
R= REMOVE
S= SALVAGE
N= NEW
RET= RETAIN
B-B= BACK TO BACK
EXISTING= -----
NEW= _____

PAVING
PROJECT
LAYOUT
10

SURVEYED BY N/A DATE N/A
DRAWN BY C.A.K. DATE 2/02
SQUAD LEADER D.E.G.
DESIGN FILE NO. pgve/01b018/pb018.dgn
IPARM pb018p10.i DATE 10-JUL-2006 13:
FILE 10-JUL-2006 13: PLOTTED
PROJ. NAME SALISBURY - MIDDLEBURY
PROJ. NO. NH_231111S
SHEET 19 OF 67 SHEETS -----

DATUM
VERTICAL N/A
HORIZONTAL N/A

646.40 DURABLE 100 mm WHITE LINE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)

SALISBURY:
STA. 7+220.0 - STA. 7+285.500 LT & RT

MIDDLEBURY:
STA. 0+000.000 - STA. 0+480.0 LT & RT

646.60 TEMPORARY 100 mm WHITE LINE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)

SALISBURY:
STA. 7+220.0 - STA. 7+285.500 LT & RT

MIDDLEBURY:
STA. 0+000.000 - STA. 0+480.0 LT & RT

646.41 DURABLE 100 mm YELLOW LINE
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED

SALISBURY:
STA. 7+220.0 - STA. 7+226.0 LT S
STA. 7+226.0 - STA. 7+285.5 D S

MIDDLEBURY:
STA. 0+000.000 - STA. 0+209.2 S D
STA. 0+209.2 - STA. 0+284.0 D D
STA. 0+284.0 - STA. 0+480.0 D S

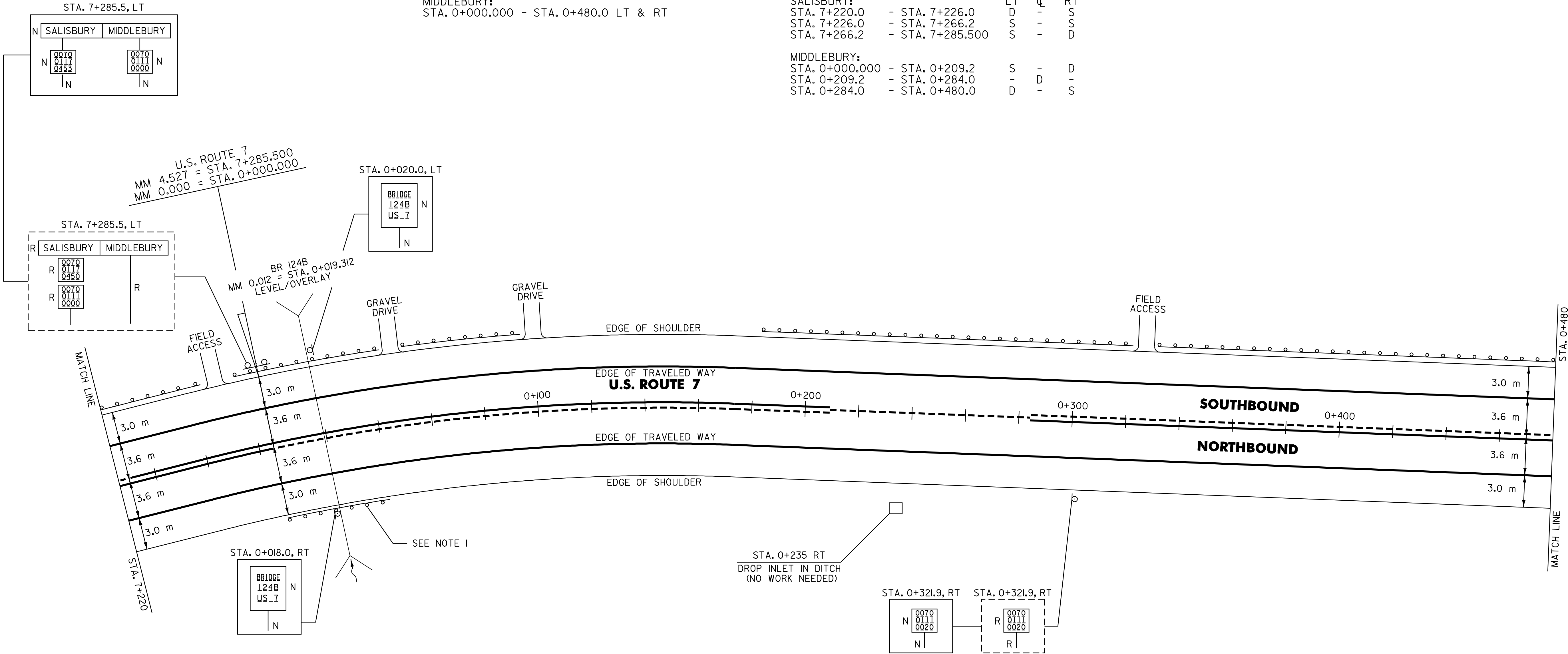
646.61 TEMPORARY 100 mm YELLOW LINE
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED

SALISBURY:
STA. 7+220.0 - STA. 7+226.0 LT S
STA. 7+226.0 - STA. 7+266.2 D S
STA. 7+266.2 - STA. 7+285.500 S D

MIDDLEBURY:
STA. 0+000.000 - STA. 0+209.2 S D
STA. 0+209.2 - STA. 0+284.0 D D
STA. 0+284.0 - STA. 0+480.0 D S

675.50 REMOVING SIGNS

AS SHOWN - 4



621.20 STEEL BEAM GUARDRAIL

SALISBURY:

~~STA. 7+220.0 - STA. 7+262.0 LT (42.0 m) SEE PG. 19 OF 67~~

MIDDLEBURY:

029.77 26.67
STA. 0+003.1 - STA. 0+033.5 LT (30.4 m)
STA. 0+011.4 - STA. 0+030.4 RT (19.0 m) (0+019.0) (7.62 m)
(0+ 070.96) STA. 0+063.4 - STA. 0+086.2 LT (22.8 m) (15.24 m)
(0+ 196.1) STA. 0+192.6 - STA. 0+310.4 LT (117.8 m) (114.3 m)
(0+ 339.76) STA. 0+336.6 - STA. 0+480.0 LT (143.6 m) (140.24 m)

621.505 MANUFACTURED TERMINAL SECTION (FLARED)

SALISBURY:

STA. 7+262.0 - STA. 7+273.4 LT
STA. 7+277.2 LT - STA. 0+003.1 LT (IN MIDDLEBURY)

MIDDLEBURY:

STA. 0+000.0 - STA. 0+011.4 RT
(0+019.02) STA. 0+030.4 - STA. 0+041.8 RT (0+030.42)
(0+029.77) STA. 0+033.5 - STA. 0+044.9 LT (0+041.17)
(0+059.56) STA. 0+052.0 - STA. 0+063.4 LT (0+070.96)
STA. 0+086.2 - STA. 0+097.6 LT
(0+184.7) STA. 0+181.2 - STA. 0+192.6 LT (0+196.1)
STA. 0+310.4 - STA. 0+321.8 LT
STA. 0+325.2 - STA. 0+336.6 LT
(0+328.36) (0+339.76)

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL

SALISBURY:

STA. 7+220.0 - STA. 7+273.0 LT (53.0 m)
STA. 7+281.0 - STA. 7+285.500 LT (8.3 m)

MIDDLEBURY:

STA. 0+000.000 - STA. 0+044.0 LT (44.0 m)
STA. 0+000.000 - STA. 0+034.2 RT (34.2 m)
STA. 0+052.0 - STA. 0+092.0 LT (47.6 m)
STA. 0+185.0 - STA. 0+316.0 LT (138.6 m)
STA. 0+331.0 - STA. 0+480.0 LT (156.6 m)

SIGN LEGEND

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

NOTE:

I. SEE SHEET 66 OF 67 FOR STEEL BEAM
GUARDRAIL AT SMALL CULVERTS DETAIL.

PAVING
PROJECT
LAYOUT
11

SURVEYED BY N/A DATE N/A
DRAWN BY C.A.K. DATE 2/02
SQUAD LEADER D.E.G.
DESIGN FILE NO. pave/01b018/pb018.dgn
IPARM pb018pl1 DATE 10-JUL-2006 13:
FILE PLOTTED
PROJ. NAME SALISBURY - MIDDLEBURY
PROJ. NO. NH_231111
SHEET 20 OF 67 SHEETS -----

DATUM
VERTICAL N/A
HORIZONTAL N/A

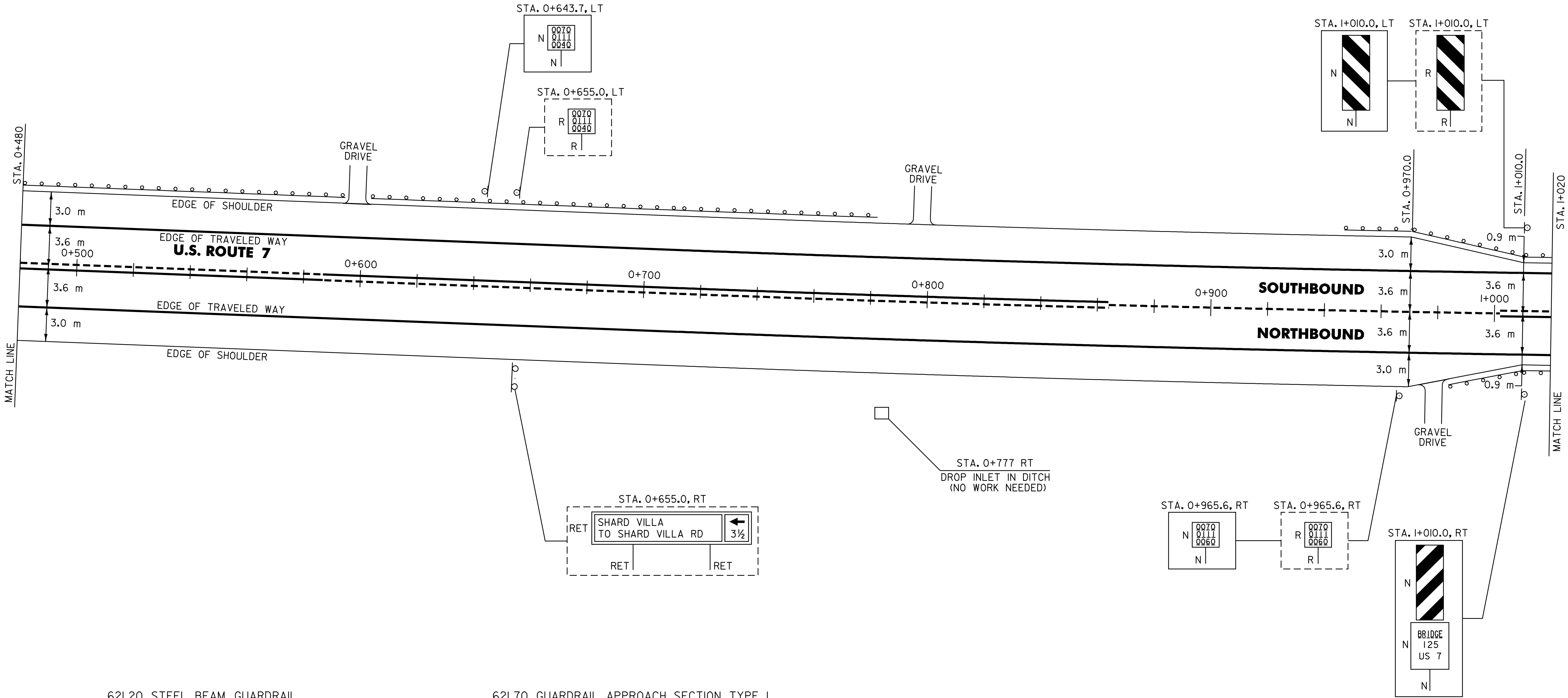
646.40 DURABLE 100 mm WHITE LINE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
MIDDLEBURY:
STA. 0+480.0 - STA. 1+020.0 LT & RT

646.60 TEMPORARY 100 mm WHITE LINE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
MIDDLEBURY:
STA. 0+480.0 - STA. 1+020.0 LT & RT

646.41 DURABLE 100 mm YELLOW LINE
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
MIDDLEBURY:
STA. 0+480.0 - STA. 0+587.0 LT C RT
STA. 0+480.0 - STA. 0+587.0 D - S
STA. 0+587.0 - STA. 0+864.0 S - D
STA. 0+864.0 - STA. 1+002.0 - D -
STA. 1+002.0 - STA. 1+020.0 D - S

646.61 TEMPORARY 100 mm YELLOW LINE
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
MIDDLEBURY:
STA. 0+480.0 - STA. 0+587.0 LT C RT
STA. 0+480.0 - STA. 0+587.0 D - S
STA. 0+587.0 - STA. 0+864.0 S - D
STA. 0+864.0 - STA. 1+002.0 - D -
STA. 1+002.0 - STA. 1+020.0 D - S

675.50 REMOVING SIGNS
AS SHOWN - 3



621.20 STEEL BEAM GUARDRAIL

MIDDLEBURY:
STA. 0+480.0 - STA. 0+583.6 LT (103.6 m)
STA. 0+957.3 - STA. 1+006.7 LT (49.4 m)
STA. 0+994.9 - STA. 1+006.3 RT (11.4 m) (3.8 m)
STA. 0+616.8 - STA. 0+731.1 LT (114.3 m)
621.20 STEEL BEAM GUARDRAIL W/2.4 m POSTS (MOD.)

MIDDLEBURY:
STA. 0+613.4 - STA. 0+769.2 LT (155.8 m)
STA. 0+731.1 - 0+769.2 LT (38.1 m)

621.505 MANUFACTURED TERMINAL SECTION (FLARED)

MIDDLEBURY:
STA. 0+583.6 - STA. 0+595.0 LT
STA. 0+602.0 - STA. 0+613.4 LT STA. 0+605.4 - STA. 0+616.8
STA. 0+769.2 - STA. 0+780.6 LT
STA. 0+945.9 - STA. 0+957.3 LT
STA. 0+983.5 - STA. 0+994.9 RT STA. 0+991.1 - STA. 1+002.5 RT

621.70 GUARDRAIL APPROACH SECTION TYPE I

MIDDLEBURY:
STA. 1+006.3 - STA. 1+021.5 RT (15.2 m)

621.71 GUARDRAIL APPROACH SECTION TYPE II

MIDDLEBURY:
STA. 1+006.7 - STA. 1+010.5 LT (3.8 m)

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL

MIDDLEBURY:
STA. 0+480.0 - STA. 0+595.0 LT (115.0 m)
STA. 0+602.0 - STA. 0+777.0 LT (175.0 m)
STA. 0+949.0 - STA. 1+010.5 LT (61.5 m)
STA. 0+985.0 - STA. 1+020.0 RT (35.0 m)

SIGN LEGEND

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

PAVING
PROJECT
LAYOUT
12

SURVEYED BY N/A DATE N/A
DRAWN BY C.A.K. DATE 2/02
SQUAD LEADER D.E.G.
DESIGN FILE NO. PAVE/01b018/pb018.dgn
IPARM pb018p12.1 DATE 10-JUL-2006 13:13
FILE 10-JUL-2006 13:13
PROJ. NAME SALISBURY - MIDDLEBURY
PROJ. NO. NH_231113
SHEET 21 OF 67 SHEETS -----

DATUM
VERTICAL N/A
HORIZONTAL N/A

646.40 DURABLE 100 mm WHITE LINE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
MIDDLEBURY:
STA. I+020.0 - STA. I+580.0 LT & RT

646.60 TEMPORARY 100 mm WHITE LINE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
MIDDLEBURY:
STA. I+020.0 - STA. I+580.0 LT & RT

646.41 DURABLE 100 mm YELLOW LINE
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
MIDDLEBURY:
STA. I+020.0 - STA. I+182.9 LT $\frac{C}{D}$ RT
STA. I+182.9 - STA. I+580.0 D - S
STA. I+203.789 DOUBLE SOLID RT, T-IO
STA. I+544.970 DOUBLE SOLID RT, VT. ROUTE 116

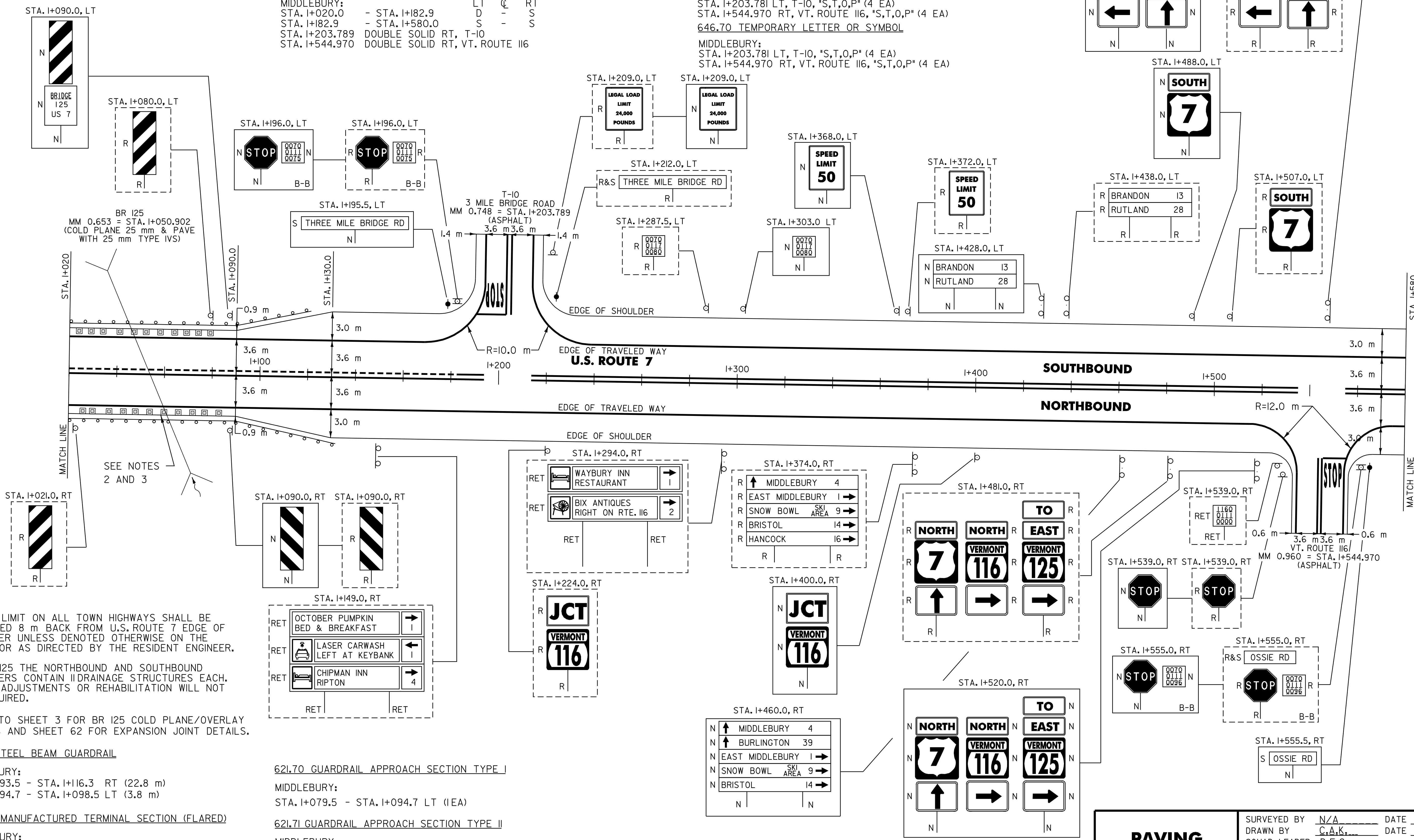
646.61 TEMPORARY 100 mm YELLOW LINE
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
MIDDLEBURY:
STA. I+020.0 - STA. I+182.9 LT $\frac{C}{D}$ RT
STA. I+182.9 - STA. I+580.0 S - S
STA. I+203.789 DOUBLE SOLID RT, T-IO
STA. I+544.970 DOUBLE SOLID RT, VT. ROUTE 116

646.46 DURABLE 600 mm STOP BAR
MIDDLEBURY:
STA. I+203.789 LT, T-IO
STA. I+544.970 RT, VT. ROUTE 116
646.66 TEMPORARY 600 mm STOP BAR

646.50 DURABLE LETTER OR SYMBOL
MIDDLEBURY:
STA. I+203.781 LT, T-IO, "S,T,O,P" (4 EA)
STA. I+544.970 RT, VT. ROUTE 116, "S,T,O,P" (4 EA)
646.70 TEMPORARY LETTER OR SYMBOL
MIDDLEBURY:
STA. I+203.781 LT, T-IO, "S,T,O,P" (4 EA)
STA. I+544.970 RT, VT. ROUTE 116, "S,T,O,P" (4 EA)

675.50 REMOVING SIGNS
AS SHOWN - 40

675.60 ERECTING SALVAGED SIGNS
AS SHOWN - 2



NOTES:

- PAVING LIMIT ON ALL TOWN HIGHWAYS SHALL BE MEASURED 8 m BACK FROM U.S. ROUTE 7 EDGE OF SHOULDER UNLESS DENOTED OTHERWISE ON THE PLANS OR AS DIRECTED BY THE RESIDENT ENGINEER.
- ON BR 125 THE NORTHBOUND AND SOUTHBOUND SHOULDERS CONTAIN IIRAINAGE STRUCTURES EACH. HEIGHT ADJUSTMENTS OR REHABILITATION WILL NOT BE REQUIRED.
- REFER TO SHEET 3 FOR BR 125 COLD PLANE/OVERLAY DETAILS AND SHEET 62 FOR EXPANSION JOINT DETAILS.

621.20 STEEL BEAM GUARDRAIL
MIDDLEBURY:
STA. I+093.5 - STA. I+116.3 RT (22.8 m)
STA. I+094.7 - STA. I+098.5 LT (3.8 m)

621.505 MANUFACTURED TERMINAL SECTION (FLARED)
MIDDLEBURY:
STA. I+116.3 - STA. I+127.7 RT
STA. I+098.5 - STA. I+109.9 LT

621.70 GUARDRAIL APPROACH SECTION TYPE I
MIDDLEBURY:
STA. I+079.5 - STA. I+094.7 LT (1EA)

621.71 GUARDRAIL APPROACH SECTION TYPE II
MIDDLEBURY:
STA. I+089.5 - STA. I+093.5 RT (1EA)

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL
MIDDLEBURY:
STA. I+020.0 - STA. I+021.5 RT (1.50 m)
STA. I+079.5 - STA. I+110.0 LT (30.5 m)
STA. I+089.5 - STA. I+128.0 RT (38.5 m)

STA. I+460.0, RT

N	↑	MIDDLEBURY	4
N	↑	BURLINGTON	39
N	→	EAST MIDDLEBURY	1
N	→	SNOW BOWL	9
N	→	BRISTOL	14

STA. I+481.0, RT

N	↑	MIDDLEBURY	4
N	→	EAST MIDDLEBURY	1
N	→	SNOW BOWL	9
N	→	BRISTOL	14
N	→	HANCOCK	16

STA. I+520.0, RT

N	↑	MIDDLEBURY	4
N	→	BURLINGTON	39
N	→	EAST MIDDLEBURY	1
N	→	SNOW BOWL	9
N	→	BRISTOL	14

SIGN LEGEND
R= REMOVE
S= SALVAGE
N= NEW
RET= RETAIN
B-B= BACK TO BACK
EXISTING= _____
NEW= _____

PAVING PROJECT LAYOUT

13

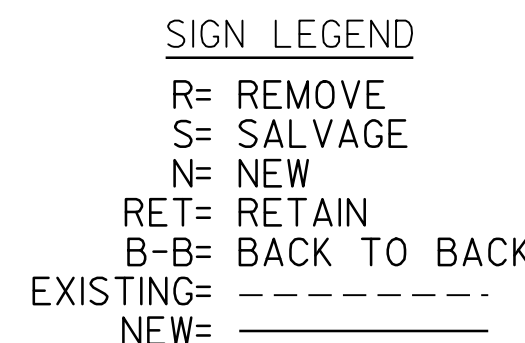
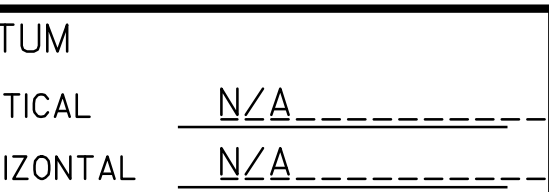
SURVEYED BY N/A DATE N/A
DRAWN BY C.A.K. DATE 2/02
SQUAD LEADER D.E.G.
DESIGN FILE NO. pave/01b018/pb018.dgn
IPARM FILE pb018p13.i DATE 10-JUL-2006 13:10
PROJ. NAME SALISBURY - MIDDLEBURY
PROJ. NO. NH_231115
SHEET 22 OF 67 SHEETS _____

MIDDLEBURY:
STA. 1+580.0 - STA. 1+820.0 LT & RT

MIDDLEBURY:
STA. 1+580.0 - STA. 1+820.0 LT & RT

MIDDLEBURY: LT CL RT
STA. 1+580.0 - STA. 1+820.0 S - S

MIDDLEBURY: LT CL RT
STA. 1+580.0 - STA. 1+820.0 S - S



SURVEYED BY N/A DATE N/A
DRAWN BY C.A.K. DATE 2/02
SQUAD LEADER D.E.G.
DESIGN FILE NO. pave/01b018/pb018.dgn
IPARM pb018p14.i DATE 19 JUL-2006 13:00
FILE 19 PLOTTED
PROJ. NAME SALISBURY - MIDDLEBURY
PROJ. NO. NH_2311111S
SHEET 23 OF 67 SHEETS -----

646.40 DURABLE 100 mm WHITE LINE

MIDDLEBURY:
STA. 1+820.0 - STA. 2+100.0 LT & RT
STA. 1+983.0 - STA. 2+090.0 LANE LINE 3.6 m LT
STA. 1+991.0 - STA. 2+010.0 3.6 m RT
STA. 1+991.0 (ALONG VT 125 EDGE OF ISLAND)
STA. 2+090.0 - STA. 2+100.0 DOTTED LINE 3.6 m LT
STA. 2+050.0 - STA. 2+090.0 DASHED LINE 3.6 m RT

646.60 TEMPORARY 100 mm WHITE LINE

MIDDLEBURY:
STA. 1+820.0 - STA. 2+100.0 LT & RT
STA. 1+983.0 - STA. 2+090.0 LANE LINE 3.6 m LT
STA. 1+991.0 - STA. 2+010.0 3.6 m RT
STA. 1+991.0 (ALONG VT 125 EDGE OF ISLAND)
STA. 2+090.0 - STA. 2+100.0 DOTTED LINE 3.6 m LT
STA. 2+050.0 - STA. 2+090.0 DASHED LINE 3.6 m RT

646.41 DURABLE 100 mm YELLOW LINE

(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED

MIDDLEBURY:	LT	Q	RT
STA. 1+820.0 - STA. 1+828.0	S	-	S
STA. 1+828.0 - STA. 1+893.0	DOUBLE SOLID LT	S	RT, (EDGE OF MEDIAN)
STA. 1+893.0 - STA. 1+963.0	LT & RT, (RAISED		ISLAND)
STA. 1+982.712	DOUBLE SOLID		
STA. 1+991.0 - STA. 2+100.0	RT, VT-ROUTE 125		
STA. 1+994.0 - STA. 2+010.0	SOLID LINE LT & RT		
	(LT EDGE OF RAMP VT 125)		

646.6I TEMPORARY 100 mm YELLOW LINE

(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED

MIDDLEBURY:

	LT	CL	RT
STA. I+820.0 - STA. I+828.0	S	S	S
STA. I+828.0 - STA. I+893.0	DOUBLE SOLID LT & RT, (EDGE OF MEDIAN)		
STA. I+893.0 - STA. I+963.0	LT & RT, (RAISED ISLAND)		
STA. I+982.71/2 DOUBLE SOLID	RT, VT-ROUTE 125		
STA. I+991.0 - STA. 2+100.0	SOLID LINE LT & RT		
STA. I+994.0 - STA. 2+010.0	(LT EDGE OF RAMP VT 125)		

646.46 DURABLE 600 mm STOP BAR

MIDDLEBURY:
STA. 1+987.712 RT. VT. ROUTE 125

646.66 TEMPORARY 600 mm STOP BAR

MIDDLEBURY:
STA. 1+987.712 RT, VT. ROUTE 125

646.50 DURABLE LETTER OR SYMBOL

MIDDLEBURY:
STA. 1+987.712 RT, VT. ROUTE 125, "S,T,O,P" (4 EA)
STA. 1+991.0 TO 1+993.4 LT, ARROW (1EA)
STA. 2+015.2 TO 2+017.6 LT, "O,N,L,Y" (4 EA)
STA. 2+039.3 TO 2+041.7 LT, ARROW (1EA)
STA. 2+063.5 TO 2+065.9 LT, "O,N,L,Y" (4 EA)
STA. 2+087.6 TO 2+090.0 LT, ARROW (1EA)

646.70 TEMPORARY LETTER OR SYMBOL

MIDDLEBURY:
STA. 1+987.712 RT, VT. ROUTE 125, "S,T,O,P" (4 EA)
STA. 1+991.0 TO 1+993.4 LT, ARROW (1EA)
STA. 2+039.3 TO 2+041.7 LT, ARROW (1EA)
STA. 2+087.6 TO 2+090.0 LT, ARROW (1EA)

646.42 DURABLE 200 mm WHITE LINE

MIDDLEBURY:
STA. 1+991.0 - STA. 1+994.0 RT (GORE LINE)
STA. 2+010.0 - STA. 2+050.0 RT (GORE LINE)

646.62 TEMPORARY 200 mm WHITE LINE

MIDDLEBURY:
STA. 1+991.0 - STA. 1+994.0 RT (GORE LINE)
STA. 2+010.0 - STA. 2+050.0 RT (GORE LINE)

646.43 DURABLE 200 mm YELLOW LINE

MIDDLEBURY:
STA. 1+828.0 - STA. 1+893.0 RT (DIAGONALS MEDIAN) (150 m)

646.63 TEMPORARY 200 mm YELLOW LINE

MIDDLEBURY:
STA. 1+828.0 - STA. 1+893.0 RT (DIAGONALS MEDIAN) (150 m)

PAVEMENT CORES ⊕

CORE #	POSITION	MM STA.	PLAN STA.	CORE DEPTH(mm)	PCC UNDER
1	NB LANE	1.185	1+907	50	NO
2	NB LANE	1.200	1+931	150	NO
3	SB LANE	1.200	1+931	75	NO



675.50 REMOVING SIGNS

AS SHOWN - 47

675.60 ERECTING SALVAGED SIGNS

AS SHOWN -

646.81 PAINTED CURB

MIDDLEBURY:
STA. 1+893 - STA. 1+902 LT AND RT
STA. 1+936 - STA. 1+964 LT AND RT
STA. 1+991 - STA. 2+000 LT AND RT
STA. 2+081 - STA. 2+099 LT AND RT

604.412 REHABILITATION OF
DI, CB, OR MH, CLASS I

STA. 1+892.0 C/L
STA. 1+990.0 C/L
STA. 1+993.0 RT

1.80 REMOVAL & DISP. OF GUARDRAIL

ODLEBURY:
A. 1+877.0 - STA. 1+947.0 RT ~~(95 m)~~
A. 1+924.0 - STA. 2+037.0 LT ~~(113 m)~~
A. 1+990.0 - STA. 2+050.0 RT ~~(128 m)~~

1.20 STEEL BEAM GUARDRAIL

DDLEBURY:

A. I+888.4	-	STA. I+947.0	RT	(72.2 m)
A. I+934.4	-	STA. 2+025.6	LT	(91.2 m)
A. I+993.0	-	STA. 2+038.6	RT	(102.6 m)
				(64.77 m)

621.505 MANUFACTURED
TERMINAL SECTION (FLARED)

MIDDLEBURY:
STA.1+877.0 - STA.1+888.4 RT
STA.1+923.0 - STA.1+934.4 LT
STA.1+947.0 RT (VT. ROUTE 125)
STA.1+993.0 RT (VT. ROUTE 125)
~~STA.2+025.6 - STA.2+037.0 LT~~
STA.2+038.6 - STA.2+050.0 RT
STA.2+014.4 - STA.2+025.8 LT

THE CONTRACTOR SHALL REMOVE THE ACCUMULATION OF SAND AND OTHER DEBRIS ADJACENT TO THE CURBED, RAISED ISLANDS AT THE US ROUTE 7/VT ROUTE 125 INTERSECTION. PAYMENT FOR THIS WORK SHALL BE MADE UNDER THE APPROPRIATE RENTAL ITEM(S).

SIGN LEGEND

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

PAVING PROJECT LAYOUT # 15

SURVEYED BY N/A DATE N/A
DRAWN BY C.A.K. DATE 2/02
SQUAD LEADER D.E.G.
DESIGN FILE NO. pave/01b08/pb018.dgn
IPARM DATE
FILE pb018p15.i PLOTTED 10-JUL-2006 1
PROJ. NAME SALISBURY - MIDDLEBURY
PROJ. NO. NH_231111S
SHEET 24 OF 67 SHEETS -----

646.40 DURABLE 100 mm WHITE LINE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)

MIDDLEBURY:
STA. 2+340.0 - STA. 2+640.0 LT & RT

646.60 TEMPORARY 100 mm WHITE LINE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)

MIDDLEBURY:
STA. 2+340.0 - STA. 2+640.0 LT & RT

646.41 DURABLE 100 mm YELLOW LINE
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED

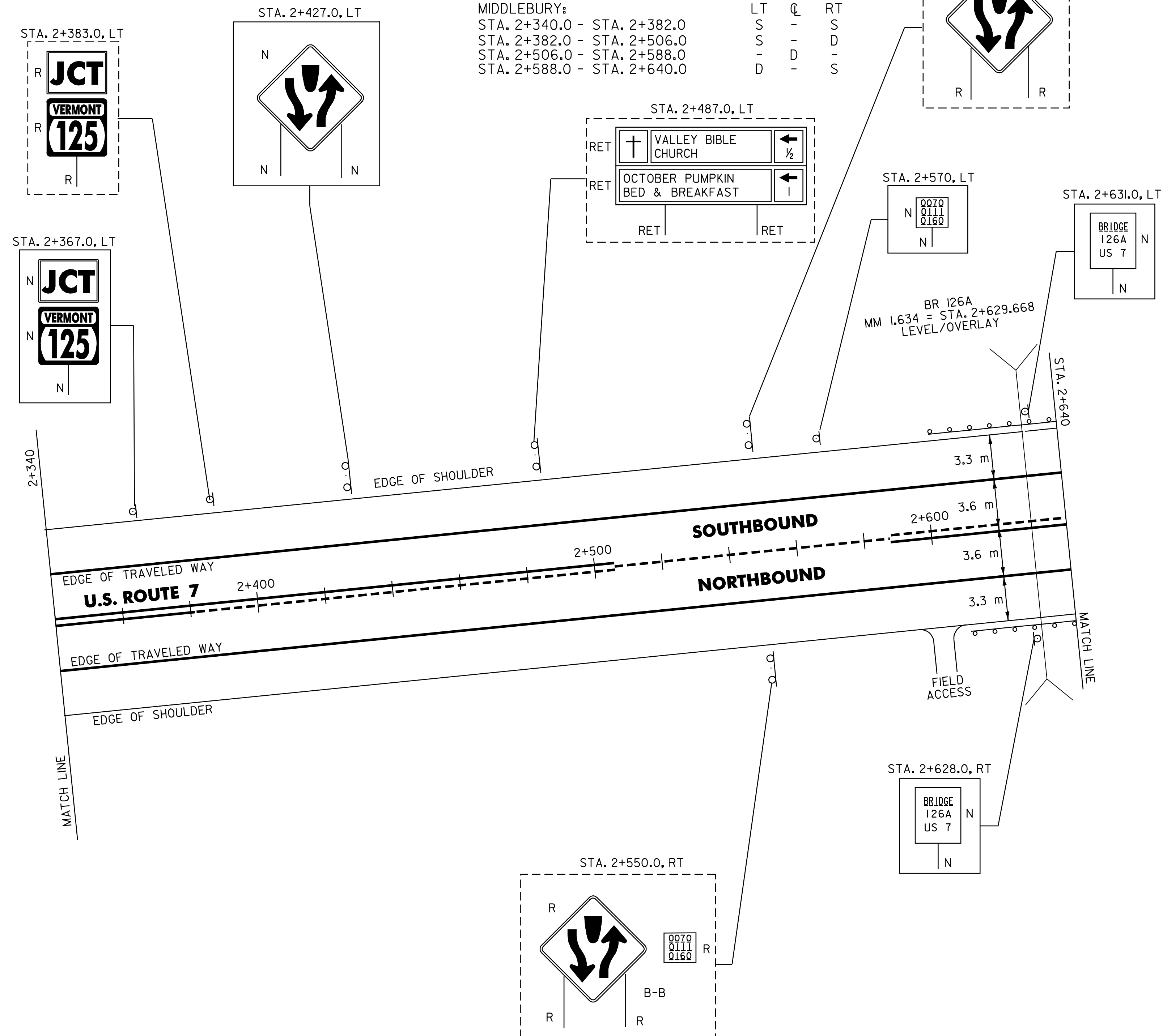
MIDDLEBURY:	LT	CL	RT
STA. 2+340.0 - STA. 2+382.0	S	-	S
STA. 2+382.0 - STA. 2+506.0	S	-	D
STA. 2+506.0 - STA. 2+588.0	-	D	-
STA. 2+588.0 - STA. 2+640.0	D	-	S

646.61 TEMPORARY 100 mm YELLOW LINE
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED

MIDDLEBURY:	LT	CL	RT
STA. 2+340.0 - STA. 2+382.0	S	-	S
STA. 2+382.0 - STA. 2+506.0	S	-	D
STA. 2+506.0 - STA. 2+588.0	-	D	-
STA. 2+588.0 - STA. 2+640.0	D	-	S

675.50 REMOVING SIGNS

AS SHOWN - 5



621.20 STEEL BEAM GUARDRAIL

MIDDLEBURY:
STA. 2+612.8 - STA. 2+635.6 LT (22.8 m)
STA. 2+619.3 - STA. 2+630.7 RT (11.4 m)

621.505 MANUFACTURED TERMINAL SECTION (FLARED)

MIDDLEBURY:
STA. 2+601.4 - STA. 2+612.8 LT
STA. 2+607.9 - STA. 2+619.3 RT
STA. 2+630.7 - STA. 2+642.1 RT
STA. 2+635.6 - STA. 2+647.0 LT

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL

MIDDLEBURY:
STA. 2+601.0 - STA. 2+647.0 LT (46.0 m)
STA. 2+608.0 - STA. 2+642.0 RT (34.0 m)

SIGN LEGEND

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

PAVING PROJECT LAYOUT # 17

SURVEYED BY N/A DATE N/A
DRAWN BY C.A.K. DATE 2/02
SQUAD LEADER D.E.G.
DESIGN FILE NO. pave/01b018/pb018.dgn
IPARM pb018p17.i DATE 10-JUL-2006 13:51
FILE 10-JUL-2006 13:51
PROJ. NAME SALISBURY - MIDDLEBURY
PROJ. NO. NH_231111
SHEET 26 OF 67 SHEETS -----

DATUM
VERTICAL N/A
HORIZONTAL N/A

646.40 DURABLE 100 mm WHITE LINE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)

MIDDLEBURY:
STA. 2+640.0 - STA. 3+180.0 LT & RT

646.60 TEMPORARY 100 mm WHITE LINE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)

MIDDLEBURY:
STA. 2+640.0 - STA. 3+180.0 LT & RT

646.41 DURABLE 100 mm YELLOW LINE
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED

MIDDLEBURY:
STA. 2+640.0 - STA. 2+752.0 LT Q
STA. 2+752.0 - STA. 2+993.4 D - S
STA. 2+993.4 - STA. 3+180.0 S - D
STA. 2+766.462 DOUBLE SOLID RT, T-24

646.61 TEMPORARY 100 mm YELLOW LINE
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED

MIDDLEBURY:
STA. 2+640.0 - STA. 2+752.0 LT Q
STA. 2+752.0 - STA. 2+993.4 D - S
STA. 2+993.4 - STA. 3+180.0 S - D
STA. 2+766.462 DOUBLE SOLID RT, T-24

646.46 DURABLE 600 mm STOP BAR

MIDDLEBURY:
STA. 2+766.462 RT, T-24

646.66 TEMPORARY 600 mm STOP BAR

MIDDLEBURY:
STA. 2+766.462 RT, T-24

646.50 DURABLE LETTER OR SYMBOL

MIDDLEBURY:
STA. 2+766.462 RT, T-24, "S,T,O,P" (4 EA)

646.70 TEMPORARY LETTER OR SYMBOL

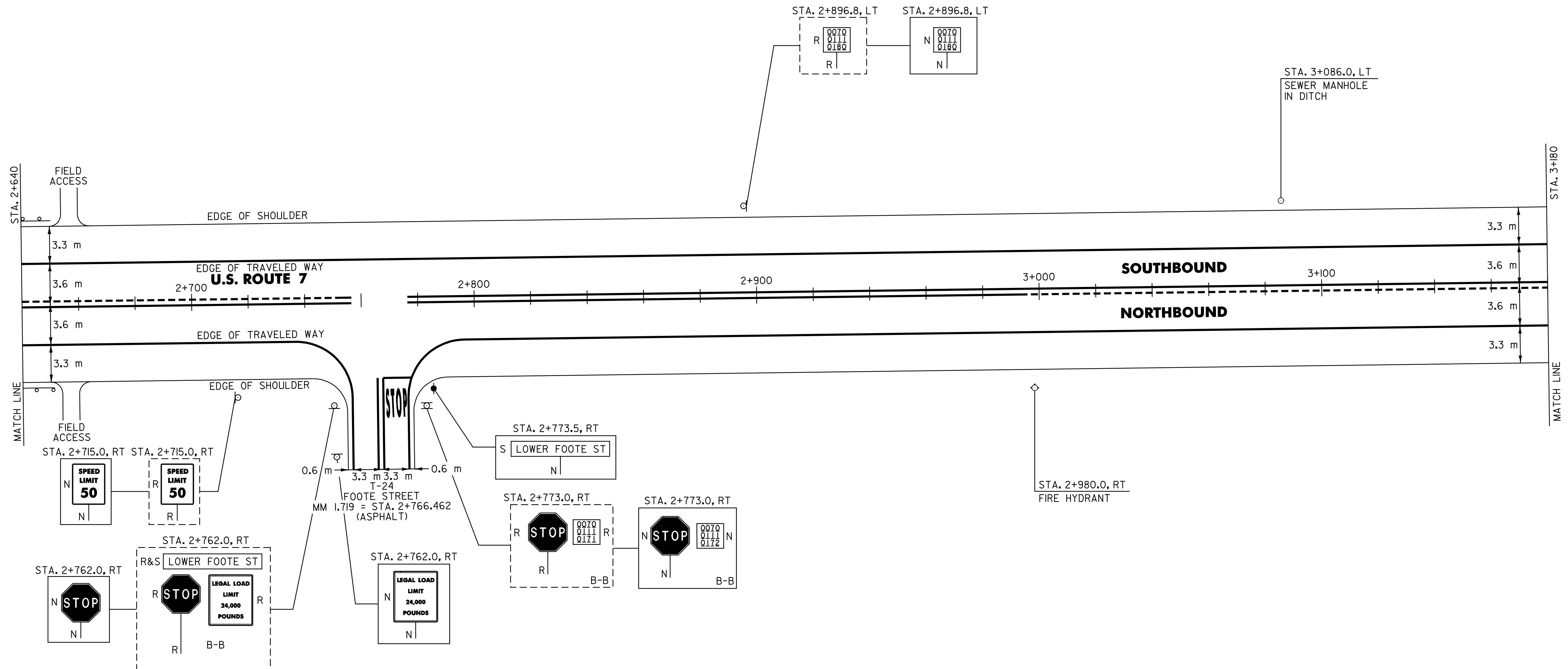
MIDDLEBURY:
STA. 2+766.462 RT, T-24, "S,T,O,P" (4 EA)

675.50 REMOVING SIGNS

AS SHOWN - 7

675.60 ERECTING SALVAGED SIGNS

AS SHOWN - 1



NOTE:

I. PAVING LIMIT ON ALL TOWN HIGHWAYS SHALL BE
MEASURED 8 m BACK FROM U.S. ROUTE 7 EDGE OF
SHOULDER UNLESS DENOTED OTHERWISE ON THE
PLANS OR AS DIRECTED BY THE RESIDENT ENGINEER.

SIGN LEGEND

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

**PAVING
PROJECT
LAYOUT
18**

SURVEYED BY N/A DATE N/A
DRAWN BY C.A.K. DATE 2/02
SQUAD LEADER D.E.G.
DESIGN FILE NO. pave/01b018/pb018.dgn
IPARM pb018p18.i DATE 10 JUL-2006 13:51
FILE pb018p18.i PLOTTER
PROJ. NAME SALISBURY - MIDDLEBURY
PROJ. NO. NH_231111S
SHEET 27 OF 67 SHEETS

DATUM
VERTICAL N/A
HORIZONTAL N/A

646.40 DURABLE 100 mm WHITE LINE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
MIDDLEBURY:
STA. 3+180.0 - STA. 3+720.0 LT & RT

646.60 TEMPORARY 100 mm WHITE LINE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
MIDDLEBURY:
STA. 3+180.0 - STA. 3+720.0 LT & RT

646.41 DURABLE 100 mm YELLOW LINE
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
MIDDLEBURY:
STA. 3+180.0 - STA. 3+218.7 LT S D RT D
STA. 3+218.7 - STA. 3+339.4 S D D S
STA. 3+339.4 - STA. 3+452.0 D S S S
STA. 3+452.0 - STA. 3+500.0 S S S D
STA. 3+500.0 - STA. 3+689.0 S S S D
STA. 3+689.0 - STA. 3+720.0 S S S D
STA. 3+482.620 DOUBLE SOLID RT, T-I2

646.61 TEMPORARY 100 mm YELLOW LINE
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
MIDDLEBURY:
STA. 3+180.0 - STA. 3+218.7 LT S D RT D
STA. 3+218.7 - STA. 3+339.4 S D D S
STA. 3+339.4 - STA. 3+452.0 D S S S
STA. 3+452.0 - STA. 3+500.0 S S S D
STA. 3+500.0 - STA. 3+689.0 S S S D
STA. 3+689.0 - STA. 3+720.0 S S S D
STA. 3+482.620 DOUBLE SOLID RT, T-I2

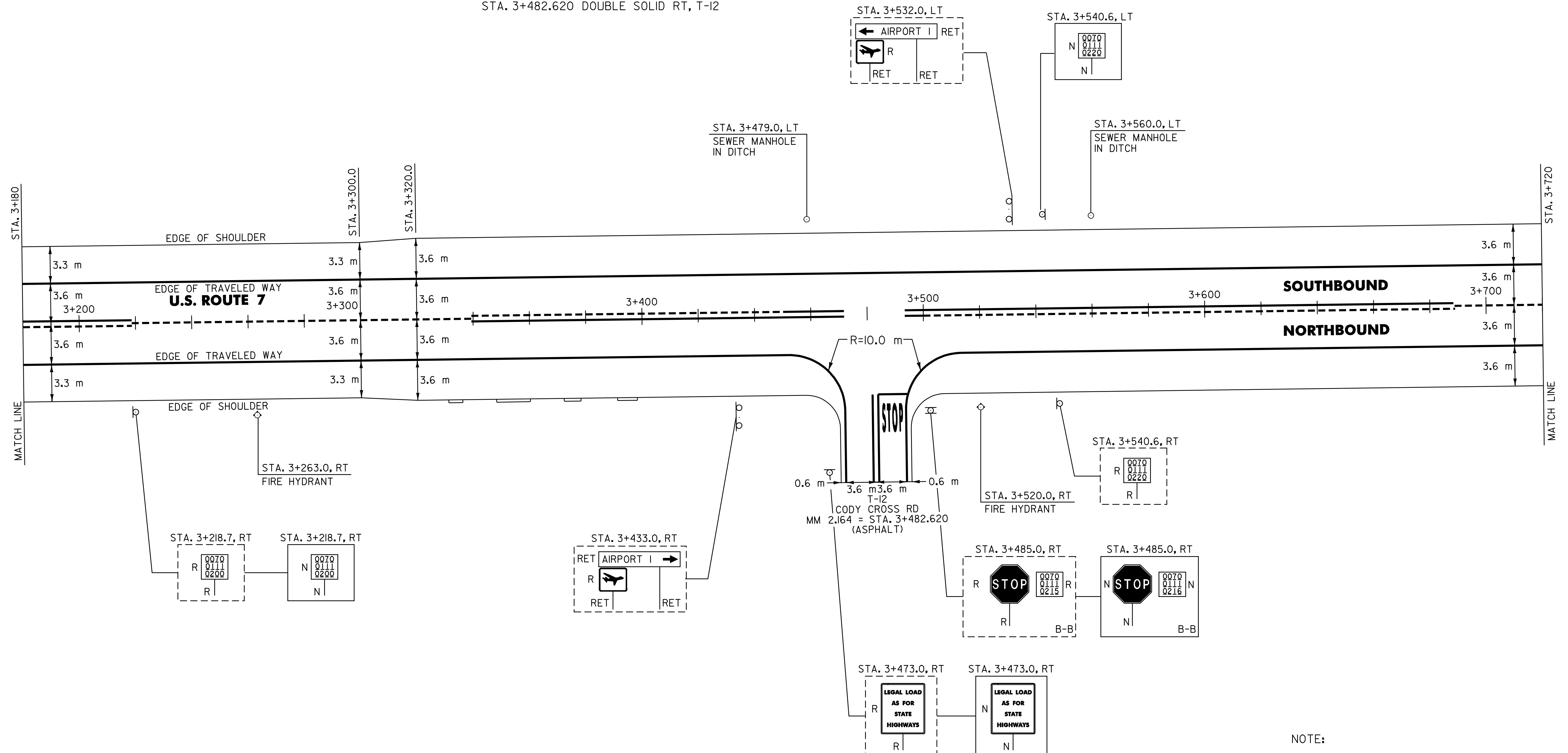
646.46 DURABLE 600 mm STOP BAR
MIDDLEBURY:
STA. 3+482.620 RT, T-I2

675.50 REMOVING SIGNS
AS SHOWN - 7

646.66 TEMPORARY 600 mm STOP BAR
MIDDLEBURY:
STA. 3+482.620 RT, T-I2

646.50 DURABLE LETTER OR SYMBOL
MIDDLEBURY:
STA. 3+482.620 RT, T-I2, "S,T,O,P" (4 EA)

646.70 TEMPORARY LETTER OR SYMBOL
MIDDLEBURY:
STA. 3+482.620 RT, T-I2, "S,T,O,P" (4 EA)



NOTE:
I. PAVING LIMIT ON ALL TOWN HIGHWAYS SHALL BE MEASURED 8 m BACK FROM U.S. ROUTE 7 EDGE OF SHOULDER UNLESS DENOTED OTHERWISE ON THE PLANS OR AS DIRECTED BY THE RESIDENT ENGINEER.

SIGN LEGEND
R= REMOVE
S= SALVAGE
N= NEW
RET= RETAIN
B-B= BACK TO BACK
EXISTING= _____
NEW= _____

**PAVING
PROJECT
LAYOUT
19**

SURVEYED BY N/A DATE N/A
DRAWN BY C.A.K. DATE 2/02
SQUAD LEADER D.E.G.
DESIGN FILE NO. pave/01b018/pb018.dgn
IPARM pb018p19.i DATE 10-JUL-2006 13:51
FILE 10-JUL-2006 13:51
PROJ. NAME SALISBURY - MIDDLEBURY
PROJ. NO. NH_231111S
SHEET 28 OF 67 SHEETS

DATUM
VERTICAL N/A
HORIZONTAL N/A

646.40 DURABLE 100 mm WHITE LINE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
MIDDLEBURY:
STA. 3+720.0 - STA. 4+260.0 LT & RT

646.60 TEMPORARY 100 mm WHITE LINE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
MIDDLEBURY:
STA. 3+720.0 - STA. 4+260.0 LT & RT

646.41 DURABLE 100 mm YELLOW LINE
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
MIDDLEBURY:
STA. 3+720.0 - STA. 3+887.0 LT - D RT - D
STA. 3+887.0 - STA. 4+063.6 D - S
STA. 4+063.6 - STA. 4+128.0 S - S
STA. 4+128.0 - STA. 4+260.0 S - D
STA. 4+092.562 DOUBLE SOLID LT, T-26
STA. 4+115.093 DOUBLE SOLID RT, T-7

646.61 TEMPORARY 100 mm YELLOW LINE
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
MIDDLEBURY:
STA. 3+720.0 - STA. 3+887.0 LT - D RT - D
STA. 3+887.0 - STA. 4+063.6 D - S
STA. 4+063.6 - STA. 4+128.0 S - S
STA. 4+128.0 - STA. 4+260.0 S - D
STA. 4+092.562 DOUBLE SOLID LT, T-26
STA. 4+115.093 DOUBLE SOLID RT, T-7

646.46 DURABLE 600 mm STOP BAR
MIDDLEBURY:
STA. 4+092.562 LT, T-26
STA. 4+115.093 RT, T-7

646.66 TEMPORARY 600 mm STOP BAR
MIDDLEBURY:
STA. 4+092.562 LT, T-26
STA. 4+115.093 RT, T-7

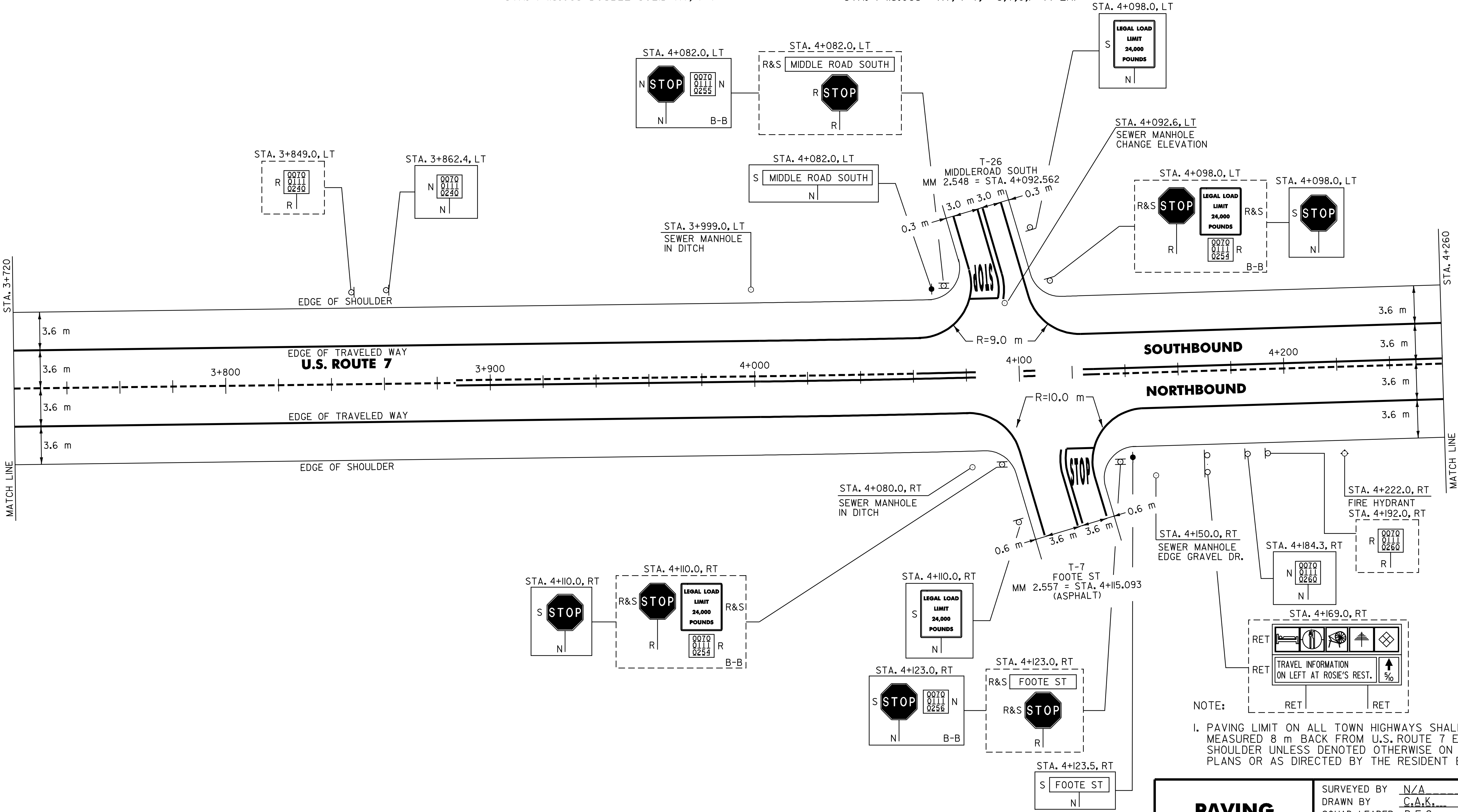
675.50 REMOVING SIGNS
AS SHOWN - 12

675.60 ERECTING SALVAGED SIGNS
AS SHOWN - 7

604.42 CHANGING ELEVATION OF SEWER MANHOLES
STA. 4+092.6 LT.

646.50 DURABLE LETTER OR SYMBOL
MIDDLEBURY:
STA. 4+092.562 LT, T-26, "S,T,O,P" (4 EA)
STA. 4+115.093 RT, T-7, "S,T,O,P" (4 EA)

646.70 TEMPORARY LETTER OR SYMBOL
MIDDLEBURY:
STA. 4+092.562 LT, T-26, "S,T,O,P" (4 EA)
STA. 4+115.093 RT, T-7, "S,T,O,P" (4 EA)



DATUM	
VERTICAL	N/A
HORIZONTAL	N/A

SIGN LEGEND
R= REMOVE
S= SALVAGE
N= NEW
RET= RETAIN
B-B= BACK TO BACK
EXISTING= _____
NEW= _____

PAVING
PROJECT
LAYOUT
20

SURVEYED BY N/A DATE N/A

DRAWN BY C.A.K. DATE 2/02

SQUAD LEADER D.E.G.

DESIGN FILE NO. pave/01b018/01b018.dgn

IPARM pb018p20.1 DATE 10-JUL-2006 13:00

FILE

PROJ. NAME SALISBURY - MIDDLEBURY

PROJ. NO. NH_231111

SHEET 29 OF 67 SHEETS

646.40 DURABLE 100 mm WHITE LINE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)

MIDDLEBURY:
STA. 4+260.0 - STA. 4+800.0 LT & RT

646.60 TEMPORARY 100 mm WHITE LINE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)

MIDDLEBURY:
STA. 4+260.0 - STA. 4+800.0 LT & RT

646.41 DURABLE 100 mm YELLOW LINE
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED

MIDDLEBURY:	LT	CL	RT
STA. 4+260.0 - STA. 4+300.0	S	-	D
STA. 4+300.0 - STA. 4+313.0	-	-	D
STA. 4+313.0 - STA. 4+554.4	D	-	S
STA. 4+554.4 - STA. 4+800.0	S	-	S
STA. 4+654.223	DOUBLE SOLID	LT, T-9	

646.61 TEMPORARY 100 mm YELLOW LINE
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED

MIDDLEBURY:	LT	CL	RT
STA. 4+260.0 - STA. 4+300.0	S	-	D
STA. 4+300.0 - STA. 4+313.0	-	-	D
STA. 4+313.0 - STA. 4+554.4	D	-	S
STA. 4+554.4 - STA. 4+800.0	S	-	S
STA. 4+654.223	DOUBLE SOLID	LT, T-9	

646.46 DURABLE 600 mm STOP BAR

MIDDLEBURY:
STA. 4+654.223 LT, T-9

646.66 TEMPORARY 600 mm STOP BAR

MIDDLEBURY:
STA. 4+654.223 LT, T-9

646.50 DURABLE LETTER OR SYMBOL

MIDDLEBURY:
STA. 4+654.223 LT, T-9, "S,T,O,P" (4 EA)

646.70 TEMPORARY LETTER OR SYMBOL

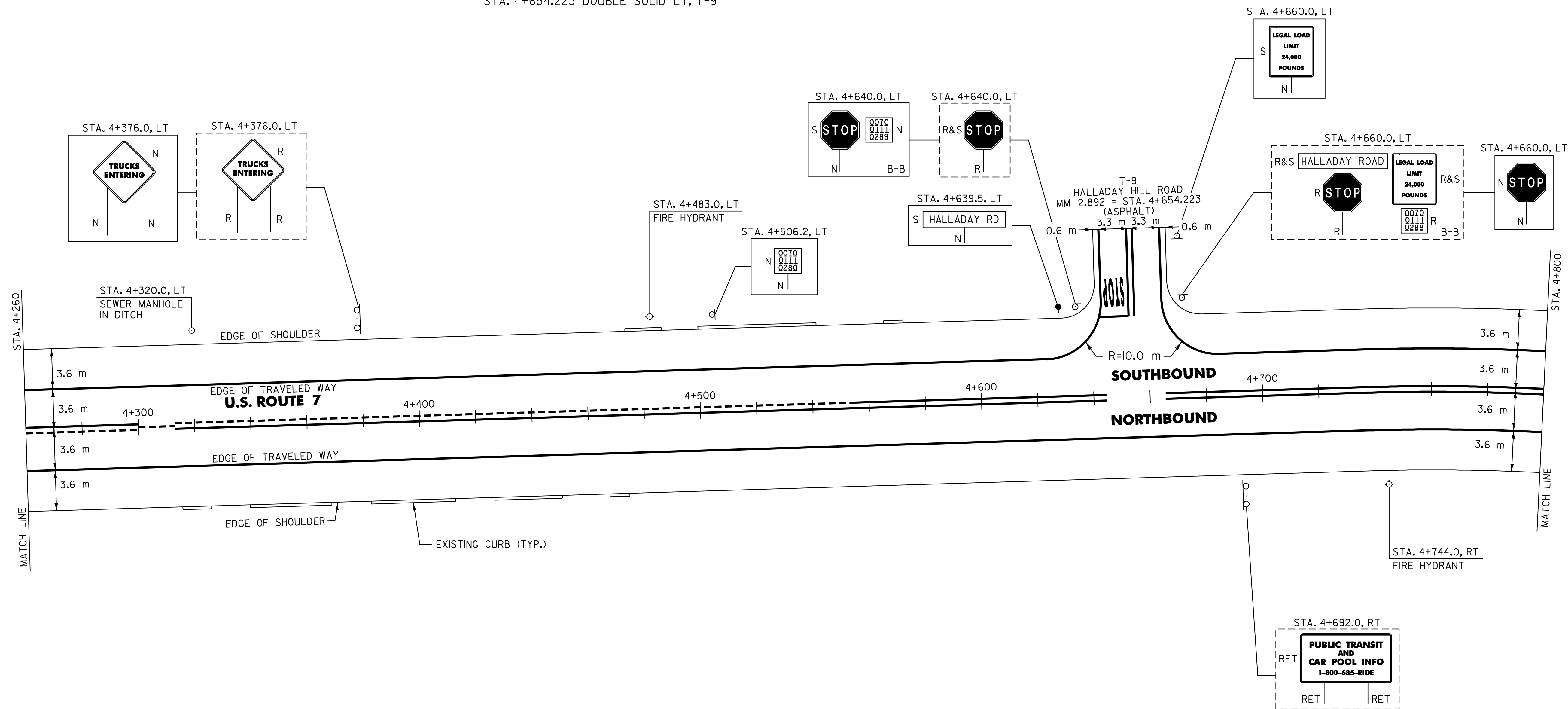
MIDDLEBURY:
STA. 4+654.223 LT, T-9, "S,T,O,P" (4 EA)

675.50 REMOVING SIGNS

AS SHOWN - 6

675.60 ERECTING SALVAGED SIGNS

AS SHOWN - 3



NOTE:

1. PAVING LIMIT ON ALL TOWN HIGHWAYS SHALL BE MEASURED 8 m BACK FROM U.S. ROUTE 7 EDGE OF SHOULDER UNLESS DENOTED OTHERWISE ON THE PLANS OR AS DIRECTED BY THE RESIDENT ENGINEER.

SIGN LEGEND

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

PAVING
PROJECT
LAYOUT
21

SURVEYED BY	N/A	DATE	N/A
DRAWN BY	C.A.K.	DATE	2/02
SQUAD LEADER	D.E.G.		
DESIGN FILE NO.	pave/01b018/pb018.dgn		
IPARM FILE	pb018p21.i	DATE PLOTTED	10-JUL-2006 13:5
PROJ. NAME	SALISBURY - MIDDLEBURY		
PROJ. NO.	NH_23111111		
SHEET	30	OF	67
SHEETS			

DATUM	
VERTICAL	N/A
HORIZONTAL	N/A

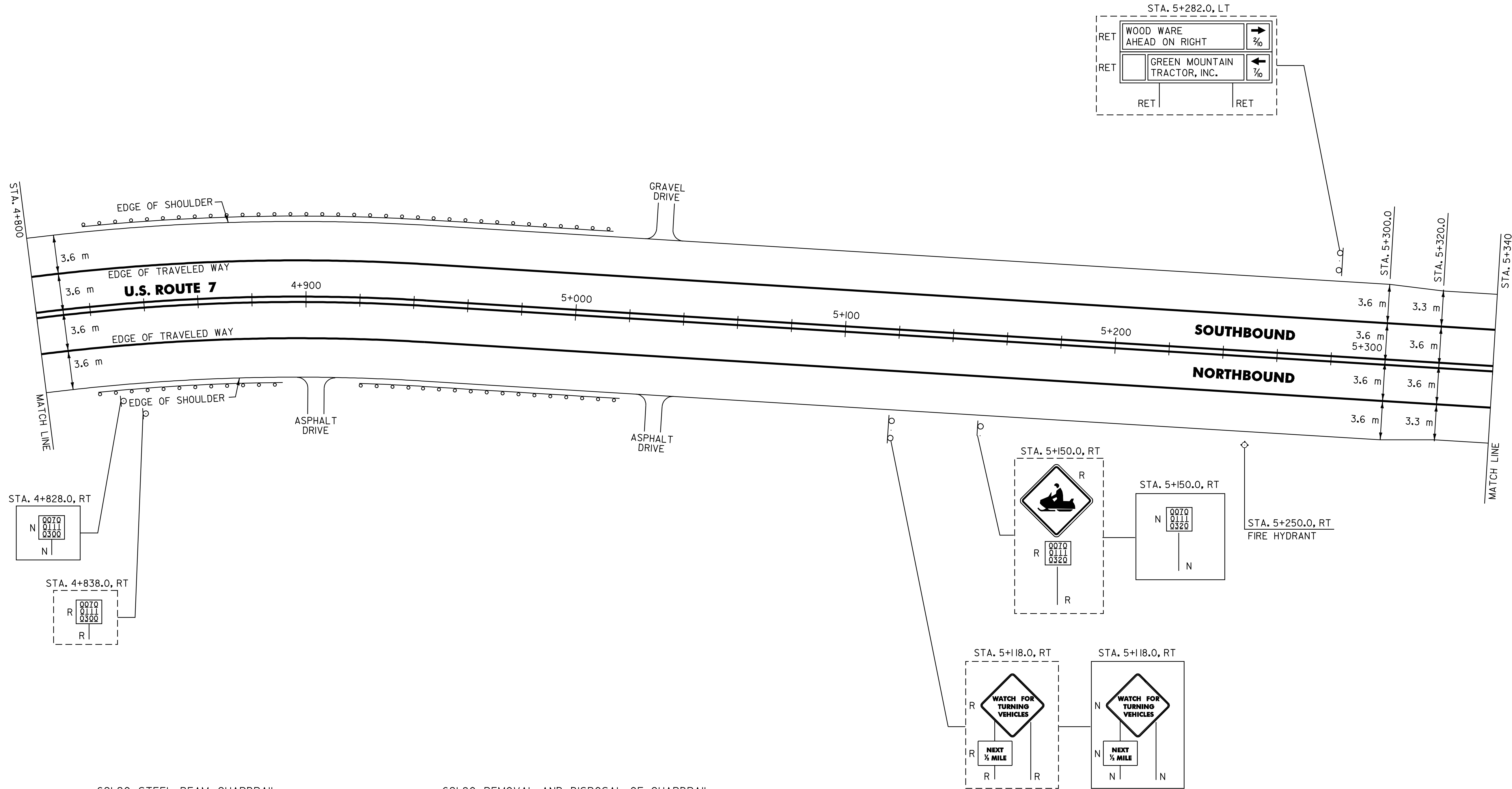
646.40 DURABLE 100 mm WHITE LINE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
MIDDLEBURY:
STA. 4+800.0 - STA. 5+340.0 LT & RT

646.60 TEMPORARY 100 mm WHITE LINE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
MIDDLEBURY:
STA. 4+800.0 - STA. 5+340.0 LT & RT

646.41 DURABLE 100 mm YELLOW LINE
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
MIDDLEBURY:
STA. 4+800.0 - STA. 5+340.0 LT S - RT S

646.61 TEMPORARY 100 mm YELLOW LINE
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
MIDDLEBURY:
STA. 4+800.0 - STA. 5+340.0 LT S - RT S

675.50 REMOVING SIGNS
AS SHOWN - 5



621.20 STEEL BEAM GUARDRAIL

MIDDLEBURY:
4+835.88 STA. 4+832.2 - STA. 4+881.6 RT (49.4 m) (45.7 m)
STA. 4+833.4 - STA. 5+000.6 LT (167.2 m) (167.6 m)
STA. 4+930.4 - STA. 5+006.4 RT (76.0 m) (76.2 m)

621.505 MANUFACTURED TERMINAL SECTION (FLARED)

MIDDLEBURY:
4+824.48 STA. 4+820.8 - STA. 4+832.2 RT 835.8
STA. 4+822.0 - STA. 4+833.4 LT
STA. 4+881.6 - STA. 4+893.0 RT
STA. 4+919.0 - STA. 4+930.4 RT
STA. 5+000.6 - STA. 5+012.0 LT
STA. 5+006.4 - STA. 5+017.8 RT

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL

MIDDLEBURY:
STA. 4+822.0 - STA. 5+012.0 LT (190.0 m) (191.7 m)
STA. 4+824.0 - STA. 4+893.0 RT (69.0 m)
STA. 4+919.0 - STA. 5+017.0 RT (98.0 m)

SIGN LEGEND
R= REMOVE
S= SALVAGE
N= NEW
RET= RETAIN
B-B= BACK TO BACK
EXISTING= _____
NEW= _____

PAVING
PROJECT
LAYOUT
22

SURVEYED BY N/A DATE N/A
DRAWN BY C.A.K. DATE 2/02
SQUAD LEADER D.E.G.
DESIGN FILE NO. pb018/pb018.dgn
IPARM pb018p22.1 DATE 10 JUL-2006 13:
FILE pb018p22.1 PLOTTER
PROJ. NAME SALISBURY - MIDDLEBURY
PROJ. NO. NH_231111
SHEET 31 OF 67 SHEETS

DATUM
VERTICAL N/A
HORIZONTAL N/A

646.40 DURABLE 100 mm WHITE LINE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)

MIDDLEBURY:
STA. 5+880.0 - STA. 6+440.0 LT & RT
STA. 6+275.0 - STA. 6+329.0 RT, DOTTED LINE
STA. 6+329.0 - STA. 6+393.7 RT, SOLID LINE (LANE LINE)
STA. 6+429.3 - STA. 6+440.0 LT, SOLID LINE (LANE LINE)
STA. 6+429.3 - STA. 6+440.0 LT, SOLID LINE (LANE LINE)
BROOKS DRUG DR. - SOLID EDGE LINE LT & RT
BROOKS DRUG DR. - SOLID LANE LINE
AMES PLAZA ENTRANCE - SOLID EDGE LINE LT & RT
AMES PLAZA ENTRANCE - SOLID LANE LINE

646.60 TEMPORARY 100 mm WHITE LINE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)

MIDDLEBURY:
STA. 5+880.0 - STA. 6+440.0 LT & RT
STA. 6+275.0 - STA. 6+329.0 RT, DOTTED LINE
STA. 6+329.0 - STA. 6+393.7 RT, SOLID LINE (LANE LINE)
STA. 6+429.3 - STA. 6+440.0 LT, SOLID LINE (LANE LINE)
STA. 6+429.3 - STA. 6+440.0 LT, SOLID LINE (LANE LINE)
BROOKS DRUG DR. - SOLID EDGE LINE LT & RT
BROOKS DRUG DR. - SOLID LANE LINE
AMES PLAZA ENTRANCE - SOLID EDGE LINE LT & RT
AMES PLAZA ENTRANCE - SOLID LANE LINE

646.41 DURABLE 100 mm YELLOW LINE
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED

MIDDLEBURY:
STA. 5+880.0 - STA. 6+145.0 S - S
STA. 6+145.0 - STA. 6+329.0 DOUBLE SOLID LT & RT (MEDIAN)
STA. 6+329.0 - STA. 6+394.0 DOUBLE SOLID LT
STA. 6+429.0 - STA. 6+440.0 DOUBLE SOLID RT
BROOKS DRUG DR. DOUBLE SOLID C/L
AMES PLAZA ENTRANCE BOTH SIDES OF RAISED ISLAND

646.61 TEMPORARY 100 mm YELLOW LINE
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED

MIDDLEBURY:
STA. 5+880.0 - STA. 6+145.0 S - S
STA. 6+145.0 - STA. 6+329.0 DOUBLE SOLID LT & RT (MEDIAN)
STA. 6+329.0 - STA. 6+394.0 DOUBLE SOLID LT
STA. 6+429.0 - STA. 6+440.0 DOUBLE SOLID RT
BROOKS DRUG DR. DOUBLE SOLID C/L
AMES PLAZA ENTRANCE BOTH SIDES OF RAISED ISLAND

646.81 PAINTED CURB

MIDDLEBURY:
STA. 6+412.0 LT (AMES PLAZA ENTRANCE)

646.50 DURABLE LETTER OR SYMBOL

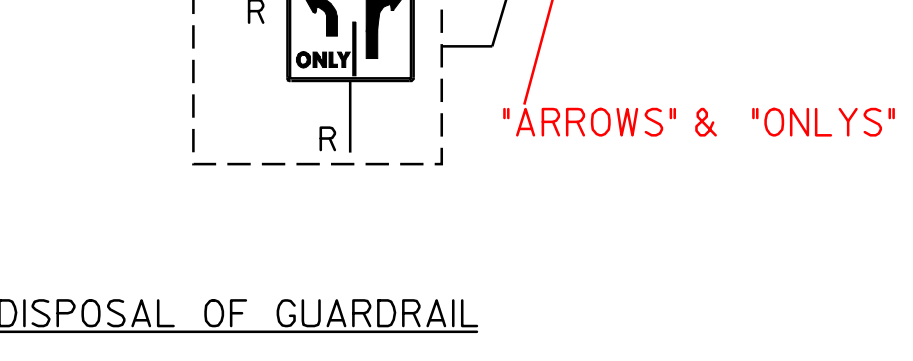
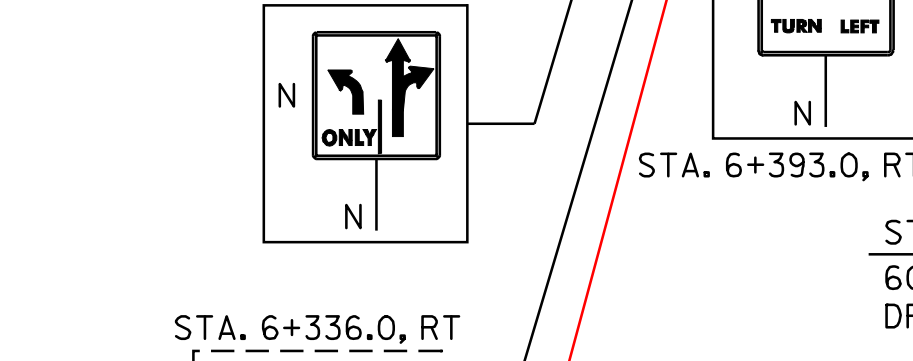
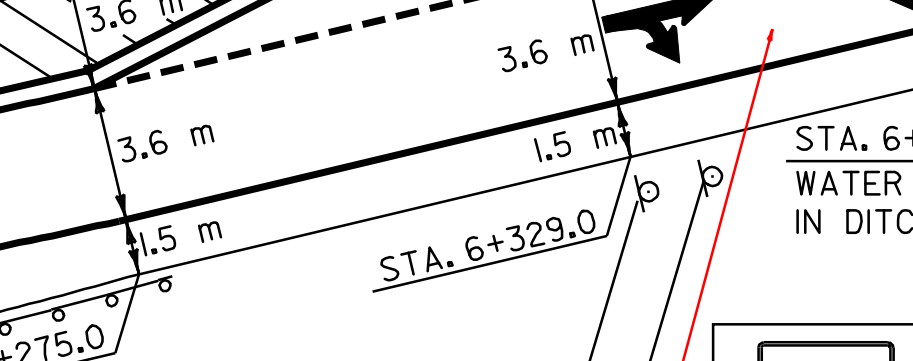
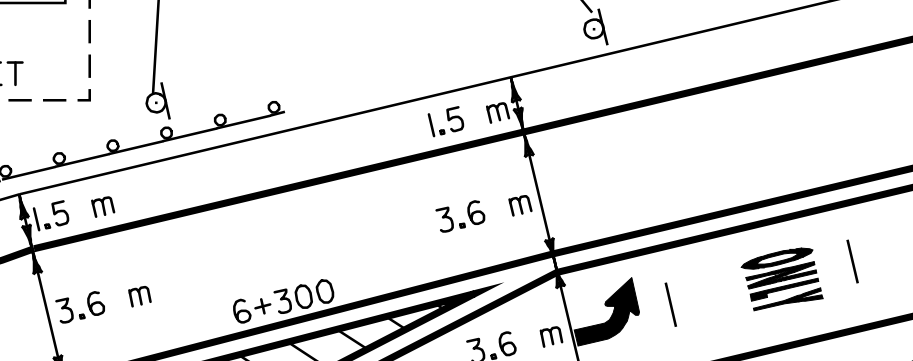
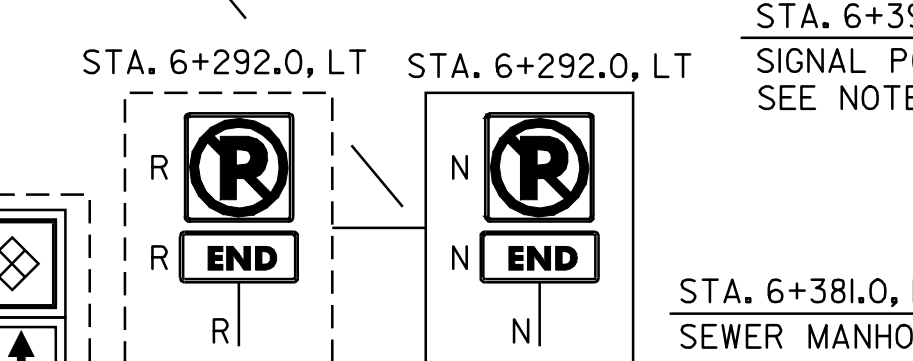
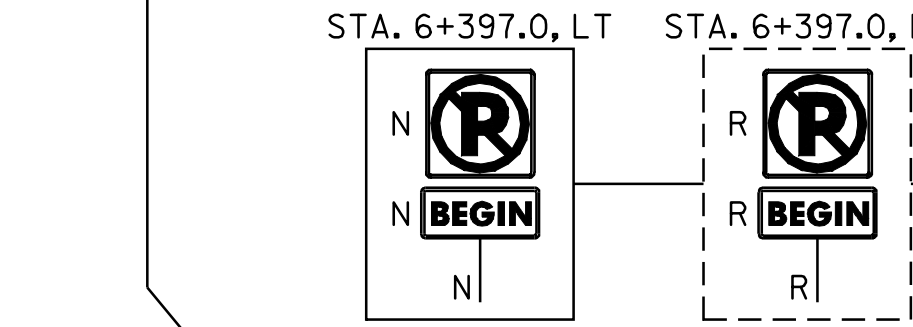
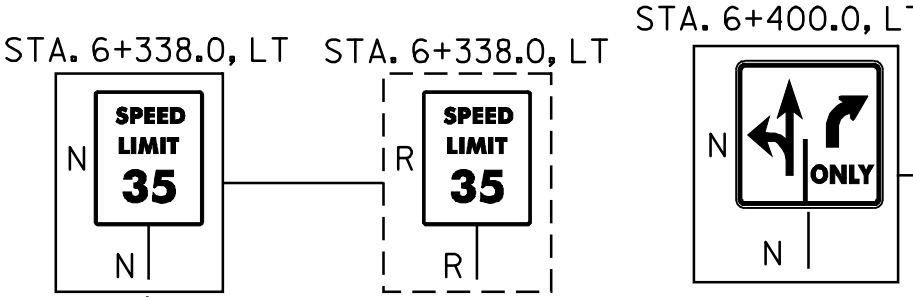
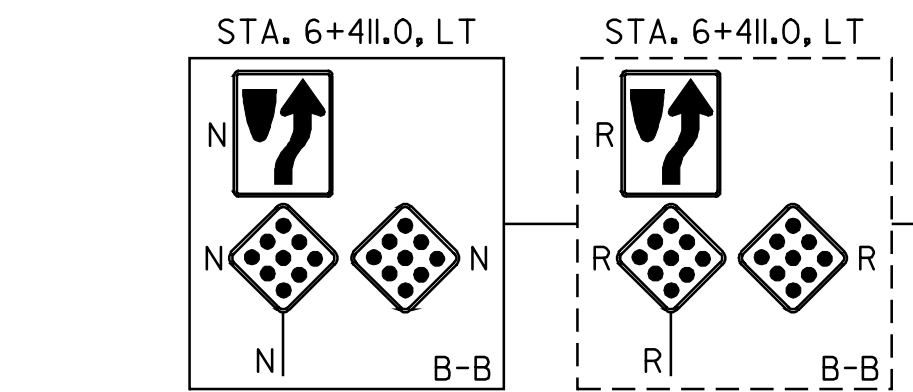
STA. 6+201.8 TO 6+216.2 RT, "S,I,G,N,A,L A,H,E,A,D" (11EA)
STA. 6+329.0 TO 6+333.0 RT, DOUBLE ARROW (2 EA)
STA. 6+329.0 TO 6+331.4 RT, ARROW (1EA)
STA. 6+358.3 TO 6+362.3 RT, DOUBLE ARROW (2 EA)
STA. 6+349.0 TO 6+351.4 RT, "O,N,L,Y" (4 EA)
STA. 6+387.5 TO 6+391.5 RT, DOUBLE ARROW (2 EA)
STA. 6+369.0 TO 6+371.4 RT, ARROW (1EA)
STA. 6+389.1 TO 6+391.5 RT, "O,N,L,Y" (4 EA)
STA. 6+411 LT, ARROW (SIDEROAD) (1EA)
STA. 6+411 LT, DBL. ARROW (SIDEROAD) (2 EA)
STA. 6+415 RT, DBL. ARROW (SIDEROAD) (2 EA)
STA. 6+415 RT, ARROW (SIDEROAD) (1EA)
STA. 6+415 RT, "O,N,L,Y" (SIDEROAD) (4 EA)
STA. 6+431.5 TO 6+433.9 LT, ARROW (2 SETS) (2 EA)

646.70 TEMPORARY LETTER OR SYMBOL

STA. 6+201.8 TO 6+216.2 RT, "S,I,G,N,A,L A,H,E,A,D" (11EA)
STA. 6+329.0 TO 6+333.0 RT, DOUBLE ARROW (2 EA)
STA. 6+329.0 TO 6+331.4 RT, ARROW (1EA)
STA. 6+358.3 TO 6+362.3 RT, DOUBLE ARROW (2 EA)
STA. 6+387.5 TO 6+391.5 RT, ARROW (1EA)
STA. 6+389.1 TO 6+391.5 LT, ARROW (SIDEROAD) (1EA)
STA. 6+411 LT, DBL. ARROW (SIDEROAD) (2 EA)
STA. 6+415 RT, DBL. ARROW (SIDEROAD) (2 EA)
STA. 6+415 RT, ARROW (SIDEROAD) (1EA)
STA. 6+415 LT, ARROW (2 SETS) (2 EA)

675.50 REMOVING SIGNS

AS SHOWN - IT



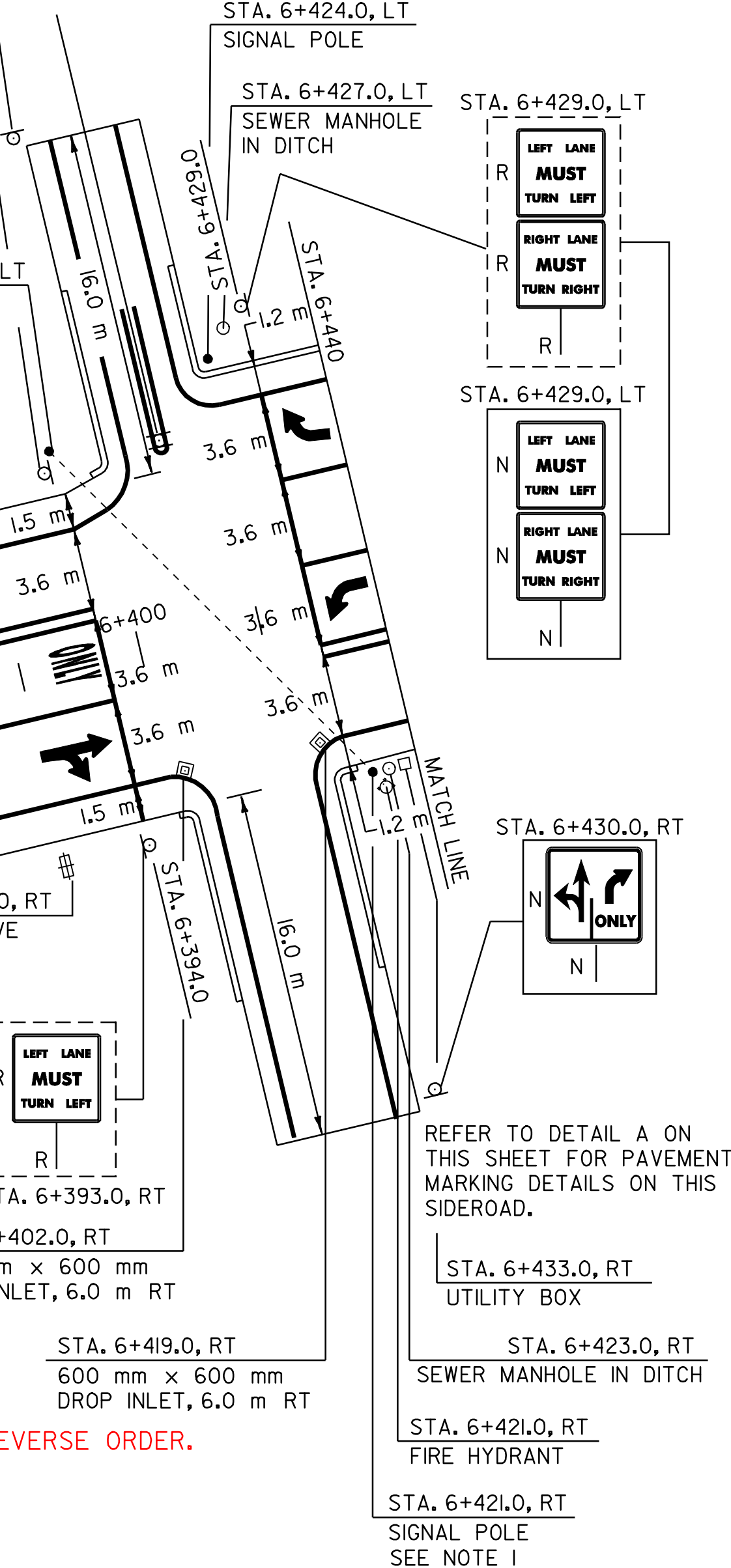
646.46 DURABLE 600 mm STOP BAR

MIDDLEBURY:
STA. 6+394.0 RT STA. 6+415 RT (SIDEROAD)
STA. 6+411 LT (SIDEROAD) STA. 6+429.0 LT

646.66 TEMPORARY 600 mm STOP BAR

MIDDLEBURY:
STA. 6+394.0 RT STA. 6+415 RT (SIDEROAD)
STA. 6+411 LT (SIDEROAD) STA. 6+429.0 LT

REFER TO DETAIL A ON THIS SHEET FOR PAVEMENT MARKING DETAILS ON THIS SIDEROAD.



621.80 REMOVAL AND DISPOSAL OF GUARDRAIL

MIDDLEBURY:
STA. 5+880.0 - STA. 5+922.0 LT (42.0 m)
STA. 5+880.0 - STA. 5+926.0 RT (46.0 m)
STA. 6+167.0 - STA. 6+216.0 RT (49.0 m)
STA. 6+168.0 - STA. 6+303.0 LT (135.0 m)
STA. 6+233.0 - STA. 6+275.0 RT (42.0 m)
259.0 26.0

604.412 REHABILITATION OF DI, CB OR MH, CLASS I

MIDDLEBURY:
STA. 6+402.0 RT
STA. 6+419.0 RT

PAVEMENT CORES

CORE #	POSITION	MM STA.	PLAN STA.	CORE DEPTH(mm)	PCC UNDER
4	RT SHLD.	3.762	6+054	50	NO
6	SB LANE	3.762	6+054	119	NO

646.43 DURABLE 200 mm YELLOW LINE

MIDDLEBURY:
STA. 6+145.0.0 - STA. 6+329.0 C/L (DIAGONALS MEDIAN) (250 m)

646.63 TEMPORARY 200 mm YELLOW LINE

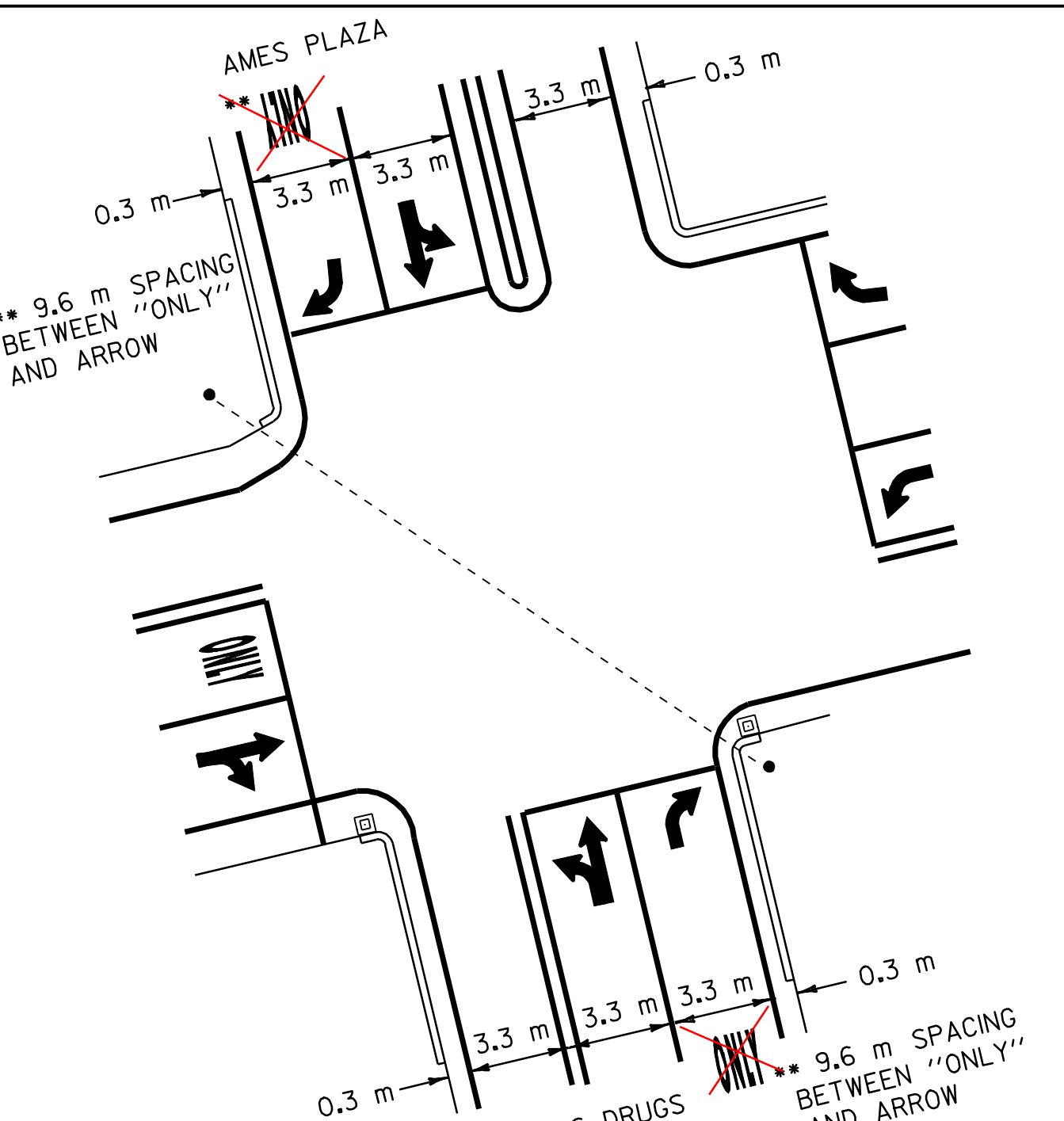
MIDDLEBURY:
STA. 6+145.0.0 - STA. 6+329.0 C/L (DIAGONALS MEDIAN) (250 m)

PAVING PROJECT LAYOUT # 24

SURVEYED BY N/A DATE N/A
DRAWN BY C.A.K. DATE 2/02
SQUAD LEADER D.E.G.
DESIGN FILE NO. PAVE/01b018/pb018.dgn
IPARM FILE pb018p24.i DATE 10-JUL-2006 13:
PROJ. NAME SALISBURY - MIDDLEBURY
PROJ. NO. NH_2311111
SHEET 33 OF 67 SHEETS

NOTES:
1. REFER TO SHEETS 60 AND 61 OF 67 FOR VEHICLE LOOP DETECTOR DETAILS AND NOTES.

DETAIL A



621.20 STEEL BEAM GUARDRAIL

MIDDLEBURY:
STA. 5+880.0 - STA. 5+914.2 RT (34.2 m)
STA. 5+880.4 - STA. 5+910.8 LT (30.4 m)
STA. 6+162.8 - STA. 6+204.6 RT (41.8 m) 204.71(41.91 m)
STA. 6+179.4 - STA. 6+293.4 LT (114.0 m)
STA. 6+244.4 - STA. 6+267.2 RT (22.8 m) 248.21(3.81 m)

621.505 MANUFACTURED TERMINAL SECTION (FLARED)

MIDDLEBURY:
STA. 5+869.0 - STA. 5+880.4 LT 204.71 216.11
STA. 5+914.2 - STA. 5+925.6 RT 926.1
STA. 5+910.8 - STA. 5+922.2 LT
STA. 6+151.4 - STA. 6+162.8 RT
STA. 6+168.0 - STA. 6+179.4 LT
STA. 6+204.6 - STA. 6+216.0 RT
STA. 6+233.0 - STA. 6+244.4 RT
STA. 6+267.2 - STA. 6+278.6 RT
STA. 6+293.4 - STA. 6+304.8 LT
STA. 6+248.21 - STA. 6+250.6 RT

646.40 DURABLE 100 mm WHITE LINE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)

MIDDLEBURY:
STA. 6+440.0 - STA. 6+881.555 LT & RT
STA. 6+440.0 - STA. 6+458.0 LT, SOLID LINE (LANE LINE)
STA. 6+440.0 - STA. 6+498.0 LT, SOLID LINE (LANE LINE)
STA. 6+458.0 - STA. 6+526.8 LT, DOTTED LINE
STA. 6+498.0 - STA. 6+539.0 LT, DOTTED LINE
STA. 6+458.0 - STA. 6+539.0 RT, DOTTED LINE
STA. 6+539.0 - STA. 6+580.0 RT, SOLID LINE (LANE LINE)
STA. 6+591.873 LT, T-20 (LANE LINE)
STA. 6+606.0 - STA. 6+660.3 LT, SOLID LINE (LANE LINE)
STA. 6+660.3 - STA. 6+706.0 LT, DOTTED LINE

646.41 DURABLE 100 mm YELLOW LINE
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED

MIDDLEBURY:
STA. 6+680.0 - STA. 6+881.555 LT S RT S
STA. 6+440.0 - STA. 6+458.0 DOUBLE SOLID RT
STA. 6+458.0 - STA. 6+526.8 DOUBLE SOLID LT & RT (MEDIAN)
STA. 6+539.0 - STA. 6+580.0 DOUBLE SOLID LT
STA. 6+606.0 - STA. 6+680.0 DOUBLE SOLID LT & RT (MEDIAN)
STA. 6+532.327 DOUBLE SOLID RT, T-15
STA. 6+591.873 DOUBLE SOLID LT, T-20

646.43 DURABLE 200 mm YELLOW LINE

MIDDLEBURY:
STA. 6+458.0 - STA. 6+526.8 (DIAGONALS MEDIAN) (175.0 m)
STA. 6+606.0 - STA. 6+680.0 (DIAGONALS MEDIAN) (175.0 m)

646.63 TEMPORARY 200 mm YELLOW LINE

MIDDLEBURY:
STA. 6+458.0 - STA. 6+526.8 (DIAGONALS MEDIAN) (175.0 m)
STA. 6+606.0 - STA. 6+680.0 (DIAGONALS MEDIAN) (175.0 m)

646.50 DURABLE LETTER OR SYMBOL

MIDDLEBURY:
STA. 6+443.7 TO 6+446.1 LT, "O,N,L,Y" (4 EA)
STA. 6+447.5 TO 6+449.9 LT, "O,N,L,Y" (4 EA)
STA. 6+455.8 TO 6+458.0 LT, ARROW (1EA)
STA. 6+463.5 TO 6+465.9 LT, ARROW (1EA)
STA. 6+479.5 TO 6+481.9 LT, "O,N,L,Y" (4 EA)
STA. 6+495.6 TO 6+498.0 LT, ARROW (1EA)
STA. 6+532.327 RT, T-15 "S,T,O,P" (4 EA)
STA. 6+539.0 TO 6+541.4 RT, ARROW (1EA)
STA. 6+557.1 TO 6+559.5 RT, "O,N,L,Y" (4 EA)
STA. 6+575.1 TO 6+577.5 RT, ARROW (1EA)
STA. 6+591.873 LT, T-20, ARROW (2 SETS) (2 EA)
~~STA. 6+591.873 LT, T-20, "O,N,L,Y" (2 SETS) (8 EA) ELIM~~
STA. 6+611.5 TO 6+613.9 LT, ARROW (1EA)
STA. 6+634.7 TO 6+637.1 LT, "O,N,L,Y" (4 EA)
STA. 6+657.9 TO 6+660.3 LT, ARROW (1EA)
STA. 6+801.8 TO 6+816.2 LT, "S,I,G,N,A,L A,H,E,A,D" (11EA)
ADDED 6+481 LT ONLY 4EA
ADDED 6+497 LT ARROW 1EA

675.50 REMOVING SIGNS
AS SHOWN - 25

675.60 ERECTING SALVAGED SIGNS
AS SHOWN - 4

646.60 TEMPORARY 100 mm WHITE LINE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)

MIDDLEBURY:
STA. 6+440.0 - STA. 6+881.555 LT & RT
STA. 6+440.0 - STA. 6+458.0 LT, SOLID LINE (LANE LINE)
STA. 6+440.0 - STA. 6+498.0 LT, SOLID LINE (LANE LINE)
STA. 6+458.0 - STA. 6+526.8 LT, DOTTED LINE
STA. 6+498.0 - STA. 6+539.0 LT, DOTTED LINE
STA. 6+458.0 - STA. 6+539.0 RT, DOTTED LINE
STA. 6+539.0 - STA. 6+580.0 RT, SOLID LINE (LANE LINE)
STA. 6+591.873 LT, T-20 (LANE LINE)
STA. 6+606.0 - STA. 6+660.3 LT, SOLID LINE (LANE LINE)
STA. 6+660.3 - STA. 6+706.0 LT, DOTTED LINE

646.61 TEMPORARY 100 mm YELLOW LINE
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED

MIDDLEBURY:
STA. 6+680.0 - STA. 6+881.555 LT S RT S
STA. 6+440.0 - STA. 6+458.0 DOUBLE SOLID RT
STA. 6+458.0 - STA. 6+526.8 DOUBLE SOLID LT & RT (MEDIAN)
STA. 6+539.0 - STA. 6+580.0 DOUBLE SOLID LT
STA. 6+606.0 - STA. 6+680.0 DOUBLE SOLID LT & RT (MEDIAN)
STA. 6+532.327 DOUBLE SOLID RT, T-15
STA. 6+591.873 DOUBLE SOLID LT, T-20

646.70 TEMPORARY LETTER OR SYMBOL

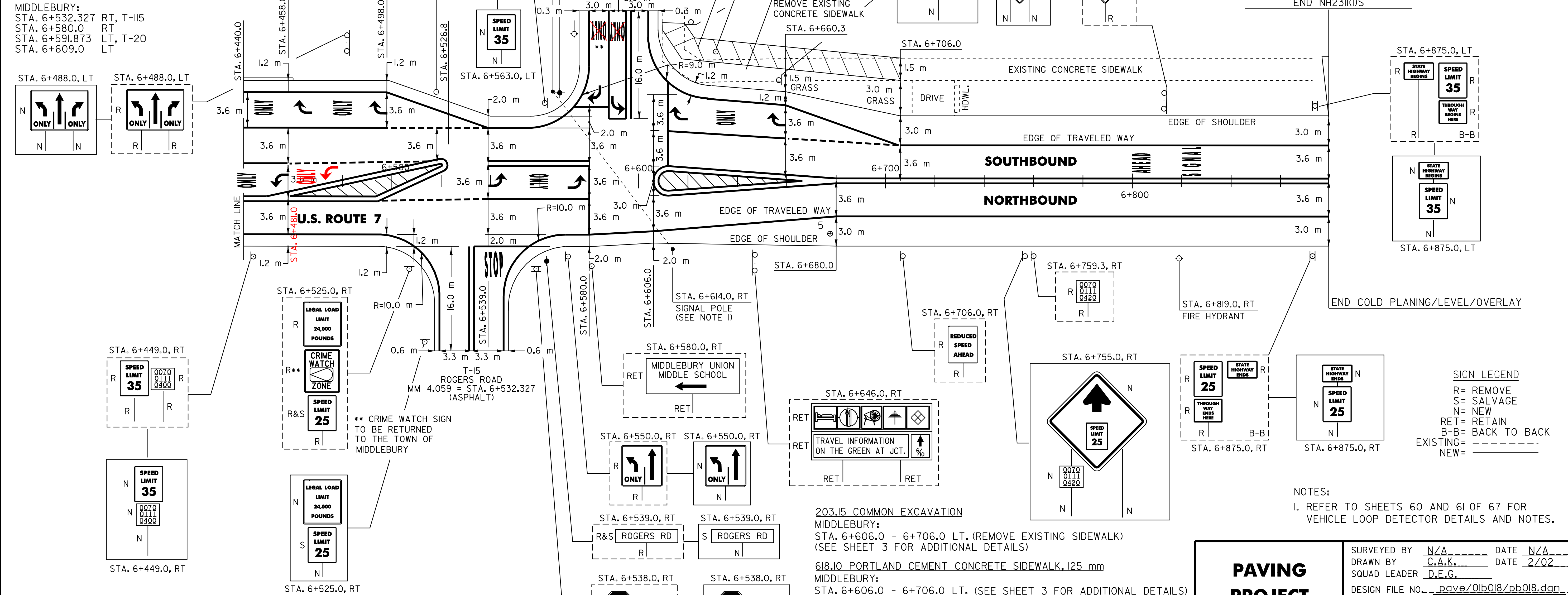
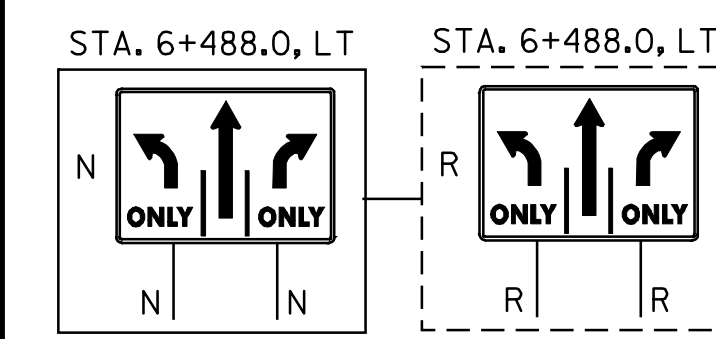
MIDDLEBURY:
STA. 6+455.8 TO 6+458.0 LT, ARROW (1EA)
STA. 6+463.5 TO 6+465.9 LT, ARROW (1EA)
STA. 6+495.6 TO 6+498.0 LT, ARROW (1EA)
STA. 6+532.327 RT, T-15 "S,T,O,P" (4 EA)
STA. 6+539.0 TO 6+541.4 RT, ARROW (1EA)
STA. 6+575.1 TO 6+577.5 RT, ARROW (1EA)
STA. 6+591.873 LT, T-20, ARROW (2 SETS) (2 EA)
STA. 6+611.5 TO 6+613.9 LT, ARROW (1EA)
STA. 6+657.9 TO 6+660.3 LT, ARROW (1EA)
STA. 6+801.8 TO 6+816.2 LT, "S,I,G,N,A,L A,H,E,A,D" (11EA)

646.46 DURABLE 600 mm STOP BAR

MIDDLEBURY:
STA. 6+532.327 RT, T-15
STA. 6+580.0 RT
STA. 6+591.873 LT, T-20
STA. 6+609.0 LT

646.66 TEMPORARY 600 mm STOP BAR

MIDDLEBURY:
STA. 6+532.327 RT, T-15
STA. 6+580.0 RT
STA. 6+591.873 LT, T-20
STA. 6+609.0 LT



SIGN LEGEND
R= REMOVE
S= SALVAGE
N= NEW
RET= RETAIN
B-B= BACK TO BACK
EXISTING= -----
NEW= _____

NOTES:
1. REFER TO SHEETS 60 AND 61 OF 67 FOR VEHICLE LOOP DETECTOR DETAILS AND NOTES.

203.15 COMMON EXCAVATION
MIDDLEBURY:
STA. 6+606.0 - 6+706.0 LT. (REMOVE EXISTING SIDEWALK) (SEE SHEET 3 FOR ADDITIONAL DETAILS)

618.10 PORTLAND CEMENT CONCRETE SIDEWALK, 125 mm
MIDDLEBURY:
STA. 6+606.0 - 6+706.0 LT. (SEE SHEET 3 FOR ADDITIONAL DETAILS)

604.42 CHANGING ELEVATION OF SEWER MANHOLES
MIDDLEBURY 6+613.0 LT. (SEE SHEET 3 FOR ADDITIONAL DETAILS)

616.28 CAST-IN-PLACE CONCRETE CURB, TYPE B
MIDDLEBURY:
STA. 6+606.0 - 6+706.0 LT. (SEE SHEET 3 FOR ADDITIONAL DETAILS)

PAVING PROJECT LAYOUT # 25

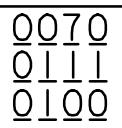
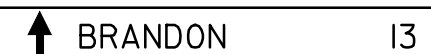
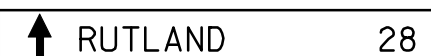
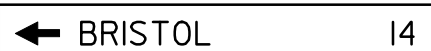
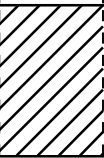
SURVEYED BY N/A DATE N/A
DRAWN BY C.A.K. DATE 2/02
DESIGN LEADER D.E.G.
DESIGN FILE NO. pave/01b018/pb018.dgn
IPARM FILE pb018p25.i DATE 10-JUL-2006 13:
PROJ. NAME SALISBURY - MIDDLEBURY
PROJ. NO. NH_2311(1)
SHEET 34 OF 67 SHEETS

DATUM	PAVEMENT CORES	Core #	Position	MM STA.	PLAN STA.	CORE DEPTH(mm)	PCC UNDER
VERTICAL <u>N/A</u>		5	RT SHLD.	4.153	6+684	81	NO
HORIZONTAL <u>N/A</u>							

KILOMETER MARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS			NEW & SALVAGED SIGNS				EXIST POST RETAIN SALVAGE	NO. OF POSTS	FLANGED CHANNEL			SQUARE STEEL (mm)			ANCHOR	SLEEVE	NEW SIGN POSTS TUBULAR ALUMINUM Ø (mm)			TUBULAR STEEL Ø (mm)				W-SHAPE STEEL				REQUIRED SIGN TYPE	REMARKS	SIGN DETAIL																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
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KILOMETER MARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS			NEW & SALVAGED SIGNS				EXIST POST RETAIN SALVAGE	NO. OF POSTS	FLANGED CHANNEL			SQUARE STEEL (mm)			NEW SIGN POSTS			TUBULAR STEEL Ø (mm)				W-SHAPE STEEL				RE QUI RE D S I G N E	REMARKS	SIGN DETAIL																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
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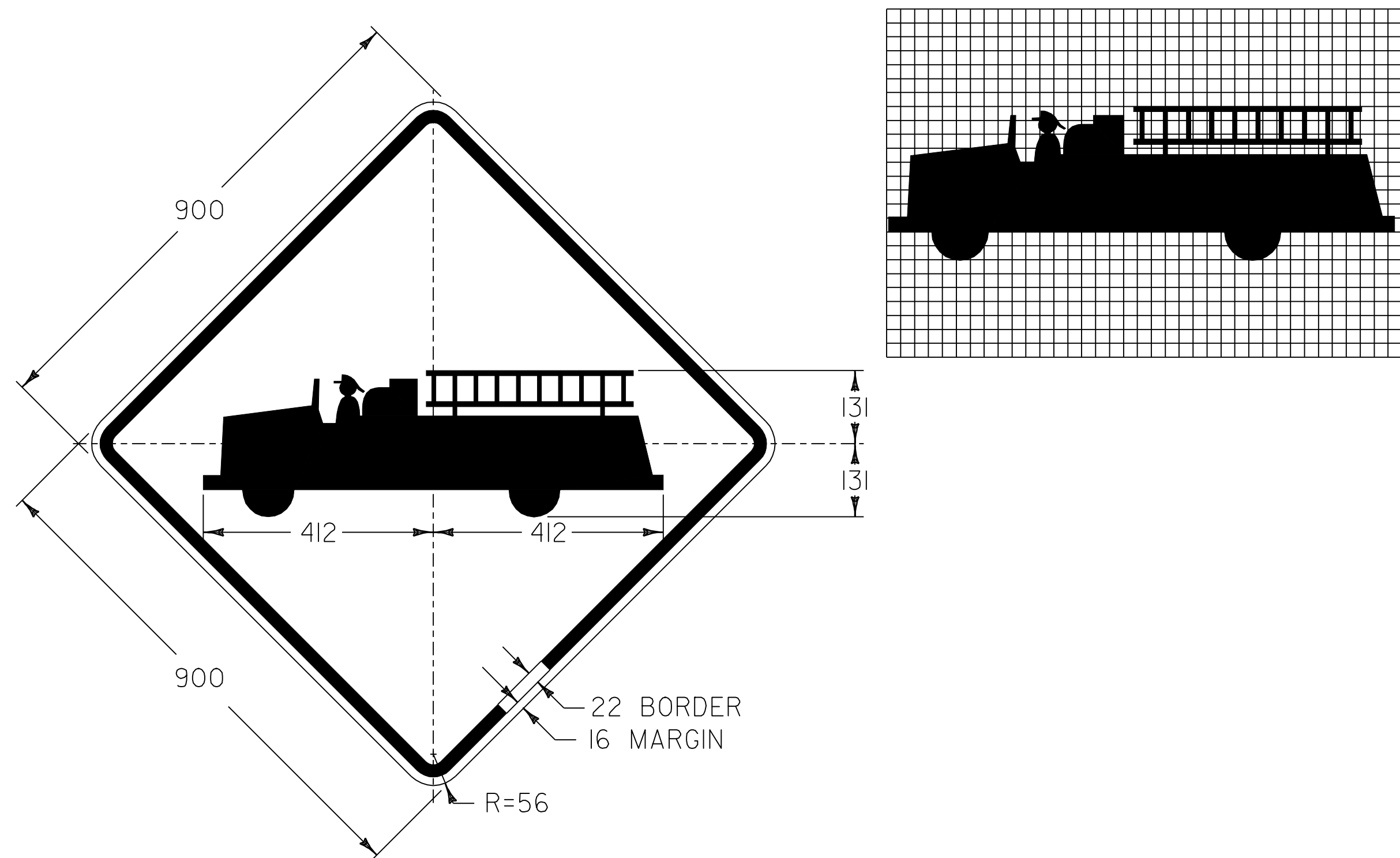
KILOMETER MARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS			NEW & SALVAGED SIGNS				EXIST POST RETAIN SALVAGE	NO. OF POSTS	FLANGED CHANNEL			SQUARE STEEL (mm)			ANCHOR	SLEEVE	NEW SIGN POSTS			TUBULAR STEEL Ø (mm)				W-SHAPE STEEL				REQUIRE D SIGN FRAME	REMARKS	SIGN DETAIL																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
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KILOMETER MARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS			NEW & SALVAGED SIGNS				EXIST POST RETAIN SALVAGE	NO. OF POSTS	FLANGED CHANNEL			SQUARE STEEL (mm)			ANCHOR	SLEEVE	NEW SIGN POSTS			TUBULAR STEEL Ø (mm)				W-SHAPE STEEL				REQUIRE D SIGN E	REMARKS	SIGN DETAIL		
																			TUBULAR ALUMINUM Ø (mm)													TUBULAR STEEL Ø (mm)		TUBULAR STEEL Ø (mm)
		EA	WIDTH (mm)	HEIGHT (mm)	"A"	"A" MOD.	SALV SIGN	SALV TIS			kg/m	44	50	63	kg/m	75			100	100 MOD	FOUND- ATION	75	89	100	125	FTG. SIZE	600 mm	750 mm	WEIGHT			POST SIZE	DETAIL ON SHEET NUMBER	STD. SHEET NUMBER
MIDDLEBURY: 1+993.0, RT	EAST MAIN ST.						I					X		X															SALVAGED SIGN TO BE MOUNTED ON NEW POST. TOP MOUNTING BRACKET REQUIRED TO INSTALL SALVAGED SIGN ON FLANGED CHANNEL SIGN POST.	-	-			
2+050.0, RT		I	1200	1200	1.44							X		X																59				
2+090.0, LT		I	750	750	0.56							X		X																	E-I45AM			
2+111.0, RT	TO	I	600	300	0.18							X		X													X				E-I36BM			
	NORTH WEST	I	600	300	0.18																										E-I36AM			
		I	600	300	0.18																										E-I36BM			
	7 VERMONT 125	I	600	600	0.36																										E-I36AM			
		I	750	600	0.45																										E-I36BM			
2+150.0, LT	TO	I	600	300	0.18							X		X													X				E-I36BM			
	EAST NORTH	I	600	300	0.18																										E-I36BM			
		I	600	300	0.18																										E-I36BM			
	VERMONT 125 VERMONT 116	I	750	600	0.45																										E-I36BM			
		I	750	600	0.45																										E-I36BM			
	← ←	I	525	375	0.20																										E-I36BM			
		I	525	375	0.20																										E-I36BM			
2+155.0, C/L		I	600	600	0.36							X		X			X												SLEEVE REQUIRED FOR SIGN POST; INCIDENTAL TO SIGN POST ITEM BACK - TO - BACK		E-I43M			
		I	600	750	0.45																									E-I44M				
		I	450	450	0.20																										E-I50M			
		I	450	450	0.20																										E-I50M			
FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND THE TRAFFIC & SAFETY DIVISION'S "SIGN POST DESIGN GUIDELINE."											m	m	m	m	m	m		EA	kg	kg	kg		kg	kg	kg	kg								
											4.6			36.8			41.4																	

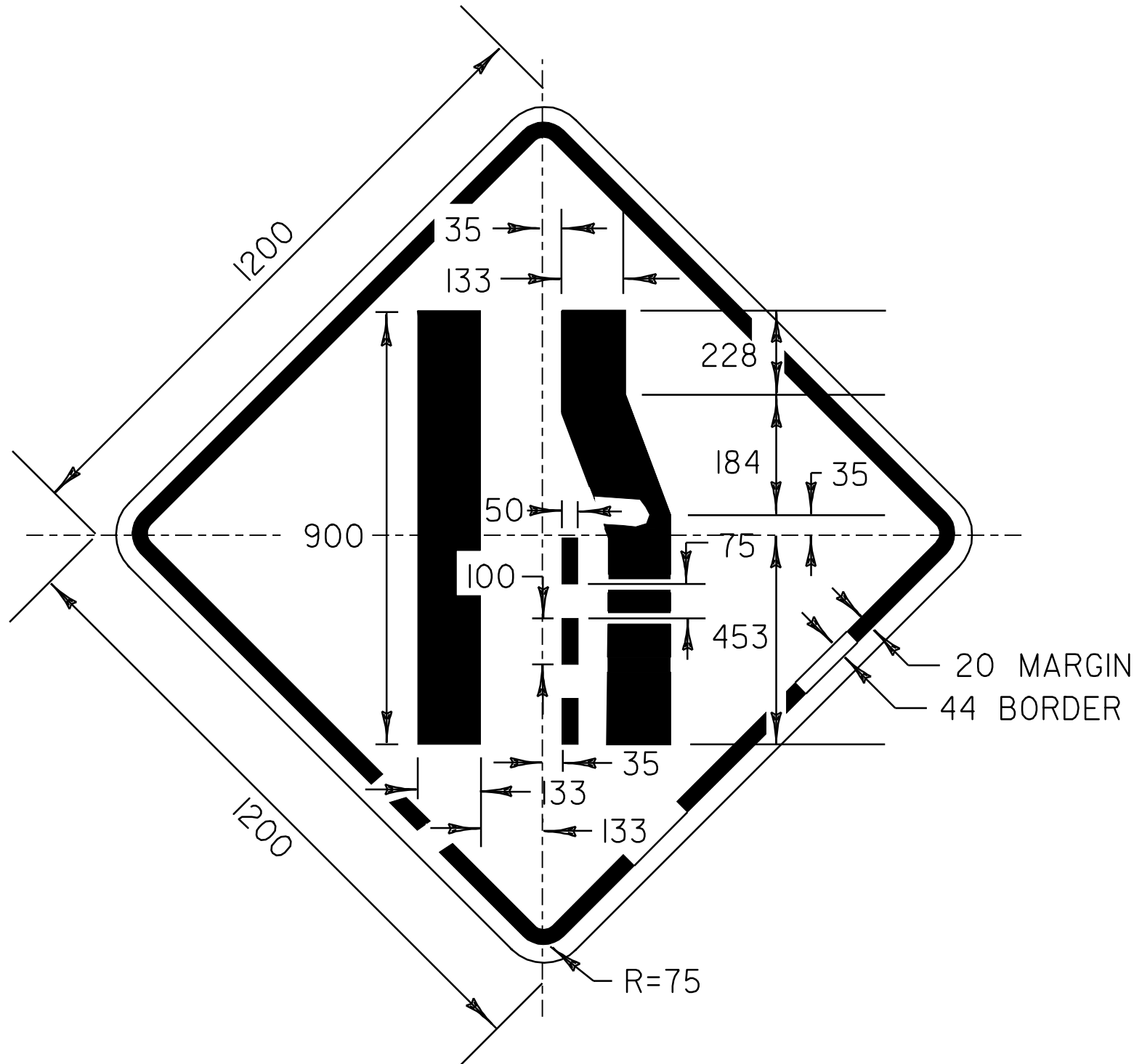
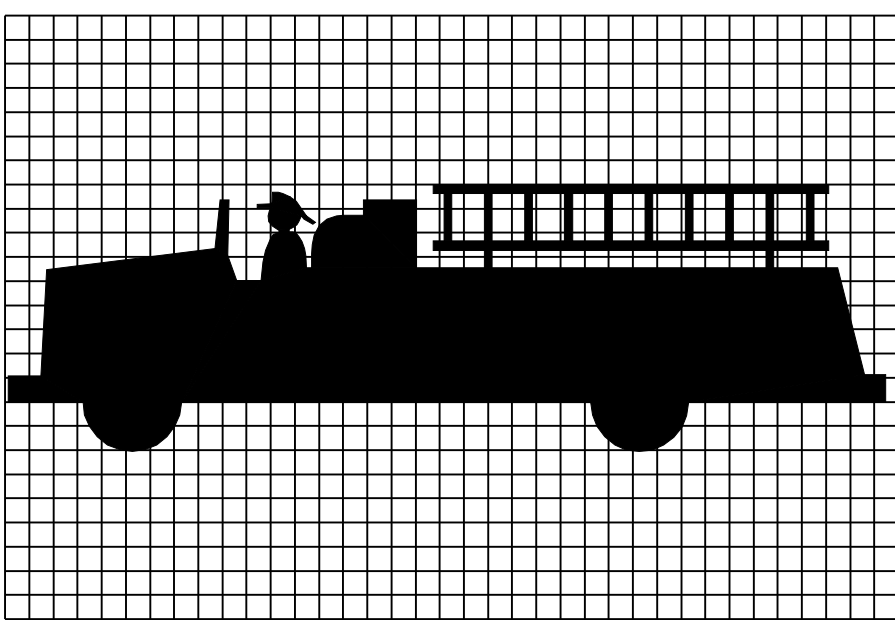
KILOMETER MARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS			NEW & SALVAGED SIGNS				EXIST POST RETAIN	SALVAGE	NO. OF POSTS	FLANGED CHANNEL			SQUARE STEEL (mm)			ANCHOR	SLEEVE	NEW SIGN POSTS			TUBULAR STEEL Ø (mm)				W-SHAPE STEEL				REQUIRE D SIGN	REMARKS	SIGN DETAIL																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														
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KILOMETER MARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS			NEW & SALVAGED SIGNS				EXIST POST RETAIN SALVAGE	NO. OF POSTS	FLANGED CHANNEL			SQUARE STEEL (mm)			ANCHOR	SLEEVE	NEW SIGN POSTS			TUBULAR STEEL Ø (mm)				W-SHAPE STEEL				REQUIR- ED SIGN- AGE	REMARKS	SIGN DETAIL																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
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		kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m			kg/m	kg/m	kg/m	kg/m	kg/m	kg/m			kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m				kg/m	kg/m	kg/m	kg/m	kg/m	kg/m					kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m

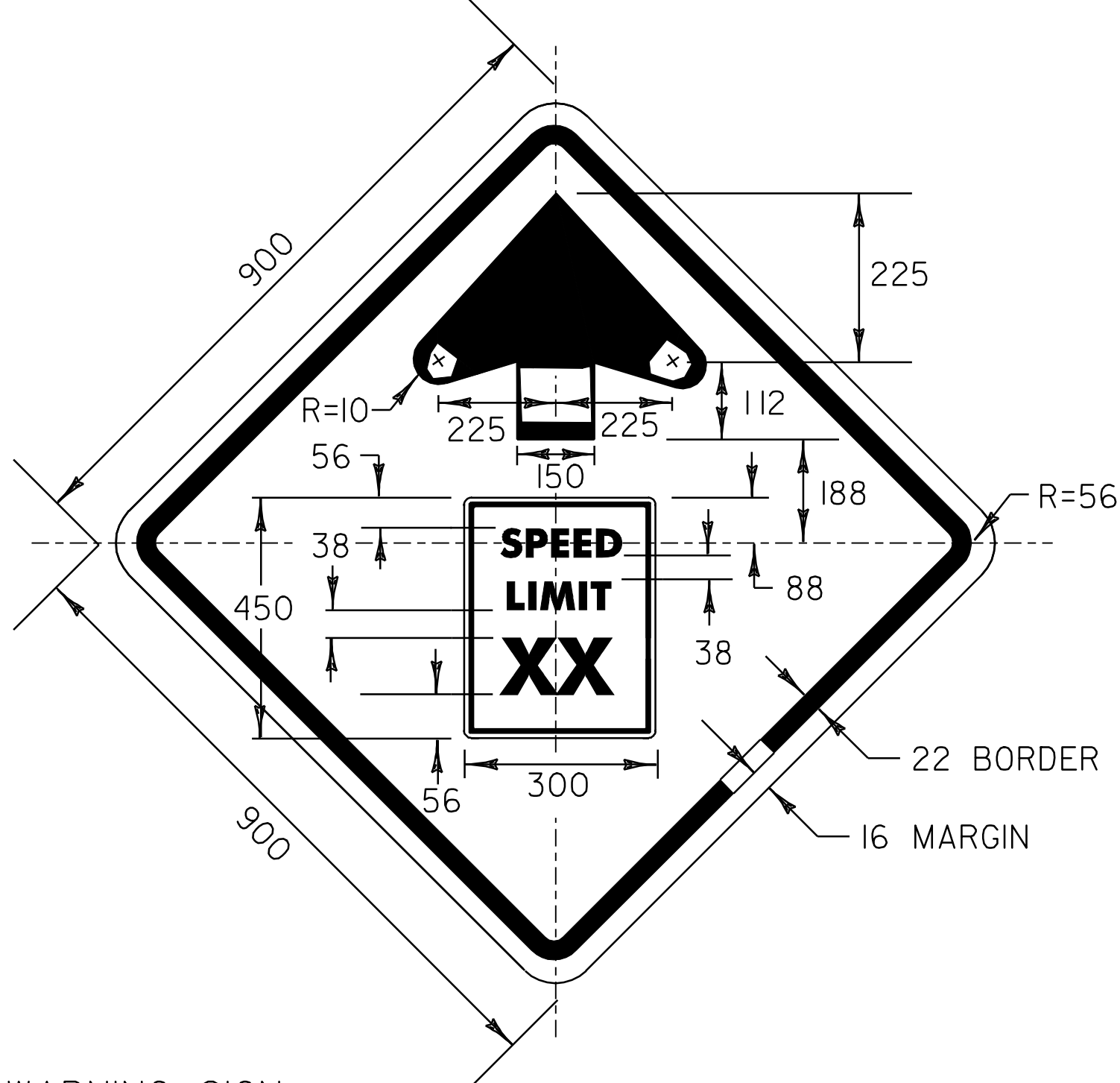
KILOMETER MARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS			NEW & SALVAGED SIGNS				EXIST POST RETAIN	SALVAGE	NO. OF POSTS	FLANGED CHANNEL			SQUARE STEEL (mm)			ANCHOR	SLEEVE	NEW SIGN POSTS			TUBULAR STEEL Ø (mm)				W-SHAPE STEEL				REQUIRE D SIGN	REMARKS	SIGN DETAIL			
												kg/m			44	50	63			kg/m			TUBULAR ALUMINUM Ø (mm)			TUBULAR STEEL Ø (mm)				FTG. SIZE			WEIGHT	POST SIZE	DETAIL ON SHEET NUMBER	STD. SHEET NUMBER
		E A	WIDTH (mm)	HEIGHT (mm)	“A”	“A” MOD.	SALV SIGN	SALV TIS	kg/m	1.7		3.0	4.5	3.4	3.9	5.0	75	100	100 MOD	FOUND- ATION	75	89	100	125	600 mm	750 mm										
										1.9		2.5	2.5	11.3	13.4	16.1	21.7																			
MIDDLEBURY: 6+515.0, LT	MIDDLE ROAD NORTH COURT ST	I					I				I		X			X																SALVAGED SIGN TO BE MOUNTED ON NEW POST.TOP MOUNTING BRACKET REQUIRED TO INSTALL SALVAGED SIGN ON FLANGED CHANNEL SIGN POST.	-	-		
	0070 0111 0410	I	150	200	0.03																												E-138M			
6+587.0, LT	↶ ONLY ONLY↷	I	900	750	0.68						I			X		X																	E-145AM			
6+598.0, LT	LEGAL LOAD AS FOR STATE HIGHWAYS	I	600	750	0.45						I			X		X																	E-141M			
	SPEED LIMIT 35						I																									SALVAGED SIGN TO BE MOUNTED ON NEW POST BELOW THE NEW LEGAL LOAD SIGN				
6+660.3, LT	↑ ONLY ↶↷	I	750	750	0.56						I			X		X																	E-145AM			
6+755.0, RT	↑ 25	I	900	900	0.81						2			X		X																59				
	0070 0111 0420	I	150	200	0.03																												E-138M			
6+809.0, LT	⬆	I	900	900	0.81						2			X		X																	E-152M			
6+875.0, LT	STATE HIGHWAY BEGINS	I	600	450	0.27						I			X		X																	E-141M			
	SPEED LIMIT 35	I	600	750	0.56																												E-142M			
6+875.0, RT	STATE HIGHWAY ENDS	I	600	450	0.27						I			X		X																	E-141M			
	SPEED LIMIT 25	I	750	900	0.68																												E-142M			
FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND THE TRAFFIC & SAFETY DIVISION'S "SIGN POST DESIGN GUIDELINE."												m	m	m	m	m	m		EA	kg	kg	kg		kg	kg	kg	kg									
												4.6		41.4	46.0																					
					TOTALS	m ² 5.15	m ²	EA 3	m ²			m 46.0		m 46.0			kg			EA	kg				EA	EA	kg									



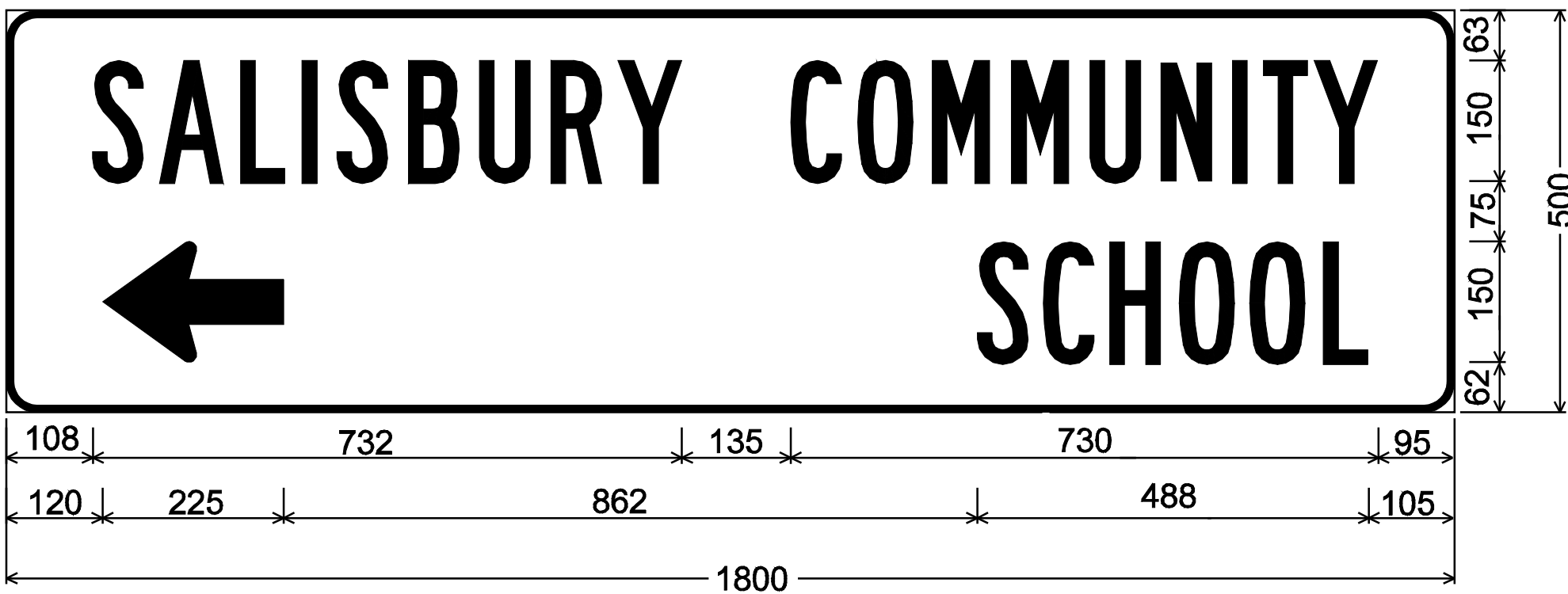
COLORS: BORDER & SYMBOL - BLACK (NON-REFL.)
BACKGROUND - YELLOW (REFL.).
REFER TO STD. E-I53M FOR MATERIALS



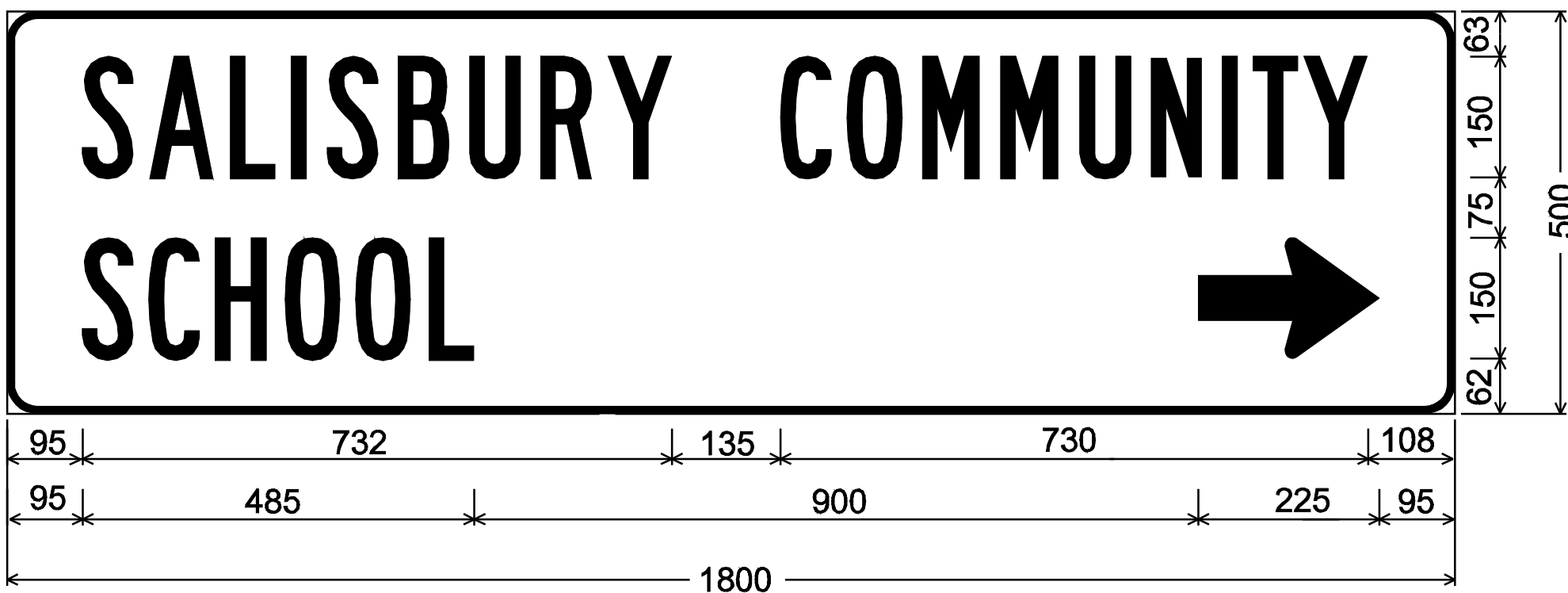
COLORS: BORDER & SYMBOL - BLACK (NON-REFL.)
BACKGROUND - YELLOW (REFL.).
REFER TO STD. E-I51M FOR MATERIALS



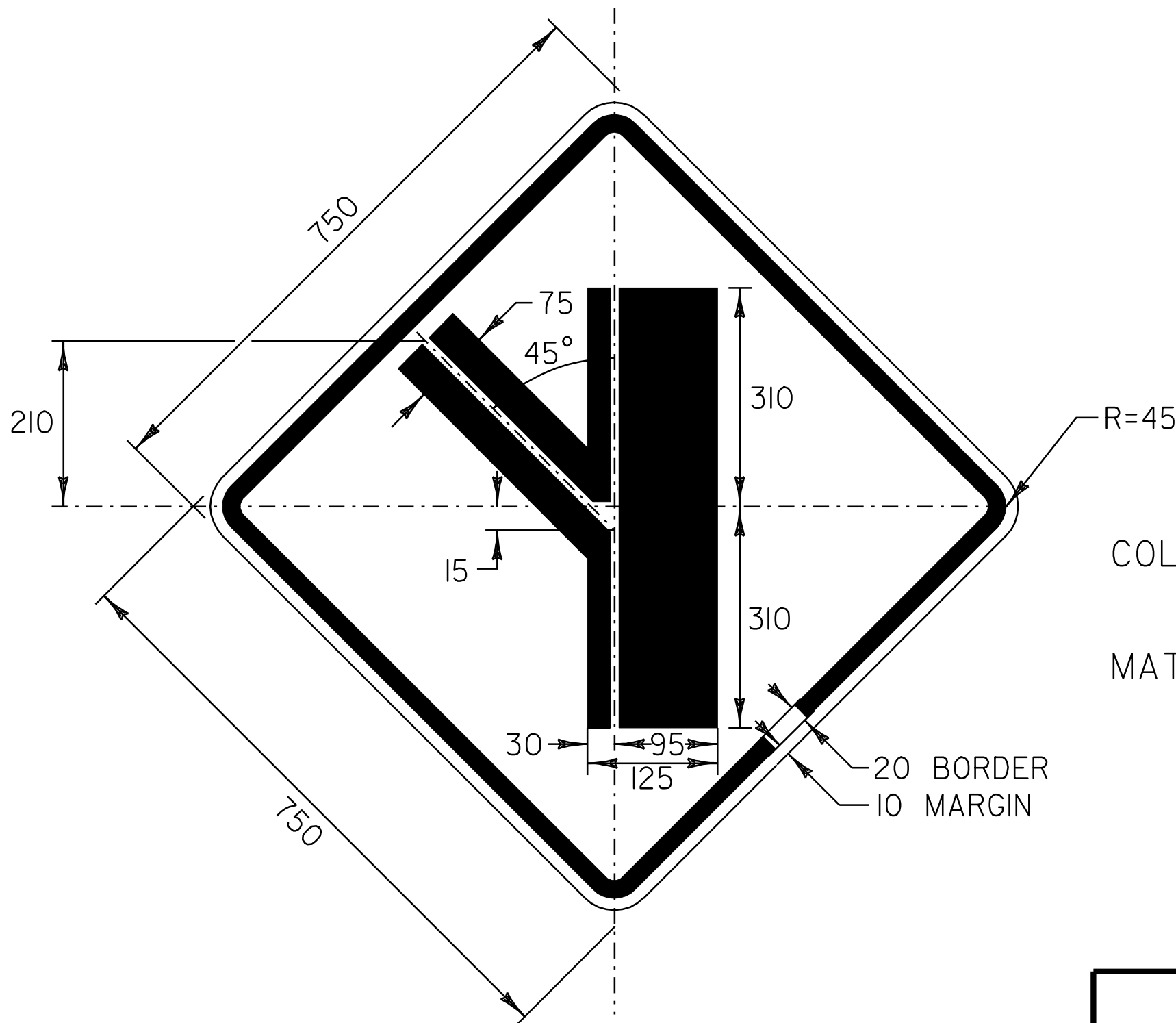
WARNING SIGN
COLORS: BORDER & SYMBOL - BLACK (NON-REFL.)
BACKGROUND - YELLOW (REFL.).
REFER TO STD. E-I51M FOR MATERIALS



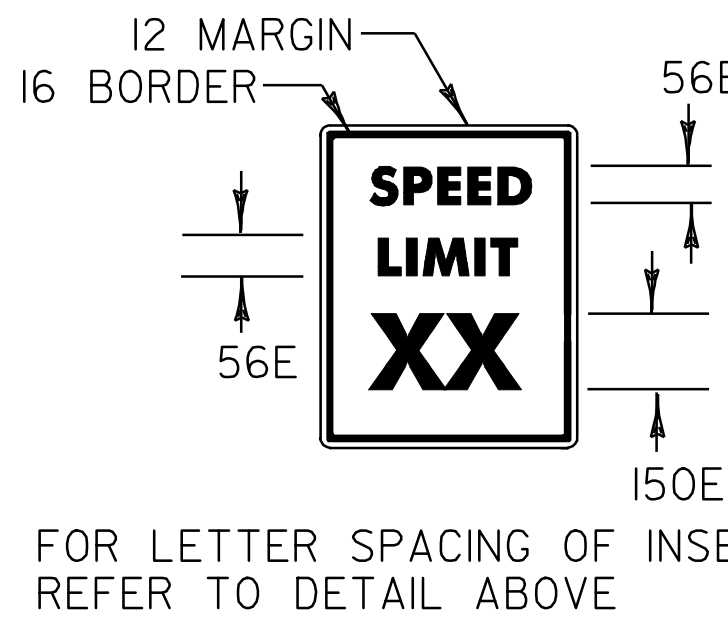
38mm Radius, 10mm Border, White on Green; Refer to Standard E 123M for material requirements and notes.
[SALISBURY COMMUNITY] B 90% spacing; Standard Arrow Custom 225mm X 150mm 180°;
[SCHOOL] B 85% spacing;



38mm Radius, 10mm Border, White on Green; Refer to Standard E 123M for material requirements and notes.
[SALISBURY COMMUNITY] B 90% spacing; [SCHOOL] B 85% spacing;
Standard Arrow Custom 225mm X 150mm 0°;

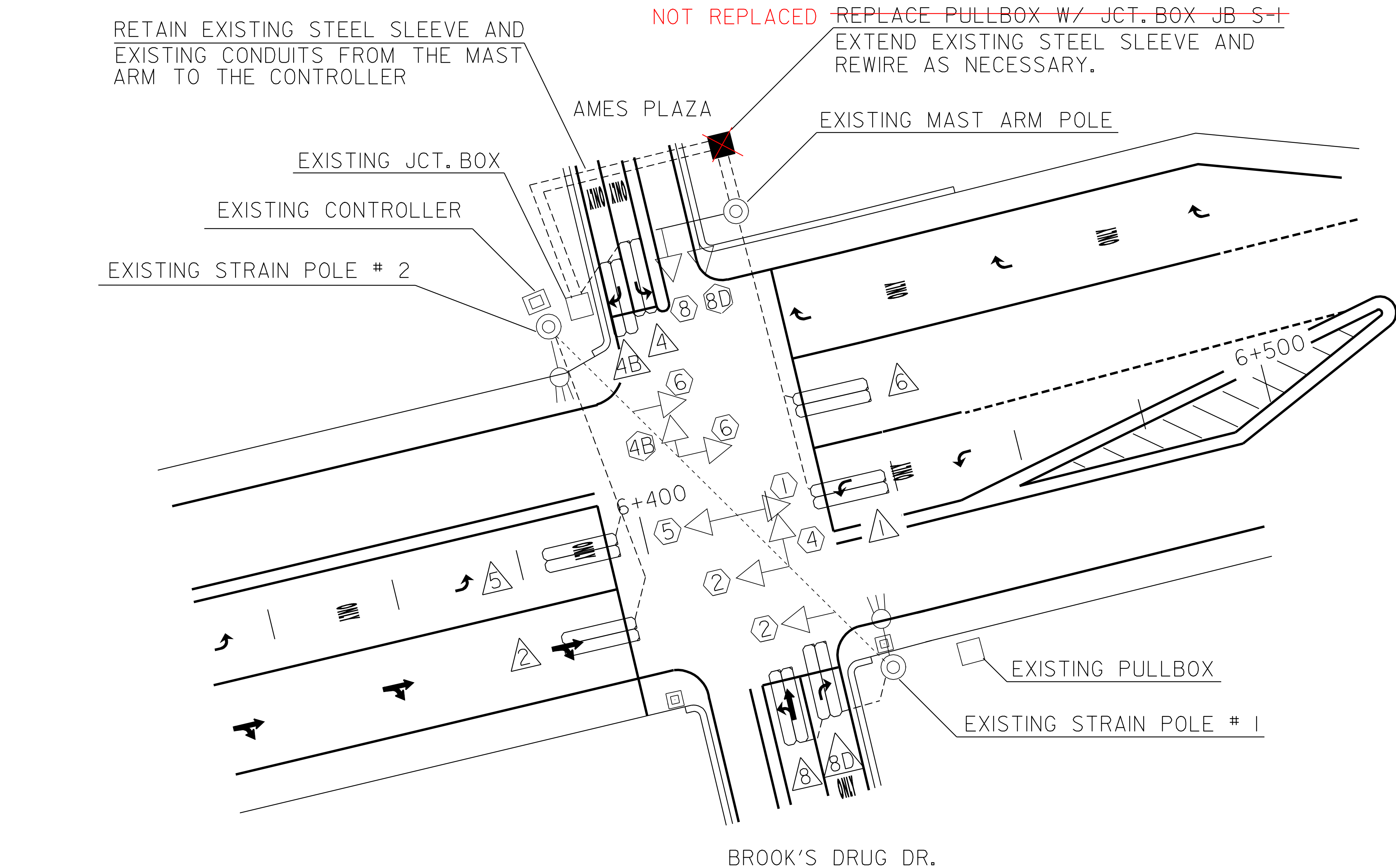


COLOR: BLACK BORDER & SYMBOL
YELLOW BACKGROUND (REFLECTORIZED)
MATERIAL: PER VAOT STANDARD E-I55M



NOTE: ALL DIMENSIONS IN MILLIMETERS
UNLESS OTHERWISE NOTED.

TRAFFIC SIGN DETAIL SHEET	DESIGNED BY	WHEELER	DATE	12-02
	DRAWN BY	WHEELER	DATE	12-02
	DESIGN FILE NO.	pave/01b018/pb018.dgn		
	PRF FILE	pb018125.i...	DATE PLOTTED	19-JUL-2006 13:3
	PROJ. NAME	SALISBURY - MIDDLEBURY		
	PROJ. NO.	NH 2311(1)S		
	SHEET	59	OF	67 SHEETS



U.S. ROUTE 7 / AMES PLAZA / BROOK'S DRUG DRIVE
(SEE SHEET 33 OF 67)

NOTES:

THIS PLAN SHEET SHALL ONLY BE USED AS A GUIDE FOR LOOP AND JUNCTION BOX PLACEMENT. THE CONTRACTOR SHALL CONFIRM ALL LOCATIONS IN THE FIELD WITH THE RESIDENT ENGINEER PRIOR TO INSTALLATION.

PRIOR TO COLD PLANING, ANY EXISTING VEHICLE DETECTOR LOOPS SHALL BE DISCONNECTED IN THE CONTROLLER CABINET AND CUT AT THE CURB.

ONCE A LOOP IS DISCONNECTED, THE SIGNAL PHASE THAT IT WAS CALLING SHALL BE PUT ON MAX RECALL OR THE SIGNAL PUT ON FLASH AND TRAFFIC CONTROLLED BY A UNIFORMED TRAFFIC OFFICER.

ALL BITUMINOUS AREAS TO RECEIVE NEW VEHICLE DETECTOR LOOPS SHALL BE LEVELED WITH TYPE IVS SUPERPAVE BITUMINOUS CONCRETE PAVEMENT AS DIRECTED BY THE RESIDENT ENGINEER PRIOR TO THE INSTALLATION OF THE NEW DETECTOR LOOPS. LOOPS SHALL BE INSTALLED PRIOR TO THE PLACEMENT OF THE WEARING COURSE.

IF WATER VALVES, DROP INLETS OR OTHER OBSTRUCTIONS ARE ENCOUNTERED WITHIN THE AREA OF A PROPOSED LOOP, THE CONTRACTOR SHALL TAKE SPECIAL CARE TO AVOID THE OBSTRUCTION DURING LOOP INSTALLATION. IF LOOP SIZES OR SHAPES ARE TO BE MODIFIED DUE TO OBSTRUCTIONS THE RESIDENT ENGINEER MUST APPROVE LAYOUT PRIOR TO INSTALLATION.

AFTER THE NEW LOOPS ARE INSTALLED, THE INDUCTANCE RESISTANCE AND LEAKAGE TO GROUND SHALL BE TESTED USING PROPERLY CALIBRATED EQUIPMENT. THE TEST RESULTS SHALL BE COMPARED WITH THE CALCULATED VALUES AND RECORDED ON THE PLANS. ALL LOAD TESTING SHALL BE PERFORMED AS PER VTrans STANDARD E-172M.

CALCULATED VALUES AT CONTROLLER ARE BASED ON DIRECT CONDUIT ROUTING TO THE NEAREST SIGNAL POLE AND CROSSING THE SPAN WIRE OR EXISTING CONDUIT AS NECESSARY TO THE EXISTING CONTROLLER LOCATION. ANY SIGNAL MODIFICATION AND OR CONTROLLER RELOCATION PRIOR TO LOOP CONNECTION WILL REQUIRE RECALCULATION OF THESE VALUES.

AFTER ACCEPTANCE OF THE LOOP INSTALLATION BY THE RESIDENT ENGINEER, RETURN THE SIGNAL TO NORMAL OPERATION. ALL WORK REQUIRED SHALL BE SUBSIDIARY TO ITEM 678.22, VEHICLE DETECTOR LOOP.

FOR ADDITIONAL DETAILS, SEE VTrans STANDARD E-172M.

ALL DIMENSIONS IN MILLIMETERS EXCEPT WHERE OTHERWISE INDICATED.

THE REPLACEMENT/INSTALLATION OF LOOPS DETECTORS, JUNCTION BOXES AND WIRED CONDUIT IS IN ANTICIPATION OF FUTURE PROJECT NHG 019-3(52)S.

	VEHICLE DETECTOR LOOPS											
LOOP NO.	LANE	CALL Ø	SIZE (M)	TYPE & NO. TURNS	EST. QTY. (M)	DELAY OR PRESENCE	INDUCTANCE (uH)		RESISTANCE (OHMS)		LEAKAGE TO GROUND (MEGOHMS)	LOCKING MEMORY
							CALC.	ACT.	CALC.	ACT.		
1	SOUTHBOUND LEFT ONLY (U.S. ROUTE 7)		1.8 X 12.0	QUAD - 2	55.2	PRESENCE						YES
2	NORTHBOUND THRU/RIGHT TURN (U.S. ROUTE 7)		1.8 X 12.0	QUAD - 2	55.2	PRESENCE						SOFT
4	AMES PLAZA THRU/LEFT TURN		1.8 X 12.0	QUAD - 2	55.2	PRESENCE						NO
4B	AMES PLAZA RIGHT TURN ONLY		1.8 X 12.0	QUAD - 2	55.2	DELAY						NO
5	NORTHBOUND LEFT TURN ONLY (U.S. ROUTE 7)		1.8 X 12.0	QUAD - 2	55.2	PRESENCE						YES
6	SOUTHBOUND THRU (U.S. ROUTE 7)		1.8 X 12.0	QUAD - 2	55.2	PRESENCE						SOFT
8	BROOK'S DRUG DR. THRU/LEFT TURN		1.8 X 12.0	QUAD - 2	55.2	PRESENCE						NO
8D	BROOK'S DRUG DR. RIGHT TURN ONLY		1.8 X 12.0	QUAD - 2	55.2	DELAY						NO

JUNCTION BOX

LOCATION & DESCRIPTION

JB S-I 6+424 LT

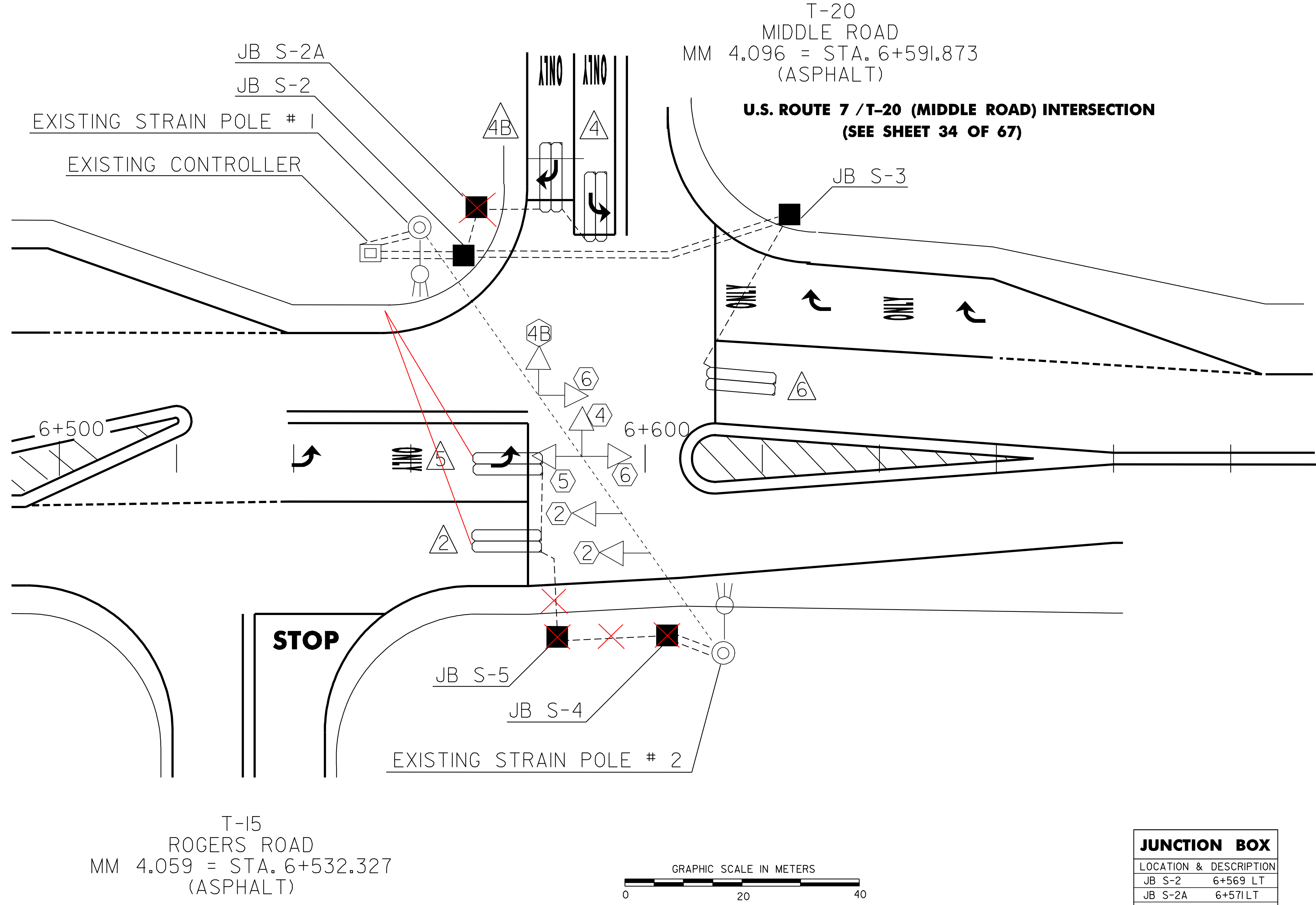
ELECTRICAL CONDUIT SLEEVE (200mm)

6+424 LT 2m

EXISTING	NEW	LEGEND
		UTILITY POLE
		LUMINAIRE
		LIGHT OR WOOD POLE
		STRAIN POLE
		CONTROLLER CABINET
		PULLBOX/JUNCTION BOX
		SIGNAL HEAD
		CONDUIT
		VEHICLE LOOPS
		PEDESTAL POST
		STANCHION
		SWEEP
		LOOP NUMBER

VEHICLE DETECTOR LOOP LAYOUT DETAIL #1

PROJECT NAME:	SALISBURY - MIDDLEBURY
PROJECT NUMBER:	NH_2311(1)S
FILE NAME:	2pave20b0182pb018.dgn
PROJECT LEADER:	LEW
DESIGNED BY:	LEW
IPARM FILE NAME:	pb018dt1.i
PLOT DATE:	10-JUL-2006 13:33
DRAWN BY:	LEW
CHECKED BY:	
SHEET	_60_ OF _67_



NOTES:

THIS PLAN SHEET SHALL ONLY BE USED AS A GUIDE FOR LOOP AND JUNCTION BOX PLACEMENT. THE CONTRACTOR SHALL CONFIRM ALL LOCATIONS IN THE FIELD WITH THE RESIDENT ENGINEER PRIOR TO INSTALLATION.

PRIOR TO COLD PLANING, ANY EXISTING VEHICLE DETECTOR LOOPS SHALL BE DISCONNECTED IN THE CONTROLLER CABINET AND CUT AT THE CURB. DETECTOR LOOPS # 4, # 4B AND # 5 ARE ALL EXISTING LOOPS.

ONCE A LOOP IS DISCONNECTED, THE SIGNAL PHASE THAT IT WAS CALLING SHALL BE PUT ON MAX RECALL OR THE SIGNAL PUT ON FLASH AND TRAFFIC CONTROLLED BY A UNIFORMED TRAFFIC OFFICER.

ALL BITUMINOUS AREAS TO RECEIVE NEW VEHICLE DETECTOR LOOPS SHALL BE LEVELED WITH TYPE IVS SUPERPAVE BITUMINOUS CONCRETE PAVEMENT AS DIRECTED BY THE RESIDENT ENGINEER PRIOR TO THE INSTALLATION OF THE NEW DETECTOR LOOPS. LOOPS SHALL BE INSTALLED PRIOR TO THE PLACEMENT OF THE WEARING COURSE.

IF WATER VALVES, DROP INLETS OR OTHER OBSTRUCTIONS ARE ENCOUNTERED WITHIN THE AREA OF A PROPOSED LOOP, THE CONTRACTOR SHALL TAKE SPECIAL CARE TO AVOID THE OBSTRUCTION DURING LOOP INSTALLATION. IF LOOP SIZES OR SHAPES ARE TO BE MODIFIED DUE TO OBSTRUCTIONS THE RESIDENT ENGINEER MUST APPROVE LAYOUT PRIOR TO INSTALLATION.

AFTER THE NEW LOOPS ARE INSTALLED, THE INDUCTANCE RESISTANCE AND LEAKAGE TO GROUND SHALL BE TESTED USING PROPERLY CALIBRATED EQUIPMENT. THE TEST RESULTS SHALL BE COMPARED WITH THE CALCULATED VALUES AND RECORDED ON THE PLANS. ALL LOAD TESTING SHALL BE PERFORMED AS PER VTrans STANDARD E-172M.

CALCULATED VALUES AT CONTROLLER ARE BASED ON DIRECT CONDUIT ROUTING TO THE NEAREST SIGNAL POLE AND CROSSING THE SPAN WIRE OR EXISTING CONDUIT AS NECESSARY TO THE EXISTING CONTROLLER LOCATION. ANY SIGNAL MODIFICATION AND OR CONTROLLER RELOCATION PRIOR TO LOOP CONNECTION WILL REQUIRE RECALCULATION OF THESE VALUES.

AFTER ACCEPTANCE OF THE LOOP INSTALLATION BY THE RESIDENT ENGINEER, RETURN THE SIGNAL TO NORMAL OPERATION. ALL WORK REQUIRED SHALL BE SUBSIDIARY TO ITEM 678.22, VEHICLE DETECTOR LOOP.

FOR ADDITIONAL DETAILS, SEE VTrans STANDARD E-172M.

ALL DIMENSIONS IN MILLIMETERS EXCEPT WHERE OTHERWISE INDICATED.

THE REPLACEMENT/INSTALLATION OF LOOPS DETECTORS, JUNCTION BOXES AND WIRED CONDUIT IS IN ANTICIPATION OF FUTURE PROJECT NHG 019-3(52)S.

JUNCTION BOX	
LOCATION & DESCRIPTION	
JB S-2	6+569 LT
JB S-2A	6+571 LT
JB S-5	6+585 RT
JB S-4	6+604 RT
JB S-3	6+614 LT

ELECTRICAL CONDUIT SLEEVE (200mm)		
6+571 TO	6+614 LT	42m

	VEHICLE DETECTOR LOOPS											
LOOP NO.	LANE	CALL Ø	SIZE (M)	TYPE & NO. TURNS	EST. QTY. (M)	DELAY OR PRESENCE	INDUCTANCE (µH)		RESISTANCE (OHMS)		LEAKAGE TO GROUND (MEGOHMS)	LOCKING MEMORY
							CALC.	ACT.	CALC.	ACT.		
2	NORTHBOUND THRU (U.S. ROUTE 7)		1.8 X 12.0	QUAD - 2	55.2	PRESENCE	338		1.45			SOFT
5	NORTHBOUND LEFT ONLY (U.S. ROUTE 7)		1.8 X 12.0	QUAD - 2	55.2	PRESENCE	341		1.49			YES
4B	MIDDLE ROAD RIGHT TURN ONLY		1.8 X 12.0	QUAD - 2	55.2	DELAYED	272		0.59			NO
4	MIDDLE ROAD LEFT TURN ONLY		1.8 X 12.0	QUAD - 2	55.2	PRESENCE	338		0.63			NO
6	SOUTHBOUND THRU/RIGHT TURN (U.S. ROUTE 7)		1.8 X 12.0	QUAD - 2	55.2	PRESENCE	291		0.84			SOFT

WIRED CONDUIT (PVC)				
	# WIRES	DIA. (mm)	LENGTH (EACH) (m)	REMARKS
JB S-5 - JB S-4	1	50	18	LOOPS
JB S-4 - STRAIN POLE # 2	2	50	8	LOOPS & SIGNALS
JB S-3 - JB S-2	2	50	42	LOOPS & SIGNALS
JB S-2 - CONTROLLER	2	50	14	LOOPS & SIGNALS
JB S-2A - JB S-2	1	50	8	LOOPS
CURB - JB S-3	1	50	10	LOOPS
STR. POLE # 1 - CONTROLLER	2	50	6	LOOPS

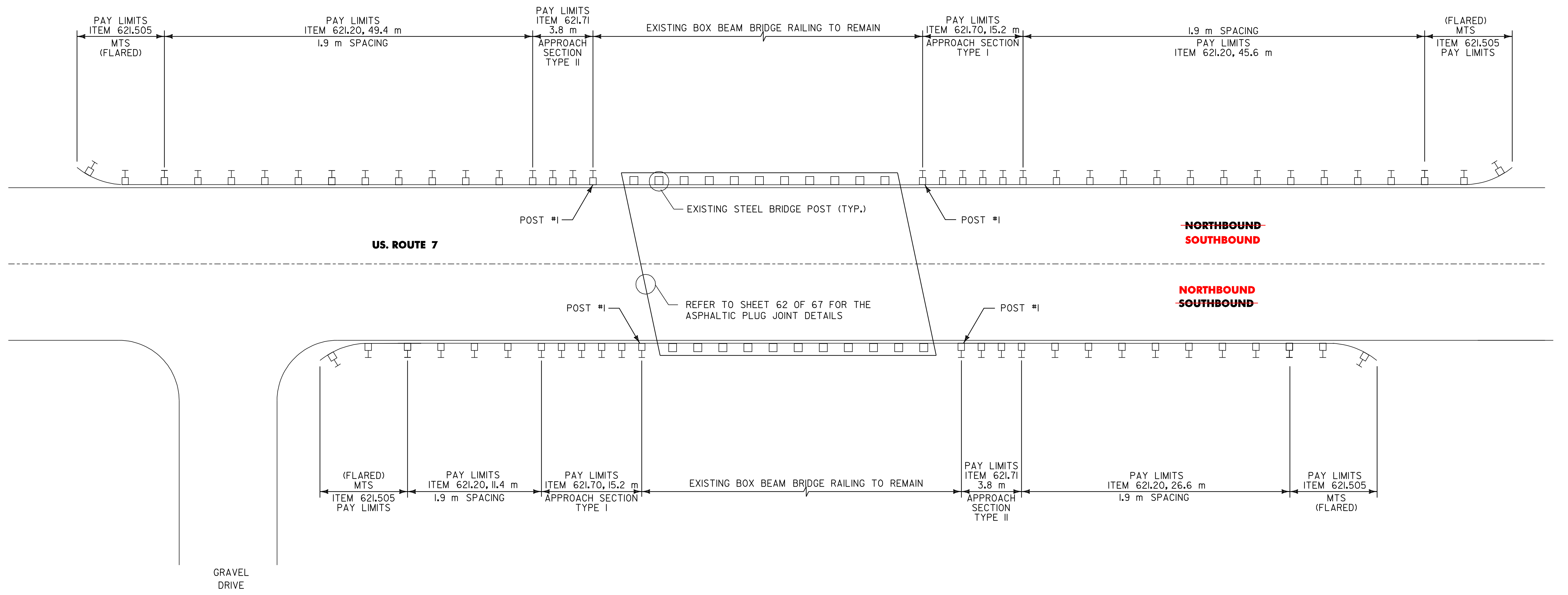
EXISTING	NEW	LEGEND
		UTILITY POLE
		LUMINAIRE
		LIGHT OR WOOD POLE
		STRAIN POLE
		CONTROLLER CABINET
		PULLBOX/JUNCTION BOX
		SIGNAL HEAD
		CONDUIT
		VEHICLE LOOPS
		PEDESTAL POST
		STANCHION
		SWEEP
		LOOP NUMBER

VEHICLE DETECTOR LOOP LAYOUT DETAIL #2	PROJECT NAME: SALISBURY - MIDDLEBURY
	PROJECT NUMBER: NH_2311(1)S
	FILE NAME: ZpqveZQibQI8ZpbQI8.dgn
	PLOT DATE: 10-JUL-2006 13:30
	PROJECT LEADER: LEW
	DRAWN BY: LEW
	DESIGNED BY: LEW
	CHECKED BY:
	IPARM FILE NAME: pbQI8dt2.1
	SHEET 61 OF 67

[illegible]

BRIDGE #125 (9.2m) - STA I+022.696
BRIDGE #125 (9.2m) - STA I+037.436
BRIDGE #125 (9.2m) - STA I+064.368
BRIDGE #125 (9.2m) - STA I+079.108

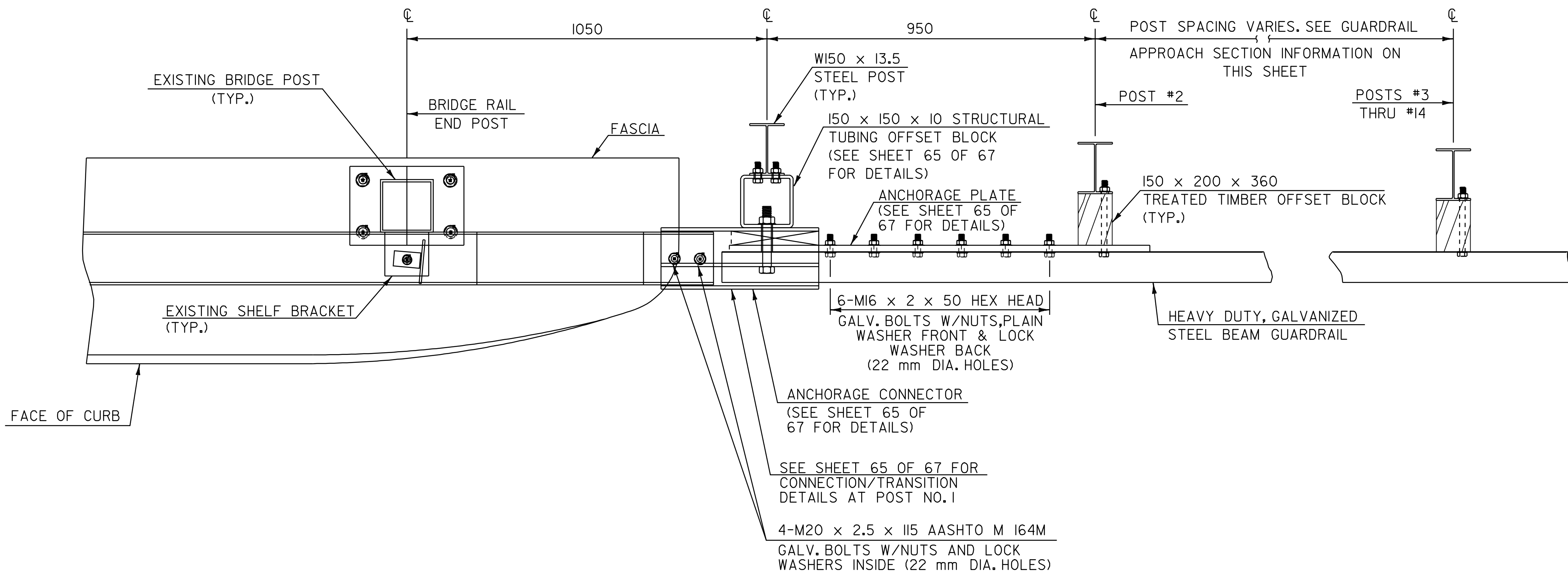
SHEET **62** OF **67** SHEETS



BR 125 MIDDLEBURY MM 0.653 = STA. 1+050.902
NOT TO SCALE

BRIDGE DETAIL SHEET 2	SURVEYED BY	N/A	DATE	N/A
	DRAWN BY	C.A.K.	DATE	2/02
	SQUAD LEADER	D.E.G.		
	DESIGN FILE NO.	pave/01b018/pb018.dgn		
	IPARM FILE	pb018br2.1	DATE	10-JUL-2006 13:3
			PLOTTED	
	PROJ. NAME	SALISBURY - MIDDLEBURY		
	PROJ. NO.	NH_231111S		
	SHEET	63	OF	67
		SHEETS		

DATUM	
VERTICAL	N/A
HORIZONTAL	N/A

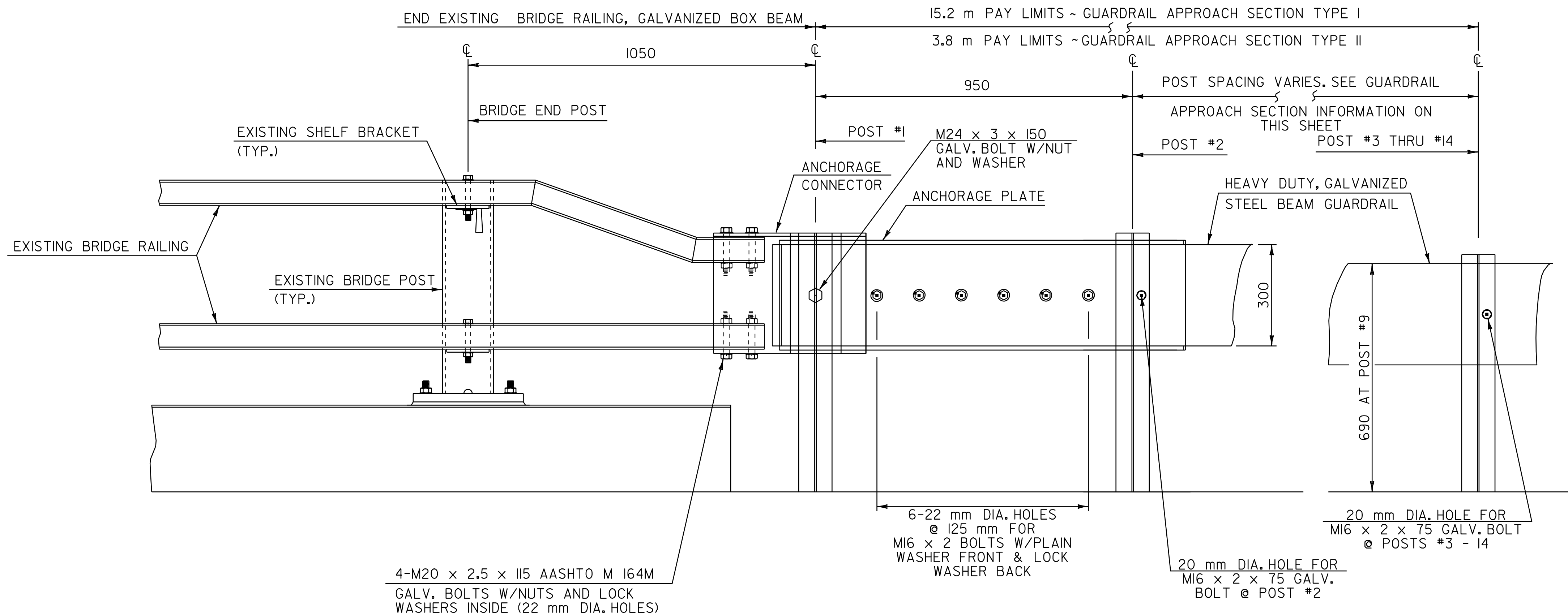


PLAN

GUARDRAIL
APPROACH SECTION
TYPE I

POST NO.	SPACING
1	950
2	950
3	950
4	950
5	950
6	950
7	950
8	950
9	1.27 m
10	1.27 m
11	1.27 m
12	1.9 m
13	1.9 m
14	

15.2 m PAY LENGTH GUARDRAIL APPROACH SECTION, TYPE I



ELEVATION
BRIDGE APPROACH DETAIL
NOT TO SCALE

GUARDRAIL
APPROACH SECTION
TYPE II

POST NO.	SPACING
1	950
2	1.43 m
3	1.43 m
4	

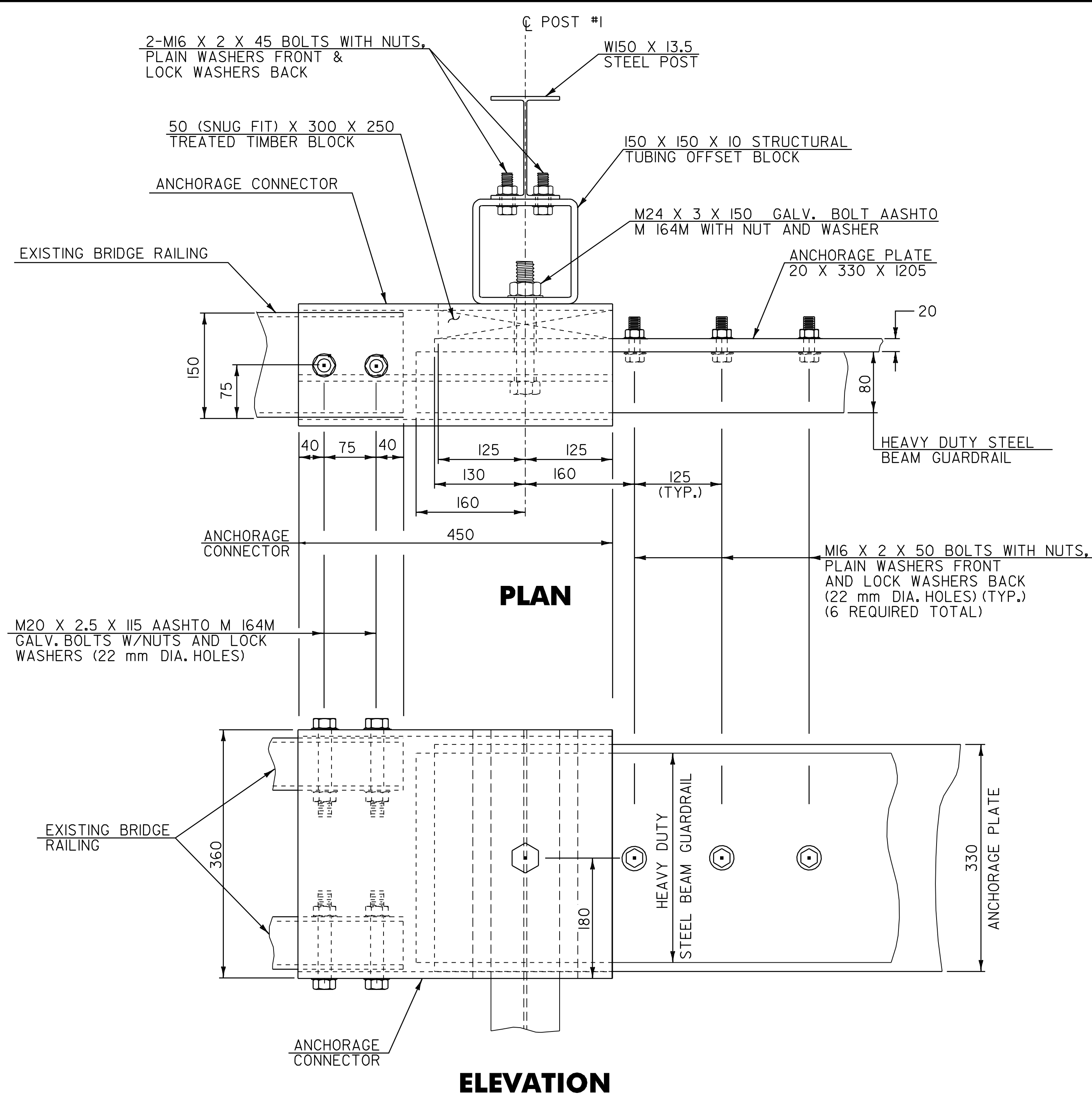
3.8 m PAY LENGTH GUARDRAIL APPROACH SECTION TYPE II

NOTE:
ALL DIMENSIONS IN MILLIMETERS EXCEPT WHERE OTHERWISE NOTED.

BRIDGE
APPROACH
SECTION
DETAIL
SHEET 1

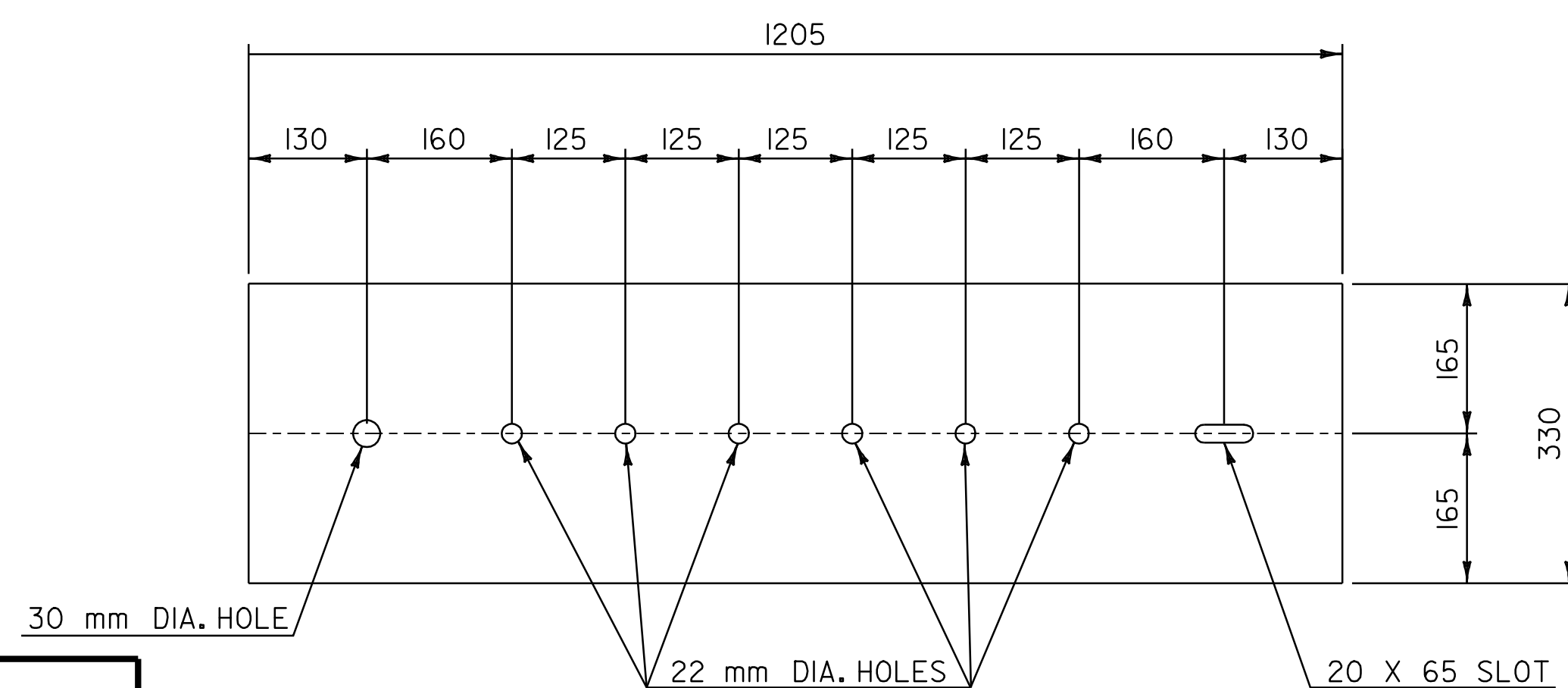
SURVEYED BY N/A DATE N/A
DRAWN BY C.A.K. DATE 2/02
SQUAD LEADER D.E.G.
DESIGN FILE NO. pgve/Q1b018/pb018.dgn
IPARM pb018brc3.1 DATE 10-JUL-2006 13:53
FILE pb018brc3.1 PLOTTED
PROJ. NAME SALISBURY - MIDDLEBURY
PROJ. NO. NH_23111115
SHEET 64 OF 67 SHEETS

DATUM
VERTICAL N/A
HORIZONTAL N/A



CONNECTION/TRANSITION DETAILS AT POST NO. 1

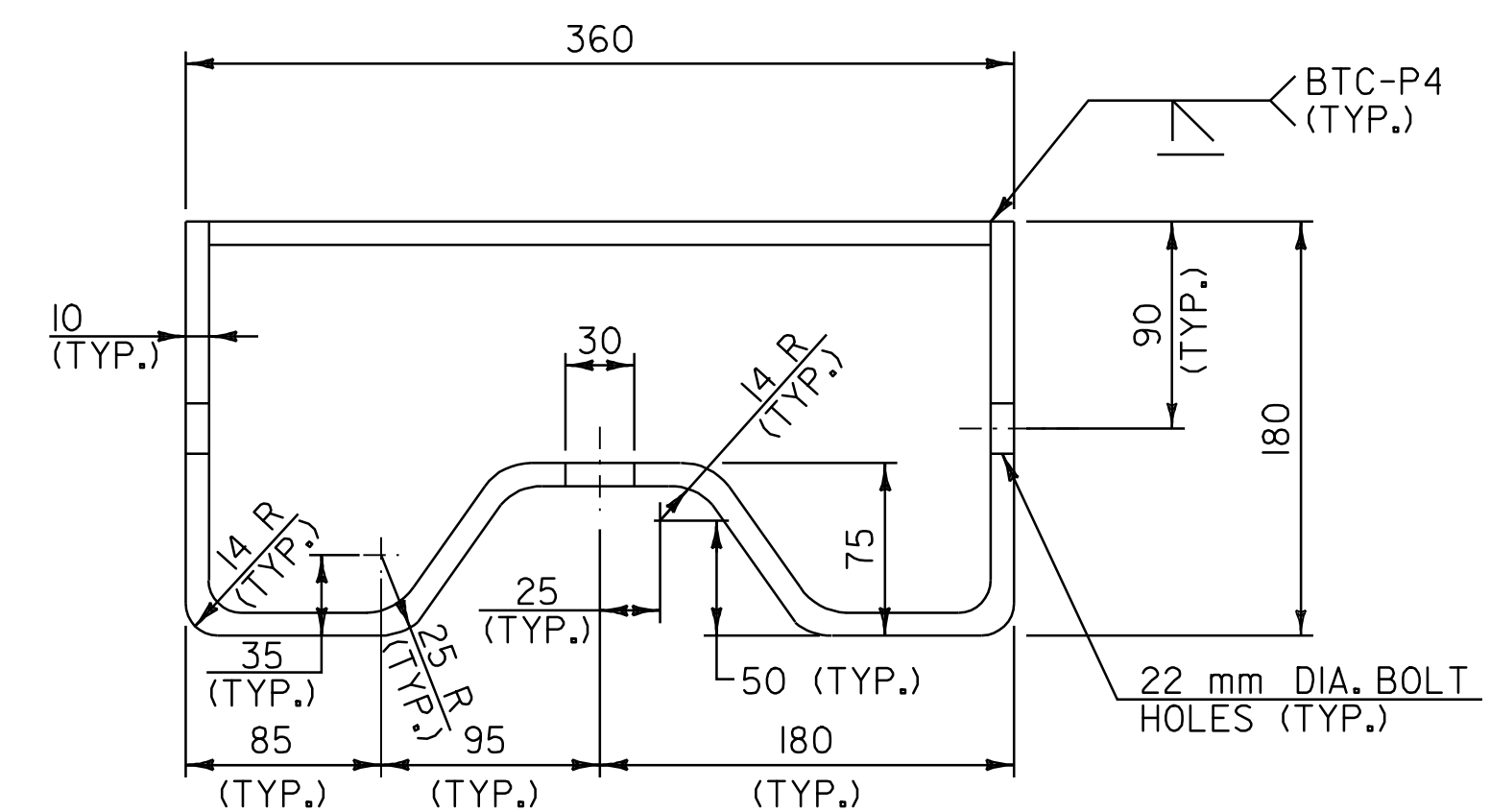
NOT TO SCALE



ANCHORAGE PLATE DETAIL

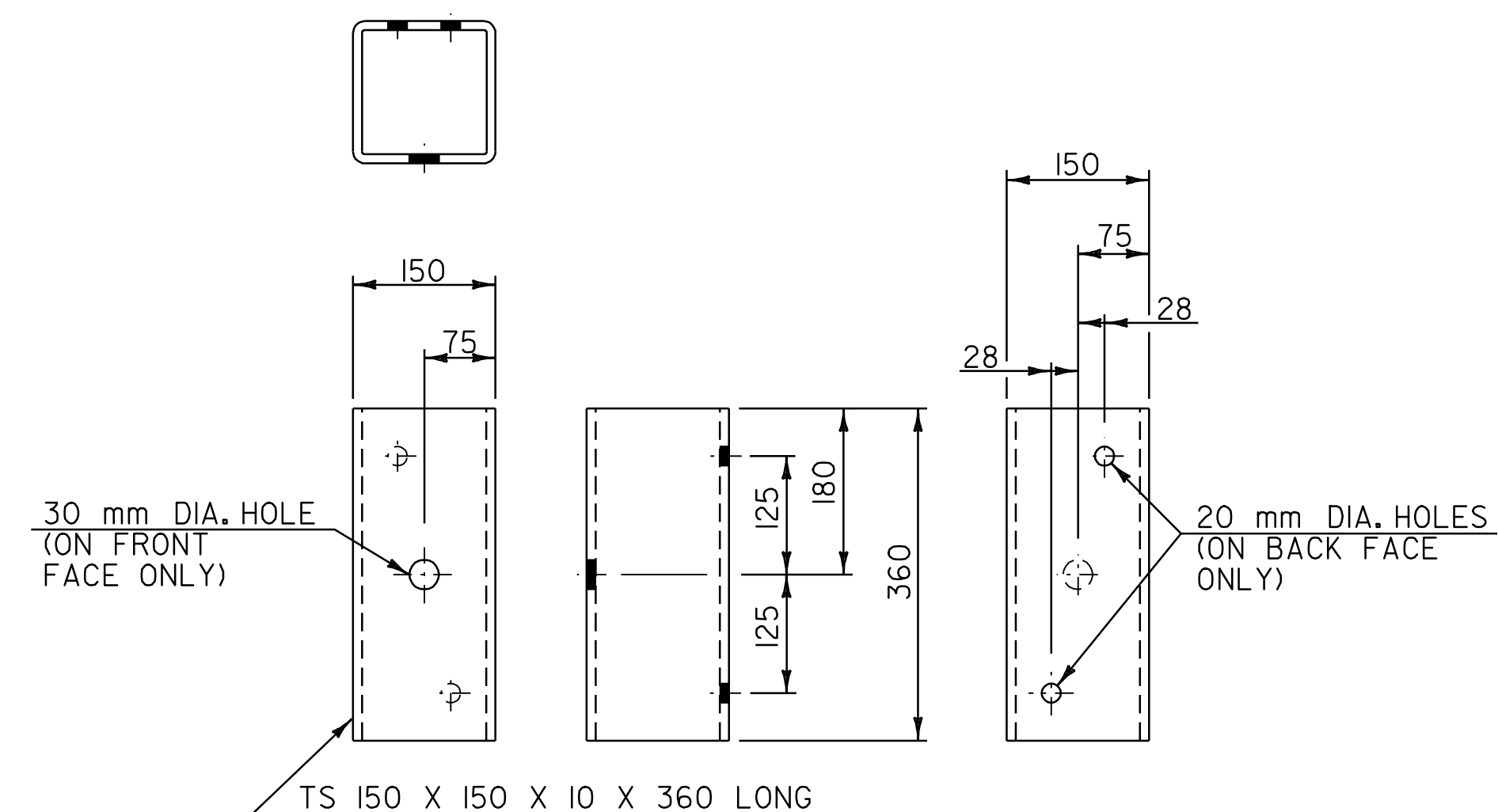
NOT TO SCALE

1. REFER TO STANDARD G-1M FOR ADDITIONAL RAIL DETAILS.
2. ALL POSTS FOR HEAVY DUTY STEEL BEAM GUARDRAIL SHALL BE STEEL IN ACCORDANCE WITH SECTION 728 "GUARDRAIL, GUIDE POSTS AND BARRIERS" UNLESS OTHERWISE SPECIFIED IN THE CONTRACT.
3. APPROACH RAIL SPLICES SHALL LAP IN DIRECTION OF TRAFFIC FLOW.
4. ANCHORAGE CONNECTOR AND ANCHORAGE PLATE SHALL BE AASHTO M 270/M 270M, GRADE 250 GALVANIZED TO AASHTO M III/M IIIM AFTER FABRICATION.
5. ALL BOLTS, NUTS AND WASHERS SHALL BE AASHTO M 164/M 164M GALVANIZED TO AASHTO M 232/M 232M AFTER FABRICATION.
6. STRUCTURAL TUBING OFFSET BLOCK SHALL BE AASHTO M 183/M 183M GALVANIZED TO AASHTO M III/M IIIM AFTER FABRICATION.
7. APPROACH RAILING SHALL BE HEAVY DUTY STEEL BEAM FOR EITHER TYPE OF GUARDRAIL APPROACH SECTION.
8. ALLOWABLE DIMENSIONAL TOLERANCE FOR BENT SECTIONS IS ± 1.6 mm.
9. THE UNIT PRICES BID FOR EITHER TYPE OF GUARDRAIL APPROACH SECTION SHALL INCLUDE ANCHORAGE CONNECTOR, ANCHORAGE PLATE, HEAVY DUTY STEEL BEAM GUARDRAIL, POSTS, OFFSET BLOCKS, BLOCKING, BOLTS, AND ALL NECESSARY HARDWARE.



ANCHORAGE CONNECTOR DETAIL

(SEE NOTE 7)
NOT TO SCALE



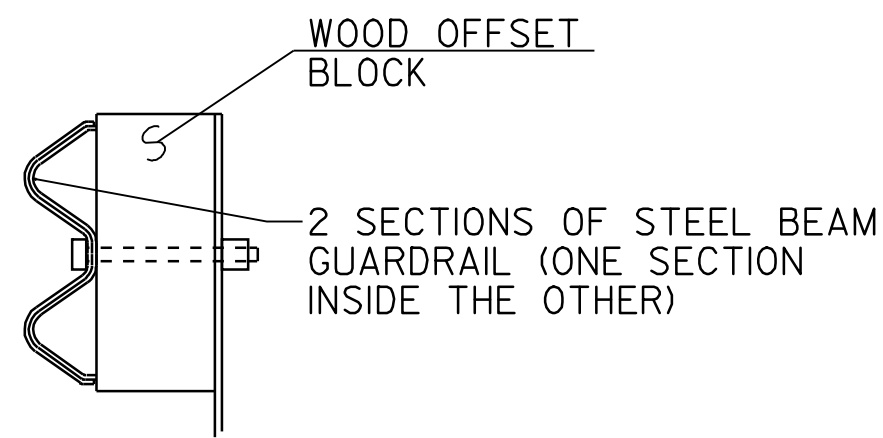
STRUCTURAL TUBING OFFSET BLOCK DETAILS

(OCCURS AT POST NO. 1 WHEN USING APPROACH RAIL UTILIZING STEEL POSTS)
NOT TO SCALE

NOTE:
ALL DIMENSIONS IN MILLIMETERS EXCEPT
WHERE OTHERWISE INDICATED.

BRIDGE APPROACH SECTION DETAIL SHEET 2

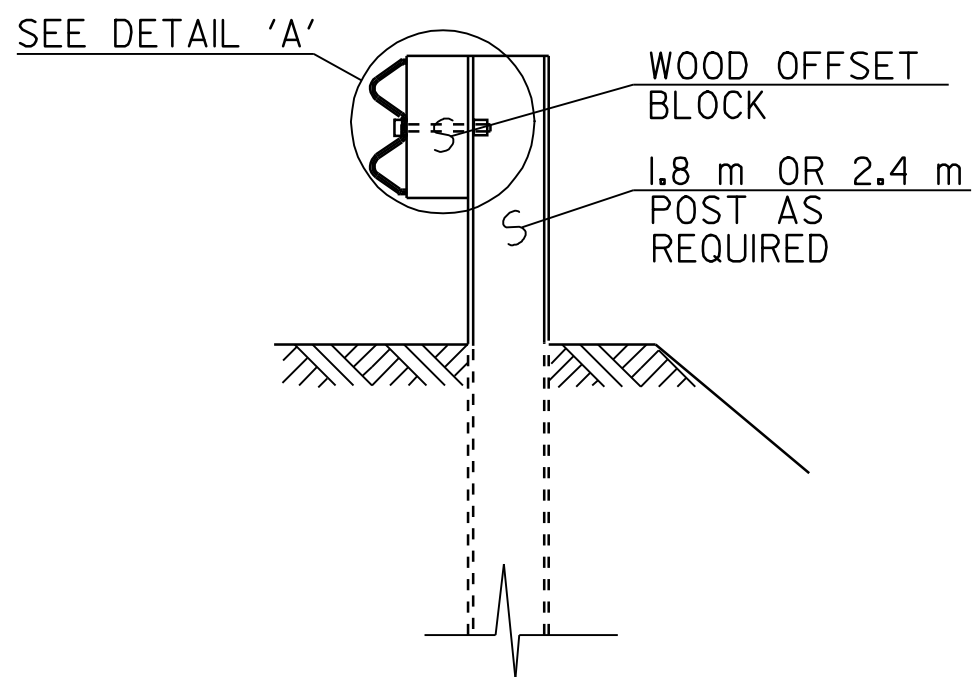
SURVEYED BY N/A DATE N/A
DRAWN BY C.A.K. DATE 2/02
SQUAD LEADER D.F.G.
DESIGN FILE NO. page 01b018/bb018.dgn
IPARM DATE
FILE pb018br41 PLOTTED 6-JUL-2006 13:30
PROJ. NAME SALISBURY--MIDDLEBURY
PROJ. NO. NH_231115
SHEET 65 OF 67 SHEETS -----



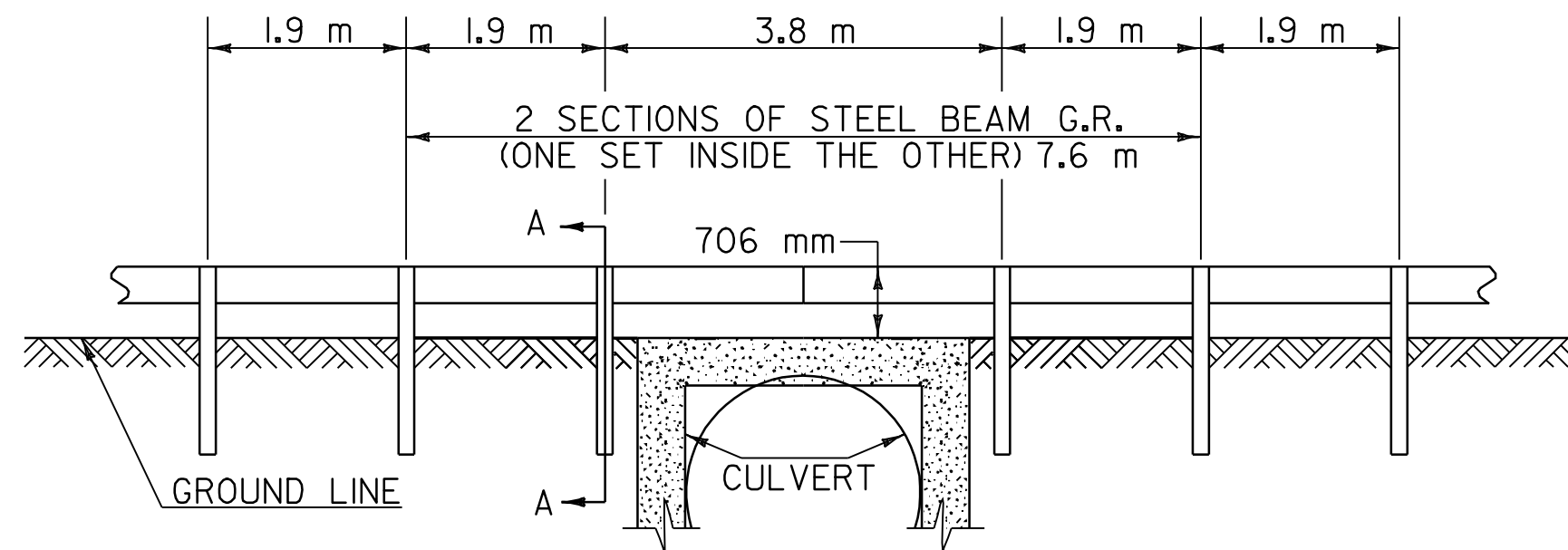
DETAIL A
NOT TO SCALE

NOTES

1. SEE STANDARD G-1M FOR STEEL BEAM GUARDRAIL DETAILS.
2. THIS WORK SHALL BE PAID UNDER ITEM 621.20 STEEL BEAM GUARDRAIL AT A PAY FACTOR OF 1.0.
3. THIS DETAIL TO BE USED AS INDICATED ON THE ITEM DETAIL SUMMARY SHEETS OR AS DIRECTED BY THE RESIDENT ENGINEER.



SECTION A-A
NOT TO SCALE

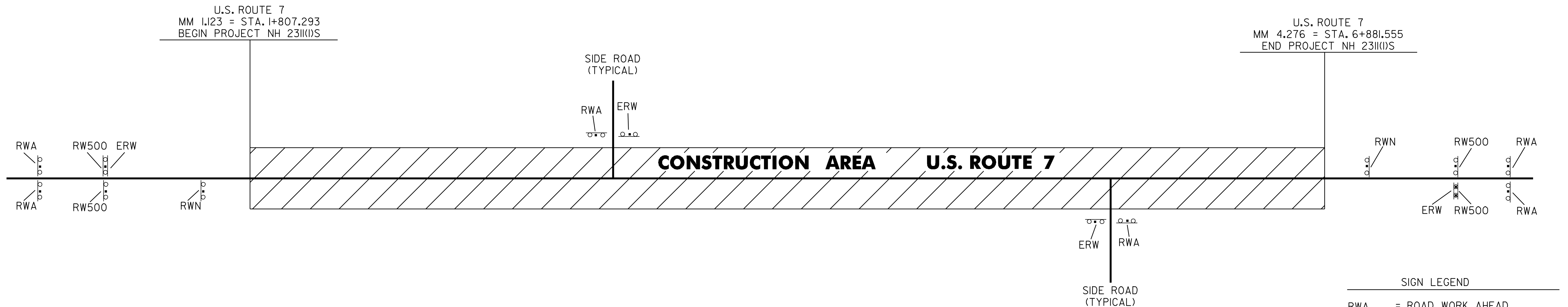


DETAIL OF STEEL BEAM GUARDRAIL AT SMALL CULVERTS
BR 124A SALISBURY STA. 6+572.561 LT & RT
NOT TO SCALE

GUARDRAIL AND MISC. DETAIL SHEET

SURVEYED BY N/A DATE N/A
DRAWN BY C.A.K. DATE 2/02
SQUAD LEADER D.E.G.
DESIGN FILE NO. pave/01b018/pb018.dgn
IPARM pb018gr1.i DATE 10-JUL-2006 13:3
FILE PLOTTED
PROJ. NAME SALISBURY - MIDDLEBURY
PROJ. NO. NH_231111S
SHEET 66 OF 67 SHEETS _____

DATUM
VERTICAL N/A
HORIZONTAL N/A



CONSTRUCTION APPROACH SIGNING

SEE STD. E-100M FOR ADDITIONAL SIGN PLACEMENT

LIST OF TOWN HIGHWAYS FOR CONSTRUCTION SIGNS			
TOWN HIGHWAY NUMBER	ROAD WORK AHEAD	END ROAD WORK	OTHER
BEGIN PROJECT	2	1	2 - RW500 1 - RWN
T-23	1	1	
T-23	1	1	
T-3	1	1	
T-9	1	1	
T-10	1	1	
VT. ROUTE 116	1	1	
VT. ROUTE 125	1	1	
T-24	1	1	
T-12	1	1	
T-26	1	1	
T-7	1	1	
T-9	1	1	
T-115	1	1	
T-113	1	1	
T-115	1	1	
T-20	1	1	
END PROJECT	2	1	2 - RW500 1 - RWN
TOTAL	20	18	6

CONSTRUCTION APPROACH SIGNING SHEET

SURVEYED BY N/A DATE N/A
DRAWN BY C.A.K. DATE 2/02
SQUAD LEADER D.E.G.
DESIGN FILE NO. _pave/01b018/pb018.dgn_
IPARM DATE
FILE _pb018cgs.i_ PLOTTER 9-JUL-2006 13:
PROJ. NAME SALISBURY_-_MIDDLEBURY_
PROJ. NO. NH_231111S
SHEET 67 OF 67 SHEETS _____

DATUM _____

VERTICAL N/A _____

HORIZONTAL N/A _____